WKE

MARCH 2025

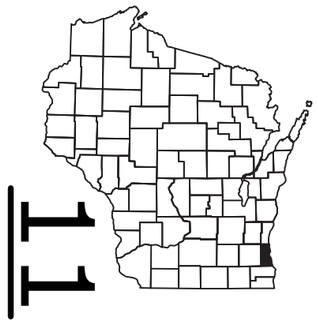
PROJECT ID: 1228-03-76

COUNTY: MILWAUKEE

ORDER OF SHEETS

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

TOTAL SHEETS = 516



N

DESIGN DESIGNATION

A.A.D.T.	2025	=	109,684
A.A.D.T.	2045	=	115,841
D.H.V.		=	6.0
D.D.		=	53/47
T.		=	8%
DESIGN SPEED		=	60
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

IH 43 NORTH SOUTH FREEWAY

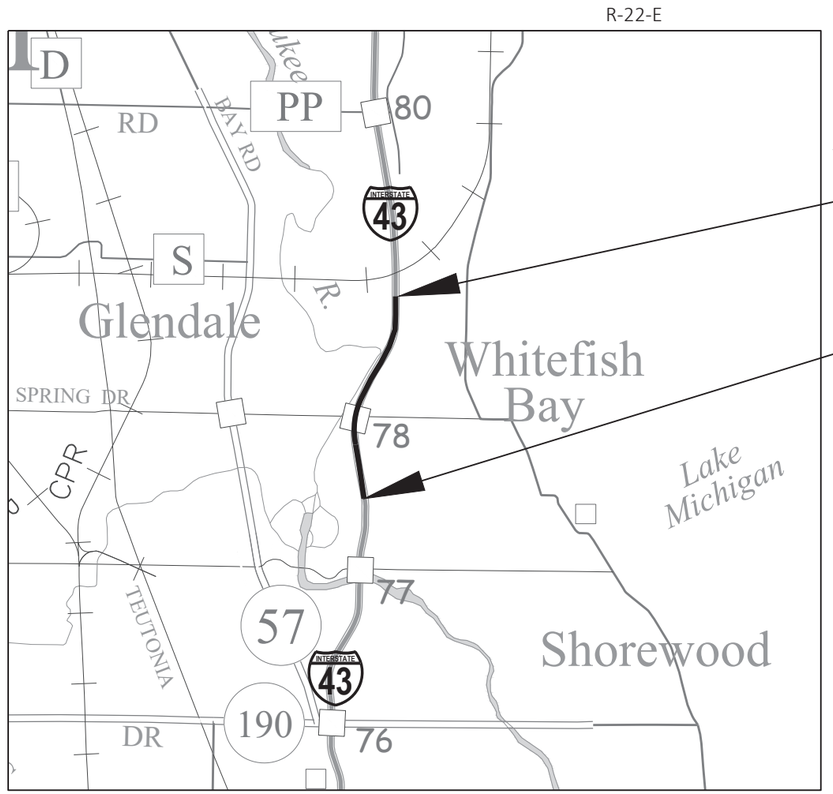
OAK LEAF TRAIL TO BENDER RD

IH 43

MILWAUKEE COUNTY

STATE PROJECT NUMBER
1228-03-76

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1228-03-76	WISC 2025366	1



END PROJECT
STA 1077+86.69
X = 604942.04
Y = 332658.16

BEGIN PROJECT
STA 1004+18.19
X = 603903.07
Y = 325638.50

LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 1.396 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MILWAUKEE COUNTY NAD83 (2007), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2007). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	WISDOT
Project Manager	JAMES SCHUMACHER, P.E.
Regional Examiner	
Regional Supervisor	WAFA ELQAQ, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 11/1/2024 James Schumacher (Signature)

E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\010101-TI.DWG PLOT DATE : 10/30/2024 9:02 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME :

UTILITY CONTACTS

AT&T WISCONSIN - COMMUNICATION LINE
JAY BULANEK
435 SOUTH 95TH STREET
MILWAUKEE, WI 53214-1226
PHONE: (414) 491-2855
jb5175@att.com

ATC MANAGEMENT, INC - ELECTRICITY-TRANSMISSION
CHRIS DAILEY
P.O. BOX 47
WAUKESHA, WI 53187
PHONE: (262) 506-6884
cdailey@atcllc.com

CENTURYLINK COMMUNICATIONS, LLC - COMMUNICATION LINE
BRAHIM GADDOUR
3235 INTERTECH DR, SUITE 600
BROOKFIELD, WI 53045
PHONE: (414) 908-1027
brahim.gaddour@lumen.com

CITY OF GLENDALE - SEWER
CHARLIE IMIG
5909 N MILWAUKEE RIVER PARKWAY
GLENDALE, WI 53209
PHONE: (414) 228-1742
c.imig@glendale-wi.gov

CITY OF GLENDALE - WATER
CHARLIE IMIG
5909 N MILWAUKEE RIVER PARKWAY
GLENDALE, WI 53209
PHONE: (414) 228-1742
c.imig@glendale-wi.gov

MIDWEST FIBER NETWORKS LLC - COMMUNICATION LINE
CORY SCHMUKI
6070 NORTH FLINT RD
GLENDALE, WI 53209
PHONE: (414) 459-3561
cschmuki@midwestfibernetworks.com

MILWAUKEE METROPOLITAN SEWERAGE DISTRICT - SEWER
MICHAEL LEE
260 W SEEBOTH ST
MILWAUKEE, WI 53204
PHONE: (414) 225-2241
mlee@mmsd.com

NORTH SHORE WATER COMMISSION - WATER
ERIC KIEFER
400 W BENDER RD
GLENDALE, WI 53217
PHONE: (414) 963-0160
ekiefer@northshorewc.com

SPECTRUM - COMMUNICATION LINE
BEAU ABUYA
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
PHONE: (414) 908-1343
wis.engineering@charter.com

VERIZON BUSINESS - COMMUNICATION LINE
RJ CICATELLO JR.
15725 W RYERSON RD
NEW BERLIN, WI 53151
PHONE: (262) 232-1323
randy.cicatello@verizon.com

WE ENERGIES - ELECTRICITY
JAKE CHRISTENSEN
W140 N9100 LILLY RD
MENOMONEE FALLS, WI 53051
PHONE: (262) 502-6819
DISPATCH: (800) 662-4797
jacob.chrstensen@we-energies.com

WE ENERGIES - GAS/PETROLEUM
MITCHELL CORNER
151 E COOK ST
PORTAGE, WI 53901
PHONE: (920) 205-0937
DISPATCH: (800) 261-5325
mitchell.corner@daarcorp.com

WIN TECHNOLOGY - COMMUNICATION LINE
ERIC BECKER
4955 BULLIS FARM RD
EAU CLAIRE, WI 54701
PHONE: (715) 797-2724
eric.becker@wintechnology.com

GENERAL CONTACTS

CITY OF GLENDALE - STREET LIGHTING
CHARLIE IMIG
5909 N MILWAUKEE RIVER PARKWAY
GLENDALE, WI 53209
PHONE: (414) 228-1742
c.imig@glendale-wi.gov

CITY OF GLENDALE - WISCONSIN SIGNAL
CHARLIE IMIG
5909 N MILWAUKEE RIVER PARKWAY
GLENDALE, WI 53209
PHONE: (414) 228-1742
c.imig@glendale-wi.gov

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

GENERAL NOTES

NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPERATELY.

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

DO NOT REMOVE ANY TREES OR SHRUBS WITHOUT APPROVAL OF THE ENGINEER.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTION
CONSTRUCTION DETAILS
REMOVAL PLAN
PLAN DETAIL
EROSION CONTROL
STORM SEWER
PERMANENT SIGNING PLAN
LIGHTING PLAN
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
STAGING/TRAFFIC CONTROL
DETOURS
FENCING
ALIGNMENT PLAN

STATE AGENCIES

WISDOT DESIGN
JIM SCHUMACHER, PROJECT MANAGER
141 NW BARSTOW ST.
WAUKESHA, WI 53187-0798
PHONE: (262) 521-4428
JAMESD.SCHUMACHER@DOT.WI.GOV

WISCONSIN DNR
RYAN PAPPAS
1027 W SAINT PAUL AVE
MILWAUKEE, WI 53233
PHONE: (2414) 750-7495
ryan.pappas@wisconsin.gov

WISDOT - COMMUNICATION LINE
JOHN MITTELSTADT
433 W ST PAUL AVE
MILWAUKEE, WI 53203
PHONE: (608) 205-7859
john.mittelstadt@dot.wi.gov

WISDOT STREET LIGHTING
ERIC PEREA
141 NW BARSTOW STREET
WAUKESHA, WI 53087-0798
PHONE: (414) 574-5422
Eric.Perea@dot.wi.gov

WISDOT SIGNALS
JARRETT GATES
141 NW BARSTOW STREET
WAUKESHA, WI 53188
PHONE: (262) 548-5894
jarrett.gates@dot.wi.gov

STANDARD ABBREVIATIONS

ABUT	Abutment
AC	Acre
AADT	Annual Average Daily Traffic
AVG	Average
BR	Bridge
CL or C/L	Center Line
Δ	Central Angle or Delta
CONC	Concrete
CO	County
CTH	County Trunk Highway
CY	Cubic Yard
D	Degree of Curve
DHV	Design Hour Volume
DD	Directional Distribution
DOC	Document
E	East
X	East Grid Coordinate
EB	Eastbound
EL or ELEV	Elevation
ESALS	Equivalent Single Axle Loads
EXIST	Existing
FAB	Flashing Arrow Board
FT	Foot
LT	Left
L	Length of Curve
LIN FT or LF	Linear Foot
LS	Lump Sum
MB	Message Board
N	North
Y	North Grid Coordinate
NB	Northbound
NO	Number
PT	Point
PC	Point of Curvature
PI	Point of Intersection
PT	Point of Tangency
LB	Pound
R	Radius
RL or R/L	Reference Line
RT	Right
R/W	Right-of-Way
RD	Road
RDWY	Roadway
SEC	Section
SHLDR	Shoulder
SW	Sidewalk
S	South
SB	Southbound
SPECS	Specifications
SQ	Square
SF or SQ FT	Square Feet
SY or SQ YD	Square Yard
STD	Standard
SDD	Standard Detail Drawings
STH	State Trunk Highways
STA	Station
STR	Structure or Structural
SL or S/L	Survey Line
T	Tangent
TEMP	Temporary
T	Ton
T	Trucks (percent of)
TYP	Typical
USH	United States Highway
VAR	Variable
V	Velocity or Design Speed
VOL	Volume
W	West
WB	Westbound
YD	Yard

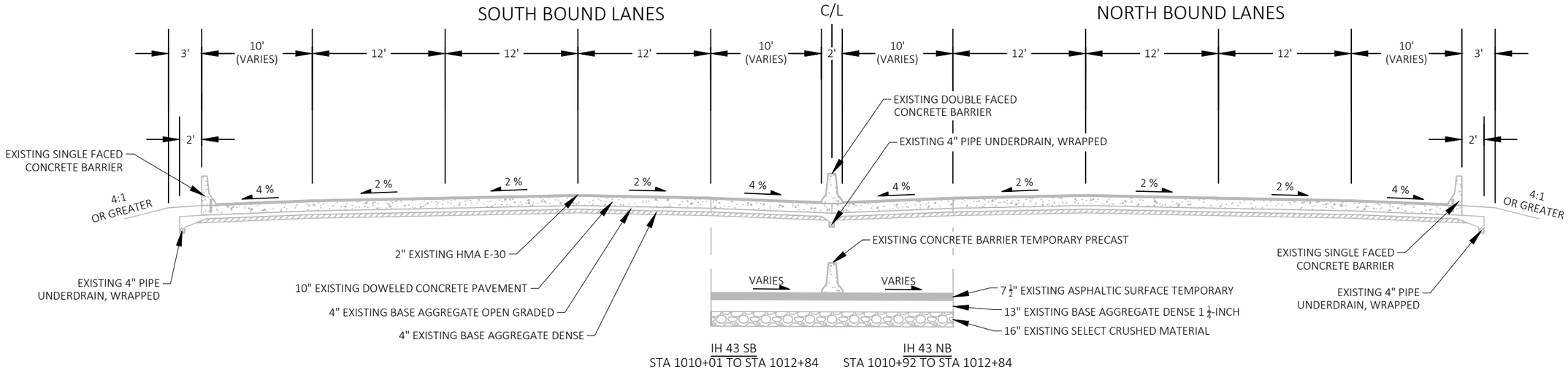
CONVERSION TABLE

MATERIAL	UNIT WEIGHT
HMA PAVEMENT	112 LB/SY/INCH
BASE AGGREGATE DENSE 1 1/4-INCH	1.85 TON/CY
SELECT CRUSHED MATERIAL	1.85 TON/CY

2



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PROJECT OVERVIEW	SHEET 4	E



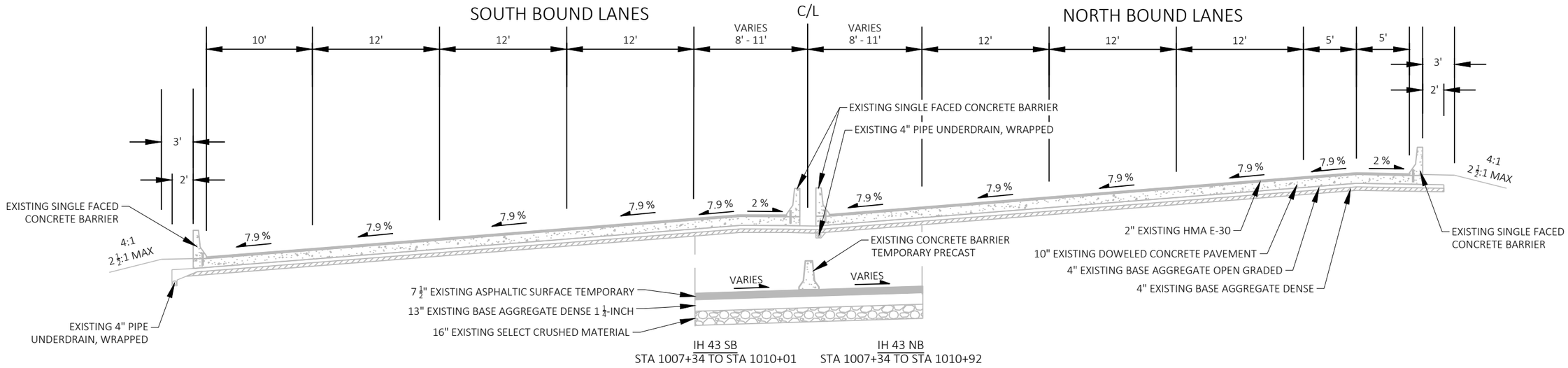
IH 43 SB
STA 1010+01 TO STA 1012+84

IH 43 NB
STA 1010+92 TO STA 1012+84

EXISTING NORMAL TYPICAL SECTION

IH 43 SB
STA 1010+01 TO STA 1023+51
STA 1074+76 TO STA 1077+87

IH 43 NB
STA 1010+92 TO STA 1023+10
STA 1050+31 TO STA 1057+35
STA 1075+83 TO STA 1077+87



IH 43 SB
STA 1007+34 TO STA 1010+01

IH 43 NB
STA 1007+34 TO STA 1010+92

EXISTING SUPERELEVATED TYPICAL SECTION

IH 43 SB
TRANSITION TO SUPER: STA 1004+18 TO STA 1005+51
FULL SUPER (7.9%): STA 1005+51 TO STA 1006+33
TRANSITION TO NORMAL: STA 1006+33 TO STA 1010+01

IH 43 NB
TRANSITION TO SUPER: STA 1004+18 TO STA 1005+02
FULL SUPER (7.9%): STA 1005+02 TO STA 1006+57
TRANSITION TO NORMAL: STA 1006+57 TO STA 1010+92

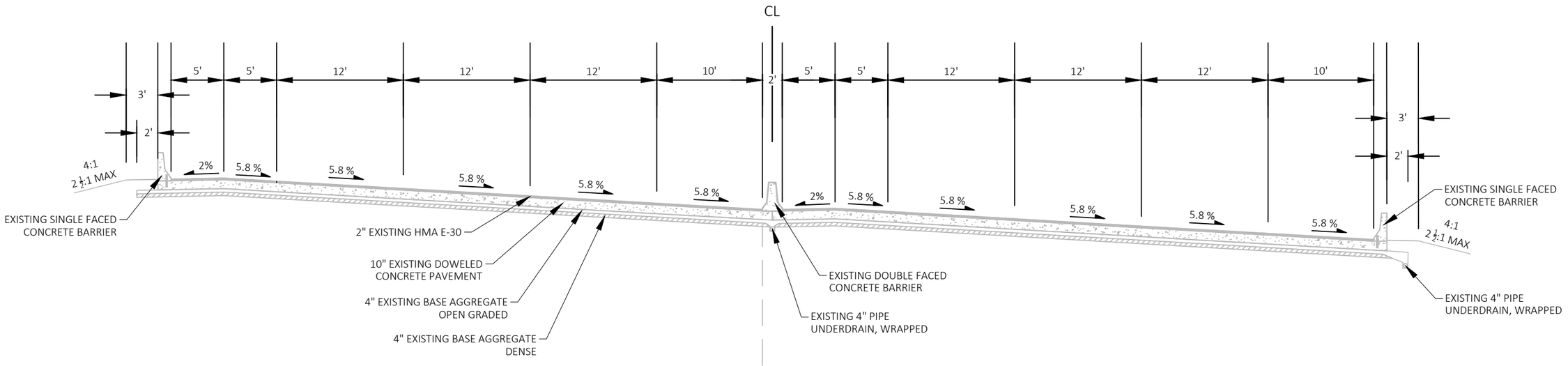
NOTE: TRANSITIONS AND FULL SUPER LOCATIONS TO BE VERIFIED IN THE FIELD

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 5	E

2

SOUTH BOUND LANES

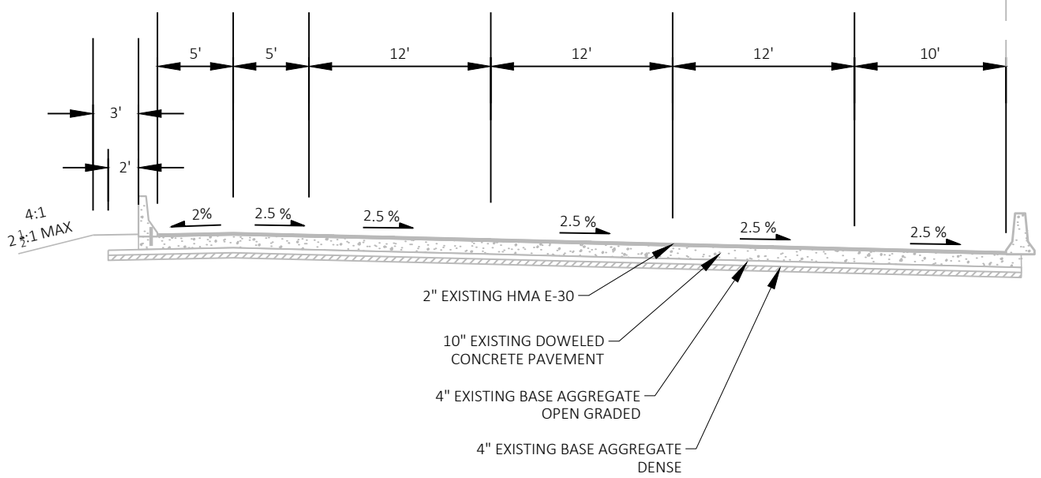
NORTH BOUND LANES



EXISTING SUPERELEVATED TYPICAL SECTION

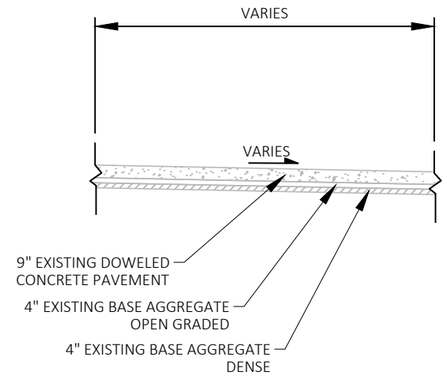
IH 43 SB
TRANSITION TO SUPER: STA 1023+51 TO STA 1026+97
FULL SUPER (5.8%): STA 1026+97 TO STA 1039+91
TRANSITION TO SUPER (2.5%): STA 1039+91 TO STA 1041+60

IH 43 NB
TRANSITION TO SUPER: STA 1023+10 TO STA 1026+57
FULL SUPER (5.8%): STA 1026+57 TO STA 1040+25
TRANSITION TO NORMAL: STA 1040+25 TO STA 1050+31



EXISTING SUPERELEVATED TYPICAL SECTION

IH 43 SB
FULL SUPER (2.5%): STA 1041+60 TO STA 1053+60
TRANSITION TO SUPER (6.8%): STA 1053+60 TO STA 1060+43



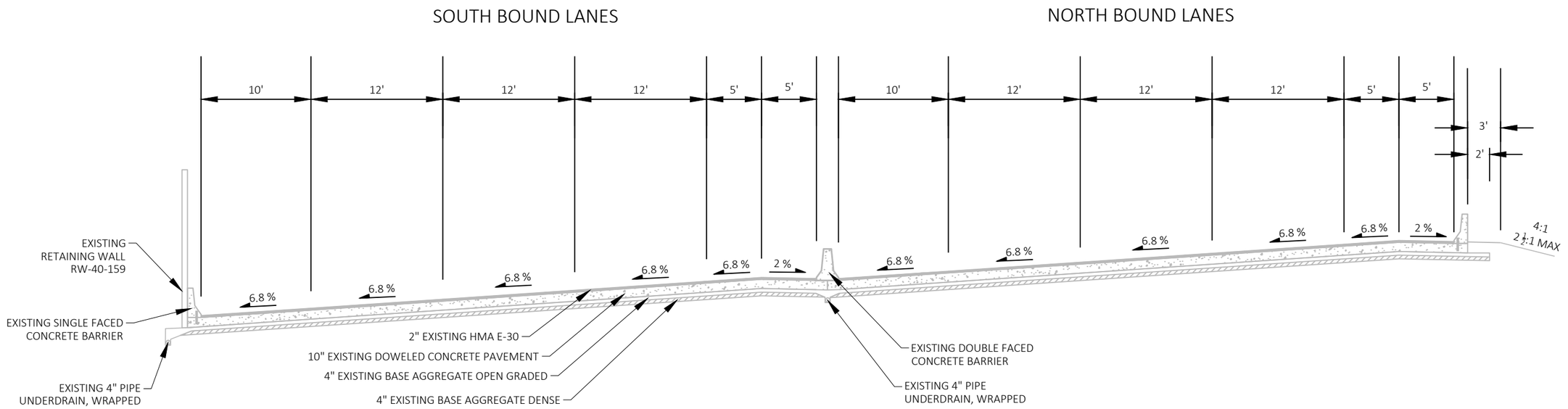
EXISTING RAMPS TYPICAL SECTION

SILVER SPRING DRIVE INTERCHANGE SB ON/OFF RAMP
SILVER SPRING DRIVE INTERCHANGE NB ON/OFF RAMPS

NOTE: TRANSITIONS AND FULL SUPER LOCATIONS TO BE VERIFIED IN THE FIELD

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 6	E

2



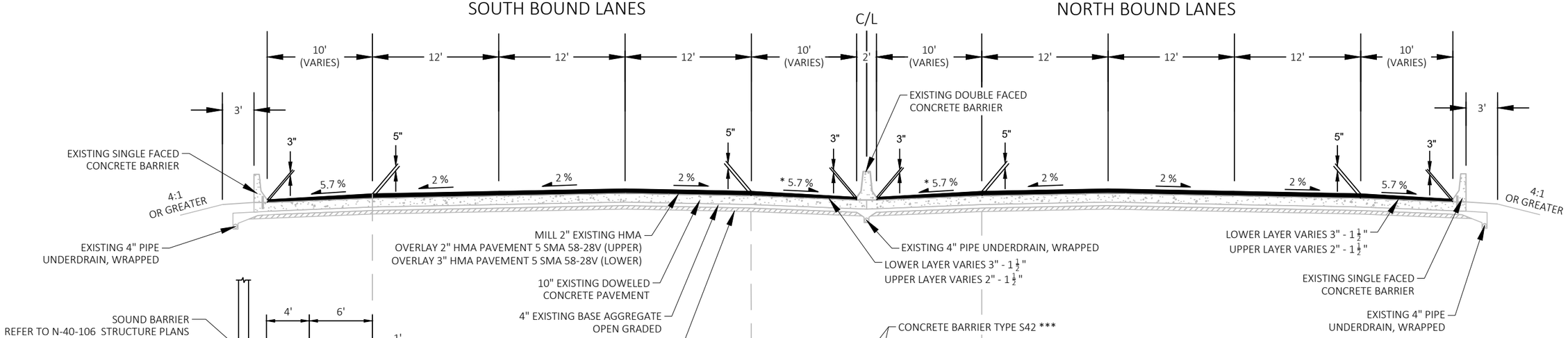
EXISTING SUPERELEVATED TYPICAL SECTION

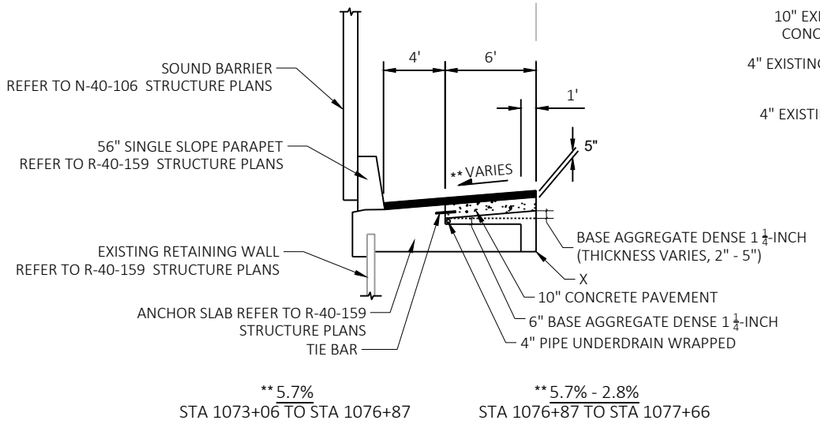
IH 43 SB
FULL SUPER (6.8%): STA 1060+43 TO STA 1071+21
TRANSITION TO NORMAL: STA 1071+21 TO STA 1074+76

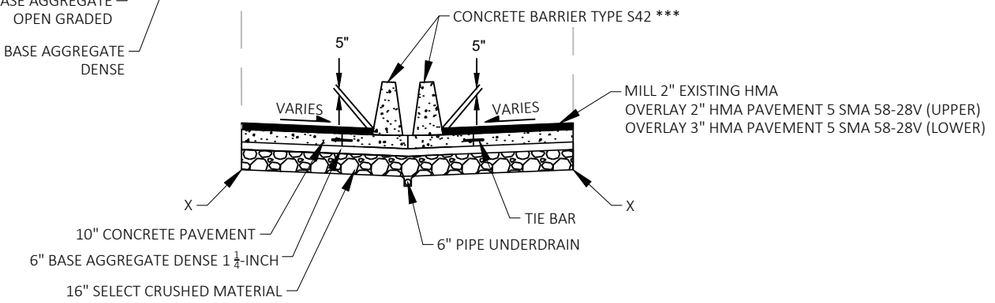
IH 43 NB
TRANSITION TO SUPER: STA 1057+35 TO STA 1060+26
FULL SUPER (6.8%): STA 1060+26 TO STA 1071+91
TRANSITION TO NORMAL: STA 1071+91 TO STA 1075+83

NOTE: TRANSITIONS AND FULL SUPER LOCATIONS TO BE VERIFIED IN THE FIELD

2







** 5.7%
STA 1073+06 TO STA 1076+87

** 5.7% - 2.8%
STA 1076+87 TO STA 1077+66

IH 43 SB
STA 1010+01 TO STA 1013+33

IH 43 NB
STA 1010+92 TO STA 1013+33

* INSIDE SHOULDER BEGINS TRANSITION TO 2% AT STA 1076+76 AND FULL 2% BEGINS AT STA 1077+76

** CONCRETE BARRIER TYPE S42 BEGINS TO TRANSITION TO CONCRETE BARRIER DOUBLE-FACED 32-INCH AT STA 1012+00 (REFER TO CONSTRUCTION DETAILS)

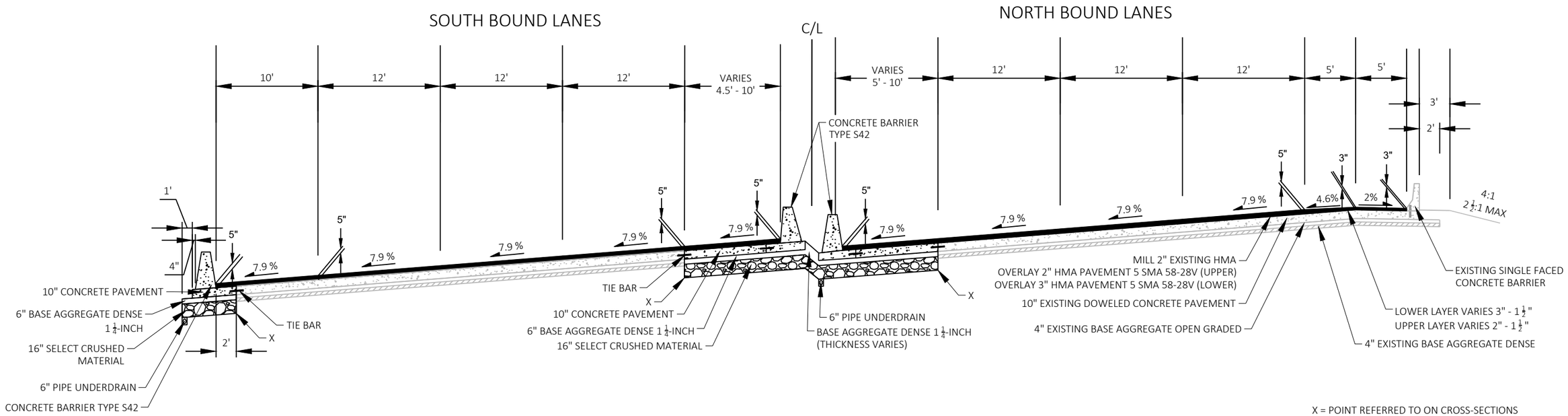
X = POINT REFERRED TO ON CROSS-SECTIONS

PROPOSED NORMAL TYPICAL SECTION

IH 43 SB
STA 1010+01 TO STA 1023+51
STA 1074+76 TO STA 1077+87

IH 43 NB
STA 1010+92 TO STA 1023+10
STA 1050+31 TO STA 1057+35
STA 1075+83 TO STA 1077+87

2



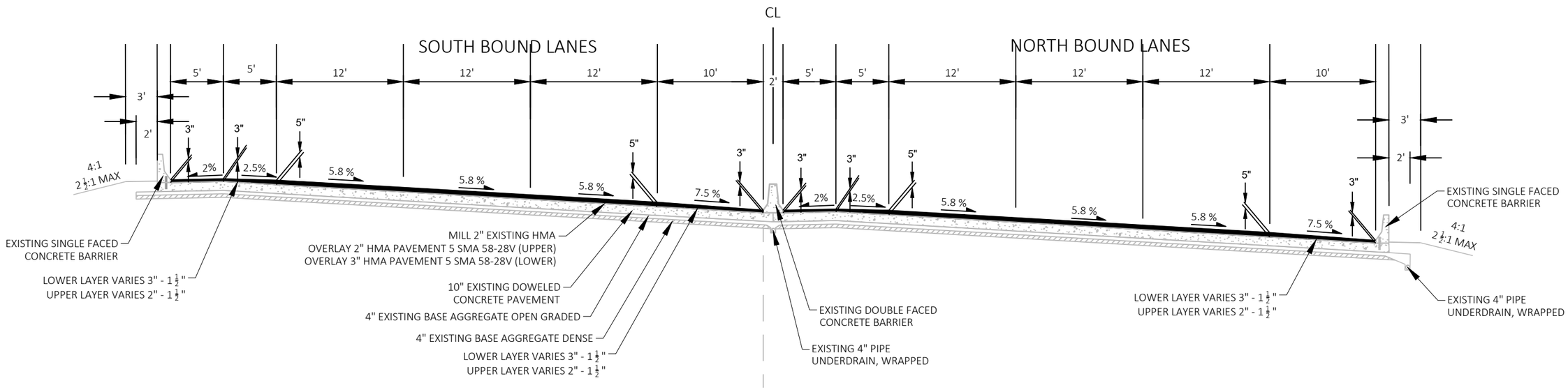
X = POINT REFERRED TO ON CROSS-SECTIONS

PROPOSED SUPERELEVATED TYPICAL SECTION

IH 43 SB
TRANSITION TO SUPER: STA 1004+18 TO STA 1005+51
FULL SUPER (7.9%): STA 1005+51 TO STA 1006+33
TRANSITION TO NORMAL: STA 1006+33 TO STA 1010+01

IH 43 NB
TRANSITION TO SUPER: STA 1004+18 TO STA 1005+02
FULL SUPER (7.9%): STA 1005+02 TO STA 1006+57
TRANSITION TO NORMAL: STA 1006+57 TO STA 1010+92

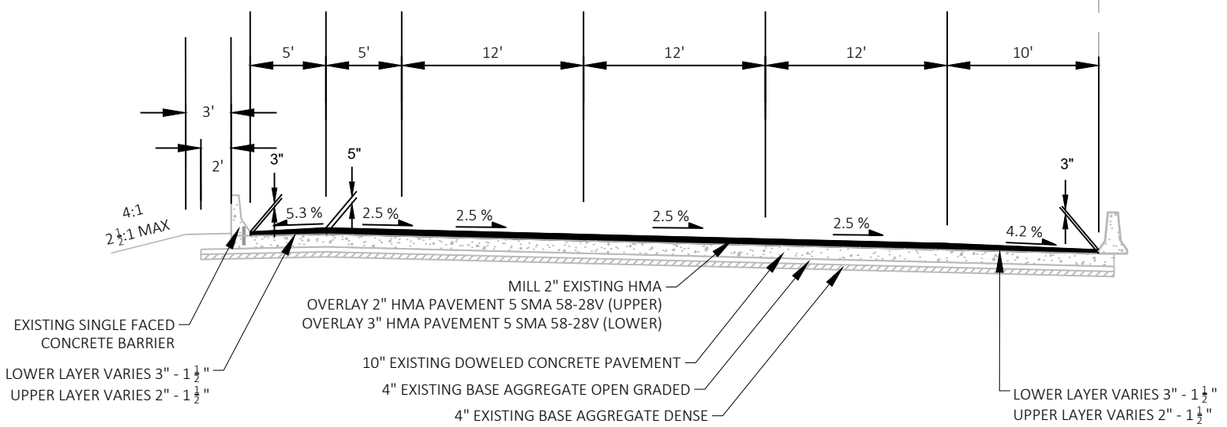
NOTE: TRANSITIONS AND FULL SUPER LOCATIONS TO BE VERIFIED IN THE FIELD



PROPOSED SUPERELEVATED TYPICAL SECTION

IH 43 SB
TRANSITION TO SUPER: STA 1023+51 TO STA 1026+97
FULL SUPER (5.8%): STA 1026+97 TO STA 1039+91
TRANSITION TO SUPER (2.5%): STA 1039+91 TO STA 1041+60

IH 43 NB
TRANSITION TO SUPER: STA 1023+10 TO STA 1026+57
FULL SUPER (5.8%): STA 1026+57 TO STA 1040+25
TRANSITION TO NORMAL: STA 1040+25 TO STA 1050+31

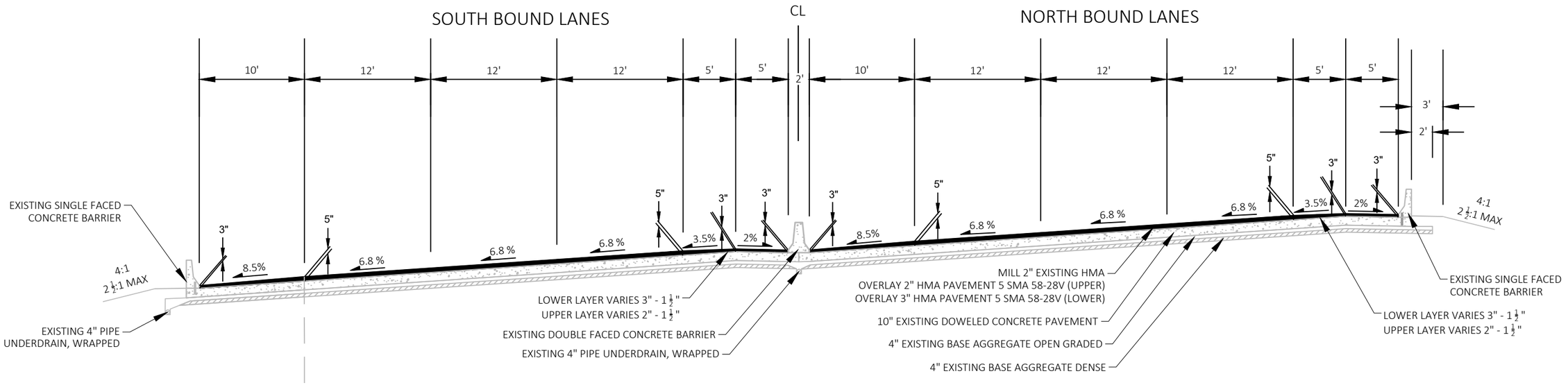


PROPOSED SUPERELEVATED TYPICAL SECTION

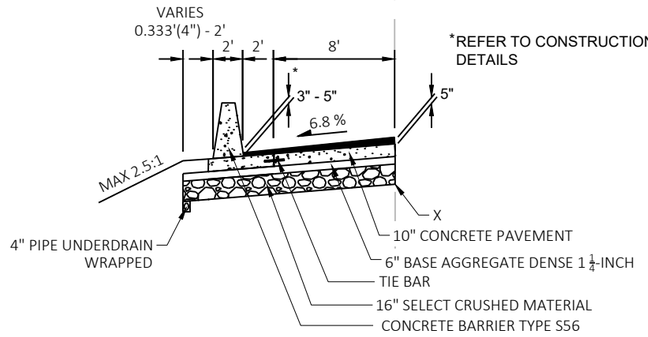
IH 43 SB
FULL SUPER (2.5%): STA 1041+60 TO STA 1053+60
TRANSITION TO SUPER (6.8%): STA 1053+60 TO STA 1060+43

NOTE: TRANSITIONS AND FULL SUPER LOCATIONS TO BE VERIFIED IN THE FIELD

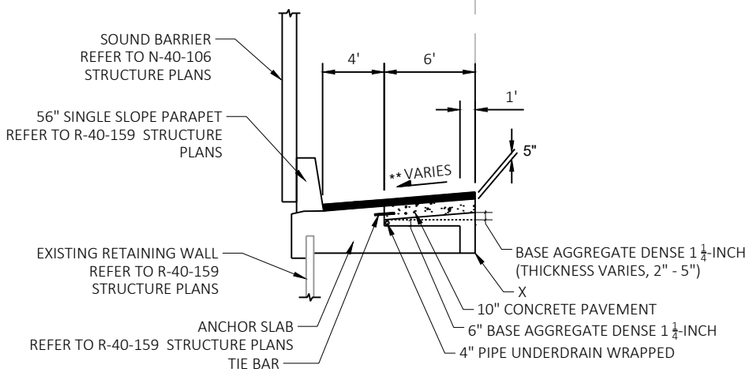
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 10	E



X = POINT REFERRED TO ON CROSS-SECTIONS



STA 1064+38 TO STA 1064+73



** 6.8%
STA 1064+73 TO STA 1071+44

** 6.8% - 5.7%
STA 1071+44 TO STA 1073+06

PROPOSED SUPERELEVATED TYPICAL SECTION

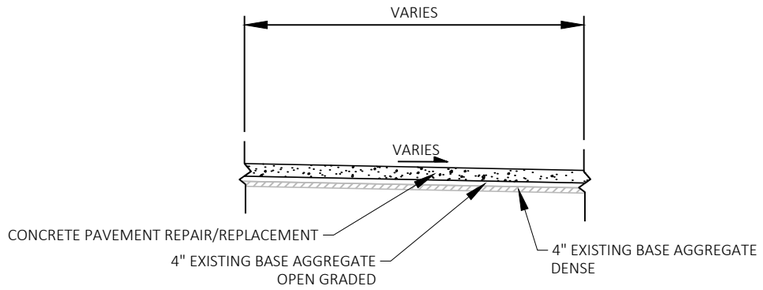
IH 43 SB
FULL SUPER (6.8%): STA 1060+43 TO STA 1071+21
TRANSITION TO NORMAL: STA 1071+21 TO STA 1074+76

IH 43 NB
TRANSITION TO SUPER: STA 1057+35 TO STA 1060+26
FULL SUPER (6.8%): STA 1060+26 TO STA 1071+91
TRANSITION TO NORMAL: STA 1071+91 TO STA 1075+83

NOTE: TRANSITIONS AND FULL SUPER LOCATIONS TO BE VERIFIED IN THE FIELD

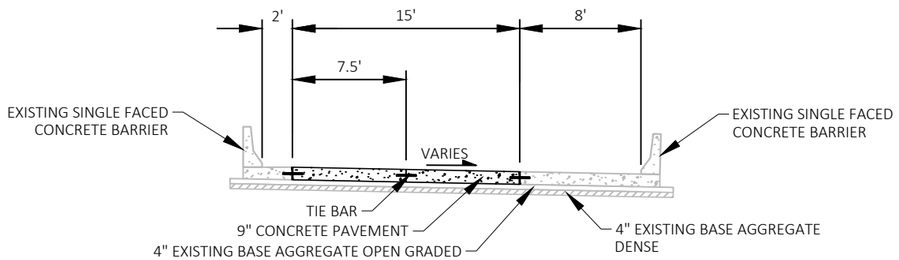
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TYPICAL SECTIONS	SHEET 11	E

2



PROPOSED RAMPS TYPICAL SECTION

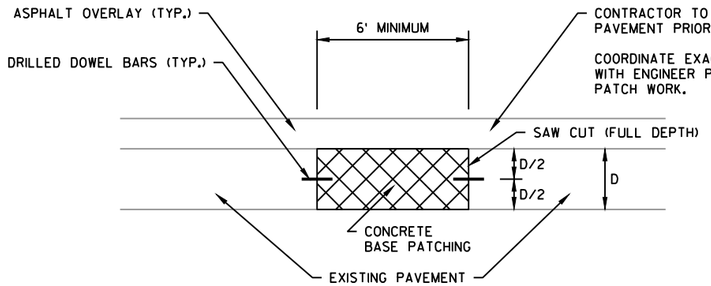
SILVER SPRING DRIVE INTERCHANGE SB ON/OFF RAMP
SILVER SPRING DRIVE INTERCHANGE NB ON/OFF RAMPS



PROPOSED RAMPS TYPICAL SECTION

RAMP C
STA 122+75 TO STA 125+03

2

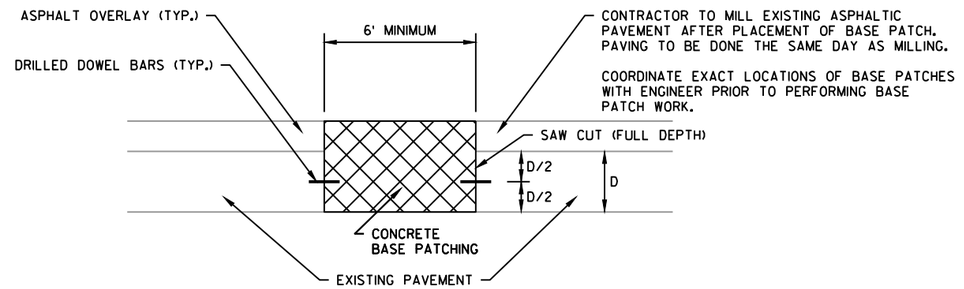


DETAIL OF BASE PATCH, CONCRETE

DETAIL TO BE USED IN LOCATIONS WHERE THE ROADWAY IS FULLY CLOSED (DAY AND NIGHT WORK). SEE S.D.D. "BASE PATCHING CONCRETE" FOR ADDITIONAL DETAILS

NOTES: CONTRACTOR SHALL REMOVE ALL UNSUITABLE MATERIAL BELOW BASE PATCH AREA AND REPLACE WITH BASE AGGREGATE DENSE 1-1/4".

LOCATION AND AREA OF BASE PATCHING SHALL BE PLACED AS SHOWN ON PLANS AS DIRECTED BY THE ENGINEER.

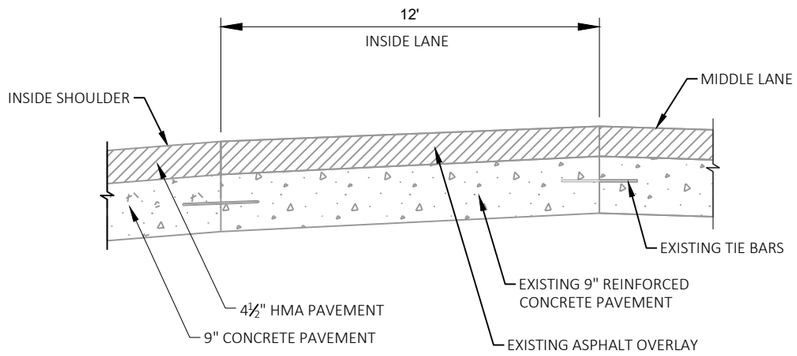


DETAIL OF BASE PATCH, CONCRETE SHES

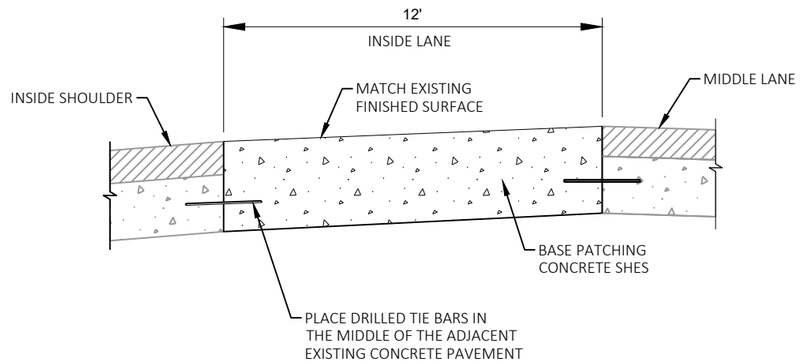
DETAIL TO BE USED IN LOCATIONS WHERE THE ROADWAY HAS TO BE OPENED TO TRAFFIC DURING THE DAY (NIGHT-WORK ONLY). SEE S.D.D. "BASE PATCHING CONCRETE" FOR ADDITIONAL DETAILS

NOTES: CONTRACTOR SHALL REMOVE ALL UNSUITABLE MATERIAL BELOW BASE PATCH AREA AND REPLACE WITH BASE AGGREGATE DENSE 1-1/4".

LOCATION AND AREA OF BASE PATCHING SHALL BE PLACED AS SHOWN ON PLANS AS DIRECTED BY THE ENGINEER.



EXISTING SECTION

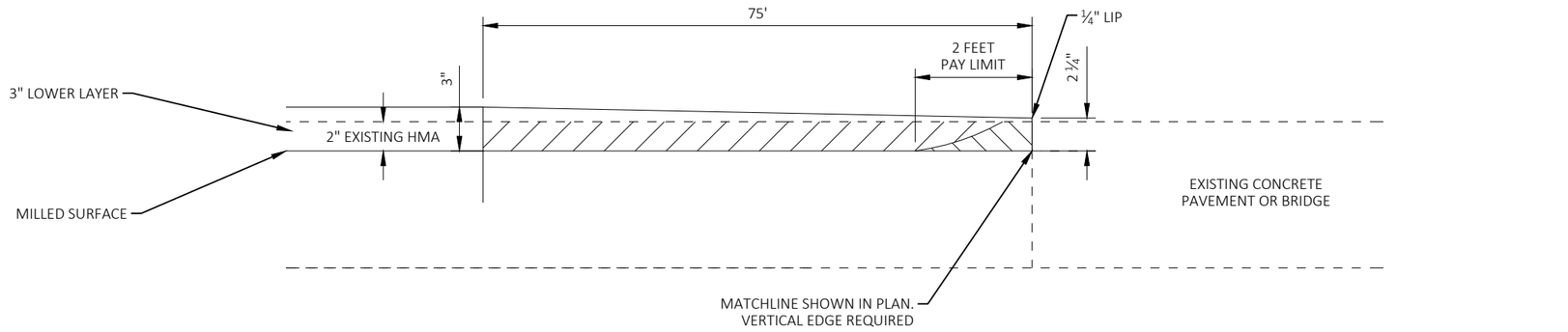


BASE PATCHING

LANE BASE PATCHING OPERATIONS

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 13	E

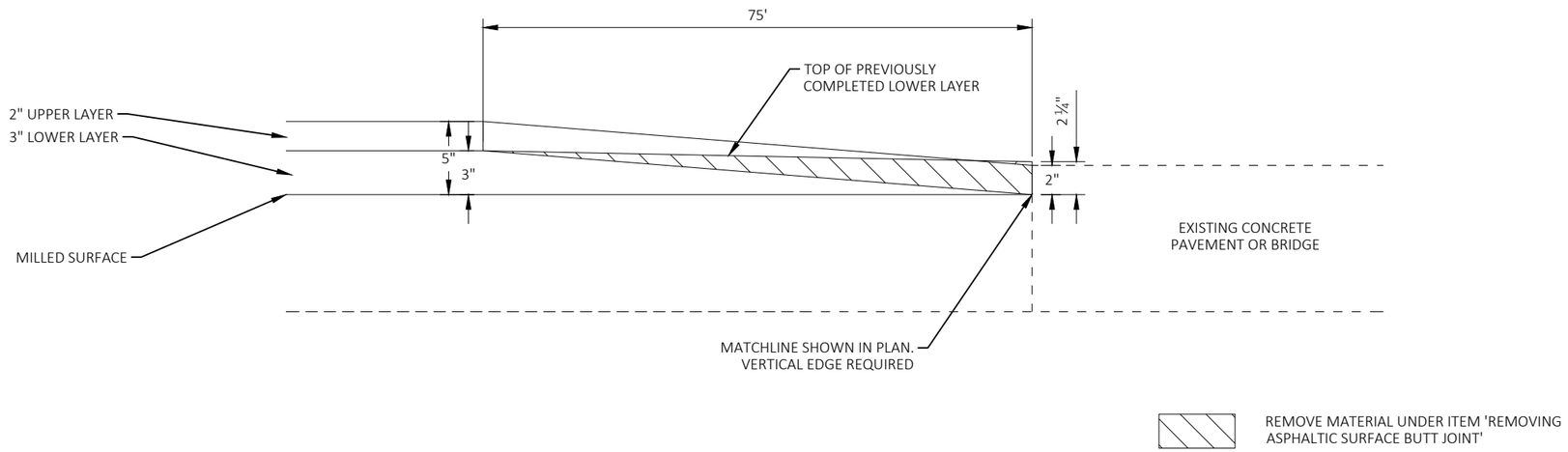
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OPERATIONS
- REMOVING ASPHALTIC SURFACE MILLING 2-INCHES AND REMOVING ASPHALTIC SURFACE BUTT JOINT AS SHOWN.
- PAVE LOWER LAYER AS SHOWN (THICKNESS VARIES 3" - 2 ¼")

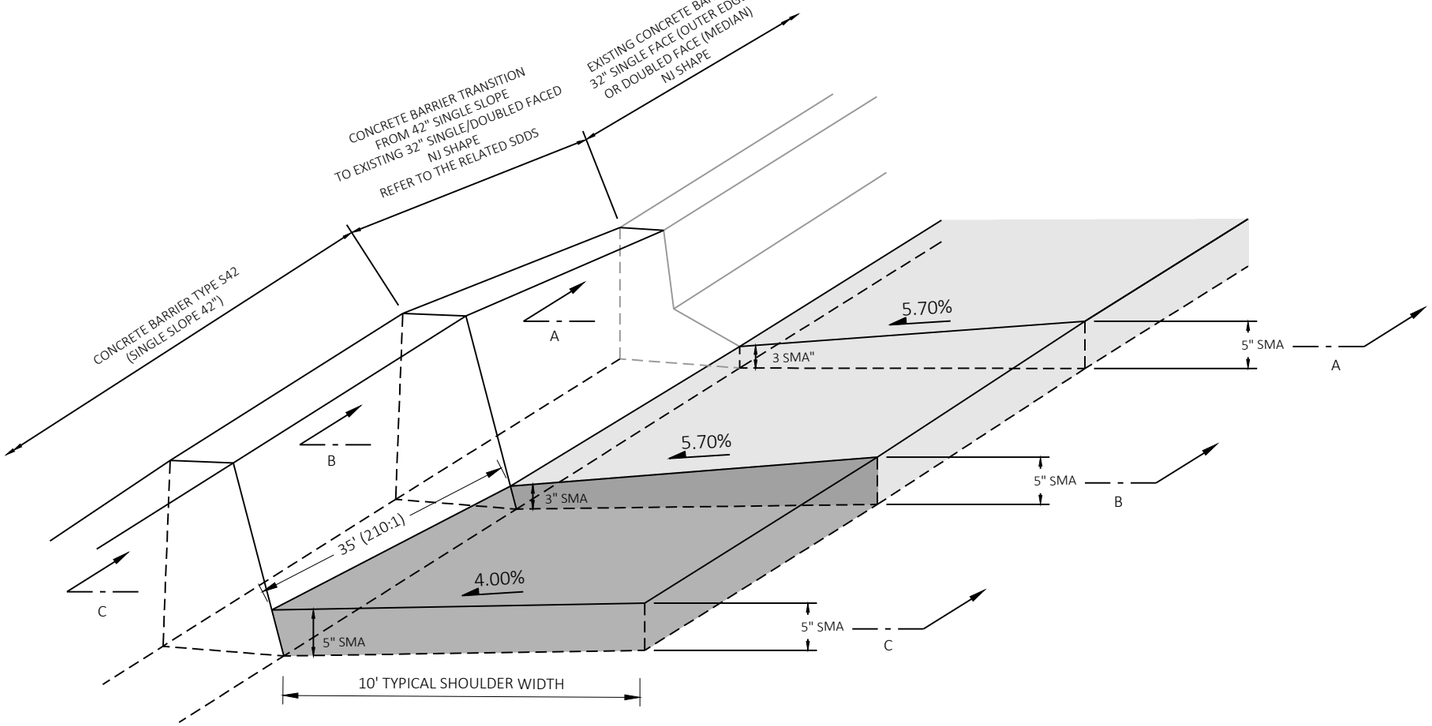
MILLING AND PAVING LOWER LAYER

- REMOVING ASPHALTIC SURFACE MILLING TO DIMENSIONS SHOWN
- MILL PREVIOUSLY COMPLETED LOWER LAYER 0"- 2 ¼"
- PAVE UPPER LAYER (2" UNIFORM THICKNESS)

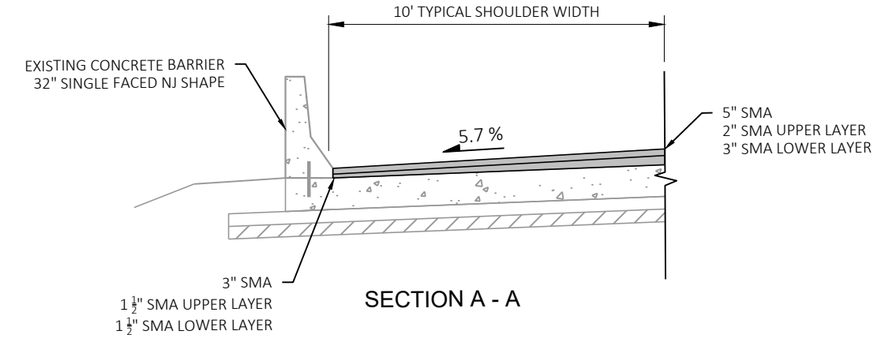


MILLING AND PAVING UPPER LAYER

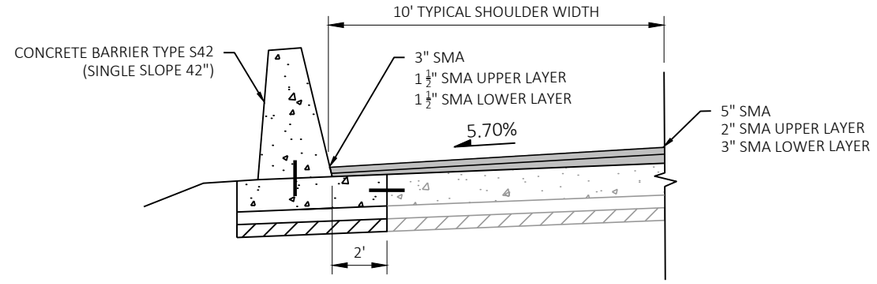
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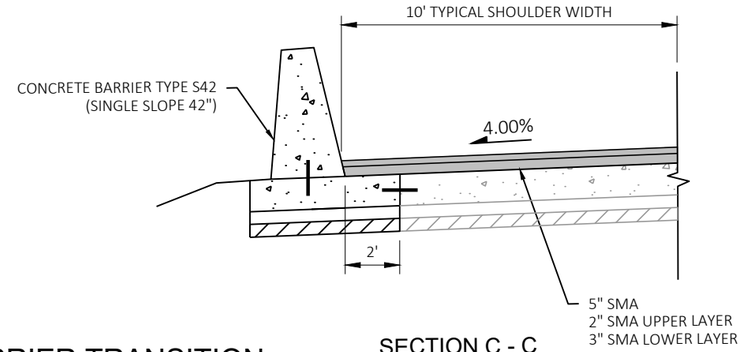
ISOMETRIC VIEW



SECTION A - A



SECTION B - B



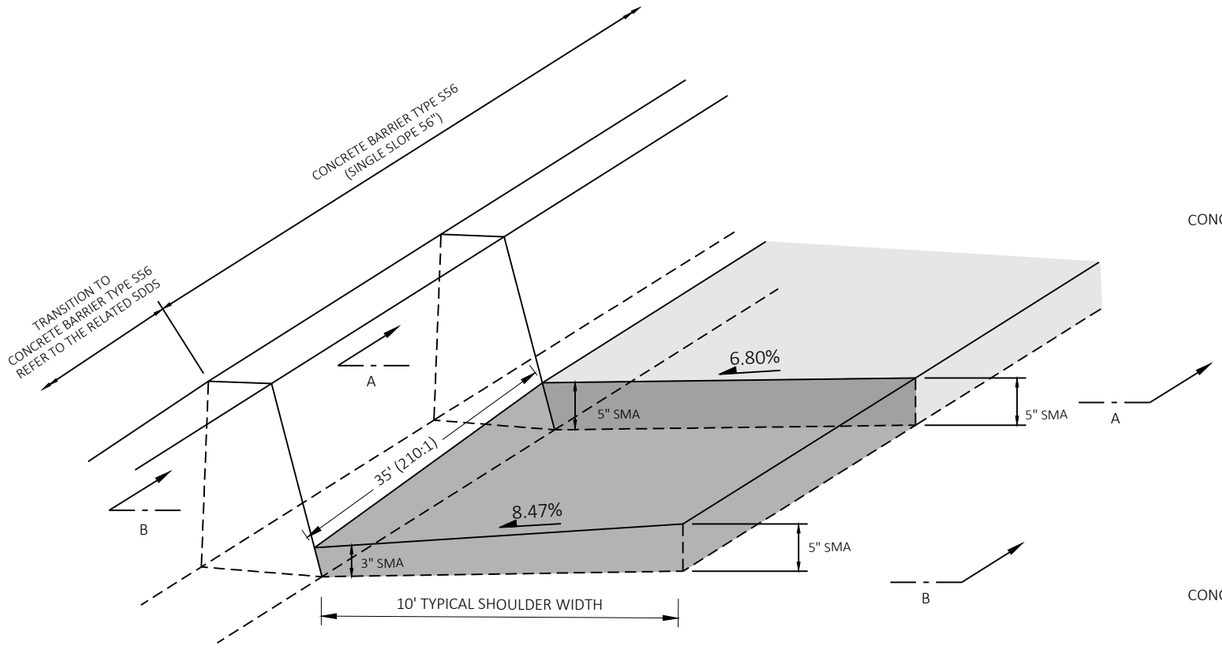
SECTION C - C

ASPHALT OVERLAY TRANSITION PRIOR TO CONCRETE BARRIER TRANSITION

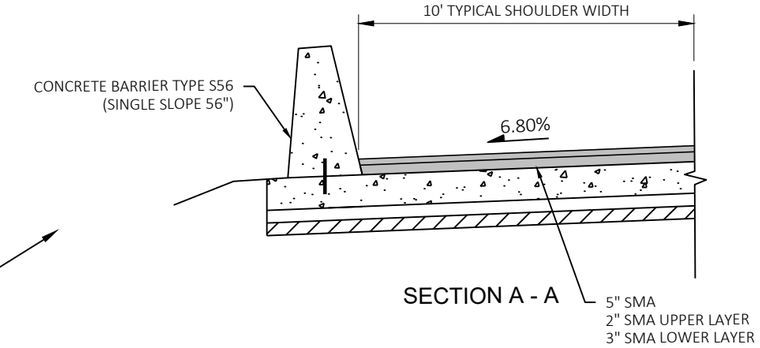
NOTES:

- TRANSITION THE SHOULDER ASPHALT OVERLAY THICKNESS FROM 5" TO 3" BEFORE THE CONCRETE BARRIER TRANSITION BEGIN.
- THE SHOULDER ASPHALT OVERLAY TRANSITION OCCURS AFTER THE SUPERELEVATION TRANSITION AND BEGINS WHERE THE NORMAL CROWN STARTS. THE SHOULDER CROSS SLOPE TO BE 4% WHERE THE ASPHALT TRANSITION BEGINS.
- ENSURE EFFECTIVE DRAINAGE THROUGHOUT THE ASPHALT TRANSITION TO PREVENT WATER ACCUMULATION ON THE SURFACE.
- DETAIL SHOWN FOR IH 43 SB ALONG OUTSIDE SHOULDER, DETAIL CAN BE USED FOR OTHER LOCATIONS. REFER TO PLAN DETAILS SEE THE OTHER LOCATIONS.

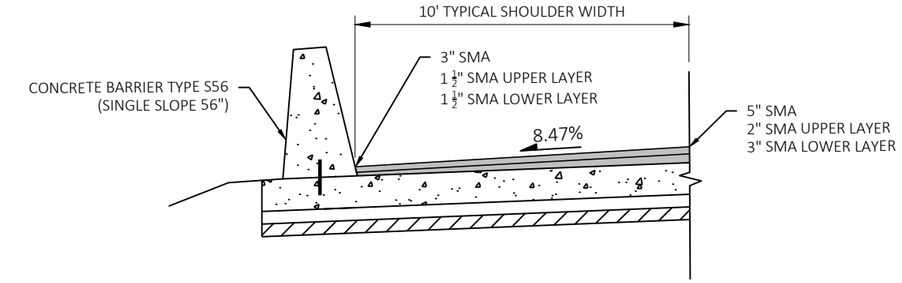
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ISOMETRIC VIEW



SECTION A - A

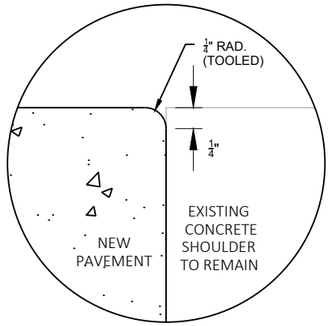


SECTION B - B

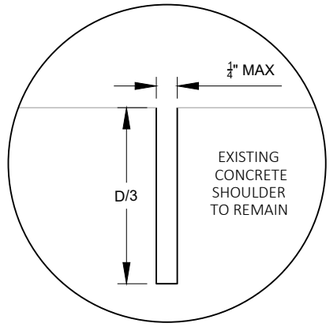
ASPHALT OVERLAY TRANSITION PRIOR TO STRUCTURE MOUNTED NOISE WALL AND AFTER CONCRETE BARRIER TRANSITION

NOTES:

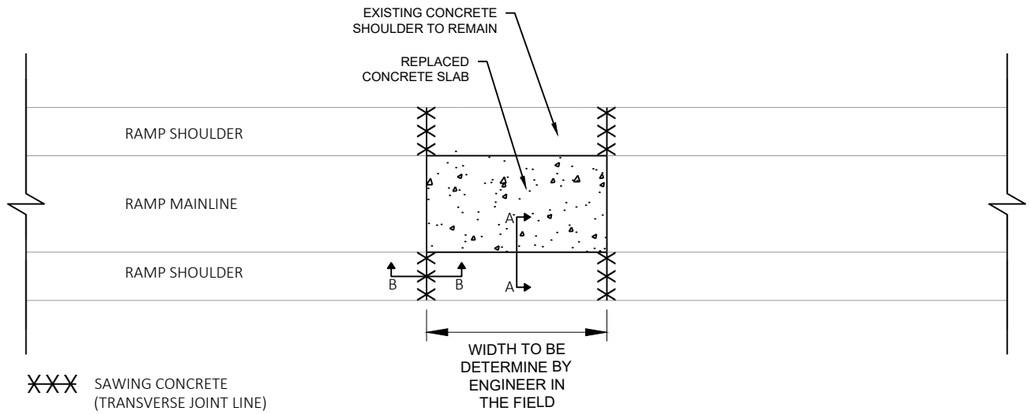
- TRANSITION THE SHOULDER ASPHALT OVERLAY THICKNESS FROM 3" TO 5" AFTER THE CONCRETE BARRIER TRANSITION AND PRIOR TO STRUCTURE MOUNTED NOISE WALL.
- THE SHOULDER ASPHALT OVERLAY TRANSITION OCCURS WHEN THE FREEWAY AT FULL SUPERELEVATION. THE SHOULDER CROSS SLOPE NEEDS TO BE FLATTENED TO ACCOMMODATE THE ASPHALT TRANSITION FROM 3" TO 5".
- ENSURE EFFECTIVE DRAINAGE THROUGHOUT THE ASPHALT TRANSITION TO PREVENT WATER ACCUMULATION ON THE SURFACE.
- DETAIL SHOWN FOR IH 43 SB ALONG OUTSIDE SHOULDER.
- REFER TO PLAN DETAILS FOR SPECIFIC LOCATION OF THAT TRANSITION.



SECTION A - A



SECTION B - B



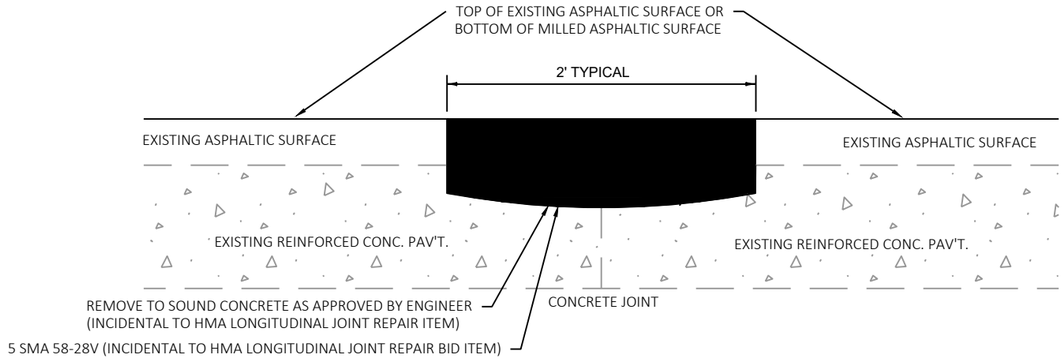
D: THE EXISTING CONCRETE SHOULDER PAVEMENT DEPTH

TYPICAL RAMP PLAN VIEW

NOTES:

- REPLACE THE DETERIORATED CONCRETE PANELS ALONG THE MAINLINE AS DIRECTED BY THE ENGINEER IN THE FIELD.
- THE FINISH OF THE NEW CONCRETE PANELS ADJACENT TO THE EXISTING CONCRETE SHOULDER MUST INCLUDE A 1/4" ROUNDED RADIUS (TOOLED).
- SAW CUT THE EXISTING CONCRETE SHOULDER TO CREATE A NEW TRANSVERSE JOINTS THAT MATCH THE NEW REPLACED PANELS.
- THE WIDTH OF THE SAW CUT/JOINT LINE SHALL BE 1/4".
- THE DEPTH OF THE SAW CUT SHALL BE ONE-THIRD (D/3) OF THE EXISTING CONCRETE SHOULDER PAVEMENT DEPTH "D".

SAWING EXISTING CONCRETE SHOULDER TRANSVERSE JOINTS

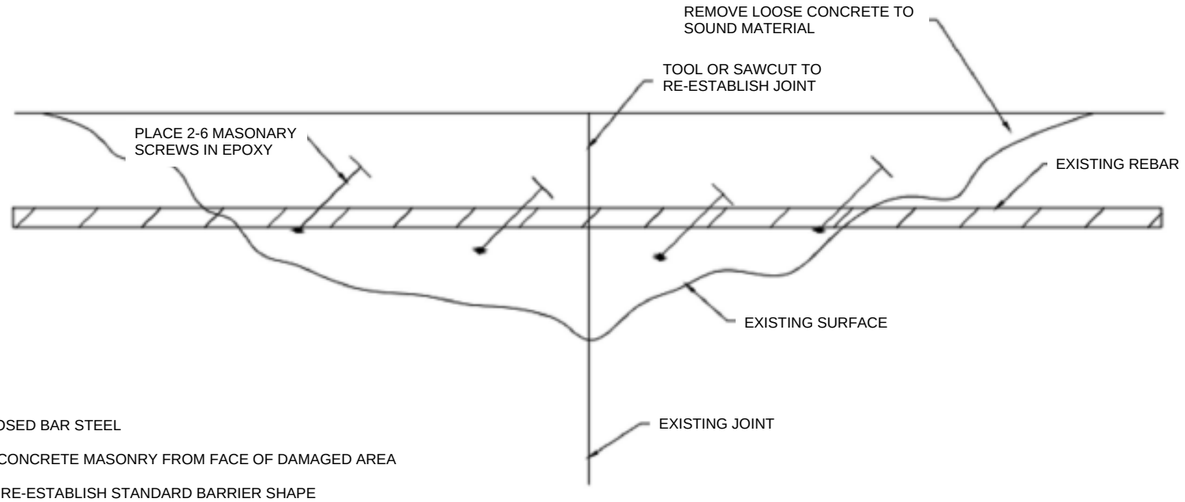


HMA LONGITUDINAL JOINT REPAIR DETAIL

NOTES

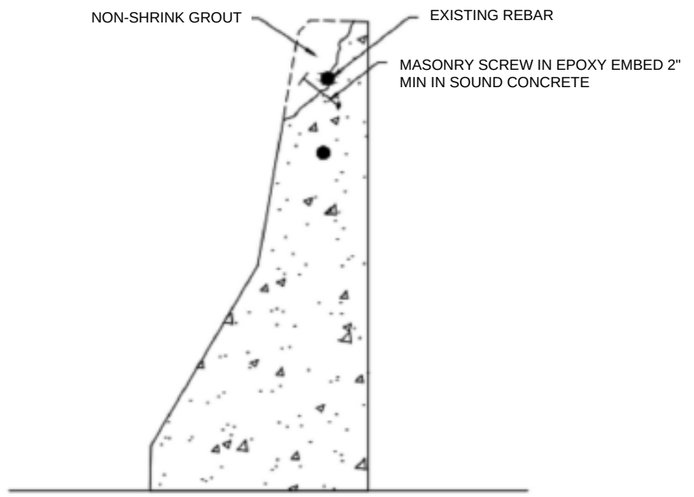
1) IN ALL AREAS OF JOINT REPAIR, REMOVE ASPHALTIC MATERIAL AND/OR LOOSE, DETERIORATED CONCRETE. CLEAN AND REPLACE WITH HMA PAVEMENT AS DIRECTED BY THE ENGINEER.
2) LOCATIONS FOR JOINT REPAIR TO BE APPROVED BY THE ENGINEER PRIOR TO THE START OF REPAIR WORK.
3) ACTUAL WIDTH TO BE DETERMINED BY THE ENGINEER.

2

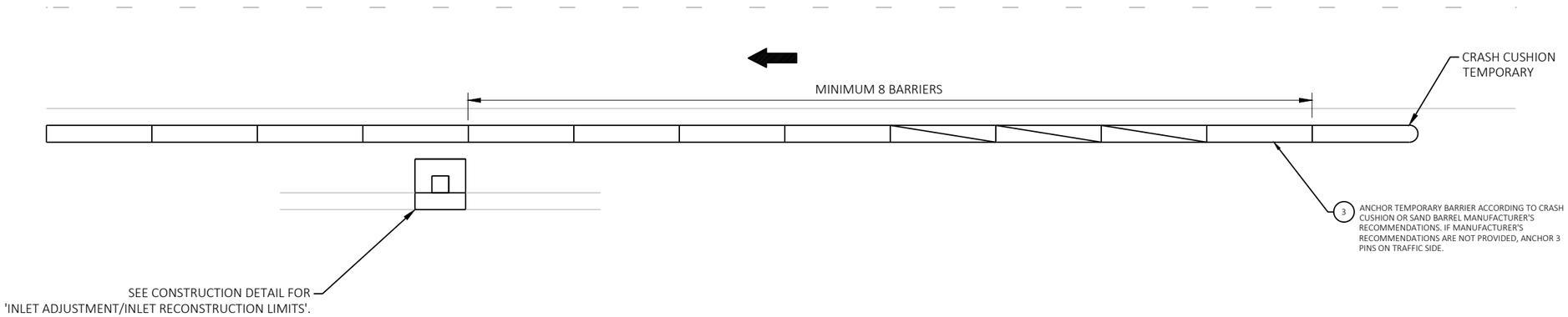


CONSTRUCTION NOTES:

1. CLEAN CORROSION FROM EXPOSED BAR STEEL
2. REMOVE LOOSE OR UNSOUND CONCRETE MASONRY FROM FACE OF DAMAGED AREA
3. PLACE NON-SHRINK GROUT TO RE-ESTABLISH STANDARD BARRIER SHAPE
4. DO NOT PLACE DELINEATOR BRACKETS IN CONCRETE REPAIR

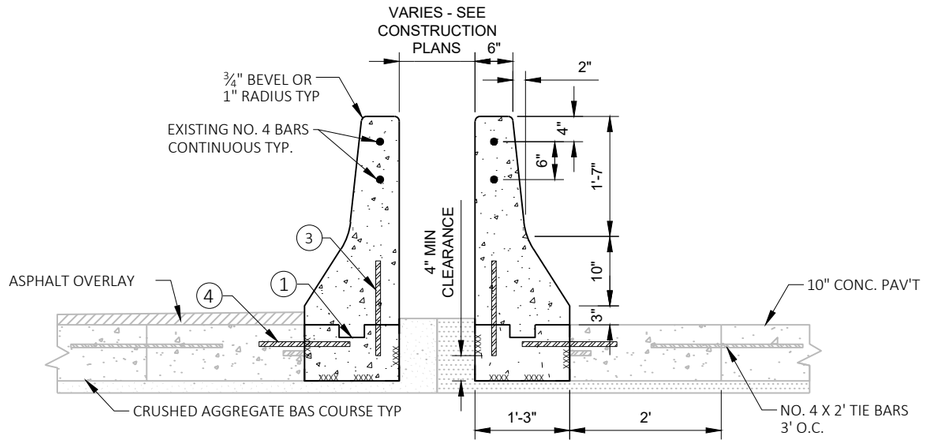


DETAIL OF CONCRETE BARRIER WALL SURFACE REPAIR SECTION



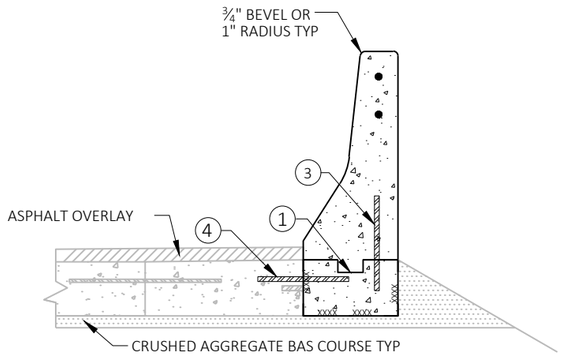
CONSTRUCTION DETAIL - CONCRETE BARRIER SHIELDING OF INLET RECONSTRUCTIONS

SEE STANDARD DETAIL DRAWING 'CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS - END TREATMENTS AND GENERAL NOTE' FOR ADDITIONAL DETAIL AND INSTALLATION REQUIREMENTS.



CONCRETE BARRIER SINGLE-FACED 32-INCH

TRANSVERSE SECTION THRU MEDIAN



CONCRETE BARRIER SINGLE-FACED 32-INCH

TRANSVERSE SECTION THRU SHOULDER

GENERAL NOTES

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

ALL BAR STEEL REINFORCEMENT USING EPOXY SHALL BE COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF STANDARD SPEC.

(1) OPTIONAL CONSTRUCTION JOINT WITH ROUGH SURFACE FINISH KEY WAY 2" X 4" (NOM), TYP.

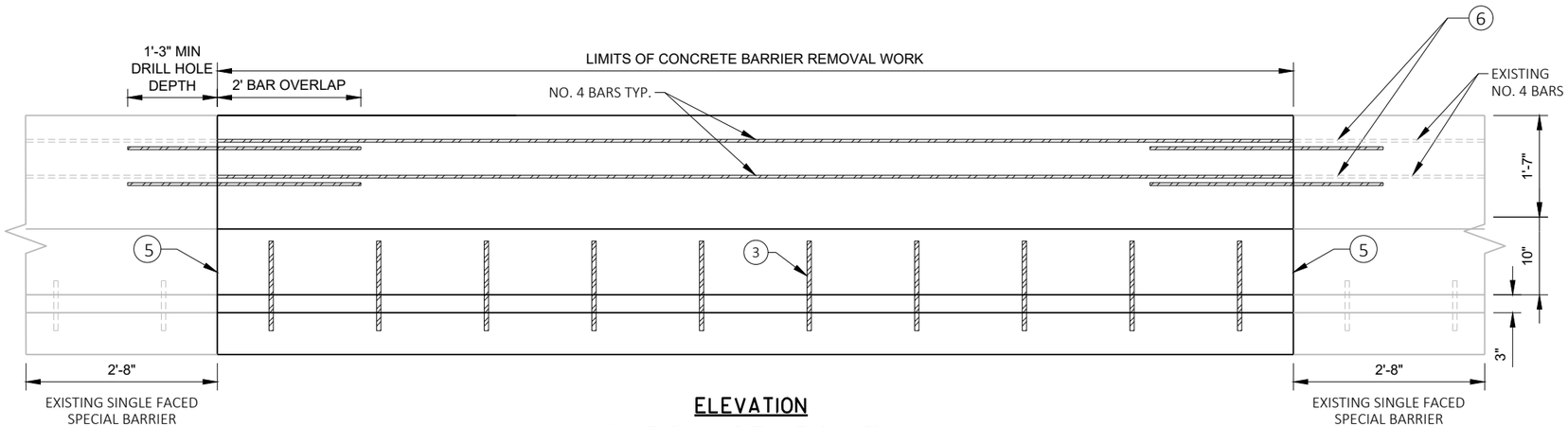
(2) NO. 6 X 1'-6" DEFORMED BARS SPACED 4' C-C TO BE USED ONLY WHEN OPTIONAL CONST. JOINT IS USED. BARS MAY BE INSERTED AFTER CONCRETE IS POURED, TYP.

(3) NO. 6 X 15" BARS AT 1'-6" C-C TO BE USED WHEN OPTIONAL CONSTRUCTION JOINT IS USED. BARS MAY BE PLACED AFTER CONCRETE IS POURED OR IF THE FOOTING IS LEFT IN PLACE
7 1/2" DRILL & EPOXY EMBEDMENT, TYP.

(4) NO. 6 X 12" TIE BAR 6" DRILL MAY BE INSERTED AFTER CONCRETE IS POURED, TYP.

(5) SAW CUT TO PROVIDE STRAIGHT FACE FOR REPLACEMENT OF CONCRETE

(6) NO. 4 TIE BARS ANCHORED WITH MASONRY ANCHORS
TYPE S - ¾", TYP.



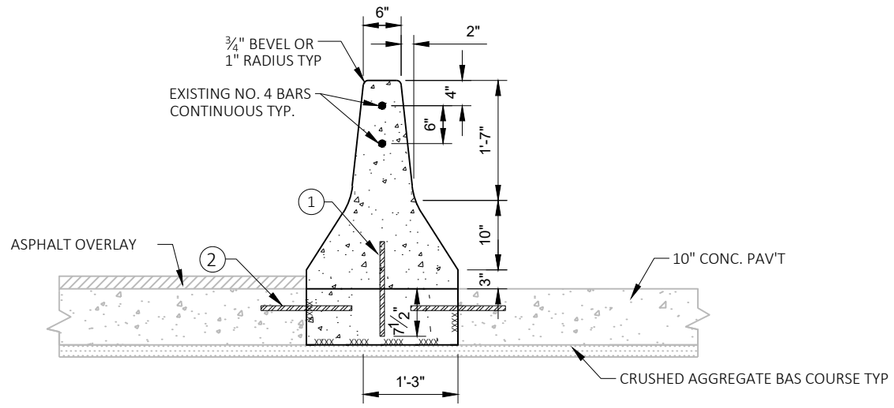
ELEVATION

LONGITUDINAL SECTION THRU MEDIAN

CONCRETE BARRIER SINGLE-FACED 32-INCH

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 20	E

2



CONCRETE BARRIER DOUBLE-FACED 32-INCH

TRANSVERSE SECTION THRU MEDIAN

GENERAL NOTES

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

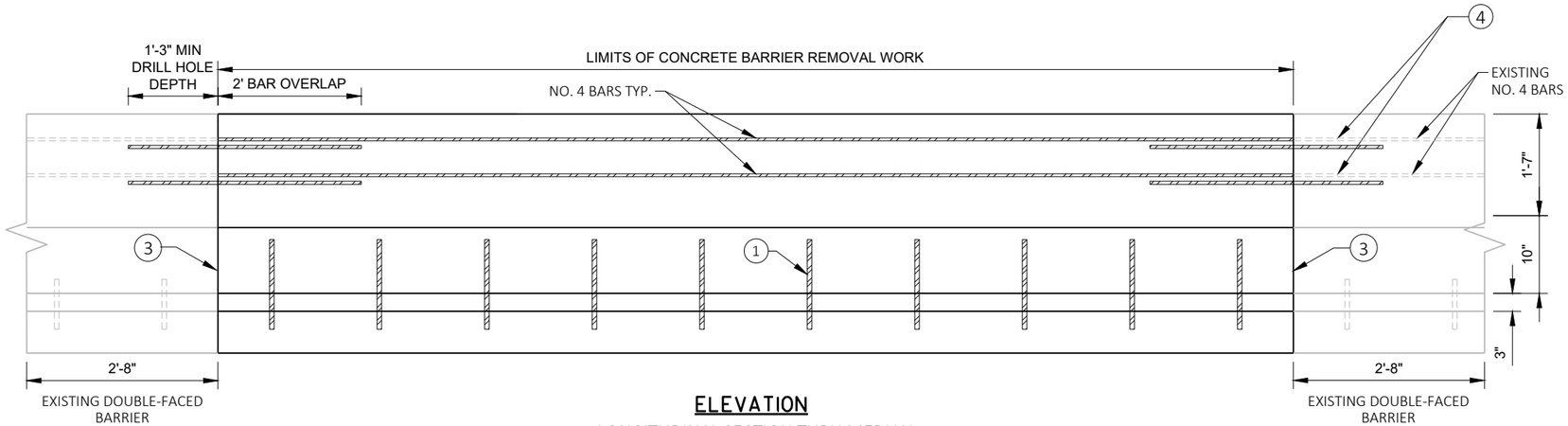
ALL BAR STEEL REINFORCEMENT USING EPOXY SHALL BE COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF STANDARD SPEC.

(1) NO. 6 X 15" BARS AT 1'-6" C-C TO BE USED WHEN OPTIONAL CONSTRUCTION JOINT IS USED. BARS MAY BE PLACED AFTER CONCRETE IS POURED OR IF THE FOOTING IS LEFT IN PLACE
7 1/2" DRILL & EPOXY EMBEDMENT, TYP.

(2) NO. 6 X 12" TIE BAR 6" DRILL MAY BE INSERTED AFTER CONCRETE IS POURED, TYP.

(3) SAW CUT TO PROVIDE STRAIGHT FACE FOR REPLACEMENT OF CONCRETE

(4) NO. 4 TIE BARS ANCHORED WITH MASONRY ANCHORS
TYPE S - ¾", TYP.

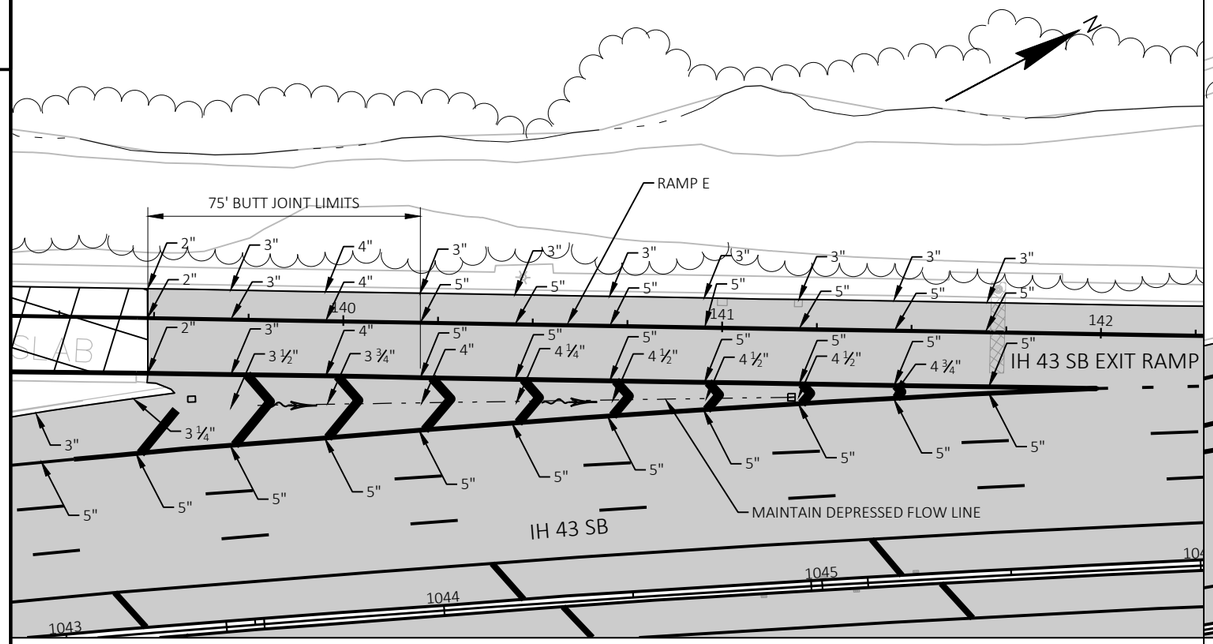


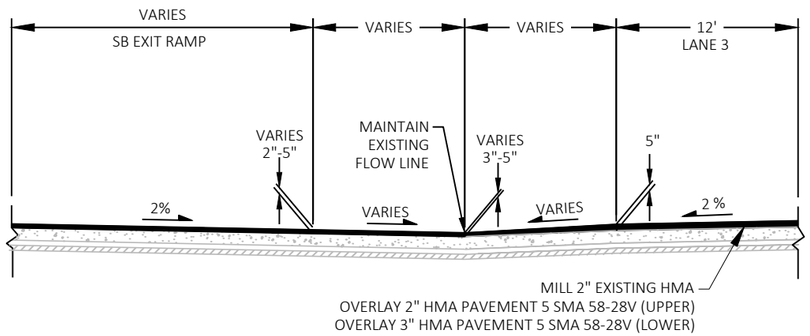
ELEVATION

LONGITUDINAL SECTION THRU MEDIAN

CONCRETE BARRIER DOUBLE-FACED 32-INCH

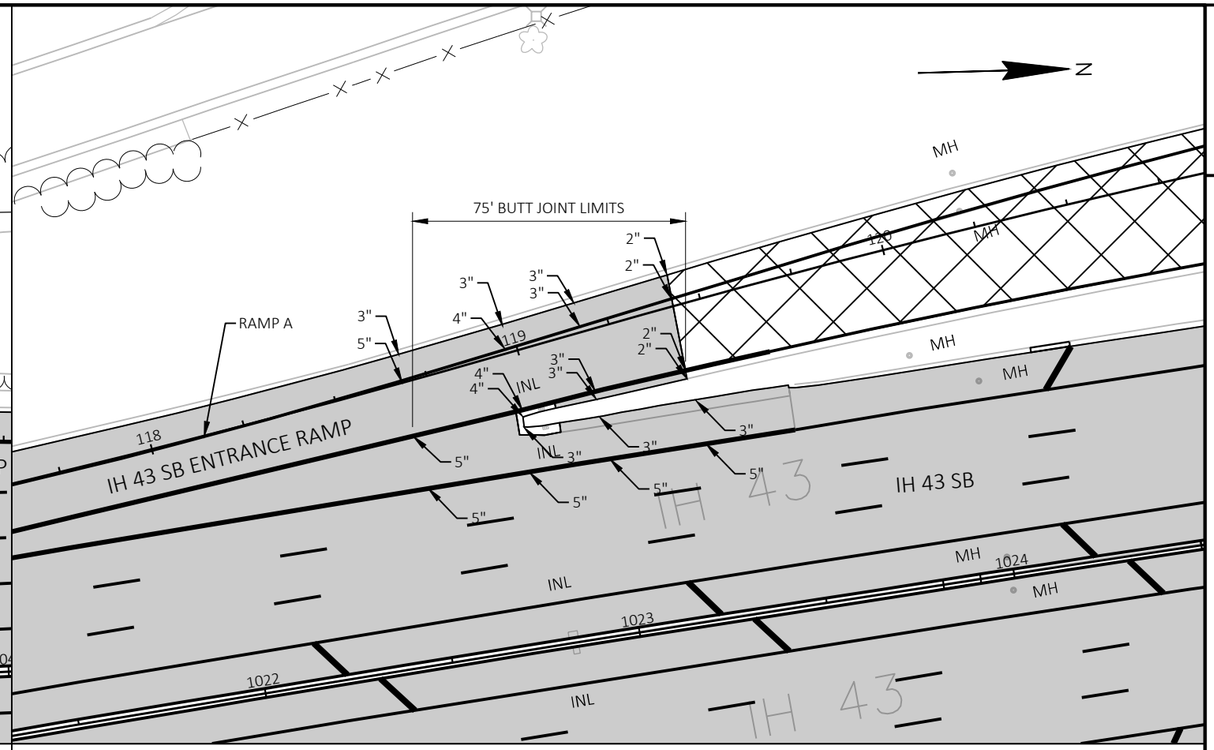
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 21	E

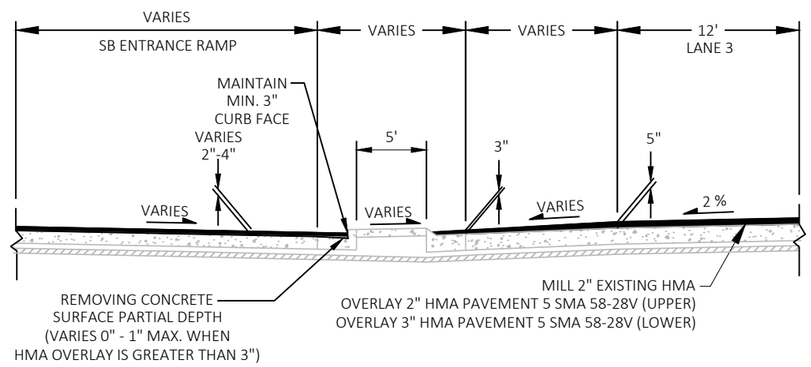




PROPOSED RAMP TYPICAL SECTION

SILVER SPRING DRIVE INTERCHANGE SB EXIT RAMP "E"
STA 139+46 - STA 141+92

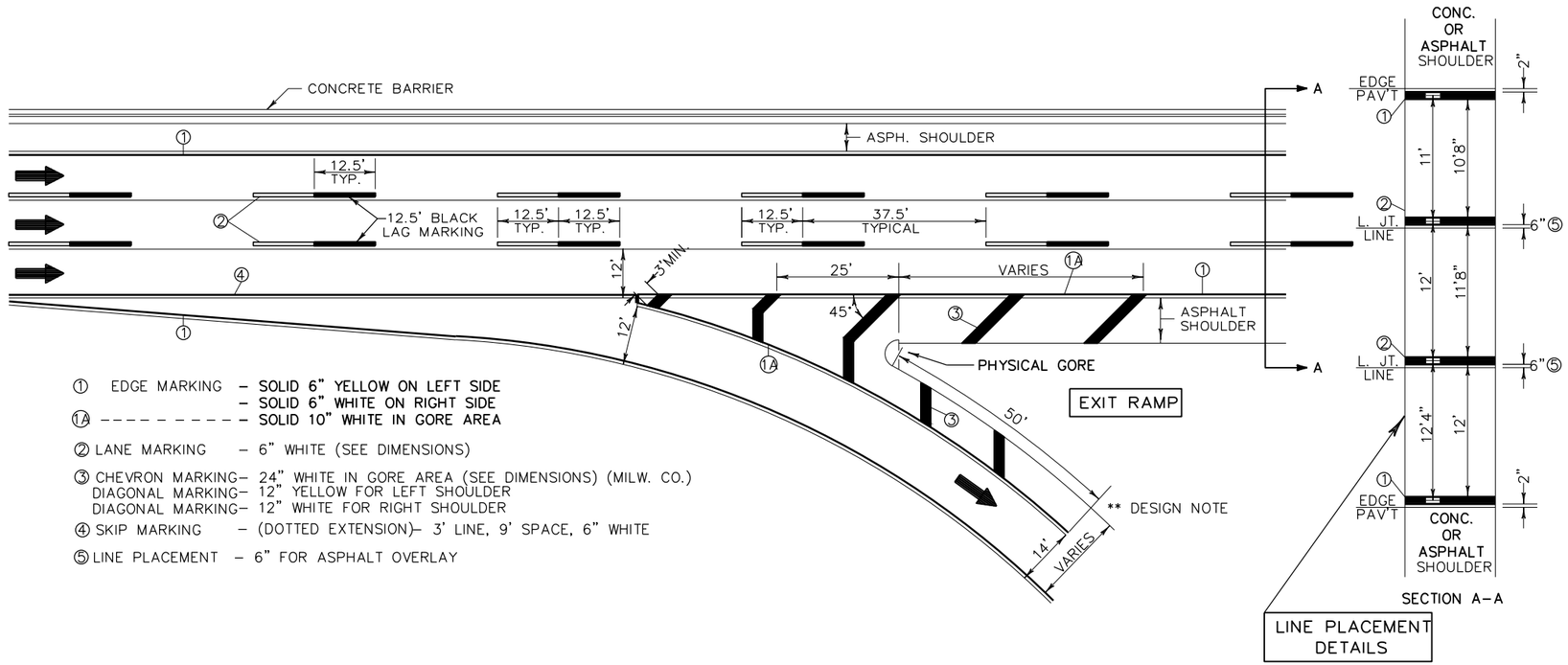




PROPOSED RAMP TYPICAL SECTION

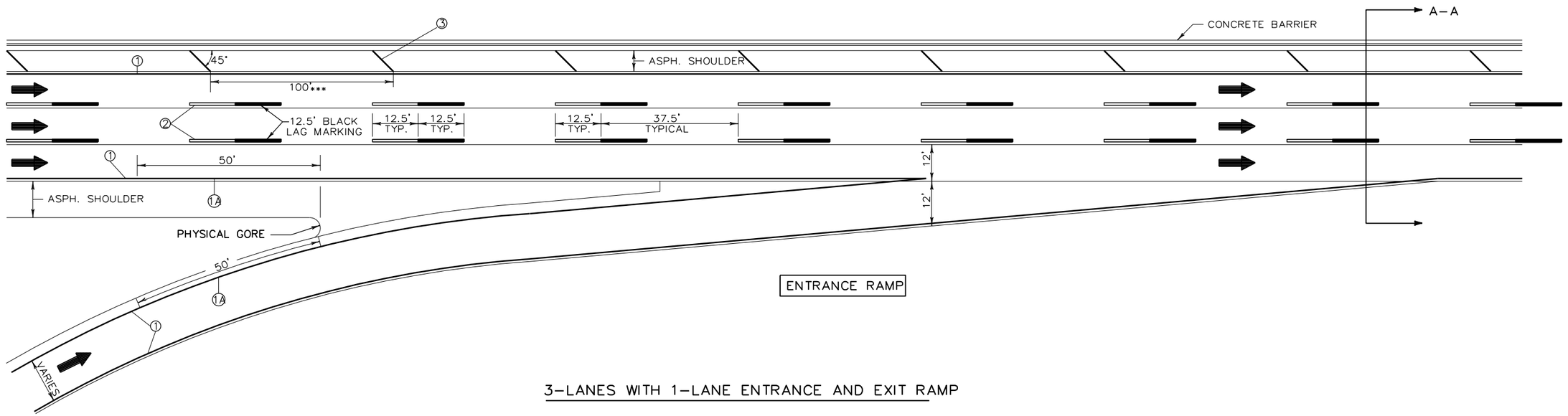
SILVER SPRING DRIVE INTERCHANGE SB ENTRANCE RAMP "A"
STA 118+66 - STA 119+41

2



NOTES:

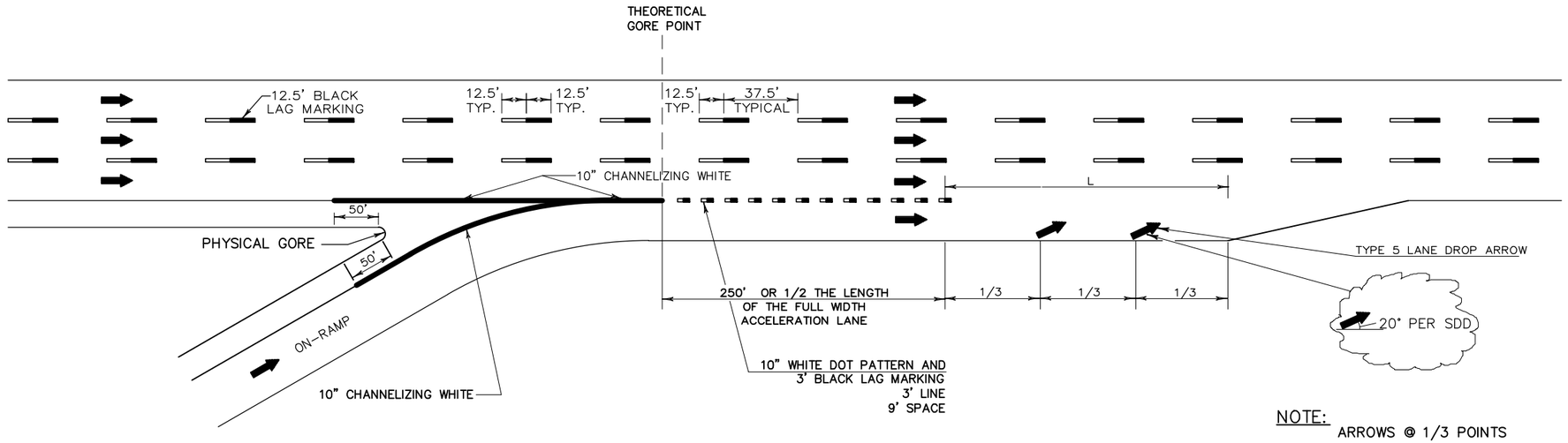
1. THE 12" WIDE DIAGONAL SHOULDER MARKING SHALL BE USED ONLY WHERE THE ASPHALTIC CONCRETE SHOULDER ABUTS ASPHALTIC CONC. PAV'T. IF THERE ARE CONTINUOUS RUMBLE STRIPS, DO NOT USE DIAGONAL SHOULDER MARKING.
2. WHERE THE DOTTED EXTENSION OF THE RIGHT EDGE LINE IS SHOWN ON THE PLAN, IT SHALL BE 6" WIDE, WITH A LINE SKIP PATTERN CONSISTING OF A 3' LONG LINE AND A 9' SKIP.
3. PAVEMENT LANE MARKINGS SHALL BE LOCATED 6" OFF THE LONGITUDINAL JOINT OF THE UNDERLYING CONC. PAVEMENT.
4. ARROWS SHOWN ON THIS MARKING PLAN DESIGNATE TRAFFIC FLOW, AND SHALL NOT BE TAKEN AS PROPOSED PAVEMENT MARKINGS.
5. SPOTTING FOR PAVEMENT LANE MARKINGS AND EDGE LINES SHALL BE 4"x4" PIECES OF REFLECTORIZED PAV'T MARKING TAPE SPACED AT 50' INTERVALS, INCIDENTAL TO PAV'T MARKING.



3–LANES WITH 1–LANE ENTRANCE AND EXIT RAMP

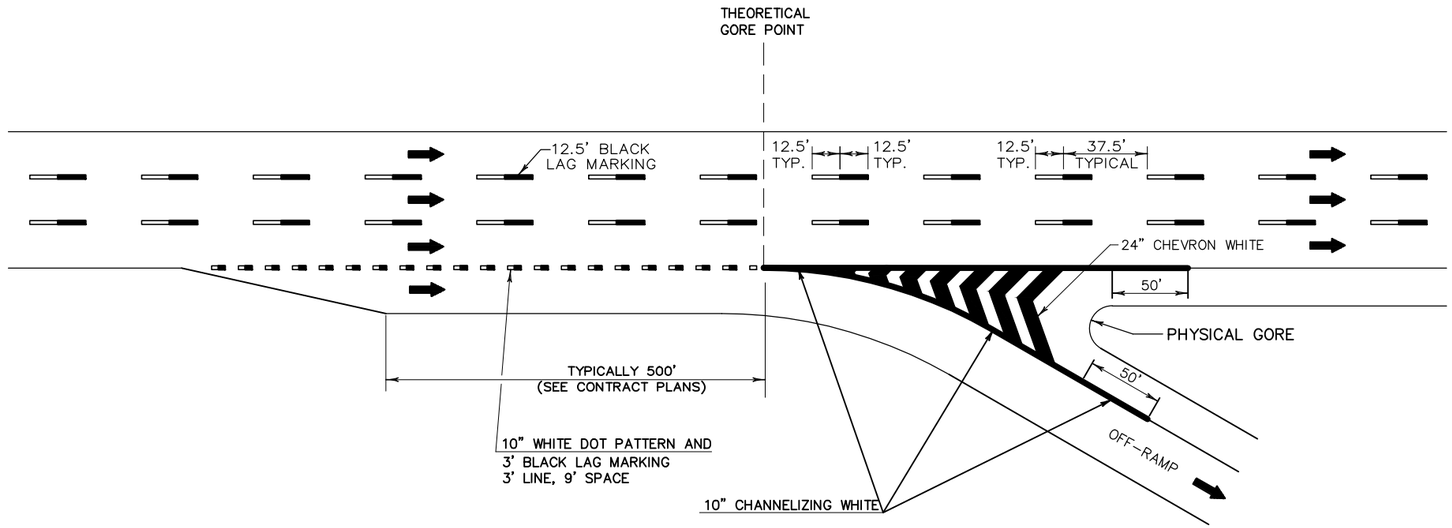
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 23	E

2



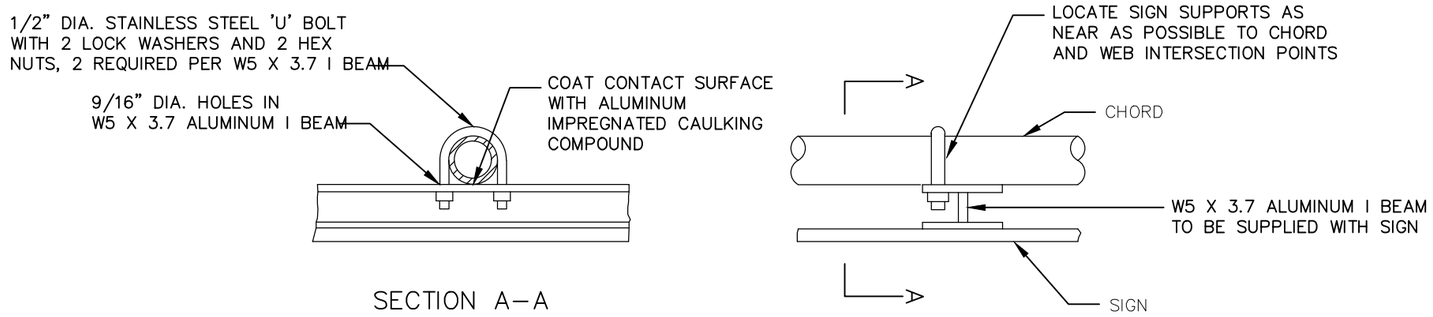
NOTE:
ARROWS @ 1/3 POINTS

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ON-RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL OFF-RAMP

2



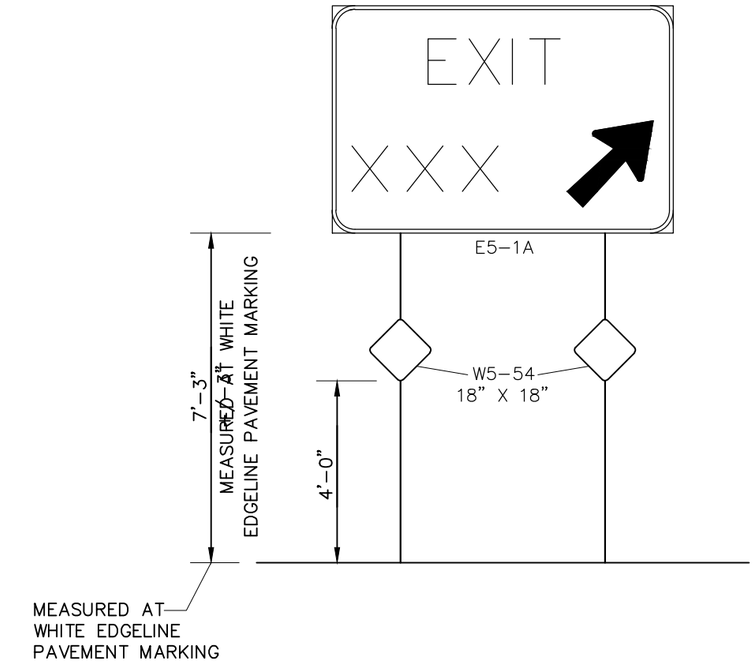
TYPICAL SIGN CONNECTION

FOR USE WHEN MOUNTING SIGNS TO EXISTING SIGN BRIDGE TRUSS
INCIDENTAL TO OTHER SIGN ITEMS

PROJECT NO:1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CONSTRUCTION DETAILS	SHEET 25 E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023401_PS.DWG
LAYOUT NAME - SHEET 1 OF 2
PLOT DATE : 7/17/2024 9:45 AM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2



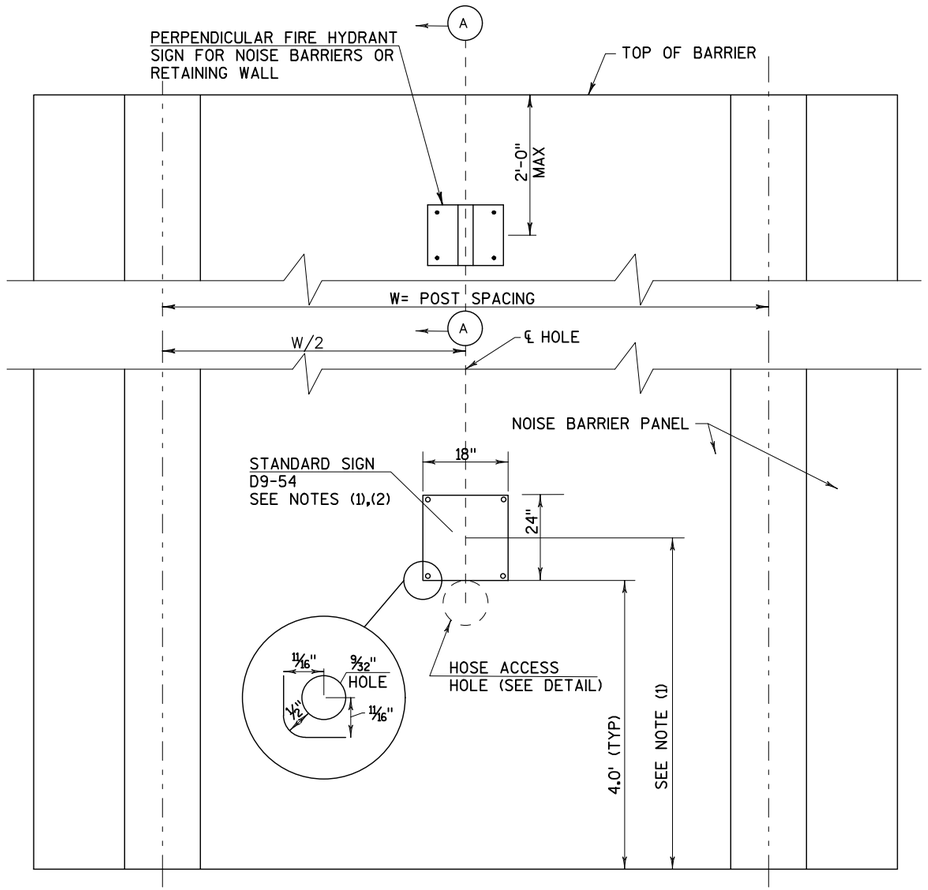
SEE STATE PLATE A4–2
FOR LOCATION LATERALLY
OF E5–1A SIGN.

EXIT GORE SIGN DETAIL

SHEET 2 OF 2

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EXIT GORE SIGN DETAIL	SHEET 26 E

2

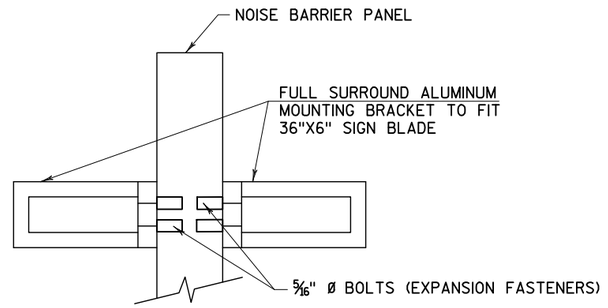


FIRE HYDRANT LOCATION/HOSE ACCESS DETAIL

NOTES:

1. STANDARD SIGNS D9-54 WILL BE FURNISHED BY THE CONTRACTOR. SEE PLAN.
2. TWO STANDARD SIGNS D9-54 TO BE FURNISHED PER STATION. ONE SIGN SHALL BE INSTALLED ON EACH SIDE OF THE BARRIER.
3. FIRE HYDRANT SIGN BLADE SHALL BE ATTACHED TO THE NOISE BARRIER PANEL OR RETAINING WALL NEAR THE TOP OF THE BARRIER. SEE DETAIL ABOVE.

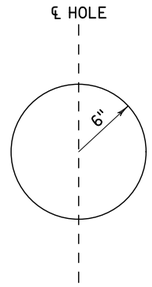
NOTE:
EXPANSION FASTENERS FOR SIGN (D9-54) SIGN IS INCIDENTAL TO SIGN.



SECTION A–A

PERPENDICULAR FIRE HYDRANT SIGN FOR NOISE BARRIER OR RETAINING WALL

NOTE:
MOUNTING BOLTS, BRACKETS, ARE INCIDENTAL TO SIGN



HOSE ACCESS HOLE DETAIL

NOTE:
PLACE SIGNS MOVE TO OPENING WHERE SIGNING PLAN SHEETS SO INDICATE OTHERWISE, INSTALL PER THIS DETAIL.

2

2

REMOVAL LEGEND

- REMOVING CONCRETE SIDEWALK (REMOVE CONCRETE SIDEWALK TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- REMOVING CONCRETE PAVEMENT (REMOVE CONCRETE PAVEMENT TO NEAREST JOINT UNLESS OTHERWISE SPECIFIED)
- (1) MARKING REMOVAL LINE 6-INCH
- (2) MARKING REMOVAL LINE 4-INCH
- XXXXX SAWING CONCRETE
- REMOVING CONCRETE BARRIER
- REMOVING INLET
- —G— EXISTING UTILITIES SHOWN IN BOLD WERE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS
- —G— EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS

NOTE: ANY EXCAVATION AND GRADING PERFORMED DURING THE CONSTRUCTION OF THE CURB RAMP IS INCIDENTAL

N

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

EXIST R/W

SB PORT WASHINGTON RD

NB PORT WASHINGTON RD

STA 30+07.32 -102.76' LT

STA 30+06.07 -78.55' LT

STA 30+39.66 -102.66' LT

STA 30+67.53 -100.18' LT

STA 30+77.45 -99.85' LT

NL53A

STA 30+75.30 -91.17' LT

STA 30+77.90 -91.63' LT

STA 30+67.57 -90.29' LT

REMOVING CURB & GUTTER

STA 29+95.80 -59.58' LT

STA 29+61.09 -58.65' LT

STA 29+61.15 -53.69' LT

STA 29+57.62 -42.40' LT

STA 29+57.90 -35.97' LT

STA 29+97.78 -57.92' LT

STA 30+39.49 -78.16' LT

STA 30+50.90 -68.81' LT

STA 31+46.08 -58.75' LT

STA 30+39.63 -68.74' LT

STA 30+39.55 -57.57' LT

STA 30+50.87 -57.37' LT

STA 31+46.17 -53.81' LT

STA 29+72.75 -13.60' LT

STA 29+72.75 -11.25' LT

STA 29+98.12 -36.07' LT

STA 31+22.25 -50.50' LT

STA 31+22.05 -47.77' LT

STA 30+23.33 -14.53' LT

STA 29+67.71 0.59' RT

STA 29+67.60 3.31' RT

STA 30+23.65 2.83' RT

STA 29+82.79 36.50' RT

STA 29+82.75 39.11' RT

STA 30+21.92 40.54' RT

STA 30+21.66 43.08' RT

STA 30+22.31 54.45' RT

STA 30+22.40 59.40' RT

REMOVING CURB & GUTTER

STA 29+88.27 54.32' RT

STA 29+88.13 59.21' RT

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	REMOVAL PLAN - CURB RAMPS	SHEET 28	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\021101_RM_CRBRMP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2024 2:21 PM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

NOTE:

REFER TO CURB RAMP CONSTRUCTION DETAILS FOR MORE INFORMATION

EXISTING UTILITIES SHOWN IN BOLD WERE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS

EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS

PLAN DETAIL LEGEND

- CB09 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CG16 CONCRETE CURB & GUTTER 31-INCH
- SW CONCRETE SIDEWALK 5-INCH
- MNS CONCRETE MEDIAN SLOPED NOSE (TYPE 1)
- CONCRETE PAVEMENT, 9-INCH
- CONCRETE PAVEMENT, 10-INCH

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

EXIST R/W

CB09

MNS

REFER TO CONCRETE MEDIAN SLOPED NOSE TYPE 1 DETAIL IN SDD "CONCRETE MEDIAN NOSE" (ROUND NOSE)

CG16

SW

ADJUST PULL BOX HEIGHT TO MATCH PROPOSED CURB RAMP

TYPE 1

TYPE 4B1

TYPE 5

TYPE 3

SB PORT WASHINGTON RD

NB PORT WASHINGTON RD

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PLAN DETAILS - CURB RAMPS	SHEET 29 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\021202_PD_CRBRMP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2024 9:50 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

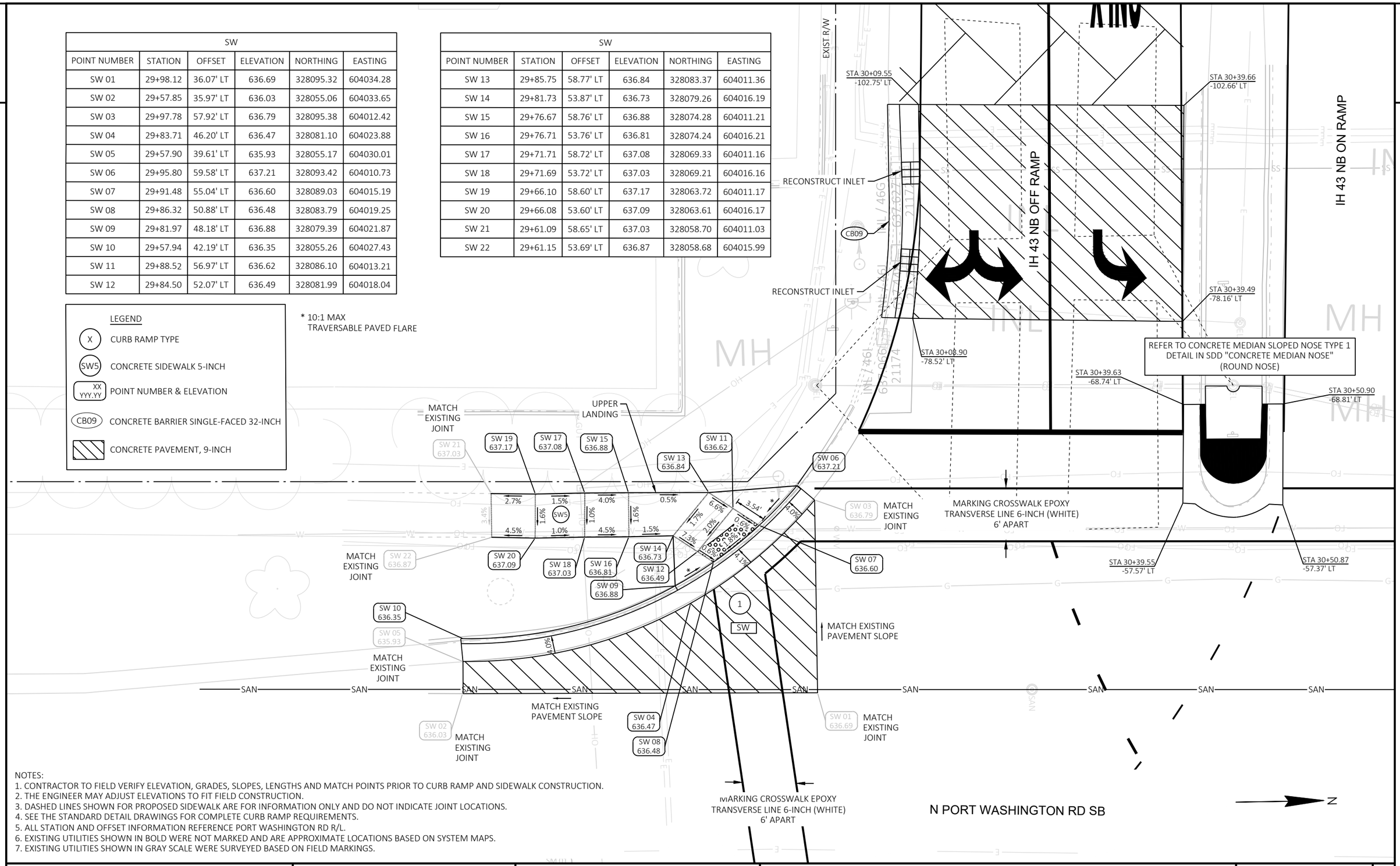
SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SW 01	29+98.12	36.07' LT	636.69	328095.32	604034.28
SW 02	29+57.85	35.97' LT	636.03	328055.06	604033.65
SW 03	29+97.78	57.92' LT	636.79	328095.38	604012.42
SW 04	29+83.71	46.20' LT	636.47	328081.10	604023.88
SW 05	29+57.90	39.61' LT	635.93	328055.17	604030.01
SW 06	29+95.80	59.58' LT	637.21	328093.42	604010.73
SW 07	29+91.48	55.04' LT	636.60	328089.03	604015.19
SW 08	29+86.32	50.88' LT	636.48	328083.79	604019.25
SW 09	29+81.97	48.18' LT	636.88	328079.39	604021.87
SW 10	29+57.94	42.19' LT	636.35	328055.26	604027.43
SW 11	29+88.52	56.97' LT	636.62	328086.10	604013.21
SW 12	29+84.50	52.07' LT	636.49	328081.99	604018.04

SW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SW 13	29+85.75	58.77' LT	636.84	328083.37	604011.36
SW 14	29+81.73	53.87' LT	636.73	328079.26	604016.19
SW 15	29+76.67	58.76' LT	636.88	328074.28	604011.21
SW 16	29+76.71	53.76' LT	636.81	328074.24	604016.21
SW 17	29+71.71	58.72' LT	637.08	328069.33	604011.16
SW 18	29+71.69	53.72' LT	637.03	328069.21	604016.16
SW 19	29+66.10	58.60' LT	637.17	328063.72	604011.17
SW 20	29+66.08	53.60' LT	637.09	328063.61	604016.17
SW 21	29+61.09	58.65' LT	637.03	328058.70	604011.03
SW 22	29+61.15	53.69' LT	636.87	328058.68	604015.99

LEGEND

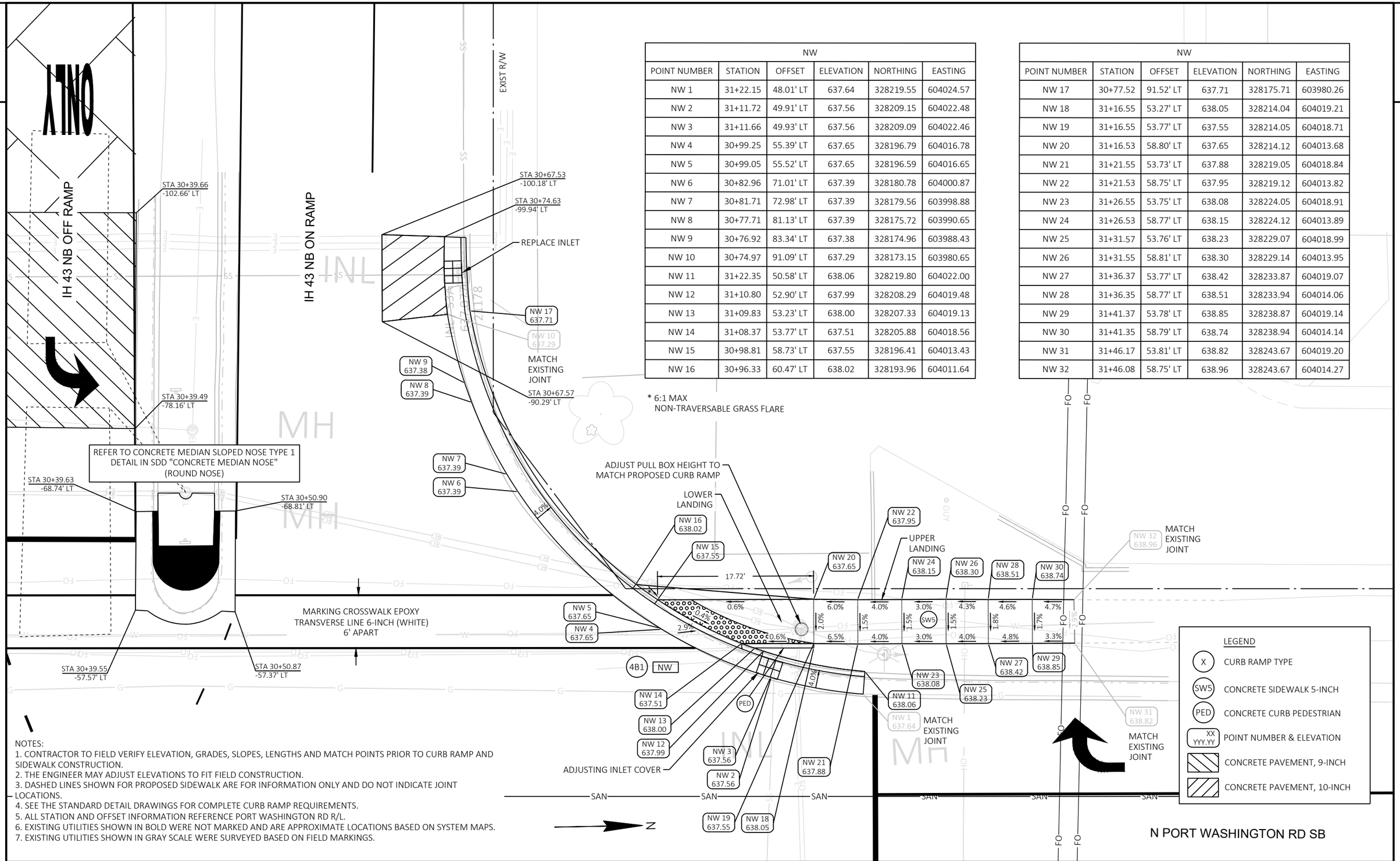
- X — CURB RAMP TYPE
- SW5 — CONCRETE SIDEWALK 5-INCH
- XX YYY.YY — POINT NUMBER & ELEVATION
- CB09 — CONCRETE BARRIER SINGLE-FACED 32-INCH
- CONCRETE PAVEMENT, 9-INCH

* 10:1 MAX TRAVERSABLE PAVED FLARE



NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE PORT WASHINGTON RD R/L.
6. EXISTING UTILITIES SHOWN IN BOLD WERE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS.
7. EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS.

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CURB RAMP DETAILS - IH 43 ON/OFF RAMPS & N PORT WASHINGTON RD INTERSECTION	SHEET 30	E



NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NW 1	31+22.15	48.01' LT	637.64	328219.55	604024.57
NW 2	31+11.72	49.91' LT	637.56	328209.15	604022.48
NW 3	31+11.66	49.93' LT	637.56	328209.09	604022.46
NW 4	30+99.25	55.39' LT	637.65	328196.79	604016.78
NW 5	30+99.05	55.52' LT	637.65	328196.59	604016.65
NW 6	30+82.96	71.01' LT	637.39	328180.78	604000.87
NW 7	30+81.71	72.98' LT	637.39	328179.56	603998.88
NW 8	30+77.71	81.13' LT	637.39	328175.72	603990.65
NW 9	30+76.92	83.34' LT	637.38	328174.96	603988.43
NW 10	30+74.97	91.09' LT	637.29	328173.15	603980.65
NW 11	31+22.35	50.58' LT	638.06	328219.80	604022.00
NW 12	31+10.80	52.90' LT	637.99	328208.29	604019.48
NW 13	31+09.83	53.23' LT	638.00	328207.33	604019.13
NW 14	31+08.37	53.77' LT	637.51	328205.88	604018.56
NW 15	30+98.81	58.73' LT	637.55	328196.41	604013.43
NW 16	30+96.33	60.47' LT	638.02	328193.96	604011.64

* 6:1 MAX
NON-TRAVERSABLE GRASS FLARE

NW					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
NW 17	30+77.52	91.52' LT	637.71	328175.71	603980.26
NW 18	31+16.55	53.27' LT	638.05	328214.04	604019.21
NW 19	31+16.55	53.77' LT	637.55	328214.05	604018.71
NW 20	31+16.53	58.80' LT	637.65	328214.12	604013.68
NW 21	31+21.55	53.73' LT	637.88	328219.05	604018.84
NW 22	31+21.53	58.75' LT	637.95	328219.12	604013.82
NW 23	31+26.55	53.75' LT	638.08	328224.05	604018.91
NW 24	31+26.53	58.77' LT	638.15	328224.12	604013.89
NW 25	31+31.57	53.76' LT	638.23	328229.07	604018.99
NW 26	31+31.55	58.81' LT	638.30	328229.14	604013.95
NW 27	31+36.37	53.77' LT	638.42	328233.87	604019.07
NW 28	31+36.35	58.77' LT	638.51	328233.94	604014.06
NW 29	31+41.37	53.78' LT	638.85	328238.87	604019.14
NW 30	31+41.35	58.79' LT	638.74	328238.94	604014.14
NW 31	31+46.17	53.81' LT	638.82	328243.67	604019.20
NW 32	31+46.08	58.75' LT	638.96	328243.67	604014.27

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE PORT WASHINGTON RD R/L.
6. EXISTING UTILITIES SHOWN IN BOLD WERE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS.
7. EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS.

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CURB RAMP DETAILS - IH 43 ON/OFF RAMPS & N PORT WASHINGTON RD INTERSECTION	SHEET 31	E

SM					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SM 01	29+72.75	13.60' LT	636.24	328069.55	604056.29
SM 02	29+98.87	14.08' LT	636.70	328095.67	604056.27
SM 03	30+23.33	14.53' LT	636.99	328120.14	604056.26
SM 04	30+23.65	2.83' RT	637.11	328120.15	604073.62
SM 05	29+67.60	3.31' RT	635.97	328064.10	604073.10
SM 06	29+67.67	0.72' RT	636.39	328064.22	604070.52
SM 07	29+90.94	0.98' RT	636.46	328087.48	604071.19
SM 08	29+93.12	2.22' LT	636.93	328089.71	604068.03
SM 09	29+91.76	11.37' LT	637.01	328088.52	604058.86
SM 10	29+72.79	11.01' LT	636.66	328069.55	604058.87

SM					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SM 11	29+92.28	11.26' LT	636.51	328089.04	604058.97
SM 12	29+97.32	11.37' LT	636.60	328094.08	604058.96
SM 13	29+97.82	11.38' LT	637.10	328094.58	604058.96
SM 14	29+92.94	6.84' LT	637.21	328089.61	604063.41
SM 15	29+97.88	7.62' LT	637.21	328094.57	604062.72
SM 16	29+93.59	2.41' LT	636.45	328090.19	604067.84
SM 17	29+98.43	3.87' LT	636.62	328095.06	604066.48
SM 18	29+98.92	3.97' LT	637.05	328095.55	604066.39
SM 19	30+12.00	8.14' LT	636.88	328108.70	604062.45
SM 20	30+12.17	8.77' LT	636.88	328108.88	604061.82

NOTES:
1. CONTRACTOR TO FIELD VERIFY ELEVATION, GRADES, SLOPES, LENGTHS AND MATCH POINTS PRIOR TO CURB RAMP AND SIDEWALK CONSTRUCTION.
2. THE ENGINEER MAY ADJUST ELEVATIONS TO FIT FIELD CONSTRUCTION.
3. DASHED LINES SHOWN FOR PROPOSED SIDEWALK ARE FOR INFORMATION ONLY AND DO NOT INDICATE JOINT LOCATIONS.
4. SEE THE STANDARD DETAIL DRAWINGS FOR COMPLETE CURB RAMP REQUIREMENTS.
5. ALL STATION AND OFFSET INFORMATION REFERENCE PORT WASHINGTON RD R/L.
6. EXISTING UTILITIES SHOWN IN BOLD WERE NOT MARKED AND ARE APPROXIMATE LOCATIONS BASED ON SYSTEM MAPS.
7. EXISTING UTILITIES SHOWN IN GRAY SCALE WERE SURVEYED BASED ON FIELD MARKINGS.

LEGEND
- X — CURB RAMP TYPE
- SW5 — CONCRETE SIDEWALK 5-INCH
- PED — CONCRETE CURB PEDESTRIAN
- XX / YYY.YY — POINT NUMBER & ELEVATION
- CONCRETE PAVEMENT, 10-INCH

SE					
POINT NUMBER	STATION	OFFSET	ELEVATION	NORTHING	EASTING
SE 01	29+82.79	36.45' RT	636.53	328078.69	604106.51
SE 02	30+08.50	36.64' RT	637.10	328104.39	604107.16
SE 03	30+08.44	39.16' RT	637.03	328104.29	604109.68
SE 04	30+21.92	40.48' RT	637.26	328117.74	604111.25
SE 05	29+82.79	39.02' RT	636.96	328078.64	604109.08
SE 06	29+99.47	40.76' RT	637.32	328095.29	604111.12
SE 07	30+00.01	40.83' RT	636.85	328095.83	604111.20
SE 08	30+05.15	41.40' RT	636.90	328100.96	604111.85
SE 09	30+05.69	41.46' RT	637.41	328101.50	604111.92
SE 10	30+21.66	43.03' RT	637.68	328117.44	604113.78
SE 11	29+88.27	54.22' RT	637.32	328083.85	604124.38
SE 12	29+92.40	54.28' RT	637.51	328087.98	604124.50
SE 13	29+97.40	54.33' RT	637.73	328092.98	604124.64
SE 14	30+01.51	54.38' RT	638.08	328097.08	604124.77
SE 15	30+02.03	54.40' RT	637.57	328097.60	604124.80
SE 16	30+07.10	54.52' RT	637.62	328102.67	604125.01
SE 17	30+07.61	54.51' RT	638.12	328103.18	604125.01
SE 18	30+12.37	54.52' RT	637.66	328107.94	604125.10
SE 21	29+88.13	59.16' RT	637.48	328083.62	604129.31
SE 21	30+22.31	54.40' RT	637.97	328117.88	604125.16
SE 22	29+92.35	59.28' RT	637.53	328087.84	604129.50
SE 23	29+97.33	59.33' RT	637.76	328092.82	604129.64
SE 23	30+17.32	54.48' RT	637.87	328112.89	604125.16
SE 24	30+01.95	59.40' RT	637.65	328097.44	604129.79
SE 25	30+07.10	59.52' RT	637.57	328102.58	604130.01
SE 26	30+12.41	59.51' RT	637.73	328107.89	604130.10
SE 27	30+17.40	59.48' RT	637.93	328112.88	604130.16
SE 28	30+22.40	59.40' RT	638.11	328117.88	604130.16

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CURB RAMP DETAILS - IH 43 ON/OFF RAMPS & N PORT WASHINGTON RD INTERSECTION	SHEET 32	E

2

2

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE C
- SURFACE WATER FLOW
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B AND SEEDING MIXTURE NO.30
- SOD LAWN, TOPSOIL AND FERTILIZER TYPE B
- SLOPE INTERCEPT

NOTE: ANY EXCAVATION AND GRADING PERFORMED DURING THE CONSTRUCTION OF THE CURB RAMP IS INCIDENTAL

N

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

EXIST R/W

SB PORT WASHINGTON RD

NB PORT WASHINGTON RD

SIGN

FLAG

MH

INL

W

28

29

31

32

33

634

636

637

638

639

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EROSION CONTROL - CURB RAMPS	SHEET 33	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\022001_EC_CRBRMP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2024 2:18 PM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

9 MARKING ARROW EPOXY (WHITE) (TYPE 2)

14 MARKING WORD EPOXY (WHITE)

16 MARKING STOP LINE EPOXY 18-INCH (WHITE)

17 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

18 MARKING CURB EPOXY (YELLOW)

19 MARKING ISLAND NOSE EPOXY (YELLOW)

25 MARKING LINE EPOXY 4-INCH (WHITE) 12.5' WHITE 37.5' SKIP

26 MARKING LINE EPOXY 6-INCH (YELLOW) 2' YELLOW 6' SKIP

27 MARKING LINE EPOXY 10-INCH (WHITE) AND MARKING EPOXY 10-INCH BLACK NON GROOVED (DASHED WHITE AND BLACK LAG LINE) (2' WHITE THEN 2' BLACK LINE 4' SKIP)

28 MARKING LINE EPOXY 8-INCH (WHITE)

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

EXIST R/W

SB PORT WASHINGTON RD

NB PORT WASHINGTON RD

STA 29+97.76
-59.23' LT

STA 29+96.21
-53.23' LT

STA 30+50.87
-57.37' LT

STA 29+92.16
-49.56' LT

STA 29+86.35
-47.80' LT

STA 29+91.38
-13.94' LT

STA 29+97.43
-14.05' LT

STA 30+09.72
-5.56' LT

STA 29+99.31
-1.37' LT

STA 29+93.50
0.35' RT

STA 29+99.44
40.38' RT

STA 30+05.59
40.92' RT

STA 30+93.72
-59.26' LT

STA 31+03.11
-53.27' LT

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING - CURB RAMPS	SHEET 34	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM_CRBRMP.DWG
LAYOUT NAME - 01

PLOT DATE : 10/24/2024 12:02 PM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE PAVEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING TEMPORARY CROSSOVER (PAID FOR UNDER COMMON EXCAVATION)
- REMOVING CONCRETE BARRIER
- XXXXX SAWING CONCRETE
- REMOVING TEMPORARY PRECAST TRENCH DRAIN
- REMOVING CURB & GUTTER
- REMOVING FENCE
- REMOVING STRUCTURE
- REMOVING INLET

N

DETENTION BASIN

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING CONCRETE PAVEMENT

WETLAND

MAINTAIN AND SALVAGE TEMPORARY PRECAST CONCRETE BARRIER LEFT IN PLACE (STA 1007+34 TO STA 1012+83.73)

REMOVING ASPHALTIC SURFACE BUTT JOINTS

1010+63.57, -69.86' LT

1012+83.73, 0.00'

1013+33.40, 0.07' RT

1018+00.13, -69.89' LT

1017+85.20, -70.01' LT

INL 07

INL 07C

INL 9

INL 14

INL 16

INL 20

INL 21

IH 43 SB

IH 43 NB

1017+82.62, -0.13' LT

1017+92.59, -0.16' LT

1017+51.04, 62.16' RT

1017+66.05, 60.97' RT

1018+32.00

1008+09.00, 0.00'

1012+79.52, 10.45' RT

1010+25.27, 58.39' RT

1009+56.35, 10.09' RT

1009+27.38, 0.30' RT

1007+37.30, 0.00' LT

1007+34.00, 0.00'

1006+21.50, 1.82' RT

MAINTAIN AND SALVAGE TEMPORARY PRECAST CONCRETE BARRIER LEFT IN PLACE (STA 1006+21.5 TO STA 1008+09)

1006+75.09, 58.54' RT

REMOVING ASPHALTIC SURFACE BUTT JOINTS

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 35	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E\021101-RM.DWG
LAYOUT NAME - 01

PLOT DATE : 11/20/2024 9:23 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE PAVEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING TEMPORARY CROSSOVER (PAID FOR UNDER COMMON EXCAVATION)
- REMOVING CONCRETE BARRIER
- XXXXX SAWING CONCRETE
- REMOVING TEMPORARY PRECAST TRENCH DRAIN
- REMOVING CURB & GUTTER
- REMOVING FENCE
- REMOVING STRUCTURE
- REMOVING INLET

REMOVING CURB & GUTTER

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE BUTT JOINTS

1019+56.97, -70.00' LT

1019+71.92, -70.02' LT

1024+13.27, -57.70' LT

1024+23.65, -57.71' LT

129+41.08, 16.65' RT

129+21.78, 17.40' RT

INL56

INL59

IH 43 SB

IH 43 NB

1018+32.00

1033+82.00

1019+71.96, -0.18' LT

1019+44.53, -0.24' LT

1022+77.94, 58.26' RT

1022+92.99, 58.15' RT

118+67.31, -41.95' LT

118+32.56, -39.77' LT

1025+22.53, -0.25' LT

1025+07.53, -0.28' LT

1024+60.00, -0.10' LT

1024+50.01, -0.10' LT

WETLAND

1032+69.63, 0.01' RT

1032+84.62, -0.03' LT

116+46.21, 9.17' RT

116+33.21, 9.14' RT

118+69.95, 9.01' RT

118+35.05, 9.01' RT

1023+91.11, -0.09' LT

1023+81.19, -0.06' LT

122+60.92, 9.29' RT

122+50.86, 9.22' RT

115+60.76, 8.70' RT

115+50.86, 9.36' RT

SLAB

SLAB

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 36	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E\021101-RM.DWG
LAYOUT NAME - 02

PLOT DATE : 11/20/2024 9:23 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

REMOVING CONCRETE PAVEMENT

REMOVING CURB & GUTTER

REMOVING CURB & GUTTER

REMOVING CONCRETE PAVEMENT

132+22.11, -33.92' LT

132+29.49, -32.59' LT

135

REMOVING ASPHALTIC SURFACE BUTT JOINTS

WETLAND

1045+07.75, -52.67' LT

1044+86.11, -54.34' LT

140

1037+60.44, -57.47' LT

1037+50.63, -57.38' LT

131+30.19, 17.57' RT

130+68.48, 21.67' RT

1033+99.34, -0.23' LT

1034+09.34, -0.22' LT

IH 43 SB

1040

INL85

1043+42.39, -0.10' LT

1043+52.39, -0.09' LT

145

1035

IH 43 NB

1038+68.68, -0.27' LT

1044+97.10, -0.14' LT

1045+12.10, -0.16' LT

1038+83.68, -0.24' LT

1040

1045

1038+89.42, -26.79' LT

1039+00.61, -25.22' LT

1041+79.84, 0.02' RT

1041+64.84, -0.03' LT

1033+28.00

1049+32.00

1035

REMOVING ASPHALTIC SURFACE BUTT JOINTS

REMOVING ASPHALTIC SURFACE BUTT JOINTS

1044+76.95, 9.17' RT

REMOVING FENCE (ATTACHED TO BARRIER)

1045+32.18, 9.21' RT

1040

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE PAVEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING TEMPORARY CROSSOVER (PAID FOR UNDER COMMON EXCAVATION)
- REMOVING CONCRETE BARRIER
- XXXXX SAWING CONCRETE
- REMOVING TEMPORARY PRECAST TRENCH DRAIN
- REMOVING CURB & GUTTER
- REMOVING FENCE
- REMOVING STRUCTURE
- REMOVING INLET

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 37	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E\021101-RM.DWG
LAYOUT NAME - 03

PLOT DATE : 11/20/2024 9:23 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE PAVEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING TEMPORARY CROSSOVER (PAID FOR UNDER COMMON EXCAVATION)
- REMOVING CONCRETE BARRIER
- XXXXX SAWING CONCRETE
- REMOVING TEMPORARY PRECAST TRENCH DRAIN
- REMOVING CURB & GUTTER
- REMOVING FENCE
- REMOVING STRUCTURE
- REMOVING INLET

N

WETLAND

1054+41.44, -57.82' LT
1054+31.52, -57.82' LT
1054+66.68, -58.57' LT
1054+81.68, -58.63' LT
1061+75.88, -57.07' LT
1061+60.49, -57.09' LT
1064+73.56, -60.82' LT
1063+86.43, -56.85' LT
1063+86.41, -47.00' LT
1064+82.00

1050
1055
IH 43 SB
1060
1061+58.67, 0.00'
1061+73.67, 0.04' RT
1049+32.00
1050
IH 43 NB
1054+80.12, 57.45' RT
1054+95.12, 57.49' RT
NL134
NL144
1051+63.74, 61.58' RT
1051+73.82, 61.34' RT
1049+78.04, 65.40' RT
1049+52.83, 65.97' RT
1052+57.75, 59.44' RT
1052+67.83, 59.33' RT
1053+23.56, 59.18' RT
1053+38.67, 58.76' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1056+23.98, 57.51' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1056+13.98, 57.46' RT
SLAB
1059+67.83, 57.03' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1059+83.03, 57.03' RT
1061+42.33, 57.62' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1061+52.09, 57.57' RT
1061+71.90, 56.89' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1061+86.50, 56.81' RT
1063+11.47, 57.46' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1062+96.81, 57.22' RT
1062+15.31, 57.42' RT
REMOVING FENCE (ATTACHED TO BARRIER)
1062+05.41, 57.39' RT

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 38	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E\021101-RM.DWG
LAYOUT NAME - 04
PLOT DATE : 11/20/2024 9:24 AM
PLOT BY : ATARI, RAZAN HAEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

LEGEND

- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING CONCRETE PAVEMENT
- REMOVING PAVEMENT FOR BASE PATCHING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
- REMOVING TEMPORARY CROSSOVER (PAID FOR UNDER COMMON EXCAVATION)
- REMOVING CONCRETE BARRIER
- XXXXX SAWING CONCRETE
- REMOVING TEMPORARY PRECAST TRENCH DRAIN
- REMOVING CURB & GUTTER
- REMOVING FENCE
- REMOVING STRUCTURE
- REMOVING INLET

N

1078+99.48, -119.15' LT

1078+96.20, -58.39' LT

REFERENCE B-40-578 STRUCTURE PLANS FOR STRUCTURE REMOVAL ITEMS

REMOVING ASPHALTIC SURFACE BUTT JOINTS

INL149

INL153

INL157

1064+82.00

1065

1070

1075

10'

IH 43 SB

IH 43 NB

1067+35.59, -0.01' LT

1067+60.13, 0.25' RT

1067+46.98, 56.81' RT

1067+61.62, 56.78' RT

1074+21.90, 0.00' LT

1074+36.90, 0.00' LT

REMOVING FENCE (ATTACHED TO BARRIER)

SLAB

SLAB

SLAB

2

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	REMOVAL PLAN	SHEET 39	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E\021101-RM.DWG
LAYOUT NAME - 05

PLOT DATE : 11/20/2024 9:24 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

- MILL AND OVERLAY
- MEDIAN/SHOULDER RECONSTRUCTION
- CONCRETE PAVEMENT REPAIR SHES/ CONCRETE PAVEMENT REPLACEMENT SHES (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPAIR/ CONCRETE PAVEMENT REPLACEMENT (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CB02 CONCRETE BARRIER TYPE S42
- CB09 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CB105 CONCRETE BARRIER DOUBLE-FACED 32-INCH
- CB03 CONCRETE BARRIER TYPE S56
- CB04 CONCRETE BARRIER TRANSITION SECTION 32-INCH
- CB72 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36
- CB49 CONCRETE BARRIER TRANSITION TYPE S42 TO S56
- CB40 CONCRETE BARRIER TRANSITION TYPE S36 TO S42
- CG16 CONCRETE CURB & GUTTER 31-INCH
- CG17 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

1018+32.00

N

REFER TO CONSTRUCTION DETAIL "ASPHALT OVERLAY TRANSITION PRIOR TO CONCRETE BARRIER TRANSITION

R-40-154
SEAL JOINTS IN PANELS WITH BACKFILL

WETLAND

SLOPE INTERCEPT

DETENTION BASIN

1010+03.07, -69.31' LT

1009+59.26, -68.66' LT

1003+78.03, -56.00' LT

1010+38.07, -69.37' LT

1010+63.57, -69.37' LT

1012+00.72, 0.00'

1012+11.22, 0.00'

1012+26.22, 0.00'

1012+83.72, 0.00'

1013+33.40, 0.00'

1018+00.13, -69.89' LT

1017+85.20, -70.01' LT

1017+92.59, -0.16' LT

1017+82.61, -0.13' LT

IH 43 SB

IH 43 NB

1005

1010

1015

CB02

CB40

CB72

CB04

CB105

CB09

1007+37.30, 0.00' LT

1003+92.72, 8.01' RT

1004+01.61, -8.14' LT

1017+51.04, 62.16' RT

1017+66.05, 60.97' RT

BEGIN PROJECT
STA 1004+18.19
X= 603903.07
Y= 325638.50

R-40-160
CONCRETE SURFACE REPAIR &
SEAL JOINTS IN PANELS WITH BACKFILL

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 40	E

2

2

LEGEND

- MILL AND OVERLAY
- MEDIAN/SHOULDER RECONSTRUCTION
- CONCRETE PAVEMENT REPAIR SHES/ CONCRETE PAVEMENT REPLACEMENT SHES (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPAIR/ CONCRETE PAVEMENT REPLACEMENT (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CB02 CONCRETE BARRIER TYPE S42
- CB09 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CB105 CONCRETE BARRIER DOUBLE-FACED 32-INCH
- CB03 CONCRETE BARRIER TYPE S56
- CB04 CONCRETE BARRIER TRANSITION SECTION 32-INCH
- CB72 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36
- CB49 CONCRETE BARRIER TRANSITION TYPE S42 TO S56
- CB40 CONCRETE BARRIER TRANSITION TYPE S36 TO S42
- CG16 CONCRETE CURB & GUTTER 31-INCH
- CG17 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

N

R-40-156
SEAL JOINTS IN PANELS WITH BACKFILL

1024+23.65, -57.71' LT
1024+13.27, -57.69' LT
1019+56.97, -70.00' LT
1019+71.91, -70.02' LT
1019+71.96, -0.18' LT
1019+44.53, -0.24' LT
1023+81.19, -0.06' LT
1023+91.11, -0.09' LT
1022+92.99, 58.15' RT
1022+77.94, 58.26' RT
1025+22.53, -0.25' LT
1025+07.53, -0.28' LT
1024+60.00, -0.10' LT
1024+50.01, -0.10' LT
118+67.25, -41.88' LT
118+32.56, -39.65' LT
118+69.93, 9.14' RT
118+35.03, 9.26' RT
116+46.21, 9.17' RT
116+33.21, 9.14' RT
115+50.86, 9.36' RT
115+60.76, 8.70' RT
122+75.44, -14.06' LT
122+75.42, 0.47' RT
122+50.86, 9.22' RT
122+60.92, 9.29' RT
125+02.96, -0.16' LT
125+03.06, -21.33' LT
1032+69.63, 0.01' RT
1032+84.62, -0.03' LT
1033+82.00

WETLAND

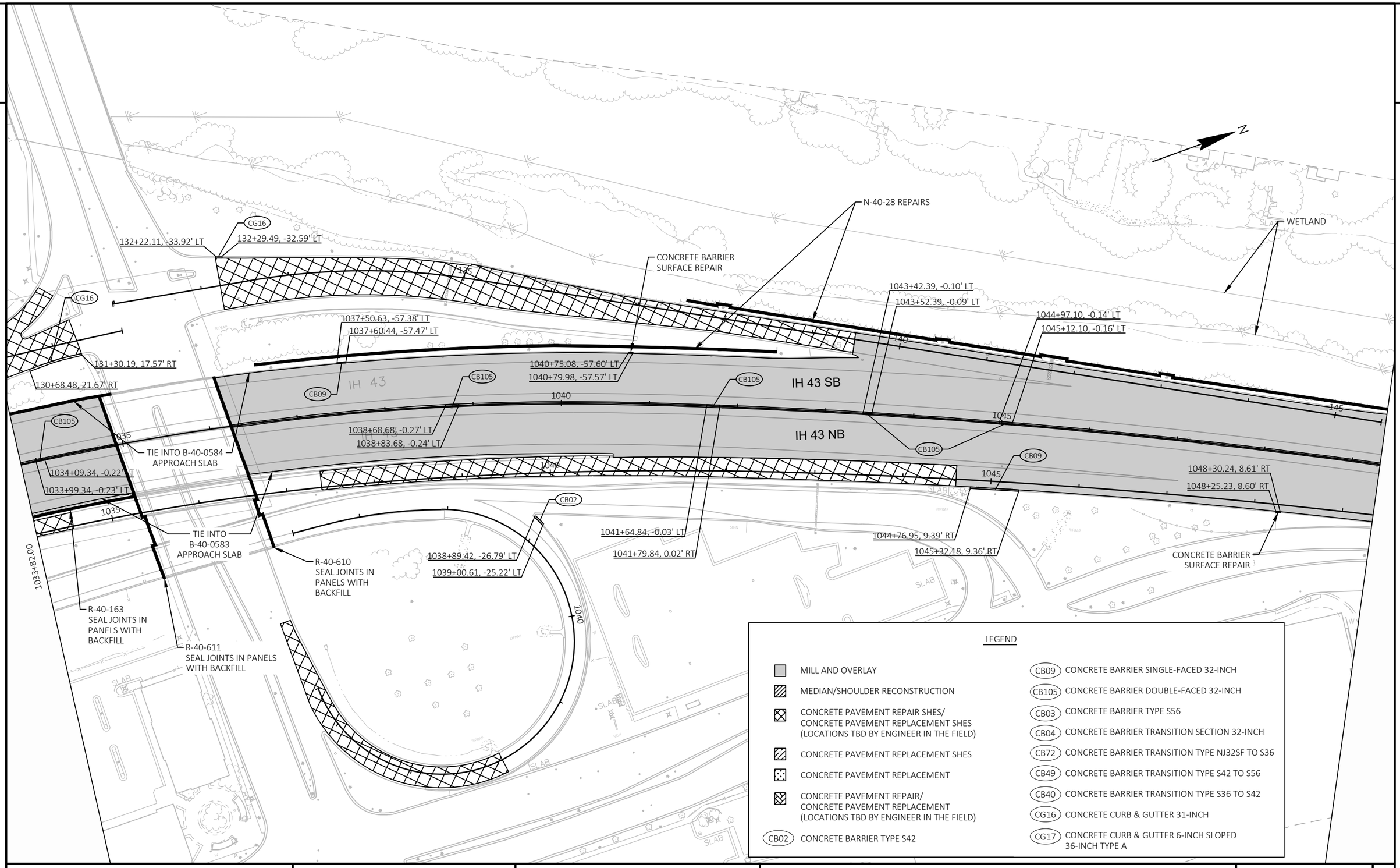
R-40-163
SEAL JOINTS IN PANELS WITH BACKFILL

IH 43 SB
IH 43 NB

115 120 125 130 1020 1025 1030

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 41	E

2



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 42	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\021201-PD.DWG
LAYOUT NAME - 03
PLOT DATE : 10/30/2024 9:20 AM
PLOT BY : ATARI, RAZAN HAEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- MILL AND OVERLAY
- MEDIAN/SHOULDER RECONSTRUCTION
- CONCRETE PAVEMENT REPAIR SHES/ CONCRETE PAVEMENT REPLACEMENT SHES (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPAIR/ CONCRETE PAVEMENT REPLACEMENT (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CB02 CONCRETE BARRIER TYPE S42
- CB09 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CB105 CONCRETE BARRIER DOUBLE-FACED 32-INCH
- CB03 CONCRETE BARRIER TYPE S56
- CB04 CONCRETE BARRIER TRANSITION SECTION 32-INCH
- CB72 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36
- CB49 CONCRETE BARRIER TRANSITION TYPE S42 TO S56
- CB40 CONCRETE BARRIER TRANSITION TYPE S36 TO S42
- CG16 CONCRETE CURB & GUTTER 31-INCH
- CG17 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

N

1064+82.00

REFER TO CONSTRUCTION DETAIL "ASPHALT OVERLAY TRANSITION PRIOR TO STRUCTURE MOUNTED NOISE WALL AND AFTER CONCRETE BARRIER TRANSITION

N-40-28 REPAIRS

WETLAND

SLOPE INTERCEPT

1049+52.86

1054+81.68, -58.63' LT
1054+66.68, -58.57' LT
1054+41.44, -57.82' LT
1054+31.52, -57.82' LT

1061+75.87, -57.01' LT
1061+60.49, -57.08' LT
1064+37.70, -57.00' LT
1063+87.70, -56.84' LT
1064+73.59, -56.84' LT

1050
1055
1060

IH 43 SB

IH 43 NB

CB09 CB105 CB72 CB40 CB49 CB03

1061+58.67, 0.00'
1061+73.67, 0.04' RT

1049+78.04, 65.40' RT
1049+52.83, 65.97' RT
1051+63.74, 61.58' RT
1051+73.82, 61.34' RT
1052+67.83, 59.33' RT
1052+57.75, 59.44' RT
1053+38.67, 58.76' RT
1053+23.56, 59.18' RT
1054+95.12, 57.49' RT
1054+80.12, 57.45' RT
1056+23.98, 57.51' RT
1056+13.98, 57.46' RT
1059+67.83, 57.03' RT
1059+83.03, 57.03' RT
1061+42.33, 57.62' RT
1061+52.09, 57.57' RT
1061+86.50, 56.81' RT
1061+71.90, 56.89' RT
1062+15.31, 57.42' RT
1062+05.41, 57.39' RT
1063+11.47, 57.46' RT
1062+96.81, 57.22' RT

SLAB

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 43	E

2

LEGEND

- MILL AND OVERLAY
- MEDIAN/SHOULDER RECONSTRUCTION
- CONCRETE PAVEMENT REPAIR SHES/ CONCRETE PAVEMENT REPLACEMENT SHES (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE PAVEMENT REPLACEMENT
- CONCRETE PAVEMENT REPAIR/ CONCRETE PAVEMENT REPLACEMENT (LOCATIONS TBD BY ENGINEER IN THE FIELD)
- CB02 CONCRETE BARRIER TYPE S42
- CB09 CONCRETE BARRIER SINGLE-FACED 32-INCH
- CB105 CONCRETE BARRIER DOUBLE-FACED 32-INCH
- CB03 CONCRETE BARRIER TYPE S56
- CB04 CONCRETE BARRIER TRANSITION SECTION 32-INCH
- CB72 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36
- CB49 CONCRETE BARRIER TRANSITION TYPE S42 TO S56
- CB40 CONCRETE BARRIER TRANSITION TYPE S36 TO S42
- CG16 CONCRETE CURB & GUTTER 31-INCH
- CG17 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A

N

N-40-28 REPLACEMENT
(REFER TO STRUCTURE PLANS)

SLOPE INTERCEPT

REFER TO B-40-578
STRUCTURE PLANS FOR
STRUCTURE ITEMS

SLOPE INTERCEPT

R-40-159

1064+82.00

1065

CB105

CB09

10'

1070

IH 43 SB

IH 43 NB

CB105

1075

END PROJECT
STA 1077+86.69
X= 604942.04
Y= 332658.16

1067+35.59, -0.01' LT

1067+60.13, 0.25' RT

1067+61.62, 56.78' RT

1067+46.98, 56.81' RT

1074+21.90, 0.00' LT

1074+36.90, 0.00' LT

SLAB

SLAB

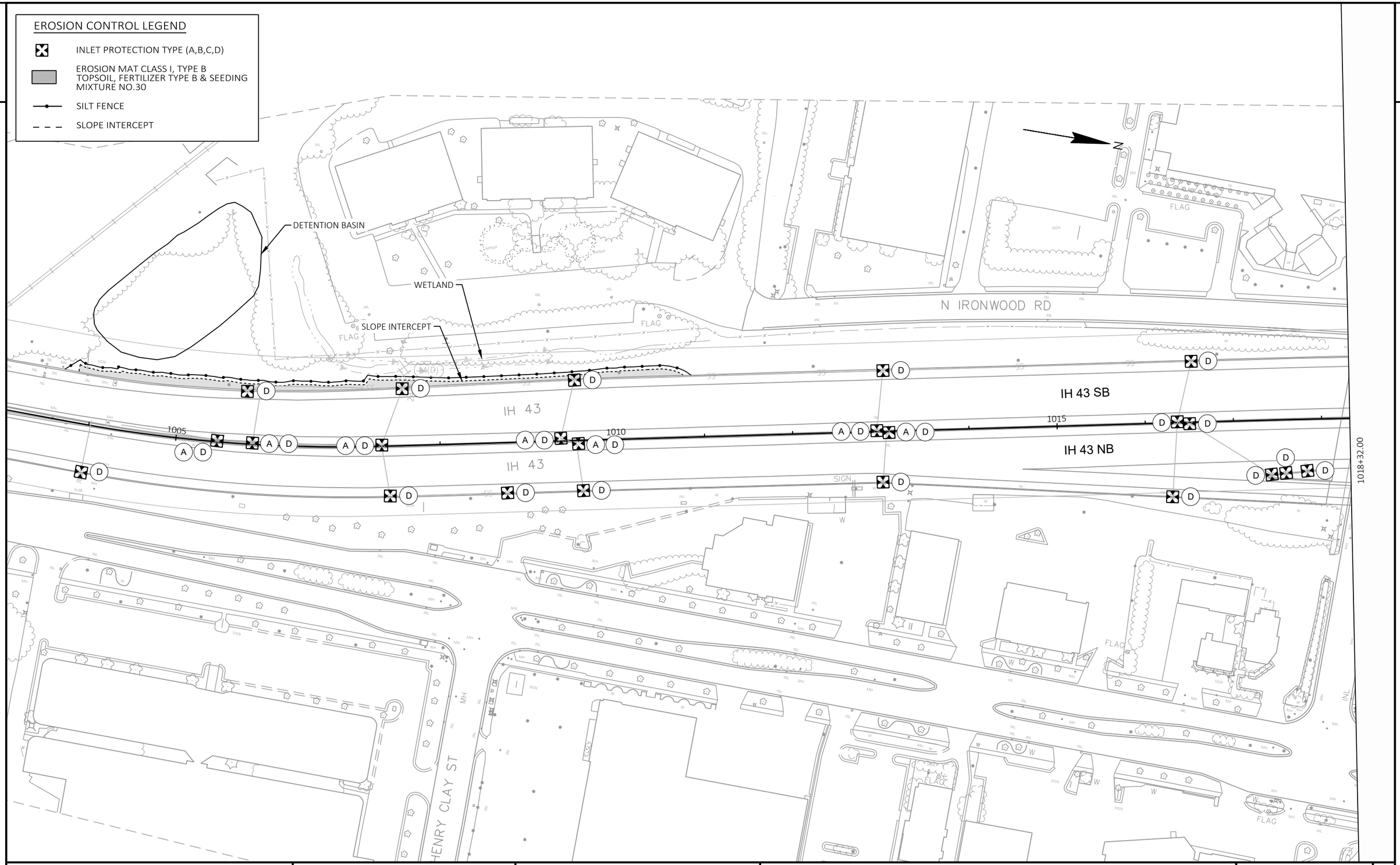
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PLAN DETAILS	SHEET 44	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\021201-PD.DWG
LAYOUT NAME - 05

PLOT DATE : 10/30/2024 9:20 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE (A,B,C,D)
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.30
- SILT FENCE
- SLOPE INTERCEPT



2

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 45	E

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE (A,B,C,D)
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.30
- SILT FENCE
- SLOPE INTERCEPT

N IRONWOOD RD

IH 43 SB

IH 43 NB

IH 43

1018+32.00

1033+82.00

1020

1025

1030

N PORT WASHINGTON RD

N PORT WASHINGTON RD

SLAB

SLAB

SLAB

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 46	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 1/23/2025 2:05 PM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE (A,B,C,D)
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.30
- SILT FENCE
- SLOPE INTERCEPT

WETLAND

IH 43 SB

IH 43 NB

1040

1035

1033+82.00

1049+32.00

W SILVER SPRING DR

N PORT WASHINGTON RD

SLAB

RIPRAP

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 47	E

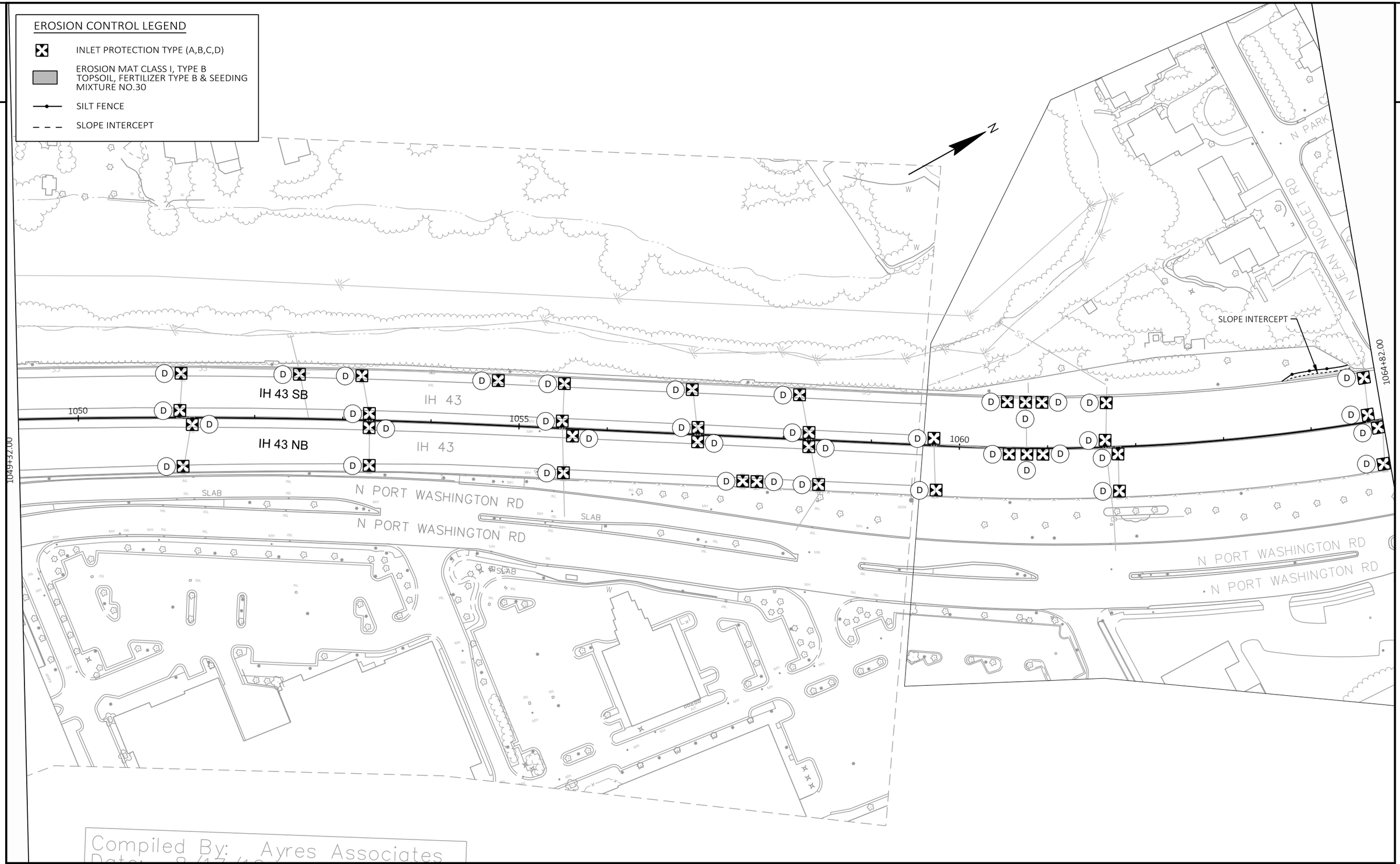
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LAYOUT NAME - 03

PLOT DATE : 1/23/2025 2:05 PM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE (A,B,C,D)
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.30
- SILT FENCE
- SLOPE INTERCEPT



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 48	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022001-EC.DWG
LAYOUT NAME - 04

PLOT DATE : 1/23/2025 2:05 PM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

EROSION CONTROL LEGEND

- INLET PROTECTION TYPE (A,B,C,D)
- EROSION MAT CLASS I, TYPE B TOPSOIL, FERTILIZER TYPE B & SEEDING MIXTURE NO.30
- SILT FENCE
- SLOPE INTERCEPT

N

W RIVERFRONT DR

W BENDER RD

N JEAN NICOLET RD

SLOPE INTERCEPT

SLAB

IH 43

1064+82.00

1065

IH 43 SB

1070

1075

IH 43 NB

N PORT WASHINGTON RD

W DEVON ST

SLAB

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	EROSION CONTROL	SHEET 49	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022001-EC.DWG
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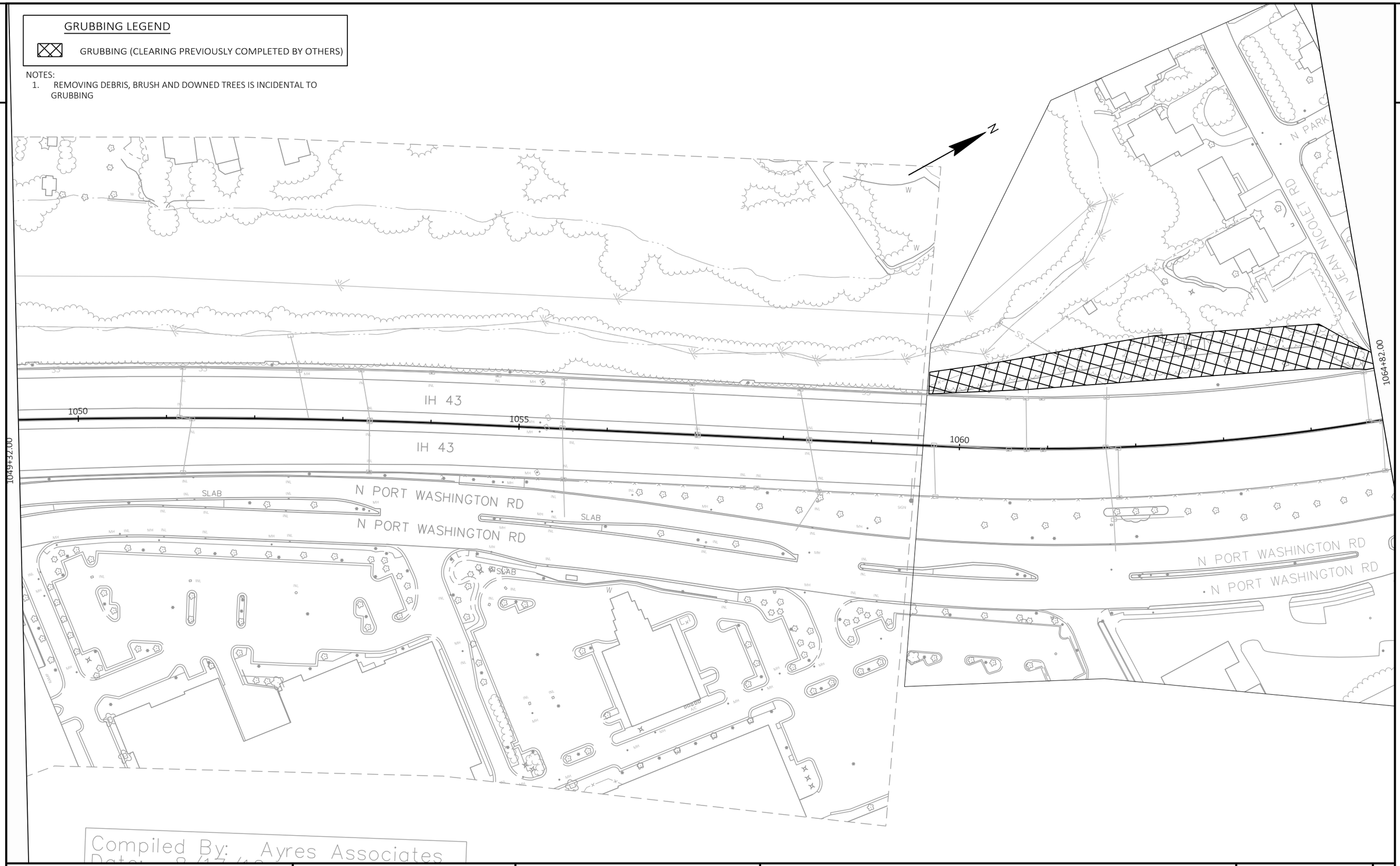
WISDOT/CADDS SHEET 42

2

GRUBBING LEGEND

GRUBBING (CLEARING PREVIOUSLY COMPLETED BY OTHERS)

NOTES:
1. REMOVING DEBRIS, BRUSH AND DOWNED TREES IS INCIDENTAL TO GRUBBING



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	GRUBBING	SHEET 50	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022002-EC.DWG
LAYOUT NAME - 04

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WISDOT/CADDS SHEET 42

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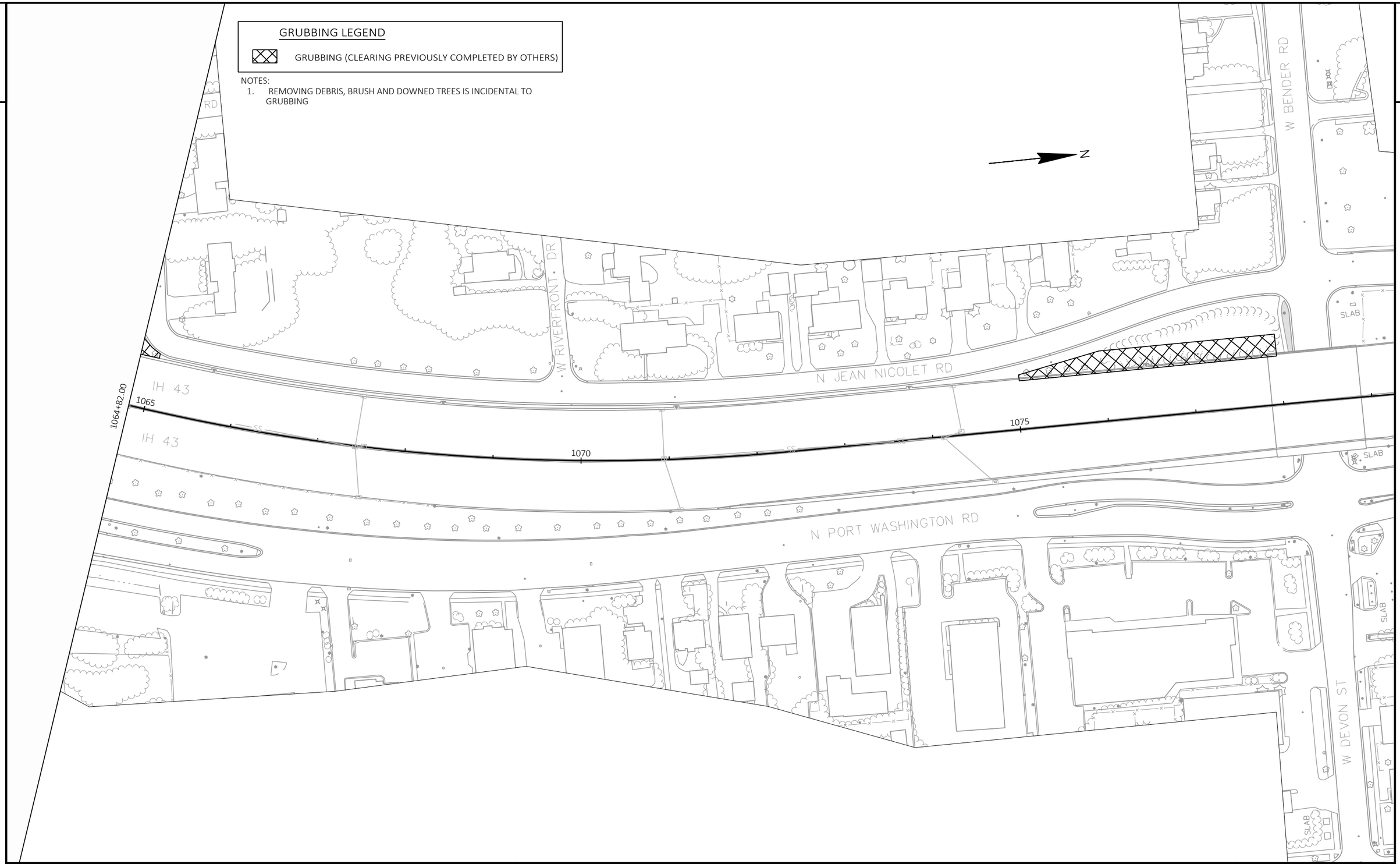
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GRUBBING LEGEND

GRUBBING (CLEARING PREVIOUSLY COMPLETED BY OTHERS)

NOTES:

1. REMOVING DEBRIS, BRUSH AND DOWNED TREES IS INCIDENTAL TO GRUBBING



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	GRUBBING	SHEET 51	E

GENERAL DRAINAGE NOTES

THE RIM ELEVATIONS AND OFFSETS REFER TO THE CENTER OF THE GRATE.

ADJUSTMENT RINGS MAY BE USED TO A COMBINED MAXIMUM THICKNESS OF 6-INCHES.

PLAN LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM CENTER OF STRUCTURE TO CENTER OF STRUCTURE AND IS USED FOR ESTIMATING. PIPE LENGTH REPRESENTS LENGTH OF PIPE MEASURED FROM INSIDE FACE OF STRUCTURE TO INSIDE FACE OF STRUCTURE AND IS USED TO COMPUTE PIPE SLOPE.

INLET AND DISCHARGE ELEVATIONS FOR DRAINAGE STRUCTURES AND PIPES SHOWN ON THE PLANS MAY BE ADJUSTED BY THE ENGINEER TO FIT EXISTING FIELD CONDITIONS.

IT IS EXPECTED THAT THERE MAY BE DISCREPANCIES AND OMISSIONS IN THE LOCATION OF UTILITIES AND STRUCTURES SHOWN. VERIFY ALL LOCATIONS IN THE FIELD.

COORDINATE WITH DIGGERS HOTLINE TO FIELD LOCATE UTILITIES. SHEETING SHALL NOT GO THROUGH UTILITIES. ANY UTILITIES DAMAGED DUE TO CONTRACTOR ACTIVITIES SHALL BE REPAIRED AT CONTRACTOR'S EXPENSE TO THE COMPLETE SATISFACTION OF THE UTILITY FACILITY.

VERIFY THE EXISTING STORM SEWER SYSTEM CONNECTION LOCATIONS AND ELEVATIONS PRIOR TO ORDERING DRAINAGE STRUCTURES AND PIPES. NOTIFY THE ENGINEER OF ANY DEVIATIONS FROM THE INFORMATION SHOWN ON THE PLANS PRIOR TO INSTALLING THE PROPOSED STORM SEWER.

PROVIDE TEMPORARY POSITIVE DRAINAGE THROUGHOUT THE PROJECT DURING ALL PROJECT STAGES. PROVIDING TEMPORARY POSITIVE DRAINAGE IS INCIDENTAL TO CONSTRUCTION.

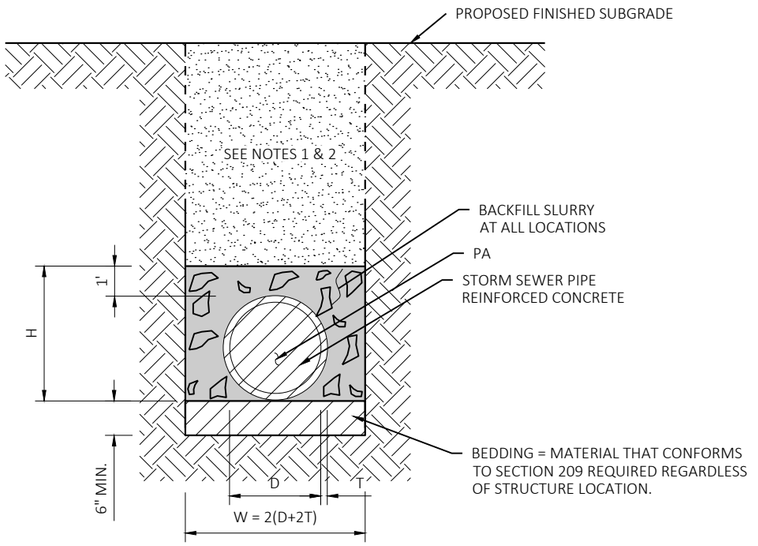
SUPPORTING UTILITIES DURING STORM SEWER CONSTRUCTION IS INCIDENTAL TO STORM SEWER PIPE AND/OR STORM SEWER STRUCTURE.

2

BACKFILL SLURRY TRENCHES (FOR INFORMATION ONLY)

PIPE DIAMETER D INCHES	WALL THICKNESS T INCHES	TRENCH WIDTH W FT	HEIGHT OF PIPE ZONE (FROM PIPE BOTTOM TO 1' ABOVE TOP OF PIPE) H FT	AREA OF PIPE ZONE SF	AREA OF PIPE PA SF	BACKFILL SLURRY AREA SF
12	2.00	2.67	2.33	6.22	1.40	4.83
15	2.25	3.25	2.63	8.53	2.07	6.46
18	2.50	3.83	2.92	11.18	2.88	8.30
24	3.00	5.00	3.50	17.50	4.91	12.59
30	3.50	6.17	4.08	25.18	7.46	17.72
36	4.00	7.33	4.67	34.22	10.55	23.67
42	4.50	8.50	5.25	44.63	14.18	30.45
48	5.00	9.67	5.83	56.39	18.34	38.05
54	6.25	11.08	6.54	72.50	24.11	48.40
60	6.75	12.25	7.13	87.28	29.45	57.83
66	7.25	13.42	7.71	103.42	35.33	68.09

BACKFILL SLURRY VOLUME (CUBIC YARDS) = $\frac{\text{(PIPE ZONE AREA - PIPE AREA) X PIPE PLAN LENGTH}}{27}$



BACKFILL SLURRY DETAIL - STORM SEWER PIPE

NOTES

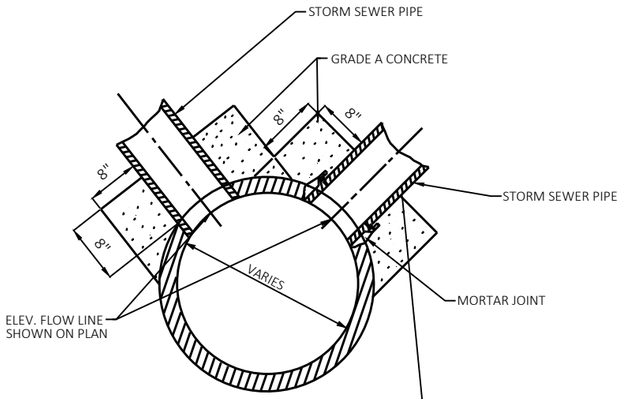
(1) IF THE PIPE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL AND SHALL CONFORM TO SECTION 209.

(2) IF THE PIPE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) BACKFILL SLURRY IS CONSIDERED INCIDENTAL TO DRAINAGE PIPE. NO SEPARATE PAYMENTS WILL BE MADE.

(4) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED GRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

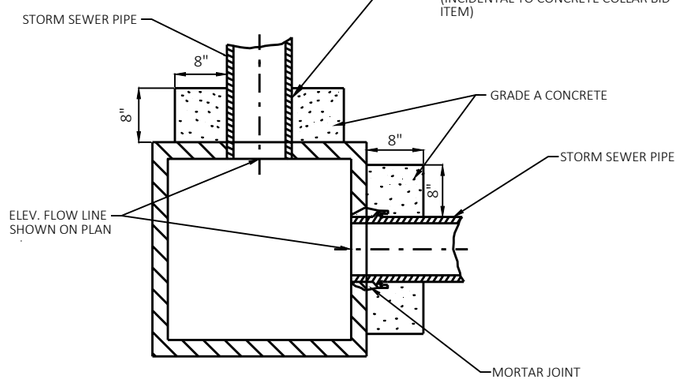
(5) H = UP TO 1' ABOVE THE TOP OF THE HIGHEST PIPE IN THE STRUCTURE.



AT MANHOLE

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

CLEAN PIPE AND STRUCTURE SURFACES AND APPLY BONDING AGENT PRIOR TO INSTALLING CONCRETE COLLAR (INCIDENTAL TO CONCRETE COLLAR BID ITEM)



AT STORM SEWER INLET

INCIDENTAL TO NEW STRUCTURE AND NEW PIPE ITEMS

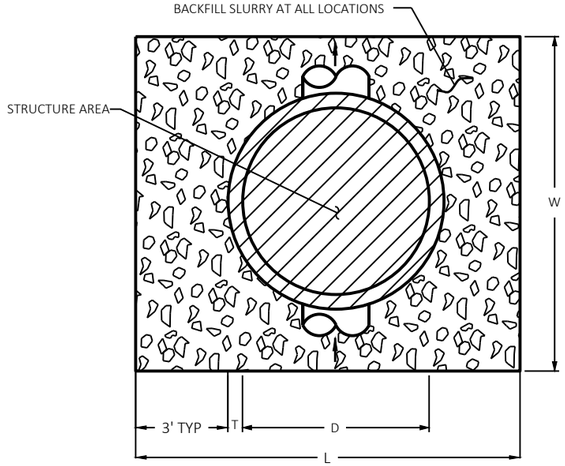
NOTE

CONCRETE COLLAR INCIDENTAL TO THE SPECIAL PROVISION "RECONNECTING STORM SEWER LATERAL" WHEN CONNECTING AN EXISTING PIPE TO A NEW STRUCTURE.

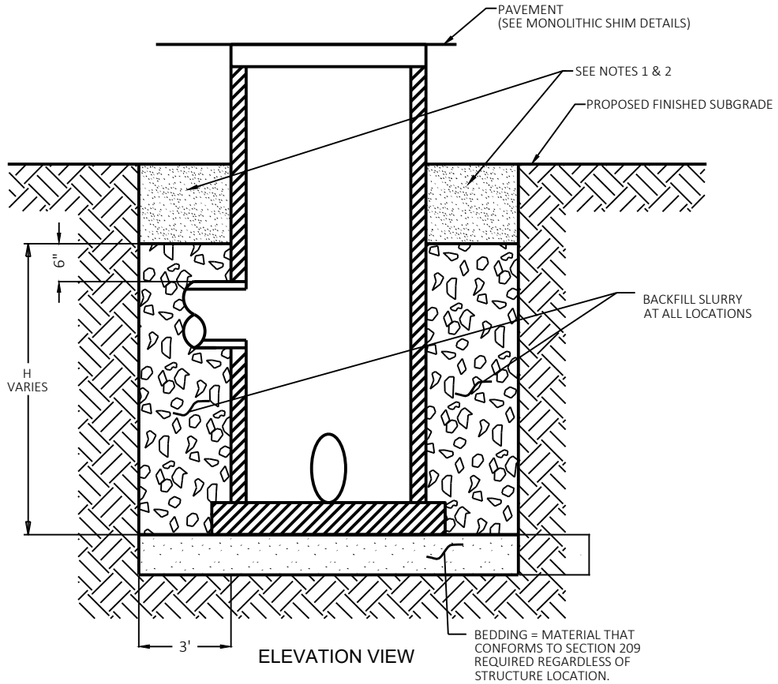
CONCRETE COLLAR DETAIL

FOR LOCATIONS SEE MISCELLANEOUS QUANTITIES SHEETS

H = UP TO 6" ABOVE THE TOP OF THE HIGHEST PIPE IN THE STRUCTURE



PLAN VIEW



ELEVATION VIEW

NOTES

(1) IF THE STRUCTURE IS OUTSIDE THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, NATIVE BACKFILL MAY BE USED ABOVE BACKFILL SLURRY AND SHALL CONFORM TO SECTION 209.

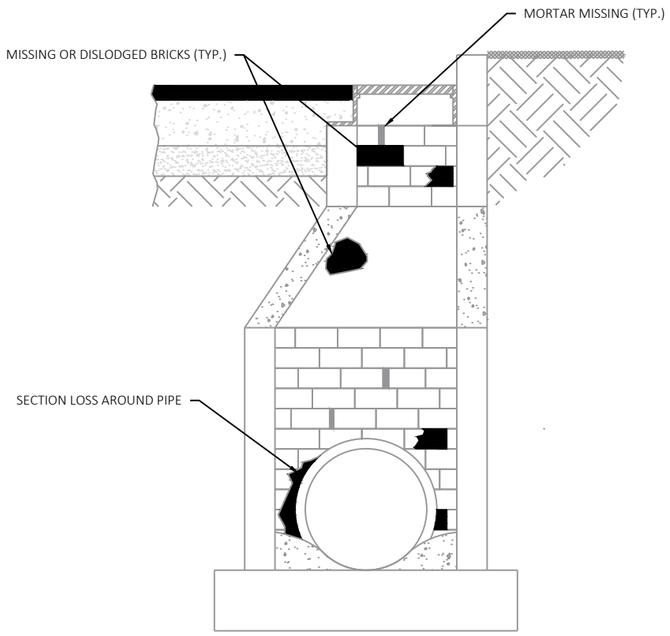
(2) IF THE STRUCTURE IS WITHIN THE TRAVELED WAY INCLUSIVE OF SHOULDERS AND AUXILIARY LANES, BACKFILL ABOVE BACKFILL SLURRY SHALL CONFORM TO SECTION 209.

(3) WHEN TEMPORARY SUBGRADE IS HIGHER THAN PROPOSED FINISHED SUBGRADE, PROVIDE GRANULAR BACKFILL AT ALL LOCATIONS. COST FOR GRANULAR BACKFILL IS CONSIDERED INCIDENTAL TO CONSTRUCTION.

(4) BACKFILL SLURRY IS CONSIDERED INCIDENTAL TO DRAINAGE STRUCTURES. NO SEPARATE PAYMENTS WILL BE MADE.

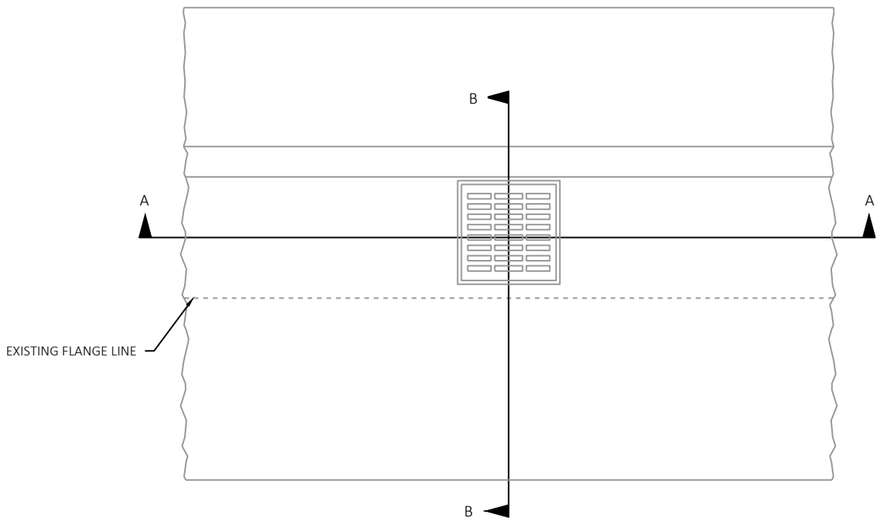
BACKFILL SLURRY DETAIL - STORM SEWER STRUCTURES

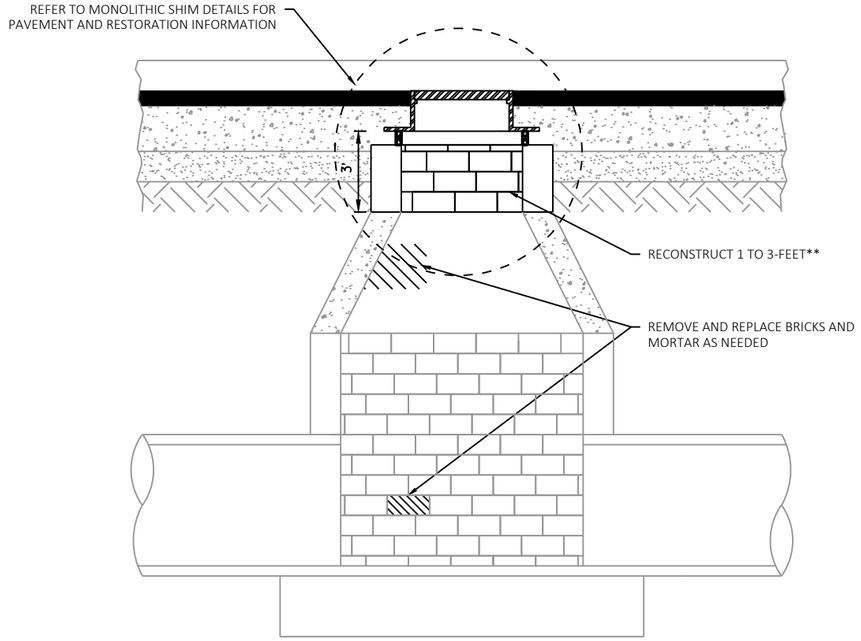
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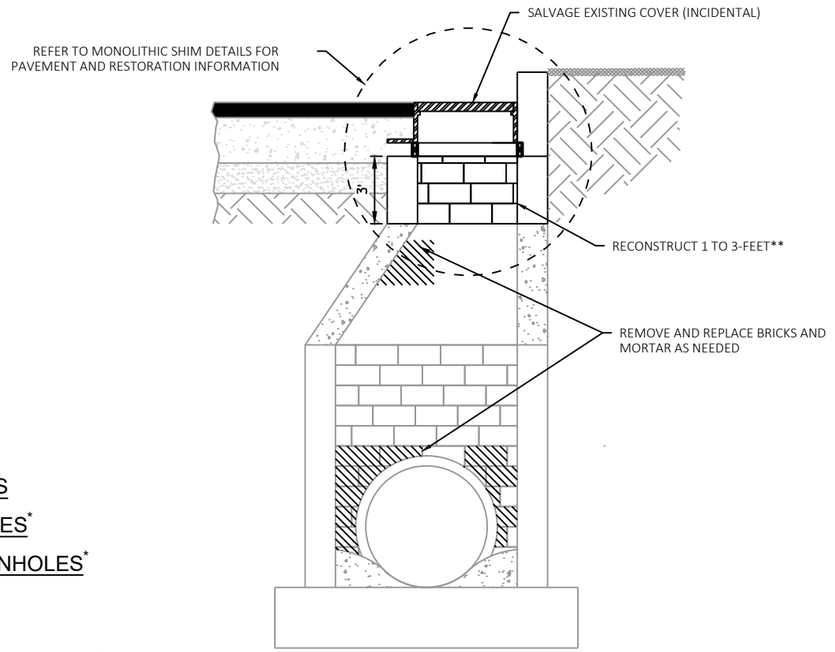
EXISTING DRAINAGE STRUCTURE
SECTION B-B

STRUCTURE DETAILS ARE INTENDED TO SHOW GENERAL CONDITION AND IS NOT AN EXACT REPRESENTATION OF EVERY STRUCTURE.





PROPOSED DRAINAGE STRUCTURE
SECTION A-A



PROPOSED DRAINAGE STRUCTURE
SECTION B-B

RECONSTRUCTING INLETS

RECONSTRUCTING MANHOLES*

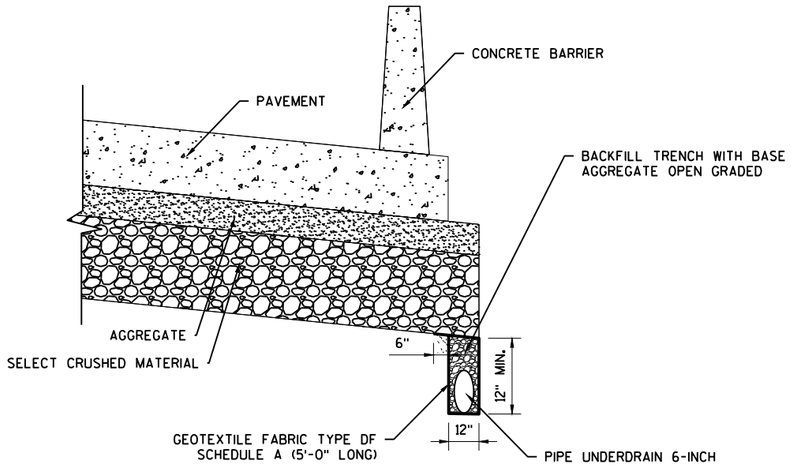
RECONSTRUCTING SANITARY MANHOLES*

NOT TO SCALE

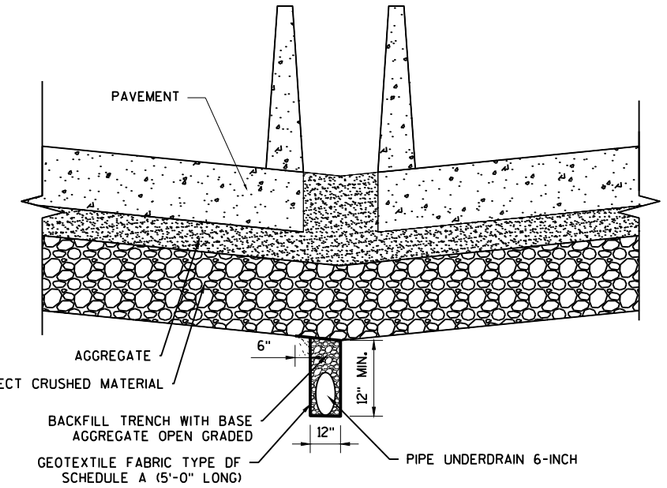
*INLET SHOWN, MANHOLE SIMILAR

**IF THE STRUCTURE IS PRECAST, A RISER SECTION MAY BE USED INSTEAD.

2

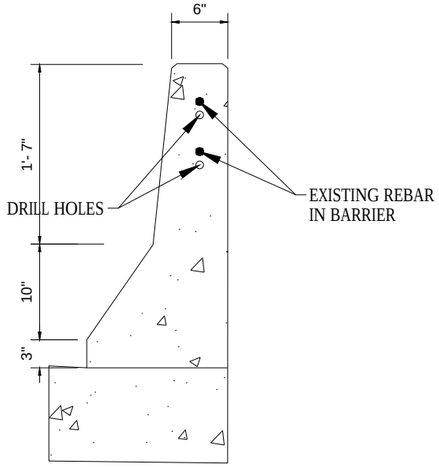


BARRIER SECTION

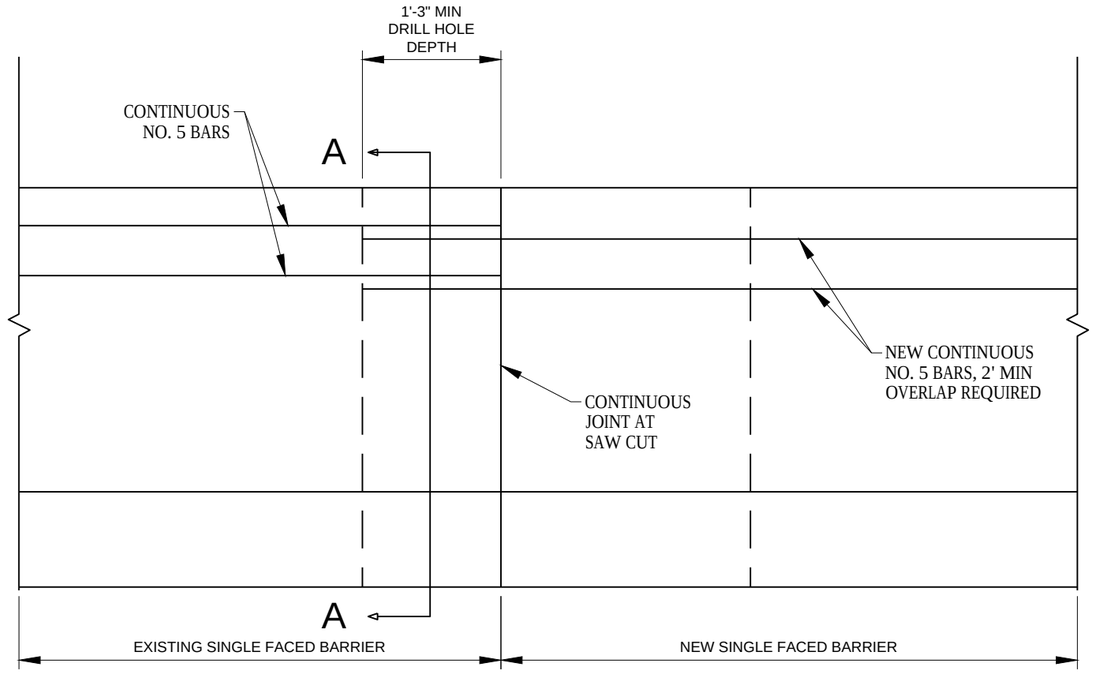


MEDIAN SECTION

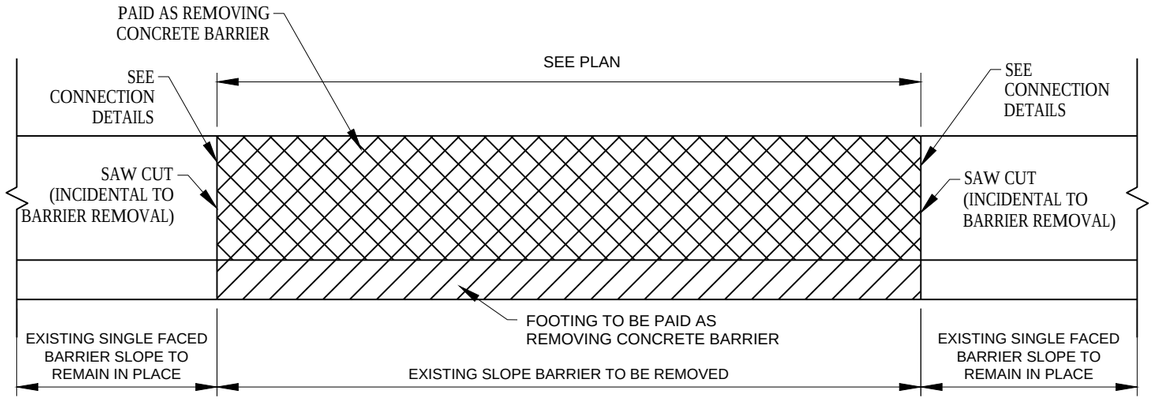
PIPE UNDERDRAIN



SECTION A-A



ELEVATION VIEW
CONNECTION OF EXISTING SINGLE FACED CONCRETE
BARRIER TO NEW SINGLE FACED CONCRETE BARRIER



ELEVATION VIEW
BARRIER REMOVAL AND REPLACEMENT

NOTES:
1. THE NUMBER OF DRILL HOLES IS EQUAL TO THE NUMBER OF REBAR IN BARRIER (SEE OTHER DETAILS).
2. MINIMUM DEPTH OF DRILL HOLES IS 1'-3".
3. DRILL HOLES TO BE A MINIMUM OF 4 INCHES FROM THE EDGE OF CONCRETE.
4. INSTALL EPOXY COATED NO. 5 BARS IN DRILL HOLES.
5. END ANCHORAGE MAY OR MAY NOT BE PRESENT ON EXISTING BARRIERS.
6. REMOVE THRIE BEAM ANCHORAGE AS SHOWN.

CONCRETE BARRIER SINGLE FACED 32-INCH

2

REMOVING CURB AND GUTTER AND PAVEMENT TO THE LIMITS SHOWN, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, CONCRETE CURB & GUTTER AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEM.

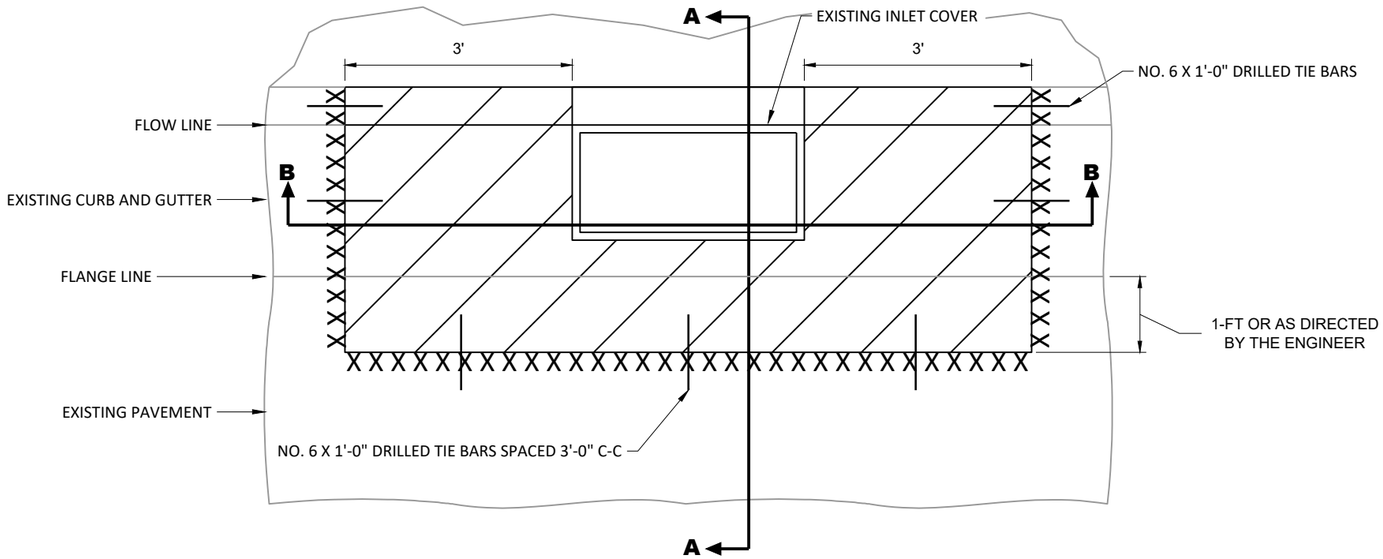
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

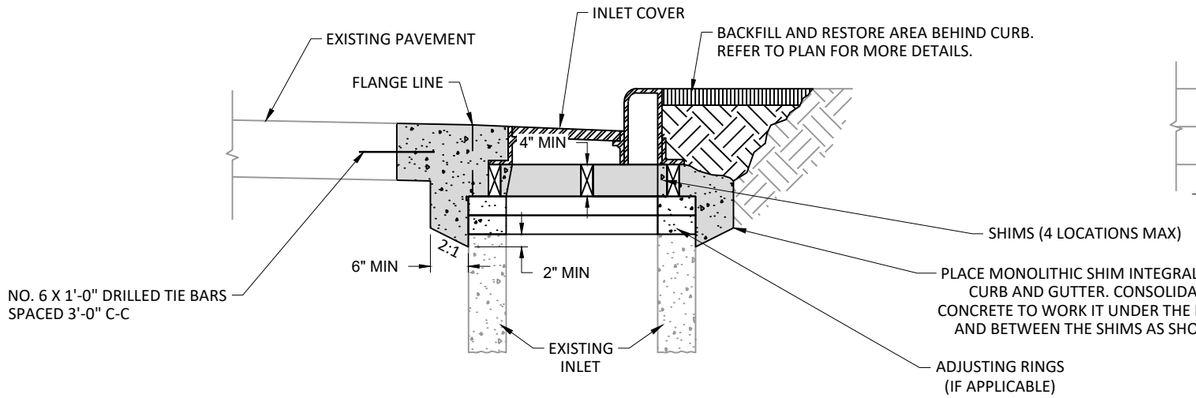
XXX SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT

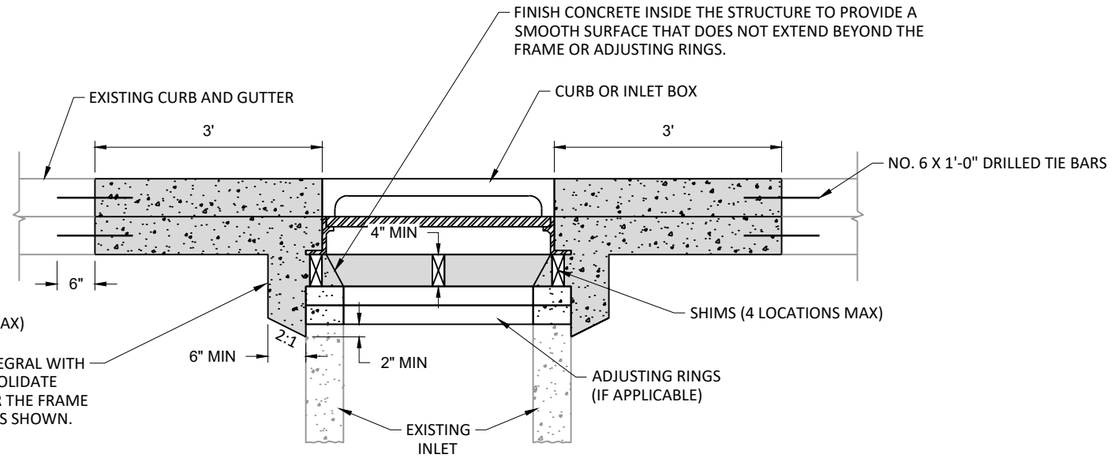
MONOLITHIC CONCRETE



PLAN VIEW



SECTION A-A



SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

2

PRIOR TO MILLING AND PAVING.

A. SAWCUT EXISTING PAVEMENT FULL DEPTH.
B. REMOVE AND STORE MANHOLE COVER.
C. FURNISH AND INSTALL TEMPORARY COVER PLATE.
D. BACKFILL USING ASPHALT SURFACE PATCHING.

AFTER PAVING HMA LOWER LAYER(S)

A. REMOVE ASPHALTIC SURFACE PATCHING.
B. EXCAVATE AROUND MANHOLE.
C. ADJUST OR RECONSTRUCT MANHOLE AND RE-INSTALL MANHOLE FRAME AND COVER.
D. POUR MONOLITHIC CONCRETE SHIM SO CONCRETE FILLS IN VOIDS BELOW THE CASTING BETWEEN THE SHIMS.
E. PAVE UPPER LAYER HMA.

PAVEMENT REMOVAL, ASPHALT PATCH REMOVAL, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, COVER PLATES TEMPORARY, ASPHALTIC SURFACE PATCHING, BASE PATCHING CONCRETE SHES AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE BASE PATCHING CONCRETE SHES BID ITEM.

PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

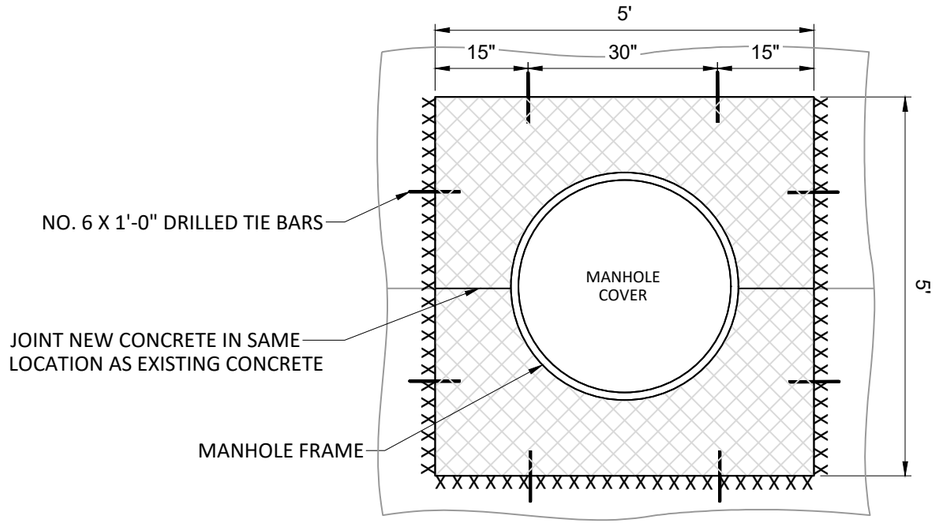
*SAWCUT WILL ONLY BE PAID ONCE. REMOVE ASPHALT SURFACE PATCHING MATERIAL TO THE ORIGINAL SAWCUT LIMITS.

X X X SAWING CONCRETE

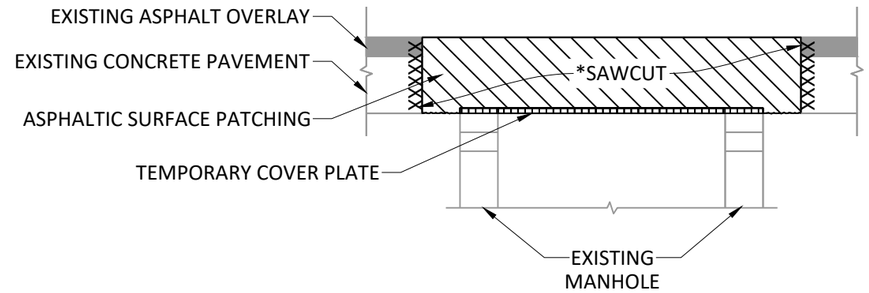
REMOVING PAVEMENT
(INCIDENTAL TO ADJUSTING / RECOSNTRUCTING BID ITEMS)

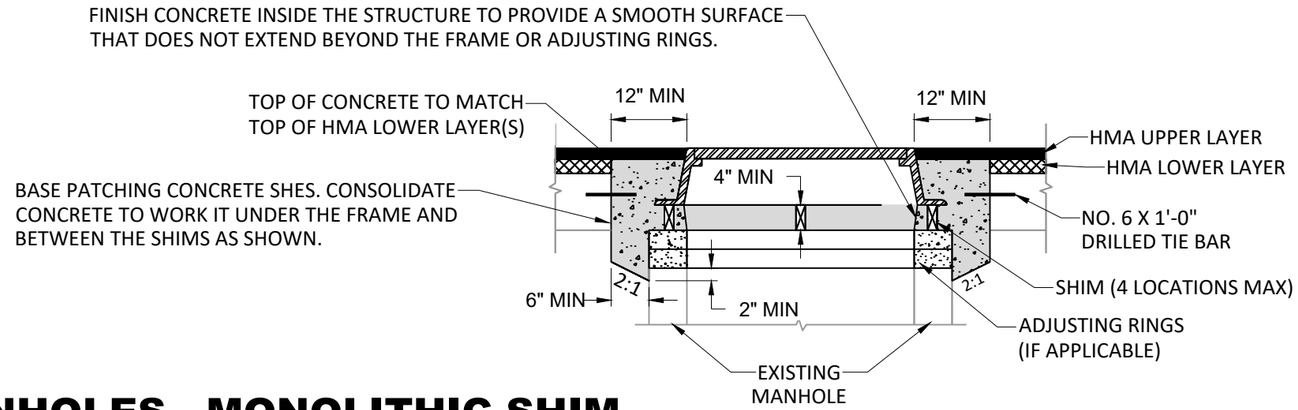
ASPHALTIC SURFACE PATCHING

MONOLITHIC CONCRETE



PLAN VIEW





ADJUSTING / RECONSTRUCTING MANHOLES - MONOLITHIC SHIM

REMOVING CURB AND GUTTER AND PAVEMENT TO THE LIMITS SHOWN, EXCAVATING, PREPARING THE FOUNDATION AND SHIMMING ARE INCIDENTAL TO THE ADJUSTING OR RECONSTRUCTING BID ITEMS.

THE DEPARTMENT WILL PAY SEPARATELY FOR SAWING CONCRETE, CONCRETE CURB & GUTTER AND DRILLED TIE BARS.

MONOLITHIC SHIM CONCRETE, CONCRETE PLACEMENT AND FINISHING IS INCIDENTAL TO THE CONCRETE CURB & GUTTER BID ITEM.

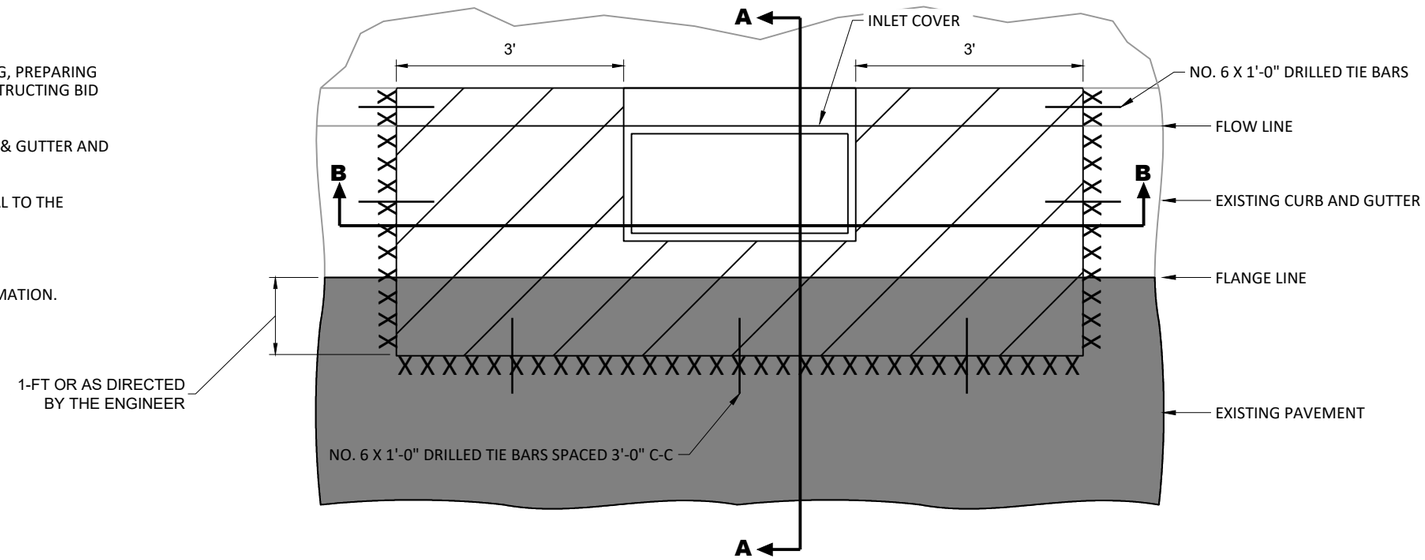
PREVENT CONCRETE AND OTHER DEBRIS FROM FALLING INTO STRUCTURE.

REFER TO PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR ADDITIONAL INFORMATION.

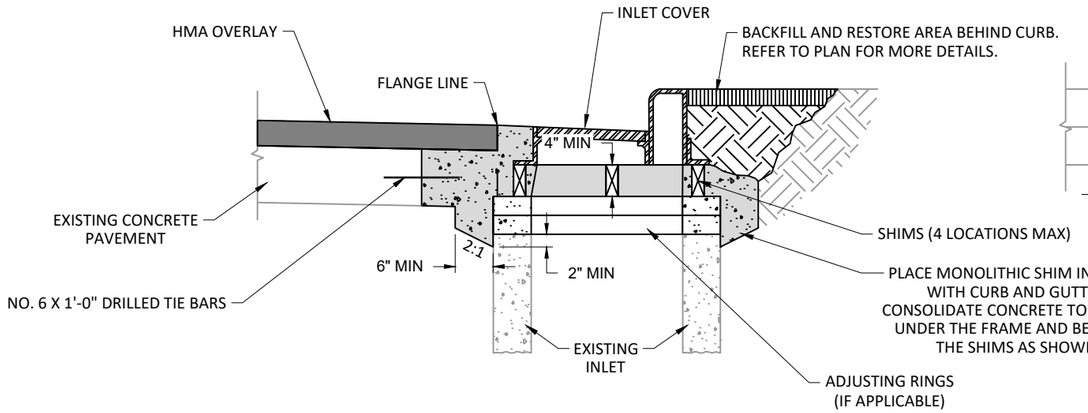
X X X SAWING CONCRETE

REMOVING CURB & GUTTER AND PAVEMENT

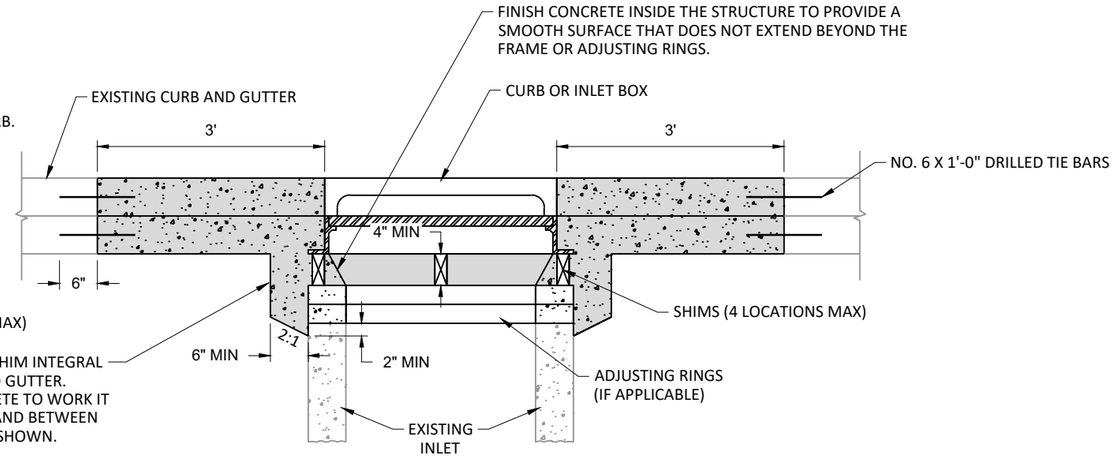
MONOLITHIC CONCRETE



PLAN VIEW



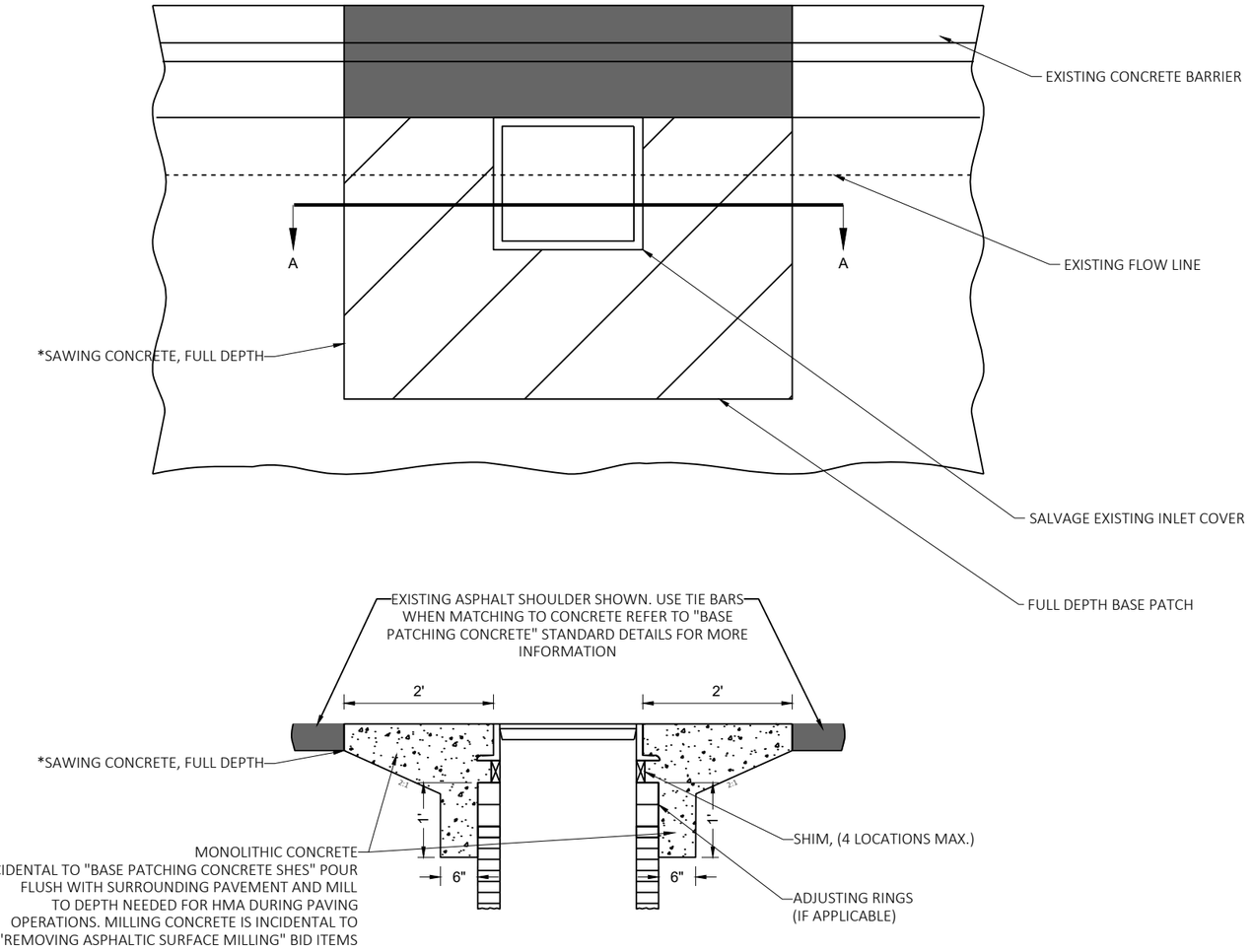
SECTION A-A



SECTION B-B

ADJUSTING / RECONSTRUCTING CATCH BASINS & INLETS - MONOLITHIC SHIM

2



SECTION A-A

GENERAL NOTES

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

FULL DEPTH BASE PATCH - REFER TO STANDARD DETAILS FOR REINFORCEMENT REQUIREMENTS

CONCRETE BARRIER REPLACEMENT - REFER TO "BARRIER SECTION REPLACEMENT" DETAIL FOR MORE INFORMATION

* SAW CUTS FOR INLET WORK IN THE SHOULDER ARE A MIX OF ASPHALT ONLY OR ASPHALT OVER CONCRETE. SAWCUTS FOR INLET WORK TO BE PAID FOR USING THE "SAWING CONCRETE" BID ITEM REGARDLESS OF MATERIAL BEING CUT.

INLET ADJUSTMENT / INLET RECONSTRUCTION LIMITS

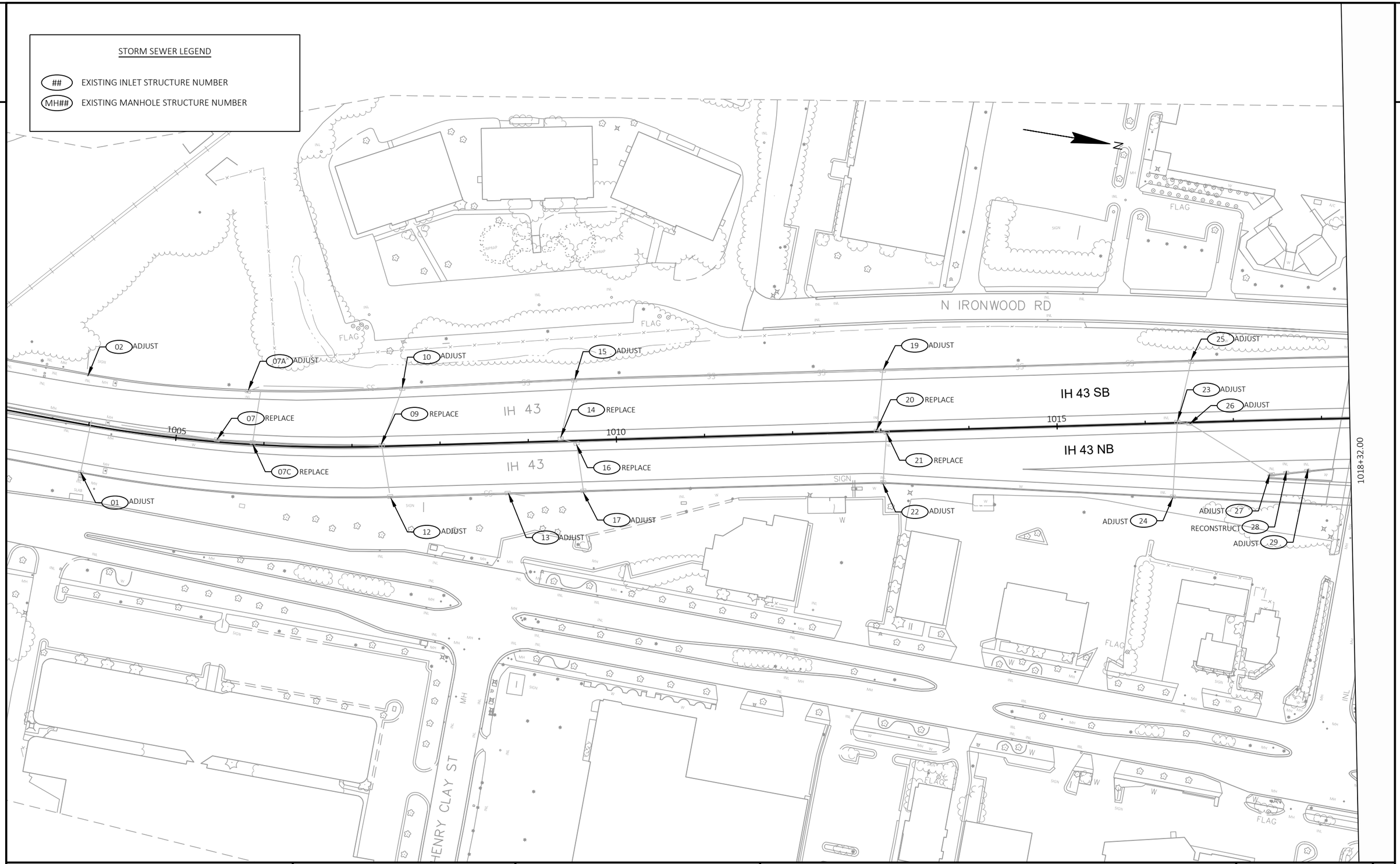
2

2

STORM SEWER LEGEND

(##) EXISTING INLET STRUCTURE NUMBER

(MH##) EXISTING MANHOLE STRUCTURE NUMBER



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STORM SEWER	SHEET 61	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022501-SS.DWG
LAYOUT NAME - 01

PLOT DATE : 1/22/2025 9:39 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STORM SEWER LEGEND

(##) EXISTING INLET STRUCTURE NUMBER

(MH##) EXISTING MANHOLE STRUCTURE NUMBER

N IRONWOOD RD

IH 43 SB

IH 43 NB

1018+32.00

1033+82.00

1020

1025

1030

33 ADJUST

35 ADJUST

36 RECONSTRUCT

37 RECONSTRUCT

38 ADJUST

39 ADJUST

40 RECONSTRUCT

31 ADJUST

34 RECONSTRUCT

32 ADJUST

MH36A ADJUST

MH36B ADJUST

MH40B ADJUST

MH40A ADJUST

42 ADJUST

44 ADJUST

41 RECONSTRUCT

45 ADJUST

56 REPLACE

58 ADJUST

MH54 ADJUST

59 REPLACE

55 ADJUST

60 ADJUST

RECONSTRUCT 46G

RECONSTRUCT 46J

53A REPLACE

N PORT WASHINGTON RD

N PORT WASHINGTON RD

SLAB

SLAB

SLAB

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STORM SEWER	SHEET 62	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022501-SS.DWG
LAYOUT NAME - 02

PLOT DATE : 1/22/2025 9:39 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

STORM SEWER LEGEND

EXISTING INLET STRUCTURE NUMBER

MH## EXISTING MANHOLE STRUCTURE NUMBER

71 RECONSTRUCT

65 ADJUST

66 ADJUST

67 ADJUST

68 ADJUST

69 ADJUST

70 ADJUST

ADJUST 78

RECONSTRUCT 80

ADJUST 79

ADJUST 81

ADJUST 84

REPLACE 85

86 ADJUST

89 ADJUST

ADJUST 90

91 ADJUST

92 RECONSTRUCT

95 ADJUST

96 ADJUST

ADJUST 93

94 ADJUST

ADJUST MH99

100 RECONSTRUCT

98 ADJUST

97 RECONSTRUCT

101 ADJUST

ADJUST 105

ADJUST 107

ADJUST 106

103 ADJUST

102 ADJUST

104 ADJUST

ADJUST 108

IH 43 SB

IH 43 NB

1040

1035

1045

1035+82.00

1049+32.00

SLAB

RIPRAP

SIGN

W SILVER SRPING DR

N PORT WASHINGTON RD

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STORM SEWER	SHEET 63	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022501-SS.DWG
LAYOUT NAME - 03

PLOT DATE : 1/22/2025 9:39 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

STORM SEWER LEGEND

EXISTING INLET STRUCTURE NUMBER

MH## EXISTING MANHOLE STRUCTURE NUMBER

N

IH 43 SB

IH 43 NB

IH 43

N PORT WASHINGTON RD

N JEAN NICOLET RD

1049+32.00

1050

1055

1060

1064+82.00

109 ADJUST
113 ADJUST
114 ADJUST
118 ADJUST
119 RECONSTRUCT
120A ADJUST
120 ADJUST
124 ADJUST
129 ADJUST
135 ADJUST
136 ADJUST
137 ADJUST
141 RECONSTRUCT
145 ADJUST
110 ADJUST
111 ADJUST
115 ADJUST
116 ADJUST
MH205 ADJUST
MH206 ADJUST
121 ADJUST
125 ADJUST
126 ADJUST
130 ADJUST
131 ADJUST
133 ADJUST
142 RECONSTRUCT
143 ADJUST
147 ADJUST
146 ADJUST
112 ADJUST
117 RECONSTRUCT
123 ADJUST
MH123 ADJUST
128 ADJUST
127 ADJUST
132 ADJUST
140 ADJUST
139 ADJUST
138 ADJUST
134 REPLACE
144 REPLACE
148 ADJUST

SLAB

Compiled By: Ayres Associates

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STORM SEWER	SHEET 64	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022501-SS.DWG
LAYOUT NAME - 04

PLOT DATE : 1/22/2025 9:39 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

STORM SEWER LEGEND

(##) EXISTING INLET STRUCTURE NUMBER

(MH##) EXISTING MANHOLE STRUCTURE NUMBER

N

W RIVERFRONT DR

W BENDER RD

N JEAN NICOLET RD

N PORT WASHINGTON RD

W DEVON ST

SLAB

IH 43

IH 43 SB

IH 43 NB

1064+82.00

1065

1070

1075

149 REPLACE

153 REPLACE

157 REPLACE

ADJUST 151

150 RECONSTRUCT

154 ADJUST

ADJUST 158

159 RECONSTRUCT

160 RECONSTRUCT

152 RECONSTRUCT

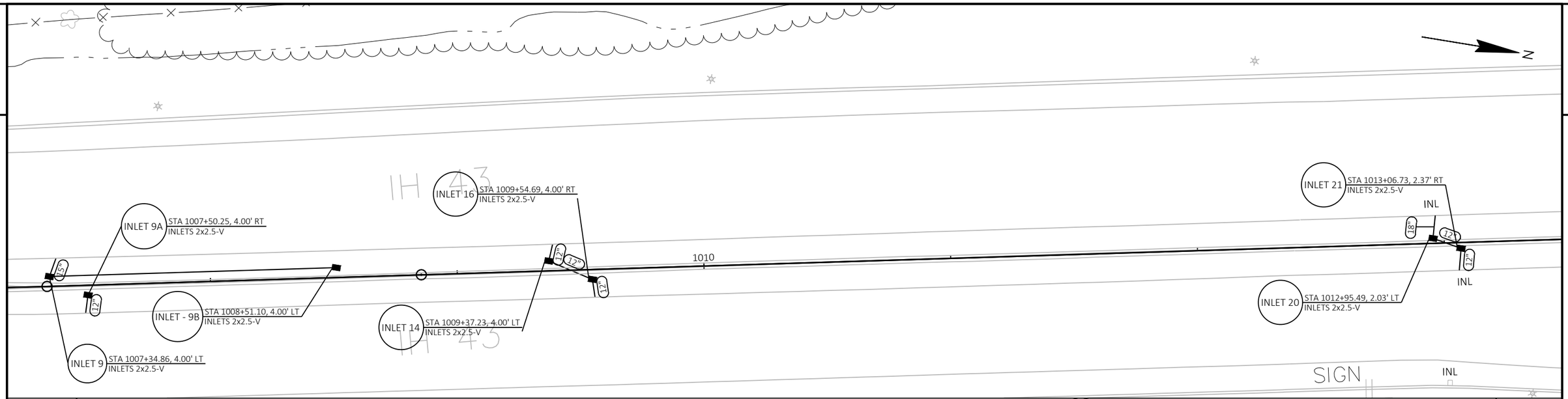
156 ADJUST

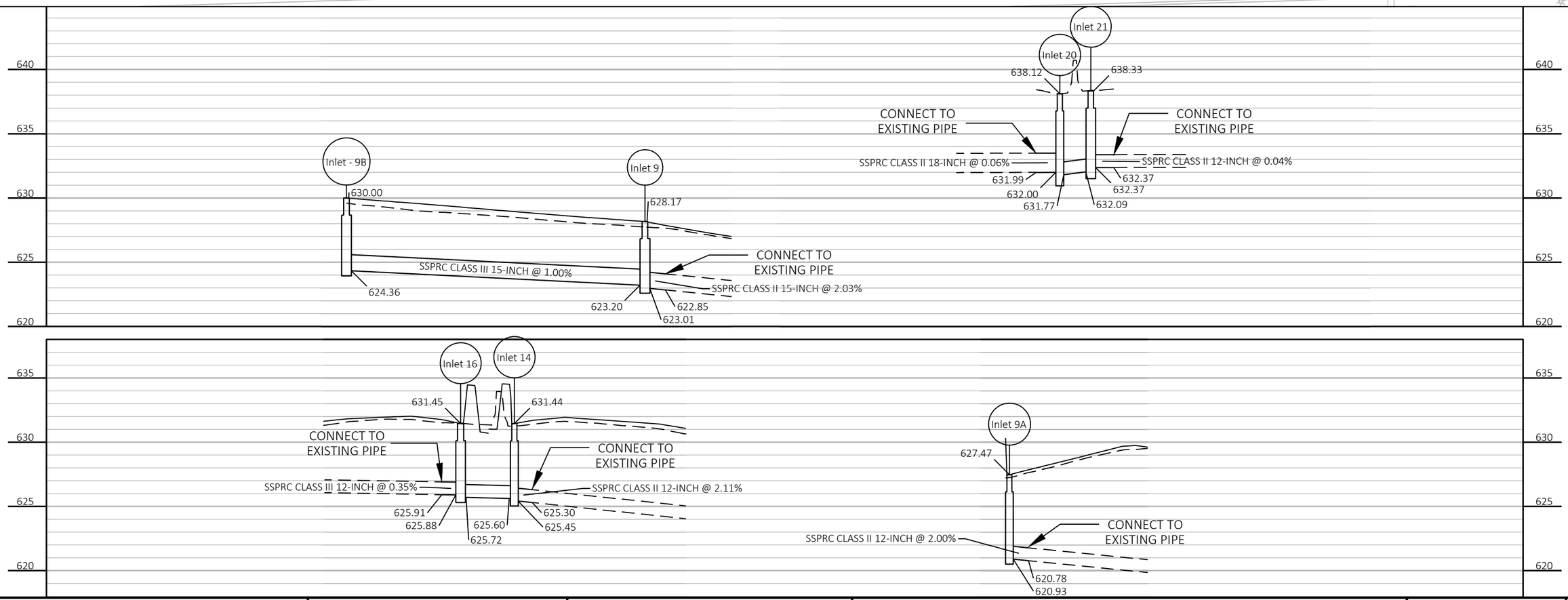
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STORM SEWER	SHEET 65	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\POST PS&E PLAN\022501-SS.DWG
LAYOUT NAME - 05

PLOT DATE : 1/22/2025 9:39 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

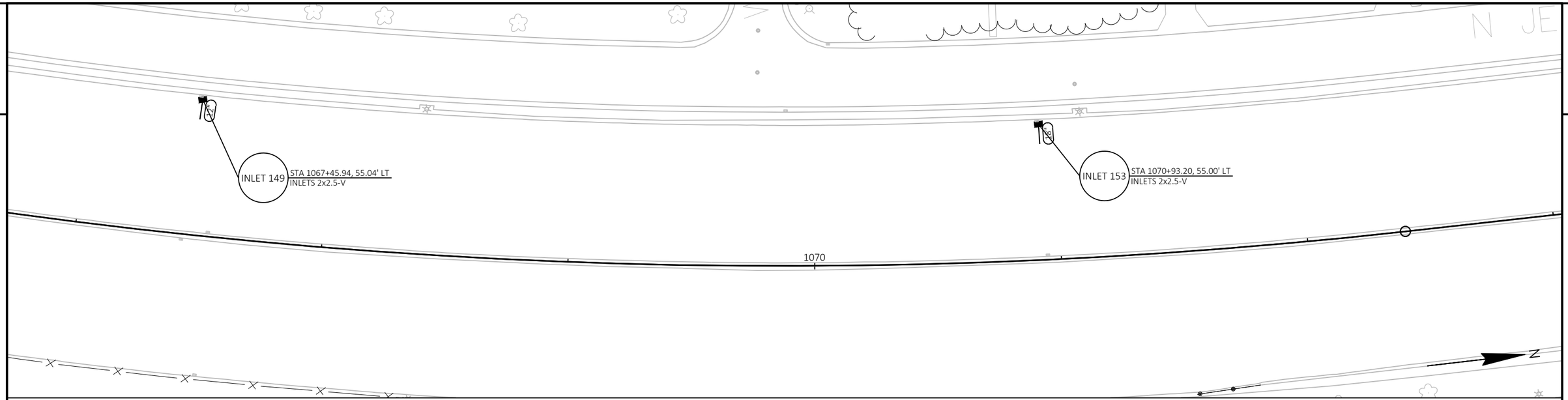
WISDOT/CADDS SHEET 42

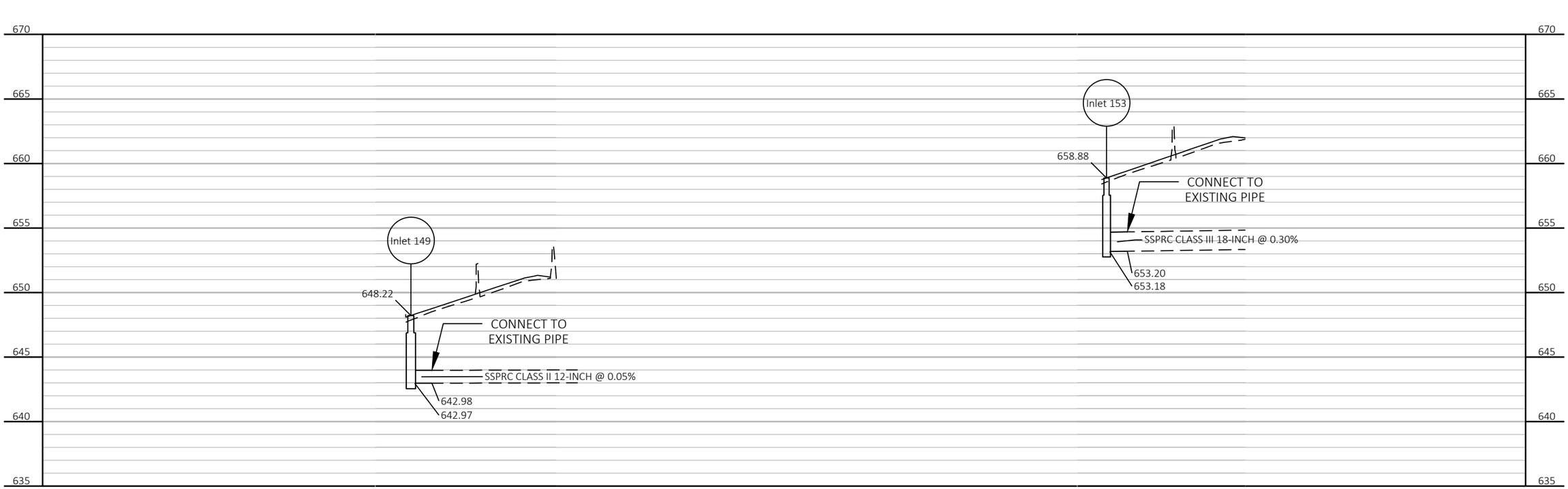




PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PROPOSED STORM SEWER	SHEET 66	E

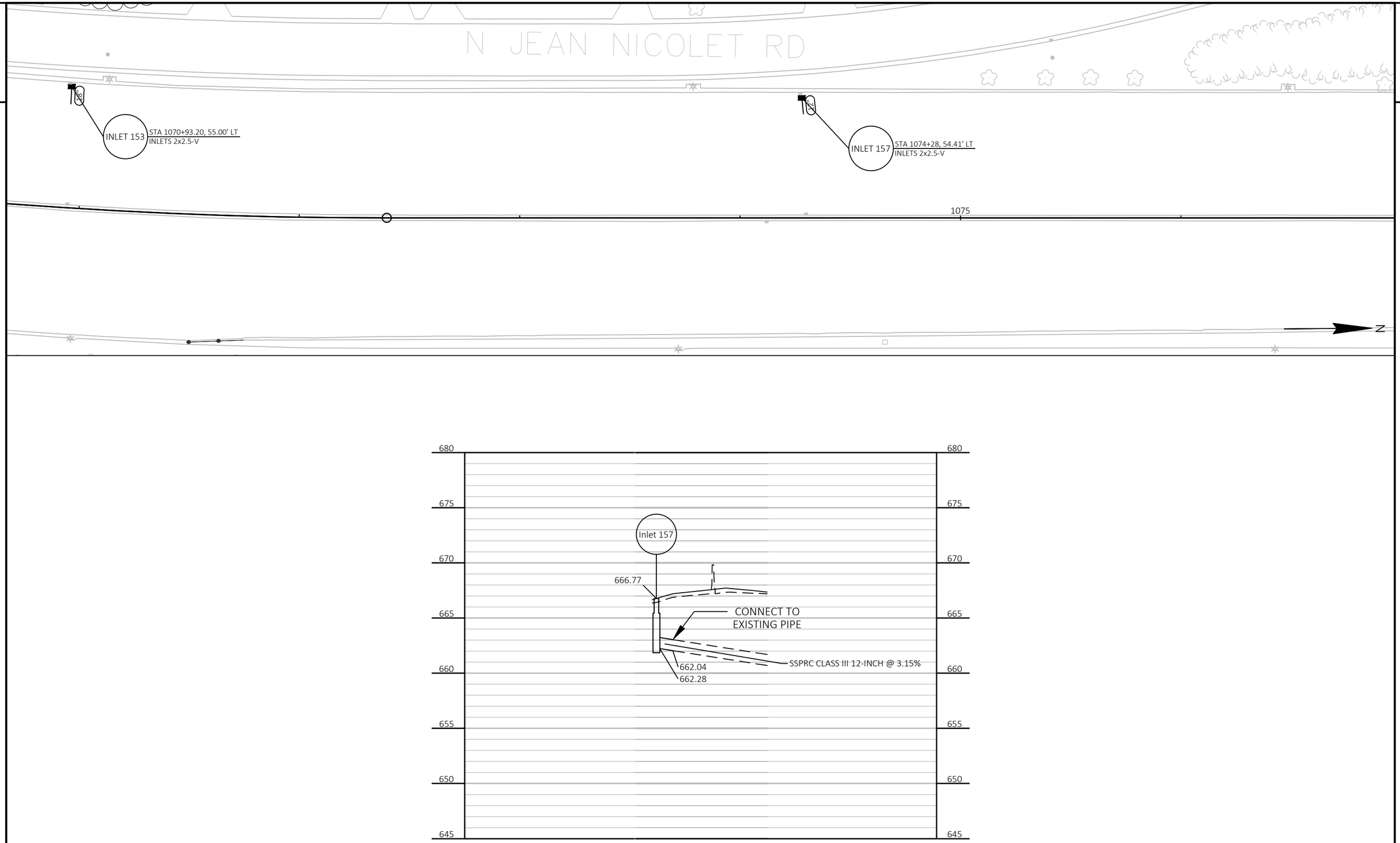
2





PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PROPOSED STORM SEWER	SHEET 67	E

2



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PROPOSED STORM SEWER	SHEET 68	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

EXIT 76A-B
57 190
Green Bay Ave
Capitol Dr
1 MILE

TYPE I SIGN
ESTR
REPLACED UNDER
ID 1228-22-71 (2023)

SPEED LIMIT 55
REMOVE

5

SPEED LIMIT 55
R2-1(5)
ON BRIDGE

BP: 100+00.00
EP: 100+66.13

FLAG
PT: 103+39.39
1007+33.78
PC: 105+38.15
1008+85.89
PT: 105+44.63
FLAG
BP: 19+31.05
20
110
BP: 101+74.00
IH-43
1000
IH-43
125
N PORT WASHINGTON RD
130
SLAB
SIGN
RIPRAP
EBP: 130+99.99
EXISTING SIGN
STRUCTURE
S-40-257
EXIT 78
Silver Spring
Dr
TYPE I - ESTR [2020]
15
FLAG

1
NORTH 43 MILE 77 .6
D10-5(5)
REMOVE

2
SOUTH 43 MILE 77 .6
D10-5 (5)
REMOVE

3
Bayshore
Park & Ride
EXIT 78
D4-3 (MODIFIED)
TYPE I SIGN ON STEEL
POSTS REUSE STEEL POSTS

Bayshore
Park & Ride
EXIT 78
REMOVE

TYPE II ALUMINUM SIGNS REMOVED UNDER THE CONTRACT SHALL BE DELIVERED TO THE COUNTY SIGN SHOP. CONTACT THE FOLLOWING INDIVIDUAL AT THE SIGN SHOP FOR DISTRIBUTION COUNTY LOCATION.
SIGNING COORDINATOR COUNTY(S) PHONE#

- CHUCK SALDIVAR KENOSHA, WALWORTH, WAUKESHA 414-750-1682
- BREE JOHNS-KONKOL RACINE, MILWAUKEE, WASHINGTON, OZAUKEE 414-750-2814

SIGNS SHALL BE CAREFULLY REMOVED FROM SIGN SUPPORTS. THE SIGNS SHALL BE PALLETIZED FOR HANDLING WITH A FORKLIFT (SEE STANDARD SPEC 638.3.4). THE REGIONAL SIGN SHOP (414-266-1165) SHALL BE NOTIFIED THREE WORKING DAYS PRIOR TO DELIVERY OF THE SIGNS.

WHEN AN EXISTING STOP SIGN SUPPORT IS TO BE REMOVED AND A NEW STOP SIGN AND SUPPORT ERECTED, THE WORK SHALL BE DONE CONCURRENTLY. FOR OTHER SIGNS AND SUPPORTS THAT ARE TO BE REMOVED AND NEW SIGNS AND SUPPORTS ERECTED, THE REMOVAL OF THE EXISTING SIGN/SUPPORT AND ERECTION OF THE NEW SIGN/SUPPORT SHOULD BE DONE AS CONCURRENTLY AS POSSIBLE. IN NO CASE SHALL A NEW SIGN/SUPPORT BE DOWN FOR MORE THAN 24 HOURS AND THERE SHALL NOT BE MORE THAN ONE SIGN OF THE SAME LEGEND MISSING IN A ROW.

WOOD POST SIZES, FOR TYPE II SIGNS ARE ESTIMATED LENGTHS AND THE ACTUAL LENGTH WILL BE DETERMINED IN THE FIELD.

STREET NAME SIGNS ARE PROPERTY OF THE MUNICIPALITY (CITY, VILLAGE OR TOWN). THE MUNICIPALITY SHALL BE CONTACTED TO REMOVE THEIR STREET NAME SIGNS PRIOR TO CONSTRUCTION AND IT IS THEIR RESPONSIBILITY TO REINSTALL THE OLD SIGNS OR REPLACE THEM FOLLOWING CONSTRUCTION. WISDOT DOES NOT FURNISH OR INSTALL STREET NAME SIGNS. THE STREET NAME SIGNS SHALL NOT BE PLACED ON TOP OF THE STOP SIGNS.

LOCATE NO PASSING PENNANTS BASED ON ESTABLISHING NO PASSING ZONES PAY ITEM. PLACE SIGNS BASED ON WHERE THE PAVEMENT MARKING FOR NO PASSING ZONES BEGIN.

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 69	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/11/2024 3:06 PM
PLOT BY : MARTENS, KAREN L
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

N

W LEXINGTON BLVD

IH-43

REMOVE

7 — NORTH 43 MILE 77 .8 — D10-5 (5) — ON STEEL POST TOP OF WALL

6 — SOUTH 43 MILE 77 .8 — D10-5 (5) — ON STEEL POST TOP OF WALL

30 — W4-2R (2S) — ON LIGHT POLE

20 — W4-1R (5)

27 — LEFT LANE SIGNAL — R10-65L (2S) — ON SIGNAL POLE

28 — STOP HERE ON RED — R10-6 (2S) — ON SIGNAL POLE

24 — CENTER LANE SIGNAL — R10-65C (2S) — ON SIGNAL POLE

23 — STOP HERE ON RED — R10-6 (2S) — ON SIGNAL POLE

25 — RIGHT LANE SIGNAL — R10-65R (2S) — ON SIGNAL POLE

26 — STOP HERE ON RED — R10-6 (2S) — ON SIGNAL POLE

29 — W4-2R (2S) — ON LIGHT POLE

22 — MILE 7 8 — REMOVE

16 — MILE 7 8 — REMOVE

8 — W5-58D (2M) — END OF BARRELS — REMOVE

9 — EXIT 78 — E5-1A (5) — REMOVE

9A — 20 MPH — E13-1P (5) — REMOVE

9B — W5-54 (2M) — REMOVE

9C — W5-54 (2M) — REMOVE

EXIT 78 — REMOVE

20 MPH — REMOVE

REMOVE — REMOVE

SEE SHEETS 3 - 8 FOR SIGNS ALONG RAMPS

19 — NORTH 43 MILE 78 .0 — D10-5 (5) — ON STEEL POST TOP OF WALL

18 — SOUTH 43 MILE 78 .0 — D10-5 (5) — ON STEEL POST TOP OF WALL

NORTH 43 MILE 78 .0 — REMOVE

SOUTH 43 MILE 78 .0 — REMOVE

BP: 10+00.01

PT: 10+70.35

PC: 112+41.87

PT: 24+40.41

BP: 40+00.00

EP: 26+81.76

PT: 42+79.54

PC: 44+04.94

PRC: 119+87.19

PC: 101+16+8.77

BP: 115+00.00

BP: 11+89.75

PC: 101+90.00

PC: 120+47.30

PC: 123+90.94

PC: 1029+44.44

EP: 16+31.94

BP: 100+00.00

SHEET 2 OF 4

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 70	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE
- [XXXX] YEAR OF SIGN

IH-43

1025

N

IH-43

EXISTING OVERHEAD SIGN STRUCTURE
S-40-56

BP: 115+90.00

PC: 1020+90.02

IH-43 NB OFF RAMP

PC: 120+07.80

1020

120

A/C

H
D9-2

14
MB6-2
JH-1(3)

Silver Spring Dr WEST
N Port Washington Rd

TYPE I - ESTR [2020]

TO Silver Spring Dr EAST

TYPE I - ESTR [2020]

H
REMOVE

15
PARK & RIDE
D4-2L(3)
ON UPRIGHT

PARK & RIDE
REMOVE

A/C

21
RAMP
20 MPH
W13-3B(5)

RAMP
20 MPH
REMOVE

10
W1-1R(3)

10A
20 MPH
W13-1(3)

REMOVE
20 MPH
REMOVE

SHEET 3 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 71	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

IH-43

N

IH-43 NB OFF RAMP

1025

1030

PCC: 123+90.94

PC: 1029+44.44

IH-43 NB ON RAMP

13

RAMP
20 MPH
W13-3A (5)

EXIT
20 MPH
REMOVE

17
W3-3 (3)
REMOVE

33
W1-6 (3)
REMOVE

SIGN

SLAB

PT: 126+12.90

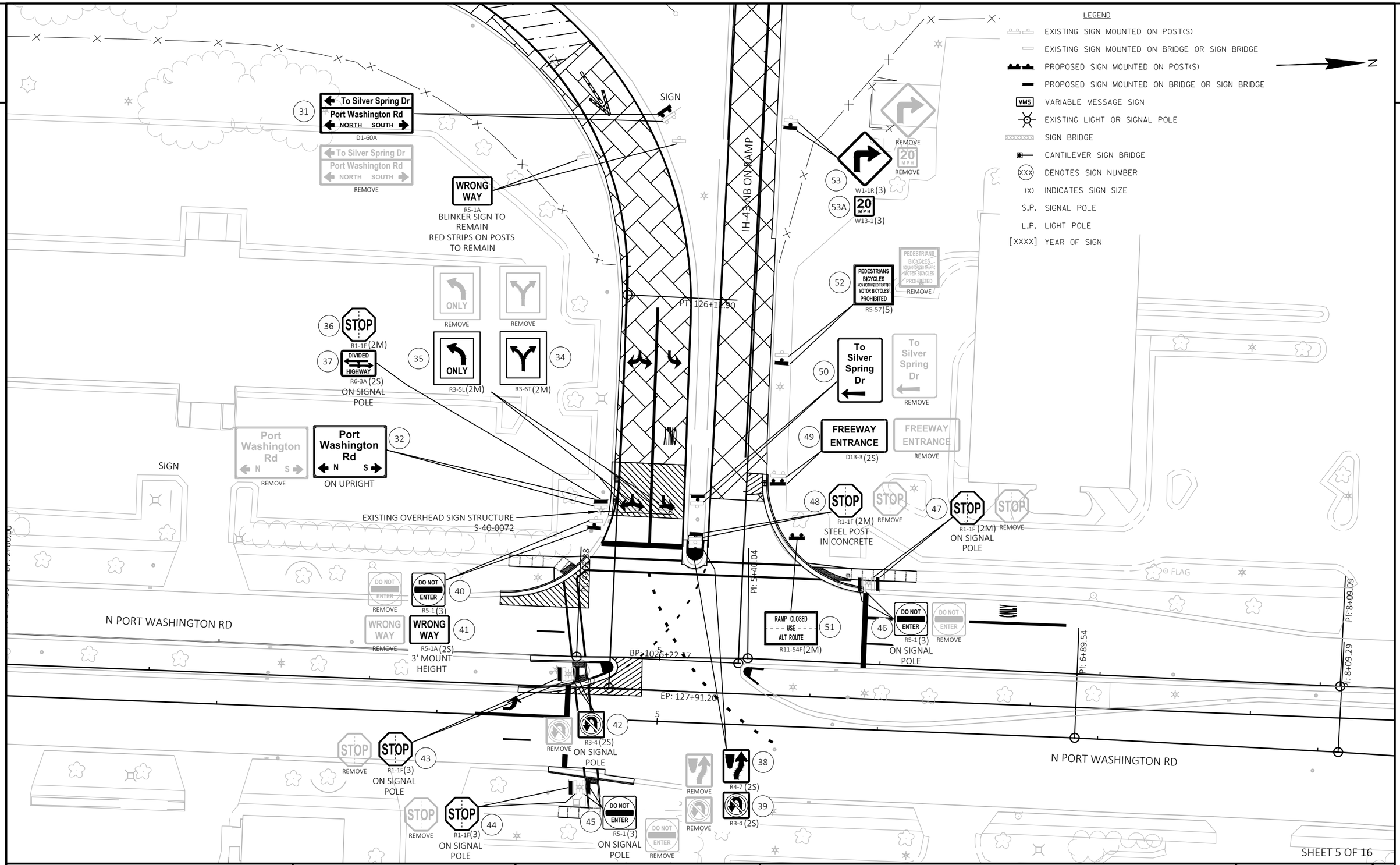
SHEET 4 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 72	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



SHEET 5 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 73	E

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

2

2

IH-43

IH-43

IH-43 NB ON RAMP

PC: 1031+83.00

1035

1035

1035

1030

1030

PC: 1029+44.44

PT: 126+12.90

60
W1-6(3)
REMOVE

EXISTING OVERHEAD SIGN STRUCTURE
S-40-806

BEACON TO REMAIN

54 55
54A 55A
54B 55B
W1-60(3)
20 MPH
W13-1(3)
RIGHT LANE
W16-9P MOD (3)

N Port Washington Rd
TYPE I - ESTR [2020]

Silver Spring Dr WEST
EXIT 20 MPH
TYPE I - ESTR [2020]

58
RAMP
20 MPH
W13-3B(5)
ON UPRIGHT

RAMP
20 MPH
REMOVE

59
PARK & RIDE AHEAD
D4-2A(3)

W SILVER SPRING DR

SLAB

SLAB

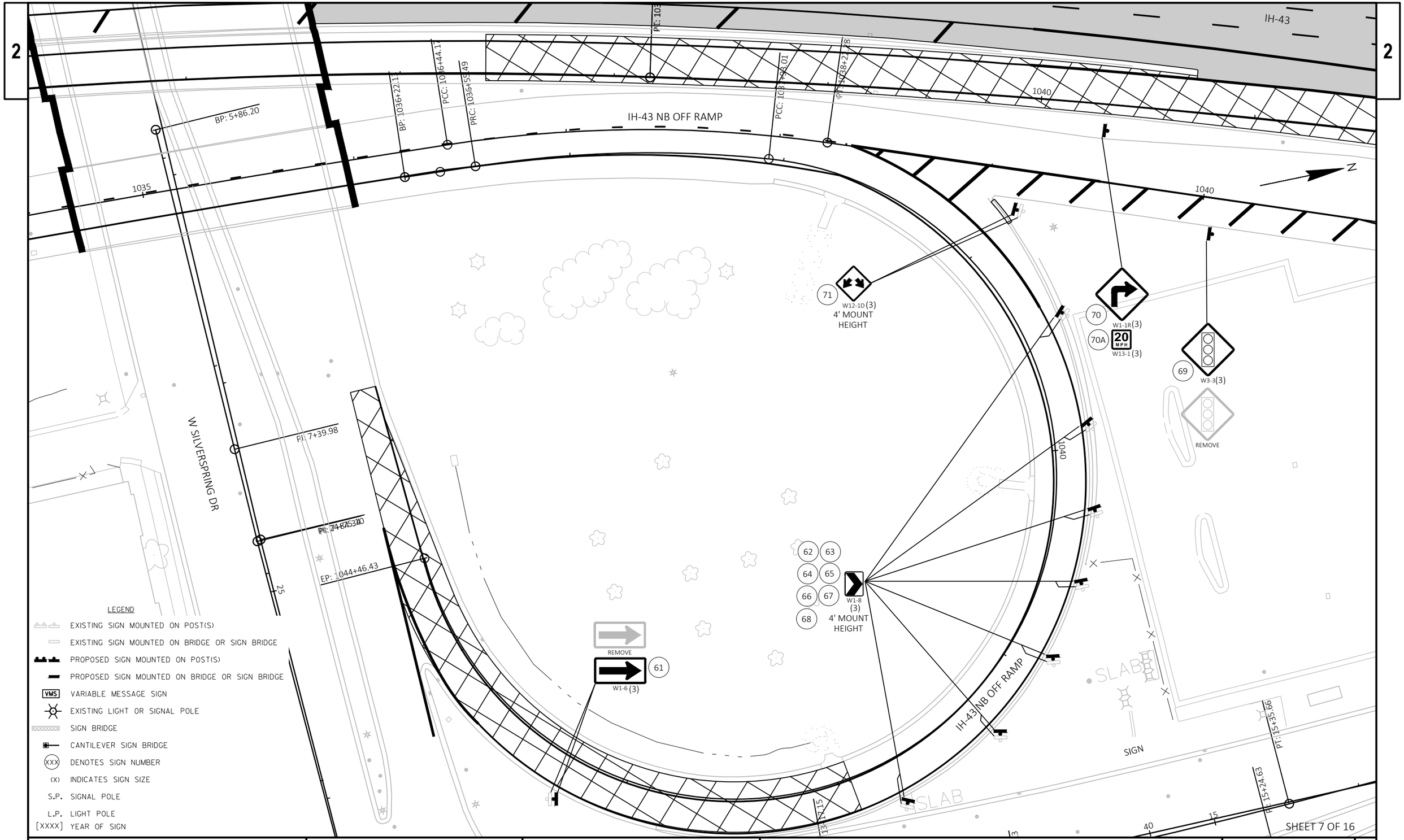
SHEET 6 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 74	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 75 E

SHEET 7 OF 16

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 07
PLOT DATE : 10/11/2024 3:06 PM
PLOT BY : MARTENS, KAREN L
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

N

IH-43

IH-43 NB OFF RAMP

PCC: 1040+90.00

PI: 1042+57.58

PC: 1043+26.87

1040

1045

140

SLAB

EXISTING OVERHEAD SIGN STRUCTURE S-40-911

SIGN

Port Washington Rd
NORTH SOUTH
TO Silver Spring Dr

TYPE II - ESTR [2020]

R3-5L ESTR [2020]

R3-6L ESTR [2020]

R3-5R ESTR [2020]

D4-2R ESTR [2020]

77 WRONG WAY R5-1A(3) ON UPRIGHT

78 WRONG WAY REMOVE

84 W12-1D (2M) 2' MOUNT HEIGHT

REMOVE

79 ONE WAY R6-2R(2S)

REMOVE

80 STOP R1-1(3)

REMOVE

81 W1-6 (2M)

REMOVE

82 R3-1 (2M)

REMOVE

83 STOP R1-1F(3) ON SIGNAL POLE

REMOVE

85 DIVIDED HIGHWAY R6-3 (2S)

REMOVE

86 ONE WAY R6-2L(2M)

REMOVE

ONE WAY REMOVE

REMOVE

146 DO NOT ENTER R5-1(3)

PI: 1044+88.67

PC: 20+37.18

PC: 21+05.93

1045

20

EP: 1045+82.32

45

N PORT WASHINGTON RD

87 DO NOT ENTER R5-1(3)

DO NOT ENTER REMOVE

88 WRONG WAY R5-1A(2S) 3' MOUNT HEIGHT

WRONG WAY REMOVE

89 R4-7 (3) ON SIGNAL POLE

REMOVE

90 STOP R1-1F(3)

REMOVE

91 R3-1B (2M)

REMOVE

PI: 1749+43

SEE SHEET 14

SHEET 8 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 76	E

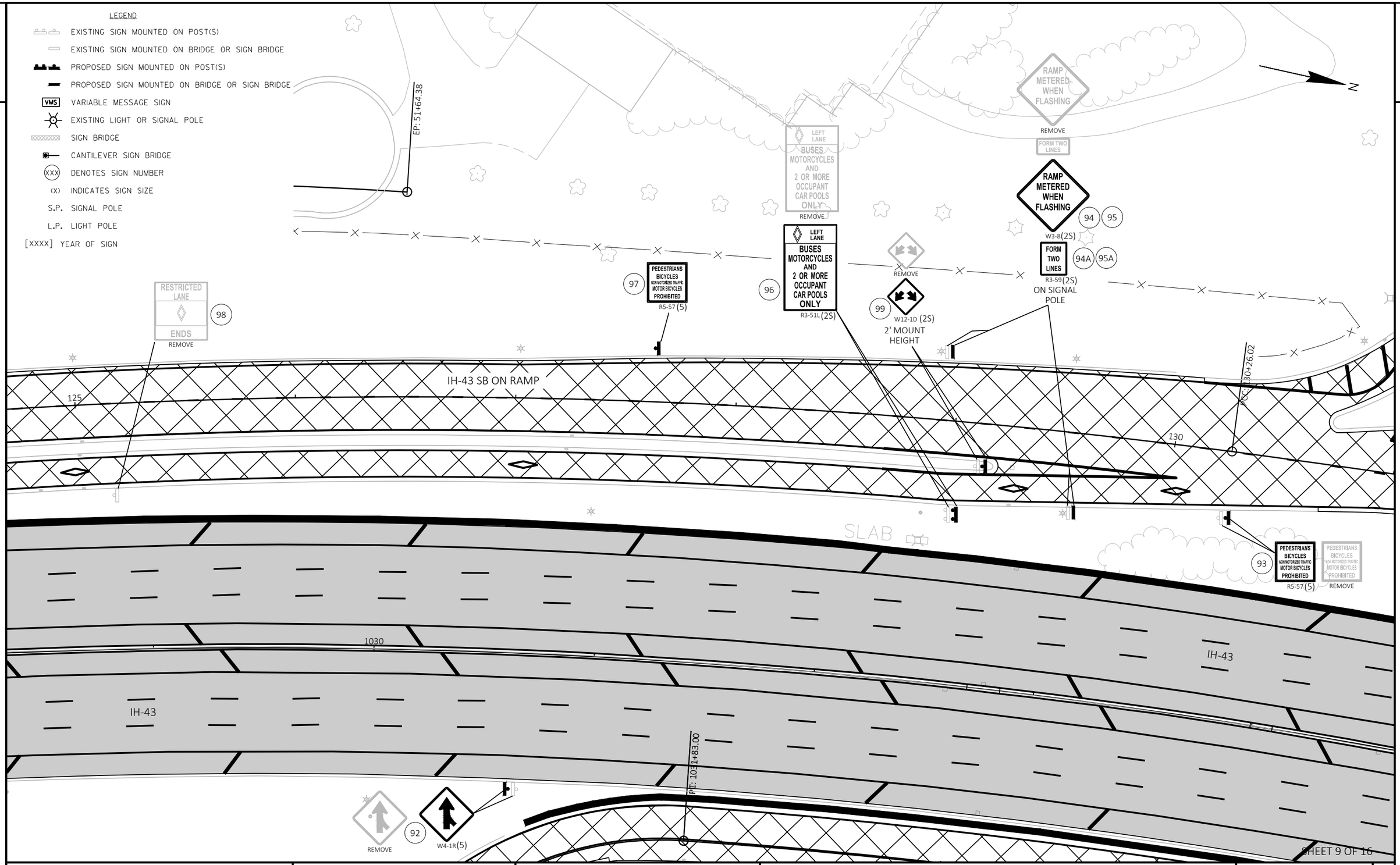
FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE
- [XXXX] YEAR OF SIGN



SHEET 9 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 77	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

N

W SILVERSPRING DR

PI: 18+75.00

PI: 20+00.10

BP: 14+48.11

EP: 31+80.63

PC: 130+26.02

PC: 132+58.23

PT: 135+06.56

130

135

IH-43 SB ON RAMP

IH-43 SB OFF RAMP

IH-43

1035

1035

122 — YIELD — R1-2 (2M) — REMOVE

118 — R3-18 (2M) — REMOVE

119 — STOP — R1-1F (3) ON SIGNAL POLE — REMOVE

123 — RAMP CLOSED / USE / ALT ROUTE — R11-54F (2M) — REMOVE

120 — TURNING VEHICLES TO — R10-15R (2S) — REMOVE

121 — STOP — R1-1F (3) ON SIGNAL POLE — REMOVE

116 — DO NOT ENTER — R5-1 (3) — REMOVE

117 — WRONG WAY — R5-1A (2S) 3' MOUNT HEIGHT — REMOVE

110 — YIELD — R1-2 (3) — REMOVE

115 — ONE WAY — R6-2L (2M) — REMOVE

113 — DO NOT ENTER — R5-1 (3) — REMOVE

114 — WRONG WAY — R5-1A (2S) 3' MOUNT HEIGHT — REMOVE

108 109 — DIVIDED HIGHWAY — R6-3 (2S) — REMOVE

111 112 — STOP — R1-1F (3) ON SIGNAL POLE — REMOVE

104 — ONLY ONLY ONLY — R3-8LLER (2S)

102 103 — WRONG WAY — R5-1A (3) ON UPRIGHT — REMOVE

107 — N Port Washington Rd / Silver Spring Dr EAST — TYPE I SIGN ON EXISTING S-40-910 — REMOVE

106 — Silver Spring Dr EAST — TYPE I SIGN ON EXISTING S-40-910 — REMOVE

105 — Silver Spring Dr EAST WEST — TYPE I SIGN ON EXISTING S-40-910 — REMOVE

101 — SOUTH INTERSTATE 43 — J3-1 (2S) — REMOVE

100 — USE RIGHT LANE — M4-20R (2S) ON UPRIGHT — REMOVE

SHEET 10 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 78	E

2

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

N

PARK & RIDE
REMOVE

PARK & RIDE
124
D4-2L (2S)

REMOVE

125
W3-3 (2S)
ON LIGHT
POLE

PT: 135+06.56

135

IH-43 SB OFF RAMP

140

SLAB

IH-43

PCC: 1040+90.63

1040

PC: 1042+57.58

PC: 1043+26.87

SLAB

RIPRAP

ONLY

ONLY

IH-43

1040

1038+21.28

101

IH-43 NB OFF RAMP

SHEET 11 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 79	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE
- [XXXX] YEAR OF SIGN

NO SIGNS IMPACTED THIS SHEET

N

EP: 145+52.94

145

IH-43

1050

50

1045

IH-43

PT: 24+34.39

1050

1045

N PORT WASHINGTON RD

RIPRAP

IH-43 NB OFF RAMP

RIPRAP

PC: 21+05.98

PC: 20+37.0

SHEET 12 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 80	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:40 FT

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

W SILVERSPRING DR

IH-43 SB ON RAMP

IH-43 SB OFF RAMP

IH-43 NB ON RAMP

IH-43 NB OFF RAMP

IH-43

W SILVERSPRING DR

N PORT WASHINGTON RD

SEE SHEET 10 AND 11 FOR RAMP SIGNING

SEE SHEET 2

126 — W4-1R(5) — REMOVE

127 — NORTH 43 MILE 78 .2 — D10-5(5)

128 — SOUTH 43 MILE 78 .2 — D10-5(5)

ON STEEL POST
TOP OF WALL

NORTH 43 MILE 78 .2 REMOVE

SOUTH 43 MILE 78 .2 REMOVE

PC: 130+26.02

PT: 18+45.04

PI: 18+75.00

EP: 13+98.11

PC: 132+58.23

PT: 135+06.56

PI: 20+00.10

PC: 1028+88.00

PC: 1033+44.47

BT: 1036+22.13

PC: 1036+55.19

PC: 1038+16.78

PT: 1037+91.06

PT: 1038+42.28

PC: 1041+59.68

PT: 0+25+57.58

PT: 1041+16.87

PC: 1029+44.44

PI: 7+39.98

PI: 27+34.30

EP: 1044+46.43

PC: 126+12.90

PI: 9+68.05

PI: 10+80.00

PI: 10+96.49

PI: 10+96.94

PI: 11+35.47

PI: 11+35.96

PC: 10+17.15

PI: 14+07.23

PI: 15+24.63

PT: 15+35.66

PI: 16+64.93

PI: 17+49.43

PC: 5+86.20

PC: 60+60.00

PC: 8+77.90

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 81	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

SHEET 13 OF 16

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- XXX DENOTES SIGN NUMBER
- (X) INDICATES SIGN SIZE
- S.P. SIGNAL POLE
- L.P. LIGHT POLE
- [XXXX] YEAR OF SIGN

EXIT 78 — 138 — E5-1A(5)

138A — W5-54(2M)

138B — W5-54(2M)

EXIT 78 — REMOVE — REMOVE — REMOVE

137 — REMOVE — W5-58D(2M)

EXIT 78

Silver Spring Dr

TYPE I - ESTR (2020)
ON EXISTING S-40-101

EXISTING OVERHEAD SIGN STRUCTURE S-40-101

EP: 145+52.94

NORTH 43 MILE 78 .6 — REMOVE

SOUTH 43 MILE 78 .6 — REMOVE

134 — NORTH 43 MILE 78 .6 — D10-5(5)

135 — SOUTH 43 MILE 78 .6 — D10-5(5)

ON STEEL POST
TOP OF WALL

EP: 1054+62.33

BP: 1054+74.00

IH-43

PC: 31+42.76

PT: 1042+57.58

PC: 1041+67.58

PT: 1041+41.67

PC: 20+37.05

PT: 1044+88.67

EP: 21+21.33

PT: 21+05.93

PT: 24+39.39

PC: 24+74.86

PT: 21+20.05

PT: 2+01.11

PC: 2+61.19

EP: 27+91.99

SEE SHEET 8

N PORT WASHINGTON RD

IH-43 NB EXIT RAMP

PI: 17+49.43

PI: 16+64.93

ONE WAY — 131 — R6-2L(2M)

ONE WAY — REMOVE

129 — STOP — R1-1F(3) — ON SIGNAL POLE

STOP — REMOVE

130 — STOP — R1-1F(3) — MOUNT ON CONCRETE COLUMN OF PARKING STRUCTURE

132 — NORTH 43 MILE 78 .4 — D10-5(5)

133 — SOUTH 43 MILE 78 .4 — D10-5(5)

ON STEEL POST
TOP OF WALL

NORTH 43 MILE 78 .4 — REMOVE

SOUTH 43 MILE 78 .4 — REMOVE

RIGHT LANE ENDS

REMOVED BY
ID 1229-04-73
2024

SHEET 14 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 82	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/11/2024 3:06 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

143
Bayshore
Park & Ride
EXIT 78
D4-3 (MODIFIED)
TYPE I SIGN
REUSE STEEL POSTS

Bayshore
Park & Ride
EXIT 78
REMOVE

149A 150A
BLANK SIGN
BLADE
36"X6"
SEE MOUNTING
DETAIL

149 150
D9-54A (2S)
FIRE HYDRANT
ACCESS HOLE SIGN
STA 165+95
R-40-159

147A 148A
BLANK SIGN
BLADE
36"X6"
SEE MOUNTING
DETAIL

147 148
D9-54A (2S)
FIRE HYDRANT
ACCESS HOLE SIGN
STA 161+55
R-40-159

FIRE HYDRANT

FIRE HYDRANT

PT: 1072+39.39

IH-43

1070

N JEAN NICOLET RD

N PORT WASHINGTON RD

PT: 1059+88.02

1065

1060

PT: 31+42.76

IH-43

PT: 36+88.99

35

N PORT WASHINGTON RD

142
NORTH
INTERSTATE
43
J4-1
ON LIGHT POLE
MOVE FROM
STA 1091+00
INSTALLED UNDER
ID 1229-04-73

141
SPEED LIMIT
55
R2-1
ON LIGHT POLE
MOVE FROM
STA 1086+00

139
NORTH
43
MILE
78
.8
D10-5 (5)

140
SOUTH
43
MILE
78
.8
D10-5 (5)

ON STEEL POST
TOP OF WALL

NORTH 43 MILE 78 .8
REMOVE

SOUTH 43 MILE 78 .8
REMOVE

THIS LANE ENDS
TYPE I SIGN
S-40-64
REMOVED BY
ID 1229-04-73
2024

LANE ENDS
MERGE LEFT
REMOVED BY
ID 1229-04-73
2024

REMOVED BY
ID 1229-04-73
2024

SHEET 15 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 83	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/11/2024 3:07 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- VMS — VARIABLE MESSAGE SIGN
- EXISTING LIGHT OR SIGNAL POLE
- SIGN BRIDGE
- CANTILEVER SIGN BRIDGE
- (XXX) — DENOTES SIGN NUMBER
- (X) — INDICATES SIGN SIZE
- S.P. — SIGNAL POLE
- L.P. — LIGHT POLE
- [XXXX] — YEAR OF SIGN

N

W BENDER RD

NORTH 43 MILE 79 .0 — REMOVE

SOUTH 43 MILE 79 .0 — REMOVE

144 NORTH 43 MILE 79 .0 — D10-5(5)

145 SOUTH 43 MILE 79 .0 — D10-5(5)

ON STEEL POST
TOP OF WALL

146 MILE 79 — REMOVE

Bender Rd
6200 North
M1-94 MODIFIED
ESTR

Sta: 1072+39.69

Sta: 1078+35.60

SLAB

IH-43

1075

1080

1085

STA 1091+00

STA 1086+00

EXIT 80

PP

Good Hope Rd
1 MILE

TYPE I SIGN
ESTR
S-40-3033
ID 1229-04-73
INSTALLED 2024

Bender Rd
6200 North
M1-94 MODIFIED
ESTR

SLAB

PART OF 141 SPEED LIMIT 55 — R2-1

MOVE TO
STA 1066+00
INSTALLED UNDER
ID 1229-04-73

PART OF 142 NORTH INTERSTATE 43 — J4-1

MOVE TO
STA 1070+00
INSTALLED UNDER
ID 1229-04-73

W DEVON ST

SHEET 16 OF 16

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	PERMANENT SIGNING PLAN	SHEET 84	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIGN\023201_PS.DWG
LAYOUT NAME - 16

PLOT DATE : 10/11/2024 3:07 PM PLOT BY : MARTENS, KAREN L PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

HL-40-FS	
A,C	RED
B,D	BLACK
N	WHITE
GND	GREEN
	FINISHED
240/480VAC 3 WIRE GROUNDED NEUTRAL	

1087+57, 70' LT
HL-40-FS

HL-40-SH	
A,C,E	RED
B,D,F	BLACK
N	WHITE
GND	GREEN
	FINISHED
240/480VAC 3 WIRE GROUNDED NEUTRAL	

14+89, 68' LT
HL-40-SH

NO WORK DONE ON THIS SHEET

2

2

140+48, 12' LT
LED-D-E(T)-8-ESH1

142+74
S-40-101
NO SIGN LIGHTING

143+05, 12' LT
LED-D-E(T)-8-BFS8

#6 C,N,GND

1049+49, 62' LT
LED-D-E(T)-8-AFS8

1052+19, 61' LT
LED-D-E(T)-8-BFS7

#6 A,N,B,GND

1054+87, 61' LT
LED-D-E(T)-8-AFS7

1057+57, 62' LT
LED-D-E(T)-8-BFS6

IH 43

MATCHLINE STA 1054+50

#8 A,N,B,GND

#8 A,N,GND

1045+28, 16' RT
LPB-SH-104

N PORT WASHINGTON RD

#8 A,N,GND

1047+04, 13' RT
LED-D-E(T)-8-ASH3

#8 A,N,B,GND
#8 A,N,GND

#6 C,N,GND

1052+64, 11' RT
LED-D-A(T)-4-DFS7

1049+68, 11' RT
LED-D-A(T)-4-CFS8

#6 C,N,D,GND

1057+84, 57' RT
LED-D-E(T)-8-DFS6

1044+59, 36' RT
LED-C-5(T)-6-BSH2

1044+41, 55' RT
LED-C-5(T)-6-ASH2

1055+11, 62' RT
LED-D-E(T)-8-CFS7

LEGEND
- LUMINAIRE TO REMAIN
- LUMINAIRE TO BE REMOVED
- CONDUIT TO REMAIN
- CONDUIT TO BE REMOVED

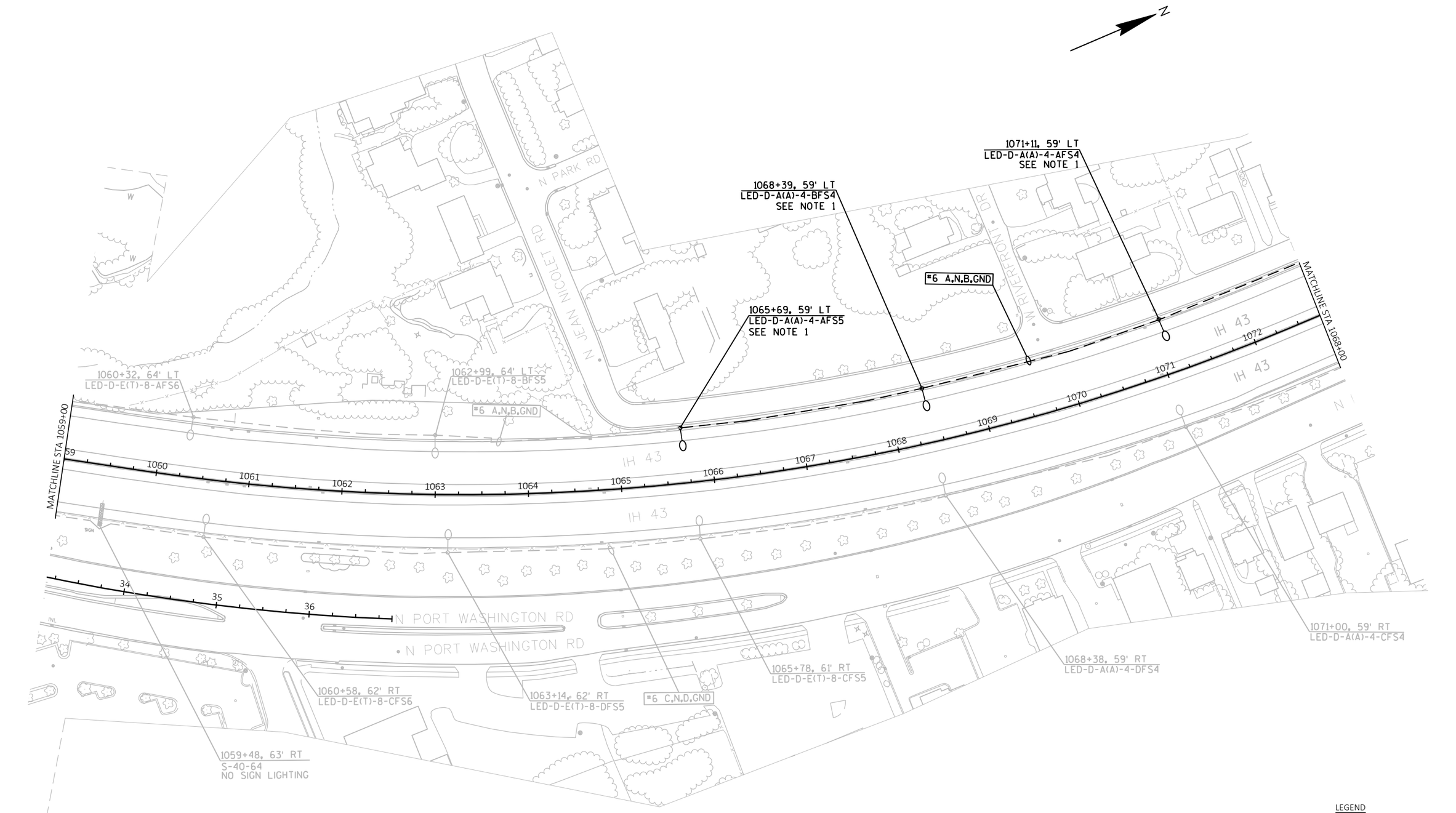
PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	LIGHTING REMOVAL	SHEET 86	E

FILE NAME : V:\PROJECTS\22261.01\WISDOT PROJECT\1228-03-06\04_CADD\CADD_SHEETS\023401_LR.DWG
LAYOUT NAME - 02

PLOT DATE : 1/22/2025 11:44 AM PLOT BY : ALEXANDER UNDERWOOD PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



NOTE:

1. SALVAGE BASE, POLE, ARM
2. CONDUIT REMOVAL IS INCIDENTAL TO PARAPET STRUCTURE REMOVAL

LEGEND

- LUMINAIRE TO REMAIN
- LUMINAIRE TO BE REMOVED
- CONDUIT TO REMAIN
- CONDUIT TO BE REMOVED

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	LIGHTING REMOVAL	SHEET 87	E

2

2

N

W BENDER RD

1073+79, 59' LT
LED-D-A(A)-4-BFS3
SEE NOTE 1

1076+48, 59' LT
LED-D-A(A)-4-AFS3
SEE NOTE 1

1079+08, 106' LT
HL-40-FS

1079+31, 104' LT
LPB-FS-01

1082+09, 76' LT
LPB-FS-06

1083+50, 3' LT
LED-D-F-4-DFS10/CFS10

1086+00, 1' LT
LED-D-A(T)-4-CFS9/DFS9

1084+95, 74' LT
LPB-FS-07

1087+23, 72' LT
LPB-FS-02

#6 E,N,F,GND
#6 C,N,D,GND

1079+12, 64' LT
LPB-FS-05

SLAB

N JEAN NICOLET RD

IH 43

MATCHLINE STA 1072+75

1073 1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087

IH 43

SLAB

PORT WASHINGTON RD

#6 C,N,D,GND

1076+43, 59' RT
LED-D-A(A)-4-CFS3

1073+72, 59' RT
LED-D-A(A)-4-DFS3

1081+00, 2' LT
LED-D-F-4-CFS11/DFS11

1079+20, 1' LT
LED-D-F-4-DFS12/CFS12

SLAB

1086+41, 95' LT
LPB-FS-04

1087+23, 1' LT
LPB-FS-03

W DEVON ST

NOTE:

1. SALVAGE BASE, POLE, ARM
2. CONDUIT REMOVAL IS INCIDENTAL TO PARAPET STRUCTURE REMOVAL

LEGEND

- LUMINAIRE TO REMAIN
- LUMINAIRE TO BE REMOVED
- CONDUIT TO REMAIN
- CONDUIT TO BE REMOVED

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	LIGHTING REMOVAL	SHEET 88	E

2

140+48, 12' LT
LED-D-E(T)-8-ESH1

CONNECT EXISTING HL-40-SH SYSTEM TO
POWER HL-40-FS SYSTEM LIGHTS TO REMAIN

142+74
S-40-101
NO SIGN LIGHTING

143+05, 12' LT
LED-D-E(T)-8-BFS8
SEE NOTE 1

#6 C,N,GND

1049+49, 62' LT
LED-D-E(T)-8-AFS8
SEE NOTE 1

1052+19, 61' LT
LED-D-E(T)-8-BFS7
SEE NOTE 1

#6 A,N,B,GND

1054+87, 61' LT
LED-D-E(T)-8-AFS7
SEE NOTE 1

1057+57, 62' LT
LED-D-E(T)-8-BFS6
SEE NOTE 1

IH 43

MATCHLINE STA 1054+50

#8 A,N,B,GND

#8 A,N,GND

1045+28, 16' RT
LPB-SH-104

N PORT WASHINGTON RD

#8 A,N,B,GND
#8 A,N,GND

1047+04, 13' RT
LED-D-E(T)-8-ASH3

#6 C,N,GND

1052+64, 11' RT
LED-D-A(T)-4-DFS7

1049+68, 11' RT
LED-D-A(T)-4-CFS8

#6 C,N,D,GND

1057+84, 57' RT
LED-D-E(T)-8-DFS6

1044+59, 36' RT
LED-C-5(T)-6-BSH2

1044+41, 55' RT
LED-C-5(T)-6-ASH2

1055+11, 62' RT
LED-D-E(T)-8-CFS7

NOTE:

1. EXISTING LIGHTING UNIT TO REMAIN POWERED FROM HL-40-SH

LEGEND

- LUMINAIRE TO REMAIN
- TEMPORARY CONDUIT STUB OUT
- CONDUIT TO REMAIN
- CONDUIT TO BE REMOVED

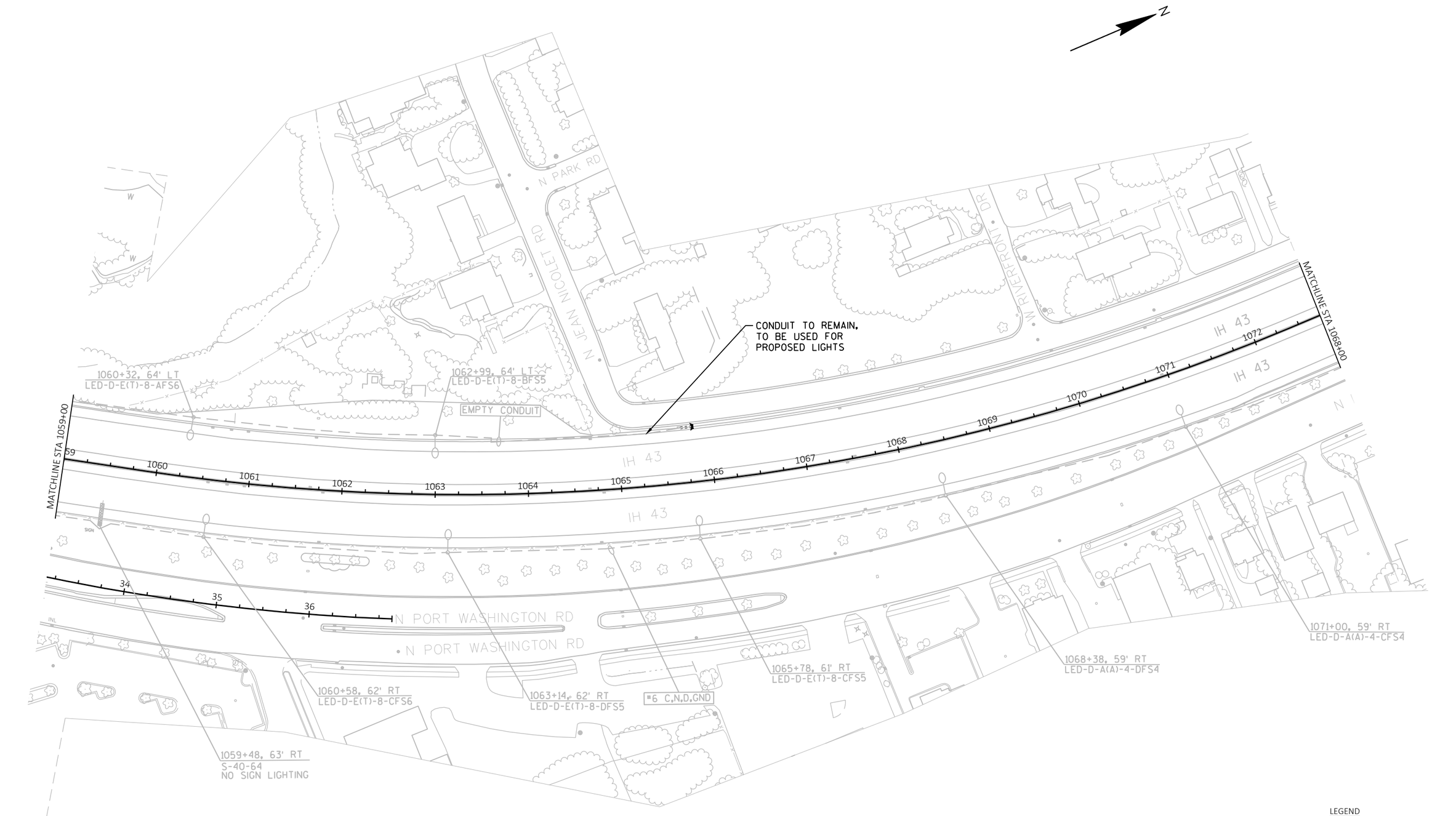
PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 89	E

FILE NAME : V:\PROJECTS\22261.01\WISDOT PROJECT\1228-03-06\04_CADD\CADD_SHEETS\023501_LT.DWG
LAYOUT NAME - 02

PLOT DATE : 8/29/2023 3:57 PM PLOT BY : ALEXANDER UNDERWOOD PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2



NOTE:

1. EXISTING LIGHTING UNIT TO REMAIN POWERED FROM HL-40-SH

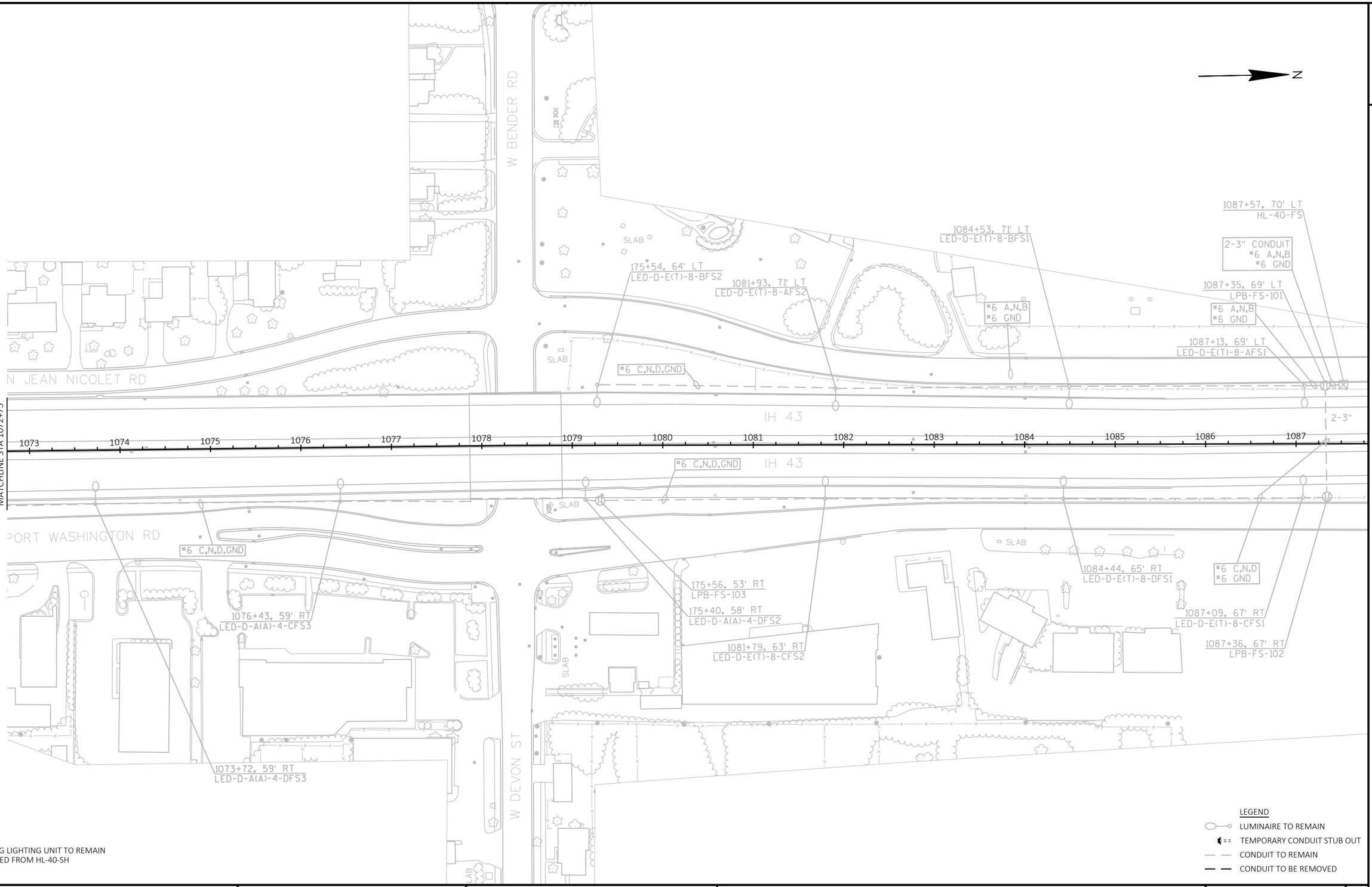
LEGEND

- LUMINAIRE TO REMAIN
- TEMPORARY CONDUIT STUB OUT
- CONDUIT TO REMAIN
- CONDUIT TO BE REMOVED

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 90	E

FILE NAME : V:\PROJECTS\22261.01\WISDOT PROJECT\1228-03-06\04_CADD\CADD_SHEETS\023501_LT.DWG
LAYOUT NAME - 03
PLOT DATE : 8/29/2023 3:58 PM PLOT BY : ALEXANDER UNDERWOOD PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



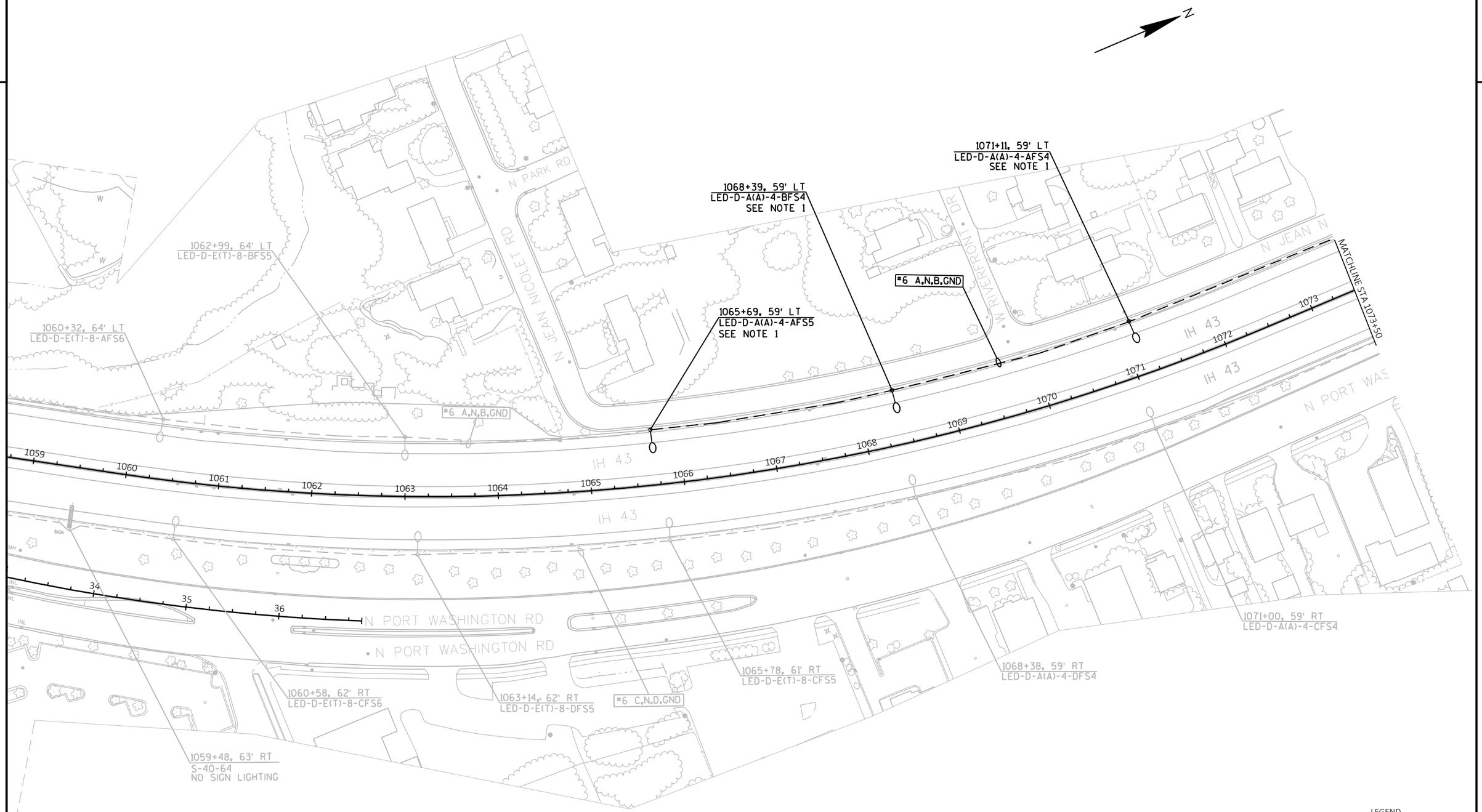
NOTE:

1. EXISTING LIGHTING UNIT TO REMAIN POWERED FROM HL-40-SH

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	TEMPORARY LIGHTING PLAN	SHEET 91	E

FILE NAME : V:\PROJECTS\22261.01\WISDOT PROJECT\1228-03-06\04_CADD\CADD_SHEETS\023501_LT.DWG
LAYOUT NAME - 04
PLOT DATE : 8/29/2023 3:58 PM
PLOT BY : ALEXANDER UNDERWOOD
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



NOTE:

1. USE SALVAGED LIGHTING UNIT (POLE AND ARM) WITH NEW LUMINAIRE
2. PROPOSED CONDUIT EMBEDDED IN STRUCTURE AND PAID AS STRUCTURE ITEM

LEGEND

- LUMINAIRE TO REMAIN
- PROPOSED LUMINAIRE
- CONDUIT TO REMAIN
- PROPOSED CONDUIT

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	LIGHTING PLAN	SHEET 92	E

FILE NAME : V:\PROJECTS\22261.01\WISDOT PROJECT\1228-03-06\04_CADD\CADD_SHEETS\023601_LP.DWG
LAYOUT NAME - 03

PLOT DATE : 9/27/2024 1:54 PM PLOT BY : ALEXANDER UNDERWOOD PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

W BENDER RD

ICOLET RD

1073+79, 59' LT
LED-D-A(T)-4-BFS3
SEE NOTE 1

1078+70, 58' LT
LJB-FS-01

1076+48, 59' LT
LED-D-A(T)-4-AFS3
SEE NOTE 1

1079+08, 106' LT
HL-40-FS

1083+50, 3' LT
LED-D-F-4-DFS10/CFS10

1086+00, 1' LT
LED-D-A(T)-4-CFS9/DFS9

1079+31, 104' LT
LPB-FS-01

1082+09, 76' LT
LPB-FS-06

1084+95, 74' LT
LPB-FS-07

1087+23, 72' LT
LPB-FS-02

#6 E,N,F,GND
#6 C,N,D,GND

SLAB

1079+12, 64' LT
LPB-FS-05

IH 43

MATCHLINE STA 1073+50

1074 1075 1076 1077 1078 1079 1080 1081 1082 1083 1084 1085 1086 1087

SLAB

HINGTON RD

#6 C,N,D,GND

1076+43, 59' RT
LED-D-A(A)-4-CFS3

1073+72, 59' RT
LED-D-A(A)-4-DFS3

1081+00, 2' LT
LED-D-F-4-CFS11/DFS11

1086+41, 95' LT
LPB-FS-04

1087+23, 1' LT
LPB-FS-03

1079+20, 1' LT
LED-D-F-4-DFS12/CFS12

W DEVON ST

NOTE:

1. USE SALVAGED LIGHTING UNIT (POLE AND ARM) WITH NEW LUMINAIRE
2. PROPOSED CONDUIT EMBEDDED IN STRUCTURE AND PAID AS STRUCTURE ITEM

LEGEND
- LUMINAIRE TO REMAIN
- PROPOSED LUMINAIRE
- CONDUIT TO REMAIN
- PROPOSED CONDUIT

PROJECT NO: 1228-03-76	HWY: IH-43	COUNTY: MILWAUKEE	LIGHTING PLAN	SHEET 93	E

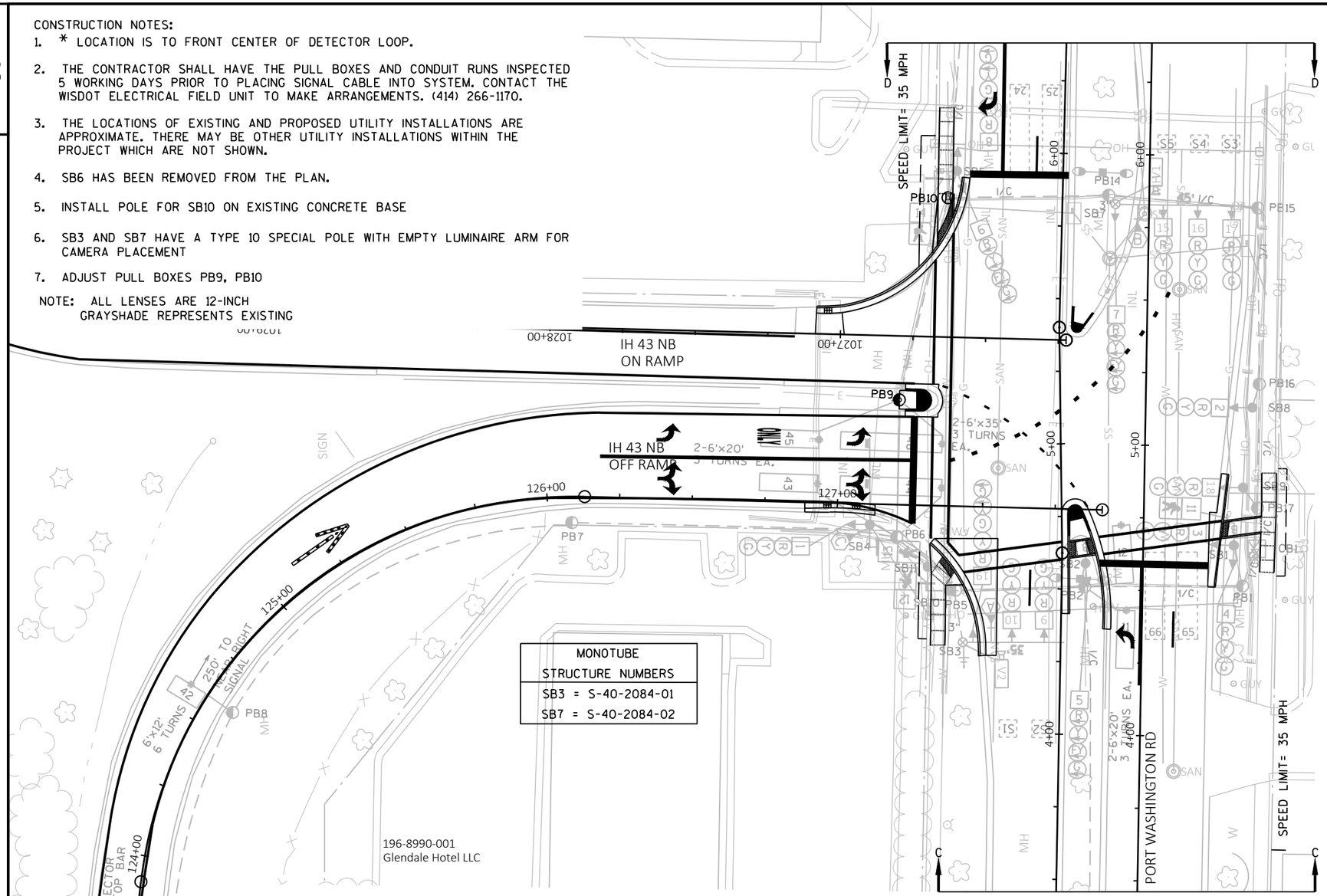
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LAYOUT NAME - 04

PLOT DATE : 9/27/2024 1:54 PM PLOT BY : ALEXANDER UNDERWOOD PLOT NAME : PLOT SCALE : 1 IN:100 FT

CONSTRUCTION NOTES:

1. * LOCATION IS TO FRONT CENTER OF DETECTOR LOOP.
2. THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT RUNS INSPECTED 5 WORKING DAYS PRIOR TO PLACING SIGNAL CABLE INTO SYSTEM. CONTACT THE WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS. (414) 266-1170.
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT WHICH ARE NOT SHOWN.
4. SB6 HAS BEEN REMOVED FROM THE PLAN.
5. INSTALL POLE FOR SB10 ON EXISTING CONCRETE BASE
6. SB3 AND SB7 HAVE A TYPE 10 SPECIAL POLE WITH EMPTY LUMINAIRE ARM FOR CAMERA PLACEMENT
7. ADJUST PULL BOXES PB9, PB10

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



MONOTUBE STRUCTURE NUMBERS
SB3 = S-40-2084-01
SB7 = S-40-2084-02

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- DB — DIRECT BURIED CABLE
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) MONOTUBE BASE, POLE, 35'-45' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- LUMINAIRE UNDER PERMIT TO LOCAL MUNICIPALITY
- * LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- PULL BOX, 24" X 36"
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- RA RED ARROW
- YA YELLOW ARROW
- GA GREEN ARROW
- WALK/DON'T WALK INDICATOR 16" (COUNTDOWN TIMER)
- EVP DETECTOR HEAD
- X EVP DESIGNATOR
- VX VIDEO DETECTION CAMERA
- VIDEO DETECTION AREA
- RADIO INTERCONNECT ANTENNA, 5.8 GHZ

N

REVISION				
REV. NO.	ADJUST PULL BOXES PB9, PB10			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
5	DATE	BY	DATE	BY
	10/15/24	JMG	10/15/24	JRJ

10/15/24 DAS

INSTALL FIBER OPTIC INTERCONNECT, ADD EVP, CHANGE CONTROLLER TO ECONOLITE 2/14/19

NEW GEOMETRICS NORTH APPROACH 3/10/06

NEW CABINET/CONTROLLER & RECONSTURCT INTERSECTION 9/25/02

RETROFIT MONOTUBES ON NORTH AND SOUTH APPROACHES, ADD NB LT FYA, ADD SYSTEM DETECTION, REPLACE CABINET & CONTROLLER 3/9/22

TRAFFIC CONTROL SIGNAL
IH 43 NB ON/OFF RAMP &
PORT WASHINGTON RD
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO. S40-1149
CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
DATE 6/23/92 — EDWARD J. FRIEDE, REGION TRAFFIC ENGINEER

APPROVED
DATE 7/28/92 — R. I. MOE, STATE TRAFFIC ENGINEER

REGION CONTACT: J. GATES
DESIGNED BY:
REVISED BY: S. WAGNER

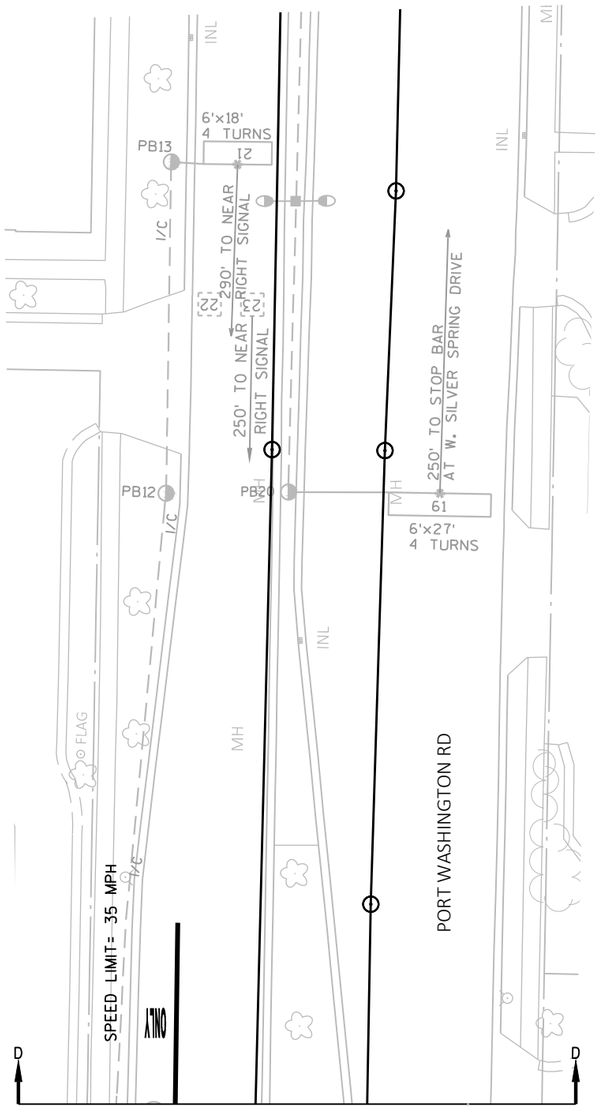
PAGE 1 OF 3

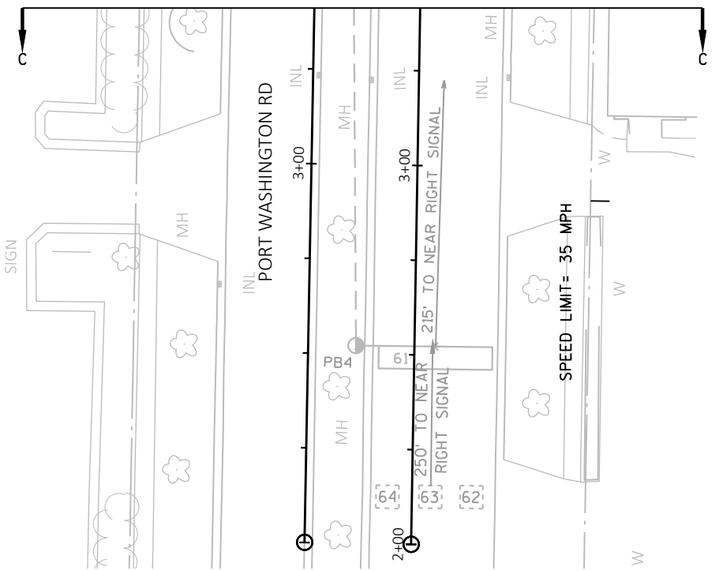
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 94	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIG\S40-1149\S40-1149_R5.DWG
LAYOUT NAME - S40-1149_R5_PG1

PLOT DATE : 10/14/2024 4:23 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42





N

TRAFFIC CONTROL SIGNAL
IH 43 NB ON/OFF RAMP &
PORT WASHINGTON RD
CITY OF GLENDALE
MILWAUKEE COUNTY

SIGNAL NO. S40-1149

REGION CONTACT: J. GATES
DESIGNED BY:
REVISED BY: S. WAGNER

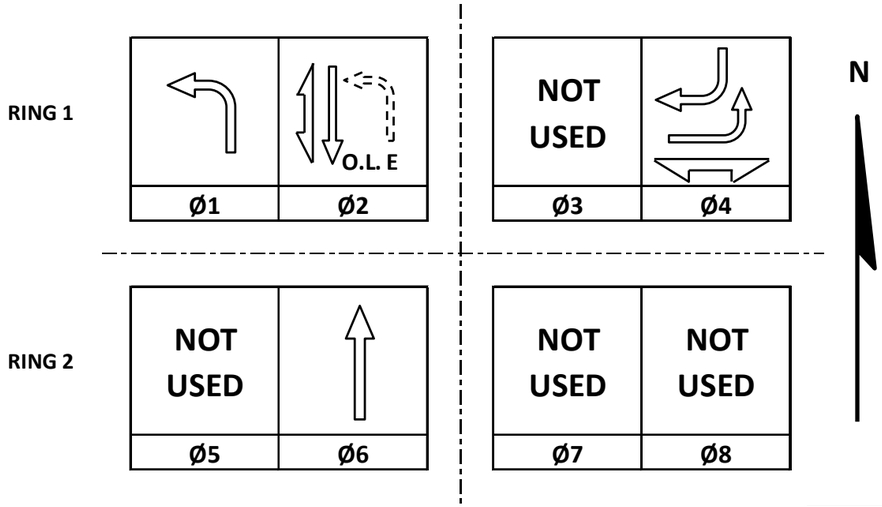
PAGE 2 OF 3

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TRAFFIC SIGNAL PLAN	SHEET 95	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIG\S40-1149\S40-1149_R5.DWG
LAYOUT NAME - S40-1149_R5_PG2

PLOT DATE : 10/14/2024 4:24 PM PLOT BY : WAGNER, SCOTT H PLOT NAME : PLOT SCALE : 1 IN:40 FT

	HEAD NUMBERS	FLASH
Ø1	5,6,7	R ←
Ø2	8,9,10,19	R
Ø3		
Ø4	1,2,3,8,18,19	R,-
Ø5		
Ø6	4,15,16,17	R
Ø7		
Ø8		
Ø2P	12,14	
Ø4P	11,13	
Ø6P		
Ø8P		
OLE	5,6,7	-
OLF		
OLG		
OLH		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4				X
5				
6	X	2	MIN	X
7				
8				

TYPE OF INTERCONNECT/COMMUNICATION	
NONE	
CLOSED LOOP	
TWISTED PAIR	
FIBER OPTIC*	
FIBER OPTIC (ETHERNET)	X
RADIO	X
CELL MODEM	

TYPE OF COORDINATION	
NONE	
TBC	X
TRAFFIC RESPONSIVE	X
ADAPTIVE	
*LOCATION OF MASTER CONTROLLER NO:	S-
SIGNAL SYSTEM NO:	SS- 40-0026

TYPE OF LIGHTING	
BY OTHER AGENCY	X
IN TRAFFIC CABINET	
IN SEPARATE DOT LIGHTING CABINET	

TYPE OF PRE-EMPT	
NONE	
RAILROAD	
EMERGENCY VEHICLE	X
GTT	
TOMAR	X
HARDWIRE	
OTHER	
CONFIRMATION LIGHTS	
LIFT BRIDGE	
QUEUE DETECTION	X

EMERGENCY VEHICLE PREEMPTION SEQUENCE

EMERGENCY VEHICLE PREEMPTOR	A	B	C	D
MOVEMENT				
PHASE	2+6	6+1	4	

AFTER PREEMPTION SEQUENCE 2+6 OR 6+1, CONTROLLER SHALL RETURN TO PHASES 2+6

AFTER PREEMPTION SEQUENCE 4, CONTROLLER SHALL RETURN TO PHASES 4.

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	11	21	42	44	46			
CALLED PHASE	1	2	4	4	4			
CALL OPTION	X	X		X	X			
DELAY TIME				X				
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME			X					
USE ADDED INITIAL		X						
CROSS SWITCH PHASE	2							

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)	22	24	62	64	66	S2	S4	
CALLED PHASE	2		6	6				
CALL OPTION	X		X	X				
DELAY TIME								
EXTENTION OPTION	X		X	X				
EXTEND TIME								
USE ADDED INITIAL	X		X	X				
CROSS SWITCH PHASE								

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	12	41*	43	45	61			
CALLED PHASE	1		4	4	6			
CALL OPTION	X		X	X	X			
DELAY TIME		X	X					
EXTENTION OPTION	X	X	X	X	X			
EXTEND TIME								
USE ADDED INITIAL					X			
CROSS SWITCH PHASE	2							

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)	23	25	63	65	S1	S3	S5	
CALLED PHASE	2		6	6				
CALL OPTION	X		X					
DELAY TIME								
EXTENTION OPTION	X		X					
EXTEND TIME								
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								

GENERAL NOTES:

1. *LOOP 41 USED TO CALL A PRE-EMPT THAT CLEARS SIGNAL TO PHASE 4 GREEN

IH 43 NB ON/OFF RAMP & PORT WASHINGTON RD
CITY OF GLENDALE
MILWAUKEE COUNTY

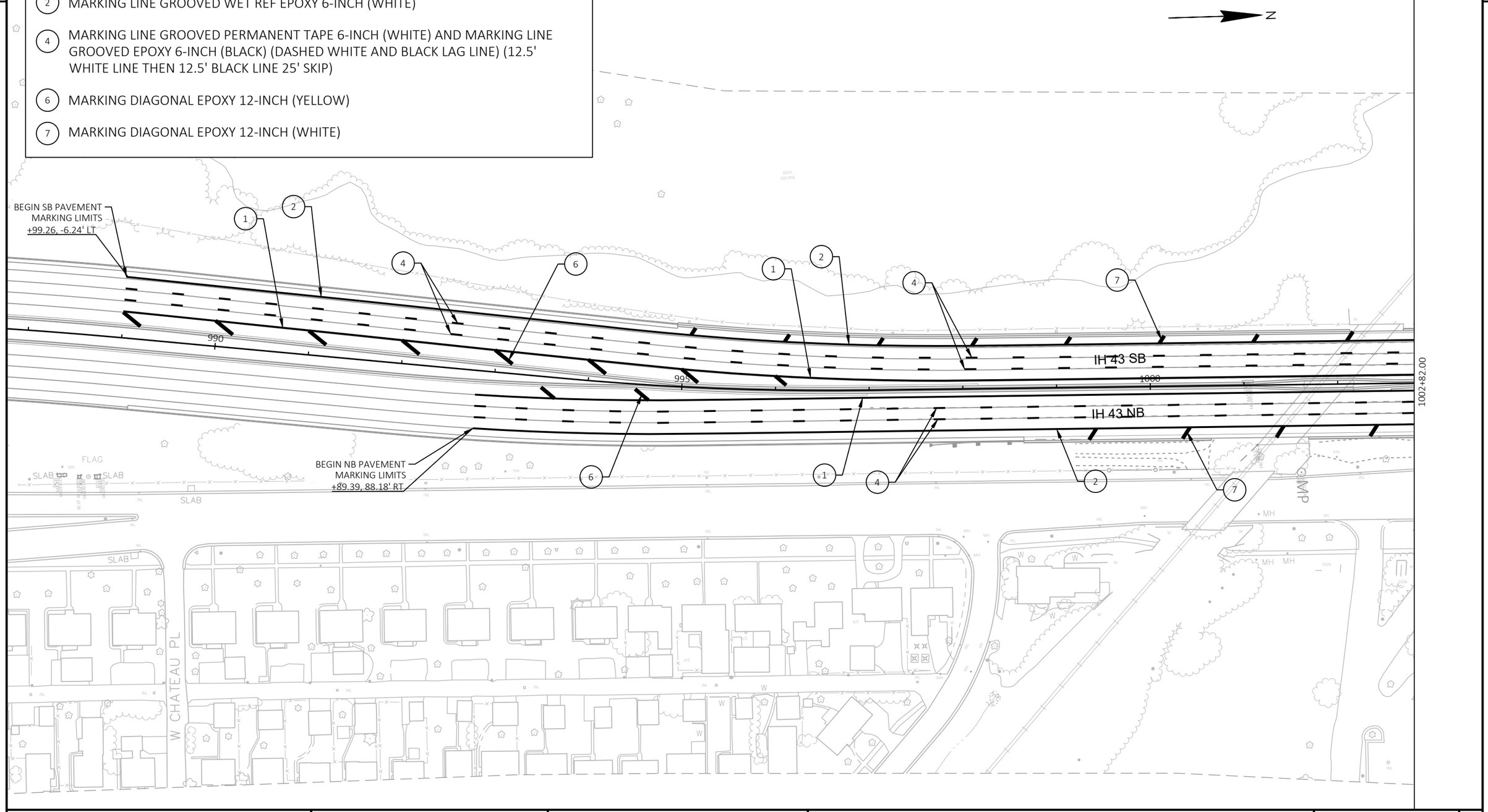
SIGNAL NO: S40-1149 CABINET TYPE: TS2-S
CONTROLLER TYPE: ECONOLITE
DATE: 10/2024 PAGE NUMBER: 3 OF 3

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 97	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 01

PLOT DATE : 10/31/2024 6:30 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3' LINE 9' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
8. MARKING CHEVRON EPOXY 24-INCH (WHITE)
12. MARKING ARROW EPOXY (WHITE) (TYPE 5)
21. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 10-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (3' WHITE LINE THEN 3' BLACK LINE 6' SKIP)

1002+82.00

1018+32.00

IH 43 SB

IH 43 NB

1005

1010

1015

12'

+06.86, -46.70' LT

+98.89, 47.30' RT

+57.89, 47.36' RT

+93.78, 73.58' RT

+13.25, 46.41' RT

BEGIN PROJECT
STA 1004+18.19
X= 603903.07
Y= 325638.50

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 98	E

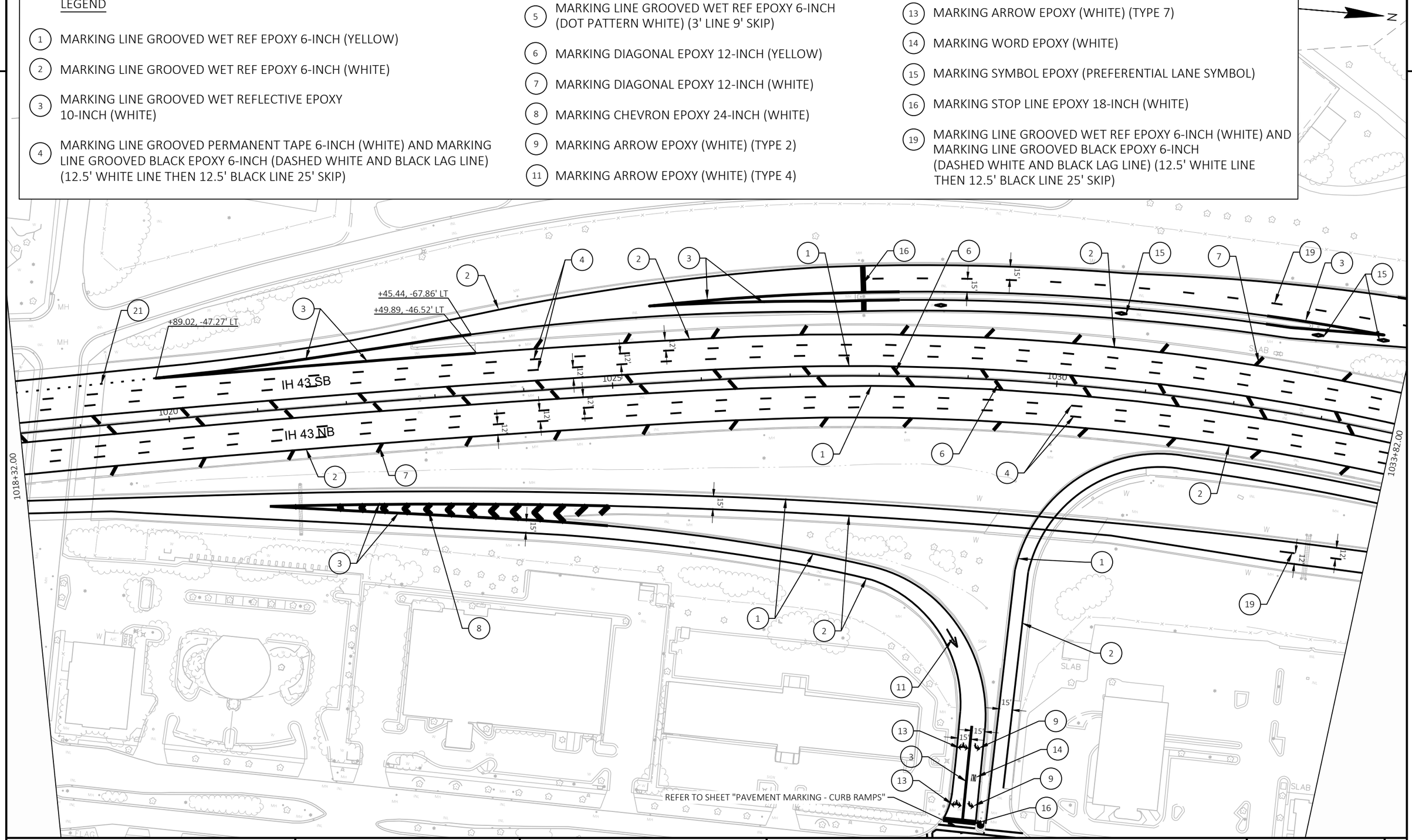
FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 02

PLOT DATE : 10/31/2024 6:31 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

LEGEND

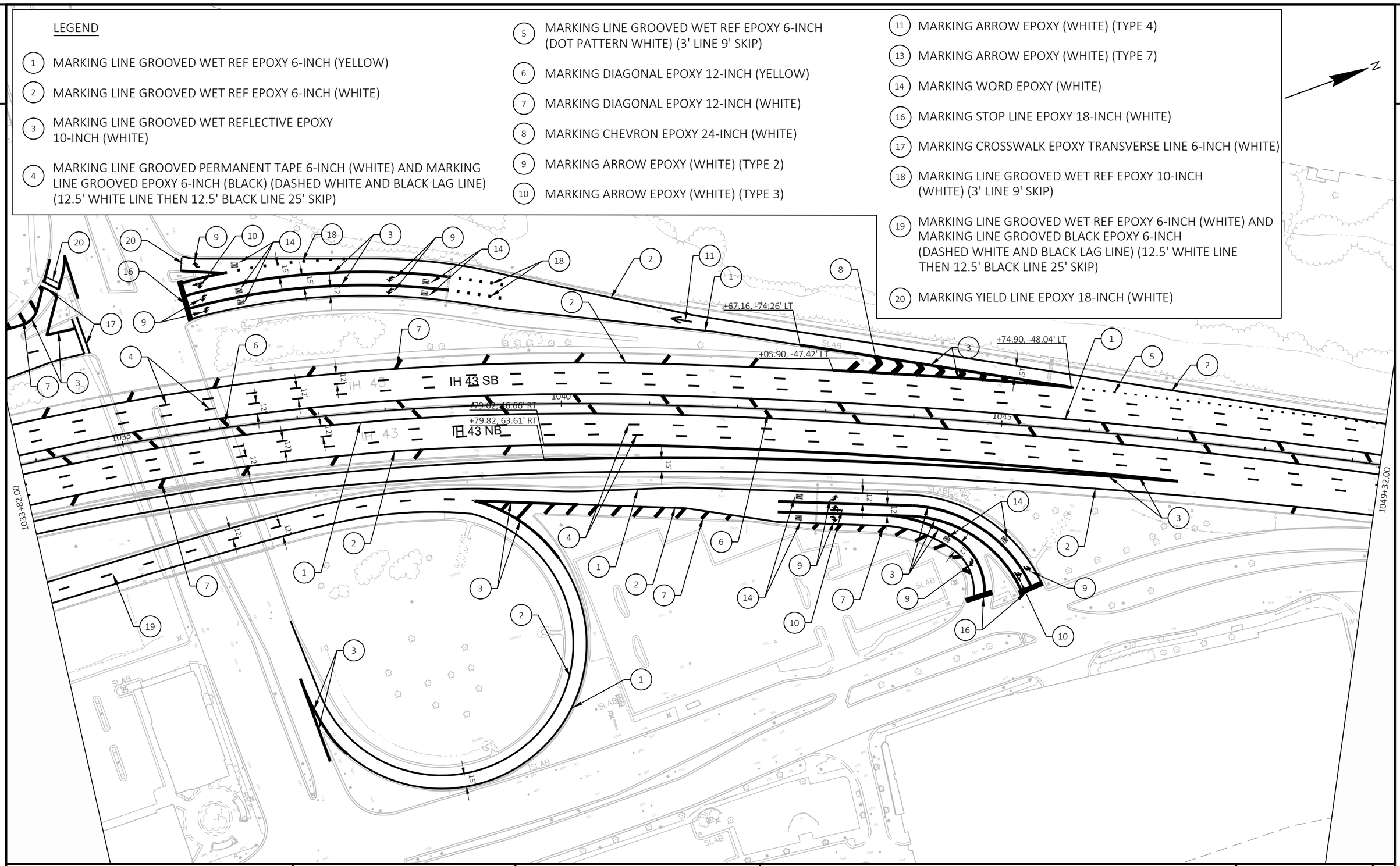
1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3' LINE 9' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
8. MARKING CHEVRON EPOXY 24-INCH (WHITE)
9. MARKING ARROW EPOXY (WHITE) (TYPE 2)
11. MARKING ARROW EPOXY (WHITE) (TYPE 4)
13. MARKING ARROW EPOXY (WHITE) (TYPE 7)
14. MARKING WORD EPOXY (WHITE)
15. MARKING SYMBOL EPOXY (PREFERENTIAL LANE SYMBOL)
16. MARKING STOP LINE EPOXY 18-INCH (WHITE)
19. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 99	E

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3' LINE 9' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
8. MARKING CHEVRON EPOXY 24-INCH (WHITE)
9. MARKING ARROW EPOXY (WHITE) (TYPE 2)
10. MARKING ARROW EPOXY (WHITE) (TYPE 3)
11. MARKING ARROW EPOXY (WHITE) (TYPE 4)
13. MARKING ARROW EPOXY (WHITE) (TYPE 7)
14. MARKING WORD EPOXY (WHITE)
16. MARKING STOP LINE EPOXY 18-INCH (WHITE)
17. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
18. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) (3' LINE 9' SKIP)
19. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE) AND MARKING LINE GROOVED BLACK EPOXY 6-INCH (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
20. MARKING YIELD LINE EPOXY 18-INCH (WHITE)



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 100	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 04

PLOT DATE : 10/31/2024 6:32 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : ##########

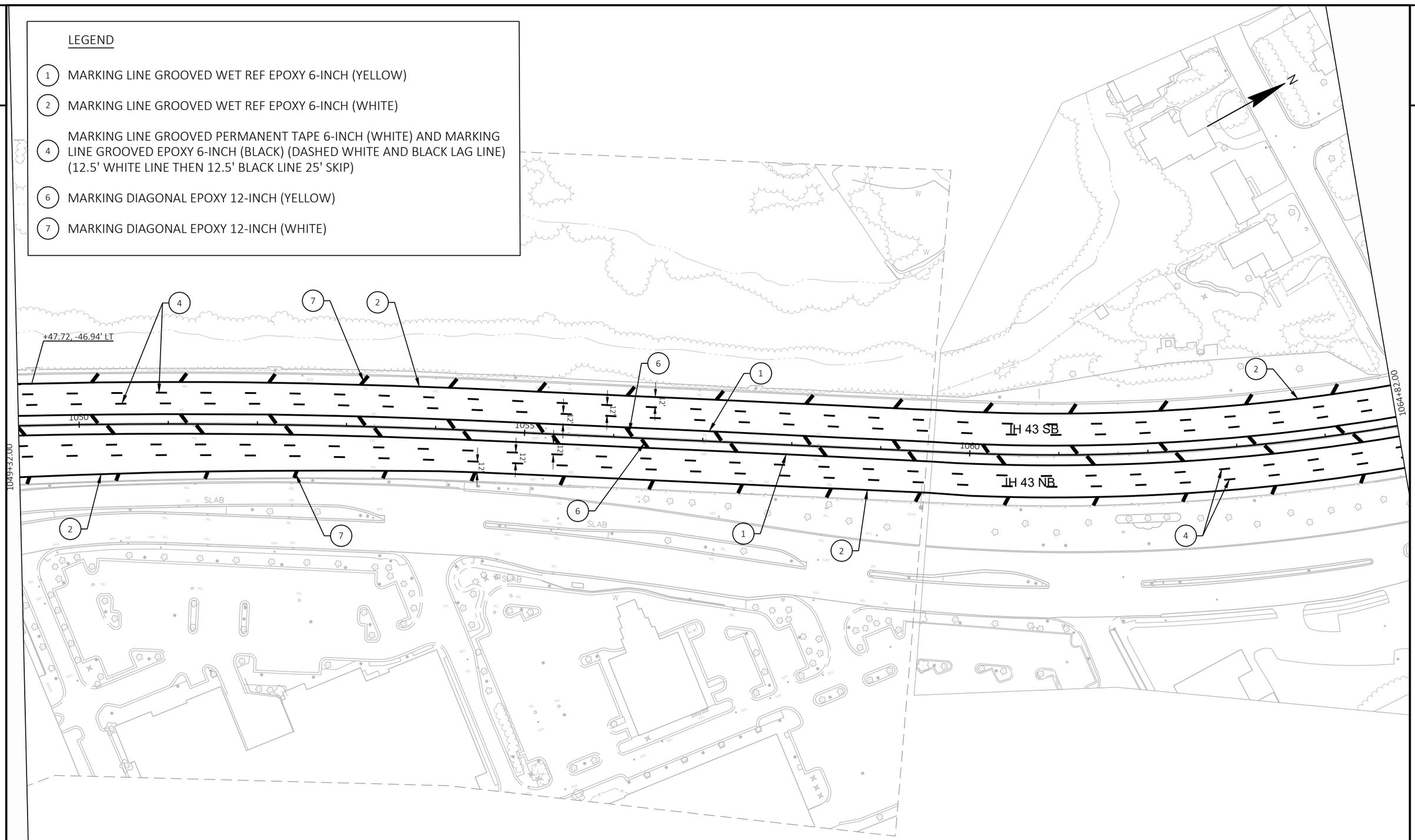
WISDOT/CADDS SHEET 42

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 101	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 05

PLOT DATE : 10/31/2024 6:33 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)

N

1064+82.00

1080+32.00

IH 43 SB

IH 43 NB

1065

1070

1075

1080

12'

SLAB

END PROJECT
STA 1077+86.69
X= 604942.04
Y= 332658.16

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 102	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 06

PLOT DATE : 10/31/2024 6:33 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)

N

1080+32.00

1085

1090

1095+82.00

IH 43 SB

IH 43 NB

I 43

12'

W BRENTWOOD LN

UNION PACIFIC

ATHLETIC FIELD

SEPV

INL

MH

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 103	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 07

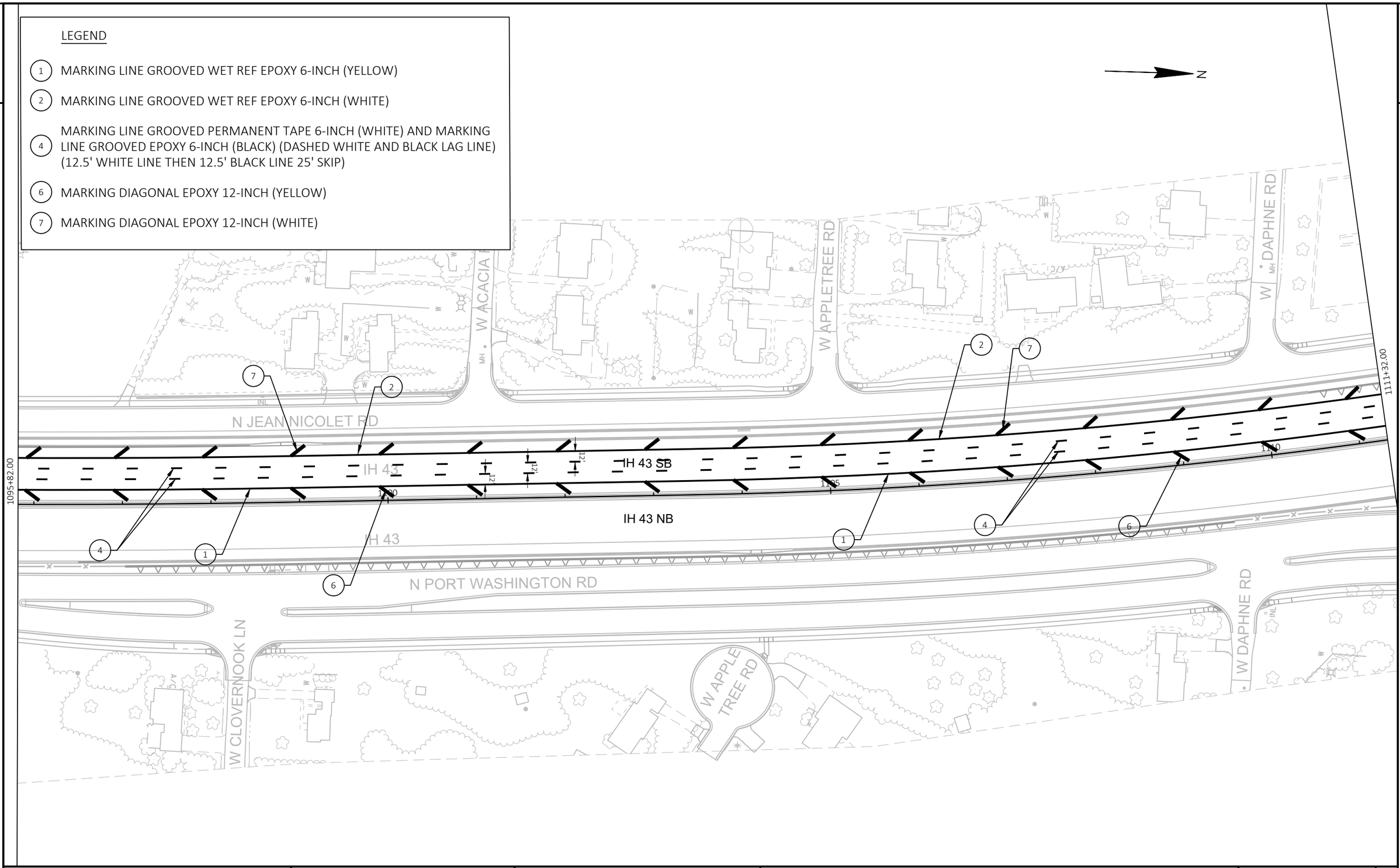
PLOT DATE : 10/31/2024 6:34 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 104	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 08

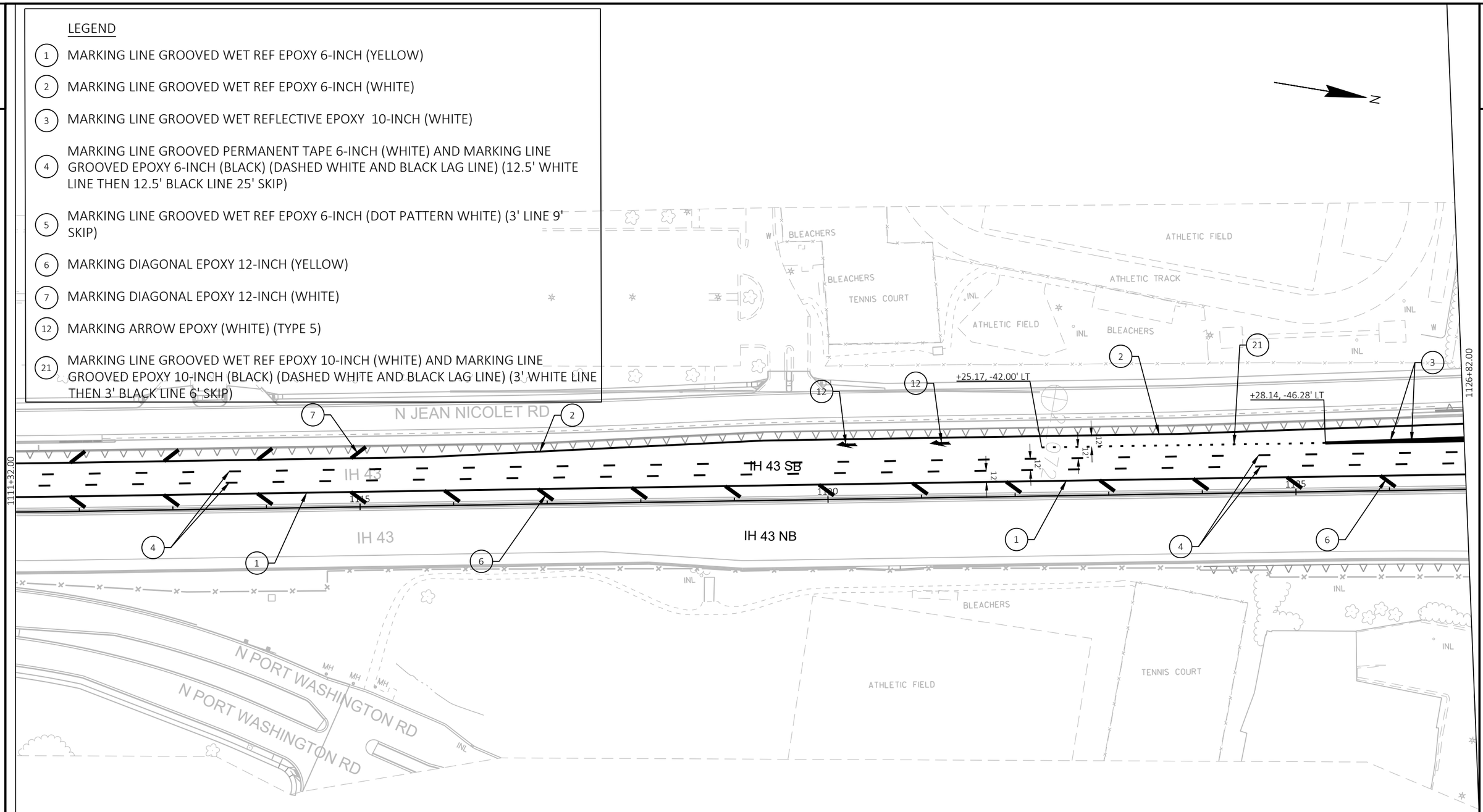
PLOT DATE : 10/31/2024 6:34 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
5. MARKING LINE GROOVED WET REF EPOXY 6-INCH (DOT PATTERN WHITE) (3' LINE 9' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)
12. MARKING ARROW EPOXY (WHITE) (TYPE 5)
21. MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 10-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (3' WHITE LINE THEN 3' BLACK LINE 6' SKIP)



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 105	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 09

PLOT DATE : 10/31/2024 6:34 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 6-INCH (YELLOW)
2. MARKING LINE GROOVED WET REF EPOXY 6-INCH (WHITE)
3. MARKING LINE GROOVED WET REFLECTIVE EPOXY 10-INCH (WHITE)
4. MARKING LINE GROOVED PERMANENT TAPE 6-INCH (WHITE) AND MARKING LINE GROOVED EPOXY 6-INCH (BLACK) (DASHED WHITE AND BLACK LAG LINE) (12.5' WHITE LINE THEN 12.5' BLACK LINE 25' SKIP)
6. MARKING DIAGONAL EPOXY 12-INCH (YELLOW)
7. MARKING DIAGONAL EPOXY 12-INCH (WHITE)

N

+39.90, -99.27' LT
+40.83, -81.32' LT
+41.25, -57.79' LT

END SB PAVEMENT MARKING LIMITS
+28.06, -62.07' LT

IH 43 SB

IH 43 NB

W GREENTREE RD

11126+82.00

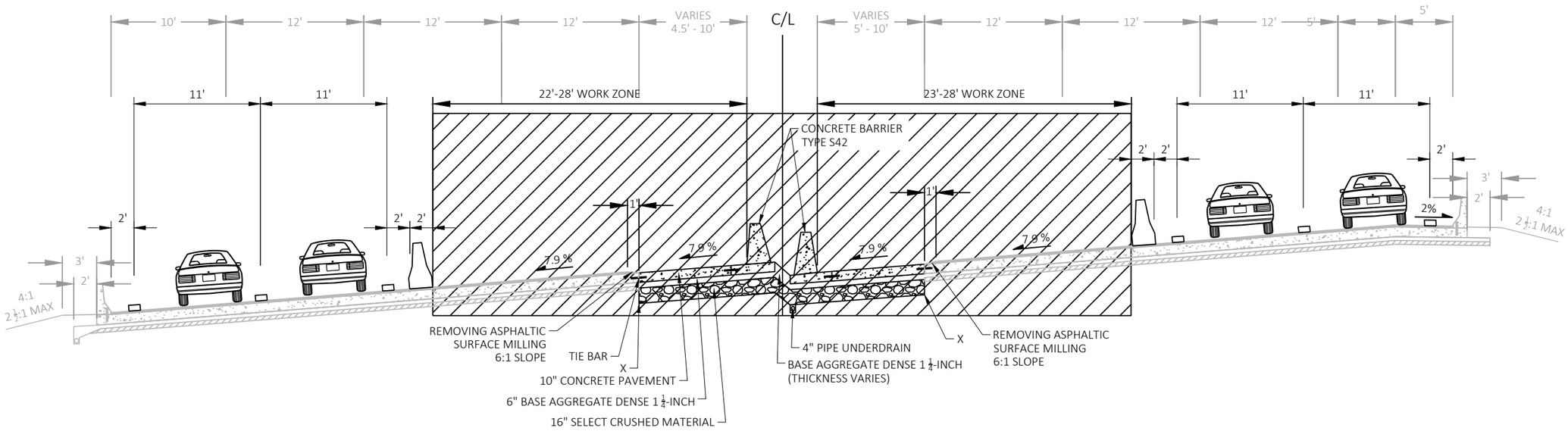
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	PAVEMENT MARKING	SHEET 106	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\024501_PM.DWG
LAYOUT NAME - 10

PLOT DATE : 10/31/2024 6:34 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

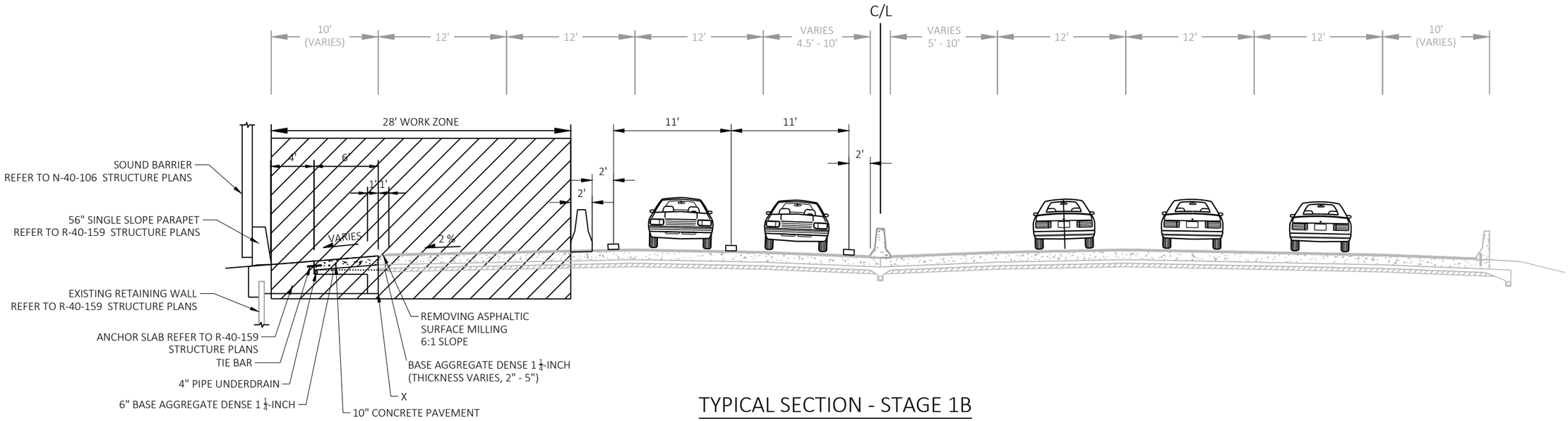


TYPICAL SECTION - STAGE 1A

IH 43

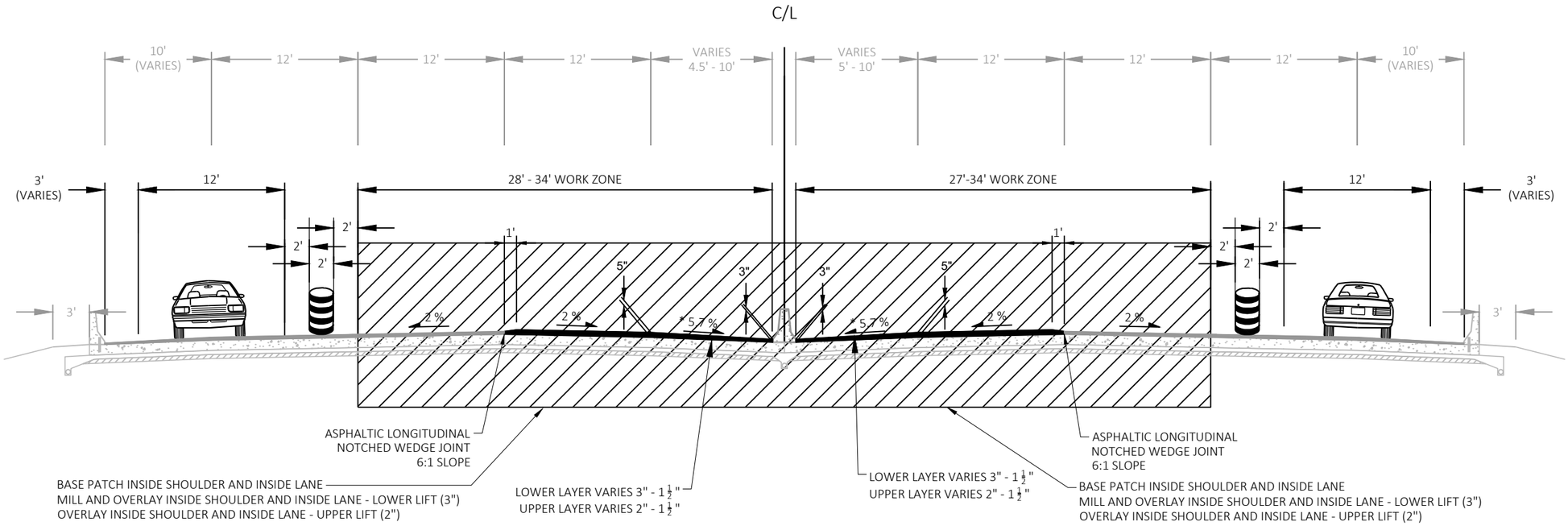
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - TRAFFIC STAGING FOR MEDIAN REPLACEMENT	SHEET 107	E

2



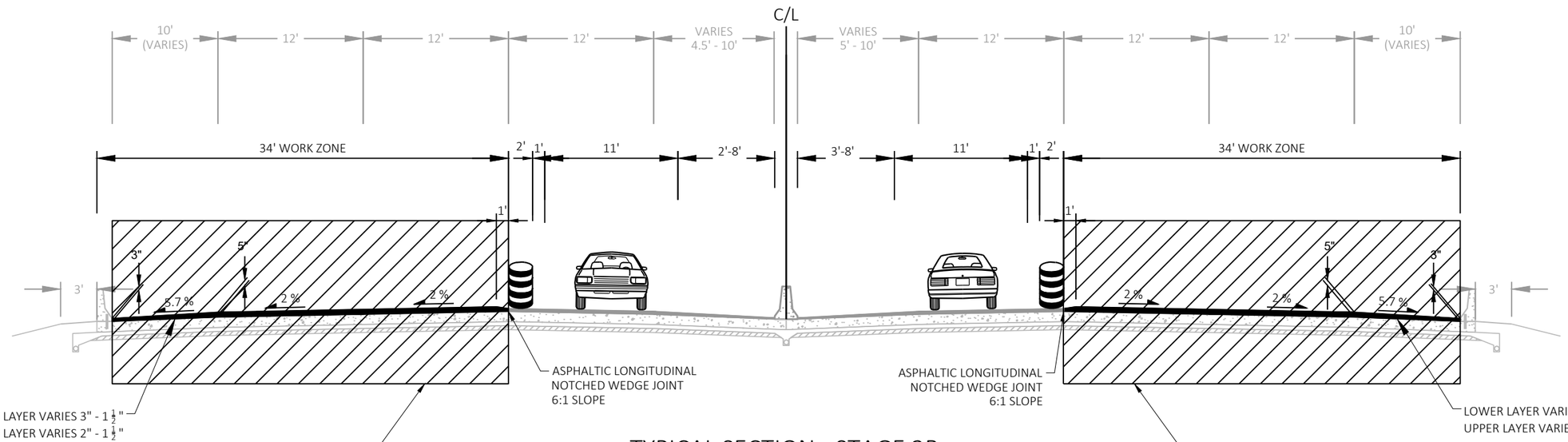
TYPICAL SECTION - STAGE 1B

IH 43



TYPICAL SECTION - STAGE 2A

IH 43



TYPICAL SECTION - STAGE 2B

IH 43

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A/2B - TRAFFIC STAGING FOR MAINLINE RESURFACING	SHEET 109	E

GENERAL NOTES:

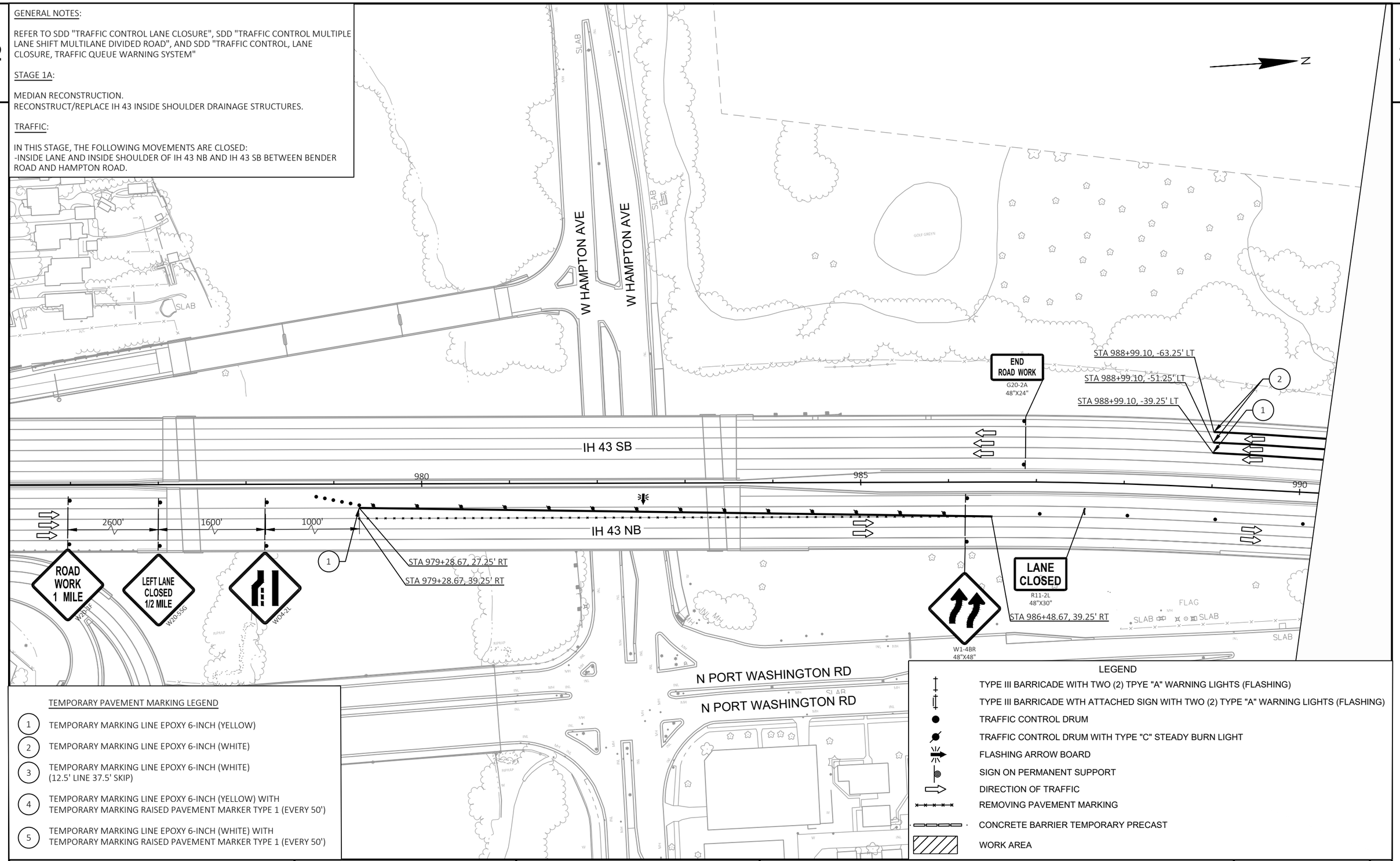
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 110	E

2

GENERAL NOTES:

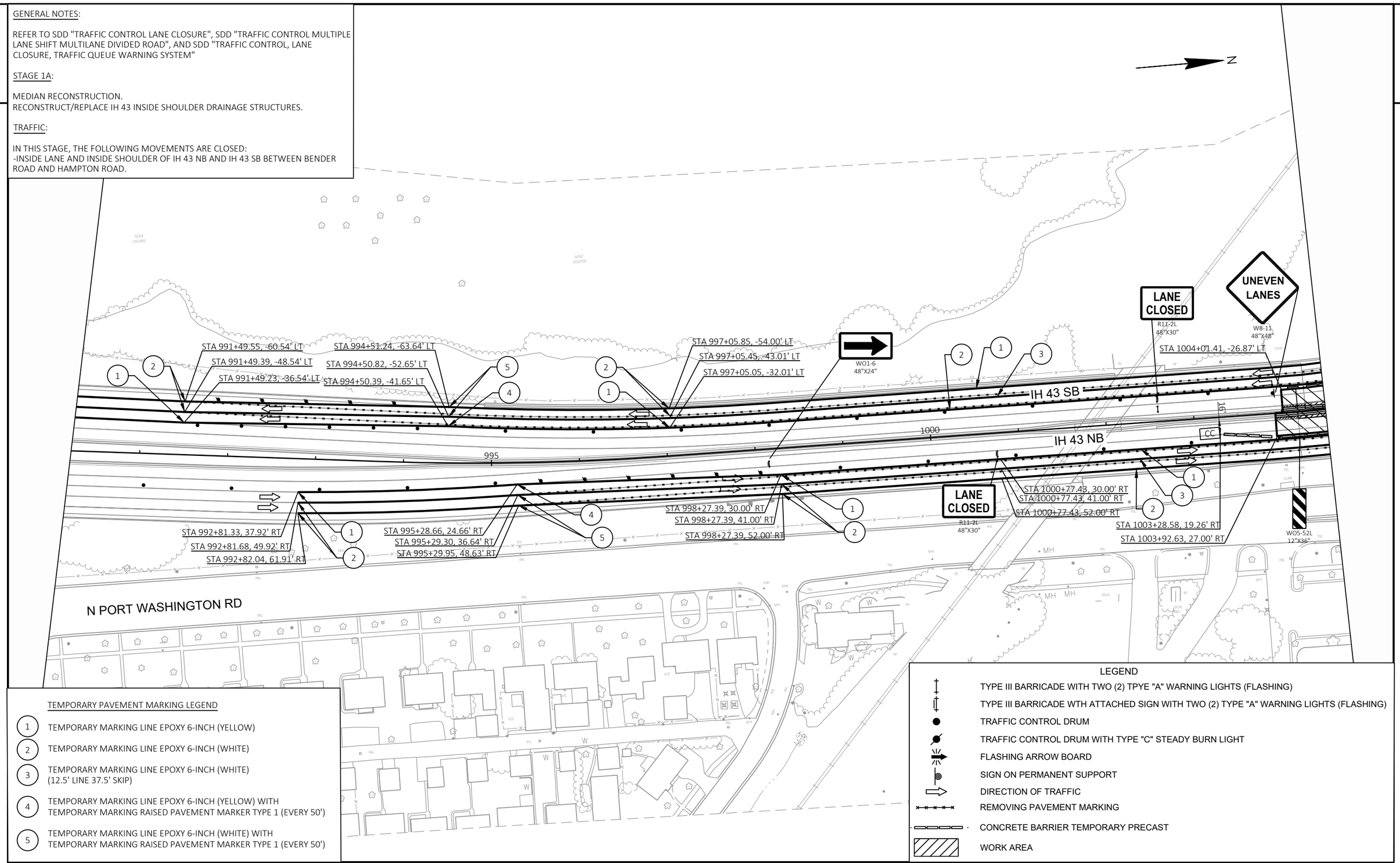
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 111	E

2

GENERAL NOTES:

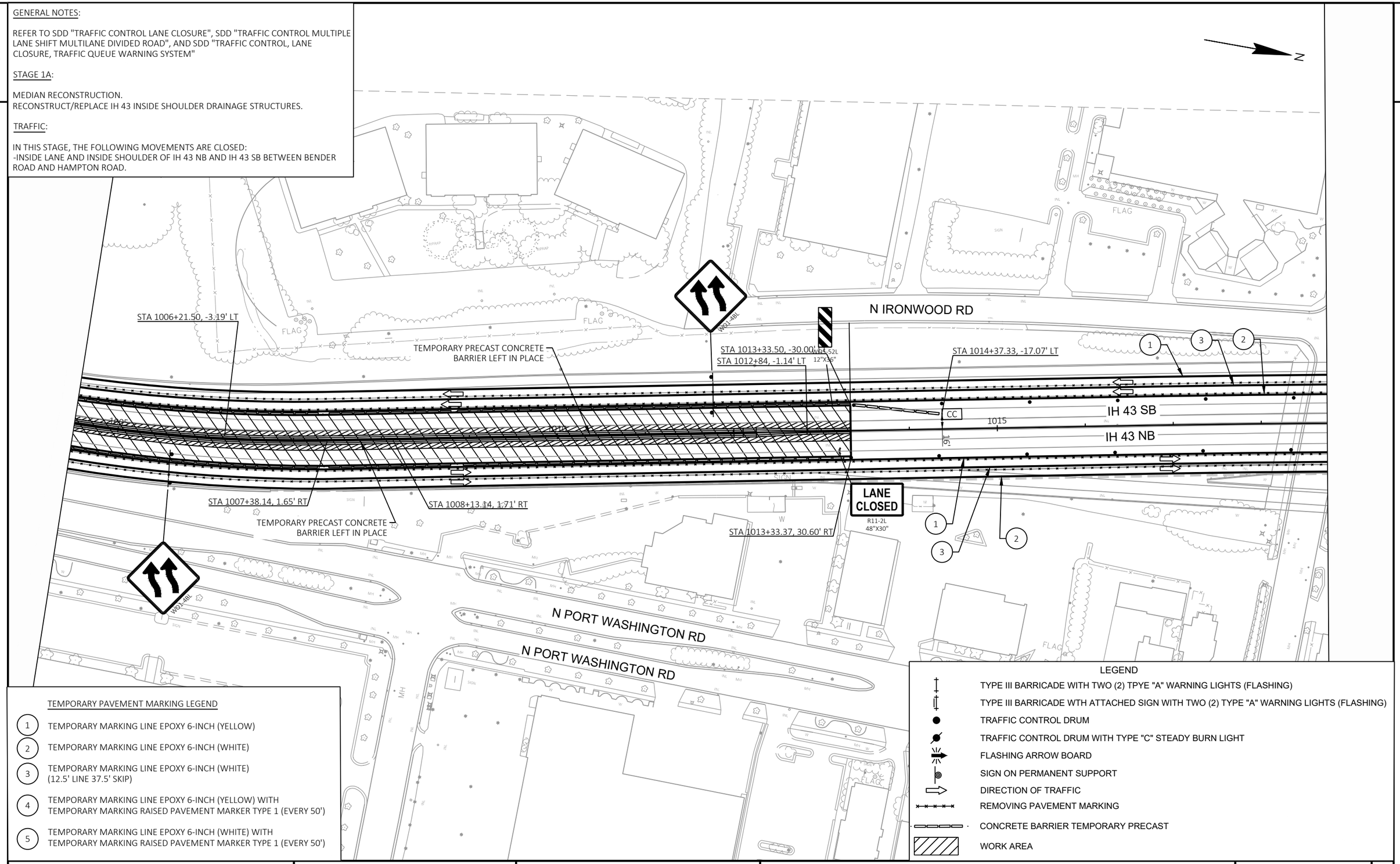
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 112	E

GENERAL NOTES:

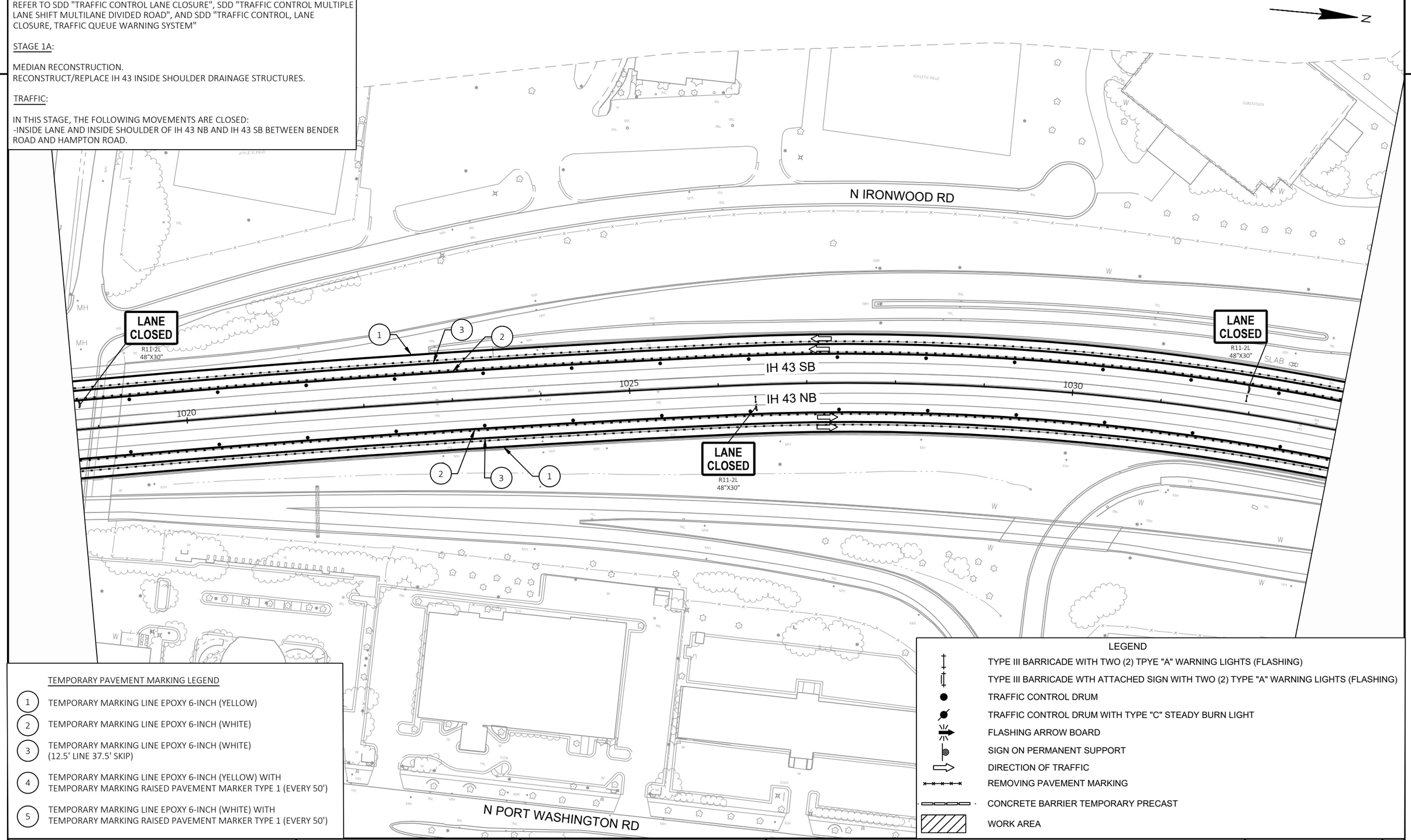
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 113	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 1A - MEDIAN WORK.DWG
LAYOUT NAME - 025004_tc
PLOT DATE : 10/31/2024 12:35 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

GENERAL NOTES:

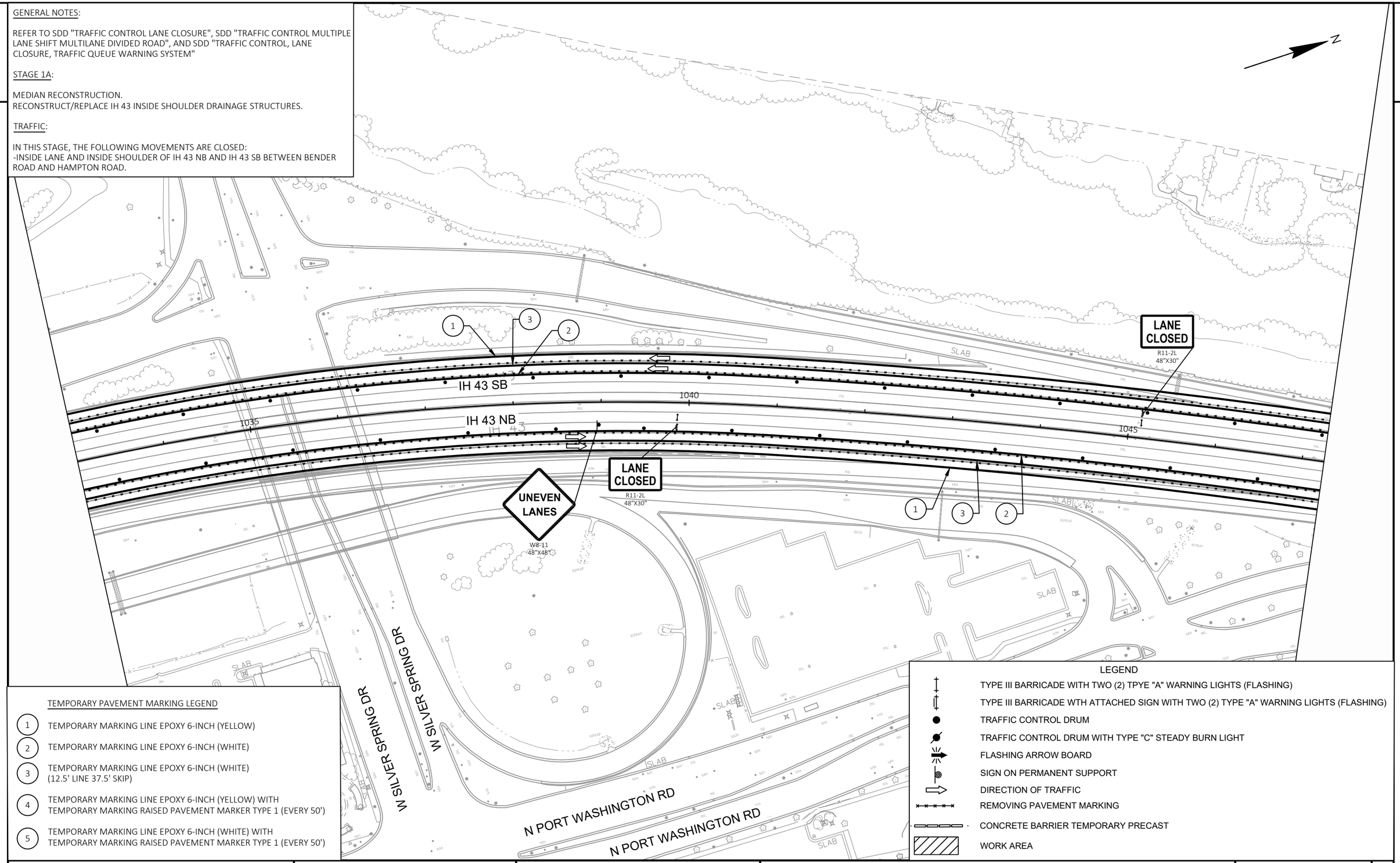
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 114	E

2

GENERAL NOTES:

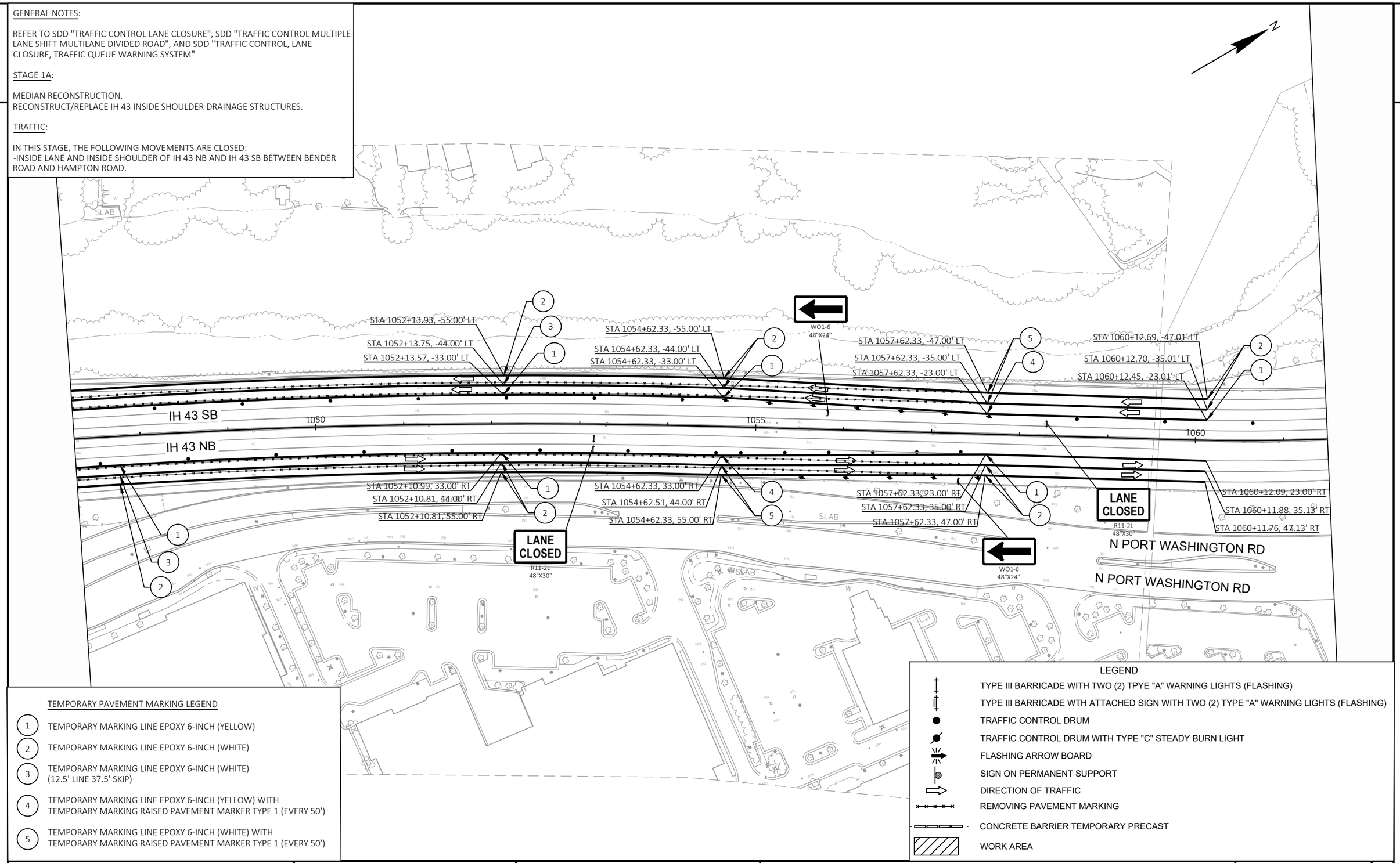
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 115	E

GENERAL NOTES:

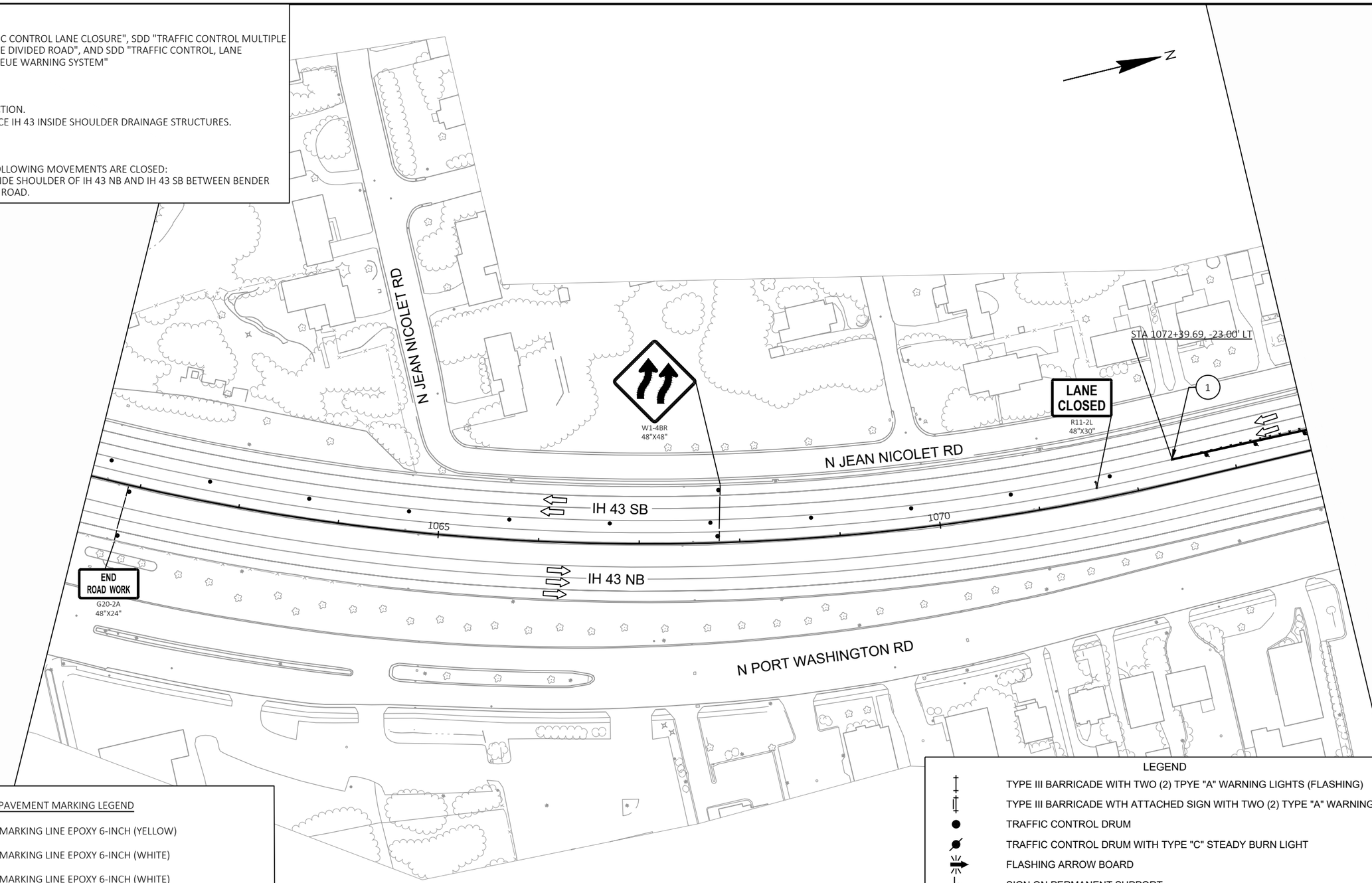
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 116	E

GENERAL NOTES:

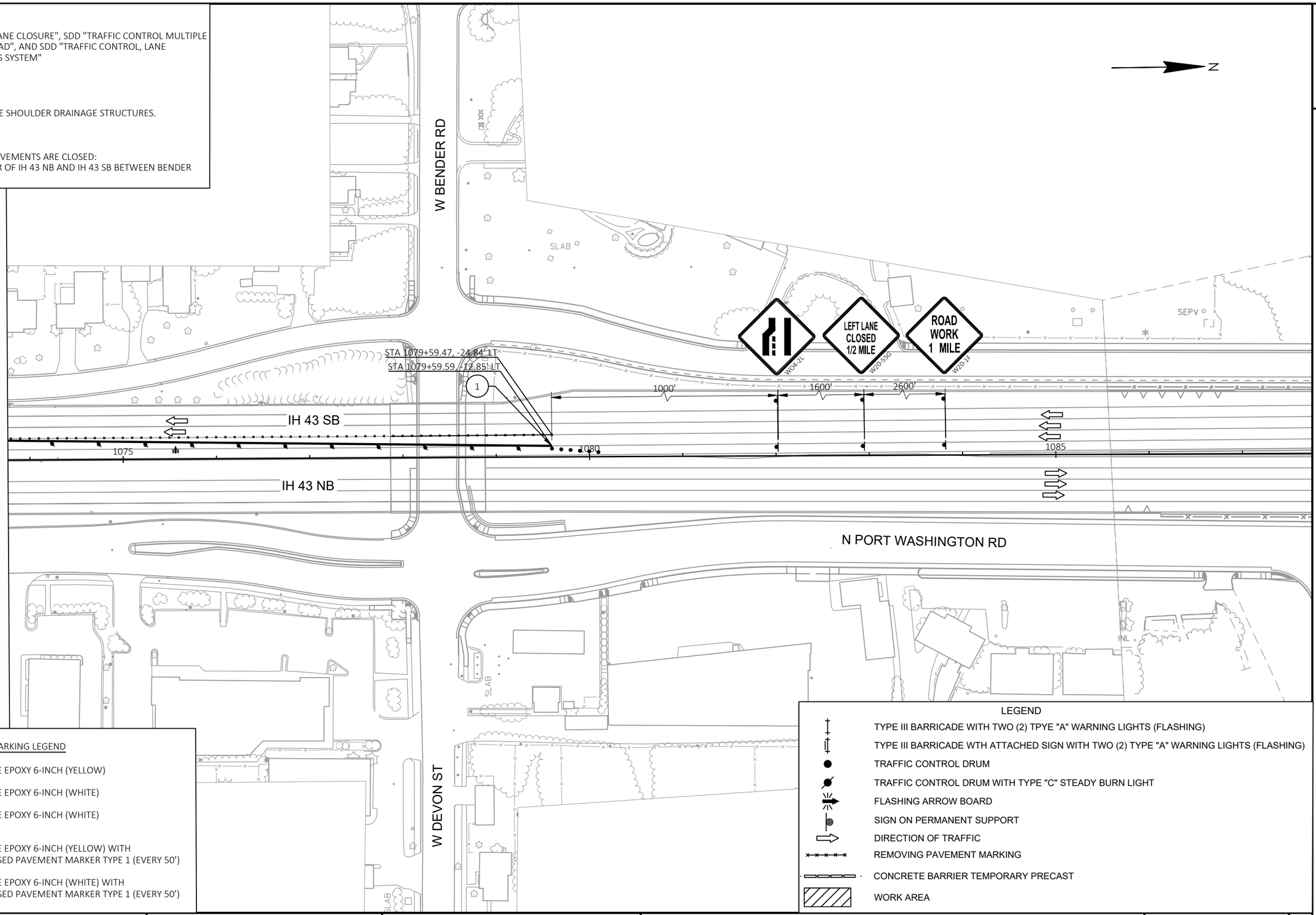
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1A:

MEDIAN RECONSTRUCTION.
RECONSTRUCT/REPLACE IH 43 INSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE LANE AND INSIDE SHOULDER OF IH 43 NB AND IH 43 SB BETWEEN BENDER ROAD AND HAMPTON ROAD.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1A - MEDIAN WORK	SHEET 117	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 1A - MEDIAN WORK.DWG
LAYOUT NAME - 025008_tc
PLOT DATE : 10/31/2024 12:37 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

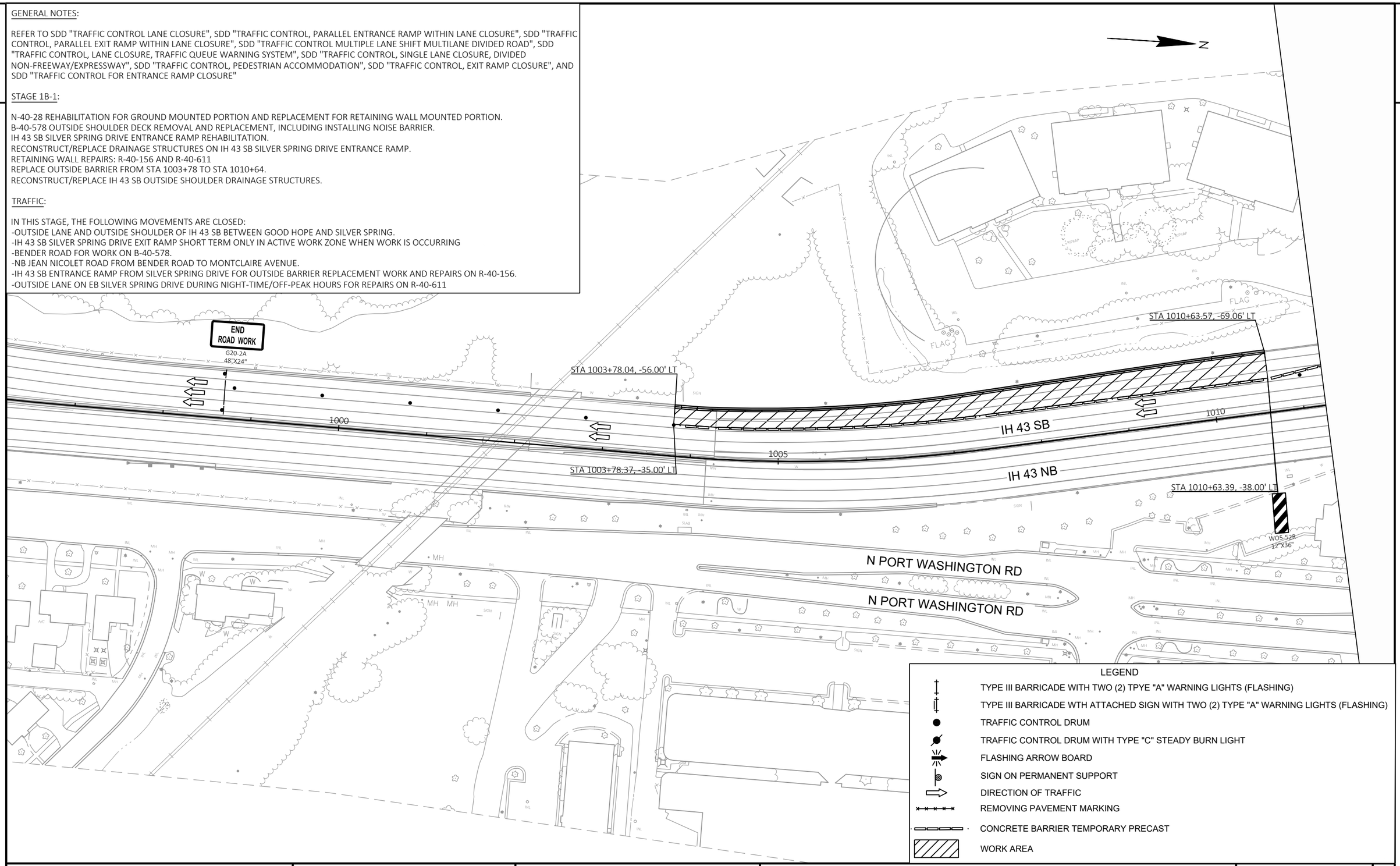
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 118	E

2

GENERAL NOTES:

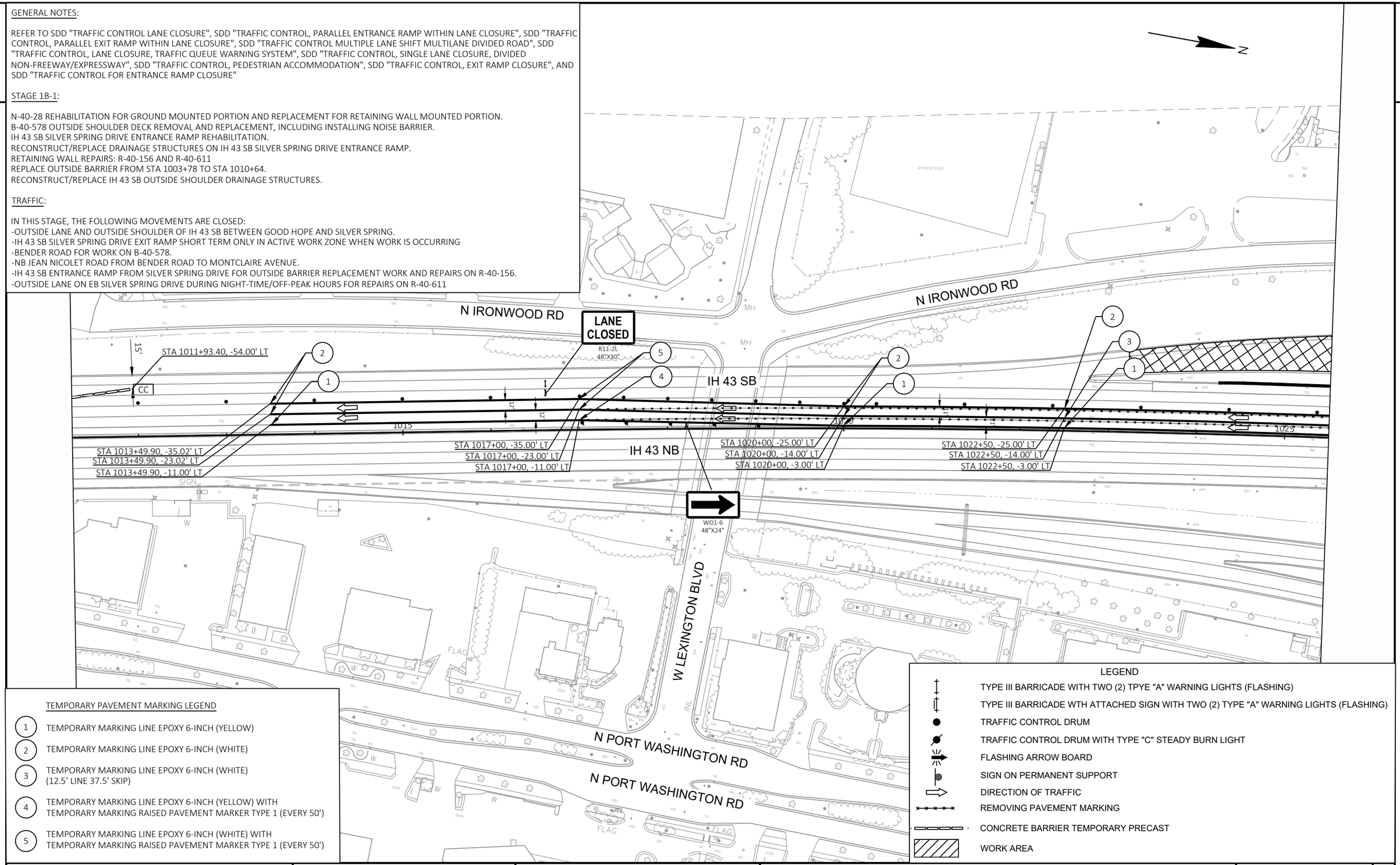
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 119	E

2

GENERAL NOTES:

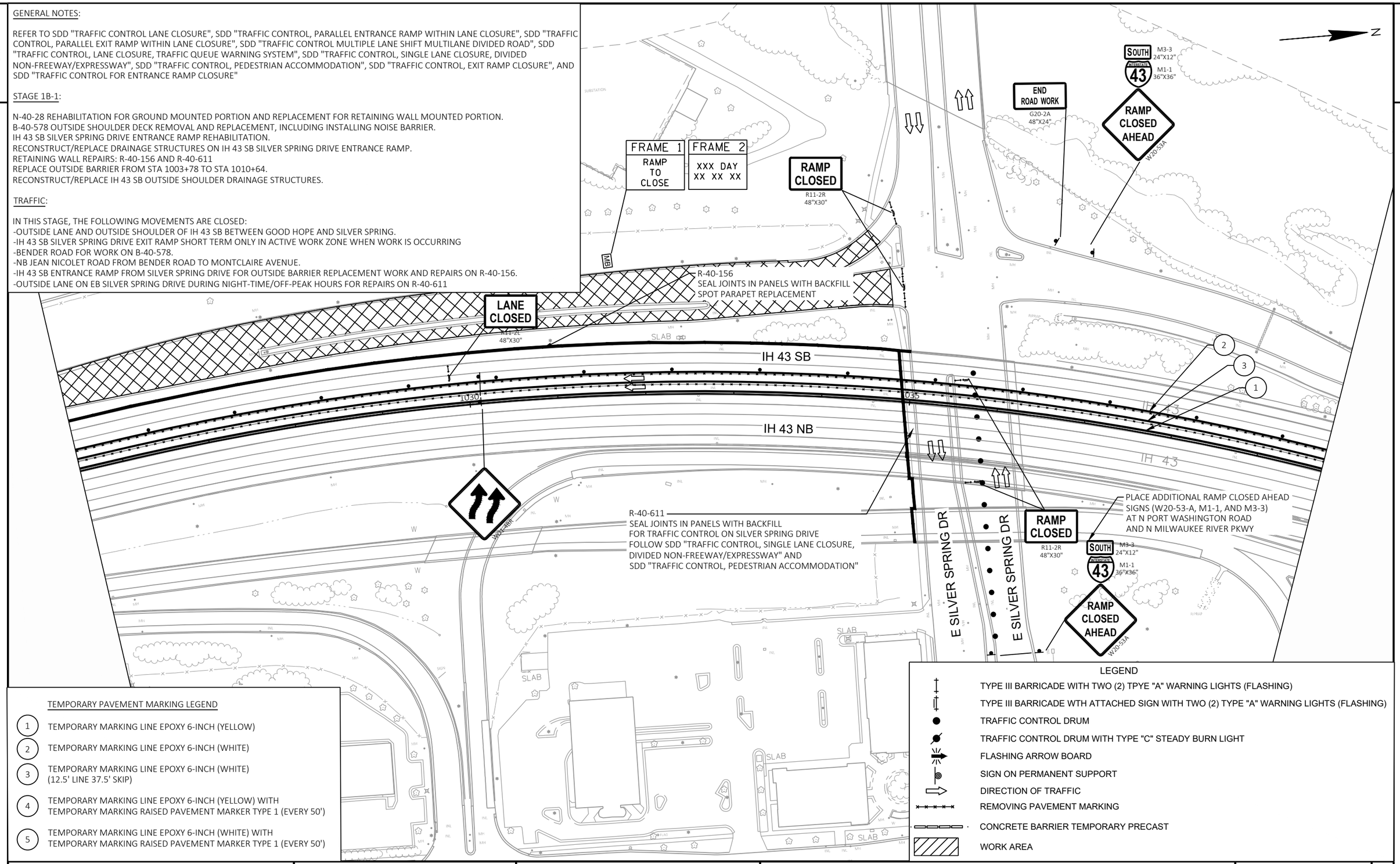
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 120	E

2

GENERAL NOTES:

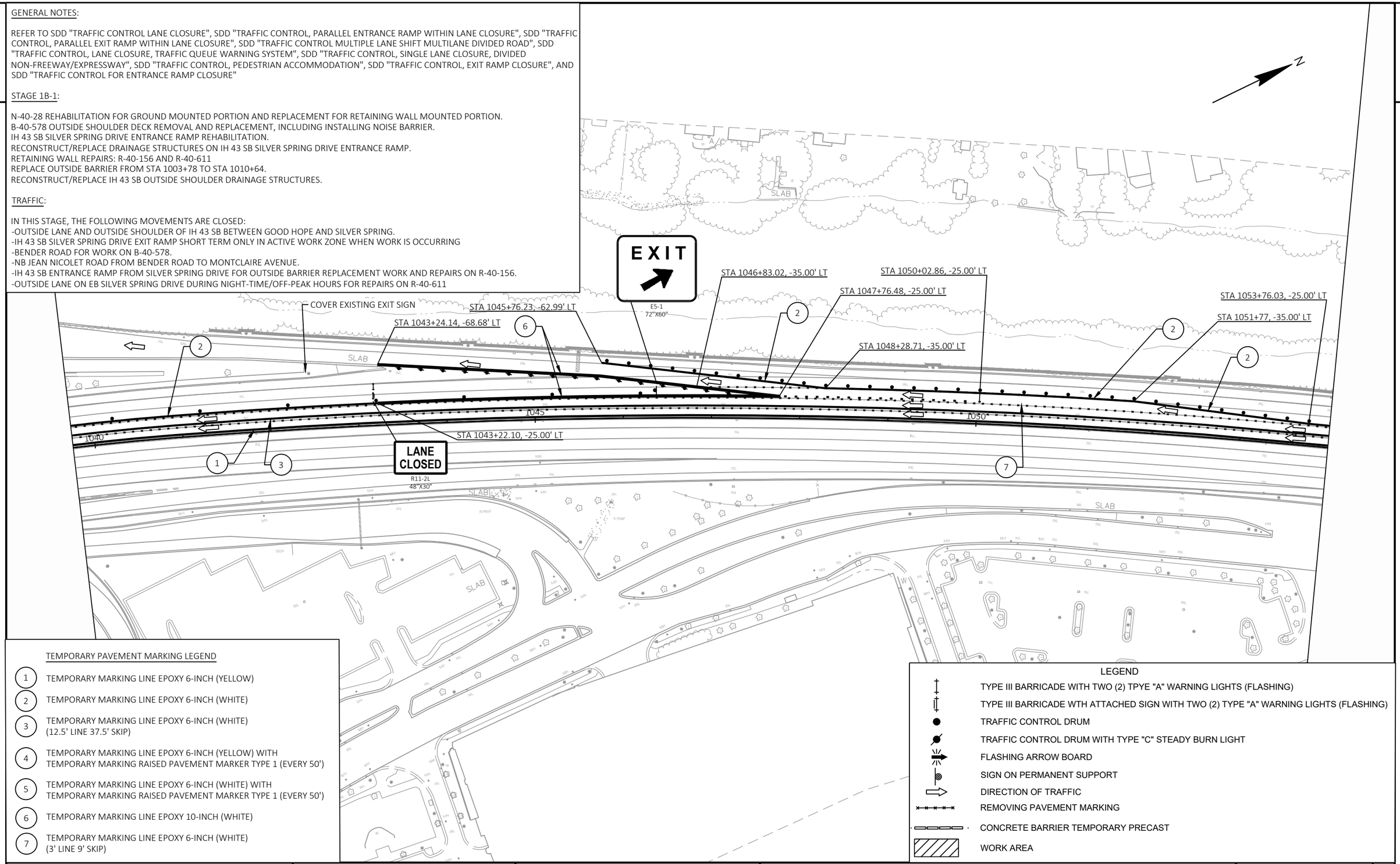
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM", SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE"

STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
6. TEMPORARY MARKING LINE EPOXY 10-INCH (WHITE)
7. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (3' LINE 9' SKIP)

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 121	E

GENERAL NOTES:

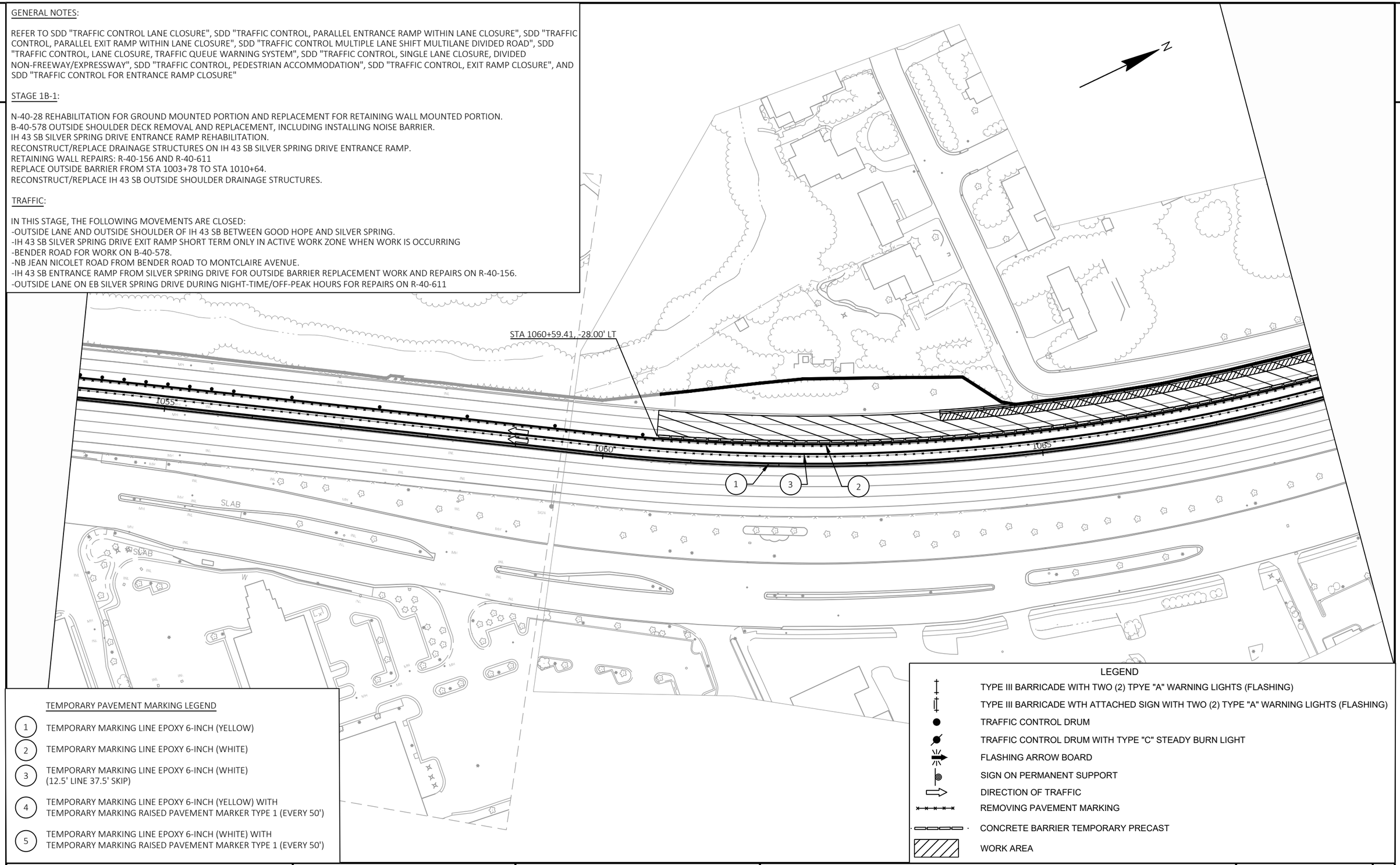
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM", SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE"

STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 122	E

GENERAL NOTES:

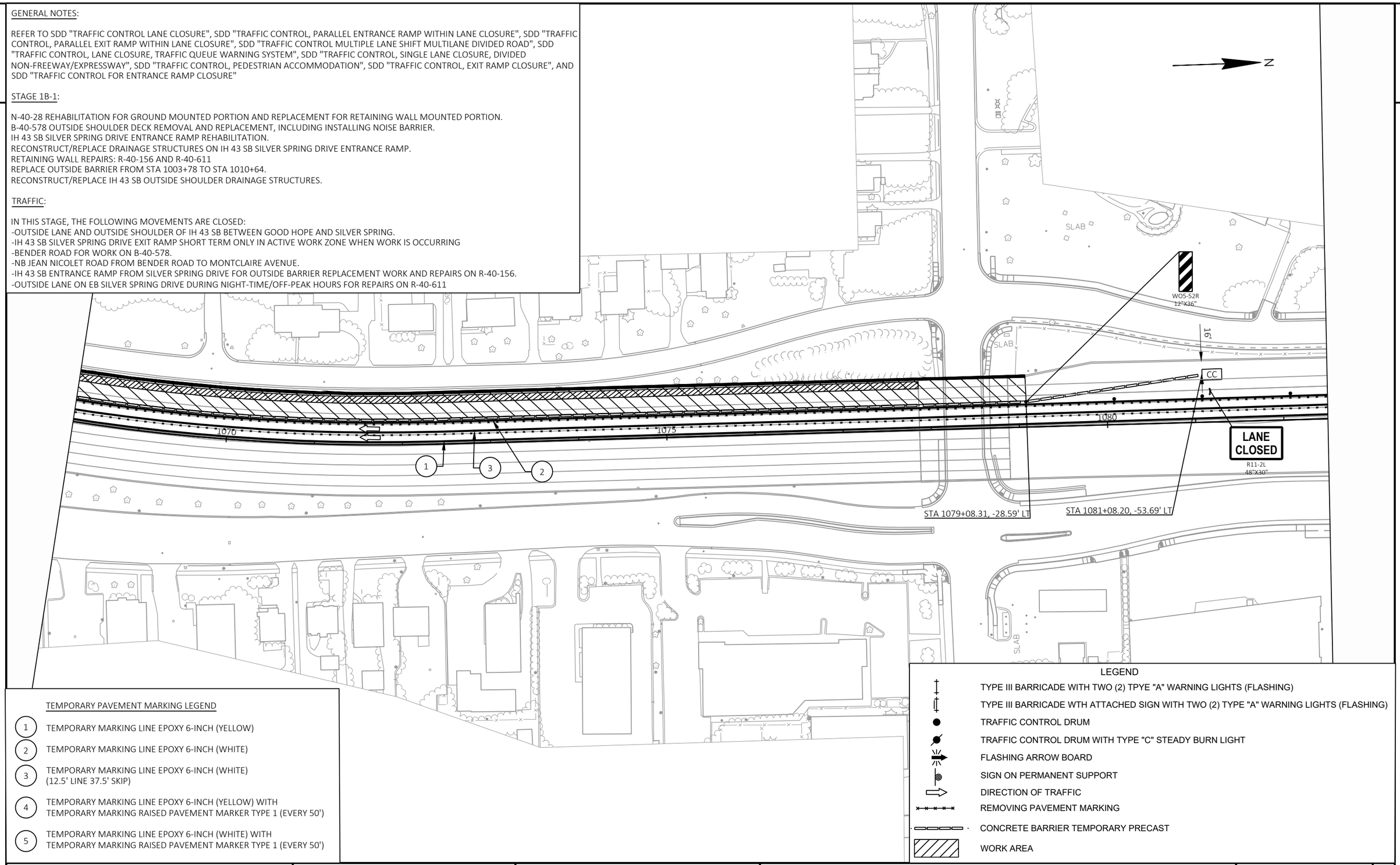
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM", SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE"

STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 123	E

2

GENERAL NOTES:

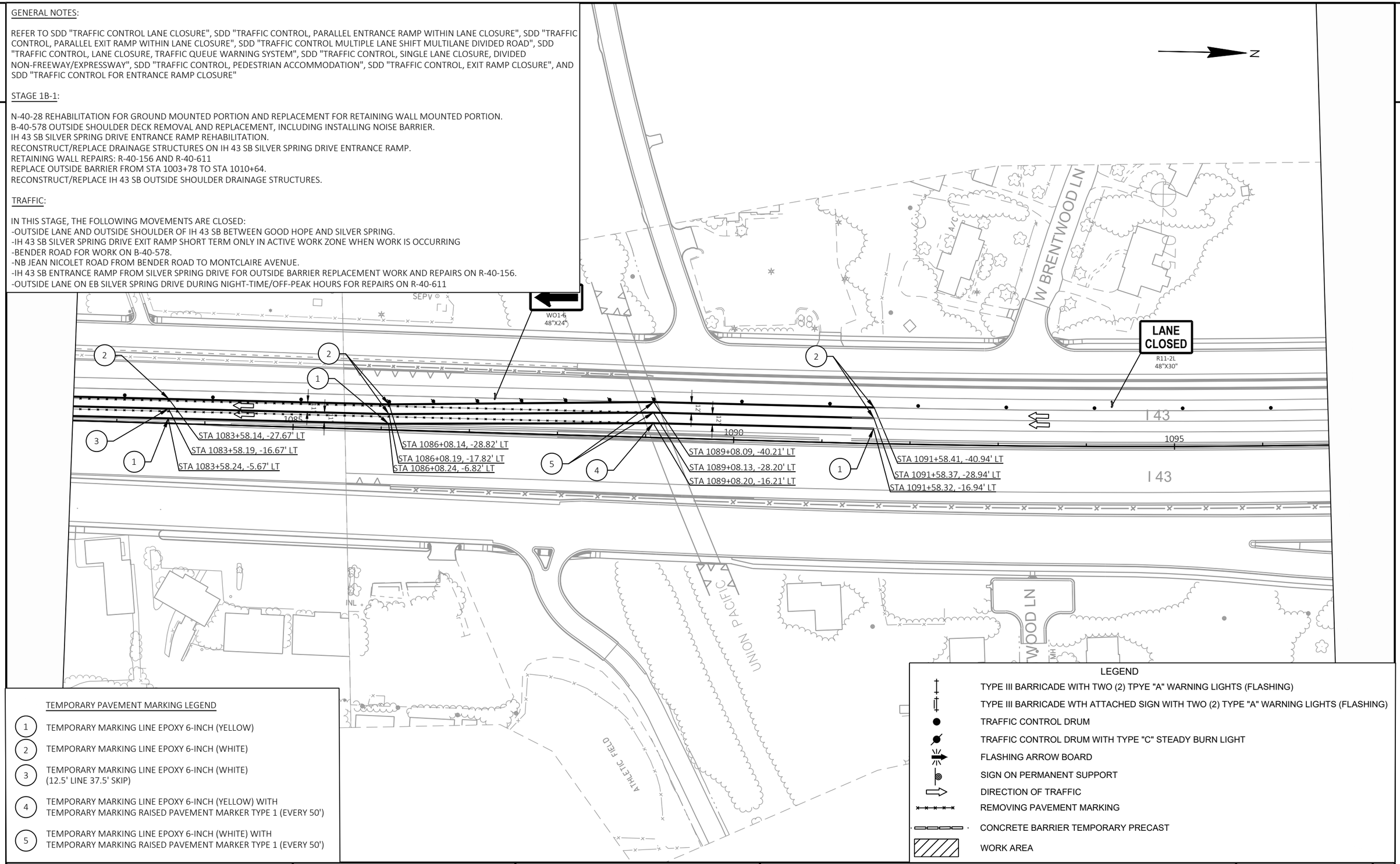
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 124	E

GENERAL NOTES:

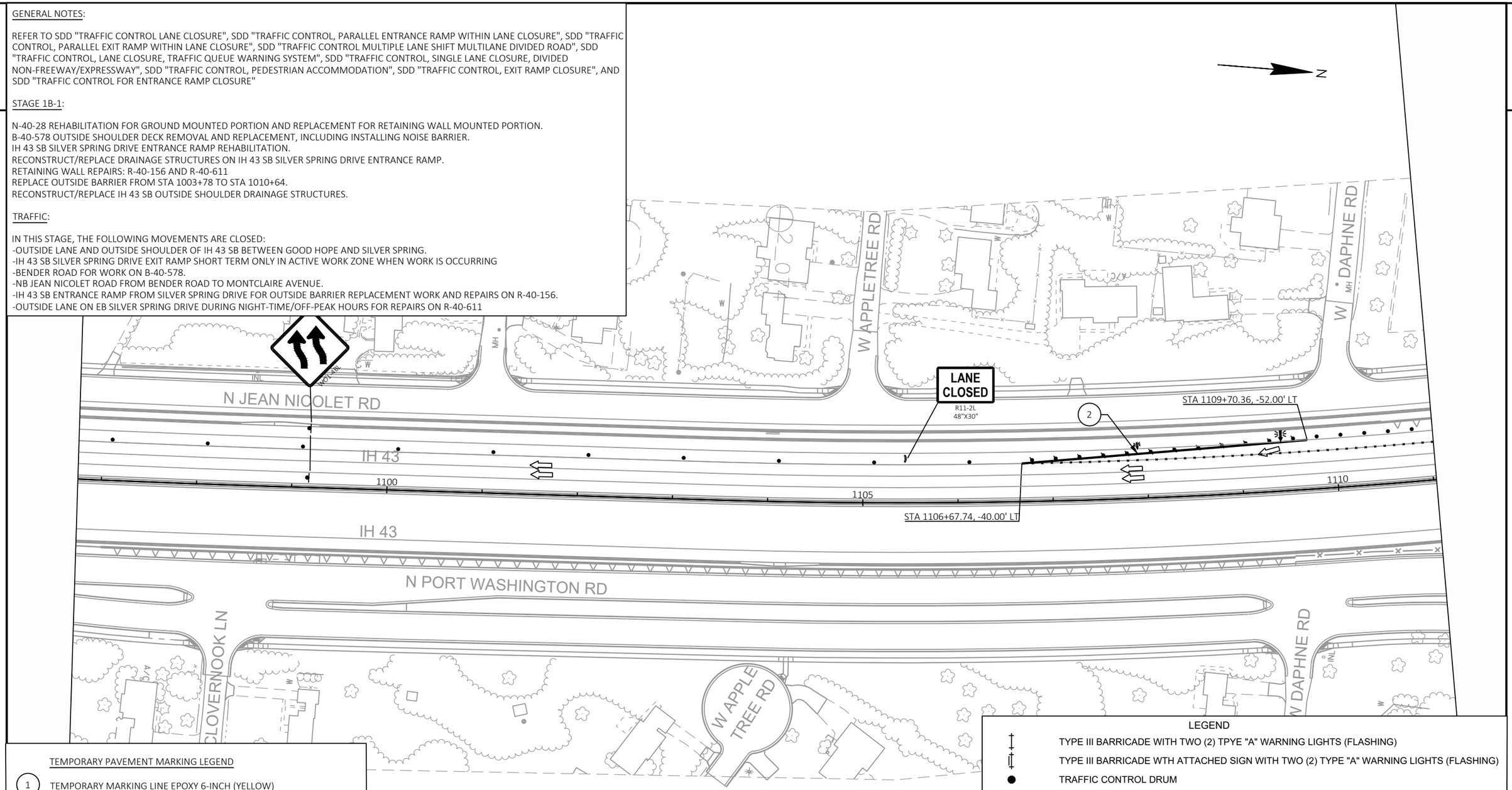
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 125	E

2

GENERAL NOTES:

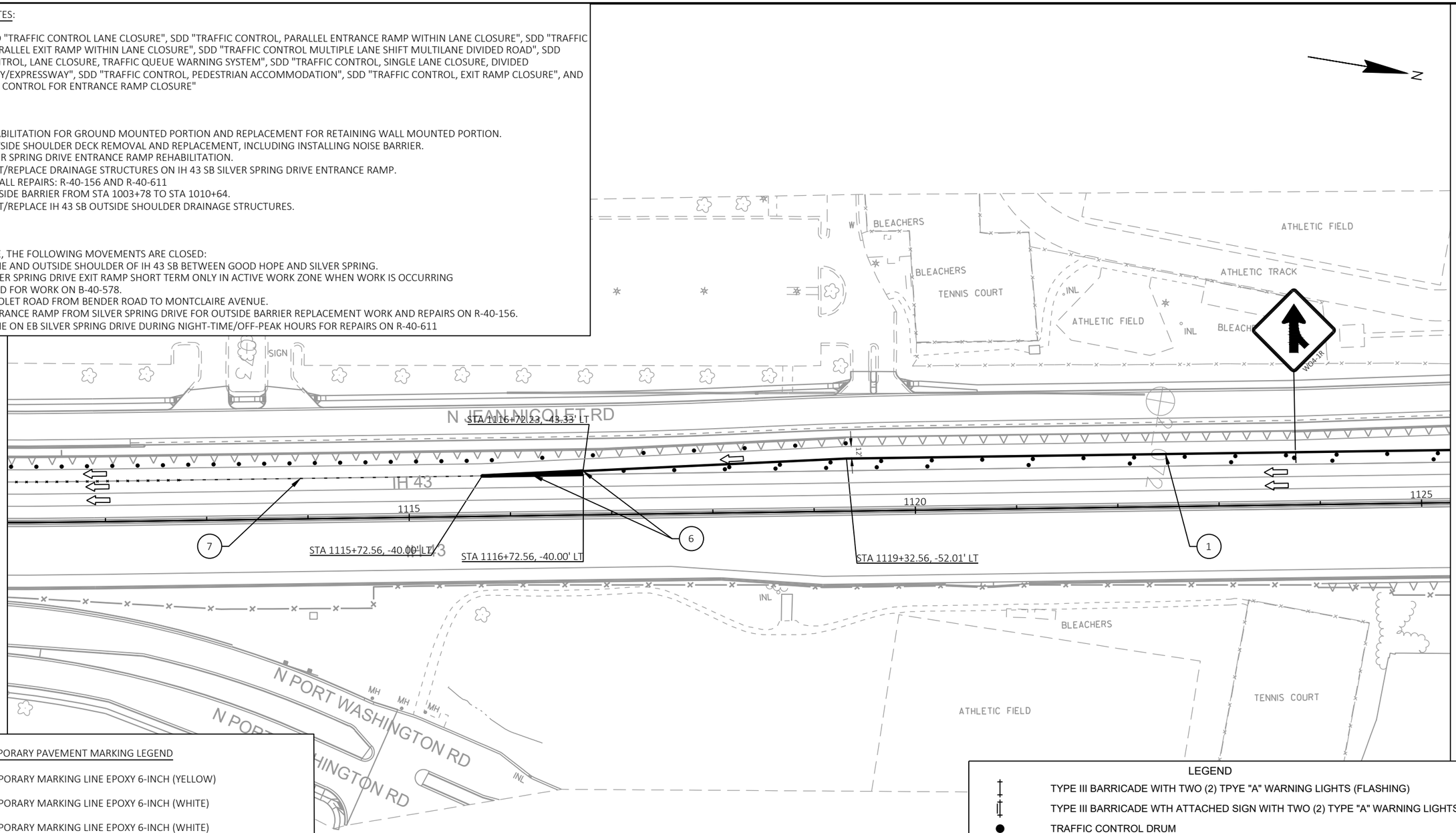
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
6. TEMPORARY MARKING LINE EPOXY 10-INCH (WHITE)
7. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (3' LINE 9' SKIP)

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 126	E

GENERAL NOTES:

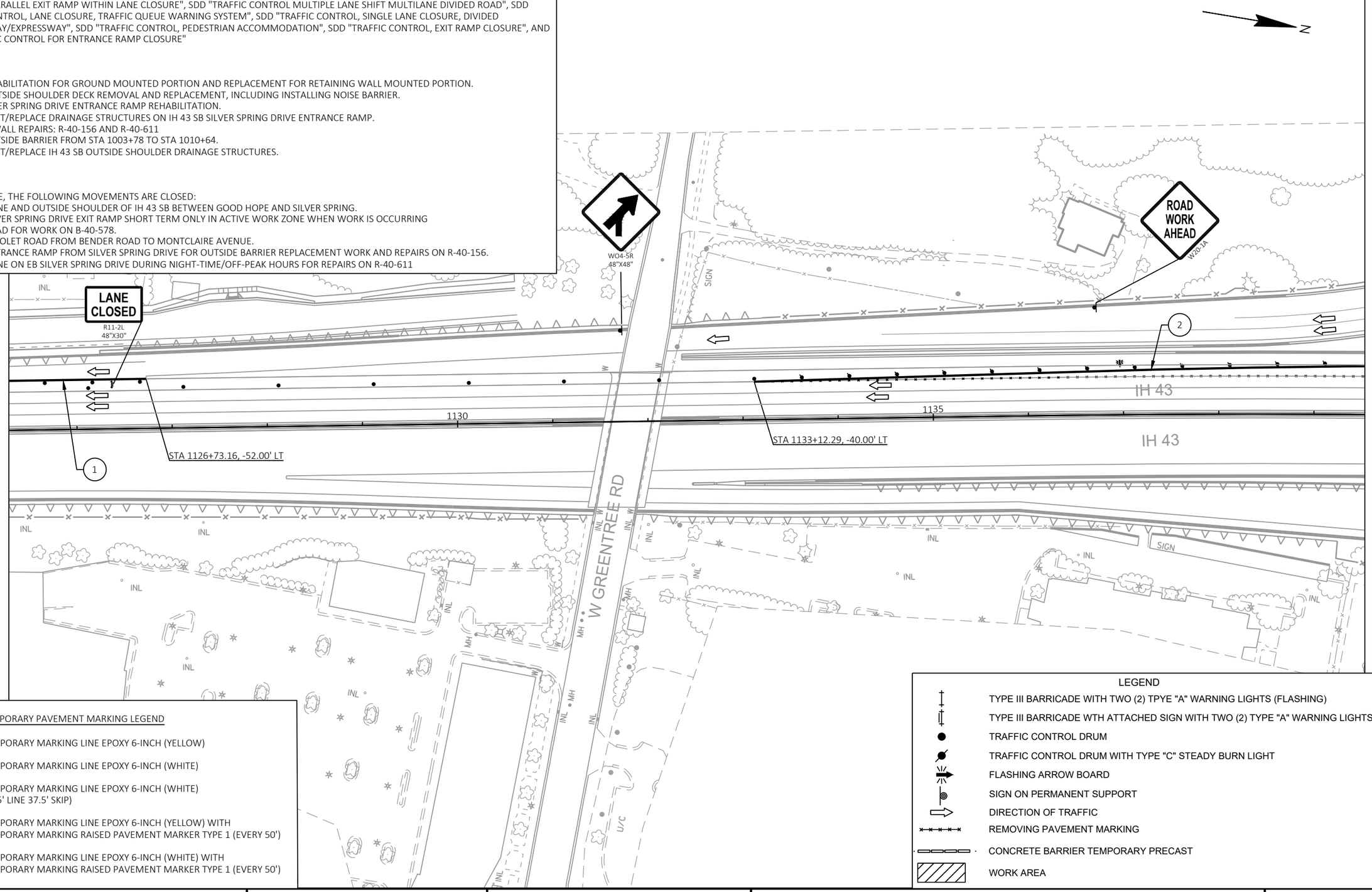
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 127	E

GENERAL NOTES:

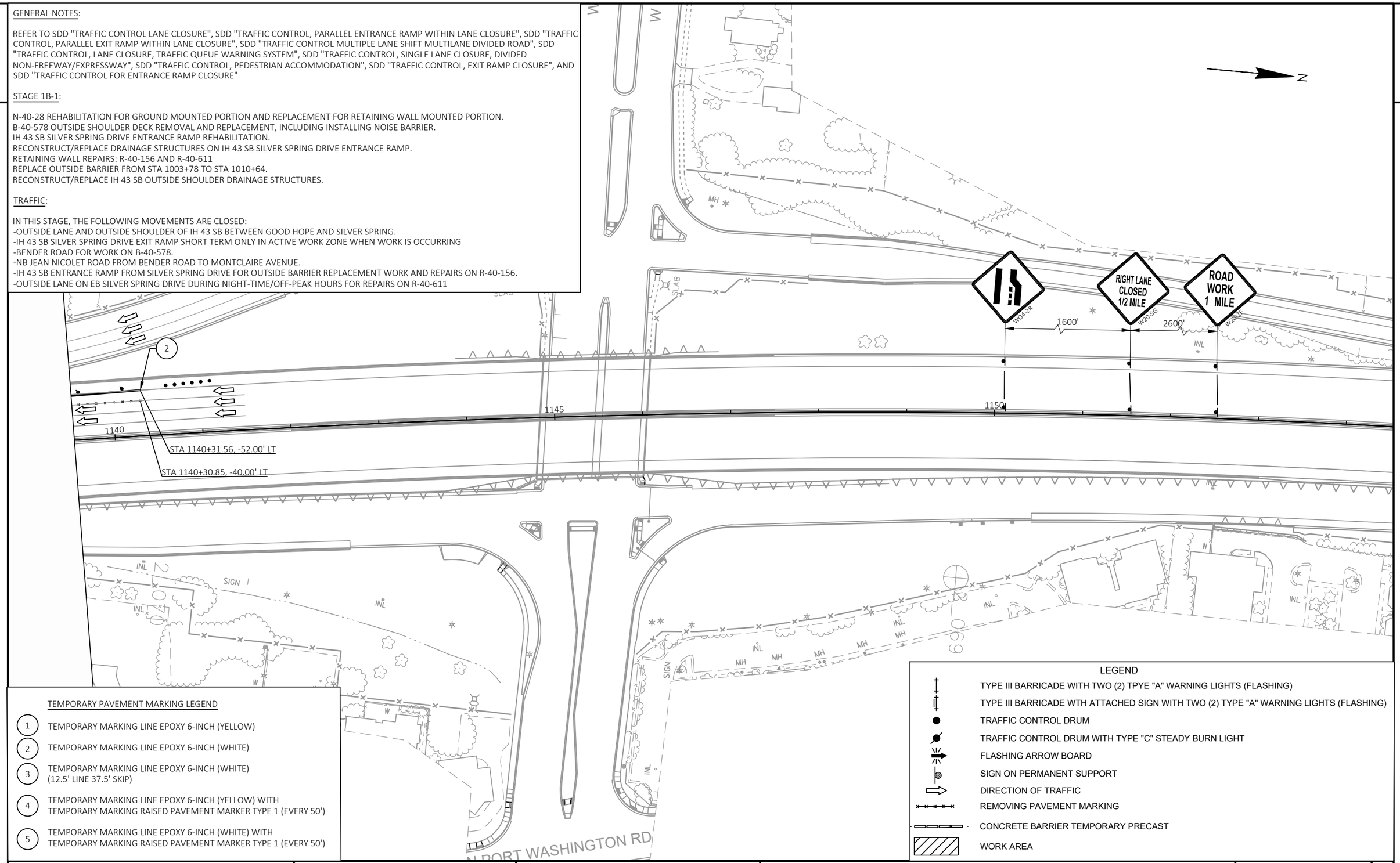
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STAGE 1B-1:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP.
RETAINING WALL REPAIRS: R-40-156 AND R-40-611
REPLACE OUTSIDE BARRIER FROM STA 1003+78 TO STA 1010+64.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE AND SILVER SPRING.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578.
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.
-IH 43 SB ENTRANCE RAMP FROM SILVER SPRING DRIVE FOR OUTSIDE BARRIER REPLACEMENT WORK AND REPAIRS ON R-40-156.
-OUTSIDE LANE ON EB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK HOURS FOR REPAIRS ON R-40-611



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 1 - OUTSIDE BARRIER AND NOISE WALL	SHEET 128	E

GENERAL NOTES:

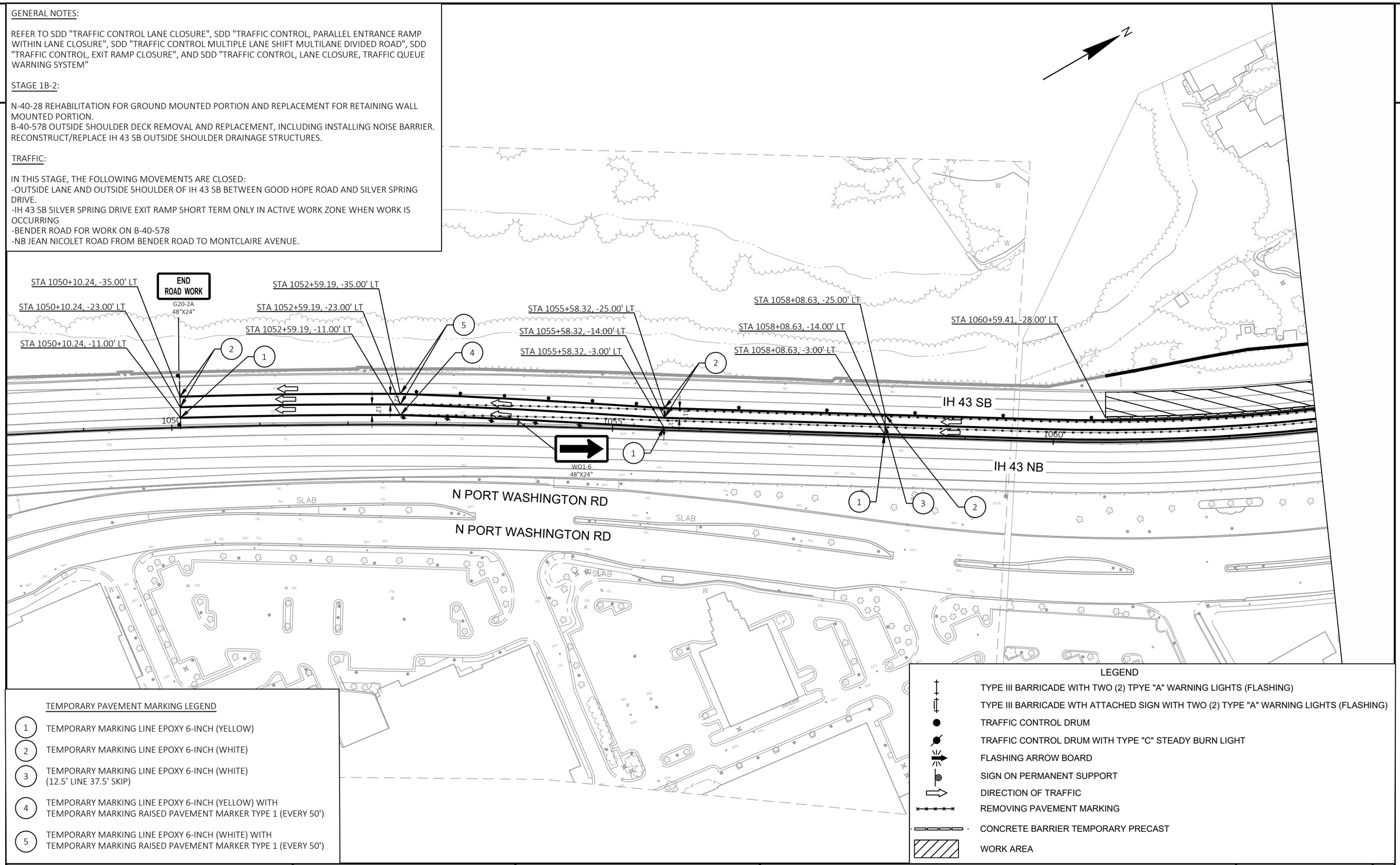
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STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 129	E

2

GENERAL NOTES:

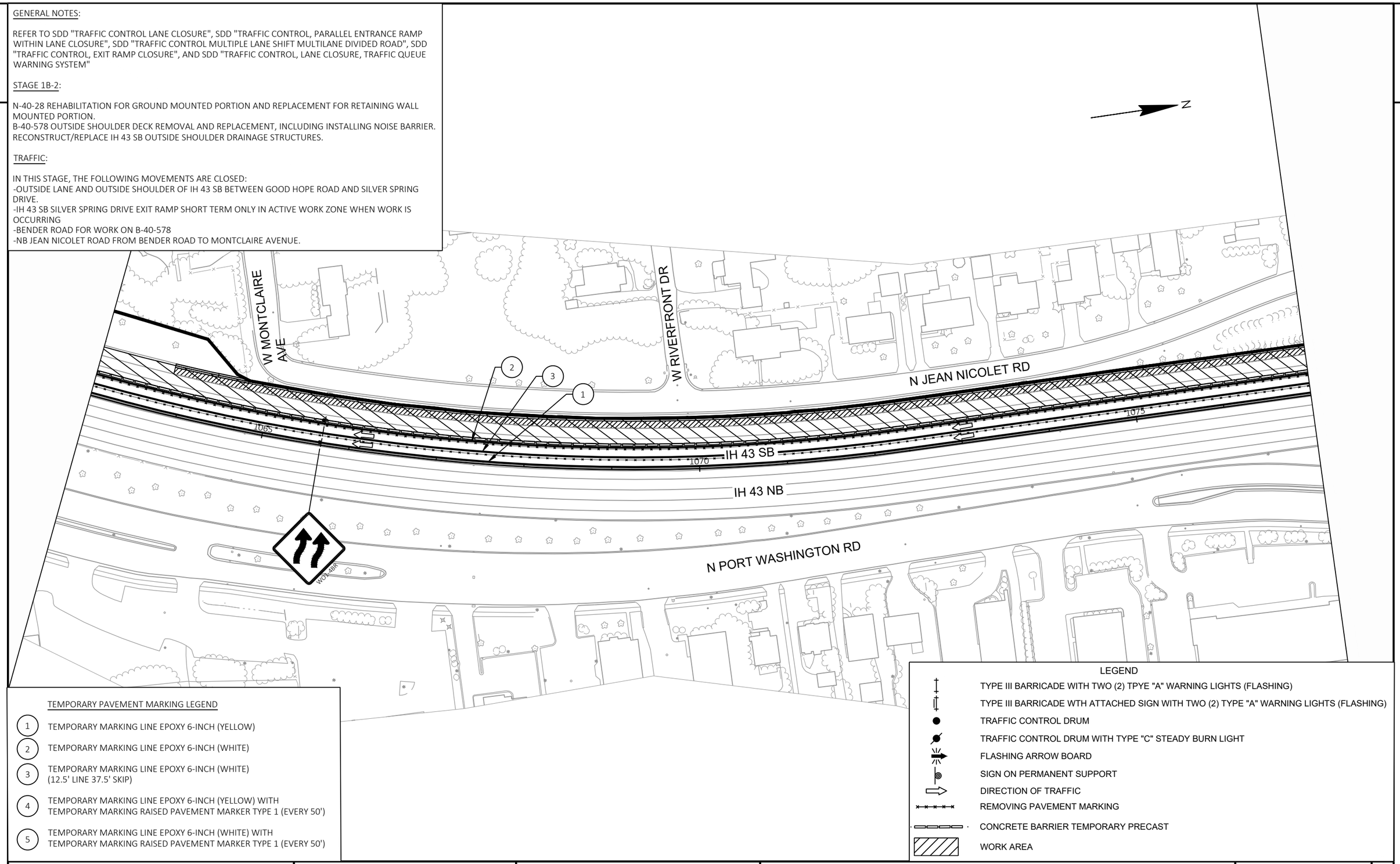
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STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 130	E

GENERAL NOTES:

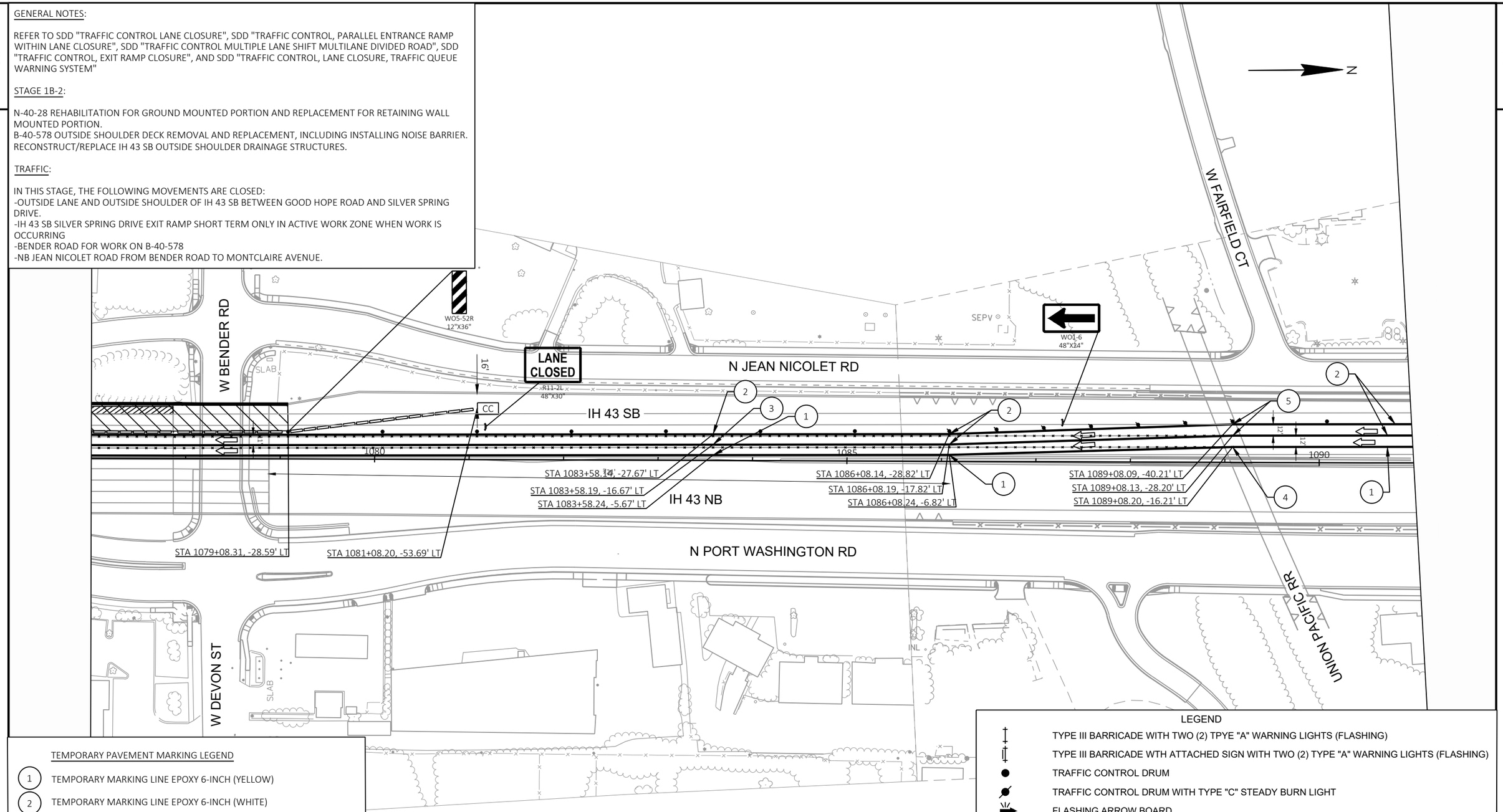
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STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 131	E

2

GENERAL NOTES:

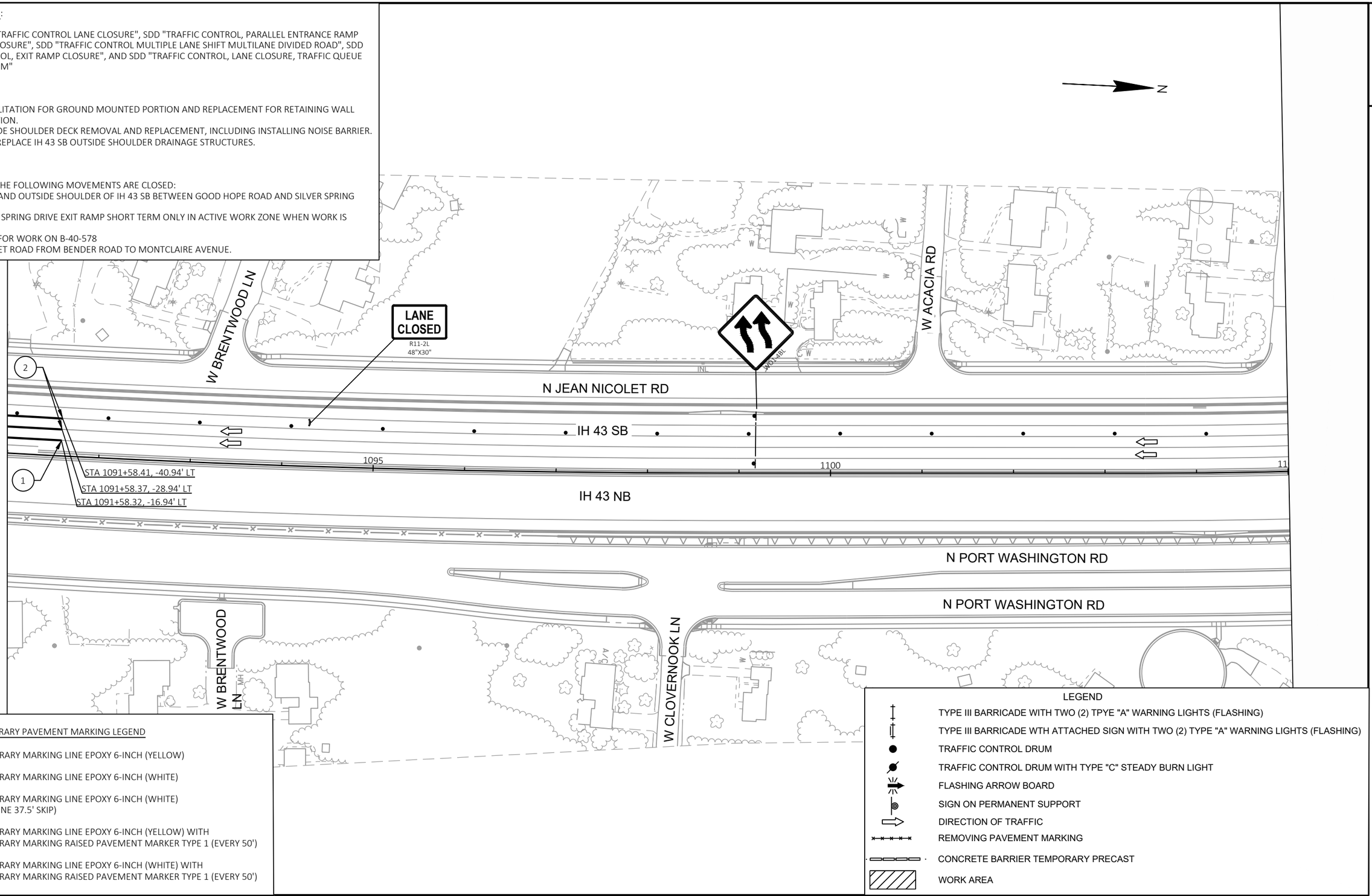
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 132	E

GENERAL NOTES:

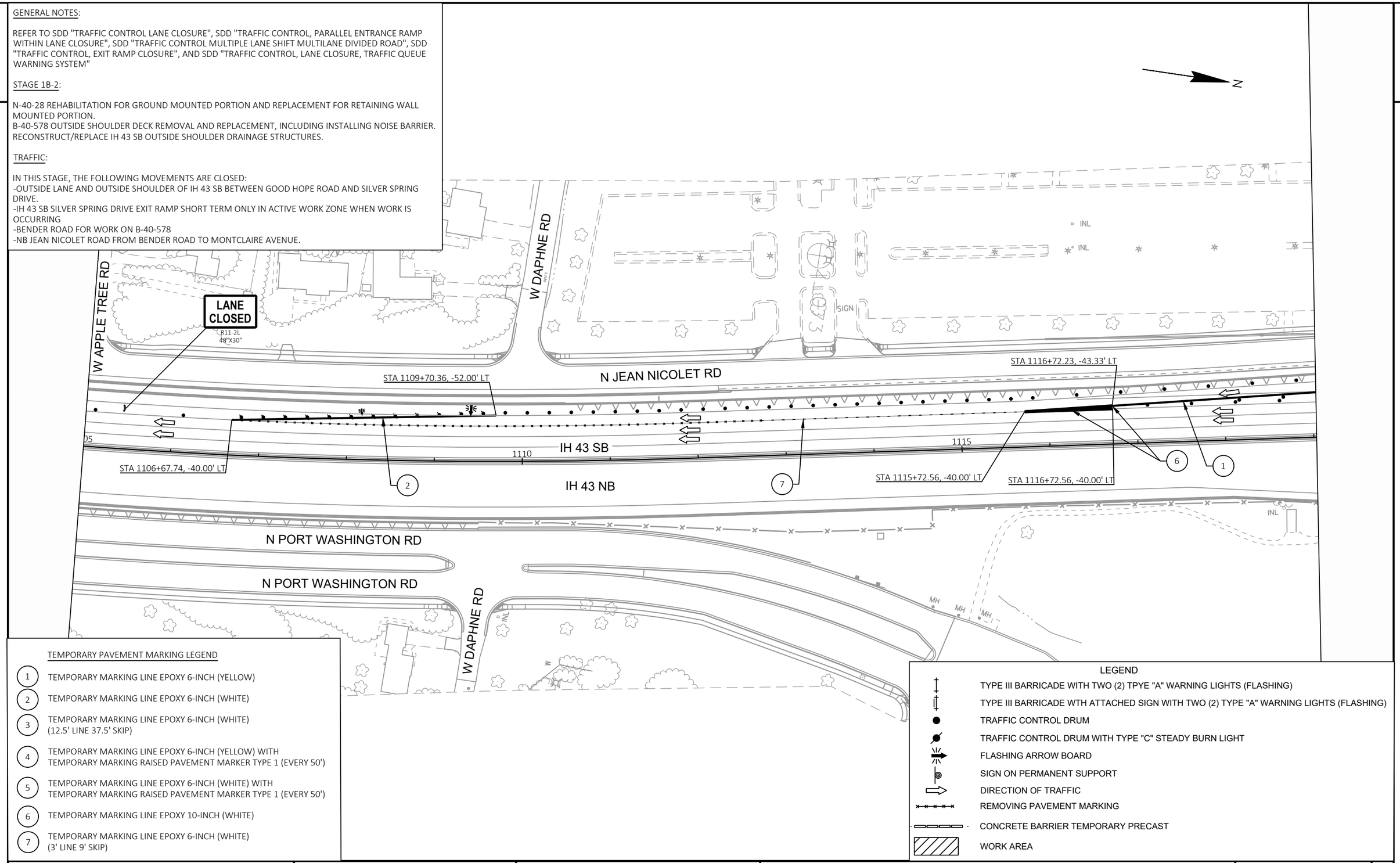
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
6. TEMPORARY MARKING LINE EPOXY 10-INCH (WHITE)
7. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (3' LINE 9' SKIP)

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 133	E

2

GENERAL NOTES:

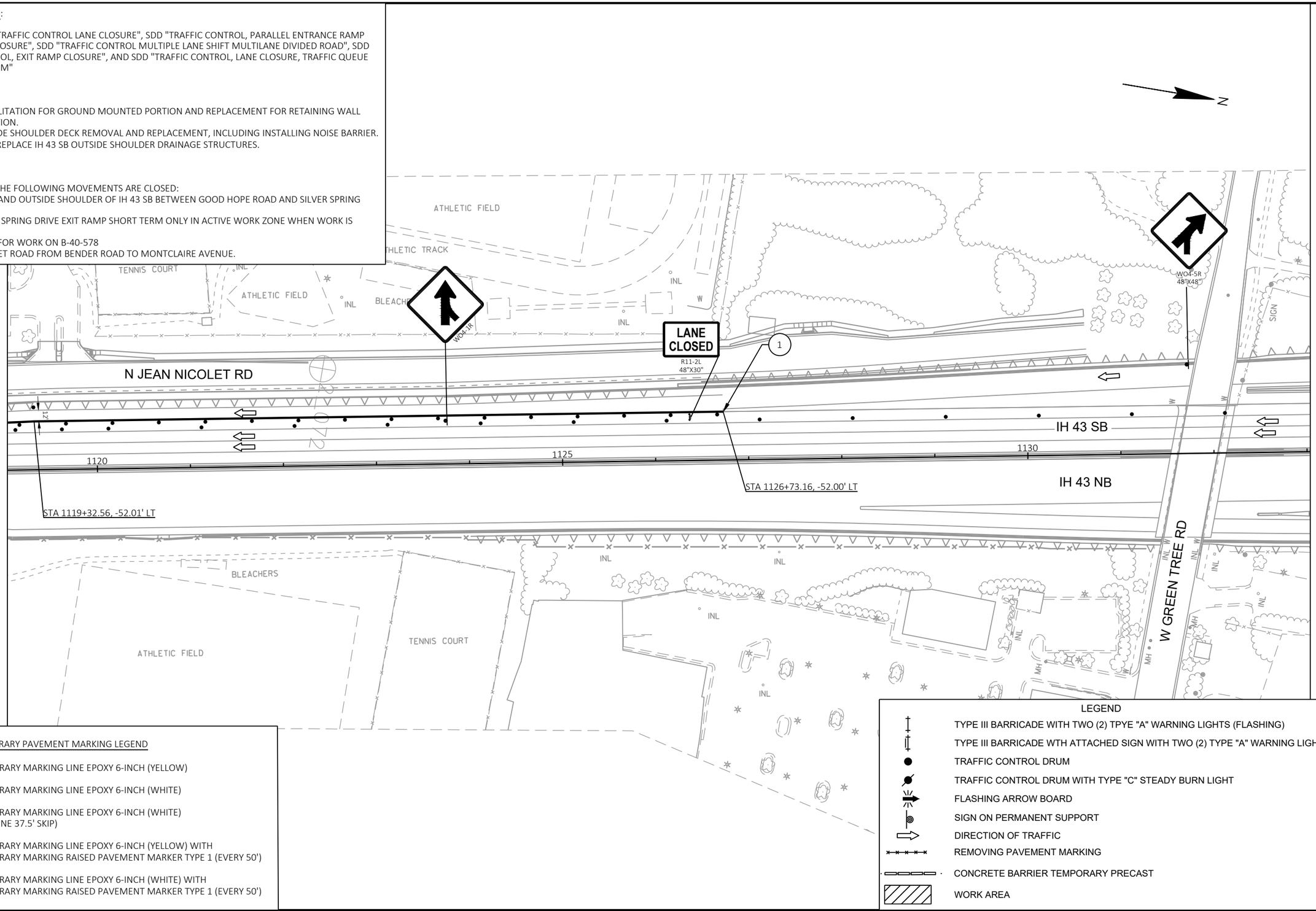
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 134	E

2

GENERAL NOTES:

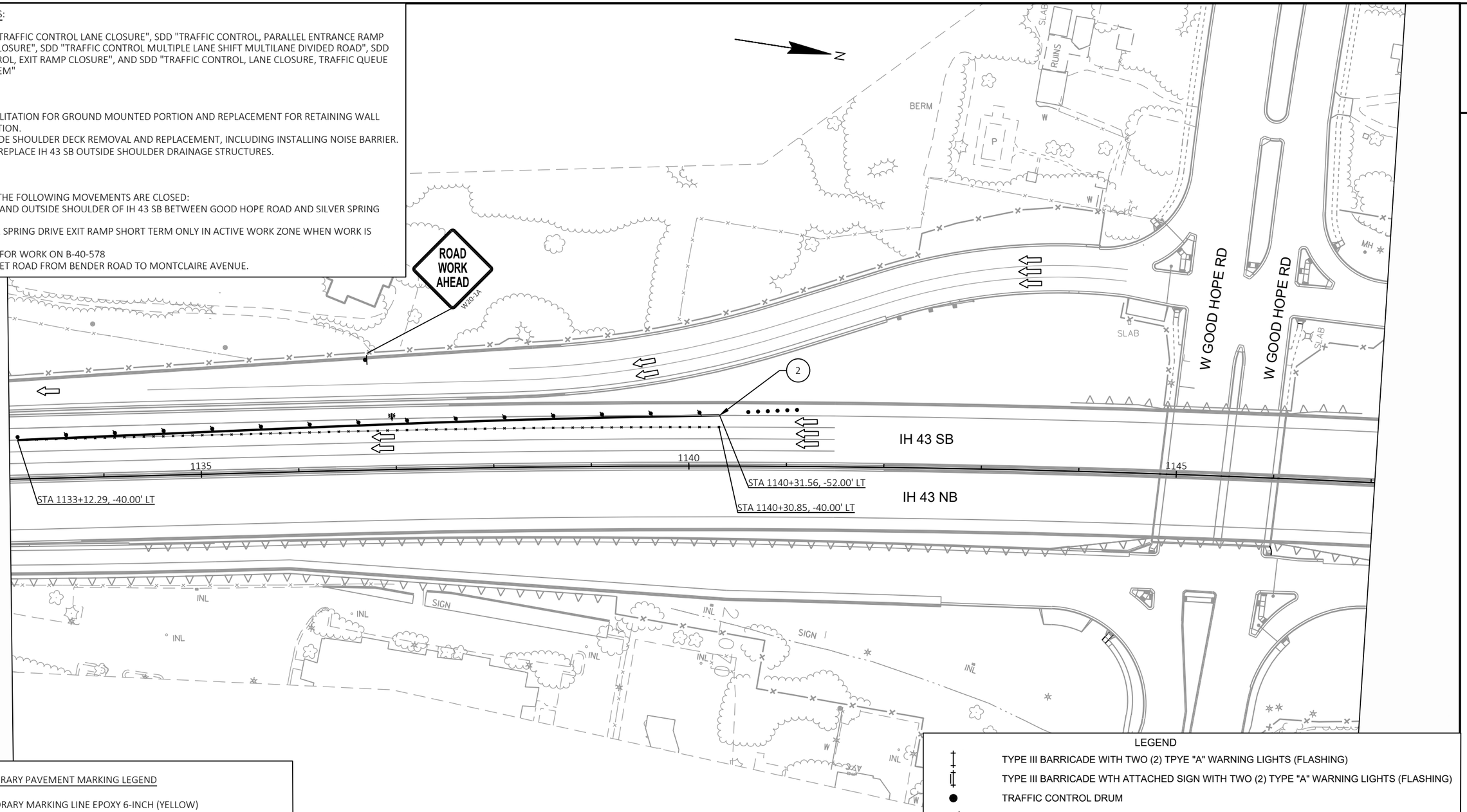
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STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



TEMPORARY PAVEMENT MARKING LEGEND

1. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW)
2. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE)
3. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) (12.5' LINE 37.5' SKIP)
4. TEMPORARY MARKING LINE EPOXY 6-INCH (YELLOW) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')
5. TEMPORARY MARKING LINE EPOXY 6-INCH (WHITE) WITH TEMPORARY MARKING RAISED PAVEMENT MARKER TYPE 1 (EVERY 50')

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 135	E

2

GENERAL NOTES:

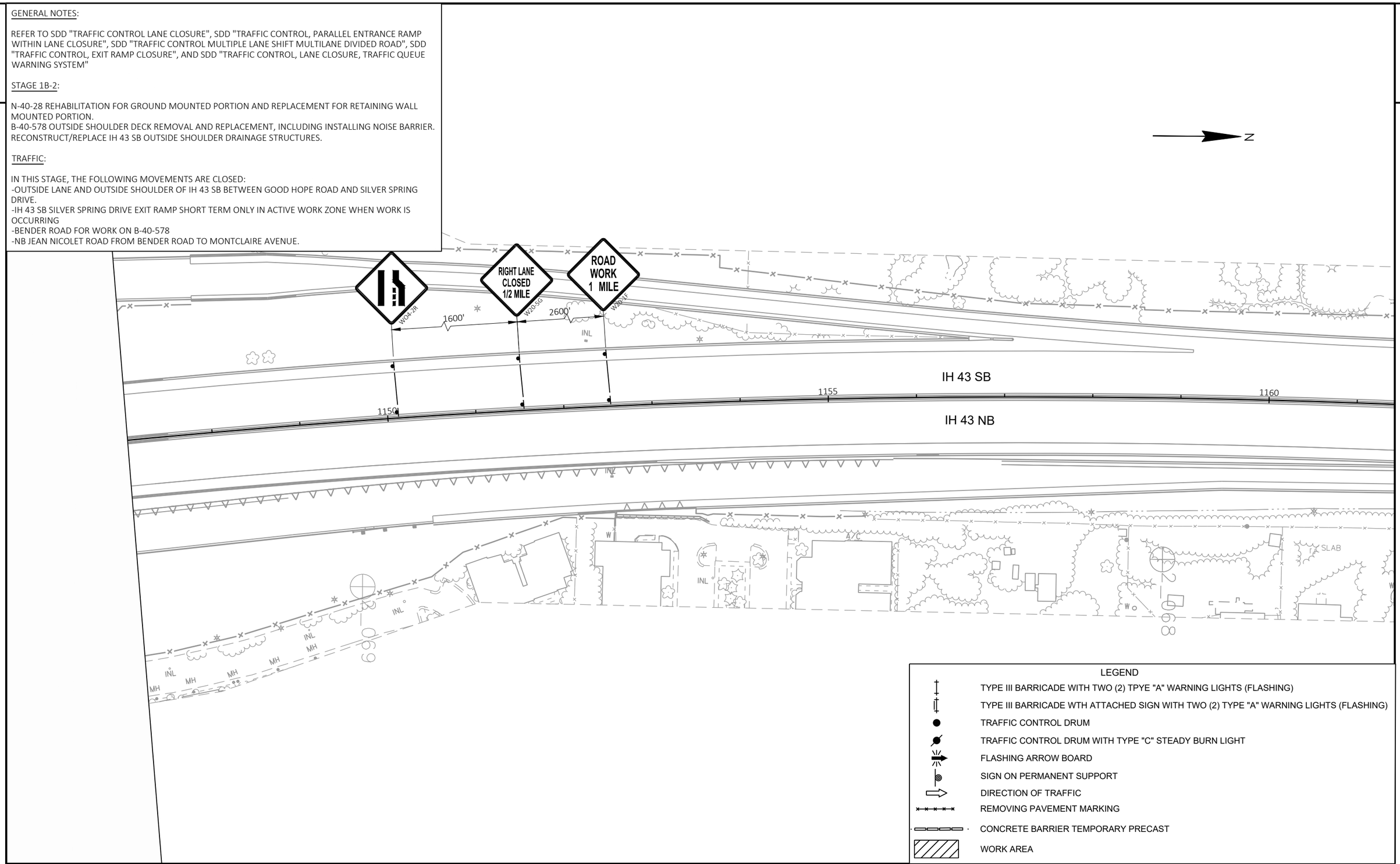
REFER TO SDD "TRAFFIC CONTROL LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL, LANE CLOSURE, TRAFFIC QUEUE WARNING SYSTEM"

STAGE 1B-2:

N-40-28 REHABILITATION FOR GROUND MOUNTED PORTION AND REPLACEMENT FOR RETAINING WALL MOUNTED PORTION.
B-40-578 OUTSIDE SHOULDER DECK REMOVAL AND REPLACEMENT, INCLUDING INSTALLING NOISE BARRIER.
RECONSTRUCT/REPLACE IH 43 SB OUTSIDE SHOULDER DRAINAGE STRUCTURES.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE LANE AND OUTSIDE SHOULDER OF IH 43 SB BETWEEN GOOD HOPE ROAD AND SILVER SPRING DRIVE.
-IH 43 SB SILVER SPRING DRIVE EXIT RAMP SHORT TERM ONLY IN ACTIVE WORK ZONE WHEN WORK IS OCCURRING
-BENDER ROAD FOR WORK ON B-40-578
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - 2 - NOISE WALL	SHEET 136	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 1B - 2 - NOISE WALL.DWG
LAYOUT NAME - 025027_tc
PLOT DATE : 10/31/2024 12:09 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

ROAD WORK AHEAD W20-1A

PLACE ON WEST LEG OF APPLE BLOSSOM LN

ROAD CLOSED AHEAD W20-3A

PLACE ON EB MONTCLAIRE AVE JUST AFTER APPLE BLOSSOM LN

N

MONTCLAIRE AVE

PARK RD

RIVER FRONT DR

BENDER RD

JEAN NICOLET RD

IH 43 SB

IH 43 NB

PORT WASHINGTON RD

1065

1070

1075

350'

50'

12'

ROAD CLOSED
R11-2
48"X30"

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-1R
36"X12"

R3-2
24"X24"

ONE WAY
R6-2L
24"X30"

ONE WAY
R6-2R
24"X30"

LANE CLOSED
R11-2L
48"X30"

NO PARKING ANY TIME
R7-1D
18"X24"

ONE WAY
R6-1R
36"X12"

R3-2
24"X24"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

NO PARKING ANY TIME
R7-1D
18"X24"

ONE WAY
R6-2R
24"X30"

LANE CLOSED
R11-2L
48"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

ONE WAY
R6-2R
24"X30"

NO PARKING ANY TIME
R7-1D
18"X24"

ONE WAY
R6-2R
24"X30"

ROAD CLOSED TO THRU TRAFFIC
R11-4
60"X30"

ROAD WORK AHEAD W20-1A

ROAD CLOSED AHEAD W20-3A

ROAD WORK AHEAD W20-1A

GENERAL NOTES:

REFER TO SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES", SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES", AND SDD "TRAFFIC CONTROL ONE-WAY SIGNING"

STAGE 1B:

REPAIR AND REPLACE NOISE WALL.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-NB JEAN NICOLET ROAD FROM BENDER ROAD TO MONTCLAIRE AVENUE

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 1B - JEAN NICOLET ROAD	SHEET 137	E

2

GENERAL NOTES:

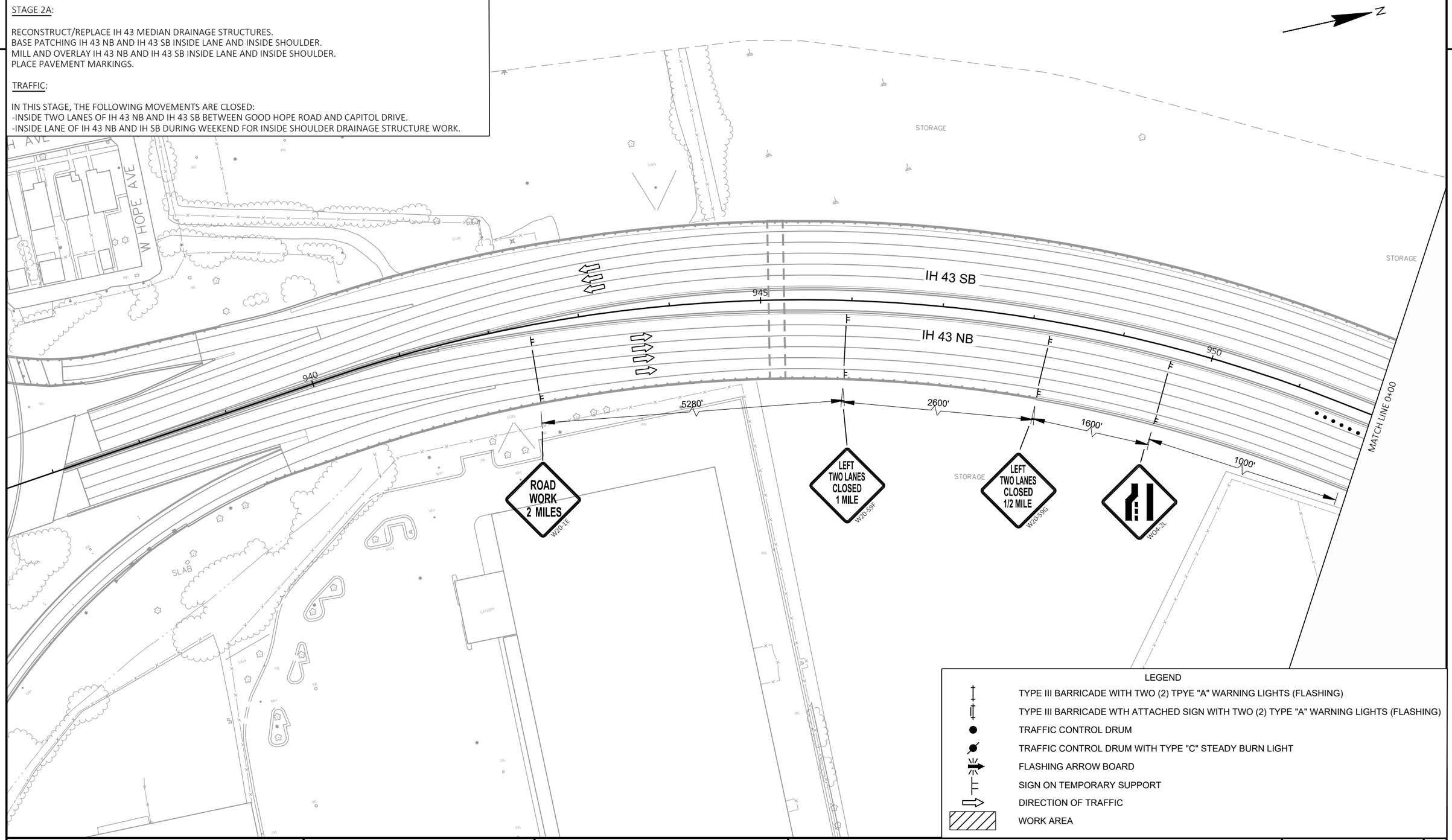
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 138	E

2

GENERAL NOTES:

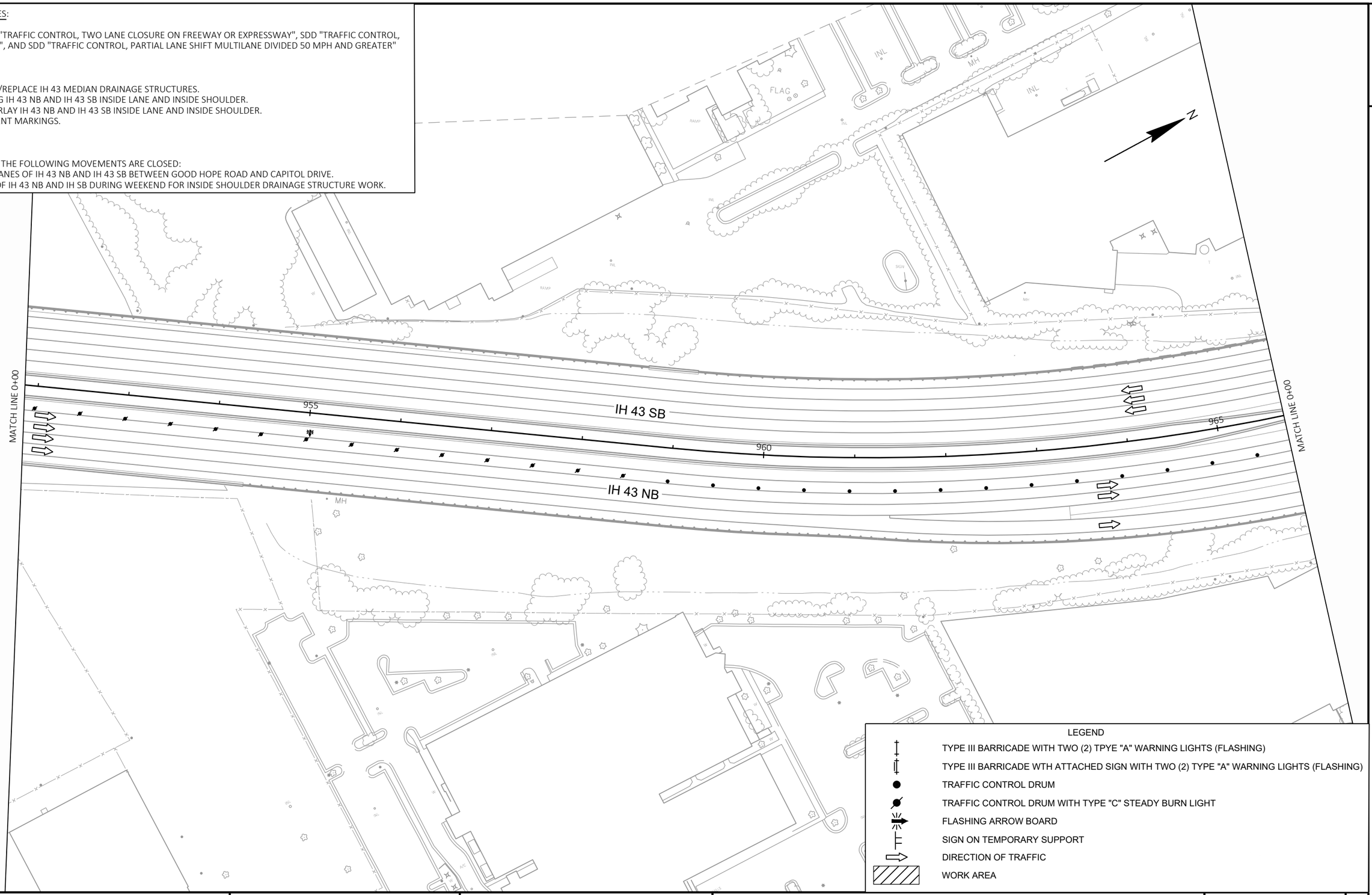
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 139	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025030_tc
PLOT DATE : 10/31/2024 3:44 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES:

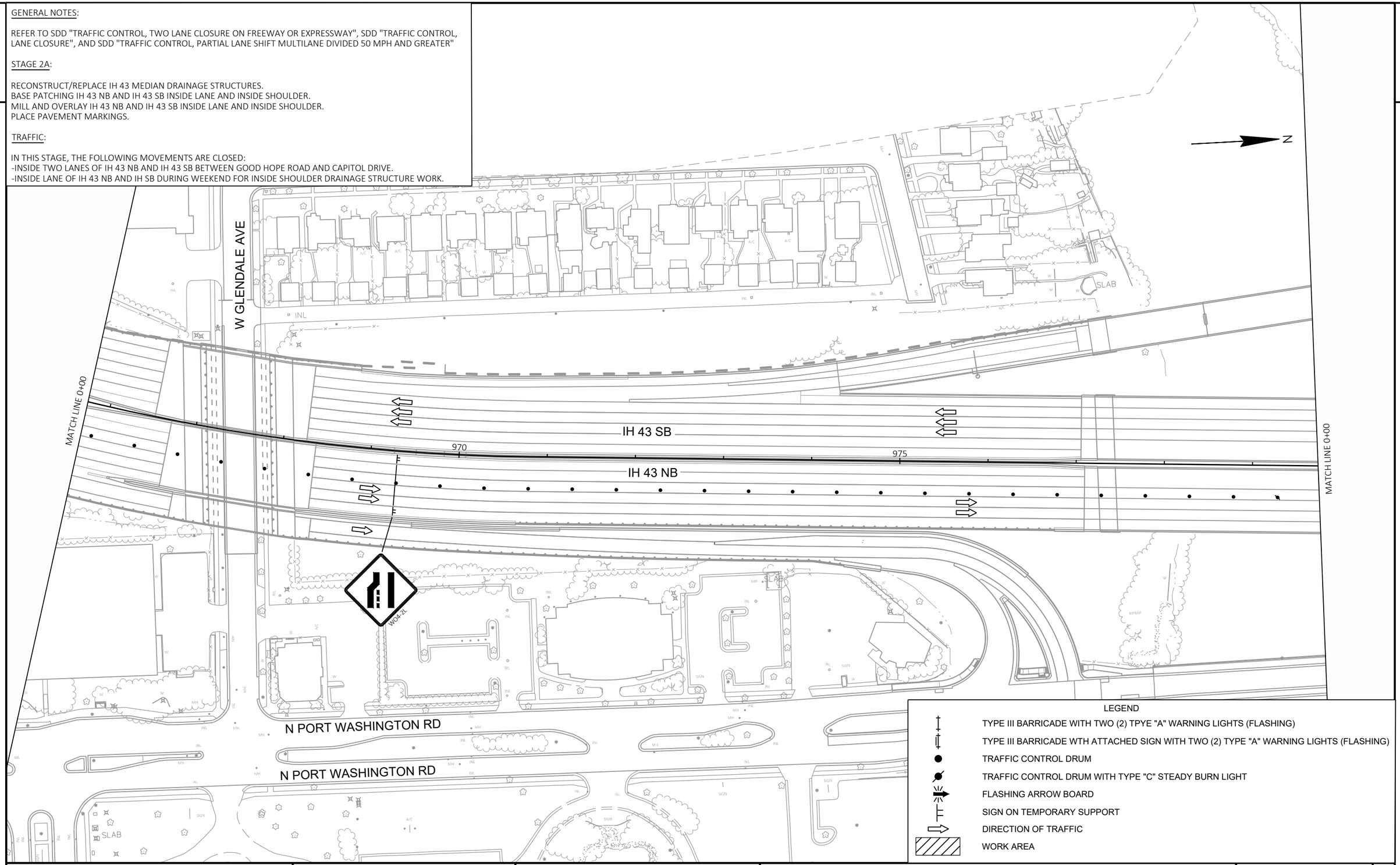
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 140	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025031_tc
PLOT DATE : 10/31/2024 3:45 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES:

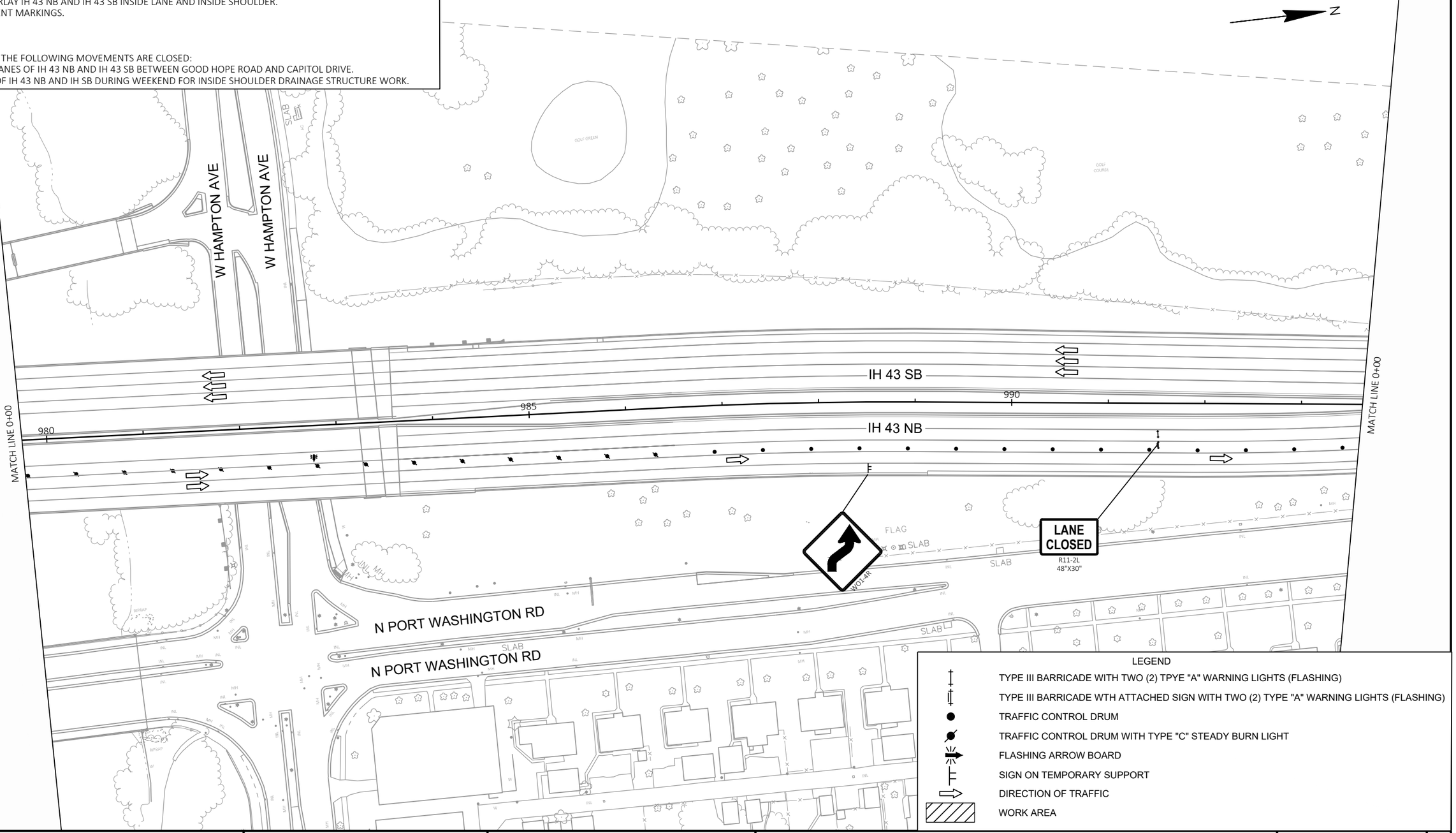
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 141	E

GENERAL NOTES:

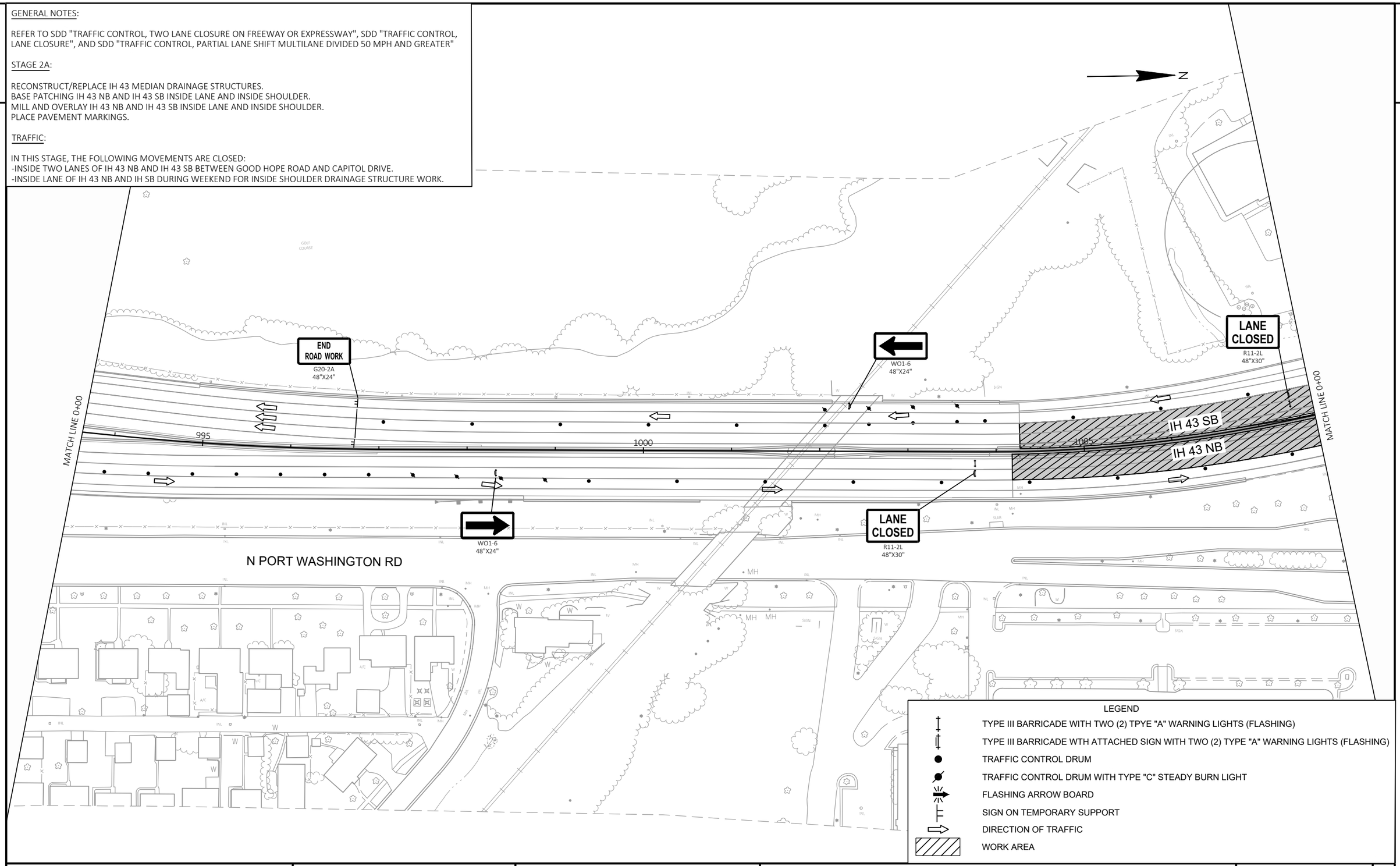
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STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 142	E

2

GENERAL NOTES:

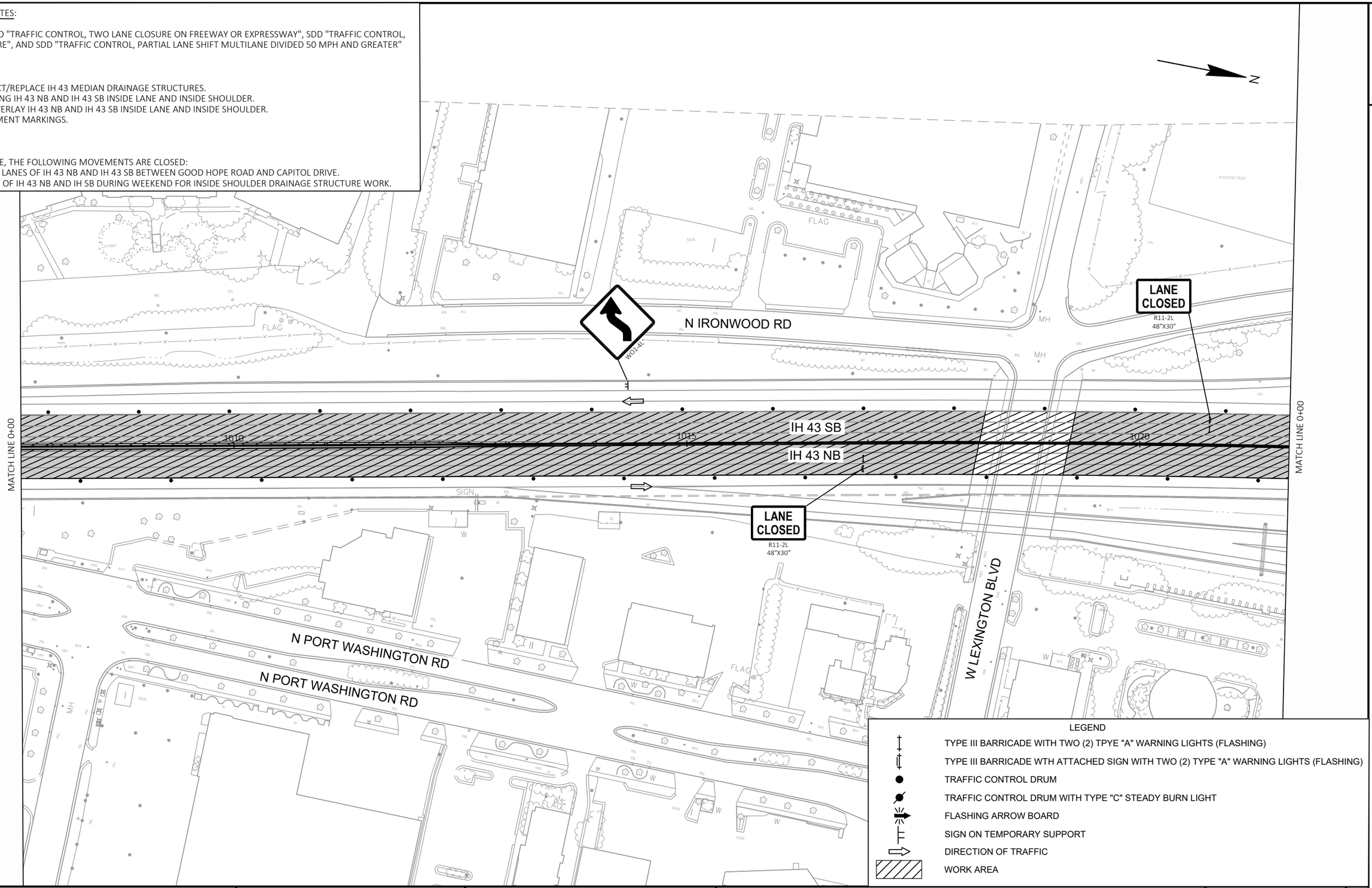
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 143	E

2

GENERAL NOTES:

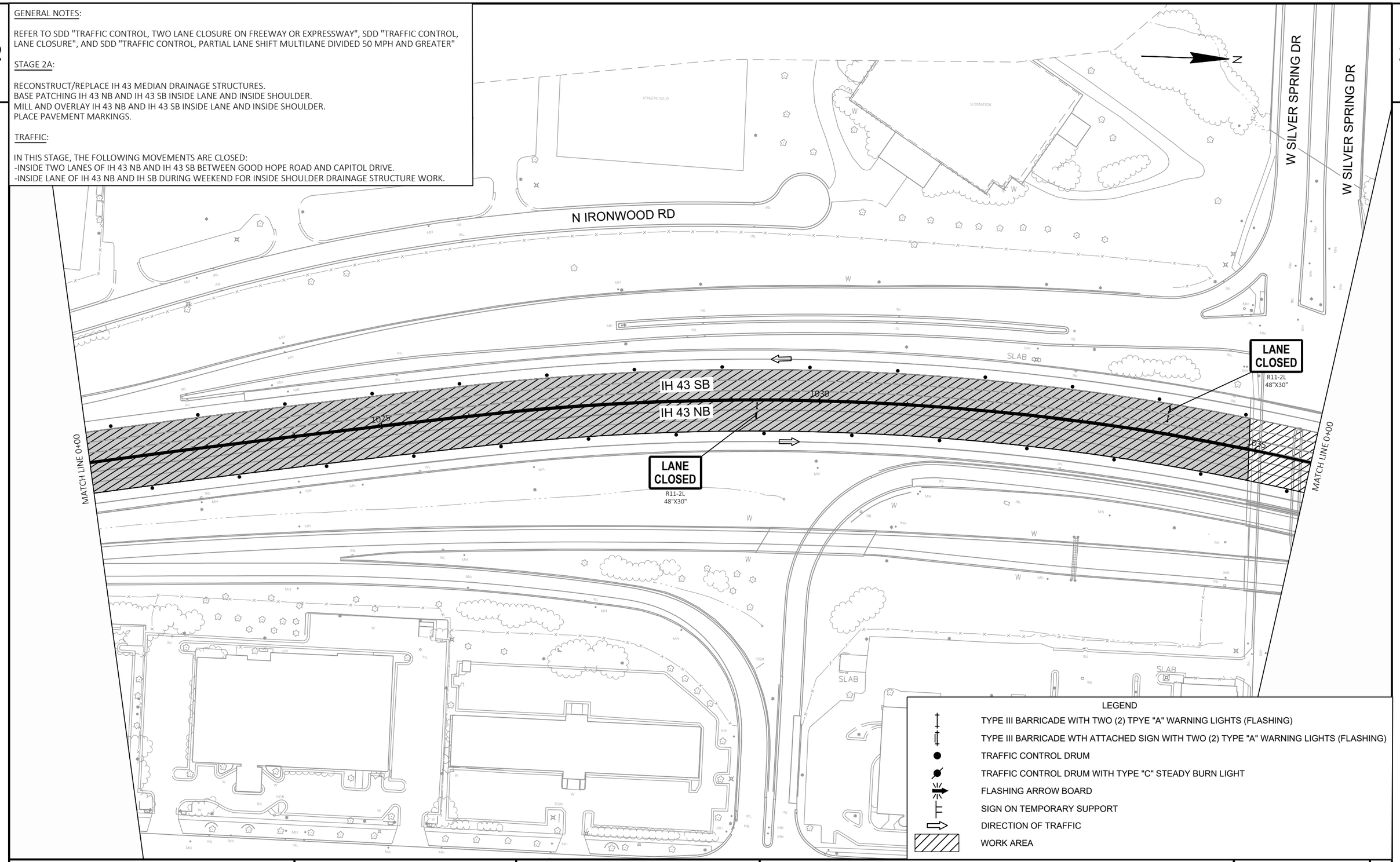
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 144	E

2

GENERAL NOTES:

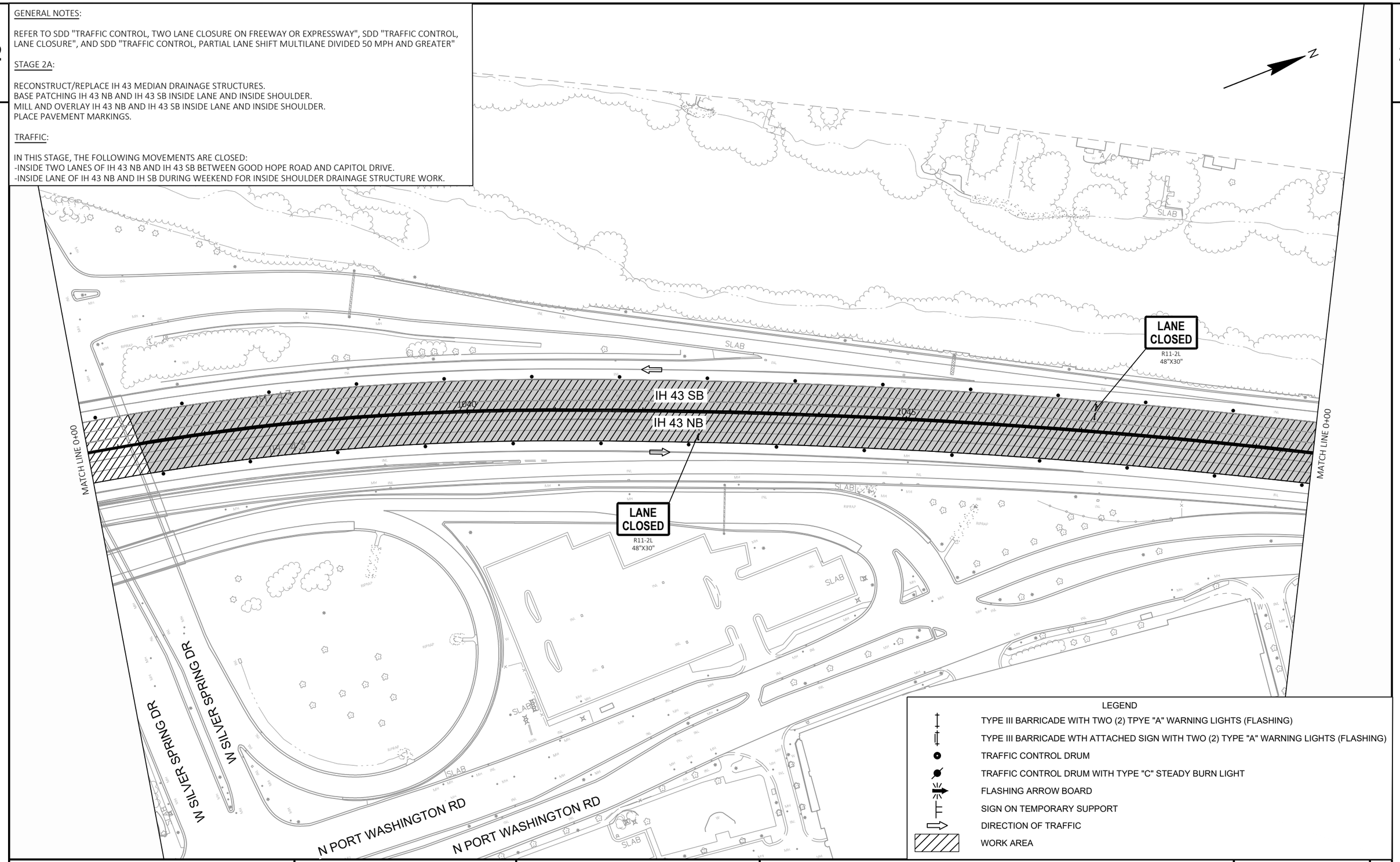
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STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 145	E

GENERAL NOTES:

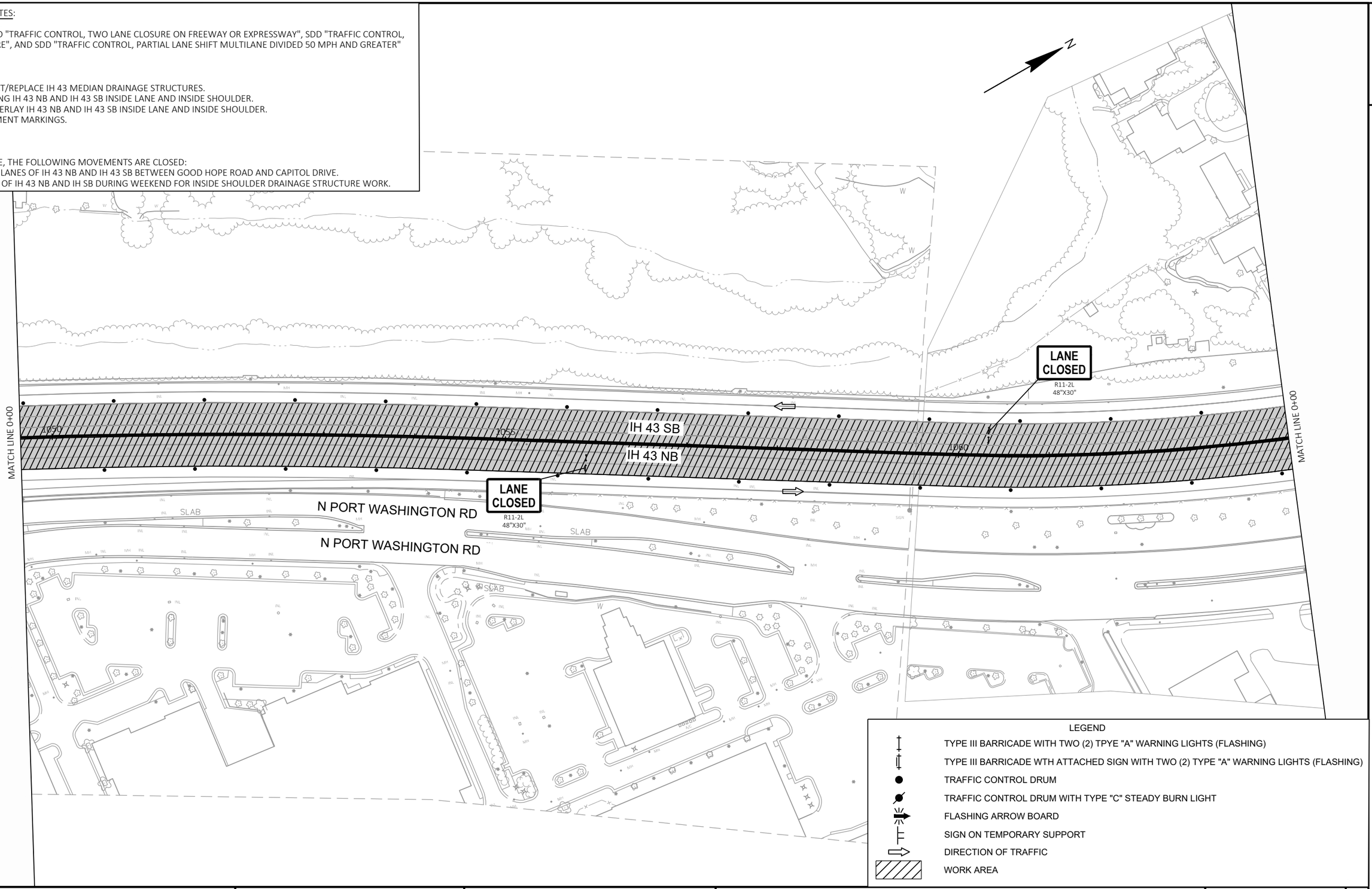
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STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 146	E

2

GENERAL NOTES:

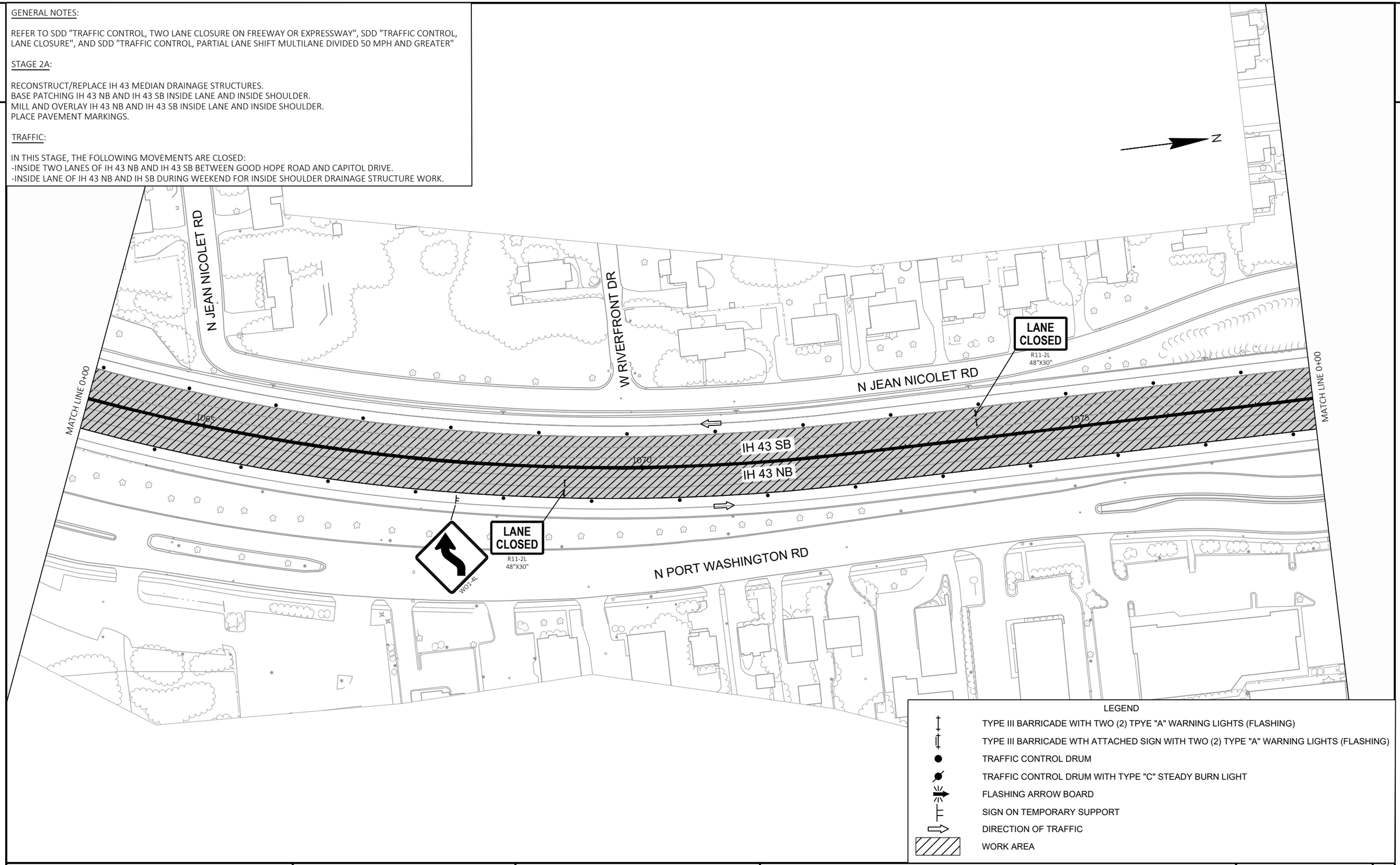
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STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 147	E

2

GENERAL NOTES:

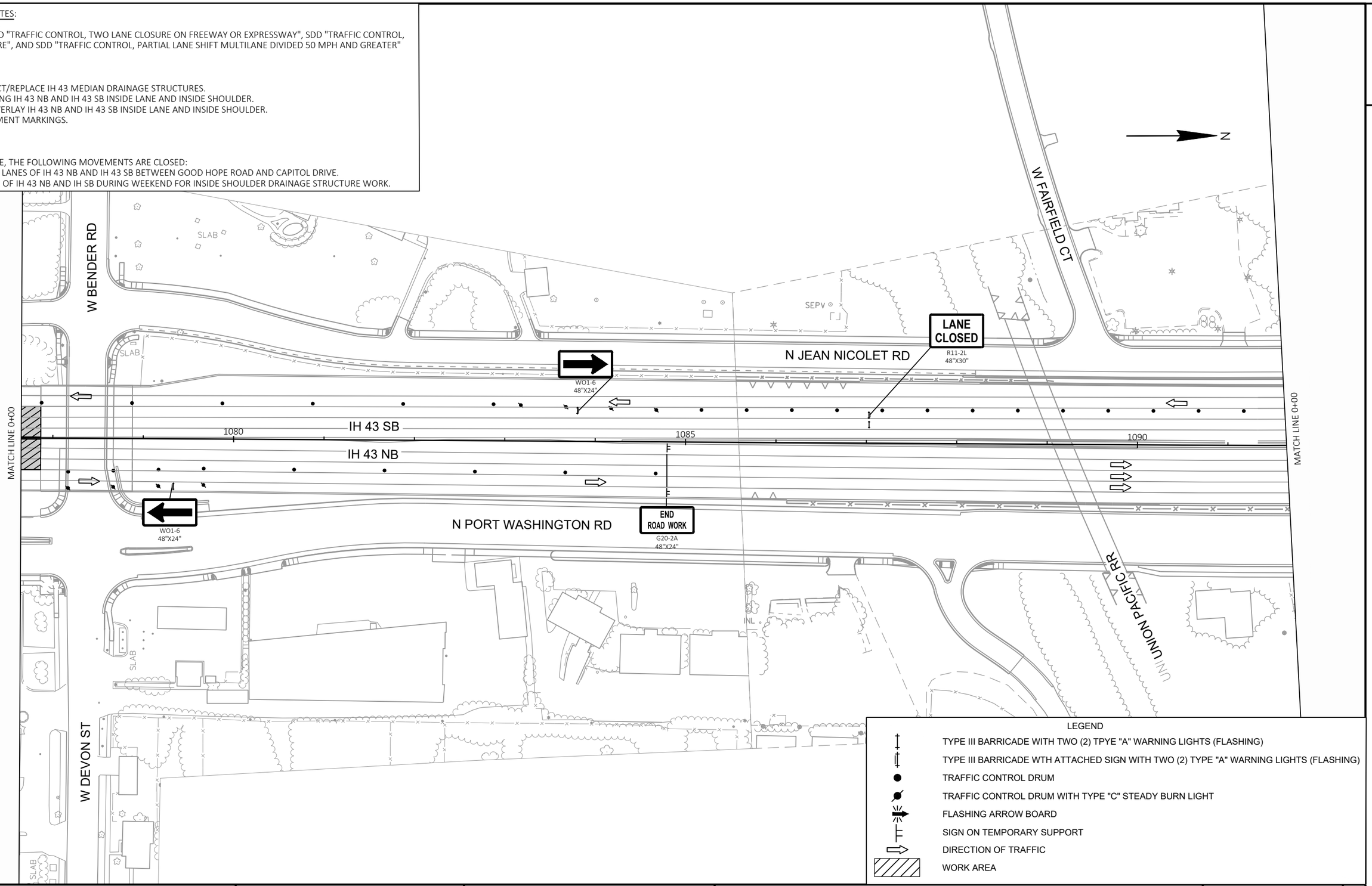
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STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 148	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025039_tc
PLOT DATE : 10/31/2024 3:48 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

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GENERAL NOTES:

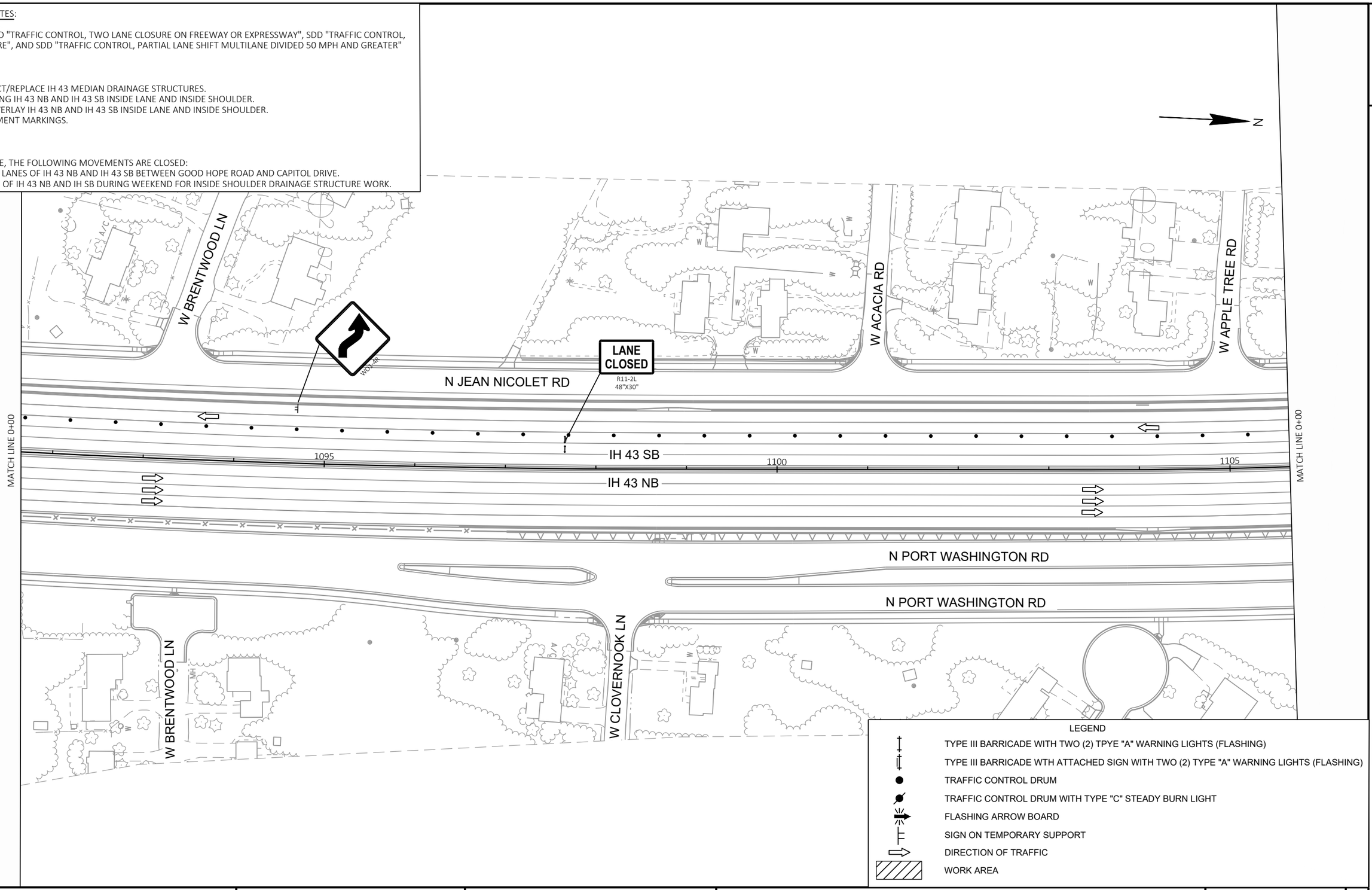
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STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 149	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025040_tc
PLOT DATE : 10/31/2024 3:48 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

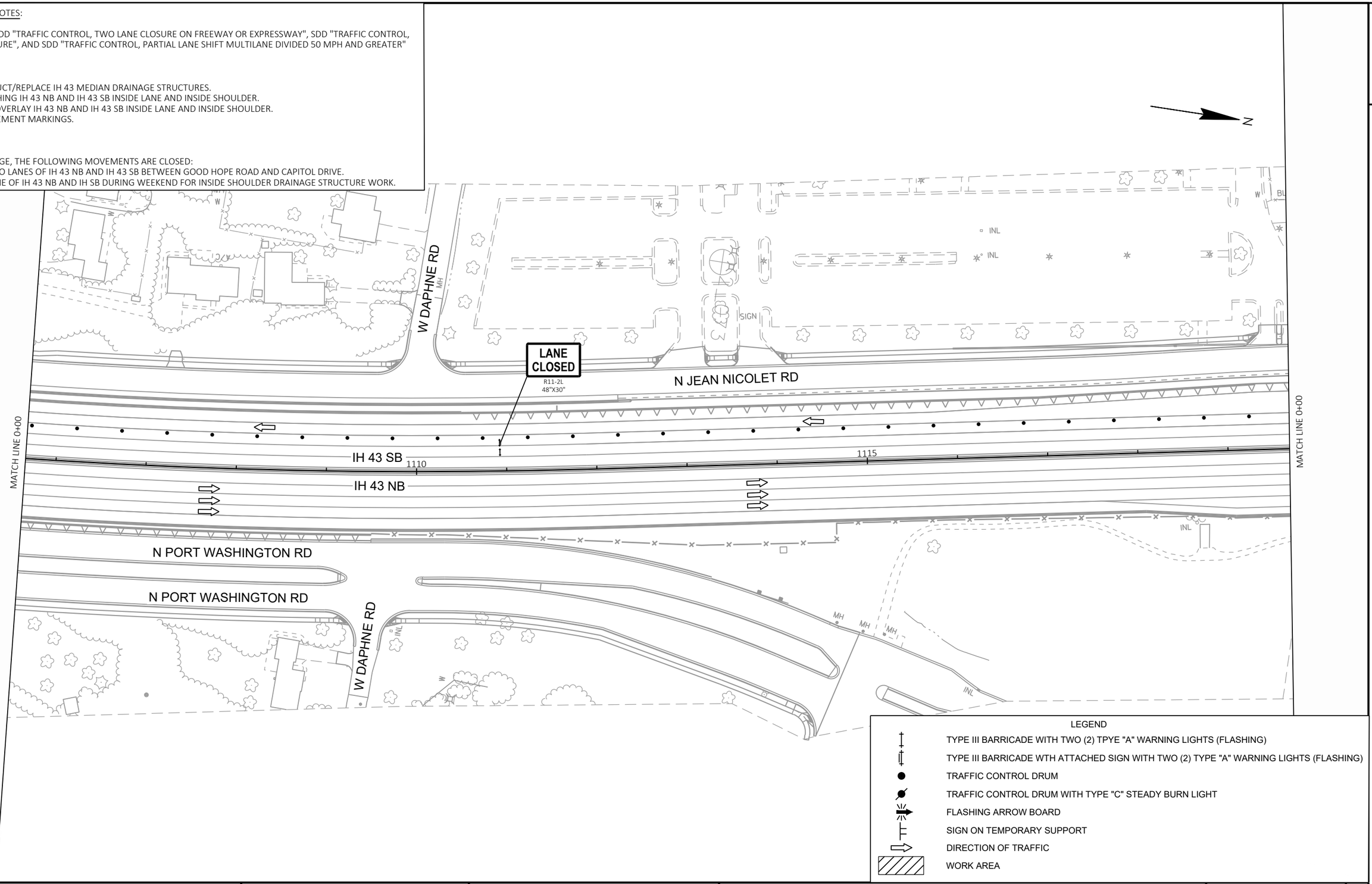
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 150	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025041_tc
PLOT DATE : 10/31/2024 3:48 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

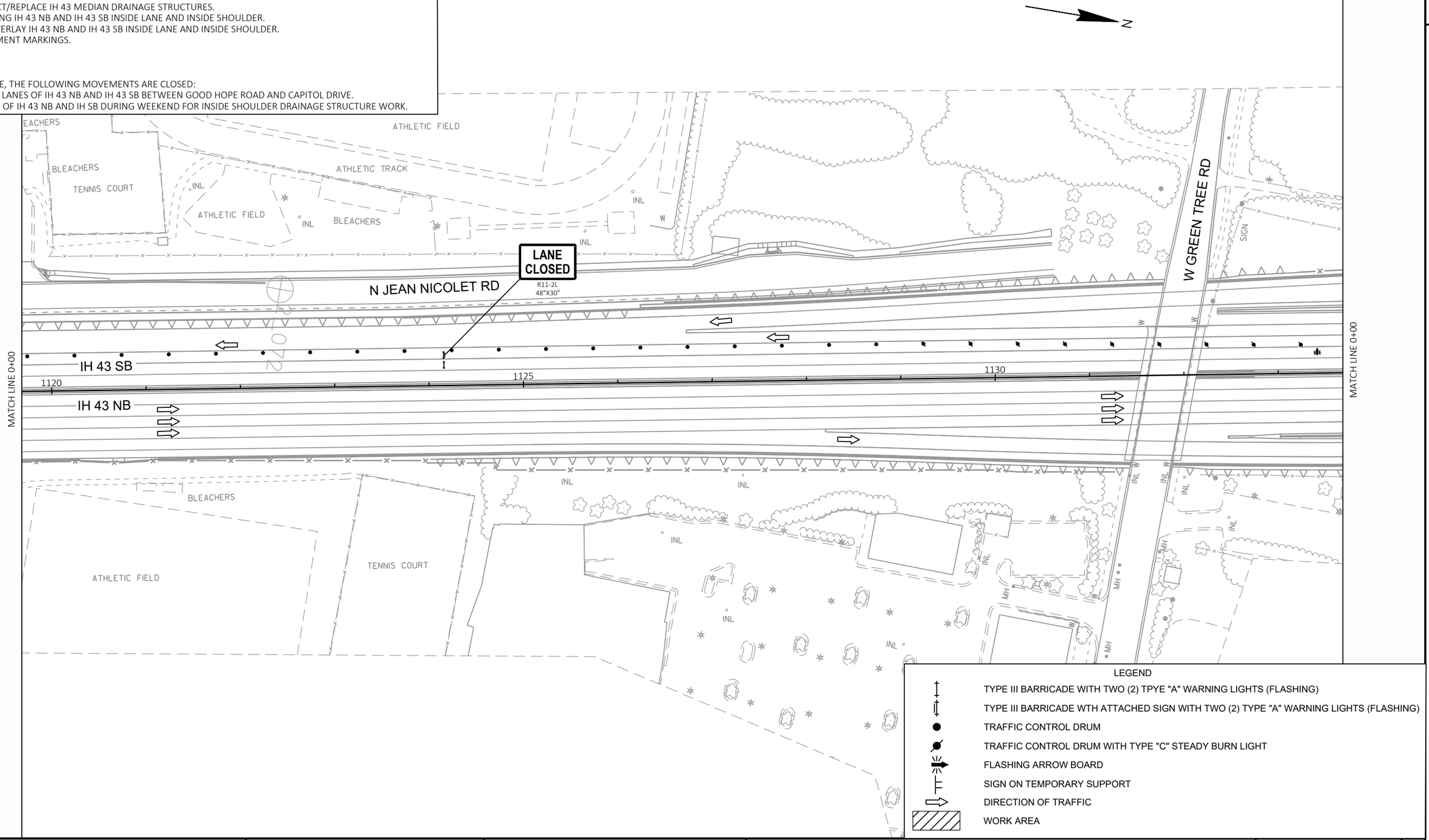
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 151	E

GENERAL NOTES:

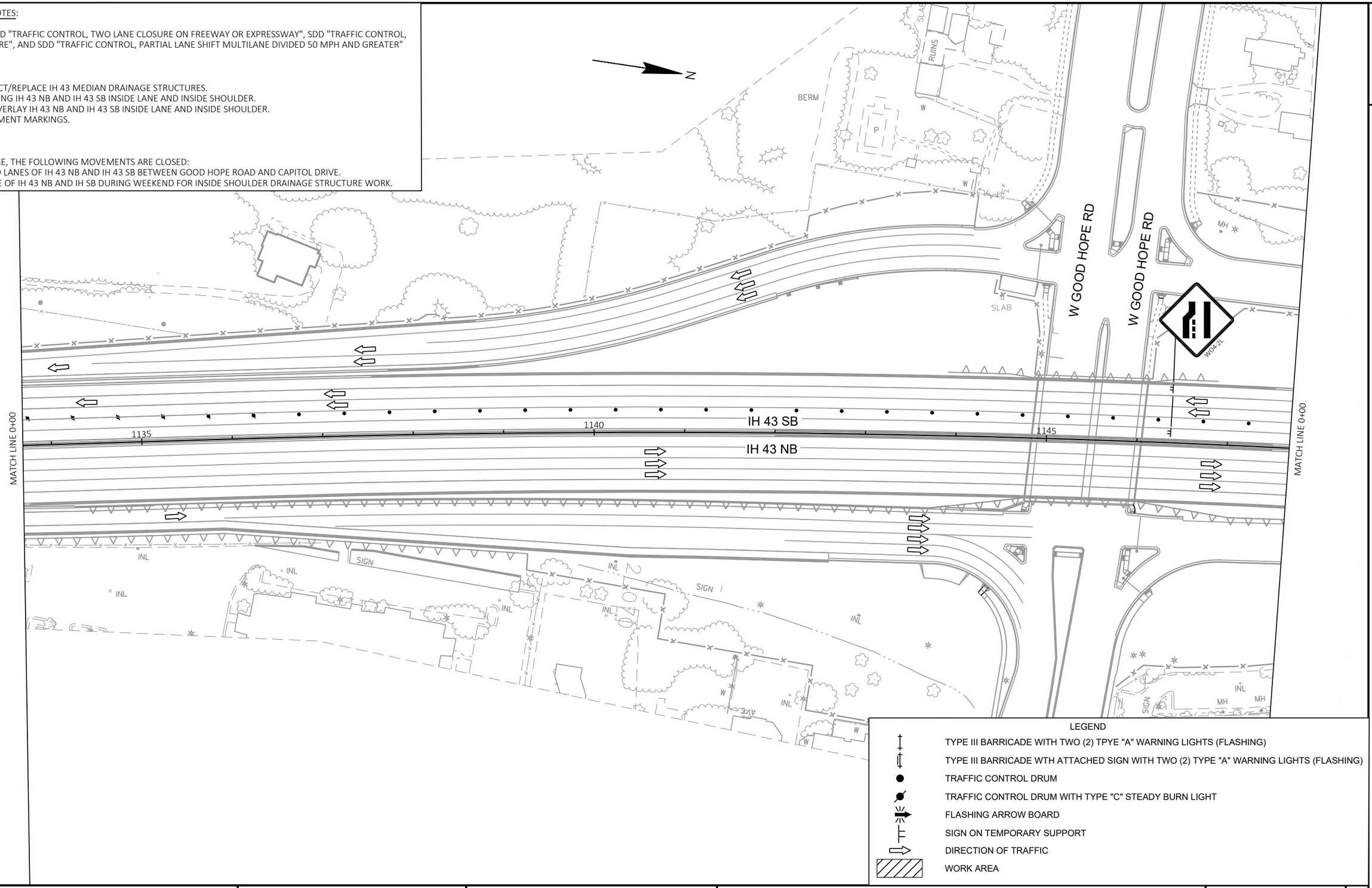
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 152	E

2

GENERAL NOTES:

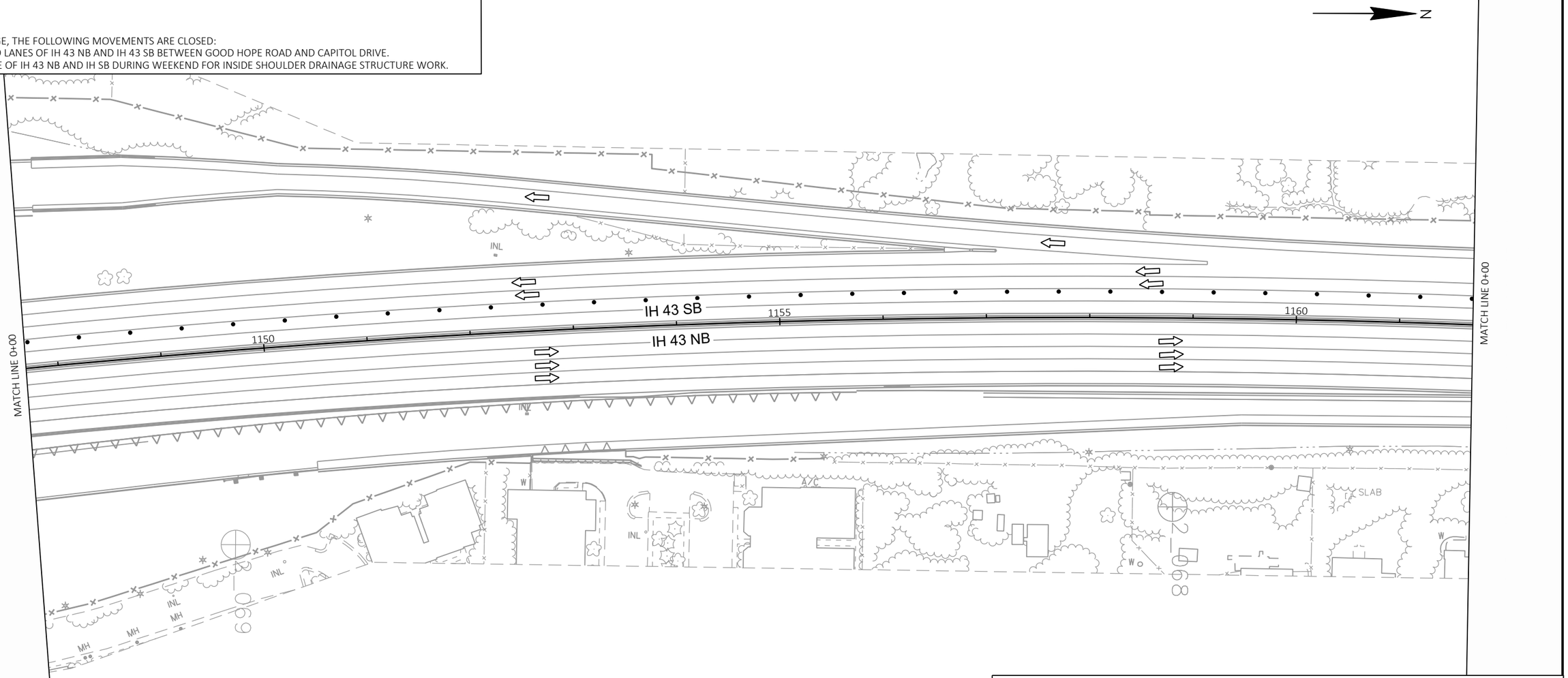
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 153	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025044_tc
PLOT DATE : 10/31/2024 3:49 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

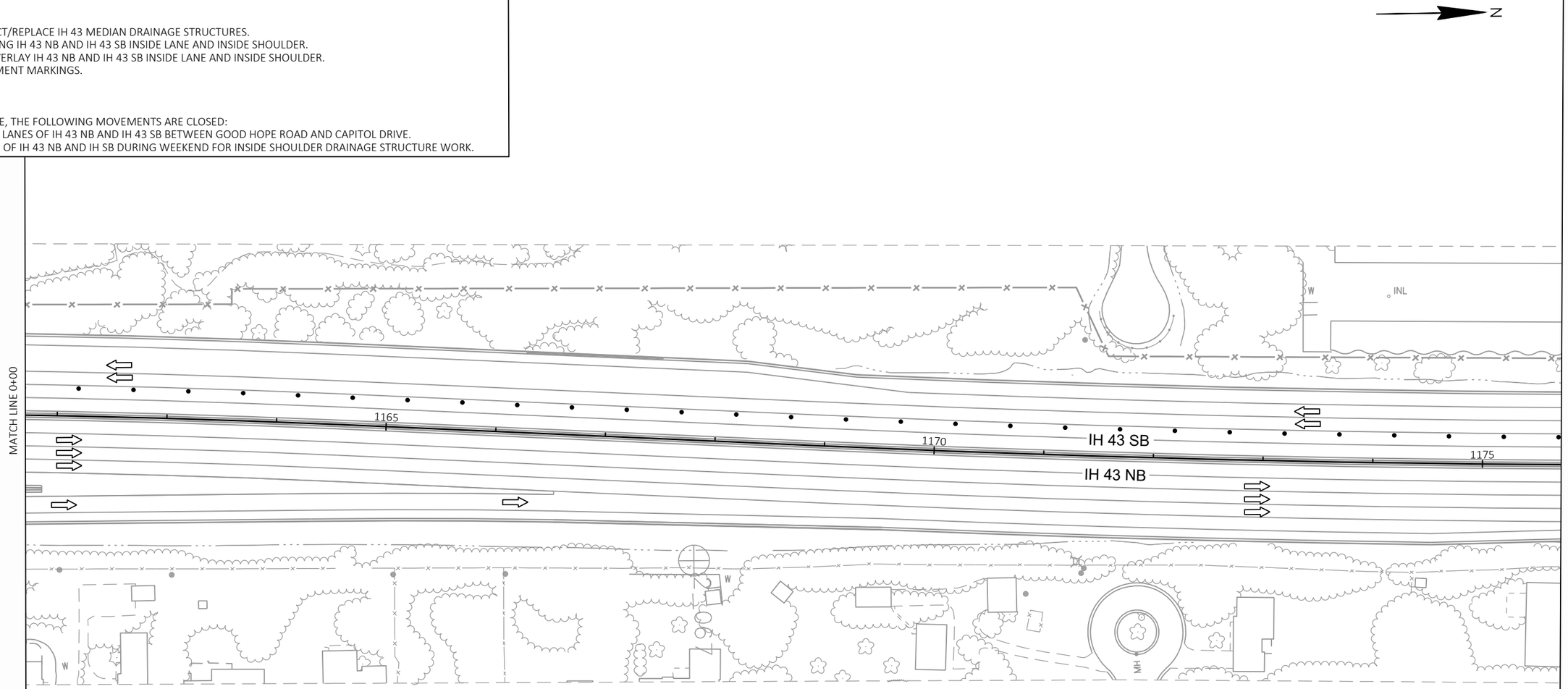
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 154	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2A.DWG
LAYOUT NAME - 025045_tc
PLOT DATE : 10/31/2024 3:49 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

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GENERAL NOTES:

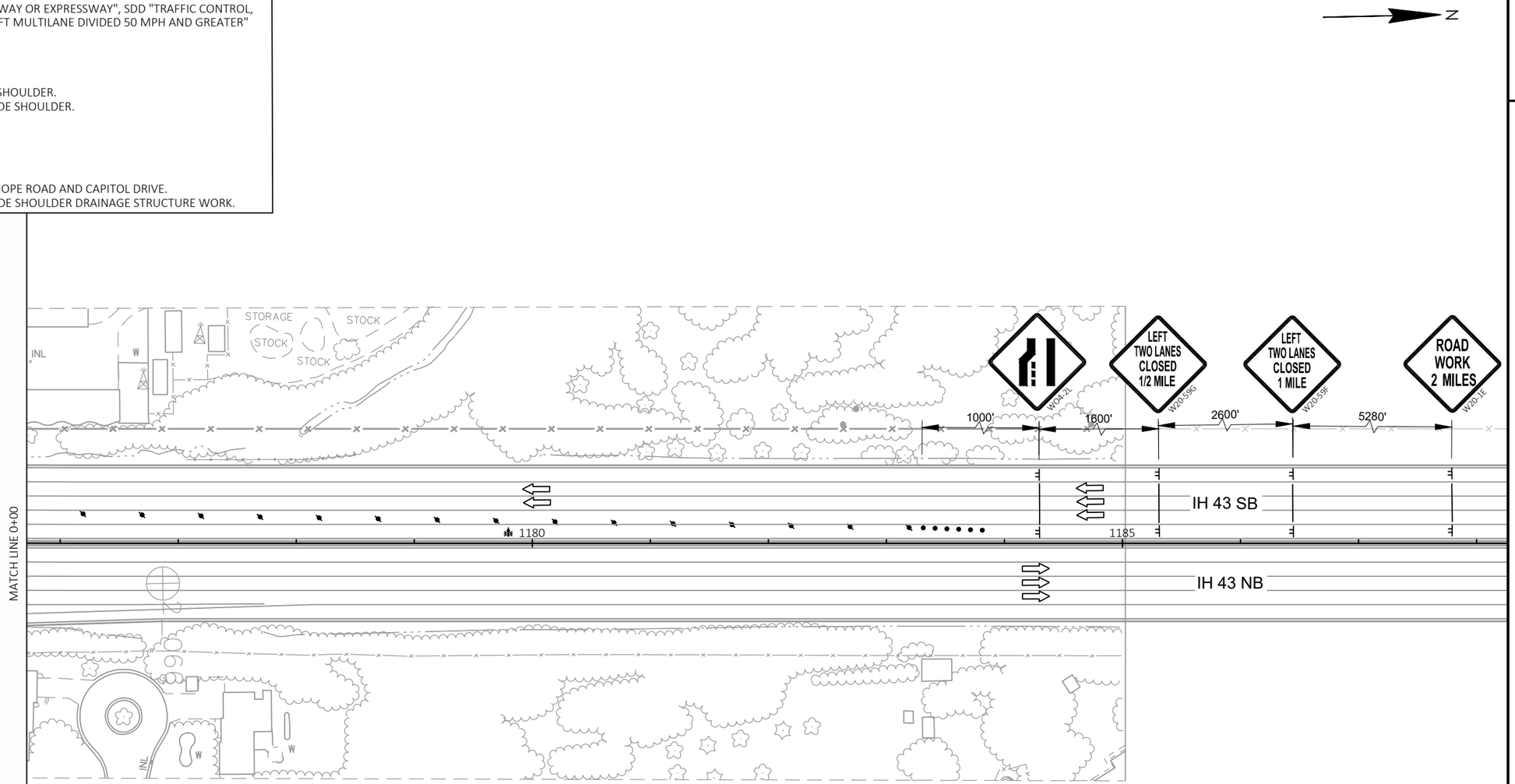
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, LANE CLOSURE", AND SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER"

STAGE 2A:

RECONSTRUCT/REPLACE IH 43 MEDIAN DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB INSIDE LANE AND INSIDE SHOULDER.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-INSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-INSIDE LANE OF IH 43 NB AND IH SB DURING WEEKEND FOR INSIDE SHOULDER DRAINAGE STRUCTURE WORK.



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2A - INSIDE LANES	SHEET 155	E

2

GENERAL NOTES:

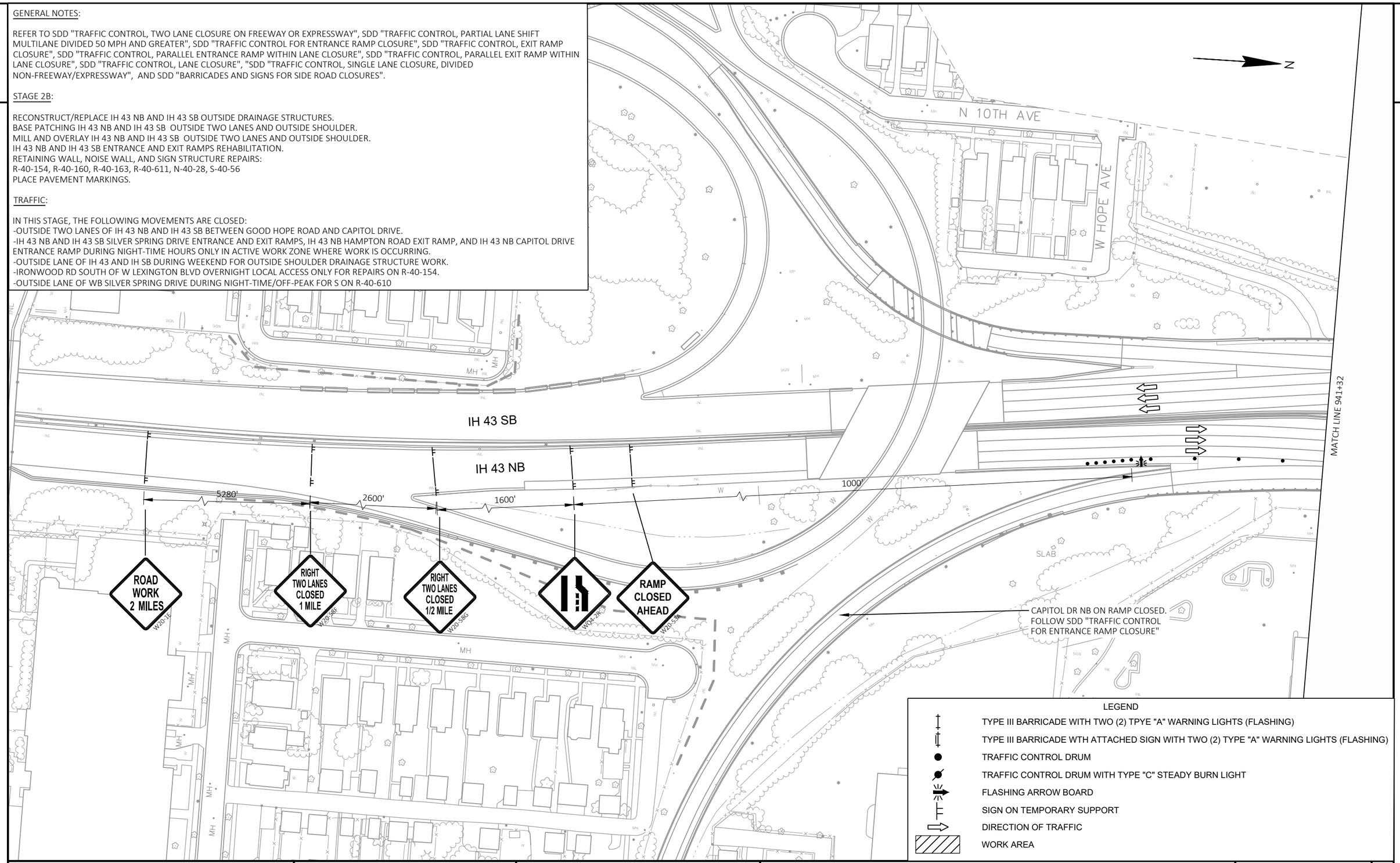
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER", SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, LANE CLOSURE", "SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", AND SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES".

STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 156	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025047_tc
PLOT DATE : 10/31/2024 3:33 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

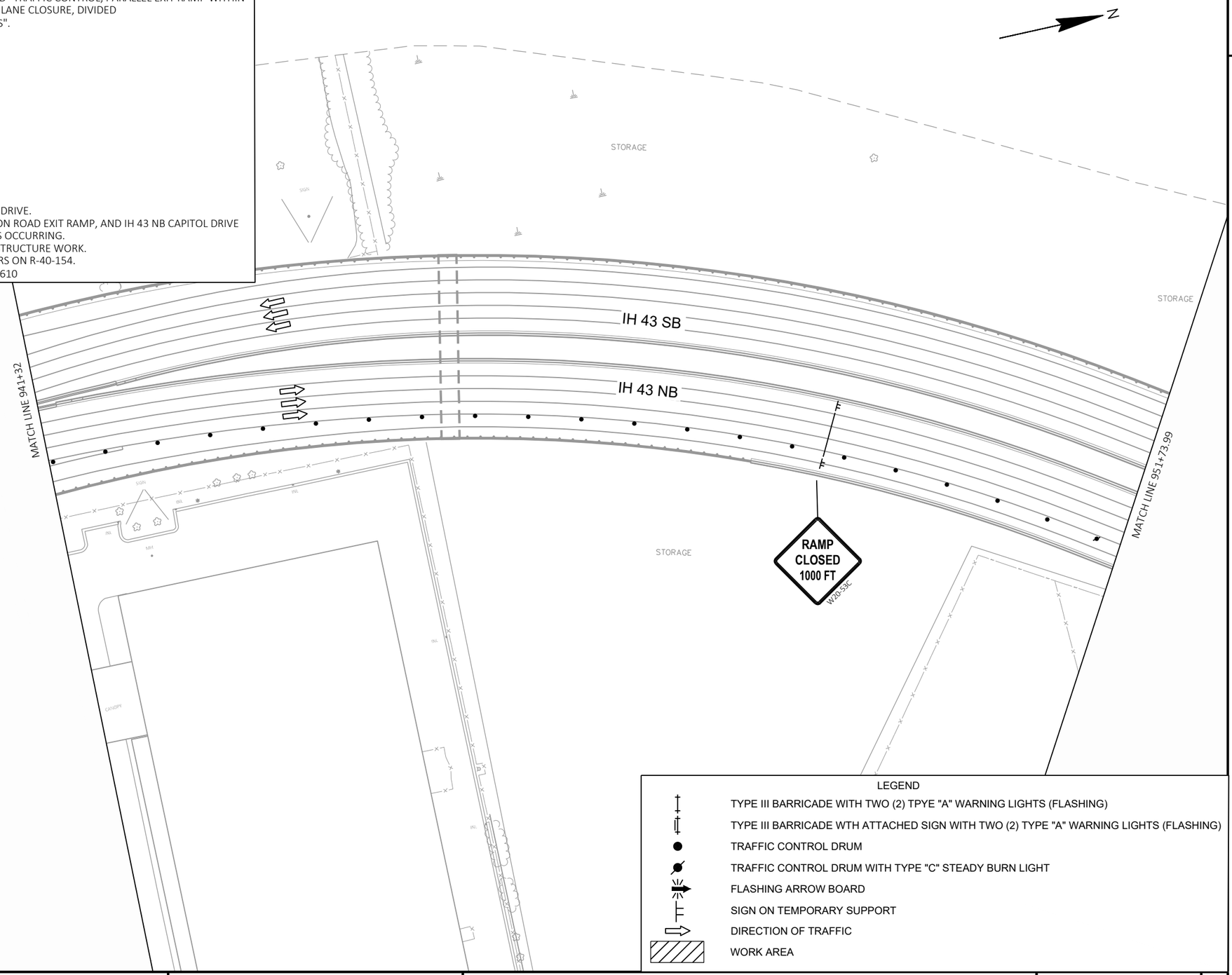
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 157	E

2

GENERAL NOTES:

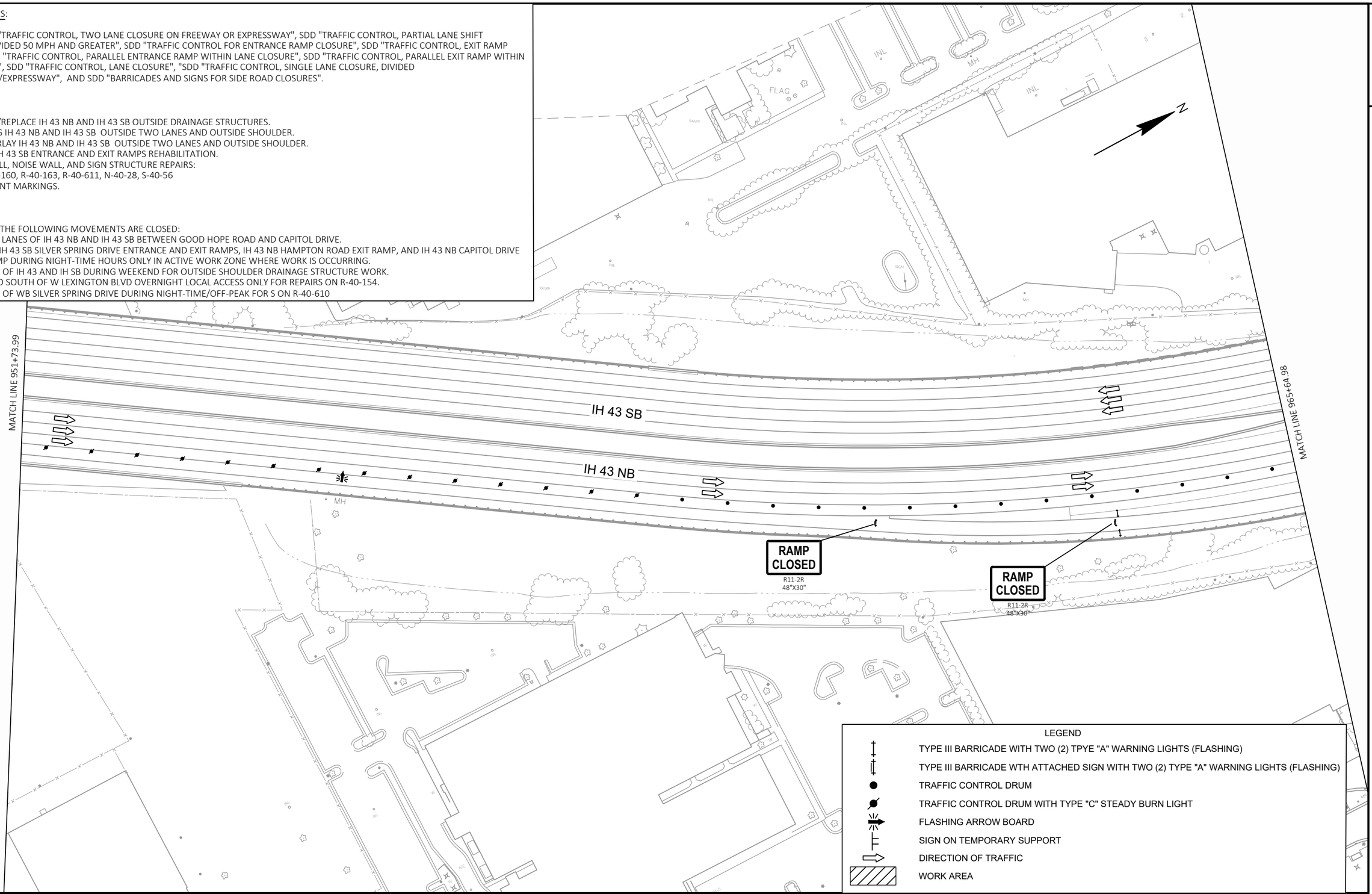
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 158	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025049_tc
PLOT DATE : 10/31/2024 3:34 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

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GENERAL NOTES:

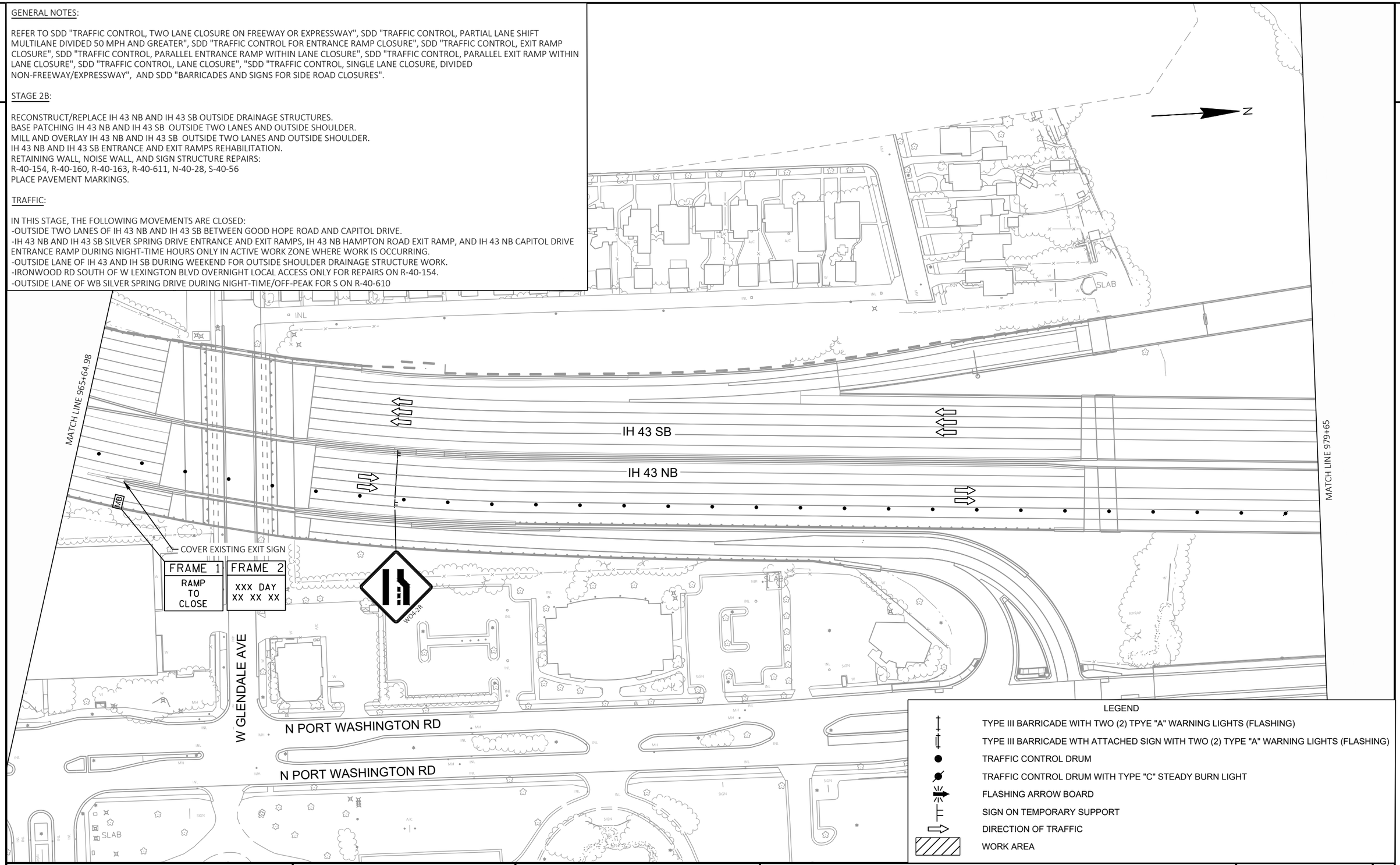
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 159	E

2

GENERAL NOTES:

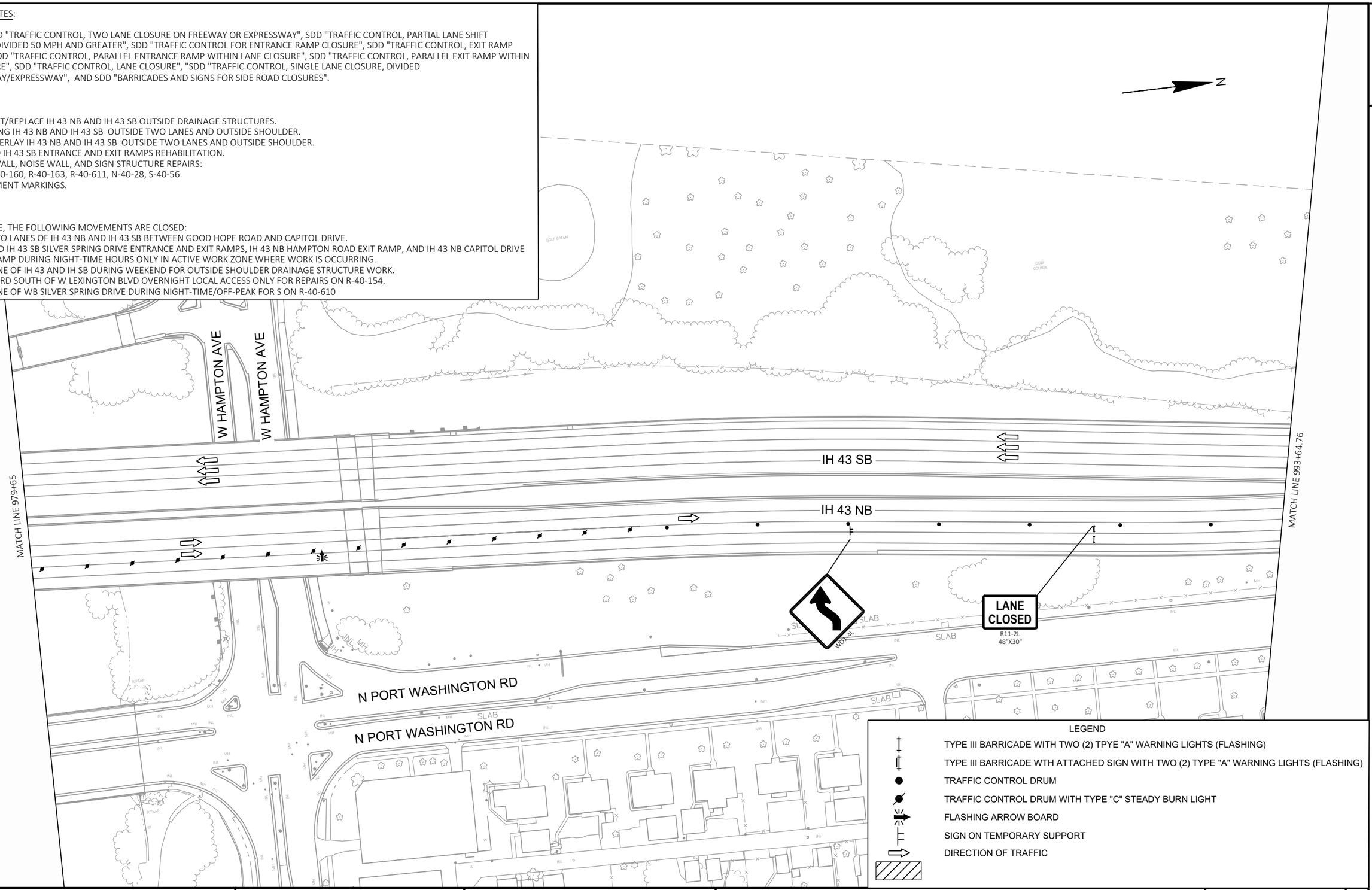
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 160	E

2

GENERAL NOTES:

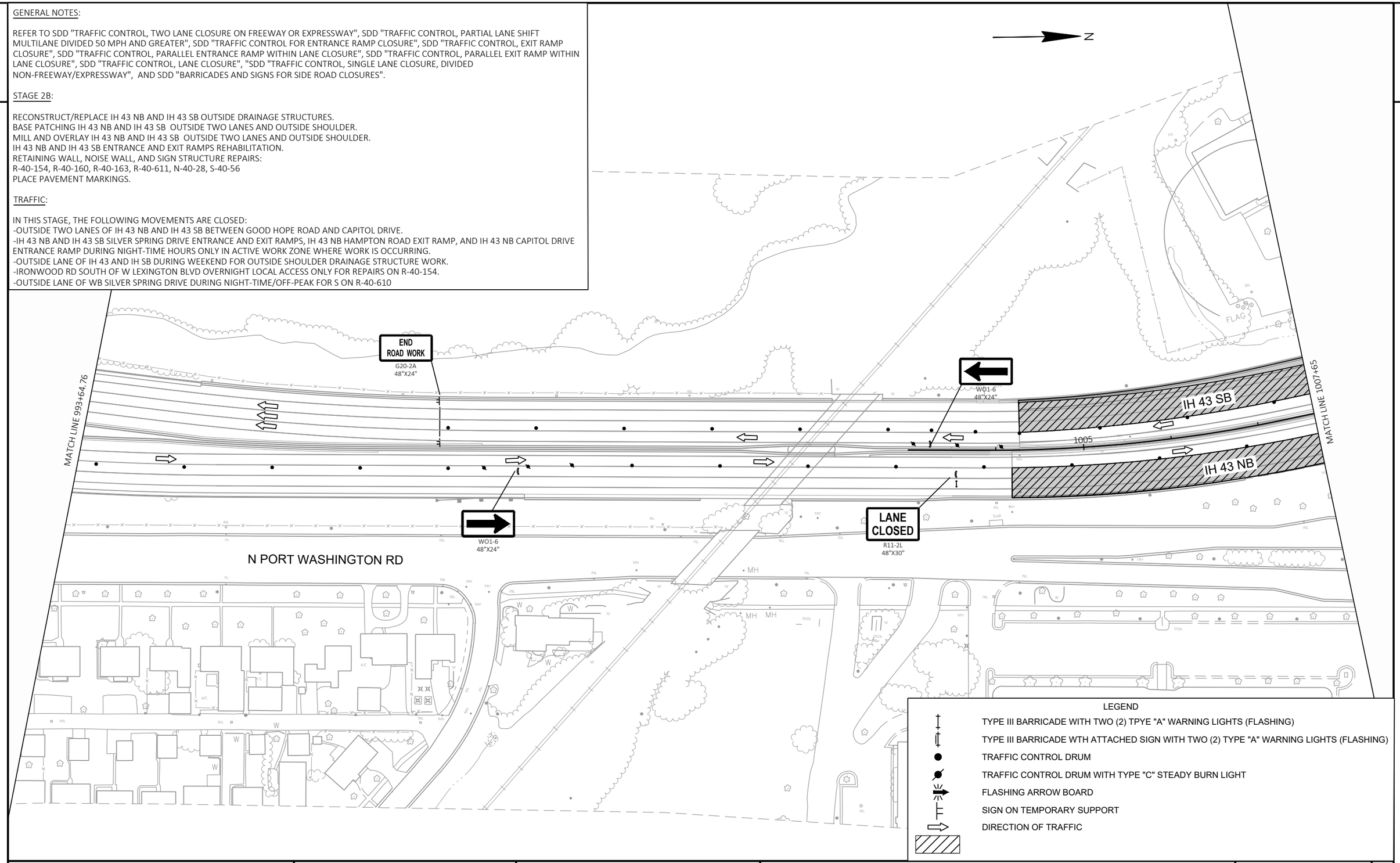
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 161	E

2

GENERAL NOTES:

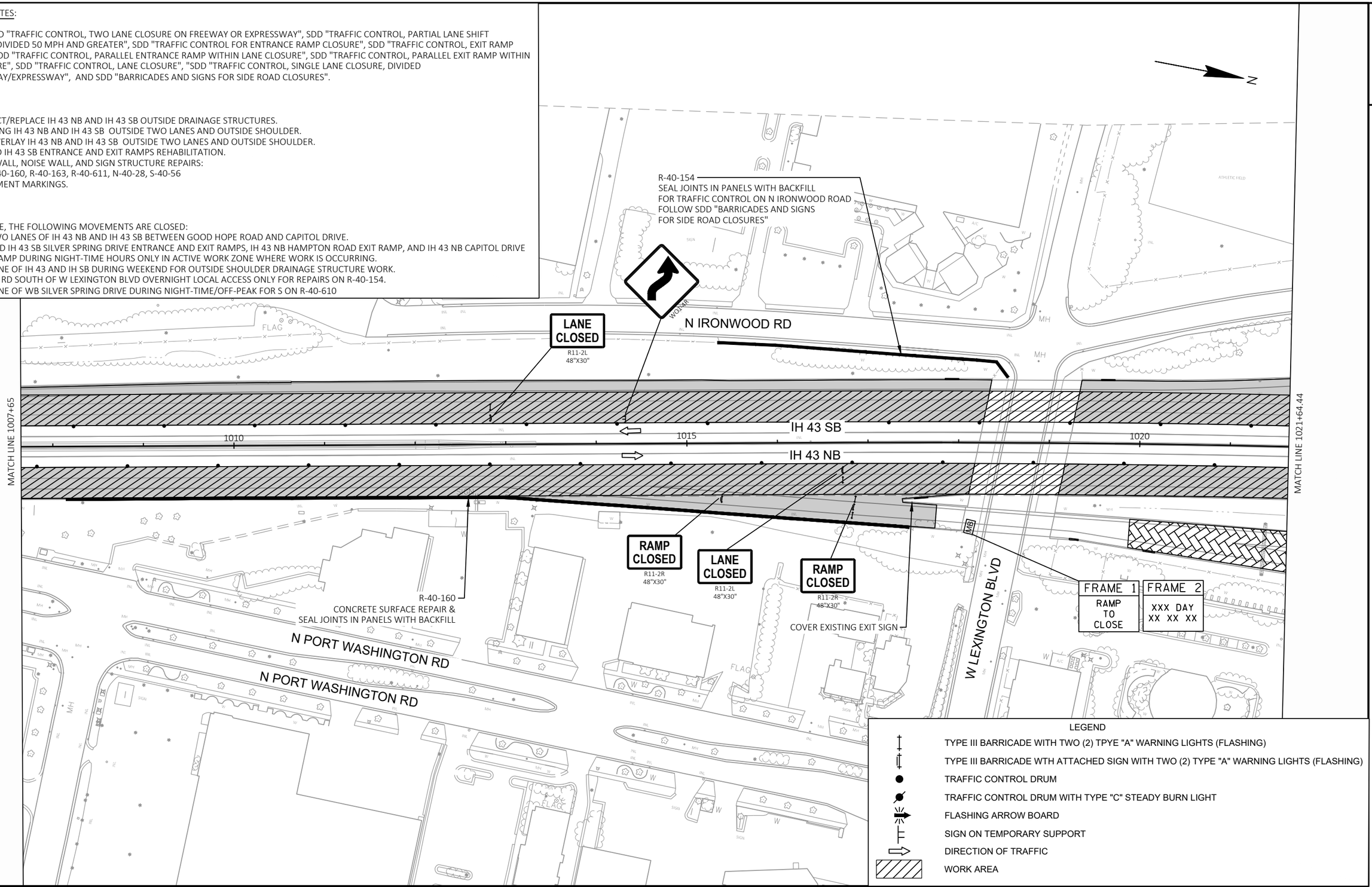
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 162	E

2

GENERAL NOTES:

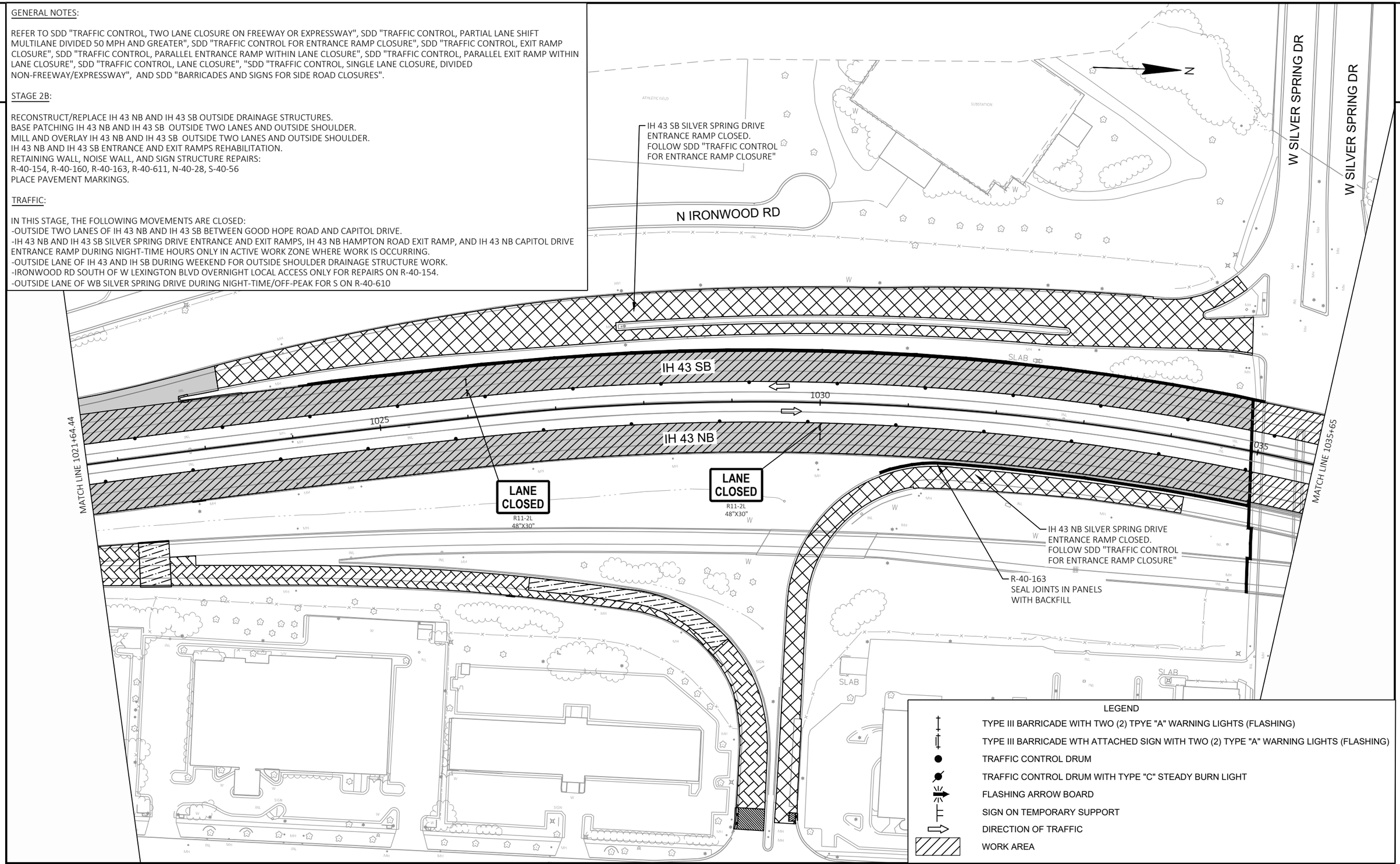
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 163	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025054_tc
PLOT DATE : 10/31/2024 3:36 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES:

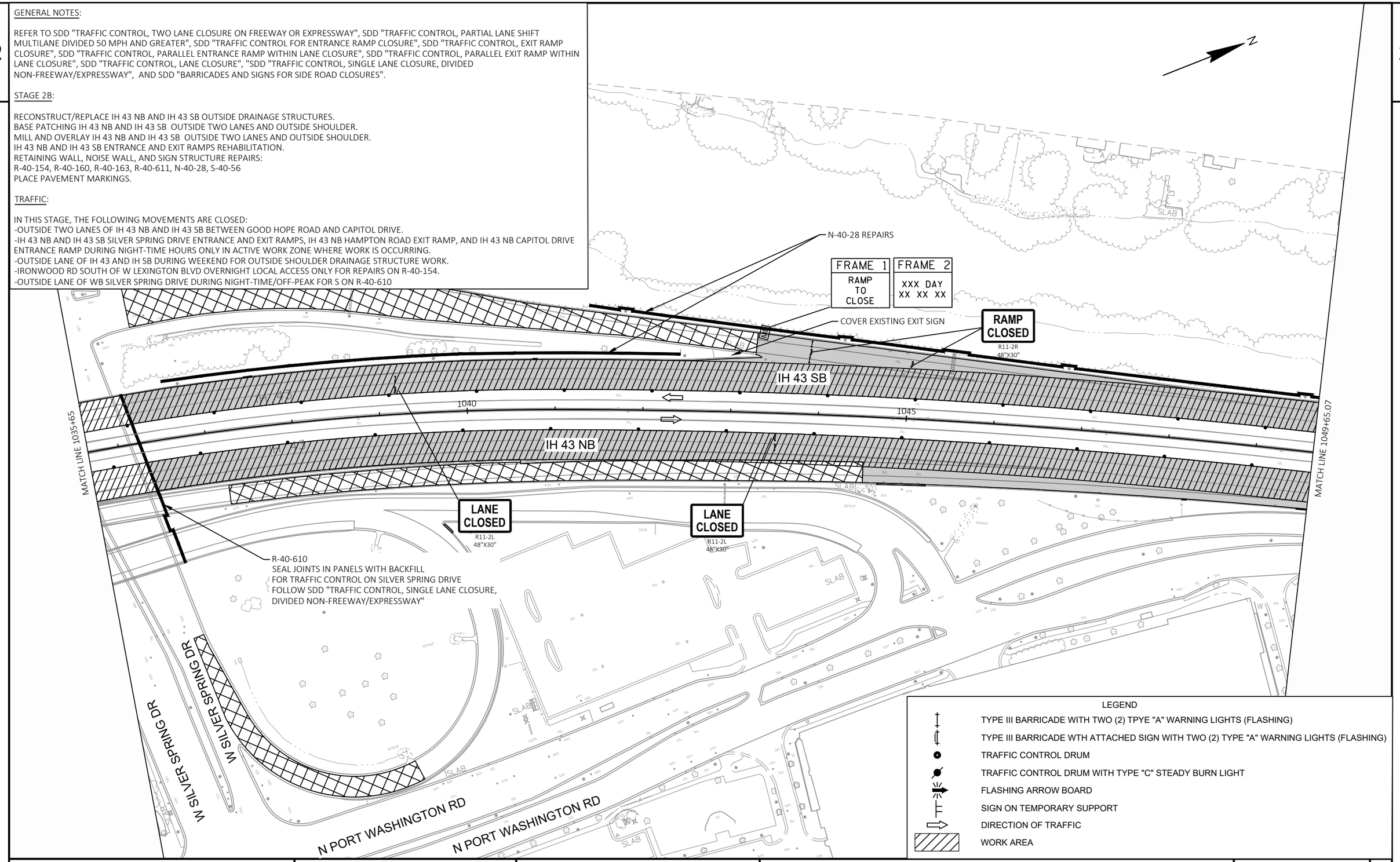
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 164	E

2

GENERAL NOTES:

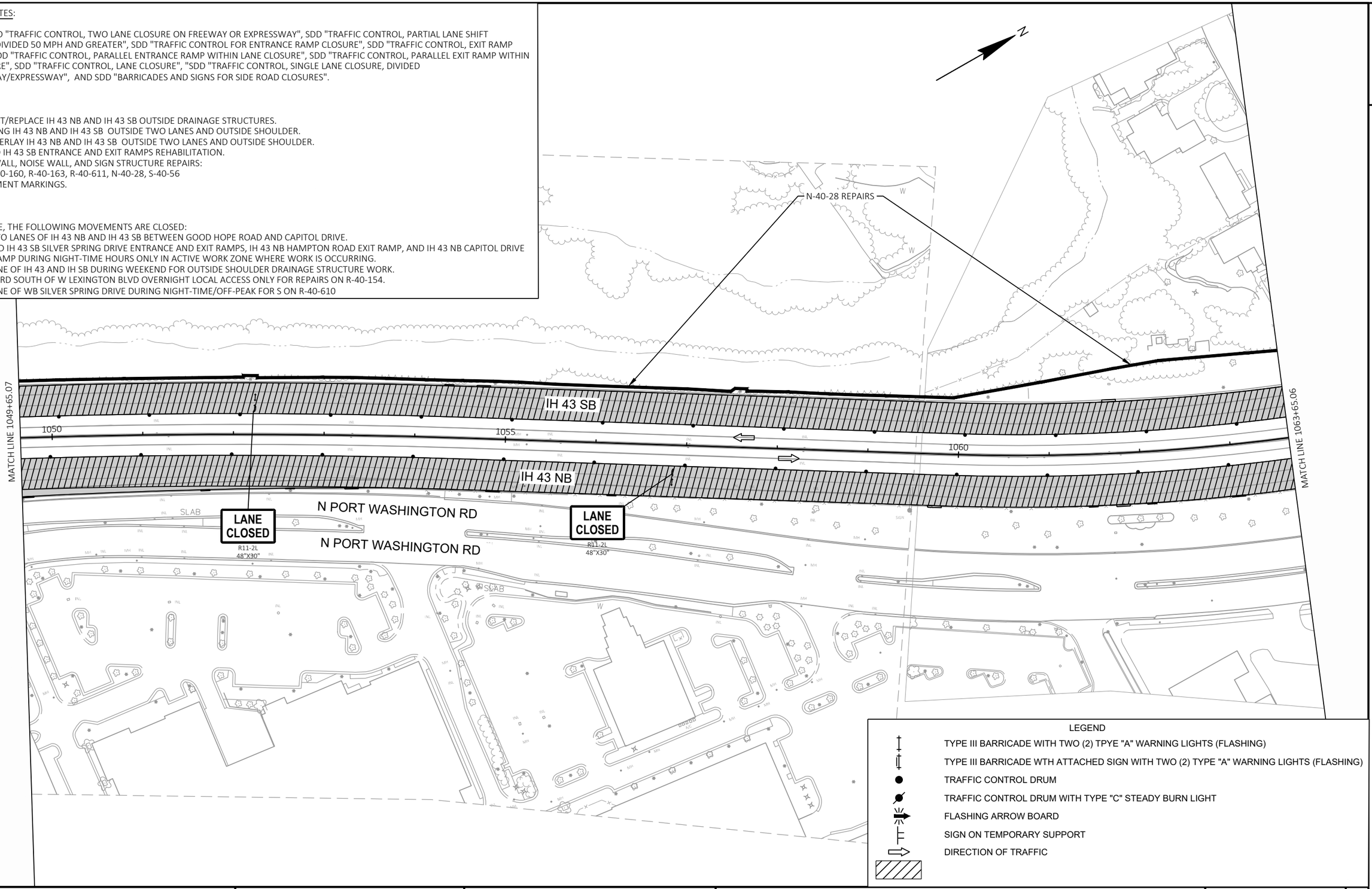
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 165	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025056_tc
PLOT DATE : 10/31/2024 3:37 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

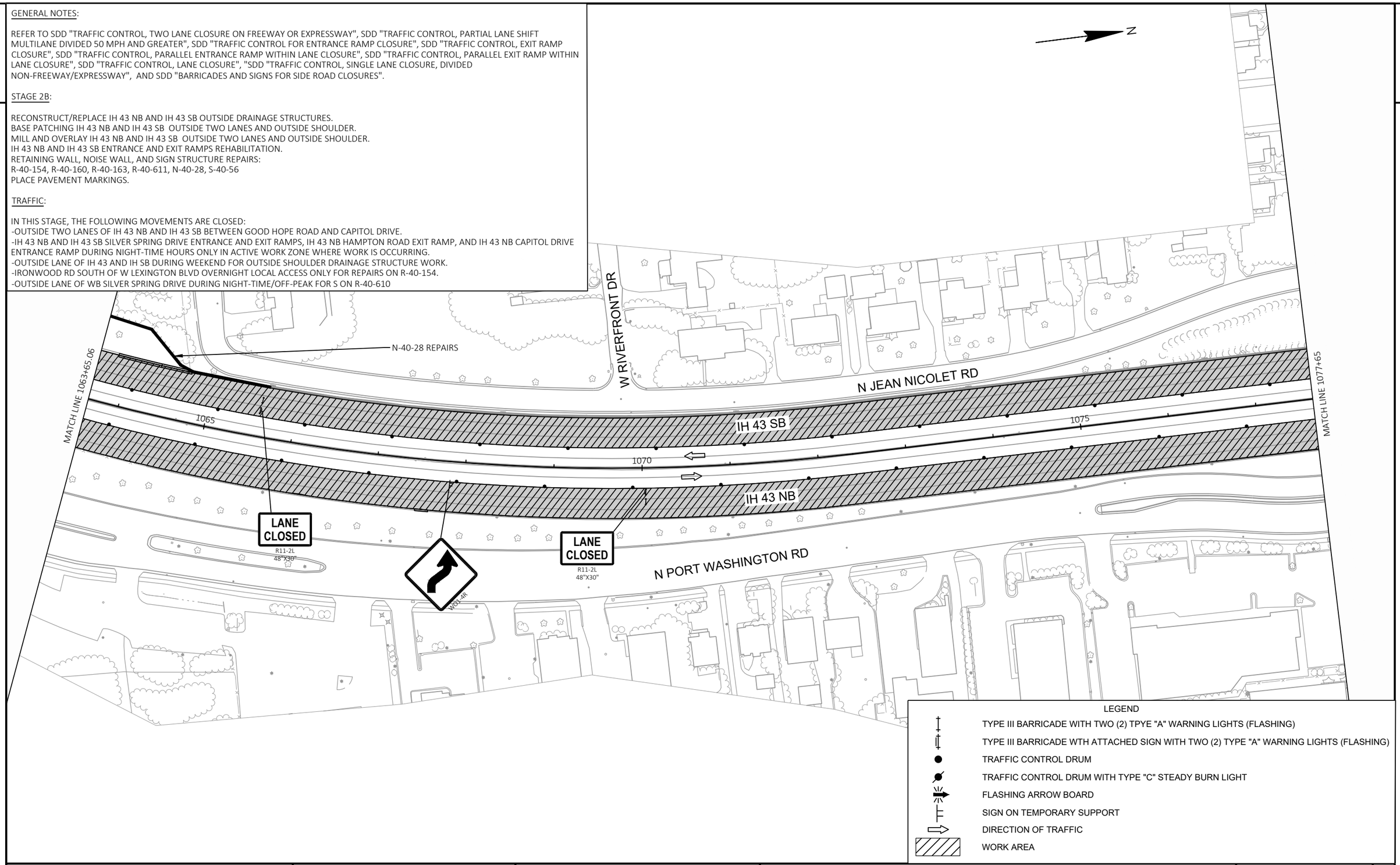
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 166 E

2

GENERAL NOTES:

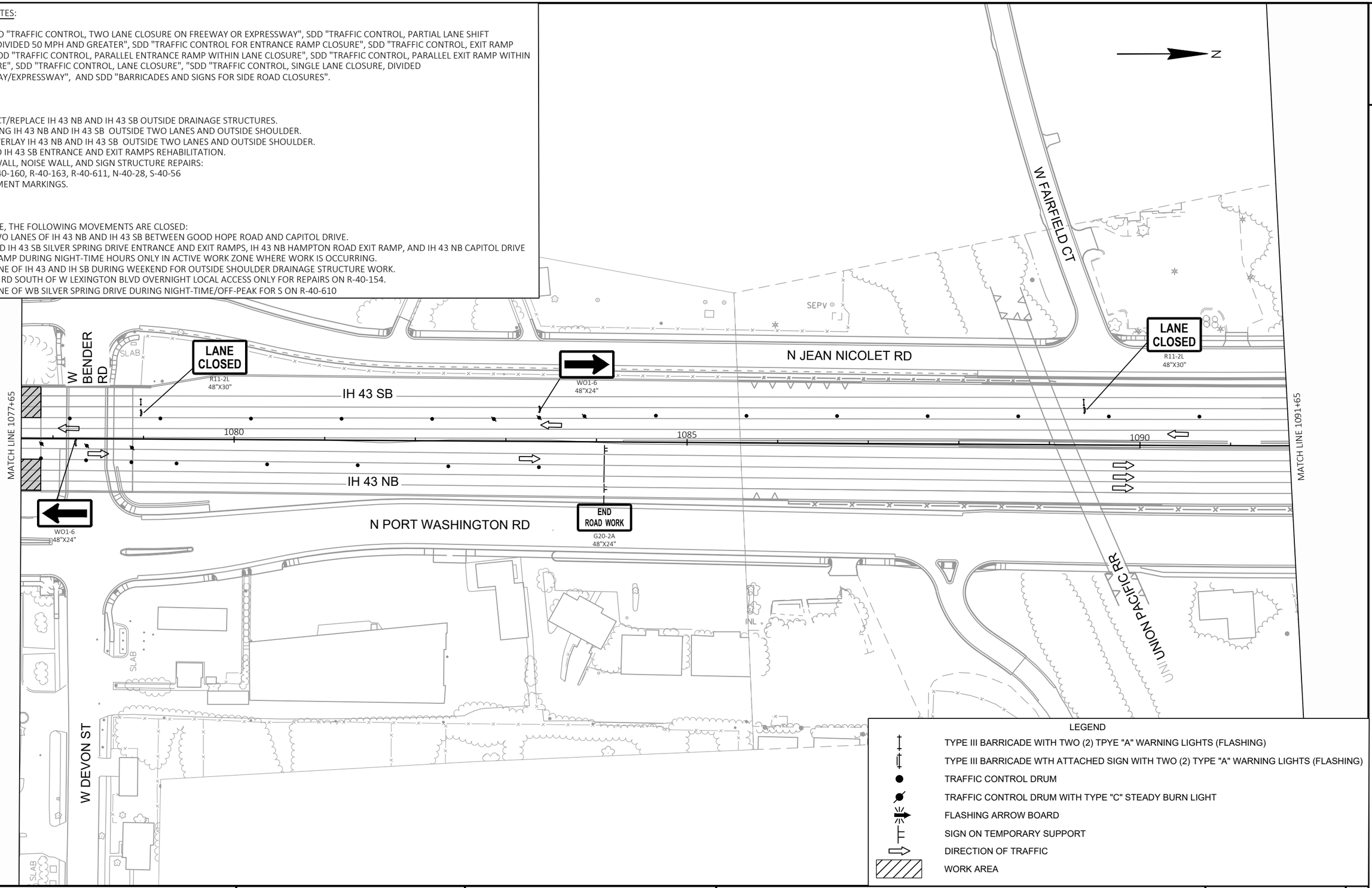
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 167	E

2

GENERAL NOTES:

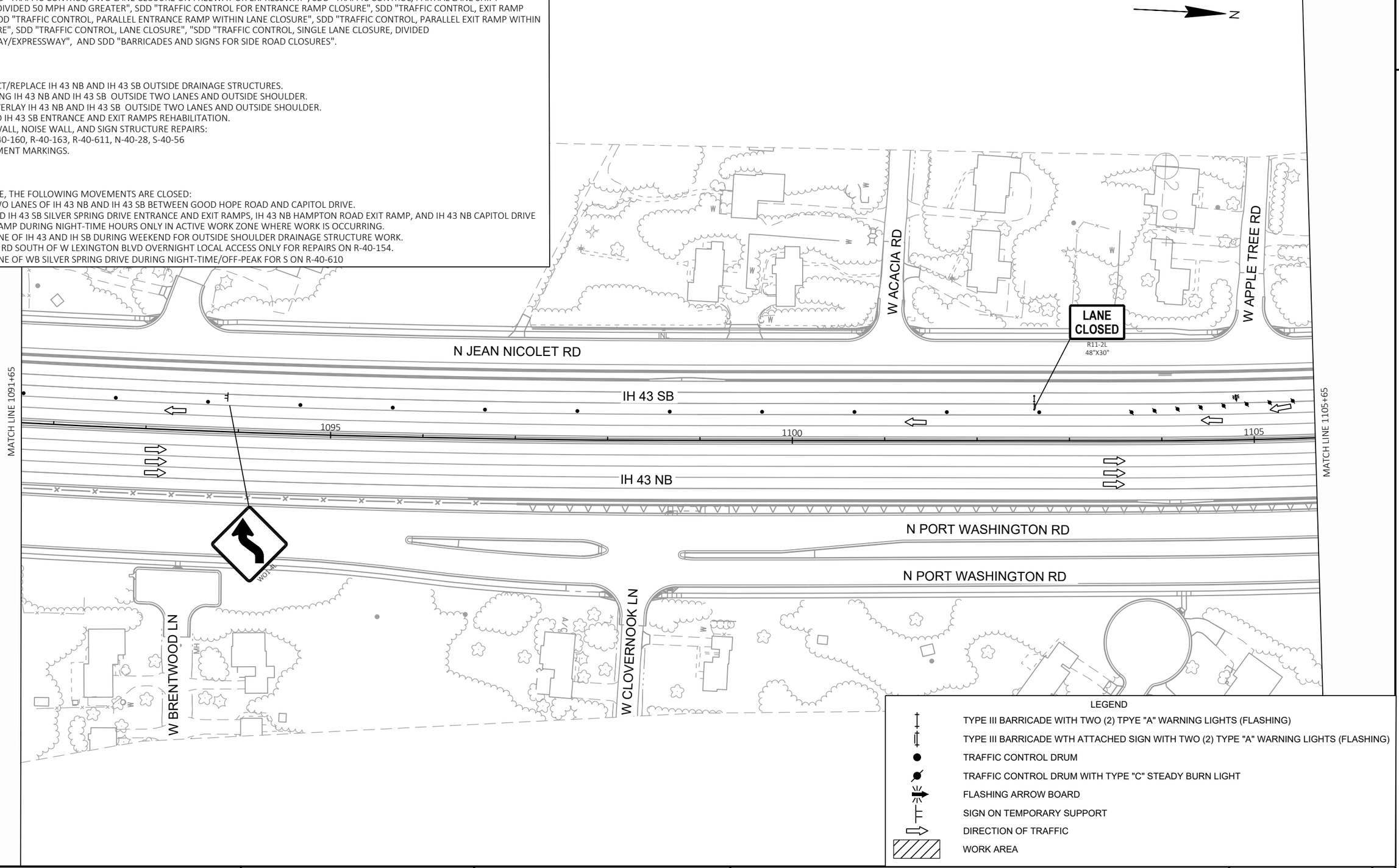
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 168	E

2

GENERAL NOTES:

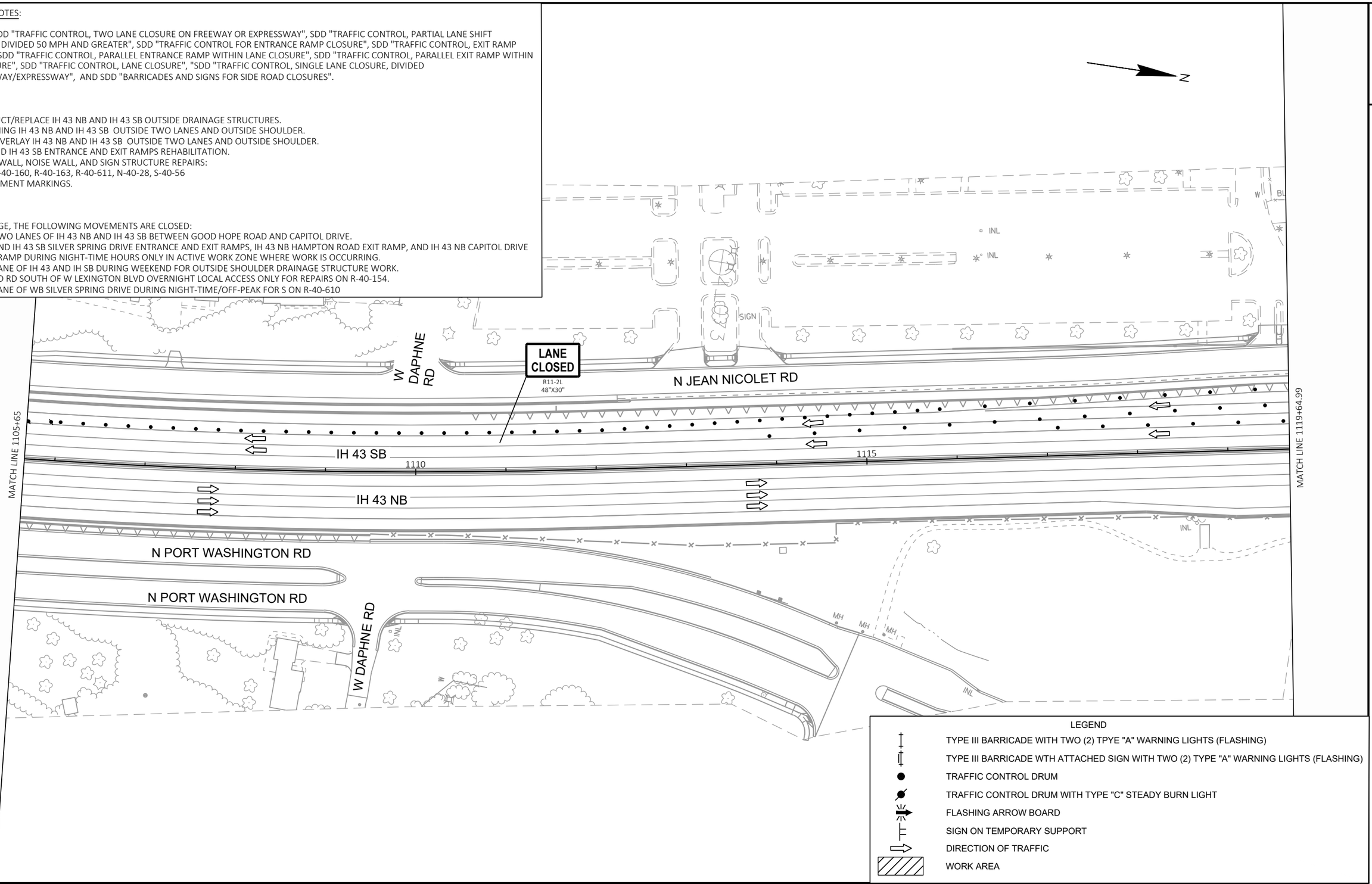
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 169	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025060_tc
PLOT DATE : 10/31/2024 3:38 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES:

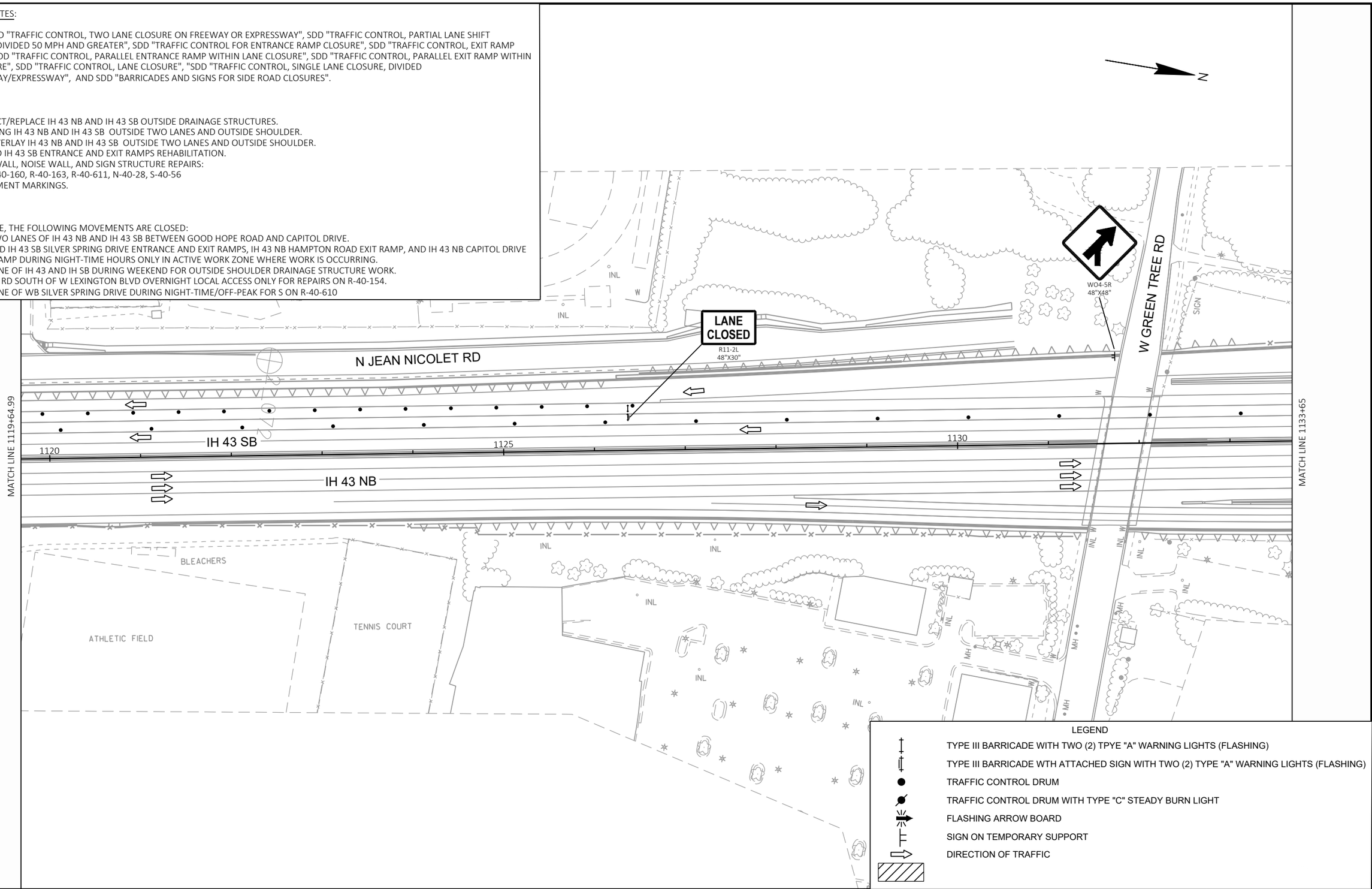
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 170	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025061_tc
PLOT DATE : 10/31/2024 3:38 PM
PLOT BY : MERLINE, HILARY ANN
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES:

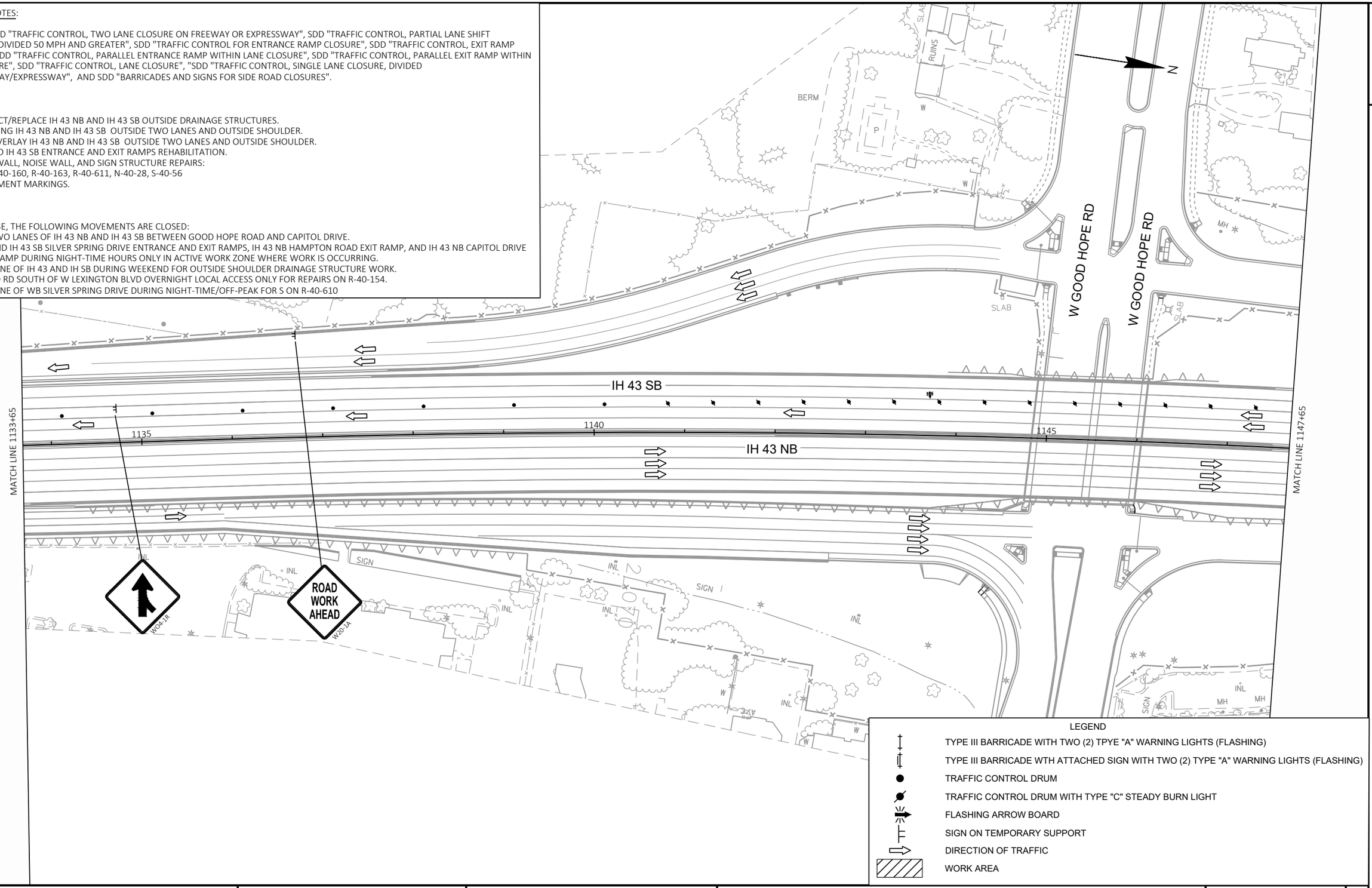
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STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 171	E

2

GENERAL NOTES:

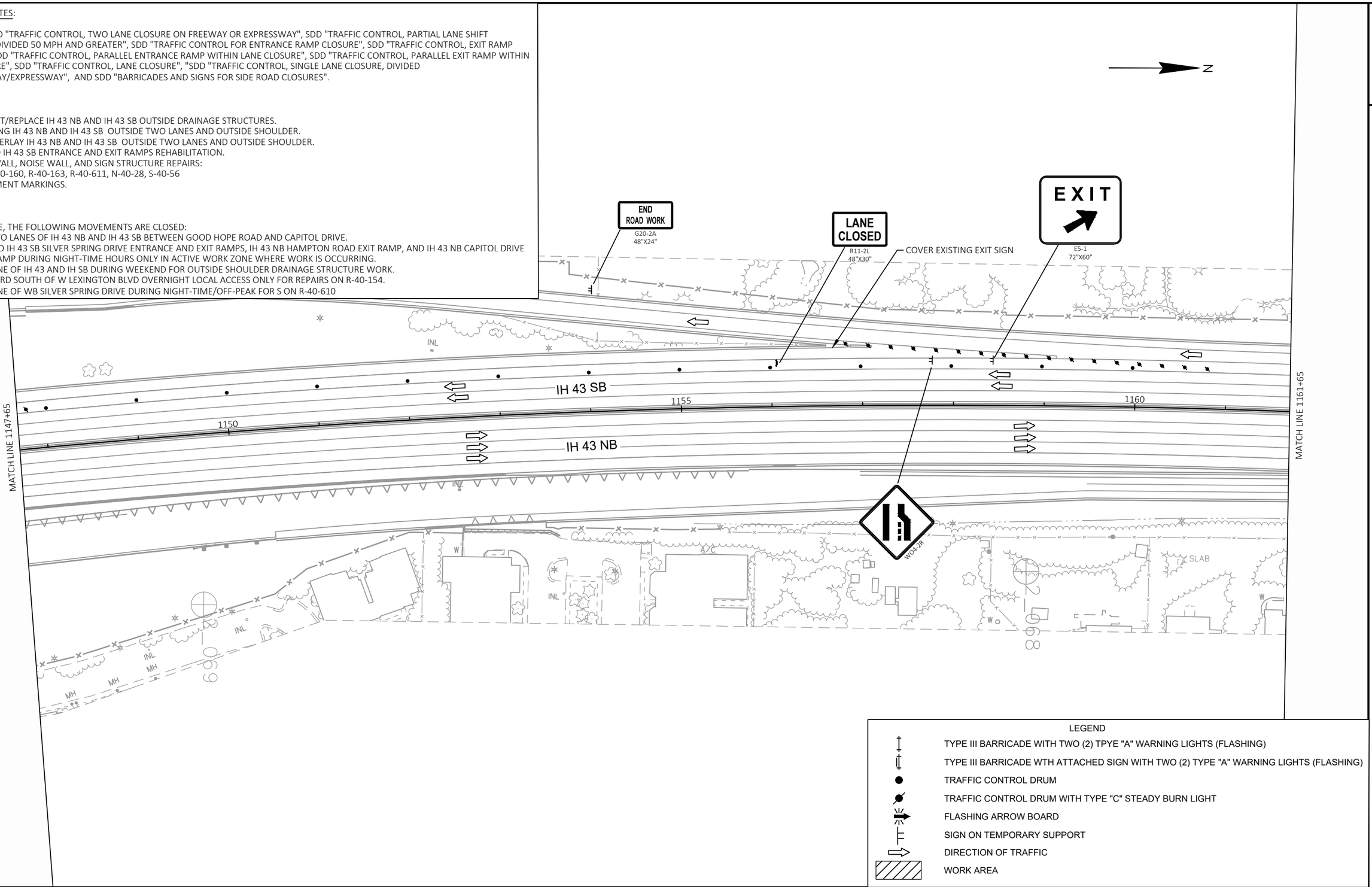
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER", SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, LANE CLOSURE", "SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", AND SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES".

STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 172	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\025001_TC-STAGE 2B.DWG
LAYOUT NAME - 025063_tc
PLOT DATE : 10/31/2024 3:39 PM PLOT BY : MERLINE, HILARY ANN PLOT NAME : PLOT SCALE : 1 IN:100 FT

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GENERAL NOTES:

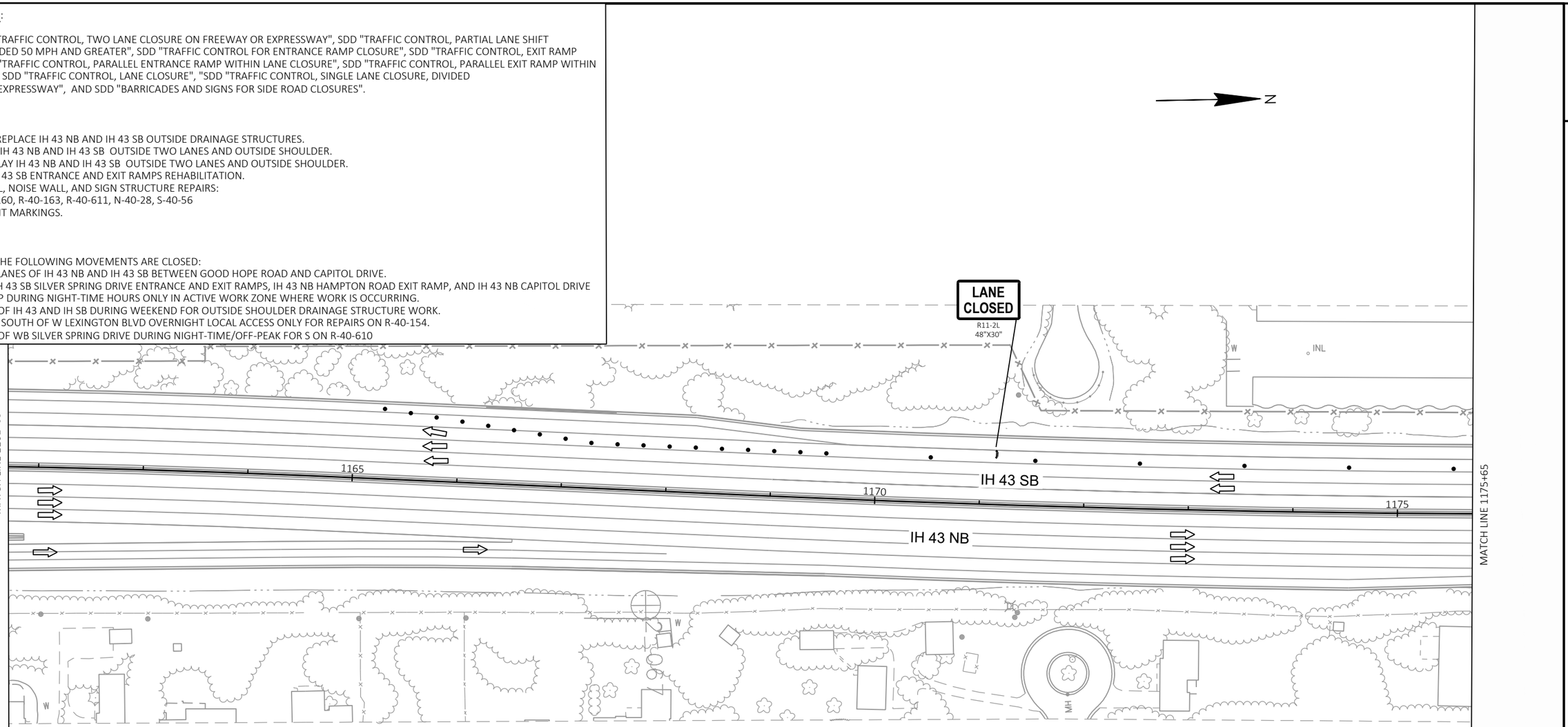
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER", SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, LANE CLOSURE", "SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", AND SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES".

STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 173	E

2

GENERAL NOTES:

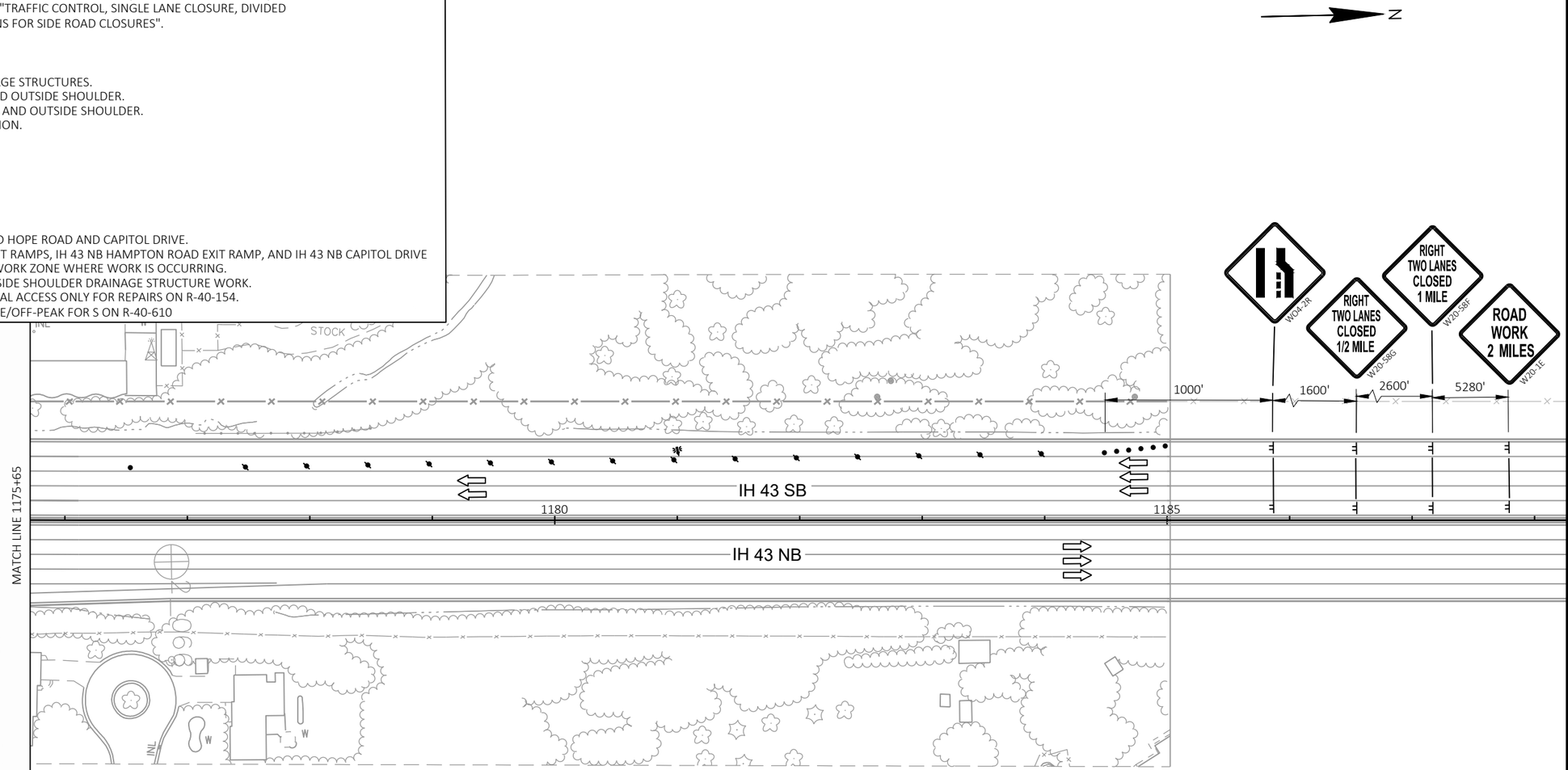
REFER TO SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY", SDD "TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER", SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE", SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE", SDD "TRAFFIC CONTROL, LANE CLOSURE", "SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", AND SDD "BARRICADES AND SIGNS FOR SIDE ROAD CLOSURES".

STAGE 2B:

RECONSTRUCT/REPLACE IH 43 NB AND IH 43 SB OUTSIDE DRAINAGE STRUCTURES.
BASE PATCHING IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
MILL AND OVERLAY IH 43 NB AND IH 43 SB OUTSIDE TWO LANES AND OUTSIDE SHOULDER.
IH 43 NB AND IH 43 SB ENTRANCE AND EXIT RAMPS REHABILITATION.
RETAINING WALL, NOISE WALL, AND SIGN STRUCTURE REPAIRS:
R-40-154, R-40-160, R-40-163, R-40-611, N-40-28, S-40-56
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-OUTSIDE TWO LANES OF IH 43 NB AND IH 43 SB BETWEEN GOOD HOPE ROAD AND CAPITOL DRIVE.
-IH 43 NB AND IH 43 SB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS, IH 43 NB HAMPTON ROAD EXIT RAMP, AND IH 43 NB CAPITOL DRIVE ENTRANCE RAMP DURING NIGHT-TIME HOURS ONLY IN ACTIVE WORK ZONE WHERE WORK IS OCCURRING.
-OUTSIDE LANE OF IH 43 AND IH SB DURING WEEKEND FOR OUTSIDE SHOULDER DRAINAGE STRUCTURE WORK.
-IRONWOOD RD SOUTH OF W LEXINGTON BLVD OVERNIGHT LOCAL ACCESS ONLY FOR REPAIRS ON R-40-154.
-OUTSIDE LANE OF WB SILVER SPRING DRIVE DURING NIGHT-TIME/OFF-PEAK FOR S ON R-40-610



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2B - OUTSIDE LANES	SHEET 174	E

2

GENERAL NOTES:

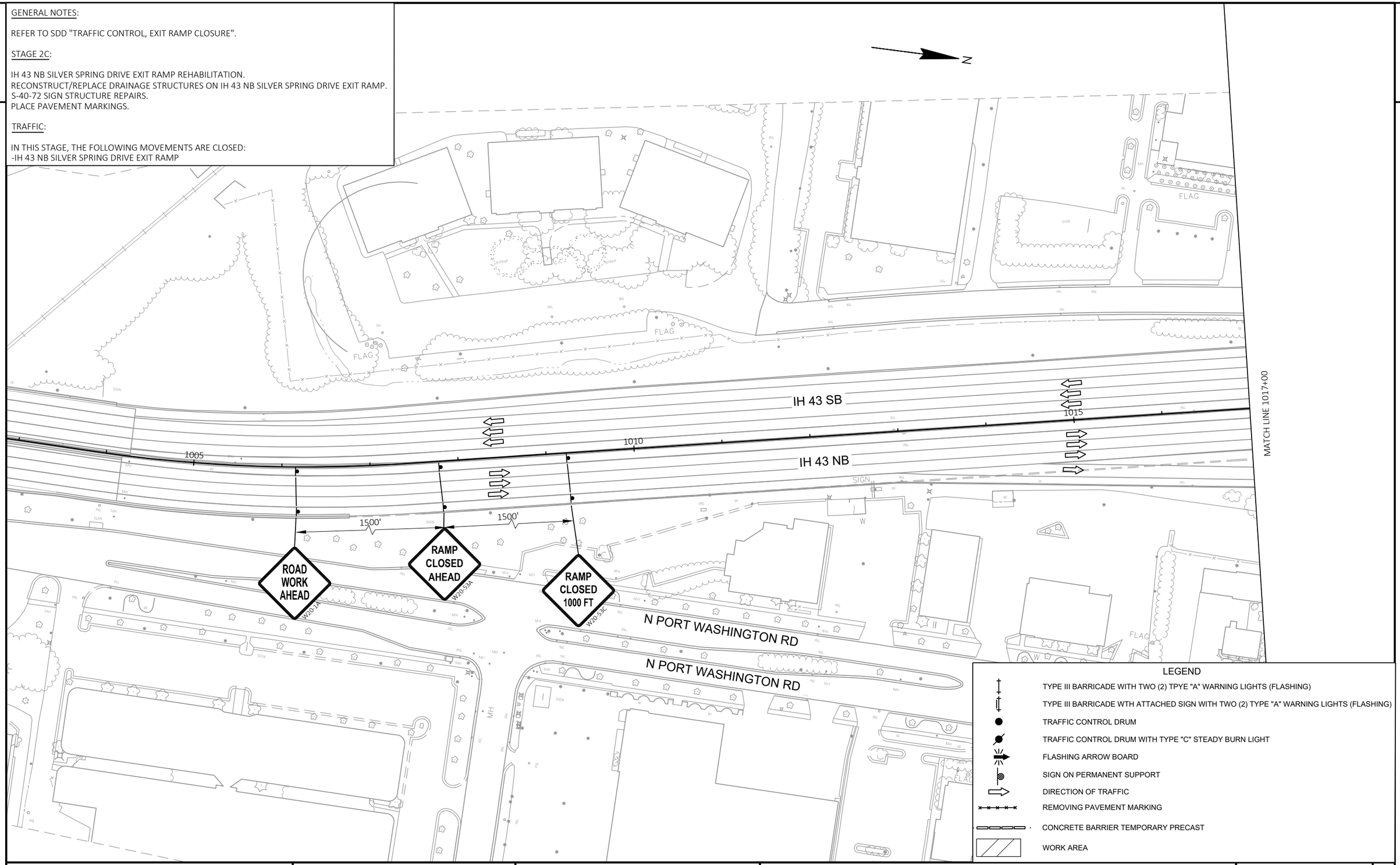
REFER TO SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE".

STAGE 2C:

IH 43 NB SILVER SPRING DRIVE EXIT RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 NB SILVER SPRING DRIVE EXIT RAMP.
S-40-72 SIGN STRUCTURE REPAIRS.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-IH 43 NB SILVER SPRING DRIVE EXIT RAMP



LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2C - IH 43 NB SILVER SPRING DRIVE EXIT RAMP	SHEET 175	E

2

GENERAL NOTES:

REFER TO SDD "TRAFFIC CONTROL, EXIT RAMP CLOSURE".

STAGE 2C:

IH 43 NB SILVER SPRING DRIVE EXIT RAMP REHABILITATION.
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 NB SILVER SPRING DRIVE EXIT RAMP.
S-40-72 SIGN STRUCTURE REPAIRS.
PLACE PAVEMENT MARKINGS.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-IH 43 NB SILVER SPRING DRIVE EXIT RAMP

2

IH 43 SB
IH 43 NB
1030
1025
1020
120
N
W
MH
SLAB
STA 117+29.64, -14.38' LT
STA 115+51.73, 0.35' RT
RAMP CLOSED
R11-2R
48"X30"
RAMP CLOSED
R11-2R
48"X30"
COVER EXISTING EXIT SIGN
TEMPORARY PAVEMENT MARKING LINE, 6 INCH WHITE
FRAME 1
RAMP TO CLOSE
FRAME 2
XXX DAY
XX XX XX
MB
N PORT WASHINGTON RD
N PORT WASHINGTON RD
W LEXINGTON BLVD
MATCH LINE 1017+00

LEGEND

- TYPE III BARRICADE WITH TWO (2) TPYE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WTH ATTACHED SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA

PROJECT NO: 1228-03-06/76	HWY: IH 43	COUNTY: MILWAUKEE	STAGE 2C - IH 43 NB SILVER SPRING DRIVE EXIT RAMP	SHEET 176	E

2

GENERAL NOTES:

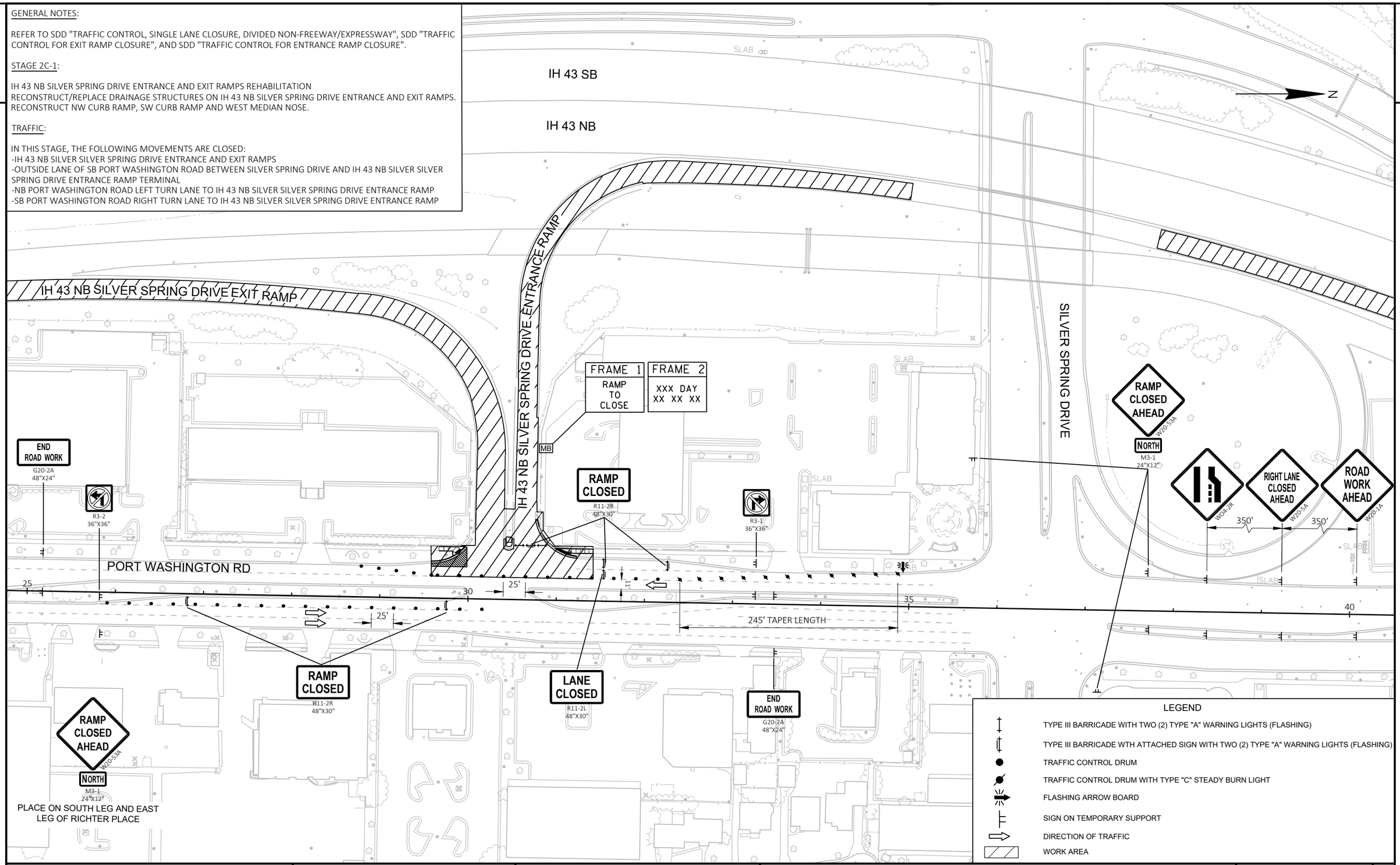
REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE".

STAGE 2C-1:

IH 43 NB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS REHABILITATION
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 NB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS.
RECONSTRUCT NW CURB RAMP, SW CURB RAMP AND WEST MEDIAN NOSE.

TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS
-OUTSIDE LANE OF SB PORT WASHINGTON ROAD BETWEEN SILVER SPRING DRIVE AND IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE RAMP TERMINAL
-NB PORT WASHINGTON ROAD LEFT TURN LANE TO IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE RAMP
-SB PORT WASHINGTON ROAD RIGHT TURN LANE TO IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE RAMP



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2C - 1 - PORT WASHINGTON ROAD	SHEET 177	E

2

GENERAL NOTES:

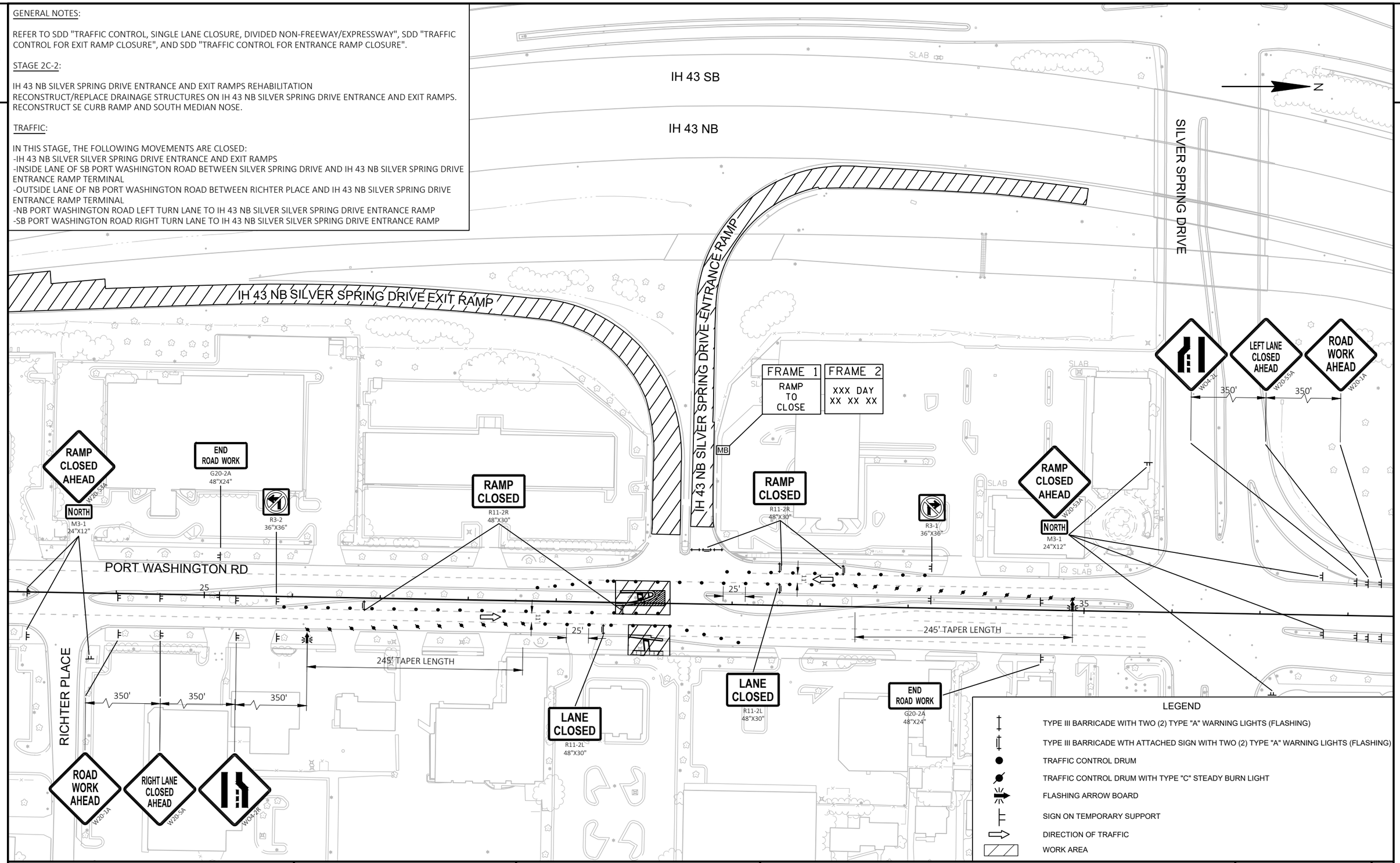
REFER TO SDD "TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY", SDD "TRAFFIC CONTROL FOR EXIT RAMP CLOSURE", AND SDD "TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE".

STAGE 2C-2:

IH 43 NB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS REHABILITATION
RECONSTRUCT/REPLACE DRAINAGE STRUCTURES ON IH 43 NB SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS.
RECONSTRUCT SE CURB RAMP AND SOUTH MEDIAN NOSE.

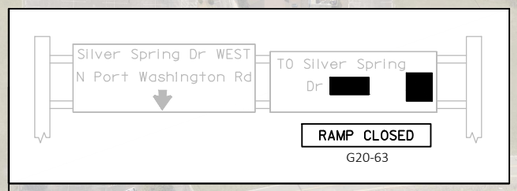
TRAFFIC:

IN THIS STAGE, THE FOLLOWING MOVEMENTS ARE CLOSED:
-IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE AND EXIT RAMPS
-INSIDE LANE OF SB PORT WASHINGTON ROAD BETWEEN SILVER SPRING DRIVE AND IH 43 NB SILVER SPRING DRIVE ENTRANCE RAMP TERMINAL
-OUTSIDE LANE OF NB PORT WASHINGTON ROAD BETWEEN RICHTER PLACE AND IH 43 NB SILVER SPRING DRIVE ENTRANCE RAMP TERMINAL
-NB PORT WASHINGTON ROAD LEFT TURN LANE TO IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE RAMP
-SB PORT WASHINGTON ROAD RIGHT TURN LANE TO IH 43 NB SILVER SILVER SPRING DRIVE ENTRANCE RAMP



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	TRAFFIC CONTROL: STAGE 2C - 2 - PORT WASHINGTON ROAD	SHEET 178	E

2



N

IH 43 SB

IH 43 NB

SILVER SPRING DR

MILWAUKEE RIVER

LEXINGTON BLVD

PORT WASHINGTON RD

1 2 3 4 5 6

1

DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
SILVER SPRING DR
SEE FMS DETAIL
M06-1 30"X30"

2

DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
SILVER SPRING DR
SEE FMS DETAIL
M5-2R 30"X30"

3

DETOUR M4-8 36"X18"
EAST M3-2 36"X18"
SILVER SPRING DR
SEE FMS DETAIL
M06-1 30"X30"

4

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
SILVER SPRING DR
SEE FMS DETAIL
M5-1L 21"X21"

5

END DETOUR M4-8A 24"X18"
EAST M3-2 24"X12"
SILVER SPRING DR
SEE FMS DETAIL

6

DETOUR M4-8 24"X12"
EAST M3-2 24"X12"
SILVER SPRING DR
SEE FMS DETAIL
M06-1 21"X21"

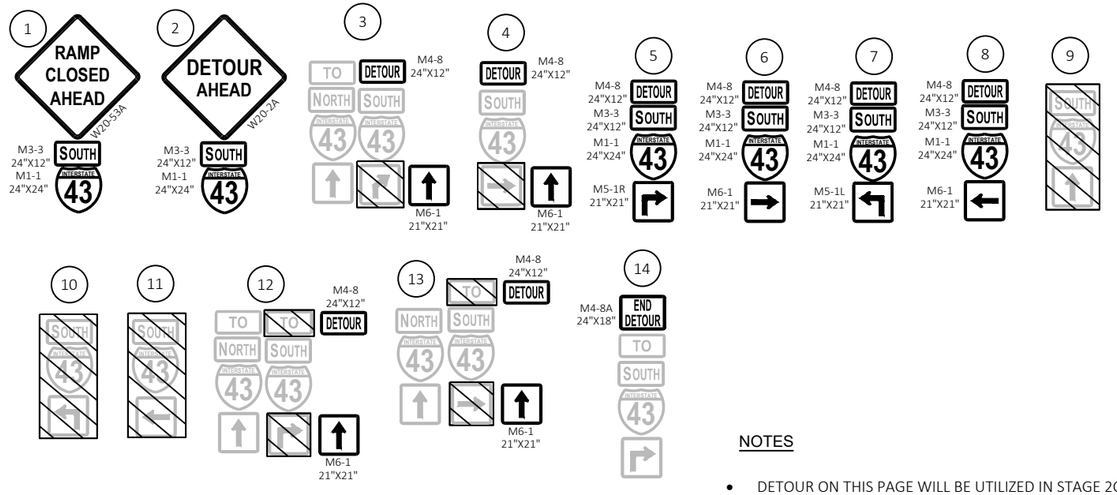
NOTES

1. DETOUR ON THIS PAGE WILL BE UTILIZED IN STAGE 2C.
2. THE EXACT NUMBER, LOCATION AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.
4. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AND UNCOVERED DURING EACH CLOSURE AS NEEDED AND APPROVED BY THE ENGINEER.

LEGEND

- PERMANENT SIGN SUPPORT
- DETOUR ROUTE
- CLOSURE
- COVERING SIGN
- DIRECTION OF TRAFFIC

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	DETOUR PLAN - IH 43 NB OFF RAMP TO SILVER SPRING DR	SHEET 179 E

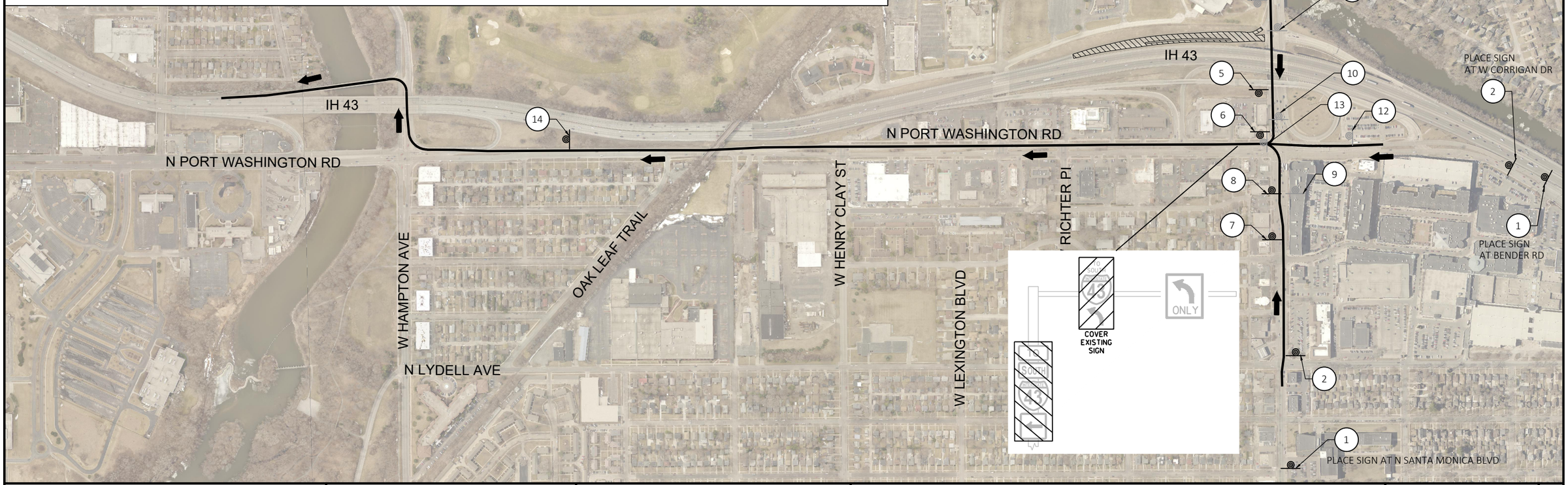


LEGEND

- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- CLOSURE
- DIRECTION OF TRAFFIC
- DETOUR ROUTE

NOTES

- DETOUR ON THIS PAGE WILL BE UTILIZED IN STAGE 2C.
- ALL EXISTING SIGN MESSAGES IN CONFLICT WITH TRAFFIC CONTROL DETOUR SIGNS SHALL BE COVERED OR REMOVED.
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS. SIGNS MAY BE MOUNTED ON EXISTING POSTS, LIGHTS, OR TEMPORARY SIGN SUPPORTS AS APPROVED BY THE ENGINEER.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.



2

2

N

IH 43 SB

IH 43 NB

W LEXINGTON BLVD

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BR
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
DETOUR
R9-9A
30"X18"
M4-9BL
30"X24"

N PORT WASHINGTON RD

CLOSE CURB RAMP/CROSSWALK
USING BARRICADE

W RICHTER PI

N IROQUOIS AVE

W SILVER SPRING DR

N MOHAWK AVE

LEGEND

- TEMPORARY SIGN SUPPORT
- DETOUR ROUTE
- TYPE III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE III BARRICADE WITH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- WORK AREA

NOTES

1. REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".
2. THE EXACT NUMBER, LOCATION AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.
4. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AND UNCOVERED DURING EACH CLOSURE AS NEEDED AND APPROVED BY THE ENGINEER.

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	DETOUR - PEDESTRIAN PORT WASHINGTON RD STAGE 1	SHEET 181	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027004-DT.DWG
LAYOUT NAME - 04 PD
PLOT DATE : 10/25/2024 11:55 AM
PLOT BY : PAPAGEORGE, FOTI A
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

2

N

IH 43 SB

IH 43 NB

W LEXINGTON BLVD

IH 43 NB OFF RAMP

IH 43 NB ON RAMP

CLOSE CURB RAMP/CROSSWALK
USING BARRICADE

N PORT WASHINGTON RD

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BL
30"X24"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED
R9-9
24"X12"

SIDEWALK CLOSED AHEAD
R9-9A
30"X18"
DETOUR
M4-9BR
30"X24"

W RICHTER PL

N IROQUOIS AVE

W SILVER SPRING DR

N MOHAWK AVE

LEGEND

- TEMPORARY SIGN SUPPORT
- DETOUR ROUTE
- TYPE III BARRICADE WITH TWO TYPE "A" LIGHTS
- TYPE III BARRICADE WITH ATTACHED SIGN WITH TWO TYPE "A" LIGHTS
- WORK AREA

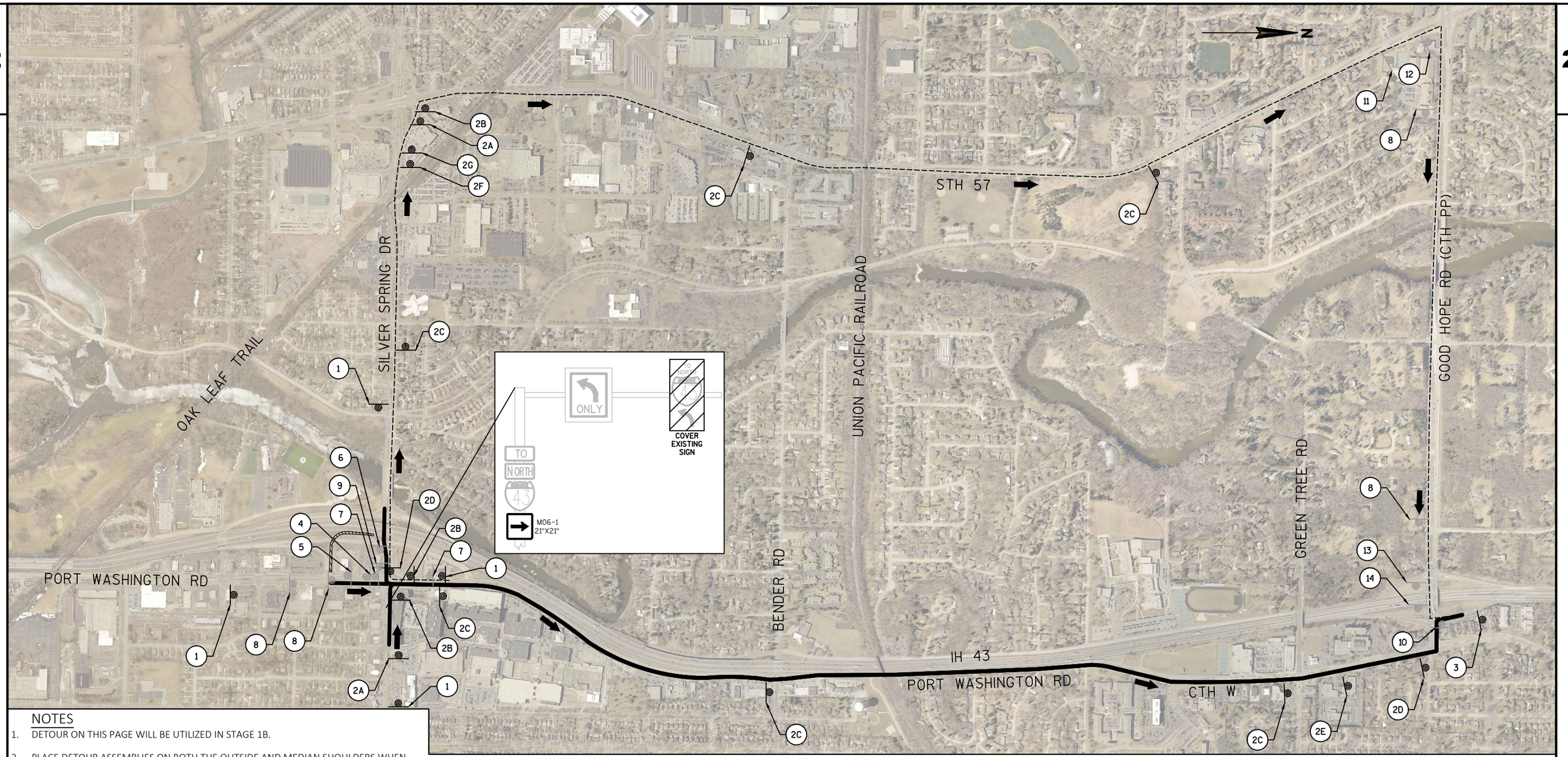
NOTES

1. REFER TO SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".
2. THE EXACT NUMBER, LOCATION AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
3. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.
4. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AND UNCOVERED DURING EACH CLOSURE AS NEEDED AND APPROVED BY THE ENGINEER.

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	DETOUR - PEDESTRIAN PORT WASHINGTON RD STAGE 2	SHEET 182	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027005-DT.DWG
LAYOUT NAME - 05 PD
PLOT DATE : 10/25/2024 11:56 AM
PLOT BY : PAPAGEORGE, FOTI A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2



NOTES

1. DETOUR ON THIS PAGE WILL BE UTILIZED IN STAGE 1B.
2. PLACE DETOUR ASSEMBLIES ON BOTH THE OUTSIDE AND MEDIAN SHOULDERS WHEN DETOURS ARE ROUTED ON DIVIDED ROADWAYS.
3. DO NOT PLACE SIGNS OR TRAFFIC CONTROL DEVICES WITHIN 50' OF RAILROAD RIGHT OF WAY.
4. THE EXACT NUMBER, LOCATION AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
5. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.
6. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AND UNCOVERED DURING EACH CLOSURE AS NEEDED AND APPROVED BY THE ENGINEER.
7. WITH THE EXCEPTION OF DOT# 180101F WHERE STSP 107-026 APPLIES, DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

LEGEND

- SIGN ON PERMANENT SUPPORT
- EXISTING SIGN
- DETOUR ROUTE (NB)
- DETOUR ROUTE (SB)
- CLOSURE
- DIRECTION OF TRAFFIC

1: DETOUR AHEAD W20-2-24; NORTH 43 M3-1 24"X12" / M1-1 24"X24"

2: DETOUR M4-8 24"X12" / NORTH M3-1 24"X12" / 43 M1-1 24"X24"

3: END DETOUR M4-8A 24"X18" / NORTH M3-1 24"X12" / 43 M1-1 24"X24"

4: NORTH 43 (arrow)

5: NORTH 43 (arrow)

6: DETOUR M4-8 24"X12" / NORTH 43 / M05-1L 21"X21"

7: DETOUR M4-8 24"X12" / NORTH 43 / M05-1R 21"X21"

8: DETOUR M4-8 24"X12" / NORTH 43 / M06-1 21"X21"

9: DETOUR M4-8 24"X12" / NORTH 43 / M06-1 21"X21"

10: DETOUR M4-8 24"X12" / NORTH 43

11: DETOUR M4-8 24"X12" / NORTH 43

12: DETOUR M4-8 24"X12" / NORTH 43

13: DETOUR M4-8 24"X12" / NORTH 43

14: DETOUR M4-8 24"X12" / NORTH 43

A: M05-1R 21"X21"

B: M06-1 21"X21"

C: M06-1 21"X21"

D: M06-1 21"X21"

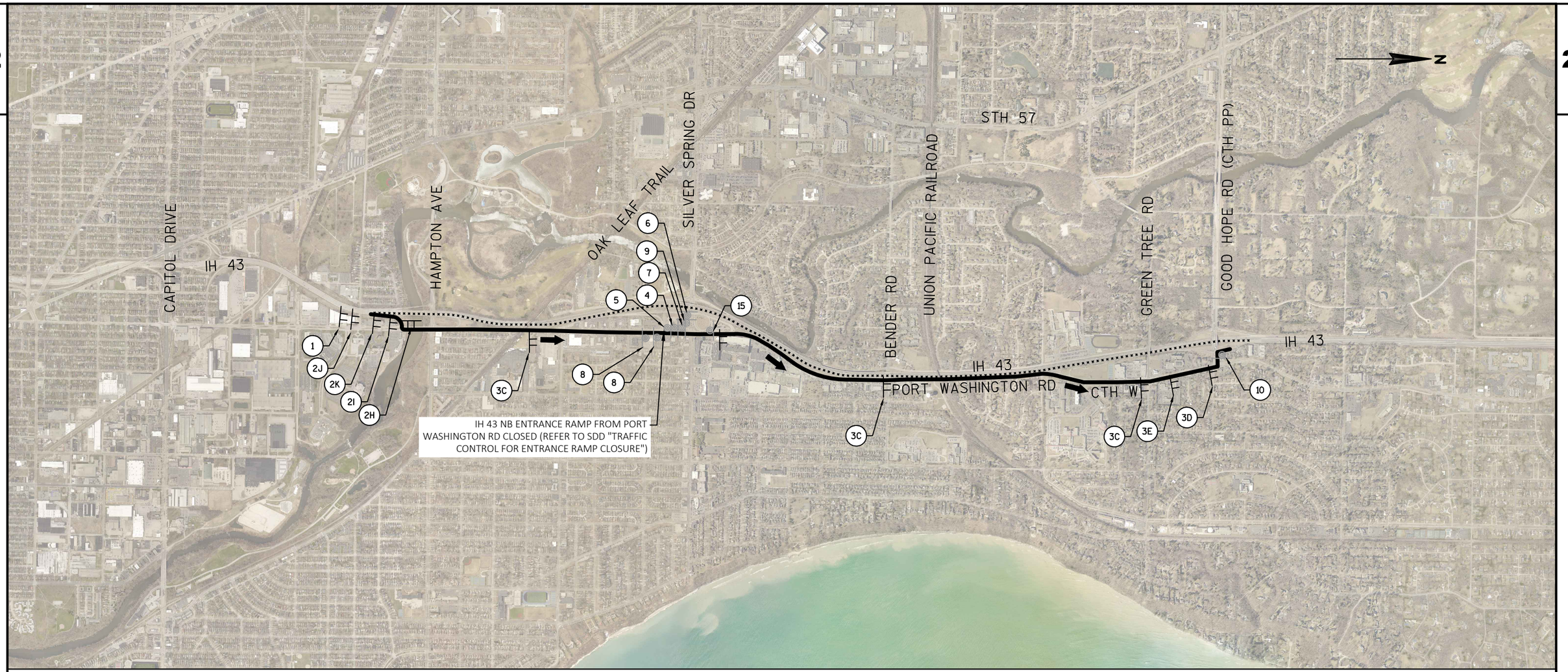
E: M05-1L 21"X21"

F: M05-2R 21"X21"

G: M06-2 21"X21"

PROJECT NO:1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	DETOUR PLAN - IH 43 NB ON RAMP FROM PORT WASHINGTON RD	SHEET 183 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027006-DT.DWG
LAYOUT NAME - 027006-DT
PLOT DATE : 10/10/2024 2:39 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME :
PLOT SCALE : 1 IN:1000 FT



NOTES

1. DETOUR ON THIS PAGE WILL BE UTILIZED FOR TRAFFIC CONTROL SETUP BETWEEN STAGES.
2. PLACE DETOUR ASSEMBLIES ON BOTH THE OUTSIDE AND MEDIAN SHOULDERS WHEN DETOURS ARE ROUTED ON DIVIDED ROADWAYS.
3. DO NOT PLACE SIGNS OR TRAFFIC CONTROL DEVICES WITHIN 50' OF RAILROAD RIGHT OF WAY.
4. THE EXACT NUMBER, LOCATION AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
5. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.
6. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AND UNCOVERED DURING EACH CLOSURE AS NEEDED AND APPROVED BY THE ENGINEER.
7. WITH THE EXCEPTION OF DOT# 180101F WHERE STSP 107-026 APPLIES, DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

LEGEND

- TEMPORARY SIGN SUPPORT
- EXISTING SIGN
- DETOUR ROUTE (NB)
- DETOUR ROUTE (SB)
- CLOSURE
- DIRECTION OF TRAFFIC

1 — DETOUR AHEAD W4D-2-A; NORTH M3-1 36"X18"; IH 43 M1-1 36"x36"

2 — DETOUR M4-8 36"X18"; NORTH M3-1 36"X18"; IH 43 M1-1 36"x36"

3 — DETOUR M4-8 24"X12"; NORTH M3-1 24"X12"; IH 43 M1-1 24"X24"

4 — NORTH; IH 43

5 — NORTH; IH 43

6 — DETOUR M4-8 24"X12"; NORTH; IH 43; M05-1L 21"X21"

7 — DETOUR M4-8 24"X12"; NORTH; IH 43; M05-1R 21"X21"

8 — DETOUR M4-8 24"X12"; NORTH; IH 43; M06-1 21"X21"

9 — DETOUR M4-8 24"X12"; NORTH; IH 43; M06-1 21"X21"

10 — END DETOUR M4-8A 24"X18"; NORTH; IH 43

11 — DETOUR M4-8 24"X12"; NORTH; IH 43

12 — DETOUR M4-8 24"X12"; NORTH; IH 43

13 — DETOUR M4-8 24"X12"; NORTH; IH 43

14 — DETOUR M4-8 24"X12"; NORTH; IH 43

15 — NORTH; IH 43

A — M05-1R 21"X21"
B — M06-1 21"X21"
C — M06-1 21"X21"
D — M06-1 21"X21"
E — M05-1L 21"X21"
F — M05-2R 21"X21"
G — M06-2 21"X21"
H — M06-1 30"X30"
I — M05-1L 30"X30"
J — M05-2R 30"X30"
K — M06-2 30"X30"

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	DETOUR PLAN - IH 43 NB FULL FREEWAY CLOSURE	SHEET 184 E

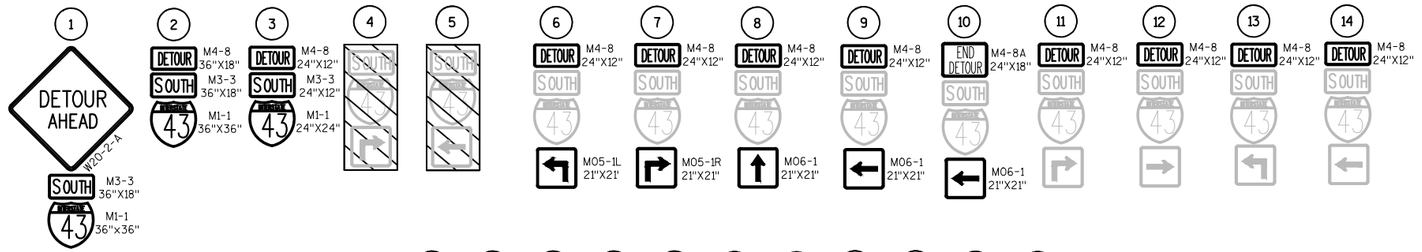
FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027007-DT.DWG
LAYOUT NAME - 027006-DT
PLOT DATE : 10/16/2024 11:10 AM PLOT BY : SCHUMACHER, JAMES D PLOT NAME :
PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

NOTES

1. DETOUR ON THIS PAGE WILL BE UTILIZED FOR TRAFFIC CONTROL SETUP BETWEEN STAGES.
2. PLACE DETOUR ASSEMBLIES ON BOTH THE OUTSIDE AND MEDIAN SHOULDERS WHEN DETOURS ARE ROUTED ON DIVIDED ROADWAYS.
3. DO NOT PLACE SIGNS OR TRAFFIC CONTROL DEVICES WITHIN 50' OF RAILROAD RIGHT OF WAY.
4. THE EXACT NUMBER, LOCATION AND SPACING BETWEEN ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
5. THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED NOT TO CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.
6. ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED AND UNCOVERED DURING EACH CLOSURE AS NEEDED AND APPROVED BY THE ENGINEER.
7. WITH THE EXCEPTION OF DOT# 180101F WHERE STSP 107-026 APPLIES, DO NOT PLACE ANY ITEMS WITHIN 50 FEET OF RAILROAD RIGHT OF WAY.

LEGEND

- TEMPORARY SIGN SUPPORT
- EXISTING SIGN
- DETOUR ROUTE (NB)
- DETOUR ROUTE (SB)
- CLOSURE
- DIRECTION OF TRAFFIC



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	DETOUR PLAN - IH 43 SB FULL FREEWAY CLOSURE	SHEET 185 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027008-DT.DWG
LAYOUT NAME - 027006-DT
PLOT DATE : 10/10/2024 5:16 PM PLOT BY : SCHUMACHER, JAMES D PLOT NAME :
PLOT SCALE : 1 IN:2000 FT

2

LEGEND

FENCE CHAIN LINK 6-FT

N

WETLAND

FLAG

M(D)

IH 43 SB

IH 43 NB

1005

1010

1015

1018+32.00

6' O/S BARRIER

1010+32.78, 58.12' RT

FENCE CHAIN LINK 6-FT
MOUNTED ON BARRIER

1009+65.83, 64.26' RT

INSTALL GATE
CHAIN LINK 6-FT

1006+74.83, 64.31' RT

PORT WASHINGTON ROAD

2

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	FENCING	SHEET 186	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027101-FN.DWG
LAYOUT NAME - 01

PLOT DATE : 10/30/2024 9:22 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

LEGEND

FENCE CHAIN LINK 6-FT

IH 43 SB

IH 43 NB

1020

1025

1030

1018+32.00

1033+82.00

2400

N

ATHLETIC FIELD

SUBSTATION

SLAB

SM

SIGN

FLAG

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	FENCING	SHEET 187	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027101-FN.DWG
LAYOUT NAME - 02

PLOT DATE : 10/30/2024 9:22 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

LEGEND

FENCE CHAIN LINK 6-FT

WETLAND

SLAB

IH 43

IH 43 SB

IH 43 NB

1035

1040

1045

1033+82.00

1049+32.00

1044+76.95, 9.39' RT

1045+32.18, 9.43' RT

FENCE CHAIN LINK 6-FT
MOUNTED ON BARRIER

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	FENCING	SHEET 188	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027101-FN.DWG
LAYOUT NAME - 03

PLOT DATE : 10/30/2024 9:22 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

FENCE CHAIN LINK 6-FT

N

1049+32.00

1064+82.00

1050

1055

1060

IH 43 SB

IH 43 NB

1056+23.97, 57.92' RT

1056+13.98, 57.88' RT

1054+95.13, 58.11' RT

1054+80.13, 58.07' RT

1059+83.03, 58.23' RT

1059+67.84, 58.33' RT

1061+86.49, 57.84' RT

1061+71.89, 57.77' RT

1062+05.40, 57.74' RT

1062+15.30, 57.78' RT

1061+52.07, 57.80' RT

1061+42.30, 57.88' RT

1062+96.80, 57.85' RT

1063+11.49, 58.07' RT

FENCE CHAIN LINK 6-FT
MOUNTED ON BARRIER

FENCE CHAIN LINK 6-FT
MOUNTED ON BARRIER

FENCE CHAIN LINK 6-FT
MOUNTED ON BARRIER

SLAB

SLAB

SLAB

W

2

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	FENCING	SHEET 189	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027101-FN.DWG
LAYOUT NAME - 04

PLOT DATE : 10/30/2024 9:22 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

LEGEND

FENCE CHAIN LINK 6-FT

N

1078+99.48, -119.15' LT

1078+96.20, -58.39' LT

SLAB

1064+82.00

1065

1070

1075

IH 43 SB

IH 43 NB

1067+47.04, 58.22' RT

1067+61.62, 58.15' RT

FENCE CHAIN LINK 6-FT
MOUNTED ON BARRIER

SLAB

SLAB

2

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	FENCING	SHEET 190	E

2

"RAMP A" CURVE 1
PI STA = 101+70.33
Y = 325764.038
X = 603857.376
DELTA = 12°06'53"
D = 3°34'10"
T = 170.33'
L = 339.39'
R = 1605.14'
PC STA = 100+00.00
Y = 325593.708
X = 603857.875
PT STA = 103+39.39
Y = 325930.469
X = 603821.141
BK = N00°10'04.1"W
AH = N12°16'56.7"W

"RAMP A" CURVE 2
PI STA = 105+91.39
Y = 326176.704
X = 603767.533
DELTA = 1°08'44"
D = 1°04'33"
T = 53.24'
L = 106.48'
R = 5325.44'
PC STA = 105+38.15
Y = 326124.679
X = 603778.859
PT STA = 106+44.63
Y = 326228.945
X = 603757.249
BK = N12°16'56.7"W
AH = N11°08'12.4"W

"RAMP A" CURVE 3
PI STA = 114+19.52
Y = 326989.235
X = 603607.579
DELTA = 0°46'22"
D = 0°13'03"
T = 177.64'
L = 355.28'
R = 26337.66'
PC STA = 112+41.87
Y = 326814.935
X = 603641.891
PT STA = 115+97.15
Y = 327163.981
X = 603575.621
BK = N11°08'12.4"W
AH = N10°21'50.0"W

"IH 43" STA 1003+72.60, 44.69' LT
"RAMP A" STA 100+00
N=325593.71
E=603857.87

Mid
PT
PC
105
PT
110
PC
CURVE 1
CURVE 2
RAMP A
CURVE 3

PC
1005
CURVE 1
N11° 08' 06"W
151.62'
PT
PI
1010
IH 43
1015
N11° 08' 06"W
793.38'
PC
1015
RAMP B
1018+32.00

BEGIN PROJECT
STA 1004+18.19
X= 603903.07
Y= 325638.50

"IH 43" STA 1012+74.26, 47.0' RT
"RAMP B" STA 1012+74.00
N=326941.47
E=603813.99

IH 43 CURVE 1
PI STA = 1005+60.61
Y = 325780.882
X = 603905.947
DELTA = 12°10'04"
D = 3°30'00"
T = 174.48'
L = 347.65'
R = 1637.02'
PC STA = 1003+86.13
Y = 325606.429
X = 603902.801
PT STA = 1007+33.78
Y = 325952.079
X = 603872.251
BK = N01°01'58.4"E
AH = N11°08'05.6"W

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 191	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027201_AD.DWG
LAYOUT NAME - 01
PLOT DATE : 10/30/2024 9:24 AM
PLOT BY : ATARI, RAZAN HAEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

"RAMP A" CURVE 4
PI STA = 117+52.31
Y = 327316.604
X = 603547.709
DELTA = 5°51'18"
D = 1°53'19"
T = 155.15'
L = 310.04'
R = 3033.90'
PC STA = 115+97.15
Y = 327163.981
X = 603575.621
PT STA = 119+07.19
Y = 327465.583
X = 603504.373
BK = N10°21'50.0"W
AH = N16°13'08.4"W

IH 43 CURVE 2
PI STA = 1021+47.90
Y = 327339.587
X = 603599.155
DELTA = 3°07'26"
D = 0°19'59"
T = 469.13'
L = 938.04'
R = 17204.68'
PC STA = 1016+78.77
Y = 326879.284
X = 603689.754
PT STA = 1026+16.81
Y = 327804.143
X = 603533.775
BK = N11°08'05.6"W
AH = N08°00'39.6"W

"RAMP A" CURVE 5
PI STA = 124+73.84
Y = 328009.679
X = 603346.102
DELTA = 22°24'00"
D = 2°00'08"
T = 566.65'
L = 1118.83'
R = 2861.80'
PC STA = 119+07.19
Y = 327465.583
X = 603504.373
PT STA = 130+26.02
Y = 328573.034
X = 603407.112
BK = N16°13'08.4"W
AH = N06°10'51.2"E

IH 43 CURVE 3
PI STA = 1033+70.41
Y = 328550.394
X = 603428.750
DELTA = 29°28'35"
D = 2°00'00"
T = 753.61'
L = 1473.82'
R = 2864.79'
PC STA = 1026+16.81
Y = 327804.143
X = 603533.775
PT STA = 1040+90.63
Y = 329251.728
X = 603704.524
BK = N08°00'39.6"W
AH = N21°27'55.4"E

"RAMP B" CURVE 1
PI STA = 1028+69.68
Y = 328076.703
X = 603631.677
DELTA = 11°25'36"
D = 0°44'07"
T = 779.66'
L = 1554.15'
R = 7792.88'
PC STA = 1020+90.02
Y = 327302.148
X = 603720.757
PT STA = 1036+44.17
Y = 328853.553
X = 603697.811
BK = N06°33'38.4"W
AH = N04°51'57.4"E

"RAMP C" CURVE 1
PI STA = 121+99.49
Y = 327786.284
X = 603716.899
DELTA = 8°37'57"
D = 2°15'01"
T = 192.18'
L = 383.64'
R = 2546.31'
PC STA = 120+07.30
Y = 327594.217
X = 603723.528
PT STA = 123+90.94
Y = 327977.172
X = 603739.172
BK = N01°58'37.0"W
AH = N06°39'19.7"E

"RAMP C" CURVE 2
PI STA = 125+27.87
Y = 328113.178
X = 603755.042
DELTA = 84°47'17"
D = 38°12'01"
T = 136.93'
L = 221.96'
R = 149.99'
PC STA = 123+90.94
Y = 327977.172
X = 603739.172
PT STA = 126+12.90
Y = 328109.729
X = 603891.928
BK = N06°39'19.7"E
AH = S88°33'23.5"E

"RAMP D" CURVE 1
PI STA = 1030+97.41
Y = 328175.669
X = 603582.744
DELTA = 91°07'51"
D = 38°11'59"
T = 152.98'
L = 238.56'
R = 149.99'
PC STA = 1029+44.44
Y = 328171.809
X = 603735.675
PT STA = 1031+83.00
Y = 328328.494
X = 603589.622
BK = N88°33'15.1"W
AH = N02°34'35.9"E

"RAMP B" STA 1019+23.99, 0' RT
"RAMP C" STA 155+50.00
N=327137.20
E=603739.73

"RAMP C" STA 127+91.20
N=328105.24
E=604070.18

"RAMP D" STA 1026+22.27
N=328163.68
E=604057.74

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 192	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027201_AD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/30/2024 9:24 AM
PLOT BY : ATARI, RAZAN HAEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

"RAMP E" CURVE 1

PI STA = 133+83.50
Y = 329007.786
X = 603444.624
DELTA = 18°37'34"
D = 7°30'02"
T = 125.27'
L = 248.33'
R = 763.88'
PC STA = 132+58.23
Y = 328884.518
X = 603422.321
PT STA = 135+06.56
Y = 329117.474
X = 603505.130
BK = N10°15'21.0"E
AH = N28°52'55.1"E

IH 43 CURVE 3

PI STA = 1033+70.41
Y = 328550.394
X = 603428.750
DELTA = 29°28'35"
D = 2°00'00"
T = 753.61'
L = 1473.82'
R = 2864.79'
PC STA = 1026+16.81
Y = 327804.143
X = 603533.775
PT STA = 1040+90.63
Y = 329251.728
X = 603704.524
BK = N08°00'39.6"W
AH = N21°27'55.4"E

"RAMP B" CURVE 2

PI STA = 1037+33.88
Y = 328942.942
X = 603705.421
DELTA = 17°00'41"
D = 9°33'05"
T = 89.71'
L = 178.11'
R = 599.87'
PC STA = 1036+44.17
Y = 328853.553
X = 603697.811
PT STA = 1038+22.28
Y = 329026.194
X = 603738.850
BK = N04°51'57.4"E
AH = N21°52'38.6"E

"RAMP BS" CURVE 1

PI STA = 1036+38.81
Y = 328847.232
X = 603709.334
DELTA = 0°19'21"
D = 0°58'01"
T = 16.68'
L = 33.36'
R = 5925.81'
PC STA = 1036+22.13
Y = 328830.617
X = 603707.848
PT STA = 1036+55.49
Y = 328863.855
X = 603710.727
BK = N05°06'37.9"E
AH = N04°47'16.6"E

"RAMP B" CURVE 3

PI STA = 1044+17.36
Y = 329578.418
X = 603960.589
DELTA = 63°54'46"
D = 39°30'07"
T = 90.48'
L = 161.80'
R = 145.05'
PC STA = 1043+26.87
Y = 329494.453
X = 603926.874
PT STA = 1044+88.67
Y = 329585.061
X = 604050.826
BK = N21°52'38.4"E
AH = N85°47'24.2"E

IH 43 CURVE 4

PI STA = 1047+78.32
Y = 329891.727
X = 603956.180
DELTA = 10°17'11"
D = 0°45'00"
T = 687.70'
L = 1371.70'
R = 7640.52'
PC STA = 1040+90.63
Y = 329251.728
X = 603704.524
PT STA = 1054+62.33
Y = 330476.503
X = 604318.075
BK = N21°27'55.6"E
AH = N31°45'06.3"E

"IH 43" STA 1035+16.12, 157.70' LT
"RAMP E" STA 130+98.11
N=328726.95
E=603393.81

"IH 43" STA 1035+21.29, 126.17' LT
"RAMP A" STA 131+80.93
N=328726.81
E=603425.81

"RAMP B" STA 1026+22.13, 11.92' RT
"RAMP BS" STA 1036+22.13
N=328830.62
E=603707.85

"RAMP BS" STA 1044+46.43
N=328797.40
E=603882.97

"RAMP B" STA 1045+21.33
N=329587.46
E=604083.40

"RAMP BS" CURVE 2

PI STA = 1037+24.64
Y = 328932.764
X = 603716.499
DELTA = 14°52'55"
D = 10°49'17"
T = 69.15'
L = 137.52'
R = 529.47'
PC STA = 1036+55.49
Y = 328863.855
X = 603710.727
PT STA = 1037+93.01
Y = 328997.879
X = 603739.774
BK = N04°47'16.6"E
AH = N19°40'11.3"E

"RAMP BS" CURVE 3

PI STA = 1035+77.14
Y = 328794.603
X = 603667.112
DELTA = 249°35'14"
D = 38°11'50"
T = 215.87'
L = 653.42'
R = 150.00'
PC STA = 1037+93.01
Y = 328997.879
X = 603739.774
PT STA = 1044+46.43
Y = 328797.402
X = 603882.967
BK = N19°40'11.3"E
AH = S89°15'24.9"W

"RAMP D" CURVE 2

PI STA = 1033+70.41
Y = 328550.394
X = 603428.750
DELTA = 29°28'35"
D = 2°00'00"
T = 753.61'
L = 1473.82'
R = 2864.79'
PC STA = 1026+16.81
Y = 327804.143
X = 603533.775
PT STA = 1040+90.63
Y = 329251.728
X = 603704.524
BK = N08°00'39.6"W
AH = N21°27'55.4"E

CURVE 1
RAMP E
IH 43
CURVE 3
CURVE 4
CURVE 2
RAMP D
RAMP B
RAMP BS
SLAB
PC
PT
PCC
PRC
Mid
1033+82.00
1049+32.00

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 193	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027201_AD.DWG
LAYOUT NAME - 03
PLOT DATE : 10/30/2024 9:24 AM
PLOT BY : ATARI, RAZAN HAEL
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

N

W

W

W

SLAB

SLAB

SLAB

SLAB

INL

MH

SIGN

1064+82.00

1049+32.00

1050

CURVE 5

PT

1055

IH 43

N31° 45' 06"E

525.70'

1060

CURVE 6

PC

1050

CURVE 3

RAMP D

"IH 43" STA 1054+74.26, 47.02' RT
"RAMP D" STA 1054+74.00
N=330461.90
E=604364.34

IH 43 CURVE 5

PI STA = 1047+78.32
Y = 329891.727
X = 603956.180
DELTA = 10°17'11"
D = 0°45'00"
T = 687.70'
L = 1371.70'
R = 7640.52'
PC STA = 1040+90.63
Y = 329251.728
X = 603704.524
PT STA = 1054+62.33
Y = 330476.503
X = 604318.075
BK = N21°27'55.6"E
AH = N31°45'06.3"E

"RAMP D" CURVE 3

PI STA = 1048+67.10
Y = 329937.759
X = 604053.224
DELTA = 9°11'42"
D = 0°45'21"
T = 609.52'
L = 1216.42'
R = 7579.85'
PC STA = 1042+57.58
Y = 329370.640
X = 603829.864
PT STA = 1054+74.00
Y = 330461.901
X = 604364.335
BK = N21°29'49.0"E
AH = N30°41'30.6"E

IH 43 CURVE 6

PI STA = 1066+29.89
Y = 331469.325
X = 604932.494
DELTA = 31°17'30"
D = 2°30'00"
T = 641.87'
L = 1251.67'
R = 2291.84'
PC STA = 1059+88.02
Y = 330923.521
X = 604594.717
PT STA = 1072+39.69
Y = 332111.174
X = 604937.648
BK = N31°45'06.3"E
AH = N00°27'36.3"E

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 194	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027201_AD.DWG
LAYOUT NAME - 04

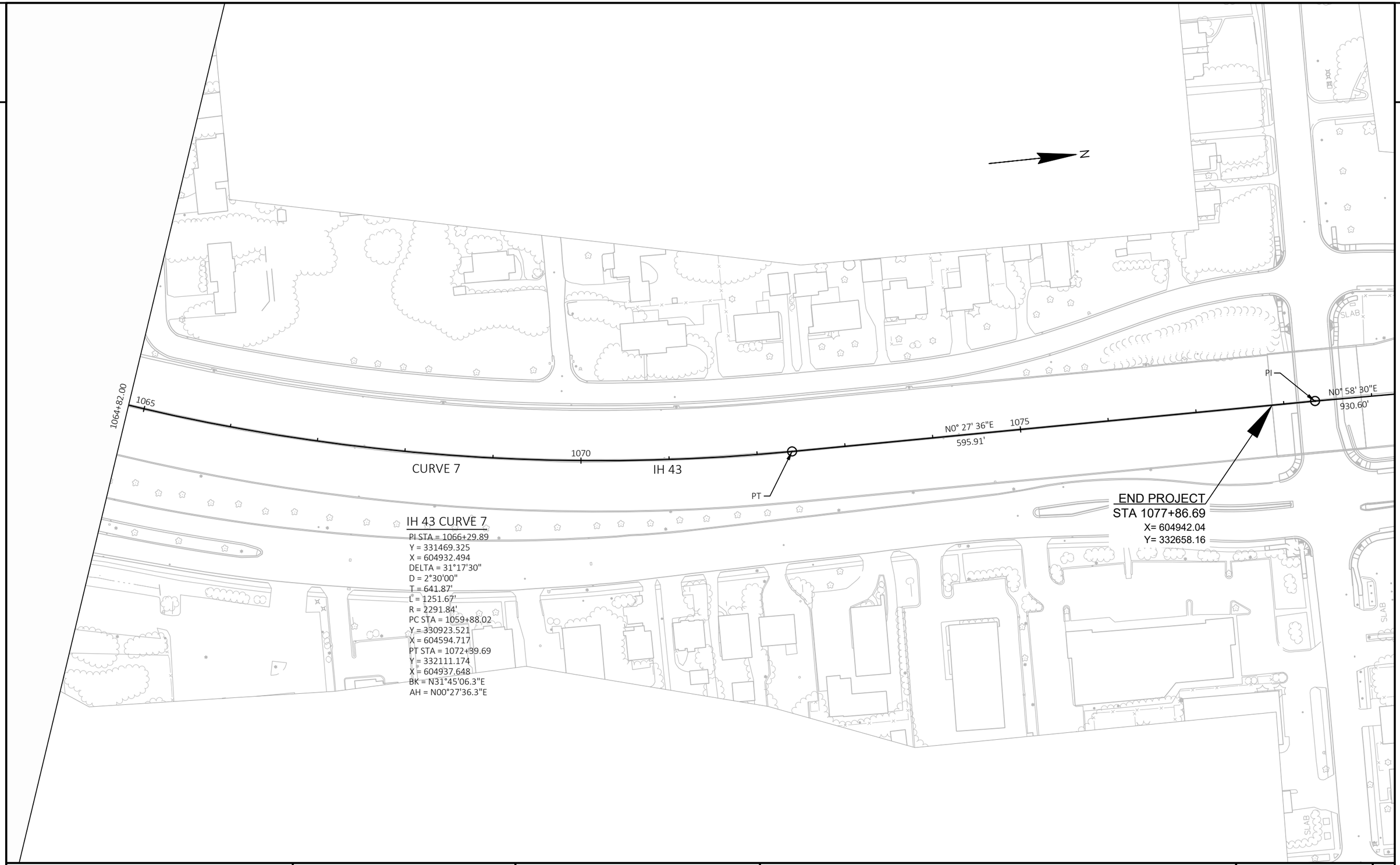
PLOT DATE : 10/30/2024 9:24 AM

PLOT BY : ATARI, RAZAN HAEL

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

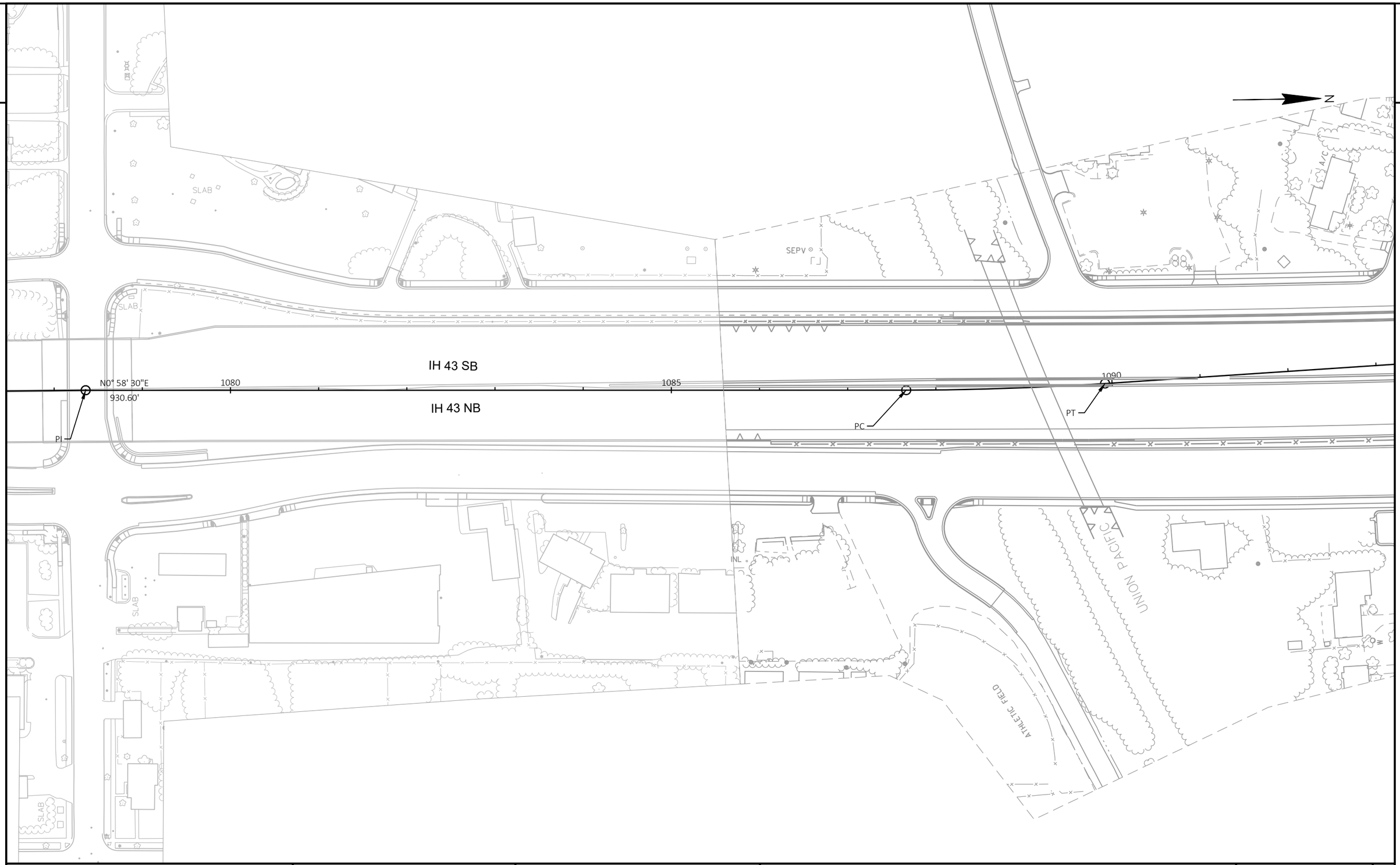
2



IH 43 CURVE 7
PI STA = 1066+29.89
Y = 331469.325
X = 604932.494
DELTA = 31°17'30"
D = 2°30'00"
T = 641.87'
L = 1251.67'
R = 2291.84'
PC STA = 1059+88.02
Y = 330923.521
X = 604594.717
PT STA = 1072+39.69
Y = 332111.174
X = 604937.648
BK = N31°45'06.3"E
AH = N00°27'36.3"E

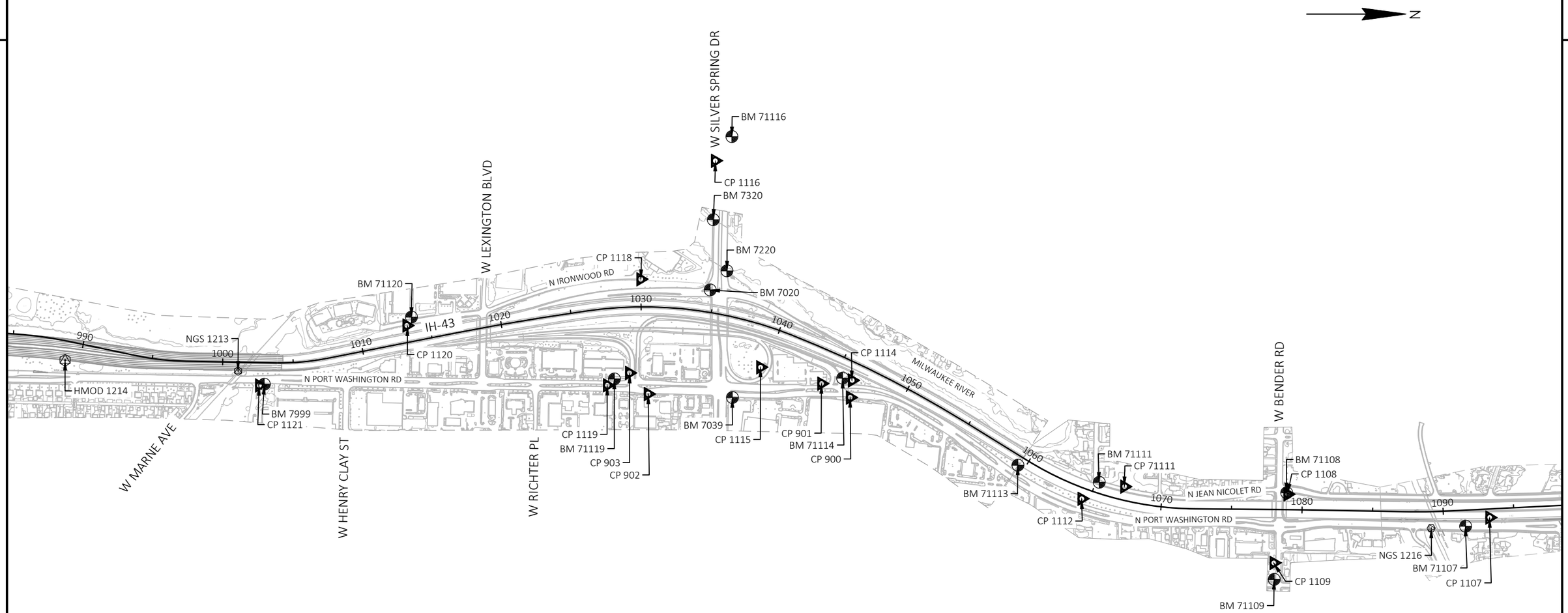
PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 195	E

2



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT PLAN	SHEET 196	E

2



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT LAYOUT SURVEY CONTROL OVERVIEW	SHEET 197	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\027202-AD-CP.DWG
LAYOUT NAME - 020201

PLOT DATE : 10/30/2024 9:26 AM PLOT BY : ATARI, RAZAN HAEL PLOT NAME : PLOT SCALE : 1 IN:700 FT

2

HMOD 1214
BRASS CAP STAMPED "MILWAUKEE N GPS",
APPROX 150' NORTH OF NORTHBOUND
I-43 HAMPTON AVE OF PORT WASHINGTON ROAD.
PID OF THIS MONUMENT IS DG4918.
STA. 988+97.04, 135.50' RT
N: 324,102.791
E:603,883.530
EL:641.67

IH- 43 SB
990
IH- 43 NB
W CHATEAU PL
N PORT WASHINGTON RD

BM 7999
CHISELED "X" ON
FLANGE BOLT ON
FIRST HYDRANT
NORTH OF RAILROAD
BRIDGE AT ENTRANCE
TO LA QUINTA ON
PORT WASHINGTON RD.
STA. 1002+97.77, 153.52' RT
N: 325,515
E: 604,055
EL: 626.43

CP 1121
SET 40" BERNTSEN FENO
MONUMENT WITH 2"
ALUMINUM CAP STAMPED
WISCONSIN DEPT. OF
TRANSPORTATION/AYRES
ASSOCIATES WITH ORANGE
CARSONITE SURVEY MARKER
POST 25' WEST OF LA QUINTA
INN SIGN, 13' EAST OF BACK OF
CURB PORT WASHINGTON RD.
APPROX 175' NORTH OF RAILROAD
BRIDGE.
STA. 1002+62.19, 161.84' RT
N: 325,479.320
E: 604,062.501
EL: 624.62

NGS 1213
BRASS CAP STAMPED
"D 134 1972", ON THE
SOUTHEAST ABUTMENT
OF A RAILROAD BRIDGE
OVER 1-43. PID OF THIS
MONUMENT IS OL0124.
STA. 1001+10.47, 62.59' RT
N: 325,329.695
E: 603,960.410
EL: 641.79

1000
IH- 43 SB
IH- 43 NB
N PORT WASHINGTON RD
W MARNE AVE

N IRONWOOD RD

CP 1120
SET 40" BERNTSEN FENO
MONUMENT WITH 2"
ALUMINUM CAP STAMPED
WISCONSIN DEPT. OF
TRANSPORTATION/AYRES
ASSOCIATES WITH ORANGE
CARSONITE SURVEY MARKER
POST BETWEEN CURB AND R/W
FENCE ON THE EAST SIDE OF
IRONWOOD LN. APPROX 25'
SOUTH OF NORTH FACE 5235
IRONWOOD LN.
STA. 1013+41.05, 119.30' LT
N: 326,524.968
E: 603,637.906
EL: 626.42

BM 71120
HYDRANT FLANGE BOLT WITH WHIP AT
5325 IRONWOOD LN.
STA. 1013+84.87, 170.93 LT
N: 326,558
E: 603,579
EL: 628.66

IH- 43 SB
IH- 43 NB
1010

2

CP 902
SET 1000 mm BERNTSEN FENO MARKER WITH 2" ALUMINUM CAP
STAMPED "WISCONSIN DOT CONTROL", "CORRE INC", AND "DO
NOT DISTURB".
STA. 1030+59.11, 617.41' RT
N: 328,235.976
E: 604,123.447
EL: 638.976

CP 1119
SET 40" BERNTSEN
FENO
MONUMENT
WITH 2"
ALUMINUM
CAP STAMPED
WISCONSIN DEPT.
OF
TRANSPORTATION/
AYRES
ASSOCIATES
WITH ORANGE
CARSONITE
SURVEY
MARKER POST IN
MEDIAN OF PORT
WASHINGTON RD,
EAST OF
"BAYMOUNT INN
& SUITES". 8'
SOUTH OF LIGHT
POLE.
STA. 1026+98.99,
541.33' RT
N: 327,945.722
E: 604,061. 532
EL: 634.47

1030
IH-43 NB OFF RAMP

CP 903
SET 1000 mm BERNTSEN FENO MARKER WITH 2"
ALUMINUM CAP STAMPED "WISCONSIN DOT
CONTROL", "CORRE INC", AND "DO NOT DISTURB".
STA. 1028+98.13, 466.23' RT
N: 328,102.986
E: 603,974.059
EL: 636.805

BM 71119
CHISELED "X" ON WEST FLANGE BOLT OF FIRST
HYDRANT SOUTH OF I-43 NORTHBOUND RAMP
TO PORT WASHINGTON RD, SOUTH OF SILVER
SPRING DR.
STA. 1027+66.08, 501.98' RT
N: 327,996
E: 604,017
EL: 637.02

IH- 43 SB
IH- 43 NB
N PORT WASHINGTON RD

CP 1115
SET 40" BERNTSEN FENO MONUMENT
WITH 2" ALUMINUM CAP STAMPED
WISCONSIN DEPT. OF TRANSPORTATION/
AYRES ASSOCIATES WITH ORANGE
CARSONITE SURVEY MARKER POST. SET
IN INFIELD OF NORTHBOUND I-43 OFF RAMP
IN THE NORTHEAST QUADRANT OF I-43 AND
SILVER SPRING RD, APPROX 200' NORTH OF
SILVER SPRING, AND 200' WEST OF PORT
WASHINGTON RD.
STA. 1039+57.66, 290.64' RT
N: 329,032.699
E: 603,933.854
EL: 638.44

IH- 43 SB
IH- 43 NB
N PORT WASHINGTON RD SB
N PORT WASHINGTON RD NB
W SILVER SPRING DR WB
W SILVER SPRING DR EB

W SILVERSPRING DR EB
W SILVERSPRING DR WB

BM 7320
ELEVATIONS WERE DERIVED FROM DIFFERENTIAL
LEVELING. HORIZONTAL COORDINATE VALUES
ARE APPROXIMATE AND ARE FOR MAPPING
PURPOSE ONLY.
STA. 1034+20.64, 653.34' LT
N: 328,697
E: 602,887
EL: 632.55

CP 1118
SET 40" BERNTSEN FENO MONUMENT WITH 2"
ALUMINUM CAP STAMPED WISCONSIN DEPT.
OF TRANSPORTATION/AYRES ASSOCIATES WITH
ORANGE CARSONSITE SURVEY MARKER POST 6'
WEST OF R/W FENCE, 5' NE OF CURB ON CUL-DE-
SAC NORTH END OF IRONWOOD RD.
STA. 1029+98.34, 196.04' LT
N: 328,183.148
E: 603,309.725
EL: 628.32

N IRONWOOD RD
IH-43 SB ON RAMP

BM 7220
FOUND CAP AT
NORTHEAST CORNER OF
BRIDGE FOR SILVER
SPRING DR OVER
MILWAUKEE RIVER
(B-40-580-91) STAMPED
"EL 635.80 (NGVD 29)."
STA. 1035+54.16,
310.23' LT
N: 328,795
E: 603,251
EL: 635.34

BM 7020
NORTHWEST BOLT ON
STOP LIGHT BASE AT I-43
SOUTHBOUND ON RAMP
FROM SILVER SPRING DR.
STA. 1034+66.14, 156.80' LT
N: 328,675
E: 603,386
EL: 632.59

IH- 43 SB
IH- 43 NB
1030

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT LAYOUT SURVEY CONTROL	SHEET 198 E

BM 71116
CHISELED "X" ON SOUTH FLANGE BOLT OF HYDRANT IN NORTHWEST QUADRANT OF MILWAUKEE RIVER PARKWAY AND SILVER SPRING DR.
STA. 1034+54.28, 1254.41' LT
N: 328,829
E: 602,299
EL: 630.61

BM 7220

W SILVERSPRING DR EB

W SILVERSPRING DR WB

BM 7320

BM 7020

CP 1116
SET 40" BERNTSEN FENO MONUMENT WITH 2" ALUMINUM CAP STAMPED WISCONSIN DEPT. OF TRANSPORTATION/AYRES ASSOCIATES WITH ORANGE CARSONITE SURVEY MARKER POST 30' SOUTH OF EB CENTERLINE OF SILVER SPRING DR AND 80' EAST OF CENTERLINE OF MILWAUKEE RIVER PARKWAY.
STA. 1033+88.86, 1069.07' LT
N: 328,711.515
E: 602,469.782
EL: 629.13

IH-43 SB OFF RAMP

IH-43 SB

IH-43 NB

1030

CP 1118

CP 1114
SET 40" BERNTSEN FENO MONUMENT WITH 2" ALUMINUM CAP STAMPED WISCONSIN DEPT. OF TRANSPORTATION/ AYRES ASSOCIATES WITH ORANGE CARSONITE SURVEY MARKER POST 45' WEST OF SB CENTERLINE OF PORT WASHINGTON RD AND 90' NORTH OF CENTERLINE OF I-43 OFF RAMP (LYING WEST OF "BAYSHORE MALL" PARKING ENTRANCE)
STA. 1046+19.01, 124.40' RT
N: 329,682.589
E: 604,027.146
EL: 638.31

CP 900
SET 1000 mm BERNTSEN FENO MARKER WITH 2" ALUMINUM CAP STAMPED "WISCONSIN DOT CONTROL", "CORRE INC", AND "DO NOT DISTURB".
STA. 1046+59.61 , 239.61' RT
N: 329,668.339
E: 604,148.144
EL: 637.888

BAYSHORE MALL

IH-43 SB

IH-43 NB

IH-43 NB OFF RAMP

N PORT WASHGINTON RD SB

N PORT WASHGINTON RD NB

BM 71114
NORTHEAST BOLT ON LIGHT POLE AT END OF I-43 OFF RAMP TO PORT WASHINGTON RD.
STA. 1045+49.00, 139.86' RT
N: 329,615
E: 604,012
EL: 639.60

CP 901
SET 1000 mm BERNTSEN FENO MARKER WITH 2" ALUMINUM CAP STAMPED "WISCONSIN DOT CONTROL", "CORRE INC", AND "DO NOT DISTURB".
STA. 1044+26.39, 235.84' RT
N: 329,464.888
E: 604,049.642
EL: 637.284

CP 1111
SET 40" BERNTSEN FENO MONUMENT WITH 2" ALUMINUM CAP STAMPED WISCONSIN DEPT. OF TRANSPORTATION/AYRES ASSOCIATES WITH ORANGE CARSONITE SURVEY MARKER POST 18' WEST OF CENTERLINE OF JEAN NICOLET DR AND 200' NORTH OF CENTERLINE OF MONTCLAIRE AVE.
STA. 1067+13.57, 96.07' LT
N: 331,612.428
E: 604,779.932
EL: 640.10

N JEAN NICOLET RD

BM 71111
FOUND WISDOT ALUMINUM MONUMENT IN STREET STAMPED" PCC 30+44.29"
STA. 1065+25.14, 76.28' LT
N: 331,433
E: 604,749
EL: 634.87

IH-43 SB

IH-43 NB

CP 1112
SET 40" BERNTSEN FENO MONUMENT WITH 2" ALUMINUM CAP STAMPED WISCONSIN DEPT. OF TRANSPORTATION/AYRES ASSOCIATES WITH ORANGE CARSONITE SURVEY MARKER POST 25' WEST OF SB CENTERLINE OF PORT WASHINGTON RD AND 350' NORTH OF CENTERLINE OF CORRIGAN AVE.
STA. 1064+47.58, 74.55' RT
N: 331,309.647
E: 604,865.850
EL: 644.93

1060

N PORT WASHGINTON RD SB

N PORT WASHGINTON RD NB

BM 71113
NORTHEAST BOLT ON SIGN BASE WEST OF PORT WASHINGTON RD AND WEST OF SEARS STORE.
STA. 1059+48.85, 63.70' RT
N: 330,857
E: 604,628
EL: 641.64

CP 1108
SET 40" BERNTSEN FENO MONUMENT WITH 2" CAP STAMPED WISCONSIN DEPT. OF TRANSPORTATION/AYRES ASSOCIATES WITH ORANGE CARSONITE SURVEY MARKER POST 30' EAST OF CENTERLINE OF JEAN NICOLET DR, 50' NORTH OF CENTERLINE OF BENDER RD.
STA. 1078+96.40, 109.45' LT
N: 332,769.762
E: 604,834.097
EL: 649.69

N JEAN NICOLET RD

1080

N PORT WASHGINTON RD

W BENDER RD

IH-43 SB

IH-43 NB

W DEVON ST

N LYDELL AVE

CP 1109
SET 40" BERNTSEN FENO MONUMENT WITH 2" ALUMINUM CAP PUNCH MARKED IN CENTER WITH ORANGE CARSONITE SURVEY MARKER POST SOUTH SIDE OF BENDER AVE APPROX 250' EAST OF INTERSECTION WITH PORT WASHINGTON RD. POINT IS LOCATED 30' SOUTH OF CENTERLINE OF STREET AND 17' SW OF HYD.
STA. 1078+03.47, 378.71' RT
N: 332,671.389
E: 605,320.857
EL: 652.61

BM 71108
CHISELED CROSS ON NORTHWEST LIGHT POLE BASE BOLT IN THE NORTHEAST QUADRANT OF JEAN NICOLET RD AND BENDER RD.
STA. 1078+89.00, 119.51' LT
N: 332,762
E: 604,824
EL: 650.95

BM 71109
CUT "X" IN EAST CONCRETE PAD AROUND UTILITY DOOR IN THE SOUTHWEST QUADRANT OF WEST DEVON ST AND NORTH LYDELL AVE.
STA. 1078+05.88, 495.31' RT
N: 332,673
E: 605,437
EL: 653.82

CP 1107
SET 40" BERNTSEN FENO MONUMENT WITH 2" ALUMINUM CAP STAMPED WISCONSIN DEPT.OF TRANSPORTATION/ AYRES ASSOCIATES WITH ORANGE CARSONITE SURVEY MARKER POST 20' WEST OF CENTERLINE OF PORT WASHINGTON RD AND 5' SOUTH OF CENTERLINE OF BRENTWOOD LN.
STA. 1093+27.34, 61.26' RT
N: 334,200.956
E:604,999.454
EL: 657.15

1090

BM 71107
SET RAILROAD SPIKE IN WEST SIDE OF FIRST POWER POLE NORTH OF RAILROAD BRIDGE ON PORT WASHINGTON RD.
STA. 1091+53.37, 114.57' RT
N: 334,030
E: 605,061
EL: 655.97

IH-43 SB

IH-43 NB

N PORT WASHGINTON RD

NGS 1216
BRASS CAP STAMPED "Y 130 1972", ON SE COR RAILROAD BRIDGE OVER PORT WASHINGTON RD.
PID OF THIS MONUMENT IS OL0113.
STA. 1089+12.48, 117.01' RT
N: 333,786.786
E: 605,074.649
EL: 679.07

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	ALIGNMENT LAYOUT SURVEY CONTROL	SHEET 199	E

Estimate Of Quantities

1228-03-76

Line	Item	Item Description	Unit	Total	Qty
0002	108.4400	CPM Progress Schedule	EACH	1.000	1.000
0004	201.0210	Grubbing	SY	3,088.000	3,088.000
0006	203.0220	Removing Structure (structure) 01. B-40-578	EACH	1.000	1.000
0008	203.0220	Removing Structure (structure) 02. R-40-156	EACH	1.000	1.000
0010	203.0220	Removing Structure (structure) 03. R-40-159	EACH	1.000	1.000
0012	203.0220	Removing Structure (structure) 04. R-40-636	EACH	1.000	1.000
0014	204.0100	Removing Concrete Pavement	SY	2,452.000	2,452.000
0016	204.0109.S	Removing Concrete Surface Partial Depth	SF	50.000	50.000
0018	204.0115	Removing Asphaltic Surface Butt Joints	SY	6,814.000	6,814.000
0020	204.0120	Removing Asphaltic Surface Milling	SY	89,282.000	89,282.000
0022	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	14,265.000	14,265.000
0024	204.0150	Removing Curb & Gutter	LF	88.000	88.000
0026	204.0155	Removing Concrete Sidewalk	SY	87.000	87.000
0028	204.0157	Removing Concrete Barrier	LF	3,350.000	3,350.000
0030	204.0170	Removing Fence	LF	574.000	574.000
0032	204.0220	Removing Inlets	EACH	15.000	15.000
0034	204.0245	Removing Storm Sewer (size) 01. 12-Inch	LF	224.000	224.000
0036	204.0245	Removing Storm Sewer (size) 02. 15-Inch	LF	10.000	10.000
0038	204.0245	Removing Storm Sewer (size) 03. 18-Inch	LF	10.000	10.000
0040	204.0280	Sealing Pipes	EACH	3.000	3.000
0042	204.9060.S	Removing (item description) 01. Removing Lighting Units	EACH	5.000	5.000
0044	204.9090.S	Removing (item description) 01. Temporary Precast Trench Drain	LF	514.000	514.000
0046	205.0100	Excavation Common	CY	3,825.000	3,825.000
0048	206.1001	Excavation for Structures Bridges (structure) 01. B-40-578	EACH	1.000	1.000
0050	210.1500	Backfill Structure Type A	TON	60.000	60.000
0052	213.0100	Finishing Roadway (project) 01. 1228-03-76	EACH	1.000	1.000
0054	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	747.000	747.000
0056	310.0110	Base Aggregate Open-Graded	TON	85.000	85.000
0058	311.0110	Breaker Run	TON	330.000	330.000
0060	312.0110	Select Crushed Material	TON	1,993.000	1,993.000
0062	390.0100	Removing Pavement for Base Patching	CY	4,950.000	4,950.000
0064	390.0405	Base Patching Concrete SHES	CY	4,950.000	4,950.000
0066	415.0090	Concrete Pavement 9-Inch	SY	122.000	122.000
0068	415.0100	Concrete Pavement 10-Inch	SY	2,468.000	2,468.000
0070	416.0610	Drilled Tie Bars	EACH	10,842.000	10,842.000
0072	416.0620	Drilled Dowel Bars	EACH	12,079.000	12,079.000
0074	416.1710	Concrete Pavement Repair	SY	68.000	68.000
0076	416.1715	Concrete Pavement Repair SHES	SY	929.000	929.000
0078	416.1720	Concrete Pavement Replacement	SY	486.000	486.000
0080	416.1725	Concrete Pavement Replacement SHES	SY	1,117.000	1,117.000
0082	450.4000	HMA Cold Weather Paving	TON	1,400.000	1,400.000
0084	455.0605	Tack Coat	GAL	11,172.000	11,172.000
0086	460.0115.S	HMA Pavement Test Strip Volumetrics	EACH	1.000	1.000
0088	460.0120.S	HMA Pavement Test Strip Density	EACH	2.000	2.000
0090	460.2000	Incentive Density HMA Pavement	DOL	12,320.000	12,320.000
0092	460.6645	HMA Pavement 5 MT 58-34 V	TON	15.000	15.000
0094	460.8625	HMA Pavement 5 SMA 58-28 V	TON	26,281.000	26,281.000
0096	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0098	495.1000.S	Cold Patch	TON	10.000	10.000

1228-03-76

Line	Item	Item Description	Unit	Total	Qty
0100	502.0100	Concrete Masonry Bridges	CY	68.000	68.000
0102	502.3200	Protective Surface Treatment	SY	12.000	12.000
0104	502.3210	Pigmented Surface Sealer	SY	915.000	915.000
0106	502.4205	Adhesive Anchors No. 5 Bar	EACH	32.000	32.000
0108	504.0500	Concrete Masonry Retaining Walls	CY	1,295.000	1,295.000
0110	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	178,980.000	178,980.000
0112	509.1000	Joint Repair	SY	11.000	11.000
0114	509.1500	Concrete Surface Repair	SF	220.000	220.000
0116	509.9010.S	Removing Asphaltic Concrete Deck Overlay (structure) 01. B-40-578	SY	22.000	22.000
0118	509.9020.S	Epoxy Crack Sealing	LF	100.000	100.000
0120	511.1200	Temporary Shoring (structure) 01. B-40-578	SF	300.000	300.000
0122	516.0500	Rubberized Membrane Waterproofing	SY	93.000	93.000
0124	516.0600.S	Sheet Membrane Waterproofing for Asphalt Overlays	SY	105.000	105.000
0126	517.0901.S	Preparation and Coating of Top Flanges (structure) 01. B-40-578	EACH	1.000	1.000
0128	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 01. N-40-28	EACH	1.000	1.000
0130	517.4001.S	Containment and Collection of Waste Materials (structure) 01. N-40-28	EACH	1.000	1.000
0132	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	4.000	4.000
0134	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	440.000	440.000
0136	531.2024	Drilling Shaft 24-Inch	LF	32.000	32.000
0138	531.8990	Anchor Assemblies Poles on Structures	EACH	5.000	5.000
0140	541.0300.S	Noise Barriers Double-Sided Sound Absorptive (structure) 01. N-40-106	SF	14,835.000	14,835.000
0142	601.0331	Concrete Curb & Gutter 31-Inch	LF	314.000	314.000
0144	601.0555	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type A	LF	11.000	11.000
0146	601.0600	Concrete Curb Pedestrian	LF	52.000	52.000
0148	602.0410	Concrete Sidewalk 5-Inch	SF	695.000	695.000
0150	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	31.000	31.000
0152	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	38.000	38.000
0154	603.0105	Concrete Barrier Single-Faced 32-Inch	LF	428.000	428.000
0156	603.0205	Concrete Barrier Double-Faced 32-Inch	LF	257.000	257.000
0158	603.0405	Concrete Barrier Transition Section 32-Inch	LF	115.000	115.000
0160	603.1142	Concrete Barrier Type S42	LF	2,268.000	2,268.000
0162	603.1156	Concrete Barrier Type S56	LF	36.000	36.000
0164	603.3113	Concrete Barrier Transition Type NJ32SF to S36	EACH	2.000	2.000
0166	603.3535	Concrete Barrier Transition Type S36 to S42	EACH	2.000	2.000
0168	603.3559	Concrete Barrier Transition Type S42 to S56	EACH	1.000	1.000
0170	603.8000	Concrete Barrier Temporary Precast Delivered	LF	4,152.000	4,152.000
0172	603.8125	Concrete Barrier Temporary Precast Installed	LF	4,889.000	4,889.000
0174	608.0312	Storm Sewer Pipe Reinforced Concrete Class III 12-Inch	LF	181.000	181.000
0176	608.0315	Storm Sewer Pipe Reinforced Concrete Class III 15-Inch	LF	8.000	8.000
0178	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	10.000	10.000
0180	611.0430	Reconstructing Inlets	EACH	19.000	19.000
0182	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0184	611.0654	Inlet Covers Type V	EACH	13.000	13.000
0186	611.2004	Manholes 4-FT Diameter	EACH	1.000	1.000
0188	611.3225	Inlets 2x2.5-FT	EACH	13.000	13.000
0190	611.8110	Adjusting Manhole Covers	EACH	9.000	9.000
0192	611.8115	Adjusting Inlet Covers	EACH	2.000	2.000
0194	611.8120.S	Cover Plates Temporary	EACH	9.000	9.000
0196	612.0106	Pipe Underdrain 6-Inch	LF	1,552.000	1,552.000

1228-03-76

Line	Item	Item Description	Unit	Total	Qty
0198	612.0404	Pipe Underdrain Wrapped 4-Inch	LF	1,399.000	1,399.000
0200	614.0905	Crash Cushions Temporary	EACH	4.000	4.000
0202	616.0206	Fence Chain Link 6-FT	LF	588.000	588.000
0204	616.0329	Gates Chain Link (width) 01. 6-FT	EACH	1.000	1.000
0206	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1228-03-76	EACH	1.000	1.000
0208	619.1000	Mobilization	EACH	1.000	1.000
0210	620.0300	Concrete Median Sloped Nose	SF	48.000	48.000
0212	625.0100	Topsoil	SY	2,548.000	2,548.000
0214	628.1504	Silt Fence	LF	804.000	804.000
0216	628.1520	Silt Fence Maintenance	LF	804.000	804.000
0218	628.2004	Erosion Mat Class I Type B	SY	2,461.000	2,461.000
0220	628.7005	Inlet Protection Type A	EACH	8.000	8.000
0222	628.7010	Inlet Protection Type B	EACH	6.000	6.000
0224	628.7015	Inlet Protection Type C	EACH	17.000	17.000
0226	628.7020	Inlet Protection Type D	EACH	122.000	122.000
0228	629.0210	Fertilizer Type B	CWT	2.000	2.000
0230	630.0130	Seeding Mixture No. 30	LB	44.000	44.000
0232	630.0200	Seeding Temporary	LB	16.000	16.000
0234	630.0500	Seed Water	MGAL	1.000	1.000
0236	631.0300	Sod Water	MGAL	2.000	2.000
0238	631.1000	Sod Lawn	SY	87.000	87.000
0240	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	52.000	52.000
0242	634.0622	Posts Wood 4x6-Inch X 22-FT	EACH	15.000	15.000
0244	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	9.000	9.000
0246	635.0200	Sign Supports Structural Steel HS	LB	2,200.000	2,200.000
0248	635.0300	Sign Supports Replacing Base Connection Bolts	EACH	4.000	4.000
0250	637.1220	Signs Type I Reflective SH	SF	408.500	408.500
0252	637.2210	Signs Type II Reflective H	SF	698.210	698.210
0254	637.2215	Signs Type II Reflective H Folding	SF	116.980	116.980
0256	637.2230	Signs Type II Reflective F	SF	393.250	393.250
0258	638.2101	Moving Signs Type I	EACH	2.000	2.000
0260	638.2102	Moving Signs Type II	EACH	4.000	4.000
0262	638.2601	Removing Signs Type I	EACH	5.000	5.000
0264	638.2602	Removing Signs Type II	EACH	109.000	109.000
0266	638.3000	Removing Small Sign Supports	EACH	71.000	71.000
0268	638.3100	Removing Structural Steel Sign Supports	EACH	4.000	4.000
0270	643.0300	Traffic Control Drums	DAY	82,704.000	82,704.000
0272	643.0420	Traffic Control Barricades Type III	DAY	7,944.000	7,944.000
0274	643.0705	Traffic Control Warning Lights Type A	DAY	15,773.000	15,773.000
0276	643.0715	Traffic Control Warning Lights Type C	DAY	15,019.000	15,019.000
0278	643.0800	Traffic Control Arrow Boards	DAY	799.000	799.000
0280	643.0900	Traffic Control Signs	DAY	20,877.000	20,877.000
0282	643.0920	Traffic Control Covering Signs Type II	EACH	68.000	68.000
0284	643.1050	Traffic Control Signs PCMS	DAY	453.000	453.000
0286	643.1200.S	Portable Automated Real-Time Traffic Queue Warning System	DAY	95.000	95.000
0288	643.3120	Temporary Marking Line Epoxy 4-Inch	LF	1,394.000	1,394.000
0290	643.3170	Temporary Marking Line Epoxy 6-Inch	LF	201,117.000	201,117.000
0292	643.3220	Temporary Marking Line Epoxy 8-Inch	LF	521.000	521.000
0294	643.3270	Temporary Marking Line Epoxy 10-Inch	LF	7,170.000	7,170.000

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Line	Item	Item Description	Unit	Total	Qty
0296	643.3760	Temporary Marking Raised Pavement Marker Type I	EACH	145.000	145.000
0298	643.4100	Traffic Control Interim Lane Closure	EACH	335.000	335.000
0300	643.5000	Traffic Control	EACH	1.000	1.000
0302	644.1601	Temporary Pedestrian Curb Ramp	DAY	6.000	6.000
0304	644.1810	Temporary Pedestrian Barricade	LF	786.000	786.000
0306	645.0111	Geotextile Type DF Schedule A	SY	862.000	862.000
0308	646.1020	Marking Line Epoxy 4-Inch	LF	38.000	38.000
0310	646.2020	Marking Line Epoxy 6-Inch	LF	17.000	17.000
0312	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	12,101.000	12,101.000
0314	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	62,516.000	62,516.000
0316	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	12,101.000	12,101.000
0318	646.3020	Marking Line Epoxy 8-Inch	LF	134.000	134.000
0320	646.4020	Marking Line Epoxy 10-Inch	LF	26.000	26.000
0322	646.4025	Marking Line Grooved Black Epoxy 10-Inch	LF	198.000	198.000
0324	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	9,222.000	9,222.000
0326	646.5020	Marking Arrow Epoxy	EACH	25.000	25.000
0328	646.5120	Marking Word Epoxy	EACH	11.000	11.000
0330	646.5220	Marking Symbol Epoxy	EACH	4.000	4.000
0332	646.6120	Marking Stop Line Epoxy 18-Inch	LF	258.000	258.000
0334	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	17.000	17.000
0336	646.7120	Marking Diagonal Epoxy 12-Inch	LF	6,293.000	6,293.000
0338	646.7220	Marking Chevron Epoxy 24-Inch	LF	583.000	583.000
0340	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	479.000	479.000
0342	646.8120	Marking Curb Epoxy	LF	29.000	29.000
0344	646.8220	Marking Island Nose Epoxy	EACH	3.000	3.000
0346	646.9000	Marking Removal Line 4-Inch	LF	67,124.000	67,124.000
0348	646.9002	Marking Removal Line 6-Inch	LF	15,198.000	15,198.000
0350	646.9050	Marking Removal Line Grooved Permanent Tape 4-Inch	LF	39,306.000	39,306.000
0352	646.9102	Marking Removal Line 10-Inch	LF	1,051.000	1,051.000
0354	646.9150	Marking Removal Line Grooved Permanent Tape 8-Inch	LF	3,304.000	3,304.000
0356	652.0125	Conduit Rigid Metallic 2-Inch	LF	108.000	108.000
0358	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	1,308.000	1,308.000
0360	653.0220	Junction Boxes 18x6x6-Inch	EACH	13.000	13.000
0362	653.0222	Junction Boxes 18x12x6-Inch	EACH	5.000	5.000
0364	653.0900	Adjusting Pull Boxes	EACH	2.000	2.000
0366	655.0610	Electrical Wire Lighting 12 AWG	LF	300.000	300.000
0368	655.0625	Electrical Wire Lighting 6 AWG	LF	5,420.000	5,420.000
0370	658.5070	Signal Mounting Hardware (location) 01. IH 43 NB and Port Washington Road	EACH	1.000	1.000
0372	659.1130	Luminaires Utility LED D	EACH	5.000	5.000
0374	659.5000.S	Lamp, Ballast, LED, Switch Disposal by Contractor	EACH	5.000	5.000
0376	690.0250	Sawing Concrete	LF	6,643.000	6,643.000
0378	715.0502	Incentive Strength Concrete Structures	DOL	8,448.000	8,448.000
0380	715.0603	Incentive Strength Concrete Barrier	DOL	1,494.500	1,494.500
0382	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	943.000	943.000
0384	740.0440	Incentive IRI Ride	DOL	16,225.000	16,225.000
0386	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,950.000	1,950.000
0388	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	6,300.000	6,300.000
0390	SPV.0035	Special 01. Backfill Slurry	CY	50.000	50.000
0392	SPV.0060	Special 01. Mobilizations Emergency Pavement Repair	EACH	2.000	2.000

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Line	Item	Item Description	Unit	Total	Qty
0394	SPV.0060	Special 02. Traffic Control Full Freeway Closure	EACH	15.000	15.000
0396	SPV.0060	Special 03. Traffic Control Close-Open Freeway Entrance Ramp	EACH	63.000	63.000
0398	SPV.0060	Special 04. Traffic Control Local Road Lane Closures	EACH	41.000	41.000
0400	SPV.0060	Special 05. Emergency Response to Traffic Involving Concrete Barrier Temporary	EACH	1.000	1.000
0402	SPV.0060	Special 06. Emergency Response to Traffic Involving Crash Cushion	EACH	1.000	1.000
0404	SPV.0060	Special 07. Field Office Special	EACH	1.000	1.000
0406	SPV.0060	Special 08. Tension Structural Bolt	EACH	4.000	4.000
0408	SPV.0060	Special 09. Catwalk Repair	EACH	1.000	1.000
0410	SPV.0060	Special 10. Reconnect Storm Sewer Laterals	EACH	14.000	14.000
0412	SPV.0060	Special 11. Inlet Adjustment Castings	EACH	89.000	89.000
0414	SPV.0060	Special 12. Survey Project 1228-03-76	EACH	1.000	1.000
0416	SPV.0060	Special 13. Fastening Sewer Access Covers	EACH	100.000	100.000
0418	SPV.0060	Special 21. Lighting Unit Salvaged	EACH	5.000	5.000
0420	SPV.0060	Special 22. Lighting System Integrator (1228-03-76)	EACH	1.000	1.000
0422	SPV.0060	Special 23. Lighting System Survey (1228-03-76)	EACH	1.000	1.000
0424	SPV.0060	Special 30. Anchor Assemblies Noise Barrier Structures B-40-578	EACH	30.000	30.000
0426	SPV.0060	Special 31. Anchor Assemblies Noise Barrier Structures R-40-159	EACH	258.000	258.000
0428	SPV.0060	Special 32. Bolt and Paint Girder Holes	EACH	7.000	7.000
0430	SPV.0060	Special 33. Removing and Reinstalling Sound Panels	EACH	24.000	24.000
0432	SPV.0060	Special 34. Precast Sound Barrier Panel Support Repair	EACH	6.000	6.000
0434	SPV.0075	Special 01. Pavement Cleanup Project 1228-03-76	HRS	100.000	100.000
0436	SPV.0090	Special 01. Cleaning Storm Sewer	LF	1,000.000	1,000.000
0438	SPV.0090	Special 02. Maintain and Salvage Temporary Precast Concrete Barrier Left in Place	LF	737.500	737.500
0440	SPV.0090	Special 03. Marking Epoxy 10-inch Black Non Grooved	LF	26.000	26.000
0442	SPV.0090	Special 30. Joint Sealing	LF	2,115.000	2,115.000
0444	SPV.0165	Special 01. Concrete Barrier Wall Surface Repair	SF	15.000	15.000
0446	SPV.0195	Special 01. HMA Longitudinal Joint Repair	TON	100.000	100.000

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GRUBBING

CATEGORY	STATION	TO	STATION	OFFSET	LOCATION	201.0210 GRUBBING SY
1000	1059+63	-	1065+04	LT	IH 43 SB	2,367
	1075+04	-	1077+97	LT	IH 43 SB	721
					TOTAL	3,088

REMOVING CONCRETE BARRIER

CATEGORY	STATION	TO	STATION	LOCATION	204.0157 REMOVING CONCRETE BARRIER LF
1000	1003+58	-	1013+33	MAINLINE CROSSOVER NB	254
	1003+58	-	1013+33	MAINLINE CROSSOVER SB	1,030
	1017+51	-	1077+87	MAINLINE INLET REPL NB	354
	1017+51	-	1077+87	MAINLINE INLET REPL SB	194
	1063+86	-	1077+87	MAINLINE NOISE WALL REPL NB	--
	1063+86	-	1077+87	MAINLINE NOISE WALL REPL SB	1,379
	1012+99	-	1049+27	RAMPS NB	140
	1012+99	-	1049+27	RAMPS SB	--
				TOTAL	3,350

REMOVING FENCE

CATEGORY	STATION	TO	STATION	LOCATION	204.0170 REMOVING FENCE LF
1000	1006+75	-	1010+25	MAINLINE NB	352
	1044+77	-	1045+32	MAINLINE NB	55
	1054+80	-	1054+95	MAINLINE NB	15
	1056+14	-	1056+24	MAINLINE NB	10
	1059+68	-	1059+83	MAINLINE NB	15
	1061+42	-	1061+52	MAINLINE NB	10
	1061+72	-	1061+87	MAINLINE NB	15
	1062+05	-	1062+15	MAINLINE NB	10
	1062+97	-	1063+11	MAINLINE NB	15
	1067+47	-	1067+62	MAINLINE NB	15
	1078+99	-	1078+96	MAINLINE SB	61
				TOTAL	574

REMOVING PAVEMENT

CATEGORY	STATION	TO	STATION	LOCATION	204.0100 REMOVING CONCRETE PAVEMENT SY	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH SF	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING LF	204.0155 REMOVING CONCRETE SIDEWALK SY
1000	1003+58	-	1077+87	MAINLINE NB	354	--	2,861	44,714	7,137	--
	1003+58	-	1077+87	MAINLINE SB	1847	--	3,079	44,569	7,128	--
	1012+99	-	1049+27	RAMPS NB	227	--	418	--	--	87
	1015+01	-	1049+27	RAMPS SB	24	50	456	--	--	--
				TOTAL	2,452	50	6,814	89,282	14,265	87

REMOVING CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	204.0150 REMOVING CURB & GUTTER LF
1000	1003+58	-	1077+87	MAINLINE NB	--
	1003+58	-	1077+87	MAINLINE SB	18
	1012+99	-	1049+27	RAMPS NB	--
	1015+01	-	1049+27	RAMPS SB	69
				TOTAL	88

REMOVING INLETS

CATEGORY	STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	204.0220 REMOVING INLETS EACH
	1A	**MAINLINE**				
1000		IH 43 SB	07	1005+46	2.4' LT	1
		IH 43 SB	07C	1005+87	2.3' LT	1
		IH 43 SB	09	1007+34	1.2' LT	1
		IH 43 SB	14	1009+37	2.7' LT	1
		IH 43 NB	16	1009+55	3.0' RT	1
					SUBTOTAL	5
	1B	**MAINLINE**				
		IH 43 SB	149	1067+46	57.0' LT	1
		IH 43 SB	153	1070+93	57.0' LT	1
		IH 43 SB	157	1074+28	56.4' LT	1
					SUBTOTAL	3
	2A	**MAINLINE**				
		IH 43 SB	20	1012+95	1.0' LT	1
		IH 43 NB	21	1013+06	1.3' RT	1
		IH 43 SB	59	1032+77	1.4' LT	1
		IH 43 SB	85	1041+71	1.3' LT	1
					SUBTOTAL	4
	2B	**MAINLINE**				
		IH 43 NB	134	1059+75	57.2' RT	1
		IH 43 NB	144	1061+77	56.9' RT	1
					SUBTOTAL	2
	2C	**RAMP**				
		RAMP A	56	129+27	18.7' RT	1
					SUBTOTAL	1
					TOTAL	15

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STORM SEWER PIPE REMOVALS

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	204.0245.01 REMOVING STORM SEWER (12-INCH) LF	204.0245.02 REMOVING STORM SEWER (15-INCH) LF	204.0245.03 REMOVING STORM SEWER (18-INCH) LF	204.0280 SEALING PIPES EACH
	1A	**MAINLINE**									
0010		IH 43 SB	1004+02	6' LT	-	1005+46	2' LT	144	-	-	1
		IH 43 SB	1005+87	2' LT	-	1005+88	11' LT	9	-	-	1
		IH 43 SB	1007+34	1' LT	-	1007+38	11' LT	-	10	-	1
		IH 43 NB	1007+49	11' RT	-	1007+50	4' RT	7	-	-	-
		IH 43	1009+39	11' LT	-	1009+56	11' RT	34	-	-	-
		SUBTOTAL						194	10	0	3
	1B	**MAINLINE**									
		IH 43 SB	1067+46	47' LT	-	1047+46	57' LT	10	-	-	-
		IH 43 SB	1070+93	47' LT	-	1070+93	57' LT	10	-	10	-
		IH 43 SB	1074+28	56' LT	-	1074+29	47' LT	10	-	-	-
		SUBTOTAL						30	0	10	0
		TOTAL						224	10	10	3

REMOVING TEMPORARY PRECAST TRENCH DRAIN

CATEGORY	STAGE	ROADWAY	STATION	OFFSET	TO	STATION	OFFSET	204.9090.S.001 REMOVING TEMPORARY PRECAST TRENCH DRAIN LF
1000	1E	**MAINLINE**						
		MEDIAN	1007+37	3.7' RT	-	1009+27	10.3' RT	190
		MEDIAN	1009+56	3.9' RT	-	1012+80	10.3' RT	324
							TOTAL	514

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BASE AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	312.0110 SELECT CRUSHED MATERIAL TON
1000	1003+58	-	1077+87	MAINLINE NB	188	501
	1003+58	-	1077+87	MAINLINE SB	559	1,492
	1012+99	-	1049+27	RAMPS NB	--	--
	1015+01	-	1049+27	RAMPS SB	--	--
		-				
				TOTAL	747	1,993

BASE PATCHING

CATEGORY	STATION	TO	STATION	LOCATION	390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	390.0405 BASE PATCHING CONCRETE SHES CY
1000	1003+58	-	1077+87	MAINLINE NB	2,396	2,396
	1003+58	-	1077+87	MAINLINE SB	2,475	2,475
	1012+99	-	1049+27	RAMPS NB	11	11
	1015+01	-	1049+27	RAMPS SB	8	8
				TOTAL	4,890	4,890

CONCRETE PAVEMENT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	415.0090 CONCRETE PAVEMENT 9-INCH SY	415.0100 CONCRETE PAVEMENT 10-INCH SY
1000	1003+58	-	1013+13	MAINLINE CROSSOVER NB	--	610
	1003+58	-	1013+13	MAINLINE CROSSOVER SB	--	585
	1063+86	-	1077+87	MAINLINE SHOULDER SB	--	1,229
	1012+99	-	1049+27	RAMPS NB	122	44
	1015+01	-	1049+27	RAMPS SB	--	--
				TOTAL	122	2,468

DRILLED TIE BARS

CATEGORY	STATION	TO	STATION	LOCATION	416.0610 DRILLED TIE BARS EACH
1000	1003+58	-	1077+87	MAINLINE NB	4,441
	1003+58	-	1077+87	MAINLINE SB	5,173
	1012+99	-	1049+27	RAMPS NB	671
	1015+01	-	1049+27	RAMPS SB	557
				TOTAL	10,842

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DRILLED DOWEL BARS

CATEGORY	STATION	TO	STATION	LOCATION	416.0620 DRILLED DOWEL BARS EACH
1000	1003+58	-	1077+87	MAINLINE NB	4,997
	1003+58	-	1077+87	MAINLINE SB	5,815
	1012+99	-	1049+27	RAMPS NB	668
	1015+01	-	1049+27	RAMPS SB	600
				TOTAL	12,079

CONCRETE PAVEMENT REPAIRS

CATEGORY	STATION	TO	STATION	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1715 CONCRETE PAVEMENT REPAIR SHES SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY
1000	1003+58	-	1077+87	MAINLINE NB	--	--	--	--
	1003+58	-	1077+87	MAINLINE SB	--	--	--	--
	1012+99	-	1049+27	RAMPS NB	68	485	486	672
	1015+01	-	1049+27	RAMPS SB	--	445	--	445
				TOTAL	68	929	486	1,117

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ASPHALTIC ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.8625 HMA PAVEMENT 5 SMA 58-28 V TON
1000	1003+58	-	1077+87	MAINLINE NB	3613	9498
	1003+58	-	1077+87	MAINLINE SB	3738	9747
	1003+58	-	1077+87	MAINLINE SHLDR NB	1894	3466
	1003+58	-	1077+87	MAINLINE SHLDR SB	1920	3569
	1012+99	-	1049+27	RAMPS NB	--	--
	1015+01	-	1049+27	RAMPS SB	--	--
				TOTAL	11,165	26,281

CONCRETE CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	601.0331 CONCRETE CURB & GUTTER 31-INCH LF	601.0555 CONCRETE CURB & GUTTER 6-INCH SLOPED 36-INCH TYPE A LF	601.0600 CONCRETE CURB PEDESTRIAN LF
1000	1003+58	-	1077+87	MAINLINE NB	--	--	--
	1003+58	-	1077+87	MAINLINE SB	12	--	--
	1012+99	-	1049+27	RAMPS NB	233	--	52
	1015+01	-	1049+27	RAMPS SB	69	11	--
		-					
				TOTAL	314	11	52

CONCRETE SIDEWALK

CATEGORY	STATION	TO	STATION	LOCATION	602.0410 CONCRETE SIDEWALK 5-INCH SF	602.0505 CURB RAMP DETECTABLE WARNING FIELD YELLOW SF	602.0605 CURB RAMP DETECTABLE WARNING FIELD RADIAL YELLOW SF
1000	1003+58	-	1077+87	MAINLINE NB	--	--	--
	1003+58	-	1077+87	MAINLINE SB	--	--	--
	1012+99	-	1049+27	RAMPS NB	695	31	38
	1015+01	-	1049+27	RAMPS SB	--	--	--
				TOTAL	695	31	38

CONCRETE BARRIER

STATION	LOCATION	603.0105 CONCRETE BARRIER SINGLE-FACED 32-INCH LF	603.0205 CONCRETE BARRIER DOUBLE-FACED 32-INCH LF	603.0405 CONCRETE BARRIER TRANSITION SECTION 32-INCH LF	603.1142 CONCRETE BARRIER TYPE S42 LF	603.1156 CONCRETE BARRIER TYPE S56 LF	603.3113 CONCRETE BARRIER TRANSITION TYPE NJ32SF TO S36 EACH	603.3535 CONCRETE BARRIER TRANSITION TYPE S36 TO S42 EACH	603.3559 CONCRETE BARRIER TRANSITION TYPE S42 TO S56 EACH	SPV.0165.01 CONCRETE BARRIER WALL SURFACE REPAIR SF
1077+87	MAINLINE NB	250	128	58	809	--	1	1	--	5
1077+87	MAINLINE SB	75	128	58	1,446	36	1	1	1	5
1049+27	RAMPS NB	103	--	--	13	--	--	--	--	--
1049+27	RAMPS SB		--	--	--	--	--	--	--	--
	UNDISTRIBUTED	--	--	--	--	--	--	--	--	5
	TOTAL	428	257	115	2,268	36	2	2	1	15

TEMPORARY CONCRETE BARRIER

CATEGORY	STAGE	LOCATION	STAGE DURATION DAYS	***603.8 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	***603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	SPV.0090.02 MAINTAIN AND SALVAGE TEMRPOARY PRECAST CONCRETE BARRIER LEFT IN PLACE LF
1000	1A	IH 43 NB/SB - MEDIAN WORK	30	1,307	2,044	737.5
	1B - 1	IH 43 SB - OUTSIDE BARRIER AND NOISE WALL	5	2,845	2,845	
		TOTAL		4,152	4,889	737.5

***737.5 LF LEFT IN PLACE USED FOR DELIVERED IN 1A, BARRIER QUANTITY FOR 1B - 2 COVERED BY 1B - 1

ADJUSTING MANHOLES

CATEGORY	STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH
1000	2A	**MAINLINE**					
		IH 43 SB	36B	1023+99	4.7' LT	1	1
		IH 43 NB	40B	1023+99	4.3' LT	1	1
		IH 43 NB	206	1055+24	4.5' RT	1	1
		IH 43 SB	205	1055+24	5.9' LT	1	1
		IH 43 NB	54	1031+87	5.4' RT	1	1
					SUBTOTAL	5	5
	2B	**MAINLINE**					
		IH 43 NB	40A	1023+98	51.6' RT	1	1
		IH 43 SB	36A	1023+99	51.7' LT	1	1
		IH 43 NB	123A	1055+23	50.7' RT	1	1
		IH 43 NB	99	1045+04	48.9' RT	1	1
					SUBTOTAL	4	4
		UNDISTRIBUTED				0	0
					TOTAL	9	9

3

FASTENING SEWER ACCESS COVERS

CATEGORY	LOCATION	SPV.0060.13 FASTENING SEWER ACCESS COVERS EACH	REMARKS
1000	IH 43	100	UNDISTRIBUTED
	TOTAL	100	

STORM SEWER PIPES

VERIFY ELEVATIONS IN THE FIELD

CATEGORY	STAGE	ROADWAY	FROM		TO	608.0312 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 12-INCH LF	608.0315 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 15-INCH LF	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF	INLET ELEVATION	DISCHARGE ELEVATION	SLOPE FT/FT
	1A	**MAINLINE**									
1000		IH 43 SB	9	-	EXISTING	0	8	0	623.01	622.85	0.020
		IH 43 NB	9	-	9B	117	0	0	623.20	624.36	0.020
		IH 43 SB	9A	-	EXISTING	8	0	0	620.93	620.78	0.020
		IH 43 SB	EXISTING	-	14	7	0	0	625.30	625.45	0.021
		IH 43	14	-	16	20	0	0	625.60	625.72	0.006
		IH 43 NB	16	-	EXISTING	8	0	0	625.88	625.91	0.004
		SUBTOTAL				160	8	0			
	1B	**MAINLINE**									
		IH 43 SB	149	-	EXISTING	11	0	0	642.97	642.98	0.001
		IH 43 SB	153	-	EXISTING	0	0	10	653.17	653.20	0.003
		IH 43 SB	157	-	EXISTING	10	0	0	662.34	662.04	0.032
		SUBTOTAL				21	0	10			
		TOTAL				181	8	10			

ADJUSTING/RECONSTRUCTING STRUCTURES

CATEGORY	STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0430 RECONSTRUCTING INLETS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.11 INLET ADJUSTMENT CASTINGS EACH
	2A	**MAINLINE**									
1000		IH 43 SB	23	1016+36	1.0' LT	637.07		637.24	--	--	1
		IH 43 NB	26	1016+50	1.3' RT	637.07		637.24	--	--	1
		IH 43 SB	31	1019+39	1.5' LT	650.94		651.11	--	--	1
		IH 43 NB	34	1019+52	0.9' RT	651.06		651.23	1	--	--
		IH 43 SB	38	1022+83	1.5' LT	657.32		657.49	--	--	1
		IH 43 NB	39	1022+83	0.8' RT	657.37		657.54	--	--	1
		IH 43 SB	41	1025+15	1.5' LT	661.95		662.12	1	--	--
		IH 43 NB	44	1025+32	0.8' RT	662.46		662.63	--	--	1
		IH 43 NB	55	1032+60	1.0' RT	662.52		662.69	--	--	1
		IH 43 NB	68	1034+59	1.1' RT	658.86		659.03	--	--	1
		IH 43 SB	69	1034+72	1.2' LT	657.76		657.93	--	--	1
		IH 43 SB	79	1038+63	1.8' LT	645.88		646.05	--	--	1
		IH 43 NB	80	1038+76	0.9' RT	646.16		646.33	1	--	--
		IH 43 NB	86	1041+84	1.1' RT	636.70		636.87	--	--	1
		IH 43 NB	93	1044+85	1.0' RT	633.02		633.19	--	--	1
		IH 43 SB	94	1045+00	1.3' LT	632.80		632.97	--	--	1
		IH 43 NB	95	1045+10	1.0' RT	633.10		633.27	--	--	1
		IH 43 SB	96	1045+25	1.3' LT	632.74		632.91	--	--	1
		IH 43 SB	102	1047+13	1.3' LT	633.43		633.60	--	--	1
		IH 43 NB	103	1047+29	0.9' RT	633.81		633.98	--	--	1
		IH 43 SB	106	1049+17	1.2' LT	634.33		634.50	--	--	1
		IH 43 NB	107	1049+29	1.1' RT	634.82		634.99	--	--	1
		IH 43 SB	110	1051+15	1.3' LT	635.40		635.57	--	--	1
		IH 43 NB	111	1051+29	1.1' RT	635.75		635.92	--	--	1
		IH 43 SB	115	1053+31	1.3' LT	636.60		636.77	--	--	1
		IH 43 NB	116	1053+25	14.8' RT	636.82		636.99	--	--	1
		IH 43 SB	121	1055+49	1.3' LT	637.42		637.59	--	--	1
		IH 43 SB	125	1057+03	1.2' LT	637.38		637.55	--	--	1
		IH 43 NB	126	1057+03	1.1' RT	637.52		637.69	--	--	1
		IH 43 SB	130	1058+29	1.2' LT	636.90		637.07	--	--	1
		IH 43 NB	131	1058+30	1.1' RT	636.76		636.93	--	--	1
		IH 43 SB	133	1059+71	1.2' LT	636.71		636.88	--	--	1
		IH 43 NB	138	1060+56	1.2' RT	635.84		636.01	--	--	1
		IH 43 NB	139	1060+76	1.2' RT	635.88		636.05	--	--	1
		IH 43 NB	140	1060+95	1.2' RT	635.91		636.08	--	--	1
		IH 43 SB	142	1061+66	1.1' LT	637.50		637.67	1	--	--
		IH 43 NB	143	1061+80	1.3' RT	636.58		636.75	--	--	1
		IH 43 SB	146	1064+66	1.1' LT	642.28		642.45	--	--	1
		IH 43 NB	147	1064+81	1.7' RT	641.78		641.95	--	--	1
		IH 43 SB	150	1067+53	1.1' LT	651.27		651.44	1	--	--
		IH 43 NB	151	1067+43	1.2' RT	649.92		650.09	--	--	1
		IH 43 SB	154	1070+94	1.2' LT	661.60		661.77	--	--	1
		IH 43 NB	158	1074+13	1.3' RT	666.46		666.63	--	--	1
		IH 43 SB	159	1074+33	4.3' LT	662.86		663.03	1	--	--
		SUBTOTAL							6	0	38
	2B	**MAINLINE**									
		IH 43 SB	07A	1005+78	60.0' LT	621.76		622.09	--	--	1
		IH 43 SB	10	1007+59	64.9' LT	625.70		626.03	--	--	1
		IH 43 NB	12	1007+42	57.1' RT	629.25		629.42	--	--	1
		IH 43 NB	13	1008+75	57.1' RT	630.35		630.52	--	--	1
		IH 43 SB	15	1009+54	68.7' LT	630.37		630.70	--	--	1
		IH 43 NB	17	1009+61	57.1' RT	631.05		631.22	--	--	1
		IH 43 SB	19	1013+04	69.0' LT	637.76		637.93	--	--	1
		IH 43 NB	22	1013+01	57.8' RT	637.07		637.24	--	--	1
		IH 43 SB	25	1016+54	69.2' LT	644.45		644.62	--	--	1
		IH 43 NB	27	1017+42	61.8' RT	646.97		647.14	--	--	1
		IH 43 NB	28	1017+58	60.5' RT	647.24		647.41	1	--	--
		IH 43 NB	29	1017+82	58.6' RT	647.79		647.96	--	--	1
		IH 43 NB	32	1019+39	57.1' RT	650.48		650.65	--	--	1
		IH 43 SB	33	1019+63	69.4' LT	650.74		650.91	--	--	1
		IH 43 SB	35	1021+31	73.2' LT	653.68		653.85	--	--	1
		IH 43 SB	37	1022+84	57.2' LT	656.6		656.77	1	--	--
		IH 43 NB	40	1022+86	57.2' RT	656.97		657.14	1	--	--
		IH 43 SB	42	1025+24	57.1' LT	662.87		663.04	--	--	1
		IH 43 NB	45	1025+38	57.0' RT	661.45		661.62	--	--	1
		IH 43 SB	58	1032+86	57.3' LT	664.25		664.42	--	--	1
		IH 43 NB	60	1032+81	57.1' RT	659.13		659.30	--	--	1

ADJUSTING/RECONSTRUCTING STRUCTURES (CONTINUED)

CATEGORY	STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	EXISTING RIM ELEVATION	TO	PROPOSED RIM ELEVATION	611.0430 RECONSTRUCTING INLETS EACH	611.8115 ADJUSTING INLET COVERS EACH	SPV.0060.11 INLET ADJUSTMENT CASTINGS EACH
		IH 43 SB	67	1034+65	57.1' LT	660.59		660.76	--	--	1
		IH 43 NB	70	1034+75	57.0' RT	655.28		655.45	--	--	--
		IH 43 SB	78	1038+69	56.9' LT	648.59		648.76	--	--	1
		IH 43 NB	81	1039+03	57.1' RT	642.37		642.54	--	--	1
		IH 43 SB	84	1041+69	56.9' LT	638.07		638.24	--	--	1
		IH 43 SB	89	1043+37	60.9' LT	634.23		634.40	--	1	--
		IH 43 SB	90	1044+78	77.4' LT	634.09		634.26	--	--	1
		IH 43 SB	91	1044+98	75.9' LT	633.94		634.11	--	--	1
		IH 43 SB	92	1044+95	50.1' LT	633.77		633.94	1	--	--
		IH 43 SB	101	1047+23	61.8' LT	634.87		635.04	--	--	1
		IH 43 NB	104	1047+26	70.1' RT	632.08		632.25	--	--	1
		IH 43 SB	105	1049+18	57.9' LT	635.77		635.94	--	--	1
		IH 43 NB	108	1049+29	66.0' RT	633.35		633.52	--	--	1
		IH 43 SB	109	1051+19	57.1' LT	636.55		636.72	--	--	1
		IH 43 NB	112	1051+19	61.7' RT	634.3		634.47	--	--	1
		IH 43 SB	113	1052+49	55.1' LT	637.45		637.62	--	--	1
		IH 43 SB	114	1053+19	57.2' LT	637.53		637.70	--	--	1
		IH 43 NB	117	1053+31	58.0' RT	635.57		635.74	1	--	--
		IH 43 SB	118	1053+99	57.3' LT	637.63		637.80	--	--	1
		IH 43 SB	119	1054+74	57.3' LT	637.85		638.02	1	--	--
		IH 43 SB	120A	1055+25	52.0' LT	638.13		638.30	--	--	1
		IH 43 SB	120	1055+49	57.2' LT	637.84		638.01	--	--	1
		IH 43 NB	123	1055+53	57.2' RT	636.81		636.98	--	--	1
		IH 43 SB	124	1056+94	57.3' LT	637.47		637.64	--	--	1
		IH 43 NB	127	1057+57	57.0' RT	636.78		636.95	--	--	1
		IH 43 NB	128	1057+72	56.9' RT	636.74		636.91	--	--	1
		IH 43 SB	129	1058+17	57.2' LT	636.30		636.47	--	--	1
		IH 43 NB	132	1058+43	57.1' RT	637.10		637.27	--	--	1
		IH 43 SB	135	1060+54	57.2' LT	633.84		634.01	--	--	1
		IH 43 SB	136	1060+75	57.2' LT	633.55		633.72	--	--	1
		IH 43 SB	137	1060+94	57.2' LT	633.53		633.70	--	--	1
		IH 43 SB	141	1061+69	57.0' LT	634.16		634.33	1	--	--
		IH 43 SB	145	1064+69	56.9' LT	639.07		639.24	--	--	1
		IH 43 NB	148	1064+75	57.1' RT	644.81		644.98	--	--	1
		IH 43 NB	152	1067+54	57.1' RT	653.70		653.87	1	--	--
		IH 43 NB	156	1071+11	57.3' RT	664.45		664.62	--	--	1
		IH 43 NB	160	1074+66	57.3' RT	666.91		667.08	1	--	--
		SUBTOTAL							9	1	47
2C		**RAMP/LOCAL ROAD**									
		RAMP A									
			36	119+01	17.1' RT	656.6		656.77	1	--	--
			65	131+07	17.5' RT	630.33		630.33	--	--	1
			66	131+17	17.5' RT	630.39		630.39	--	--	1
		SUBTOTAL							1	0	2
		RAMP B									
			24	1016+30	8.2' RT	643.62		643.79	--	--	1
		SUBTOTAL							0	0	1
		RAMP D									
			97	1044+85	8.1' RT	631.13		631.30	1	--	--
			98	1045+05	8.1' RT	613.14		613.31	--	--	1
			100	1045+24	8.0' RT	631.12		631.29	1	--	--
		SUBTOTAL							2	0	1
		RAMP E									
			71	132+27	32.8' LT	630.67		630.67	1	--	--
		SUBTOTAL							1	0	0
		PORT WASHINGTON ROAD									
				31+11	51.5' LT	637.496		637.543	--	1	--
		SUBTOTAL							0	1	0
		TOTAL							19	2	89

STORM SEWER STRUCTURES

CATEGORY	STAGE	ROADWAY	STRUCTURE ID	STATION	OFFSET	611.0530 MANHOLE COVERS TYPE J EACH	611.0654 INLET COVERS TYPE V EACH	611.2004 MANHOLES 4-FT DIAMETER EACH	611.3225 INLETS 2X2.5-FT EACH	VERIFY ELEVATIONS IN THE FIELD RIM ELEVATION	INVERT ELEVATION	DEPTH FT
	1A	**MAINLINE**										
1000		IH 43 SB	9	1007+35	4.0' LT	1		1		628.17	623.01	5.16
		IH 43 NB	9A	1007+50	4.0' RT		1		1	627.47	620.93	6.54
		IH 43 SB	9B	1008+51	4.0' LT		1		1	630.01	624.36	5.64
		IH 43 SB	14	1009+37	4.0' LT		1		1	631.44	625.45	5.99
		IH 43 NB	16	1009+55	4.0' RT		1		1	631.45	625.72	5.73
		SUBTOTAL				1	4	1	4			
	1B	**MAINLINE**										
		IH 43 SB	149	1067+46	57.0' LT		1		1	648.30	642.97	5.33
		IH 43 SB	153	1070+93	57.0' LT		1		1	658.74	653.17	5.57
		IH 43 SB	157	1074+28	56.4' LT		1		1	666.66	662.34	4.31
		SUBTOTAL				0	3	0	3			
	2A	**MAINLINE**										
		IH 43 SB	20	1012+95	1.0' LT		1		1	638.12	631.77	6.35
		IH 43 NB	21	1013+06	1.3' RT		1		1	638.33	632.09	6.24
		IH 43 SB	59	1032+77	1.4' LT		1		1	661.73	656.86	4.87
		IH 43 SB	85	1041+71	1.3' LT		1		1	636.74	631.56	5.18
		SUBTOTAL				0	4	0	4			
	2B	**MAINLINE**										
		IH 43 NB	134	1059+75	57.2' RT		1		1	-	-	-
		IH 43 NB	144	1061+77	56.9' RT		1		1	-	-	-
		SUBTOTAL				0	1	0	1			
	2C	**RAMP A**										
			56	129+27	18.7' RT		1		1	634.72	618.39	16.33
		SUBTOTAL				0	1	0	1			
		TOTAL				1	13	1	13			

PIPE UNDERDRAIN

CATEGORY	STATION	TO	STATION	LOCATION	310.0110 BASE AGGREGATE OPEN-GRADED TON	612.0106 PIPE UNDERDRAIN 6-INCH LF	612.0404 PIPE UNDERDRAIN WRAPPED 4-INCH SY	645.0111 GEOTEXTILE TYPE DF SCHEDULE A SY
1000	1004+18	-	1013+33	MAINLINE CROSSOVER	50	915	--	508
	1004+27	-	1010+64	MAINLINE SHOULDER	35	637	--	354
	1063+88	-	1077+87	MAINLINE NOISE WALL	--	--	1,399	--
				TOTAL	85	1,552	1,399	862

3

RECONNECT STORM SEWER

CATEGORY	STAGE	ROADWAY	STA	OFFSET	SPV.0060.10 RECONNECT STORM SEWER LATERALS EACH
	1A	**MAINLINE**			
1000		IH 43 SB	1007+37	11.3' LT	1
		IH 43 NB	1007+49	11.3' RT	1
		IH 43 SB	1009+39	10.7' LT	1
		IH 43 NB	1009+56	11.3' RT	1
		SUBTOTAL			4
	1B	**MAINLINE**			
		IH 43 SB	1067+46	46.9' LT	1
		IH 43 SB	1070+93	47.0' LT	1
		IH 43 SB	1074+29	47.0' LT	1
		SUBTOTAL			3
	2A	**MAINLINE**			
		IH 43 SB	1032+77	1.4' LT	1
		IH 43 SB	1041+71	1.3' LT	1
		SUBTOTAL			2
	2B	**MAINLINE**			
		IH 43 NB	1059+75	57.2' RT	1
		IH 43 NB	1061+77	56.9' RT	1
		IH 43 NB	1067+54	57.1' RT	1
		IH 43 NB	1074+66	57.3' RT	1
		SUBTOTAL			4
	2C	**MAINLINE**			
		RAMP A	129+27	18.7' RT	1
		SUBTOTAL			1
		TOTAL			14

3

TEMPORARY CRASH CUSHION

CATEGORY	LOCATION	*614.0905 CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS
1000	1003+29, 19.3' R	1	4	OM-3L (W05-58L)	TL-3	UNIDIRECTIONAL	R	CONCRETE BARRIER TEMPORARY PRECAST ON LEFT SHOULDER
	1014+37, 17.1' L	1	4	OM-3L (W05-58L)	TL-3	UNIDIRECTIONAL	R	CONCRETE BARRIER TEMPORARY PRECAST ON LEFT SHOULDER
	1081+08, 53.7' L	1	4	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	L	CONCRETE BARRIER TEMPORARY PRECAST ON RIGHT SHOULDER
	1011+94, 54.0' L	1	4	OM-3R (W05-58R)	TL-3	UNIDIRECTIONAL	L	CONCRETE BARRIER TEMPORARY PRECAST ON RIGHT SHOULDER
	TOTAL	4						

* THIS QUANTITY IS COVERED BY TRAFFIC CONTROL TABLE

FENCING

CATEGORY	STATION	TO	STATION	LOCATION	616.0206 FENCE CHAIN LINK 6-FT LF	616.0329 GATES CHAIN LINK 6-FT EA
1000	1006+75	-	1010+33	MAINLINE NB	366	1
	1044+77	-	1045+32	MAINLINE NB	55	--
	1054+80	-	1054+95	MAINLINE NB	15	--
	1056+14	-	1056+24	MAINLINE NB	10	--
	1059+68	-	1059+83	MAINLINE NB	15	--
	1061+42	-	1061+52	MAINLINE NB	10	--
	1061+72	-	1061+86	MAINLINE NB	15	--
	1062+05	-	1062+15	MAINLINE NB	10	--
	1062+97	-	1063+11	MAINLINE NB	15	--
	1067+47	-	1067+62	MAINLINE NB	15	--
	1078+96	-	1078+99	MAINLINE SB	61	--
				TOTAL	588	1

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CONCRETE MEDIAN

CATEGORY	STATION	TO	STATION	LOCATION	620.0300 CONCRETE MEDIAN SLOPED NOSE SF
1000	1003+58	-	1077+87	MAINLINE NB	--
	1003+58	-	1077+87	MAINLINE SB	--
	1012+99	-	1049+27	RAMPS NB	48
	1015+01	-	1049+27	RAMPS SB	--
		-			
				TOTAL	48

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY
1000	1003+58	-	1077+87	MAINLINE NB	--	--	--
	1003+58	-	1077+87	MAINLINE SB	804	804	2,435
	1012+99	-	1049+27	RAMPS NB	--	--	26
	1015+01	-	1049+27	RAMPS SB	--	--	--
				TOTAL	804	804	2,461

RESTORATION ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	625.0100 TOPSOIL SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	630.0200 SEEDING TEMPORARY LB	630.0500 SEED WATER MGAL	631.0300 SOD WATER MGAL	631.1000 SOD LAWN SY
1000	1003+58	-	1077+87	MAINLINE NB	--	--	--	--	--	--	--
	1003+58	-	1077+87	MAINLINE SB	2,435	2	44	16	--	--	--
	1012+99	-	1049+27	RAMPS NB	113	--	--	--	1	2	87
	1015+01	-	1049+27	RAMPS SB	--	--	--	--	--	--	--
				TOTAL	2,548	2	44	16	1	2	87

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INLET PROTECTION

CATEGORY	STATION	TO	STATION	LOCATION	628.7005 INLET PROTECTION TYPE A EACH	628.7010 INLET PROTECTION TYPE B EACH	628.7015 INLET PROTECTION TYPE C EACH	628.7020 INLET PROTECTION TYPE D EACH
1000	1003+58	-	1077+87	MAINLINE NB	2	--	--	58
	1003+58	-	1077+87	MAINLINE SB	5	2	--	60
	1012+99	-	1049+27	RAMPS NB	1	3	2	4
	1015+01	-	1049+27	RAMPS SB	--	1	15	--
				TOTAL	8	6	17	122

TRAFFIC CONTROL DETOUR

CATEGORY	STAGE	LOCATION	STAGE DURATION	**643.0420 TRAFFIC CONTROL BARRICADES TYPE III		**643.0900 TRAFFIC CONTROL SIGNS		**643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II		
			DAYS	EACH	DAY	EACH	DAY	NUMBER OF SIGNS	NUMBER OF CYCLES	EACH
1000	1A / 2A / 2B	IH 43 NB FULL FREEWAY CLOSURE	5	--	--	41	205	3	5	15
	1A / 1B / 2A / 2B	IH 43 SB FULL FREEWAY CLOSURE	6	--	--	42	252	1	6	6
	1B - 1	IH 43 SB SILVER SPRING DRIVE ENTRANCE RAMP	5	--	--	43	215	5	1	5
	2C	IH 43 NB SILVER SPRING DRIVE ENTRANCE RAMP	30	--	--	85	2550	3	1	3
	2C	IH 43 NB SILVER SPRING DRIVE EXIT RAMP	30	--	--	27	810	2	1	2
	2C - 1	PORT WASHINGTON ROAD PEDESTRIAN DETOUR	5	5	25	6	30	--	--	--
	2C - 2	PORT WASHINGTON ROAD PEDESTRIAN DETOUR	5	5	25	6	30	--	--	--
		TOTAL		10	50	244	4092	14	14	31

**QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL

CATEGORY	STAGE	LOCATION	STAGE DURATION	*614.0905 CRASH CUSHIONS TEMPORARY	643.0300 TRAFFIC CONTROL DRUMS		**643.0420 TRAFFIC CONTROL BARRICADE TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		**643.0900 TRAFFIC CONTROL SIGNS		**643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II			643.1050 TRAFFIC CONTROL SIGNS PCMS		643.1200.S AUTOMATED REAL-TIME TRAFFIC QUEUE WARNING SYSTEM PORTABLE	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	644.1810 TEMPORARY PEDESTRIAN BARRICADE
			DAYS	EACH	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	NUMBER OF SIGNS	NUMBER OF CYCLES	EACH	EACH	DAYS	DAYS	DAYS	LF
1000	1A	IH 43 NB/SB - MEDIAN WORK	30	2	192	5,760	21	630	42	1,260	53	1,590	2	60	43	1,290	--	--	--	--	--	30	--	--
	1B - 1	IH 43 SB - OUTSIDE BARRIER AND NOISE WALL	5	2	260	1,300	24	120	48	240	55	275	2	10	65	325	1	1	1	1	7	5	--	--
	1B - 1	SILVER SPRING DRIVE EB - OUTSIDE LANE	3	--	60	180	1	3	2	6	8	24	1	3	16	48	--	--	--	--	--	--	6	786
	1B - 2	IH 43 SB - NOISE WALL	60	--	150	9,000	6	360	12	720	39	2,340	2	120	22	1,320	--	--	--	--	--	60	--	--
	1B	JEAN NICOLET	120	--	41	4,920	7	840	14	1,680	--	--	--	--	29	3,480	--	--	--	--	--	--	--	--
	1B	BENDER RD	2	--	--	--	10	20	20	40	--	--	--	--	10	20	--	--	--	--	--	--	--	--
	STAGE 1 TOTAL			4	703	21,160	69	1,973	138	3,946	155	4,229	7	193	185	6,483	1	1	1	1	7	95	6	786
	2A	IH 43 NB/SB - INSIDE LANES	36	--	473	17,028	38	1,368	76	2,736	76	2,736	4	144	49	1,764	--	--	--	--	--	--	--	--
	2A	IH 43 NB/SB - SINGLE INSIDE LANE CLOSURE	6	--	208	1,248	14	84	28	168	30	180	2	12	30	180	--	--	--	--	--	--	--	--
	2B	IH 43 NB/SB - OUTSIDE LANES	36	--	573	20,628	66	2,376	132	4,752	99	3,564	6	216	101	3,636	1	36	36	6	171	--	--	--
	2B	IH 43 NB/SB - SINGLE OUTSIDE LANE CLOSURE	6	--	406	2,436	22	132	44	264	93	558	2	12	48	288	--	--	--	--	--	--	--	--
	2B	SILVER SPRING DRIVE WB - OUTSIDE LANE	3	--	19	57	1	3	2	6	--	--	1	3	13	39	--	--	--	--	--	--	--	--
	2B	IRONWOOD ROAD	3	--	--	--	2	6		--	--	--	--	--	3	9	--	--	--	--	--	--	--	--
	2C	IH 43 NB SILVER SPRING DRIVE EXIT RAMP	30	--	32	960	4	120	8	240	--	--	--	--	8	240	--	--	--	1	7	--	--	--
	2C - 1	PORT WASHINGTON ROAD	5	--	45	225	8	40	16	80	11	55	1	5	34	170	--	--	--	1	7	--	--	--
	2C - 2	PORT WASHINGTON ROAD	5	--	77	385	9	45	18	90	22	110	2	10	41	205	--	--	--	1	7	--	--	--
	STAGE 2 TOTAL			--	1,833	42,967	164	4,174	324	8,336	331	7,203	18	402	327	6,531	1	36	36	9	192	--	--	--
	FULL FREE WAY CLOSURES																							
	1A	IH 43 NB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	178	178	12	12	24	24	53	53	4	4	30	30	--	--	--	11	11	--	--	--
	1A	IH 43 SB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	191	191	18	18	36	36	53	53	4	4	44	44	--	--	--	18	18	--	--	--
	1A to 1B	IH 43 NB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	178	178	12	12	24	24	53	53	4	4	30	30	--	--	--	11	11	--	--	--
	1B - 1	IH 43 SB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	191	191	18	18	36	36	53	53	4	4	44	44	--	--	--	18	18	--	--	--
	1B - 2	IH 43 SB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	191	191	18	18	36	36	53	53	4	4	44	44	--	--	--	18	18	--	--	--
	2A	IH 43 NB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	178	178	12	12	24	24	53	53	4	4	30	30	--	--	--	11	11	--	--	--
		IH 43 SB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	191	191	18	18	36	36	53	53	4	4	44	44	--	--	--	18	18	--	--	--
	2B	IH 43 NB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	178	178	12	12	24	24	53	53	4	4	30	30	--	--	--	11	11	--	--	--
		IH 43 SB - TRAFFIC CONTROL SETUP FOR STAGING	1	--	191	191	18	18	36	36	53	53	4	4	44	44	--	--	--	18	18	--	--	--
	2A/2B	IH 43 NB - PAVEMENT MARKING	1	--	178	178	12	12	24	24	53	53	4	4	30	30	--	--	--	11	11	--	--	--
		IH 43 SB - PAVEMENT MARKING	1	--	191	191	18	18	36	36	53	53	4	4	44	44	--	--	--	18	18	--	--	--
	FULL FREEWAY CLOSURES TOTAL			--	2,036	2,036	168	168	336	336	583	583	44	44	414	414	--	--	--	163	163	--	--	--
	UNDISTRIBUTED			--	1,143	16,541	100	1,579	200	3,155	267	3,004	17	160	232	3,357	--	--	--	43	91	--	--	--
		TOTAL		4	5,715	82,704	501	7,894	998	15,773	1,336	15,019	86	799	1,158	16,785	2	37	37	216	453	95	6	786

**QUANTITIES SHOWN ELSEWHERE

*ADDITIONAL INFORMATION SHOWN ELSEWHERE, QUANTITY FOR 1B - 2 COVERED BY 1B - 1

TEMPORARY PAVEMENT MARKING ITEMS

						643.3120				643.3170				643.3220	643.3270	643.3760	Edgeline **646.9000	646.9002	Lane Line **646.9050	646.9102	
						TEMPORARY MARKING LINE EPOXY 4-INCH				TEMPORARY MARKING LINE EPOXY 6-INCH				TEMPORARY MARKING LINE	TEMPORARY MARKING LINE	TEMPORARY MARKING RAISED	MARKING REMOVAL	MARKING REMOVAL	MARKING REMOVAL LINE GROOVED	MARKING REMOVAL	
							12.5 FT LINE	3 FT LINE			12.5 FT LINE	3 FT LINE		EPOXY	EPOXY	PAVEMENT	LINE 4-INCH	LINE 6-INCH	PERMANENT TAPE	LINE 10-INCH	
							37.5 FT SKIP	9 FT SKIP			37.5 FT SKIP	9 FT SKIP		8-INCH	10-INCH	MARKER TYPE 1			4-INCH		
						WHITE	YELLOW	WHITE	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE	WHITE						
CATEGORY	STAGE	LOCATION	STATION	TO	STATION	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	EACH	LF	LF	LF	LF	REMARKS
1000	1A	IH 43 NB	979+28	-	1060+12	--	--	--	--	11,929	7,426	1,500	--	--	--	36	6,210	--	6,936	--	FOR TRAFFIC CONTROL
	1A	IH 43 SB	988+99	-	1079+60	--	--	--	--	12,770	7,848	1,500	--	--	--	36	6,633	--	7,348	--	FOR TRAFFIC CONTROL
	1B - 1	IH 43 SB	1013+49	-	1140+32	--	--	--	--	14,895	8,811	1,500	132	--	1,114	36	7,211	--	9,032	--	FOR TRAFFIC CONTROL
	1B - 2	IH 43 SB	1050+10	-	1140+32	--	--	--	--	1,500	750	--	--	--	--	18	--	13,216	--	914	FOR TRAFFIC CONTROL
	2A/2B	IH 43 NB	992+81	-	1140+32	--	--	--	--	6130	7,395	3,672	--	--	1,075	--	--	--	--	--	AFTER BASE PATCHING
	2A/2B	IH 43 SB	988+99	-	1060+12	--	--	--	--	6731	7,386	3,400	--	--	632	--	--	--	--	--	AFTER BASE PATCHING
	2A/2B	IH 43 NB	992+81	-	1140+32	--	--	--	--	6130	7,395	3,672	--	--	1,075	--	--	--	--	--	AFTER LOWER LIFT
	2A/2B	IH 43 SB	988+99	-	1060+12	--	--	--	--	6731	7,386	3,400	--	--	632	--	--	--	--	--	AFTER LOWER LIFT
	2A/2B	IH 43 NB	992+81	-	1140+32	--	--	--	--	6130	7,395	3,672	--	--	1,075	--	--	--	--	--	AFTER UPPER LIFT
	2A/2B	IH 43 SB	988+99	-	1060+12	--	--	--	--	6731	7,386	3,400	--	--	632	--	--	--	--	--	AFTER UPPER LIFT
	2A/2B	IH 43 NB	1003+58	-	1077+87	--	--	--	--	--	--	--	--	--	--	--	1,390	--	1,389	--	FOR PAVEMENT MARKING
	2A/2B	IH 43 SB	1003+58	-	1077+87	--	--	--	--	--	--	--	--	--	--	--	654	--	906	--	FOR PAVEMENT MARKING
	2B	IH 43 NB/SB SILVER SPRING DRIVE RAMPS	1003+58	-	1077+87	802	362	18	30	--	--	--	--	453	--	--	--	--	--	--	AFTER RAMP WORK
	2C	IH 43 NB SILVER SPRING DRIVE EXIT RAMP	1019+23	-	1021+05	--	--	--	--	180	--	--	--	--	--	--	--	--	--	--	FOR TRAFFIC CONTROL
	SUBTOTAL					802	362	18	30	79,857	69,178	25,717	132	453	6,235	126	22,098	13,216	25,611	914	
	UNDISTRIBUTED					120	54	3	5	11,979	10,377	3,858	20	68	935	19	3,315	1,982	3,842	137	
	TOTAL					1,394				201,117				521	7,170	145	25,413	15,198	29,453	1,051	

** QUANTITIES SHOWN ELSEWHERE

PAVEMENT MARKING

						646.1020	646.2020	646.2025	646.2040				646.2050	646.3020	646.4020	646.4025	646.4040		646.5020				
						MARKING LINE EPOXY 4-INCH 12.5' LINE 37.5' SKIP	MARKING LINE EPOXY 6-INCH 2 FT LINE 6 FT SKIP	MARKING LINE GROOVED BLACK EPOXY 6-INCH 12.5 FT LINE 37.5 FT SKIP	MARKING LINE GROOVED WET REF EPOXY 6-INCH				MARKING LINE GROOVED PERMANENT TAPE 6-INCH 12.5 FT LINE 37.5 FT SKIP	MARKING LINE EPOXY 8-INCH	MARKING LINE EPOXY 10-INCH 2 FT LINE 6 FT SKIP	MARKING LINE GROOVED EPOXY 10-INCH 3 FT LINE 9 FT SKIP	MARKING LINE GROOVED WET REF EPOXY 10-INCH		MARKING ARROW EPOXY				
									YELLOW	WHITE	3 FT LINE 9 FT SKIP	12.5 FT LINE 37.5 FT SKIP					WHITE	WHITE					
						WHITE	YELLOW																
CATEGORY	STATION	TO	STATION	LOCATION		LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	LF	TYPE 2 EACH	TYPE 3 EACH	TYPE 4 EACH	TYPE 5 EACH	TYPE 7 EACH
1000	996+21	-	1077+87	MAINLINE NB		--	--	4,242	8,508	7,435	41	--	4,242	--	--	--	1,074	--	--	--	--	--	--
	991+47	-	1140+28	MAINLINE SB		--	--	7,532	15,128	14,484	95	--	7,532	--	--	198	1,445	198	--	--	--	5	--
	1012+99	-	1049+27	RAMPS NB		38	17	147	5,205	6,177	--	147	147	134	26	--	3,115	--	8	2	1	--	2
	1015+01	-	1049+27	RAMPS SB		--	--	180	2,270	2,846	--	180	180	--	--	--	3,319	73	5	1	1	--	--
				SUBTOTAL		38	17	12,101	31,110	30,943	136	328	12,101	134	26	198	8,952	270	13	3	2	5	2
				TOTAL		38	17	12,101	62,516				12,101	134	26	198	9,222		25				

PAVEMENT MARKING (CONTINUED)

CATEGORY	STATION	TO	STATION	LOCATION	646.5120 MARKING WORD EPOXY WHITE EACH	646.5220 MARKING SYMBOL EPOXY PREF LN SYMB EACH	646.6120 MARKING STOP LINE EPOXY 18-INCH WHITE LF	646.6220 MARKING YIELD LINE EPOXY 18-INCH WHITE EACH	646.7120 MARKING DIAGONAL EPOXY 12-INCH YELLOW LF	646.7120 MARKING DIAGONAL EPOXY 12-INCH WHITE LF	646.7220 MARKING CHEVRON EPOXY 24-INCH WHITE LF	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH WHITE LF	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	SPV.0090.03 MARKING LINE EPOXY 10-INCH NON GROOVED 2 FT LINE 6 FT SKIP BLACK LF
1000	1003+58	-	1077+87	MAINLINE NB	--	--	--	--	963	845	--	--	--	--	--
	1003+58	-	1077+87	MAINLINE SB	--	--	--	--	2,277	1,899	--	--	--	--	--
	1012+99	-	1049+27	RAMPS NB	6	--	169	--	--	268	456	350	29	3	26
	1015+01	-	1049+27	RAMPS SB	5	4	89	17	--	41	127	129	--	--	--
				SUBTOTAL	11	4	258	17	3240	3053	583	479	29	3	26
				TOTAL	11	4	258	17	6,293		583	479	29	3	26

TRAFFIC CONTROL CLOSURES

CATEGORY	LOCATION	643.4100 TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	SPV.0060.02 TRAFFIC CONTROL FULL FREEWAY CLOSURE EACH	SPV.0060.03 TRAFFIC CONTROL CLOSE-OPEN FREEWAY ENTRANCE RAMP EACH	SPV.0060.04 TRAFFIC CONTROL LOCAL ROAD LANE CLOSURES EACH
1000	IH 43 NB	157	5	--	--
	IH 43 SB	158	6	--	--
	IH 43 Ramps	--	--	58	--
	Jean Nicolet Road	--	--	--	1
	Bender Road	--	--	--	2
	Ironwood Road	--	--	--	1
	Port Washington Road	--	--	--	30
	Silver Spring Drive	--	--	--	6
	UNDISTRIBUTED	20	4	5	1
	TOTAL	335	15	63	41

PORTABLE AUTOMATED REAL-TIME TRAFFIC QUEUE WARNING SYSTEM (QWS ITEM 643.1200.S)

LOCATION	STAGE	PORTABLE CHANGEABLE MESSAGE SIGNS (PCMS)	PORTABLE TRAFFIC SENSORS (PTS)	QUEUE WARNING SYSTEM (DAYS)
IH 43 NB/SB	1A	20	20	30
IH 43 SB	1B - 1	10	10	5
IH 43 SB	1B - 2	10	10	60

THESE ITEMS ARE PART OF THE QWS AND ARE PAID FOR ONE COMPLETE SYSTEM PER ROADWAY

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REMOVING PAVEMENT MARKINGS

CATEGORY	STATION	TO	STATION	LOCATION	**646.9000 MARKING REMOVAL LINE 4-INCH LF	**646.9050 MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH LF	646.9150 MARKING REMOVAL LINE GROOVED PERMANENT TAPE 8-INCH LF
1000	1003+58	-	1077+87	MAINLINE NB	12,964	4,930	2,128
	1003+58	-	1077+87	MAINLINE SB	22,584	4,924	1,176
	1012+99	-	1049+27	RAMPS NB	361	--	--
	1015+01	-	1049+27	RAMPS SB	361	--	--
				UNDISTRIBUTED	5441	--	--
				TOTAL	41,711	9,853	3,304

**QUANTITIES SHOWN ELSEWHERE

SAWING CONCRETE

CATEGORY	STATION	TO	STATION	LOCATION	690.0250 SAWING CONCRETE LF
1000	1003+58	-	1077+87	MAINLINE NB	2,038
	1003+58	-	1077+87	MAINLINE SB	3,884
	1012+99	-	1049+27	RAMPS NB	586
	1015+01	-	1049+27	RAMPS SB	136
				TOTAL	6,643

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CLEANING STORM SEWER

CATEGORY	LOCATION	SPV.0090.01 CLEANING STORM SEWER LF	REMARKS
1000	IH 43	1,000	UNDISTRIBUTED
	TOTAL	1000	

BACKFILL SLURRY

CATEGORY	LOCATION	SPV.0035.01 BACKFILL SLURRY CY	REMARKS
1000	IH 43	50	UNDISTRIBUTED
	TOTAL	50	

JOINT SEALING

CATEGORY	STRUCTURE ID	STATION	OFFSET	LOCATION	*SPV.0090.30 JOINT SEALING LF
3000	R-40-154	1015+34	LT	IH 43 SB	250
3040	R-40-163	1030+72	RT	RAMPS NB	250
3050	R-40-610	2036+24	LT/RT	IH 43	250
3060	R-40-611	1034+93	LT/RT	IH 43	250
				TOTAL	1000

* QUANTITIES ARE BASED ON ESTIMATES AND CURRENT INFORMATION.
LIMITS AND LOCATIONS TO BE DETERMINED BY ENGINEER

HMA LONGITUDINAL JOINT REPAIR

CATEGORY	LOCATION	SPV.0195.01 HMA LONGITUDINAL JOINT REPAIR TON	REMARKS
1000	IH 43	100	UNDISTRIBUTED
	TOTAL	100	

HMA QUALITY MANAGEMENT PROGRAM SUMMARY TABLE								
ROADWAY	LOCATION	STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
IH 43 NB	MAINLINE (3 -12' TRAVEL LANES)	1003+57 TO 1077+87	UPPER LAYER	5 SMA 58-28V	5 SMA 58-28V	2"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	HMA PAVEMENT TEST STRIP DENSITY 460.0120.S INCENTIVE DENSITY HMA PAVEMENT 460.2000
	MAINLINE (3 -12' TRAVEL LANES)	1003+57 TO 1077+87	LOWER LAYER	10" CONCRETE	5 SMA 58-28V	3"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	HMA PAVEMENT TEST STRIP DENSITY 460.0120.S INCENTIVE DENSITY HMA PAVEMENT 460.2000
IH 43 NB	INSIDE SHOULDER	1003+57 TO 1077+87	**UPPER LAYER**	5 SMA 58-28V	5 SMA 58-28V	2"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
	INSIDE SHOULDER	1003+57 TO 1077+87	LOWER LAYER	10" CONCRETE	5 SMA 58-28V	VARIES	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
IH 43 NB	OUTSIDE SHOULDER	1003+57 TO 1077+87	UPPER LAYER	5 SMA 58-28V	5 SMA 58-28V	2"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
	OUTSIDE SHOULDER	1003+57 TO 1077+87	LOWER LAYER	10" CONCRETE	5 SMA 58-28V	VARIES	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
IH 43 SB	MAINLINE (3 -12' TRAVEL LANES)	1003+57 TO 1077+87	UPPER LAYER	5 SMA 58-28V	5 SMA 58-28V	2"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	HMA PAVEMENT TEST STRIP DENSITY 460.0120.S INCENTIVE DENSITY HMA PAVEMENT 460.2000
	MAINLINE (3 -12' TRAVEL LANES)	1003+57 TO 1077+87	LOWER LAYER	10" CONCRETE	5 SMA 58-28V	3"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	HMA PAVEMENT TEST STRIP DENSITY 460.0120.S INCENTIVE DENSITY HMA PAVEMENT 460.2000
IH 43 SB	INSIDE SHOULDER	1003+57 TO 1077+87	**UPPER LAYER**	5 SMA 58-28V	5 SMA 58-28V	2"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
	INSIDE SHOULDER	1003+57 TO 1077+87	LOWER LAYER	10" CONCRETE	5 SMA 58-28V	VARIES	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
IH 43 SB	OUTSIDE SHOULDER	1003+57 TO 1077+87	UPPER LAYER	5 SMA 58-28V	5 SMA 58-28V	2"	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE
	OUTSIDE SHOULDER	1003+57 TO 1077+87	LOWER LAYER	10" CONCRETE	5 SMA 58-28V	VARIES	HMA PAVEMENT TEST STRIP VOLUMETRICS 460.0115.S QMP (SS 460.2.8)	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) * NOT ELIGIBLE FOR INCENTIVE

NOTES

- PERCENTAGE OF TARGET MAXIMUM DENSITY FOR BOTH LOWER AND UPPER LAYERS FOR TRAFFIC LANES AND SHOULDERS IS 93.0.

TYPE I & II PERMANENT SIGNING 1228-03-76 IH 43

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' (EA0	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	638.2601 REMOVING SIGNS TYPE I (EA)	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA)	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA)	531.2024 DRILLING SHAFT 24 INCH LF (EST)	531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS	531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY	635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS
1	D10-5(5)	NORTH MILE 77.6	21 X 60	8.75				1				1		SEE MOUNTING DETAIL SDD- BLUE WITH WHITE LETTERS. ALL D10-5'S TO BE BLUE										
2	D10-5(5)	SOUTH MILE 77.6	21 X 60	8,.75									1	REMOVAL INCLUDED IN SIGN # 1										
3	D4-3 MODIFIED	BAYSHORE PARK AND RIDE EXIT 78												W8 X 21 I BEAMS	13 X 9.5	123.50		1		2	16	220	2.00	1100
4	NOT USED																							
5	NOT USED																							
6	D10-5(5)	NORTH MILE 77.8	21 X 60	8.750								1		SEE MOUNTING DETAIL SDD- BLUE WITH WHITE LETTERS										
7	D10-5(5)	SOUTH MILE 77.8	21 X 60	8.750									6	REMOVAL INCLUDED IN SIGN #6										
8	W5-58D (2M)	END OF CRASH CUSHION	36 X 36		9.000			1						MOUNT ON END OF CRASH CUSHIONS										
9	E5-1A(5)	EXIT 78	72 X 60	30.000				1	2		2													
9A	E13-1P(5)	20 MPH	72 X 24		12.000								9	REMOVAL PART OF SIGN # 9										
9B	W5-54(2M)		18 X 18		2.250								9	REMOVAL PART OF SIGN # 9										
9C	W5-54(2M)		18 X 18		2.250								9	REMOVAL PART OF SIGN # 9										
10	W1-1R(3)		36 X 36		9.000			1	1	1				SHEET 3										
10A	W13-1(3)		24 X 24		4.000								10	REMOVAL PART OF SIGN # 10										
11	NOT USED																							
12	NOT USED																							
13	NOT USED																							
14	JH-1(3)		36 X 66	16.500				1						MOUNT ON UPRIGHT OF S-40-56. SHEET 3										
	D9-2		36 X 36																					
	MB6-2		30 X 30																					
15	D4-2L(3)		36 X 48	12.000				1						MOUNT ON UPRIGHT OF S-40-56, SHEET 3										
16	D10-2							1	1															
17	W3-3(3)		36 X 36		9.000			1	1	1				SHEET 4										
18	D10-5(5)	SOUTH MILE 78.0	21 X 60	8.750				1	1			1		BLUE WITH WHITE LETTERS. SEE SIGN MOUNTING DETAIL SDD										
19	D10-5(5)	NORTH MILE 78.0	21 X 60	8.750									18	REMOVAL PART OF SIGN # 18. BLUE WITH WHITE LETTERS										
20	W4-1R(5)		48 X 48		16.000			1	2		2													
21	W13-3B(5)	20 MPH	48 X 84		28.000			1	2		2			SHEET 3										
22	D10-2							1	1															
23	R10-6(2S) MODIFIED	TILT ARROW RIGHT	24 X 36	6.000				1						SIGNAL POLE										
24	R10-65C(2S)		24 X 30	5.000				1						SIGNAL POLE										
25	R10-65R(2S)		24 X 30	5.000				1						SIGNAL POLE										
26	R10-6(2S)	TILT ARROW LEFT	24 X 36	6.000				1						SIGNAL POLE										
27	R10-65L(2S)		24 X 30	5.000				1						SIGNAL POLE										
28	R10-6(2S) MODIFIED	TILT ARROW RIGHT	24 X 36	6.000				1						SIGNAL POLE										
29	W4-2R(2S)		36 X 36		9.000			1	1	1														
30	W4-2R(2S)		36 X 36		9.000			1						ON LIGHT POLE										

SHEET: 1 OF 5

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' (EA0	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	638.2601 REMOVING SIGNS TYPE I (EA)	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA)	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA)	531.2024 DRILLING SHAFT 24 INCH LF (EST)	531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS	531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY	635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS
31	D1-60A	TO SILVER SPRING DR (ARROW LEFT) PORT WASHINGTON RD (NORTH SOUTH	114 X 36	28.500				1	2	2														
32	D1-1	PORT WASHINGTON RD N - S	36 X 36	9.000				1						ON UPRIGHT OF SIGN STRUCTURE S-40-72										
33	W1-6(3)		60 X 30		12.500			1	2	2				SHEET 4										
34	R3-6T(2M)		42 X 48	14.000				1						MOUNT ON SIGN STRUCTURE S-40-72. I BEAMS INCIDENTAL										
35	R3-5L(2M)		42 X 48	14.000				1						MOUNT ON SIGN STRUCTURE S-40-72. I BEAMS INCIDENTAL										
36	R1-1F(2M)		36 X 36			7.460		1						SIGNAL POLE										
37	R6-3A(2S)		30 X 24	5.000				1						SIGNAL POLE										
38	R4-7(2S)		24 X 30	5.000				1	1			1		IN CONCRETE - INCIDENTAL										
39	R3-4(2S)		24 X 24	4.000									38	REMOVAL PART OF # 38										
40	R5-1(3)		36 X 36	9.000				1	1	1														
41	R5-1A(2S)		36 X 24	6.000									40	REMOVAL PART OF # 40. 3 FOOT MOUNTING HEIGHT										
42	R3-4(2S)		24 X 24	4.000				1						SIGNAL POLE										
43	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
44	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
45	R5-1(3)		36 X 36	9.000				1						SIGNAL POLE										
46	R5-1(3)		36 X 36	9.000				1						SIGNAL POLE										
47	R1-1F(2M)		36 X 36			7.460		1						SIGNAL POLE										
48	R1-1F(2M)		36 X 36			7.460		1						SIGNAL POLE										
49	D13-3(2S)		60 X 30	12.500				1	2	2														
50	D1-1	TO SILVER SPRING DR (ARROW LEFT)	24 X 42	7.000				1	1	1														
51	R11-54F(2M)		48 X 30			10.000		1	2	2														
52	R5-57(5)		36 X 36	9.000				1	1	1														
53	W1-1R(3)		36 X 36		9.000			1	1	1														
53A	W13-1(3)	20 MPH	24 X 24		4.000								53	REMOVAL PART OF # 53										
54	W1-6D(3)		36 X 36		9.000			1						ON EXISTING LIGHT POLE										
54A	W13-1(3)	20 MPH	24 X 24		4.000			1					54											
54B	W16-9P(3) MOD	RIGHT LANE	30 X 18		3.750			1					54											
55	W1-6D(3)		36 X 36		9.000			1						ON EXISTING LIGHT POLE										
55A	W13-1(3)	20 MPH	24 X 24		4.000			1					54											
55B	W16-9P(3) MOD	RIGHT LANE	30 X 18		3.750			1					54											
56	NOT USED																							
57	NOT USED																							
58	W13-3B(5)	20 MPH	48 X 84		28.000			1						ON UPRIGHT OF S-40-806										
59	D4-2A(3)		36 X 48	12.000				1	1	1														
60	W1-6(3)		60 X 30		12.500			1	2	2														

SHEET: 2 OF 5

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' (EA0	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	638.2601 REMOVING SIGNS TYPE I (EA)	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA)	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA)	531.2024 DRILLING SHAFT 24 INCH LF (EST)	531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS	531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY	635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS
61	W1-6(3)		60 X 30		12.500			1	2	2														
62	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
63	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
64	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
65	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
66	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
67	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
68	W1-8(3)		24 X 30		5.000			1	1	1				4 FOOT MOUNTING HEIGHT										
69	W3-3(3)		36 X 36		9.000			1	1	1														
70	W1-1R(3)		36 X 36		9.000			1	1	1														
70A	W13-1(3)	20 MP[H	24 X 24		4.000								70	REMOVAL PART OF # 70										
71	W12-1D(3)		30 X 30		6.250			1	1	1				4 FOOT MOUNTING HEIGHT										
72	NOT USED																							
73	NOT USED																							
74	NOT USED																							
75	NOT USED																							
76	NOT USED																							
77	R5-1A(3)		42 X 30	8.750				1						MOUNT ON UPRIGHT S-40-911										
78	R5-1A(3)		42 X 30	8.750				1						MOUNT ON UPRIGHT S-40-911										
79	R6-2R(2S)		24 X 30	5.000				1	1	1														
80	R1-1(3)		36 X 36	7.460									79	REMOVAL PART OF # 79										
81	W1-6(2M)		48 X 24		8.000			1	1	1														
82	R3-1(2M)		36 X 36	9.000				1						SIGNAL POLE										
83	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
84	W12-1D(2M)		24 X 24		4.000			1	1	1				2 FOOT MOUNTING HEIGHT										
85	R6-3(2S)		30 X 24	5.000				1	1	1														
86	R6-2L(2M)		30 X 36	7.500				1	1	1														
87	R5-1(3)		36 X 36	9.000									85	REMOVAL PART OF # 85										
88	R5-1A(2S)		36 X 24	6.000									85	REMOVAL PART OF # 85. 3 FOOT MOUNTING HEIGHT										
89	R4-7(3)		36 X 48	12.000				1						SIGNAL POLE										
90	R1-1F(3)		36 X 36			7.460		1	1	1														

TYPE I & II PERMANENT SIGNING 1228-03-76 IH 43

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' (EA0	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	638.2601 REMOVING SIGNS TYPE I (EA)	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA)	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA)	531.2024 DRILLING SHAFT 24 INCH LF (EST)	531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS	531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY	635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS
91	R3-18(2M)		36 X 36	9.000									90	REMOVAL PART OF # 90										
92	W4-1R(5)		48 X 48		16.000			1	2		2													
93	R5-57(5)		36 X 36	9.000				1	1	1														
94	W3-8(2S)		48 X 48		16.000			1						SIGNAL POLE										
94A	R3-59(2S) MODIFIED	FORM TWO LINES	24 X 30		5.000								94	YELLOW WITH BLACK LETTERS										
95	W3-8(2S)		48 X 48		16.000			1						SIGNAL POLE										
95A	R3-59(2S) MODIFIED	FORM TWO LINES	24 X 30		5.000								95	YELLOW WITH BLACK LETTERS										
96	R3-51L(2S)		48 X 78	26.000				1	2		2													
97	R5-57(5)		36 X 36	9.000						1														
98	NONE	RESTRICTED LANE ENDS						1	1															
99	NOT USED																							
100	M4-20R(2S)		24 X 24	4.000				1						MOUNT ON UPRIGHT OF S-40-910										
101	J3-1(2S)		24 X 57	9.500				1						MOUNT ON UPRIGHT OF S-40-910										
	MB3-3		24 X 12																					
	M1-1	IH 43	24 X 24																					
	MB6-1		21 X 21																					
102	R5-1A(3)		42 X 30	8.750				1						MOUNT ON UPRIGHT OF S-40-910										
103	R5-1A(3)		42 X 30	8.750				1						MOUNT ON UPRIGHT OF S-40-910										
104	R3-8LLER(2S)		72 X 30	15.000				1	2	2														
105	NONE	SILVER SPRING DR EAST WEST DOUBLE ARROW												MOUNT ON S-40-910 . I BEAMS INCIDENTAL	10 X 4.5	45.00		1						
106	NONE	SILVER SPRING DR EAST ARROW LEFT												MOUNT ON S-40-910 . I BEAMS INCIDENTAL	10 X 4.5	45.00		1						
107	NONE	N. PORT WASHINGTON RD SILVER SPRING DR EAST ARROW LEFT + R5-2 SIGN												MOUNT ON S-40-910 . I BEAMS INCIDENTAL	13 X 5.5	71.50		1						
107A	R5-2(2S)		24 X 24	4.000										MOUNT AS PART OF SIGN # 107 - SEE # 107 DETAIL										
108	R6-3(2S)		30 X 24	5.000				1						SIGNAL POLE										
109	R6-3(2S)		30 X 24	5.000				1						SIGNAL POLE										
110	R1-2(3)		48 X 42	7.000				1	1	1														
111	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
112	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
113	R5-1(3)		36 X 36	9.000				1	1	1														
114	R5-1A(2S)		36 X 24	6.000									113	3 FOOT MOUNTING HEIGHT . REMOVAL PART OF # 113										
115	R6-2L(2M)		30 X 36	7.500				1	1	1														
116	R5-1(3)		36 X 36	9.000									115	REMOVAL PART OF # 115										
117	R5-1A(2S)		36 X 24	6.000									115	REMOVAL PART OF # 115										
118	R3-18(2M)		36 X 36	9.000				1						SIGNAL POLE										
119	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
120	R10-15R(2S)		30 X 30	6.250				1	1	1														

SHEET: 4 OF 5

SIGN NO.		SIGN MESSAGE	SIGN SIZE W x H [IN.] x [IN.]	637.2210 SIGNS TYPE II REFLECTIVE H [SF]	637.2230 SIGNS TYPE II RELFECTIVE F [SF]	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	638.2102 MOVING SIGNS TYPE II [EA]	638.2602 REMOVING SIGNS TYPE II (EA)	638.3000 REM SMALL SIGN SUP [EA]	634.0618 POSTS WOOD 4" X 6" X 18' [EA]	634.0622 POSTS WOOD 4" X 6" X 22' (EA0	634.0814 POSTS TUBULAR STEEL 2 X 2 INCH X 14 FT (EA)	MOUNT ON SAME POST AS SIGN #	REMARKS / NEW SIGN LOCATION	TYPE I SIGN SIZE W x H [FT.] x [FT.]	637.1220 SIGNS TYPE I REFLECTIVE SH [SF]	638.2101 MOVING SIGNS TYPE I [EA]	638.2601 REMOVING SIGNS TYPE I (EA)	635.0300 SIGN SUPPORTS REPLACING BASE CONNECTION BOLTS (EA)	638.3100 REMOVING STRUCTURAL STEEL SIGN SUPPORTS (EA)	531.2024 DRILLING SHAFT 24 INCH LF (EST)	531.1140 (EST) STEEL REINFORCEMENT HS ANCILLARY STRUCTURES TYPE NS - LBS	531.1100 (EST) CONCRETE MASONRY ANCILLIARY STRUCTURES TYPE NS - CY	635.0200 (EST) SIGN SUPPORTS STRUCTURAL STEEL HS LBS
121	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
122	R1-2(2M)		48 X 42	7.000				1	1	1														
123	R11-54F(2M)		48 X 30			10.000		1	2	2														
124	D4-2L(2S)		30 X 36	7.500				1	1	1														
125	W3-3(2S)		36 X 36		9.000			1	1	1														
126	W4-1R(5)		48 X 48		16.000			1	2	2														
127	D10-5(5)	NORTH MILE 78.2	21 X 60	8.750				1				1		SEE DETAIL FOR MOUNTING										
128	D10-5(5)	SOUTH MILE 78.2	21 X 60	8.750									127	SEE DETAIL FOR MOUNTING. REMOVAL PART OF # 127										
129	R1-1F(3)		36 X 36			7.460		1						SIGNAL POLE										
130	R1-1F(3)		36 X 36			7.460		1						ON CONCRETE COLUMN. MOUNTING INCIDENTAL										
131	R6-2L(2M)		30 X 36	7.500				1	1	1														
132	D10-5(5)	NORTH MILE 78.4	21 X 60	8.750				1				1		SEE DETAIL FOR MOUNTING										
133	D10-5(5)	SOUTH MILE 78.4	21 X 60	8.750									132	SEE DETAIL FOR MOUNTING. REMOVAL PART OF # 132										
134	D10-5(5)	NORTH MILE 78.6	21 X 60	8.750				1						SEE DETAIL FOR MOUNTING.										
135	D10-5(5)	SOUTH MILE 78.6	21 X 60	8.750									134	SEE DETAIL FOR MOUNTING . REMOVAL PART OF # 134										
136	NOT USED																							
137	W5-58D(2M		36 X 36		9.000			1						MOUNT ON END OF CRASH CUSHION										
138	E5-1A(5)	EXIT 78	72 X 60	30.000				1	2		2													
138A	W5-54(2M)		18 X 18		2.250								138	REMOVAL PART OF # 138										
138B	W5-54(2M)		18 X 18		2.250								138	REMOVAL PART OF # 138										
139	D10-5(5)	NORTH MILE 78.8	21 X 60	8.750				1				1		SEE DETAIL FOR MOUNTING										
140	D10-5(5)	SOUTH MILE 78.8	21 X 60	8.750									139	SEE DETAIL FOR MOUNTING. REMOVAL PART OF # 139										
141	R2-1	SPEED LIMIT 55					1		2		2													
142	J4-1						1		1		1													
143	D4-3 MODIFIED	BAYSHORE PARK AND RIDE EXIT 78												W8X 21 I BEAMS	13 X 9.5	123.50		1		2	16	220	2.00	1100
144	D10-5(5)	NORTH MILE 79.0	21 X 60	8.750				1				1		SEE MOUNTING DETAIL										
145	D10-5(5)	SOUTH MILE 79.0	21 X 60	8.750									144	REMOVAL PART OF # 144. SEE MOUNTING DETAIIL. ALL D10-5'S TO BE BLUE										
146	R5-1(3)		36 X 36	9.000									86	SHEET 8. REMOVAL PART OF # 86										
147	D9-54A		18 X 18	2.250										MOUNT ON NOISE WALL . SEE MOUNTING DETAIL										
147A	NONE	BLANK SIGN - BLUE	36 X 6	1.500										MOUNTED UP HIGH ON WALL. BRACKET INCIDENTAL. SEE MOUNTING DETAIL										
148	D9-54A		18 X 18	2.250										MOUNT ON NOISE WALL . SEE MOUNTING DETAIL										
148A	NONE	BLANK SIGN - BLUE	36 X 6	1.500										MOUNTED UP HIGH ON WALL. BRACKET INCIDENTAL. SEE MOUNTING DETAIL										
149	D9-54A		18 X 18	2.250										MOUNT ON NOISE WALL . SEE MOUNTING DETAIL										
149A	NONE	BLANK SIGN - BLUE	36 X 6	1.500										MOUNTED UP HIGH ON WALL. BRACKET INCIDENTAL. SEE MOUNTING DETAIL										
150	D9-54A		18 X 18	2.250										MOUNT ON NOISE WALL . SEE MOUNTING DETAIL										
150A	NONE	BLANK SIGN - BLUE	36 X 6	1.500										MOUNTED UP HIGH ON WALL. BRACKET INCIDENTAL. SEE MOUNTING DETAIL										
UNDISTRIBUTED							2					2					2		4					
				698.210	393.250	116.980	4	109	71	52	15	9	--	--		408.500	2	5	4	4	32	440	4	2200

3

LIGHTING - REMOVAL

204.9060.S.01 REMOVING LIGHTING UNITS
659.5000.S.01 LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR
SPV.0060.21 LIGHTING UNITS SALVAGED

CATEGORY	SYSTEM	DESCRIPTION	STATION	OFFSET	204.9060.S.01 REMOVING LIGHTING UNITS	659.5000.S.01 LAMP, BALLAST, LED, SWITCH DISPOSAL BY CONTRACTOR	SPV.0060.21 LIGHTING UNITS SALVAGED
					EACH	EACH	EACH
1100	HL-40-FS	AFS5	1065+69	59' LT	1	1	1
		BSF4	1068+39	59' LT	1	1	1
		ASF4	1071+11	59' LT	1	1	1
		BSF3	1073+79	59' LT	1	1	1
		ASF3	1076+48	59' LT	1	1	1
1100				TOTALS	5	5	5

LIGHTING - CONT, SERV AND SYST

SPV.0060.22 LIGHTING SYSTEM INTEGRATOR (1228-03-76)
SPV.0060.23 LIGHTING SYSTEM SURVEY (1228-03-76)

CATEGORY	STAGE	SYSTEM	SPV.0060.22 LIGHTING SYSTEM INTEGRATOR (1228-03-76)	SPV.0060.23 LIGHTING SYSTEM SURVEY (1228-03-76)
			EACH	EACH
1100		PROJECT	1	1
1100		TOTALS	1	1

3

LIGHTING - CONDUIT AND WIRE

655.0625 ELECTRICAL WIRE LIGHTING 6 AWG

CATEGORY	SYSTEM	CIRCUIT	FROM	TO	655.0625 ELECTRICAL WIRE LIGHTING 6 AWG
					LF
1100	HL-40-FS	A/N/B/GND	AFS5	BFS4	1,060
			BFS4	AFS4	1,060
			AFS4	BSF3	1,060
			BSF3	ASF3	1,080
			ASF3	BSF2	1,160
1100				TOTALS	5,420

LIGHTING - LIGHTS

655.0610 ELECTRICAL WIRE LIGHTING 12 AWG
659.1130 LUMINAIRES UTILITY LED D

CATEGORY	SYSTEM	DESCRIPTION	LOCATION	OFFSET	655.0610 ELECTRICAL WIRE LIGHTING 12 AWG	659.1130 LUMINAIRES UTILITY LED D
					EACH	EACH
1100	HL-40-FS	BCJ1	1065+69	59' LT	60	1
		ACJ1	1068+39	59' LT	60	1
		BCJ2	1071+11	59' LT	60	1
		ACJ2	1073+79	59' LT	60	1
		BCJ3	1076+48	59' LT	60	1
1100				TOTALS	300	5

ALL ITEMS CATEGORY 1100

IH 43 NB OFF RAMP & PORT WASHINGTON RD
MILWAUKEE COUNTY
CATEGORY 1000
S40-1149

3

3

PULL BOXES

653.0900

PULL BOX NO.	LOCATION ^	ADJUSTING PULL BOXES EACH
PB9	5+15.8, 55.5' LT	1
PB10	5+83.8, 39.5' LT	1
	TOTAL	2

^ FINAL LOCATION TO BE DETERMINED BY THE ENGINEER IN THE FIELD.

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	MISCELLANEOUS QUANTITIES	SHEET: 225	E

FILE NAME : N:\PDS\C3D\CAD\12280306\SIG\S40-1149\S40-1149_mq.pptx PLOT DATE : 10/8/2024 PLOT BY : DOTSHW PLOT NAME : S40-1149_mq.pdf PLOT SCALE : 1:1

DIVISION	FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (CY) (1) CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL (CY)	AVAILABLE MATERIAL (CY) (2)	UNEXPANDED FILL (CY)	EXPANDED FILL (CY)	MASS ORDINATE +/- (CY) (3)	WASTE (CY)	COMMENT
IH 43 NB INSIDE BARRIER REPLACEMENT	1003+92.80/1004+18.48	IH 43 NB INSIDE	12	0	12	0	0	12	12	
SUBTOTAL			12	0	12	0	0	12	12	
IH 43 NB INSIDE SHOULDER RECONSTRUCTION	1004+18.48/1013+33.38	IH 43 NB INSIDE	1,192	0	1,192	0	0	1,192	1,192	
SUBTOTAL			1,192	0	1,192	0	0	1,192	1,192	
IH 43 SB INSIDE BARRIER REPLACEMENT	1004+01.68/1004+27.24	IH 43 SB INSIDE	23	0	23	0	0	23	23	
SUBTOTAL			23	0	23	0	0	23	23	
IH 43 SB INSIDE SHOULDER RECONSTRUCTION	1004+27.24/1013+33.38	IH 43 SB INSIDE	1,161	0	1,161	0	0	1,161	1,161	
SUBTOTAL			1,161	0	1,161	0	0	1,161	1,161	
IH 43 SB OUTSIDE BARRIER REPLACEMENT	1003+78.08/1010+38.06	IH 43 SB OUTSIDE	265	0	265	0	0	265	265	
SUBTOTAL			265	0	265	0	0	265	265	
IH 43 SB OUTSIDE SHOULDER RECONSTRUCTION NEAR NOISE WALL	1064+38.60/1077+65.94	IH 43 SB OUTSIDE	1,120	0	1,120	0	0	1,120	1,120	
SUBTOTAL			1,120	0	1,120	0	0	1,120	1,120	
OTHER LOCATIONS:										
CONCRETE BARRIER TRANSITION FROM 42"SS TO 32" SINGLE FACE NJ	1010+38.07/1010+63.57	IH 43 SB OUTSIDE	11	0	11	0	0	11	11	
CONCRETE BARRIER TRANSITION FROM 32" SINGLE FACE NJ TO 56"SS	1063+87.70/1064+37.70	IH 43 SB OUTSIDE	21	0	21	0	0	21	21	
SHOULDER AREA ALONG B-40-578 SW WINGWALL	1077+65.94/1077+86.55	IH 43 SB OUTSIDE	20	0	20	0	0	20	20	
SUBTOTAL			52	0	52	0	0	52	52	
GRAND TOTAL			3,825	0	3,825	0	0	3,825	3,825	
TOTAL COMMON EXC			3,825							

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT COLUMN. ITEM NUMBER 205.0100.
(2) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL.
(3) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) MILWAUKEE COUNTY, NAD83 (2007) IN SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES ON THIS EXHIBIT.

NOTES:
THIS EXHIBIT IS A GRAPHIC REPRESENTATION AND IS FOR REFERENCE PURPOSES ONLY. REFER TO THE CONVEYANCE DOCUMENT FOR PARCEL RELATED DETAILS.

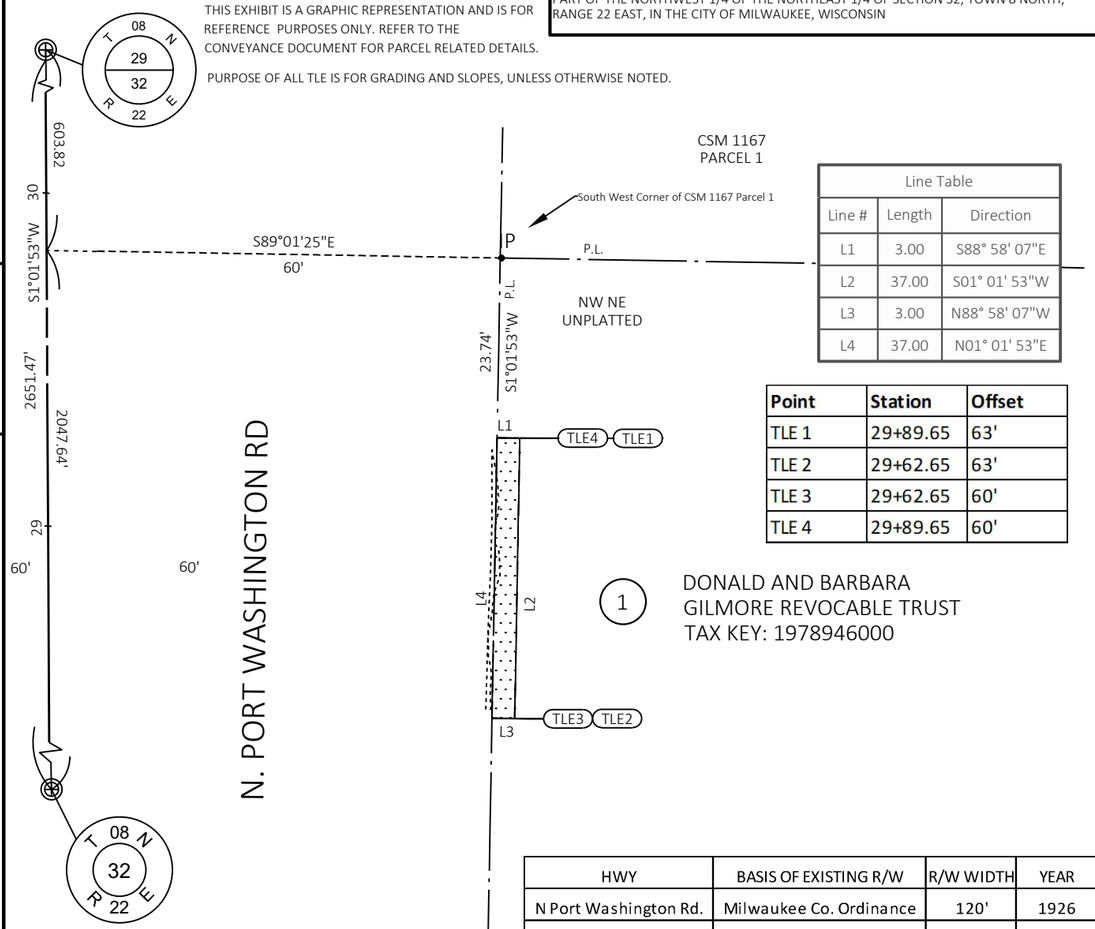
PURPOSE OF ALL TLE IS FOR GRADING AND SLOPES, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1228-03-26	SHEET NUMBER: 4.01

TLE ACQUISITION EXHIBIT
IH 43 NORTH SOUTH FREEWAY
OAK LEAF TRAIL TO BENDER

IH 43 — MILWAUKEE COUNTY

PART OF THE NORTHWEST 1/4 OF THE NORTHEAST 1/4 OF SECTION 32, TOWN 8 NORTH, RANGE 22 EAST, IN THE CITY OF MILWAUKEE, WISCONSIN



Line Table		
Line #	Length	Direction
L1	3.00	S88° 58' 07"E
L2	37.00	S01° 01' 53"W
L3	3.00	N88° 58' 07"W
L4	37.00	N01° 01' 53"E

Point	Station	Offset
TLE 1	29+89.65	63'
TLE 2	29+62.65	63'
TLE 3	29+62.65	60'
TLE 4	29+89.65	60'

DONALD AND BARBARA
GILMORE REVOCABLE TRUST
TAX KEY: 1978946000

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
N Port Washington Rd.	Milwaukee Co. Ordinance	120'	1926
N Port Washington Rd.	2570-01-22	120'	1973

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE

PARCEL NUMBER	OWNER	INTEREST REQUIRED	T.L.E. S.F.
1	DONALD AND BARBARA GILMORE REVOCABLE TRUST	TLE	111
-	-	-	-
-	-	-	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
-	-	
-	-	
-	-	

GN

SCALE, FEET
0 10 20

THIS MAP IS APPROVED FOR THE DEPARTMENT OF TRANSPORTATION
REGION AND CITY REGION OFFICE
SIGNATURE: Robert J Duffek DATE: 4/4/2023
PRINT NAME:

FILE NAME : EXHIBIT_SHEETS.DWG PLOT DATE : 4/5/2023 12:23 PM R/W PROJECT: R/W PROJ NO

4

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) MILWAUKEE COUNTY, NAD83 (2007) IN SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES ON THIS EXHIBIT.

NOTES:
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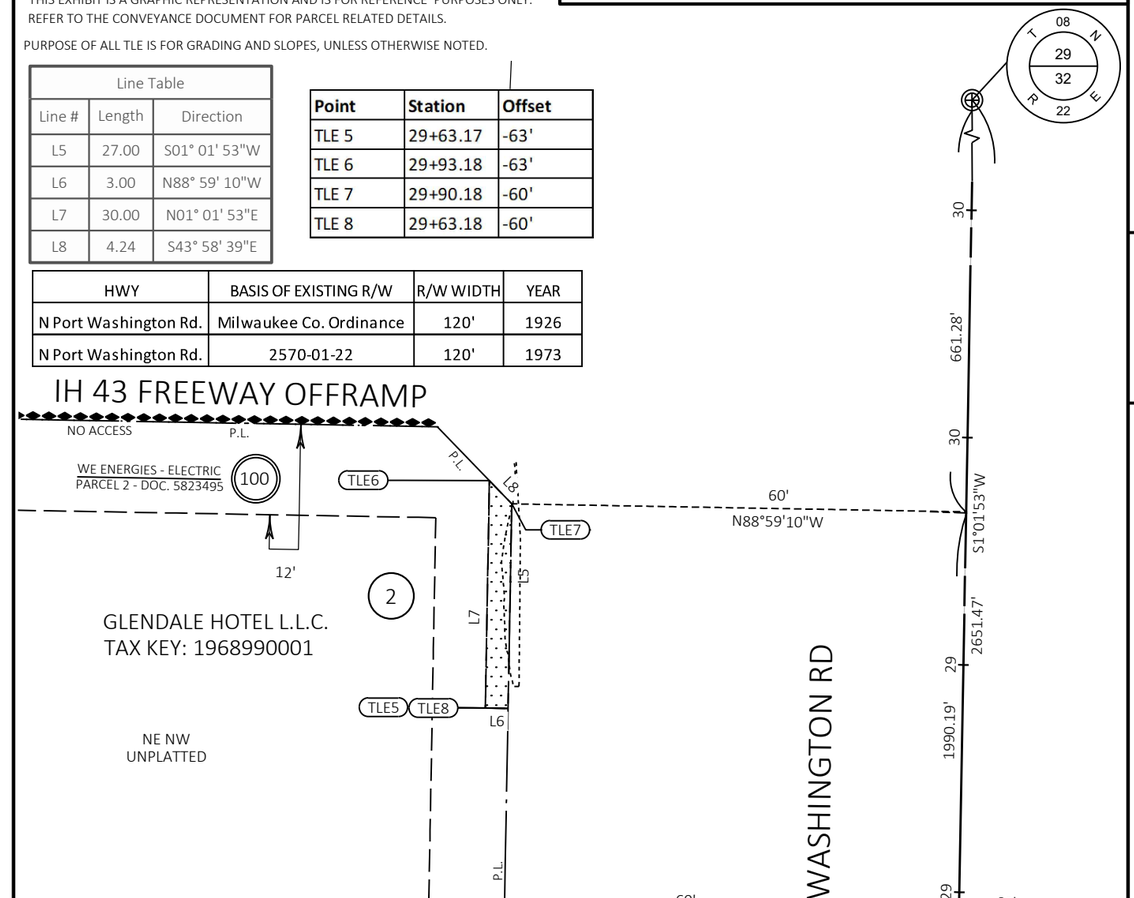
PURPOSE OF ALL TLE IS FOR GRADING AND SLOPES, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1228-03-26	SHEET NUMBER: 4.02

TLE ACQUISITION EXHIBIT
IH 43 NORTH SOUTH FREEWAY
OAK LEAF TRAIL TO BENDER

IH 43 — MILWAUKEE COUNTY

PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, TOWN 8 NORTH, RANGE 22 EAST, IN THE CITY OF MILWAUKEE, WISCONSIN



Point	Station	Offset
TLE 5	29+63.17	-63'
TLE 6	29+93.18	-63'
TLE 7	29+90.18	-60'
TLE 8	29+63.18	-60'

Line Table		
Line #	Length	Direction
L5	27.00	S01° 01' 53"W
L6	3.00	N88° 59' 10"W
L7	30.00	N01° 01' 53"E
L8	4.24	S43° 58' 39"E

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
N Port Washington Rd.	Milwaukee Co. Ordinance	120'	1926
N Port Washington Rd.	2570-01-22	120'	1973

SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST TO THE

PARCEL NUMBER	OWNER	INTEREST REQUIRED	T.L.E. S.F.
2	GLENDALE HOTEL L.L.C.	TLE	86
-	-	-	-
-	-	-	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
100	WE ENERGIES - ELECTRIC	ROR
-	-	
-	-	

GN

SCALE, FEET
0 10 20

FILE NAME : EXHIBIT_SHEETS.DWG PLOT DATE : 4/5/2023 12:23 PM R/W PROJECT: R/W PROJ NO

4

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATE REFERENCE SYSTEM COORDINATES (WISCRS) MILWAUKEE COUNTY, NAD83 (2007) IN SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES ON THIS EXHIBIT.

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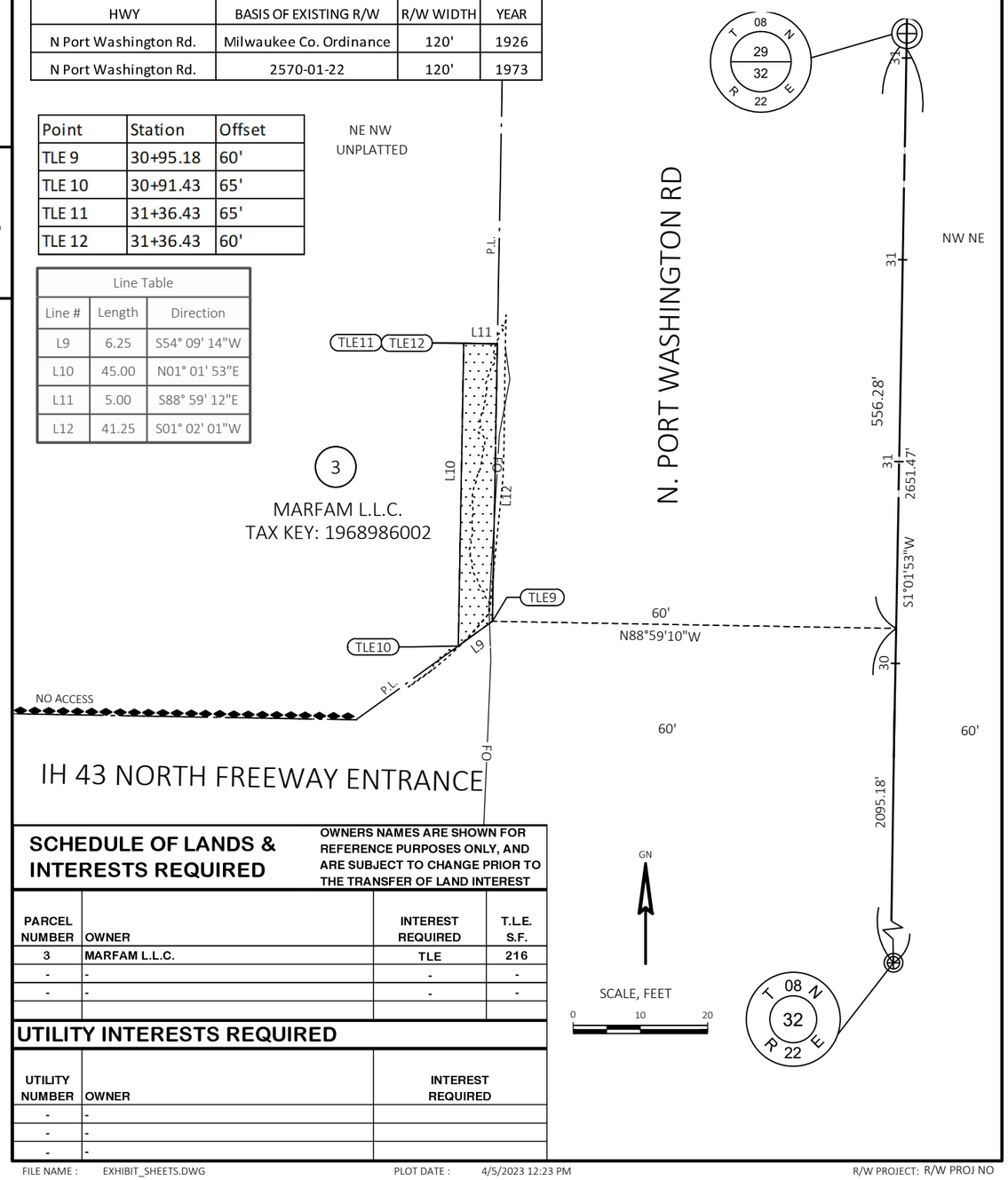
PURPOSE OF ALL TLE IS FOR GRADING AND SLOPES, UNLESS OTHERWISE NOTED.

R/W PROJECT NUMBER: 1228-03-26	SHEET NUMBER: 4.03
TLE ACQUISITION EXHIBIT IH 43 NORTH SOUTH FREEWAY OAK LEAF TRAIL TO BENDER	
IH 43 — MILWAUKEE COUNTY	
PART OF THE NORTHEAST 1/4 OF THE NORTHWEST 1/4 OF SECTION 32, TOWN 8 NORTH, RANGE 22 EAST, IN THE CITY OF MILWAUKEE, WISCONSIN	

HWY	BASIS OF EXISTING R/W	R/W WIDTH	YEAR
N Port Washington Rd.	Milwaukee Co. Ordinance	120'	1926
N Port Washington Rd.	2570-01-22	120'	1973

Point	Station	Offset
TLE 9	30+95.18	60'
TLE 10	30+91.43	65'
TLE 11	31+36.43	65'
TLE 12	31+36.43	60'

Line Table		
Line #	Length	Direction
L9	6.25	S54° 09' 14"W
L10	45.00	N01° 01' 53"E
L11	5.00	S88° 59' 12"E
L12	41.25	S01° 02' 01"W



SCHEDULE OF LANDS & INTERESTS REQUIRED

OWNERS NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY, AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTEREST

PARCEL NUMBER	OWNER	INTEREST REQUIRED	T.L.E. S.F.
3	MARFAM L.L.C.	TLE	216
-	-	-	-
-	-	-	-

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER	INTEREST REQUIRED
-	-	
-	-	
-	-	

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORINATE REFERENCE SYSTEM COORDINATES (WISCRS) MILWAUKEE COUNTY, NAD83 (2011) IN SURVEY FEET. VALUES SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES ON THIS EXHIBIT.

NOTES:
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R/W PROJECT NUMBER: 1228-03-26	SHEET NUMBER: 4.04
TLE ACQUISITION EXHIBIT IH 43 NORTH SOUTH FREEWAY OAK LEAF TRAIL TO BENDER	
IH 43 — MILWAUKEE COUNTY	

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Standard Detail Drawing List

08A05-21D	INLET COVERS TYPE V, V-B, & VV-B
08A05-21E	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B10-03	MANHOLES 3X3-FT, 4X4-FT, 5X5-FT AND 6X6-FT
08C07-03	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT, 2.5X3-FT & 2X3.5-FT
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-21A	CURB RAMPS TYPES 1 AND 1-A
08D05-21B	CURB RAMPS TYPES 2 AND 3
08D05-21D	CURB RAMPS TYPE 4B AND 4B1
08D05-21E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-21F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-21G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08D16-11	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-12	PULL BOX
09C03-04	TRANSFORMER/PEDESTAL BASES
09E01-15G	HARDWARE DETAILS FOR POLE MOUNTINGS
09E02-05	FREEWAY LIGHTING UNIT POLE WIRING
10A01-04	ELECTRICAL HANDHOLE WIRING
10A02-03	IDENTIFICATION PLAQUES LIGHT POLES
11B02-02	CONCRETE MEDIAN NOSE
12A03-10	NAME PLATE (STRUCTURES)
13A03-07	CONCRETE PAVEMENT SHOULDERS
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-17A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C13-11	URBAN 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
14B11-03	CONCRETE BARRIER (DOUBLE FACED)
14B22-07A	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B22-07B	CONCRETE BARRIER, SINGLE-FACED (WITH ANCHORAGE)
14B32-10A	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10B	CONCRETE BARRIER SINGLE SLOPE (CBSS)
14B32-10E	CONCRETE BARRIER SINGLE SLOPE (CBSS)
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
14B38-02D	32-INCH DOUBLE-FACED F SHAPE CONCRETE BARRIER TO 36-INCH SSCB TRANSITION
14B39-02B	36-INCH SSCB TO 42-INCH SSCB HEIGHT TRANSITION
14B39-02C	42-INCH SSCB TO 56-INCH SSCB HEIGHT TRANSITION
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES

6

Standard Detail Drawing List

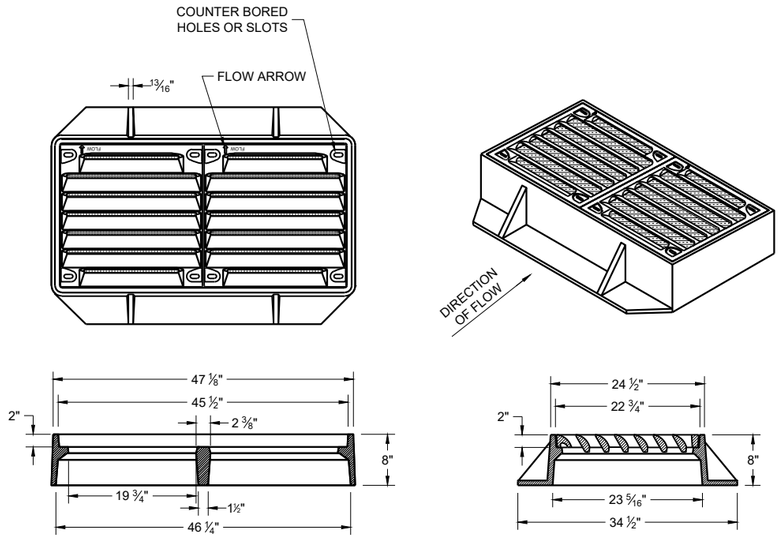
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-09A	MEDIAN ISLAND MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C20-02	YIELD MARKING
15C31-07A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-07C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-07D	PAVEMENT MARKING LANE DROP AND LANE REDUCTION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C34-04	STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKER, TYPE 2
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
Error 2023	
15D14-07	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-08A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D41-04A	TRAFFIC CONTROL, MULTIPLE LANE SHIFT, MULTILANE DIVIDED ROAD
15D46-01	TRAFFIC CONTROL, ONE - WAY SIGNING
15D47-03A	TRAFFIC CONTROL, INGRESS/EGRESS WITH BARRIER
15D47-03B	TRAFFIC CONTROL, INGRESS/EGRESS WITHOUT BARRIER

6

GENERAL NOTES

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

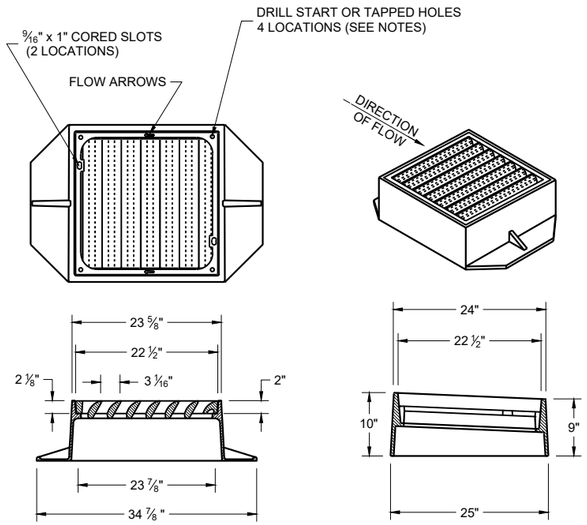
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.



TYPE "VV-B"

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

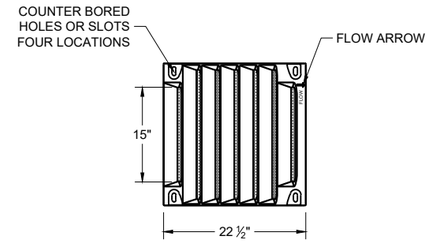
TYPE V
FRAME - CAST GRAY IRON ASTM A48 CLASS 35B
3/8" DIA. X 1/16" DRILL START IN 8 LOCATIONS
GRATE - CAST GRAY IRON ASTM A-48, CLASS 35B



TYPE "V"

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

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



BOLT DOWN GRATE FOR TYPE "V" AND "VV-B" COVER

NOTES: ALL HARDWARE TO BE SUPPLIED BY CASTING MANUFACTURER NOTED AS TYPE "V-B" OR "VV-B" (FOR DOUBLE GRATE) ON DRAINAGE TABLE

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

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

INLET COVERS
TYPES V, V-B, AND VV-B

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/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

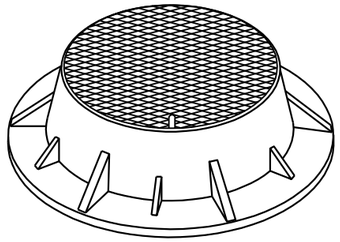
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SDD 08A05-21d

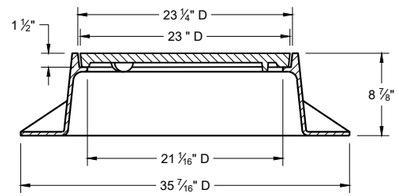
GENERAL NOTES

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.

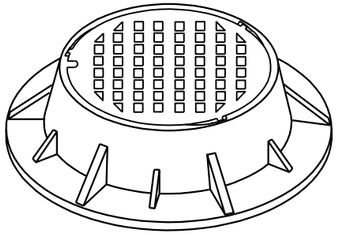
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

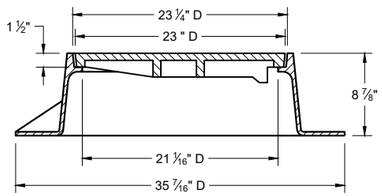




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

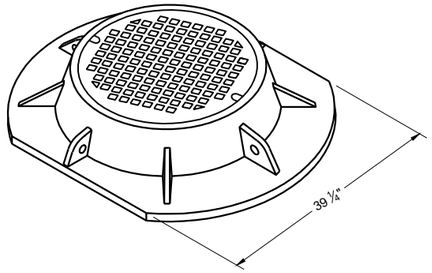


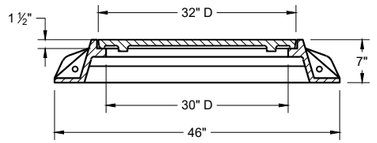


TYPE "J" SPECIAL

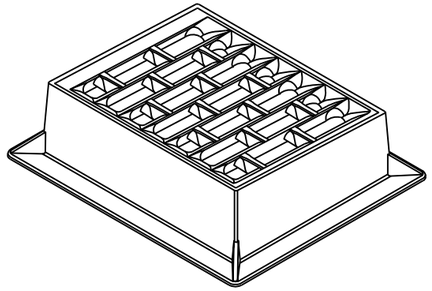
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

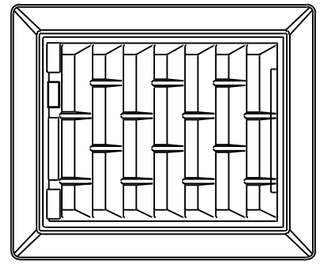
NOTE: EITHER CASTING IS ACCEPTABLE

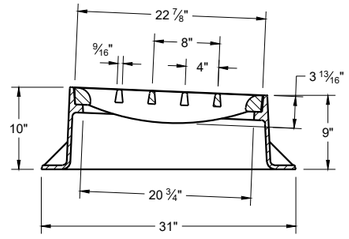


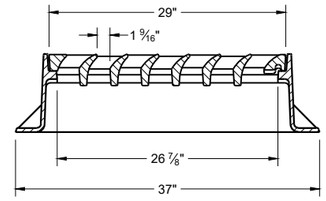


TYPE "K"

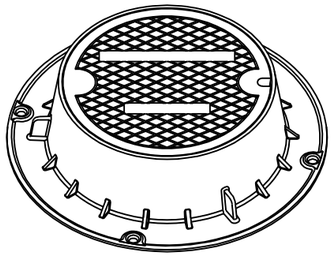


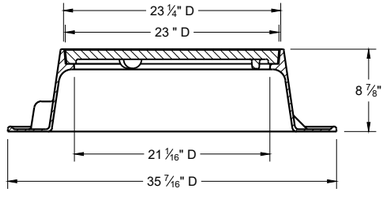






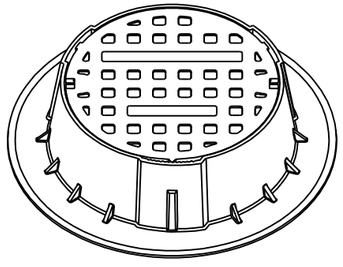
INLET COVER TYPE "BW"

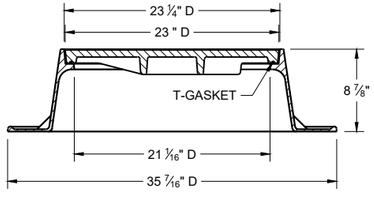




TYPE "J"

NOTE: EITHER CASTING IS ACCEPTABLE

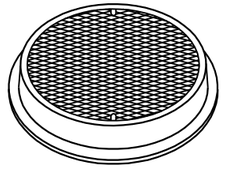


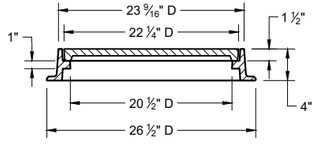


TYPE "J" SPECIAL

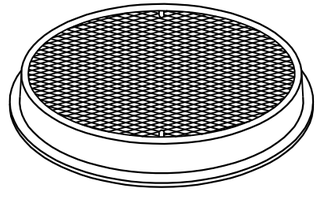
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)

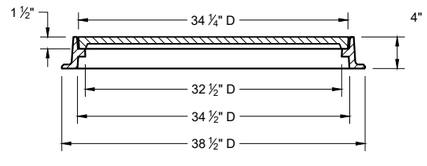
NOTE: EITHER CASTING IS ACCEPTABLE





TYPE "L"





TYPE "M"

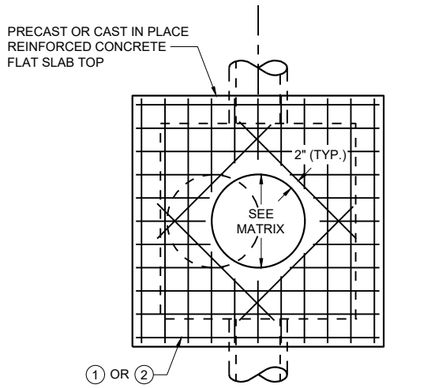
INLET COVERS TYPES BW
MANHOLE COVERS TYPES K, J, J-S, L, AND M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

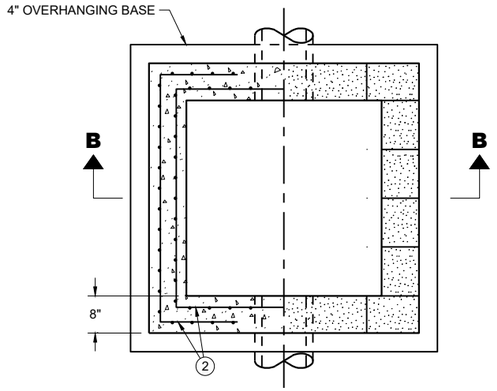
APPROVED
December 2023 — DATE
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FHWA

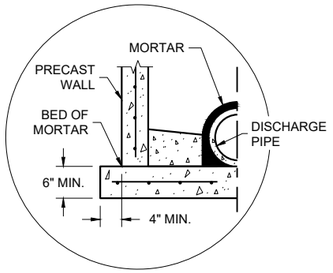
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SDD 08A05-21e



PLAN VIEW
CIRCULAR OPENING

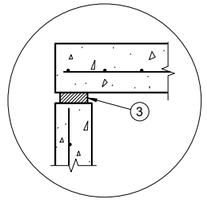


SECTION A - A
PLAN VIEW

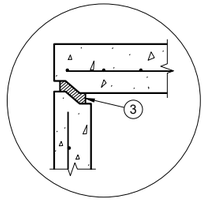


SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"

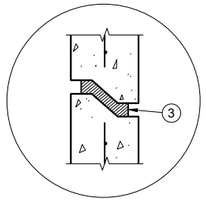


TOP WITH PLAIN END JOINT



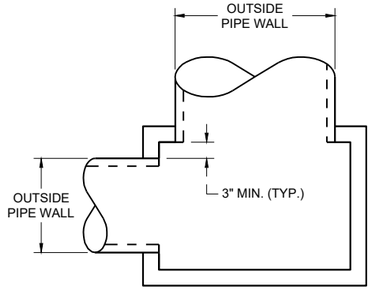
TOP WITH TONGUE AND GROOVE JOINT

DETAIL "B"

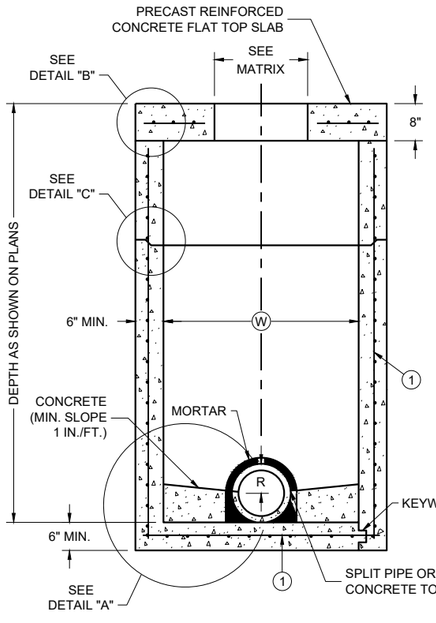


RISER WITH TONGUE AND GROOVE JOINT

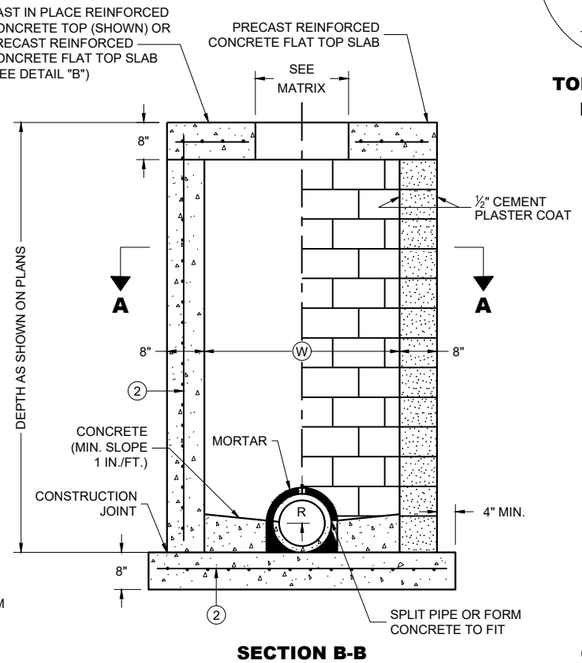
DETAIL "C"



DETAIL "D"



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE



SECTION B-B (1)

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

CAST IN PLACE REINFORCED CONCRETE

CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE

SQUARE MANHOLES WITH FLAT TOP

MANHOLES 3 X 3-FT, 4 X 4 -FT, 5 X 5-FT AND 6 X 6-FT

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 MANHOLE 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.

PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½ INCH AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

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

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C913.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

CONCRETE BLOCK WILL NOT BE PERMITTED FOR STRUCTURES GREATER THAN 4 FEET IN WIDTH.

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.

MAXIMUM PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "D". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

(1) FOR PRECAST MANHOLES 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 DESIGNFOR CAST-IN-PLACE STRUCTURES.

(3) JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP.)

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT.)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE WxW-FT	MAXIMUM INSIDE PIPE DIAMETER (IN)
3 X 3 FT	24
4 X 4 FT	30
5 X 5 FT	42
6 X 6 FT	54

MANHOLES
3 X 3 -FT, 4 X 4-FT
5 X 5-FT AND 6 X 6-FT

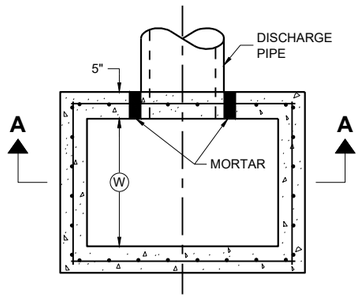
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

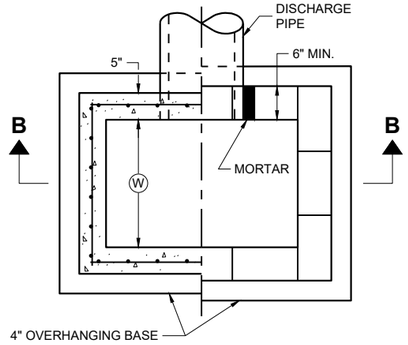
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

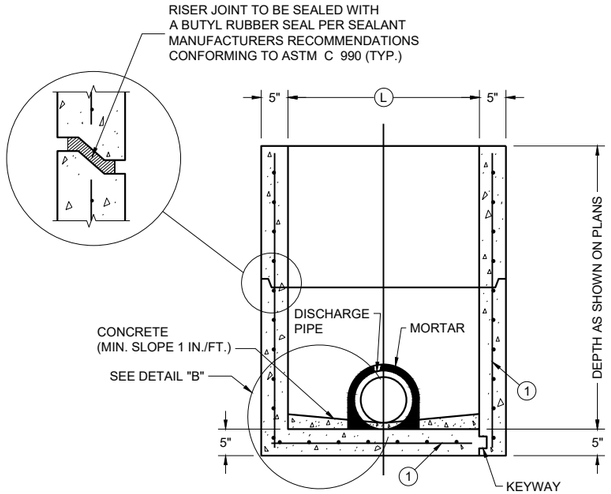
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SDD 08B10-03



PLAN VIEW



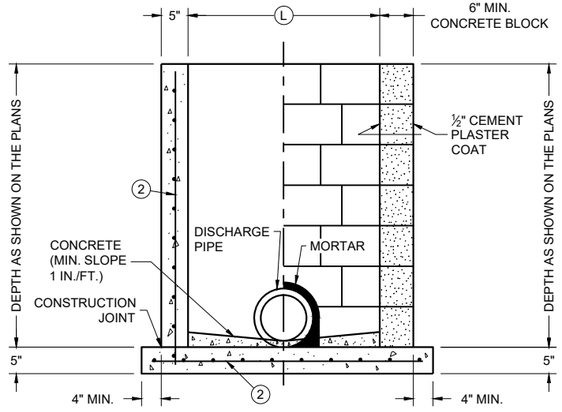
PLAN VIEW



PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE

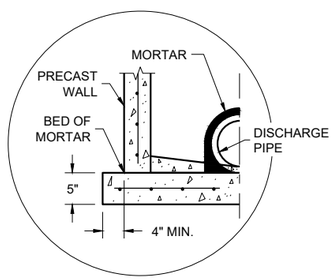
SECTION A - A



CAST IN PLACE REINFORCED CONCRETE

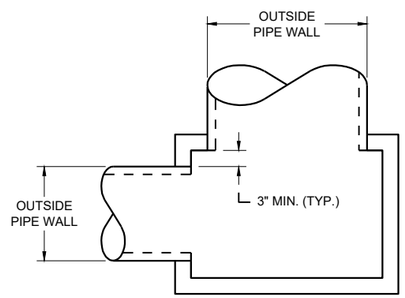
CONCRETE BLOCK WITH CAST IN PLACE OR PRECAST REINFORCED CONCRETE BASE (1)

SECTION B - B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "B"



DETAIL "A"

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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

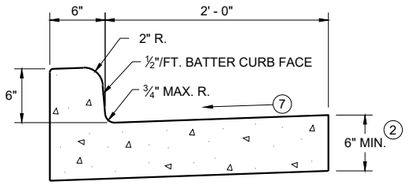
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2023
DATE

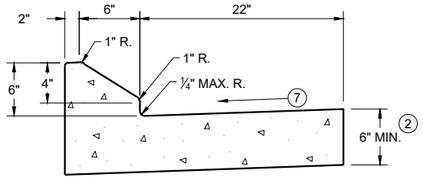
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

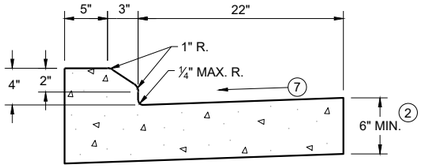
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SDD 08C07-03



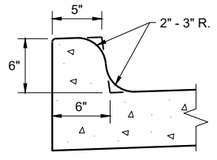
TYPES A (1) & D



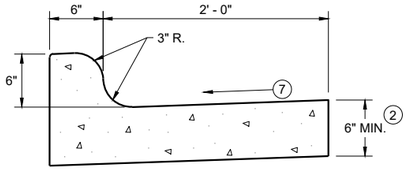
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

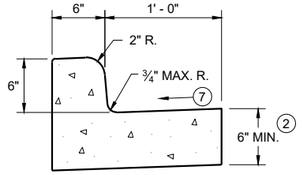


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



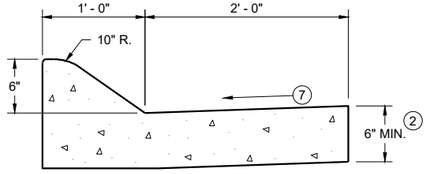
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

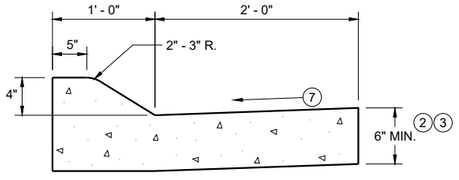


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

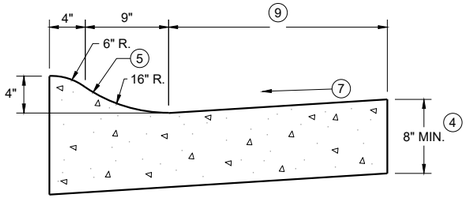


6" SLOPED CURB TYPES A (1) & D



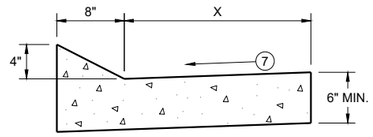
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

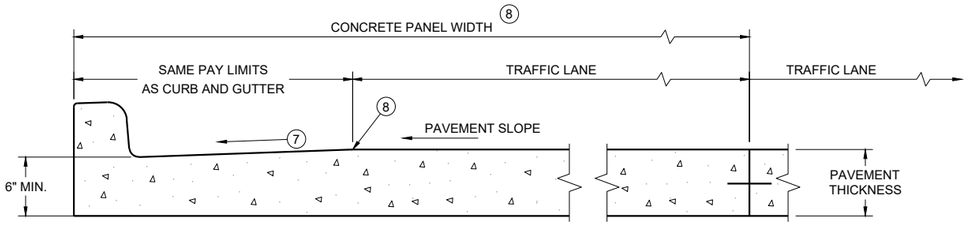


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

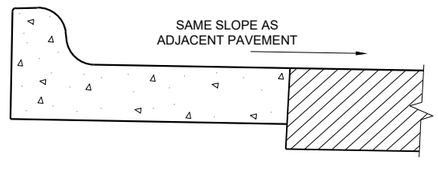
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

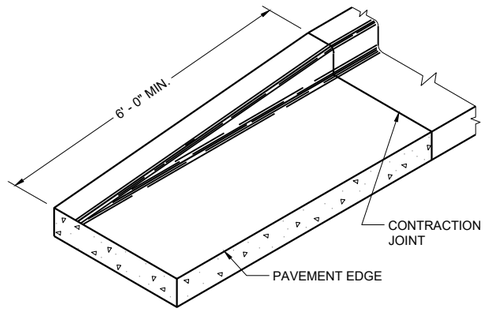
(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

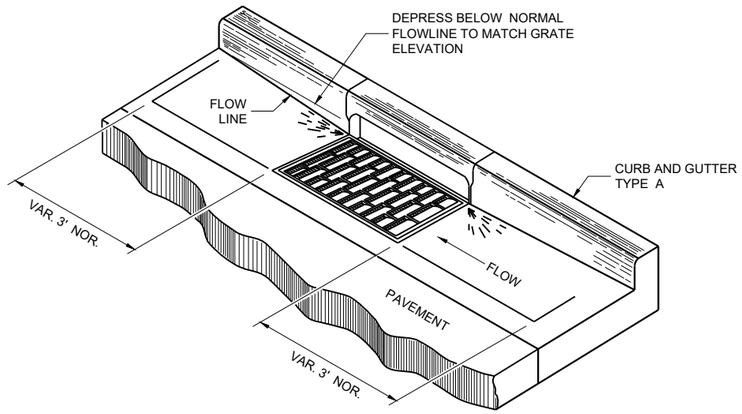
CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

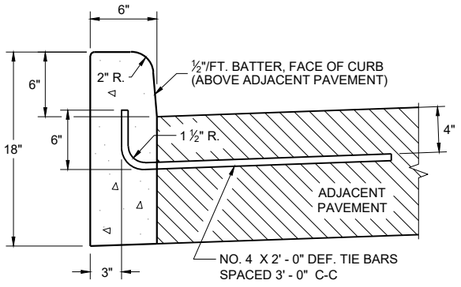
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

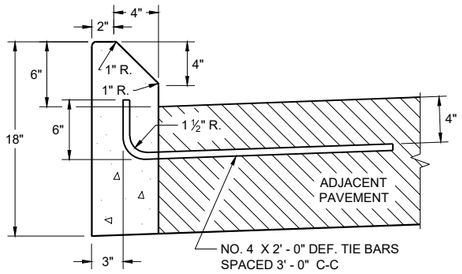
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

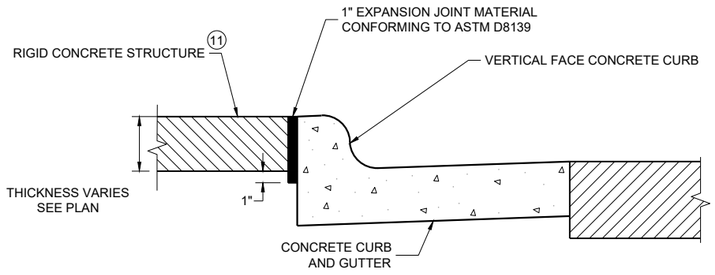


TYPES A (1) & D

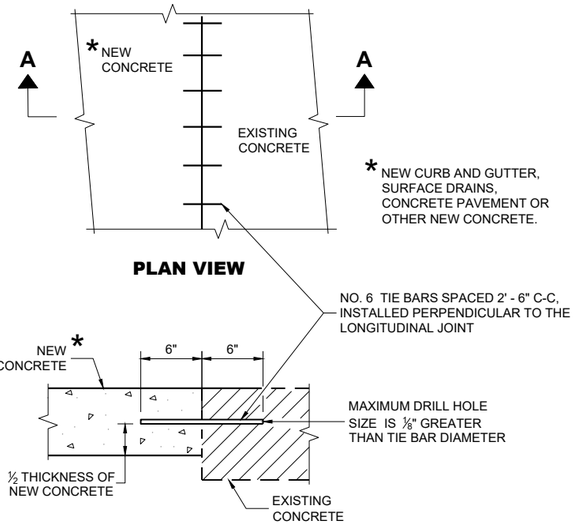


TYPES G (1) & J

CONCRETE CURB



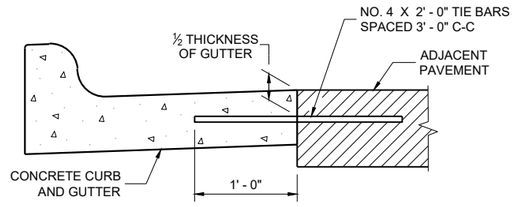
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



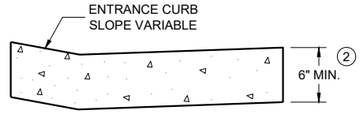
PLAN VIEW

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

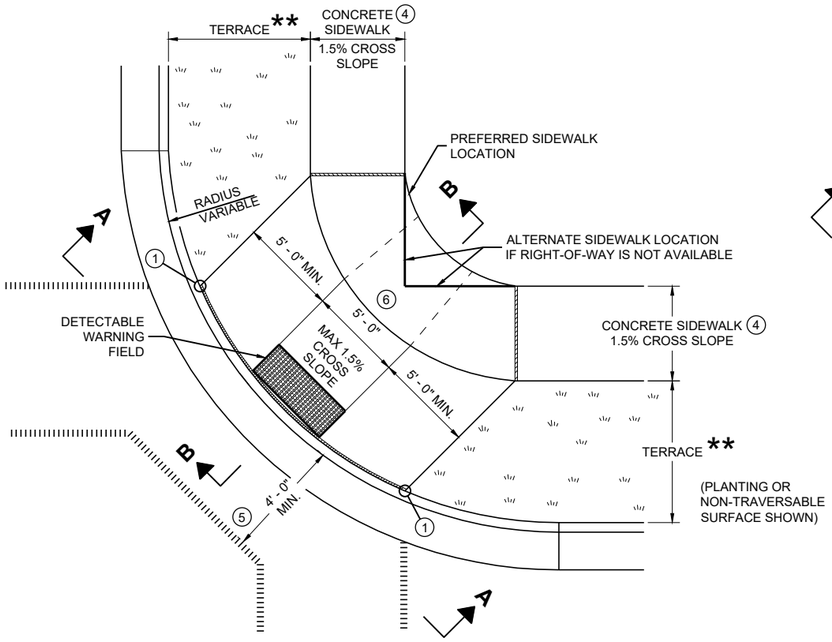
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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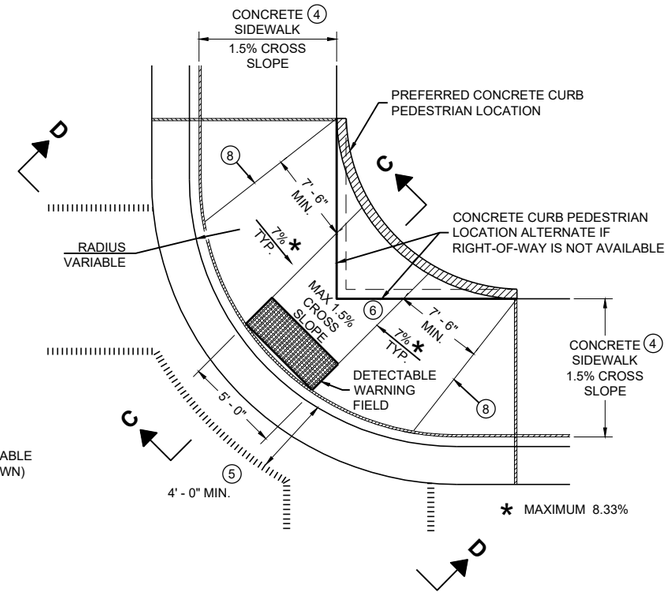
SDD 08D01-23b



PLAN VIEW

CURB RAMP TYPE 1

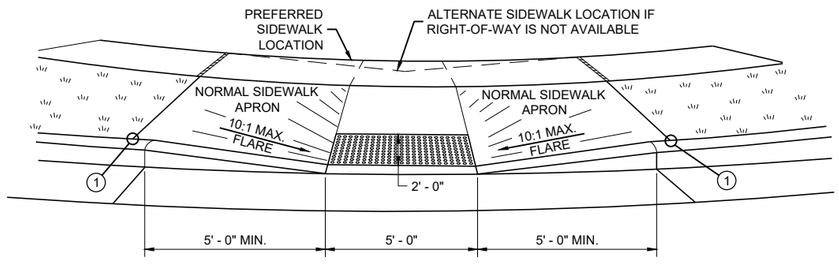
(CENTER OF CORNER RADIUS)



PLAN VIEW

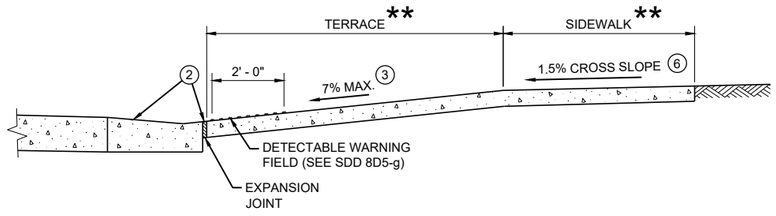
CURB RAMP TYPE 1 - A

(NO TERRACE)

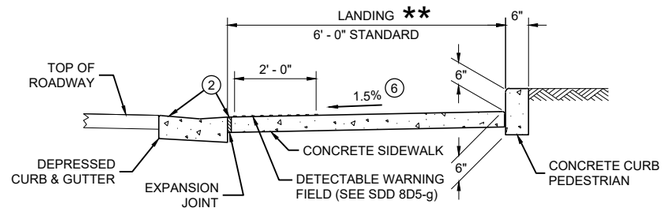


VIEW A - A FOR TYPE 1

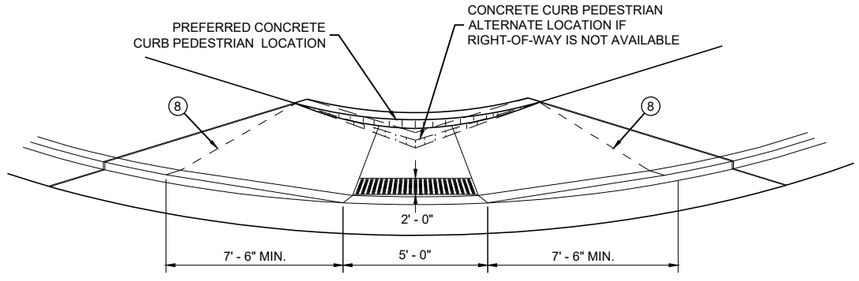
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B - B FOR TYPE 1



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 CURB RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FILED SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAR FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD"

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA. 4 FOOT WIDTH IS MEASURED FROM THE FLANGE LINE

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

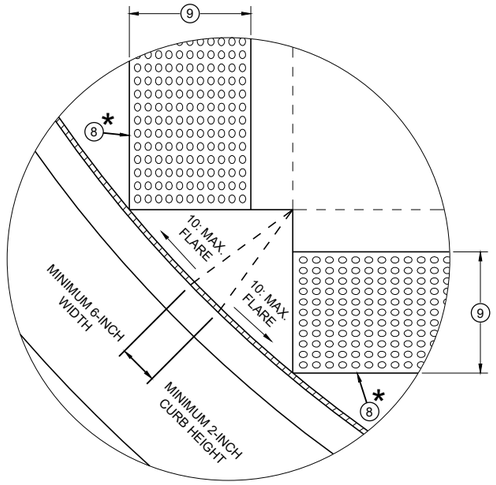
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

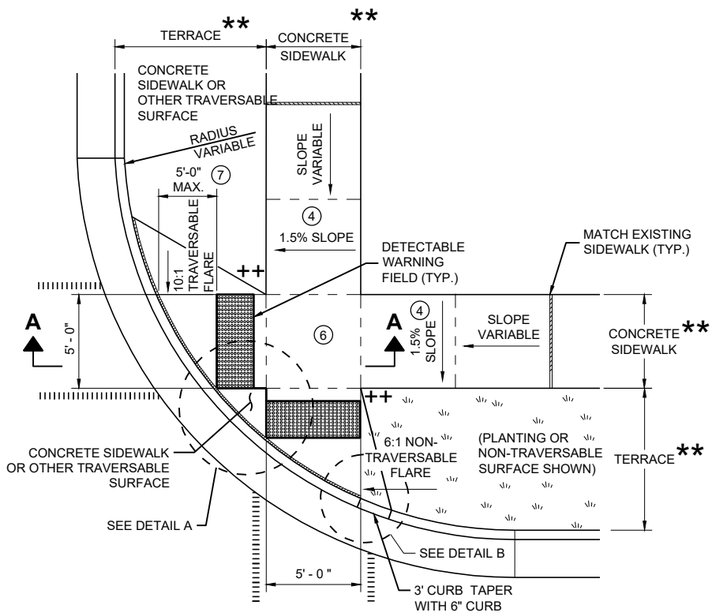
CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

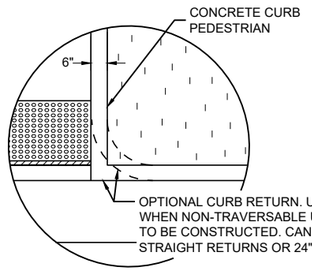
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SDD 08D05-21a



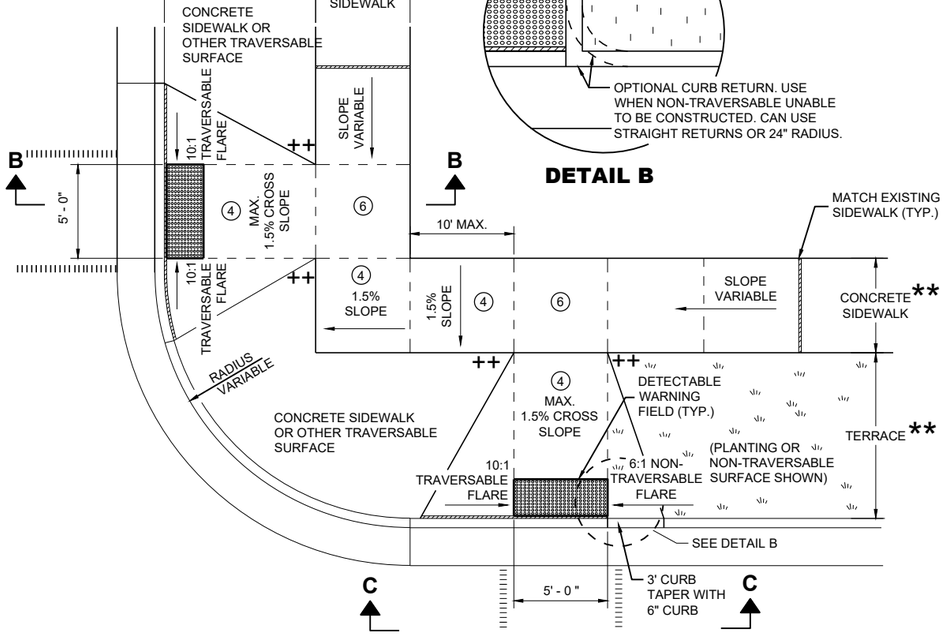
DETAIL A



PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)



DETAIL B



PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.

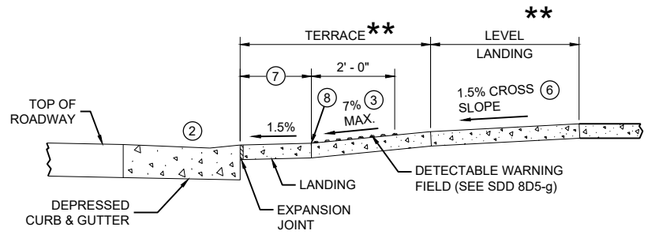
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.

(7) WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

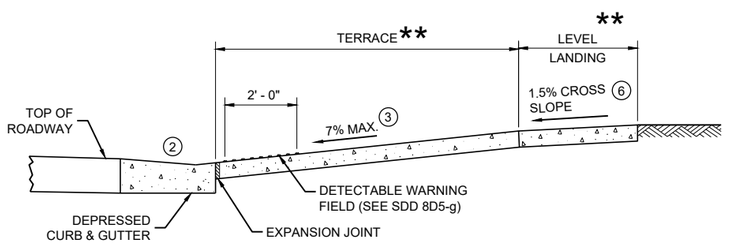


SECTION A - A FOR TYPE 2

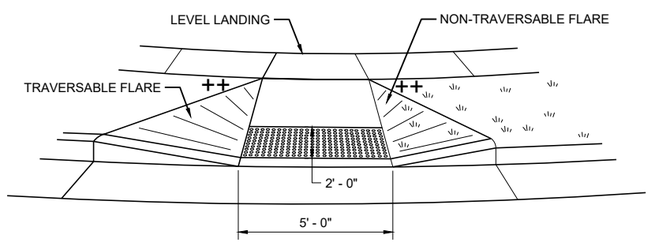
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



SECTION B - B FOR TYPE 3



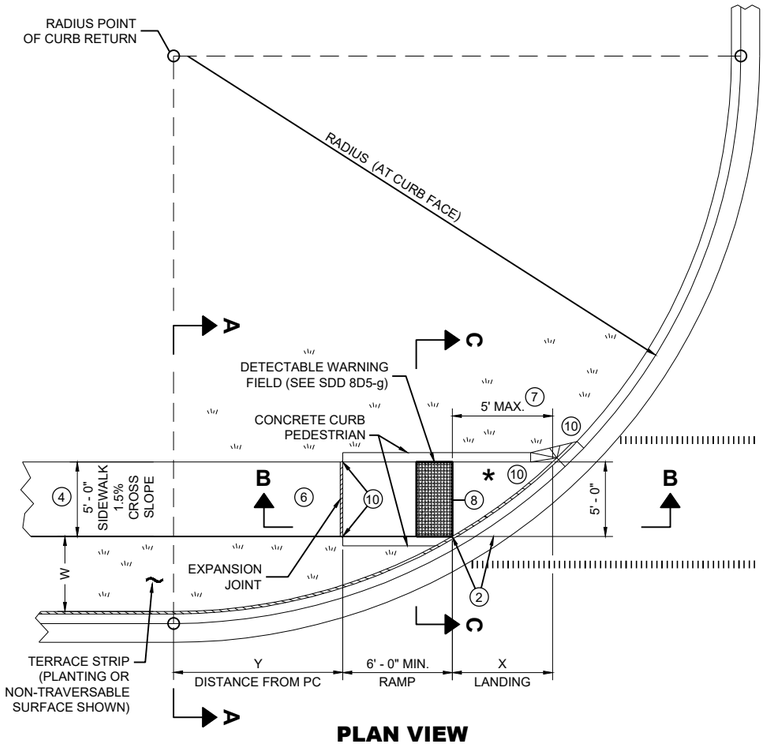
VIEW C - C FOR TYPE 3

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



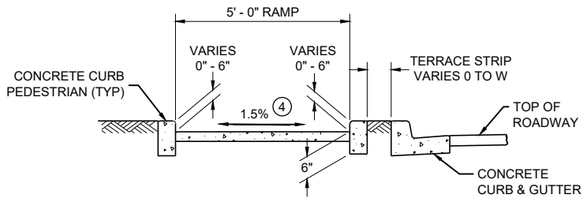
PLAN VIEW
CURB RAMP TYPE 4B

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET			4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET									4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET															4' - 10 3/4"	19' - 8 1/4"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



SECTION C - C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

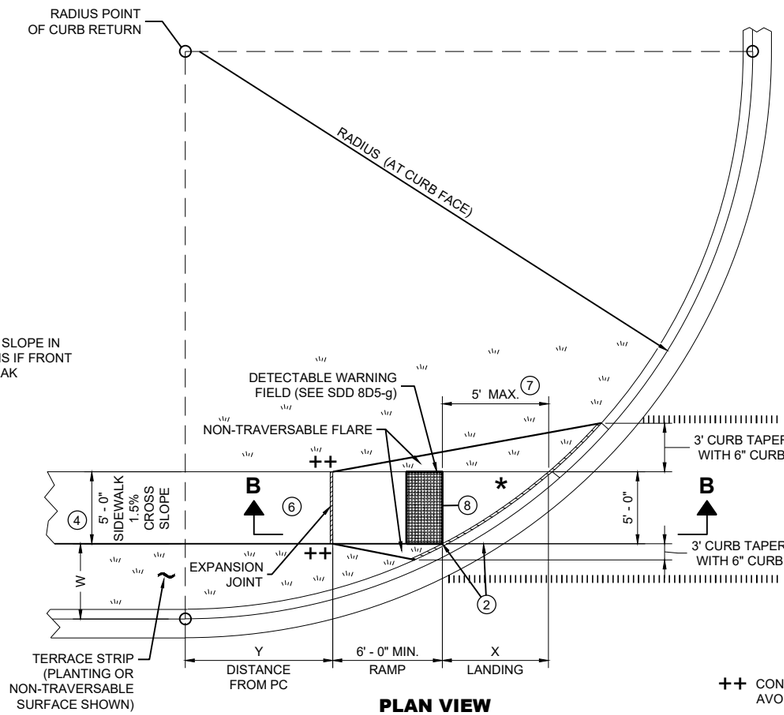
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

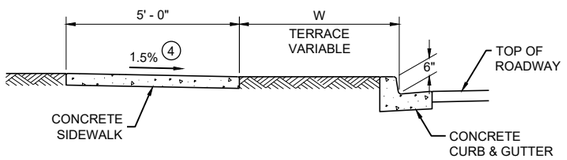
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

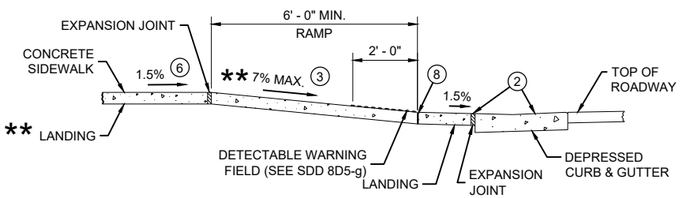
(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



PLAN VIEW
CURB RAMP TYPE 4B1



SECTION A - A FOR TYPE 4B

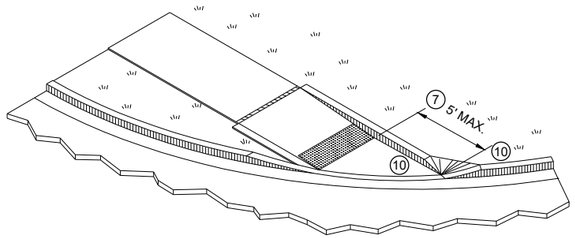


SECTION B - B FOR TYPE 4B AND TYPE 4B1

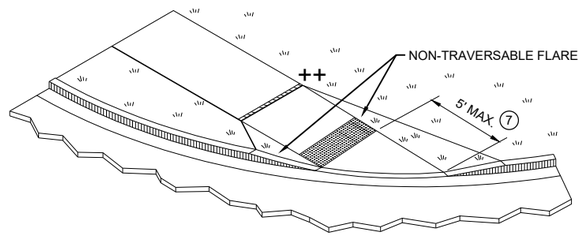
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE



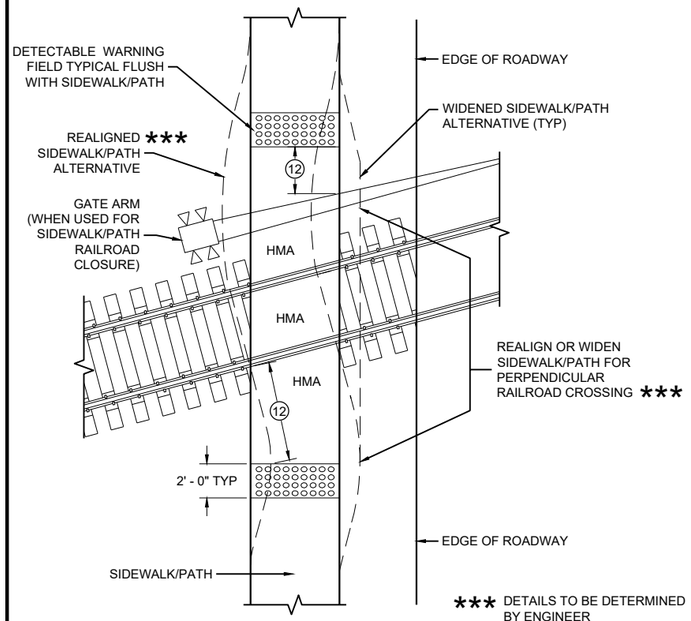
ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

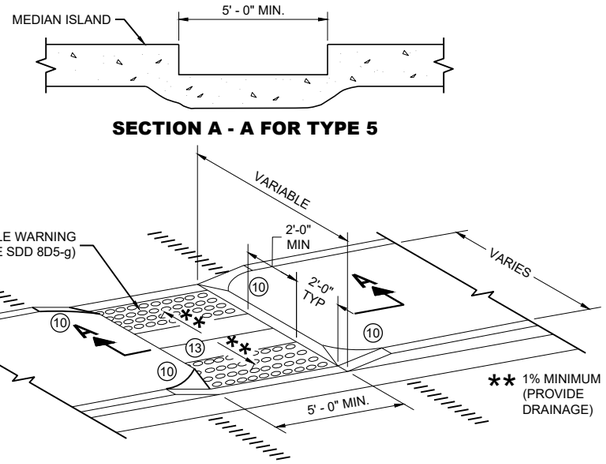
CURB RAMPS
TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

DETECTABLE WARNINGS FOR SIDEWALKS OR SHARED USE PATHS AT RAILROAD CROSSINGS



SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

MEDIAN ISLAND NON-ELEVATED PEDESTRIAN CROSSING

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.

(10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

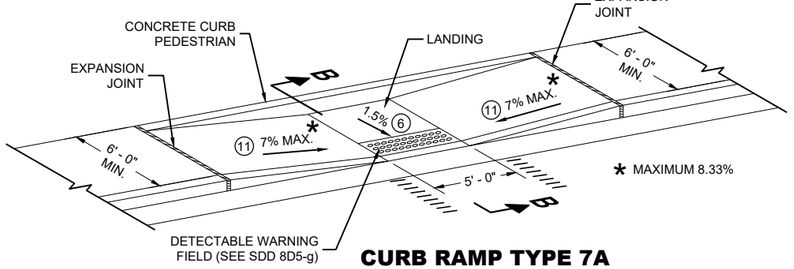
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK/PATH. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD TRACK IS 15 FEET MAXIMUM AND 12 FEET MINIMUM, 15 FEET TYPICAL FROM THE NEAREST RAIL.

(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

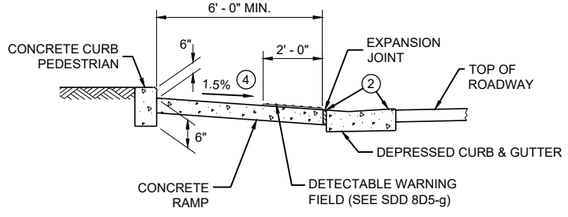
LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

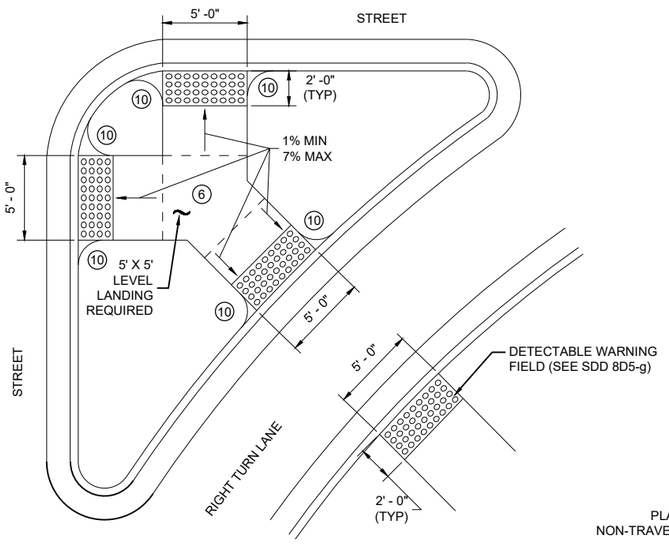


CURB RAMP TYPE 7A

FOR INTERSECTIONS AND MID BLOCK CROSSINGS



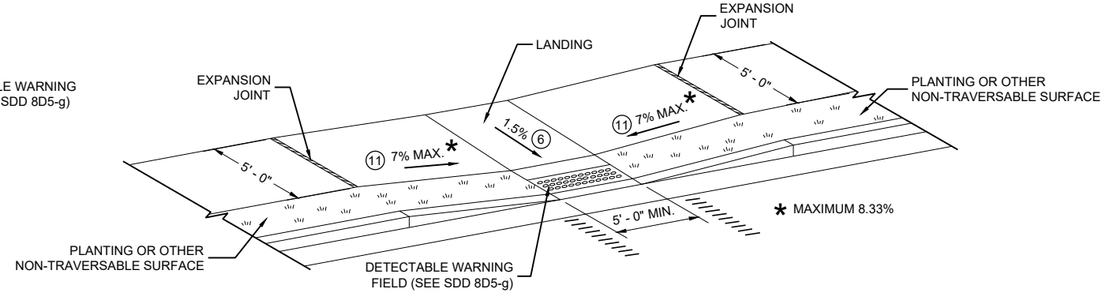
SECTION B - B FOR TYPE 7A



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

REFER TO GENERAL NOTES (2) AND (3) FOR ALL ISLAND CURB RAMPS



CURB RAMP TYPE 7B

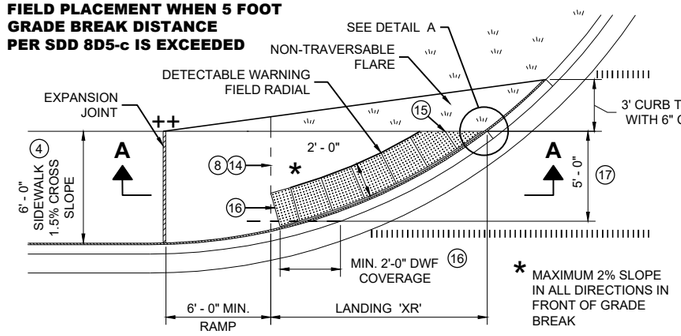
FOR INTERSECTIONS AND MID BLOCK CROSSINGS

CURB RAMPS TYPE 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

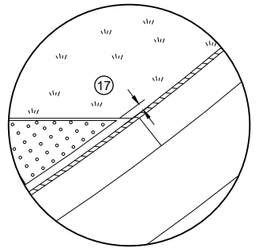
SDD 08D05-21e

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

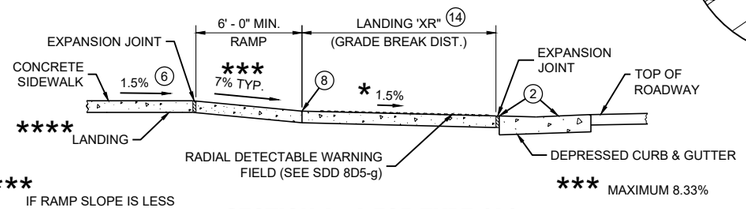


PLAN VIEW

CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL A



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

SECTION A - A FOR TYPE 4A1

LEGEND

- ½" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AD ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼ - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

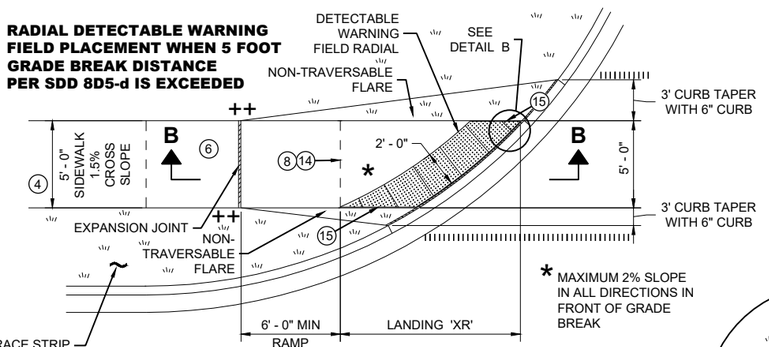
(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

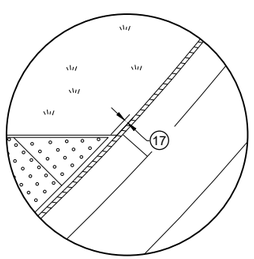
(17) A MAXIMUM 3 INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-d IS EXCEEDED

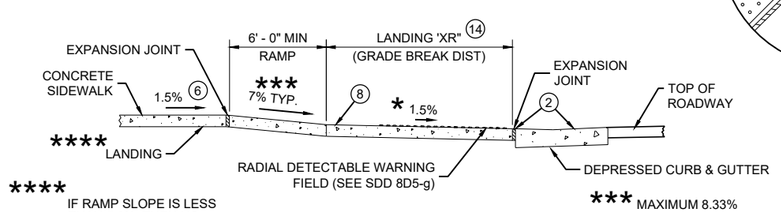


PLAN VIEW

CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



DETAIL B

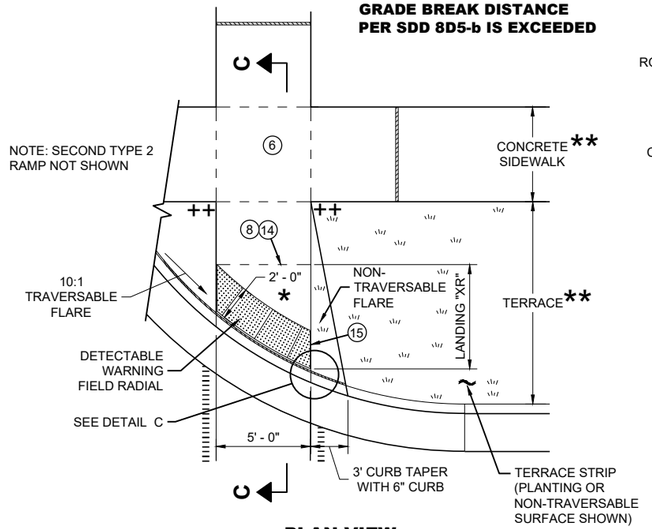


**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** MAXIMUM 8.33%

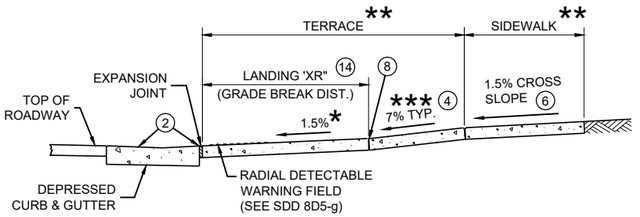
SECTION B - B FOR TYPE 4B1

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

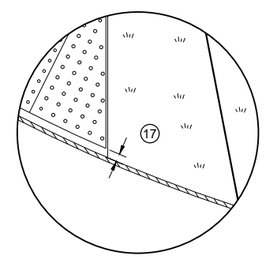


PLAN VIEW

CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



DETAIL C

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** MAXIMUM 8.33%

++ CONSTRUCT 6" WEDGE TO AVOID CONCRETE BREAKAGE

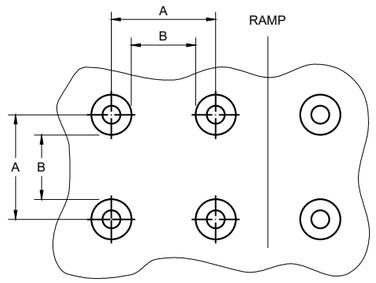
CURB RAMPS
RADIAL DETECTABLE WARNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

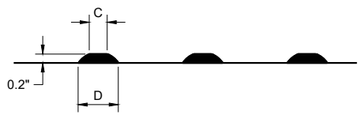
SDD 08D05-21f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

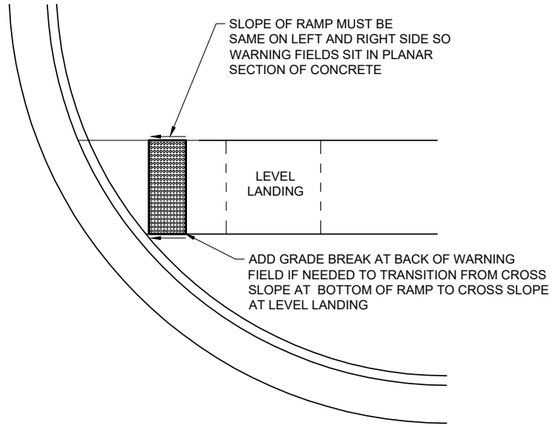
* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW



DETECTABLE WARNING FIELD
PLANAR INSTALLATION

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

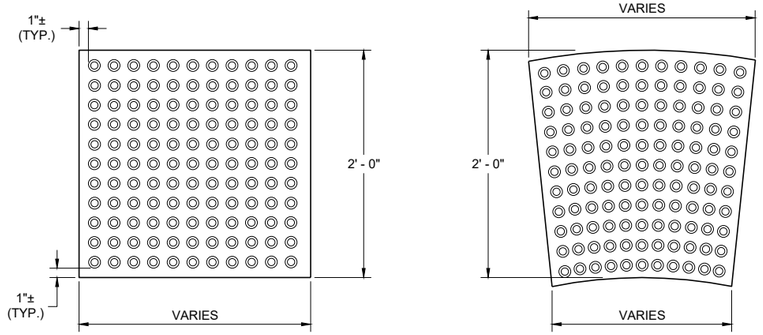
FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN ⅛" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

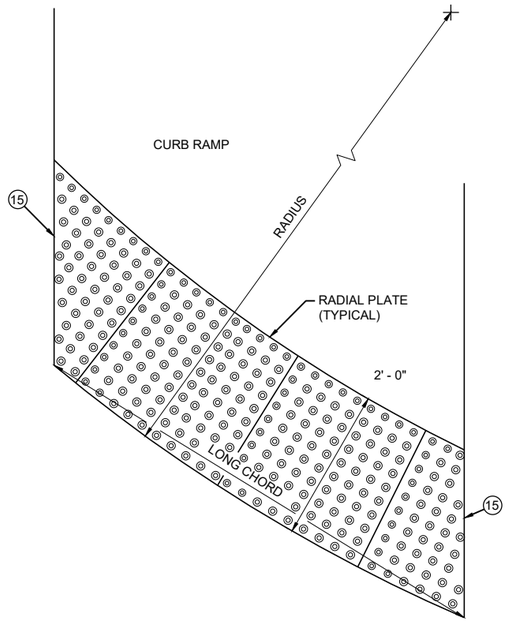
TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



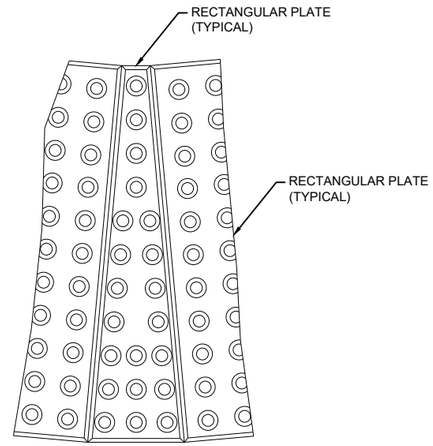
RECTANGULAR PLATES

RADIAL PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE CONNECTION DETAIL

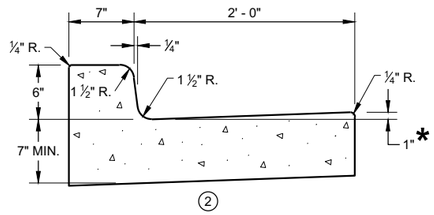
CURB RAMPS
RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

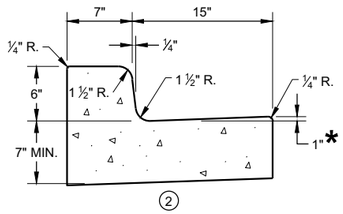
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SDD 08D05-21g

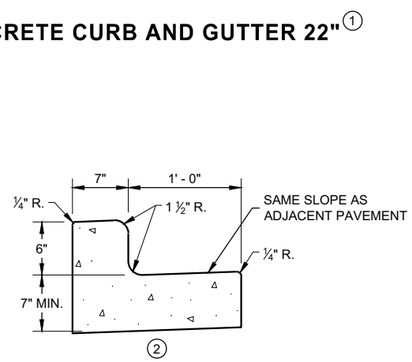


CONCRETE CURB AND GUTTER 31" ①

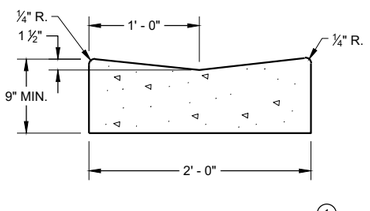
*TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



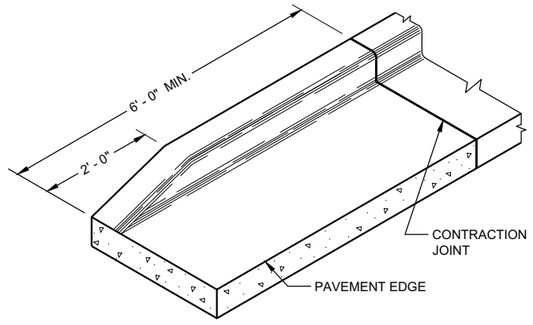
CONCRETE CURB AND GUTTER 22" ①



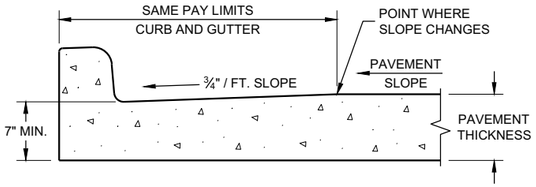
CONCRETE CURB AND GUTTER 19" ①



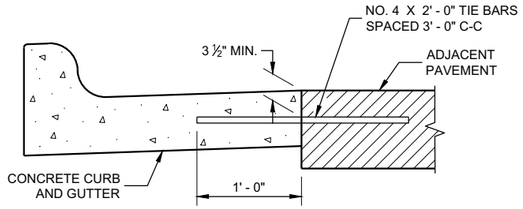
CONCRETE GUTTER 24" ①



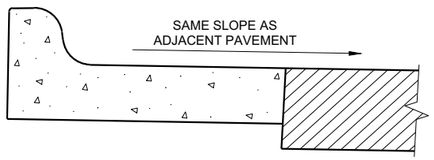
END SECTIONCURB AND GUTTER



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER



TYPICAL TIE BAR LOCATION ①



HIGH SIDE SECTION ③

(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.

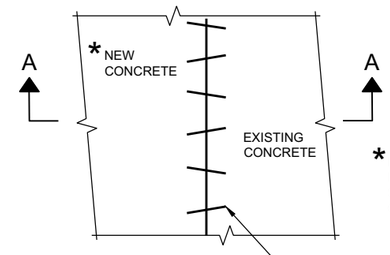
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUITED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".

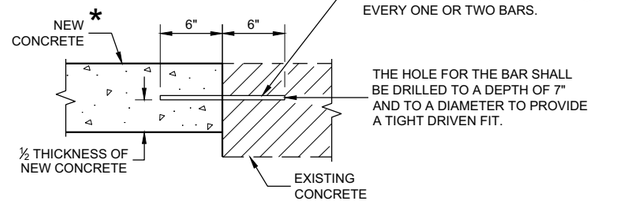
② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.

③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLANS



PLAN VIEW

*EXISTING AND NEW CONCRETE MAY BE CURB AND GUTTER, SURFACE DRAINS, PAVEMENT OR OTHER CONCRETE STRUCTURE.



SECTION A - A

PAVEMENT TIES

CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES

(For Optional use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

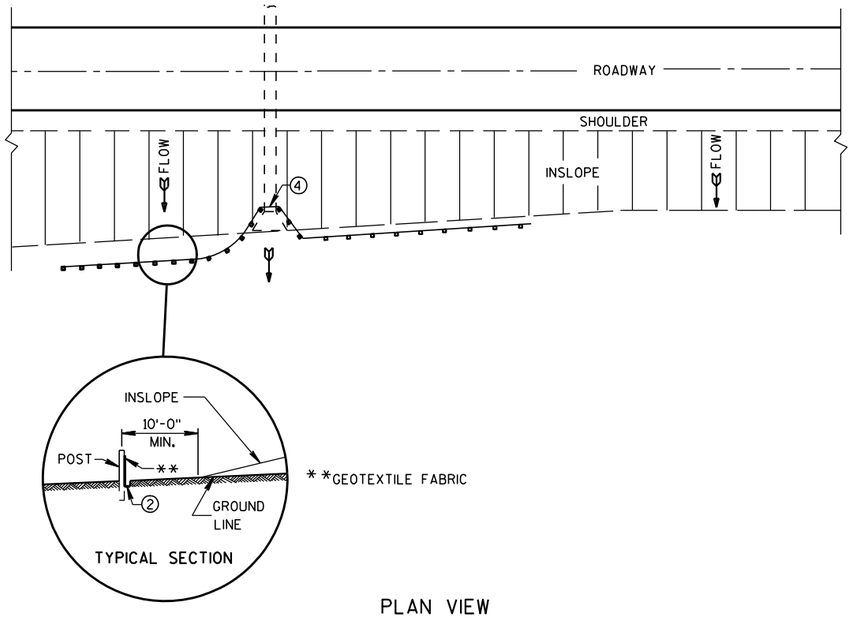
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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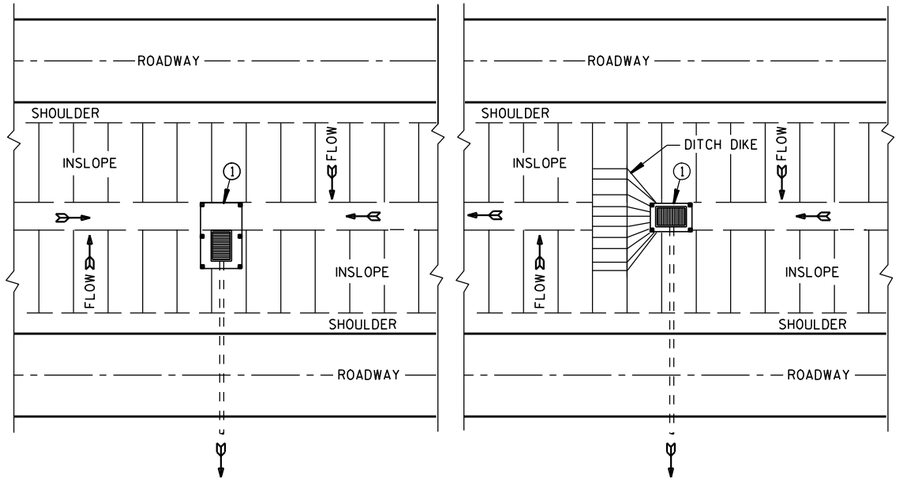
SDD 08D16 - 11

SDD 08D16 - 11



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



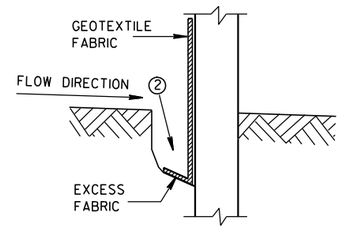
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

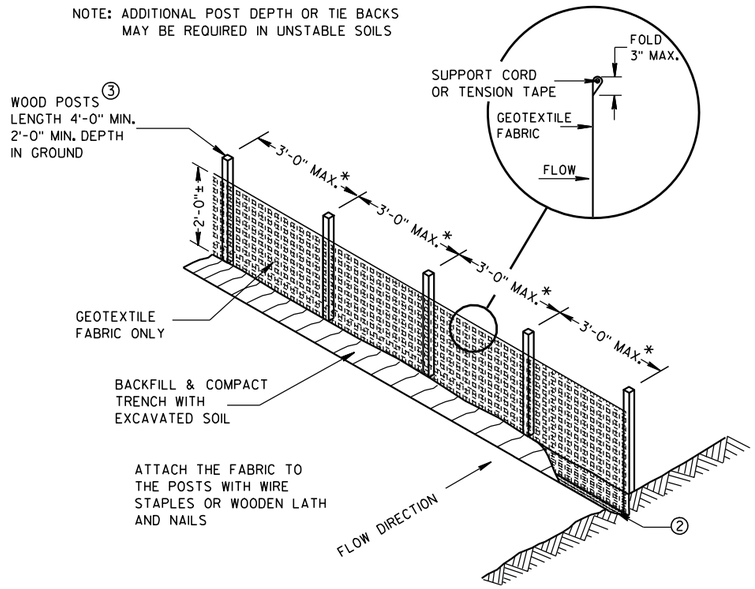
GENERAL NOTES

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

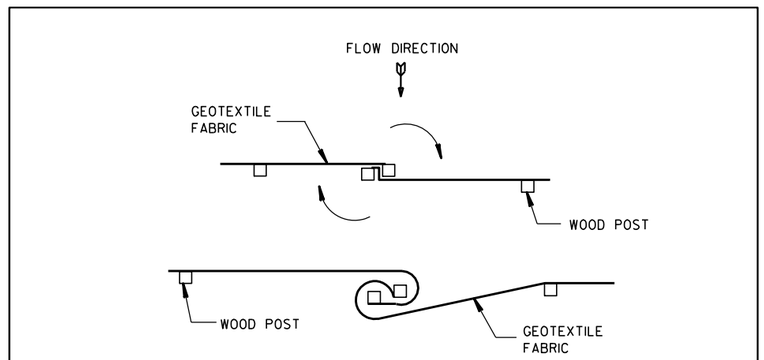
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



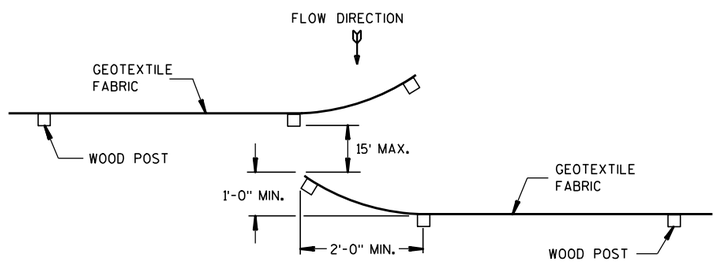
TRENCH DETAIL



SILT FENCE

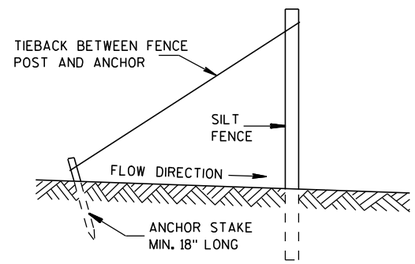


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

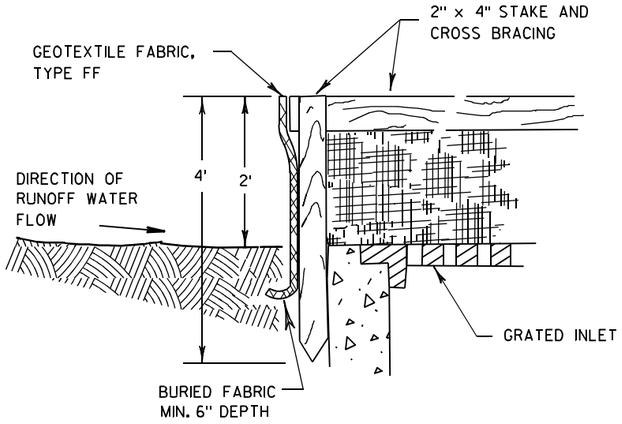
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

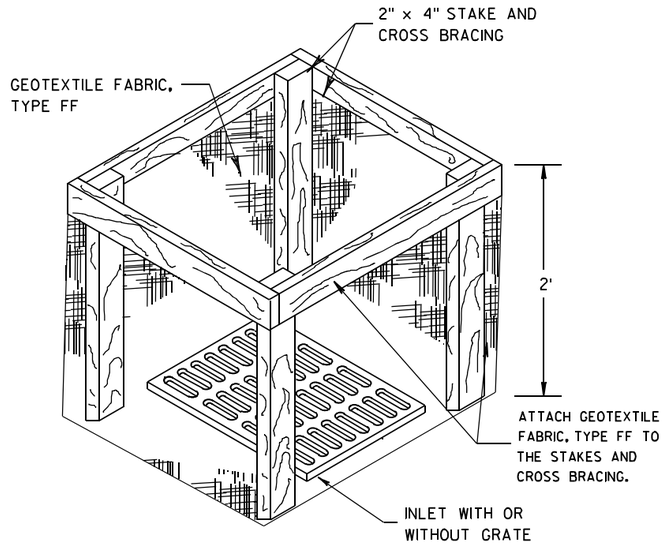
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S.D.D. 8 E 9-6

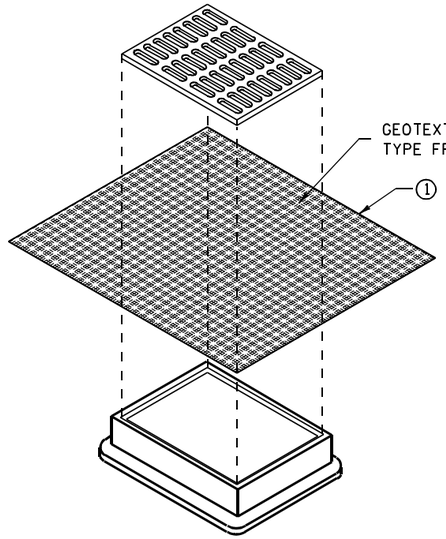
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S.D.D. 8 E 9-6



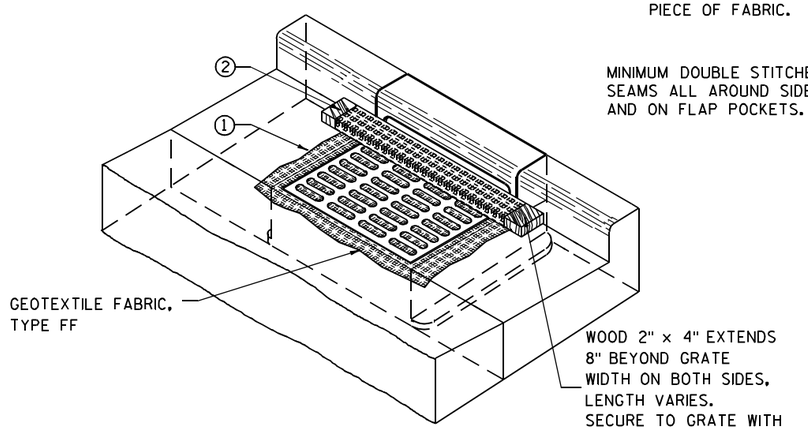


INLET PROTECTION, TYPE A

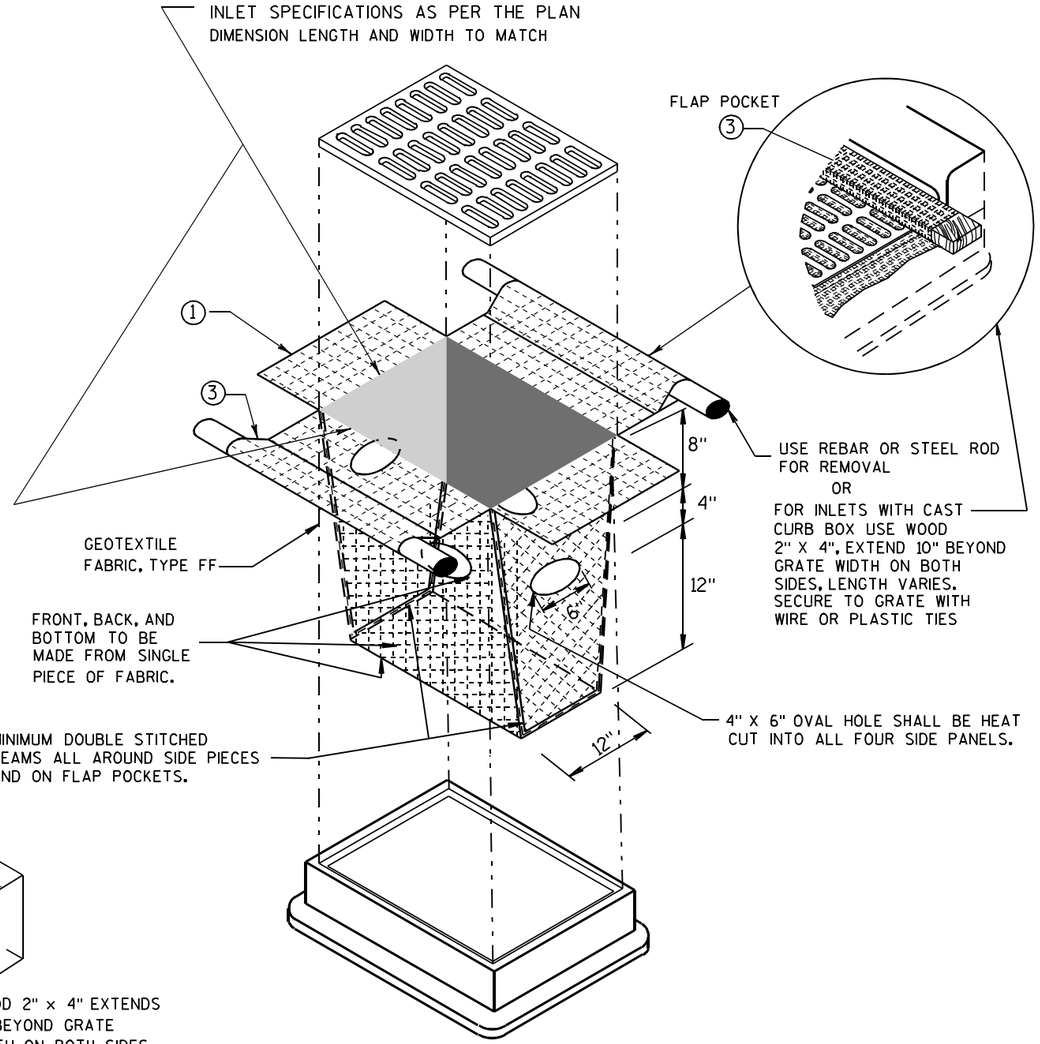


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

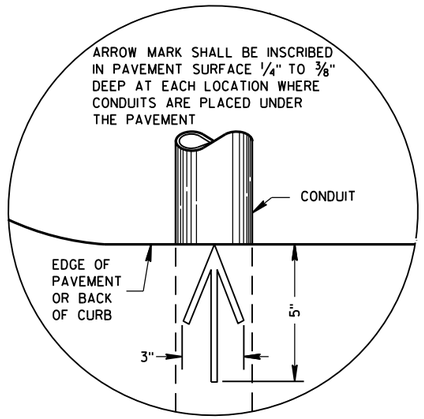
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S.D.D. 8 E 10-2

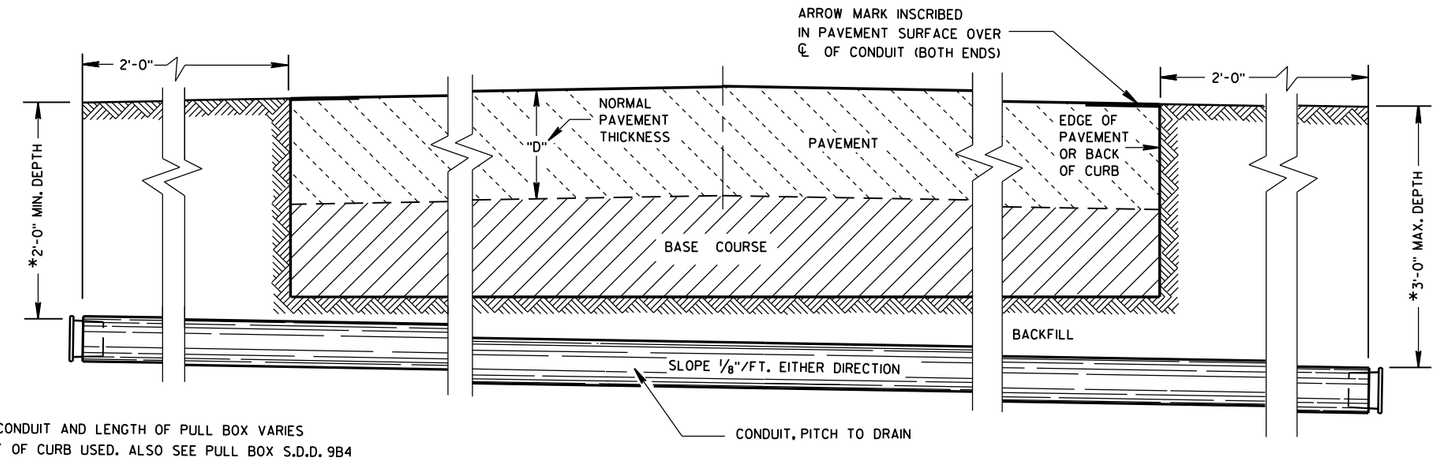
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S.D.D. 8 E 10-2



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

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

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

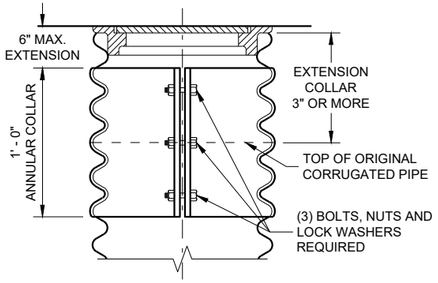
CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

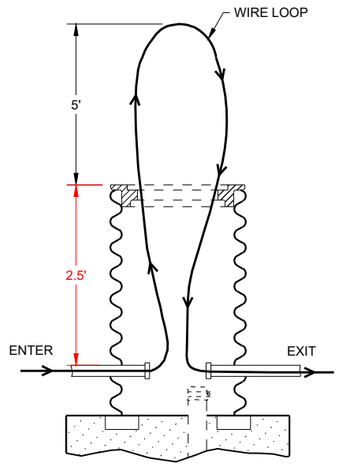
APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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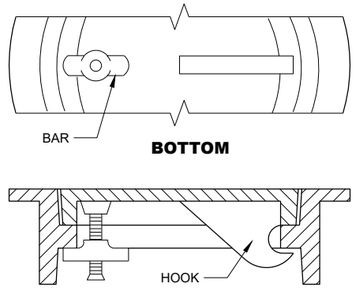
S.D.D. 9 B 2-10



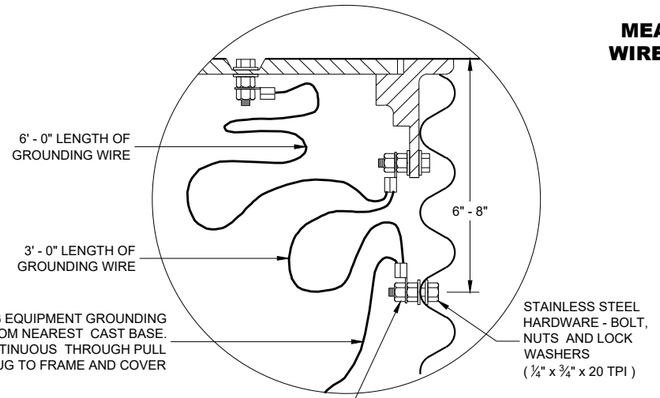
CORRUGATED PIPE EXTENDER



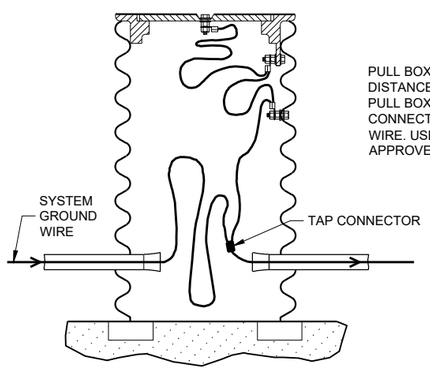
MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



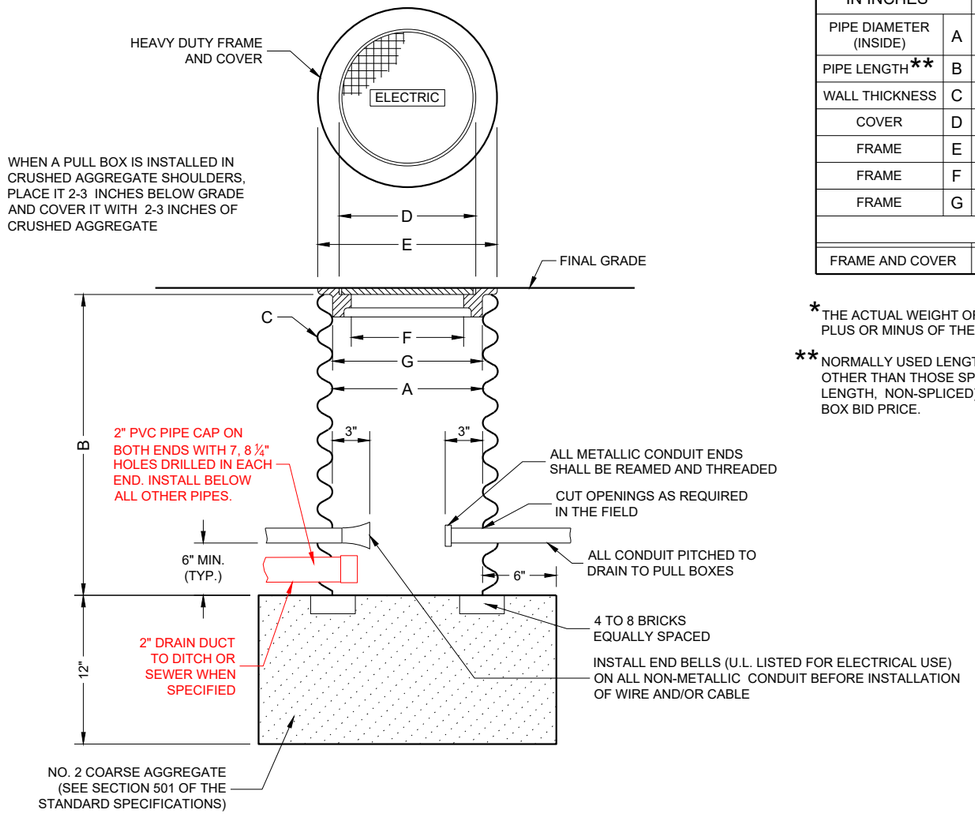
ALTERNATE COVER (LOCKING)
TIGHTENING BAR TYPE



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN ¼".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH**	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 ¼	10 ¼	10 ¼	16 ¼	16 ¼	16 ¼	22 ¼	22 ¼	22 ¼
FRAME	E	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½	26 ½	26 ½	26 ½
FRAME	F	8 ½	8 ½	8 ½	14 ½	14 ½	14 ½	20 ½	20 ½	20 ½
FRAME	G	11 ½	11 ½	11 ½	17 ½	17 ½	17 ½	23 ½	23 ½	23 ½
WEIGHT IN POUNDS*										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

*THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

**NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 247

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SDD 09B04 -12

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 531.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

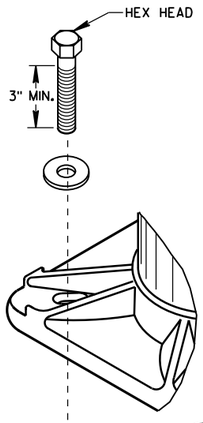
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

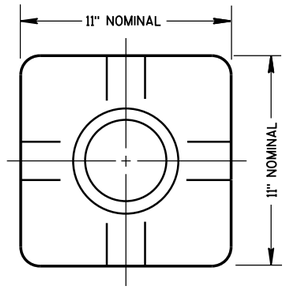
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

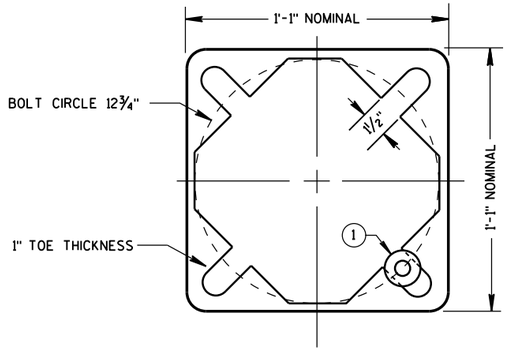
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

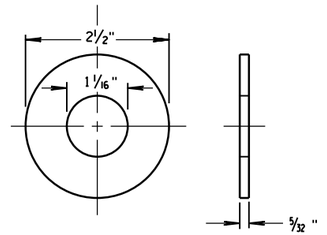




TOP VIEW
(PEDESTAL BASE)

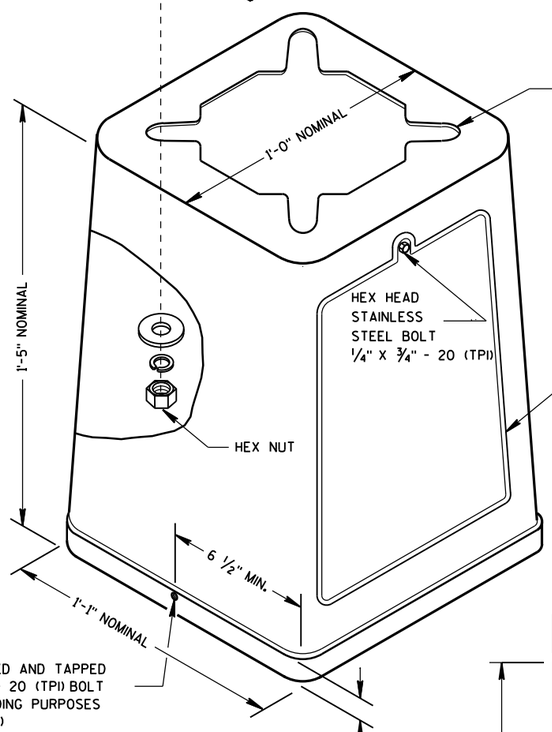


BOTTOM VIEW
(PEDESTAL BASE)

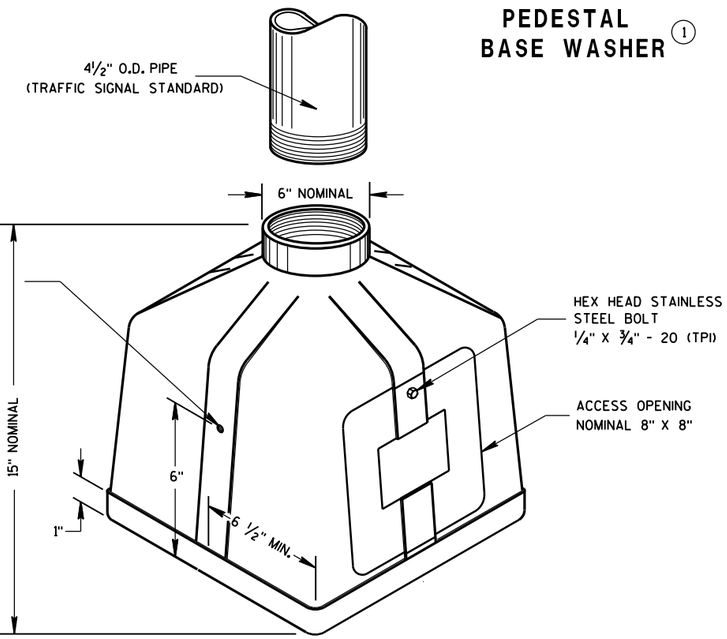


ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

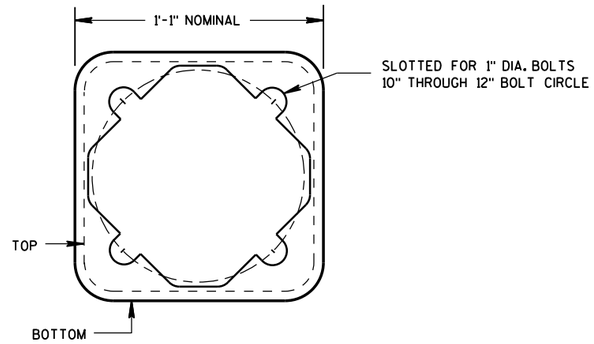
PEDESTAL BASE WASHER (1)



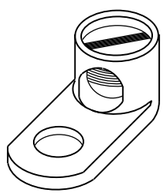
ISOMETRIC VIEW



ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)

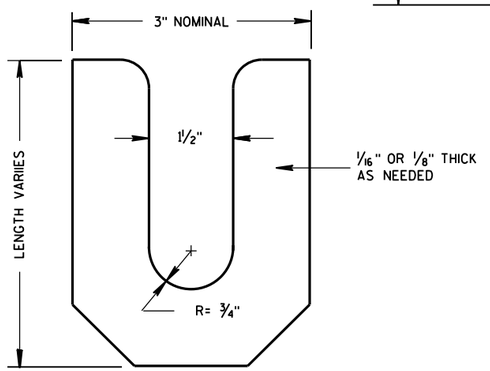


TYPICAL MECHANICAL CONNECTOR LUG

TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE

INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES



LEVELING SHIM

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

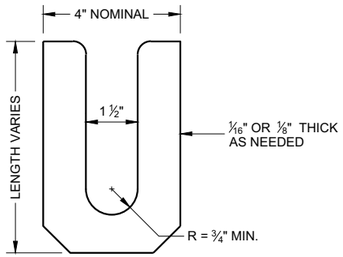
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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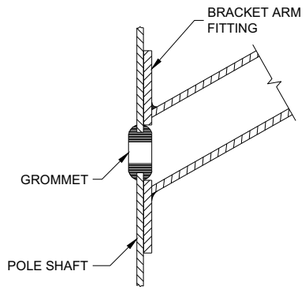
S.D.D. 9 C 3-4

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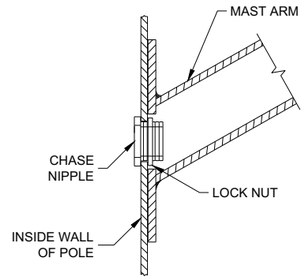
S.D.D. 9 C 3-4



LEVELING SHIM (1)
SHALL BE ALUMINUM



TYPICAL APPLICATION OF GROMMET IN POLE SHAFT



TYPICAL APPLICATION OF CHASE NIPPLE IN POLE SHAFT

GENERAL NOTES

CLAMP BOLT-NUT TIGHTENING TORQUE SHALL BE INDICATED BY INDENT STAMPING (1/2 INCH NUMERALS AND LETTERS) OR WEATHERPROOF PRINTING ON THE INSIDE OF THE CLAMP THAT IS WELDED TO THE ARM MEMBER.

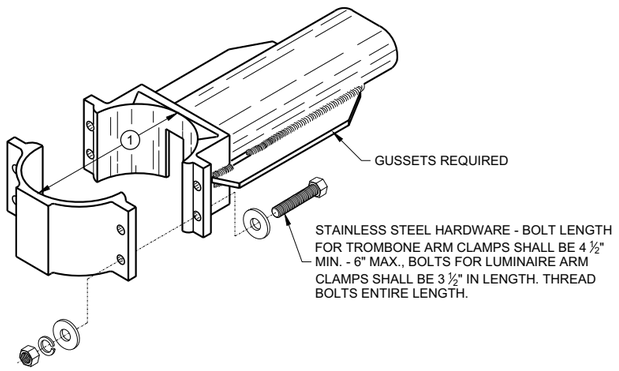
(1) 4.5" I.D. FOR LUMINAIRE MAST ARM CLAMP. 6.625" I.D. FOR TROMBONE MAST ARM CLAMP.

(2) INDIVIDUAL BASE PLATE ANCHOR ROD COVERS. (4 REQUIRED)

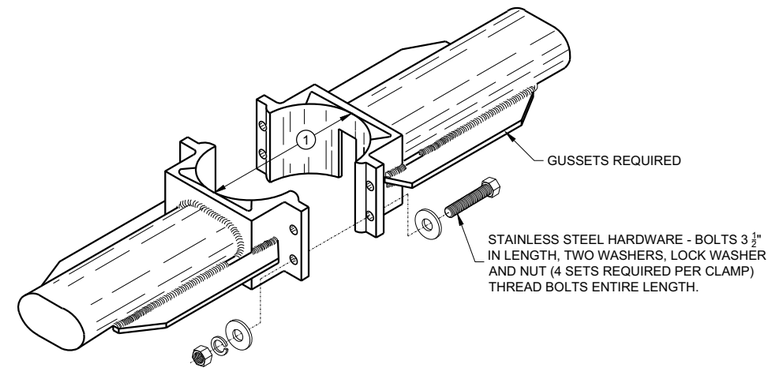
(3) BASE PLATE SLOTTED TO ACCEPT 11" THROUGH 12" BOLT CIRCLE USING 1" DIAMETER ANCHOR RODS.

(4) LEVELING SHIMS, DESIGNED FOR THE PURPOSE, SHALL BE USED WHEN PLUMBING POLES. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE. LEVELING SHIMS SHALL BE USED ONLY BETWEEN THE TOP OF THE CONCRETE BASE AND A METALLIC BASE PLATE.

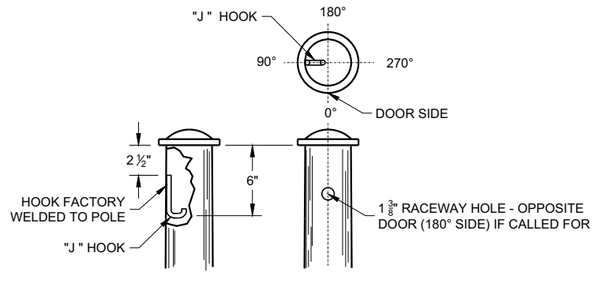
SHIMS SHALL BE LONG ENOUGH AND WIDE ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.



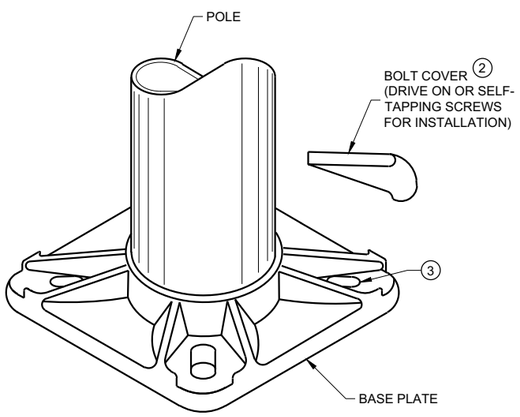
TYPICAL TROMBONE MAST ARM AND SINGLE LUMINAIRE MAST ARM MOUNTING CLAMP



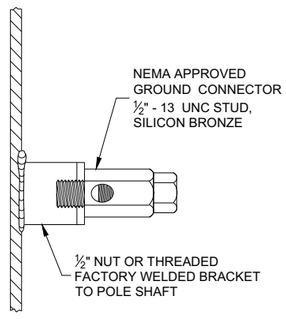
TYPICAL LUMINAIRE MAST ARM (DOUBLE) MOUNTING BRACKETS

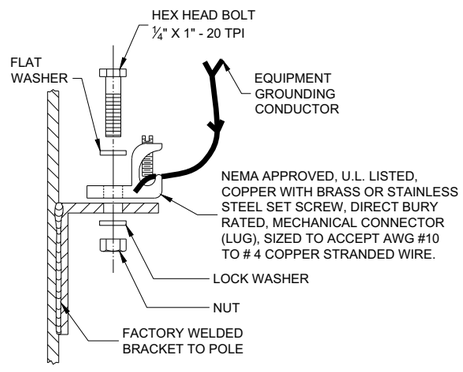


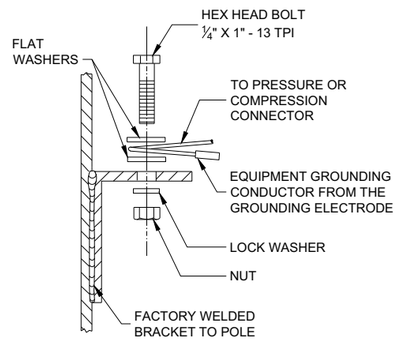
TYPICAL "J" HOOK LOCATION



BASE PLATE







TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

HARDWARE DETAILS FOR POLE MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI

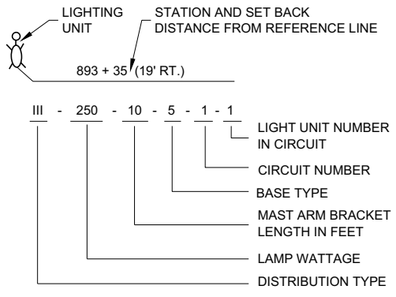
FHWA

GENERAL NOTES

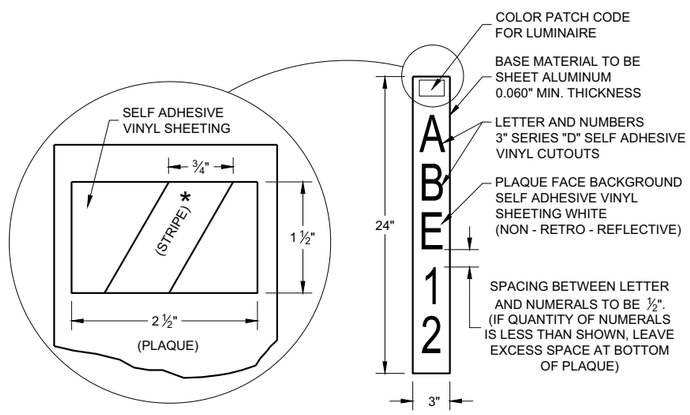
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



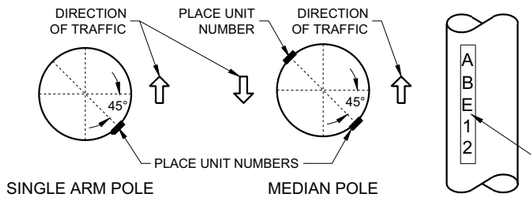
LIGHTING UNIT CODE
(TYPICAL)



COLOR PATCH CODE FOR LUMINAIRES

(HIGH PRESSURE SODIUM)	(MERCURY VAPOR)
1000 WATT - NO PATCH	400 WATT - NO PATCH
400 WATT - ORANGE	250 WATT - YELLOW
310 WATT - BLUE	
250 WATT - ORANGE W / WHITE STRIPE *	
200 WATT - RED	
150 WATT - GREEN	
100 WATT - BROWN	

IDENTIFICATION PLAQUE



NOTES

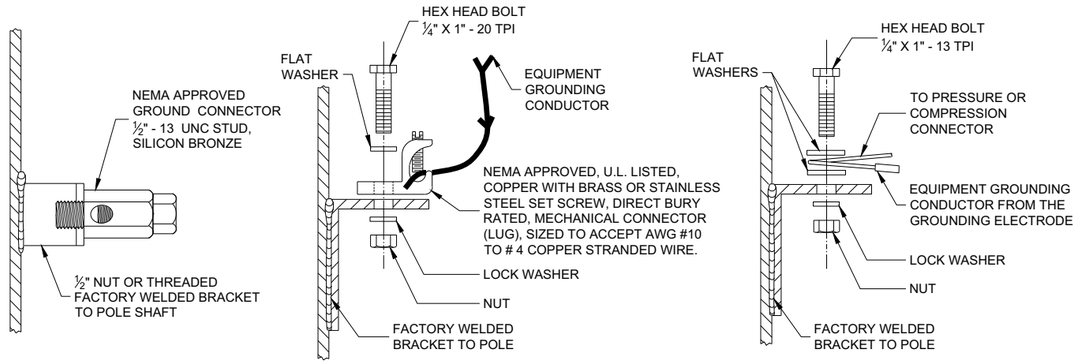
1) PLACE BOTTOM OF UNIT NUMBER PLAQUE 5'-0" ABOVE ELEVATION OF ADJACENT CURB OR SHOULDER.

2) UNIT NUMBER: ONE REQUIRED FOR SINGLE ARM POLES. TWO REQUIRED FOR MEDIAN MOUNT POLES.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE WITH 3 ALUMINUM POP RIVETS (ALUMINUM POLES) OR STAINLESS STEEL POP RIVETS (STEEL POLES).

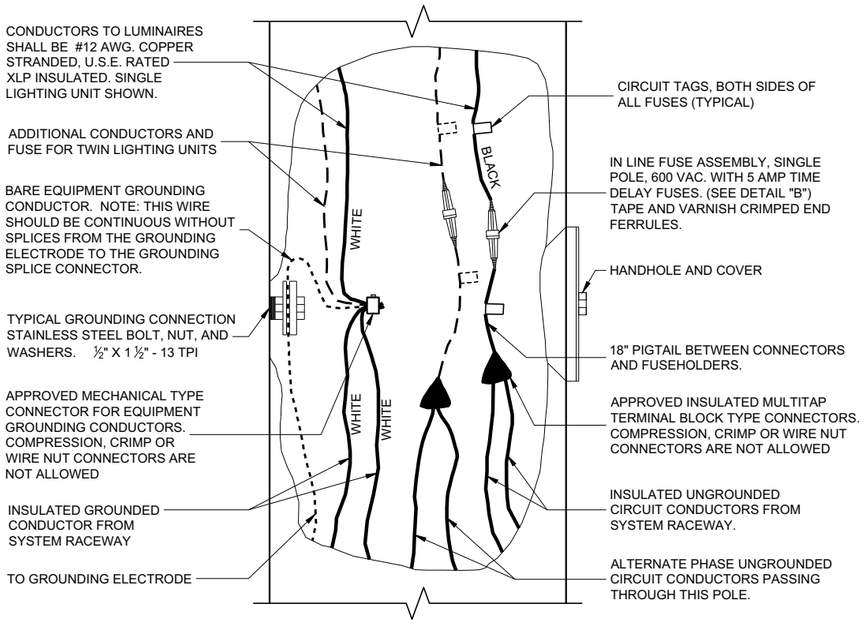
LIGHTING UNIT IDENTIFICATION PLAQUE REQUIREMENTS AND PLACEMENT
(TYPICAL, ALL LIGHTING UNITS)

FURNISH PLAQUE WHEN CALLED FOR BY SPECIAL PROVISIONS

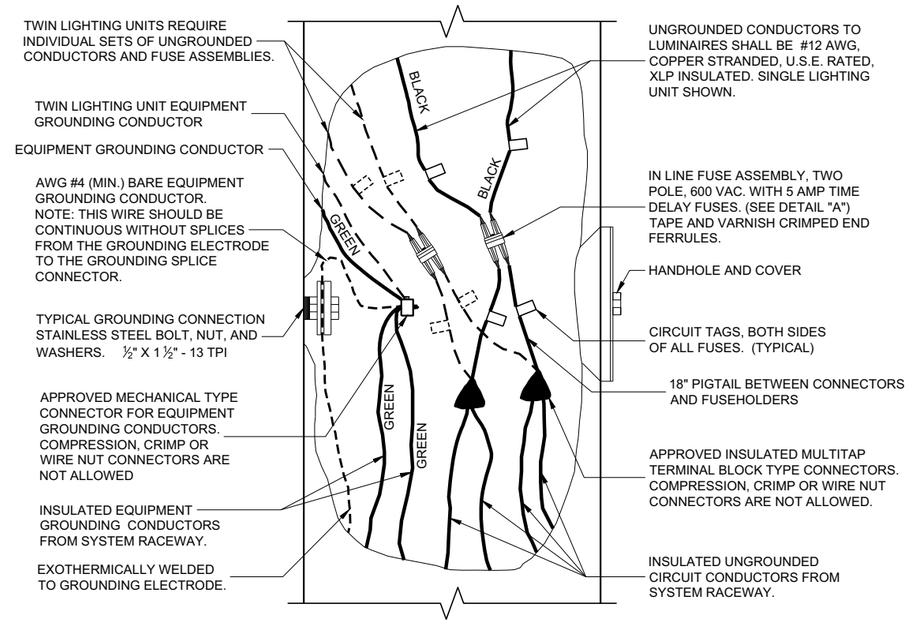


TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

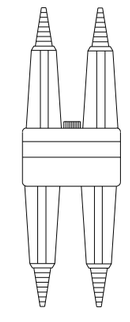
OLD EXISTING FREEWAY WIRING (SOME AREAS)



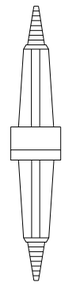
2 WIRE - 120, 240, OR 480 VAC TO GROUND



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR



DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT

FREEWAY LIGHTING UNIT POLE WIRING

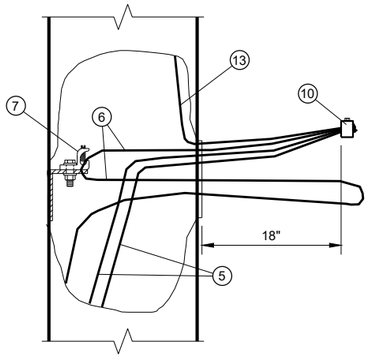
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

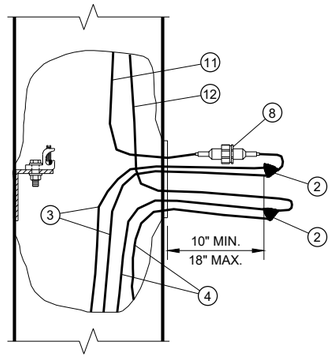
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 250

FHWA

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SDD 09E02 - 05

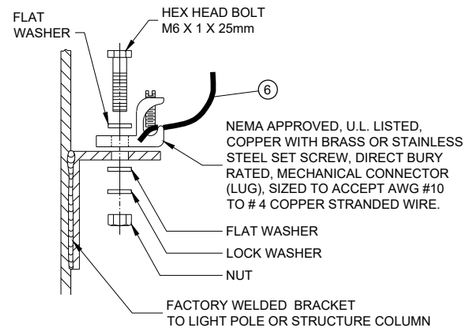


EQUIPMENT GROUNDING CONDUCTOR SLACK



UNGROUNDED CONDUCTOR SLACK (AND GROUNDED NEUTRAL SLACK IN GROUNDED NEUTRAL SYSTEM)

TYPICAL CONDUCTOR SLACK AT HANDHOLES



HANDHOLE GROUNDING LUG

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

GENERAL NOTES

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

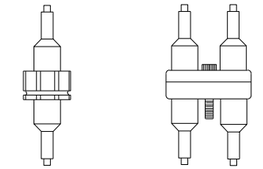
USE THIS DETAIL IN CONJUNCTION WITH THE ELECTRICAL DETAILS FOR THE APPLICATION, WHICH MAY BE A LIGHT POLE, SIGN BRIDGE, ETC.

THE GROUNDING ELECTRODE CONDUCTOR SHALL BE CONTINUOUS WITHOUT SPLICES FROM THE GROUNDING ELECTRODE THROUGH THE HANDHOLE GROUNDING LUG TO THE CONNECTOR.

THREE POLE WIRES ARE SHOWN FOR A SINGLE LUMINAIRE LIGHT POLE. THREE ADDITIONAL POLE WIRES REQUIRED FOR TWIN LUMINAIRE LIGHT POLES ARE OMITTED FROM THE DRAWING FOR CLARITY. IN THE TWIN POLE CASE, BUNDLE EACH SET OF THREE WIRES WITH A NYLON CABLE TIE.

IN 3-PHASE SYSTEMS, THERE WILL BE ONE MORE UNGROUNDED LINE WIRE, WHICH IS OMITTED FROM THE DRAWING FOR CLARITY.

CIRCUIT TAGS SHALL BE INSTALLED ONLY WHERE REQUIRED IN THE SPECIAL PROVISIONS.



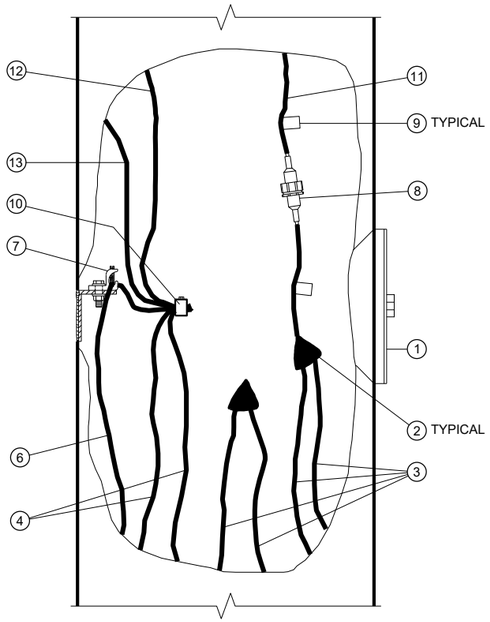
1 POLE (1P) 2 POLE (2P)

FUSE ASSEMBLIES

CONDUCTOR COLOR CODES

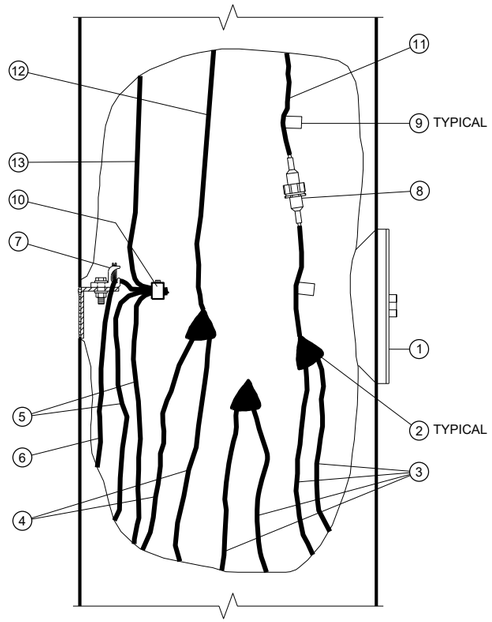
KEY	CONDUCTOR	COLOR
3	UNGROUNDED LINE WIRE	*
4	GROUNDED LINE WIRE	WHITE
5	SYSTEM GROUNDING LINE WIRE	GREEN
6	GROUNDING ELECTRODE CONDUCTOR	BARE
11	UNGROUNDED POLE WIRE	*
12	GROUNDED POLE WIRE	WHITE
13	EQUIPMENT GROUNDING POLE WIRE	GREEN

* FOLLOW COLOR CODING SHOWN IN THE PLANS. WHERE THE PLANS DO NOT SHOW COLOR CODING, USE BLACK FOR SINGLE LUMINAIRE POLES; BLACK AND RED FOR TWIN LUMINAIRE POLES.



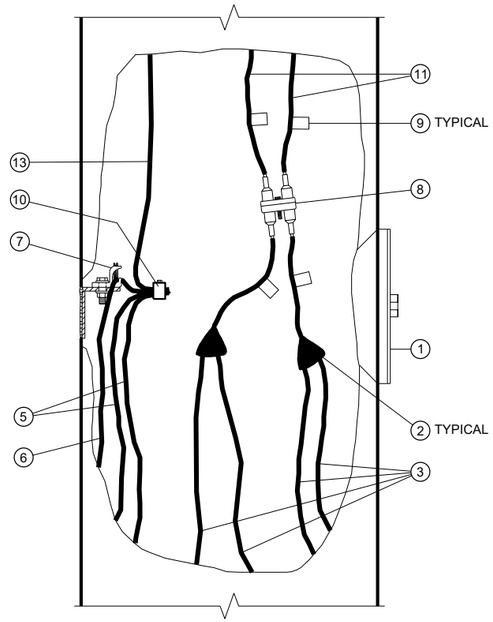
CUTAWAY HANDHOLE DETAIL

GROUNDED NEUTRAL SYSTEMS
1-ϕ



CUTAWAY HANDHOLE DETAIL

ISOLATED NEUTRAL SYSTEMS
1-ϕ SHOWN; 3-ϕ WYE SIMILAR
(SEE GENERAL NOTE)



CUTAWAY HANDHOLE DETAIL

PHASE TO PHASE SYSTEMS
1-ϕ SHOWN; 3-ϕ DELTA SIMILAR
(SEE GENERAL NOTE)

NOTE: REQUIRED CONDUCTOR SLACK NOT SHOWN ON "CUTAWAY HAND HOLE" DETAILS FOR DRAWING CLARITY, SEE "TYPICAL CONDUCTOR SLACK AT HANDHOLES" ON THIS SHEET.

1. HANDHOLE AND COVER
2. INSULATED SPLICE
3. UNGROUNDED LINE WIRE
4. GROUNDED LINE WIRE
5. SYSTEM GROUNDING LINE WIRE
6. GROUNDING ELECTRODE CONDUCTOR
7. HANDHOLE GROUNDING LUG
8. FUSE ASSEMBLY, 1P OR 2P AS REQUIRED
9. CIRCUIT TAG (SEE GENERAL NOTE)
10. REVERSIBLE PRESSURE OR COMPRESSION GROUNDING CONNECTOR (NOT INSULATED)
11. UNGROUNDED POLE WIRE
12. GROUNDED POLE WIRE
13. EQUIPMENT GROUNDING POLE WIRE

ELECTRICAL HANDHOLE WIRING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 251

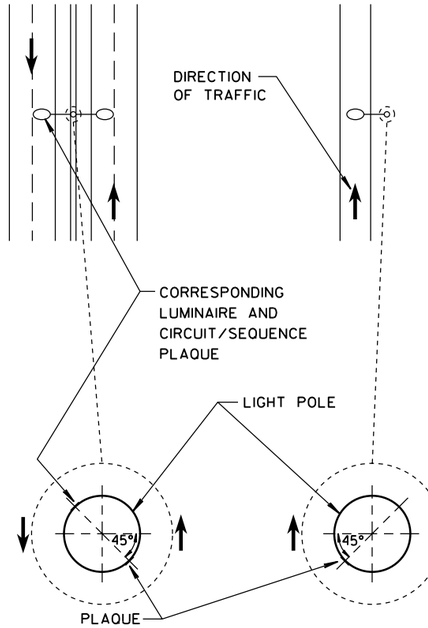
FHWA

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SDD 10A01 - 04

6

SDD 10A01 - 04



MEDIAN POLE SINGLE ARM POLE

LOCATION OF LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

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.

WHERE SHOWN IN THE PLANS, REPLACEMENT PLAQUES WILL BE MEASURED AND PAID SEPARATELY.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 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-RETRORFLECTIVE

LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE

CHARACTERS - BLACK, SELF-ADHESIVE, SERIES "D", SIZE AS SHOWN

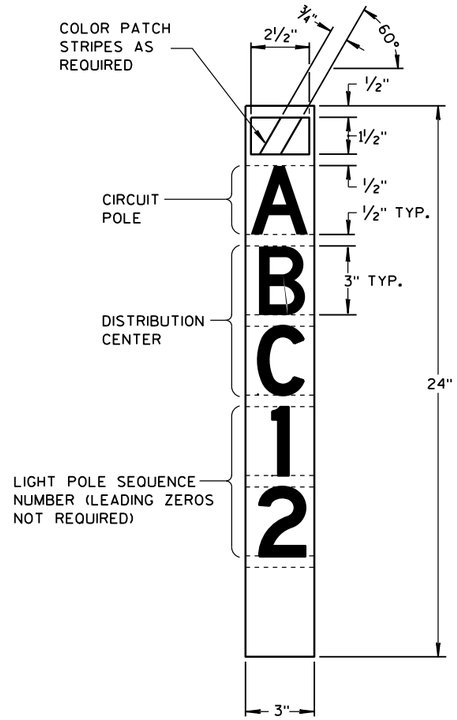
COLOR PATCHES - VARIOUS COLORS, SELF-ADHESIVE VINYL SHEETING

WITH THE APPROVAL OF THE ENGINEER, THE BASE MATERIAL MAY BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE SURFACE, IN CASES SUCH AS SMOOTH, CLEAN ALUMINUM POLES.

ALTERNATIVE COMPUTER-GENERATED SIGN LETTERING MAY BE ACCEPTED IF THE ENGINEER FINDS IT TO BE EQUIVALENT.

COLOR PATCH CODE FOR HPS AND LED LUMINAIRES

HPS	LED	COLOR PATCH CODE
1000 WATT		NO PATCH
400 WATT	CATEGORY D	ORANGE
310 WATT		BLUE
250 WATT	CATEGORY C	ORANGE WITH WHITE STRIPE
200 WATT		RED
150 WATT	CATEGORY B	GREEN
100 WATT	CATEGORY A	BROWN
70 WATT	CATEGORY UDL	BROWN WITH WHITE STRIPE



LIGHT POLE CIRCUIT/SEQUENCE PLAQUE

6

S.D.D. 10 A 2-3

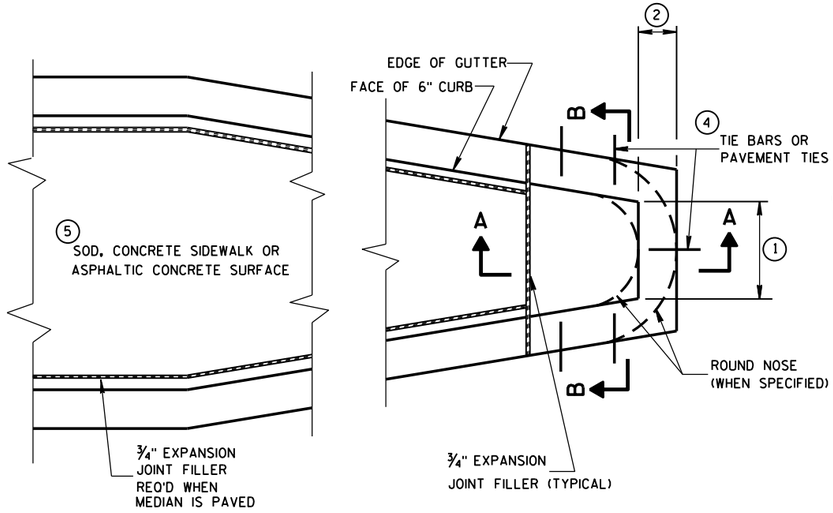
IDENTIFICATION PLAQUES LIGHT POLES

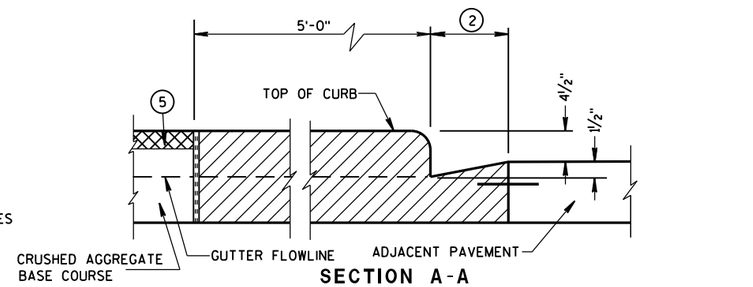
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

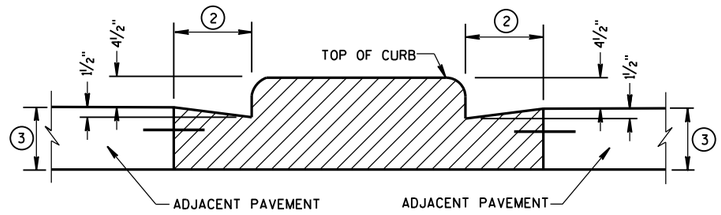
APPROVED
Feb. 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 10 A 2-3







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.

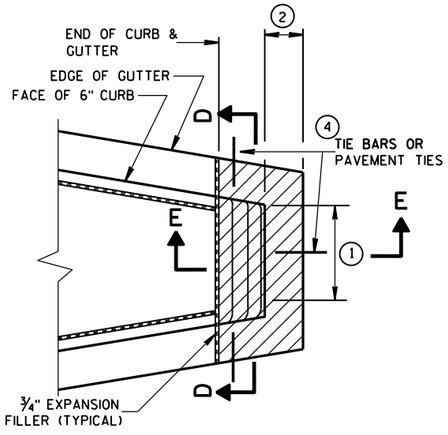
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

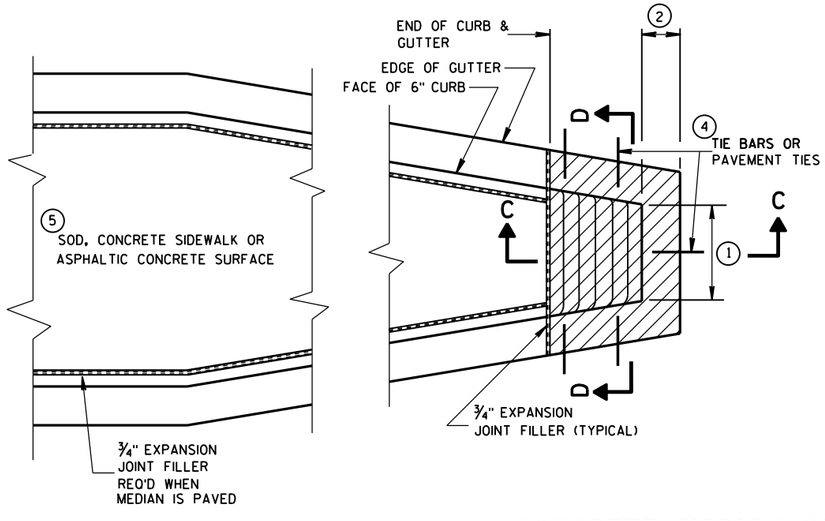
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

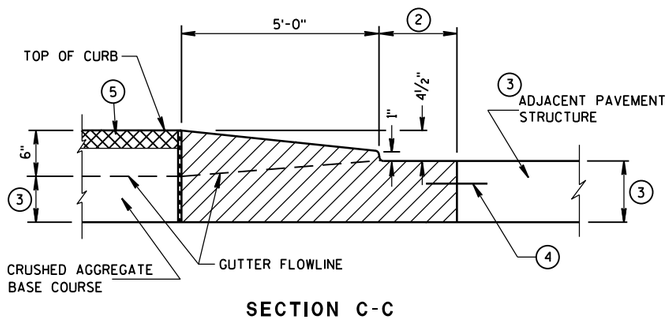
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

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.

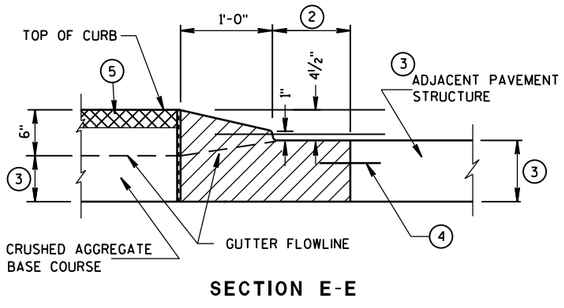
(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



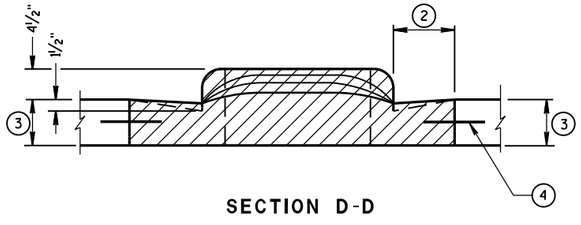




CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



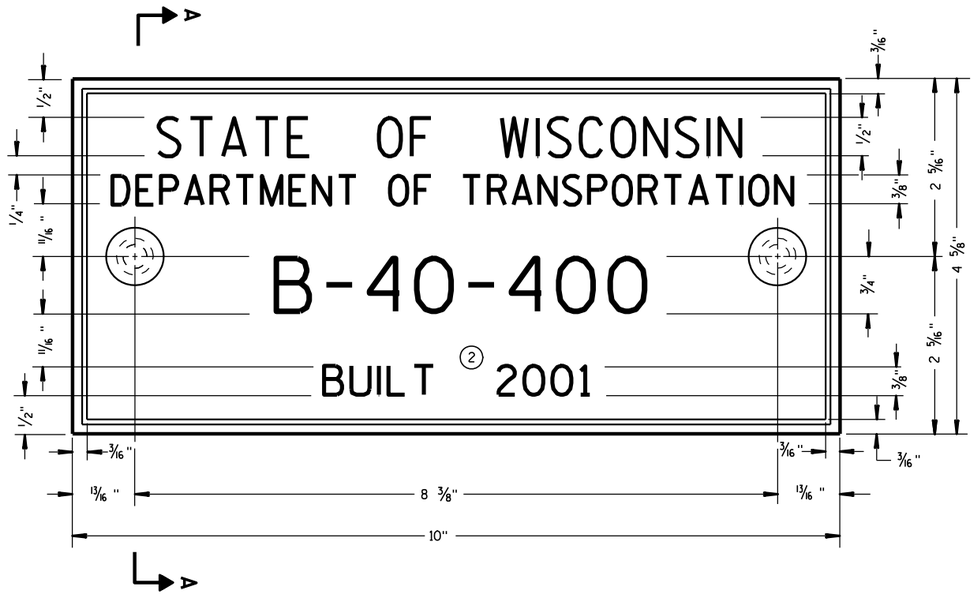
CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

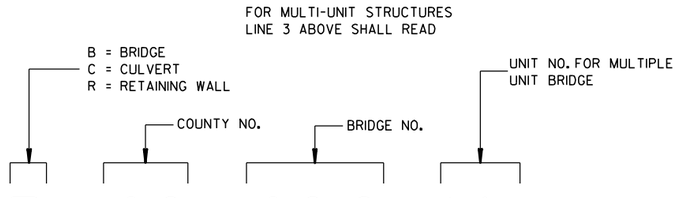
APPROVED
6/8/2006 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 11 B 2-2



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



NUMBERING DESIGNATION
MULTI-UNIT STRUCTURES

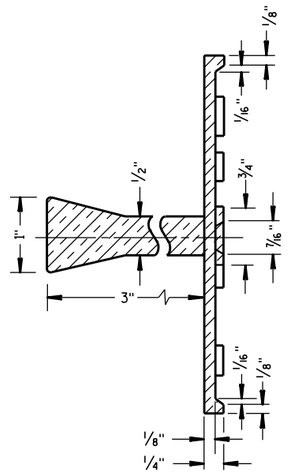
GENERAL NOTES

NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS.

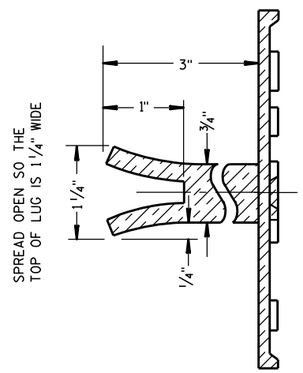
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

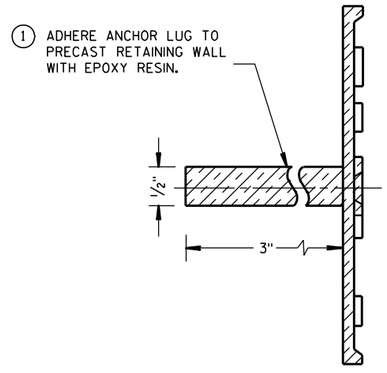
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



SECTION A-A



ALTERNATE LUG



ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

NAME PLATE (STRUCTURES)

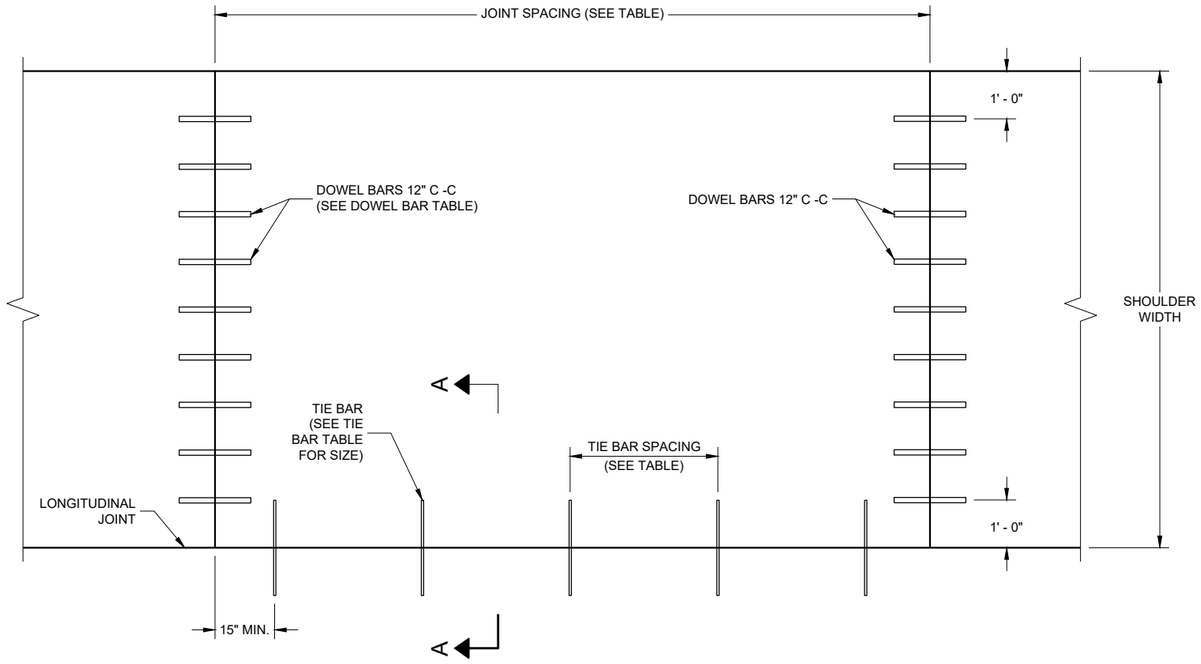
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/26/10 DATE

/S/ Scot Beck-- CHIEF STRUCTURAL DEVELOP 254 ENGINEER

FHWA



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

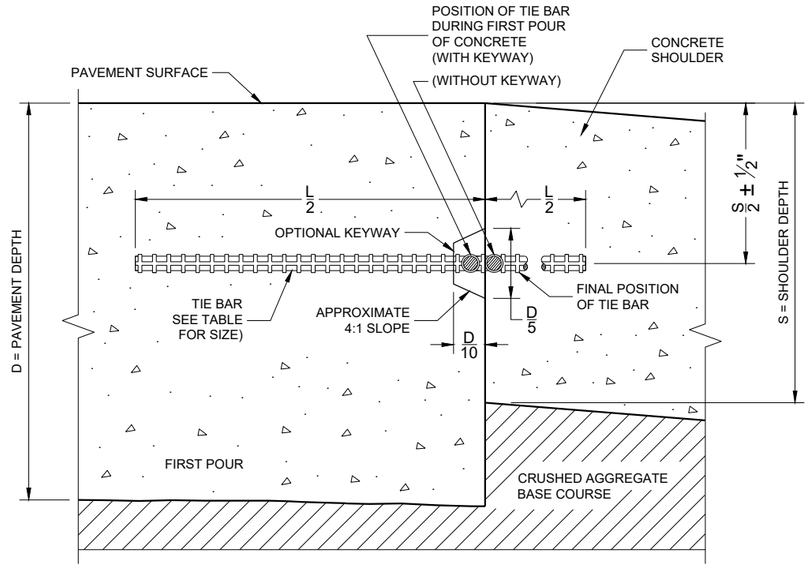
GENERAL NOTES

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

TRANSVERSE JOINT DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

FINISH THE SHOULDER PAVEMENT CONFORMING TO SUBSECTION 415.3.8 OF THE STANDARD SPECIFICATIONS.

TIE BARS SHALL CONFORM TO SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.



SECTION A - A

LONGITUDINAL CONSTRUCTION JOINT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
<10 ½"	NO. 4	30"	36"
>10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT 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.

CONCRETE PAVEMENT SHOULDERS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp
PAVEMENT SUPERVIS

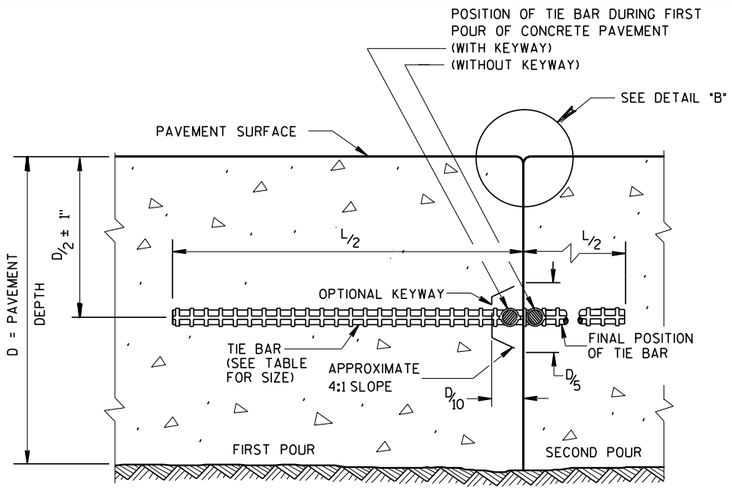
FHWA

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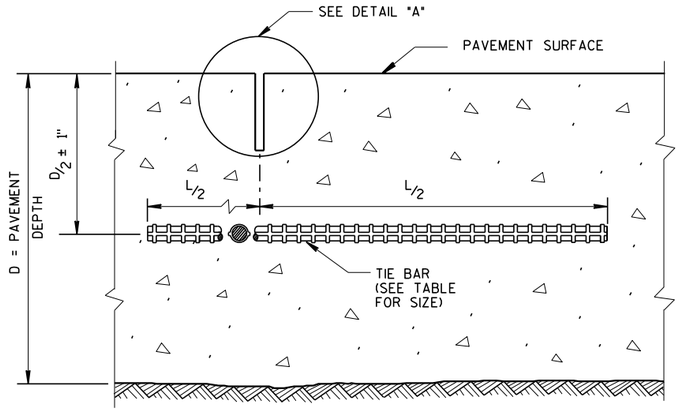
SDD 13A03 - 07

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SDD 13A03 - 07



CONSTRUCTION JOINT



SAWED JOINT

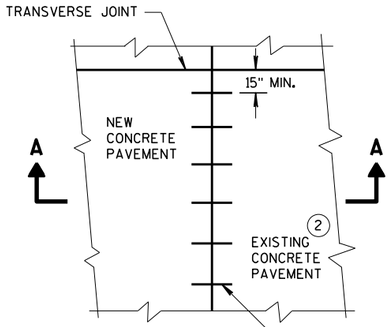
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

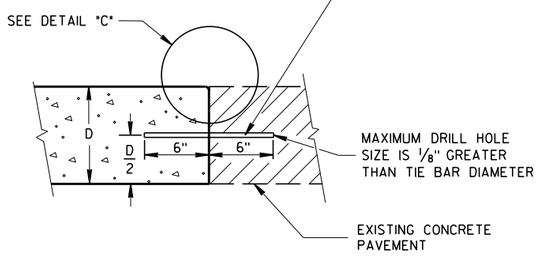
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

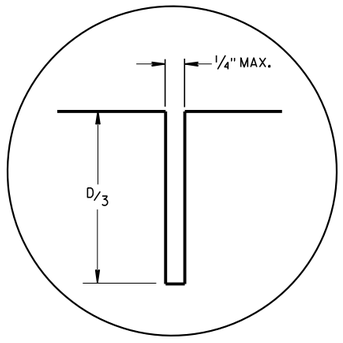


PLAN VIEW

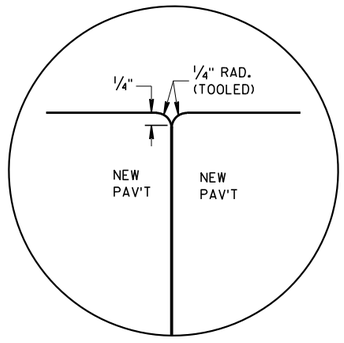


SECTION A-A

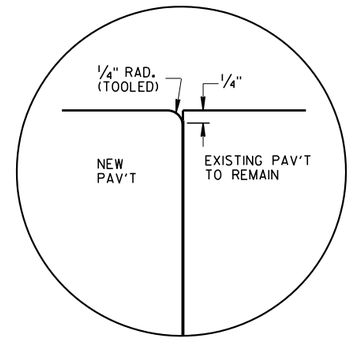
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



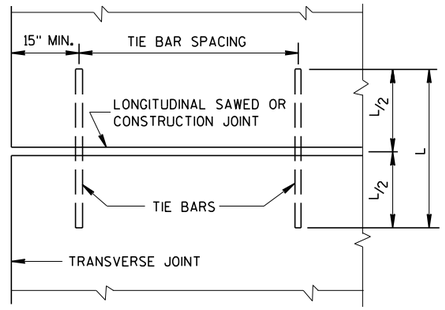
DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



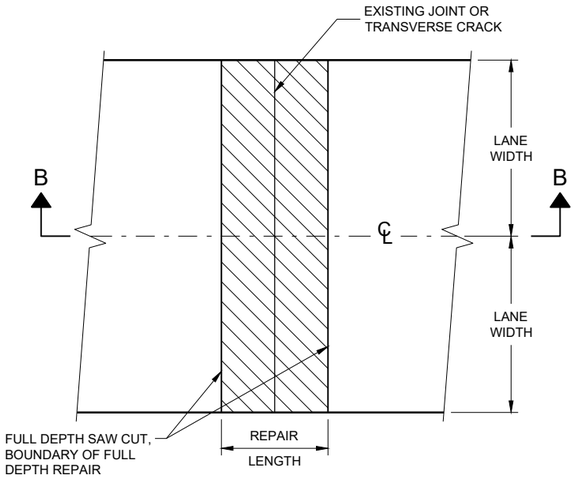
PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

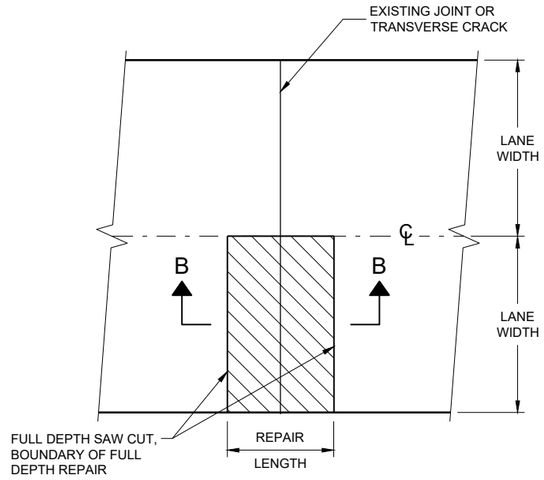
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

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S.D.D. 13 C 1-19



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

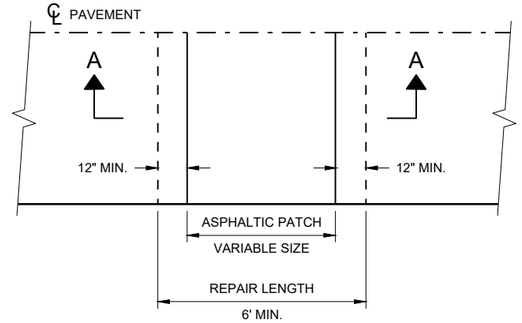
GENERAL NOTES

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.

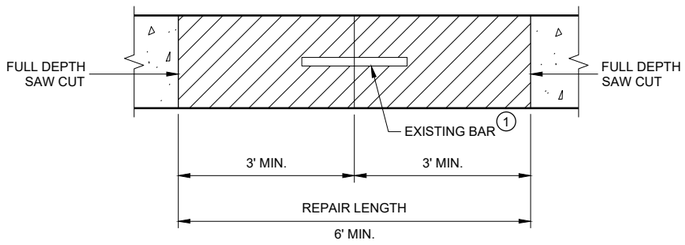
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

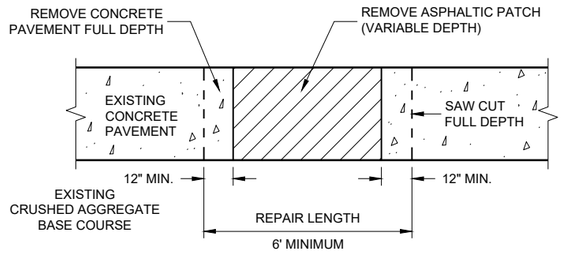


PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



SECTION A - A

HMA PATCH REMOVAL

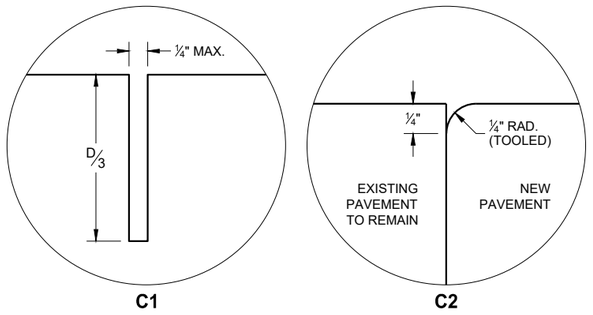
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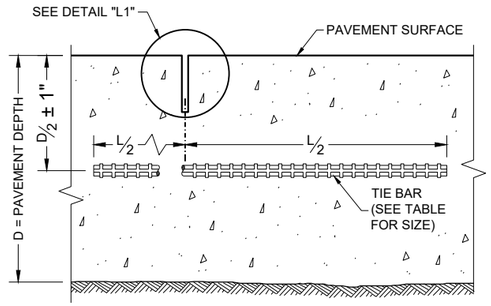
SDD 13C09 - 17a

SDD13C09 - 17a

CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

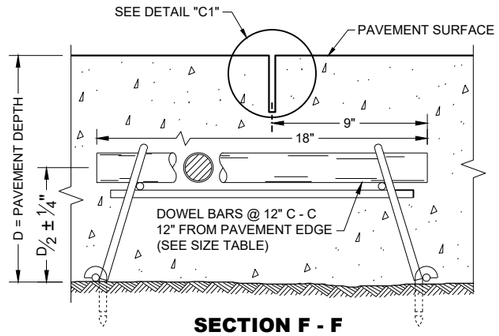


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

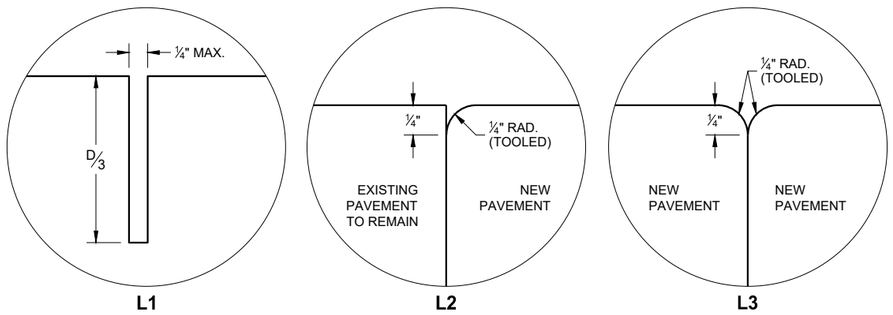
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

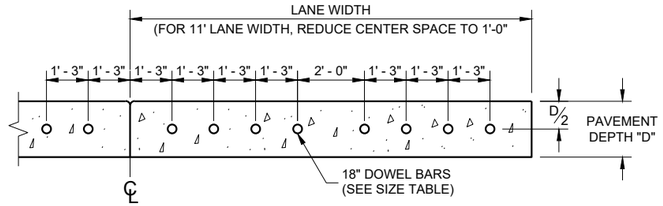
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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.

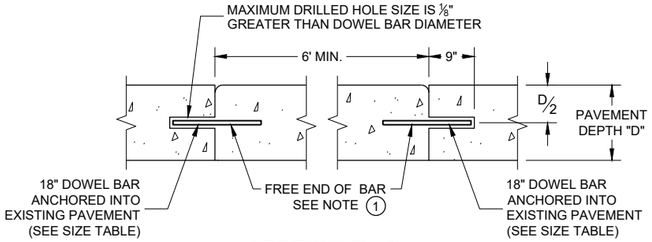


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

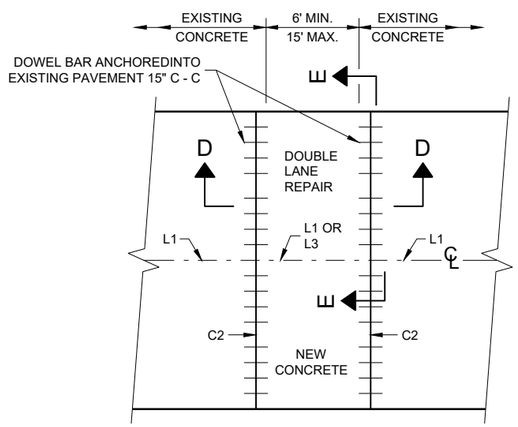
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* 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.

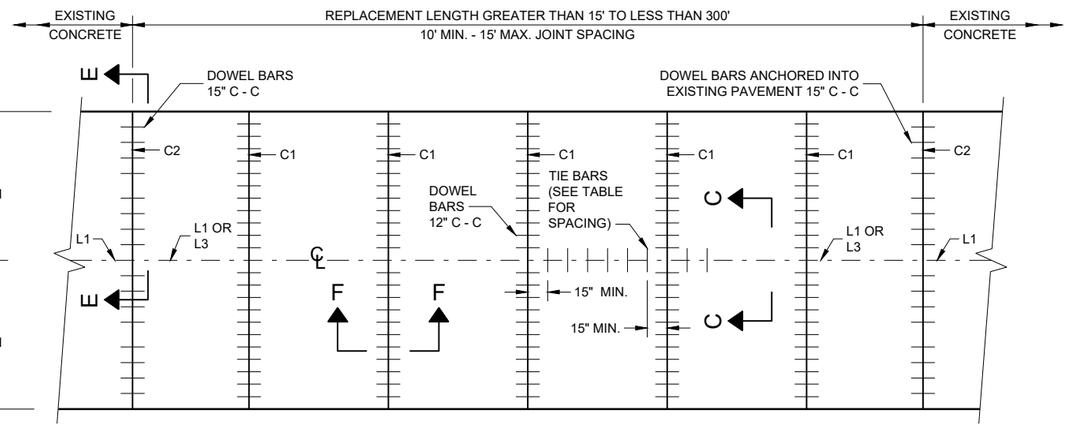
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

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

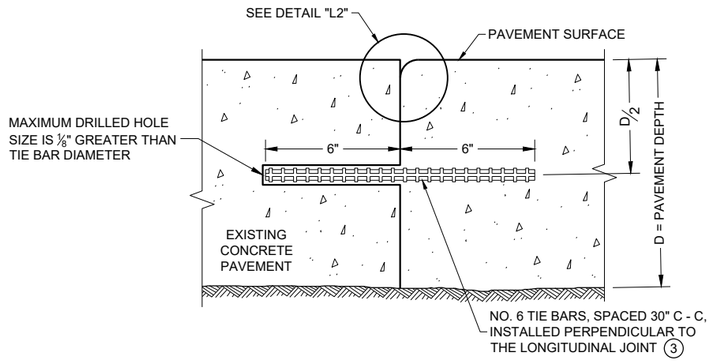
MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

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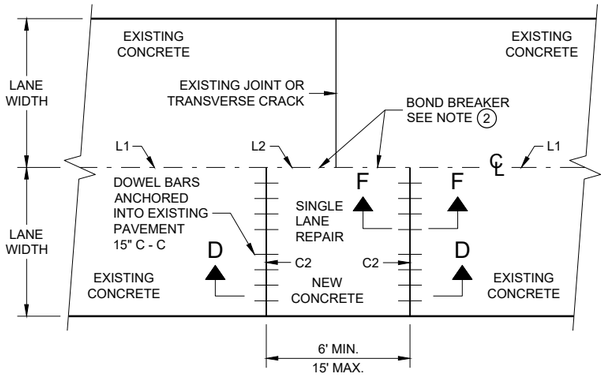


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

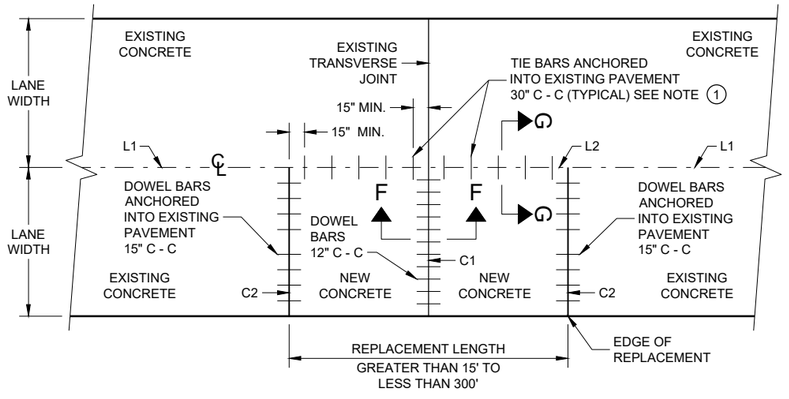
GENERAL NOTES

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 HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE REPAIR AND REPLACEMENT

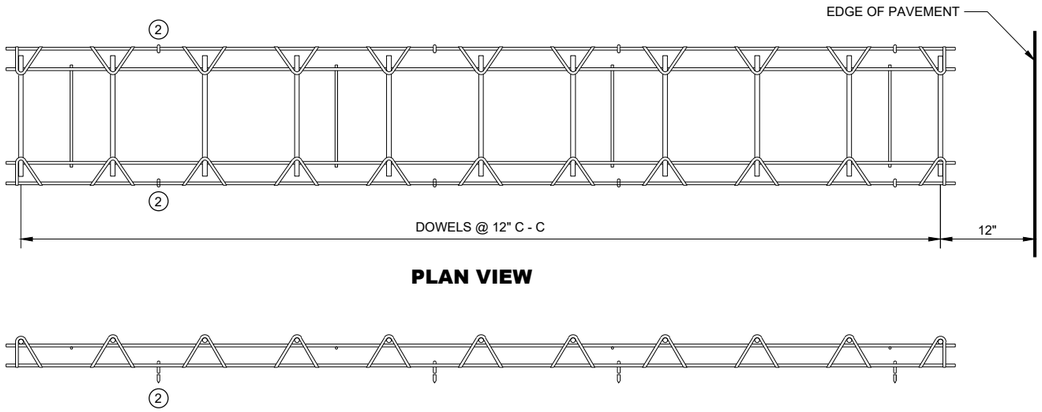
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE
/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

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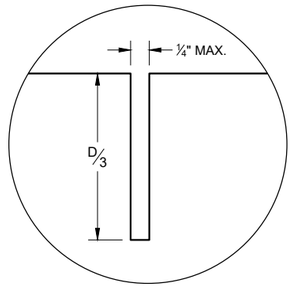
SDD 13C09 - 17c



PLAN VIEW

SIDE VIEW

CONTRACTION JOINT DOWEL ASSEMBLY (1)



JOINT DETAIL

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) 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.

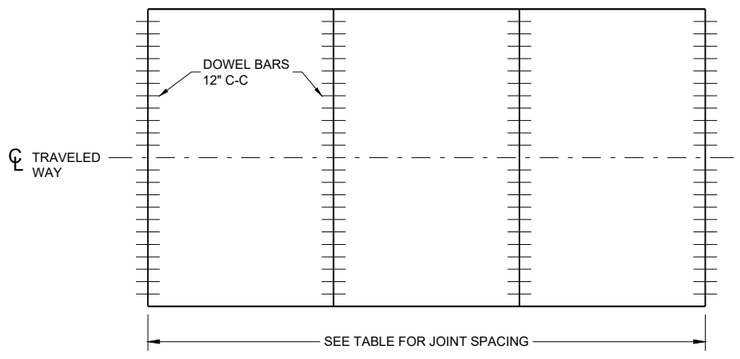
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

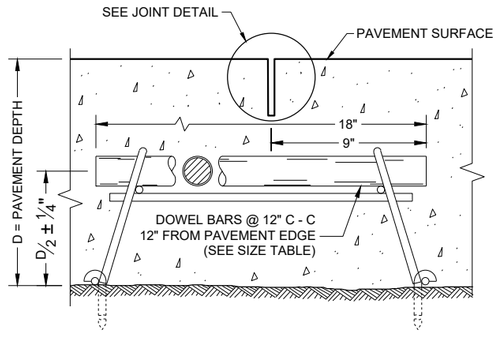
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED 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.



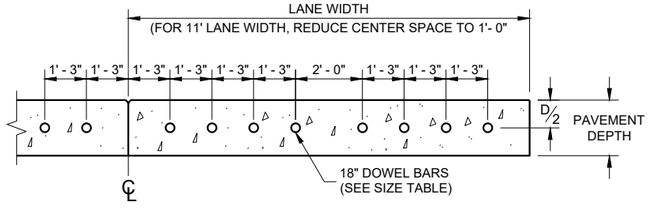
CONTRACTION JOINT LOCATIONS



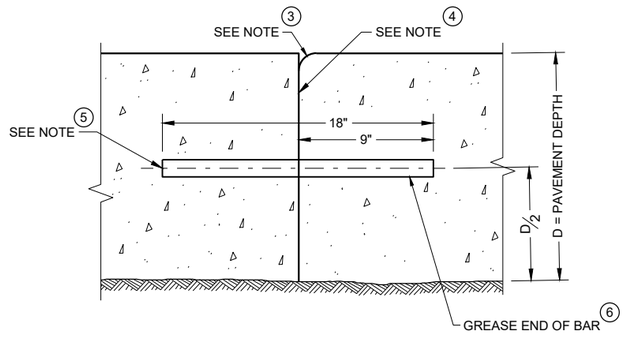
DOWELED CONTRACTION JOINT

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'



DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



TRANSVERSE CONSTRUCTION JOINT

URBAN DOWELED CONCRETE PAVEMENT

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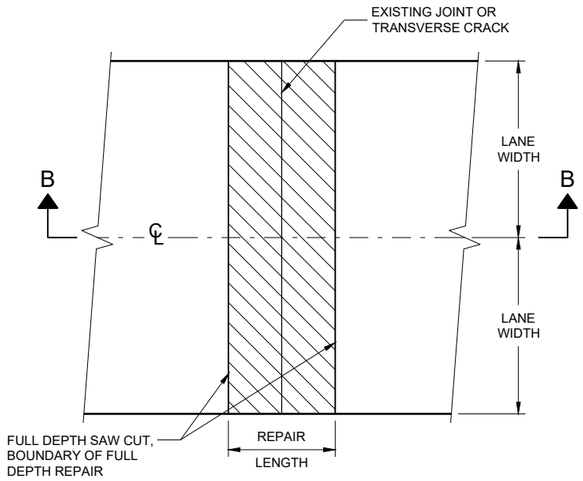
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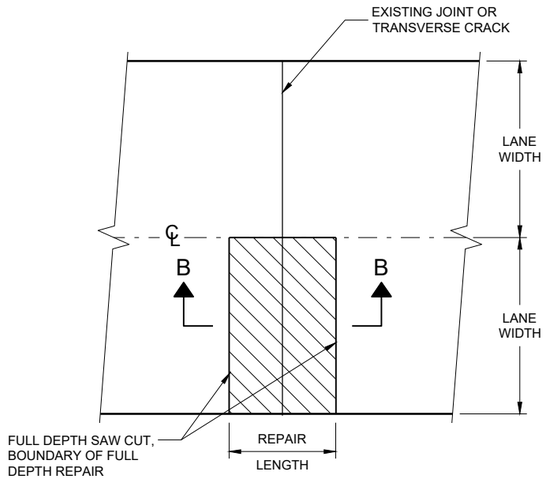
SDD 13C13 - 11

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SDD 13C13 - 11



PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

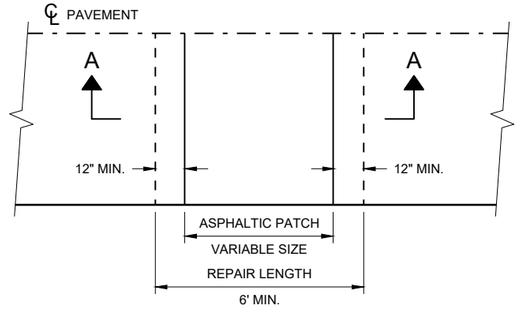
GENERAL NOTES

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.

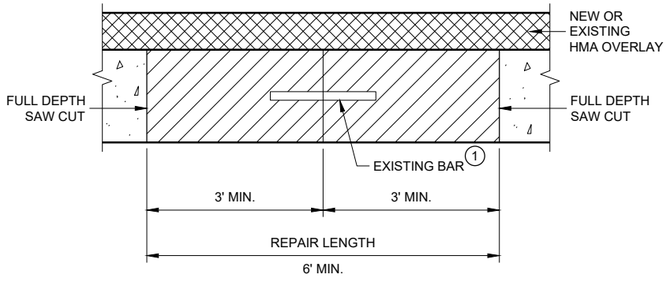
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

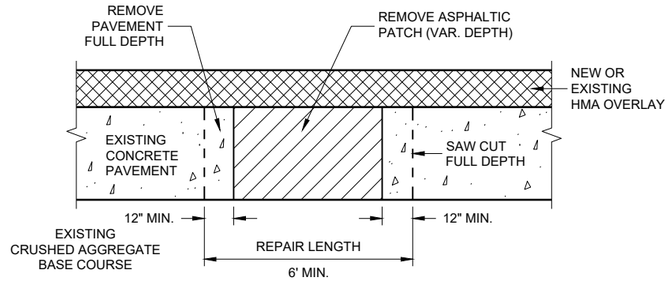


PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



SECTION A - A

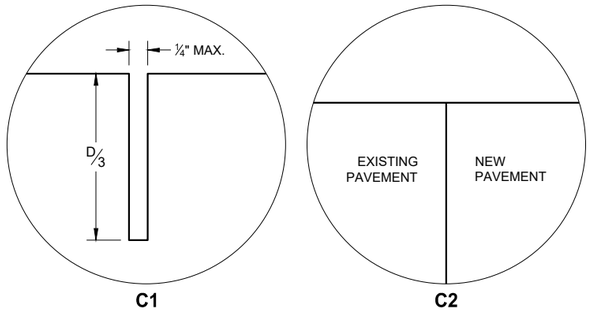
HMA PATCH REMOVAL

BASE PATCHING CONCRETE

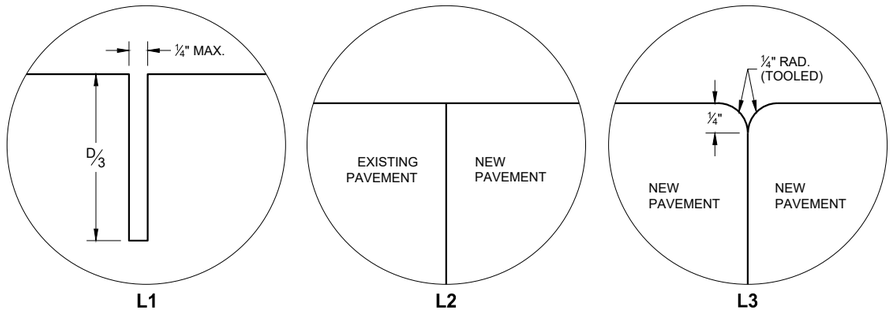
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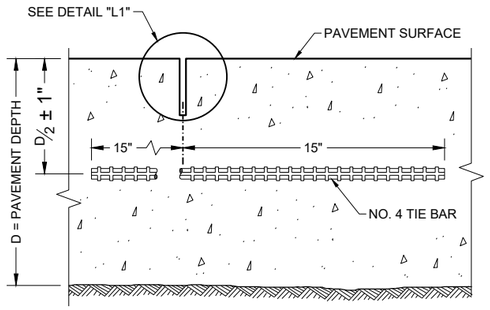
SDD 13C14 - 07a



TRANSVERSE JOINTS

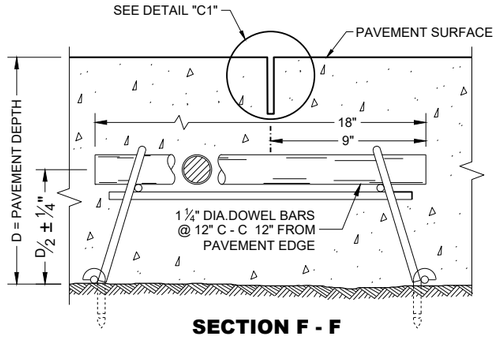


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

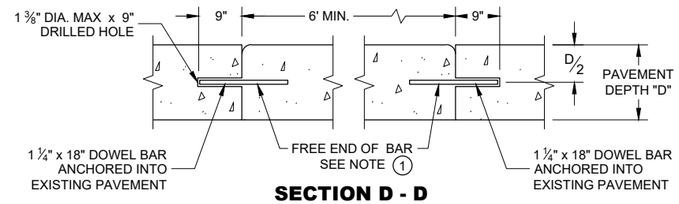
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

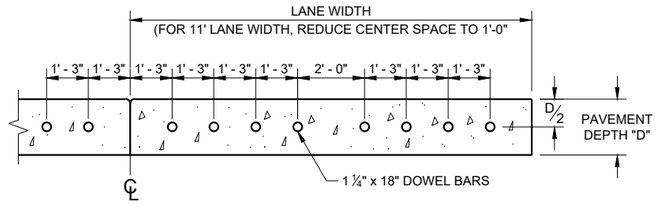
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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.

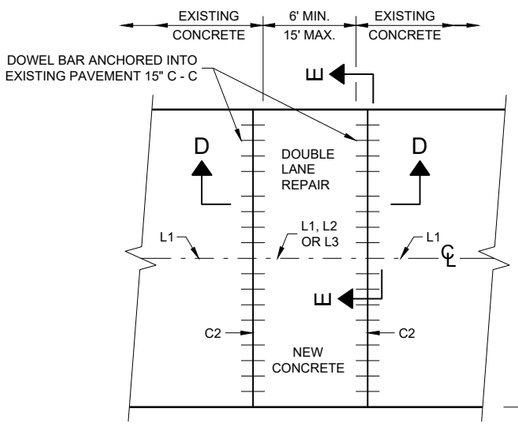


SECTION D - D



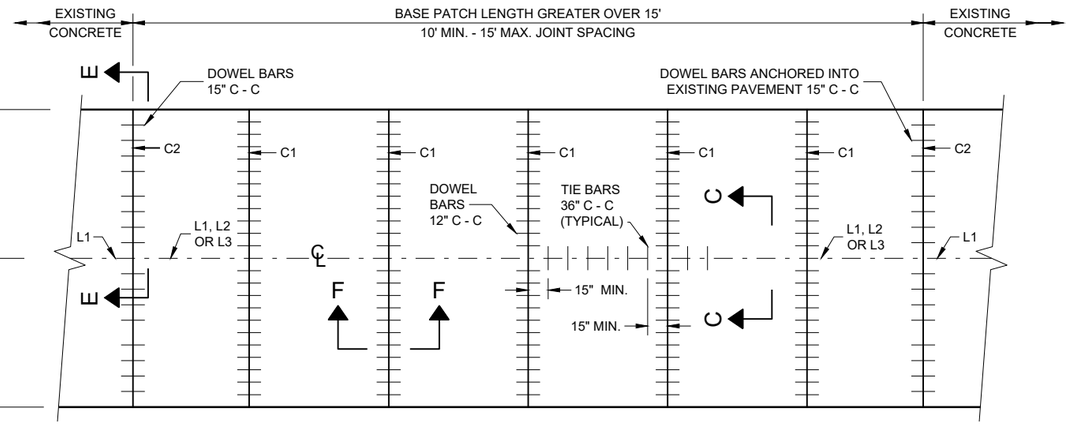
SECTION E - E

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

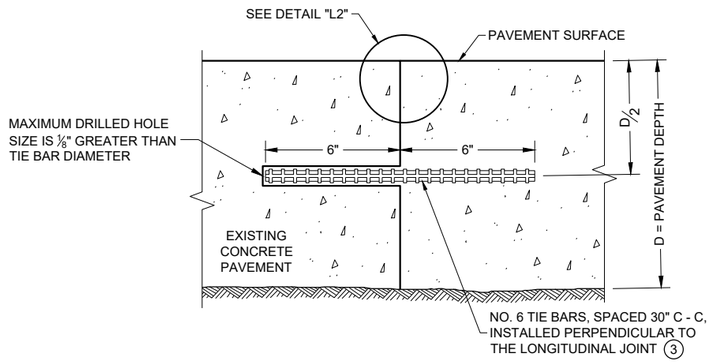
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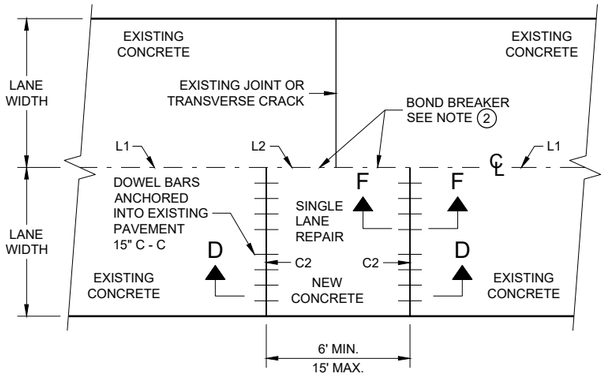


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

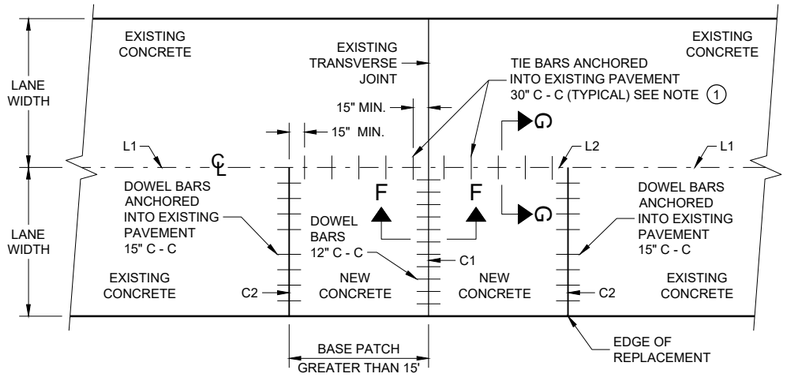
GENERAL NOTES

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

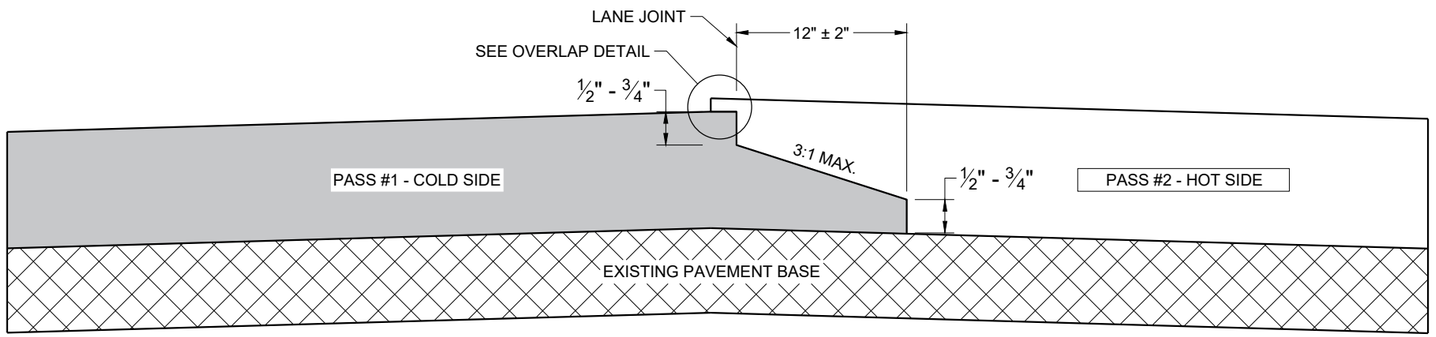
APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

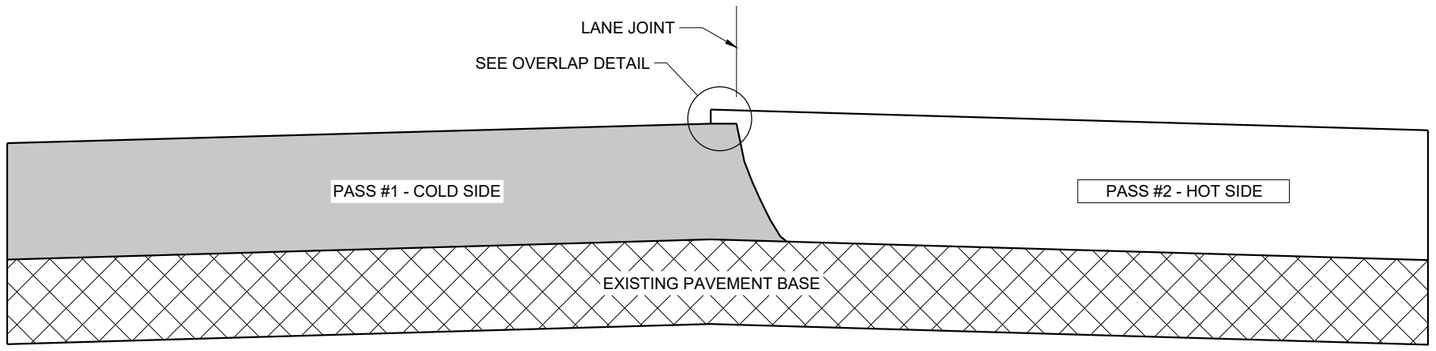
FHWA

6

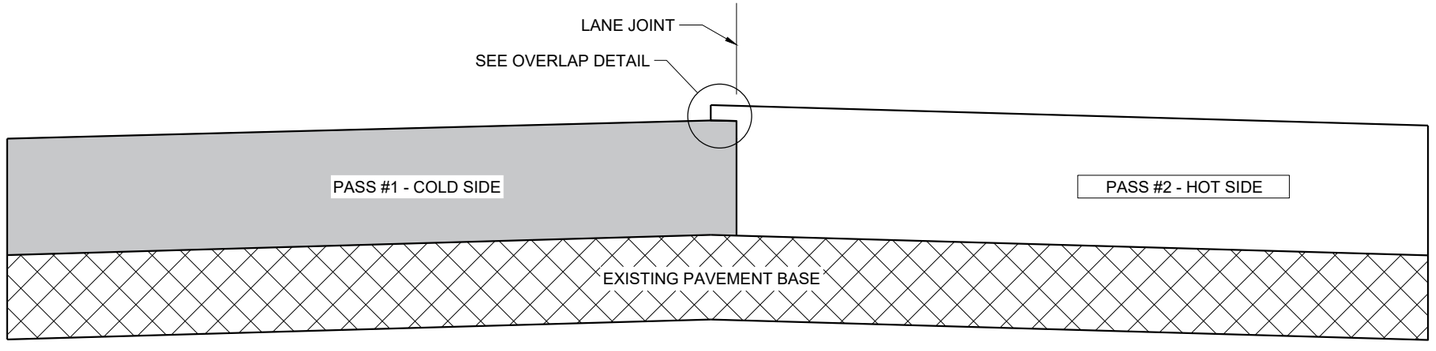
SDD 13C14 - 07c



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

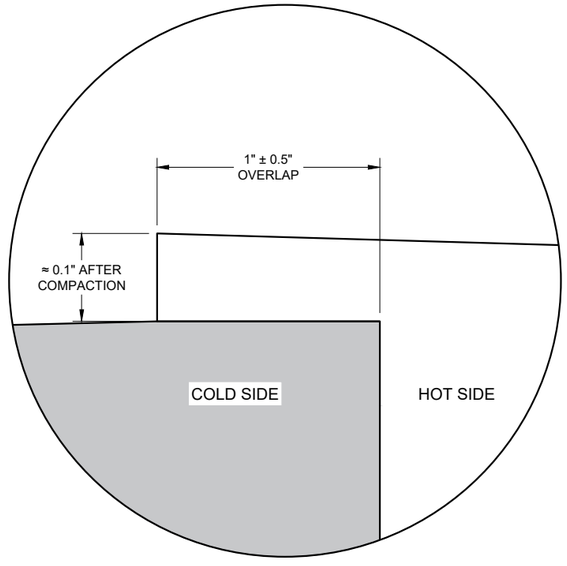
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

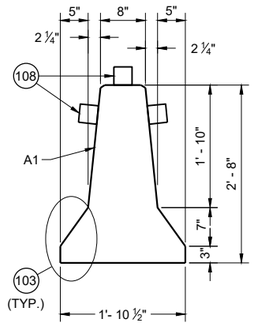
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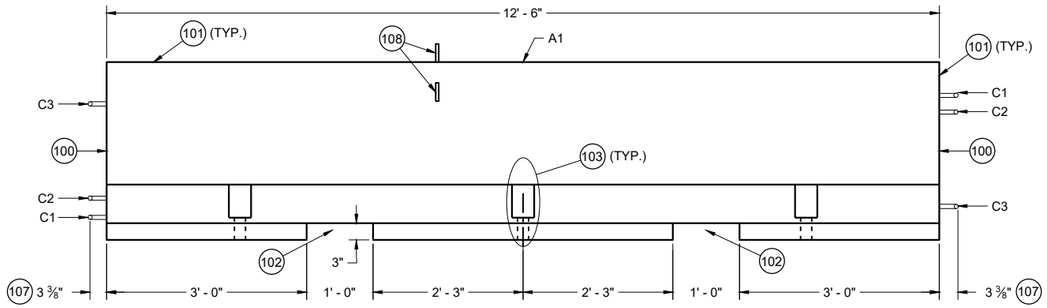
SDD 13C19 - 03

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SDD 13C19 - 03



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

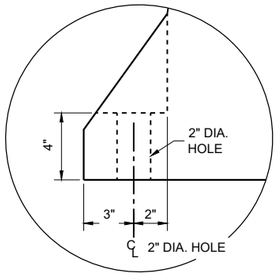
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

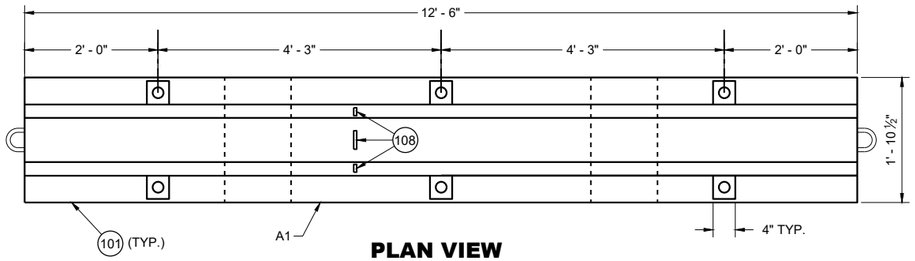
(106) 1" MIN. CLEAR COVER

(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.

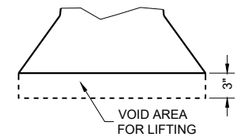


ANCHOR BLOCK DETAIL

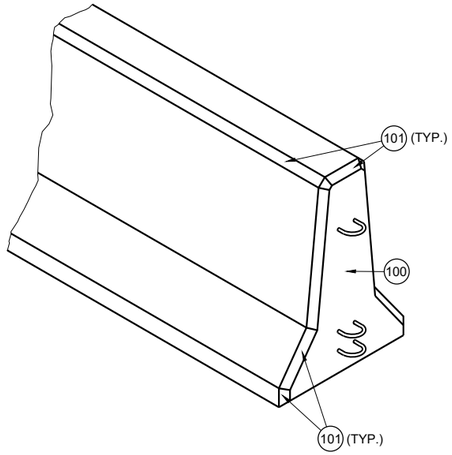


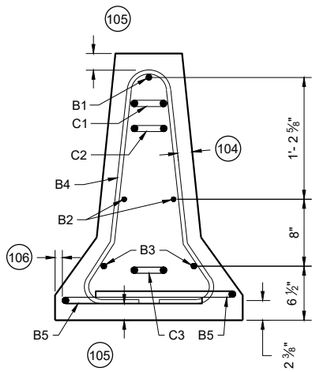
PLAN VIEW

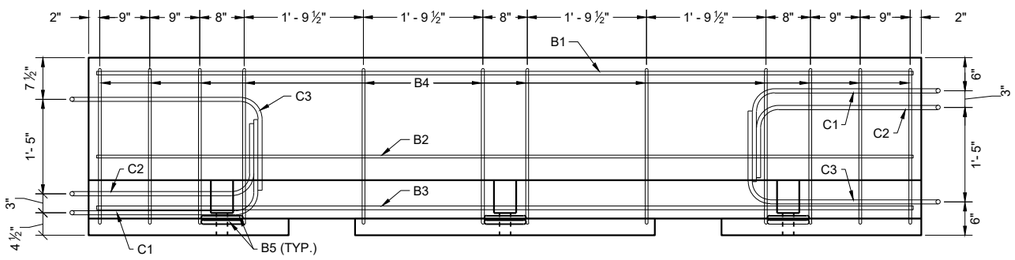
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







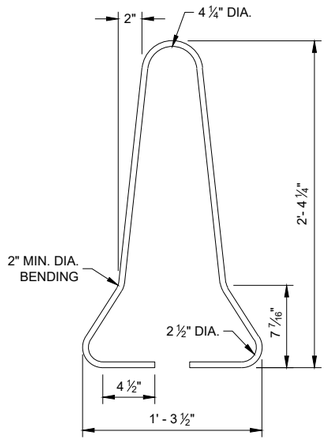
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

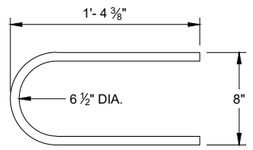
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

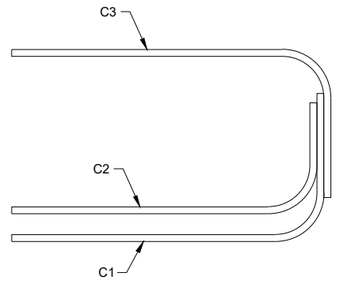
SDD 14B07-16a



B4 BAR DETAIL

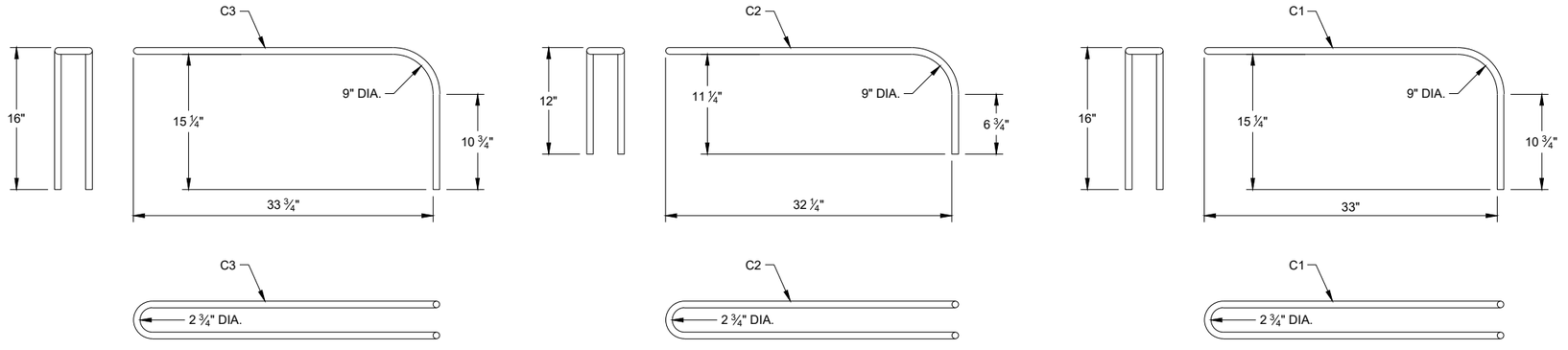


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



C BAR DETAILS

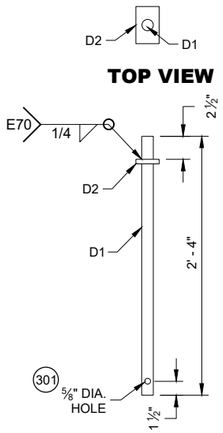
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SDD 14B07-16b

6

SDD 14B07-16b

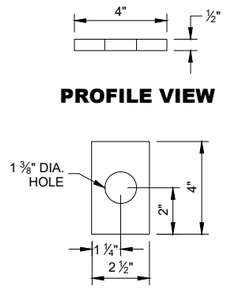
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



TOP VIEW

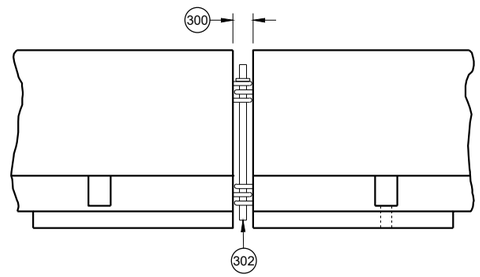
PROFILE VIEW

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.

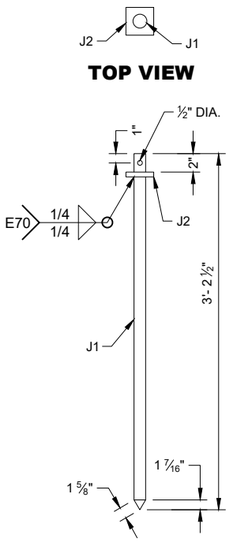
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

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"

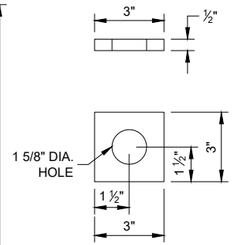
309 WHEN THERE IS ASPHALT OVERLAYING CONCRETE PAVEMENT, A 1 5/8" DIA. PILOT HOLE CAN BE DRILLED INTO THE OVERLAY AND CONCRETE. IF NEEDED DRILL A 3/4" PILOT HOLE IN BASE COURSE.



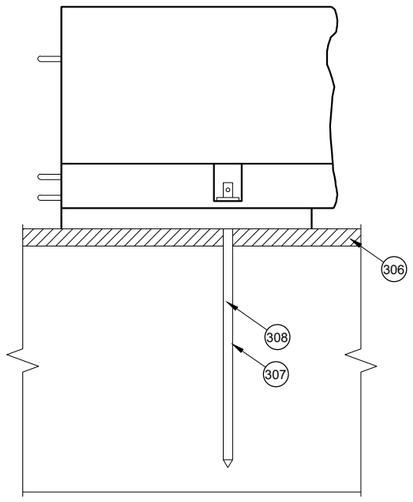
TOP VIEW

PROFILE VIEW

ASPHALT ANCHOR PIN ASSEMBLY

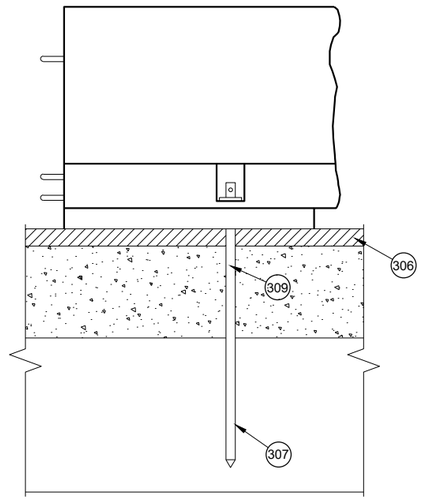


TOP VIEW J2



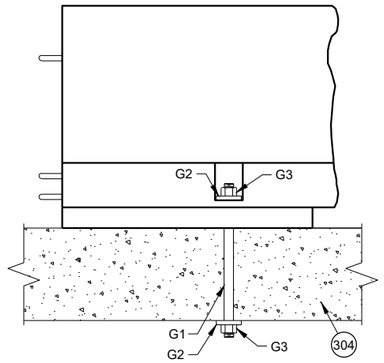
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



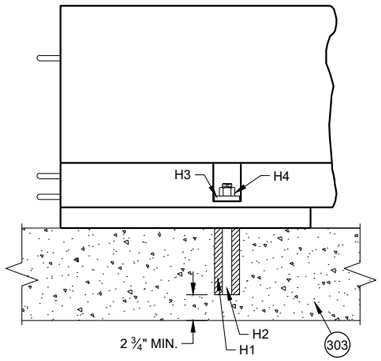
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



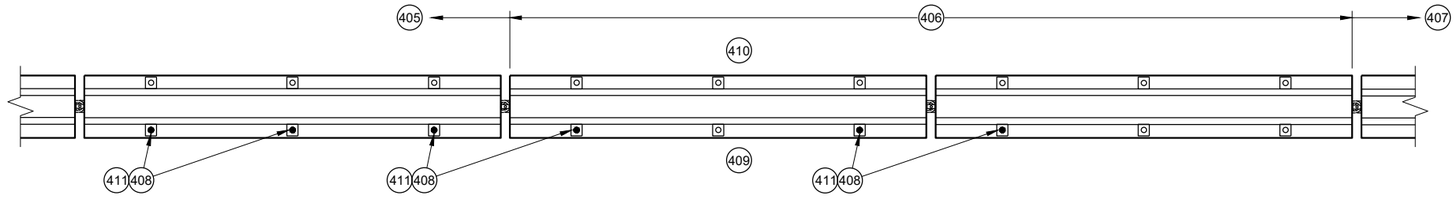
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

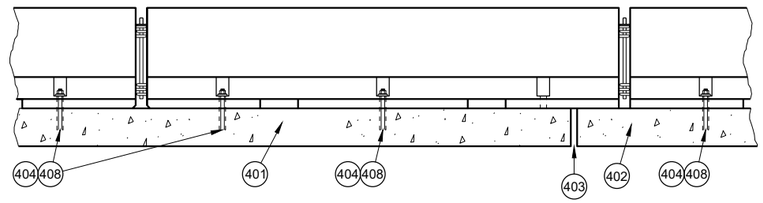
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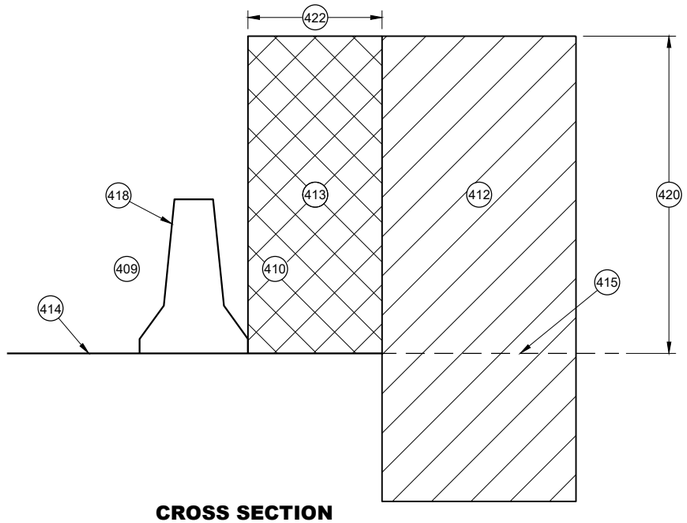
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



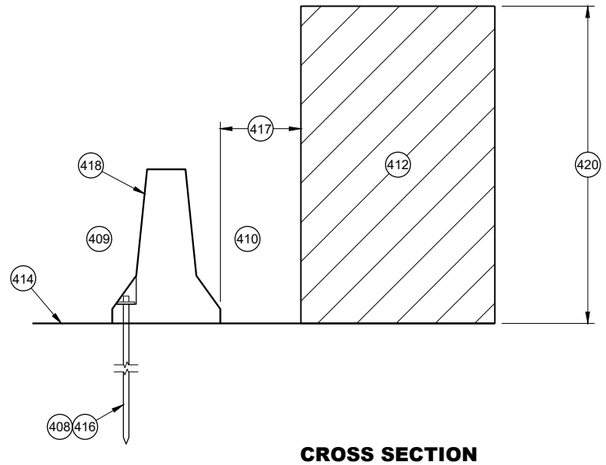
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



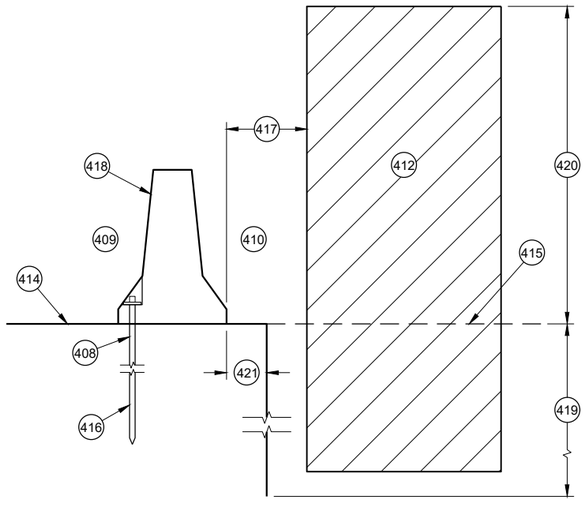
CROSS SECTION

FREE STANDING BARRIER



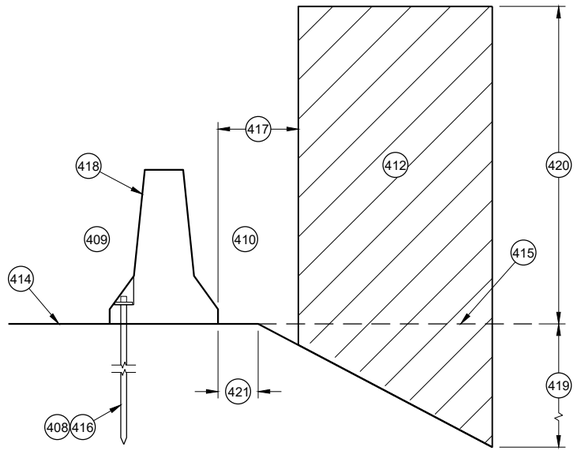
CROSS SECTION

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

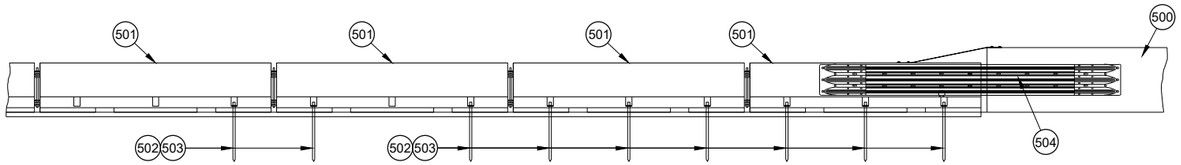
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

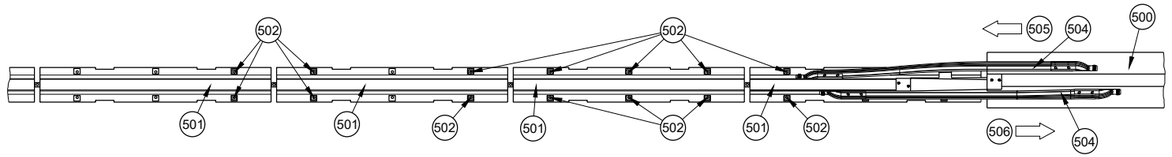
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

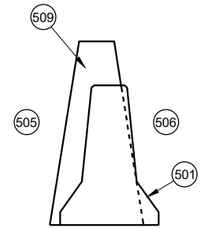
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



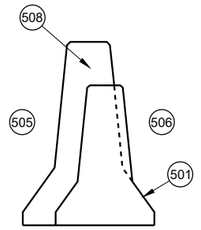
PROFILE VIEW



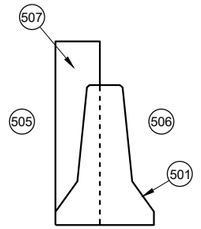
PLAN VIEW
TRANSITION TO RIGID BARRIER



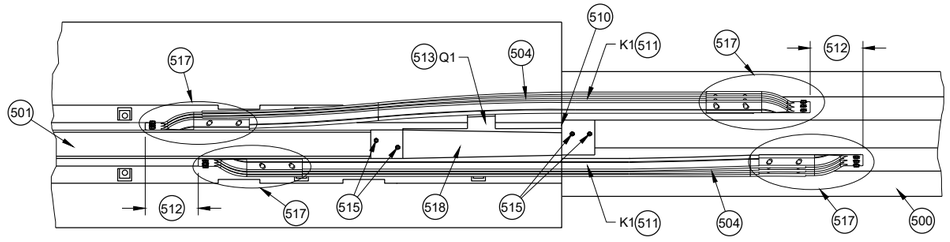
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



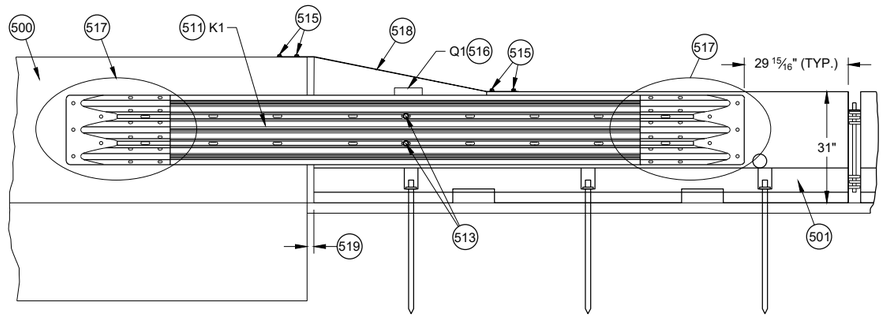
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



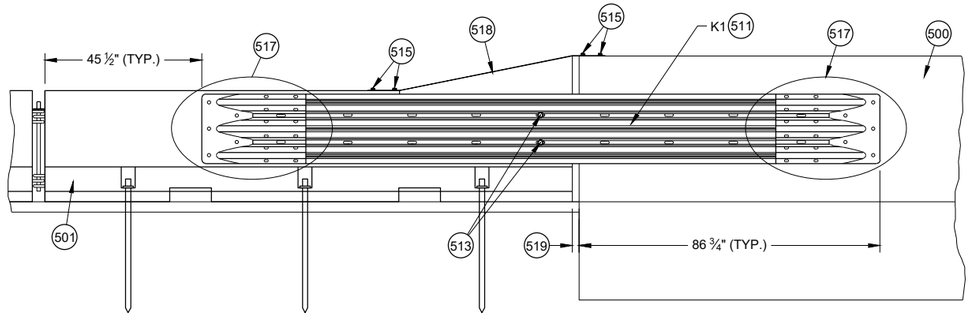
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



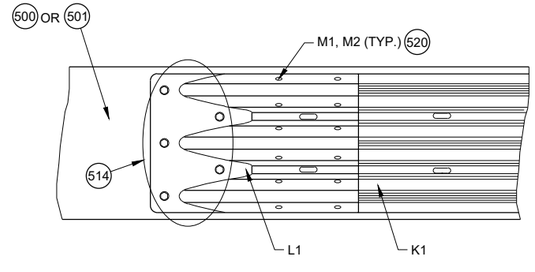
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



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"

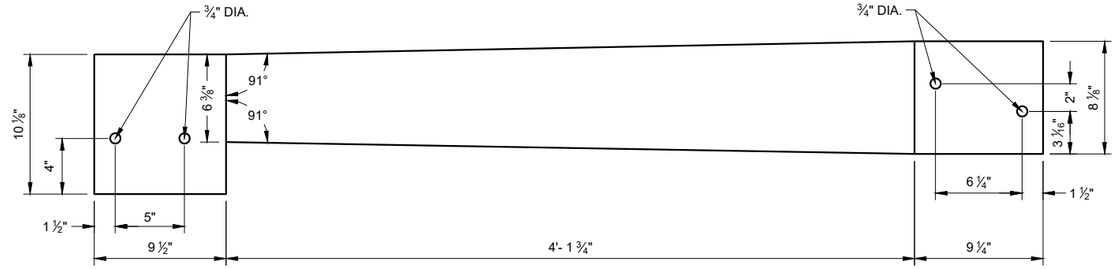
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16e

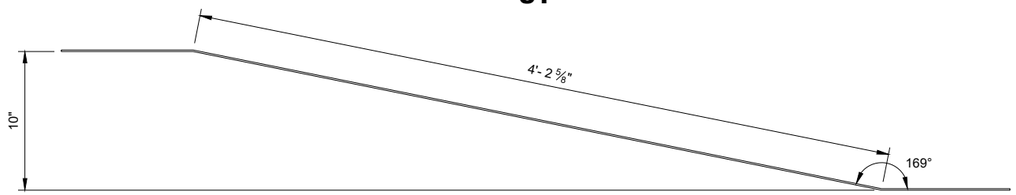
6

SDD 14B07-16e



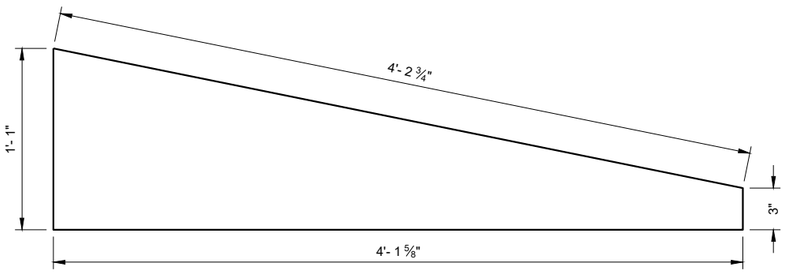
TOP VIEW

S1



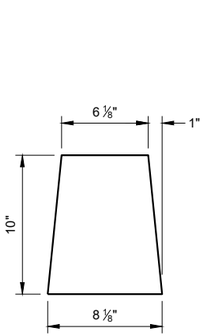
ELEVATION VIEW

S1

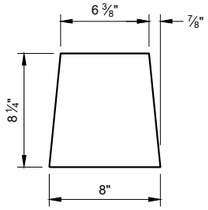


SIDE VIEW

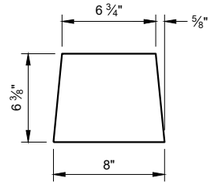
S3



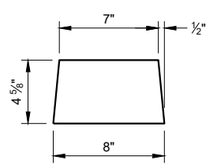
S2



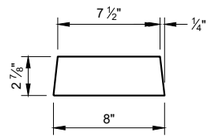
S4



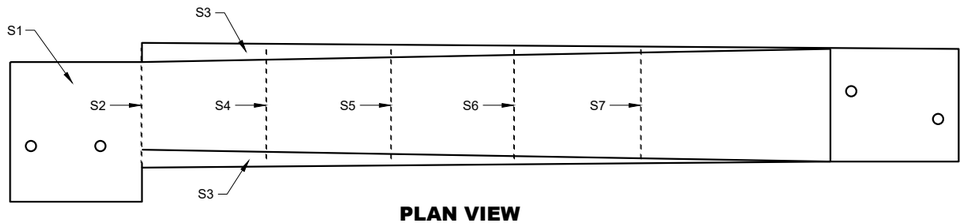
S5



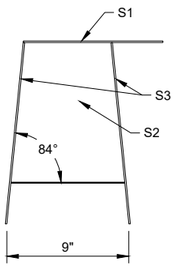
S6



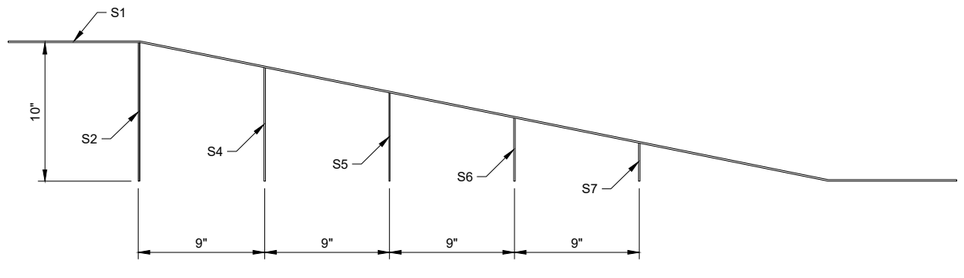
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

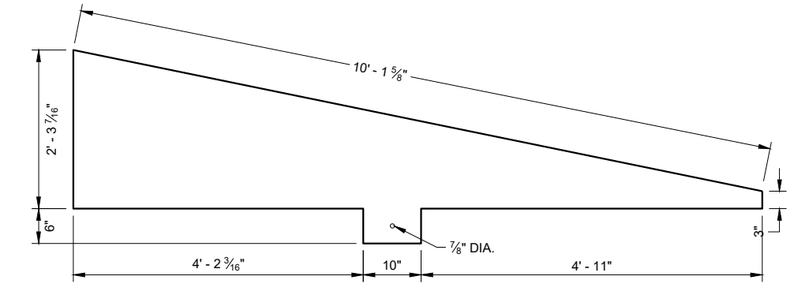
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

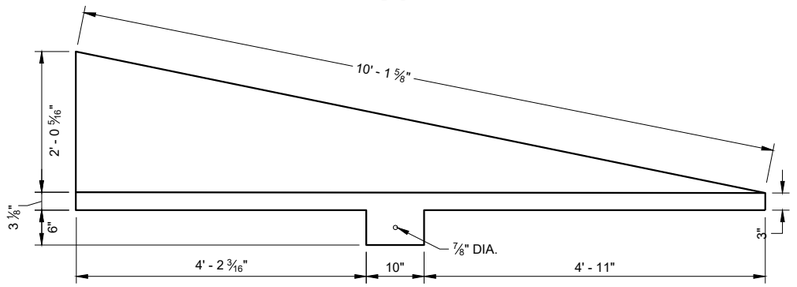
SDD 14B07-16f



SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

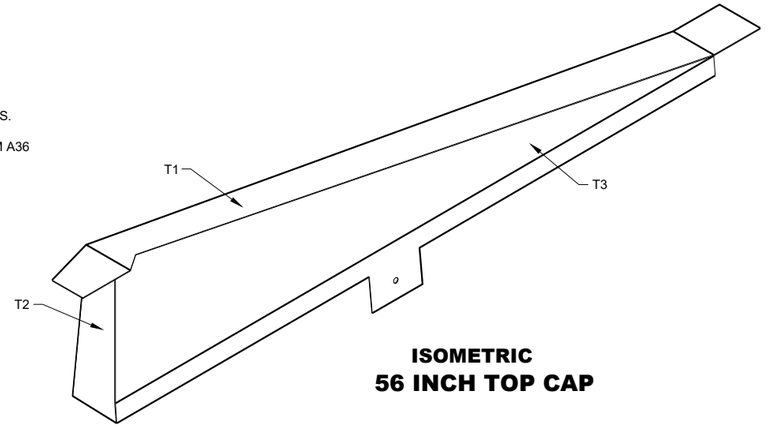
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

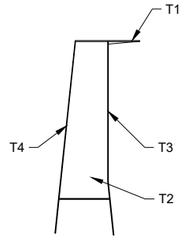
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

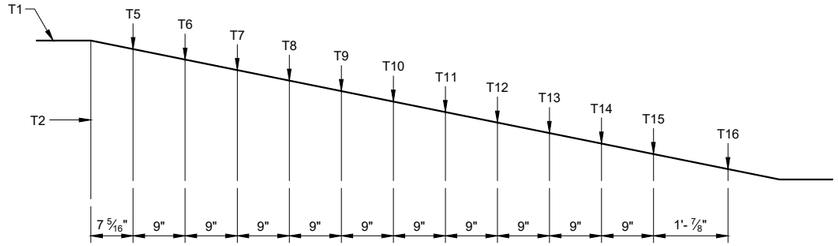
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



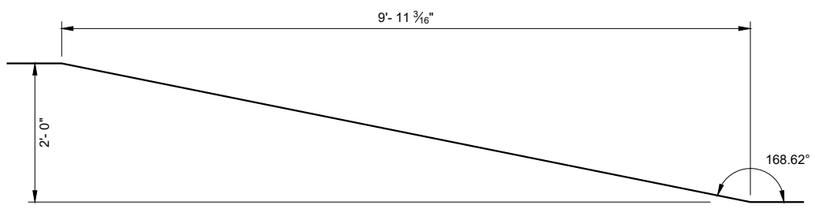
ISOMETRIC
56 INCH TOP CAP



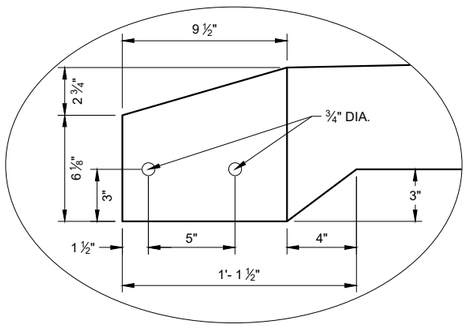
END VIEW
56 INCH TOP CAP



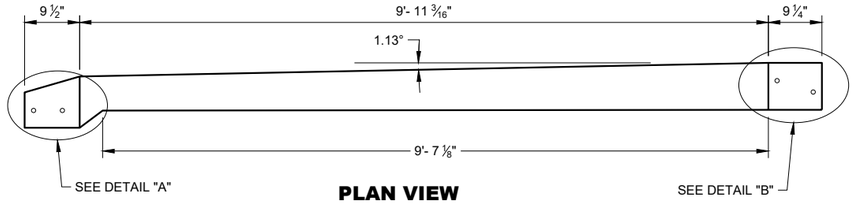
SIDE VIEW (700)
56 INCH TOP CAP



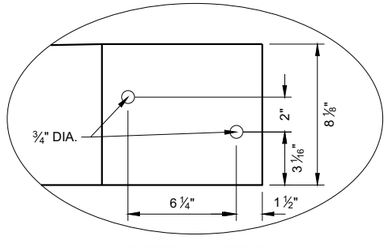
SIDE VIEW
TOP PLATE T1



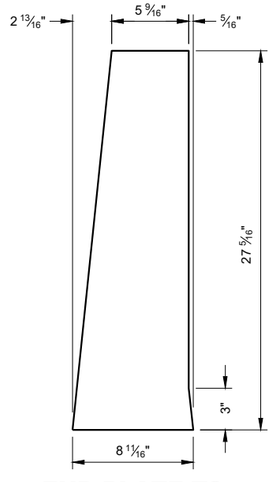
DETAIL "A"



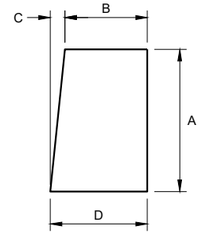
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

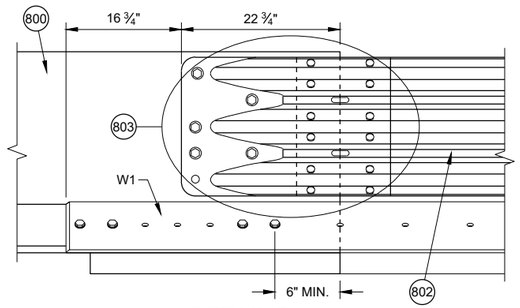
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	7"	1 1/16"	8 1/16"
T13	8 5/16"	7 3/16"	7/8"	8 1/16"
T14	6 1/2"	7 3/8"	1 1/16"	8 1/16"
T15	4 11/16"	7 9/16"	1/2"	8"
T16	2 7/8"	7 3/4"	1/4"	8"

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

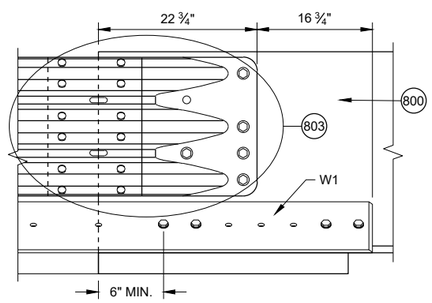
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

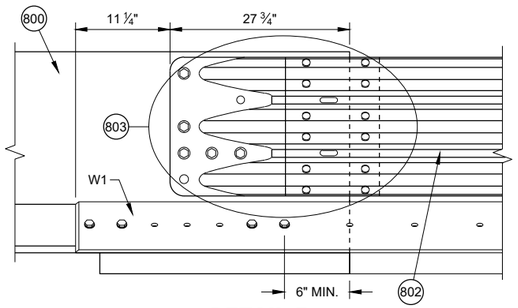
SDD 14B07-16g



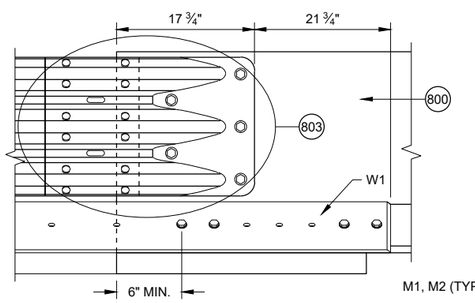
DETAIL D



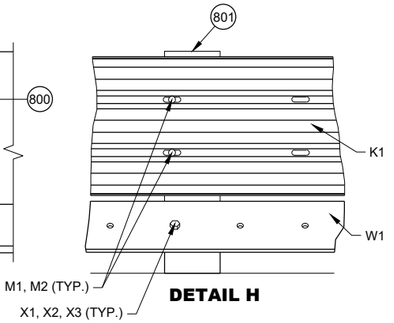
DETAIL E



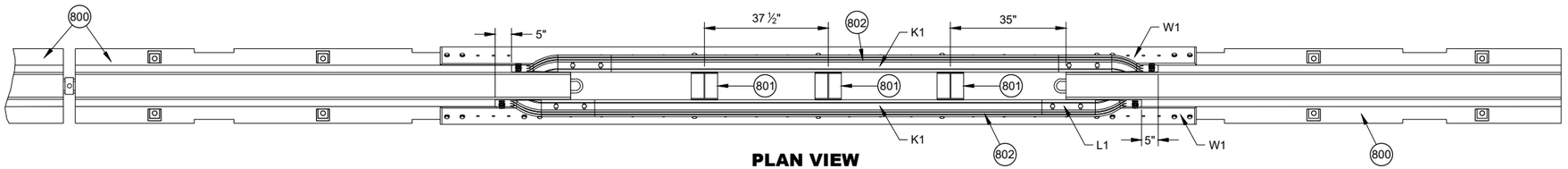
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

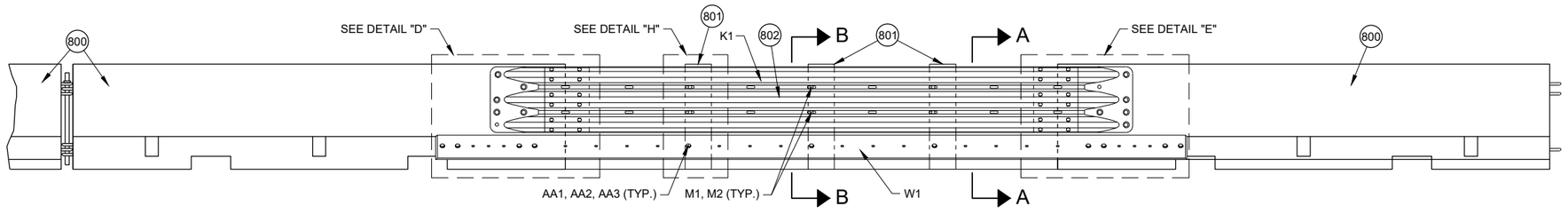
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

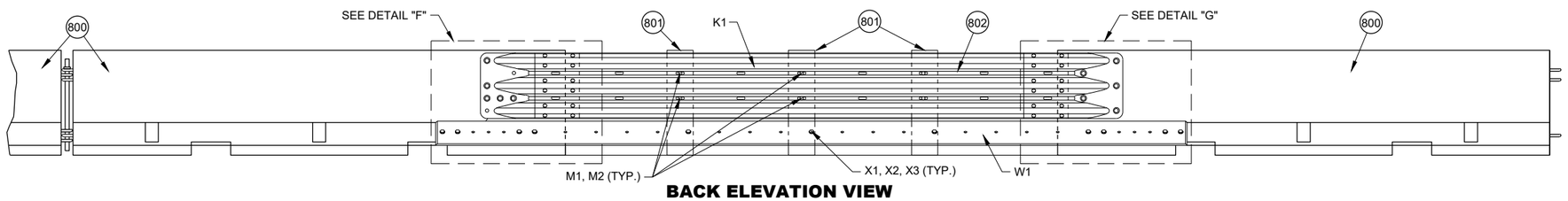
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



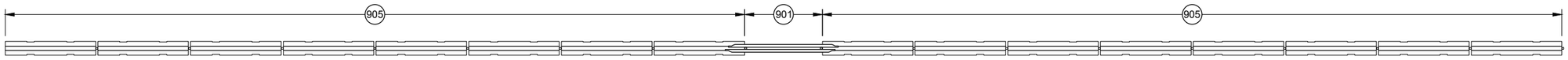
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

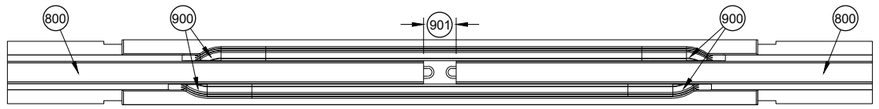
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B07-16h



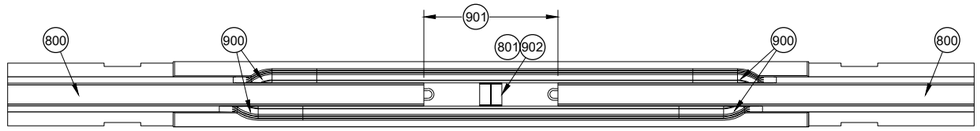
PLAN VIEW
GAP WITHIN SPACING



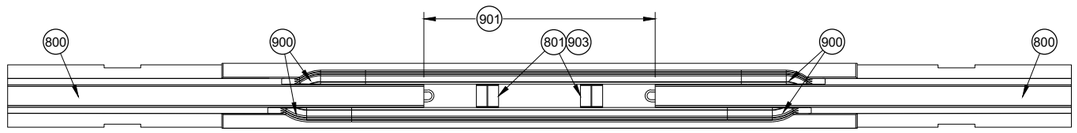
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

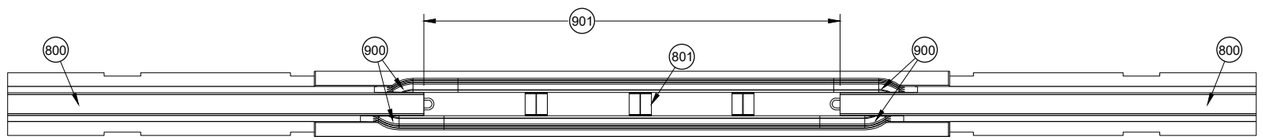
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

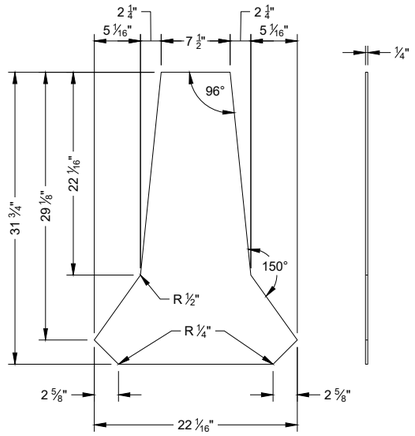


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

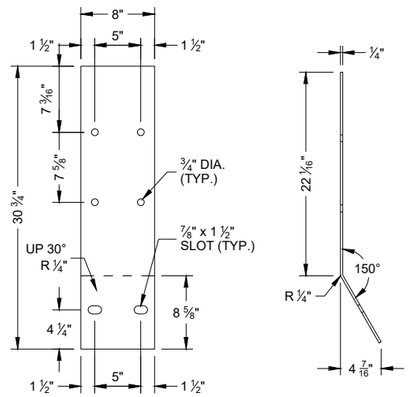
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16i



PROFILE VIEW SIDE VIEW

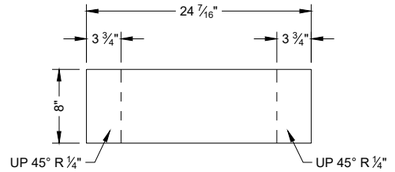
STIFFENER ASSEMBLY CENTER PANEL U1



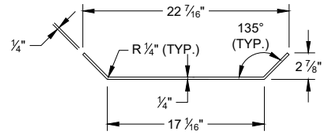
FLAT PATTERN

SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

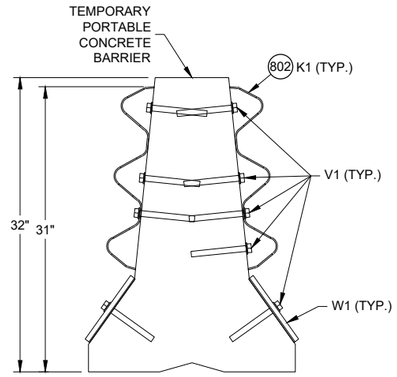


FLAT PATTERN

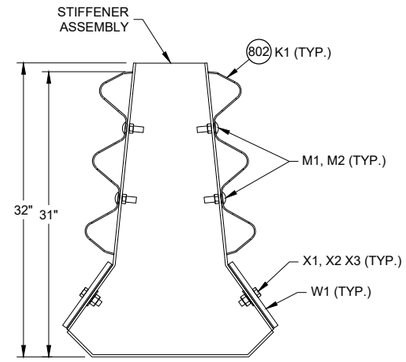


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

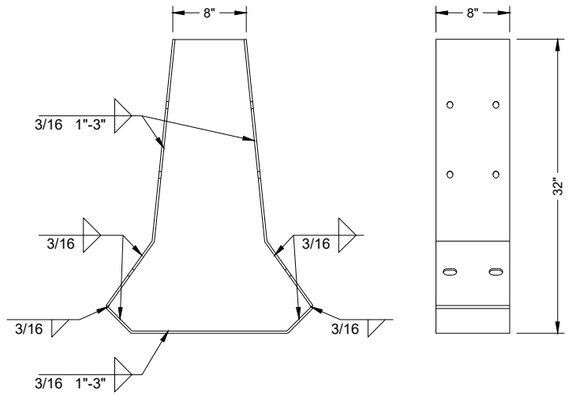


SECTION A - A



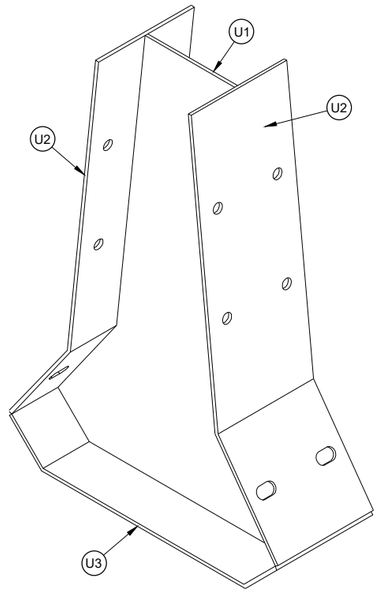
SECTION B - B

PLAN VIEW



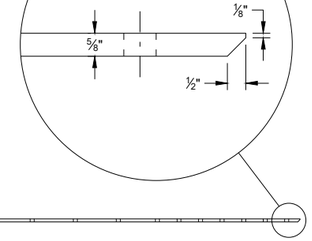
PROFILE VIEW

SIDE VIEW

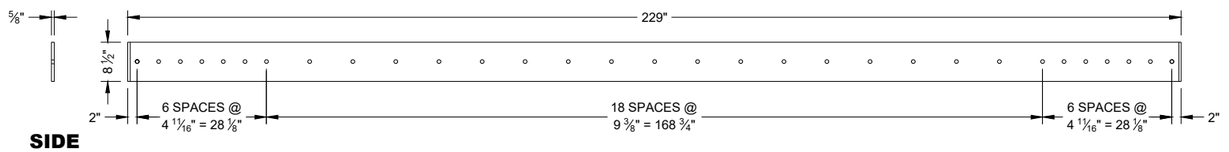


ISOMETRIC

GAP STIFFENER ASSEMBLY



PLAN VIEW



SIDE VIEW

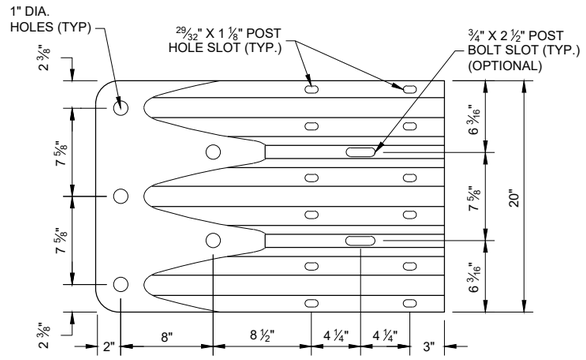
ELEVATION VIEW

W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

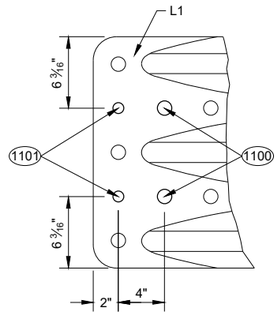
STATE OF WISCONSIN
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ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

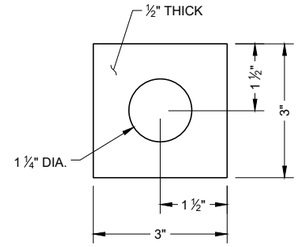


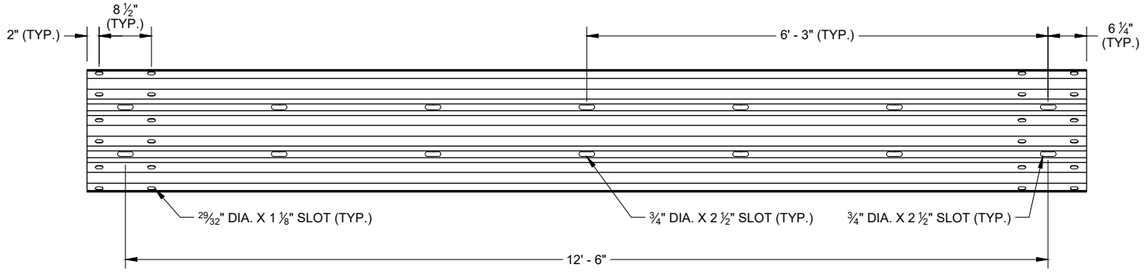
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

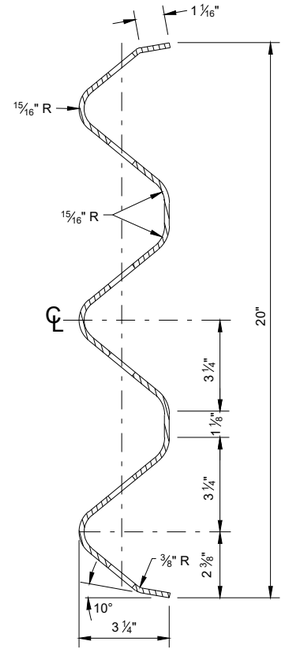
(1100) 1" DIA. HOLE

(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



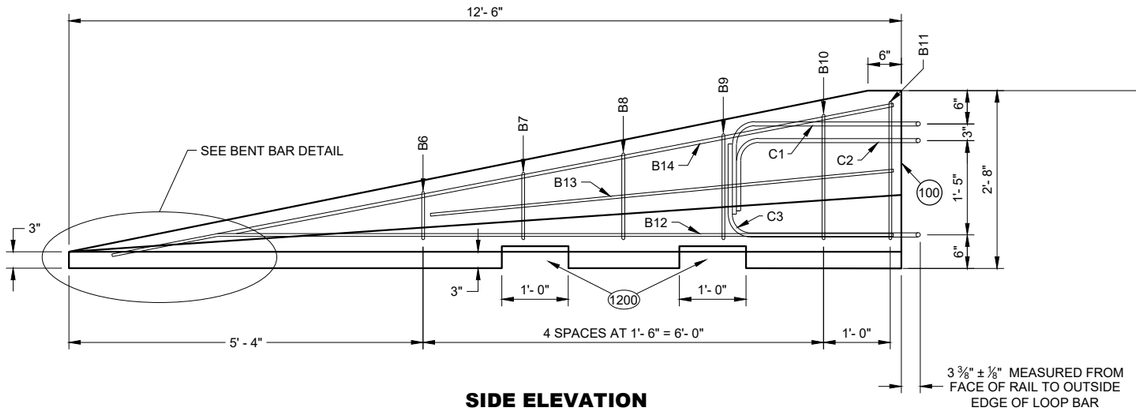
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

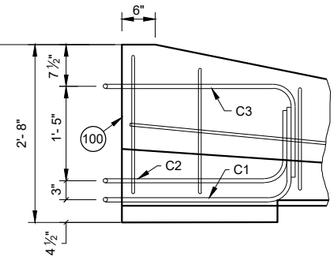
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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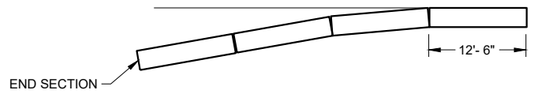
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

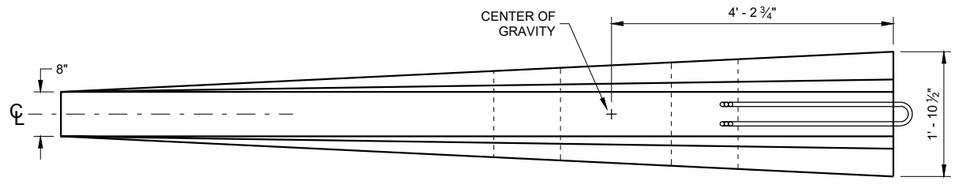
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

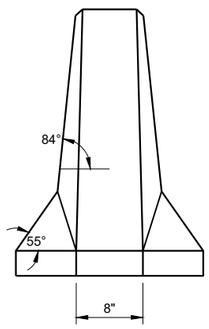


FLARE AT BARRIER END

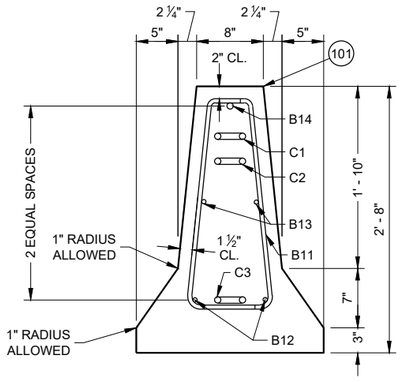
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



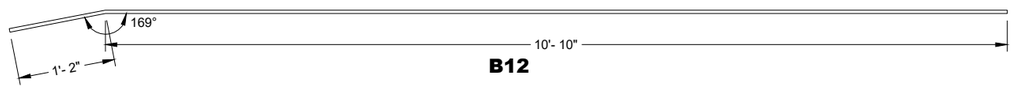
PLAN VIEW



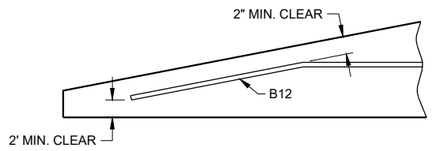
FRONT ELEVATION



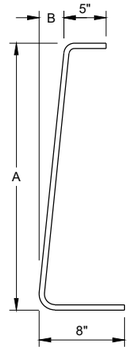
END SECTION



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

DETAILS OF BARRIER TAPER SECTION

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16I

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

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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	

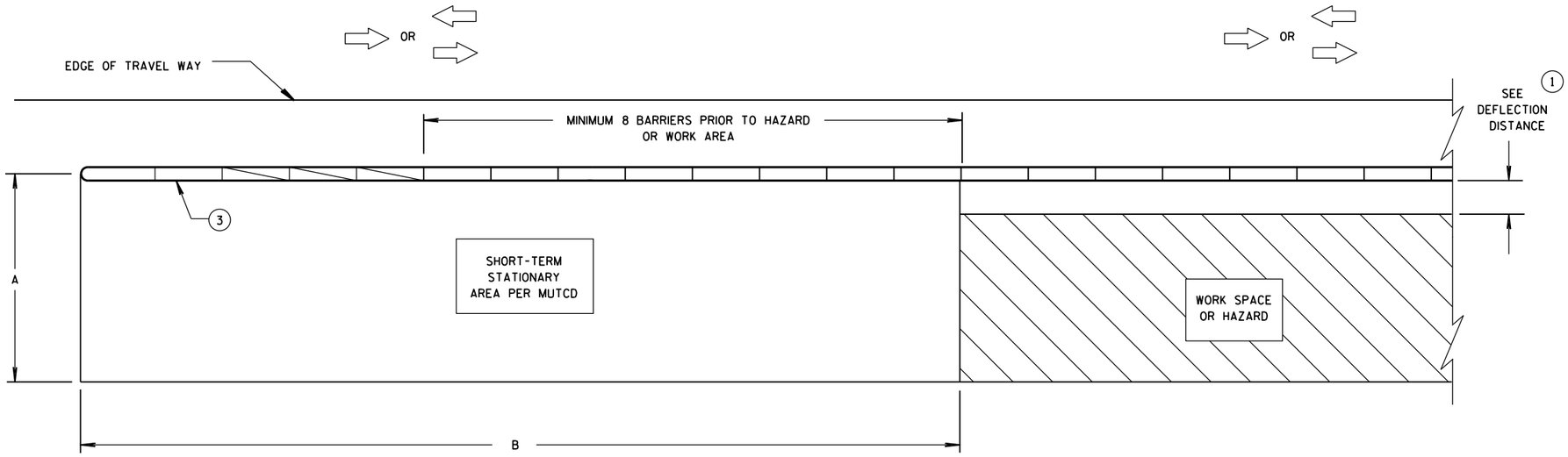
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

6

SDD 14B07-16n



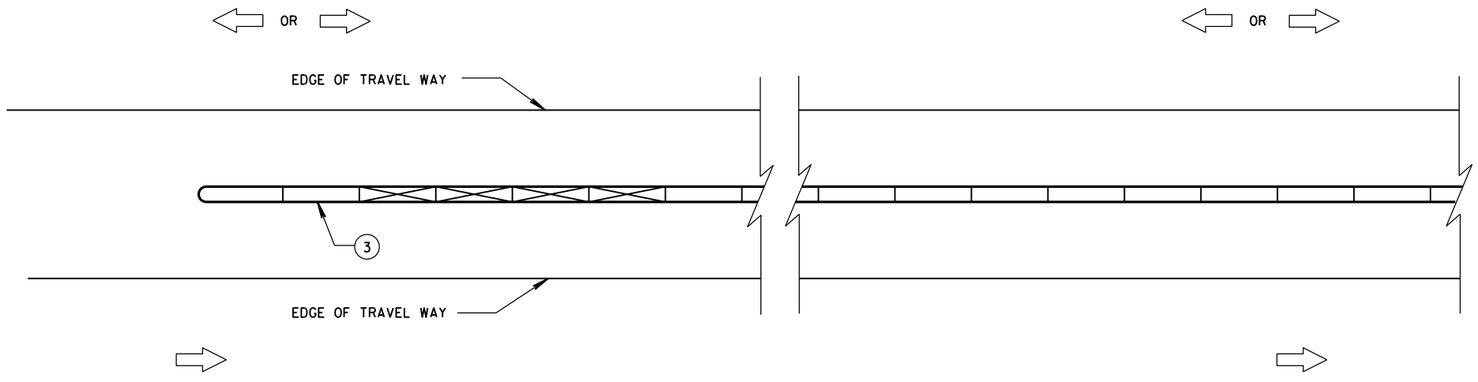
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

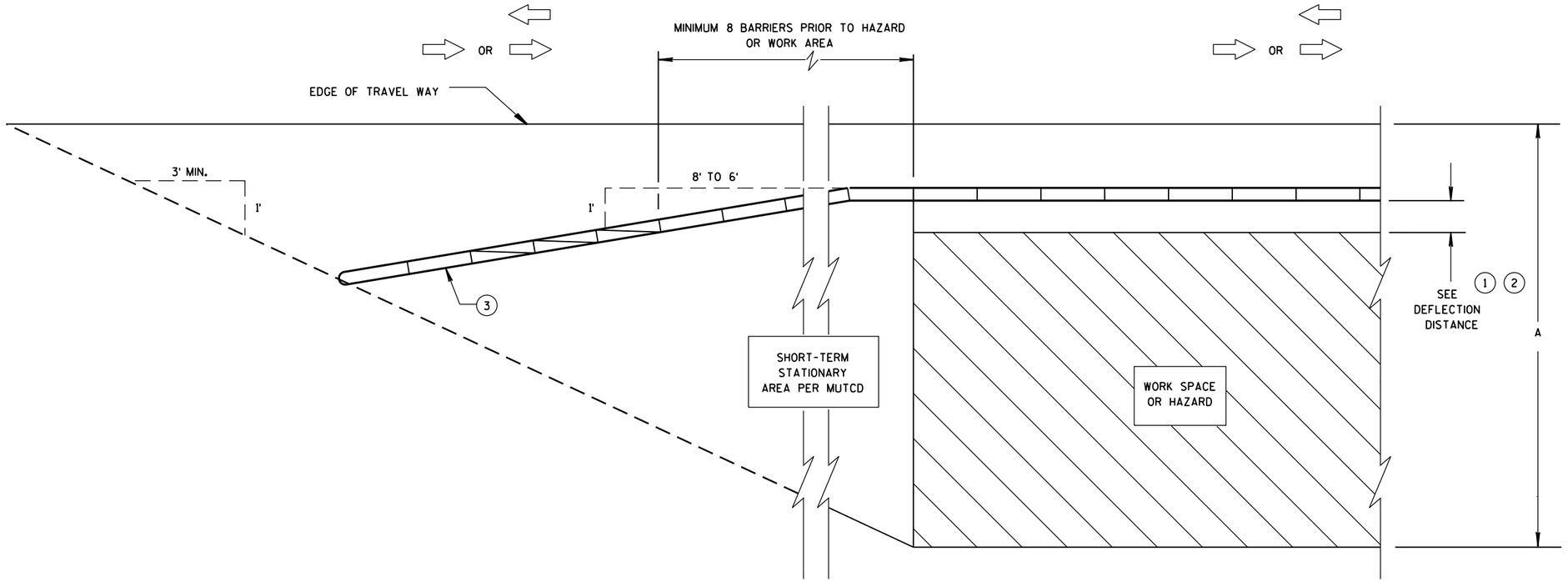
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

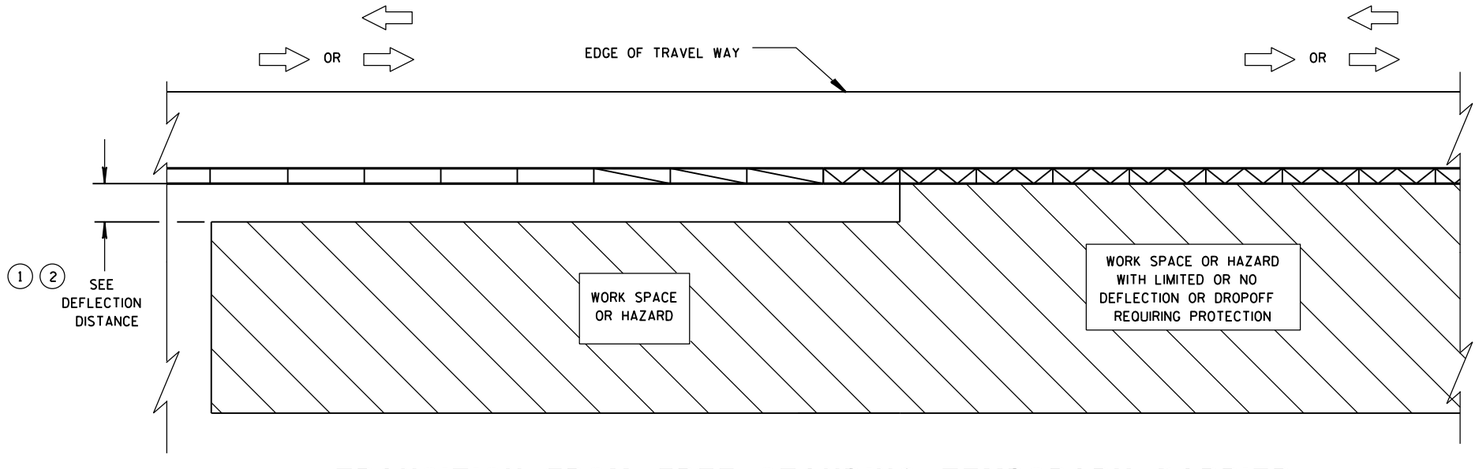
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

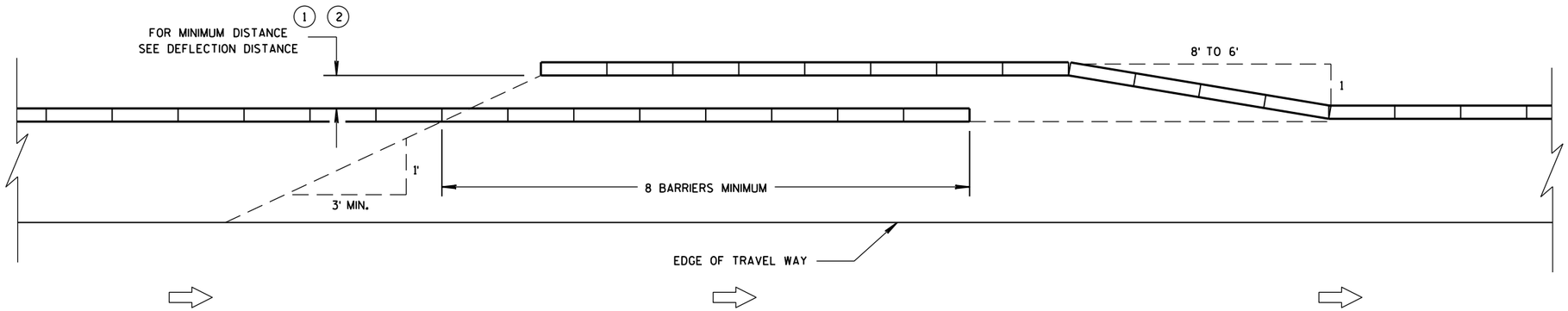
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

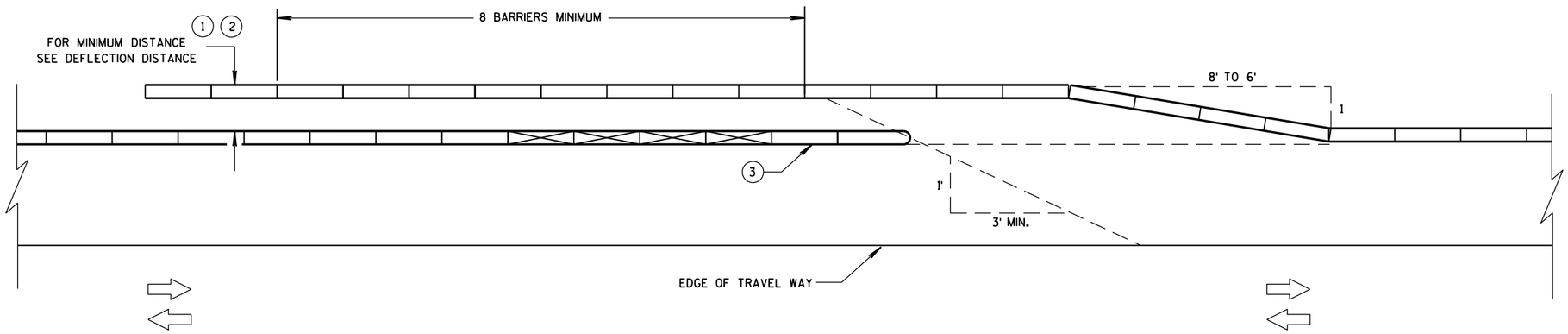
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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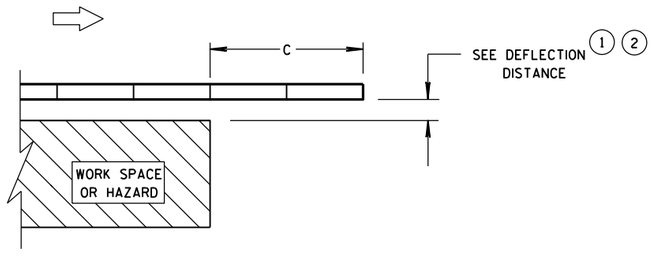
S.D.D. 14 B 8-2b



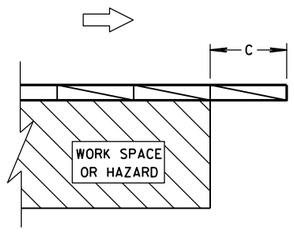
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

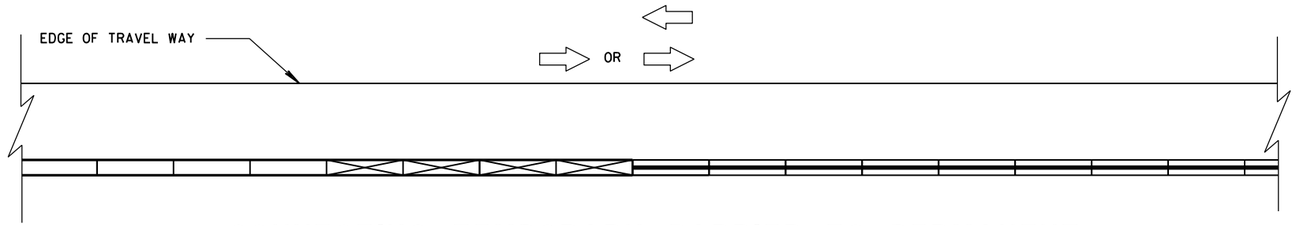
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

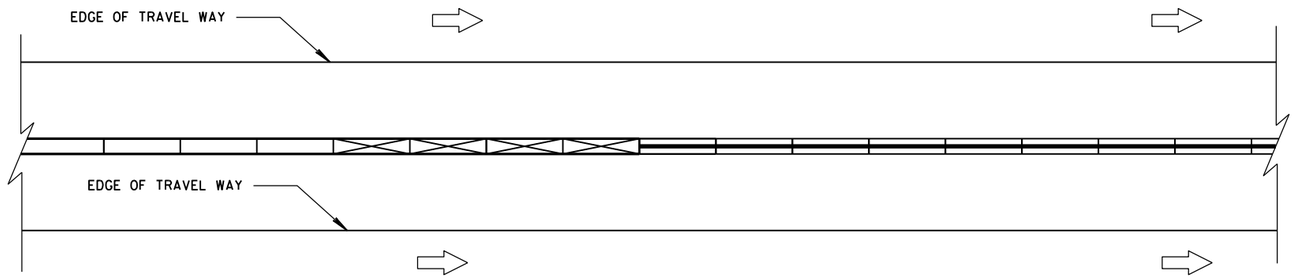
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

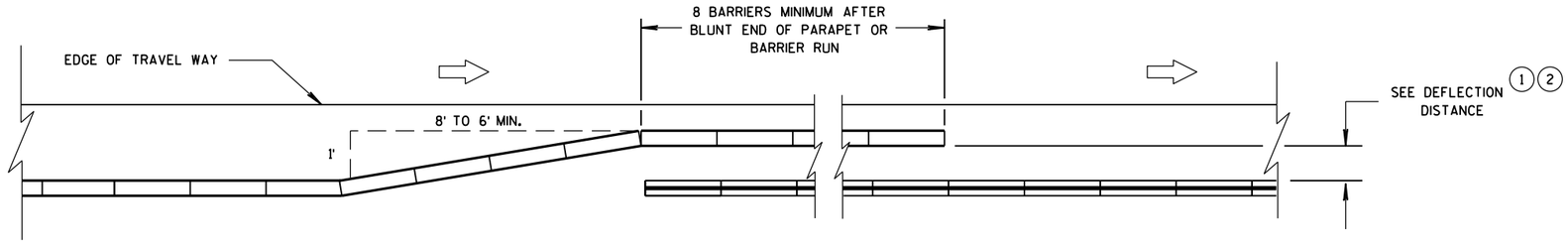
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

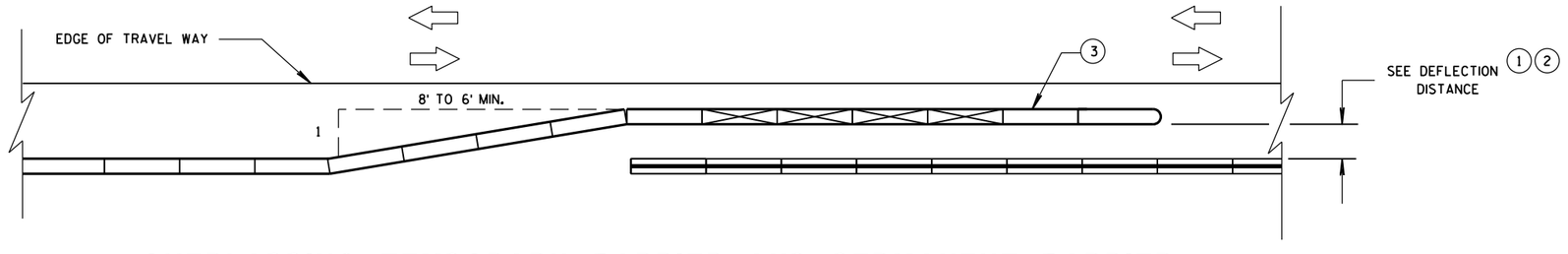
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

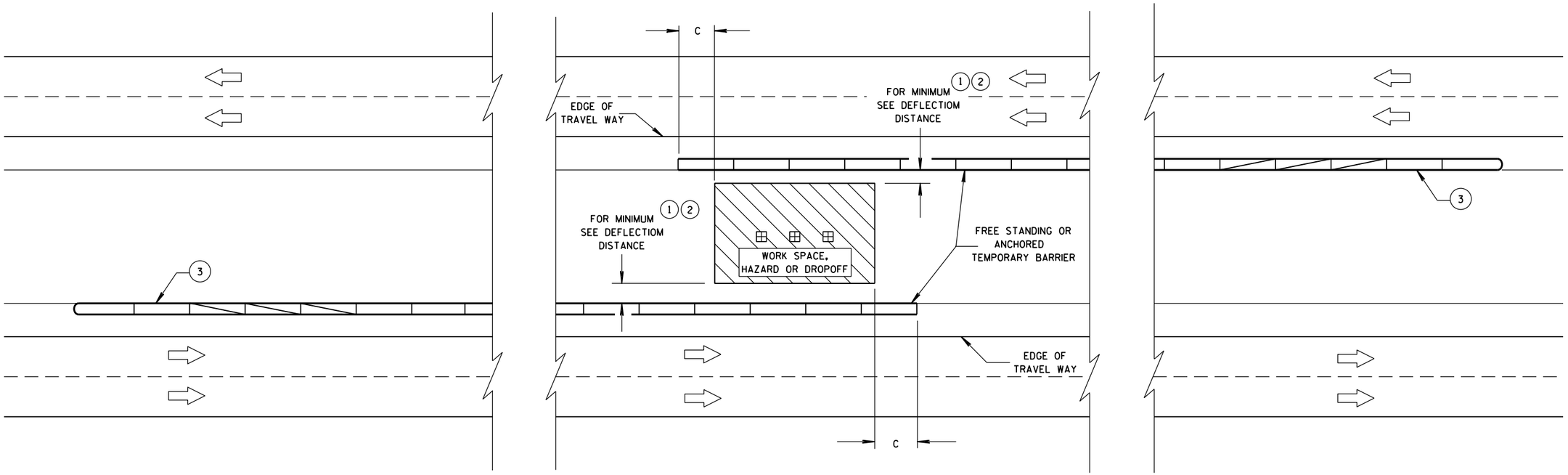
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



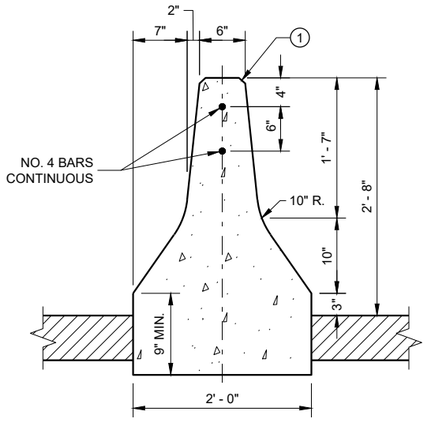
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

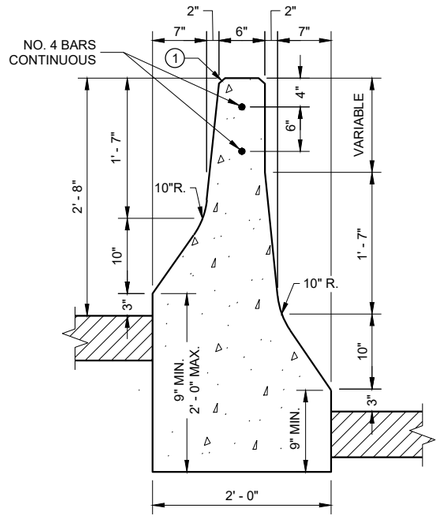
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

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S.D.D. 14 B 8-2e

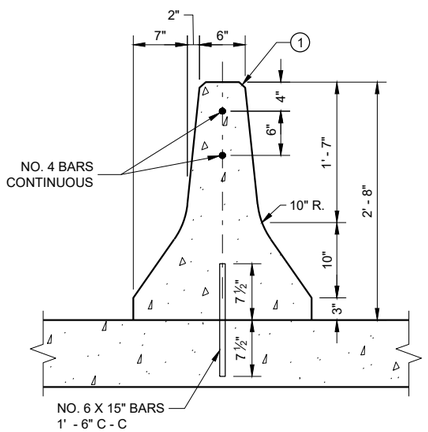


CAST IN PLACE



CAST IN PLACE
IN STEPPED MEDIAN

CONCRETE MEDIAN BARRIER WITH INTEGRAL FOOTING



CAST IN PLACE

CONCRETE MEDIAN BARRIER ON NEW OR EXISTING RIGID BASE

GENERAL NOTES

ALL BAR STEEL REINFORCEMENT SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH THE BARS LAPPED AT LEAST 18 INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED AT LEAST 2 INCHES.

NO. 6 BARS TO ANCHOR THE BARRIERS SHALL BE EITHER INSTALLED IN THE SUPPORTING SURFACE WHEN PLACED, OR IN DRILLED HOLES USING AN EPOXY RESIN APPROVED BY THE ENGINEER.

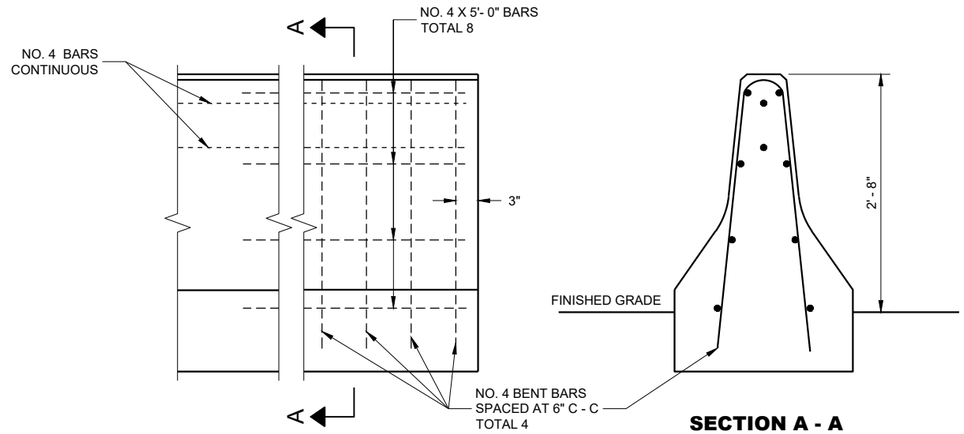
4000 PSI AIR ENTRAINMENT PER STANDARD SPECIFICATION 501

(1) 3/4" BEVEL OR 1" RADIUS (TYPICAL).

(2) EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES.

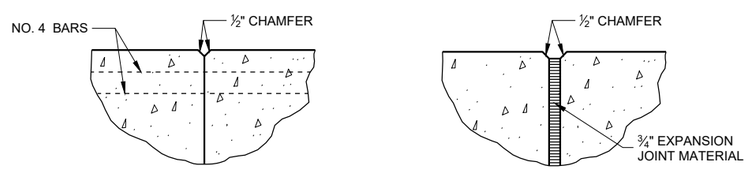
(3) NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.

(4) STEM REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.



SECTION A - A

STEM REINFORCEMENT AT BARRIER END (4)
(BARRIER WITH FOOTING IS SHOWN)



CONSTRUCTION JOINT (3) **EXPANSION JOINT (2)**

JOINT DETAILS

CONCRETE BARRIER (DOUBLE FACED)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

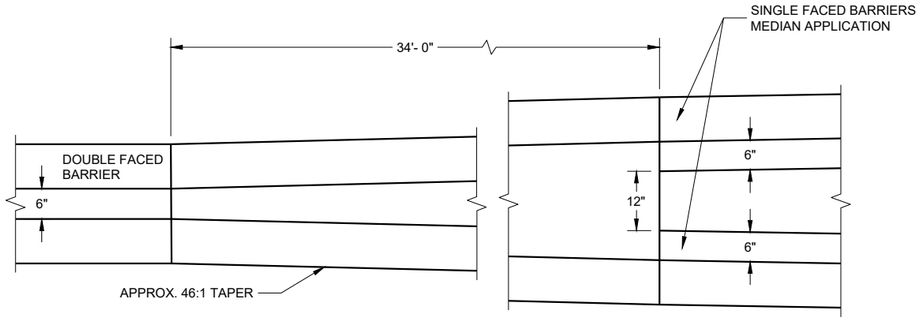
FHWA

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SDD 14B11 - 03

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SDD 14B11 - 03



PLAN VIEW

TRANSITION DETAILS OF DOUBLE FACED TO SINGLE FACED CONCRETE MEDIAN BARRIER

(FOOTINGS ARE NOT SHOWN)

GENERAL NOTES

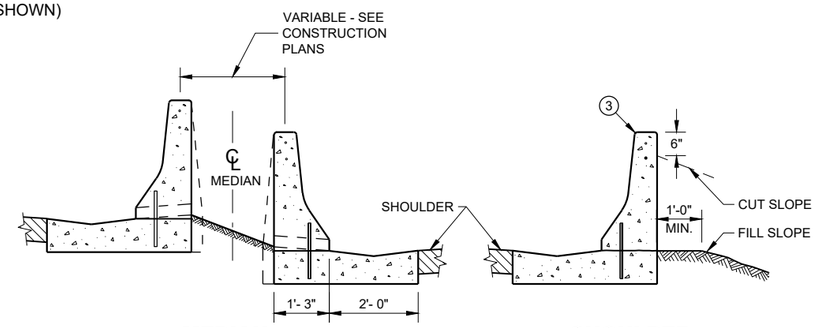
SPLICES OF LONGITUDINAL BARS SHALL BE MADE WITH BARS LAPPED AT LEAST 18-INCHES AND FIRMLY TIED OR FASTENED TOGETHER.

ALL BAR STEEL REINFORCEMENT SHALL CONFORM TO REQUIREMENTS OF AASHTO M31, GRADE 60.

4000 PSI AIR ENTRAINMENT PER STANDARD SPECIFICATION 501.

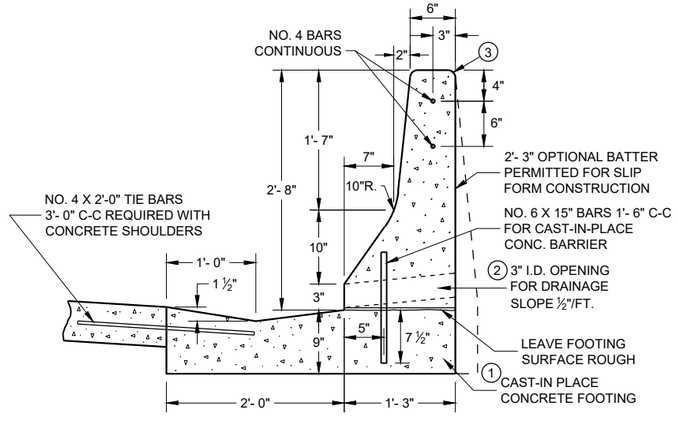
1. BARRIER SHALL BE INSTALLED ON A CONCRETE SHOULDER INSTEAD OF THE CONCRETE FOOTING WHEN SPECIFIED OR SHOWN ELSEWHERE IN THE CONTRACT.
2. OPENINGS FOR DRAINAGE SHALL BE PLACED AT LOW POINTS OF VERTICAL CURVES OR WHERE DIRECTED BY THE ENGINEER.
3. 3/4 -INCH BEVEL OR 1-INCH RADIUS (TYPICAL).
4. NO. 4 BARS SHALL BE CONTINUED THROUGH CONSTRUCTION JOINTS.
5. EXPANSION JOINTS SHALL BE PLACED AT EXISTING EXPANSION JOINTS IN THE PAVEMENT AND AT STRUCTURES. SEE REINFORCEMENT AT BARRIER END DETAIL.
6. SAWED CONTRACTION JOINTS SHALL BE PROVIDED ACROSS THE FULL WIDTH OF THE BARRIER FOOTING, AND IN FRONT, TOP AND BACK FACE OF THE BARRIER AT EXISTING PAVEMENT JOINTS AND AT UNIFORM INTERVALS BETWEEN WITH A MAXIMUM SPACING OF 25 FEET.

HIGH SIDE CONCRETE BARRIER DETAIL

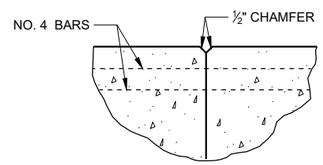


MEDIAN **SHOULDER**

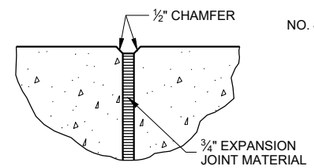
TYPICAL APPLICATIONS



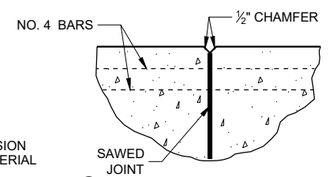
SECTION VIEW



4 **CONSTRUCTION JOINT**



5 **EXPANSION JOINT**



6 **CONTRACTION JOINT**

JOINT DETAILS

CONCRETE BARRIER (DOUBLE FACED)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/16/2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

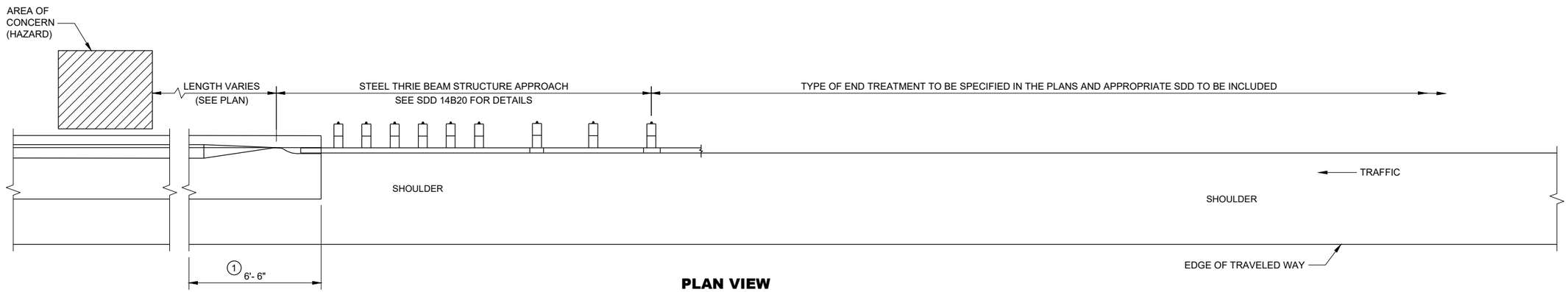
FHWA

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SDD 14B22 - 07a

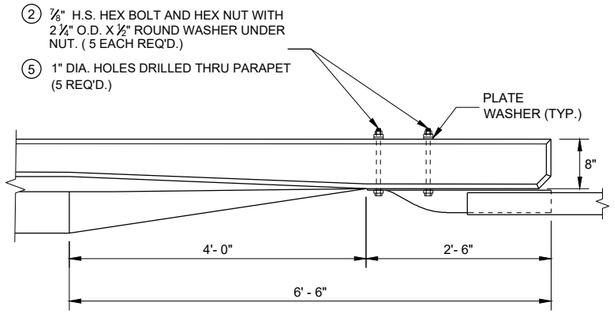
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SDD 14B22 - 07a



PLAN VIEW

TRANSITION TO STEEL PLATE BEAM GUARD AND END TERMINAL



PLAN VIEW

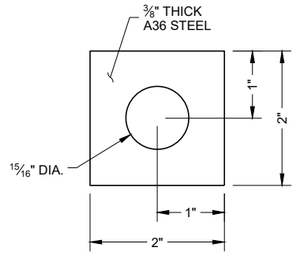
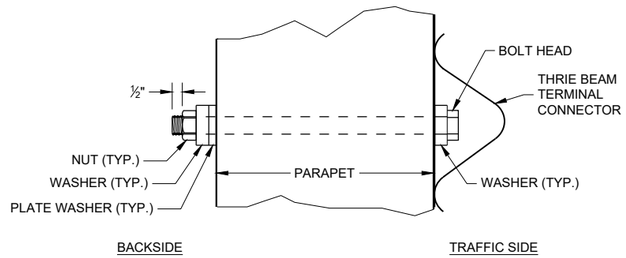


PLATE WASHER DETAIL

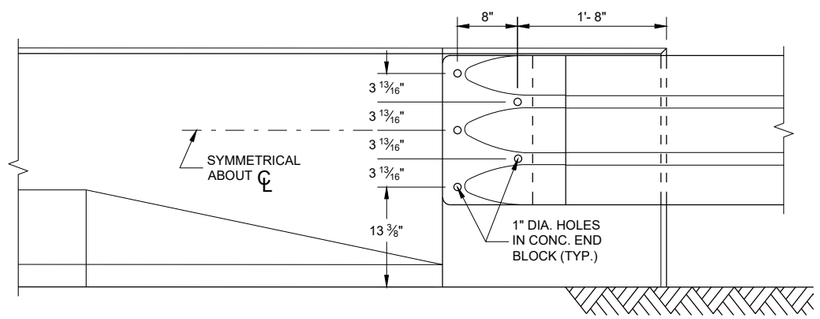


THRIE BEAM BOLT DETAIL

GENERAL NOTES

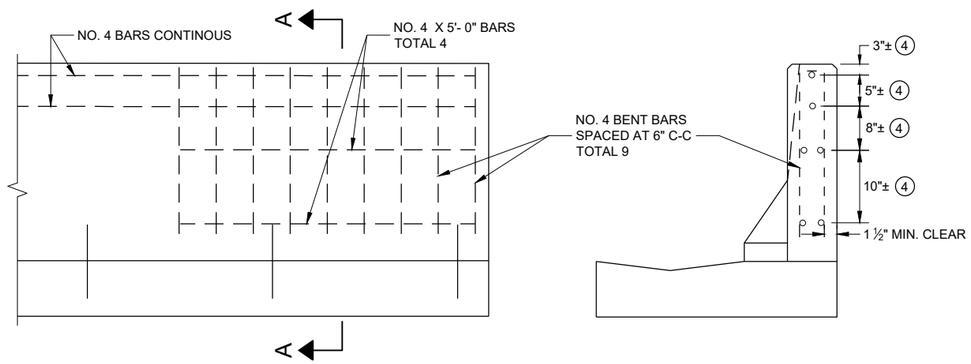
1. A SPECIAL END IS REQUIRED ON THE CONCRETE BARRIER TO TRANSITION TO A CONNECTION WITH THE STEEL THRIE BEAM STRUCTURE APPROACH. SEE THE DETAILS ON THIS SHEET.
2. BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.
3. REINFORCEMENT REQUIRED AT EXPANSION JOINTS AND WHERE CONCRETE BARRIER IS TERMINATED.
4. PLACE REINFORCEMENT SUCH THAT IT WILL NOT CONFLICT WITH THE BOLT HOLES IN THE THRIE BEAM TERMINAL CONNECTOR.
5. INCLUDE THE PAYMENT FOR DRILLING BOLT HOLES THROUGH THE PARAPET, AND ALL BOLTS, NUTS AND WASHERS IN THE ITEM "STEEL THRIE BEAM STRUCTURAL APPROACH".

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



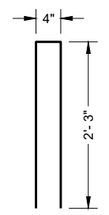
FRONT VIEW

CONCRETE BARRIER TRANSITION TO THRIE BEAM



FRONT VIEW **SECTION A - A**

3 REINFORCEMENT AT BARRIER END



BENT BAR DETAIL

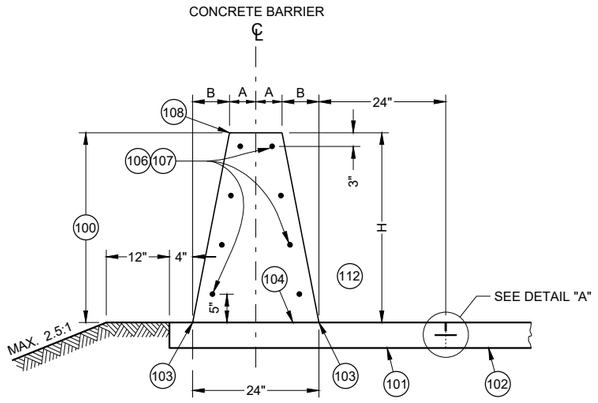
CONCRETE BARRIER, SINGLE FACED (WITH ANCHORAGE)

STATE OF WISCONSIN
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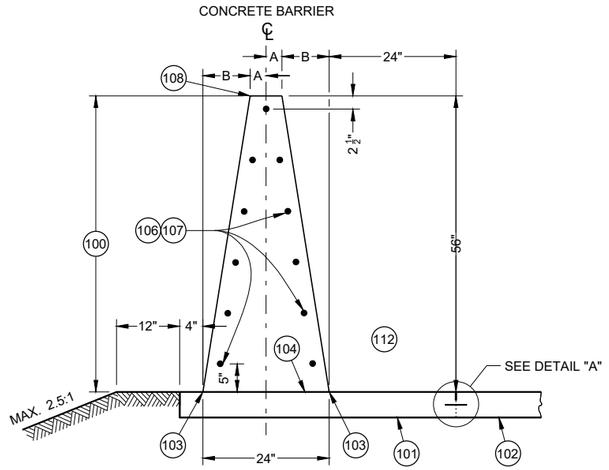
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/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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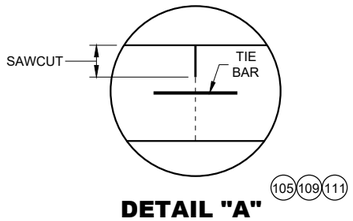
32 - INCH, 36 - INCH OR 42 - INCH SINGLE SLOPE CONCRETE BARRIER
(TYPE S32, TYPE S36, TYPE S42)



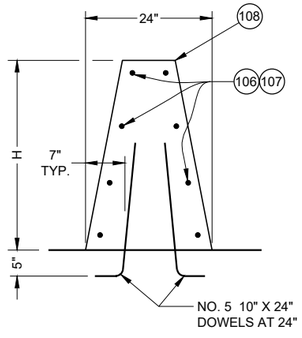
56 - INCH SINGLE SLOPE CONCRETE BARRIER
(TYPE S56)

TABLE "A"

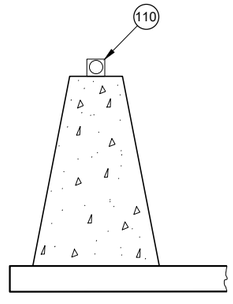
BARRIER HEIGHT H INCHES	A INCHES	B INCHES	NUMBER OF NO. 5 BARS EACH
32	7	5	8
36	6 ¼	5 ¾	8
42	5 ¼	6 ¾	10
56	3	9	11



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

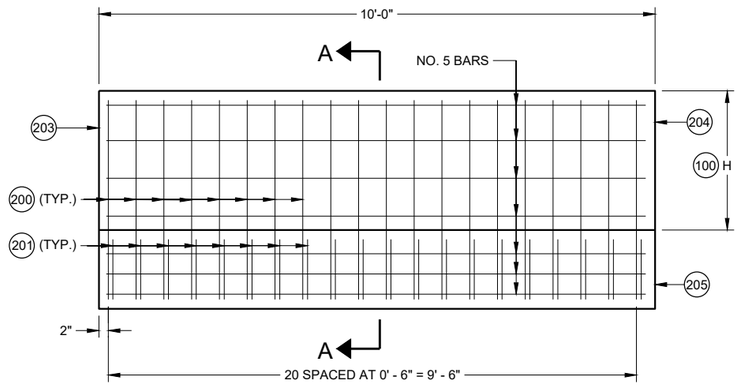
(112) TRAFFIC SIDE

CONCRETE BARRIER SINGLE SLOPE (CBSS)

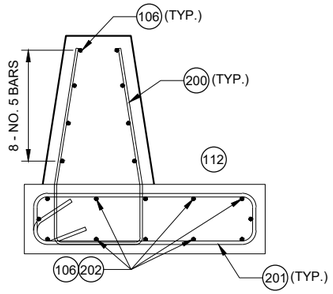
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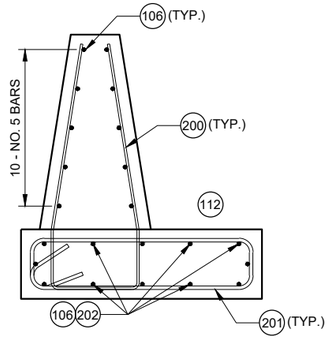
SDD 14B32 - 10a



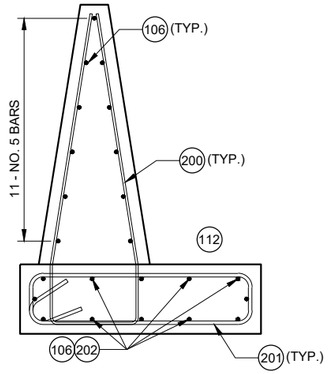
END ANCHOR SINGLE SLOPE CONCRETE BARRIER



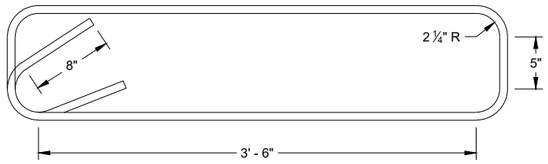
32" AND 36" CBSS



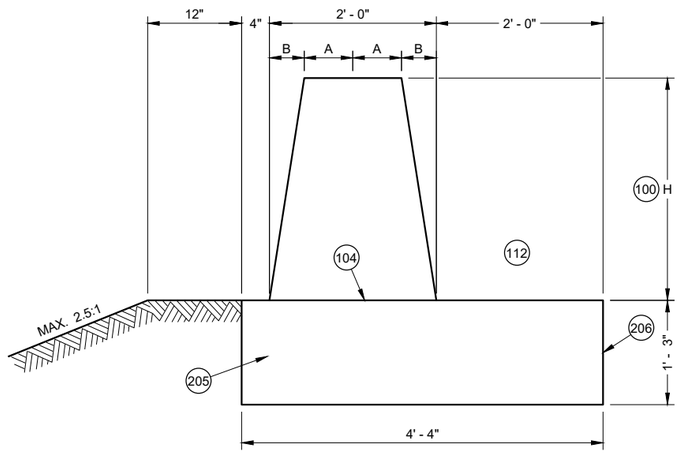
42" CBSS



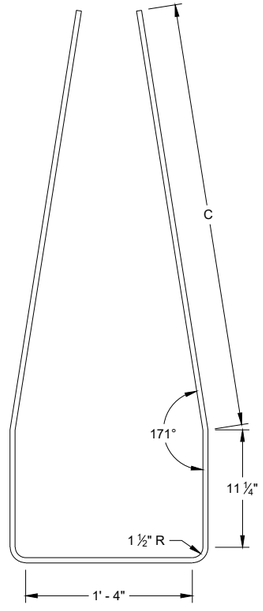
56" CBSS



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.

CONCRETE BARRIER SINGLE SLOPE (CBSS)

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SDD 14B32 - 10b

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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

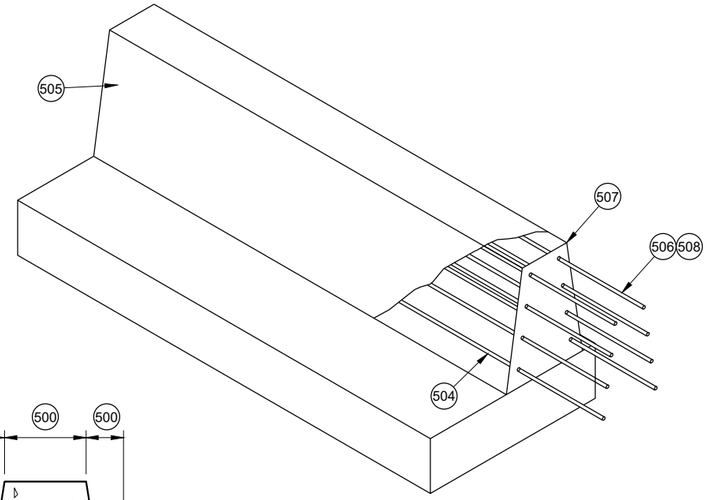
(504) BARRIER REBAR (SEE OTHER DETAILS FOR BAR SIZE, QUANTITY AND LOCATION).

(505) SINGLE SLOPE BARRIER SHOWN. SIMILAR DETAIL CAN BE USED FOR COLD JOINT IN END ANCHORS AND TRANSITIONS.

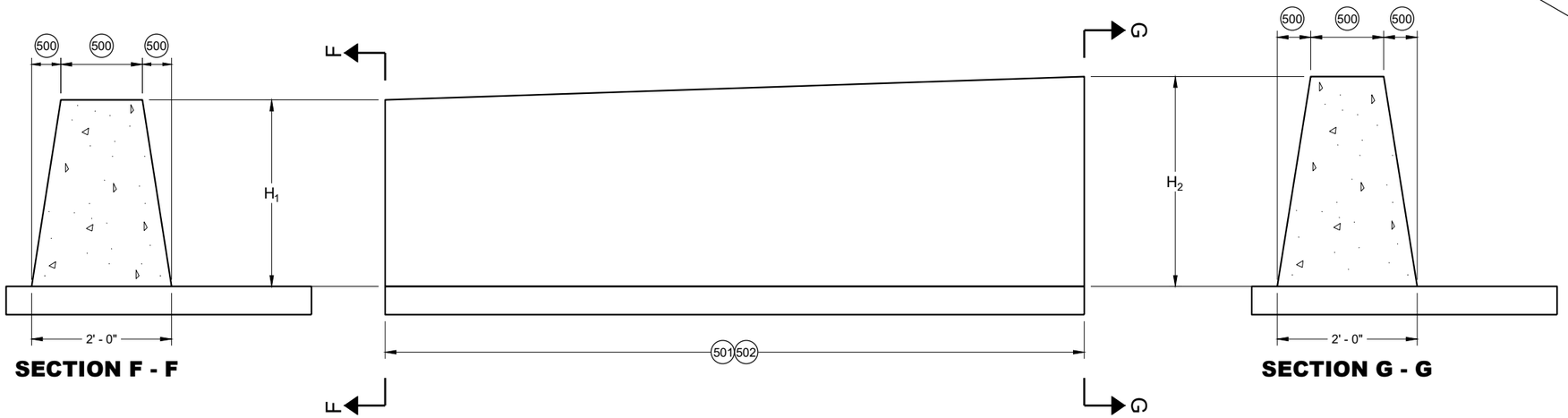
(506) NO. 5 REBAR FOR SPLICE. 3' OF SPLICE REBAR IS LAPPED AND TIED TO BARRIER REBAR. EXTEND 3' OF SPLICE REBAR BEYOND END OF POUR. ALL BARS ARE FIRMLY TIED OR CONNECTED. EVERY REBAR IN THE BARRIER SECTION REQUIRES A SPLICE BAR.

(507) END OF POUR.

(508) LAP AND TIE 3' OF NEXT POUR'S REBAR TO SPLICE REBAR.



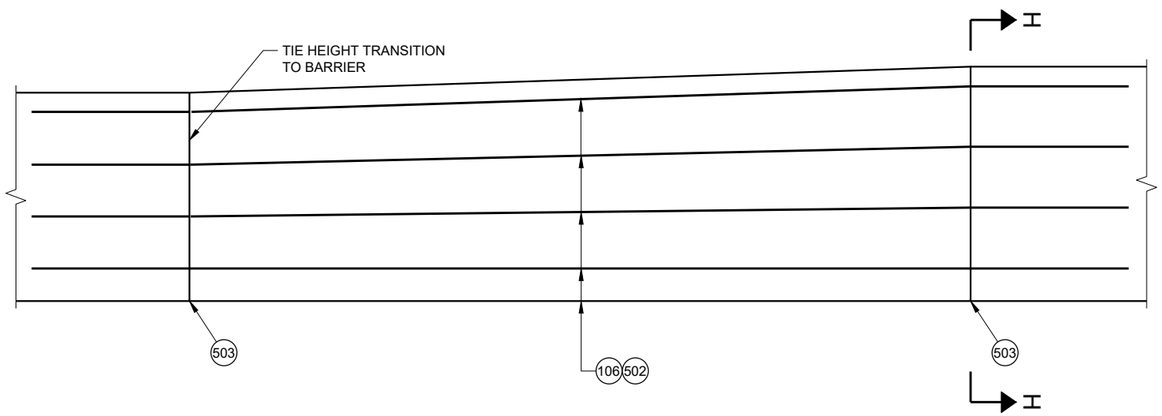
COLD JOINT DETAIL



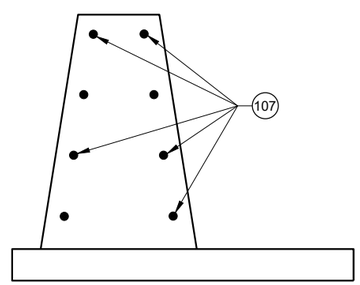
DOUBLE COLD JOINT HEIGHT TRANSITION

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



STEEL REINFORCEMENT DETAIL

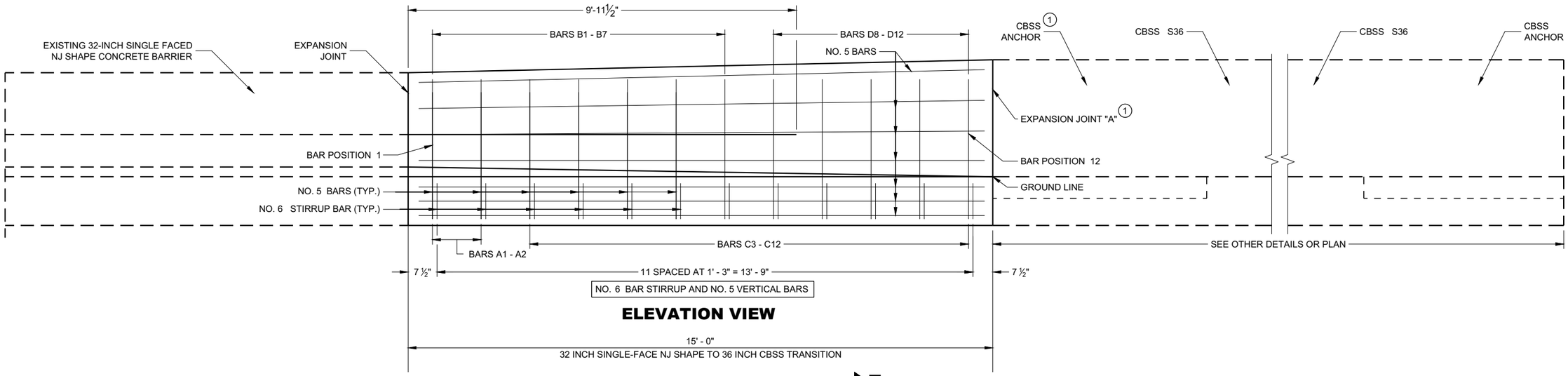


CONCRETE BARRIER SINGLE SLOPE (CBSS)

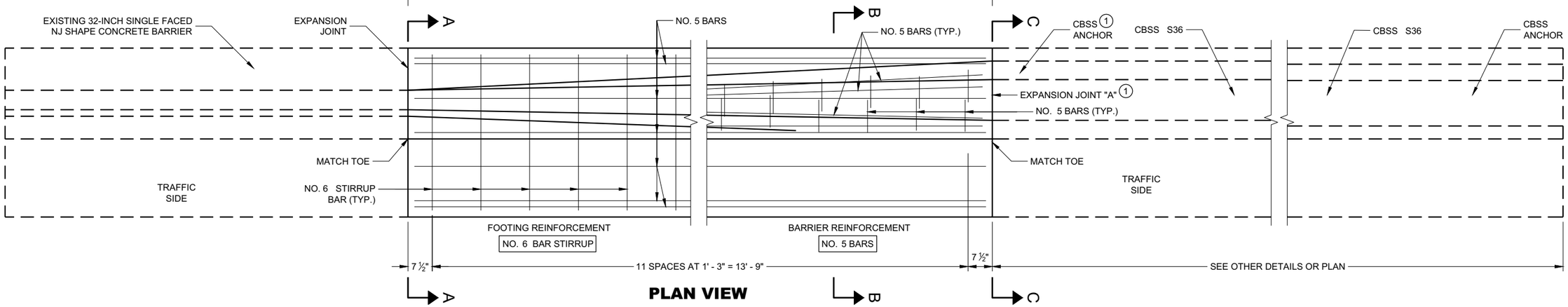
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SDD 14B32 - 10e

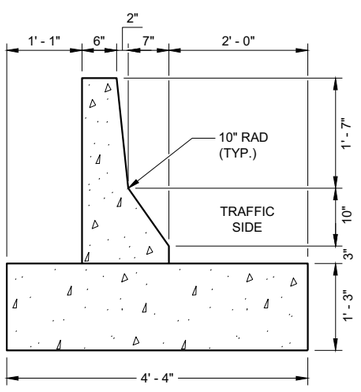
SDD 14B32 - 10e



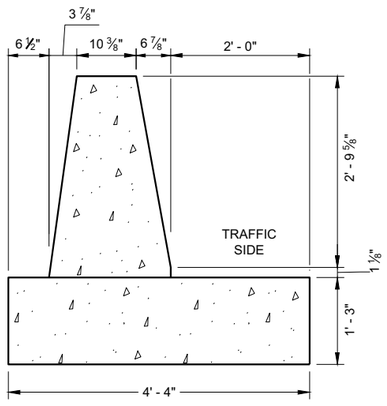
ELEVATION VIEW



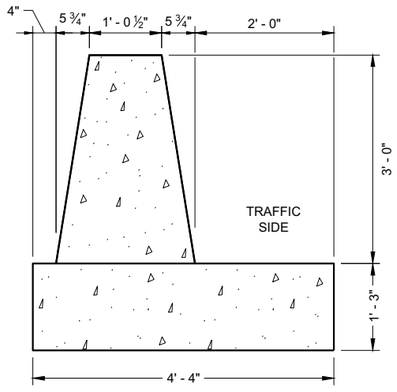
PLAN VIEW



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.

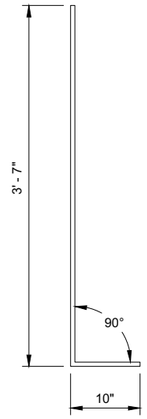
(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.

32 - INCH SINGLE FACED NJ SHAPE CONCRETE BARRER TO 36 - INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION

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SDD 14B35 - 02c

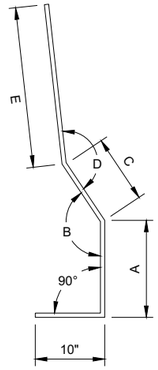
"A" BAR POSITIONS 1 - 2



"A" BAR BENDING DETAIL

"B" BAR CHART BAR POSITIONS 1 - 7

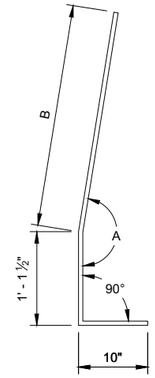
BAR	A	B	C	D	E
B1	1' - 2 ¼"	148°	1' - 1 ¼"	154°	1' - 5 ½
B2	1' - 2 ¼"	151°	1' - 1"	158°	1' - 6"
B3	1' - 2"	154°	1' - ¾"	161°	1' - 6 ½"
B4	1' - 2"	157°	1' - ½"	164°	1' - 7"
B5	1' -1 ½"	159°	1' - ¼"	168°	1' - 8"
B6	1' -1 ½"	162°	1' - ¼"	173°	1' - 8"
B7	1' -1 ½"	165°	1' - ¼"	176°	1' - 8"



"B" BAR BENDING DETAIL

"C" BAR CHART BAR POSITIONS 3 - 12

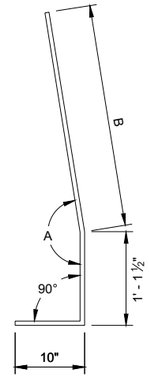
BAR	A	B
C3	178°	2' - 6"
C4	178°	2' - 6 ½"
C5	177°	2' - 7"
C6	176°	2' - 7 ½"
C7	174°	2' - 8"
C8	174°	2' - 8"
C9	174°	2' - 8 ½"
C10	173°	2' - 9"
C11	173°	2' - 9"
C12	172°	2' - 9 ½"



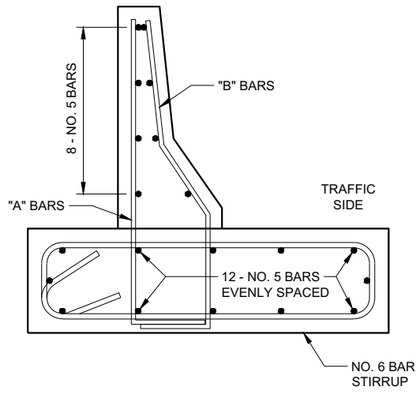
"C" BAR BENDING DETAIL

"D" BAR CHART BAR POSITIONS 8 - 12

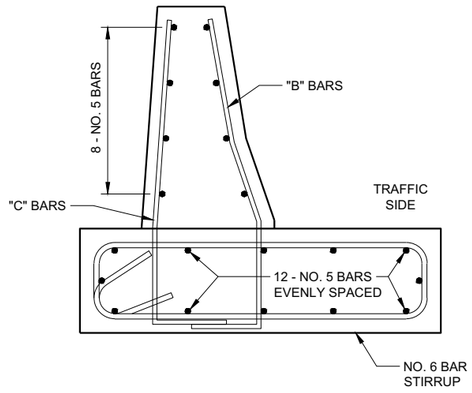
BAR	A	B
D8	169°	2' - 8"
D9	170°	2' - 8 ½"
D10	170°	2' - 9"
D11	171°	2' - 9"
D12	171°	2' - 9 ½"



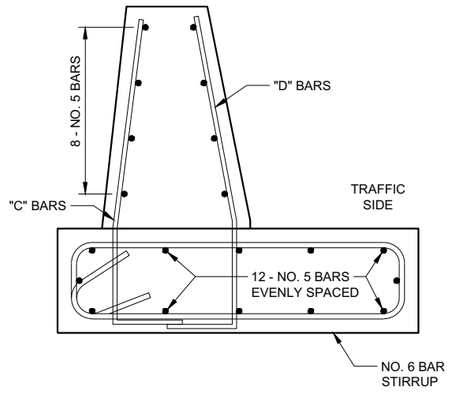
"D" BAR BENDING DETAIL



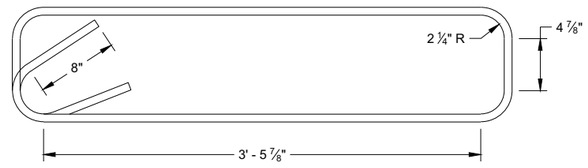
BAR DETAIL BAR POSITIONS 1 - 2



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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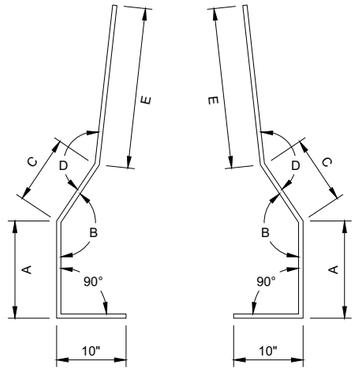
SDD 14B35 - 02d

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SDD 14B35 - 02d

BAR CHART
BAR POSITIONS
1 - 7

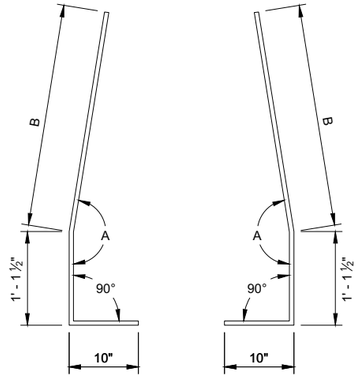
BAR	A	B	C	D	E
B1	1' - 2"	148°	10"	154°	1' - 8 ¼"
B2	1' - 2"	154°	9 ¾"	162°	1' - 8 ½"
B3	1' - 2"	154°	9 ¾"	163°	1' - 8 ¾"
B4	1' - 2"	157°	9 ¾"	165°	1' - 9"
B5	1' -1 ½"	161°	10"	169°	1' - 9 ¼"
B6	1' -1 ½"	163°	10"	172°	1' - 9 ½"
B7	1' -1 ½"	166°	10"	175°	1' - 10"



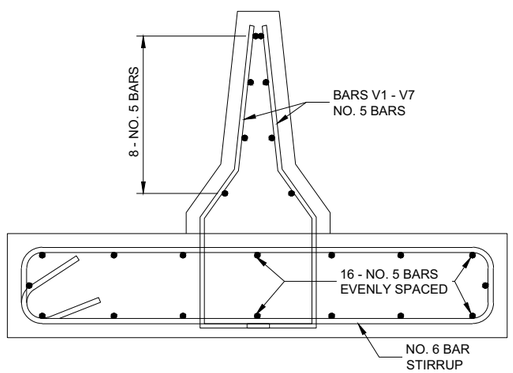
BAR BENDING DETAIL
BARS V1 - V7

BAR CHART
BAR POSITIONS
8 - 12

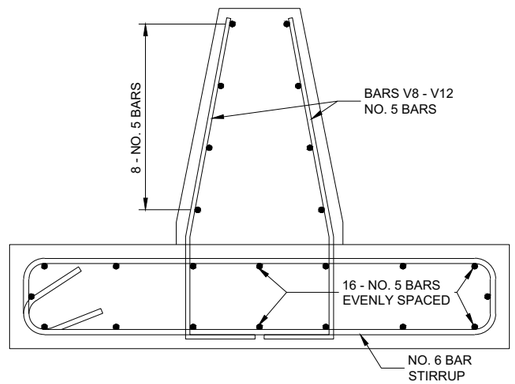
BAR	A	B
D8	170°	2' - 7 ¾"
D9	170°	2' - 8 ½"
D10	170°	2' - 8 ½"
D11	171°	2' - 9"
D12	171°	2' - 9 ½"



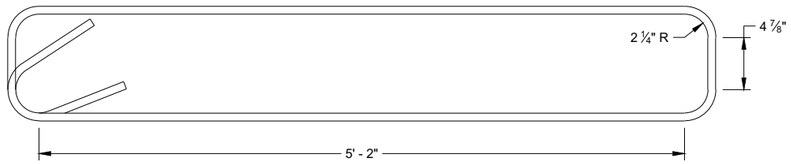
BAR BENDING DETAIL
BARS V8 - V12



BAR DETAIL
BAR POSITIONS V1 - V7



BAR DETAIL
BAR POSITIONS V8 - V12



STIRRUP BAR
BENDING DETAIL

32-INCH DOUBLE FACED F SHAPE CONCRETE BARRIER TO 32-INCH SINGLE SLOPE CONCRETE BARRIER TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

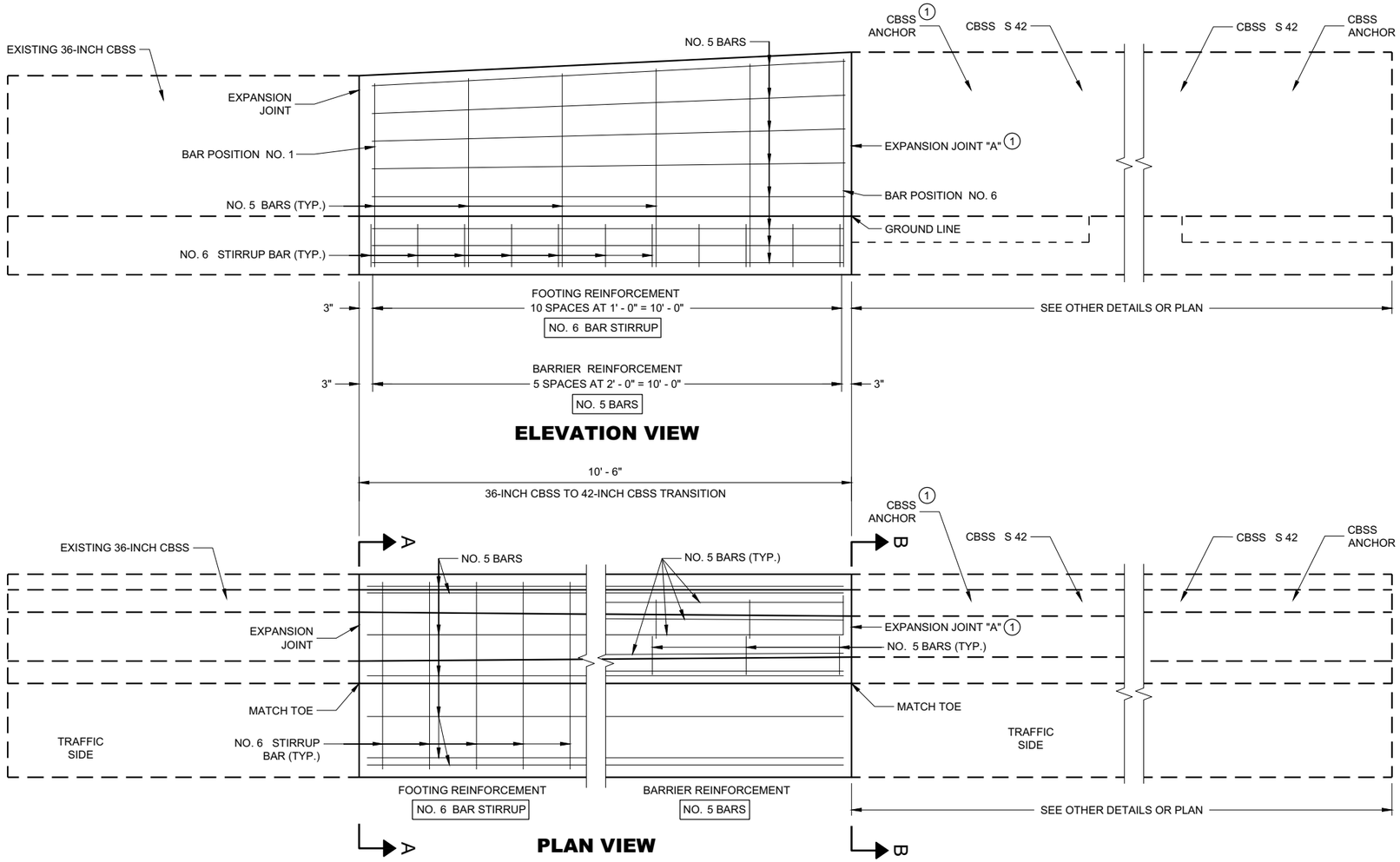
APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B38 - 02d



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.

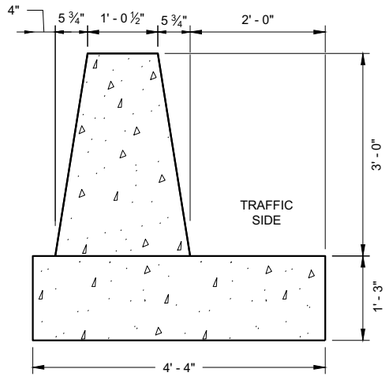
USE ¾" BEVEL OR 1" RADIUS ON ALL EXPOSED SHARP EDGES UNLESS OTHERWISE NOTED.

THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

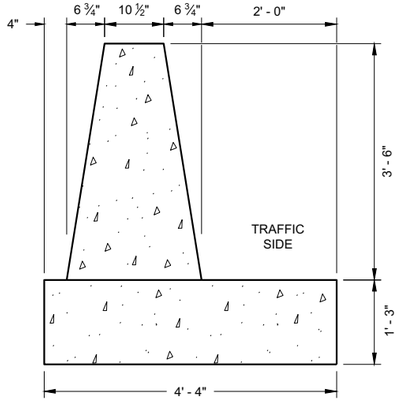
2" CLEAR COVER TYPICAL.

(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.

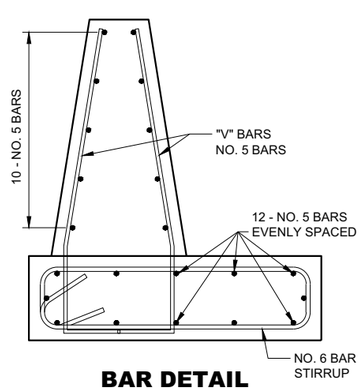
STIRRUP BAR BENDING DETAIL



SECTION A - A



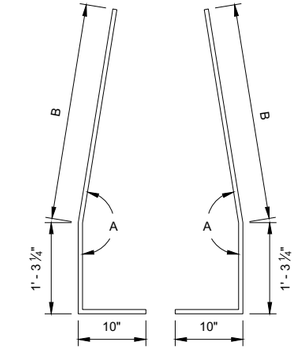
SECTION B - B



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

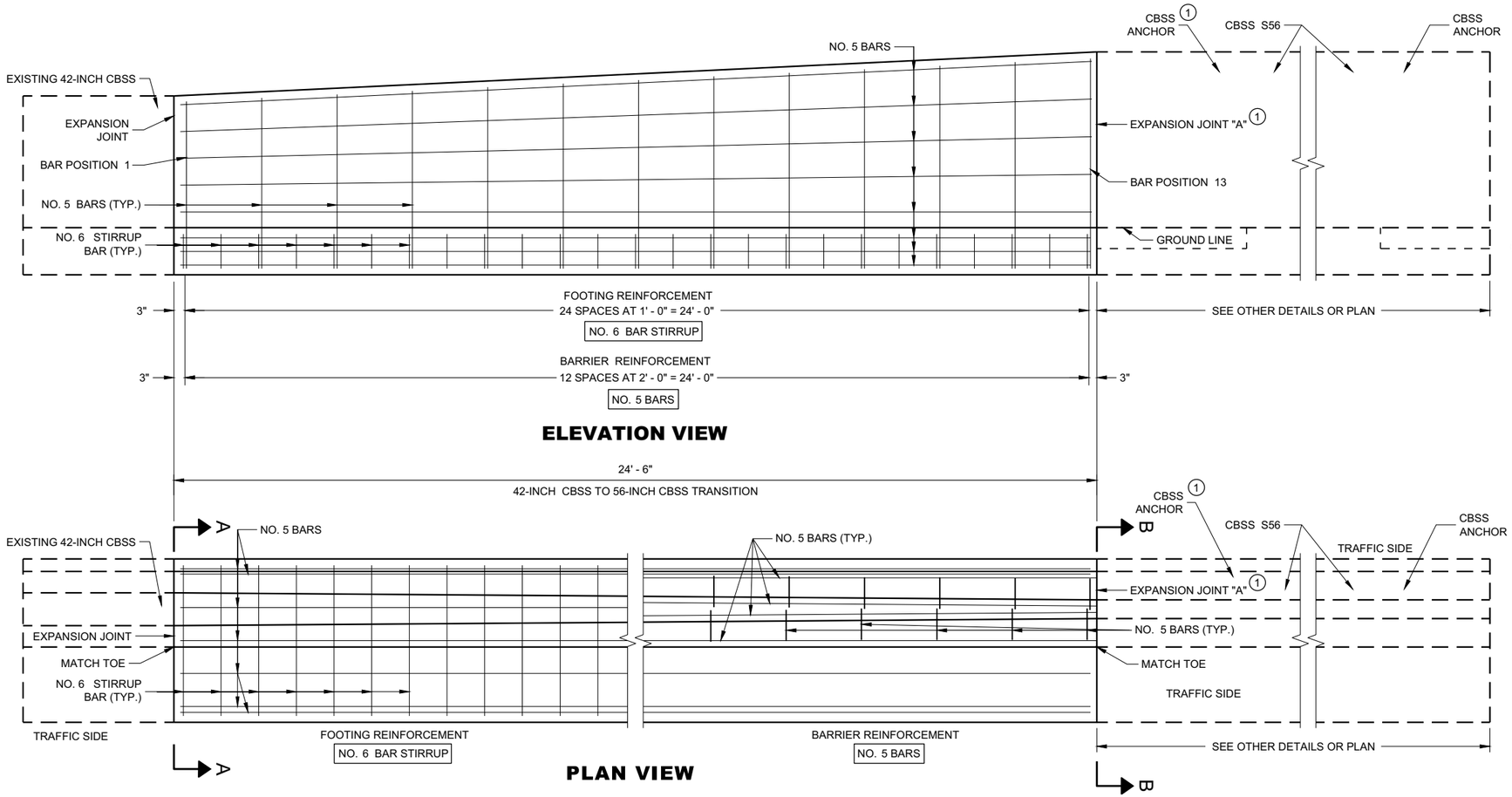
APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

SDD 14B39 - 02b

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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.

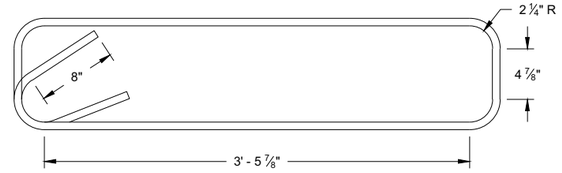
4000 PSI CONCRETE AIR ENTRAINMENT PER STANDARD SPECIFICATIONS SECTION 501.

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

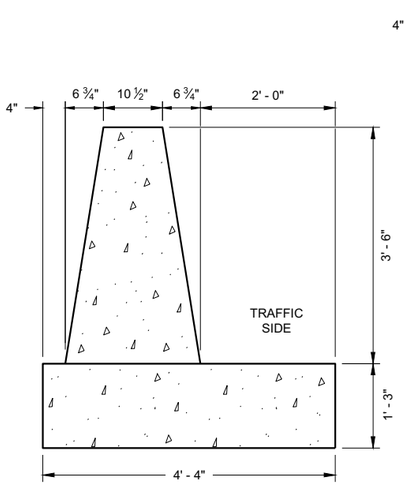
THE NUMBER IN BAR DESIGNATION REPRESENTS THE BARS LOCATION.

2" CLEAR COVER TYPICAL.

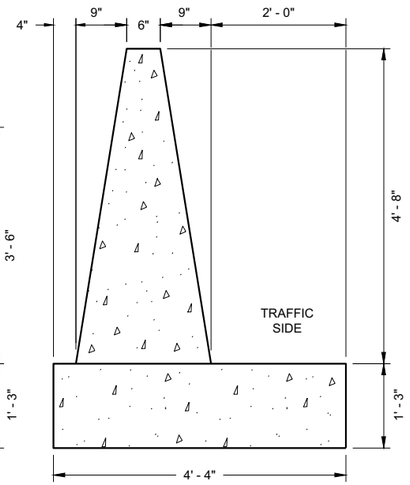
(1) EXPANSION JOINT "A" MAY BE REPLACED WITH A COLD JOINT PROVIDED THAT 3 FEET OF LAP OF LONGITUDINAL STEEL IS PROVIDED. IF COLD JOINT IS USED, ANCHOR IS NOT REQUIRED.



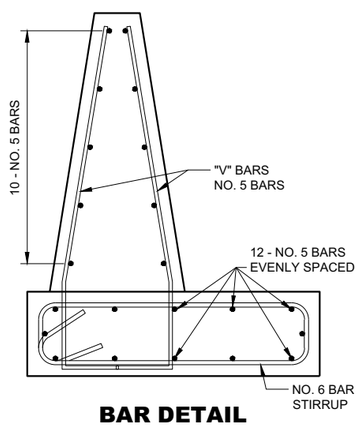
STIRRUP BAR BENDING DETAIL



SECTION A - A



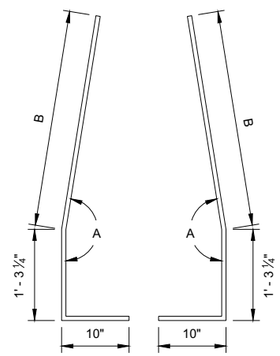
SECTION B - B



BAR DETAIL BAR POSITIONS V1 - V13

BAR CHART BAR POSTIONS V1 - V13

BAR	A	B
V1	170°	3' - 1 ½"
V2	170°	3' - 3"
V3	170°	3' - 4 ¼"
V4	170°	3' - 5 ½"
V5	170°	3' - 6 ½"
V6	170°	3' - 7 ¾"
V7	170°	3' - 9 ¼"
V8	170°	3' - 10"
V9	170°	3' - 11 ¼"
V10	170°	4' - 1 ¼"
V11	170°	4' - 1 ½"
V12	170°	4' - 2 ¼"
V12	170°	4' - 2 ½"



BENDING DETAIL FOR BARS V1 - V13

42" SINGLE SLOPE CONCRETE BARRIER TO 56" SINGLE SLOPE CONCRETE BARRIER HEIGHT TRANSITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

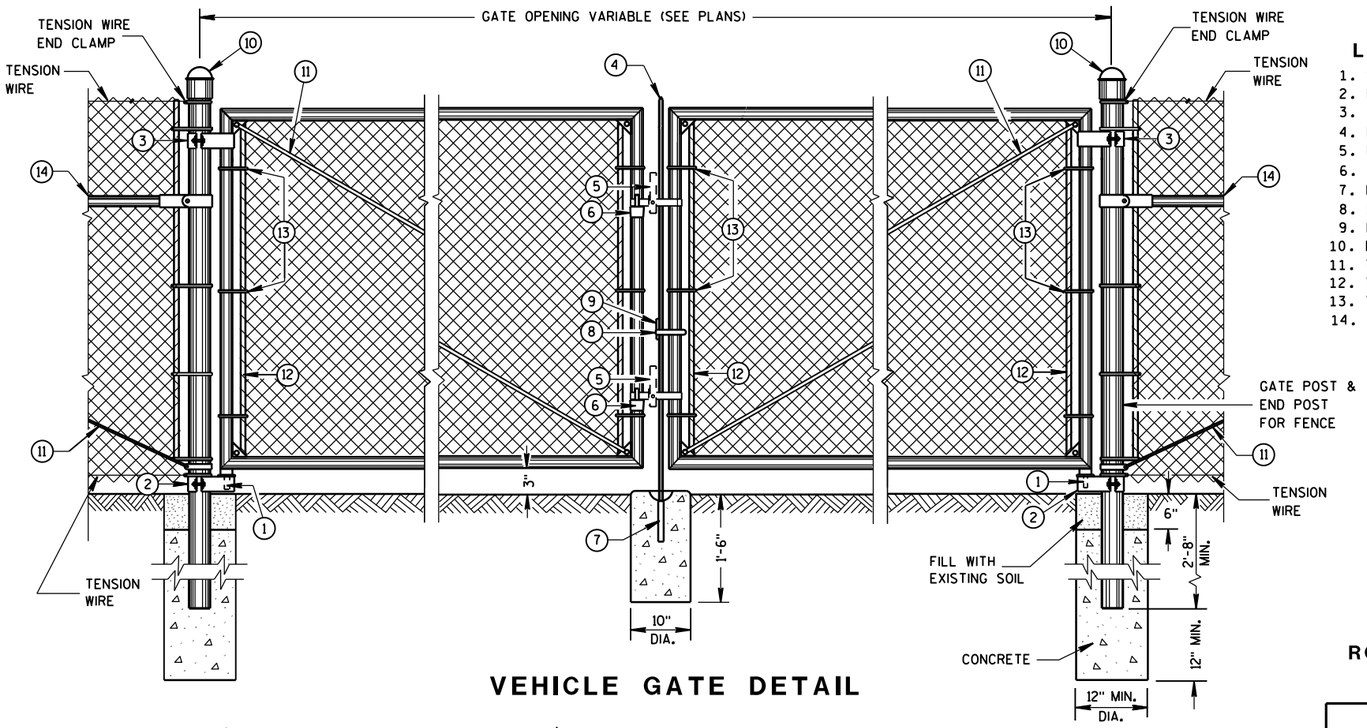
APPROVED
February 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

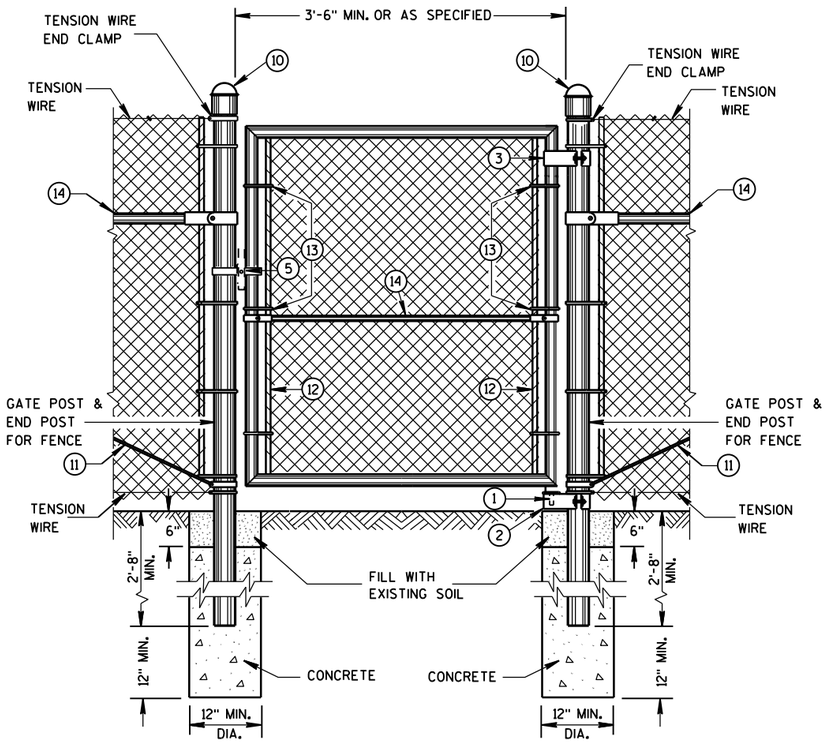
FHWA

SDD 14B39 - 02c

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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.

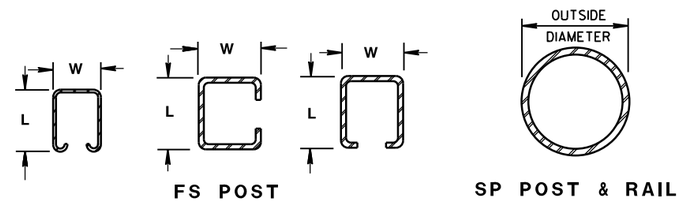
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

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.



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

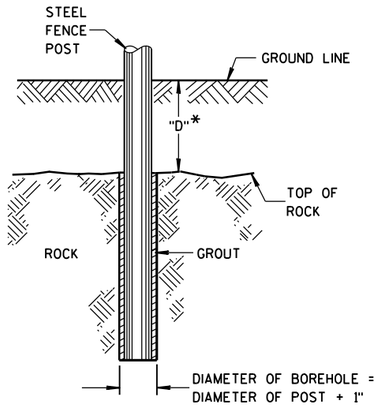
** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

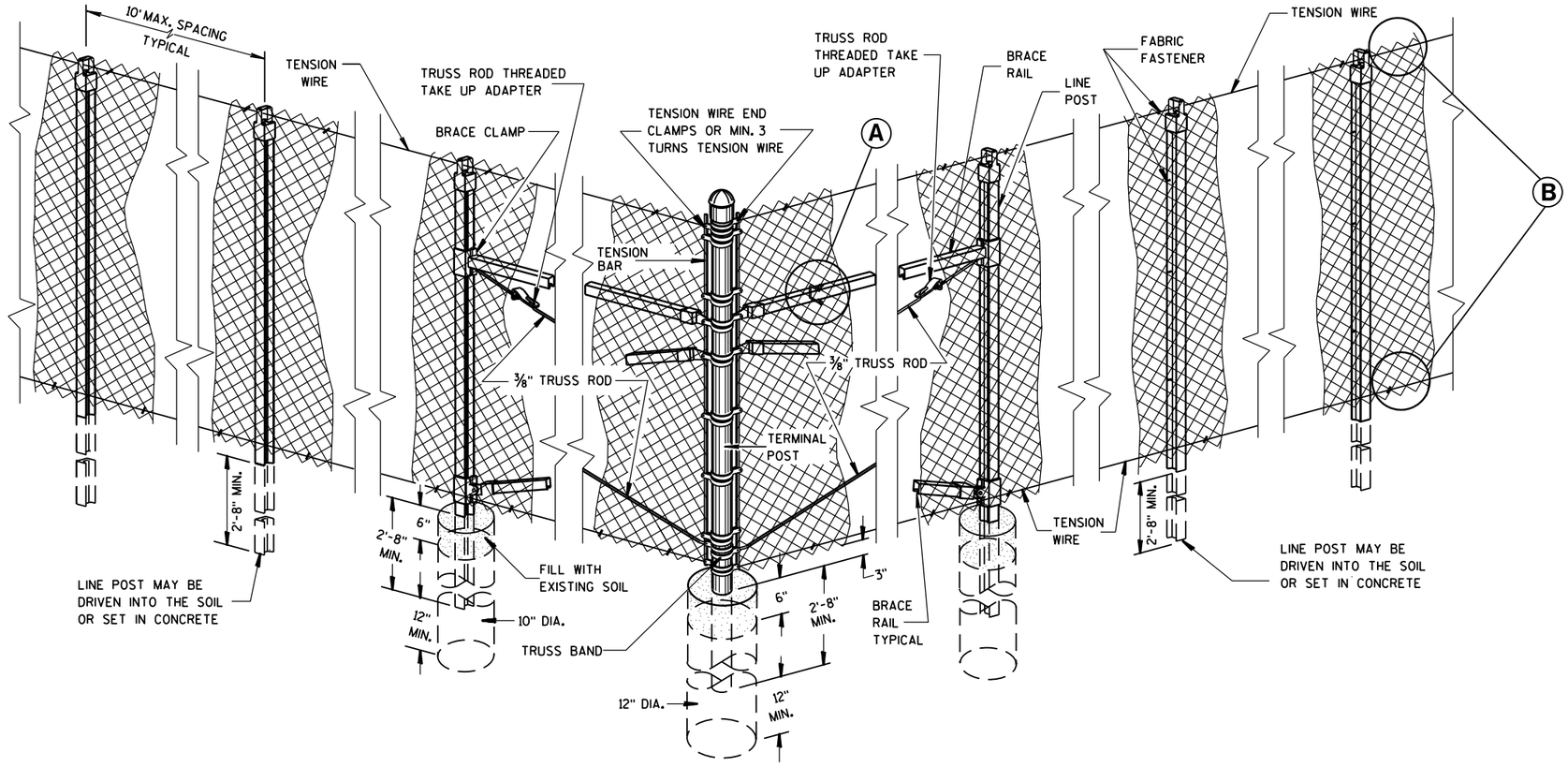
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S.D.D. 15 B 3-15a

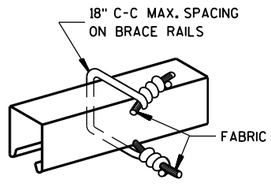


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



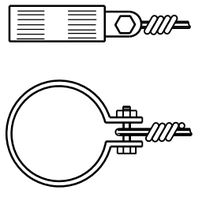
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



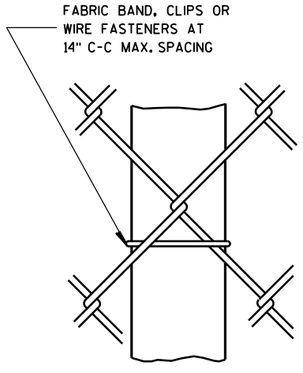
BRACE RAIL

FABRIC FASTENER

Ⓐ



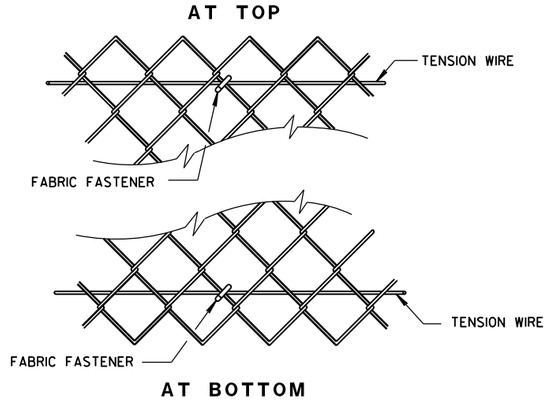
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

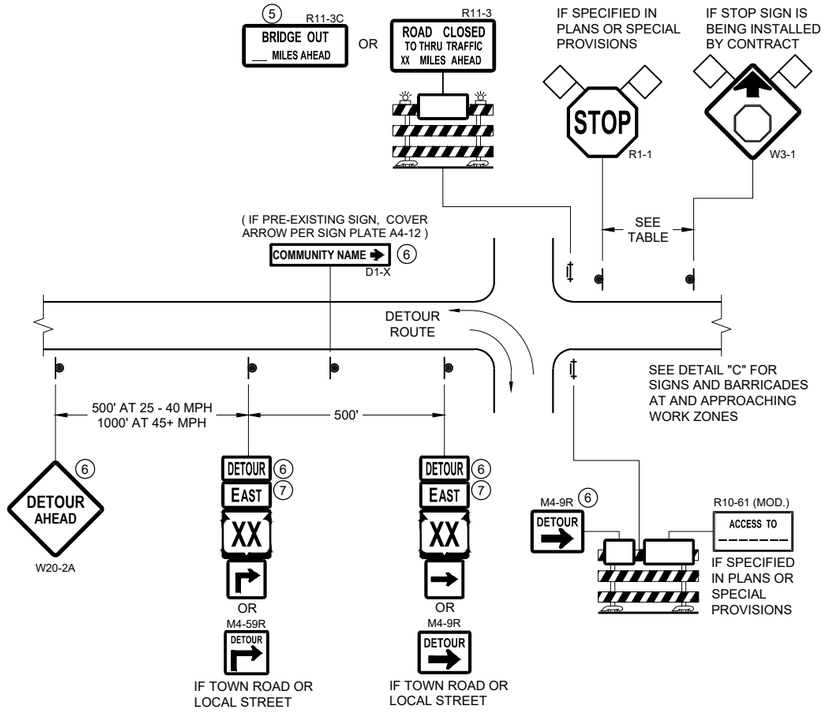
APPROVED
FEB. 2015 DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 15 B 3-15b

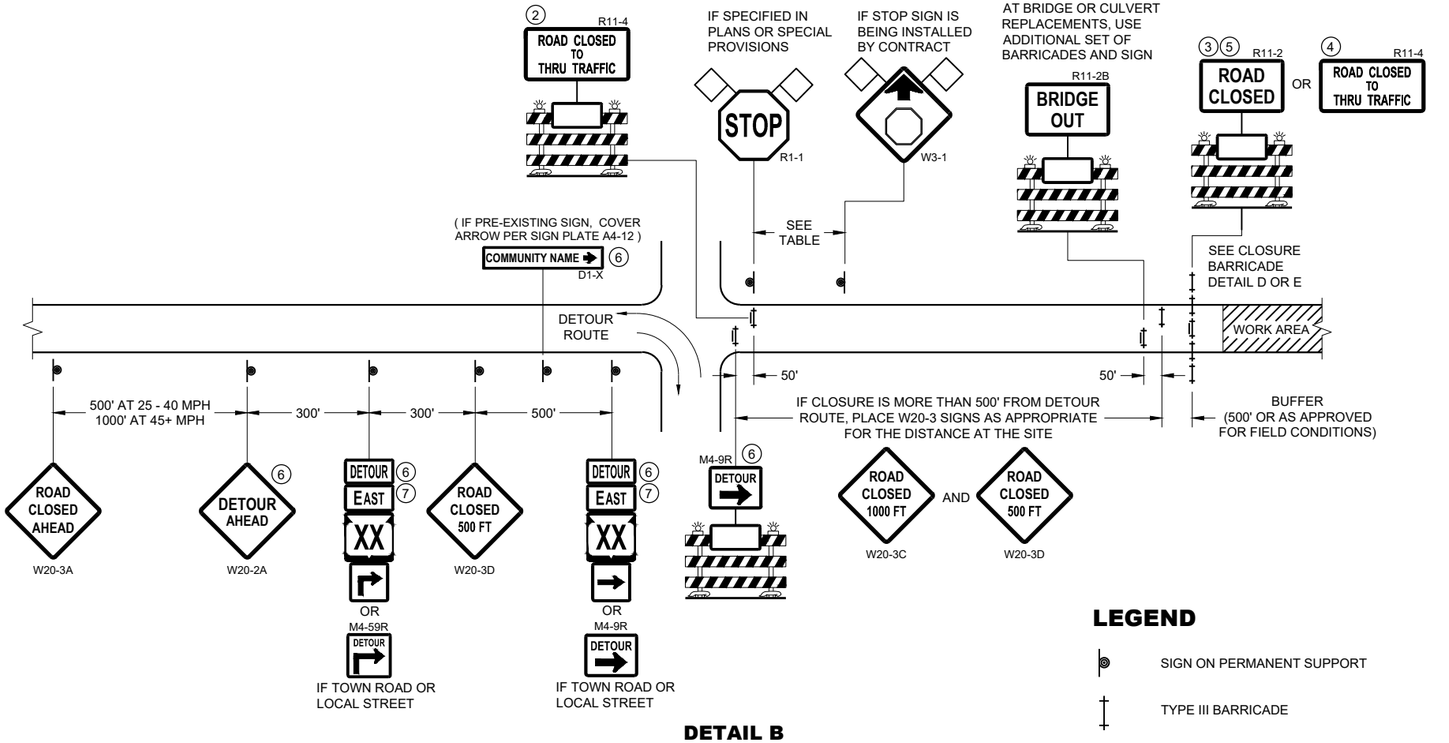
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S.D.D. 15 B 3-15b



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



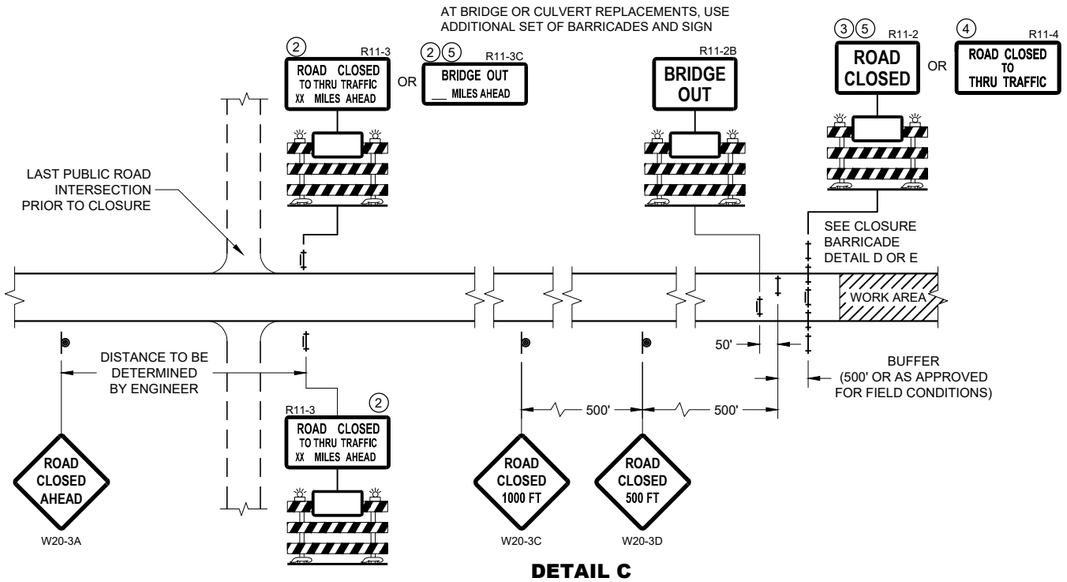
DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

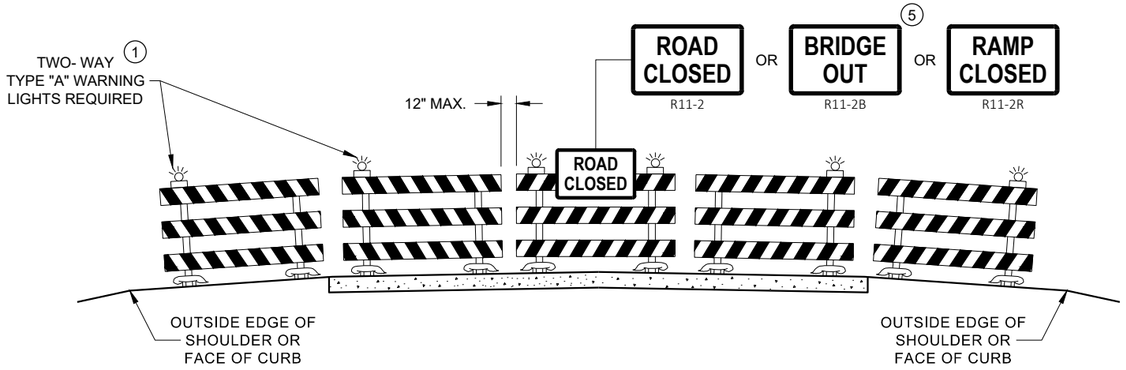
FHWA

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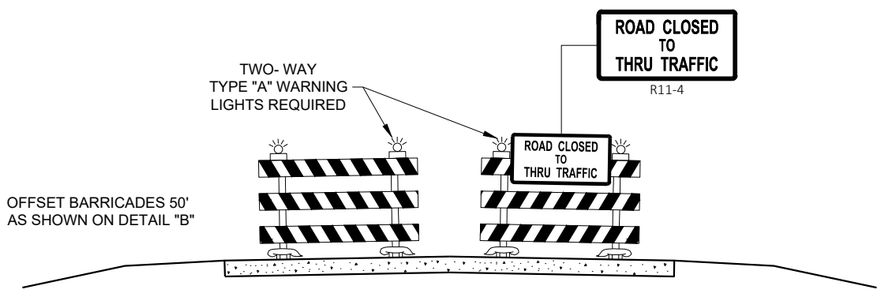
SDD 15C02 - 09a

6

SDD 15C02 - 09a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 09b

6

SDD 15C02 - 09b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR / EAST — M4 - 8, 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.

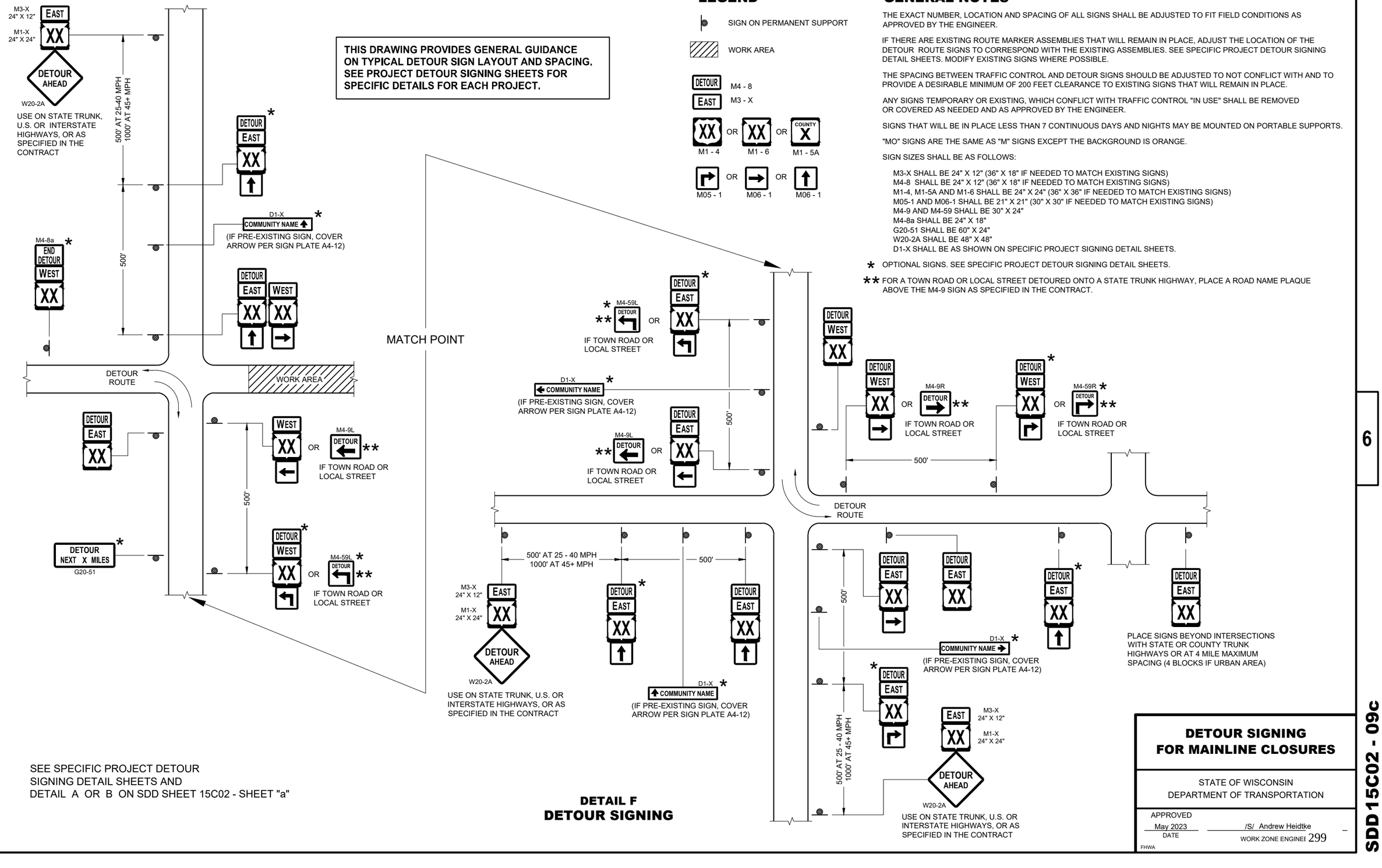
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

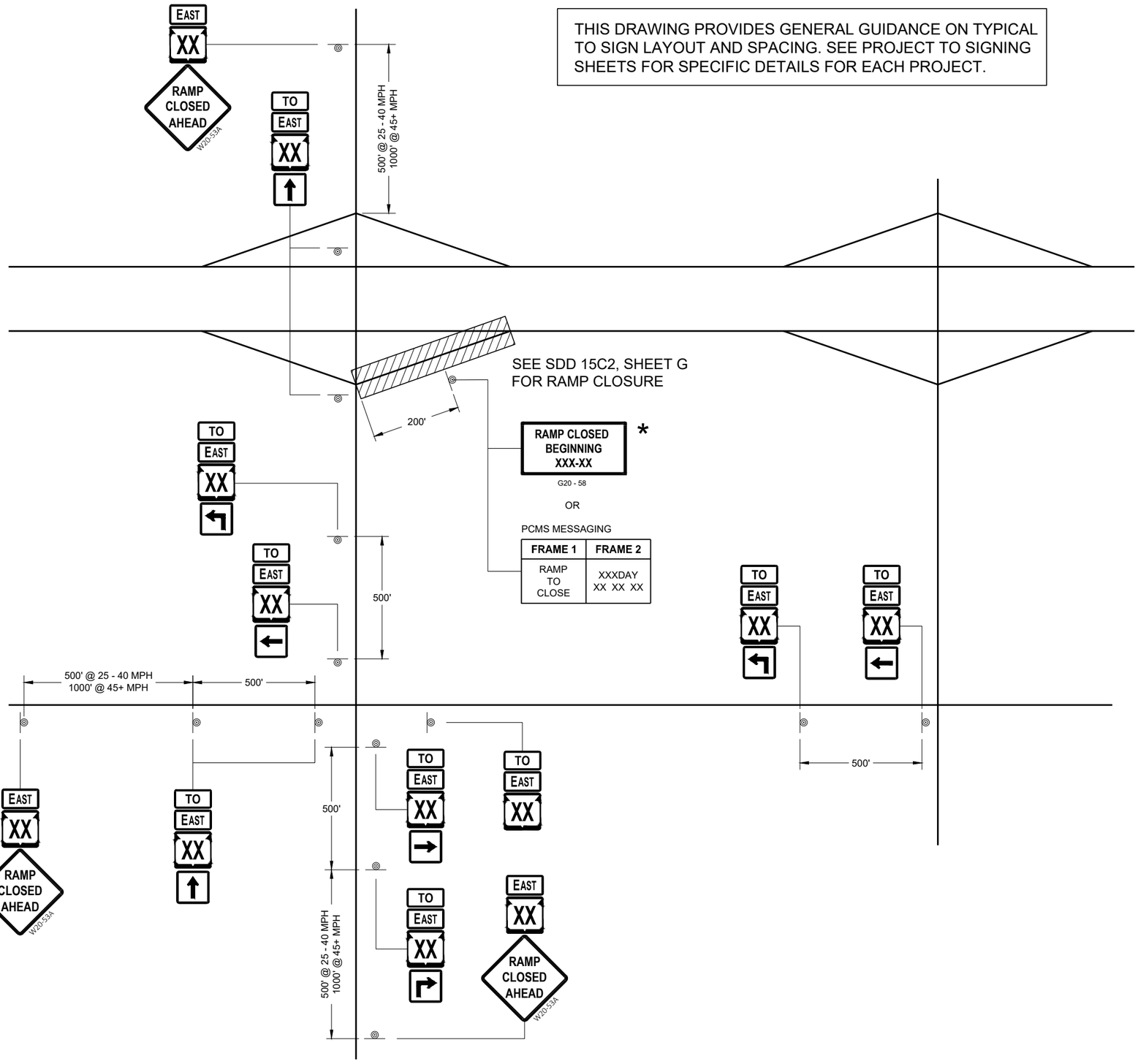
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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SDD 15C02 - 09c



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO EAST — MO4 - 5, M3 - X

XX M1 - 6 OR XX M1 - 4 OR INTERSTATE XX M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND TO SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
- W20 - 53A SHALL BE 48" X 48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

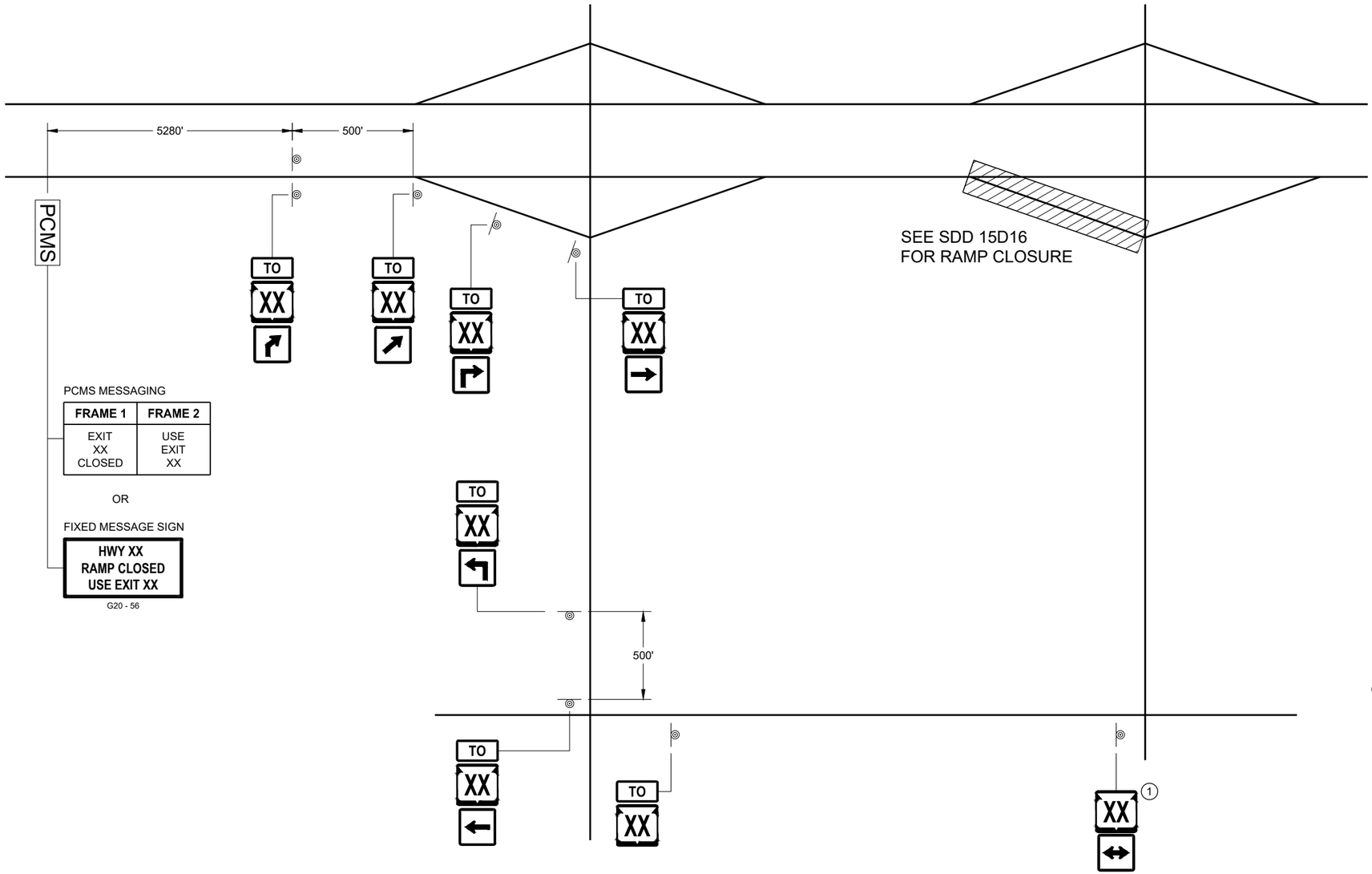
ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

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SDD 15C02 - 09d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO MO4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOW:
- MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

(1) ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

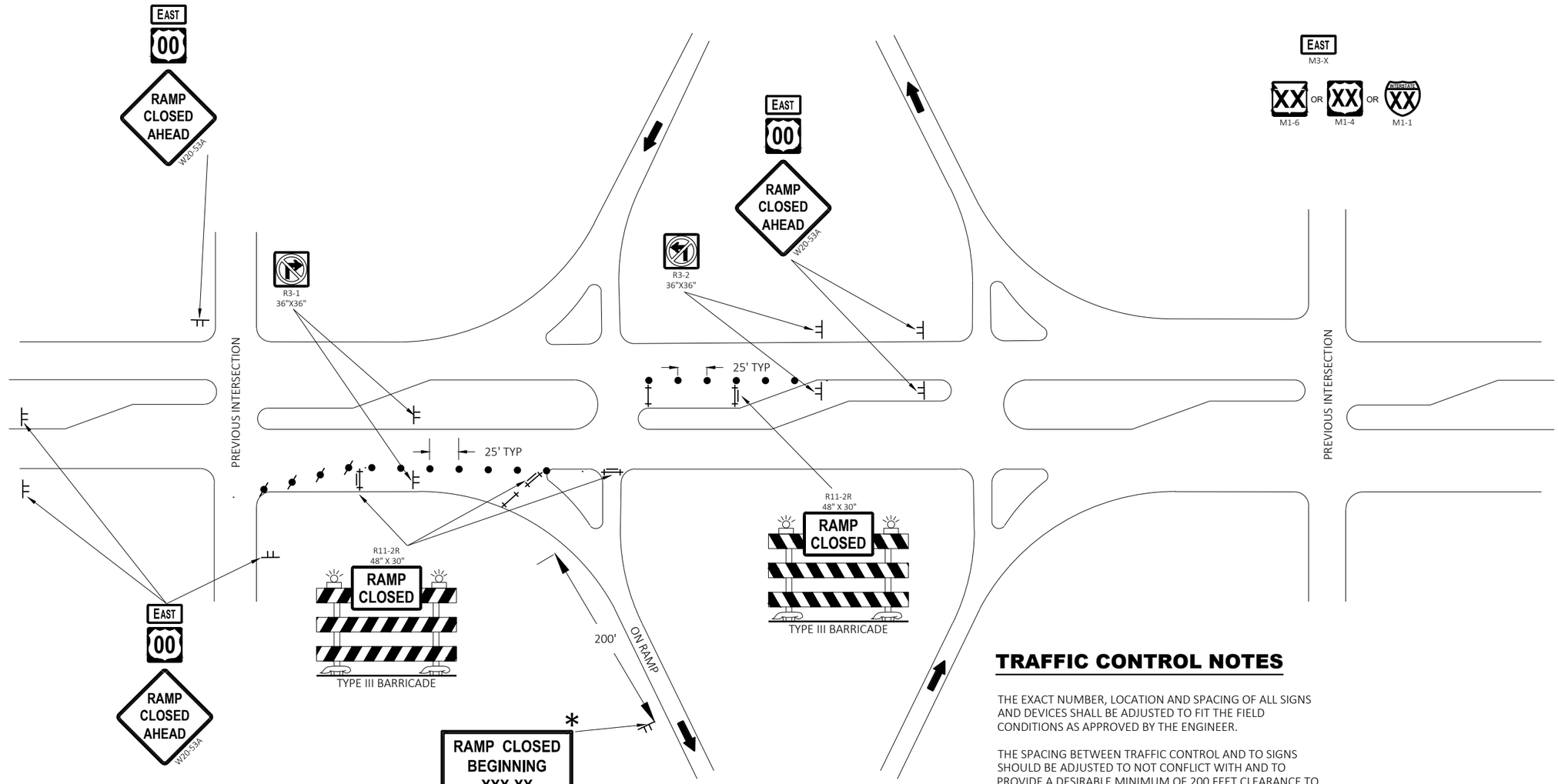
OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA

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SDD 15C02 - 09e
SDD 15C02 - 09e



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE

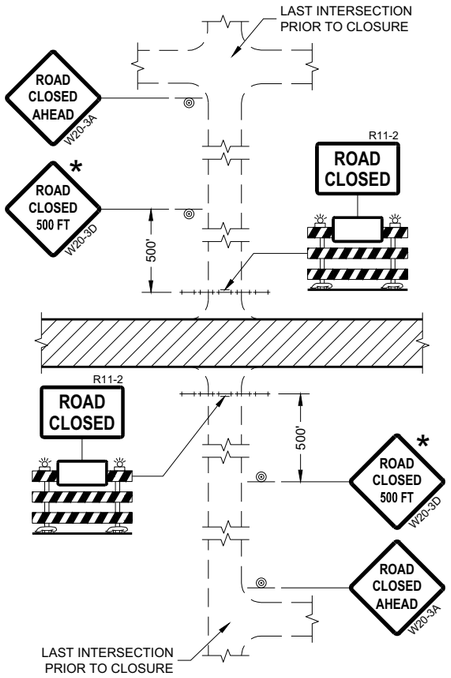
FHWA

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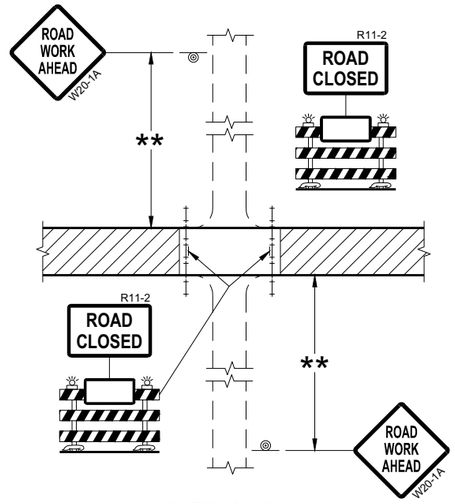
SDD 15C02-09g

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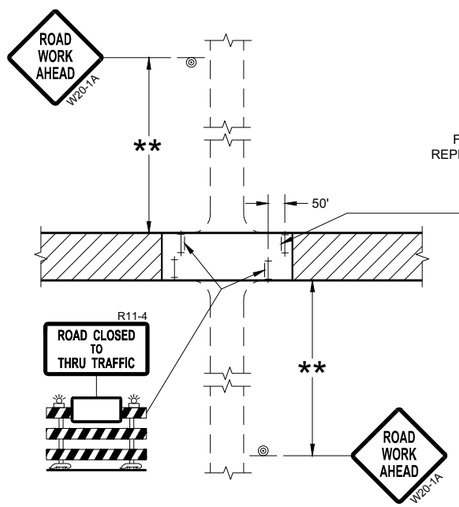
SDD 15C02-09g



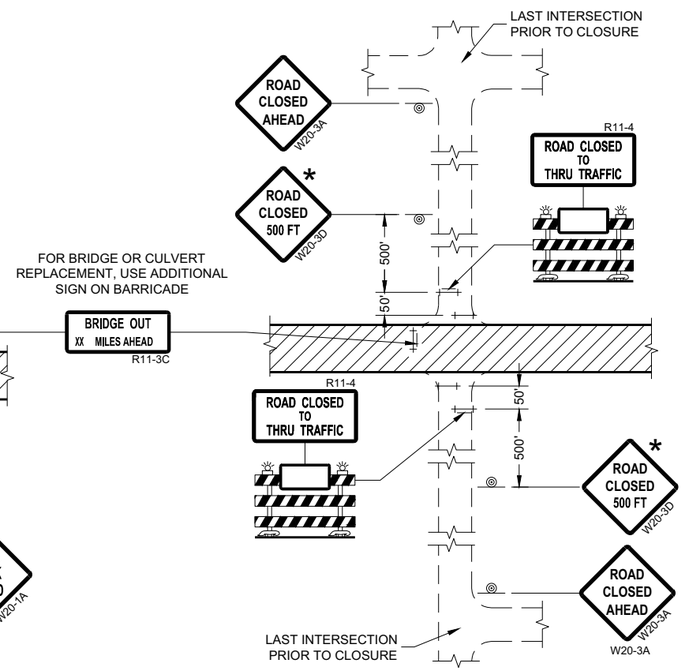
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

* OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.

** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

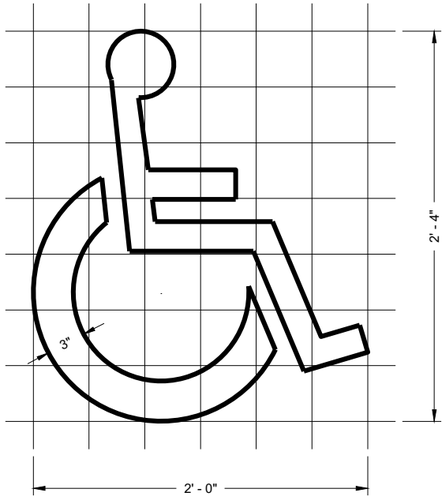
SDD 15C03 - 05

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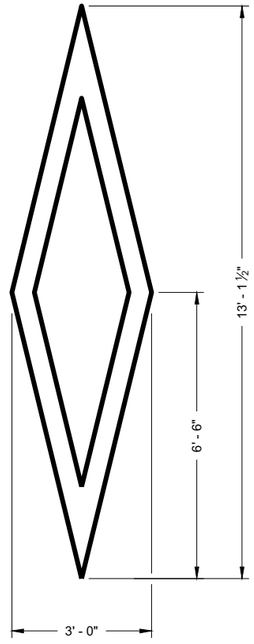
SDD 15C03 - 05

GENERAL NOTES

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



HANDICAP SYMBOL



PREFERENTIAL LANE SYMBOL

6

6

SDD 15C07 - 15a

SDD 15C07 - 15a

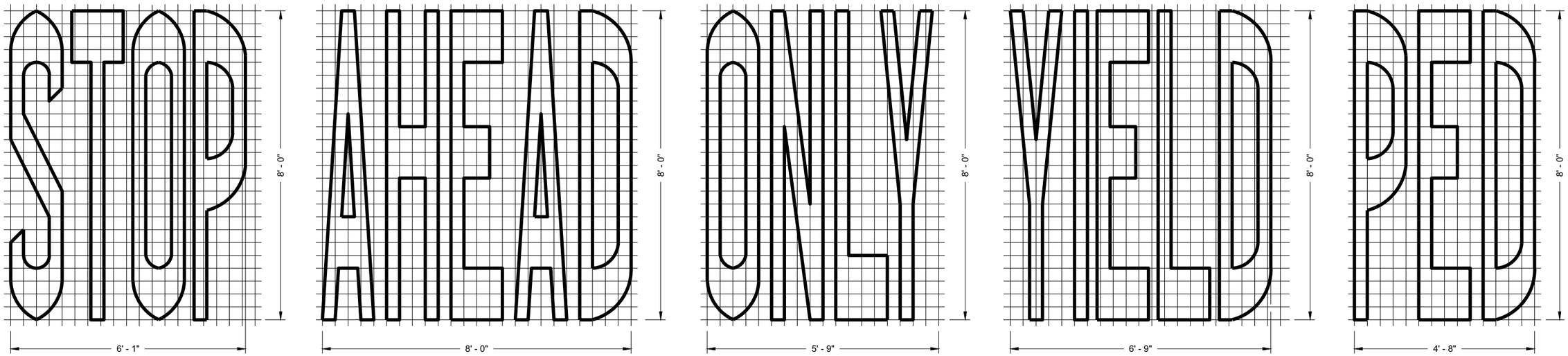
PAVEMENT MARKING SYMBOLS

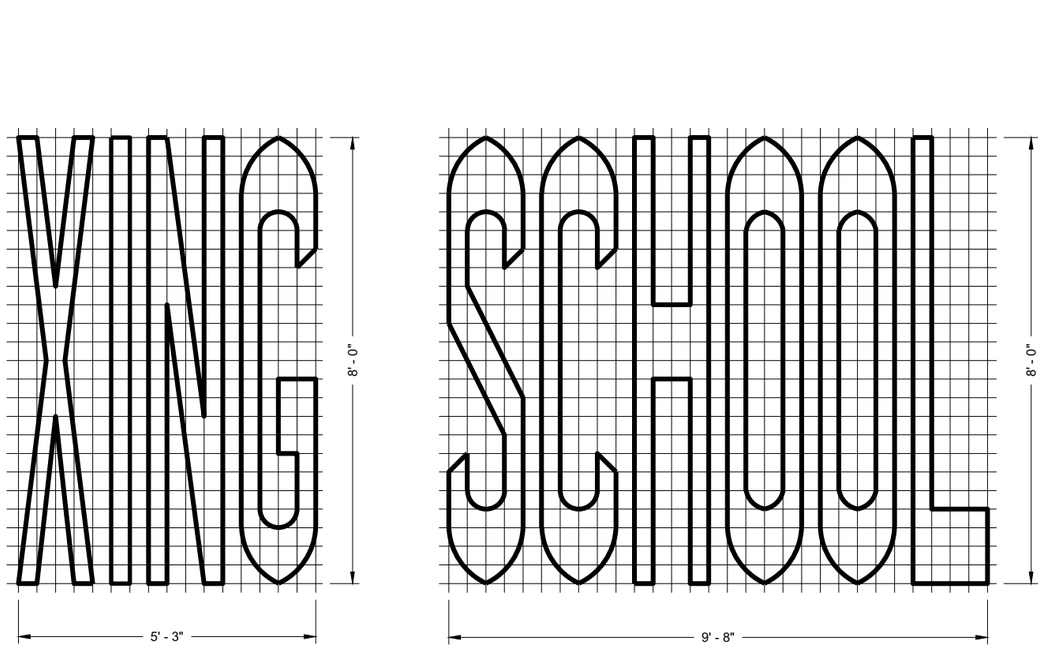
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

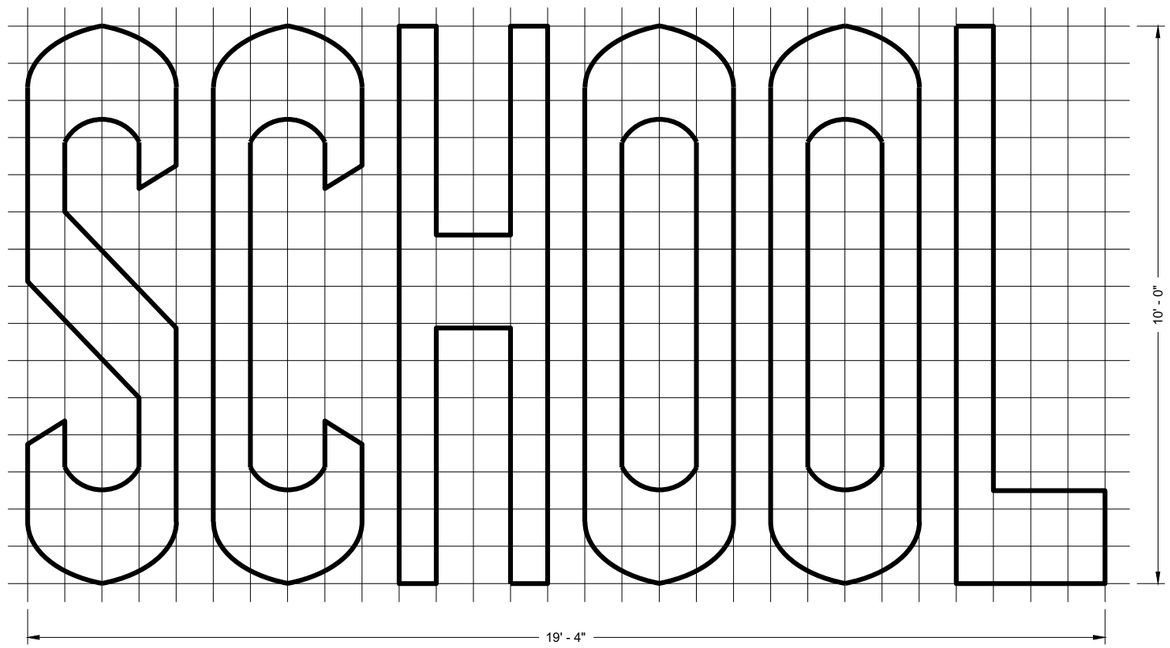
/S/ Matthew Rauch
STATE SIGNING AND MAR ENGINEER

FHWA





SINGLE LANE



TWO - LANE

GENERAL NOTES

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

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

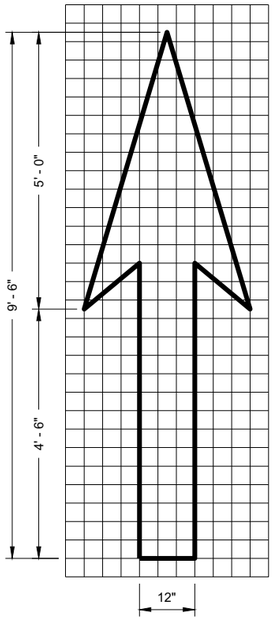
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SDD 15C07 - 15b

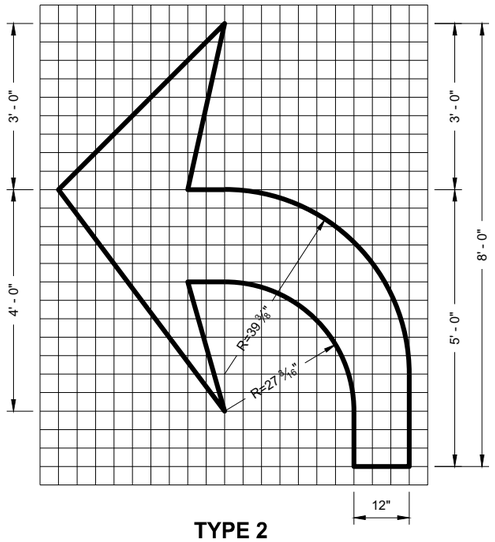
SDD 15C07 - 15b

GENERAL NOTES

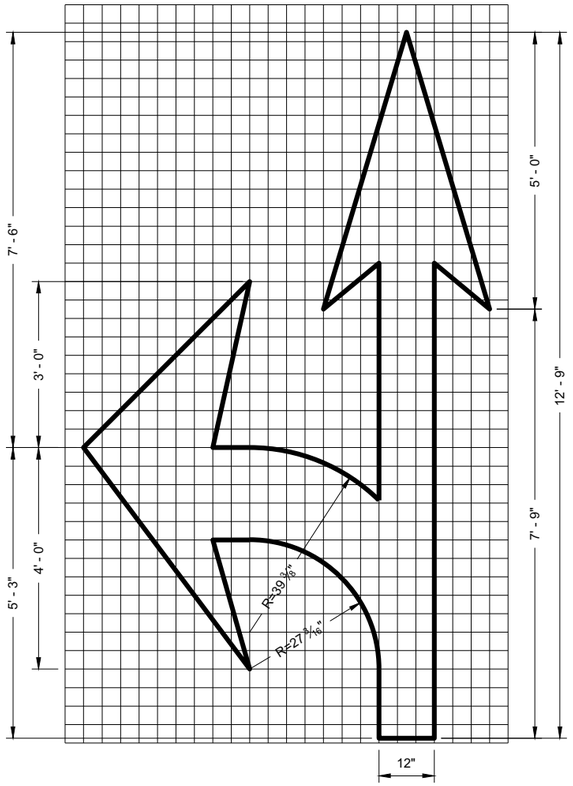
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



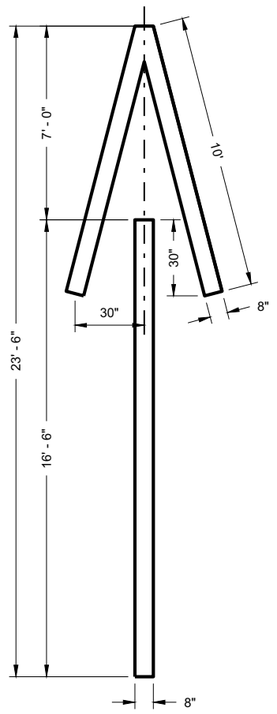
TYPE 1



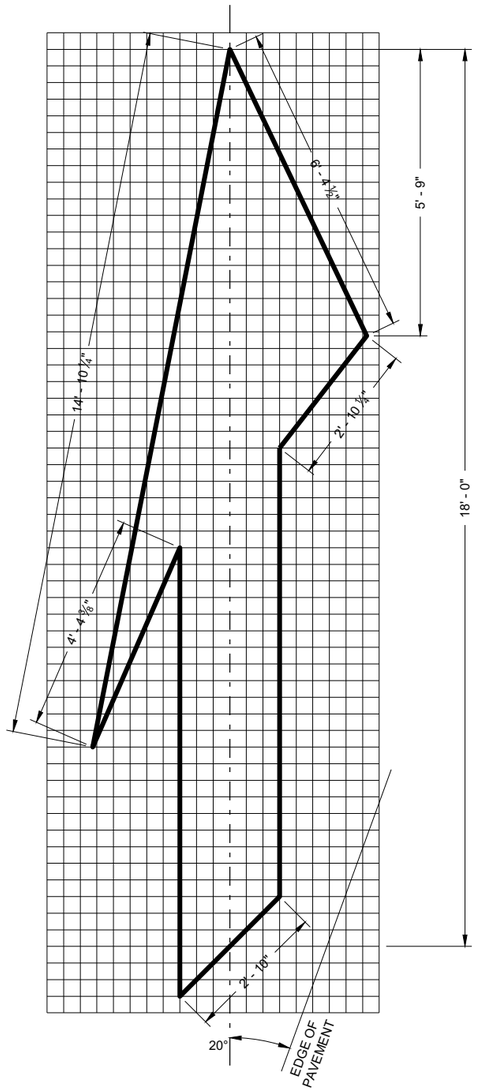
TYPE 2



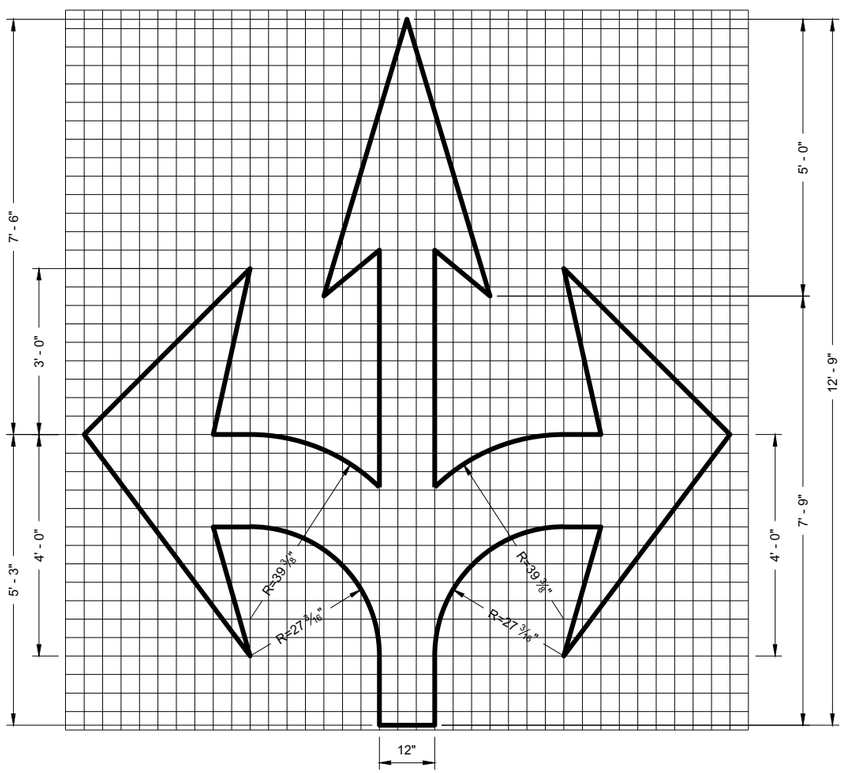
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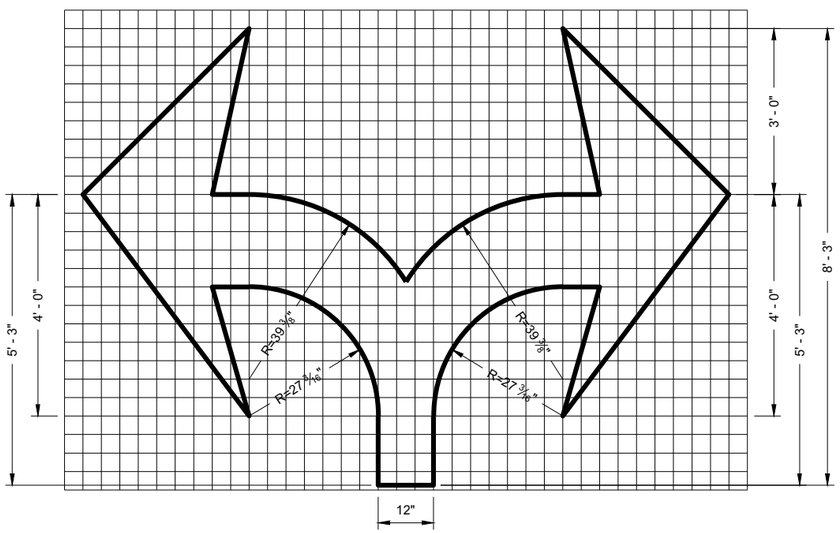
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C07 - 15c

6

SDD 15C07 - 15c

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

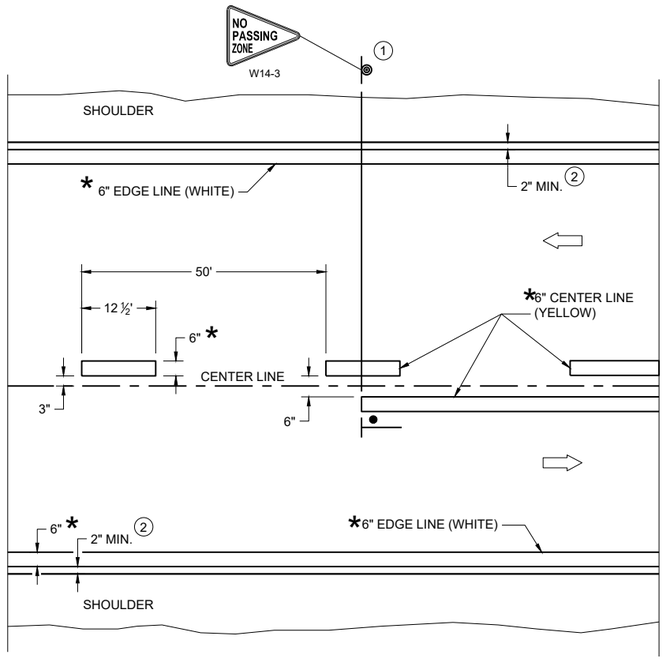
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

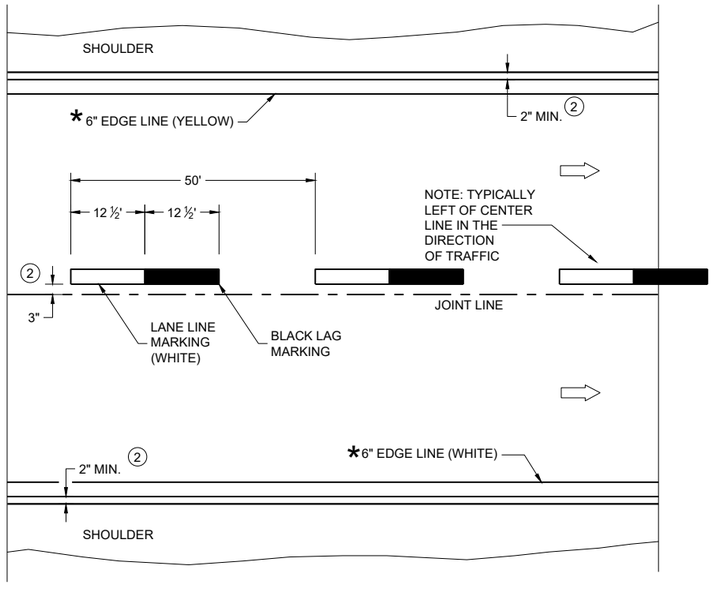
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

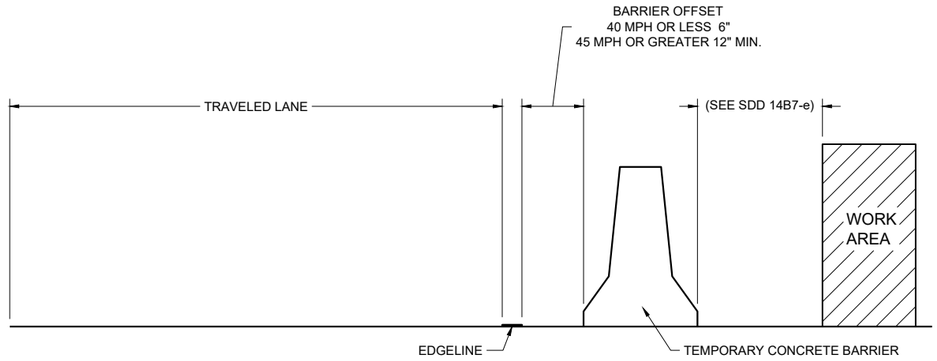
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

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SDD 15C08-23a

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

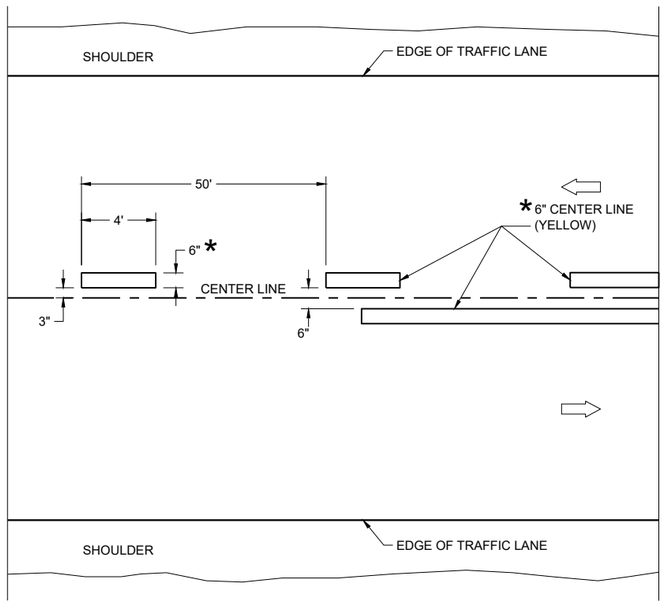
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

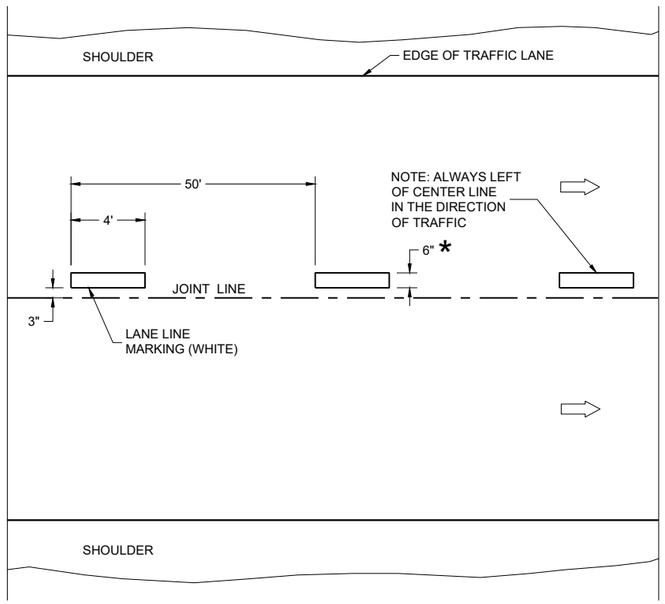
LEGEND

DIRECTION OF TRAFFIC

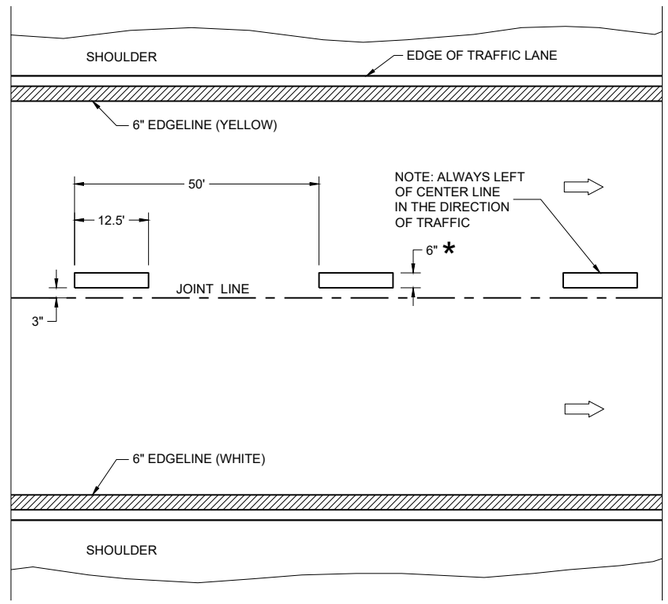
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer

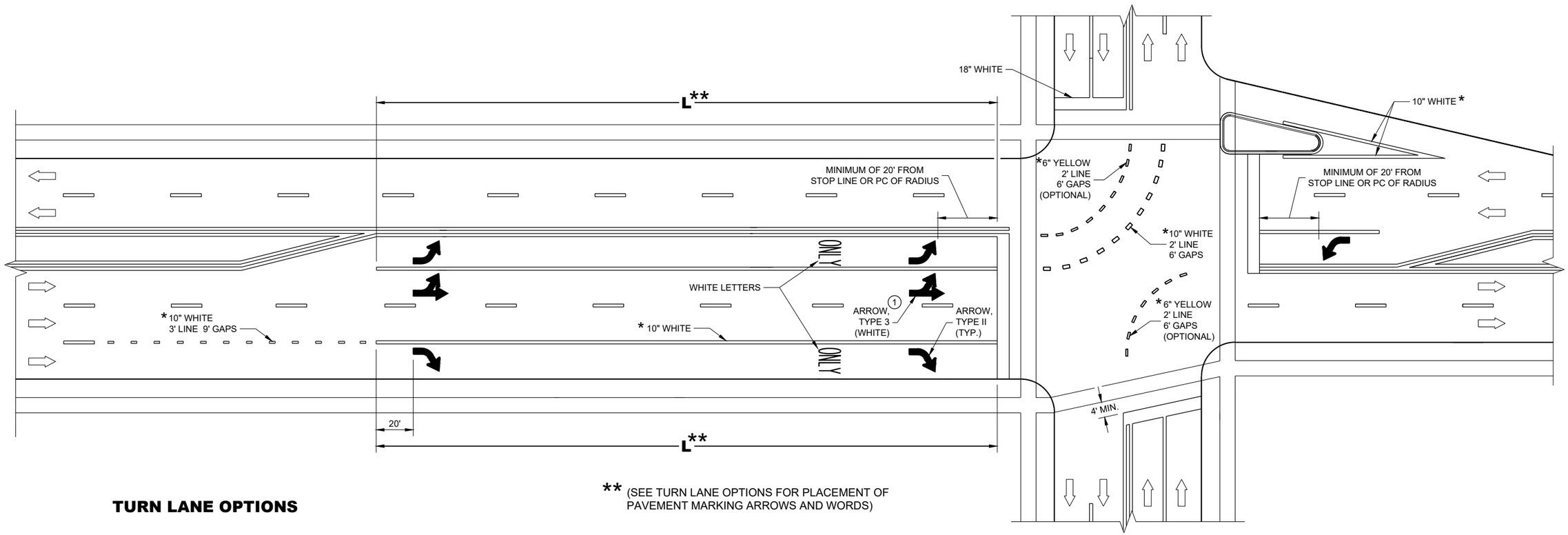
FHWA

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SDD 15C08-23b

6

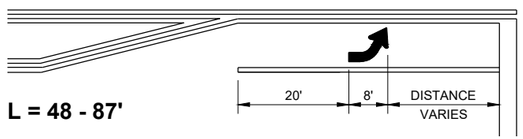
SDD 15C08-23b



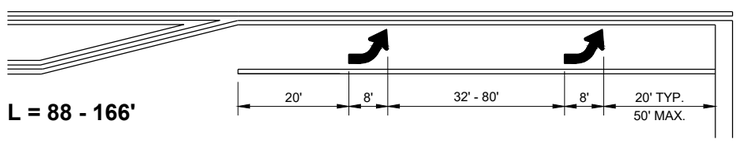
** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

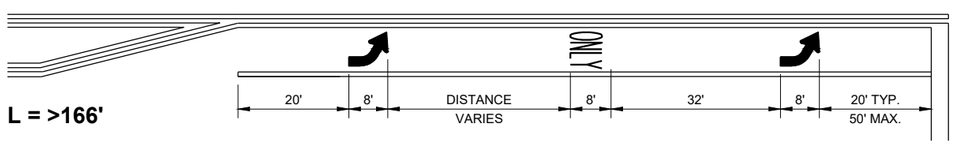
LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



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)

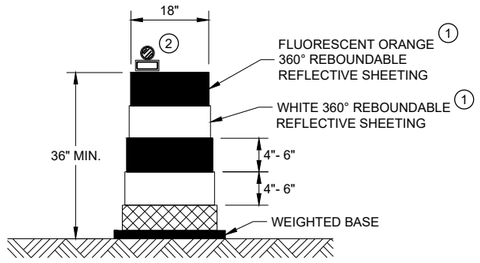
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C08-23d

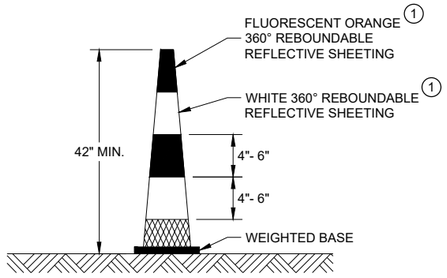
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

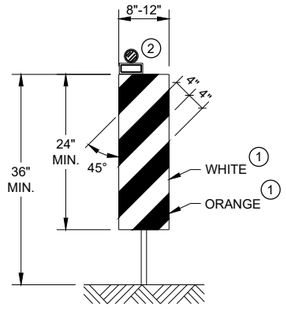
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

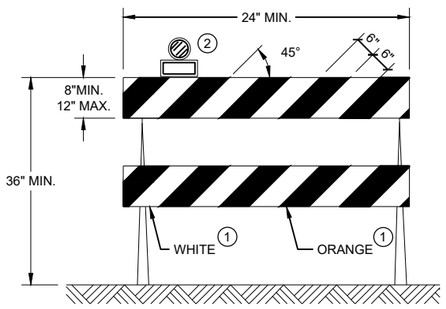
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



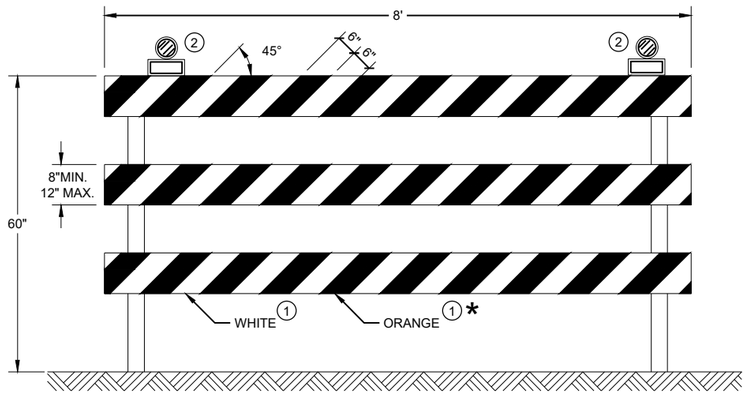
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

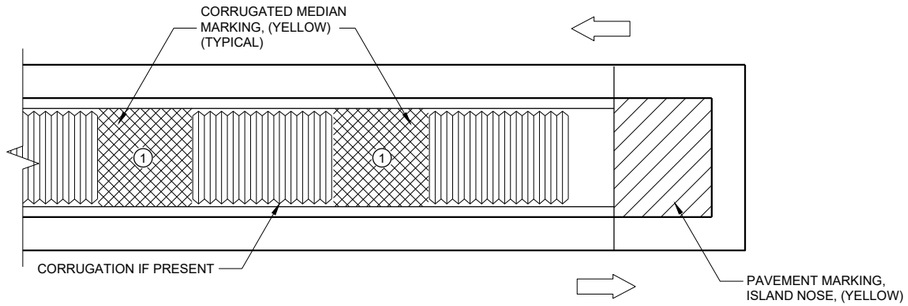
FHWA

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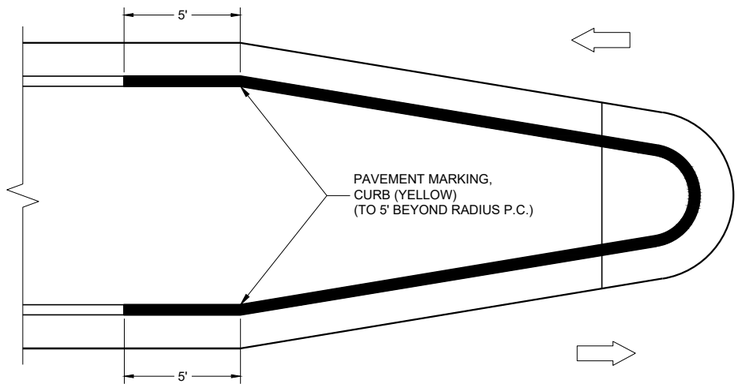
SDD 15C11 - 10b

6

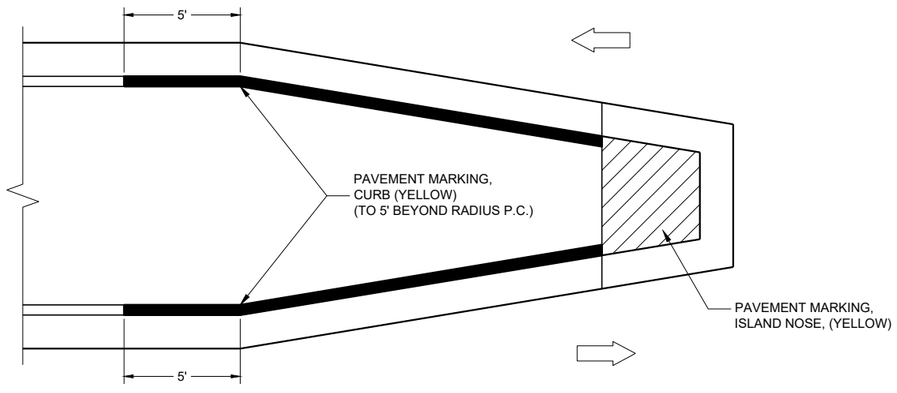
SDD 15C11 - 10b



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

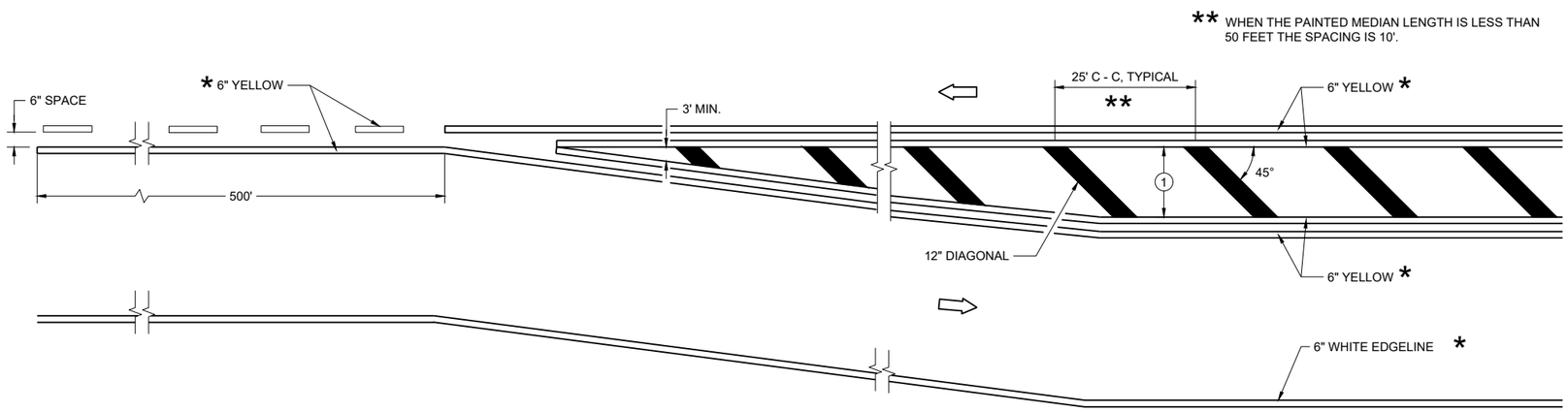
APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15C18-08b



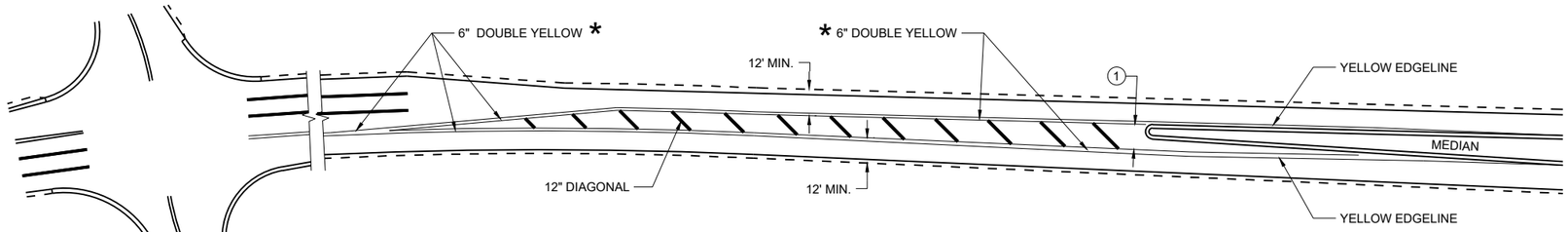
MEDIAN ISLAND DETAIL

GENERAL NOTES

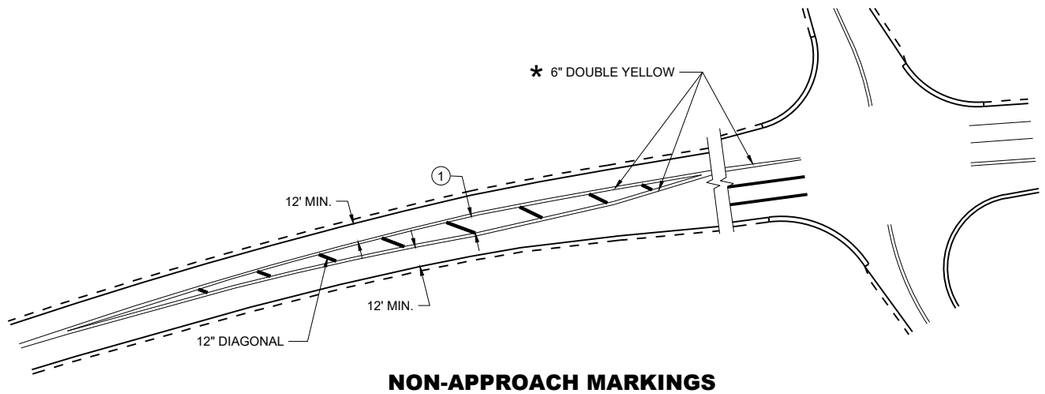
(1) DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

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

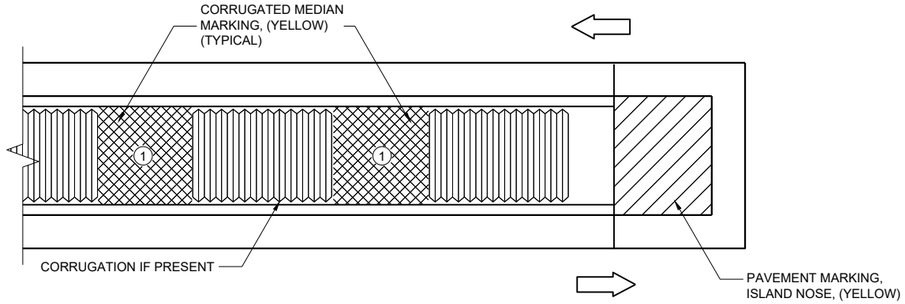
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

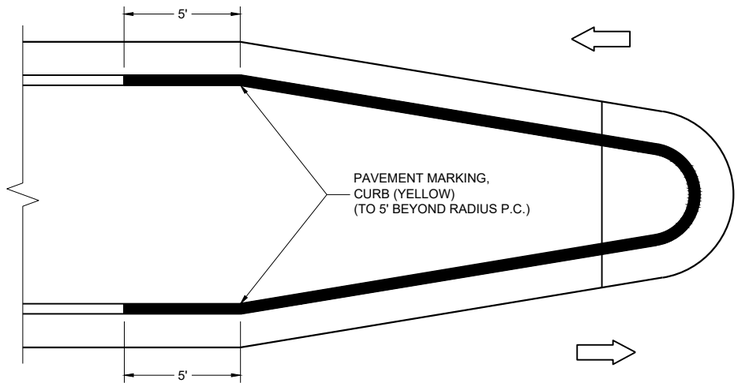
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SDD 15C18-09a

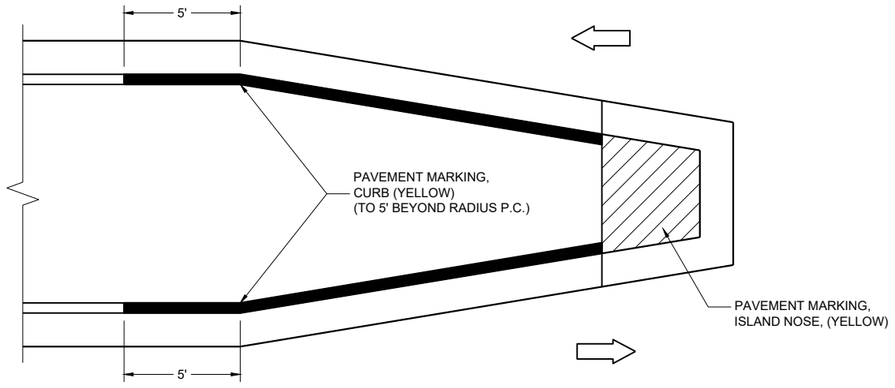
SDD 15C18-09a



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.

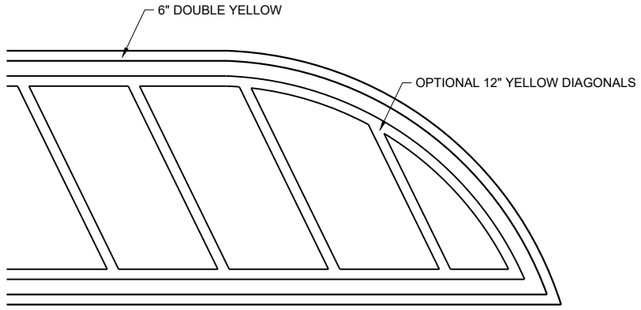
(1) APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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

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SDD 15C18-09b

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.

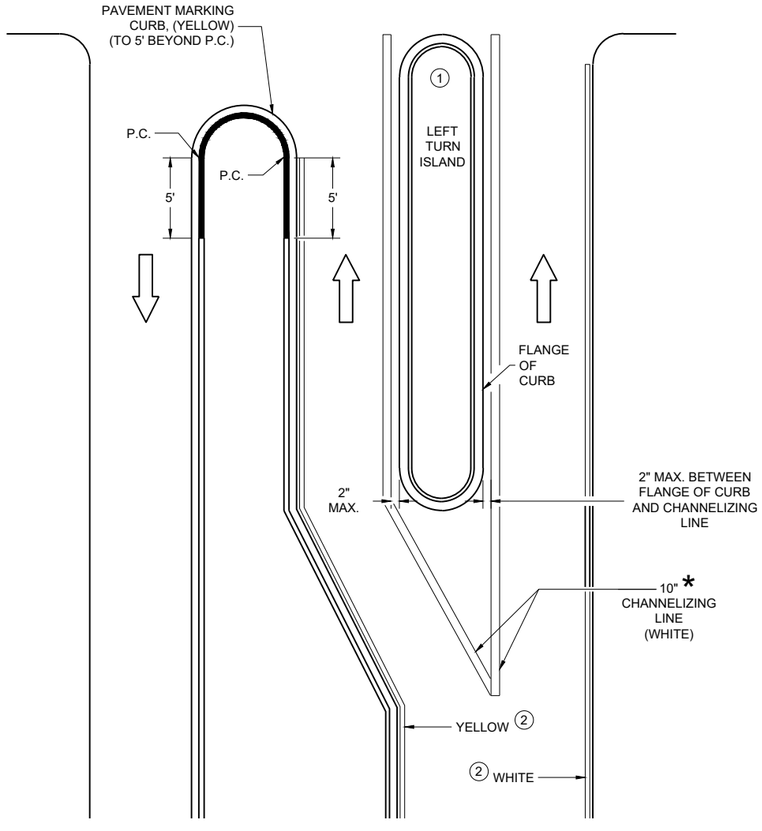
(1) MARK CURB NOSES YELLOW.

(2) MARK ACCORDING TO TABLE.

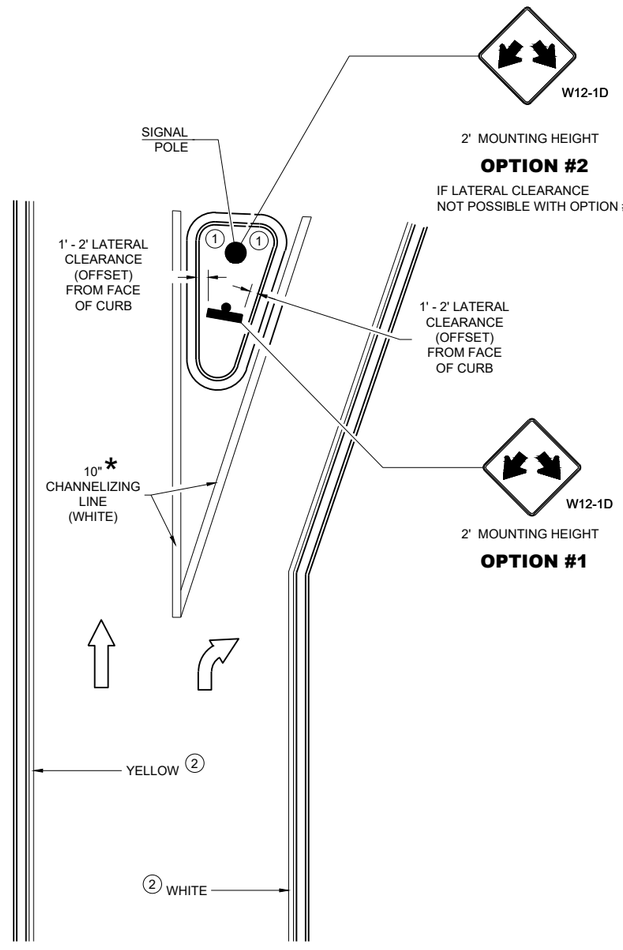
(3) CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

DIRECTION OF TRAVEL

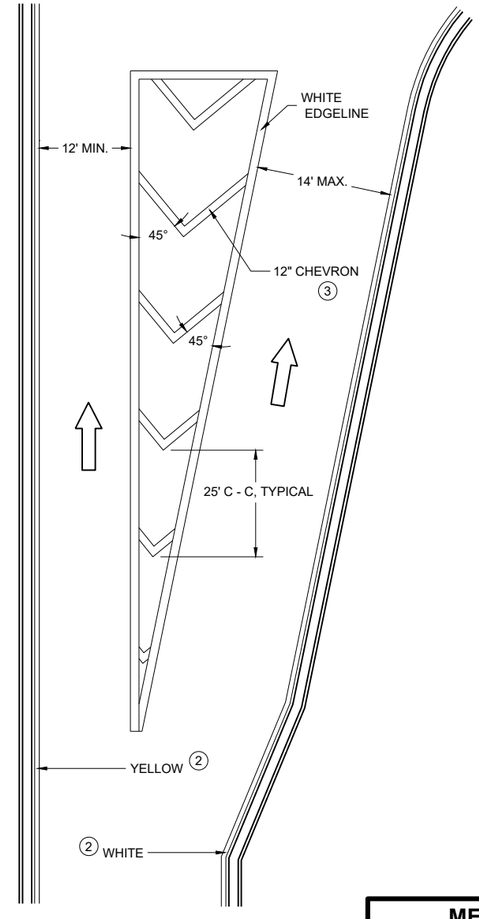
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

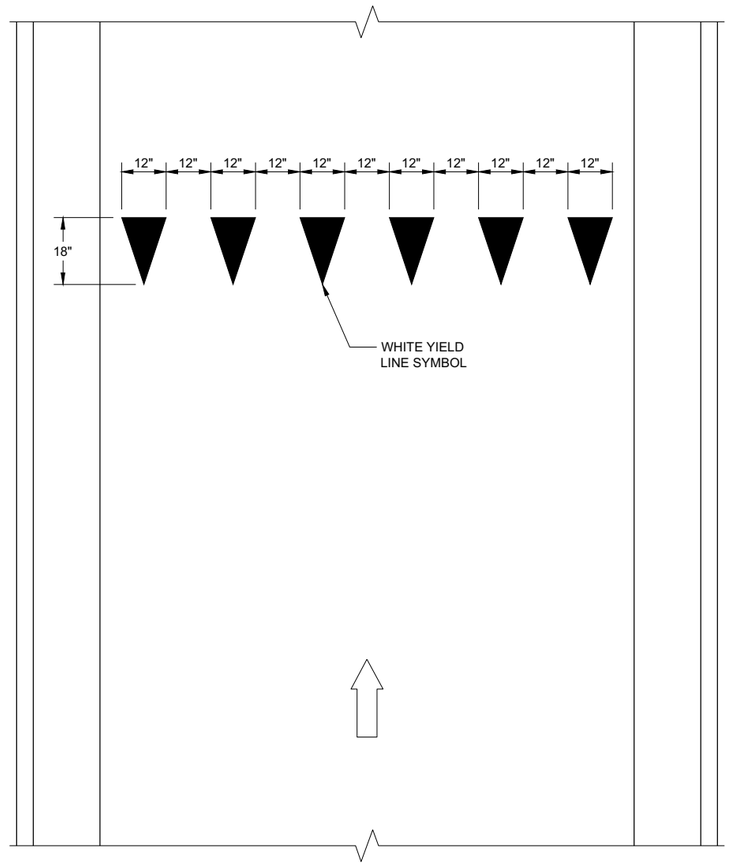
FHWA

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SDD 15C18-09c

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SDD 15C18-09c

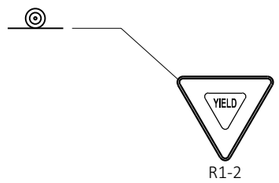


YIELD LINE

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL



R1-2

YIELD MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-81-2016
DATE

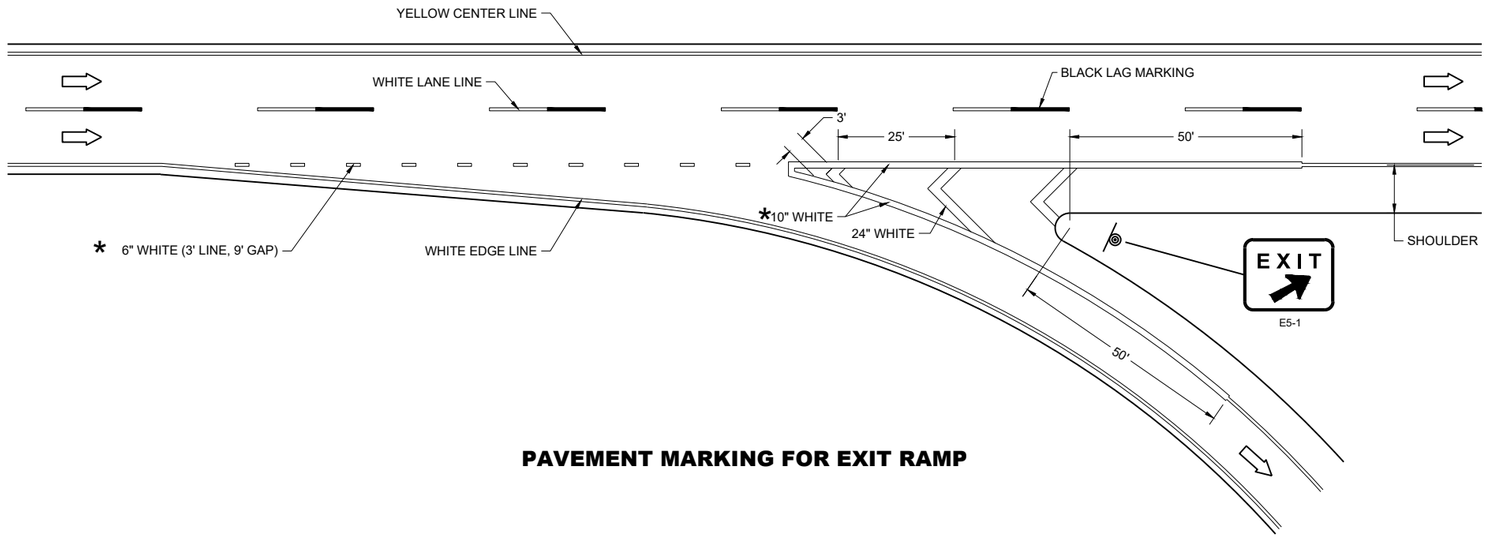
/S/ Matthew R. Rauch
STATE SIGNING AND MAR ENGINEER

FHWA

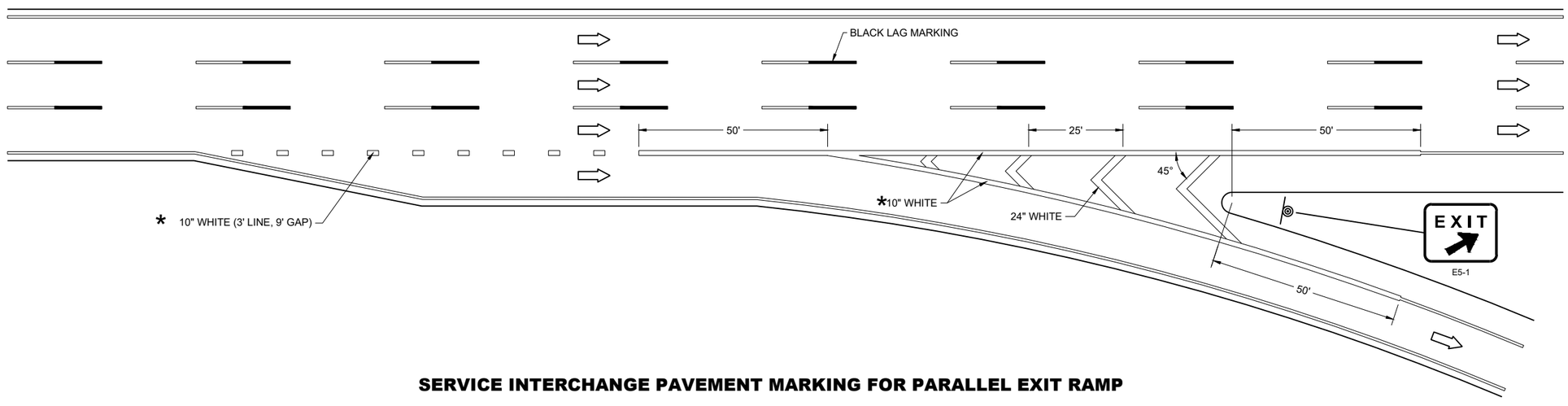
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SDD 15C20 - 02

SDD 15C20 - 02



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

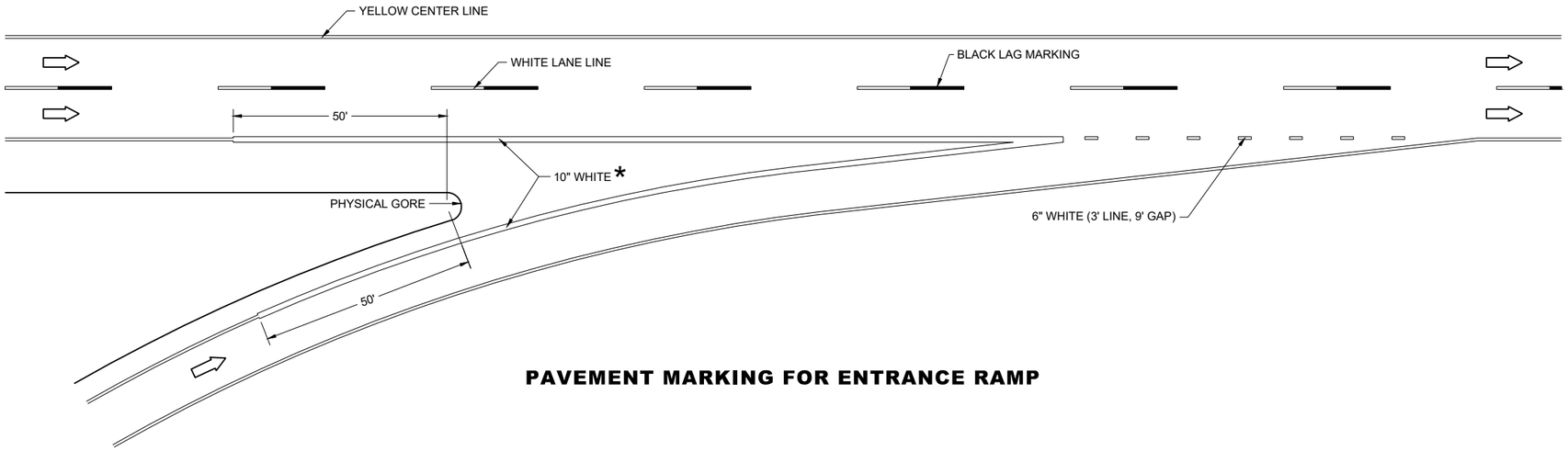
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-07a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

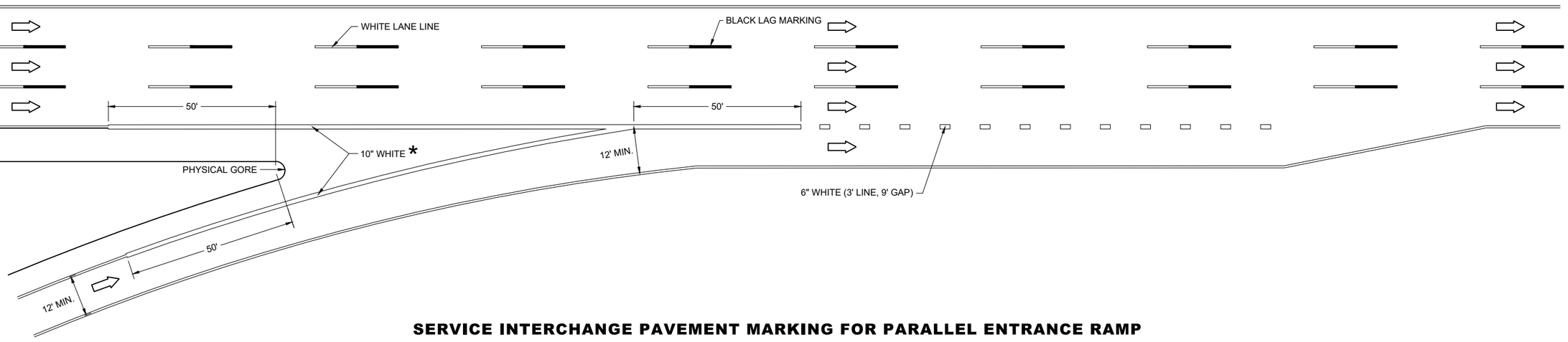


PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

6

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SDD 15C31-07c

SDD 15C31-07c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

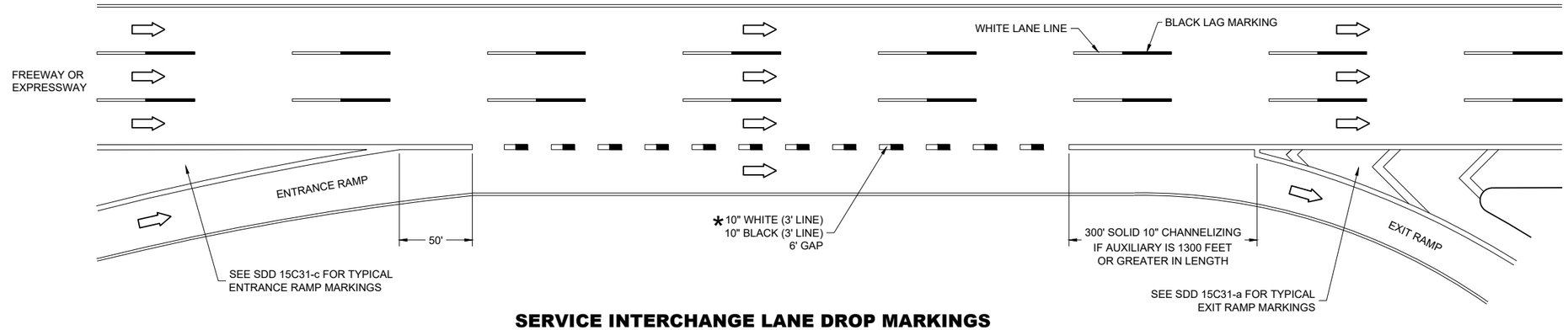
LEGEND

DIRECTION OF TRAVEL

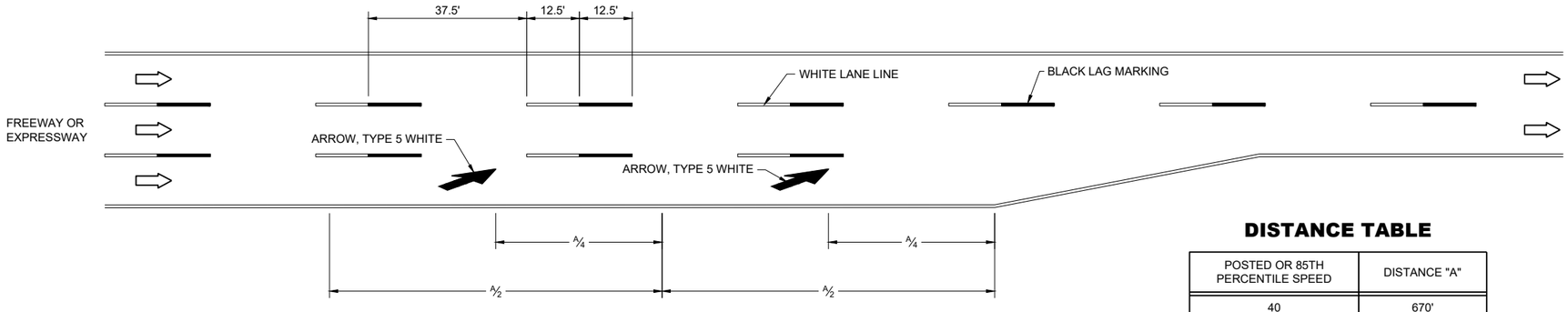
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

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
August 2024
DATE

/S/ Matthew Rauch
WORK ZONE ENGINEER

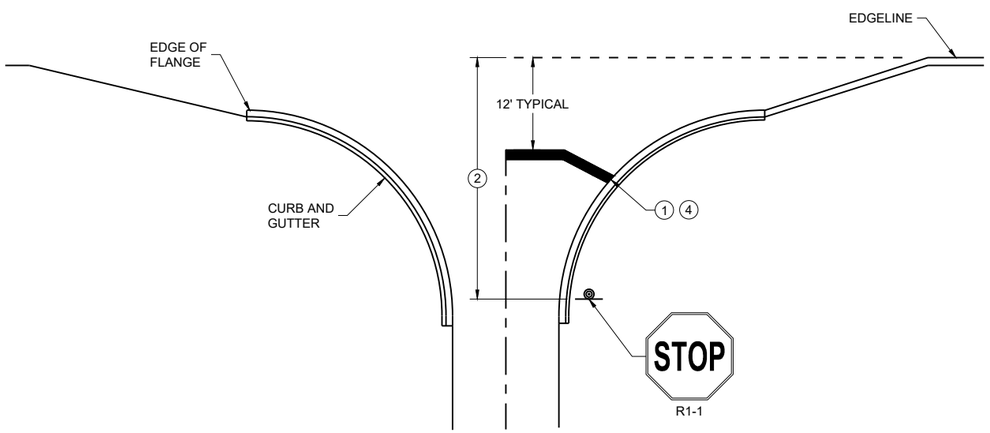
FHWA

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SDD 15C31-07d

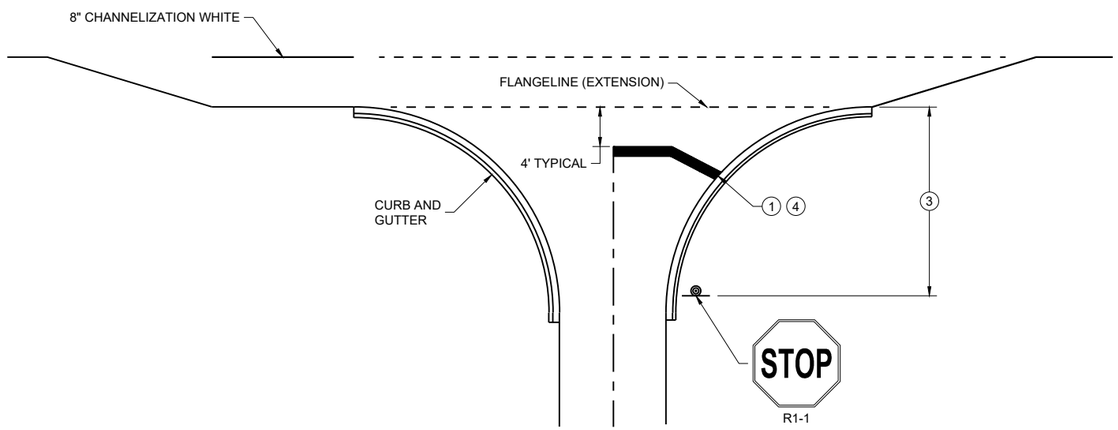
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

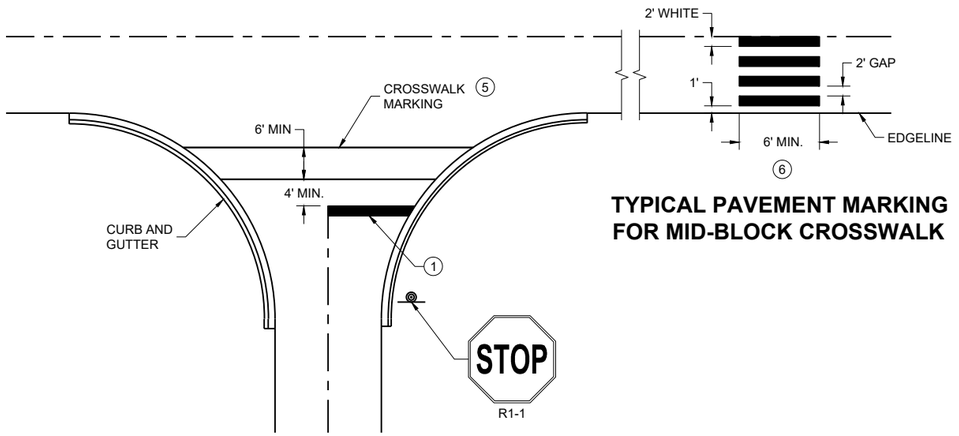
1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
3. NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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

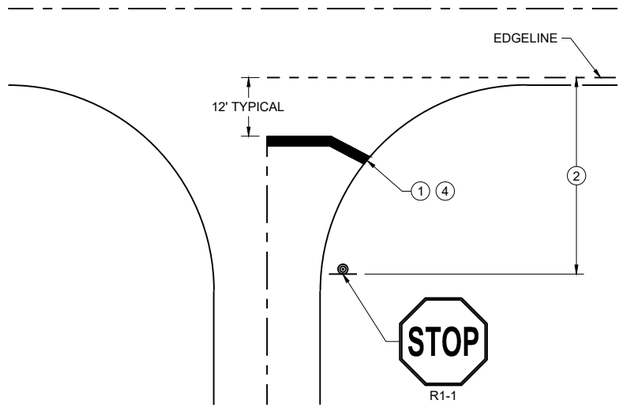


TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



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

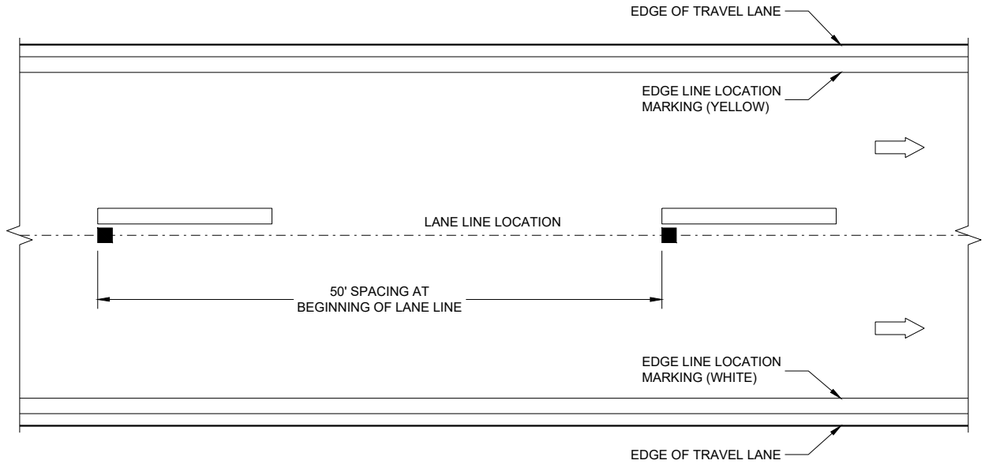
March 2024 — DATE

/S/ Matthew Rauch — STATE SIGNING AND MARKING ENGINEER

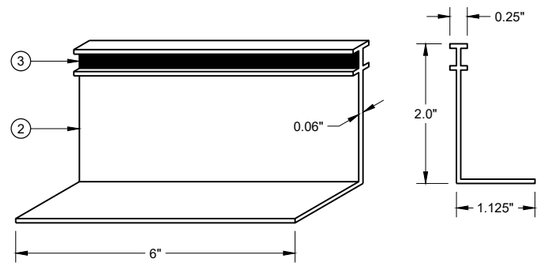
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SDD 15C33-05



LONGITUDINAL PLACEMENT 6 - INCH LANE LINE



ISOMETRIC VIEW **SIDE VIEW**

TEMPORARY RAISED PAVEMENT MARKER, TYPE II

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

COLOR OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II, SHALL MATCH THE COLOR OF THE MARKING THEY SUPPLEMENT.

PLACEMENT OF TEMPORARY RAISED PAVEMENT MARKERS ON EDGE LINES IS OPTIONAL. IF PLACED ON EDGE LINES, MAXIMUM SPACING SHALL BE 50 FEET.

PROVIDE SINGLE OR MULTI-COVER TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON PLAN.

MARK "T"s ON PAVEMENT FOR REESTABLISHING NO PASSING ZONES.

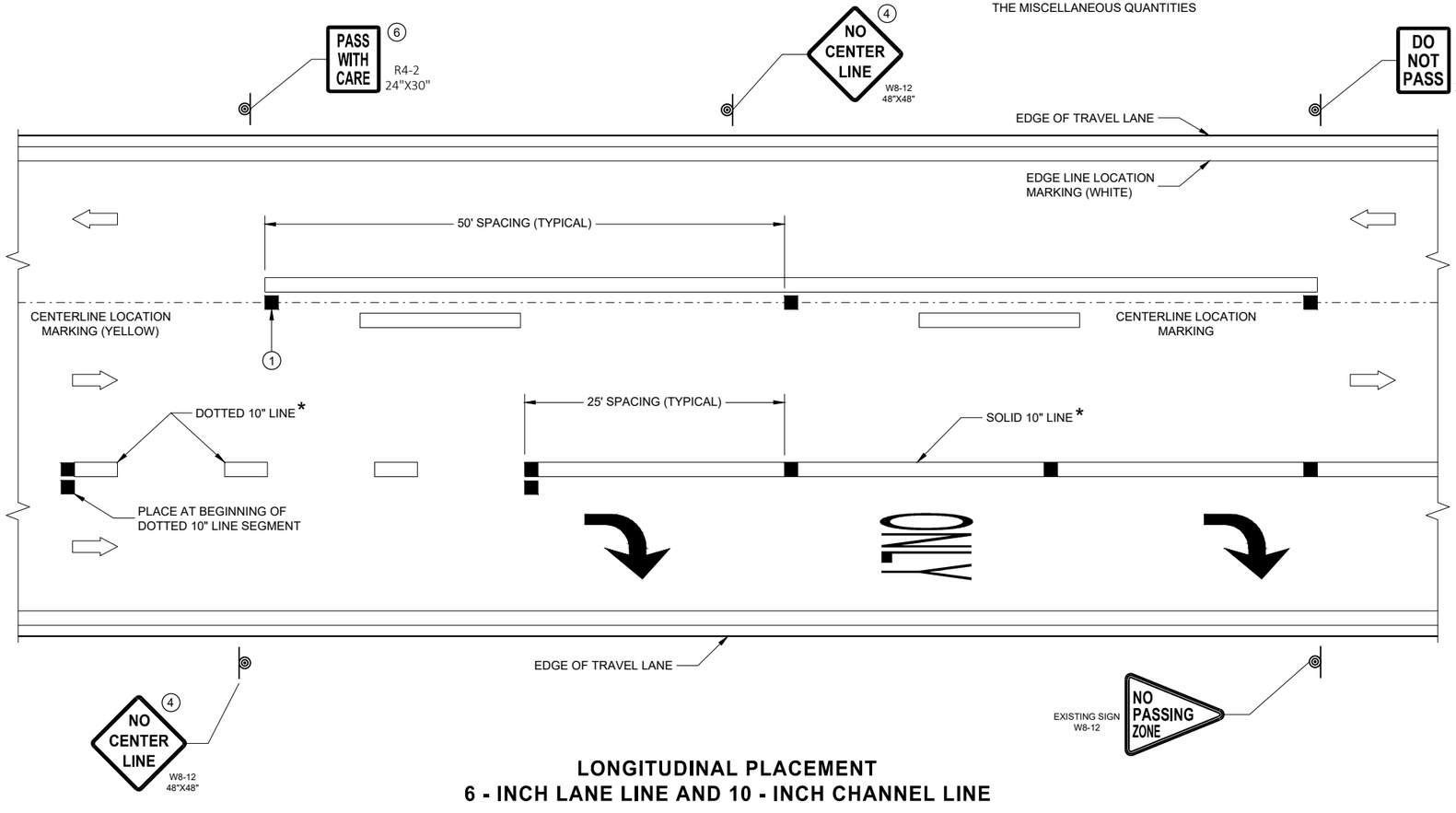
SAME DAY TEMPORARY PAVEMENT MARKING MAY BE USED IN LIEU OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF TEMPORARY SAME DAY PAVEMENT MARKING IS USED, ENSURE PROPOSED PAVEMENT MARKING ARE PLACED IN THE EXACT LOCATIONS AS THE EXISTING MARKINGS, USING A MINIMAL AMOUNT OF TEMPORARY RAISED MARKERS, TYPE II OR OTHER METHODS AS APPROVED BY THE ENGINEER.

IF ROADWAY IS DETOURED DURING CONSTRUCTION, THE "DO NOT PASS, "PASS WITH CARE" AND "NO CENTERLINE" SIGNS MAY BE OMITTED, PROVIDING A LIQUID MARKING IS INSTALLED BEFORE THE ROADWAY IS REOPENED TO TRAFFIC.

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



LONGITUDINAL PLACEMENT
6 - INCH LANE LINE AND 10 - INCH CHANNEL LINE

1. FOR DOUBLE SOLID YELLOW, PLACE THE MARKERS BETWEEN THE LINES.
2. MARKERS SHALL BE OF POLYURETHANE MATERIAL.
3. MARKERS SHALL HAVE A MINIMUM SIZE REFLECTIVE SURFACE OF 6-INCH WIDTH X 0.25 INCH HEIGHT.
4. "NO CENTER LINE" SIGNS SHALL BE PLACED AT THE BEGINNING OF PROJECT, AT TWO MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS.
5. "DO NOT PASS" SIGNS SHALL BE INSTALLED AT THE BEGINNING OF NO PASSING ZONES. ADDITIONAL "DO NOT PASS" SIGNS SHALL BE INSTALLED AT ONE MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS WITHIN THE NO PASSING ZONE.
6. "PASS WITH CARE" SIGNS SHALL BE PLACED AT THE DOWNSTREAM END OF NO PASSING ZONES.

LEGEND

- TEMPORARY RAISED PAVEMENT MARKER, TYPE II
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC.

STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKERS, TYPE II

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Matthew Rauch — STATE SIGNING AND MAF ENGINEER

FHWA

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SDD 15C34-04

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SDD 15C34-04

GENERAL NOTES

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

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

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

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

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

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

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

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

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

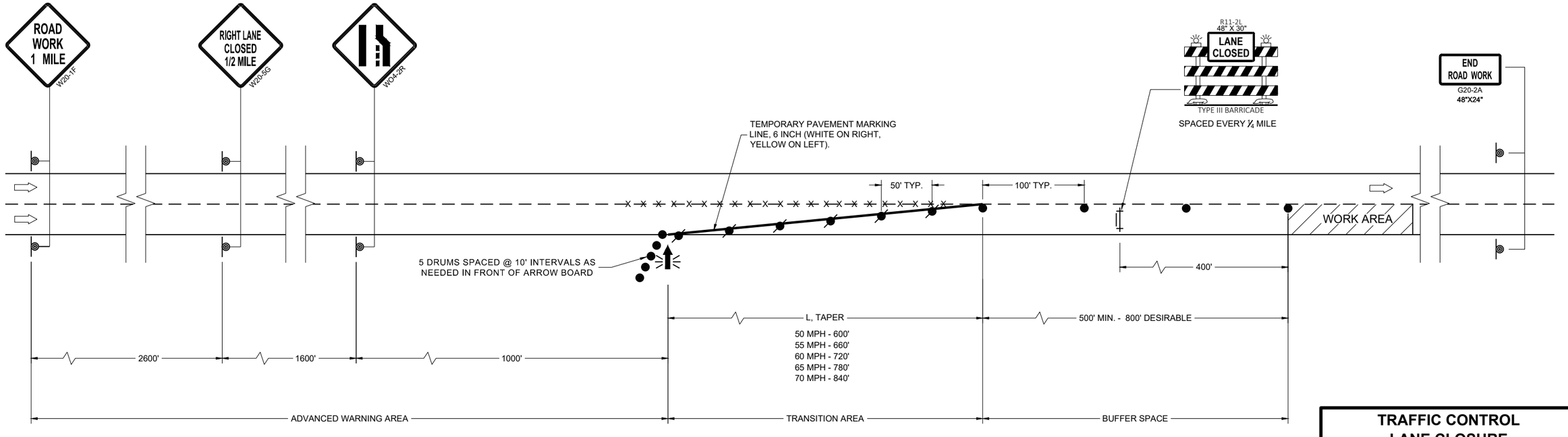
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

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



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
Work Zone Engineer

FHWA

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SDD 15D12-13a

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SDD 15D12-13a

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD
- (S) PORTABLE TRAFFIC SENSOR (PTS)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN

GENERAL NOTES

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

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

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

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

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

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

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

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

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

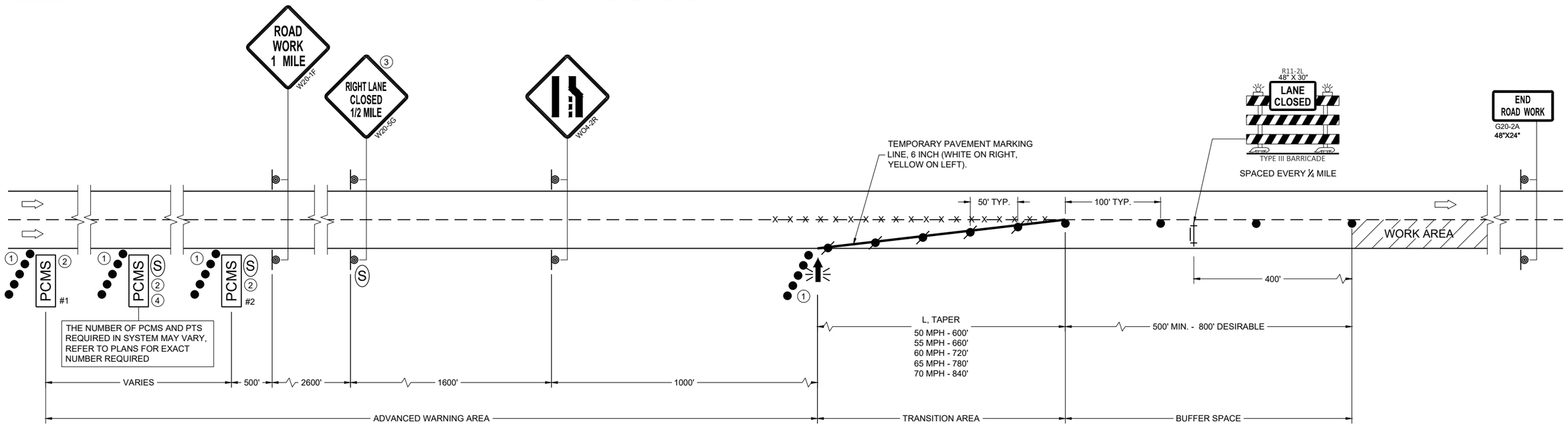
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON 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 W0-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE W03-5 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 FLASHING ARROW MERGE MODE.



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
March 2024 — DATE
/S/ Erin Schwark — Work Zone Engineer

FHWA

6 SDD 15D12-13e

6 SDD 15D12-13e

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
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

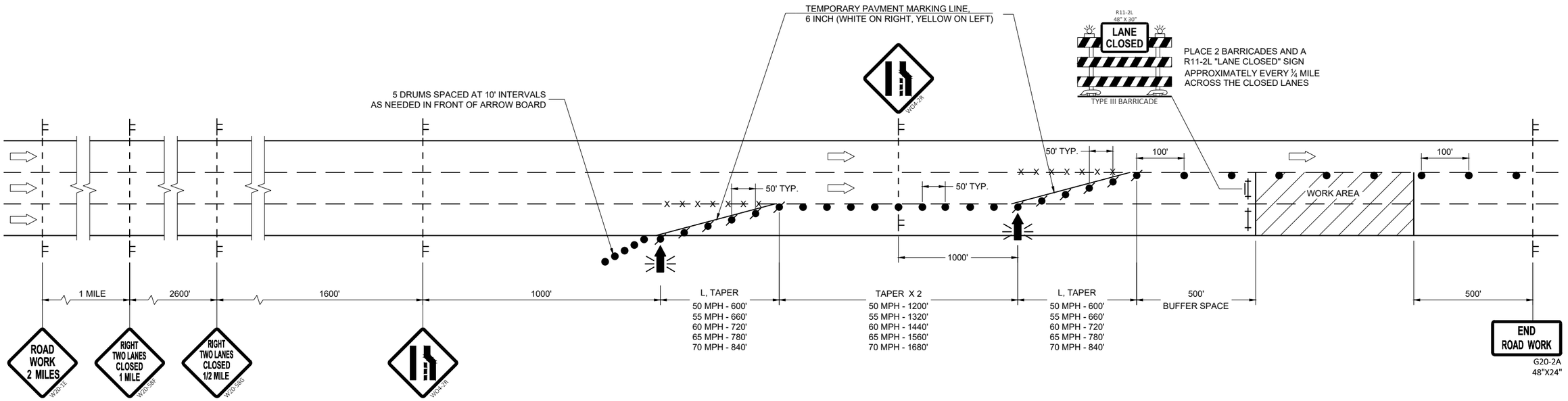
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEFR

FHWA

6

SDD 15D14-07

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SDD 15D14-07

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

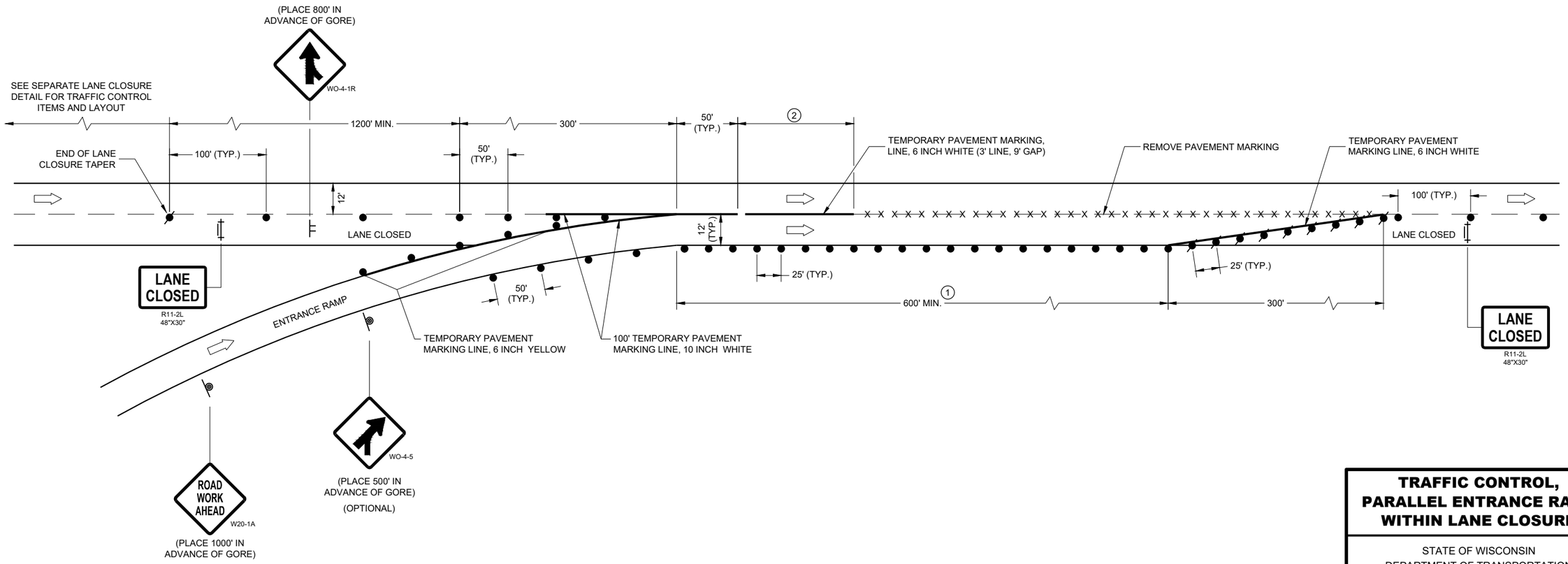
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER
FHWA

6

SDD 15D15-07a

6

SDD 15D15-07a

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" X 16" MIN., ORANGE
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

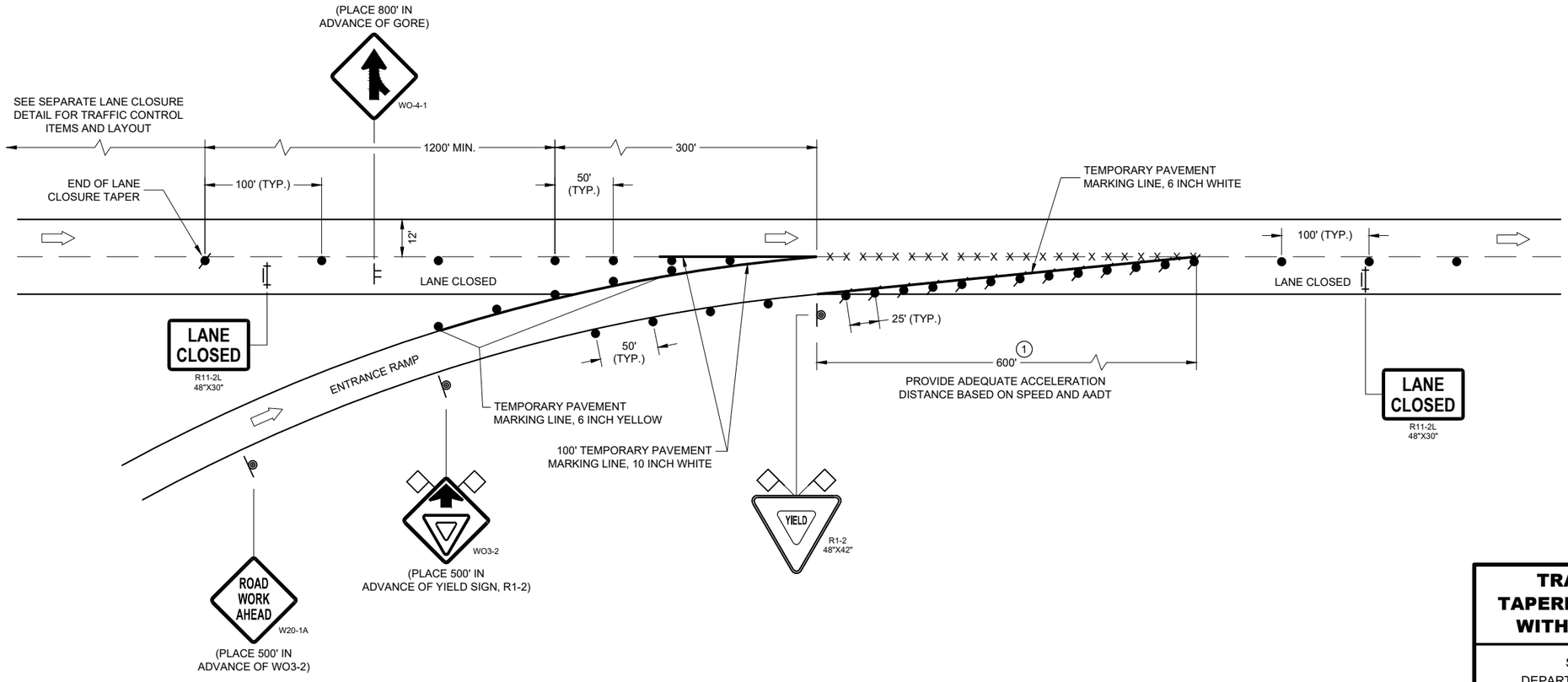
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

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SDD 15D15-07c

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SDD 15D15-07c

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

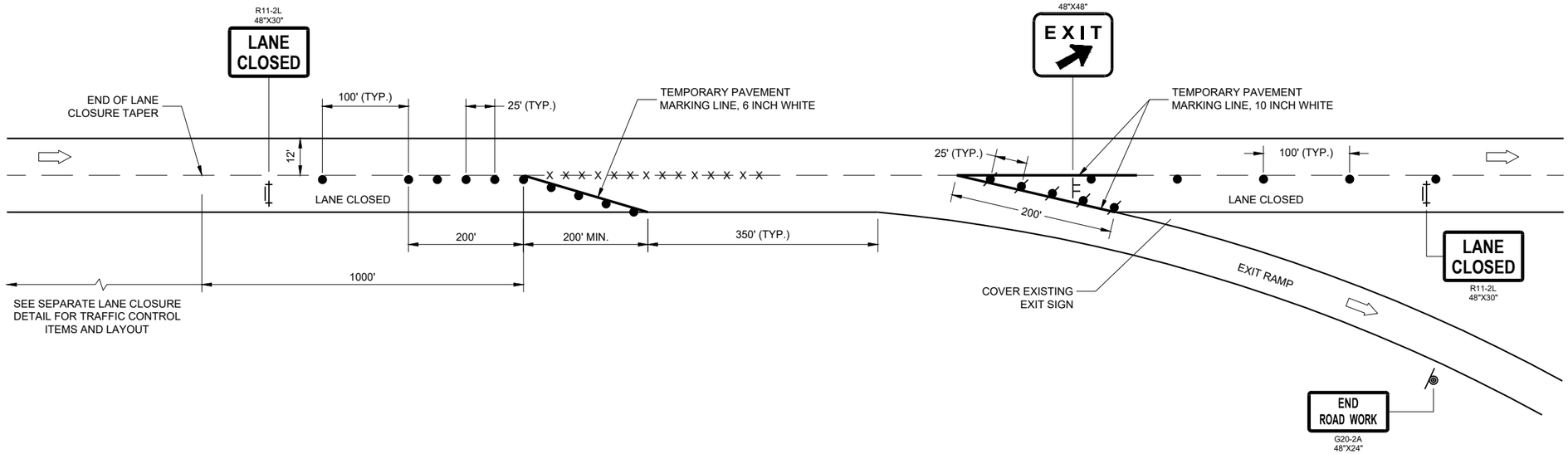
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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

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

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



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15D15-07e
SDD 15D15-07e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

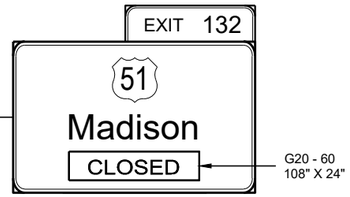
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(1) W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR

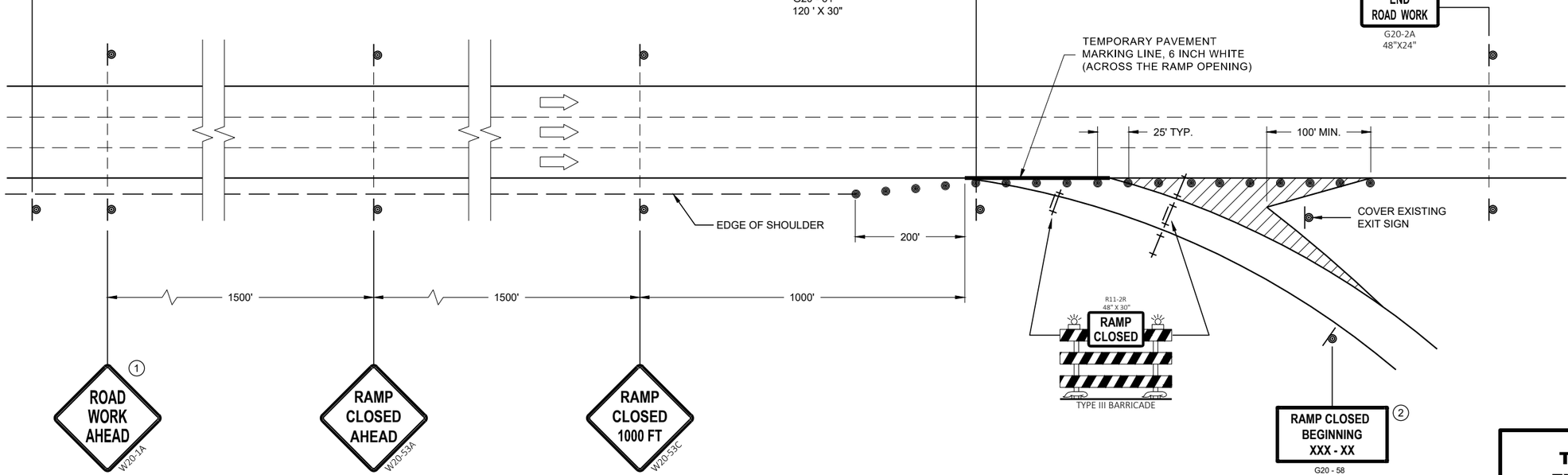


PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



G20 - 61
120 ' X 30"

COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)



OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 15D16-06

LEGEND

- 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
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE MAY BE MOUNTED ON TEMPORARY SUPPORTS.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

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

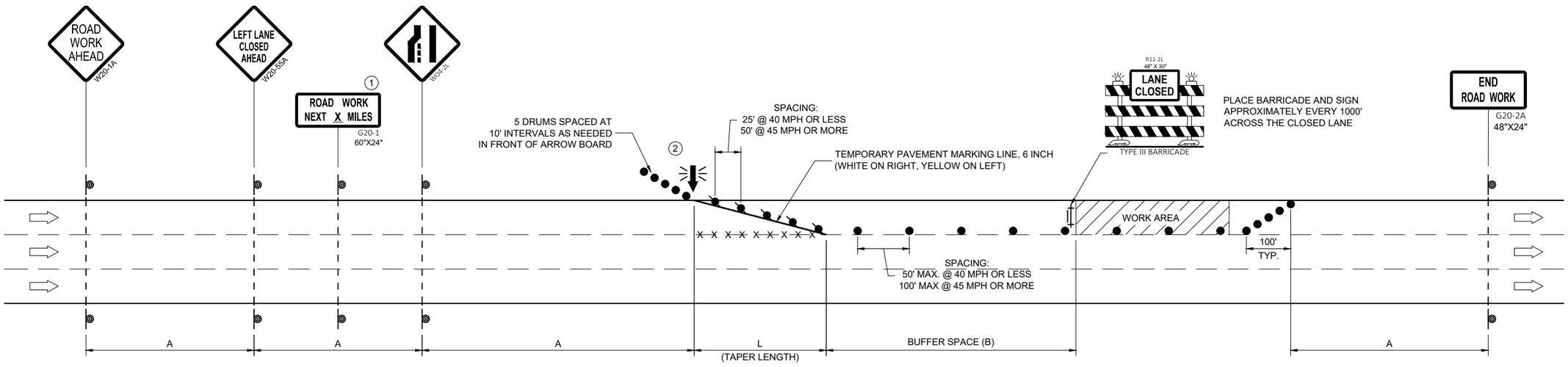
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

(2) WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D20-08a

6

SDD 15D20-08a

GENERAL NOTES

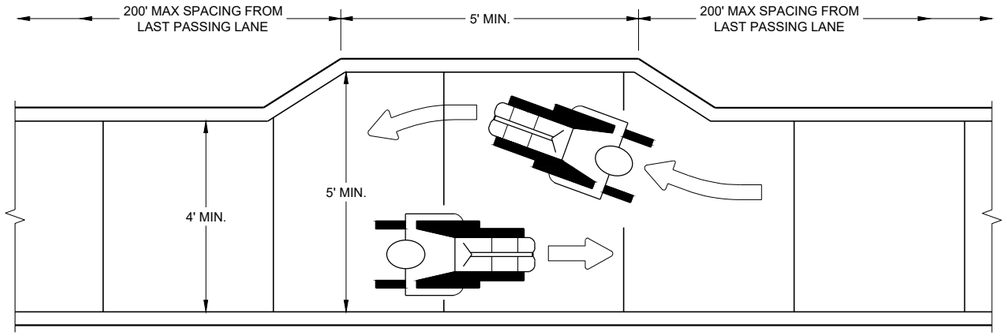
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

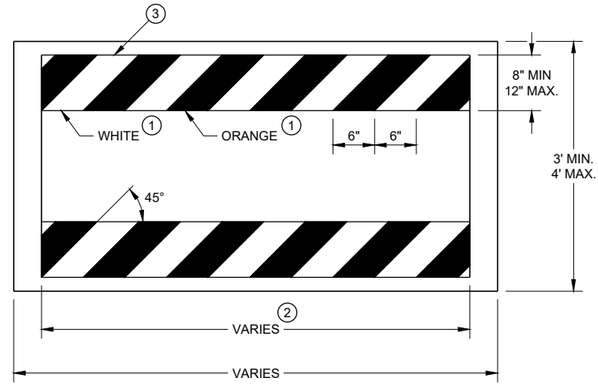
(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

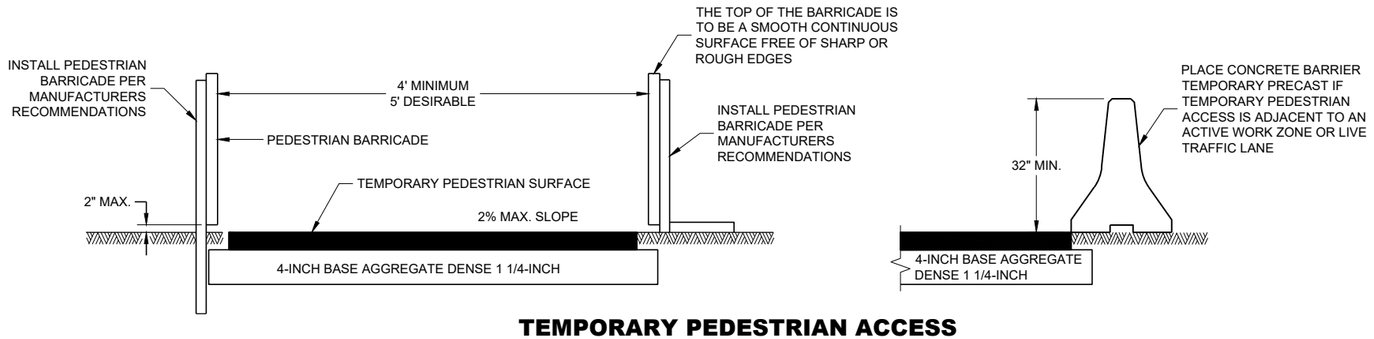
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



NARROW SIDEWALK PASSING DETAIL



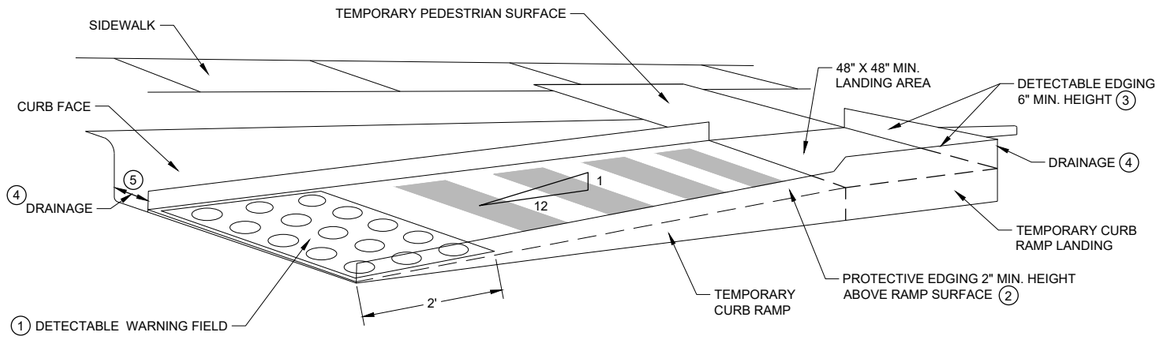
TEMPORARY PEDESTRIAN BARRICADE*



TEMPORARY PEDESTRIAN ACCESS

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6
SDD 15D30 - 09a



PERSPECTIVE VIEW

GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.

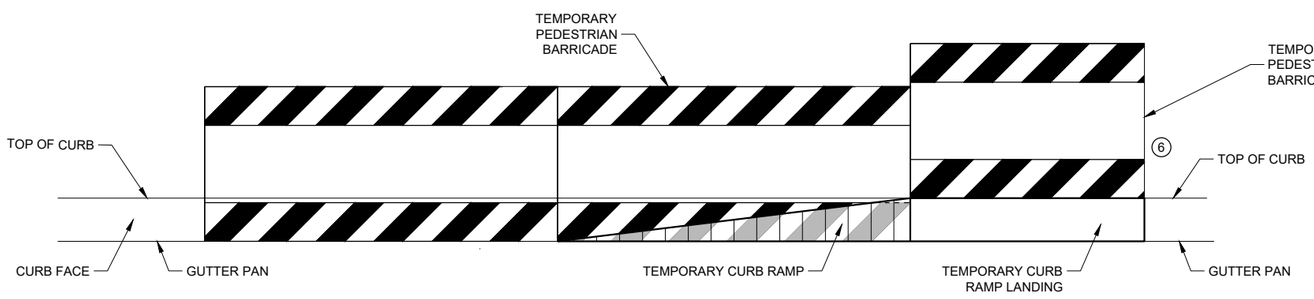
(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

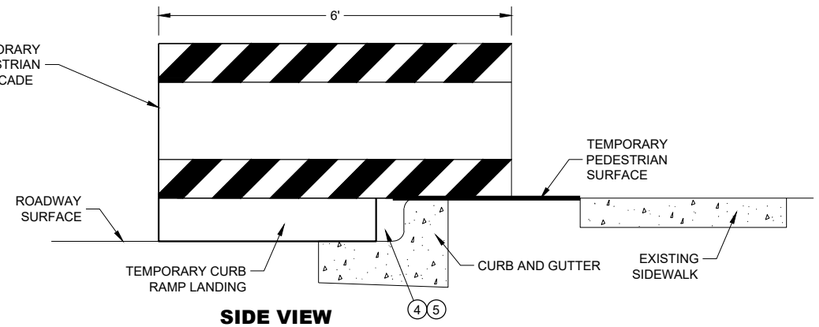
(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.

(6) IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



FRONT VIEW



SIDE VIEW

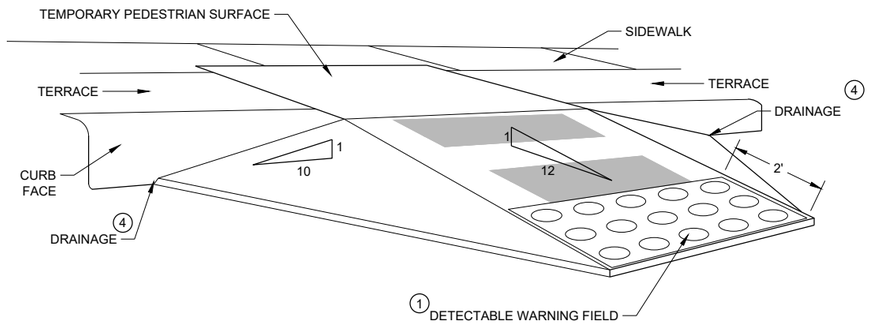
TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

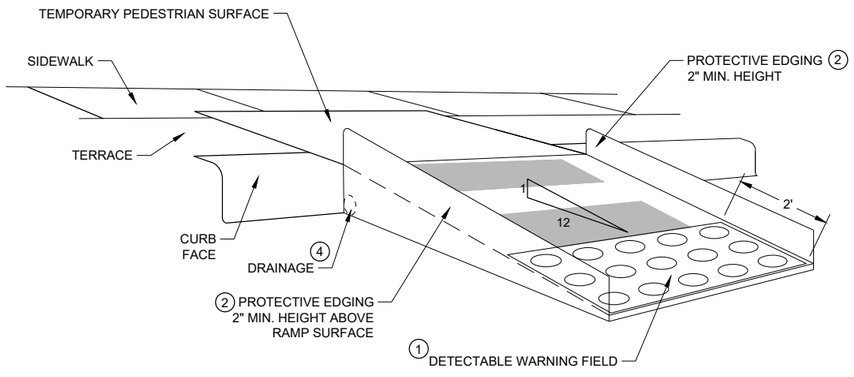
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09b



WITH SIDE APRON (5)



WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

(1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS

(2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

(3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

(4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

(5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

6

SDD 15D30 - 09c

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

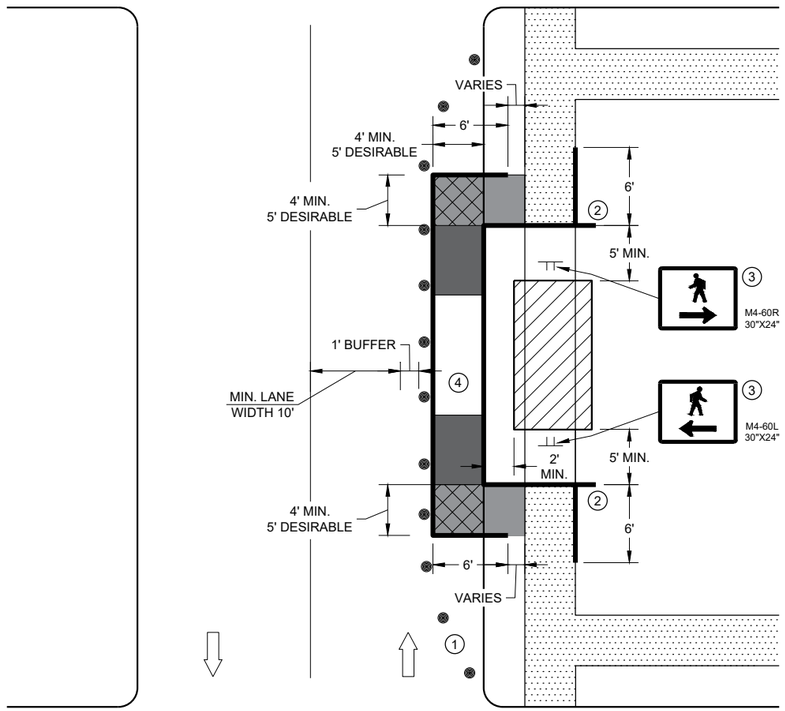
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

1. SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
2. PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
3. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
4. USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15D30 - 09h

6

SDD 15D30 - 09h

LEGEND

SIGN ON PERMANENT SUPPORT

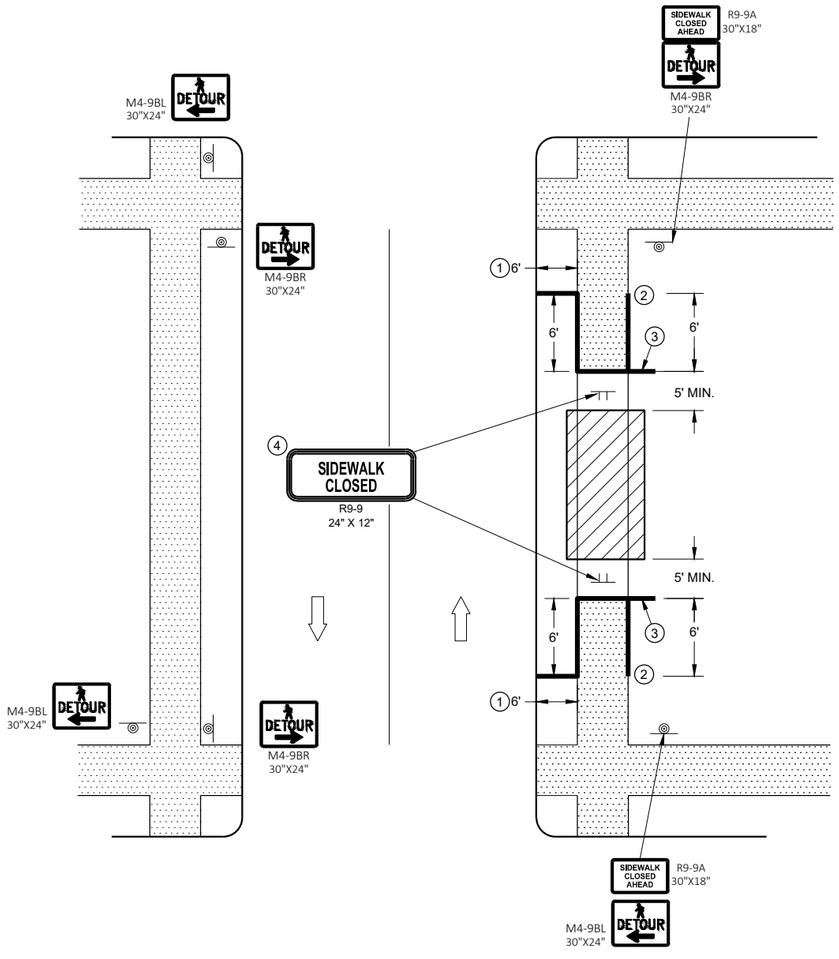
SIGN ON TEMPORARY SUPPORT

UNDER PEDESTRIAN TRAFFIC

WORK AREA

TEMPORARY PEDESTRIAN BARRICADE

DIRECTION OF TRAFFIC



GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

1. IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
2. PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
3. IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
4. MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

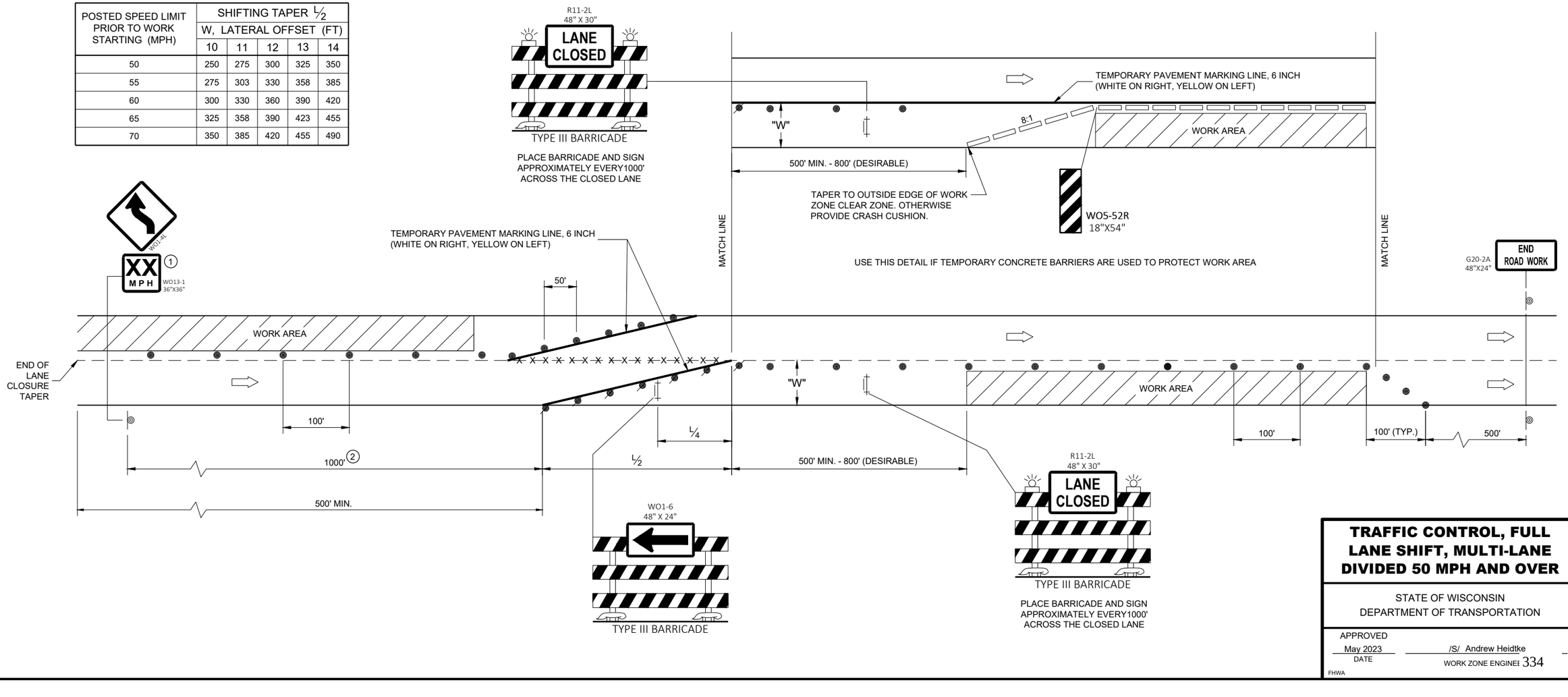
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

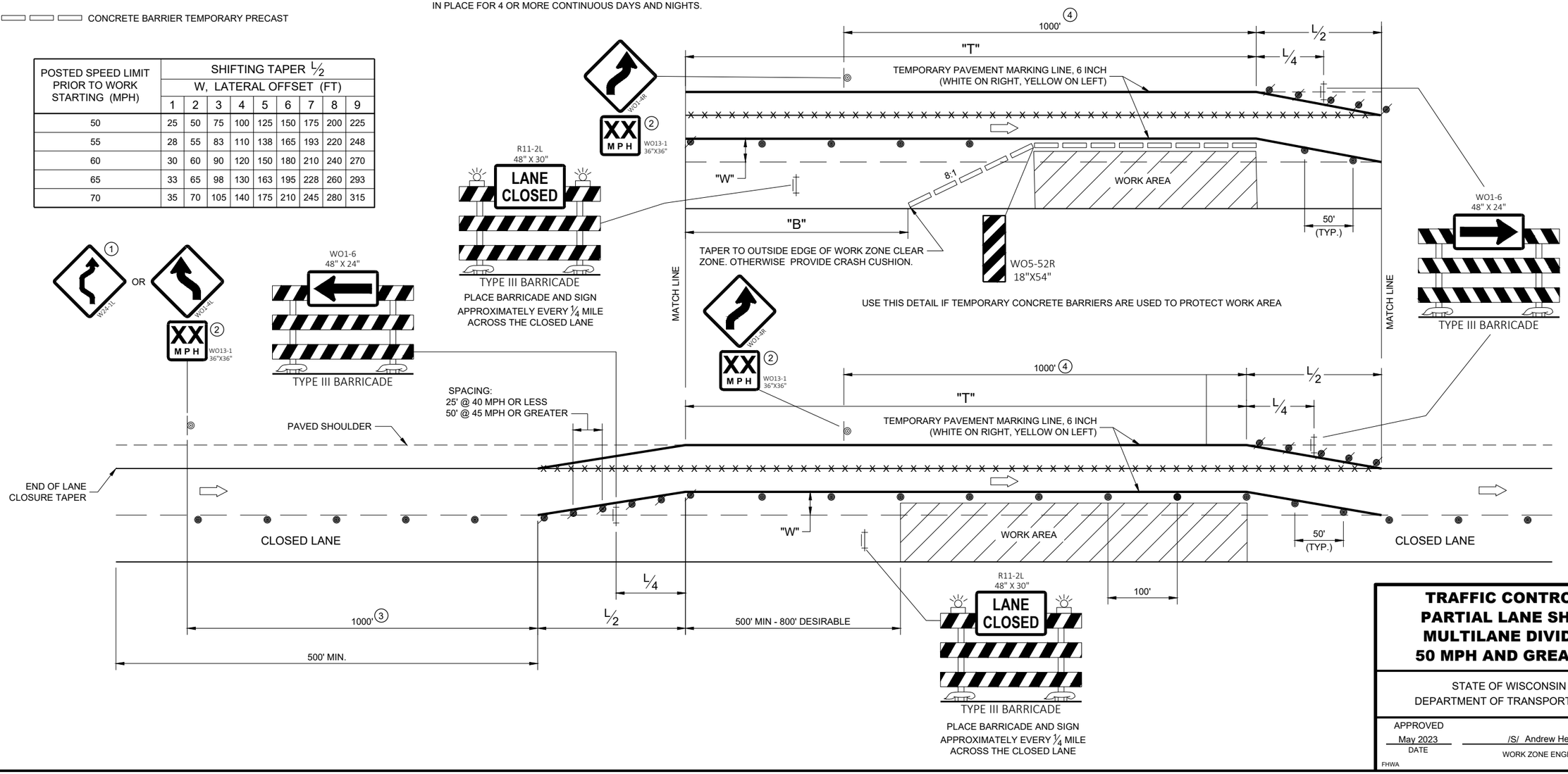
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D40-05d

SDD 15D40-05d

LEGEND

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL DRUM

DIRECTION OF TRAFFIC

CONCRETE BARRIER TEMPORARY PRECAST

TYPE "A" WARNING LIGHT (FLASHING)

WORK AREA

FULL SHIFT							
L, TAPER LENGTH (FT)							
POSTED SPEED (MPH)	W, LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120



OR



LOCATED
3000 FEET BEYOND THE
"ROAD WORK 1 MILE"
(W20-1F) SIGN



R2-1
48"X60"

OR



R2-1
48"X60"

(BLACK AND WHITE)
LOCATED
700 FEET BEYOND THE
W03-5 SIGN

IF THE REGULATORY SPEED HAS BEEN REDUCED, A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 3 MILES.

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"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.

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

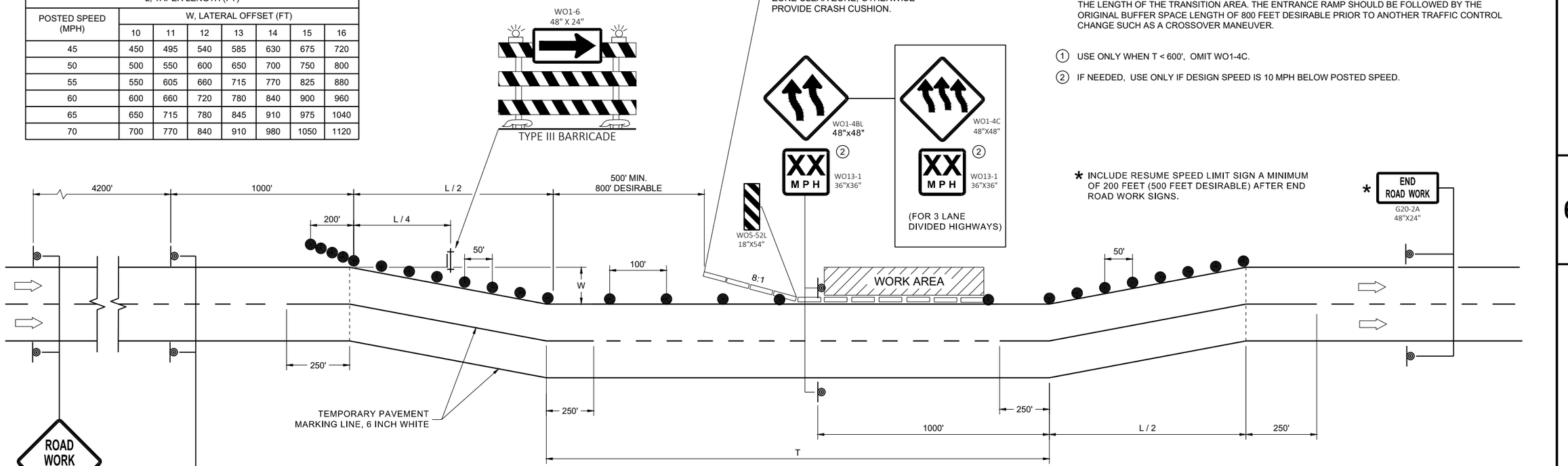
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

(1) USE ONLY WHEN T < 600', OMIT WO1-4C.

(2) IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.



PARTIAL SHIFT									
POSTED SPEED PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2								
	W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
45	23	45	68	90	113	135	158	180	203
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315

TRAFFIC CONTROL MULTIPLE LANE SHIFT MULTILANE DIVIDED ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6
SDD 15D41-04a

LEGEND

- EXISTING SIGN ON PERMANENT SUPPORT
- NEW SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK ZONE

GENERAL NOTES

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

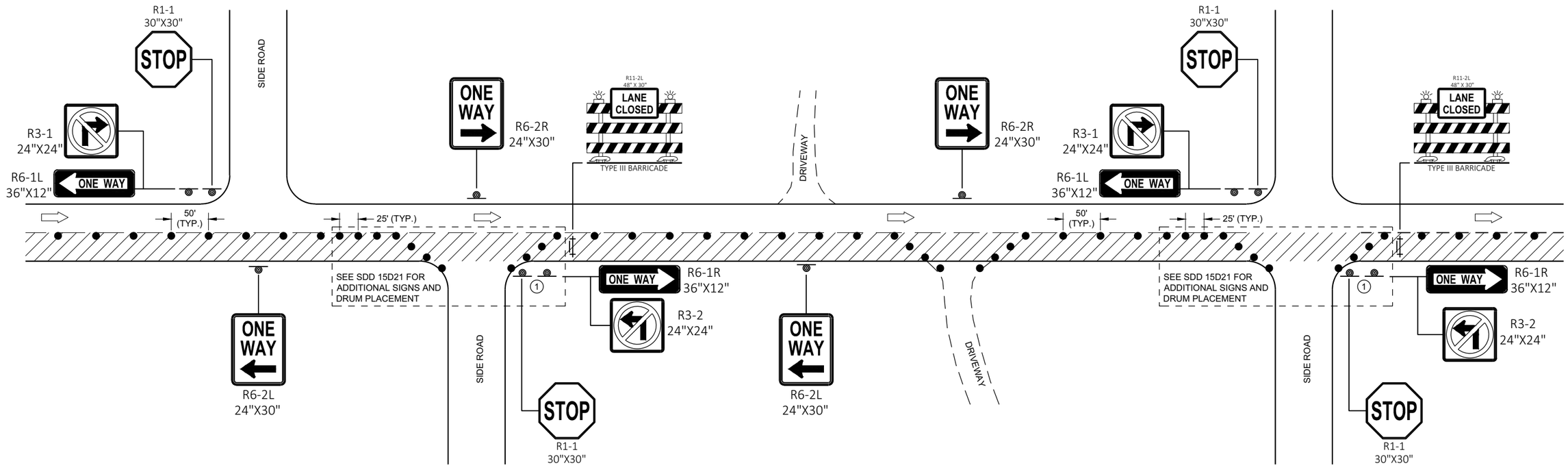
ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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.

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.

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

(1) IF WORK OPERATIONS ALLOWS, MOVE R1-1, R6-1R, AND R3-2 CLOSER TO INTERSECTION.



TRAFFIC CONTROL
ONE - WAY SIGNING

TRAFFIC CONTROL ONE-WAY SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEE
FHWA	

SDD 15D46 - 01

SDD 15D46 - 01

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

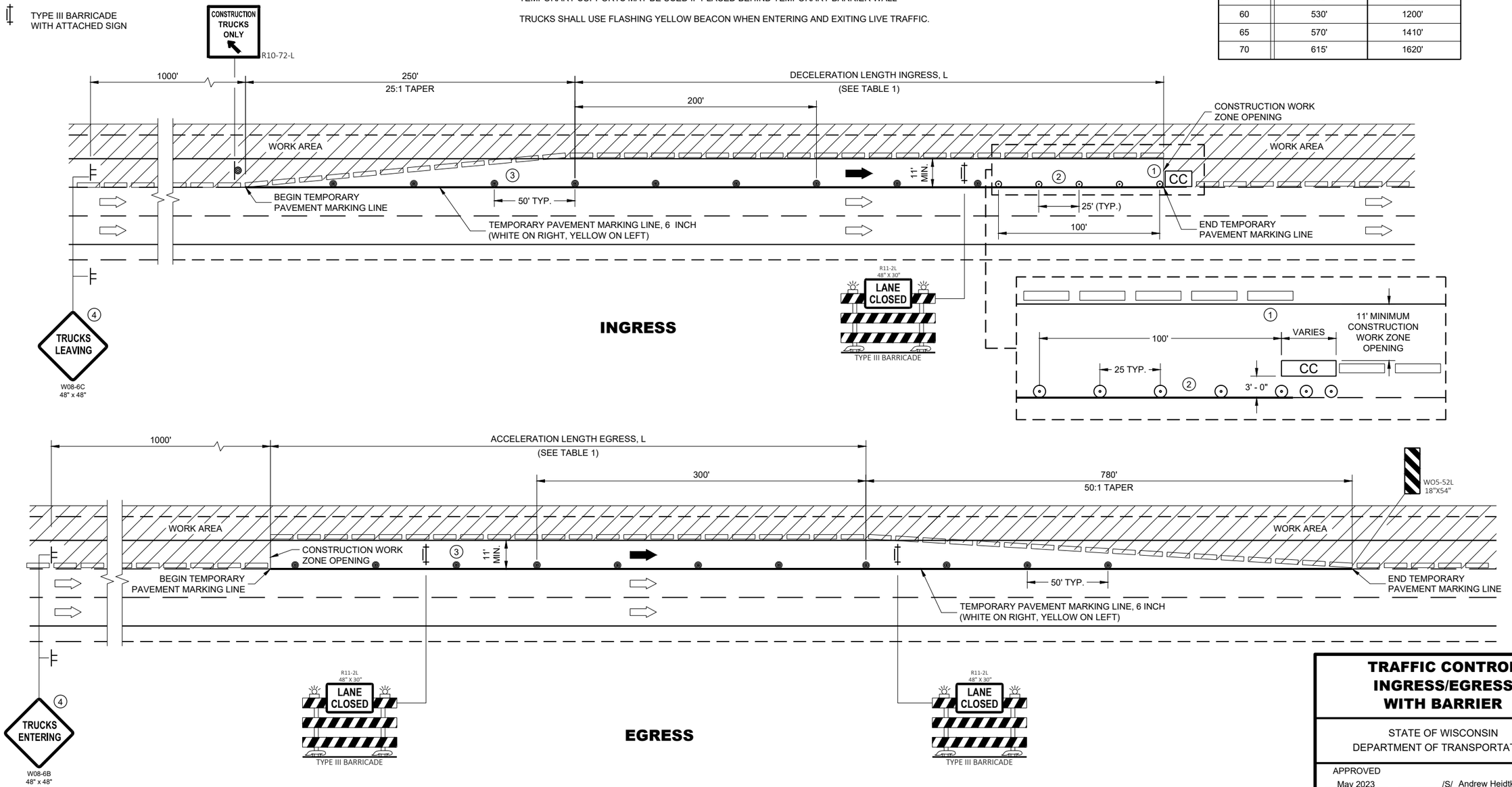
TEMPORARY SUPPORTS MAY BE USED IF PLACED BEHIND TEMPORARY BARRIER WALL

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 ENGINEE

FHWA

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.

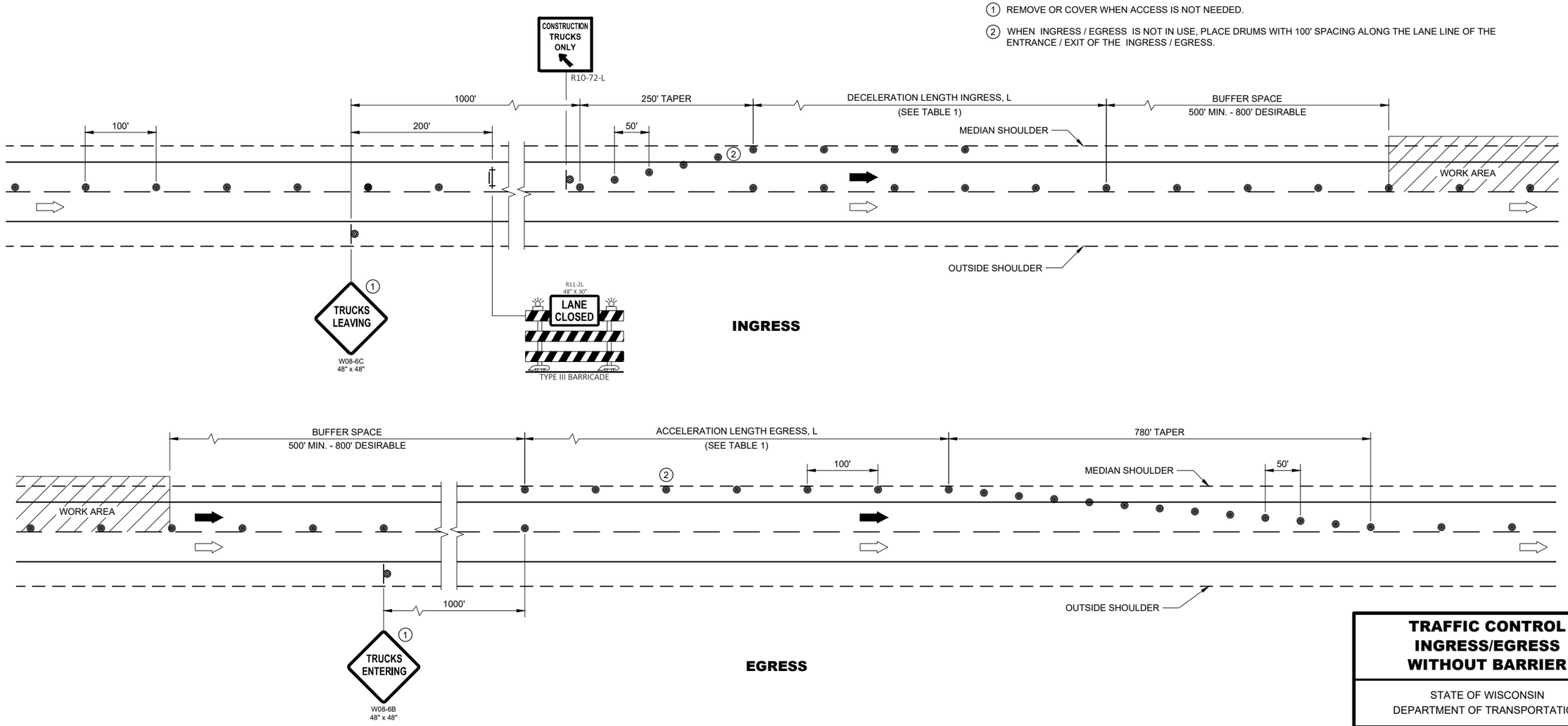
THIS ACCESS DETAIL IS TYPICAL FOR LEFT LANE ACCESS, FOR RIGHT LANE ACCESS, REVERSE THE TRAFFIC CONTROL

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

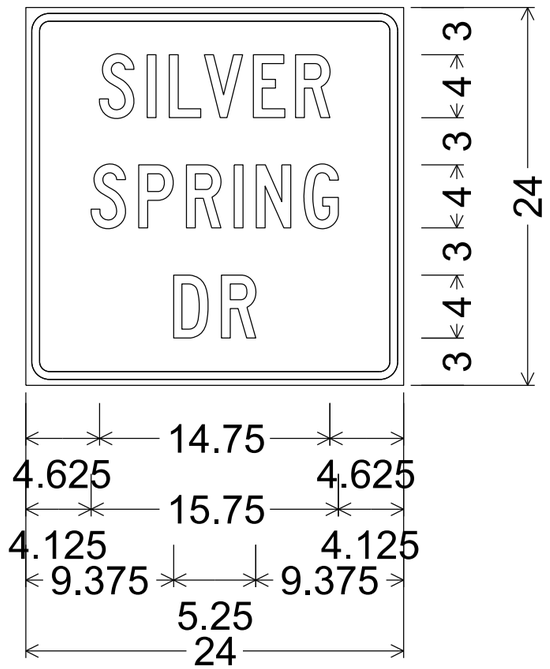
SDD 15D47-03b

6

SDD 15D47-03b

NOTES

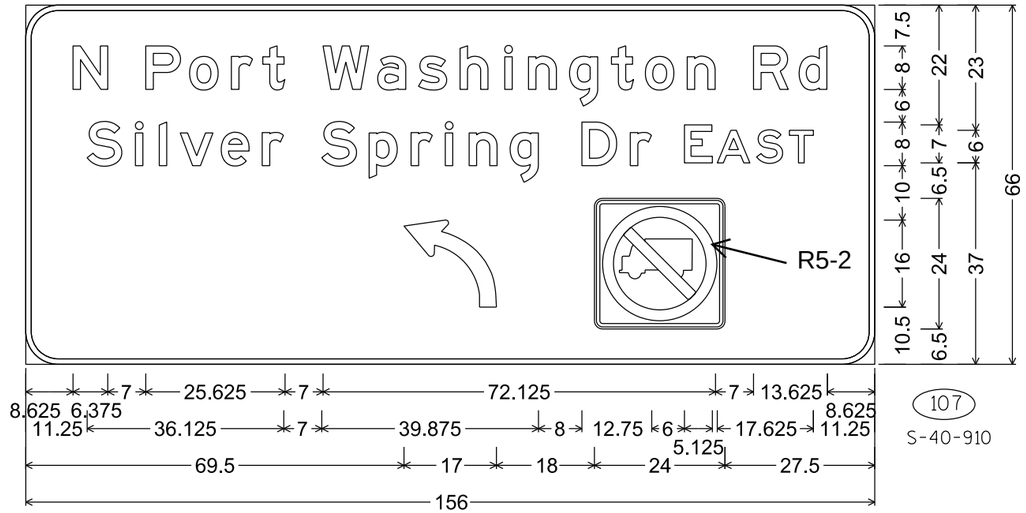
1. Fixed Message Sign Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



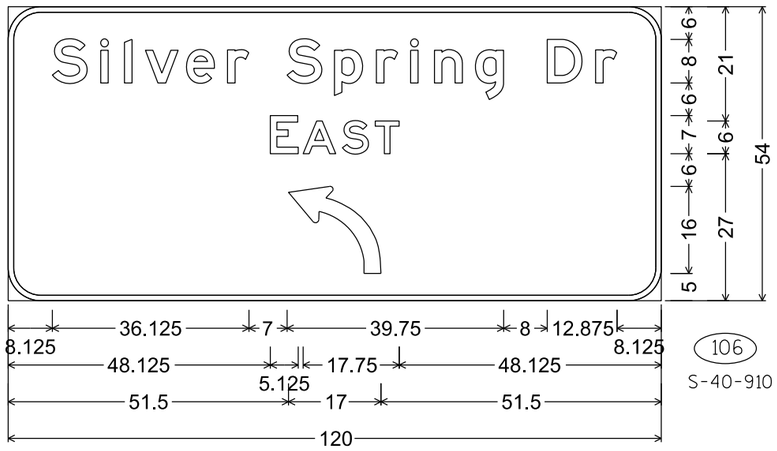
1.500" Radius, 0.500" Border, 0.375" Indent

NOTES

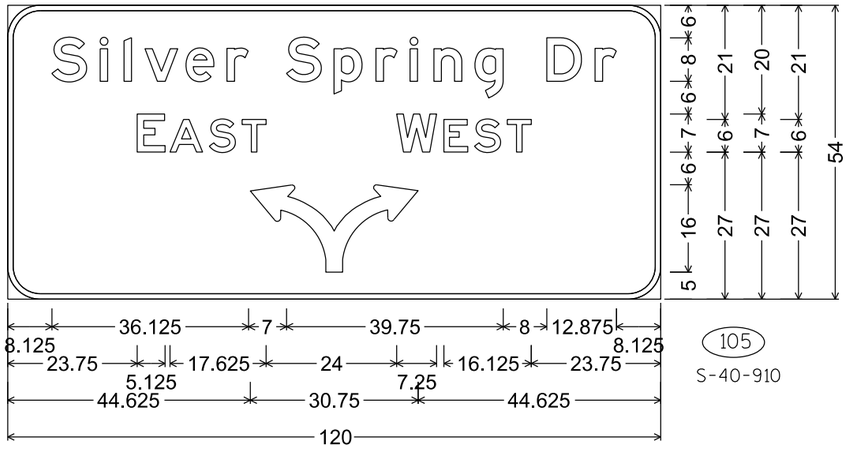
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



D16-1; 6.000" Radius, 1.000" Border



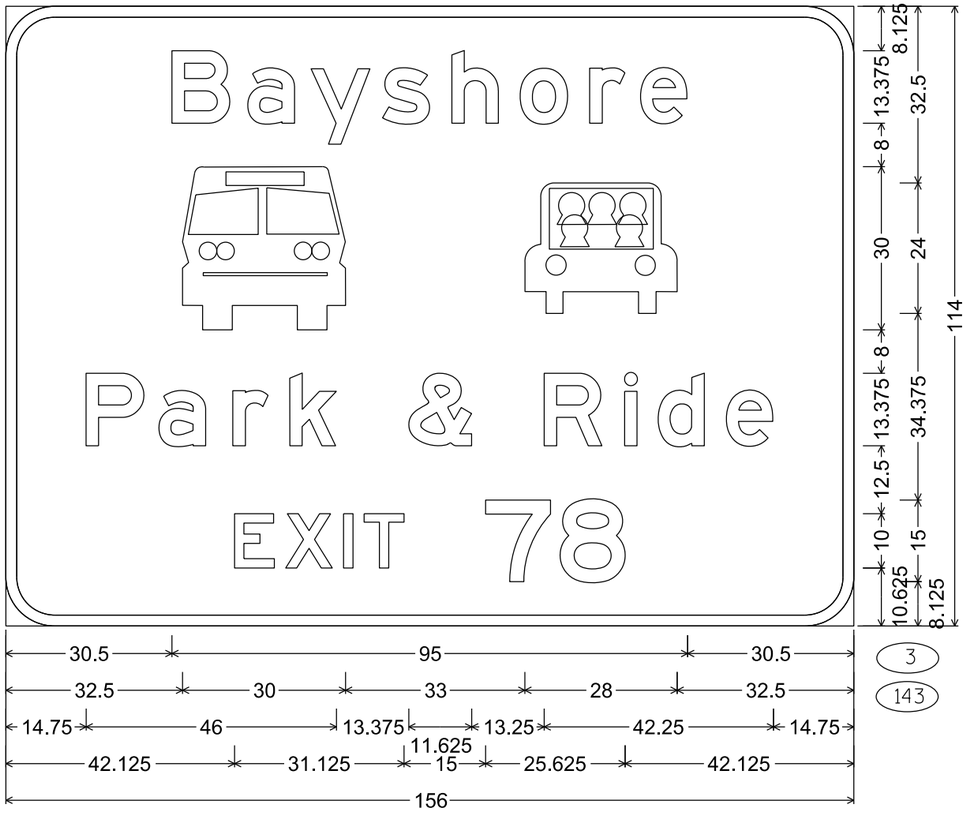
D16-1; 6.000" Radius, 1.000" Border



D16-1; 6.000" Radius, 1.000" Border

NOTES

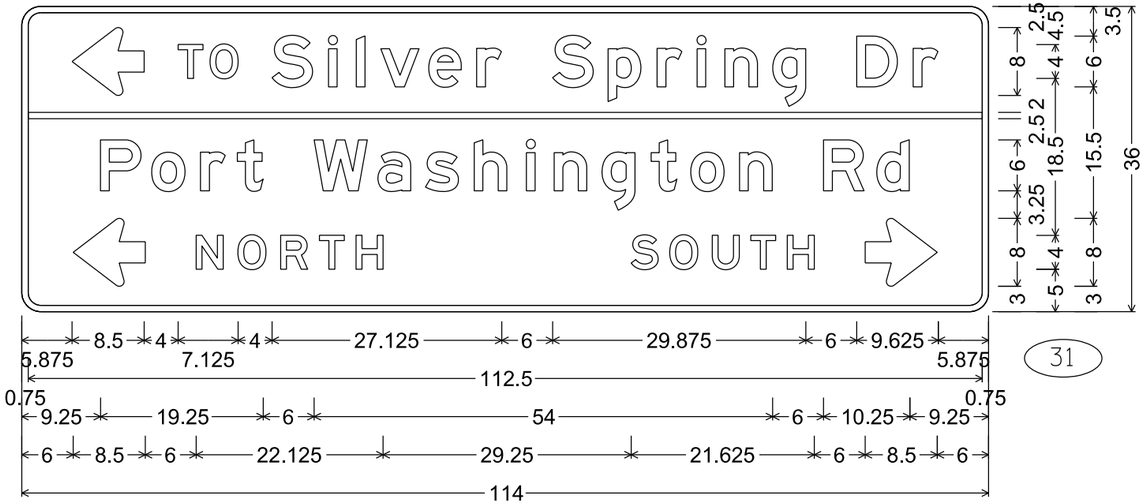
1. Signs are Type I - Type SH Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E Modified except all CAP words Series E



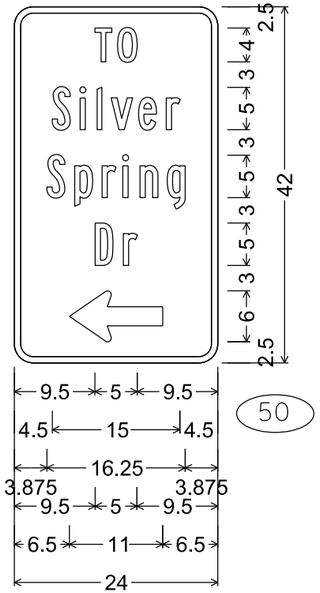
E3-1; 9.000" Radius, 2.000" Border

NOTES

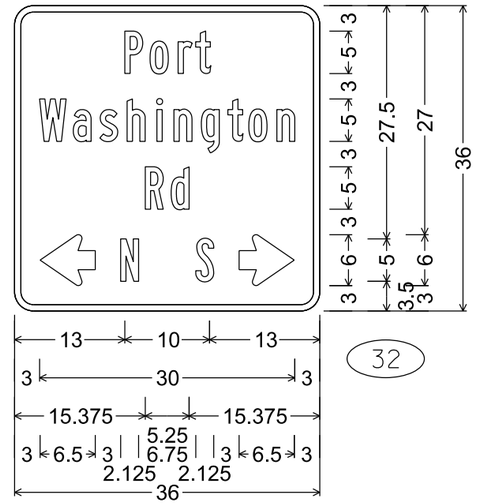
1. Signs are Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



D1-60A; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border,
"TO", C; "Silver", B;
"Spring", B; "Dr", B



D1-1; 2.250" Radius, 0.750" Border,
"Port", B; "Washington", B;
"Rd", B; "N", B; "S", B

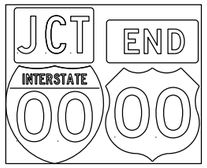
7

7

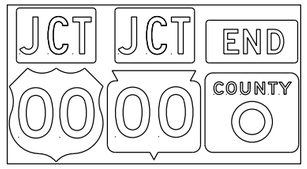
TYPICAL ASSEMBLIES



J1-1



J1-2



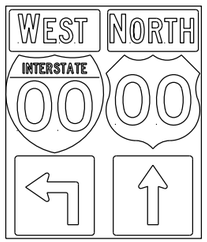
J1-3



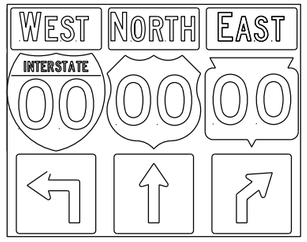
JR1-1



J2-1



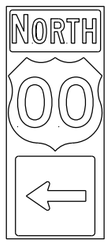
J2-2



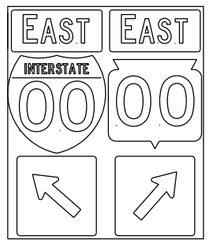
J2-3



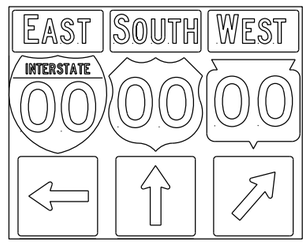
JV
(Typical Vertical J-Assembly
See Note 10 and 11)



J3-1



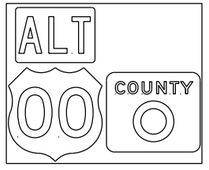
J3-2



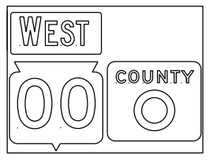
J3-3



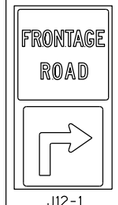
J4-1



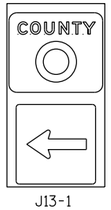
J4-2



J4-2



J12-1



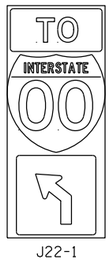
J13-1



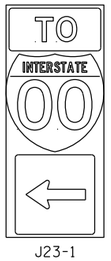
J32-1



J33-1



J22-1



J23-1



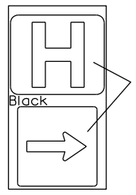
JR13-1



JR23-1



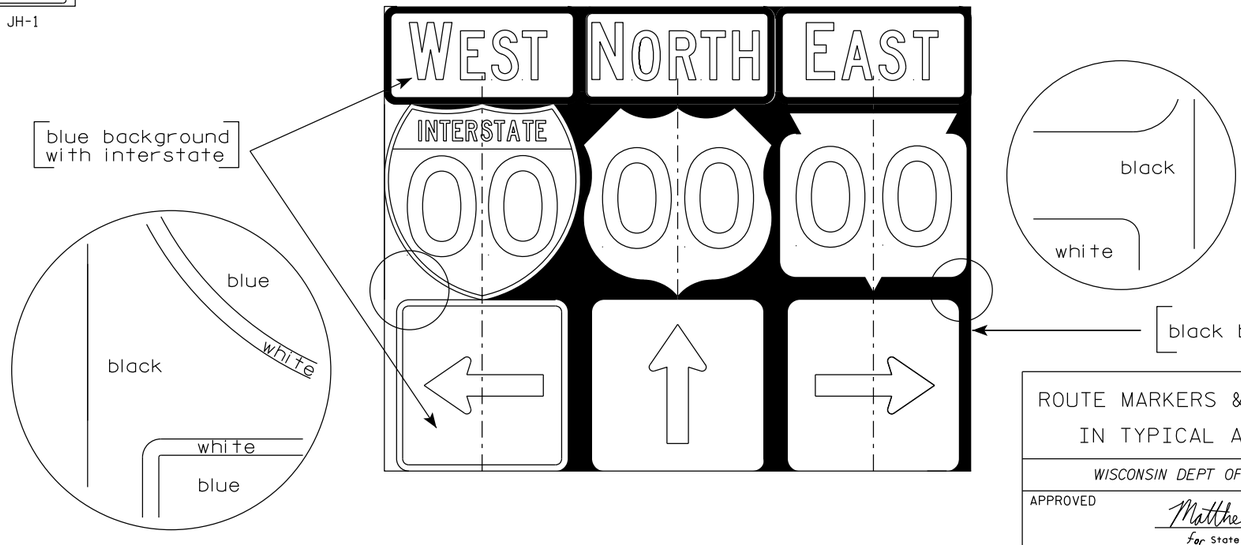
JR99-1



Blue Background
JH-1

NOTES

1. Signs are Type II - Type H Reflective
2. Color:
   Background - Black Non-reflective
   Message - see Note 4
3. Message Series - See Note 4
4. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
5. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
6. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
7. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
8. Route assemblies that have 36 inch shields and have dimensions greater than 48 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. All Vertical J Assemblies are given a Sign Code of JV
10. For JV Assemblies that have a mixture of Interstate and Non-Interstate shields, arrows and cardinals shall be white on blue.
11. For JV Assemblies that have a mixture of Non-Interstate and Auto-Tour shields, arrows and cardinals shall be black on white.



ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

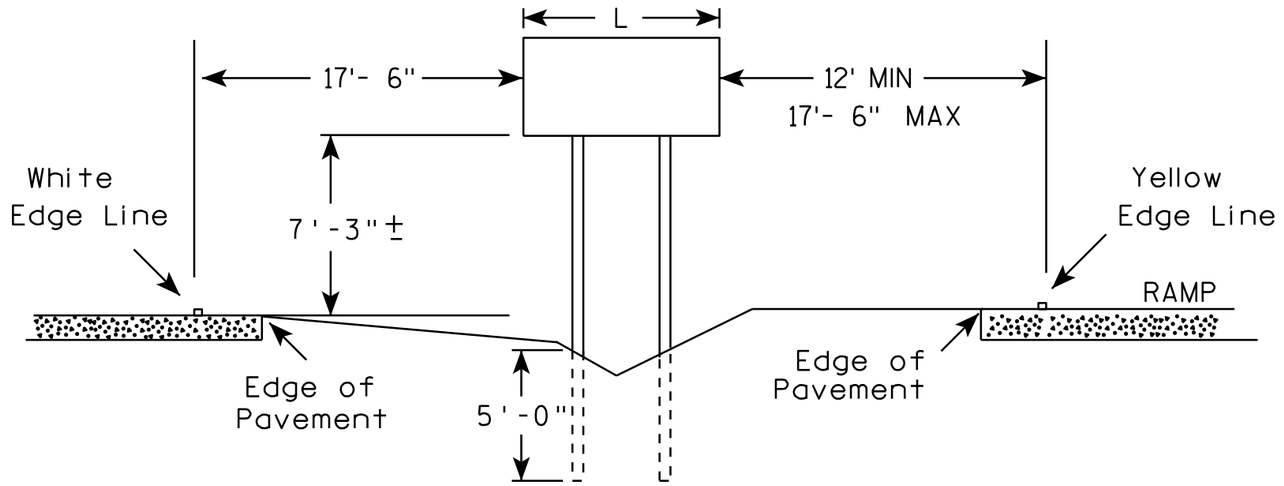
WISCONSIN DEPT OF TRANSPORTATION

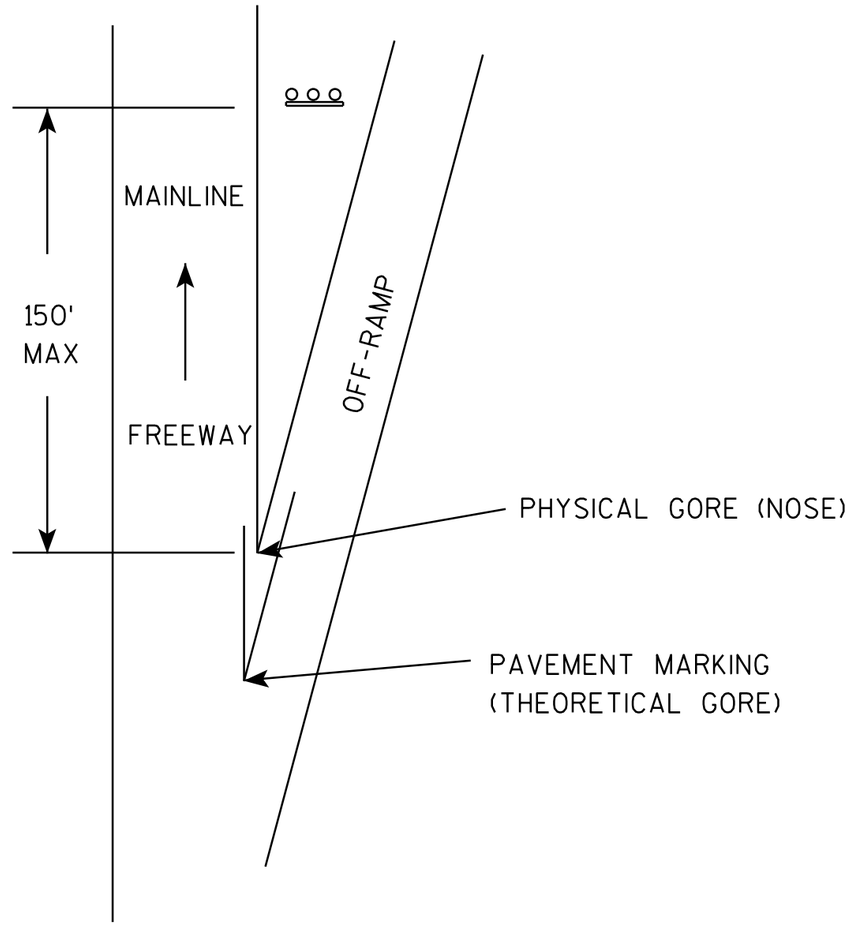
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

SHEET NO: 344 E





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

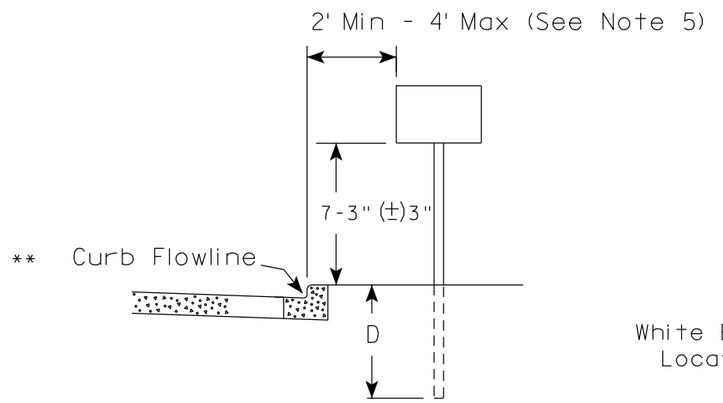
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

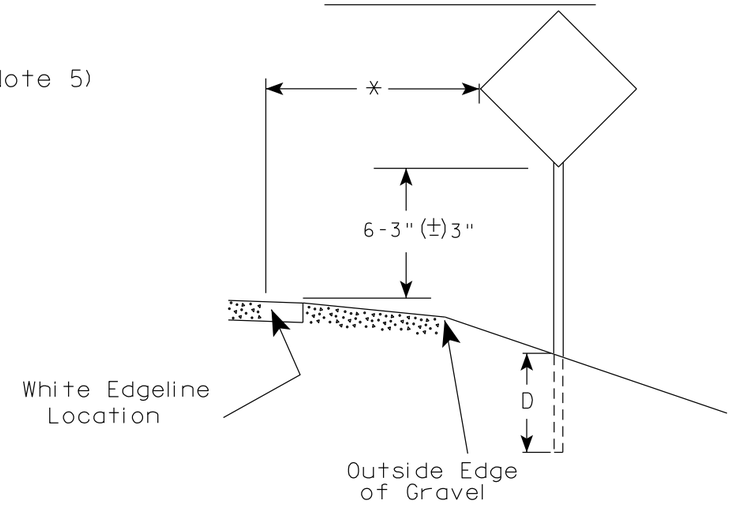
DATE 2/06/14 PLA 345 A4-2.3

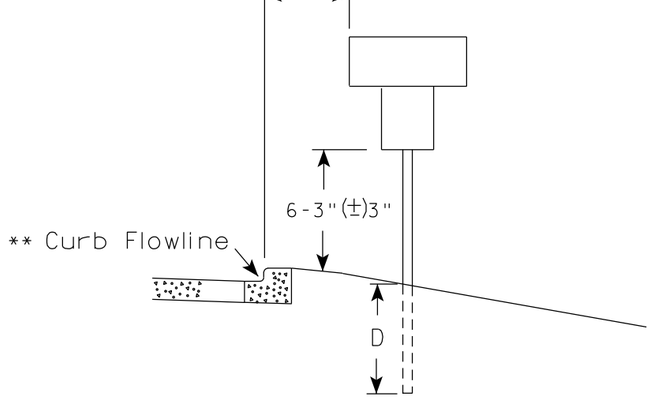
PROJECT NO: | SHEET NO: E

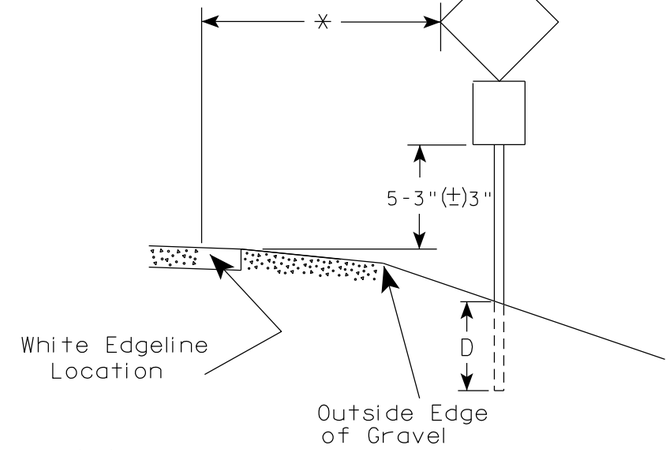
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 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.

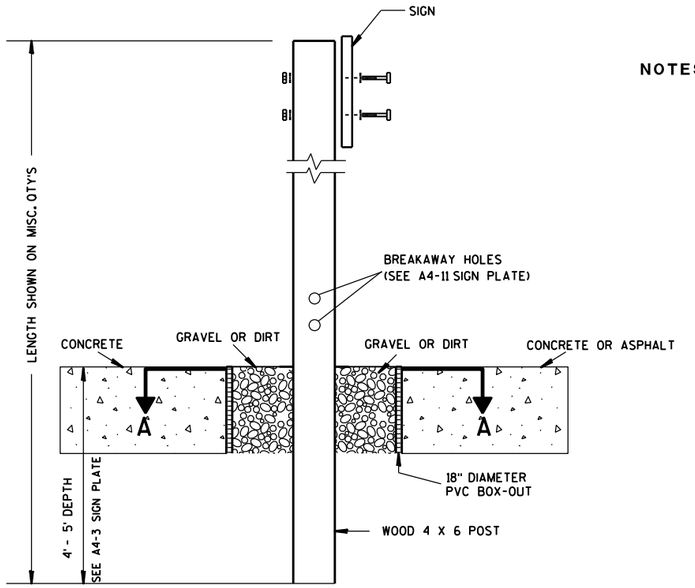
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

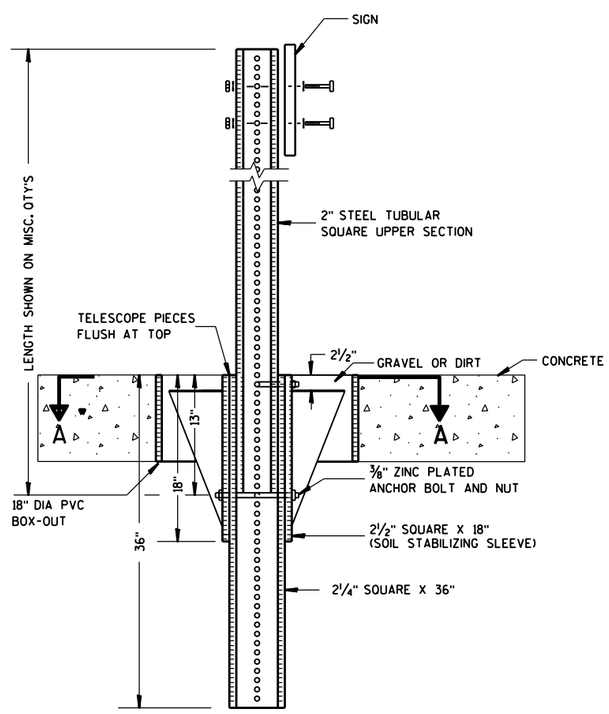
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 346	E



ELEVATION VIEW

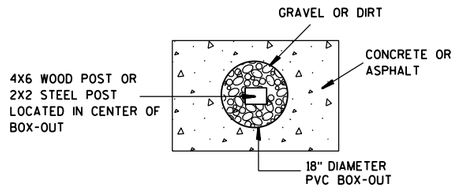
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

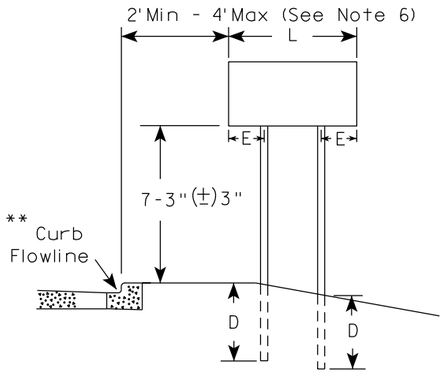
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

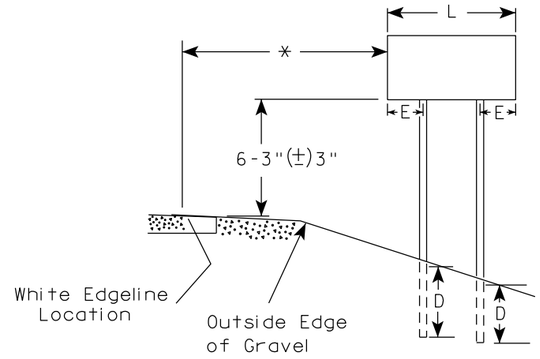
DATE 1/27/14 PLATE NO. A4-3B.1

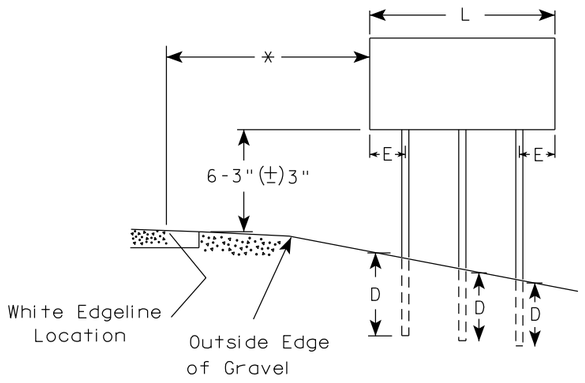
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

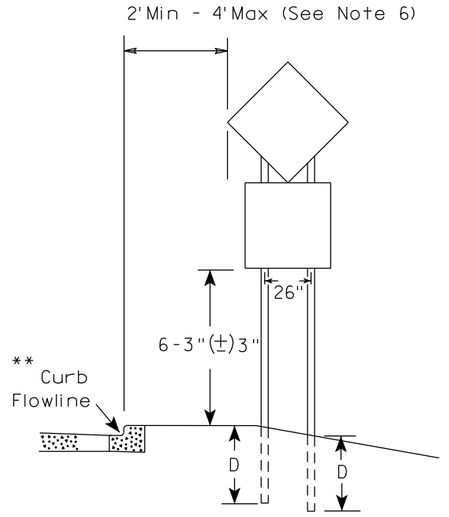
URBAN AREA



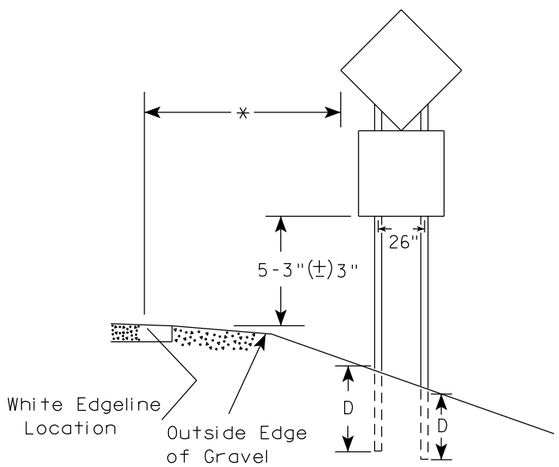
RURAL AREA (See Note 3)







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'

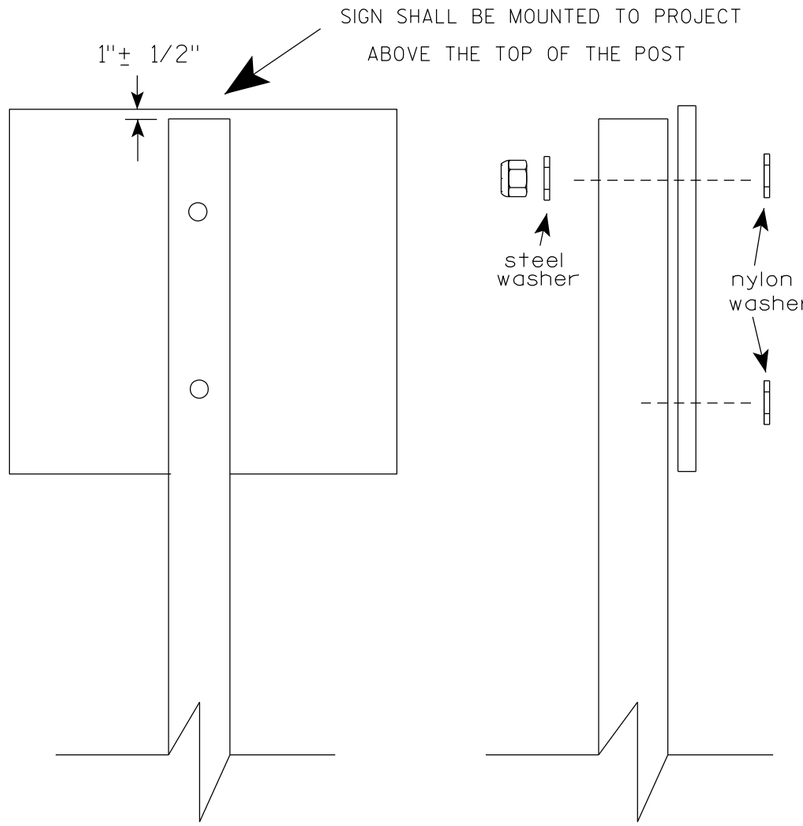
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

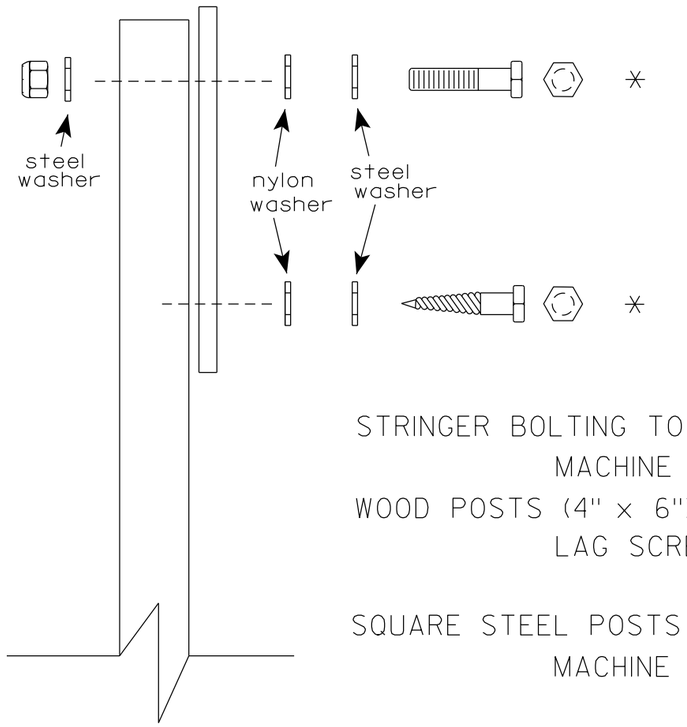
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	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

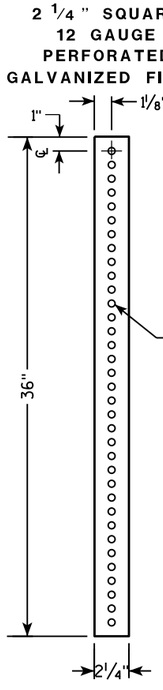
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

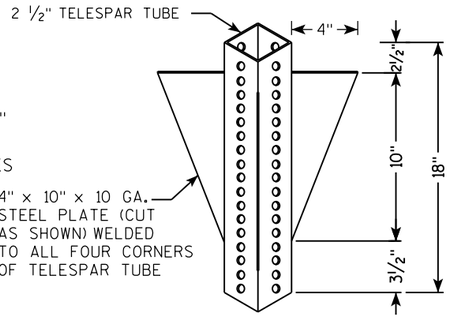
SHEET NO: 349 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

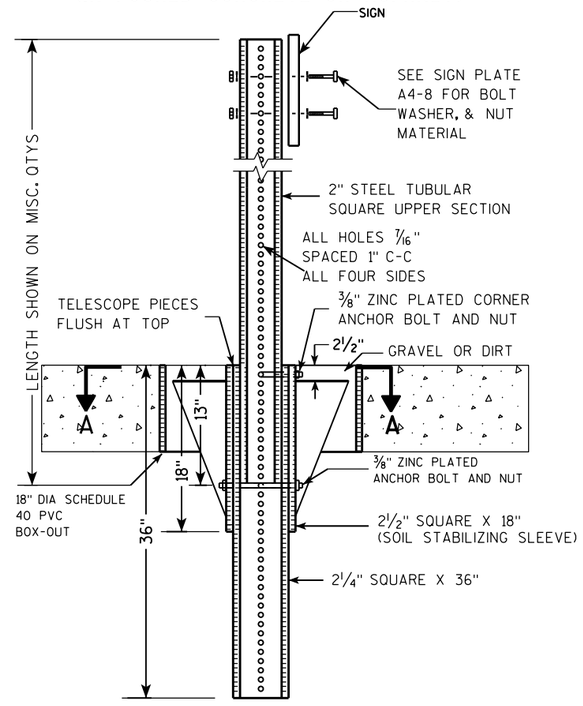
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



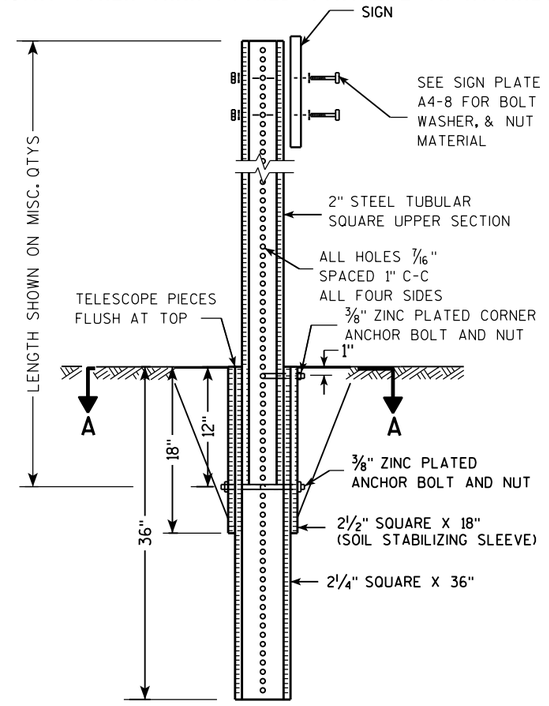
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

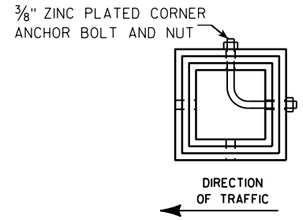


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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).

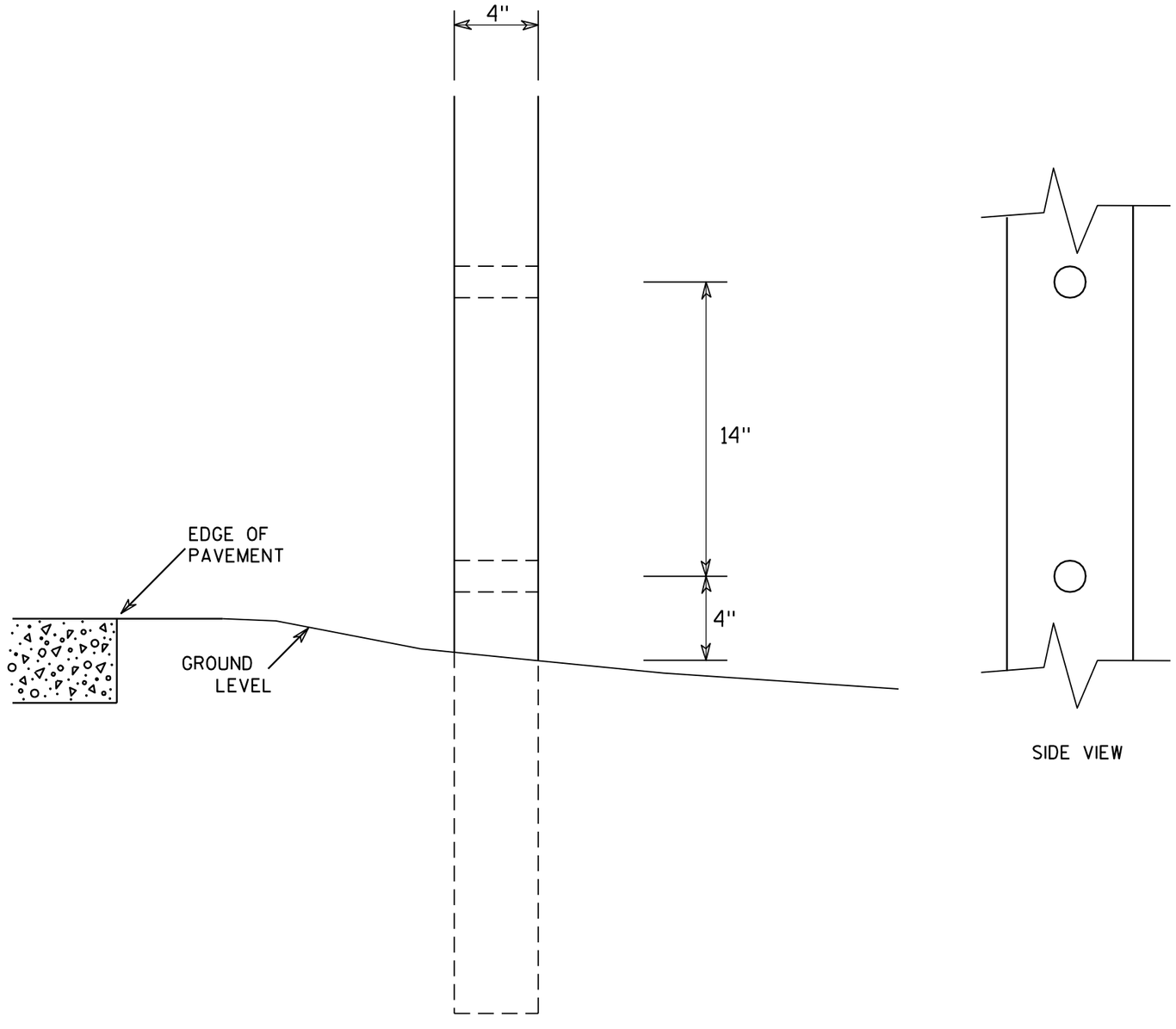
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 350 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

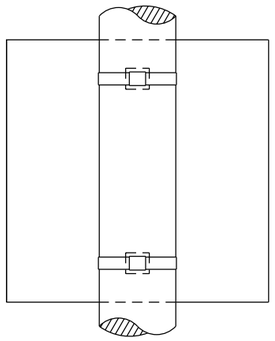
APPROVED Chester J Spang for State Traffic Engineer

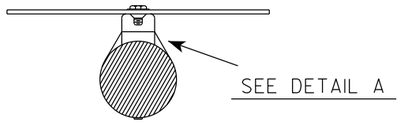
DATE 3/27/97 PLATE NO. A4-11.2

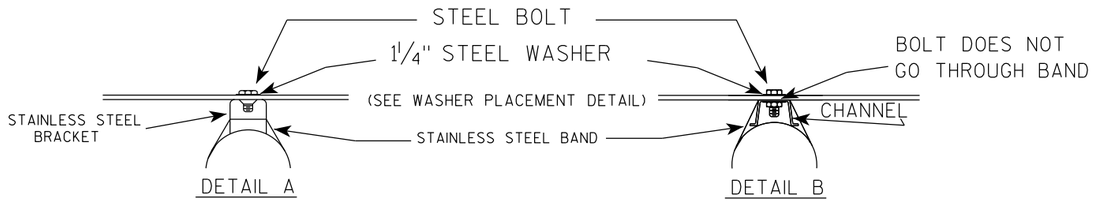
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 351	E

BANDING

SINGLE SIGN



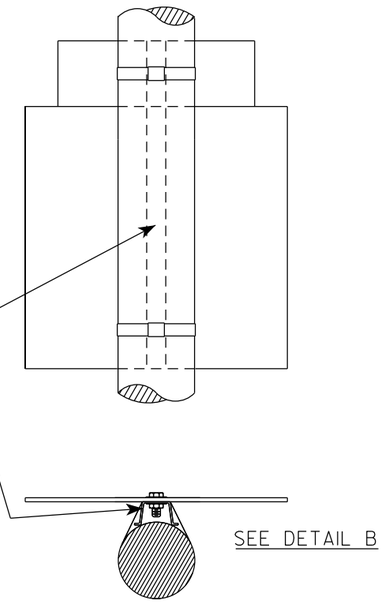




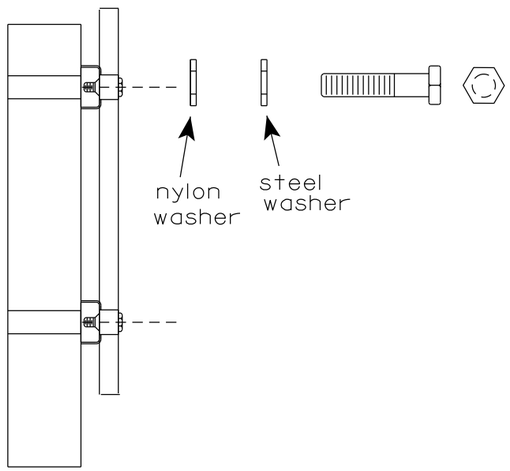
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



WASHER PLACEMENT



WASHERS (ALL POSTS) -
1-1/4" O.D. X ⅜" I.D. X 1/16" STEEL
1-1/4" O.D. X ⅜" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

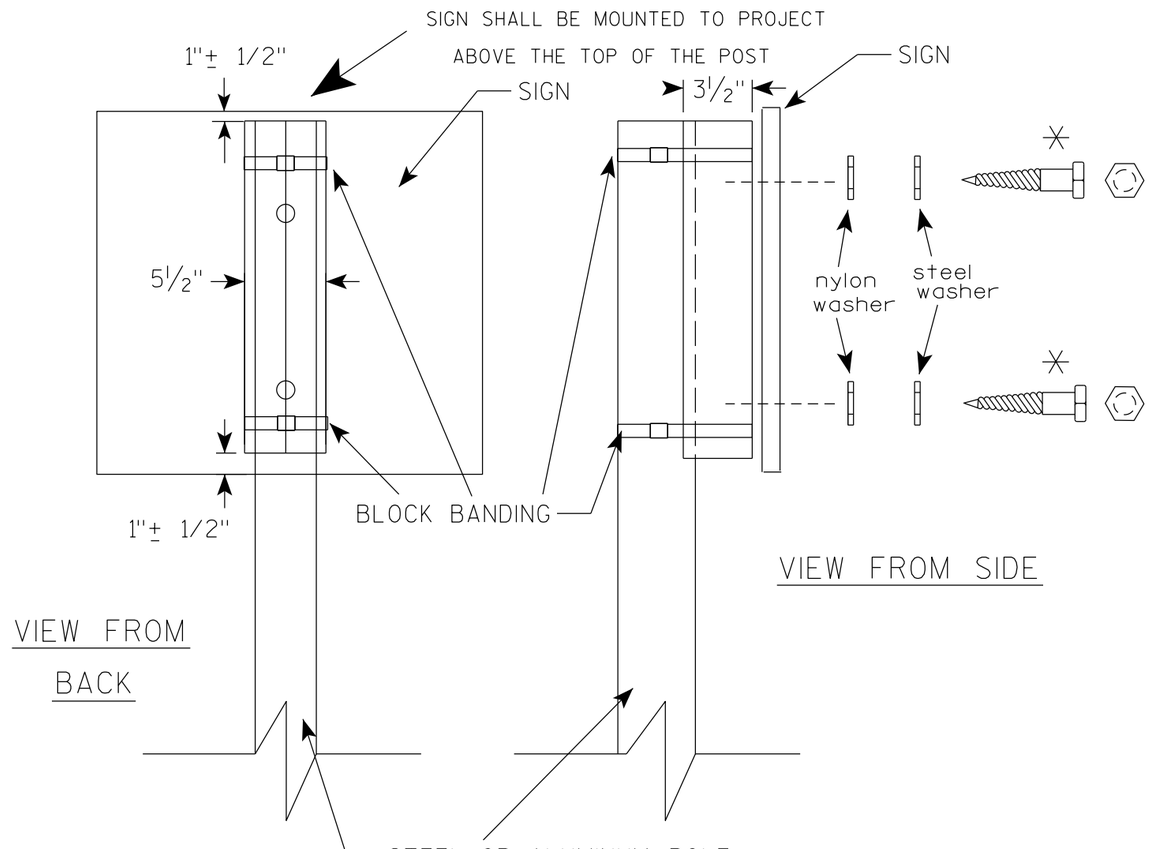
DATE 6/10/19 PLATE NO. A5-9.4

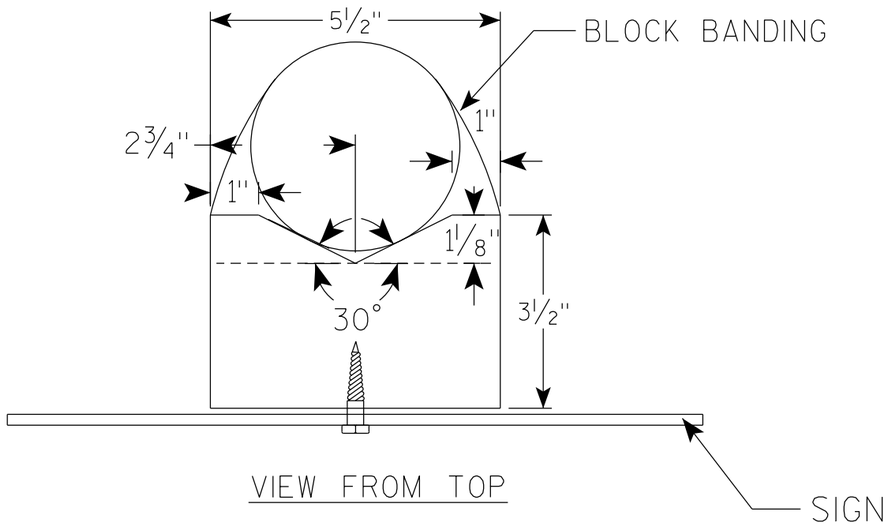
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 352	E

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)

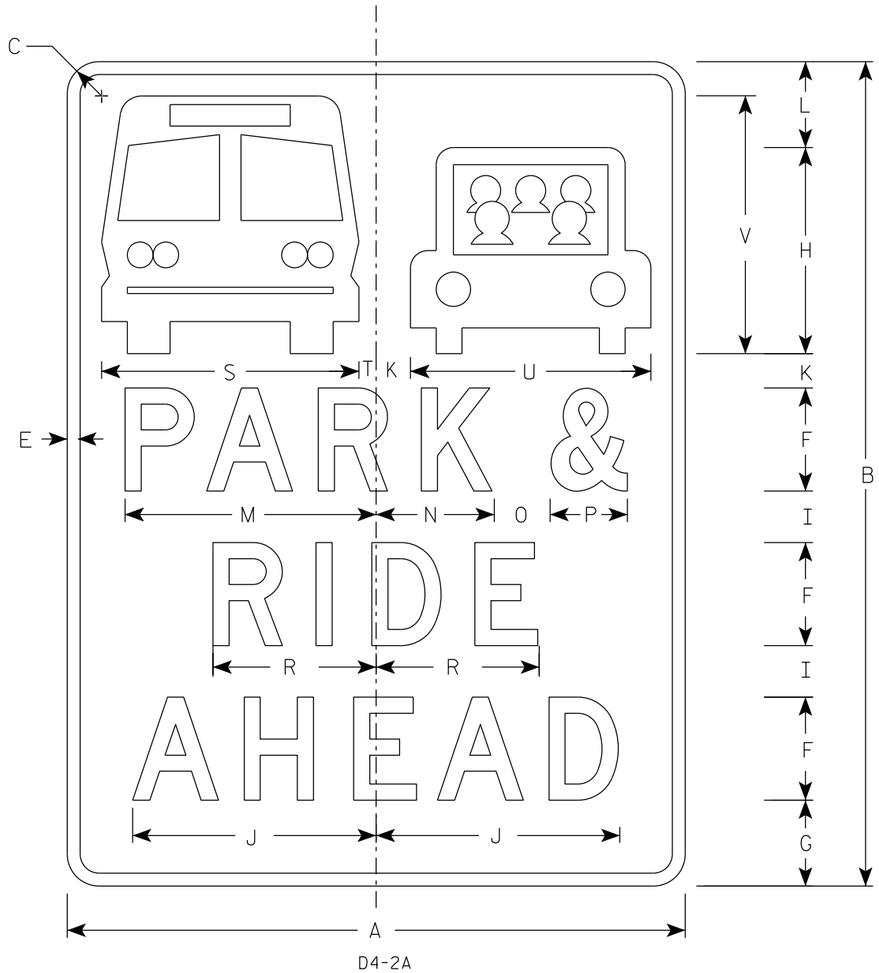
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 353 E



D4-2A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	30	1 1/2		1/2	4	1 3/4	7 1/2	2	9 1/8	1 3/8	3 3/8	9 3/4	4 5/8	2 3/4	3		6 3/8	10	5/8	9 3/8	9 3/8					5.0
2S	30	36	1 7/8		5/8	5	1 7/8	9	2	11 3/8	1 5/8	4 1/2	12 1/4	5 1/8	3 3/8	3 3/4		8	12 1/2	7/8	11 3/4	12					7.5
2M	30	36	1 7/8		5/8	5	1 7/8	9	2	11 3/8	1 5/8	4 1/2	12 1/4	5 1/8	3 3/8	3 3/4		8	12 1/2	7/8	11 3/4	12					7.5
3	36	48	1 7/8		3/4	6	5	12	3	14 1/4	2	5	14 5/8	6 7/8	3 1/4	4 1/2		9 1/2	15	1	14	15					12.0
4																											
5																											

STANDARD SIGN
D4-2A

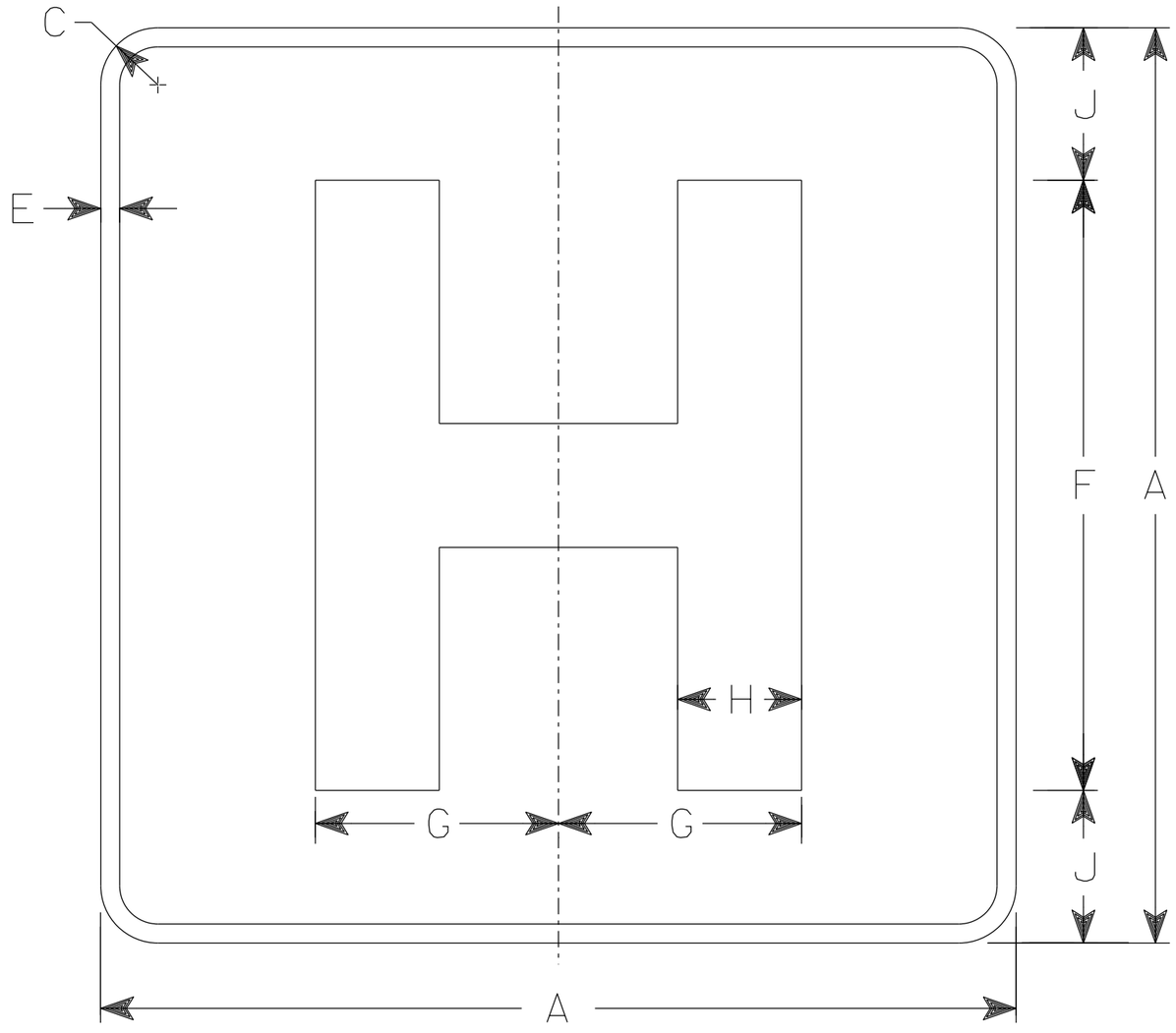
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/19/2023 PLATE NO. D4-2A.4

PROJECT NO:

SHEET NO: 354 E



D9-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Blue
   Message - White
3. Message Series - E Modified
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/2		1/2	12	4 3/4	2 3/8		3																	2.25
2S	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
2M	24		1 1/2		1/2	16	6 3/8	3 1/4		4																	4.0
3	36		2 1/4		3/4	24	9 1/2	4 7/8		6																	9.0
4																											
5																											

STANDARD SIGN
D9-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/25/2023 PLATE NO. D9-2.6

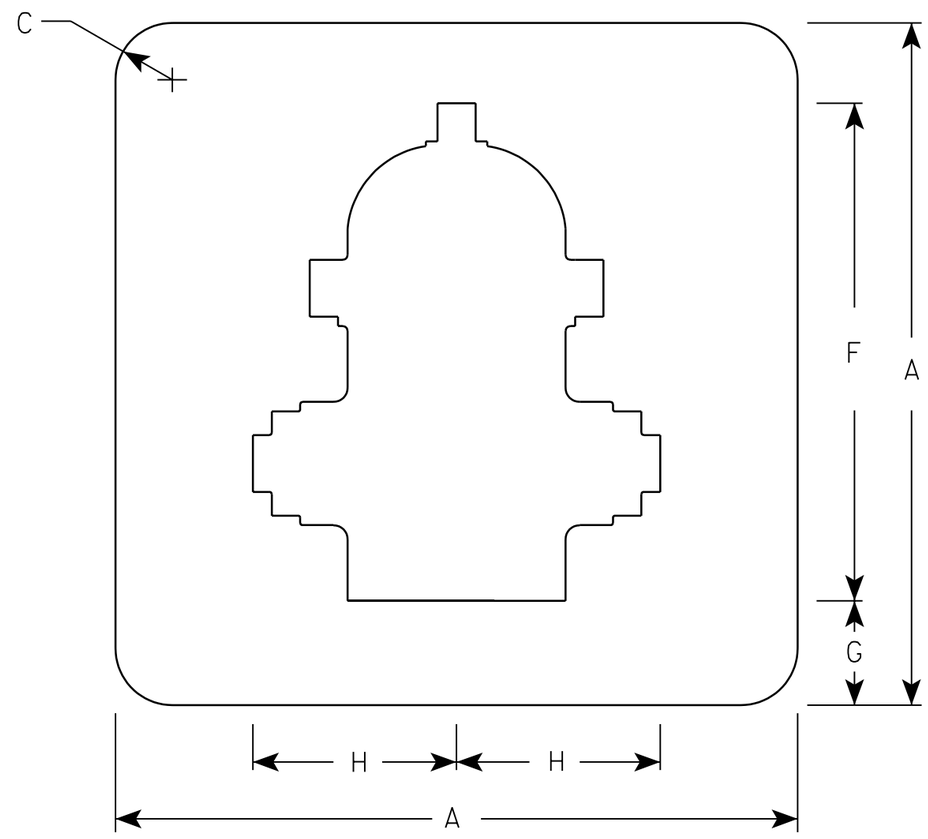
PROJECT NO:

SHEET NO: 355 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\D92.dgn PLOT DATE : 25-JAN 2023 1:20 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - GREEN
   Message - WHITE (HYDRANT) TYPE H REFLECTIVE
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.

7

7

Metric equivalent for this sign is:

SIZE	
1	
2	450 mm X 450 mm
3	
4	
5	

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m2
1																												
2	18		1 1/2			13 1/2	2 3/4	5 3/8																			2.25	0.20
3																												
4																												
5																												

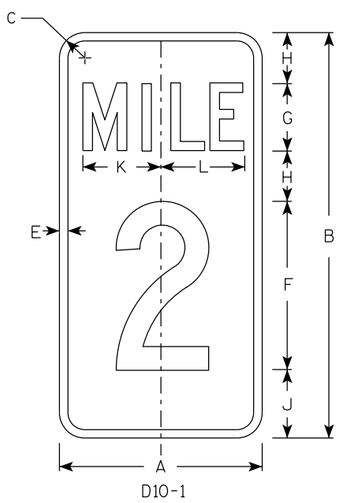
STANDARD SIGN
D9-54A

WISCONSIN DEPT OF TRANSPORTATION

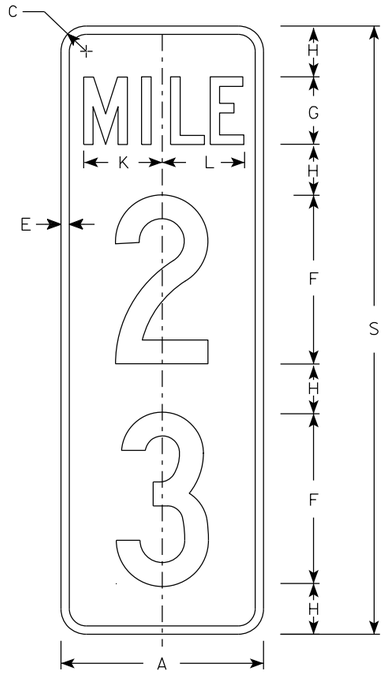
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/01/03 PLATE NO. D9-54A.3

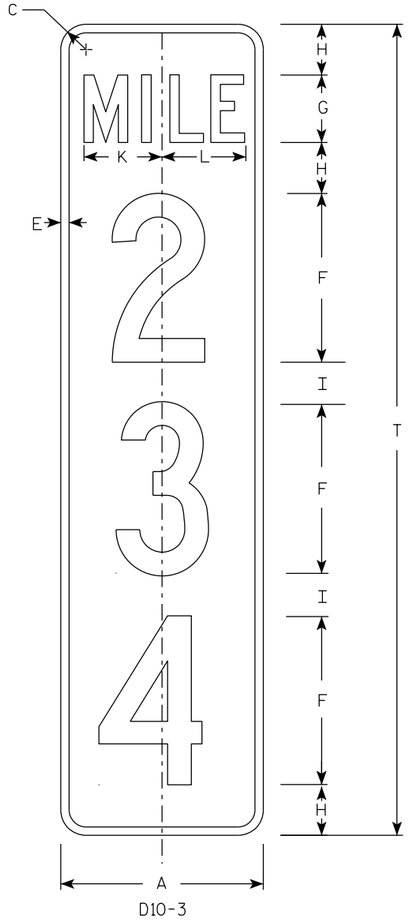
PROJECT NO: | SHEET NO: 356 | E



D10-1



D10-2



D10-3

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - C
4. Optically adjust numerals about the centerline of the sign 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
1																										
2S																										
2M																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1 Area sq. ft.	D10-2 Area sq. ft.	D10-3 Area sq. ft.
2.0	3.0	4.0
2.0	3.0	4.0

STANDARD SIGN
D10-1 , D10-2 & D10-3

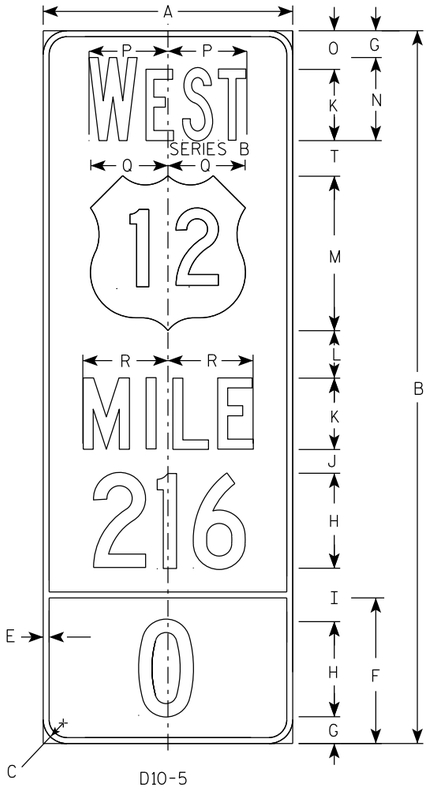
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/09/2021 PLATE NO. D10-3.3

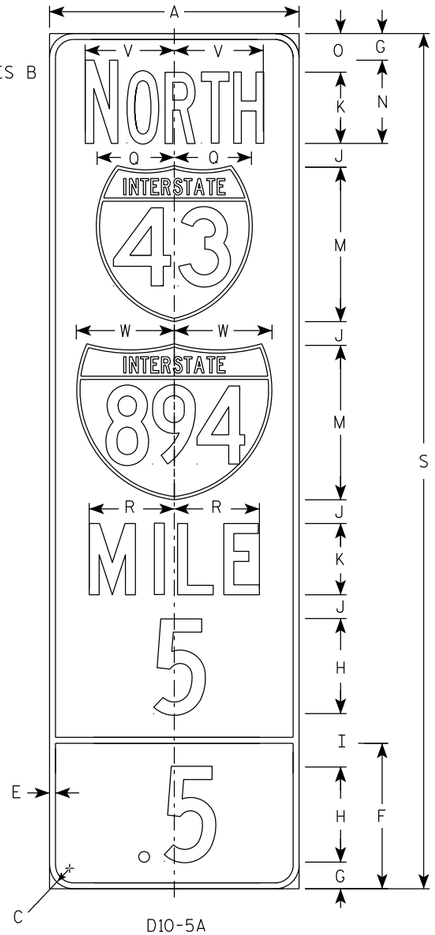
PROJECT NO:

SHEET NO: 357 E

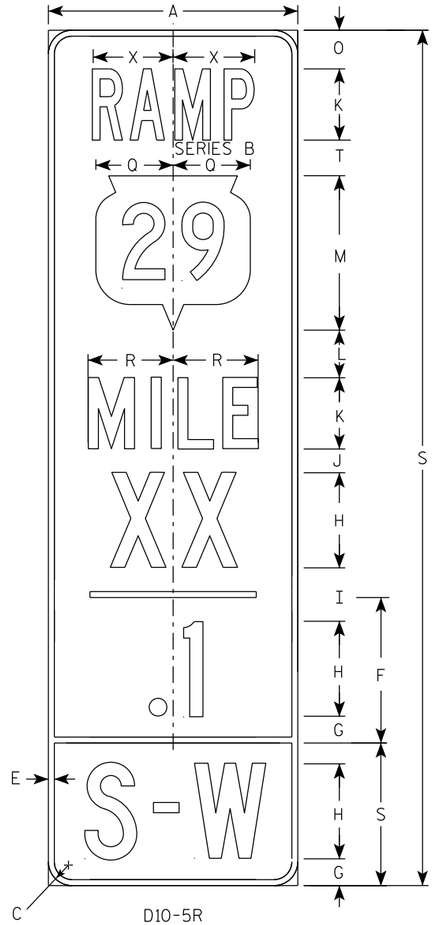


D10-5

SERIES B



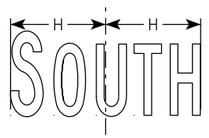
D10-5A



D10-5R



SERIES B



SERIES B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - BLUE
   Message - WHITE
3. Interstate Shield Color
   Background - Top Red
   - Bottom Blue
   Message - White
4. Message Series - C or as noted on the Sign.
5. The decimal point is required for all digits except "0".
6. Optically adjust mileage numbers about the centerline of the sign to achieve proper balance.
7. Optically adjust Ramp direction letters about the centerline of the sign 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	D10-5 Area sq. ft.	D10-5A Area sq. ft.	D10-5R Area sq. ft.
1																													
2																													
3																													
4	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	6 ⅝	3 ¼	7	6 ½	7 ⅛	72	3		7 ½	8 ¼	6 ¾			8.75	10.5	10.5
5	21	60	1 ½		½	12 ¼	2 ¼	8	4 ½	2	6	4	13	6 ⅝	3 ¼	7	6 ½	7 ⅛	72	3		7 ½	8 ¼	6 ¾			8.75	10.5	10.5

STANDARD SIGN
D10-5

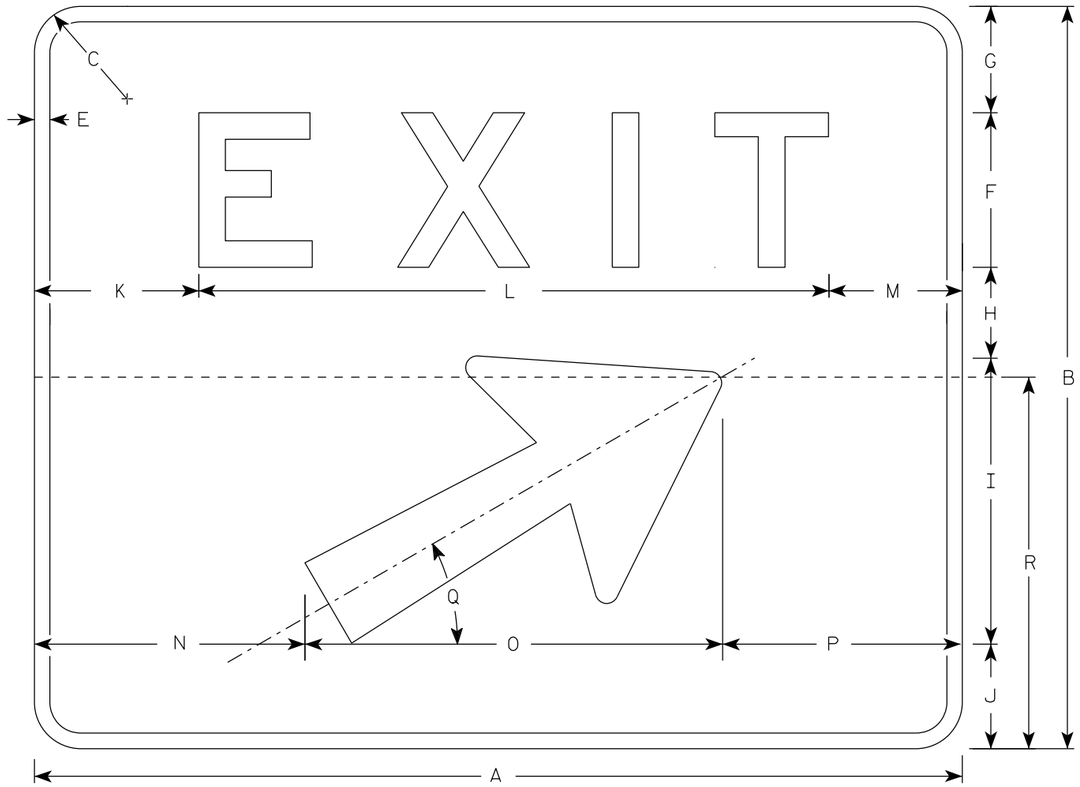
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 7/11/18 PLATE NO. D10-5.3

PROJECT NO:

SHEET NO: 358 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

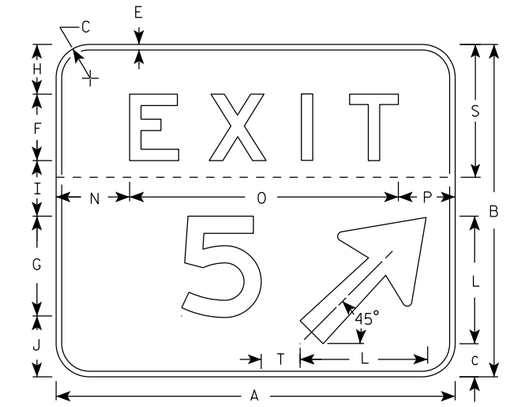
E5-1

WISCONSIN DEPT OF TRANSPORTATION

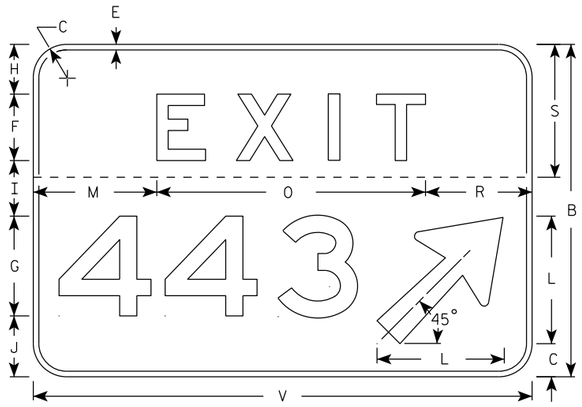
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. E5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 359 | E

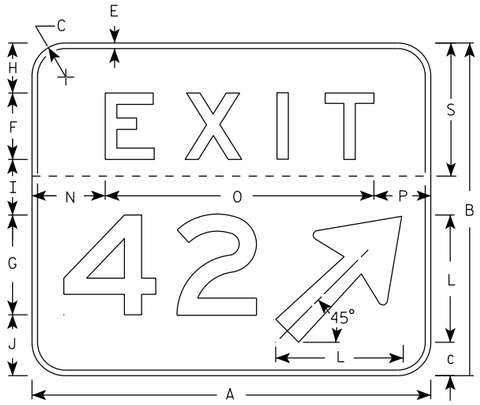


NOTE: T diminision shall be measured from the back of the number to the front of the arrow

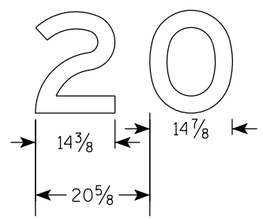


NOTES

1. Signs are Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Sign shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
5. Arrow is Type "A" from sign plate A1-1.
6. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
7. As per the Standard Spec's, these signs shall not have a vertical joint.



EXAMPLE FOR USING SPACING CHART



SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

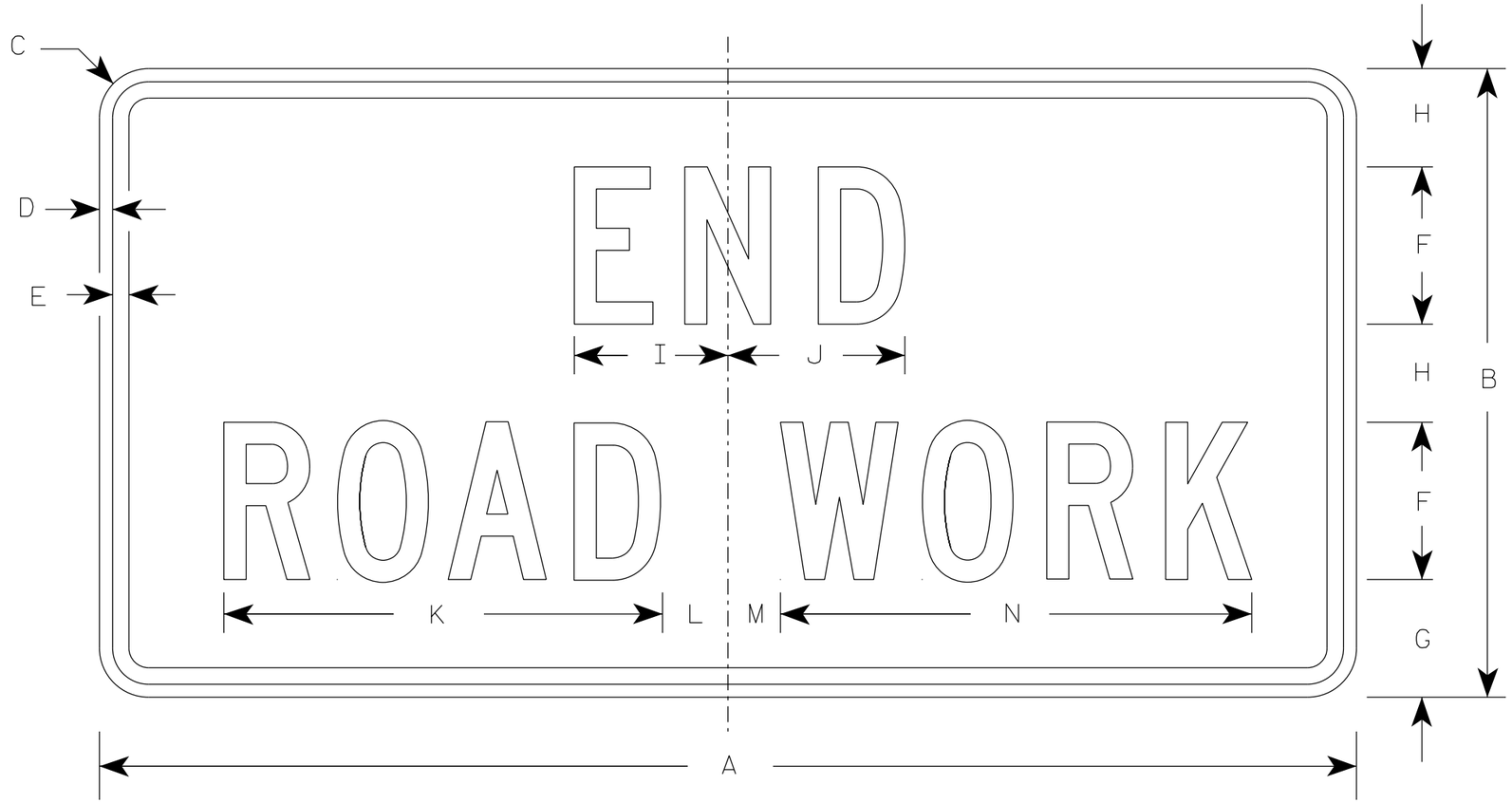
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2022 PLATE NO. E5-1A.14

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 360 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

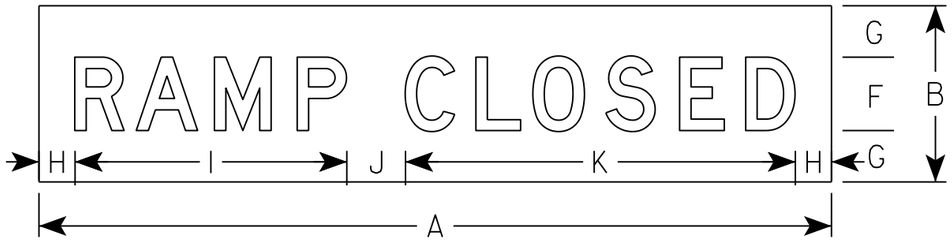
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 361 E

7

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Material shall be .040 aluminmum



G20-63

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	72	12				6	3	6	22 1/8	6	31 7/8																6.0
4	108	24				10	7	4 7/8	37	8	53 1/8																18.0
5																											

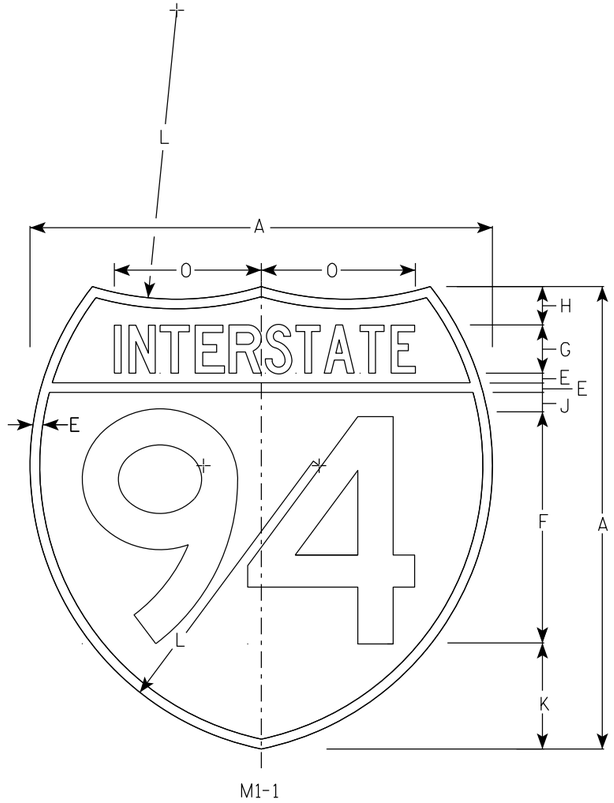
STANDARD SIGN
G20-63

WISCONSIN DEPT OF TRANSPORTATION

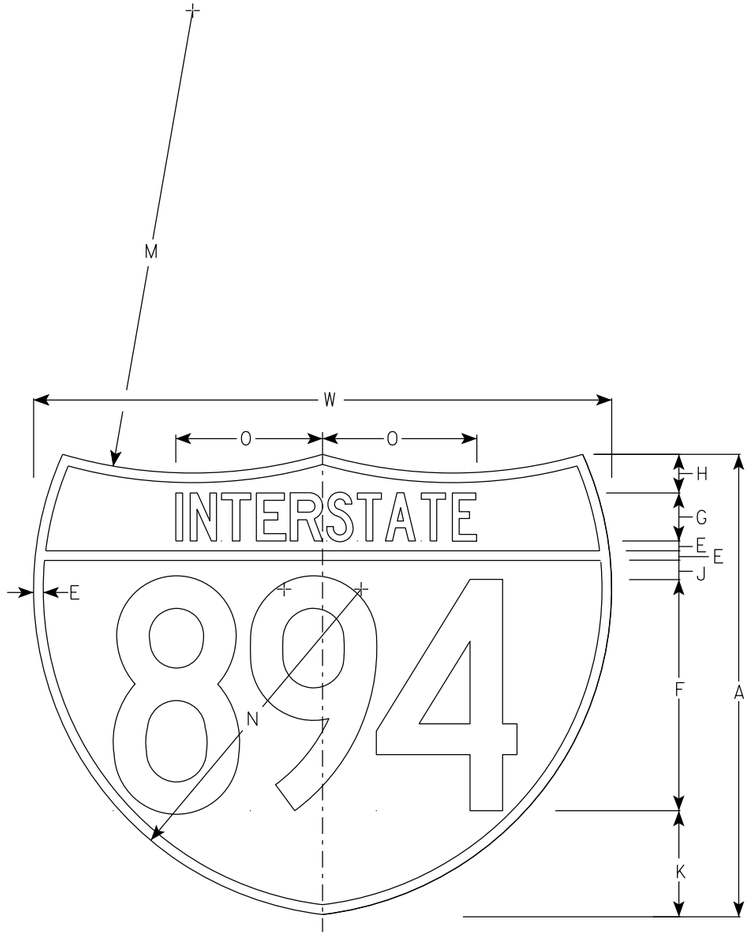
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/8/17 PLATE NO. G20-63.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 362 | 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

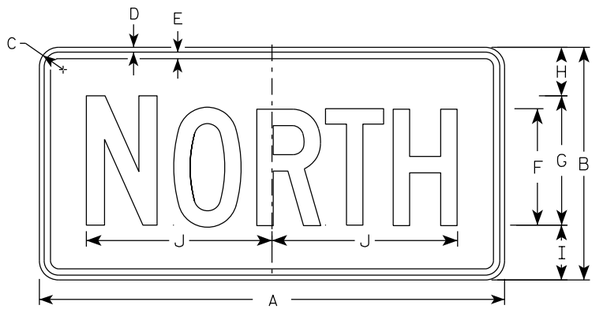
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

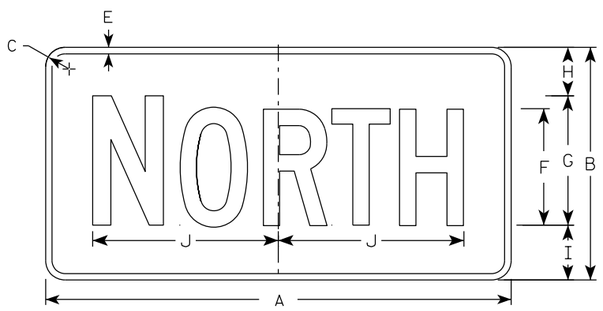
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

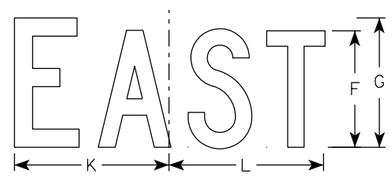
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 363 | E



M3-1
MM3-1
MP3-1



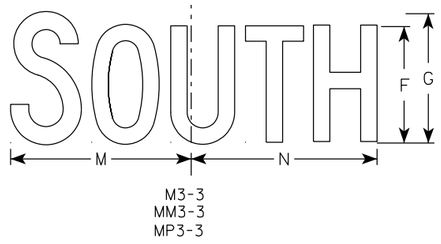
MB3-1
MK3-1
MN3-1



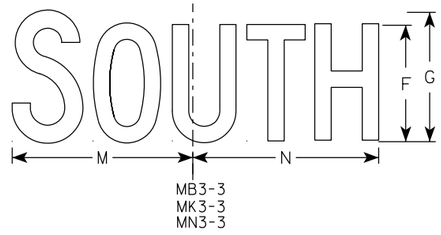
M3-2
MM3-2
MP3-2



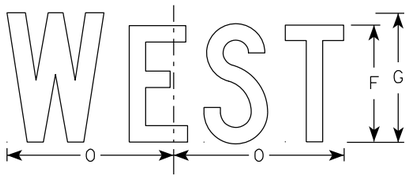
MB3-2
MK3-2
MN3-2



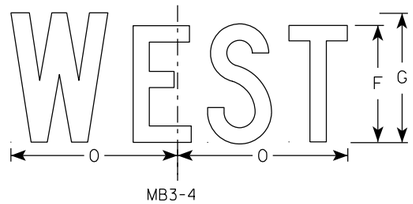
M3-3
MM3-3
MP3-3



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

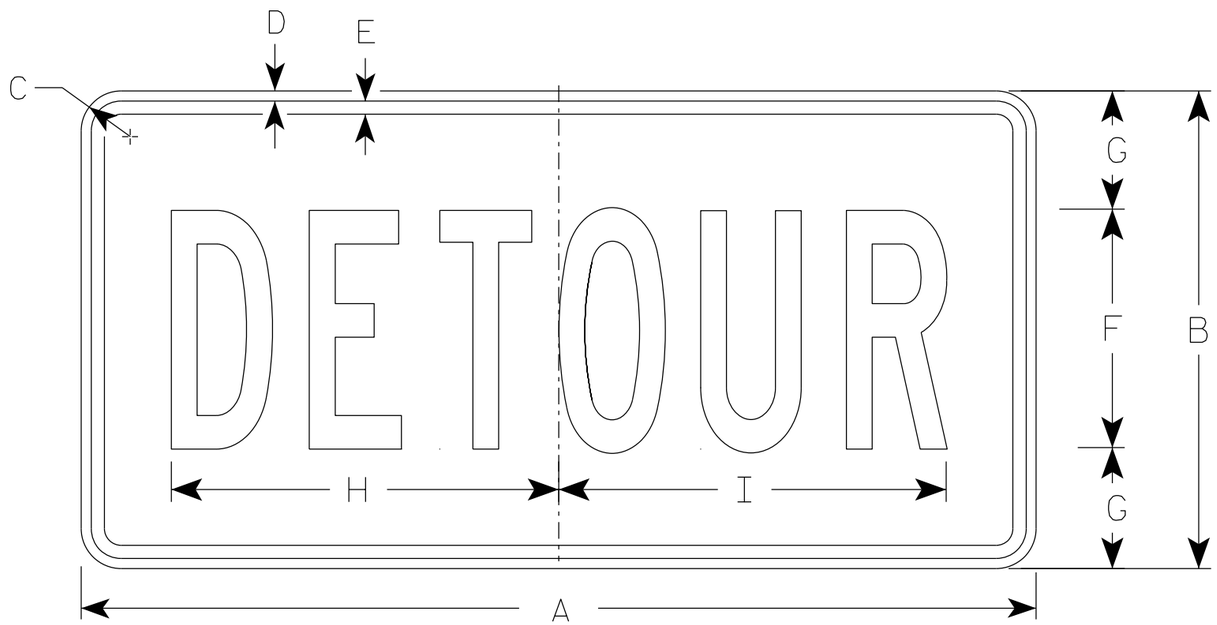
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 364 | 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

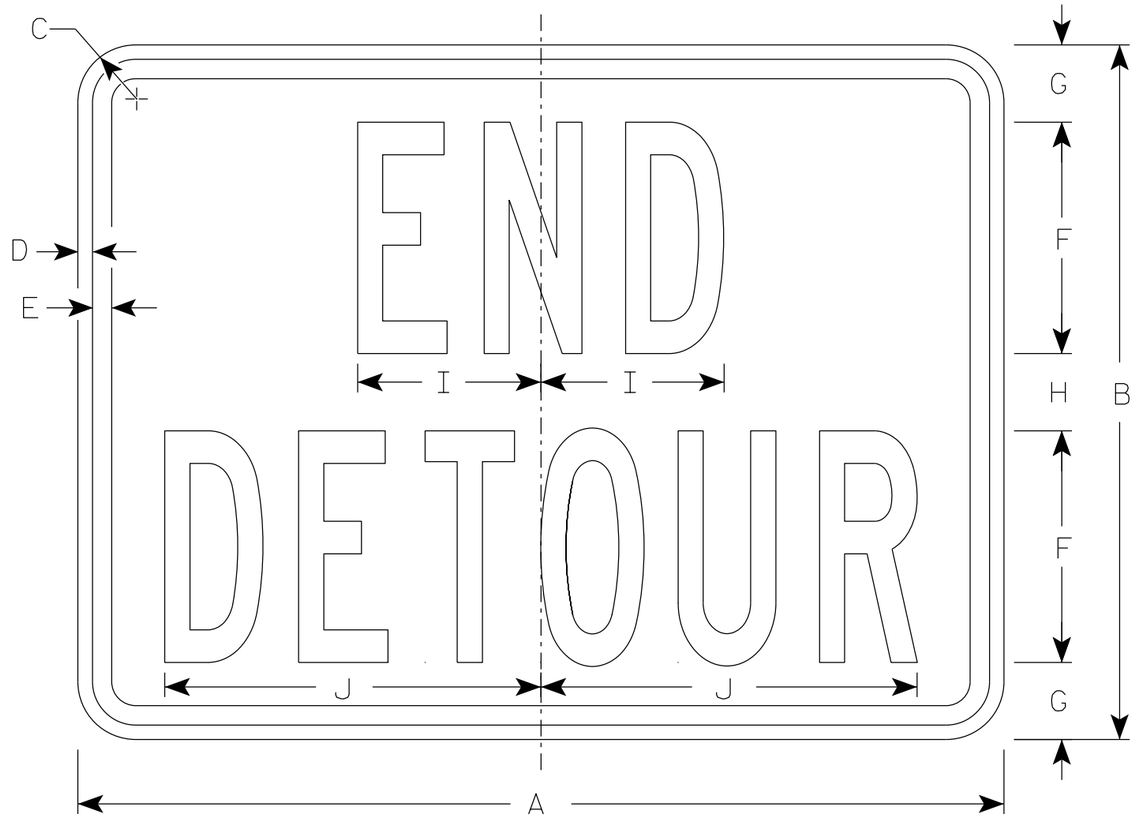
STANDARD SIGN
M4-8

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: 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

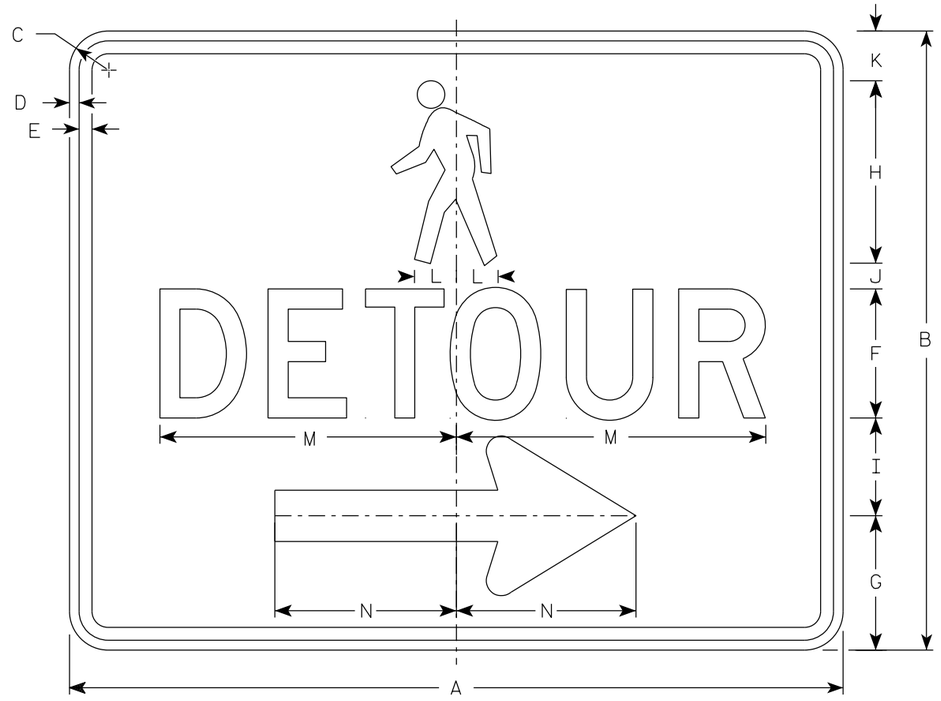
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-8A.4

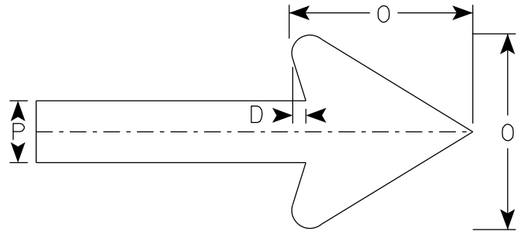
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 366 | E



M4-9BR

NOTES

1. Sign is Type II-Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR 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																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

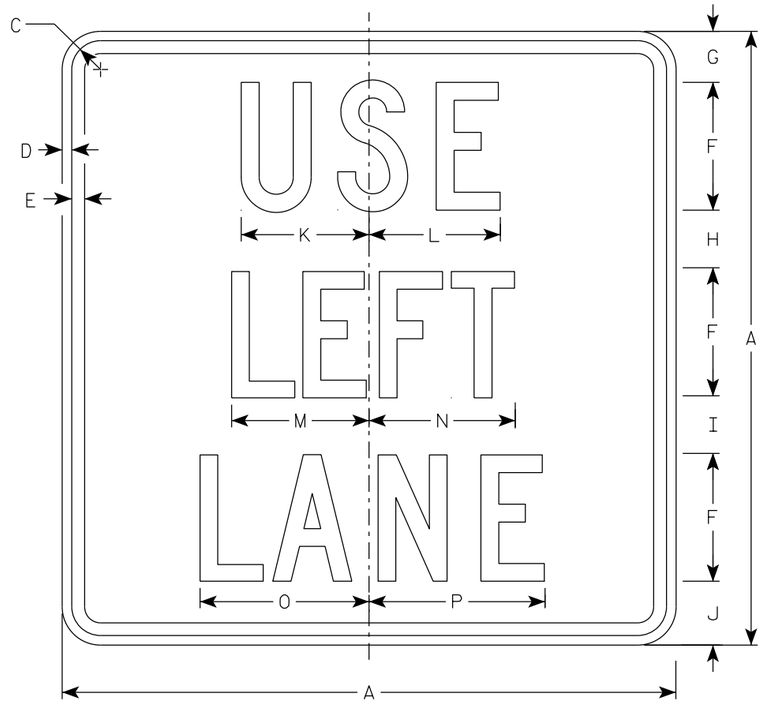
STANDARD SIGN
M4-9B L&R

WISCONSIN DEPT OF TRANSPORTATION

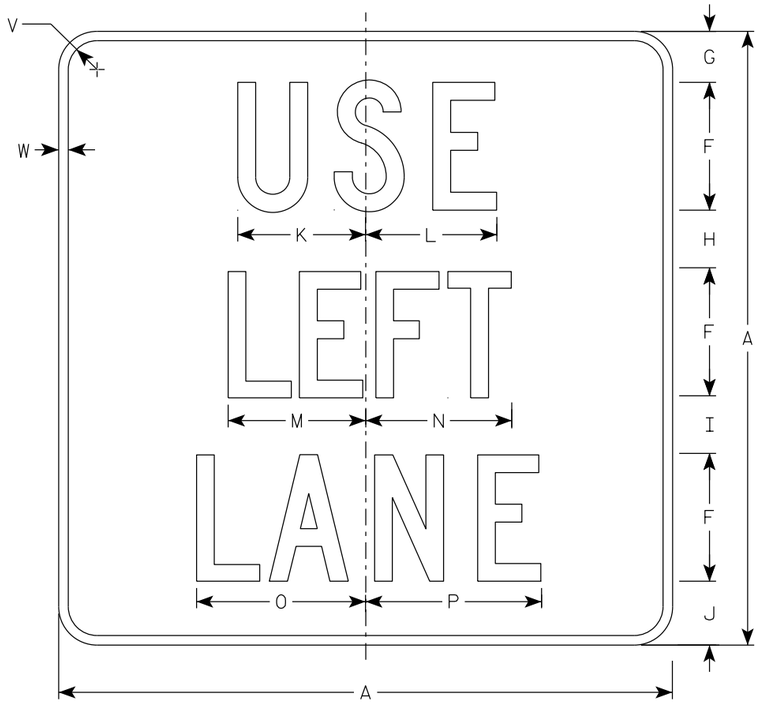
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

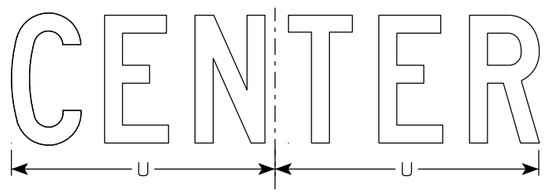
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 367 | E



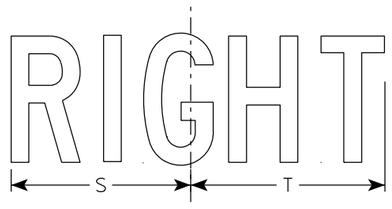
M4-20L
MM4-20L
MO4-20L
MP4-20L



MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
MO4-20C
MP4-20C
MR4-20C



M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
MO4-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   MO4-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 Background - Brown
   Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	5 3/8	5 3/4	6 5/8	6 7/8			7	7 5/8	10 1/4	1 1/2	1/2				4.0
2M	24		1 1/2	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	5 3/8	5 3/4	6 5/8	6 7/8			7	7 5/8	10 1/4	1 1/2	1/2				4.0
3	36		2 1/4	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8	1 7/8	1/2				9.0
4	36		2 1/4	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8	1 7/8	1/2				9.0
5	36		2 1/4	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8	1 7/8	1/2				9.0

STANDARD SIGN
M4-20

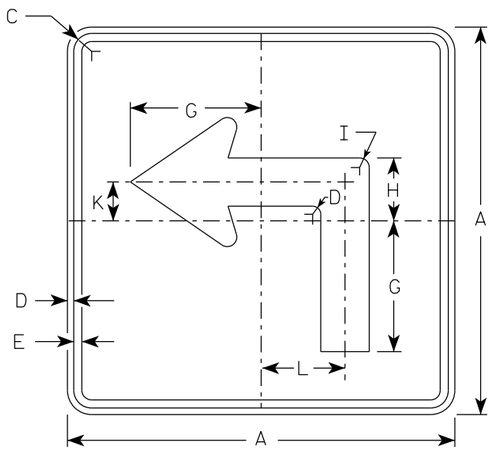
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

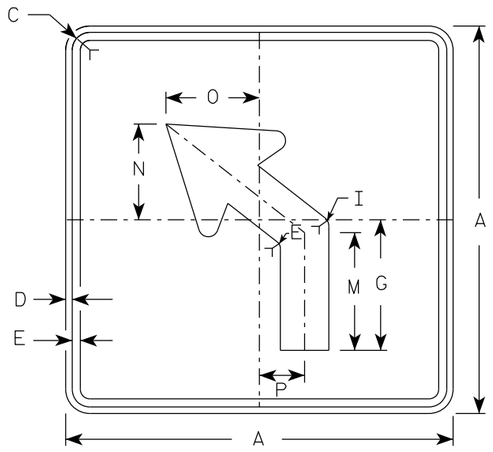
DATE 2/13/2023 PLATE NO. M4-20.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

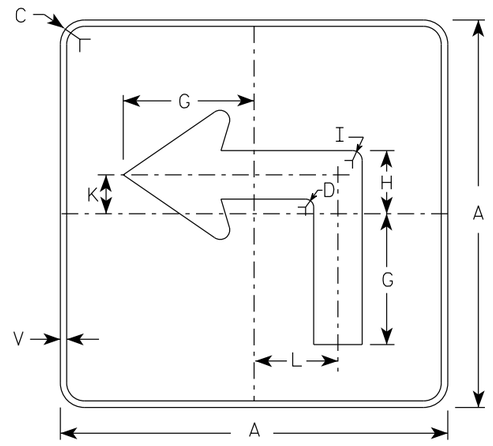
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.dgn PLOT DATE : 13-FEB 2023 8:25 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



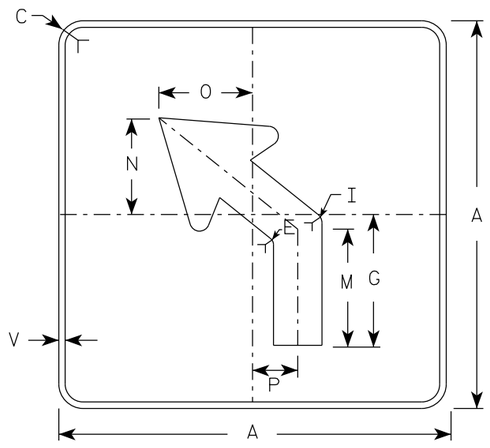
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

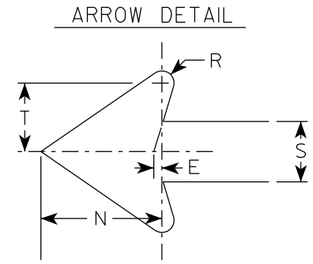


MB5-2L
MK5-2L
MN5-2L
MR5-2L

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

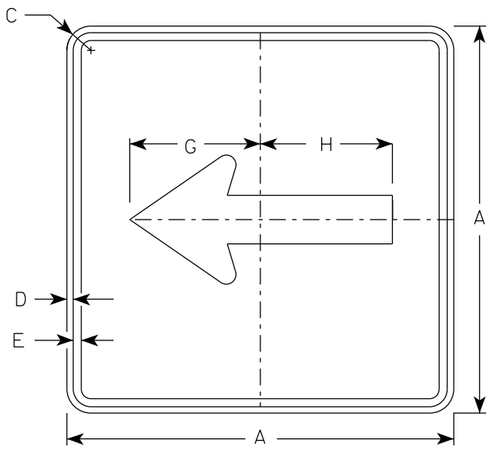
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

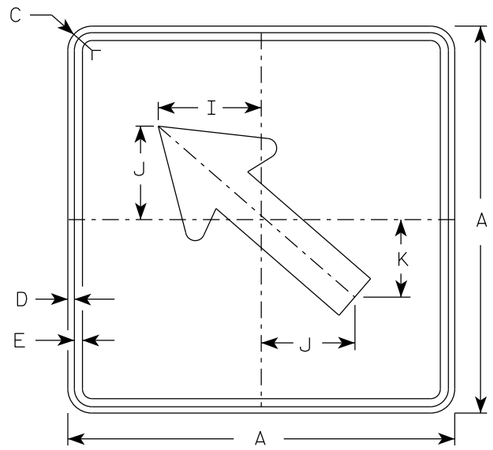
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

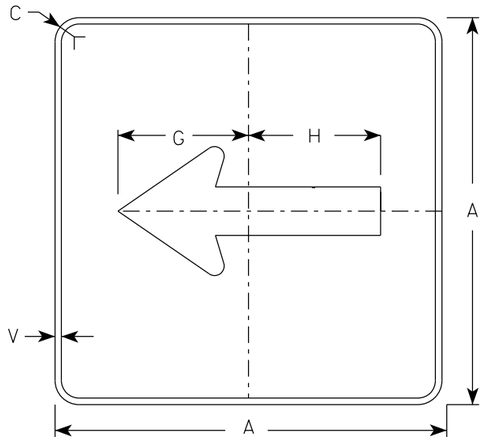
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 369 | E



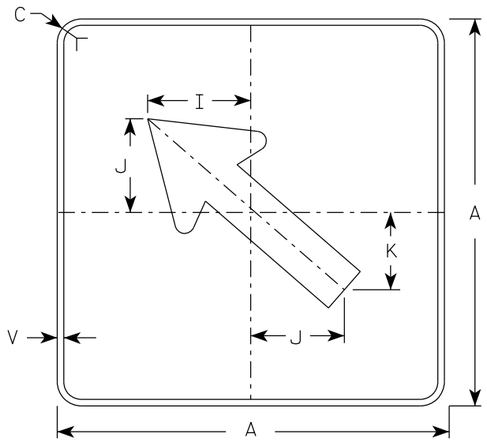
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

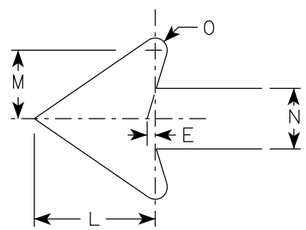


MB6-2
MK6-2
MN6-2
MR6-2

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

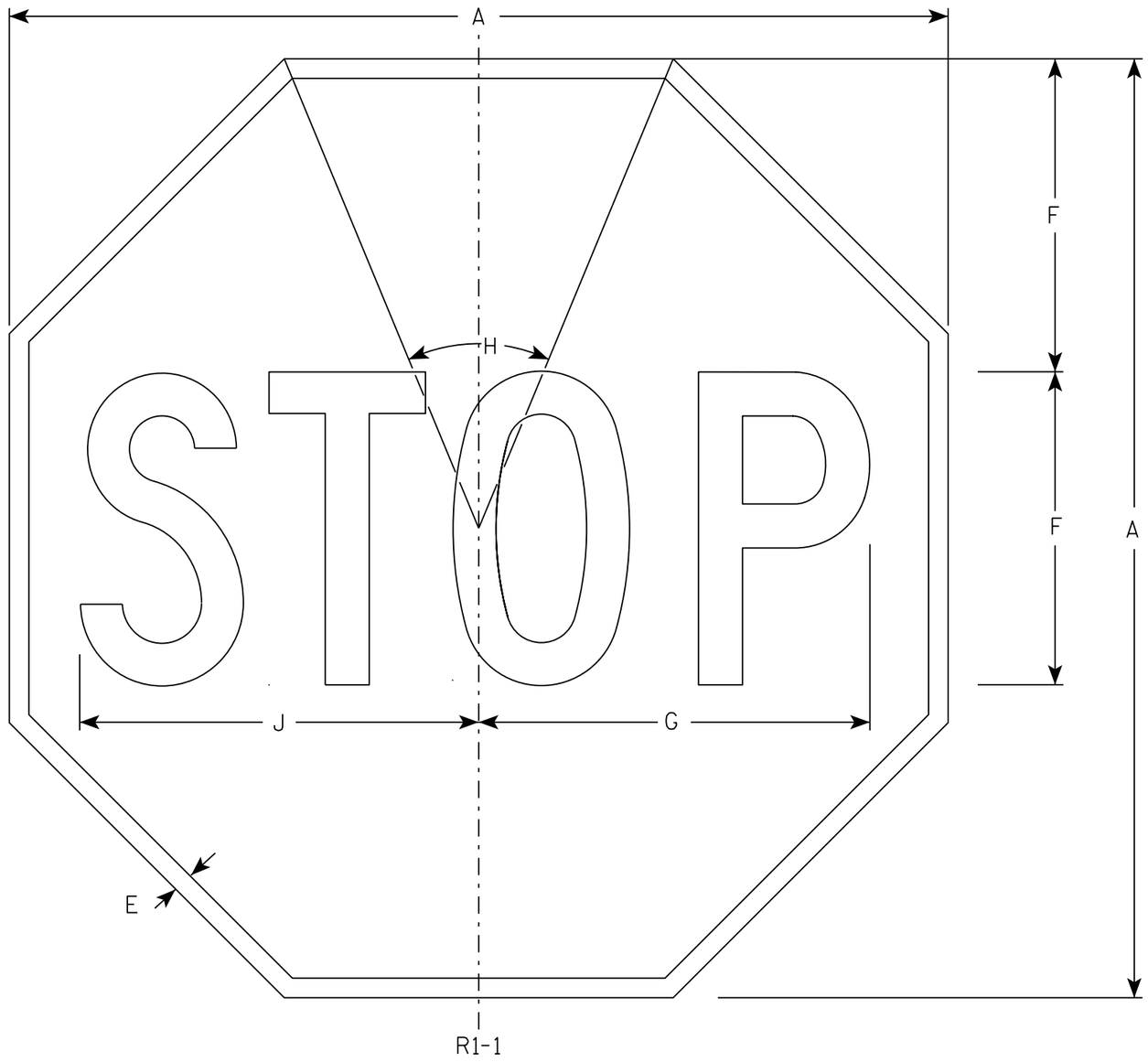
STANDARD SIGN M6-1 & M6-2 SERIES

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: 370 | E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message 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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

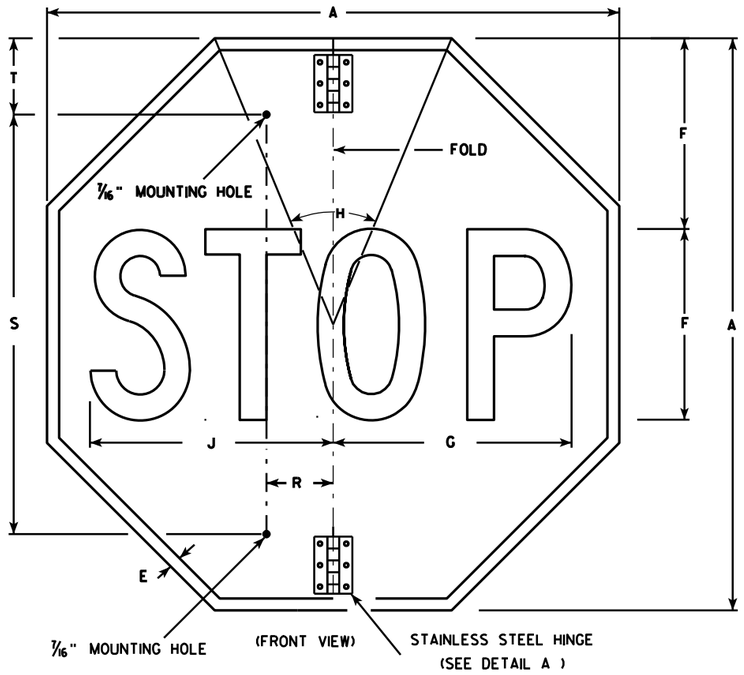
STANDARD SIGN
R1-1

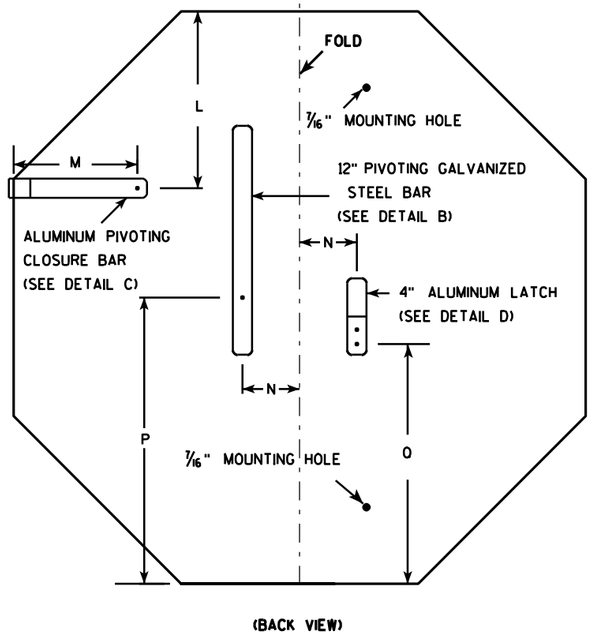
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

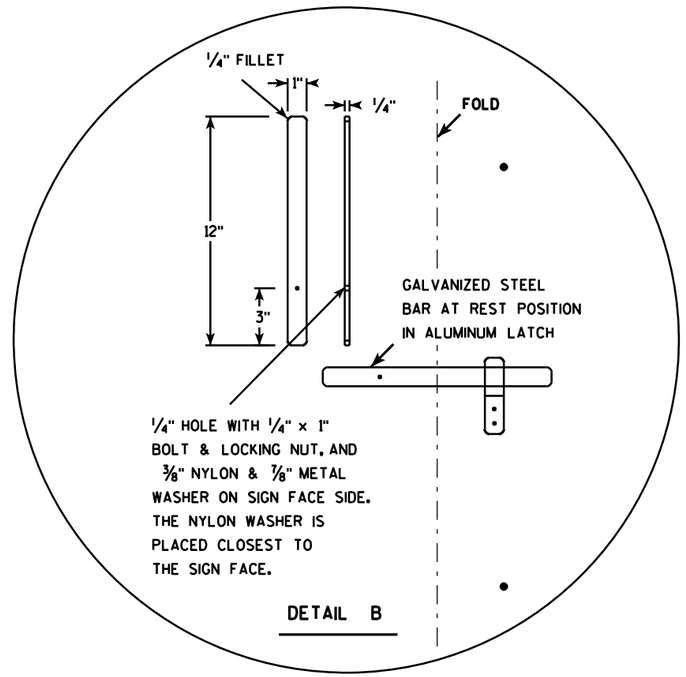
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 371	E



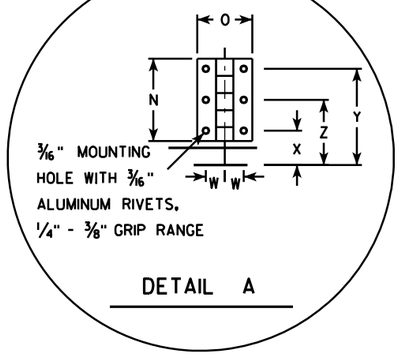


NOTES

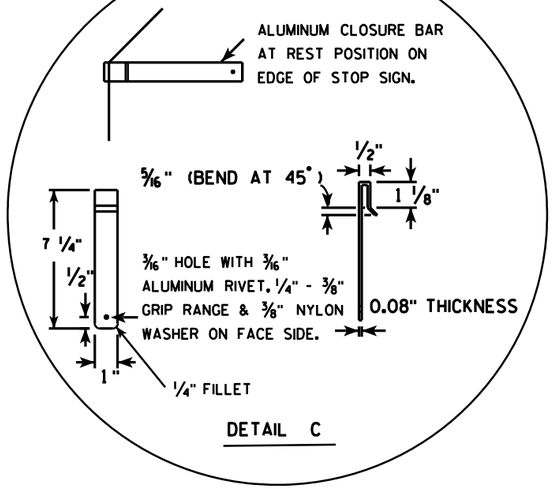
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Red
   Message - White
3. Message Series - C
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



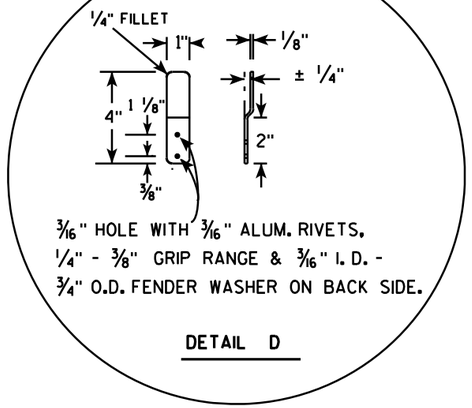
DETAIL B



DETAIL A



DETAIL C



DETAIL D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

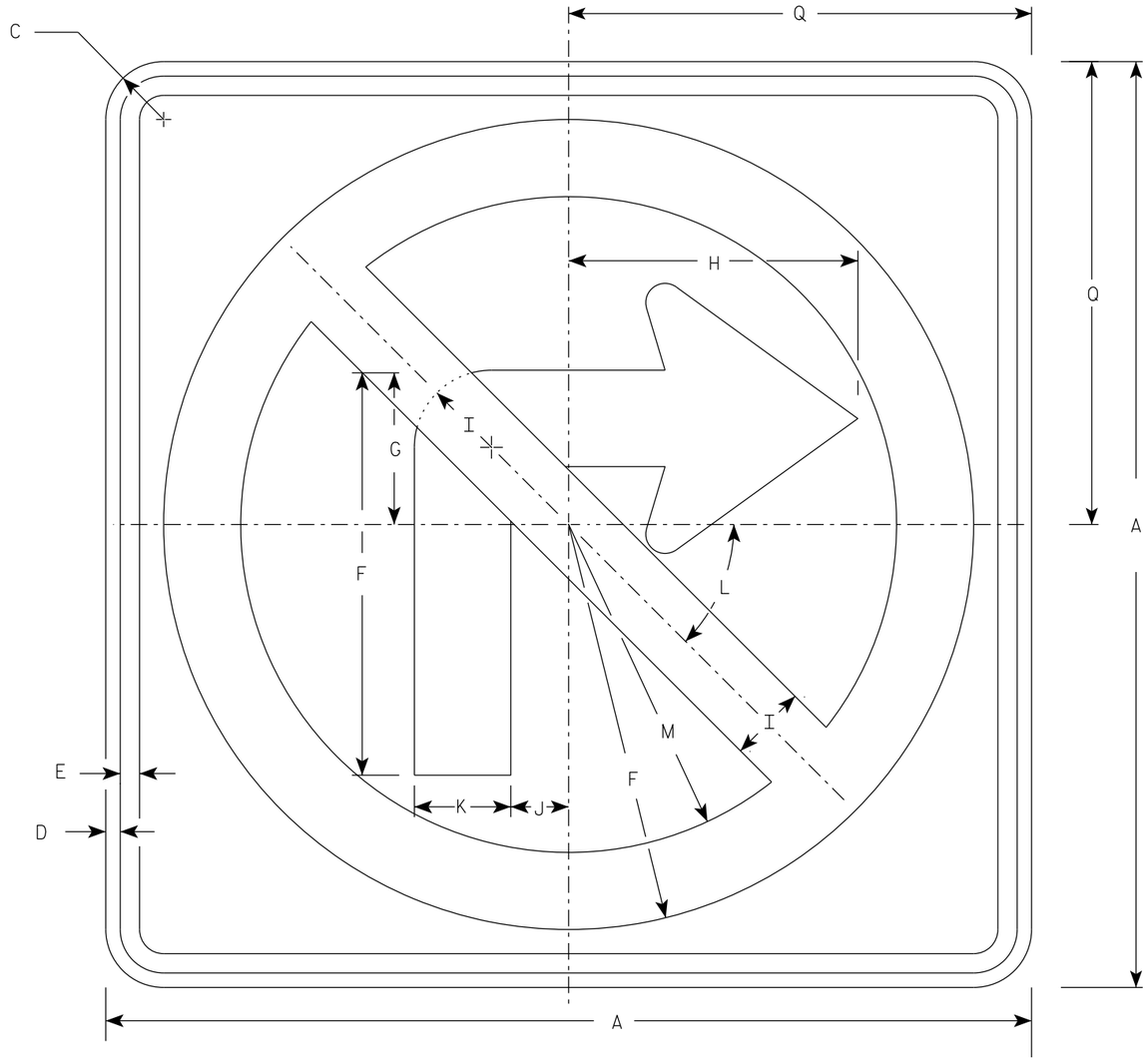
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 372 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R11F.DGN PLOT DATE : 02-DEC-2010 15:26 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

WISDOT/CADDS SHEET 42

7

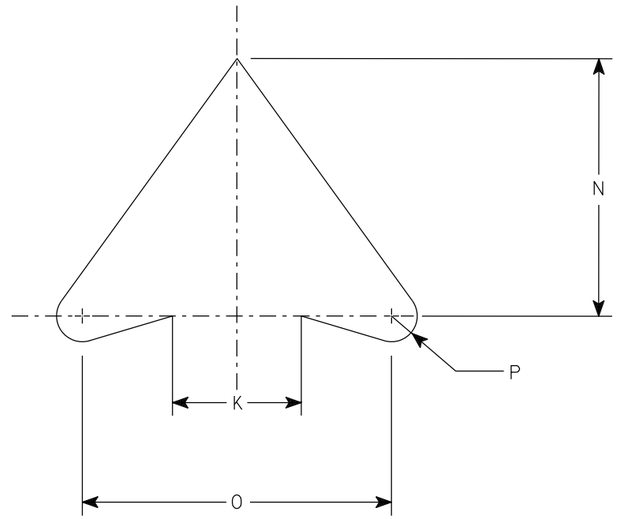
7



R3-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45	8 ½	5	6	½	12										4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½	12										4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45	12 ¾	7 ½	9	¾	18										9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾	18										9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

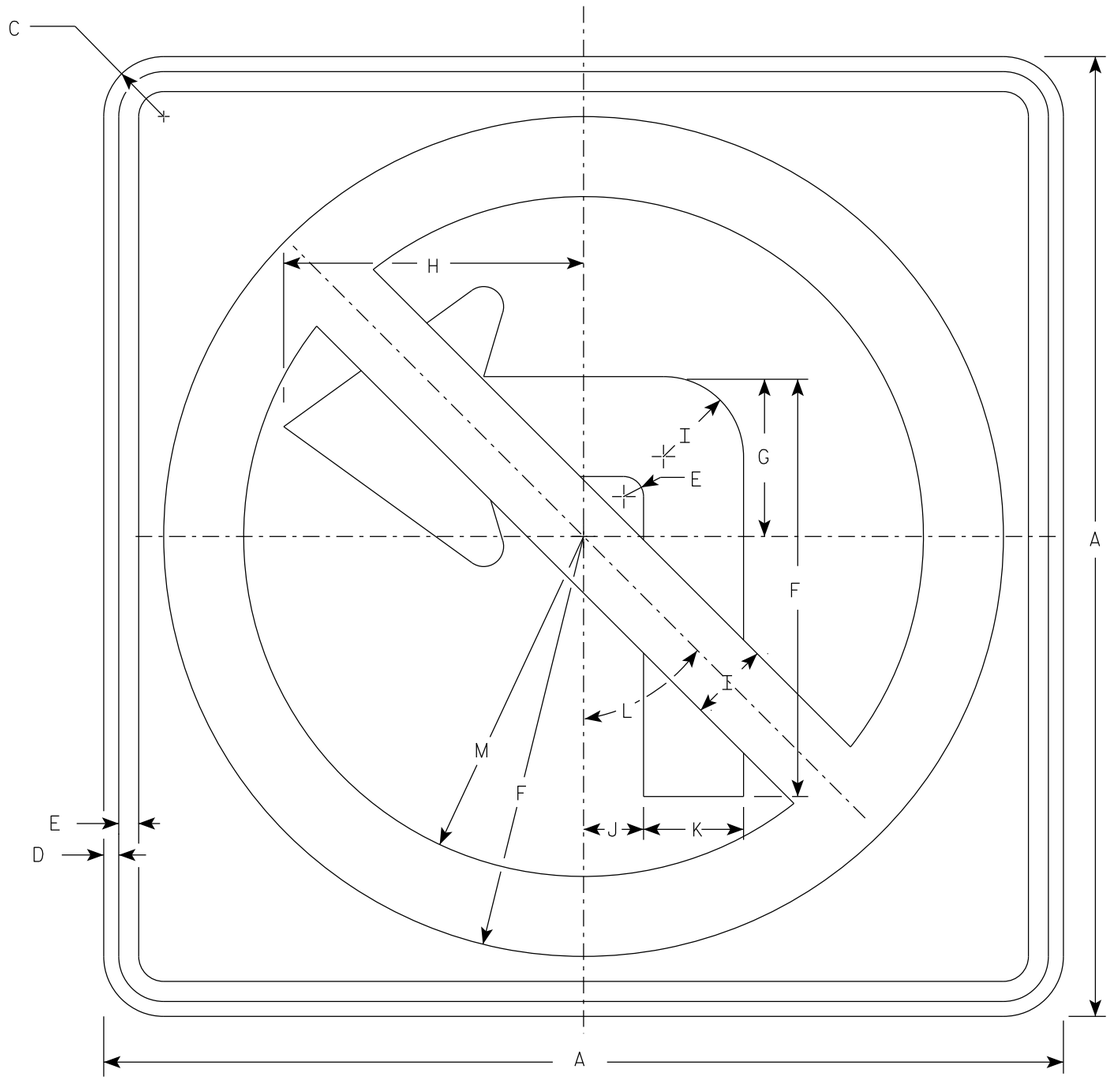
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-1.6

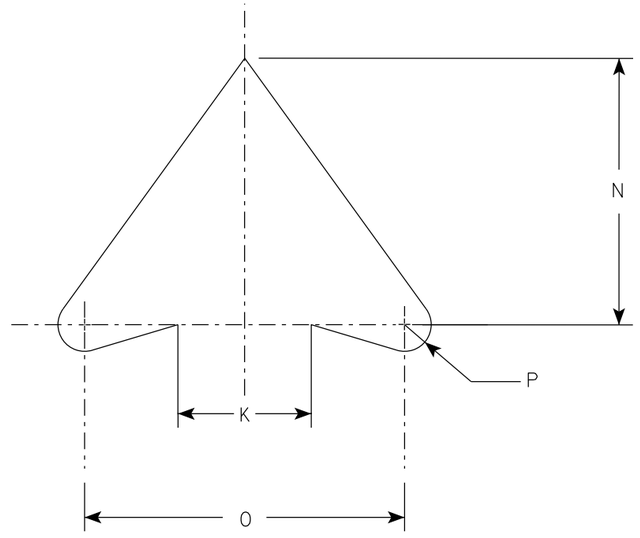
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 373 | E



R3-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2S	24		1 ½	⅜	½	10 ½	4	7 ½	2	1 ½	2 ½	45°	8 ½	5	6	½											4.0
2M	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
3	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
4	36		2 ¼	⅝	¾	15 ¾	6	11 ¼	3	2 ¼	3 ¾	45°	12 ¾	7 ½	9	¾											9.0
5	48		2 ¼	¾	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

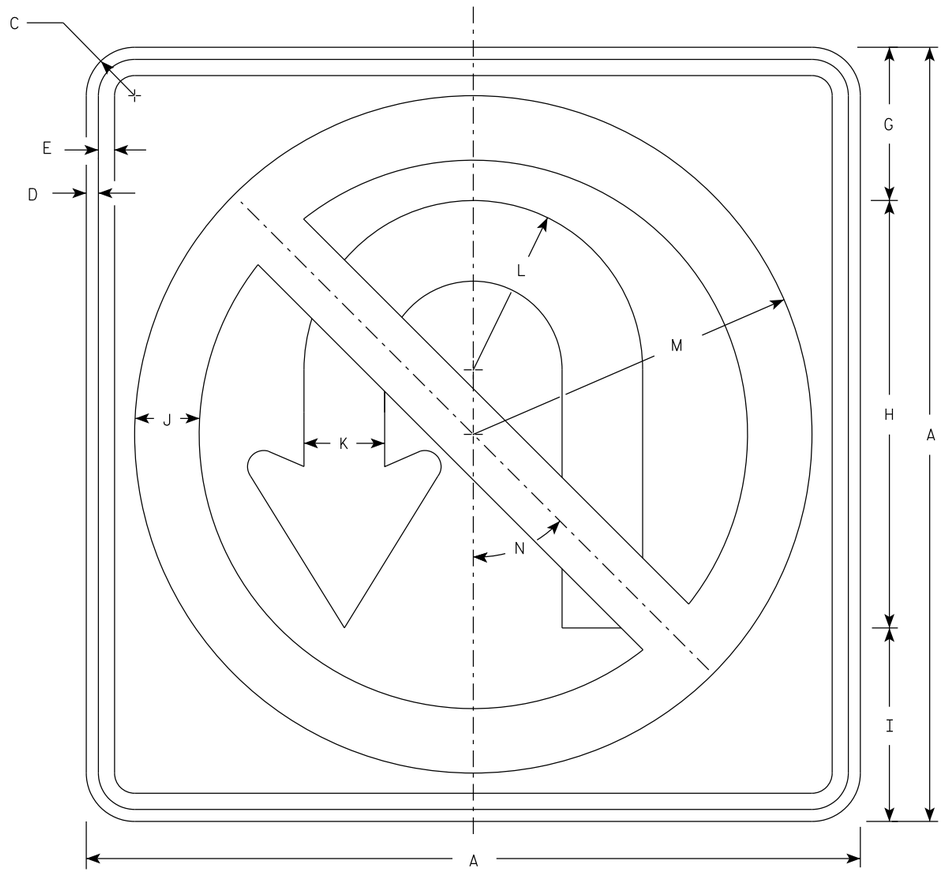
STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/2/23 PLATE NO. R3-2.11

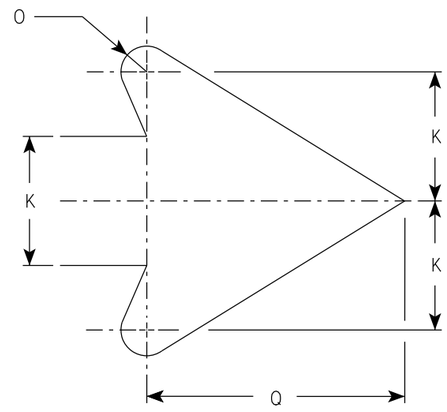
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 374 | E



R3-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/2	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		2 1/4	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

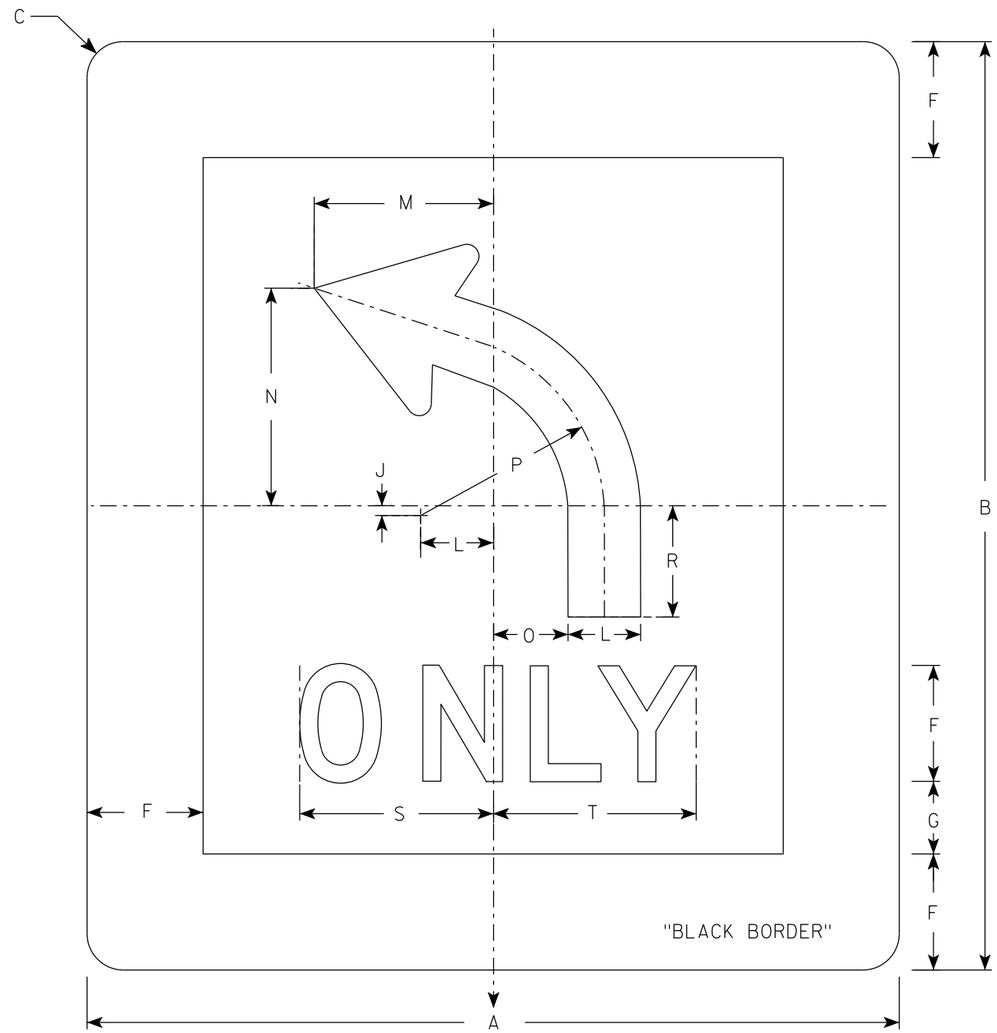
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/23 PLATE NO. R3-4.12

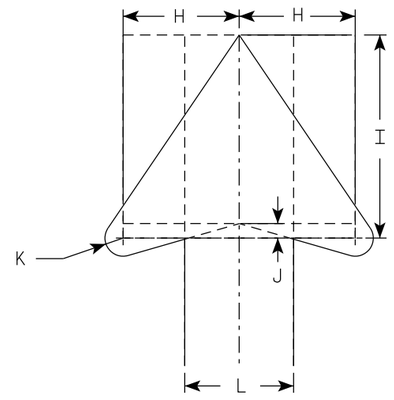
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 375	E



R3-5L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R3-5R is the same as R3-5L except curved portion of arrow points right.
5. The 6" border is non-reflective black.



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	42	48	1 7/8			6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							14.0
2M	42	48	1 7/8			6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							14.0
3																											
4																											
5																											

STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

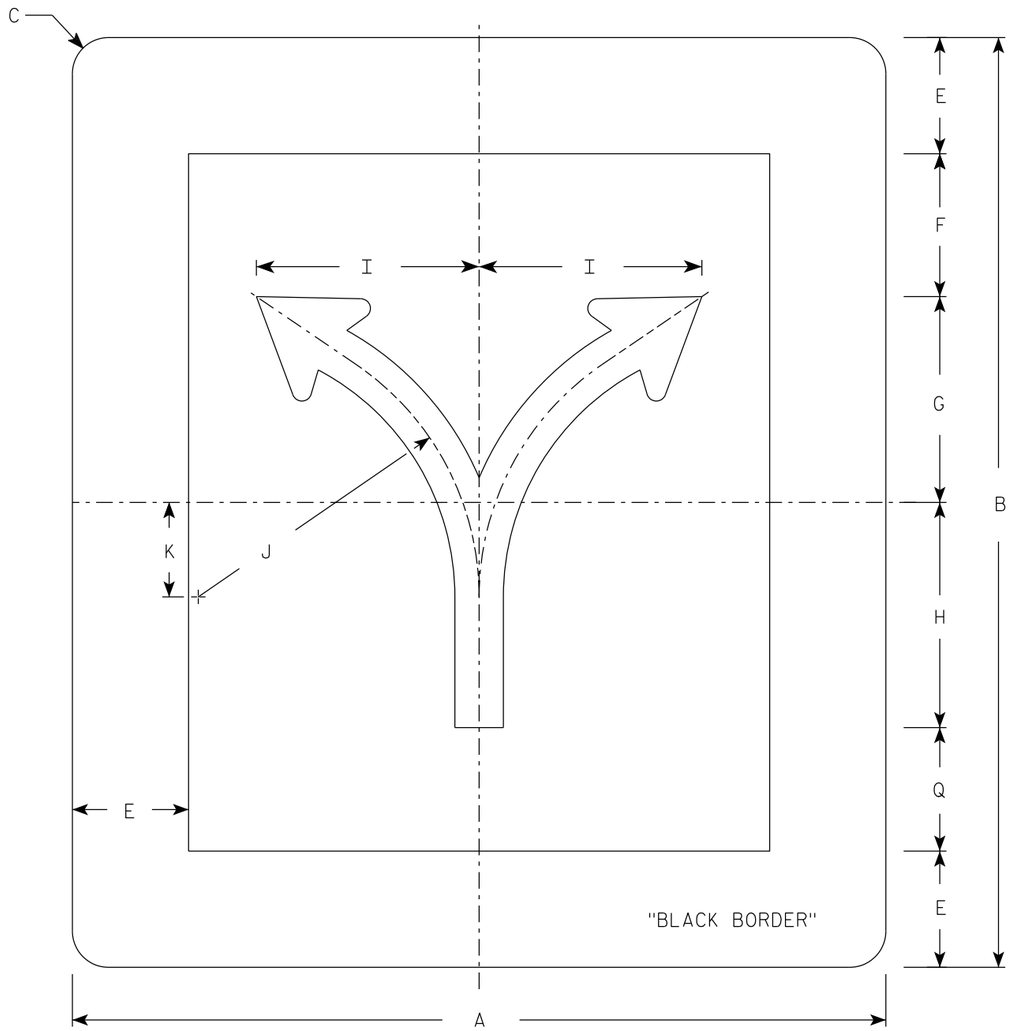
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/26/24 PLATE NO. R3-5.7

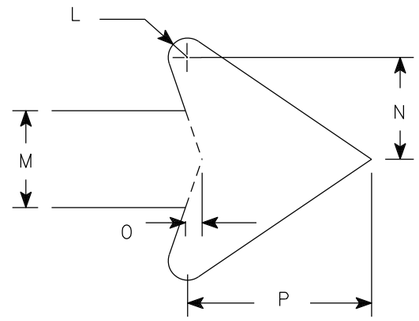
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 376 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. The 6" border is non-reflective black.



R3-6T



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	42	48	1 7/8		6	7 3/8	10 5/8	11 5/8	11 1/2	14 1/2	4 7/8	1/2	2 1/2	2 5/8	3/8	4 3/4	6 3/8										14.0
2M	42	48	1 7/8		6	7 3/8	10 5/8	11 5/8	11 1/2	14 1/2	4 7/8	1/2	2 1/2	2 5/8	3/8	4 3/4	6 3/8										14.0
3																											
4																											
5																											

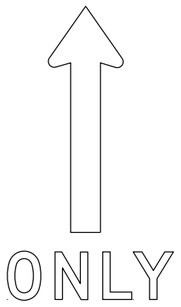
STANDARD SIGN
R3-6T

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 3/26/24 PLATE NO. R3-6T.7

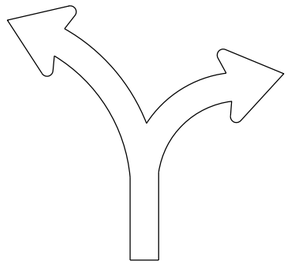
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 377 | E

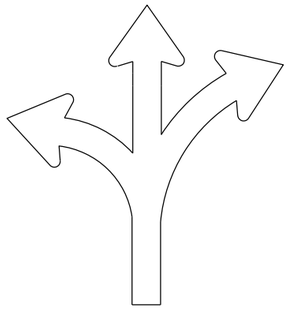


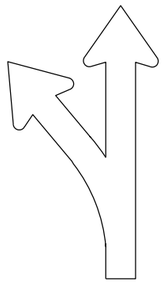
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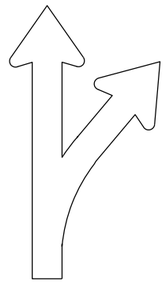


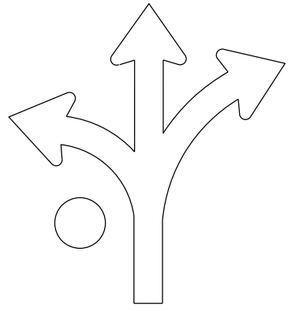
(B)

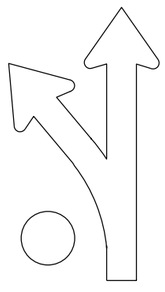

(C)

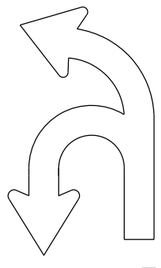

(D)

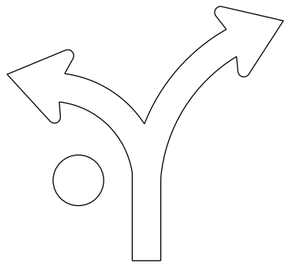

(E)

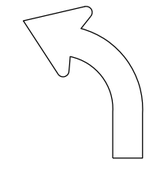

(F)


(G)

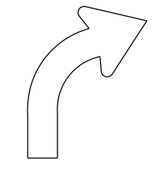

(H)


(I)


(J)



(L)



(R)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,J are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 378 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:01 PLOT BY : mscj9h PLOT NAME :

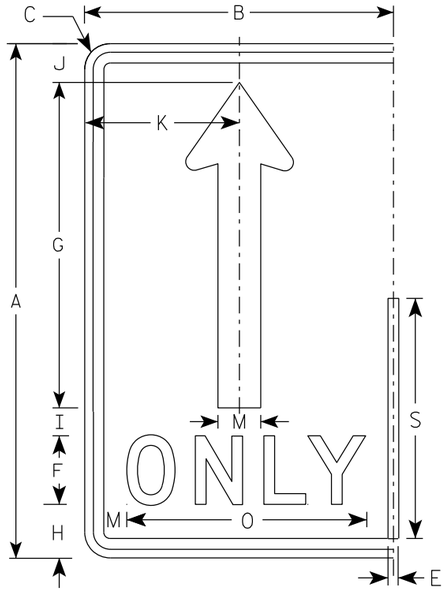
WISDOT/CADDS SHEET 42

7

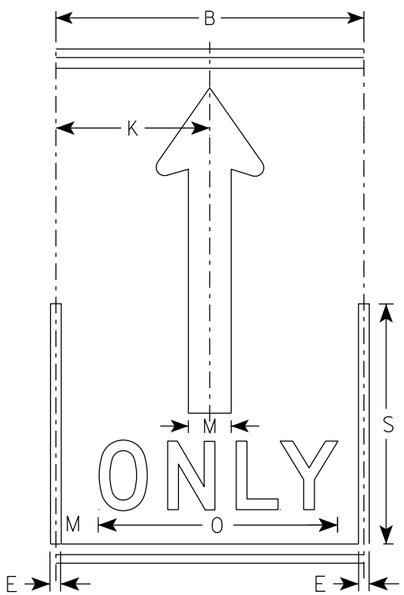
7

NOTES

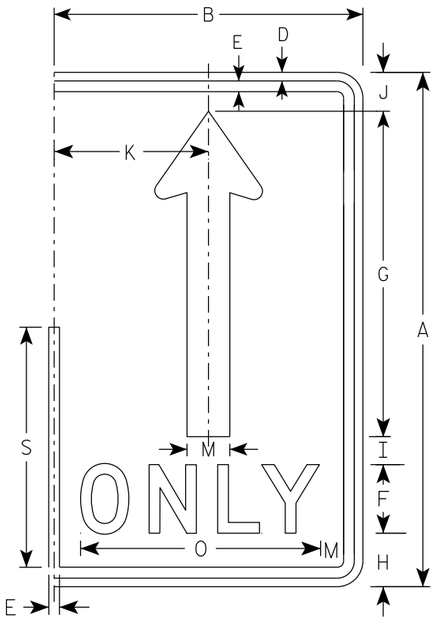
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



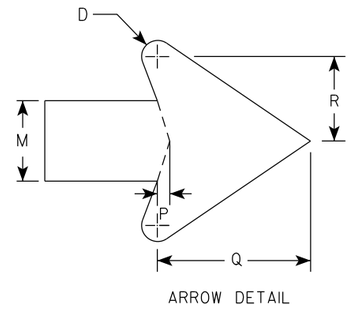
(A)



(A)



(A)



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	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

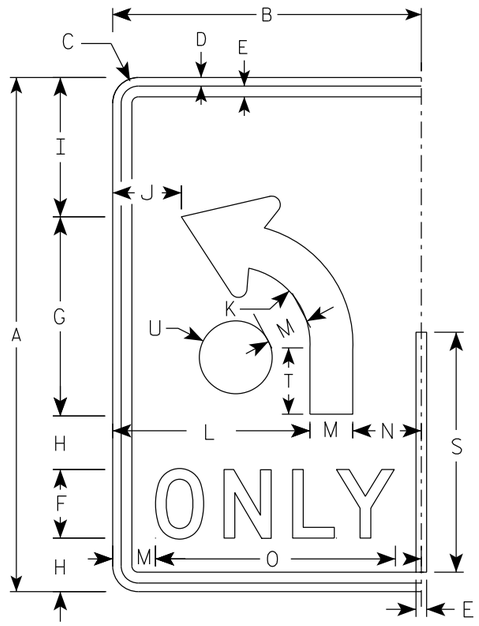
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

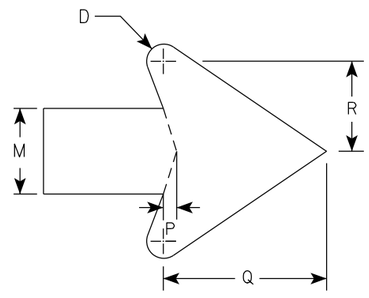
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 379 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



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	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

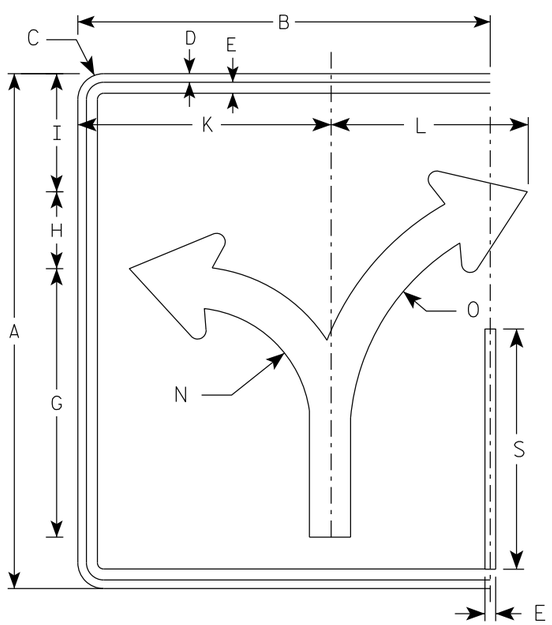
DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

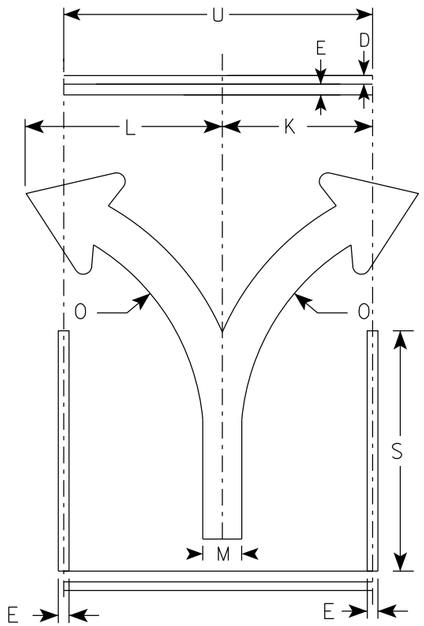
SHEET NO: 380 E

NOTES

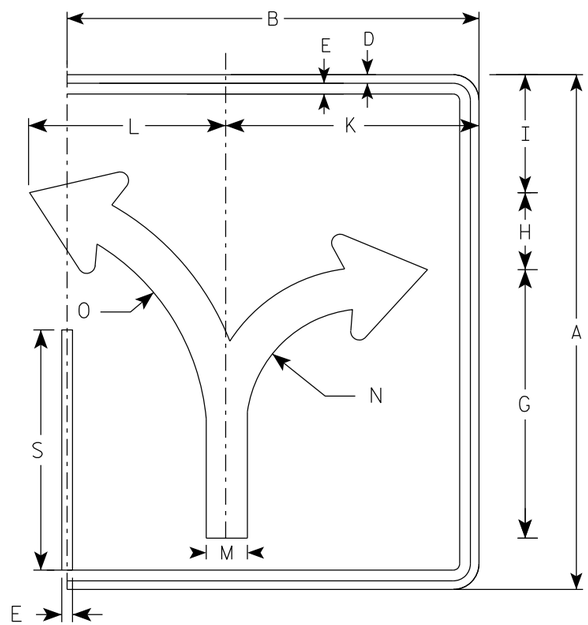
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



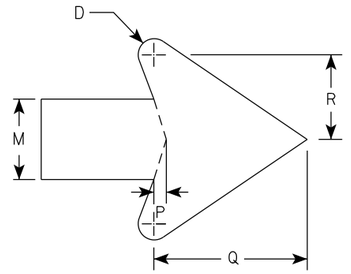
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

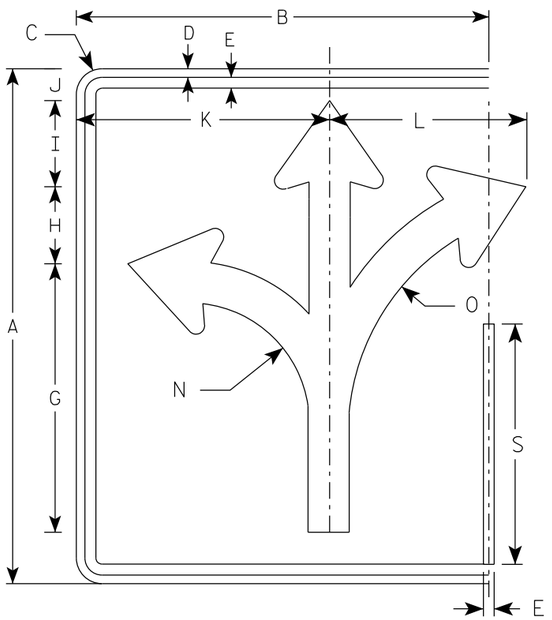
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 381 | E

7

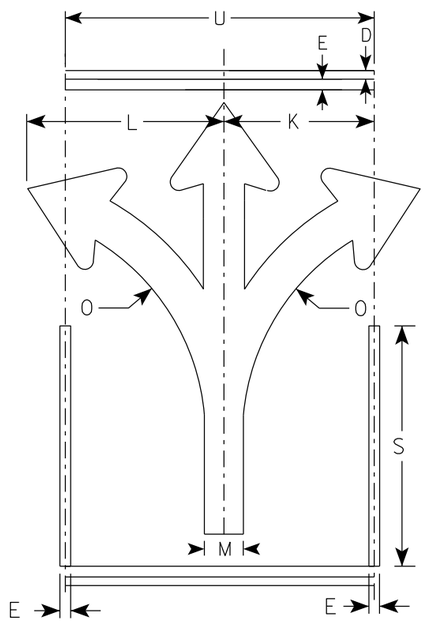
7

NOTES

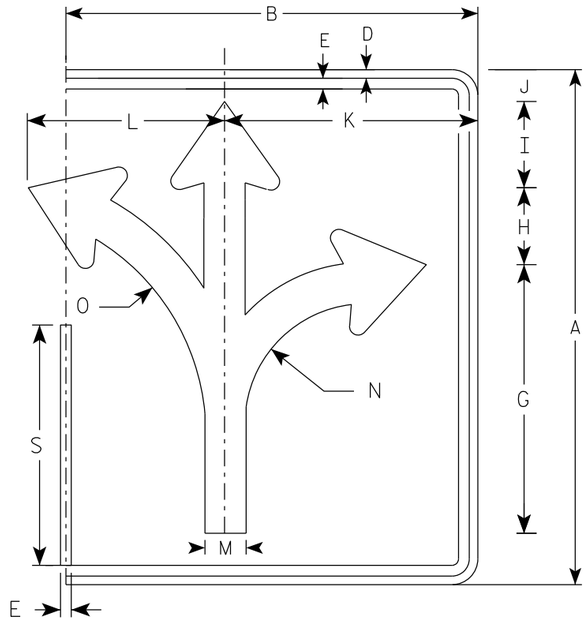
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



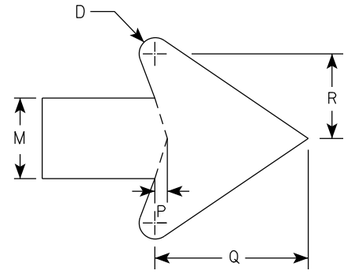
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

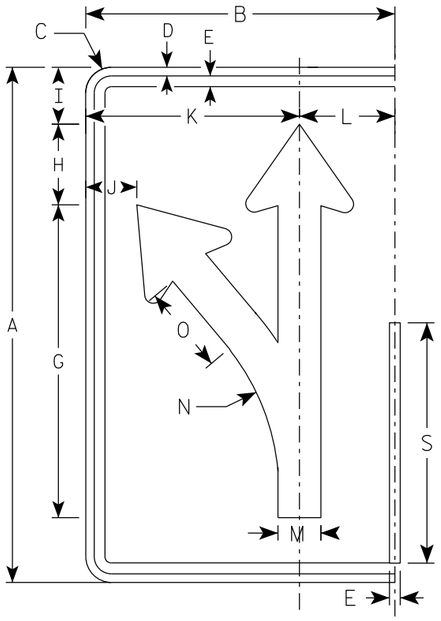
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

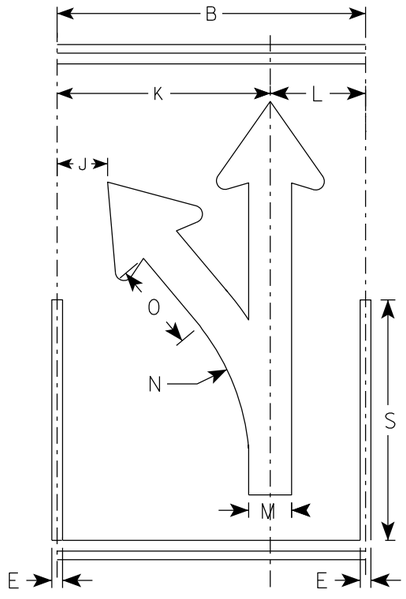
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 382 | E

NOTES

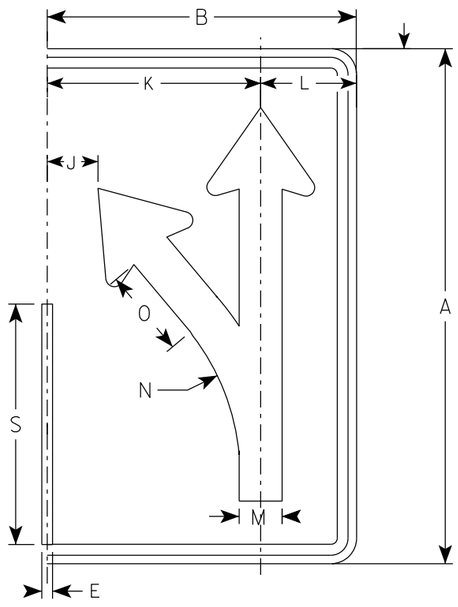
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



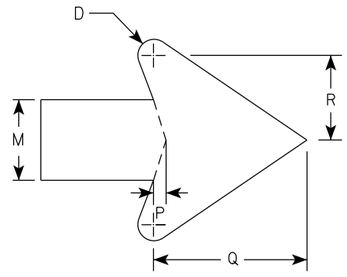
(E)



(E)



(E)



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	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

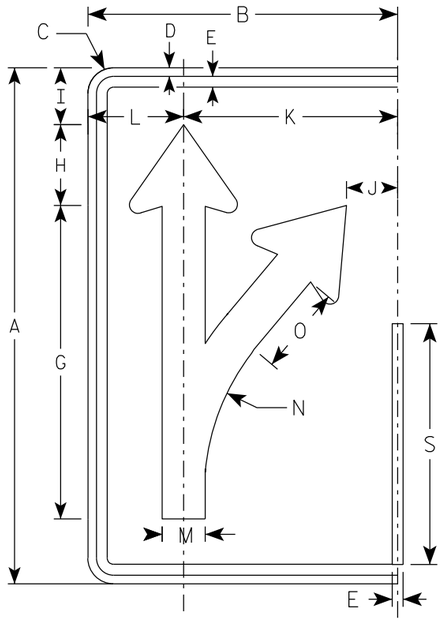
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

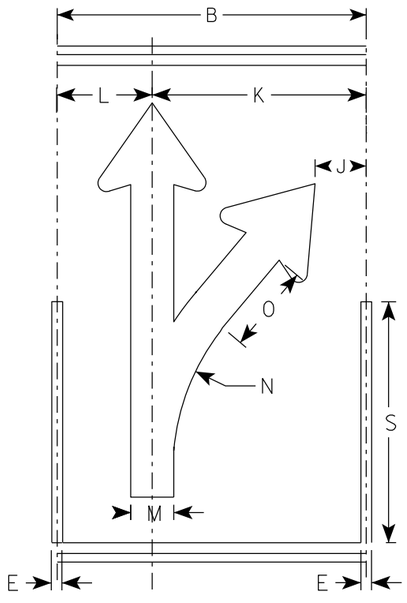
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 383 | E

NOTES

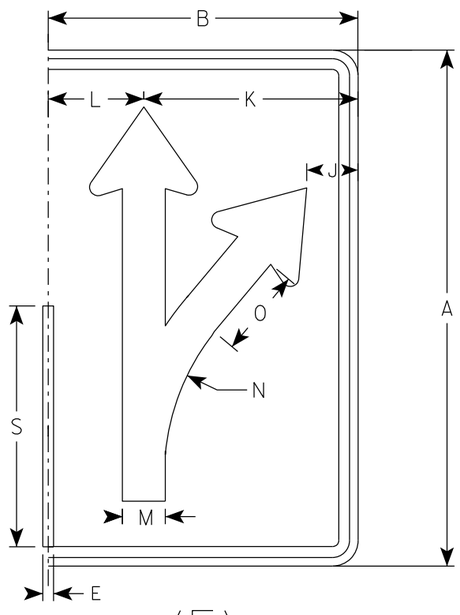
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



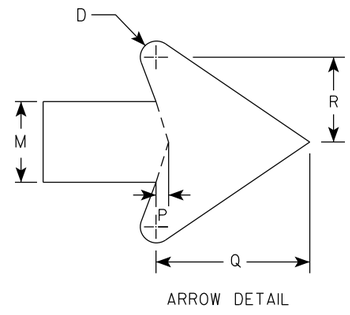
(F)



(F)



(F)



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	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

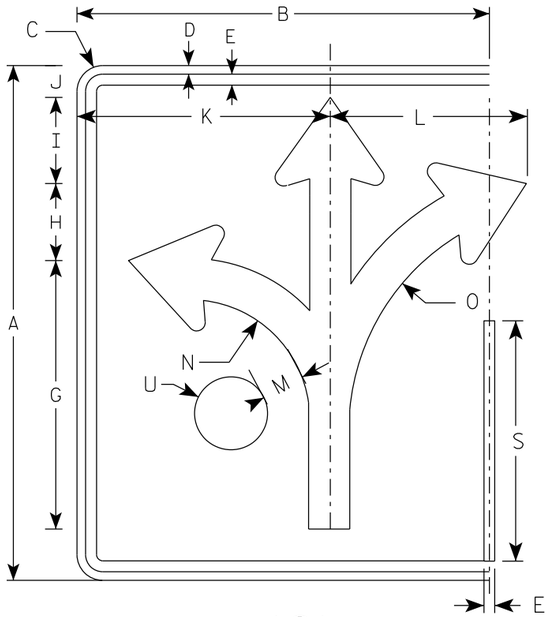
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

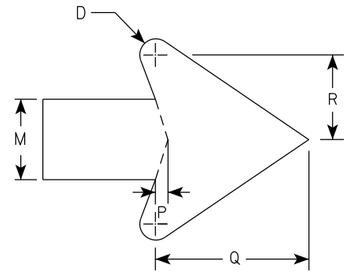
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 384 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



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	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

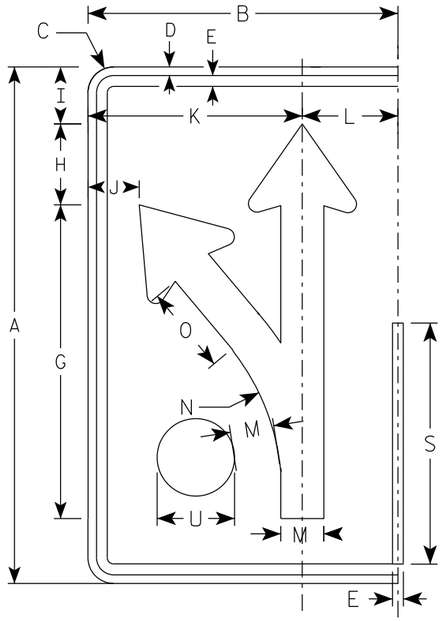
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

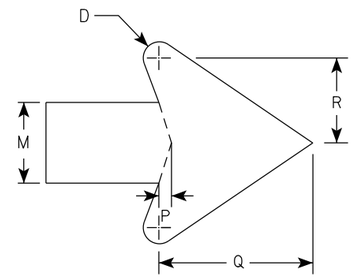
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 385	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



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	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 1/2	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

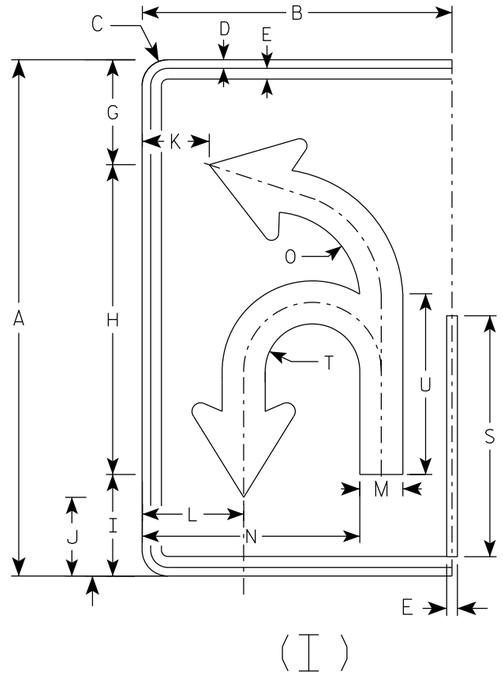
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

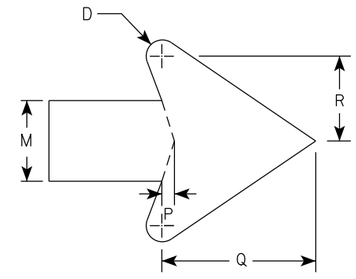
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 386 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



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	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 1/2	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 1/2	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

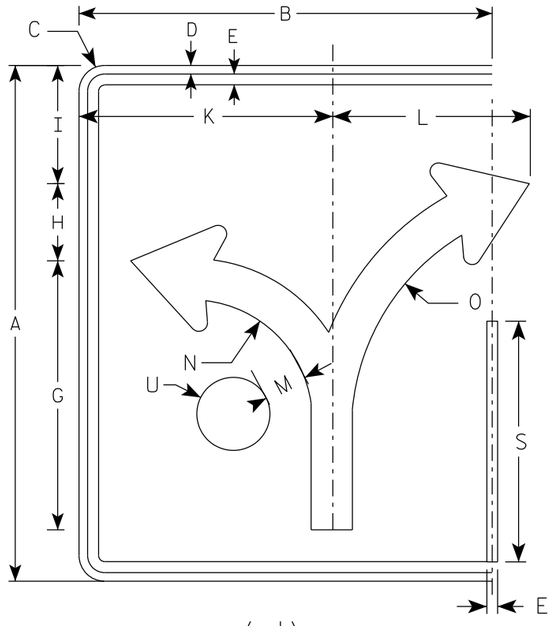
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

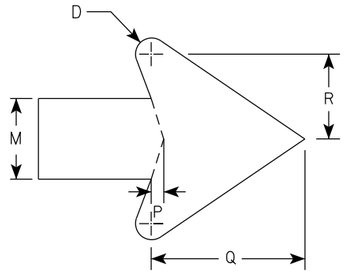
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 387 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(J)



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	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 1/2	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 1/2	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (J) Arrow

WISCONSIN DEPT OF TRANSPORTATION

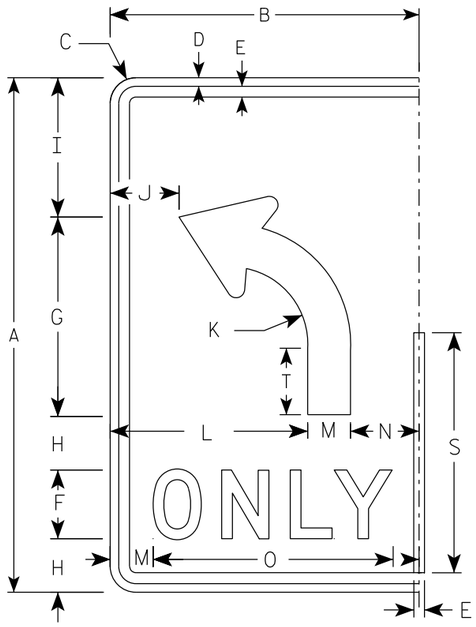
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

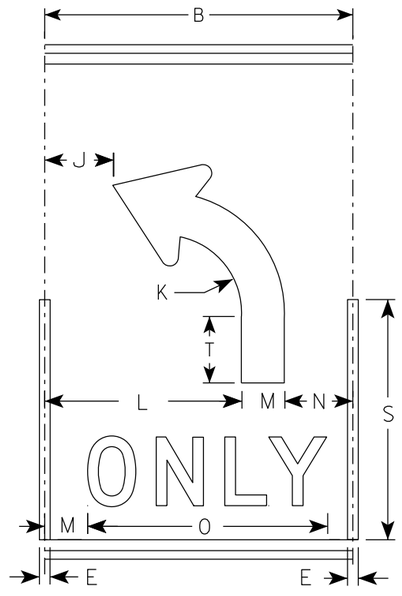
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 388 | E

NOTES

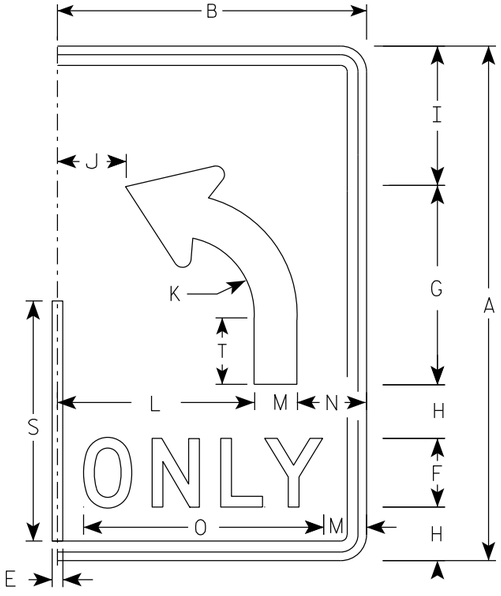
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



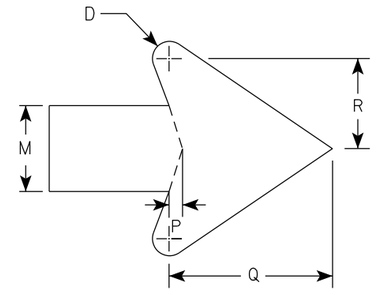
(L)



(L)



(L)



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	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 389 E

FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 14-FEB 2023 3:02 PLOT BY : mscj9h PLOT NAME :

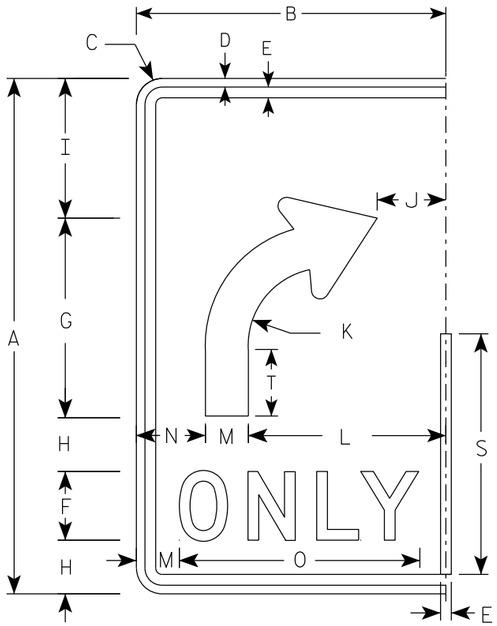
WISDOT/CADDS SHEET 42

7

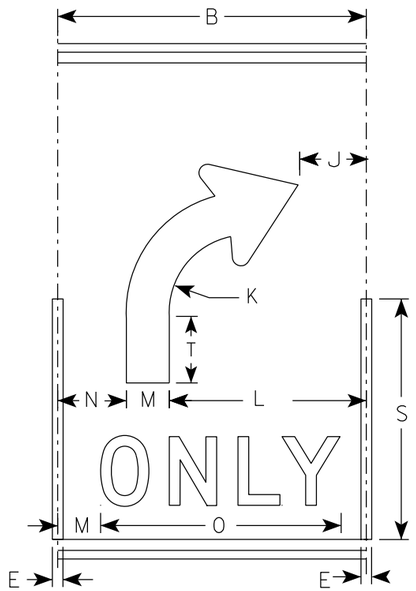
7

NOTES

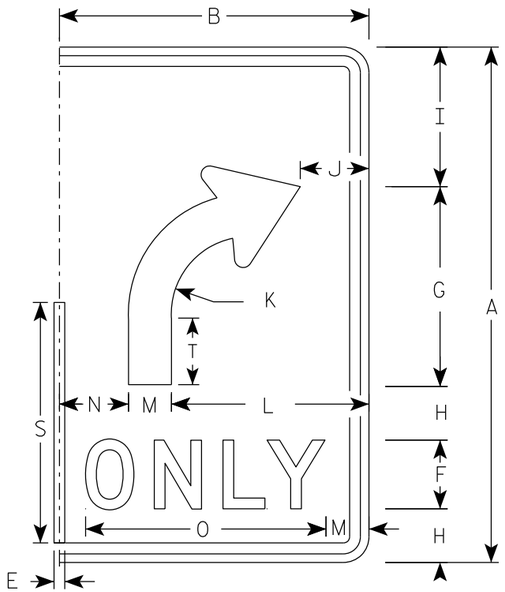
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



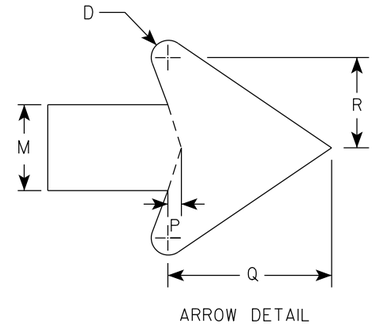
(R)



(R)



(R)



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	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 1/2	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 1/2	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

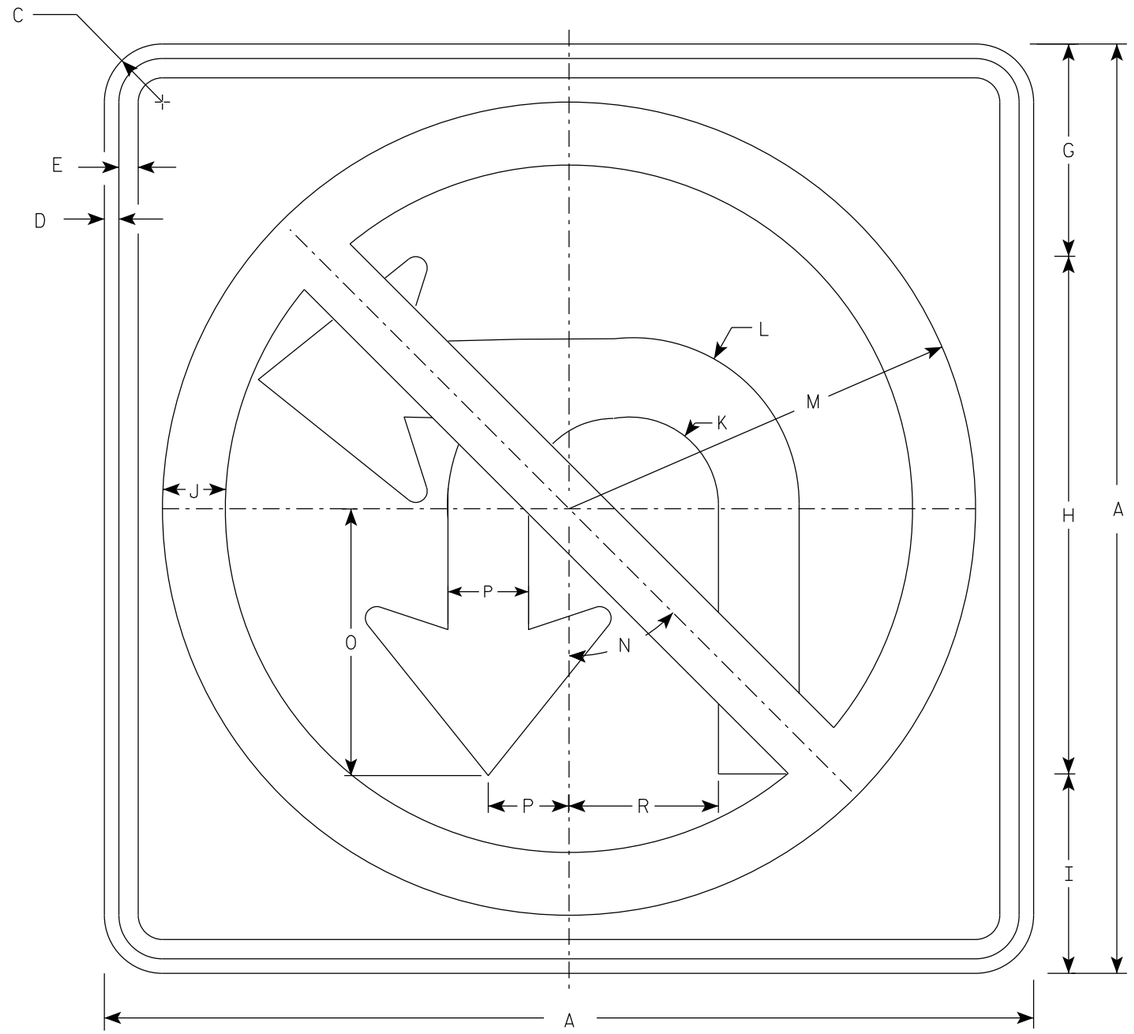
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/14/23 PLATE NO. R3-8.2

PROJECT NO:

SHEET NO: 390 **E**



R3-18

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 3
3. Border & Arrow are non reflective black, the circle with diagonal bar is reflective 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																											
2S	24		1 1/2	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		2 1/4	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		2 1/4	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		2 1/4	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

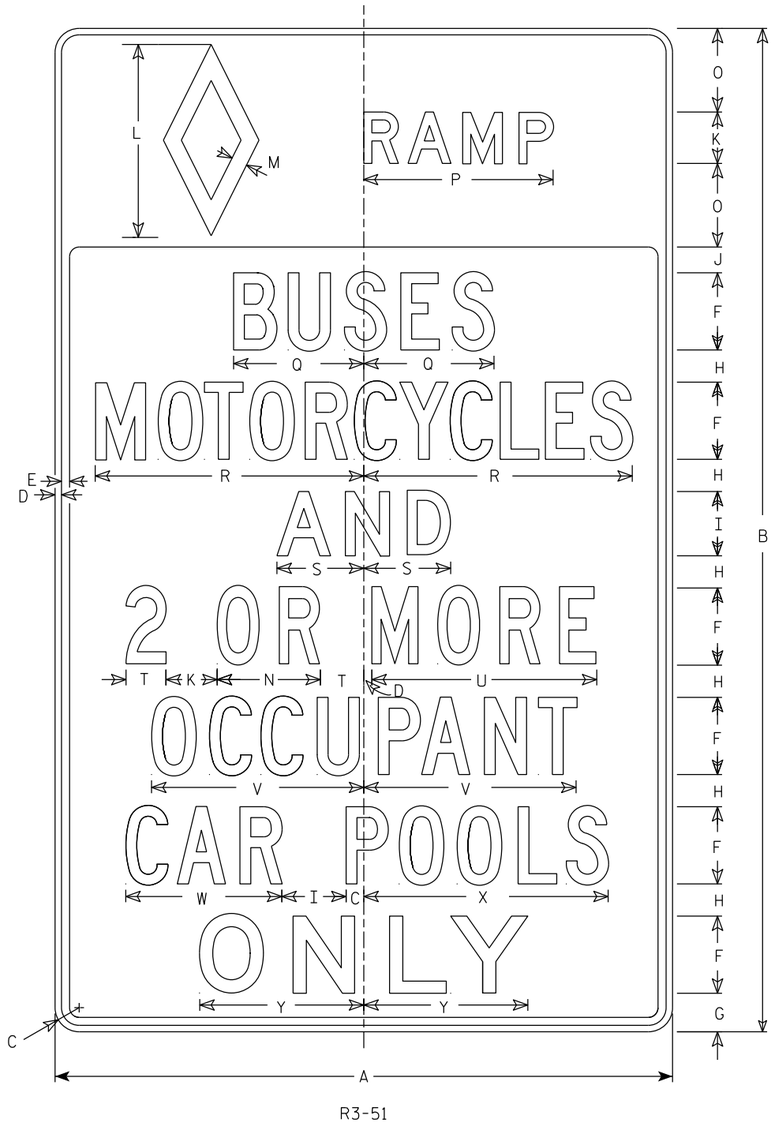
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/23/23 PLATE NO. R3-18.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 391 | E



R3-51

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See Note 5
   Message - See Note 5
3. Message Series - See Note 6
4. Top symbol and legend are white Type H Reflective with Black background.
   Bottom legend is Black with White Type H Reflective background.
5. Lines 1 and 4 are Series D.
   Lines 2, 3, 5, 6, and 7 are Series C.
   Bottom Line is Series E.

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	78	3	1/2	5/8	6	3	2 1/2	5	2	4	15	1 1/4	8	6 1/2	14 3/4	10 1/8	20 7/8	6 3/4	3 1/8	17 1/2	16 1/2	12 1/8	19	12 3/4		26.0
2M	48	78	3	1/2	5/8	6	3	2 1/2	5	2	4	15	1 1/4	8	6 1/2	14 3/4	10 1/8	20 7/8	6 3/4	3 1/8	17 1/2	16 1/2	12 1/8	19	12 3/4		26.0
3																											
4																											
5																											

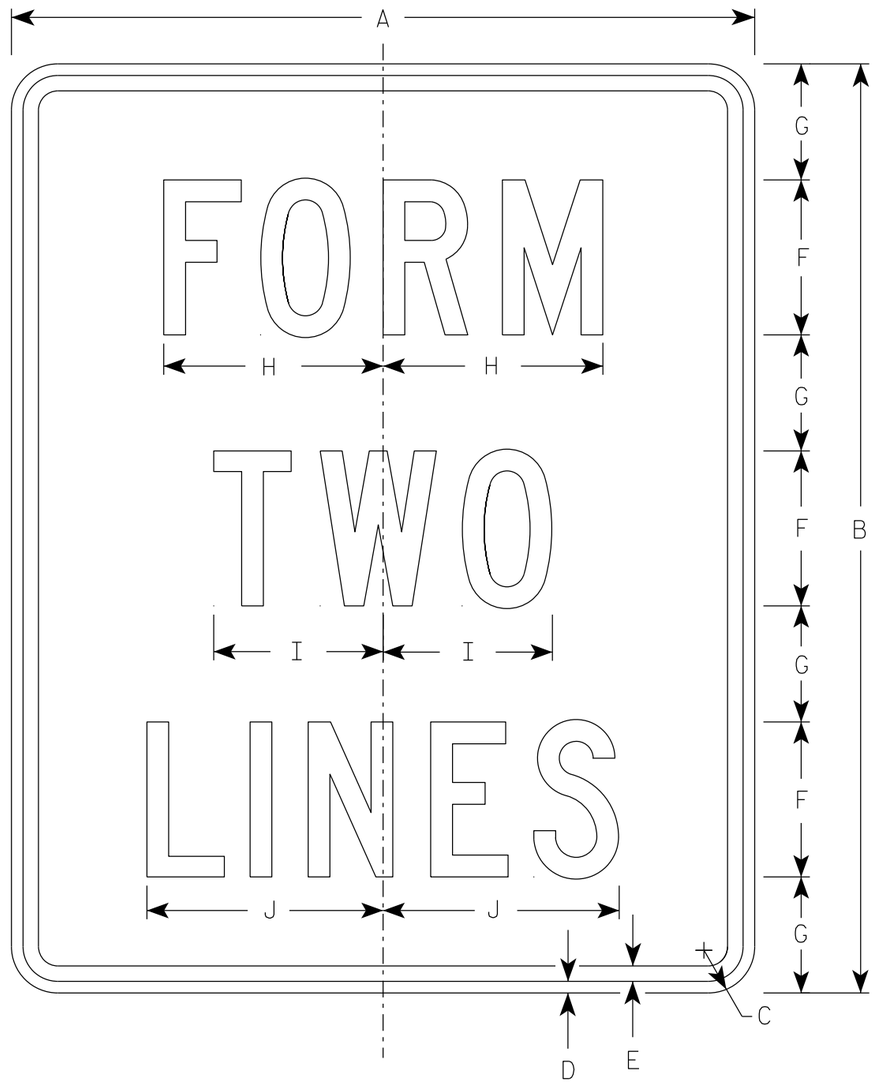
STANDARD SIGN
R3-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. R3-51.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 392 | E



R3-59

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message 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	24	30	1 1/2	3/8	1/2	5	3 3/4	7 1/8	5 1/2	7 5/8																	5.0
2S	24	30	1 1/2	3/8	1/2	5	3 3/4	7 1/8	5 1/2	7 5/8																	5.0
2M	24	30	1 1/2	3/8	1/2	5	3 3/4	7 1/8	5 1/2	7 5/8																	5.0
3	36	48	1 7/8	1/2	5/8	8	6	11 3/8	8 3/4	12 1/4																	12.0
4	36	48	1 7/8	1/2	5/8	8	6	11 3/8	8 3/4	12 1/4																	12.0
5																											

STANDARD SIGN
R3-59

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

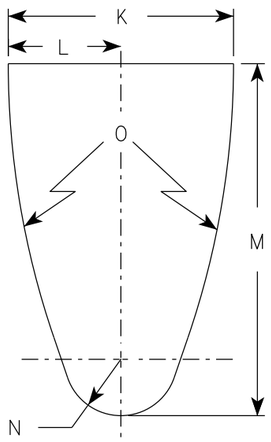
DATE 2/23/23 PLATE NO. R3-59.7

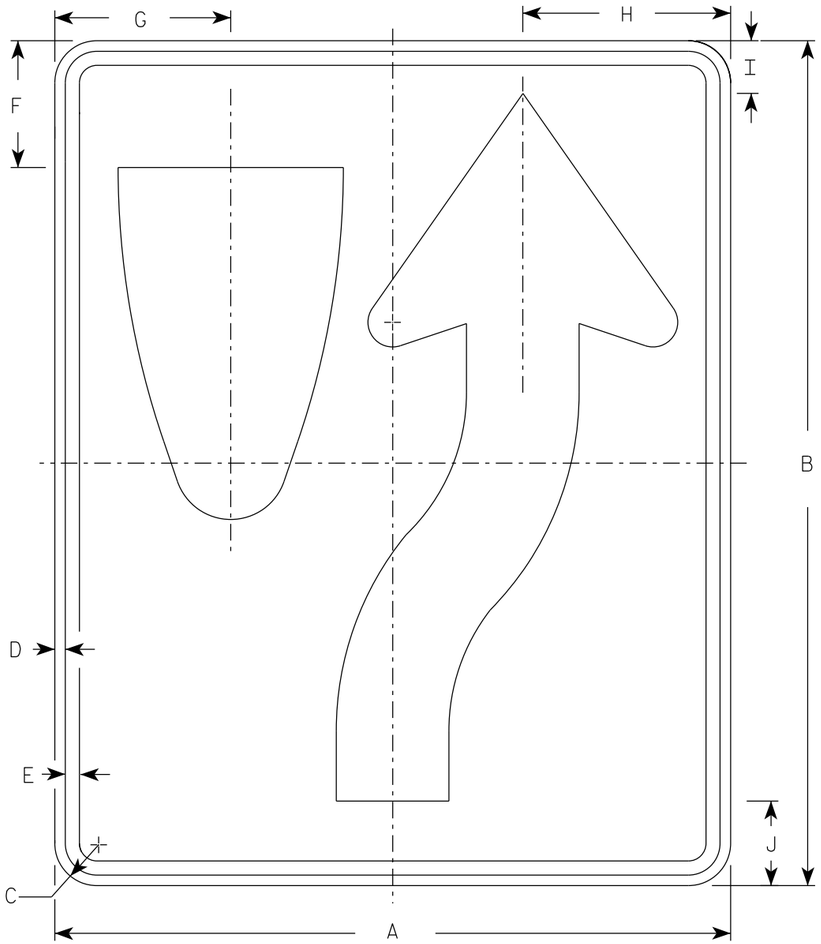
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 393 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. R4-8 is the same as R4-7 except Legend is reversed.

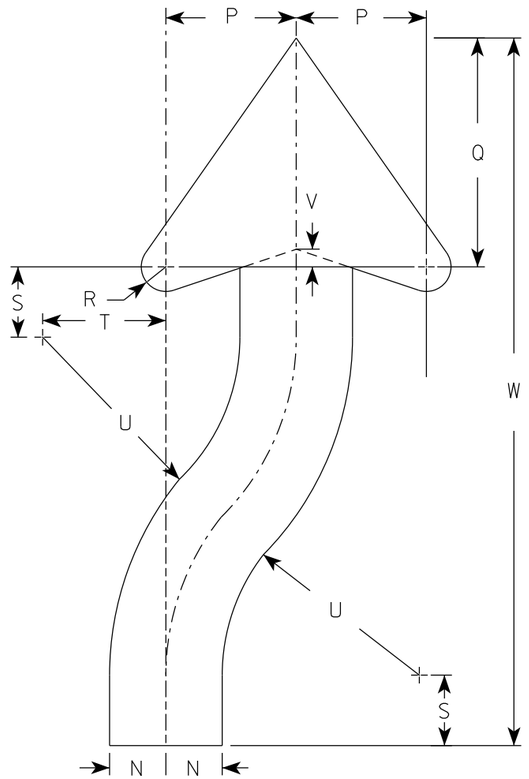
DIVIDER DETAIL





R4-7

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	18	24	1 1/2	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/2	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 7/8	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	3	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

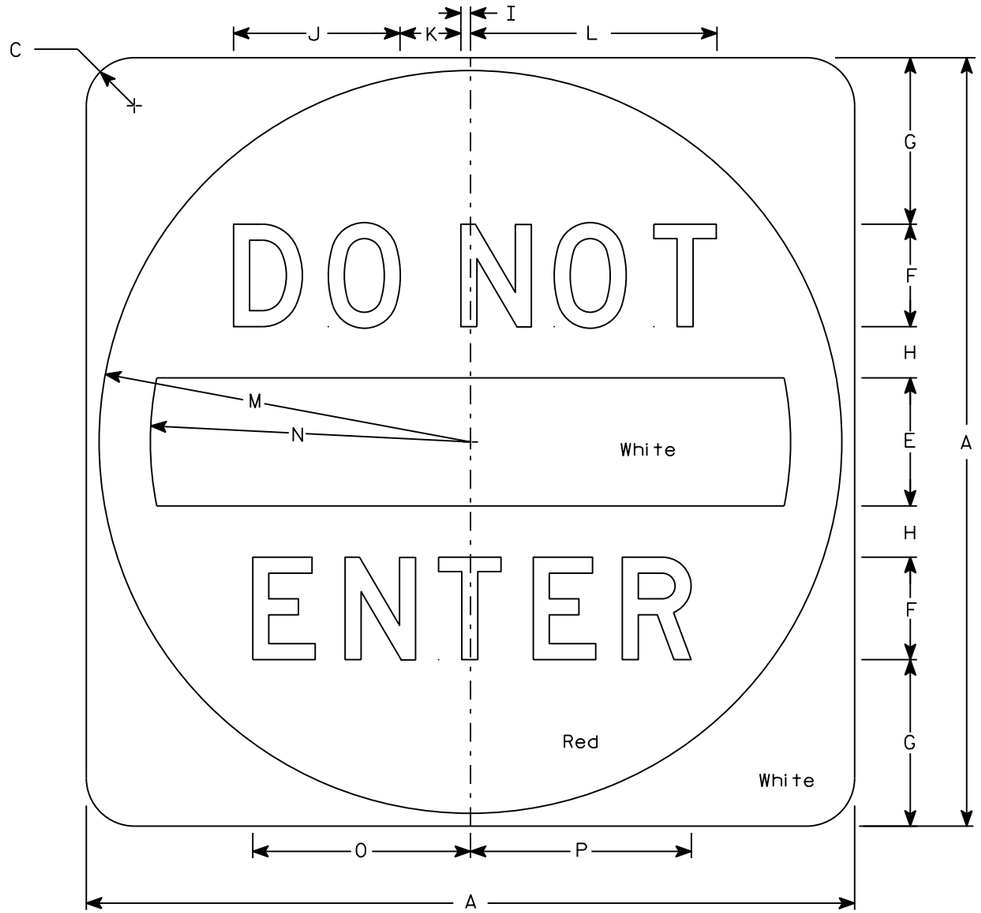
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 8/17/23 PLATE NO. R4-7.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 394	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.25
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

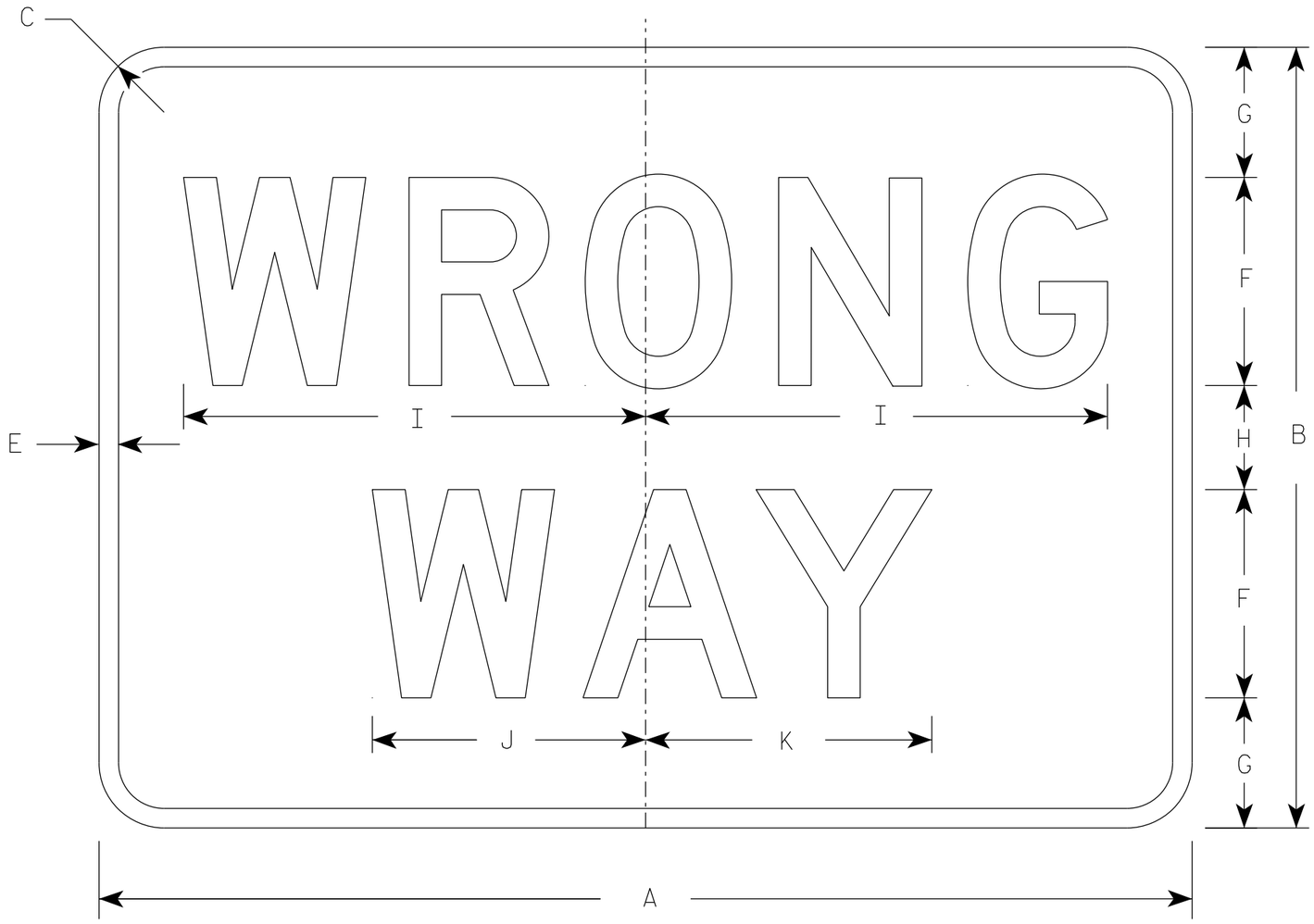
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 395 | E



R5-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Red
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	1 1/2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	1 7/8		3/4	8	5	4	17 3/4	10 1/2	11																8.75

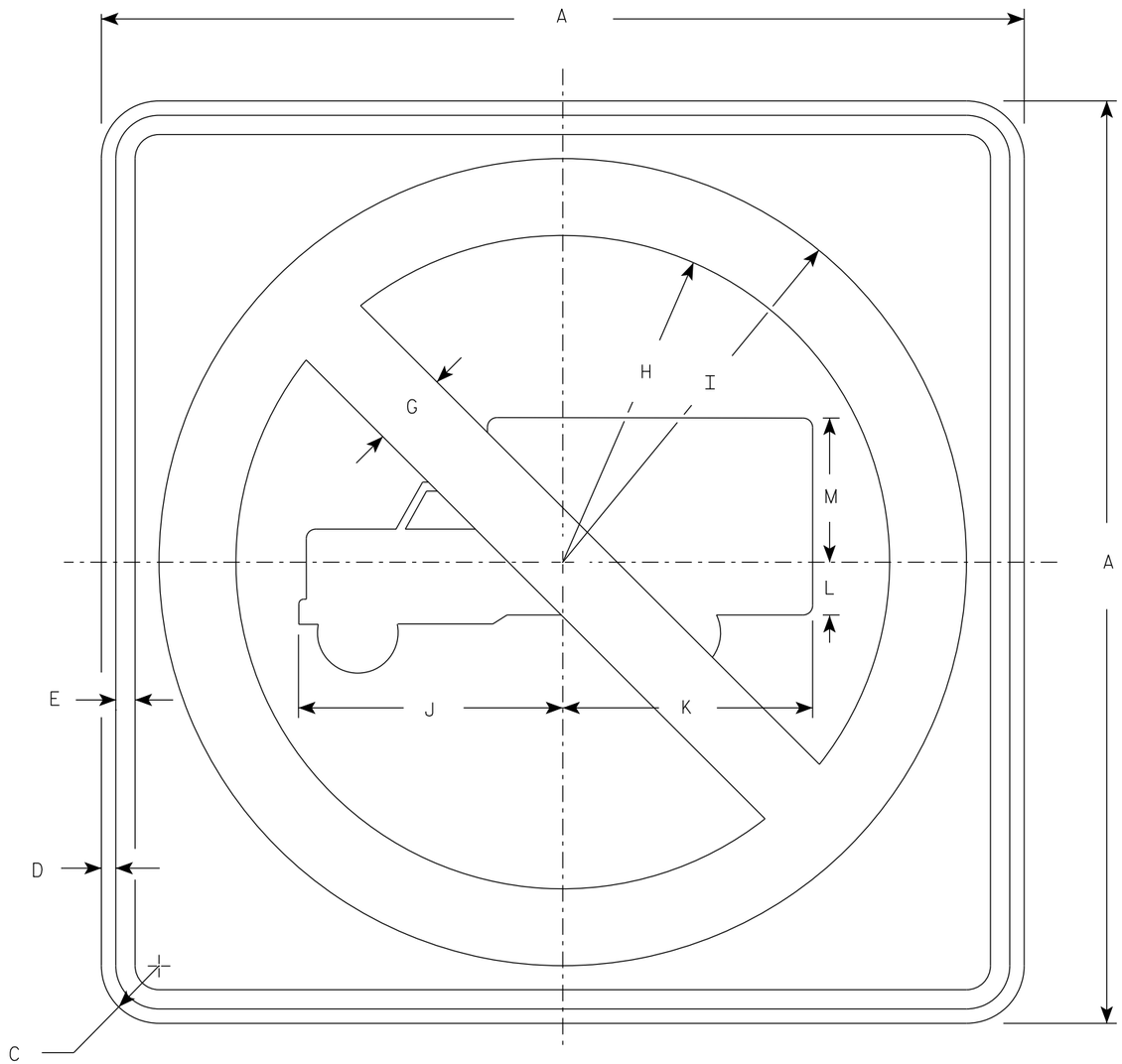
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-1A.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 396 | E



R5-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See Note 3
3. Circle & Diagonal - Red
   Truck Symbol & Border - 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		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/2	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 7/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		2 1/4	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/17/23 PLATE NO. R5-2.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 397 | E

7



R5-57

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		2 1/4	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0
5	36		2 1/4	5/8	3/4	4	3	2	3 1/2	14 1/4	14 7/8	11	11 1/2	4 3/4	1 3/4	9		1 3/8	10	11	2 1/2	1 3/4	15 1/2	13	13 5/8		9.0

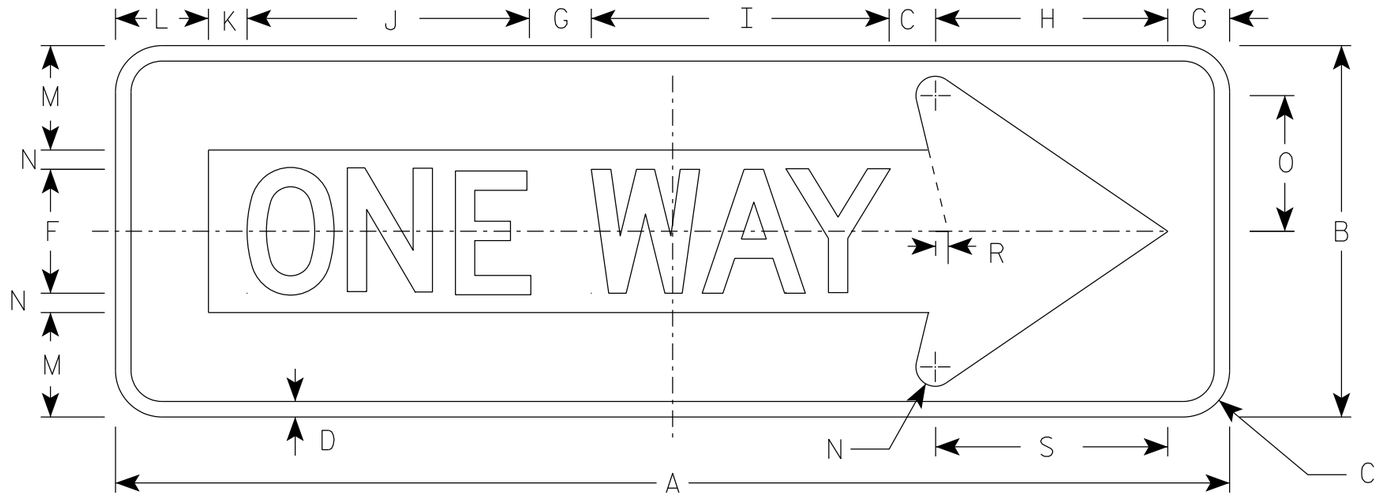
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/23 PLATE NO. R5-57.11

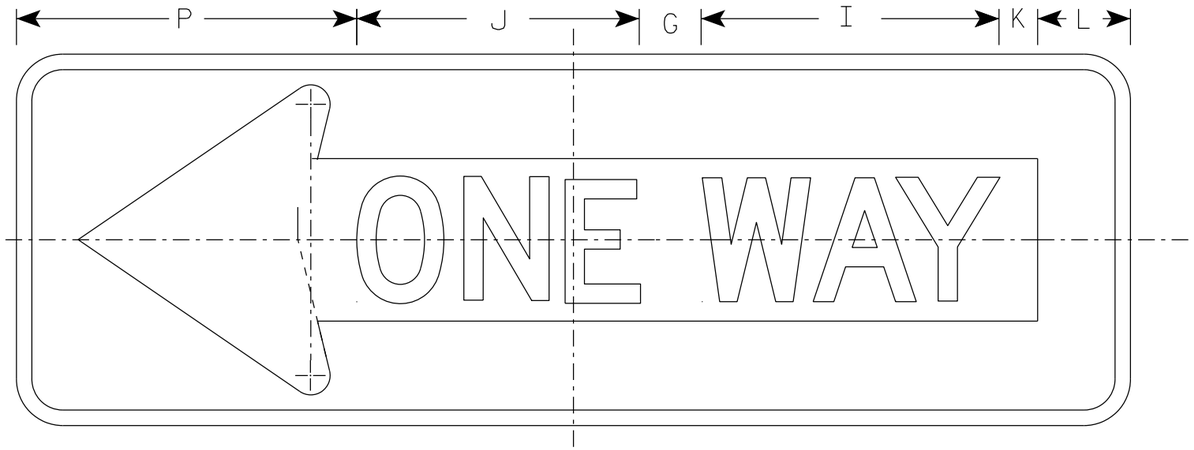
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 398 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Black
   Message - Black Legend & White Arrow & Border
3. Message Series - D



R6-1L

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	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	1 ½	¾		6	3	11 ¼	13 ⅝	14 ½	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	1 ½	¾		6	3	11 ¼	13 ⅝	14 ½	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	1 ½	¾		6	3	11 ¼	13 ⅝	14 ½	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

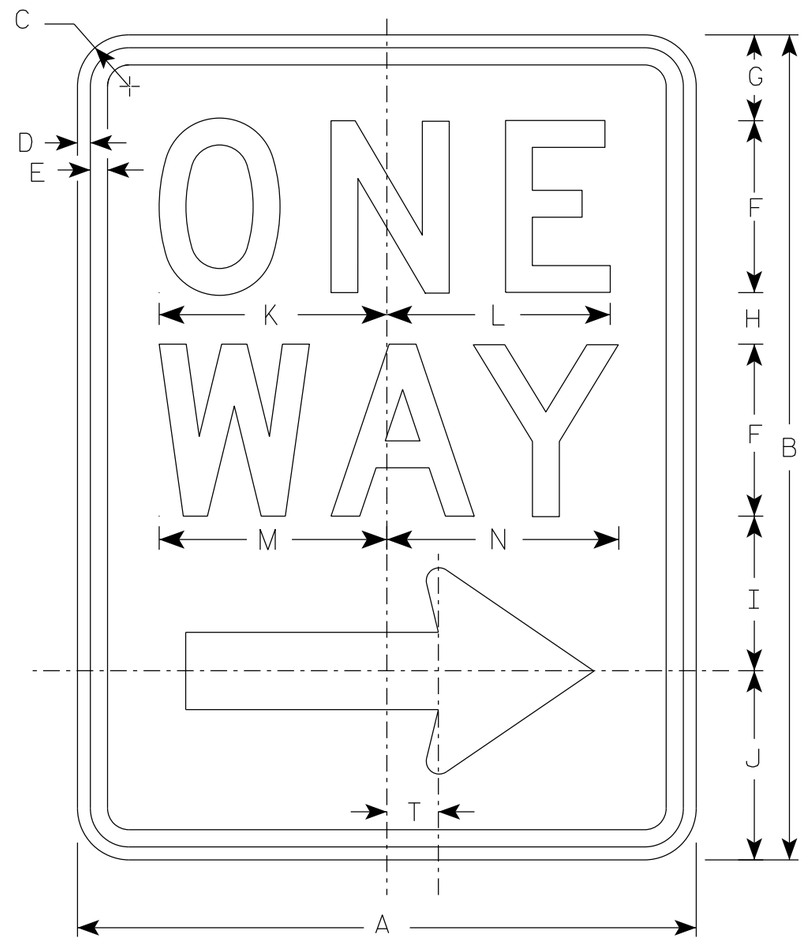
DATE 8/30/23 PLATE NO. R6-1.4

PROJECT NO:

SHEET NO: 399 E

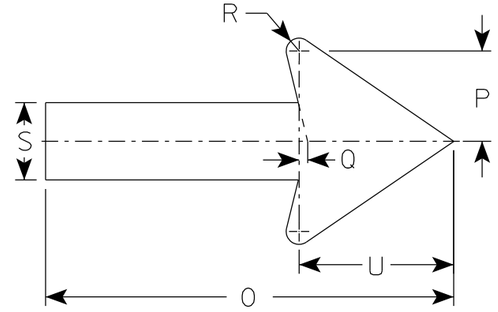
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. R6-2L same as R6-2R except arrow points to the left.



R6-2R

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
1	18	24	1 1/2	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	1 1/2	1 1/2	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 7/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

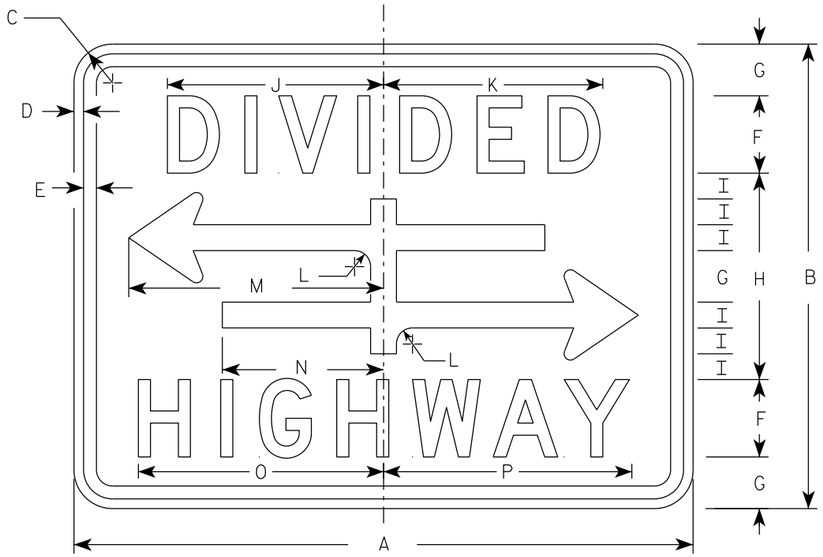
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

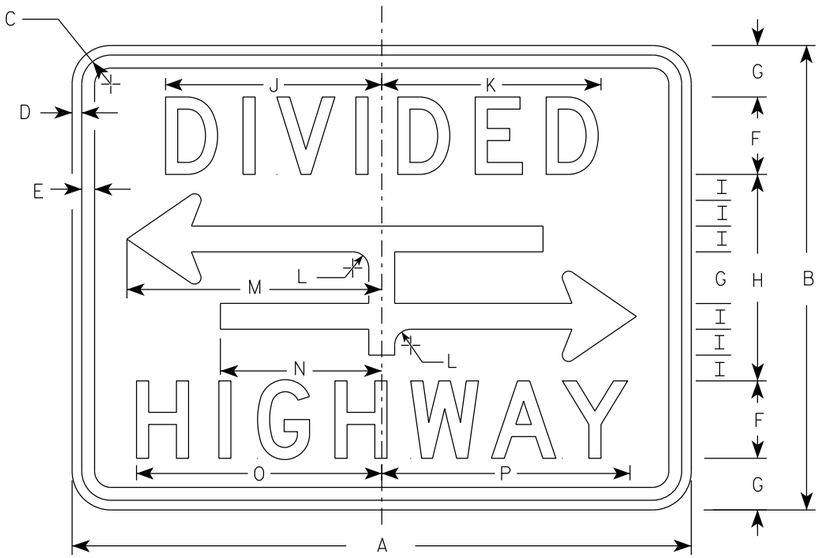
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 400	E

NOTES

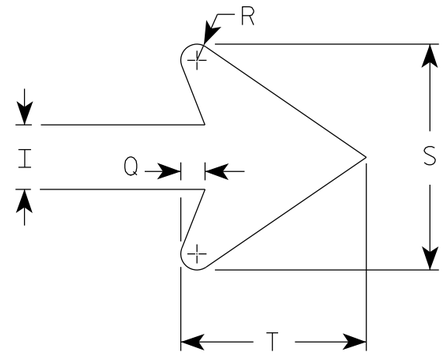
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R6-3



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/2	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/2	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

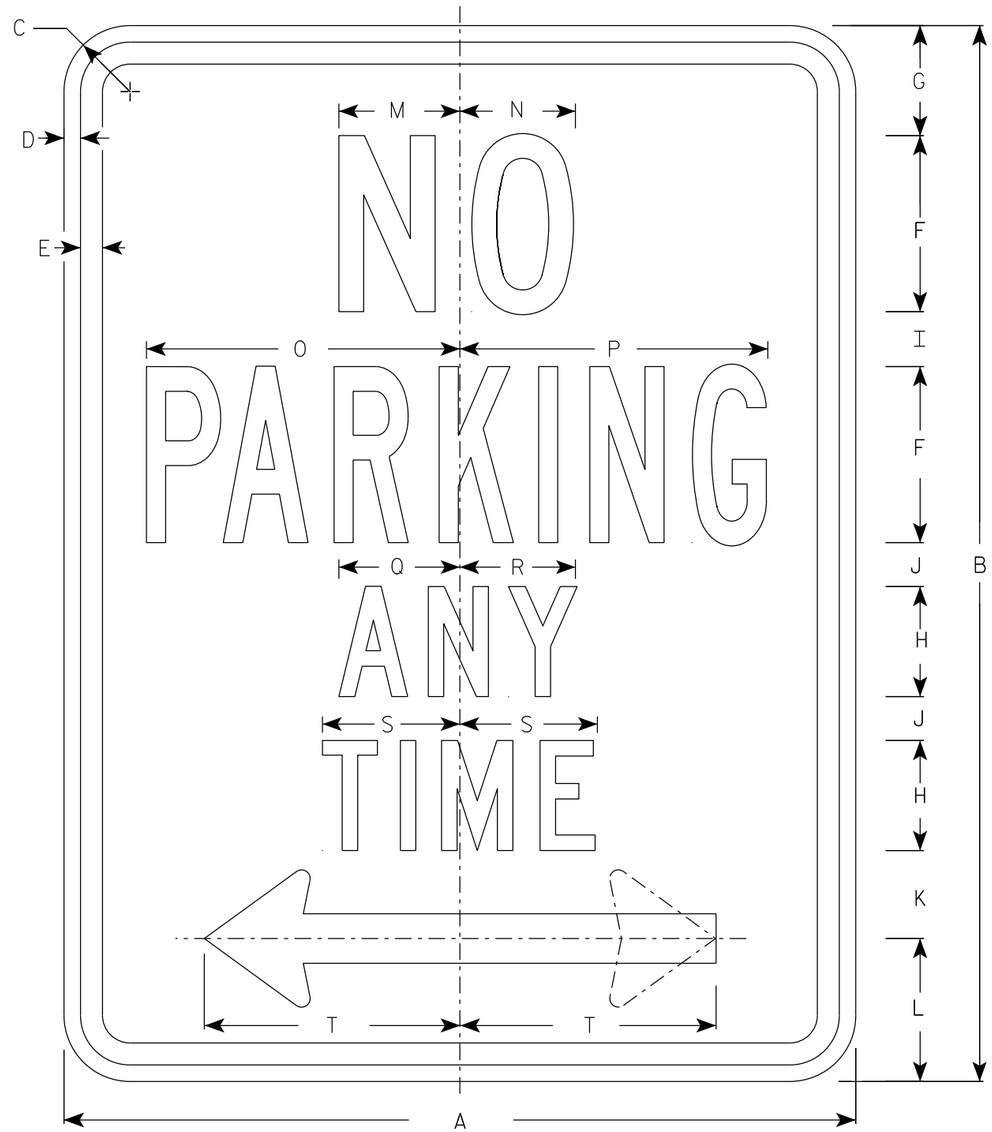
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R6-3.6

PROJECT NO:

SHEET NO: 401 E

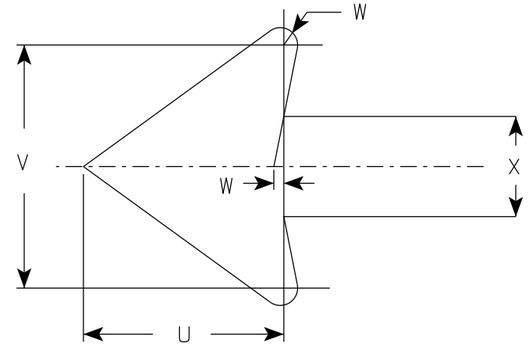


R7-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Red
3. Message Series - See Note 4
4. Lines 1, 3 and 4 are series C, line 2 is series B.
5. R7-1D (double arrow)
   R7-1L (left arrow)
   R7-1R (right arrow)

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 ½	⅜	⅜	3	1 ⅞	2	⅞	⅝	1 ½	2 ½	2	2	4 ⅞	4 ⅞	2 ¼	2 ⅛	2 ½	3 ⅞	1 ½	1 ¾	⅛	¾			1.5
2S	18	24	1 ½	⅜	½	4	2 ½	2 ½	1 ¼	1	2	3 ¼	2 ¾	2 ⅝	7 ⅛	7	2 ¾	2 ⅝	3 ⅛	5 ⅞	2 ¼	2 ⅝	¼	1 ⅛			3.0
2M	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
3	24	30	1 ½	⅜	½	5	3	3	2	1 ¼	2 ½	4	3 ¼	3 ⅜	9 ¼	9 ¼	3 ¼	3 ¼	3 ¾	7 ¾	3	3 ½	¼	1 ½			5.0
4																											
5																											

STANDARD SIGN
R7-1

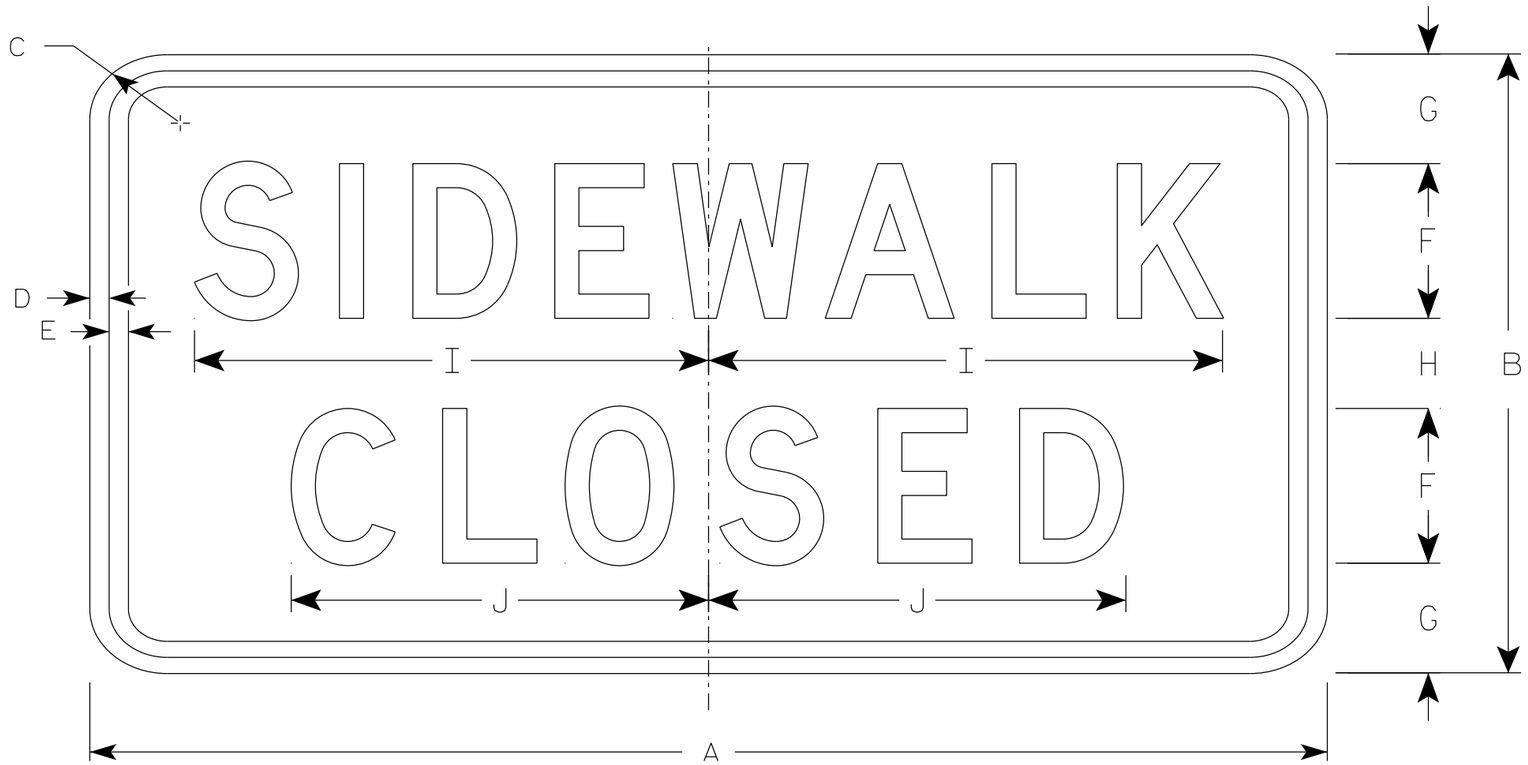
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/26/23 PLATE NO. R7-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 402 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R71.dgn PLOT DATE : 26-OCT 2023 2:48 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



R9-9

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ½	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ½	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN
R9-9

WISCONSIN DEPT OF TRANSPORTATION

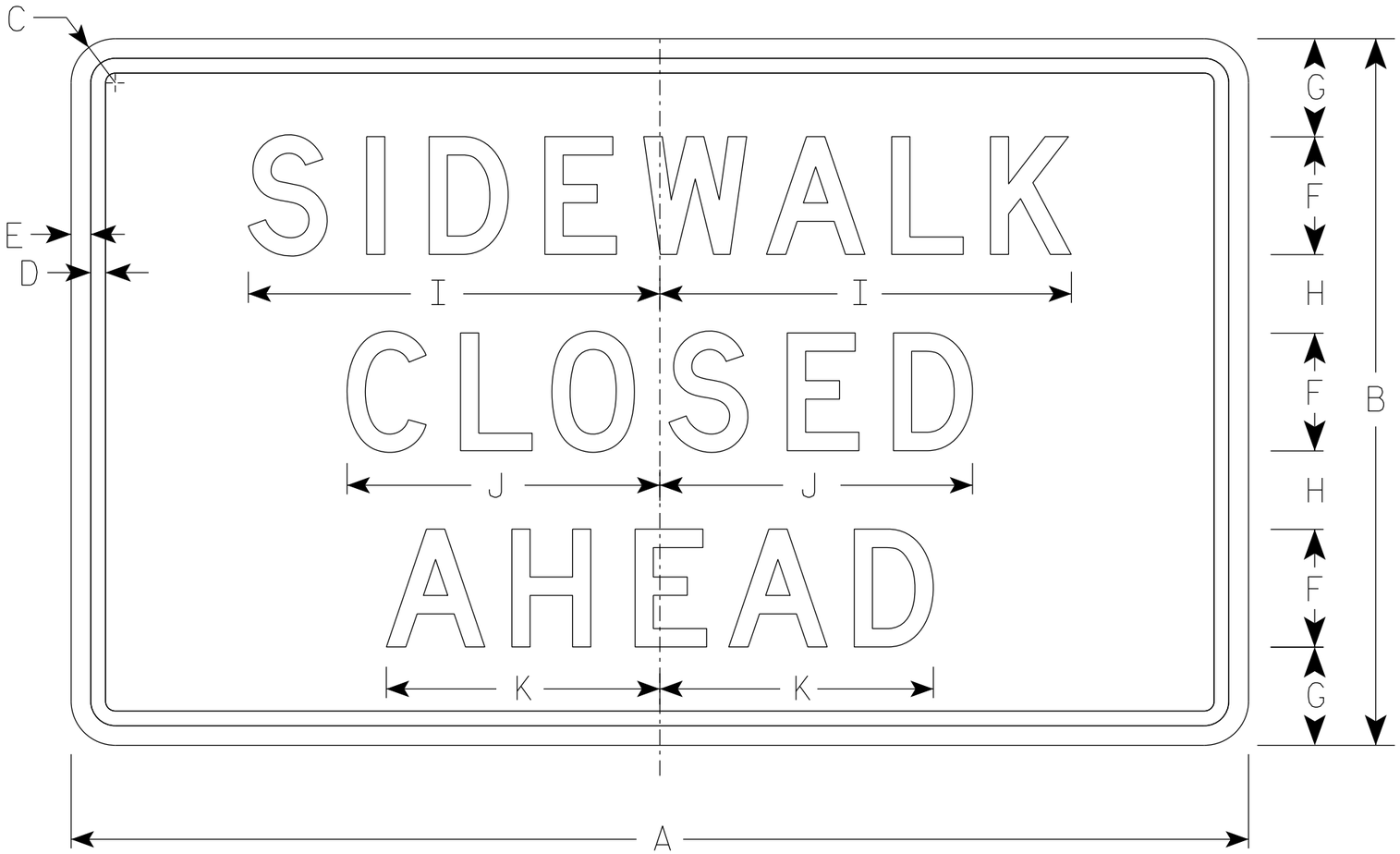
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 403 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
2M	30	18	1 ½	⅜	½	3	2 ½	2	10 ½	8	7																3.75
3																											
4																											
5																											

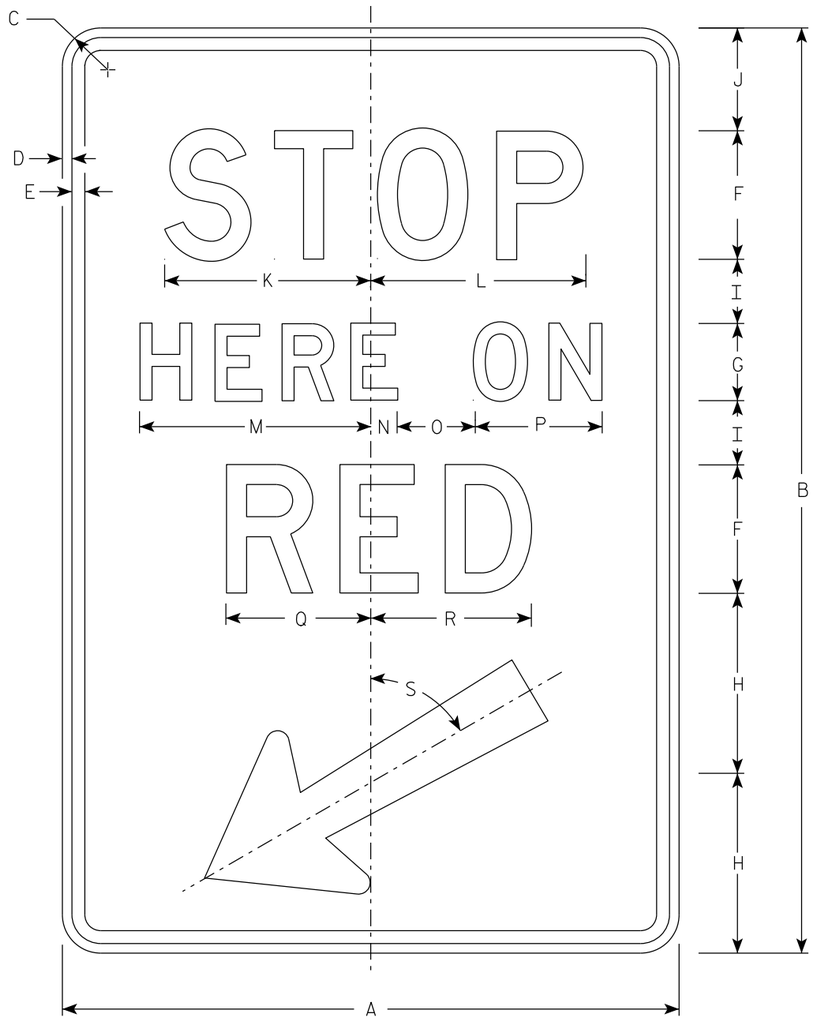
STANDARD SIGN
R9-9A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/24 PLATE NO. R9-9A.2

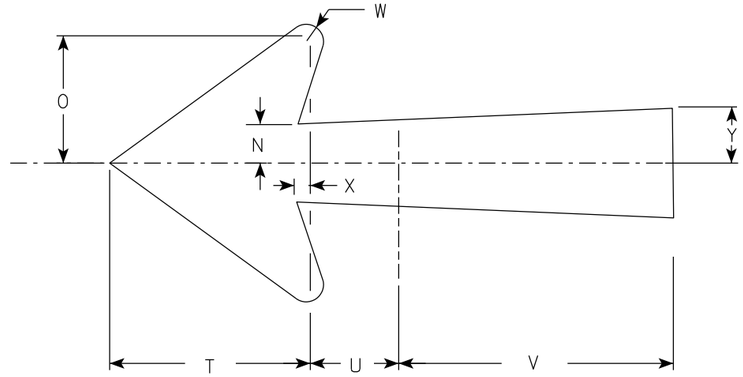
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 404 | E



R10-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



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	Areq sq. ft.
1																											
2S	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/2	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

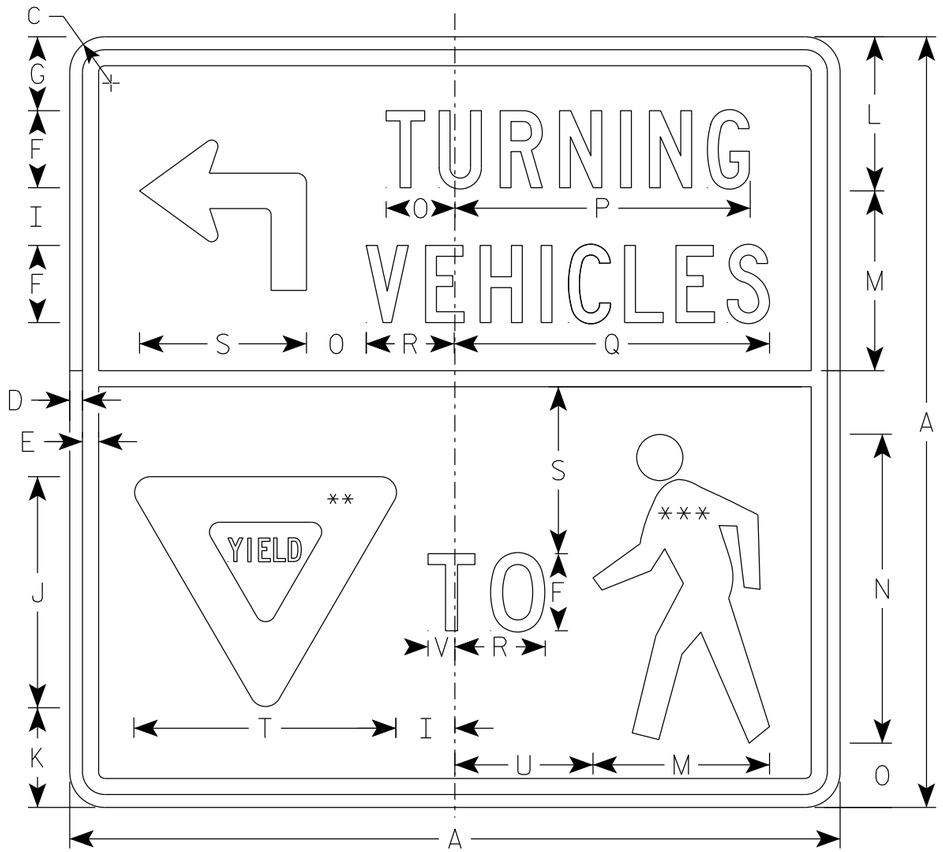
STANDARD SIGN
R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/24 PLATE NO. R10-6.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E



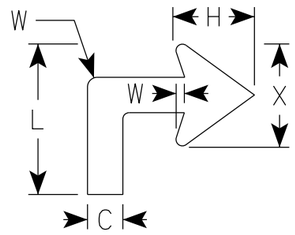
R10-15L

NOTES

1. Sign is Type II - See Note 2 for Sheeting Type
2. Color:
   - Background - Top Half - Yellow (Type F Reflective)
     Bottom Half - White (Type SH Reflective)
   - Message - Black
   - Yield Symbol - Red on White (Type SH Reflective)
   - Ped Symbol - Black on White (Type SH Reflective)
3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



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	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

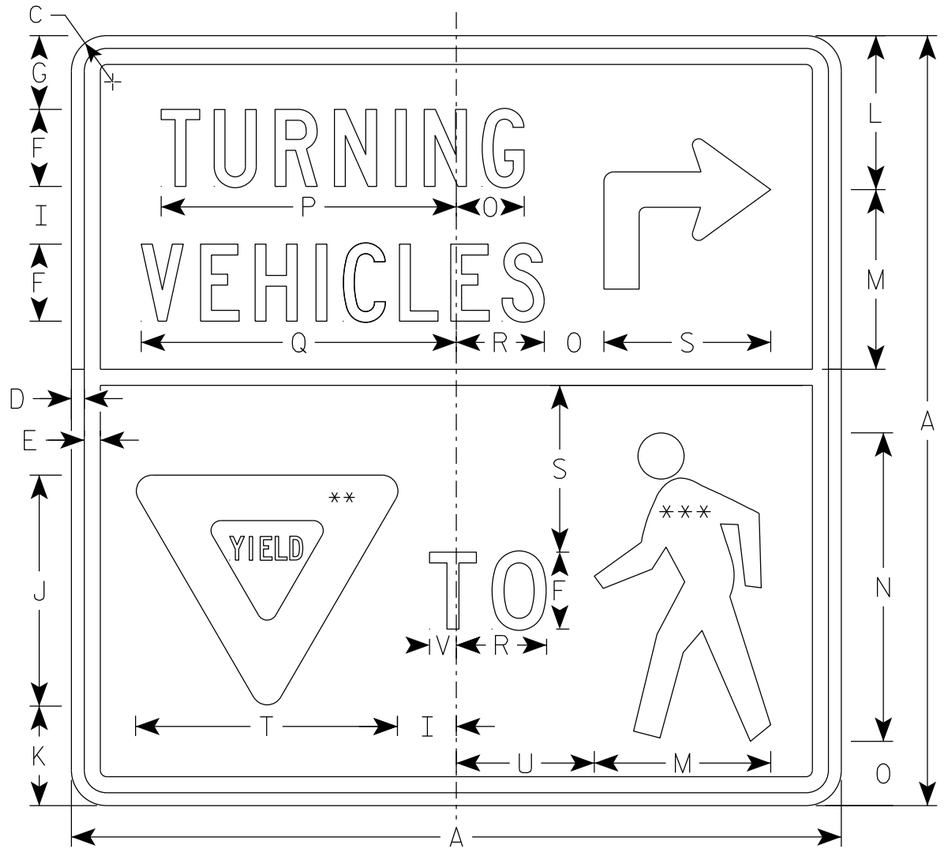
STANDARD SIGN
R10-15L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15L.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 406 | E



R10-15R

NOTES

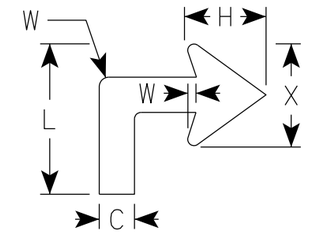
1. Sign is Type II - See Note 2 for Sheeting Type

2. Color:
   Background - Top Half - Yellow (Type F Reflective)
   Bottom Half - White (Type SH Reflective)
   Message - Black
   Yield Symbol - Red on White (Type SH Reflective)
   Ped Symbol - Black on White (Type SH Reflective)

3. Message Series - C except "TO" Series D

** INSERT R1-2 AND SIZE TO FIT

*** INSERT W11-2 AND SIZE TO FIT



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	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
2M	30		1 7/8	1/2	5/8	3	2 7/8	3	2 1/4	9	3 7/8	6	7	12	2 1/2	11 1/2	12 1/4	3 1/2	6 1/2	10 1/4	5 3/8	1	3/8	4			6.25
3																											
4																											
5																											

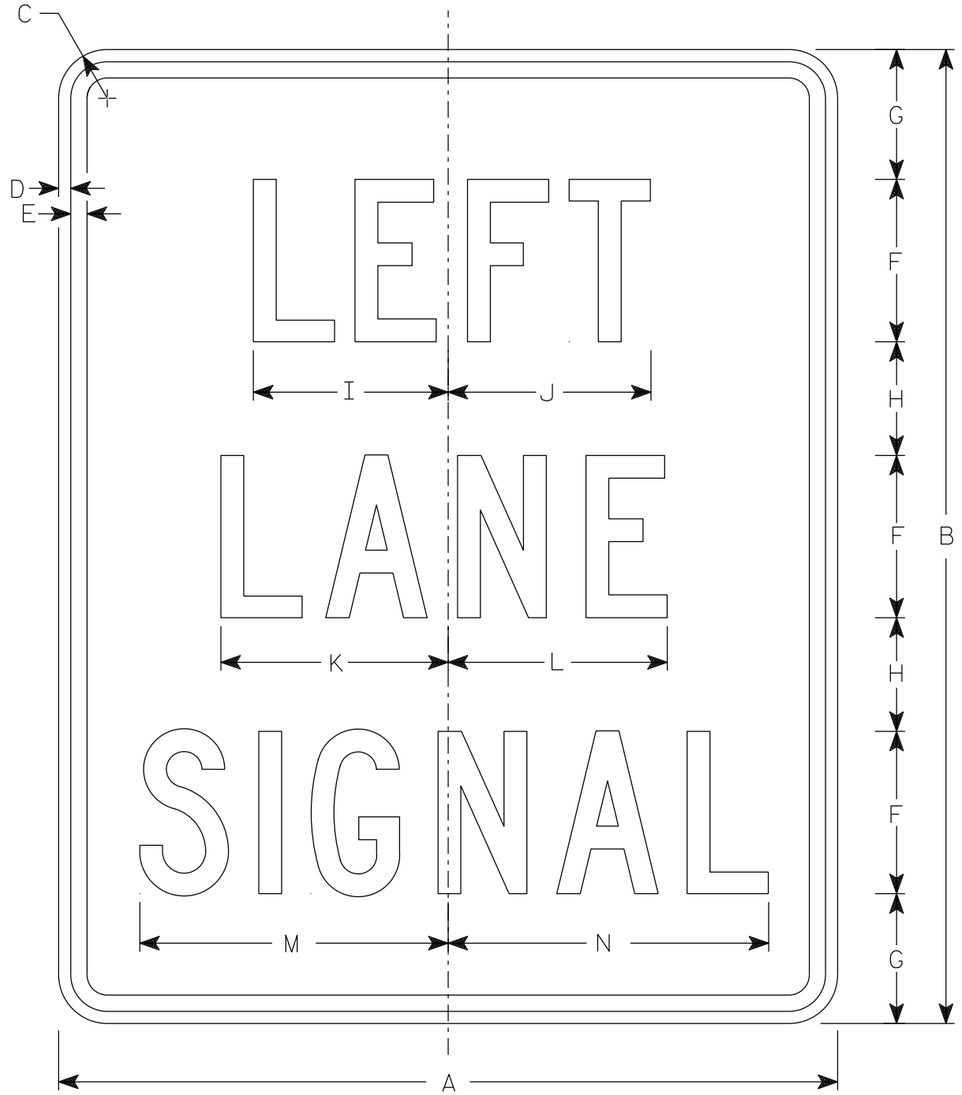
STANDARD SIGN
R10-15R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/24 PLATE NO. R10-15R.3

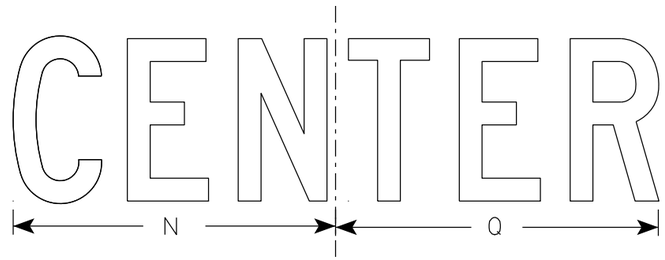
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 407 | E



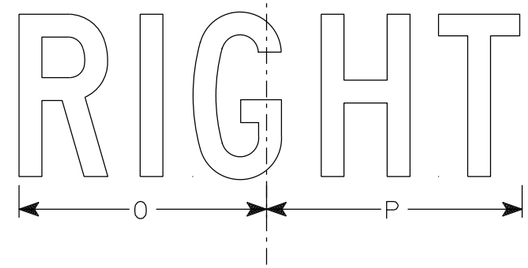
R10-65L

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C



R10-65C



R10-65R

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 ½	⅜	½	5	4	3 ½	6	6 ¼	7	6 ¾	9 ½	9 ⅞	7 ⅝	7 ⅞	10										5.0
2M	24	30	1 ½	⅜	½	5	4	3 ½	6	6 ¼	7	6 ¾	9 ½	9 ⅞	7 ⅝	7 ⅞	10										5.0
3																											
4																											
5																											

STANDARD SIGN

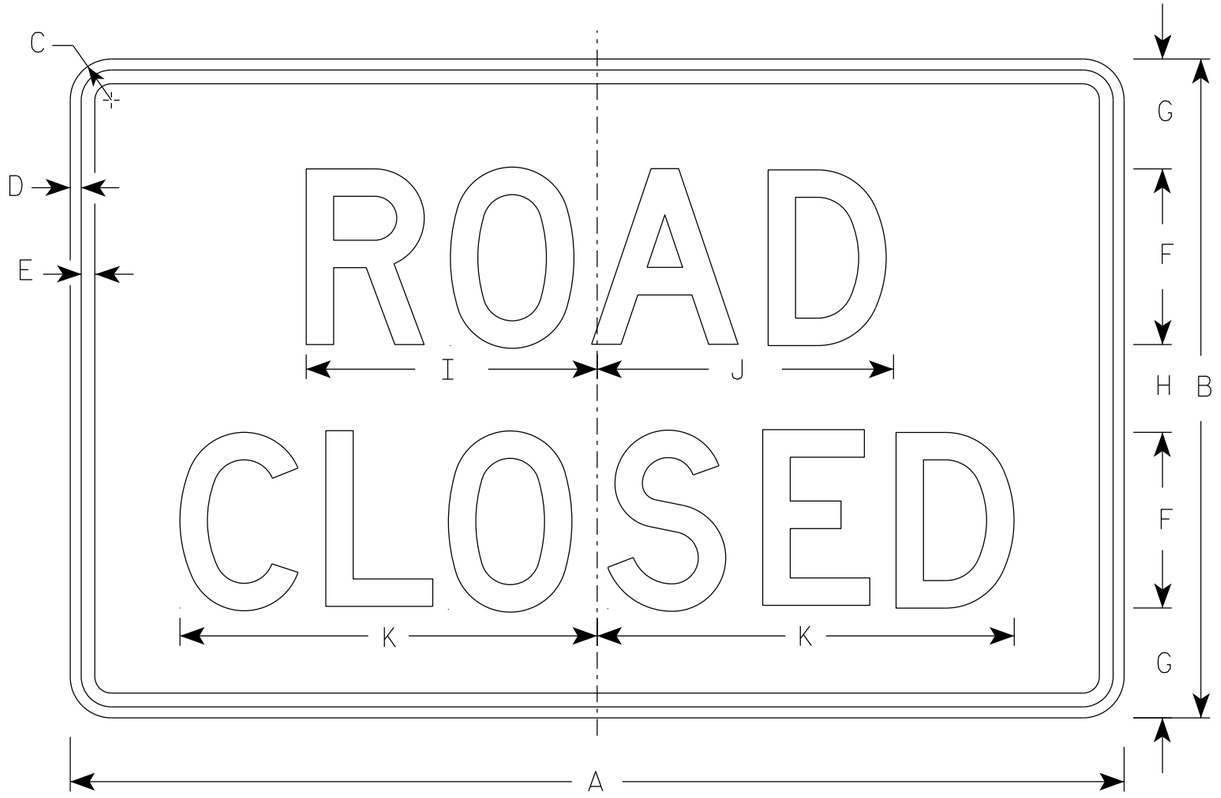
R10-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R10-65.3

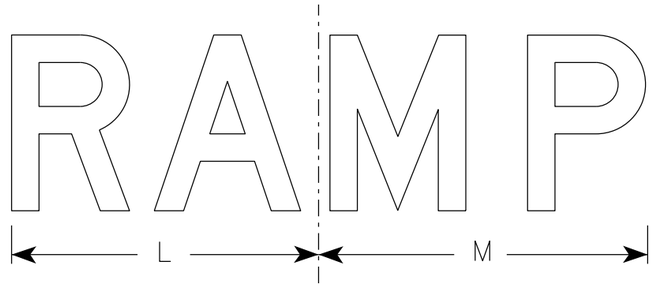
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 408 E



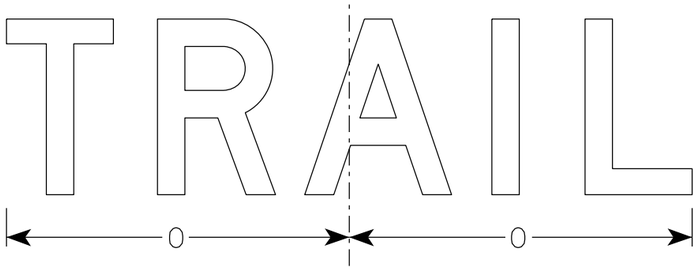
R11-2

NOTES

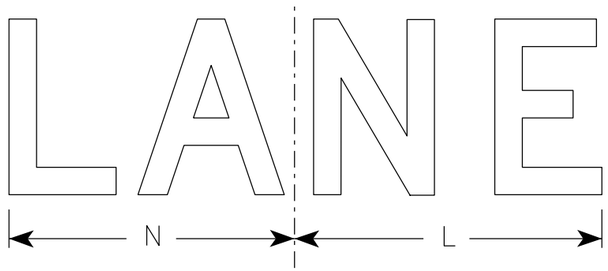
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

STANDARD SIGN
R11-2

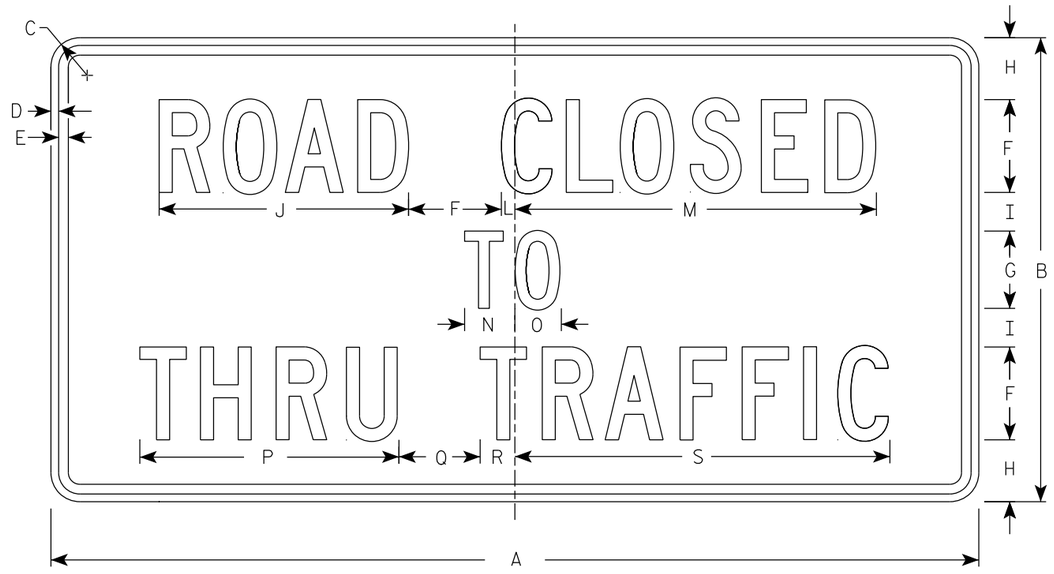
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

7



R11-4

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
2M	60	30	1 7/8	1/2	5/8	6	5	4	2 1/2	16 1/8		7/8	23 3/8	3 1/4	3	16 3/4	5 1/4	2 1/4	24 1/4								12.5
3																											
4																											
5																											

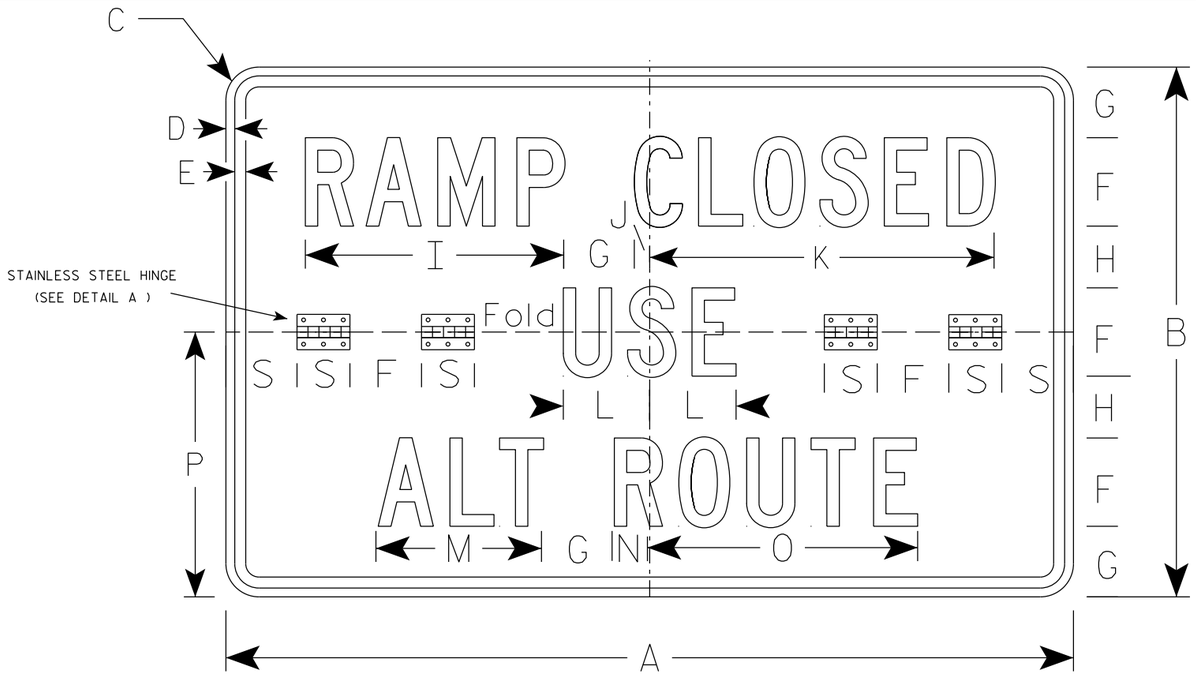
STANDARD SIGN
R11 - 4

WISCONSIN DEPT OF TRANSPORTATION

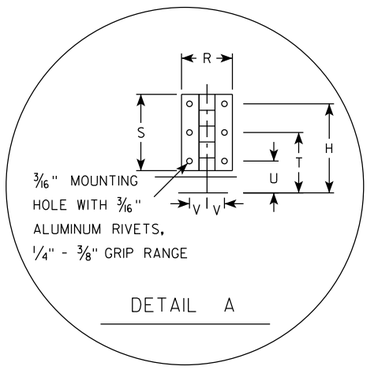
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-4.4

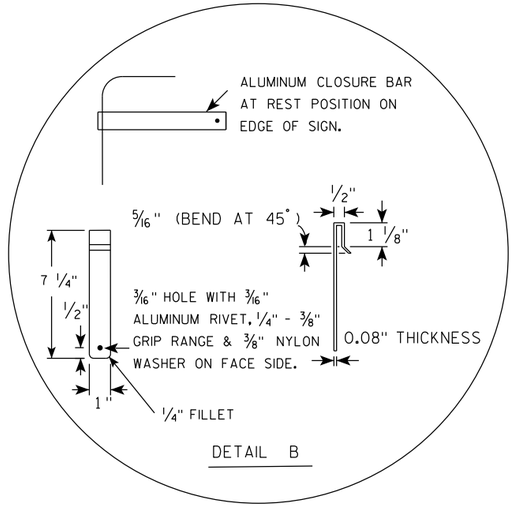
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 410	E



R11-54F



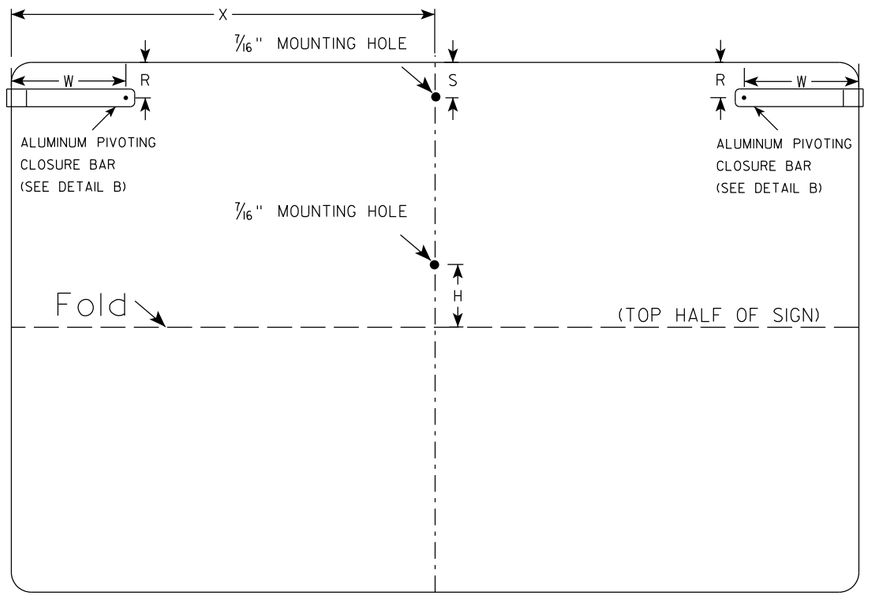
DETAIL A



DETAIL B

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - C
4. Sign Base Material shall be aluminum, corners and borders shall be rounded.
5. All hardware used on the folding sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.
6. Refer to plate A5-3A for sign blank layout.



(BACK VIEW)

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	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
2M	48	30	1 7/8	1/2	5/8	5	4	3 1/2	14 5/8	7/8	19 1/2	4 7/8	9 3/8	2	15 1/4	15		2	3	2 5/8	1 1/4	11/16	6 1/2	24			10.0
3																											
4																											
5																											

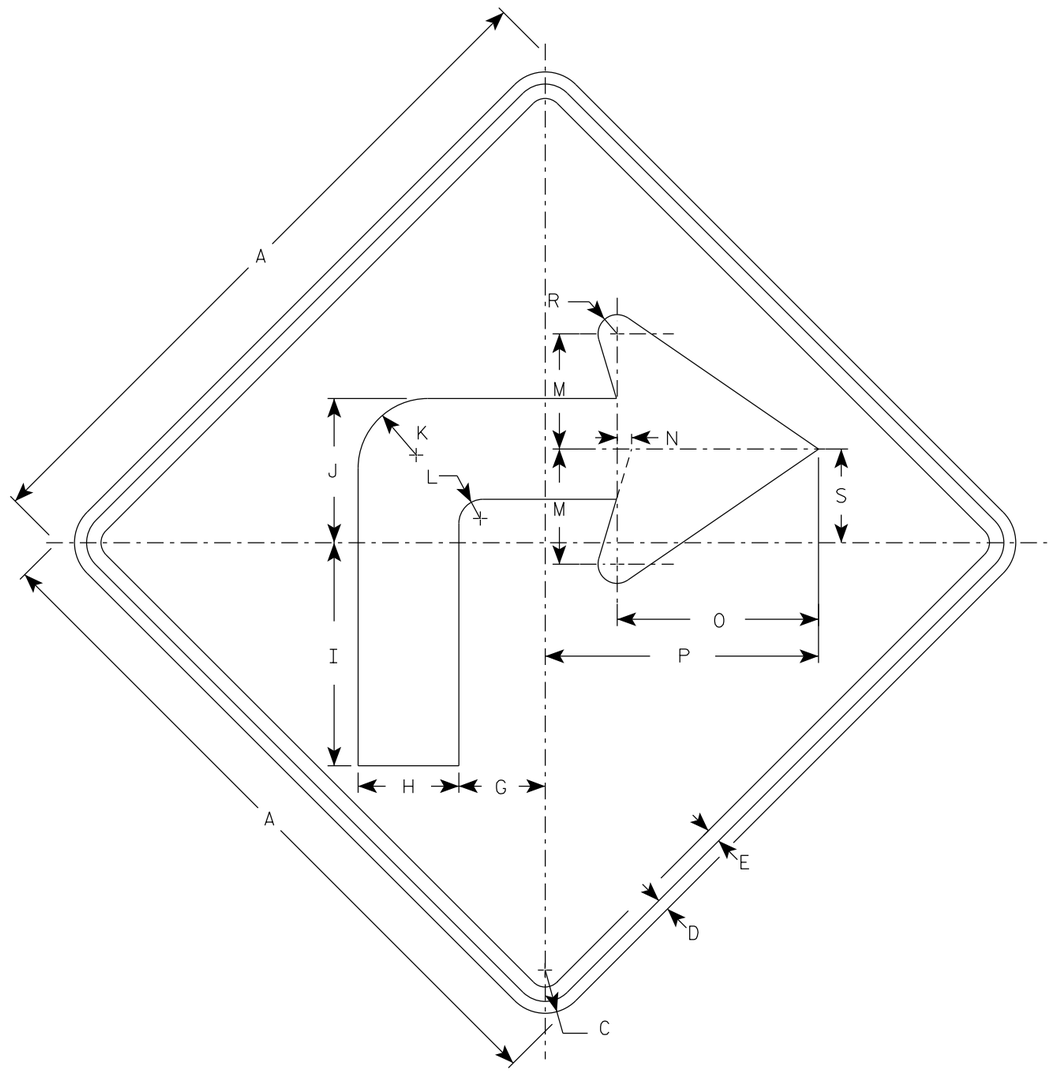
STANDARD SIGN
R11-54F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/24 PLATE NO. R11-54F.4

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 411	E



W1-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W1-1L is the same as W1-1R 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	24		1 1/2	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
3	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
4	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0
5	48		3	3/4	1		6	7	15 1/2	10	4 7/8	1 5/8	8	1	14	19		1 1/4	6 1/2								16.0

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

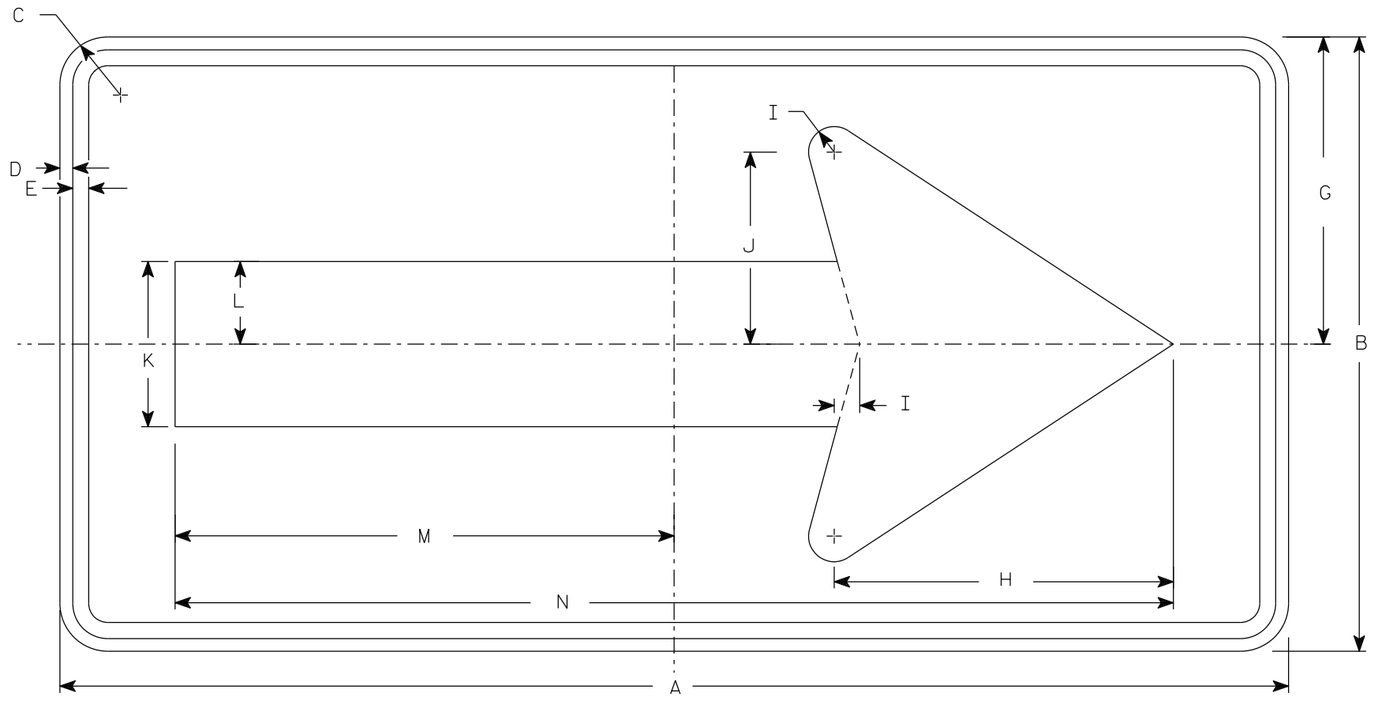
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/22/2023 PLATE NO. W1-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
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	96	48	3	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN

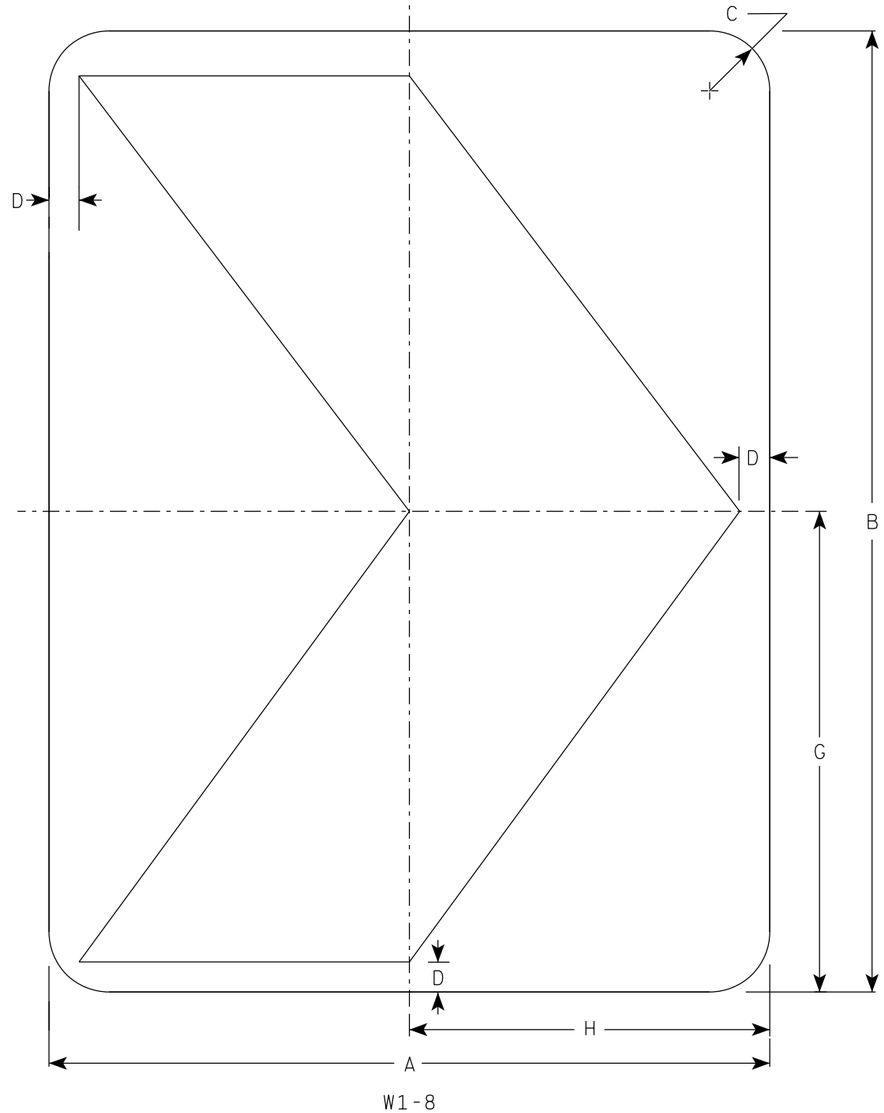
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/13/2023 PLATE NO. W1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



W1-8

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   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	12	18	1 ½	½			9	6																			1.5
2S	18	24	1 ½	¾			12	9																			3.0
2M	18	24	1 ½	¾			12	9																			3.0
3	24	30	1 ½	1			15	12																			5.0
4	30	36	1 ⅞	1 ¼			18	15																			7.5
5	36	48	1 ⅞	1 ½			24	18																			12.0

STANDARD SIGN
W1-8

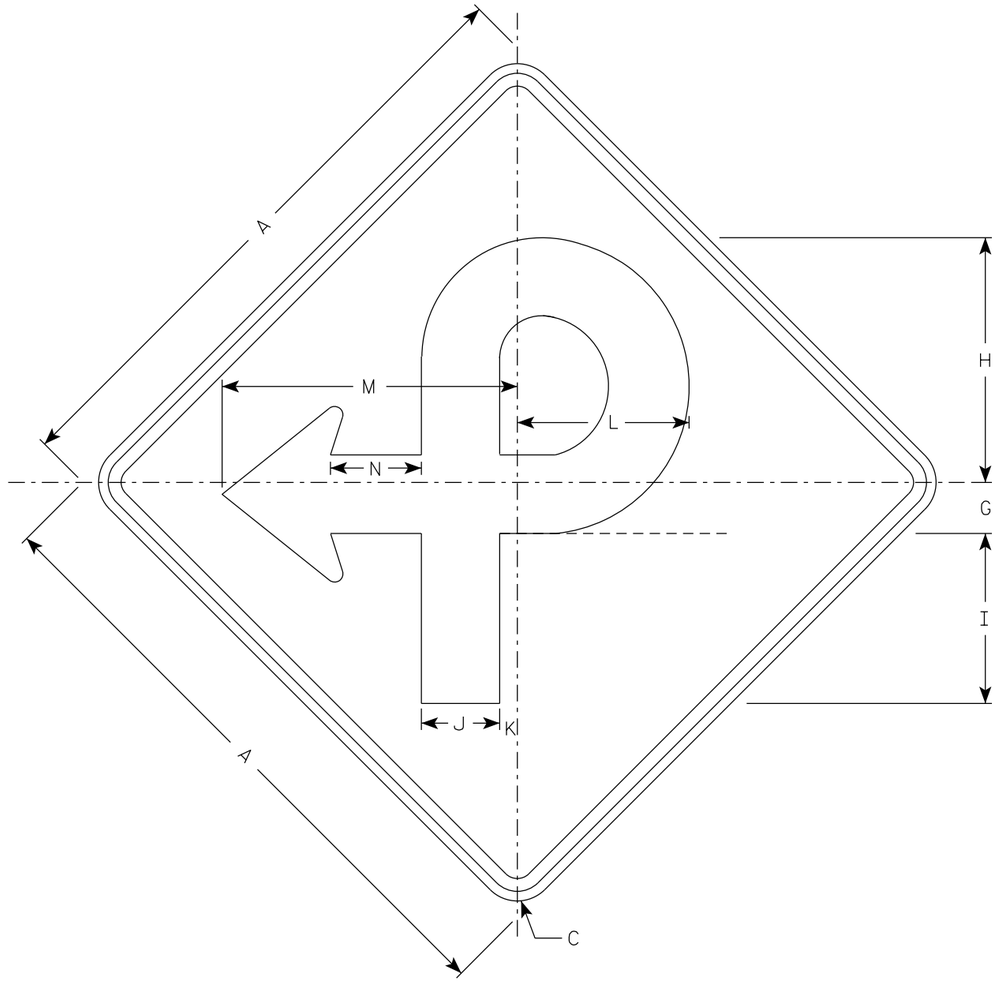
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/11/2023 PLATE NO. W1-8.7

PROJECT NO:

SHEET NO: 414 E



W1-60

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   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	36		2 1/4	5/8	3/4		3	14 3/8	10	4 5/8	1	10	17 1/4	5 1/4													9.0
2M	36		2 1/4	5/8	3/4		3	14 3/8	10	4 5/8	1	10	17 1/4	5 1/4													9.0
3	36		2 1/4	5/8	3/4		3	14 3/8	10	4 5/8	1	10	17 1/4	5 1/4													9.0
4	48		3	3/4	1		4	19 1/8	13 1/4	6 1/8	1 3/8	13 3/8	23	7 1/8													16.0
5	48		3	3/4	1		4	19 1/8	13 1/4	6 1/8	1 3/8	13 3/8	23	7 1/8													16.0

STANDARD SIGN

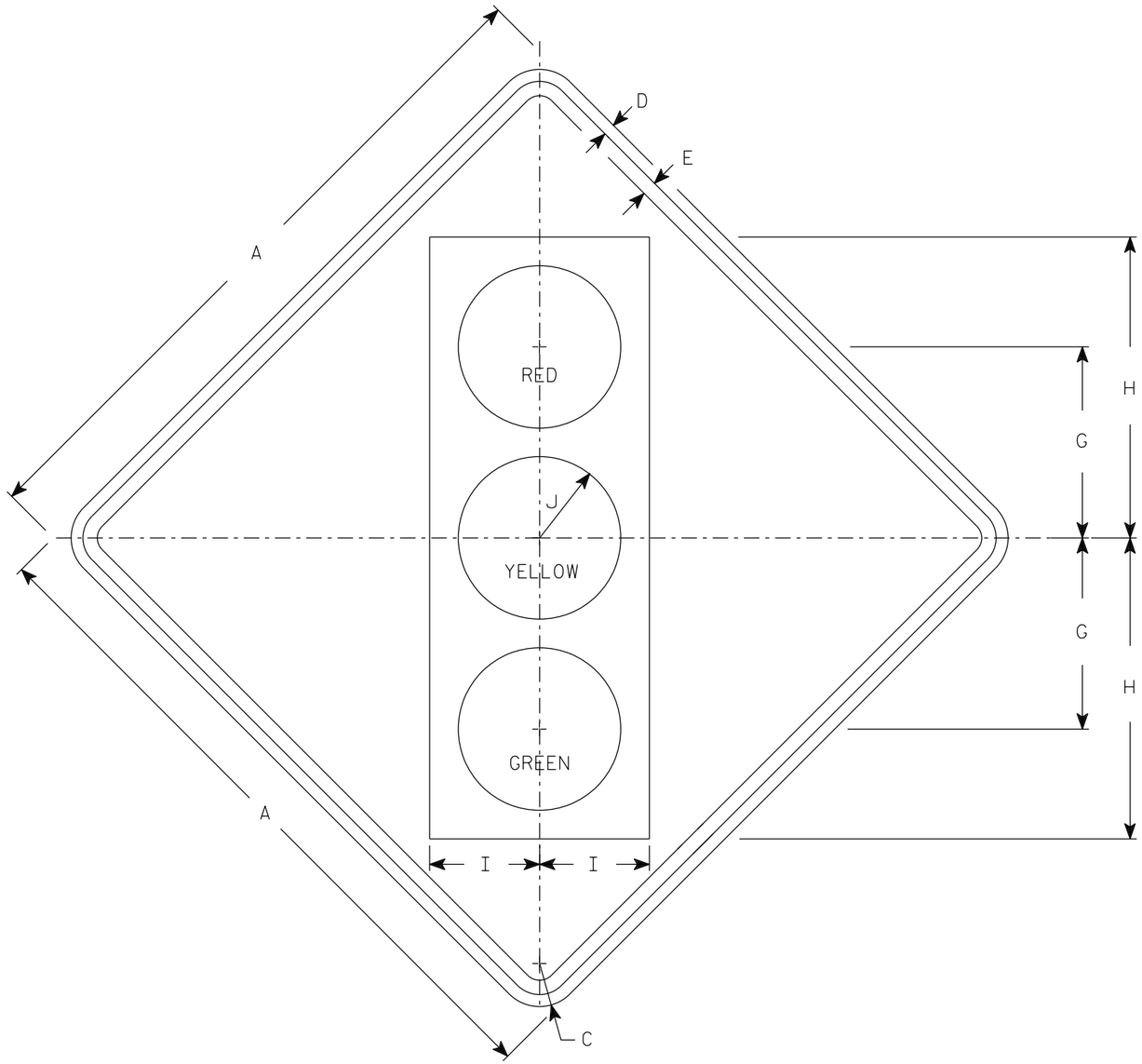
W1-60

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/2023 PLATE NO. W1-60.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W3-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - See Note 3
3. Symbol and border are non-reflective black.
   Top circle - Type H Reflectorized Red
   Center circle - Same as background
   Bottom circle - Type H Reflectorized Green

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		1 7/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN
W3-3

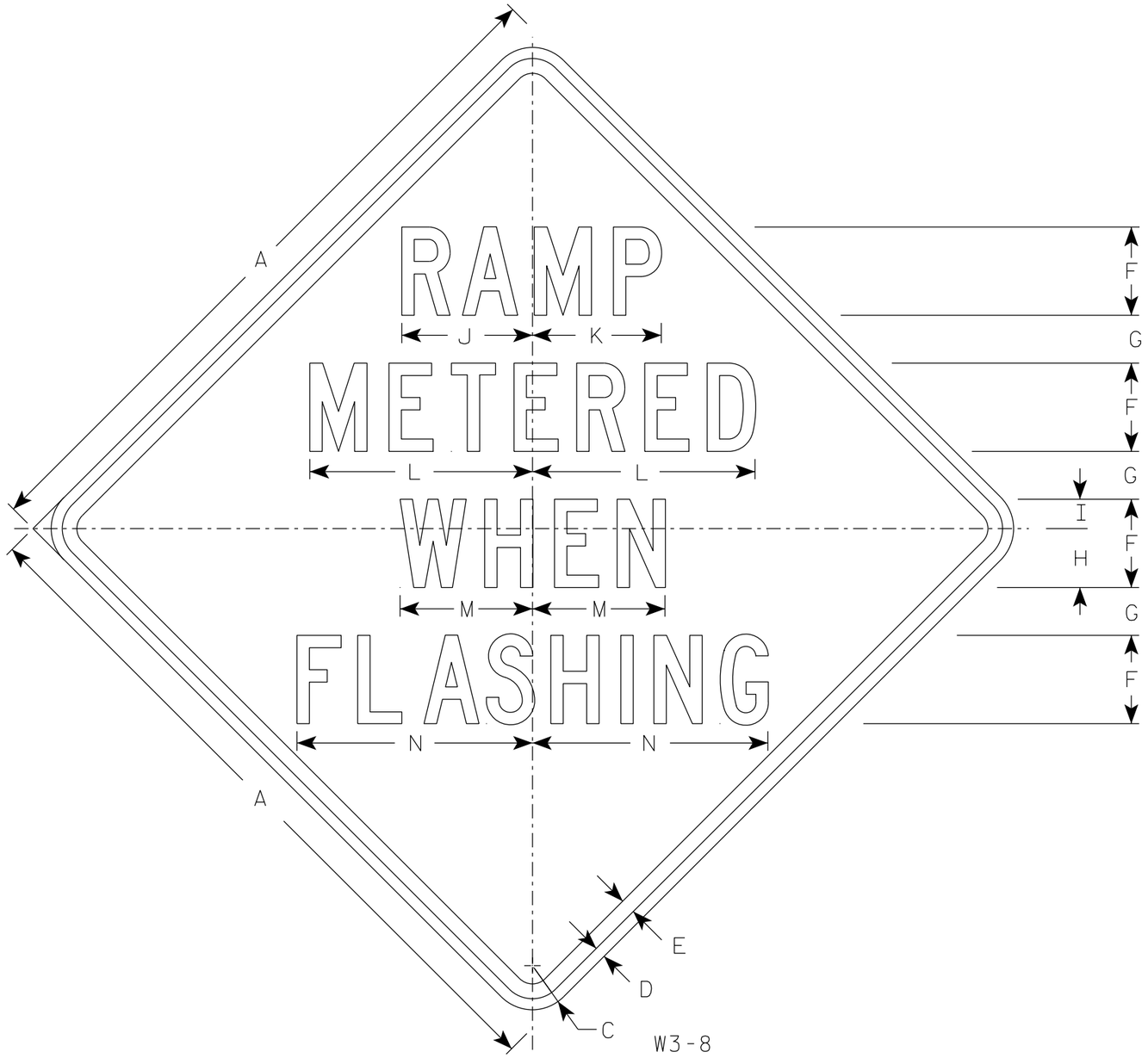
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/2023 PLATE NO. W3-3.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 416 | E

7



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message 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																											
2S	48		3	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
2M	48		3	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
3	48		3	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
4	48		3	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0
5	48		3	3/4	1	6	3 3/4	4	2	8 7/8	8 3/4	15 1/8	9	16													16.0

STANDARD SIGN
W3-8

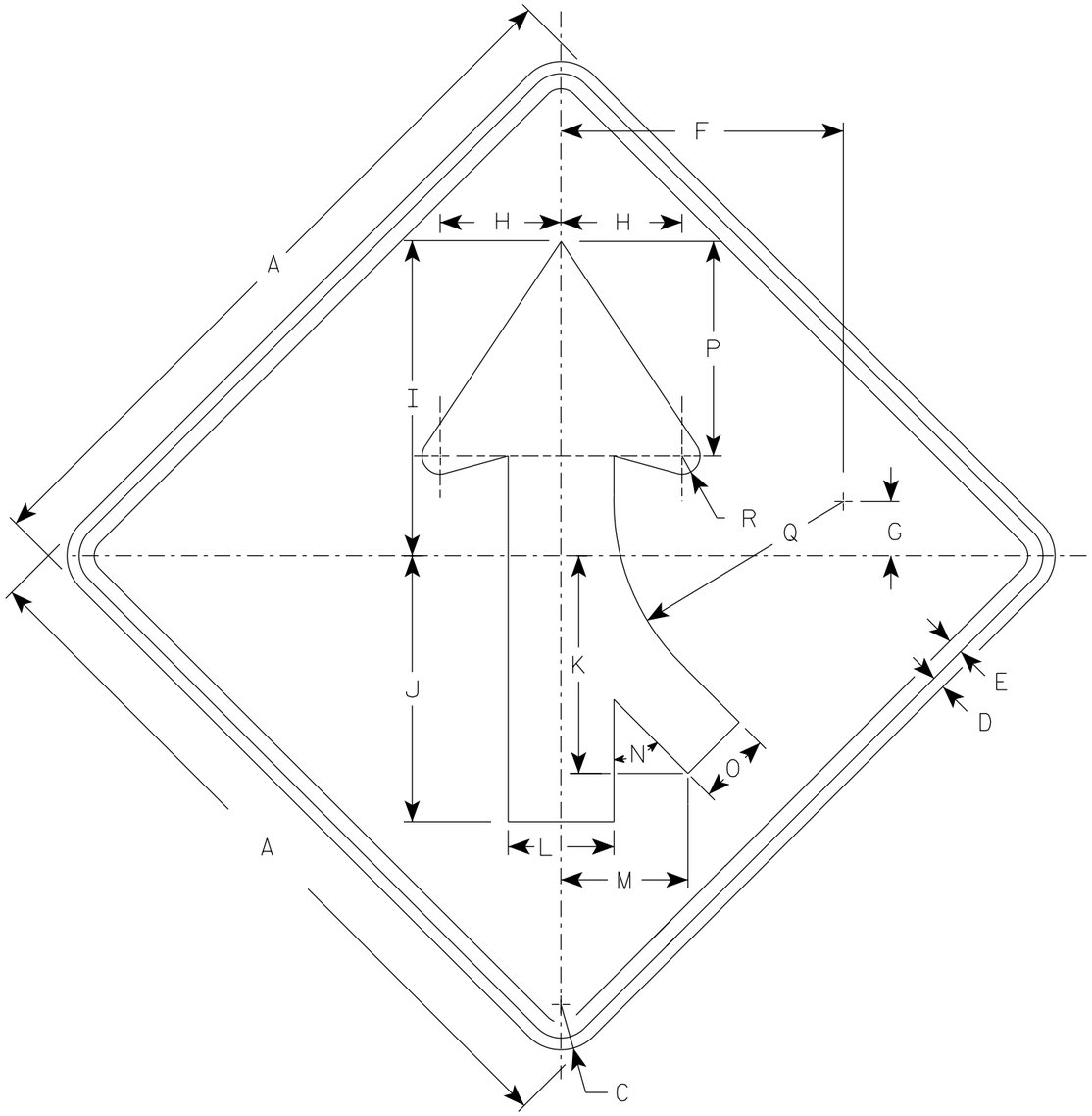
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/30/2023 PLATE NO. W3-8.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W38.DGN PLOT DATE : 30-AUG 2023 4:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W4-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W4-1L is the same as W4-1R 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	30		1 7/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	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
2M	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
3	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
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
W4-1

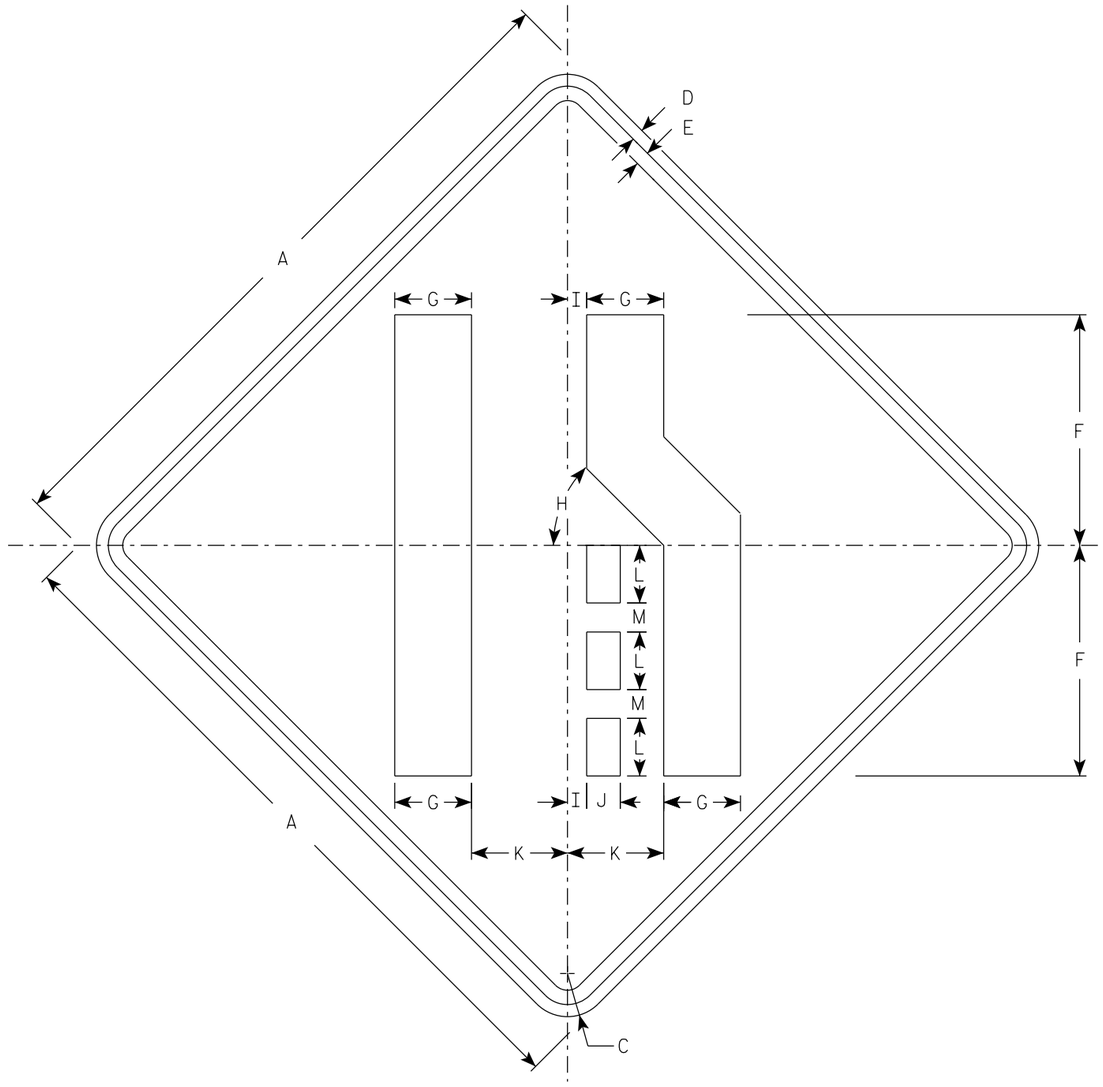
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/31/2023 PLATE NO. W4-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 418 | E

7



W4-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. W4-2L is the same as W4-2R except the symbolis 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	30		1 7/8	1/2	5/8	10	3 3/8	45°	7/8	1 1/2	4 1/4	2 1/2	1 1/4														6.25
2S	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2M	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
3	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
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
W4-2

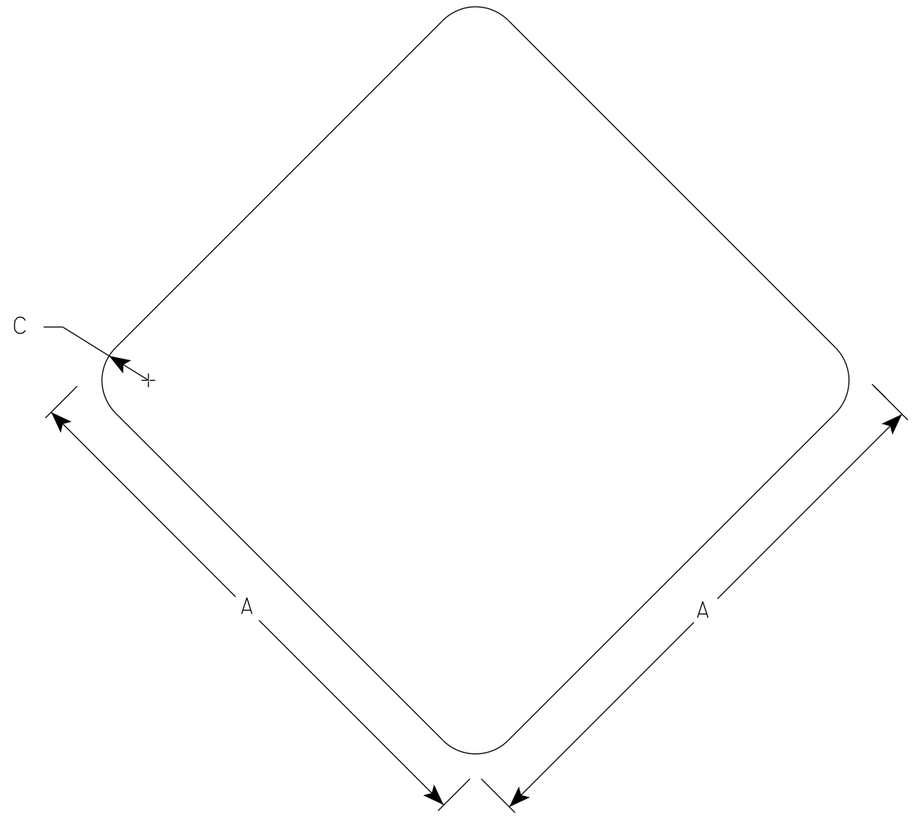
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/31/2023 PLATE NO. W4-2.15

PROJECT NO:

SHEET NO: E



W5-54

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12		1 ½																								1.0
2S	18		1 ½																								2.25
2M	18		1 ½																								2.25
3																											
4																											
5																											

STANDARD SIGN
W5-54

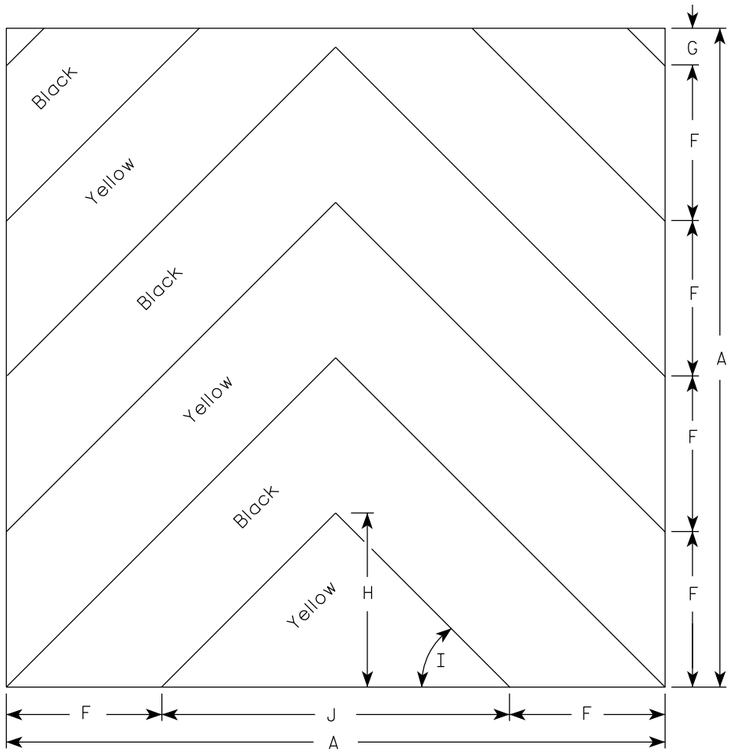
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/5/2024 PLATE NO. W5-54.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

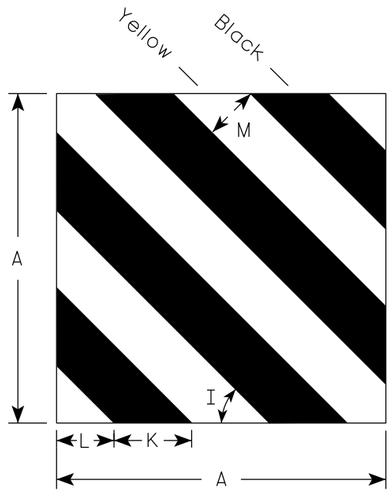
FILE NAME : C:\CAEfiles\Projects\tr_stdplate_W554.dgn PLOT DATE : 5-MARCH 2024 11:55 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



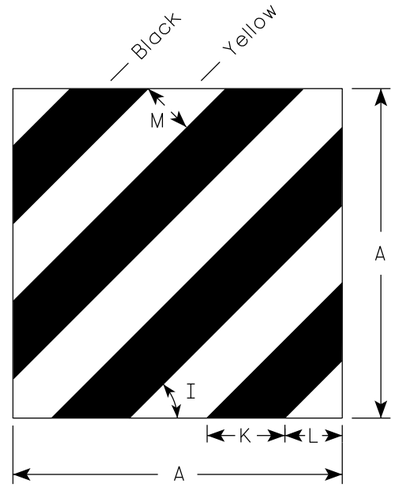
W5-58D

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Sign shall be a sheeting overlay no aluminum base material
4. Overall sign size varies depending upon manufacturer of crash cushion.



W5-58L



W5-58R

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	36					8 ½	2	9 ½	45°	19	8 ½	6 ¼	6														9.0
2M	36					8 ½	2	9 ½	45°	19	8 ½	6 ¼	6														9.0
3																											
4																											
5																											

STANDARD SIGN

W5-58D & W5-58L&R

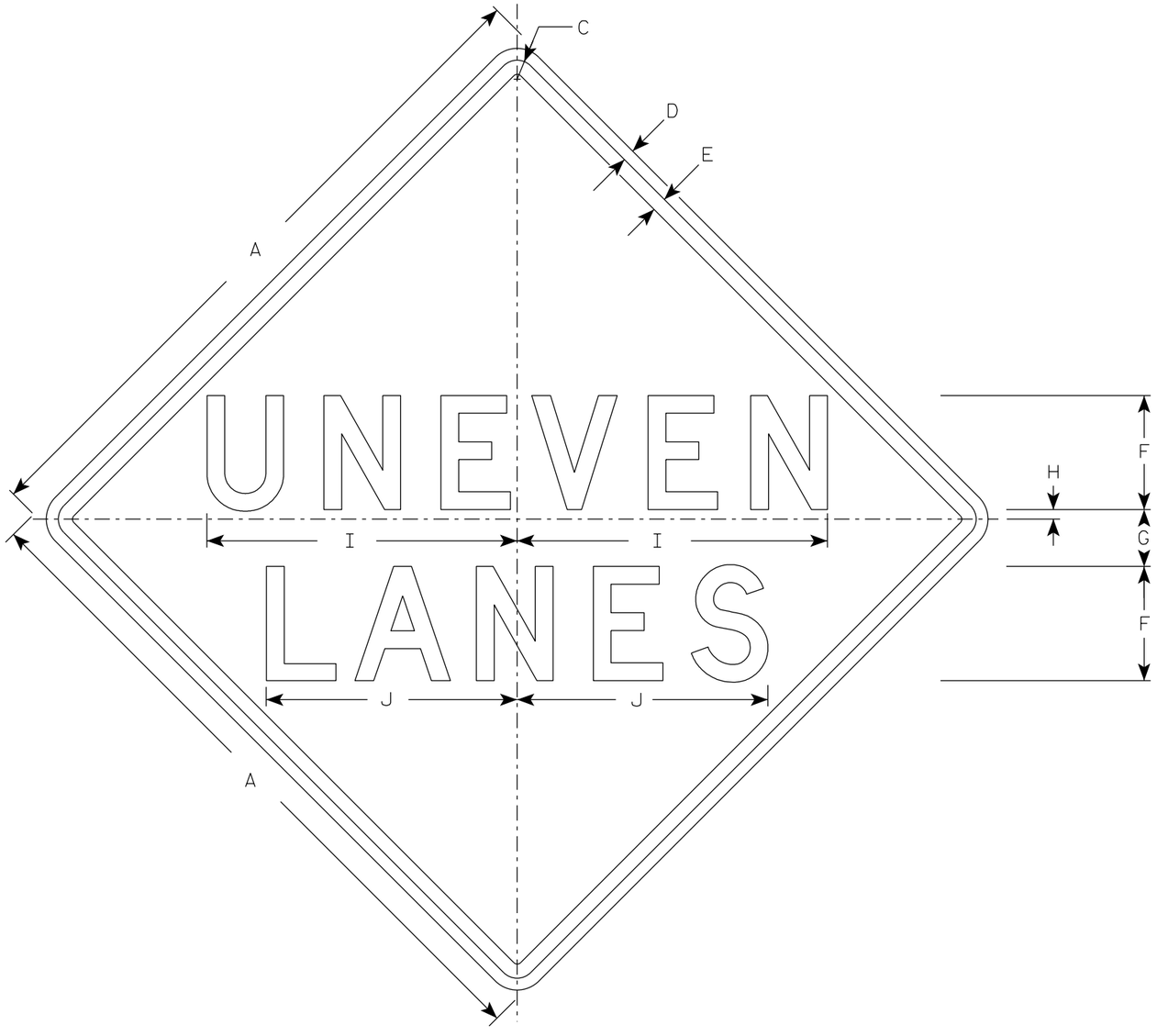
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 3/27/24 PLATE NO. W5-58.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 421 E



W8-11

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.

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	3	1/2	16 3/8	13 1/4																	9.0
2S	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
2M	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
3	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
4	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0
5	48		3	3/4	1	8	4	1	21 3/4	17 5/8																	16.0

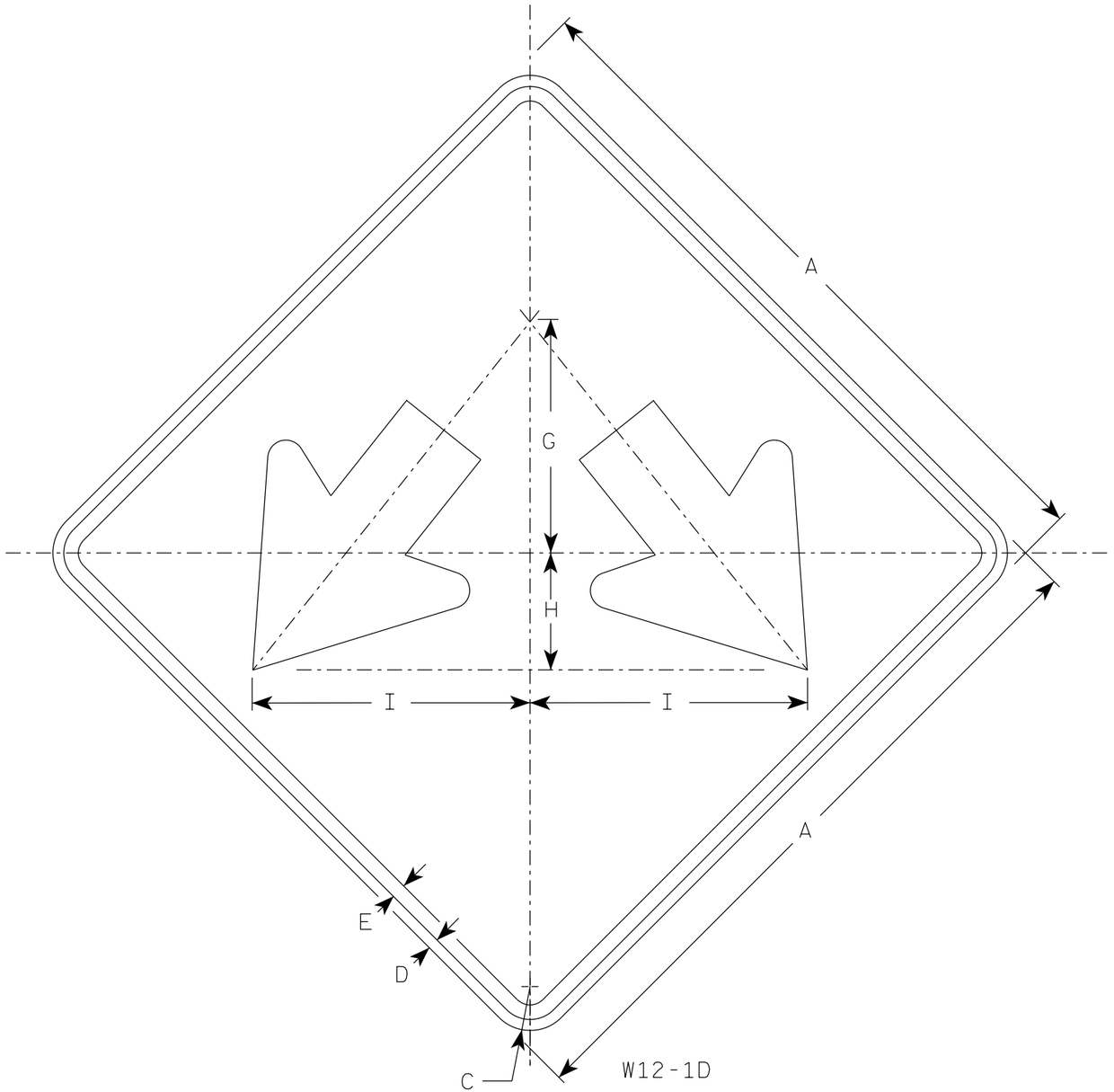
STANDARD SIGN
W8-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

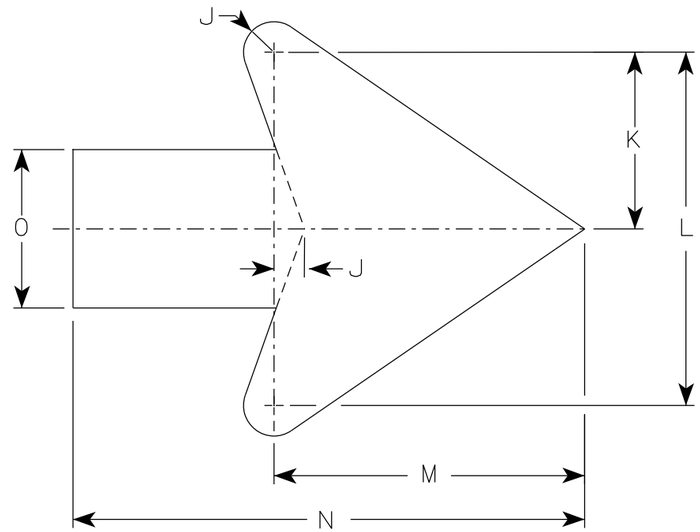
DATE 10/26/2023 PLATE NO. W8-11.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black



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	Areq sq. ft.
1																											
2S	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/2	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 7/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		2 1/4	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		3	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

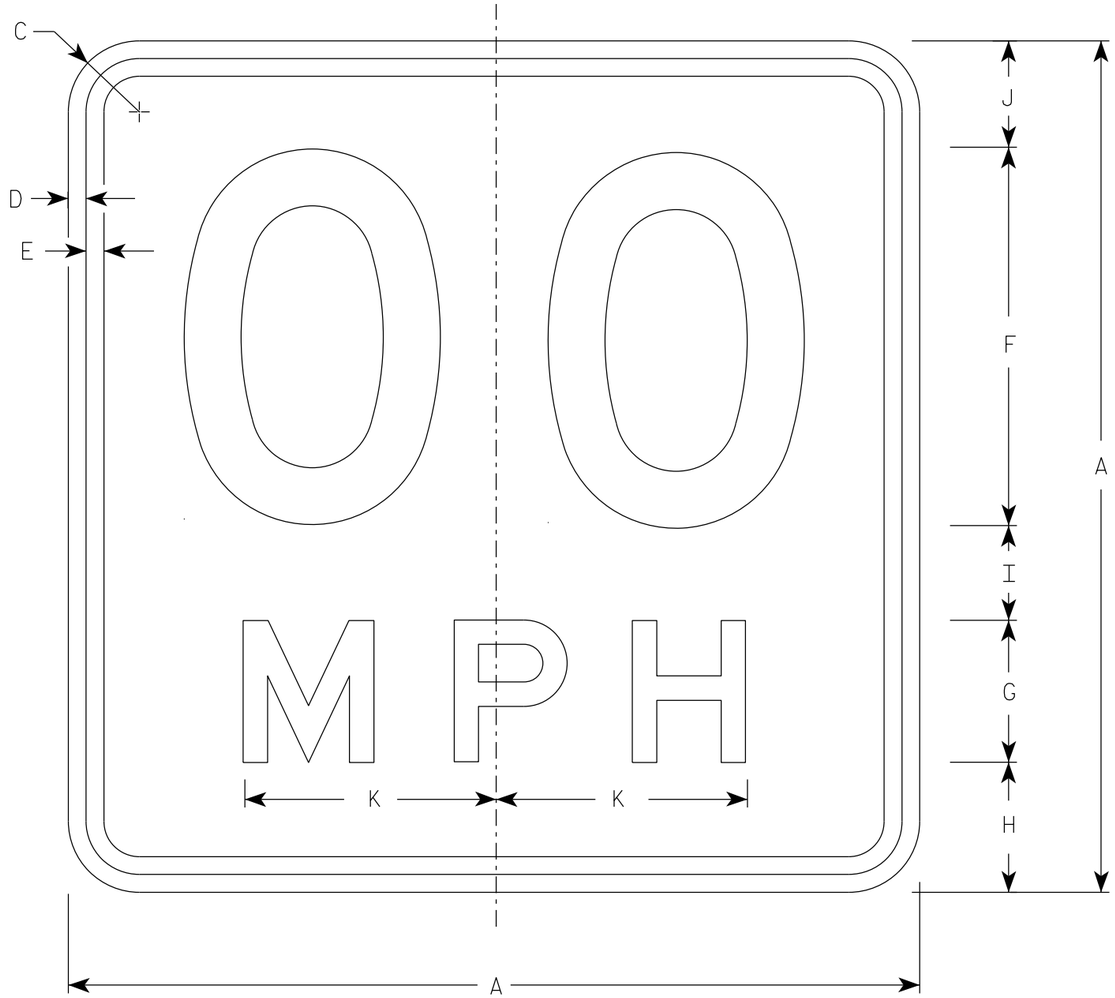
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/30/2023 PLATE NO. W12-1D.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 423	E



W13-1

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
   Line 2 is Series E

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2S	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
* 2M	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8																2.25
3	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8																4.00
4	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00
5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8																9.00

STANDARD SIGN
W13-1

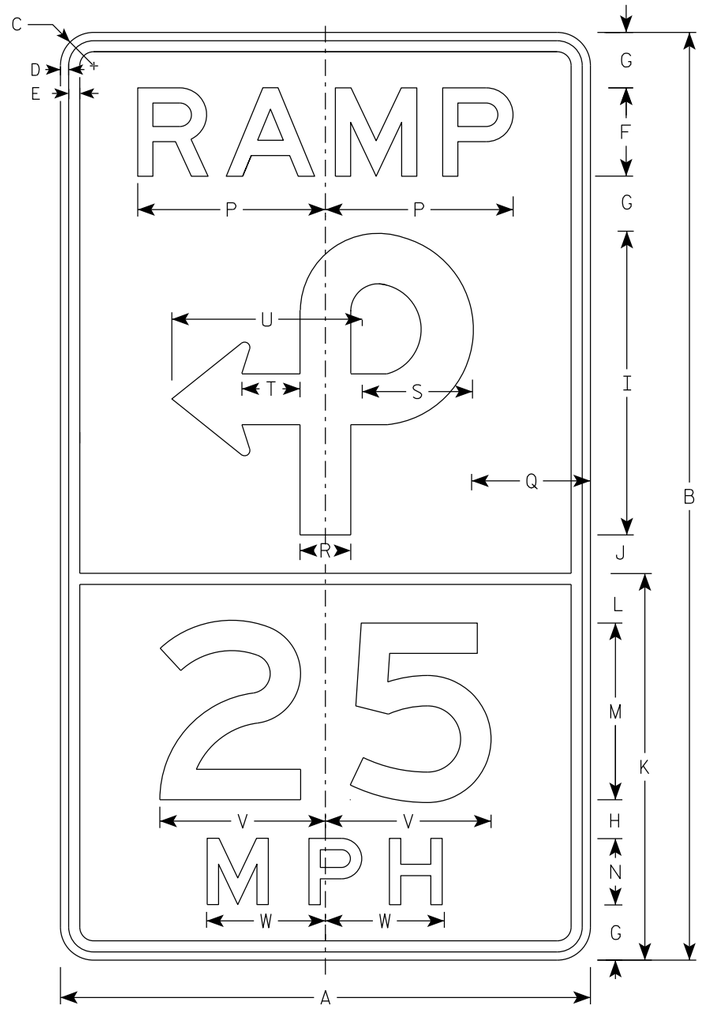
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W131.dgn PLOT DATE : 8-Jan 2024 11:07 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W13-3B

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E

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	36	60	1 7/8	3/4	5/8	6	3 1/2	3	19 3/4	2 1/4	25	3 1/2	10	5		12 3/4	8	3 1/2	7 1/2	4	13	10	8 1/2				15.0
2M	36	60	1 7/8	3/4	5/8	6	3 1/2	3	19 3/4	2 1/4	25	3 1/2	10	5		12 3/4	8	3 1/2	7 1/2	4	13	10	8 1/2				15.0
3	36	60	1 7/8	3/4	5/8	6	3 1/2	3	19 3/4	2 1/4	25	3 1/2	10	5		12 3/4	8	3 1/2	7 1/2	4	13	10	8 1/2				15.0
4	48	84	3	3/4	1	8	5	3 1/2	27 1/2	3 1/2	35	4 1/2	16	6		17	10 3/4	4 5/8	10	5 1/4	17 1/4	15	10 3/4				28.0
5	48	84	3	3/4	1	8	5	3 1/2	27 1/2	3 1/2	35	4 1/2	16	6		17	10 3/4	4 5/8	10	5 1/4	17 1/4	15	10 3/4				28.0

STANDARD SIGN
W13-3B

WISCONSIN DEPT OF TRANSPORTATION

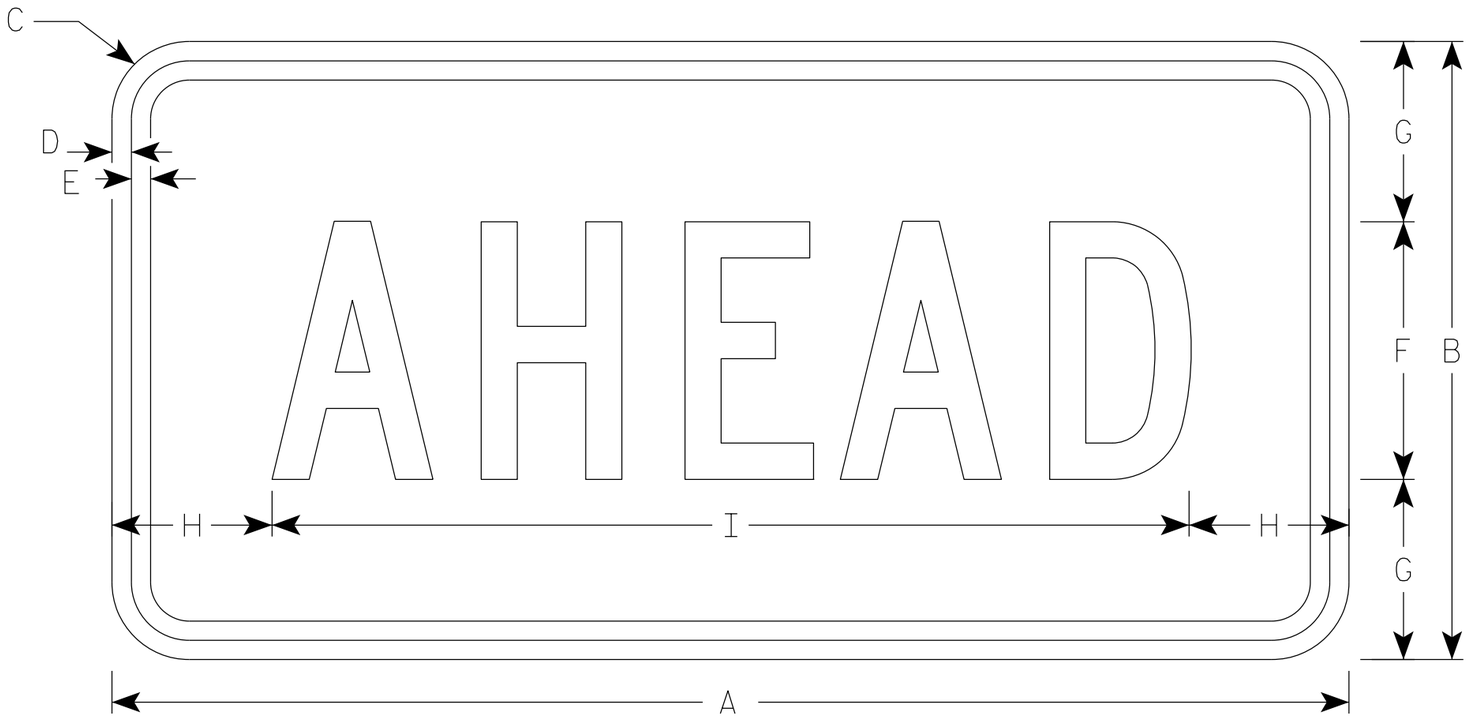
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/12/2024 PLATE NO. W13-3B.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 425 | E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - C



W16-9P

* For 36" x 36" Warning Signs, use 30" x 18" W16-9P signs.
* For 48" x 48" Warning Signs, use 48" x 24" W16-9P signs.

	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	5	3 1/2	3 1/8	17 3/4																		2.0
*	2M	30	18	1 1/2	3/8	1/2	7	5 1/2	2 3/4	24 1/2																		3.75
*	3	30	18	1 1/2	3/8	1/2	7	3 1/2	2 3/4	24 1/2																		3.75
*	4	48	24	1 7/8	1/2	5/8	10	7	6 1/8	35 3/4																		8.0
	5																											

STANDARD SIGN
W16-9P

WISCONSIN DEPT OF TRANSPORTATION

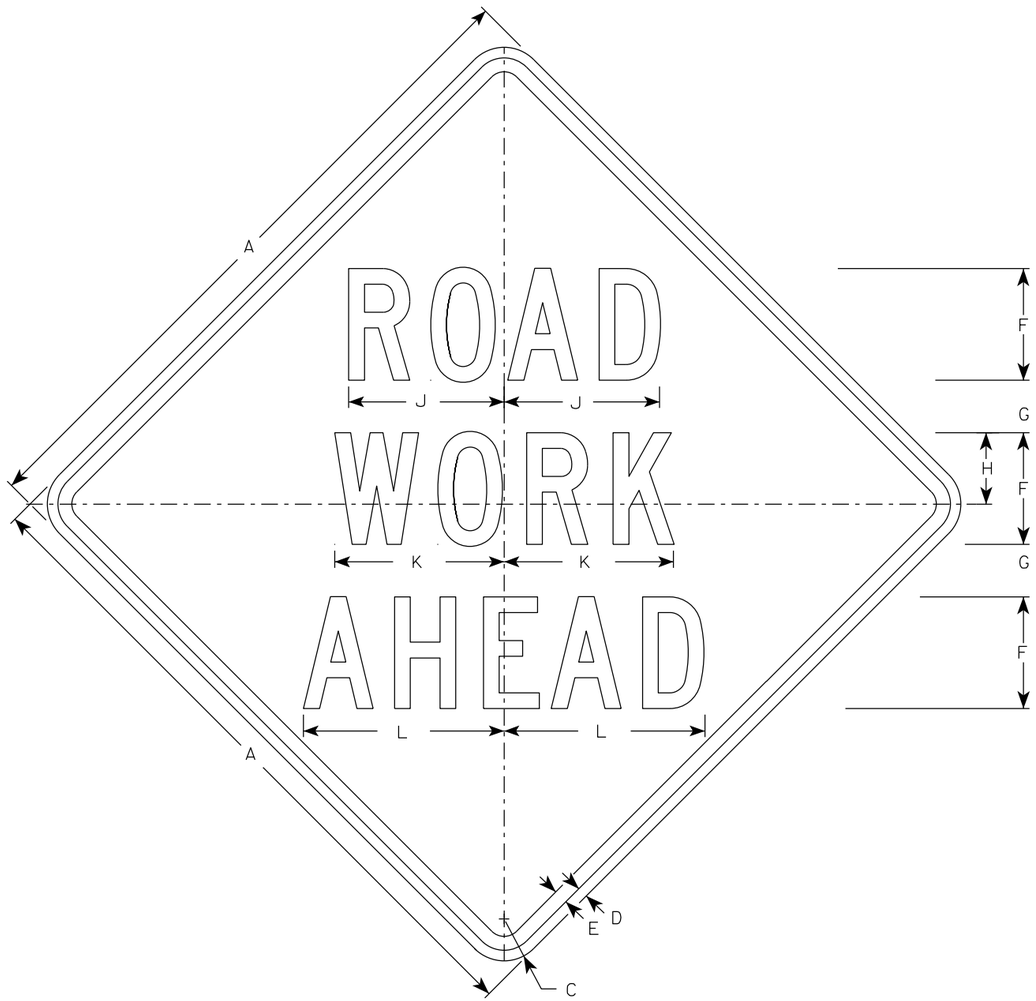
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/9/2024 PLATE NO. W16-9P.9

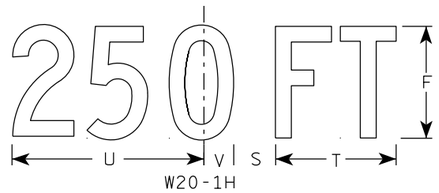
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 E

7

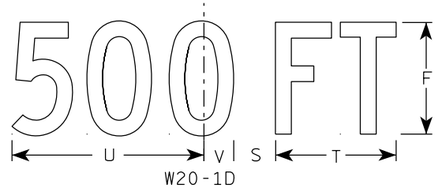
7



W20-1A



W20-1H



W20-1D



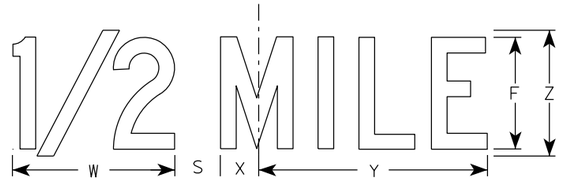
W20-1C



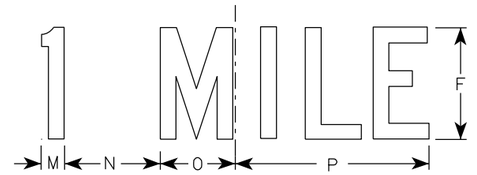
W20-1B

NOTES

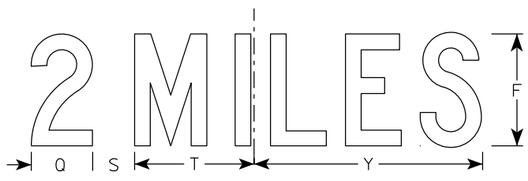
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

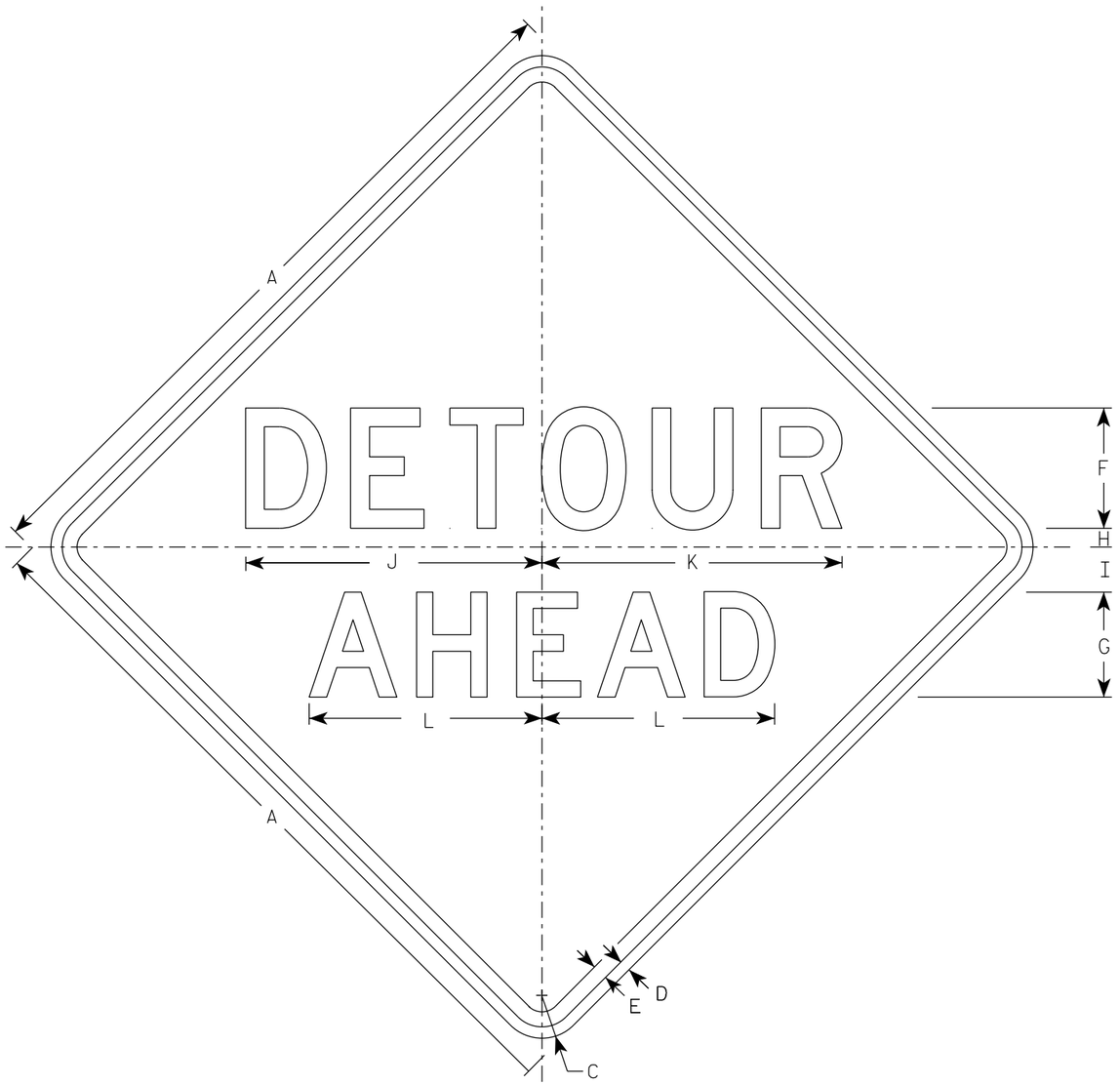
SHEET NO: 427 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

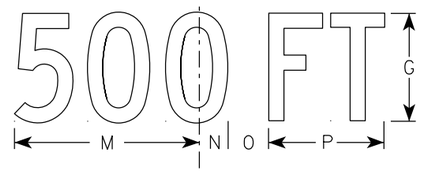
WISDOT/CADDS SHEET 42

7

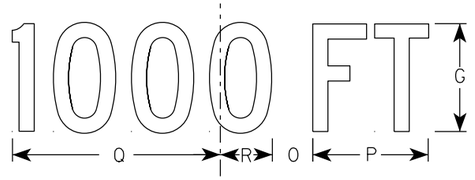
7



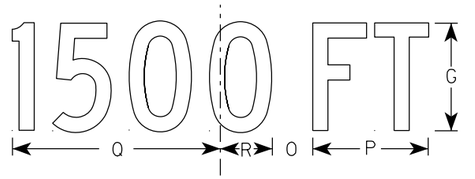
W20-2A



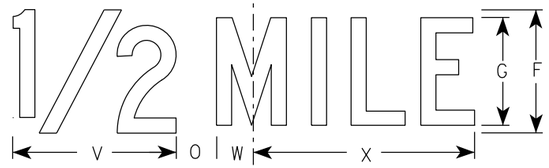
W20-2D



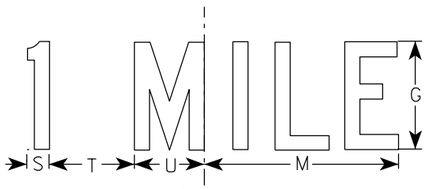
W20-2C



W20-2B



W20-2G



W20-2F

NOTES

1. Sign is Type II - Type F Reflective
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

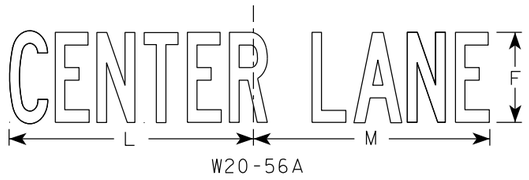
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

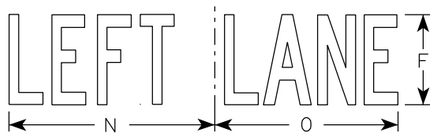
DATE 1/10/2024 PLATE NO. W20-2.7

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

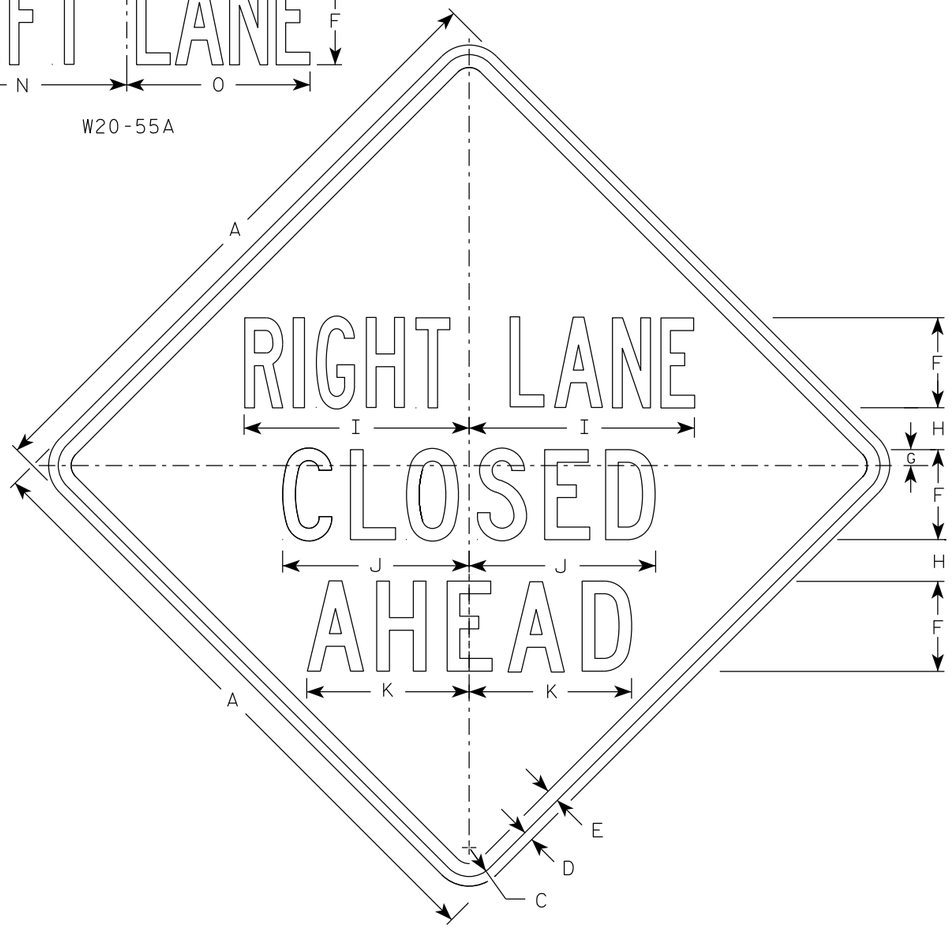
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W202.DGN PLOT DATE : 10-JAN 2024 11:36 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



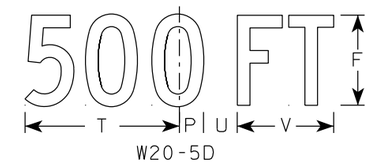
W20-56A



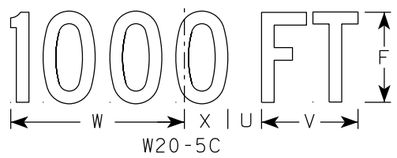
W20-55A



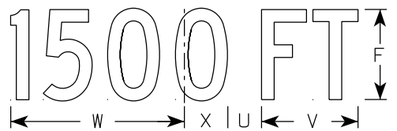
W20-5A



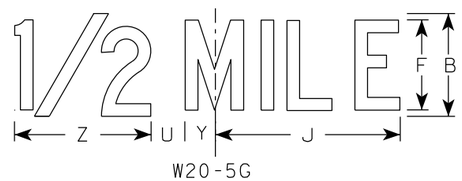
W20-5D



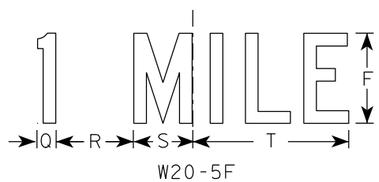
W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

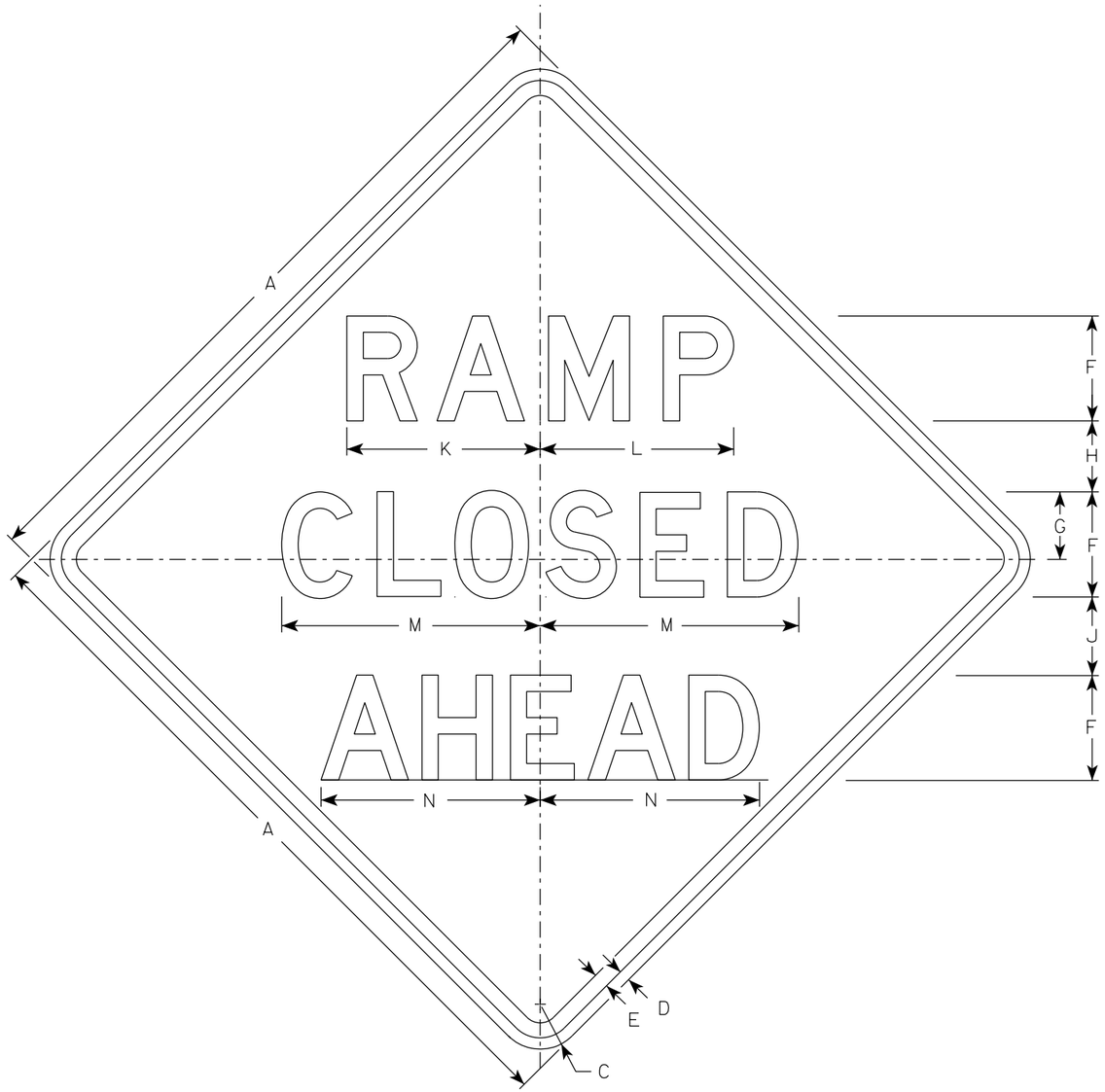
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

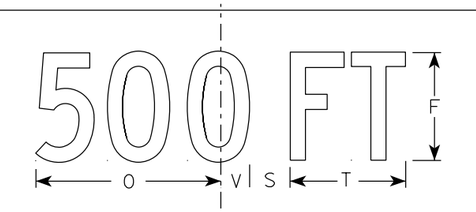
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

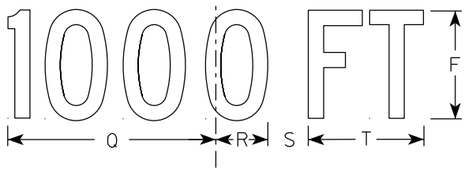
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 429	E



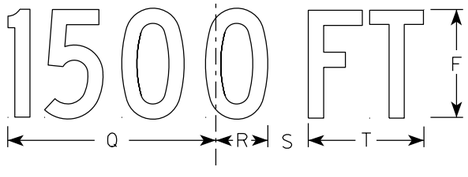
W20-53A



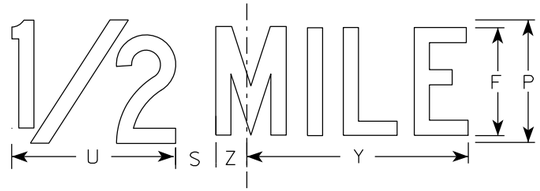
W20-53D



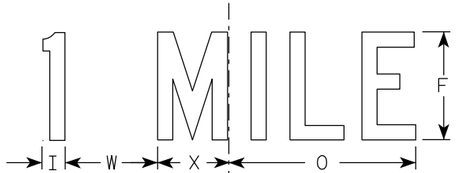
W20-53C



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

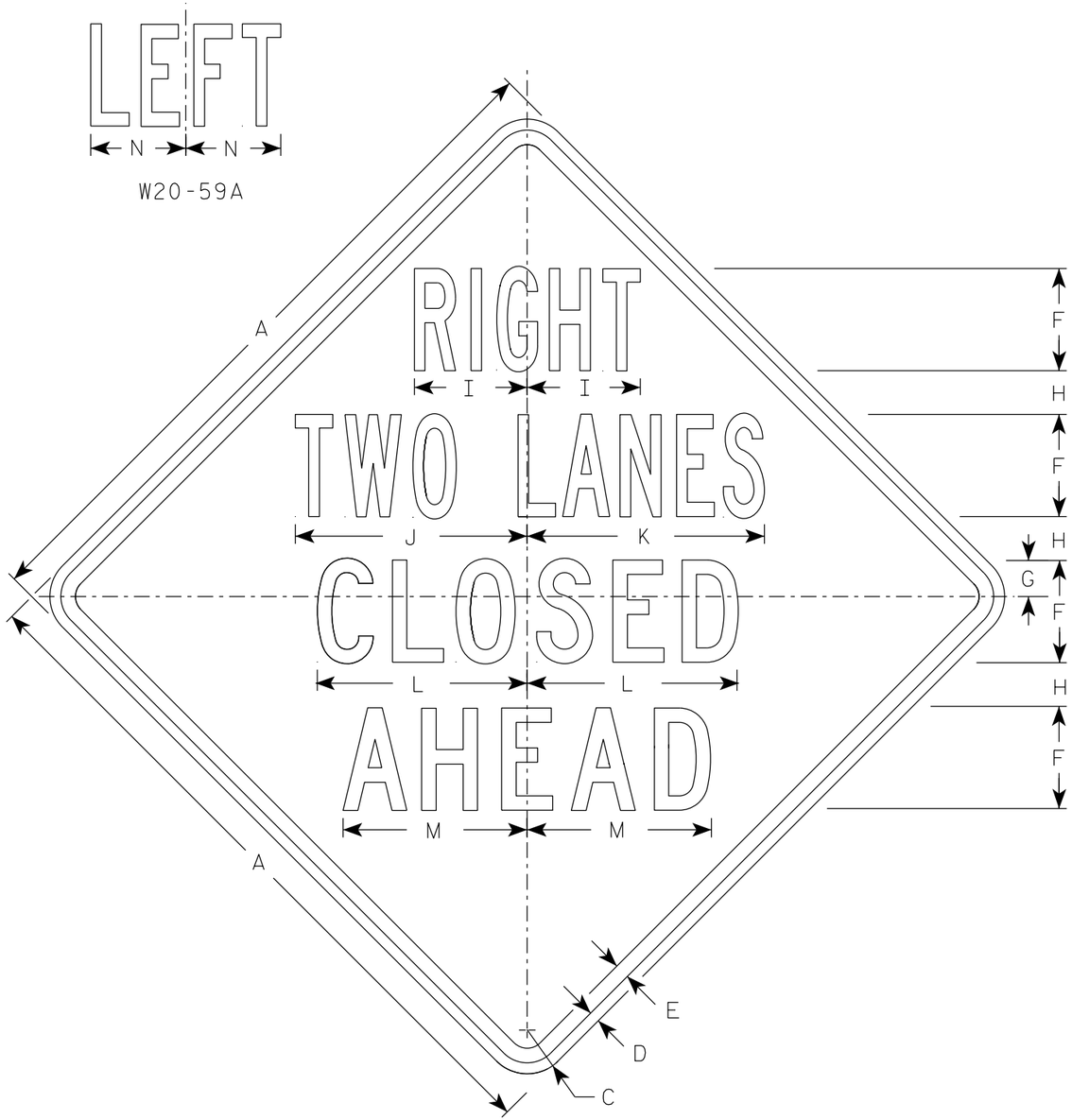
APPROVED Matthew R Rauch
for State Traffic Engineer

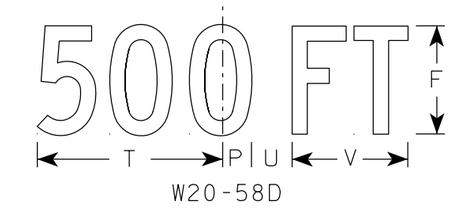
DATE 1/10/2024 PLATE NO. W20-53.2

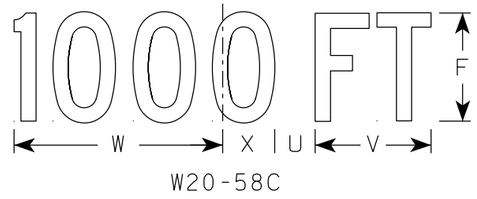
PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

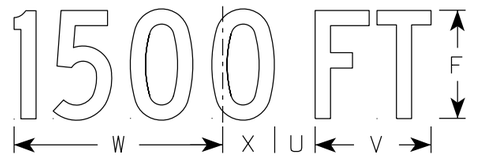
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 10-JAN 2024 2:38 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

7

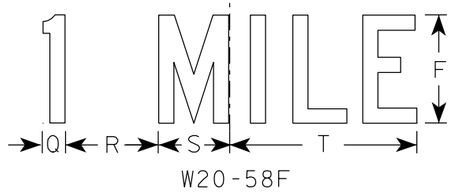












NOTES

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 & 2 Series B.
   Lines 3 & 4 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		2 1/4	5/8	3/4	5	1 7/8	2 1/4	5 7/8	11 7/8	12 1/8	10 3/4	9 1/2	4 7/8	6	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		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	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		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	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		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	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		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	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		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	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
W20-58A, B, C, D, F & G

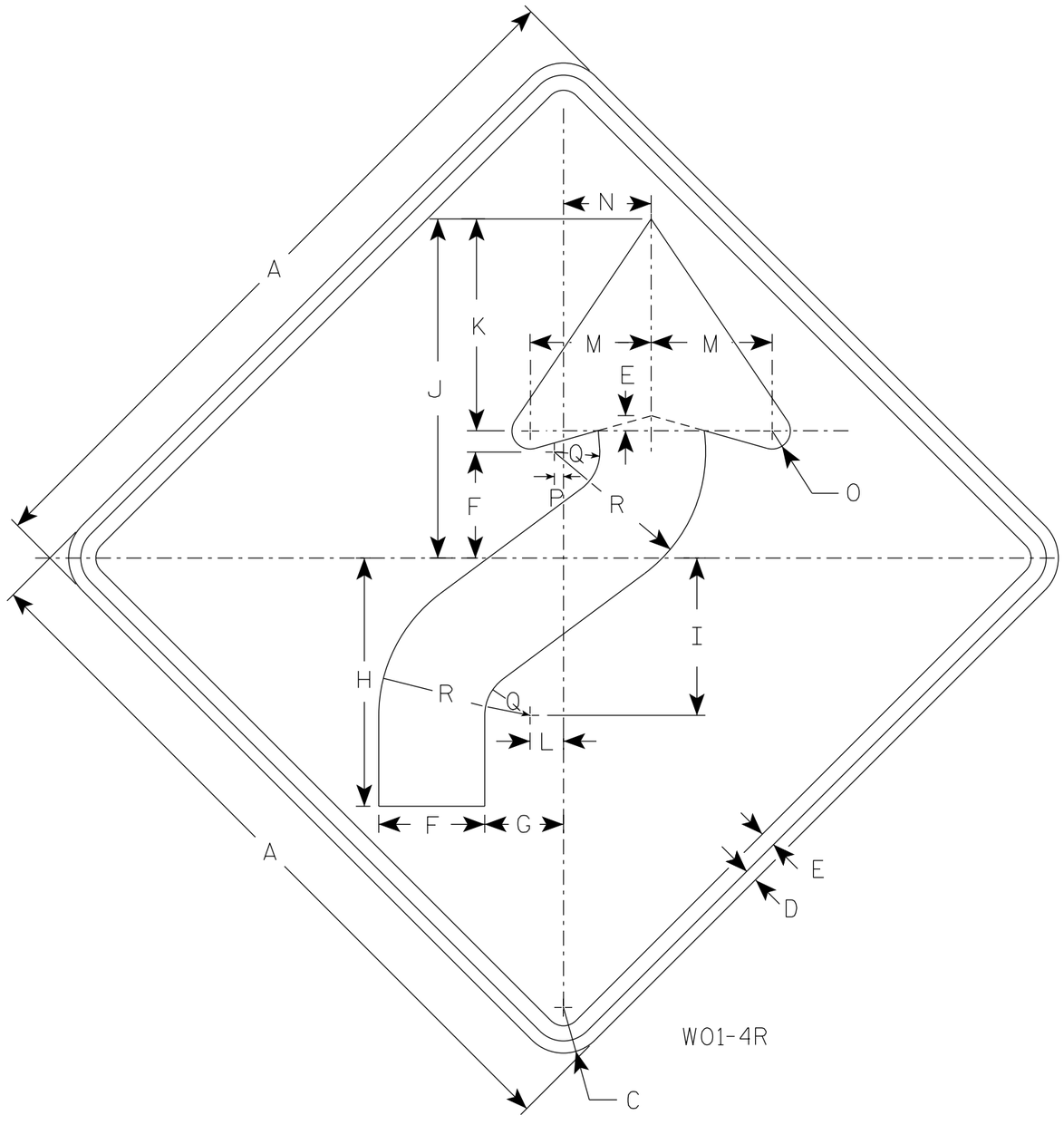
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-58.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2058.DGN PLOT DATE : 10-JAN 2024 2:56 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

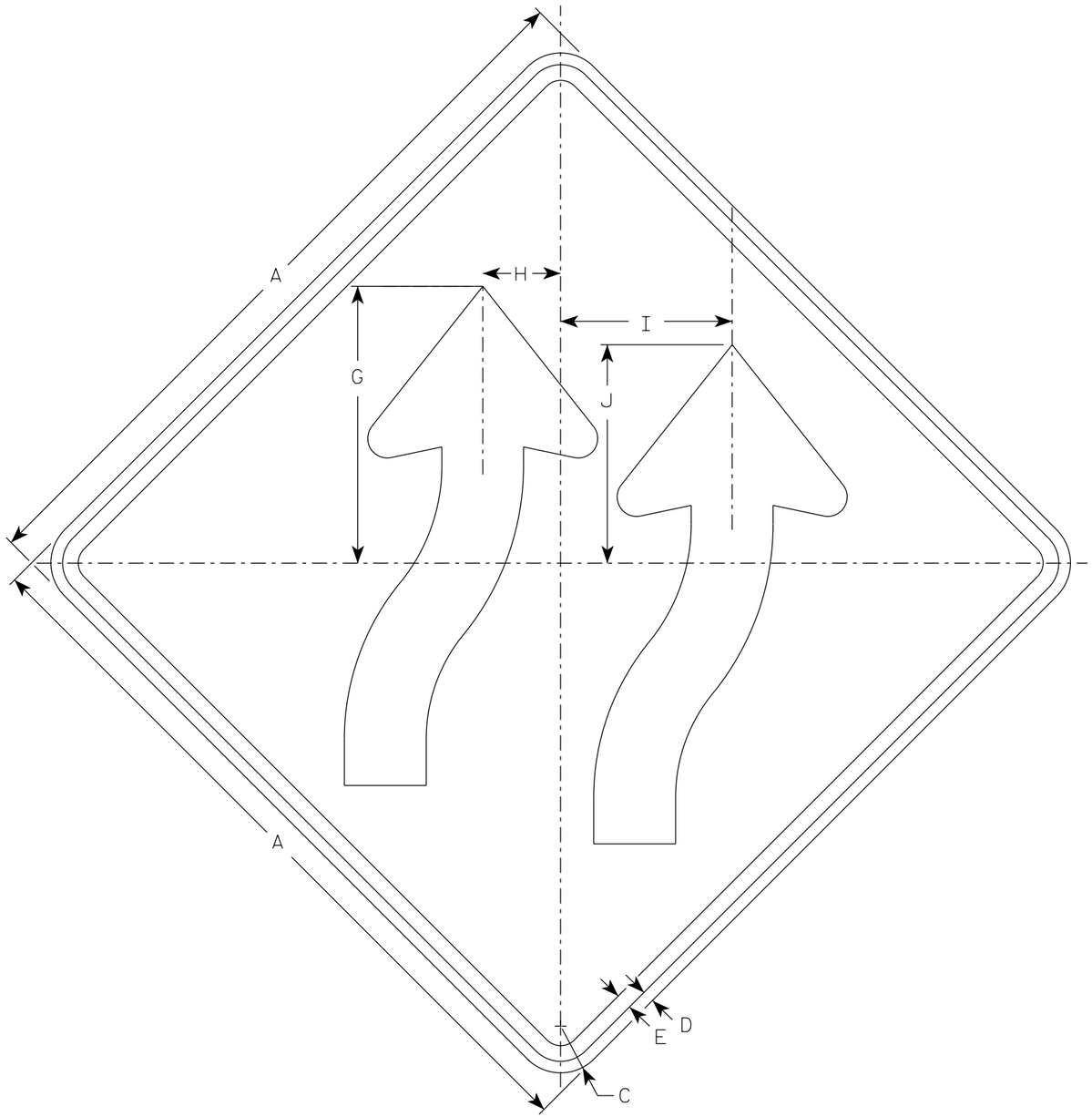
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

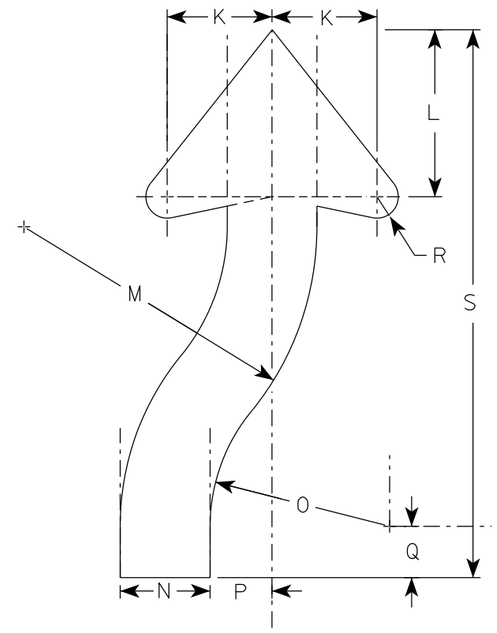
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 432 E



WO1-4BR

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. W01-4BL is the same as W014-BR exept arrows are 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		13 3/8	3 3/4	8 1/4	10 1/2	4 5/8	7 3/8	12 7/8	3 7/8	7 7/8	2 3/4	2 1/4	7/8	24								9.0
2S	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
2M	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
3	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
4	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0
5	48		3	3/4	1		17 3/4	5	11	14	6 1/8	9 3/4	17 1/8	5 1/4	10 1/2	3 5/8	3	1 1/4	32								16.0

STANDARD SIGN
W01-4B

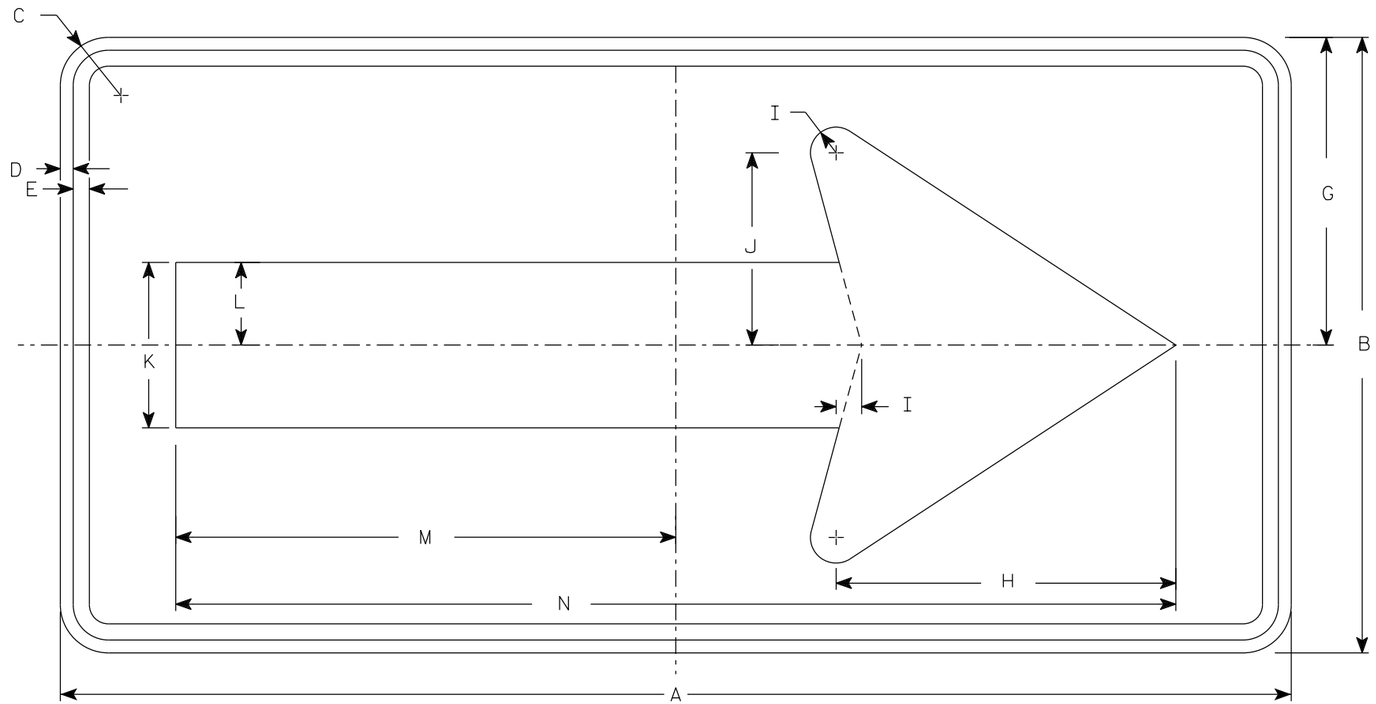
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W014B.dgn PLOT DATE : 29-JAN 2024 3:41 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



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

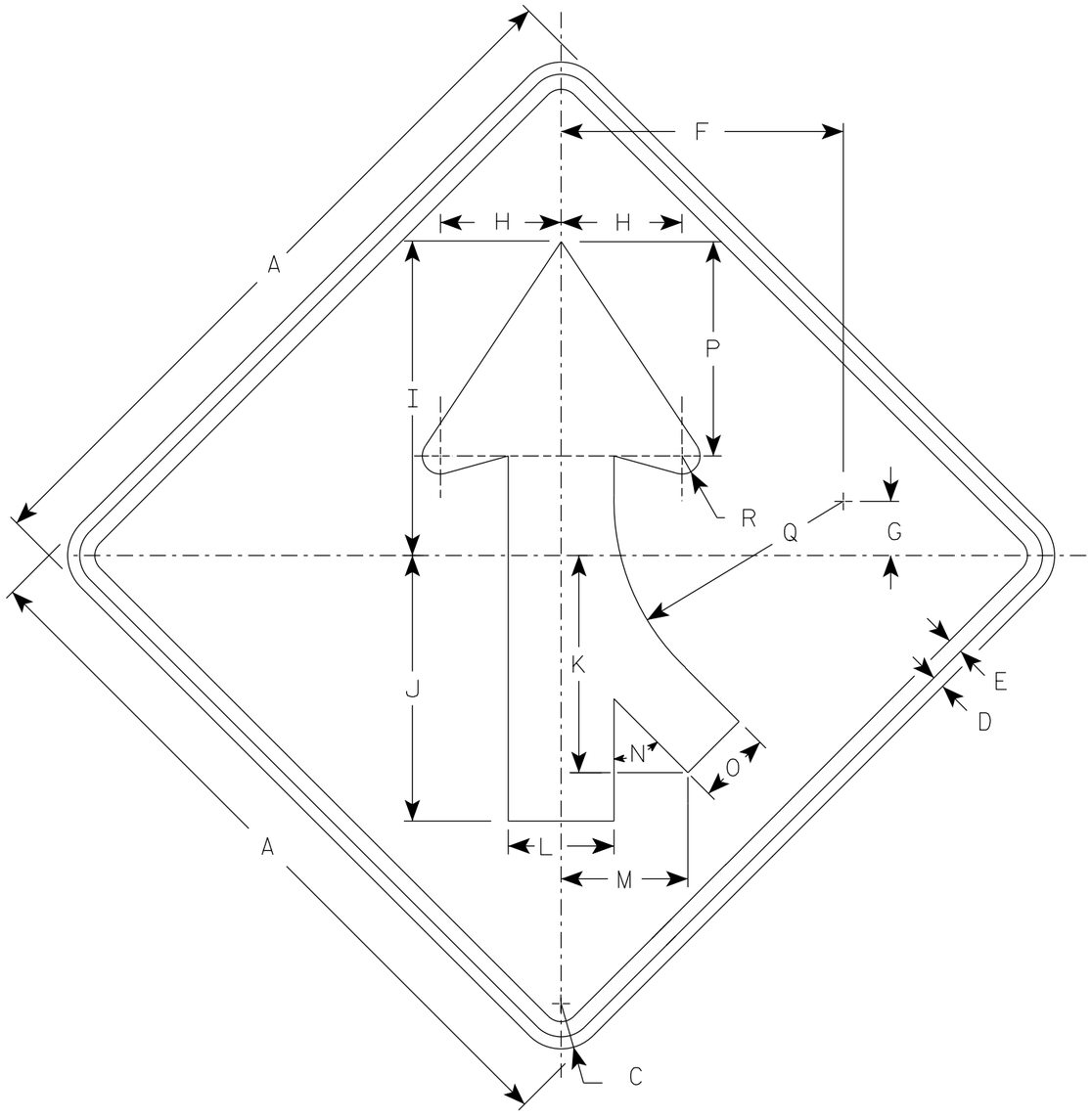
STANDARD SIGN
WO1-6

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



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

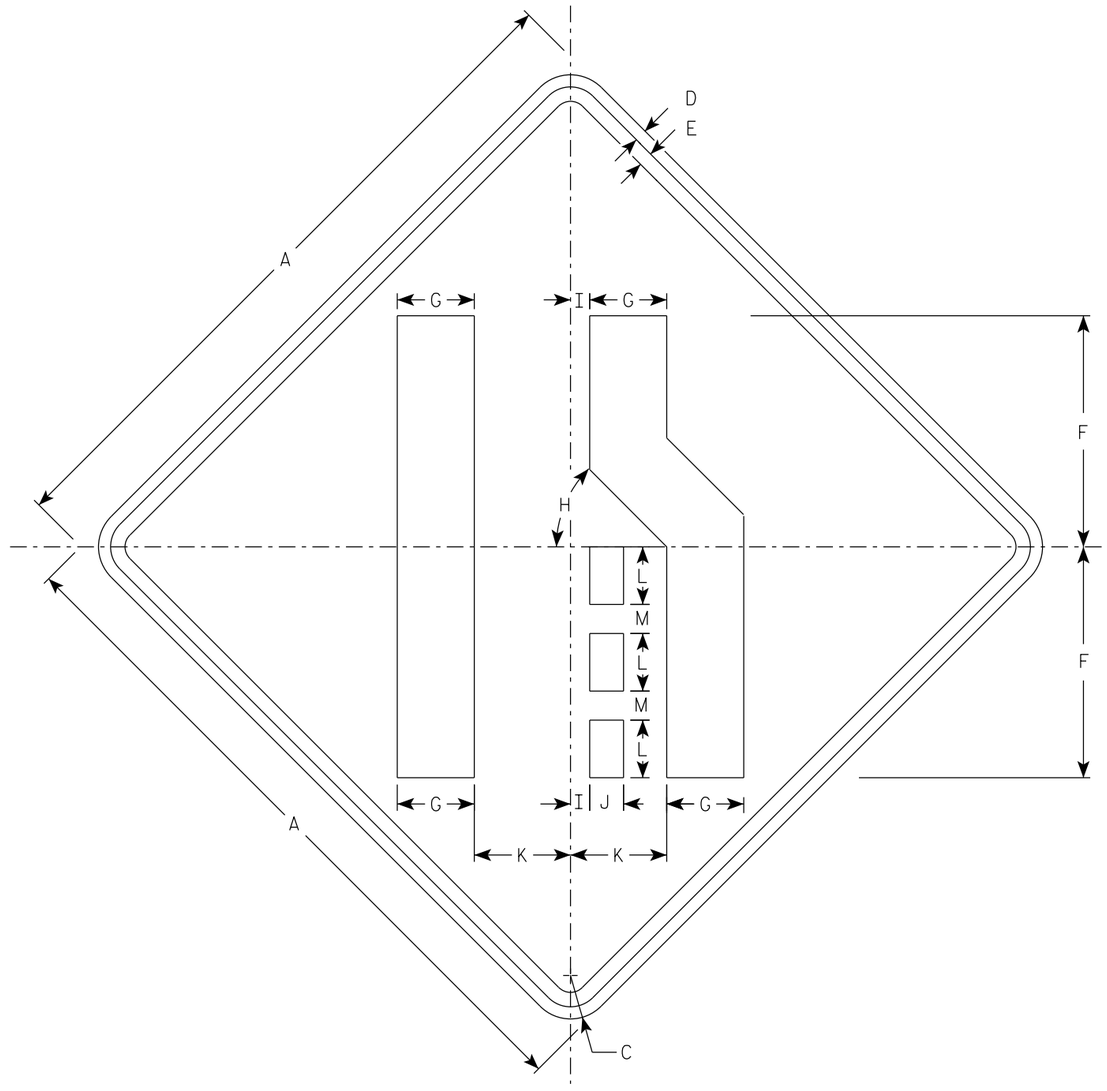
STANDARD SIGN
W04-1

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: 435 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

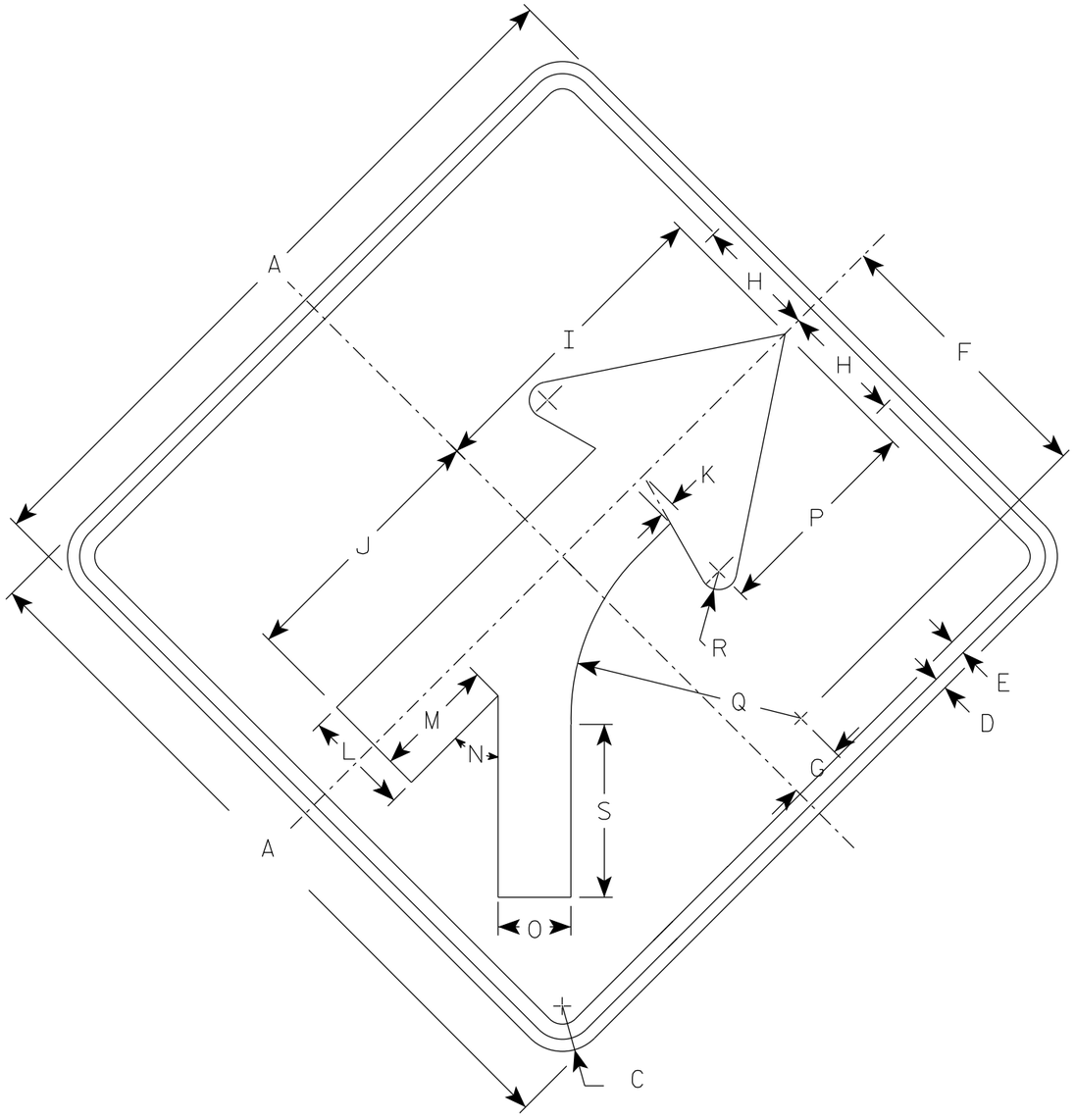
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 436 E



W04-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-5L is the same as W04-5R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

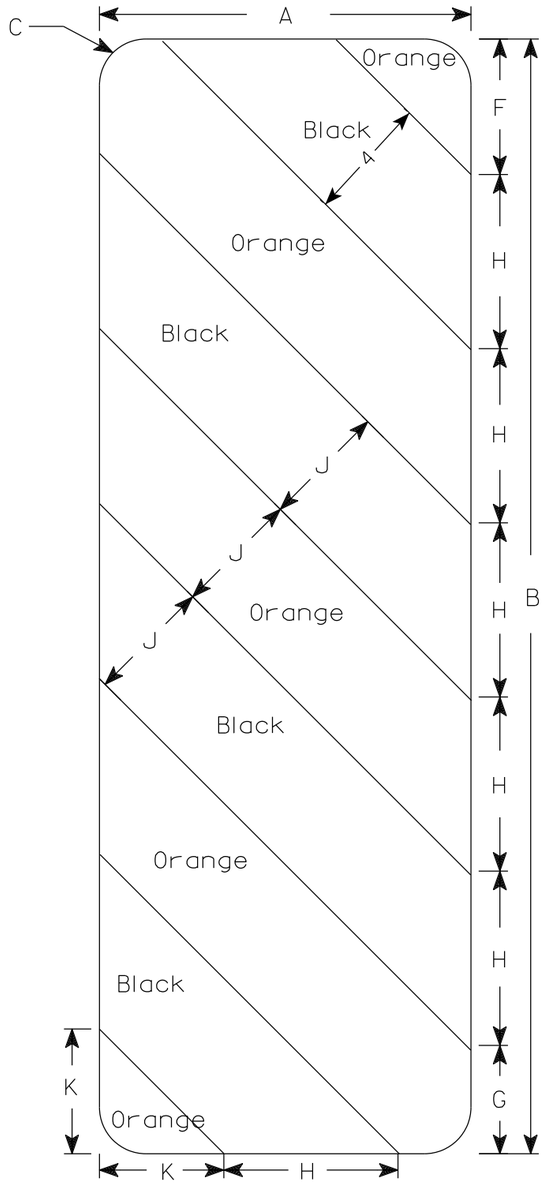
STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

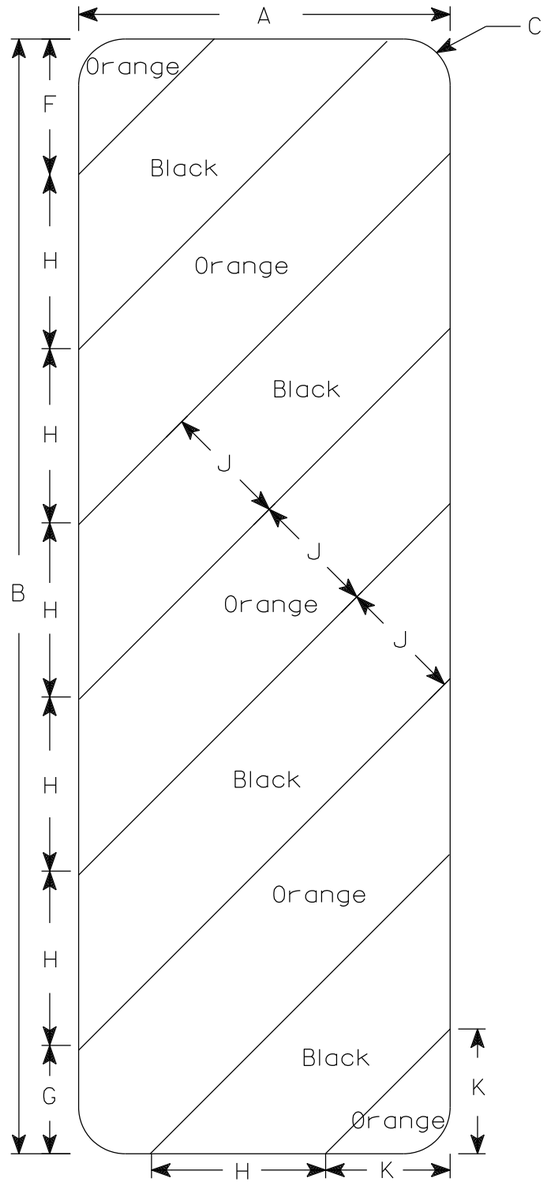
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 437 E



W05-52L



W05-52R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
4. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36	1 1/2			4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54	1 1/2			6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

W05-52L & W05-52R

WISCONSIN DEPT OF TRANSPORTATION

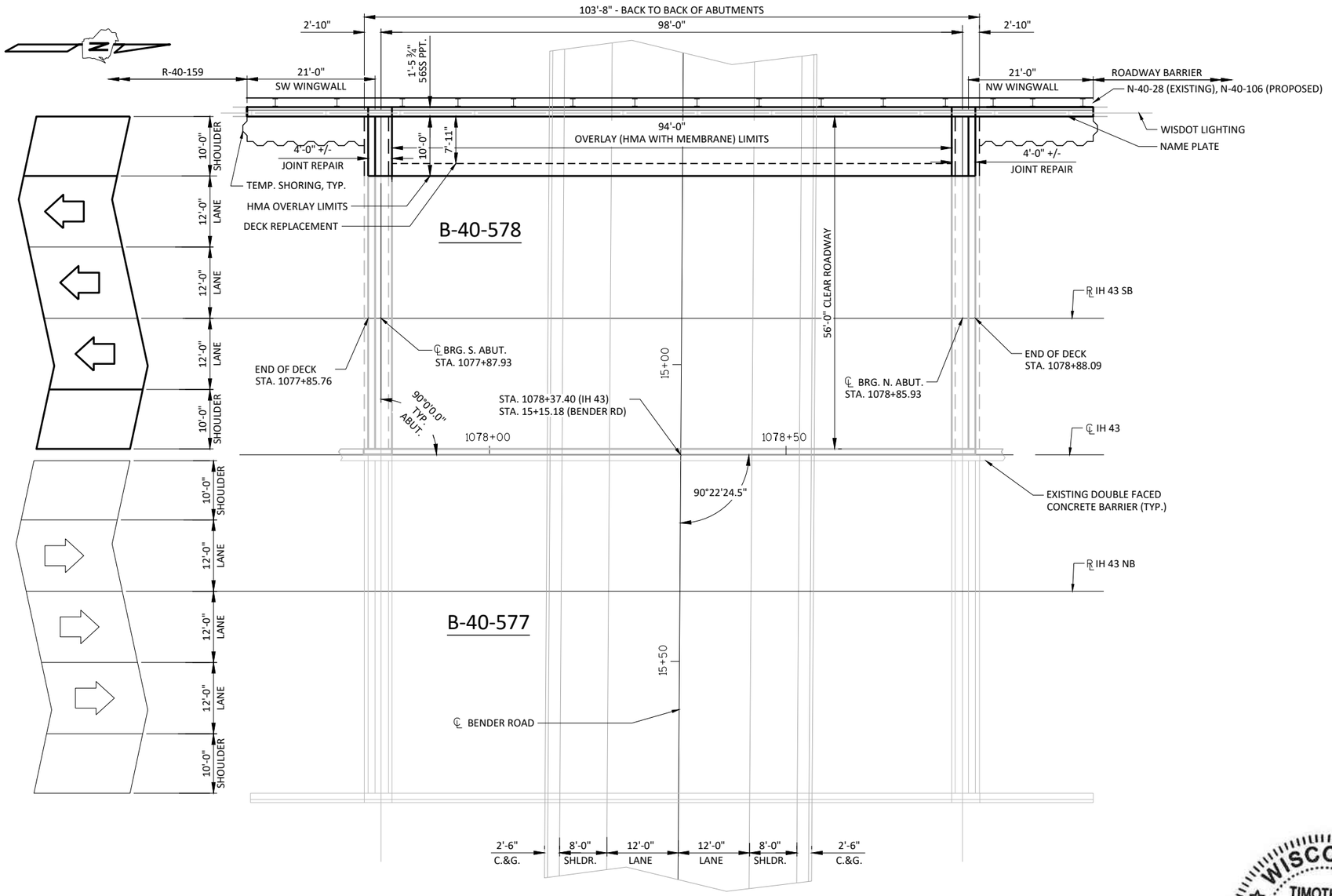
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W05-52.2

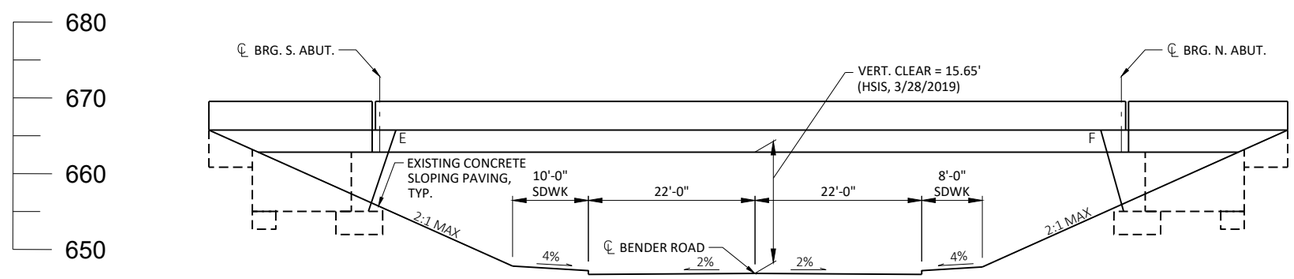
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 438	E

STATE PROJECT NUMBER

1228-03-76



PLAN



ELEVATION

LOOKING WEST

LIST OF DRAWINGS

1. GENERAL PLAN
2. QUANTITIES AND NOTES
3. TYPICAL SECTION
4. REMOVAL DETAILS
5. WING DETAILS
6. DECK DETAILS
7. PARAPET
8. ELECTRICAL DETAILS AT PARAPET
9. ELECTRICAL DETAILS AT ABUTMENT
10. SOUND BARRIER ANCHORAGE DETAILS
11. COVER PLATE DETAILS

TRAFFIC VOLUME

IH 43 SB
A.A.D.T. = 111,700 (2045)
R.D.S. = 55 M.P.H.

BENDER RD.
A.A.D.T. = 7,700 (2019)
R.D.S. = 30 M.P.H.

DESIGN DATA

LIVE LOAD
DESIGN LOADING: HS-20
INVENTORY RATING: HS-22
OPERATING RATINGS: HS-37
WISCONSIN STANDARD PERMIT VEHICLE (WIS. SPV): 250 (KIPS)

MATERIAL PROPERTIES:
CONCRETE MASONRY:
SUPERSTRUCTURE & PARAPETS _____f'c = 4,000 P.S.I.
OTHER_____f'c = 3,500 P.S.I.
BAR STEEL REINFORCEMENT:
GRADE 60_____fy = 60,000 P.S.I.

WISCONSIN TIMOTHY A. BOROWSKI E-45180 VERONA WI PROFESSIONAL ENGINEER

10/4/2024

NO.	DATE	REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 11/05/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-40-578

IH 43 SB OVER BENDER RD

COUNTY	TOWN/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC. ATION N/A

DESIGN CK'D.	DRAWN BY	PLANS CK'D.
SMN TAB	VCH	SMN

DESIGN CONSULTANT
TIM BOROWSKI, PE
(608) 298-5410

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

GENERAL PLAN

SHEET 1 OF 11

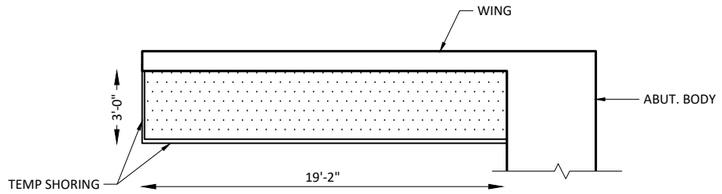
439

FILE NAME : H:\PROJECTS\17000\17380\TECHDATA\1228-03-06\STRUCPLANS\B-40-578\B-40-578.DWG
PLOT DATE : 10/3/2024 8:21:08 AM
PLOT BY : VANESSA HEFTI
PLOT SCALE : 1" = 1'
LAYOUT : 1 GENERAL PLAN

STATE PROJECT NUMBER
1228-03-76

TOTAL ESTIMATED QUANTITIES

BID ITEM NUBMBER	BID ITEMS	UNIT	SUPER	SOUTH ABUTMENT	NORTH ABUTMENT	TOTAL
203.0220	REMOVING STRUCTURE B-40-578	EACH	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURE BRIDGES B-40-578	EACH	--	--	--	1
210.1500	BACKFILL STRUCTRURE TYPE A	TON	--	30	30	60
455.0605	TACK COAT	GAL	7	--	--	7
460.6645	HMA PAVEMENT 5 MT 58-34 V	TON	15	--	--	15
502.0100	CONCRETE MASONRY BRIDGES	CY	45.1	11.2	11.2	68
502.3200	PROTECTIVE SURFACE TREATMENT	SY	12	--	--	12
502.3210	PIGMENTED SURFACE SEALER	SY	60	13	13	86
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	--	16	16	32
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	10180	1610	1600	13390
509.1000	JOINT REPAIR	SY	11	--	--	11
509.9010.S	REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-40-578	SY	22	--	--	22
511.1200	TEMPORARY SHORING B-40-578	SF	--	150	150	300
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	--	4	4	8
516.0600.S	SHEET MEMBRANE WATERPROOFING FOR ASPHALT OVERLAYS	SY	105	--	--	105
517.0901.S	PREPARATION AND COATING OF TOP FLANGES B-40-578	EACH	1	--	--	1
652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	6	6	6	18
652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	94	15	15	124
653.0220	JUNCTION BOXES 18X6X6-INCH	EACH	2	--	--	2
SPV.0060	ANCHOR ASSEMBLIES NOISE BARRIER STRUCTURES B-40-578	EACH	20	4	6	30
SPV.0060	BOLT AND PAINT GIRDER HOLES	EACH	7	--	--	7



ABUTMENT BACKFILL DIAGRAM

L = 19.2'
H = AVERAGE HEIGHT OF FILL = 6.75'
EF = EXPANSION FACTOR (1.00 FOR TON BID ITEMS)
V_{CF} = 3' x 19.2' x 6.75'
V_{CY} = V_{CF} x EF / 27
V_{TON} = V_{CY} x 2.0

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

STATIONING SHOWN IS BASED ON THE SURVEYED LOCATION OF THE NORTH EXPANSION JOINT AND DIMENSIONS FROM PREVIOUS PLANS.

TEMPORARY SHORING SHALL BE INSTALLED IN A MANOR THAT DOES NOT COME IN CONFLICT WITH R-40-159 MSE STRAPS.

EXISTING EXPANSION DEVICES ARE TO BE REMAIN IN PLACE. WORK SHALL BE COMPLETED IN A MANNER THAT PROTECTS AND SUPPORTS THEM. IN THE EVENT THAT THE EXPANSION DEVICE IS DAMAGED, IT IS TO BE REPAIRED AT NO COST TO THE DEPARTMENT.

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

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL CONCRETE REMOVAL NOT COVERED WITH A CONCRETE OVERLAY SHALL BE DEFINED BY A 1-INCH DEEP SAW CUT, UNLESS SPECIFIED OTHERWISE.

CARE SHALL BE TAKEN TO AVOID DAMAGE TO EXISTING GIRDER, INCLUDING SHEAR STUDS. SAW CUTTING OF THE EXISTING SHEAR STUDS IS NOT ALLOWED.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF THE STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

THE UPPER LIMITS OF "EXCAVATION FOR STRUCTURES B-40-578" SHALL BE THE EXISTING GROUND LINE.

THE BACKFILL QUANTITIES ARE BASED ON THE PAY LIMITS SHOWN ON THE PLANS AND MAY NOT REFLECT ACTUAL PLACED QUANTITIES. "BACKFILL STRUCTURE TYPE A" REQUIRED DIRECTLY BEHIND ABUTMENTS AND ABUTMENT WINGS FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF ABUTMENTS ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH BACKFILL STRUCTURE TYPE A.

PROTECTIVE SURFACE SEALER TO BE APPLIED TO THE ENTIRE EXPOSED TOP OF DECKS AT JOINT REPAIR AND TO THE VERTICAL AND HORIZONTAL SURFACES OF THE PAVING NOTCHES AT THE ABUTMENT DIAPHRAGMS. APPLY TO THE NEW CONCRETE ONLY.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE FRONT FACE AND THE TOP OF THE NEW CONCRETE PARAPETS, INCLUDING ON THE WINGWALLS.

SCOPE OF WORK

- REMOVE EXISTING BRIDGE MOUNTED SEGMENT OF NOISE BARRIER N-40-28
- REMOVE AND REPLACE WEST PARAPET, EDGE OF DECK, UPPER WINGS AND HMA OVERLAY
- PLACE ANCHOR ASSEMBLIES FOR NOISE BARRIER N-40-106
- REPLACE CONCRETE ABUTMENT DIAPHRAGMS BETWEEN GIRDERS #1 AND #2 AT BOTH ABUTMENTS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

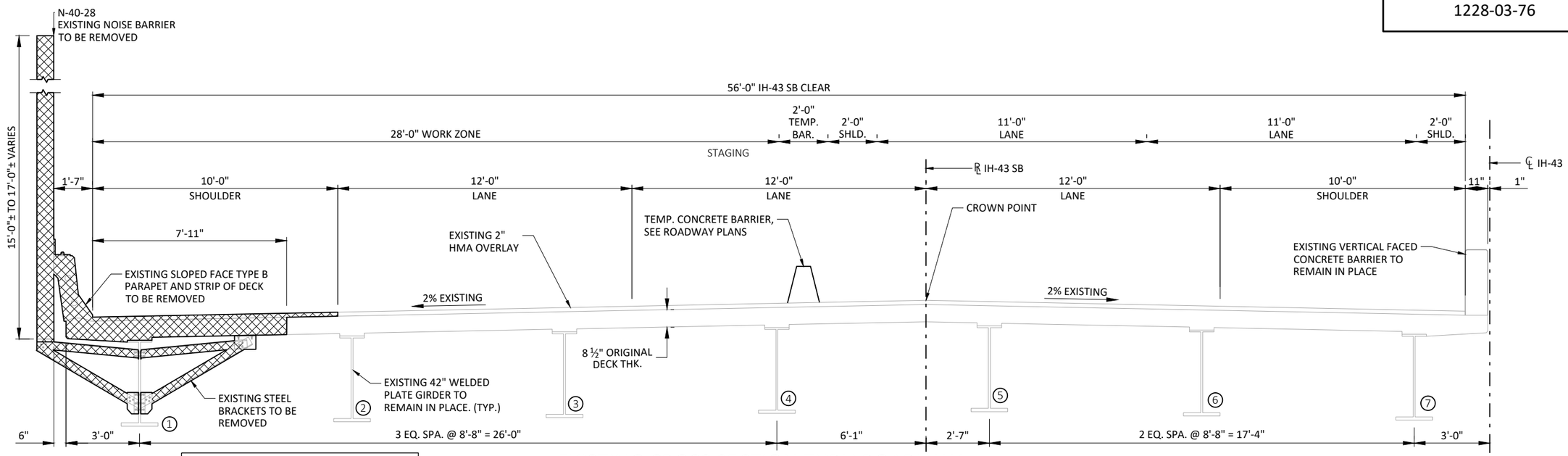
STRUCTURE B-40-578

DRAWN BY	VCH	PLANS CK'D.	SMN

QUANTITIES AND NOTES

SHEET 2 OF 11
440

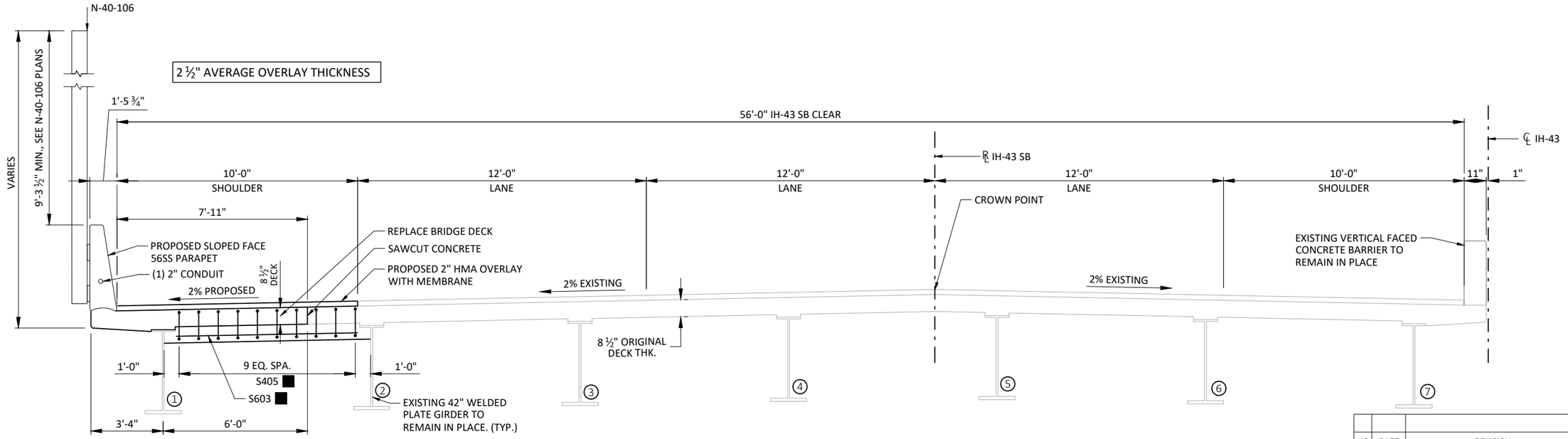
STATE PROJECT NUMBER
1228-03-76



DO NOT CUT INTO OR THROUGH GIRDERS OR TRANSVERSE DECK REINFORCEMENT

EXISTING CROSS SECTION THRU ROADWAY

(LOOKING NORTH)



■ AT ABUTMENT CONCRETE DIAPHRAGM / JOINT REPAIR

PROPOSED CROSS SECTION THRU ROADWAY

(LOOKING NORTH)

LEGEND

(#) GIRDER NUMBER

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-578

DRAWN BY VCH | PLANS CK'D. -

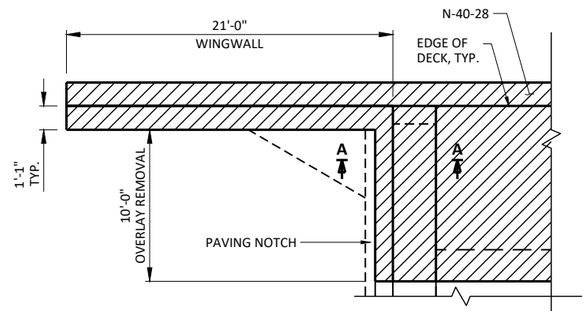
TYPICAL SECTIONS

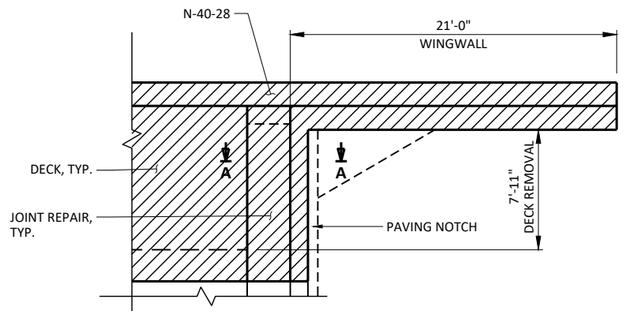
SHEET 3 OF 11

441

STATE PROJECT NUMBER

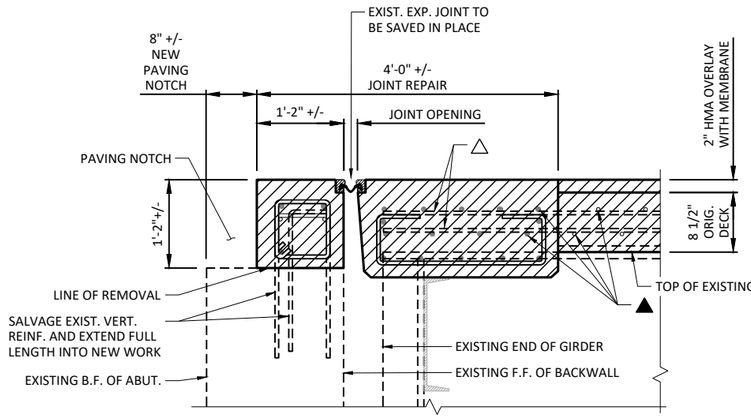
1228-03-76





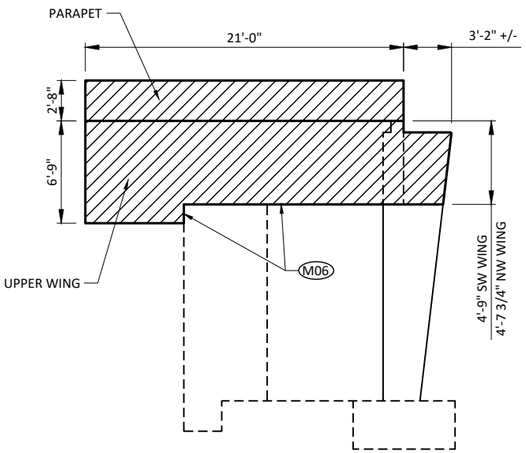
PLAN VIEW

PPT. NOT SHOWN



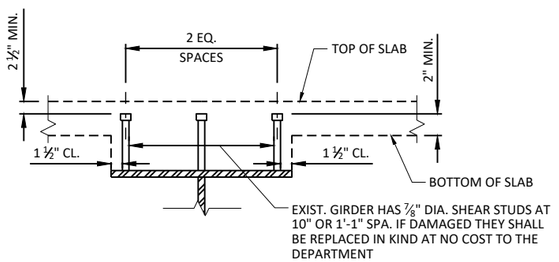
EXISTING SECTION A-A

BETWEEN GIRDERS #1 AND #2
TYP. (BOTH ABUTMENTS)



ELEVATION VIEW

LOOKING EAST
SW WING SHOWN, NW WING SIMILAR
(A25)



EXISTING SHEAR CONNECTOR DETAIL

NOTES

REMOVAL OF THE PARAPET, BRIDGE DECK, HMA OVERLAY WITH MEMBRANE, SECTIONS OF WING, NOISE BARRIER AND NOISE BARRIER STEEL BRACKETS SHALL BE INCLUDED AS PART OF BID ITEM "REMOVING STRUCTURE B-40-578".

REMOVAL OF HMA OVERLAY WITH MEMBRANE OVER THE PORTION OF EXISTING DECK WHICH IS TO REMAIN, SHALL BE COMPLETED AS BID ITEM "REMOVING ASPHALTIC CONCRETE DECK OVERLAY B-40-578".

REMOVAL OF THE ABUTMENT CONCRETE DIAPHRAGM AND BACKWALL, INCLUDING PROTECTING THE EXISTING EXPANSION JOINT SHALL BE COMPLETED AS BID ITEM "JOINT REPAIR".

EACH NOISE WALL STEEL BRACKET IS ATTACHED TO GIRDER #1 WITH (10) 5/8" A325-N BOLTS. THESE ARE TO BE REMOVED AS PART OF "REMOVING STRUCTURE B-40-578" AND THE HOLES SHALL BE FILLED ACCORDING TO THE SPV "BOLT AND PAINT GIRDER HOLES".

△ IN AREAS WHERE DECK IS NOT BEING REPLACED, SALVAGE EXIST. LONG. REINF. AND EXTEND FULL LENGTH INTO NEW WORK.

▲ SALVAGE EXIST. TRANS. REINF. AND EXTEND FULL LENGTH INTO NEW WORK. TOP AND BOTTOM TRANS. BARS IN DECK AND DIAPHRAGM.

(A25) SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK.

(M06) ROUGHEN SURFACE OF CONCRETE 1/4" DEEP MINIMUM AT ALL AREAS WHERE NEW CONCRETE CONTACTS EXISTING CONCRETE

REMOVALS

- WEST PARAPET
- DECK AND OVERLAY BETWEEN GIRDER #2 AND WEST EDGE OF DECK
- ABUTMENT CONCRETE DIAPHRAGM BETWEEN GIRDERS #1 AND #2 AT BOTH ABUTMENTS
- UPPER WING AT SW AND NW WING
- NOISE BARRIER N-40-28 MOUNTED ON THE BRIDGE, INCLUDING STEEL BRACKETS

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STRUCTURE B-40-578

DRAWN BY	PLANS CK'D.
VCH	SMN

REMOVAL DETAILS

SHEET 4 OF 11

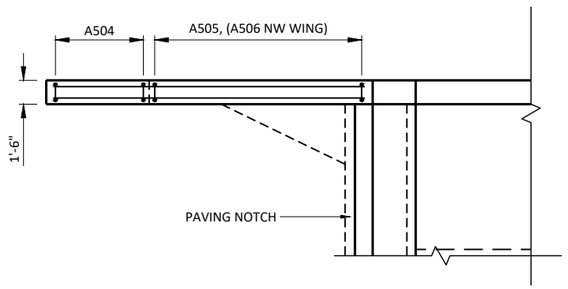
442

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FILE NAME : H:\PROJECTS\17000\17380\TECHDATA\1228-03-06\STRUCPLANS\B-40-578\B-40-578.DWG
PLOT DATE : 10/3/2024 8:21:11 AM
PLOT BY : VANESSA HEFTI
PLOT SCALE : 1" = 1'
LAYOUT : 4 REMOVAL DETAILS

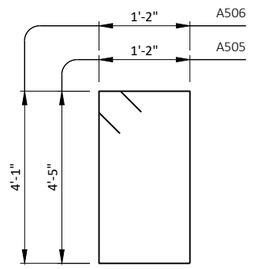
STATE PROJECT NUMBER

1228-03-76

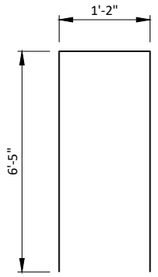


PLAN VIEW

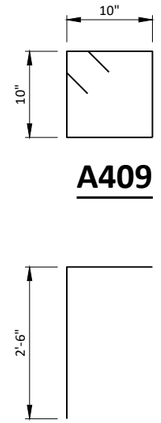
SW WING SHOWN, NW WING SIMILAR



A505, A506



A504



A409

A511

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.
BARS SHOWN INCLUDE BOTH ABUTMENTS.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A401	X	26	20'-8"			WINGS - HORIZ.
A602	X	4	20'-8"			WINGS - HORIZ. TOP
A403	X	14	6'-2"			WINGS - HORIZ.
A504	X	20	13'-9"	X		WINGS - VERT.
A505	X	22	11'-10"	X		SW WING - VERT.
A506	X	22	11'-2"	X		NW WING - VERT.
A507	X	28	5'-3"			WINGS - VERT.
A408	X	10	5'-0"			WINGS AT SIDE WALL - HORIZ.
A409	X	20	3'-10"			PAVING BLOCK - VERT.
A510	X	6	11'-2"			PAVING BLOCK - HORIZ.
A511	X	20	3'-3"			PAVING BLOCK - VERT.
A512	X	4	4'-6"			WINGS AT SIDE WALL - VERT.

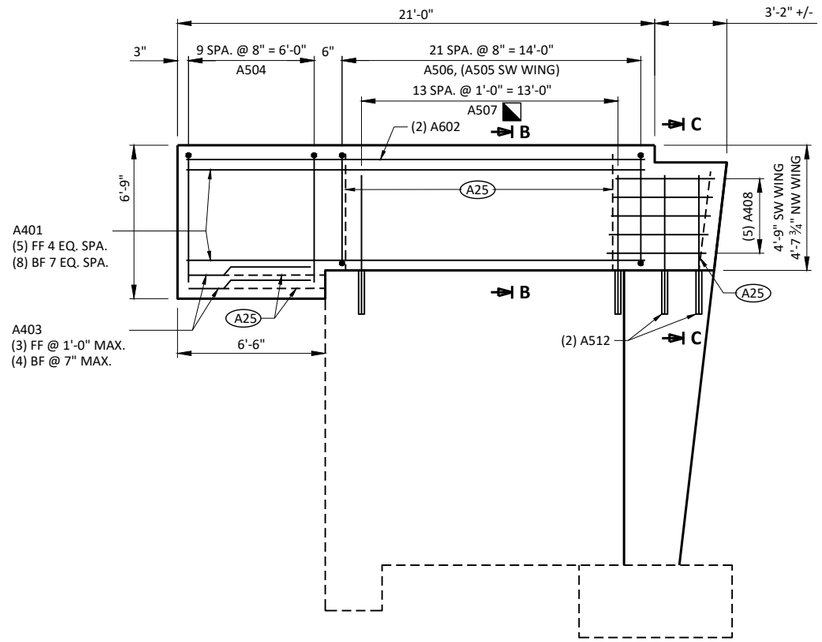
◣ ADHESIVE ANCHORS NO.5 BAR, EMBED 1'-0" INTO CONCRETE

◭ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACKFACE.

(A23) ADHESIVE ANCHORS NO.5 BAR, EMBED 1'-0" IN CONCRETE. SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.

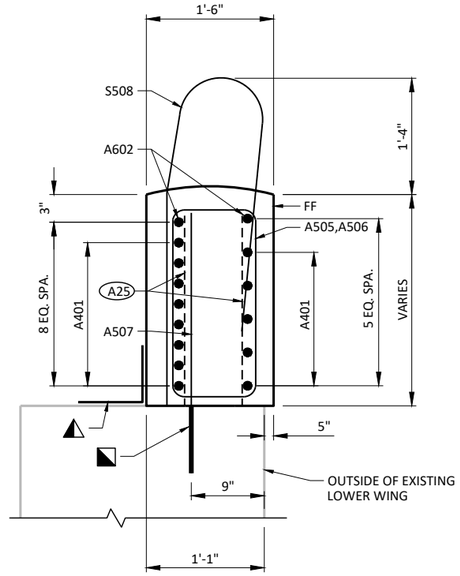
(A25) SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK

SEE DECK DETAILS SHEET FOR PAVING BLOCK DETAILS

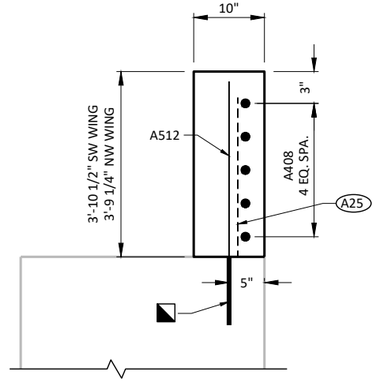


ELEVATION VIEW

LOOKING EAST
NW WING SHOWN, SW WING SIMILAR
PARAPET NOT SHOWN



SECTION B-B



SECTION C-C

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-578

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WING DETAILS

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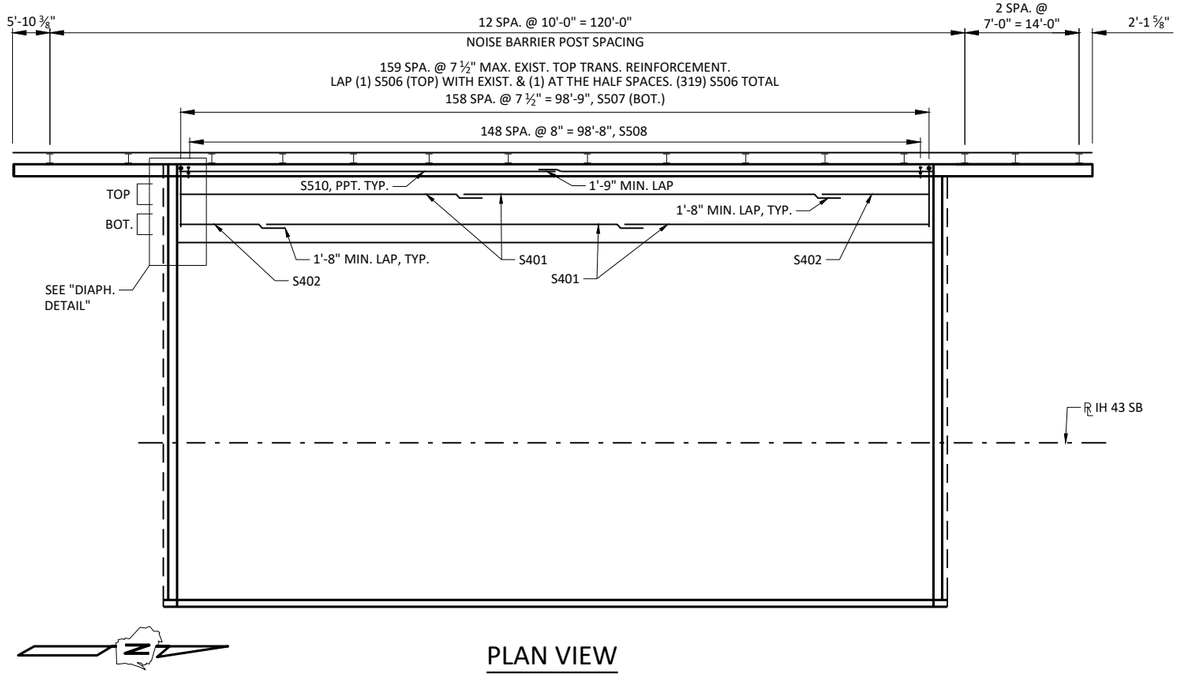
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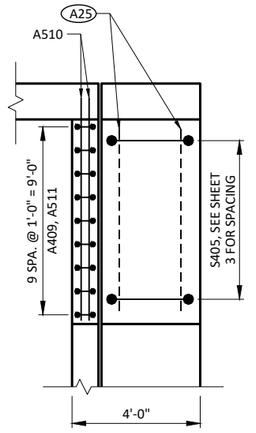
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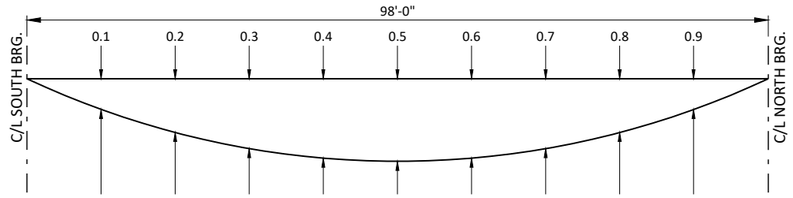
PLAN VIEW



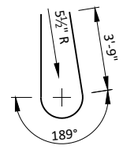
DIAPHRAGM DETAIL

DEAD LOAD DEFLECTION (INCHES)									
DEFLECTION	0.1	0.2	0.3	0.4	0.5	0.6	0.7	0.8	0.9
DL CONCRETE	0.872	1.628	2.217	2.591	2.720	2.593	2.220	1.632	0.876
DL STEEL*	---	---	---	---	---	---	---	---	---
DL COMPOSITE	0.314	0.588	0.802	0.937	0.964	0.938	0.802	0.589	0.315
TOTAL	1.186	2.216	3.019	3.528	3.704	3.531	3.022	2.221	1.191

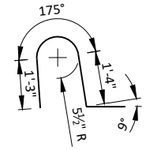
* DEFLECTION FROM STEEL NOT GIVEN, AS GIRDER WILL HAVE ALREADY DEFLECTED UNDER SELF WEIGHT



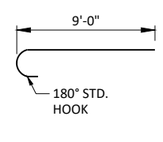
DEAD LOAD DEFLECTION DIAGRAM



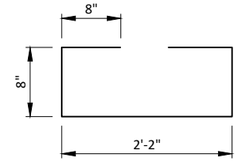
S509



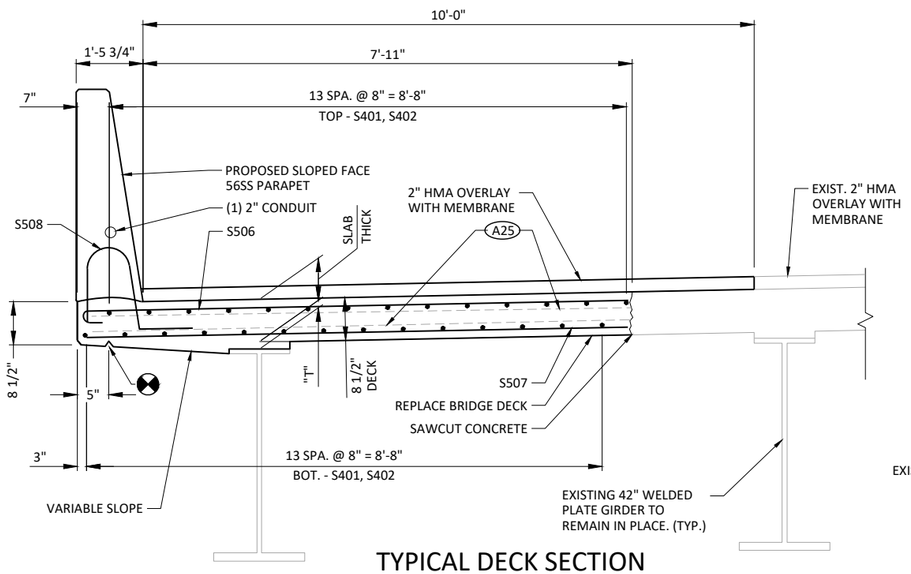
S508



S506



S405



TYPICAL DECK SECTION

⊗ 3/4" V-GROOVE REQ'D. EXTEND TO 2'-0" FROM F. F. OF ABUT. BODY

"T" = HAUNCH HEIGHT AT CENTERLINE OF GIRDER.

TO DETERMINE "T": AFTER DECK REMOVAL, ELEVATIONS OF THE TOP FLANGES SHALL BE TAKEN AT CENTERLINE OF BEARINGS AND AT 0.1 POINTS.

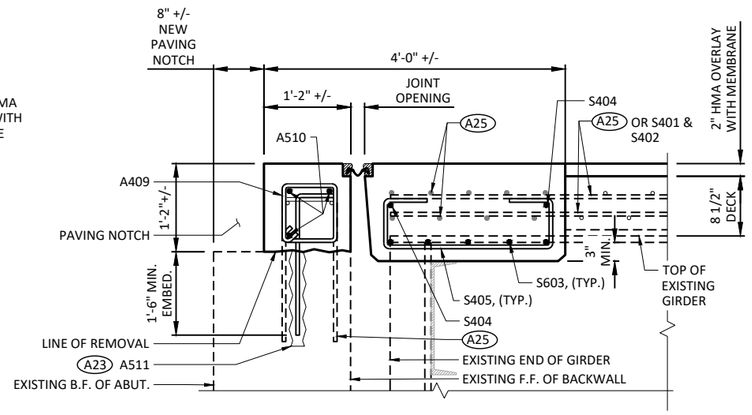
DESIRED TOP OF DECK ELEVATION

\- TOP OF STEEL ELEVATION AFTER STEEL ERECTION

\+ TOTAL DEFLECTION; DOWNWARD DEFLECTION IS ADDED, UPWARD DEFLECTION IS SUBTRACTED

\- SLAB THICKNESS

= "T" VALUE FOR SETTING HAUNCH



NEW SECTION AT ABUTMENT

TYP. (BOTH ABUTMENTS)

A23 ADHESIVE ANCHORS NO.5 BAR, EMBED 1'-0" IN CONCRETE. SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.

A25 SALVAGE EXIST. REINF. & EXTEND FULL LENGTH INTO NEW WORK

BILL OF BARS

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S401	X	56	45'-0"			DECK - LONG. TOP AND BOT.
S402	X	28	13'-0"			DECK - LONG. TOP AND BOT.
S603	X	10	7'-6"			ABUT. DIAPH. - HORIZ. BOT.
S404	X	4	7'-6"			ABUT. DIAPH. - HORIZ.
S405	X	20	4'-6"	X		ABUT. DIAPH - VERT.
S506	X	319	9'-7"	X		DECK - TRANS. TOP
S507	X	159	9'-0"			DECK - TRANS. BOT.
S508	X	153	4'-10"	X		PARAPET -VERT.
S509	X	149	9'-1"	X		PARAPET - VERT.
S510	X	20	50'-6"			PARAPET - HORIZ.
S511	X	4	4'-4"			PARAPET - VERT. AT JUNCTION BOX
S412	X	90	2'-0"			ANCHOR ASSEMBLY

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STRUCTURE B-40-578

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DECK DETAILS

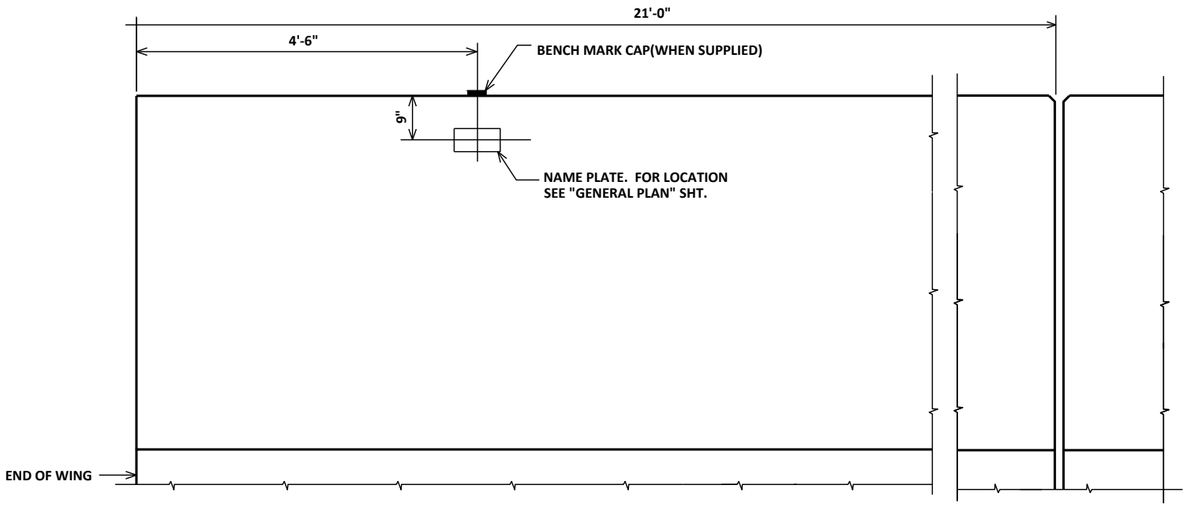
SHEET 6 OF 11

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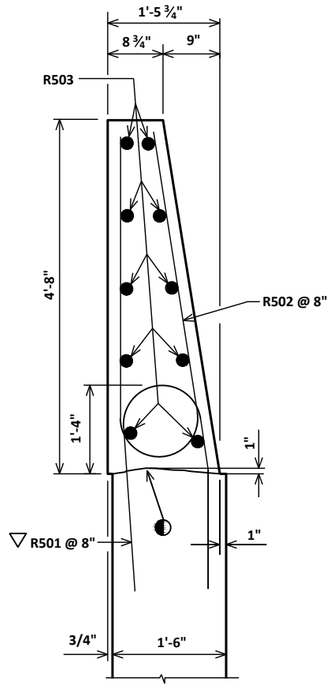
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INSIDE ELEVATION

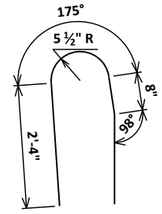


SECTION A

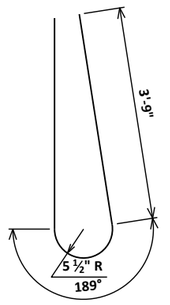
BILL OF BARS

FOR ABUTMENT PARAPETS

BAR MARK	COAT	S. ABUT.	N. ABUT.	LENGTH	BENT	BAR SERIES	LOCATION
R501	X	32	32	6'-3"	X		PARAPET VERT.
R502	X	32	32	9'-1"	X		PARAPET VERT.
R503	X	10	10	20'-8"			PARAPET HORIZ.



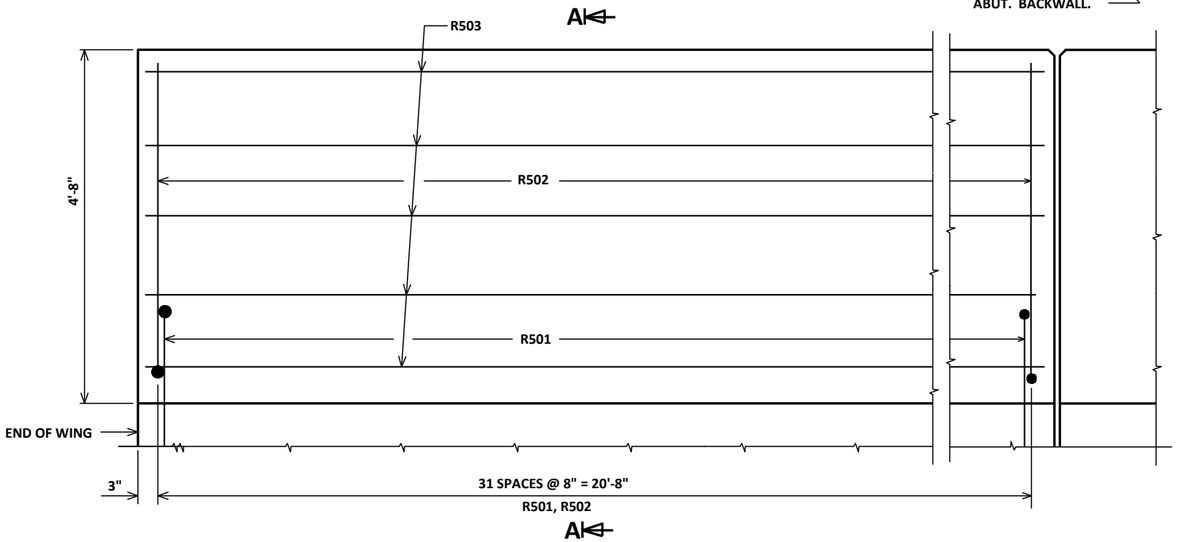
R501



R502



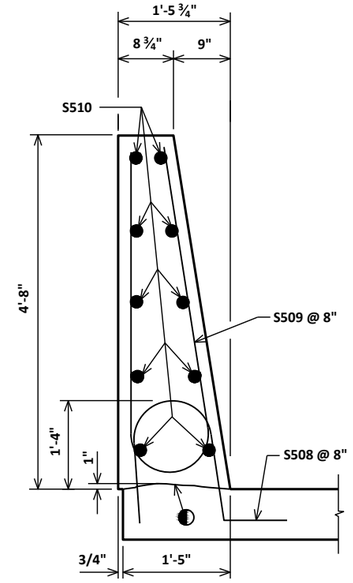
PLAN



OUTSIDE ELEVATION

FRONT FACE OF ABUT. BACKWALL.

OPTIONAL CONSTRUCTION JOINTS IN THE PARAPETS MAY BE USED. RUN BAR REINF. THRU THE JOINT. LAP LONGIT. BARS A MIN. OF 1'-9". MIN. JOINT SPACING OF 80'-0". DEFINE CONST. JOINT WITH A 3/4" - 'V' GROOVE.



SECTION THRU PARAPET ON BRIDGE

◐ CONST. JOINT - STRIKE OFF AS SHOWN.

▽ R501 BARS TO BE TIED TO WING STEEL BEFORE WING IS POURED.

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PARAPET

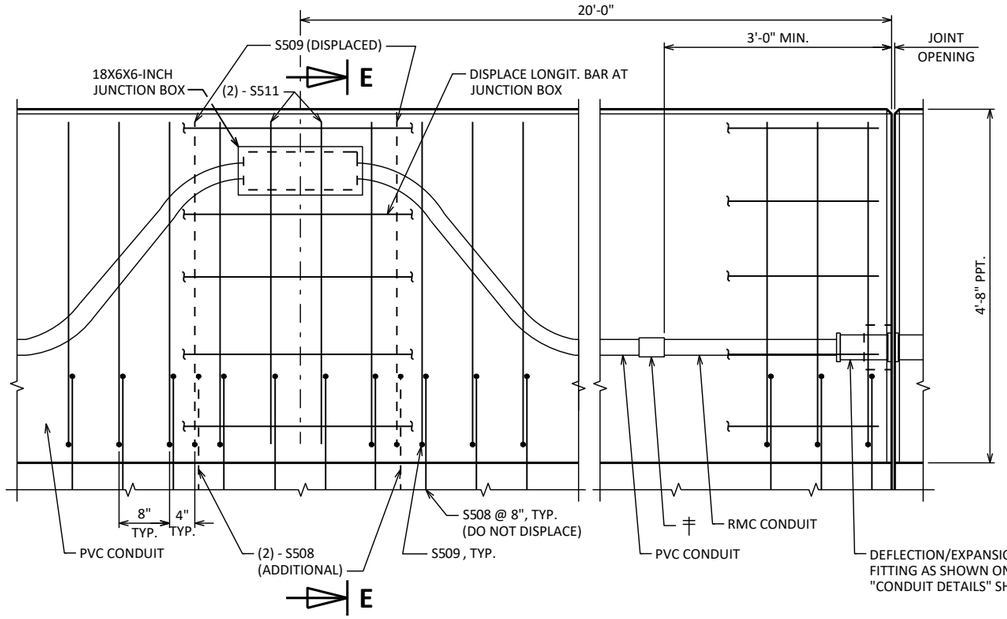
SHEET 7 OF 11

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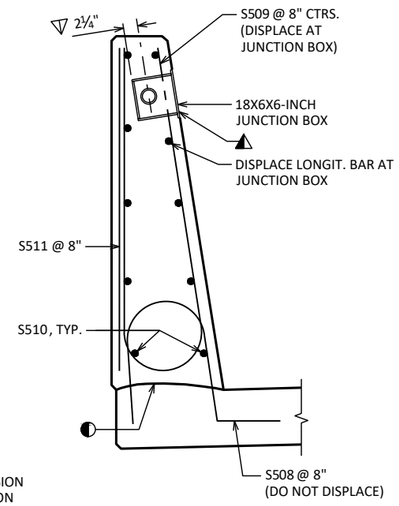
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INSIDE ELEVATION AT JUNCTION BOX

(DECK STEEL NOT SHOWN FOR CLARITY)



SECTION E-E

NOTES

BID ITEM SHALL BE "ANCHOR ASSEMBLIES POLES ON STRUCTURES", EACH.

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

SEE "ELECTRICAL DETAILS AT ABUTMENT" SHEET FOR ADDITIONAL INFORMATION.

PROVIDE 1 JUNCTION BOX FOR EACH JOINT.

LEGEND

◐ CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.

◭ CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.

▽ LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

⫩ NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT.

RMC = RIGID METALLIC CONDUIT.

8

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DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-578

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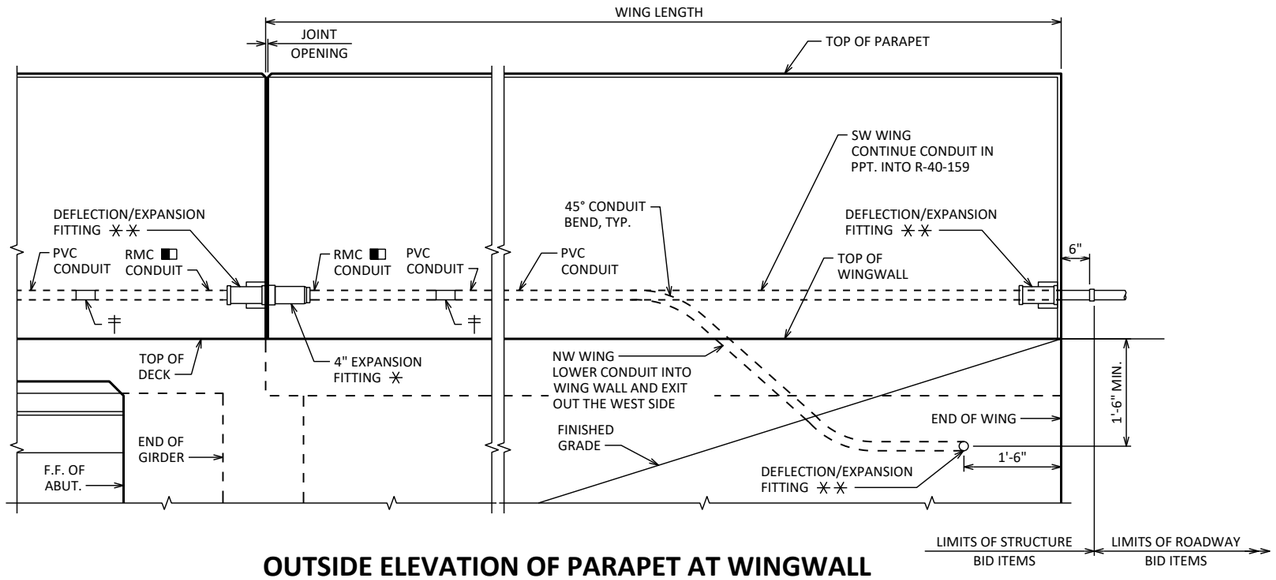
ELECTRICAL DETAILS AT PARAPET

SHEET 8 OF 11

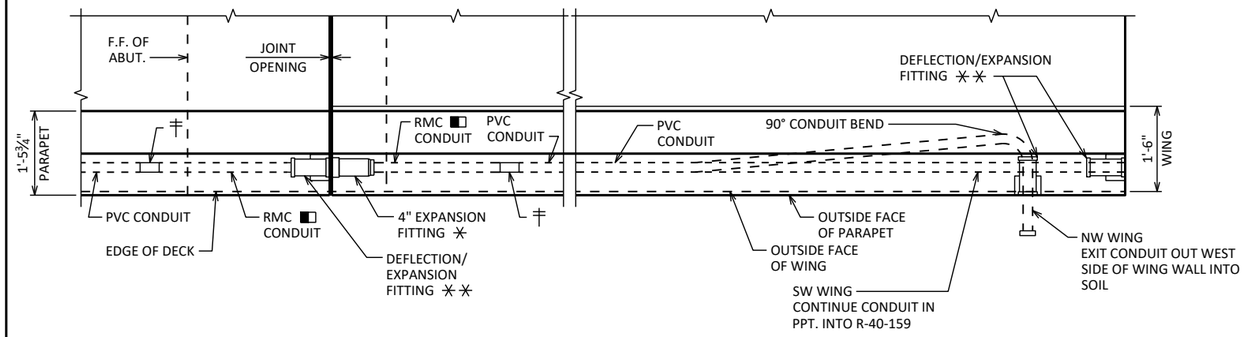
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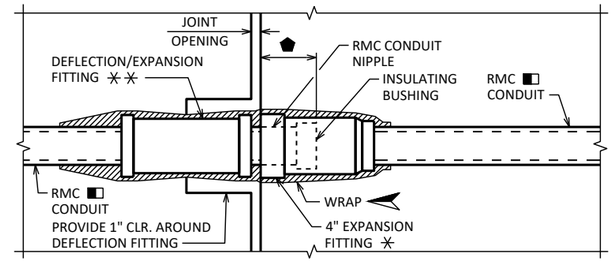
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OUTSIDE ELEVATION OF PARAPET AT WINGWALL

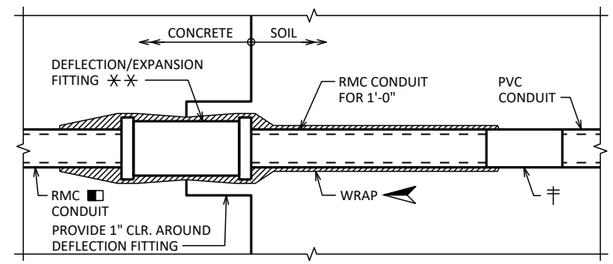


PLAN OF PARAPET AT WINGWALL



DEFLECTION/EXPANSION AND 4" EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF 4" TOTAL MOVEMENT
AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION.
BOND JUMPER NOT SHOWN FOR CLARITY.
USED AT ALL ABUTMENT JOINTS AND SW WING TIP



DEFLECTION/EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF ¾" TOTAL MOVEMENT
AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION.
BOND JUMPER NOT SHOWN FOR CLARITY.
(CONCRETE TO SOIL FITTING)
USED AT NW WING TIP

LEGEND

- ■ USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS UNLESS NOTED OTHERWISE.
- ⫩ NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- ◥ SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- ⬟ POSITION MOVABLE END OF CONDUIT INSIDE EXPANSION FITTING, SUCH THAT IT WILL HAVE THE SAME ALLOWANCE FOR MOVEMENT (EXPANSION/CONTRACTION) AS THE EXPANSION DEVICE SET IN PLACE IN THE DECK BELOW IT. TAKE CARE TO INSTALL EXPANSION FITTING AND CONDUIT EXACTLY PARALLEL TO BRIDGE MOVEMENT.
- ⚹ EXPANSION FITTING REQUIREMENTS:
  - 4" TOTAL MOVEMENT WITH BONDING JUMPER
- ⚹⚹ DEFLECTION/EXPANSION FITTING REQUIREMENTS:
  - UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-578

DRAWN BY	VCH	PLANS CK'D.	SMN

ELECTRICAL DETAILS AT ABUTMENT

SHEET 9 OF 11

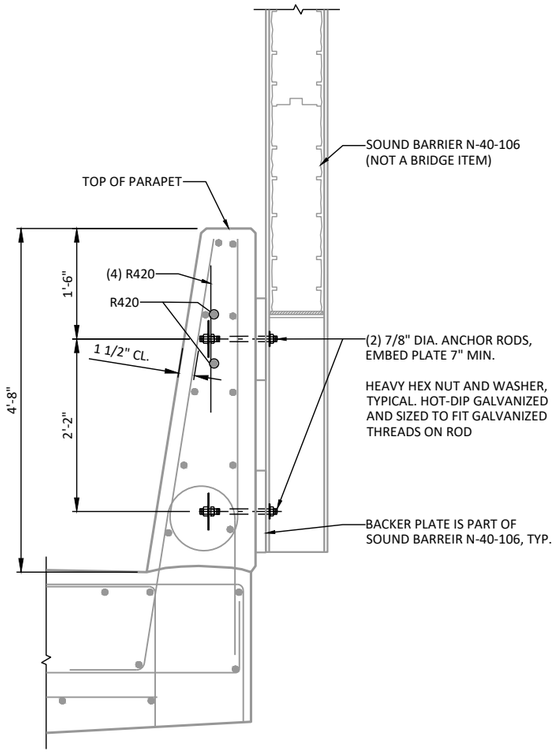
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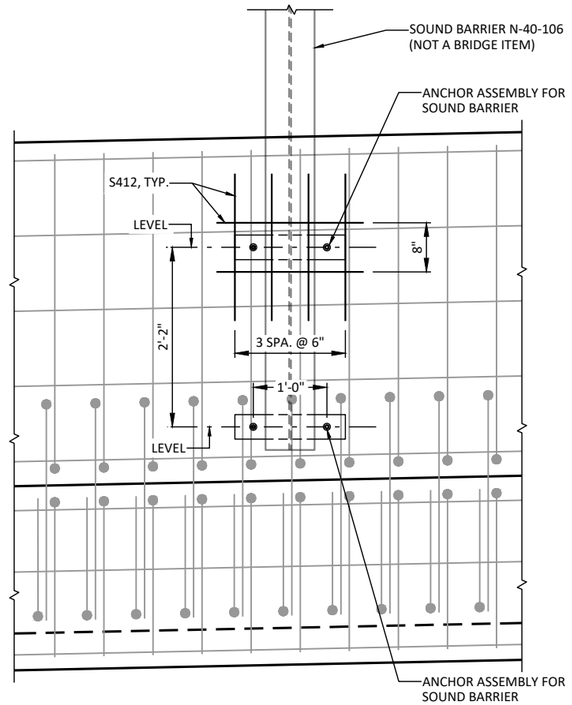
STATE PROJECT NUMBER

1228-03-76



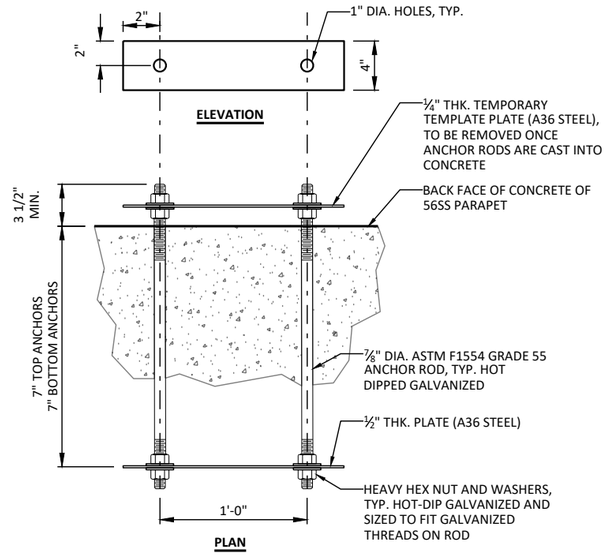
SECTION AT SOUND BARRIER POST

TYPICAL AT EACH POST LOCATION



ELEVATION AT SOUND BARRIER POST

TYPICAL AT EACH POST LOCATION



ANCHOR ASSEMBLY SOUND BARRIER STRUCTURES

AN INDIVIDUAL ANCHOR ASSEMBLY INCLUDES ALL ITEMS SHOWN IN PLAN ABOVE AND OUTLINED IN THE SPECIAL PROVISION. (2) ANCHOR ASSEMBLIES ARE REQUIRED PER POST LOCATION. FACTORED DESIGN PULLOUT LOADING PER ANCHOR ASSEMBLY = 27 KIPS.

ANCHOR ASSEMBLY LOCATION TABLE

Anchor No.	R-40-159 (1) STA.	IH 43 STA.	IH 43 Off. [LT]
15	173+78.31	1077+71.80	58.36
14	173+88.31	1077+81.80	58.36
13	173+98.31	1077+91.80	58.35
12	174+08.31	1078+01.80	58.35
11	174+18.31	1078+11.80	58.34
10	174+28.31	1078+21.80	58.34
9	174+38.31	1078+31.80	58.33
8	174+48.31	1078+41.28	58.38
7	174+58.31	1078+51.28	58.46
6	174+68.31	1078+61.28	58.54
5	174+78.31	1078+71.28	58.63
4	174+88.31	1078+81.28	58.72
3	174+98.31	1078+91.28	58.80
2	175+05.31	1078+98.28	58.86
1	175+12.31	1079+05.28	58.92

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-578

DRAWN BY VCH | PLANS CK'D. SMN

SOUND ANCHORAGE DETAILS

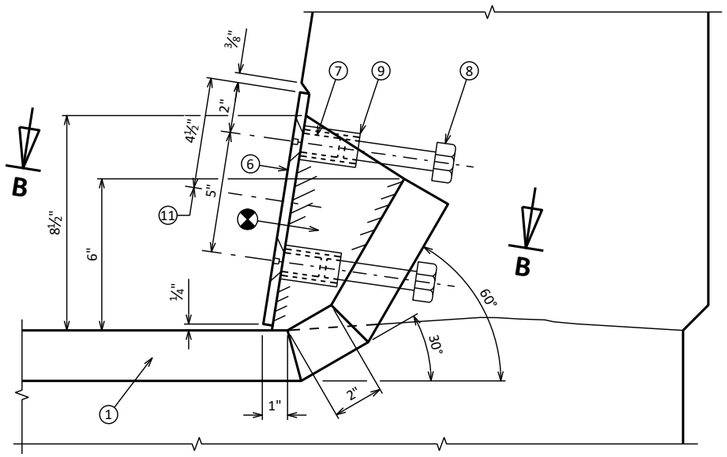
SHEET 10 OF 11

448

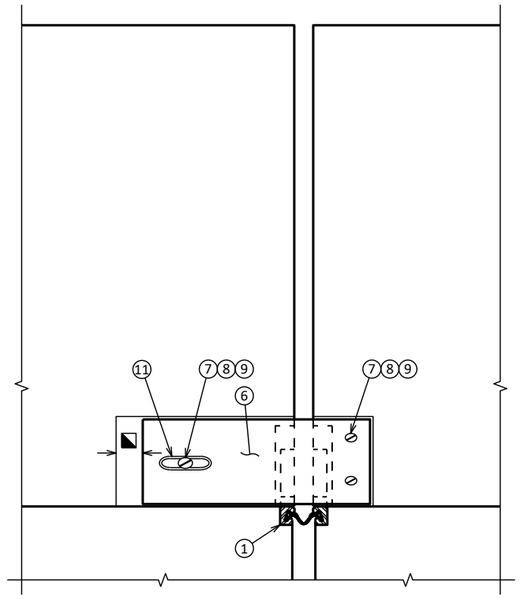
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STATE PROJECT NUMBER

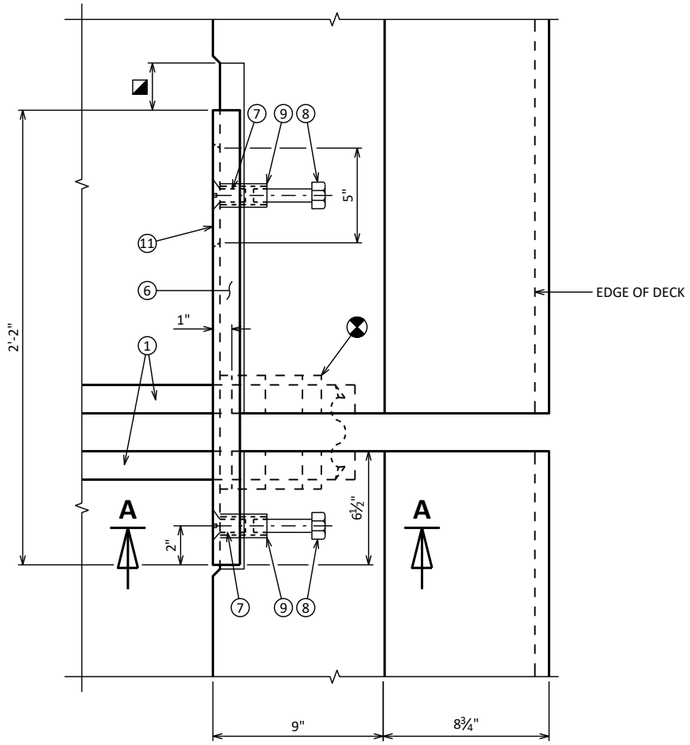
1228-03-76



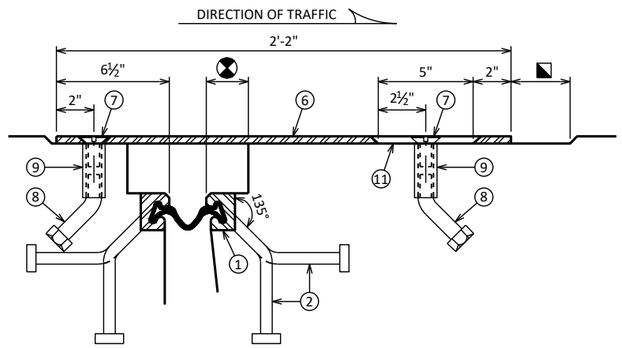
SECTION A-A



VIEW OF PARAPET PLATE FROM ROADWAY



PLAN



SECTION B-B

LEGEND

1. NEOPRENE STRIP SEAL (4 - INCH) AND STEEL EXTRUSIONS. EXISTING TO BE KEPT IN PLACE.
2. STUDS ⅝" DIA. X 6¾" LONG AT 6" ALTERNATE CENTERS. WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING. EXISTING TO BE KEPT IN PLACE.
6. GALVANIZED PLATE ⅜" X 10" X 2'-2" LONG WITH HOLES FOR NO.7.
7. ¾" DIA. X 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" DIA. X 4" GALVANIZED HEX HEAD BOLT. BEND 45°.
9. ¾" DIA. X 2¼" GALVANIZED THREADED COUPLING.
11. 1" X 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

⊗ BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

◪ JOINT OPENING DIMENSION ALONG SKEW PLUS ½".

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-40-578

DRAWN BY VCH | PLANS CK'D. SMN

COVER PLATE DETAILS

SHEET 11 OF 11

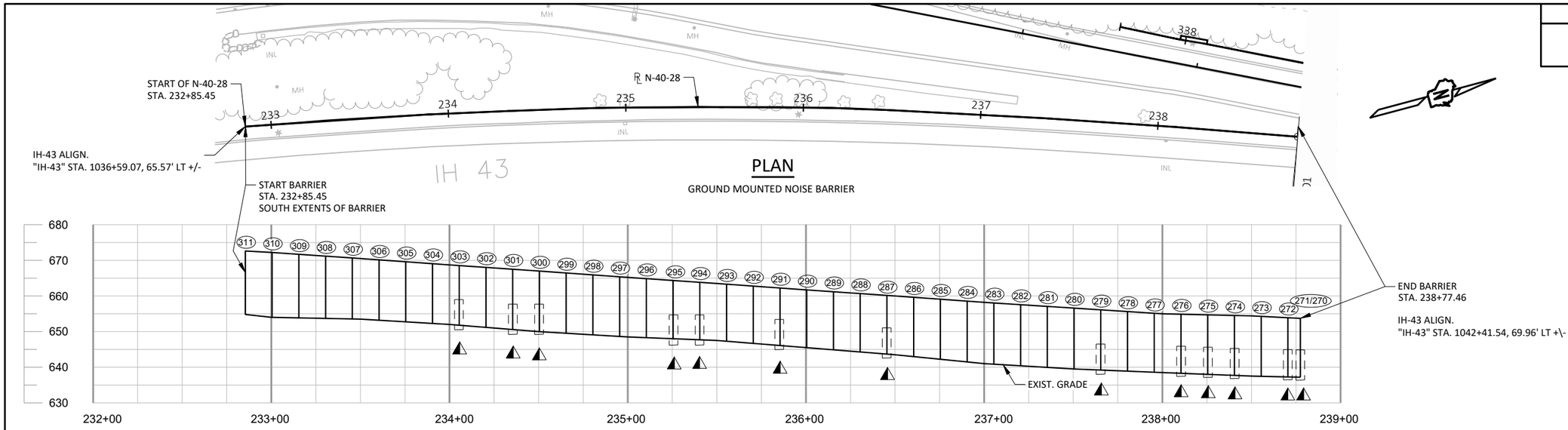
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1228-03-76

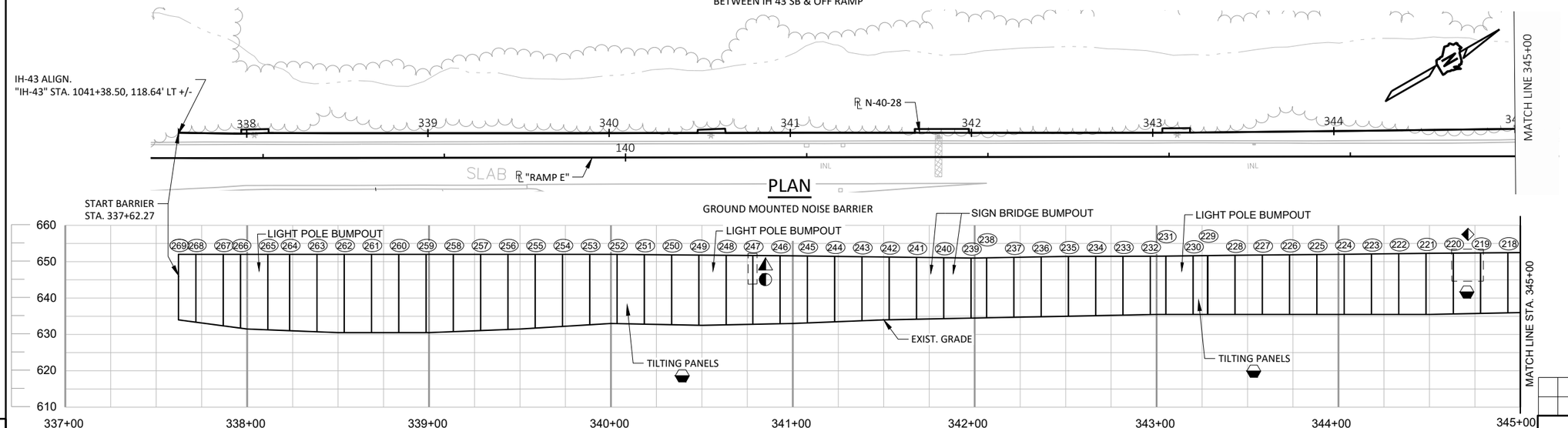


PLAN

GROUND MOUNTED NOISE BARRIER

ELEVATION

LOOKING WEST - ROADWAY SIDE
BETWEEN IH 43 SB & OFF RAMP



PLAN

GROUND MOUNTED NOISE BARRIER

ELEVATION

LOOKING WEST - ROADWAY SIDE
ALONG IH 43 SB

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	TOTAL
311.0110	BREAKER RUN	TON	330
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING N-40-28	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS N-40-28	EACH	1
SPV.0060	REMOVING AND REINSTALLING SOUND PANELS	EACH	24
SPV.0060	PRECAST SOUND BARRIER PANEL SUPPORT REPAIR	EACH	6

ALL QUANTITIES AND LOCATIONS ARE BASED ON BEST ESTIMATES. LIMITS AND LOCATIONS OF REPAIRS TO BE DETERMINED BY THE ENGINEER DURING CONSTRUCTION.

LEGEND

- ▲ - REMOVE RUST AND RE-PAINT ON ROADSIDE
- ◐ - REMOVE RUST AND RE-PAINT ON RESIDENTIAL SIDE
- ⬭ - SUPPORT POST (NUMBERED NORTH TO SOUTH)
- ◆ - PRECAST SOUND BARRIER PANEL SUPPORT REPAIR
- ⬬ - REMOVE AND REINSTALL SOUND PANELS

LIST OF DRAWINGS:

1. GENERAL PLAN AND ELEVATION 1
2. GENERAL PLAN AND ELEVATION 2
3. REPAIR DETAILS

MATERIAL PROPERTIES

STRUCTURAL CARBON STEEL:
ASTM A709, GRADE 36 — f_y = 36,000 PSI

CURVE DATA

IH 43 CURVE 3	IH 43 CURVE 4/5	IH 43 CURVE 6
P.I. = 1033+70.41	P.I. = 1047+78.32	P.I. = 1066+29.89
Δ = 29°28'35"	Δ = 10°17'11"	Δ = 31°17'30"
D = 2°00'00"	D = 0°45'00"	D = 2°30'00"
T = 753.61'	T = 687.70'	T = 641.87'
L = 1473.82'	L = 1371.70'	L = 1251.67'
R = 2864.79'	R = 7640.52'	R = 2291.84'
P.C. = 1026+16.81	P.C. = 1040+90.63	P.C. = 1059+88.02
P.T. = 1040+90.63	P.T. = 1054+62.33	P.T. = 1072+39.69

WISCONSIN
TIMOTHY A. BOROWSKI
E-45180
VERONA
WI
PROFESSIONAL ENGINEER

08/01/2024

STRUCTURE DESIGN CONTACTS:

TIM BOROWSKI	608-298-5410
AARON BONK	608-261-0261

		REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED — SDR — CHIEF STRUCTURES DESIGN ENGINEER — 12/04/24 DATE

STRUCTURE N-40-28

NOISE BARRIER ALONG IH 43 SB

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	TAB	DESIGN CK'D.	WCD	DRAWN BY	VCH	PLANS CK'D.	WCD

GENERAL PLAN AND ELEVATION 1

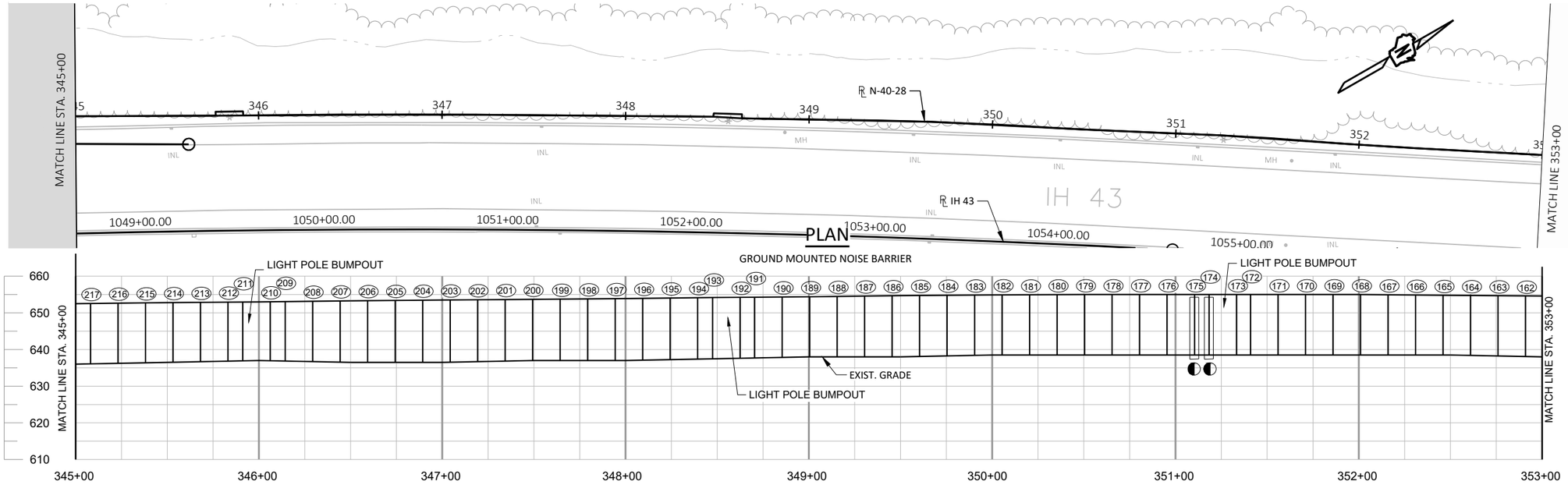
SHEET 1 OF 3
450

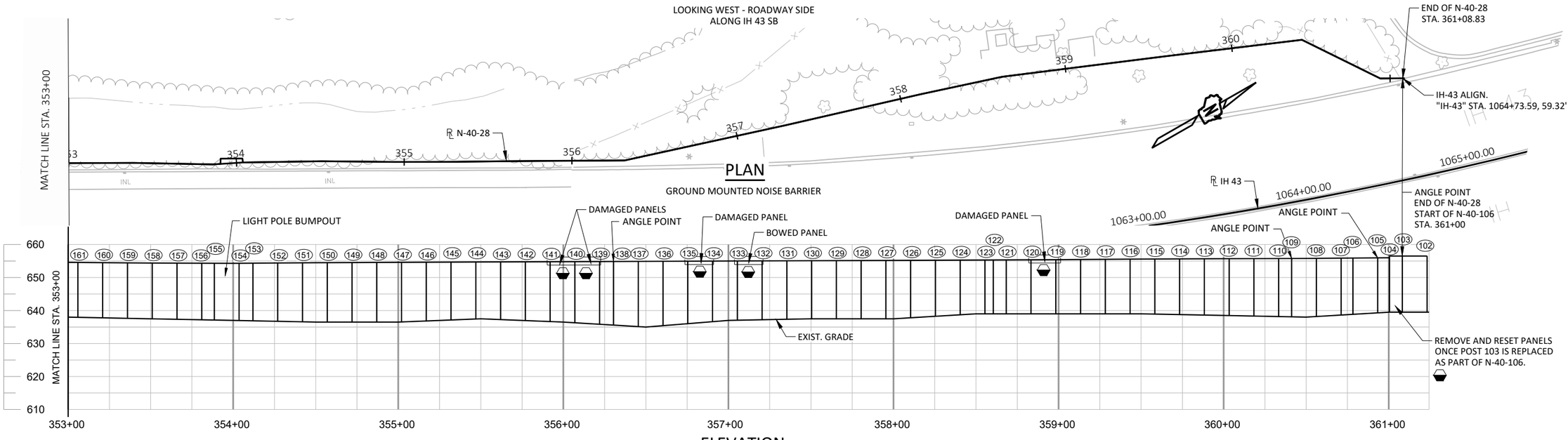
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8

STATE PROJECT NUMBER

1228-03-06





GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ORIGINAL CONSTRUCTION YEAR IS 1994.

CLEAN RUSTED AREAS OF EXISTING STRUCTURAL SUPPORT POSTS AND SUPPORT BRACKETS (LOCATED ON PLAN AND AS DIRECTED BY FIELD ENGINEER) AS PER BID ITEM "STRUCTURE OVERCOAT CLEANING AND PRIMING N-40-28".

PAINT THE CLEANED EXISTING STRUCTURAL SUPPORT POSTS AND BRACKETS AND NEW SUPPORT BRACKETS LOCATED ON THE PLANS AND AS DIRECTED BY FIELD ENGINEER. PAINT COLOR SHALL MATCH EXISTING PAINT.

STRUCTURE MOUNTED NOISE BARRIER (EXISTING POSTS 1-103) IS BEING REMOVED AND REPLACED. SEE N-40-106, R-40-159 AND B-40-578 PLANS. SALVAGE NOISE BARRIER PANELS AS NECESSARY TO COMPLETE N-40-28 WORK.

⬣ "REMOVING AND REINSTALLING SOUND PANELS" SHALL BE USED TO REMOVE PANELS TO COMPLETE SOUND PANEL SUPPORT REPAIR WORK OR TO SWAP DAMAGED PANELS WITH SALVAGED PANELS IN BETTER CONDITION THAT ARE REMOVED FROM R-40-159.

SCOPE OF WORK

- REMOVE AND RESET DAMAGED SOUND PANELS
- CLEAN AND PAINT CORRODED AREAS ON EXISTING SOUND WALL POSTS AND BRACKETS
- ADD SOUND WALL PANEL SUPPORT BRACKETS
- FOOTING EROSION REMEDIATION

LEGEND

◭ - REMOVE RUST AND RE-PAINT ON ROADSIDE

◐ - REMOVE RUST AND RE-PAINT ON RESIDENTIAL SIDE

⬭ - SUPPORT POST (NUMBERED NORTH TO SOUTH)

◆ - PRECAST SOUND BARRIER PANEL SUPPORT REPAIR

⬣ - REMOVE AND REINSTALL SOUND PANELS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE N-40-28

DRAWN BY VCH | PLANS CK'D. WCD

GENERAL PLAN AND ELEVATION 2

SHEET 2 OF 3

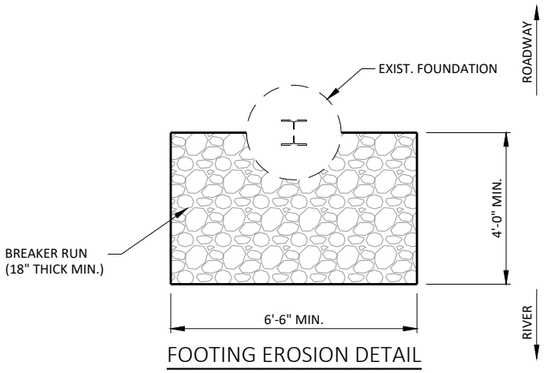
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PLOT BY : VANESSA HEFTI
PLOT SCALE : 1:1
LAYOUT : ELEVATION 2

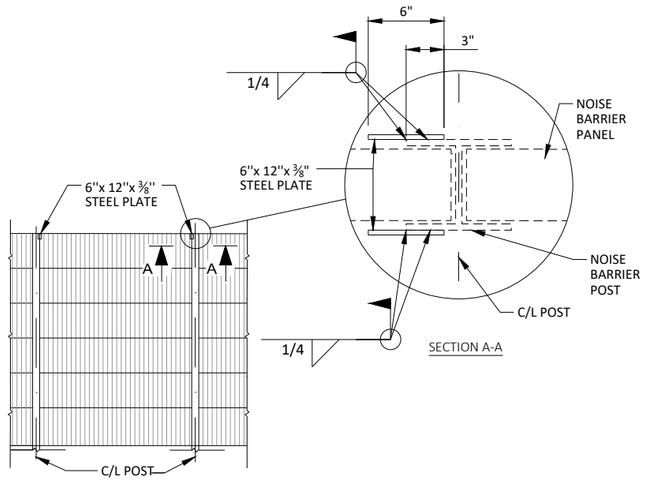
STATE PROJECT NUMBER

1228-03-06



FOOTING EROSION DETAIL

(FOR POSTS WITH MORE THAN 6" OF GROUND LOSS AROUND POST)



SOUND PANEL SUPPORT REPAIR DETAIL

SOUND PANEL SUPPORT REPAIR SEQUENCE

1. LOCATE SOUND PANELS THAT ARE LOOSE OR BOWED PAST THE EXISTING SUPPORT BRACKETS.

2. IF PANELS ARE LOOSE SOLELY DUE TO BOWING OR EXISTING PANEL DAMAGE, REPLACE PANELS WITH ONES REMOVED AND SALVAGED FROM STRUCTURE MOUNTED SECTION OF N-40-28 (BETWEEN POSTS 1 & 103). REMOVE EXISTING UNDAMAGED PANELS FROM THE STRUCTURAL SUPPORT POSTS BY LIFTING THEM OUT. COST TO REMOVE DAMAGED AND SALVAGED PANELS, STORE AND REINSTALL SALVAGED PANELS, INCLUDED IN THE BID ITEM "REMOVING AND REINSTALLING SOUND PANELS".

3. IF PANELS ARE LOOSE DUE TO MOVEMENT OF THE POSTS OR SALVAGEABLE PANELS CANNOT BE FOUND IN BETTER CONDITION, ADD SUPPORT BRACKETS AS SHOWN IN THE DETAIL ABOVE.

3A. REMOVE EXISTING UNDAMAGED PANELS FROM THE STRUCTURAL SUPPORT POSTS BY LIFTING THEM OUT. COST TO REMOVE, STORE, AND REINSTALL THE SOUND PANELS IS INCLUDED IN THE BID ITEM "REMOVING AND REINSTALLING SOUND PANELS". ANY DAMAGE TO THE SOUND PANELS CAUSED BY THE CONTRACTOR DURING REMOVAL, STORAGE OR REINSTALLATION SHALL BE REPAIRED BY THE CONTRACTOR AT NO ADDITIONAL COST TO THE DEPARTMENT.

3B. INSTALL SUPPORT BRACKETS AS SHOWN IN THE DETAIL. INSTALLATION OF EACH PAIR OF BRACKETS (FRONT AND BACK PLATE) TO BE PAID AS 1 UNIT OF "PRECAST SOUND BARRIER PANEL SUPPORT REPAIR".

3C. CLEAN, PRIME, AND PAINT BRACKETS AND SURROUNDING POST AREA AS PART OF "STRUCTURE OVERCOATING CLEANING AND PRIMING N-40-28".

3D. REINSTALL SOUND PANELS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE N-40-28

DRAWN BY VCH | PLANS CK'D. WCD

REPAIR DETAILS

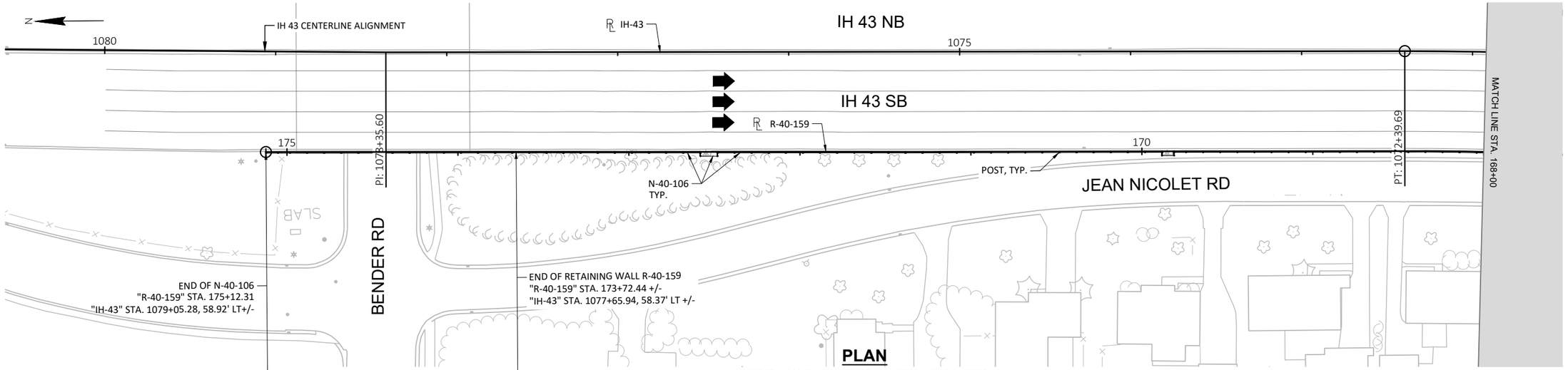
SHEET 3 OF 3

452

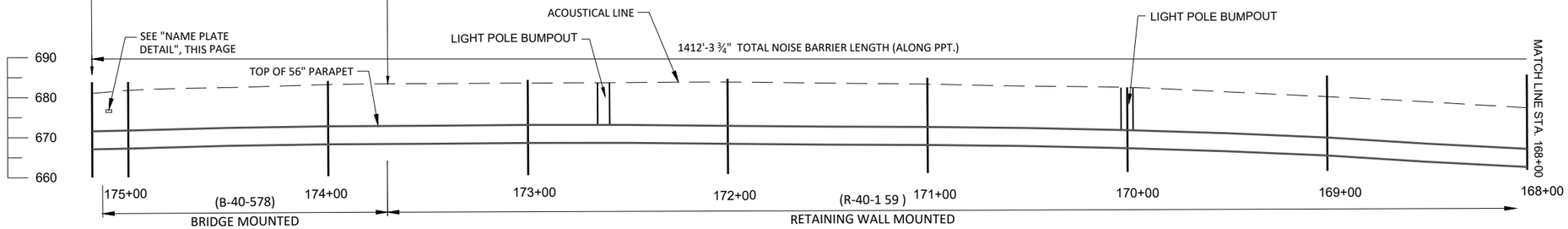
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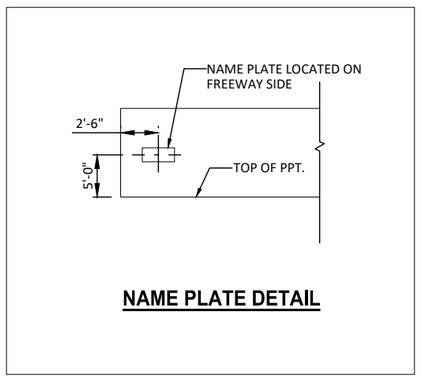
STATE PROJECT NUMBER
1228-03-76



PLAN
(POST & PANEL, STRUCTURE MOUNTED NOISE BARRIER)



STRUCTURE MOUNTED NOISE BARRIER
(LOOKING EAST - RESIDENTIAL SIDE)



NAME PLATE DETAIL

IH 43 CURVE 5

P.I. = 1047+78.32
Y = 329891.727
X = 603956.180
Δ = 10°17'11"
D = 0°45'00"
T = 687.70'
L = 1371.70'
R = 7640.52'
P.C. = 1040+90.63
Y = 329251.728
X = 603704.524
P.T. = 1054+62.33
Y = 330476.503
X = 604318.075
BK = N21°27'55.6"E
AH = N31°45'06.3"E

IH 43 CURVE 6

P.I. = 1066+29.89
Y = 331469.325
X = 604932.494
Δ = 31°17'30"
D = 2°30'00"
T = 641.87'
L = 1251.67'
R = 2291.84'
P.C. = 1059+88.02
Y = 330923.521
X = 604594.717
P.T. = 1072+39.69
Y = 332111.174
X = 604937.648
BK = N31°45'06.3"E
AH = N00°27'36.3"E

TRAFFIC DATA

IH 43
AADT = 115,841
(2045)
RDS = 55 MPH

BENDER RD
AADT = 7,700 (2019)
RDS = 40 MPH

N. JEAN NICOLET DR
AADT = 1,500 (2019)
RDS = 25 MPH

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION 1
2. GENERAL PLAN AND ELEVATION 2
3. QUANTITIES & NOTES
4. NOISE BARRIER POST CONNECTION DETAILS
5. AESTHETIC WALL TREATMENT DETAILS



DESIGN CONSULTANT
TIM BOROWSKI, PE
(608) 298-5410

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

NO.	DATE	REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 12/04/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE N-40-106

NOISE BARRIER ALONG IH 43 SB

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

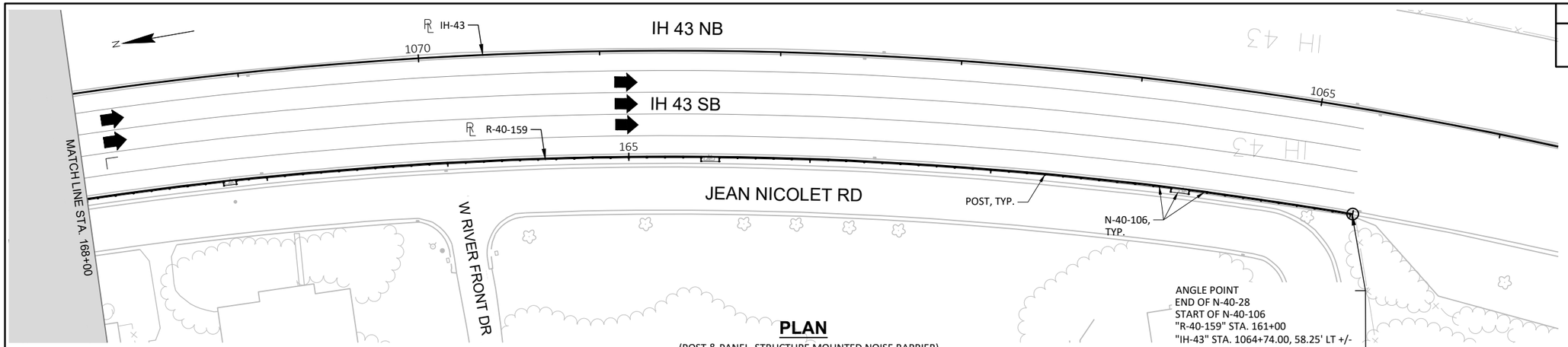
DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TAB	SMN	VCH	SMN

GENERAL PLAN AND ELEVATION 1

SHEET 1 OF 5
453

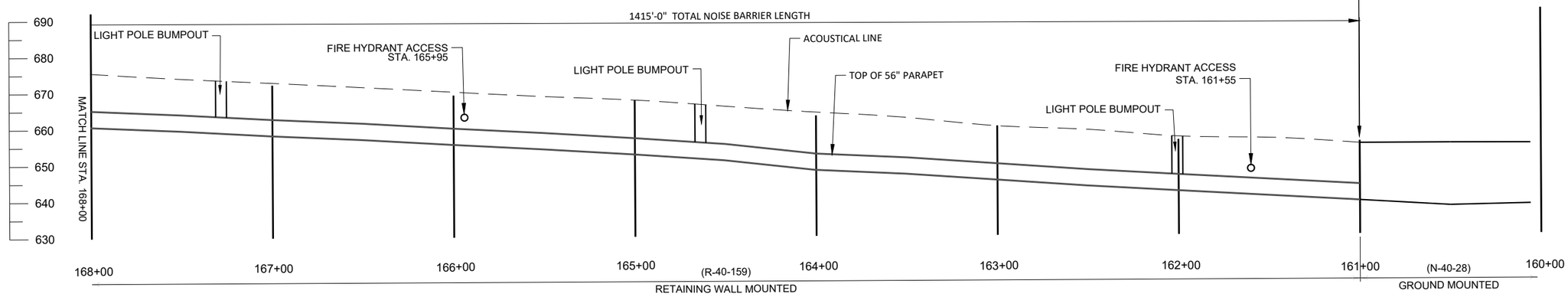
STATE PROJECT NUMBER

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PLAN

(POST & PANEL, STRUCTURE MOUNTED NOISE BARRIER)



STRUCTURE MOUNTED NOISE BARRIER

(LOOKING EAST - RESIDENTIAL SIDE)

NOISEWALL ELEVATIONS

R-40-159	IH 43		ACOUSTICAL	TOP OF
STA.	STA.	OFF. [LT]	LINE EL.	PPT. EL.
161+00.00	1064+74.00	58.25	656.0	643.80
161+25.00	1064+99.64	58.31	656.3	644.46
161+50.00	1065+25.29	58.39	656.5	645.15
161+75.00	1065+50.94	58.38	656.8	645.83
162+00.00	1065+76.59	58.34	657.1	646.55
162+25.00	1066+02.24	58.38	658.0	647.28
162+50.00	1066+27.90	58.42	658.9	648.09
162+75.00	1066+53.55	58.42	659.8	648.96
163+00.00	1066+79.21	58.52	660.7	649.80
163+25.00	1067+04.86	58.51	661.6	650.58
163+50.00	1067+30.52	58.51	662.5	651.59
163+75.00	1067+56.17	58.42	663.4	652.64
164+00.00	1067+81.82	58.43	664.2	653.63
164+25.00	1068+07.48	58.48	665.0	654.57
164+50.00	1068+33.13	58.48	665.8	655.47
164+75.00	1068+58.78	58.45	666.6	656.35
165+00.00	1068+84.44	58.45	667.3	657.18
165+25.00	1069+10.09	58.48	668.1	658.01
165+50.00	1069+35.75	58.48	668.8	658.79

R-40-159	IH 43		ACOUSTICAL	TOP OF
STA.	STA.	OFF. [LT]	LINE EL.	PPT. EL.
165+75.00	1069+61.40	58.52	669.6	659.49
166+00.00	1069+87.06	58.45	670.3	660.25
166+25.00	1070+12.71	58.46	671.0	660.92
166+50.00	1070+38.36	58.57	671.6	661.56
166+75.00	1070+64.02	58.50	672.3	662.16
167+00.00	1070+89.67	58.52	672.9	662.84
167+25.00	1071+15.32	58.47	673.6	663.45
167+50.00	1071+40.98	58.50	674.2	664.01
167+75.00	1071+66.63	58.50	674.9	664.66
168+00.00	1071+92.29	58.53	675.5	665.35
168+25.00	1072+17.94	58.44	676.3	666.11
168+50.00	1072+43.50	58.48	677.1	666.88
168+75.00	1072+68.50	58.47	677.9	667.66
169+00.00	1072+93.50	58.47	678.6	668.34
169+25.00	1073+18.50	58.47	679.3	668.95
169+50.00	1073+43.50	58.46	679.9	669.49
169+75.00	1073+68.50	58.44	680.6	670.01
170+00.00	1073+93.50	58.46	681.2	670.41
170+25.00	1074+18.50	58.49	681.5	670.74

R-40-159	IH 43		ACOUSTICAL	TOP OF
STA.	STA.	OFF. [LT]	LINE EL.	PPT. EL.
170+50.00	1074+43.50	58.51	681.7	671.05
170+75.00	1074+68.50	58.53	682.0	671.34
171+00.00	1074+93.50	58.55	682.2	671.55
171+25.00	1075+18.50	58.69	682.4	671.65
171+50.00	1075+43.50	58.63	682.6	671.75
171+75.00	1075+68.49	58.54	682.8	671.95
172+00.00	1075+93.49	58.51	683.0	672.09
172+25.00	1076+18.49	58.49	683.0	672.20
172+50.00	1076+43.49	58.48	683.0	672.32
172+75.00	1076+68.49	58.48	683.0	672.36
173+00.00	1076+93.49	58.46	683.0	672.50
173+25.00	1077+18.49	58.42	683.0	672.55
173+50.00	1077+43.49	58.39	683.0	672.37
173+75.00	1077+68.49	58.37	683.0	672.46
174+00.00	1077+93.49	58.35	682.9	672.49
174+25.00	1078+18.49	58.34	682.7	672.28
174+50.00	1078+42.97	58.39	682.4	672.10
174+75.00	1078+67.97	58.61	682.1	671.96
175+00.00	1078+92.97	58.82	681.8	671.79
175+12.31	1079+05.28	58.92	681.0	671.71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE N-40-106

DRAWN BY VCH | PLANS CK'D. SMN

GENERAL PLAN AND ELEVATION 2

SHEET 2 OF 5

454

8

FILE NAME : H:\PROJECTS\17000\17380\TECHDATA\1228-03-06\STRUCPLANS\N-40-106\N-40-106.DWG PLOT DATE : 8/23/2024 9:26:46 AM PLOT BY : TIM BOROWSKI PLOT SCALE : 1:1 LAYOUT : 2 ELEVATION 2

STATE PROJECT NUMBER
1228-03-76

TOTAL ESTIMATED QUANTITIES			
ITEM NUMBER	BID ITEM	UNIT	TOTAL
541.0300.S	NOISE BARRIERS DOUBLE-SIDED SOUND ABSORPTIVE N-40-106	SF	14,835

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

STATIONS AND OFFSETS ARE AT BACK FACE OF PARAPET AND TO THE BEST ACCURACY BASED ON AVAILABLE FIELD SURVEY.

TOTAL WALL LENGTH IS ALONG THE BACK FACE OF THE PARAPET. ACTUAL POST SPACING IS AT 10' AND 7' SPACING.

THE CONTRACTOR SHALL PROVIDE COMPLETE DESIGN, PLANS, DETAILS, SPECIFICATIONS, AND SHOP DRAWINGS FOR THE NOISE BARRIER IN ACCORDANCE WITH THE SPECIAL PROVISIONS. THE NOISE BARRIER MANUFACTURER SHALL PROVIDE TECHNICAL ASSISTANCE TO THE CONTRACTOR DURING CONSTRUCTION. THE COST OF FURNISHING THESE ITEMS SHALL BE INCIDENTAL TO BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106".

PLANS, ELEVATIONS AND DETAILS SHOWN ARE INTENDED TO INDICATION LOCATIONS, LENGTHS, HEIGHTS, AND DETAILS COMMON TO THE SYSTEM SELECTED. THE CONTRACTOR SHALL VERIFY THAT THE SYSTEM SELECTED WILL CONFORM TO THE REQUIRED ALIGNMENTS AND DETAILS.

THE NOISE BARRIER IS TO BE DESIGNED USING THE TOP OF PARAPET AND ACOUSTICAL LINE ELEVATIONS SHOWN IN THESE PLANS.

THE ACOUSTICAL LINE IS THE TOP PAY LIMIT FOR THE BID ITEM "NOISE BARRIERS DOUBLE-SIDED SOUND ABSORPTIVE N-40-106". NOISE BARRIER PLACED ABOVE THE ACOUSTICAL LINE WILL NOT BE MEASURED FOR PAYMENT, UNLESS APPROVED BY ENGINEER.

THE TOP OF PARAPET IS THE BOTTOM PAY LIMIT FOR THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106". NOISE BARRIER PLACED BELOW THE FINISHED GRADE LINE WILL NOT BE MEASURED FOR PAYMENT.

ALL NOISE BARRIERS SHALL BE DESIGNED IN ACCORDANCE WITH THE CURRENT "GUIDE SPECIFICATIONS FOR STRUCTURAL DESIGN OF SOUND BARRIERS", PUBLISHED BY THE AMERICAN ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS (AASHTO).

NOISE BARRIERS MOUNTED ON RETAINING WALLS REQUIRE THE COMPLETE ROADWAY PAVEMENT STRUCTURE (OR EQUIVALENT EARTH FILL) OVER THE TOP OF THE MOMENT SLAB TO RESIST DESIGN WIND PRESSURE. LIMIT ERECTION OF PANELS TO 2/3 THE HEIGHT OF THE ACOUSTICAL LINE PRIOR TO PLACEMENT OF PAVEMENT.

REINFORCING STEEL IN THE CONCRETE CORE OF THE NOISE BARRIER PANELS SHALL HAVE A MINIMUM CLEARANCE OF 1 INCH. THE CONCRETE CORE SHALL BE DESIGNED TO RESIST THE LOADS WITHOUT CONSIDERING ANY COMPOSITE ACTION FROM OTHER MATERIAL IN THE PANEL.

BOTTOM NOISE BARRIER PANELS SHALL BE DESIGNED TO SUPPORT THE DEAD LOAD (WEIGHT) OF THE PANELS DIRECTLY ABOVE IT AND ITS OWN DEAD LOAD. THE DEAD LOAD SHALL BE DISTRIBUTED UNIFORMLY ASSUMING SIMPLE BEAN ACTION WITH SUPPORTS AT THE POSTS. BOTTOM PANELS SHALL HAVE A MINIMUM AMOUNT OF PERIMETER REINFORCEMENT OF A #4 BAR WHICH SHALL BE CONTINUOUS AROUND THE CORNERS.

BEARING PADS AND CONCRETE PEDESTALS SHALL BE INCIDENTAL TO THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106.

A COMPRESSIBLE BEARING PAD OF ¼" THICK SHALL BE PROVIDED BETWEEN BOTTOM BENT PLATE AND THE BOTTOM PANELS. THE BEARING PADS SHALL BE PERFORMED EPDM RUBBER CONFORMING TO ASTM D-2000, GRADE 2, TYPE A, CLASS A WITH A MINIMUM DUROMETER HARDNESS OF 80. BEARING PADS SHALL BE INCIDENTAL TO THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106."

THE COST OF THE PATTERN SURFACE TREATMENT, REVEALS, COATING OF STEEL POSTS AND CONNECTIONS, AND COLOR/STAINING THE PANELS, IS INCLUDED AS PART OF THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106".

LOCATE HYDRANT ACCESS HOLES IN NOISE BARRIERS WITH COVER SIGNS AT LOCATIONS SHOWN ON THE GENERAL PLAN & ELEVATION SHEETS. PROVIDING HYDRANT ACCESS HOLES IS INCIDENTAL TO THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106".

LOCATE THE BOTTOM OF THE HYDRANT ACCESS HOLES 4.0' ABOVE THE BOTTOM OF THE NOISE BARRIER

NOISE BARRIER NAME PLATE SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106". LOCATE THE NAME PLATE ON THE FREEWAY SIDE OF THE NOISE BARRIER AT THE BEGINNING OF THE BARRIER WALL. FABRICATE AND INSTALL THE NAME PLATE IN ACCORDANCE WITH S.D.D 12A3

THE FOLLOWING DESIGN WIND PRESSURE SHALL BE USED IN ACCORDANCE WITH SPECIAL PROVISIONS:
40 P.S.F. FOR STRUCTURE MOUNTED BARRIERS.

MAXIMUM UNIT WEIGHT OF STRUCTURE MOUNTED NOISE BARRIER 60 P.S.F.

COORDINATE CONSTRUCTION OF N-40-106 WITH CONSTRUCTION ON RETAINING WALL R-40-159 AND BRIDGE B-40-578

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE N-40-106

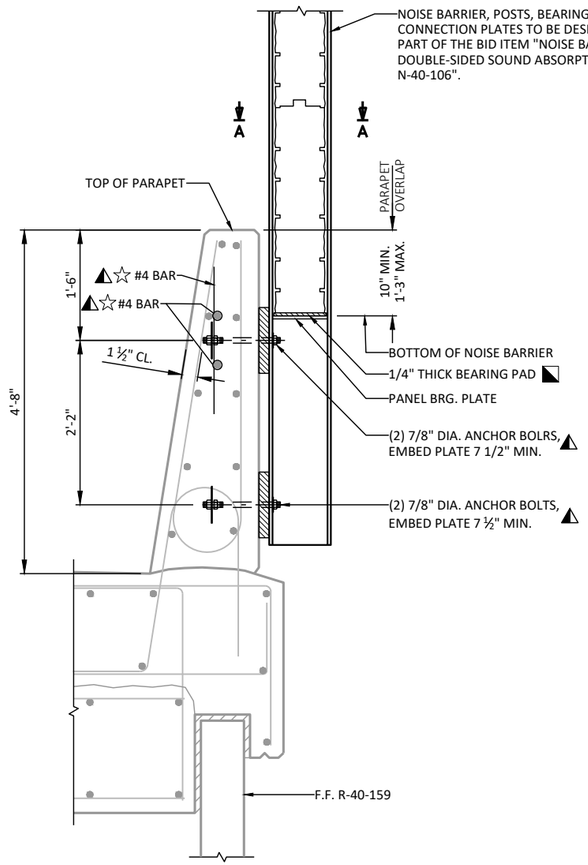
DRAWN BY VCH | PLANS CK'D. SMN

QUANTITIES & NOTES

SHEET 3 OF 5
455

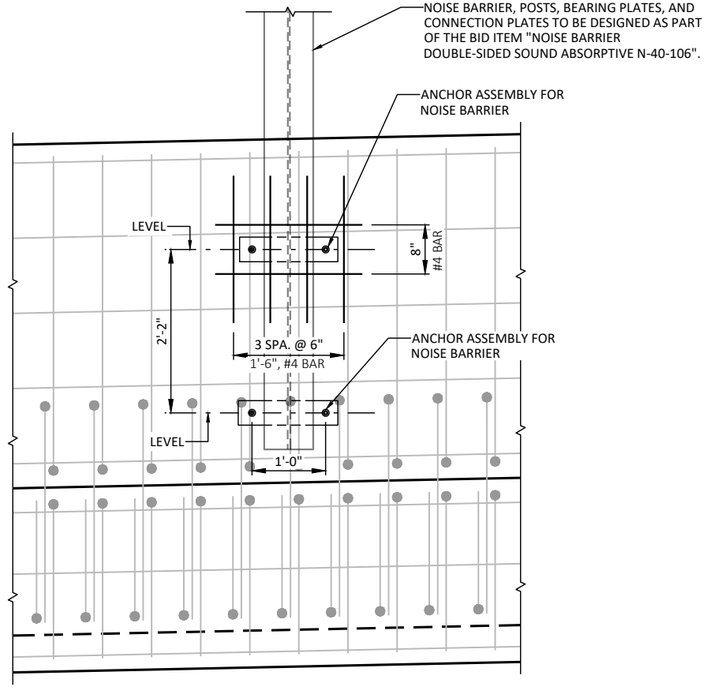
STATE PROJECT NUMBER

1228-03-76



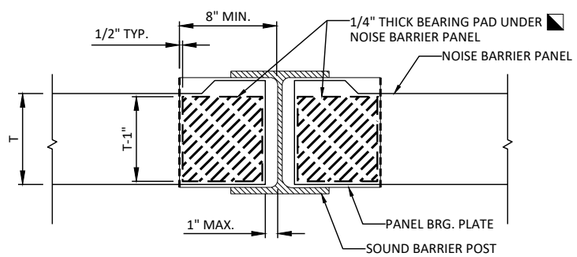
SECTION AT NOISE BARRIER POST

TYPICAL AT EACH POST LOCATION



ELEVATION AT NOISE BARRIER POST

TYPICAL AT EACH POST LOCATION



SECTION A-A

ROADWAY BARRIER NOT SHOWN FOR CLARITY

T = NOISE BARRIER PANEL THICKNESS

LEGEND

☆ EXACT LOCATION AND SPACING OF BARS AND EMBEDDED ANCHOR ASSEMBLY NOISE WALL TO BE COORDINATED AND COINCIDE WITH NOISE BARRIER POST SPACING AND MOUNTING DETAILS SHOWN ON APPROVED SOUND BARRIER SHOP DRAWINGS. SEE R-40-159 AND B-40-578 PLANS FOR DETAILS.

◭ NOISE BARRIER ANCHOR BOLT ASSEMBLY IS INCLUDED WITH THE R-40-159 AND B-40-578 BID ITEMS AND ARE NOT PART OF NOISE BARRIER BID ITEMS, SEE RETAINING WALL AND BRIDGE PLANS FOR DETAILS.

◪ BEARINGS PADS SHALL BE PREFORMED EPDM RUBBER CONFORMING TO ASTM D-2000, GRADE 2, TYPE A, CLASS A WITH A MINIMUM DUROMETER HARDNESS OF 80. SHIMS PROVIDED TO LEVEL THE NOISE BARRIER SHOULD BE THE SAME SIZE AS THE BEARING PADS AND SHIMS ARE INCIDENTAL TO THE BID ITEM "NOISE BARRIER DOUBLE-SIDED SOUND ABSORPTIVE N-40-106".

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE N-40-106

DRAWN BY VCH | PLANS CK'D. SMN

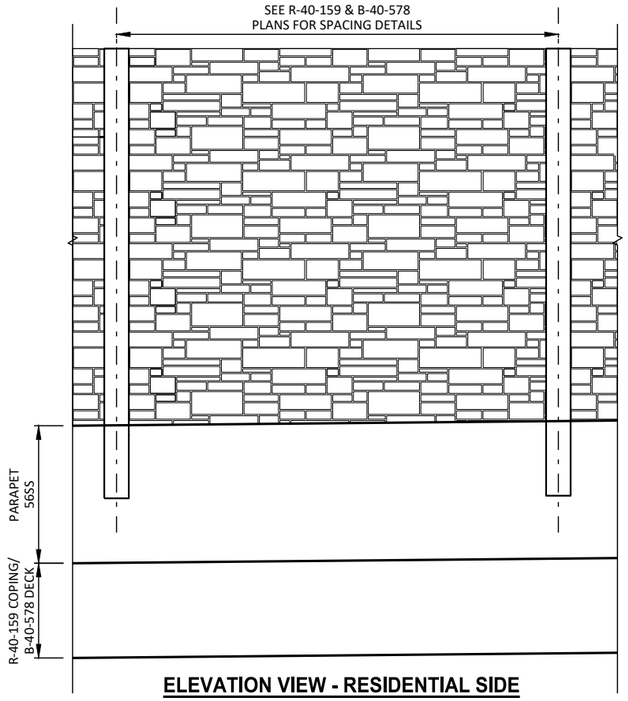
NOISE BARRIER POST CONNECTION DETAILS

SHEET 4 OF 5
456

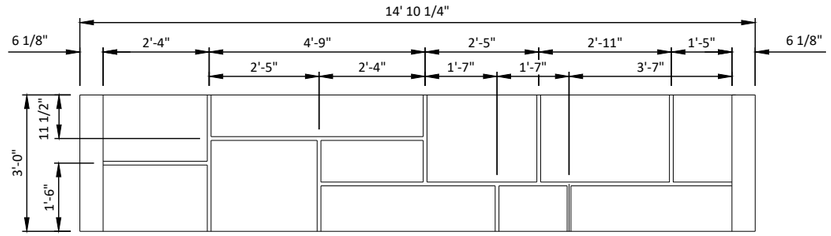
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PLOT DATE : 8/23/2024 9:26:58 AM
PLOT BY : TIM BOROWSKI
PLOT SCALE : 1:1
LAYOUT : 4 SOUND BARRIER POST CONNECTION DETAILS

STATE PROJECT NUMBER

1228-03-76



ELEVATION VIEW - RESIDENTIAL SIDE



RESIDENTIAL SIDE

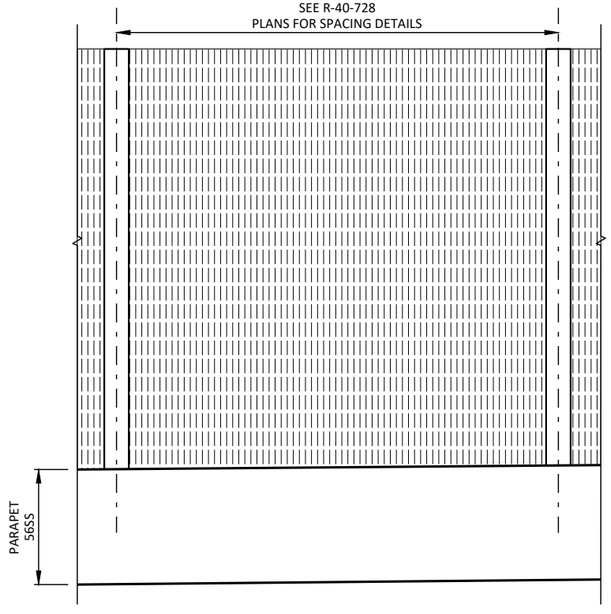
N-40-28

NOTES

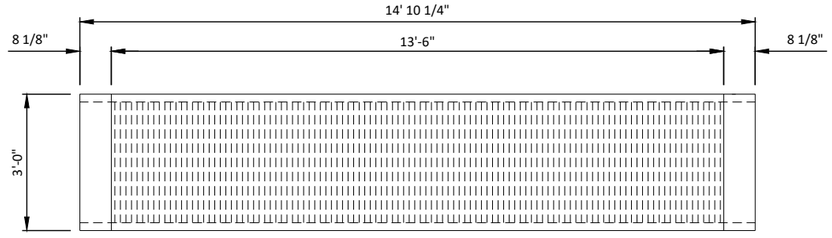
STEP PANELS IN INCREMENTS OF 2'-0". STEP INCREMENTS LESS THAN 2'-0" SHALL NOT BE PERMITTED UNLESS APPROVED BY THE ENGINEER.

ADJUST VERTICAL PLACEMENT OF PANELS TO MAXIMIZE HORIZONTAL RUNS, KEEPING THE TOP OF PANELS AT THE SAME ELEVATION.

POST PAINT COLOR, PANEL PATTERN, AND STAIN COLOR SHALL MATCH EXISTING, N-40-28. TO BE APPROVED BY THE ENGINEER.

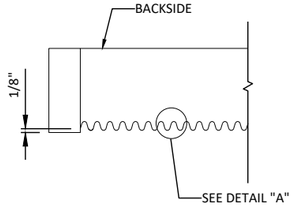


ELEVATION VIEW - FREEWAY SIDE

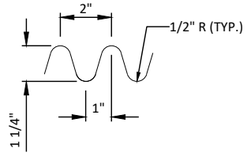


FORM SIDE
FREEWAY SIDE

N-40-28



PLAN DETAIL



DETAIL "A"
FLUTE LAYOUT DETAIL

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

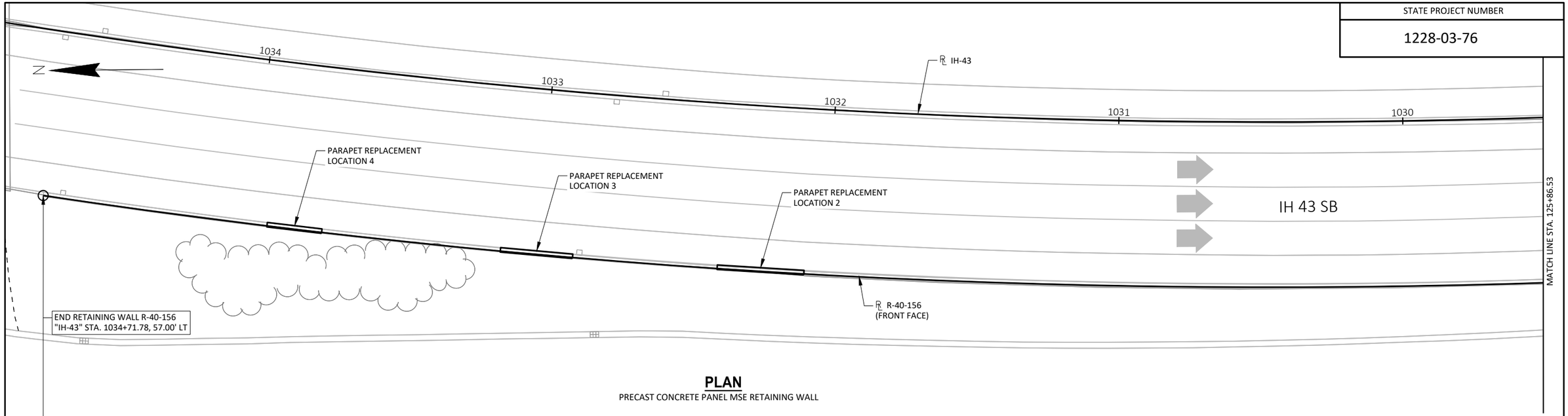
STRUCTURE N-40-106

DRAWN BY VCH | PLANS CK'D. SMN

AESTHETIC WALL TREATMENT DETAILS

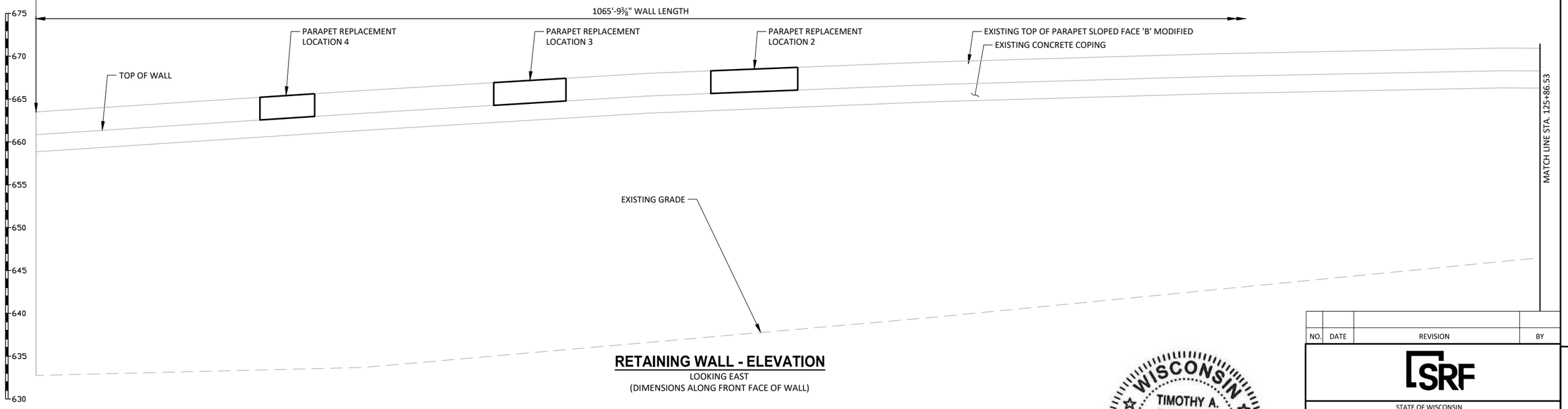
SHEET 5 OF 5
457

STATE PROJECT NUMBER
1228-03-76



PLAN

PRECAST CONCRETE PANEL MSE RETAINING WALL



RETAINING WALL - ELEVATION

LOOKING EAST
(DIMENSIONS ALONG FRONT FACE OF WALL)

MATERIAL PROPERTIES

CONCRETE MASONRY RETAINING WALLS _____f'c = 4,000 psi

HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 _____fy = 60,000 psi

TRAFFIC DATA

IH 43
AADT = 115,841 (2045)
RDS = 55 MPH

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION 1
2. GENERAL PLAN AND ELEVATION 2
3. GENERAL NOTES & QUANTITIES
4. PARAPET REMOVAL DETAILS
5. PARAPET DETAILS

WISCONSIN
TIMOTHY A. BOROWSKI
E-45180
VERONA
WI
PROFESSIONAL ENGINEER
9/27/2024

NO.	DATE	REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 12/04/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-40-156

RETAINING WALL WEST OF IH 43 AT BENDER RD

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TAB	SMN	VCH	SMN

DESIGN CONSULTANT
TIM BOROWSKI, PE
(608) 298-5410

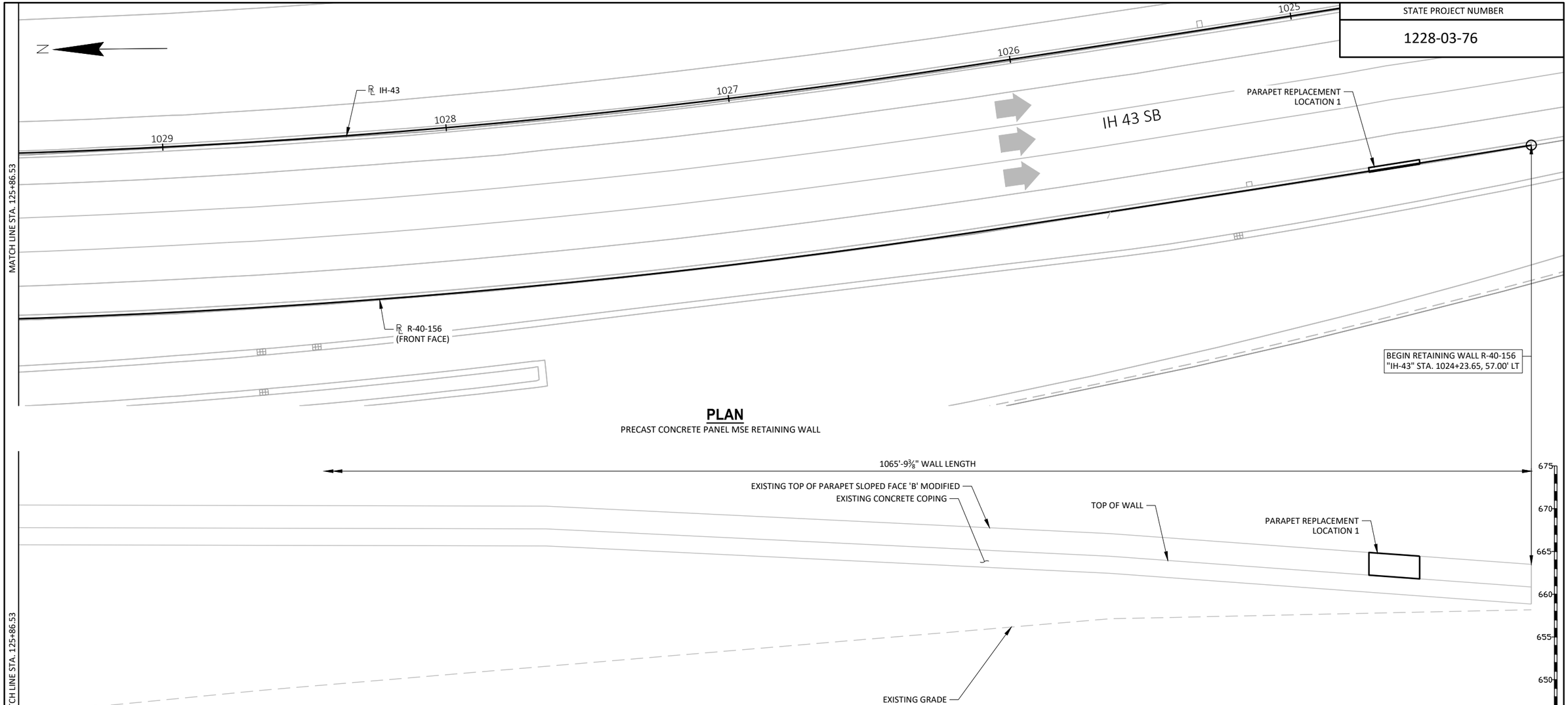
BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

GENERAL PLAN AND ELEVATION 1

SHEET 1 OF 5
458

STATE PROJECT NUMBER

1228-03-76



PLAN

PRECAST CONCRETE PANEL MSE RETAINING WALL

RETAINING WALL - ELEVATION

LOOKING EAST

(DIMENSIONS ALONG FRONT FACE OF WALL)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-156

DRAWN BY VCH | PLANS CK'D. SMN

GENERAL PLAN AND ELEVATION 2

SHEET 2 OF 5

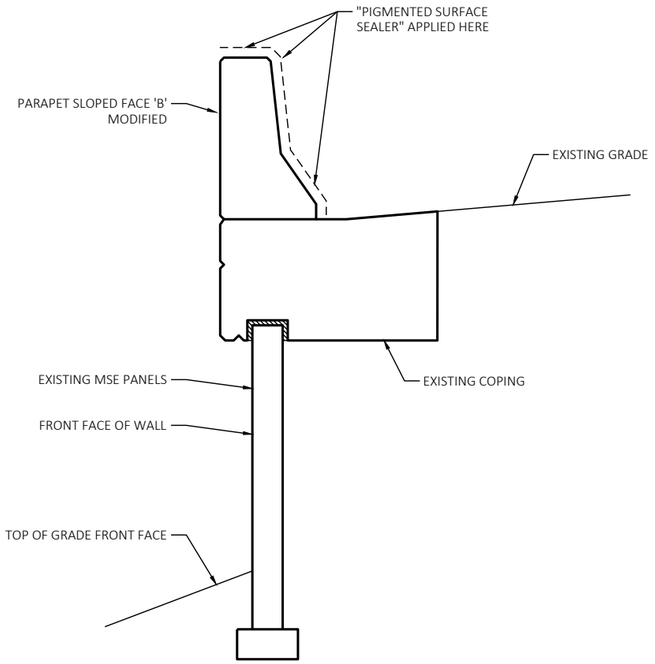
459

STATE PROJECT NUMBER

1228-03-76

TOTAL ESTIMATED QUANTITIES			
ITEM NUMBER	BID ITEM	UNIT	TOTAL
203.0220	REMOVING STRUCTURE R-40-156	EACH	1
502.3210	PIGMENTED SURFACE SEALER	SY	39
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	11
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	900
SPV.0090	JOINT SEALING	LF	615
	NON-BID ITEM		
	PLASTIC OR ZINC PLATE	SIZE	⅛"

QUANTITIES AND LOCATIONS ARE BASED ON BEST ESTIMATES AND CURRENT INFORMATION. LIMITS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.



TYPICAL SECTION

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL EXPOSED EDGES OF CONCRETE ¾", UNLESS NOTES OTHERWISE.

ALL STATIONS AND DIMENSIONS ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

BAR REINFORCEMENT SHALL HAVE 2" CLEAR COVER, UNLESS SHOWN OTHERWISE.

ALL BAR STEEL REINFORCEMENT WITHIN CAST-IN-PLACE CONCRETE TO BE EPOXY COATED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACE OF THE PARAPET.

DIMENSIONS SHOWN ARE BASED ON ORIGINAL STRUCTURE PLANS.

"REMOVING STRUCTURE R-40-156" INCLUDES THE REMOVAL OF 4 SECTIONS OF EXISTING PARAPET.

SCOPE OF WORK

- REMOVE AND REPLACE 4 SECTIONS OF CONCRETE PARAPET
- SEAL MSE WALL JOINTS

CURVE DATA

IH 43 CURVE 3
P.I. = 1033+70.41
Δ = 29°28'35"
D = 2°00'00"
T = 753.61'
L = 1473.82'
R = 2864.79'
P.C. = 1026+16.81
P.T. = 1040+90.63

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-156

DRAWN BY VCH | PLANS CK'D. SMN

GENERAL NOTES & QUANTITIES

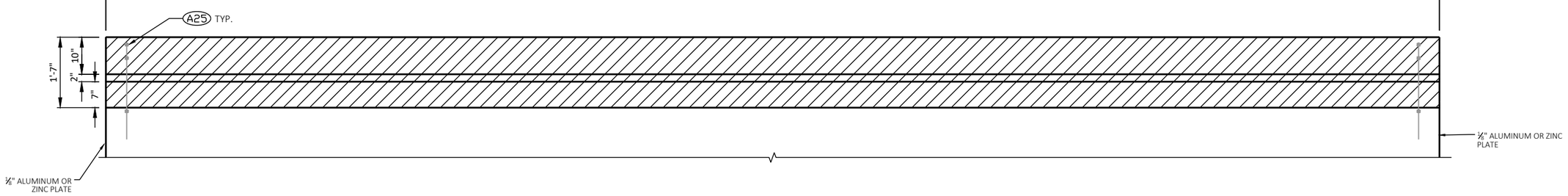
SHEET 3 OF 5
460

STATE PROJECT NUMBER

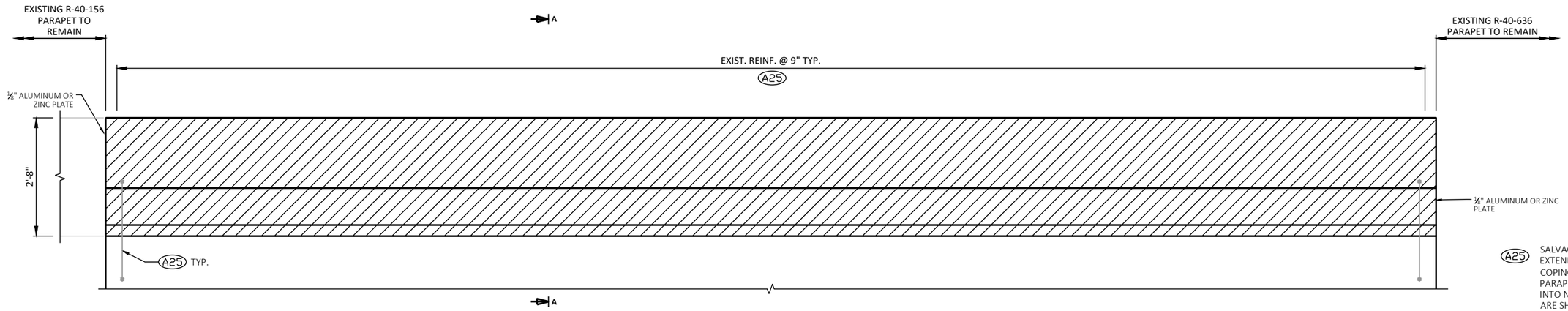
1228-03-76

LOCATION 1: 18'-0 ¾" (STA. 1024+63.26 - STA. 1024+81.26)
LOCATION 2: 30'-7 ⅜" (STA. 1032+07.74 - STA. 1032+37.76)
LOCATION 3: 25'-6 ⅛" (STA. 1032+87.80 - STA. 1033+12.81)
LOCATION 4: 19'-4 ⅝" (STA. 1033+74.85 - STA. 1033+93.85)

N

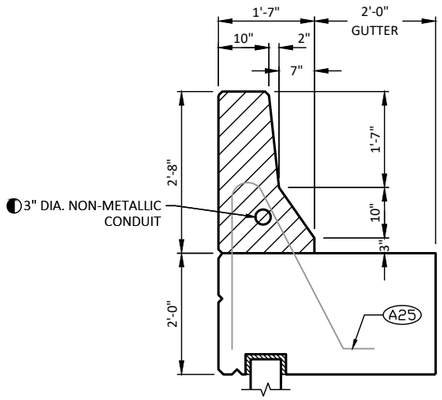


PARAPET PLAN



PARAPET ELEVATION

LOOKING WEST



SECTION A-A

(SLOPED FACE PARAPET 'B' MODIFIED)

A25 SALVAGE ALL VERT. REINF. THAT EXTENDS OUT OF THE EXISTING COPING/ANCHOR SLAB INTO THE PARAPET. EXTEND FULL LENGTH INTO NEW WORK. NOT ALL BARS ARE SHOWN.

◐ EXISTING PARAPET HAS A 3" NON-METALLIC CONDUIT THAT IS TO BE REMOVED AND NOT REPLACED.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

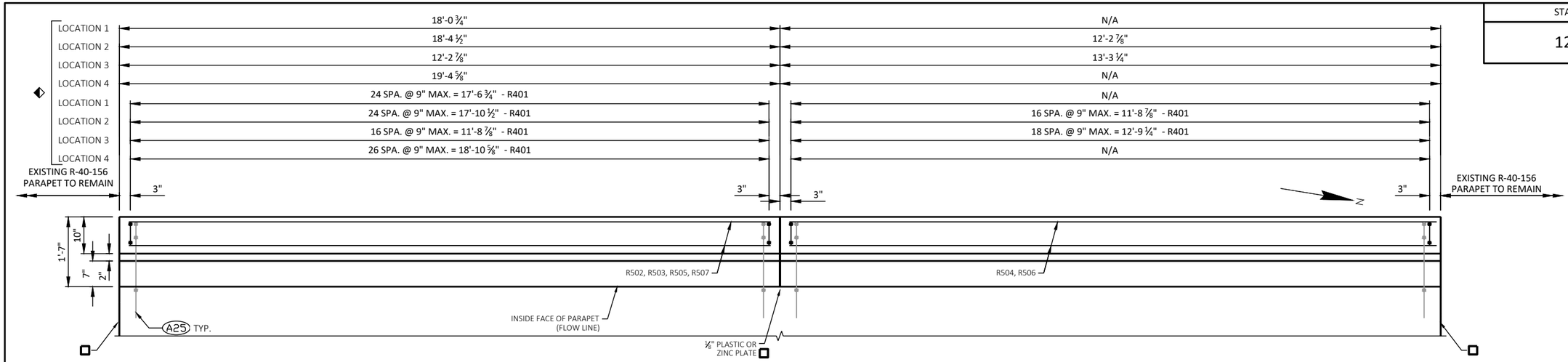
STRUCTURE R-40-156

DRAWN BY VCH | PLANS CK'D. SMN

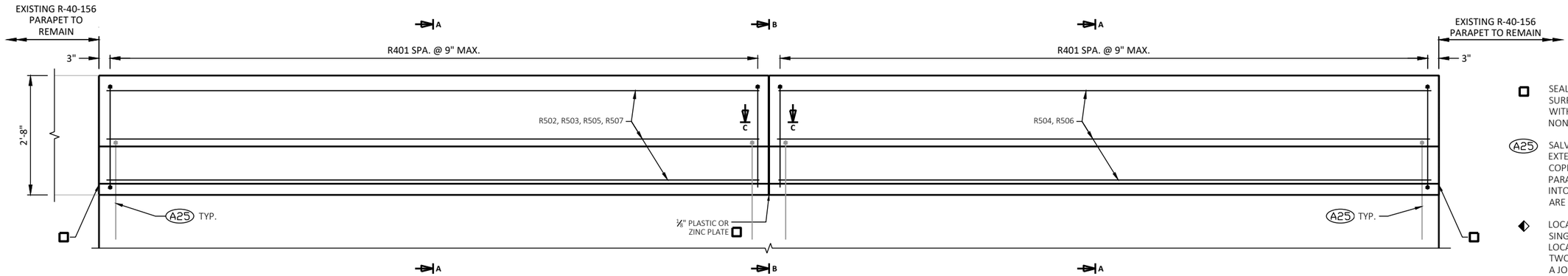
PARAPET REMOVAL DETAILS

SHEET 4 OF 5
461

STATE PROJECT NUMBER
1228-03-76

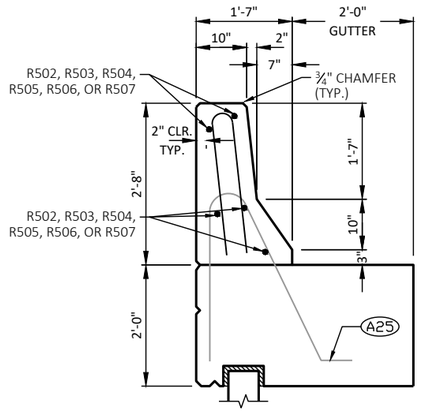


PARAPET PLAN



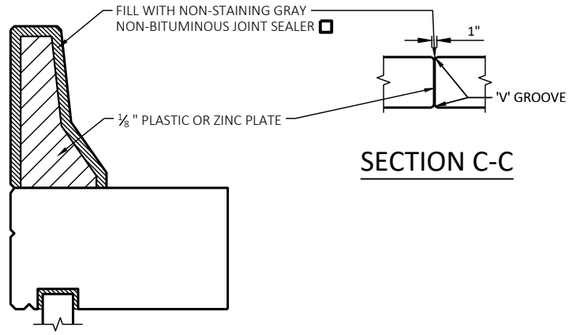
PARAPET ELEVATION

LOOKING WEST



SECTION A-A

(SLOPED FACE PARAPET 'B' MODIFIED)



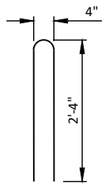
SECTION C-C

SECTION B-B

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
R401	X	130	4'-10"	X		PARAPET - VERT.
R502	X	5	17'-8"			PARAPET - HORIZ. - LOCATION 1
R503	X	5	18'-0"			PARAPET - HORIZ. - LOCATION 2
R504	X	5	11'-10"			PARAPET - HORIZ. - LOCATION 2
R505	X	5	11'-10"			PARAPET - HORIZ. - LOCATION 3
R506	X	5	12'-11"			PARAPET - HORIZ. - LOCATION 3
R507	X	5	19'-0"			PARAPET - HORIZ. - LOCATION 4



R401

SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF PARAPET JOINTS WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER.

A25 SALVAGE ALL VERT. REINF. THAT EXTENDS OUT OF THE EXISTING COPING/ANCHOR SLAB INTO THE PARAPET. EXTEND FULL LENGTH INTO NEW WORK. NOT ALL BARS ARE SHOWN.

LOCATIONS 1 AND 4 INCLUDED SINGLE SEGMENTS OF PARAPET. LOCATIONS 2 AND 3 INCLUDED TWO SEGMENTS OF PARAPET WITH A JOINT COINCIDING WITH THE EXISTING COPING/ANCHOR SLAB JOINT.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-156

DRAWN BY	PLANS CK'D.
VCH	SMN

PARAPET DETAILS

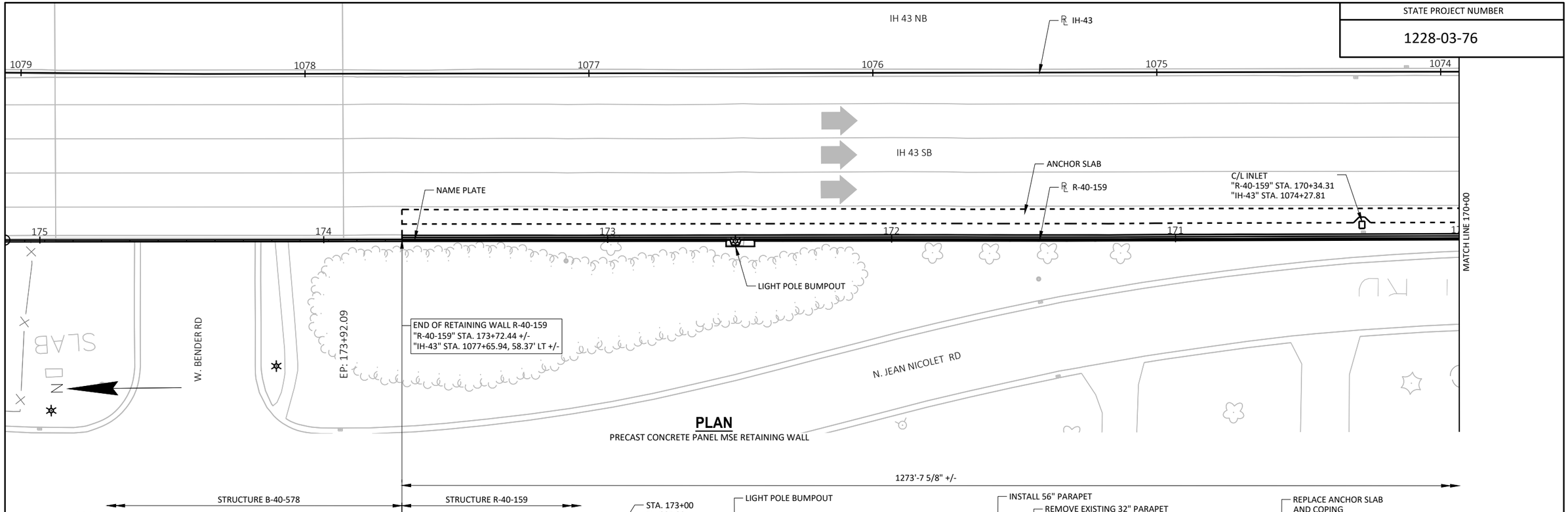
SHEET 5 OF 5
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8

8

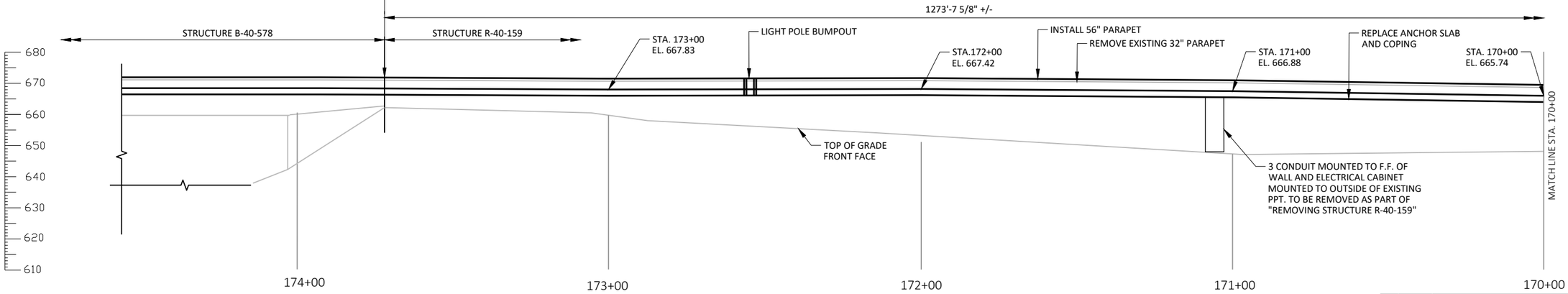
STATE PROJECT NUMBER

1228-03-76



PLAN

PRECAST CONCRETE PANEL MSE RETAINING WALL



RETAINING WALL - ELEVATION

LOOKING EAST
NOISE BARRIER NOT SHOWN FOR CLARITY

LEGEND

LIGHT POLE LOCATION

MATERIAL PROPERTIES

CONCRETE MASONRY RETAINING WALLS _____f'c = 4,000 psi

HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 _____fy = 60,000 psi

TRAFFIC DATA

IH 43
AADT = 115,841 (2045)
RDS = 55 MPH

BENDER RD
AADT = 7,700 (2019)
RDS = 40 MPH

N. JEAN NICOLET DR
AADT = 1,500 (2019)
RDS = 25 MPH

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION 1
2. GENERAL PLAN AND ELEVATION 2
3. GENERAL PLAN AND ELEVATION 3
4. QUANTITIES & NOTES
5. WALL DETAILS
6. ANCHOR SLAB PLAN
7. ANCHOR SLAB DETAILS
8. ANCHOR SLAB INLET DETAILS
9. CONDUIT DETAILS
10. LIGHT STANDARD DETAILS
11. SOUND BARRIER ANCHORAGE DETAILS
12. ANCHOR ASSEMBLY LOCATION TABLE

WISCONSIN
TIMOTHY A. BOROWSKI
E-45180
VERONA
WI
PROFESSIONAL ENGINEER

10/1/2024

NO.	DATE	REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR
CHIEF STRUCTURES DESIGN ENGINEER

12/04/24
DATE

STRUCTURE R-40-159

IH-43 AT BENDER ROAD

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
SMH	TAB	VCH	WCD

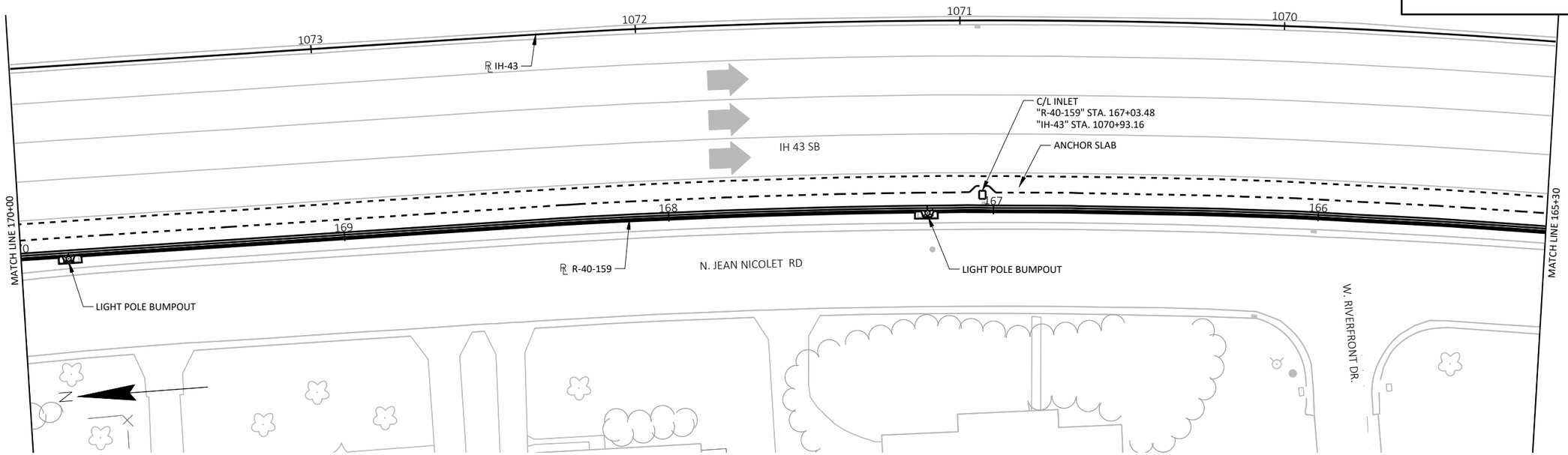
DESIGN CONSULTANT
TIM BOROWSKI, PE
(608) 298-5410

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

GENERAL PLAN AND ELEVATION 1

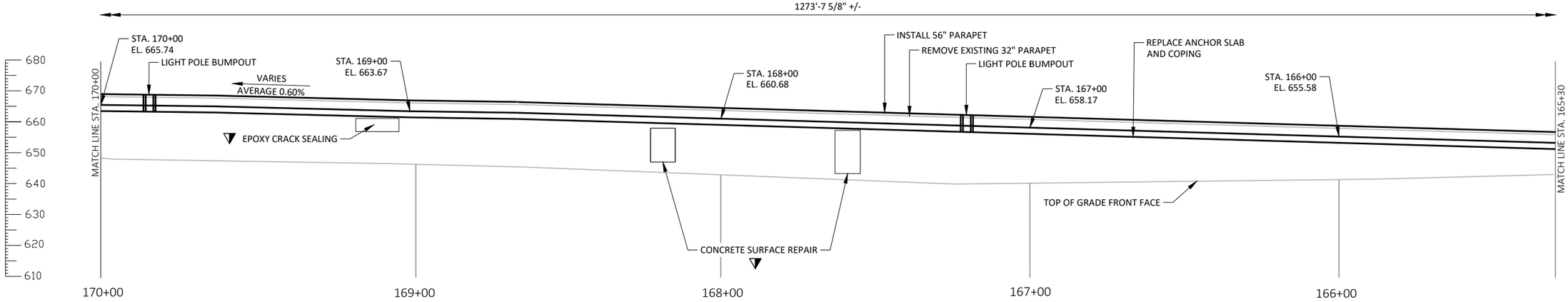
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PLOT BY : TIM BOROWSKI
PLOT SCALE : 1" = 1'
LAYOUT : 1 GENERAL PLAN AND ELEVATION 1

STATE PROJECT NUMBER
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PLAN CONTINUED

PRECAST CONCRETE PANEL MSE RETAINING WALL



ELEVATION CONTINUED

LOOKING EAST
NOISE BARRIER NOT SHOWN FOR CLARITY

8

8

LEGEND

- LIGHT POLE LOCATION
- QUANTITIES AND LOCATIONS ARE BASED ON BEST ESTIMATES AND CURRENT INFORMATION. LIMITS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

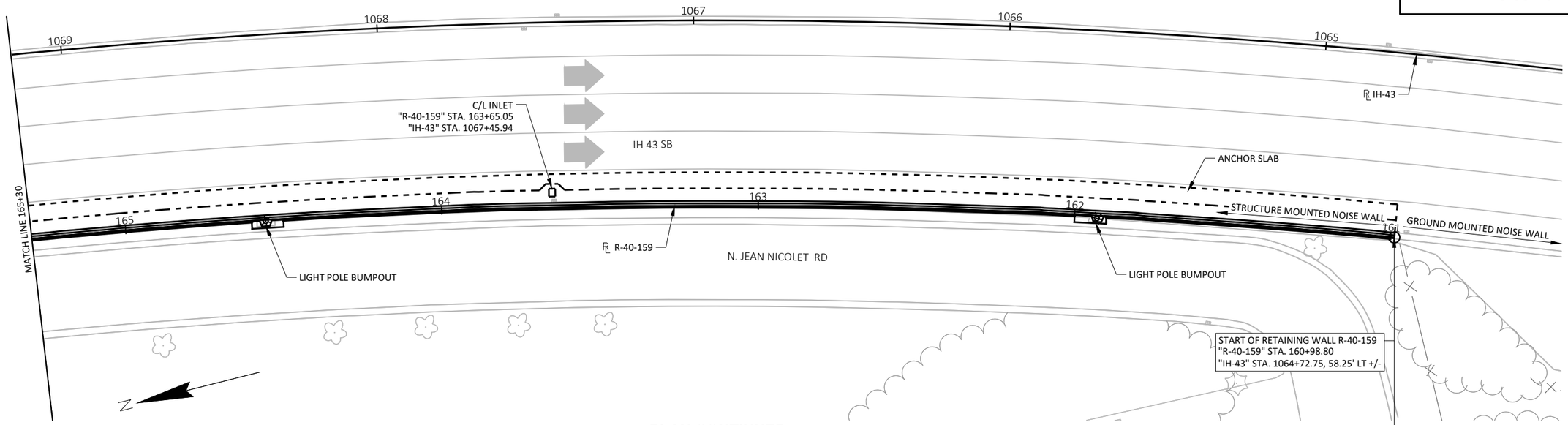
STRUCTURE R-40-159

DRAWN BY VCH | PLANS CK'D. WCD

GENERAL PLAN AND ELEVATION 2

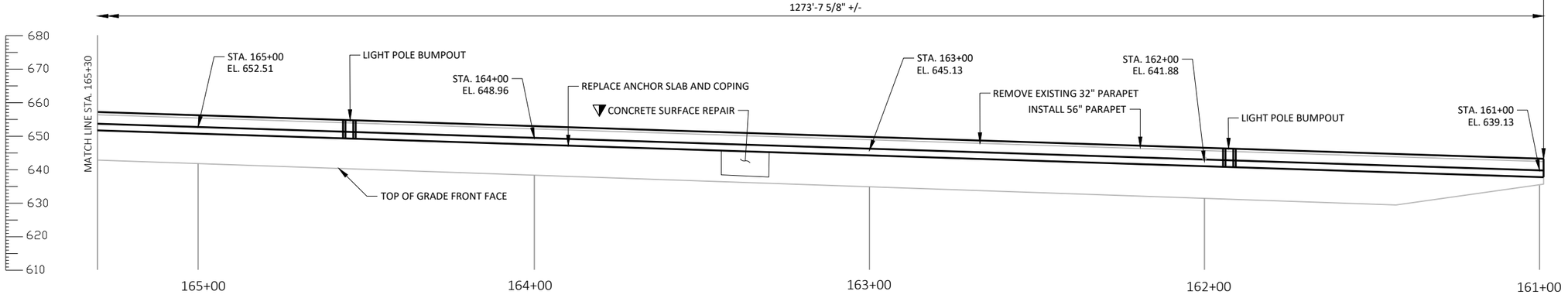
SHEET 2 OF 12
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1228-03-76



PLAN CONTINUED

PRECAST CONCRETE PANEL MSE RETAINING WALL



ELEVATION CONTINUED

LOOKING EAST
NOISE BARRIER NOT SHOWN FOR CLARITY

8

8

LEGEND

- LIGHT POLE LOCATION
- QUANTITIES AND LOCATIONS ARE BASED ON BEST ESTIMATES AND CURRENT INFORMATION. LIMITS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-159

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GENERAL PLAN AND ELEVATION 3

SHEET 3 OF 12
465

FILE NAME : H:\PROJECTS\17000\17380\TECHDATA\1228-03-06\STRUCPLANS\R-40-159\R-40-159.DWG
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PLOT SCALE : 1" = 1'
LAYOUT : 3 GENERAL PLAN AND ELEVATION 3

STATE PROJECT NUMBER

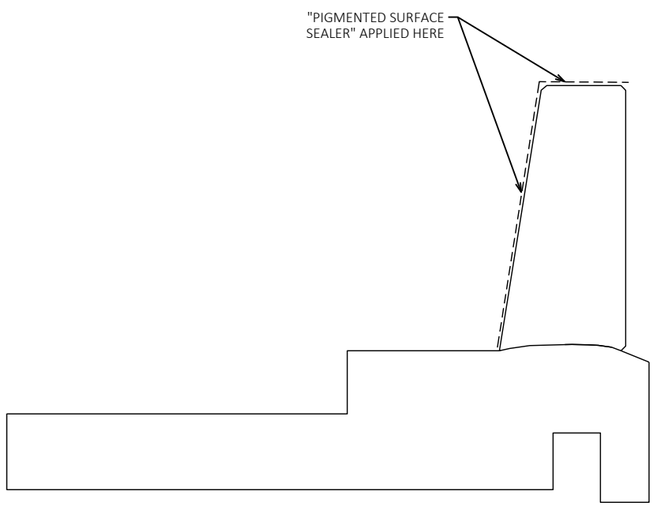
1228-03-76

TOTAL ESTIMATED QUANTITIES

	ITEM NUMBER	BID ITEM	UNIT	TOTAL
	203.0220	REMOVING STRUCTURE R-40-159	EACH	1
	502.3210	PIGMENTED SURFACE SEALER	SY	773
	504.0500	CONCRETE MASONRY RETAINING WALLS	CY	1279
	505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	163490
▽	509.1500	CONCRETE SURFACE REPAIR	SF	200
▽	509.9020.S	EPOXY CRACK SEALING	LF	100
△	516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	85
	531.8990	ANCHOR ASSEMBLIES POLES ON STRUCTURES	EACH	5
△	652.0125	CONDUIT RIGID METALLIC 2-INCH	LF	90
△	652.0225	CONDUIT RIGID NONMETALLIC SCHEDULE 40 2-INCH	LF	1184
△	653.0220	JUNCTION BOXES 18X6X6-INCH	EACH	11
	653.0222	JUNCTION BOXES 18X12X6-INCH	EACH	5
	SPV.0060	ANCHOR ASSEMBLIES NOISE BARRIER STRUCTURES R-40-159	EACH	258
▽	SPV.0090	JOINT SEALING	LF	200
		NON-BID ITEM		
		NON-BITUMINOUS JOINT SEALER	SIZE	¾", 1"
		FILLER	SIZE	¾", 1½"
		CORK FILLER	SIZE	1"
		EXPANDED POLYSTYRENE	SIZE	1"

△ QUANTITY ASSUMES 43 EXPANSION JOINTS WITHIN THE LENGTH OF THE ANCHOR SLAB.

▽ QUANTITIES AND LOCATIONS ARE BASED ON BEST ESTIMATES AND CURRENT INFORMATION. LIMITS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.



PIGMENTED SURFACE SEALER LIMITS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

REPAIRS SHOULD LIMIT DAMAGING SOUND CONCRETE AND THE EXISTING REINFORCEMENT.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

ALL BAR STEEL REINFORCEMENT IN CAST-IN-PACE CONCRETE IS TO BE EPOXY COATED.

BEVEL EXPOSED EDGES OF CONCRETE 3/4" UNLESS OTHERWISE NOTED.

ALL WALL STATIONING AND OFFSETS ARE GIVEN AT THE OUTSIDE FACE OF THE PROPOSED PARAPET.

AT THE BACK FACE OF WALL ALL VOLUME WHICH IS NOT OCCUPIED BY THE NEW ANCHOR SLAB SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

PIGMENTED SURFACE SEALER TO BE APPLIED TO THE TRAFFIC SIDE AND THE TOP OF THE PARAPET.

COORDINATE CONSTRUCTION OF R-40-159 WITH B-40-578, N-40-106, AND N-40-28.

"REMOVING STRUCTURE R-40-159" INCLUDES THE REMOVAL OF EXISTING ANCHOR SLAB, PARAPET, AND WALL MOUNTED SEGMENT OF NOISE BARRIER N-40-28. SOME NOISE PANELS MUST BE SALVAGED AND REINSTALLED ON GROUND MOUNTED SEGMENT OF N-40-28. SEE NOISE BARRIER PLANS.

SCOPE OF WORK

- REMOVE EXISTING RETAINING WALL MOUNTED SEGMENT OF NOISE BARRIER N-40-28
- REMOVE AND REPLACE ANCHOR SLAB, PARAPET, LIGHT STANDARDS AND INLETS
- PLACE ANCHOR ASSEMBLIES FOR NOISE BARRIER N-40-106
- SEAL MSE WALL JOINTS
- CONCRETE SURFACE REPAIR OF MSE PANELS
- EPOXY CRACK SEAL OF MSE PANELS

CURVE DATA

IH 43 CURVE 3
P.I. = 1033+70.41
Δ = 29°28'35"
D = 2°00'00"
T = 753.61'
L = 1473.82'
R = 2864.79'
P.C. = 1026+16.81
P.T. = 1040+90.63

IH 43 CURVE 4/5
P.I. = 1047+78.32
Δ = 10°17'11"
D = 0°45'00"
T = 687.70'
L = 1371.70'
R = 7640.52'
P.C. = 1040+90.63
P.T. = 1054+62.33

IH 43 CURVE 6
P.I. = 1066+29.89
Δ = 31°17'30"
D = 2°30'00"
T = 641.87'
L = 1251.67'
R = 2291.84'
P.C. = 1059+88.02
P.T. = 1072+39.69

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-159

DRAWN BY VCH | PLANS CK'D. WCD

QUANTITIES & NOTES

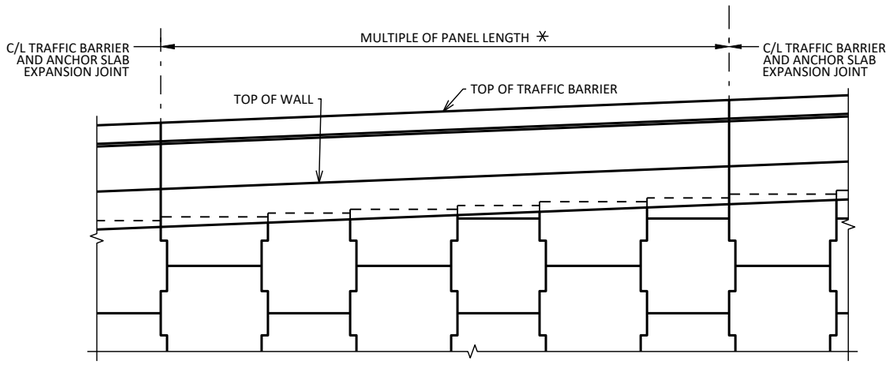
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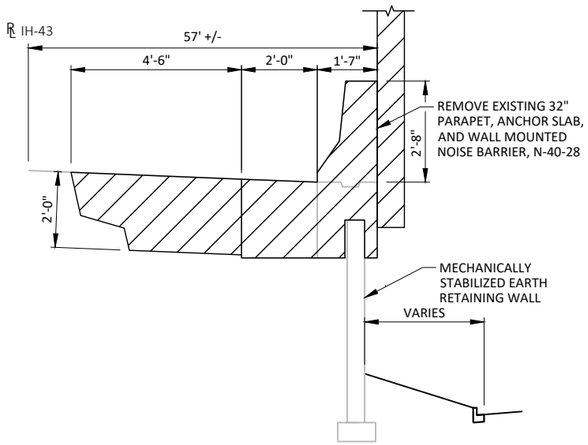
1228-03-76



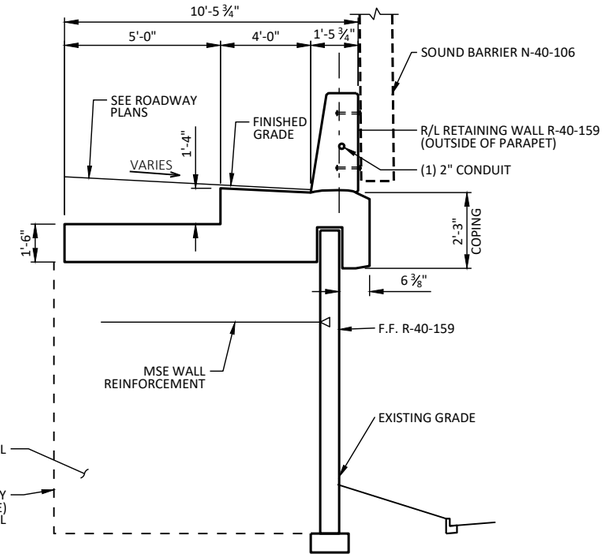
CAST-IN-PLACE TRAFFIC BARRIER PARTIAL ELEVATION

LOOKING AT F.F. OF WALL

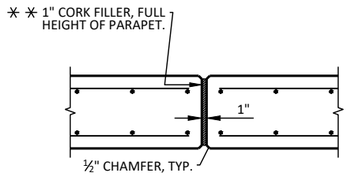
⚹ ALL JOINTS MUST COINCIDE WITH A PANEL JOINT ON THE FRONT FACE OF WALL. EXISTING WALL PANELS ARE 4'-11" FROM C/L PANEL JOINT TO C/L PANEL JOINT.



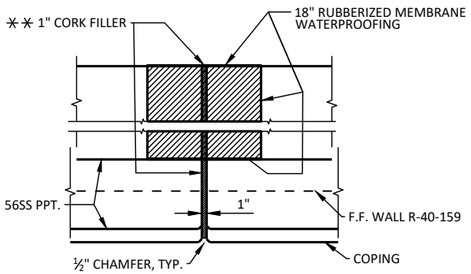
EXISTING TYPICAL ANCHOR SLAB SECTION



PROPOSED TYPICAL SECTION



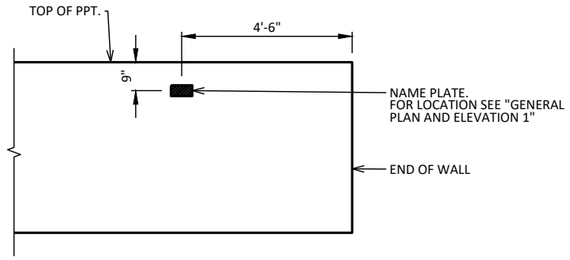
TRAFFIC BARRIER EXPANSION JOINT



ANCHOR SLAB JOINT DETAIL

⚹ EXPANSION JOINTS TO BE SPACED AT A MINIMUM OF 19'-8" AND A MAXIMUM OF 29'-6". LOCATE EXPANSION JOINTS OVER WALL JOINTS. DO NOT RUN BAR STEEL THRU JOINT, EXCEPT FOR DOWEL BARS. JOINT TO EXTEND FULL DEPTH OF PARAPET AND ANCHOR SLAB.

⚹ ⚹ SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE.)



NAME PLATE DETAIL

INSIDE FACE OF PPT.

8

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-159

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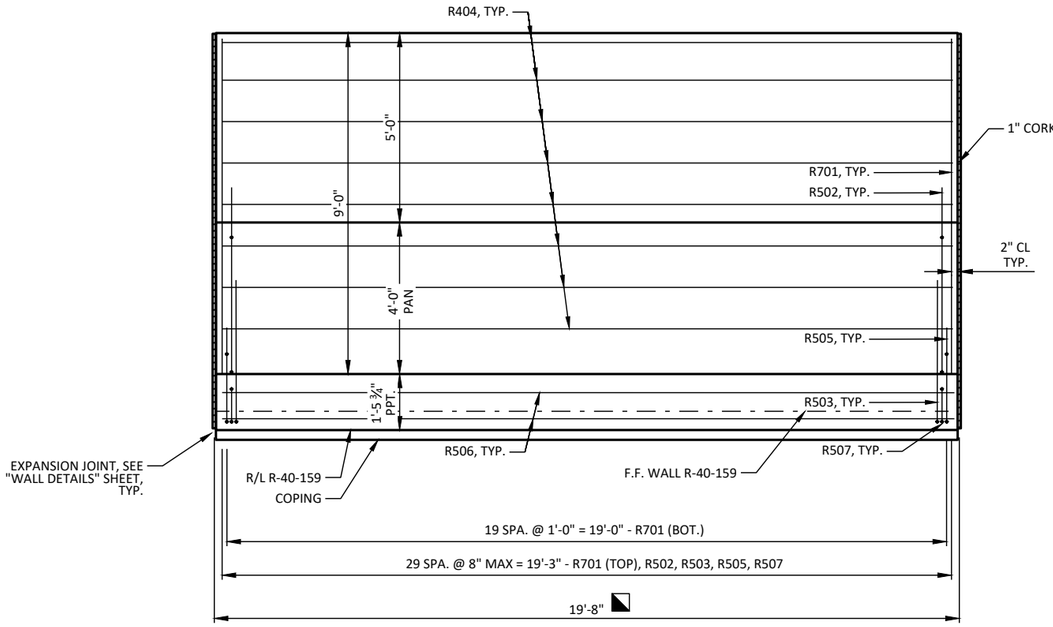
WALL DETAILS

SHEET 5 OF 12

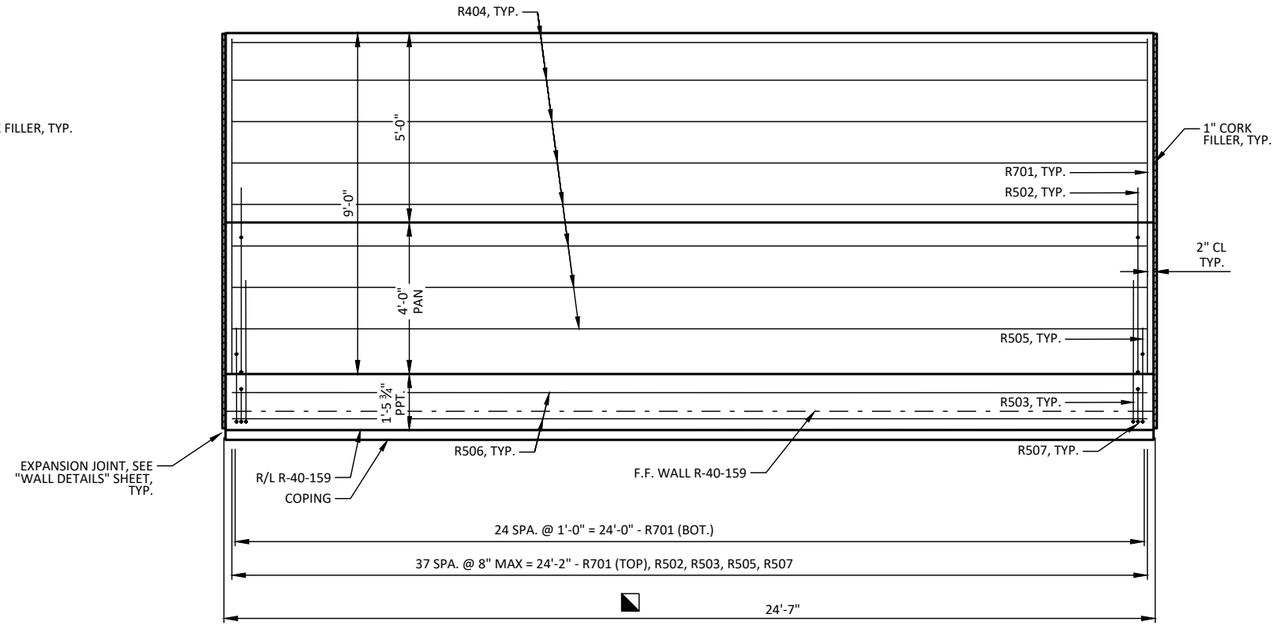
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STATE PROJECT NUMBER

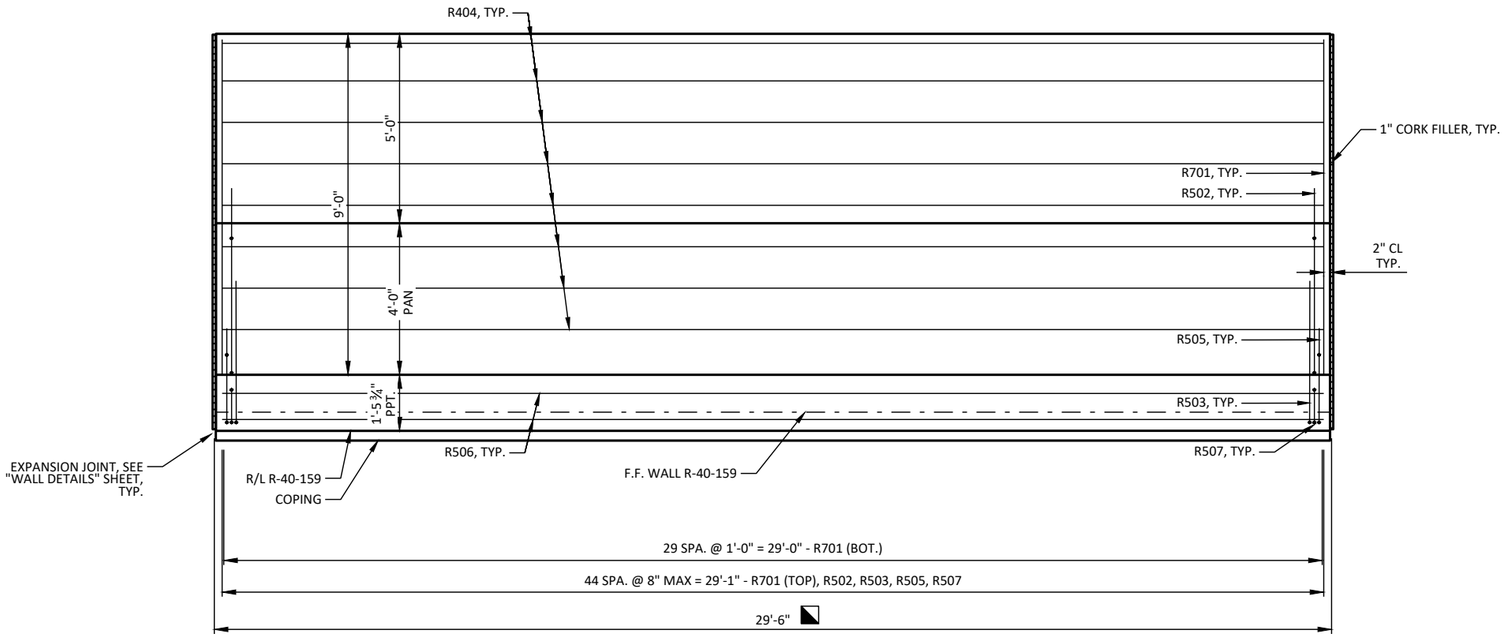
1228-03-76



PLAN 19'-8" SEGMENT



PLAN 24'-7" SEGMENT



PLAN 29'-6" SEGMENT

BARS DETAILED BASED ON AN ASSUMED ANCHOR SLAB EXPANSION JOINTS LOCATED 19'-8" MIN TO 29'-6" MAX AND 5'-0" MIN FROM INLETS. CONTRACTOR TO ADJUST BARS AND QUANTITIES AS NEEDED FOR ACTUAL ANCHOR SLAB EXPANSION JOINT SPACING.

EXISTING WALL PANELS ARE 4'-11" FROM C/L PANEL JOINT TO C/L PANEL JOINT.

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STRUCTURE R-40-159

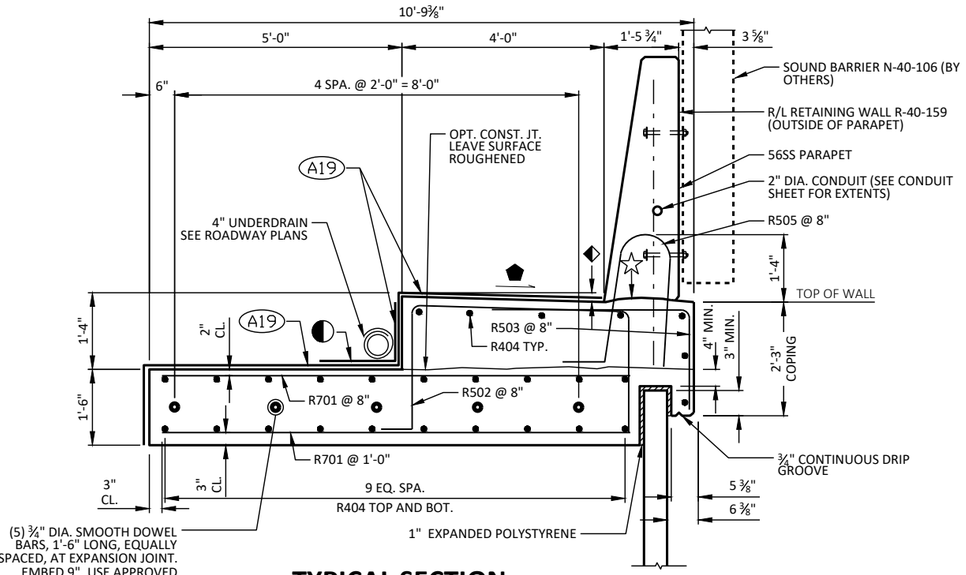
DRAWN BY VCH | PLANS CK'D. WCD

ANCHOR SLAB PLAN

SHEET 6 OF 12

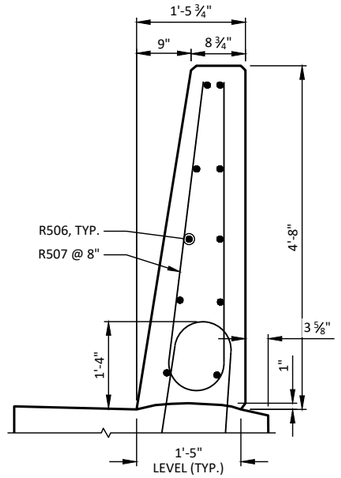
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TYPICAL SECTION

TYPICAL SECTION SHOWN WITH SOUND BARRIER
HMA OVERLAY NOT SHOWN, SEE ROADWAY PLANS



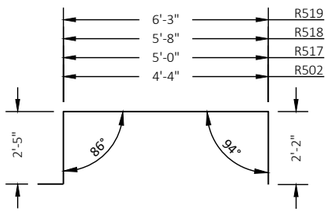
56SS PARAPET DETAIL

BILL OF BARS

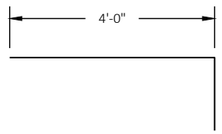
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
⬟	R701	X	3240	9'-3"			BOT. & TOP - TRANS
⬟	R502	X	1945	9'-5"	X		PAN/ANCHOR SLAB - TRANS.
	R503	X	1945	5'-8"	X		PAN/ANCHOR SLAB - TRANS.
◭	R404	X	27	1273'-3"			ANCHOR SLAB - LONGIT.
	R505	X	1983	6'-0"	X		56SS PARAPET - VERT.
◭	R506	X	10	1273'-3"			56SS PARAPET - LONGIT.
	R507	X	1945	9'-1"	X		56SS PARAPET - VERT.
	R508	X	22	4'-4"			56SS PPT. JUNCTION BOX - VERT.
⬟	R509	X	21	11'-2"	X		ANCHOR SLAB - AT INLET - STIRRUP - VERT.
⬟	R510	X	21	9'-2"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
	R511	X	21	7'-10"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
	R512	X	21	5'-1"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
	R513	X	21	3'-4"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
	R414	X	21	1'-8"			ANCHOR SLAB - AT INLET - PAN - HORIZ.
	R415	X	3	4'-10"			ANCHOR SLAB - AT INLET - PAN - HORIZ.
	R416	X	6	13'-10"	X		ANCHOR SLAB - AT INLET - PAN - HORIZ.
⬟	R517	X	6	10'-0"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
⬟	R518	X	6	10'-9"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
⬟	R519	X	6	11'-2"	X		ANCHOR SLAB - AT INLET - PAN - VERT.
◹	R420	X	774	2'-0"			ANCHOR ASSEMBLIES - VERT. & HORIZ.

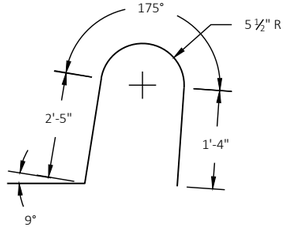
◹ SEE "SOUND BARRIER ANCHORAGE DETAILS" SHEET FOR PLACEMENT.



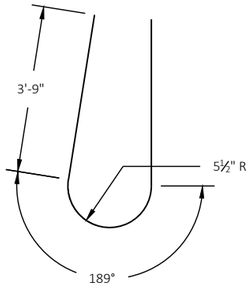
R502, R517, R518, R519



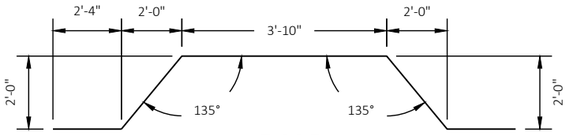
R503



R505



R507



R416

LEGEND

☆ CONSTR. JT. STRIKE OFF AND LEAVE ROUGH AS SHOWN.

(A19) 18" (RMW) RUBBERIZED MEMBRANE WATERPROOFING AT EACH JOINT.

◐ IF THE OPT. CONST. JT. IS USED, PLACE 18" RUBBERIZED MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE RUBBERIZED MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JT. IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

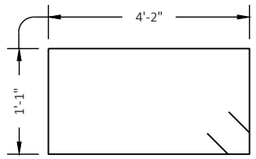
NOTE: BAR QUANTITIES BASED UPON EXPANSION JOINT SPACING AS SHOWN IN ANCHOR SLAB DETAILS SHEETS. CONTRACTOR TO ADJUST QUANTITIES AS NEEDED BASED ON CONTRACTOR-DESIGNED EXPANSION JOINT SPACING.

◭ BAR LENGTH SHOWN IS OVERALL LENGTH IN THE DESCRIBED COMPONENT (END-TO-END ASSUMING NO JOINTS). FABRICATE OR CUT TO LENGTH AS REQUIRED BASED ON CONTRACTOR-DESIGNED EXPANSION JOINT SPACING.

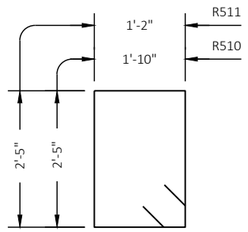
⬟ REBAR DIMENSION BASED ON AN ESTIMATED RETAINING WALL PANEL THICKNESS OF 5 1/2", AS SHOWN IN ORIGINAL STRUCTURE PLANS. CONFIRM THICKNESS AND ADJUST DIMENSIONS AS NECESSARY.

SEE "LIGHT STANDARD DETAILS" SHEET FOR ADDITIONAL REINFORCEMENT AT LIGHT STANDARDS.

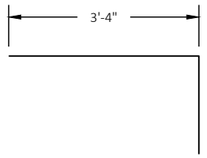
SEE "ANCHOR SLAB INLET DETAILS" SHEET FOR ADDITIONAL REINFORCEMENT AT INLETS.



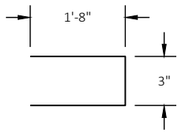
R509



R510, R511



R512



R513

STATION		CROSS SLOPE	DIM	NOTE
R-40-159	IH 43	⬟	◭	
160+98.80 - 167+52.66	1064+72.75 - 1071+43.70	6.8%	3 ¼	FULL SUPER
167+52.66 - 169+12.18	1071+43.70 - 1073+05.67	6.8%-5.7%	3 ¼ - 2 ¾	TRANSITION
169+12.18 - 172+93.06	1073+05.67 - 1076+86.55	5.7%	2 ¾	NORMAL CROSS SLOPE
172+93.06 - 173+72.45	1076+86.55 - 1077+65.94	5.7%-2.8%	2 ¾ - 1 ⅜	TRANSITION
173+72.45	1077+65.94	2.8%	1 ⅜	END OF WALL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
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STRUCTURE R-40-159

DRAWN BY VCH | PLANS CK'D. WCD

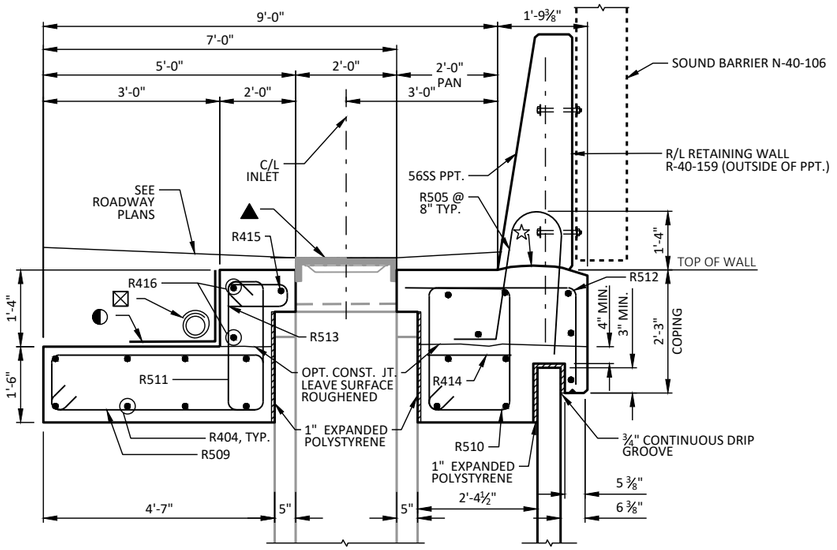
ANCHOR SLAB DETAILS

SHEET 7 OF 12
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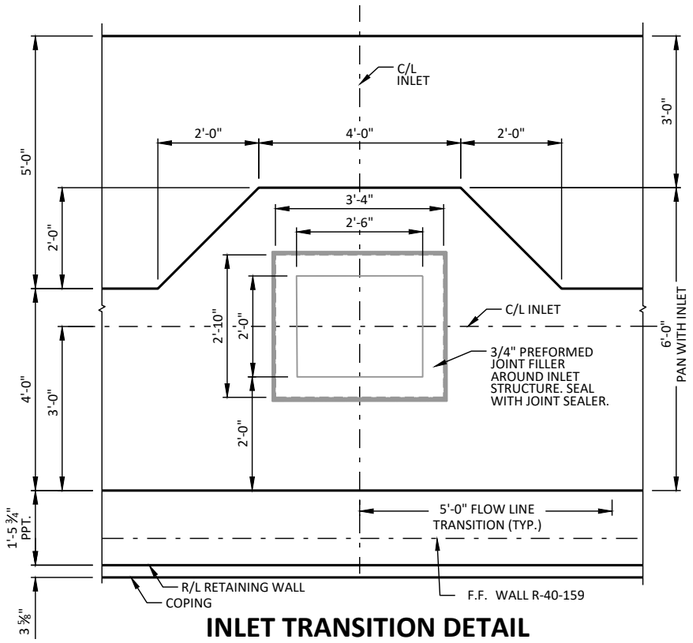
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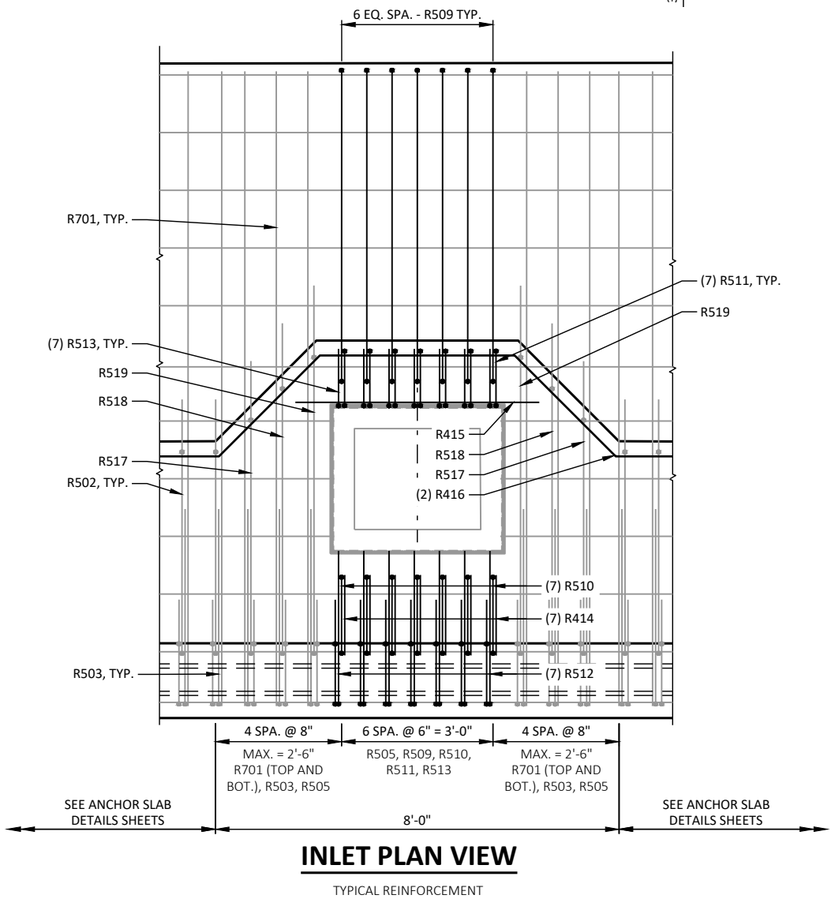


SECTION AT INLET STRUCTURE

TYPICAL AT INLETS STATIONS "R-40-159" 170+34.31, 167+03.48 AND 163+65.05
SEE PLAN VIEW FOR TRANSVERSE BAR SPACING



INLET TRANSITION DETAIL



INLET PLAN VIEW

TYPICAL REINFORCEMENT

LEGEND

☆ CONSTR. JT. STRIKE OFF AND LEAVE ROUGH AS SHOWN.

▲ TYPE V INLET COVER. SEE ROADWAY PLANS FOR DETAILS.

◐ IF THE OPT. CONST. JT. IS USED, PLACE 18" RUBBERIZED MEMBRANE WATERPROOFING ALONG THE ENTIRE LONGITUDINAL JOINT. THE RUBBERIZED MEMBRANE WATERPROOFING SEALING THE OPT. CONST. JT. IS INCIDENTAL TO THE CONCRETE MASONRY BID ITEM.

☒ 4" UNDERDRAIN (ROADWAY ITEM). AT EACH INLET, BLOCK OUT A SECTION OF THE ANCHOR SLAB TO DRAIN INTO STORM SEWER.

INLET HOLE DIMENSIONS ARE BASED ON ASSUMED 2'-10" X 3'-4" INLET OUTER DIMENSIONS. RESIZE HOLE AS NECESSARY BASED ON ACTUAL INLET USED. ADJUST REINFORCEMENT LENGTHS TO ACCOMMODATE ACTUAL HOLE SIZE.

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DRAWN BY	VCH	PLANS CK'D.	WCD

ANCHOR SLAB INLET DETAILS

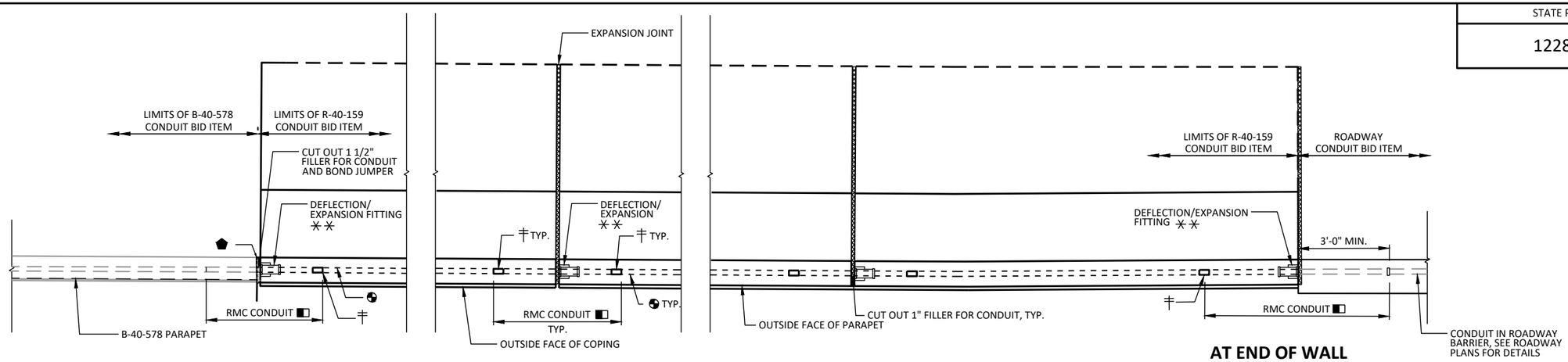
SHEET 8 OF 12

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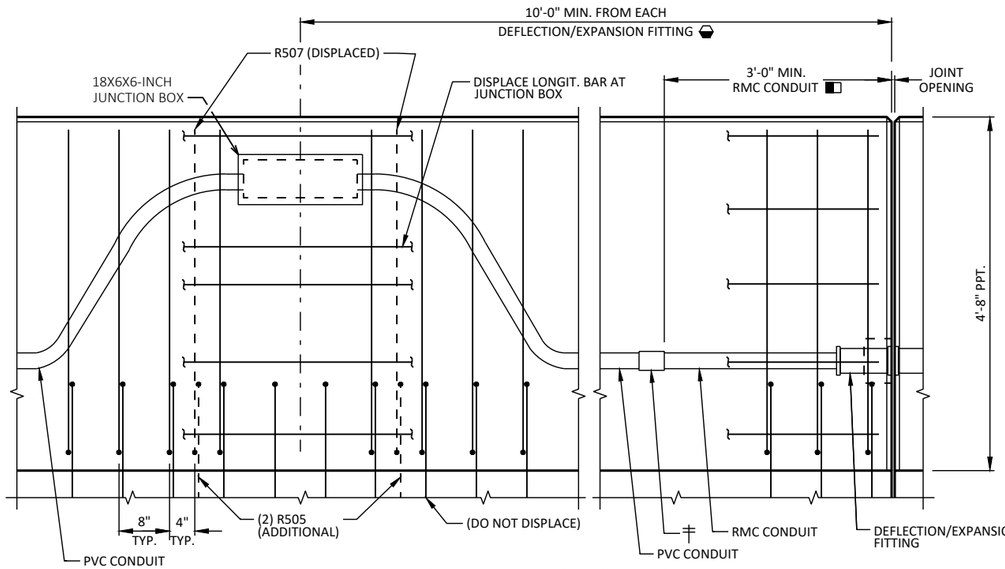
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AT STRUCT. B-40-578

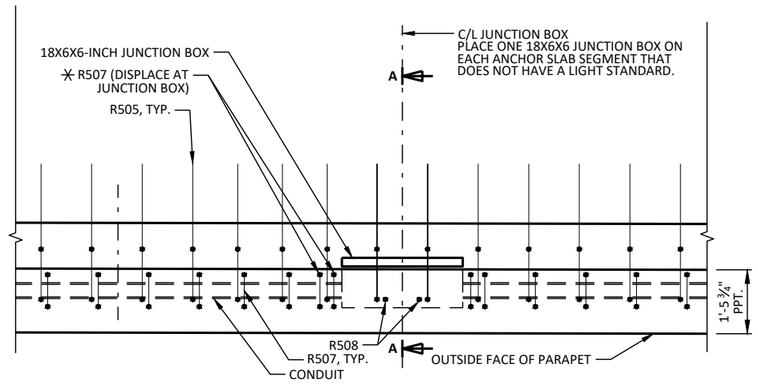
PLAN OF PARAPET

AT END OF WALL



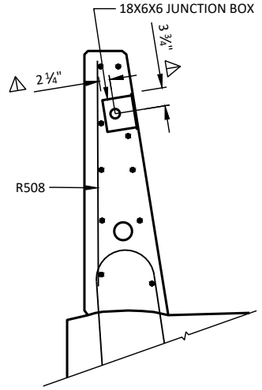
INSIDE ELEVATION AT JUNCTION BOX

(MSE ANCHOR SLAB STEEL NOT SHOWN FOR CLARITY)

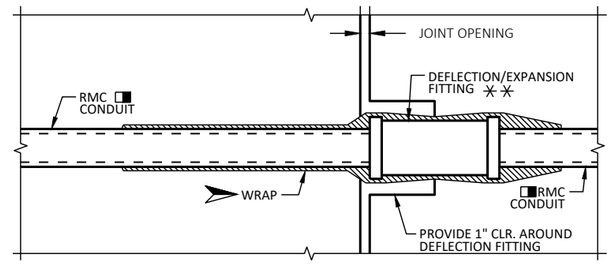


PLAN AT JUNCTION BOX

(MSE ANCHOR SLAB STEEL NOT SHOWN FOR CLARITY)



SECTION A-A



DEFLECTION/EXPANSION FITTING

THIS DETAIL ACCOMMODATES A MAXIMUM OF 3/4" TOTAL MOVEMENT AND UP TO 30 DEGREES OF ANGULAR MISALIGNMENT IN ANY DIRECTION. BOND JUMPER NOT SHOWN FOR CLARITY.

PROVIDE DEFLECTION/EXPANSION FITTINGS AT APPROXIMATELY EVERY 3RD EXPANSION JOINT IN WALL (90FT. MAX. SPA.)

LEGEND

- USE 2" DIA. RIGID METALLIC (RMC) CONDUIT AT FITTINGS. PROVIDE RMC FOR 3'-0" MIN. ON EACH SIDE OF JOINT OPENINGS (MAXIMUM LENGTH BETWEEN FITTINGS = 90'-0") UNLESS NOTED OTHERWISE.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- SPONGE RUBBER WRAP TO BE AASHTO M153, TYPE 1 OR EQUIVALENT - ¼" MINIMUM THICKNESS. PROVIDE WRAP FOR THE ENTIRE LENGTH OF THE FITTING OR AS SHOWN. SPONGE RUBBER WRAP INCIDENTAL TO "CONDUIT RIGID METALLIC 2-INCH".
- DEFLECTION/EXPANSION FITTING REQUIREMENTS (IF USED): UP TO ¾" CONDUIT CONTRACTION OR EXPANSION AND UP TO 30° OF ANGULAR MISALIGNMENT IN ANY DIRECTION WITH BONDING JUMPER
- ONE JUNCTION BOX IS NEEDED FOR EACH DEFLECTION/EXPANSION FITTING. THIS CAN BE ACCOMPLISHED USING A 18X12X6-INCH JUNCTION BOX AT A LIGHT STANDARD OR BY PROVIDING SEPARATE 18X6X6-INCH JUNCTION BOX.
- 1 ½" FILLER BETWEEN THE ANCHOR SLAB AND THE BRIDGE WING.
- 2" NONMETALLIC RIGID CONDUIT FOR LIGHTING.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.

PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT

RMC = RIGID METALLIC CONDUIT

NOTES

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT(PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

CONDUIT BENDS SHALL CONFORM TO THE NATIONAL ELECTRIC CODE.

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STRUCTURE R-40-159

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CONDUIT DETAILS

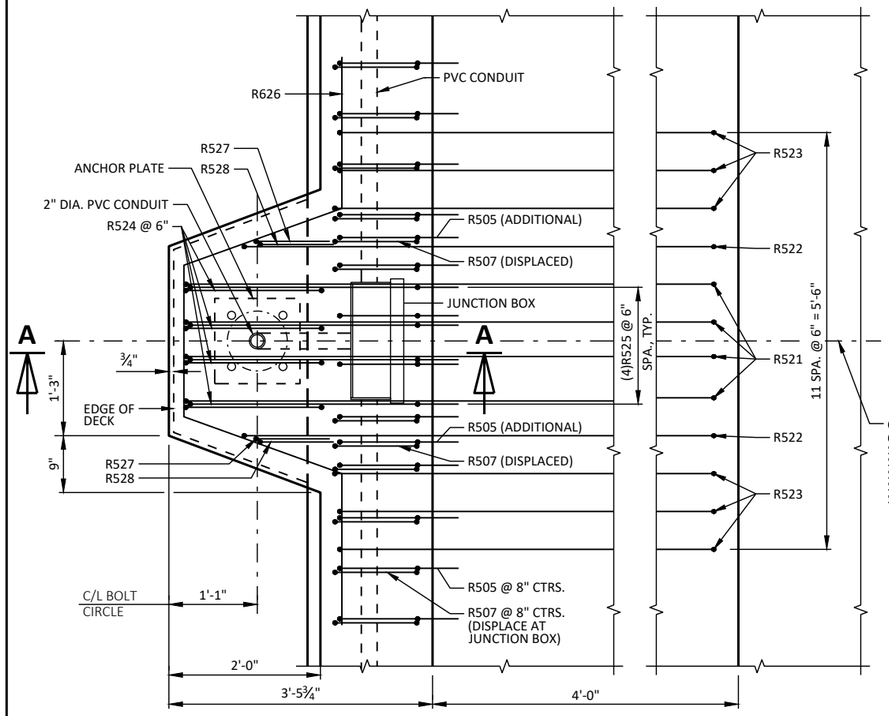
SHEET 9 OF 12

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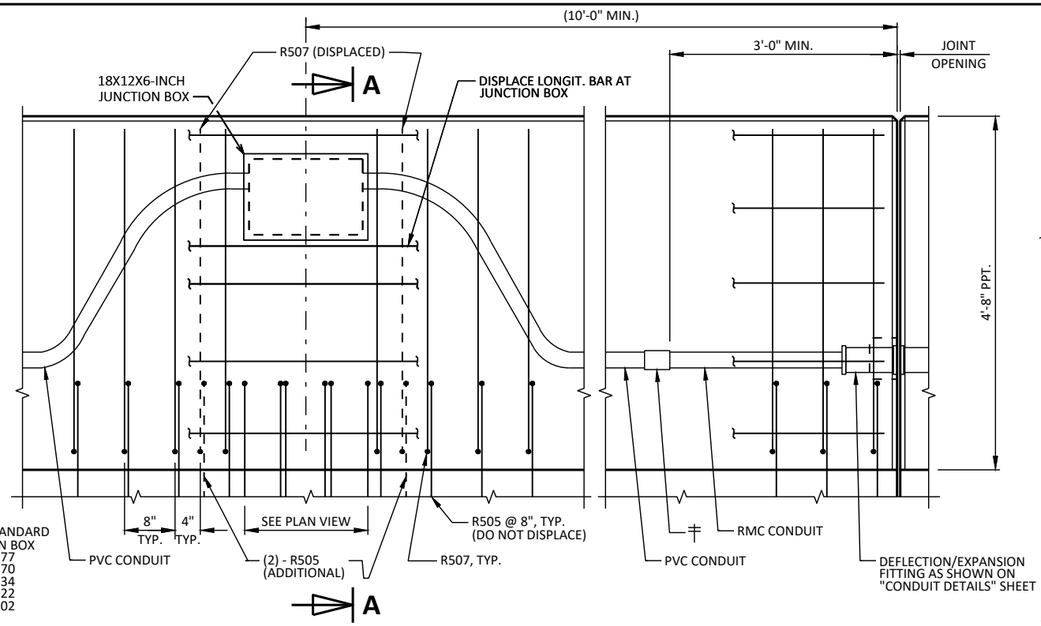
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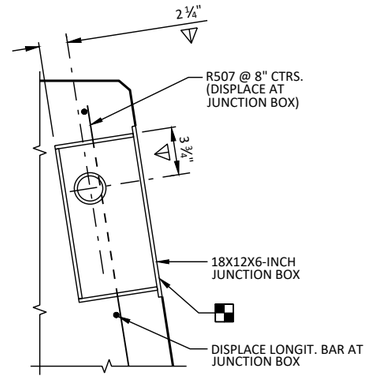
PLAN AT LIGHT STANDARD

(MSE ANCHOR SLAB STEEL NOT SHOWN FOR CLARITY)

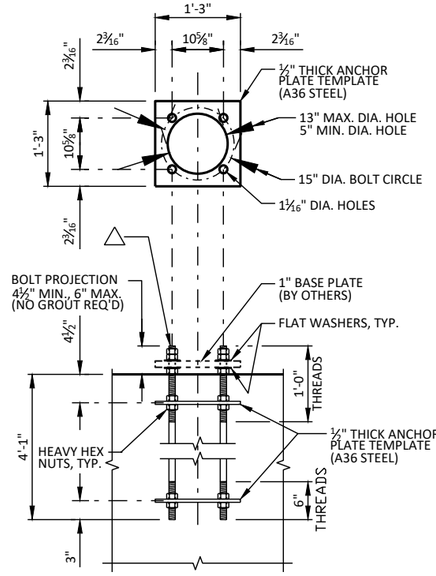


INSIDE ELEVATION AT JUNCTION BOX

(MSE ANCHOR SLAB STEEL NOT SHOWN FOR CLARITY)



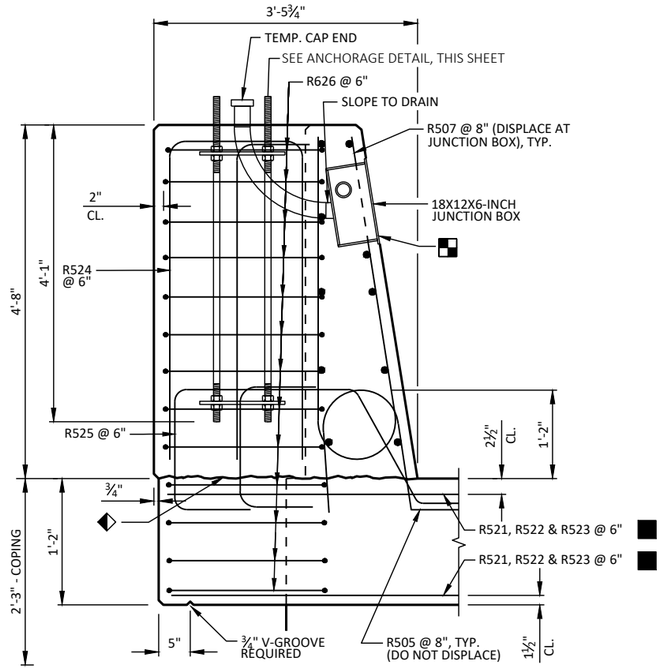
JUNCTION BOX DETAIL



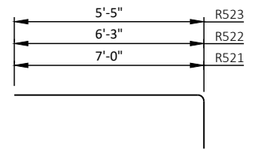
ANCHOR ROD ASSEMBLY DETAIL

(5 REQ'D)

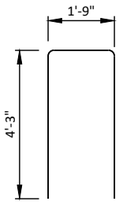
(4) - ANCHOR RODS REQUIRED PER ASSEMBLY



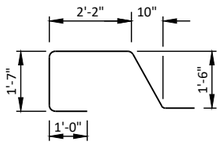
SECTION A-A



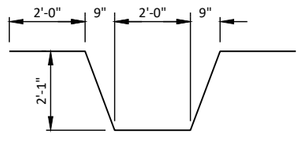
R521,R522, R523



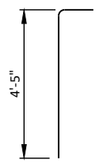
R524



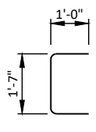
R525



R626



R527



R528

NOTES

BID ITEM SHALL BE "ANCHOR ASSEMBLIES POLES ON STRUCTURES", EACH.

CONDUIT SHALL BE EMBEDDED 2" CLEAR.

USE 2" DIA. RIGID NONMETALLIC CONDUIT (PVC) UNLESS NOTED OTHERWISE.

CONDUIT FITTINGS, CONDUIT BENDS, AND ADAPTER FITTINGS INCIDENTAL TO CONDUIT WORK.

PROVIDE JUNCTION BOXES FROM THE APPROVED PRODUCTS LIST.

SEE "CONDUIT DETAILS" SHEET FOR ADDITIONAL INFORMATION.

LEGEND

- CONSTRUCTION JOINT, STRIKE OFF AS SHOWN.
- CUT OUT ± 1" OF GASKET AT BOTTOM OF JUNCTION BOX COVER TO ALLOW FOR DRAINAGE.
- LOCATION OF CONDUIT IS MEASURED FROM OUTSIDE EDGE OF JUNCTION BOX.
- NONMETALLIC CONDUIT TO METALLIC CONDUIT ADAPTER FITTING (UL OR NRTL LISTED FOR ELECTRICAL USE SHALL BE USED).
- PVC = POLYVINYL CHLORIDE (RIGID NONMETALLIC) CONDUIT.
- RMC = RIGID METALLIC CONDUIT.
- 1" DIA. ANCHOR RODS ASTM F1554 GR 55, HEAVY HEX NUTS ASTM A563, AND WASHERS ASTM F436. ANCHOR ASSEMBLIES SHALL BE GALVANIZED PER SECTION 531 OF THE STANDARD SPECIFICATION. PROVIDE (2) WASHERS AND (7) NUTS PER ANCHOR ROD.
- THESE BARS ARE IN ADDITION TO STANDARD TRANSVERSE BARS IN ANCHOR SLAB. BOTTOM MAT CAN BE SHIFTED UP TO AVOID CONFLICTS WITH PRECAST WALL PANELS.

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
R521	X	40	8'-2"	X		LIGHT STD. - TRANS. @ ANCHOR SLAB
R522	X	20	7'-5"	X		LIGHT STD. - TRANS. @ ANCHOR SLAB
R523	X	60	6'-7"	X		LIGHT STD. - TRANS. @ ANCHOR SLAB
R524	X	20	10'-0"	X		LIGHT STD. - VERT. - PARAPET
R525	X	20	7'-0"	X		LIGHT STD. - VERT. - PARAPET
R626	X	65	10'-0"	X		LIGHT STD. - HORIZ. - PARAPET
R527	X	10	5'-4"	X		LIGHT STD. - VERT. - PARAPET
R528	X	10	3'-4"	X		LIGHT STD. - VERT. - PARAPET

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STRUCTURE R-40-159

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LIGHT STANDARD DETAILS

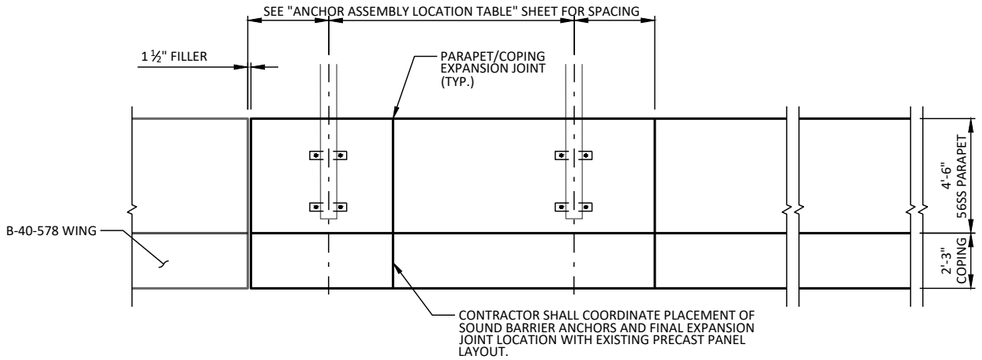
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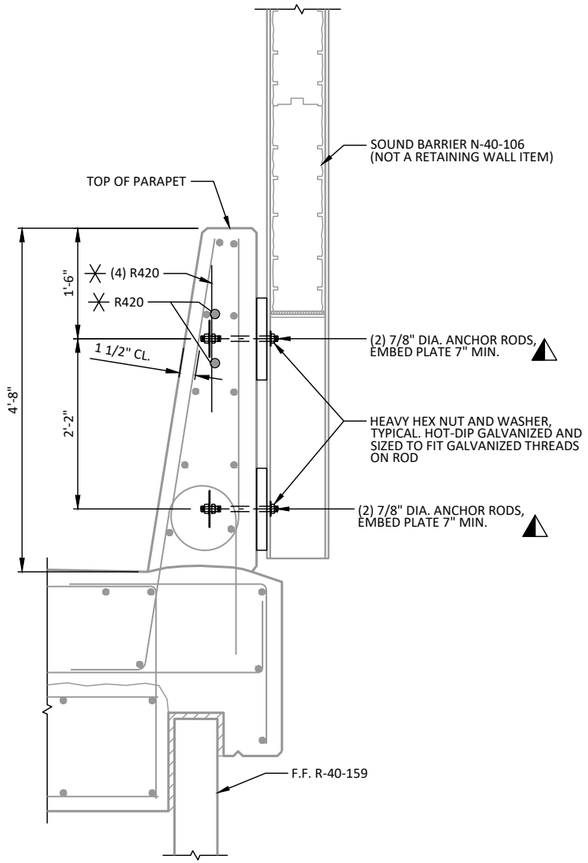
LOCATION OF ANCHORS FOR NOISE BARRIER POST

LOOKING EAST AT F.F. OF WALL

LEGEND

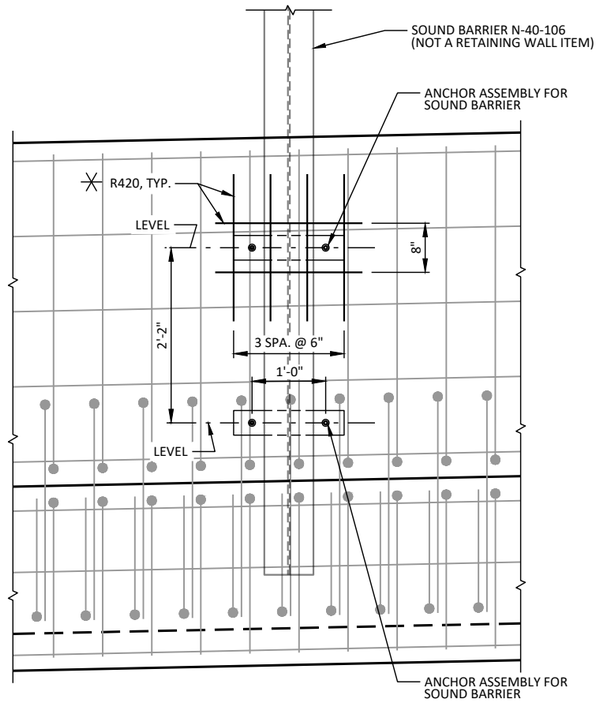
△ EXACT LOCATION AND SPACING OF EMBEDDED ANCHOR ASSEMBLY SOUND WALL TO BE COORDINATED AND COINCIDE WITH SOUND WALL POST SPACING AND MOUNTING DETAILS SHOWN ON APPROVED SOUND BARRIER SHOP DRAWINGS

✳ EXACT LOCATION AND SPACING OF R420 BARS TO BE COORDINATED AND COINCIDE WITH SOUND BARRIER POST SPACING AND MOUNTING DETAILS SHOWN ON APPROVED SOUND BARRIER SHOP DRAWINGS



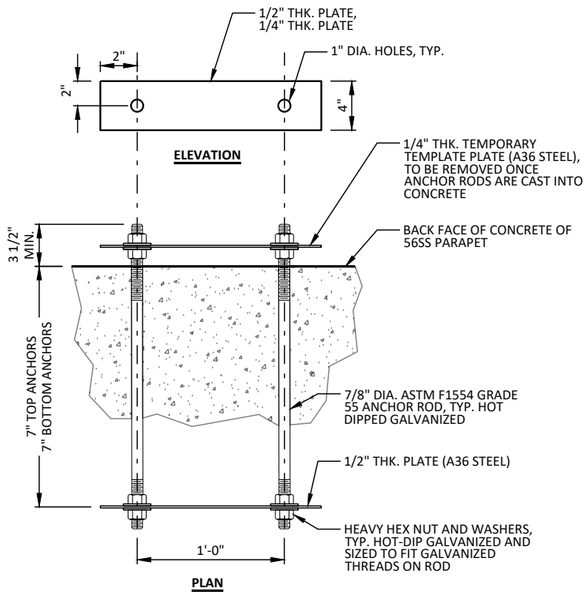
SECTION AT SOUND BARRIER POST

TYPICAL AT EACH POST LOCATION



ELEVATION AT SOUND BARRIER POST

TYPICAL AT EACH POST LOCATION



ANCHOR ASSEMBLY SOUND BARRIER STRUCTURES

AN INDIVIDUAL ANCHOR ASSEMBLY INCLUDES ALL ITEMS SHOWN IN PLAN ABOVE AND OUTLINED IN THE SPECIAL PROVISION. (2) ANCHOR ASSEMBLIES ARE REQUIRED PER POST LOCATION. FACTORED DESIGN PULLOUT LOADING PER ANCHOR ASSEMBLY = 27 KIPS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-159

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SOUND BARRIER ANCHORAGE DETAILS

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ANCHOR ASSEMBLY LOCATION TABLE

Anchor No.	R-40-159 STA.	IH 43 STA.	IH 43 Off. [LT]
144	161+00.00	1064+74.00	58.25
143	161+10.01	1064+84.26	58.22
142	161+20.01	1064+94.52	58.26
141	161+30.01	1065+04.78	58.31
140	161+40.01	1065+15.04	58.36
139	161+50.01	1065+25.31	58.39
138	161+60.01	1065+35.56	58.40
137	161+70.01	1065+45.82	58.40
136	161+80.01	1065+56.08	58.29
135	161+90.02	1065+66.35	58.34
134	162+00.02	1065+76.61	58.34
133	162+10.02	1065+86.87	58.28
132	162+20.02	1065+97.14	58.33
131	162+30.02	1066+07.40	58.41
130	162+40.03	1066+17.66	58.43
129	162+50.03	1066+27.93	58.42
128	162+60.03	1066+38.19	58.40
127	162+70.03	1066+48.46	58.40
126	162+80.04	1066+58.72	58.43
125	162+90.04	1066+68.99	58.46
124	163+00.04	1066+79.25	58.52
123	163+10.05	1066+89.51	58.53
122	163+20.05	1066+99.78	58.52
121	163+30.05	1067+10.04	58.49
120	163+40.05	1067+20.31	58.51
119	163+50.06	1067+30.58	58.51
118	163+60.06	1067+40.84	58.53
117	163+70.06	1067+51.10	58.47
116	163+80.07	1067+61.37	58.37
115	163+90.07	1067+71.64	58.33
114	164+00.08	1067+81.90	58.43
113	164+10.08	1067+92.16	58.48
112	164+20.08	1068+02.43	58.48
111	164+30.08	1068+12.69	58.48
110	164+40.09	1068+22.96	58.45
109	164+50.09	1068+33.22	58.48
108	164+60.09	1068+43.49	58.46
107	164+70.09	1068+53.75	58.46
106	164+80.10	1068+64.01	58.47
105	164+90.10	1068+74.28	58.48
104	165+00.10	1068+84.54	58.45
103	165+10.10	1068+94.81	58.47
102	165+20.11	1069+05.08	58.43
101	165+30.11	1069+15.34	58.46
100	165+40.12	1069+25.61	58.47
99	165+50.13	1069+35.88	58.48
98	165+60.13	1069+46.14	58.46
97	165+70.13	1069+56.41	58.49
96	165+80.14	1069+66.67	58.54
95	165+90.14	1069+76.93	58.54
94	166+00.14	1069+87.20	58.45
93	166+10.15	1069+97.47	58.39
92	166+20.15	1070+07.73	58.47
91	166+30.15	1070+17.99	58.45
90	166+40.15	1070+28.26	58.52
89	166+50.16	1070+38.52	58.57
88	166+60.16	1070+48.79	58.59
87	166+70.16	1070+59.05	58.56
86	166+80.16	1070+69.32	58.49
85	166+90.17	1070+79.58	58.53
84	167+00.17	1070+89.84	58.52
83	167+10.18	1071+00.11	58.43
82	167+17.18	1071+07.29	58.47
81	167+24.18	1071+14.48	58.46
80	167+34.18	1071+24.75	58.48
79	167+44.18	1071+35.01	58.49
78	167+54.18	1071+45.28	58.51
77	167+64.19	1071+55.54	58.53
76	167+74.19	1071+65.81	58.50
75	167+84.20	1071+76.07	58.52
74	167+94.20	1071+86.34	58.54
73	168+04.20	1071+96.60	58.52
72	168+14.21	1072+06.87	58.47
71	168+24.21	1072+17.13	58.44
70	168+34.22	1072+27.40	58.43
69	168+44.22	1072+37.66	58.49
68	168+54.22	1072+47.72	58.48
67	168+64.23	1072+57.72	58.47
66	168+74.23	1072+67.72	58.47
65	168+84.23	1072+77.73	58.47
64	168+94.23	1072+87.73	58.47
63	169+04.23	1072+97.73	58.47
62	169+14.23	1073+07.73	58.47
61	169+24.24	1073+17.73	58.47
60	169+34.24	1073+27.73	58.47
59	169+44.24	1073+37.74	58.46
58	169+54.24	1073+47.74	58.45
57	169+64.24	1073+57.74	58.44
56	169+74.24	1073+67.74	58.43
55	169+81.24	1073+74.74	58.44
54	169+88.24	1073+81.74	58.45
53	169+98.25	1073+91.74	58.46
52	170+08.25	1074+01.74	58.47
51	170+18.25	1074+11.75	58.48
50	170+28.26	1074+21.75	58.49
49	170+38.26	1074+31.75	58.50
48	170+48.26	1074+41.75	58.51
47	170+58.26	1074+51.75	58.52
46	170+68.26	1074+61.76	58.53
45	170+78.26	1074+71.76	58.54
44	170+88.26	1074+81.76	58.54
43	170+98.26	1074+91.76	58.55
42	171+08.27	1075+01.76	58.57
41	171+18.27	1075+11.76	58.65
40	171+28.27	1075+21.76	58.68
39	171+38.27	1075+31.77	58.65
38	171+48.27	1075+41.77	58.63
37	171+58.27	1075+51.77	58.61
36	171+68.27	1075+61.77	58.57
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33	171+98.28	1075+91.77	58.51
32	172+08.28	1076+01.78	58.50
31	172+18.28	1076+11.78	58.50
30	172+28.28	1076+21.78	58.49
29	172+38.28	1076+31.78	58.49
28	172+48.29	1076+41.78	58.48
27	172+58.29	1076+51.78	58.48
26	172+68.29	1076+61.78	58.48
25	172+78.29	1076+71.79	58.47
24	172+88.29	1076+81.79	58.47
23	172+98.29	1076+91.79	58.46
22	173+08.30	1077+01.79	58.45
21	173+18.30	1077+11.79	58.43
20	173+28.30	1077+21.79	58.42
19	173+38.30	1077+31.80	58.40
18	173+48.31	1077+41.80	58.39
17	173+58.31	1077+51.80	58.38
16	173+68.31	1077+61.80	58.37

POST SPACING (FROM THE SOUTH):

61 SPA. @ 10'-0",
2 SPA. @ 7'-0",
25 SPA. @ 10'-0",
2 SPA. @ 7'-0",
38 SPA. @ 10'-0"

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-159

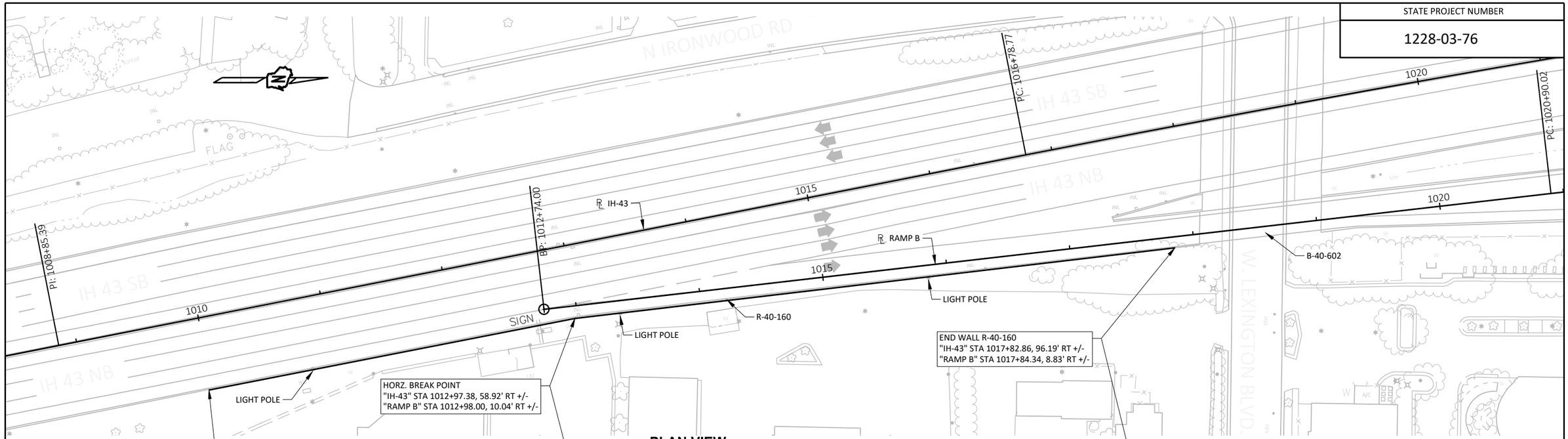
DRAWN BY VCH | PLANS CK'D. WCD

ANCHOR ASSEMBLY LOCATION TABLE

SHEET 12 OF 12

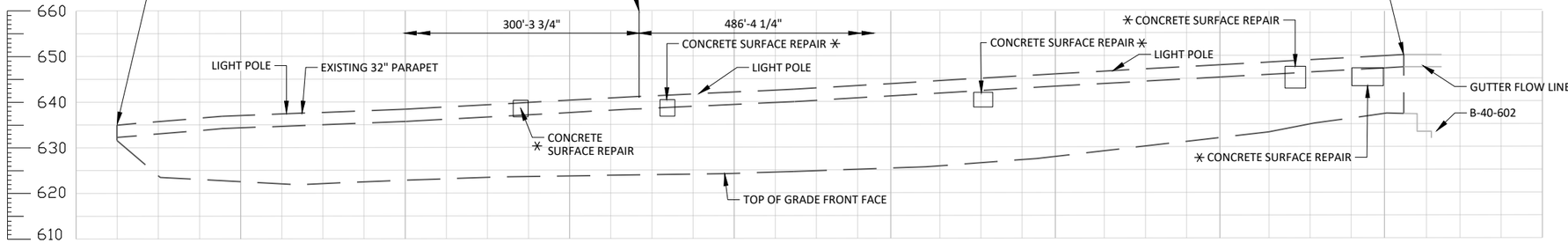
474

STATE PROJECT NUMBER
1228-03-76



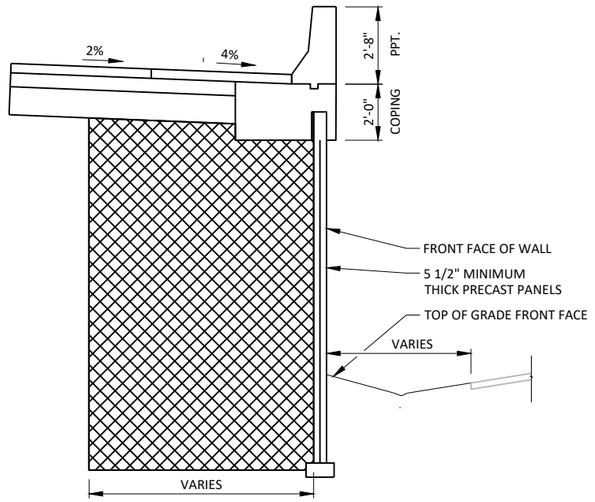
PLAN VIEW

PRECAST CONCRETE PANEL MSE RETAINING WALL



ELEVATION VIEW

LOOKING WEST



TYPICAL WALL SECTION

	TOTAL ESTIMATED QUANTITIES		
ITEM NUMBER	BID ITEM	UNIT	TOTAL
⚹ 509.1500	CONCRETE SURFACE REPAIR	SF	20
⚹ SPV.0090	JOINT SEALING	LF	300

⚹ QUANTITIES AND LOCATIONS ARE BASED ON BEST ESTIMATES AND CURRENT INFORMATION. LIMITS AND LOCATIONS TO BE DETERMINED BY THE ENGINEER.

MATERIAL PROPERTIES

CONCRETE MASONRY _____fc = 3,500 psi

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS AND ELEVATIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND AS-BUILTS.

ALL STATIONS AND ELEVATIONS ARE IN FEET.

OFFSET DISTANCE MEASURED TO FRONT FACE OF WALL.

LENGTH OF MECHANICALLY STABILIZED EARTH RETAINING WALL MEASURED ALONG FRONT FACE.

SEE ROADWAY PLANS FOR EXISTING UTILITY LOCATIONS.

REPAIRS SHOULD LIMIT DAMAGING SOUND CONCRETE AND THE EXISTING REINFORCEMENT.

ORIGINAL CONSTRUCTION YEAR WAS 1992.

SCOPE OF WORK

- SEAL MSE WALL JOINTS
- CONCRETE SURFACE REPRAIR OF MSE PANELS, COPING, AND PARAPETS

WISCONSIN
TIMOTHY A. BOROWSKI
E-45180
VERONA
WI
PROFESSIONAL ENGINEER

08/01/2024

STRUCTURE DESIGN CONTACTS:

TIM BOROWSKI	608-298-5410
AARON BONK	608-261-0261

NO.	DATE	REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED _____ SDR 12/04/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE R-40-160

I-43 AT LEXINGTON BLVD.

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TAB	WCD	VCH	WCD

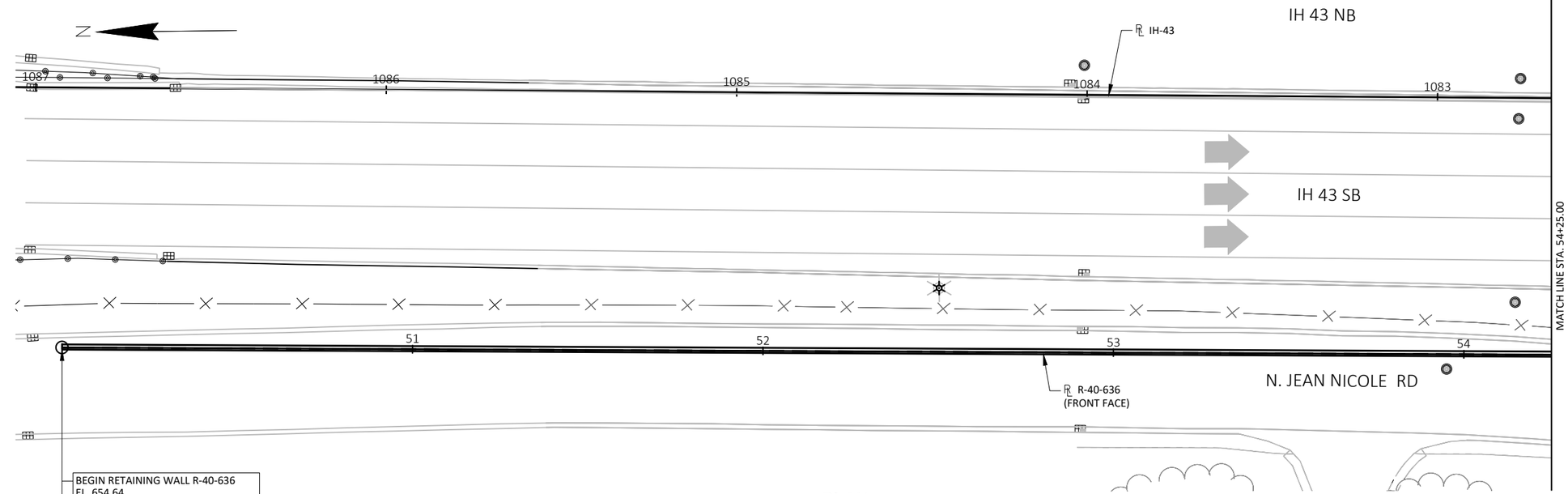
GENERAL PLAN

SHEET 1 OF 1
475

8

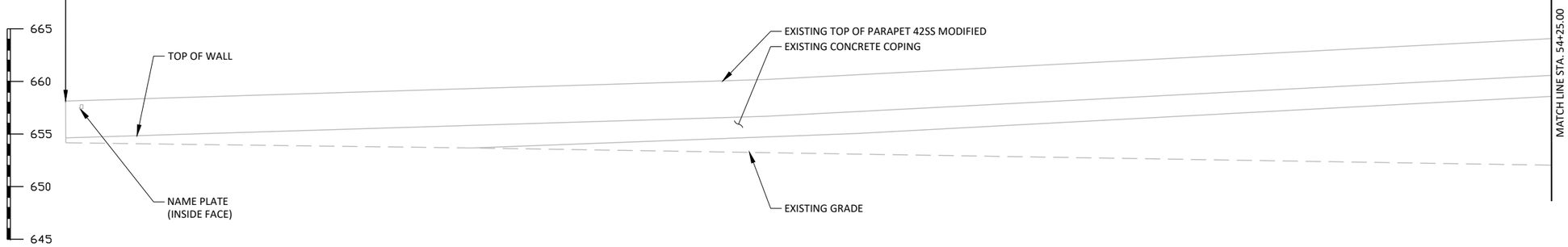
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STATE PROJECT NUMBER
1228-03-76



PLAN

PRECAST CONCRETE PANEL MSE RETAINING WALL



RETAINING WALL - ELEVATION

LOOKING EAST
(DIMENSIONS ALONG FRONT FACE OF WALL)

8

MATERIAL PROPERTIES

CONCRETE MASONRY RETAINING WALLS _____f'c = 4,000 psi

HIGH STRENGTH BAR STEEL
REINFORCEMENT, GRADE 60 _____fy = 60,000 psi

LIST OF DRAWINGS

1. GENERAL PLAN AND ELEVATION 1
2. GENERAL PLAN AND ELEVATION 2
3. GENERAL NOTES & QUANTITIES
4. PARAPET TRANSITION REMOVAL DETAILS
5. PARAPET TRANSITION DETAILS



9/19/2024

DESIGN CONSULTANT
TIM BOROWSKI, PE
(608) 298-5410

BRIDGE OFFICE CONTACT
AARON BONK, PE
(608) 261-0261

NO.	DATE	REVISION	BY

SRF

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 12/04/24
CHIEF STRUCTURES DESIGN ENGINEER — DATE

8

STRUCTURE R-40-636

RETAINING WALL WEST OF IH 43 AT BENDER RD

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

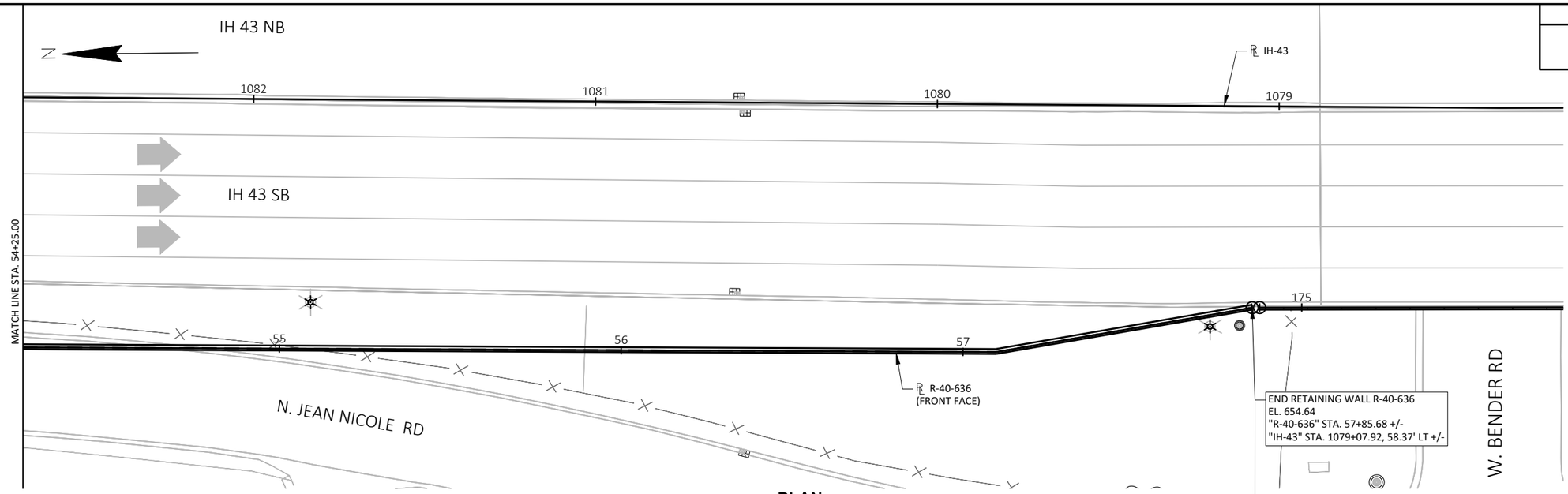
DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGN CK'D.	DRAWN BY	PLANS CK'D.
TAB	SMN	VCH	SMH

GENERAL PLAN AND ELEVATION 1

SHEET 1 OF 5
476

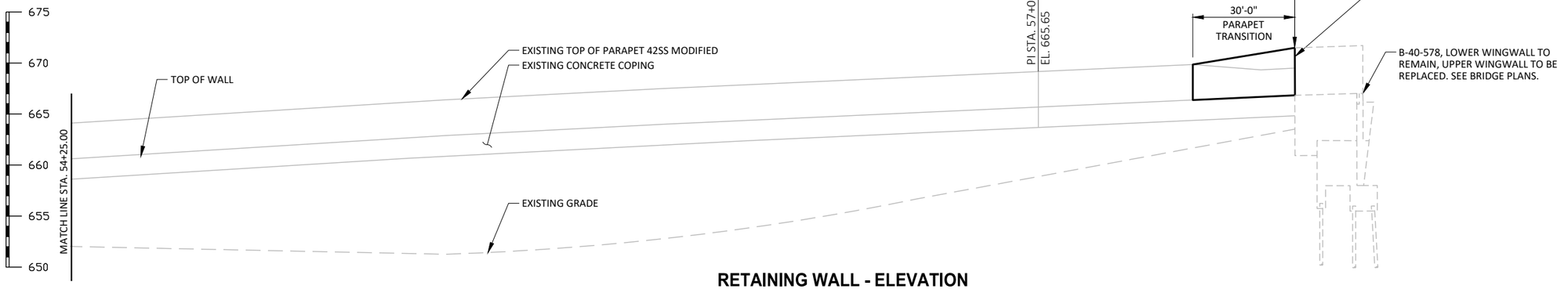
STATE PROJECT NUMBER
1228-03-76



PLAN

PRECAST CONCRETE PANEL MSE RETAINING WALL

785'-8 ⅛" WALL LENGTH



RETAINING WALL - ELEVATION

LOOKING EAST
(DIMENSIONS ALONG FRONT FACE OF WALL)

8

LEGEND

(E) EXPANSION JOINT

(S) VERTICAL SLIP JOINT

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-636

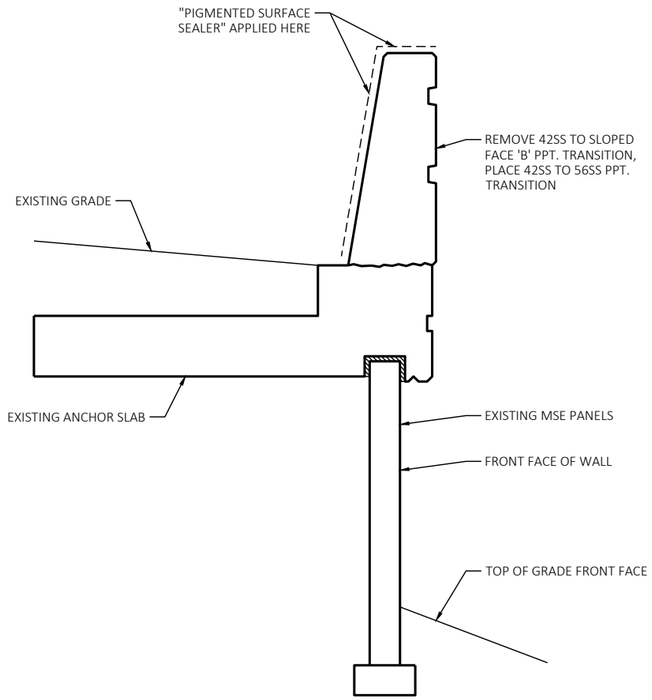
DRAWN BY VCH | PLANS CK'D. SMH

GENERAL PLAN AND ELEVATION 2

SHEET 2 OF 5
477

STATE PROJECT NUMBER
1228-03-76

TOTAL ESTIMATED QUANTITIES			
ITEM NUMBER	BID ITEM	UNIT	TOTAL
203.0220	REMOVING STRUCTURE R-40-636	EACH	1
502.3210	PIGMENTED SURFACE SEALER	SY	17
504.0500	CONCRETE MASONRY RETAINING WALLS	CY	5
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	690
	NON-BID ITEM		
	FILLER	SIZE	¾", 1"



TYPICAL SECTION

(LOOKING SOUTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

BEVEL EXPOSED EDGES OF CONCRETE ¾", UNLESS NOTES OTHERWISE.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), MILWAUKEE COUNTY ZONE, NAD 83 (2007). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM, NAVD 88 (2007).

ALL STATIONS AND DIMENSIONS ARE ALONG THE FRONT FACE OF WALL, UNLESS SHOWN OTHERWISE.

BAR REINFORCEMENT SHALL HAVE 2" CLEAR COVER, UNLESS SHOWN OTHERWISE.

ALL BAR STEEL REINFORCEMENT WITHIN CAST-IN-PLACE CONCRETE TO BE EPOXY COATED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE. BAR DIMENSIONS ARE OUT TO OUT OF BAR.

APPLY PIGMENTED SURFACE SEALER TO THE TOP AND INSIDE FACE OF THE PARAPET.

DIMENSIONS SHOWN ARE BASED ON ORIGINAL STRUCTURE PLANS.

COORDINATE CONSTRUCTION OF R-40-636 WITH B-40-578.

"REMOVING STRUCTURE R-40-636" INCLUDES THE REMOVAL OF EXISTING PARAPET ON THE MOST SOUTHERN 30' OF RETAINING WALL.

SCOPE OF WORK

- REMOVE EXISTING 30' PARAPET TRANSITION
- PLACE NEW 30' PARAPET TRANSITION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

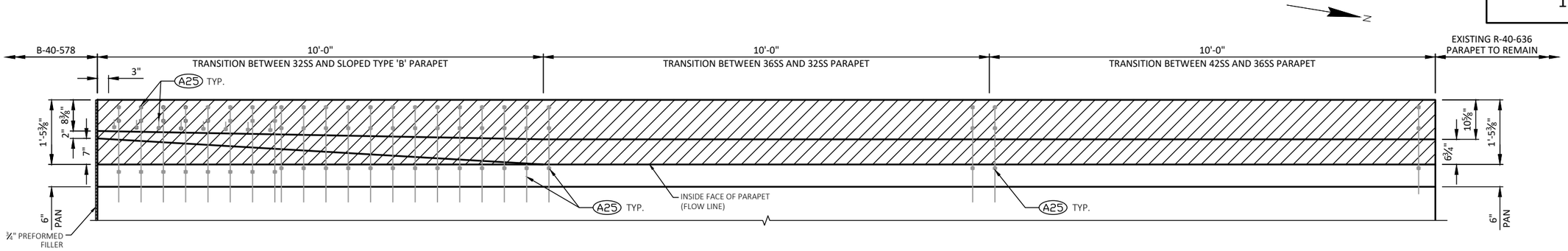
STRUCTURE R-40-636

DRAWN BY VCH | PLANS CK'D. SMH

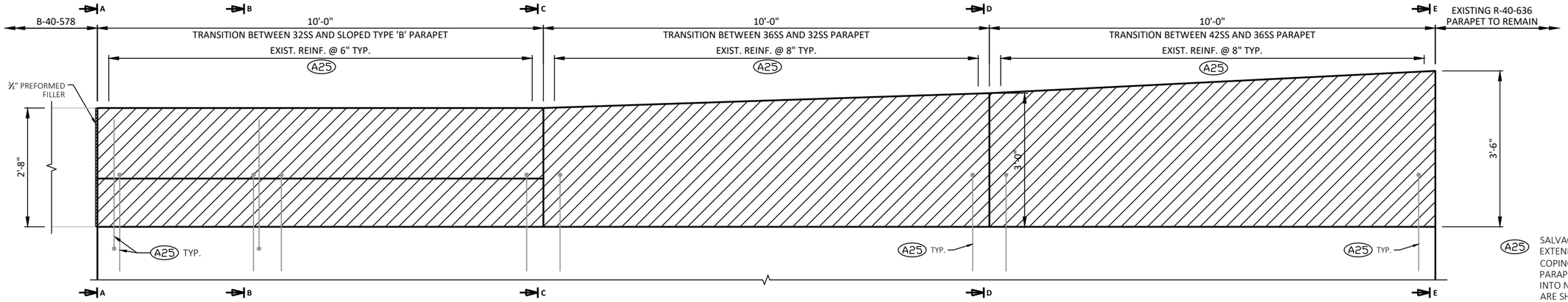
GENERAL NOTES & QUANTITIES

SHEET 3 OF 5
478

STATE PROJECT NUMBER
1228-03-76

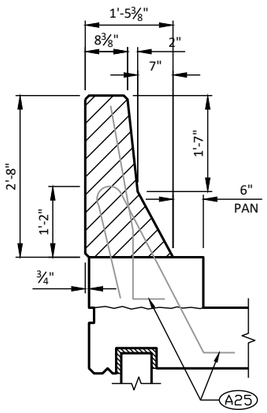


PARAPET TRANSITION PLAN



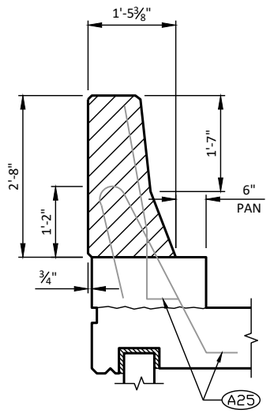
PARAPET TRANSITION ELEVATION

LOOKING WEST

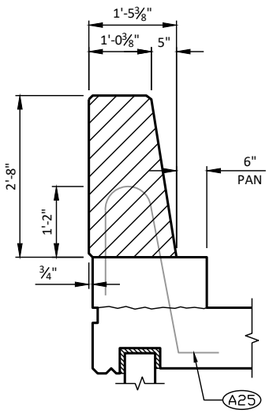


SECTION A-A

(SLOPED FACE PARAPET 'B')

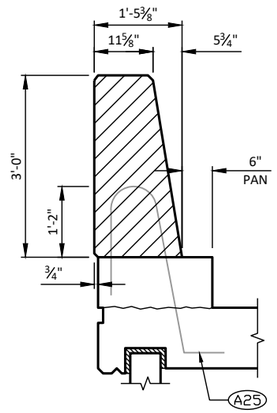


SECTION B-B



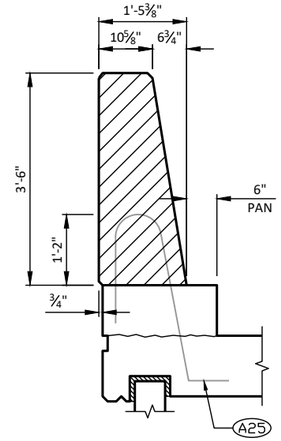
SECTION C-C

(32SS PARAPET)



SECTION D-D

(36SS PARAPET)



SECTION E-E

(42SS PARAPET)

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-636

DRAWN BY	VCH	PLANS CK'D.	SMH

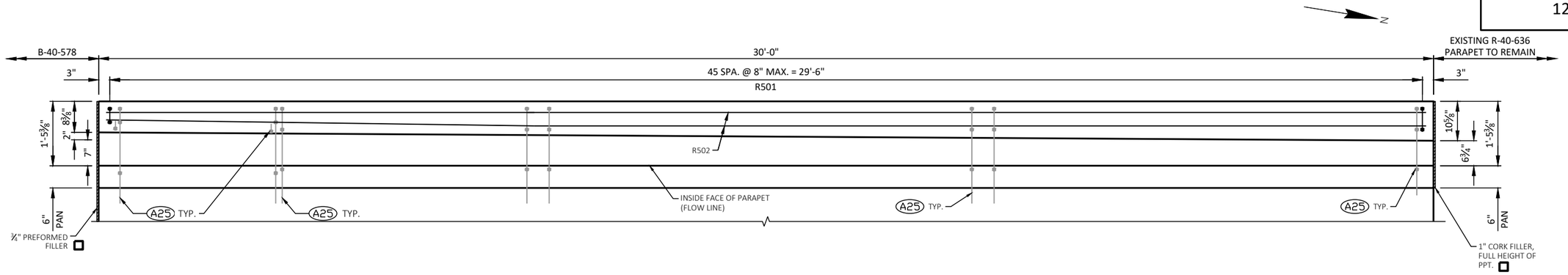
PARAPET TRANSITION REMOVAL DETAILS

SHEET 4 OF 5
479

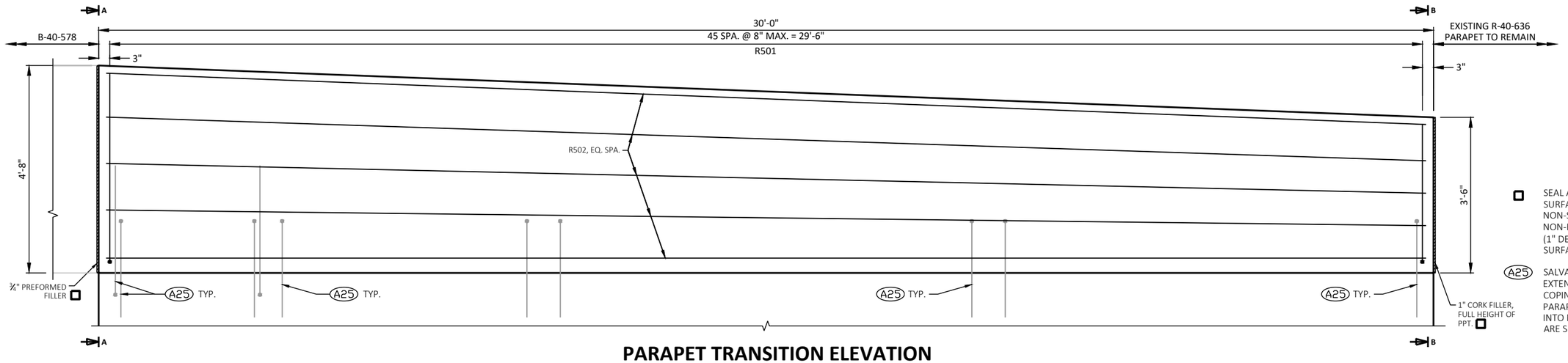
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PLOT DATE : 9/19/2024 12:42:25 PM
PLOT BY : TIM BOROWSKI
PLOT SCALE : 1" = 1'
LAYOUT : 4 PARAPET TRANSITION REMOVAL DETAILS

STATE PROJECT NUMBER
1228-03-76



PARAPET TRANSITION PLAN

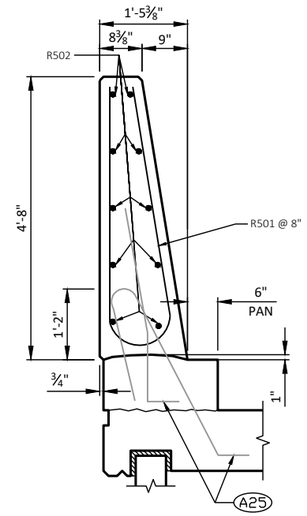


SEAL ALL EXPOSED HORIZ. & VERT. SURFACES OF FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONC.)

A25 SALVAGE ALL VERT. REINF. THAT EXTENDS OUT OF THE EXISTING COPING/ANCHOR SLAB INTO THE PARAPET. EXTEND FULL LENGTH INTO NEW WORK. NOT ALL BARS ARE SHOWN.

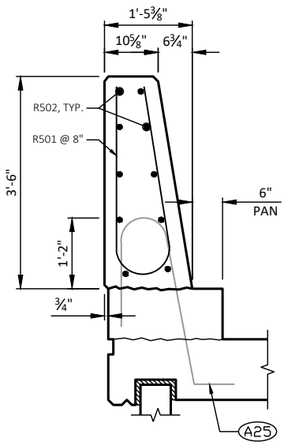
PARAPET TRANSITION ELEVATION

LOOKING WEST



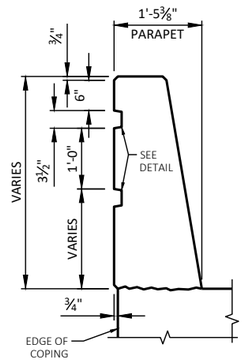
SECTION A-A

(56SS PARAPET)

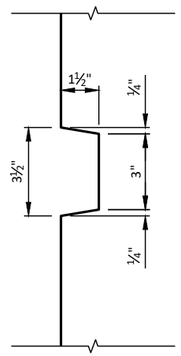


SECTION B-B

(42SS PARAPET)



PARAPET DETAIL



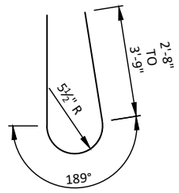
DETAIL

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
R501	X	46	7'-11"	X	X	PARAPET TRANSITION - VERT.
R502	X	10	29'-8"			PARAPET TRANSITION - HORIZ.

⚠ LENGTH SHOWN FOR BAR IS AN AVERAGE AND SHOULD ONLY BE USED FOR BAR WEIGHT CALCULATIONS. SEE BAR SERIES TABLE FOR ACTUAL LENGTHS.



R501

BAR SERIES TABLE

BUNDLE AND TAG EACH SERIES SEPARATELY.

BAR MARK	NO. REQ'D.	LENGTH
R501	1 SERIES OF 46	6'-8" TO 9'-1"

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE R-40-636

DRAWN BY VCH | PLANS CK'D. SMH

PARAPET TRANSITION DETAILS

SHEET 5 OF 5
480

8

FILE NAME : H:\PROJECTS\17000\17380\TECHDATA\1228-03-06\STRUCPLANS\R-40-636\R-40-636.DWG
PLOT DATE : 9/19/2024 12:44:42 PM
PLOT BY : TIM BOROWSKI
PLOT SCALE : 1" = 1'
LAYOUT : 5 PARAPET TRANSITION DETAILS

STATE PROJECT NUMBER
1228-03-76

GENERAL NOTES:

DRAWINGS SHALL NOT BE SCALED

ALL HS. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED PER SECTION 532 OF THE WisDOT STANDARD SPECIFICATIONS.

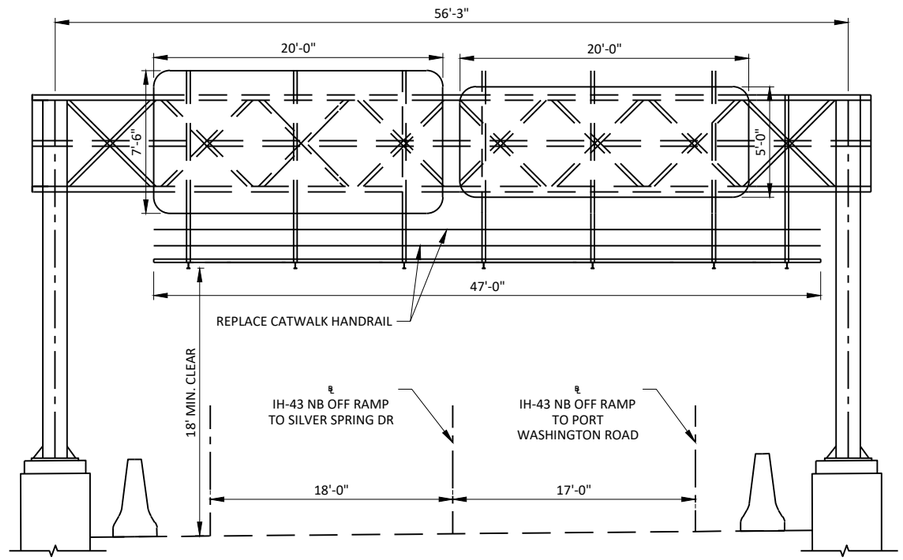
CATWALK REPAIR INCLUDES REPLACING THE CATWALK HANDRAIL

CONTRACTOR TO VERIFY I-BEAM SUPPORT SPACING FOR NEW HANDRAIL

I BEAMS ARE INCIDENTAL

TRAFFIC DATA:

IH 43 A.A.D.T. = 109,684 (2025)
IH 43 A.A.D.T. = 115,841 (2045)
R.D.S. = 60 MPH



S-40-56

ELEVATION VIEW LOOKING NORTH

	TOTAL ESTIMATED QUANTITIES		
ITEM NUMBER	BID ITEM	UNIT	TOTAL
SPV.0060.09	CATWALK REPAIR	EA	1

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 01/27/25
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-40-56

IH 43 NB, AT GORE TO SILVER SPRING DRIVE EXIT

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

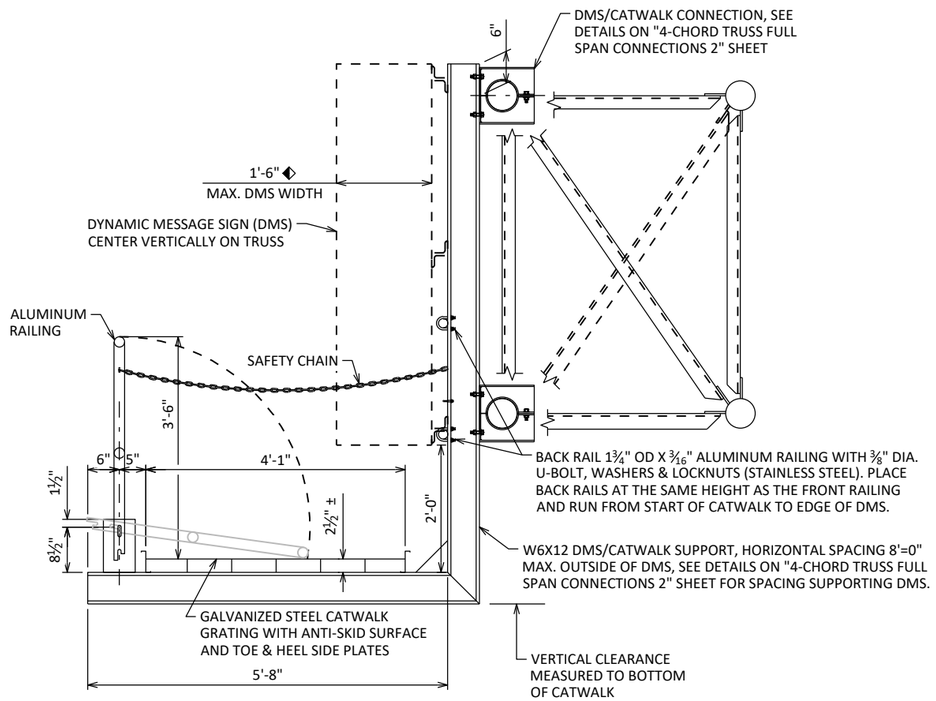
DESIGNED	DESIGN	DRAWN	PLANS
BY FP	JS	BY FP	TH

GENERAL PLAN

SHEET 1 OF 1
481

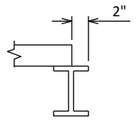
STATE PROJECT NUMBER

1228-03-76

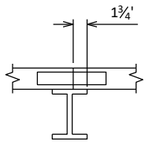


SECTION THRU WALKWAY

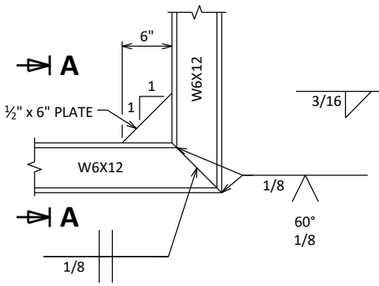
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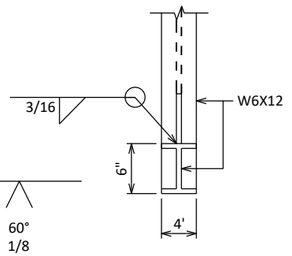
CATWALK TERMINATION DETAIL



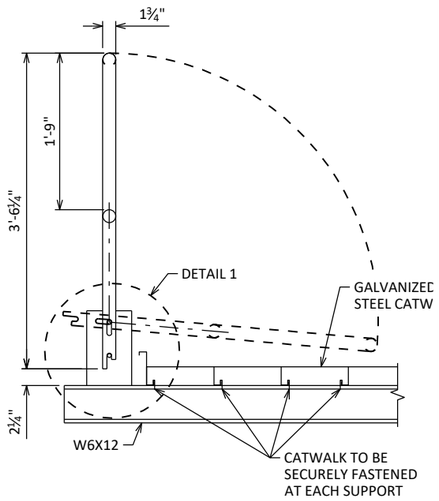
CATWALK SPLICE LOCATION DETAIL



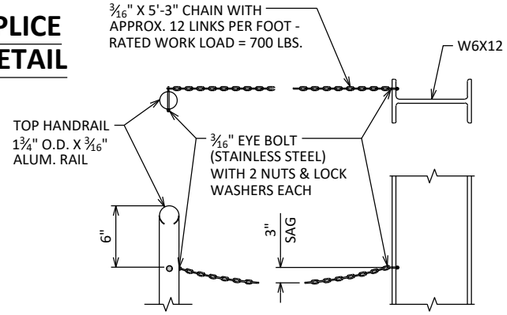
CATWALK BRACKET DETAIL



SECTION A-A

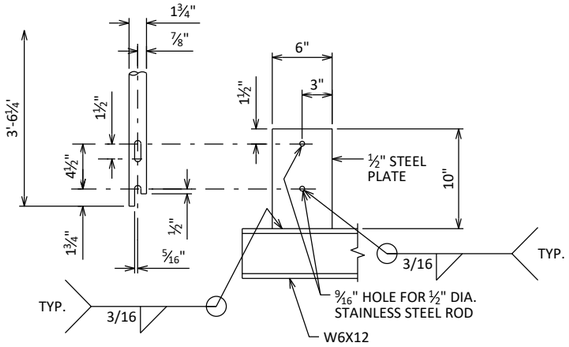


RAIL POST DETAIL

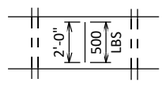


SAFETY CHAIN DETAIL

PROVIDE SAFETY CHAIN AT EACH END OF CATWALK

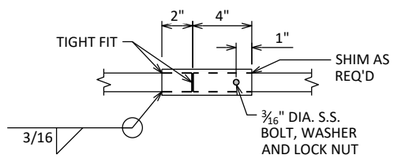


DETAIL 1



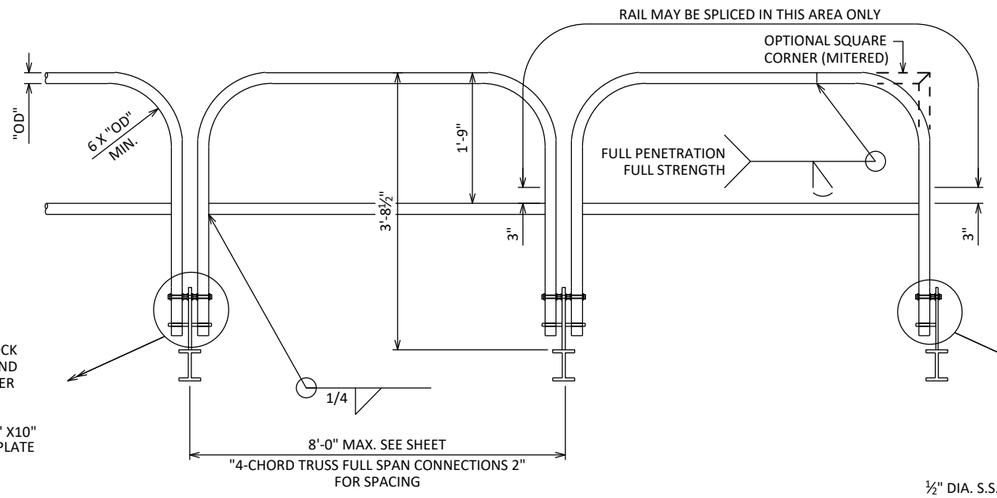
CATWALK LOADING DIAGRAM

NOTE:
CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" WITH 500 LB LIVE LOAD DISTRIBUTED OVER 2'-0" TRANSVERSELY - MAX. SPAN IS 8'-0". CATWALK SHALL ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.

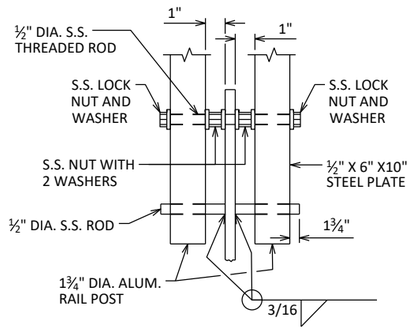


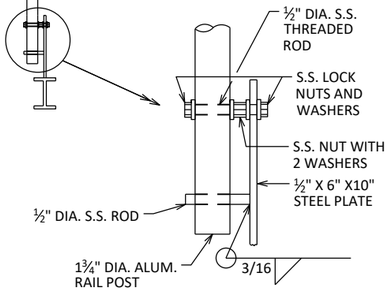
BACKRAIL SPLICE

ONE SPLICE ALLOWED FOR LENGTHS OVER 30'-0"



TYPICAL FRONT RAILING DETAILS





NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-40-56

DRAWN BY SAD | PLANS CK'D

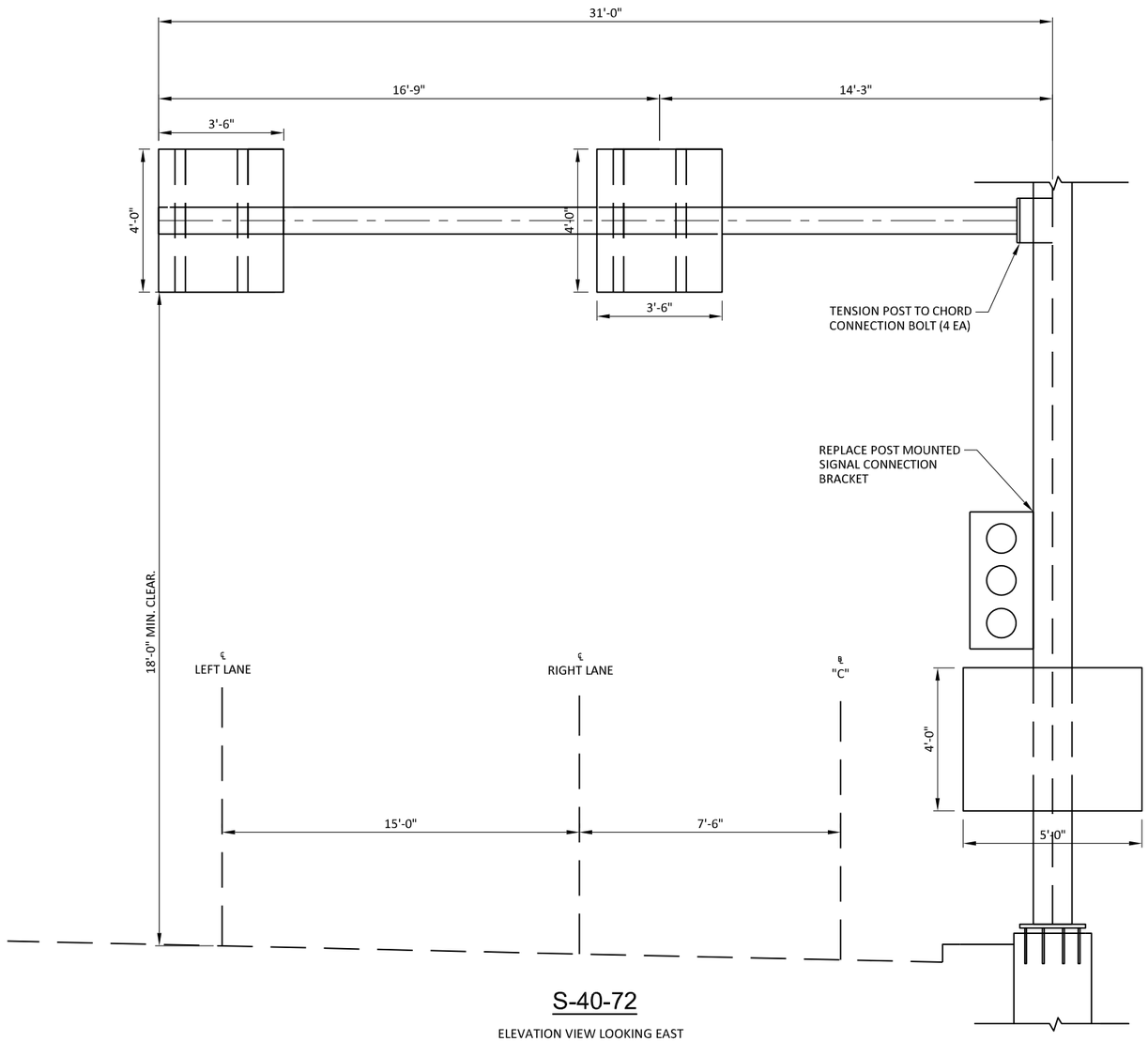
REPAIR PLAN

SHEET 2
482

SCALE = 6.0

8

8



S-40-72

ELEVATION VIEW LOOKING EAST

GENERAL NOTES:

DRAWINGS SHALL NOT BE SCALED

ALL HS. BOLTS, NUTS, AND WASHERS SHALL BE GALVANIZED PER SECTION 532 OF THE WisDOT STANDARD SPECIFICATIONS.

I BEAMS ARE INCIDENTAL IF IMPACTING SIGNS

TRAFFIC DATA:

IH43 A.A.D.T. = 109,684 (2025)
IH43 A.A.D.T. = 115,841 (2045)
R.D.S. = 60 MPH

MATERIAL PROPERTIES

STRUCTURAL ANGLES PLATE AND BARS - ASTM A709 GRADE 36	fy = 36,000 psi
HIGH STRENGTH BOLTS - A325	fy = 92,000 psi
ANCHOR RODS - ASTM F1554 GRADE 55	fy = 55,000 psi
HEAVY HEX NUTS FOR ANCHOR RODS - ASTM A563A	
WASHERS FOR ANCHOR RODS - ASTM F436	

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEM	UNIT	TOTAL
SPV.0060.08	TENSION STRUCTURAL BOLT	EA	4
658.5070	SIGNAL MOUNTING HARDWARE	EA	1

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 01/27/25
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE S-40-72

IH 43 NB, AT PORT WASHINGTON ROAD RAMP TERMINAL

COUNTY	~~TOWN~~/CITY/~~VILLAGE~~
MILWAUKEE	GLENDALE

DESIGN SPEC.
AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS

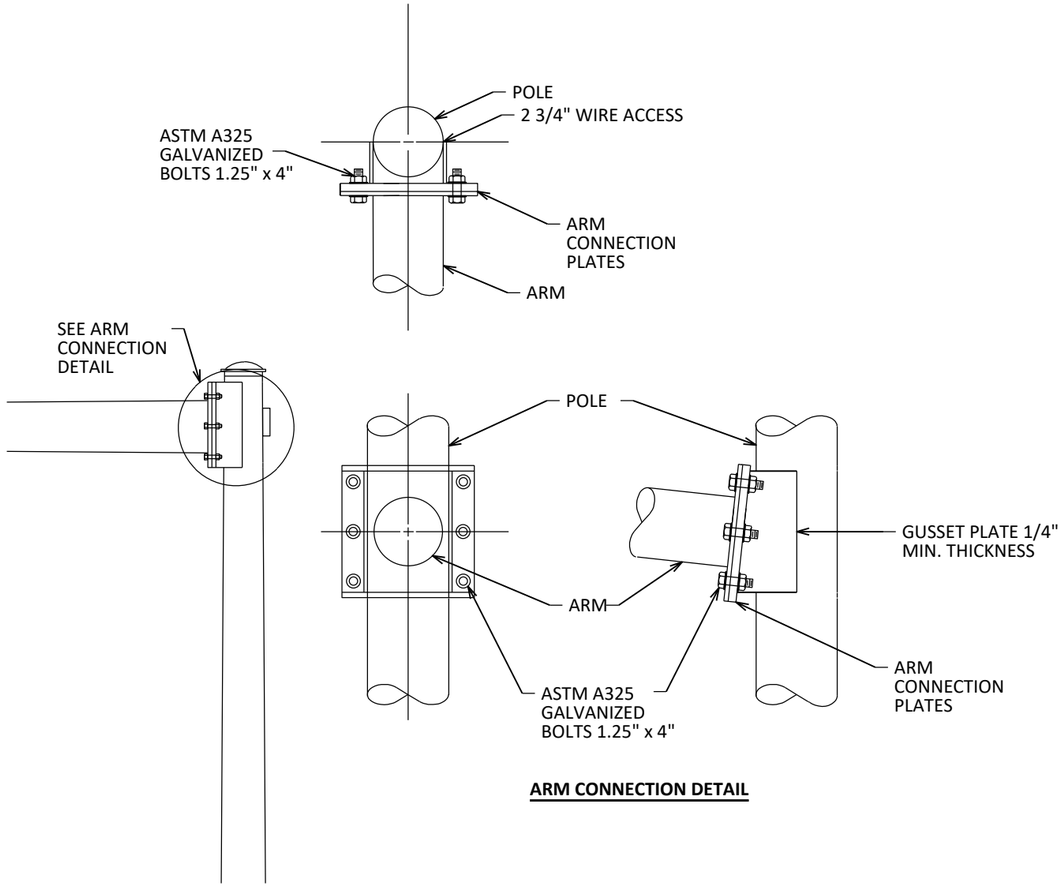
DESIGNED	DESIGN	DRAWN	PLANS
BY FP	JS	BY FP	TH

GENERAL PLAN

SHEET 1 OF 1
483

STATE PROJECT NUMBER

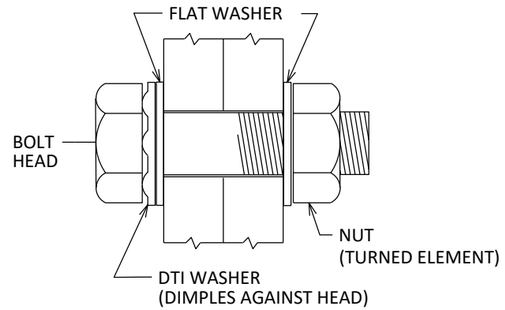
1228-03-76



ARM CONNECTION DETAIL

POST TO MAST ARM CONNECTION

6 BOLT ARRANGEMENT SHOWN
OTHER BOLT ARRANGEMENTS SIMILAR
ALL BOLTS IN CONNECTION TO BE REPLACED



RECOMMENDED STRUCTURAL BOLT ASSEMBLY DETAIL

8

8

STRUCTURE NOTES

1. THE CONTRACTOR SHALL VERIFY EXACT LOCATION OF ALL REPAIRS.
2. THE CONTRACTOR SHALL FIELD VERIFY THE DIMENSIONS OF THE ITEM REQUIRED. DISCREPANCIES SHALL BE SUBMITTED TO THE ENGINEER FOR CLARIFICATION PRIOR TO BEGINNING WORK.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-40-72

DRAWN BY SAD | PLANS CK'D

REPAIR PLAN

SHEET 2
484

SCALE = 6.0

IH 43 NB INSIDE BARRIER REPLACEMENT

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1003+92.80	100392.80	0.00	10.69	0.00	0.00	0	0	0	0	0	0
1004+00.00	100400.00	7.20	10.75	0.00	0.00	3	0	0	3	0	3
1004+01.68	100401.68	1.68	10.77	0.00	0.00	1	0	0	4	0	4
1004+18.48	100418.48	16.80	15.13	0.00	0.00	8	0	0	12	0	12

IH 43 NB INSIDE SHOULDER RECONSTRUCTION

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1004+18.48	100418.48	0.00	29.67	0.00	0.00	0	0	0	0	0	0
1004+27.24	100427.24	8.76	30.08	0.00	0.00	10	0	0	10	0	10
1004+50.00	100450.00	22.76	31.23	0.00	0.00	26	0	0	36	0	36
1005+00.00	100500.00	50.00	33.63	0.00	0.00	60	0	0	96	0	96
1005+50.00	100550.00	50.00	35.04	0.00	0.00	64	0	0	160	0	160
1006+00.00	100600.00	50.00	36.13	0.00	0.00	66	0	0	226	0	226
1006+50.00	100650.00	50.00	36.29	0.00	0.00	67	0	0	293	0	293
1007+00.00	100700.00	50.00	36.62	0.00	0.00	68	0	0	361	0	361
1007+50.00	100750.00	50.00	36.74	0.00	0.00	68	0	0	429	0	429
1008+00.00	100800.00	50.00	36.26	0.00	0.00	68	0	0	497	0	497
1008+50.00	100850.00	50.00	35.15	0.00	0.00	66	0	0	563	0	563
1009+00.00	100900.00	50.00	35.43	0.00	0.00	65	0	0	628	0	628
1009+50.00	100950.00	50.00	34.95	0.00	0.00	65	0	0	693	0	693
1010+00.00	101000.00	50.00	34.98	0.00	0.00	65	0	0	758	0	758
1010+38.06	101038.06	38.06	34.51	0.00	0.00	49	0	0	807	0	807
1010+50.00	101050.00	11.94	34.19	0.00	0.00	15	0	0	822	0	822
1011+00.00	101100.00	50.00	35.67	0.00	0.00	65	0	0	887	0	887
1011+50.00	101150.00	50.00	35.98	0.00	0.00	66	0	0	953	0	953
1012+00.00	101200.00	50.00	35.74	0.00	0.00	66	0	0	1019	0	1019
1012+00.72	101200.72	0.72	35.74	0.00	0.00	1	0	0	1020	0	1020
1012+11.22	101211.22	10.50	35.73	0.00	0.00	14	0	0	1034	0	1034
1012+26.21	101226.21	14.99	35.64	0.00	0.00	20	0	0	1054	0	1054
1012+50.00	101250.00	23.79	35.46	0.00	0.00	31	0	0	1085	0	1085
1012+83.73	101283.73	33.73	34.87	0.00	0.00	44	0	0	1129	0	1129
1013+00.00	101300.00	16.27	34.41	0.00	0.00	21	0	0	1150	0	1150
1013+33.38	101333.38	33.38	34.07	0.00	0.00	42	0	0	1192	0	1192

IH 43 SB INSIDE BARRIER REPLACEMENT

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1004+01.68	100401.68	0.00	22.49	0.00	0.00	0	0	0	0	0	0
1004+18.48	100418.48	16.80	25.02	0.00	0.00	15	0	0	15	0	15
1004+27.24	100427.24	8.76	23.74	0.00	0.00	8	0	0	23	0	23

IH 43 SB INSIDE SHOULDER RECONSTRUCTION

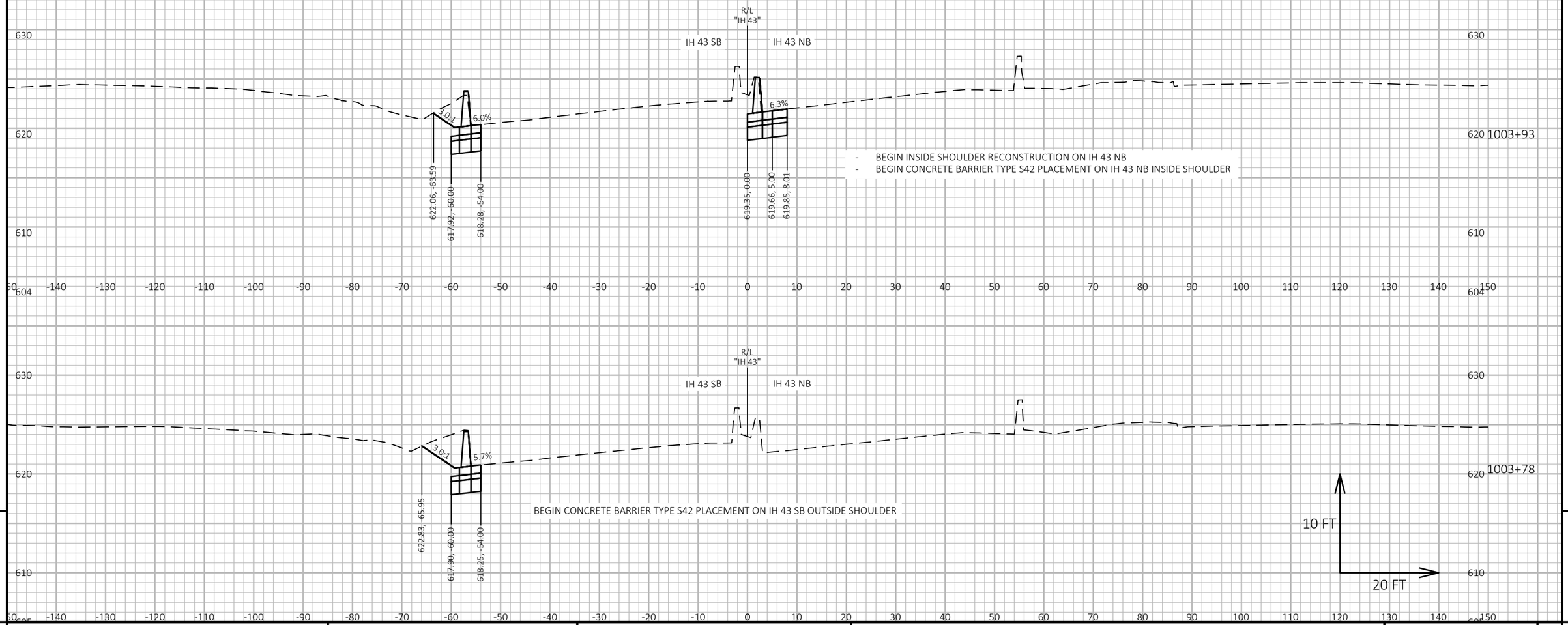
STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1004+27.24	100427.24	0.00	29.90	0.00	0.00	0	0	0	0	0	0
1004+50.00	100450.00	22.76	30.83	0.00	0.00	26	0	0	26	0	26
1005+00.00	100500.00	50.00	32.49	0.00	0.00	59	0	0	85	0	85
1005+50.00	100550.00	50.00	33.72	0.00	0.00	61	0	0	146	0	146
1006+00.00	100600.00	50.00	34.77	0.00	0.00	63	0	0	209	0	209
1006+50.00	100650.00	50.00	35.18	0.00	0.00	65	0	0	274	0	274
1007+00.00	100700.00	50.00	35.88	0.00	0.00	66	0	0	340	0	340
1007+50.00	100750.00	50.00	35.69	0.00	0.00	66	0	0	406	0	406
1008+00.00	100800.00	50.00	35.25	0.00	0.00	66	0	0	472	0	472
1008+50.00	100850.00	50.00	34.26	0.00	0.00	64	0	0	536	0	536
1009+00.00	100900.00	50.00	35.02	0.00	0.00	64	0	0	600	0	600
1009+50.00	100950.00	50.00	33.72	0.00	0.00	64	0	0	664	0	664
1010+00.00	101000.00	50.00	33.90	0.00	0.00	63	0	0	727	0	727
1010+38.06	101038.06	38.06	33.80	0.00	0.00	48	0	0	775	0	775
1010+50.00	101050.00	11.94	33.54	0.00	0.00	15	0	0	790	0	790
1011+00.00	101100.00	50.00	34.99	0.00	0.00	63	0	0	853	0	853
1011+50.00	101150.00	50.00	35.41	0.00	0.00	65	0	0	918	0	918
1012+00.00	101200.00	50.00	35.74	0.00	0.00	66	0	0	984	0	984
1012+00.72	101200.72	0.72	35.74	0.00	0.00	1	0	0	985	0	985
1012+11.22	101211.22	10.50	35.82	0.00	0.00	14	0	0	999	0	999
1012+26.21	101226.21	14.99	35.93	0.00	0.00	20	0	0	1019	0	1019
1012+50.00	101250.00	23.79	35.82	0.00	0.00	32	0	0	1051	0	1051
1012+83.73	101283.73	33.73	35.70	0.00	0.00	45	0	0	1096	0	1096
1013+00.00	101300.00	16.27	35.36	0.00	0.00	21	0	0	1117	0	1117
1013+33.38	101333.38	33.38	35.36	0.00	0.00	44	0	0	1161	0	1161

IH 43 SB OUTSIDE BARRIER REPLACEMENT

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1003+78.08	100378.08	0.00	11.00	0.00	0.00	0	0	0	0	0	0
1003+92.80	100392.80	14.72	10.99	0.00	0.00	6	0	0	6	0	6
1004+00.00	100400.00	7.20	11.00	0.00	0.00	3	0	0	9	0	9
1004+01.68	100401.68	1.68	10.84	0.00	0.00	1	0	0	10	0	10
1004+18.48	100418.48	16.80	11.01	0.00	0.00	7	0	0	17	0	17
1004+27.24	100427.24	8.76	11.01	0.00	0.00	4	0	0	21	0	21
1004+50.00	100450.00	22.76	11.00	0.00	0.00	9	0	0	30	0	30
1005+00.00	100500.00	50.00	11.01	0.00	0.00	20	0	0	50	0	50
1005+50.00	100550.00	50.00	11.01	0.00	0.00	20	0	0	70	0	70
1006+00.00	100600.00	50.00	11.00	0.00	0.00	20	0	0	90	0	90
1006+50.00	100650.00	50.00	11.00	0.00	0.00	20	0	0	110	0	110
1007+00.00	100700.00	50.00	11.01	0.00	0.00	20	0	0	130	0	130
1007+50.00	100750.00	50.00	11.00	0.00	0.00	20	0	0	150	0	150
1008+00.00	100800.00	50.00	10.91	0.00	0.00	20	0	0	170	0	170
1008+50.00	100850.00	50.00	11.00	0.00	0.00	20	0	0	190	0	190
1009+00.00	100900.00	50.00	10.97	0.00	0.00	20	0	0	210	0	210
1009+50.00	100950.00	50.00	10.92	0.00	0.00	20	0	0	230	0	230
1010+00.00	101000.00	50.00	10.99	0.00	0.00	20	0	0	250	0	250
1010+38.06	101038.06	38.06	10.99	0.00	0.00	15	0	0	265	0	265

IH 43 SB OUTSIDE SHOULDER RECONSTRUCTION NEAR NOISE WALL

STATION	REAL STATION	DISTANCE	AREA (SF)			INCREMENTAL VOL (CY) (UNADJUSTED)			CUMULATIVE VOL (CY)		
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	CUT	EXPANDED FILL	MASS ORDINATE
1064+38.60	106438.60	0.00	25.65	0.00	0.00	0	0	0	0	0	0
1064+50.00	106450.00	11.40	25.65	0.00	0.00	11	0	0	11	0	11
1064+72.75	106472.75	22.75	25.97	0.00	0.00	22	0	0	33	0	33
1065+00.00	106500.00	27.25	22.35	0.00	0.00	24	0	0	57	0	57
1065+50.00	106550.00	50.00	22.35	0.00	0.00	41	0	0	98	0	98
1066+00.00	106600.00	50.00	22.35	0.00	0.00	41	0	0	139	0	139
1066+50.00	106650.00	50.00	22.35	0.00	0.00	41	0	0	180	0	180
1067+00.00	106700.00	50.00	22.35	0.00	0.00	41	0	0	221	0	221
1067+50.00	106750.00	50.00	22.35	0.00	0.00	41	0	0	262	0	262
1068+00.00	106800.00	50.00	22.35	0.00	0.00	41	0	0	303	0	303
1068+50.00	106850.00	50.00	22.35	0.00	0.00	41	0	0	344	0	344
1069+00.00	106900.00	50.00	22.35	0.00	0.00	41	0	0	385	0	385
1069+50.00	106950.00	50.00	22.35	0.00	0.00	41	0	0	426	0	426
1070+00.00	107000.00	50.00	22.35	0.00	0.00	41	0	0	467	0	467
1070+50.00	107050.00	50.00	22.35	0.00	0.00	41	0	0	508	0	508
1071+00.00	107100.00	50.00	22.35	0.00	0.00	41	0	0	549	0	549
1071+50.00	107150.00	50.00	22.43	0.00	0.00	41	0	0	590	0	590
1072+00.00	107200.00	50.00	22.90	0.00	0.00	42	0	0	632	0	632
1072+50.00	107250.00	50.00	22.97	0.00	0.00	42	0	0	674	0	674
1073+00.00	107300.00	50.00	23.04	0.00	0.00	43	0	0	717	0	717
1073+50.00	107350.00	50.00	23.08	0.00	0.00	43	0	0	760	0	760
1074+00.00	107400.00	50.00	23.08	0.00	0.00	43	0	0	803	0	803
1074+50.00	107450.00	50.00	23.08	0.00	0.00	43	0	0	846	0	846
1075+00.00	107500.00	50.00	23.08	0.00	0.00	43	0	0	889	0	889
1075+50.00	107550.00	50.00	23.08	0.00	0.00	43	0	0	932	0	932
1076+00.00	107600.00	50.00	23.08	0.00	0.00	43	0	0	975	0	975
1076+50.00	107650.00	50.00	23.08	0.00	0.00	43	0	0	1018	0	1018
1076+86.55	107686.55	36.55	23.08	0.00	0.00	31	0	0	1049	0	1049
1077+00.00	107700.00	13.45	23.41	0.00	0.00	12	0	0	1061	0	1061
1077+50.00	107750.00	50.00	24.61	0.00	0.00	44	0	0	1105	0	1105
1077+65.94	107765.94	15.94	24.98	0.00	0.00	15	0	0	1120	0	1120



9

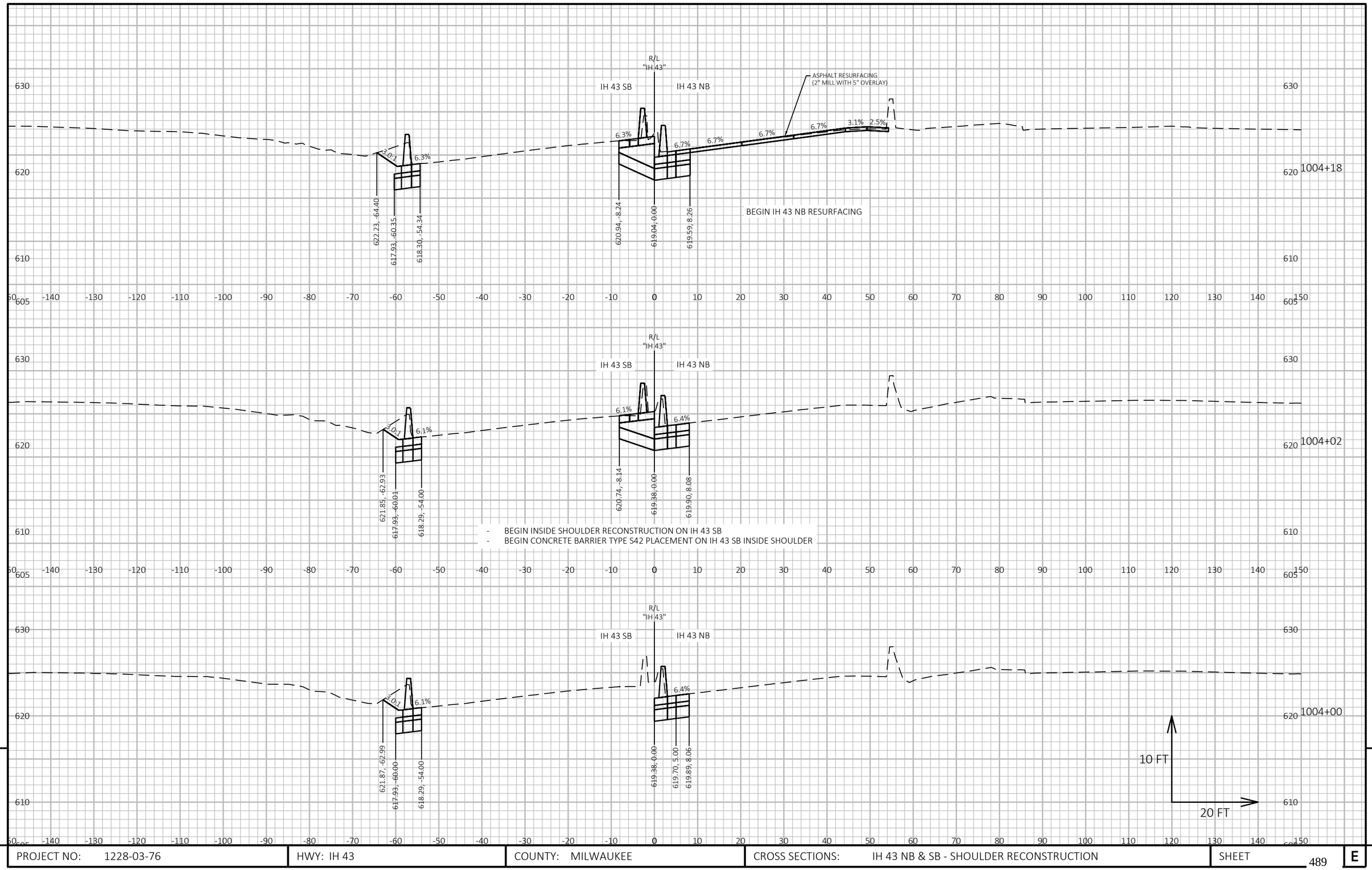
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 488	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 10/21/2024 11:33 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



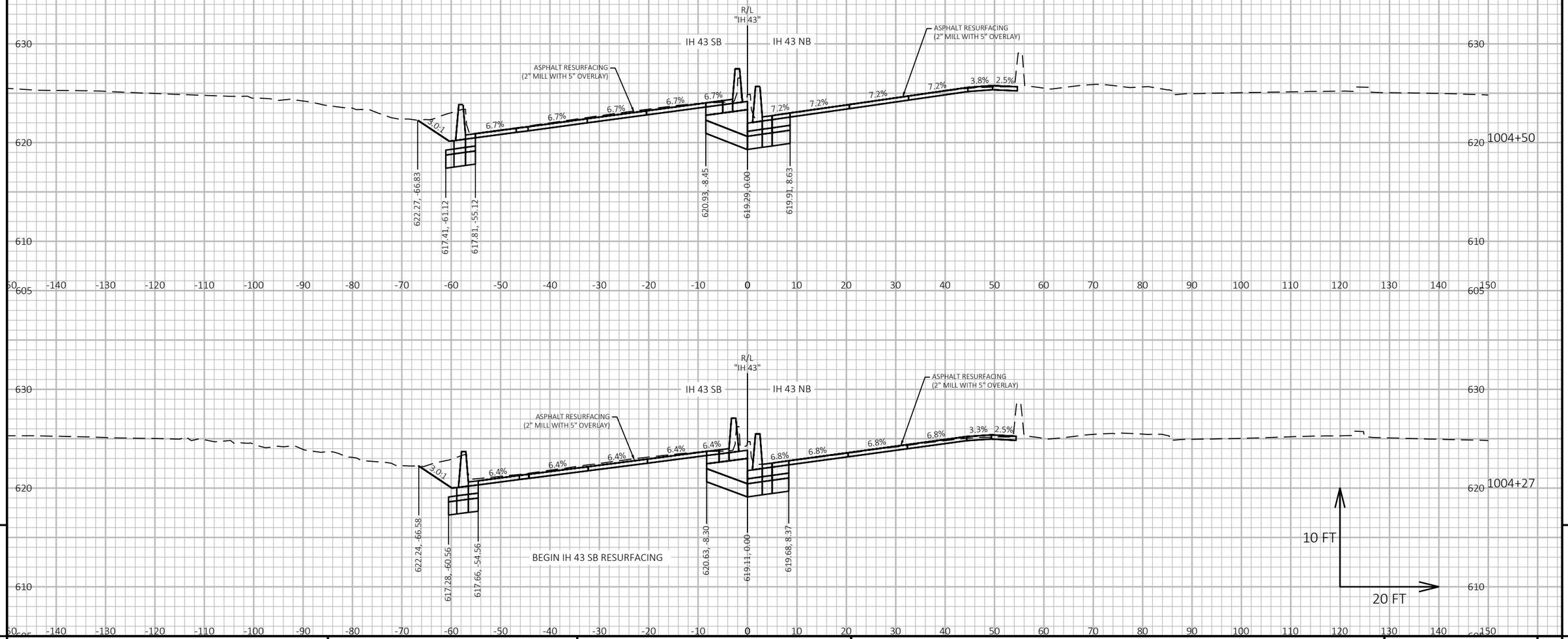
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 489	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 10/21/2024 11:34 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



9

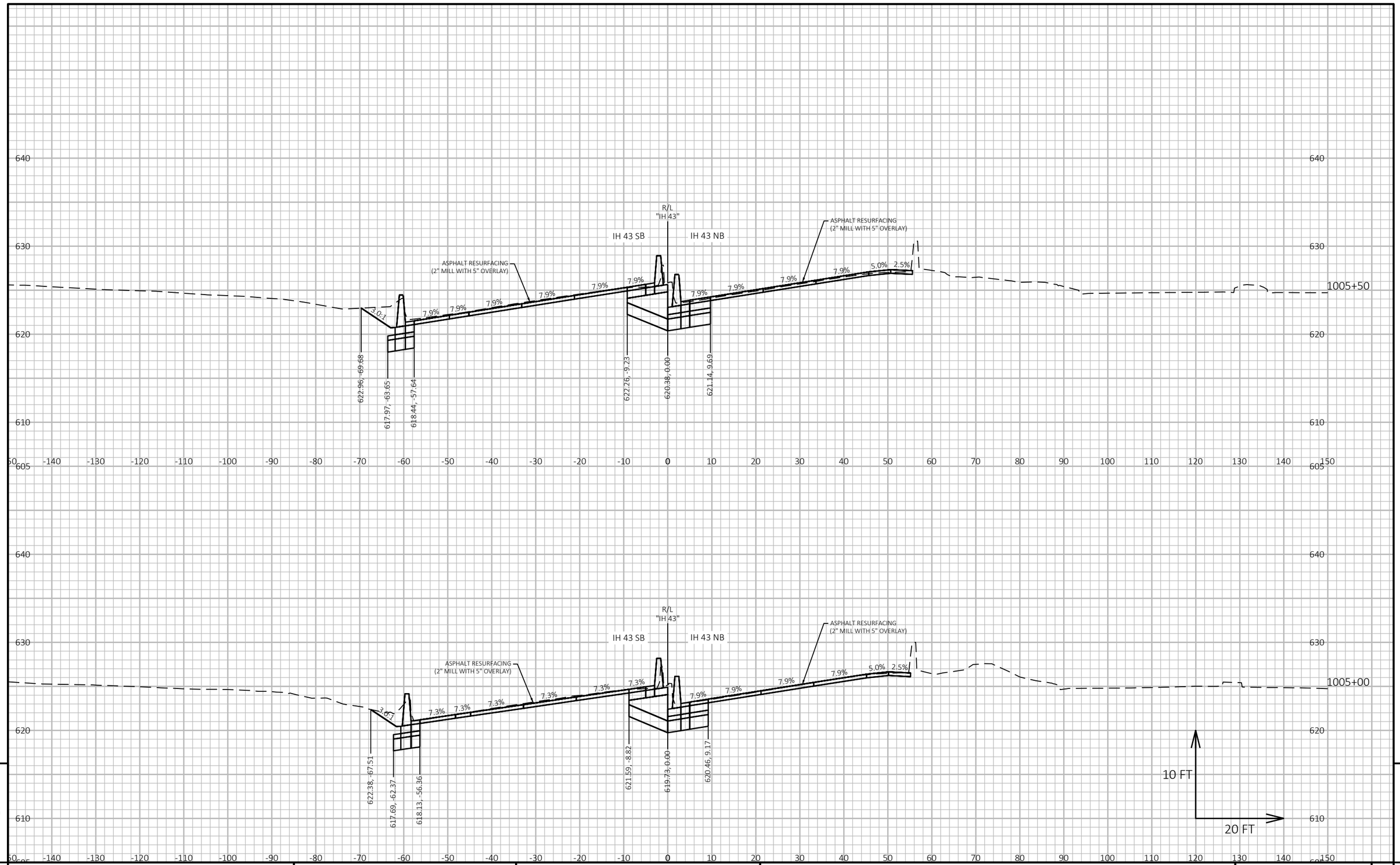
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 490	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 10/21/2024 11:34 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



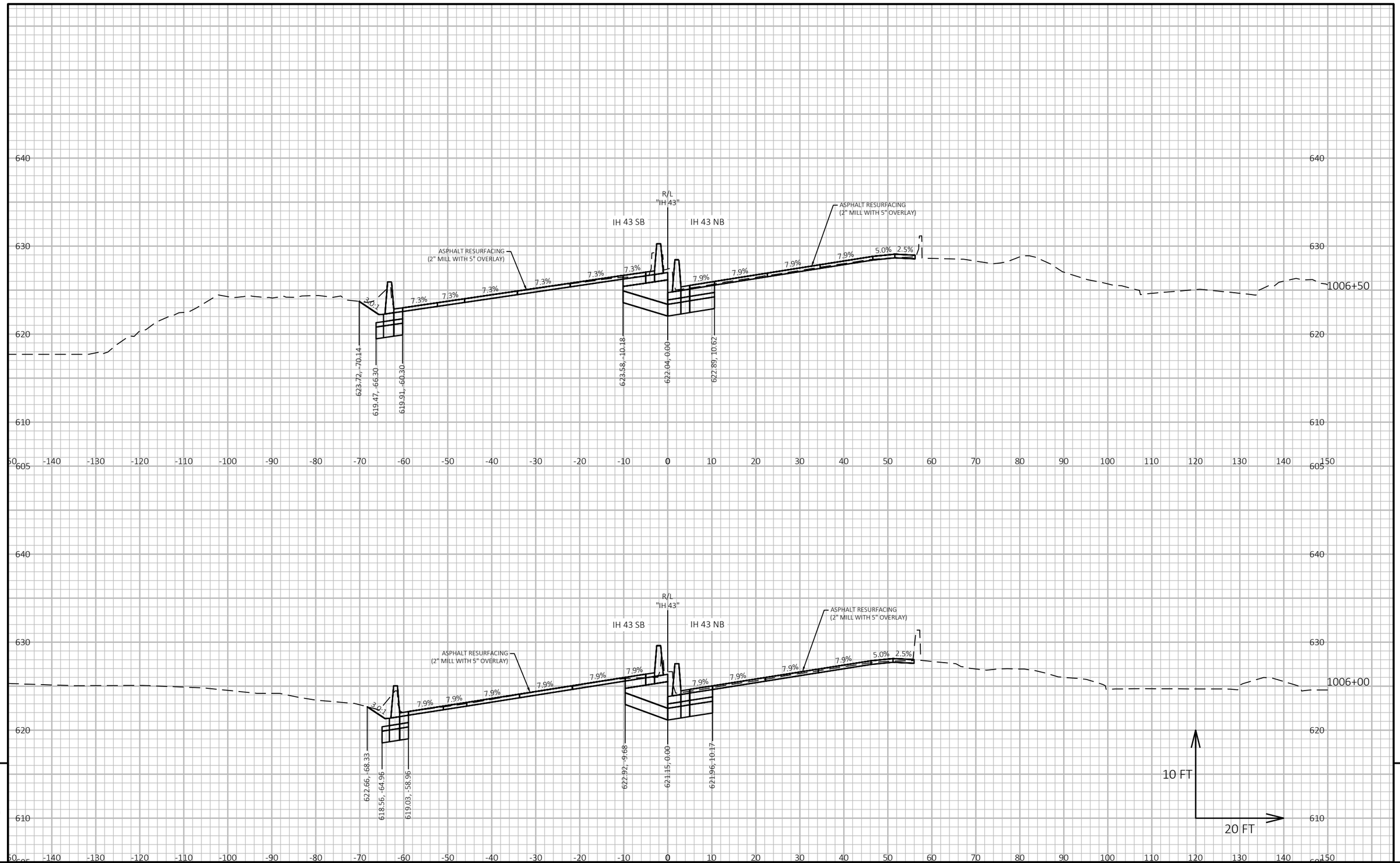
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 491	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 04

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

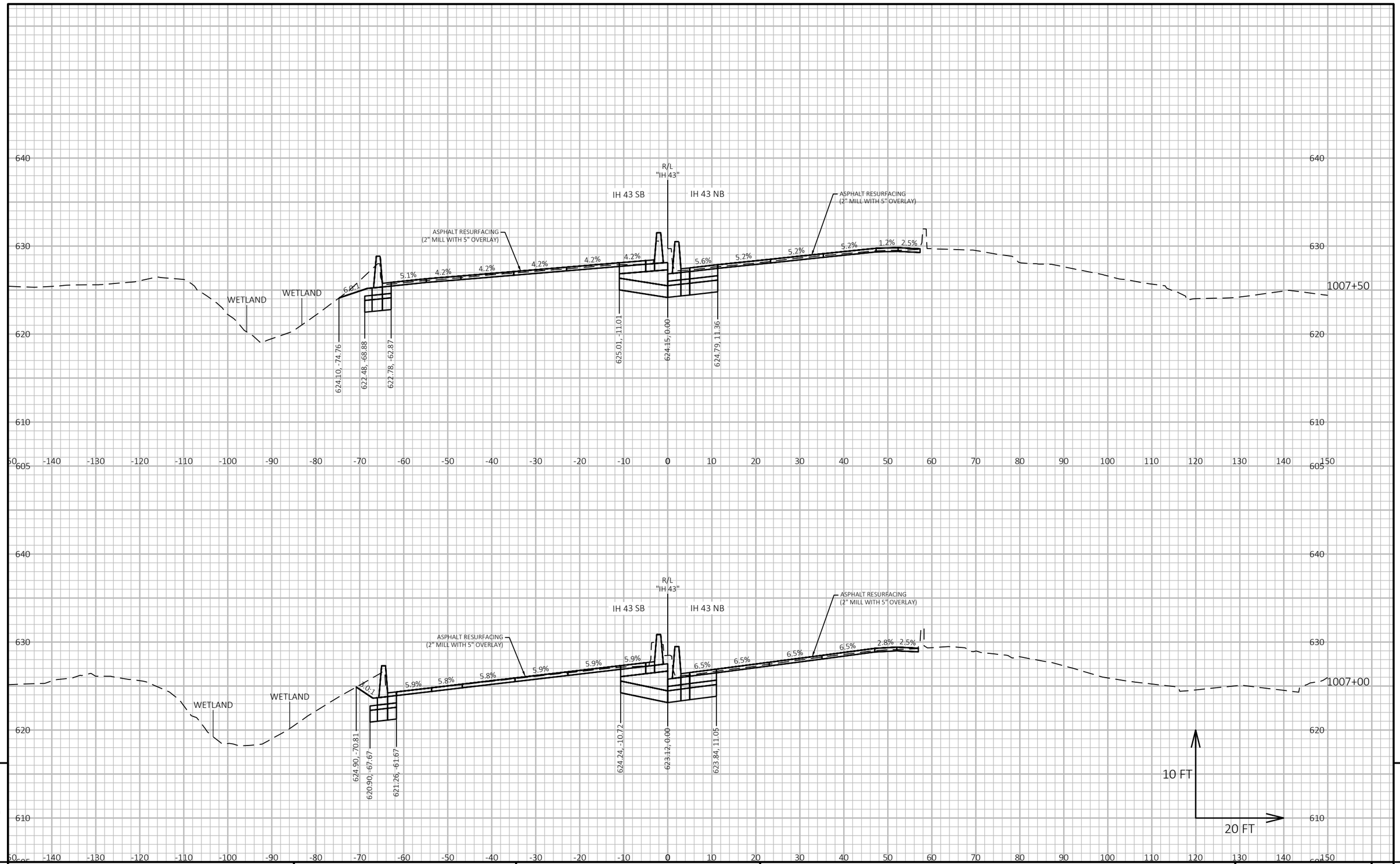


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 492	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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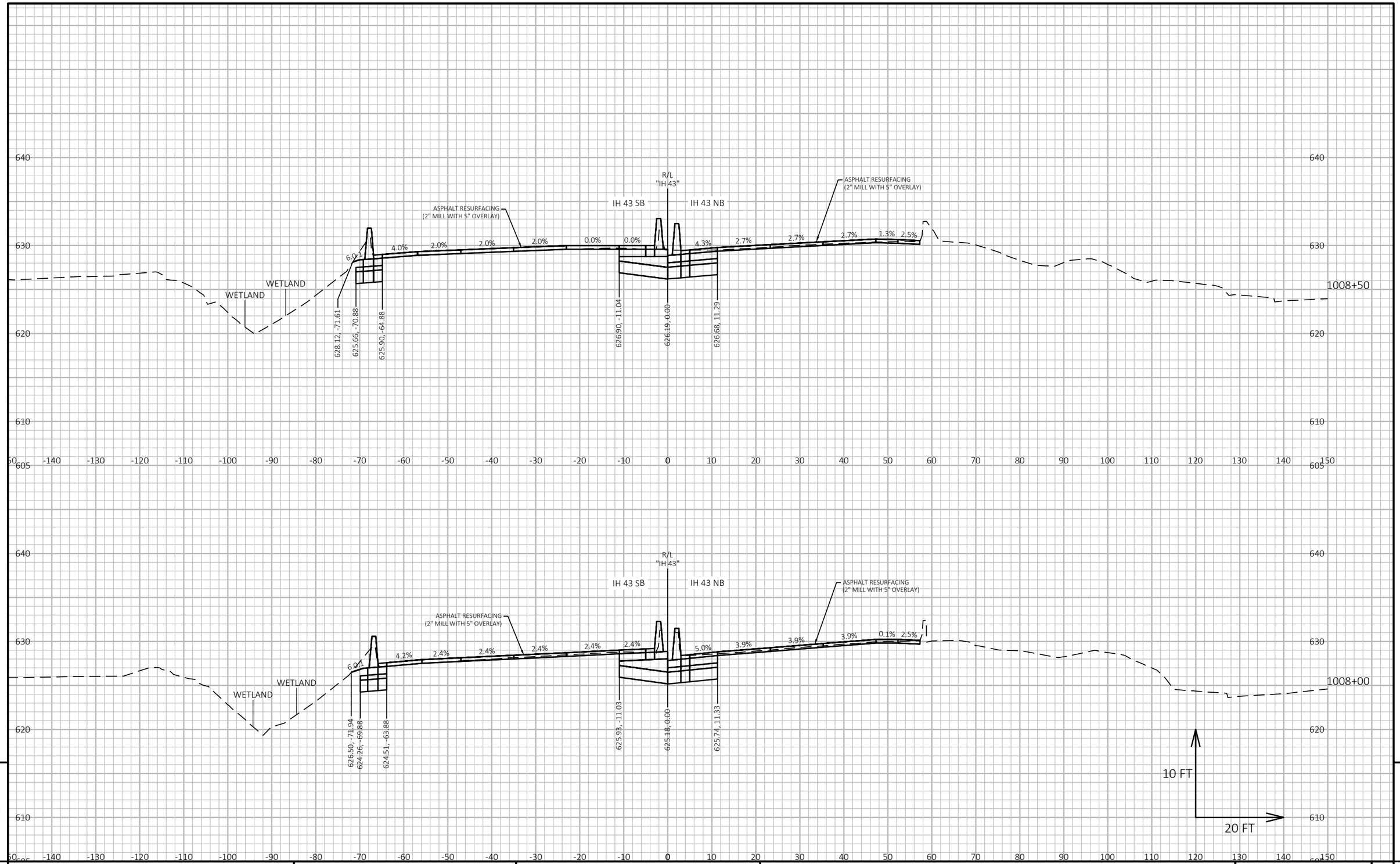
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 493	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

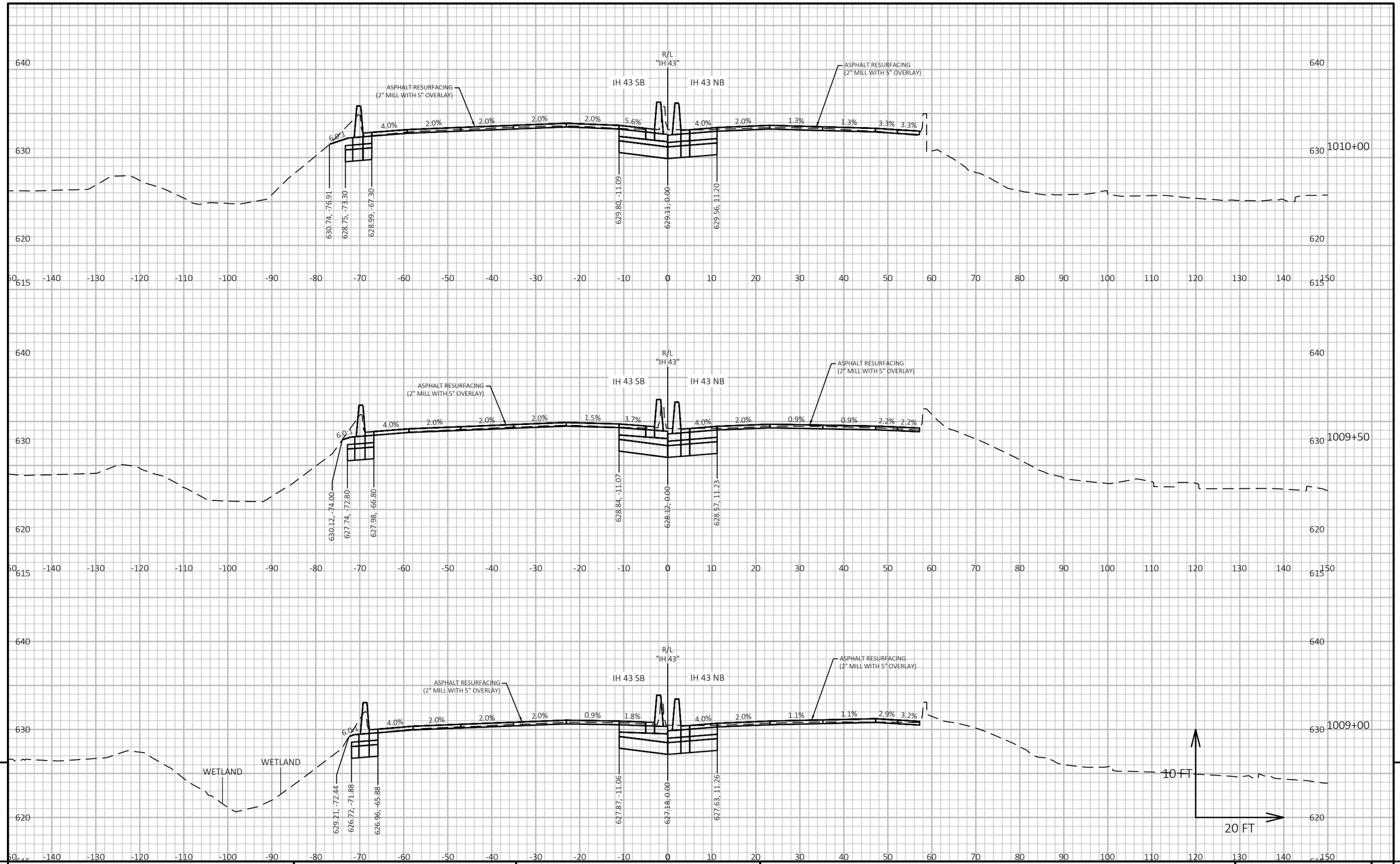


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 494 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 07

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 495	E

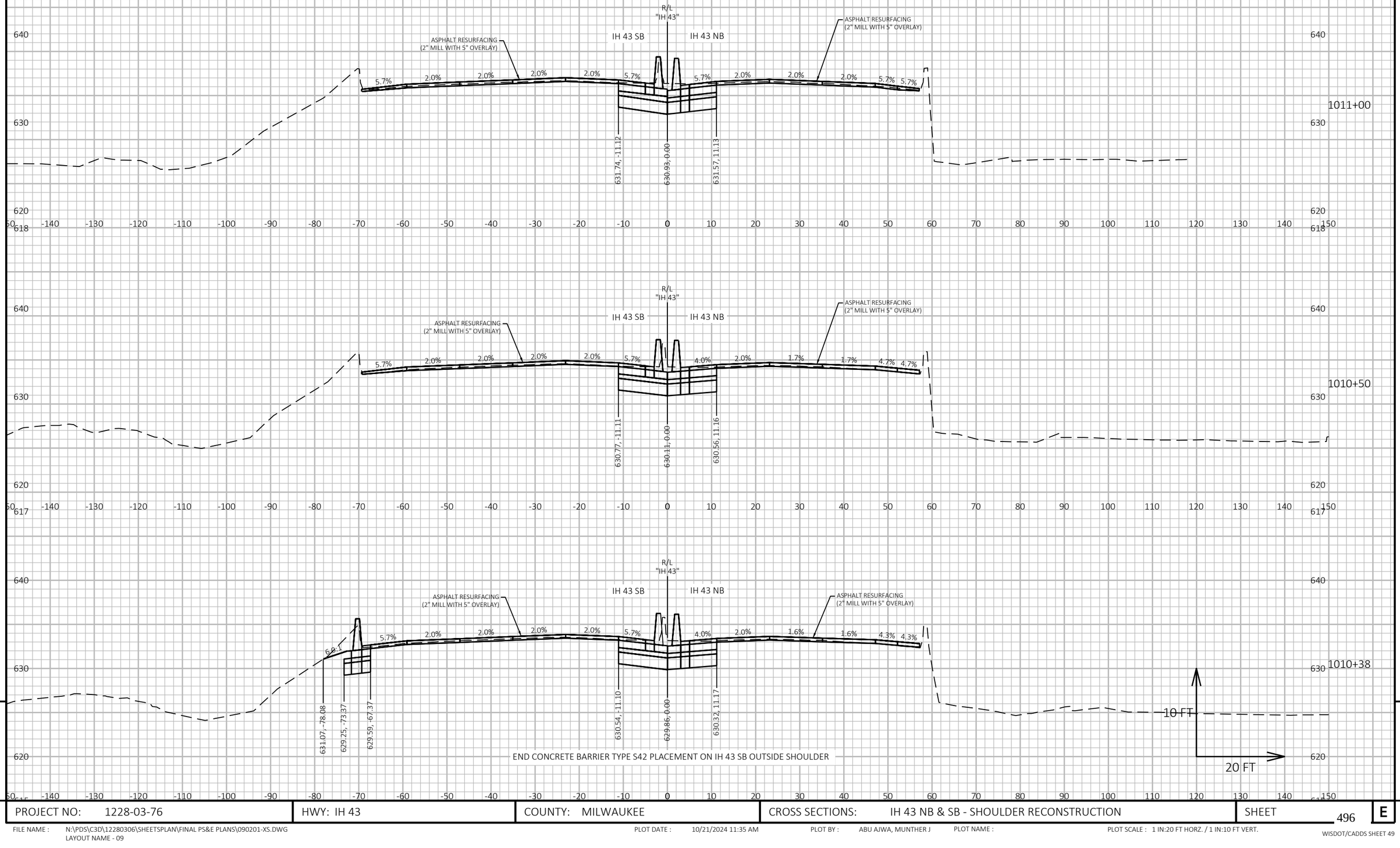
FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 10/21/2024 11:35 AM

PLOT BY : ABU AJWA, MUNTHER J

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.



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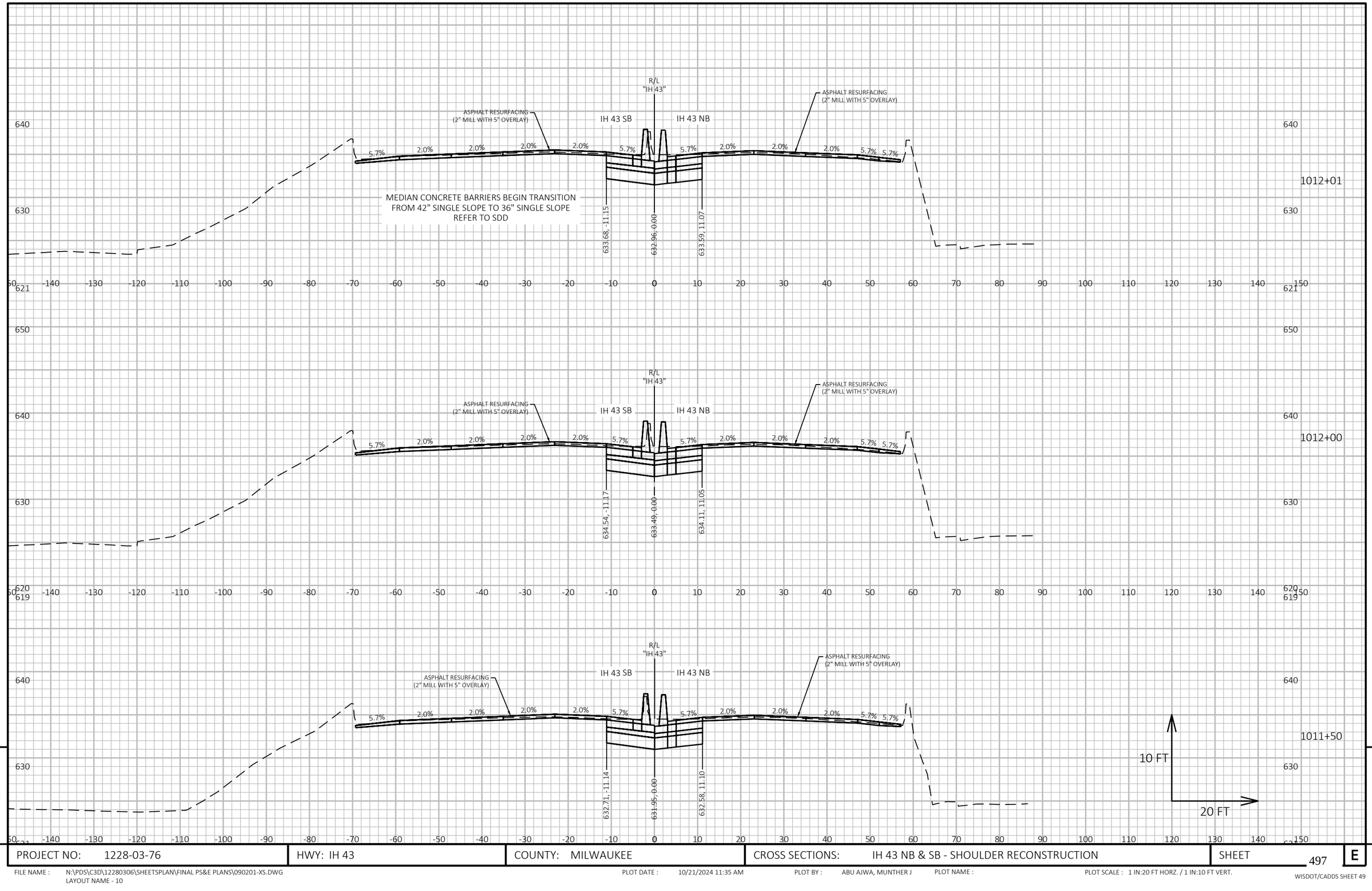
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 496	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 09

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

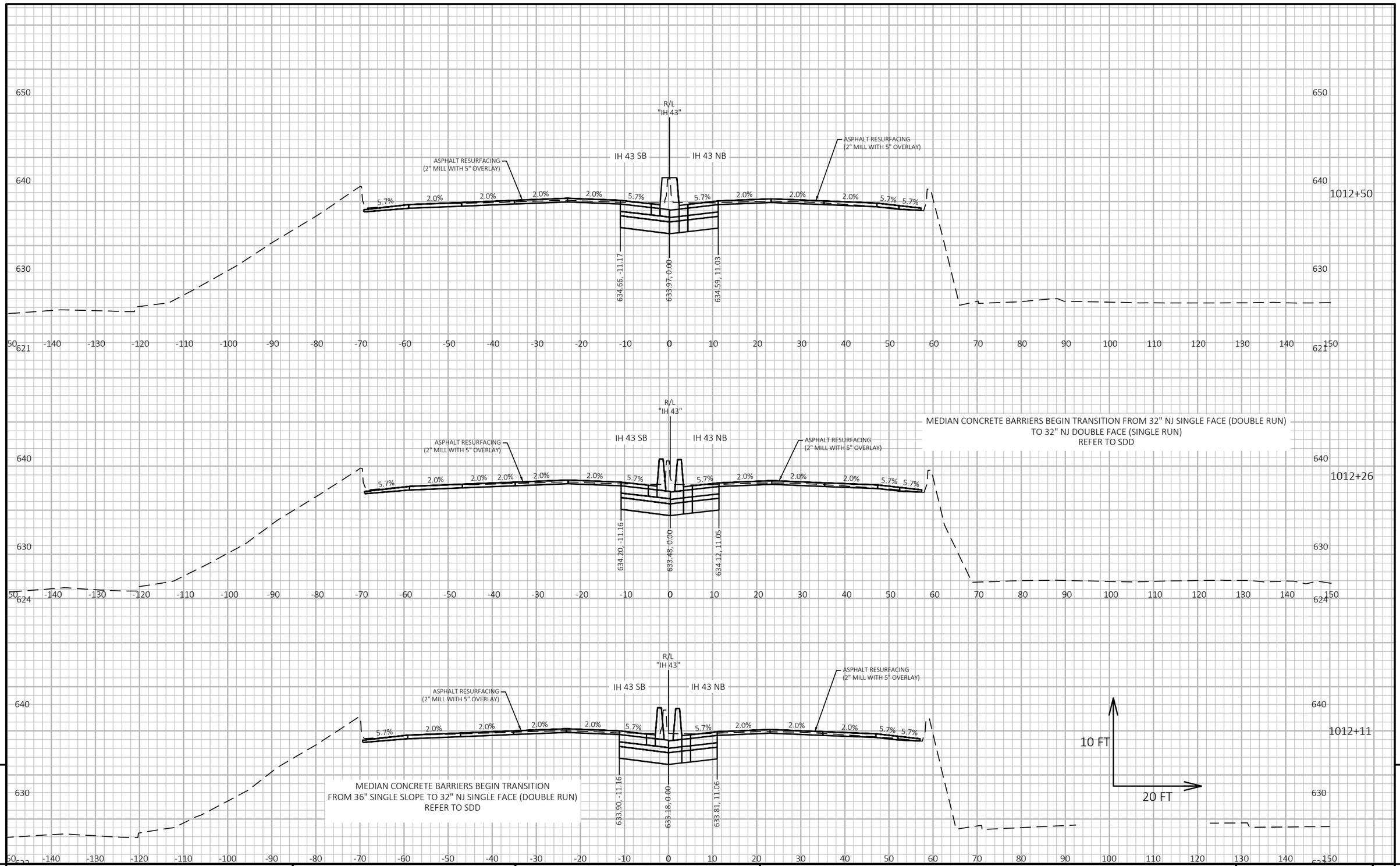


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 497 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 498	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

9

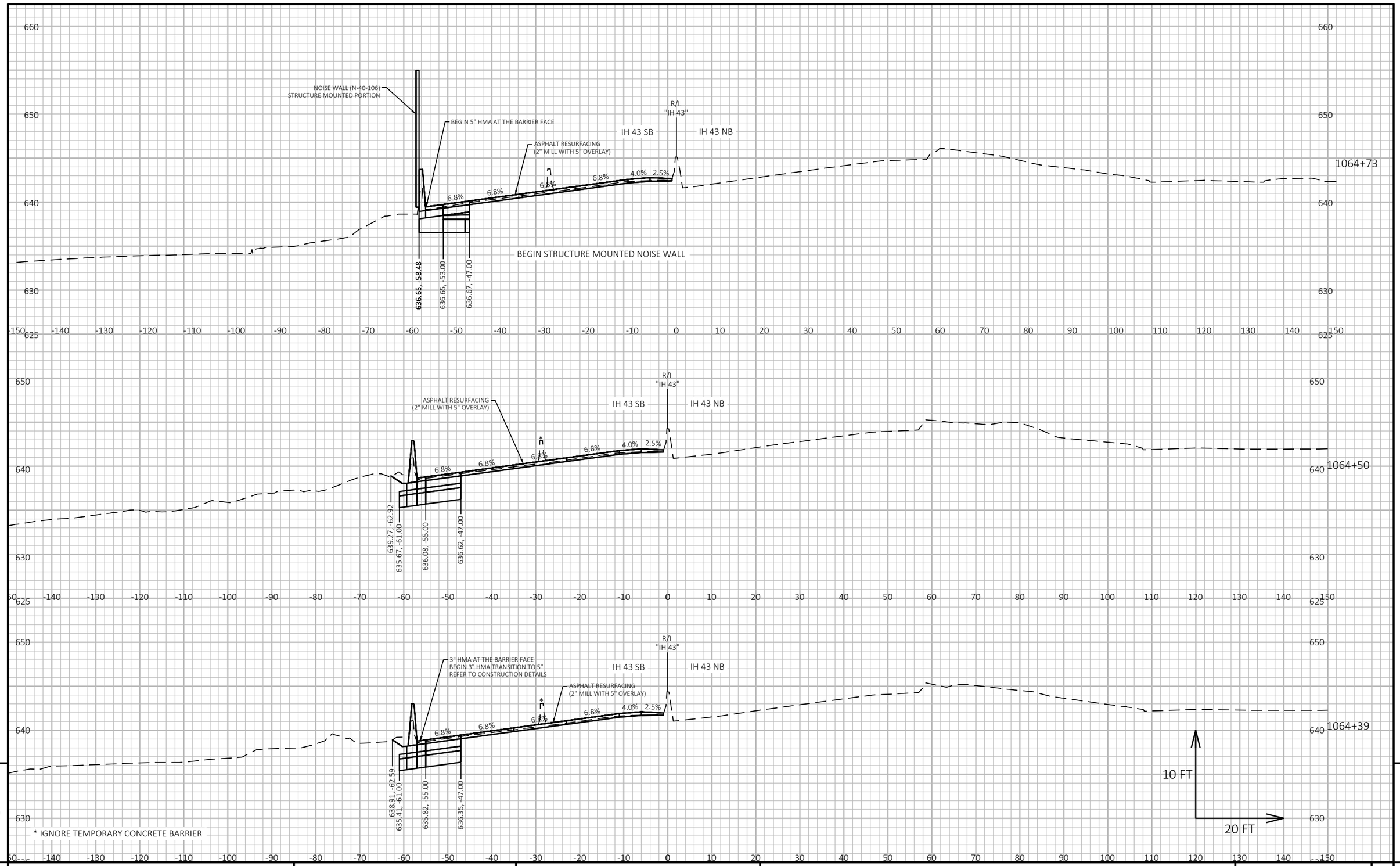
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 NB & SB - SHOULDER RECONSTRUCTION	SHEET 499	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 10/21/2024 11:35 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

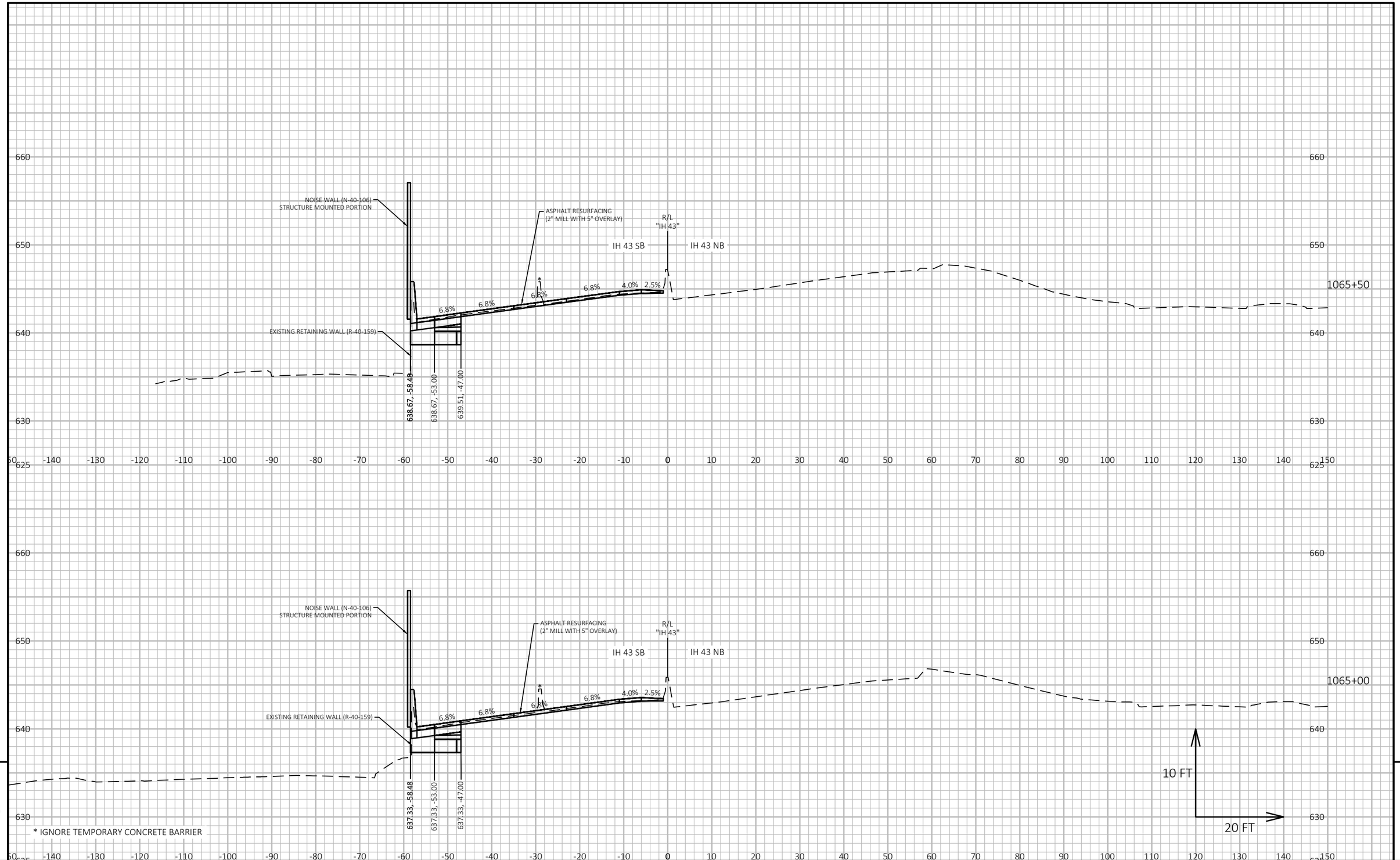


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 500	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 11:17 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



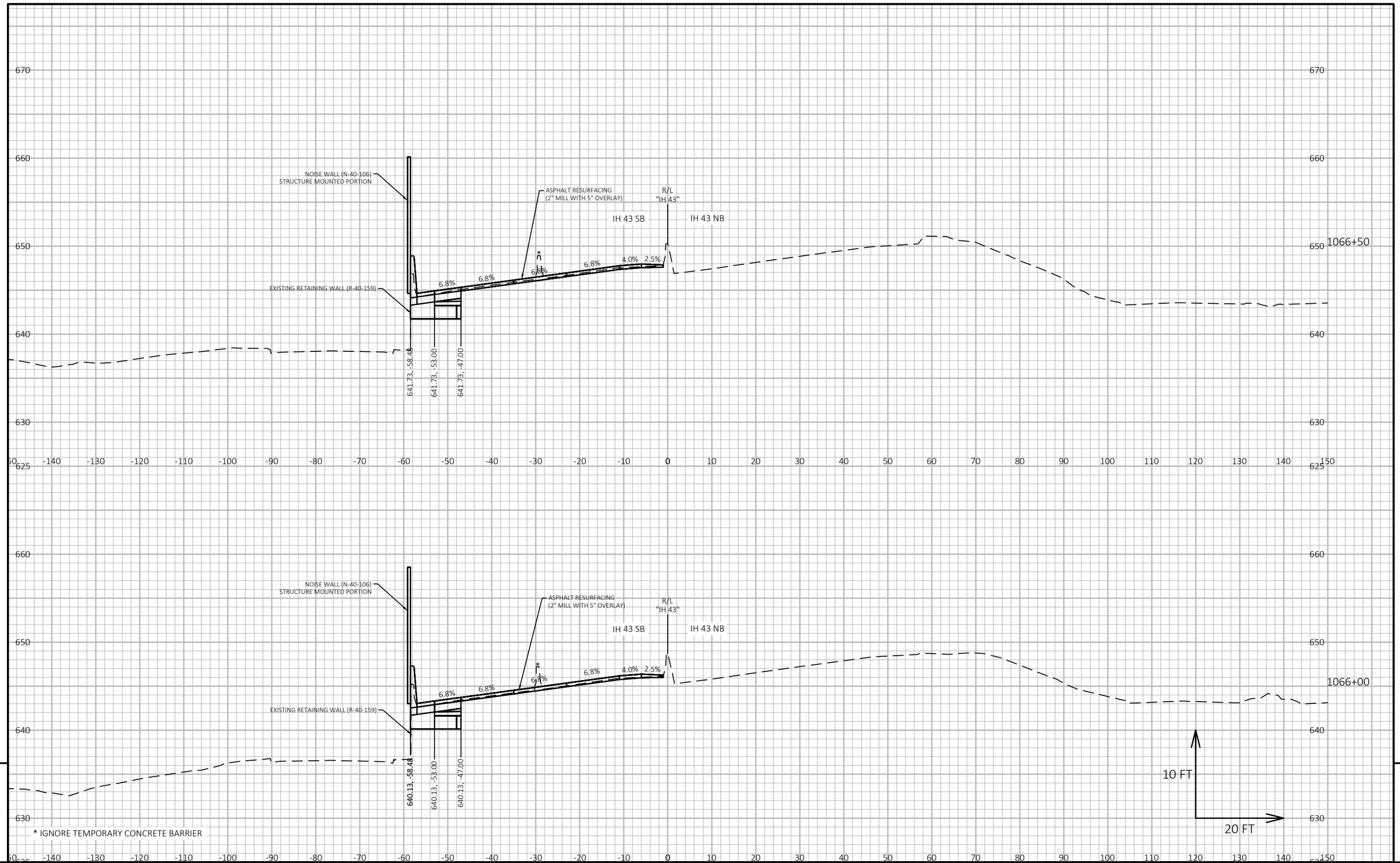
* IGNORE TEMPORARY CONCRETE BARRIER

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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 501	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 14

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

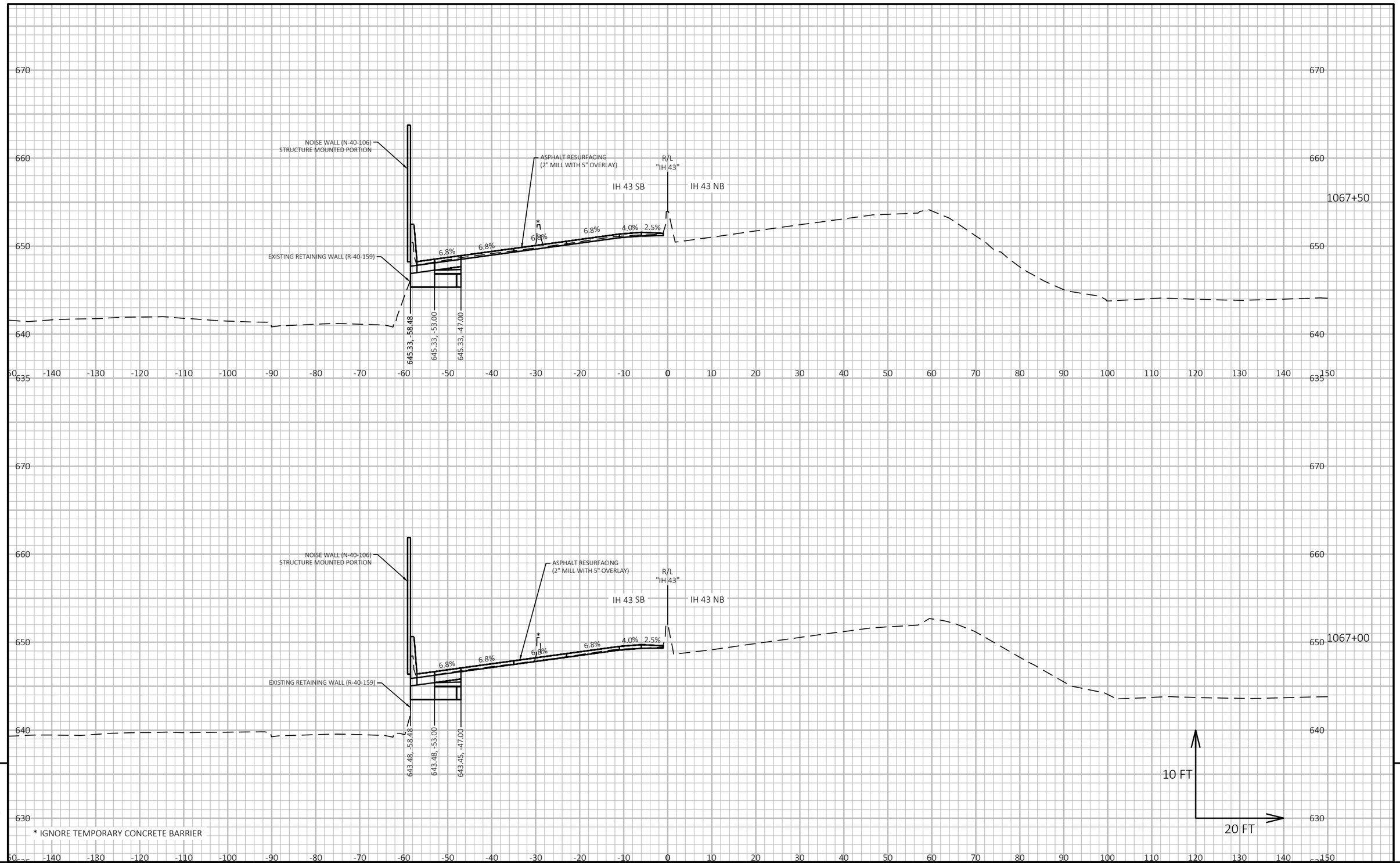


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 502	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

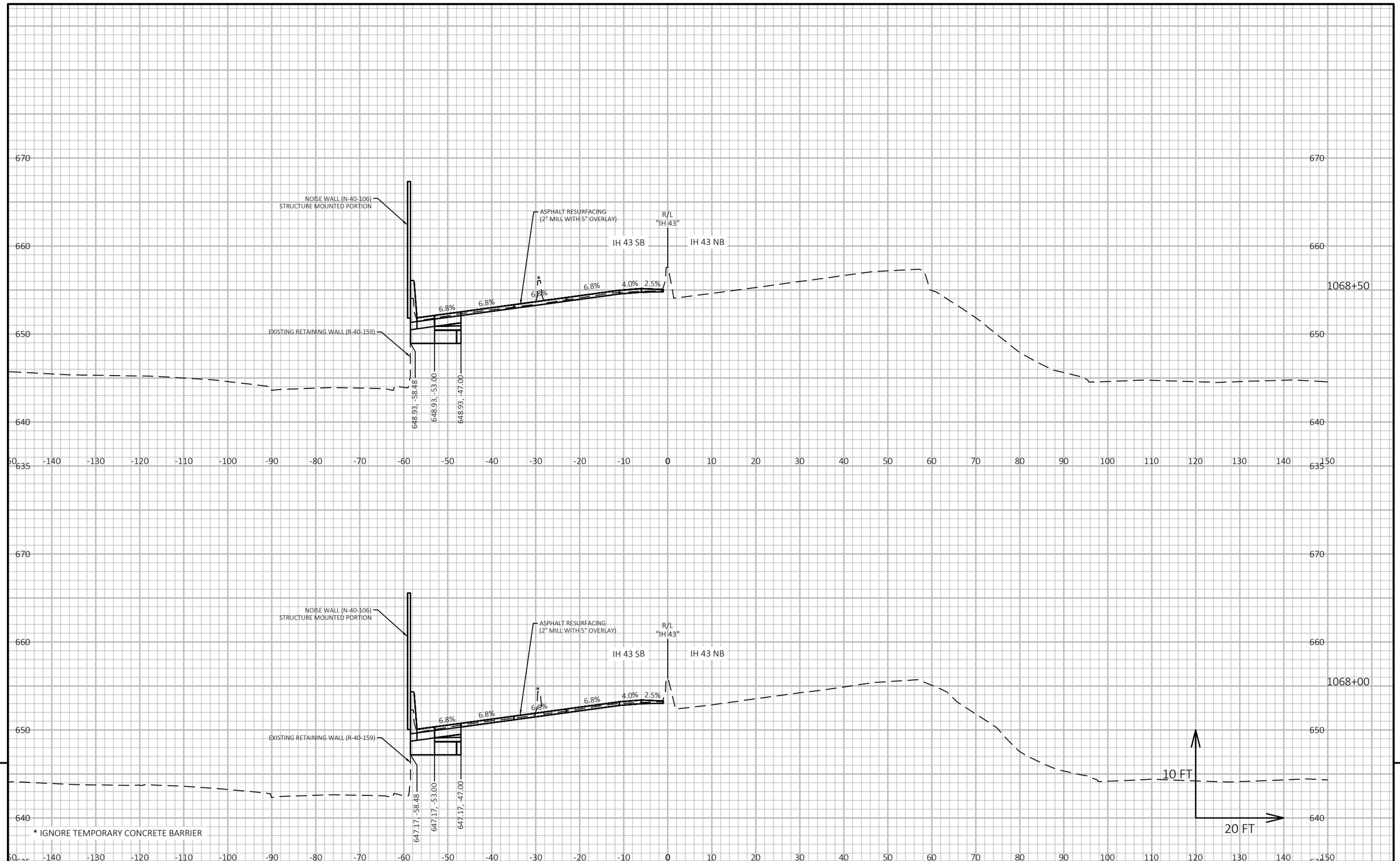


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 503	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 16

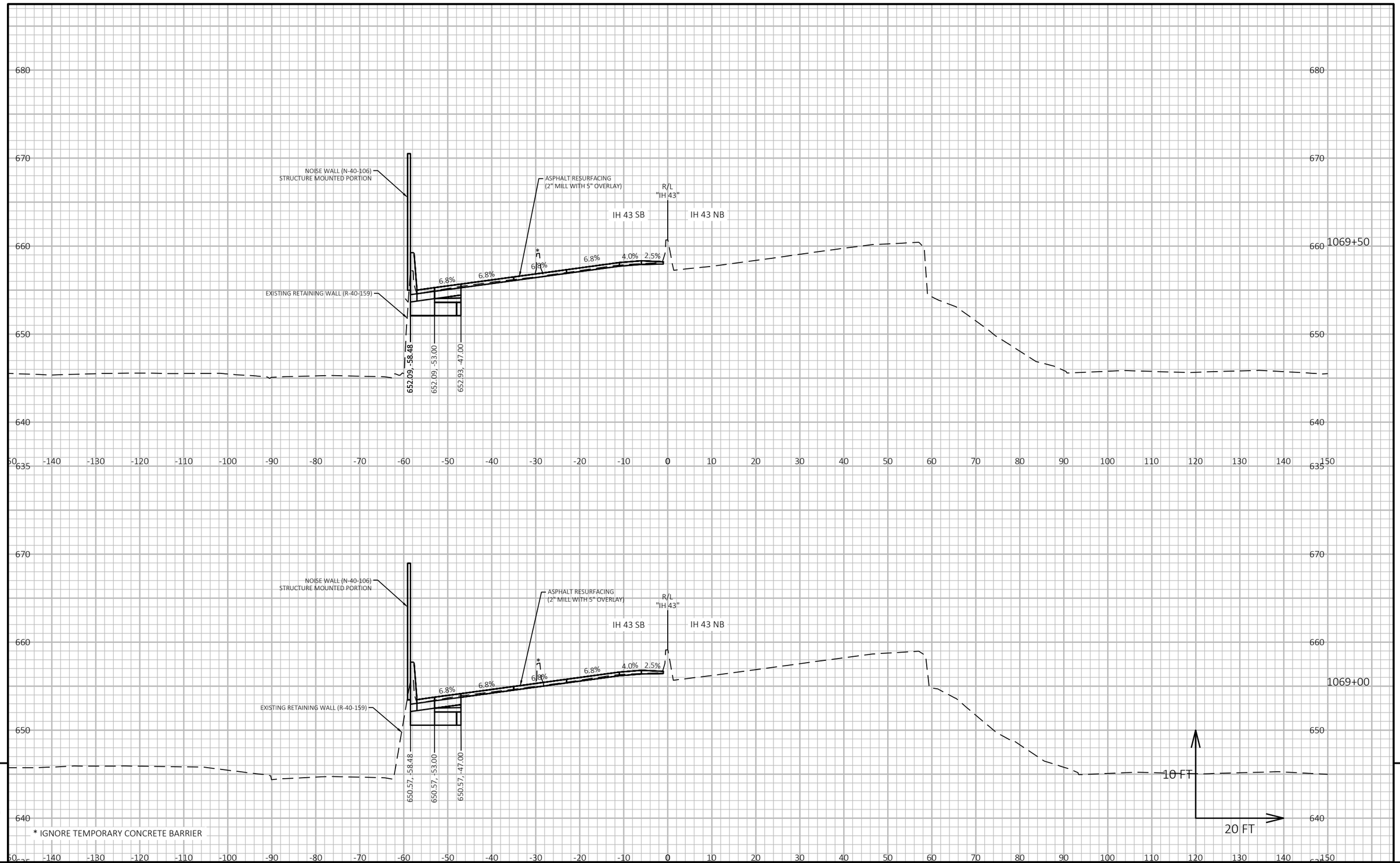
PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 504	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 17
PLOT DATE : 10/21/2024 11:18 AM
PLOT BY : ABU AJWA, MUNTHER J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

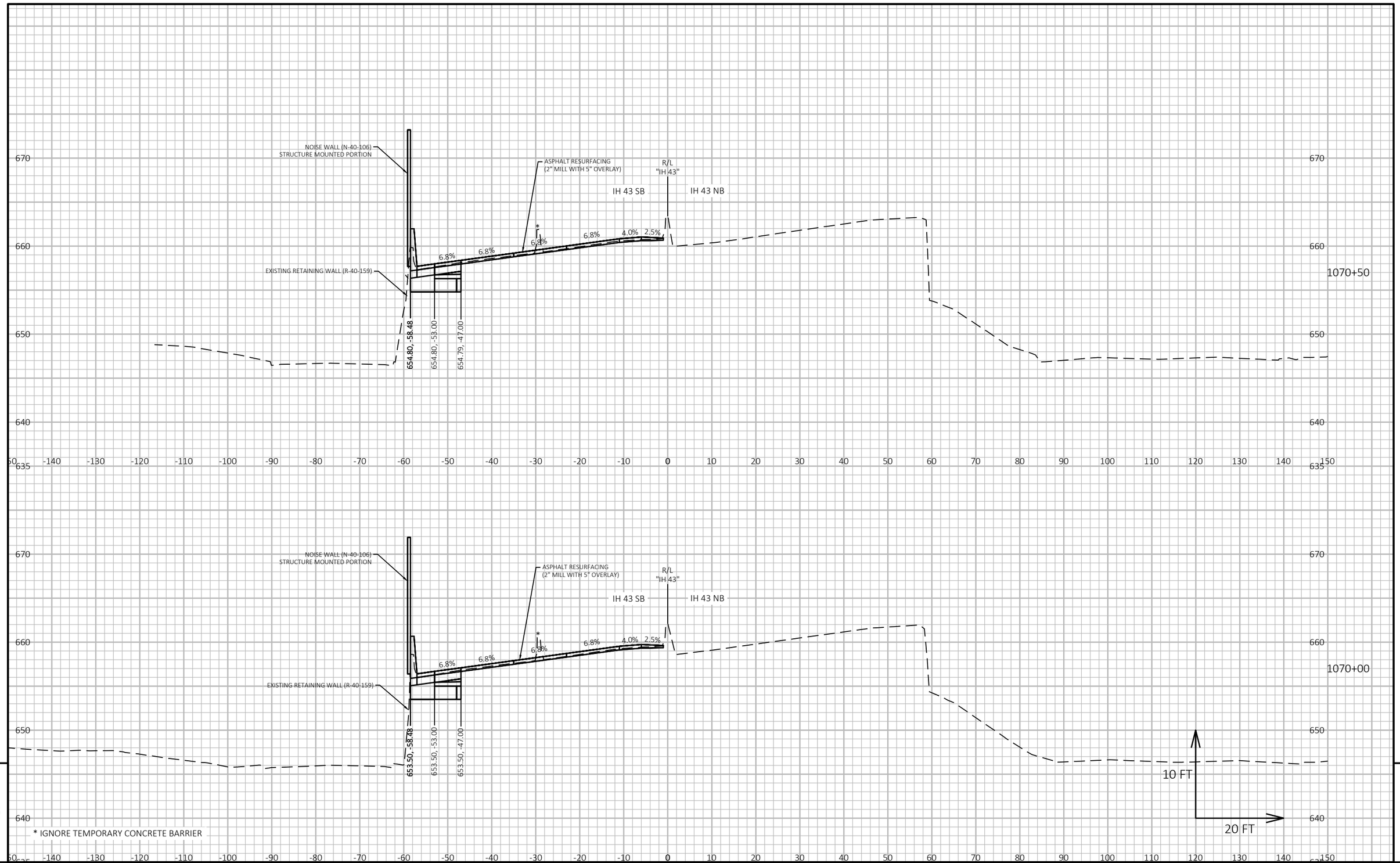


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 505	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 18

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 506	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 19

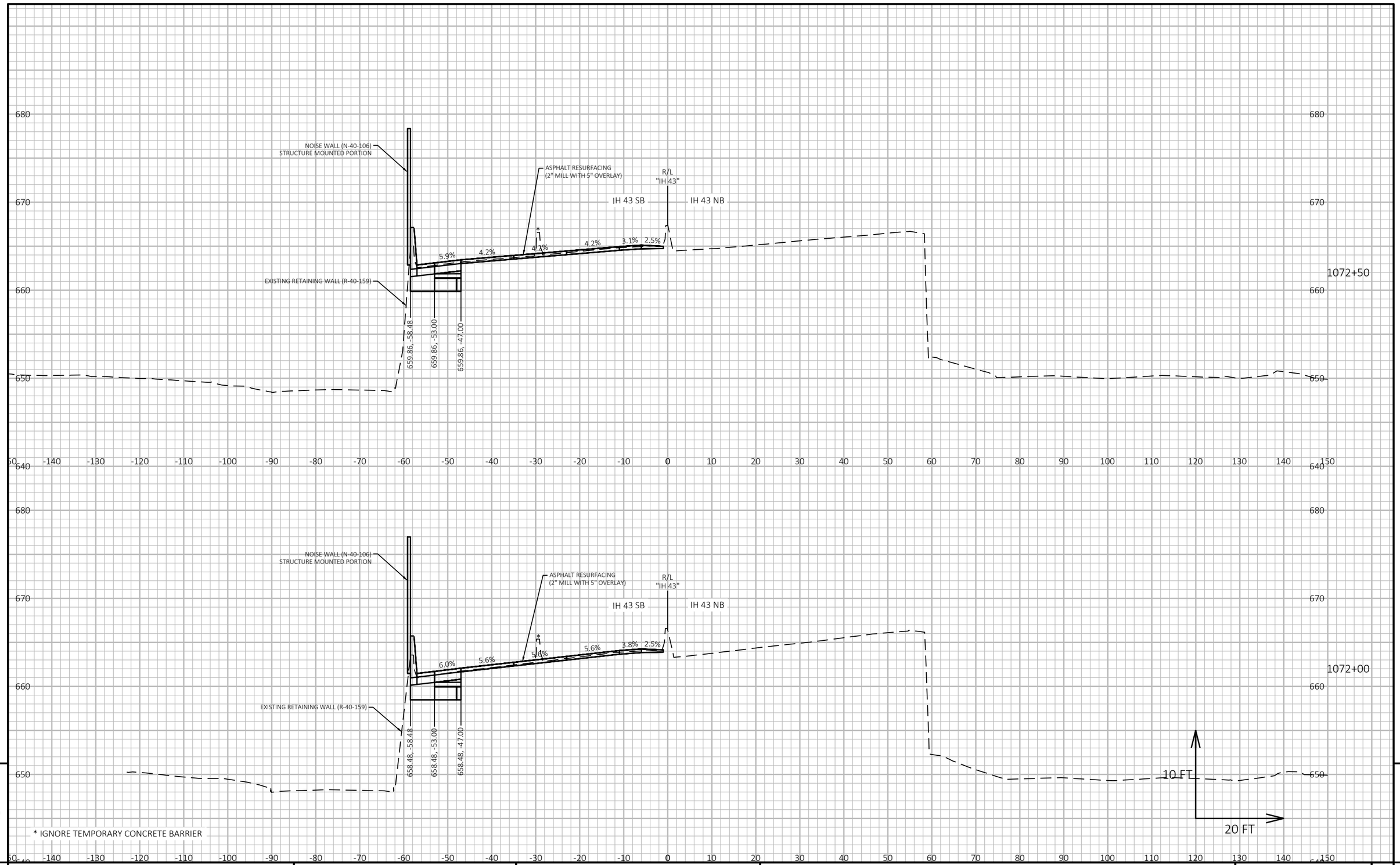
PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



* IGNORE TEMPORARY CONCRETE BARRIER

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 507 E

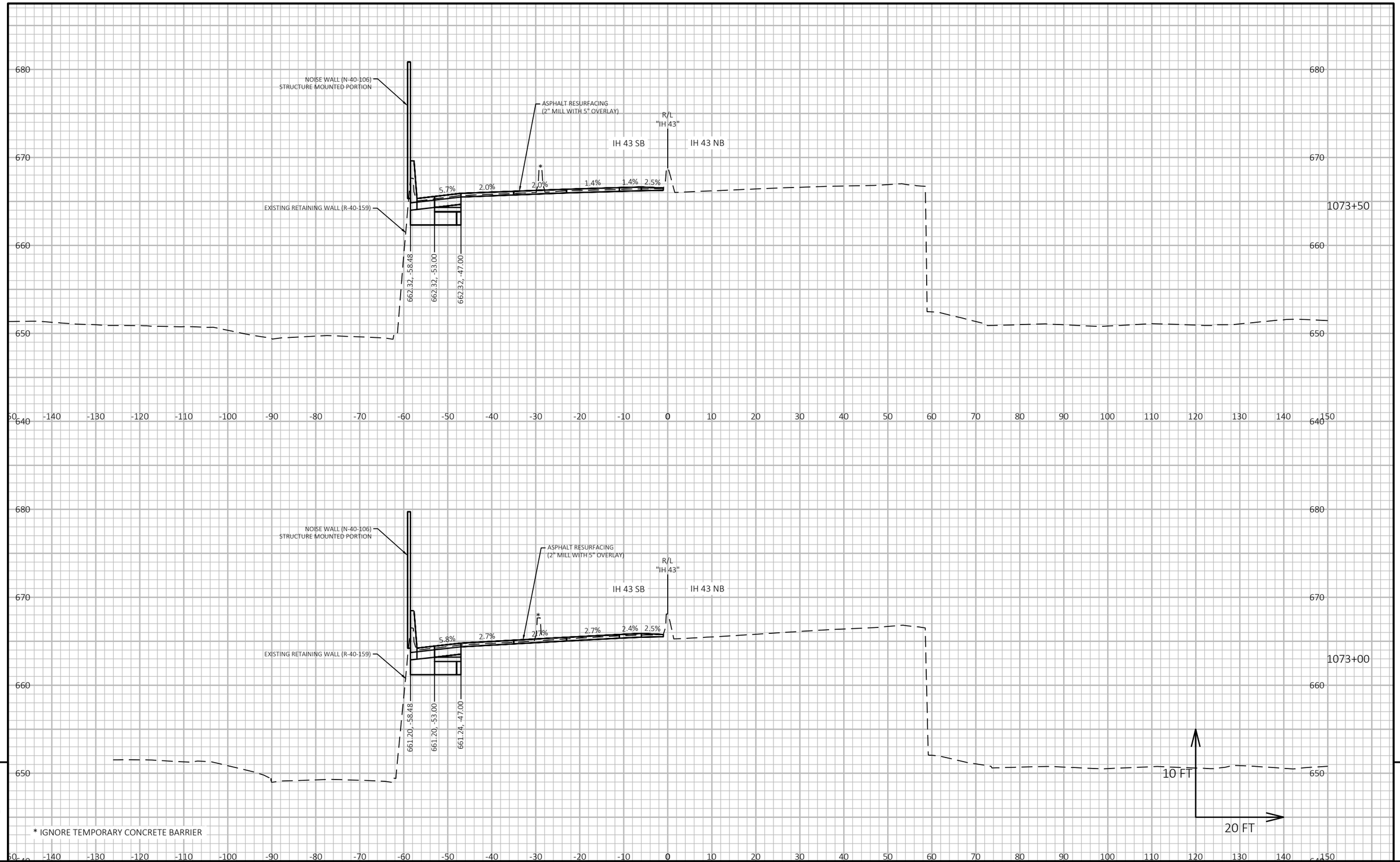


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 508	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 21

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



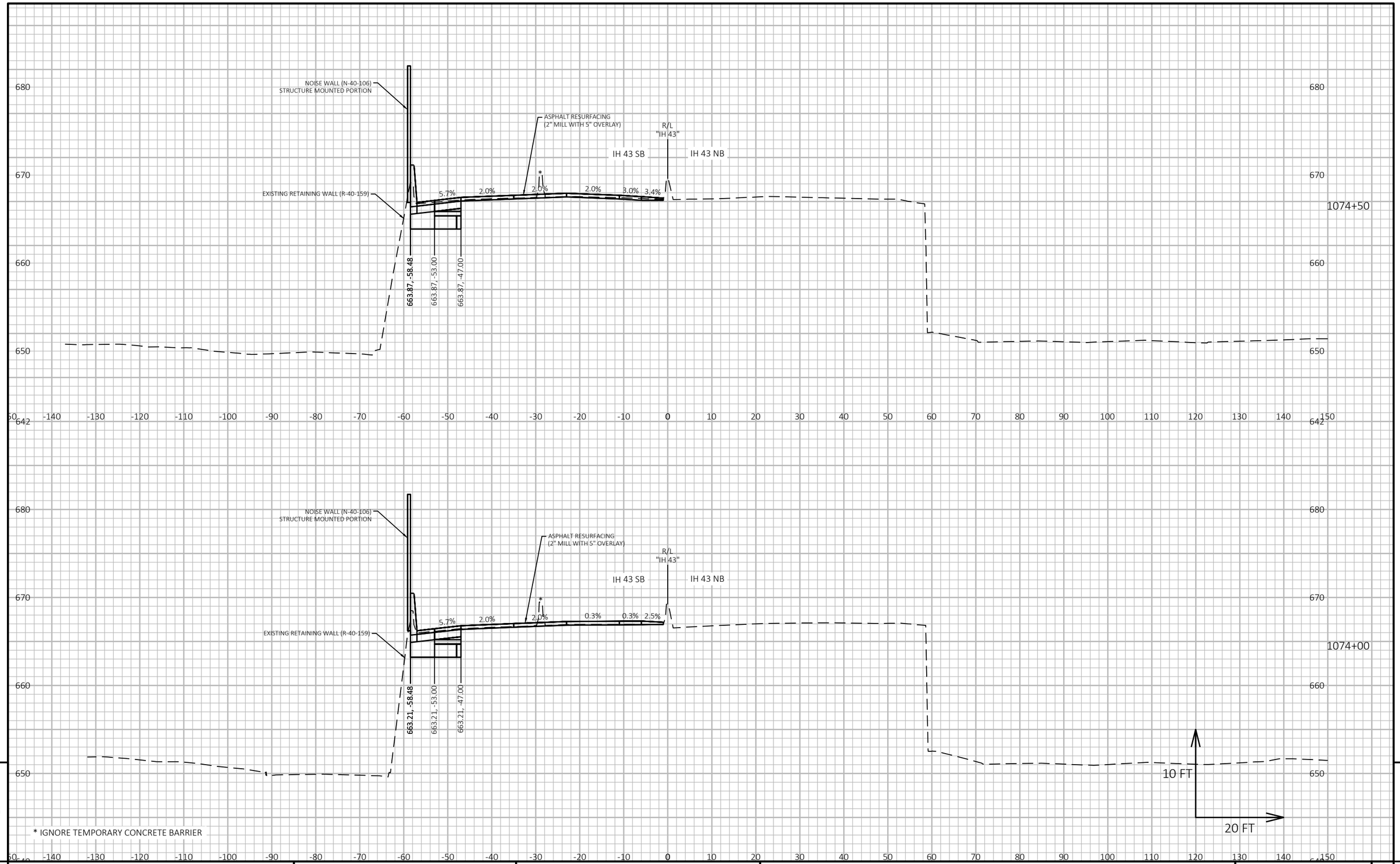
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PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 509	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 22

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



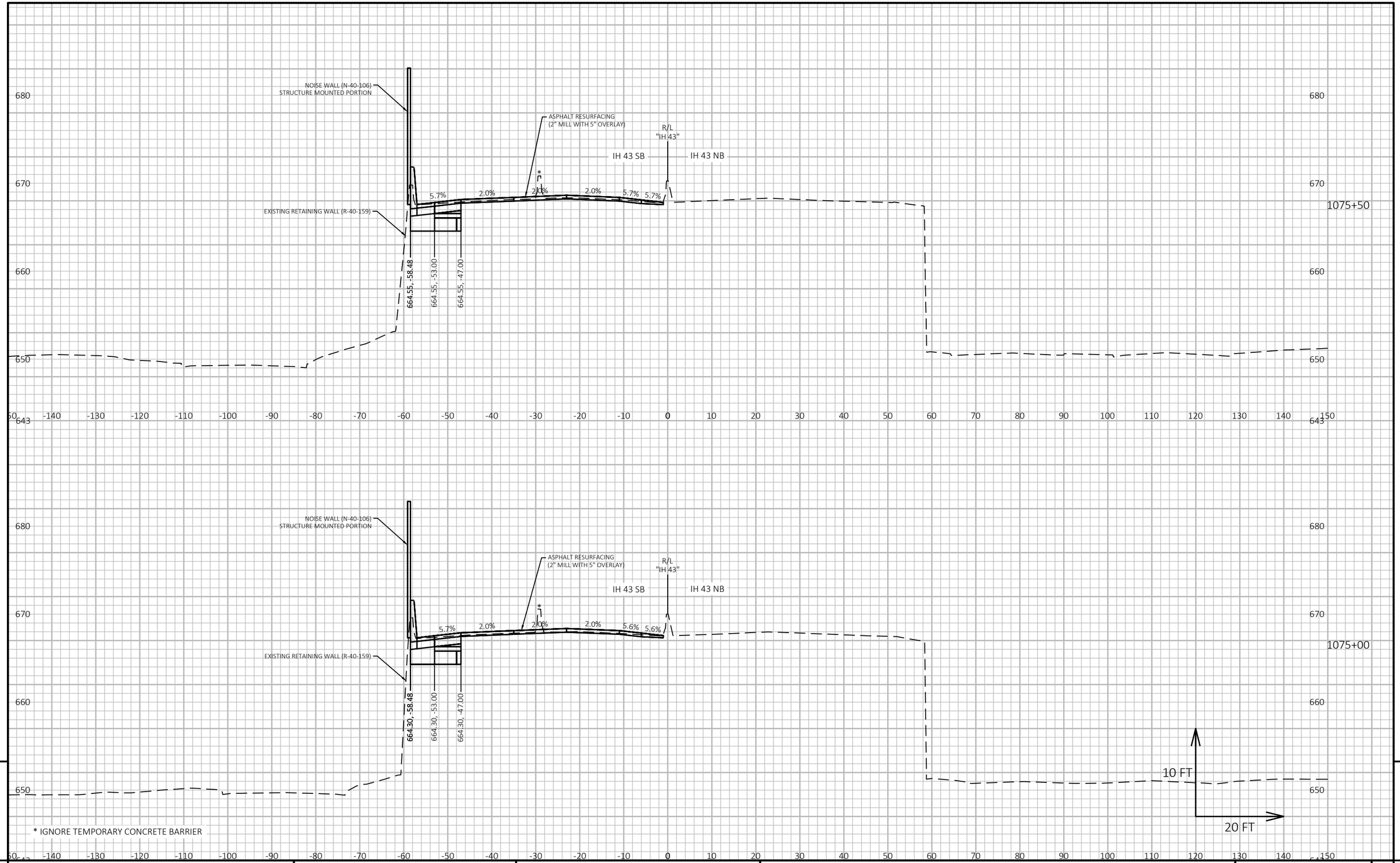
* IGNORE TEMPORARY CONCRETE BARRIER

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 510	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 23

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

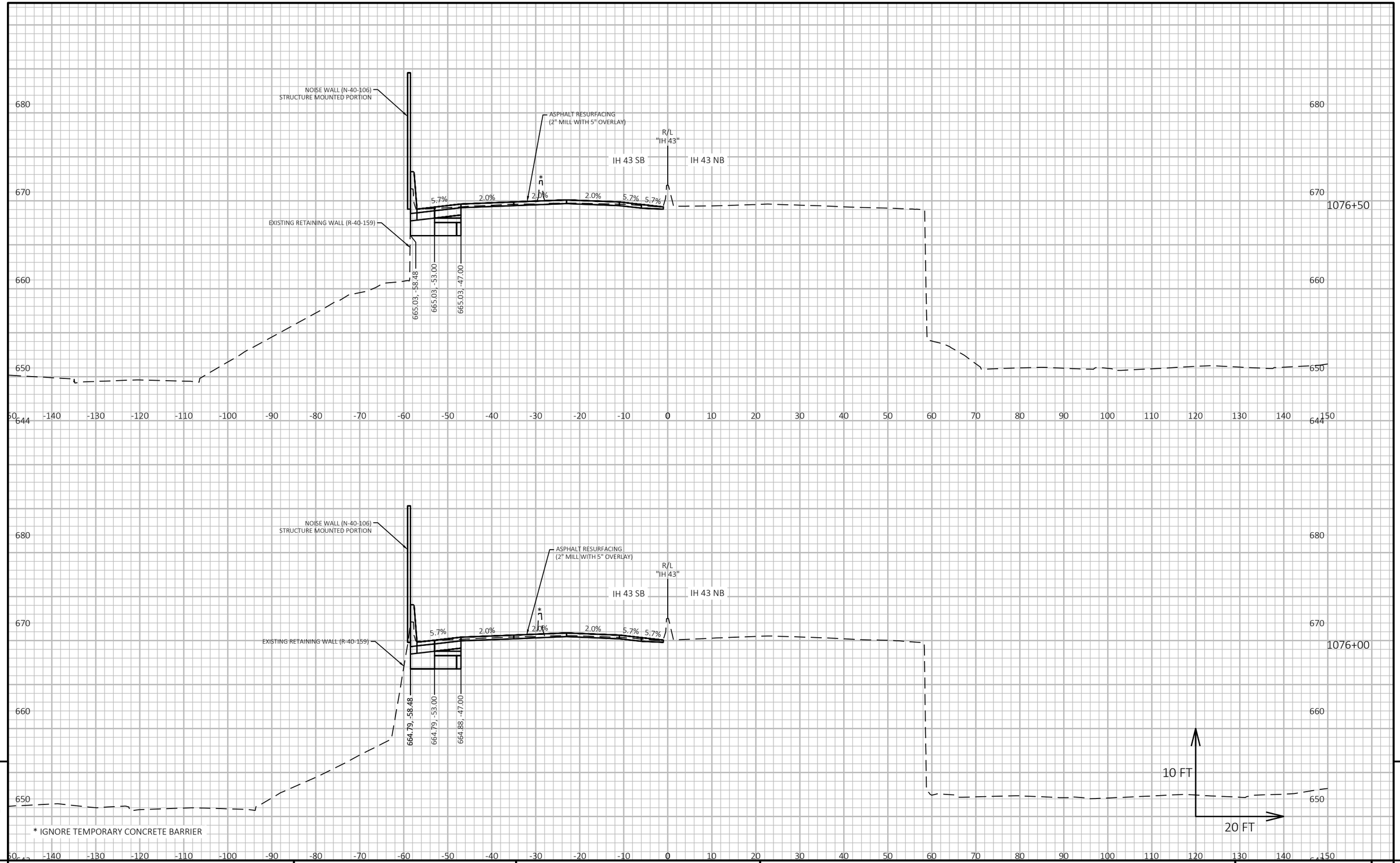


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 511 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 24

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

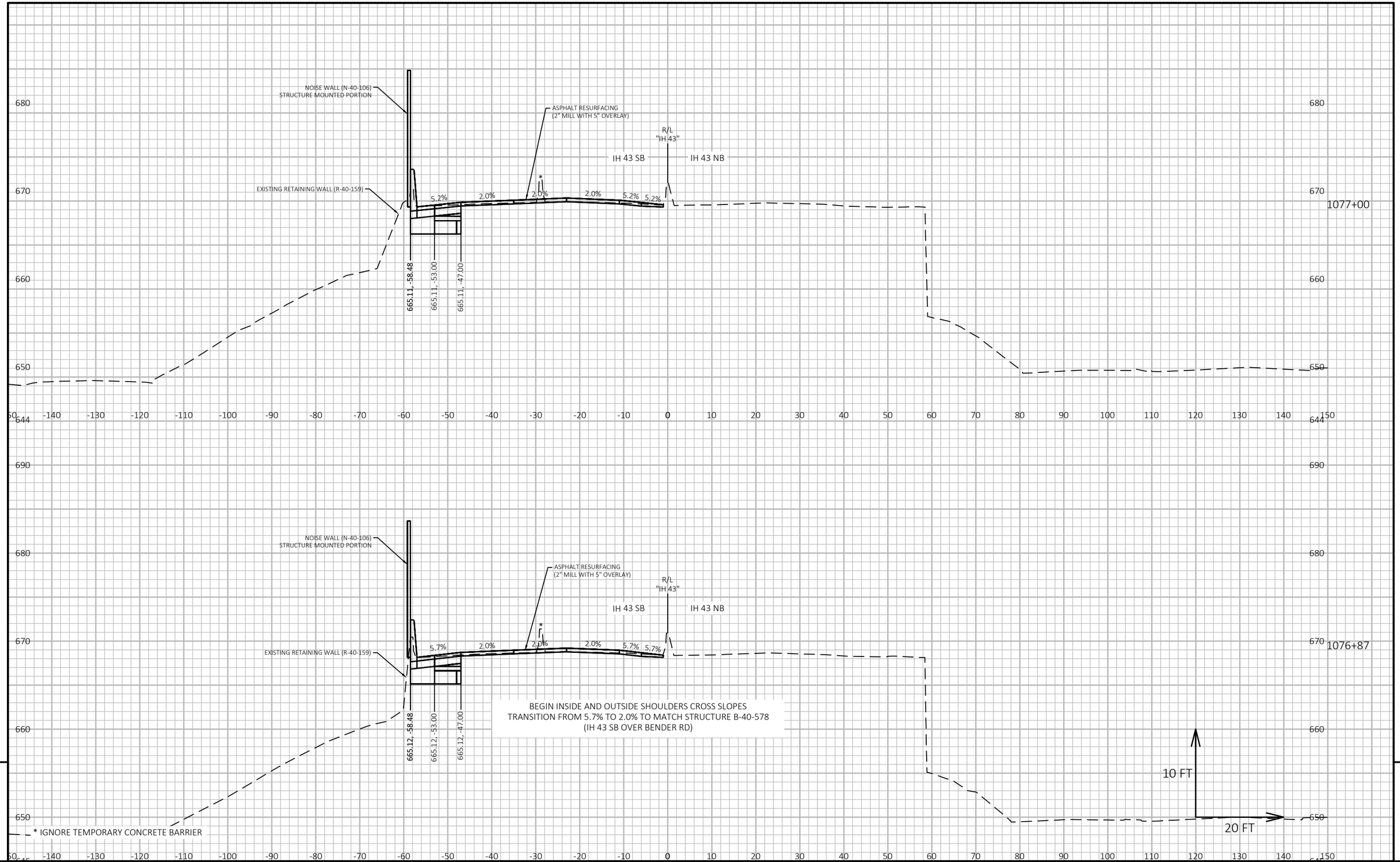


PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 512	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 25

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

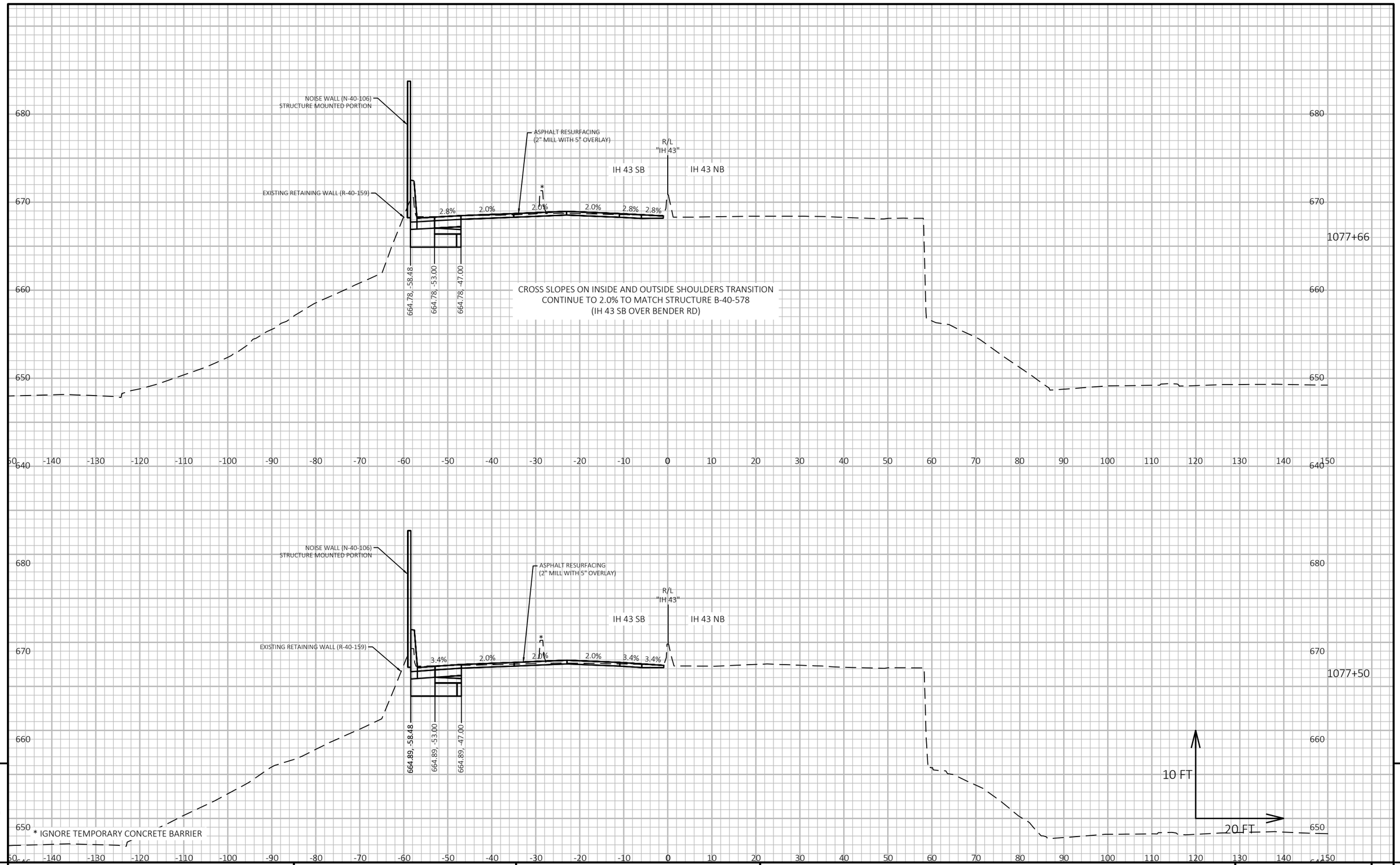
WISDOT/CADDS SHEET 49



9 9

PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 513 E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 26
PLOT DATE : 10/21/2024 11:18 AM
PLOT BY : ABU AJWA, MUNTHER J
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 1228-03-76	HWY: IH 43	COUNTY: MILWAUKEE	CROSS SECTIONS: IH 43 SB - OUTSIDE SHOULDER RECONSTRUCTION	SHEET 514	E

FILE NAME : N:\PDS\C3D\12280306\SHEETSPLAN\FINAL PS&E PLANS\090202-XS.DWG
LAYOUT NAME - 27

PLOT DATE : 10/21/2024 11:18 AM PLOT BY : ABU AJWA, MUNTHER J PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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