GRE

DECEMBER 2025

PROJECT ID: 1222-13-71

WITH: N/A

COUNTY: SHEBOYGAN

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 = 634



N

DESIGN DESIGNATION

A.A.D.T.	2027	=	28,820
A.A.D.T.	2047	=	30,820
D.H.V.		=	587
D.D.		=	58/42
T.		=	18.2%
DESIGN SPEED		=	70 MPH
ESALS		=	14,060,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PORT WASHINGTON-SHEBOYGAN

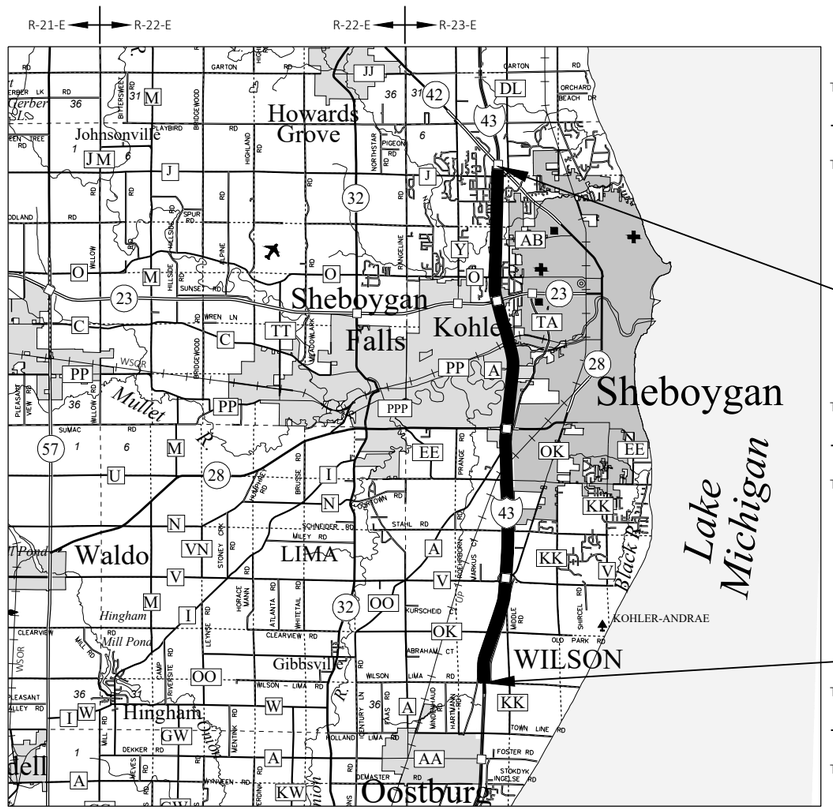
WILSON/LIMA ROAD - STH 42

IH 43

SHEBOYGAN COUNTY

STATE PROJECT NUMBER
1222-13-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1222-13-71	WISC2026104	1



LAYOUT

SCALE 0 3 MI

TOTAL NET LENGTH OF CENTERLINE = 10.396 MI

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NE REGION
Designer	E. DANKE
Project Manager	S. ERICSON
Regional Examiner	
Regional Supervisor	R. WAGNER

APPROVED FOR THE DEPARTMENT

DATE: 7-30-2025 (Signature)

E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\010101-TI.DWG PLOT DATE : 7/22/2025 2:55 PM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME :

GENERAL NOTES

THE LOCATIONS OF EXISTING UTILITY FACILITIES AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

THERE IS AN RWIS TOWER LOCATED NORTH OF CTH O ON THE WEST SIDE OF IH 43 SB. IT IS CONNECTED TO TWO PAVEMENT SENSORS AND A SUBSURFACE PROBE IN THE RIGHT LANE. WISDOT'S RWIS CONTRACTOR WILL BE RESPONSIBLE FOR REMOVING THE EXISTING FACILITY. ALL RE-INSTALLATION WORK WILL BE COMPLETED BY WISDOT'S RWIS CONTRACTOR, LIKELY AFTER THE ROAD REOPENS. THE PRIME CONTRACTOR IS REQUIRED TO CONTACT THE WISDOT RWIS PROGRAM MANAGER AT (608) 266-5004, 30 DAYS PRIOR TO START OF WORK AND UPON COMPLETION OF PAVING. SENSORS MAY BE MILLED.

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
PERMANENT SIGNING
TRAFFIC CONTROL
DETOUR PLAN

CONTACTS

WISCONSIN DNR LIAISON

JAY SCHIEFELBEIN
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
(920) 360-3784
jeremiah.schiefelbein@wisconsin.gov

SHEBOYGAN COUNTY HIGHWAY COMMISSIONER

BRYAN OLSON
W5741 CTH J
PLYMOUTH, WI 53073
(920) 459-3822
bryan.olson@sheboygancountywi.gov

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, PLS
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-4166
michael.andraschko@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

SARAH ERICSON, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-3511
Sarah.Ericson@dot.wi.gov

UTILITY CONTACTS

ANR PIPELINE CO - GAS/PETROLEUM
DAN FLAHERTY
W3925 PIPELINE LANE
EDEN, WI 53019
(920) 477-2006, (920) 904-6154
dan_flaherty@tcenergy.com

AT&T WISCONSIN - COMMUNICATION LINE
CHARLES BARTELT
435 SOUTH 95TH STREET
MILWAUKEE, WI 53214
(920) 929-1013
cb1461@att.com

ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
CHRIS DAILEY
P.O BOX 47
WAUKESHA, WI 53187
(920) 506-6884
cdailey@atcllc.com

ALLIANT ENERGY - ELECTRICITY
BEN REISEN
4421 TOWER DRIVE
SHEBOYGAN, WI 53081
(920) 459-6367
wploadplans@alliantenergy.com

CITY OF SHEBOYGAN - COMMUNICATION LINE/SEWER
RYAN SAZAMA
2026 NEW JERSEY AVE
SHEBOYGAN, WI 53081
(920) 459-3485, (920) 946-1882
ryan.sazama@sheboyganwi.gov

SHEBOYGAN FALLS UTILITIES - SEWER/WATER
JERRY BENZSCHAWEL
375 BUFFALO ST
SHEBOYGAN, WI 53085
(920) 467-7901, (920) 980-7817
jbenzschawel@shebfallsdpw.com

FRONTIER COMMUNICATIONS - COMMUNICATION LINE
JEREMY ZEHM
1851 N 14TH AVE
WAUSAU, WI 54401
(920) 243-9293
jeremy.zehm@ftr.com

KOHLER MUNICIPAL WATER UTILITY - WATER
MIKE KITZEROW
319 HIGHLAND DR
KOHLER, WI 53044
(920) 459-3881, (920) 946-4171
mkitzerow@kohlervillage.org

PAETEC COMMUNICATIONS - COMMUNICATION LINE
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54302
(920) 410-6902
lori.ketter@windstream.com

SHEBOYGAN COUNTY - COMMUNICATION LINE
SAM FRISBIE
P.O. BOX 11064
GREEN BAY, WI 54307
(920) 301-7905, (920) 655-4358
sfrisbie@mcewi.com

SHEBOYGAN WATER UTILITY - WATER
DAVE MCMILLAN
72 PARK AVENUE
SHEBOYGAN, WI 53081
(920) 459-3839
davemcmillan@sheboyganwater.org

SPECTRUM - COMMUNICATION LINE
NICK FRASE
1515 W. WASHINGTON STREET
WEST BEND, WI 53095
(262) 429-9897, (920) 304-6797
nick.frase@charter.com

TOWN OF SHEBOYGAN SANITARY DISTRICT #2 - SEWER
THOMAS HOLTAN
4020 TECHNOLOGY PARKWAY
SHEBOYGAN, WI 53083
(920) 451-2320, (920)-946-0875
tom@townofsheboygan.org

TOWN OF SHEBOYGAN SANITARY DISTRICT #3 - WATER
THOMAS HOLTAN
4020 TECHNOLOGY PARKWAY
SHEBOYGAN, WI 53083
(920) 451-2320, (920)-946-0875
tom@townofsheboygan.org

VILLAGE OF KOHLER - SEWER
MIKE KITZEROW
319 HIGHLAND DR
KOHLER, WI 53044
(920) 459-3881, (920) 946-4171
mkitzerow@kohlervillage.org

WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
NICK WILBERT
933 S. WILDWOOD AVE
SHEBOYGAN, WI 53081
(920) 451-3733
nicholas.wilbert@wisconsinpublicservice.com

WINDSTREAM KDL, LLC - COMMUNICATION LINE
LORI KETTER
969 WAUBE LANE
GREEN BAY, WI 54302
(920) 410-6902
lori.ketter@windstream.com

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = 138.0 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 1.44 ACRES

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

2

2

N

WILSON/LIMA RD

CTH OK

CTH V

STAHL RD

WEEDEN CREEK RD

STH 28

UNION PACIFIC RAILROAD

STH 23

CTH O

MUELLER RD

CTH J

HOWARDS GROVE

ADDITIONAL INFORMATION SHOWN ON
PROJECT OVERVIEW - STH 23 INTERCHANGE

BEGIN CONSTRUCTION
STA 2+88.00'SB'

B-59-45

B-59-46

BEGIN PROJECT
STA 2+83.00'NB'
Y=137,853.750
X=204,044.223

50'SB'
50'NB'
IH 43
100'SB'
100'NB'

B-59-37

B-59-35

150'SB'
150'NB'

IH 43 SB R/L

IH 43 NB R/L

200'SB'
200'NB'

B-59-51

B-59-52

250'SB'
250'NB'

B-59-29

B-59-34

B-59-53

300'SB'
300'NB'

B-59-28

B-59-54

350'SB'
350'NB'

B-59-19

B-59-20

400'SB'
400'NB'

B-59-77

B-59-76

B-59-75

B-59-78

B-59-184

450'SB'
450'NB'

B-59-185

B-59-18

B-59-23

500'SB'
500'NB'

B-59-57

B-59-186

550'SB'
550'NB'

IH 43

B-59-187

STH 42

B-59-25

END CONSTRUCTION
STA 552+53.00'SB'

END PROJECT
STA 551+76.00'NB'
Y=192,101.622
X=205,480.378

B-59-59

CTH PP

UNION PACIFIC RAILROAD

SHEBOYGAN

SHEBOYGAN RIVER

UNION PACIFIC RAILROAD

PIGEON RIVER

PIGEON RIVER

WILSON

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PROJECT OVERVIEW	SHEET 3	E

2

N

S-59-79

CONSTRUCTION LIMITS
NW RAMP
STA 223+98.83

CONSTRUCTION LIMITS
NE RAMP
STA 251+12.60

CONSTRUCTION LIMITS
SE RAMP
STA 385+90.97

CONSTRUCTION LIMITS
STH 23 EB
STA 208+10.30

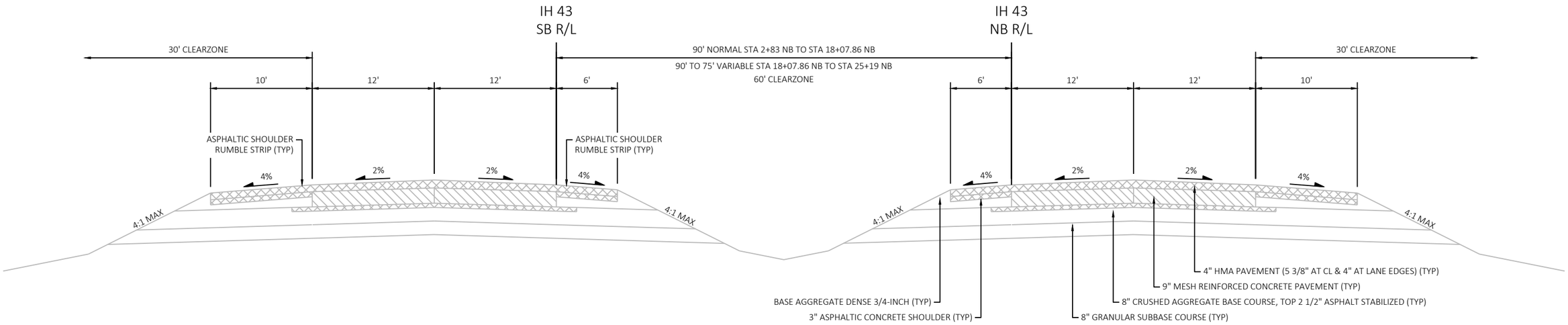
S-59-77
S-59-78
S-59-79
S-59-80
S-59-81
S-59-82
S-59-83
S-59-84
S-59-85
S-59-86

NW LOOP RAMP
NE LOOP RAMP
SW LOOP RAMP
SE LOOP RAMP

STH 23 WB
STH 23 EB
IH 43 SB
IH 43 NB

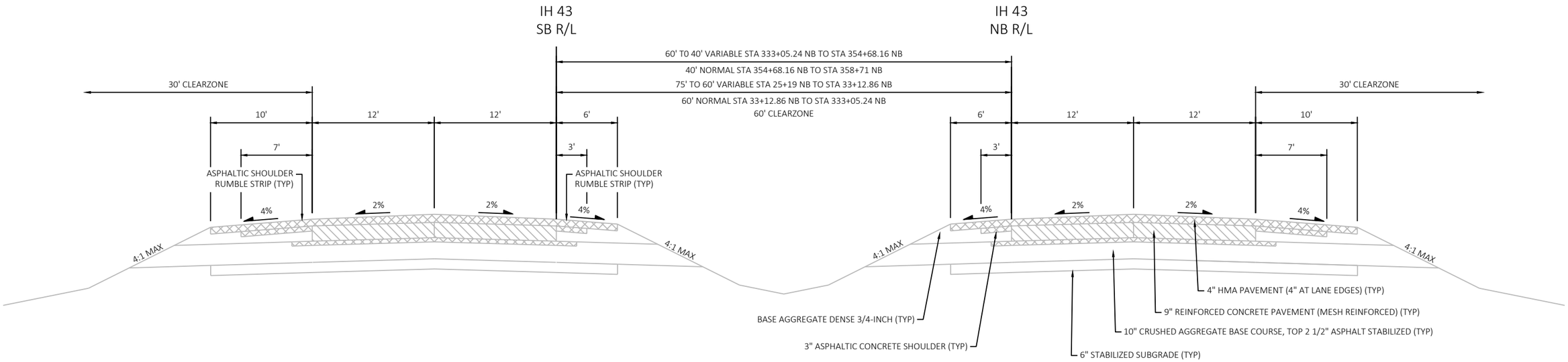
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PROJECT OVERVIEW - STH 23 INTERCHANGE	SHEET 4	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\020202-PO.DWG
LAYOUT NAME - 020202-po
PLOT DATE : 7/22/2025 2:57 PM
PLOT BY : BALDERAS-RUEDEN, ANN
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 42



EXISTING TYPICAL SECTION IH 43

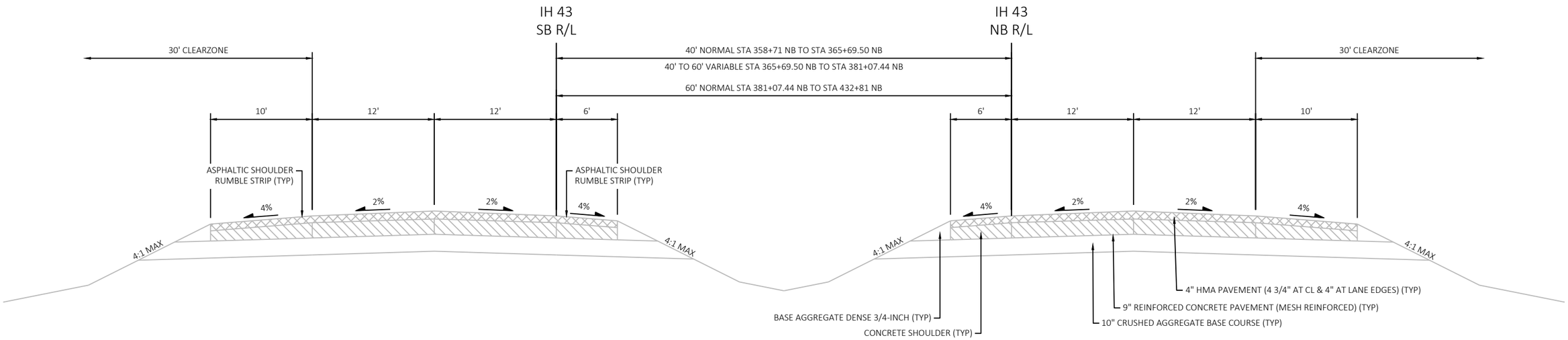
STA 2+83 NB TO STA 25+19 NB



EXISTING TYPICAL SECTION IH 43

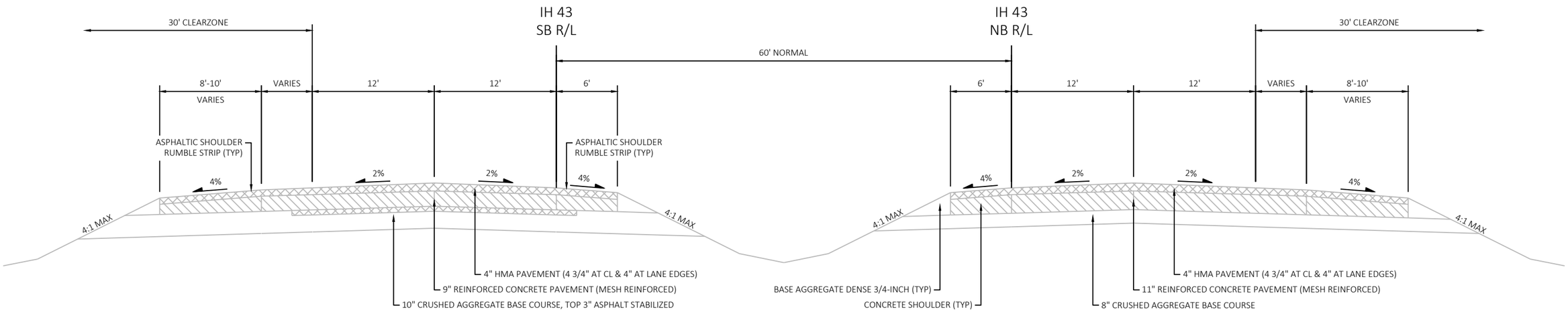
STA 25+19 NB TO STA 358+71 NB

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 5	E



EXISTING TYPICAL SECTION IH 43

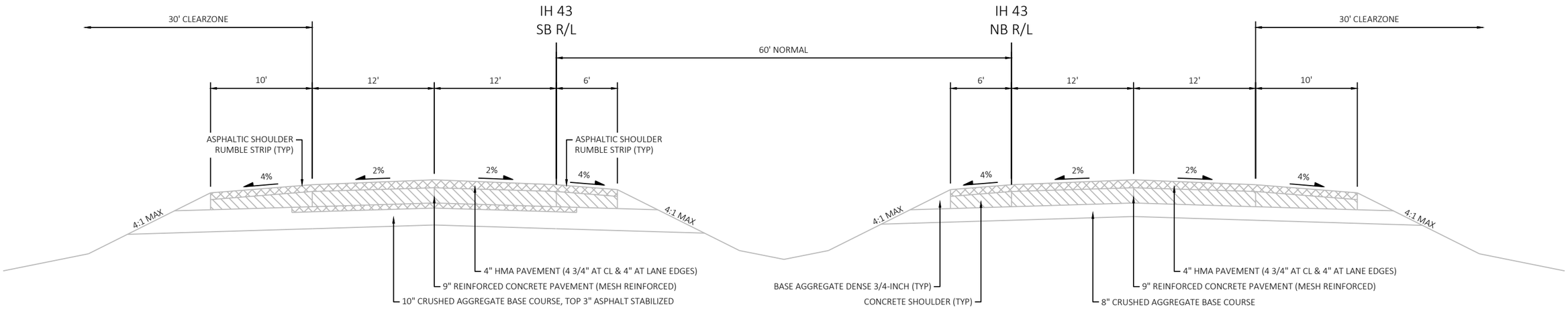
STA 358+71 NB TO STA 432+81 NB



EXISTING TYPICAL SECTION IH 43

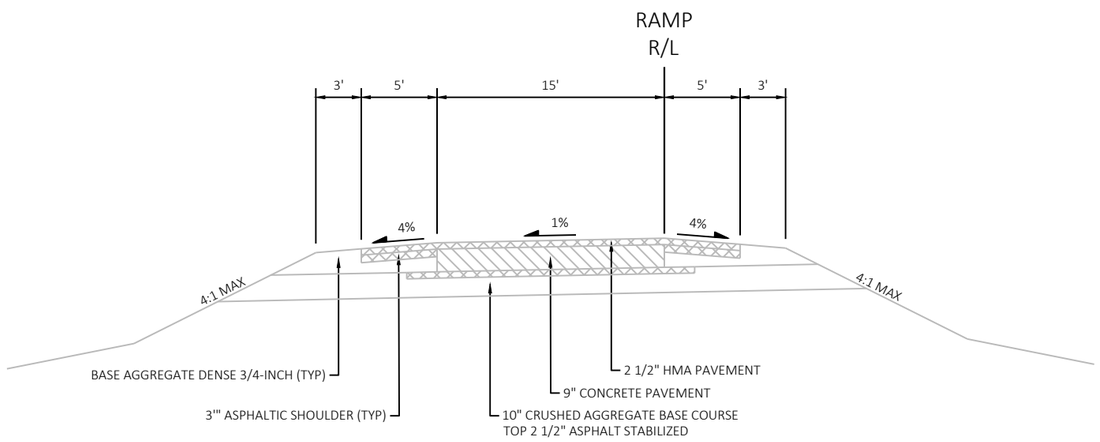
STA 432+81 NB TO STA 442+29.31 NB

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 6	E



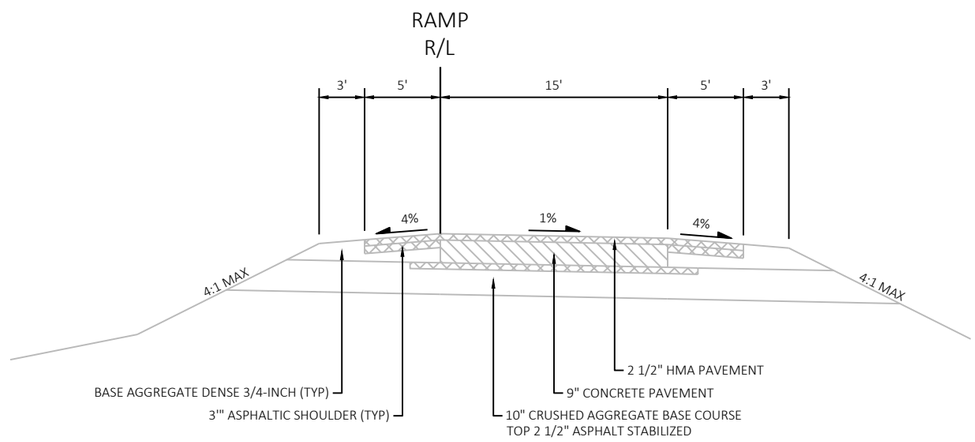
EXISTING TYPICAL SECTION IH 43

STA 442+29.31 NB TO STA 551+76 NB



EXISTING TYPICAL SECTION - RAMPS @ CTH V

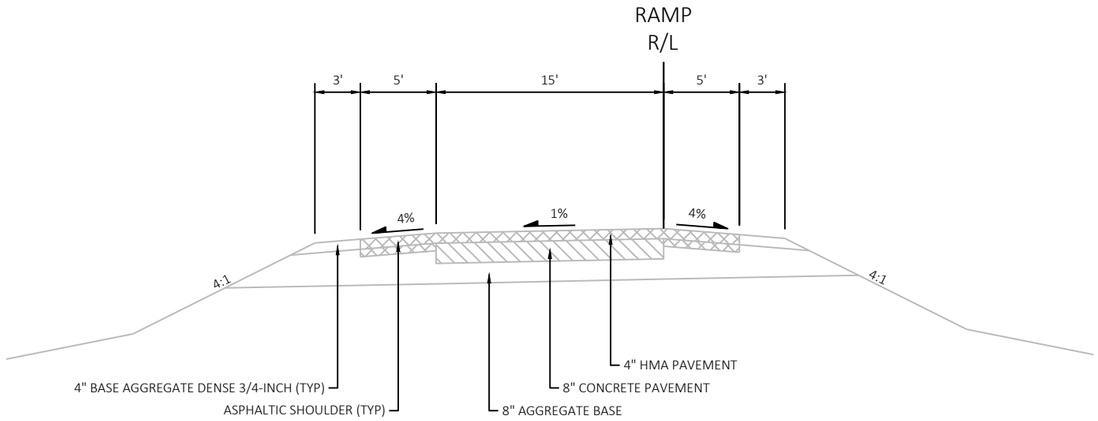
SW RAMP STA 76+97.24 TO STA 86+50
NW RAMP STA 90+12 TO STA 101+19.10



EXISTING TYPICAL SECTION - RAMPS @ CTH V

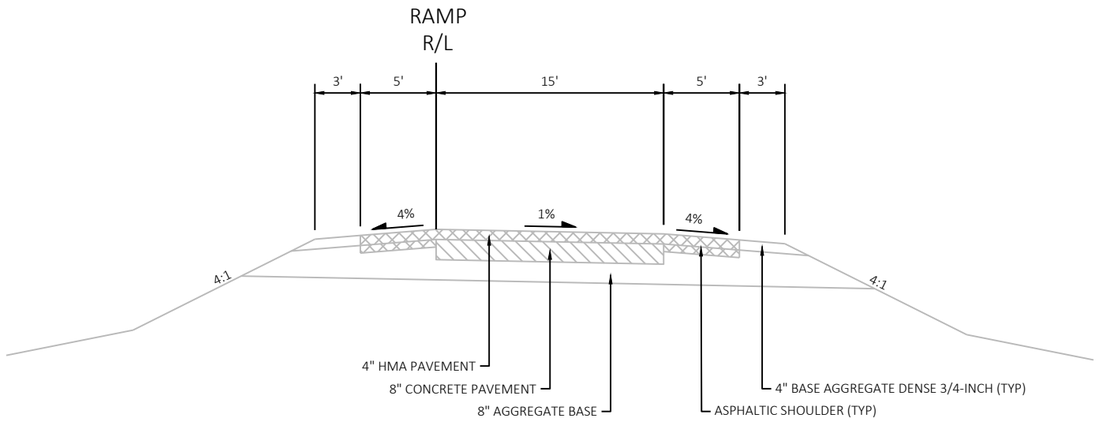
SE RAMP STA 76+74.24 TO STA 88+91
NE RAMP STA 93+04 TO STA 102+87.15

2



EXISTING TYPICAL SECTION - SW & NW RAMPS @ STH 28

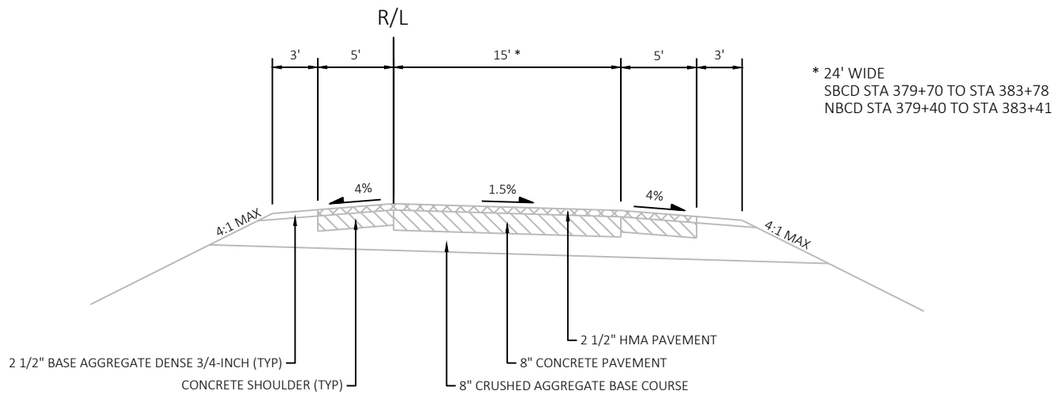
SW RAMP STA 234+49.31 TO STA 237+71
NW RAMP STA 252+06 TO STA 255+76



EXISTING TYPICAL SECTION - SE & NE RAMPS @ STH 28

SE RAMP STA 232+67.30 TO STA 237+16
NE RAMP STA 253+63 TO STA 256+32.05

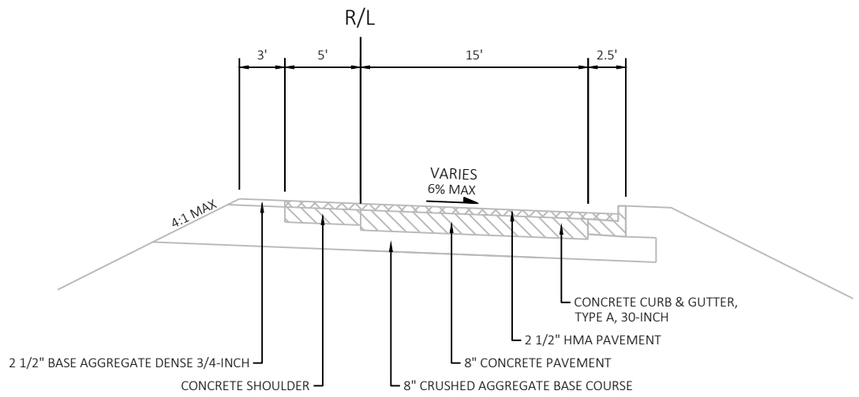
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 8	E



* 24' WIDE
SBCD STA 379+70 TO STA 383+78
NBCD STA 379+40 TO STA 383+41

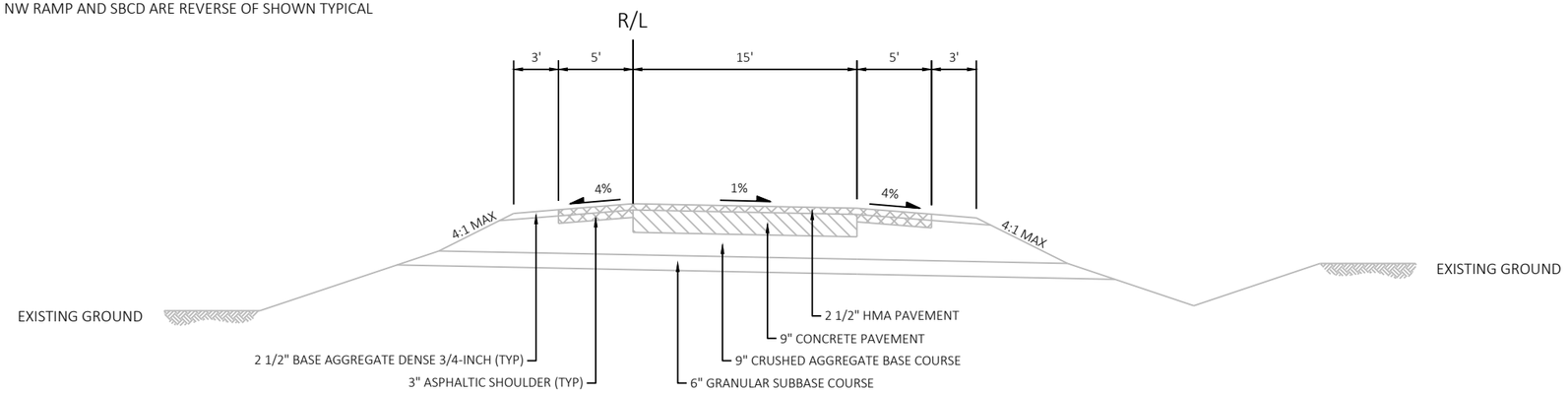
EXISTING TYPICAL SECTION - IH 43 RAMPS, LOOPS, & COLLECTOR DISTRIBUTORS @ STH 23

NW LOOP STA 232+85.89 TO STA 235+62
NW LOOP STA 244+11 TO STA 249+62.01
NE LOOP STA 383+39.31 TO STA 386+92
NE LOOP STA 396+93 TO STA 398+76.39
SW LOOP STA 379+61.36 TO STA 384+31
SW LOOP STA 393+15 TO STA 395+83.71
SE LOOP STA 238+70.25 TO STA 242+70
SE LOOP STA 249+55 TO STA 256+94.88
SE RAMP STA 365+75.40 TO STA 389+17.06
NE RAMP STA 249+25.53 TO STA 269+73.11
NBCD STA 355+36.16 TO STA 402+18.75
SW RAMP STA 365+16.32 TO STA 391+86.56
NW RAMP STA 215+24.30 TO STA 238+45.74
SBCD STA 352+78.72 TO STA 404+87.45
SW RAMP, NW RAMP AND SBCD ARE REVERSE OF SHOWN TYPICAL



EXISTING TYPICAL SECTION - IH 43 LOOPS WITH CURB & GUTTER @ STH 23

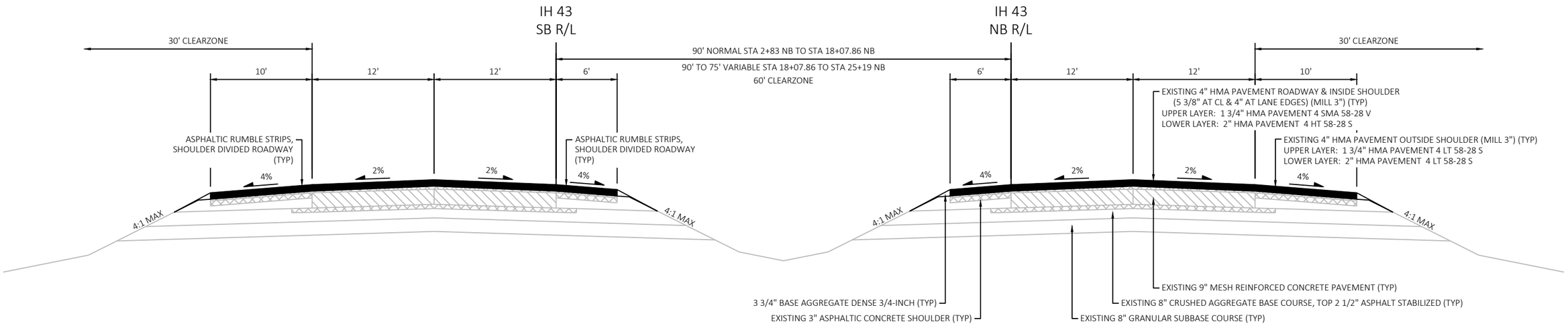
NW LOOP STA 235+62 TO STA 244+11
NE LOOP STA 386+82 TO STA 396+93
SW LOOP STA 384+31 TO STA 393+15
SE LOOP STA 242+70 TO STA 249+55



EXISTING TYPICAL SECTION - SE & SW RAMPS @ STH 42

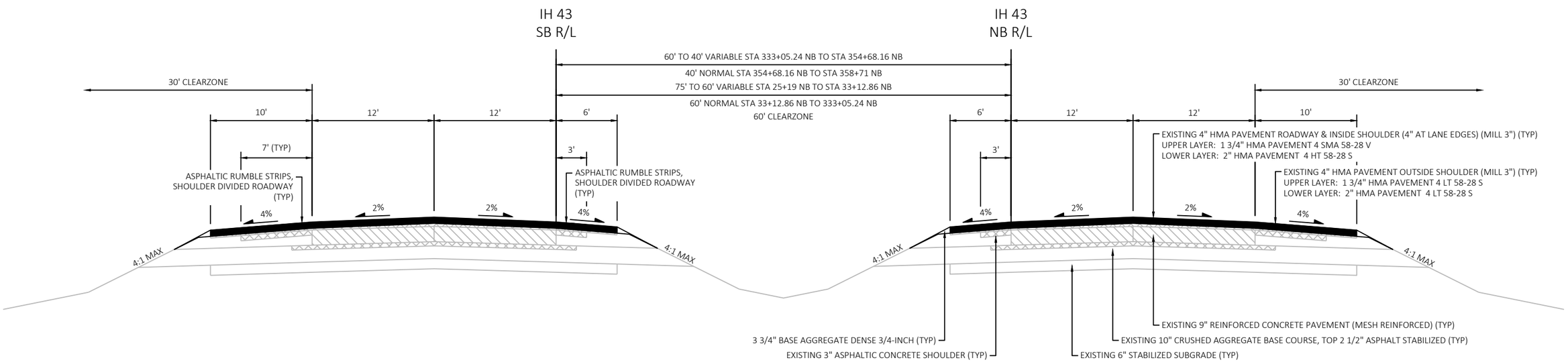
SE RAMP STA 550+98.37 TO STA 557+80
SW RAMP STA 556+08.58 TO STA 562+17
SW RAMP IS REVERSE OF SHOWN TYPICAL

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 9	E



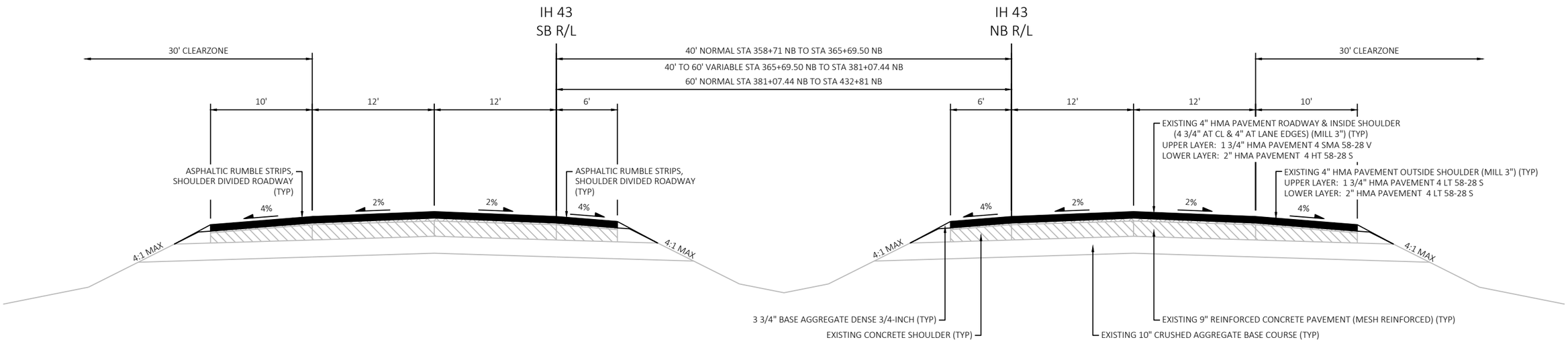
FINISHED TYPICAL SECTION IH 43

STA 2+83 NB TO STA 25+19 NB



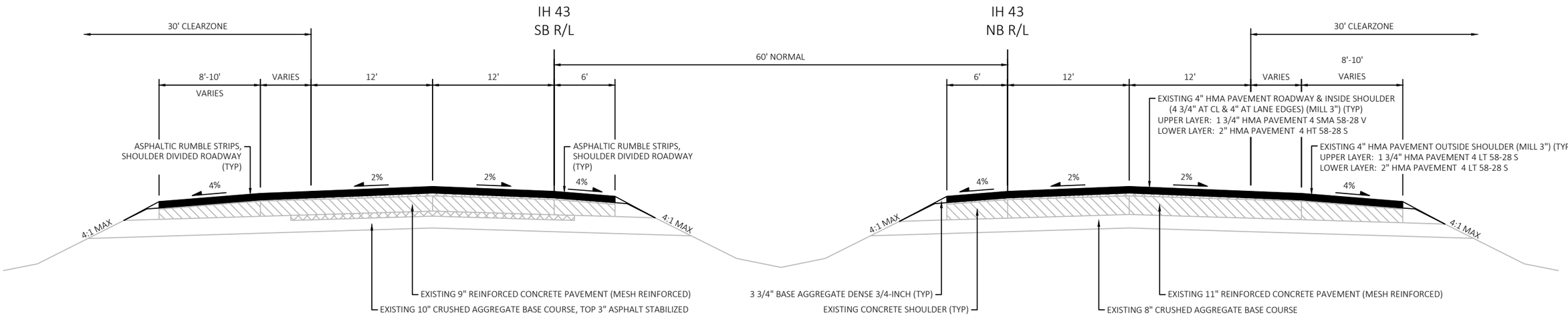
FINISHED TYPICAL SECTION IH 43

STA 25+19 NB TO STA 358+71 NB



FINISHED TYPICAL SECTION IH 43

STA 358+71 NB TO STA 432+81 NB



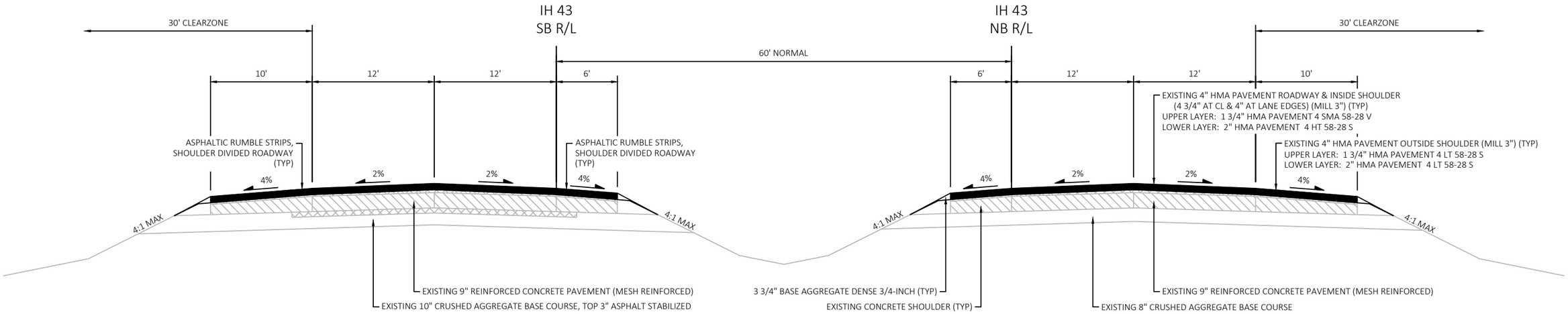
FINISHED TYPICAL SECTION IH 43

STA 432+81 NB TO STA 442+29.31 NB

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 11	E

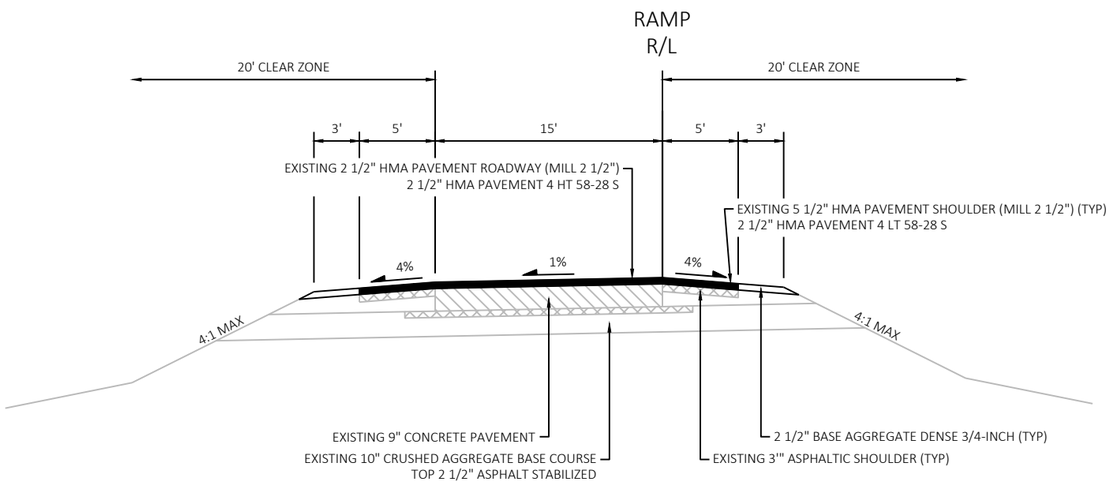
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LAYOUT NAME - 020307-ts

PLOT DATE : 7/22/2025 2:58 PM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1IN:10 FT



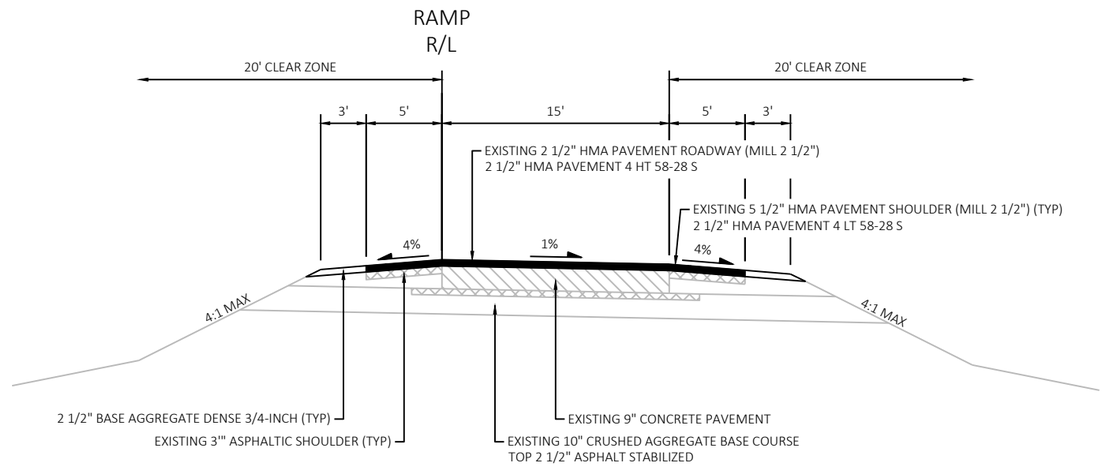
FINISHED TYPICAL SECTION IH 43

STA 442+29.31 NB TO STA 551+76 NB



FINISHED TYPICAL SECTION - RAMPS @ CTH V

SW RAMP STA 76+97.24 TO STA 86+50
NW RAMP STA 90+12 TO STA 101+19.10

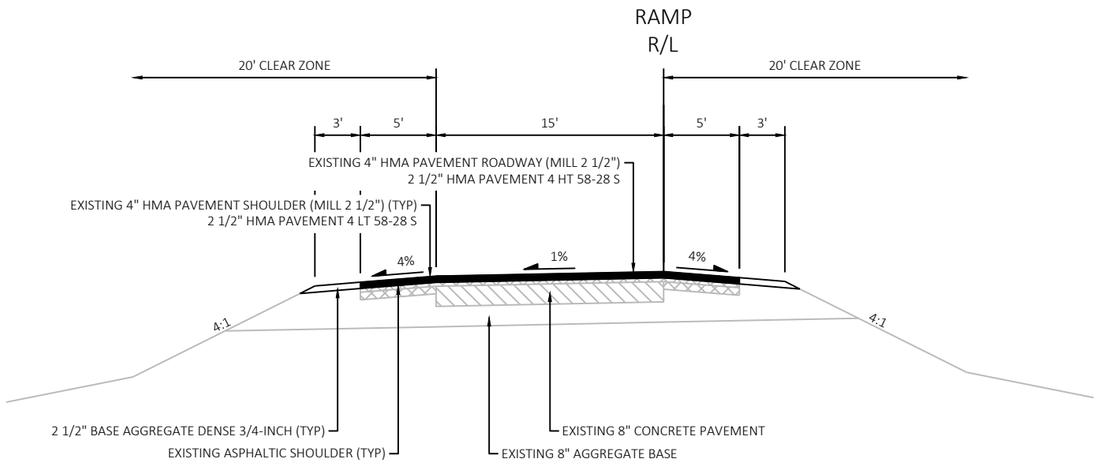


FINISHED TYPICAL SECTION - RAMPS @ CTH V

SE RAMP STA 76+74.24 TO STA 88+91
NE RAMP STA 93+04 TO STA 102+87.15

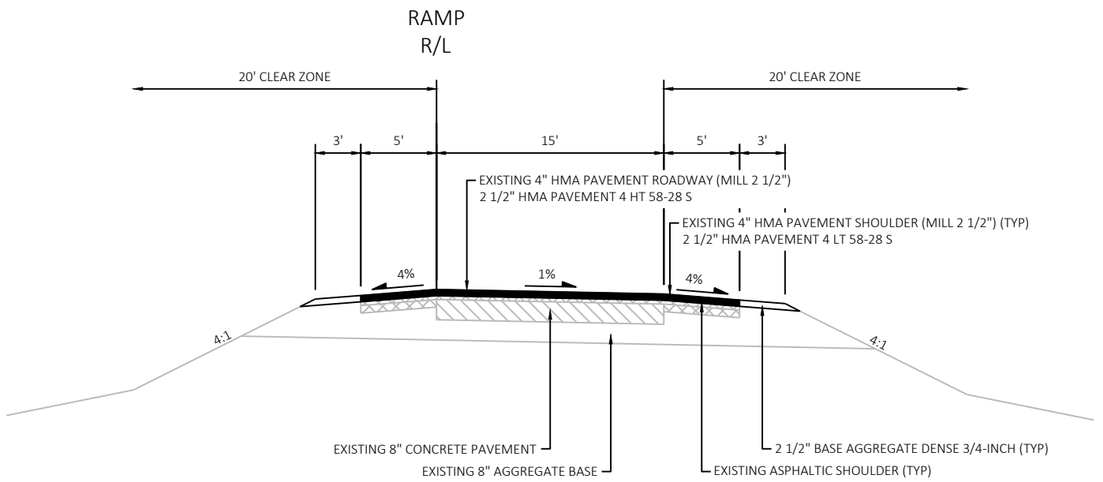
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 12	E

2



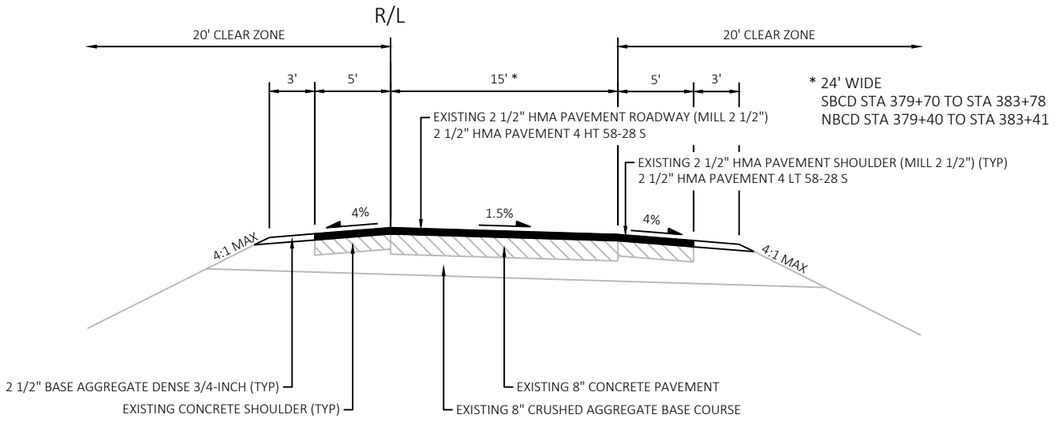
FINISHED TYPICAL SECTION - SW & NW RAMPS @ STH 28

SW RAMP STA 234+49.31 TO STA 237+71
NW RAMP STA 252+06 TO STA 255+76



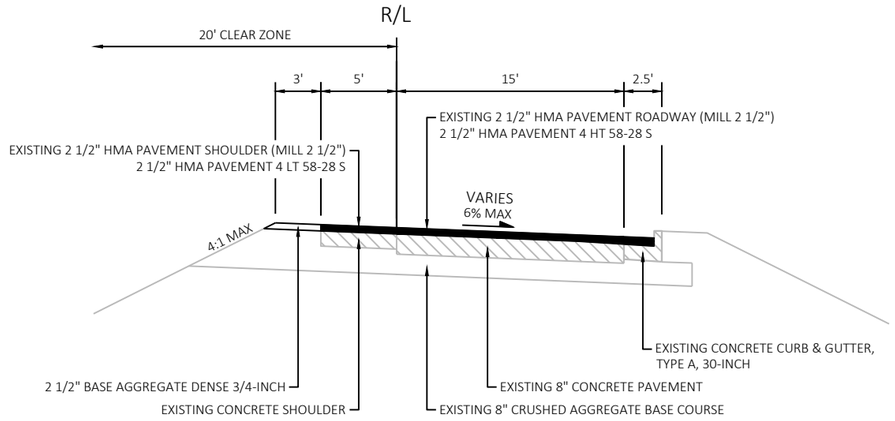
FINISHED TYPICAL SECTION - SE & NE RAMPS @ STH 28

SE RAMP STA 232+67.30 TO STA 237+16
NE RAMP STA 253+63 TO STA 256+32.05



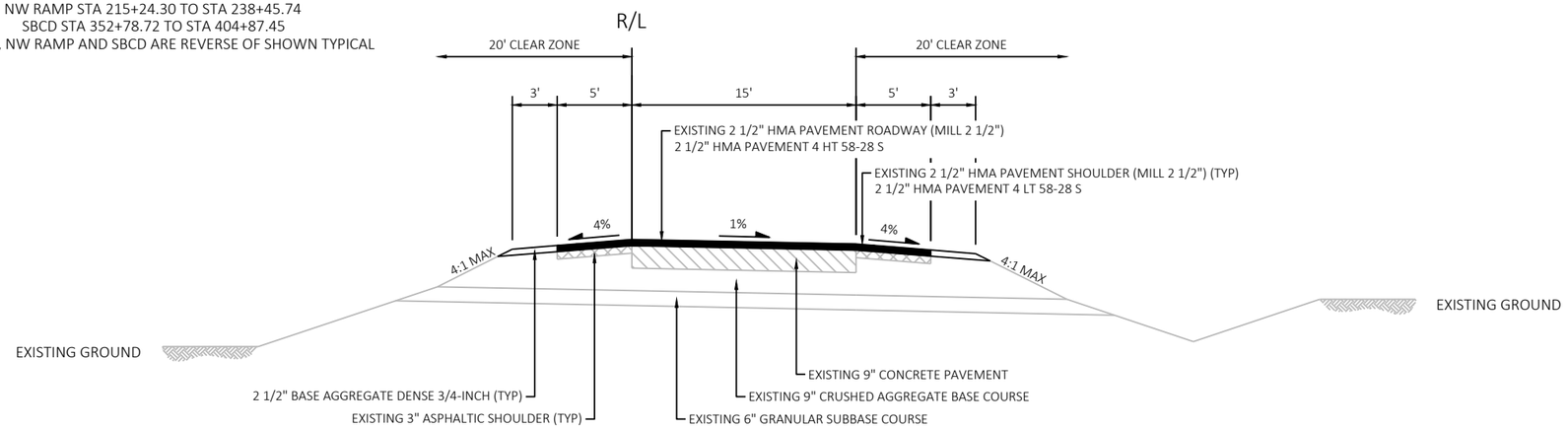
FINISHED TYPICAL SECTION - IH 43 RAMPS, LOOPS, & COLLECTOR DISTRIBUTORS @ STH 23

NW LOOP STA 232+85.89 TO STA 235+62
NW LOOP STA 244+11 TO STA 249+62.01
NE LOOP STA 383+39.31 TO STA 386+92
NE LOOP STA 396+93 TO STA 398+76.39
SW LOOP STA 379+61.36 TO STA 384+31
SW LOOP STA 393+15 TO STA 395+83.71
SE LOOP STA 238+70.25 TO STA 242+70
SE LOOP STA 249+55 TO STA 256+94.88
SE RAMP STA 365+75.40 TO STA 389+17.06
NE RAMP STA 249+25.53 TO STA 269+73.11
NBCD STA 355+36.16 TO STA 402+18.75
SW RAMP STA 365+16.32 TO STA 391+86.56
NW RAMP STA 215+24.30 TO STA 238+45.74
SBCD STA 352+78.72 TO STA 404+87.45
SW RAMP, NW RAMP AND SBCD ARE REVERSE OF SHOWN TYPICAL



FINISHED TYPICAL SECTION - IH 43 LOOPS WITH CURB & GUTTER @ STH 23

NW LOOP STA 235+62 TO STA 244+11
NE LOOP STA 386+92 TO STA 396+93
SW LOOP STA 384+31 TO STA 393+15
SE LOOP STA 242+70 TO STA 249+55

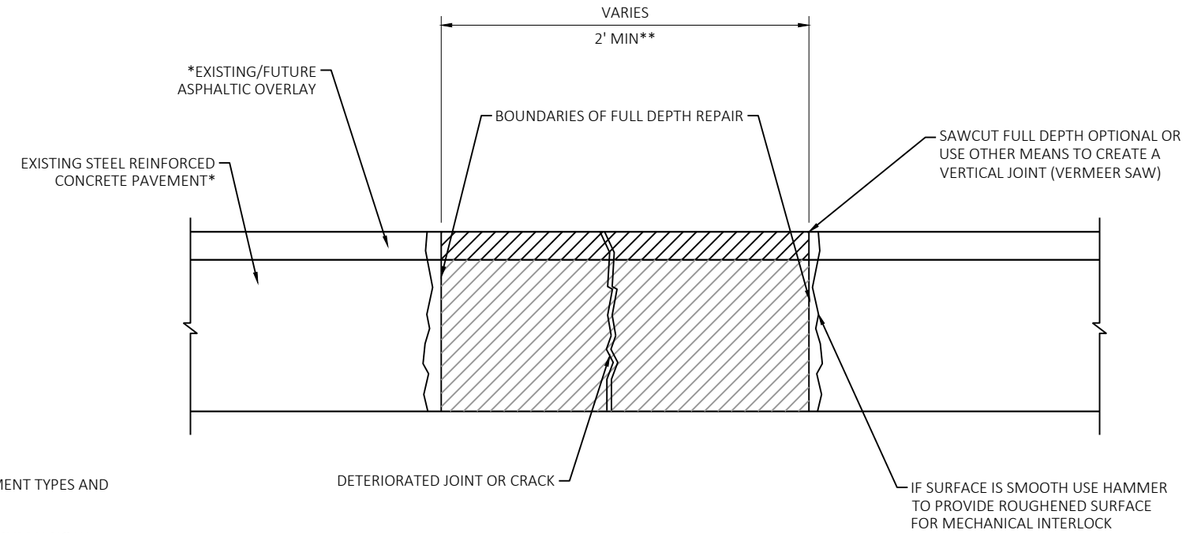


FINISHED TYPICAL SECTION - SE & SW RAMPS @ STH 42

SE RAMP STA 550+98.37 TO STA 557+80
SW RAMP STA 556+08.58 TO STA 562+17
SW RAMP IS REVERSED OF SHOWN TYPICAL

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TYPICAL SECTIONS	SHEET 14	E

2

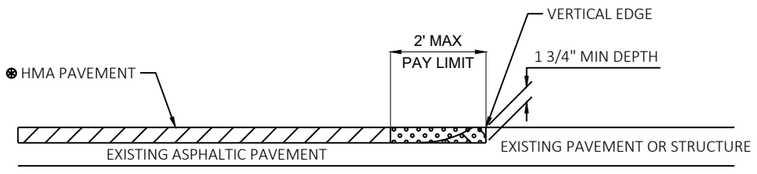


* SEE TYPICAL SECTIONS FOR PAVEMENT TYPES AND THICKNESSES.

** 2' MINIMUM WIDTH AND 6' MINIMUM LENGTH OR AS DETERMINED IN THE FIELD TO COMPLETELY REMOVE DETERIORATED JOINT

BASE PATCHING CONCRETE

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS



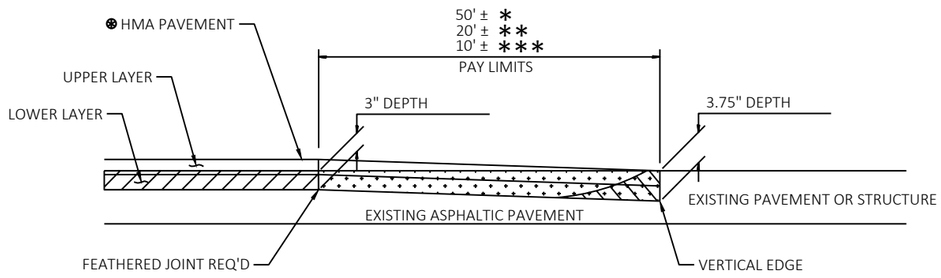
REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

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

BUTT JOINT DETAIL FOR ASPHALTIC PAVEMENTS (NO PROFILE CHANGE)



REMOVING ASPHALTIC SURFACE, MILLING

REMOVING ASPHALTIC SURFACE, BUTT JOINTS

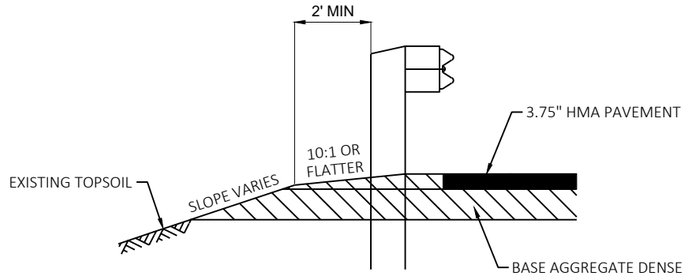
REMOVE ASPHALTIC SURFACE WEDGE AT BUTT JOINT TO CREATE VERTICAL EDGE

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

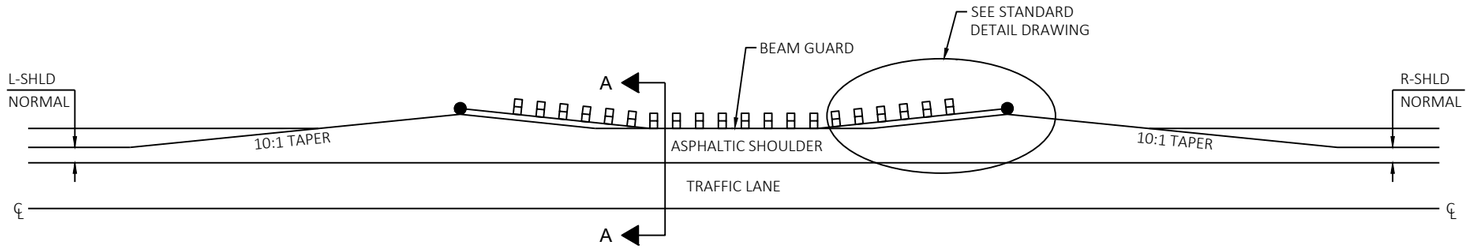
BUTT JOINT DETAIL FOR MILLED ASPHALTIC PAVEMENTS (PROFILE CHANGE)

* MAINLINE
** SIDEROADS
*** PRIVATE ENTRANCES

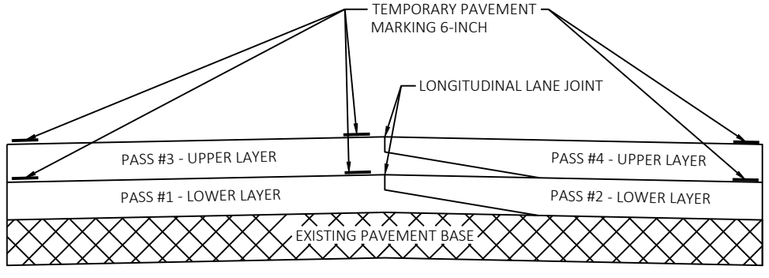
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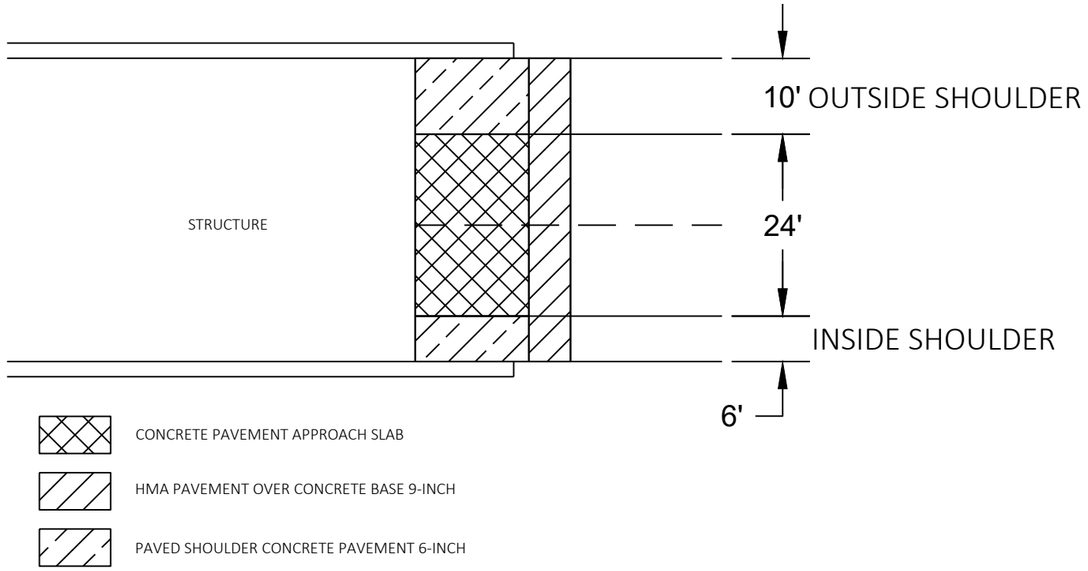
SECTION A-A

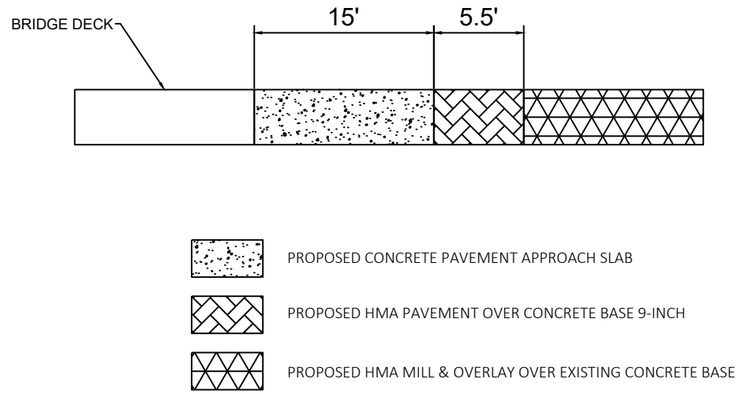


DETAIL FOR ASPHALTIC SHOULDER AT BEAM GUARD

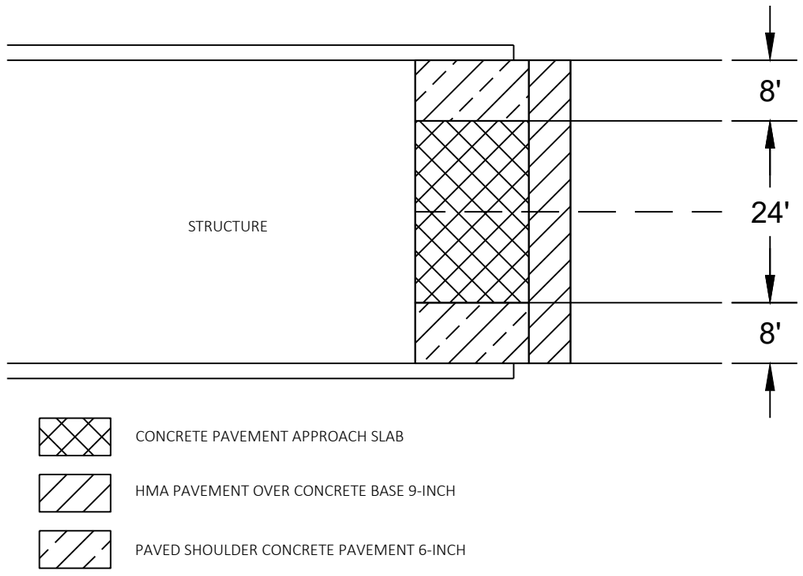


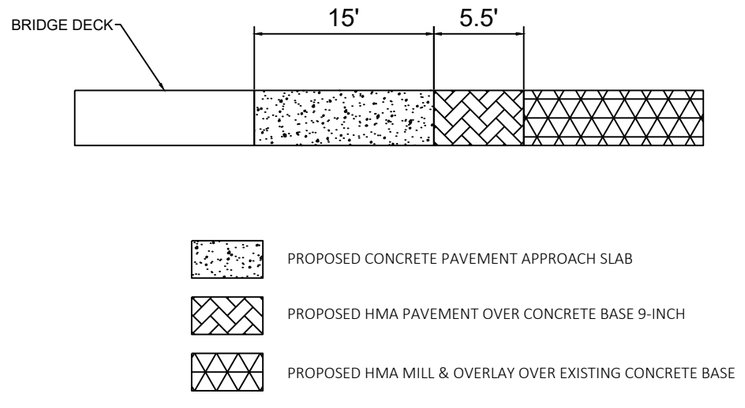
PAVEMENT MARKING DETAIL FOR TAPERED OVERLAPPING JOINTS IN HMA PAVEMENTS





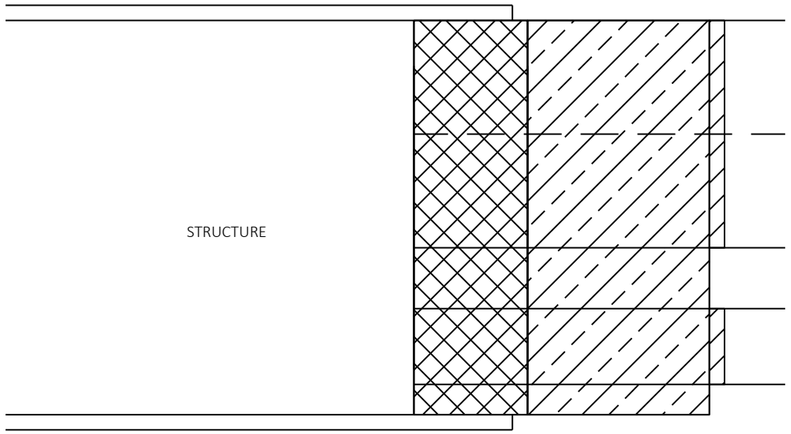
DETAIL FOR IH 43 MAINLINE APPROACH SLAB REPLACEMENT AT STH 23 STRUCTURES





DETAIL FOR IH 43 COLLECTOR/DISTRIBUTOR RAMP APPROACH SLAB REPLACEMENT AT STH 23 STRUCTURES

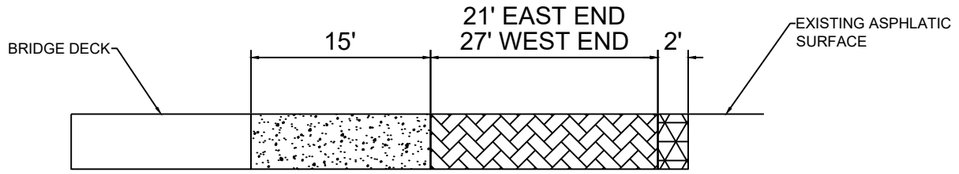
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CONCRETE PAVEMENT APPROACH SLAB

CONCRETE PAVEMENT 12-INCH

6" ASPHLATIC SURFACE

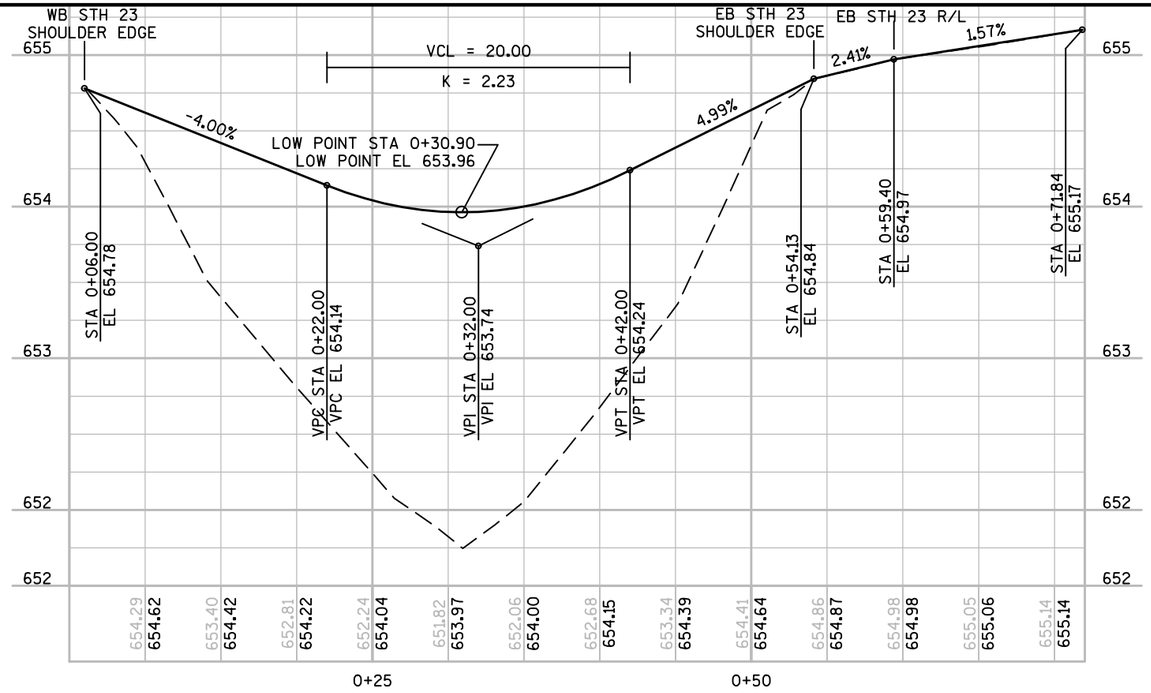


PROPOSED CONCRETE PAVEMENT APPROACH SLAB

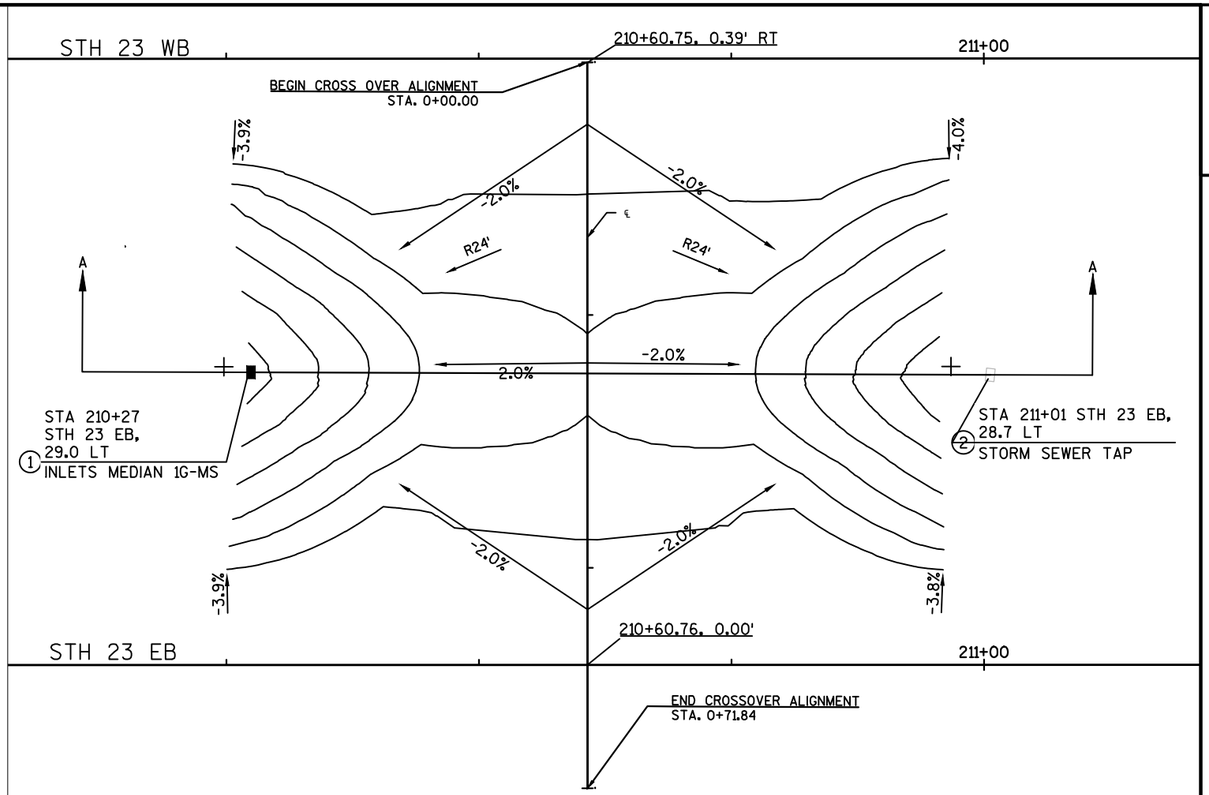
PROPOSED CONCRETE PAVEMENT 12-INCH

PROPOSED 6" ASPHALTIC SURFACE

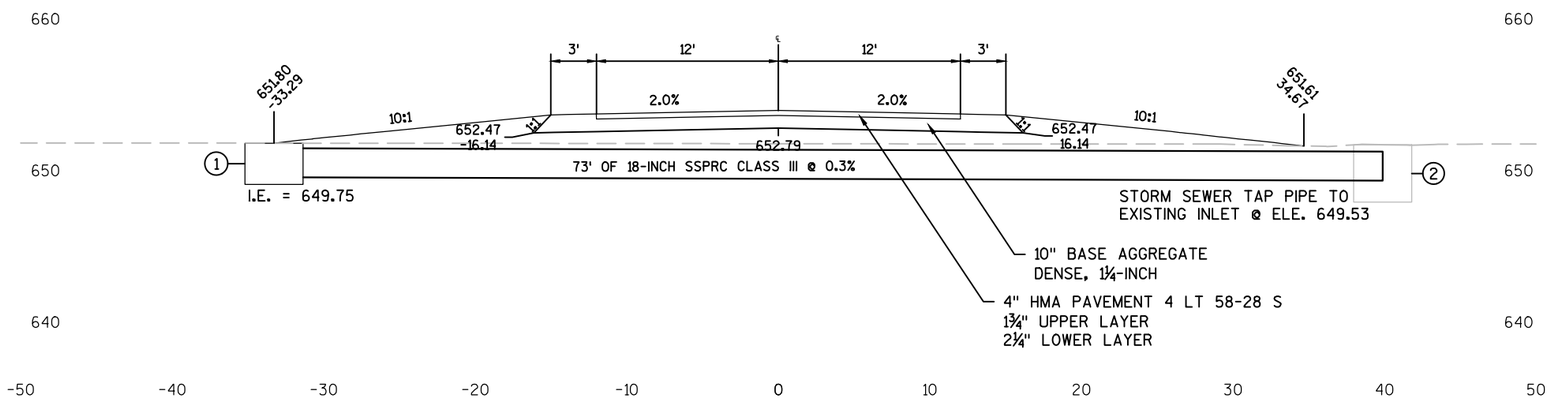
DETAIL FOR CTH PP APPROACH SLAB REPLACEMENT AT IH 43 STRUCTURE



CROSS OVER PROFILE
ALONG ℄



NOTE: FOR ADDITIONAL INFORMATION
SEE WISDOT STANDARD DETAIL DRAWING 11 A1
MAINTENANCE CROSSOVER FOR FREEWAYS



SECTION A-A
MAINTENANCE CROSSOVER - STH 23
STA 210+27 STH 23 EB - STA 211+01 STH 23 EB

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CONSTRUCTION DETAILS	SHEET 19 E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021010-CD.DWG
LAYOUT NAME - 021010-CD
PLOT DATE : 10/22/2025 9:02 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

2

2

N

EXISTING R/W

370

SW RAMP

360 CSB

365 CSB

370 CSB

IH 43 SB CD

385 'SB'

390 'SB'

IH 43 SB

395 'SB'

400 'SB'

385 'NB'

390 'NB'

IH 43 NB

395 'NB'

400 'NB'

WISCONSIN PUBLIC SERVICE
CORPORATION - GAS

360 NCD

365 NCD

KOHLER MUNICIPAL WATER
UTILITY - WATER

CAUTION

IH 43 NB CD

370 NCD

EXISTING R/W

ALLIANT ENERGY - ELECTRICITY

REMOVE SIGN STRUCTURE, SAND
BARREL ARRAY AND CONCRETE PADS:
BACKFILL WITH BASE AGGREGATE
DENSE 3/4-INCH

S-59-0077

370

SE RAMP

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - SIGN STRUCTURE REMOVALS AND REPLACEMENT	SHEET 20	E

2

N

SW LOOP

365

230 'EB'

230 'WB'

STH 23 EB

STH 23 WB

NW LOOP

245

REMOVE SIGN STRUCTURE

CAUTION

S-59-0080

AT&T WISCONSIN -
COMMUNICATION LINE

375 CSB

IH 43 SB CD

380

380 CSB

385 CSB

405 'SB'

IH 43 SB

410 'SB'

415 'SB'

ANR PIPELINE COMPANY - GAS

405 'NB'

IH 43 NB

410 'NB'

415 'NB'

235 'EB'

235 'WB'

375 NCD

IH 43 NB CD

380 NCD

385 NCD

385

IH 43 NB CD

NE LOOP

SE LOOP

250

REMOVE SIGN STRUCTURE

S-59-0078

400

390

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - SIGN STRUCTURE REMOVALS AND REPLACEMENT	SHEET 21	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021202-PD.DWG
LAYOUT NAME - 021241-pd

PLOT DATE : 10/22/2025 9:06 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

AT&T WISCONSIN -
COMMUNICATION LINE

S-59-0079

REMOVE SIGN STRUCTURE, SAND
BARREL ARRAY AND CONCRETE PADS:
BACKFILL WITH BASE AGGREGATE
DENSE 3/4-INCH

235

NW RAMP

390 CSB

IH 43 SB CD

395 CSB

420 'SB'

IH 43 SB

420 'NB'

IH 43 NB

425 'SB'

400 CSB

425 'NB'

390 NCD

IH 43 NB CD

395 NCD

NE RAMP

265

400 NCD

430 'SB'

430 'NB'

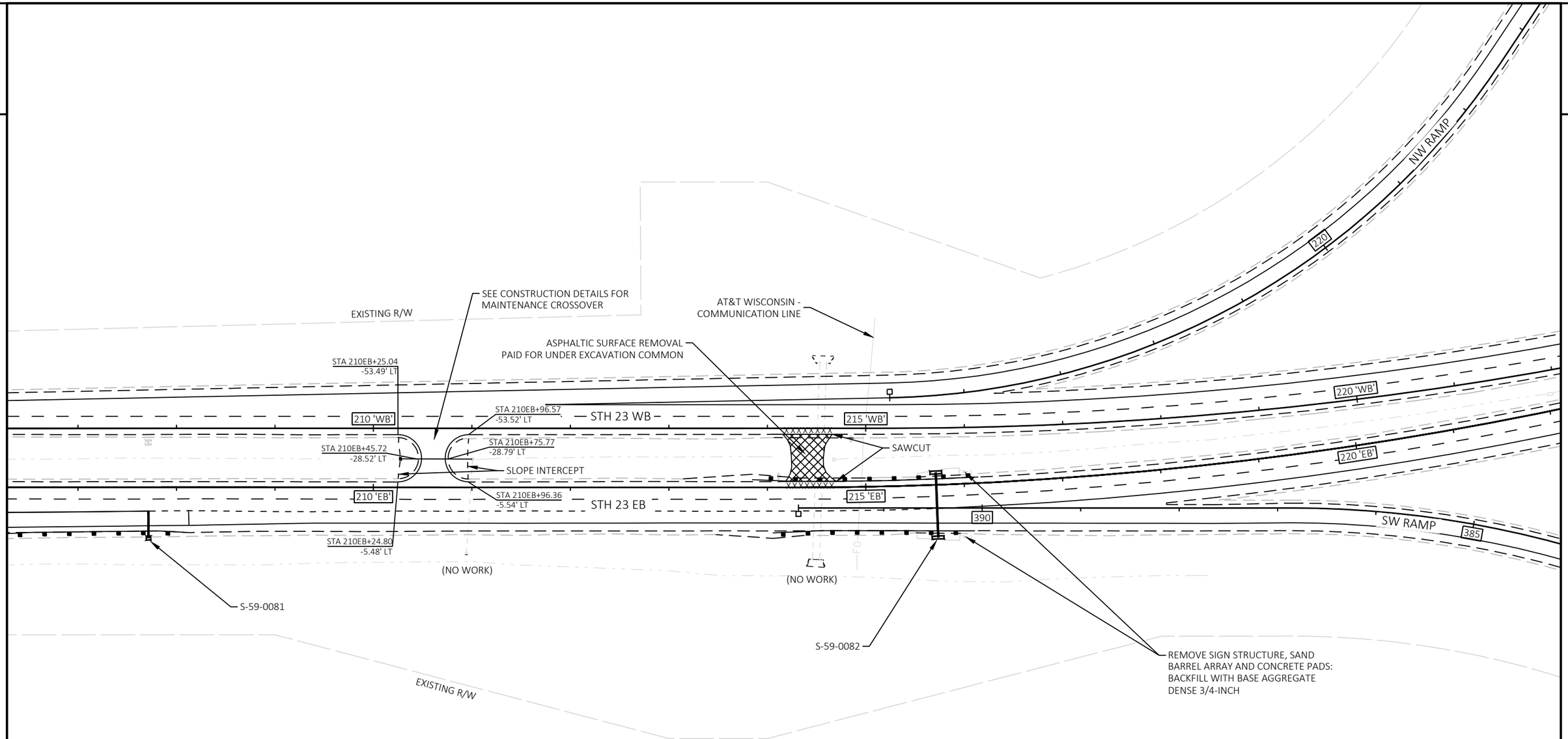
EXISTING R/W

WISCONSIN PUBLIC SERVICE
CORPORATION - GAS

EXISTING R/W

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - SIGN STRUCTURE REMOVALS AND REPLACEMENT	SHEET 22	E

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - SIGN STRUCTURE REMOVALS AND REPLACEMENT	SHEET 23	E

2

2

N

S-59-0083

TOWN OF SHEBOYGAN - SANITARY SEWER

REMOVE SIGN STRUCTURE, SAND BARREL ARRAY AND CONCRETE PADS: BACKFILL WITH BASE AGGREGATE DENSE 3/4-INCH

S-59-0085

ALLIANT ENERGY - ELECTRICITY

AT&T WISCONSIN - COMMUNICATION LINE

AT&T - COMMUNICATION

AT&T WISCONSIN - COMMUNICATION LINE

EXISTING R/W

NE RAMP

250

245 'WB'

250 'WB'

STH 23 WB

255 'WB'

260 'WB'

245 'EB'

250 'EB'

STH 23 EB

255 'EB'

260 'EB'

385

SE RAMP

EXISTING R/W

CAUTION

S-59-0086

ALLIANT ENERGY - ELECTRICITY

REMOVE SIGN STRUCTURE, SAND BARREL ARRAY AND CONCRETE PADS: BACKFILL WITH BASE AGGREGATE DENSE 3/4-INCH

CITY OF SHEBOYGAN FALLS - WATER

TOWN OF SHEBOYGAN SANITARY DISTRICT #3 - WATER

WISCONSIN PUBLIC SERVICE CORPORATION - GAS

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - SIGN STRUCTURE REMOVALS AND REPLACEMENT	SHEET 24	E

2

2

N

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

IH 43 SB

IH 43 SB R/L

4'SB'+00

6'SB'+00

8'SB'+00

10'SB'+00

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

4'NB'+00

6'NB'+00

8'NB'+00

10'NB'+00

IH 43 NB

IH 43 NB R/L

MGS TYPE 2 TERMINAL

MGS
GUARDRAIL

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 25	E

2

2

IH 43 NB-CTH V SW RAMP

84

CTH V

N

IH 43 SB R/L

IH 43 SB

110'SB'+00

112'SB'+00

114'SB'+00

116'SB'+00

MGS
EAT

SLOPE INTERCEPT

MGS
GUARDRAIL

MGS
THRIE BEAM

MATCH LINE 117+00

110'NB'+00

112'NB'+00

114'NB'+00

116'NB'+00

IH 43 NB

IH 43 NB R/L

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

IH 43 NB-CTH V SE RAMP

84

86

PC: 87+36.77

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 26	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021202-pd

PLOT DATE : 10/22/2025 9:09 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 117+00

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

CONCRETE SURFACE DRAIN REQ'D

IH 43 SB R/L

IH 43 SB

118'SB'+00

120'SB'+00

122'SB'+00

124'SB'+00

94

IH 43 NB-CTH V NW RAMP

96

PC: 96+83.98

N

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

118'NB'+00

120'NB'+00

122'NB'+00

124'NB'+00

IH 43 NB R/L

IH 43 NB

CTH V

BP: 90+56.26
EP: 91+04.22

92

94

IH 43 NB-CTH V NE RAMP

96

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 27	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021203-pd

PLOT DATE : 10/22/2025 9:09 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

CTH EE

IH 43 SB

IH 43 SB R/L

214'SB'+00

216'SB'+00

218'SB'+00

220'SB'+00

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

SLOPE INTERCEPT

MGS
THRIE BEAM

CONCRETE SURFACE DRAIN REQ'D

214'NB'+00

216'NB'+00

218'NB'+00

220'NB'+00

IH 43 NB

IH 43 NB R/L

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

CTH EE

MATCH LINE 220+98

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 28	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021204-pd

PLOT DATE : 10/22/2025 9:09 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

MGS
GUARDRAIL

IH 43 SB

IH 43 SB R/L

222'SB'+00 224'SB'+00 226'SB'+00 228'SB'+00

MATCH LINE 220+98

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

IH 43 NB R/L

SLOPE INTERCEPT

MATCH LINE 228+60

222'NB'+00 224'NB'+00 226'NB'+00 228'NB'+00

IH 43 NB

MGS
GUARDRAIL

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 29	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021205-pd

PLOT DATE : 10/22/2025 9:09 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

UNION PACIFIC RAILROAD

@ POST

@ POST

@ POST

@ POST

MGS
THRIE BEAM

MGS
GUARDRAIL

IH 43 SB

IH 43 SB R/L

230'SB'+00

232'SB'+00

234'SB'+00

236'SB'+00

MATCH LINE 228+60

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

CONCRETE SURFACE DRAIN REQ'D

MGS
THRIE BEAM

MATCH LINE 236+22

230'NB'+00

232'NB'+00

234'NB'+00

236'NB'+00

IH 43 NB

IH 43 NB R/L

MGS
THRIE BEAM

UNION PACIFIC RAILROAD

@ POST

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 30	E

2

2

MATCH LINE 236+22

N

MGS
EAT
SLOPE INTERCEPT
ISOLATED POST
ISOLATED POST
ISOLATED POST

IH 43 SB

238'SB'+00
240'SB'+00
242'SB'+00
IH 43 SB R/L
244'SB

MGS
GUARDRAIL
MGS
EAT
SLOPE INTERCEPT
IH 43 NB R/L

238'NB'+00
240'NB'+00
242'NB'+00
244

IH 43 NB

MGS
GUARDRAIL

LEGEND

EROSION MAT CLASS I TYPE B
SILT FENCE
BEAM GUARD
SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 31	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021207-pd

PLOT DATE : 10/22/2025 9:09 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

IH 43 NB-STH 28 SW RAMP

238

240

242

STH 28

IH 43 SB R/L

IH 43 SB

266'SB'+00

268'SB'+00

270'SB'+00

272'SB'+00

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

SLOPE INTERCEPT

266'NB'+00

268'NB'+00

270'NB'+00

272'NB'+00

MATCH LINE 272+70

IH 43 NB R/L

IH 43 NB

PT: 266+03.45

SLOPE INTERCEPT

238

240

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

STH 28

IH 43 NB-STH 28 SE RAMP

242

244

EP: 245+29.89

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 32	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021208-pd

PLOT DATE : 10/22/2025 9:09 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

STH 28

IH 43 NB-STH 28 NE RAMP

248

250

252

PC: 252+80.61

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

CONCRETE SURFACE DRAIN REQ'D

IH 43 SB R/L

IH 43 SB

274'SB'+00

276'SB'+00

278'SB'+00

280'SB'+00

MATCH LINE 272+70

ATC MANAGEMENT, INC -
ELECTRIC TRANSMISSION

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

274'NB'+00

276'NB'+00

278'NB'+00

280'NB'+00

IH 43 NB R/L

IH 43 NB

STH 28

BP: 245+66.50

PC: 247+83.04

PT: 250+65.14

246

248

250

252

IH 43 NB-STH 28 NE RAMP

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 33	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021209-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

SHEBOYGAN RIVER

IH 43 SB R/L

IH 43 SB

354'SB'+00

356'SB'+00

358'SB'+00

360'SB'+00

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

SLOPE INTERCEPT

354'NB'+00

356'NB'+00

358'NB'+00

360'NB'+00

IH 43 NB

IH 43 NB R/L

PI: 354+07.17

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

POST

POST

POST

SHEBOYGAN RIVER

MATCH LINE 360+50

LEGEND

- EROSION MAT CLASS I TYPE B
- SILT FENCE
- BEAM GUARD
- SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 34	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021210-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

UNION PACIFIC RAILROAD

MGS
GUARDRAIL
MGS
THRIE BEAM
POST
POST
MGS
THRIE BEAM
116+00
MGS TYPE 2 TERMINAL
MGS
THRIE BEAM
STEEL THRIE BEAM
BULLNOSE
TERMINAL END

IH 43 SB

IH 43 SB R/L

362'SB'+00
364'SB'+00
366'SB'+00
368'SB'+00

SLOPE INTERCEPT
SLOPE INTERCEPT

MATCH LINE 360+50

362'NB'+00
364'NB'+00
366'NB'+00
368'NB'+00

IH 43 NB

IH 43 NB R/L

RECONSTRUCT INLET
STA 366'NB'+35
20' LT
GRATE ELEV 621.93

ADJUST INLET COVER
STA 367'NB'+03
18' LT
GRATE ELEV 622.72

MGS
THRIE BEAM
STEEL THRIE BEAM
BULLNOSE
TERMINAL END

CTH PP

118+00

UNION PACIFIC RAILROAD

LEGEND

EROSION MAT CLASS I TYPE B
SILT FENCE
BEAM GUARD
SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 35	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021211-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

SW LOOP

PCC: 381+61.78

382'SW LOOP'+00

AT&T WISCONSIN - COMMUNICATION LINE

MGS GUARDRAIL

MGS GUARDRAIL 3 HS 50'

BP: 379+61.36

MGS TYPE 2 TERMINAL

S-59-0080

CAUTION

N

232'EB'+00

CD'+00

SB CD

376'SB CD'+00

378'SB CD'+00

380'SW LOOP'+00

380'SB CD'+00

ANR PIPLINE COMPANY - GAS

IH 43 SB R/L

IH 43 SB

STH 23 EB

402'SB'+00

404'SB'+00

406'SB'+00

408'SB'+00

MGS EAT

MGS GUARDRAIL

MGS THRIE BEAM

SLOPE INTERCEPT

CAUTION

234'EB'+00

MATCH LINE 408+85

402'NB'+00

404'NB'+00

406'NB'+00

408'NB'+00

IH 43 NB R/L

MGS EAT

MGS GUARDRAIL

MGS THRIE BEAM

IH 43 NB

SLOPE INTERCEPT

PCC: 375+59.86

MGS EAT

CAUTION

MGS GUARDRAIL

MGS THRIE BEAM

376'NB CD'+00

378'NB CD'+00

380'NB CD'+00

PT: 378+13.83

NB CD

252'SE LOOP'+00

SE LOOP

PCC: 251+95.38

SLOPE INTERCEPT

EP: 253+94.88

MGS EAT

MGS GUARDRAIL

MGS THRIE BEAM

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 36	E

2

2

MATCH LINE 408+85

232'WB'+00

234'WB'+00

236'WB'+00

STH 23 WB

MGS THRIE BEAM

MGS GUARDRAIL

MGS EAT

SLOPE INTERCEPT

PCC: 247+61.79

246'NW LOOP'+00

NW LOOP

248'NW LOOP'+00

N

382'SB CD'+00

384'SB CD'+00

386'SB CD'+00

388'SB CD'+00

SB CD

CONCRETE SURFACE DRAIN REQ'D

MGS GUARDRAIL

IH 43 SB

410'SB'+00

412'SB'+00

414'SB'+00

416'SB'+00

IH 43 SB R/L

410'NB'+00

412'NB'+00

414'NB'+00

416'NB'+00

IH 43 NB

IH 43 NB R/L

NB CD

PC: 383+69.44

PC: 411+44.80

382'NB CD'+00

384'NB CD'+00

386'NB CD'+00

388'NB CD'+00

384'NE LOOP'+00

386'NE LOOP'+00

NE LOOP

PT: 388+52.95

PCC: 385+38.62

PCC: 387+38.62

S-59-0078

MGS GUARDRAIL 3 HS

50'

MGS TYPE 2 TERMINAL

BP: 383+39.31

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 37	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021213-pd
PLOT DATE : 10/22/2025 9:10 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2

F O

F O

C

C

AT&T WISCONSIN - COMMUNICATION LINE

WISCONSIN PUBLIC SERVICE CORPORATION - GAS

SB CD

400'SB CD'+00

PC: 401+43.31

SB CD

402'SB CD'+00

EP: 404+87.45

404'SB CD'+00

IH 43 SB R/L

IH 43 SB

SB'+00

428'SB'+00

430'SB'+00

432'SB'+00

MGS EAT

SLOPE INTERCEPT

MGS GUARDRAIL

MGS THRIE BEAM

426'NB'+00

428'NB'+00

430'NB'+00

432'NB'+00

IH 43 NB R/L

IH 43 NB

402'NB CD'+00

400'NB CD'+00

NB CD

PC: 400+11.49

SLOPE INTERCEPT

EP: 402+18.75

MGS EAT

MGS GUARDRAIL

MGS THRIE BEAM

CONCRETE SURFACE DRAIN REQ'D

CTH O

CTH O

N

MATCH LINE 433+55

2

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 38	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021214-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

CTH O

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

IH 43 SB

IH 43 SB R/L

434'SB'+00

436'SB'+00

438'SB'+00

440'SB'+00

MATCH LINE 433+55

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

434'NB'+00

436'NB'+00

438'NB'+00

440'NB'+00

IH 43 NB R/L

IH 43 NB

MGS TYPE 2 TERMINAL

MGS
THRIE BEAM

MGS
GUARDRAIL

CTH O

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 39	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021215-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

POST

POST

MGS
GUARDRAIL

MGS TYPE 2 TERMINAL

IH 43 SB R/L

IH 43 SB

468'SB'+00

470'SB'+00

472'SB'+00

474'SB'+00

MATCH LINE 474+00

468'NB'+00

470'NB'+00

472'NB'+00

474'N

IH 43 NB R/L

IH 43 NB

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 40	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021216-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

POS

SIGN

PIGEON RIVER

MGS
THRIE BEAM

IH 43 SB

IH 43 SB R/L

476'SB'+00

478'SB'+00

480'SB'+00

MATCH LINE 474+00

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

SLOPE INTERCEPT

MATCH LINE 481+55

MGS
THRIE BEAM

MGS
GUARDRAIL

B'+00

476'NB'+00

478'NB'+00

480'NB'+00

IH 43 NB R/L

IH 43 NB

PIGEON RIVER

MGS
THRIE BEAM

MGS
GUARDRAIL

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 41	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021217-pd

PLOT DATE : 10/22/2025 9:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

IH 43 SB

IH 43 SB R/L

482'SB'+00

484'SB'+00

486'SB'+00

488'SB'+00

MATCH LINE 481+55

SLOPE INTERCEPT

MGS
EAT

482'NB'+00

484'NB'+00

486'NB'+00

488'NB'+00

IH 43 NB

IH 43 NB R/L

MGS TYPE 2 TERMINAL

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 42	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021218-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

48+00

50+00

52+00

MUELLER RD

IH 43 SB

IH 43 NB

MGS
GUARDRAIL

MGS
EAT

MGS
EAT

MGS
GUARDRAIL

IH 43 SB R/L

IH 43 NB R/L

510'SB'+00

512'SB'+00

514'SB'+00

516'SB'+00

510'NB'+00

512'NB'+00

514'NB'+00

516'NB'+00

MGS TYPE 2 TERMINAL

MGS TYPE 2 TERMINAL

SLOPE INTERCEPT

SLOPE INTERCEPT

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 43	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021219-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

ATC MANAGEMENT, INC -
ELECTRIC TRANSMISSION

IH 43 SB R/L

IH 43 SB

532'SB'+00

534'SB'+00

536'SB'+00

538'SB'+00

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

SLOPE INTERCEPT

CONCRETE SURFACE DRAIN REQ'D

50+00

CTH J

MATCH LINE 539+25

532'NB'+00

534'NB'+00

536'NB'+00

538'NB'+00

IH 43 NB R/L

IH 43 NB

552+00

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

MGS
THRIE BEAM

OH

52+00

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 44	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021220-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

MATCH LINE 539+25

MATCH LINE 546+86

N

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

SLOPE INTERCEPT

POST

BP: 556+08.58

IH 43 STH 42 SW RAMP

558+00

IH 43 SB R/L

IH 43 SB

540'SB'+00

542'SB'+00

544'SB'+00

546'SB'+00

MGS
EAT

SLOPE INTERCEPT

SLOPE INTERCEPT

MGS
THRIE BEAM

MGS
GUARDRAIL

MGS
EAT

540'NB'+00

542'NB'+00

544'NB'+00

546'NB'+00

IH 43 NB R/L

IH 43 NB

SLOPE INTERCEPT

554+00

556+00

IH 43 STH 42 SE RAMP

558+00

MGS
EAT

PT: 555+51.61

PC: 559+11.28

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 45	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021221-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

562+00

PI: 560+15.19

IH 43 - STH 42 SW RAMP

560+00

MGS

GUARDRAIL

MGS TYPE 2 TERMINAL

IH 43 SB

IH 43 SB R/L

IH 43 SB

548'SB'+00

550'SB'+00

46+00

552'SB'+00

554'SB'+00

MATCH LINE 546+86

MGS

GUARDRAIL

MGS

THRIE BEAM

STH 42

PI: 550+85.38

548'NB'+00

550'NB'+00

552'NB'+00

554'NB'+00

IH 43 NB R/L

IH 43 NB

50+00

MGS

GUARDRAIL

MGS

THRIE BEAM

PT: 561+39.95

EP: 561+64.67

560+00

IH 43 STH 42 SE RAMP

52+00

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 46	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021222-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

LEGEND

- EROSION MAT CLASS I TYPE B
- SILT FENCE
- BEAM GUARD
- SLOPE INTERCEPT

MGS TYPE 2 TERMINAL

PT: 361+24.67

SB CD

360'SB CD'+00

362'SB CD'+00

364'SB CD'+00

366'SB CD'+00

SW RAMP

366'SW RAMP'+00

IH 43 SB R/L

IH 43 SB

386'SB'+00

388'SB'+00

390'SB'+00

392'SB'+00

KOHLER MUNICIPAL WATER
UTILITY - WATER

386'NB'+00

388'NB'+00

390'NB'+00

392'NB'+00

IH 43 NB

IH 43 NB R/L

WISCONSIN PUBLIC SERVICE
CORPORATION - GAS

CAUTION

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

MGS GUARDRAIL 3 HS
50'

MGS TYPE 2 TERMINAL

360'NB CD'+00

362'NB CD'+00

364'NB CD'+00

366'NB CD'+00

NB CD

S-59-0077

SE RAMP

366'SE RAMP'+00

SLOPE INTERCEPT

MGS
EAT

MGS
GUARDRAIL

MGS GUARDRAIL 3 HS
50'

MGS TYPE 2 TERMINAL

ALLIANT ENERGY -
ELECTRICITY

2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 47	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021226-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

AT&T WISCONSIN - COMMUNICATION LINE

FO FO FO FO FO FO FO FO

MGS TYPE 2 TERMINAL

MGS GUARDRAIL 3 HS 50'

MGS GUARDRAIL

MGS EAT

SLOPE INTERCEPT

EP: 238+45.74

PT: 395+72.76

WISCONSIN PUBLIC SERVICE CORPORATION - GAS

C

236'NW RAMP'+00

NW RAMP

238'NW RAMP'+00

S-59-0079

SB CD

396'SB CD'+00

398'SB CD'+00

400'SB CD'+00

394'SB CD'+00

MGS TYPE 2 TERMINAL

MGS GUARDRAIL 3 HS 50'

MGS GUARDRAIL

MGS EAT

SLOPE INTERCEPT

IH 43 SB R/L

428'SB'+00

426'SB'+00

424'SB'+00

PT: 424+53.67

422'SB'+00

426'NB'+00

IH 43 NB R/L

424'NB'+00

400'NB CD'+00

422'NB'+00

398'NB CD'+00

EP: 397+73.11

NB'+00

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 48	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021229-pd

PLOT DATE : 10/22/2025 9:11 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

MGS GUARDRAIL

MGS EAT

SLOPE INTERCEPT

SW RAMP

368'SW RAMP'+00

SW RAMP

370'SW RAMP'+00

372'SW RAMP'+00

374'SW RAMP'+00

PT: 370+09.37

368'SB CD'+00

396'SB'+00

IH 43 SB R/L

IH 43 SB

370'SB CD'+00

396'NB'+00

PT: 396+06.54

IH 43 NB

IH 43 NB R/L

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 49	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021227-pd

PLOT DATE : 10/22/2025 9:12 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2

2

N

PC: 380+58.28

376'SW RAMP'+00

378'SW RAMP'+00

SW RAMP

380'SW RAMP'+00

382'SW RAMP'+00

MGS GUARDRAIL

SLOPE INTERCEPT

MGS EAT

388'SW LOOP'+00

SW LOOP

390'SW LOOP'+00

MGS TYPE 2 TERMINAL

386'SW LOOP'+00

392'SW LOOP'+00

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 50	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021228-pd

PLOT DATE : 10/22/2025 9:12 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 51	E

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 52 E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021224-pd
PLOT DATE : 10/22/2025 9:13 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:50 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 53	E

2

2

N

STH 23 WB

204'WB'+00

206'WB'+00

208'WB'+00

210'WB'+00

TOWN OF SHEBOYGAN
SANITARY DISTRICT #3 -
WATER

SLOPE INTERCEPT

204'EB'+00

206'EB'+00

208'EB'+00

210'EB'+00

STH 23 EB

S-59-0081

MGS TYPE 2 TERMINAL

MGS GUARDRAIL 3 HS
50'

MGS
EAT

MGS
GUARDRAIL

SLOPE INTERCEPT

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 54	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021260-pd

PLOT DATE : 10/22/2025 9:13 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

WISDOT/CADDS SHEET 42

2

2

N

AT&T WISCONSIN -
COMMUNICATION LINE

F O

PC: 215+26.97 BP: 215+24.30

NW RAMP

218'NW RAMP'+00

216'NW RAMP'+00

STH 23 WB

212'WB'+00

214'WB'+00

216'WB'+00

218'WB'+00

MGS
EAT

MGS
GUARDRAIL

SLOPE INTERCEPT

MGS GUARDRAIL 3 HS
53'

MGS TYPE 2 TERMINAL

218'EB'+00

216'EB'+00

212'EB'+00

214'EB'+00

PC: 214+31.67
EP: 391+86.56

STH 23 EB

S-59-0082

390'SW RAMP'+00

388'SW RAMP'+00

SW RAMP

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

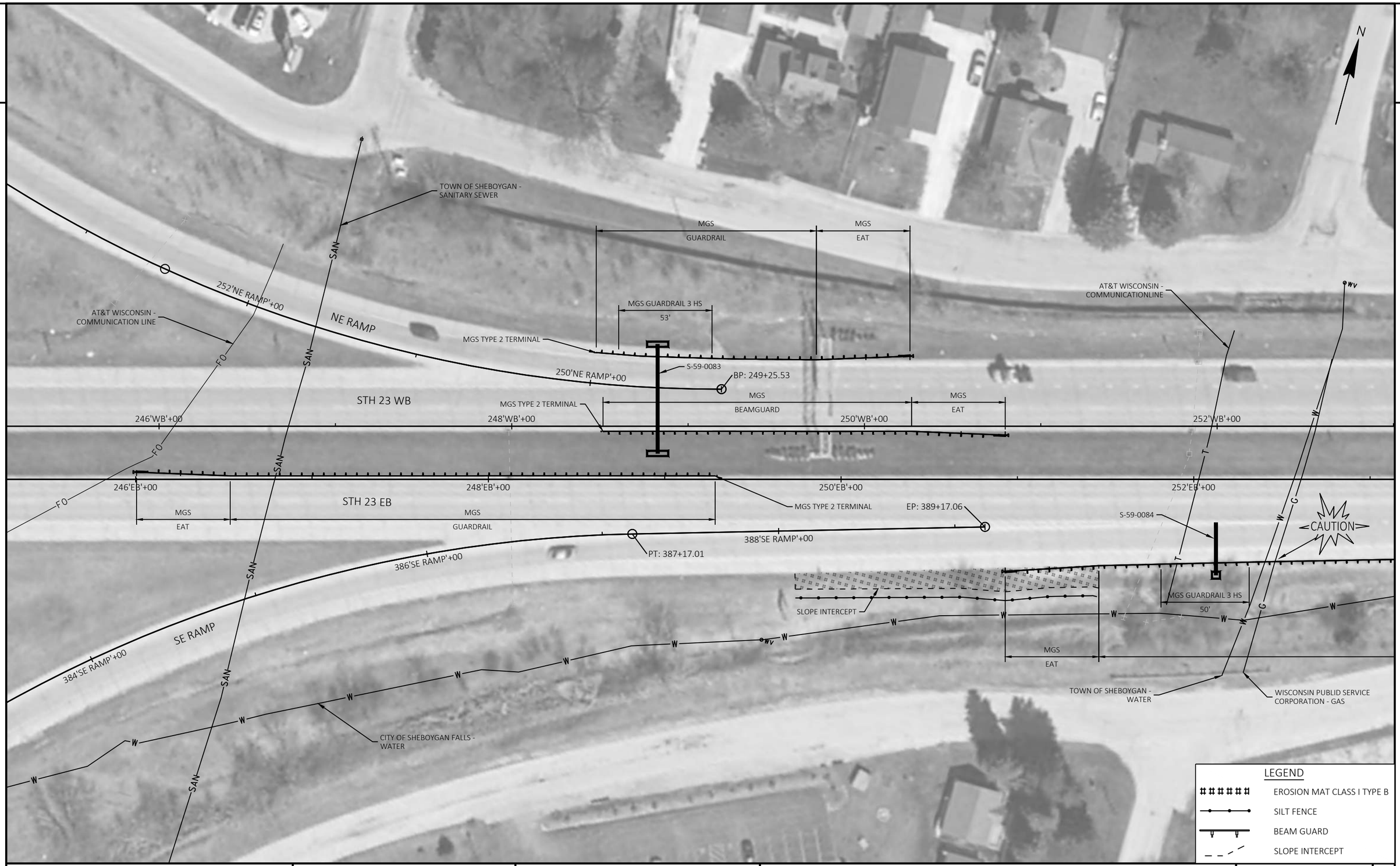
SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 55	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021261-pd

PLOT DATE : 10/22/2025 9:13 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:50 FT

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 56	E

2

2

N

MGS
GUARDRAIL

MGS
EAT

MGS GUARDRAIL 3 HS
50'

MGS TYPE 2 TERMINAL

S-59-0085

PC: 256+46.12

PC: 256+59.53

ALLIANT ENERGY -
ELECTRICITY

ALLIANT ENERGY -
ELECTRICITY

TAYLOR DRIVE ON RAMP

STH 23 WB

254'WB'+00

256'WB'+00

258'WB'+00

260'WB'+00

OH

FO

AT&T WISCONSIN -
COMMUNICATION LINE

E

254'EB'+00

256'EB'+00

258'EB'+00

260'EB'+00

STH 23 EB

S-59-0086

TAYLOR DRIVE OFF RAMP

W

MGS GUARDRAIL 3 HS
50'

MGS TYPE 2 TERMINAL

CITY OF SHEBOYGAN FALLS -
WATER

MGS
GUARDRAIL

ALLIANT ENERGY -
ELECTRICITY

LEGEND

EROSION MAT CLASS I TYPE B

SILT FENCE

BEAM GUARD

SLOPE INTERCEPT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN DETAILS - GUARD RAIL	SHEET 57	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021201-PD.DWG
LAYOUT NAME - 021263-pd

PLOT DATE : 10/22/2025 9:13 AM

PLOT BY : DANKE, ERIC A

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

2

SIGNING NOTES

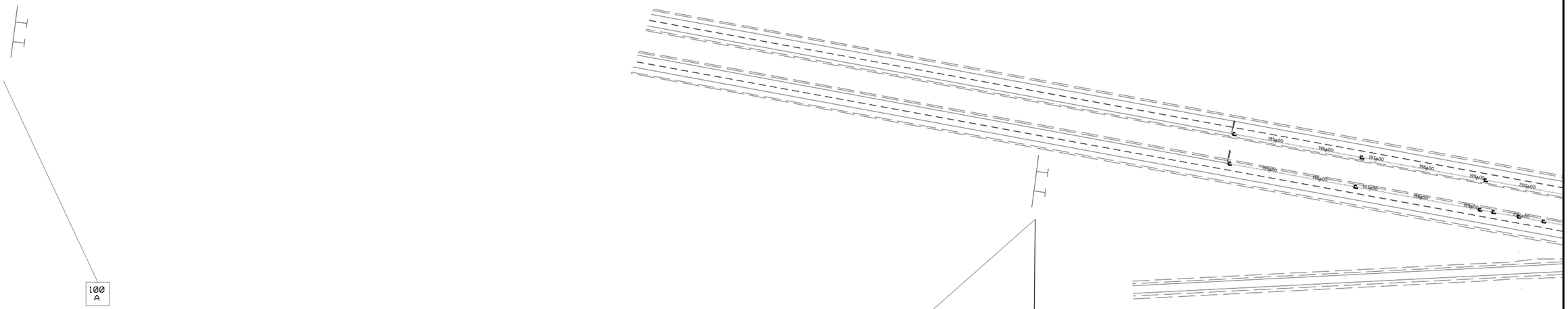
SIS SIGNS ARE TO REMAIN IN PLACE AS IS.

EXISTING SIGN STRUCTURES SHALL NOT BE REMOVED UNTIL THE NEW STRUCTURE IS IN PLACE UNLESS DIRECTED BY THE ENGINEER.

MOVING TYPE I SIGNS REQUIRE REMOVAL FROM EXISTING STRUCTURE AND ERECTION TO NEW SIGN STRUCTURE

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

EXIT NUMBER TOP HATS ATTACHED TO OTHER TYPE I SIGNS ARE PAID FOR IN THE REMOVAL OF THE SIGN IT IS ATTACHED TO.



LEGEND

- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- SIGN-MOVE (EXISTING LOCATION)
- SIGN-MOVE (NEW LOCATION)
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW
- SIGN-REMOVE AND REPLACE

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET	E

SIGNING NOTES

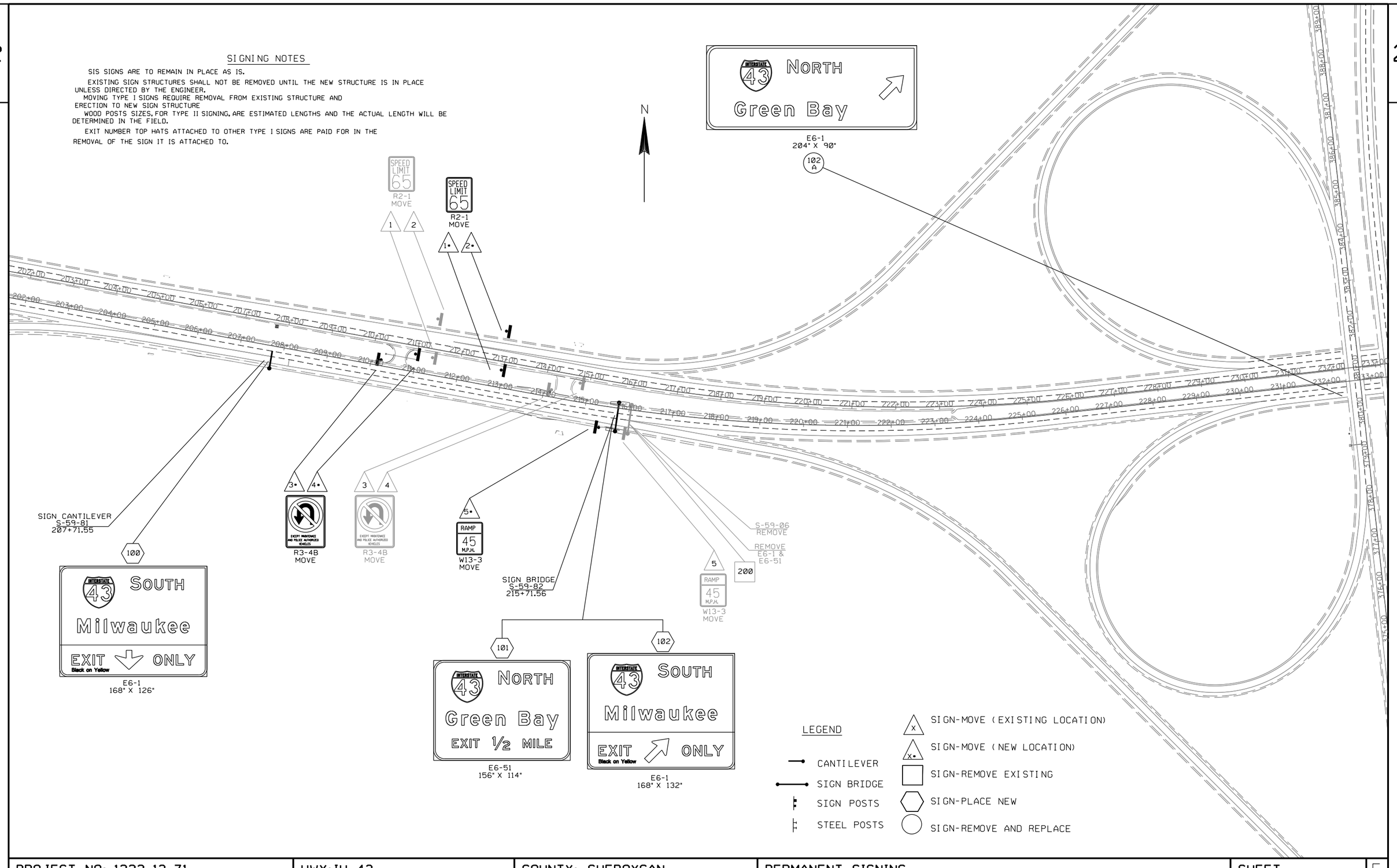
SIS SIGNS ARE TO REMAIN IN PLACE AS IS.

EXISTING SIGN STRUCTURES SHALL NOT BE REMOVED UNTIL THE NEW STRUCTURE IS IN PLACE UNLESS DIRECTED BY THE ENGINEER.

MOVING TYPE I SIGNS REQUIRE REMOVAL FROM EXISTING STRUCTURE AND ERECTION TO NEW SIGN STRUCTURE

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

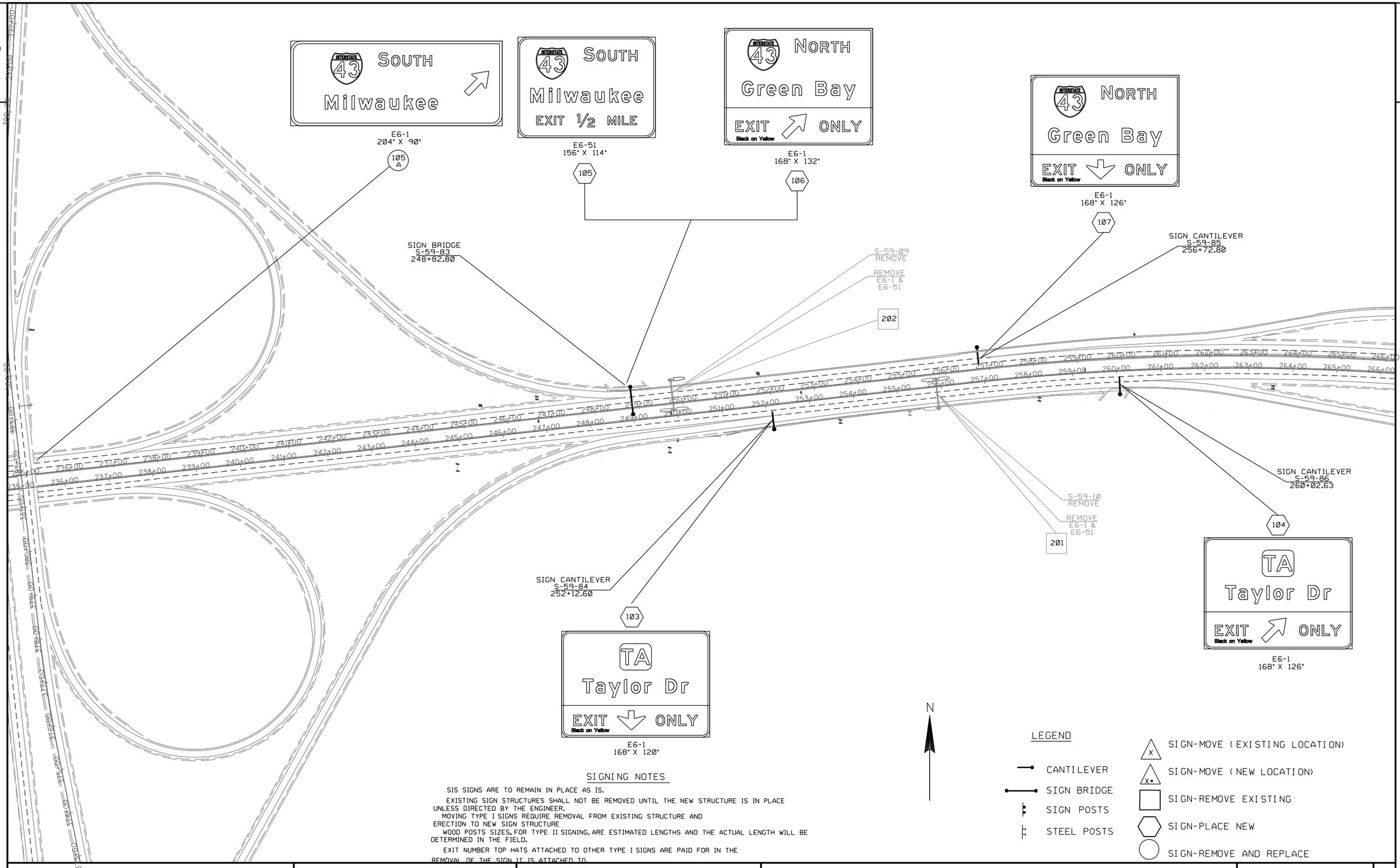
EXIT NUMBER TOP HATS ATTACHED TO OTHER TYPE I SIGNS ARE PAID FOR IN THE REMOVAL OF THE SIGN IT IS ATTACHED TO.



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADD _____ SHEET 42

2



SIGNING NOTES

SIS SIGNS ARE TO REMAIN IN PLACE AS IS.

EXISTING SIGN STRUCTURES SHALL NOT BE REMOVED UNTIL THE NEW STRUCTURE IS IN PLACE UNLESS DIRECTED BY THE ENGINEER.

MOVING TYPE I SIGNS REQUIRE REMOVAL FROM EXISTING STRUCTURE AND ERECTION TO NEW SIGN STRUCTURE

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

EXIT NUMBER TOP HATS ATTACHED TO OTHER TYPE I SIGNS ARE PAID FOR IN THE REMOVAL OF THE SIGN IT IS ATTACHED TO.

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET	E

2

113 E5-1P MOVE

EXIT 126 A
23 EAST
Sheboygan

112

E6-1
MOVE FROM S-59-05
TO S-59-80

109 E5-1P MOVE

EXIT 126 A
23 EAST
Sheboygan

E6-1
MOVE FROM S-59-04
TO S-59-79

108

111 E5-1P MOVE

EXIT 126 B
23 WEST
Fond du Lac

E6-1
MOVE FROM S-59-04
TO S-59-79

110

RAMP 30 M.P.H.
W13-3 MOVE
6

RAMP 30 M.P.H.
W13-3 MOVE
6•

SIGN CANTILEVER
S-59-80
379+99.13

S-59-05
REMOVE

MOVE
E6-1&
E5-1P
204

Airport
D1-1
REMOVE
9

S-59-04
REMOVE

203 MOVE
E6-1 &
E5-1P&
E6-1 &
E5-1P

SIGN BRIDGE
S-59-79
396+83.16

8 JH-1 REMOVE

7 JH-1 36" X 66"

SIGNING NOTES

SIS SIGNS ARE TO REMAIN IN PLACE AS IS.

EXISTING SIGN STRUCTURES SHALL NOT BE REMOVED UNTIL THE NEW STRUCTURE IS IN PLACE UNLESS DIRECTED BY THE ENGINEER.

MOVING TYPE I SIGNS REQUIRE REMOVAL FROM EXISTING STRUCTURE AND ERECTION TO NEW SIGN STRUCTURE

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

EXIT NUMBER TOP HATS ATTACHED TO OTHER TYPE I SIGNS ARE PAID FOR IN THE REMOVAL OF THE SIGN IT IS ATTACHED TO.

N

LEGEND

- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS

- SIGN-MOVE (EXISTING LOCATION)
- SIGN-MOVE (NEW LOCATION)
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW
- SIGN-REMOVE AND REPLACE

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2

N

115 E5-1P MOVE

EXIT 126 B
23 WEST
Fond du Lac

E6-1
MOVE FROM S-59-02
TO S-59-77

114

117 E5-1P MOVE

EXIT 126 A
23 EAST
Sheboygan

E6-1
MOVE FROM S-59-02
TO S-59-77

116

119 E5-1P MOVE

EXIT 126 B
23 WEST
Fond du Lac

E6-1
MOVE FROM S-59-03
TO S-59-78

118

SIGNING NOTES

SIS SIGNS ARE TO REMAIN IN PLACE AS IS.

EXISTING SIGN STRUCTURES SHALL NOT BE REMOVED UNTIL THE NEW STRUCTURE IS IN PLACE UNLESS DIRECTED BY THE ENGINEER.

MOVING TYPE I SIGNS REQUIRE REMOVAL FROM EXISTING STRUCTURE AND ERECTION TO NEW SIGN STRUCTURE

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

EXIT NUMBER TOP HATS ATTACHED TO OTHER TYPE I SIGNS ARE PAID FOR IN THE REMOVAL OF THE SIGN IT IS ATTACHED TO.

SIGN CANTILEVER
S-59-78
383+25.40

SIGN BRIDGE
S-59-77
365+15.30

224+00 225+00 226+00 227+00 228+00 229+00 230+00 231+00 232+00 233+00 234+00 235+00 236+00 237+00 238+00 239+00 240+00 241+00 242+00 243+00
355+00 356+00 357+00 358+00 359+00 360+00 361+00 362+00 363+00 364+00 365+00 366+00 367+00 368+00 369+00 370+00 371+00 372+00 373+00 374+00 375+00 376+00 377+00 378+00 379+00 380+00 381+00 382+00 383+00 384+00 385+00

10
H
JH-1
36" X 66"

S-59-02
REMOVE
MOVE
E6-1 &
E5-1P&
E6-1 &
E5-1P
205

11
H
JH-1
36" X 66"

12
RAMP
45
M.P.H.
W13-3
MOVE

12•
RAMP
45
M.P.H.
W13-3
MOVE

S-59-03
REMOVE
MOVE
E6-1&
E5-1P
206

13
RAMP
30
M.P.H.
W13-3
MOVE

13•
RAMP
30
M.P.H.
W13-3
MOVE

LEGEND

- CANTILEVER
- SIGN BRIDGE
- SIGN POSTS
- STEEL POSTS
- X SIGN-MOVE (EXISTING LOCATION)
- X• SIGN-MOVE (NEW LOCATION)
- SIGN-REMOVE EXISTING
- SIGN-PLACE NEW
- SIGN-REMOVE AND REPLACE

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

2

N

1000'

750'

225

IH 43 SB

230

235

NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP

225

230

235

IH 43 NB

50' TYP

NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP

NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP

1100'

950'

ROAD WORK 1 MILE W20-1F

RUMBLE STRIPS AHEAD W21-6S

RIGHT LANE CLOSED 1/2 MILE W20-5G

SPEED LIMIT 60 W03-3

SPEED LIMIT 60

W04-2R

SPEED LIMIT 60

PLACE DSLT APPROXIMATELY EVERY MILE WITHIN THE CLOSED LANE PORTION.

1300'

5280'

5280'

500'

2600'

400'

700'

500'

1 MILE MAX.

FBS

FBS

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

W08-76 96"X48"

NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 63	E

2

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.

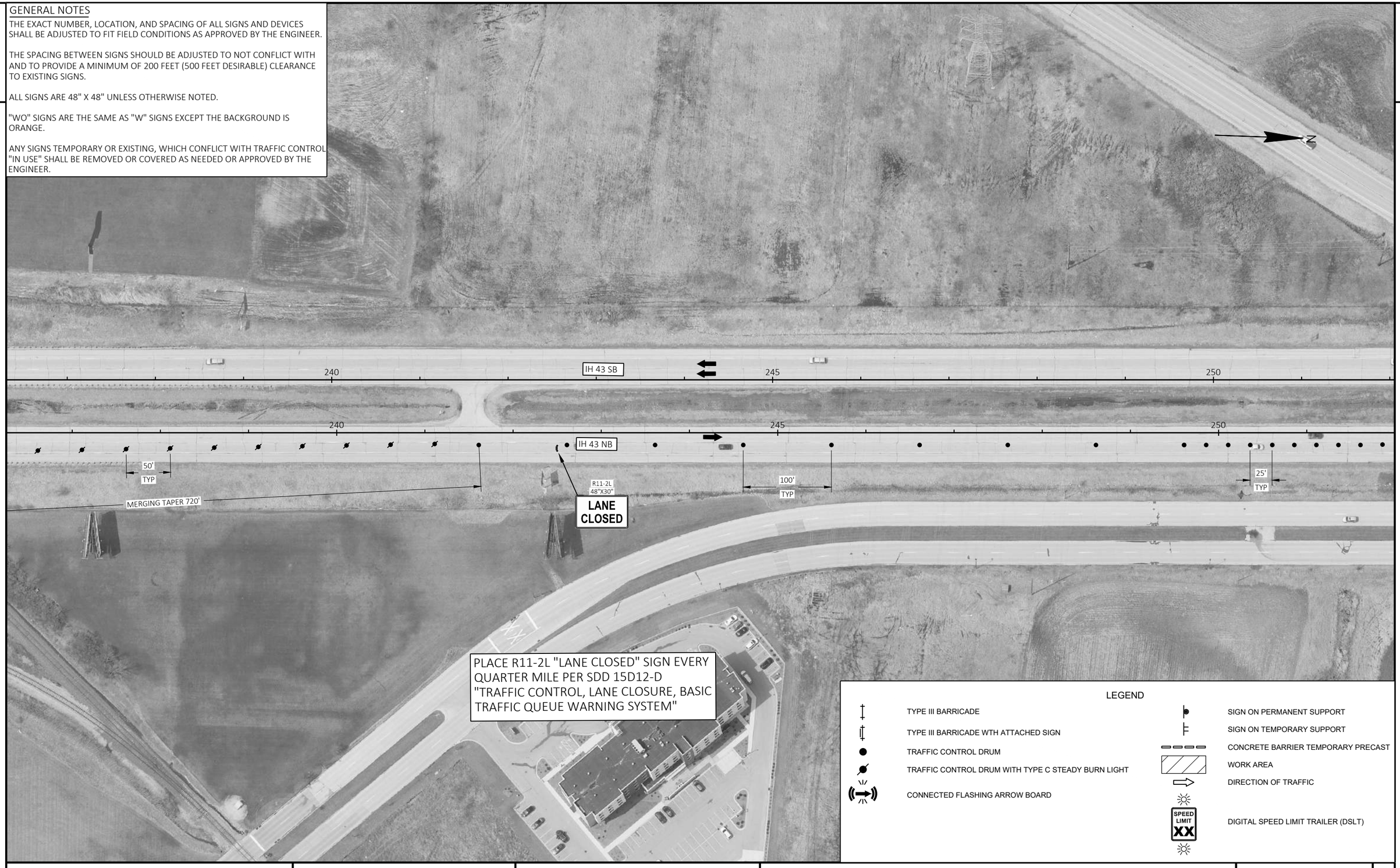
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"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 64	E

2

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.

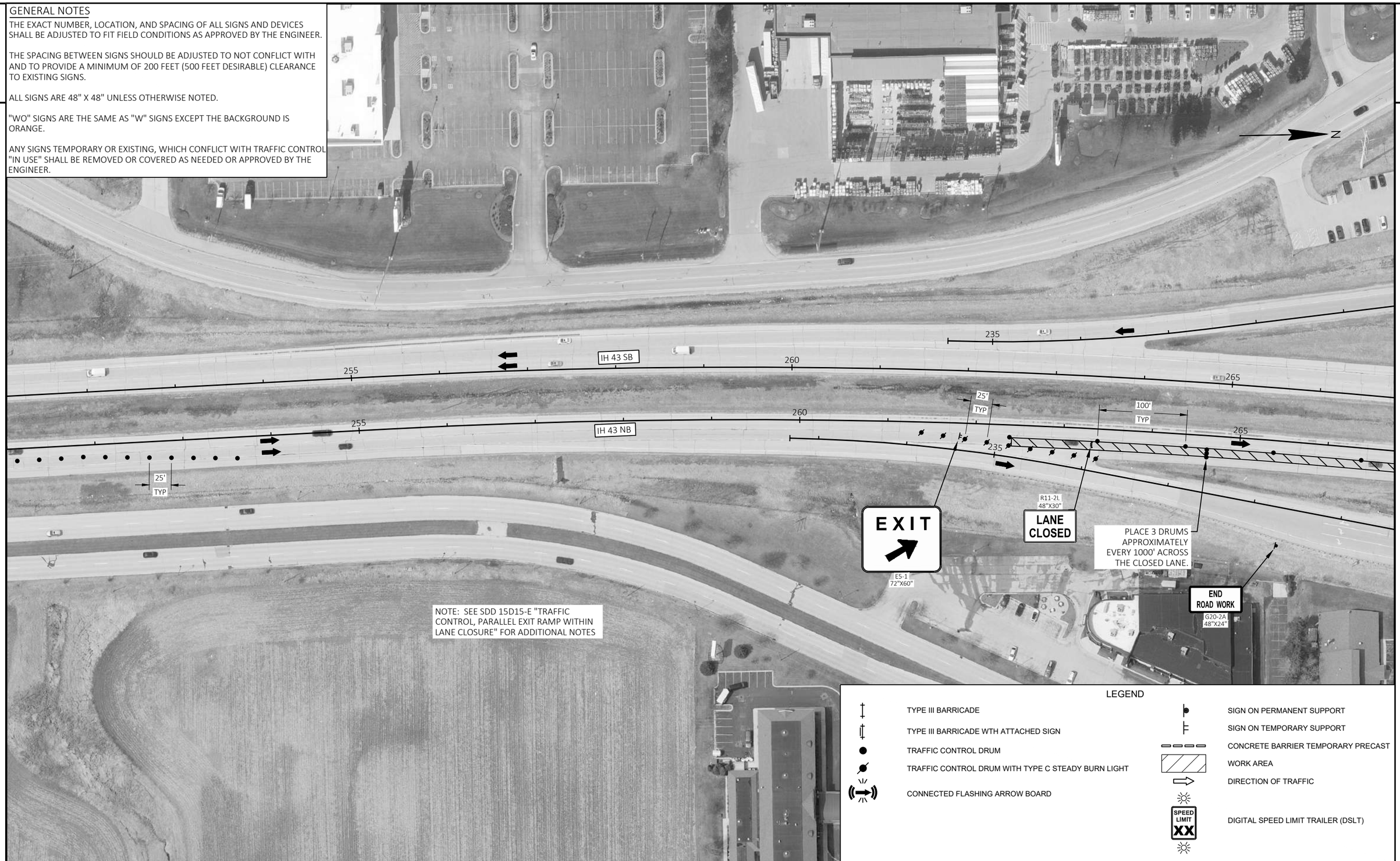
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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

2

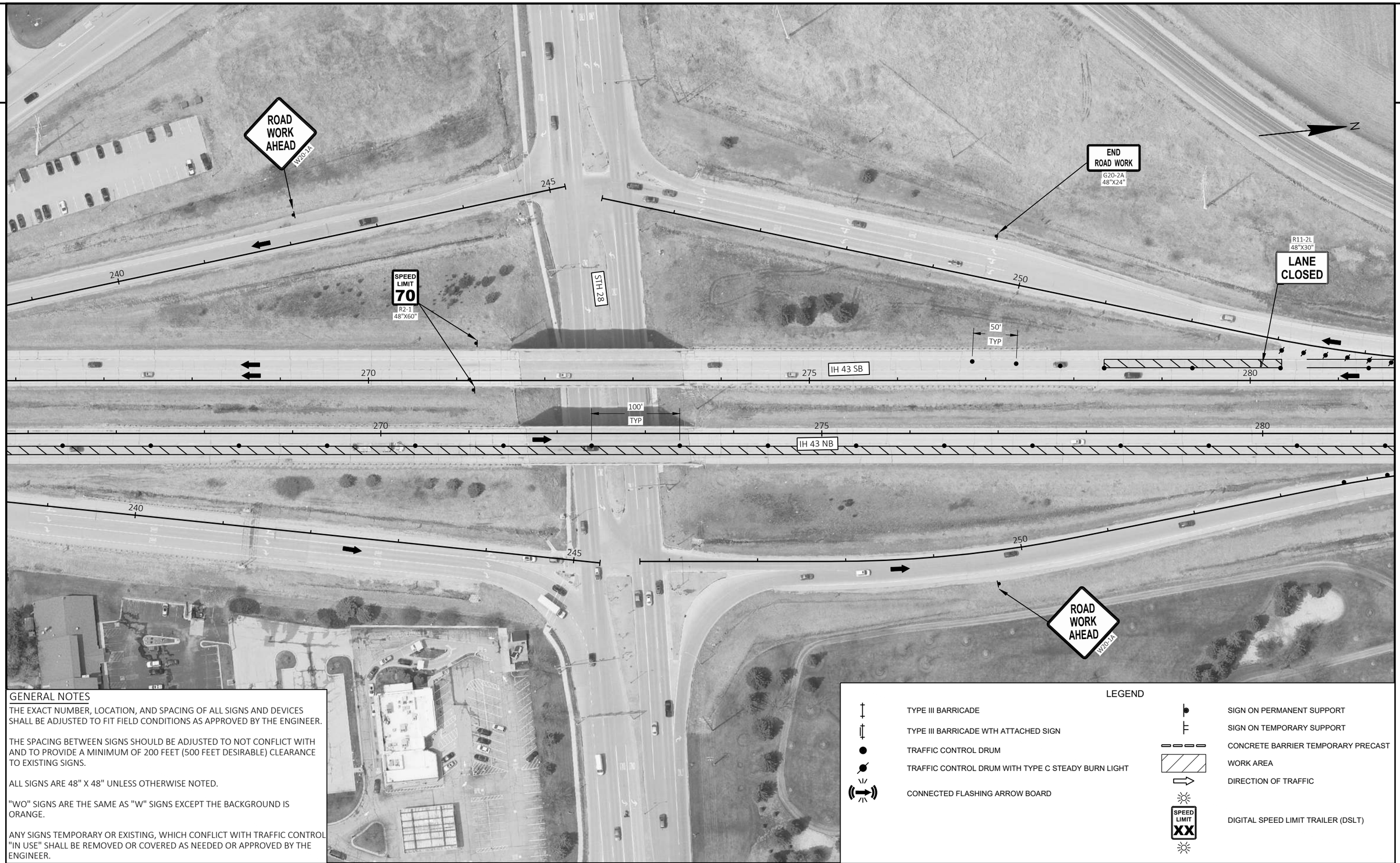


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 65	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 81
PLOT DATE : 10/22/2025 9:25 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2



GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 66	E

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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"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 APPROVED BY THE ENGINEER.

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

N

EXIT

E5-1
72"X60"

25'
TYP

255

285

IH 43 SB

290

295

50'
TYP

285

290

295

IH 43 NB

255

25'
TYP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 67	E

2

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.

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

300 IH 43 SB 305 310

100' TYP

300 IH 43 NB 305 310

25' TYP

R11-2L 48"X30"

LANE CLOSED

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 68	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 84
PLOT DATE : 10/22/2025 9:26 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 310+00

R11-2L 48"X30"
LANE CLOSED

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

25' TYP

25' TYP

100' TYP

355 360 365

355 360 365

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 310+00

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 69	E

2

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.

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

2

N

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

50' TYP

370 375 380 355

100' TYP

370 375 380

25' TYP

25' TYP

EXIT

E5-1
72"X60"

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 70	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 27
PLOT DATE : 10/22/2025 9:28 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

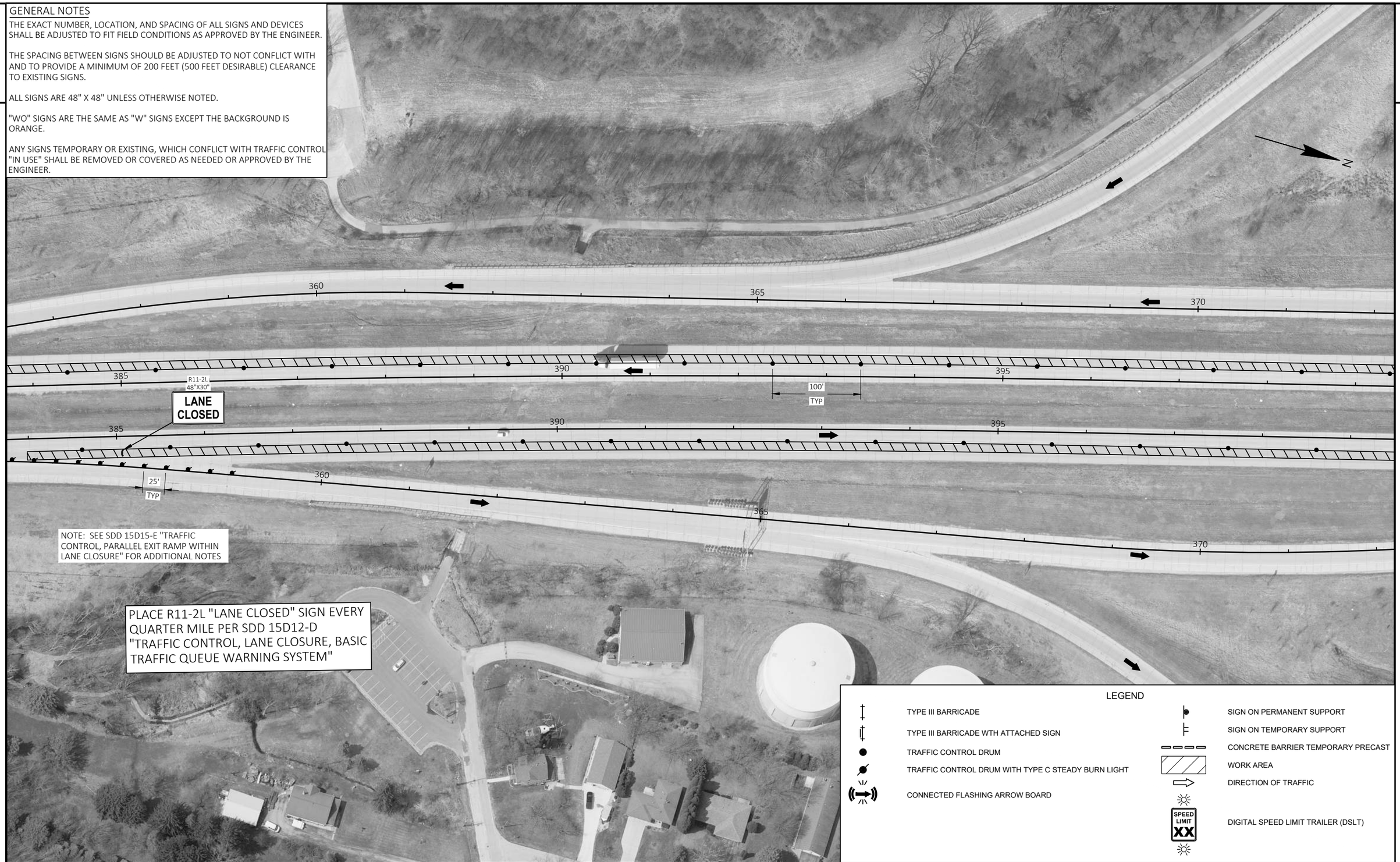
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2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 71	E

2

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.

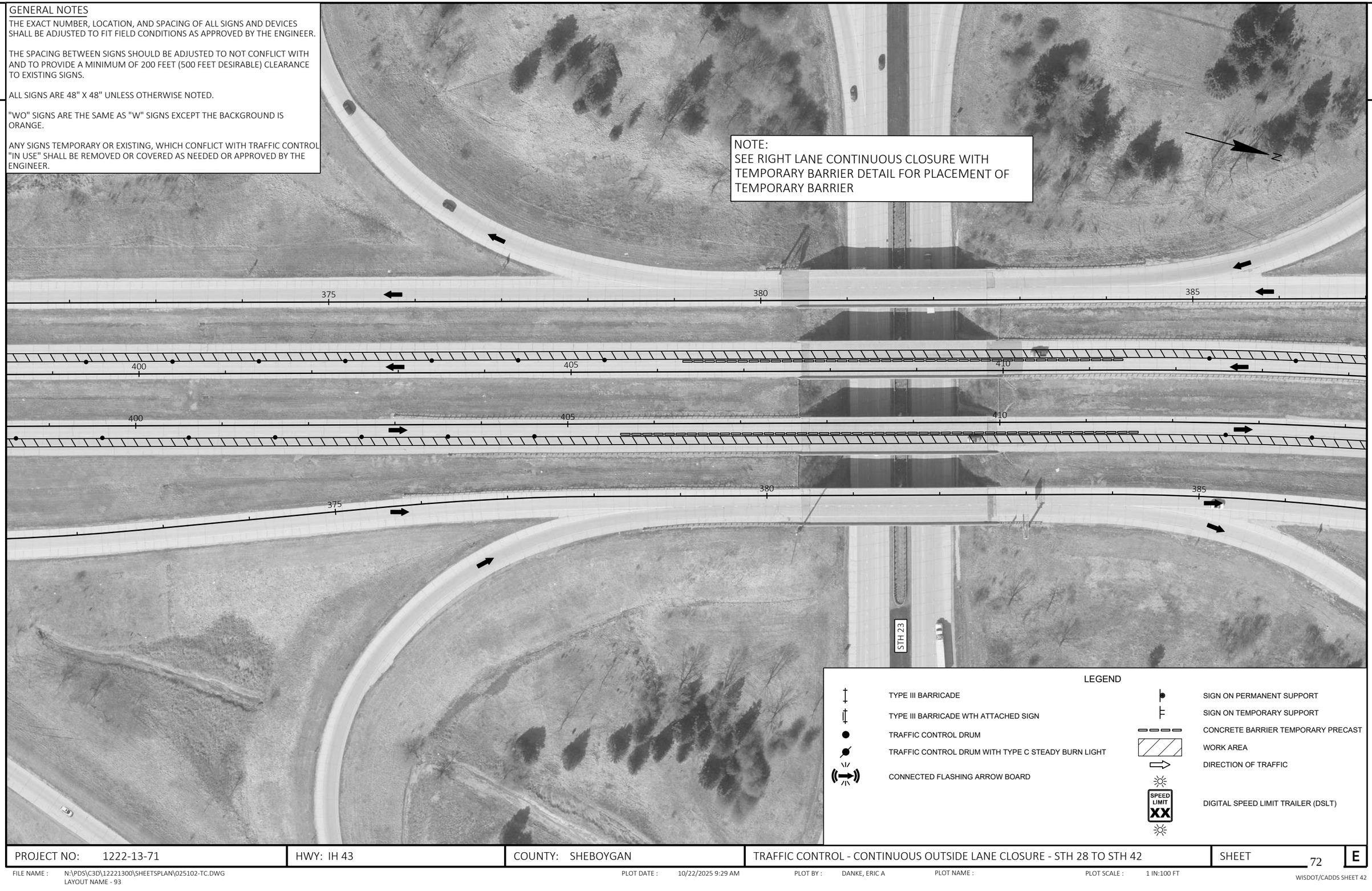
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NOTE:
SEE RIGHT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER DETAIL FOR PLACEMENT OF TEMPORARY BARRIER



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 72	E

2



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.

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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 73	E

2

2

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

R11-2L
48"X30"
LANE CLOSED

EXIT
E5-1
72"X60"

25'
TYP

100'
TYP

50'
TYP

25'
TYP

430 435 440

430 435 440

CTH O

N

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

GENERAL NOTES

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

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 74	E

2

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.

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2

N

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 517+00

445 450 455

100' TYP

445 450 455

25' TYP

25' TYP

R11-2L 48"X30"

LANE CLOSED

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 517+00

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 75	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 32
PLOT DATE : 10/22/2025 9:30 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 76	E

2

GENERAL NOTES

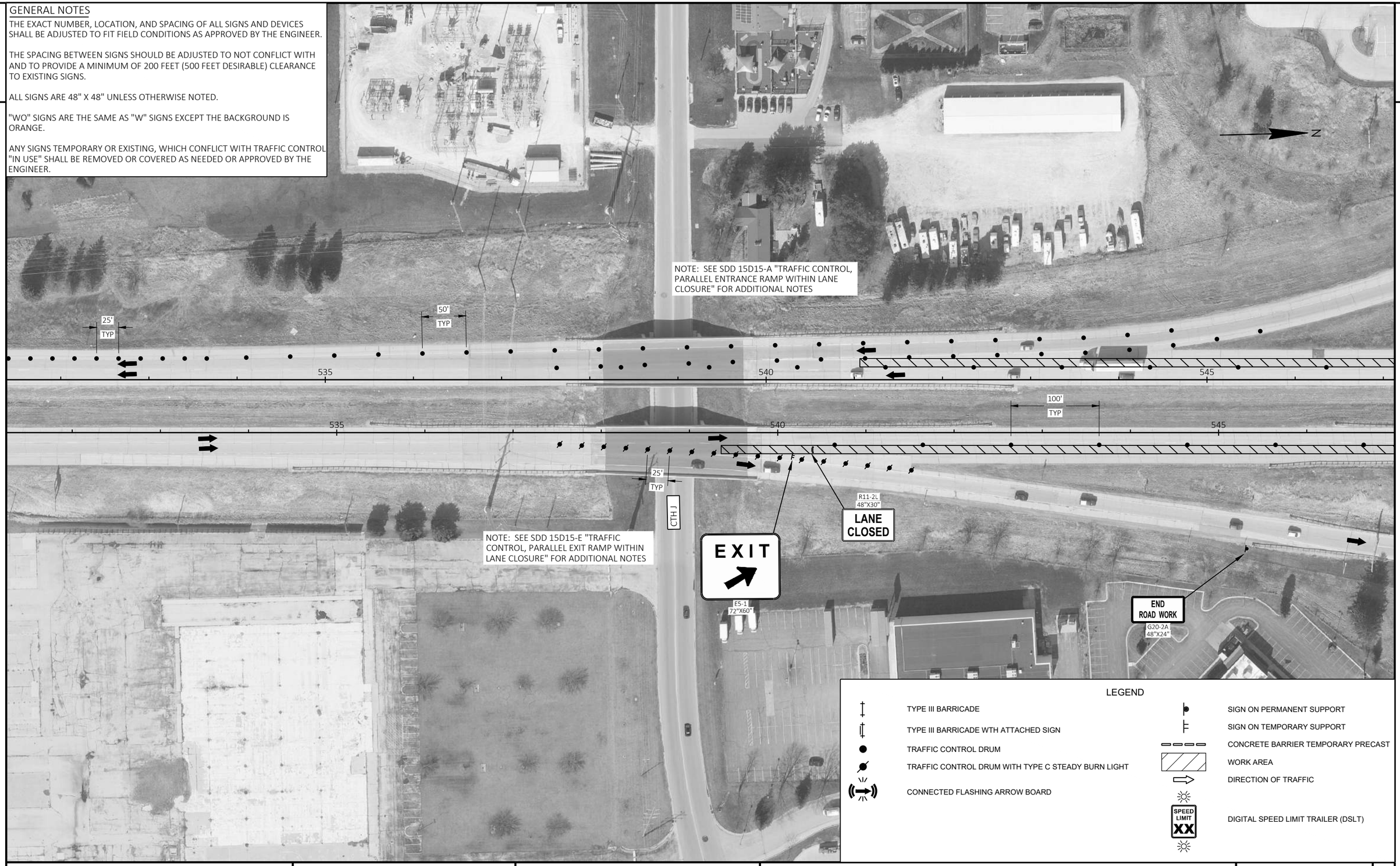
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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 77	E

2

2

ROAD WORK AHEAD
W20-1A

PLACE 3 DRUMS APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

550

555

100'
TYP

550

555

50'
TYP

STH 42

N

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 78	E

2

2

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

R11-2L
48"X30"
LANE CLOSED

EXIT
E5-1
72"X60"

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

100' TYP

25' TYP

25' TYP

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT 70
R2-1
48"X60"

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.

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 79	E

2

GENERAL NOTES

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 80	E

2

GENERAL NOTES

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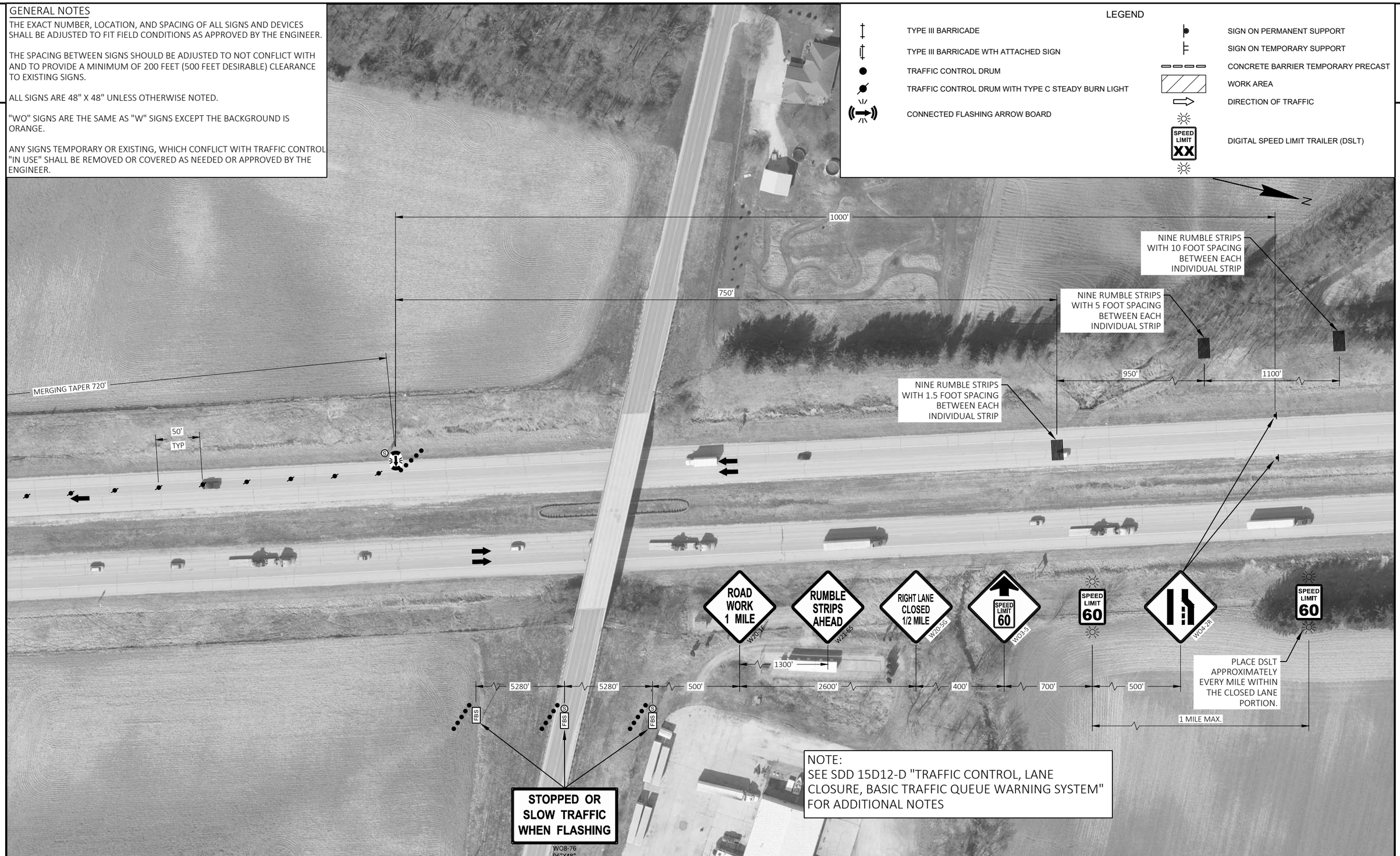
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LEGEND

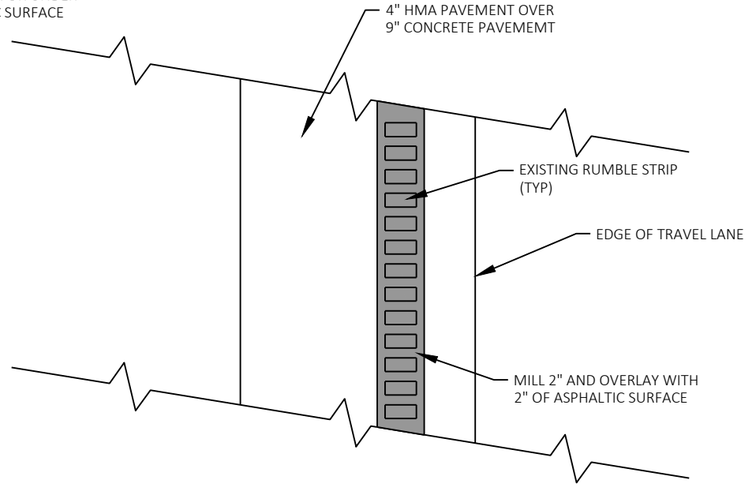
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)



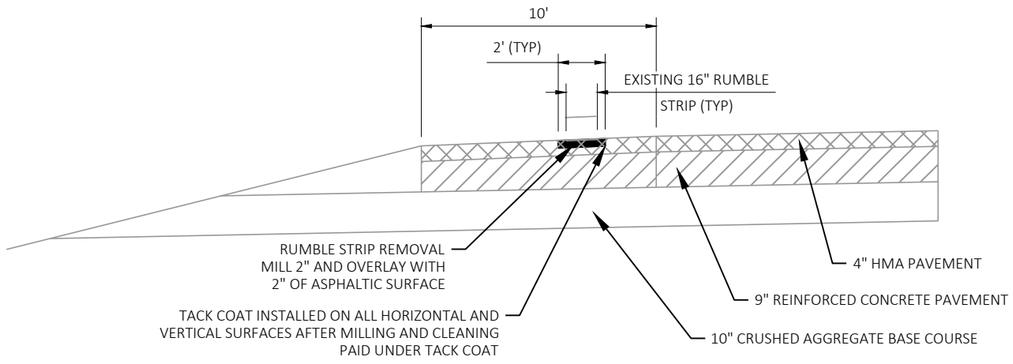
NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 81	E

NOTES:
1. EXISTING RUMBLE STRIP REMOVAL PAID FOR UNDER BID ITEM REMOVING ASPHALTIC SURFACE MILLING.
2. NEW ASPHALT PAID FOR UNDER BID ITEM ASPHALTIC SURFACE



IH 43 OUTSIDE SHOULDER PLAN VIEW



IH 43 OUTSIDE SHOULDER SECTION VIEW

IH 43 OUTSIDE SHOULDER RUMBLE STRIP REMOVAL

STA 386'NB'+70.00 TO STA 407'NB'+80.00 RT
STA 409'NB'+87.00 TO STA 415'NB'+80.00 RT
STA 401'SB'+80.00 TO STA 407'SB'+70.00 LT
STA 410'SB'+00.00 TO STA 428'SB'+45.00 LT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL DETAILS - REMOVING RUMBLE STRIPS OUTSIDE SHOULDER	SHEET 82	E

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.

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

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

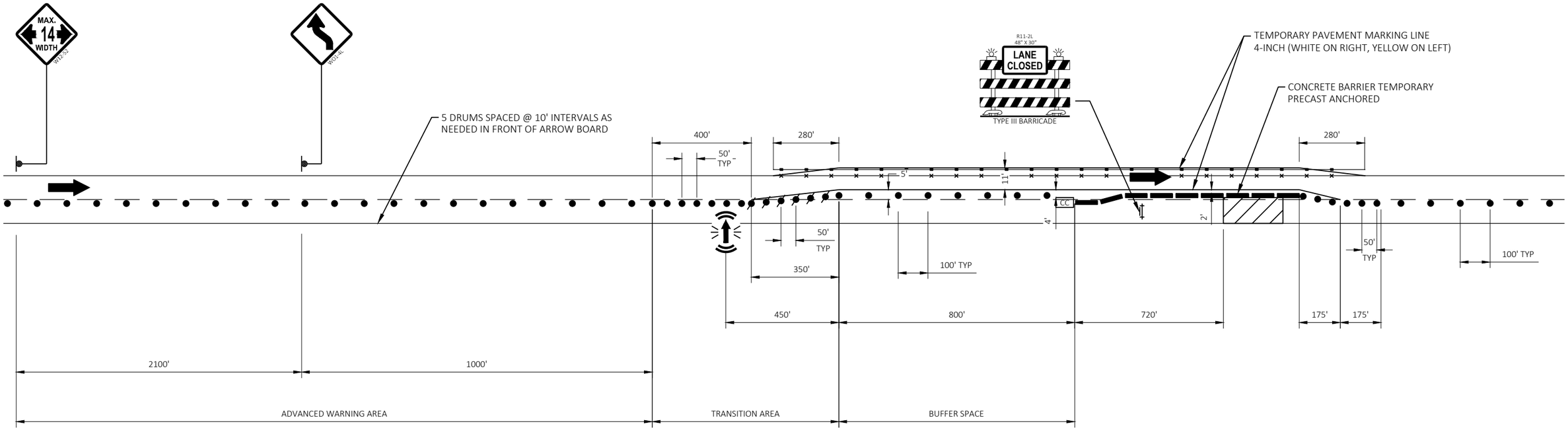
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE 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.



INSTALL ALONG OUTSIDE EDGE OF IH 43 MAINLINE PRIOR TO EXIT TO STH 23, OR AS DIRECTED BY THE ENGINEER.

LEGEND

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



RIGHT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL DETAILS - IH 43 CONTINUOUS RIGHT LANE CLOSURE	SHEET 83	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025101-TC.DWG
LAYOUT NAME - 025102-tc
PLOT DATE : 10/22/2025 9:33 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : Custom

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

N

1000'

750'

225

230

235

IH 43 SB

IH 43 NB

NINE RUMBLE STRIPS WITH 1.5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP

NINE RUMBLE STRIPS WITH 10 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP

NINE RUMBLE STRIPS WITH 5 FOOT SPACING BETWEEN EACH INDIVIDUAL STRIP

50' TYP

1100'

950'

ROAD WORK 1 MILE W20-1F

RUMBLE STRIPS AHEAD W21-6S

LEFT LANE CLOSED 1/2 MILE W20-5SG

SPEED LIMIT 60 W3-5

SPEED LIMIT 60

W04-2L

SPEED LIMIT 60

PLACE DSLT APPROXIMATELY EVERY MILE WITHIN THE CLOSED LANE PORTION.

1300'

5280'

5280'

500'

2600'

400'

700'

500'

FBS

FBS

FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

W08-76

96"X48"

NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 84	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 79

PLOT DATE : 10/22/2025 9:37 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 85	E

2

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.

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2

N

IH 43 SB

IH 43 NB

255

260

265

235

100'
TYP

END
ROAD WORK
G20-2A
48"X24"

LEGEND

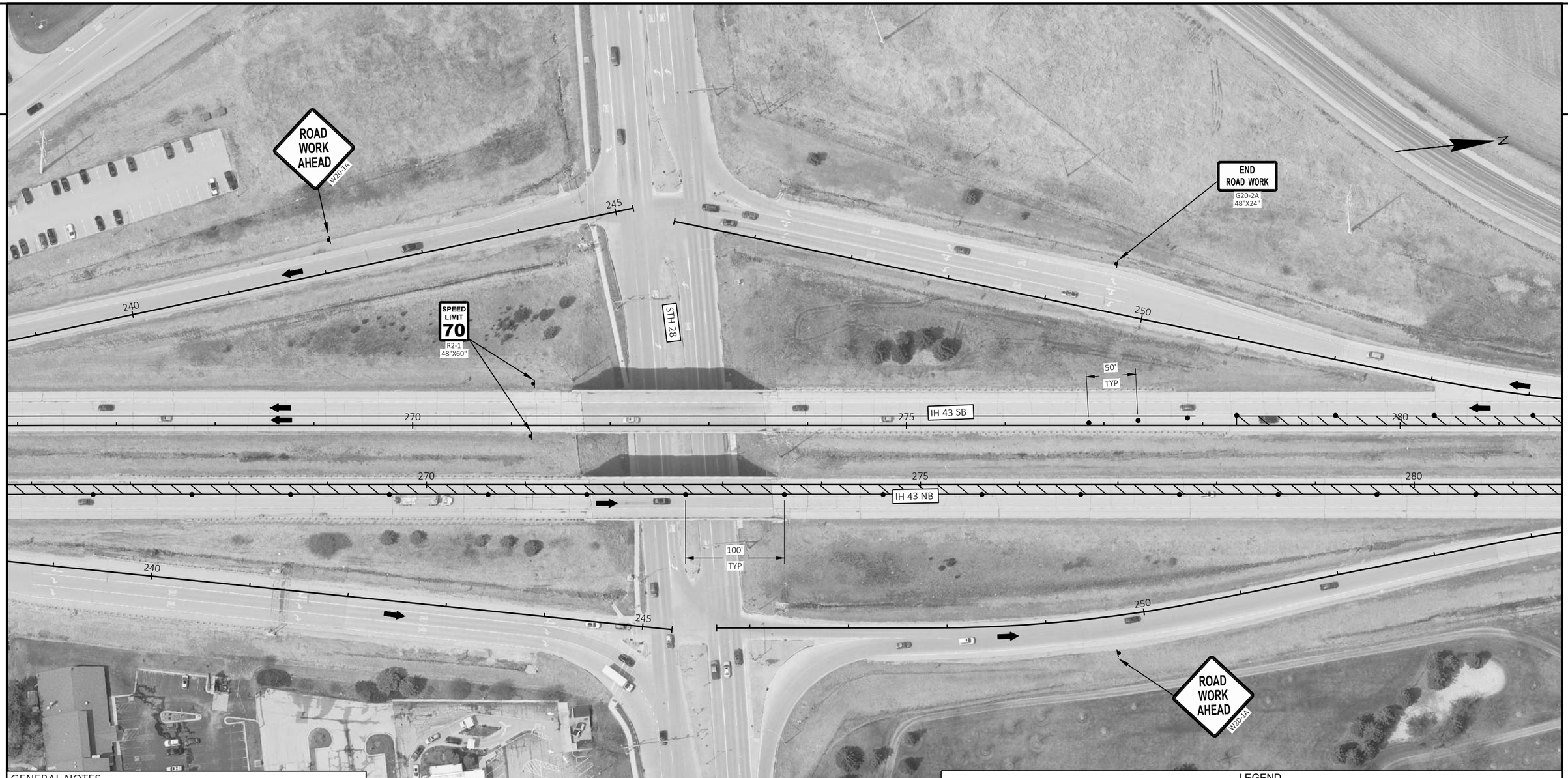
- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 86	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 87
PLOT DATE : 10/22/2025 9:38 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2



GENERAL NOTES

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 87	E

2

GENERAL NOTES

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 88	E

2

GENERAL NOTES

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

300 305 310

IH 43 SB

300 305 310

IH 43 NB

100' TYP

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 89	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 90
PLOT DATE : 10/22/2025 9:40 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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2

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 90	E

2

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 91	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 65
PLOT DATE : 10/22/2025 9:41 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

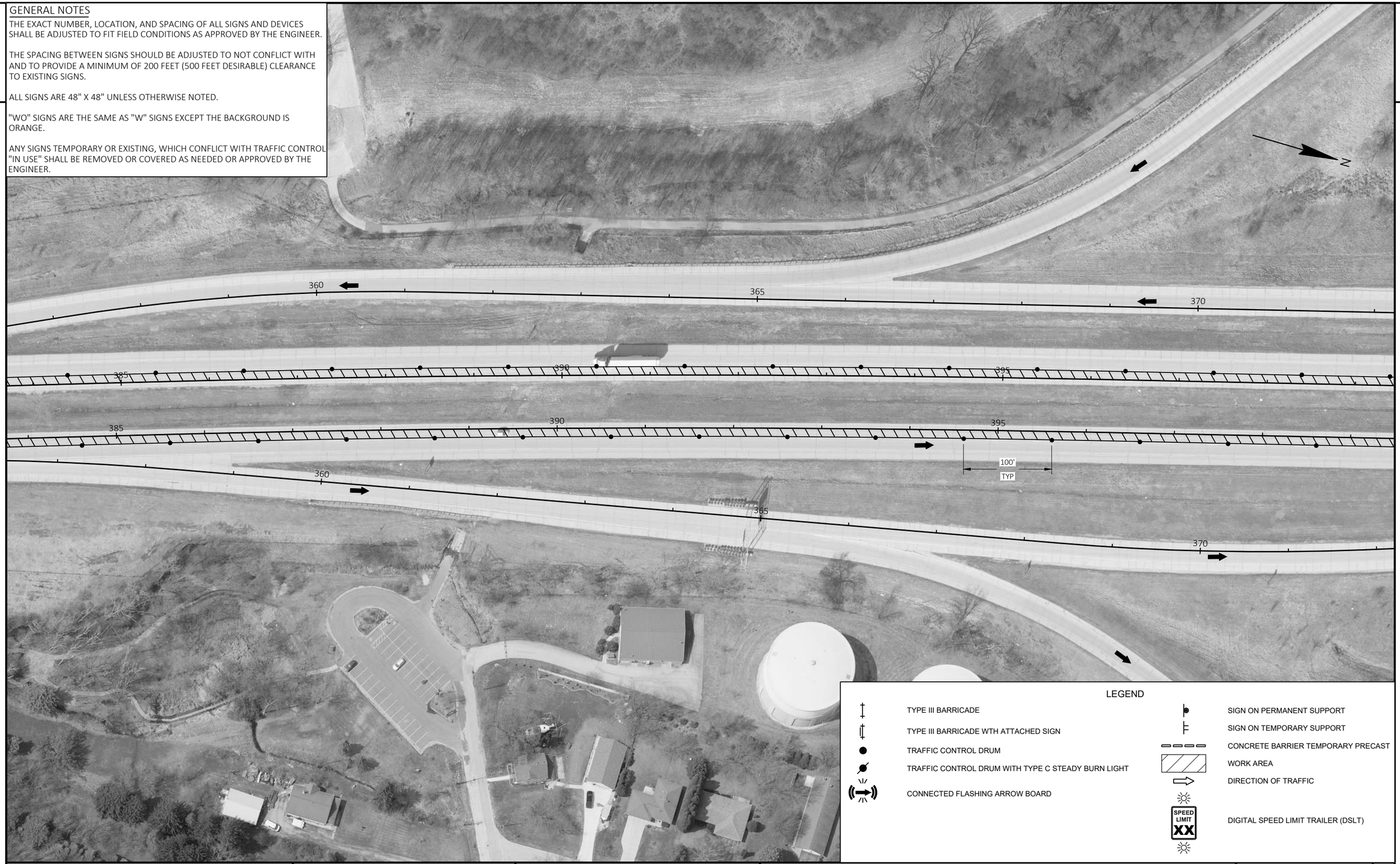
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2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 92	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 66
PLOT DATE : 10/22/2025 9:41 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

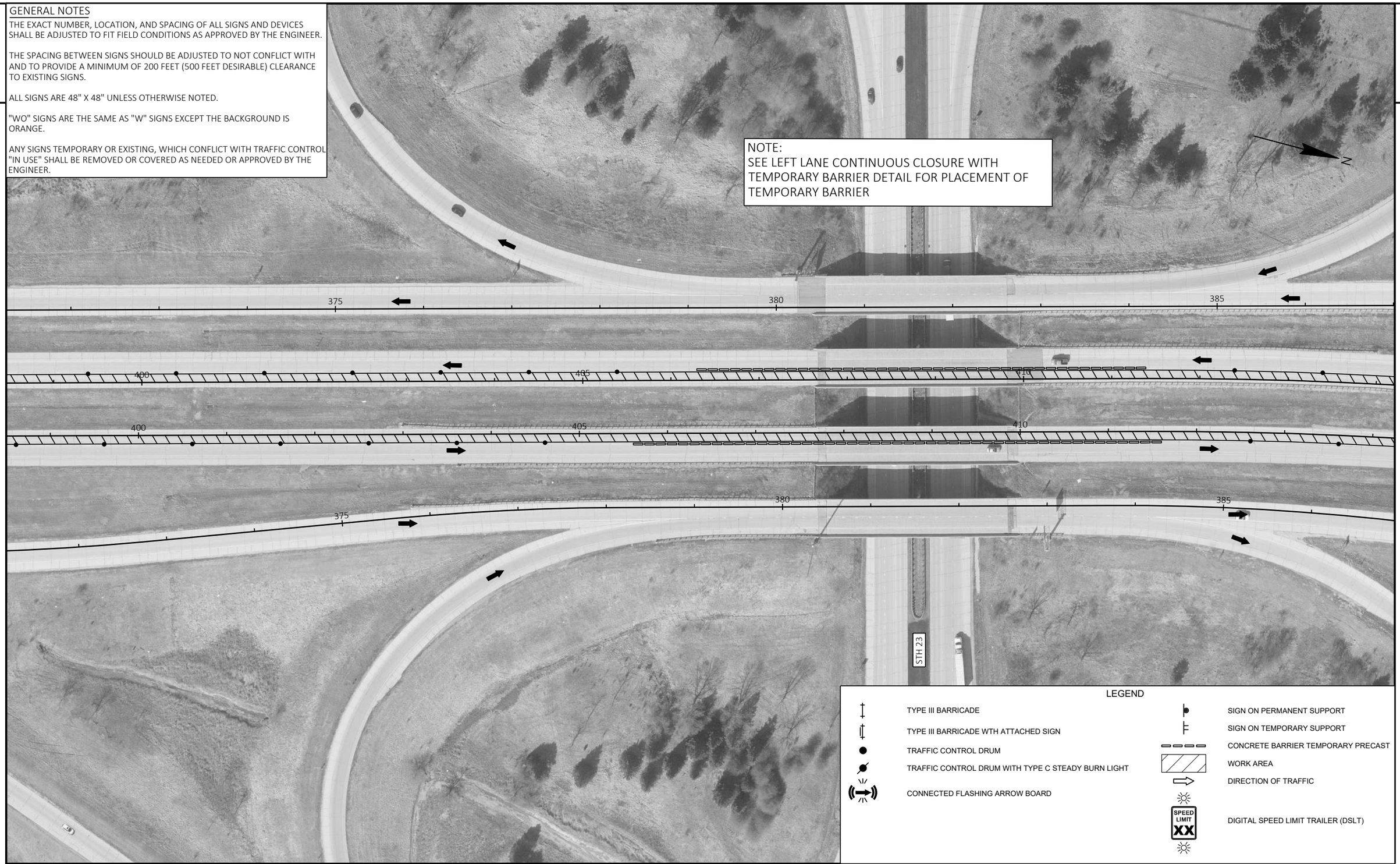
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NOTE:
SEE LEFT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER DETAIL FOR PLACEMENT OF TEMPORARY BARRIER



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 93	E

2



GENERAL NOTES

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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 94	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 68
PLOT DATE : 10/22/2025 9:42 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 95	E

2

GENERAL NOTES

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 532+00

445 450 455

445 450 455

100' TYP

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 532+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 96	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 70
PLOT DATE : 10/22/2025 9:43 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

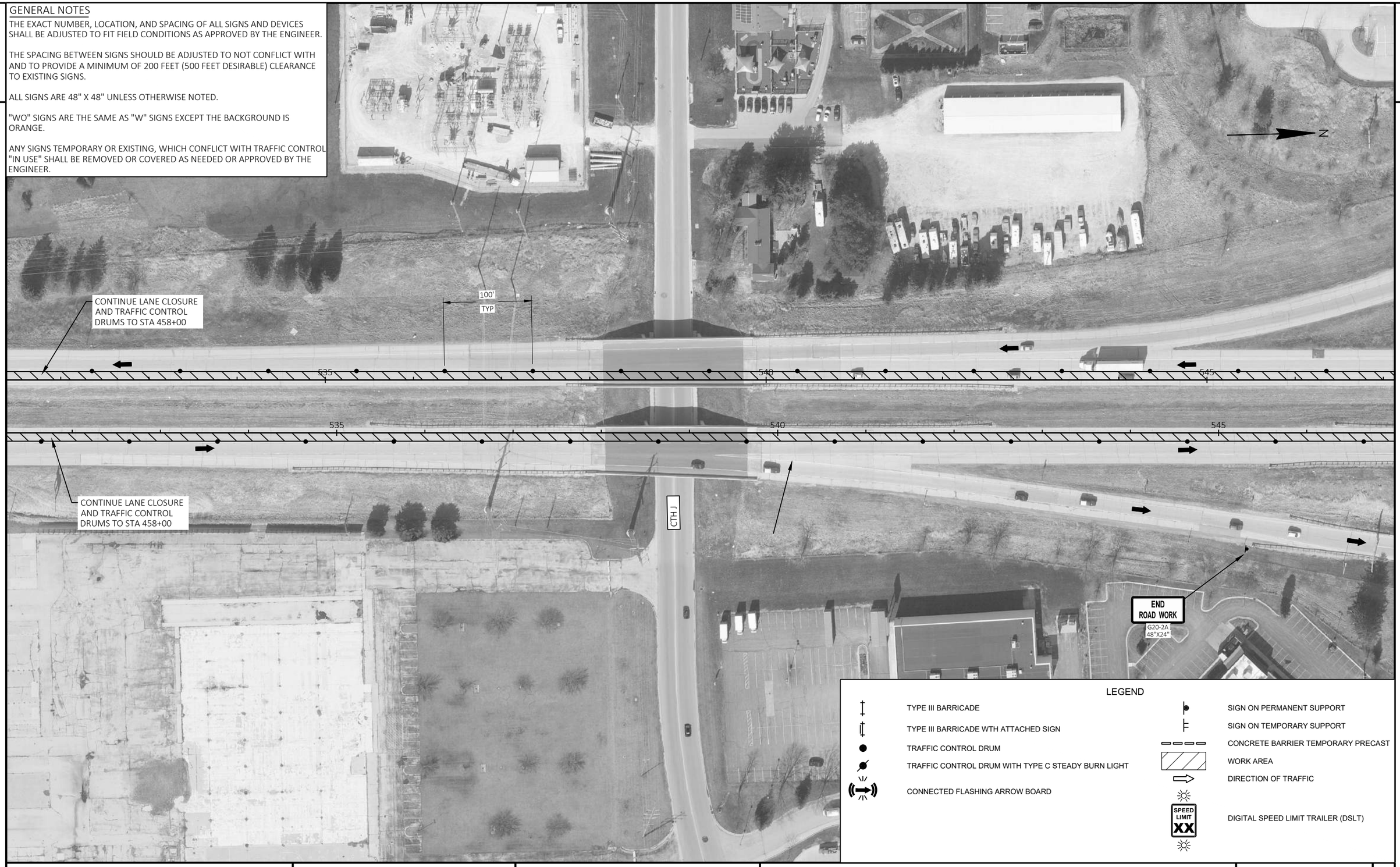
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LEGEND

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- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 97	E

2



GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 98	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 72
PLOT DATE : 10/22/2025 9:44 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

100'
TYP

END
ROAD WORK
G20-2A
48"X24"

SPEED
LIMIT
70
R2-1
48"X60"

N

GENERAL NOTES

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 99	E

2

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.

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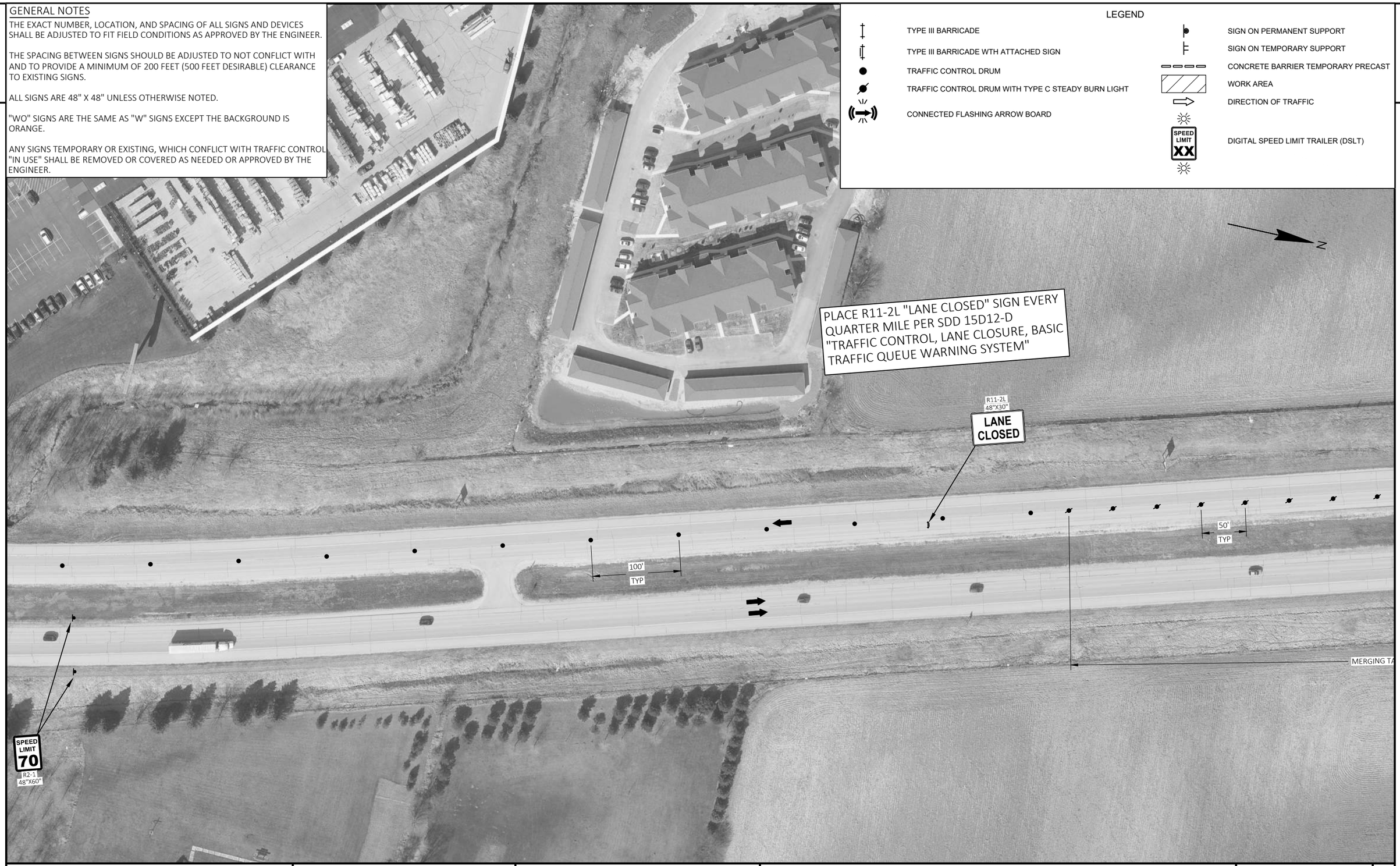
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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 100	E

2

GENERAL NOTES

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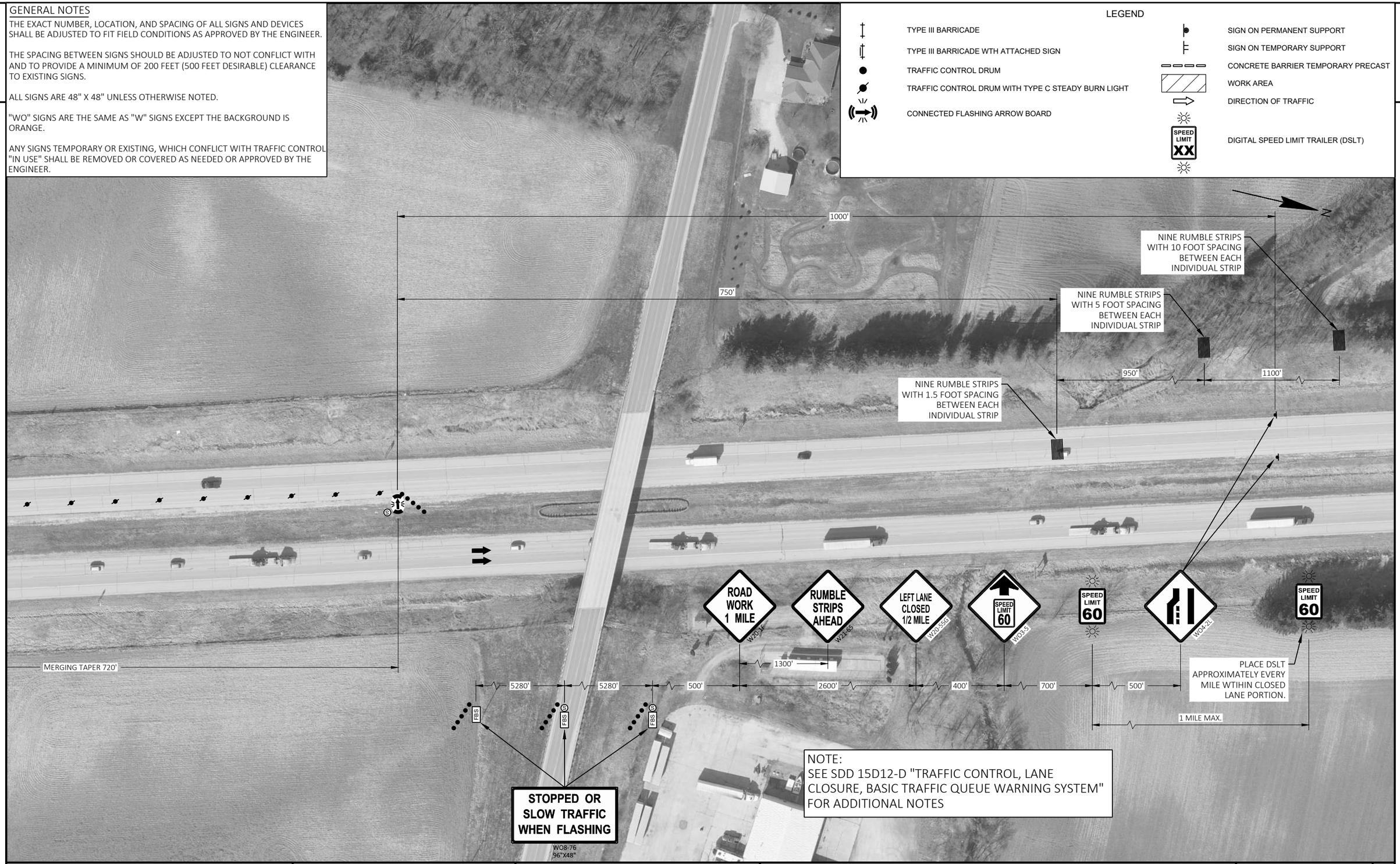
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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

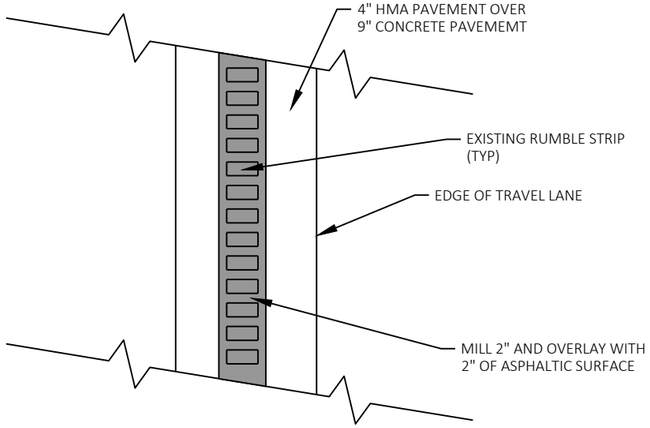


NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

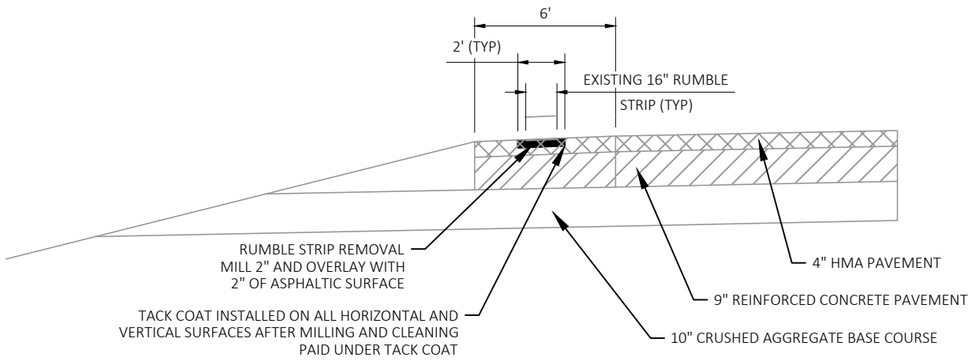
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - CONTINUOUS INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 101	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025102-TC.DWG
LAYOUT NAME - 78
PLOT DATE : 10/22/2025 9:46 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

NOTES:
1. EXISTING RUMBLE STRIP REMOVAL PAID FOR UNDER BID ITEM REMOVING ASPHALTIC SURFACE MILLING.
2. NEW ASPHALT PAID FOR UNDER BID ITEM ASPHALTIC SURFACE



IH 43 MEDIAN SHOULDER PLAN VIEW



IH 43 MEDIAN SHOULDER SECTION VIEW

IH 43 MEDIAN SHOULDER RUMBLE STRIP REMOVAL

STA 389'NB'+50.00 TO STA 407'NB'+80.00 LT
STA 409'NB'+87.00 TO STA 413'NB'+00.00 LT
STA 404'SB'+60.00 TO STA 407'SB'+70.00 RT
STA 409'SB'+82.00 TO STA 428'SB'+10.00 RT

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL DETAILS - REMOVING RUMBLE STRIPS INSIDE SHOULDER	SHEET 102	E

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.

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

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

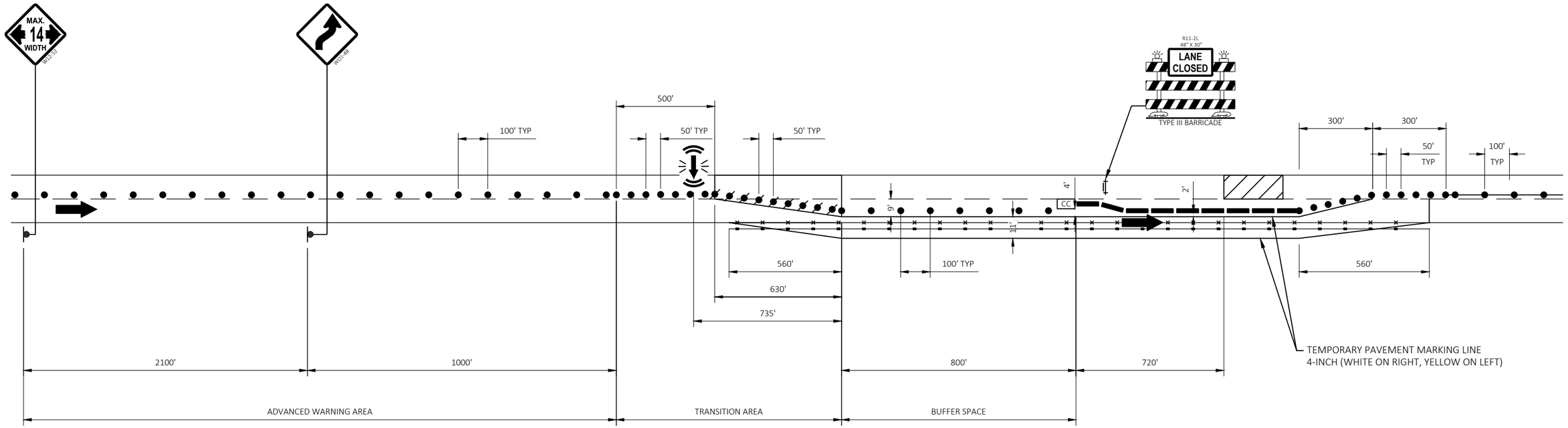
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE 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.



INSTALL ALONG OUTSIDE EDGE OF IH 43 MAINLINE PRIOR TO EXIT TO STH 23, OR AS DIRECTED BY THE ENGINEER.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE WTH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTING FLASHING ARROW BOARD
- CRASH CUSHION TEMPORARY (CC)
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- REMOVING RUMBLE STRIP
- WORK AREA



LEFT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL DETAILS - IH 43 CONTINUOUS LEFT LANE CLOSURE	SHEET 103	E

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

N

1000'

225 230 235

IH 43 SB

225 230 235

IH 43 NB

50' TYP

ROAD WORK 1 MILE W20-1F

RIGHT LANE CLOSED 1/2 MILE W20-5G

SPEED LIMIT 55 W3-5

SPEED LIMIT 55

W04-2R

SPEED LIMIT 55

5280' 5280' 500' 2600' 400' 700' 500'

1 MILE MAX.

FBS FBS FBS

STOPPED OR SLOW TRAFFIC WHEN FLASHING

W08-76 96"X48"

PLACE DSLT APPROXIMATELY EVERY MILE WITHIN THE CLOSED LANE PORTION.

NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 104	E

2

GENERAL NOTES

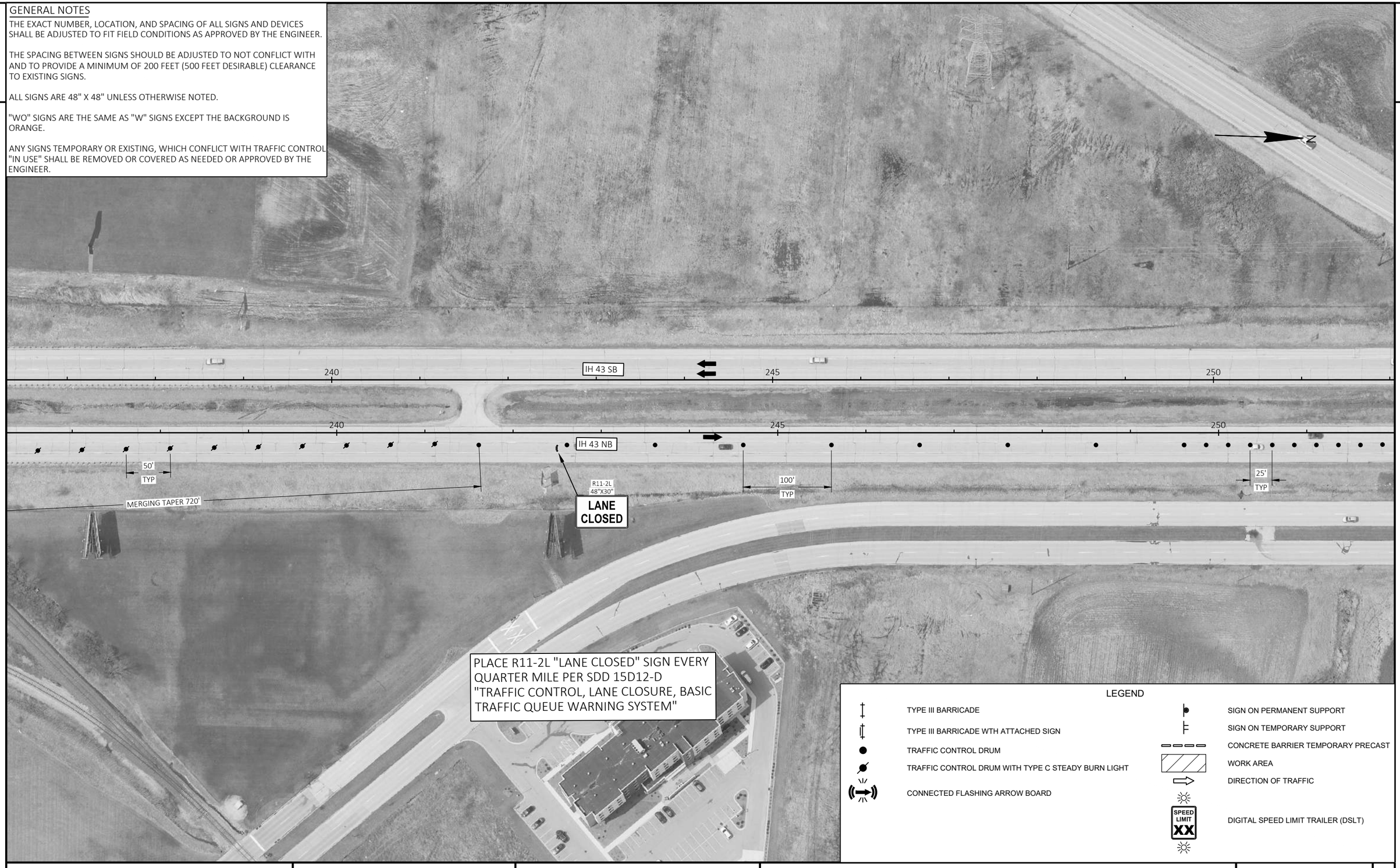
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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 105	E

2

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.

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2

N

IH 43 SB

IH 43 NB

255

260

265

235

25' TYP

100' TYP

EXIT

E5-1
72"X60"

R11-2L
48"X30"
LANE CLOSED

PLACE 3 DRUMS APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

END ROAD WORK

G20-2A
48"X24"

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 106	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 81
PLOT DATE : 10/22/2025 10:06 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

SPEED LIMIT 70
R2-1
48"X60"

STH 28

END ROAD WORK
G20-2A
48"X24"

R11-2L
48"X30"
LANE CLOSED

50'
TYP

100'
TYP

IH 43 SB

IH 43 NB

240
245
250
270
275
280

N

ROAD WORK AHEAD
W20-1A

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 107	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 82
PLOT DATE : 10/22/2025 10:06 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

N

EXIT

E5-1
72"X60"

25'
TYP

255

285

IH 43 SB

290

295

50'
TYP

285

290

295

IH 43 NB

255

25'
TYP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 108	E

2

GENERAL NOTES

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

300 IH 43 SB 305 310

100' TYP

300 IH 43 NB 305 310

25' TYP

R11-2L 48"X30"

LANE CLOSED

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 109	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 84
PLOT DATE : 10/22/2025 10:07 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 310+00

R11-2L 48"X30"
LANE CLOSED

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

25' TYP

25' TYP

100' TYP

355 360 365

355 360 365

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 310+00

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 110	E

2

GENERAL NOTES

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2

N

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

50' TYP

370 375 380 355

100' TYP

370 375 380

25' TYP

25' TYP

EXIT

E5-1
72"X60"

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 111	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 27
PLOT DATE : 10/22/2025 10:08 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

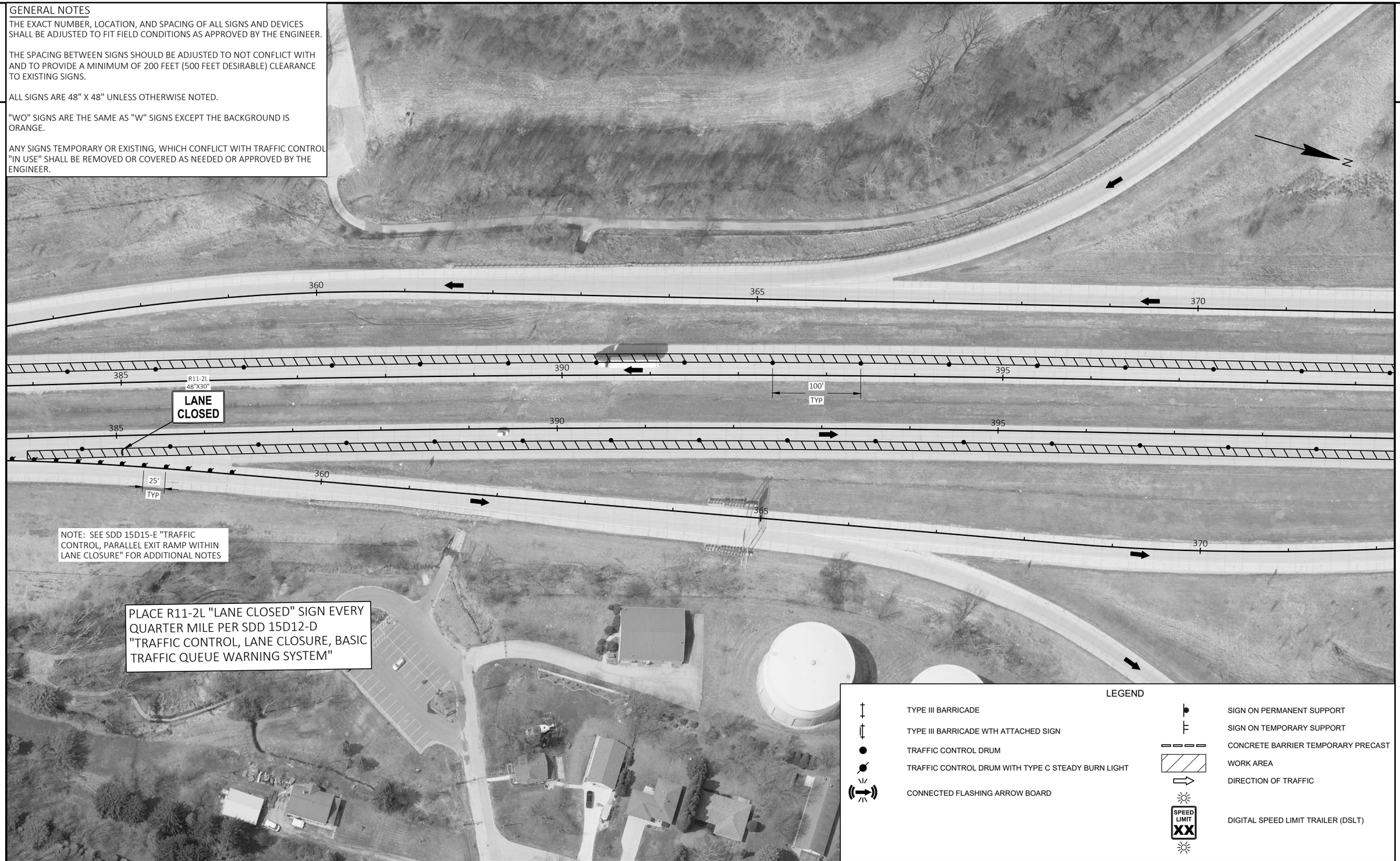
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 112	E

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 113	E

2



GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 114	E

2

2

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

R11-2L
48"X30"
LANE CLOSED

25'
TYP

EXIT

E5-1
72"X60"

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

N

430 435 440

100'
TYP

430 435 440

50'
TYP

CTH O

25'
TYP

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 115	E

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.

2

N

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 517+00

445 450 455

100' TYP

445 450 455

25' TYP

25' TYP

R11-2L 48"X30"

LANE CLOSED

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 517+00

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 116	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 32
PLOT DATE : 10/22/2025 10:10 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

N

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 458+00

R11-2L 48"X30"
LANE CLOSED

25' TYP

520 525 530

100' TYP

520 525 530

25' TYP

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 458+00

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 117	E

2

GENERAL NOTES

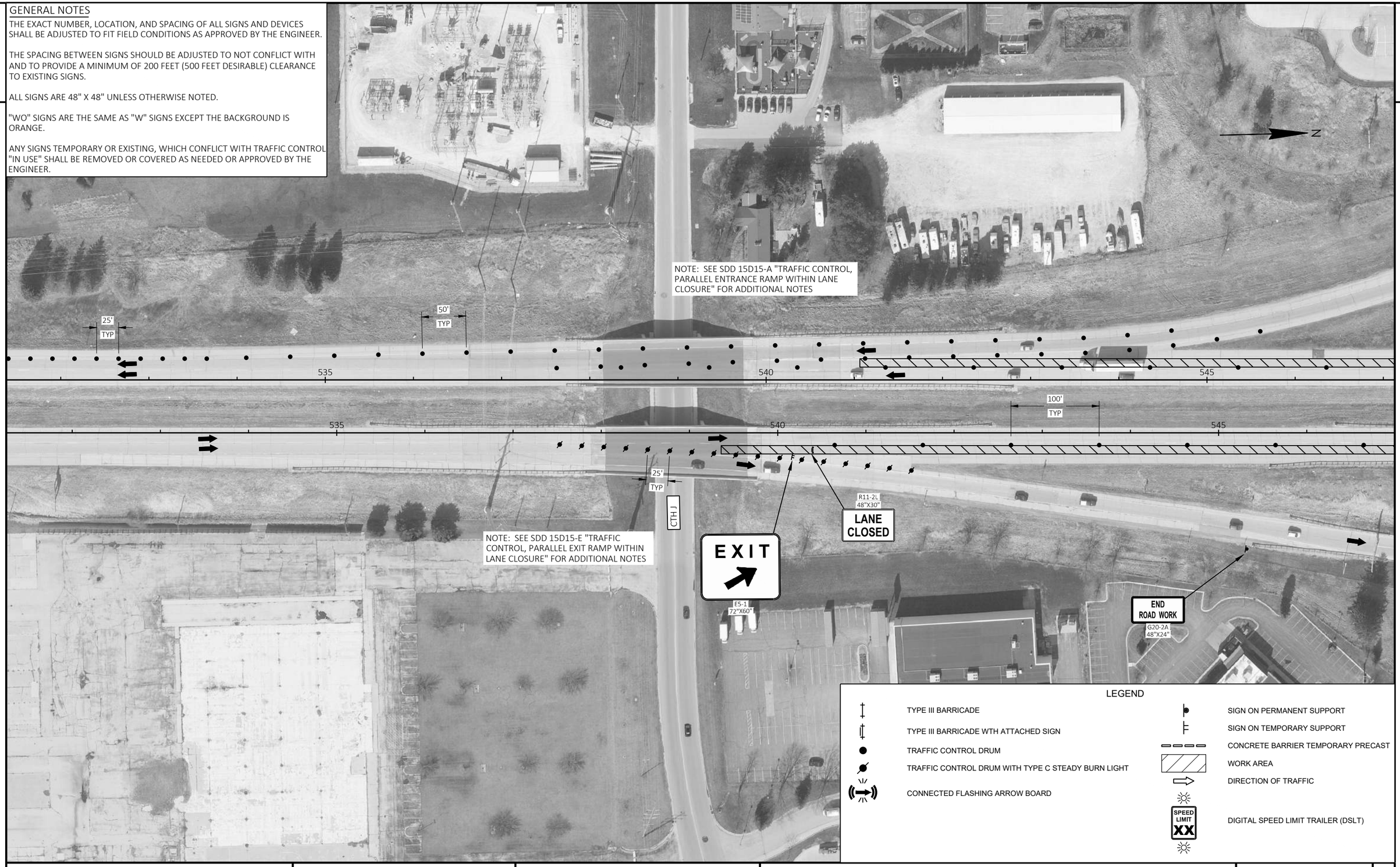
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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 118	E

2

2



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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 119	E

2

2

LEGEND

	TYPE III BARRICADE		SIGN ON PERMANENT SUPPORT
	TYPE III BARRICADE WTH ATTACHED SIGN		SIGN ON TEMPORARY SUPPORT
	TRAFFIC CONTROL DRUM		CONCRETE BARRIER TEMPORARY PRECAST
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT		WORK AREA
	CONNECTED FLASHING ARROW BOARD		DIRECTION OF TRAFFIC
		SPEED LIMIT XX	DIGITAL SPEED LIMIT TRAILER (DSLT)

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

R11-2L
48"X30"
LANE CLOSED

EXIT
E5-1
72"X60"

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

25' TYP

100' TYP

25' TYP

END ROAD WORK
G20-2A
48"X24"

SPEED LIMIT 70
R2-1
48"X60"

N

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.

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 120	E

2

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.

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NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

N

R11-2L 48"X30"
LANE CLOSED

MERGING TAPER

50' TYP

100' TYP

25' TYP

SPEED LIMIT 70
R2-1 48"X60"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 121	E

2

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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)



NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 122	E

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

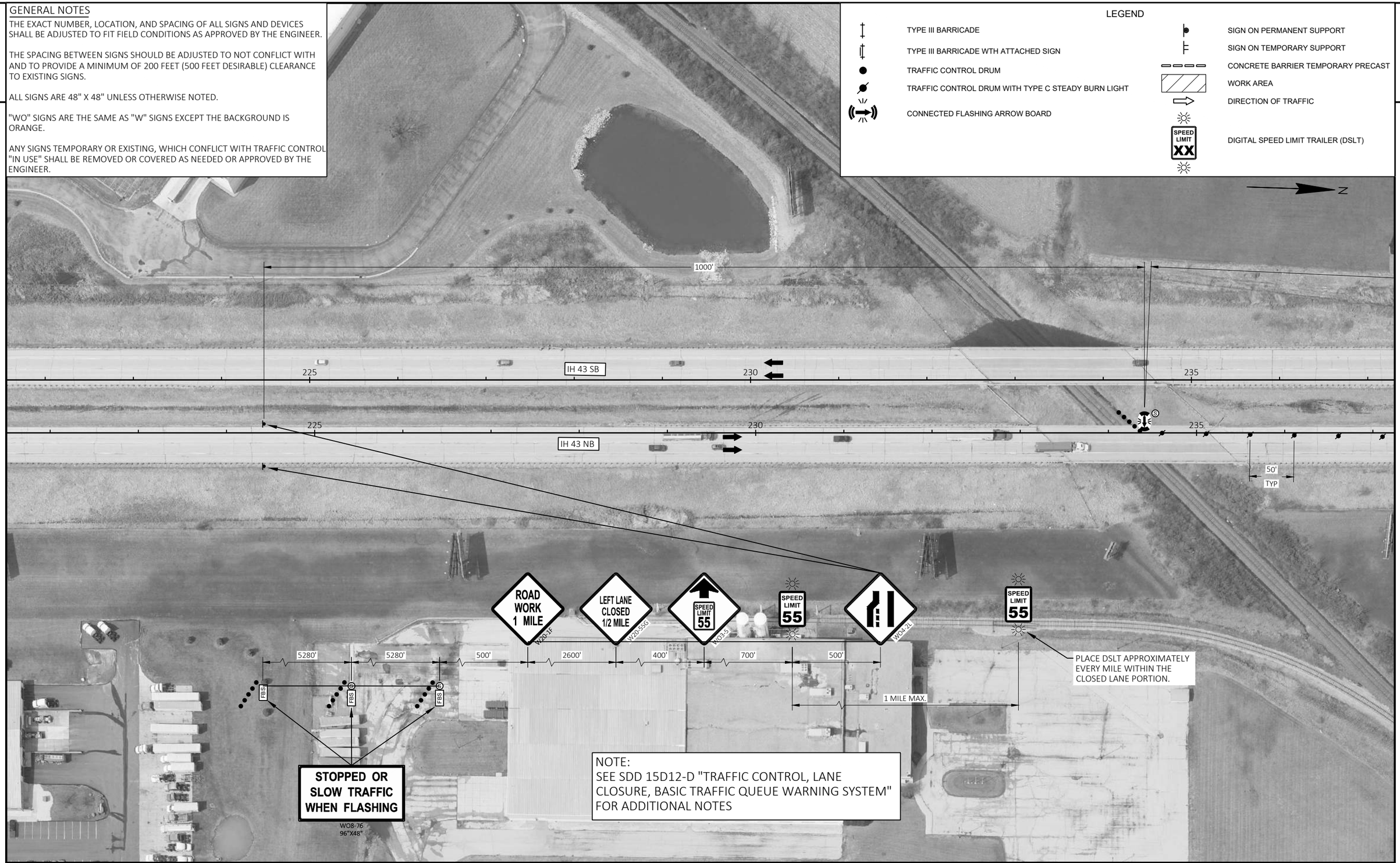
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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)



NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 123	E

2

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.

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2

N

MERGING TAPER 720'

240

IH 43 SB

245

250

240

IH 43 NB

245

250

50'
TYP

R11-2L
48"X30"
LANE CLOSED

100'
TYP

PLACE 3 DRUMS APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 124	E

2

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.

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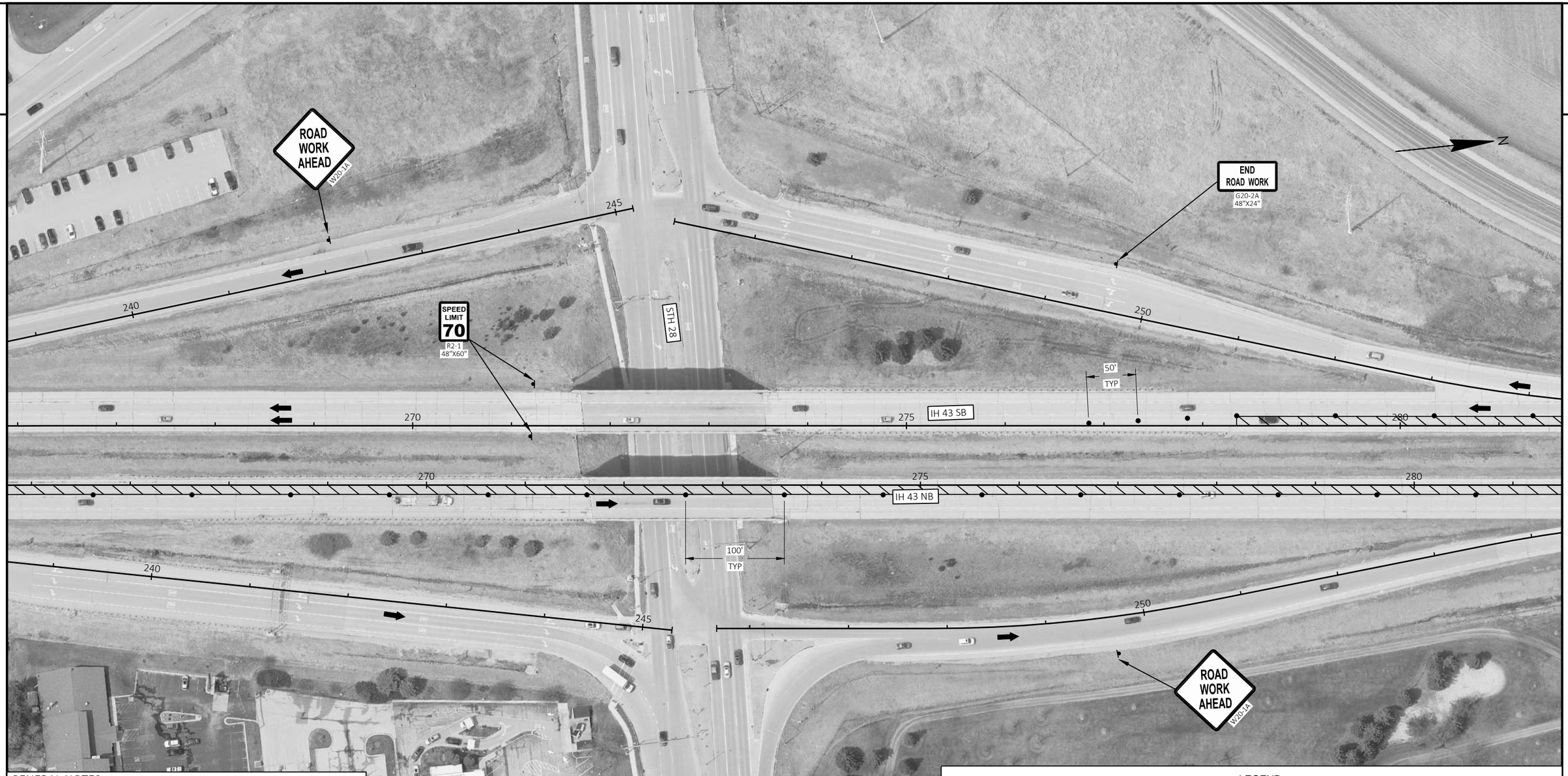
LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 125	E

2

2



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.

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 126	E

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 127	E

2

2

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.

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

300 305 310

IH 43 SB

300 305 310

IH 43 NB

100' TYP

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 355+00

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 128	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 90
PLOT DATE : 10/22/2025 11:13 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

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2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 129	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 64
PLOT DATE : 10/22/2025 11:14 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 130	E

2

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.

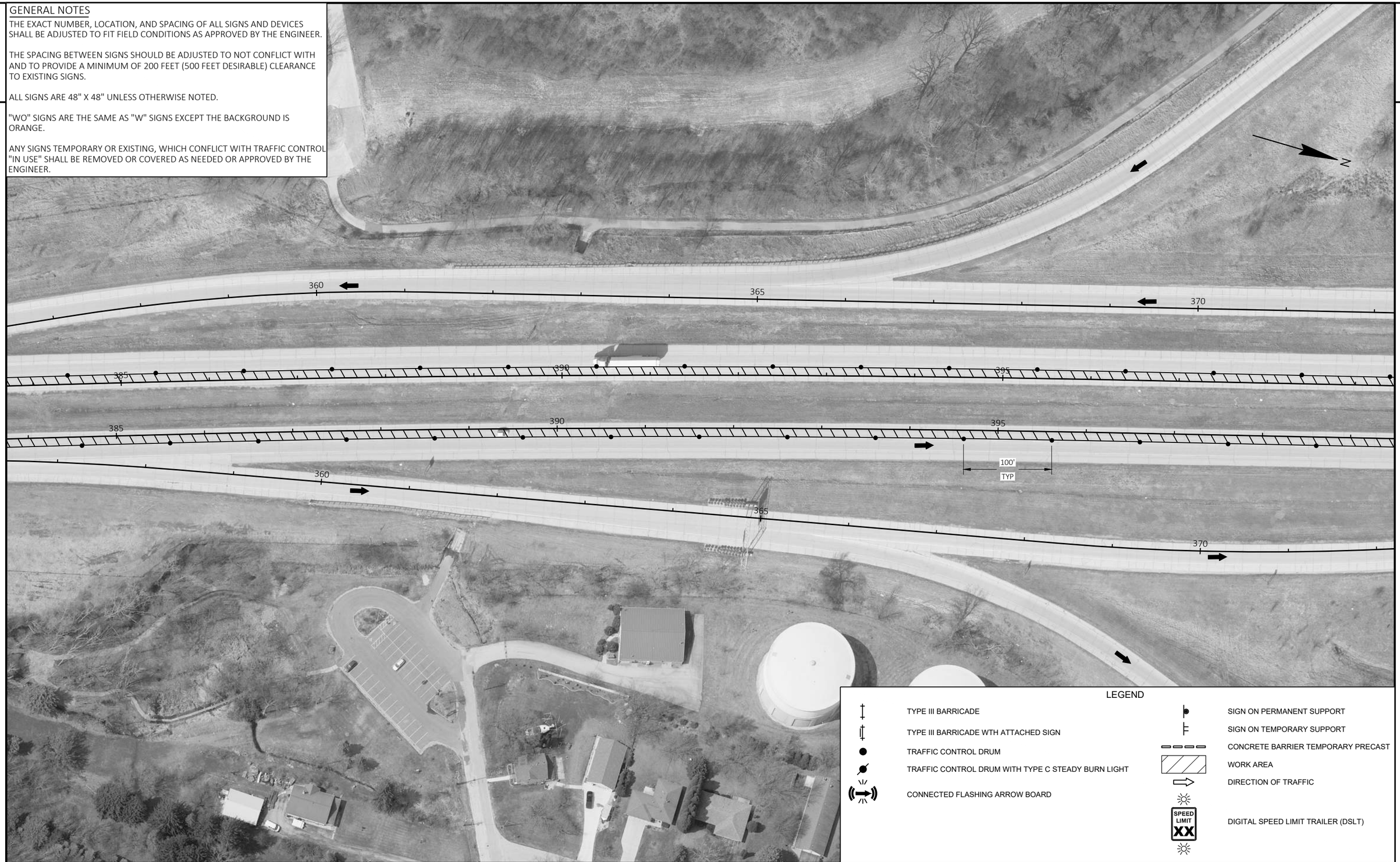
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2



LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 131	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 66
PLOT DATE : 10/22/2025 11:15 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

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2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 132	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 67
PLOT DATE : 10/22/2025 11:16 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2



GENERAL NOTES

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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 133	E

2

GENERAL NOTES

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- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 134	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 69
PLOT DATE : 10/22/2025 11:17 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

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.

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 532+00

445 450 455

445 450 455

100' TYP

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 532+00

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 135	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 70
PLOT DATE : 10/22/2025 11:17 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

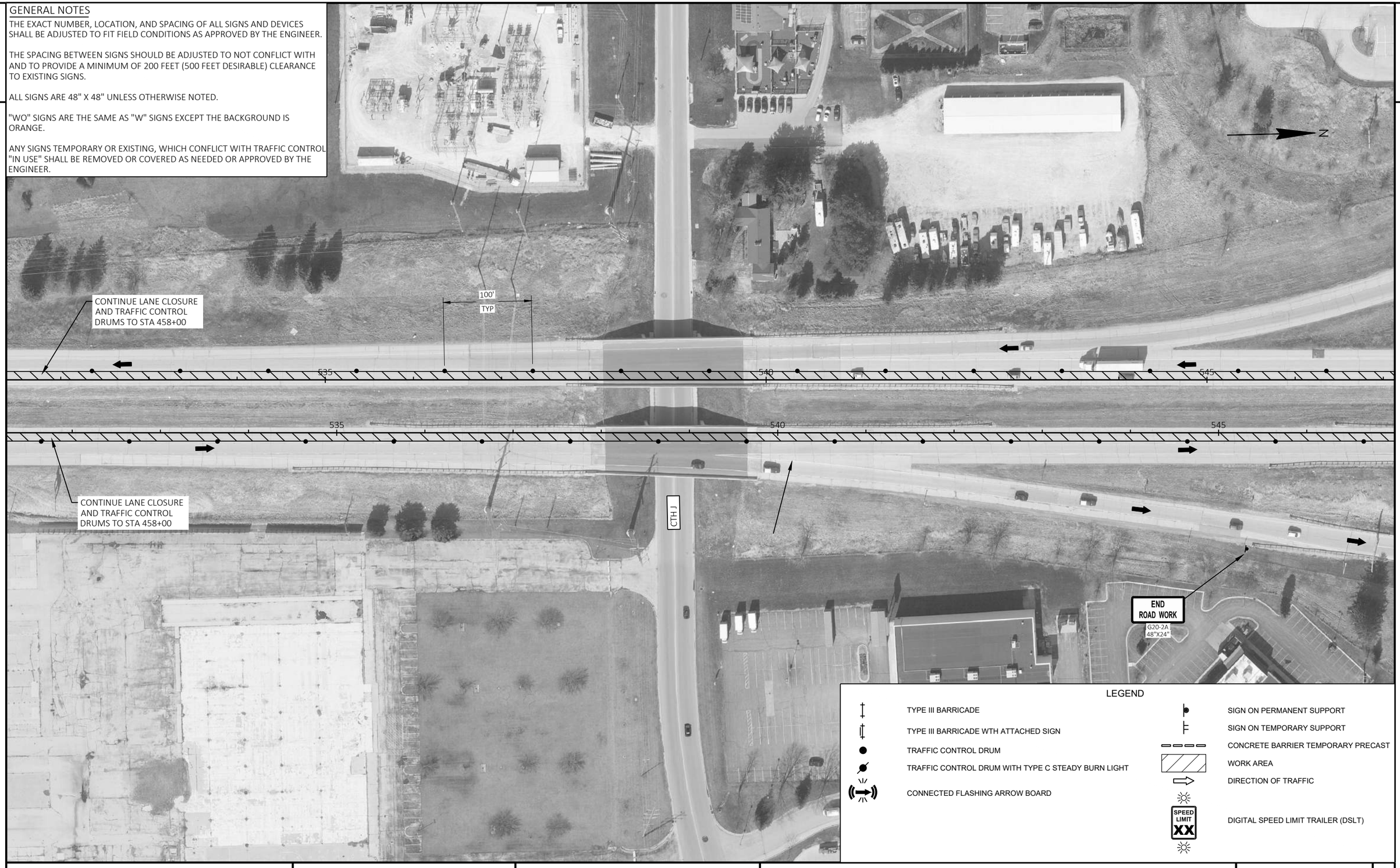
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LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- SPEED LIMIT XX — DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 136	E

2



GENERAL NOTES

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- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 137	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 72
PLOT DATE : 10/22/2025 11:18 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)



GENERAL NOTES

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 138	E

2

GENERAL NOTES

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2

N

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

R11-2L 48"X30"
LANE CLOSED

100' TYP

50' TYP

MERGING TA

SPEED LIMIT 70
R2-1 48"X60"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 139	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 77
PLOT DATE : 10/22/2025 11:19 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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LEGEND

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- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
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- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)



NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - STH 28 TO STH 42	SHEET 140	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 78

PLOT DATE : 10/22/2025 11:20 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

GENERAL NOTES

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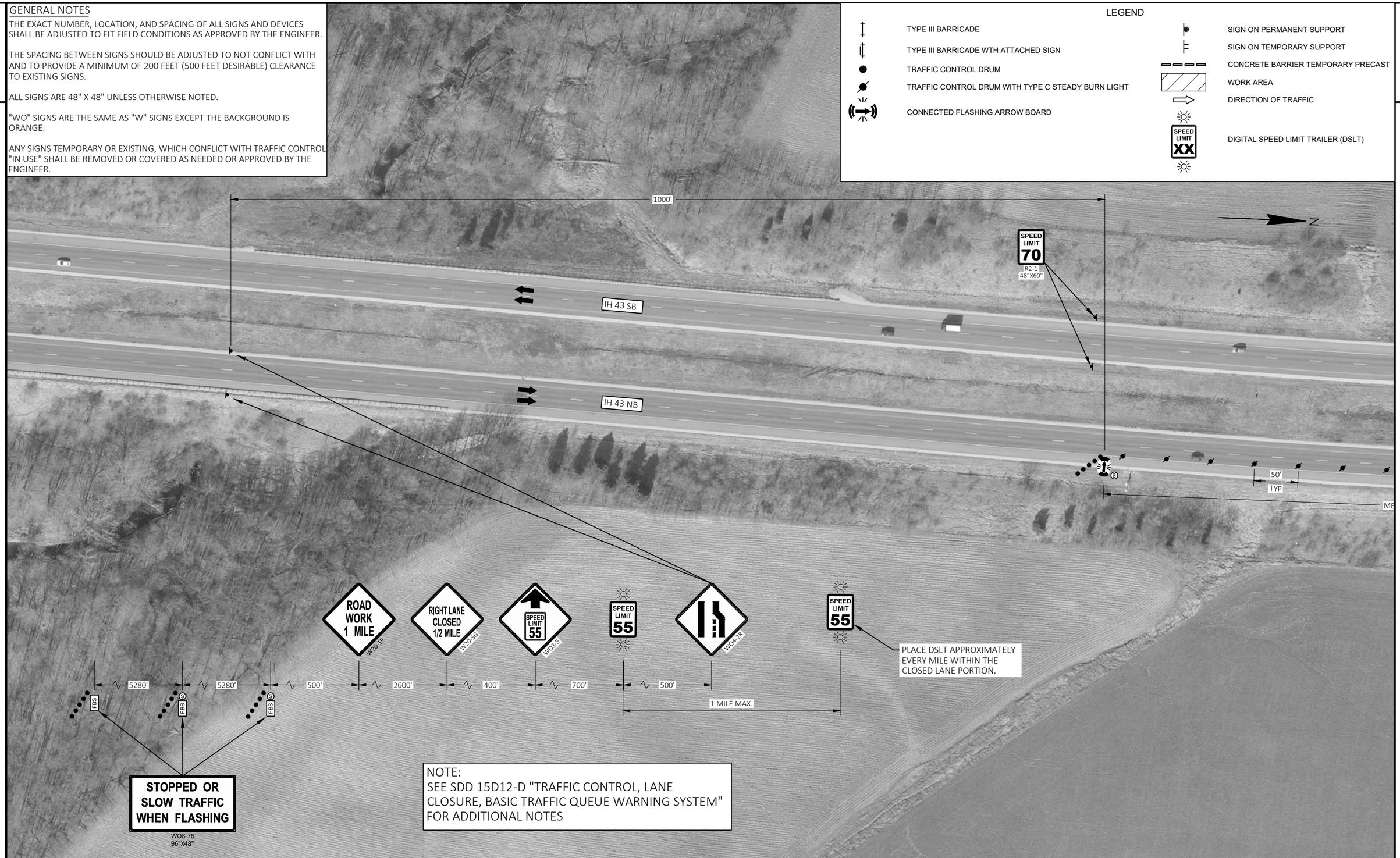
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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)



NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 141	E

2

GENERAL NOTES

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- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 142	E

2

GENERAL NOTES

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 143	E

2

GENERAL NOTES

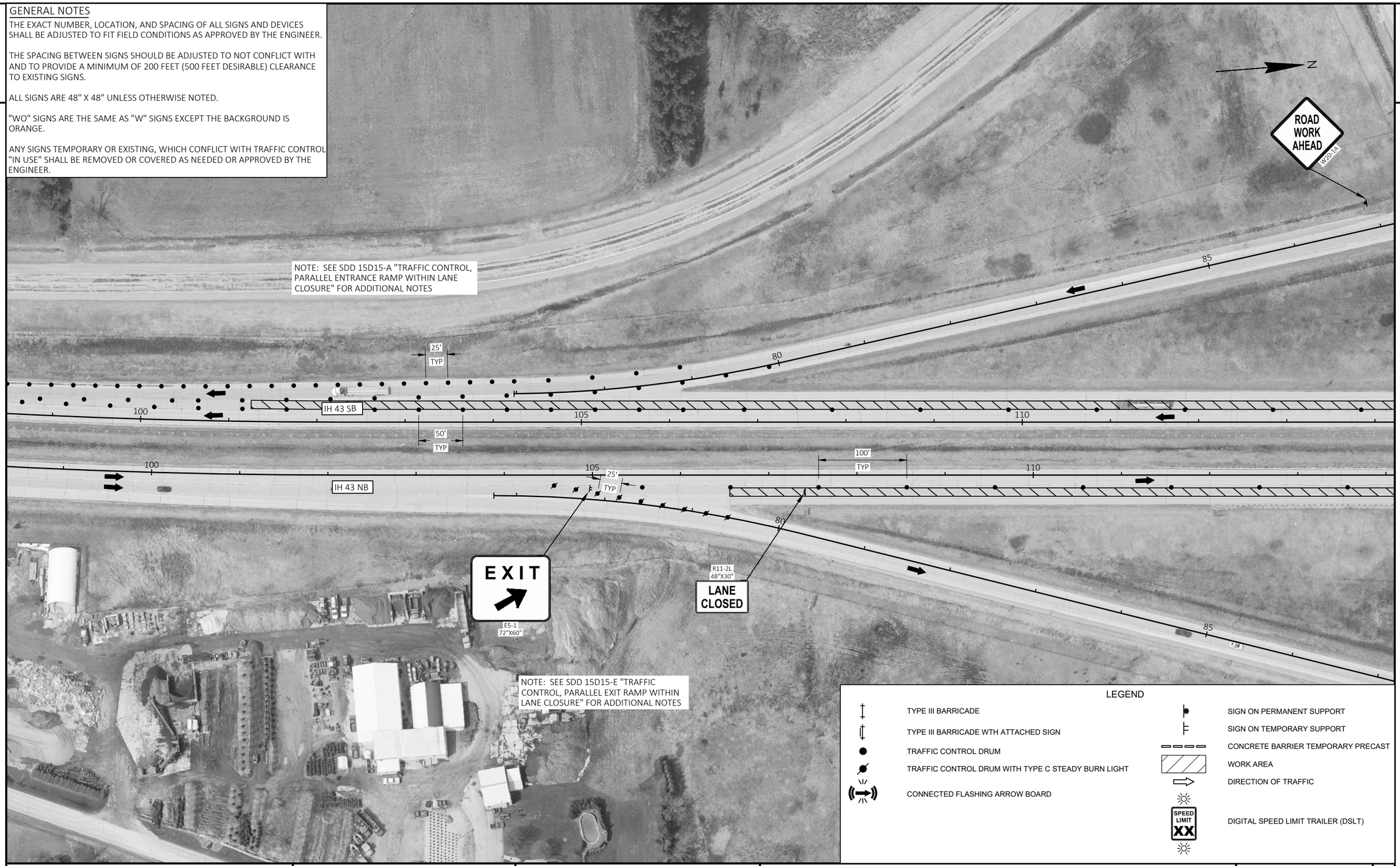
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- DIRECTION OF TRAFFIC
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 144	E

2

GENERAL NOTES

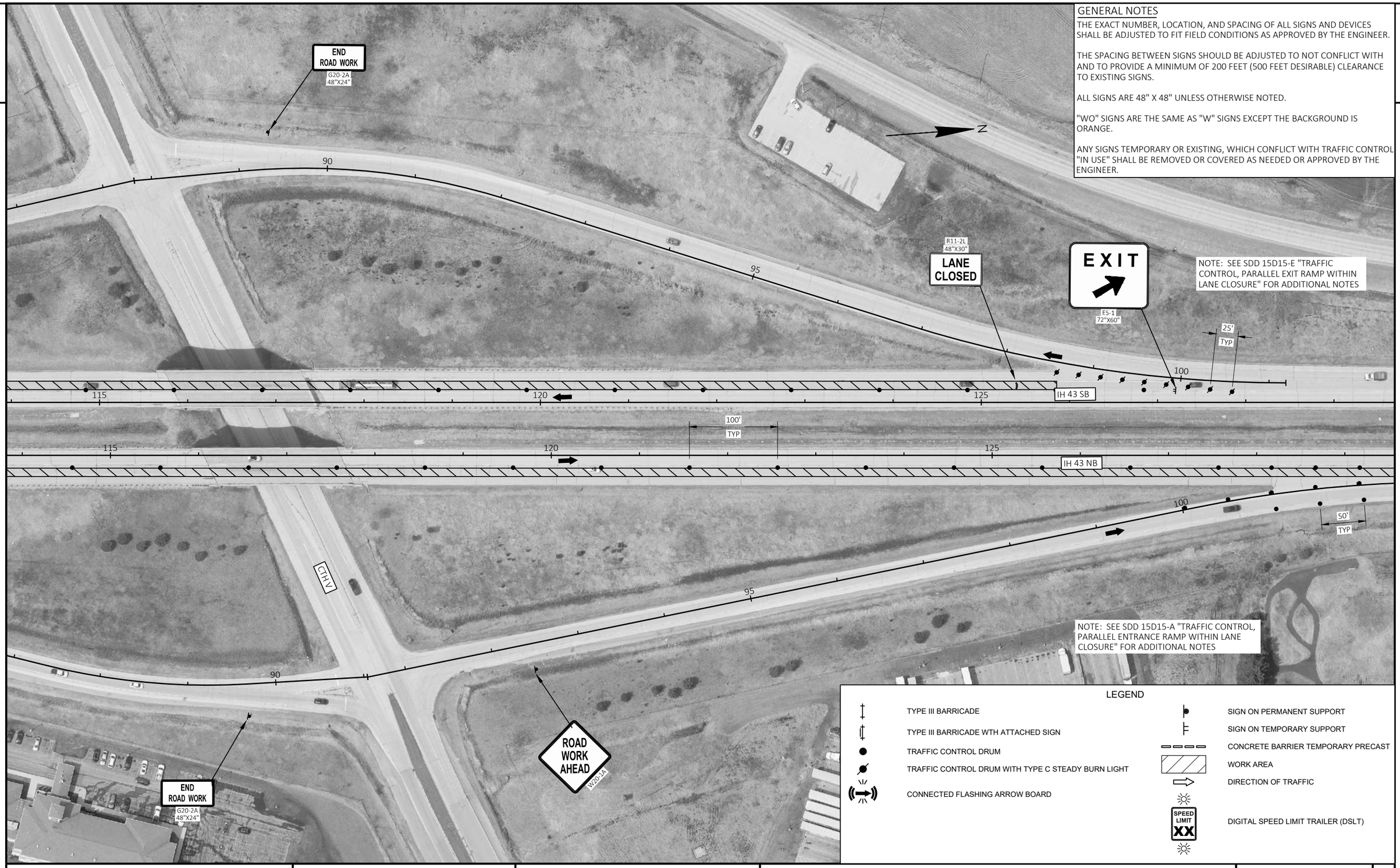
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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 145	E

2

GENERAL NOTES

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2

N

NOTE: SEE SDD 15D15-E "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

130 135 140 145

IH 43 SB

50' TYP

100' TYP

130 135 140 14

IH 43 NB

25' TYP

25' TYP

NOTE: SEE SDD 15D15-A "TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE" FOR ADDITIONAL NOTES

LEGEND

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- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 146	E

2

GENERAL NOTES

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 237+00

145 150 IH 43 SB 155 160

100' TYP

145 150 IH 43 NB 155 160

R11-2L 48"X30" LANE CLOSED

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 237+00

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) — SPEED LIMIT XX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 147	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 12
PLOT DATE : 10/22/2025 10:31 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 148	E

2

GENERAL NOTES

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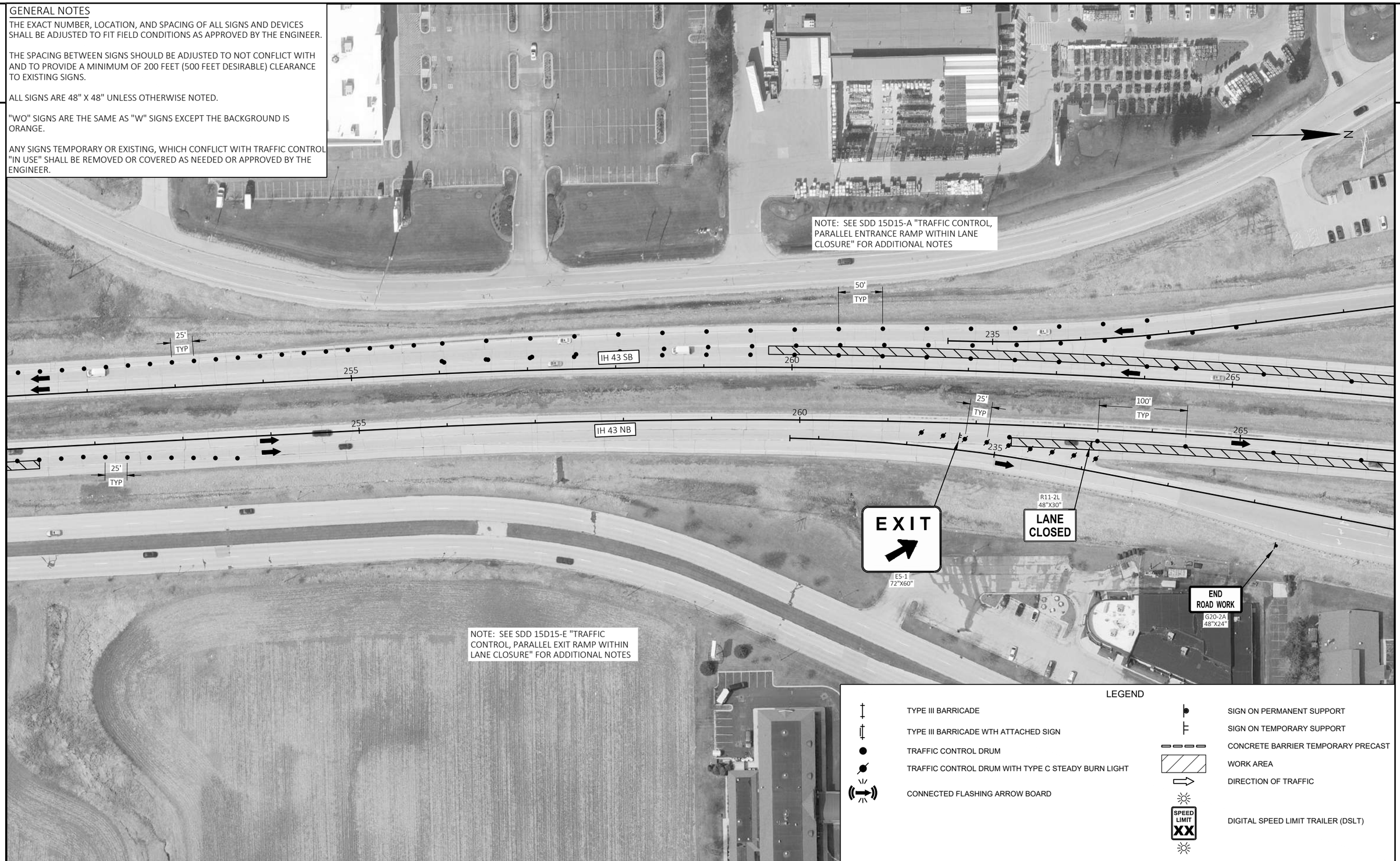
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LEGEND

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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 149	E

FILE NAME : N:\PDS\C3D\122221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 19
PLOT DATE : 10/22/2025 10:32 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2



GENERAL NOTES

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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 150	E

GENERAL NOTES

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 151	E

2

GENERAL NOTES

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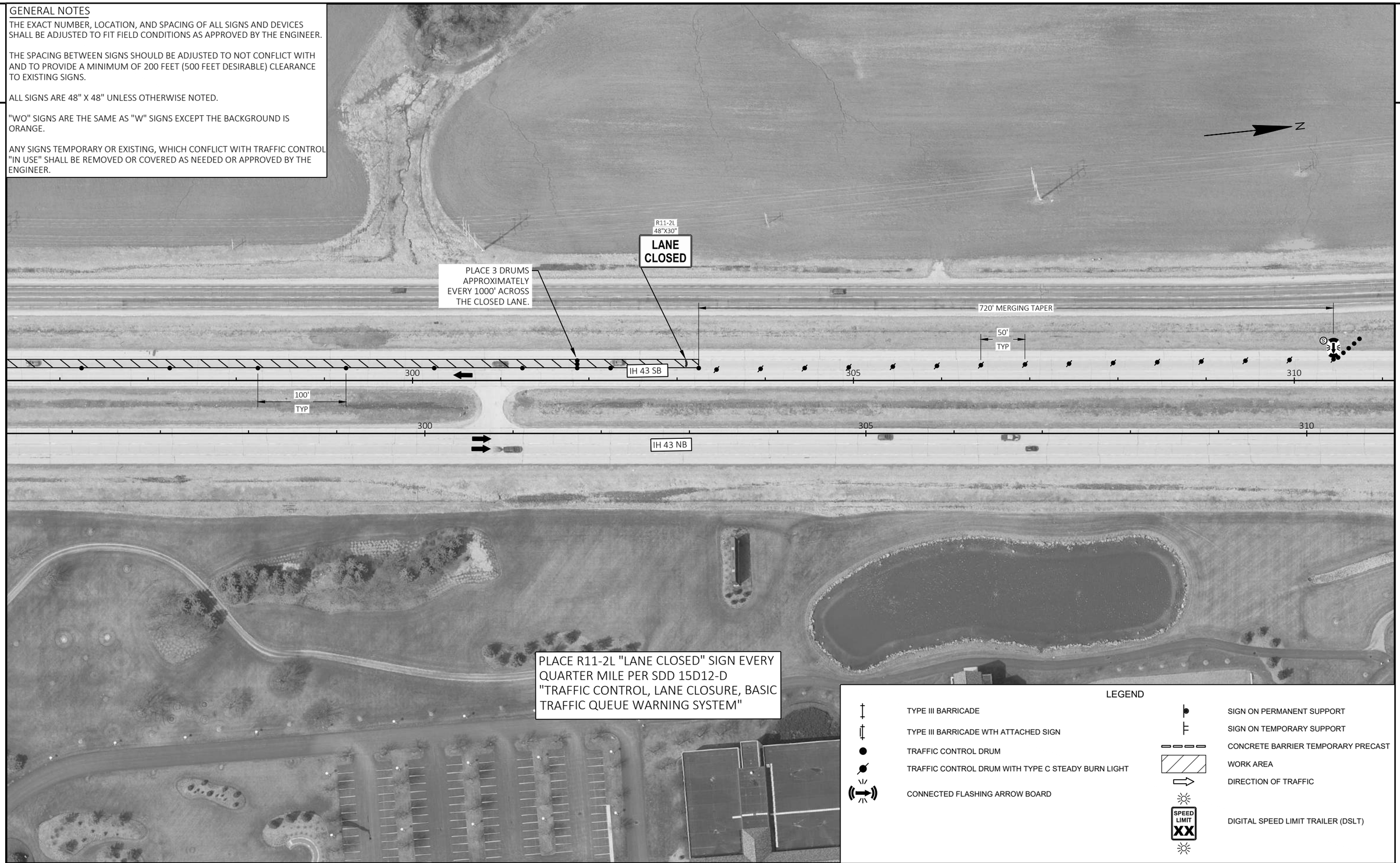
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LEGEND

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- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
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- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 152	E

2

GENERAL NOTES

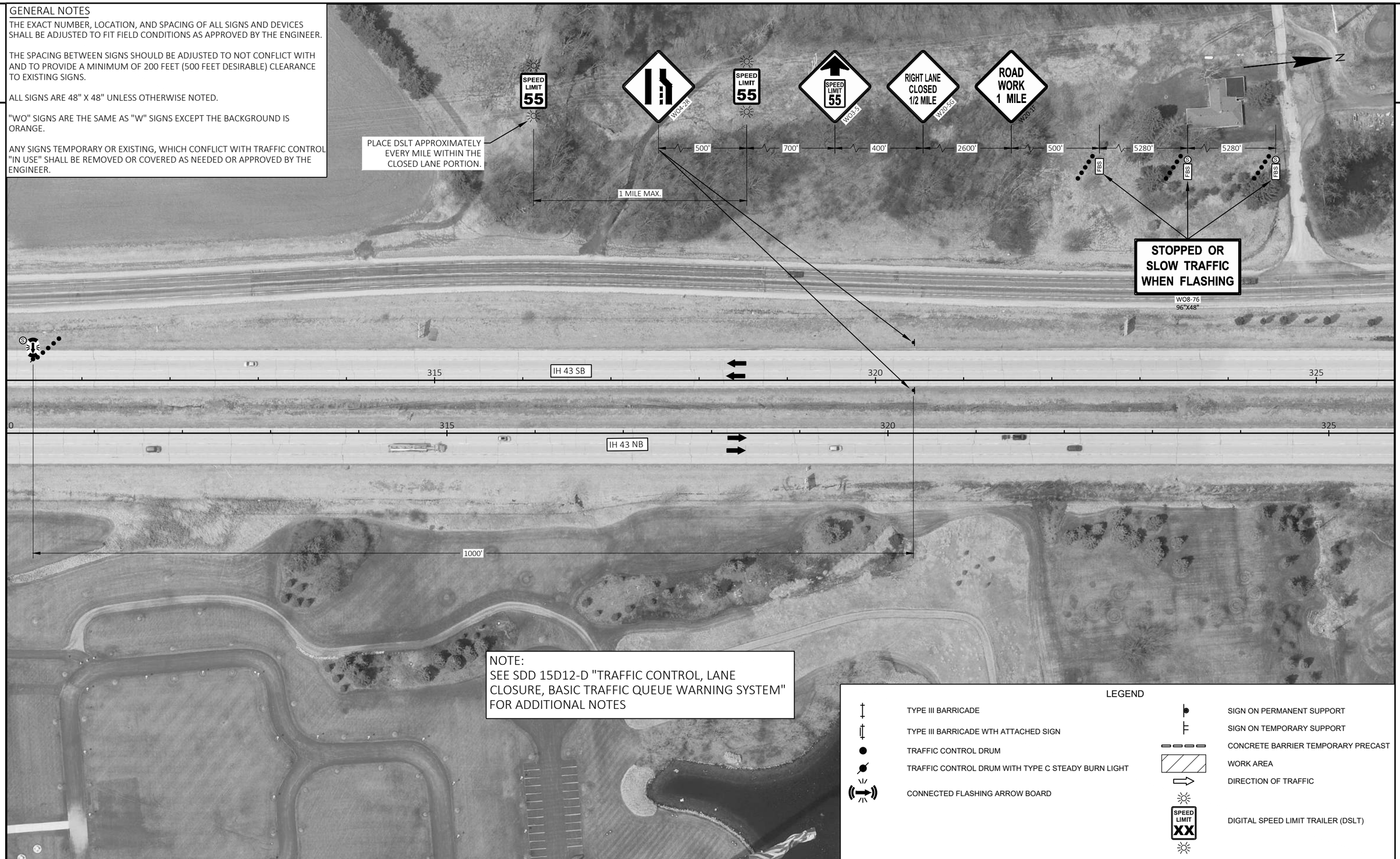
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NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT OUTSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 153	E

2

GENERAL NOTES

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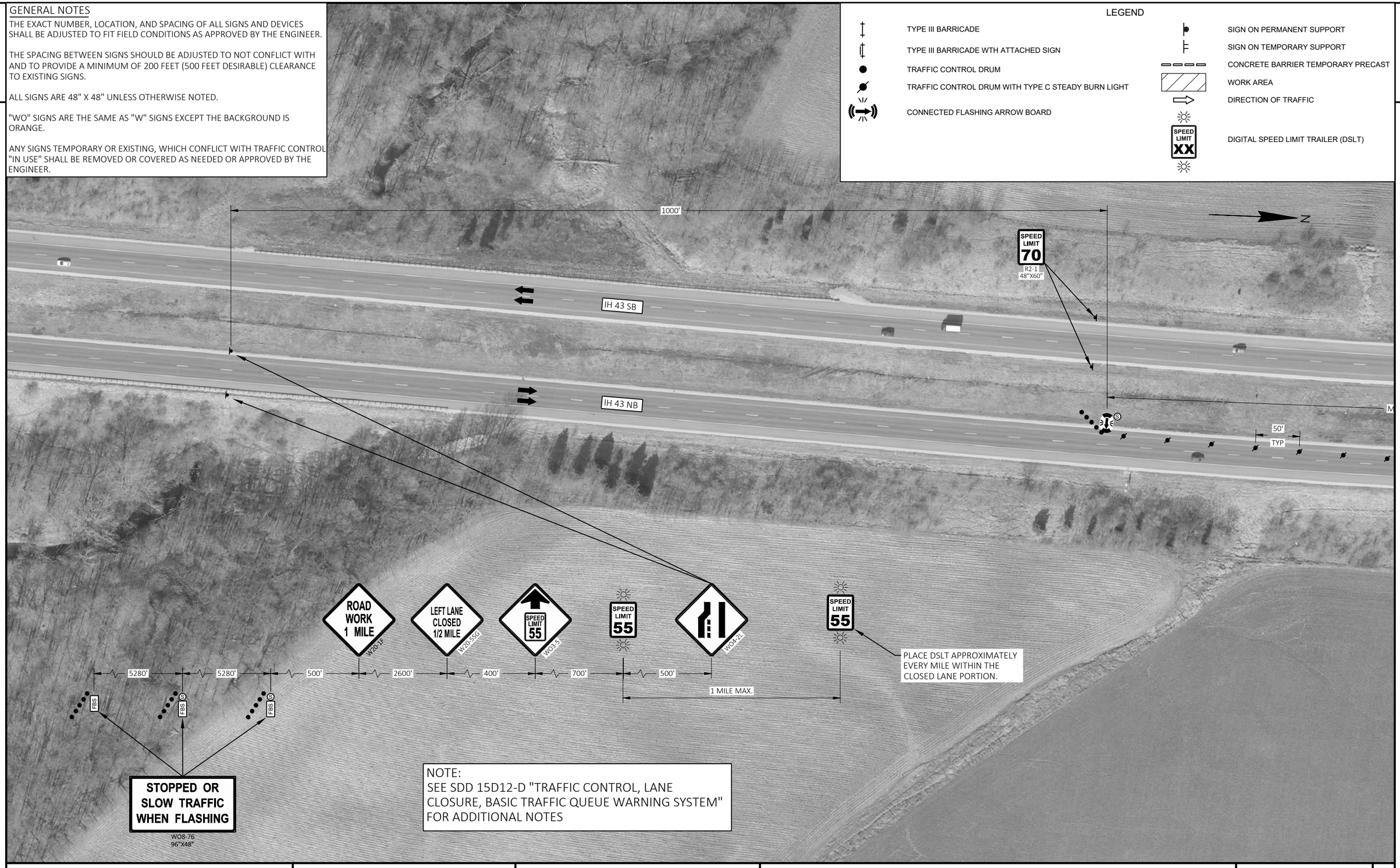
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- WORK AREA
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NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 154	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 40
PLOT DATE : 10/22/2025 10:37 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

END ROAD WORK
G20-2A
48"X24"

50'
TYP

IH 43 SB

MERGING TAPER 720'

R11-2L
48"X30"
LANE CLOSED

IH 43 NB

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 83+00

100' TYP

PLACE 3 DRUMS APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

N

PLACE R11-2L "LANE CLOSED" SIGN EVERY QUARTER MILE PER SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM"

GENERAL NOTES

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

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 155	E

2

GENERAL NOTES

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- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 156	E

2

GENERAL NOTES

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- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

2

2

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

END ROAD WORK
G20-2A
48"X24"

90
95
100
115
120
125
IH 43 SB
IH 43 NB
100'
TYP
CTH V
ROAD WORK AHEAD
W20-1A
END ROAD WORK
G20-2A
48"X24"
N

GENERAL NOTES

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 158	E

2

GENERAL NOTES

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2

N

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 251+00

130 135 140 145

IH 43 SB

130 135 140 14

IH 43 NB

100' TYP

CONTINUE LANE CLOSURE AND TRAFFIC CONTROL DRUMS TO STA 251+00

LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 159	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 45
PLOT DATE : 10/22/2025 10:39 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR APPROVED BY THE ENGINEER.



LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 160	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 47

PLOT DATE : 10/22/2025 10:39 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

ROAD WORK AHEAD
W20-1A

END ROAD WORK
G20-2A
48"X24"

N

STH 28

100'
TYP

IH 43 SB

IH 43 NB

50'
TYP

SPEED LIMIT 70
R2-1
48"X60"

ROAD WORK AHEAD
W20-1A

240 245 250 270 275 280

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.

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LEGEND

TYPE III BARRICADE	SIGN ON PERMANENT SUPPORT
TYPE III BARRICADE WTH ATTACHED SIGN	SIGN ON TEMPORARY SUPPORT
TRAFFIC CONTROL DRUM	CONCRETE BARRIER TEMPORARY PRECAST
TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT	WORK AREA
CONNECTED FLASHING ARROW BOARD	DIRECTION OF TRAFFIC
	DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 161	E

2

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.

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2

N

100' TYP

255

285

IH 43 SB

290

295

285

290

IH 43 NB

295

255

SPEED LIMIT 70

R2-1 48"X60"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 162	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\025103-TC.DWG
LAYOUT NAME - 49
PLOT DATE : 10/22/2025 10:40 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

GENERAL NOTES

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

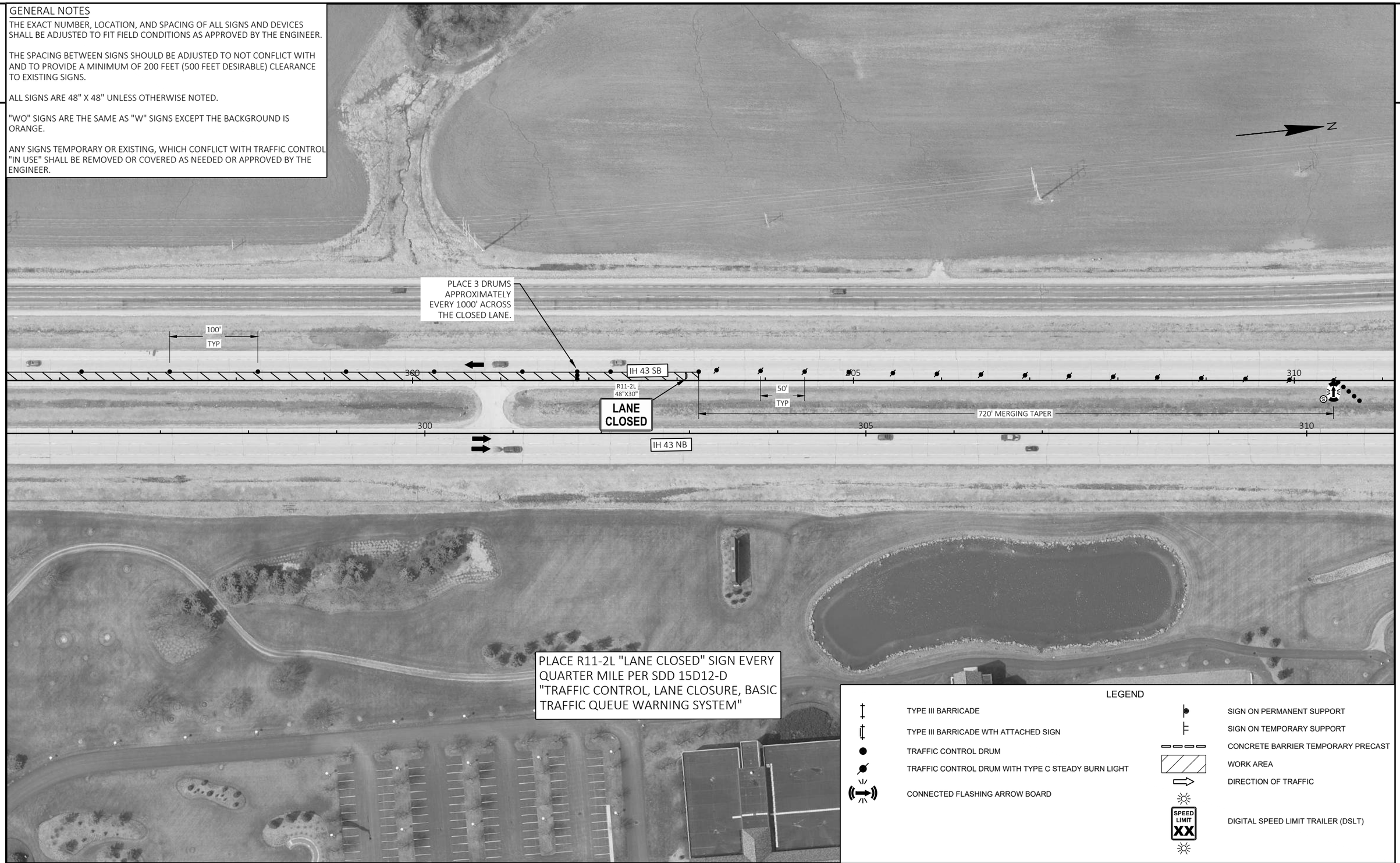
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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2



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT) (SPEED LIMIT XX)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 163	E

2

GENERAL NOTES

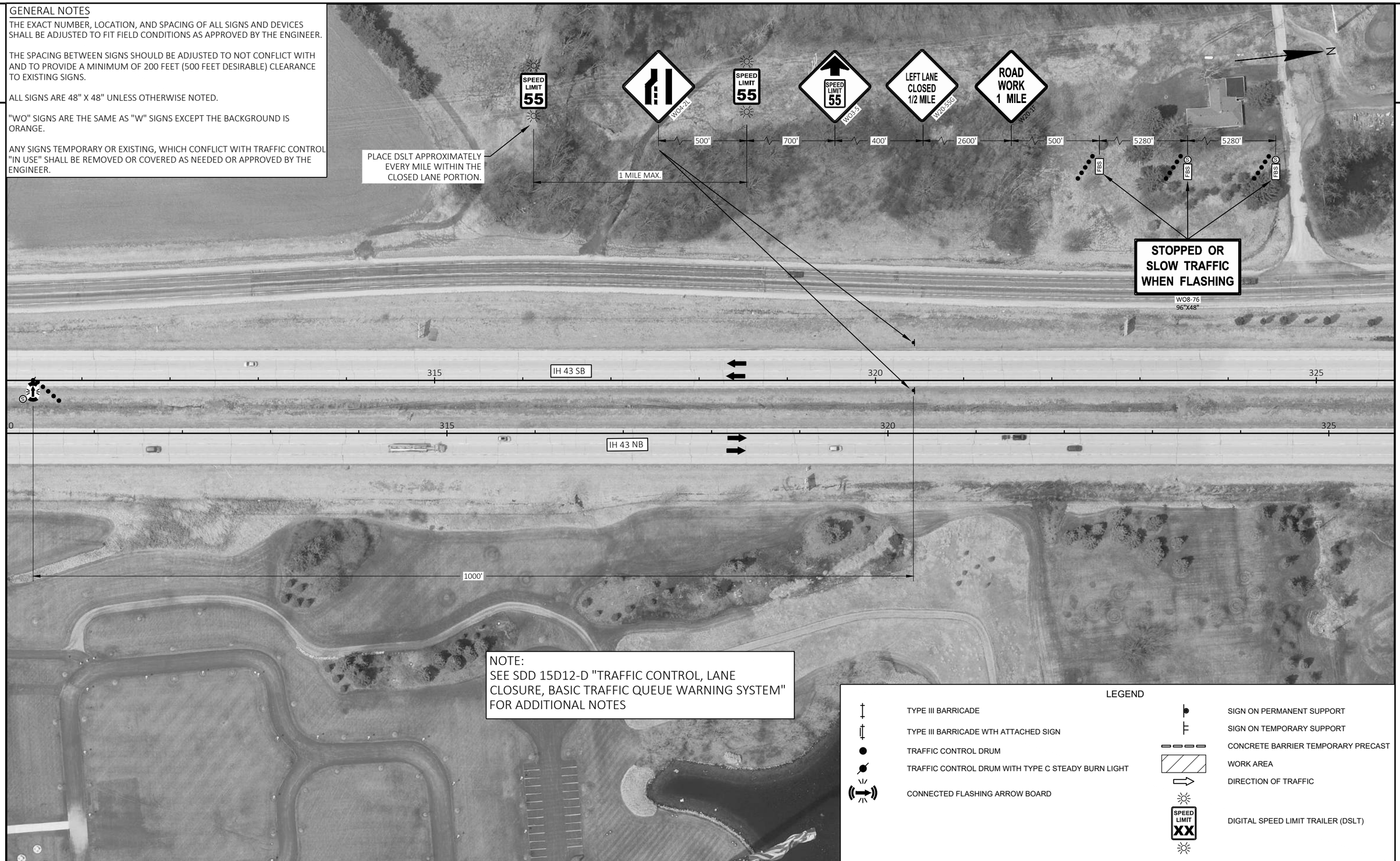
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NOTE:
SEE SDD 15D12-D "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR ADDITIONAL NOTES

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CONNECTED FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- WORK AREA
- DIRECTION OF TRAFFIC
- DIGITAL SPEED LIMIT TRAILER (DSLT)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - INTERMITTENT INSIDE LANE CLOSURE - WILSON/LIMA TO STH 28	SHEET 164	E

2

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.

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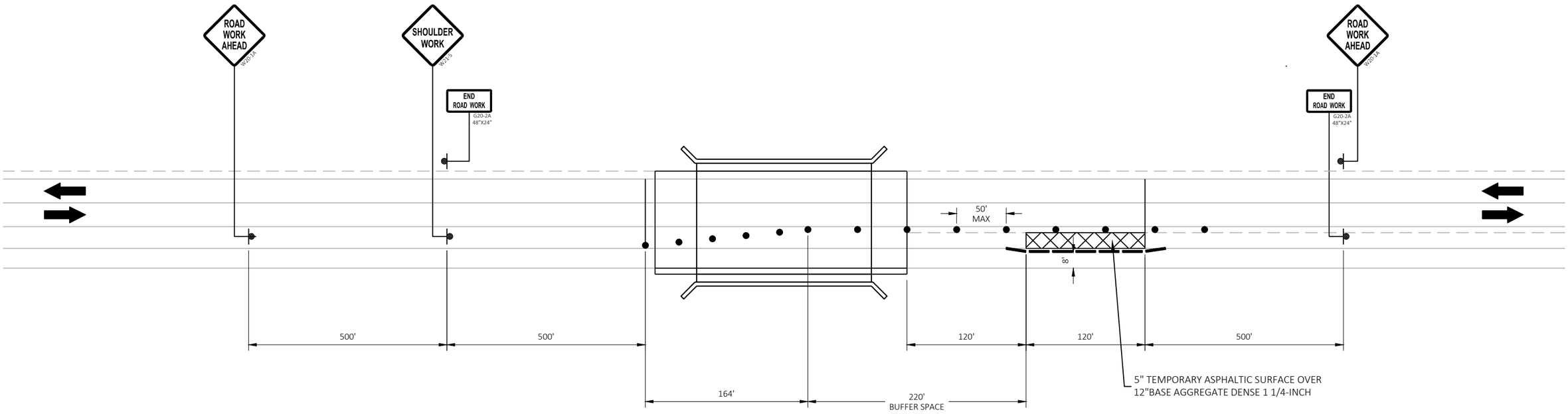
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

FLAGGING OPERATION SHALL BE USED DURING PAVEMENT SECTION CONSTRUCTION DURING WORKING HOURS. TRAFFIC CONTROL SHALL FOLLOW DETAIL DURING NON-WORKING HOURS.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CC — CRASH CUSHION TEMPORARY
- TEMPORARY PEDESTRIAN BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKINGS
- WORK AREA
- TEMPORARY SIGNAL - SEE SDD 09G02 FOR EXACT PLACEMENT



TRAFFIC CONTROL, WORK ON SHOULDER

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.

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TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

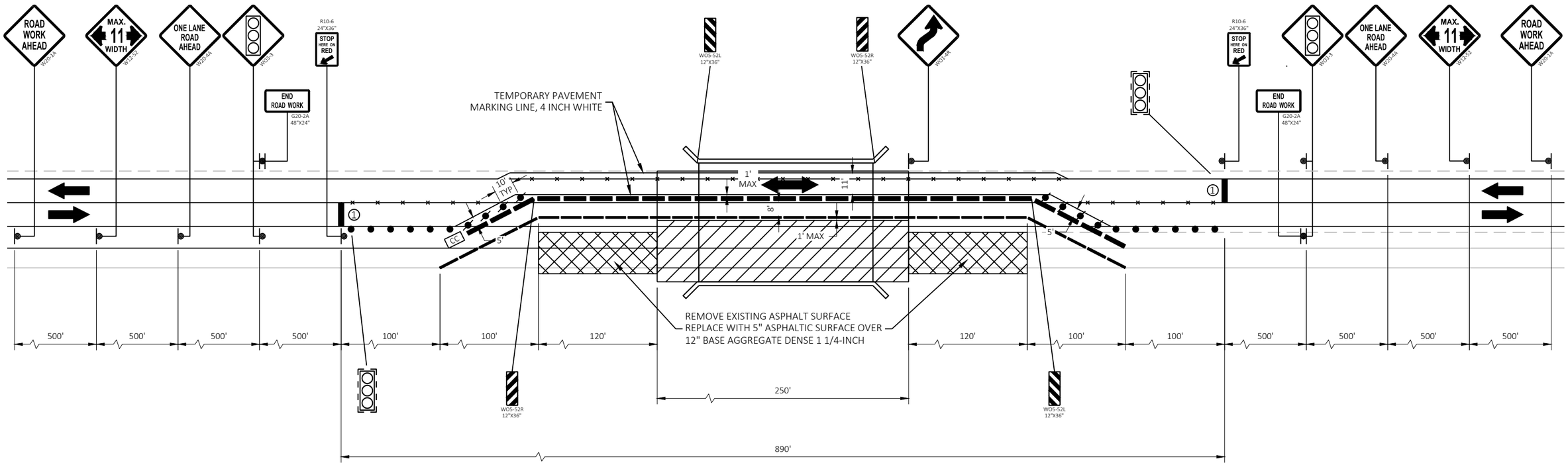
① TEMPORARY PAVEMENT MARKING LINE, 18-INCH WHITE STOP LINE

SIGNAL SEQUENCE

Interval	NB/EB	SB/WB	Seconds
1	G	R	21.5
2	Y	R	4.8
6	R	R	27.0
7	R	G	21.5
8	R	Y	4.8
9	R	R	27.0
Cycle length =	106.7		

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CC — CRASH CUSHION TEMPORARY
- TEMPORARY PEDESTRIAN BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKINGS
- WORK AREA
- TEMPORARY SIGNAL - SEE SDD 09G02 FOR EXACT PLACEMENT



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

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.

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TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

① TEMPORARY PAVEMENT MARKING LINE, 18-INCH WHITE STOP LINE

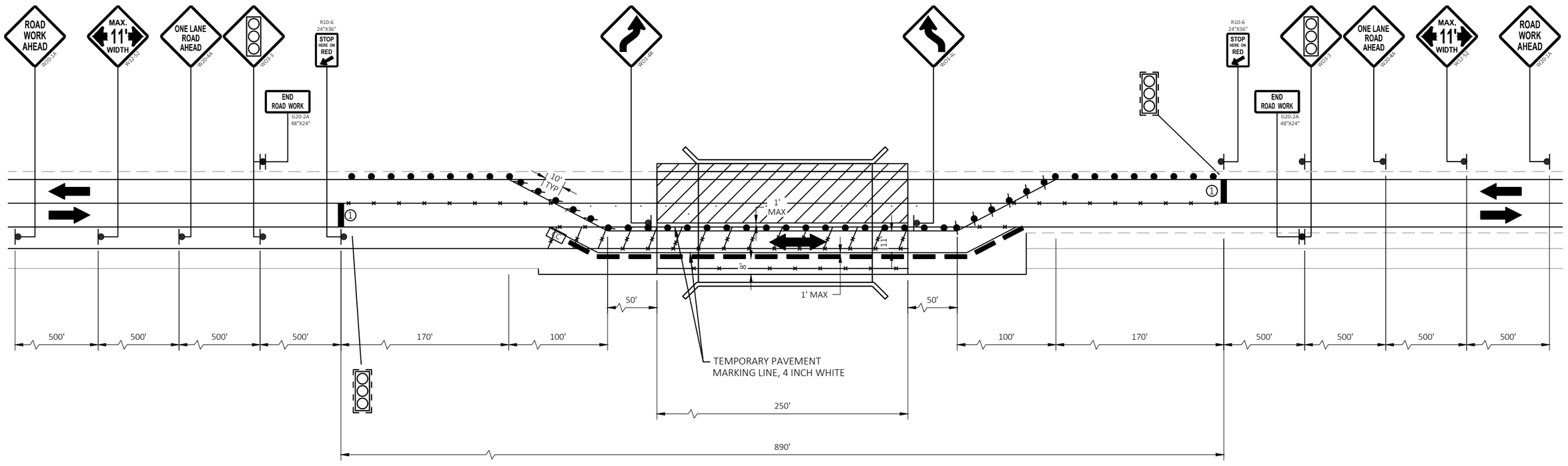
SIGNAL SEQUENCE

Interval	NB/EB	SB/WB	Seconds
1	G	R	21.5
2	Y	R	4.8
6	R	R	27.0
7	R	G	21.5
8	R	Y	4.8
9	R	R	27.0

Cycle length = 106.7

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- CC — CRASH CUSHION TEMPORARY
- TEMPORARY PEDESTRIAN BARRICADE
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKINGS
- WORK AREA
- TEMPORARY SIGNAL - SEE SDD 09G02 FOR EXACT PLACEMENT



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL DETAILS - CTH PP STAGE 3	SHEET 167	E

2

N

SW RAMP

IH 43 SB COLLECTOR DISTRIBUTOR

355 360 365

IH 43 SB

385 390 395

IH 43 NB

385 390 395

TAPER DRUMS
200'

CRASH CUSHION

W5-52L
12"X36"

360 365

IH 43 NB COLLECTOR DISTRIBUTOR

CC

CC

500'

RIGHT SHOULDER CLOSED AHEAD
W21-5-B

TAPER DRUMS
200'

S-59-0077

SE RAMP

RIGHT SHOULDER CLOSED
W21-5-A
48"X48"

LEFT SHOULDER CLOSED
W21-5-AL
48"X48"

CONCRETE BARRIER TEMPORARY PRECAST ANCHORED

W5-52R
12"X36"

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 168 E

2

2

150' MIN

380

375

385

IH 43 SB COLLECTOR DISTRIBUTOR

S-59-0080

N

410

415

405

IH 43 SB

410

415

405

IH 43 NB

380

375

235

235

IH 43 NB COLLECTOR DISTRIBUTOR

150' MIN

385

NE LOOP

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

S-59-0078

YIELD

R1-2
48"X42"

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

R11-2
48" X 30"

LANE
CLOSED

TYPE III BARRICADE

STH 23 EB

STH 23 WB

W03-2
48"X48"

240

240

SE RAMP

SE LOOP

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

PROJECT NO:1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 169 E

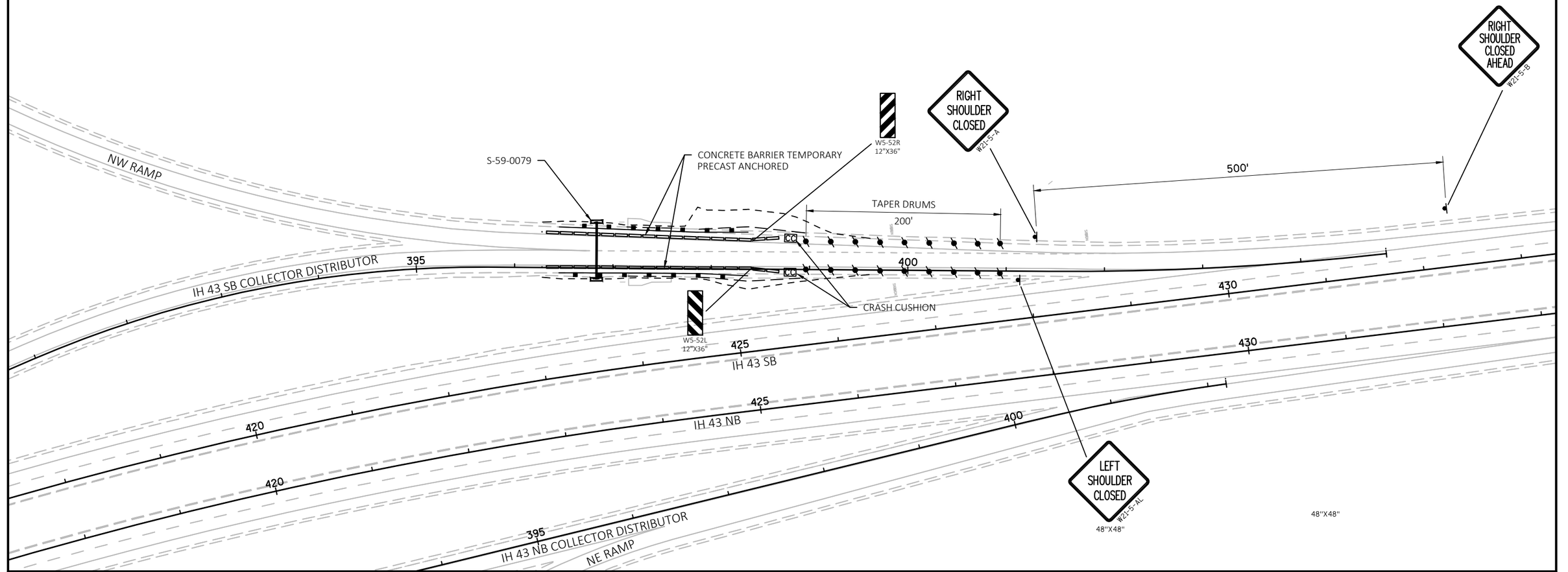
2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

2

N



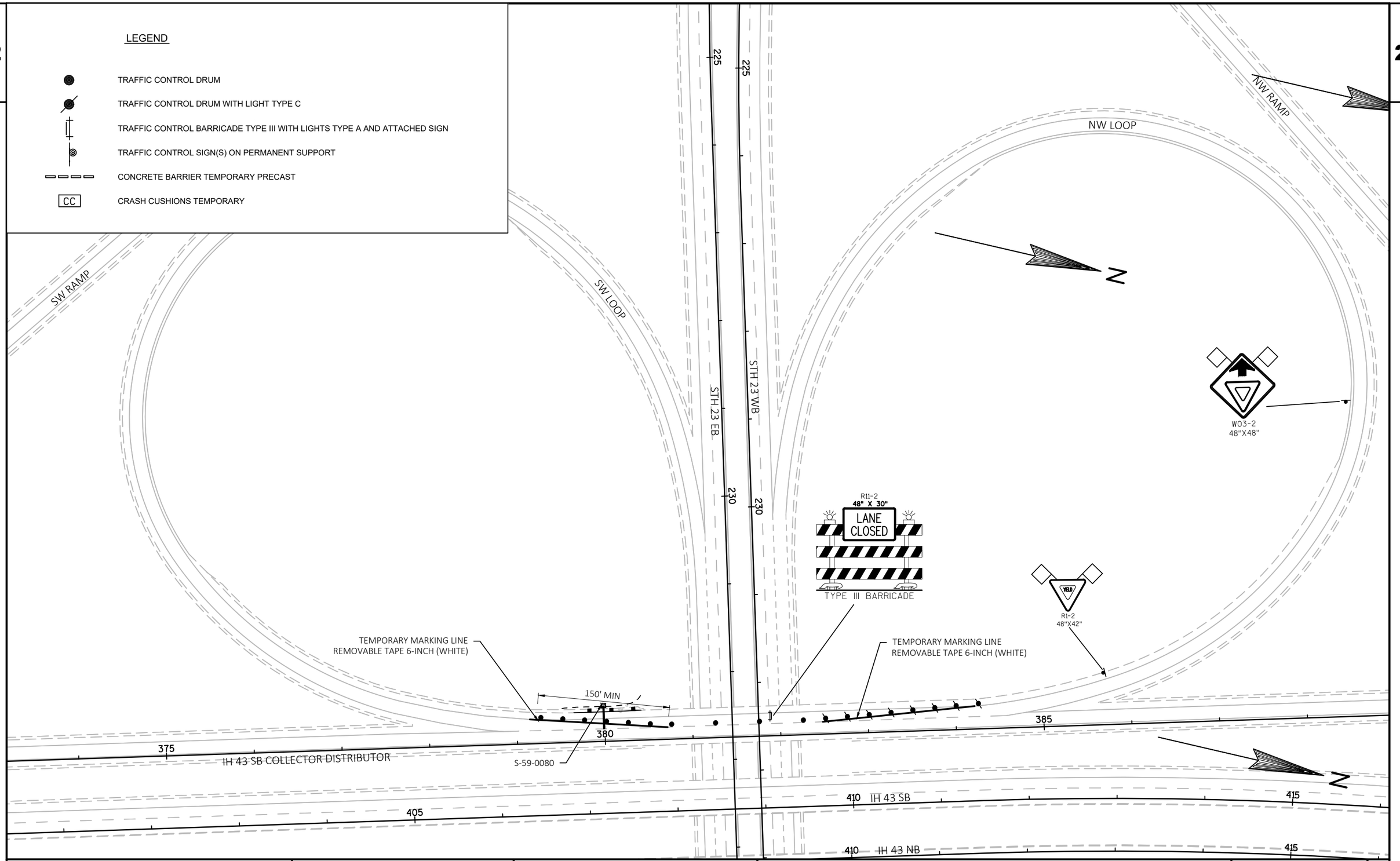
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 170 E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\026001-TC.DWG
LAYOUT NAME - 026003-TC
PLOT DATE : 10/22/2025 10:45 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 171 E

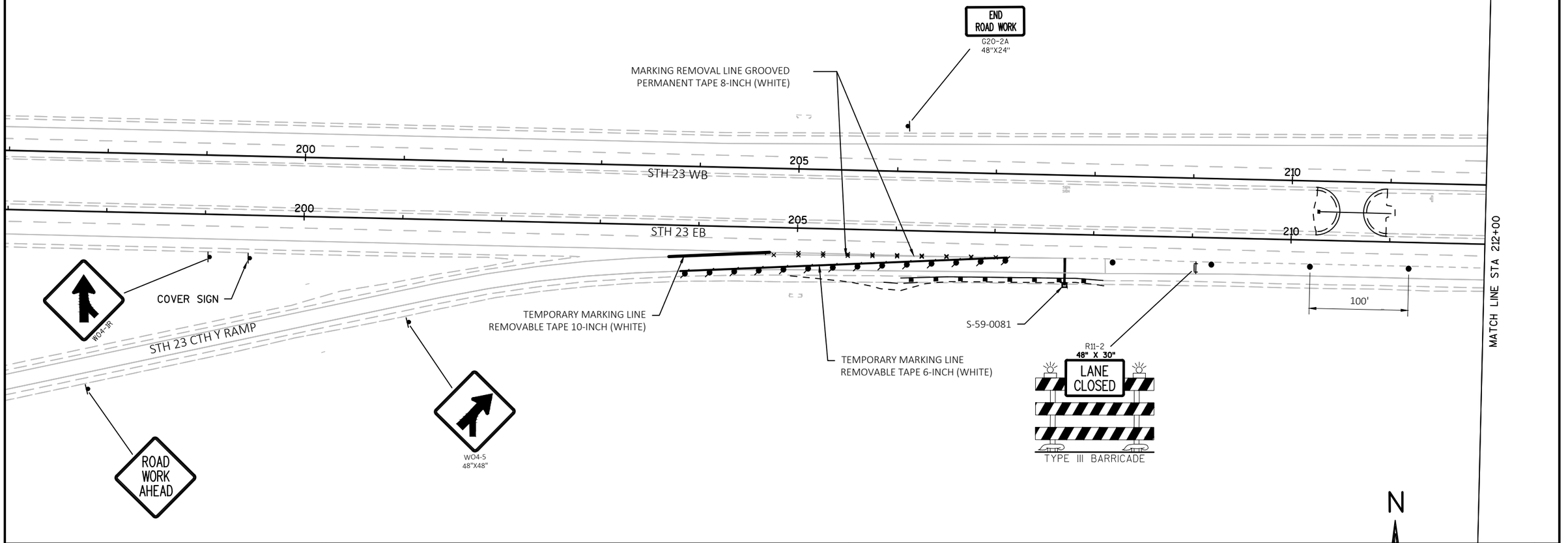
2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

NOTE: YIELD SIGNS ONLY NEEDED WHEN STH 23 EB HAS ONLY ONE THRU LANE OPEN TO TRAFFIC.

N



N

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 172 E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\026001-TC.DWG
LAYOUT NAME - 026005-TC

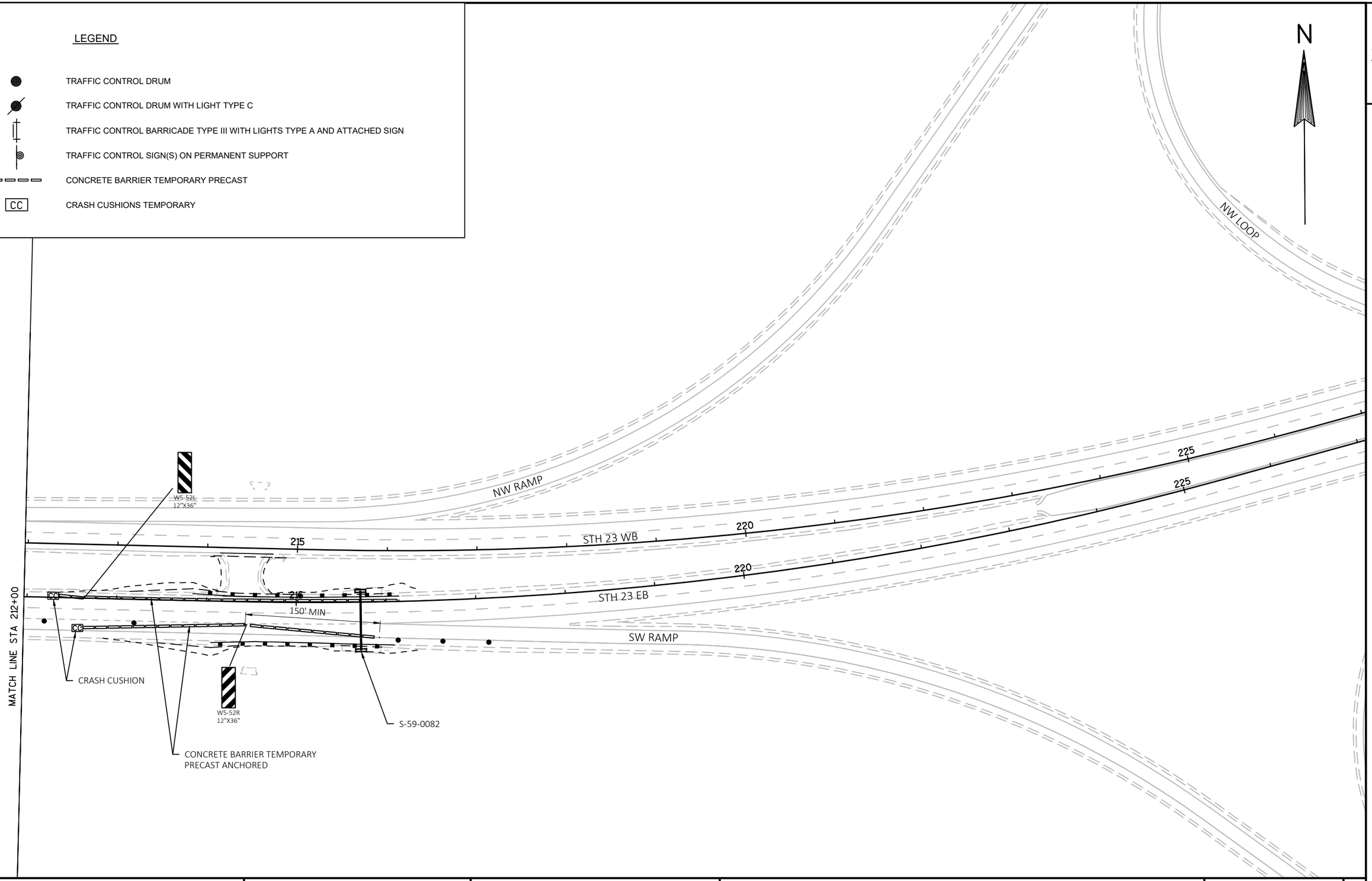
PLOT DATE : 10/22/2025 10:45 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : **********

WISDOT/CADDS SHEET 42

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY



2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 173 E

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

NOTE: YIELD SIGNS ONLY NEEDED WHEN STH 23 EB HAS ONLY ONE THRU LANE OPEN TO TRAFFIC.

N

2

NE LOOP

NE RAMP

W5-52R
12"X36"

S-59-83

CONCRETE BARRIER TEMPORARY
PRECAST ANCHORED

CRASH CUSHION

CC

150' MIN

245

STH 23 WB

250

255

245

STH 23 EB

250

255

W04-1R

W04-1R

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

MARKING REMOVAL LINE GROOVED
PERMANENT TAPE 8-INCH (WHITE)

S-59-0084

R11-2
48" X 30"
LANE
CLOSED

TYPE III BARRICADE

SE LOOP

SE RAMP

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 174 E

2

NOTE: YIELD SIGNS ONLY NEEDED WHEN STH 23 WB
HAS ONLY ONE THRU LANE OPEN TO TRAFFIC.

N

S-59-0085

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

TEMPORARY MARKING LINE
REMOVABLE TAPE 6-INCH (WHITE)

MARKING REMOVAL LINE GROOVED
PERMANENT TAPE 8-INCH (WHITE)

W04-1R

W04-1R

ROAD WORK AHEAD

STH 23 TAYLOR DR NW RAMP

260

260

150' MIN

STH 23 WB

STH 23 EB

265

265

270

270

CC

CRASH CUSHION

W5-52R
12"X36"

CONCRETE BARRIER TEMPORARY
CONCRETE ANCHORED

S-59-0086

TEMPORARY MARKING LINE
REMOVABLE TAPE 10-INCH (WHITE)

STH 23 TAYLOR DR SW RAMP

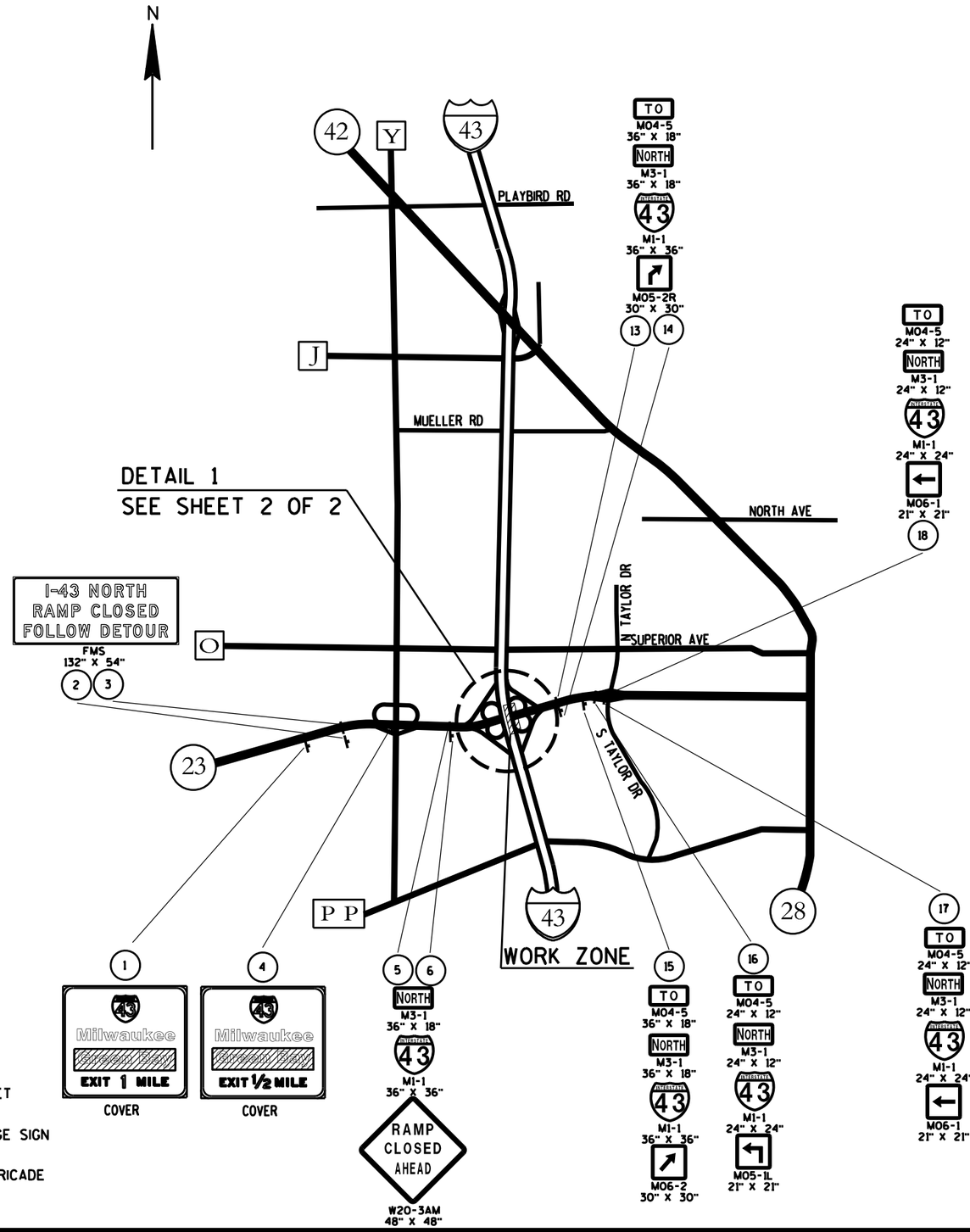
END
ROAD WORK
G20-2A
48"X24"

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH LIGHT TYPE C
- TRAFFIC CONTROL BARRICADE TYPE III WITH LIGHTS TYPE A AND ATTACHED SIGN
- TRAFFIC CONTROL SIGN(S) ON PERMANENT SUPPORT
- CONCRETE BARRIER TEMPORARY PRECAST
- CC — CRASH CUSHIONS TEMPORARY

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	TRAFFIC CONTROL - SIGN STRUCTURES REPLACEMENT	SHEET 175 E

2



LEGEND

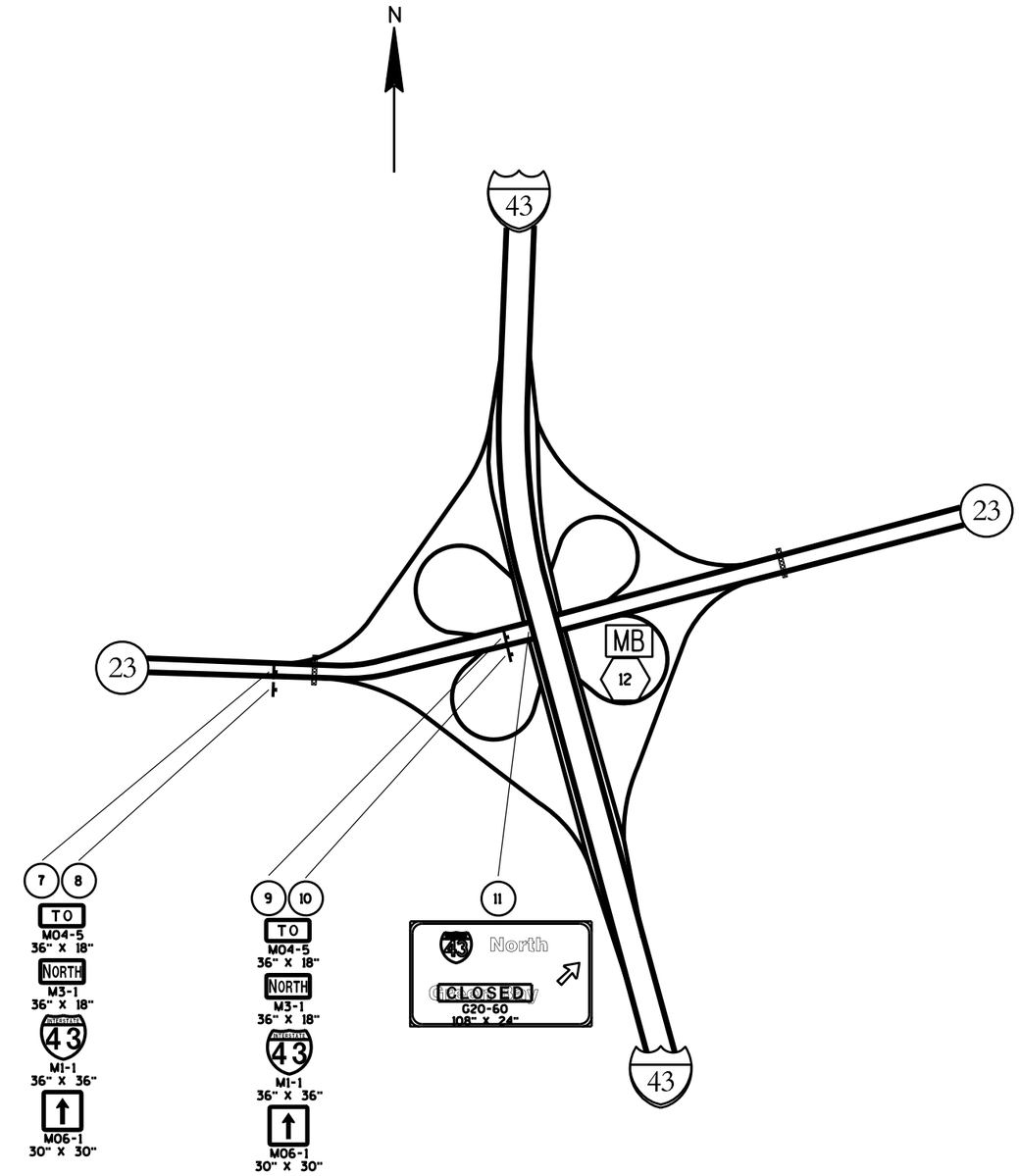
- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 23EB TO 43NB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2



LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 1

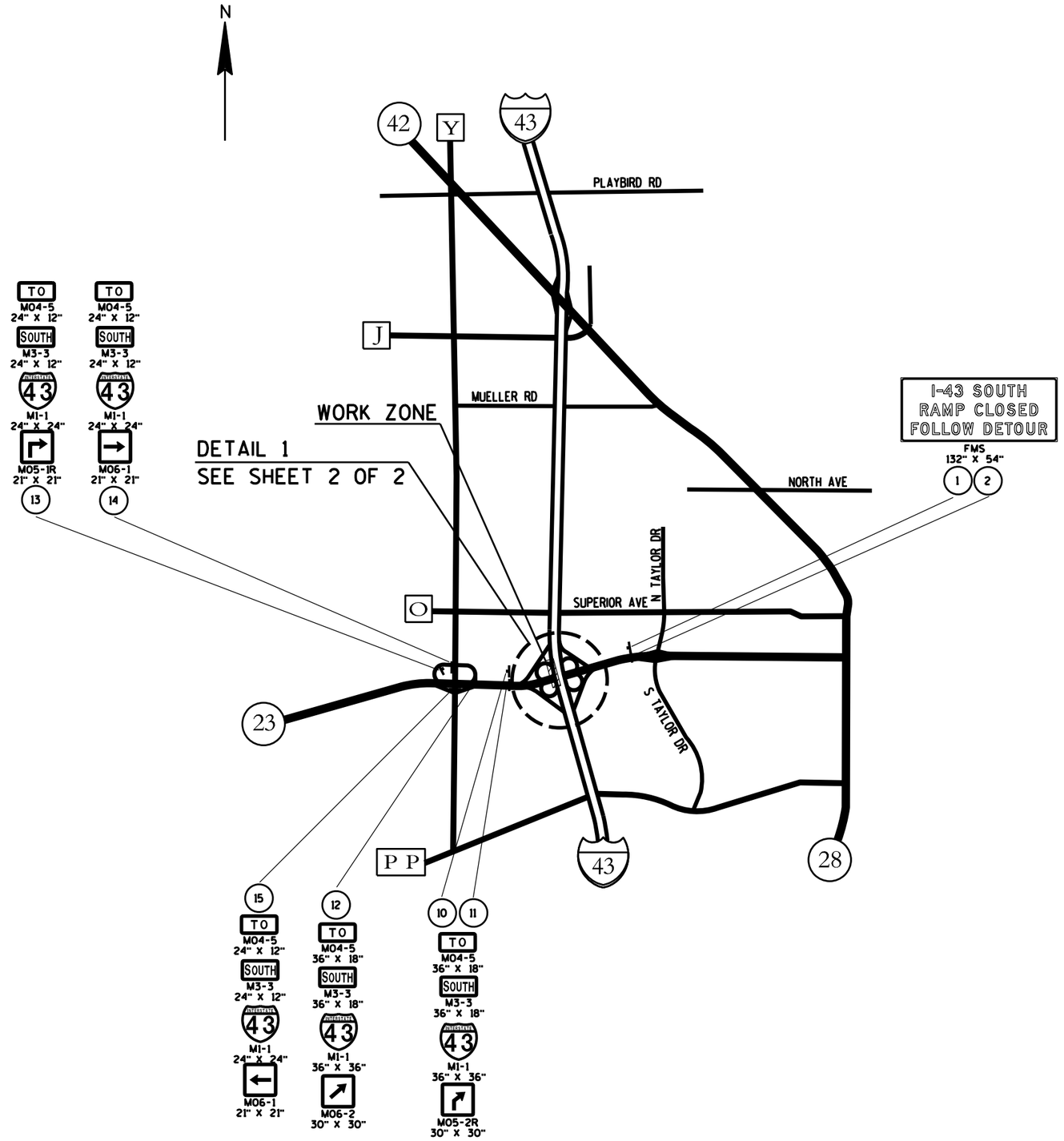
SHEET 2 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 23EB TO 43NB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2



LEGEND

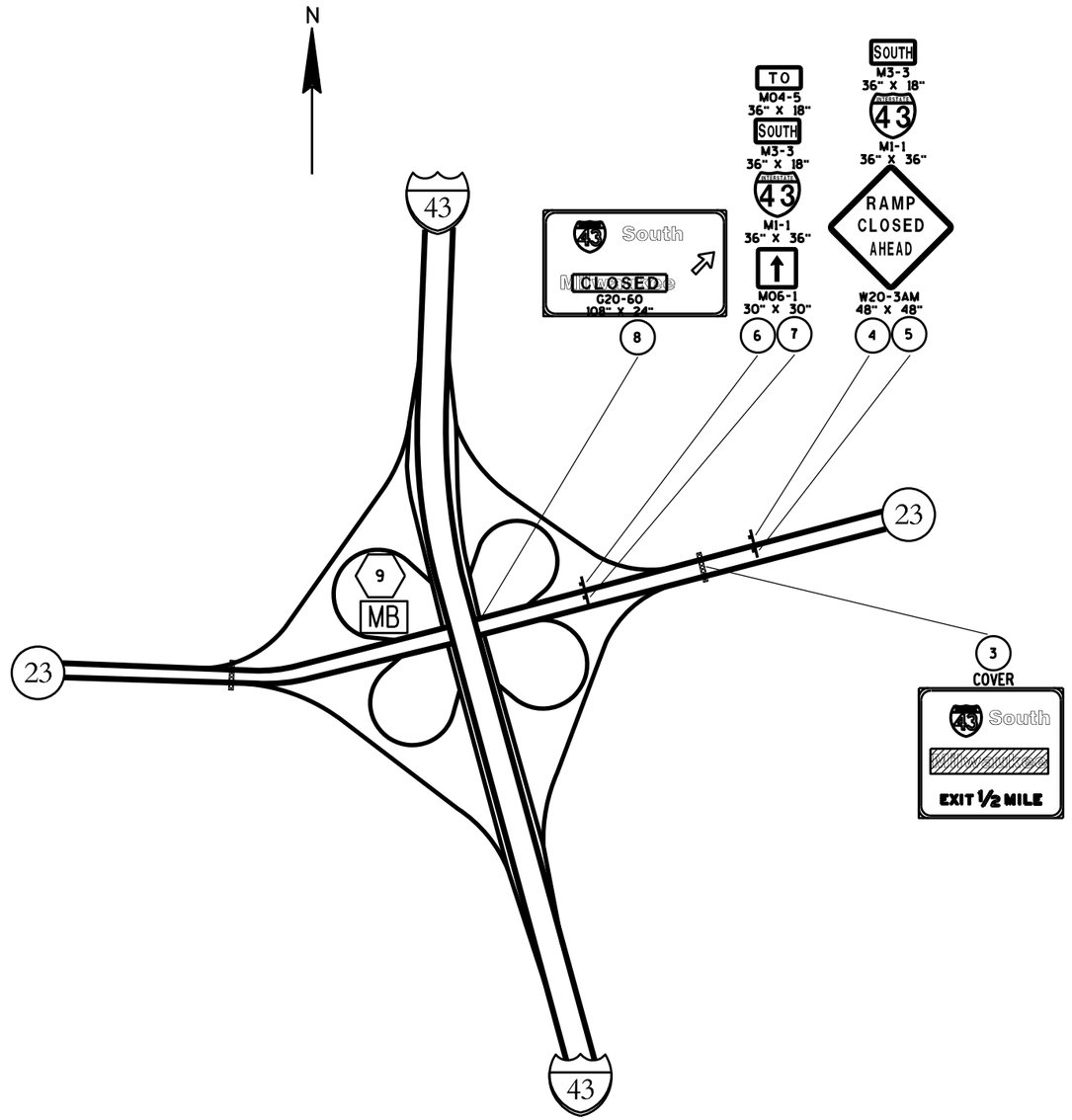
- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 23WB TO 43SB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 1

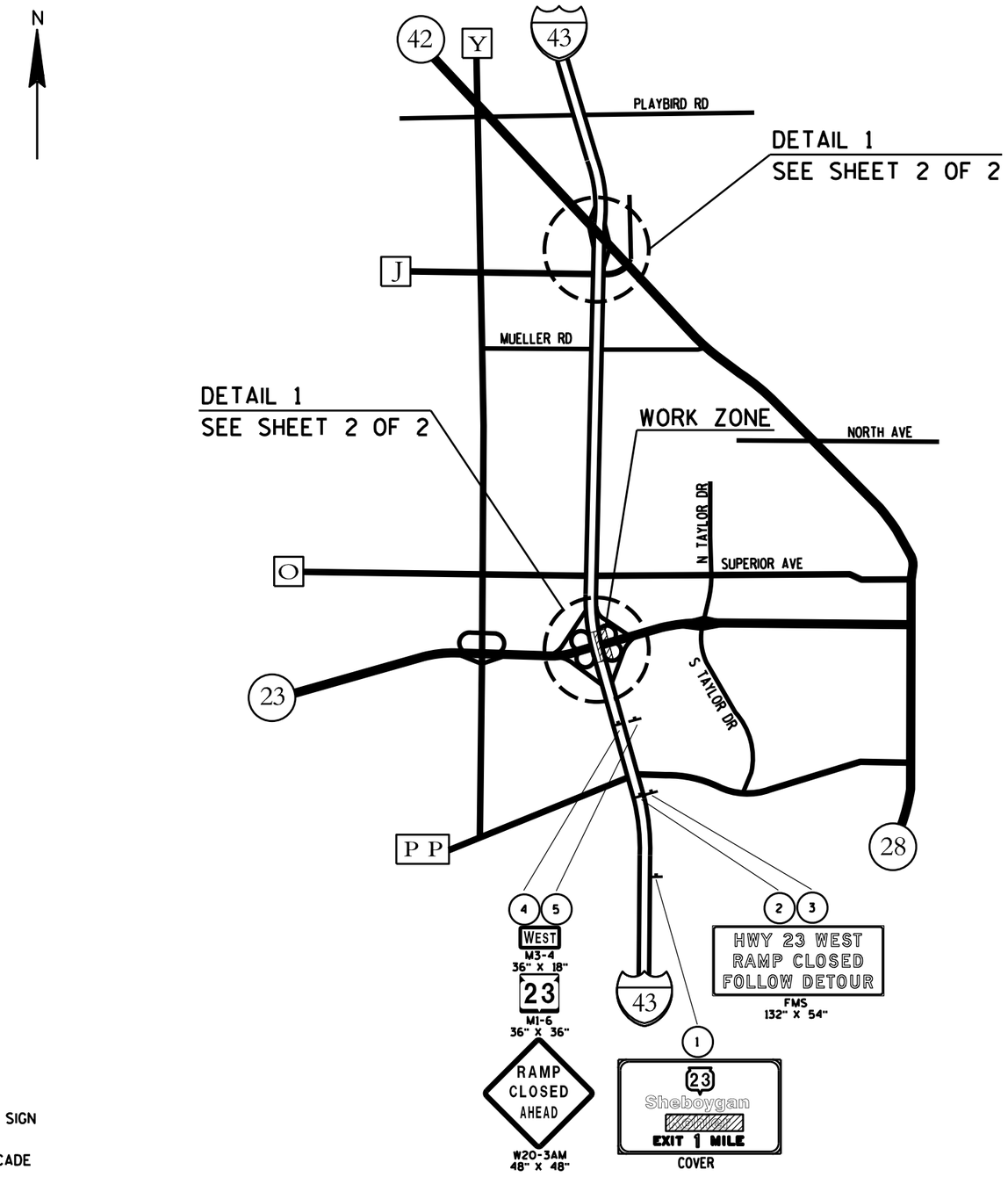
SHEET 2 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 23WB TO 43SB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

WISDOT/CADDS SHEET 42

2



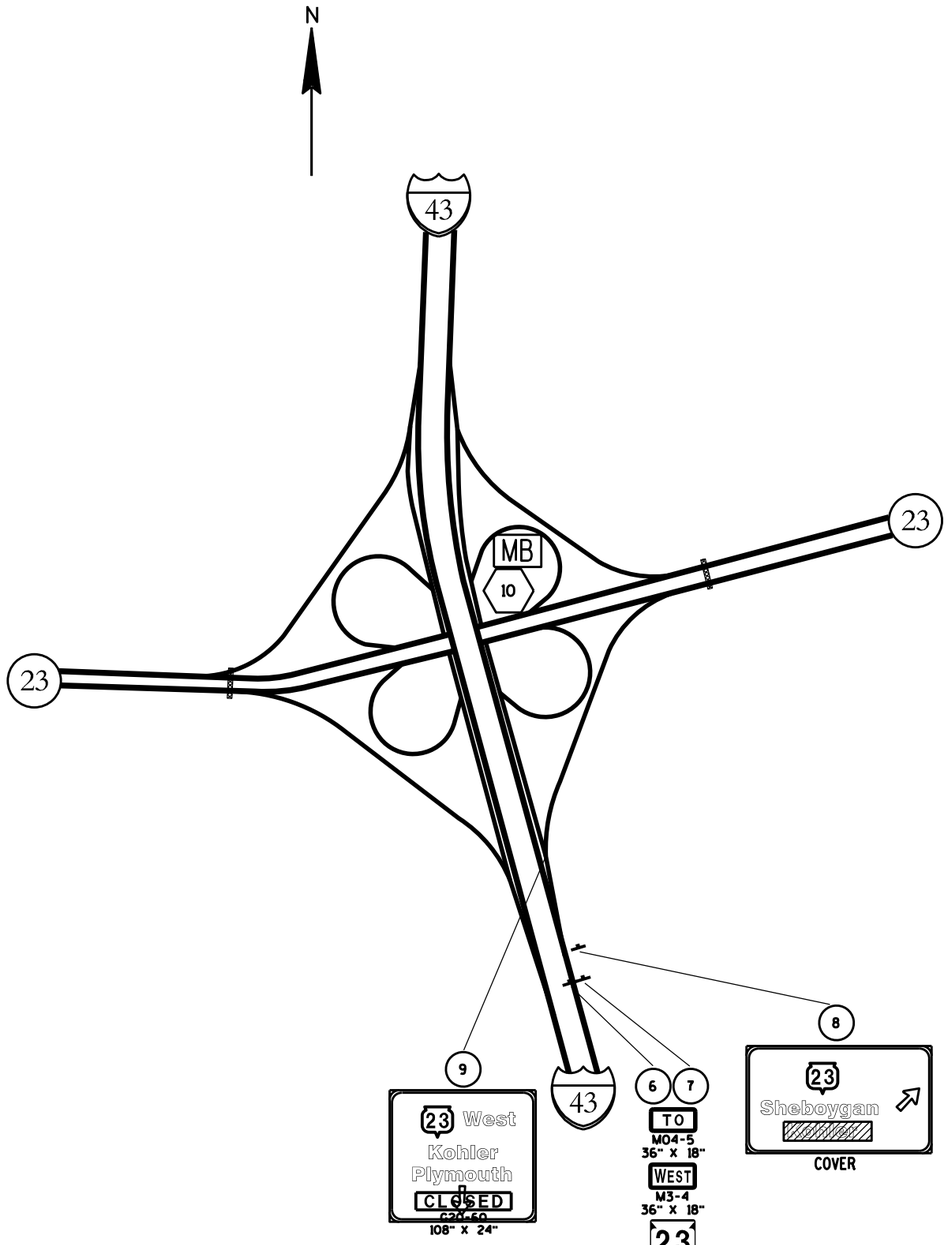
LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 43NB TO 23WB RAMP CLOSURE	SHEET	E

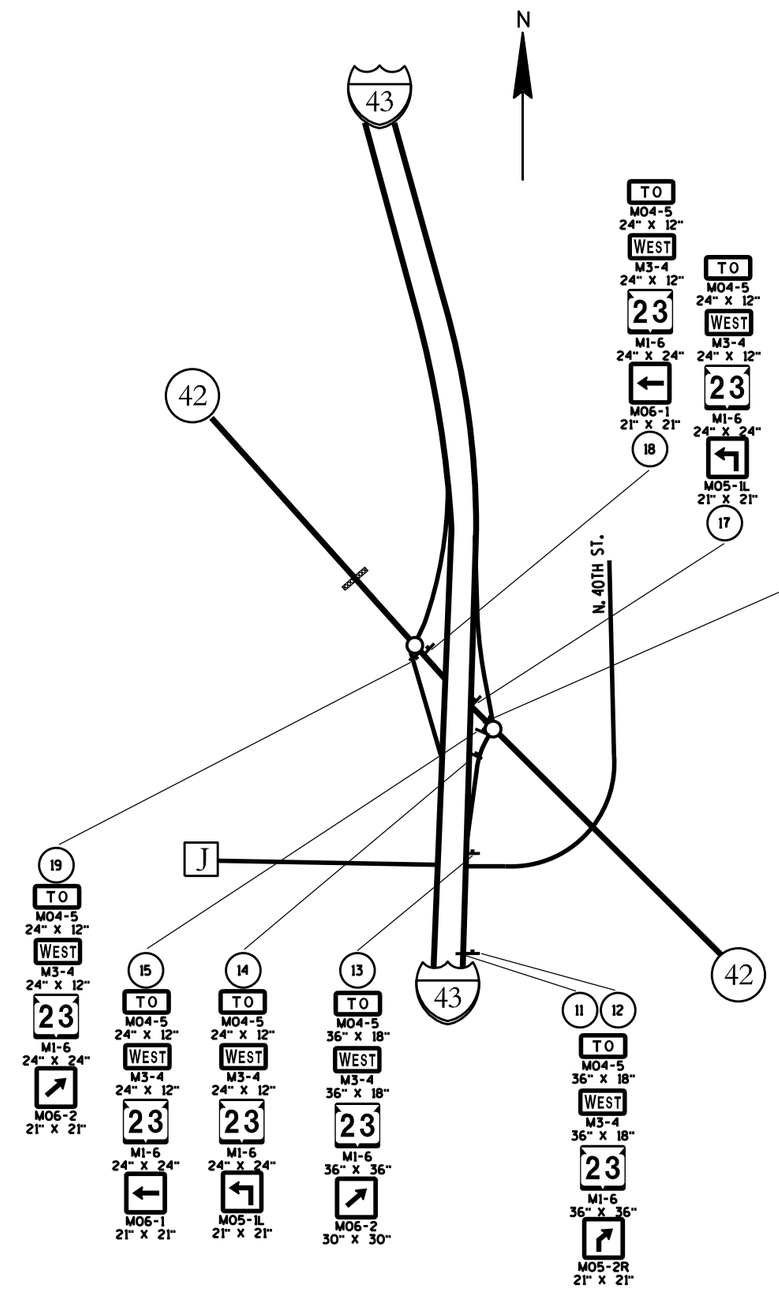
FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



DETAIL 1

LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN



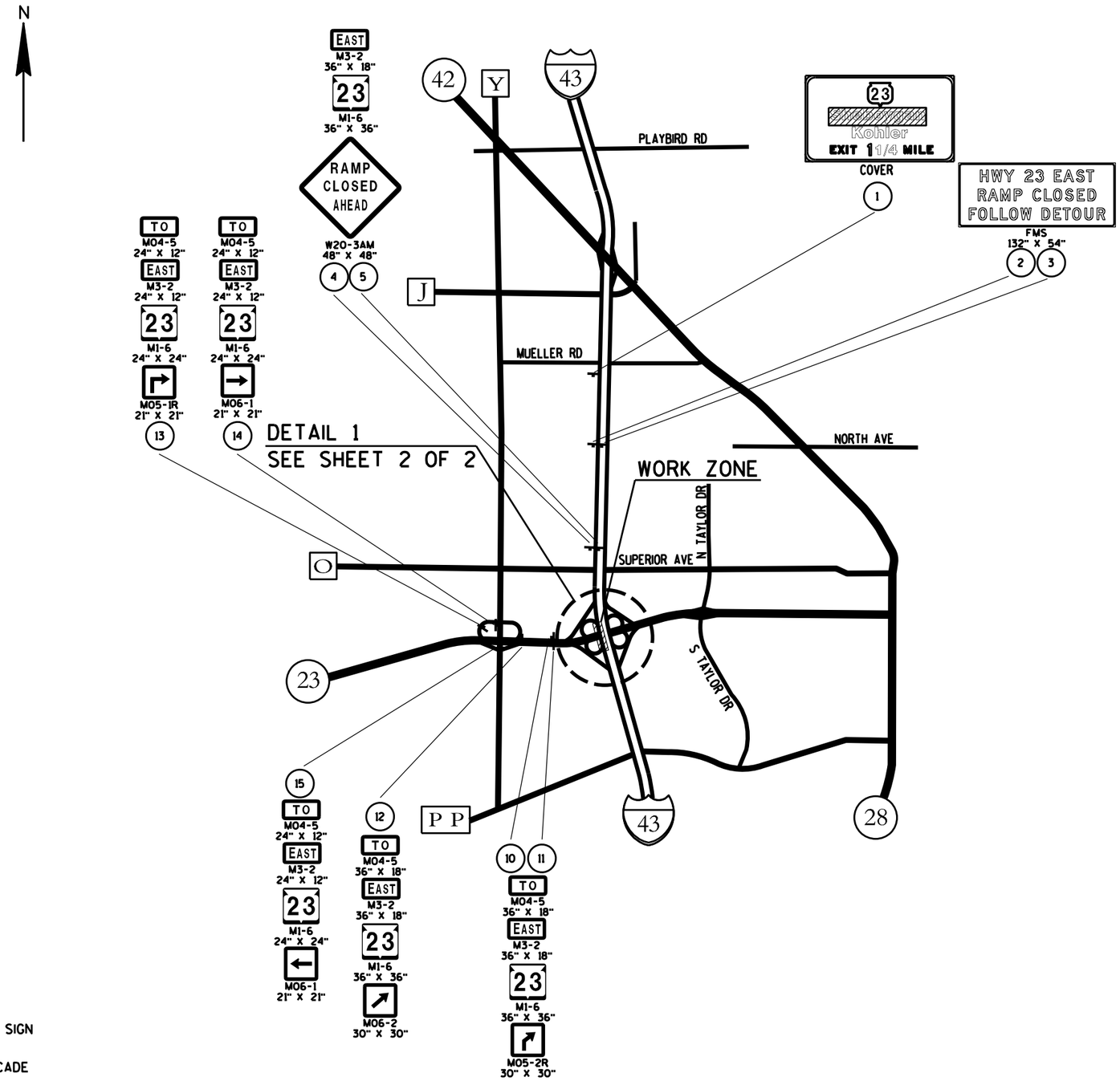
DETAIL 2

SHEET 2 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 43NB TO 23WB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

2



LEGEND

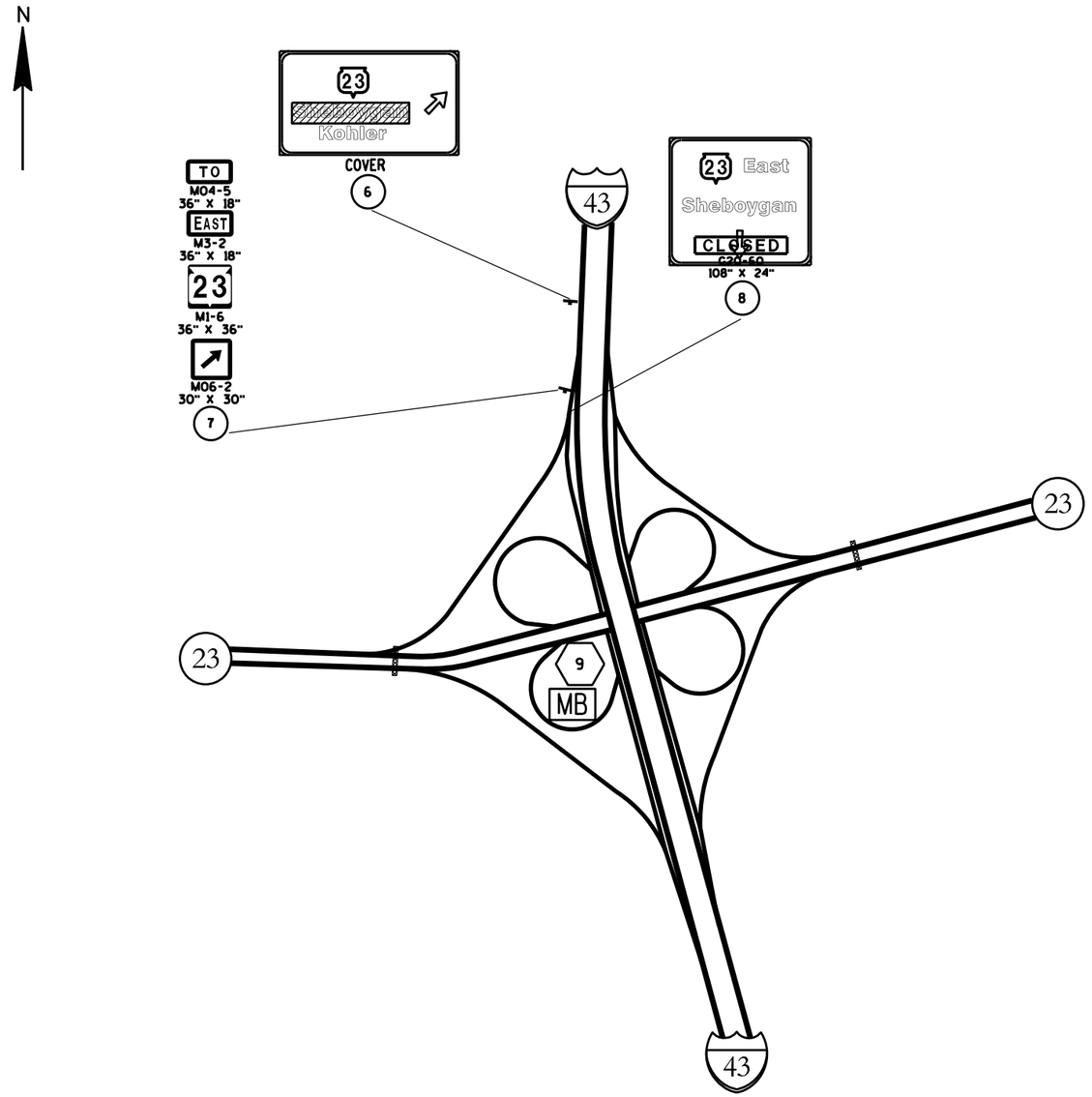
- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

SHEET 1 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 43SB TO 23EB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$

2



LEGEND

- (X) SIGN NUMBER. REFER TO MISCELLANEOUS QUANTITY SHEET
- MB (X) PORTABLE CHANGEABLE MESSAGE SIGN
- SIGN MOUNTED ON TYPE III BARRICADE
- POST MOUNTED SIGN

DETAIL 1

SHEET 2 OF 2
PLAN SHEET PRODUCED
BY WisDOT-NE REGION

PROJECT NO: 1222-13-71	HWY: I-43	COUNTY: SHEBOYGAN	DETOUR SIGNING DETAIL - 43SB TO 23EB RAMP CLOSURE	SHEET	E

FILE NAME : $$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : $$.....plotscale.....$$
WISDOT/CADDS SHEET 42

2

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 184	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021270-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 185	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021271-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 186	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021272-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 187	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021273-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 188	E

2



2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 189	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021275-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

N

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

WILSON LIMA RD

FRONTAGE RD

IH 43 SB

5 'SB'

10 'SB'

IH 43 NB

5 'NB'

10 'NB'

SAUK TRAIL RD

N

FRONTAGE RD

15 'SB'

20 'SB'

25 'SB'

30 'SB'

35 'SB'

IH 43 SB

40 'SB'

15 'NB'

20 'NB'

25 'NB'

30 'NB'

35 'NB'

IH 43 NB

40 'NB'

SAUK TRAIL RD

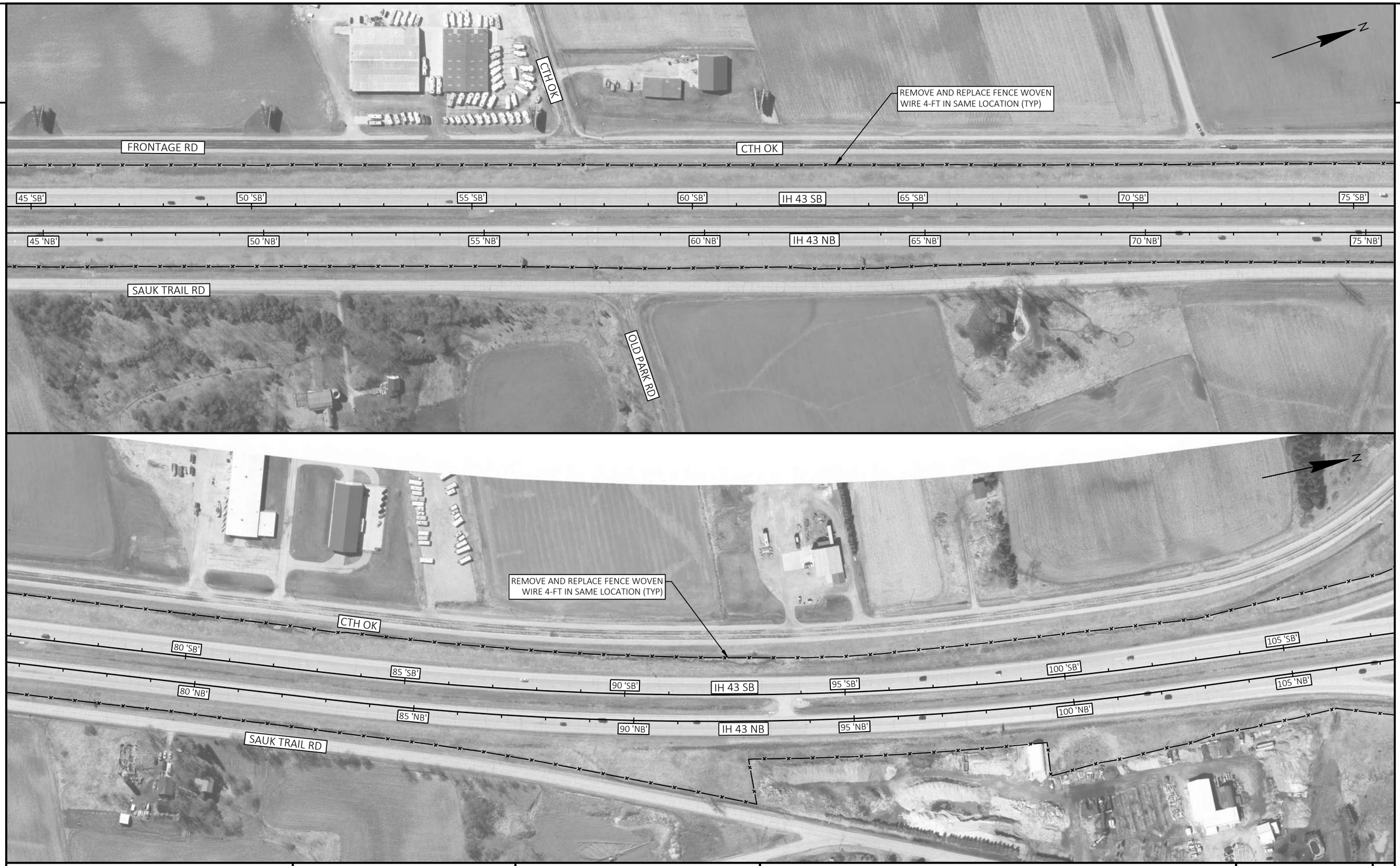
REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 190	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021276-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



2

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 191	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021277-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

CTH OK

CTH V

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

N

FRONTAGE RD

110 'SB' IH 43 SB 115 'SB' 120 'SB' 125 'SB' 130 'SB' 135 'SB'

110 'NB' IH 43 NB 115 'NB' 120 'NB' 125 'NB' 130 'NB' 135 'NB'

STA 122+46 'NB' - STA 127+35 'NB' REMOVE WOVEN WIRE FENCE 4-FT AND REPLACE WITH CHAIN LINK FENCE 10-FT IN SAME LOCATION

N

STAHL RD

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

FRONTAGE RD

140 'SB' 145 'SB' 150 'SB' 155 'SB' IH 43 SB 160 'SB' 165 'SB' 170 'SB'

140 'NB' 145 'NB' 150 'NB' 155 'NB' IH 43 NB 160 'NB' 165 'NB' 170 'NB'

RACETRACK RD

STAHL RD

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 192	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021278-pd
PLOT DATE : 10/22/2025 11:42 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 193	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021279-pd
PLOT DATE : 10/22/2025 11:42 AM
PLOT BY : DANKE, ERIC A
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

CTH A

235 'SB' 240 'SB' 245 'SB' IH 43 SB 250 'SB' 255 'SB' 260 'SB' 265

235 'NB' 240 'NB' 245 'NB' IH 43 NB 250 'NB' 255 'NB' 260 'NB' 265

TAYLOR DR

N

CTH A

STH 28

270 'SB' 275 'SB' 280 'SB' IH 43 SB 285 'SB' 290 'SB' 295 'SB'

270 'NB' 275 'NB' 280 'NB' IH 43 NB 285 'NB' 290 'NB' 295 'NB'

ATC MANAGEMENT, INC - ELECTRIC TRANSMISSION

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 194	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021280-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

CTH A

300 'SB' 305 'SB' 310 'SB' IH 43 SB 315 'SB' 320 'SB' 325 'SB'

300 'NB' 305 'NB' 310 'NB' IH 43 NB 315 'NB' 320 'NB' 325 'NB'

N

CTH A

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

330 'SB' 335 'SB' 340 'SB' IH 43 SB 345 'SB' 350 'SB' 355 'SB'

330 'NB' 335 'NB' 340 'NB' IH 43 NB 345 'NB' 350 'NB' 355 'NB'

CAMPUS DR

N

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 195	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021281-pd
PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

2

2

CTH PD

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

N

60 'SB'

365 'SB'

370 'SB'

375 'SB'

380 'SB'

IH 43 SB

385 'SB'

390 'SB'

WISCONSIN PUBLIC SERVICE CORPORATION - GAS

0 'NB'

365 'NB'

370 'NB'

375 'NB'

380 'NB'

IH 43 NB

385 'NB'

390 'NB'

KOHLER MUNICIPAL WATER UTILITY - WATER

CAUTION

ALLIANT ENERGY - ELECTRICITY

370

ANR PIPELINE COMPANY - GAS

AT&T WISCONSIN - COMMUNICATION LINE

STH 23 EB

STH 23 WB

N

235

395 'SB'

400 'SB'

IH 43 SB

405 'SB'

410 'SB'

415 'SB'

420 'SB'

395 'NB'

400 'NB'

IH 43 NB

405 'NB'

410 'NB'

415 'NB'

420 'NB'

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

370

265

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 196	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021282-pd

PLOT DATE : 10/22/2025 11:42 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

CAUTION

45TH ST

FO

FO

AT&T WISCONSIN - COMMUNICATION LINE

WISCONSIN PUBLIC SERVICE CORPORATION - GAS

SUPERIOR AVE

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

44TH ST

N

425 'SB' 430 'SB' 435 'SB' IH 43 SB 440 'SB' 445 'SB' 450 'SB'

425 'NB' 430 'NB' 435 'NB' IH 43 NB 440 'NB' 445 'NB' 450 'NB'

N

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

455 'SB' 460 'SB' 465 'SB' IH 43 SB 470 'SB' 475 'SB' 480 'SB'

455 'NB' 460 'NB' 465 'NB' IH 43 NB 470 'NB' 475 'NB' 480 'NB'

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 197	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021283-pd

PLOT DATE : 10/22/2025 11:43 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

MUELLER RD

N

'SB' | 490 'SB' | 495 'SB' | 500 'SB' | IH 43 SB | 505 'SB' | 510 'SB' | 515 'SB'

5 'NB' | 490 'NB' | 495 'NB' | 500 'NB' | IH 43 NB | 505 'NB' | 510 'NB' | 515 'NB'

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

CTH J

N

ATC MANAGEMENT, INC - ELECTRIC TRANSMISSION

520 'SB' | 525 'SB' | IH 43 NB | 530 'SB' | 535 'SB' | 540 'SB' | 545 'SB'

520 'NB' | 525 'NB' | IH 43 SB | 530 'NB' | 535 'NB' | 540 'NB' | 545 'NB'

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 198	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021284-pd

PLOT DATE : 10/22/2025 11:43 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

EXISTING FENCE TO REMAIN

STH 42

550 'SB'

555 'SB'

IH 43 NB

550 'NB'

555 'NB'

IH 43 SB

EXISTING FENCE TO REMAIN

N

SAUK TRAIL RD

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

STH 32

IH 43 SB

IH 43 NB

CTH LL

SAUK TRAIL RD

N

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 199	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021285-pd

PLOT DATE : 10/22/2025 11:43 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

2

2

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

CTH AA

IH 43 SB

IH 43 NB

FRONTAGE RD

N

REMOVE AND REPLACE FENCE WOVEN WIRE 4-FT IN SAME LOCATION (TYP)

120 SB

120 NB

CTH V

115 SB

115 NB

IH 43 SB

IH 43 NB

N

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 200	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021286-pd

PLOT DATE : 10/22/2025 11:43 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 201	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\021204-PD.DWG
LAYOUT NAME - 021287-pd

PLOT DATE : 10/22/2025 11:43 AM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1 IN:200 FT

2



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	FENCING DETAILS	SHEET 202	E

Estimate Of Quantities

1222-13-71

Line	Item	Item Description	Unit	Total	Qty
0002	203.0220	Removing Structure (structure) 01. B-59-0075	EACH	1.000	1.000
0004	203.0220	Removing Structure (structure) 02. B-59-0076	EACH	1.000	1.000
0006	203.0220	Removing Structure (structure) 03. B-59-0077	EACH	1.000	1.000
0008	203.0220	Removing Structure (structure) 04. B-59-0078	EACH	1.000	1.000
0010	204.0100	Removing Concrete Pavement	SY	1,203.000	1,203.000
0012	204.0110	Removing Asphaltic Surface	SY	100.000	100.000
0014	204.0115	Removing Asphaltic Surface Butt Joints	SY	9,909.000	9,909.000
0016	204.0120	Removing Asphaltic Surface Milling	SY	575,609.000	575,609.000
0018	204.0126.S	Removing Asphaltic Longitudinal Notched Wedge Joint Milling	LF	106,209.000	106,209.000
0020	204.0150	Removing Curb & Gutter	LF	88.000	88.000
0022	204.0165	Removing Guardrail	LF	28,628.000	28,628.000
0024	204.0170	Removing Fence	LF	191,841.000	191,841.000
0026	204.0180	Removing Delineators and Markers	EACH	38.000	38.000
0028	204.0246	Removing Ancillary Structure (structure) 01. S-59-0002	EACH	1.000	1.000
0030	204.0246	Removing Ancillary Structure (structure) 02. S-59-0003	EACH	1.000	1.000
0032	204.0246	Removing Ancillary Structure (structure) 03. S-59-0004	EACH	1.000	1.000
0034	204.0246	Removing Ancillary Structure (structure) 04. S-59-0005	EACH	1.000	1.000
0036	204.0246	Removing Ancillary Structure (structure) 05. S-59-0006	EACH	1.000	1.000
0038	204.0246	Removing Ancillary Structure (structure) 06. S-59-0009	EACH	1.000	1.000
0040	204.0246	Removing Ancillary Structure (structure) 07. S-59-0010	EACH	1.000	1.000
0042	205.0100	Excavation Common	CY	387.000	387.000
0044	206.1001	Excavation for Structures Bridges (structure) 01. B-59-0018	EACH	1.000	1.000
0046	206.1001	Excavation for Structures Bridges (structure) 02. B-59-0019	EACH	1.000	1.000
0048	206.1001	Excavation for Structures Bridges (structure) 03. B-59-0035	EACH	1.000	1.000
0050	206.1001	Excavation for Structures Bridges (structure) 04. B-59-0037	EACH	1.000	1.000
0052	206.1001	Excavation for Structures Bridges (structure) 05. B-59-0075	EACH	1.000	1.000
0054	206.1001	Excavation for Structures Bridges (structure) 06. B-59-0076	EACH	1.000	1.000
0056	206.1001	Excavation for Structures Bridges (structure) 07. B-59-0077	EACH	1.000	1.000
0058	206.1001	Excavation for Structures Bridges (structure) 08. B-59-0078	EACH	1.000	1.000
0060	209.0200.S	Backfill Controlled Low Strength	CY	3.000	3.000
0062	210.1500	Backfill Structure Type A	TON	936.000	936.000
0064	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 1222-13-71	EACH	1.000	1.000
0066	211.0201	Prepare Foundation for Concrete Pavement (project) 01. 1222-13-71	EACH	1.000	1.000
0068	211.0301	Prepare Foundation for Concrete Base (project) 01. 1222-13-71	EACH	1.000	1.000
0070	213.0100	Finishing Roadway (project) 01. 1222-13-71	EACH	1.000	1.000
0072	305.0110	Base Aggregate Dense 3/4-Inch	TON	8,610.000	8,610.000
0074	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	588.000	588.000
0076	312.0110	Select Crushed Material	TON	102.000	102.000
0078	320.0155	Concrete Base 9-Inch	SY	200.000	200.000
0080	390.0100	Removing Pavement for Base Patching	CY	219.000	219.000
0082	390.0305	Base Patching Concrete HES	CY	219.000	219.000
0084	415.0060	Concrete Pavement 6-Inch	SY	216.000	216.000
0086	415.0120	Concrete Pavement 12-Inch	SY	278.000	278.000
0088	415.0410	Concrete Pavement Approach Slab	SY	460.000	460.000
0090	416.0610	Drilled Tie Bars	EACH	33.000	33.000
0092	416.0620	Drilled Dowel Bars	EACH	886.000	886.000
0094	450.4000	HMA Cold Weather Paving	TON	5,000.000	5,000.000
0096	455.0605	Tack Coat	GAL	65,421.000	65,421.000
0098	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0100	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0102	460.0115.S	HMA Pavement Test Strip Volumetrics	EACH	1.000	1.000
0104	460.0120.S	HMA Pavement Test Strip Density	EACH	1.000	1.000
0106	460.2000	Incentive Density HMA Pavement	DOL	48,670.000	48,670.000
0108	460.2005	Incentive Density PWL HMA Pavement	DOL	36,430.000	36,430.000
0110	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	21,250.000	21,250.000
0112	460.2010	Incentive Air Voids HMA Pavement	DOL	45,520.000	45,520.000
0114	460.5224	HMA Pavement 4 LT 58-28 S	TON	31,390.000	31,390.000
0116	460.7224	HMA Pavement 4 HT 58-28 S	TON	53,600.000	53,600.000
0118	460.8624	HMA Pavement 4 SMA 58-28 V	TON	36,570.000	36,570.000
0120	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0122	465.0105	Asphaltic Surface	TON	442.000	442.000
0124	465.0125	Asphaltic Surface Temporary	TON	30.000	30.000
0126	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	202,869.000	202,869.000
0128	502.0100	Concrete Masonry Bridges	CY	233.000	233.000
0130	502.3101	Expansion Device	LF	121.000	121.000
0132	502.3200	Protective Surface Treatment	SY	478.000	478.000
0134	502.3205	Pigmented Surface Sealer Reseal	SY	3,796.000	3,796.000
0136	502.3210	Pigmented Surface Sealer	SY	77.000	77.000
0138	502.4204	Adhesive Anchors No. 4 Bar	EACH	162.000	162.000
0140	502.4205	Adhesive Anchors No. 5 Bar	EACH	124.000	124.000
0142	505.0400	Bar Steel Reinforcement HS Structures	LB	580.000	580.000
0144	505.0600	Bar Steel Reinforcement HS Coated Structures	LB	44,520.000	44,520.000
0146	505.0904	Bar Couplers No. 4	EACH	8.000	8.000
0148	505.0905	Bar Couplers No. 5	EACH	180.000	180.000
0150	505.0906	Bar Couplers No. 6	EACH	42.000	42.000
0152	506.2605	Bearing Pads Elastomeric Non-Laminated	EACH	48.000	48.000
0154	506.3013	Welded Stud Shear Connectors 5/8x6-Inch	EACH	195.000	195.000
0156	506.7050.S	Removing Bearings (structure) 01. B-59-0075	EACH	12.000	12.000
0158	506.7050.S	Removing Bearings (structure) 02. B-59-0076	EACH	12.000	12.000
0160	506.7050.S	Removing Bearings (structure) 03. B-59-0077	EACH	12.000	12.000
0162	506.7050.S	Removing Bearings (structure) 04. B-59-0078	EACH	12.000	12.000
0164	509.1000	Joint Repair	SY	53.000	53.000
0166	509.1200	Curb Repair	LF	109.000	109.000
0168	509.1500	Concrete Surface Repair	SF	1,295.000	1,295.000
0170	509.2100.S	Concrete Masonry Deck Repair	CY	21.000	21.000
0172	509.9025.S	Epoxy Injection Crack Repair	LF	555.000	555.000
0174	509.9026.S	Cored Holes 2-Inch Diameter	EACH	2.000	2.000
0176	511.1200	Temporary Shoring (structure) 01. B-59-0076	SF	100.000	100.000
0178	511.1200	Temporary Shoring (structure) 02. B-59-0077	SF	100.000	100.000
0180	512.0500	Piling Steel Sheet Permanent Delivered	SF	5,460.000	5,460.000
0182	512.0600	Piling Steel Sheet Permanent Driven	SF	5,460.000	5,460.000
0184	516.0500	Rubberized Membrane Waterproofing	SY	76.000	76.000
0186	531.1100	Concrete Masonry Ancillary Structures Type NS	CY	2.400	2.400
0188	531.1140	Steel Reinforcement HS Ancillary Structures Type NS	LB	360.000	360.000
0190	531.2024	Drilling Shaft 24-Inch	LF	20.000	20.000
0192	531.2036	Drilling Shaft 36-Inch	LF	520.000	520.000
0194	531.6010	Foundation Two-Shaft Type FC-I (structure) 01. S-59-0078	EACH	1.000	1.000
0196	531.6010	Foundation Two-Shaft Type FC-I (structure) 02. S-59-0080	EACH	1.000	1.000

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Line	Item	Item Description	Unit	Total	Qty
0198	531.6010	Foundation Two-Shaft Type FC-I (structure) 03. S-59-0081	EACH	1.000	1.000
0200	531.6010	Foundation Two-Shaft Type FC-I (structure) 04. S-59-0084	EACH	1.000	1.000
0202	531.6010	Foundation Two-Shaft Type FC-I (structure) 05. S-59-0085	EACH	1.000	1.000
0204	531.6010	Foundation Two-Shaft Type FC-I (structure) 06. S-59-0086	EACH	1.000	1.000
0206	531.6110	Foundation Two-Shaft Type FF-I (structure) 01. S-59-0077	EACH	2.000	2.000
0208	531.6110	Foundation Two-Shaft Type FF-I (structure) 02. S-59-0079	EACH	2.000	2.000
0210	531.6120	Foundation Two-Shaft Type FF-II (structure) 01. S-59-0082	EACH	2.000	2.000
0212	531.6120	Foundation Two-Shaft Type FF-II (structure) 02. S-59-0083	EACH	2.000	2.000
0214	532.6010	Truss Cantilever 4-Chord Type I (structure) 01. S-59-0078	EACH	1.000	1.000
0216	532.6010	Truss Cantilever 4-Chord Type I (structure) 02. S-59-0080	EACH	1.000	1.000
0218	532.6010	Truss Cantilever 4-Chord Type I (structure) 03. S-59-0081	EACH	1.000	1.000
0220	532.6010	Truss Cantilever 4-Chord Type I (structure) 04. S-59-0084	EACH	1.000	1.000
0222	532.6010	Truss Cantilever 4-Chord Type I (structure) 05. S-59-0085	EACH	1.000	1.000
0224	532.6010	Truss Cantilever 4-Chord Type I (structure) 06. S-59-0086	EACH	1.000	1.000
0226	532.6110	Truss Full Span 4-Chord Type I (structure) 01. S-59-0077	EACH	1.000	1.000
0228	532.6110	Truss Full Span 4-Chord Type I (structure) 02. S-59-0079	EACH	1.000	1.000
0230	532.6120	Truss Full Span 4-Chord Type II (structure) 01. S-59-0082	EACH	1.000	1.000
0232	532.6120	Truss Full Span 4-Chord Type II (structure) 02. S-59-0083	EACH	1.000	1.000
0234	601.0588	Concrete Curb & Gutter 4-Inch Sloped 36-Inch Type TBT	LF	450.000	450.000
0236	602.3010	Concrete Surface Drains	CY	3.500	3.500
0238	603.8000	Concrete Barrier Temporary Precast Delivered	LF	4,840.000	4,840.000
0240	603.8125	Concrete Barrier Temporary Precast Installed	LF	7,340.000	7,340.000
0242	603.8500	Anchoring Concrete Barrier Temporary Precast	LF	3,738.000	3,738.000
0244	603.8505	Anchoring Concrete Barrier Temporary Precast on Bridge Decks	LF	412.000	412.000
0246	604.9010.S	Slope Paving Repair Crushed Aggregate	CY	26.000	26.000
0248	604.9015.S	Reseal Crushed Aggregate Slope Paving	SY	2,526.000	2,526.000
0250	606.0200	Riprap Medium	CY	6.500	6.500
0252	606.0300	Riprap Heavy	CY	67.000	67.000
0254	608.0318	Storm Sewer Pipe Reinforced Concrete Class III 18-Inch	LF	73.000	73.000
0256	611.0430	Reconstructing Inlets	EACH	1.000	1.000
0258	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0260	611.3901	Inlets Median 1 Grate	EACH	1.000	1.000
0262	611.8115	Adjusting Inlet Covers	EACH	1.000	1.000
0264	612.0406	Pipe Underdrain Wrapped 6-Inch	LF	30.000	30.000
0266	614.0010	Barrier System Grading Shaping Finishing	EACH	56.000	56.000
0268	614.0150	Anchor Assemblies for Steel Plate Beam Guard	EACH	1.000	1.000
0270	614.0220	Steel Thrie Beam Bullnose Terminal	EACH	1.000	1.000
0272	614.0230	Steel Thrie Beam	LF	1,031.000	1,031.000
0274	614.0905	Crash Cushions Temporary	EACH	14.000	14.000
0276	614.2300	MGS Guardrail 3	LF	23,525.000	23,525.000
0278	614.2310	MGS Guardrail 3 HS	LF	659.000	659.000
0280	614.2500	MGS Thrie Beam Transition	LF	1,724.000	1,724.000
0282	614.2610	MGS Guardrail Terminal EAT	EACH	59.000	59.000
0284	614.2620	MGS Guardrail Terminal Type 2	EACH	28.000	28.000
0286	616.0100	Fence Woven Wire (height) 01. 4- FT	LF	191,346.000	191,346.000
0288	616.0210	Fence Chain Link 10-FT	LF	500.000	500.000
0290	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1222-13-71	EACH	1.000	1.000
0292	619.1000	Mobilization	EACH	1.000	1.000
0294	624.0100	Water	MGAL	129.500	129.500

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Line	Item	Item Description	Unit	Total	Qty
0296	625.0500	Salvaged Topsoil	SY	530.000	530.000
0298	628.1504	Silt Fence	LF	14,490.000	14,490.000
0300	628.1520	Silt Fence Maintenance	LF	3,623.000	3,623.000
0302	628.1905	Mobilizations Erosion Control	EACH	10.000	10.000
0304	628.1910	Mobilizations Emergency Erosion Control	EACH	5.000	5.000
0306	628.2004	Erosion Mat Class I Type B	SY	530.000	530.000
0308	628.7005	Inlet Protection Type A	EACH	4.000	4.000
0310	629.0210	Fertilizer Type B	CWT	0.400	0.400
0312	630.0130	Seeding Mixture No. 30	LB	1.200	1.200
0314	630.0500	Seed Water	MGAL	12.700	12.700
0316	633.5350	Markers Permanent Flexible	EACH	38.000	38.000
0318	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	10.000	10.000
0320	635.0200	Sign Supports Structural Steel HS	LB	1,440.000	1,440.000
0322	637.1220	Signs Type I Reflective SH	SF	1,566.500	1,566.500
0324	637.2210	Signs Type II Reflective H	SF	33.000	33.000
0326	638.2101	Moving Signs Type I	EACH	12.000	12.000
0328	638.2102	Moving Signs Type II	EACH	8.000	8.000
0330	638.2601	Removing Signs Type I	EACH	10.000	10.000
0332	638.2602	Removing Signs Type II	EACH	3.000	3.000
0334	638.3000	Removing Small Sign Supports	EACH	4.000	4.000
0336	638.3100	Removing Structural Steel Sign Supports	EACH	4.000	4.000
0338	642.5201	Field Office Type C	EACH	1.000	1.000
0340	643.0300	Traffic Control Drums	DAY	230,652.000	230,652.000
0342	643.0320.S	Temporary Tape Rumble Strip Orange	LF	1,296.000	1,296.000
0344	643.0370.S	Digital Speed Reduction System (DSRS)	DAY	418.000	418.000
0346	643.0420	Traffic Control Barricades Type III	DAY	2,482.000	2,482.000
0348	643.0705	Traffic Control Warning Lights Type A	DAY	4,934.000	4,934.000
0350	643.0715	Traffic Control Warning Lights Type C	DAY	26,558.000	26,558.000
0352	643.0810	Traffic Control Connected Arrow Boards	DAY	1,010.000	1,010.000
0354	643.0900	Traffic Control Signs	DAY	18,878.000	18,878.000
0356	643.0910	Traffic Control Covering Signs Type I	EACH	46.000	46.000
0358	643.0920	Traffic Control Covering Signs Type II	EACH	78.000	78.000
0360	643.1000	Traffic Control Signs Fixed Message	SF	396.000	396.000
0362	643.1050	Traffic Control Signs PCMS	DAY	273.000	273.000
0364	643.1205.S	Basic Traffic Queue Warning System	DAY	418.000	418.000
0366	643.3105	Temporary Marking Line Paint 4-Inch	LF	27,820.000	27,820.000
0368	643.3165	Temporary Marking Line Paint 6-Inch	LF	580,499.000	580,499.000
0370	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	1,513.000	1,513.000
0372	643.3265	Temporary Marking Line Paint 10-Inch	LF	3,200.000	3,200.000
0374	643.3280	Temporary Marking Line Removable Tape 10-Inch	LF	337.000	337.000
0376	643.3805	Temporary Marking Stop Line Paint 18-Inch	LF	24.000	24.000
0378	643.5000	Traffic Control	EACH	1.000	1.000
0380	644.1810	Temporary Pedestrian Barricade	LF	830.000	830.000
0382	645.0120	Geotextile Type HR	SY	141.000	141.000
0384	646.1020	Marking Line Epoxy 4-Inch	LF	3,570.000	3,570.000
0386	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	27,464.000	27,464.000
0388	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	274,341.000	274,341.000
0390	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	27,464.000	27,464.000
0392	646.4050	Marking Line Grooved Permanent Tape 10-Inch	LF	18,082.000	18,082.000

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Line	Item	Item Description	Unit	Total	Qty
0394	646.5420	Marking Aerial Enforcement Bar Epoxy	EACH	20.000	20.000
0396	646.7120	Marking Diagonal Epoxy 12-Inch	LF	180.000	180.000
0398	646.9000	Marking Removal Line 4-Inch	LF	12,650.000	12,650.000
0400	646.9050	Marking Removal Line Grooved Permanent Tape 4-Inch	LF	530.000	530.000
0402	646.9100	Marking Removal Line 8-Inch	LF	180.000	180.000
0404	646.9150	Marking Removal Line Grooved Permanent Tape 8-Inch	LF	1,160.000	1,160.000
0406	650.4000	Construction Staking Storm Sewer	EACH	1.000	1.000
0408	650.4500	Construction Staking Subgrade	LF	75.000	75.000
0410	650.5000	Construction Staking Base	LF	75.000	75.000
0412	650.8000	Construction Staking Resurfacing Reference	LF	138,390.000	138,390.000
0414	650.9911	Construction Staking Supplemental Control (project) 01. 1222-13-71	EACH	1.000	1.000
0416	650.9920	Construction Staking Slope Stakes	LF	9,810.000	9,810.000
0418	661.0101	Temporary Traffic Signals for Bridges (structure) 01. B-59-0020	EACH	4.000	4.000
0420	690.0150	Sawing Asphalt	LF	92.000	92.000
0422	690.0250	Sawing Concrete	LF	3,201.000	3,201.000
0424	715.0502	Incentive Strength Concrete Structures	DOL	1,404.000	1,404.000
0426	715.0720	Incentive Compressive Strength Concrete Pavement	DOL	500.000	500.000
0428	740.0440	Incentive IRI Ride	DOL	166,000.000	166,000.000
0430	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,100.000	2,100.000
0432	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	5,760.000	5,760.000
0434	SPV.0060	Special 01. Removing Sand Barrel Array and Concrete Pad	EACH	12.000	12.000
0436	SPV.0060	Special 02. Storm Sewer Tap	EACH	1.000	1.000
0438	SPV.0060	Special 03. Joint Sealant Parapet	EACH	130.000	130.000
0440	SPV.0085	Special 01. Native Seeding Mixture No. 75 Updated	LB	3.600	3.600
0442	SPV.0090	Special 02. Joint Sealing	LF	2,099.000	2,099.000
0444	SPV.0165	Special 01. Removing Loose Concrete Overhead	SF	4.000	4.000
0446	SPV.0180	Special 01. Abutment Seat Cleaning and Sealing	SY	44.000	44.000
0448	SPV.0180	Special 02. Bearing Seat Surface Preparation	SY	72.000	72.000

REMOVING ASPHALTIC PAVEMENT

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	IH 43 NB	3+99	-	116+07	LT/RT	480	50,100	
0010	IH 43 NB	117+61	-	218+14	LT/RT	410	45,200	
0010	IH 43 NB	219+13	-	233+24	LT/RT	510	5,830	
0010	IH 43 NB	235+13	-	271+66	LT/RT	390	16,600	
0010	IH 43 NB	273+49	-	358+71	LT/RT	460	38,500	
0010	IH 43 NB	360+71	-	407+80	LT/RT	450	21,600	
0010	IH 43 NB	409+86	-	432+65	LT/RT	520	10,800	
0010	IH 43 NB	434+28	-	477+86	LT/RT	460	19,200	
0010	IH 43 NB	479+32	-	537+88	LT/RT	540	26,000	
0010	IH 43 NB	539+78	-	549+84	LT/RT	510	4,410	
0010	IH 43 SB	4+05	-	115+91	LT/RT	410	50,300	
0010	IH 43 SB	117+45	-	218+23	LT/RT	590	44,700	
0010	IH 43 SB	219+22	-	232+69	LT/RT	490	5,260	
0010	IH 43 SB	234+57	-	271+74	LT/RT	500	17,300	
0010	IH 43 SB	273+58	-	358+67	LT/RT	510	38,100	
0010	IH 43 SB	360+66	-	407+76	LT/RT	500	22,500	
0010	IH 43 SB	409+82	-	432+78	LT/RT	480	10,500	
0010	IH 43 SB	434+36	-	478+50	LT/RT	560	19,700	
0010	IH 43 SB	479+95	-	538+01	LT/RT	430	25,700	
0010	IH 43 SB	539+85	-	550+52	LT/RT	590	5,180	
0010	CTH V SE RAMP	79+43	-	88+89	LT/RT	6	2,630	
0010	CTH V SW RAMP	78+88	-	86+48	LT/RT	6	2,100	
0010	CTH V NE RAMP	93+06	-	101+03	LT/RT	6	2,210	
0010	CTH V NW RAMP	90+14	-	98+59	LT/RT	6	2,350	
0010	STH 28 SE RAMP	236+20	-	237+14	LT/RT	6	260	
0010	STH 28 SW RAMP	236+77	-	237+69	LT/RT	6	260	
0010	STH 28 NE RAMP	253+65	-	254+73	LT/RT	6	300	
0010	STH 28 NW RAMP	252+08	-	253+05	LT/RT	6	270	
0010	IH 43 NB C/D	358+98	-	380+48	LT/RT	9	8,660	
0010	IH 43 NB C/D	382+58	-	400+08	LT/RT	9	7,320	
0010	IH 43 SB C/D	354+76	-	380+54	LT/RT	9	10,100	
0010	IH 43 SB C/D	382+64	-	401+67	LT/RT	9	8,050	
0010	STH 23 SE LOOP	236+80	-	252+00	LT/RT	-	4,640	
0010	STH 23 SE RAMP	367+20	-	385+89	LT/RT	6	5,680	
0010	STH 23 SW LOOP	381+61	-	397+86	LT/RT	-	4,860	
					PROJECT SUBTOTAL	9,880	537,170	

REMOVING ASPHALTIC PAVEMENT (CONTINUED)

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	REMARKS
0010	STH 23 SW RAMP	366+59	-	391+87	LT/RT	-	7,430	
0010	STH 23 NE LOOP	385+66	-	400+79	LT/RT	-	4,410	
0010	STH 23 NE RAMP	251+15	-	268+32	LT/RT	6	5,120	
0010	STH 23 NW LOOP	230+84	-	247+65	LT/RT	-	5,090	
0010	STH 23 NW RAMP	216+65	-	236+98	LT/RT	6	6,070	
0010	STH 42 SE RAMP	554+45	-	557+78	LT/RT	6	1,000	
0010	STH 42 SW RAMP	557+43	-	562+15	LT/RT	6	1,460	
0010	STH 23 EB	208+12	-	214+32	RT	5	1,380	
0010	STH 23 EB	231+10	-	236+87	RT	-	1,280	
0010	STH 23 WB	230+90	-	236+60	LT	-	1,270	
0010	IH 43 NB	17+98	-	18+64	LT	-	260	MEDIAN CROSSOVER*
0010	IH 43 NB	93+12	-	97+74	LT	-	190	MEDIAN CROSSOVER*
0010	IH 43 NB	139+59	-	140+19	LT	-	190	MEDIAN CROSSOVER*
0010	IH 43 NB	241+24	-	241+87	LT	-	190	MEDIAN CROSSOVER*
0010	IH 43 NB	300+48	-	301+06	LT	-	180	MEDIAN CROSSOVER*
0010	IH 43 NB	336+62	-	337+23	LT	-	180	MEDIAN CROSSOVER*
0010	IH 43 NB	376+75	-	377+36	LT	-	170	MEDIAN CROSSOVER*
0010	IH 43 NB	441+57	-	442+26	LT	-	230	MEDIAN CROSSOVER*
0010	IH 43 NB	526+46	-	527+26	LT	-	240	MEDIAN CROSSOVER*
0010	IH 43 NB	386+70	-	407+80	RT	-	470	REMOVING RUMBLE STRIPS
0010	IH 43 NB	409+87	-	415+80	RT	-	130	REMOVING RUMBLE STRIPS
0010	IH 43 NB	389+50	-	407+80	LT	-	410	REMOVING RUMBLE STRIPS
0010	IH 43 NB	409+87	-	413+00	LT	-	70	REMOVING RUMBLE STRIPS
0010	IH 43 SB	404+60	-	407+70	RT	-	69	REMOVING RUMBLE STRIPS
0010	IH 43 SB	409+82	-	428+10	RT	-	410	REMOVING RUMBLE STRIPS
0010	IH 43 SB	401+80	-	407+70	LT	-	130	REMOVING RUMBLE STRIPS
0010	IH 43 SB	410+00	-	428+45	LT	-	410	REMOVING RUMBLE STRIPS
					PROJECT SUBTOTAL	29	38,439	
					PROJECT TOTAL	9,909	575,609	

*MILL 1" DEPTH

REMOVING GUARDRAIL

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0165 REMOVING GUARDRAIL LF	REMARKS
0010	IH 43 NB	4+05	-	9+64	RT	560	NORTH SIDE OF B-59-0046
0010	IH 43 NB	111+37	-	115+96	LT	460	SOUTH SIDE OF B-59-0035
0010	IH 43 NB	112+06	-	116+14	RT	410	SOUTH SIDE OF B-59-0035
0010	IH 43 NB	213+35	-	218+06	LT	470	SOUTH SIDE OF B-59-0034
0010	IH 43 NB	213+94	-	218+03	RT	410	SOUTH SIDE OF B-59-0034
0010	IH 43 NB	219+19	-	233+50	RT	1,430	BETWEEN B-59-0034 AND B-59-0029
0010	IH 43 NB	228+53	-	233+11	LT	460	SOUTH SIDE OF B-59-0029
0010	IH 43 NB	235+54	-	237+74	RT	220	NORTH SIDE OF B-59-0029
0010	IH 43 NB	266+89	-	271+61	LT	470	SOUTH SIDE OF B-59-0028
0010	IH 43 NB	267+56	-	271+64	RT	410	SOUTH SIDE OF B-59-0028
0010	IH 43 NB	354+42	-	358+63	LT	420	SOUTH SIDE OF B-59-0019
0010	IH 43 NB	354+54	-	358+63	RT	410	SOUTH SIDE OF B-59-0019
0010	IH 43 NB	360+79	-	366+83	LT	610	NORTH SIDE OF B-59-0019 (BULL NOSE)
0010	IH 43 NB	403+00	-	407+71	LT	470	SOUTH SIDE OF B-59-0077
0010	IH 43 NB	403+63	-	407+71	RT	410	SOUTH SIDE OF B-59-0077
0010	IH 43 NB	429+26	-	432+72	LT	350	SOUTH SIDE OF B-59-0185
0010	IH 43 NB	430+02	-	432+73	RT	270	SOUTH SIDE OF B-59-0185
0010	IH 43 NB	434+20	-	436+91	LT	270	NORTH SIDE OF B-59-0185
0010	IH 43 NB	434+20	-	436+66	RT	250	NORTH SIDE OF B-59-0185
0010	IH 43 NB	468+74	-	477+51	RT	880	SOUTH SIDE OF B-59-0057
0010	IH 43 NB	475+00	-	477+84	LT	280	SOUTH SIDE OF B-59-0057
0010	IH 43 NB	479+11	-	484+32	RT	520	NORTH SIDE OF B-59-0057
0010	IH 43 NB	479+44	-	482+16	LT	270	NORTH SIDE OF B-59-0057
0010	IH 43 NB	509+33	-	512+99	LT	370	ALONG PIER IN MEDIAN OF B-59-0023
0010	IH 43 NB	534+52	-	537+96	RT	340	SOUTH SIDE OF B-59-0187
0010	IH 43 NB	535+39	-	537+95	LT	260	SOUTH SIDE OF B-59-0187
0010	IH 43 NB	539+70	-	542+41	LT	270	NORTH SIDE OF B-59-0187
0010	IH 43 NB	545+60	-	549+24	RT	360	SOUTH SIDE OF B-59-0059
0010	IH 43 NB	546+34	-	549+73	LT	340	SOUTH SIDE OF B-59-0059
0010	IH 43 SB	4+12	-	8+71	RT	460	NORTH SIDE OF B-59-0045
0010	IH 43 SB	4+15	-	11+23	LT	710	NORTH SIDE OF B-59-0045
0010	IH 43 SB	117+37	-	121+45	LT	410	NORTH SIDE OF B-59-0037
0010	IH 43 SB	117+55	-	122+14	RT	460	NORTH SIDE OF B-59-0037
0010	IH 43 SB	219+30	-	223+89	RT	460	NORTH SIDE OF B-59-0051
0010	IH 43 SB	219+32	-	232+29	LT	1,300	BETWEEN B-59-0051 AND B-59-0052
					PROJECT SUBTOTAL	16,450	

REMOVING GUARDRAIL (CONTINUED)

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0165 REMOVING GUARDRAIL LF	REMARKS
0010	IH 43 SB	234+31	-	238+40	LT	410	NORTH SIDE OF B-59-0052
0010	IH 43 SB	234+70	-	239+29	RT	460	NORTH SIDE OF B-59-0052
0010	IH 43 SB	273+59	-	277+67	LT	410	NORTH SIDE OF B-59-0053
0010	IH 43 SB	273+63	-	278+21	RT	460	NORTH SIDE OF B-59-0053
0010	IH 43 SB	360+74	-	366+78	RT	610	NORTH SIDE OF B-59-0054 (BULL NOSE)
0010	IH 43 SB	360+75	-	361+09	LT	35	NORTH SIDE OF B-59-0054
0010	IH 43 SB	409+90	-	413+97	LT	410	NORTH SIDE OF B-59-0076
0010	IH 43 SB	409+90	-	414+50	RT	460	NORTH SIDE OF B-59-0076
0010	IH 43 SB	430+22	-	432+85	RT	260	SOUTH SIDE OF B-59-0184
0010	IH 43 SB	432+51	-	432+85	LT	34	SOUTH SIDE OF B-59-0184
0010	IH 43 SB	434+32	-	438+78	LT	450	NORTH SIDE OF B-59-0184
0010	IH 43 SB	434+33	-	436+97	RT	260	NORTH SIDE OF B-59-0184
0010	IH 43 SB	468+74	-	478+70	LT	1,000	SOUTH SIDE OF B-59-0018
0010	IH 43 SB	475+67	-	478+38	RT	270	SOUTH SIDE OF B-59-0018
0010	IH 43 SB	479+99	-	483+18	RT	320	NORTH SIDE OF B-59-0018
0010	IH 43 SB	480+32	-	486+71	LT	640	NORTH SIDE OF B-59-0018
0010	IH 43 SB	512+04	-	515+70	RT	370	ALONG PIER IN MEDIAN OF B-59-0023
0010	IH 43 SB	537+74	-	538+08	RT	33	SOUTH SIDE OF B-59-0186
0010	IH 43 SB	537+75	-	538+07	LT	32	SOUTH SIDE OF B-59-0186
0010	IH 43 SB	539+82	-	542+65	LT	280	NORTH SIDE OF B-59-0186
0010	IH 43 SB	539+82	-	542+79	RT	300	NORTH SIDE OF B-59-0186
0010	IH 43 SB	547+58	-	550+29	RT	270	SOUTH SIDE OF B-59-0025
0010	IH 43 SB	548+25	-	550+71	LT	250	SOUTH SIDE OF B-59-0025
0010	IH 43 NB C/D	359+91	-	361+92	RT	200	
0010	IH 43 NB C/D	375+81	-	380+39	LT	460	SOUTH SIDE OF B-59-0078
0010	IH 43 NB C/D	378+58	-	380+41	RT	180	SOUTH SIDE OF B-59-0078
0010	IH 43 NB C/D	382+65	-	383+17	RT	53	NORTH SIDE OF B-59-0078
0010	IH 43 SB C/D	361+56	-	365+24	LT	370	
0010	IH 43 SB C/D	380+05	-	380+47	LT	41	SOUTH SIDE OF B-59-0075
0010	IH 43 SB C/D	382+71	-	384+42	LT	170	NORTH SIDE OF B-59-0075
0010	IH 43 SB C/D	382+72	-	387+31	RT	460	NORTH SIDE OF B-59-0075
0010	STH 23 SE LOOP	242+38	-	245+78	LT	350	
0010	STH 23 SW LOOP	386+73	-	390+14	LT	350	
0010	STH 23 SW RAMP	365+16	-	373+39	LT	810	
0010	STH 23 NE LOOP	389+88	-	393+42	LT	360	
0010	STH 23 NW LOOP	238+49	-	241+92	LT	350	
					PROJECT SUBTOTAL	12,178	
					PROJECT TOTAL	28,628	

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REMOVING FENCE

CATEGORY	ROADWAY	CROSSING FEATURE	TO	CROSSING FEATURE	OFFSET	204.0170 REMOVING FENCE LF
0010	IH 43 NB	PEBBLE BEACH ROAD	-	AMSTERDAM ROAD	RT	5,640
0010	IH 43 NB	AMSTERDAM ROAD	-	STH 32	RT	5,610
0010	IH 43 NB	STH 32	-	SMIES ROAD	RT	6,610
0010	IH 43 NB	SMIES ROAD	-	DEWITT ROAD	RT	5,490
0010	IH 43 NB	DEWITT ROAD	-	CTH AA	RT	8,240
0010	IH 43 NB	CTH AA	-	CTH KK	RT	2,650
0010	IH 43 NB	CTH KK	-	WILSON-LIMA ROAD	RT	5,310
0010	IH 43 NB	WILSON-LIMA ROAD	-	CTH V	RT	12,200
0010	IH 43 NB	CTH V	-	CTH EE	RT	10,500
0010	IH 43 NB	CTH EE	-	RAILROAD	RT	1,620
0010	IH 43 NB	RAILROAD	-	STH 28	RT	3,650
0010	IH 43 NB	STH 28	-	SHEBOYGAN RIVER	RT	8,650
0010	IH 43 NB	SHEBOYGAN RIVER	-	CTH PP	RT	76
0010	IH 43 NB	RAILROAD BRIDGE	-	STH 23	RT	5,210
0010	IH 43 NB	STH 23	-	SUPERIOR AVE	RT	1,380
0010	IH 43 NB	SUPERIOR AVE	-	PIGEON RIVER	RT	4,630
0010	IH 43 NB	PIGEON RIVER	-	MUELLER ROAD	RT	3,460
0010	IH 43 NB	MUELLER ROAD	-	CTH J	RT	2,600
0010	IH 43 NB	CTH J	-	STH 42	RT	890
0010	IH 43 SB	PEBBLE BEACH ROAD	-	AMSTERDAM ROAD	LT	5,600
0010	IH 43 SB	AMSTERDAM ROAD	-	STH 32	LT	5,630
0010	IH 43 SB	STH 32	-	SMIES ROAD	LT	6,670
0010	IH 43 SB	SMIES ROAD	-	DEWITT ROAD	LT	5,880
0010	IH 43 SB	DEWITT ROAD	-	CTH AA	LT	8,280
0010	IH 43 SB	CTH AA	-	CTH KK	LT	2,570
0010	IH 43 SB	CTH KK	-	WILSON-LIMA ROAD	LT	5,320
0010	IH 43 SB	WILSON-LIMA ROAD	-	CTH V	LT	11,400
0010	IH 43 SB	CTH V	-	CTH EE	LT	10,800
0010	IH 43 SB	CTH EE	-	RAILROAD	LT	1,410
0010	IH 43 SB	RAILROAD	-	STH 28	LT	4,000
0010	IH 43 SB	STH 28	-	SHEBOYGAN RIVER	LT	8,700
0010	IH 43 SB	SHEBOYGAN RIVER	-	CTH PP	LT	125
0010	IH 43 SB	RAILROAD BRIDGE	-	STH 23	LT	5,220
0010	IH 43 SB	STH 23	-	SUPERIOR AVE	LT	3,640
0010	IH 43 SB	SUPERIOR AVE	-	PIGEON RIVER	LT	4,870
				PROJECT SUBTOTAL		184,531

REMOVING FENCE (CONTINUED)

CATEGORY	ROADWAY	CROSSING FEATURE	TO	CROSSING FEATURE	OFFSET	204.0170 REMOVING FENCE LF
0010	IH 43 SB	PIGEON RIVER	-	MUELLER ROAD	LT	3,270
0010	IH 43 SB	MUELLER ROAD	-	CTH J	LT	2,710
0010	IH 43 SB	CTH J	-	STH 42	LT	1,330
				PROJECT SUBTOTAL		7,310
				PROJECT TOTAL		191,841

FLEXIBLE MARKERS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0180 REMOVING DELINEATORS AND MARKERS EACH	633.5350 MARKERS PERMANENT FLEXIBLE EACH	REMARKS
0010	CTH PP	114+32	-	117+82	RT	38	38	
				PROJECT SUBTOTAL		38	38	

REMOVING SAND BARREL ARRAY

CATEGORY	ROADWAY	STATION	OFFSET	SPV.0060.01 REMOVING SAND BARREL ARRAY AND CONCRETE PAD EACH
0010	IH 43 NB C/D	364+65	LT & RT	2
0010	IH 43 SB C/D	397+30	LT & RT	2
0010	STH 23 EB	215+80	LT & RT	2
0010	STH 23 EB	249+75	LT	1
0010	STH 23 WB	249+95	LT & RT	2
0010	STH 23 EB	255+70	LT & RT	2
0010	STH 23 WB	255+95	RT	1
			PROJECT TOTAL	12

FROM/TO STATION	LOCATION	205.0100 COMMON EXCAVATION (1) CATEGORY 0010 CUT (2)	205.0100 COMMON EXCAVATION (1) CATEGORY 0010 EBS EXCAVATION (3)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13) FACTOR 1.25	MASS ORDINATE +/- (14)	WASTE	COMMENT
210+25 TO 211+01	STH 23 EB	30	0	0	30	16	20	10	10	MAINTENANCE CROSSOVER
213+14 TO 214+80	STH 23 EB	37	0	20	17	0	0	17	17	MAINTENANCE CROSSOVER REMOVAL
		67	0	20	47	16	20	27	27	
GRAND TOTAL		67	0	20	47	16	20	27	27	
TOTAL COMMON EXC		*67								

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = X.6X
(14) 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.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

PREPARE FOUNDATION FOR PAVING

CATEGORY	PROJECT	211.0101 PREPARE FOUNDATION FOR ASPHALTIC PAVING EACH	211.0201 PREPARE FOUNDATION FOR CONCRETE PAVING EACH	211.0301 PREPARE FOUNDATION FOR CONCRETE BASE EACH	REMARKS
0010	1222-13-71	1	-	-	PROJECT LIMITS
0010	1222-13-71	-	1	-	APPROACH SLAB AREAS
0010	1222-13-71	-	-	1	IH 43 APPROACH SLAB AREAS
	PROJECT TOTAL	1	1	1	

STORM SEWER-PIPE

CATEGORY	FROM STRUCTURE	TO STRUCTURE	START INVERT ELEVATION (FT)	END INVERT ELEVATION (FT)	SLOPE	608.0318 STORM SEWER PIPE REINFORCED CONCRETE CLASS III 18-INCH LF
0010	1	EXISTING	649.75	649.53	0.30%	73
				PROJECT TOTAL		73

STORM SEWER-STRUCTURES

CATEGORY	STRUCTURE NUMBER	ROADWAY	STATION	OFFSET	GRADE ELEVATION (FT)	DEPTH (FT)	611.0430 RECONSTRUCTING INLETS EACH	611.0642 INLETS COVER TYPE MS EACH	611.3901 INLETS MEDIAN 1 GRATE EACH	611.8115 ADJUSTING INLET COVERS EACH
0010	-	IH 43 NB	366+35	20.0' LT	621.93	-	1	-	-	-
0010	-	IH 43 NB	367+03	18.0' LT	622.72	-	-	-	-	1
0010	1	STH 23 EB	210+27	29.0' LT	651.80	2.05	-	1	1	-
						PROJECT TOTAL	1	1	1	1

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BASE AGGREGATE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	624.0100 WATER MGAL
0010	IH 43 NB	3+99	-	549+84	LT/RT	2,750	-	39
0010	IH 43 SB	4+05	-	550+75	LT/RT	2,700	-	38
0010	CTH V SE RAMP	79+43	-	88+91	LT/RT	110	-	1.5
0010	CTH V SW RAMP	78+88	-	86+50	LT/RT	85	-	1.2
0010	CTH V NE RAMP	93+04	-	101+03	LT/RT	89	-	1.2
0010	CTH V NW RAMP	90+12	-	98+59	LT/RT	95	-	1.3
0010	STH 28 SE RAMP	236+20	-	237+16	LT/RT	11	-	0.2
0010	STH 28 SW RAMP	236+77	-	237+71	LT/RT	10	-	0.1
0010	STH 28 NE RAMP	253+63	-	254+73	LT/RT	13	-	0.2
0010	STH 28 NW RAMP	252+06	-	253+05	LT/RT	11	-	0.2
0010	IH 43 NB C/D	358+98	-	380+50	LT/RT	240	-	3.4
0010	IH 43 NB C/D	382+56	-	400+08	LT/RT	200	-	2.8
0010	IH 43 SB C/D	354+76	-	380+56	LT/RT	290	-	4.1
0010	IH 43 SB C/D	382+62	-	401+67	LT/RT	210	-	2.9
0010	STH 23 SE LOOP	238+70	-	252+00	LT/RT	150	-	2.1
0010	STH 23 SE RAMP	367+20	-	385+91	LT/RT	210	-	2.9
0010	STH 23 SW LOOP	381+61	-	395+84	LT/RT	160	-	2.2
0010	STH 23 SW RAMP	366+59	-	391+87	LT/RT	280	-	3.9
0010	STH 23 NE LOOP	385+66	-	398+76	LT/RT	150	-	2.1
0010	STH 23 NE RAMP	251+13	-	268+32	LT/RT	190	-	2.7
0010	STH 23 NW LOOP	232+86	-	247+65	LT/RT	160	-	2.2
0010	STH 23 NW RAMP	216+63	-	236+98	LT/RT	230	-	3.2
0010	STH 42 SE RAMP	554+45	-	557+80	LT/RT	37	-	0.5
0010	STH 42 SW RAMP	557+43	-	562+17	LT/RT	53	-	0.7
0010	STH 23 EB	206+06	-	208+12	RT	12	-	0.2
0010	STH 23 EB	208+12	-	214+32	RT	35	-	0.5
0010	STH 23 EB	213+85	-	216+15	LT	13	-	0.2
0010	STH 23 EB	231+10	-	236+87	RT	32	-	0.4
0010	STH 23 EB	250+96	-	260+24	LT	52	-	0.7
0010	STH 23 WB	230+90	-	236+60	LT	32	-	0.4
0010	STH 23 EB	210+28	-	211+00	LT	-	138	1.9
					PROJECT TOTAL	8,610	*138	*123.2

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

BASE PATCHING CONCRETE

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	390.0305 BASE PATCHING CONCRETE HES CY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
0010	IH 43 NB	5+36	-	5+42	RT	3	3	-	16	30	PASSING LANE
0010	IH 43 NB	75+80	-	75+92	RT	6	6	-	16	36	DRIVING LANE
0010	IH 43 NB	88+74	-	88+80	RT	3	3	-	16	30	DRIVING LANE
0010	IH 43 NB	217+25	-	217+56	RT	15	15	13	16	55	DRIVING LANE
0010	IH 43 NB	231+44	-	231+50	RT	3	3	-	16	30	PASSING LANE
0010	IH 43 NB	231+44	-	231+50	RT	3	3	-	16	30	DRIVING LANE
0010	IH 43 NB	232+43	-	232+49	RT	3	3	-	16	30	DRIVING LANE
0010	IH 43 NB	232+80	-	232+87	RT	3	3	-	16	31	DRIVING LANE
0010	IH 43 NB	235+75	-	235+82	RT	3	3	-	16	31	DRIVING LANE
0010	IH 43 NB	289+82	-	289+89	RT	3	3	-	16	31	DRIVING LANE
0010	IH 43 NB	290+59	-	290+66	RT	2	2	-	8	19	RAMP
0010	IH 43 NB	291+62	-	291+69	RT	3	3	-	16	31	PASSING LANE
0010	IH 43 NB	308+05	-	308+11	RT	3	3	-	16	30	PASSING LANE
0010	IH 43 NB	368+07	-	368+14	RT	3	3	-	16	38	PASSING LANE
0010	IH 43 NB	511+03	-	511+14	RT	5	5	-	16	46	DRIVING LANE
0010	IH 43 NB	518+52	-	518+58	RT	3	3	-	16	36	DRIVING LANE
0010	IH 43 NB	519+42	-	519+52	RT	5	5	-	16	44	DRIVING LANE
0010	IH 43 NB	521+36	-	521+48	RT	6	6	-	16	48	DRIVING LANE
0010	IH 43 NB	547+14	-	547+23	RT	4	4	-	16	42	DRIVING LANE
0010	IH 43 NB	547+50	-	547+59	RT	4	4	-	16	42	DRIVING LANE
0010	IH 43 NB	547+74	-	547+84	RT	5	5	-	16	44	DRIVING LANE
0010	IH 43 SB	12+82	-	12+88	LT	3	3	-	16	30	DRIVING LANE
0010	IH 43 SB	35+19	-	35+25	LT	3	3	-	16	30	PASSING LANE
0010	IH 43 SB	43+90	-	43+97	LT	3	3	-	16	31	PASSING LANE
0010	IH 43 SB	100+38	-	100+50	LT	6	6	-	16	36	DRIVING LANE
0010	IH 43 SB	114+46	-	114+53	LT	3	3	-	16	31	DRIVING LANE
0010	IH 43 SB	114+90	-	115+07	LT	8	8	7	16	41	DRIVING LANE
0010	IH 43 SB	115+00	-	115+07	LT	3	3	-	16	31	PASSING LANE
0010	IH 43 SB	115+16	-	115+22	LT	3	3	-	16	30	DRIVING LANE
0010	IH 43 SB	115+29	-	115+40	LT	5	5	-	16	35	DRIVING LANE
0010	IH 43 SB	176+00	-	176+12	LT	6	6	-	16	36	DRIVING LANE
0010	IH 43 SB	216+23	-	216+29	LT	3	3	-	16	30	PASSING LANE
0010	IH 43 SB	221+19	-	221+25	LT	3	3	-	16	30	DRIVING LANE
0010	IH 43 SB	356+76	-	356+83	LT	3	3	-	16	31	PASSING LANE
0010	IH 43 SB	356+76	-	356+83	LT	3	3	-	16	31	DRIVING LANE
0010				UNDISTRIBUTED		22	22	3	83	181	
					PROJECT SUBTOTAL	165	165	23	635	*1,388	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

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BASE PATCHING CONCRETE (CONTINUED)

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	390.0100 REMOVING PAVEMENT FOR BASE PATCHING CY	390.0305 BASE PATCHING CONCRETE HES CY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
0010	IH 43 SB	357+65	-	357+71	LT	3	3	-	16	30	DRIVING LANE
0010	IH 43 SB	358+02	-	358+20	LT	9	9	8	16	42	DRIVING LANE
0010	IH 43 SB	378+02	-	378+08	LT	3	3	-	16	36	DRIVING LANE
0010	IH 43 SB	458+81	-	458+88	LT	3	3	-	16	38	PASSING LANE
0010	IH 43 SB	493+52	-	493+58	LT	3	3	-	16	36	PASSING LANE
0010	IH 43 SB	495+80	-	495+86	LT	3	3	-	16	36	PASSING LANE
0010	IH 43 SB	499+31	-	499+37	LT	3	3	-	16	36	PASSING LANE
0010	IH 43 SB	506+03	-	506+10	LT	3	3	-	16	38	PASSING LANE
0010	IH 43 SB	510+67	-	510+74	LT	3	3	-	16	38	PASSING LANE
0010	IH 43 SB	522+99	-	523+05	LT	3	3	-	16	38	PASSING LANE
0010	IH 43 SB	522+99	-	523+05	LT	3	3	-	16	38	DRIVING LANE
0010	IH 43 SB	536+60	-	536+66	LT	3	3	-	16	36	PASSING LANE
0010	IH 43 SB	536+60	-	536+66	LT	3	3	-	16	36	DRIVING LANE
0010	IH 43 SB	536+60	-	536+66	LT	2	2	-	10	36	RAMP
0010				UNDISTRIBUTED		7	7	2	33	77	
					PROJECT SUBTOTAL	54	54	10	251	*591	
					PROJECT TOTAL	219	219	33	886	*1,979	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

CONCRETE SURFACE DRAINS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0150 REMOVING CURB & GUTTER LF	465.0105 ASPHALTIC SURFACE TON	601.0588 CONCRETE CURB & GUTTER 4-INCH SLOPED 36-INCH TYPE TBT LF	602.3010 CONCRETE SURFACE DRAINS CY	606.0200 RIPRAP MEDIUM CY	625.0500 SALVAGED TOPSOIL SY	628.2004 EROSION MAT CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	SPV.0085.01 NATIVE SEEDING MIXTURE NO. 75 UPDATED LB	630.0500 SEED WATER MGAL	645.0120 GEOTEXTILE TYPE HR SY	690.0250 SAWING CONCRETE LF	REMARKS
0010	IH 43 NB	432+25	-	432+70	LT	10	12	2	45	0.35	0.65	5	5	0.01	-	0.1	0.12	4	47	SW CORNER B-59-0185
0010	IH 43 NB	537+48	-	537+93	LT	10	12	2	45	0.35	0.65	5	5	0.01	-	0.1	0.12	4	47	SW CORNER B-59-0187
0010	IH 43 SB	117+39	-	117+84	LT	10	8	2	45	0.35	0.65	5	5	0.01	0.3	-	0.12	4	47	NW CORNER B-59-0037
0010	IH 43 SB	117+57	-	118+02	RT	10	8	2	45	0.35	0.65	5	5	0.01	0.3	-	0.12	4	47	NE CORNER B-59-0037
0010	IH 43 SB	219+32	-	219+77	RT	10	8	2	45	0.35	0.65	5	5	0.01	0.3	-	0.12	4	47	NE CORNER B-59-0051
0010	IH 43 SB	234+72	-	235+17	RT	10	8	2	45	0.35	0.65	5	5	0.01	0.3	-	0.12	4	47	NE CORNER B-59-0052
0010	IH 43 SB	273+64	-	274+09	LT	10	8	2	45	0.35	0.65	5	5	0.01	-	0.1	0.12	4	47	NW CORNER B-59-0053
0010	IH 43 SB	273+68	-	274+13	RT	10	8	2	45	0.35	0.65	5	5	0.01	-	0.1	0.12	4	47	NE CORNER B-59-0053
0010	IH 43 SB	409+95	-	410+40	LT	10	8	2	45	0.35	0.65	5	5	0.01	-	0.1	0.12	4	47	NW CORNER B-59-0076
0010	IH 43 SB	409+95	-	410+40	RT	10	8	2	45	0.35	0.65	5	5	0.01	-	0.1	0.12	4	47	NE CORNER B-59-0076
				PROJECT TOTAL		100	88	*20	450	3.5	6.5	*50	*50	*0.10	1.2	*0.6	*1.2	*40	*470	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

CONCRETE PAVEMENT APPROACH SLAB

CATEGORY	ROADWAY	STATION	TO	STATION	204.0100 REMOVING CONCRETE PAVEMENT SY	320.0155 CONCRETE BASE 9-INCH SY	415.0060 CONCRETE PAVEMENT 6-INCH SY	415.0120 CONCRETE PAVEMENT 12-INCH SY	415.0410 CONCRETE PAVEMENT APPROACH SLAB SY	465.0105 ASPHALTIC SURFACE TON	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF	REMARKS
0010	IH 43 NB	407+59	-	407+80	94	25	27	-	40	-	-	82	SOUTH END OF B-59-0077
0010	IH 43 NB	409+86	-	410+07	94	25	27	-	40	-	-	82	NORTH END OF B-59-0077
0010	IH 43 SB	407+55	-	407+76	94	25	27	-	40	-	-	82	SOUTH END OF B-59-0076
0010	IH 43 SB	409+81	-	410+02	94	25	27	-	40	-	-	82	NORTH END OF B-59-0076
0010	IH 43 NB C/D	380+29	-	380+50	94	25	27	-	40	-	-	82	SOUTH END OF B-59-0078
0010	IH 43 NB C/D	382+55	-	382+76	94	25	27	-	40	-	-	82	NORTH END OF B-59-0078
0010	IH 43 SB C/D	380+35	-	380+56	94	25	27	-	40	-	-	82	SOUTH END OF B-59-0075
0010	IH 43 SB C/D	382+62	-	382+83	94	25	27	-	40	-	-	82	NORTH END OF B-59-0075
0010	CTH PP	115+29	-	115+71	243	-	-	156	70	4	52	54	WEST END OF B-59-0020
0010	CTH PP	117+46	-	117+82	208	-	-	122	70	3	40	42	EAST END OF b-59-0020
				PROJECT TOTAL	1,203	200	216	278	460	*7	92	*752	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

HMA ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING	450.4000 HMA COLD WEATHER PAVING	455.0605 TACK COAT	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY	460.0115.S HMA PAVEMENT TEST STRIP VOLUMETRICS	460.0120.S HMA PAVEMENT TEST STRIP DENSITY	460.5224 HMA PAVEMENT 4 LT 58-28 S	460.7224 HMA PAVEMENT 4 HT 58-28 S	460.8624 HMA PAVEMENT 4 SMA 58-28 V	460.9000.S MATERIAL TRANSFER VEHICLE	REMARKS
						LF	TON	GAL	EACH	EACH	EACH	EACH	TON	TON	TON	EACH	
0010	IH 43 NB	3+99	-	116+07	LT/RT	11,208	2,500	6,065	1	1	1	1	2,660	4,690	3,770	1	MAINLINE & SHOULDERS
0010	IH 43 NB	117+61	-	218+14	LT/RT	10,053	-	5,477	-	-	-	-	2,340	4,270	3,430	-	MAINLINE & SHOULDERS
0010	IH 43 NB	219+13	-	233+24	LT/RT	1,411	-	761	-	-	-	-	350	580	460	-	MAINLINE & SHOULDERS
0010	IH 43 NB	235+13	-	271+66	LT/RT	3,653	-	2,035	-	-	-	-	800	1,620	1,300	-	MAINLINE & SHOULDERS
0010	IH 43 NB	273+49	-	358+71	LT/RT	8,522	-	4,678	-	-	-	-	1,970	3,670	2,940	-	MAINLINE & SHOULDERS
0010	IH 43 NB	360+71	-	407+80	LT/RT	4,709	-	2,645	-	-	-	-	1,110	2,070	1,670	-	MAINLINE & SHOULDERS
0010	IH 43 NB	409+86	-	432+65	LT/RT	2,279	-	1,356	-	-	-	-	530	1,080	870	-	MAINLINE & SHOULDERS
0010	IH 43 NB	434+28	-	477+86	LT/RT	4,358	-	2,359	-	-	-	-	1,030	1,830	1,470	-	MAINLINE & SHOULDERS
0010	IH 43 NB	479+32	-	537+88	LT/RT	5,856	-	3,180	-	-	-	-	1,410	2,450	1,970	-	MAINLINE & SHOULDERS
0010	IH 43 NB	539+78	-	549+84	LT/RT	1,006	-	590	-	-	-	-	230	470	380	-	MAINLINE & SHOULDERS
0010	IH 43 SB	4+05	-	115+91	LT/RT	11,186	2,500	6,089	-	-	-	-	2,610	4,740	3,810	-	MAINLINE & SHOULDERS
0010	IH 43 SB	117+45	-	218+23	LT/RT	10,078	-	5,432	-	-	-	-	2,380	4,200	3,380	-	MAINLINE & SHOULDERS
0010	IH 43 SB	219+22	-	232+69	LT/RT	1,347	-	691	-	-	-	-	320	520	420	-	MAINLINE & SHOULDERS
0010	IH 43 SB	234+57	-	271+74	LT/RT	3,717	-	2,134	-	-	-	-	780	1,740	1,400	-	MAINLINE & SHOULDERS
0010	IH 43 SB	273+58	-	358+67	LT/RT	8,509	-	4,627	-	-	-	-	2,070	3,570	2,860	-	MAINLINE & SHOULDERS
0010	IH 43 SB	360+66	-	407+76	LT/RT	4,710	-	2,762	-	-	-	-	1,100	2,190	1,760	-	MAINLINE & SHOULDERS
0010	IH 43 SB	409+82	-	432+78	LT/RT	2,296	-	1,317	-	-	-	-	540	1,040	830	-	MAINLINE & SHOULDERS
0010	IH 43 SB	434+36	-	478+50	LT/RT	4,414	-	2,431	-	-	-	-	1,190	1,810	1,460	-	MAINLINE & SHOULDERS
0010	IH 43 SB	479+95	-	538+01	LT/RT	5,806	-	3,131	-	-	-	-	1,400	2,410	1,930	-	MAINLINE & SHOULDERS
0010	IH 43 SB	539+85	-	550+76	LT/RT	1,091	-	693	-	-	-	-	250	570	460	-	MAINLINE & SHOULDERS
0010	CTH V SE RAMP	79+43	-	88+91	LT/RT	-	-	185	-	-	-	-	160	240	-	-	RAMP
0010	CTH V SW RAMP	78+88	-	86+50	LT/RT	-	-	147	-	-	-	-	130	190	-	-	RAMP
0010	CTH V NE RAMP	93+04	-	101+03	LT/RT	-	-	155	-	-	-	-	130	200	-	-	RAMP
0010	CTH V NW RAMP	90+12	-	98+59	LT/RT	-	-	165	-	-	-	-	140	210	-	-	RAMP
0010	STH 28 SE RAMP	236+20	-	237+16	LT/RT	-	-	19	-	-	-	-	20	20	-	-	RAMP
0010	STH 28 SW RAMP	236+77	-	237+71	LT/RT	-	-	18	-	-	-	-	20	20	-	-	RAMP
0010	STH 28 NE RAMP	253+63	-	254+73	LT/RT	-	-	21	-	-	-	-	20	30	-	-	RAMP
0010	STH 28 NW RAMP	252+06	-	253+05	LT/RT	-	-	19	-	-	-	-	20	20	-	-	RAMP
0010	IH 43 NB C/D	358+98	-	380+50	LT/RT	-	-	607	-	-	-	-	570	730	-	-	RAMP
0010	IH 43 NB C/D	382+56	-	400+08	LT/RT	-	-	513	-	-	-	-	470	630	-	-	RAMP
					PROJECT SUBTOTAL	106,209	5,000	*60,302	1	1	1	1	26,750	47,810	36,570	1	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

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HMA ITEMS (CONTINUED)

						204.0126.S REMOVING ASPHALTIC LONGITUDINAL NOTCHED WEDGE JOINT MILLING	450.4000 HMA COLD WEATHER PAVING	455.0605 TACK COAT	460.0105.S HMA PAVEMENT PWL TEST STRIP VOLUMETRICS	460.0110.S HMA PAVEMENT PWL TEST STRIP DENSITY	460.0115.S HMA PAVEMENT TEST STRIP VOLUMETRICS	460.0120.S HMA PAVEMENT TEST STRIP DENSITY	460.5224 HMA PAVEMENT 4 LT 58-28 S	460.7224 HMA PAVEMENT 4 HT 58-28 S	460.8624 HMA PAVEMENT 4 SMA 58-28 V	460.9000.S MATERIAL TRANSFER VEHICLE	
						LF	TON	GAL	EACH	EACH	EACH	EACH	TON	TON	TON	EACH	REMARKS
0010	IH 43 SB C/D	354+76	-	380+56	LT/RT	-	-	709	-	-	-	-	690	830	-	-	RAMP
0010	IH 43 SB C/D	382+62	-	401+67	LT/RT	-	-	564	-	-	-	-	510	700	-	-	RAMP
0010	STH 23 SE LOOP	238+70	-	252+00	LT/RT	-	-	325	-	-	-	-	300	400	-	-	RAMP
0010	STH 23 SE RAMP	367+20	-	385+91	LT/RT	-	-	391	-	-	-	-	370	470	-	-	RAMP
0010	STH 23 SW LOOP	381+61	-	395+84	LT/RT	-	-	340	-	-	-	-	300	430	-	-	RAMP
0010	STH 23 SW RAMP	366+59	-	391+87	LT/RT	-	-	520	-	-	-	-	490	620	-	-	RAMP
0010	STH 23 NE LOOP	385+66	-	398+76	LT/RT	-	-	309	-	-	-	-	260	400	-	-	RAMP
0010	STH 23 NE RAMP	251+13	-	268+32	LT/RT	-	-	358	-	-	-	-	340	430	-	-	RAMP
0010	STH 23 NW LOOP	232+86	-	247+65	LT/RT	-	-	356	-	-	-	-	320	440	-	-	RAMP
0010	STH 23 NW RAMP	216+63	-	236+98	LT/RT	-	-	425	-	-	-	-	400	510	-	-	RAMP
0010	STH 42 SE RAMP	554+45	-	557+80	LT/RT	-	-	70	-	-	-	-	70	80	-	-	RAMP
0010	STH 42 SW RAMP	557+43	-	562+17	LT/RT	-	-	103	-	-	-	-	100	120	-	-	RAMP
0010	STH 23 EB	208+12	-	214+32	RT	-	-	97	-	-	-	-	80	130	-	-	RAMP
0010	STH 23 EB	231+10	-	236+87	RT	-	-	90	-	-	-	-	80	120	-	-	RAMP
0010	STH 23 WB	230+90	-	236+60	LT	-	-	89	-	-	-	-	80	110	-	-	RAMP
0010	IH 43 NB	17+98	-	18+64	LT	-	-	31	-	-	-	-	30	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	93+12	-	93+74	LT	-	-	22	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	139+59	-	140+19	LT	-	-	22	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	241+24	-	241+87	LT	-	-	22	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	300+48	-	301+06	LT	-	-	22	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	336+62	-	337+23	LT	-	-	22	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	376+75	-	377+36	LT	-	-	21	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	441+57	-	442+26	LT	-	-	27	-	-	-	-	20	-	-	-	MEDIAN CROSSOVER**
0010	IH 43 NB	526+46	-	527+26	LT	-	-	29	-	-	-	-	30	-	-	-	MEDIAN CROSSOVER**
0010	STH 23 EB	210+25	-	211+00	LT	-	-	9	-	-	-	-	50	-	-	-	MEDIAN CROSSOVER
				PROJECT SUBTOTAL		0	0	*4,973	0	0	0	0	4,640	5,790	0	0	
				PROJECT TOTAL		106,209	5,000	*65,275	1	1	1	1	31,390	53,600	36,570	1	

** 1 3/4" HMA PAVEMENT 4 LT 58-28 S UPPER LAYER ONLY

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

PWL MIXTURE USE TABLE

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	ROADWAY	STATION	TO	STATION	BID ITEM	MIXTURE USE	UNDERLYING SURFACE	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
										MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12-FOOT DRIVING LANES	IH 43 NB	3+99	-	116+07	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	3,750	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	3+99	-	116+07	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	940	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	117+61	-	218+14	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	3,420	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	117+61	-	218+14	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	850	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	219+13	-	233+24	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	460	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	219+13	-	233+24	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	120	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	235+13	-	271+66	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,300	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	235+13	-	271+66	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	320	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	273+49	-	358+71	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	2,940	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	273+49	-	358+71	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	730	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	360+71	-	407+80	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,660	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	360+71	-	407+80	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	410	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	409+86	-	432+65	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	860	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	409+86	-	432+65	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	220	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	434+28	-	477+86	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,460	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	434+28	-	477+86	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	370	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	479+32	-	537+88	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,960	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	479+32	-	537+88	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	490	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 NB	539+78	-	549+84	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	380	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 NB	539+78	-	549+84	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	90	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	4+05	-	115+91	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	3,790	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	4+05	-	115+91	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	950	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	117+45	-	218+23	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	3,360	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	117+45	-	218+23	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	840	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	219+22	-	232+69	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	420	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	219+22	-	232+69	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	100	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	234+57	-	271+74	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,390	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	234+57	-	271+74	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	350	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	273+58	-	358+67	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	2,860	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	273+58	-	358+67	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	710	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	360+66	-	407+76	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,750	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	360+66	-	407+76	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	440	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	409+82	-	432+78	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	830	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	409+82	-	432+78	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	210	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	434+36	-	478+50	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,450	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	434+36	-	478+50	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	360	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	479+95	-	538+01	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,930	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	479+95	-	538+01	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	480	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE
12-FOOT DRIVING LANES	IH 43 SB	539+85	-	550+76	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	460	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
MEDIAN SHOULDER	IH 43 SB	539+85	-	550+76	4 HT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	110	2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	DEPARTMENT ACCEPTANCE (SS 460.3.3.2) *NOT ELIGIBLE FOR INCENTIVE

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PWL MIXTURE USE TABLE (CONTINUED)

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	ROADWAY	STATION	TO	STATION	BID ITEM	MIXTURE USE	UNDERLYING SURFACE	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
										MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12-FOOT DRIVING LANES	IH 43 NB	3+99	-	116+07	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	3,020	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	3+99	-	116+07	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	750	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	117+61	-	218+14	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	2,740	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	117+61	-	218+14	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	690	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	219+13	-	233+24	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	370	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	219+13	-	233+24	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	90	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	235+13	-	271+66	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,040	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	235+13	-	271+66	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	260	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	273+49	-	358+71	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	2,350	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	273+49	-	358+71	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	590	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	360+71	-	407+80	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,340	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	360+71	-	407+80	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	330	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	409+86	-	432+65	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	700	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	409+86	-	432+65	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	170	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	434+28	-	477+86	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,180	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	434+28	-	477+86	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	290	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	479+32	-	537+88	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,580	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	479+32	-	537+88	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	390	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 NB	539+78	-	549+84	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	300	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 NB	539+78	-	549+84	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	80	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	4+05	-	115+91	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	3,050	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	4+05	-	115+91	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	760	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	117+45	-	218+23	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	2,700	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	117+45	-	218+23	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	680	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	219+22	-	232+69	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	340	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	219+22	-	232+69	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	80	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	234+57	-	271+74	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,120	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	234+57	-	271+74	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	280	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	273+58	-	358+67	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	2,290	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	273+58	-	358+67	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	570	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	360+66	-	407+76	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,410	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	360+66	-	407+76	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	350	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	409+82	-	432+78	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	660	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	409+82	-	432+78	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	170	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	434+36	-	478+50	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,170	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	434+36	-	478+50	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	290	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	479+95	-	538+01	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	1,540	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	479+95	-	538+01	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	390	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
12-FOOT DRIVING LANES	IH 43 SB	539+85	-	550+76	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	370	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN SHOULDER	IH 43 SB	539+85	-	550+76	4 SMA 58-28 V	UPPER LAYER	4 HT 58-28 S	90	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000

PWL MIXTURE USE TABLE (CONTINUED)

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	ROADWAY	STATION	TO	STATION	BID ITEM	MIXTURE USE	UNDERLYING SURFACE	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
										MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
OUTSIDE SHOULDER	IH 43 NB	3+99	-	116+07	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	1,240	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	3+99	-	116+07	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,420	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	117+61	-	218+14	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	1,090	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	117+61	-	218+14	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,250	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	219+13	-	233+24	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	160	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	219+13	-	233+24	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	190	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	235+13	-	271+66	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	370	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	235+13	-	271+66	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	430	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	273+49	-	358+71	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	920	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	273+49	-	358+71	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,050	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	360+71	-	407+80	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	520	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	360+71	-	407+80	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	590	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	409+86	-	432+65	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	250	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	409+86	-	432+65	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	280	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	434+28	-	477+86	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	480	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	434+28	-	477+86	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	550	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	479+32	-	537+88	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	660	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	479+32	-	537+88	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	750	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	539+78	-	549+84	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	110	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 NB	539+78	-	549+84	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	120	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	4+05	-	115+91	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	1,220	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	4+05	-	115+91	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,390	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	117+45	-	218+23	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	1,110	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	117+45	-	218+23	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,270	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	219+22	-	232+69	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	150	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	219+22	-	232+69	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	170	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	234+57	-	271+74	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	360	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	234+57	-	271+74	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	420	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	273+58	-	358+67	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	970	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	273+58	-	358+67	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	1,100	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	360+66	-	407+76	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	510	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	360+66	-	407+76	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	590	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	409+82	-	432+78	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	250	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	409+82	-	432+78	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	290	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	434+36	-	478+50	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	560	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	434+36	-	478+50	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	630	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	479+95	-	538+01	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	650	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	479+95	-	538+01	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	750	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	539+85	-	550+76	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	120	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
OUTSIDE SHOULDER	IH 43 SB	539+85	-	550+76	4 LT 58-28 S	LOWER LAYER	MILLED EXISTING HMA SURFACE	130	2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000

PWL MIXTURE USE TABLE (CONTINUED)

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	ROADWAY	STATION	TO	STATION	BID ITEM	MIXTURE USE	UNDERLYING SURFACE	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
										MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
DRIVING LANE	CTH V SE RAMP	79+43	-	88+91	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	240	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	CTH V SE RAMP	79+43	-	88+91	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	160	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	CTH V SW RAMP	78+88	-	86+50	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	190	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	CTH V SW RAMP	78+88	-	86+50	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	130	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	CTH V NE RAMP	93+04	-	101+03	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	200	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	CTH V NE RAMP	93+04	-	101+03	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	130	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	CTH V NW RAMP	90+12	-	98+59	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	210	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	CTH V NW RAMP	90+12	-	98+59	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	140	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 28 SE RAMP	236+20	-	237+16	4 HT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 28 SE RAMP	236+20	-	237+16	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 28 SW RAMP	236+77	-	237+71	4 HT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 28 SW RAMP	236+77	-	237+71	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 28 NE RAMP	253+63	-	254+73	4 HT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	30	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 28 NE RAMP	253+63	-	254+73	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 28 NW RAMP	252+06	-	253+05	4 HT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 28 NW RAMP	252+06	-	253+05	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	IH 43 NB C/D	358+98	-	380+50	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	730	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	IH 43 NB C/D	358+98	-	380+50	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	570	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	IH 43 NB C/D	382+56	-	400+08	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	630	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	IH 43 NB C/D	382+56	-	400+08	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	470	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	IH 43 SB C/D	354+76	-	380+56	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	830	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	IH 43 SB C/D	354+76	-	380+56	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	690	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	IH 43 SB C/D	382+62	-	401+67	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	700	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	IH 43 SB C/D	382+62	-	401+67	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	510	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 SE LOOP	283+70	-	252+00	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	400	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 SE LOOP	283+70	-	252+00	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	300	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 SE RAMP	367+20	-	385+91	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	470	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 SE RAMP	367+20	-	385+91	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	370	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 SW LOOP	381+61	-	395+84	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	430	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 SW LOOP	381+61	-	395+84	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	300	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 SW RAMP	366+59	-	391+87	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	620	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 SW RAMP	366+59	-	391+87	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	490	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 NE LOOP	385+66	-	398+76	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	400	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 NE LOOP	385+66	-	398+76	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	260	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 NE RAMP	251+13	-	268+32	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	430	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 NE RAMP	251+13	-	268+32	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	340	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 NW LOOP	232+86	-	247+65	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	440	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 NW LOOP	232+86	-	247+65	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	320	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 NW RAMP	216+63	-	236+98	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	510	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 NW RAMP	216+63	-	236+98	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	400	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000

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PWL MIXTURE USE TABLE (CONTINUED)

THE FOLLOWING ACCEPTANCE CRITERIA ARE APPLICABLE FOR THIS PROJECT:

LOCATION	ROADWAY	STATION	TO	STATION	BID ITEM	MIXTURE USE	UNDERLYING SURFACE	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
										MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
DRIVING LANE	STH 42 SE RAMP	554+45	-	557+80	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	80	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 42 SE RAMP	554+45	-	557+80	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	70	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 42 SW RAMP	557+43	-	562+17	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	120	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 42 SW RAMP	557+43	-	562+17	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	100	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 EB	208+12	-	214+32	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	130	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 EB	208+12	-	214+32	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	80	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 EB	231+10	-	236+87	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	120	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 EB	231+10	-	236+87	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	80	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
DRIVING LANE	STH 23 WB	230+90	-	236+60	4 HT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	110	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
SHOULDERS	STH 23 WB	230+90	-	236+60	4 LT 58-28 S	UPPER LAYER	EXISTING CONCRETE PAVEMENT	80	2 1/2"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	17+98	-	18+64	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	30	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	93+12	-	93+74	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	139+59	-	140+19	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	241+24	-	241+87	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	300+48	-	301+06	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	336+62	-	337+23	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	376+75	-	377+36	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	441+57	-	442+26	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	IH 43 NB	526+46	-	527+26	4 LT 58-28 S	UPPER LAYER	MILLED EXISTING HMA SURFACE	30	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	STH 23 EB	210+25	-	211+00	4 LT 58-28 S	UPPER LAYER	4 LT 58-28 S	20	1 3/4"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000
MEDIAN CROSSOVER	STH 23 EB	210+25	-	211+00	4 LT 58-28 S	LOWER LAYER	BASE AGGREGATE DENSE	30	2 14"	QMP (SS 460.2.8)	INCENTIVE DENSITY HMA PAVEMENT 460.2000

ASPHALTIC SURFACE FOR TRAFFIC CONTROL STAGING

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	205.0100 EXCAVATION COMMON CY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	455.0605 TACK COAT GAL	465.0105 ASPHALTIC SURFACE TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	624.0100 WATER MGAL	REMARKS
0010	IH 43 NB	386+70	-	407+80	RT	-	-	33	57	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 NB	409+87	-	415+80	RT	-	-	9	16	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 NB	389+50	-	407+80	LT	-	-	28	50	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 NB	409+87	-	413+00	LT	-	-	5	8	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 SB	404+60	-	407+70	RT	-	-	5	8	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 SB	409+82	-	428+10	RT	-	-	28	50	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 SB	401+80	-	407+70	LT	-	-	9	16	-	-	REMOVING RUMBLE STRIPS
0010	IH 43 SB	410+00	-	428+45	LT	-	-	29	50	-	-	REMOVING RUMBLE STRIPS
0010	CTH PP	114+10	-	115+30	RT	135	190	-	80	-	2.7	CTH PP STAGE 2
0010	CTH PP	117+80	-	119+00	RT	135	190	-	80	-	2.7	CTH PP STAGE 2
0010	CTH PP	119+00	-	120+20	RT	50	70	-	-	30	1.0	CTH PP STAGE 1
				PROJECT TOTAL		*320	*450	*146	*415	30	*6.3	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

ASPHALTIC SHOULDER RUMBLE STRIPS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF
0010	IH 43 NB	3+98	-	549+59	LT/RT	100,920
0010	IH 43 SB	4+05	-	550+77	LT/RT	101,277
0010	STH 23 EB	208+11	-	214+83	RT	672
					PROJECT TOTAL	202,869

CONCRETE BARRIER TEMPORARY PRECAST

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	603.8000 CONCRETE BARRIER TEMPORARY PRECAST DELIVERED LF	603.8125 CONCRETE BARRIER TEMPORARY PRECAST INSTALLED LF	603.8500 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST LF	603.8505 ANCHORING CONCRETE BARRIER TEMPORARY PRECAST ON BRIDGE DECKS LF	614.0905 CRASH CUSHIONS TEMPORARY EACH	BACK WIDTH FT	OBJECT MARKING PATTERN	CRASH TEST LEVEL	TRAFFIC DIRECTION	TRAFFIC LOCATION	CRASH CUSHION SHIELDS	REMARKS
0010	IH 43 NB C/D	363+37	-	365+87	LT	250	250	250	-	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0077
0010	IH 43 NB C/D	363+37	-	365+87	RT	250	250	250	-	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0077
0010	IH 43 SB C/D	396+24	-	398+61	LT	237	237	237	-	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0079
0010	IH 43 SB C/D	396+24	-	398+61	RT	238	238	238	-	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0079
0010	STH 23 EB	212+48	-	216+23	LT	375	375	375	-	1	4	OM-3L (W5-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0082
0010	STH 23 EB	212+76	-	216+26	RT	350	350	350	-	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0082
0010	STH 23 EB	258+17	-	260+67	RT	250	250	250	-	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0086
0010	STH 23 WB	248+62	-	251+12	LT	250	250	250	-	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	S-59-0083
0010	IH 43 NB	402+85	-	410+35	RT	975	975	-	-	1	4	OM-3L (W-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY CONCRETE BARRIER IN CENTER OF ROADWAY	B-59-0077 LEFT LANE CLOSURE
0010	IH 43 NB	402+85	-	410+35	RT	-	975	769	206	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER IN CENTER OF ROADWAY	B-59-0077 RIGHT LANE CLOSURE
0010	IH 43 SB	407+27	-	414+77	LT	975	975	-	-	1	4	OM-3L (W-58L)	TL-3	UNIDIRECTIONAL	RIGHT	TEMPORARY CONCRETE BARRIER IN CENTER OF ROADWAY	B-59-0076 LEFT LANE CLOSURE
0010	IH 43 SB	407+27	-	414+77	LT	-	975	769	206	1	4	OM-3R (W5-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER IN CENTER OF ROADWAY	B-59-0076 RIGHT LANE CLOSURE
0010	CTH PP	113+10	-	120+00	LT	690	690	-	-	1	4	OM-3R (W-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	CTH PP STAGE 2
0010	CTH PP	113+80	-	119+30	RT	-	550	-	-	1	4	OM-3R (W-58R)	TL-3	UNIDIRECTIONAL	LEFT	TEMPORARY CONCRETE BARRIER ON SHOULDER	CTH PP STAGE 3
				PROJECT TOTAL		4,840	7,340	3,738	412	14							

BARRIER SYSTEM GRADING SHAPING AND FINISHING

614.0010

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	BARRIER SYSTEM GRADING SHAPING AND FINISHING EACH	*EROSION MAT CLASS 1 TYPE B SY	*EXCAVATION COMMON CY	*BORROW CY	*SEED WATER MGAL	*TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING MIXTURE NO. 30 LB	*SEEDING MIXTURE NO. 75 UPDATED LB
0010	IH 43 NB	110+22	-	111+94	LT	1	87	-	21	1.9	87	0.05	3.9	-
0010	IH 43 NB	110+90	-	112+62	RT	1	138	-	16	3.1	138	0.09	6.2	-
0010	IH 43 NB	212+19	-	213+91	LT	1	78	-	7	1.7	78	0.05	3.5	-
0010	IH 43 NB	212+79	-	214+51	RT	1	11	-	-	0.2	11	0.01	0.5	-
0010	IH 43 NB	227+37	-	229+10	LT	1	25	-	-	0.6	25	0.02	1.1	-
0010	IH 43 NB	265+74	-	267+46	LT	1	60	-	6	1.3	60	0.04	2.7	-
0010	IH 43 NB	266+40	-	268+12	RT	1	435	-	156	9.8	435	0.27	19.6	-
0010	IH 43 NB	353+26	-	354+98	LT	1	66	-	2	1.5	66	0.04	-	0.4
0010	IH 43 NB	353+39	-	355+11	RT	1	180	-	93	4.1	180	0.11	-	1.1
0010	IH 43 NB	366+01	-	367+85	LT	1	581	-	59	13.0	581	0.37	-	3.7
0010	IH 43 NB	401+85	-	403+57	LT	1	43	-	1	1.0	43	0.03	-	0.3
0010	IH 43 NB	402+48	-	404+19	RT	1	57	-	8	1.3	57	0.04	-	0.4
0010	IH 43 NB	428+11	-	429+83	LT	1	54	-	5	1.2	54	0.03	-	0.3
0010	IH 43 NB	428+87	-	430+59	RT	1	142	-	16	3.2	142	0.09	-	0.9
0010	IH 43 NB	467+54	-	469+24	RT	1	140	-	14	3.1	140	0.09	-	0.9
0010	IH 43 NB	473+85	-	475+57	LT	1	51	-	5	1.2	51	0.03	-	0.3
0010	IH 43 NB	508+14	-	509+86	LT	1	72	-	8	1.6	72	0.05	-	0.5
0010	IH 43 NB	533+34	-	535+06	RT	1	277	-	41	6.2	277	0.17	-	1.7
0010	IH 43 NB	534+21	-	535+93	LT	1	26	-	-	0.6	26	0.02	-	0.2
0010	IH 43 NB	544+41	-	546+13	RT	1	80	3	-	1.8	80	0.05	-	0.5
0010	IH 43 NB	545+12	-	546+84	LT	1	79	-	12	1.8	79	0.05	-	0.5
0010	IH 43 SB	8+14	-	9+86	RT	1	132	-	15	3.0	132	0.08	5.9	-
0010	IH 43 SB	10+67	-	12+39	LT	1	112	-	6	2.5	112	0.07	5.0	-
0010	IH 43 SB	120+89	-	122+61	LT	1	196	-	36	4.4	196	0.12	8.8	-
0010	IH 43 SB	121+57	-	123+29	RT	1	61	-	5	1.4	61	0.04	2.7	-
0010	IH 43 SB	223+31	-	225+04	RT	1	45	-	6	1.0	45	0.03	2.0	-
0010	IH 43 SB	237+82	-	239+55	LT	1	198	-	29	4.5	198	0.12	8.9	-
0010	IH 43 SB	238+72	-	240+44	RT	1	70	-	7	1.6	70	0.04	3.1	-
0010	IH 43 SB	277+11	-	278+83	LT	1	124	-	14	2.8	124	0.08	-	0.8
0010	IH 43 SB	277+65	-	279+37	RT	1	60	-	3	1.3	60	0.04	-	0.4
0010	IH 43 SB	413+41	-	415+12	LT	1	39	-	22	0.9	39	0.02	-	0.2
0010	IH 43 SB	413+93	-	415+65	RT	1	8	-	-	0.2	8	0.01	-	0.1
0010	IH 43 SB	436+35	-	468+07	RT	1	9	-	-	0.2	9	0.01	-	0.1
0010	IH 43 SB	438+22	-	439+94	LT	1	41	-	7	0.9	41	0.03	-	0.3
				PROJECT SUBTOTAL		34	3,777	3	620	84.9	3,777	2.39	73.9	13.6

NOTES:

*ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY (INCIDENTAL TO ITEM)

BARRIER SYSTEM GRADING SHAPING AND FINISHING (CONTINUED)

						614.0010								
CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	BARRIER SYSTEM GRADING SHAPING AND FINISHING EACH	*EROSION MAT CLASS 1 TYPE B SY	*EXCAVATION COMMON CY	*BORROW CY	*SEED WATER MGAL	*TOPSOIL SY	*FERTILIZER TYPE B CWT	*SEEDING MIXTURE NO. 30 LB	*SEEDING MIXTURE NO. 75 UPDATED LB
0010	IH 43 SB	482+60	-	484+32	RT	1	19	-	-	0.4	19	0.01	-	0.1
0010	IH 43 SB	485+75	-	487+93	LT	1	139	-	24	3.1	139	0.09	-	0.9
0010	IH 43 SB	515+17	-	516+89	RT	1	76	-	10	1.7	76	0.05	-	0.5
0010	IH 43 SB	542+09	-	543+81	LT	1	415	-	97	9.3	415	0.26	-	2.6
0010	IH 43 SB	542+22	-	543+94	RT	1	21	-	-	0.5	21	0.01	-	0.1
0010	IH 43 NB C/D	358+70	-	360+42	RT	1	15	-	-	0.3	15	0.01	-	0.1
0010	IH 43 NB C/D	362+39	-	364+11	LT	1	175	7	-	3.9	175	0.11	-	1.1
0010	IH 43 NB C/D	374+66	-	376+38	LT	1	120	-	38	2.7	120	0.08	-	0.8
0010	IH 43 SB C/D	386+74	-	388+46	RT	1	21	-	-	0.5	21	0.01	-	0.1
0010	IH 43 SB C/D	397+87	-	399+59	RT	1	114	-	3	2.6	114	0.07	-	0.7
0010	IH 43 SB C/D	397+87	-	399+59	LT	1	252	4	11	5.7	252	0.16	-	1.6
0010	STH 23 SW RAMP	372+89	-	374+61	LT	1	270	1	94	6.1	270	0.17	-	1.7
0010	STH 23 SW LOOP	385+55	-	387+23	LT	1	147	6	4	3.3	147	0.09	-	0.9
0010	STH 23 NW LOOP	237+33	-	239+01	LT	1	184	14	-	4.1	184	0.12	-	1.2
0010	STH 23 NW LOOP	247+76	-	249+54	RT	1	381	3	74	8.6	381	0.24	-	2.4
0010	STH 23 NE LOOP	388+70	-	390+38	LT	1	292	-	52	6.6	292	0.18	-	1.8
0010	STH 23 SE LOOP	241+20	-	242+88	LT	1	120	1	15	2.7	120	0.08	-	0.8
0010	STH 23 SE LOOP	251+89	-	253+68	RT	1	338	-	104	7.6	338	0.21	-	2.1
0010	STH 23 EB	204+83	-	206+56	RT	1	84	3	-	1.9	84	0.05	-	0.5
0010	STH 23 EB	212+62	-	214+83	LT	1	70	-	6	1.6	70	0.04	-	0.4
0010	STH 23 EB	212+83	-	214+55	RT	1	95	3	-	2.1	95	0.06	-	0.6
0010	STH 23 EB	249+74	-	251+46	RT	1	80	4	-	1.8	80	0.05	-	0.5
				PROJECT SUBTOTAL		22	3,428	46	532	77.1	3,428	2.15	0.0	21.5
				PROJECT TOTAL		56	7,205	49	1,152	162.0	7,205	4.54	73.9	35.1

NOTES:

*ITEMS & QUANTITIES LISTED FOR BID INFORMATION ONLY

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FENCE WOVEN WIRE 4-FT

616.0100

CATEGORY	ROADWAY	CROSSING FEATURE	TO	CROSSING FEATURE	OFFSET	FENCE WOVEN WIRE 4-FT LF
0010	IH 43 NB	PEBBLE BEACH ROAD	-	AMSTERDAM ROAD	RT	5,640
0010	IH 43 NB	AMSTERDAM ROAD	-	STH 32	RT	5,610
0010	IH 43 NB	STH 32	-	SMIES ROAD	RT	6,610
0010	IH 43 NB	SMIES ROAD	-	DEWITT ROAD	RT	5,490
0010	IH 43 NB	DEWITT ROAD	-	CTH AA	RT	8,240
0010	IH 43 NB	CTH AA	-	CTH KK	RT	2,650
0010	IH 43 NB	CTH KK	-	WILSON-LIMA ROAD	RT	5,310
0010	IH 43 NB	WILSON-LIMA ROAD	-	CTH V	RT	12,200
0010	IH 43 NB	CTH V	-	CTH EE	RT	9,990
0010	IH 43 NB	CTH EE	-	RAILROAD	RT	1,620
0010	IH 43 NB	RAILROAD	-	STH 28	RT	3,650
0010	IH 43 NB	STH 28	-	SHEBOYGAN RIVER	RT	8,650
0010	IH 43 NB	SHEBOYGAN RIVER	-	CTH PP	RT	76
0010	IH 43 NB	RAILROAD BRIDGE	-	STH 23	RT	5,210
0010	IH 43 NB	STH 23	-	SUPERIOR AVE	RT	1,380
0010	IH 43 NB	SUPERIOR AVE	-	PIGEON RIVER	RT	4,630
0010	IH 43 NB	PIGEON RIVER	-	MUELLER ROAD	RT	3,460
0010	IH 43 NB	MUELLER ROAD	-	CTH J	RT	2,600
0010	IH 43 NB	CTH J	-	STH 42	RT	890
0010	IH 43 SB	PEBBLE BEACH ROAD	-	AMSTERDAM ROAD	LT	5,600
0010	IH 43 SB	AMSTERDAM ROAD	-	STH 32	LT	5,630
0010	IH 43 SB	STH 32	-	SMIES ROAD	LT	6,670
0010	IH 43 SB	SMIES ROAD	-	DEWITT ROAD	LT	5,880
0010	IH 43 SB	DEWITT ROAD	-	CTH AA	LT	8,280
0010	IH 43 SB	CTH AA	-	CTH KK	LT	2,570
0010	IH 43 SB	CTH KK	-	WILSON-LIMA ROAD	LT	5,320
0010	IH 43 SB	WILSON-LIMA ROAD	-	CTH V	LT	11,400
0010	IH 43 SB	CTH V	-	CTH EE	LT	10,820
0010	IH 43 SB	CTH EE	-	RAILROAD	LT	1,410
0010	IH 43 SB	RAILROAD	-	STH 28	LT	4,000
0010	IH 43 SB	STH 28	-	SHEBOYGAN RIVER	LT	8,700
0010	IH 43 SB	SHEBOYGAN RIVER	-	CTH PP	LT	120
0010	IH 43 SB	RAILROAD BRIDGE	-	STH 23	LT	5,220
0010	IH 43 SB	STH 23	-	SUPERIOR AVE	LT	3,640
0010	IH 43 SB	SUPERIOR AVE	-	PIGEON RIVER	LT	4,870
				PROJECT SUBTOTAL		184,036

FENCE WOVEN WIRE 4-FT (CONTINUED)

616.0100

CATEGORY	ROADWAY	CROSSING FEATURE	TO	CROSSING FEATURE	OFFSET	FENCE WOVEN WIRE 4-FT LF
0010	IH 43 SB	PIGEON RIVER	-	MUELLER ROAD	LT	3,270
0010	IH 43 SB	MUELLER ROAD	-	CTH J	LT	2,710
0010	IH 43 SB	CTH J	-	STH 42	LT	1,330
				PROJECT SUBTOTAL		7,310
				PROJECT TOTAL		191,346

FENCE CHAIN LINK 10-FT

616.0210

CATEGORY	ROADWAY	STA	TO	STA	OFFSET	FENCE CHAIN LINK 10-FT LF
0010	IH 43 NB	122+46	-	127+35	RT	500
				PROJECT SUBTOTAL		500

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GUARDRAIL ITEMS

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
0010	IH 43 NB	4+05	-	9+67	RT	-	-	563	-	-	-	1
0010	IH 43 NB	111+41	-	115+96	LT	-	-	363	-	39	1	-
0010	IH 43 NB	112+09	-	116+14	RT	-	-	313	-	39	1	-
0010	IH 43 NB	213+38	-	218+06	LT	-	-	375	-	39	1	-
0010	IH 43 NB	213+98	-	218+03	RT	-	-	313	-	39	1	-
0010	IH 43 NB	219+19	-	233+50	RT	-	-	1,392	-	39	-	-
0010	IH 43 NB	228+57	-	233+12	LT	-	-	363	-	39	1	-
0010	IH 43 NB	235+54	-	237+67	RT	-	-	213	-	-	-	1
0010	IH 43 NB	266+93	-	271+61	LT	-	-	375	-	39	1	-
0010	IH 43 NB	267+59	-	271+64	RT	-	-	313	-	39	1	-
0010	IH 43 NB	354+45	-	358+63	LT	-	-	325	-	39	1	-
0010	IH 43 NB	354+58	-	358+63	RT	-	-	313	-	39	1	-
0010	IH 43 NB	360+79	-	366+67	LT	1	535	-	-	-	-	-
0010	IH 43 NB	403+04	-	407+71	LT	-	-	375	-	39	1	-
0010	IH 43 NB	403+66	-	407+71	RT	-	-	313	-	39	1	-
0010	IH 43 NB	429+30	-	432+72	LT	-	-	250	-	39	1	-
0010	IH 43 NB	430+06	-	432+73	RT	-	-	175	-	39	1	-
0010	IH 43 NB	434+20	-	436+53	RT	-	-	225	-	8	-	1
0010	IH 43 NB	468+72	-	477+50	RT	-	-	788	-	39	1	-
0010	IH 43 NB	475+04	-	477+84	LT	-	-	188	-	39	1	-
0010	IH 43 NB	479+11	-	484+24	RT	-	-	513	-	-	-	1
0010	IH 43 NB	509+33	-	513+00	LT	-	-	313	-	-	1	1
0010	IH 43 NB	534+53	-	537+96	RT	-	-	250	-	39	1	-
0010	IH 43 NB	535+40	-	537+95	LT	-	-	163	-	39	1	-
0010	IH 43 NB	545+60	-	549+27	RT	-	-	275	-	39	1	-
0010	IH 43 NB	546+31	-	549+73	LT	-	-	250	-	39	1	-
0010	IH 43 SB	4+12	-	8+67	RT	-	-	363	-	39	1	-
0010	IH 43 SB	4+15	-	11+20	LT	-	-	613	-	39	1	-
0010	IH 43 SB	117+37	-	121+42	LT	-	-	313	-	39	1	-
0010	IH 43 SB	117+55	-	122+10	RT	-	-	363	-	39	1	-
0010	IH 43 SB	219+30	-	223+85	RT	-	-	363	-	39	1	-
0010	IH 43 SB	219+32	-	232+30	LT	-	-	1,258	-	39	-	-
0010	IH 43 SB	234+31	-	238+36	LT	-	-	313	-	39	1	-
0010	IH 43 SB	234+70	-	239+25	RT	-	-	363	-	39	1	-
0010	IH 43 SB	273+59	-	277+64	LT	-	-	313	-	39	1	-
0010	IH 43 SB	273+63	-	278+18	RT	-	-	363	-	39	1	-
0010	IH 43 SB	360+74	-	361+25	LT	-	-	13	-	39	-	1
0010	IH 43 SB	360+74	-	366+09	RT	-	496	-	-	39	-	-
0010	IH 43 SB	409+90	-	413+93	LT	-	-	313	-	39	1	-
0010	IH 43 SB	409+90	-	414+46	RT	-	-	363	-	39	1	-
					PROJECT SUBTOTAL	1	1,031	14,613	0	1,334	31	6

GUARDRAIL ITEMS (CONTINUED)

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	614.0220 STEEL THRIE BEAM BULLNOSE TERMINAL EACH	614.0230 STEEL THRIE BEAM LF	614.2300 MGS GUARDRAIL 3 LF	614.2310 MGS GUARDRAIL 3 HS LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH
0010	IH 43 SB	434+32	-	438+75	LT	-	-	350	-	39	1	-
0010	IH 43 SB	434+33	-	436+88	RT	-	-	163	-	39	1	-
0010	IH 43 SB	468+82	-	478+70	LT	-	-	988	-	-	-	1
0010	IH 43 SB	480+20	-	483+13	RT	-	-	200	-	39	1	-
0010	IH 43 SB	480+32	-	486+74	LT	-	-	550	-	39	1	-
0010	IH 43 SB	512+04	-	515+70	RT	-	-	313	-	-	1	1
0010	IH 43 SB	539+82	-	542+62	LT	-	-	188	-	39	1	-
0010	IH 43 SB	539+82	-	542+75	RT	-	-	200	-	39	1	-
0010	IH 43 SB	548+34	-	550+71	LT	-	-	238	-	-	-	1
0010	IH 43 NB C/D	359+89	-	365+54	RT	-	-	463	50	-	1	1
0010	IH 43 NB C/D	363+58	-	365+49	LT	-	-	88	50	-	1	1
0010	IH 43 NB C/D	375+85	-	380+39	LT	-	-	363	-	39	1	-
0010	IH 43 NB C/D	253'SE LOOP'+13	-	380'NB CD'+41	RT	-	-	88	-	39	1	-
0010	IH 43 NB C/D	382+64	-	383+52	RT	-	-	38	50	-	-	1
0010	IH 43 SB C/D	379+71	-	380+47	LT	-	-	25	50	-	-	1
0010	IH 43 SB C/D	382'SB CD'+71	-	248'NW LOOP'+99	LT	-	-	75	-	39	1	-
0010	IH 43 SB C/D	382+72	-	387+27	RT	-	-	363	-	39	1	-
0010	IH 43 SB C/D	396+50	-	398+40	RT	-	-	88	50	-	1	1
0010	IH 43 SB C/D	396+50	-	398+40	LT	-	-	88	50	-	1	1
0010	STH 23 SW RAMP	361'SB CD'+56	-	373'SW RAMP'+42	LT	-	-	1,125	-	-	1	1
0010	STH 23 SW LOOP	386+71	-	390+14	LT	-	-	300	-	-	1	1
0010	STH 23 NW LOOP	238+49	-	241+81	LT	-	-	288	-	-	1	1
0010	STH 23 NE LOOP	389+86	-	393+42	LT	-	-	313	-	-	1	1
0010	STH 23 SE LOOP	242+36	-	245+78	LT	-	-	300	-	-	1	1
0010	STH 23 EB	206+02	-	208+06	RT	-	-	100	50	-	1	1
0010	STH 23 EB	213+81	-	216+10	LT	-	-	122	53	-	1	1
0010	STH 23 EB	214+02	-	216+03	RT	-	-	97	53	-	1	1
0010	STH 23 EB	246+00	-	249+29	LT	-	-	275	-	-	1	1
0010	STH 23 EB	250+93	-	260+37	RT	-	-	788	100	-	1	1
0010	STH 23 WB	248+48	-	250+26	LT	-	-	72	53	-	1	1
0010	STH 23 WB	248+52	-	250+80	RT	-	-	175	-	-	1	1
0010	STH 23 WB	256+42	-	258+31	LT	-	-	88	50	-	1	1
				PROJECT SUBTOTAL		0	0	8,912	659	390	28	22
				PROJECT TOTAL		1	1,031	23,525	659	1,724	59	28

EROSION CONTROL

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	625.0500 SALVAGED TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	629.0210 FERTILIZER TYPE B CWT	SPV.0085.01 NATIVE SEEDING MIXTURE NO. 75 UPDATED LB	630.0500 SEED WATER MGAL	REMARKS
0010	IH 43 NB	110+22	-	111+94	LT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	IH 43 NB	110+90	-	112+62	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	212+19	-	213+91	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	212+79	-	214+51	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	227+37	-	229+10	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	265+74	-	267+46	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	266+40	-	268+12	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	353+26	-	354+98	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	353+39	-	355+11	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	366+01	-	367+85	LT	-	200	50	-	2	-	-	-	" "
0010	IH 43 NB	401+85	-	403+57	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	402+48	-	404+19	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	428+11	-	429+83	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	428+87	-	430+59	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	467+54	-	469+24	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	473+85	-	475+57	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	508+14	-	509+86	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	533+34	-	535+06	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	534+21	-	535+93	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	544+41	-	546+13	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB	545+12	-	546+84	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	8+14	-	9+86	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	10+67	-	12+39	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	120+89	-	122+61	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	121+57	-	123+29	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	223+31	-	225+04	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	237+82	-	239+55	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	238+72	-	240+44	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	277+11	-	278+83	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	277+65	-	279+37	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	413+41	-	415+12	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	413+93	-	415+65	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	436+35	-	468+07	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	438+22	-	439+94	RT	-	200	50	-	-	-	-	-	" "
				PROJECT SUBTOTAL		*0	6,800	1,700	*0	2	*0	*0	*0	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

EROSION CONTROL (CONTINUED)

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	625.0500 SALVAGED TOPSOIL SY	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.2004 EROSION MAT CLASS I TYPE B SY	628.7005 INLET PROTECTION TYPE A EACH	629.0210 FERTILIZER TYPE B CWT	SPV.0085.01 NATIVE SEEDING MIXTURE NO. 75 UPDATED LB	630.0500 SEED WATER MGAL	REMARKS
0010	IH 43 SB	482+60	-	484+32	RT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	IH 43 SB	485+75	-	487+93	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	515+17	-	516+89	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	542+09	-	543+81	LT	-	200	50	-	-	-	-	-	" "
0010	IH 43 SB	542+22	-	543+94	RT	-	200	50	-	-	-	-	-	" "
0010	IH 43 NB C/D	358+70	-	365+57	RT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	IH 43 NB C/D	362+39	-	365+50	LT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	IH 43 NB C/D	374+66	-	376+38	LT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	IH 43 NB C/D	382+64	-	383+17	RT	-	50	12	-	-	-	-	-	AT SIGN STRUCTURE
0010	IH 43 NB C/D	253'SE LOOP'+13	-	380'NB CD'+41	RT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	IH 43 SB C/D	380+05	-	380+47	LT	-	50	12	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	IH 43 SB C/D	382'SB CD'+71	-	248'NW LOOP'+99	LT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	IH 43 SB C/D	382+72	-	387+27	RT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	IH 43 SB C/D	390+40	-	392+31	RT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	IH 43 SB C/D	390+41	-	392+32	LT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 SW RAMP	365+23	-	373+42	LT	-	200	50	-	-	-	-	-	BEAM GUARD EAT GRADING
0010	STH 23 SW LOOP	386+71	-	390+14	LT	-	200	50	-	-	-	-	-	" "
0010	STH 23 NW LOOP	238+49	-	241+92	LT	-	200	50	-	-	-	-	-	" "
0010	STH 23 NE LOOP	389+86	-	393+42	LT	-	200	50	-	-	-	-	-	" "
0010	STH 23 SE LOOP	242+36	-	245+78	LT	-	200	50	-	-	-	-	-	" "
0010	STH 23 EB	206+06	-	208+11	RT	-	250	63	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 EB	213+85	-	216+15	LT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 EB	214+06	-	216+09	RT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 EB	250+96	-	260+24	RT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 WB	248+43	-	250+23	LT	-	300	75	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 WB	256+41	-	258+31	LT	-	250	63	-	-	-	-	-	BEAM GUARD EAT GRADING & AT SIGN STRUCTURE
0010	STH 23 EB	210+25	-	211+01	LT	166	-	-	166	-	0.10	1.0	4.0	MEDIAN CROSSOVER INSTALLATION
0010	STH 23 EB	210+27	-	210+27	LT	-	-	-	-	1	-	-	-	" "
0010	STH 23 EB	211+01	-	211+01	LT	-	-	-	-	1	-	-	-	" "
0010	STH 23 EB	214+13	-	214+73	LT	251	-	-	251	-	0.16	1.6	6.0	MEDIAN CROSSOVER REMOVAL
0010		UNDISTRIBUTED				63	1,890	473	63	-	0.04	0.4	1.5	
				PROJECT SUBTOTAL		*480	7,690	1,923	*480	2	*0.30	*3.0	*11.5	
				PROJECT TOTAL		*480	14,490	3,623	*480	4	*0.30	*3.0	*11.5	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

3

3

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE I

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	637.1220 SIGNS TYPE I REFLECTIVE TYPE SH SF	638.2601 REMOVING SIGNS TYPE I EACH	638.3100 REMOVING STRUCTURAL STEEL SUPPORTS EACH	638.2101 MOVING SIGNS TYPE I EACH	TYPE/SIZE OF STEEL AND BASES	531.1100 CONCRETE MASONRY ANC. STR TYPE NS CY*	531.1140 STEEL REINF. HS ANC. STRUCTURES TYPE NS LB*	531.2024 DRILLING SHAFT 24-INCH LF*	635.0200 SIGN SUPPORTS STRUCT. STEEL HIGH-STRENGTH LB*	FOR ESTIMATION INFORMATION ONLY - POST NO. 1 LENGTH (ROAD SIDE) FT	FOR ESTIMATION INFORMATION ONLY - POST NO. 2 LENGTH (DITCH) FT	REMARKS
100A	STH 23, W. OF CTH Y	E6-51	-	-	1	2	-	-	-	-	-	-	-	-	
100B	"	E6-51	-	-	1	2	-	-	-	-	-	-	-	-	
100C	"	E6-51	156" X 162"	175.5	-	-	-	2-W12X26	2	360	20	1,440	20.5	23.2	
100	STH 23, W. OF IH 43	E6-1	168" X 126"	147.0	-	-	-	-	-	-	-	-	-	-	S-59-81, MOUNT OVER RIGHT LANE
101	"	E6-51	156" X 114"	123.5	-	-	-	-	-	-	-	-	-	-	S-59-82, MOUNT OVER CENTER LANE
102	"	E6-1	168" X 132"	154.0	-	-	-	-	-	-	-	-	-	-	S-59-82, MOUNT OVER RIGHT LANE
102A	"	E6-1	204" X 90"	127.5	1	-	-	-	-	-	-	-	-	-	MOUNT TO BRIDGE
103	STH 23, E. OF IH 43	E6-1	168" X 120"	140.0	-	-	-	-	-	-	-	-	-	-	S-59-84, MOUNT TO RIGHT LANE
104	"	E6-1	168" X 126"	147.0	-	-	-	-	-	-	-	-	-	-	S-59-86, MOUNT OVER RIGHT LANE
105A	"	E6-1	204" X 90"	127.5	1	-	-	-	-	-	-	-	-	-	MOUNT TO BRIDGE
105	"	E6-51	156" X 114"	123.5	-	-	-	-	-	-	-	-	-	-	S-59-83, MOUNT OVER CENTER LANE
106	"	E6-1	168" X 132"	154.0	-	-	-	-	-	-	-	-	-	-	S-59-83, MOUNT OVER RIGHT LANE
107	"	E6-1	168" X 126"	147.0	-	-	-	-	-	-	-	-	-	-	S-59-85, MOUNT OVER RIGHT LANE
108	IH 43 SB TO STH 23 OFF RAMP	E6-1	-	-	-	-	1	-	-	-	-	-	-	-	S-59-79, MOUNT OVER LEFT LANE
109	"	E5-1P	-	-	-	-	1	-	-	-	-	-	-	-	MOUNT TOP RIGHT OF SIGN 108
110	"	E6-1	-	-	-	-	1	-	-	-	-	-	-	-	S-59-79, MOUNT OVER RIGHT LANE
111	"	E5-1P	-	-	-	-	1	-	-	-	-	-	-	-	MOUNT TOP RIGHT OF SIGH 110
112	IH 43 SB TO STH 23 EB LOOP	E6-1	-	-	-	-	1	-	-	-	-	-	-	-	S-59-80, MOUNT OVER RIGHT LANE
113	"	E5-1P	-	-	-	-	1	-	-	-	-	-	-	-	MOUNT TOP RIGHT OF SIGN 112
114	IH 43 NB TO STH 23 OFF RAMP	E6-1	-	-	-	-	1	-	-	-	-	-	-	-	S-59-77, MOUNT OVER LEFT LANE
115	"	E5-1P	-	-	-	-	1	-	-	-	-	-	-	-	MOUNT TOP RIGHT OF SIGN 114
116	"	E6-1	-	-	-	-	1	-	-	-	-	-	-	-	S-59-77, MOUNT OVER RIGHT LANE
117	"	E5-1P	-	-	-	-	1	-	-	-	-	-	-	-	MOUNT TOP RIGHT OF SIGN 116
118	IH 43 NB TO STH 23 WB LOOP	E6-1	-	-	-	-	1	-	-	-	-	-	-	-	S-59-78, MOUNT OVER RIGHT LANE
119	"	E5-1P	-	-	-	-	1	-	-	-	-	-	-	-	MOUNT TOP RIGHT OF SIGN 118
200	WTH 23, W. OF IH 43	E6-1	-	-	2	-	-	-	-	-	-	-	-	-	S-59-06, ALSO REMOVE E6-51
201	STH 23, E. OF IH 43	E6-1	-	-	2	-	-	-	-	-	-	-	-	-	S-59-10, ASLO REMOVE E6-51
202	STH 23, E. OF IH 43	E6-1	-	-	2	-	-	-	-	-	-	-	-	-	S-59-09, ALSO REMOVE E6-51
203	IH 43 SB TO STH 23 OFF RAMP	E6-1	-	-	-	-	-	-	-	-	-	-	-	-	S-59-04
204	IH 43 SB TO STH 23 EB LOOP	E6-1	-	-	-	-	-	-	-	-	-	-	-	-	S-59-05, ALSO REMOVE E5-1P
205	IH 43 NB TO STH 23 OFF RAMP	E6-1	-	-	-	-	-	-	-	-	-	-	-	-	S-59-02, ALSO REMOVE E6-1 AND 2 E5-1P
206	IH 43 NB TO STH 23 WB LOOP	E6-1	-	-	-	-	-	-	-	-	-	-	-	-	S-59-03, ALSO REMOVE E5-1P
	PROJECT TOTAL			1,566.5	10	4	12		2.4	360	20	1,440			

* THESE QUANTITIES ARE ESTIMATES.
ACTUAL SIZE/NUMBER/LENGTH/WEIGHT OF STEEL SUPPORTS/REINFORCEMENT/CONCRETE BASES
ARE TO BE DETERMINED BY CONTRACTOR, BASED ON SURVEY OF FIELD CONDITIONS, FINAL GRADE AND SIGN LOCATION.
SURVEY REQUIRED FOR DETERMINATION IS THE RESPONSIBILITY OF THE CONTRACTOR, INCIDENTAL TO THE CONTRACT.
FOLLOW SIGN DETAIL A-PLATES - A3-1, A3-2, A3-3, A4-1

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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	637.2210 SIGNS TYPE II REFLECTIVE TYPE H SF	634.0616 POSTS WOOD 4X6X16 EACH	638.2102 MOVING SIGNS TYPE II EACH	628.2602 REMOVING SIGNS TYPE II EACH	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 23, W. OF IH 43	R2-1	-	-	1	1	-	-	MOVE TO LOCATION 1*
2	"	R2-1	-	-	1	1	-	-	MOVE TO LOCATION 2*
3	"	R3-48	-	-	1	1	-	-	MOVE TO LOCATION 3*
4	"	R3-48	-	-	1	1	-	-	MOVE TO LOCATION 4*
5	"	W13-3	-	-	1	1	-	-	MOVE TO LOCATION 5*
6	IH 43 SB TO STH 23 EB LOOP	W13-3	-	-	1	1	-	-	MOVE TO LOCATION 6*
7	IH 43 SB TO STH 23 OFF RAMP	JH-1	36" X 66"	16.5	1	-	-	-	
8	"	JH-1	-	-	-	-	1	1	REMOVE
9	"	D1-1	-	-	-	-	1	1	REMOVE
10	IH 43 NB TO STH 23 OFF RAMP	JH-1	36" X 66"	16.5	1	-	-	-	NEW POST
11	"	JH-1	-	-	-	-	1	1	REMOVE
12	"	W13-3	-	-	1	1	-	1	MOVE TO LOCATION 12*
13	"	W13-3	-	-	1	1	-	-	MOVE TO LOCATION 13*
	PROJECT TOTAL			33.0	10	8	3	4	

TEMPORARY PAVEMENT MARKING SUMMARY

CATEGORY	ROADWAY	STATION	TO	STATION	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH WHITE SOLID LF	643.3105 TEMPORARY MARKING LINE PAINT 4-INCH YELLOW SOLID LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE 12.5' LINE, 37.5' GAP LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH WHITE SOLID LF	643.3165 TEMPORARY MARKING LINE PAINT 6-INCH YELLOW SOLID LF	643.3180 TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH WHITE SOLID LF	643.3265 TEMPORARY MARKING LINE PAINT 10-INCH WHITE SOLID LF	643.3280 TEMPORARY MARKING LINE REMOVABLE TAPE 10-INCH WHITE SOLID LF	643.3805 TEMPORARY MARKING STOP LINE PAINT 18-INCH WHITE SOLID LF	REMARKS
0010	IH 43 NB	2+83	-	551+76	-	-	13,720	56,862	54,893	-	-	-	-	CENTERLINE SKIPS AND EDGELINES ON LOWER LAYER
0010	IH 43 NB	2+83	-	551+76	-	-	13,720	56,892	54,893	-	-	-	-	CENTERLINE SKIPS AND EDGELINES ON UPPER LAYER
0010	IH 43 NB	-	-	-	2,895	3,980	-	-	720	-	-	-	-	LEFT LANE CONTINUOUS CLOSURE FROM STH 28 TO STH 42
0010	IH 43 NB	-	-	-	3,560	2,335	-	1,820	2,120	-	1,600	-	-	RIGHT LANE CONTINUOUS CLOSURE FROM STH 28 TO STH 42
0010	IH 43 SB	2+89	-	552+52	-	-	13,744	58,151	54,963	-	-	-	-	CENTERLINE SKIPS AND EDGELINES ON LOWER LAYER
0010	IH 43 SB	2+89	-	552+52	-	-	13,744	58,151	54,963	-	-	-	-	CENTERLINE SKIPS AND EDGELINES ON UPPER LAYER
0010	IH 43 SB	383+30	-	421+40	2,895	3,980	-	-	720	-		-	-	LEFT LANE CONTINUOUS CLOSURE FROM STH 28 TO STH 42
0010	IH 43 SB	385+45	-	419+70	3,560	2,335	-	1,895	2,340	-	1,600	-	-	RIGHT LANE CONTINUOUS CLOSURE FROM STH 28 TO STH 42
0010	CTH V SE RAMP	77+19	-	88+91	-	-	-	1,446	898	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH V SW RAMP	76+97	-	86+50	-	-	-	1,191	712	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH V NE RAMP	93+04	-	102+87	-	-	-	1,215	749	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH V NW RAMP	90+12	-	100+42	-	-	-	1,264	797	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 SE RAMP	233+66	-	237+16	-	-	-	652	47	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 SW RAMP	234+49	-	237+71	-	-	-	598	44	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 NE RAMP	253+63	-	256+32	-	-	-	476	60	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 NW RAMP	252+06	-	254+93	-	-	-	522	49	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	IH 43 NB C/D	356+28	-	402+19	-	-	-	5,210	4,009	310	-	-	-	RAMP SKIPS AND EDGELINES ON UPPER LAYER
0010	IH 43 SB C/D	352+79	-	403+78	-	-	-	5,814	4,591	325	-	-	-	RAMP SKIPS AND EDGELINES ON UPPER LAYER
0010	STH 23 SE LOOP	236+80	-	253+32	-	-	-	1,940	1,229	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 SE RAMP	365+75	-	385+91	-	-	-	2,240	1,771	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 SW LOOP	380+23	-	397+86	-	-	-	2,065	1,323	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 SW RAMP	365+16	-	391+87	-	-	-	3,163	2,008	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NE LOOP	384+08	-	400+79	-	-	-	1,992	1,210	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NE RAMP	251+13	-	269+73	-	-	-	2,100	1,619	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NW LOOP	230+84	-	249+03	-	-	-	2,120	1,379	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NW RAMP	216+63	-	238+46	-	-	-	2,411	1,935	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 42 SE RAMP	551+78	-	557+80	-	-	-	917	285	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 42 SW RAMP	556+09	-	562+17	-	-	-	786	423	-	-	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH PP	112+10	-	121+00	1,280	-	-	-	-	-	-	-	24	CTH PP STAGE 2
0010	CTH PP	112+10	-	121+00	1,000	-	-	-	-	-	-	-	-	CTH PP STAGE 3
0010	STH 23 EB	203+70	-	251+35	-	-	-	2,102	-	633	-	216	-	STH 23 EDGELINES
0010	STH 23 WB	230+77	-	262+57	-	-	-	826	-	245	-	121	-	STH 23 EDGELINES
		PROJECT TOTAL			27,820		580,499			1,513	3,200	337	24	

PAVEMENT MARKING SUMMARY

					646.1020		646.2025	646.2040			646.2050	646.4050	646.5420	646.7120	
					MARKING LINE EPOXY 4-INCH		MARKING LINE GROOVED BLACK EPOXY 6-INCH	MARKING LINE GROOVED WET REF EPOXY 6-INCH			MARKING LINE GROOVED PERMANENT TAPE 6-INCH	MARKING LINE GROOVED PERMANENT TAPE 10-INCH	MARKING AERIAL ENFORCEMENT BAR EPOXY	MARKING DIAGONAL EPOXY 12-INCH	
					WHITE	YELLOW	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE	WHITE	WHITE	
					SOLID	SOLID	12.5' LINE, 37.5' GAP	SOLID	SOLID	3' LINE, 9' GAP	12.5' LINE, 37.5' GAP	SOLID	SOLID	SOLID	
CATEGORY	ROADWAY	STATION	TO	STATION	LF	LF	LF	LF	LF	LF	LF	LF	EACH	LF	REMARKS
0010	IH 43 NB	2+83	-	551+76	-	-	13,720	52,948	54,893	613	13,720	3,914	-	-	CENTERLINE SKIPS AND EDGELINES ON UPPER LAYER
0010	IH 43 NB	37+80	-	37+80	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 NB	44+41	-	44+41	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 NB	51+00	-	51+00	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 NB	57+57	-	57+57	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 NB	64+16	-	64+16	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 SB	2+89	-	552+52	-	-	13,744	53,273	54,963	488	13,744	4,878	-	-	CENTERLINE SKIPS AND EDGELINES ON UPPER LAYER
0010	IH 43 SB	154+04	-	154+04	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 SB	160+63	-	160+63	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 SB	167+21	-	167+21	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 SB	173+80	-	173+80	-	-	-	-	-	-	-	-	2	-	
0010	IH 43 SB	180+39	-	180+39	-	-	-	-	-	-	-	-	2	-	
0010	CTH V SE RAMP	77+19	-	88+91	-	-	-	1,172	898	-	-	274	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH V SW RAMP	76+97	-	86+50	-	-	-	950	712	-	-	241	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH V NE RAMP	93+04	-	102+87	-	-	-	980	749	-	-	235	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH V NW RAMP	90+12	-	100+42	-	-	-	1,030	797	-	-	234	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 SE RAMP	233+66	-	237+16	-	-	-	348	47	-	-	304	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 SW RAMP	234+49	-	237+71	-	-	-	320	44	-	-	278	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 NE RAMP	253+63	-	256+32	-	-	-	267	60	-	-	209	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 28 NW RAMP	252+06	-	254+93	-	-	-	284	49	-	-	238	-	-	RAMP EDGELINES ON UPPER LAYER
0010	IH 43 NB C/D	356+28	-	402+19	-	-	-	3,808	4,009	133	-	1,402	-	-	RAMP SKIPS AND EDGELINES ON UPPER LAYER
0010	IH 43 SB C/D	352+79	-	403+78	-	-	-	4,339	4,591	132	-	1,475	-	-	RAMP SKIPS AND EDGELINES ON UPPER LAYER
0010	STH 23 SE LOOP	236+80	-	253+32	-	-	-	1,581	1,229	-	-	359	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 SE RAMP	365+75	-	385+91	-	-	-	1,996	1,771	-	-	244	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 SW LOOP	380+23	-	397+86	-	-	-	1,692	1,323	-	-	373	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 SW RAMP	365+16	-	391+87	-	-	-	2,652	2,008	-	-	511	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NE LOOP	384+08	-	400+79	-	-	-	1,600	1,210	-	-	392	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NE RAMP	251+13	-	269+73	-	-	-	1,859	1,619	-	-	241	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NW LOOP	230+84	-	249+03	-	-	-	1,748	1,379	-	-	372	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 23 NW RAMP	216+63	-	238+46	-	-	-	2,164	1,935	-	-	247	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 42 SE RAMP	551+78	-	557+80	-	-	-	600	285	-	-	317	-	-	RAMP EDGELINES ON UPPER LAYER
0010	STH 42 SW RAMP	556+09	-	562+17	-	-	-	602	423	-	-	184	-	-	RAMP EDGELINES ON UPPER LAYER
0010	CTH PP	115+26	-	117+85	1,790	1,780	-	-	-	-	-	-	-	180	CENTERLINE, EDGELINES, AND DIAGONALS
0010	STH 23 EB	203+70	-	251+35	-	-	-	1,198	-	-	-	904	-	-	STH 23 EDGELINES
0010	STH 23 WB	230+77	-	262+57	-	-	-	570	-	-	-	256	-	-	STH 23 EDGELINES
		PROJECT TOTAL			3,570		27,464	274,341			27,464	18,082	20	180	

3

PAVEMENT MARKING REMOVAL SUMMARY

					646.9000	646.9050	646.9100	646.9150	
					MARKING REMOVAL LINE 4-INCH	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH	MARKING REMOVAL LINE 8-INCH	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 8-INCH	
CATEGORY	ROADWAY	STATION	TO	STATION	LF	LF	LF	LF	REMARKS
0010	IH 43 NB	383+30	-	421+40	2,895	225	-	-	LEFT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER
0010	IH 43 NB	385+45	-	419+70	2,335	40	-	-	RIGHT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER
0010	IH 43 SB	383+30	-	421+40	2,895	225	-	-	LEFT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER
0010	IH 43 SB	385+45	-	419+70	2,335	40	-	-	RIGHT LANE CONTINUOUS CLOSURE WITH TEMPORARY BARRIER
0010	CTH PP	112+10	-	121+00	1,190	-	-	-	CTH PP STAGE 2
0010	CTH PP	112+10	-	121+00	1,000	-	180	-	CTH PP STAGE 3
0010	STH 23 EB	203+70	-	251+35	-	-	-	904	STH 23 EDGELINES
0010	STH 23 WB	230+77	-	262+57	-	-	-	256	STH 23 EDGELINES
		PROJECT TOTAL			12,650	530	180	1,160	

FIELD OFFICE

		642.5201
		FIELD OFFICE TYPE C
CATEGORY	PROJECT	EACH
0010	1222-13-71	1
	PROJECT TOTAL	1

MOBILIZATIONS EROSION CONTROL

		628.1905	628.1910
		MOBILIZATIONS EROSION CONTROL	MOBILIZATIONS EMERGENCY EROSION CONTROL
CATEGORY	LOCATION	EACH	EACH
0010	1222-13-71	10	5
	PROJECT TOTAL	10	5

TRAFFIC CONTROL DETOUR SIGN SUMMARY (23EB TO 43NB RAMP CLOSURE)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 35 DAYS	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 SIGNS COVERING TYPE I EACH	REMARKS
1	STH 23, W. OF CTH Y, COVER EXISTING TYPE I SIGN AS SHOWN								1	1	COVER "GREEN BAY"
2	STH 23, W. OF CTH Y, PLACE 1000' W. OF CTH Y IN MEDIAN	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
3	STH 23, W. OF CTH Y, PLACE 1000' W. OF CTH Y ON RIGHT SHOULDER	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
4	STH 23, AT CTH Y, COVER EXISTING TYPE I SIGN AS SHOWN								1	1	COVER "GREEN BAY"
5	STH 23, W. OF I-43, PLACE 1500' W. OF I-43 SB RAMP IN MEDIAN	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	W 20-3AM	48"X48"	1	35	35					
6	STH 23, W. OF I-43, PLACE 1500' W. OF I-43 SB RAMP ON RIGHT SHOULDER	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	W 20-3AM	48"X48"	1	35	35					
7	STH 23, W. OF I-43, PLACE 500' W. OF I-43 SB RAMP IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-1	30"X30"	1	35	35					AHEAD
8	STH 23, W. OF I-43, PLACE 500' W. OF I-43 SB RAMP ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-1	30"X30"	1	35	35					AHEAD
9	STH 23, AT I-43, PLACE 500' W. OF I-43 SB RAMP IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-1	30"X30"	1	35	35					AHEAD
10	STH 23, AT I-43, PLACE 500' W. OF I-43 SB RAMP ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-1	30"X30"	1	35	35					AHEAD
11	STH 23, AT I-43, PLACE ON EXISTING OVERHEAD TYPE I SIGN	G 20-60	108"X24"	1	35	35					
12	STH 23 EB TO I-43 NB RAMP, PLACE ON RIGHT SHOULDER	PCMS		1				7			PLACE IN ADVANCE OF RAMP CLOSURE
13	STH 23, W. OF TAYLOR DR, PLACE 1000' W. OF TAYLOR DR IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 5-2R	30"X30"	1	35	35					
14	STH 23, W. OF TAYLOR DR, PLACE 1000' W. OF TAYLOR DR ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 5-2R	30"X30"	1	35	35					
15	STH 23, AT EXIT TO TAYLOR DR, PLACE AT EXIT TO TAYLOR DR ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-1	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-2	30"X30"	1	35	35					TILT RIGHT
16	STH 23 EB EXIT TO TAYLOR DR, PLACE 400' PRIOR TO TAYLOR DR RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-1	24"X12"	1	35	35					
	"	M 1-1	24"X24"	1	35	35					43
	"	MO 5-1L	21"X21"	1	35	35					
17	STH 23 EB EXIT TO TAYLOR DR, PLACE ON BACK OF EXISTING R5-1 SIGN AT TAYLOR DR RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-1	24"X12"	1	35	35					
	"	M 1-1	24"X24"	1	35	35					43
	"	MO 6-1	21"X21"	1	35	35					LEFT
18	TAYLOR DR, AT STH 23 WB, PLACE IN MEDIAN AT STH 23 WB RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-1	24"X12"	1	35	35					
	"	M 1-1	24"X24"	1	35	35					43
	"	MO 6-1	21"X21"	1	35	35					LEFT
	PAGE SUBTOTALS			50		1,645	99	7		2	
	23EB TO 43NB CLOSURE TOTALS			50		*1,645	99	*7		*2	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC CONTROL DETOUR SIGN SUMMARY (23WB TO 43SB RAMP CLOSURE)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 35 DAYS	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 SIGNS COVERING TYPE I EACH	REMARKS
1	STH 23, E. OF I-43 NB RAMP, PLACE 750' E. OF I-43 NB RAMP ON RIGHT SHOULDER	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
2	STH 23, E. OF I-43 NB RAMP, PLACE 750' E. OF I-43 NB RAMP IN MEDIAN	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
3	STH 23, E. OF I-43 NB RAMP, COVER EXISTING OVERHEAD TYPE I SIGN AS SHOWN								1	1	COVER "MILWAUKEE"
4	STH 23, E. OF I-43 NB RAMP, PLACE 300' E. OF I-43 NB RAMP ON RIGHT SHOULDER	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	W 20-3AM	48"X48"	1	35	35					
5	STH 23, E. OF I-43 NB RAMP, PLACE 300' E. OF I-43 NB RAMP IN MEDIAN	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	W 20-3AM	48"X48"	1	35	35					
6	STH 23, AT I-43, PLACE 900' PRIOR TO I-43 SB RAMP ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-1	30"X30"	1	35	35					AHEAD
7	STH 23, AT I-43, PLACE 900' PRIOR TO I-43 SB RAMP IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-1	30"X30"	1	35	35					AHEAD
8	STH 23, AT I-43, PLACE ON EXISTING OVERHEAD TYPE I SIGN AS SHOWN	G 20-60	108"X24"	1	35	35					
9	STH 23 WB TO I-43 SB RAMP, PLACE ON RIGHT SHOULDER	PCMS		1				7			PLACE IN ADVANCE OF RAMP CLOSURE
10	STH 23, E. OF CTH Y, PLACE 1500' E. OF CTH Y INTERCHANGE ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 5-2R	30"X30"	1	35	35					
11	STH 23, E. OF CTH Y, PLACE 1500' E. OF CTH Y INTERCHANGE ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 5-2R	30"X30"	1	35	35					
12	STH 23, E. OF CTH Y, PLACE 750' PRIOR TO CTH Y OFF-RAMP	MO 4-5	36"X18"	1	35	35					
	"	M 3-3	36"X18"	1	35	35					
	"	M 1-1	36"X36"	1	35	35					43
	"	MO 6-2	30"X30"	1	35	35					TILT RIGHT
13	STH 23 WB OFF-RAMP TO CTH Y, PLACE 500' PRIOR TO CTH Y RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-3	24"X12"	1	35	35					
	"	M 1-1	24"X24"	1	35	35					43
	"	MO 5-1R	21"X21"	1	35	35					
14	STH 23 WB OFF-RAMP TO CTH Y, PLACE AT CTH Y RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-3	24"X12"	1	35	35					
	"	M 1-1	24"X24"	1	35	35					43
	"	MO 6-1	21"X21"	1	35	35					RIGHT
15	CTH Y, AT STH 23 EB, PLACE IN MEDIAN AT STH 23 EB RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-3	24"X12"	1	35	35					
	"	M 1-1	24"X24"	1	35	35					43
	"	MO 6-1	21"X21"	1	35	35					LEFT
	PAGE SUBTOTALS			42		1365	99	7		1	
	23W TO 43S CLOSURE TOTALS			42		*1,365	99	*7		*1	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (43NB TO 23WB RAMP CLOSURE)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 35 DAYS	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 SIGNS COVERING TYPE I EACH	REMARKS
1	I-43, S. OF CTH PP, COVER EXISTING GROUND MOUNT TYPE I SIGN AS SHOWN								1	1	COVER "KOHLER"
2	I-43, S. OF CTH PP, PLACE 1000' S. OF CTH PP OVERPASS IN MEDIAN	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
3	I-43, S. OF CTH PP, PLACE 1000' S. OF CTH PP OVERPASS ON RIGHT SHOULDER	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
4	I-43, S. OF STH 23, PLACE 1500' S. OF STH 23 RAMP EXIT IN MEDIAN	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	W 20-3AM	48"X48"	1	35	35					
5	I-43, S. OF STH 23, PLACE 1500' S. OF STH 23 RAMP EXIT ON RIGHT SHOULDER	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	W 20-3AM	48"X48"	1	35	35					
6	I-43, S. OF STH 23, PLACE 500' S. OF STH 23 RAMP EXIT IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 6-1	30"X30"	1	35	35					AHEAD
7	I-43, S. OF STH 23, PLACE 500' S. OF STH 23 RAMP EXIT ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 6-1	30"X30"	1	35	35					AHEAD
8	I-43, AT STH 23 EXIT, COVER EXISTING GROUND MOUNT TYPE I SIGN AS SHOWN								1	1	COVER "KOHLER"
9	I-43 OFF-RAMP TO STH 23, PLACE ON OVERHEAD TYPE I SIGN AS SHOWN	G 20-60	108"X24"	1	35	35					
10	I-43 RAMP TO STH 23 WB, PLACE ON RIGHT SHOULDER	PCMS		1				7			PLACE IN ADVANCE OF RAMP CLOSURE
11	I-43, S. OF STH 42, PLACE 1500' S. OF STH 42 IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 5-2R	30"X30"	1	35	35					
12	I-43, S. OF STH 42, PLACE 1500' S. OF STH 42 ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 5-2R	30"X30"	1	35	35					
13	I-43, AT STH 42 EXIT, PLACE 500' S. OF STH 42 ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-4	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 6-2	30"X30"	1	35	35					TILT RIGHT
	PAGE SUBTOTALS			30		945	99	7		2	

3

TRAFFIC CONTROL DETOUR SIGN SUMMARY CONTNUED (43NB TO 23WB RAMP CLOSURE)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 28 DAYS	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 SIGNS COVERING TYPE I EACH	REMARKS
14	I-43 OFF-RAMP TO STH 42, PLACE 500' PRIOR TO STH 42 RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-4	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 5-1L	21"X21"	1	35	35					
15	I-43 OFF-RAMP TO STH 42, PLACE AT STH 42 RAB RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-4	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 6-1	21"X21"	1	35	35					LEFT
16	STH 42, AT I-43 RAMP INTERSECTION, PLACE IN SPLITTER ISLAND WEST EXIT ABOVE EXISTING SIGN	MO 4-5	24"X12"	1	35	35					
	"	M 3-4	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 6-2	21"X21"	1	35	35					TILT RIGHT
17	STH 42, BETWEEN I-43 RAMP INTERSECTIONS, PLACE PRIOR TO I-43 SB RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-4	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 5-1L	21"X21"	1	35	35					
18	STH 42, AT I-43 SB RAMP INTERSECTION, PLACE ON EAST LEG APPROACH TO INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-4	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 6-1	21"X21"	1	35	35					LEFT
19	STH 42, AT I-43 SB RAMP INTERSECTION, PLACE ABOVE EXISTING SIGN IN SOUTH LEG	MO 4-5	24"X12"	1	35	35					
	"	M 3-4	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 6-2	21"X21"	1	35	35					TILT RIGHT
	PAGE SUBTOTALS			24		840	0	0		0	
	43NB TO 23WB CLOSURE TOTALS			54		*1,785	99	*7		*2	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\030202-MQ.DWG
LAYOUT NAME - 04
PLOT DATE : 10/22/2025 3:54 PM PLOT BY : DANKE, ERIC A PLOT NAME : PLOT SCALE : 1" = 1'
WISDOT/CADDS SHEET 42

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TRAFFIC CONTROL DETOUR SIGN SUMMARY (43SB TO 23EB RAMP CLOSURE)

SIGN NO.	LOCATION	SIGN CODE	SIZE W X H	NUMBER IN SERVICE	APPROX. SERVICE PERIOD 35 DAYS	643.0900 SIGNS DAYS	643.1000 SIGNS FIXED MESSAGE SF	643.1050 SIGNS PORTABLE CHANGEABLE MESSAGE DAYS	NO OF CYCLES	643.0910 SIGNS COVERING TYPE I EACH	REMARKS
1	I-43, S. OF STH 42, COVER EXISTING GROUND MOUTN TYPE I SIGN AS SHOWN								1	1	COVER "SHEBOYGAN"
2	I-43, N. OF STH 23, PLACE 3/4 MILE N. OF STH 23 EXIT ON RIGHT SHOULDER	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
3	I-43, N. OF STH 23, PLACE 3/4 MILE N. OF STH 23 EXIT IN MEDIAN	FMS	132"X54"	1			49.5				SEE SIGN DETAIL SHEET
4	I-43, N. OF STH 23, PLACE 2000' N. OF STH 23 EXIT ON RIGHT SHOULDER	M 3-2	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	W 20-3AM	48"X48"	1	35	35					
5	I-43, N. OF STH 23, PLACE 2000' N. OF STH 23 EXIT IN MEDIAN	M 3-2	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	W 20-3AM	48"X48"	1	35	35					
6	I-43, AT STH 23 EXIT, COVER EXISTING GROUND MOUNT TYPE I SIGN AS SHOWN								1	1	COVER "SHEBOYGAN"
7	I-43 EXIT RAMP TO STH 23, PLACE AT SPLIT FOR STH 23	MO 4-5	36"X18"	1	35	35					
	"	M 3-2	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 6-2	30"X30"	1	35	35					TILT RIGHT
8	I-43 EXIT RAMP TO STH 23, PLACE ON OVERHEAD TYPE I SIGN AS SHOWN	G 20-60	108"X24"	1	35	35					
9	I-43 EXIT RAMP TO STH 23 EB, PLACE ON RIGHT SHOULDER	PCMS		1				7			PLACE IN ADVANCE OF RAMP CLOSURE
10	STH 23, E. OF CTH Y, PLACE 1500' E. OF CTH Y INTERCHANGE ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-2	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 5-2R	30"X30"	1	35	35					
11	STH 23, E. OF CTH Y, PLACE 1500' E. OF CTH Y INTERCHANGE IN MEDIAN	MO 4-5	36"X18"	1	35	35					
	"	M 3-2	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 5-2R	30"X30"	1	35	35					
12	STH 23, E. OF CTH Y, PLACE 600' E. OF CTH Y EXIT RAMP ON RIGHT SHOULDER	MO 4-5	36"X18"	1	35	35					
	"	M 3-2	36"X18"	1	35	35					
	"	M 1-6	36"X36"	1	35	35					23
	"	MO 6-2	30"X30"	1	35	35					TILT RIGHT
13	STH 23 EXIT RAMP TO CTH Y, PLACE 500' PRIOR TO RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-2	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					
	"	MO 5-1R	21"X21"	1	35	35					
14	STH 23 EXIT RAMP TO CTH Y, PLACE RIGHT OF EXISTING R1-1 SIGN AT RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-2	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 6-1	21"X21"	1	35	35					RIGHT
15	CTH Y, AT STH 23 EB RAMP, PLACE IN MEDIAN AT STH 23 EB RAMP INTERSECTION	MO 4-5	24"X12"	1	35	35					
	"	M 3-2	24"X12"	1	35	35					
	"	M 1-6	24"X24"	1	35	35					23
	"	MO 6-1	21"X21"	1	35	35					LEFT
	PAGE SUBTOTALS			38		1,225	99	7		2	
	43SB TO 23EB CLOSURE TOTALS			38		*1,225	99	*7		*2	
	PROJECT DETOUR TOTALS			184		*6,020	396	*28		*7	

* ADDITIONAL QUANTITY SHOWN ELSEWHERE

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS EACH	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS DAY	643.0900 TRAFFIC CONROL SIGNS EACH	643.0900 TRAFFIC CONROL SIGNS DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NO	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I CYCLES	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONROL COVERING SIGNS TYPE II NO	643.0920 TRAFFIC CONROL COVERING SIGNS TYPE II CYCLES	643.0920 TRAFFIC CONROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.0320.S TEMPORARY TAPE RUMBLE STRIP ORANGE LF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	661.0101 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES EACH	REMARKS
0010	CTH V SE RAMP	2	80	160	4	8	8	16	-	-	-	-	6	12	1	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	CTH V NE RAMP	2	28	56	6	12	12	24	-	-	-	-	10	20	-	-	-	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	CTH V NW RAMP	2	44	88	4	8	8	16	-	-	-	-	6	12	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	CTH V SW RAMP	2	28	56	6	12	12	24	-	-	-	-	10	20	-	-	-	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	STH 28 SE RAMP	2	27	54	4	8	8	16	-	-	-	-	6	12	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	STH 28 NE RAMP	2	77	154	10	20	20	40	-	-	-	-	18	36	2	1	2	-	-	-	1	7	-	-	-	RAMP CLOSURE
0010	STH 28 NW RAMP	2	47	94	4	8	8	16	-	-	-	-	6	12	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	STH 28 SW RAMP	2	38	76	5	10	10	20	-	-	-	-	7	14	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	IH 43 NB C/D	6	48	288	4	24	8	48	10	60	-	-	6	36	1	6	6	1	6	6	1	7	-	-	-	RAMP CLOSURE
0010	STH 23 SE RAMP	6	30	180	4	24	8	48	-	-	-	-	6	36	1	6	6	1	6	6	1	7	-	-	-	RAMP CLOSURE
0010	IH 43 SB/CD	28	32	896	4	112	8	224	-	-	-	-	6	168	-	-	-	-	-	-	-	-	-	-	-	S-59-0075 DETOUR RAMP CLOSURE
0010	STH 23 NW LOOP	28	23	644	4	112	8	224	-	-	-	-	6	168	-	-	-	-	-	-	-	-	-	-	-	S-59-0075 DETOUR RAMP CLOSURE
0010	IH 43 NB/CD	28	32	896	4	112	8	224	-	-	-	-	6	168	-	-	-	-	-	-	-	-	-	-	-	S-59-0078 DETOUR RAMP CLOSURE
0010	STH 23 SE LOOP	28	23	644	4	112	8	224	-	-	-	-	6	168	-	-	-	-	-	-	-	-	-	-	-	S-59-0078 DETOUR RAMP CLOSURE
0010	STH 23 SE LOOP	6	30	180	5	30	10	60	30	180	-	-	8	48	-	-	-	1	6	6	-	-	-	-	-	23 EB TO 43 NB RAMP CLOSURE
0010	STH 23 NE LOOP	6	20	120	4	24	8	48	10	60	-	-	10	60	-	-	-	1	6	6	-	-	-	-	-	43 NB TO 23 WB RAMP CLOSURE
0010	STH 23 NE RAMP	6	26	156	4	24	8	48	10	60	-	-	11	66	1	6	6	-	-	-	1	7	-	-	-	RAMP CLOSURE
0010	IH 43 SB C/D	6	50	300	4	24	8	48	10	60	-	-	6	36	1	6	6	1	6	6	1	7	-	-	-	RAMP CLOSURE
0010	STH 23 NW RAMP	6	36	216	4	24	8	48	-	-	-	-	6	36	-	-	-	1	6	6	1	7	-	-	-	RAMP CLOSURE
0010	STH 23 NW LOOP	6	30	180	5	30	10	60	30	180	-	-	8	48	-	-	-	1	6	6	-	-	-	-	-	23 WB TO 43 SB RAMP CLOSURE
0010	STH 23 SW LOOP	6	20	120	4	24	8	48	10	60	-	-	10	60	-	-	-	1	6	6	-	-	-	-	-	43 SB TO 23 EB RAMP CLOSURE
0010	STH 23 SW RAMP	6	36	216	4	24	8	48	10	60	-	-	11	66	1	6	6	1	6	6	1	7	-	-	-	RAMP CLOSURE
0010	HIGHLAND DR SE RAMP	6	20	120	7	42	14	84	5	30	-	-	11	66	-	-	-	2	6	12	1	7	-	-	-	RAMP CLOSURE
0010	STH 42 SE RAMP	2	48	96	4	8	8	16	-	-	-	-	6	12	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	STH 42 SW RAMP	2	17	34	6	12	12	24	-	-	-	-	7	14	1	1	1	1	1	1	1	7	-	-	-	RAMP CLOSURE
0010	STH 23 EB	6	35	210	2	12	4	24	15	90	2	12	10	60	-	-	-	-	-	-	1	7	-	-	-	LANE CLOSURE - BEAM GUARD WORK
0010	STH 23 WB	6	35	210	2	12	4	24	15	90	2	12	10	60	-	-	-	-	-	-	1	7	-	-	-	LANE CLOSURE - BEAM GUARD WORK
0010	IH 43 NB MAINLINE	38	419	15,922	1	38	2	76	15	570	2	76	18	684	-	-	-	-	-	-	1	7	-	-	-	CONTINUOUS INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB MAINLINE	49	621	30,429	6	294	12	588	84	4,116	2	98	26	1,274	-	-	-	-	-	-	1	7	648	-	-	CONTINUOUS OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB MAINLINE	38	402	15,276	1	38	2	76	16	608	2	76	15	570	-	-	-	-	-	-	1	7	-	-	-	CONTINUOUS INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB MAINLINE	49	604	29,596	5	245	10	490	86	4,214	2	98	23	1,127	-	-	-	-	-	-	1	7	648	-	-	CONTINUOUS OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB MAINLINE	15	426	6,390	1	15	2	30	15	225	1	15	16	240	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB MAINLINE	15	628	9,420	6	90	12	180	84	1,260	1	15	26	390	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB MAINLINE	15	408	6,120	1	15	2	30	16	240	1	15	13	195	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB MAINLINE	15	610	9,150	6	90	10	150	86	1,290	1	15	23	345	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
	PROJECT SUBTOTAL		128,747		1,697		3,364		13,453		432		*6,339		*39			75			*189		1,296	0	0	

* ADDITIONAL QUANTITY SHOWN ELSEV

TRAFFIC CONTROL SUMMARY (CONTINUED)

CATEGORY	LOCATION	DURATION DAYS	643.0300 TRAFFIC CONTROL DRUMS EACH	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III EACH	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A EACH	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C EACH	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS EACH	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS DAY	643.0900 TRAFFIC CONROL SIGNS EACH	643.0900 TRAFFIC CONROL SIGNS DAY	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I NO	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I CYCLES	643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I EACH	643.0920 TRAFFIC CONROL COVERING SIGNS TYPE II NO	643.0920 TRAFFIC CONROL COVERING SIGNS TYPE II CYCLES	643.0920 TRAFFIC CONROL COVERING SIGNS TYPE II EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS EACH	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.0320.S TEMPORARY TAPE RUMBLE STRIP ORANGE LF	644.1810 TEMPORARY PEDESTRIAN BARRICADE LF	661.0101 TEMPORARY TRAFFIC SIGNALS FOR BRIDGES EACH	REMARKS
0010	IH 43 NB MAINLINE	46	392	18,032	1	46	2	92	14	644	1	46	13	598	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT INSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 NB MAINLINE	46	500	23,000	4	184	8	368	45	2,070	1	46	22	1,012	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT OUTSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 SB MAINLINE	46	421	19,366	1	46	2	92	15	690	1	46	17	782	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT INSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 SB MAINLINE	46	593	27,278	4	184	8	368	58	2,668	1	46	19	874	-	-	-	-	-	-	1	7	-	-	-	INTERMITTENT OUTSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 NB	40	52	2,080	1	40	2	80	29	1,160	2	80	8	320	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSURE AT B-59-0077
0010	IH 43 NB	40	47	1,880	1	40	2	80	24	960	2	80	8	320	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSURE AT B-59-0077
0010	IH 43 SB	40	52	2,080	1	40	2	80	29	1,160	2	80	12	480	-	-	-	-	-	-	-	-	-	-	-	LEFT LANE CLOSURE AT B-59-0076
0010	IH 43 SB	40	47	1,880	1	40	2	80	24	960	2	80	12	480	-	-	-	-	-	-	-	-	-	-	-	RIGHT LANE CLOSURE AT B-59-0076
0010	CTH PP	5	13	65	-	-	-	-	-	-	-	-	5	25	-	-	-	-	-	-	-	-	-	140	-	CTH PP STAGE 1
0010	CTH PP	14	40	560	-	-	-	-	20	280	-	-	19	266	-	-	-	-	-	-	2	14	-	690	2	CTH PP STAGE 2
0010	CTH PP	14	90	1,260	-	-	-	-	20	280	-	-	16	224	-	-	-	-	-	-	2	14	-	-	2	CTH PP STAGE 3
0010	IH 43 NB C/D	22	18	396	-	-	-	-	18	396	-	-	5	110	-	-	-	-	-	-	-	-	-	-	-	S-59-77
0010	STH 23 SE/NE LOOP	12	19	228	1	12	2	24	8	96	-	-	3	36	-	-	-	-	-	-	-	-	-	-	-	S-59-78
0010	IH 43 SB C/D	22	18	396	-	-	-	-	18	396	-	-	5	110	-	-	-	-	-	-	-	-	-	-	-	S-59-79
0010	STH 23 SW/NW LOOP	12	18	216	1	12	2	24	8	96	-	-	3	36	-	-	-	-	-	-	-	-	-	-	-	S-59-80
0010	STH 23 EB/HIGHLAND DR SE RAMP	25	23	575	1	25	2	50	14	350	-	-	6	150	-	-	-	1	1	1	-	-	-	-	-	S-59-81 & S-59-82
0010	STH 23 WB	22	15	330	-	-	-	-	-	-	-	-	2	44	-	-	-	-	-	-	-	-	-	-	-	S-59-83
0010	STH 23 EB	30	20	600	1	30	2	60	11	330	-	-	3	90	-	-	-	-	-	-	-	-	-	-	-	S-59-84
0010	STH 23 WB	22	12	264	1	22	2	44	8	176	-	-	4	88	-	-	-	-	-	-	-	-	-	-	-	S-59-85
0010	STH 23 EB	30	2	60	-	-	-	-	-	-	-	-	2	60	-	-	-	-	-	-	-	-	-	-	-	S-59-86
0010	STH 23 EB	5	29	145	2	10	4	20	7	35	2	10	12	60	-	-	-	1	1	1	-	-	-	-	-	S-59-83/S-59-85, LANE CLOSURE
0010	STH 23 WB	22	37	814	2	44	4	88	9	198	2	44	12	264	-	-	-	1	1	1	-	-	-	-	-	S-59-84/S-59-86, LANE CLOSURE
0010	STH 23 WB	5	40	200	1	5	2	10	16	80	2	10	9	45	-	-	-	-	-	-	-	-	-	-	-	MAINTENANCE CROSSOVER
0010	STH 23 EB	5	40	200	1	5	2	10	16	80	2	10	9	45	-	-	-	-	-	-	-	-	-	-	-	MAINTENANCE CROSSOVER
	PROJECT SUBTOTAL		101,905		785		1,570		13,105		578		*6,519		*0			3			*56		0	830	4	
	PROJECT TOTAL		230,652		2,482		4,934		26,558		1,010		*12,858		*39			78			*245		1,296	830	4	

* ADDITIONAL QUANTITY SHOWN ELSEV

SMART WORK ZONE SYSTEM

		643.0370.S DIGITAL SPEED REDUCTION SYSTEM (DSRS)		643.1205.S BASIC TRAFFIC QUEUE WARNING SYSTEM			
		DIGITAL SPEED LIMT TRAILERS (DSLT)	DIGITAL SPEED REDUCTION SYSTEM (DSRS)	FLASHING BEACON SIGNS (FBS)	PORTABLE TRAFFIC SENSORS (PTS)	BASIC QUEUE WARNING SYSTEM	
CATEGORY	LOCATION		DAY			DAY	REMARKS
0010	IH 43 NB	7	38	6	3	38	CONTINUOUS INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB	7	49	6	3	49	CONTINUOUS OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB	7	38	6	3	38	CONTINUOUS INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB	7	49	6	3	49	CONTINUOUS OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB	7	15	6	3	15	INTERMITTENT INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB	7	15	6	3	15	INTERMITTENT OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB	7	15	6	3	15	INTERMITTENT INSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 SB	7	15	6	3	15	INTERMITTENT OUTSIDE LANE CLOSURE (STH 28 TO STH 42)
0010	IH 43 NB	7	46	6	3	46	INTERMITTENT INSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 NB	7	46	6	3	46	INTERMITTENT OUTSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 SB	7	46	6	3	46	INTERMITTENT INSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
0010	IH 43 SB	7	46	6	3	46	INTERMITTENT OUTSIDE LANE CLOSURE (SOUTH LIMITS TO STH 28)
	PROJECT TOTAL		418			418	

* THESE ITEMS ARE PART OF THE QWS AND ARE PAID FOR ON COMPLETE SYSTEM PER ROADWAY

CONSTRUCTION STAKING

CATEGORY	ROADWAY	STATION		STATION	OFFSET	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACE REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	IH 43 NB	3+99	-	549+84	-	-	-	-	53,055	-	
0010	IH 43 NB	110+22	-	111+94	LT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	IH 43 NB	110+90	-	112+62	RT	-	-	-	-	172	" "
0010	IH 43 NB	212+19	-	213+91	LT	-	-	-	-	172	" "
0010	IH 43 NB	212+79	-	214+51	RT	-	-	-	-	172	" "
0010	IH 43 NB	227+37	-	229+10	LT	-	-	-	-	173	" "
0010	IH 43 NB	265+74	-	267+46	LT	-	-	-	-	172	" "
0010	IH 43 NB	266+40	-	268+12	RT	-	-	-	-	172	" "
0010	IH 43 NB	353+26	-	354+98	LT	-	-	-	-	172	" "
0010	IH 43 NB	353+39	-	355+11	RT	-	-	-	-	172	" "
0010	IH 43 NB	366+01	-	367+85	LT	-	-	-	-	184	BEAM GUARD BULLNOSE GRADING
0010	IH 43 NB	401+85	-	403+57	LT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	IH 43 NB	402+48	-	404+19	RT	-	-	-	-	171	" "
0010	IH 43 NB	428+11	-	429+83	LT	-	-	-	-	172	" "
0010	IH 43 NB	428+87	-	430+59	RT	-	-	-	-	172	" "
0010	IH 43 NB	467+54	-	469+24	RT	-	-	-	-	170	" "
0010	IH 43 NB	473+85	-	475+57	LT	-	-	-	-	172	" "
0010	IH 43 NB	508+14	-	509+86	LT	-	-	-	-	172	" "
0010	IH 43 NB	533+34	-	535+06	RT	-	-	-	-	172	" "
0010	IH 43 NB	534+21	-	535+93	LT	-	-	-	-	172	" "
0010	IH 43 NB	544+41	-	546+13	RT	-	-	-	-	172	" "
0010	IH 43 NB	545+12	-	546+84	LT	-	-	-	-	172	" "
0010	IH 43 SB	4+05	-	550+76	-	-	-	-	53,154	-	
0010	IH 43 SB	8+14	-	9+86	RT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	IH 43 SB	10+67	-	12+39	LT	-	-	-	-	172	" "
0010	IH 43 SB	120+89	-	122+61	LT	-	-	-	-	172	" "
0010	IH 43 SB	121+57	-	123+29	RT	-	-	-	-	172	" "
0010	IH 43 SB	223+31	-	225+04	RT	-	-	-	-	173	" "
0010	IH 43 SB	237+11	-	239+55	LT	-	-	-	-	172	" "
0010	IH 43 SB	238+72	-	240+44	RT	-	-	-	-	172	" "
0010	IH 43 SB	277+11	-	278+83	LT	-	-	-	-	172	" "
0010	IH 43 SB	277+65	-	279+37	RT	-	-	-	-	172	" "
0010	IH 43 SB	413+41	-	415+12	LT	-	-	-	-	171	" "
0010	IH 43 SB	413+93	-	415+65	RT	-	-	-	-	172	" "
0010	IH 43 SB	436+35	-	438+07	LT	-	-	-	-	172	" "
				PROJECT SUBTOTAL		0	0	0	106,209	5,686	

CONSTRUCTION STAKING (CONTINUED)

CATEGORY	ROADWAY	STATION	TO	STATION	OFFSET	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	IH 43 SB	436+22	-	439+94	RT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	IH 43 SB	482+60	-	484+32	RT	-	-	-	-	172	" "
0010	IH 43 SB	485+75	-	487+93	LT	-	-	-	-	218	" "
0010	IH 43 SB	515+17	-	516+89	RT	-	-	-	-	172	" "
0010	IH 43 SB	542+09	-	543+81	LT	-	-	-	-	172	" "
0010	IH 43 SB	542+22	-	543+94	RT	-	-	-	-	172	" "
0010	CTH V SE RAMP	76+74	-	88+91	-	-	-	-	948	-	
0010	CTH V SW RAMP	76+97	-	86+50	-	-	-	-	762	-	
0010	CTH V NE RAMP	93+04	-	102+87	-	-	-	-	799	-	
0010	CTH V NW RAMP	90+12	-	101+19	-	-	-	-	847	-	
0010	STH 28 SE RAMP	232+67	-	237+16	-	-	-	-	97	-	
0010	STH 28 SW RAMP	234+49	-	237+71	-	-	-	-	94	-	
0010	STH 28 NE RAMP	253+63	-	256+32	-	-	-	-	110	-	
0010	STH 28 NW RAMP	252+06	-	255+76	-	-	-	-	99	-	
0010	IH 43 NB CD	355+36	-	380+50	-	-	-	-	2,514	-	
0010	IH 43 NB CD	358+70	-	360+42	RT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	IH 43 NB CD	362+39	-	364+11	LT	-	-	-	-	172	" "
0010	IH 43 NB CD	374+66	-	376+38	LT	-	-	-	-	172	" "
0010	IH 43 NB CD	382+56	-	402+19	-	-	-	-	1,963	-	
0010	IH 43 SB CD	352+79	-	380+56	-	-	-	-	2,777	-	
0010	IH 43 SB CD	382+62	-	404+87	-	-	-	-	2,225	-	
0010	IH 43 SB CD	386+74	-	388+46	RT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	IH 43 SB CD	397+87	-	399+59	RT	-	-	-	-	172	" "
0010	IH 43 SB CD	397+87	-	399+59	LT	-	-	-	-	172	" "
0010	STH 23 SE RAMP	365+75	-	385+91	-	-	-	-	2,016	-	
0010	STH 23 SE LOOP	236+80	-	253+95	-	-	-	-	1,715	-	
0010	STH 23 SE LOOP	241+20	-	242+88	LT	-	-	-	-	168	BEAM GUARD EAT GRADING
0010	STH 23 SE LOOP	251+89	-	253+68	RT	-	-	-	-	179	" "
0010	STH 23 SW RAMP	365+16	-	391+86	-	-	-	-	2,670	-	
0010	STH 23 SW RAMP	372+89	-	374+61	LT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	STH 23 SW LOOP	379+61	-	397+86	-	-	-	-	1,825	-	
0010	STH 23 SW LOOP	385+55	-	387+23	LT	-	-	-	-	168	BEAM GUARD EAT GRADING
0010	STH 23 NE RAMP	251+13	-	269+73	-	-	-	-	1,860	-	
0010	STH 23 NE LOOP	383+39	-	400+79	-	-	-	-	1,740	-	
0010	STH 23 NE LOOP	388+70	-	390+38	LT	-	-	-	-	168	BEAM GUARD EAT GRADING
		PROJECT SUBTOTAL				0	0	0	25,061	2,965	

3

CONSTRUCTION STAKING (CONTINUED)

CATEGORY	ROADWAY	STATION		STATION	OFFSET	650.4000 CONSTRUCTION STAKING STORM SEWER EACH	650.4500 CONSTRUCTION STAKING SUBGRADE LF	650.5000 CONSTRUCTION STAKING BASE LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF	650.9920 CONSTRUCTION STAKING SLOPE STAKES LF	REMARKS
0010	STH 23 NW RAMP	216+63	-	236+46	-	-	-	-	2,183	-	
0010	STH 23 NW LOOP	230+84	-	249+62	-	-	-	-	1,878	-	
0010	STH 23 NW LOOP	237+33	-	239+01	LT	-	-	-	-	168	BEAM GUARD EAT GRADING
0010	STH 23 NW LOOP	247+76	-	249+56	RT	-	-	-	-	178	" "
0010	STH 42 SE RAMP	550+98	-	557+80	-	-	-	-	682	-	
0010	STH 42 SW RAMP	556+09	-	562+17	-	-	-	-	608	-	
0010	STH 23 EB	204+83	-	206+56	RT	-	-	-	-	173	BEAM GUARD EAT GRADING
0010	STH 23 EB	208+10	-	214+32	RT	-	-	-	622	-	FAR RIGHT LANE (RAMP)
0010	STH 23 EB	210+25	-	211+00	LT	-	75	75	-	75	MAINTENANCE CROSSOVER
0010	STH 23 EB	210+27	-	210+27	29.0' LT	1	-	-	-	-	" "
0010	STH 23 EB	212+62	-	214+83	LT	-	-	-	-	221	BEAM GUARD EAT GRADING
0010	STH 23 EB	212+83	-	214+55	RT	-	-	-	-	172	" "
0010	STH 23 EB	231+10	-	236+87	RT	-	-	-	577	-	FAR RIGHT LANE (RAMP)
0010	STH 23 EB	249+74	-	251+46	RT	-	-	-	-	172	BEAM GUARD EAT GRADING
0010	STH 23 WB	230+77	-	236+47	LT	-	-	-	570	-	FAR LEFT LANE (RAMP)
					PROJECT SUBTOTAL	1	75	75	7,120	1,159	
					PROJECT TOTAL	1	75	75	138,390	9,810	

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL

CATEGORY	LOCATION	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL EACH
0010	1222-13-71	1
	PROJECT TOTAL	1

STORM SEWER TAP

CATEGORY	ROADWAY	STATION	OFFSET	SPV.0060.02 STORM SEWER TAP EACH
0010	STH 23 EB	211+01	LT	1
			PROJECT TOTAL	1

B-59-0018 REPAIR SUMMARY

IH 43 SB OVER PIGEON RIVER

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0020	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	45	NE, SW, & SE WINGS
0020	SPV.0090.02	JOINT SEALING	LF	105	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 52.5 LF PER ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0019 REPAIR SUMMARY

IH 43 NB OVER SHEBOYGAN RIVER

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0030	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	30	ALL 4 CORNERS OF ABUTMENT
0030	SPV.0090.02	JOINT SEALING	LF	88	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 44 LF PER ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0023 REPAIR SUMMARY

MUELLER RD OVER IH 43

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0050	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	219	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0050	509.1500	CONCRETE SURFACE REPAIR	SF	15	ESTIMATED REPAIR AREAS ARE LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0050	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	60	3 OF 4 CORNERS ON ABUTMENTS
0050	SPV.0090.02	JOINT SEALING	LF	60	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 30 LF PER ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0025 REPAIR SUMMARY

IH 43 SB OVER STH 42

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0060	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	195	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0060	509.1500	CONCRETE SURFACE REPAIR	SF	45	ESTIMATED REPAIR AREAS ARE LOCATED ON ABUTMENTS AND PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0060	SPV.0090.02	JOINT SEALING	LF	113	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 57.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0028 REPAIR SUMMARY

IH 43 NB OVER STH 28

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0070	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	151	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0070	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	30	NW AND SE ABUTMENT
0070	SPV.0090.02	JOINT SEALING	LF	81	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0029 REPAIR SUMMARY

IH 43 NB OVER RAILROAD

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0080	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	169	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0080	509.1500	CONCRETE SURFACE REPAIR	SF	30	ESTIMATED REPAIR AREAS LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER

B-59-0034 REPAIR SUMMARY

IH 43 NB OVER WEEDEN CREEK RD (CTH EE)

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0090	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	97	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0090	509.1500	CONCRETE SURFACE REPAIR	SF	3	ESTIMATED REPAIR AREAS ARE LOCATED ON ABUTMENTS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0090	SPV.0090.02	JOINT SEALING	LF	89	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 44.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0035 REPAIR SUMMARY

IH 43 NB OVER CTH V

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0100	SPV.0090.02	JOINT SEALING	LF	89	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 44.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0037 REPAIR SUMMARY

IH 43 SB OVER CTH V

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0110	SPV.0090.02	JOINT SEALING	LF	89	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 44.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0045 REPAIR SUMMARY

IH 43 SB OVER WILSON LIMA RD

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0120	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	111	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0120	509.1500	CONCRETE SURFACE REPAIR	SF	40	ESTIMATED REPAIR AREAS ARE LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0120	SPV.0090.02	JOINT SEALING	LF	81	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0046 REPAIR SUMMARY

IH 43 NB OVER WILSON LIMA RD

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0130	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	111	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0130	509.1500	CONCRETE SURFACE REPAIR	SF	35	ESTIMATED REPAIR AREAS ARE LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0130	SPV.0090.02	JOINT SEALING	LF	81	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0051 REPAIR SUMMARY

IH 43 SB OVER WEEDEN CREEK RD (CTH EE)

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0140	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	97	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0140	509.1500	CONCRETE SURFACE REPAIR	SF	45	ESTIMATED REPAIR AREAS ARE LOCATED ON ABUTMENTS AND PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0140	SPV.0090.02	JOINT SEALING	LF	80	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0052 REPAIR SUMMARY

IH 43 SB OVER RAILROAD

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0150	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	170	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0150	509.1500	CONCRETE SURFACE REPAIR	SF	20	ESTIMATED REPAIR AREAS ARE LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER

B-59-0053 REPAIR SUMMARY

IH 43 SB OVER STH 28

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0160	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	151	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0160	509.1500	CONCRETE SURFACE REPAIR	SF	4	ESTIMATED REPAIR AREAS ARE LOCATED ON ABUTMENTS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0160	SPV.0090.02	JOINT SEALING	LF	81	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0054 REPAIR SUMMARY

IH 43 SB OVER SHEBOYGAN RIVER

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0170	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	180	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0170	509.1500	CONCRETE SURFACE REPAIR	SF	50	ESTIMATED REPAIR AREAS ARE LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0170	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	60	ALL 4 CORNERS OF ABUTMENT
0170	SPV.0090.02	JOINT SEALING	LF	107	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 43.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0057 REPAIR SUMMARY

IH 43 NB OVER PIGEON RIVER

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0180	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	135	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0180	509.1500	CONCRETE SURFACE REPAIR	SF	20	ESTIMATED REPAIR AREAS ARE LOCATED ON PARAPETS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0180	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	30	ALL 4 CORNERS OF ABUTMENT
0180	SPV.0090.02	JOINT SEALING	LF	105	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 52.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0059 REPAIR SUMMARY

IH 43 NB OVER STH 42

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0190	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	189	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0190	509.1500	CONCRETE SURFACE REPAIR	SF	5	ESTIMATED REPAIR AREAS ARE LOCATED ON ABUTMENTS; FINAL REPAIR AREAS TO BE DETERMINED BY THE FIELD ENGINEER
0190	SPV.0090.02	JOINT SEALING	LF	113	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 56.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0075 REPAIR SUMMARY

IH 43 SB C/D OVER STH 23

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0200	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	120	ALL 4 CORNERS OF ABUTMENT
0200	509.9026.S	CORED HOLES 2-INCH DIAMETER	EACH	1	ALL 4 CORNERS OF ABUTMENT
0200	SPV.0090.02	JOINT SEALING	LF	80	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0076 REPAIR SUMMARY

IH 43 SB OVER STH 23

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0210	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	90	ALL 4 CORNERS OF ABUTMENT
0210	509.9026.S	CORED HOLES 2-INCH DIAMETER	EACH	1	ALL 4 CORNERS OF ABUTMENT
0210	SPV.0090.02	JOINT SEALING	LF	80	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0077 REPAIR SUMMARY

IH 43 NB OVER STH 23

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0220	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	45	ALL 4 CORNERS OF ABUTMENT
0220	SPV.0090.02	JOINT SEALING	LF	80	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0078 REPAIR SUMMARY

IH 43 NB C/D OVER STH 23

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0230	509.9025.S	EPOXY INJECTION CRACK REPAIR	LF	45	ALL 4 CORNERS OF ABUTMENT
0230	SPV.0090.02	JOINT SEALING	LF	80	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 40 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0184 REPAIR SUMMARY

IH 43 SB OVER SUPERIOR AVE (CTH O)

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0240	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	118	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0240	SPV.0090.02	JOINT SEALING	LF	100	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 50 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0185 REPAIR SUMMARY

IH 43 NB OVER SUPERIOR AVE (CTH O)

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0250	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	118	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0250	SPV.0090.02	JOINT SEALING	LF	106	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 53 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0186 REPAIR SUMMARY

IH 43 SB OVER CTH J

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0260	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	139	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0260	SPV.0090.02	JOINT SEALING	LF	104	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 52 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

B-59-0187 REPAIR SUMMARY

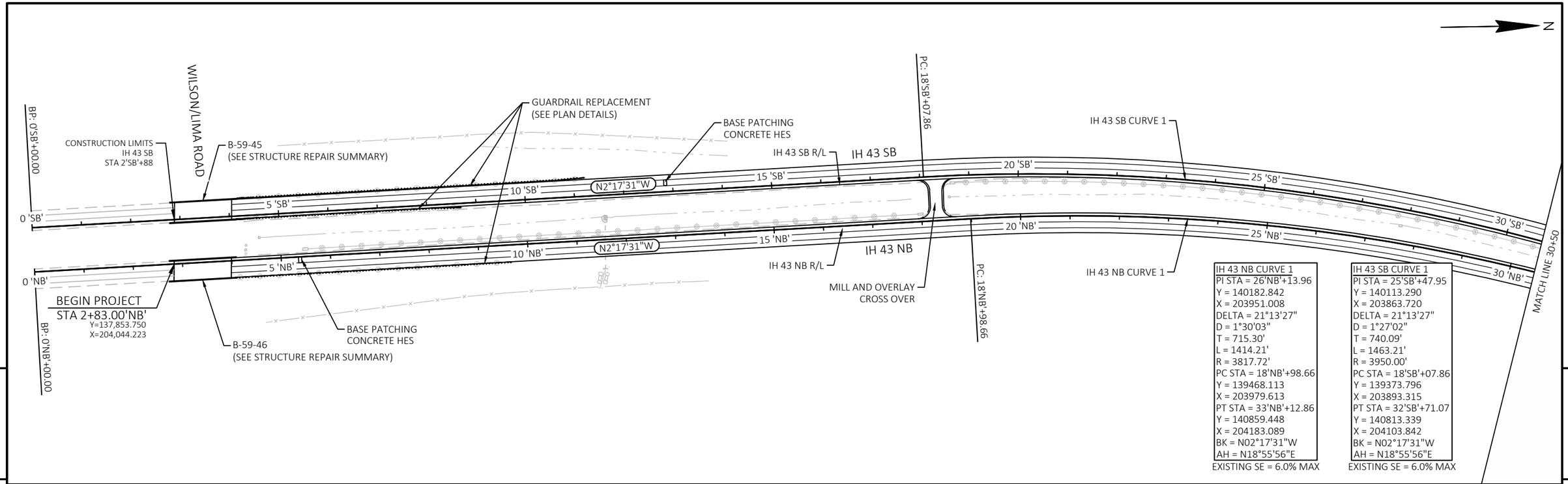
IH 43 NB OVER CTH J

CATEGORY	BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT	QUANTITY	COMMENTS
0270	502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	139	APPLY TO ROADSIDE AND TOP FACES FOR FULL LENGTH OF BOTH PARAPETS INCLUDING PARAPETS ON WINGS
0270	SPV.0090.02	JOINT SEALING	LF	107	SEAL THE EXISTING JOINTS AT EACH ABUTMENT; 53.5 LF AT EACH ABUTMENT; MEASURED FROM GUTTER LINE TO GUTTER LINE

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT		B-59-18	B-59-19	B-59-23	B-59-25	B-59-28	B-59-29	B-59-34	B-59-35	B-59-37	B-59-45	B-59-46	B-59-51	B-59-52
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY		---	---	219	195	151	169	97	---	---	111	111	97	170
509.1500	CONCRETE SURFACE REPAIR	SF		---	---	15	45	---	30	3	---	---	40	35	45	20
509.9025.S	EPOXY INJECTION CRACK REPAIR	LF		45	30	60	---	30	---	---	---	---	---	---	---	---
509.9026.S	CORED HOLES 2-INCH DIAMETER	EACH		---	---	---	---	---	---	---	---	---	---	---	---	---
SPV.0090.02	JOINT SEALING	LF		105	88	60	113	81	---	89	89	89	81	81	80	---

BID ITEM NUMBER	BID ITEM DESCRIPTION	UNIT		B-59-53	B-59-54	B-59-57	B-59-59	B-59-75	B-59-76	B-59-77	B-59-78	B-59-184	B-59-185	B-59-186	B-59-187	TOTALS
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY		151	180	135	189	---	---	---	---	118	118	139	139	2,489
509.1500	CONCRETE SURFACE REPAIR	SF		4	50	20	5	---	---	---	---	---	---	---	---	312
509.9025.S	EPOXY INJECTION CRACK REPAIR	LF		---	60	30	---	120	90	45	45	---	---	---	---	555
509.9026.S	CORED HOLES 2-INCH DIAMETER	EACH		---	---	---	---	1	1	---	---	---	---	---	---	2
SPV.0090.02	JOINT SEALING	LF		81	107	105	113	80	80	80	80	100	106	104	107	2,099

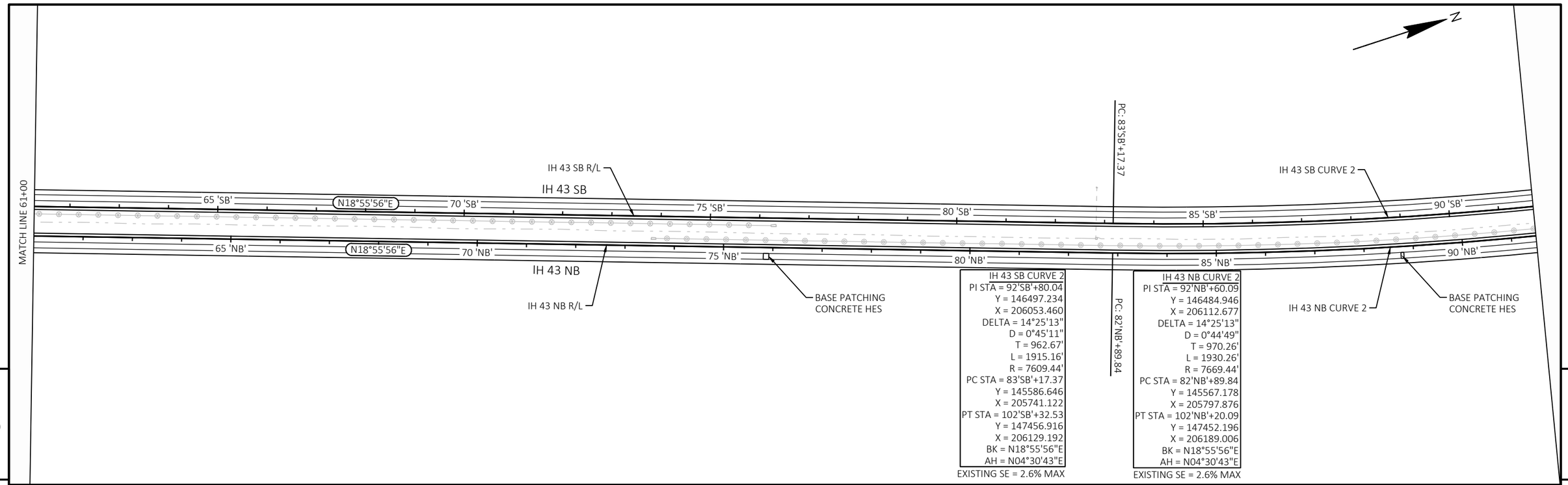


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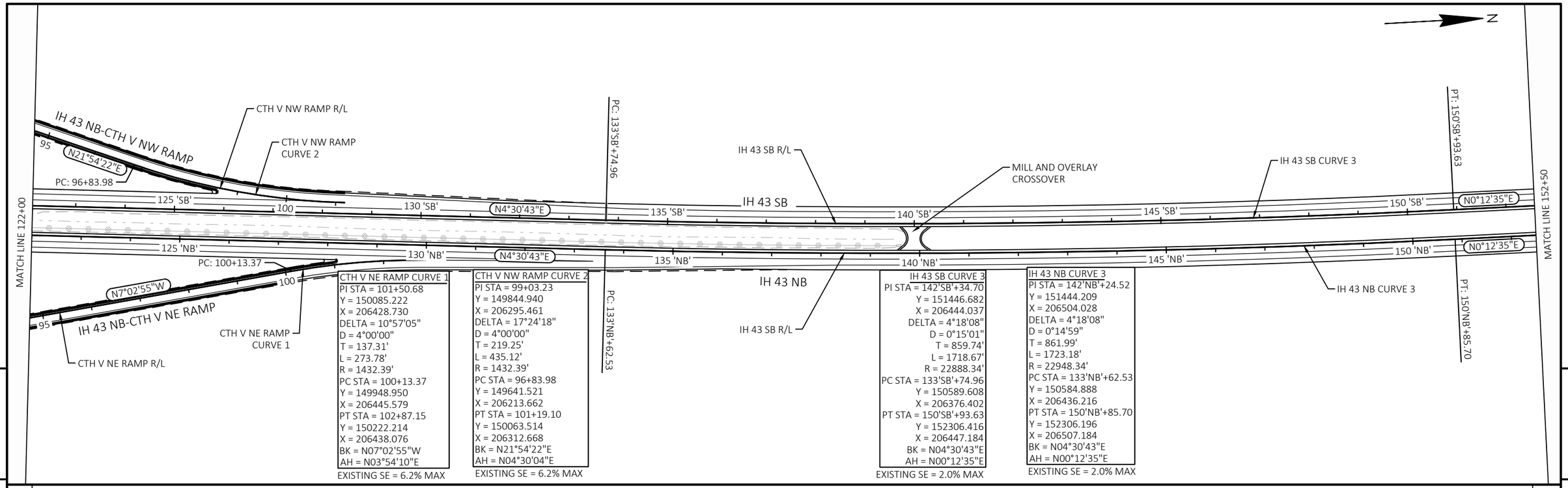
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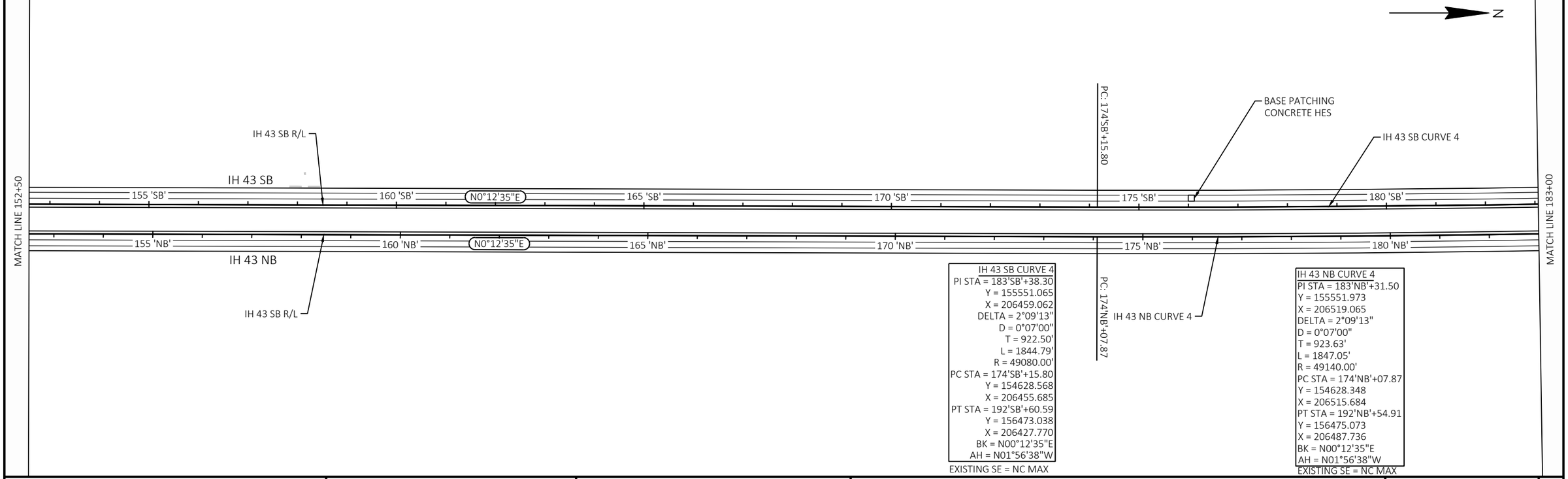
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WISDOT/CADDS SHEET 44

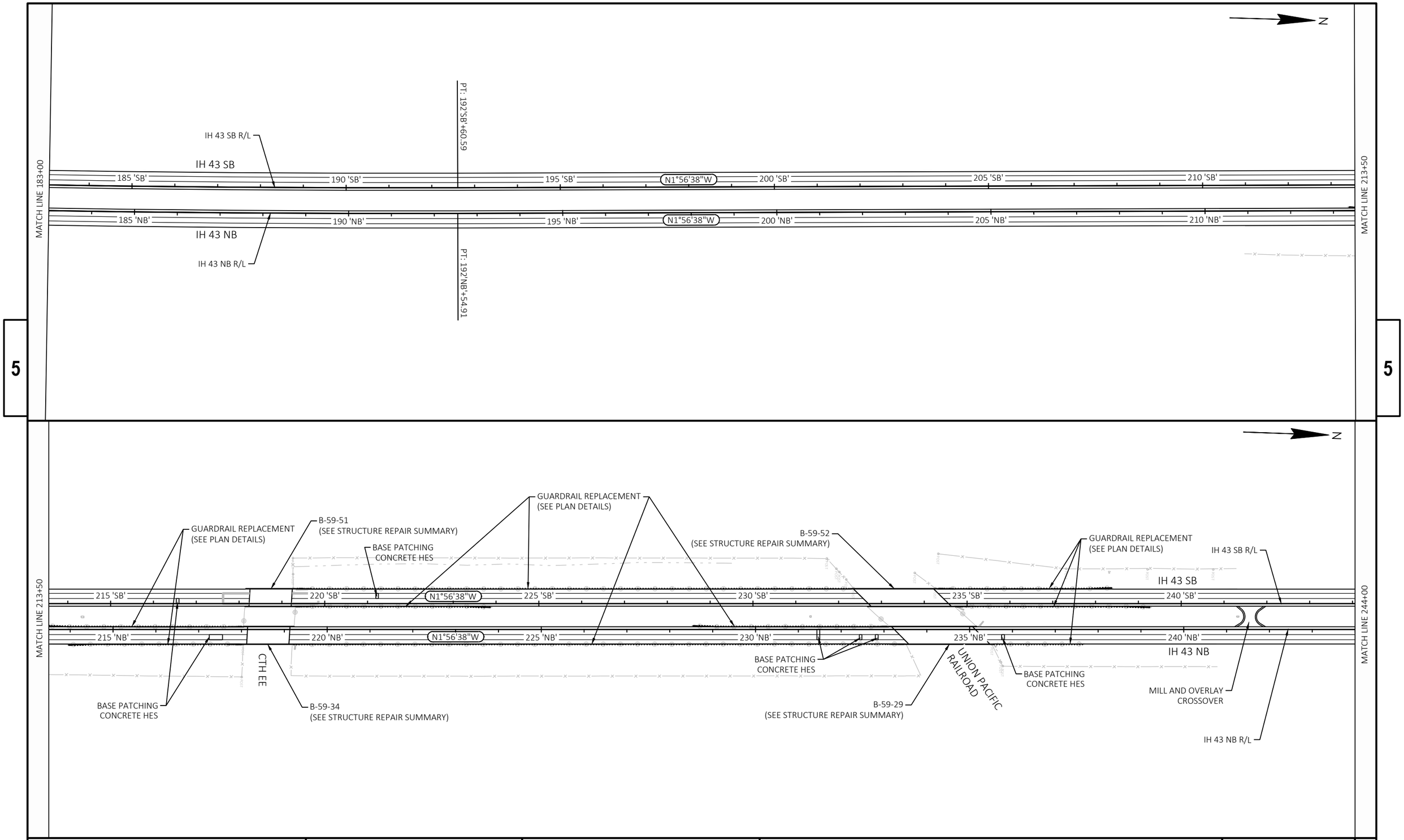


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 254	E



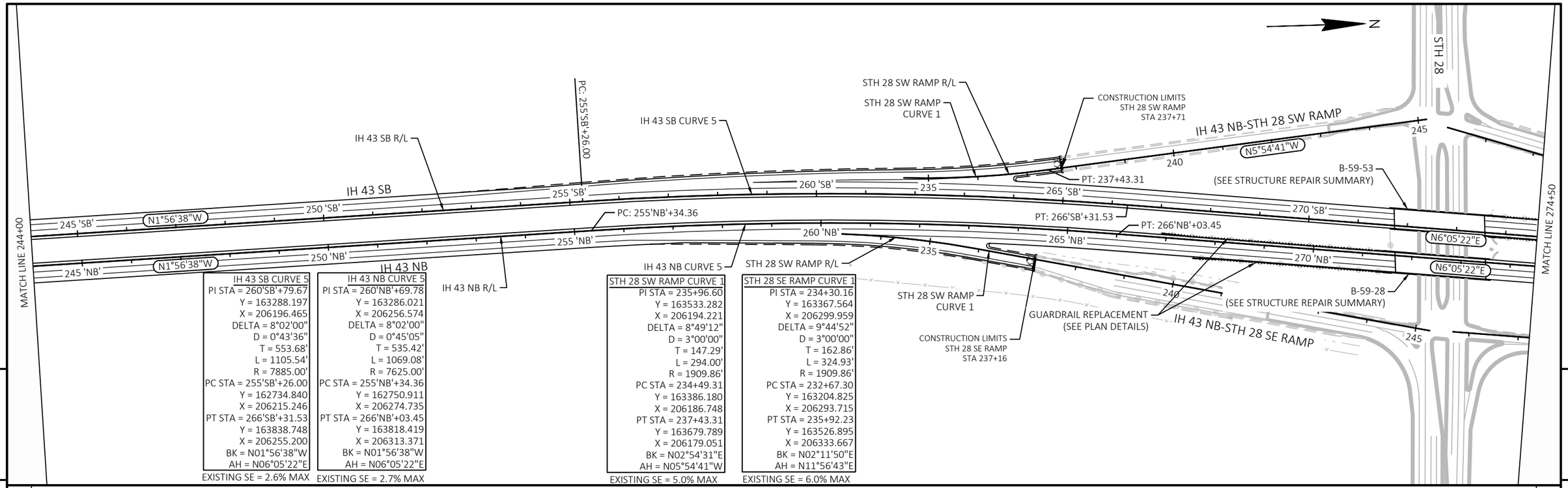


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 255 E

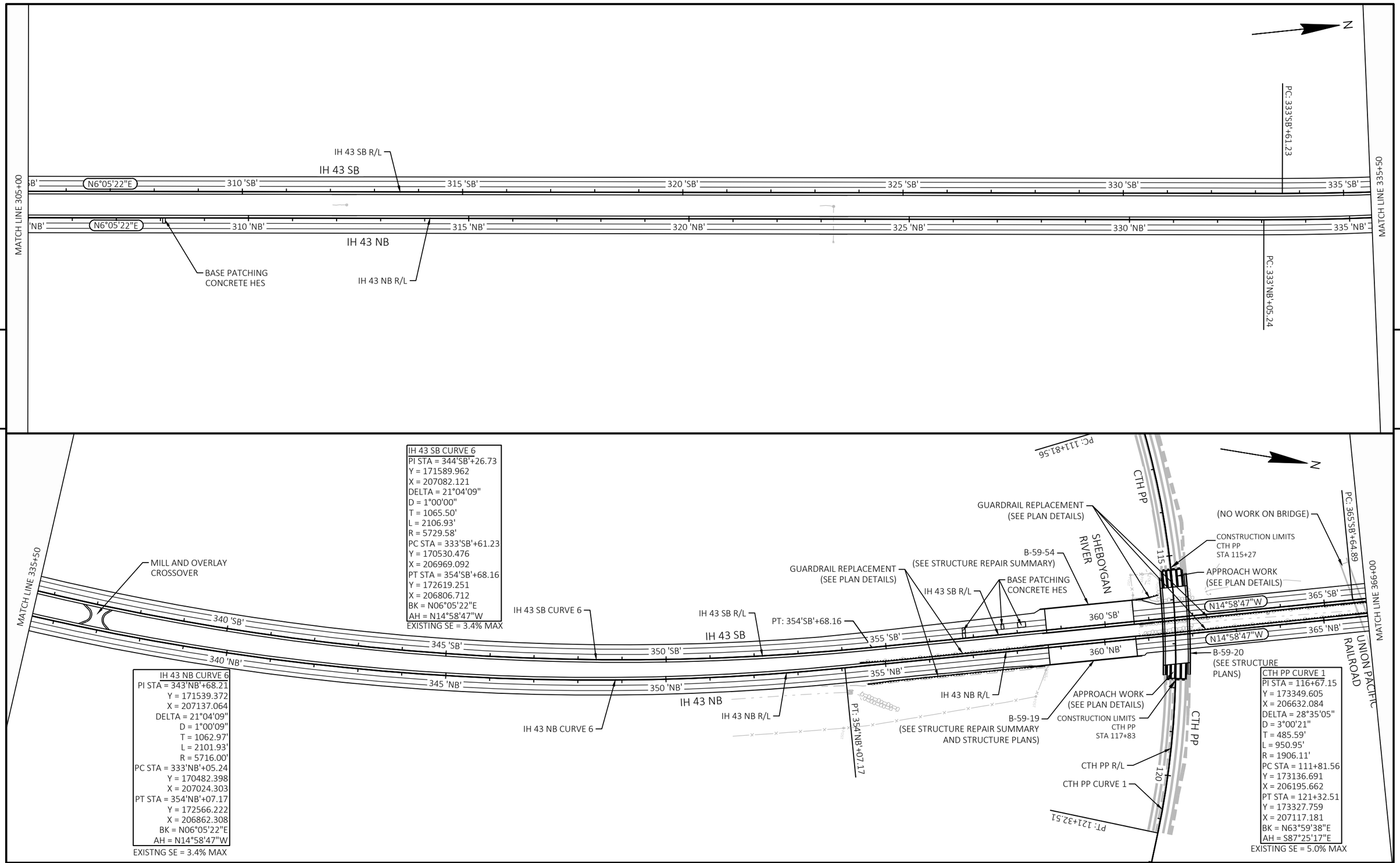


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 256	E

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PLOT BY : BALDERAS-RUEDEN, ANN
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

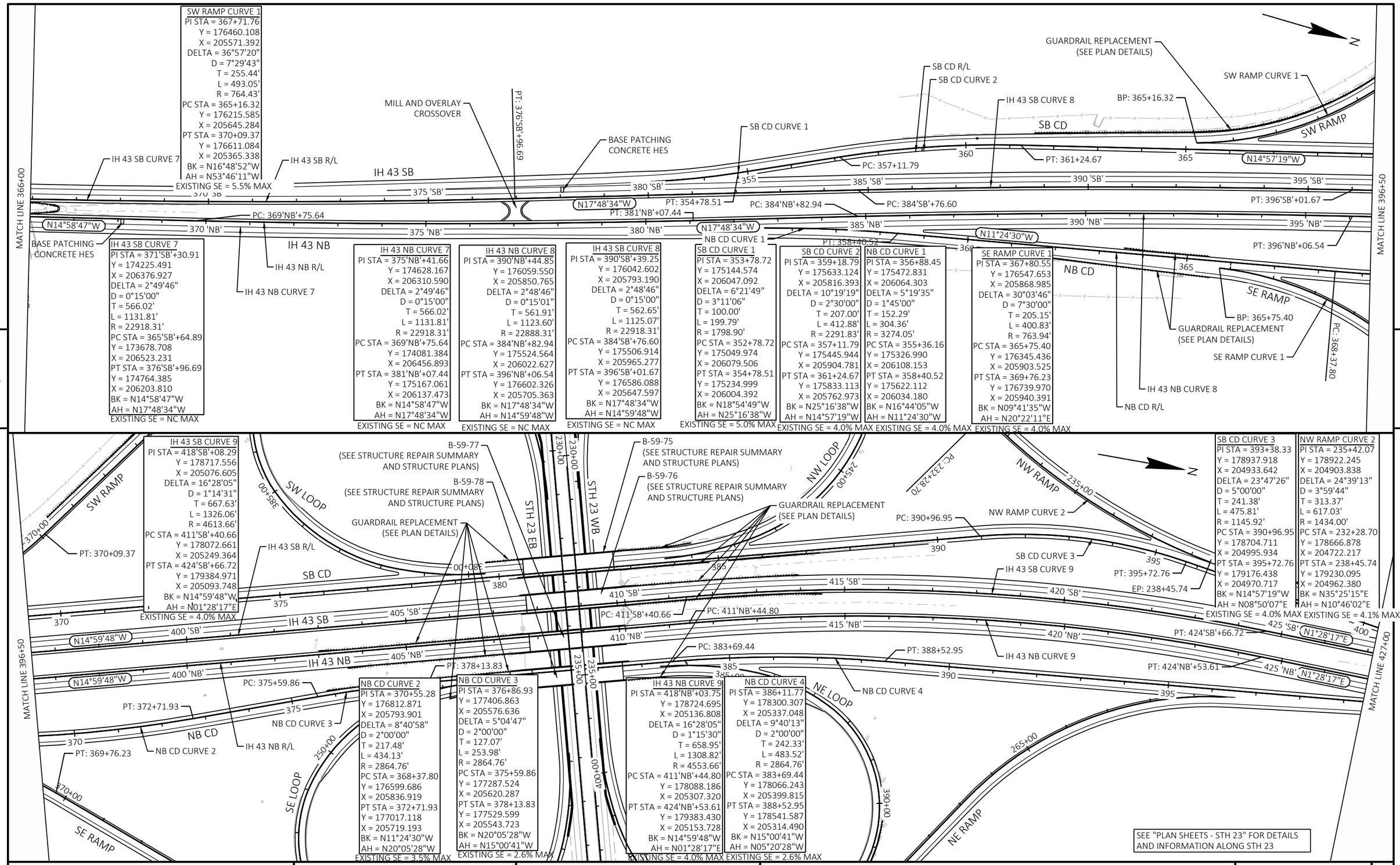


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 257	E



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 258	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050206-pn
PLOT DATE : 7/23/2025 7:24 AM
PLOT BY : BALDERAS-RUEDEN, ANN
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 44

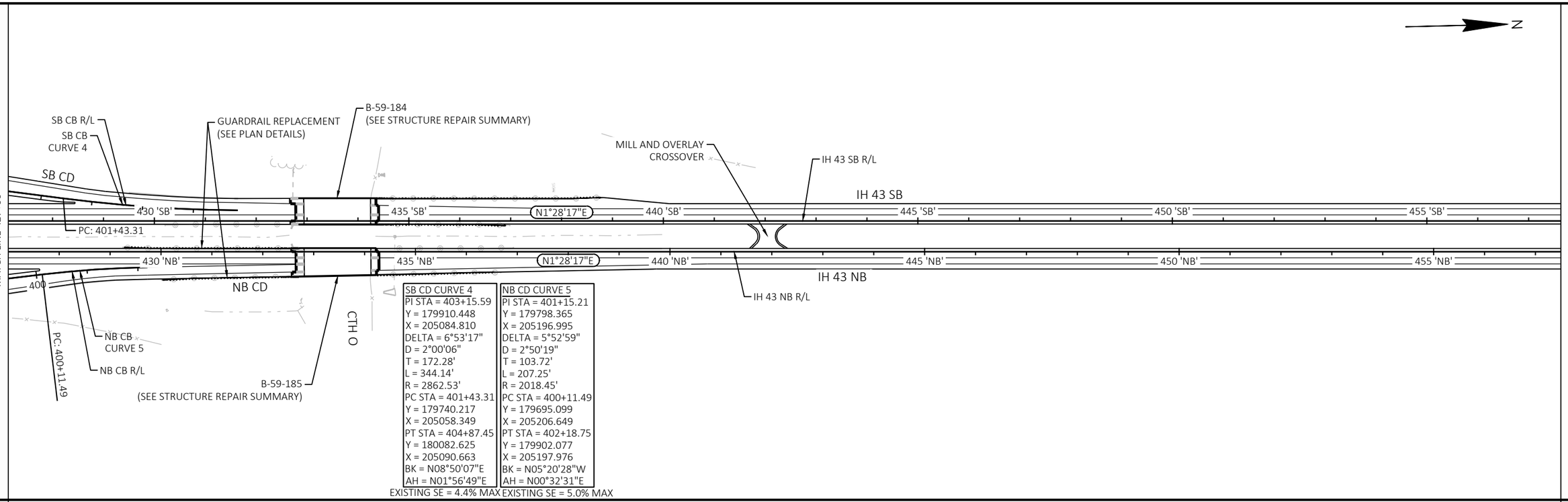


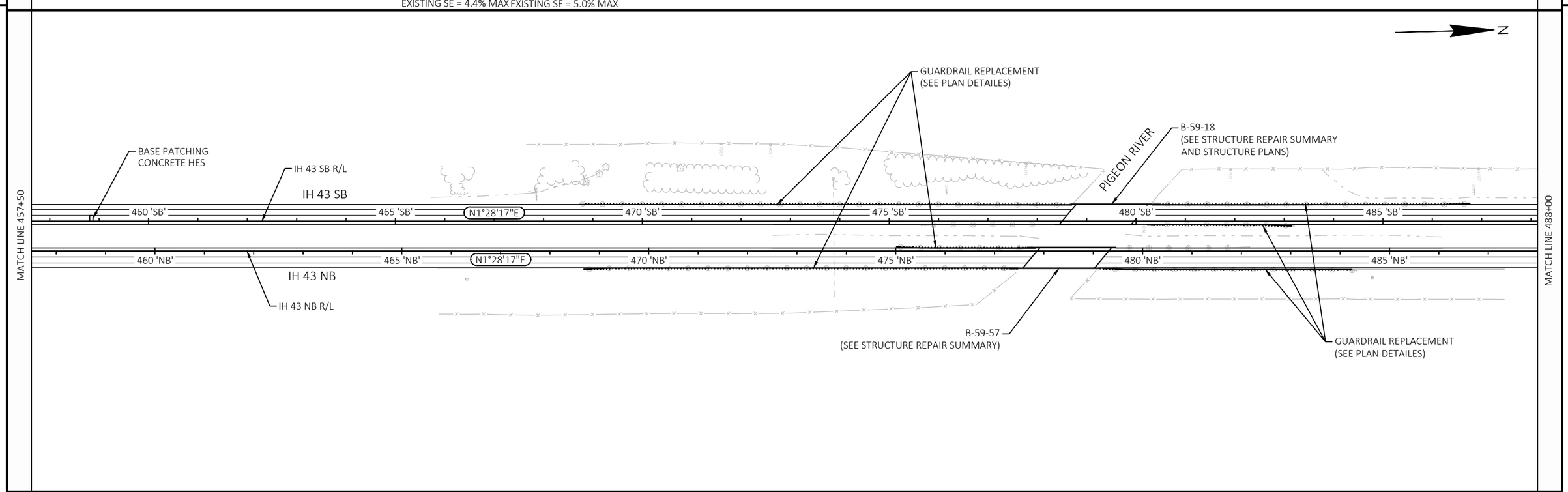
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 259	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050207-pn

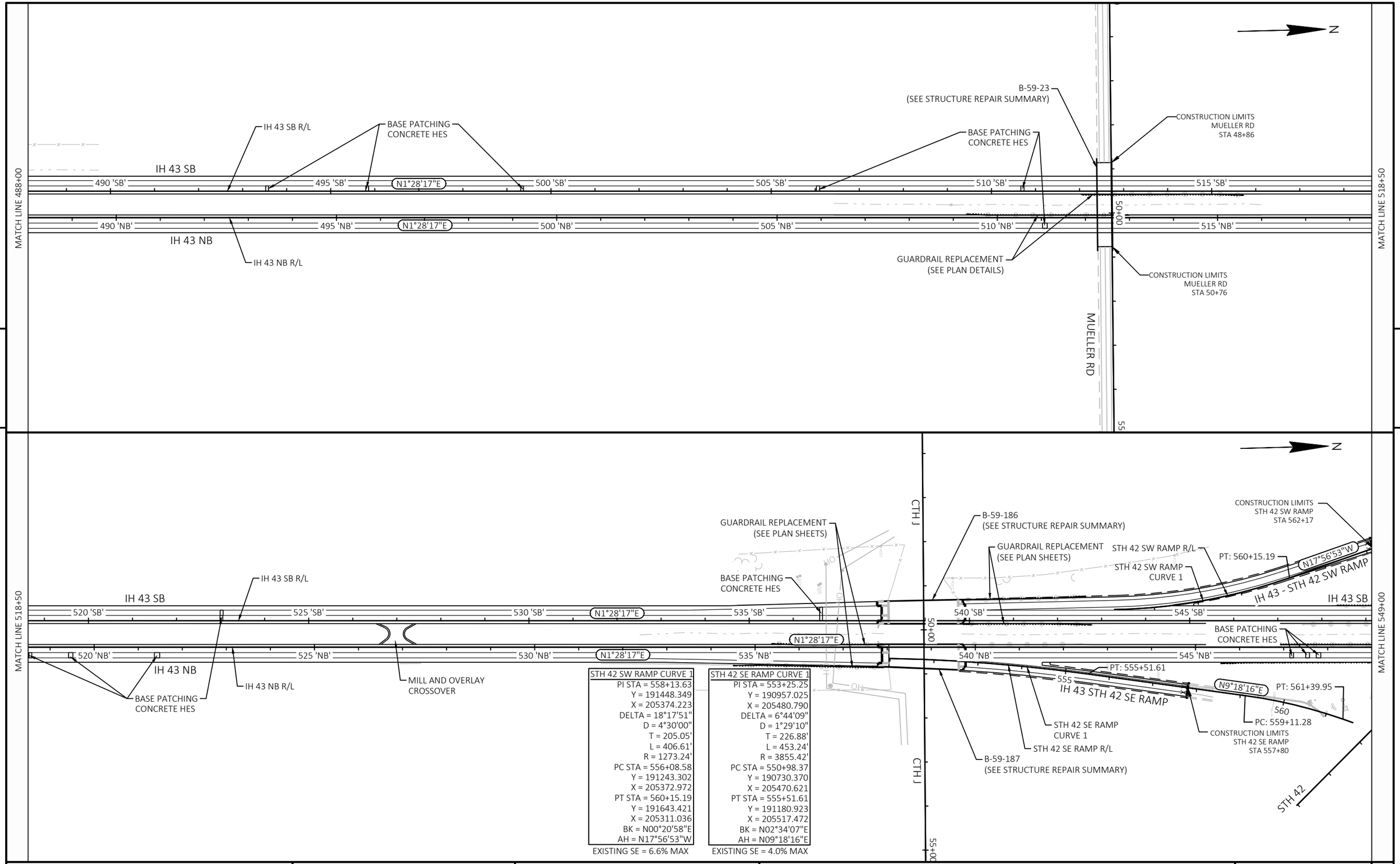
PLOT DATE : 7/23/2025 7:24 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44





PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 260	E



STH 42 SW RAMP CURVE 1	
PI STA	558+13.63
Y	191448.349
X	205374.223
DELTA	18°17'51"
D	4°30'00"
T	205.05'
L	406.61'
R	1273.24'
PC STA	556+08.58
Y	191243.302
X	205372.972
PT STA	560+15.19
Y	191643.421
X	205311.036
BK	N00°20'58"E
AH	N17°56'53"W

EXISTING SE = 6.6% MAX

STH 42 SE RAMP CURVE 1	
PI STA	553+25.25
Y	190957.025
X	205480.790
DELTA	6°44'09"
D	1°29'10"
T	226.88'
L	453.24'
R	3855.42'
PC STA	550+98.37
Y	190730.370
X	205470.621
PT STA	555+51.61
Y	191180.923
X	205517.472
BK	N02°34'07"E
AH	N09°18'16"E

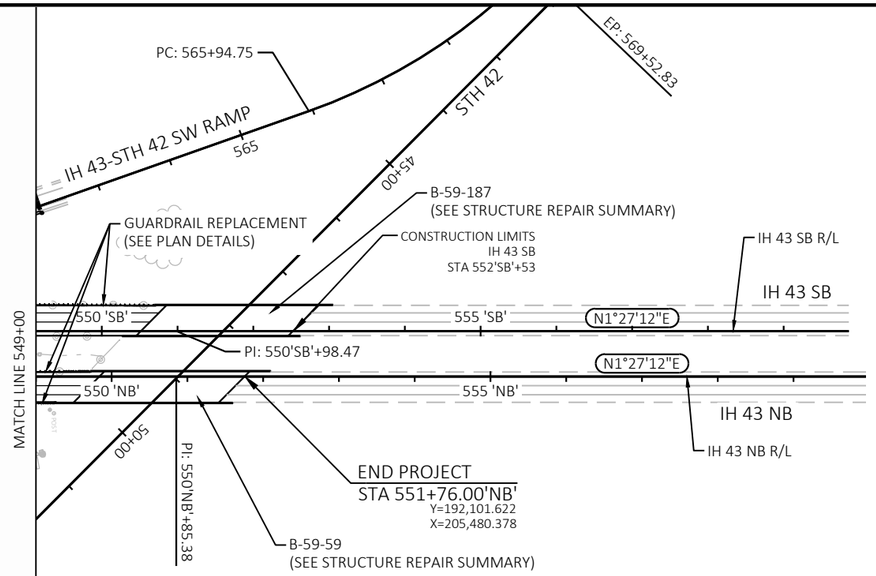
EXISTING SE = 4.0% MAX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 261	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050209-pn

PLOT DATE : 7/23/2025 7:24 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44



N

5

5

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - IH 43	SHEET 262	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 050210-pn

PLOT DATE : 7/23/2025 7:24 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:200 FT

WISDOT/CADDS SHEET 44

STH 23 WB CURVE 1
PI STA = 220'WB'+86.49
Y = 177508.235
X = 204091.200
DELTA = 16°44'43"
D = 1°30'26"
T = 559.52'
L = 1111.07'
R = 3801.65'
PC STA = 215'WB'+26.97
Y = 177525.308
X = 203531.940
PT STA = 226'WB'+38.03
Y = 177653.018
X = 204631.665
BK = S88°15'05"E
AH = N75°00'12"E

NW RAMP CURVE 1
PI STA = 226+59.29
Y = 177552.179
X = 203929.430
DELTA = 55°10'57"
D = 7°30'00"
T = 399.23'
L = 735.76'
R = 763.94'
PC STA = 222+60.06
Y = 177556.383
X = 203530.223
PT STA = 229+95.83
Y = 177877.518
X = 204160.815
BK = S89°23'48"E
AH = N35°25'15"E

NW LOOP CURVE 1
PI STA = 231+84.24
Y = 177760.885
X = 204953.168
DELTA = 14°59'59"
D = 7°30'00"
T = 100.57'
L = 200.00'
R = 763.94'
PC STA = 230+83.67
Y = 177786.910
X = 205050.316
PT STA = 232+83.67
Y = 177760.891
X = 204852.595
BK = S75°00'12"W
AH = N89°59'49"W

NW LOOP CURVE 2
PI STA = 234+68.49
Y = 177760.897
X = 204667.776
DELTA = 45°30'01"
D = 13°00'00"
T = 184.82'
L = 350.00'
R = 440.74'
PC STA = 232+83.67
Y = 177760.891
X = 204852.595
PT STA = 236+33.67
Y = 177892.725
X = 204538.240
BK = N89°59'53"W
AH = N44°29'51"W

NW LOOP CURVE 3
PI STA = 248+20.82
Y = 178739.555
X = 203706.249
DELTA = 151°29'39"
D = 18°59'59"
T = 1187.15'
L = 797.35'
R = 301.56'
PC STA = 236+33.67
Y = 177892.725
X = 204538.240
PT STA = 244+31.02
Y = 178392.454
X = 204841.525
BK = N44°29'37"W
AH = S72°59'58"E

NW LOOP CURVE 4
PI STA = 246+04.63
Y = 178341.685
X = 205007.546
DELTA = 42°59'58"
D = 13°00'00"
T = 173.61'
L = 330.77'
R = 440.74'
PC STA = 244+31.02
Y = 178392.454
X = 204841.525
PT STA = 247+61.79
Y = 178191.330
X = 205094.343
BK = S72°59'48"E
AH = S29°59'49"E

NW LOOP CURVE 5
PI STA = 248+62.48
Y = 178104.698
X = 205145.645
DELTA = 14°59'35"
D = 7°29'19"
T = 100.68'
L = 200.21'
R = 765.11'
PC STA = 247+61.79
Y = 178191.330
X = 205094.343
PT STA = 249+62.01
Y = 178007.743
X = 205172.787
BK = S30°37'58"E
AH = S15°38'23"E

EXISTING SE = 5.5% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX

STH 23 EB CURVE 1
PI STA = 219'EB'+91.19
Y = 177451.171
X = 203994.120
DELTA = 16°44'43"
D = 1°30'26"
T = 559.52'
L = 1111.07'
R = 3801.65'
PC STA = 214'EB'+31.67
Y = 177468.243
X = 203434.859
PT STA = 225'EB'+42.74
Y = 177595.954
X = 204534.585
BK = S88°15'05"E
AH = N75°00'12"E

SW RAMP CURVE 2
PI STA = 383+81.56
Y = 177422.089
X = 204258.465
DELTA = 34°28'53"
D = 5°30'00"
T = 323.28'
L = 626.94'
R = 1041.74'
PC STA = 380+58.28
Y = 177231.018
X = 204519.242
PT STA = 386+85.21
Y = 177431.955
X = 203935.331
BK = N53°46'11"W
AH = N88°15'05"W

SW LOOP CURVE 1
PI STA = 380+62.15
Y = 177515.632
X = 205303.321
DELTA = 15°00'08"
D = 7°29'07"
T = 100.79'
L = 200.42'
R = 765.44'
PC STA = 379+61.36
Y = 177613.230
X = 205278.167
PT STA = 381+61.78
Y = 177414.848
X = 205302.354
BK = S14°27'10"E
AH = S00°32'59"W

SW LOOP CURVE 2
PI STA = 383+28.76
Y = 177247.868
X = 205302.346
DELTA = 41°29'59"
D = 13°00'00"
T = 166.98'
L = 319.23'
R = 440.74'
PC STA = 381+61.78
Y = 177414.848
X = 205302.354
PT STA = 384+81.01
Y = 177122.812
X = 205191.697
BK = S00°00'10"W
AH = S41°30'09"W

SW LOOP CURVE 3
PI STA = 398+73.56
Y = 176079.902
X = 204268.917
DELTA = 156°45'00"
D = 19°59'59"
T = 1392.55'
L = 783.76'
R = 286.48'
PC STA = 384+81.01
Y = 177122.812
X = 205191.697
PT STA = 392+64.78
Y = 177402.381
X = 204705.074
BK = S41°30'10"W
AH = N18°15'10"E

SW LOOP CURVE 4
PI STA = 394+32.86
Y = 177562.006
X = 204757.722
DELTA = 41°45'01"
D = 13°00'00"
T = 168.08'
L = 321.16'
R = 440.74'
PC STA = 392+64.78
Y = 177402.381
X = 204705.074
PT STA = 395+85.93
Y = 177646.037
X = 204903.291
BK = N18°15'13"E
AH = N60°00'14"E

SW LOOP CURVE 5
PI STA = 396+86.51
Y = 177696.319
X = 204990.394
DELTA = 14°59'59"
D = 7°30'00"
T = 100.57'
L = 200.00'
R = 763.94'
PC STA = 395+85.93
Y = 177646.037
X = 204903.291
PT STA = 397+85.93
Y = 177722.343
X = 205087.542
BK = N60°00'13"E
AH = N75°00'12"E

EXISTING SE = 5.5% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX | EXISTING SE = 6.0% MAX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - STH 23	SHEET 263 E

NE RAMP CURVE 1
PI STA = 252+72.04
Y = 178173.852
X = 206494.734
DELTA = 48°47'48"
D = 7°30'00"
T = 346.51'
L = 650.62'
R = 763.94'
PC STA = 249+25.53
Y = 178263.515
X = 206829.445
PT STA = 255+76.15
Y = 178366.617
X = 206206.789
BK = S75°00'13"W
AH = N56°11'59"W

EXISTING SE = 6.0% MAX

NE RAMP CURVE 2
PI STA = 266+67.11
Y = 178973.516
X = 205300.226
DELTA = 49°09'20"
D = 7°30'00"
T = 349.40'
L = 655.40'
R = 763.94'
PC STA = 263+17.71
Y = 178779.145
X = 205590.570
PT STA = 269+73.11
Y = 179320.279
X = 205257.377
BK = N56°11'59"W
AH = N07°02'39"W

EXISTING SE = 6.0% MAX

NE LOOP CURVE 1
PI STA = 384+39.54
Y = 178138.235
X = 205390.069
DELTA = 14°59'56"
D = 7°31'31"
T = 100.23'
L = 199.31'
R = 761.36'
PC STA = 383+39.31
Y = 178041.367
X = 205415.804
PT STA = 385+38.62
Y = 178238.463
X = 205390.281
BK = N14°52'40"W
AH = N00°07'16"E

EXISTING SE = 6.2% MAX

NE LOOP CURVE 2
PI STA = 386+40.37
Y = 178340.213
X = 205390.288
DELTA = 25°59'57"
D = 13°00'00"
T = 101.75'
L = 200.00'
R = 440.74'
PC STA = 385+38.62
Y = 178238.463
X = 205390.281
PT STA = 387+38.62
Y = 178431.663
X = 205434.897
BK = N00°00'14"E
AH = N26°00'12"E

EXISTING SE = 6.0% MAX

NE LOOP CURVE 3
PI STA = 390+25.10
Y = 178689.142
X = 205560.496
DELTA = 90°00'00"
D = 20°00'00"
T = 286.48'
L = 450.00'
R = 286.48'
PC STA = 387+38.62
Y = 178431.663
X = 205434.897
PT STA = 391+88.62
Y = 178563.543
X = 205817.976
BK = N26°00'12"E
AH = S63°59'48"E

EXISTING SE = 6.0% MAX

NE LOOP CURVE 4
PI STA = 395+18.18
Y = 178419.058
X = 206114.174
DELTA = 98°00'00"
D = 19°59'59"
T = 329.56'
L = 490.00'
R = 286.48'
PC STA = 391+88.62
Y = 178563.543
X = 205817.976
PT STA = 396+78.62
Y = 178145.851
X = 205929.873
BK = S63°59'49"E
AH = S34°00'11"W

EXISTING SE = 6.0% MAX

NE LOOP CURVE 5
PI STA = 397+80.37
Y = 178061.502
X = 205872.971
DELTA = 25°59'55"
D = 12°59'59"
T = 101.75'
L = 199.99'
R = 440.74'
PC STA = 396+78.62
Y = 178145.851
X = 205929.873
PT STA = 398+78.61
Y = 178010.630
X = 205784.853
BK = S34°00'11"W
AH = S60°00'06"W

EXISTING SE = 6.0% MAX

NE LOOP CURVE 6
PI STA = 399+79.19
Y = 177960.347
X = 205697.746
DELTA = 15°00'02"
D = 7°30'00"
T = 100.58'
L = 200.01'
R = 763.94'
PC STA = 398+78.61
Y = 178010.630
X = 205784.853
PT STA = 400+78.62
Y = 177934.323
X = 205600.593
BK = S60°00'15"W
AH = S75°00'17"W

EXISTING SE = 6.0% MAX

STH 23 WB CURVE 2
PI STA = 263'WB'+94.27
Y = 178624.992
X = 208259.968
DELTA = 15°21'46"
D = 1°01'59"
T = 748.15'
L = 1487.33'
R = 5546.97'
PC STA = 256'WB'+46.12
Y = 178431.399
X = 207537.298
PT STA = 271'WB'+33.44
Y = 178620.210
X = 209008.103
BK = N75°00'12"E
AH = S89°38'02"E

STH 23 EB CURVE 2
PI STA = 264'EB'+00.26
Y = 178594.137
X = 208260.724
DELTA = 15°20'50"
D = 1°02'32"
T = 740.71'
L = 1472.55'
R = 5497.46'
PC STA = 256'EB'+59.55
Y = 178402.469
X = 207545.241
PT STA = 271'EB'+32.10
Y = 178589.604
X = 209001.420
BK = N75°00'12"E
AH = S89°38'58"E

SE RAMP CURVE 2
PI STA = 383+88.80
Y = 178064.203
X = 206432.071
DELTA = 53°29'16"
D = 7°30'00"
T = 384.96'
L = 713.17'
R = 763.94'
PC STA = 380+03.84
Y = 177703.320
X = 206298.077
PT STA = 387+17.01
Y = 178171.231
X = 206801.850
BK = N20°22'11"E
AH = N73°51'27"E

EXISTING SE = 5.5% MAX

SE LOOP CURVE 1
PI STA = 237+81.10
Y = 177897.833
X = 205742.624
DELTA = 17°00'00"
D = 8°30'00"
T = 100.74'
L = 200.00'
R = 674.07'
PC STA = 236+80.36
Y = 177871.763
X = 205645.315
PT STA = 238+80.36
Y = 177894.313
X = 205843.303
BK = N75°00'08"E
AH = S87°59'52"E

EXISTING SE = 6.0% MAX

SE LOOP CURVE 2
PI STA = 240+21.28
Y = 177889.389
X = 205984.137
DELTA = 40°30'03"
D = 15°00'00"
T = 140.92'
L = 270.01'
R = 381.97'
PC STA = 238+80.36
Y = 177894.313
X = 205843.303
PT STA = 241+50.37
Y = 177794.179
X = 206088.029
BK = S87°59'51"E
AH = S47°29'48"E

EXISTING SE = 6.0% MAX

SE LOOP CURVE 3
PI STA = 254+42.59
Y = 176921.136
X = 207040.725
DELTA = 154°59'59"
D = 20°00'00"
T = 1292.22'
L = 775.00'
R = 286.48'
PC STA = 241+50.37
Y = 177794.179
X = 206088.029
PT STA = 249+25.37
Y = 177309.752
X = 205808.324
BK = S47°29'53"E
AH = N72°29'54"W

EXISTING SE = 6.0% MAX

SE LOOP CURVE 4
PI STA = 250+66.29
Y = 177352.132
X = 205673.927
DELTA = 40°30'04"
D = 15°00'00"
T = 140.92'
L = 270.01'
R = 381.97'
PC STA = 249+25.37
Y = 177309.752
X = 205808.324
PT STA = 251+95.38
Y = 177471.644
X = 205599.257
BK = N72°29'53"W
AH = N31°59'49"W

EXISTING SE = 6.0% MAX

SE LOOP CURVE 5
PI STA = 252+95.87
Y = 177556.787
X = 205545.879
DELTA = 17°00'09"
D = 8°31'20"
T = 100.49'
L = 199.51'
R = 672.31'
PC STA = 251+95.38
Y = 177471.644
X = 205599.257
PT STA = 253+94.88
Y = 177653.816
X = 205519.730
BK = N32°05'05"W
AH = N15°04'56"W

EXISTING SE = 6.0% MAX

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PLAN SHEETS - STH 23	SHEET 264 E

Standard Detail Drawing List

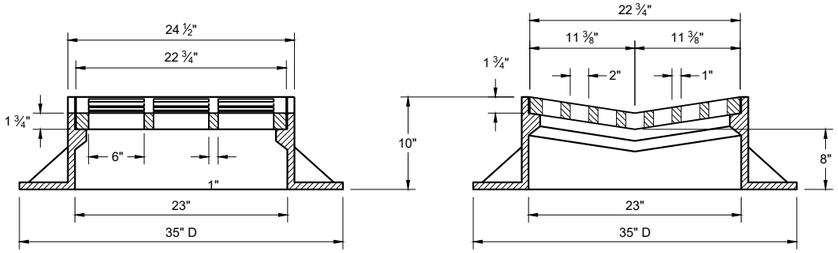
08A05-22B	INLET COVERS TYPE B, B-A, C, MS, MS-A, DW & WM
08C08-03	INLETS MEDIAN 1 AND 2 GRATE
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D02-08A	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08B	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08D02-08C	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09G02-05A	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05B	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
09G02-05C	BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
12A03-10	NAME PLATE (STRUCTURES)
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A03-07	CONCRETE PAVEMENT SHOULDERS
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13B02-09A	CONCRETE PAVEMENT APPROACH SLAB
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C11-14A	RURAL DOWELED CONCRETE PAVEMENT
13C11-14B	RURAL DOWELED CONCRETE PAVEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C15-08A	CONCRETE BASE
13C15-08B	CONCRETE BASE
13C18-08A	CONCRETE PAVEMENT JOINTING
13C18-08B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-08C	CONCRETE PAVEMENT JOINT TYPES
13C18-08D	CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES
13C18-08F	CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER
13C19-03	HMA LONGITUDINAL JOINTS
14B07-16A	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16B	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16C	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16D	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16E	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16F	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16G	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16H	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16I	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16J	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16K	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16L	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16M	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B07-16N	CONCRETE BARRIER TEMPORARY PRECAST, 12'-6"
14B08-02A	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02B	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02C	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02D	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B08-02E	CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS
14B26-05A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05E	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05F	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05G	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-05H	STEEL THRIE BEAM BULLNOSE TERMINAL
14B29-01	SAFETY EDGE
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

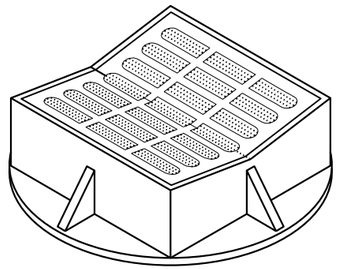
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Standard Detail Drawing List

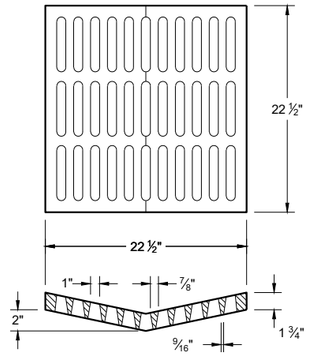
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05E	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05G	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05H	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05I	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05J	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05K	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05L	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-06A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-06G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A04-08D	CHANNELIZING DEVICES, PERMANENT FLEXIBLE TUBULAR MARKER POST
15B01-08A	FENCE WOVEN WIRE
15B01-08B	FENCE WOVEN WIRE
15B03-15A	FENCE CHAIN LINK
15B03-15B	FENCE CHAIN LINK
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
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
15C02-09F	ADVANCED WIDTH RESTRICTION SIGNING
15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C14-05	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C19-10C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-08A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-08C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D12-15A	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
Error 2023	
Error 2023	
Error 2023	
15D15-08A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D27-04	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D33-09	TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

6





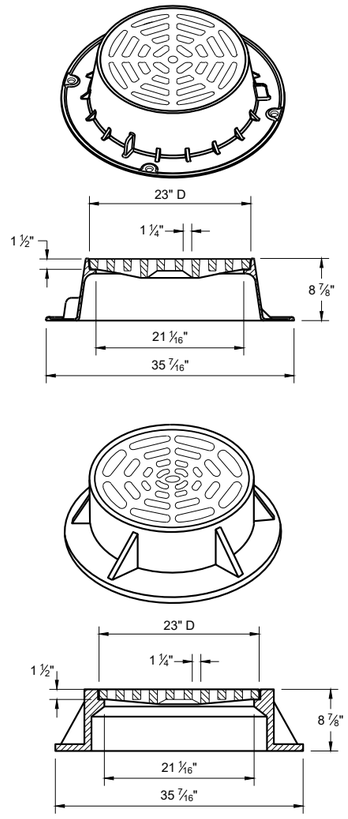
TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS POSSIBLE

NOTED AS TYPE B - A ON THE DRAINAGE TABLE



TYPE "C"

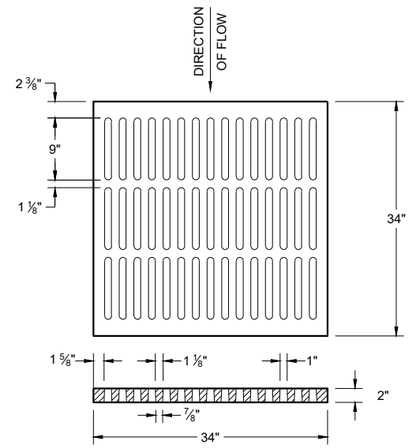
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

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

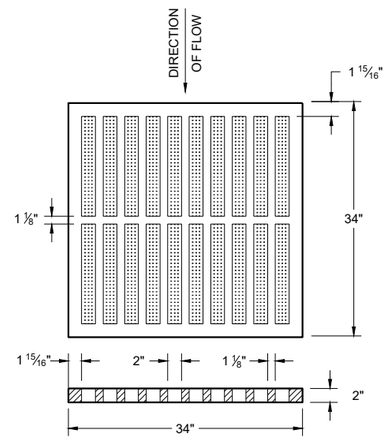
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OF BICYCLE TRAFFIC IS PERMITTED

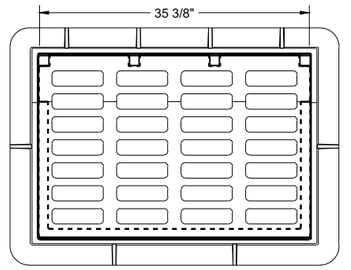
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

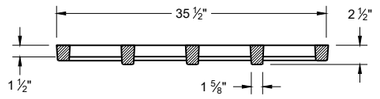


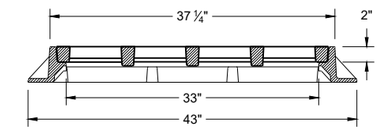
TYPE "MS"

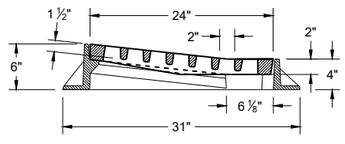
USE ON FREEWAYS AND EXPRESSWAYS

NOTED AS TYPE MS ON THE DRAINAGE TABLE



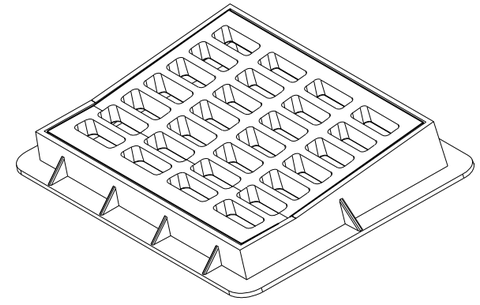


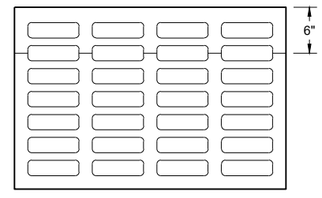


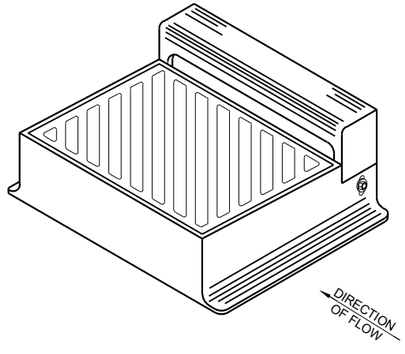


TYPE "DW"

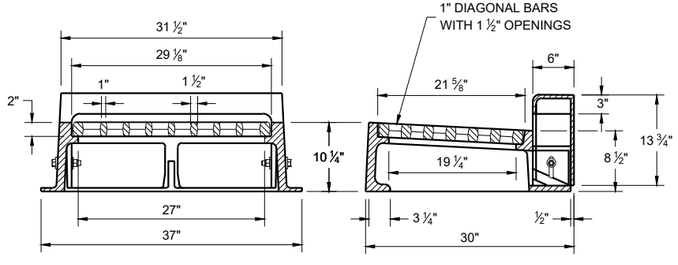
NOTES: FOR USE IN A SUMP CONDITION. THIS OPTION IS ONLY TO BE USED IF NO OTHER INLETS ARE APPLICABLE.







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



TYPE "WM"

NOTE: CURB BOX HEIGHT ADJUSTABLE 6" - 9"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

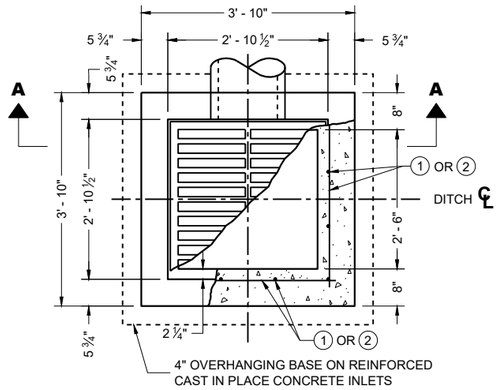
APPROVED
February 2025 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

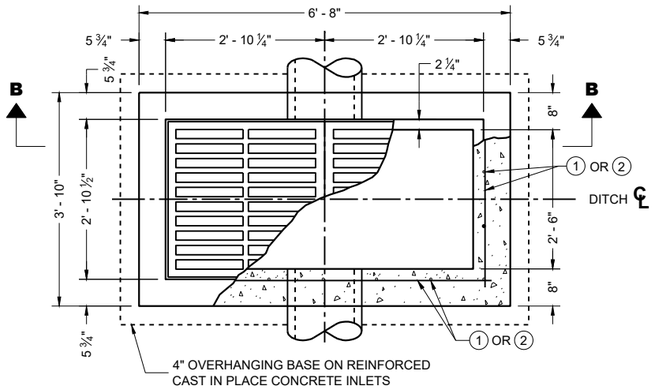
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SDD 08A05-22b

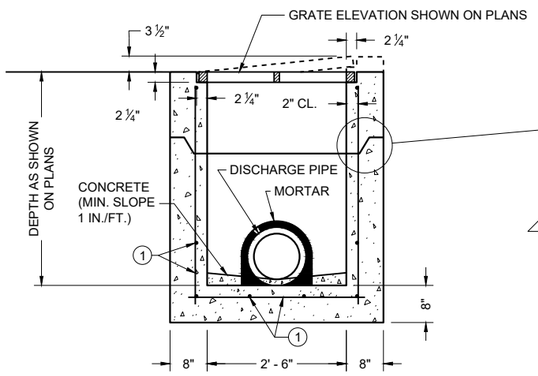
SDD 08A05-22b



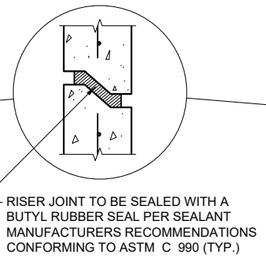
PLAN VIEW

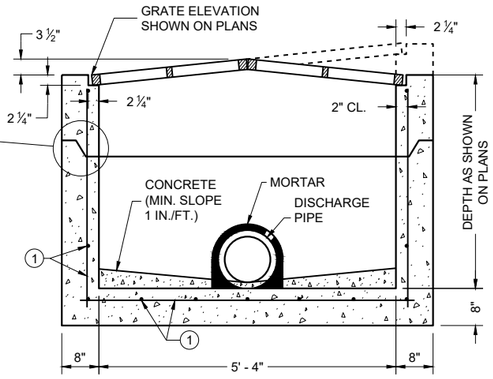


PLAN VIEW

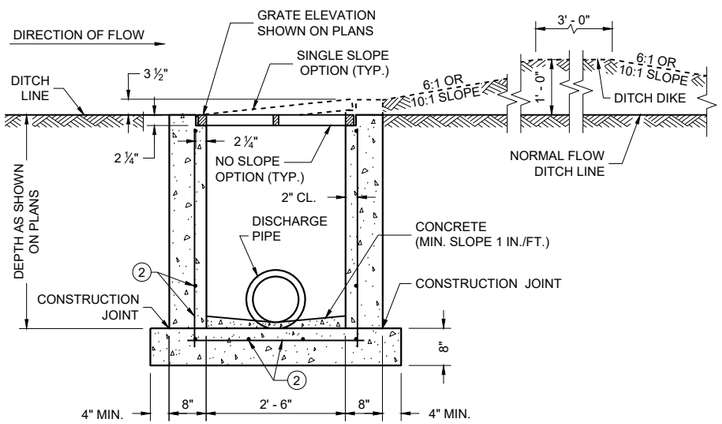


PRECAST REINFORCED CONCRETE SECTION A - A



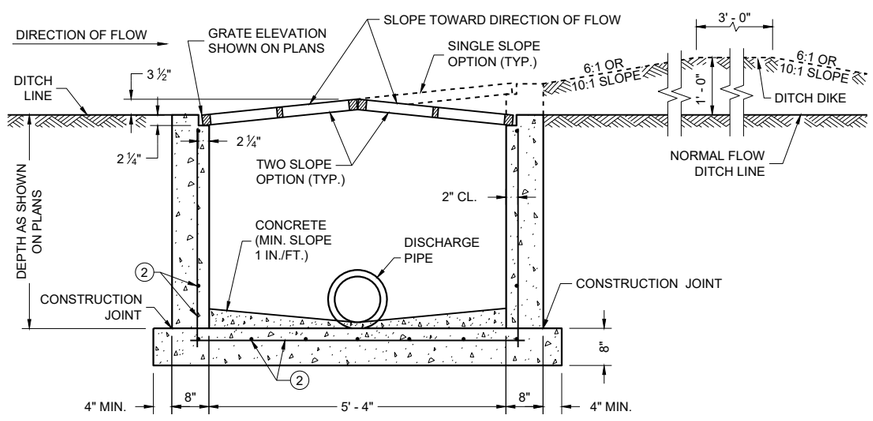


PRECAST REINFORCED CONCRETE SECTION B - B



REINFORCED CAST IN PLACE CONCRETE SECTION A - A

INLETS MEDIAN 1 GRATE



REINFORCED CAST IN PLACE CONCRETE SECTION B - B

INLETS MEDIAN 2 GRATE

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP N0T SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

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

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

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

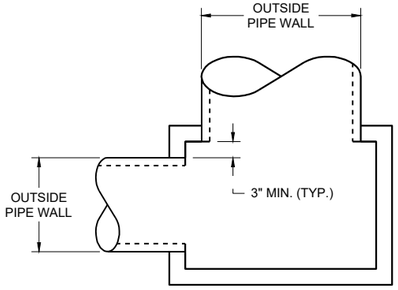
ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

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.



DETAIL "A"

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42

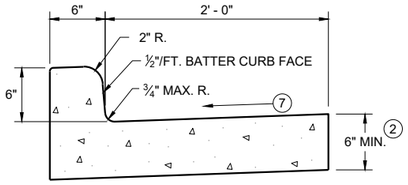
INLETS
MEDIAN 1 AND 2 GRATE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

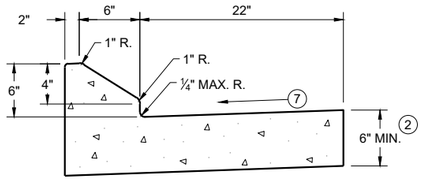
APPROVED
December 2023 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

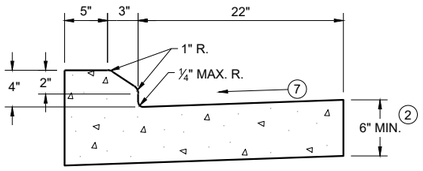
6
SDD 08C08-03



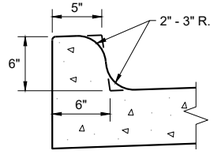
TYPES A (1) & D



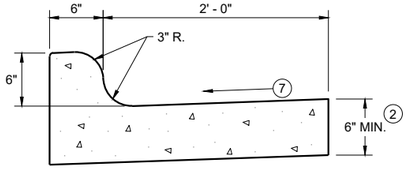
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

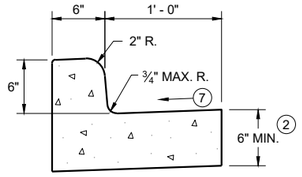


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



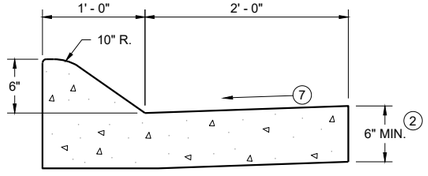
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

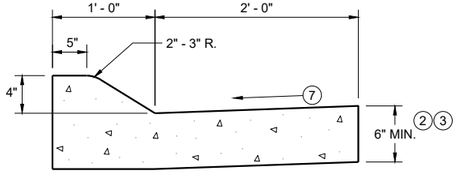


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

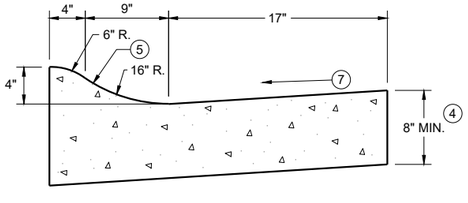


6" SLOPED CURB TYPES A (1) & D



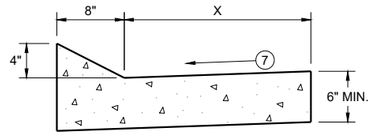
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T
CONCRETE CURB AND GUTTER 30"

TBT & TBTT	X
30"	22"
36"	28"

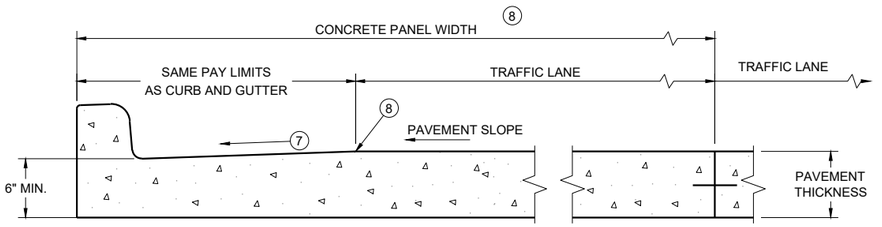


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

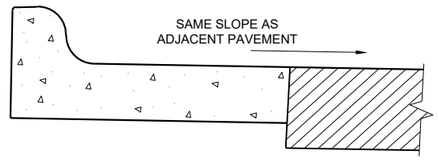
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

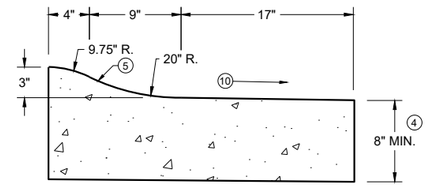
(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

(9) SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY



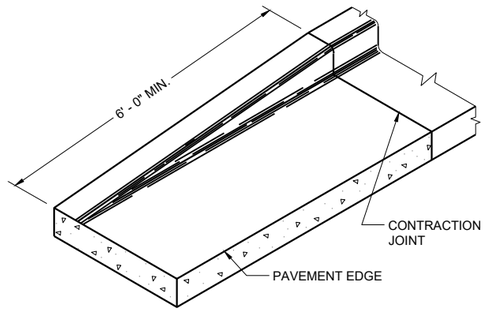
3" SLOPED CURB TYPES R (1) & T

CONCRETE CURB AND GUTTER

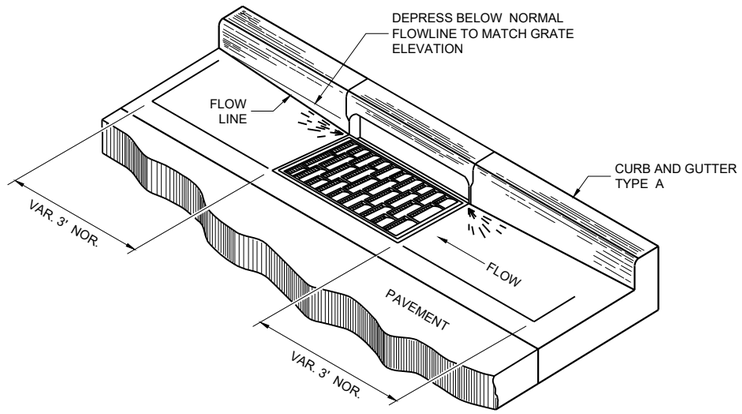
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-24a

6



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

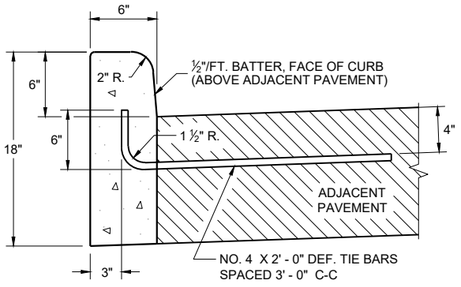
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

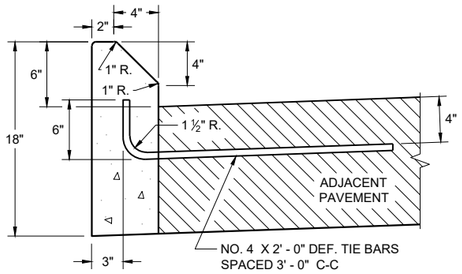
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

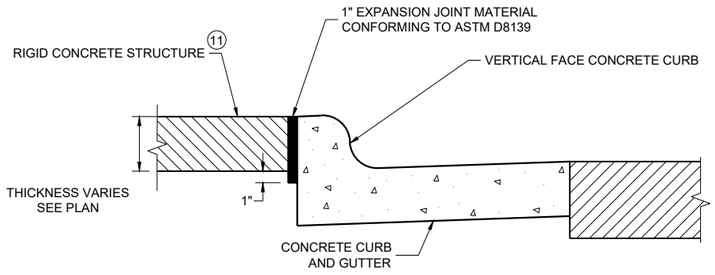


TYPES A (1) & D

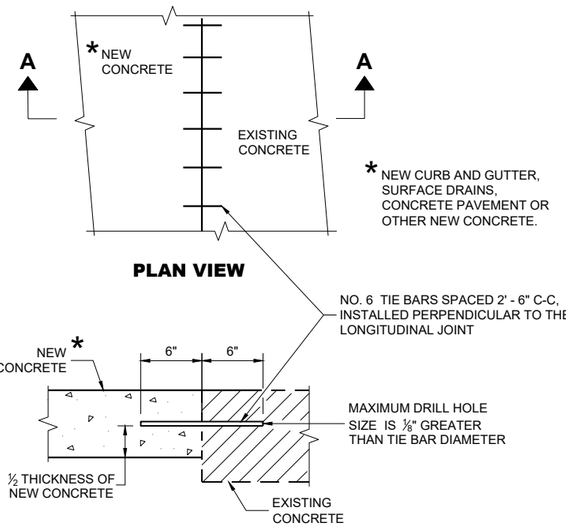


TYPES G (1) & J

CONCRETE CURB



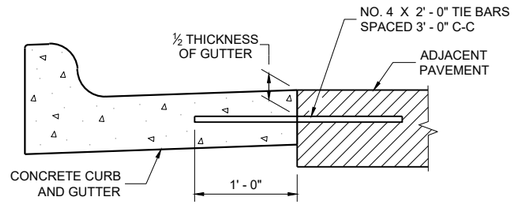
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



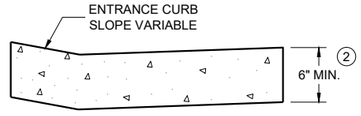
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 08D01-24b

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

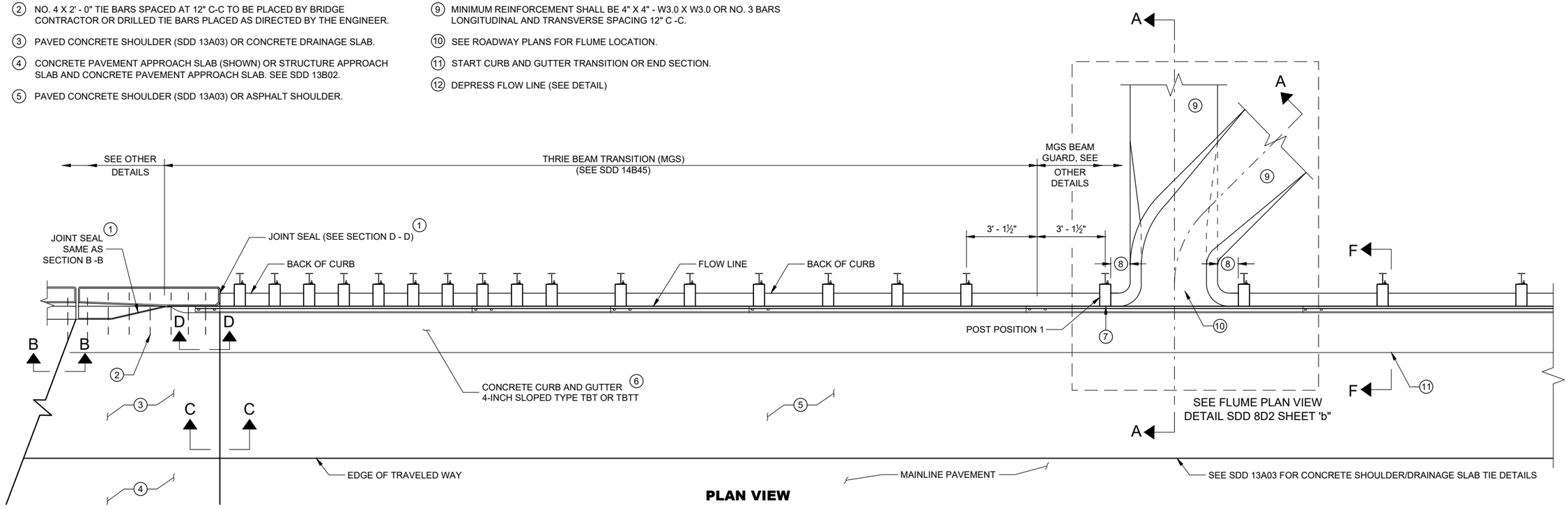
(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

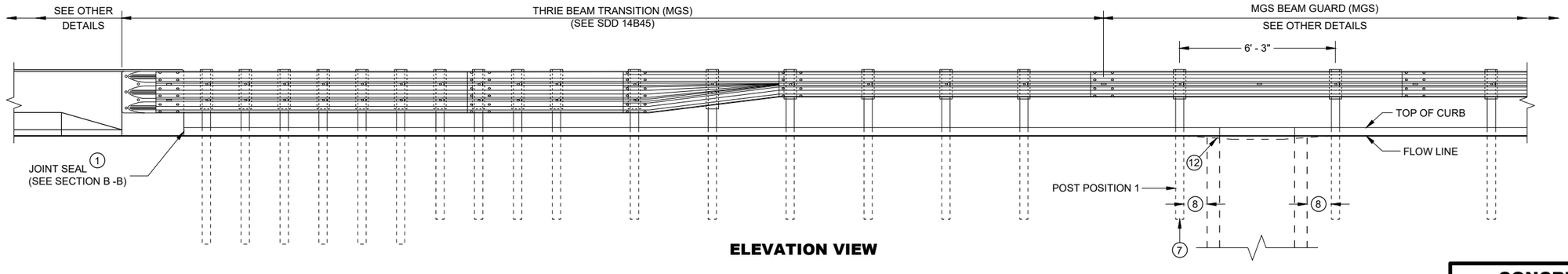
(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)



PLAN VIEW



ELEVATION VIEW

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

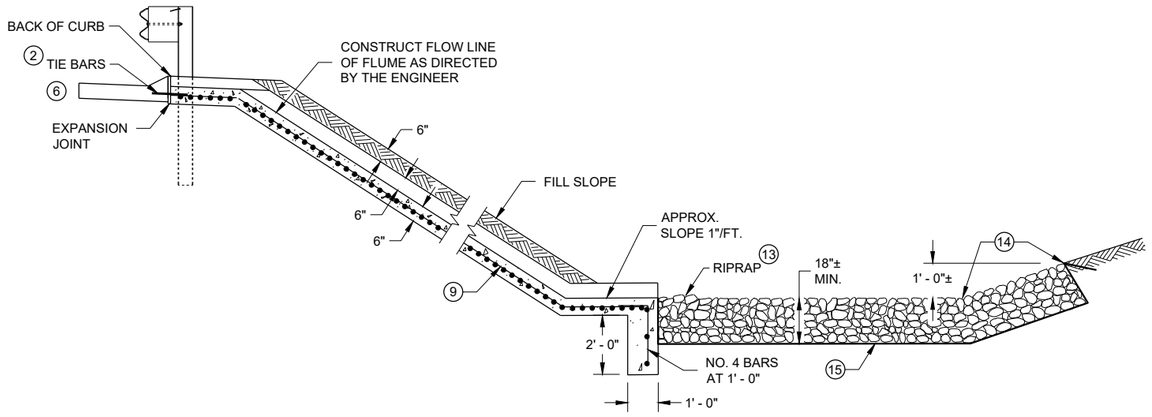
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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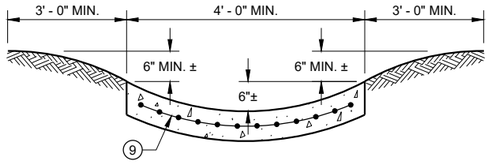
SDD 08D02 - 08a

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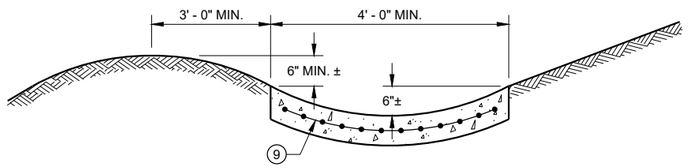
SDD 08D02 - 08a



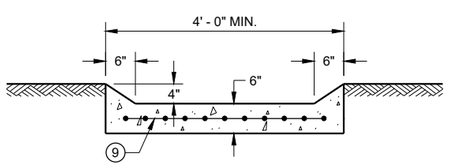
SECTION A - A



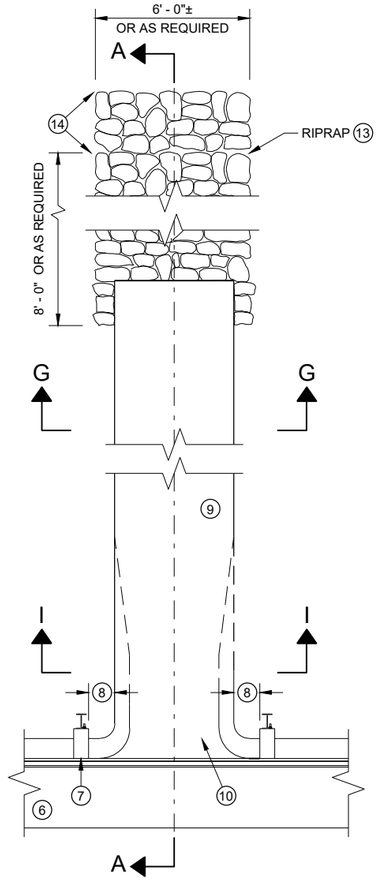
SECTION G - G



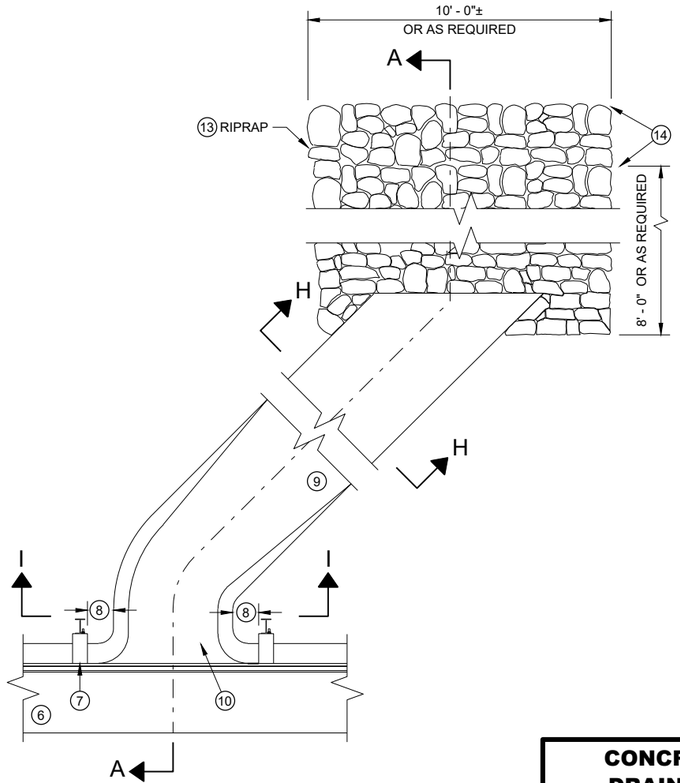
SECTION H - H



SECTION I - I



PLAN VIEW PERPENDICULAR FLUME



PLAN VIEW SKEWED FLUME

GENERAL NOTES

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

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

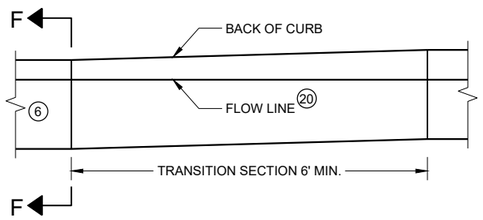
1. USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.
2. NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.
3. PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.
4. CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.
5. PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.
6. CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.
7. PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)
8. CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.
9. MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.
10. SEE ROADWAY PLANS FOR FLUME LOCATION.
11. START CURB AND GUTTER TRANSITION OR END SECTION.
12. DEPRESS FLOW LINE (SEE DETAIL)
13. MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.
14. LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH AS REQUIRED.
15. GEOTEXTILE TYPE HR.

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

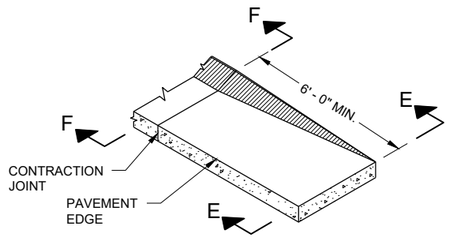
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

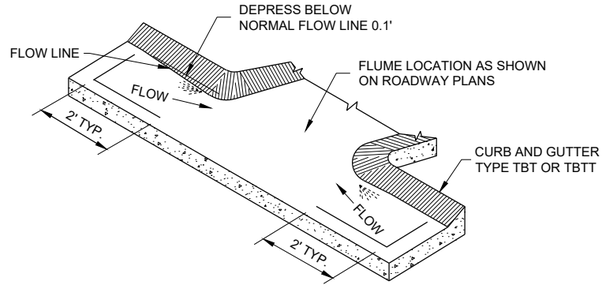
SDD 08D02 - 08b



CURB AND GUTTER TRANSITION SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER END SECTION
CONCRETE CURB AND GUTTER 4-INCH SLOPED
36 INCH TYPE TBT OR TBTT



CURB AND GUTTER FLOW LINE DEPRESSION
AT FLUMES CONCRETE CURB AND GUTTER
4-INCH SLOPED 36 INCH TYPE TBT OR TBTT

GENERAL NOTES

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

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

(1) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

(2) NO. 4 X 2' - 0" TIE BARS SPACED AT 12" C-C TO BE PLACED BY BRIDGE CONTRACTOR OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PAVED CONCRETE SHOULDER (SDD 13A03) OR CONCRETE DRAINAGE SLAB.

(4) CONCRETE PAVEMENT APPROACH SLAB (SHOWN) OR STRUCTURE APPROACH SLAB AND CONCRETE PAVEMENT APPROACH SLAB. SEE SDD 13B02 AND STRUCTURE PLANS.

(5) PAVED CONCRETE SHOULDER (SDD 13A03) OR ASPHALT SHOULDER.

(6) CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE TBT OR TBTT. USE TYPE TBTT CURB WITH NO. 4 X 2' -0" TIE BARS SPACED AT 3' - 0" C-C ONLY WHEN ADJACENT TO CONCRETE PAVEMENTS.

(7) PLACE FLUME BEFORE MSG THRIE BEAM TRANSITION POST 1 (SEE SDD 14B45)

(8) CENTER FLUME BETWEEN POSTS. 6-INCH MINIMUM SEPARATION FROM OUTSIDE EDGE OF FLUME TO POSTS.

(9) MINIMUM REINFORCEMENT SHALL BE 4" X 4" - W3.0 X W3.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C -C.

(10) SEE ROADWAY PLANS FOR FLUME LOCATION.

(11) START CURB AND GUTTER TRANSITION OR END SECTION.

(12) DEPRESS FLOW LINE (SEE DETAIL)

(13) MEDIUM RIPRAP UNLESS OTHERWISE SPECIFIED.

(14) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

(15) GEOTEXTILE TYPE HR.

(16) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C - C.

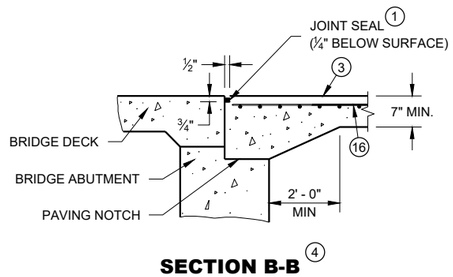
(17) MSG THRIE BEAM TRANSITION POST 1. SEE SDD 14B45 FOR ADDITIONAL CONSTRUCTION DETAILS AND ACCEPTABLE MATERIALS.

(18) MAINTAIN WIDTH, THICKNESS AND CROSS SLOPE OF ADJACENT TYPE TBT OR TBTT CURB. SEE NOTE 6 FOR TIE BAR SPACING.

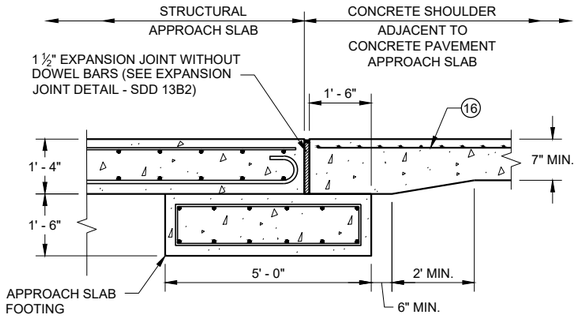
(19) ALIGN FACE OF POST BLOCK WITH FLOW LINE.

(20) MAINTAIN FLOW LINE AT EDGE OF PAVEMENT/FACE OF BEAM GUARD AS APPLICABLE.

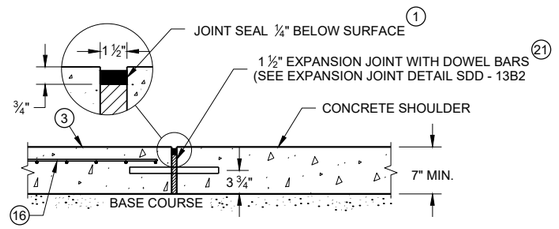
(21) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING HMA PAVEMENTS.



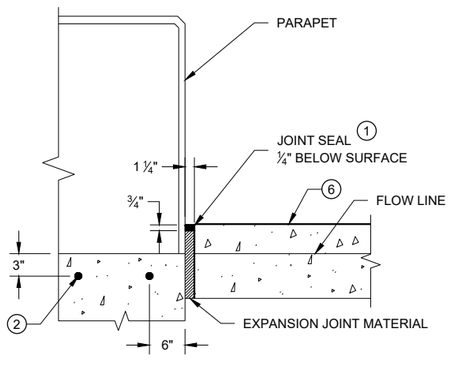
SECTION B-B (4)



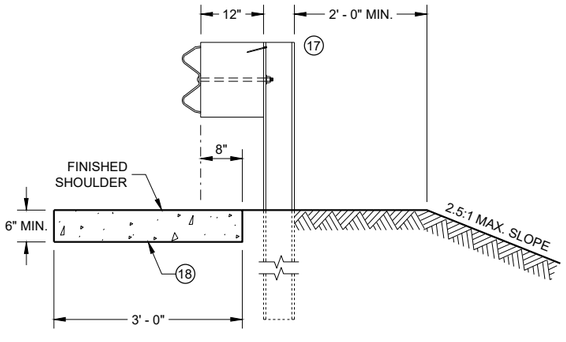
SECTION C - C
JOINT DETAIL FOR BRIDGE WITH STRUCTURAL APPROACH SLAB AND CONCRETE APPROACH SLAB



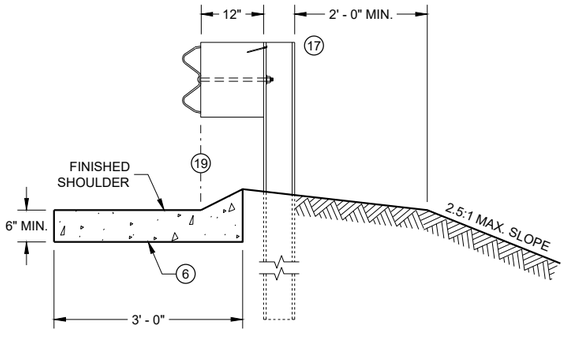
SECTION C - C
JOINT DETAIL FOR BRIDGE APPROACH WITH CONCRETE SHOULDERS



SECTION D - D



SECTION E - E



SECTION F - F

CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

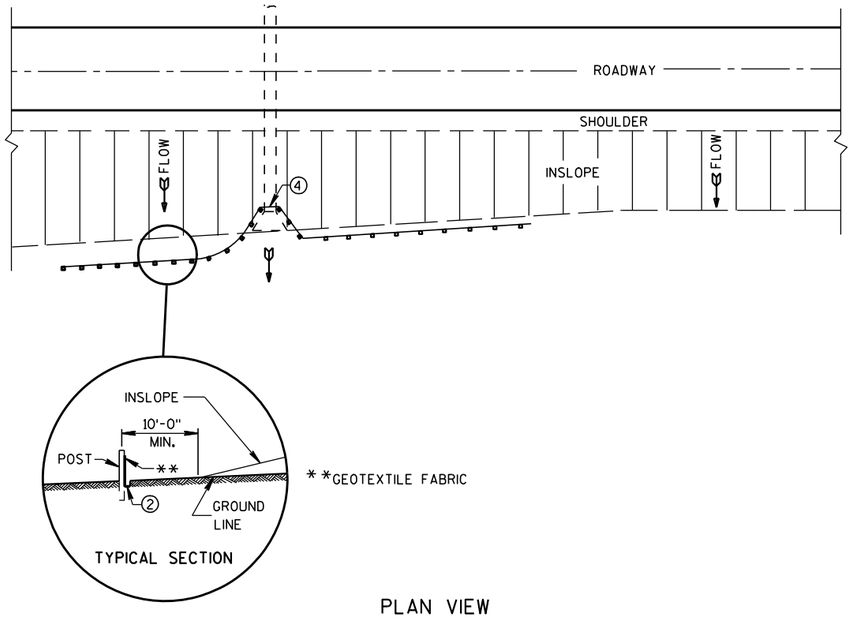
FHWA

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SDD 08D02 - 08c

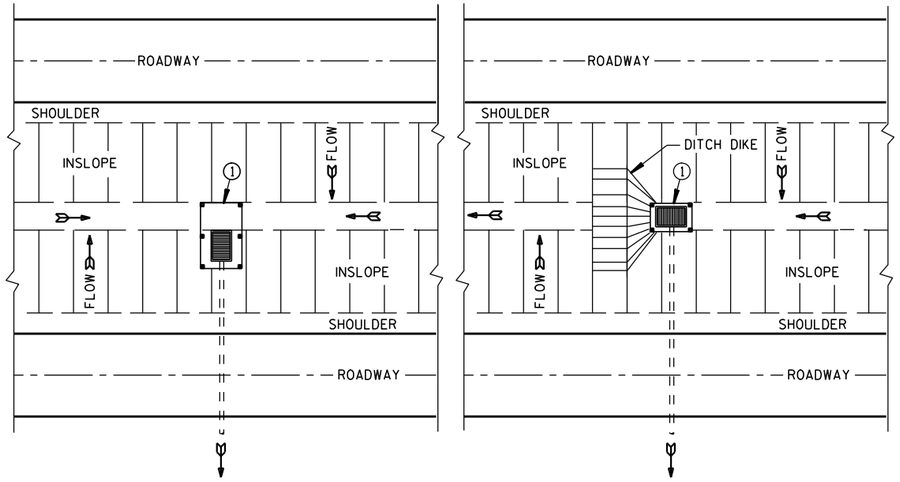
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SDD 08D02 - 08c



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



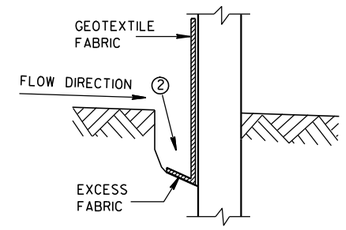
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

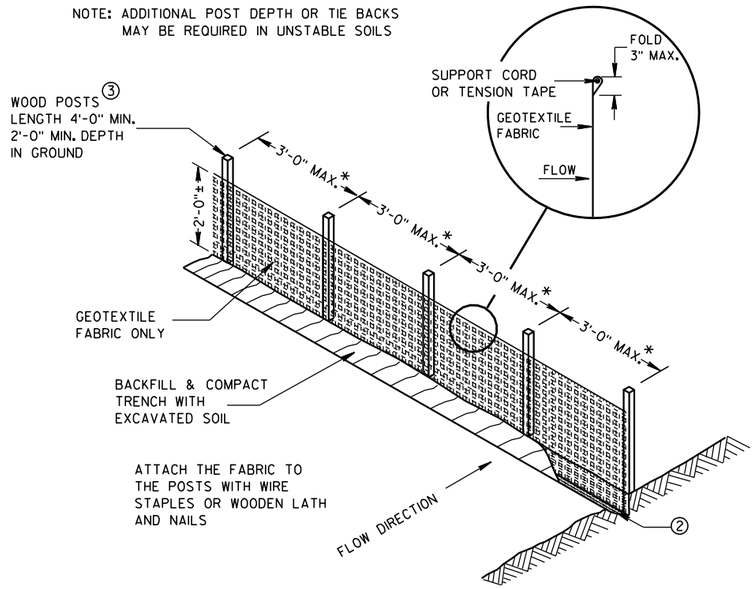
GENERAL NOTES

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

1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

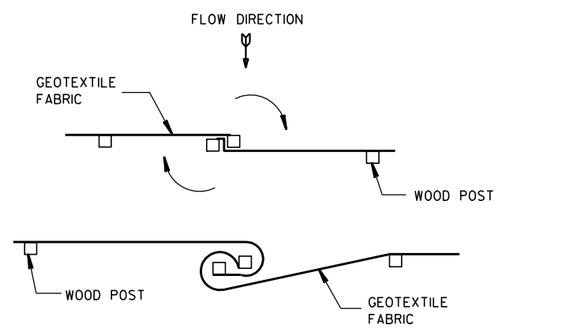


TRENCH DETAIL

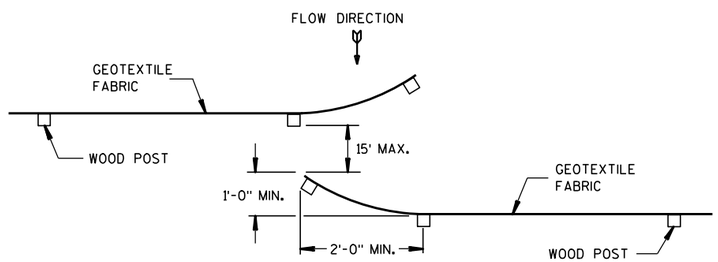


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

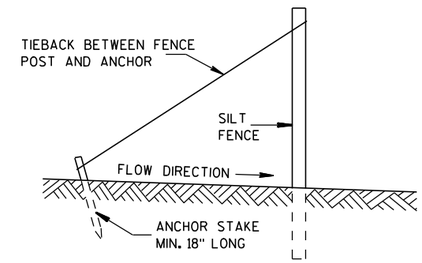


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

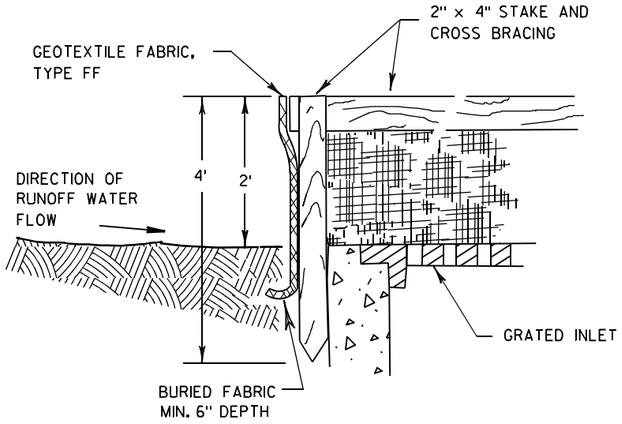
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

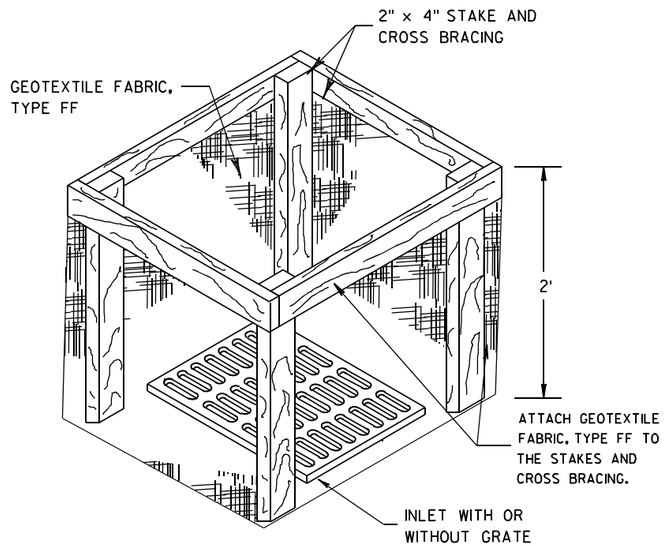
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S.D.D. 8 E 9-6

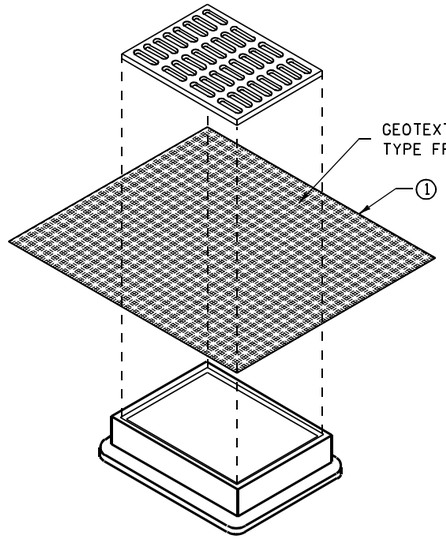
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S.D.D. 8 E 9-6



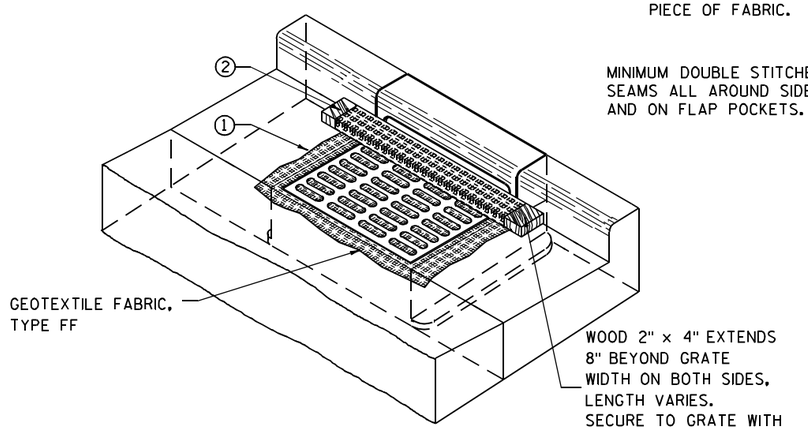


INLET PROTECTION, TYPE A

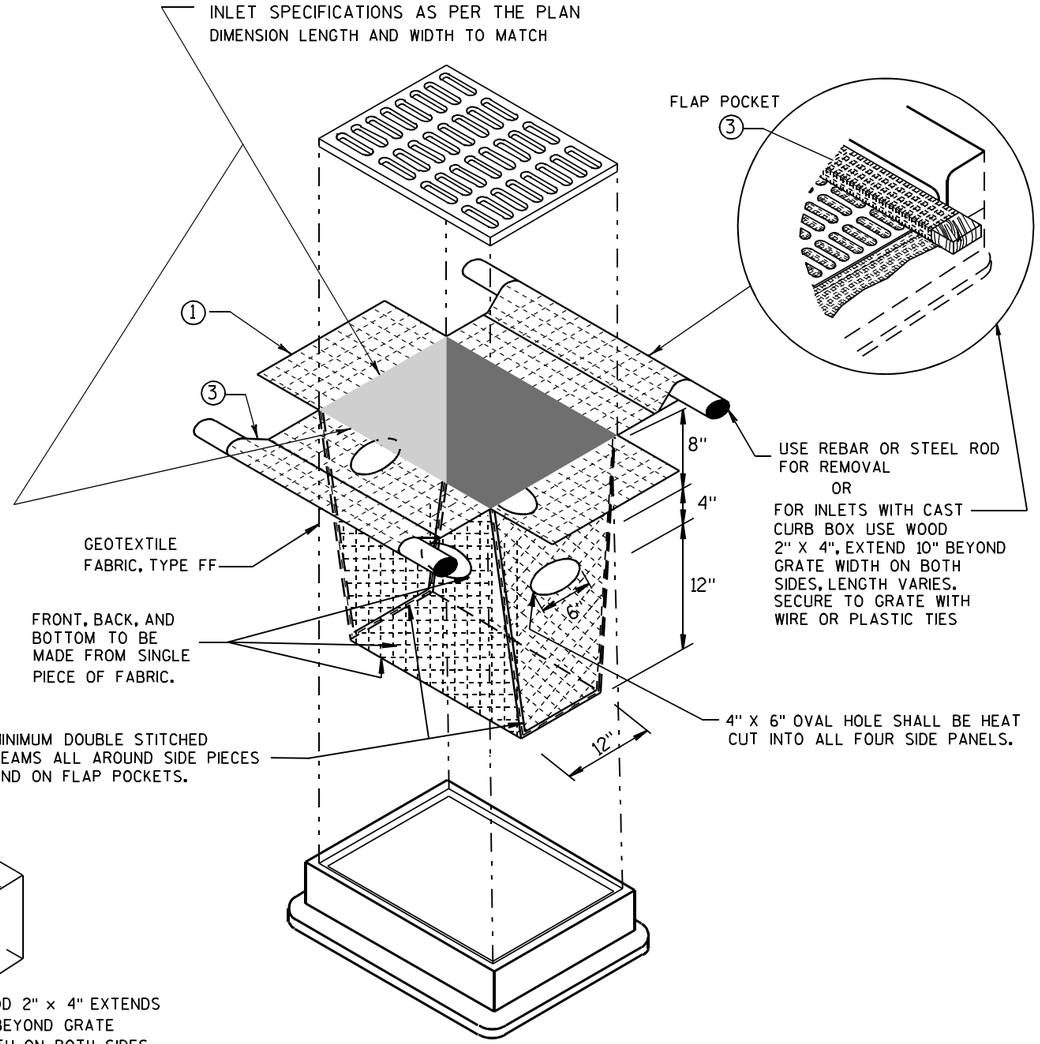


INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

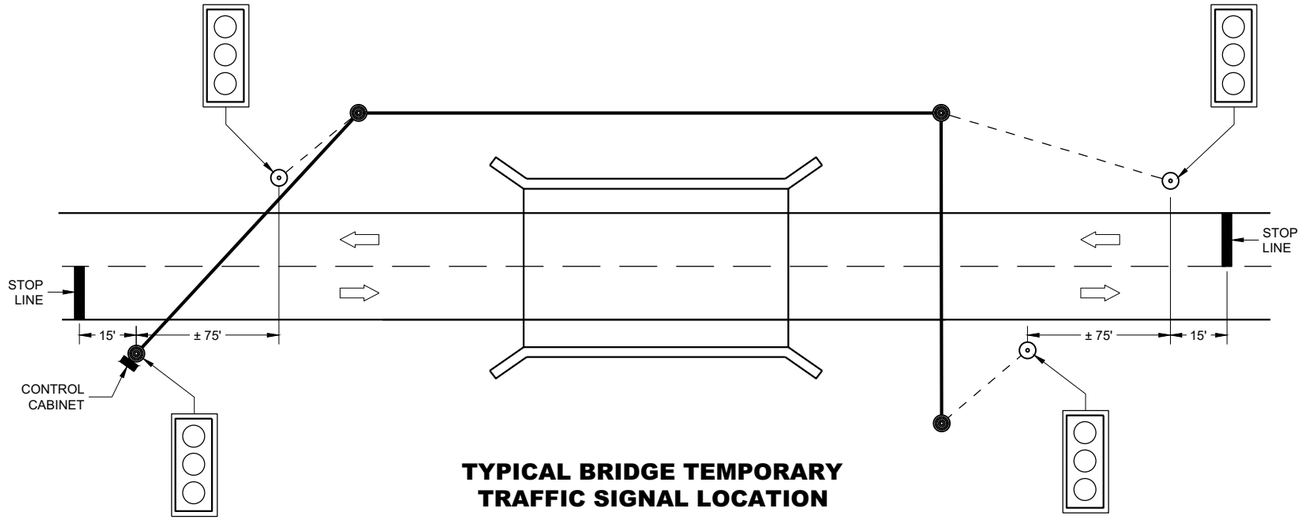
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 10-2



TYPICAL BRIDGE TEMPORARY TRAFFIC SIGNAL LOCATION

LEGEND

- WOOD POLE (NON-BREAKAWAY)
- WOOD POST (BREADAWAY)
- SIGNAL CABLE
- SIGNAL CABLE W/MESSENGER
- DIRECTION OF TRAFFIC
- LED TRAFFIC SIGNAL WITH BACKPLATE (3-12")

GENERAL NOTES

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

POLE MOUNTED TRAFFIC SIGNAL CONTROL CABINET MAY BE MOUNTED ON THE SERVICE POLE IF THE ELECTRICAL UTILITY ALLOWS THE INSTALLATION.

WHEN UTILITY POLES ARE USED TO SPAN THE TEMPORARY OVERHEAD CABLE, WRITTEN PERMISSION MUST BE OBTAINED FROM THE OWNER OF THE POLES AND GIVEN TO THE PROJECT MANAGER. ALL PERTINENT UTILITY AND CODE CLEARANCES SHALL BE MAINTAINED.

WOOD POLES (NON-BREAKAWAY) SHALL BE NO CLOSER TO EDGE OF PAVEMENT THAN OFFSET DISTANCE CHART ALLOWS OR 4 FEET BEHIND PROTECTIVE BARRIER (BEAM GUARD, ETC.).

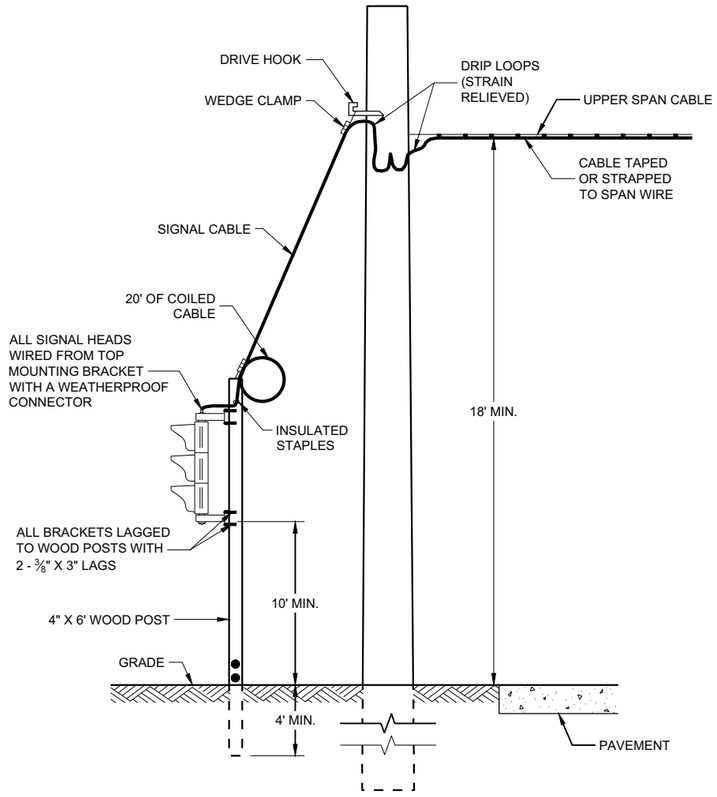
WOOD POSTS (BREAKAWAY) SHALL BE NO CLOSER THAN 2 FEET OUTSIDE OF SHOULDER.

VERTICAL CLEARANCE ETC. PER NEC.

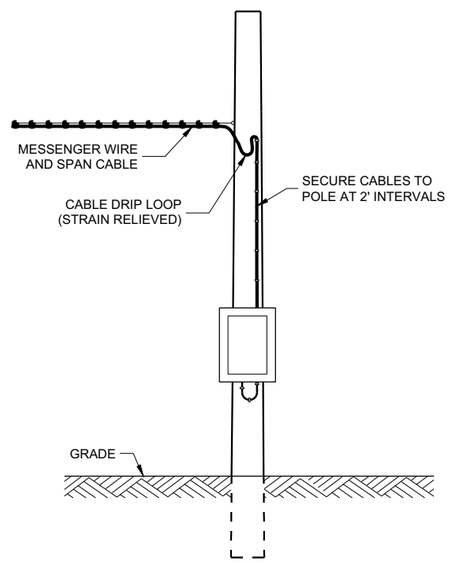
TRAFFIC SIGNAL FACES SHALL BE TYPICALLY PLACED 12 FEET FROM EDGE OF PAVEMENT.

EACH TRAFFIC SIGNAL SHALL HAVE A BACKPLATE.

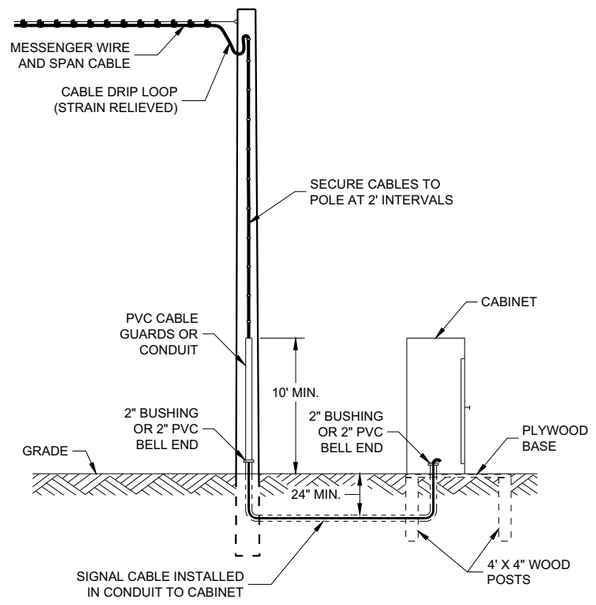
SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL DROP TO TRAFFIC SIGNAL FACE



POLE MOUNT CABINET INSTALLATION



GROUND MOUNT CABINET INSTALLATION

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

OFFSET DISTANCES FOR TEMPORARY NON-BREAKAWAY POLES	
SPEED LIMIT	OFFSET DISTANCE*
GREATER THAN 45 MPH	18 FT
45 MPH OR LESS	12 FT
45 MPH OR LESS W/CURBS	2 FT

* NOTE: OFFSET MEASURED FROM OUTER EDGE OF OUTSIDE THRU LANE.

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Ahmet Demirbilek — ROADWAY STANDARDS DEVE ENGINEER
FHWA

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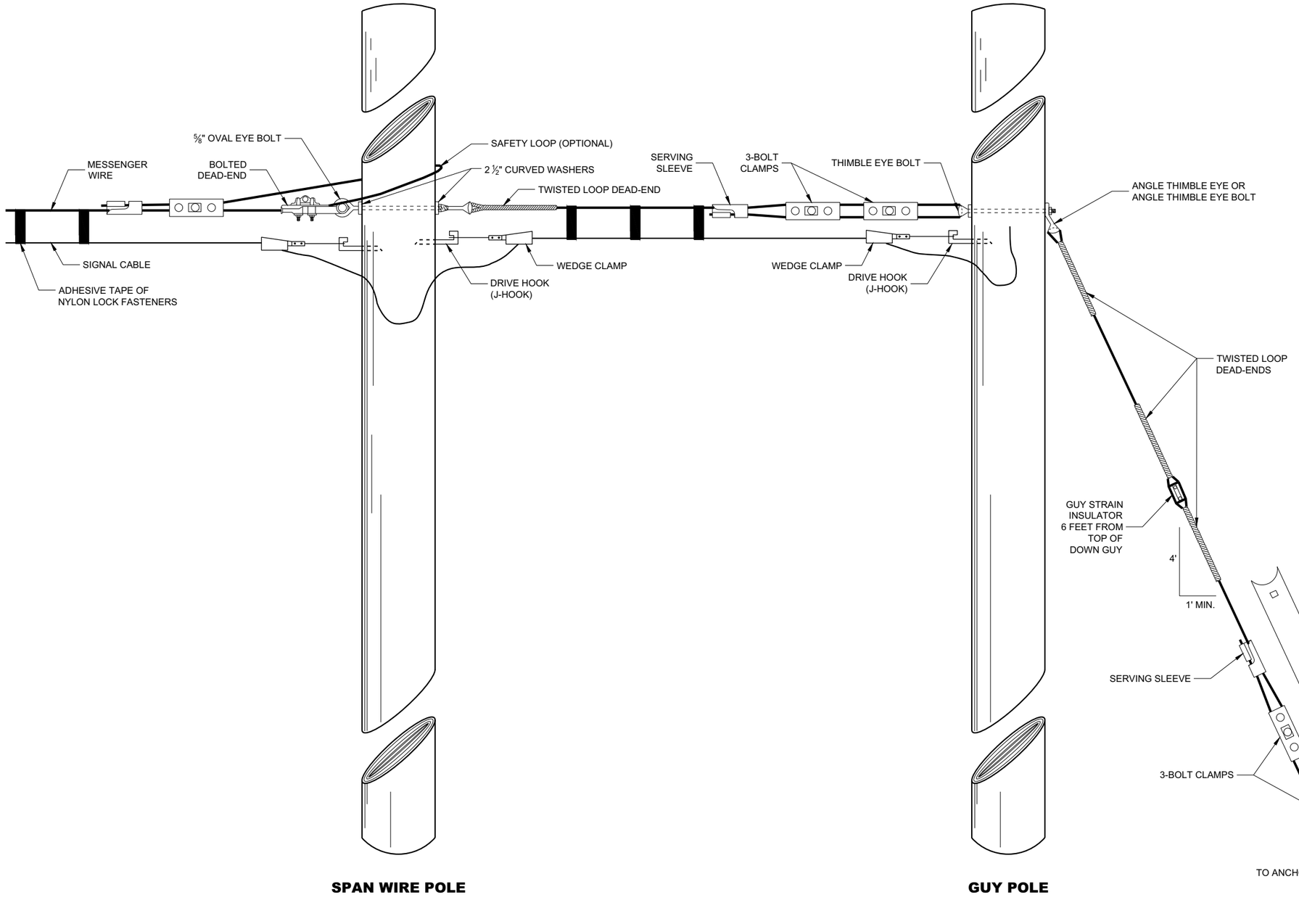
SDD09G02 - 05a

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SDD09G02 - 05a

GENERAL NOTES

USE ¾" DRILL IN WOOD POLE TO PROVIDE FOR ⅝" BOLTS.



SPAN WIRE POLE

GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 — DATE
/S/ Ahmet Demerbilek — ROADWAY STANDARDS DEVE ENGINEER

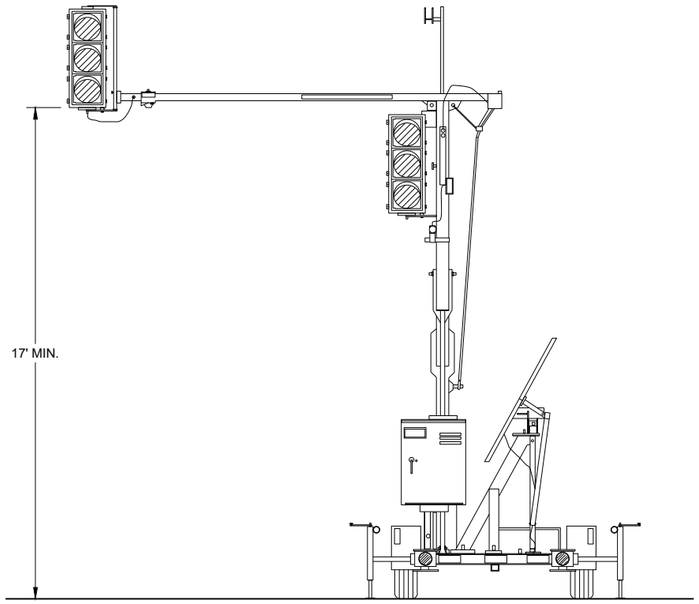
FHWA

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SDD09G02 - 05b

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SDD09G02 - 05b

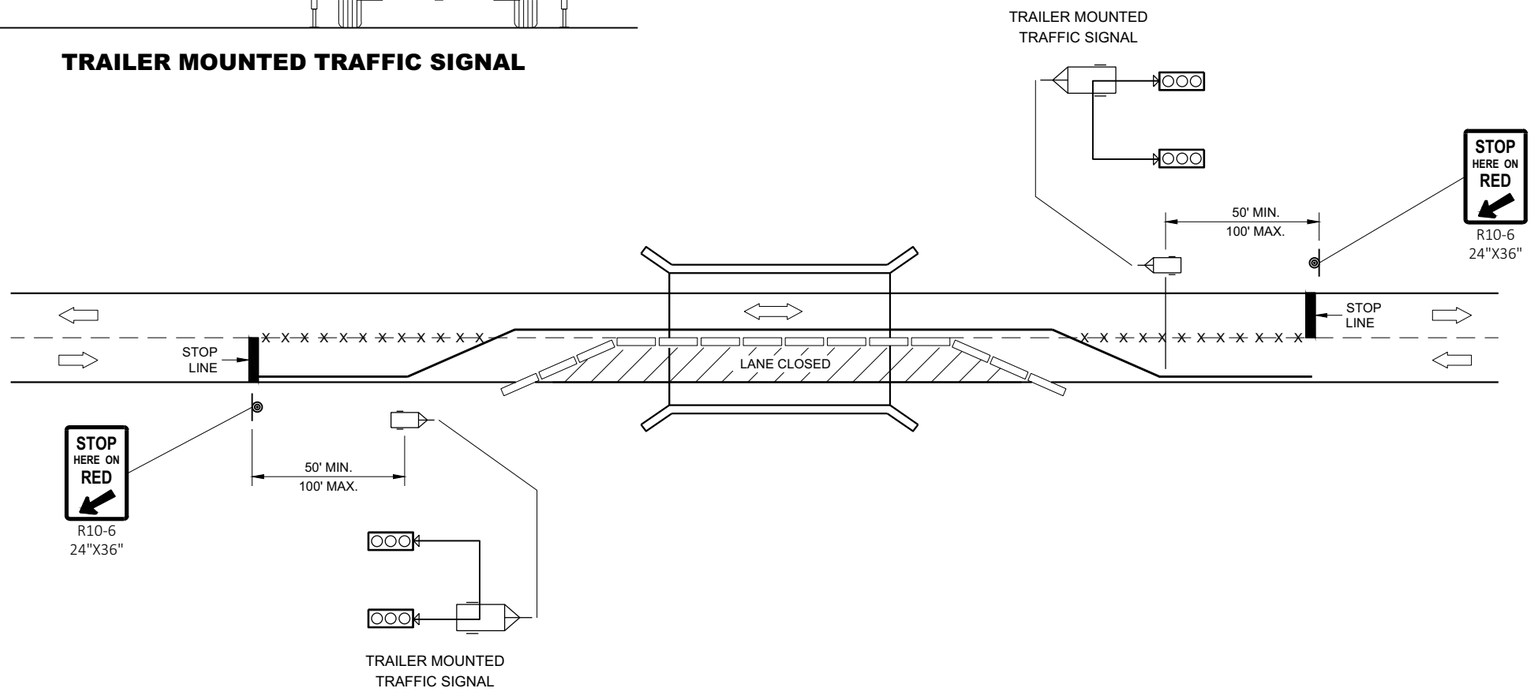


TRAILER MOUNTED TRAFFIC SIGNAL

GENERAL NOTES

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

SIGNING, PAVEMENT MARKING AND LANE CONTROL REQUIREMENTS SHALL CONFORM TO STANDARD DETAIL DRAWING 15D33.



TYPICAL TRAILER MOUNTED TRAFFIC SIGNAL LOCATION

LEGEND

- POST MOUNTED SIGN
- TEMPORARY PRECAST CONCRETE BARRIER
- TRAILER MOUNTED TRAFFIC SIGNAL
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC

BRIDGE TEMPORARY TRAFFIC SIGNAL INSTALLATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2015
DATE

/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVE ENGINEER

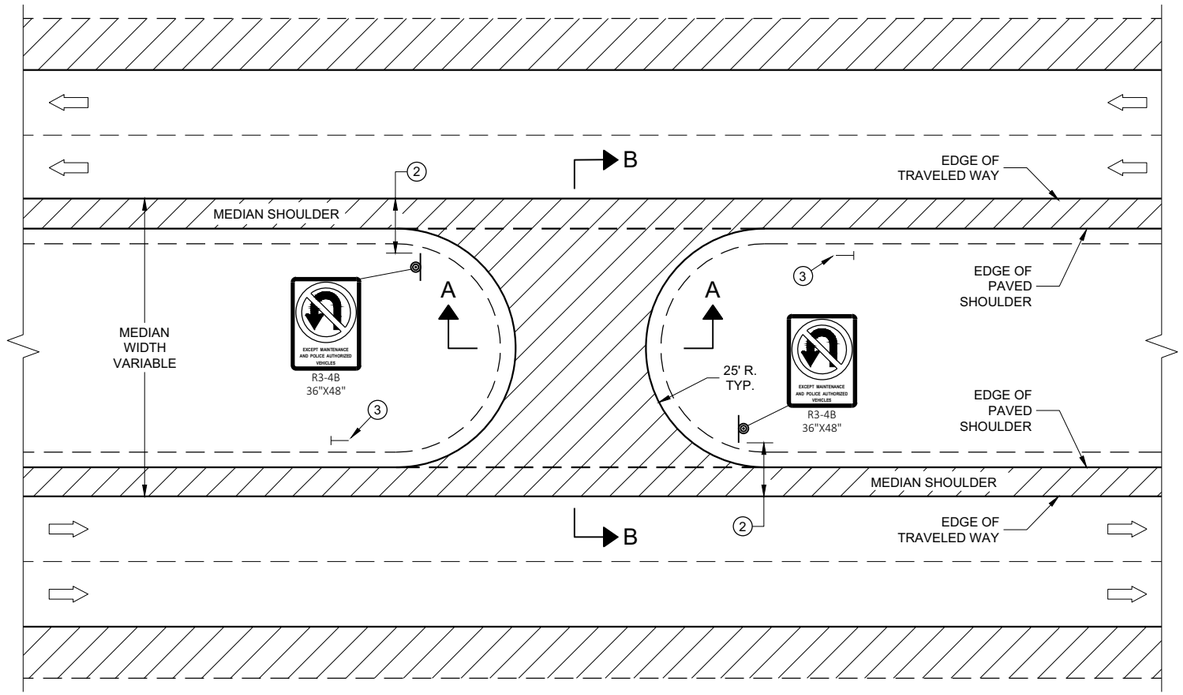
FHWA

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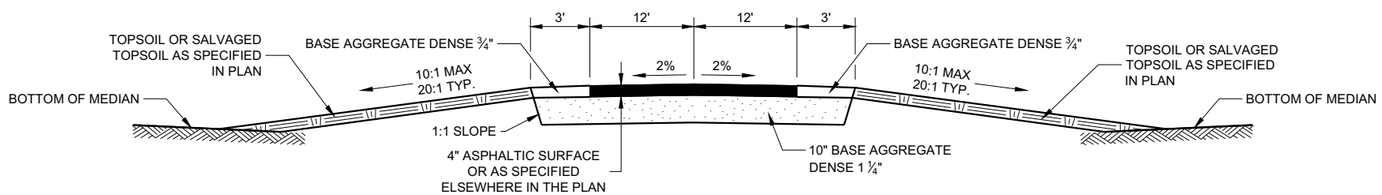
SDD09G02 - 05c

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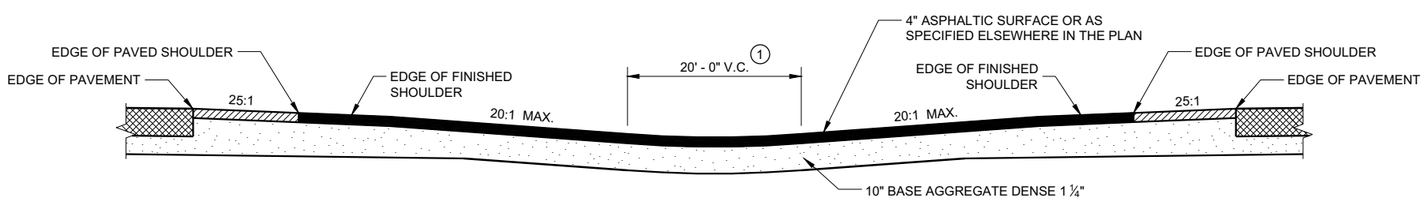
SDD09G02 - 05c



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

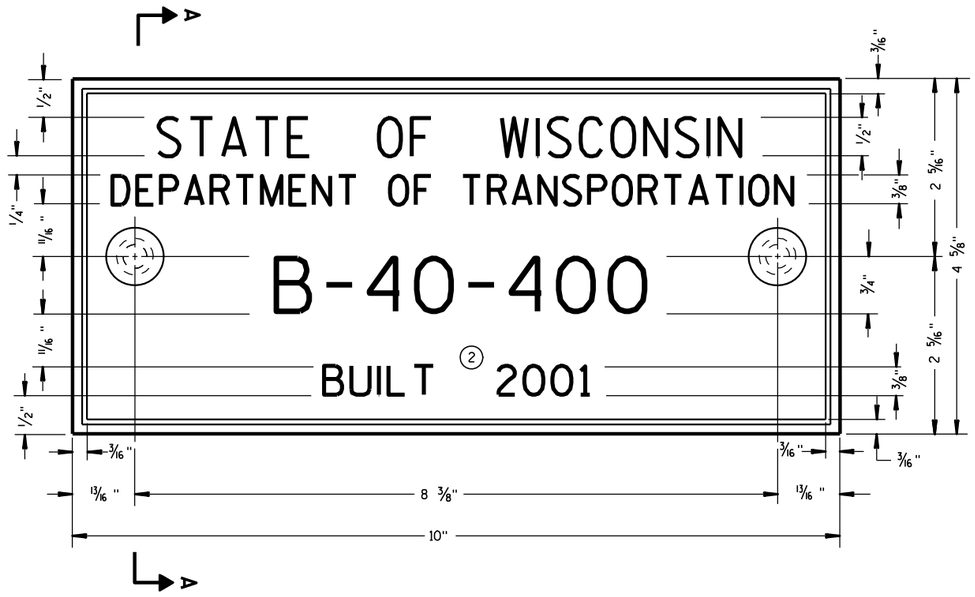
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

FHWA

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SDD 11A01 - 06



TYPICAL NAME PLATE

(BRIDGES, CULVERTS, AND RETAINING WALLS)

FOR MULTI-UNIT STRUCTURES
LINE 3 ABOVE SHALL READ

B = BRIDGE
C = CULVERT
R = RETAINING WALL

COUNTY NO.

BRIDGE NO.

UNIT NO. FOR MULTIPLE UNIT BRIDGE

B-40-400-1A

NUMBERING DESIGNATION MULTI-UNIT STRUCTURES

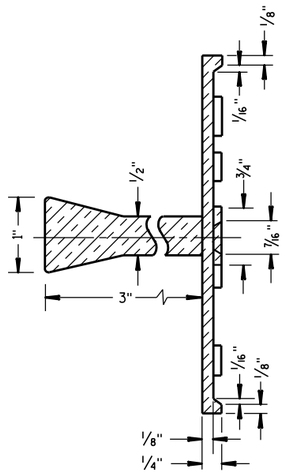
GENERAL NOTES

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.

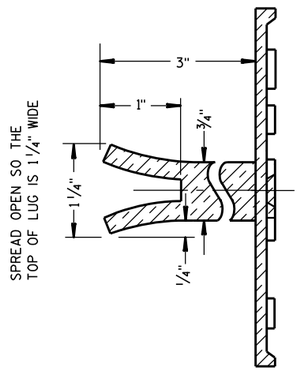
THE BRIDGE NUMBER AND YEAR BUILT SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND YEAR BUILT.

(1) EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.

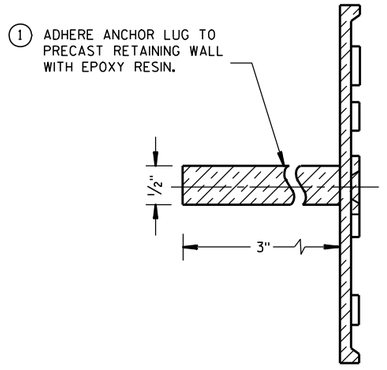
(2) REHABILITATION OF AN EXISTING STRUCTURE SHOULD USE THE DATE OF ORIGINAL STRUCTURE CONSTRUCTION.



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 ENGINEER

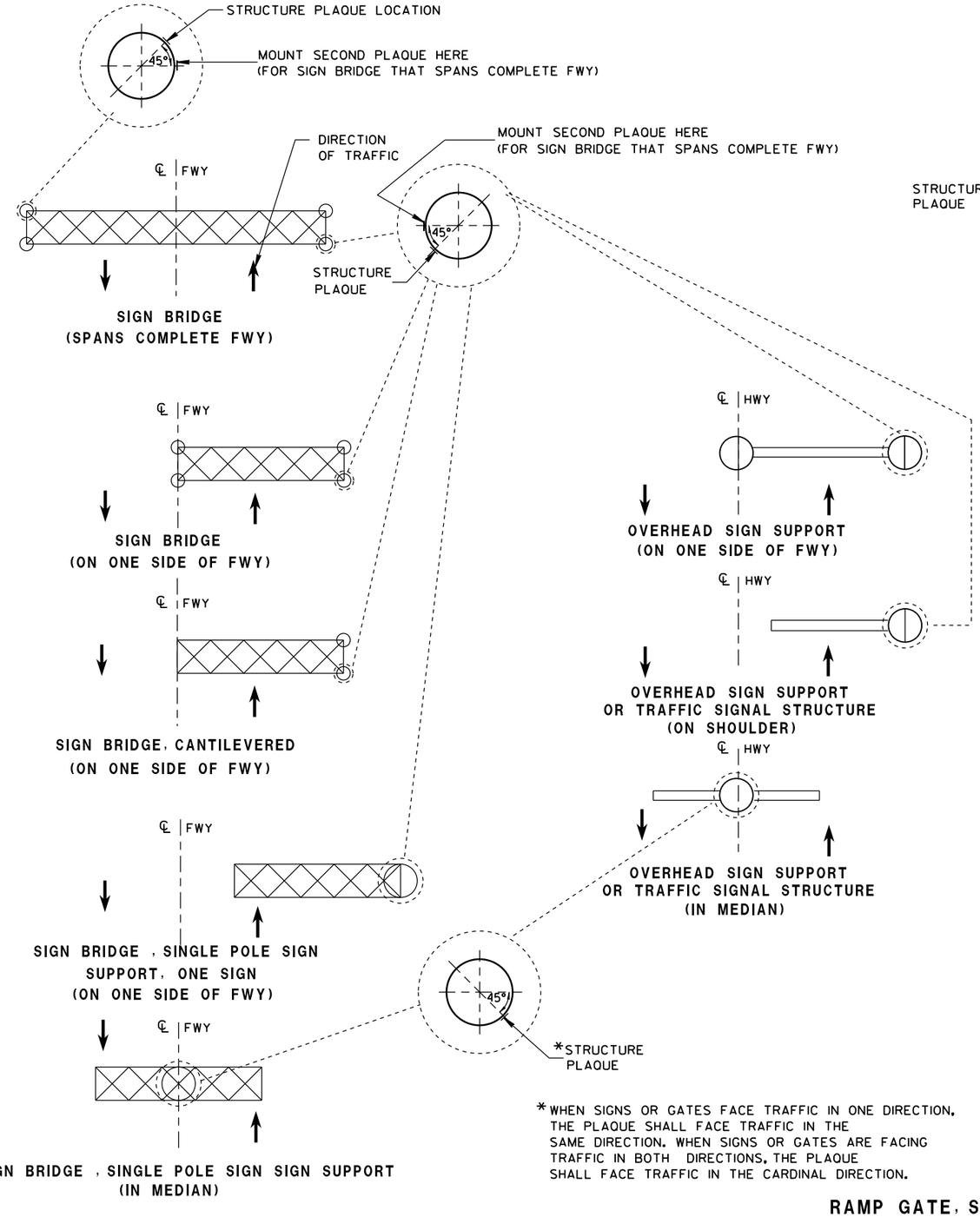
FHWA

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S.D.D. 12 A 3-10

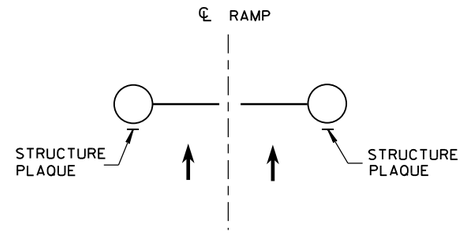
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S.D.D. 12 A 3-10

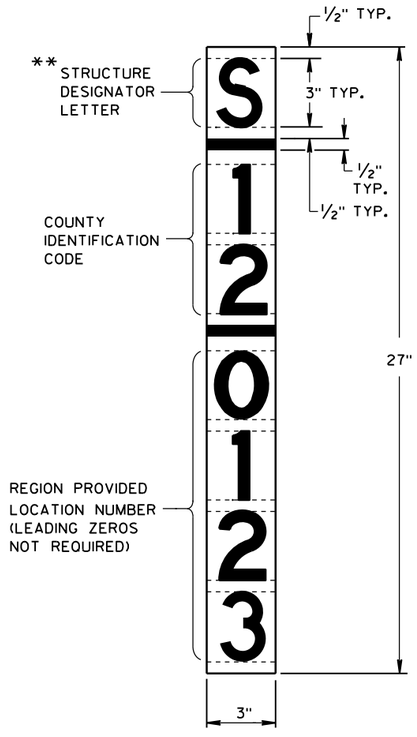


LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

* WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.



RAMP GATE
(ACROSS FWY ON-RAMP)



RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

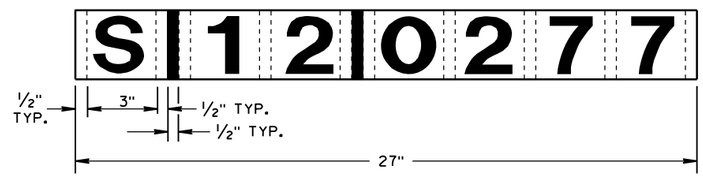
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

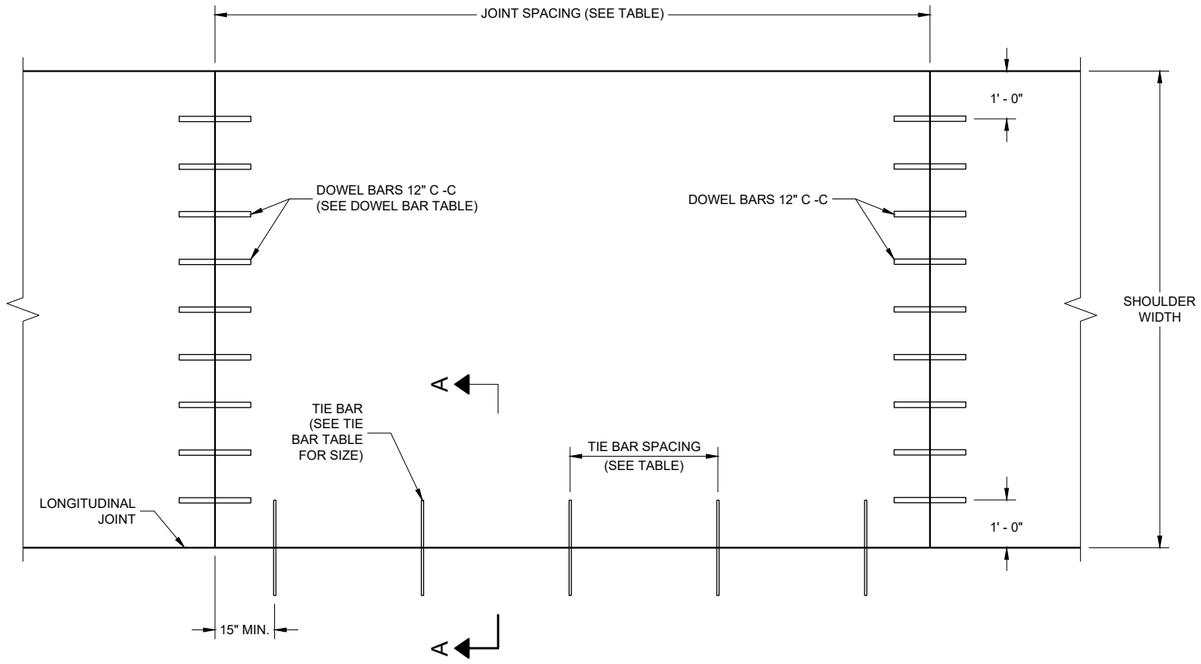
STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
FHWA

6

S.D.D. 12 A 4-3



PLAN VIEW

CONCRETE PAVEMENT SHOULDER

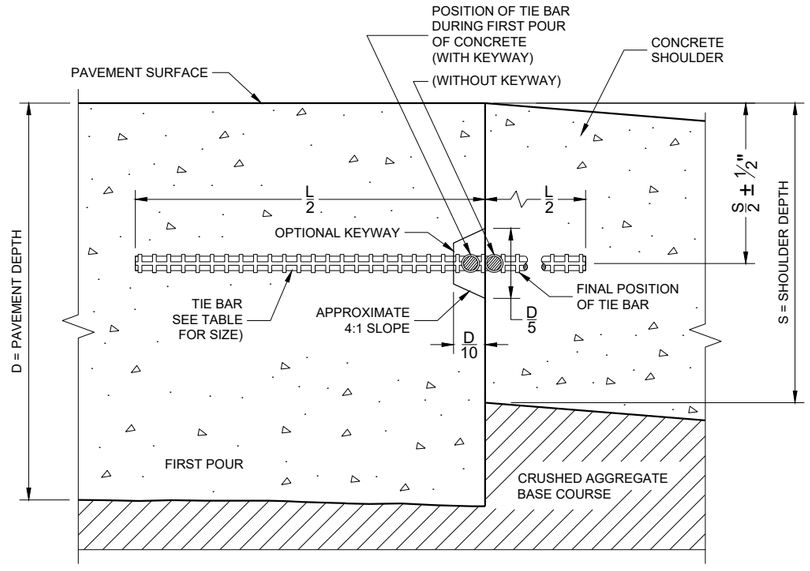
GENERAL NOTES

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

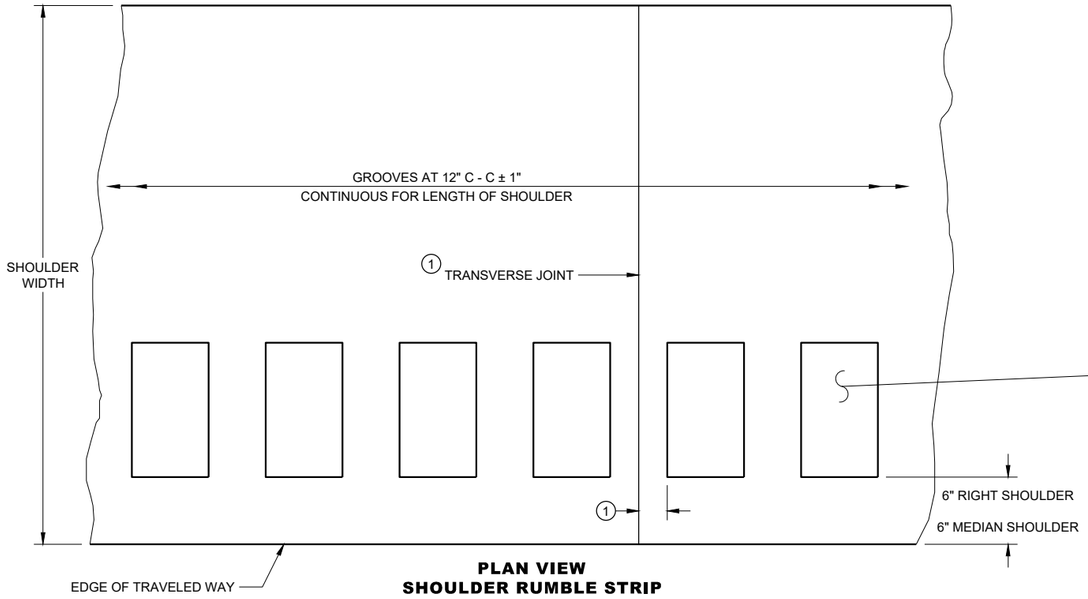
FHWA

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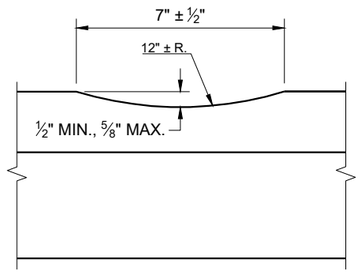
SDD 13A03 - 07

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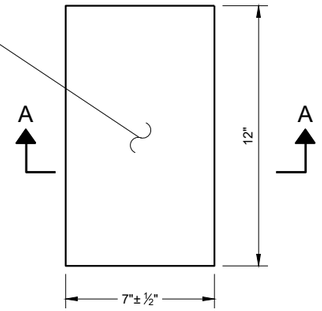
SDD 13A03 - 07



PLAN VIEW
SHOULDER RUMBLE STRIP



SECTION A - A



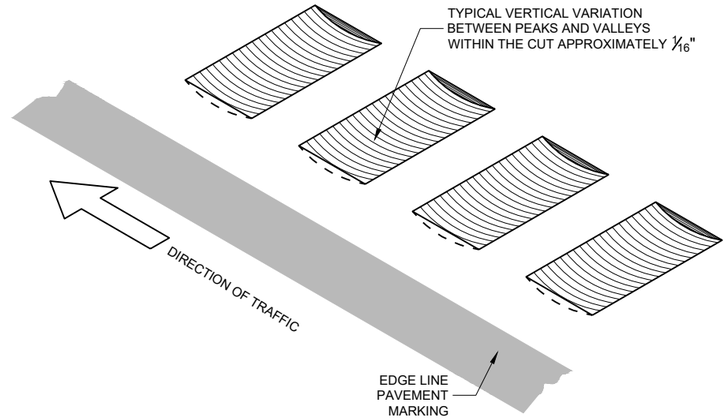
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

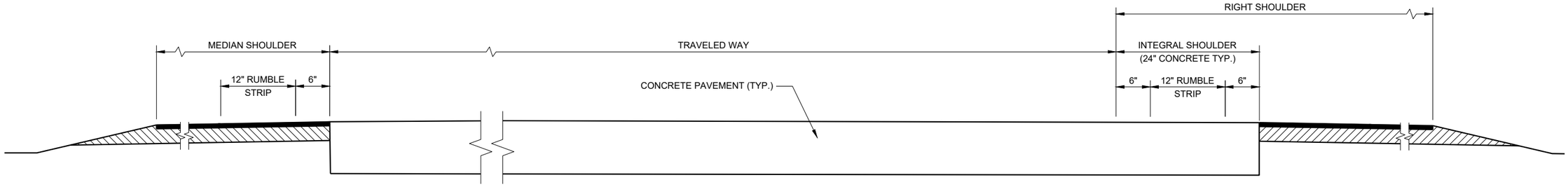
RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC

PLACEMENT DETAIL FOR RUMBLE STRIP



SECTION VIEW

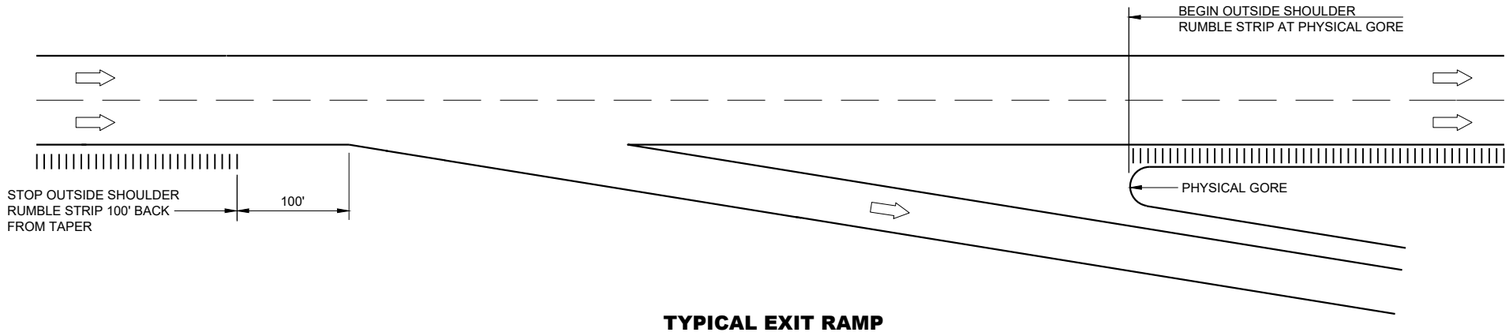
TYPICAL SHOULDER RUMBLE STRIPS
(ONE ROADWAY IS SHOWN)

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

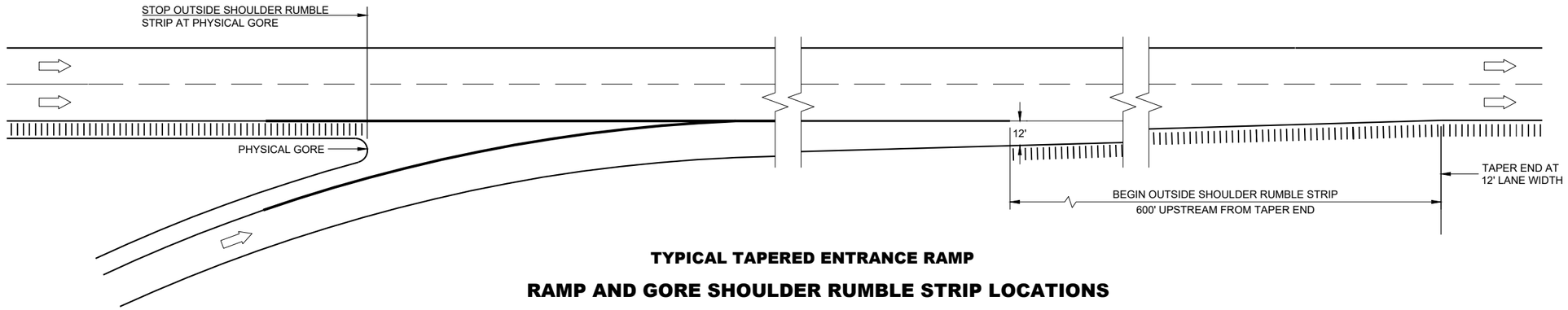
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13A05-06a

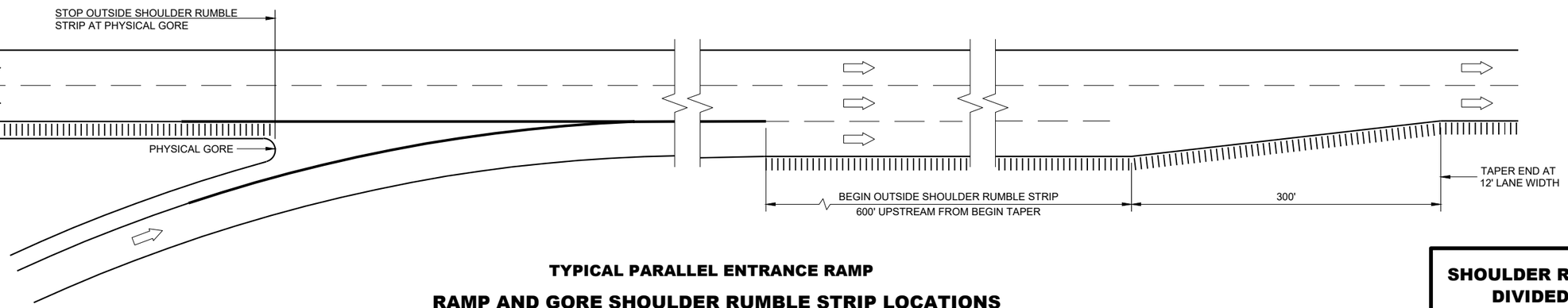


TYPICAL EXIT RAMP



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIALAND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

LEGEND

⇨ DIRECTION OF TRAFFIC

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

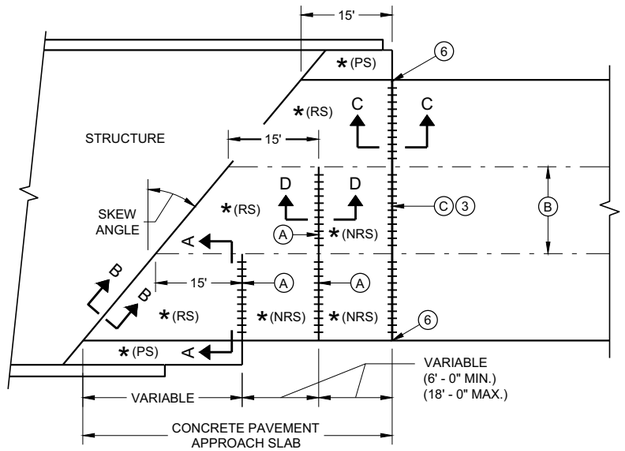
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY DESIGN STANDARDS UNIT SUPERVISOR

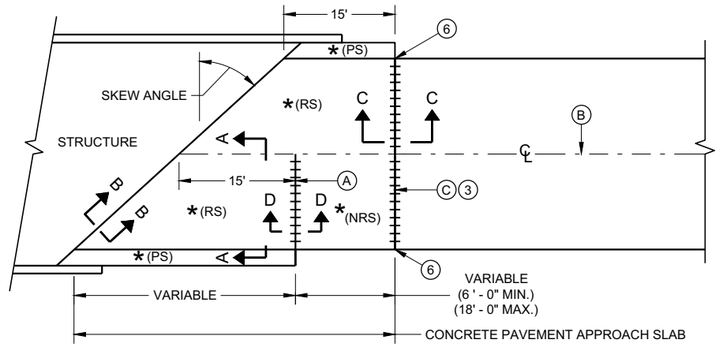
FHWA

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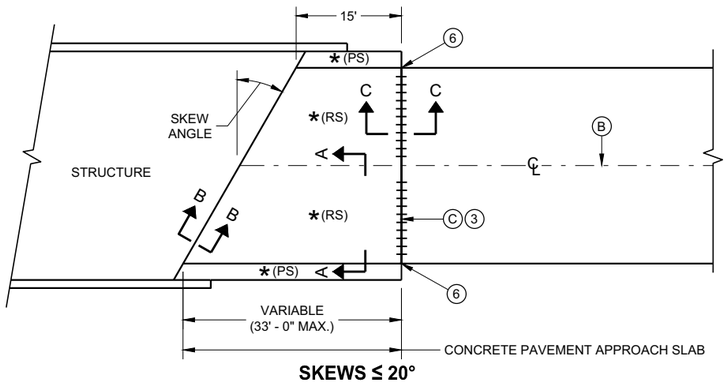
SDD 13A05-06b



SKEWED APPROACH
(PAVEMENT MORE THAN TWO LANES)



SKEWS > 20°
(PAVEMENT WIDTH ≤ 30')



SKEWS ≤ 20°
(PAVEMENT WIDTH ≤ 30')

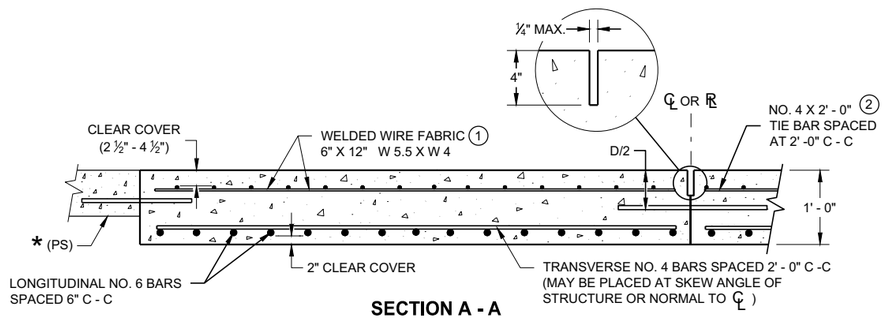
APPROACH SLAB AND ADJACENT PAVEMENT

* (RS) = REINFORCED CONCRETE SLAB

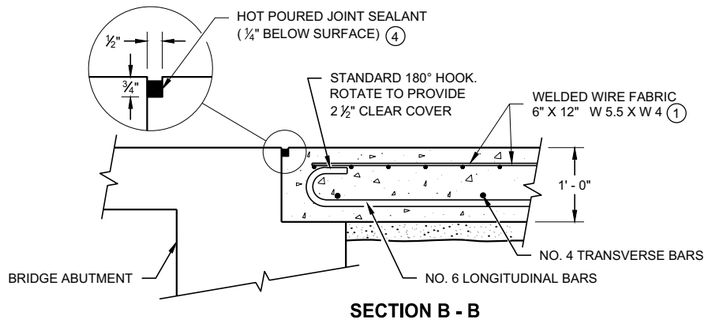
* (PS) = PAVED CONCRETE SHOULDER OR CONCRETE DRAINAGE SLAB

* (NRS) - NON - REINFORCED CONCRETE SLAB

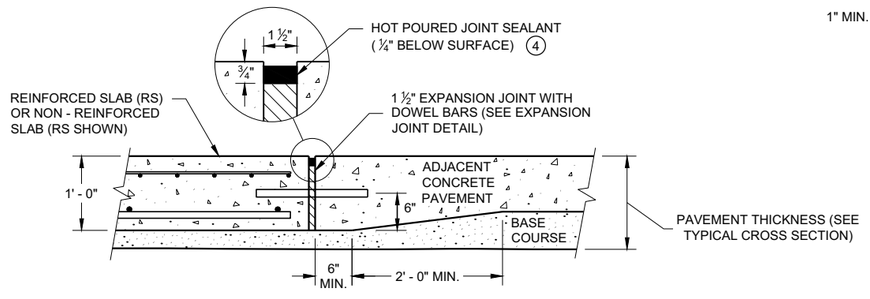
*** STANDARD DOWEL BAR DIAMETER (SEE SDD 13C11 AND SDD 13C13)



SECTION A - A
REINFORCEMENT POSITIONING DETAIL



SECTION B - B
BEND DETAIL
BOTTOM REINFORCEMENT



SECTION C - C
TRANSITION DETAIL
APPROACH SLAB TO ADJACENT PAVEMENT

GENERAL NOTES

THE CONTRACTOR MAY SPLICE NO. 6 BARS IN THE APPROACH SLAB FOR SKEWED STRUCTURES ONLY. STAGGER SPLICES WITH A MAXIMUM OF ONE SPLICE PER BAR. THE LENGTH OF LAP IS 20 INCHES.

TACK WELD DOWEL BARS TO THE BASKETS ON ALTERNATE ENDS.

(1) THE CONTRACTOR MAY USE NO. 4 BARS SPACED AT 2' - 0 " C - C IN BOTH THE LONGITUDINAL AND TRANSVERSE DIRECTIONS FOR TOP REINFORCEMENT AS AN ALTERNATIVE TO THE WELDED WIRE FABRIC.

(2) THE CONTRACTOR MAY OMIT THE BARS BETWEEN REINFORCED SLABS WHERE SLAB REINFORCEMENT BARS EXTEND ACROSS THE CENTERLINE OR REFERENCE LINE.

(3) DO NOT CONSTRUCT AN EXPANSION JOINT OR INSTALL DOWEL BARS WHEN ABUTTING AN HMA PAVEMENT.

(4) USE A JOINT SEALANT CONFORMING TO STANDARD SPECIFICATION 415.2.6.

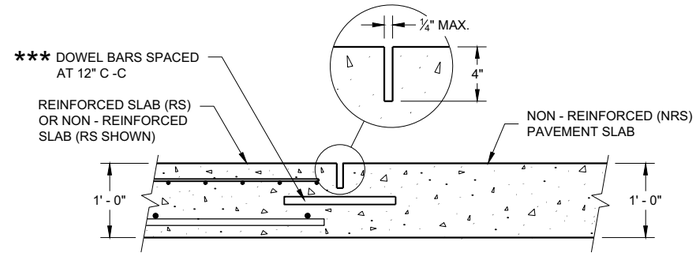
(5) PLACE EXPANSION CAP ON THE END OF THE DOWEL THAT IS NOT TACK WELDED TO THE BASKET. DO NOT FORCE DOWEL BAR PAST THE DOWEL STOP.

(6) EXTEND EXPANSION JOINT THROUGH ANY ADJACENT TIED CONCRETE.

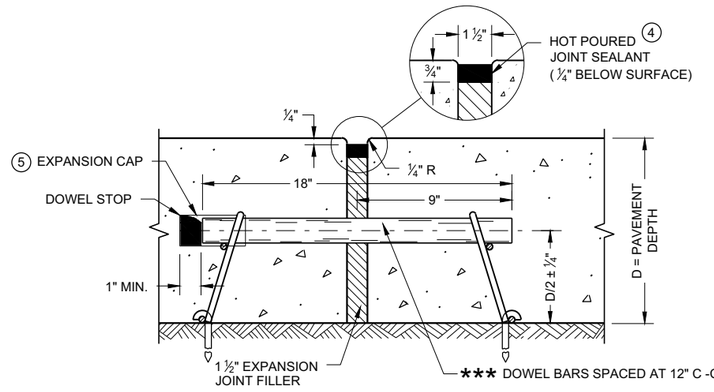
(A) STANDARD CONTRACTION JOINT NORMAL TO ℄ OR ℞.

(B) STANDARD LONGITUDINAL JOINT WITH TIE BARS.

(C) 1 ½" EXPANSION JOINT WITH DOWEL BARS NORMAL TO ℄ OR ℞ .



SECTION D - D
CONTRACTION JOINT



EXPANSION JOINT DETAIL

CONCRETE PAVEMENT APPROACH SLAB

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

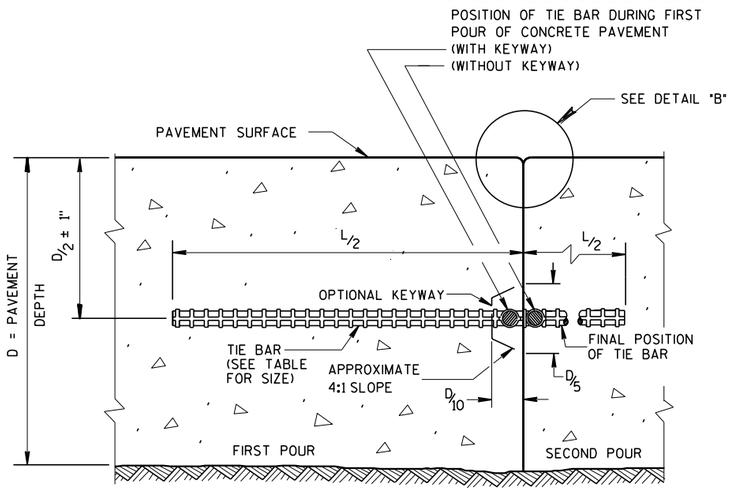
APPROVED
November 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

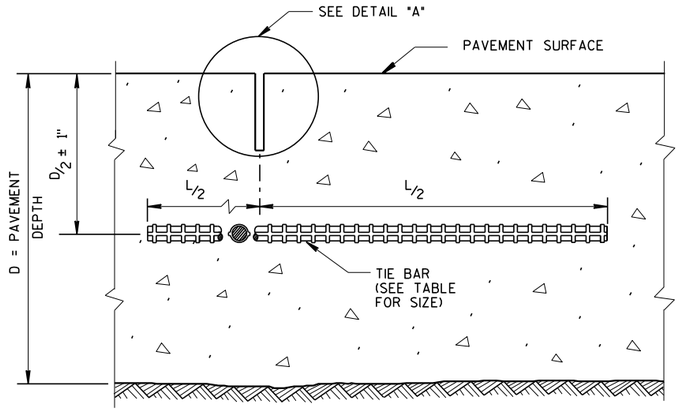
FHWA

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SDD 13B02 - 09a



CONSTRUCTION JOINT



SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

PLAN VIEW

SECTION A-A

LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

DETAIL "A"

DETAIL "B"

DETAIL "C"

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

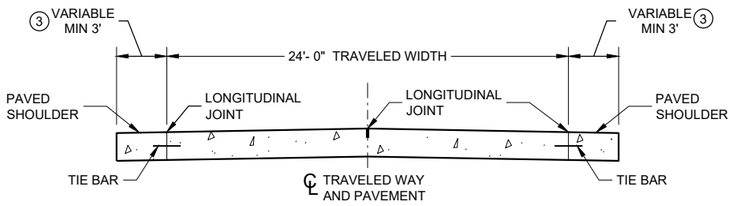
APPROVED
March 2018
DATE

/S/ Peter Kemp, PE
PAVEMENT SUPE

FHWA

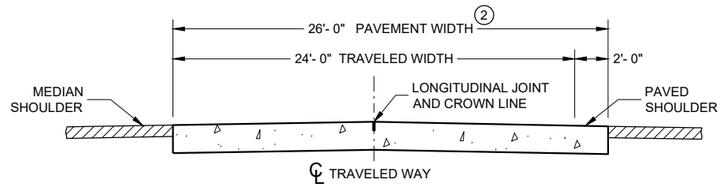
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S.D.D. 13 C 1-19

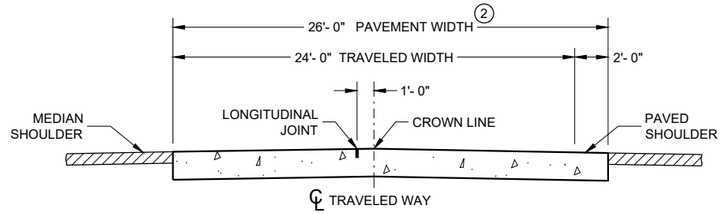


SECTION A - A

TWO-LANE TWO-WAY HIGHWAY (1)



SECTION B - B



ALTERNATIVE SECTION B - B

DIVIDED HIGHWAY (1)

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES FROM AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO THE CONTRACTION JOINTS.

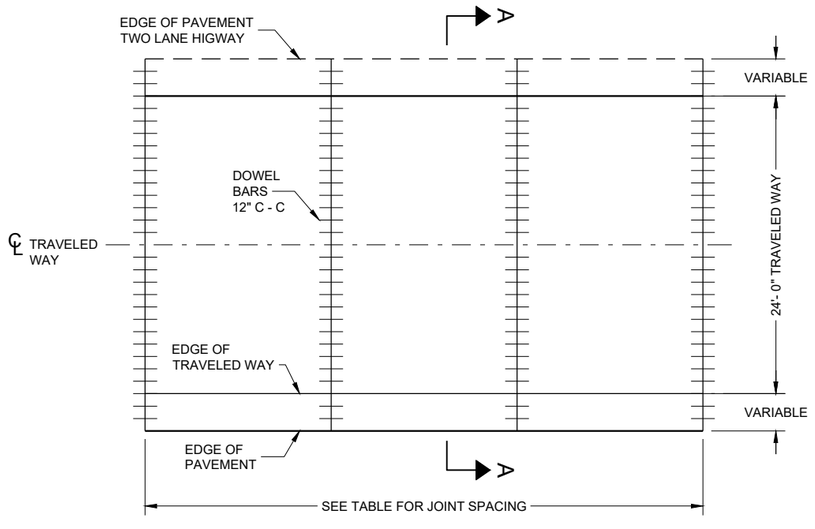
(1) REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

(2) MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED "PAVED SHOULDER" AS CONCRETE PAVEMENT.

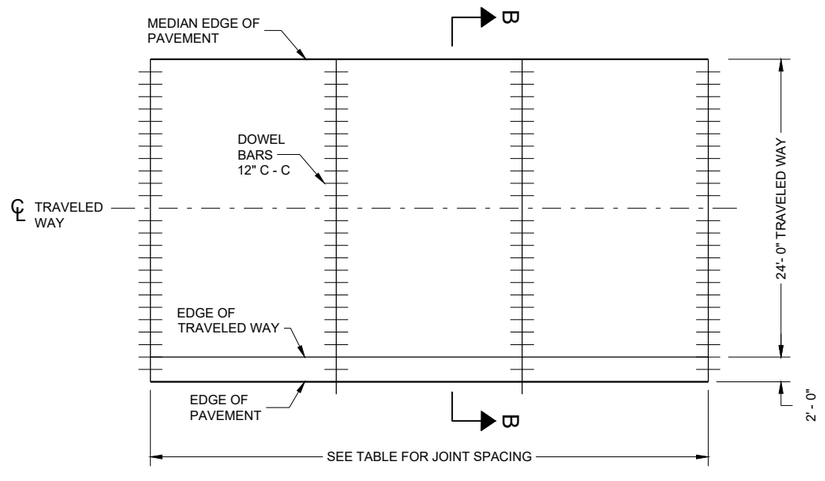
(3) SHOULDER WIDTHS LESS THAN 3 FEET SHALL BE PAVED INTEGRAL TO THE MAINLINE CONCRETE PAVEMENT, SEE SECTION B-B.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'



CONTRACTION JOINT LAYOUT FOR TWO-LANE TWO-WAY HIGHWAY



CONTRACTION JOINT LAYOUT FOR DIVIDED HIGHWAY

RURAL DOWELED CONCRETE PAVEMENT

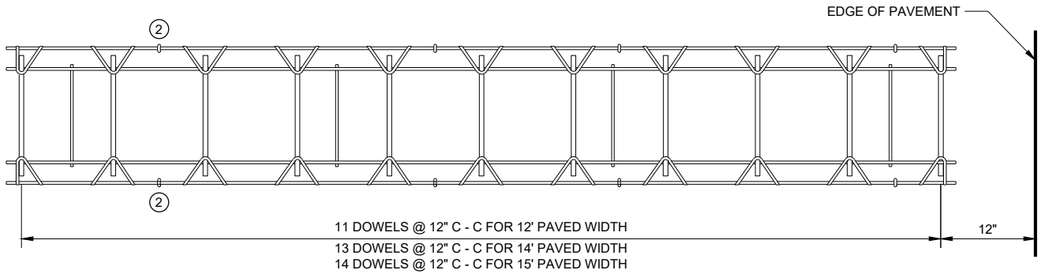
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C11 - 14a

6

SDD13C11 - 14a



PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY (1)

GENERAL NOTES

(1) OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTION CONTRACTION JOINTS.

(2) SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

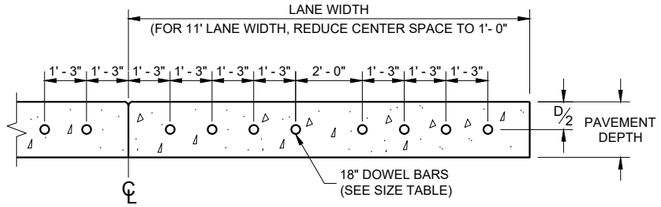
(3) FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A ¼" RADIUS AT FORMED JOINTS.

(4) PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

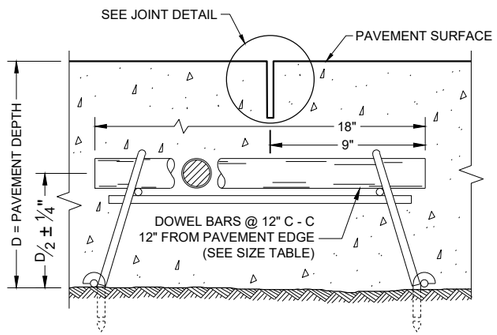
(5) INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C - C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO THE "DRILLED DOWEL BAR CONSTRUCTION JOINT" DETAIL.

(6) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

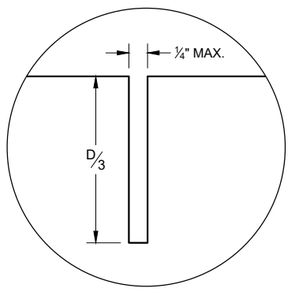
(7) ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS ⅛" GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



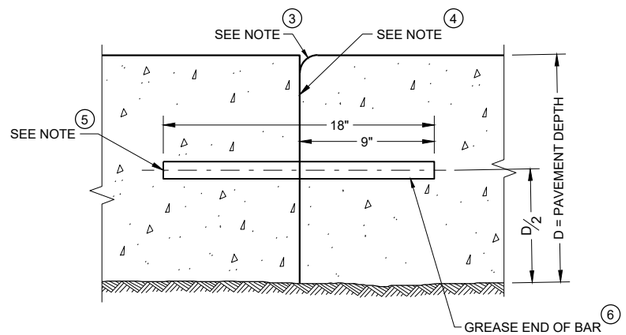
DRILLED DOWEL BAR CONSTRUCTION JOINT (7)



DOWELED CONTRACTION JOINT



JOINT DETAIL



TRANSVERSE CONSTRUCTION JOINT

RURAL DOWELED CONCRETE PAVEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISOR

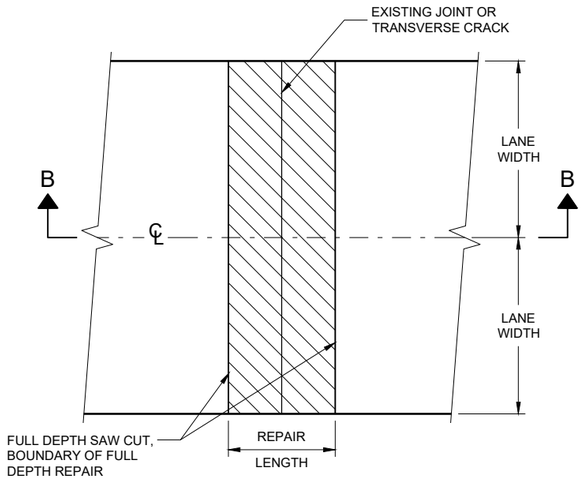
FHWA

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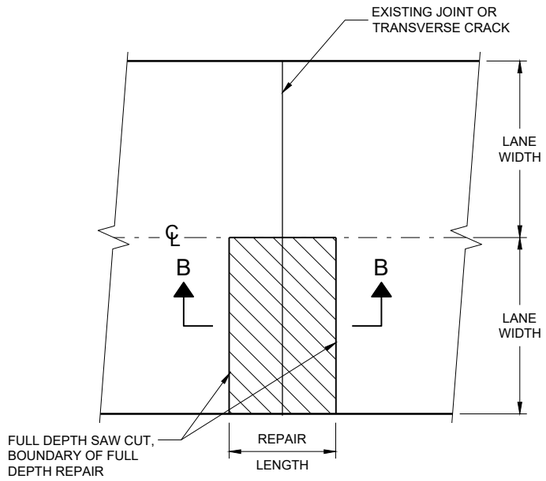
SDD 13C11 - 14b

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SDD 13C11 - 14b



PLAN VIEW
DOUBLE LANE REPAIR



PLAN VIEW
SINGLE LANE REPAIR

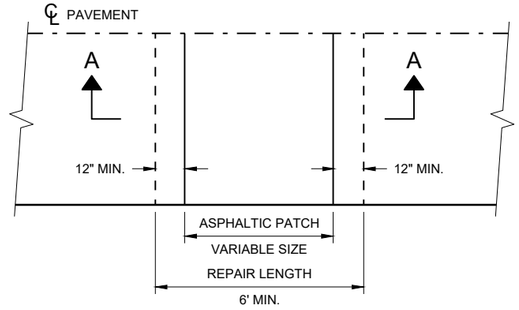
GENERAL NOTES

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.

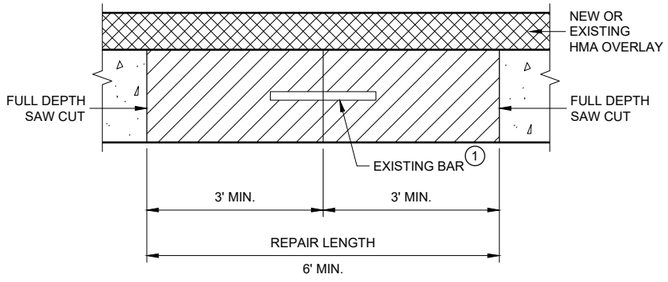
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.

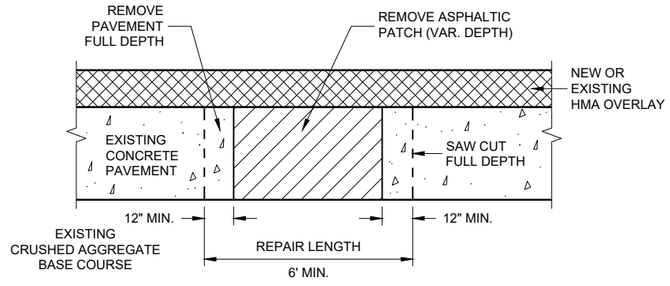


PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B
CONCRETE REMOVAL



SECTION A - A

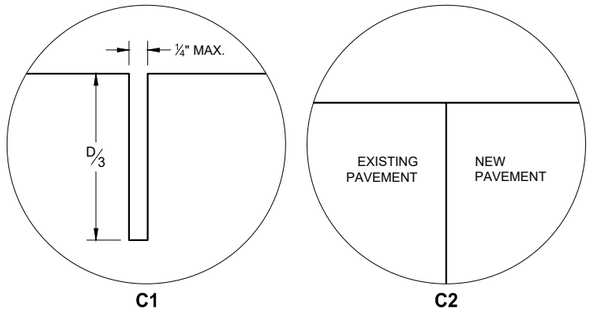
HMA PATCH REMOVAL

BASE PATCHING CONCRETE

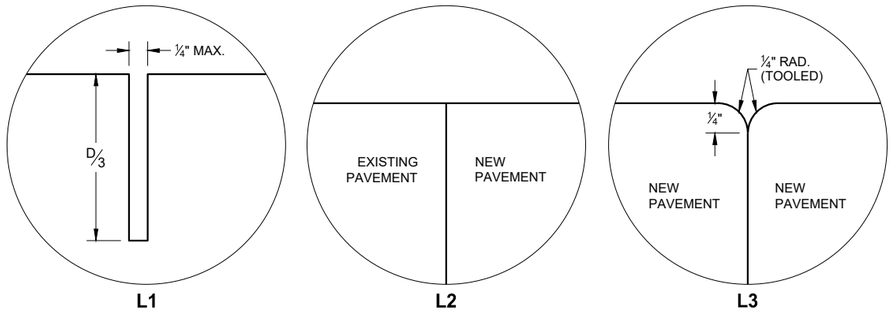
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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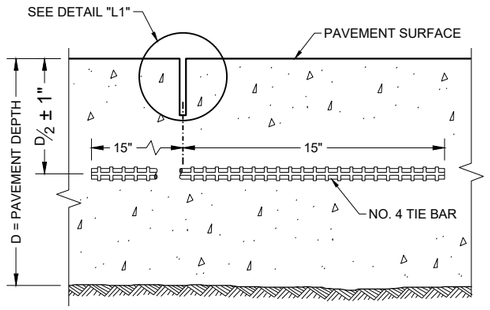
SDD 13C14 - 07a



TRANSVERSE JOINTS

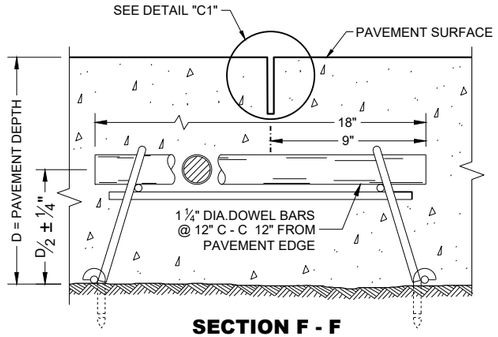


LONGITUDINAL JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

CONTRACTION JOINT

GENERAL NOTES

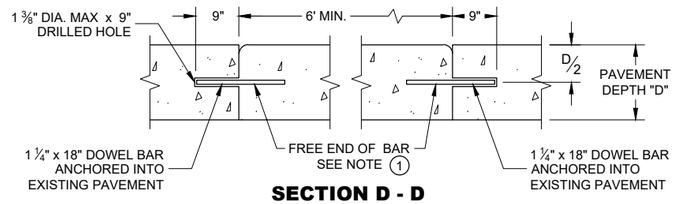
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

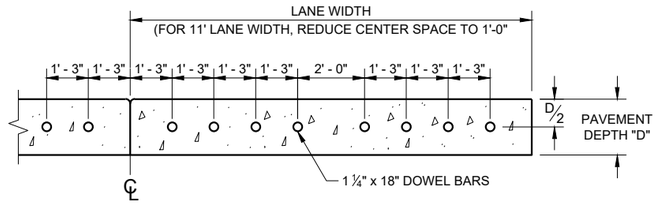
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT O EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

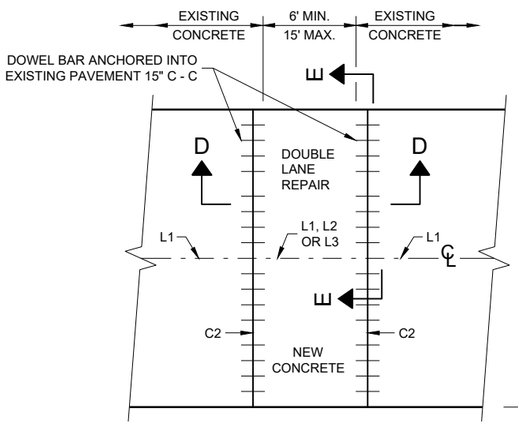


SECTION D - D



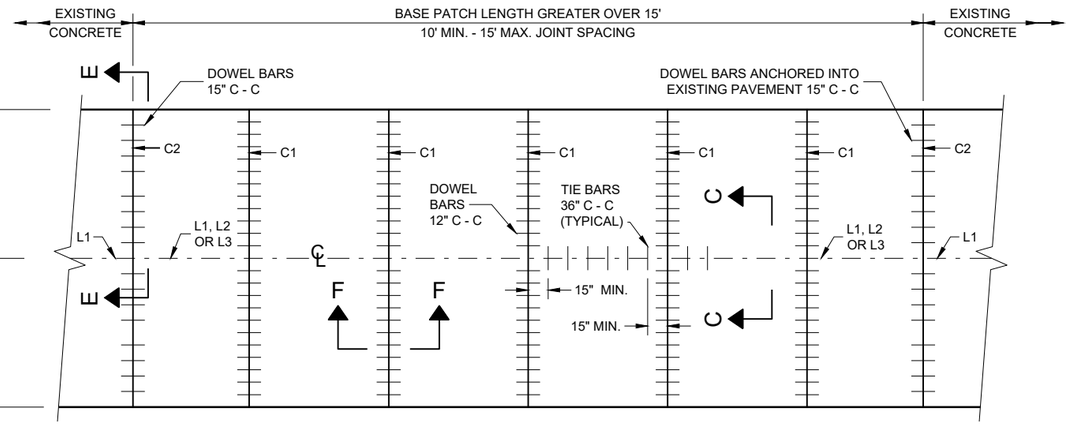
SECTION E - E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW

MULTILANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

MULTILANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

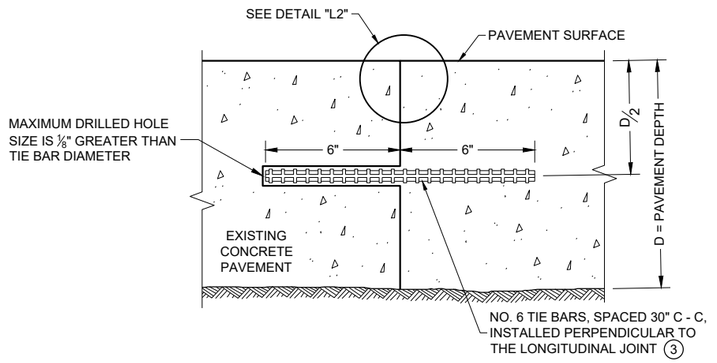
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTAT 290

SDD 13C14 - 07b

SDD 13C14 - 07b

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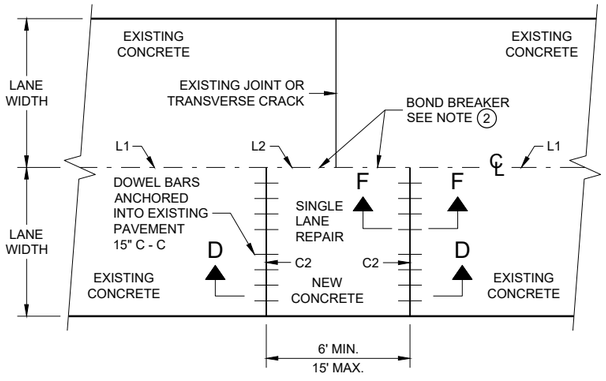


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

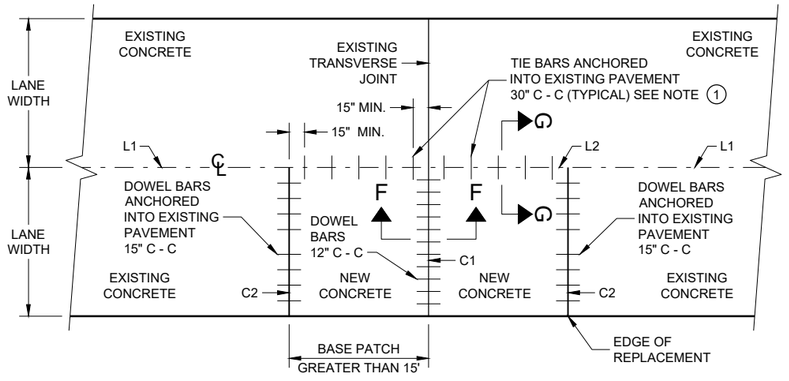
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' LENGTH

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

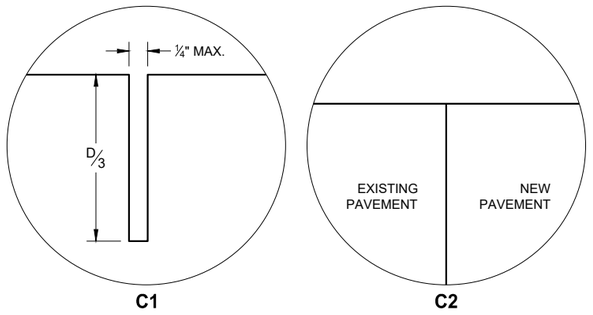
APPROVED
March 2018
DATE

/S/ Peter Kemp, P.E.
PAVEMENT SUPERVISO

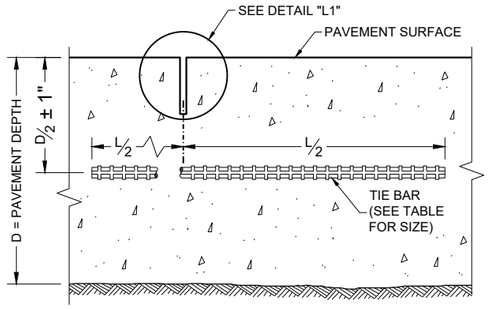
FHWA

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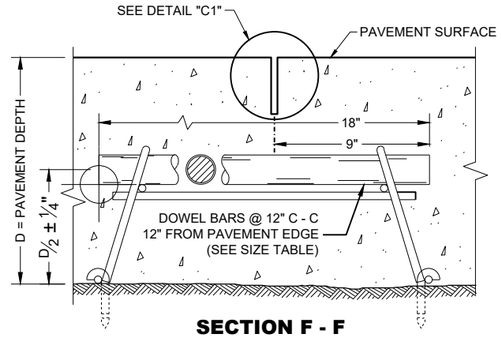
SDD 13C14 - 07c



TRANSVERSE JOINTS



SECTION C - C
SAWED JOINT



SECTION F - F
CONTRACTION JOINT

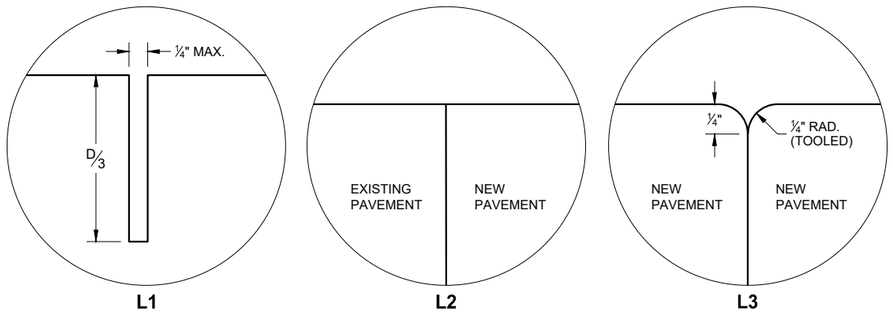
GENERAL NOTES

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

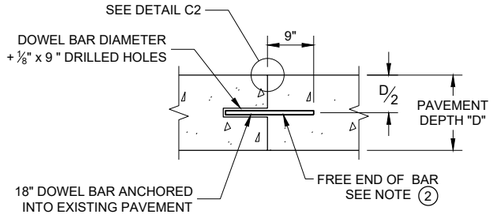
PROVIDE A MIMIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

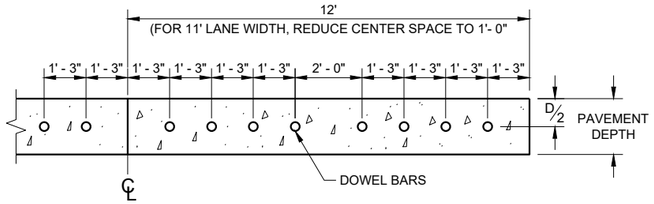
(2) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



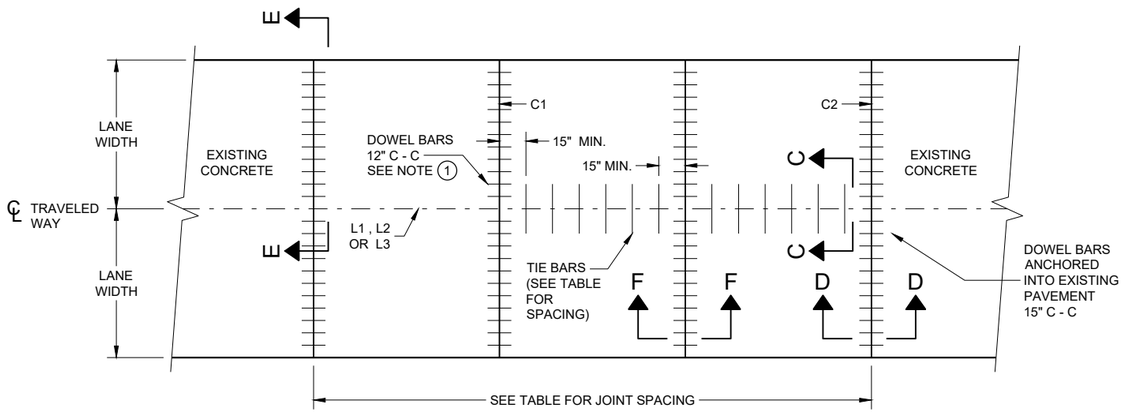
LONGITUDINAL JOINTS



SECTION D - D



SECTION E - E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT



PLAN VIEW
CONCRETE BASE
CONTRACTION JOINT LOCATIONS

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8" & ABOVE	1 ¼"	15'

CONCRETE BASE

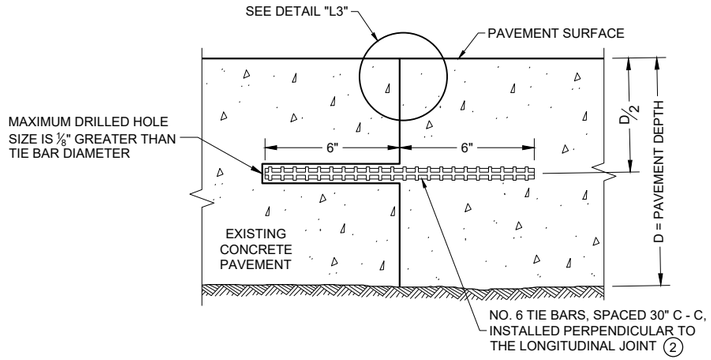
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 13C15 - 08a
SDD 13C15 - 08a

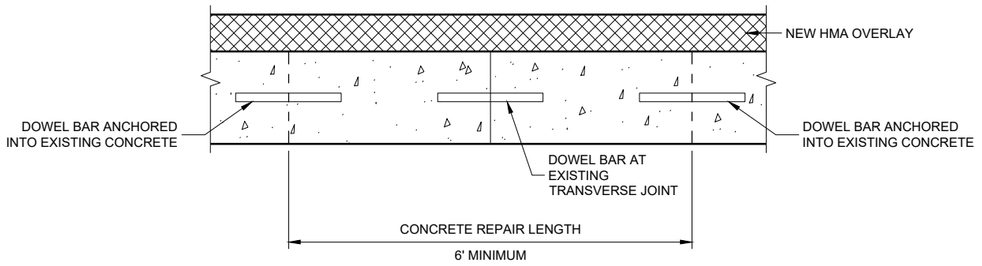
GENERAL NOTES

1. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) AT THE LONGITUDINAL JOINT IN LIEU OF TIE BARS FOR SINGLE LANE CONCRETE BASE REPAIRS UP TO 15 FEET IN LENGTH.
2. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
3. PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

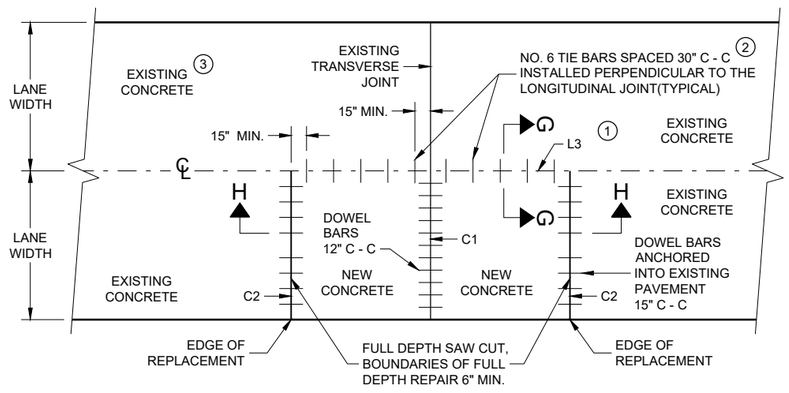


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT



SECTION H - H



PLAN VIEW

SINGLE LANE CONCRETE BASE REPAIR

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CONCRETE BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

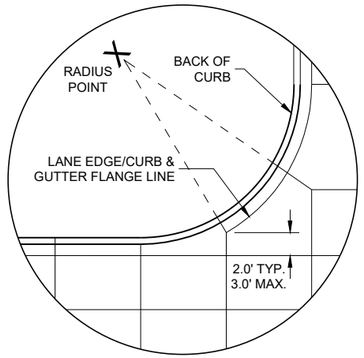
APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

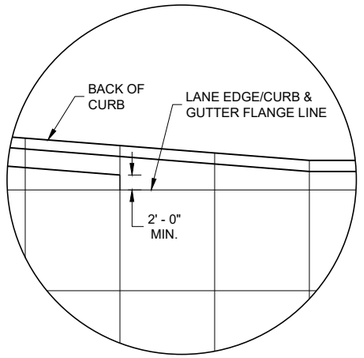
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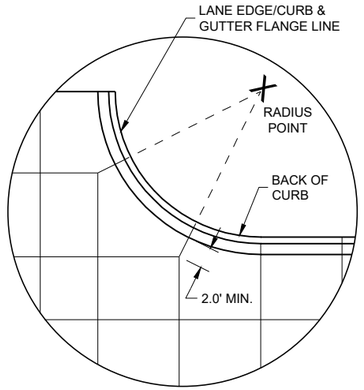
SDD 13C15 - 08b



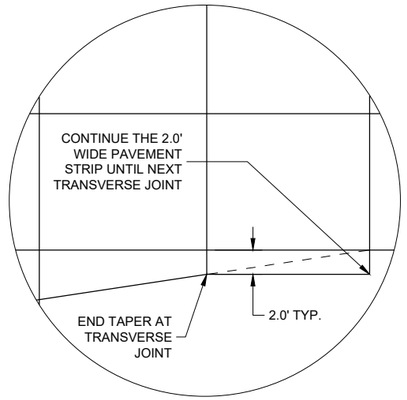
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

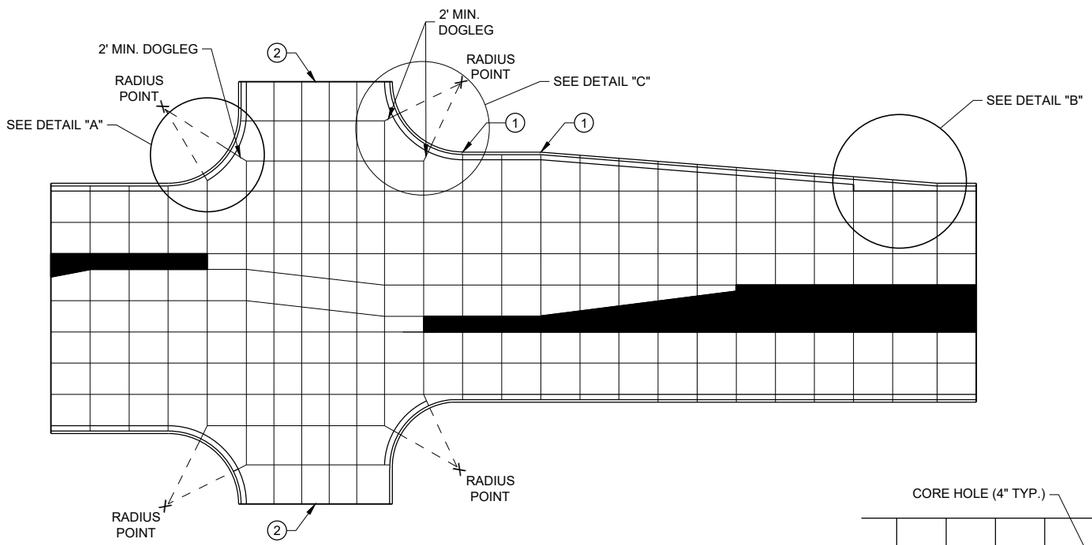
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

(2) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH EDGE OF RADIUS.

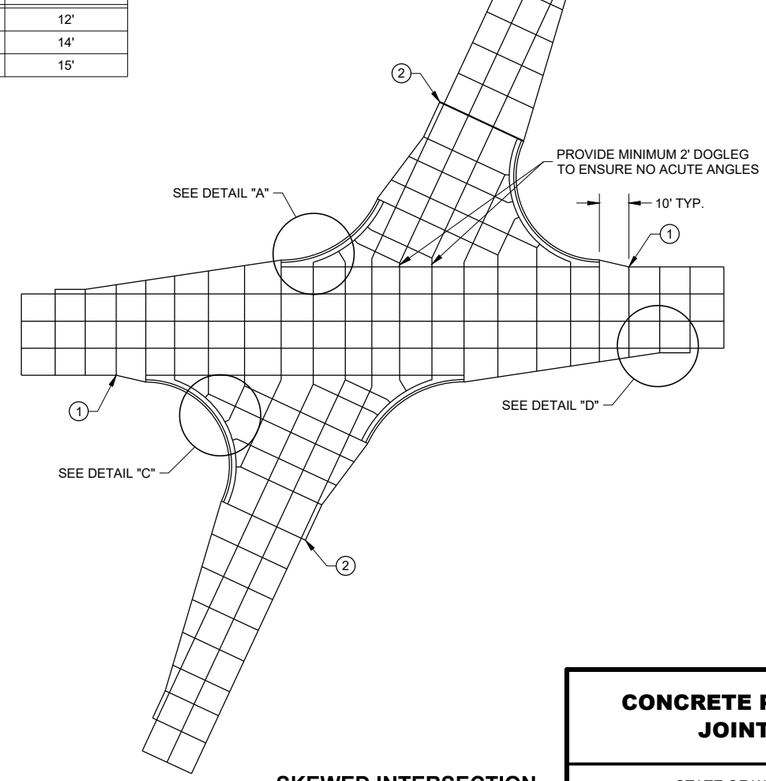
(3) THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



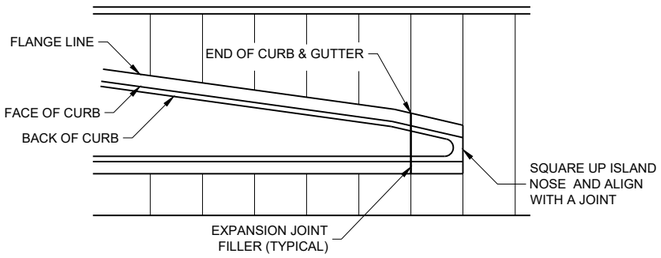
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

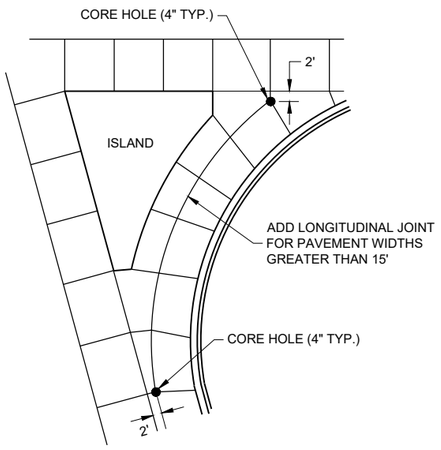
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
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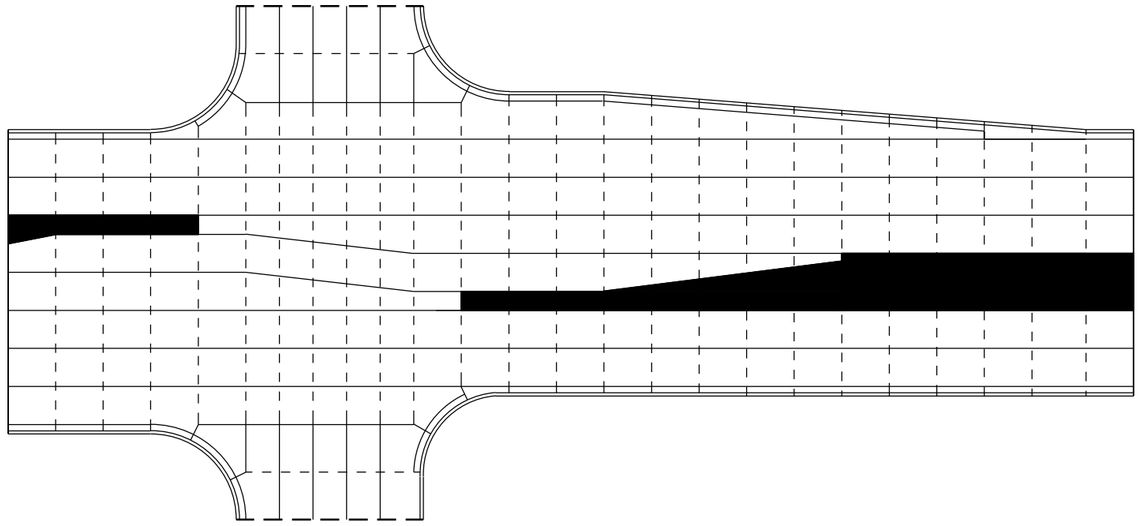
SDD 13C18 - 08a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

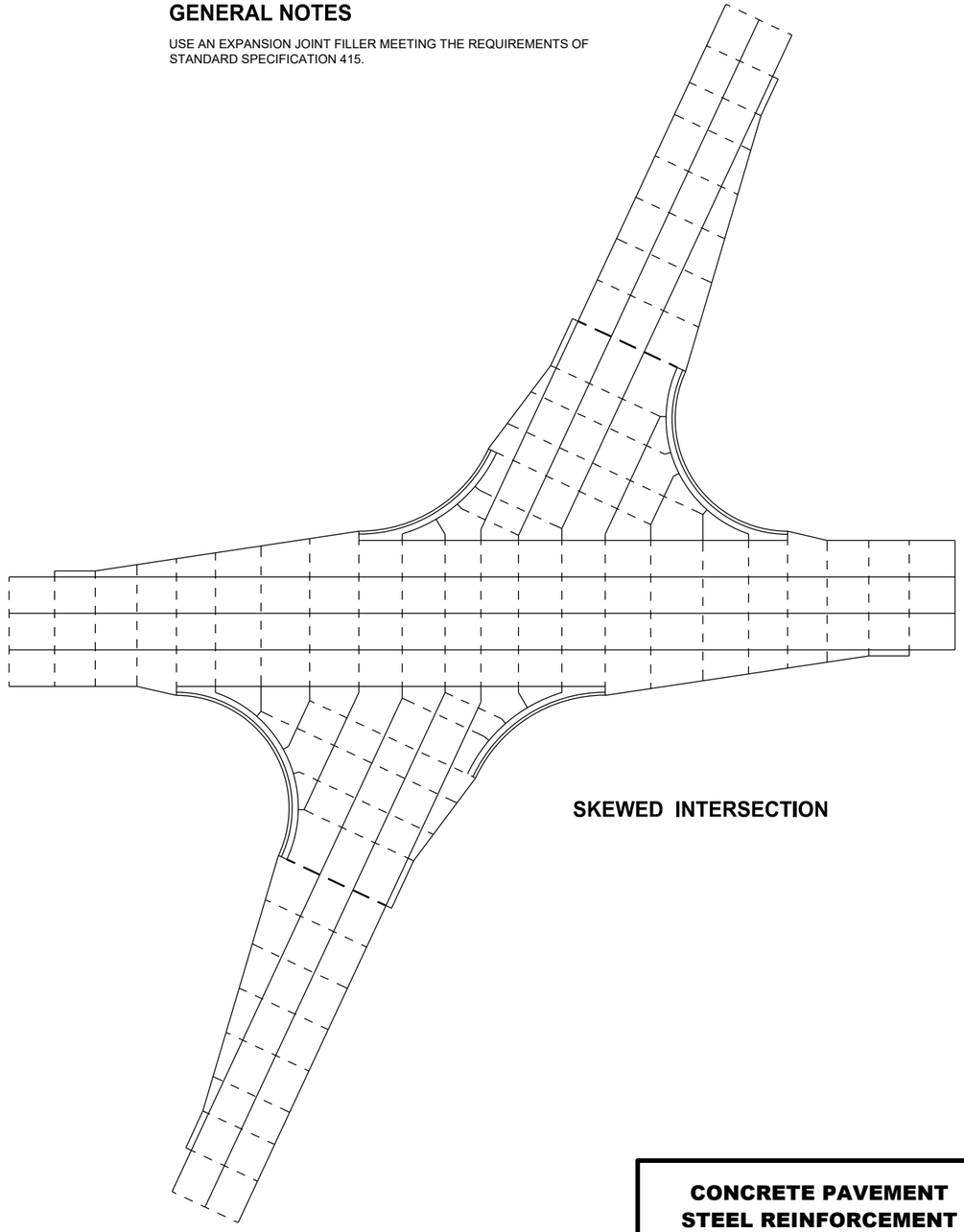
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

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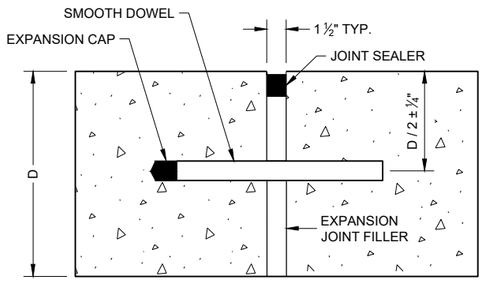
SDD 13C18 - 08b

CONCRETE PAVEMENT STEEL REINFORCEMENT

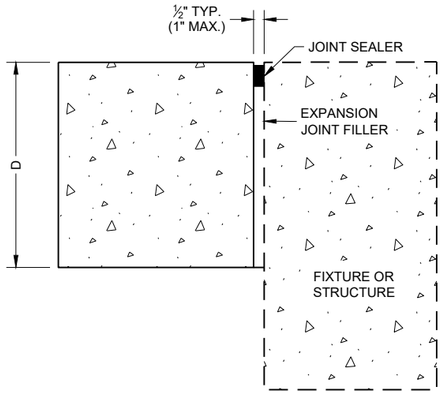
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

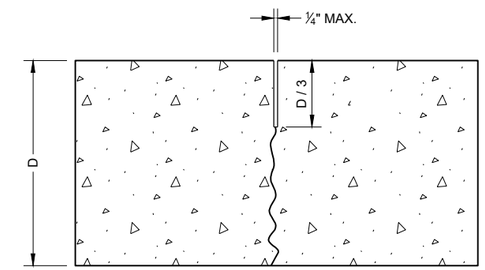
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

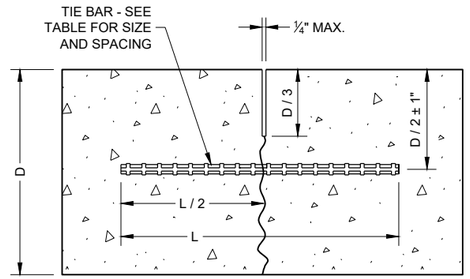
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

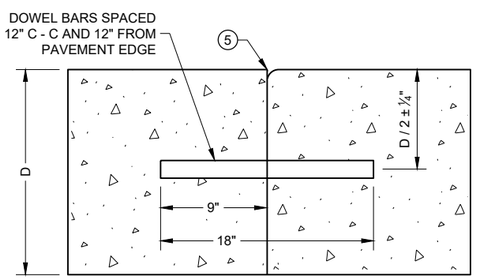
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



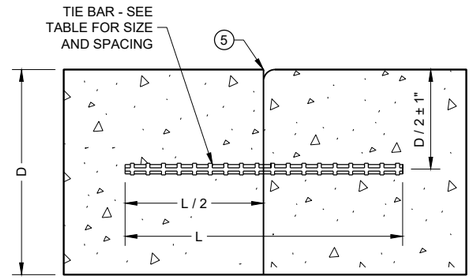
UNDOWELED TRANSVERSE



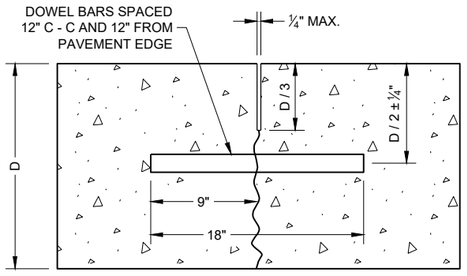
TIED LONGITUDINAL



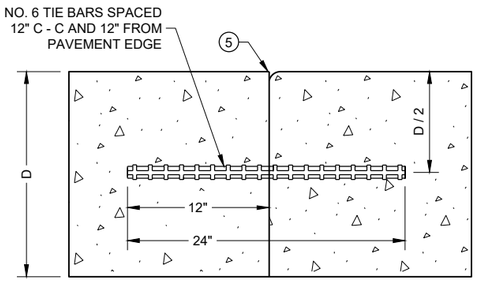
DOWELED TRANSVERSE (3)



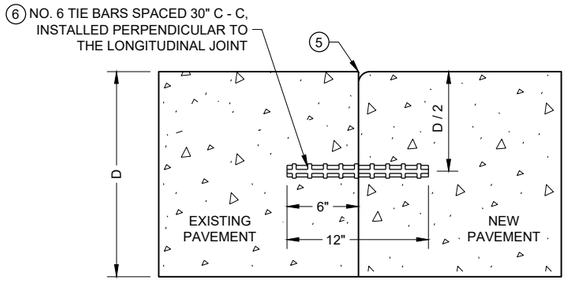
TIED LONGITUDINAL



DOWELED TRANSVERSE



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)

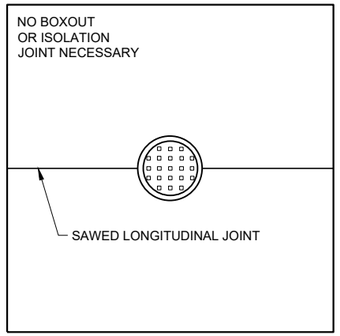


TIED LONGITUDINAL TO EXISTING

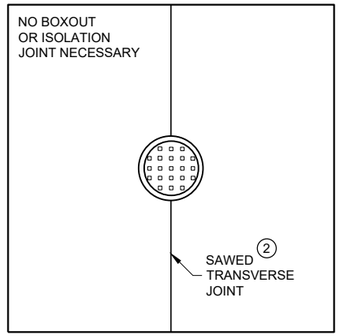
CONTRACTION JOINTS (2)

CONSTRUCTION JOINTS (4)

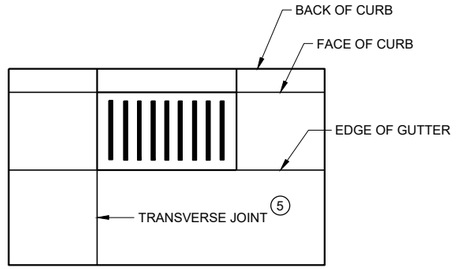
CONCRETE PAVEMENT JOINT TYPES



MANHOLE WITH LONGITUDINAL JOINT



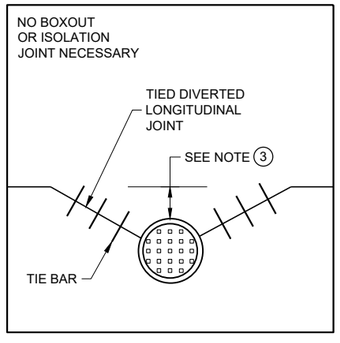
MANHOLE WITH TRANSVERSE JOINT



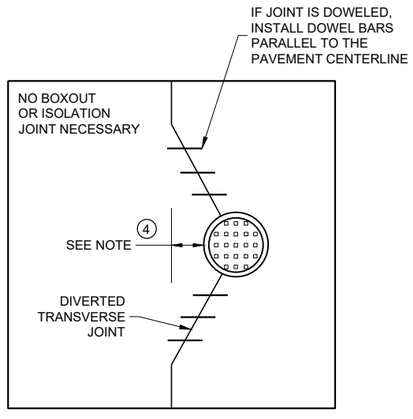
INLET WITH TRANSVERSE JOINT

GENERAL NOTES

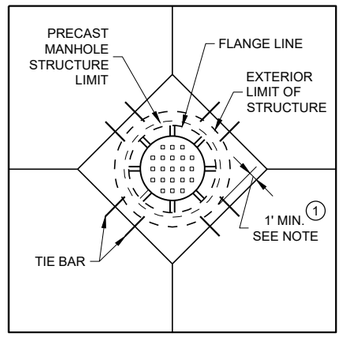
1. USE BOXOUTS WHEN UTILITY STRUCTURE IS IN THE PATH OF CONSTRUCTION JOINTS. PROVIDE A 1 FOOT MINIMUM CLEARANCE BETWEEN THE EXTERIOR LIMIT OF THE STRUCTURE TO THE DIAMOND BOXOUT.
2. ADJUST TRANSVERSE JOINT TO INTERSECT MANHOLE IF POSSIBLE.
3. IF DISTANCE BETWEEN THE LONGITUDINAL JOINT AND THE EDGE OF MANHOLE IS 2 FEET OR LESS, DIVERT THE LONGITUDINAL JOINT AT A 2:1 TAPER RATE TO THE CENTER OF THE MANHOLE. IF THE DISTANCE IS GREATER THAN 2 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
4. IF THE DISTANCE FROM THE EDGE OF THE MANHOLE TO THE NEAREST TRANSVERSE JOINT IS LESS 4 FEET OR LESS, REDIRECT JOINT TO INTERSECT THE CENTER OF THE MANHOLE. IF DISTANCE IS GREATER THAN 4 FEET, DO NOT DIVERT THE JOINT AND SAW AS NORMAL. PLACE REINFORCEMENT REBAR AROUND THE MANHOLE.
5. ALIGN TRANSVERSE JOINT WITH ONE EDGE OF INLET WHEN PRACTICAL.



MANHOLE WITH DIVERTED LONGITUDINAL CONTRACTION JOINT



MANHOLE WITH DIVERTED TRANSVERSE CONTRACTION JOINT



DIAGONAL MANHOLE BOXOUT FOR CONSTRUCTION JOINTS

CONCRETE PAVEMENT JOINTING AT UTILITY FIXTURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVISO

FHWA

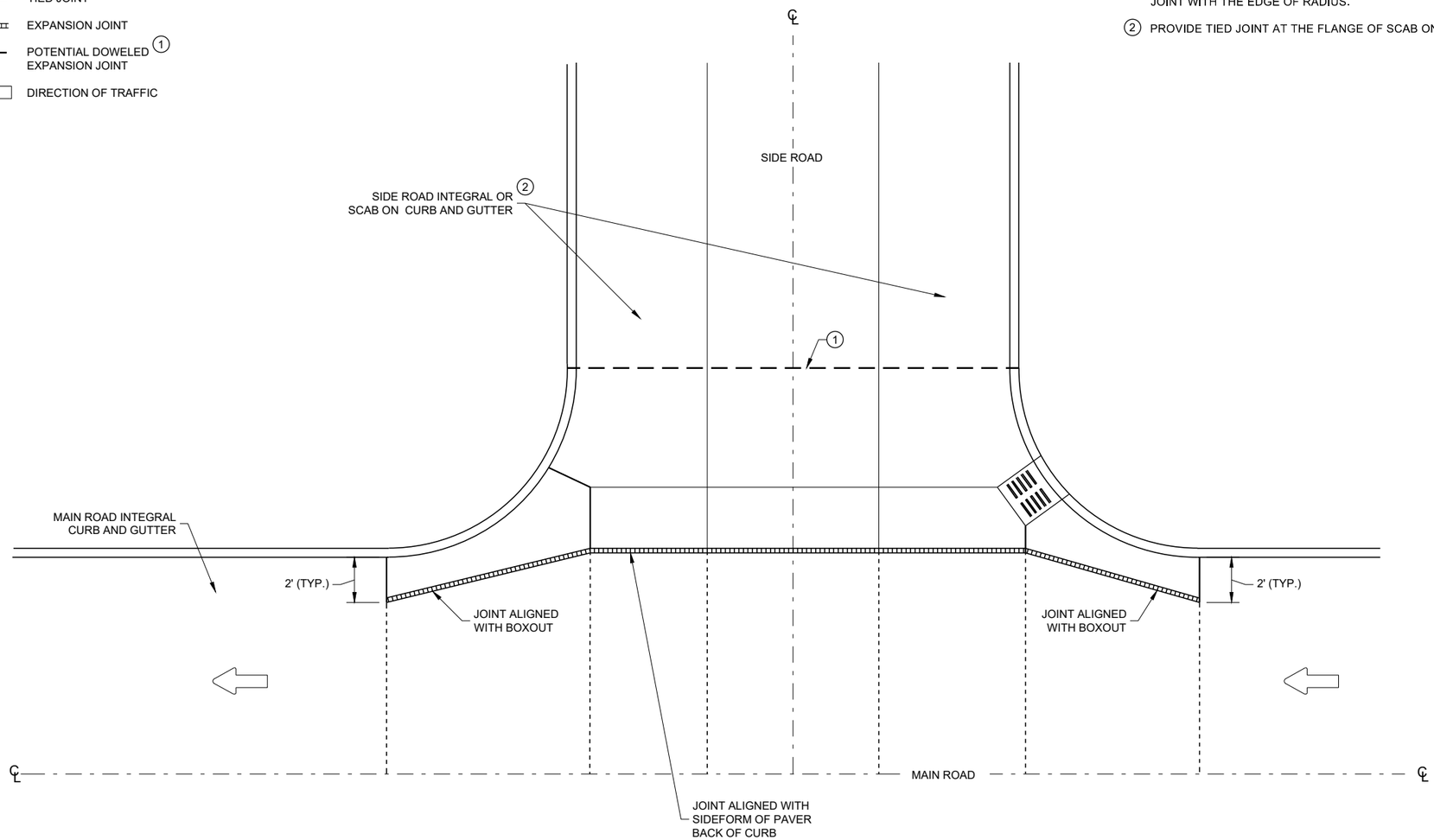
6

SDD13C18 - 08d

SDD13C18 - 08d

LEGEND

- DOWELED JOINT
- TIED JOINT
- EXPANSION JOINT
- POTENTIAL DOWELED EXPANSION JOINT (1)
- DIRECTION OF TRAFFIC



GENERAL NOTES

(1) CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH THE EDGE OF RADIUS.

(2) PROVIDE TIED JOINT AT THE FLANGE OF SCAB ON CURB IF SCAB ON CURB AND GUTTER IS USE.

INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

CONCRETE PAVEMENT INTERSECTION BOXOUT FOR INTEGRAL CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

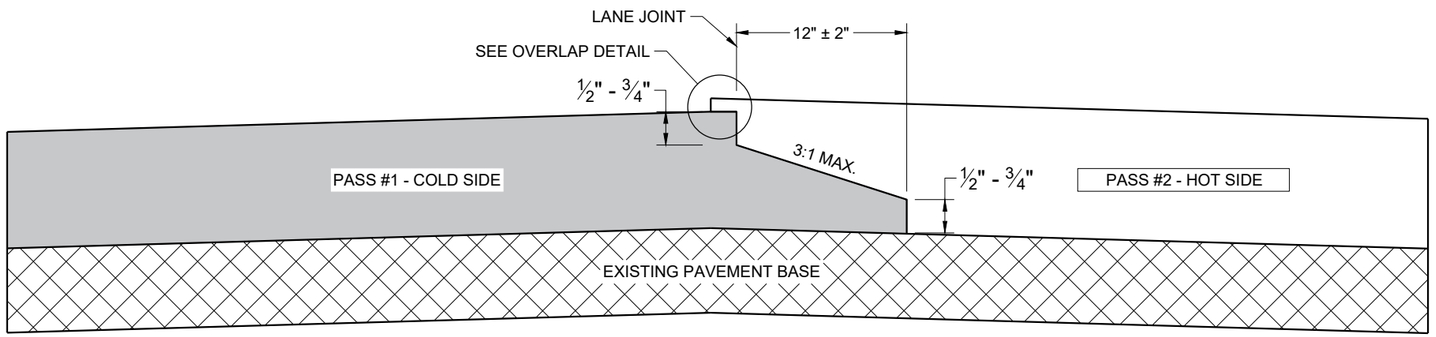
FHWA

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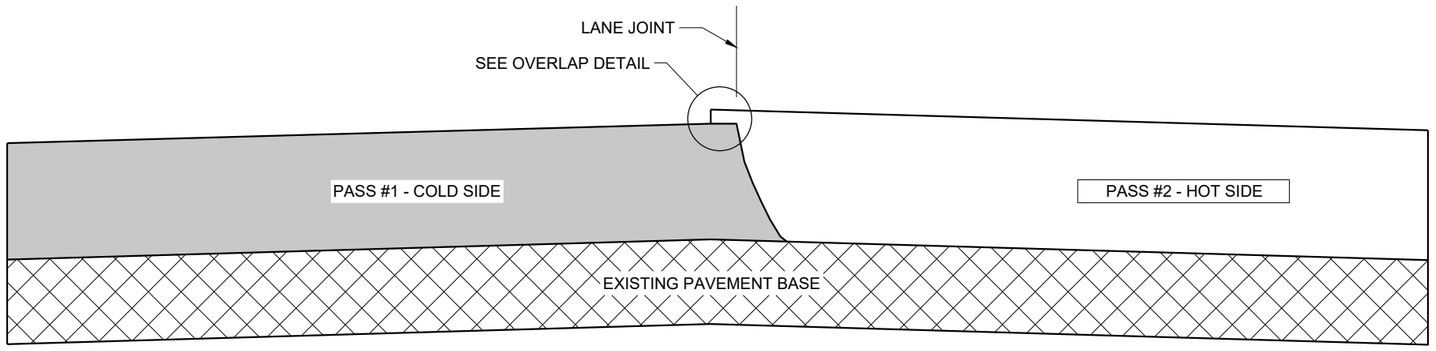
SDD 13C18 - 08f

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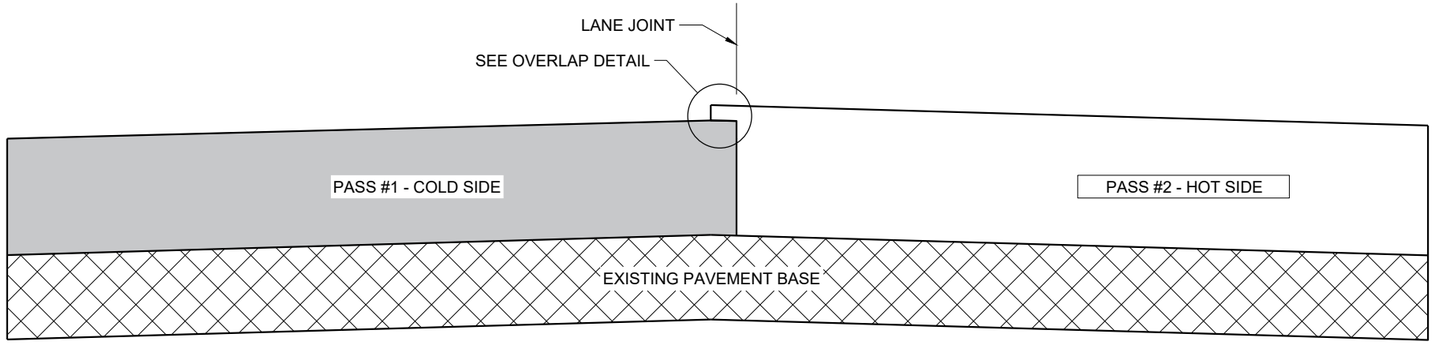
SDD 13C18 - 08f



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

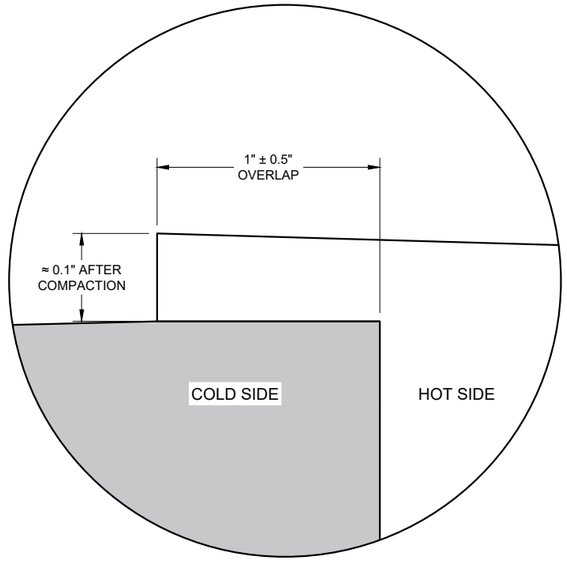
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

6

6

SDD 13C19 - 03

SDD 13C19 - 03

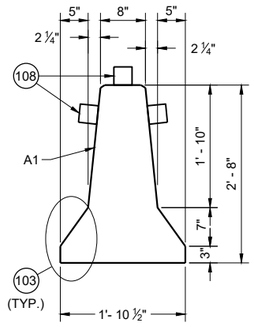
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

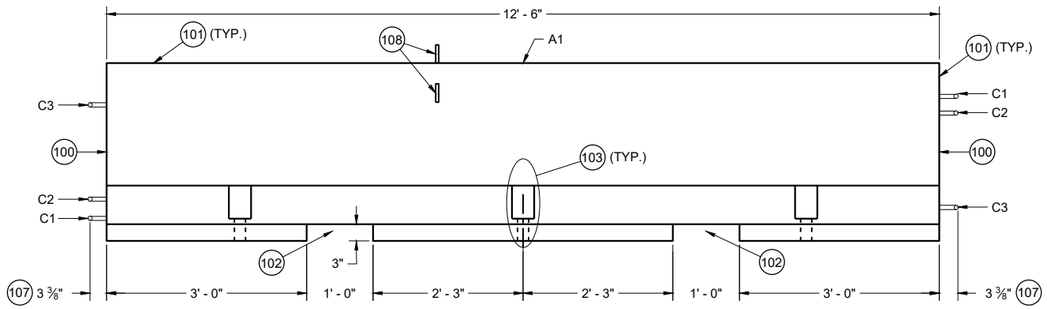
APPROVED
November 2020
DATE

/S/ Steven Hefel
HMA PAVEMENT ENGIN

FHWA



CROSS SECTION



PROFILE VIEW

GENERAL NOTES

PLACE BARRIER ON PAVED SURFACE. BEFORE PLACEMENT OF TEMPORARY BARRIER, REMOVE ALL LOOSE MATERIAL FROM PAVED SURFACE.

LOOP BARS C1, C2 AND C3 ARE NOT FOR PLACEMENT OR MOVEMENT OF BARRIER.

(100) PERMANENTLY FORM INTO ONE END OF BARRIER THE FOLLOWING INFORMATION:
- A. TYPE OF BARRIER: WI-CBTP
- B. MANUFACTURER
- C. DATE OF MANUFACTURE (MONTH AND YEAR)

(101) 1" OPTIONAL CHAMFER

(102) SEE LIFTING SLOT DETAIL

(103) SEE ANCHOR BLOCK DETAIL

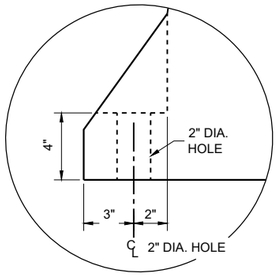
(104) 1 ¾" MIN. CLEAR COVER

(105) 2" MIN. CLEAR COVER

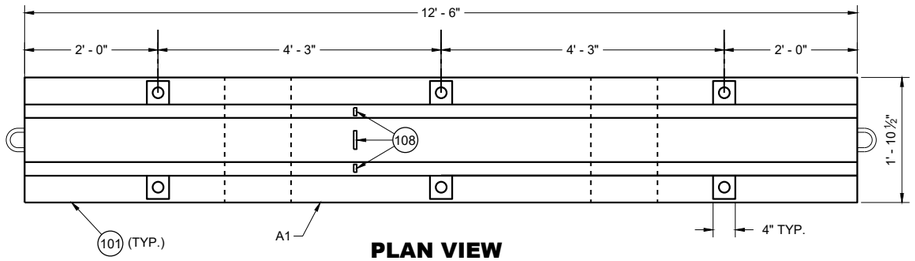
(106) 1" MIN. CLEAR COVER

(107) ± ⅛" MEASURED FROM FACE OF CONCRETE BARRIER TO OUTSIDE OF LOOP BAR (TYP.)

(108) USE DELINEATORS CONFORMING TO SECTION 633 OF THE STANDARD SPECIFICATIONS. CONTRACTOR MY USE ALTERNATE SHAPES AND HOUSING. INSTALL DELINEATORS ACCORDING TO MANUFACTURERS INSTRUCTION. INSTALL YELLOW REFLECTORS WHEN BARRIER IS LOCATED LEFT OF TRAFFIC AND WHITE WHEN BARRIER IS LOCATED RIGHT OF TRAFFIC. SPACE DELINEATORS A MAXIMUM OF 25 FEET APART, PROVIDE TOP MOUNTED DELINEATORS IN ADDITION TO SIDE MOUNTED DELINEATORS ON BARRIER INSTALLATIONS LOCATED ON A CURVED ALIGNMENT LONGER THAT 200 FEET AND ON BARRIERS USED TO SEPARATE OPPOSING TRAFFIC.

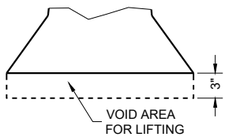


ANCHOR BLOCK DETAIL

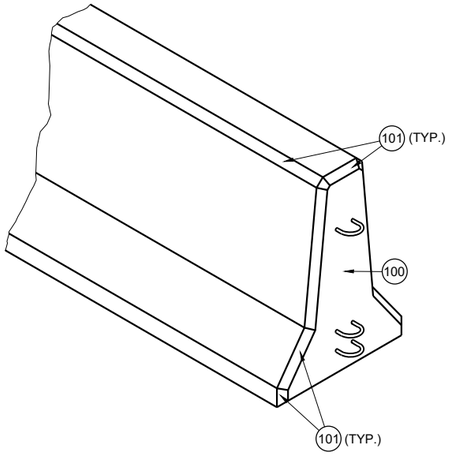


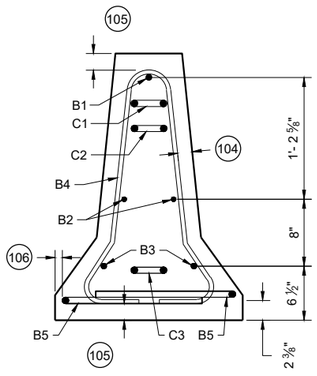
PLAN VIEW

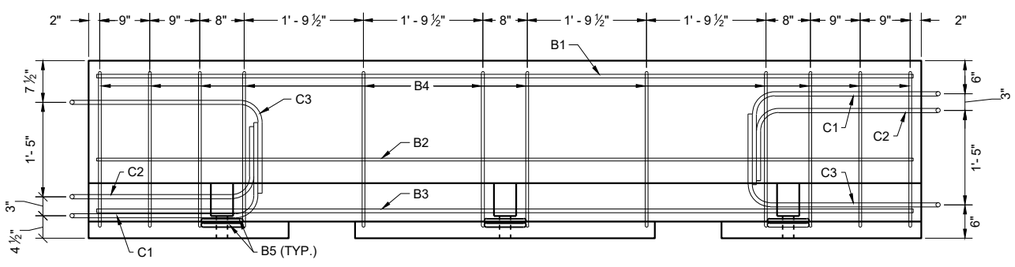
TEMPORARY BARRIER



LIFTING SLOT DETAIL (TYP.)







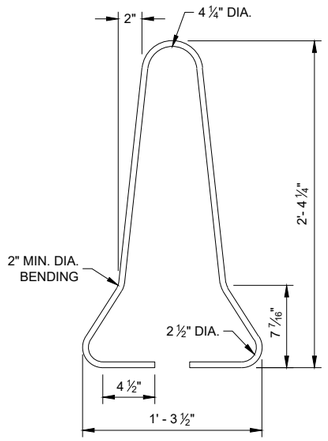
PROFILE VIEW

TEMPORARY BARRIER REINFORCEMENT

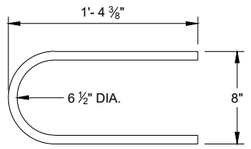
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

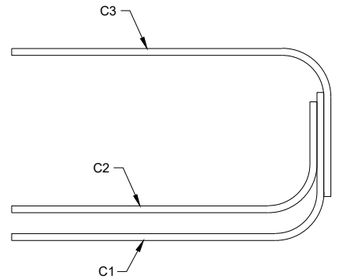
SDD 14B07-16a



B4 BAR DETAIL

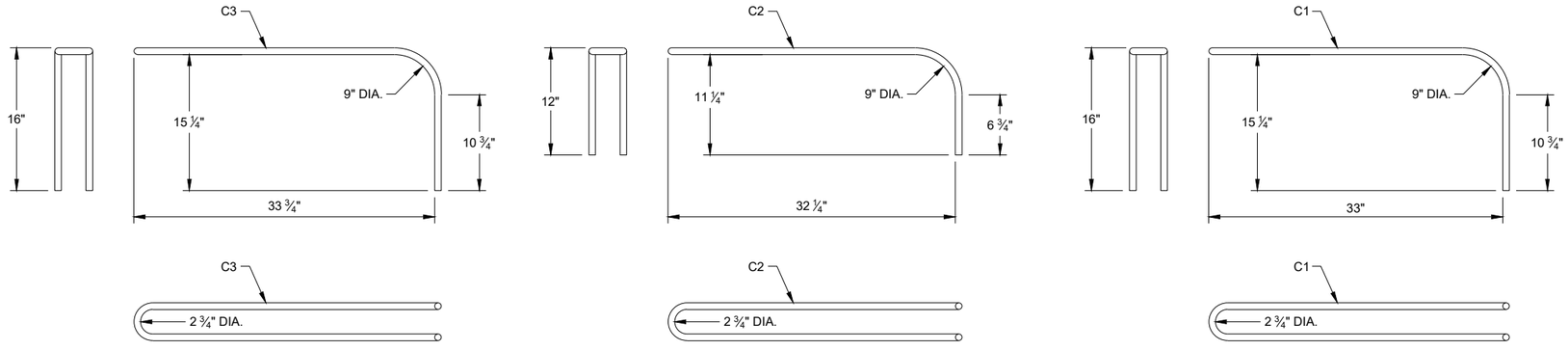


B5 BAR DETAIL



PROFILE VIEW

LOOP BAR ASSEMBLY



C BAR DETAILS

6

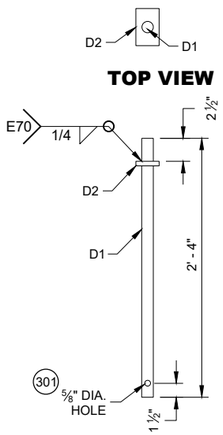
SDD 14B07-16b

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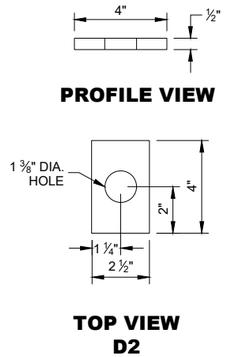
SDD 14B07-16b

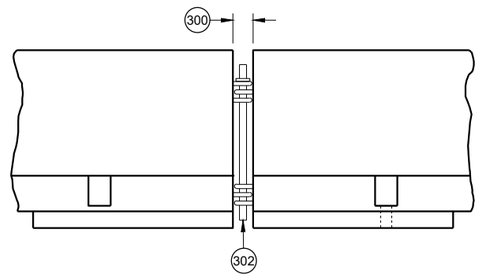
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA



CONNECTOR PIN ASSEMBLY





CONNECTING TEMPORARY BARRIER SECTIONS

GENERAL NOTES

300 SET WITH 3 ⅝" WOOD BLOCK.

301 HOLE IS OPTIONAL.

302 CONNECTOR PIN ASSEMBLY.

303 CONCRETE PAVEMENT, APPROACH SLAB, OR DECK.

304 CONCRETE DECK.

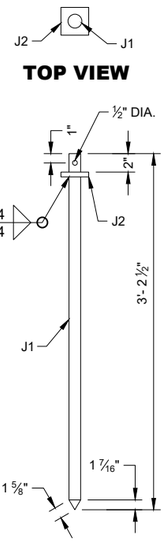
305 DO NOT USE ON CONCRETE BRIDGE DECK WITH ASPHALT OVERLAY OR CONCRETE PAVEMENT WITH ASPHALT OVERLAY.

306 MINIMUM OF 2" OF ASPHALT.

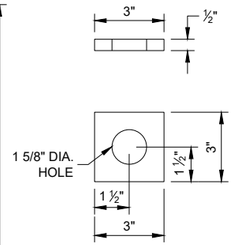
307 ASPHALT ANCHOR PIN ASSEMBLY

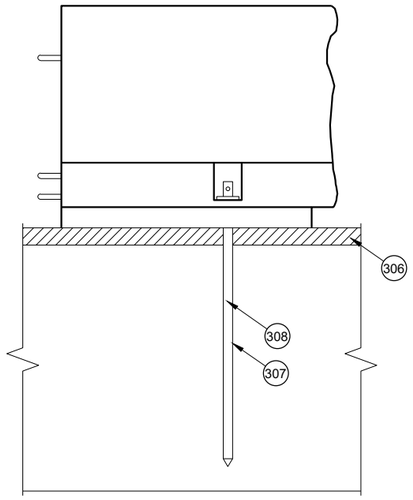
308 IF DRILLING A PILOT HOLE, THE MAX, DIA. OF THE HOLE IS 3/4"

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.



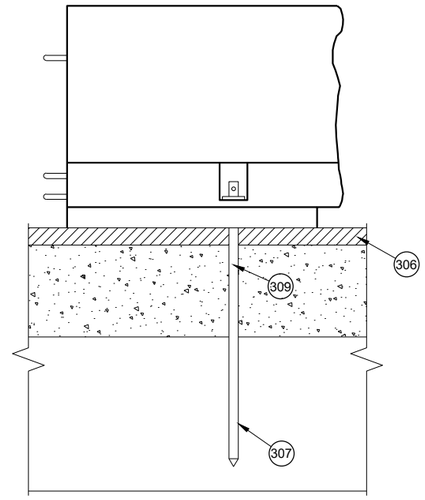
ASPHALT ANCHOR PIN ASSEMBLY





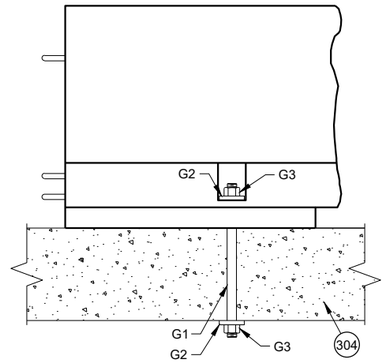
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT PAVEMENT



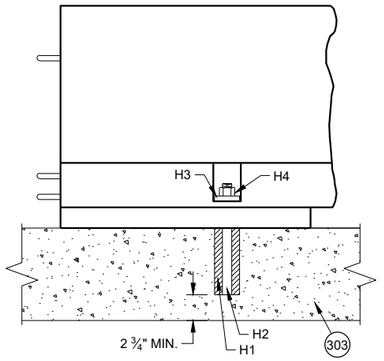
SIDE VIEW

ASPHALT ANCHOR INSTALLATION THROUGH ASPHALT OVERLAY ON TOP OF CONCRETE PAVEMENT



SIDE VIEW

THROUGH BOLT ANCHOR INSTALLATION (305)



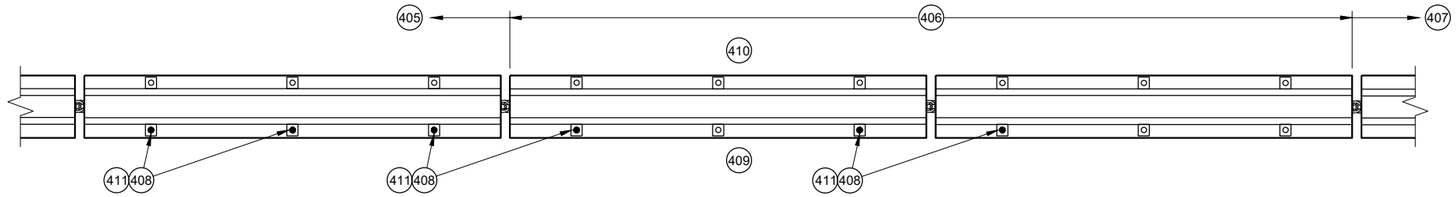
SIDE VIEW

ADHESIVE ANCHOR INSTALLATION (305)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

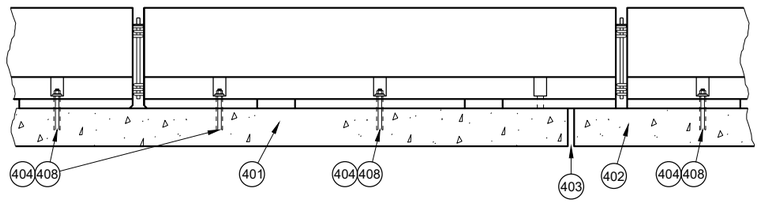
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B07-16c



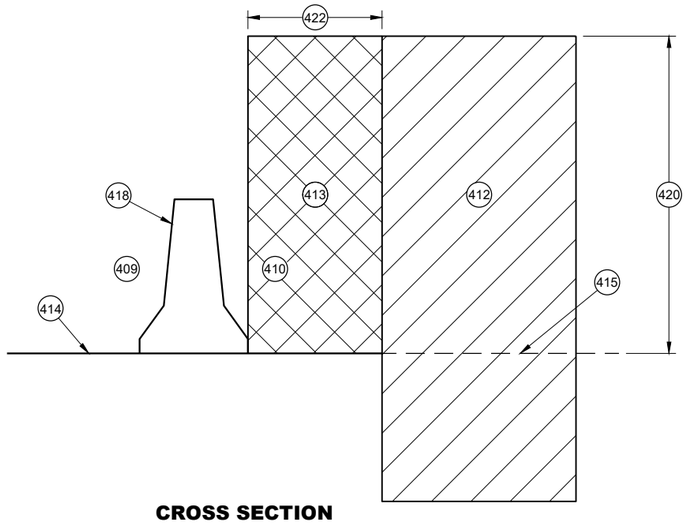
PLAN VIEW

TRANSITION FROM FREE STANDING TO ANCHORED BARRIER



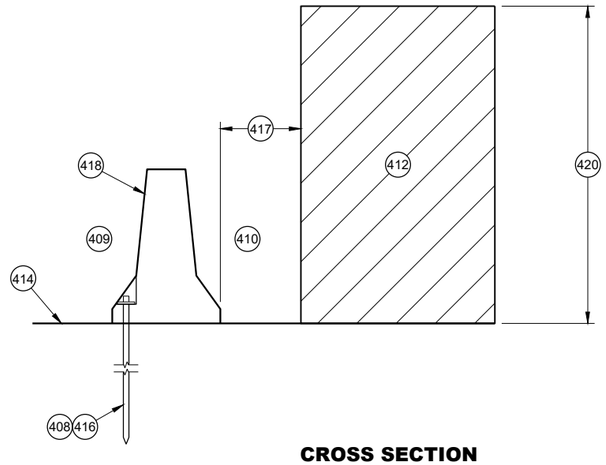
PROFILE VIEW

ANCHORED BARRIER NEAR EXPANSION JOINT (400)



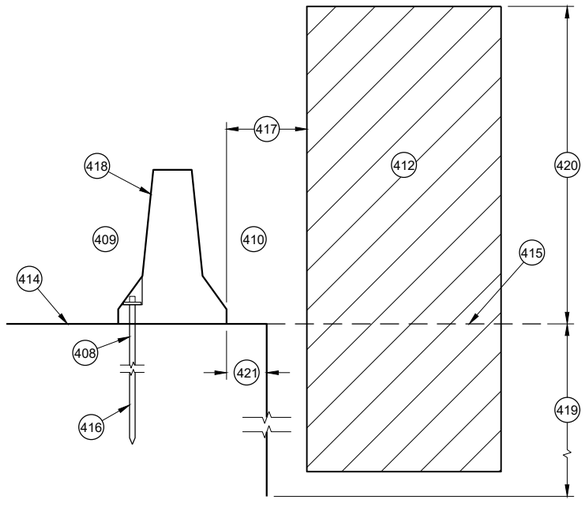
CROSS SECTION

FREE STANDING BARRIER



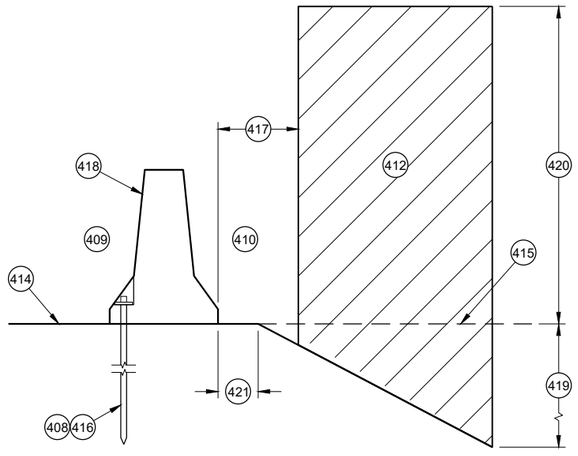
CROSS SECTION

ANCHORED BARRIER FOR OBJECTS ABOVE THE GRADE LINE AND NEAR THE BARRIER



CROSS SECTION

ANCHORED BARRIER NEAR VERTICAL DROP OFF



CROSS SECTION

ANCHORED BARRIER NEAR A SLOPE

GENERAL NOTES

(400) NO SINGLE CONCRETE BARRIER SECTION SHALL BE ANCHORED TO BOTH THE BRIDGE DECK AND THE APPROACH SLAB. ALL ANCHOR BOLT LOCATIONS SHALL BE ANCHORED TO THE DECK IN ACCORDANCE WITH THE DETAIL. NO MORE THAN ONE ANCHOR BOLT SHALL BE ELIMINATED FROM A BARRIER SECTION WHEN SPANNING AN EXPANSION JOINT.

(401) CONCRETE DECK

(402) CONCRETE DECK OR APPROACH SLAB.

(403) EXPANSION JOINT

(404) ADHESIVE ANCHOR SHOWN. SEE ANCHOR DETAILS.

(405) ANCHORED TEMPORARY BARRIER

(406) TRANSITION FROM ANCHORED TEMPORARY BARRIER TO FREE STANDING

(407) FREE STANDING BARRIER

(408) REMOVE ALL ANCHORS WHEN NO LONGER NEEDED. FILL CONCRETE PAVEMENTS, DECKS AND APPROACH SLABS WITH NON-SHRINK COMMERCIAL GROUT FROM THE APPROVED PRODUCT LIST. FILL ASPHALT PAVEMENTS WITH ASTM D6690 TYPE II RUBBERIZED CRACK FILLER.

(409) TRAFFIC SIDE

(410) NON-TRAFFIC SIDE

(411) ANCHOR LOCATION. SEE ANCHORING DETAILS.

(412) WORK AREA

(413) AREA FREE OF OBJECTS AND WORKERS

(414) GRADE LINE

(415) EXTENDED GRADE LINE

(416) ANCHORED TEMPORARY BARRIER. SEE BOLT THROUGH DECK, REMOVABLE ADHESIVE ANCHOR, OR AN ASPHALT ANCHOR ROD DETAILS FOR MORE INFORMATION. ASPHALT ANCHOR ROD SHOWN.

(417) WHEN OBJECTS EXTEND ABOVE THE GRADE. A MINIMUM OF 1 FOOT IS REQUIRED FROM BACK OF BARRIER TO OBJECT.

(418) OBJECTS ARE NOT TO BE PLACED ON, MOUNTED TO, OR ALLOWED TO LEAN AGAINST THE BARRIER WITHOUT WRITTEN PERMISSION OF THE PROJECT ENGINEER.

(419) DEPTHS OF 3 FEET OR MORE.

(420) Y = 6.5'

(421) OFFSET FROM BACK OF BARRIER EDGE:

CONCRETE PAVEMENT	0.5'
ASPHALT	0.5'

(422) POSTED SPEED (MPH):

45 OR GREATER	4.0'
40 OR LOWER	2.0'

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CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
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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

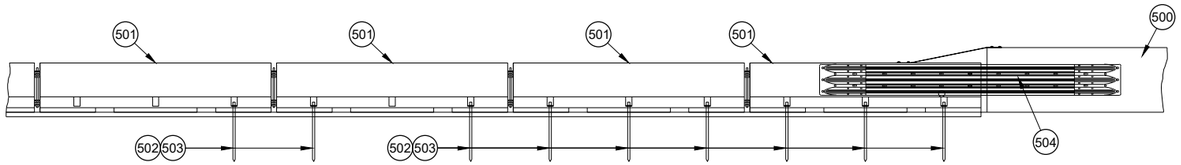
(516) CUT WOOD BLOCK TO FIT.

(517) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL ASSEMBLY.

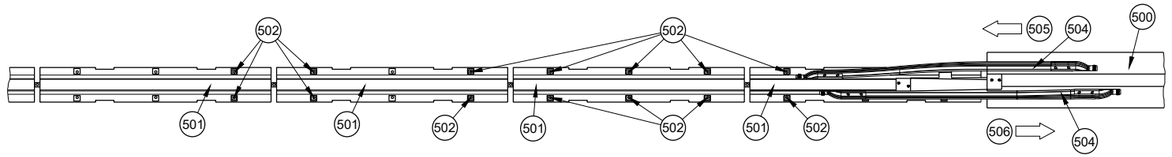
(518) CAP ASSEMBLY

(519) 4" MAX. GAP BETWEEN TEMPORARY BARRIER AND RIGID BARRIER.

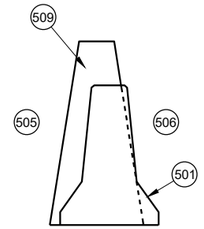
(520) ALL TWELVE SPLICE HOLES REQUIRE M1 AND M2



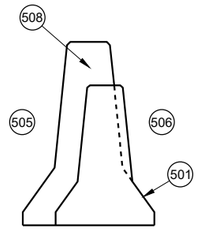
PROFILE VIEW



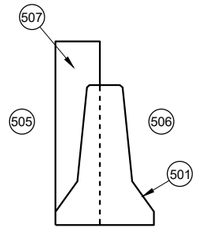
PLAN VIEW
TRANSITION TO RIGID BARRIER



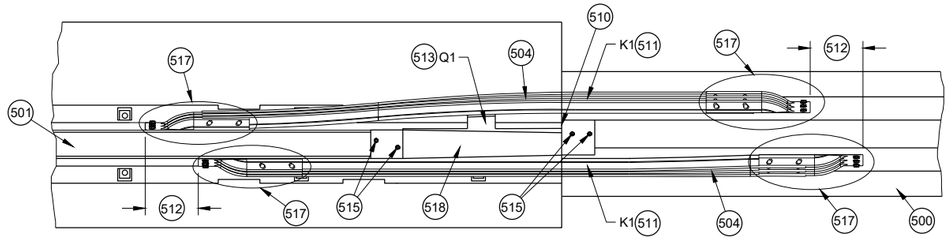
CROSS SECTION TEMPORARY BARRIER PLACEMENT SINGLE SLOPE



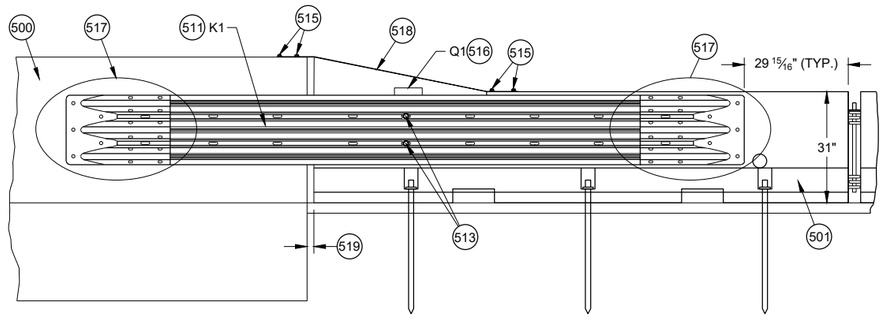
CROSS SECTION TEMPORARY BARRIER PLACEMENT SAFETY SHAPE



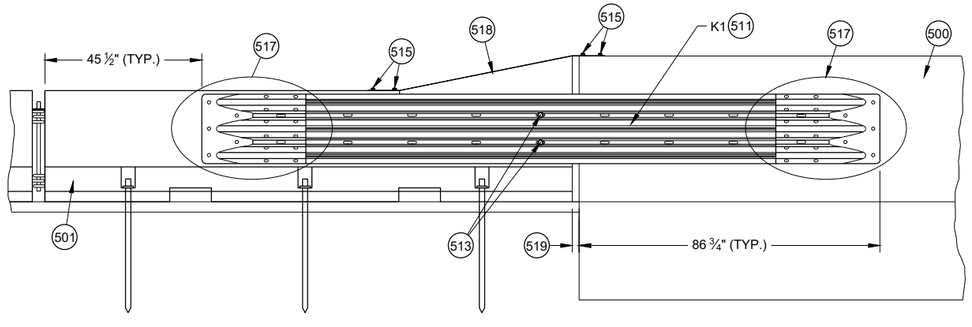
CROSS SECTION TEMPORARY BARRIER PLACEMENT VERTICAL



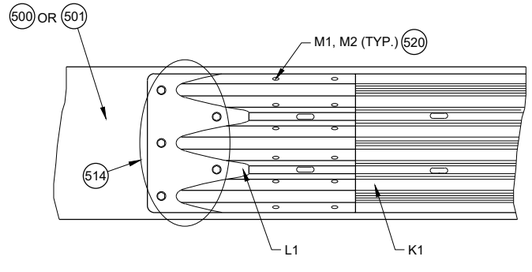
PLAN DETAIL VIEW
TRANSITION TO RIGID BARRIER



BACK DETAIL VIEW
TRANSITION TO RIGID BARRIER



FRONT DETAIL VIEW
TRANSITION TO RIGID BARRIER

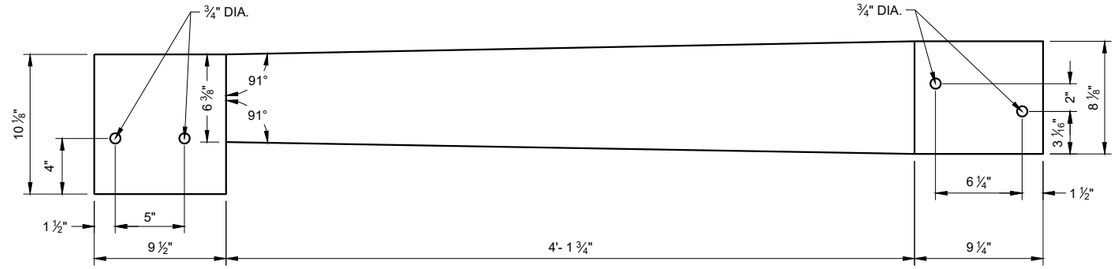


517 DETAIL PLAN VIEW
THRIE BEAM RAIL TERMINAL CONNECTOR ASSEMBLY

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

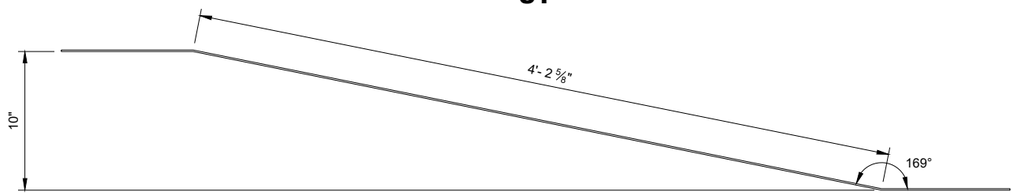
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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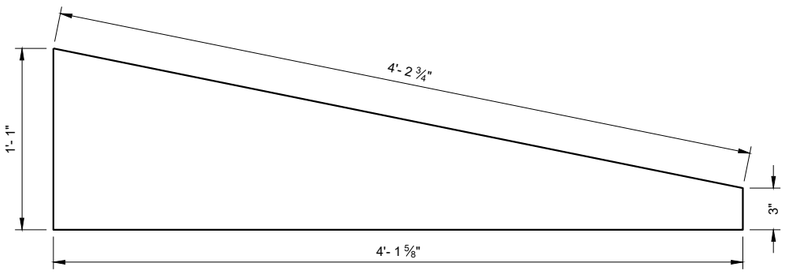
TOP VIEW

S1



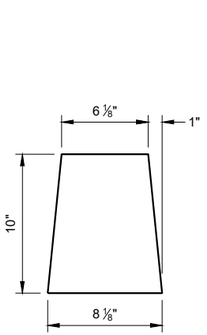
ELEVATION VIEW

S1

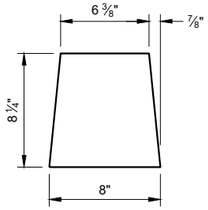


SIDE VIEW

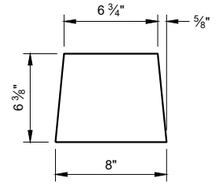
S3



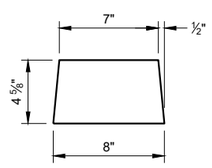
S2



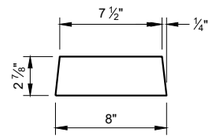
S4



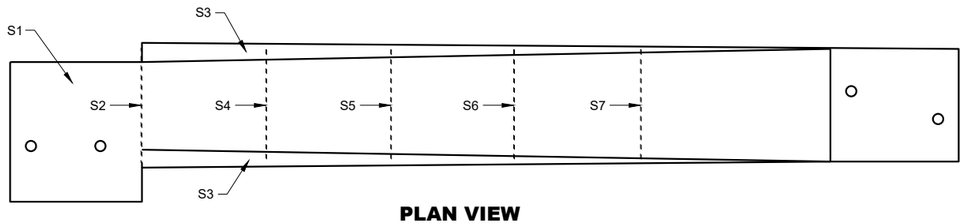
S5



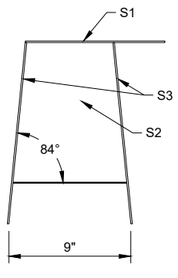
S6



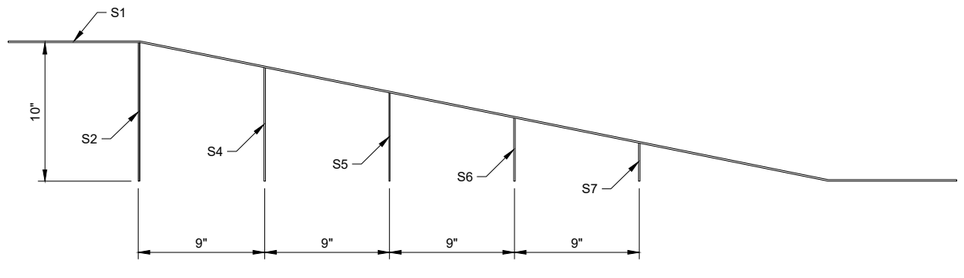
S7



PLAN VIEW



BACK VIEW



SIDE VIEW (600)

42" TOP CAP ASSEMBLY

GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THREE SIDES

STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

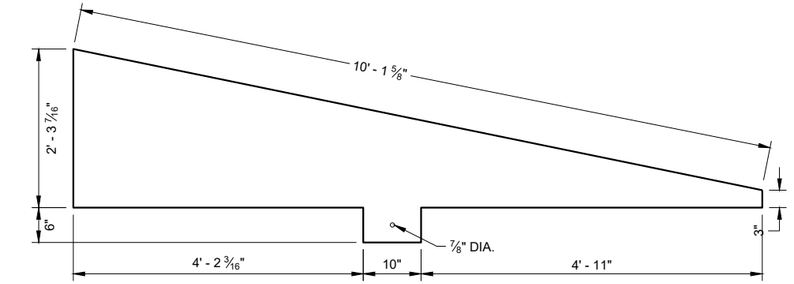
(600) SIDE PLATES (S3) NOT SHOWN FOR CLARITY.

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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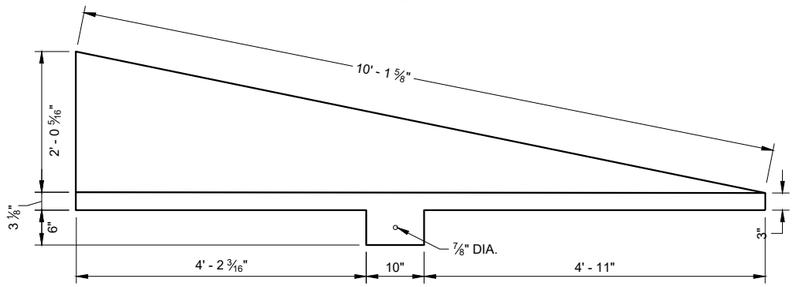
SDD 14B07-16f



SIDE VIEW
T4



END VIEW



SIDE VIEW
T3

END VIEW

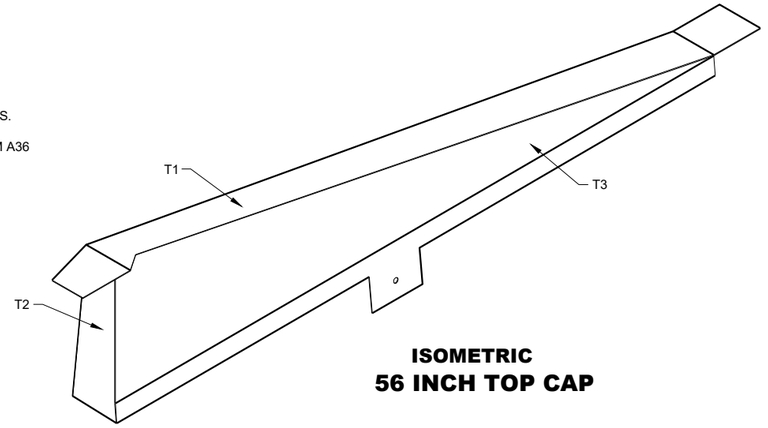
GENERAL NOTES

STITCH WELD GUSSET PLATES AND END PLATES ON THRIE SIDES

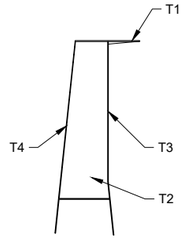
STITCH WELD TWO SIDE PLATES TO TOP PLATE, END PLATE AND GUSSETS.

SIDE PLATES, TOP PLATE, END PLATE AND GUSSETS ARE 12 GAUGE ASTM A36 GALVANIZED STEEL.

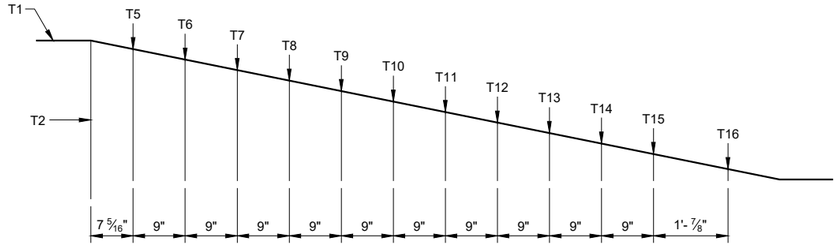
(700) SIDE PLATES (T3 AND T4) NOT SHOWN FOR CLARITY.



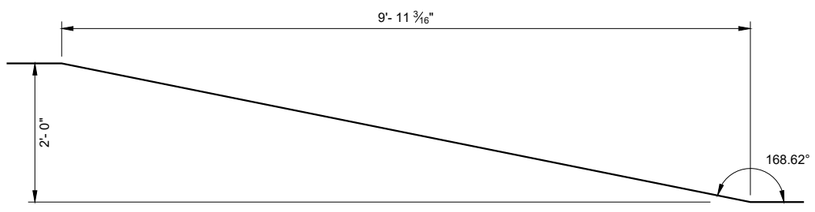
ISOMETRIC
56 INCH TOP CAP



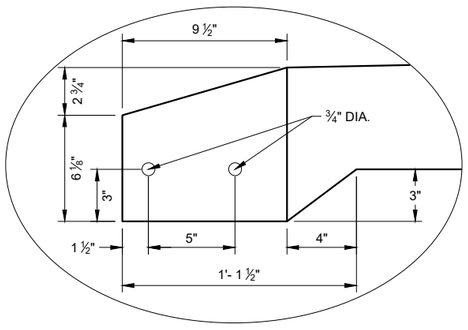
END VIEW
56 INCH TOP CAP



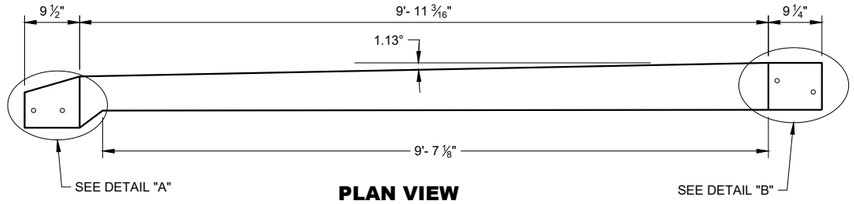
SIDE VIEW (700)
56 INCH TOP CAP



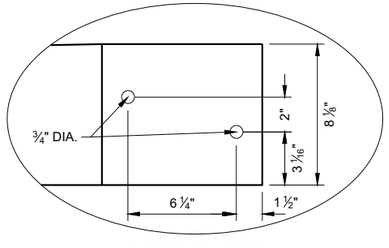
SIDE VIEW
TOP PLATE T1



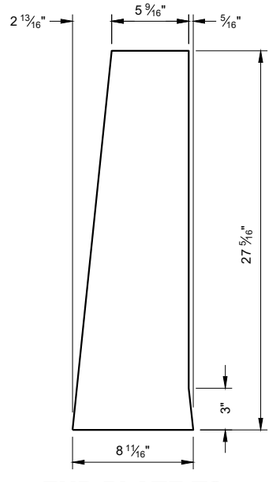
DETAIL "A"



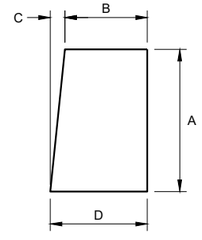
PLAN VIEW
TOP PLATE T1



DETAIL "B"



END PLATE T2



GUSSET PLATES
T5 - T16

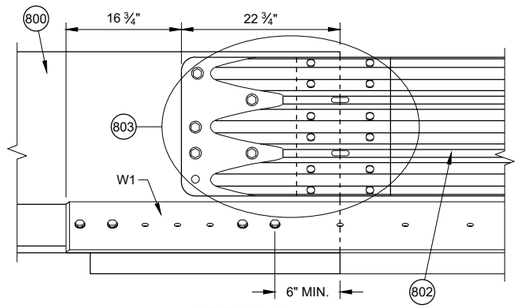
GUSSET DIMENSIONS				
GUSSET NO.	A	B	C	D
T5	22 13/16"	5 1/16"	2 5/16"	8 1/16"
T6	21"	5 7/8"	2 3/16"	8 1/16"
T7	19 3/16"	6 1/16"	1 15/16"	8 1/16"
T8	17 3/8"	6 1/4"	1 13/16"	8 1/16"
T9	15 5/16"	6 7/16"	1 9/16"	8 1/16"
T10	13 3/4"	6 5/8"	1 7/16"	8 1/16"
T11	11 15/16"	6 13/16"	1 1/4"	8 1/16"
T12	10 1/8"	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"

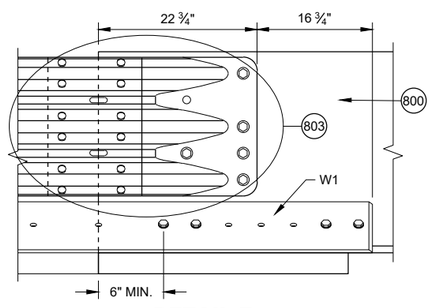
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

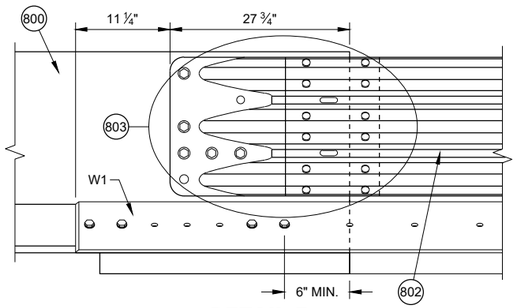
SDD 14B07-16g



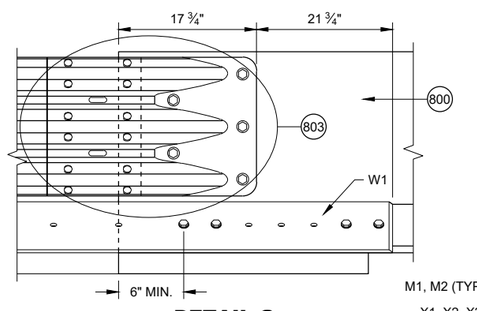
DETAIL D



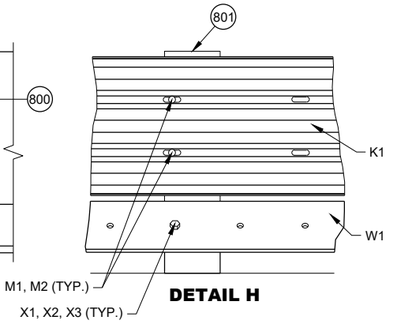
DETAIL E



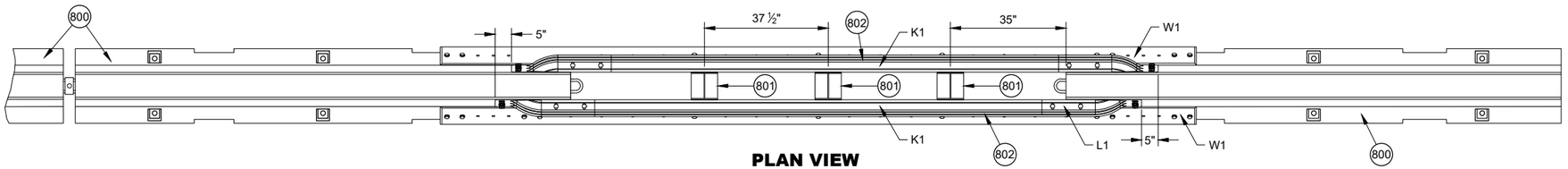
DETAIL F



DETAIL G



DETAIL H



PLAN VIEW

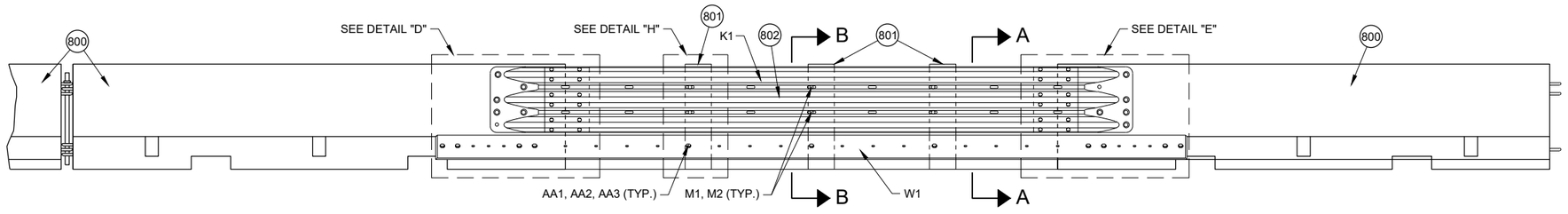
GENERAL NOTES

(800) FREE STANDING TEMPORARY BARRIER

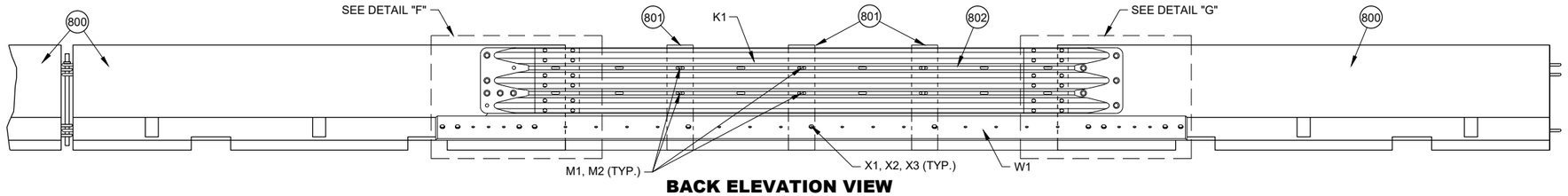
(801) GAP STIFFENER ASSEMBLY

(802) THRIE BEAMS ARE NESTED ON BOTH SIDES OF THE TEMPORARY BARRIER.

(803) SEE THRIE BEAM RAIL TERMINAL CONNECTOR DETAIL



FRONT ELEVATION VIEW



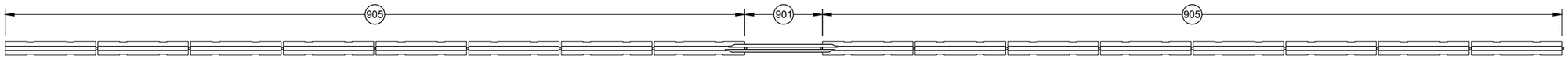
BACK ELEVATION VIEW

PORTABLE CONCRETE BARRIER GAP THRIE BEAM COVER

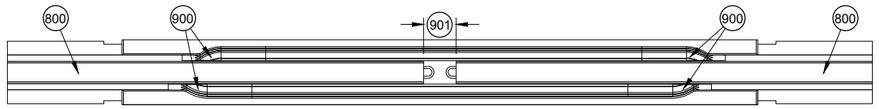
CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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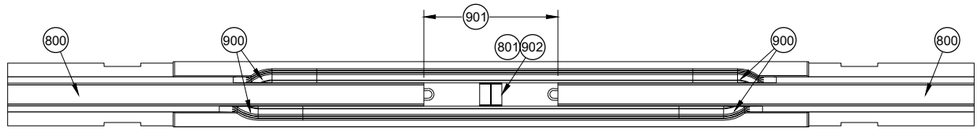
PLAN VIEW
GAP WITHIN SPACING



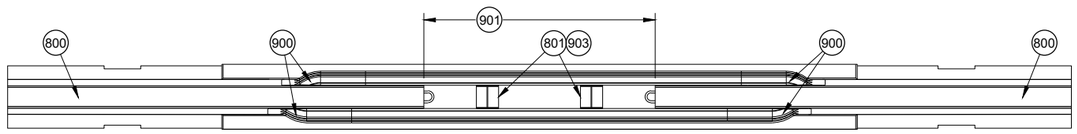
PLAN VIEW
TEMPORARY BARRIER GAP OVER 4" TO 1' MAX. (904)

GENERAL NOTES

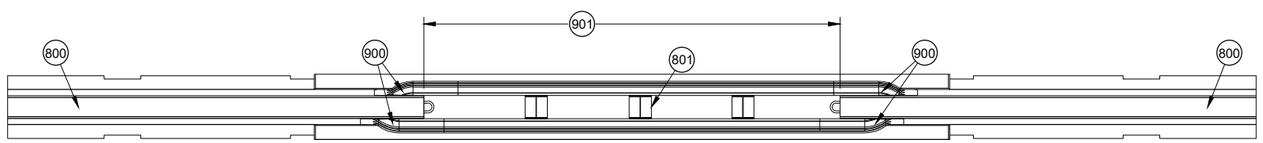
(900) SEE OTHER DETAILS FOR TEMPORARY GAP HARDWARE (TYP.)
(901) TEMPORARY BARRIER GAP
(902) GAP STIFFENER ASSEMBLY CENTERED IN THE GAP.
(903) GAP STIFFENER ASSEMBLY IS OFFSET 18 ¾" FROM CENTER
(904) MINIMUM NUMBER OF GAP STIFFENERS SHOWN FOR THE GAP RANGE SHOWN.
(905) MINIMUM OF 8 CONTINUOUS FREE STANDING TEMPORARY BARRIERS



PLAN VIEW
TEMPORARY BARRIER GAP OVER 1' TO 4' MAX. (904)



PLAN VIEW
TEMPORARY BARRIER GAP OVER 4' TO 7' MAX. (904)

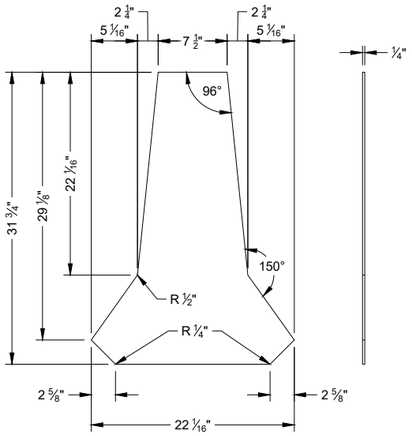


PLAN VIEW
TEMPORARY BARRIER GAP OVER 7' TO 12.5' MAX. (904)

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

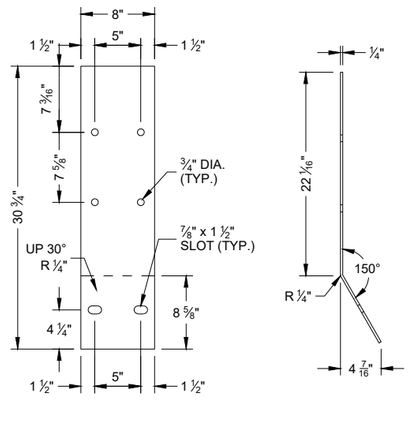
STATE OF WISCONSIN
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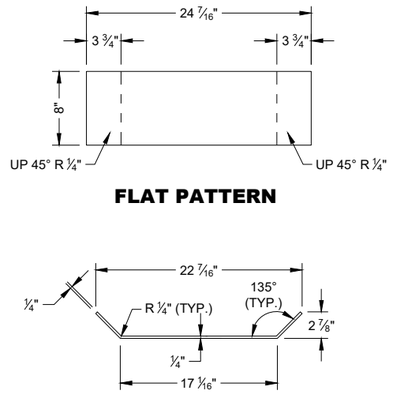
PROFILE VIEW SIDE VIEW

STIFFENER ASSEMBLY CENTER PANEL U1



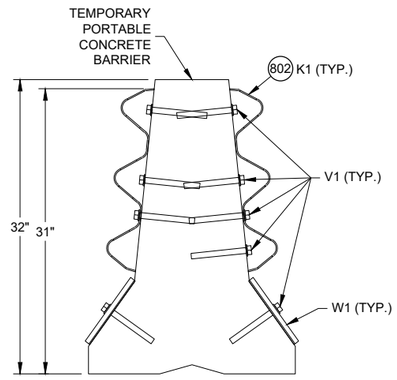
FLAT PATTERN SIDE VIEW

STIFFENER ASSEMBLY SIDE PANEL U2

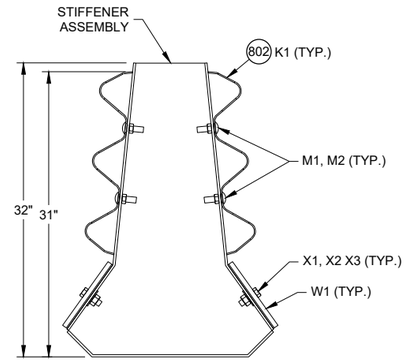


PROFILE VIEW

STIFFENER ASSEMBLY BOTTOM PANEL U3

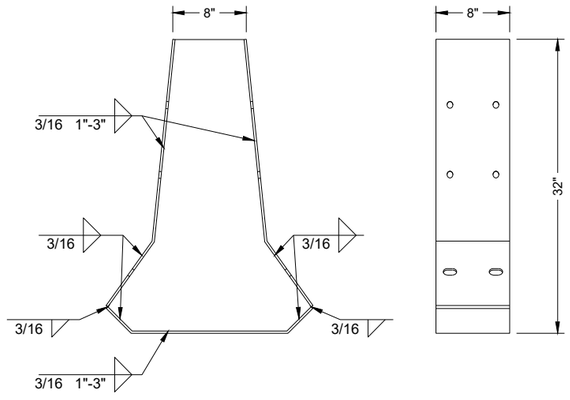


SECTION A - A



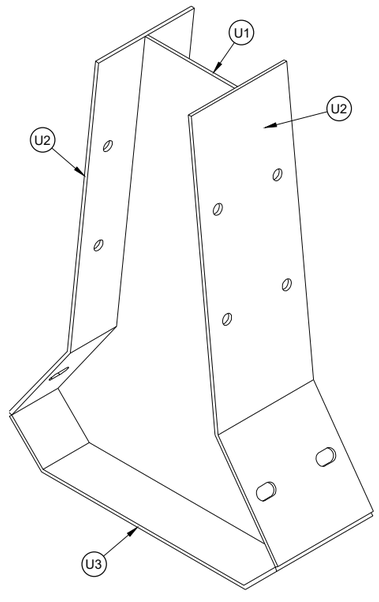
SECTION B - B

PLAN VIEW



PROFILE VIEW

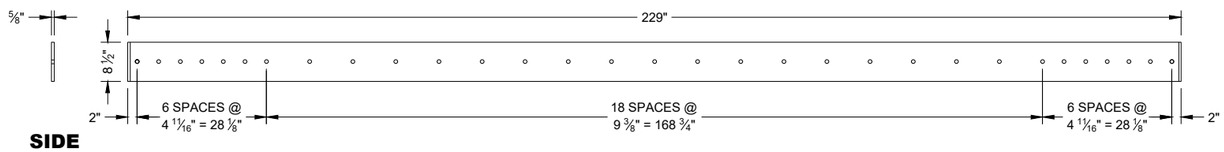
SIDE VIEW



ISOMETRIC

GAP STIFFENER ASSEMBLY

PLAN VIEW

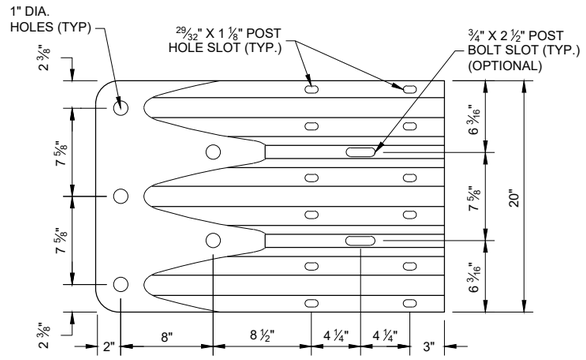


SIDE VIEW

ELEVATION VIEW

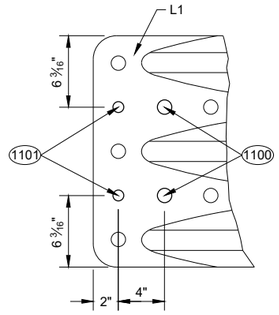
W1 TOE PLATE

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"



ELEVATION VIEW

THRIE BEAM TERMINAL CONNECTOR



ELEVATION VIEW

ADDITIONAL THRIE BEAM (1102) TERMINAL CONNECTOR HOLE DETAIL

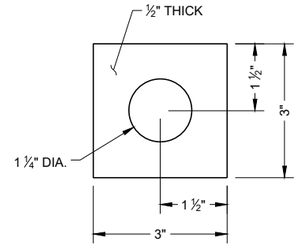


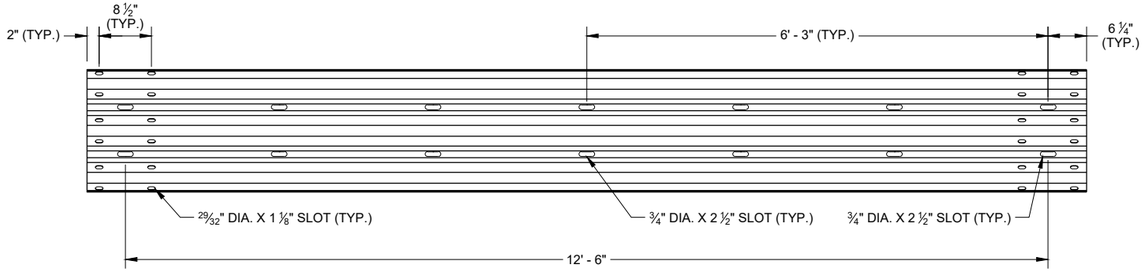
PLATE WASHER DETAIL G2, H3

GENERAL NOTES

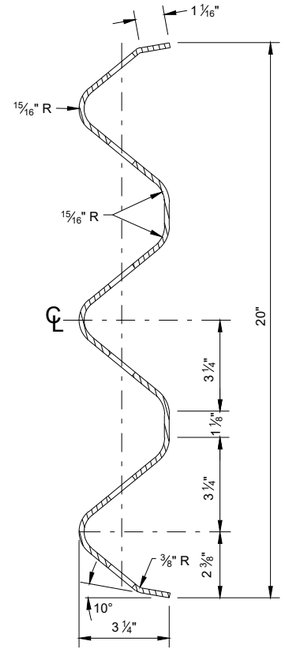
(1100) 1" DIA. HOLE

(1101) 3/4" DIA. HOLE

(1102) PROVIDE HOLES IN THRIE BEAM TERMINAL CONNECTOR TO LIMIT STEEL REINFORCEMENT OR LOOP BAR CONFLICT. CONTRACTOR MAY FIELD DRILL ADDITIONAL HOLE OR PROVIDE THRIE BEAM TERMINAL CONNECTOR WITH ADDITIONAL HOLES FROM SUPPLIER.



SLOTTED THRIE BEAM RAIL K1



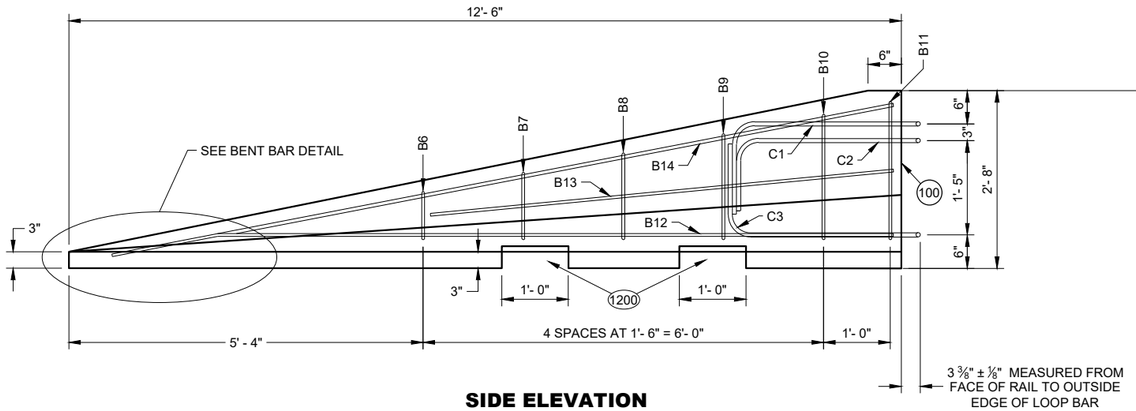
SECTION THROUGH BEAM K1

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

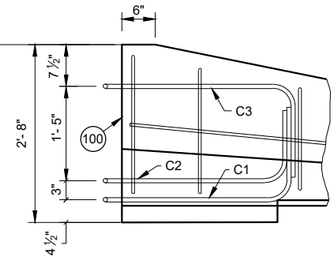
STATE OF WISCONSIN
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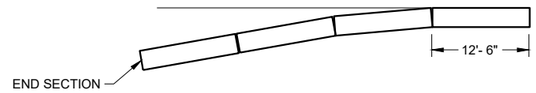
SIDE ELEVATION
(FOR CONNECTION TO LEFT END OF BARRIER)



SIDE ELEVATION
LOOP BAR ASSEMBLY INVERTED FOR OPPOSITE END
(FOR CONNECTION TO RIGHT END OF BARRIER)

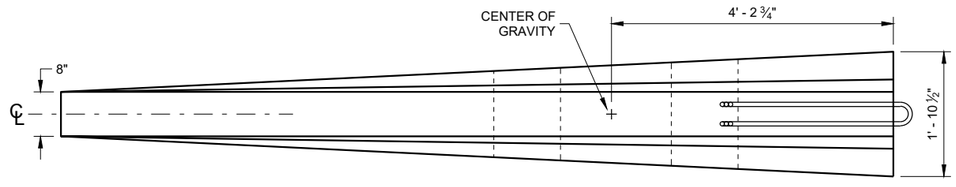
GENERAL NOTES

(1200) SEE LIFTING SLOT DETAIL. LOCATION OF LIFTING SLOTS DETERMINED BY CONTRACTOR.

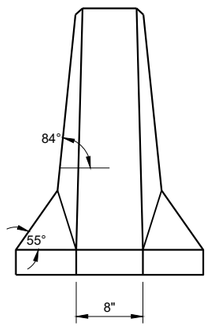


FLARE AT BARRIER END

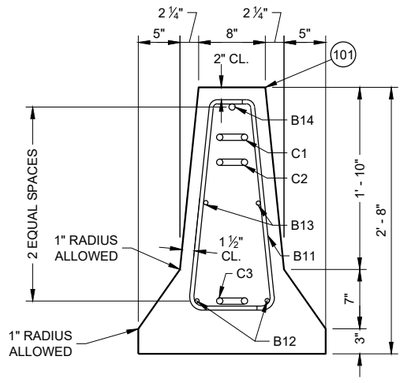
POSTED SPEED, (MPH)	FLARE RATE
40 OR LESS	6:1
45 OR GREATER	8:1



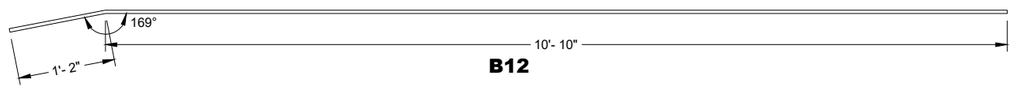
PLAN VIEW



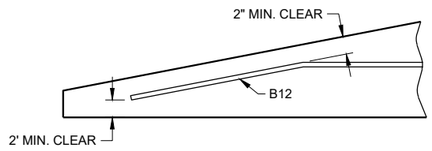
FRONT ELEVATION



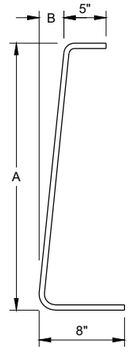
END SECTION



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"

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BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	PRECAST TEMPORARY BARRIER - CONCRETE	MIN. = f'c 5000 PSI	
B1	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B2	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-2"
B3	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 12'-2"
B4	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 6'-0"
B5	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#6 REBAR, LENGTH 2'-11"
B6	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 1'-11"
B7	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-2"
B8	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-6"
B9	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 2'-9"
B10	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-2"
B11	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 3'-4"
B12	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 12'-0"
B13	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#4 REBAR, LENGTH 7'-9"
B14	REBAR	STANDARD SPEC. 505.2 GRADE 60 UNCOATED REBAR	#5 REBAR, LENGTH 11'-9"
C1	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C2	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
C3	LOOP BAR	ASTM A709 GRADE 70 SMOOTH BAR OR ASTM A706 GRADE 60 REBAR UNCOATED	¾" DIA.
D1	CONNECTION PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ¼" DIA.
D2	CONNECTION PIN - TOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G1	BOLT THROUGH ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A OR SAE J429 GRADE 2 UNC	1 ⅛" DIA.
G2	BOLT THROUGH ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
G3	BOLT THROUGH ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
H1	ADHESIVE ANCHOR - ADHESIVE	ICC-ES-AC308 5 ¼" EMBEDMENT WITH A MIN. BOND STRENGTH OF 1,650 PSI. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
H2	ADHESIVE ANCHOR - THREADED ROD	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 A307 GRADE A / SAE J429 GRADE 2 UNC	1 ⅛" DIA.
H3	ADHESIVE ANCHOR - WASHER, SQUARE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
H4	ADHESIVE ANCHOR - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
J1	ASPHALT ANCHOR PIN - ROD	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	1 ½" DIA.
J2	ASPHALT ANCHOR PIN - STOP PLATE	ASTM A36 MIN. STRENGTH 36 KSI / ASTM A529 MAX. STRENGTH 50 KSI / ASTM A572 MAX STRENGTH 50 KSI / ASTM A709 MAX STRENGTH 50 KSI / ASTM A992 MAX STRENGTH 50 KSI	
K1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE
L1	THRIE BEAM RAIL - TERMINAL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER	12 GAUGE

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
M1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	⅝" DIA.
M2	SPLICE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
N1	THRIE BEAM RAIL TERMINAL - MECHANICAL ANCHOR	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA. LENGTH 6"
N2	THRIE BEAM RAIL TERMINAL - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
N3	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 17.9 KIPS AND ULTIMATE SHEAR LOAD 21.96 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
P1	THRIE BEAM RAIL CONNECTION 1-BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	¾" DIA.
P2	THRIE BEAM RAIL CONNECTION 1-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
P3	THRIE BEAM RAIL CONNETION 1- MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS: ULTIMATE TENSILE LOAD 9.48 KIPS AND ULTIMATE SHEAR LOAD 10.48 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	
Q1	BLOCK WOOD	SEE STANDARD SPEC. 614	
R1	CAP - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	⅝" DIA.
R2	CAP- BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1	
R3	CAP - BOLT - MECHANICAL ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 12.14 KIPS AND ULTIMATE SHEAR LOAD 17.5 KIPS.SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	12 GAUGE
S1	CAP 42-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S2	CAP 42-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S3	CAP 42-INCH SIDE PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S4	CAP 42-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S5	CAP 42-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S6	CAP 42-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
S7	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE

6

SDD 14B07-16m

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B07-16m

BILL OF MATERIALS - CONCRETE BARRIER PRECAST

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
T1	CAP 56-INCH TOP PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T2	CAP 56-INCH END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T3	CAP 56-INCH SIDE PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T4	CAP 56-INCH SIDE PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T5	CAP 56-INCH GUSSET 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T6	CAP 56-INCH GUSSET 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T7	CAP 56-INCH GUSSET 3	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T8	CAP 42-INCH GUSSET 4	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T9	CAP 42-INCH GUSSET 5	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T10	CAP 42-INCH GUSSET 6	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T11	CAP 42-INCH GUSSET 7	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T12	CAP 42-INCH GUSSET 8	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T13	CAP 42-INCH GUSSET 9	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T14	CAP 42-INCH GUSSET 10	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T15	CAP 42-INCH GUSSET 11	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
T16	CAP 42-INCH GUSSET 12	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	12 GAUGE
U1	GAP STIFFENER	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U2	GAP STIFFENER - CONNECTOR PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
U3	GAP STIFFENER - CONNECTOR PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
V1	THRIE BEAM RAIL TERMINAL MECHANICAL OR ADHESIVE ANCHOR	MINIMUM MECHANICAL OR ADHESIVE ANCHOR STRENGTH REQUIREMENTS ULTIMATE TENSILE LOAD 24.0 KIPS AND ULTIMATE SHEAR LOAD 21.5 KIPS. SEE 603.2 AND 603.3.1.2 OF THE WISCONSIN STANDARD SPECIFICATIONS FOR MORE INFORMATION ON ADHESIVE ANCHORS.	¾" DIA.
V2	GAP STIFFENER - BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C O R MECHANICAL GALVANIZE TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
W1	TOE PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI	
X1	TOE PLATE - CONNECTION BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 UNC HEAVY HEX HEAD OR AASTHO M180 HEAD, ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED. PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	¾" DIA.
X2	TOE PLATE - CONNECTION BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 TYPE 2 F436 TYPE 1 (HARDEN WASHER ONLY)	
X3	TOE PLATE - CONNECTION BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GALVANIZE TO AASHTO M298 CLASS 55 TYPE 2 / ASTM B695 CLASS 55 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	

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SDD 14B07-16n

CONCRETE BARRIER TEMPORARY PRECAST, 12' - 6"

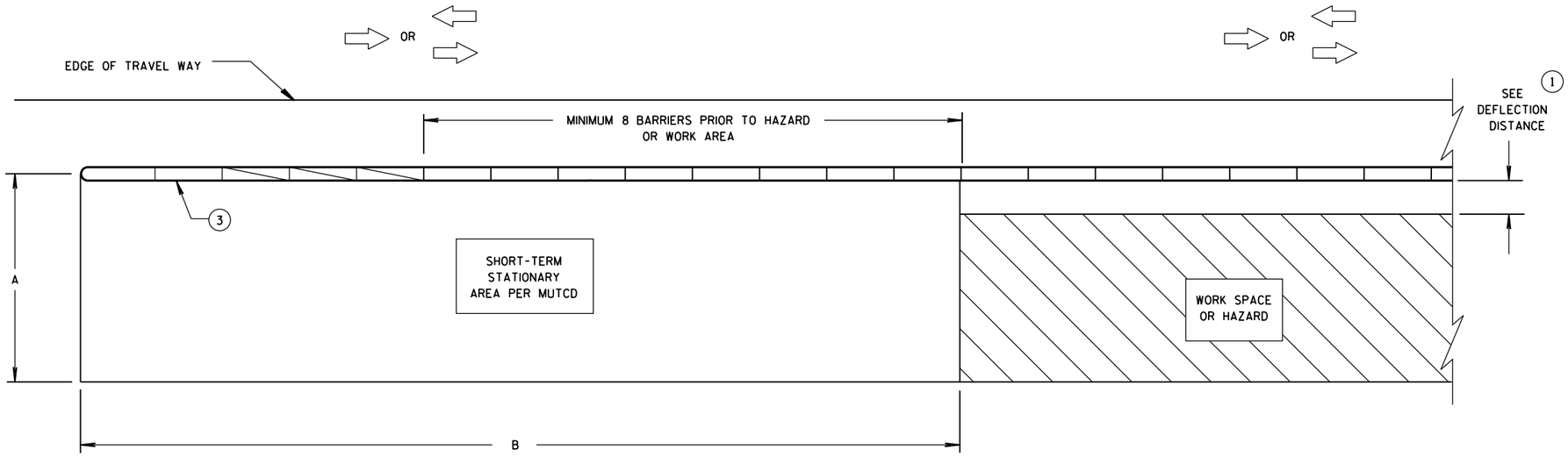
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD 14B07-16n



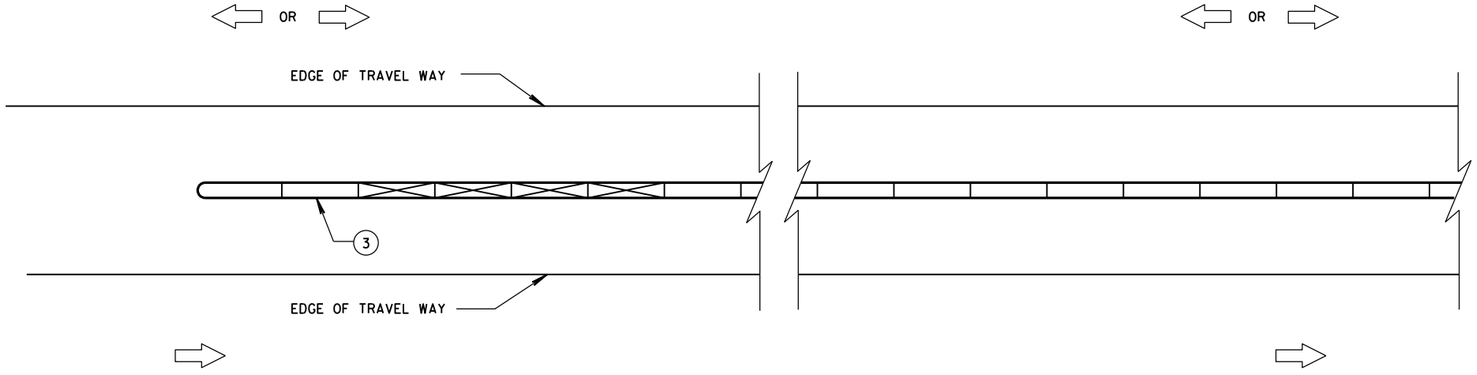
CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE OF BARRIER

DIMENSION A TABLE (2)

FACILITY	POSTED SPEED MPH	DIMENSION A	
		MIN. FT	MAX. FT
FREEWAY/EXPRESSWAY	ALL	15	20
NON-FREEWAY/EXPRESSWAY	GREATER THAN OR EQUAL TO 45	10	15
NON-FREEWAY/EXPRESSWAY	LESS THAN 45	8	10
AADT LESS THAN 1,500	ALL	8	10

DIMENSION B TABLE (2)

POSTED SPEEDS MPH	DIMENSION B FT
20	115
25	155
30	200
35	250
40	305
45	360
50	425
55	495
60	570
65	645



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON BOTH SIDES OF BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

GENERAL NOTES

SEE STANDARD DETAIL DRAWING 14B7 FOR MORE INFORMATION.

DETAILS PROVIDE A GENERAL LAYOUT OF TEMPORARY CONCRETE BARRIER, CRASH CUSHIONS, SAND BARREL ARRAYS AND TIE DOWN TRANSITIONS. DETAILS PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

ADDITIONAL TEMPORARY BARRIER MAY BE REQUIRED TO PROTECT TRAVELING PUBLIC FROM HAZARDS, CONTRACTOR'S OPERATIONS OR TO CONTROL TRAFFIC.

TEMPORARY BARRIER MAY BE REQUIRED TO BE ANCHORED TO PAVEMENT OR BRIDGE DECK.

FOR DETAILS ON CRASH CUSHION OR SAND BARREL ARRAYS SEE OTHER SECTIONS OF THE PLAN AND MANUFACTURE'S DETAILS.

SLOPES LEADING TO TEMPORARY BARRIER, CRASH CUSHION OR SAND BARREL ARRAY ARE 10:1 OR LESS.

(1) FOR DEFLECTION INFORMATION SEE STANDARD DETAIL DRAWING 14B7.

(2) VALUES PROVIDED MAY NOT FIT ALL POSSIBLE SITUATIONS OR SITE CONDITIONS. SEE OTHER SECTIONS OF THE CONTRACT OR PROJECT ENGINEER FOR MORE DETAILS.

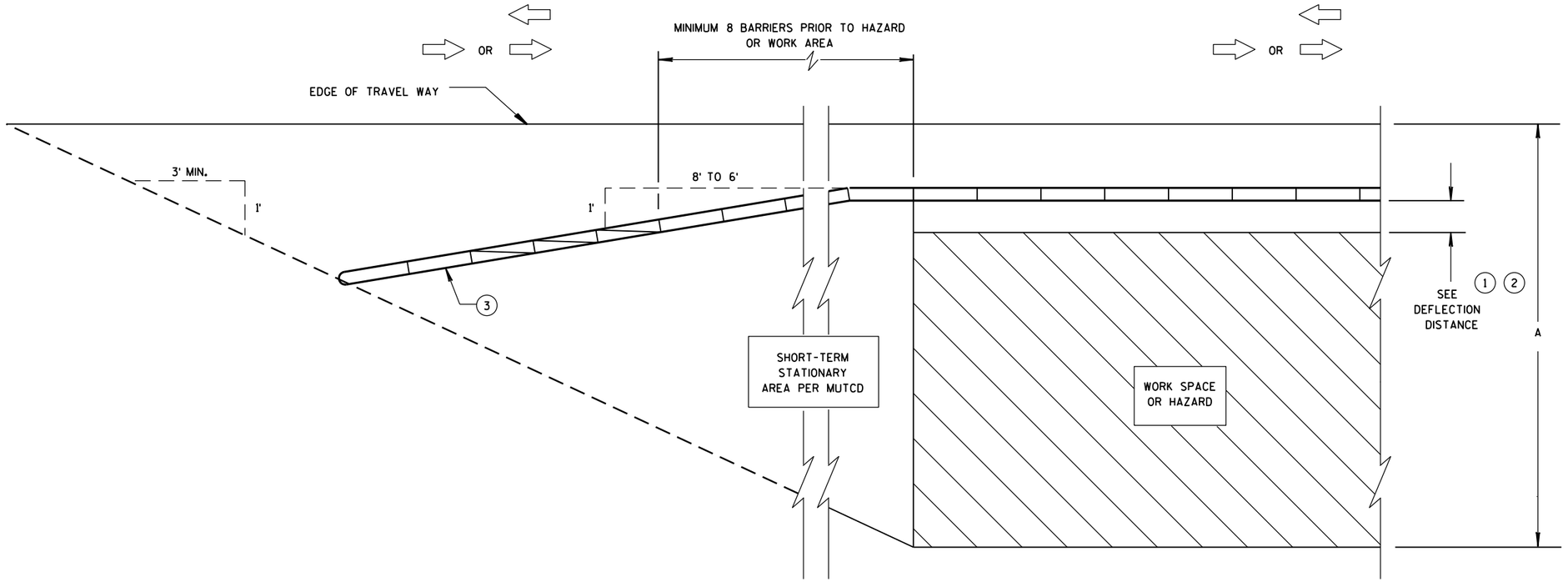
(3) ANCHOR TEMPORARY BARRIER ACCORDING TO CRASH CUSHION OR SAND BARREL MANUFACTURER'S RECOMMENDATIONS. IF MANUFACTURER'S RECOMMENDATIONS ARE NOT PROVIDED, ANCHOR 3 PINS ON TRAFFIC SIDE.

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

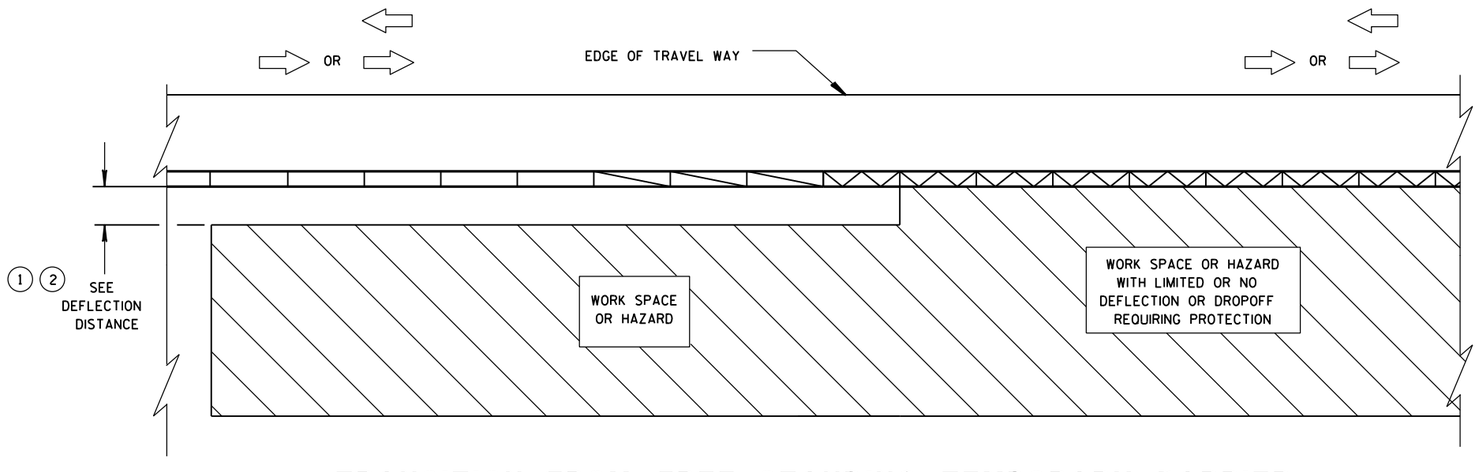
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2a
S.D.D. 14 B 8-2a



CRASH CUSHION/SAND BARREL ARRAY AND TEMPORARY BARRIER INSTALLATION FOR TRAFFIC ON ONE SIDE - FLARED INSTALLATION



TRANSITION FROM FREE STANDING TEMPORARY BARRIER TO ANCHORED BARRIER

LEGEND

- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

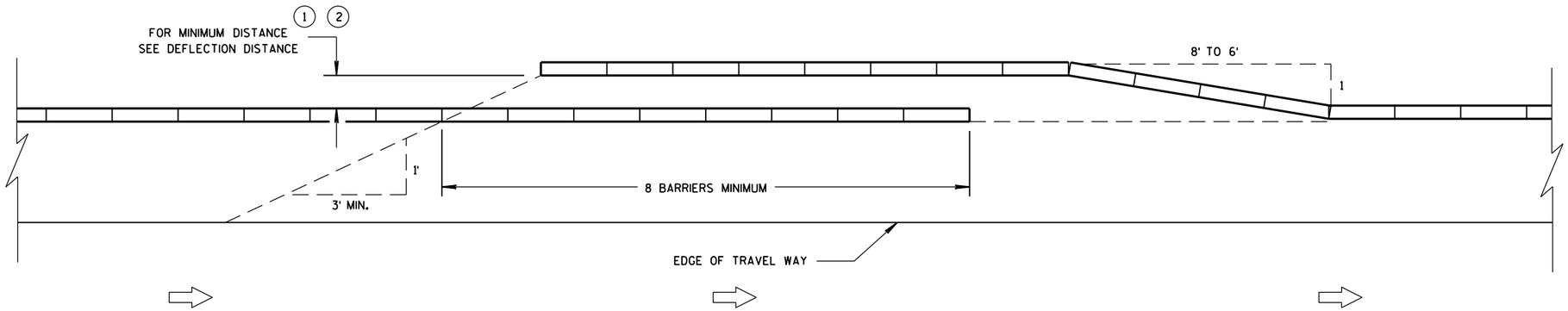
STATE OF WISCONSIN
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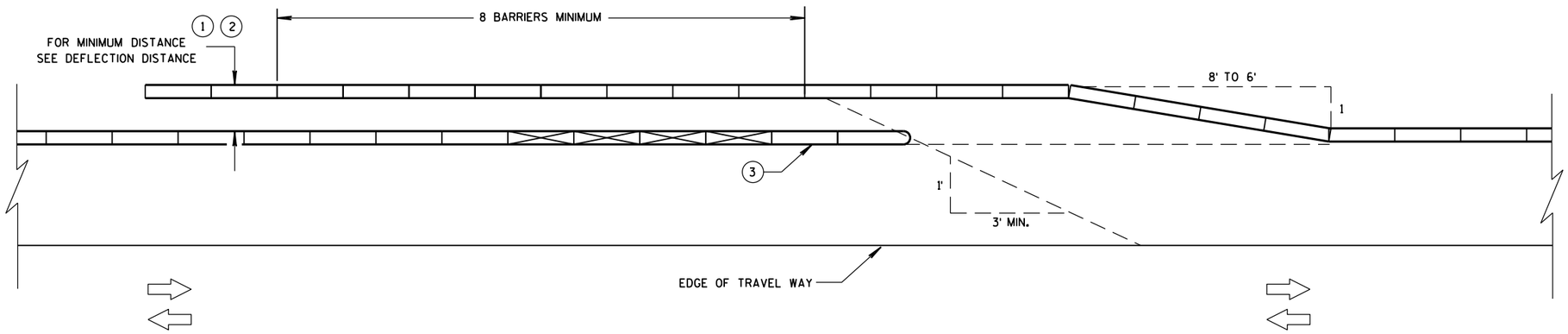
S.D.D. 14 B 8-2b

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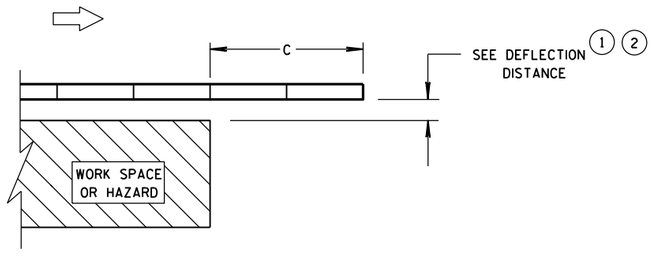
S.D.D. 14 B 8-2b



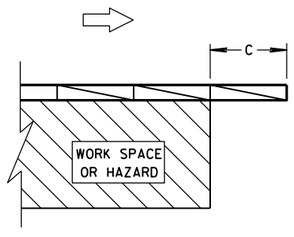
TEMPORARY BARRIER OVERLAP - ONE-WAY TRAFFIC



TEMPORARY BARRIER OVERLAP - TWO-WAY TRAFFIC



ENDING TEMPORARY BARRIER DOWNSTREAM - UNANCHORED



ENDING TEMPORARY BARRIER DOWNSTREAM - ANCHORED

LEGEND

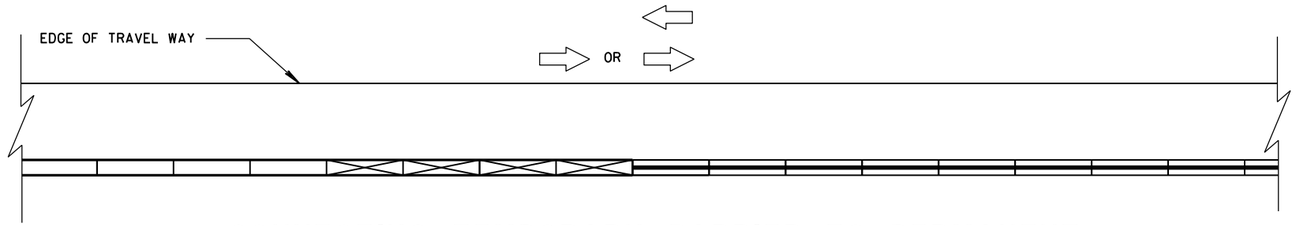
- DIRECTION OF TRAVEL
- CRASH CUSHION OR SAND BARREL ARRAY
- SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS
- SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS
- 3 PINS PLACED ON TRAFFIC SIDE OF BARRIER
- PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET
- FREE STANDING TEMPORARY BARRIER

CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

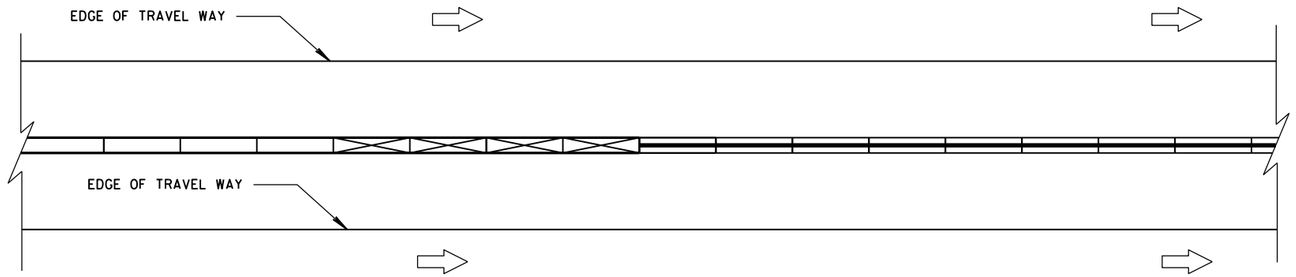
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 8-2c



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON ONE SIDE



CONNECTING TEMPORARY BARRIER TO PERMANENT
CONCRETE BARRIER-TRAFFIC ON BOTH SIDES

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR
SAND BARREL ARRAY

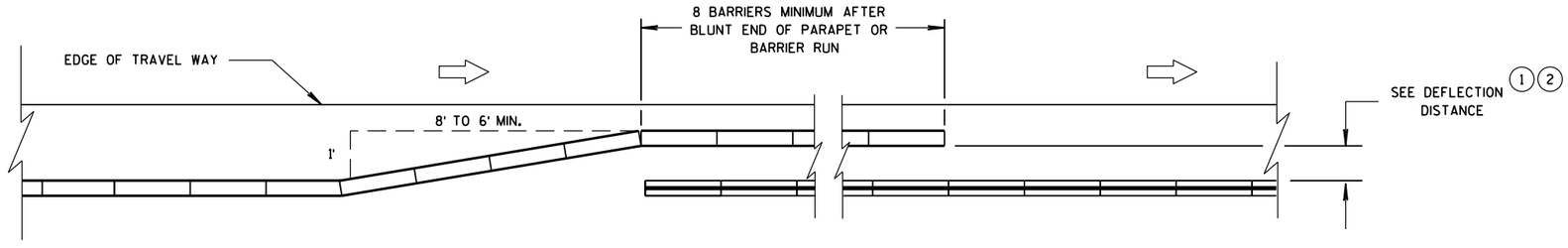
SEE FREE STANDING TRANSITION
TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION
TO TIED-DOWN SYSTEM DETAILS

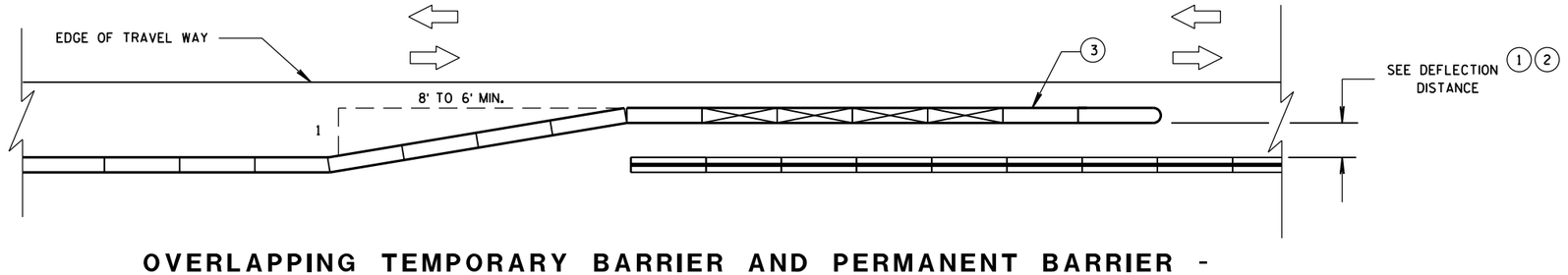
3 PINS PLACED ON
TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER
OR CONCRETE PARAPET

FREE STANDING TEMPORARY
BARRIER



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
ONE WAY TRAFFIC



OVERLAPPING TEMPORARY BARRIER AND PERMANENT BARRIER -
TWO WAY TRAFFIC

CRASH CUSHION/SAND BARREL
ARRAY AND OTHER TEMPORARY
BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 14 B 8-2d

LEGEND

DIRECTION OF TRAVEL

CRASH CUSHION OR SAND BARREL ARRAY

SEE FREE STANDING TRANSITION TO TIED-DOWN SYSTEM DETAILS

SEE BI-DIRECTIONAL TRANSITION TO TIED-DOWN SYSTEM DETAILS

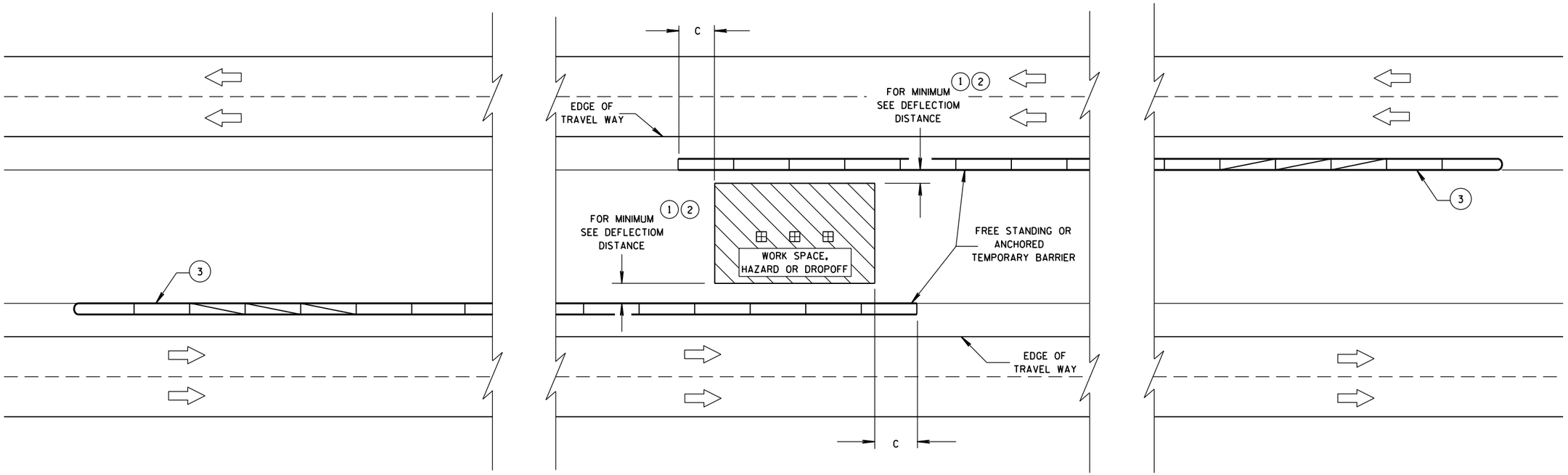
3 PINS PLACED ON TRAFFIC SIDE OF BARRIER

PERMANENT CONCRETE BARRIER OR CONCRETE PARAPET

FREE STANDING TEMPORARY BARRIER

DIMENSION C TABLE (2)

AVAILABLE DEFLECTION DISTANCE	MINIMUM LENGTH OF BARRIER BEYOND HAZARD FT
GREATER THAN 8'	12.5
LESS THAN OR EQUAL TO 8' BUT GREATER THAN 4'	50
LESS THAN OR EQUAL TO 4'	100



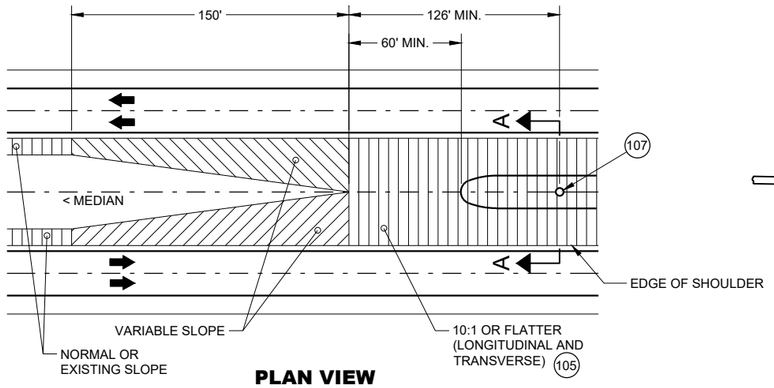
CRASH CUSHION/SAND BARREL ARRAY AND OTHER TEMPORARY BARRIER LAYOUT DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

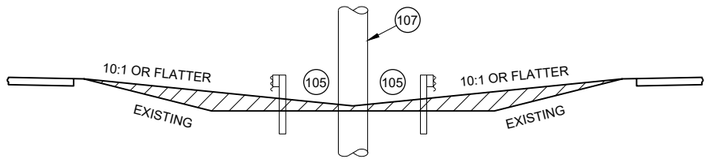
APPROVED
June, 2015
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINNER
FHWA

6

S.D.D. 14 B 8-2e



PLAN VIEW
GRADING AT BULLNOSE
(ALL INSTALLATIONS)



SECTION A -A
MEDIAN GRADING
(ALL INSTALLATIONS)

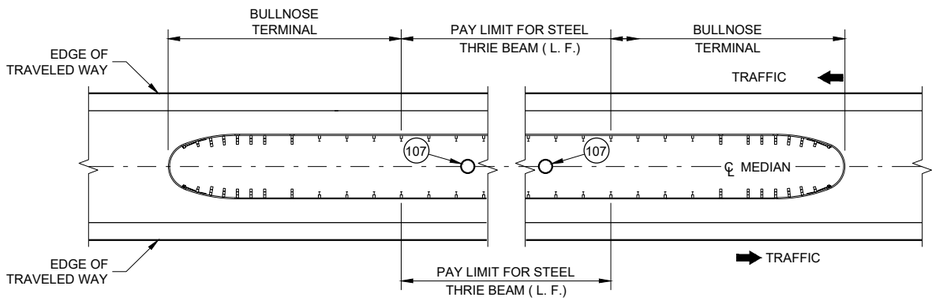
GENERAL NOTES

THRIE BEAM RAILS MAY NEED TO BE FIELD BENT TO FIT THE LOCATION.

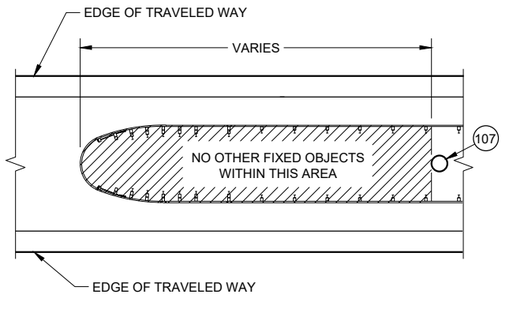
SEE STANDARD DETAIL DRAWINGS 14B26 SHEETS a-h.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½". MINIMUM DIAMETER OF THE ROCK REMOVAL IS 12" DIAMETER

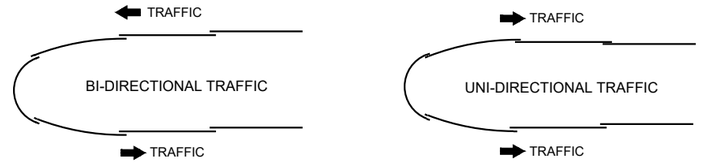
- E1 UNBENT STANDARD THRIE BEAM RAIL B1 (POST 8 TO POST 10 AND POST 10 TO POST 12)
- E2 SLOTTED THRIE BEAM RAIL E1 (POST 1 TO POST 1)
- E3 SLOTTED THRIE BEAM RAIL B3 (POST 5 TO POST 8)
- E4 SLOTTED THRIE BEAM RAIL E4 (POST 1 TO POST 5)
- 5 BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.
- (100) DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.
- (101) U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.
- (102) NOSE CABLE WITH SWAGGED END BUTTONS.
- (103) NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).
- (104) THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.
- (105) MINIMUM WORKING WIDTH 4' - 2".
- (106) MAX. WIDTH OF SYSTEM IS 14' - 2 ½" MEASURED FROM THE BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.
- (107) FIXED OBJECT OR OTHER HAZARD.
- (108) PLAN IS TO PROVIDE STATION OFFSET TO CENTER OF POST 5 IN PLANS.



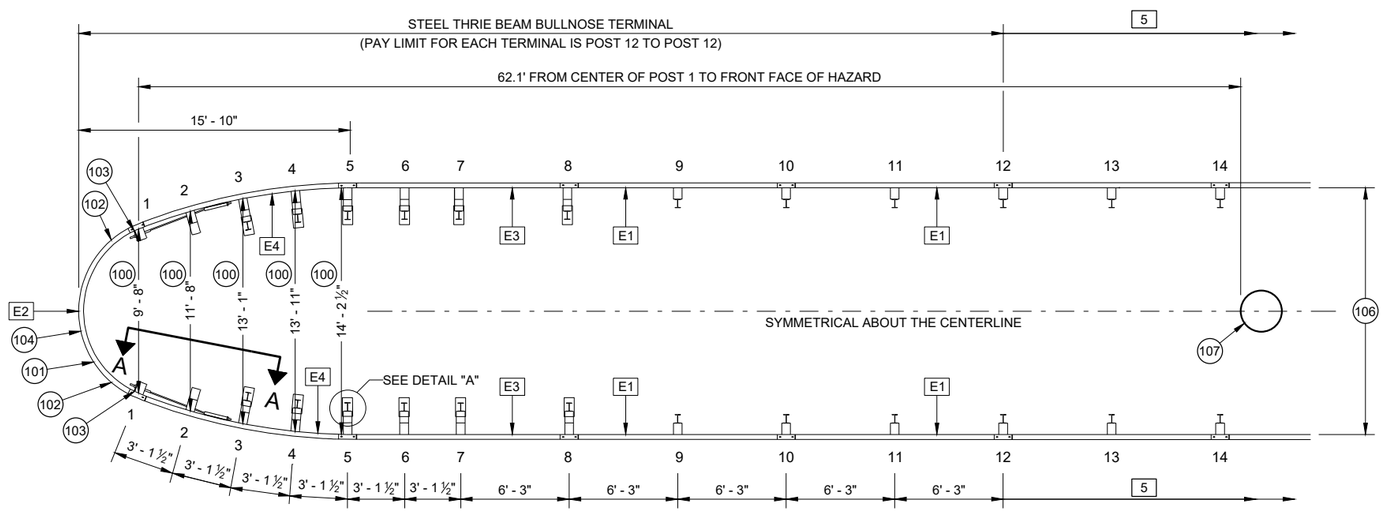
MEDIAN HAZARD PROTECTION PAY LIMITS



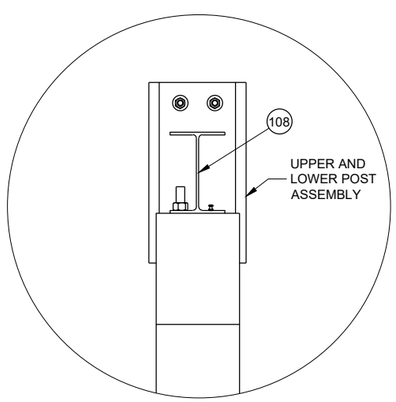
HAZARD FREE AREA
INSIDE BULLNOSE



LAPPING DETAIL



PLAN VIEW
TYPICAL BULLNOSE LAYOUT



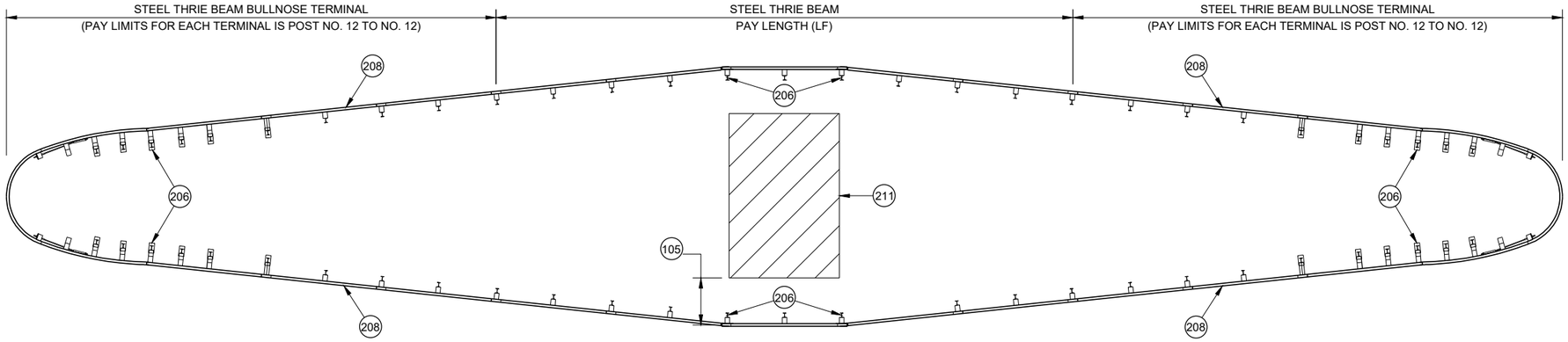
DETAIL "A"

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B26 - 05a

SDD 14B26 - 05a



VARIABLE WIDTH BULLNOSE

GENERAL NOTES

200 6' - 3" ASYMMETRICAL 10-GAUGE W-BEAM TO THRIE BEAM GUARD TRANSITION. SEE SDD 14B45 FOR MORE INFORMATION.

201 W-BEAM RAIL. SEE SDD 14B42 FOR MORE INFORMATION.

202 SEE POST NO. 9 AND ALL STEEL THRIE BEAM POST BEYOND DETAIL.

203 SEE SDD 14B42 FOR INSTALLATION INFORMATION.

204 SEE SDD 14B45 FOR INSTALLATION DETAILS. REPLACE ASYMMETRICAL W-BEAM TO THRIE BEAM TRANSITION AND W-BEAM RAIL WITH E1. PAY FOR MODIFIED THRIE BEAM TRANSITION.

205 CONCRETE BARRIER OR BRIDGE RAIL.

206 SEE PLAN FOR STATION AND OFFSET TO CENTER OF POST.

207 SEE PLAN FOR STATION AND OFFSET TO CENTER OF SPLICE.

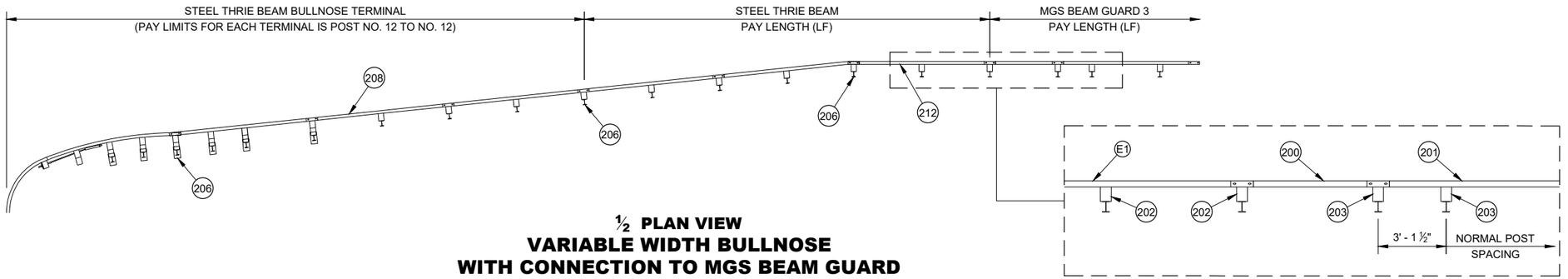
208 SEE PLAN FOR FLARE RATE.

209 A MINIMUM OF 25 FT OF THRIE BEAM TANGENT BEFORE TRANSITIONING TO BEAM GUARD OR THRIE BEAM TRANSITION.

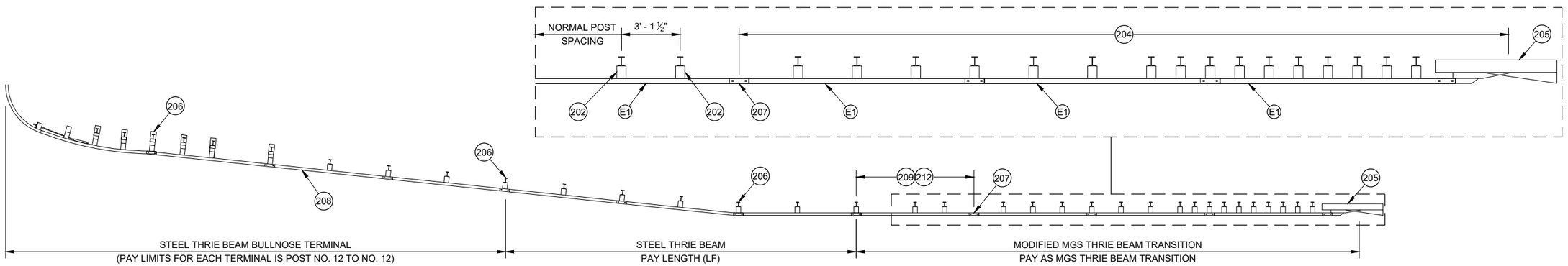
210 NOT ALL BULLNOSE HARDWARE SHOWN. SEE OTHER SHEETS IN 14B26.

211 WIDER HAZARD TO BE SHIELDED.

212 TRANSITION RAIL HEIGHT TO 31" OVER THE LENGTH OF A 12' - 6" BEAM SECTION.



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO MGS BEAM GUARD



½ PLAN VIEW
VARIABLE WIDTH BULLNOSE
WITH CONNECTION TO RIGID BARRIER

STEEL THRIE BEAM BULLNOSE TERMINAL

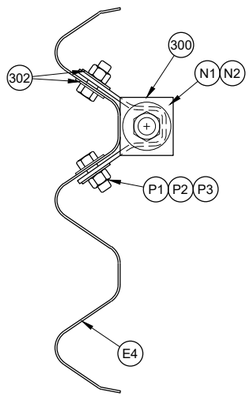
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA 320

6

SDD 14B26 - 05b

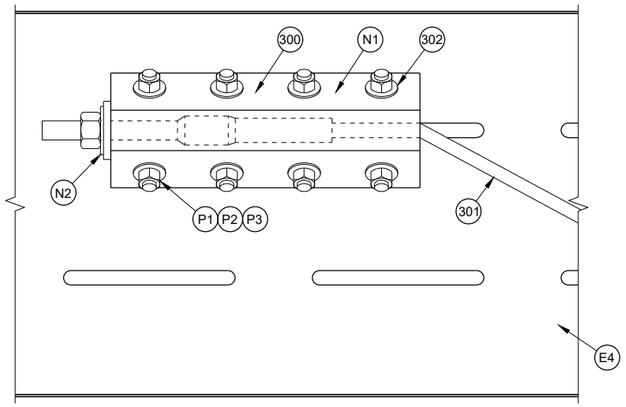
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SDD 14B26 - 05b

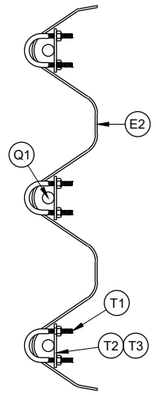


PROFILE VIEW

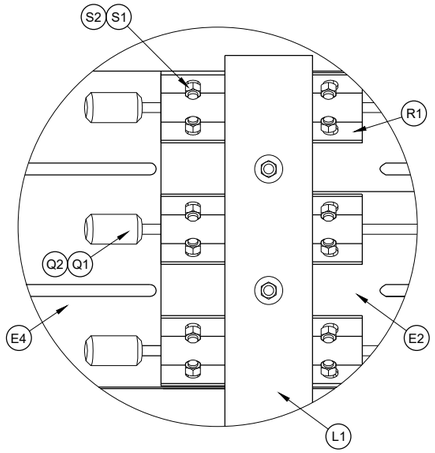
CABLE ANCHOR ASSEMBLY CONNECTION



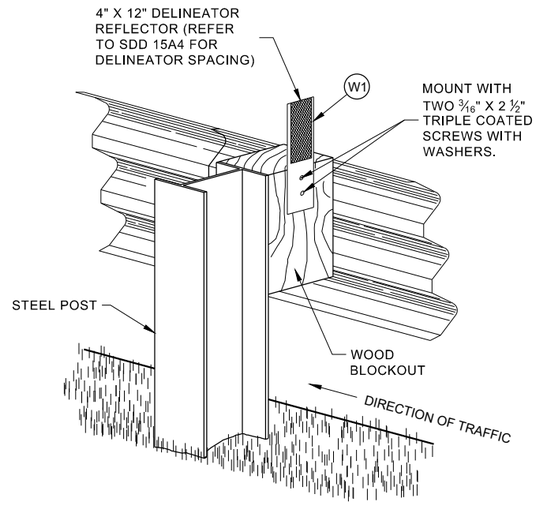
CABLE ANCHOR ASSEMBLY



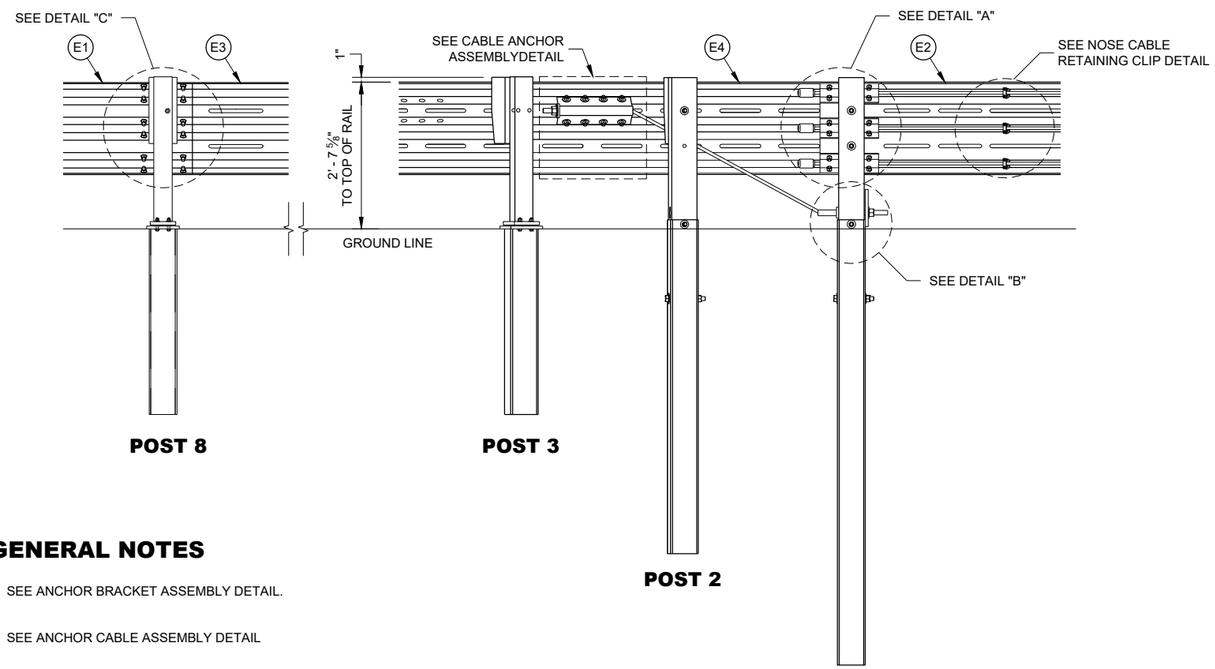
NOSE CABLE RETAINING CLIP



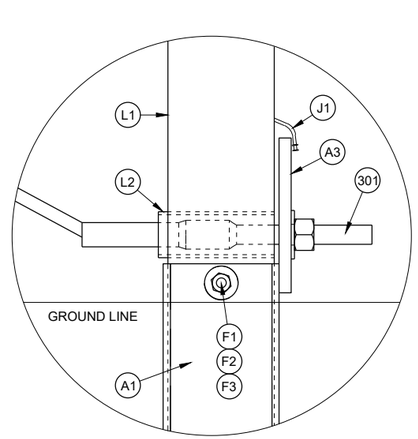
DETAIL "A"



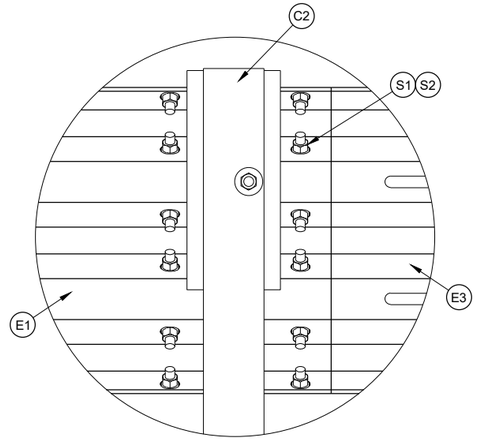
ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION



CROSS SECTION A - A



DETAIL "B"



DETAIL "C"
THRIE BEAM SPLICE

GENERAL NOTES

(300) SEE ANCHOR BRACKET ASSEMBLY DETAIL.

(301) SEE ANCHOR CABLE ASSEMBLY DETAIL

(302) ONE WASHER BETWEEN BOLT HEAD AND RAIL AND BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

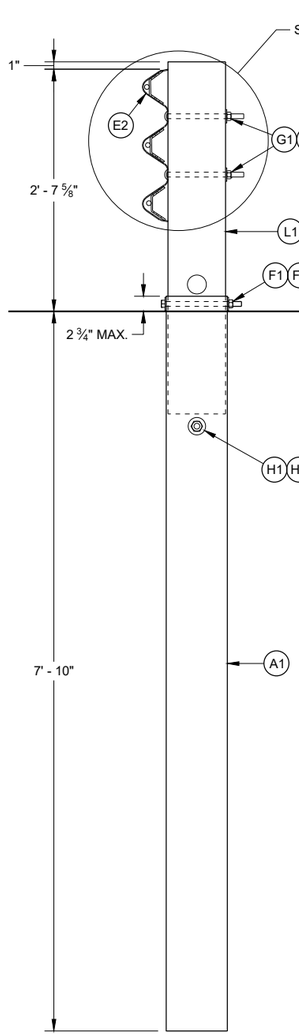
(303) ONE WASHER BETWEEN BOLD HEAD AND FOUNDATION TUBE AND BETWEEN NUT AND FOUNDATION TUBE.

STEEL THRIE BEAM BULLNOSE TERMINAL

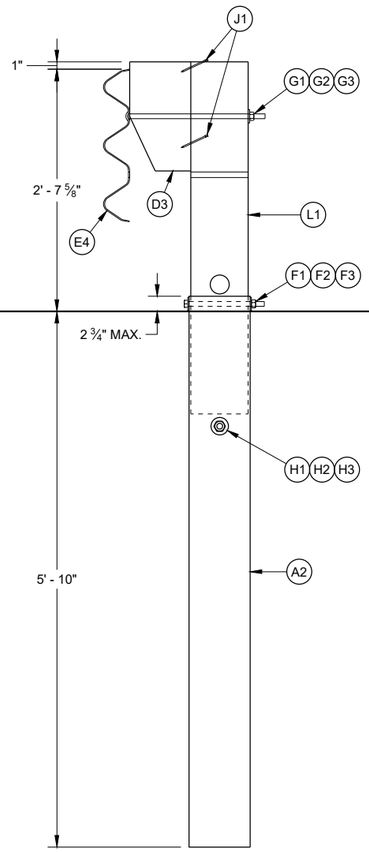
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

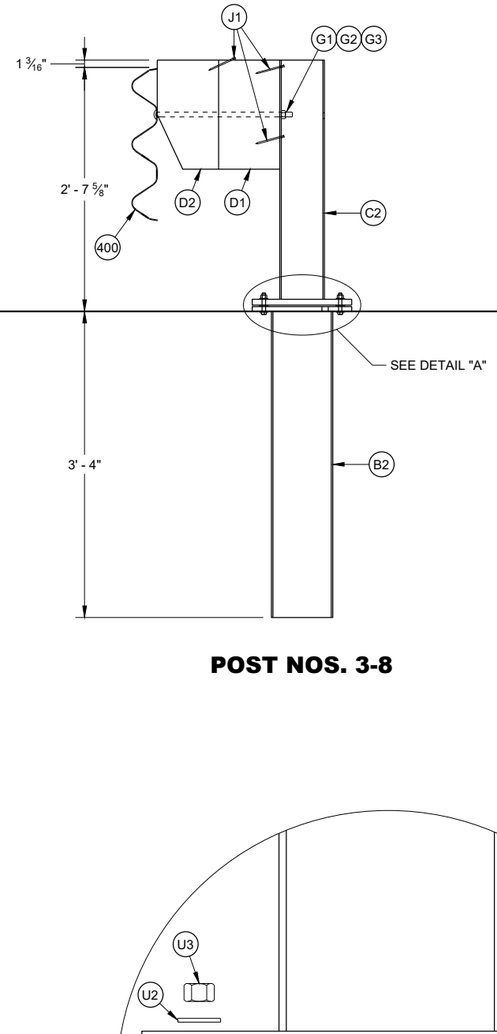
SDD 14B26 - 05c



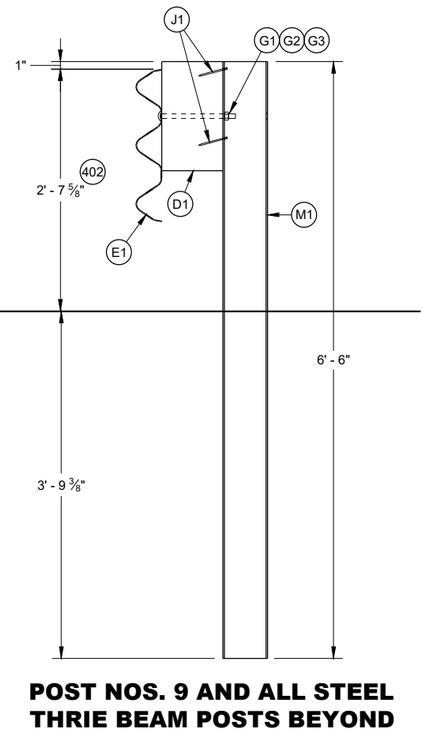
POST NO. 1



POST NO. 2



POST NOS. 3-8



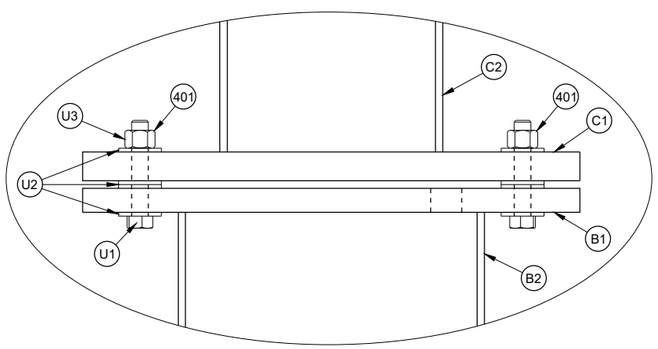
POST NOS. 9 AND ALL STEEL THRIE BEAM POSTS BEYOND

GENERAL NOTES

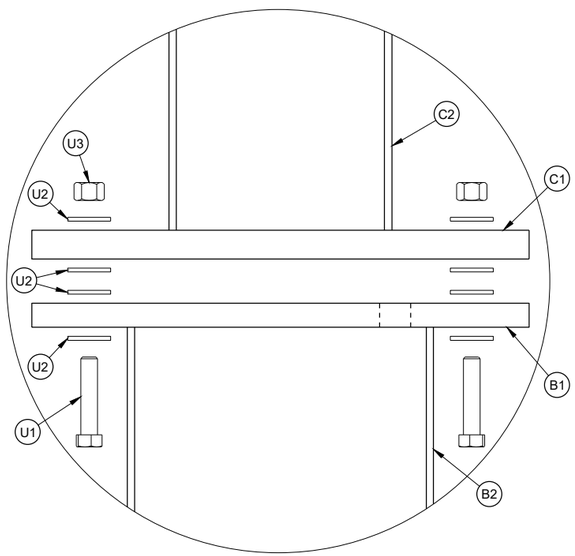
400 RAIL CAN BE E3 OR E4 DEPENDING ON POST LOCATION.

401 TORQUE BOLD BETWEEN 60-75 FT-LB

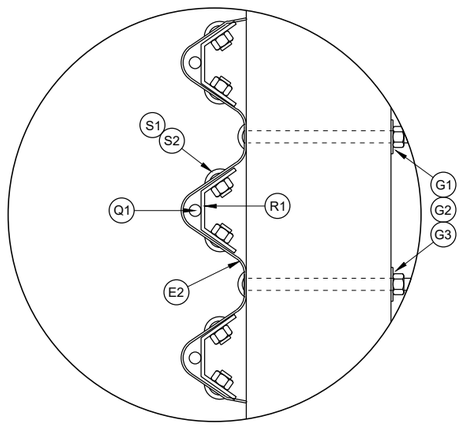
402 HEIGHT WILL VARY WITHIN HEIGHT TRANSITION TO OTHER HARDWARE. SEE NOTE 213, SHEET "b".



DETAIL "A"



EXPLODED VIEW
DETAIL "A"



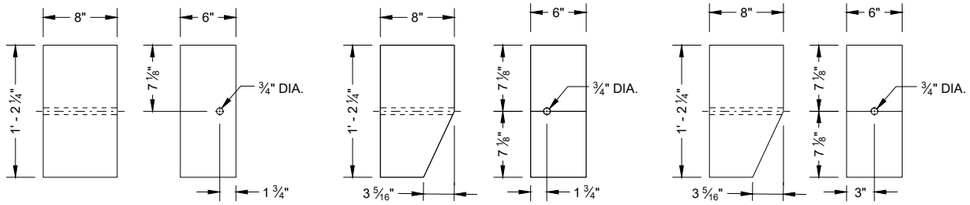
DETAIL "B"

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

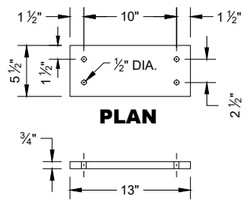
SDD 14B26 - 05d



ELEVATION PROFILE
BLOCKOUT (D1)

ELEVATION PROFILE
BLOCKOUT (D2)

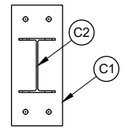
ELEVATION PROFILE
BLOCKOUT (D3)



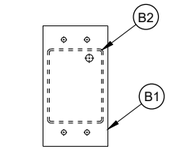
PLAN

PROFILE

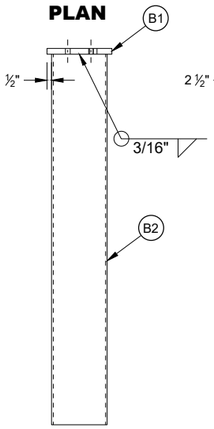
UPPER SHEAR PLATE (C1)



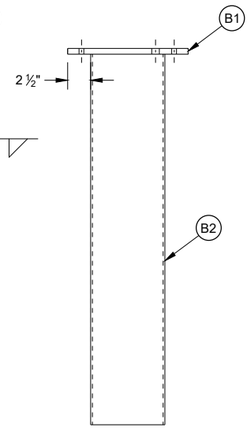
PLAN



PLAN

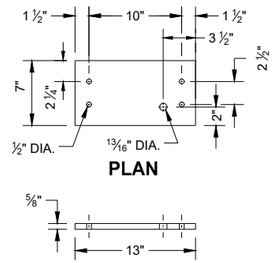


ELEVATION



PROFILE

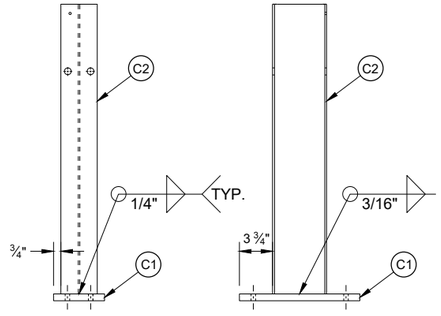
LOWER POST ASSEMBLY



PLAN

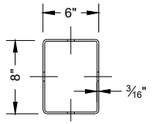
PROFILE

LOWER SHEAR PLATE (B1)



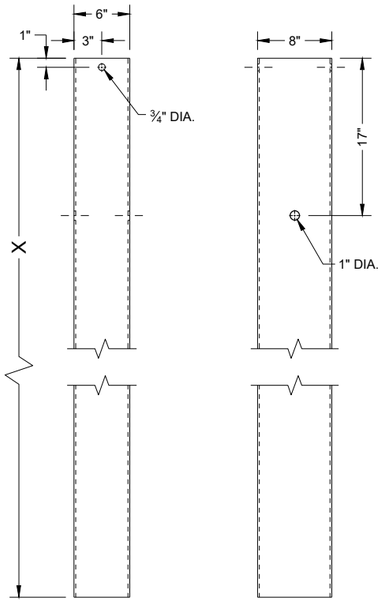
ELEVATION PROFILE

UPPER POST ASSEMBLY



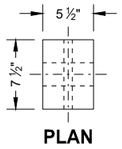
PLAN

PART	LENGTH "X"
A1	8' - 0"
A2	6' - 0"
B2	3' - 4"

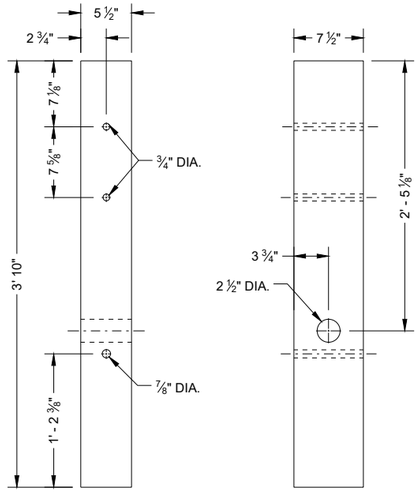


ELEVATION PROFILE

FOUNDATION TUBE

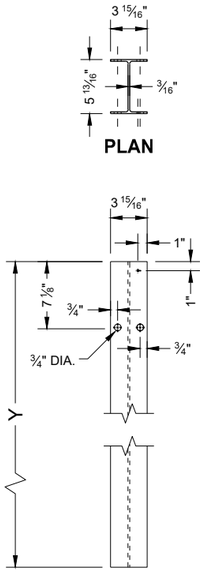


PLAN



ELEVATION PROFILE

BCT POST (L1)



ELEVATION

POST

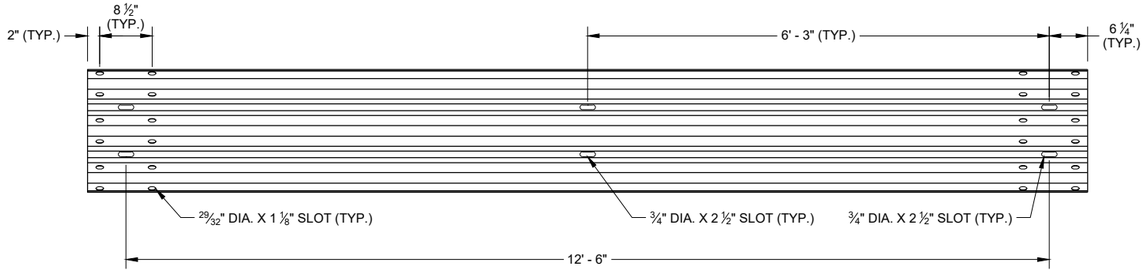
PART	LENGTH "Y"
M1	6' - 6"
M2	5' - 8 5/8"
C2	2' - 7 5/8"

STEEL THRIE BEAM BULLNOSE TERMINAL

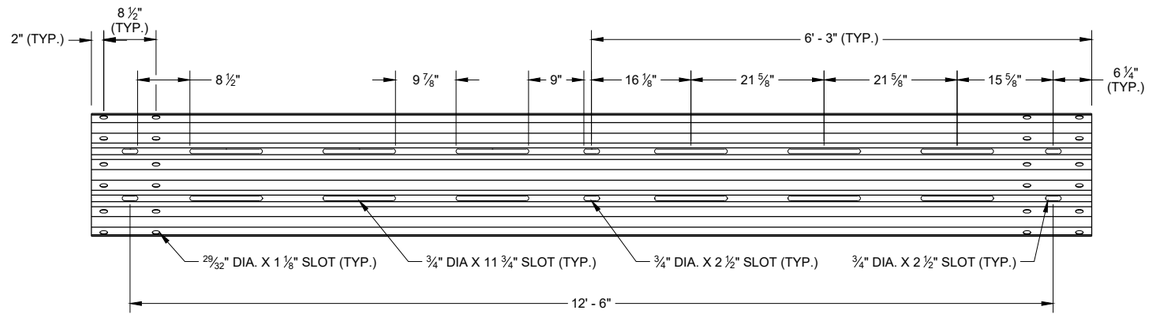
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

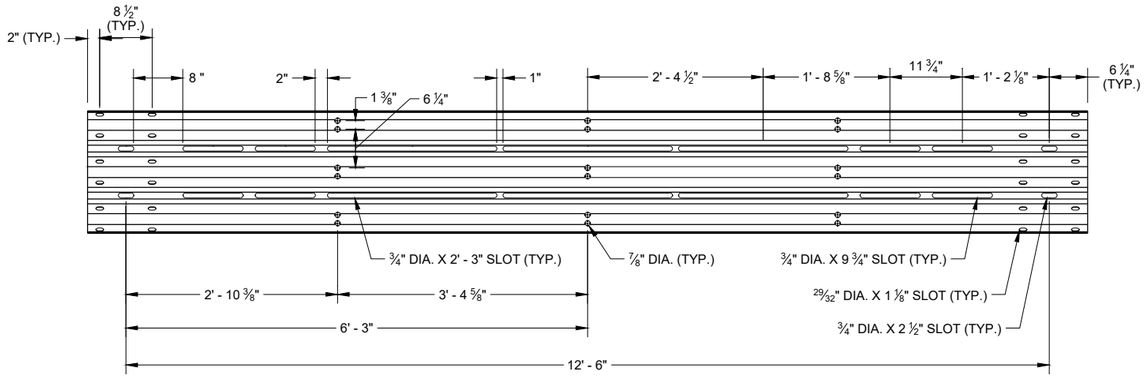
SDD 14B26 - 05e



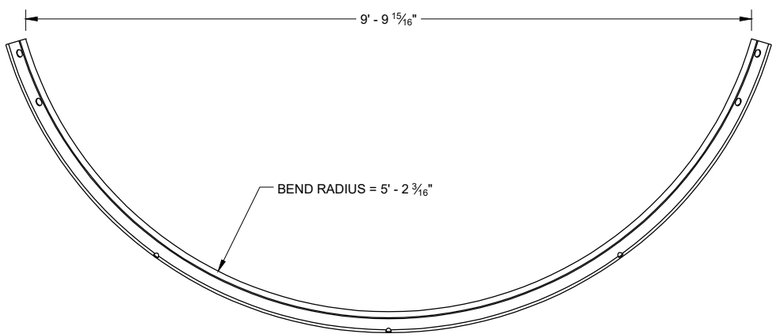
SLOTTED THRIE BEAM RAIL E1



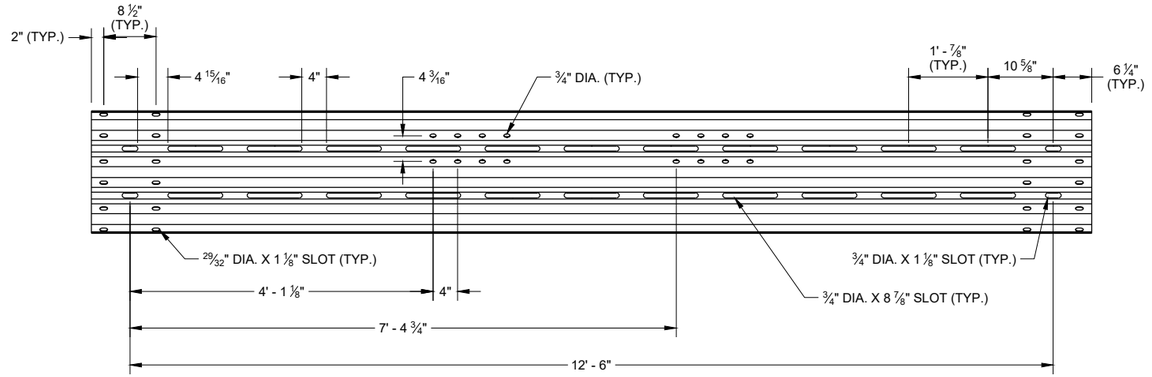
SLOTTED THRIE BEAM RAIL E3



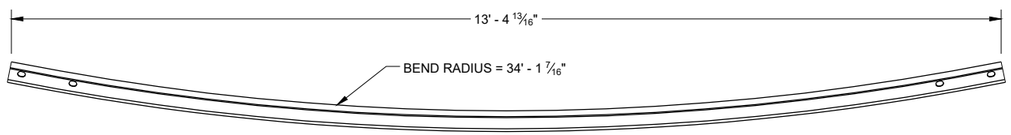
ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E2



PLAN VIEW
SLOTTED THRIE BEAM RAIL E2



ELEVATION VIEW NON - RADIUSED
SLOTTED THRIE BEAM RAIL E4

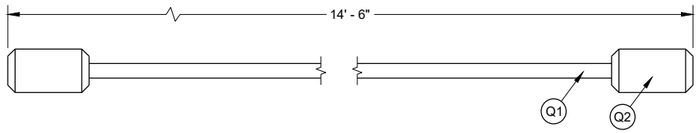


PLAN VIEW
SLOTTED THRIE BEAM RAIL E4

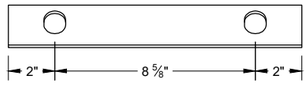
STEEL THRIE BEAM BULLNOSE TERMINAL

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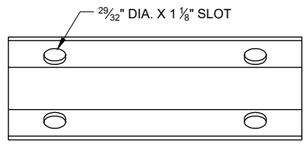
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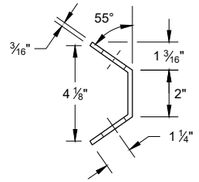
NOSE CABLE AND SWAGE BUTTON



PLAN VIEW

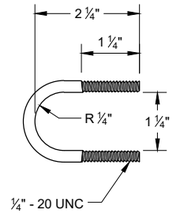


ELEVATION VIEW

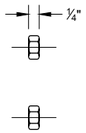


PROFILE VIEW

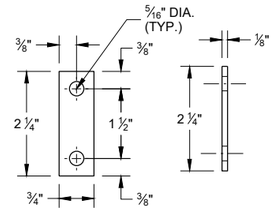
NOSE CABLE ANCHOR (R1)



U - BOLT (T1)

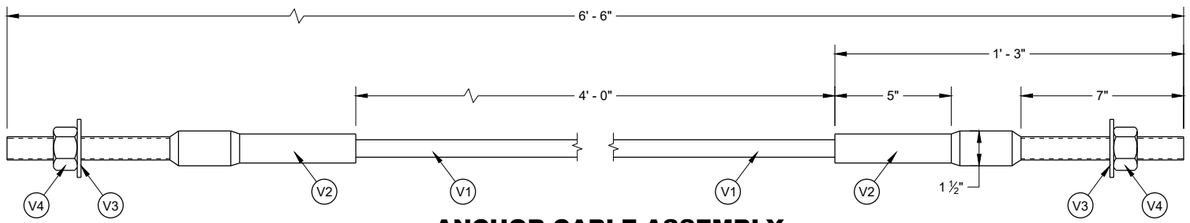


U - BOLT NUT (T3)

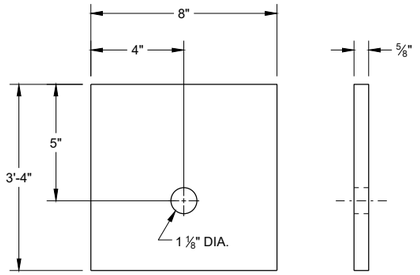


ELEVATION VIEW **PROFILE VIEW**

U - BOLT PLATE WASHER (T2)

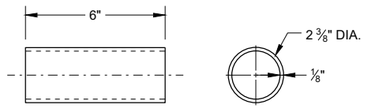


ANCHOR CABLE ASSEMBLY



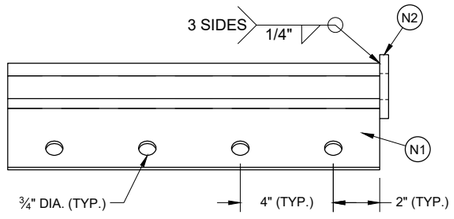
ELEVATION VIEW **PROFILE VIEW**

BCT BEARING PLATE (A3)

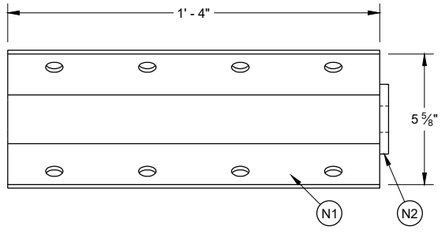


ELEVATION VIEW **PROFILE VIEW**

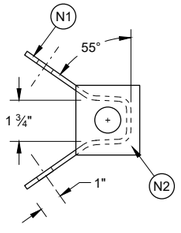
BCT POST SLEEVE (L2)



PLAN VIEW

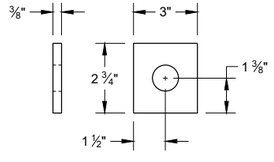


ELEVATION VIEW



PROFILE VIEW

ANCHOR BRACKET ASSEMBLY (N1)



ANCHOR BRACKET END PLATE (N2)

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B26 - 05g

BILL OF MATERIALS LIST

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
A1	LONG FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A2	FOUNDATION TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
A3	BEARING PLATE AT POST	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B1	LOWER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
B2	LOWER SLIP POST ASSEMBLY - TUBE	AASHTO M111/ASTM A123 ASTM A500 GRADE B OR ASTM A-501
C1	UPPER SLIP POST ASSEMBLY - PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
C2	UPPER SLIP POST ASSEMBLY - POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
D1	BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D2	TAPERED BLOCK FOR STEEL POST - WOOD	WISDOT SPEC. 614
D3	TAPERED BLOCK FOR BCT POST - WOOD	WISDOT SPEC. 614
E1	THRIE BEAM RAIL	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E2	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
E3	THRIE BEAM RAIL - PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER
E4	THRIE BEAM RAIL - SHOP BENT AND PUNCHED	AASHTO M180 CLASS A TYPE 2 APPROVED PRODUCER. INDICATE RADIUS BEAM GUARD IS BENT TO ON THE BACKSIDE OF RAIL. FOLLOW AASHTO M180. MARK RADIUS.
F1	5/8" DIA. HEX HEAD GROUND STRUT AND YOKE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
F2	5/8" DIA. GROUND STRUT AND YOKE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
F3	GROUND STRUT AND YOKE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
G1	5/8 " DIA. POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G2	POST BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER TYPICALLY USED WITH STEEL POSTS) OR ASTM F844 (UNHARDENED WASHER TYPICALLY USED WITH WOOD)
G3	POST BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
H1	7/8" DIA. SOIL TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
H2	SOIL TUBE BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 7/8" ASTM F844 TYPE 1 (HARDEN WASHER ONLY)
H3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD 7/8" ASTM A563DH OR SAE J995 GRADE 5
J1	16D DOUBLE HEAD NAIL	ASTM A153 HOT DIPPED CLASS D DOUBLE HEAD ASTM F1667 TYPE 1 STYLE 12 (16 DOUBLE HEADED)
L1	BCT TIMBER POST	WISDOT SPEC. 614 S4S FINISH ON 4 SIDE
L2	BCT POST SLEEVE	AASHTO M111/ASTM A123 2 3/8" OD ASTM 53 GRADE B
M1	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
M2	W6X8.5 OR W6X9 STEEL POST	AASHTO M111/ASTM A123 ASTM A6 W6X9 OR W6X8.5 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N1	ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
N2	ANCHOR BRACKET - BEARING PLATE	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI

PART NUMBER	DESCRIPTION	MATERIAL SPECIFICATION
P1	5/8" DIA. ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
P2	ANCHOR BRACKET BOLT - WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
P3	SOIL TUBE BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
Q1	5/8" DIA. NOSE CABLE	6X19 AASTHO M30 / ASTM A741 XIPS INDEPENDENT WIRE CORE (IWRC) PR 6X25 XIPS, IWRC NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
Q2	NOSE CABLE-SWAGE BUTTON	COLD TUFF BUTTON, S-409 SIZE NO. 12 STOCK NUMBER 1040395 OR ANY OTHER SIMILAR SIZED WAGED-GRIP-BUTTON FERRULES. ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FIELD SWAGED PER MANUFACTURERS RECOMMENDATION. NOMINAL BREAKING STRENGTH OF 41.2 KIPS.
R1	NOSE CABLE ANCHOR BRACKET	AASHTO M111/ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX. STRENGTH 50 KSI, OR ASTM A709 MAX. STRENGTH 50 KSI, OR ASTM A992 MAX. STRENGTH 50 KSI
S1	5/8" DIA. SPLICE BOLT - BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
S2	SPLICE - BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD 5/8" ASTM A563DH OR SAE J995 GRADE 5
T1	1/4" DIA. NOSE CABLE - U BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36
T2	U-BOLT - PLATE WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
T3	U-BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
U1	7/16" DIA. SLIP POST ASSEMBLY - BREAKAWAY BOLT	ASTM A153 OR B695 CLASS 55 OR F2329 UNC FULLY THREADED HEX HEAD TAP BOLT ASTM A449 OR SAE J429 GRADE 5
U2	7/16" DIA. SLIP POST ASSEBLY - BREAKAWAY BOLT - WASHER	ASTM F436 TYPE I (HARDEN TYPICALLY USED WITH STEEL) GALV. AASHTO M111/ASTM A 123 OR GALV. HOT DIP. TO POST BOLT CLASS C / ASTM F2329 OR GALV. MECHANICALLY TO AASHTO M232 CLASS C / ASTM A153 CLASS C / ASTM AASHTO M298 CLASS 50, TYPE 1 / ASTM B695 CLASS 55, F2329
U3	SLIP POST ASSEBLY - BREAKAWAY BOLT - NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / STM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
V1	¾" DIA. BCT CABLE	AASHTO M30 / ASTM A741 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6X19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN BREAKING STRENGTH OF 42.7 KIPS
V2	ANCHOR CABLE-SWAGE FITTING	UNC ASTM A576 GRADE 1035 SWAGE FITTING ARE TO BE FACTORY SWAGED. MIN. BREAKING STRENGTH OF 42.7 KIPS. ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."
V3	1" DIA. ANCHOR CABLE-WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)
V4	1" DIA. ANCHOR CABLE-NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5
W1	REFLECTOR	SEE SDD 15A4

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SDD 14B26 - 05h

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SDD 14B26 - 05h

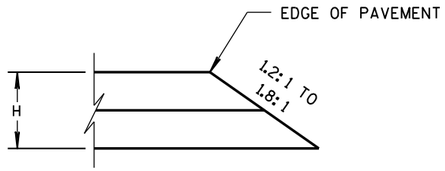
STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

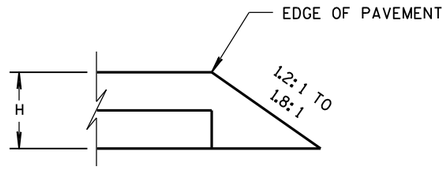
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA



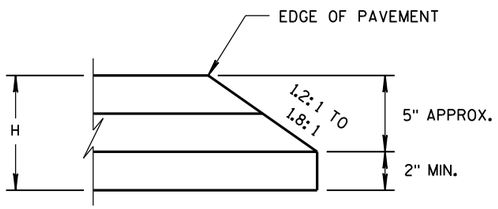
CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



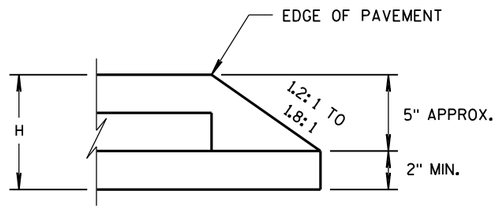
CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS



CONSTRUCTED WITH FINAL TWO LAYERS

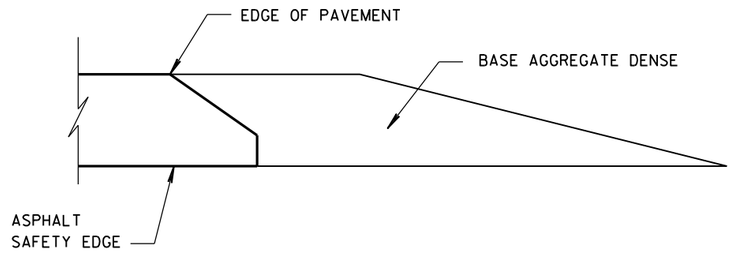
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

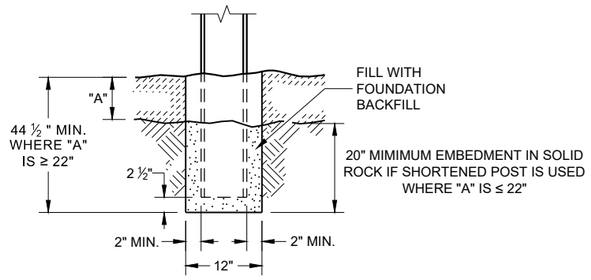
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

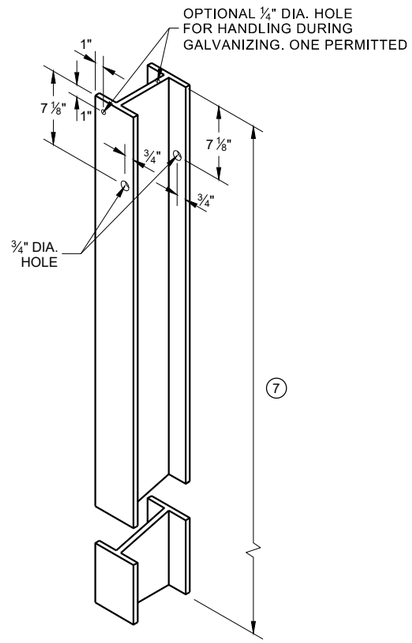
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

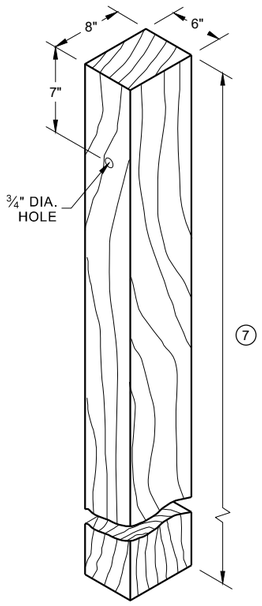
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



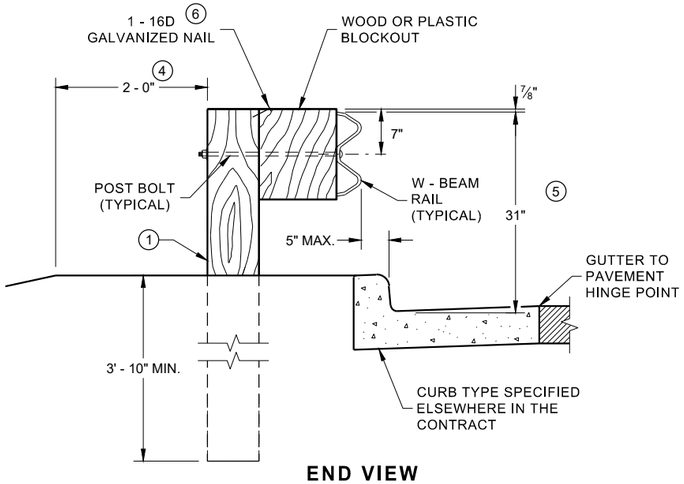
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



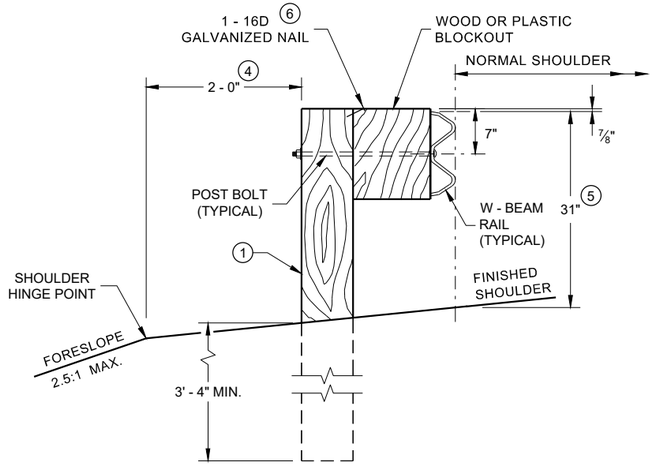
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



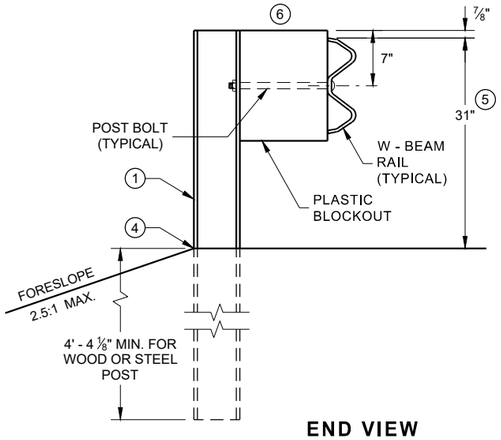
WOOD POST (6" X 8") NOMINAL (1)



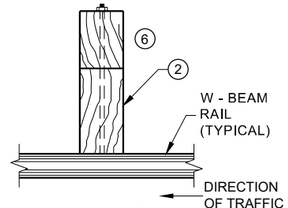
END VIEW
LOCATED ALONG A CURBED ROADWAY



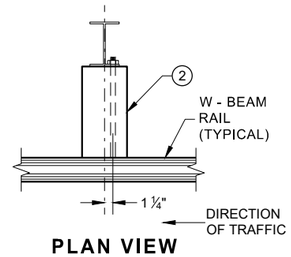
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



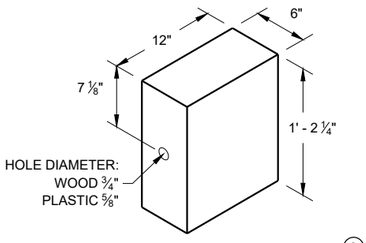
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



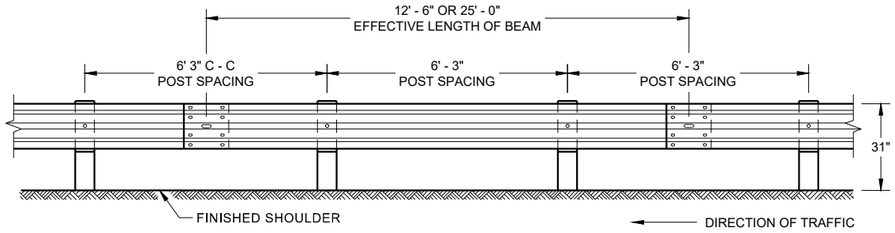
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

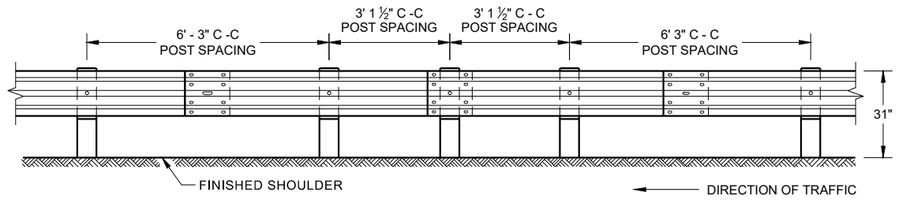
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 07a

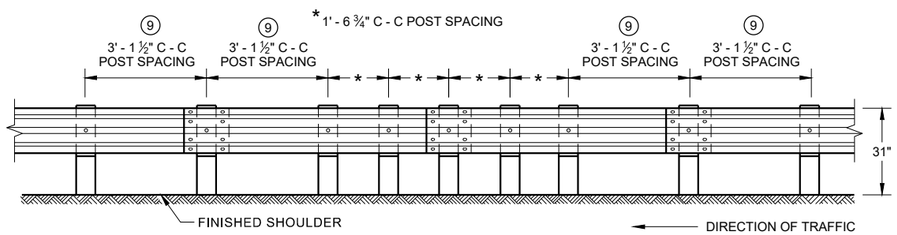
SDD 14B42 - 07a



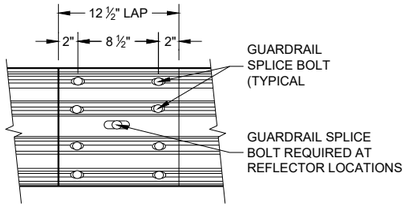
FRONT VIEW
POST SPACING STANDARD INSTALLATION



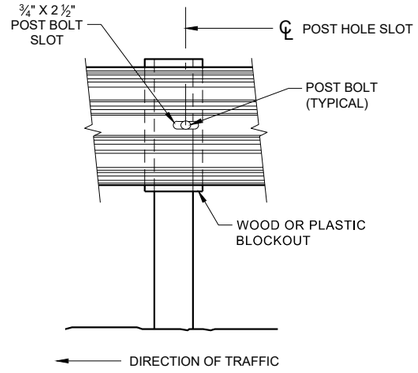
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



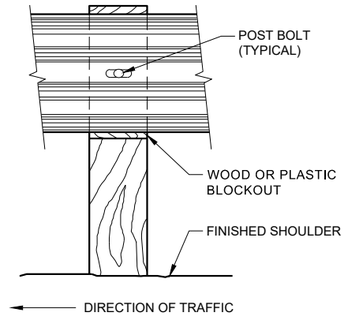
FRONT VIEW
QUARTER POST SPACING (QS)



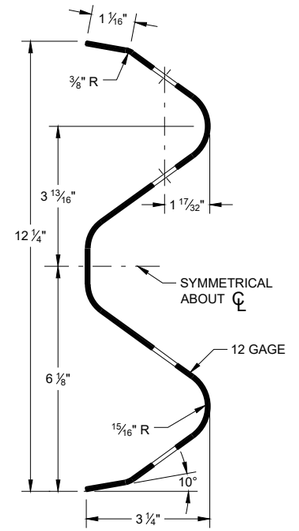
FRONT VIEW
MID-SPAN BEAM SPLICE



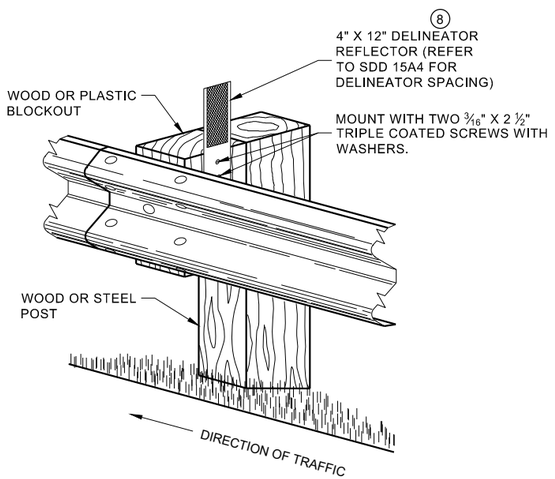
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

(8) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

(9) 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

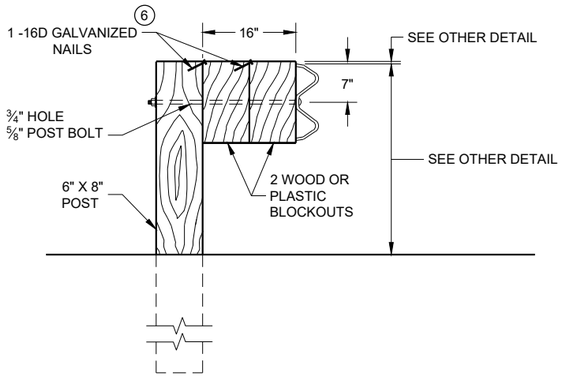
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

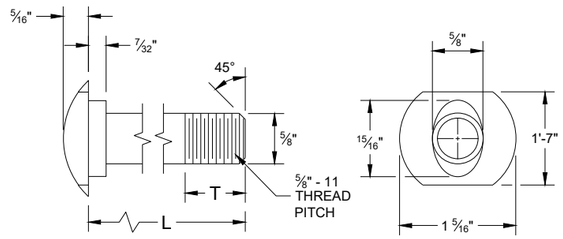


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

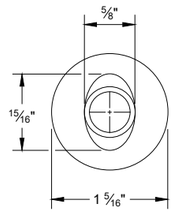
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

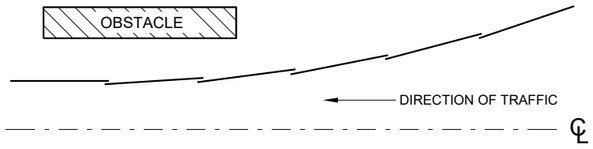


POST BOLT TABLE

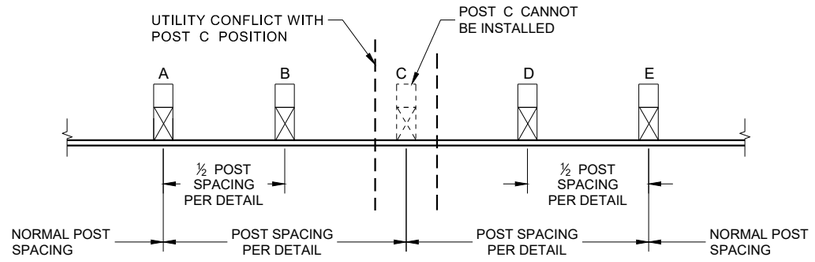
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



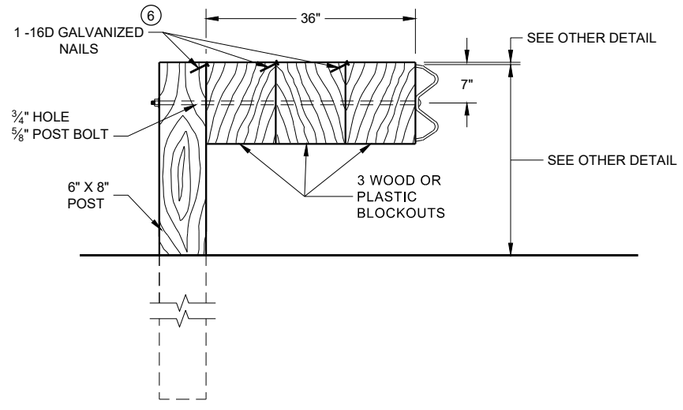
ALTERNATE BOLT HEAD



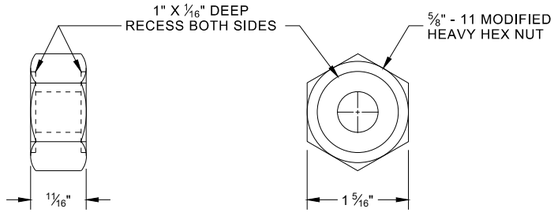
PLAN VIEW
BEAM LAPPING DETAIL



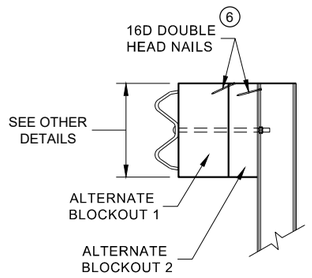
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



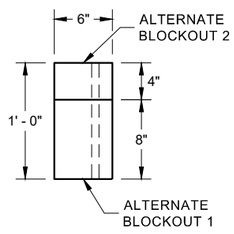
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

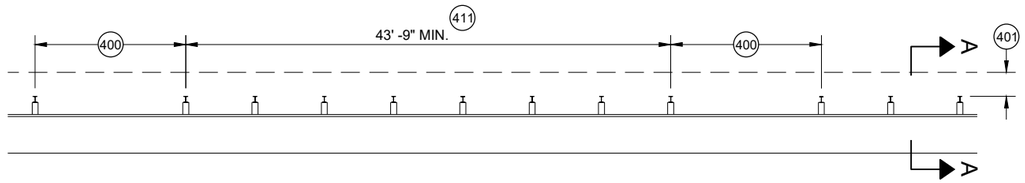
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

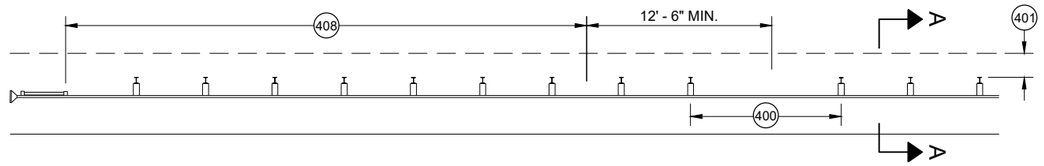
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

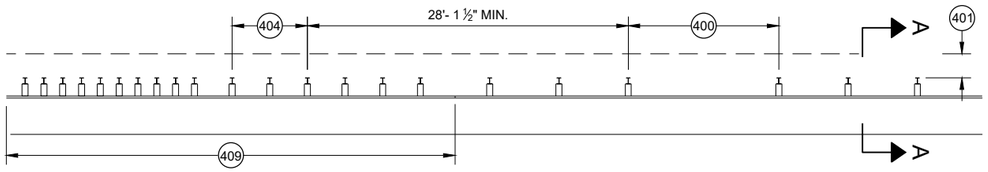
SDD 14B42 - 07c



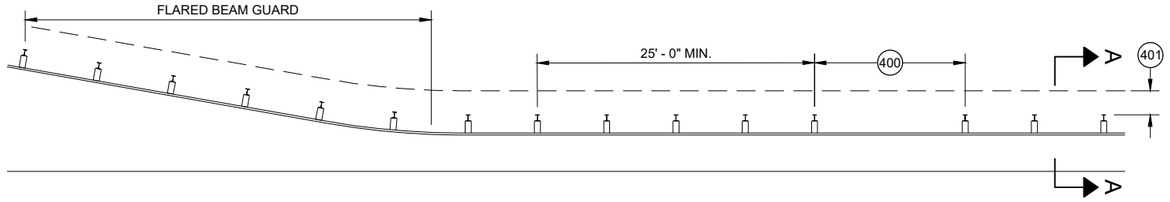
MISSING POST IN MGS GUARDRAIL



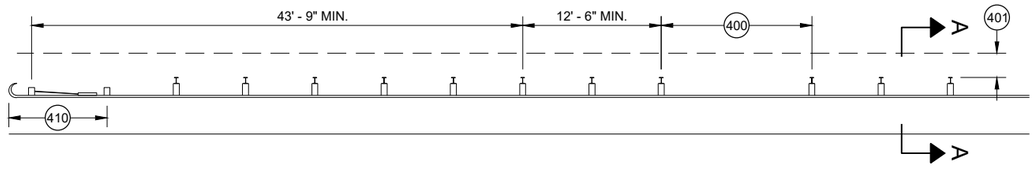
MISSING POST IN MGS GUARDRAIL NEAR EAT



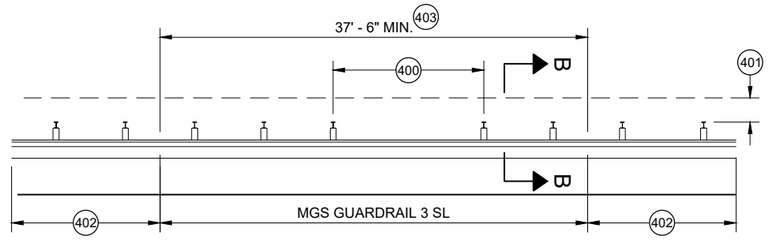
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

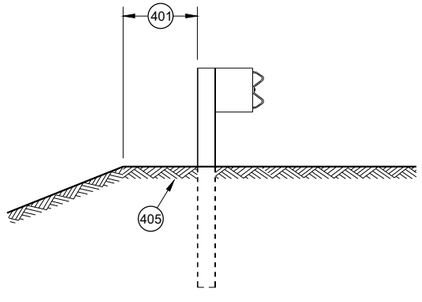


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

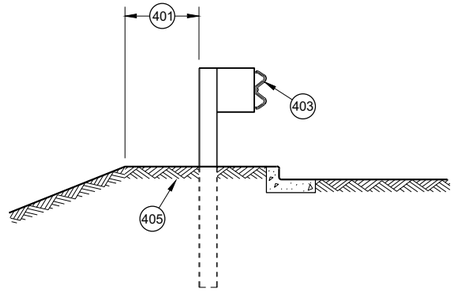


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

(400) MAX SPAN 12' - 6"
(401) 2' MIN.
(402) MGS GUARDRAIL 3
(403) NESTING BEAM GUARD
(404) ASYMMETRIC TRANSITION
(405) SOIL WELL DRAINED AND COMPACTED
(406) SEE OTHER DRAWINGS IN THIS SDD
(407) SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
(408) SEE SDD 14B44
(409) SEE SDD 14B45
(410) SEE SDD 14B47
(411) MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

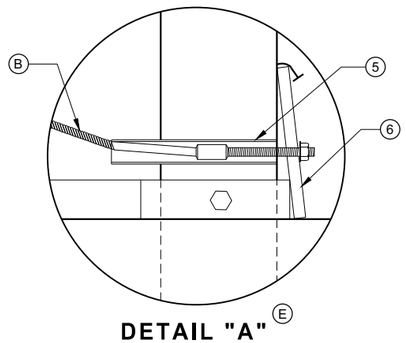
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

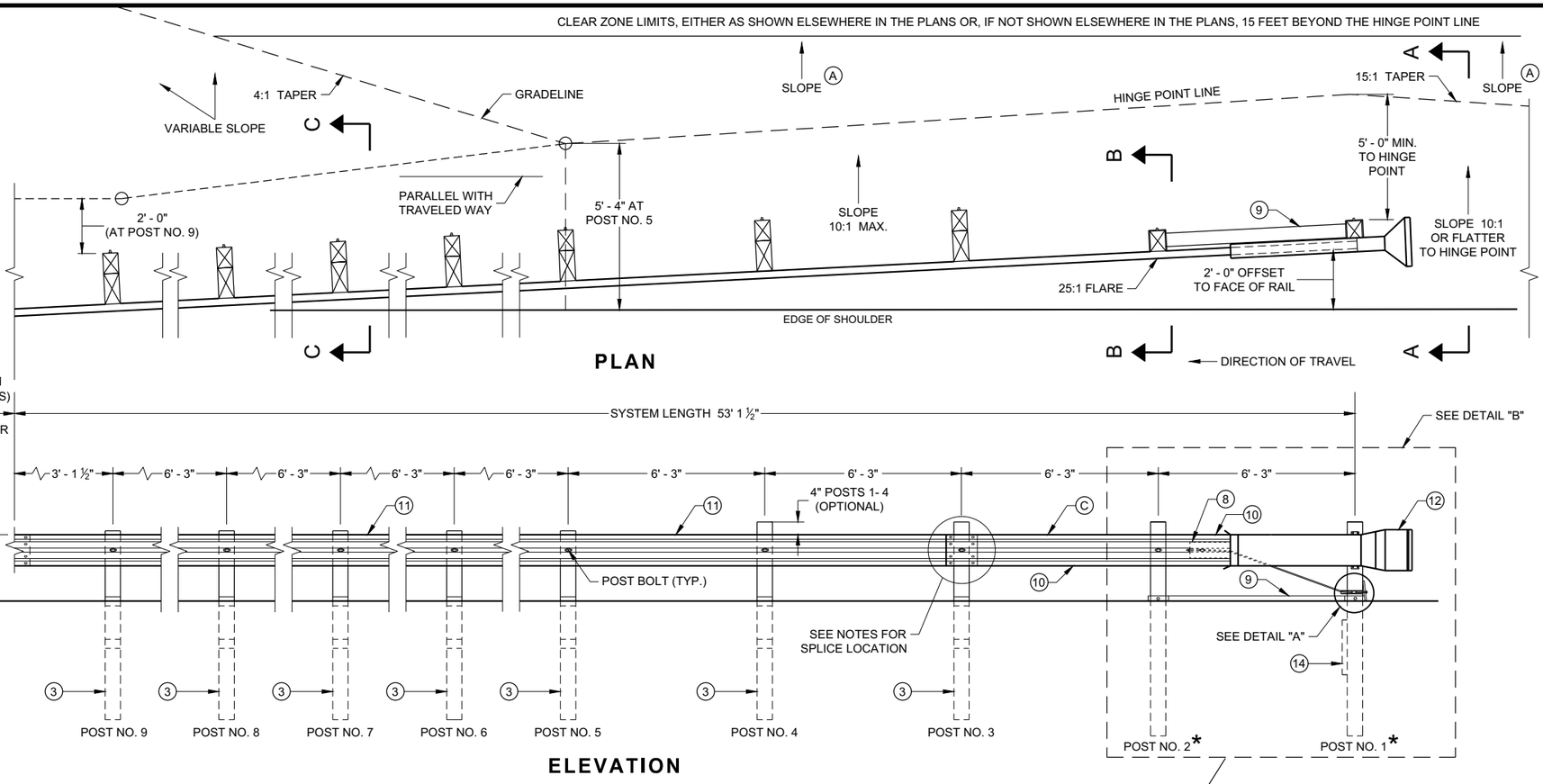
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

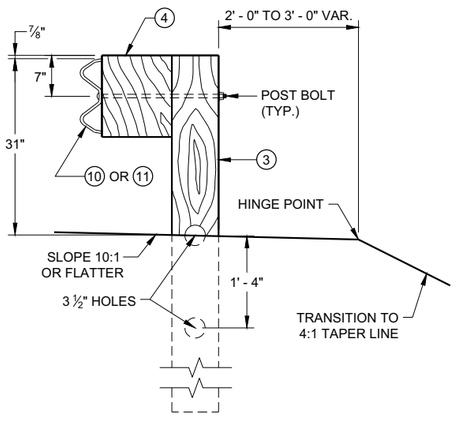
SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.

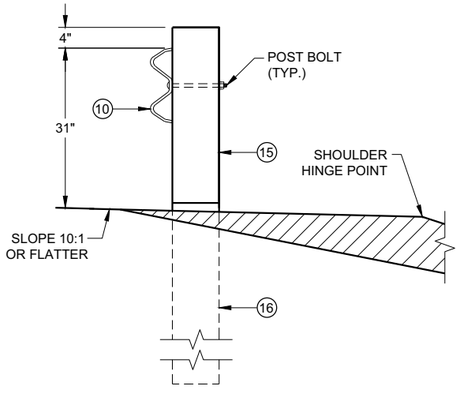


DETAIL "A" (E)

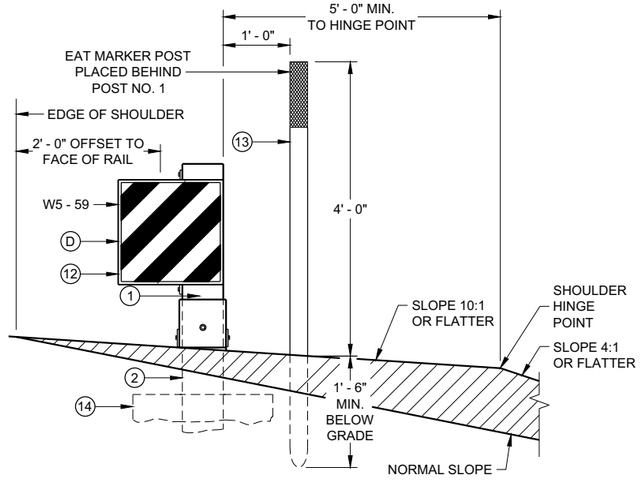




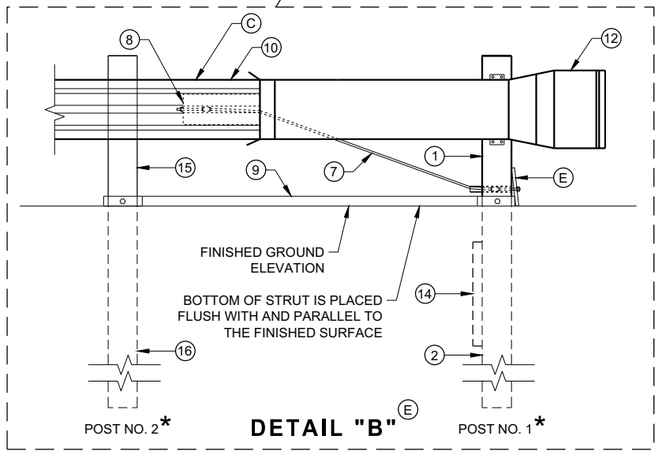
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

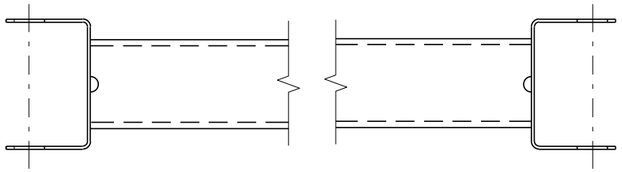
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

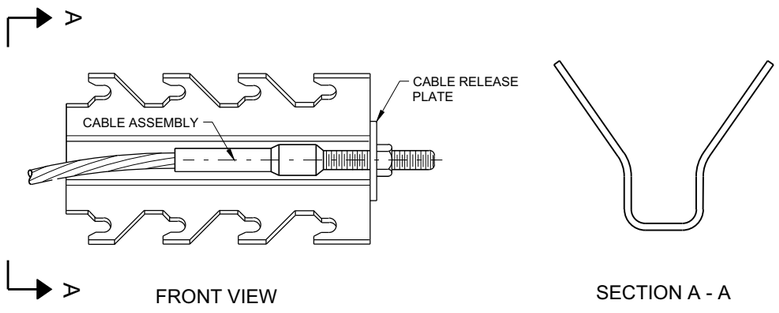
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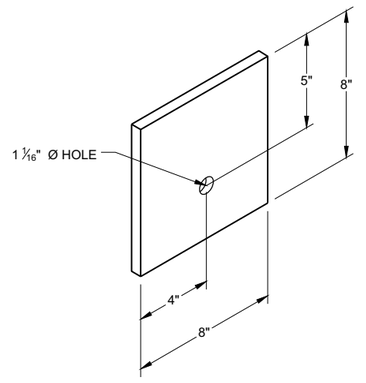
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

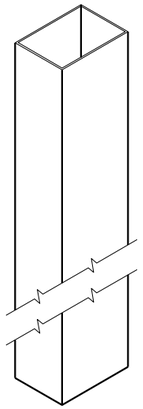
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SDD 14B44 - 04b

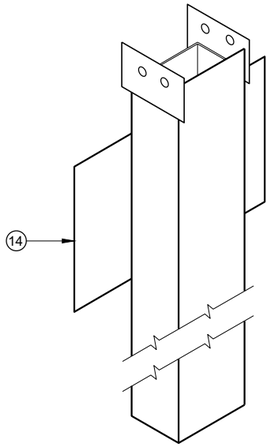
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

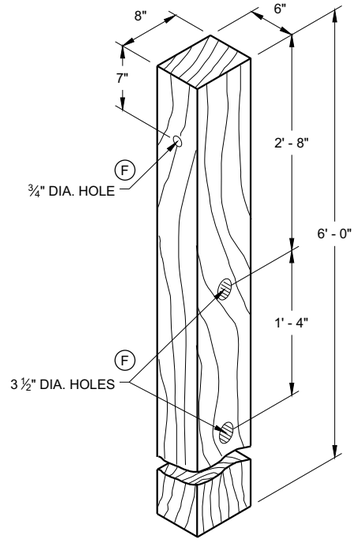
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



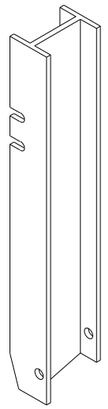
UPPER POST NO. 1 (1) (E)



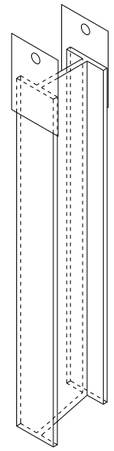
LOWER POST NO. 1 (2) (E)



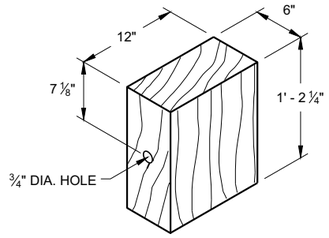
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



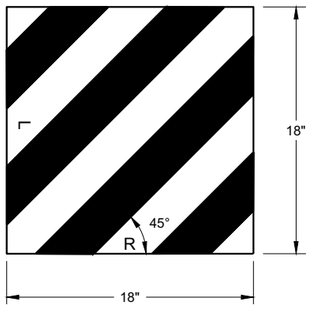
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

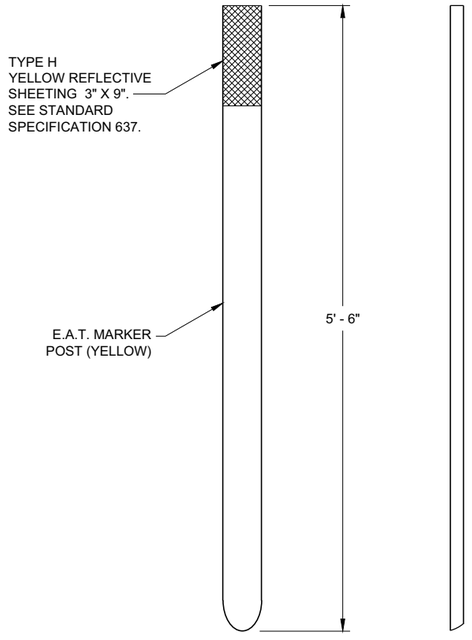


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



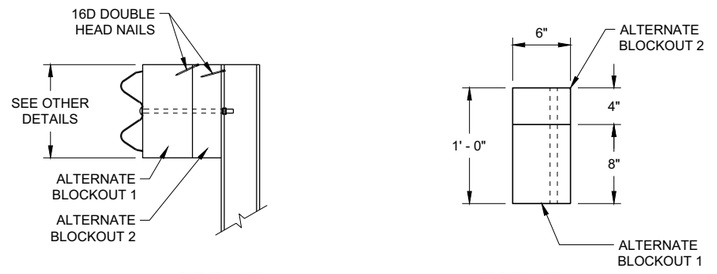
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

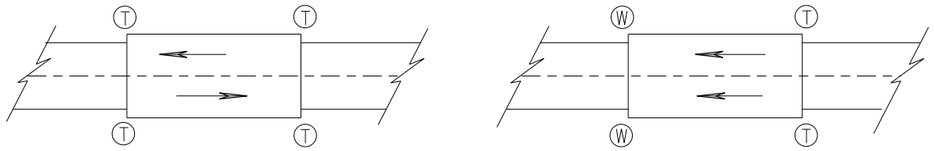
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

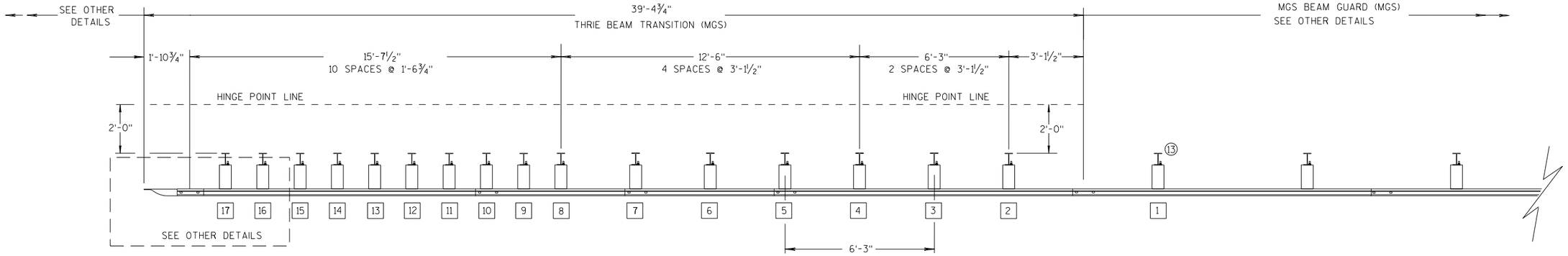
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

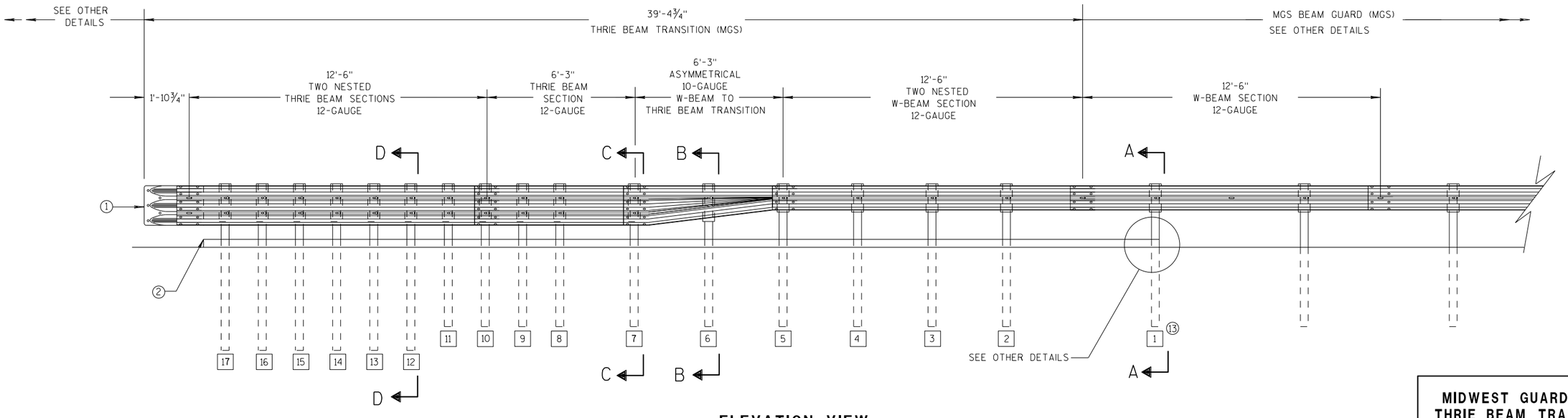
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

S.D.D. 14 B 45-5a

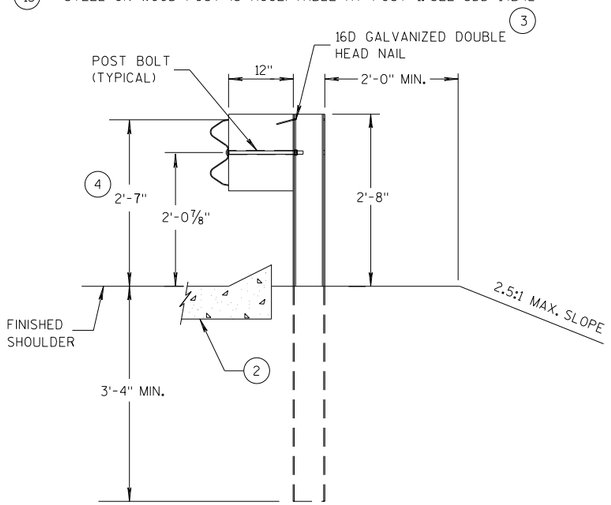
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

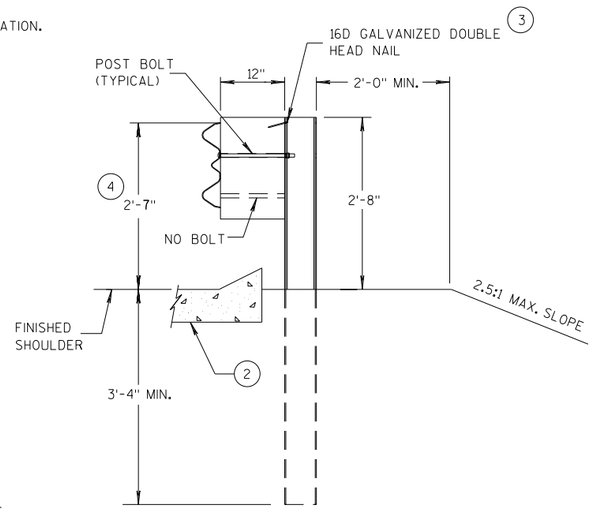
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



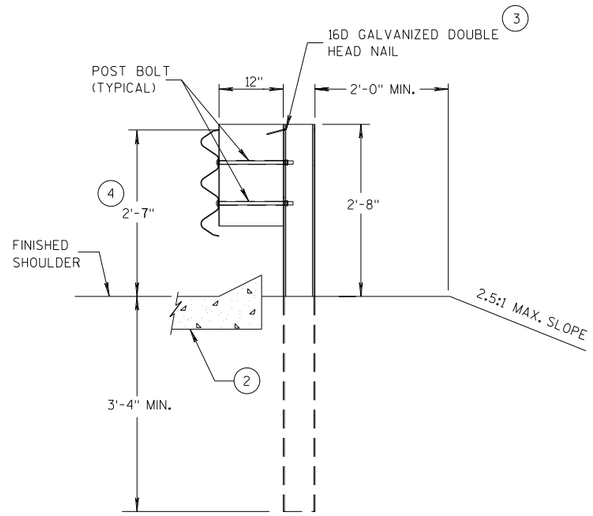
SECTION A-A (13)

POSTS 1-5



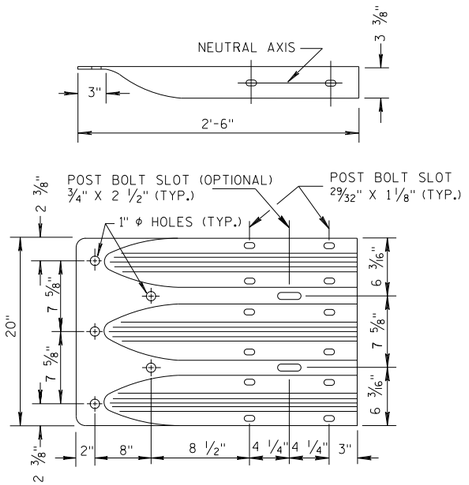
SECTION B-B

POST 6

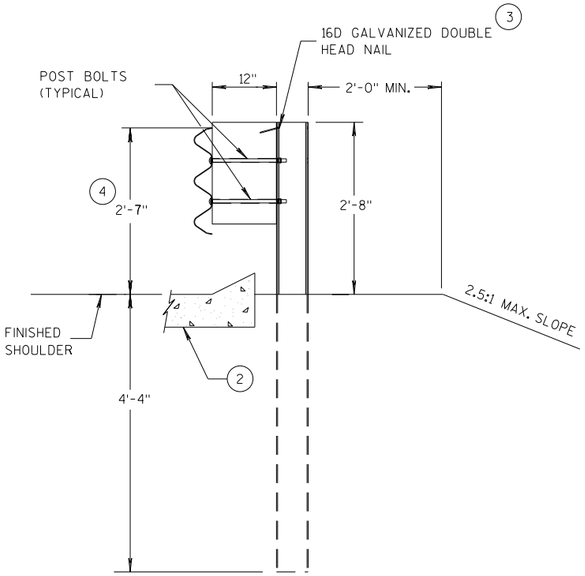


SECTION C-C

POSTS 7-11

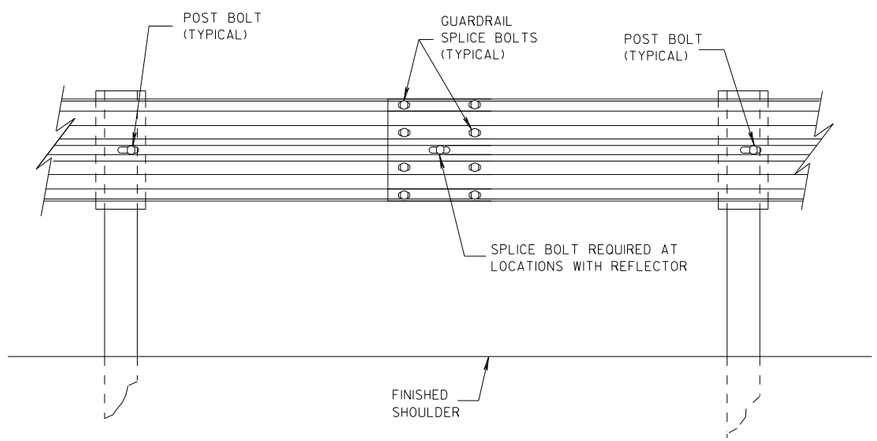


THRIE BEAM TERMINAL CONNECTOR



SECTION D-D

POSTS 12-17



SPLICE DETAIL

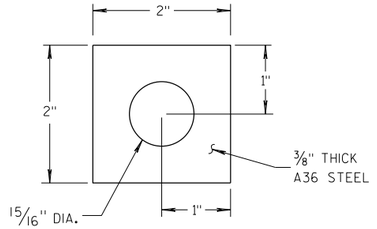
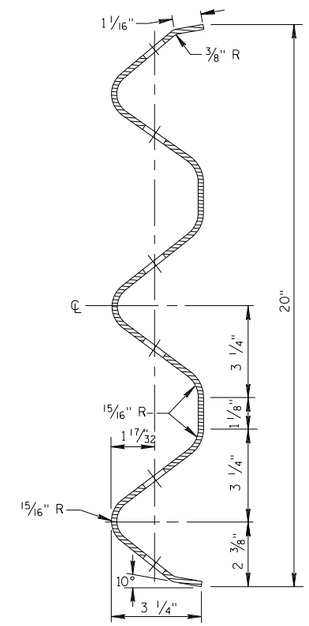


PLATE WASHER DETAIL



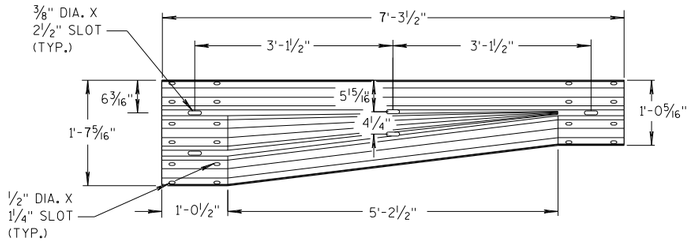
SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

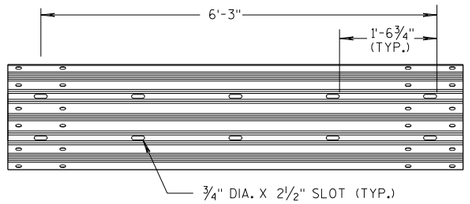
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

6

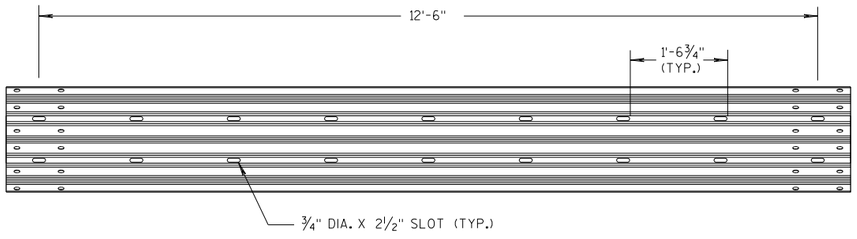
S.D.D. 14 B 45-5b



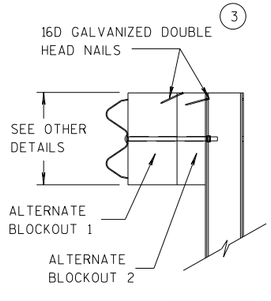
W-BEAM TO THRIE BEAM TRANSITION SECTION



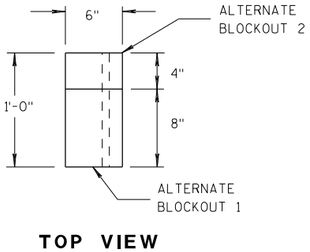
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

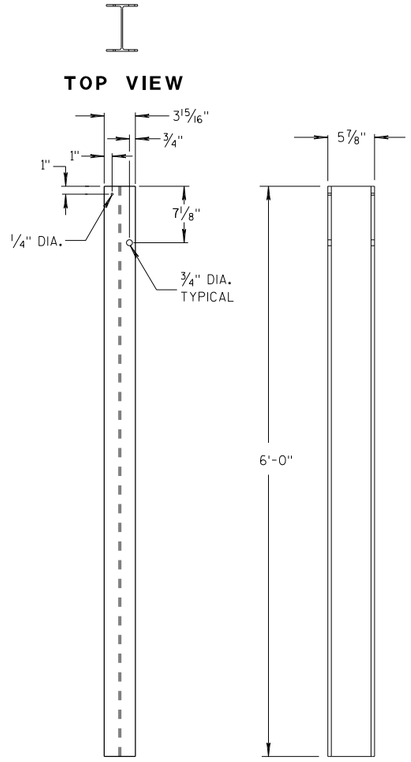


SIDE VIEW



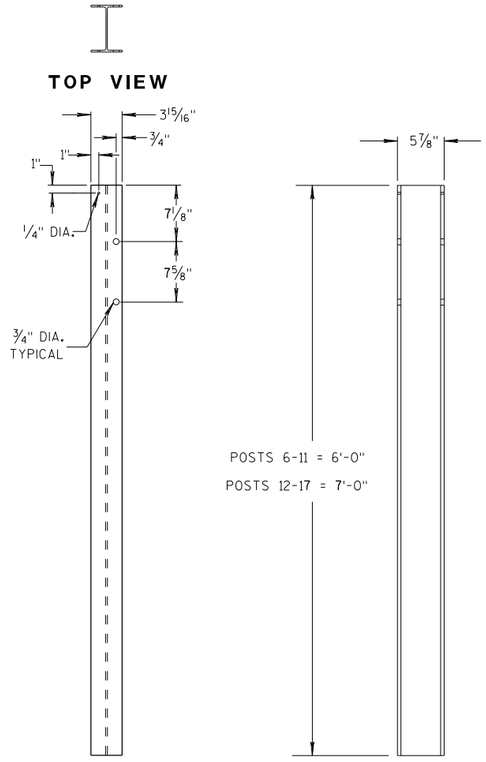
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



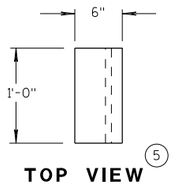
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

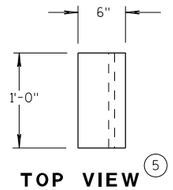


FRONT VIEW SIDE VIEW

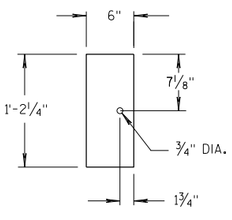
STEEL POSTS 6-17



TOP VIEW (5)

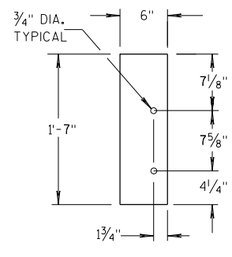


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

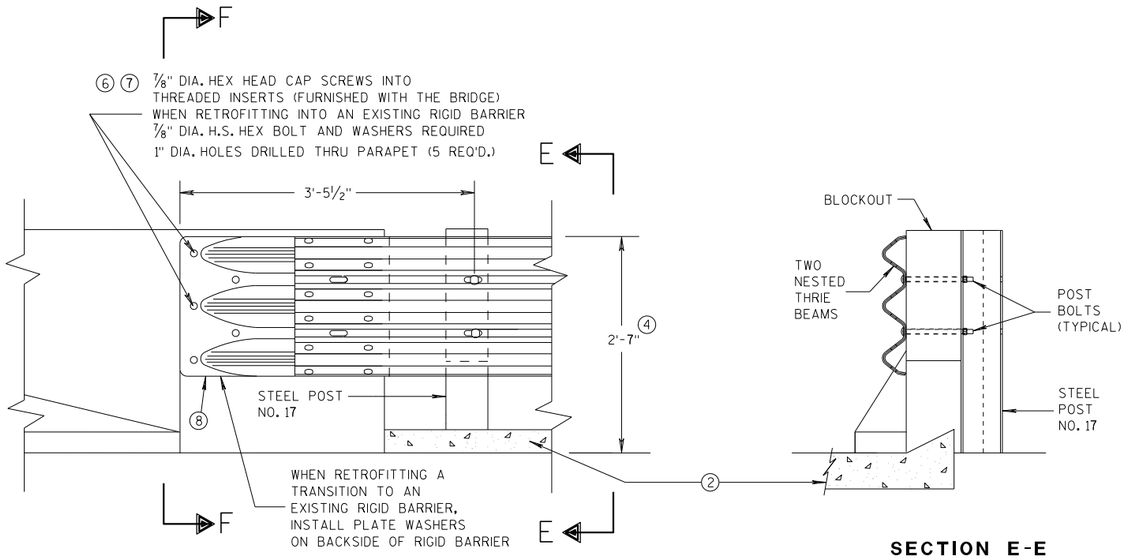
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 337

6

S.D.D. 14 B 45-5c

6

S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

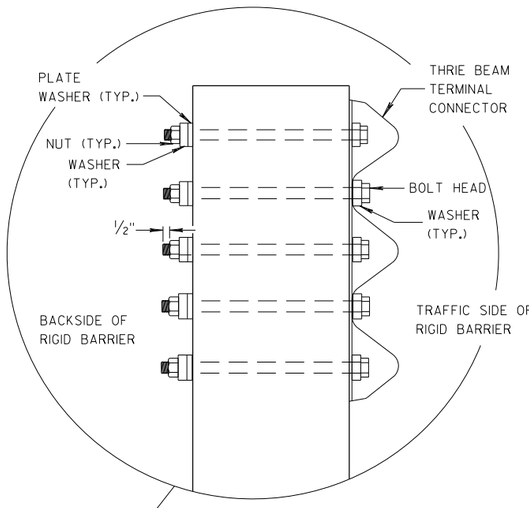
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

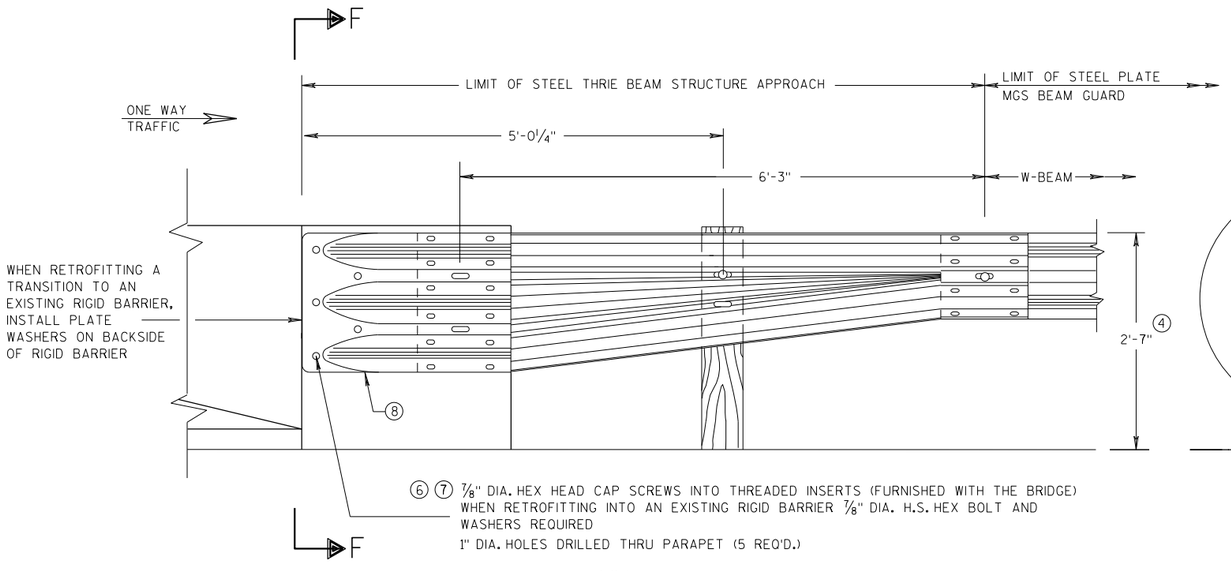
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

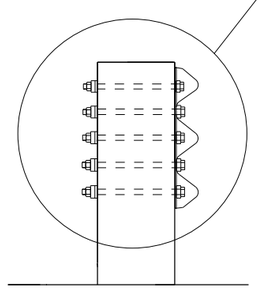
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

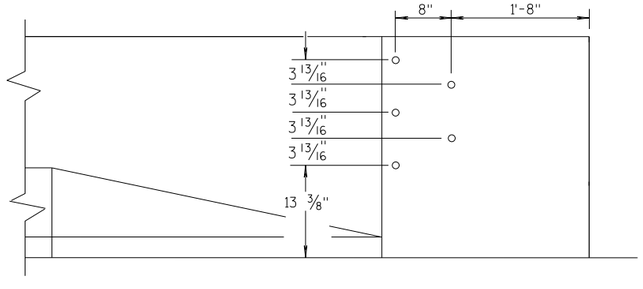




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D[illegible] UNIT SUPERVIS[illegible]
FHWA

6

S.D.D. 14 B 45-5d

6

S.D.D. 14 B 45-5d

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

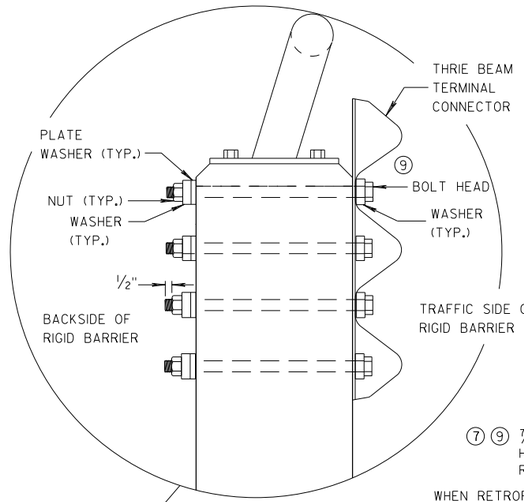
(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

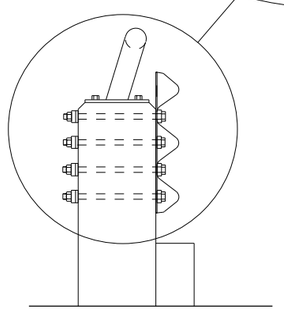
(6) DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(7) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

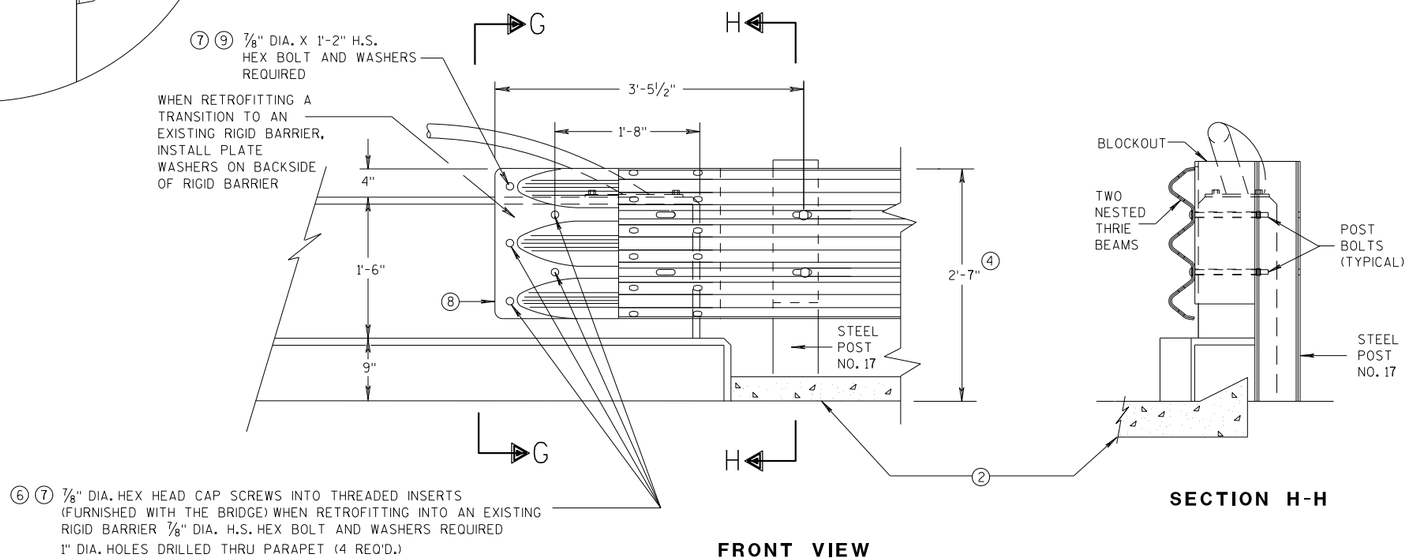
(8) THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

(9) BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.





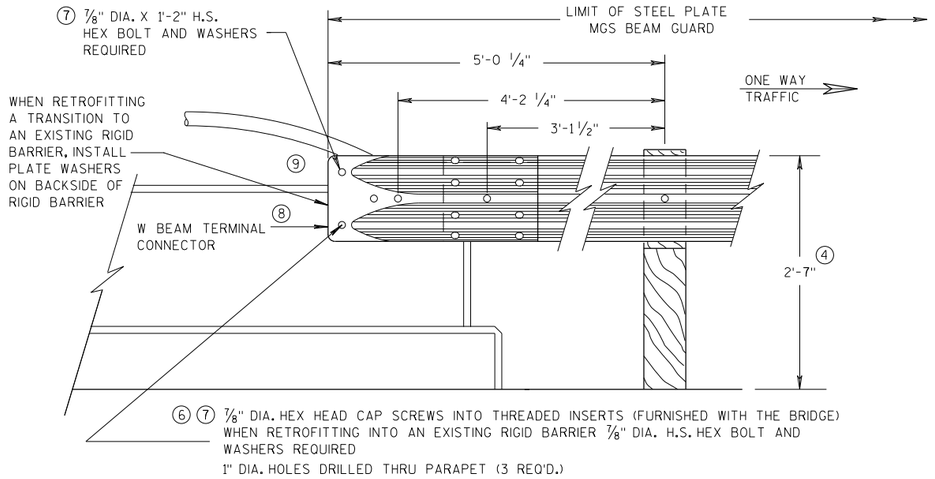
SECTION G-G



FRONT VIEW

SECTION H-H

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

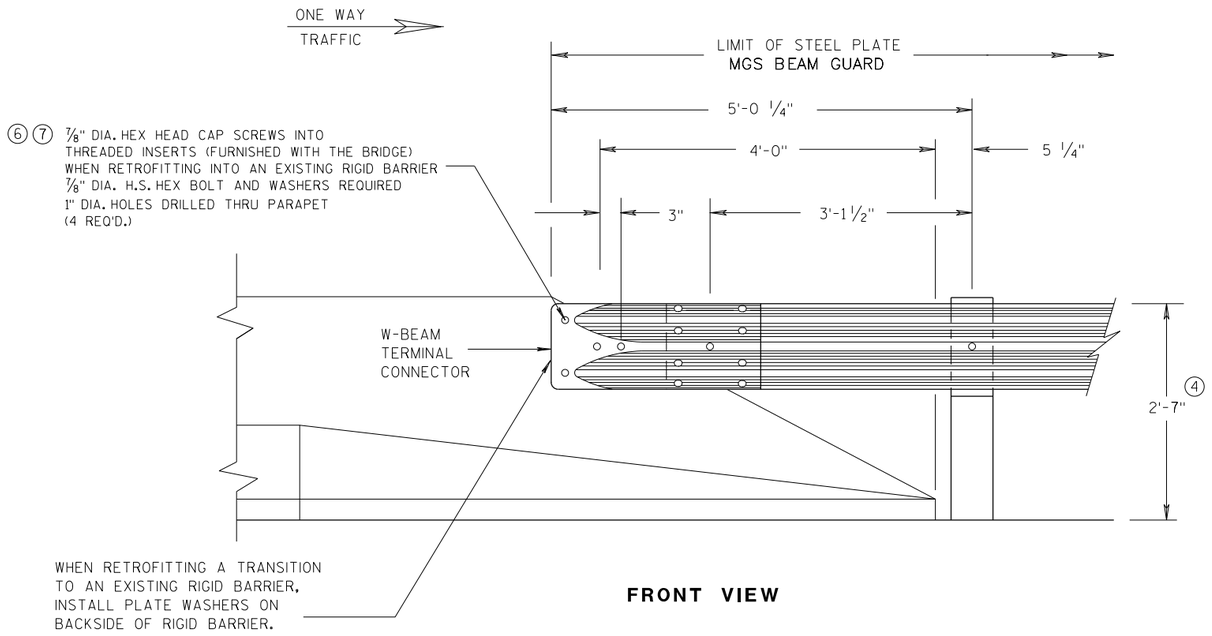
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FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

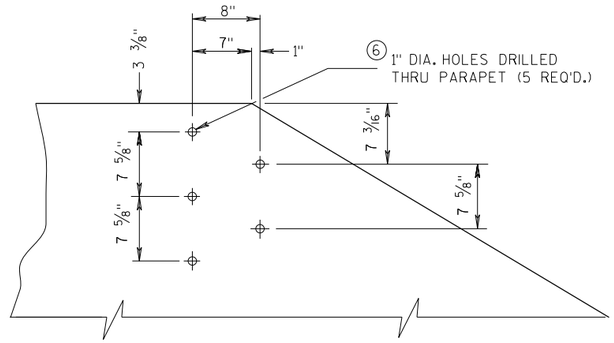
GENERAL NOTES

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

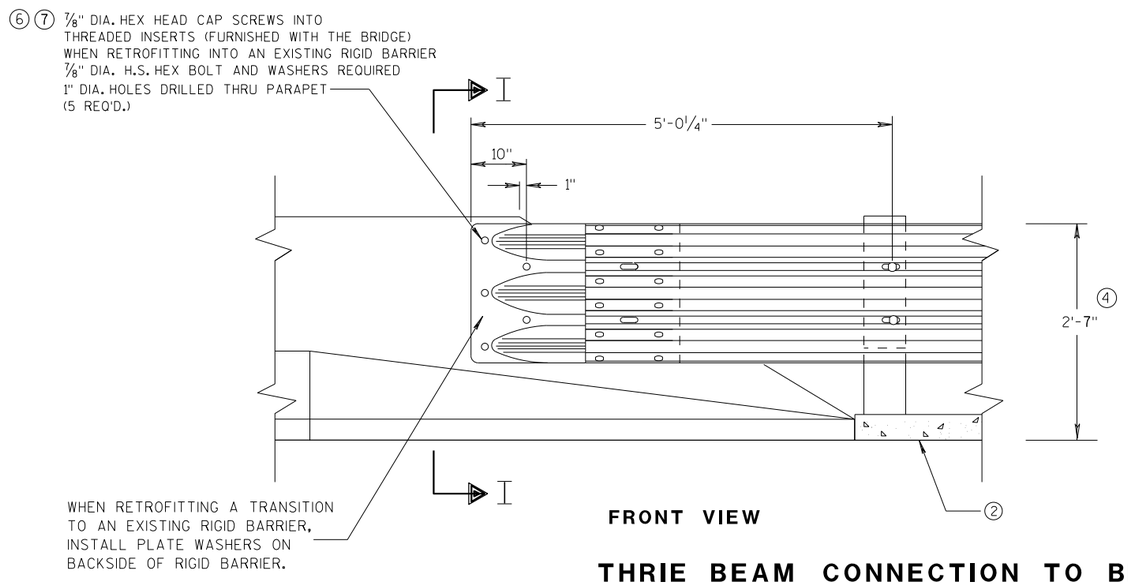
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

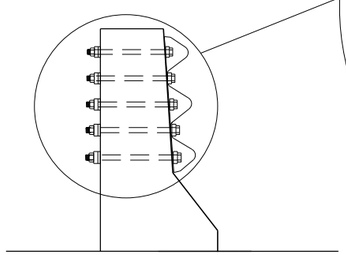
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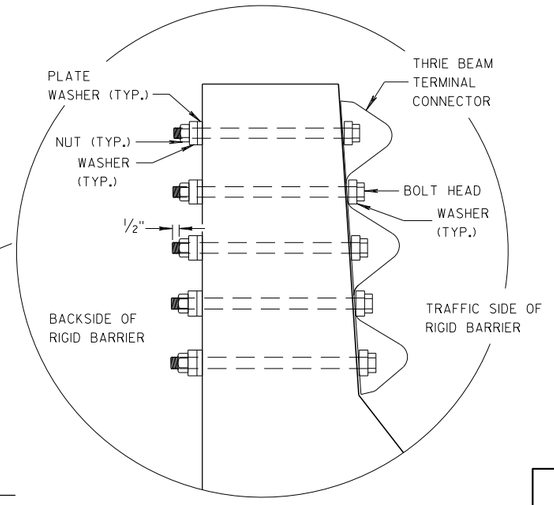
DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION I-I



THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

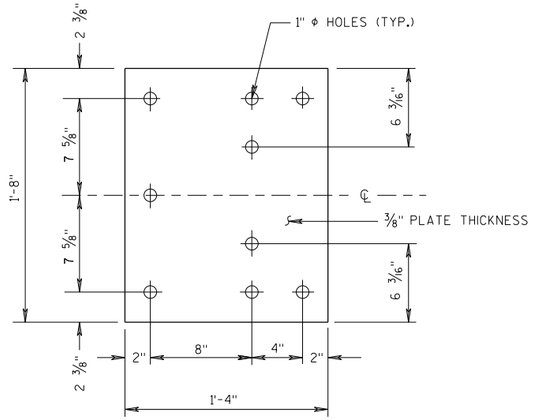
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

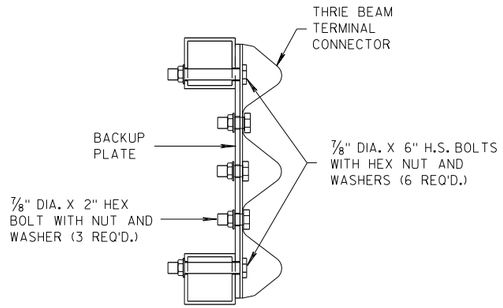
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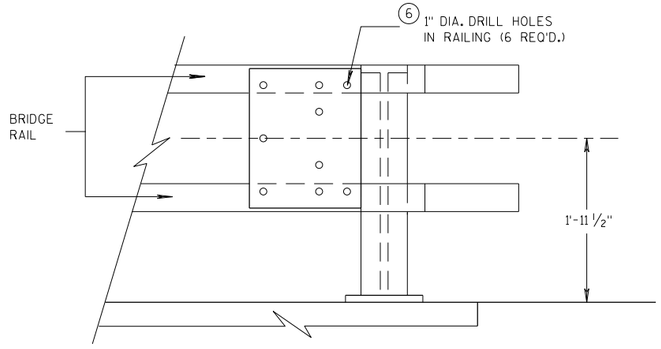
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BACK-UP PLATE DETAIL



SECTION J-J

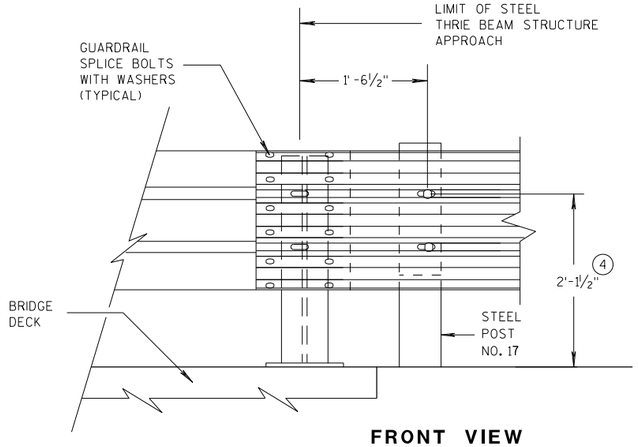


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING

GENERAL NOTES

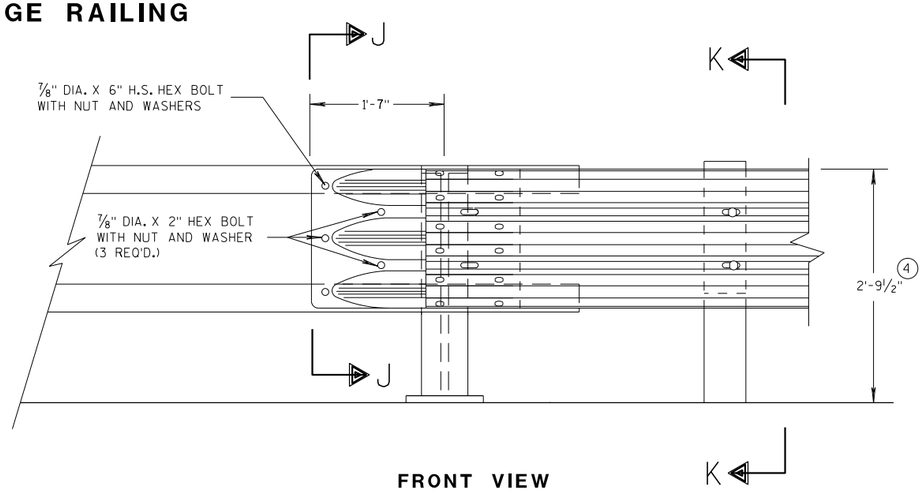
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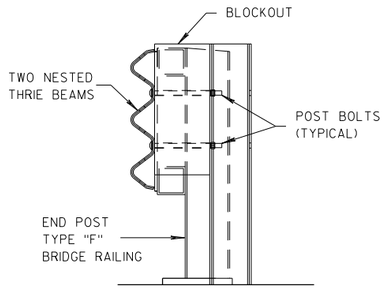


FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW



SECTION K-K

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 07/2018 — DATE — FHWA

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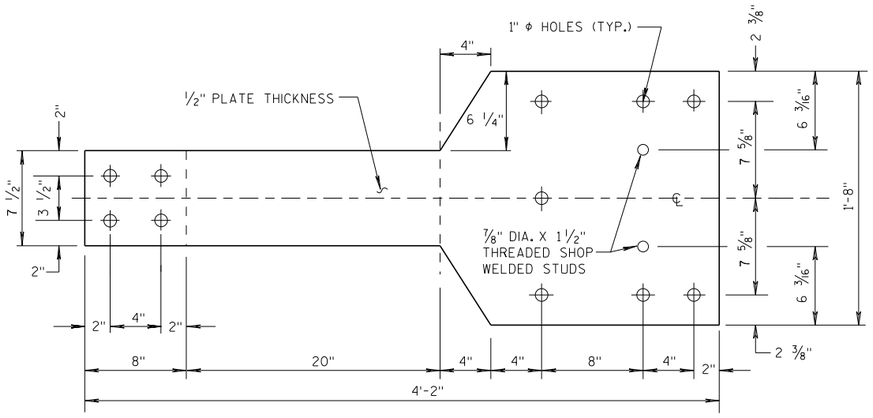
S.D.D. 14 B 45-5g

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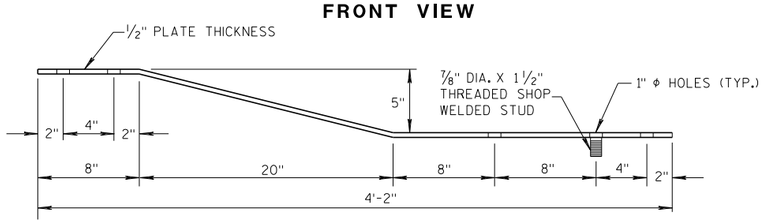
S.D.D. 14 B 45-5g

GENERAL NOTES

(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

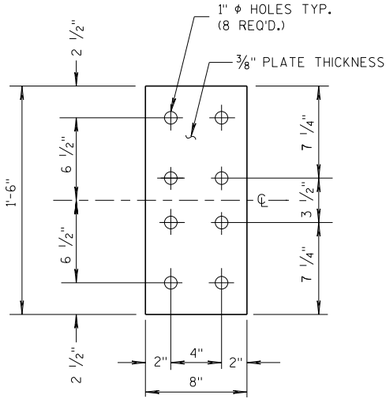


FRONT VIEW



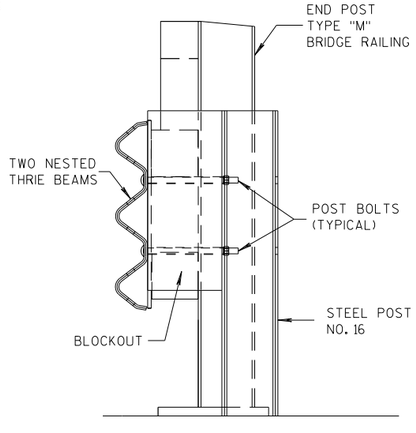
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

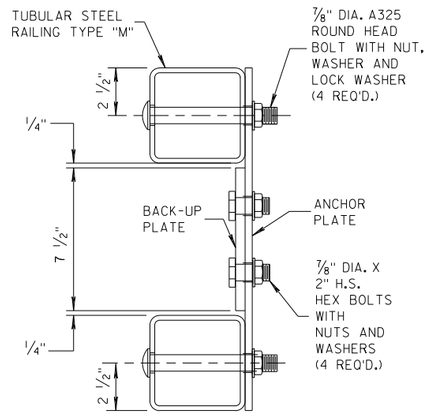


FRONT VIEW

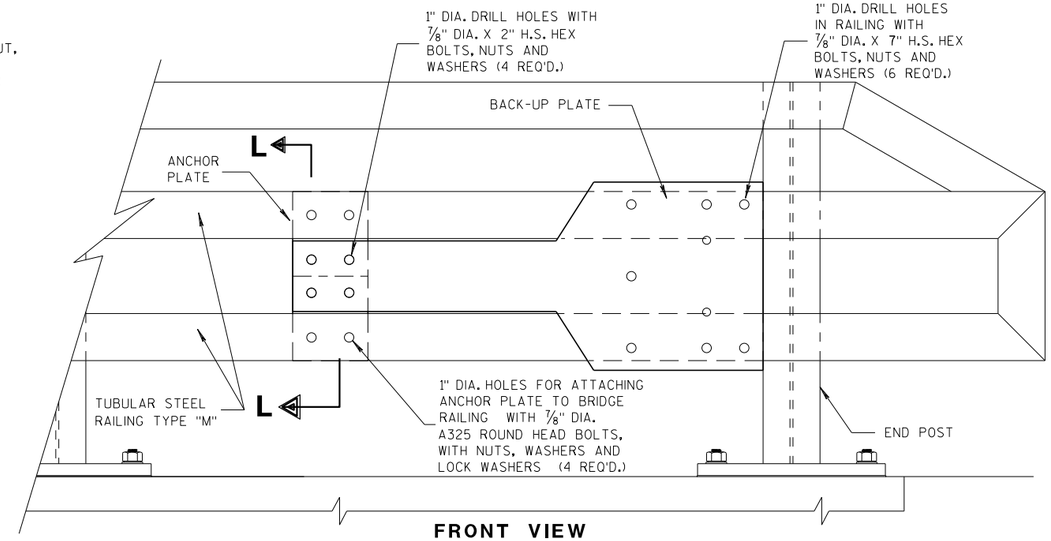
ANCHOR PLATE DETAIL, TYPE "M"



SECTION M-M

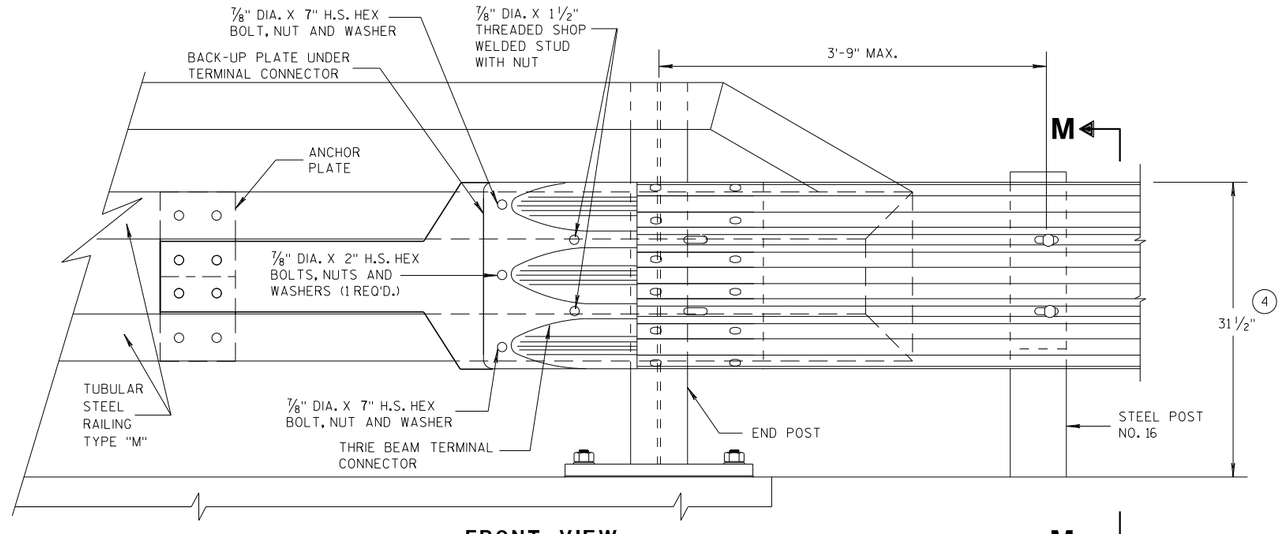


SECTION L-L

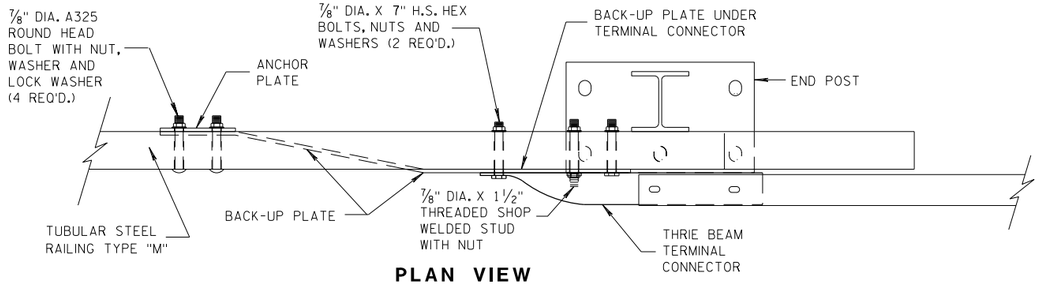


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
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S.D.D. 14 B 45-5h

GENERAL NOTES

COVER PLATE PANELS ARE 3/16" THICK.

ALL STIFFENERS ARE 1/4" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

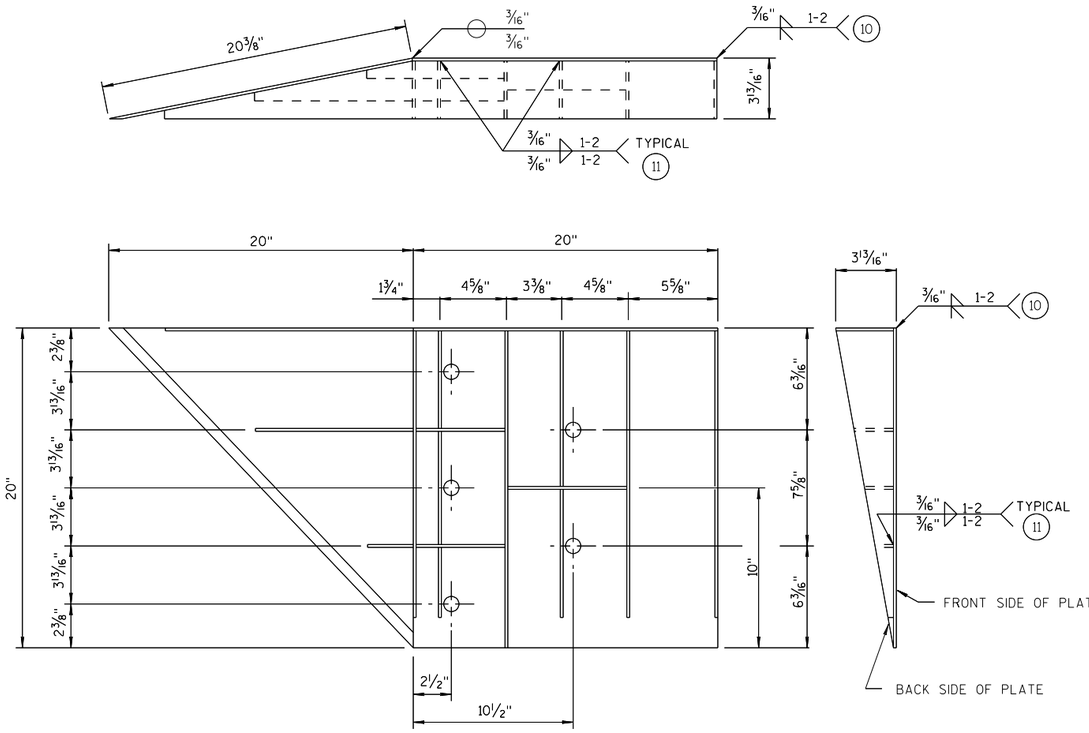
FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

(10) STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND 3/16" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

(11) STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
3/16" FILLET WELD BY 1" LONG SPACED AT 2".



WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

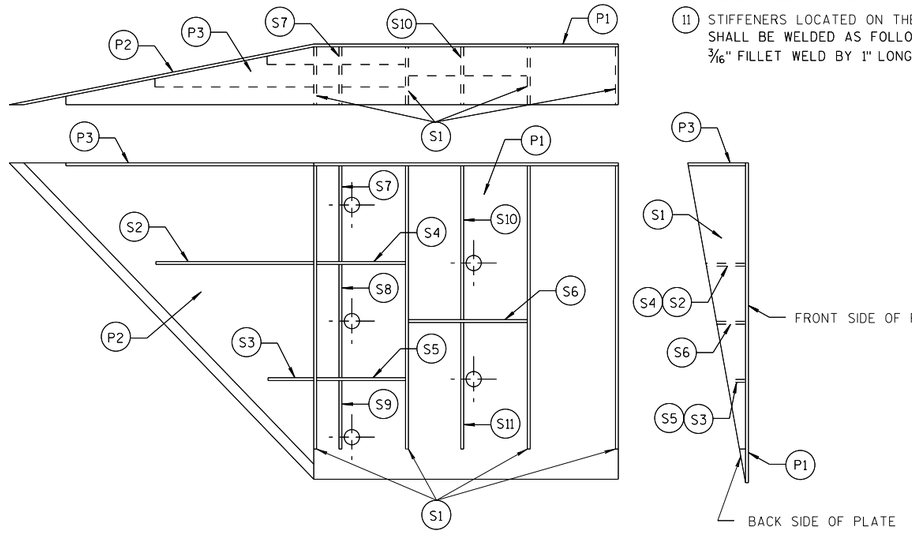


PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	3/16"
P2	1		20" x 20" x 28 9/16"	3/16"
P3	1		39" x 3 5/8" x 20" x 19 5/16"	3/16"
S1	4		18 7/16" x 3 5/8" x 18 3/4"	1/4"
S2	1		10 1/4" x 2 7/16" x 10 3/8" x 1/2"	1/4"
S3	1		3" x 1 1/16" x 3 1/8" x 1/2"	1/4"
S4	1		6 1/8" x 2 7/16"	1/4"
S5	1		6 1/8" x 1 1/16"	1/4"
S6	1		7 3/4" x 1 3/4"	1/4"
S7	1		2 9/16" x 6" x 3 5/8" x 5 7/8"	1/4"
S8	1		1 5/32" x 7 1/2" x 2 1/2" x 7 3/8"	1/4"
S9	1		6 1/16" x 6 3/16" x 1 3/32"	1/4"
S10	1		1 7/8" x 9 7/8" x 3 5/8" x 9 11/16"	1/4"
S11	1		8 1/2" x 8 3/4" x 1 13/16"	1/4"

SINGLE SLOPE CONNECTION PLATE

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

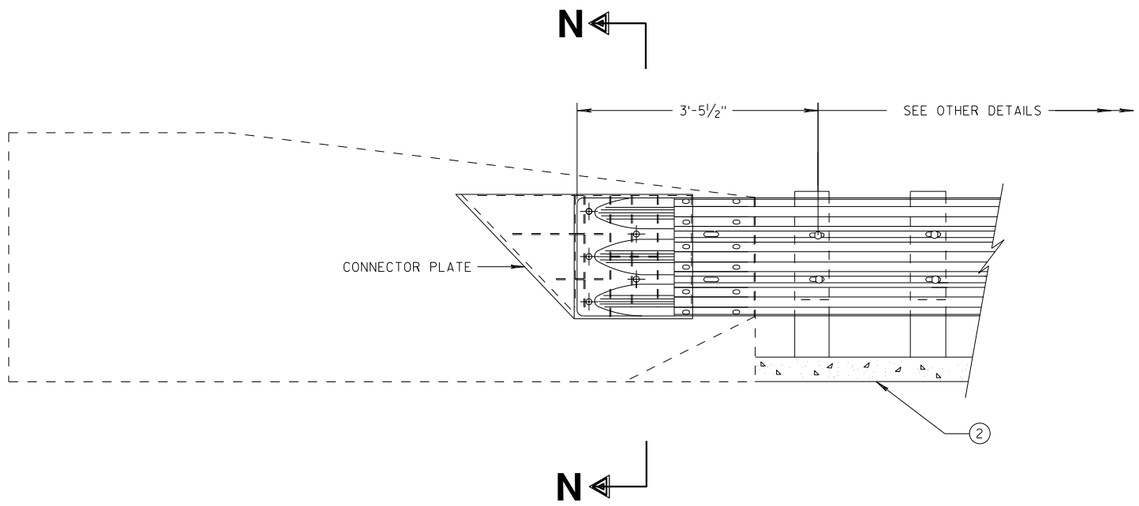
STATE OF WISCONSIN
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FHWA

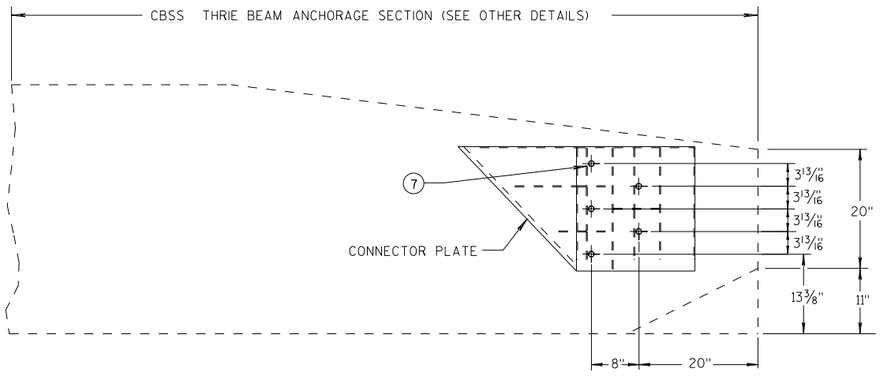
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THRIE BEAM CONNECTION TO SINGLE SLOPE BARRIER



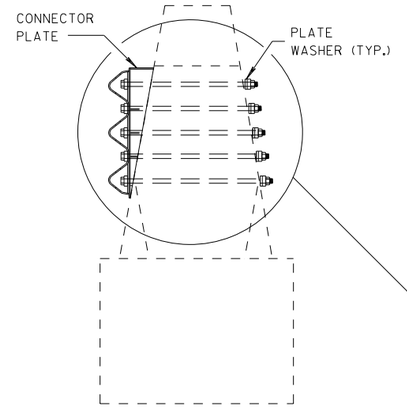
SINGLE SLOPE CONNECTION PLATE PLACEMENT

GENERAL NOTES

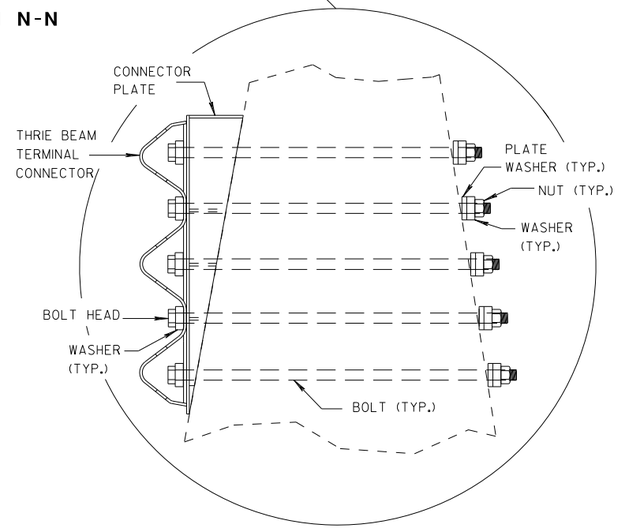
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SECTION N-N



MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

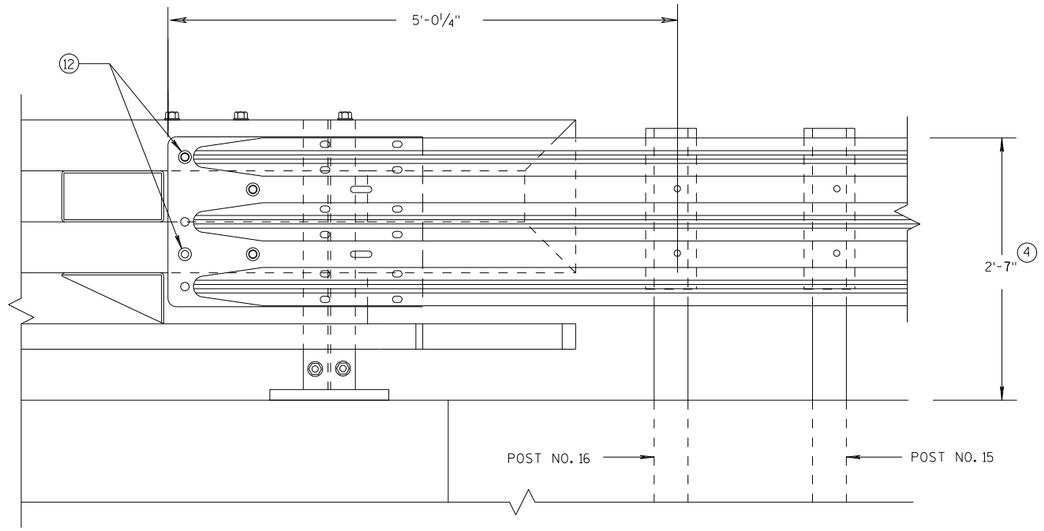
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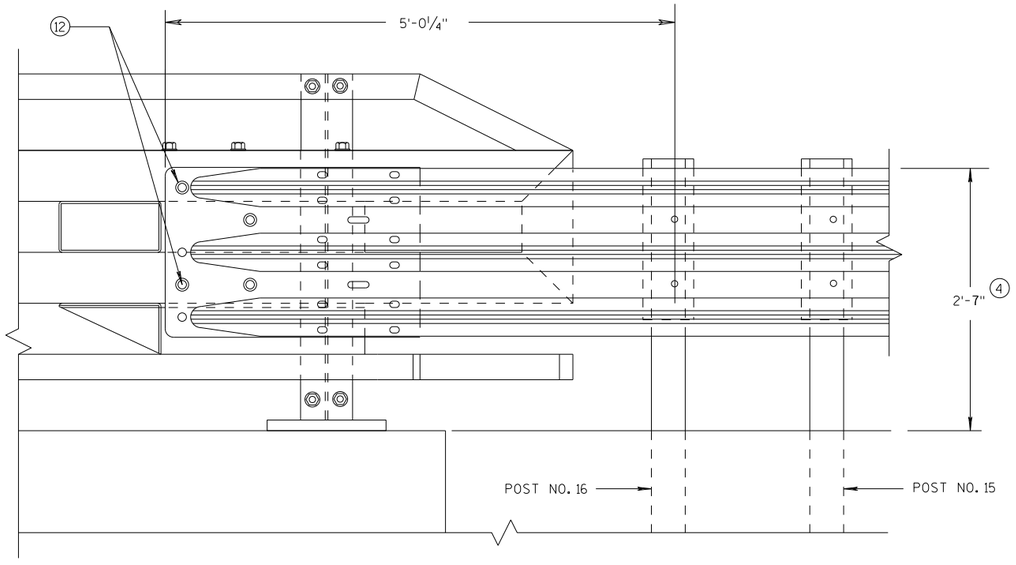
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S.D.D. 14 B 45-5j



ELEVATION OF DETAIL AT NY3 END POST

THRIE BEAM RAIL ATTACHMENT



ELEVATION OF DETAIL AT NY4 END POST

THRIE BEAM RAIL ATTACHMENT

GENERAL NOTES

(4) TOLERANCE FOR TOP OF BEAM IS ± 1".

(12) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. ON BACKSIDE OF PARAPET ONE ROUND WASHER, AND NUT REQUIRED. BOLT THREAD IS TO EXTEND 1/2-INCH BEYOND NUT.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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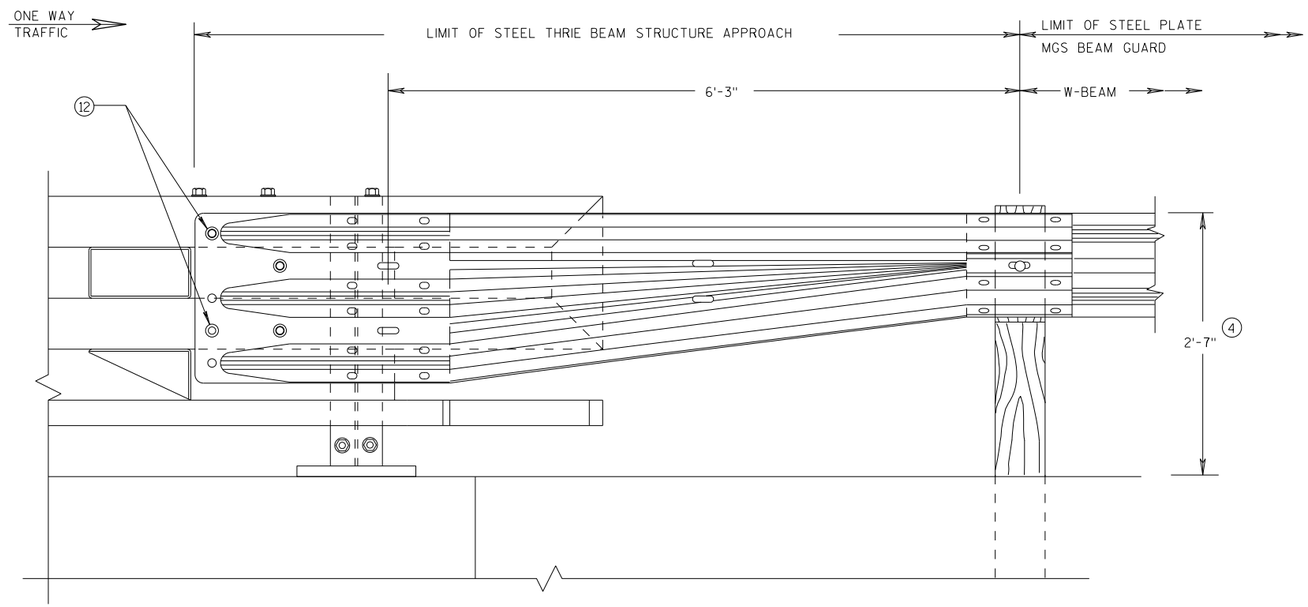
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S.D.D. 14 B 45-5k



FRONT VIEW

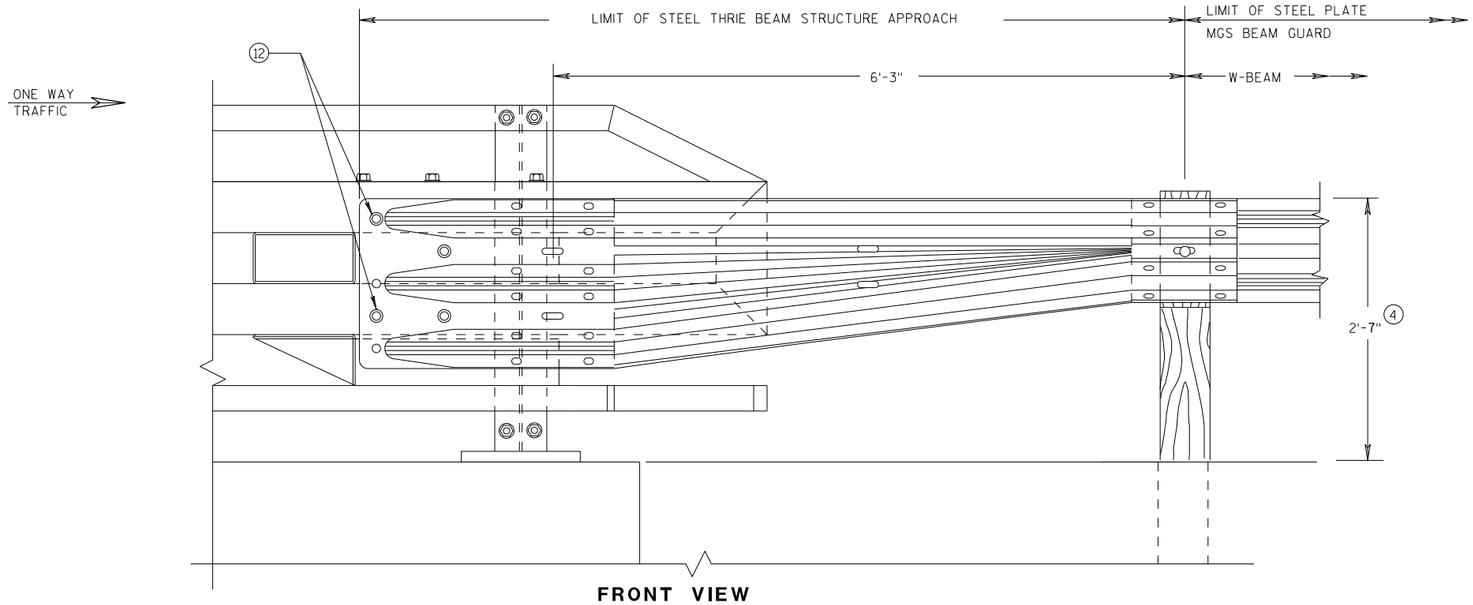
W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY3"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

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FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE RAILING TYPE "NY4"

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

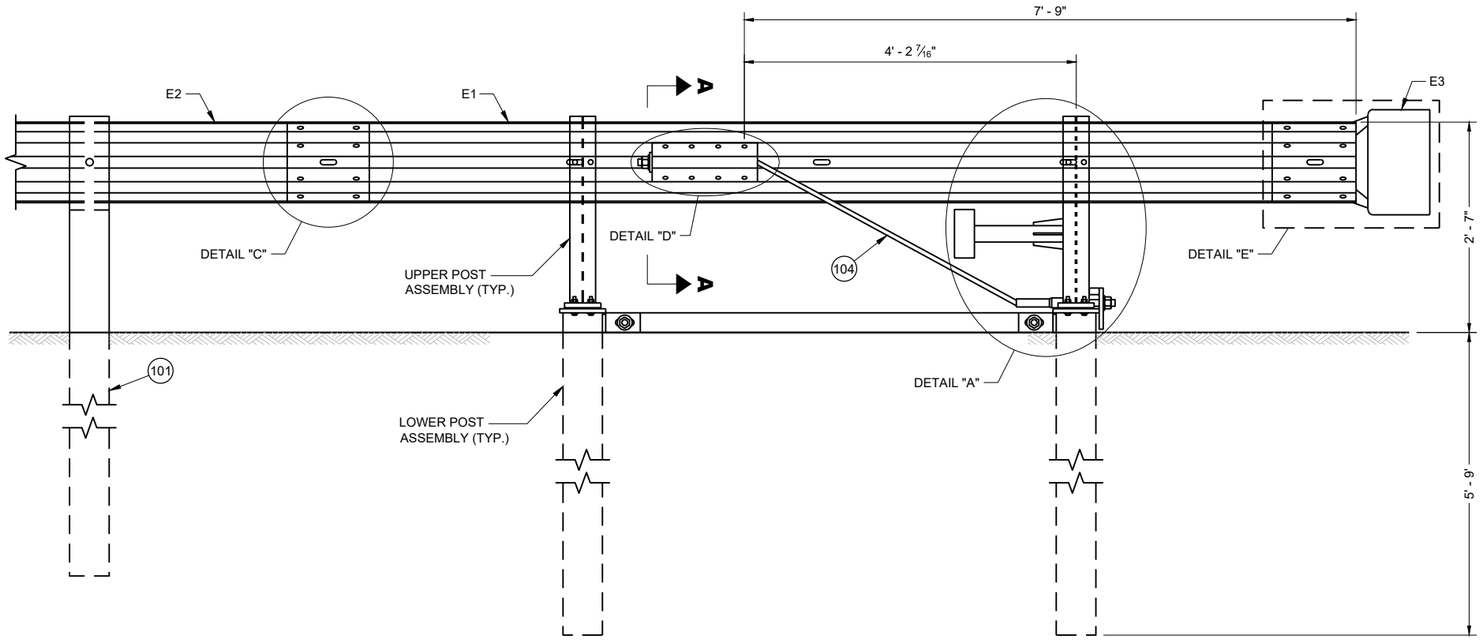
APPROVED
7/2018 DATE
/S/ Rodney Taylor
ROADWAY STANDARDS D UNIT SUPERVIS
NT
FHWA

6

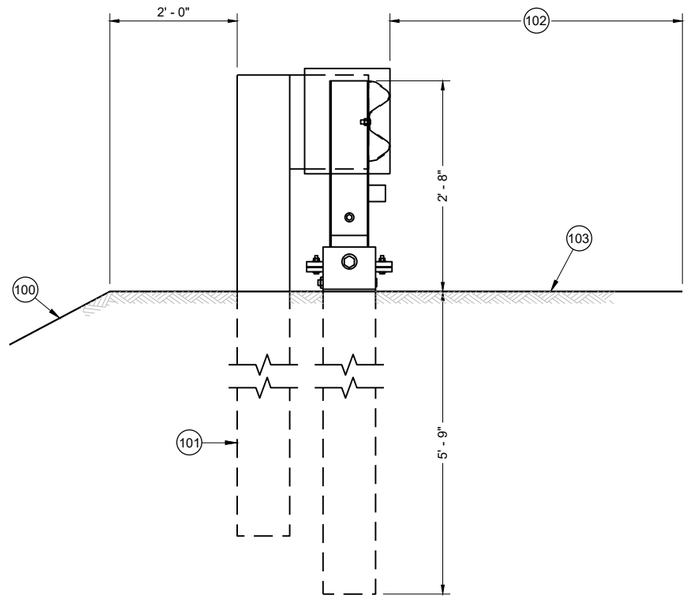
S.D.D. 14 B 45-5L

6

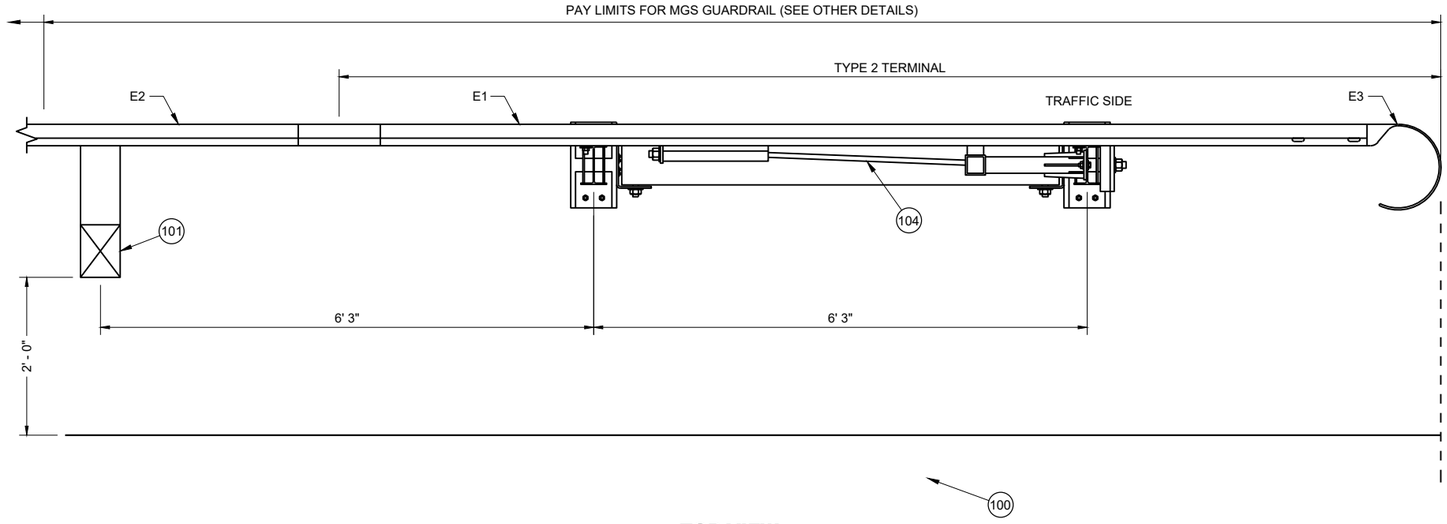
S.D.D. 14 B 45-5L



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

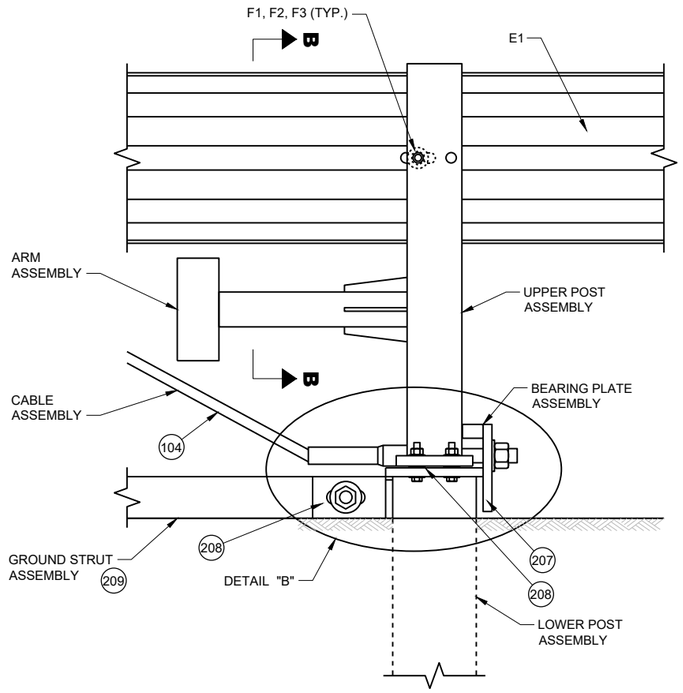
(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

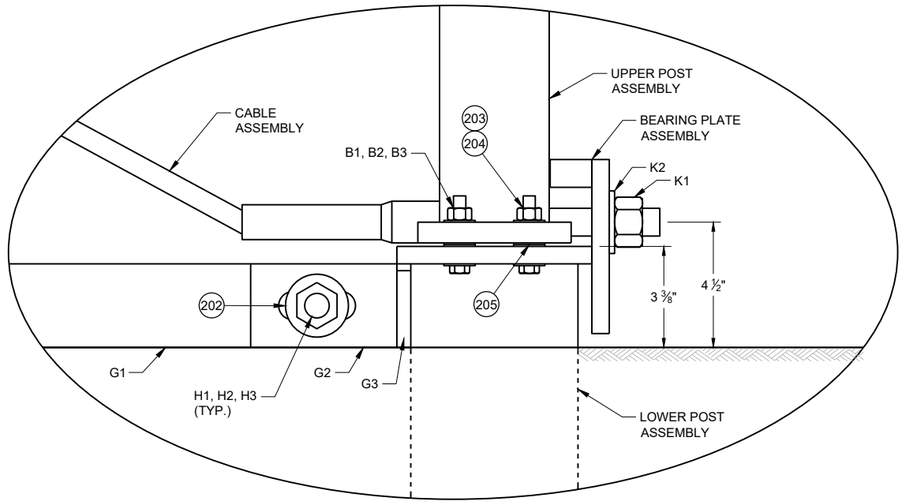
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B47-06a

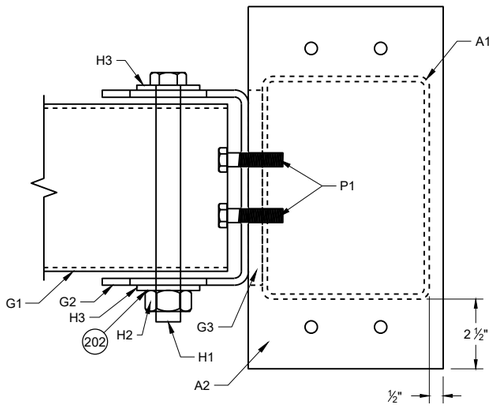


DETAIL "A"



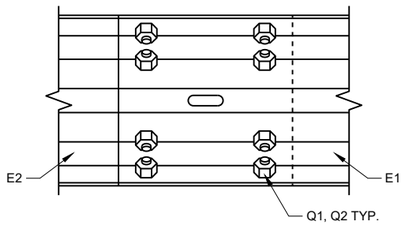
DETAIL "B"

SECTION B - B



TOP VIEW

GROUND STRUT CONNECTION DETAIL



DETAIL "C"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

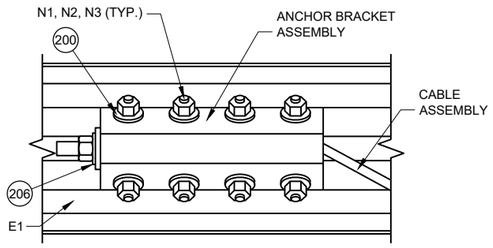
205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

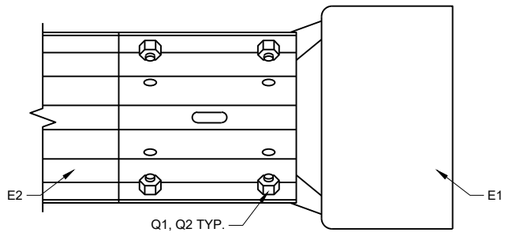
207 NO MATERIAL IS TO BE PLACED AGAINST THE VERTICAL FACES OF BEARING PLATE.

208 PREVENT OR REMOVE MATERIALS THAT BLOCK ACCESS TO BOLTS FOR POST ASSEMBLIES AND GROUND STRUT.

209 PREVENT OR REMOVE MATERIALS THAT IMPEDE REMOVAL OF GROUND STRUT.



DETAIL "D"



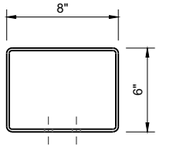
DETAIL "E"

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

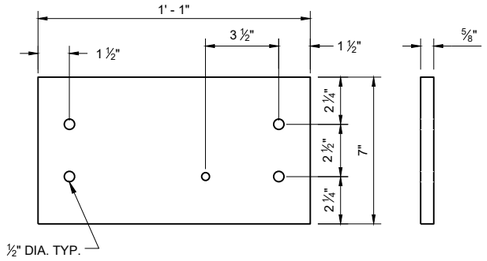
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

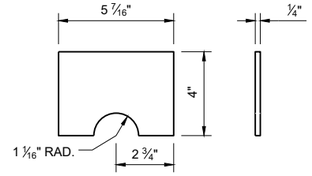
(300) TAP FOR 1/2" AFTER GALVANIZATION



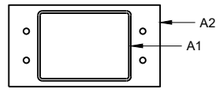
TOP VIEW



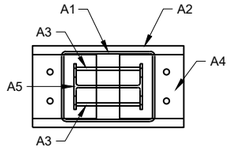
LOWER PLATE (A2)

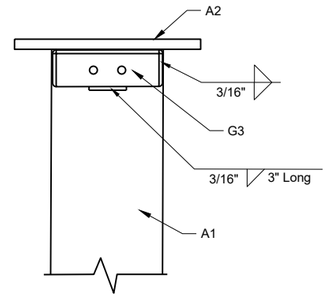


POST GUSSET (A3)

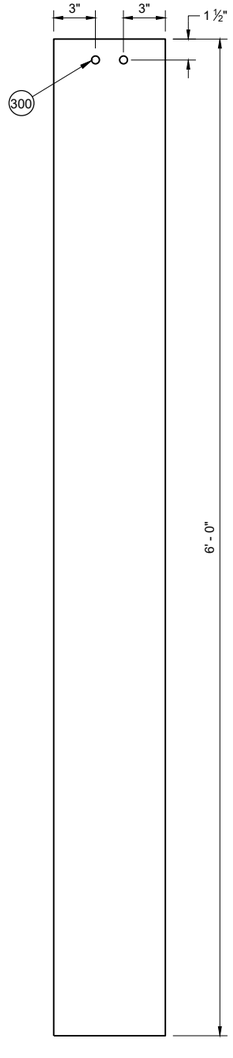


PLAN VIEW



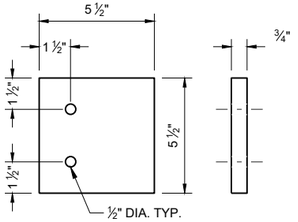


WELDING DETAIL
G3 AND A1

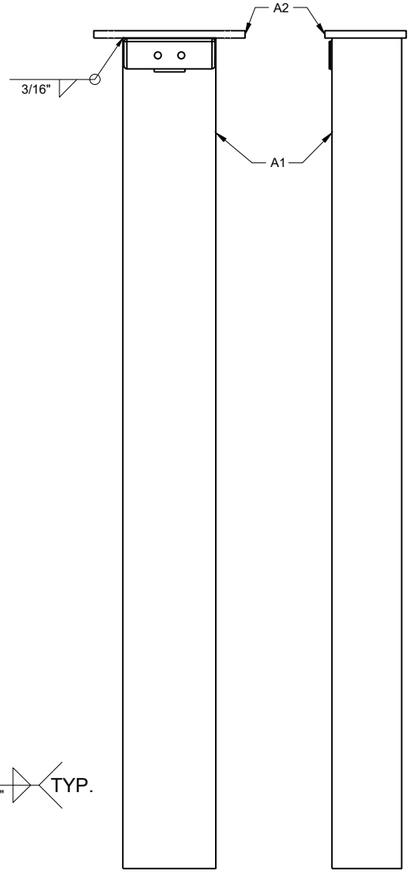


SIDE VIEW

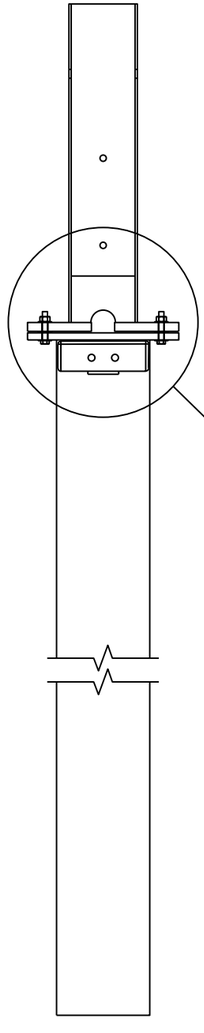
FOUNDATION
TUBE (A1)



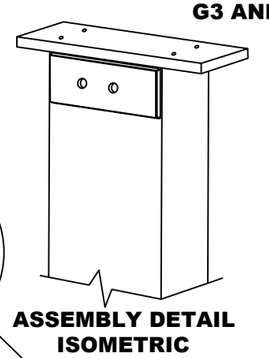
UPPER PLATE (A4)



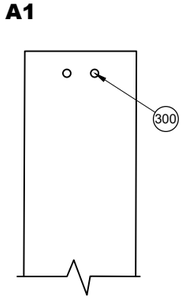
FRONT VIEW



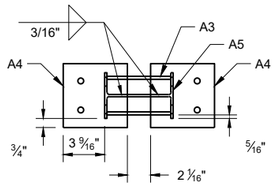
SIDE VIEW



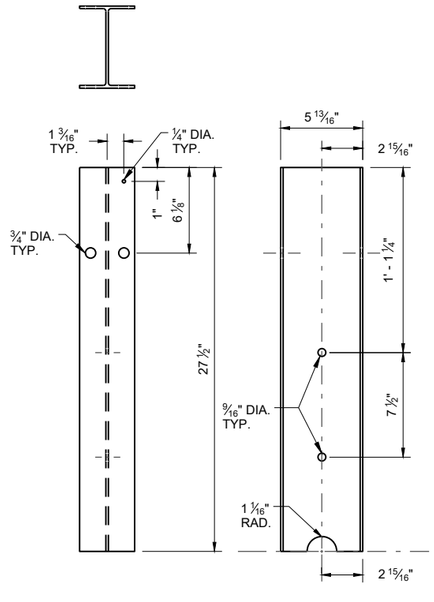
ASSEMBLY DETAIL
ISOMETRIC



A1

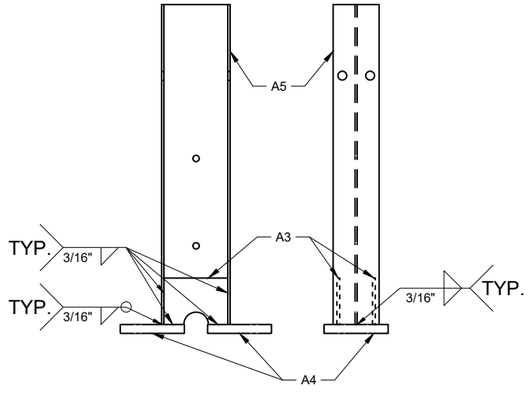


PLAN VIEW



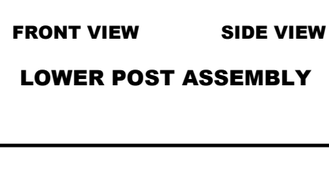
FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

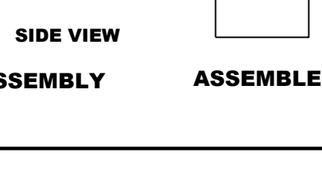


SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY



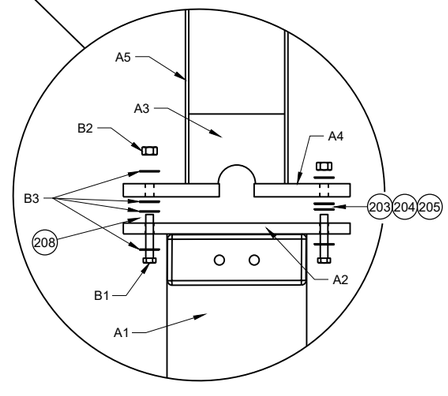
FRONT VIEW



SIDE VIEW

LOWER POST ASSEMBLY

ASSEMBLED POST

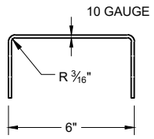


POST CONNECTION DETAIL

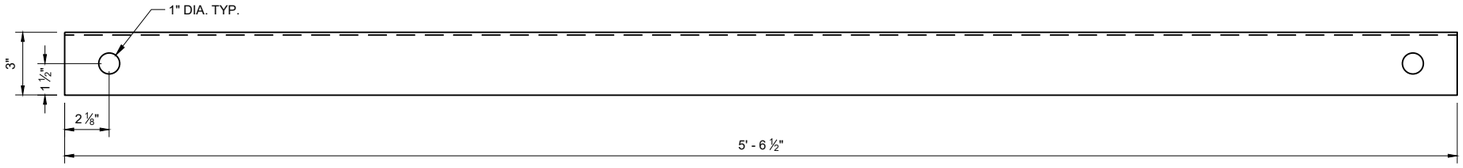
MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B47-06c

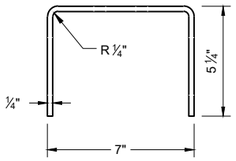


SIDE VIEW

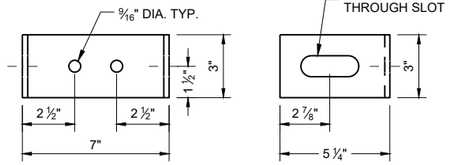


FRONT VIEW

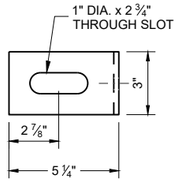
GROUND STRUT CHANNEL (G1)



TOP VIEW

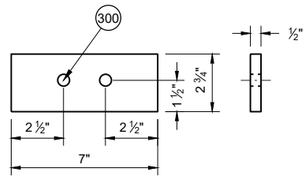


FRONT VIEW

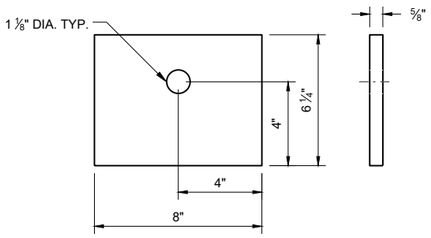


SIDE VIEW

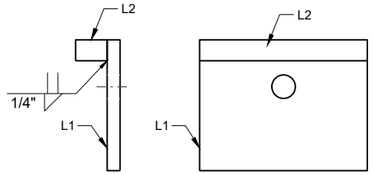
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)



BEARING PLATE (L1)

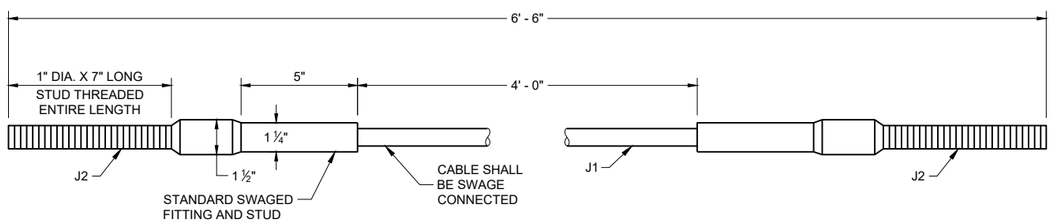


SIDE VIEW FRONT VIEW

BEARING PLATE ASSEMBLY

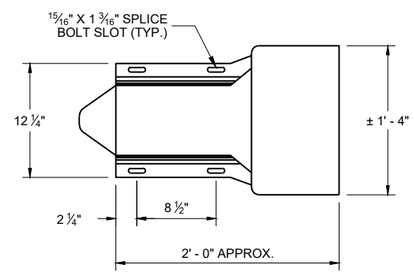


TYPE 2 GUARDRAIL (E1)



CABLE ASSEMBLY

PLAN VIEW

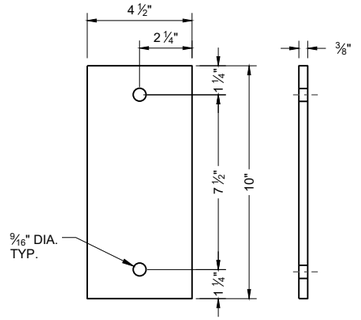


ELEVATION VIEW

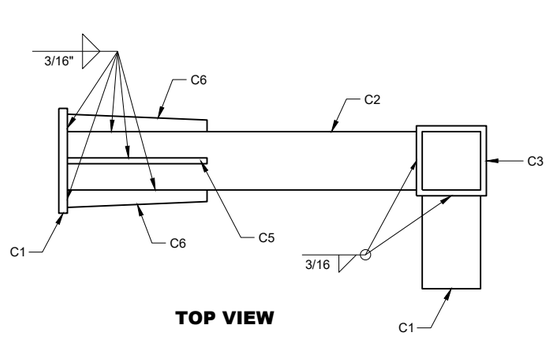
ROUNDED BUFFER END (E3)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

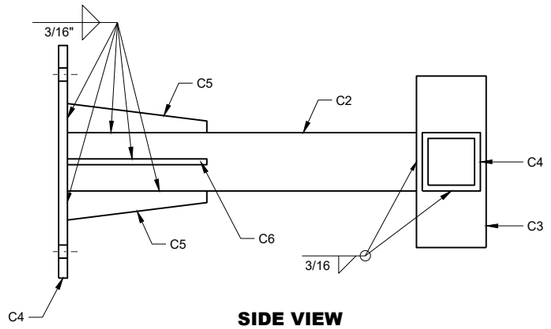
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



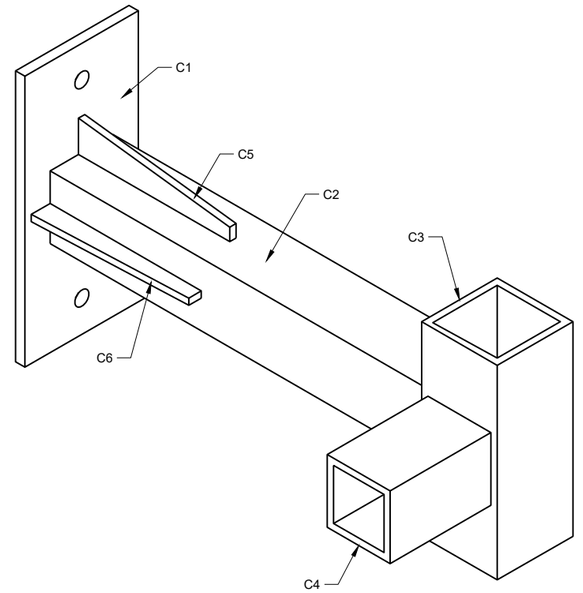
ARM PLATE (C1)



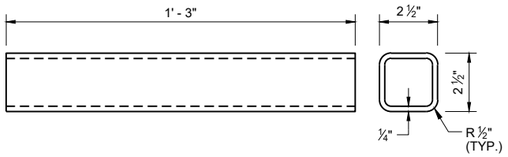
TOP VIEW
ARM ASSEMBLY



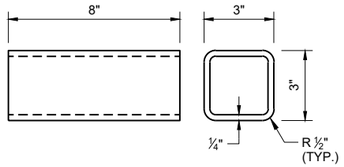
SIDE VIEW
ARM ASSEMBLY



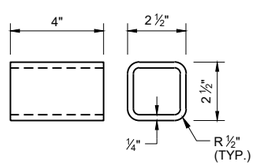
ISOMETRIC VIEW
ARM ASSEMBLY



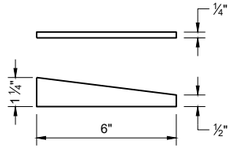
ARM TUBE 1 (C2)



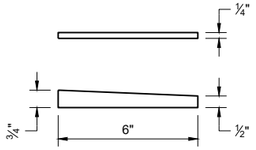
ARM TUBE 2 (C3)



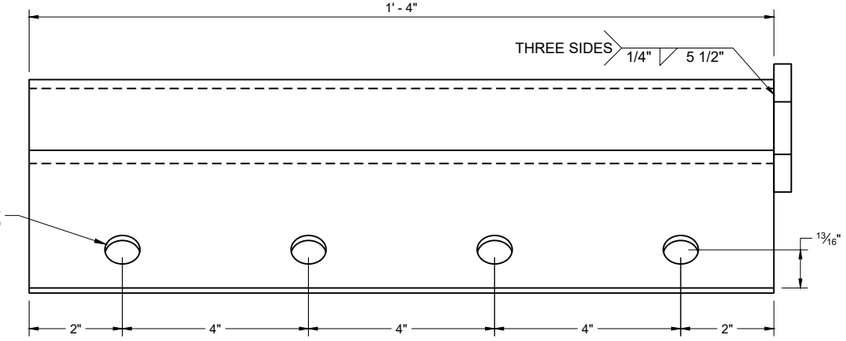
ARM TUBE 3 (C4)

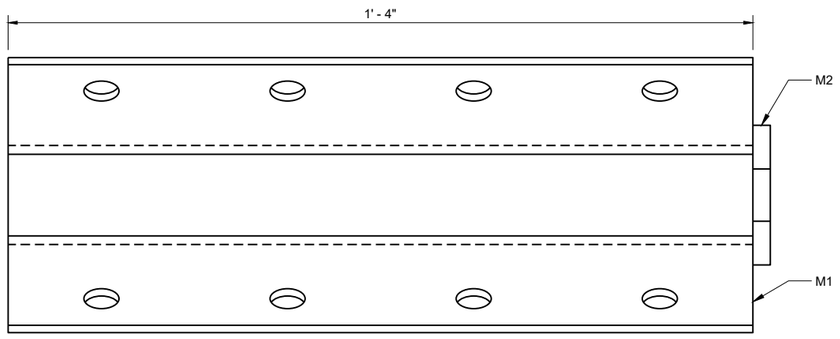


ARM GUSSET PLATE 1 (C5)

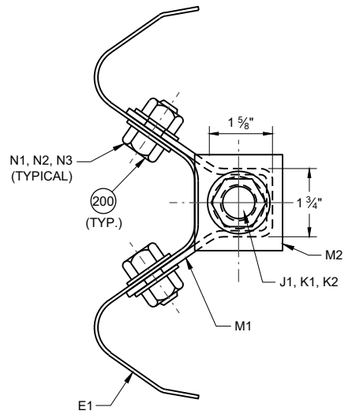


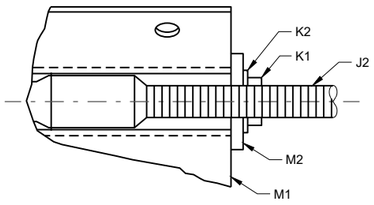
ARM GUSSET PLATE 2 (C6)



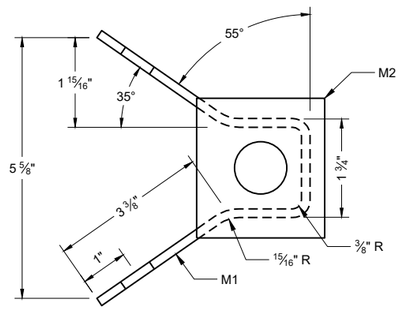


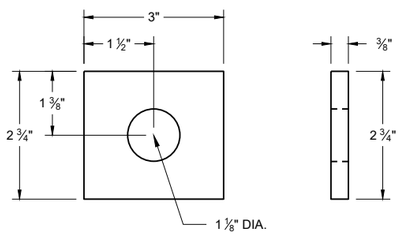
ANCHOR BRACKET (M1, M2)





SECTION A - A





ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI, w6x9 or w6x8.5	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD 14B47-06f

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	3/4" DIA.
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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SDD 14B47-06g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

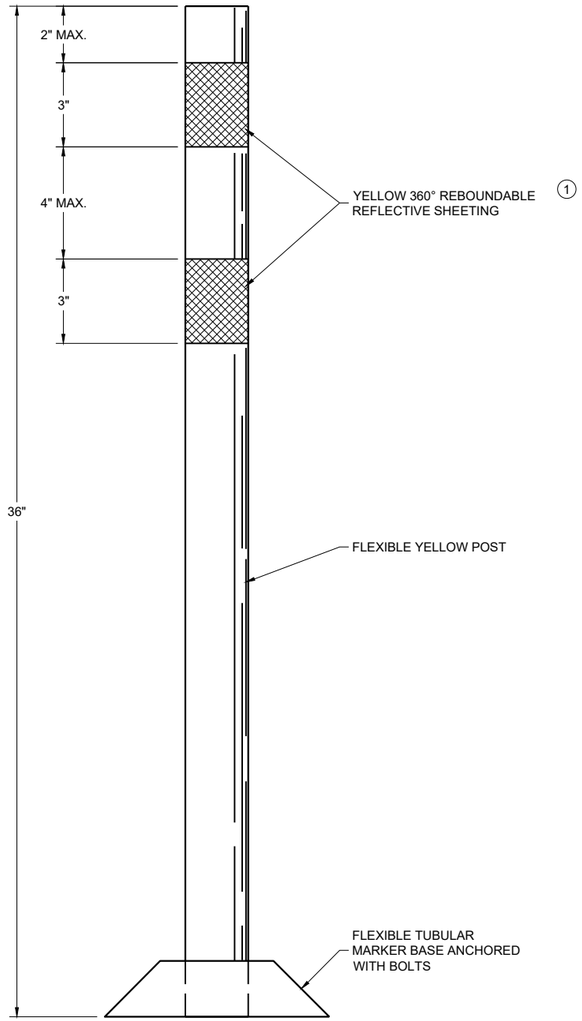
APPROVED
December 2024
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

6

SDD 14B47-06g



PERMANENT FLEXIBLE TUBULAR MARKER POST

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

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SDD 15A04-08d

CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

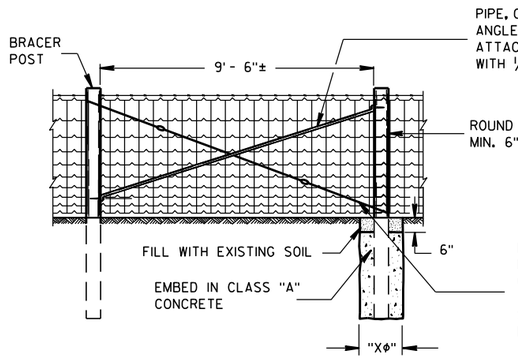
FHWA

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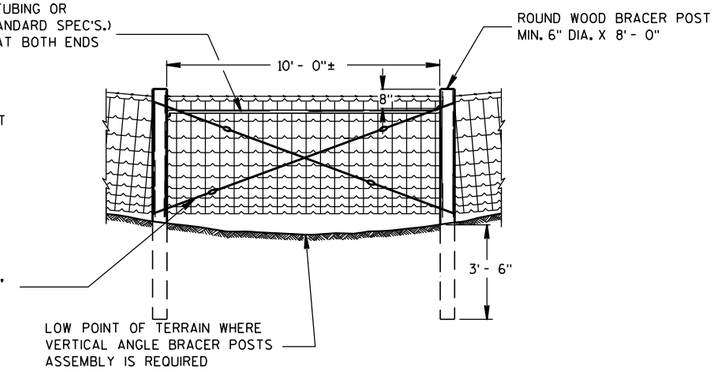
SDD 15A04-08d

NOTE: PULL OR STRETCHER POST ASSEMBLIES SHALL BE PLACED MIDWAY BETWEEN END POSTS AND CORNER POSTS WHERE A RUN OF FENCE EXCEEDS 660' BUT IS LESS THAN 1,320'. FOR RUNS OF FENCE IN EXCESS OF 1,320' MAXIMUM SPACING OF PULL OR STRETCHER POST ASSEMBLIES SHALL BE 660'± C-C.

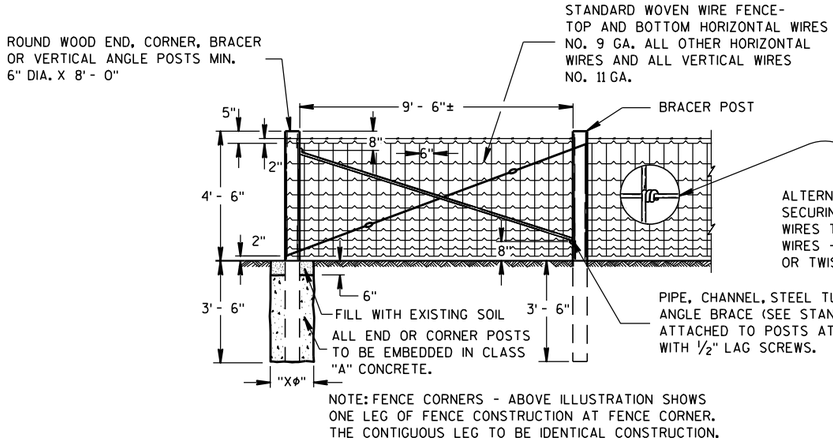
ILLUSTRATION SHOWS POSITION OF STANDARD STEEL BRACE, DOUBLE STRAND GALVANIZED WIRE, AND THE POST TO BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM LEFT TO RIGHT. THE BRACES SHALL BE POSITIONED ON THE OPPOSITE DIAGONALS AND THE OPPOSITE POST SHALL BE EMBEDDED IN CONCRETE WHEN WIRE FENCE IS INSTALLED FROM RIGHT TO LEFT.



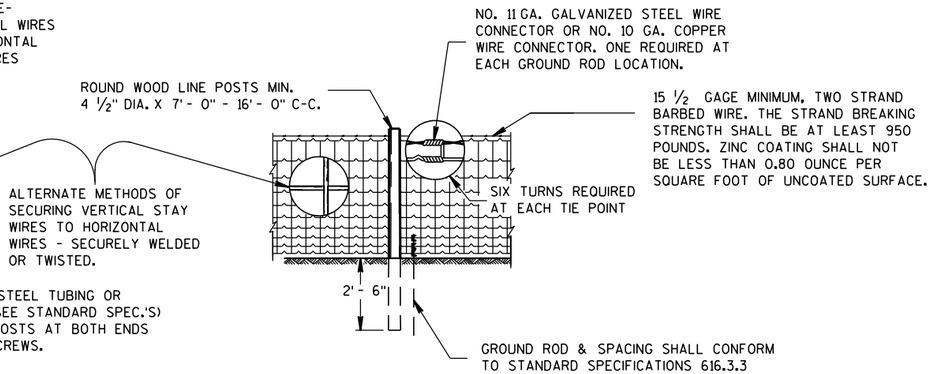
PULL OR STRETCHER POSTS ASSEMBLY



VERTICAL ANGLE BRACER POSTS ASSEMBLY



END OR CORNER POSTS ASSEMBLY



LINE FENCE CONSTRUCTION

GENERAL NOTES

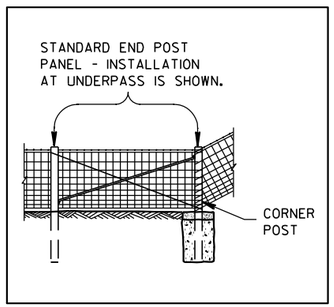
"XΦ" = DIAMETER OF THE POST PLUS 12".

FENCE STAPLES SHOULD NEVER BE DRIVEN VERTICALLY INTO WOOD POSTS (WITH BOTH LEGS PARALLEL WITH THE WOOD GRAIN). DOING SO CAN SEPARATE THE GRAIN AND SIGNIFICANTLY REDUCE THE HOLDING POWER. ROTATING THE STAPLES SLIGHTLY OFF VERTICAL STRADDLES THE GRAIN AND PROVIDES MORE RESISTANCE TO PULL-OUT.

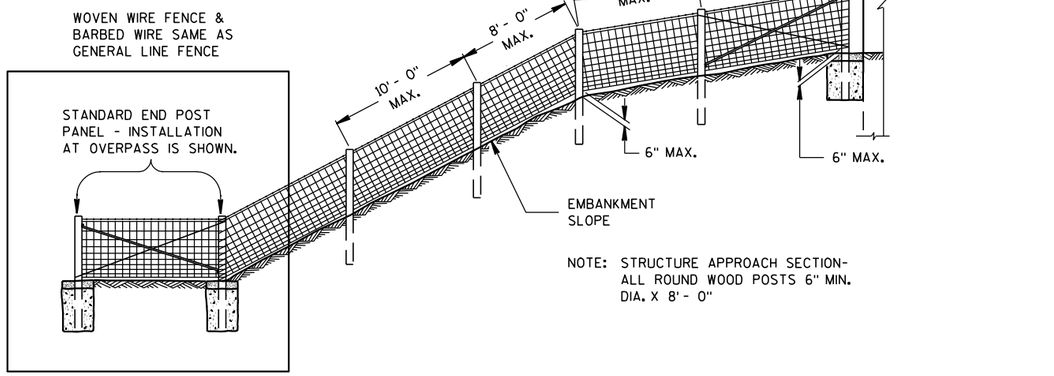
DO NOT STAPLE WIRE TIGHT TO THE LINE POSTS. ALLOW MOVEMENT OF WIRE FOR EXPANSION AND CONTRACTION. STAPLE ARRANGEMENT SHALL BE THE SAME FOR ALL OTHER POSTS EXCEPT THAT THEY SHALL BE DRIVEN TIGHT TO POSTS. ALL STAPLES SHALL BE 2" X 9 GAGE AND SHALL BE MANUFACTURED FROM GALVANIZED WIRE OR HOT DIP GALVANIZED AFTER FORMING. STAPLES SHALL HAVE SLASH-CUT POINTS.

FENCE SHALL BE LOCATED 3'-0" INSIDE THE RIGHT OF WAY LINE UNLESS OTHERWISE INDICATED ON THE PLANS.

GENERAL ROADSIDE VIEW OF WOVEN WIRE FENCE



ALTERNATE FENCE DESIGN AT STRUCTURE



FENCE DESIGN AT STRUCTURE APPROACH

FENCE WOVEN WIRE

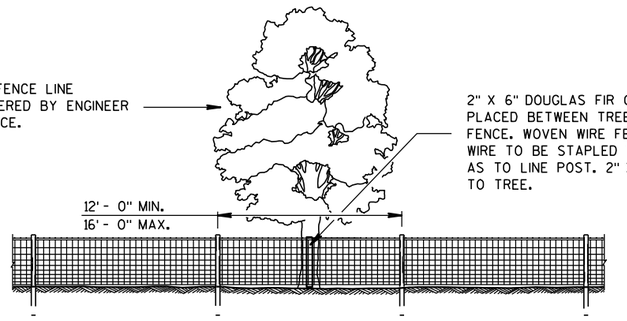
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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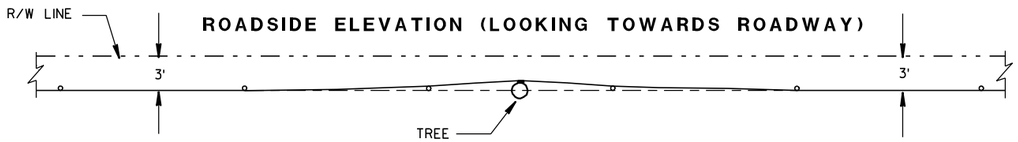
S.D.D. 15 B 1-8a

NOTE: TREE IN NORMAL FENCE LINE SPECIFICALLY ORDERED BY ENGINEER TO REMAIN IN PLACE.

2" X 6" DOUGLAS FIR OR SO. YELLOW PINE PLACED BETWEEN TREE AND WOVEN WIRE FENCE. WOVEN WIRE FENCE AND BARBED WIRE TO BE STAPLED TO 2" X 6" LIKE AS TO LINE POST. 2" X 6" NOT FASTENED TO TREE.

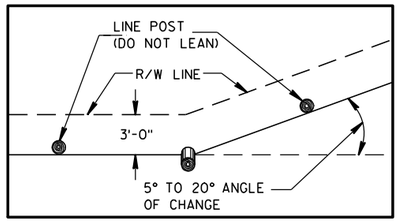


ROADSIDE ELEVATION (LOOKING TOWARDS ROADWAY)

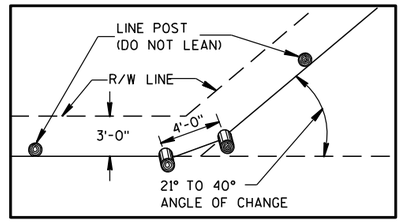


PLAN VIEW

FENCE DESIGN AT TREES REMAINING IN NORMAL FENCE LINE



PLAN VIEW
SINGLE POST CORNER

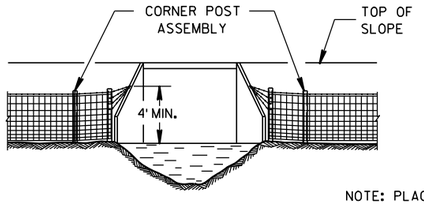


PLAN VIEW
DOUBLE POST CORNER

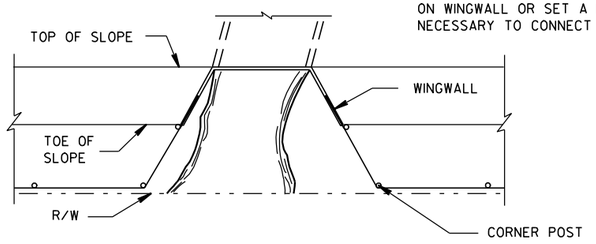
RIGHT OF WAY LINE CHANGE 40° AND LESS

NOTE: SINGLE AND DOUBLE POSTS SHALL BE A MIN. 6" DIA. X 8'-0" WITH A LEAN OF 4" TOWARD THE OUTSIDE OF THE CURVE.

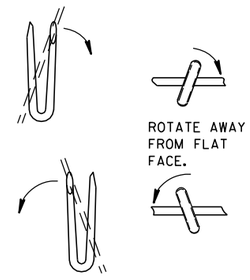
WHEN THE RIGHT OF WAY LINE CHANGE IS MORE THAN 40° USE THE CORNER OR STRETCHER POSTS ASSEMBLY.



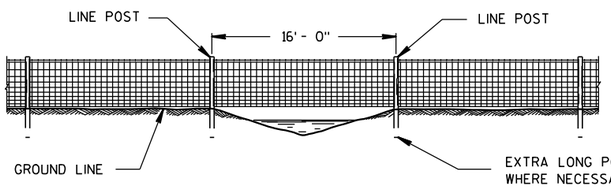
NOTE: PLACE A MINIMUM OF 4 STRANDS OF BARBED WIRE, 6" MAXIMUM CENTERS IN FAN SHAPE CONNECTED TO AN EYE BOLT ON WINGWALL OR SET A LONE POST WHEN NECESSARY TO CONNECT BARBED WIRE.



FENCE INSTALLATION TO WINGWALLS

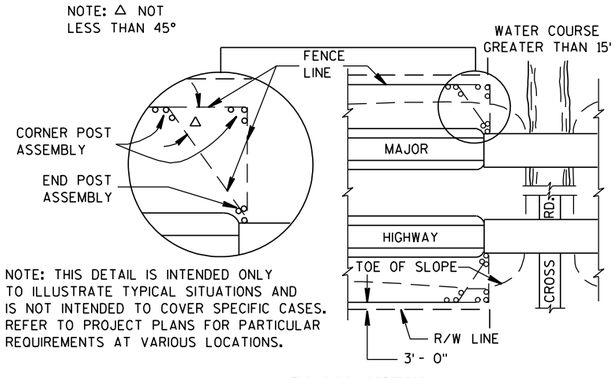


LINE POST



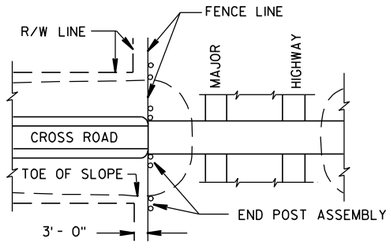
FENCE CONSTRUCTION OVER STREAM COURSES OF 15 FT. OR LESS IN WIDTH

NOTE: △ NOT LESS THAN 45°



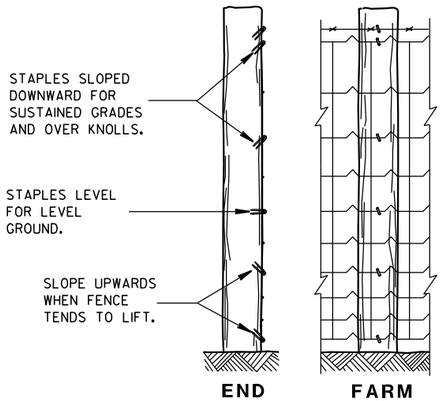
NOTE: THIS DETAIL IS INTENDED ONLY TO ILLUSTRATE TYPICAL SITUATIONS AND IS NOT INTENDED TO COVER SPECIFIC CASES. REFER TO PROJECT PLANS FOR PARTICULAR REQUIREMENTS AT VARIOUS LOCATIONS.

PLAN VIEW
MAJOR HIGHWAY OVERPASS OR STREAM COURSE CROSSING OF GREATER THAN 15 FT. IN WIDTH



PLAN VIEW
MAJOR HIGHWAY UNDERPASS

NOTE: WHEN POSTS ARE DRIVEN THE SMALL END SHALL BE DOWN.



END ELEVATION

FARM SIDE ELEVATION

FENCE MOUNTING DETAIL

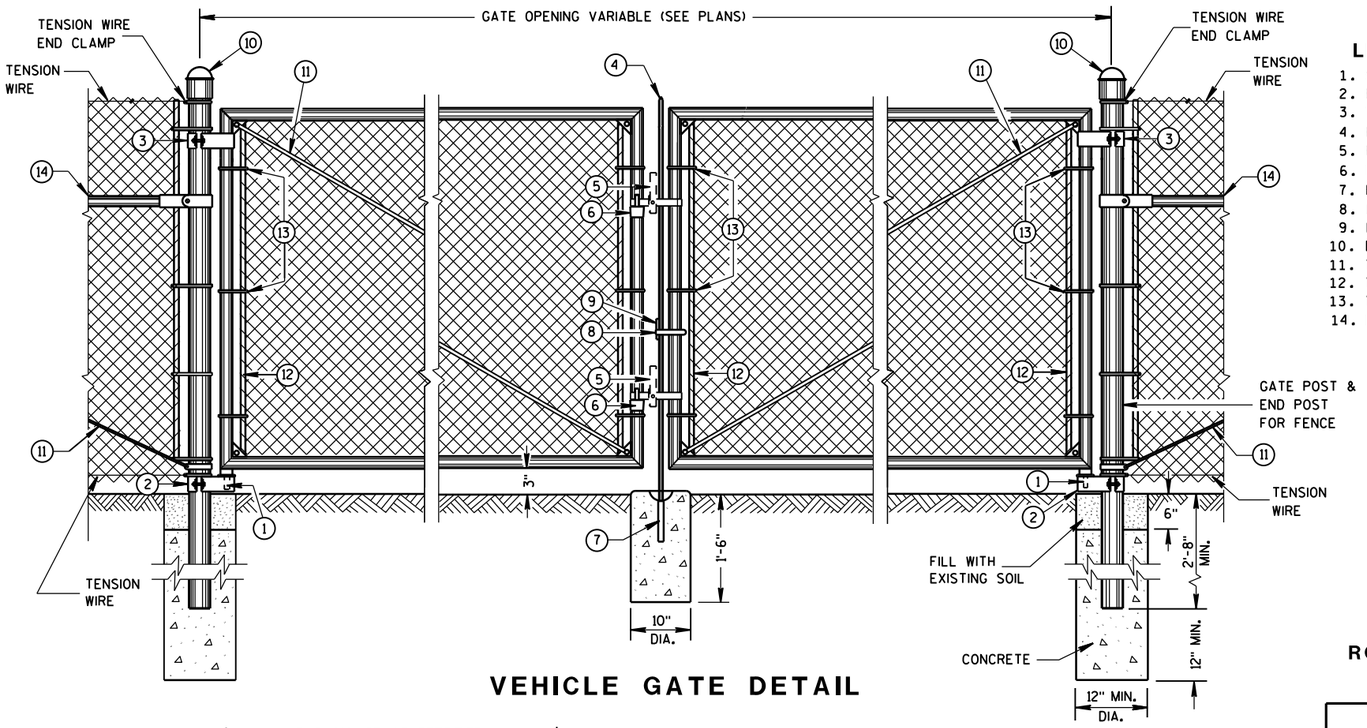
FENCE LOCATION AT STRUCTURES

FENCE WOVEN WIRE

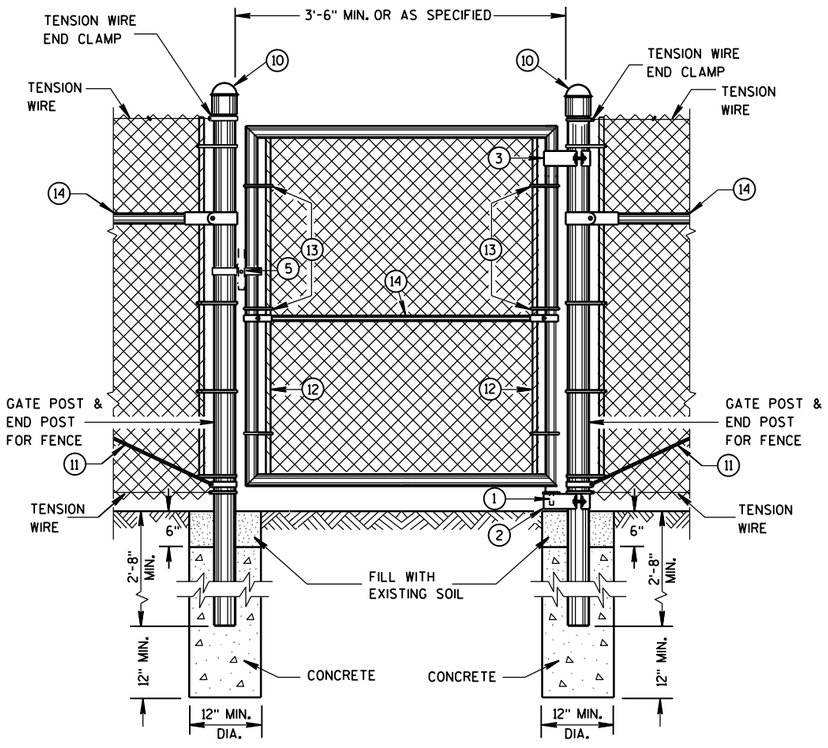
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/4/2008
DATE
/S/ Jerry H. Z---
ROADWAY STANDARDS [356 ENT
ENGINEER
FHWA

6
S.D.D. 15 B 1-8b



VEHICLE GATE DETAIL



PEDESTRIAN GATE DETAIL

LEGEND

1. STRAIGHT PLUG
2. BOTTOM HINGE
3. TOP HINGE
4. PLUNGER ROD
5. FULCRUM LATCH
6. FORK CATCH *
7. PLUNGER ROD CATCH
8. LOCK KEEPER GUIDE
9. LOCK KEEPER
10. DOME TOPS
11. TRUSS RODS
12. TENSION BAR
13. TENSION BANDS
14. BRACE RAIL

*NOT REQUIRED ON SINGLE SWING PEDESTRIAN GATE

GENERAL NOTES

FENCE POSTS INSTALLED ON CONCRETE WALLS SHALL BE ANCHORED INTO EMBEDDED METAL SLEEVES OR CORED HOLE BY FILLING THE ANNULAR SPACE WITH PEA GRAVEL FOLLOWED BY AN EPOXY RESIN ADHESIVE. THE EPOXY RESIN ADHESIVE SHALL CONFORM TO THE REQUIREMENTS OF AASHTO M 235, CLASS A, B OR C.

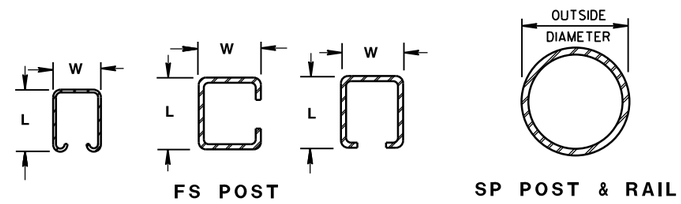
USE FENCE FABRIC KNUCKLED AT BOTH SELVAGES.

FOR LEAF GATES GREATER THAN 8 FEET WIDE, INSTALL INTERIOR VERTICAL BRACE RAIL AT 8 FOOT INTERVALS.

FOR FABRIC HEIGHTS GREATER THAN 8 FEET, INSTALL INTERIOR HORIZONTAL BRACE RAILS TO LEAF GATE.

MAXIMUM SAG FOR OUTER GATE MEMBER SHALL NOT EXCEED THE GREATER OF 1% OF THE LEAF GATE WIDTH OR 2 INCHES.

USE TYPE 2, CLASS 3, MARCELLED/CRIMPED, TENSION WIRE PER ASTM A 817.



FS POST

SP POST & RAIL

CROSS SECTIONS OF POSTS AND RAILS

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

BRACE RAIL TYPES

USE		TYPE
BRACE RAIL		SP1 OR FS1

** INCLUDES END, CORNER, ANGLE, INTERSECTION AND INTERMEDIATE BRACED POSTS

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

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

ROUND STEEL FENCE POST (1.8 OZ./SQ. FT. COATING)

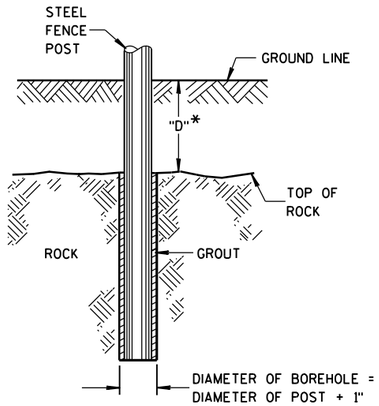
POST TYPE	OUTSIDE DIMENSION INCH	WALL THICKNESS INCH	WEIGHT LBS/FT
SP1	1.660	0.140	2.270
SP2	1.900	0.145	2.720
SP3	2.375	0.154	3.650
SP4	2.875	0.203	5.800
SP5	4.000	0.226	9.120
SP6	6.625	0.280	18.990
SP7	8.625	0.322	28.580

FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

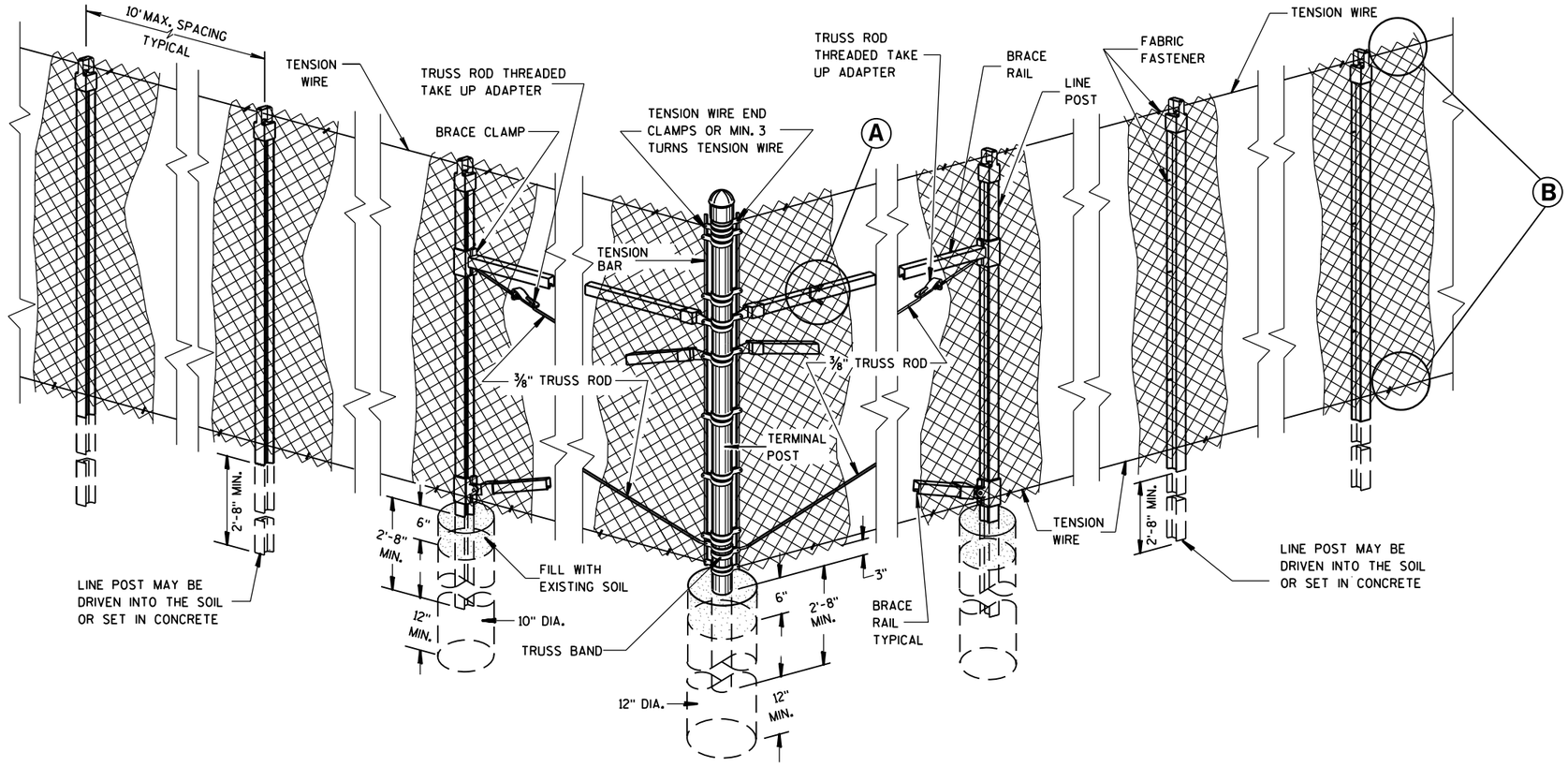
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S.D.D. 15 B 3-15a

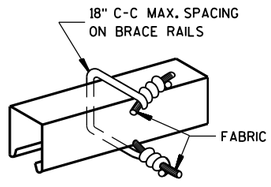


*IF "D" IS LESS THAN 2'-6", DRILL ROCK AND INSTALL GROUT

ROCK INSTALLATION OF LINE POST



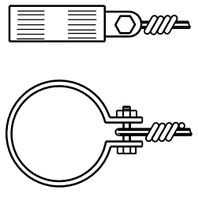
END, CORNER, ANGLE INTERSECTION & INTERMEDIATE BRACED POSTS



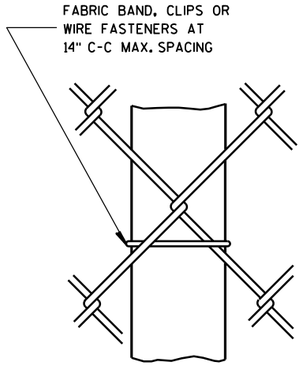
BRACE RAIL

FABRIC FASTENER

Ⓐ



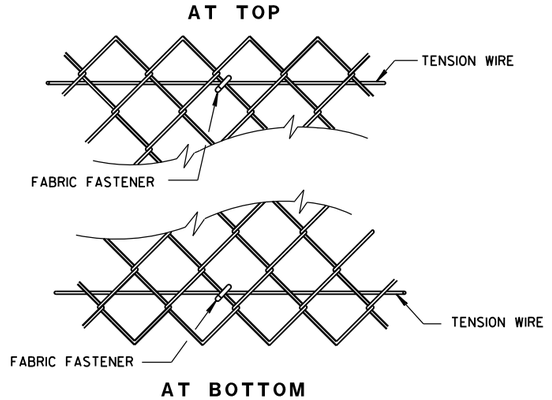
TENSION WIRE END CLAMP



LINE POST

FABRIC FASTENER

AT TOP



AT BOTTOM

SELVAGES

Ⓑ

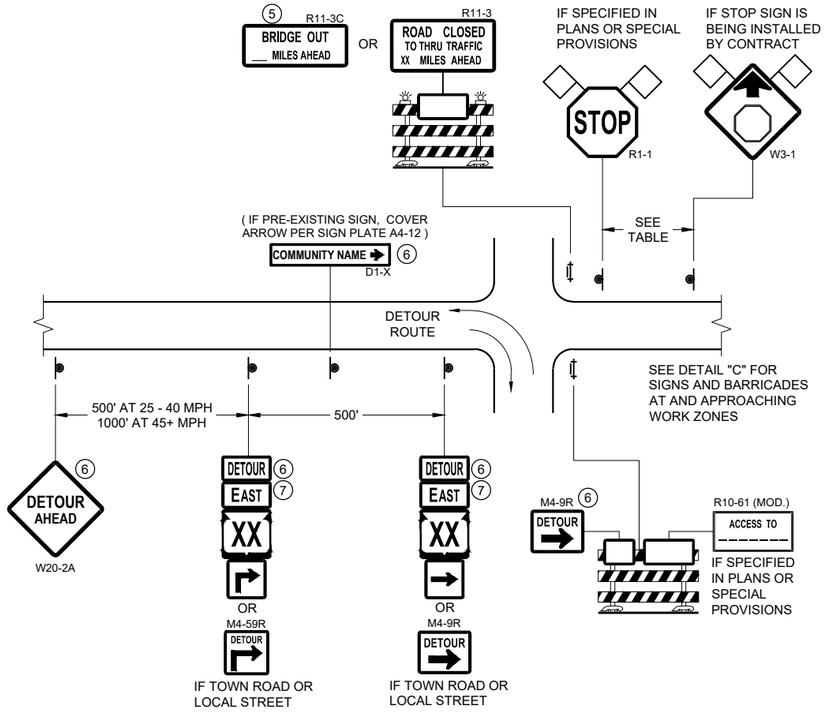
FENCE CHAIN LINK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEB. 2015 DATE
FHWA
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

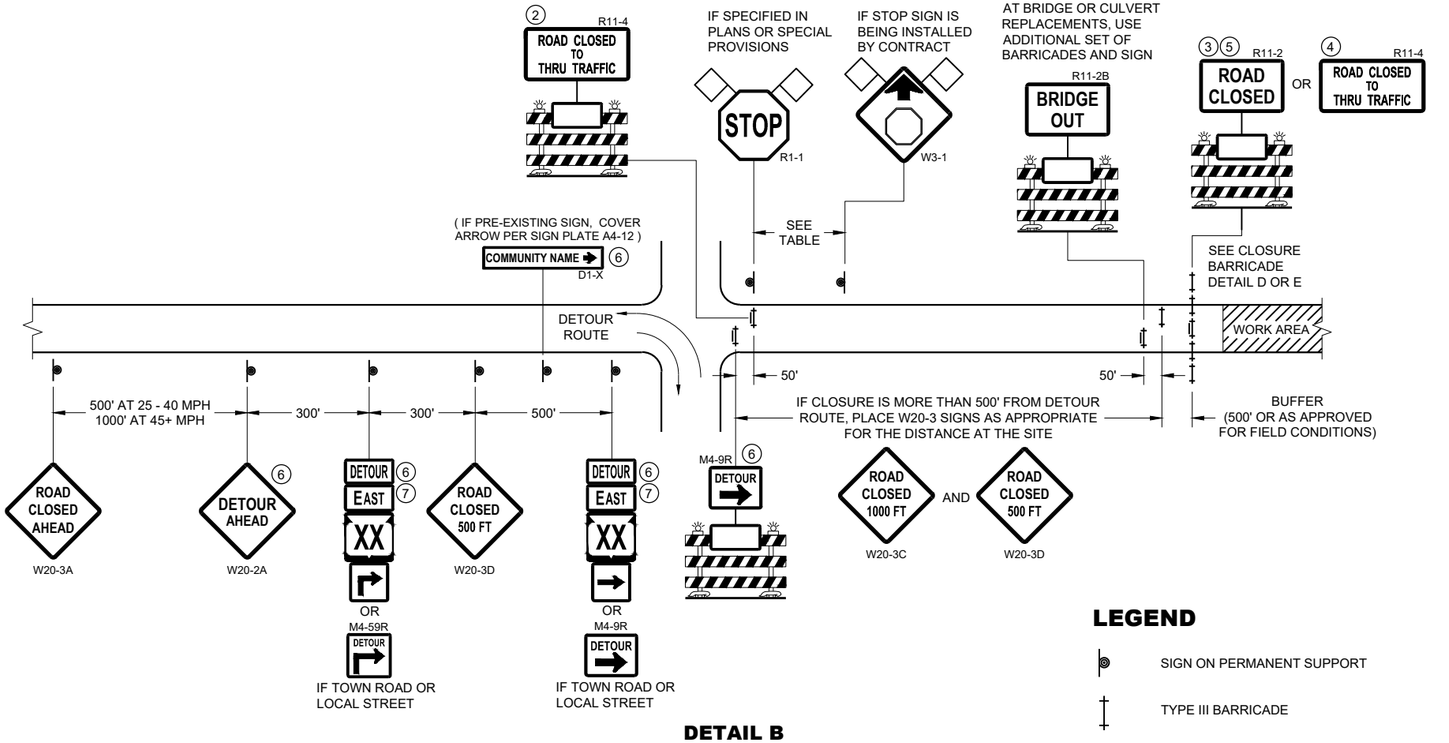
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S.D.D. 15 B 3-15b



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

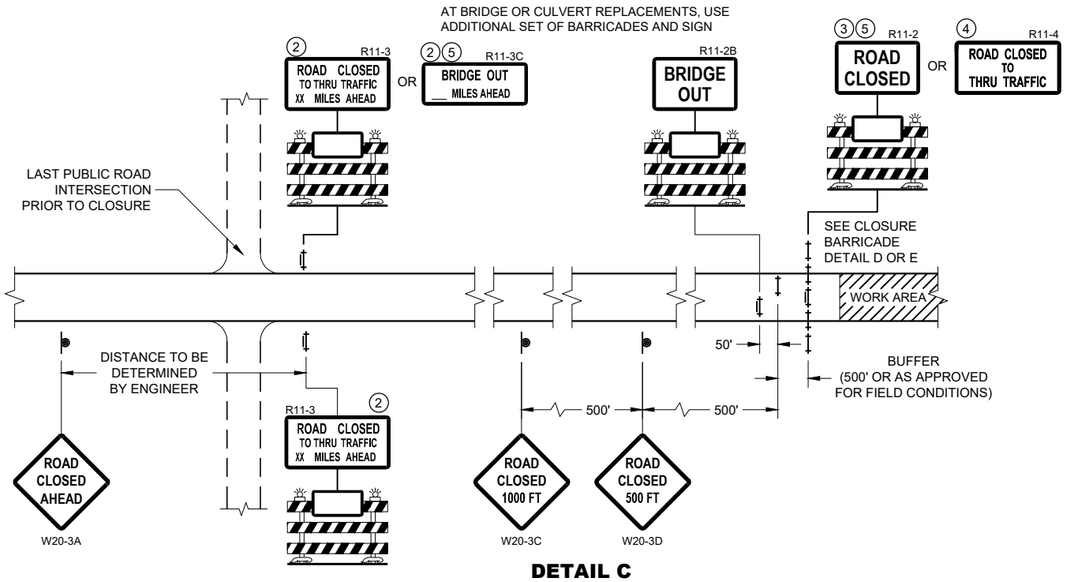
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

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

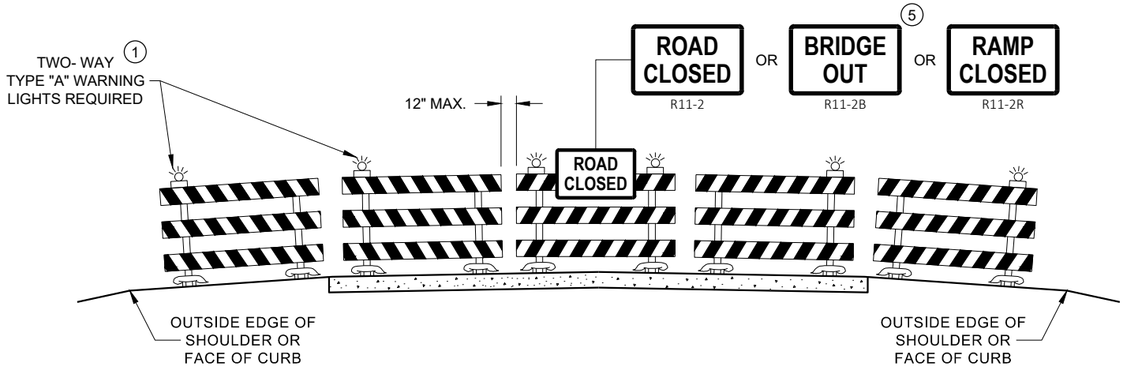
FHWA

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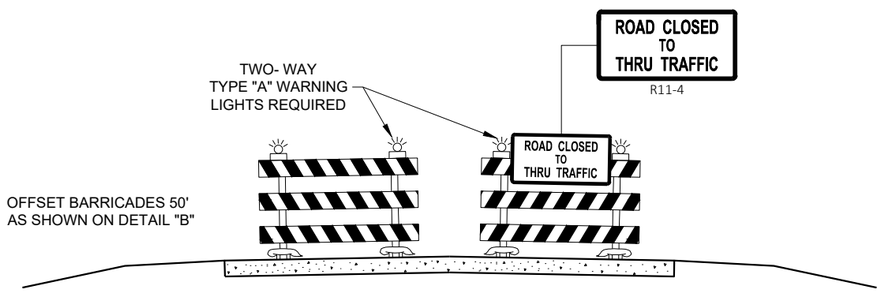
SDD 15C02 - 09a

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

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4 OR XX — M1 - 6 OR COUNTY X — M1 - 5A
- M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

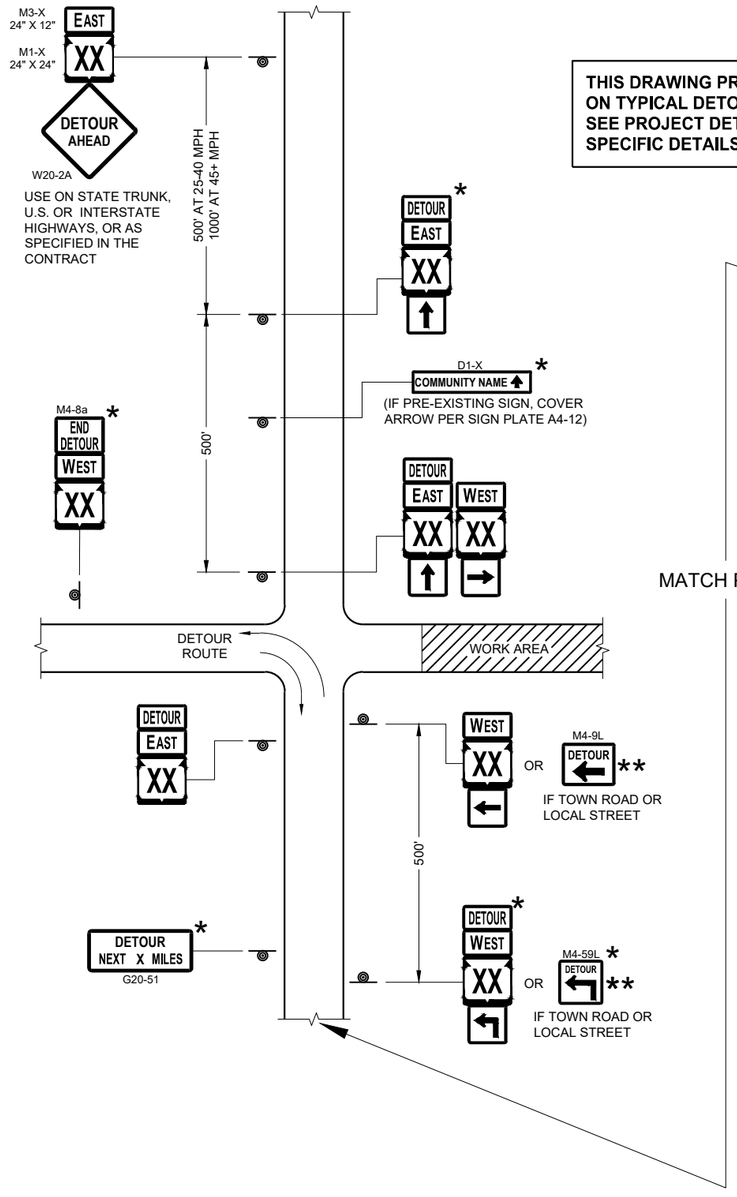
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

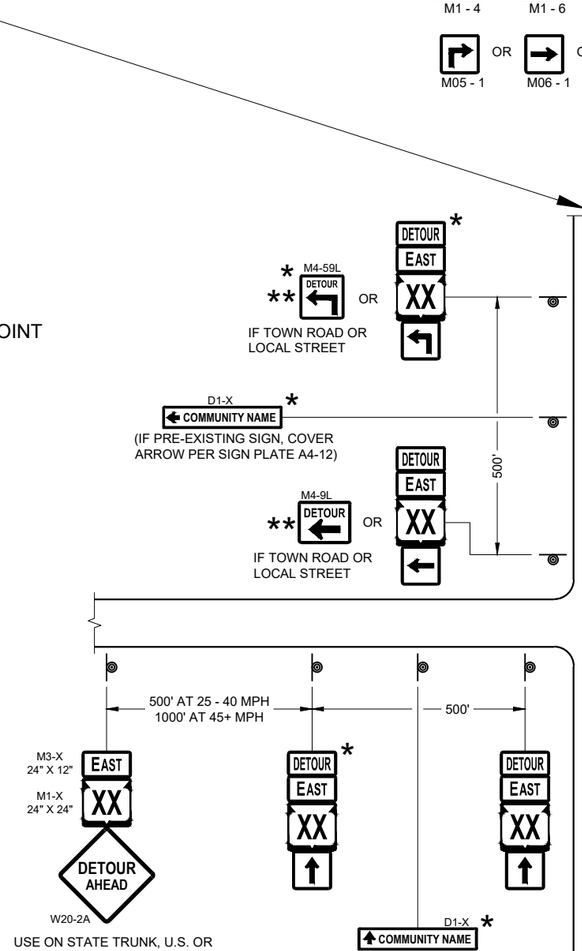
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

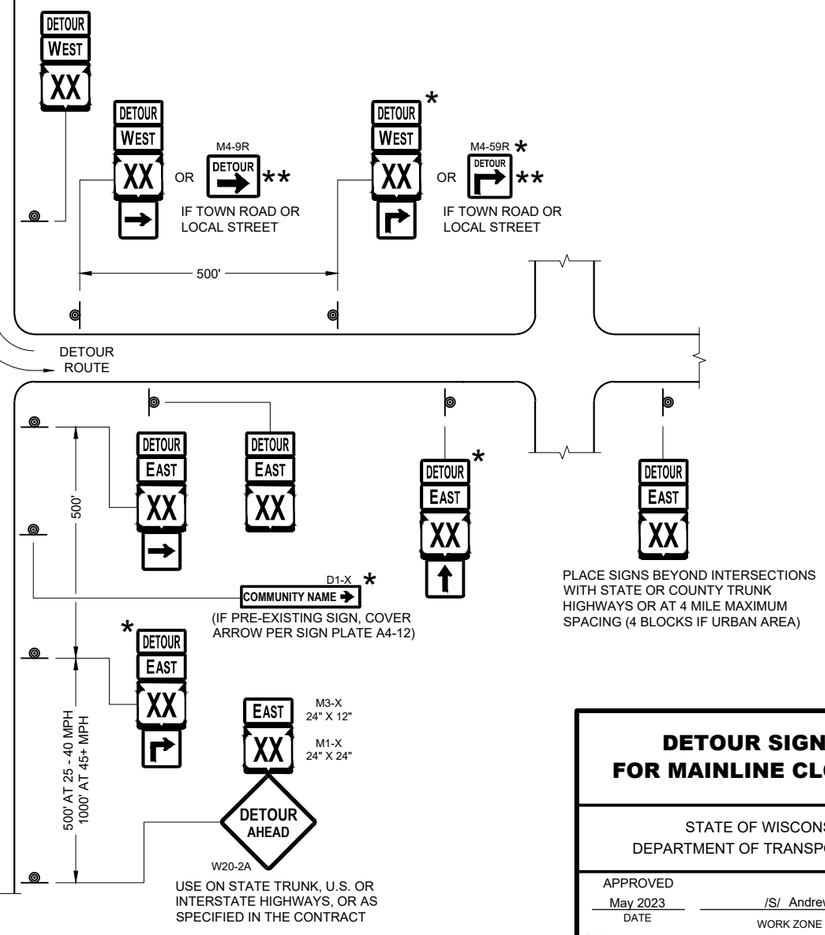
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT



MATCH POINT





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

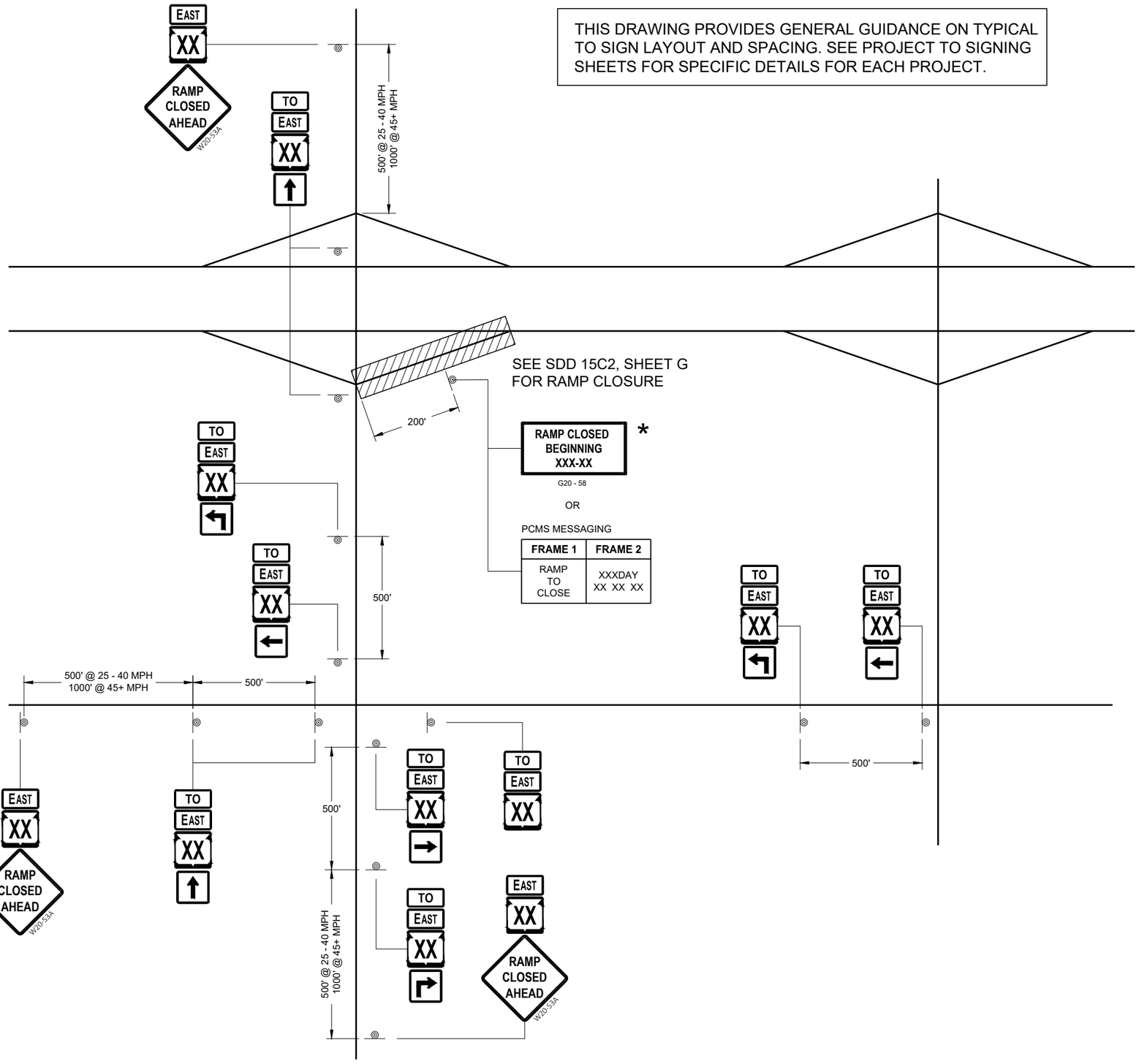
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

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

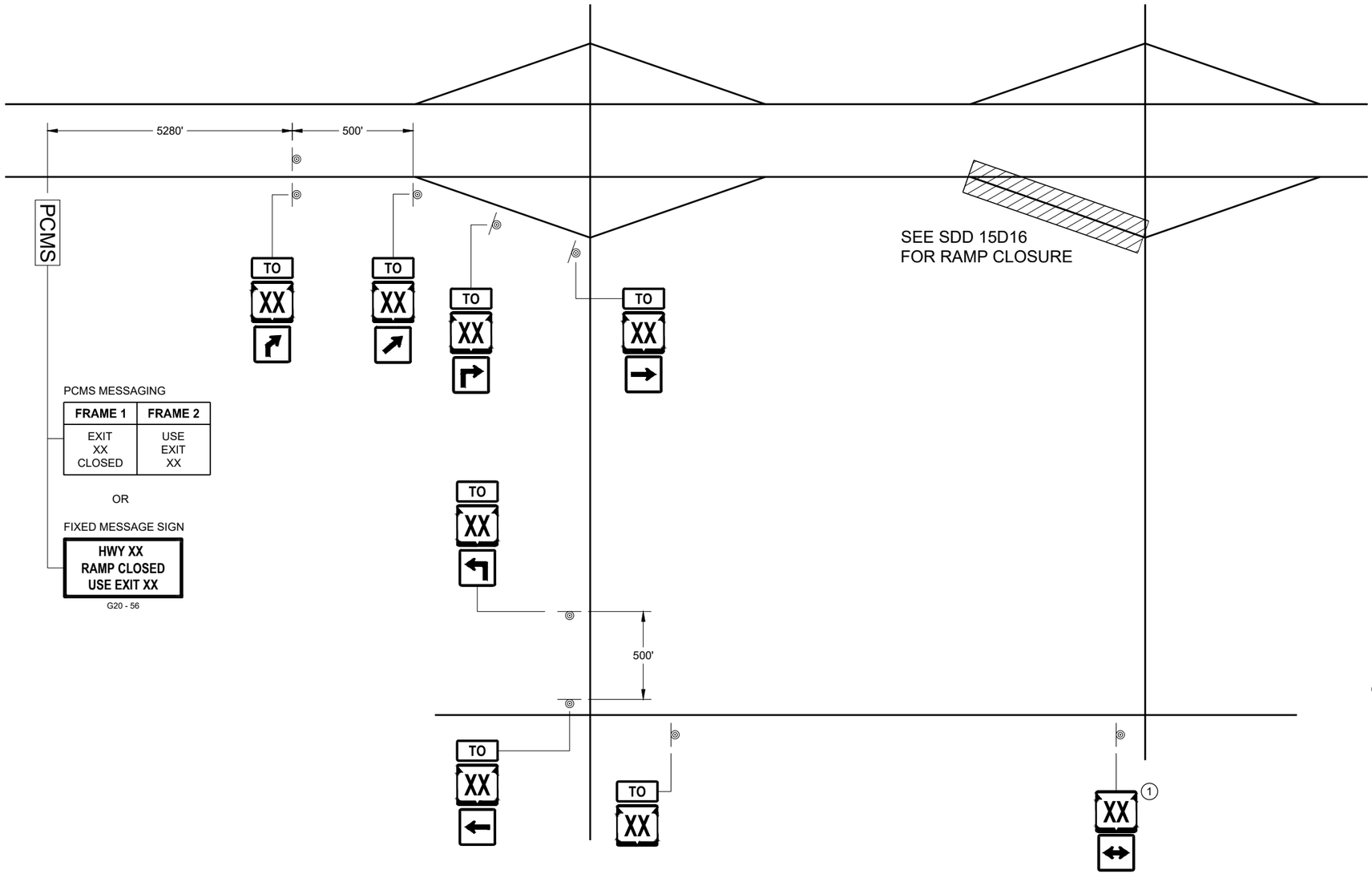
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May 2023 — DATE
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SDD 15C02 - 09d

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.

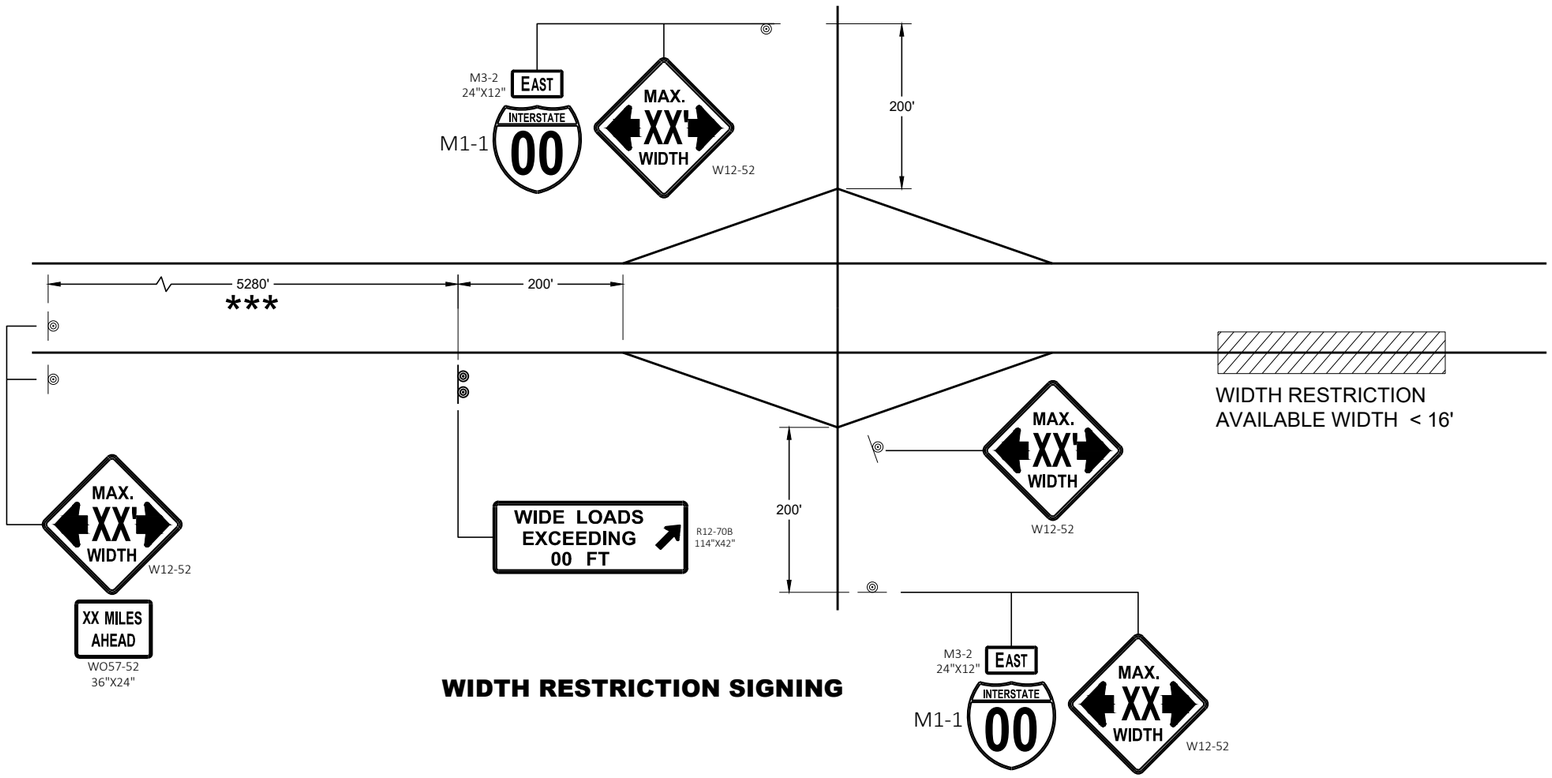
OFF RAMP
LANE CLOSURE

STATE OF WISCONSIN
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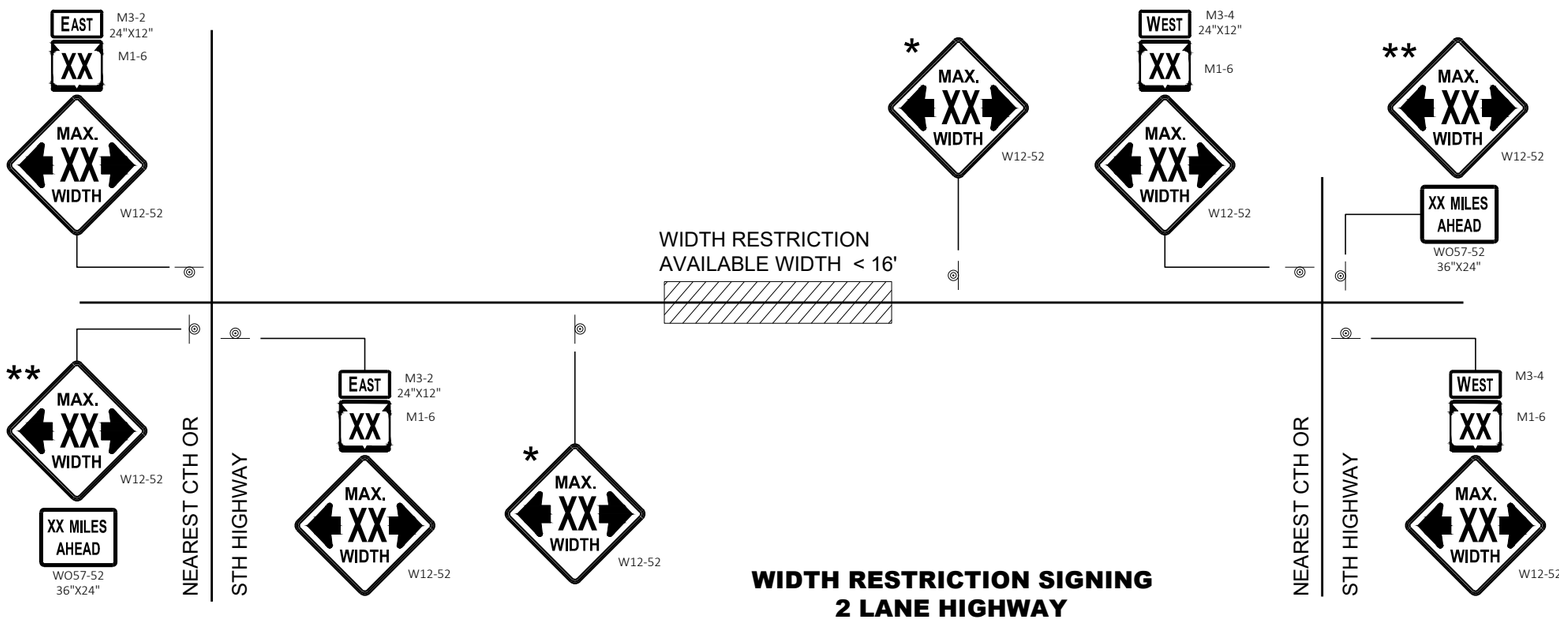
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WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

LEGEND

◎ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL " IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

* PLACE 500 FEET AFTER THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

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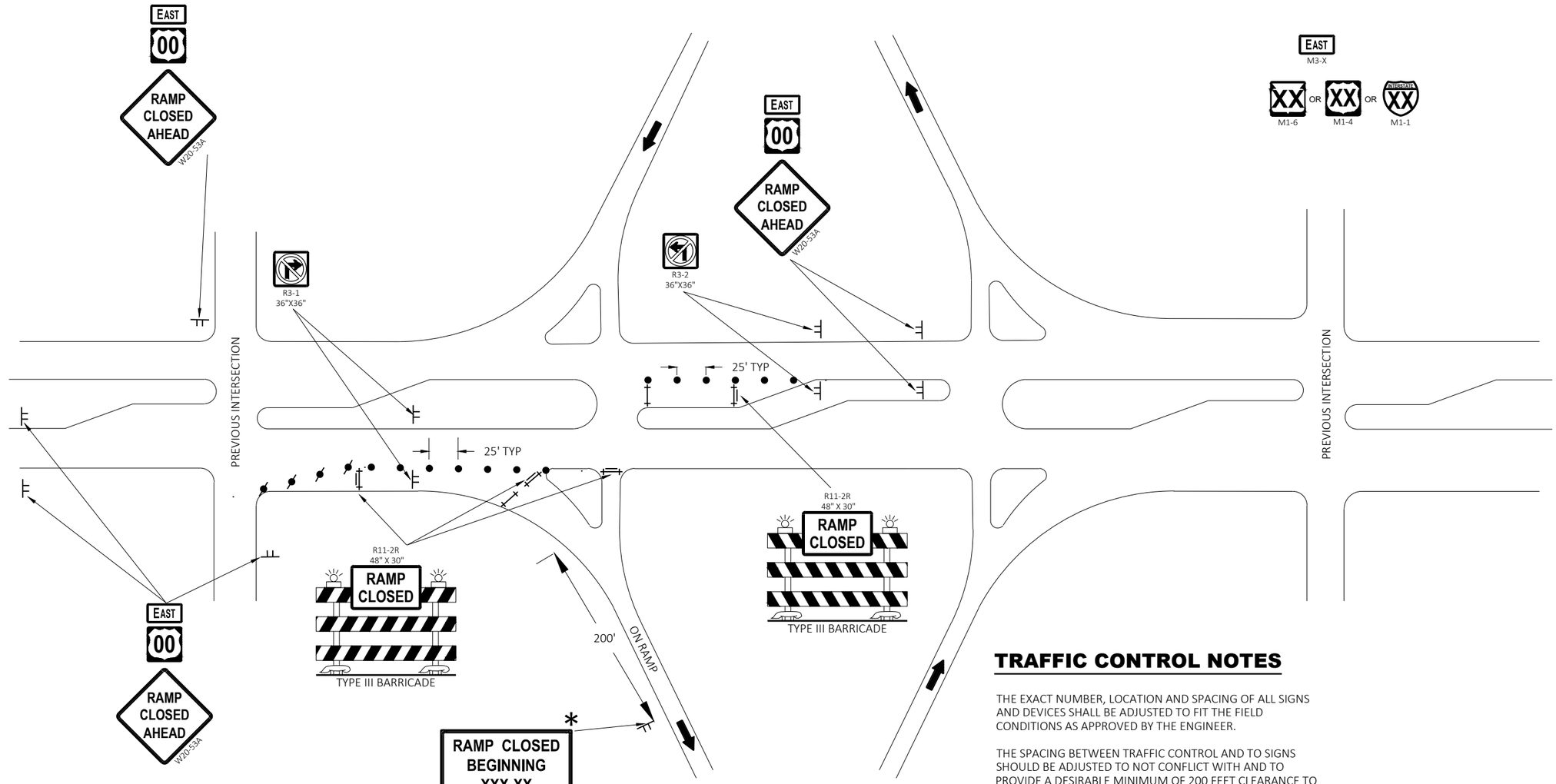
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LEGEND

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

TRAFFIC CONTROL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL AND TO SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEE
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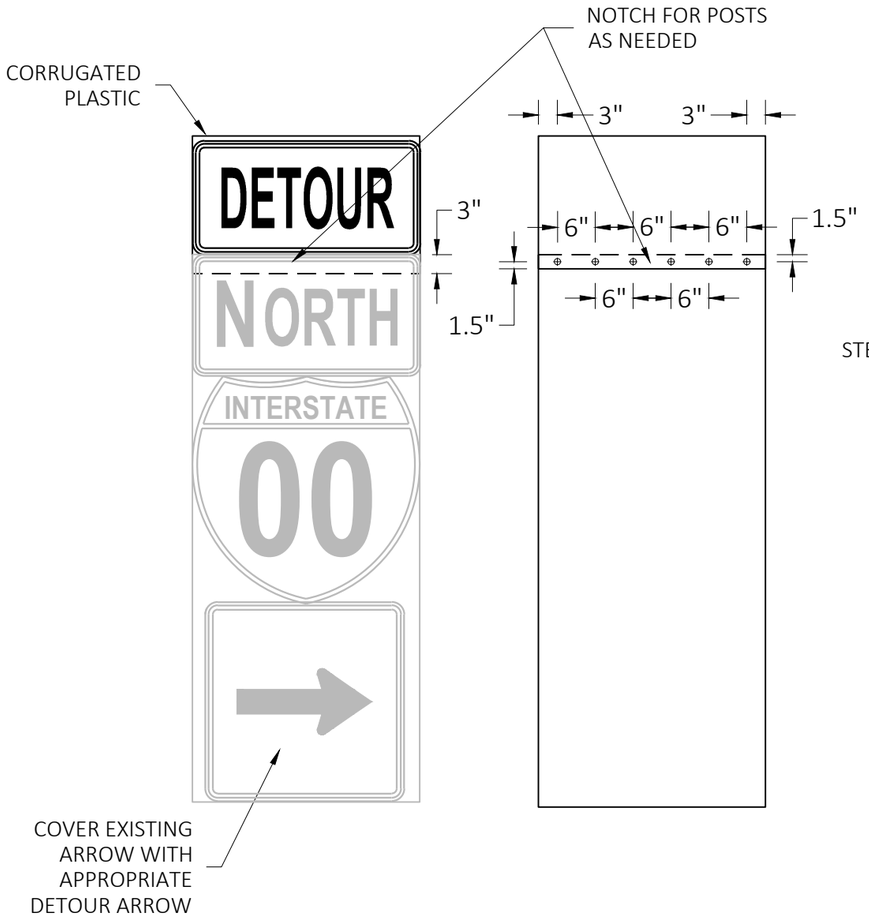
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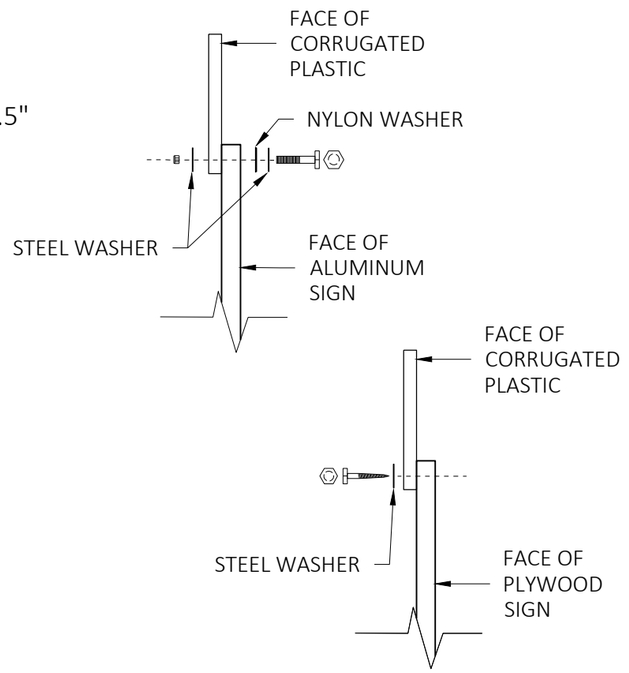
SDD 15C02-09g

FRONT SIDE

BACK SIDE

SIDE VIEW





GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:
LAG SCREWS - 5/16" x 1"
ALUMINUM SIGNS:
MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS
WASHERS:
1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVEL ENGINEER
FHWA

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SDD 15C02-09h

GENERAL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

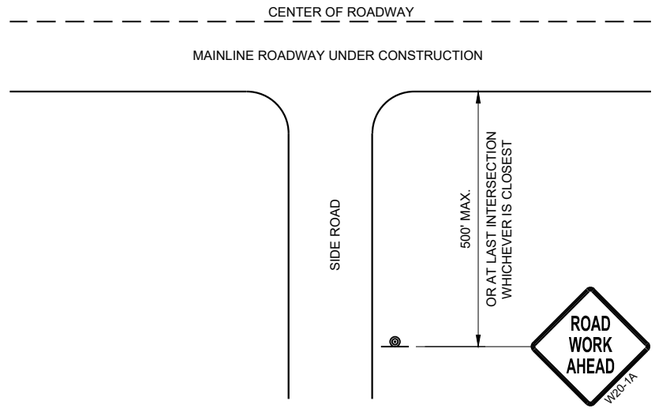
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS

** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



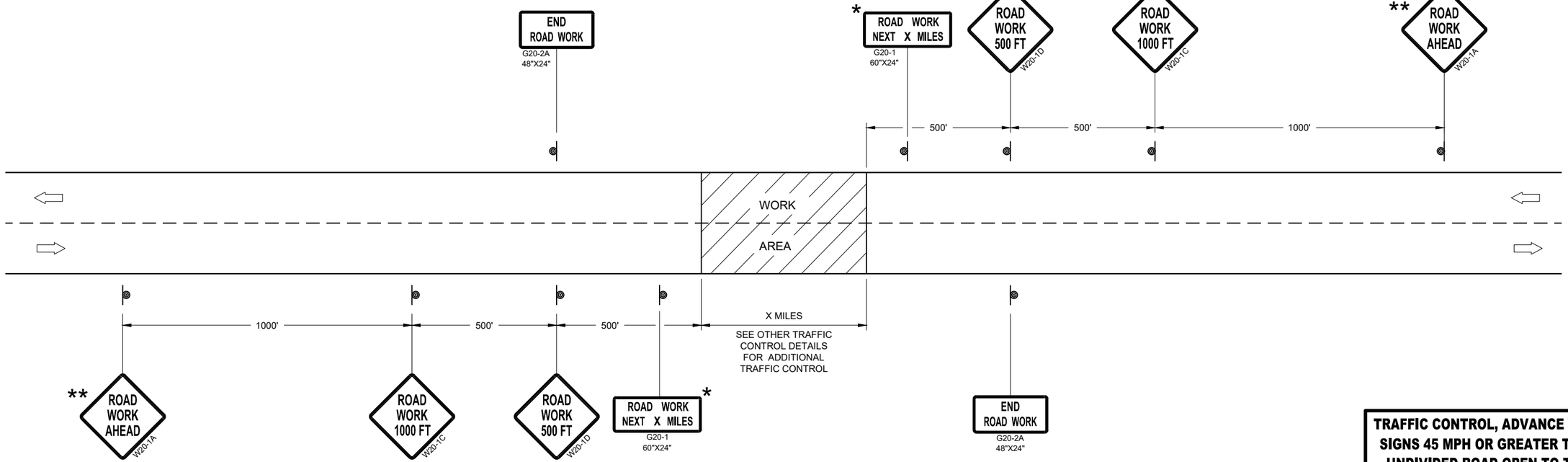
TYPICAL SIDE ROAD APPROACH WARNING SIGN DETAIL

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

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SDD 15C04 - 05

GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

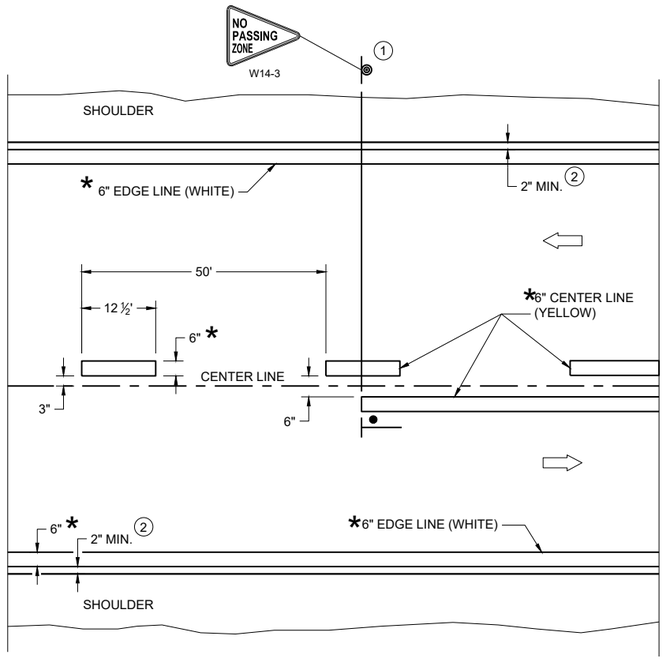
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

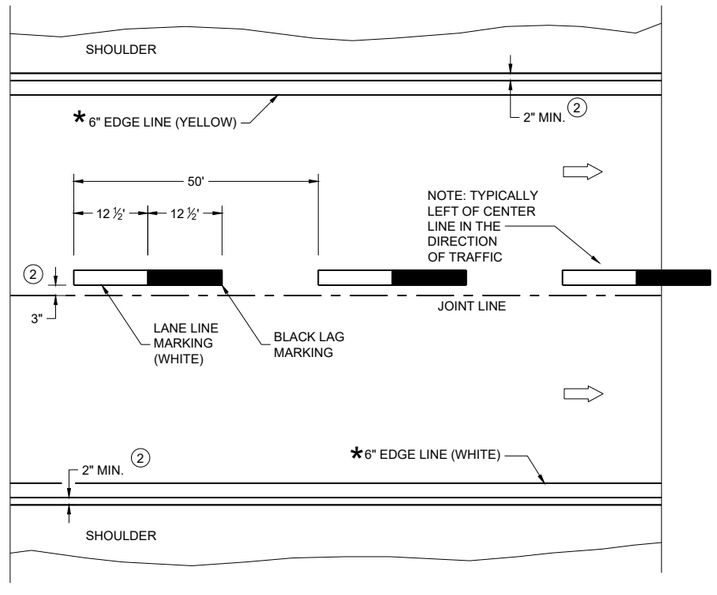
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

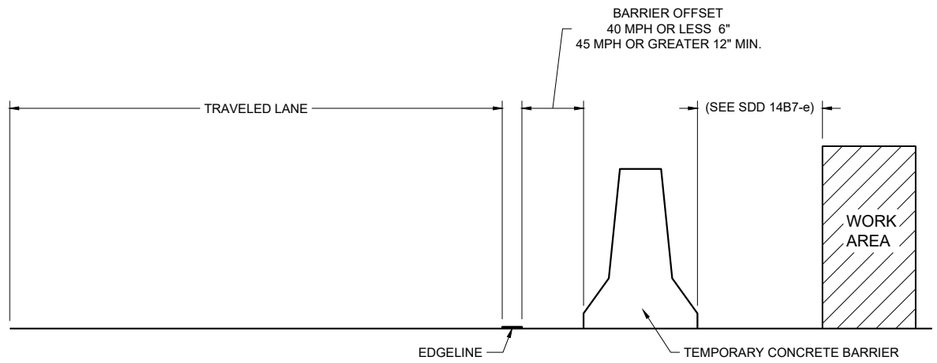
APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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SDD 15C08-24a



TEMPORARY BARRIER OFFSET FROM EDGELINE

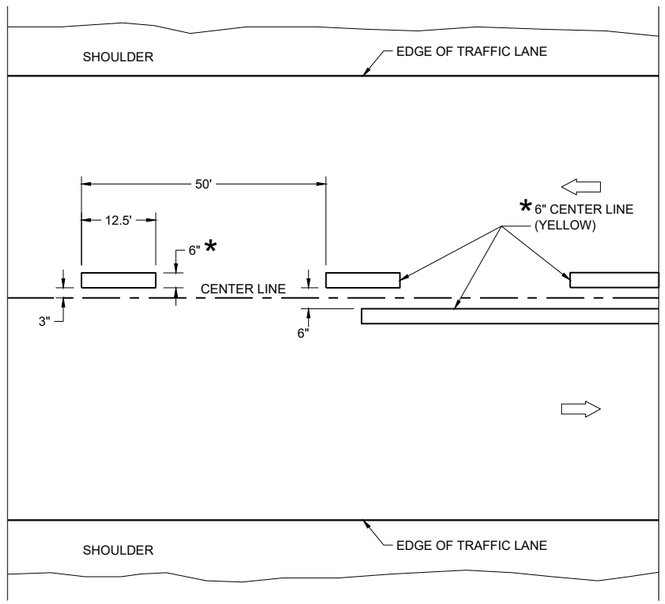
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

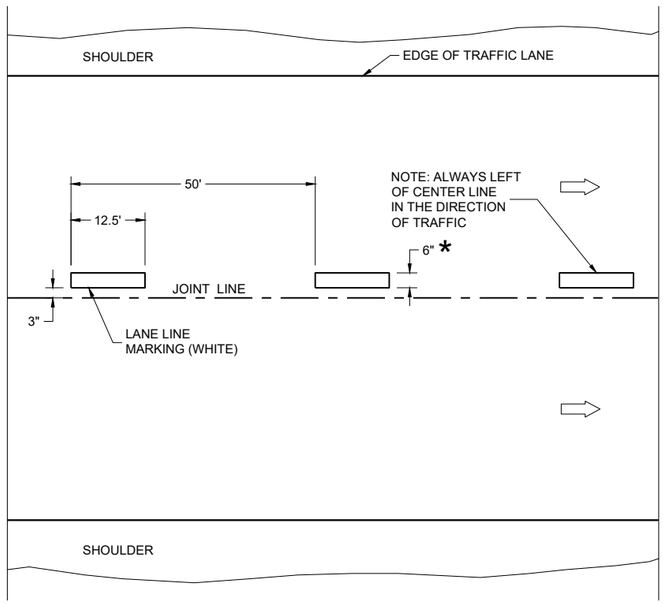
LEGEND

⇨ DIRECTION OF TRAFFIC

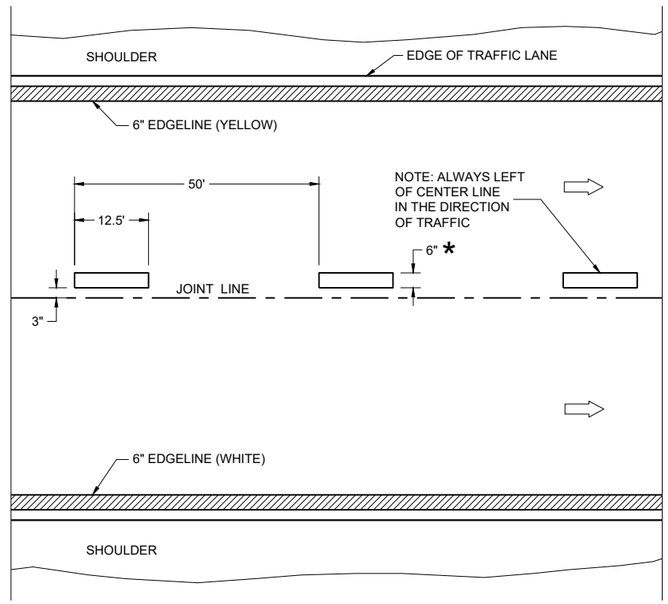
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
December 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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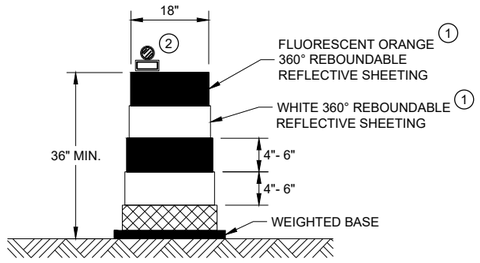
SDD 15C08-24b

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SDD 15C08-24b

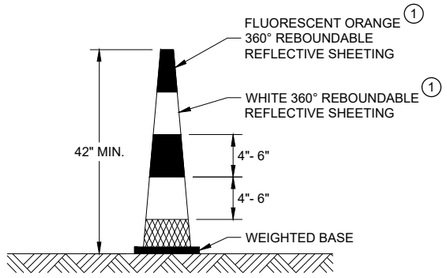
GENERAL NOTES

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

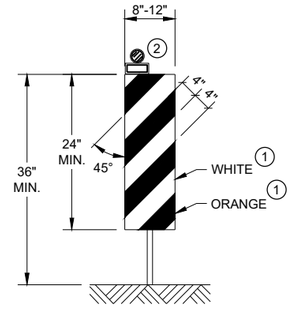
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

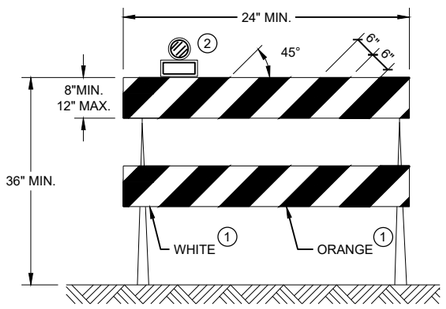
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



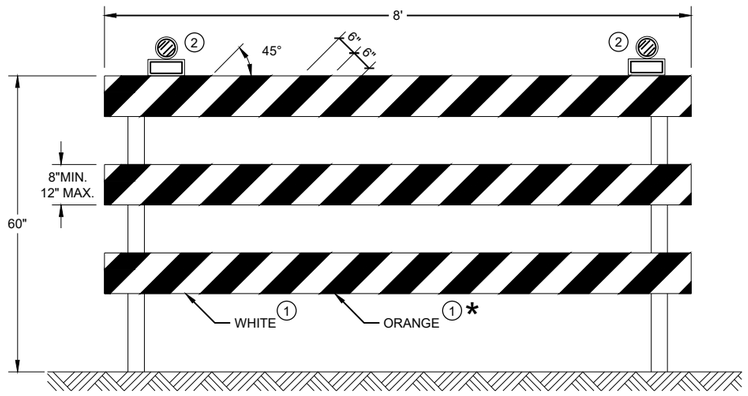
VERTICAL PANEL

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

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LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

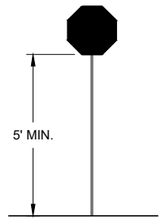
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

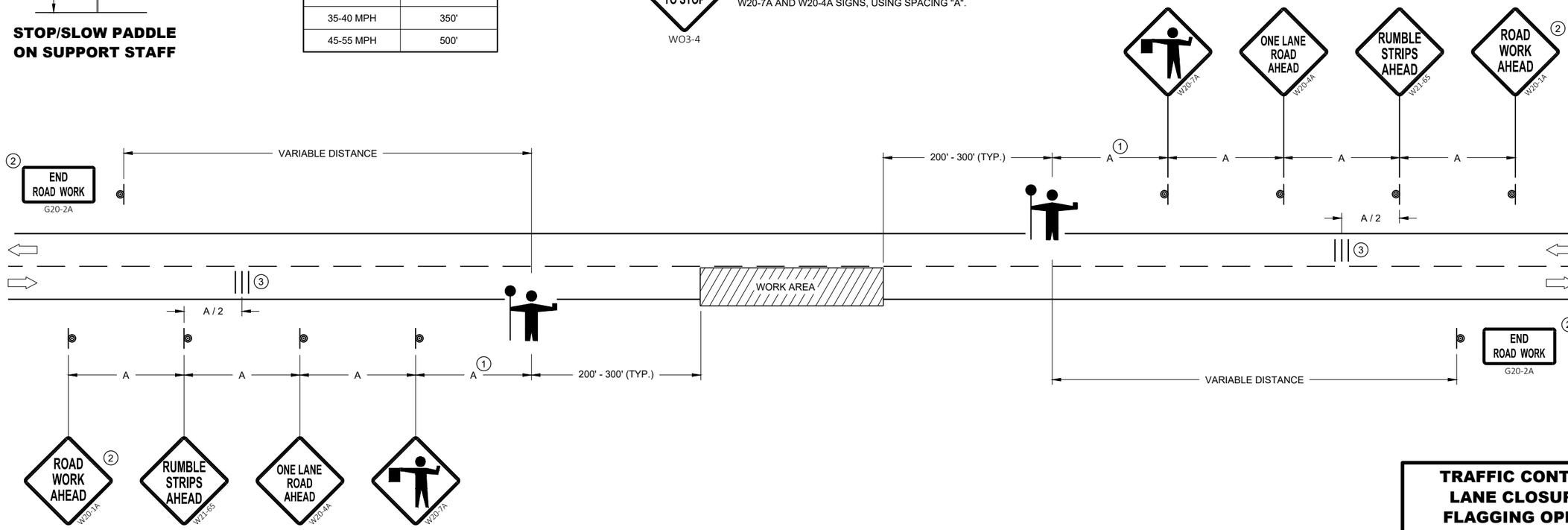
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

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SDD 15C12 - 09a

6

SDD 15C12 - 09a

GENERAL NOTES

SIGN ON PERMANENT SUPPORT

TRAFFIC CONTROL CONE 42-INCH

TRAFFIC CONTROL DRUM

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

AFAD — AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

(1) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(2) IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

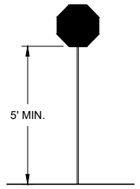
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

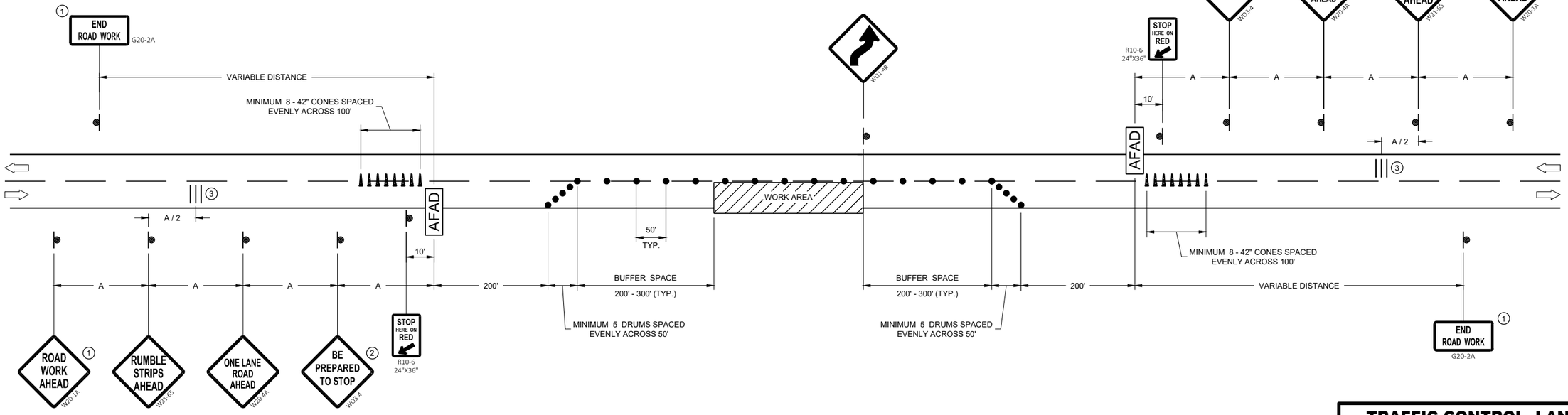
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.



STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

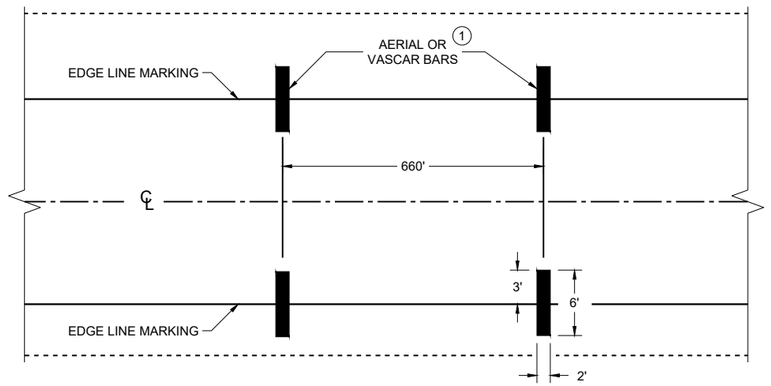
SDD 15C12 - 09b

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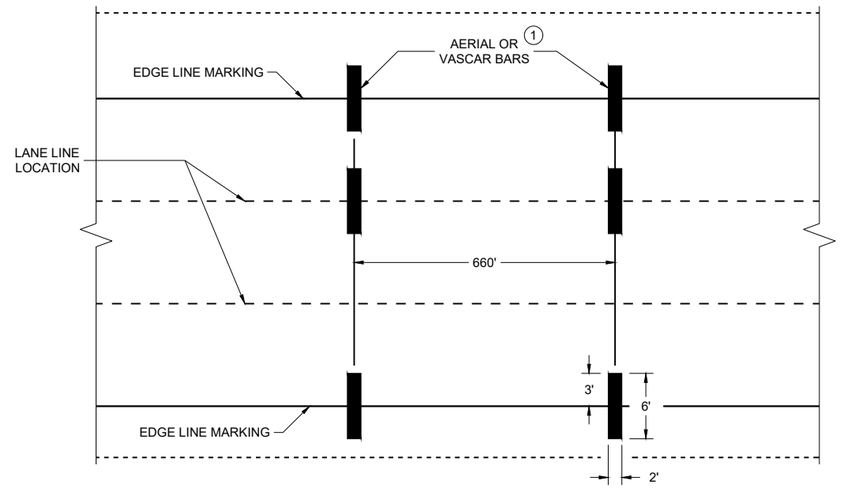
SDD 15C12 - 09b

GENERAL NOTES

(1) PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARKING ENGINEER

FHWA

6

SDD 15C14-05

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SDD 15C14-05

LEGEND

V1 MARKING VEHICLE

V2 SHADOW VEHICLE

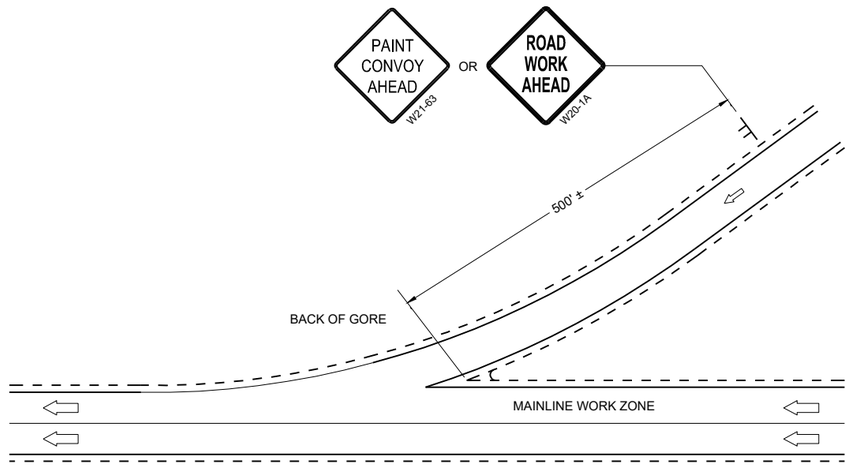
V3 TRAIL VEHICLE

TRUCK MOUNTED ATTENUATOR (TMA)

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

ARROW PANEL (CAUTION)



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

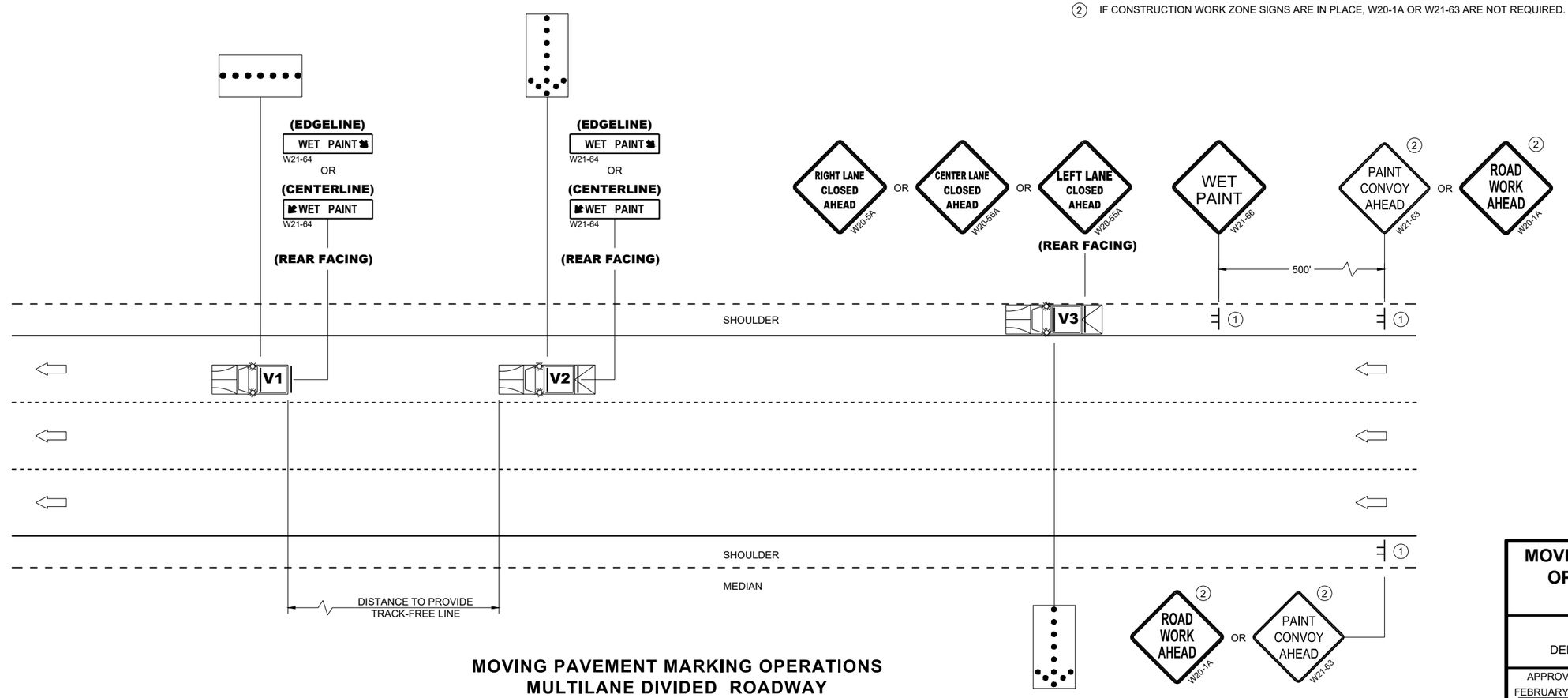
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

(1) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.

(2) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
FEBRUARY 2025
DATE

/S/ Andrew Heidtke
STATE ELECTRICAL ENGINEER

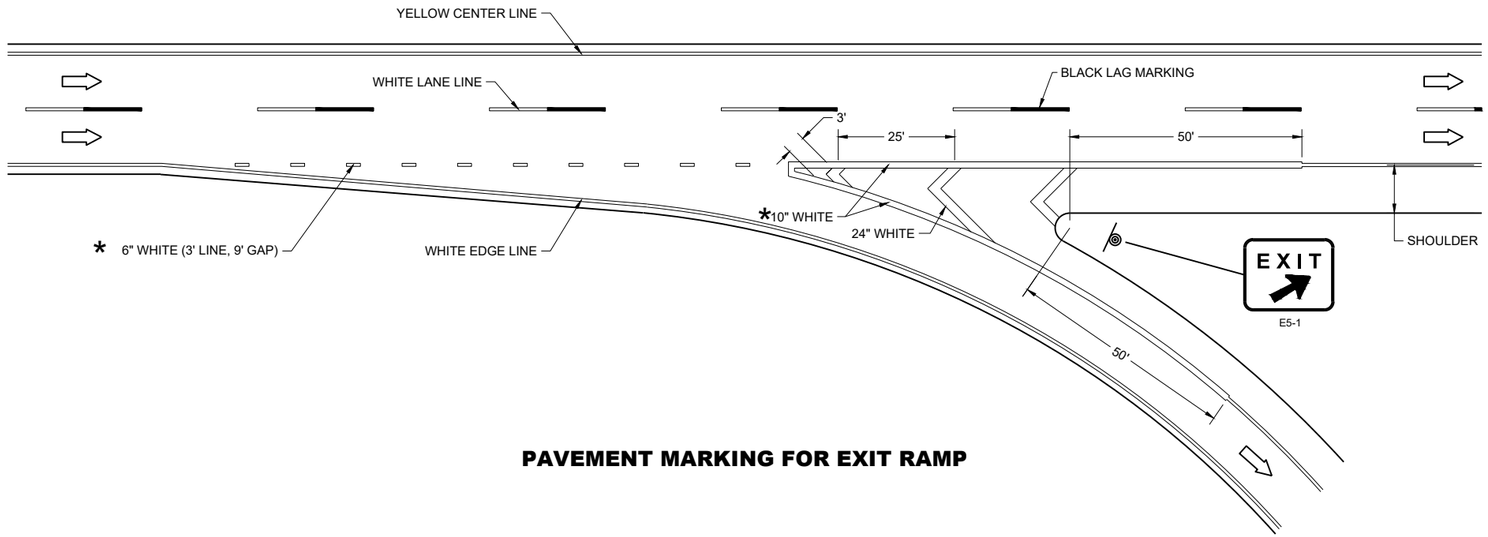
FHWA

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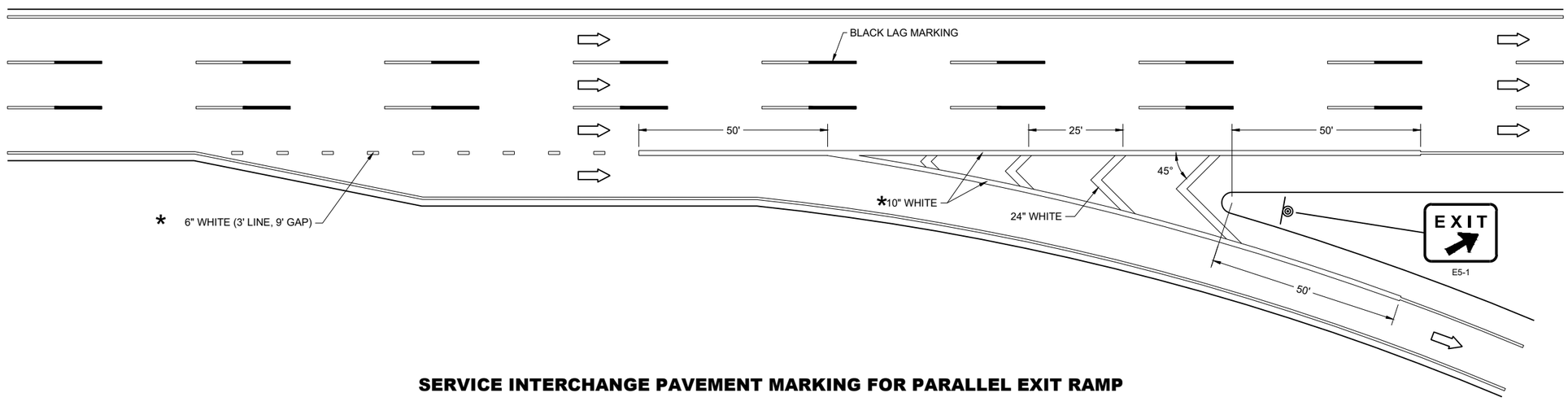
SDD 15C19-10c

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SDD 15C19-10c



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

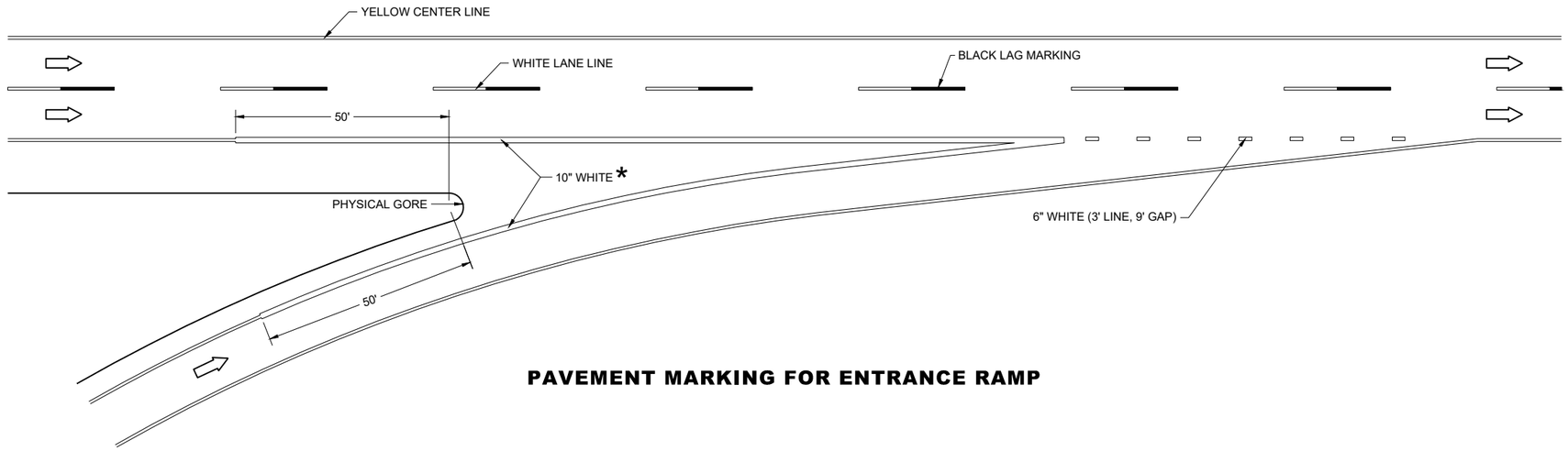
PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15C31-08a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

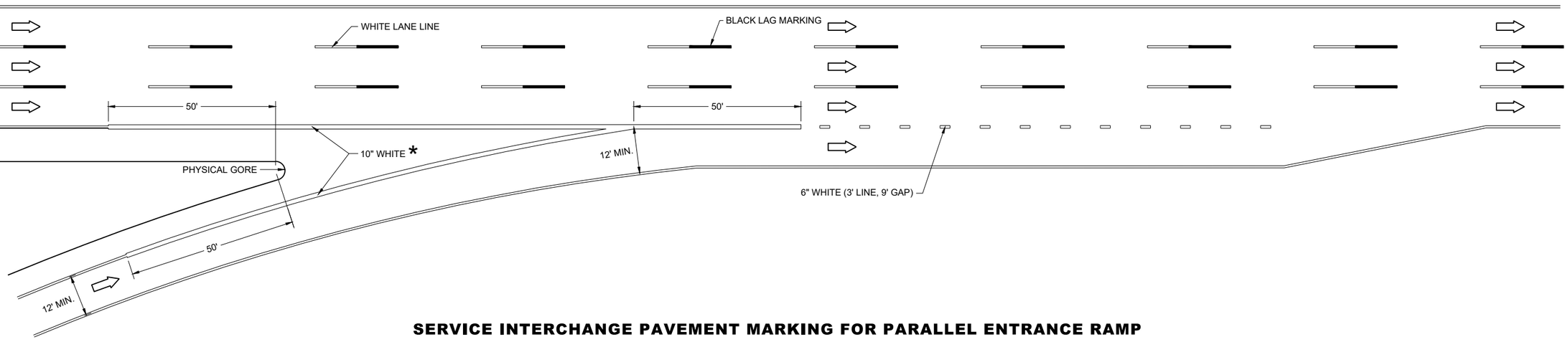


PAVEMENT MARKING FOR ENTRANCE RAMP

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 15C31-08c

SDD 15C31-08c

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

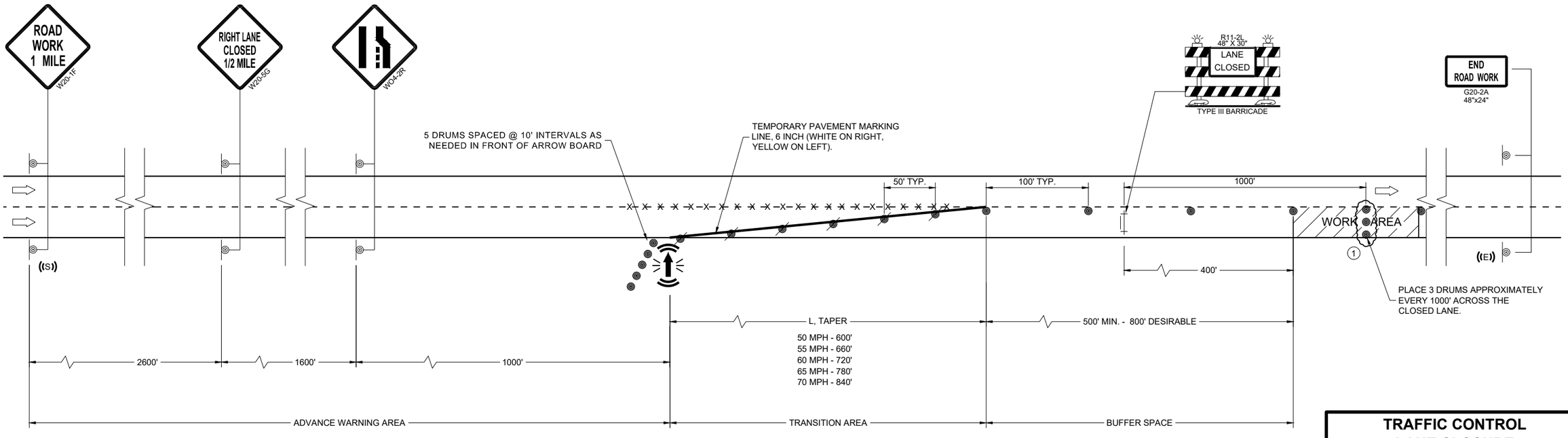
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE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

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

(1) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-15a

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SDD 15D12-15a

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

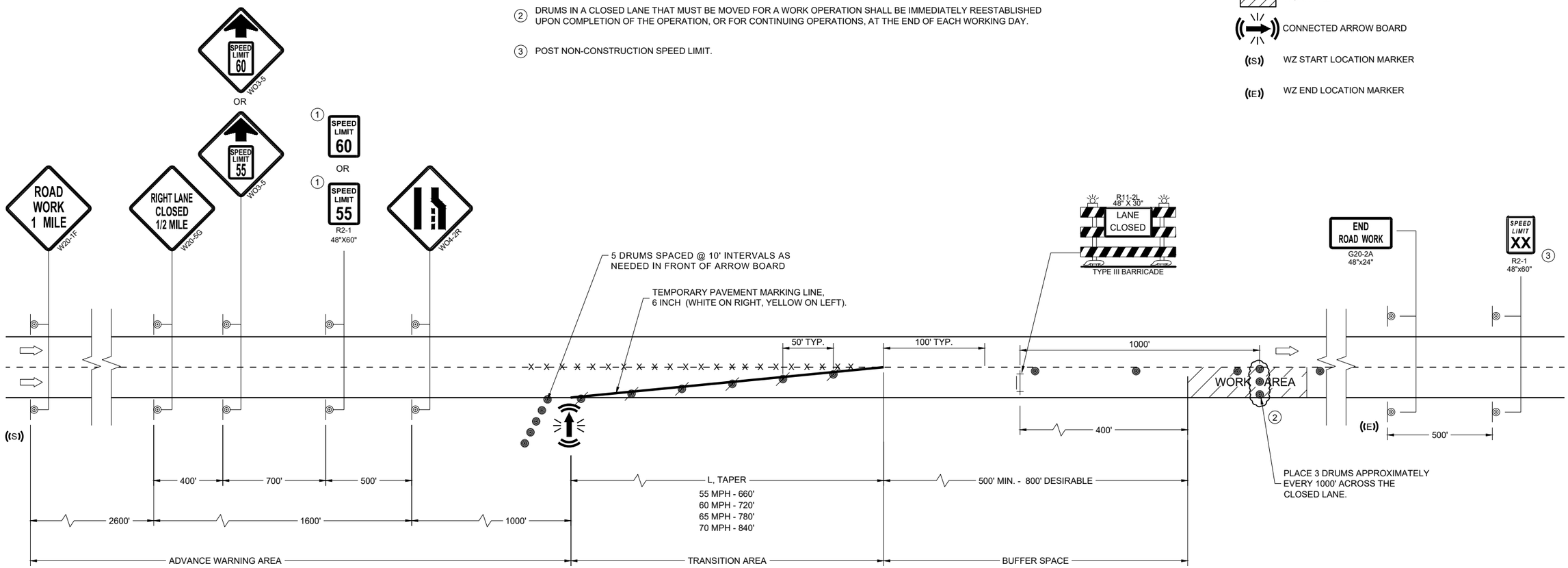
(1) A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.

(2) DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

(3) POST NON-CONSTRUCTION SPEED LIMIT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-15b

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER
- CONNECTED ARROW BOARD
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- (S) — PORTABLE TRAFFIC SENSOR (PTS)
- FBS — FLASHING BEACON SIGNS
- STOPPED OR SLOW TRAFFIC WHEN FLASHING — WO8-76, 96" x 48"

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

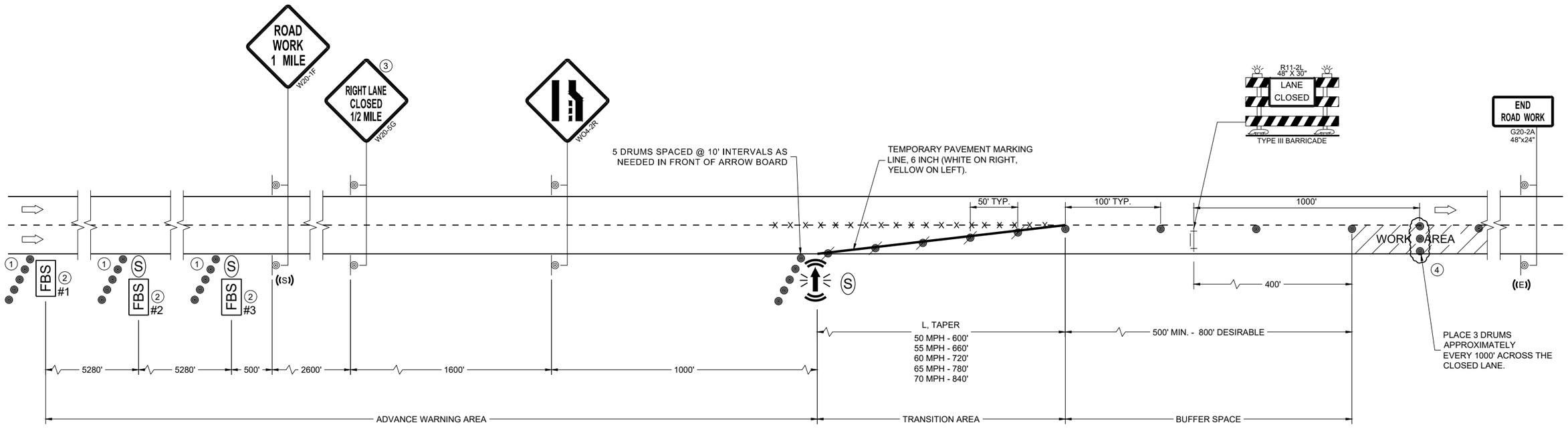
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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

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

1. 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
2. IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.
3. IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN
4. DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Erin Schwark — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6 SDD 15D12-15d

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

IF THE SPEED LIMIT WILL CHANGE BASED ON THE PRESENCE OF WORKERS, USE THE TAPER LENGTH THAT MATCHES THE HIGHER OF THE TWO SPEEDS FOR A CONTINUOUS LANE CLOSURE.

EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.

(1) POST NON-CONSTRUCTION SPEED LIMIT.

(2) IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.

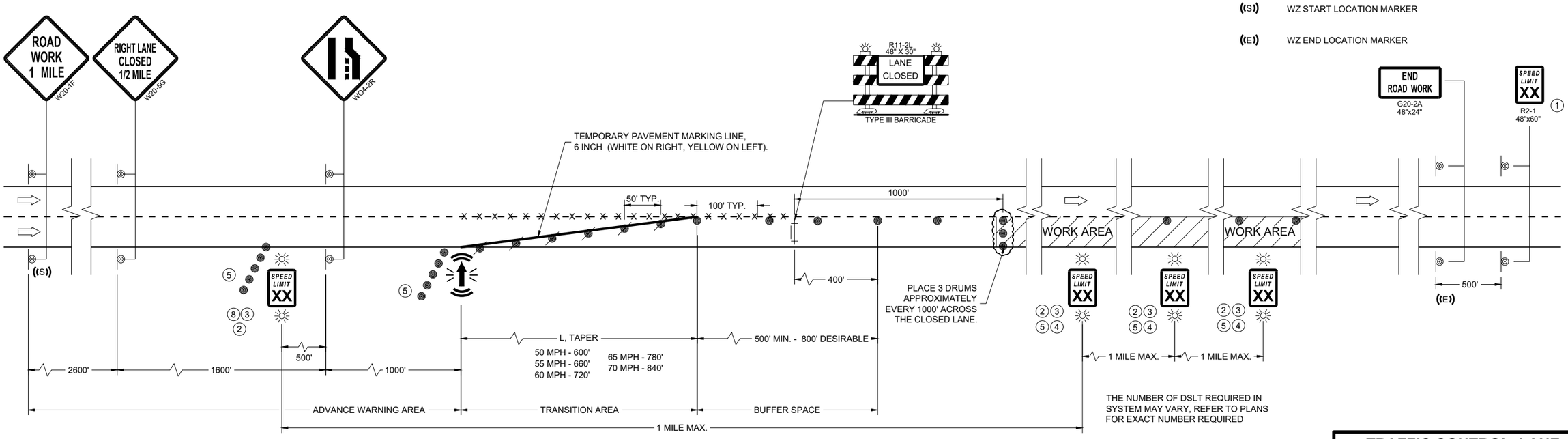
(3) PLACE DSLT AT EXISTING POST MOUNTED SPEED LIMIT SIGN AFTER THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. IF THERE IS NOT AN EXISTING SIGN, PLACE 1,500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP

(4) FOR LEFT LANE CLOSURES, DSLT REMAINS ON RIGHT SHOULDER.

(5) 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15D12-15g

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

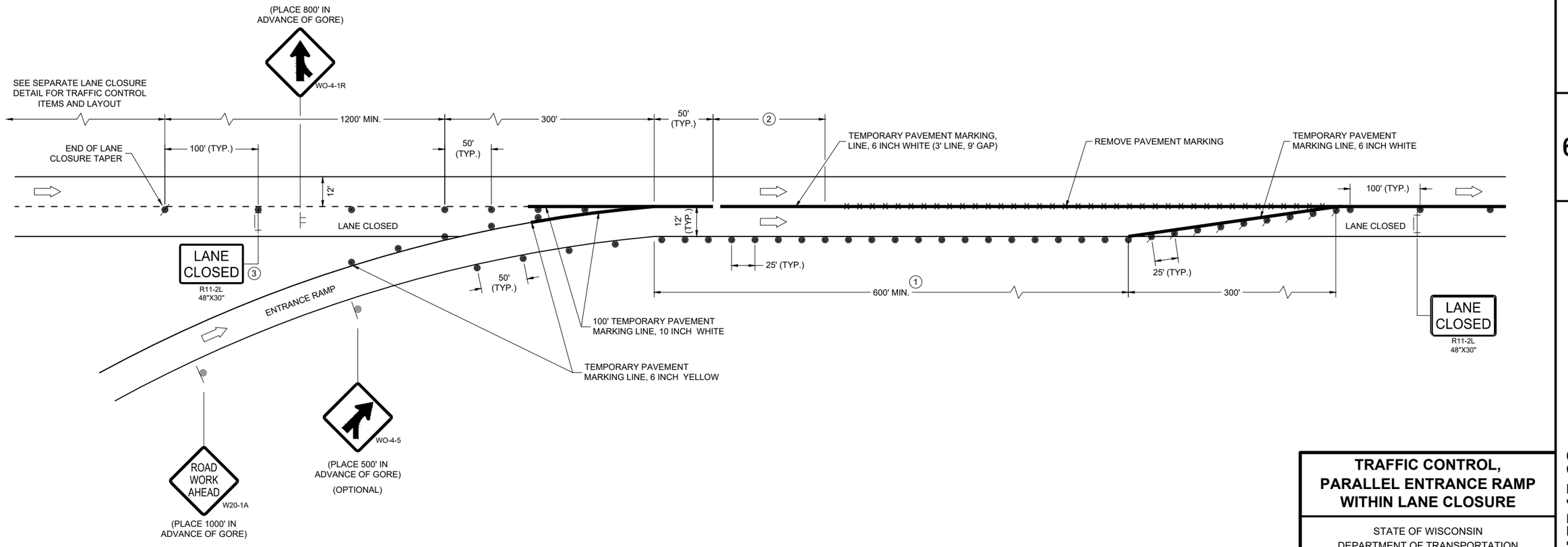
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

(3) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6
SDD 15D15-08a

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

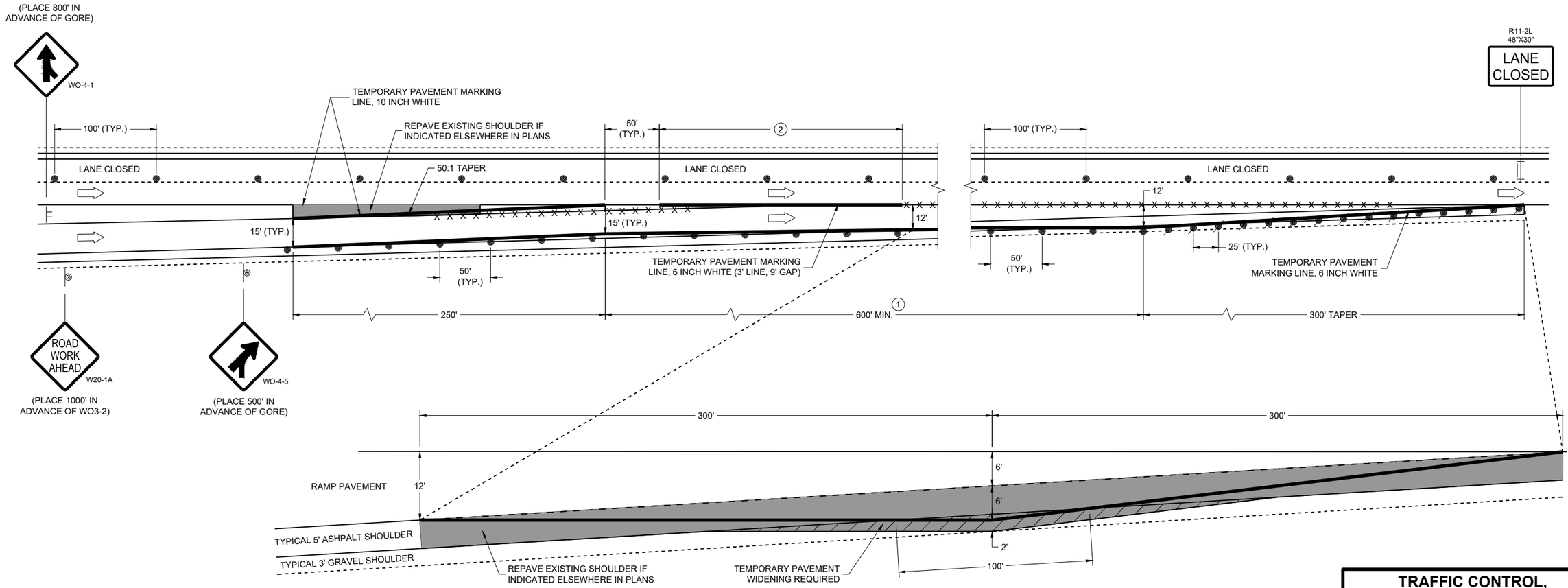
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

(2) END TEMPORARY PAVEMENT MARKING LINE AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D15-08b

6

SDD 15D15-08b

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

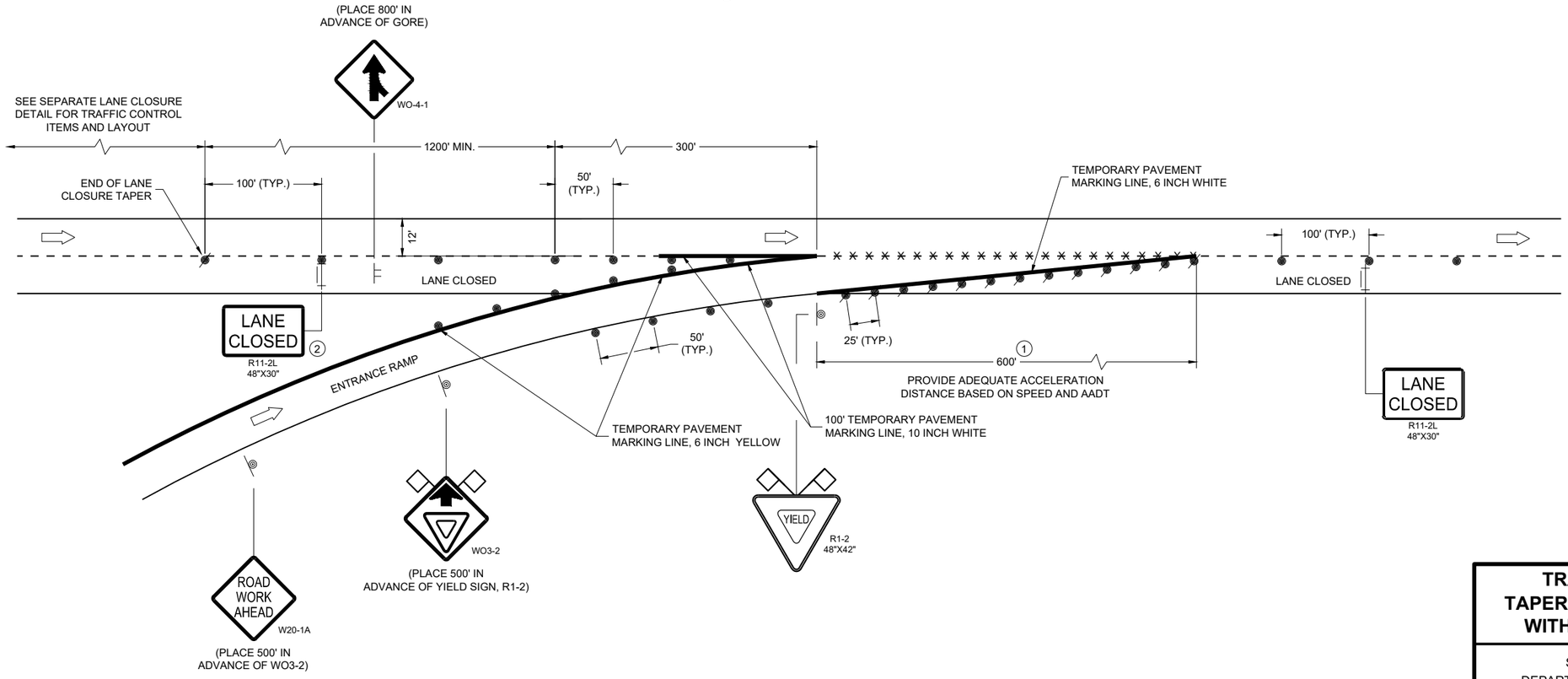
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.

(2) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — <position>
FHWA

6

SDD 15D15-08c

6

SDD 15D15-08c

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TYPE III BARRICADE WITH ATTACHED SIGN

FLAGS, 16" X 16" MIN., ORANGE

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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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.

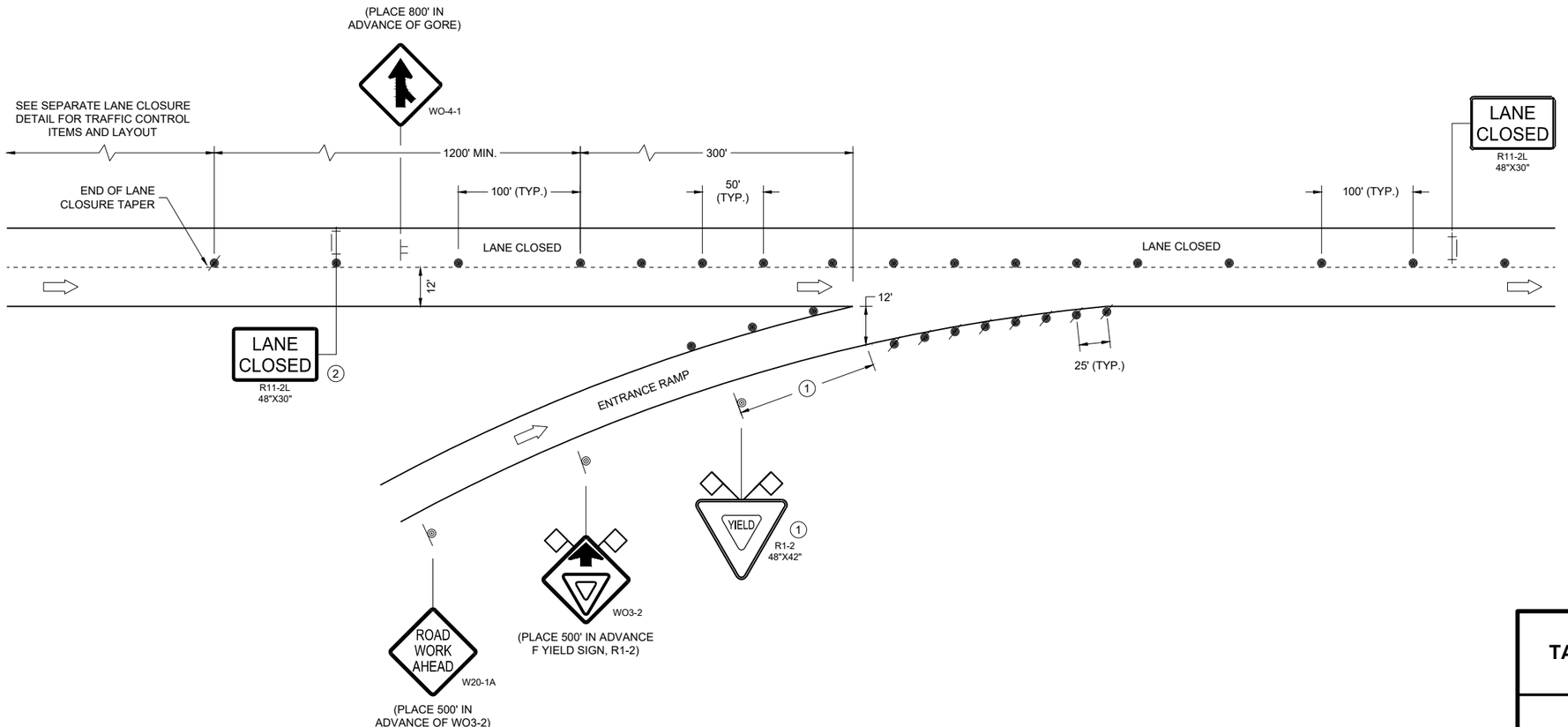
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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.

(2) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6 SDD 15D15-08d

LEGEND

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

TYPE III BARRICADE WITH ATTACHED SIGN

DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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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.

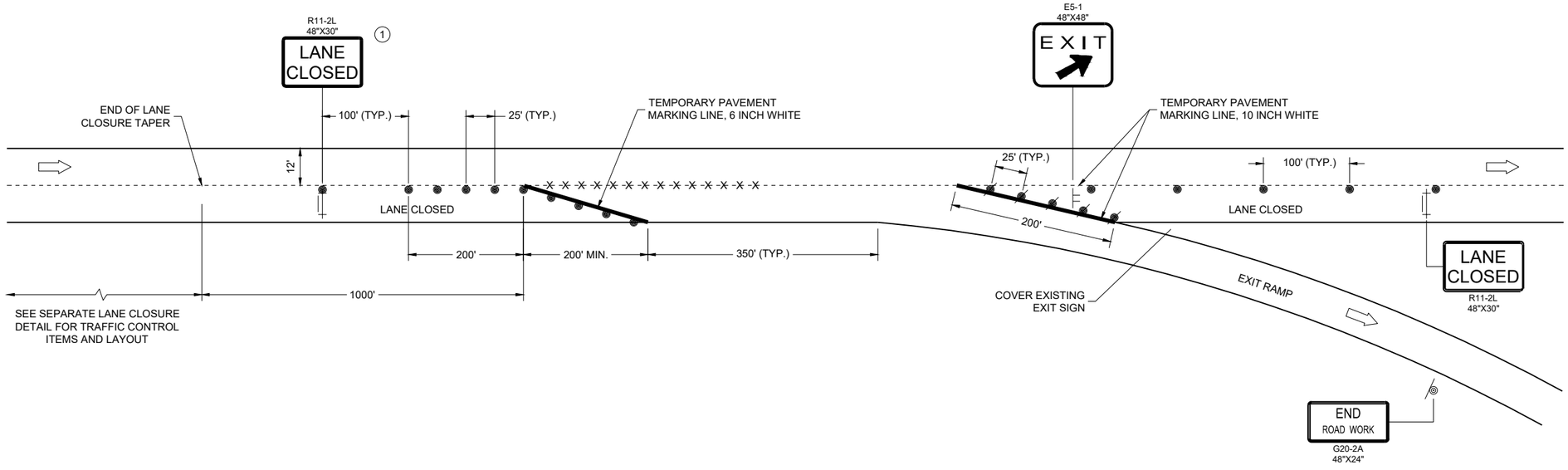
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ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

(1) IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025 — DATE

/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

6

SDD 15D15-08e

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

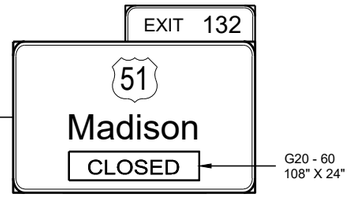
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

(1) W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

(2) PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



OR

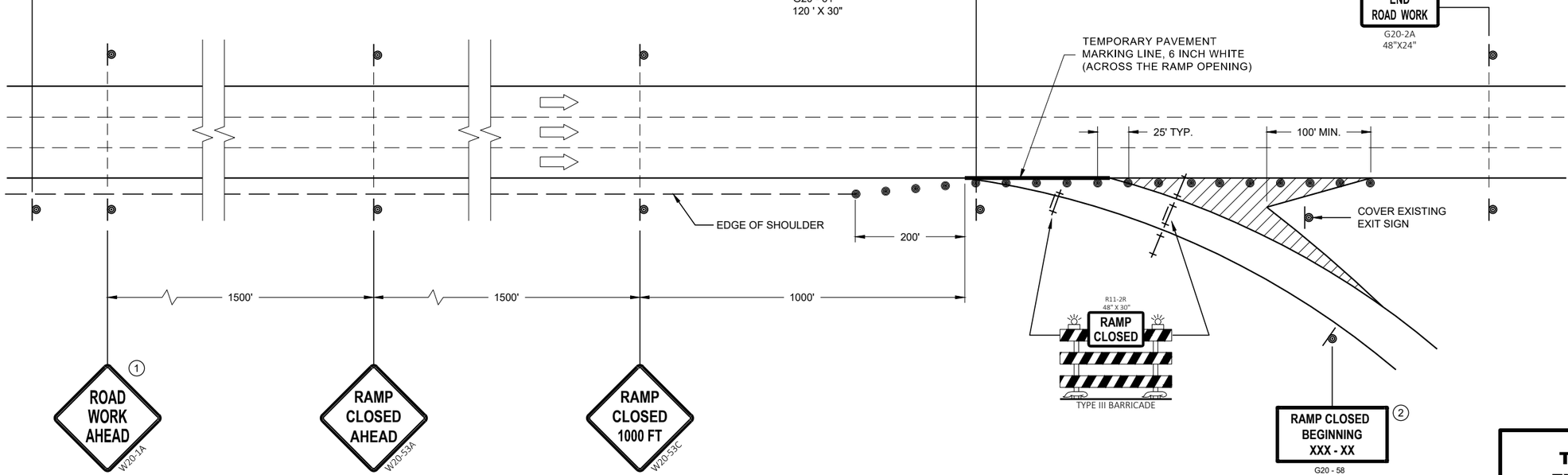


PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



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
- DIRECTION OF TRAFFIC
- CONNECTED ARROW BOARD
- WORK AREA
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

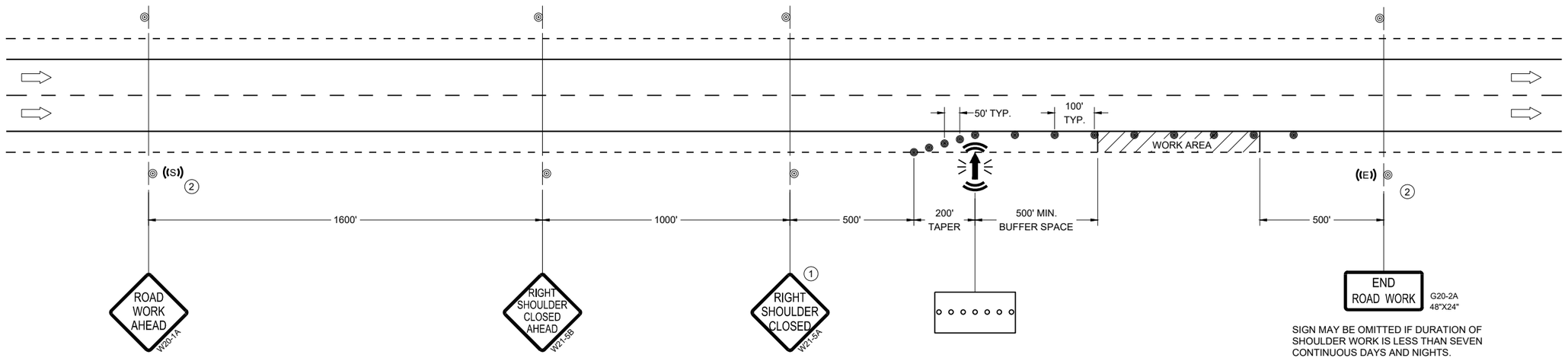
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

(1) FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR THE W21-5A SIGN MAY BE OMITTED.

(2) IF ALREADY PRESENT WITHIN PROJECT , DO NOT INCLUDE ADDITIONAL DEVICE.



SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

February 2025
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

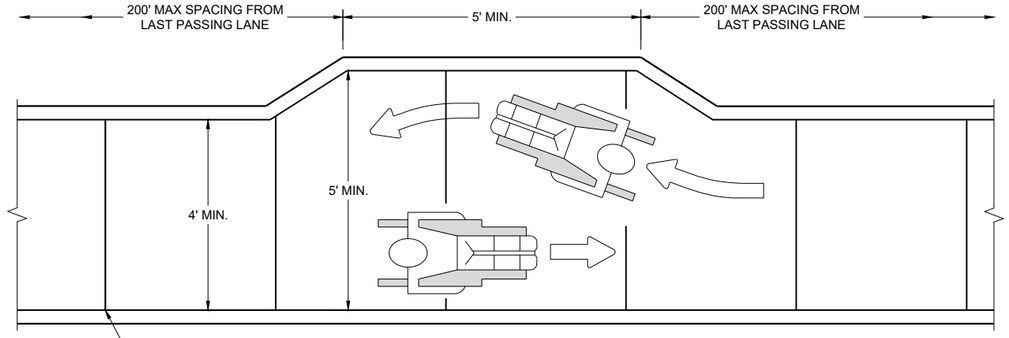
FHWA

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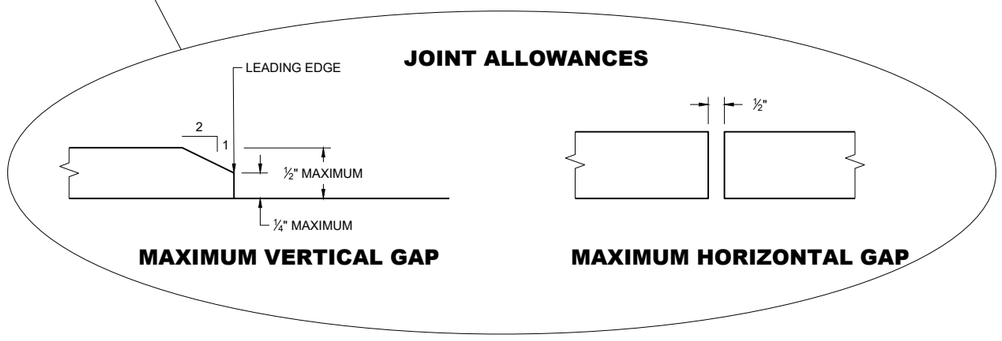
SDD 15D27-04

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SDD 15D27-04



NARROW SIDEWALK PASSING DETAIL



MAXIMUM VERTICAL GAP

MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

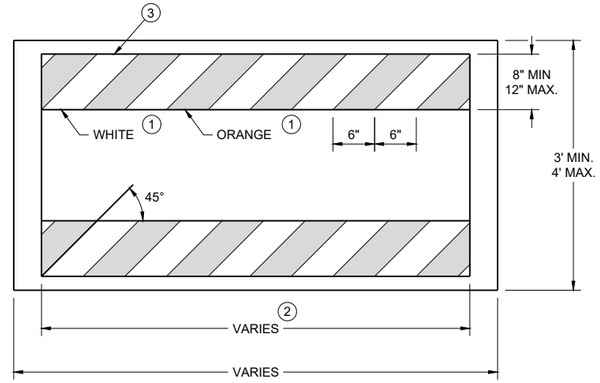
(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

(2) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

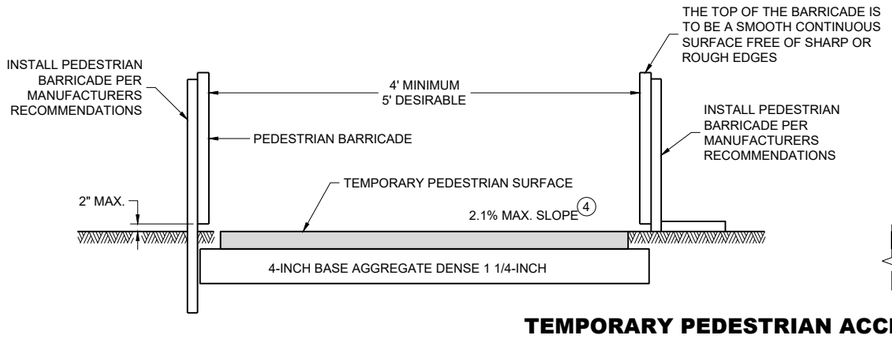
(3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

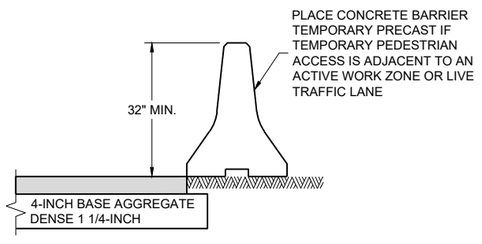
* USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

(4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



TEMPORARY PEDESTRIAN BARRICADE *





TEMPORARY PEDESTRIAN ACCESS

6

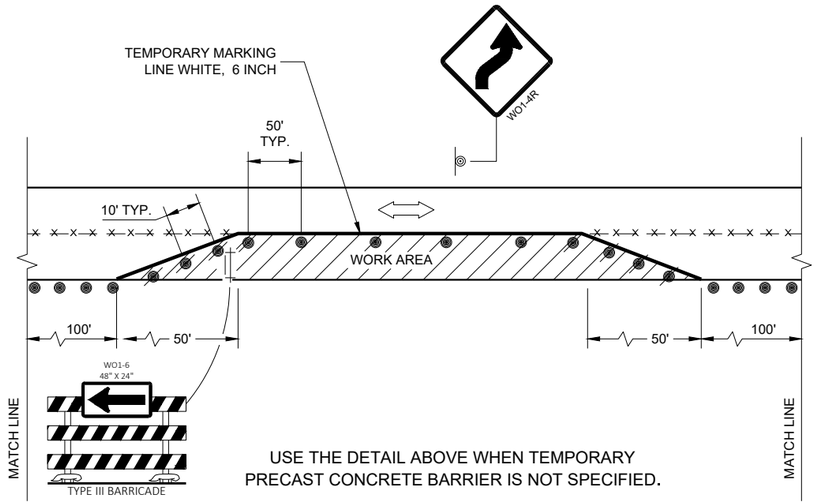
SDD 15D30-11a

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT



USE THE DETAIL ABOVE WHEN TEMPORARY PRECAST CONCRETE BARRIER IS NOT SPECIFIED.

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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

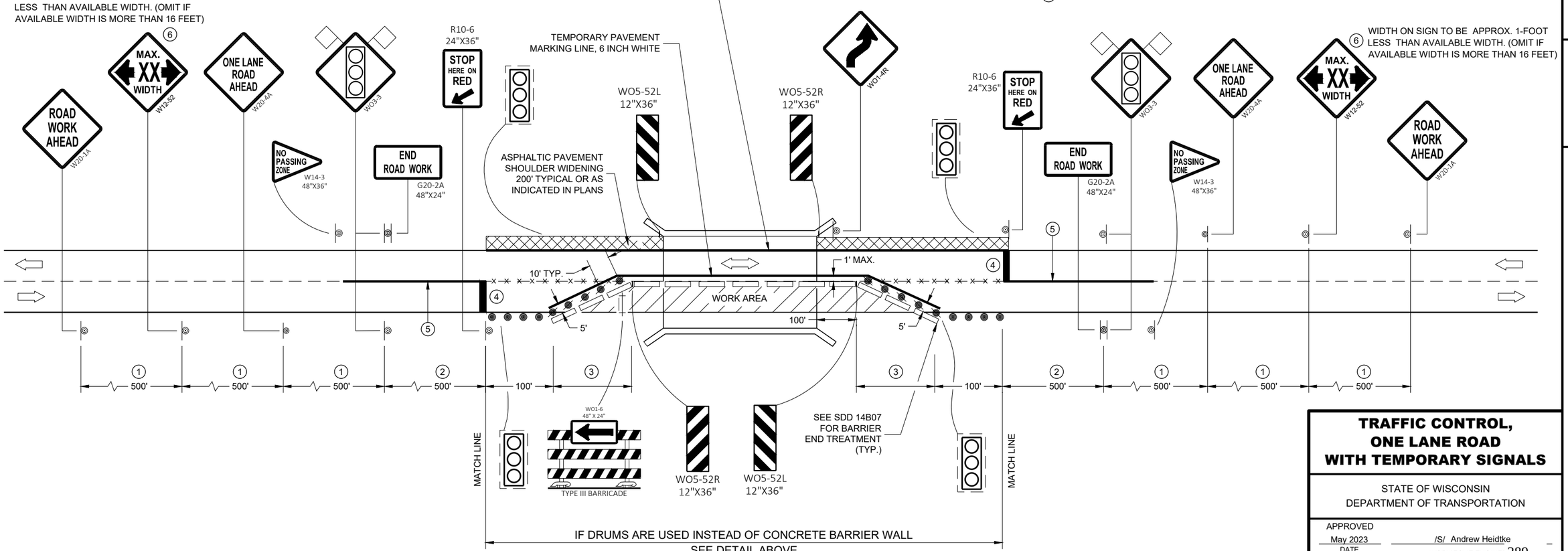
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

1. 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
2. USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
3. DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
4. TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
5. 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
6. SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL, ONE LANE ROAD WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

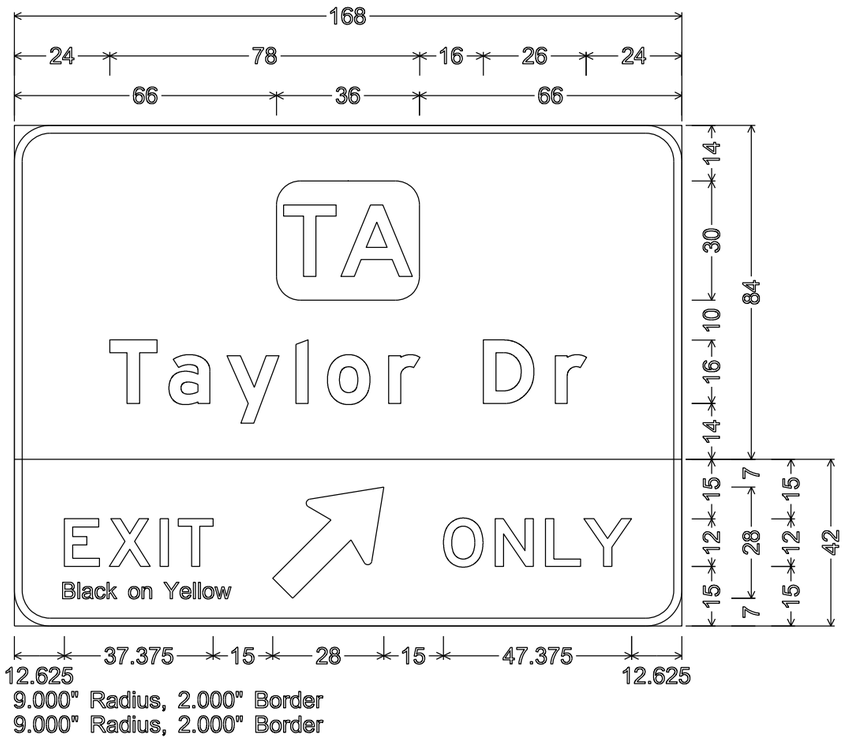
SDD 15D33-09

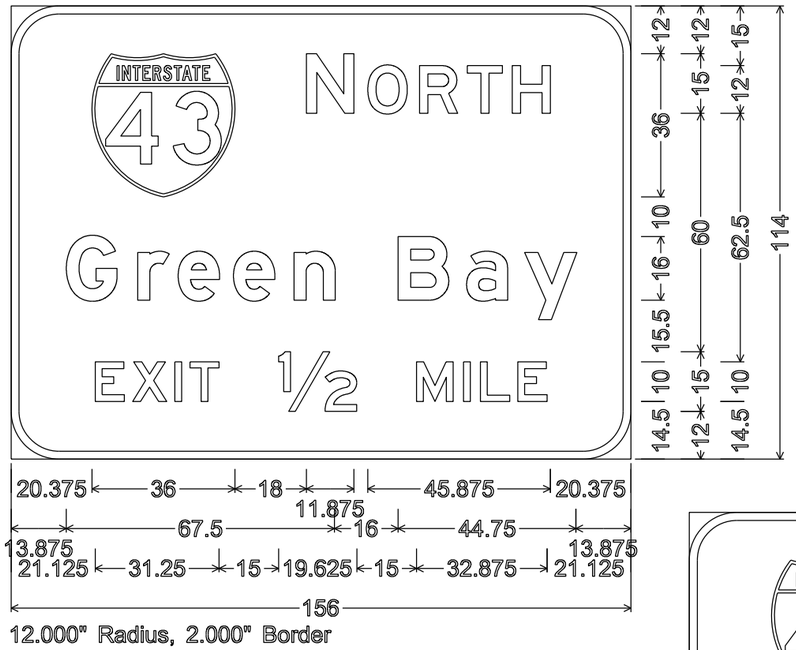
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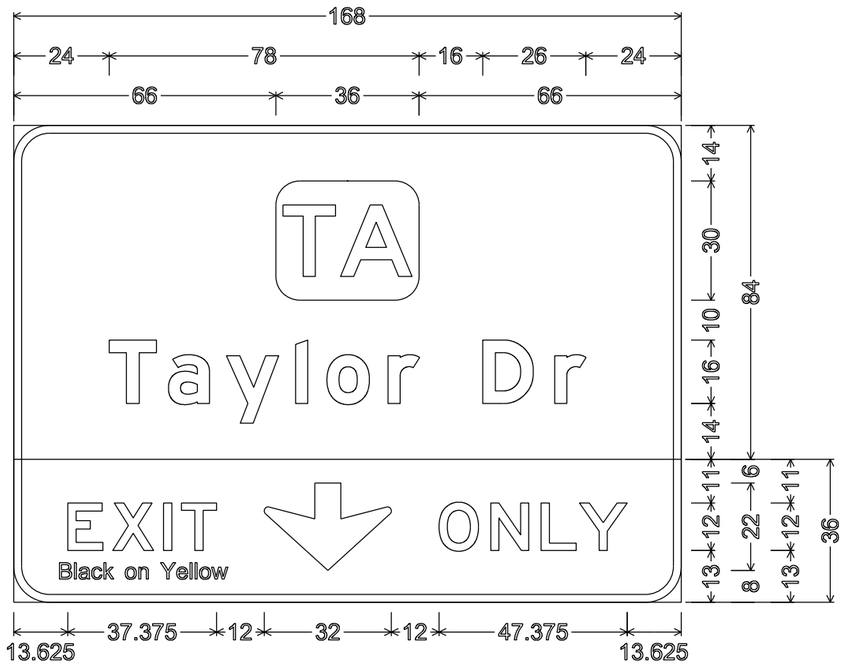
SDD 15D33-09

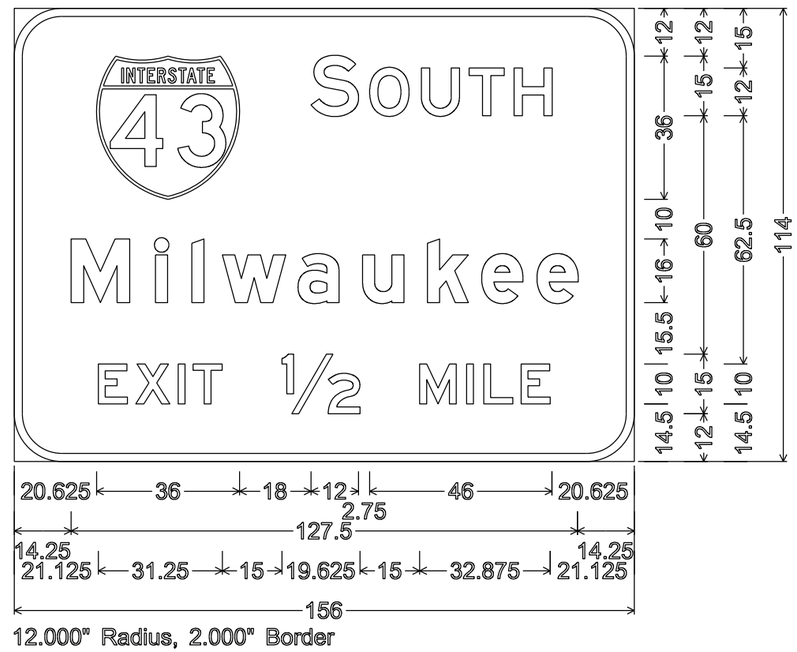
NOTES

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
4. Exit Only Panels Type F Reflective Sheeting with Black Message



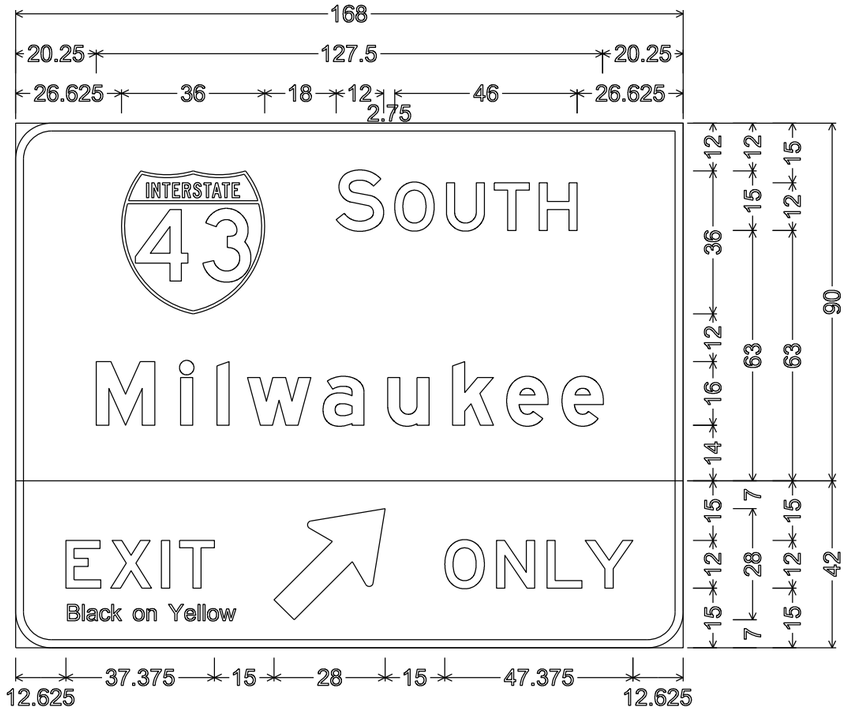


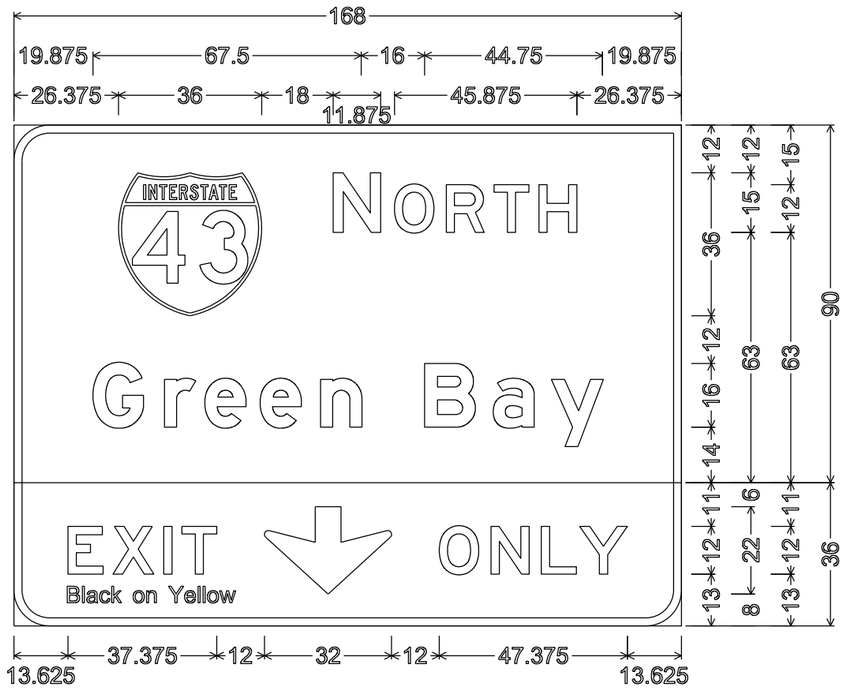


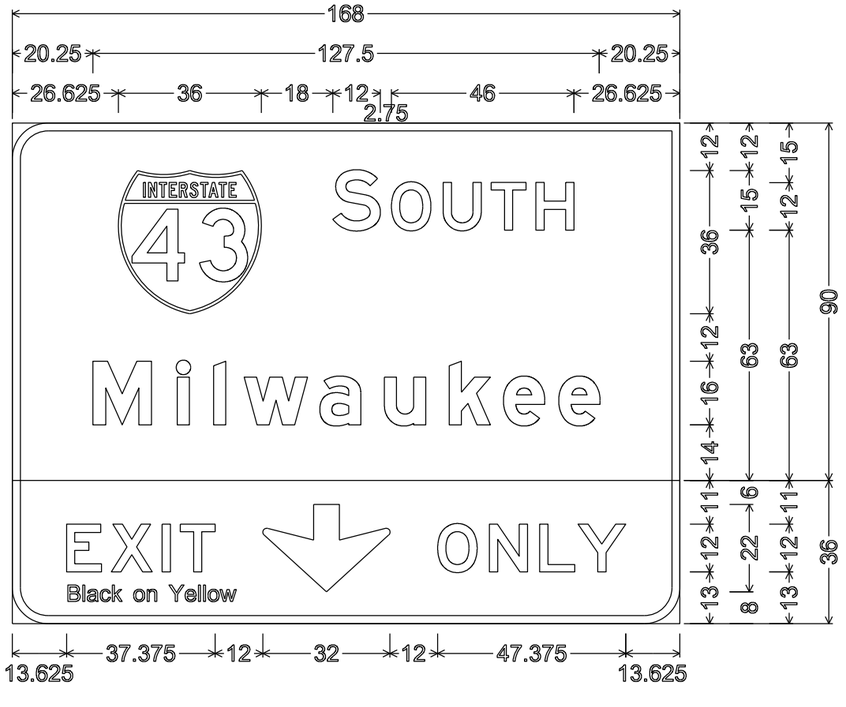


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET NO: 390 E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$





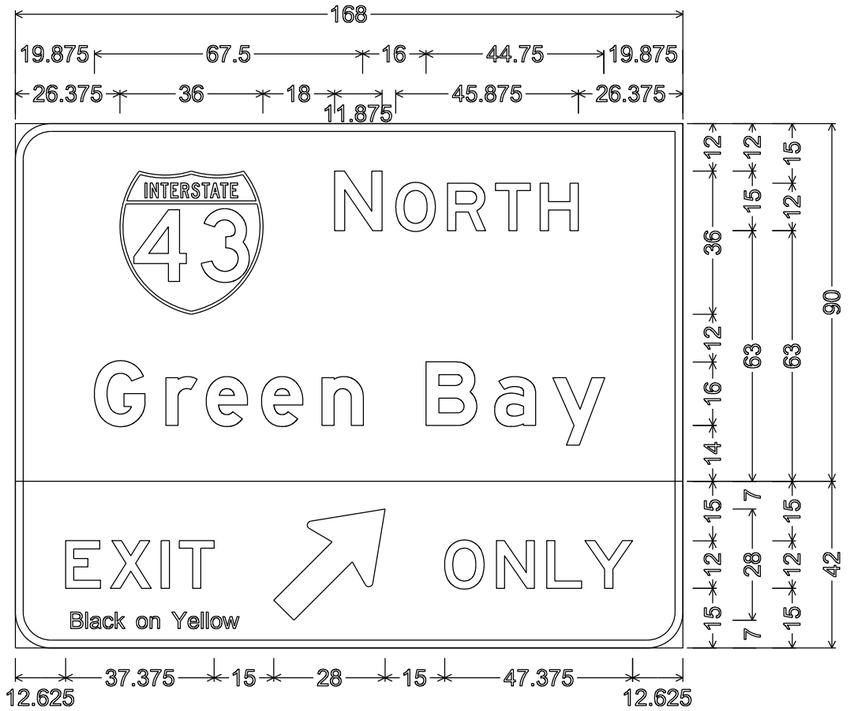


NOTES

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
4. Exit Only Panels Type F Reflective Sheeting with Black Message

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	PERMANENT SIGNING	SHEET NO: 391	E

FILE NAME :$$....designfile....$$ PLOT DATE : $$...plottingdate...$$ PLOT BY : $$...plotuser...$$ PLOT NAME : _____ PLOT SCALE : $$.....plotscale.....$$



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
4. Exit Only Panels Type F Reflective Sheeting with Black Message

7

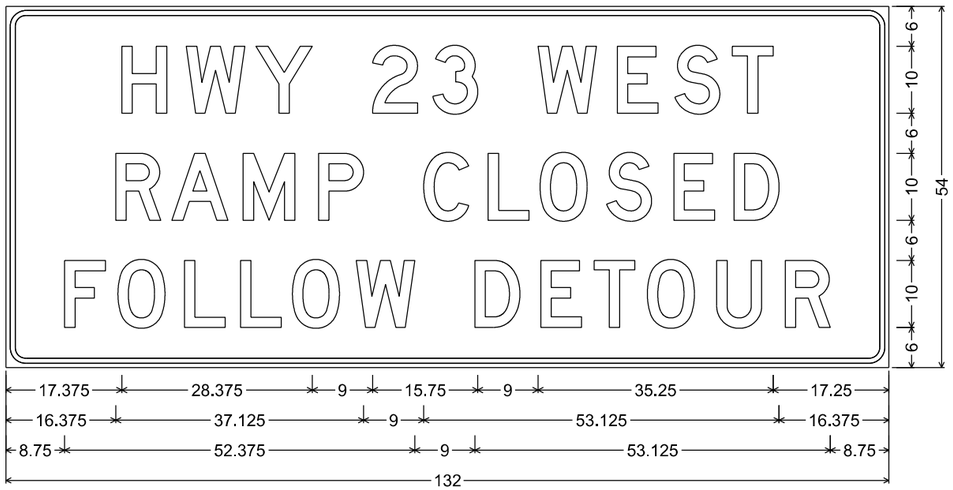
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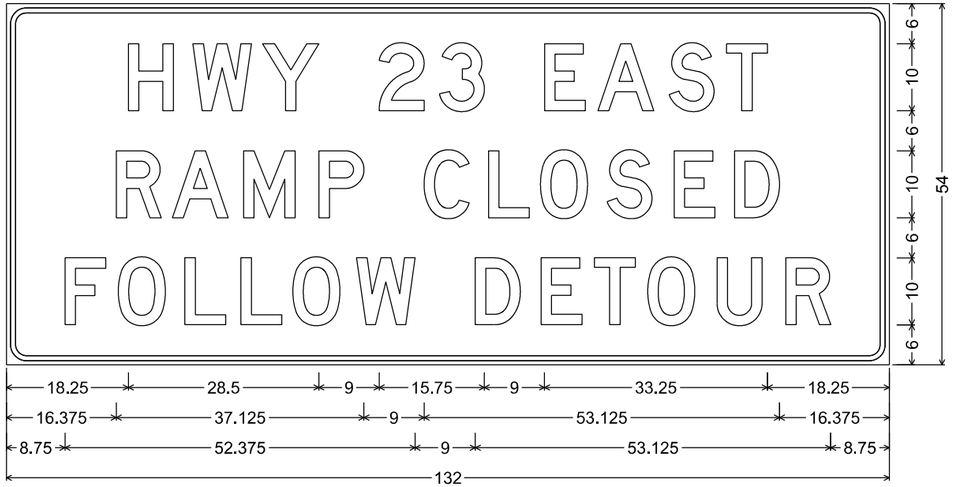
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NOTES

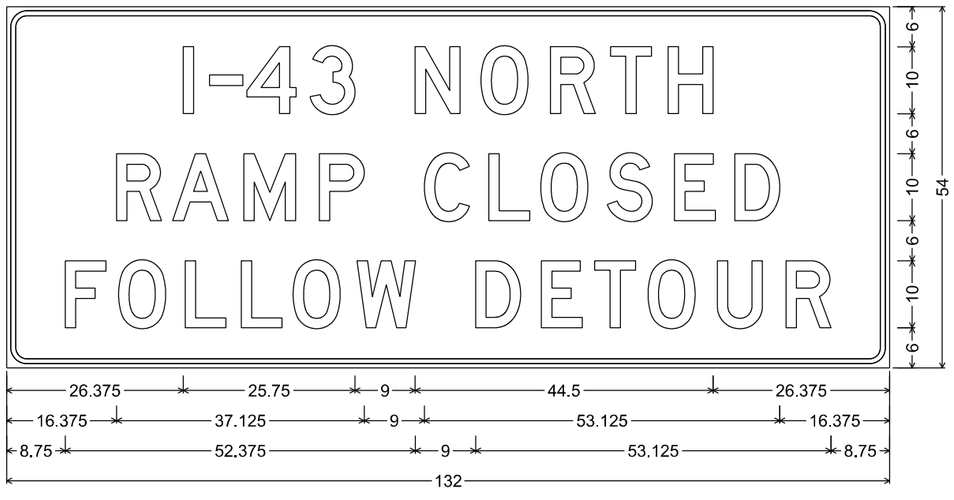
1. Fixed Message Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D



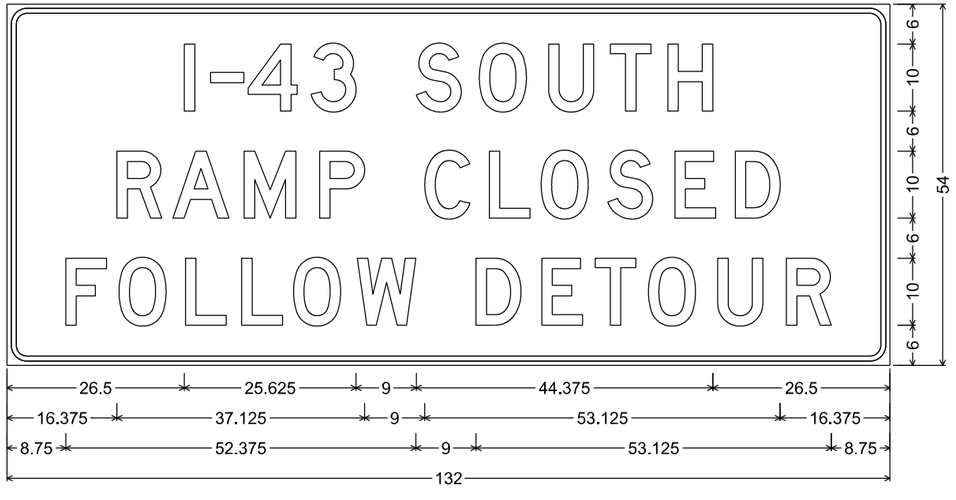
3.000" Radius, 0.750" Border, 0.625" Indent



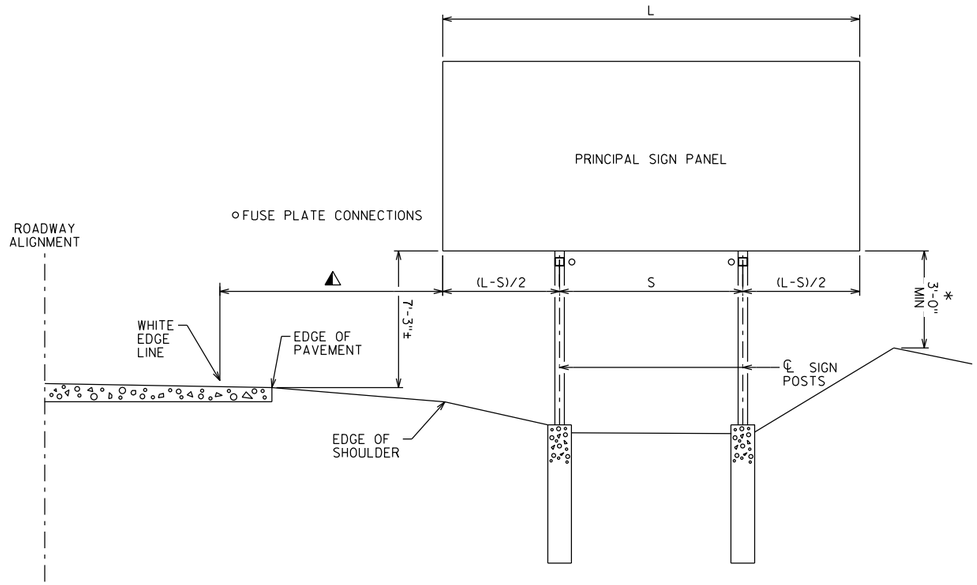
3.000" Radius, 0.750" Border, 0.625" Indent



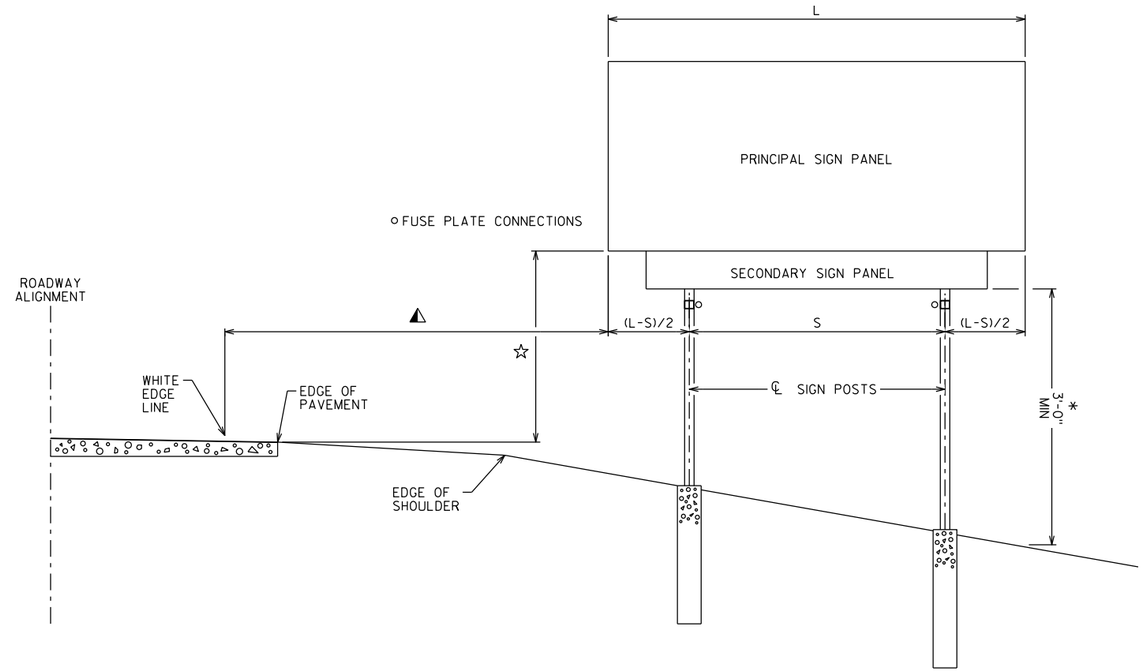
3.000" Radius, 0.750" Border, 0.625" Indent



3.000" Radius, 0.750" Border, 0.625" Indent



INSTALLATION WITHOUT SECONDARY SIGN



INSTALLATION WITH SECONDARY SIGN

TYPE 1 SIGN INSTALLATION NOTES:

FOR A 2-POST INSTALLATION, "S" EQUALS 3L/5, BUT SHALL NOT BE LESS THAN 6'-0".

FOR A 3-POST INSTALLATION, "S" EQUALS 5L/7, BUT SHALL NOT BE LESS THAN 12'-0". THE SPACING BETWEEN ANY TWO POSTS SHALL NOT BE LESS THAN 6'-0".

◭ UNLESS NOTED IN THE PLANS, THE SIGN OFFSET DISTANCE SHALL BE A MINIMUM OF 17'-6" FROM THE WHITE EDGE LINE, DESIRABLE 30'-0".

WHERE SIGNS ARE MOUNTED BEHIND CRASH WORTHY PROTECTION SUCH AS GUARDRAIL OR BARRIER WALL, THE LATERAL OFFSET MAY BE 4'-6" BEHIND THE GUARDRAIL OR BARRIER WALL.

THE ± TOLERANCE SHOWN ON THIS SHEETS IS 3".

THE VERTICAL SIGN HEIGHT CLEARANCES SHOWN ON THIS SHEET ARE MEASURED FROM THE BOTTOM OF THE SIGN PANEL TO THE NEAR EDGE OF PAVEMENT.

☆ THE VERTICAL CLEARANCE SHALL BE 8'-3"± WHEN THE SECONDARY SIGN HEIGHT IS 3'-0" OR LESS. FOR SECONDARY SIGN HEIGHTS LARGER THAN 3'-0", THE VERTICAL CLEARANCE TO THE BOTTOM OF THE SECONDARY SIGN PANEL SHALL BE 5'-3"±.

* THE VERTICAL SIGN GROUND CLEARANCE ON RIGHT END OF SIGN SHALL BE A MINIMUM OF 3'-0"±.

○ FOR 2-POST SIGNS, IF THERE IS A SECONDARY SIGN THAT IS NOT AS WIDE AS THE POSTS, INSTALL FUSE PLATES BENEATH PRINCIPAL SIGN.

FOR SECONDARY SIGNS THAT ARE NOT AS WIDE AS THE EXTERIOR POSTS, SECURE SIGN WITH CHANNEL STEEL AS DESCRIBED IN A4-6.

POST LENGTHS SHOWN IN THE MISCELLANEOUS QUANTITIES ARE ESTIMATED LENGTHS. THE CONTRACTOR SHALL VERIFY POST LENGTHS AT THE TIME OF FINAL GRADING.

REFER TO THE TRAFFIC ENGINEERING OPERATIONS AND SAFETY MANUAL FOR FURTHER GUIDANCE ON MINIMUM VERTICAL CLEARANCE REQUIREMENTS.

NO.	DATE	REVISION	BY
	2/29/24		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE BTO TYPE I SIGNS

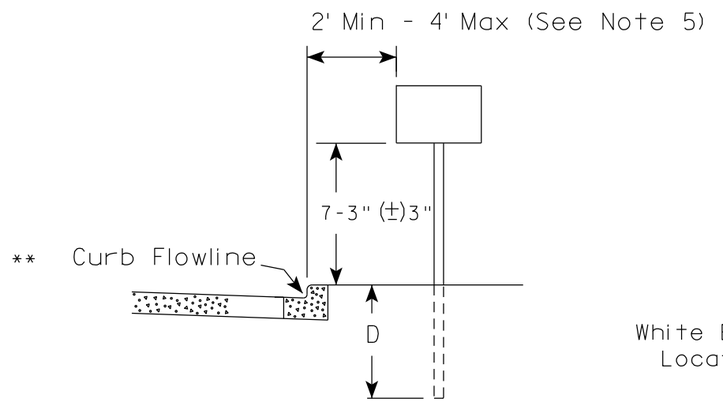
DRAWN BY	PLANS CK'D.

TYPICAL TYPE I SIGN INSTALLATION

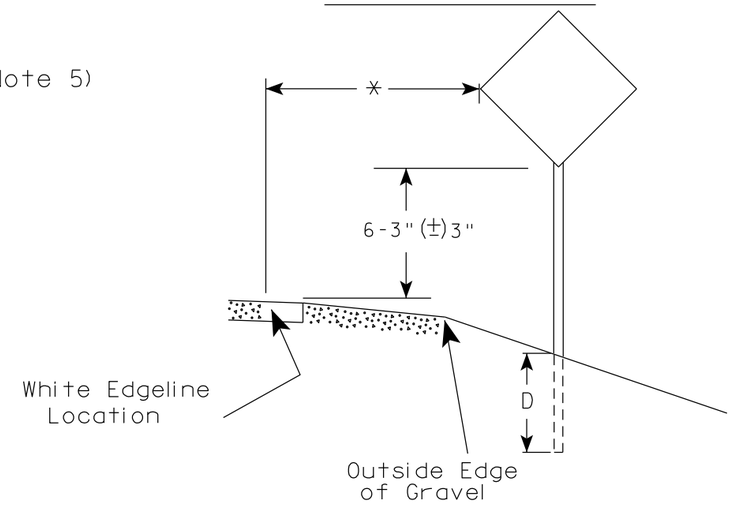
SHEET A4-1.11

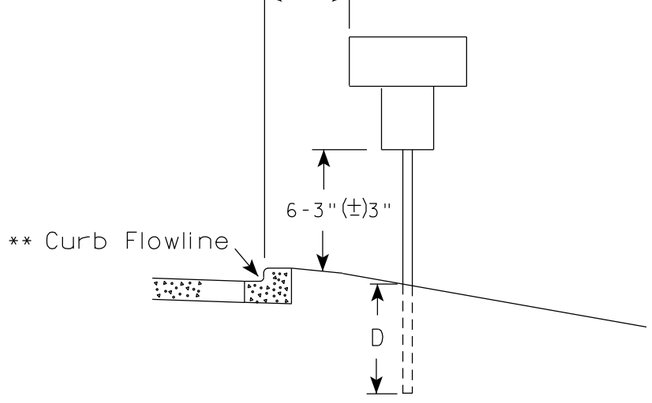
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 394	E

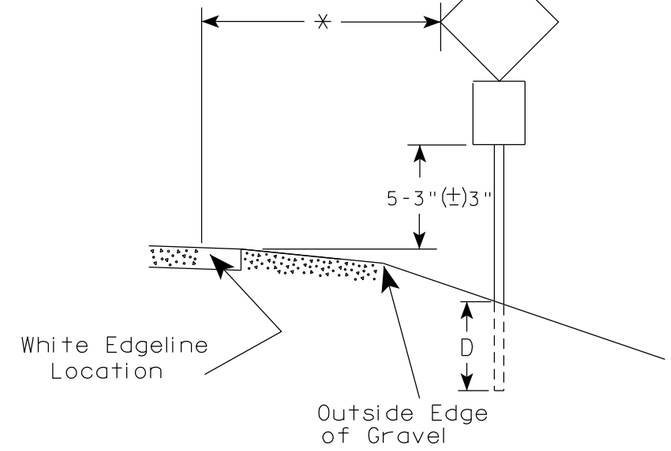
URBAN AREA



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.

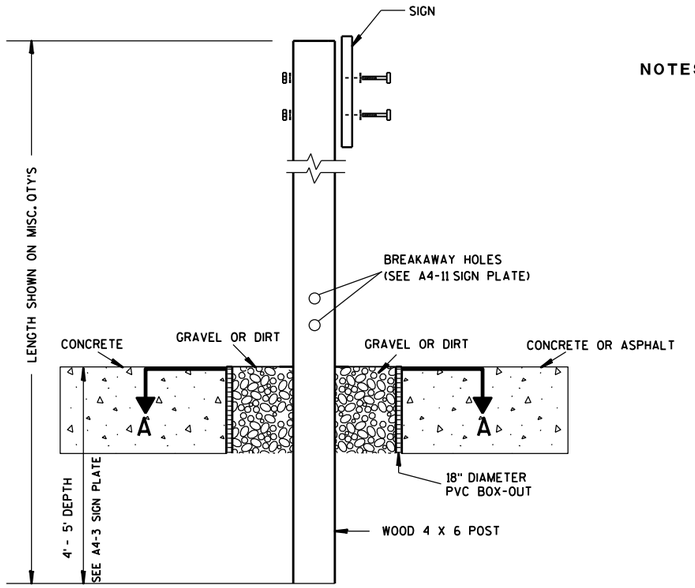
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

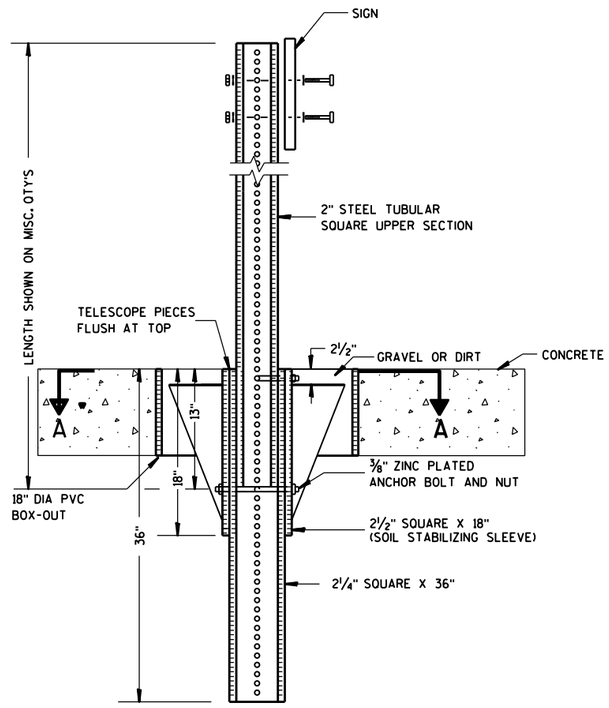
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 395	E



ELEVATION VIEW

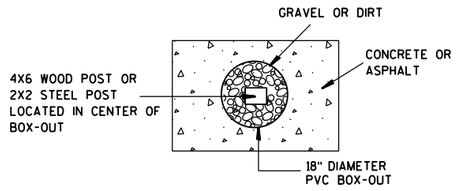
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

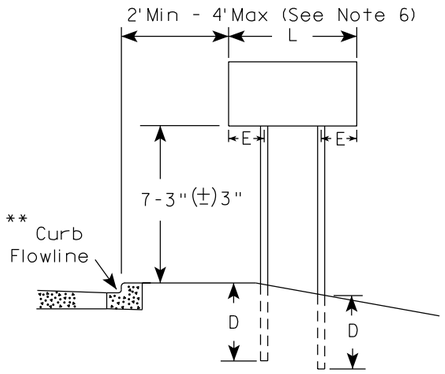
APPROVED Matthew R Rauch
for State Traffic Engineer

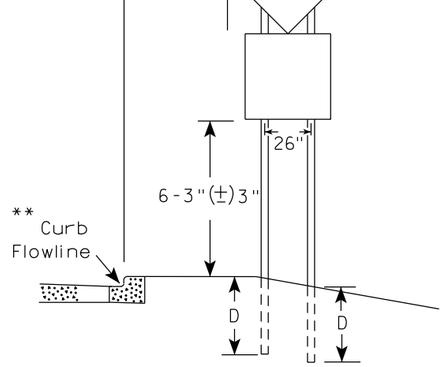
DATE 1/27/14 PLATE NO. A4-3B.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

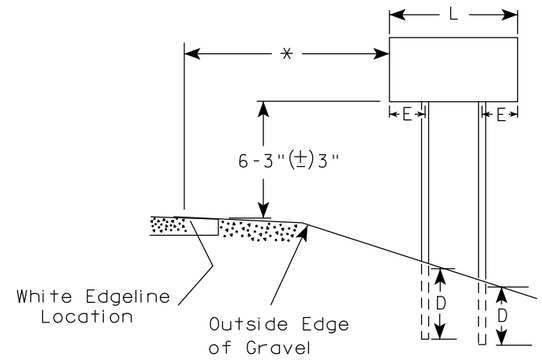
URBAN AREA

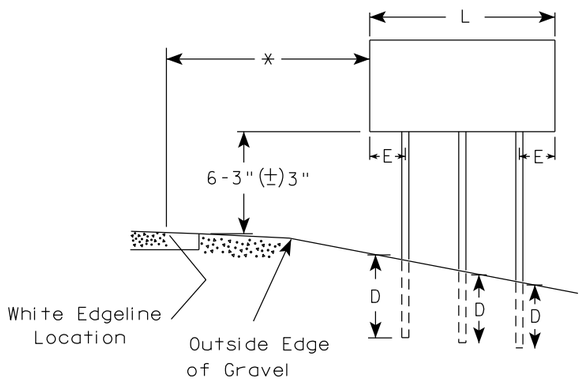


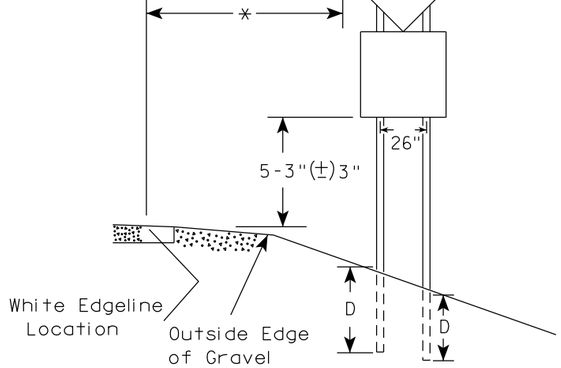


48" DIAMOND WARNING SIGN

RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

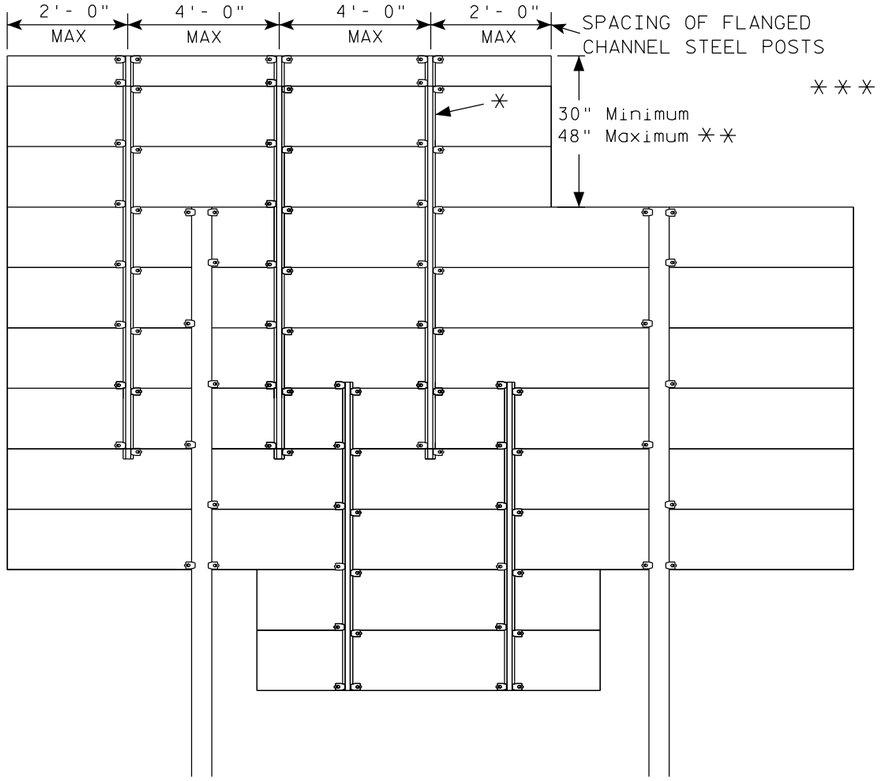
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 397	E

GROUND MOUNTED SIGN



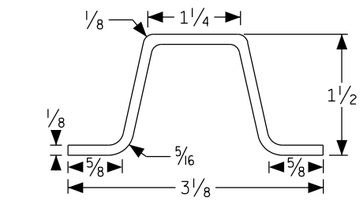
✳=2.00 lb/ft AND 4.00 lb/ft FLANGED CHANNEL, MIN. YIELD STRENGTH = 60,000 PSI (GRADE 60) GALVANIZED

✳✳=FOR 48" HEIGHT PANELS ON OVERHEAD STRUCTURES, ENTIRE SIGN SHALL BE CENTERED VERTICALLY ABOUT THE DEPTH OF THE TRUSS.

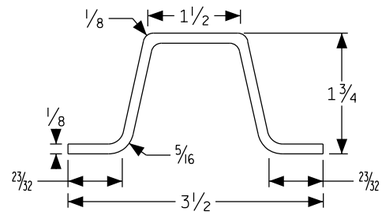
✳✳✳ THESE SPACING DISTANCES SHALL ONLY BE USED WHEN THE MAIN SIGN HAS A MAXIMUM HEIGHT (DIMENSION H) OF 15 FT OR LESS. FOR SIGNS WITH A HEIGHT OF GREATER THAN 15 FT, STRUCTURAL CALCULATIONS SHALL BE PERFORMED.

FLANGE CHANNEL DETAILS

NOT TO SCALE

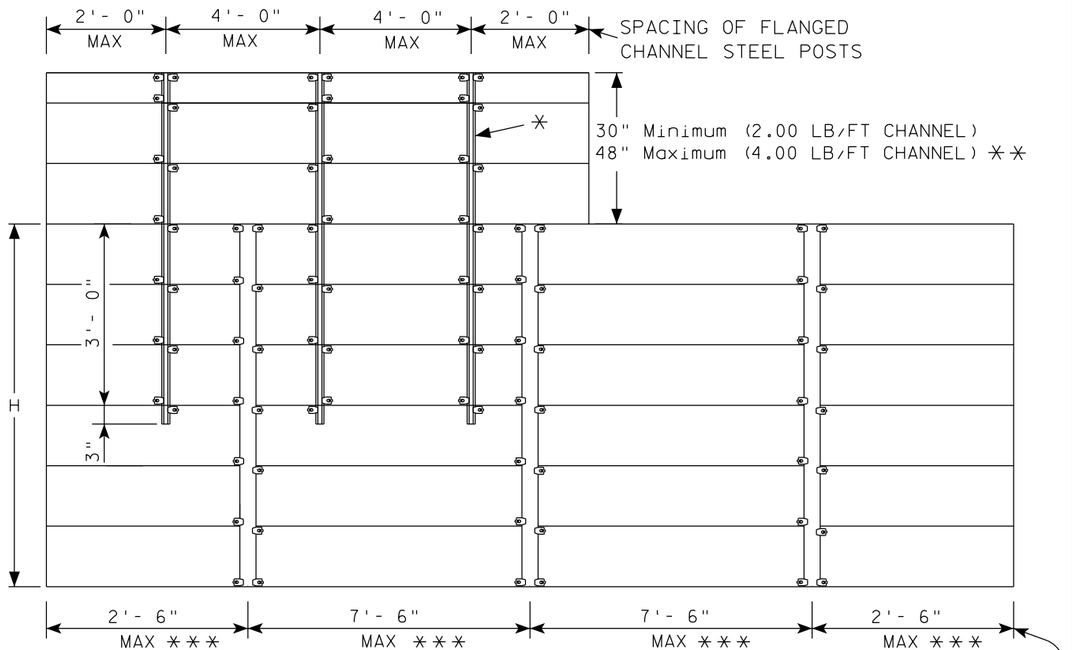


2.00 LB/FT CHANNEL



4.00 LB/FT CHANNEL

SIGN BRIDGE MOUNTED SIGN



SPACING OF ALUMINUM SIGN SUPPORTS
5" X 3.5" X 3.7 LBS./ft.

GENERAL NOTES

1. Flanged channel steel posts shall conform to size and material above, and shall be considered as incidental to other items in the contract.
2. Number of Flanged channel steel supports varies with length of panel and shall be spaced as shown:

   PANEL LENGTH 8'-0" OR LESS = 2 CHANNELS
   PANEL LENGTH 9'- 0" - 12'- 0" = 3 CHANNELS
   PANEL LENGTH 13'- 0" OR MORE = 4 CHANNELS

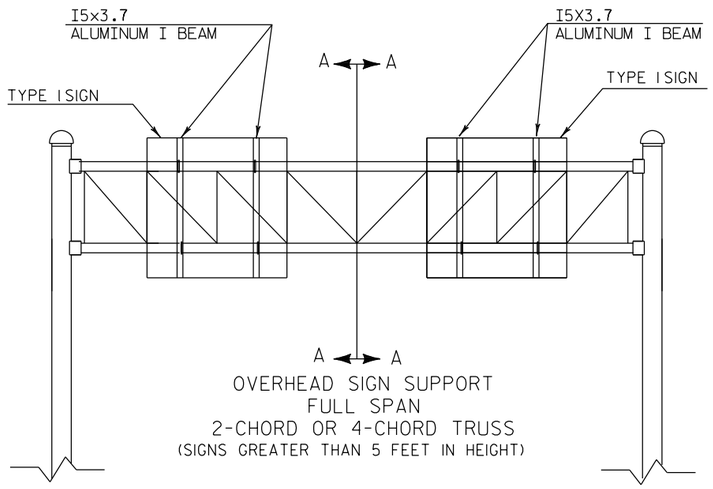
   If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the sign.
3. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.
4. If the bolt holes in the top panel (EXIT NUMBER), or sub panel (NEXT EXIT) line up with holes in main sign panel, stitch bolts shall be used in addition to the channels.
5. Provide post clips for each sign as shown. (Please note the differences between a ground mounted versus Sign bridge mounted sign as far as number of clips required on the main supports or beams)
6. Structural steel sign supports shall extend to the top of the main signs, as shown on the above details.

ATTACHMENT OF GUIDE SIGNS TO SUPPORTS

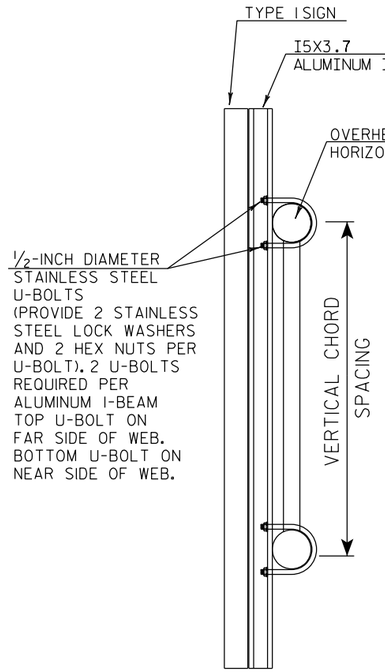
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

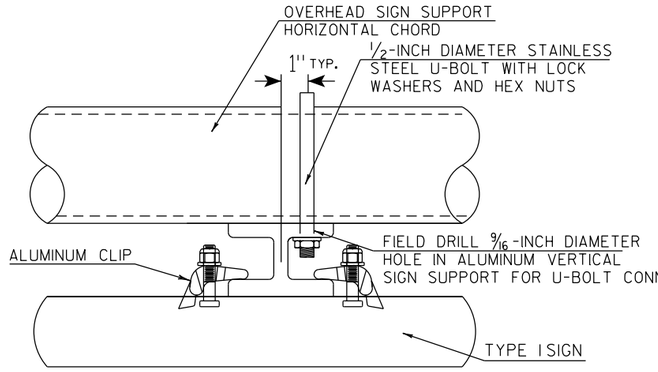
DATE 1/07/20 PLATE NO. A4-6.12



OVERHEAD SIGN SUPPORT
FULL SPAN
2-CHORD OR 4-CHORD TRUSS
(SIGNS GREATER THAN 5 FEET IN HEIGHT)



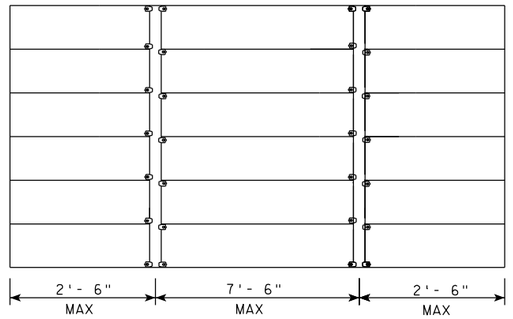
CUT SECTION A-A



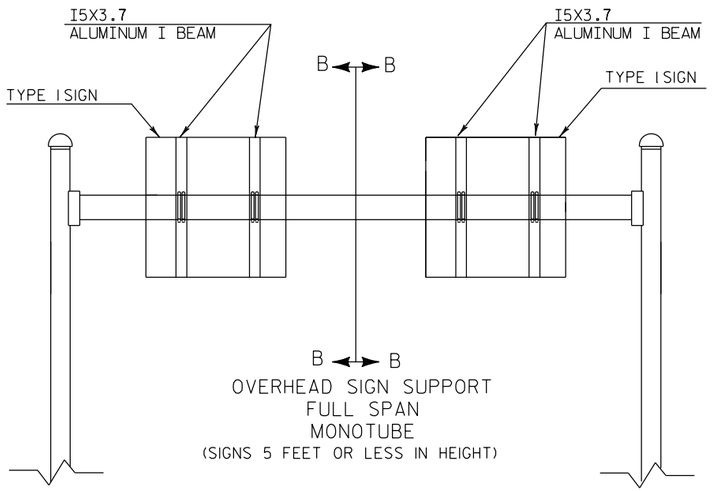
TYPICAL SIGN CONNECTION FOR
2-CHORD OR 4-CHORD TRUSS
PLAN VIEW

GENERAL NOTES

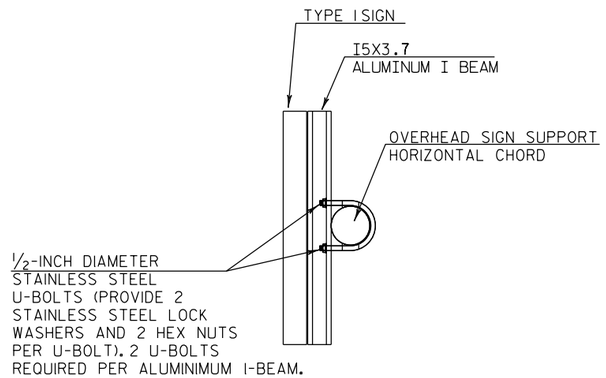
1. USE STAINLESS STEEL U-BOLTS, WASHERS, AND NUTS.
2. USE CLIPS ON EVERY EXTRUDED PANEL JOINT PER SIGN PLATE A4-6.
3. USE ALUMINUM VERTICAL SIGN SUPPORT BEAMS HAVING A 5 INCH BEAM DEPTH AND WEIGHT OF 3.7 LBS PER FOOT.
4. U-BOLTS SHALL BE STAINLESS STEEL AND MANUFACTURED TO THE PROPER SIZE TO FIT THE CHORDS OF THE OVERHEAD SIGN STRUCTURE.
5. DIAMETER OF U-BOLTS SHALL BE AS SHOWN.
6. THE LENGTH OF THE ALUMINUM VERTICAL SIGN SUPPORT BEAMS SHALL BE THE SAME AS THE HEIGHT OF THE SIGN THEY ARE SUPPORTING. BEAM LENGTHS MAY BE LONGER FOR PROPER ATTACHMENT TO CHORDS.
7. MINIMUM NUMBER OF BRACKETS PER SIGN IS TWO. SEE DETAIL BELOW FOR SPACING OF ALUMINUM VERTICAL SIGN SUPPORTS
8. MATERIAL NOTES:
   STAINLESS STEEL U-BOLTS AND LOCKWASHERS ASTM 304.
   STAINLESS STEEL HEX NUTS ASTM A276.
   ALUMINUM I-BEAMS ARE 6061-T6.
9. SLOTTED HOLES IN I-BEAMS ARE NOT ALLOWED



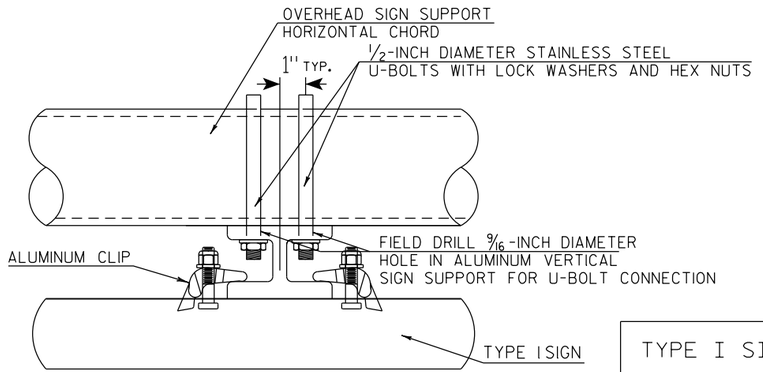
SPACING OF I5X3.7 ALUMINUM
VERTICAL SIGN SUPPORT



OVERHEAD SIGN SUPPORT
FULL SPAN
MONOTUBE
(SIGNS 5 FEET OR LESS IN HEIGHT)



CUT SECTION B-B



TYPICAL SIGN CONNECTION FOR
MONOTUBE
PLAN VIEW

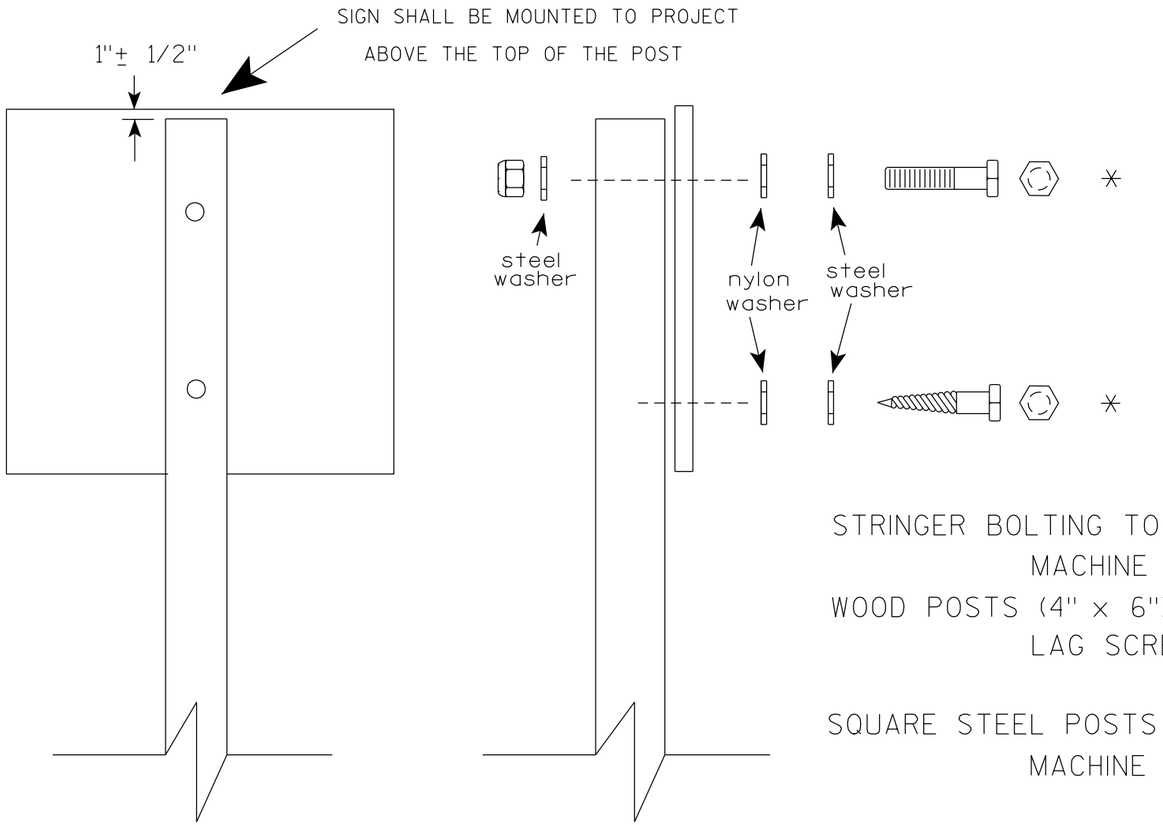
TYPE I SIGN CONNECTION
TO OVERHEAD SIGN SUPPORT

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
State Traffic Engineer

DATE 1/07/20 PLATE NO. A4-7A.1

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 399	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

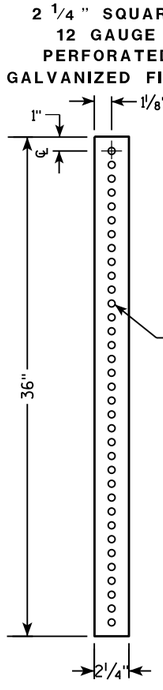
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

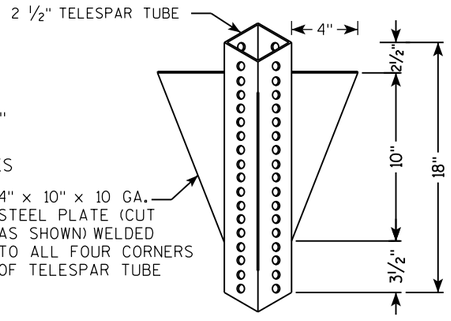
SHEET NO: 400 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

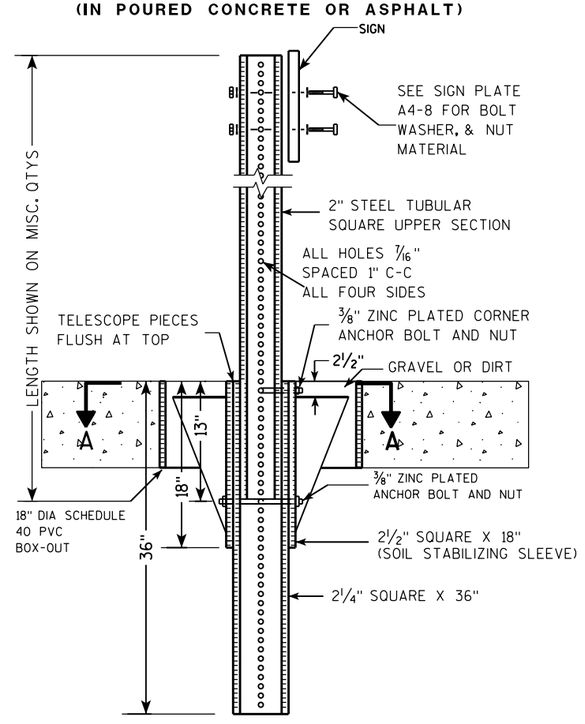
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



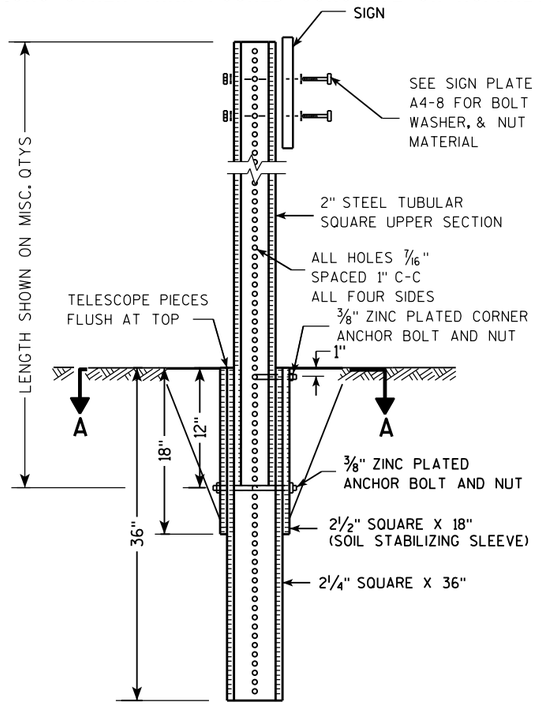
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

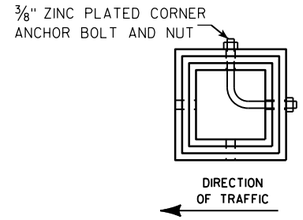


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

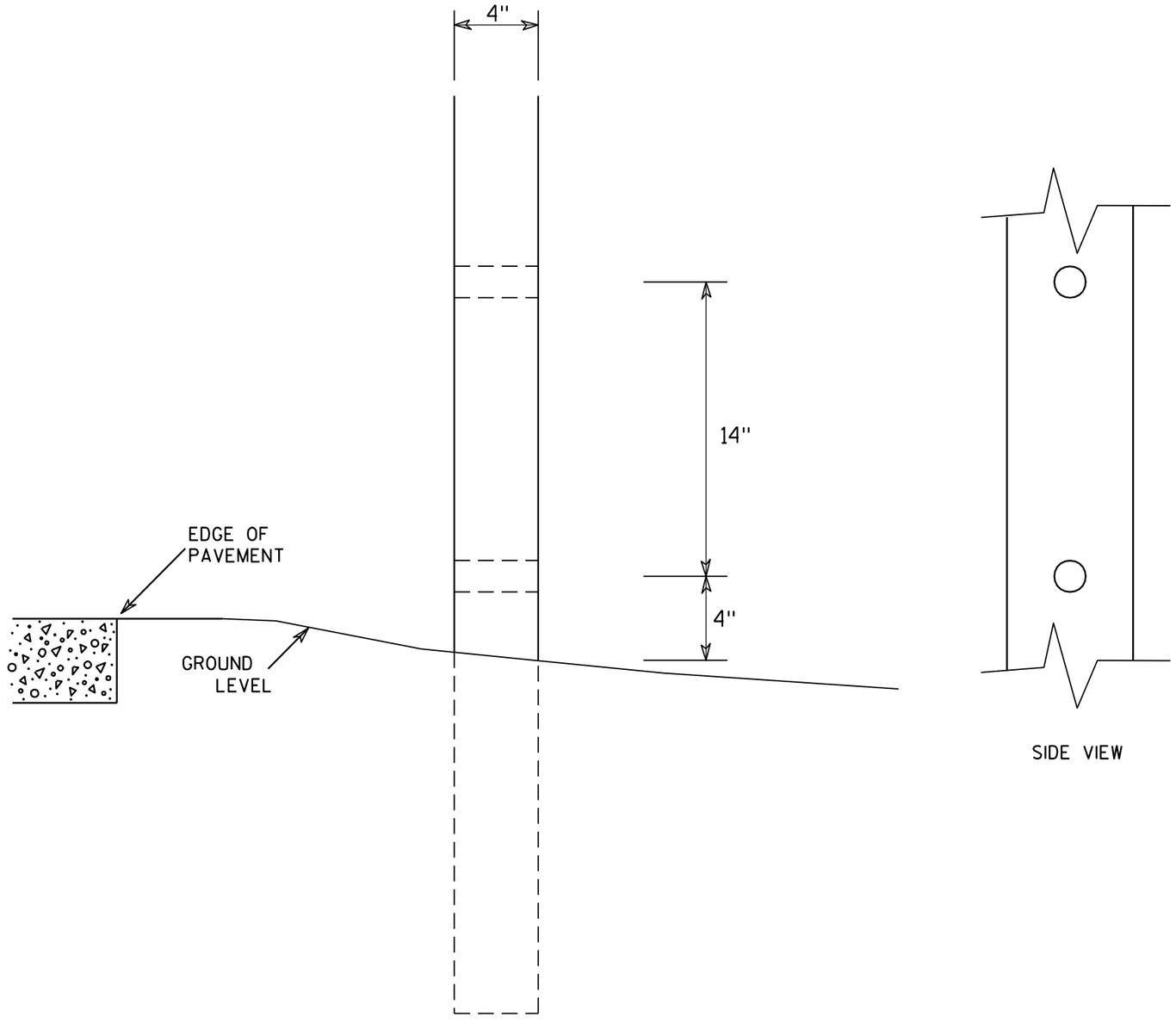
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 401 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

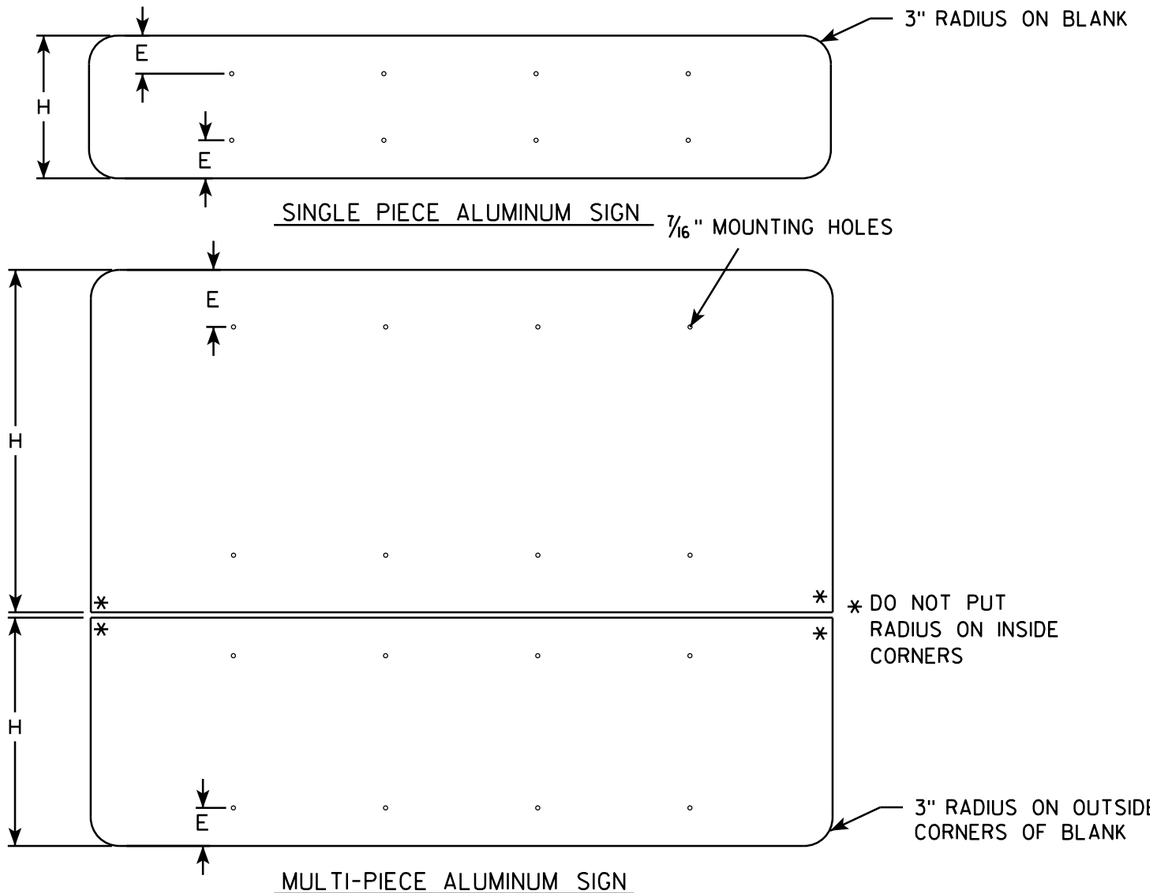
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

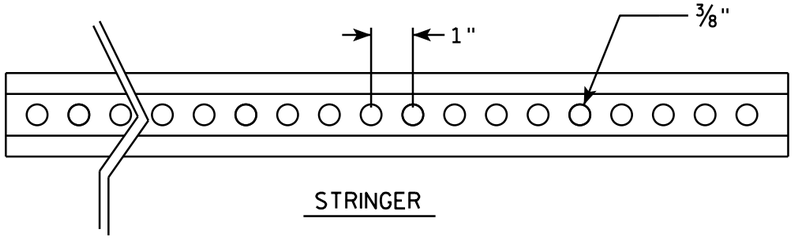
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 402	E



GENERAL NOTES

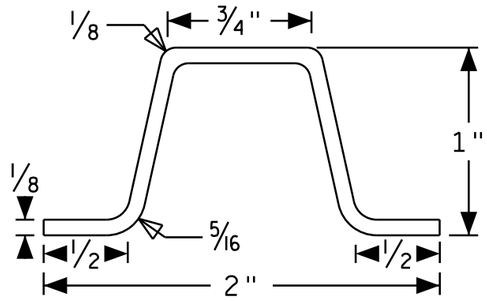
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

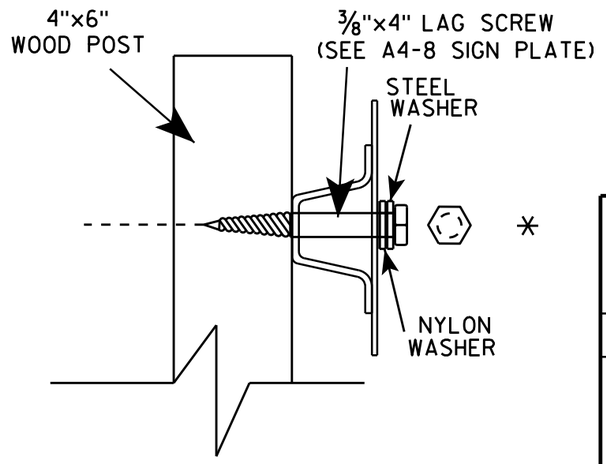


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

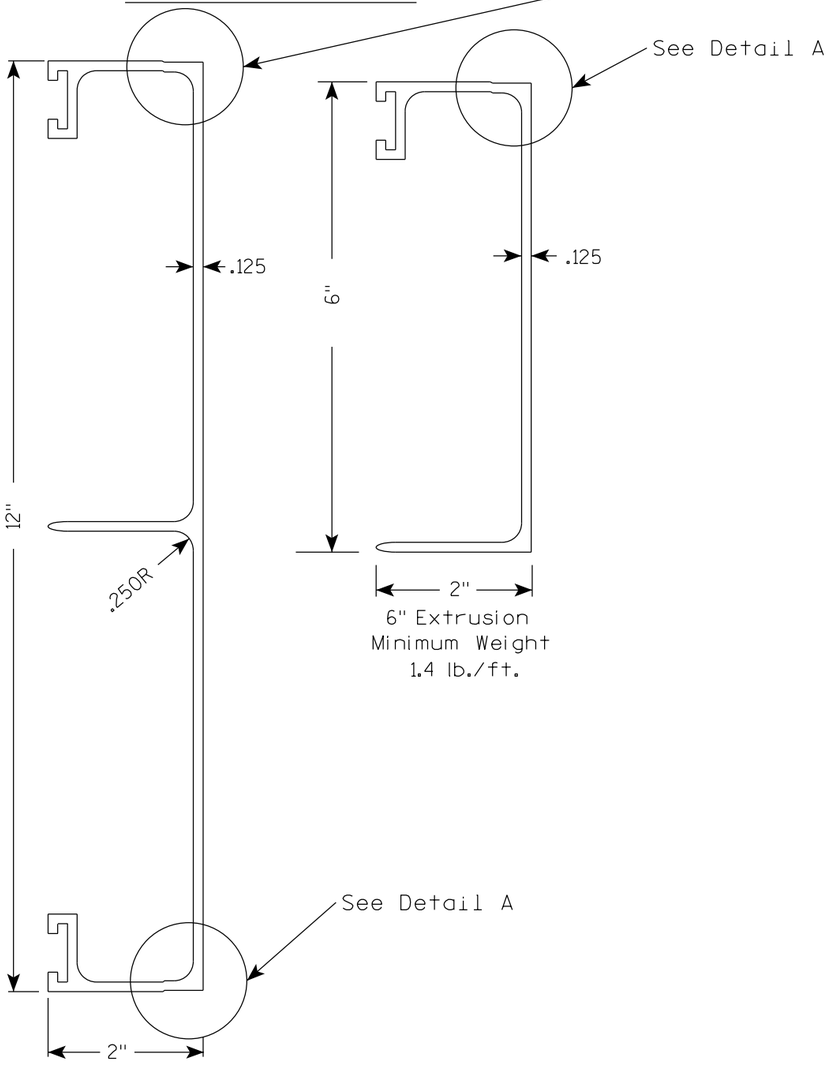
for State Traffic Engineer

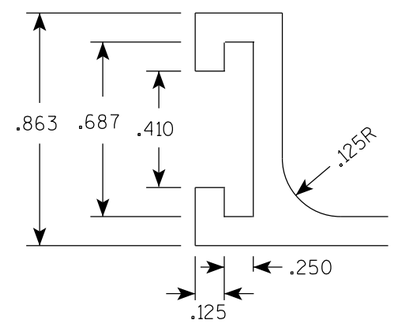
DATE 4/26/16 PLATE NO A4-18.1

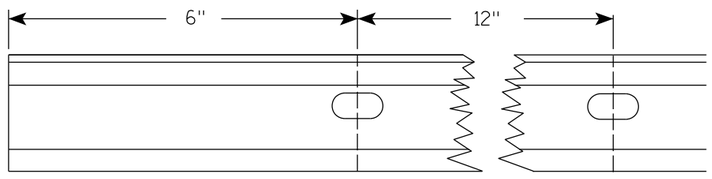
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

Extruded Shape







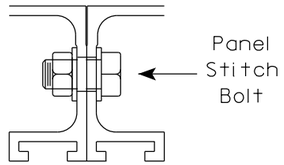
Punch 7/16" x 7/8" oval holes beginning 6" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

Hardware

STITCH BOLT, WASHER & NUT

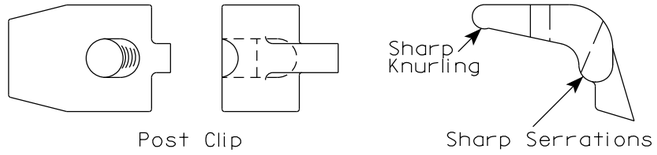
The hardware includes:

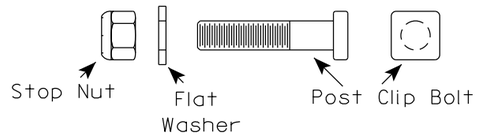
3/8 " - 16 X 3/4 " Economy Bolt 2024-T4 alloy
3/8 " - Stainless steel stop nut
3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



POST CLIP, POST CLIP BOLT, WASHER & NUT

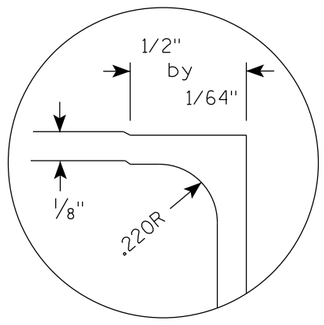
Post Clip shall be Alum. Alloy 356-T6
Post Clip Bolt shall be Stainless Steel.
Flat washer shall be 3/8" X .091, Stainless Steel.
Stop nut shall be stainless steel.





NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.
4. Edge wrapping of sign sheeting required on all extrusions joints shown in Detail A.



DETAIL A (EDGE WRAP JOINT)

ALUMINUM EXTRUSIONS FOR TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

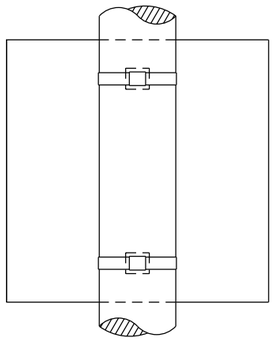
DATE 1/07/20 PLATE NO. A5-2.10

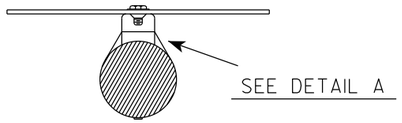
PROJECT NO:

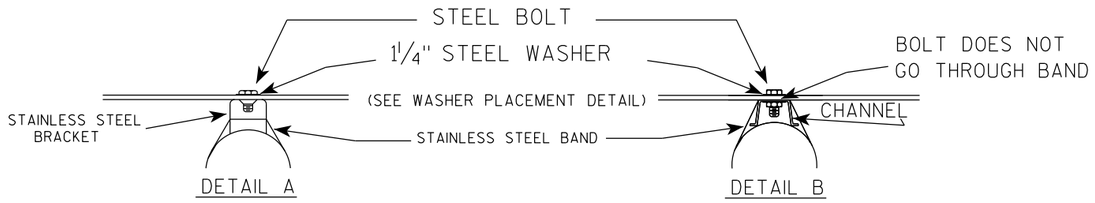
SHEET NO: 404 E

BANDING

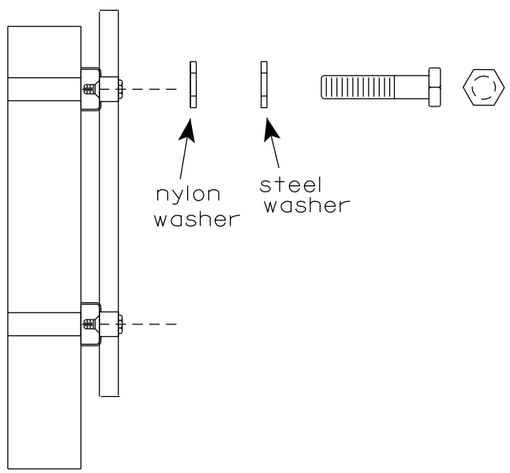
SINGLE SIGN







WASHER PLACEMENT

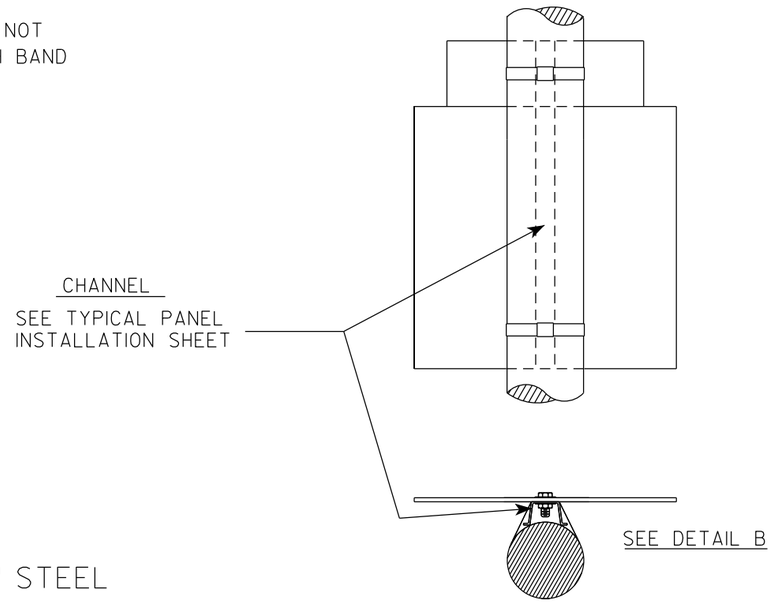


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

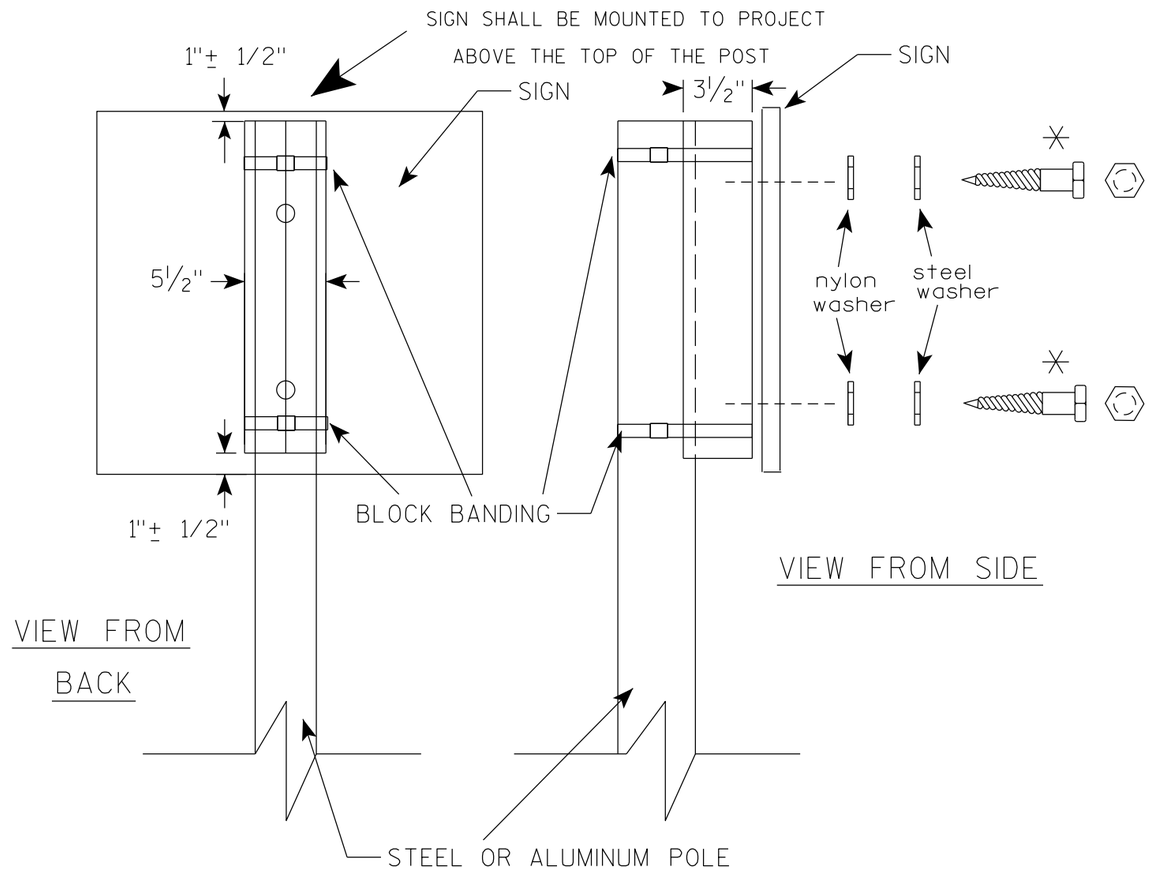
DATE 6/10/19 PLATE NO. A5-9.4

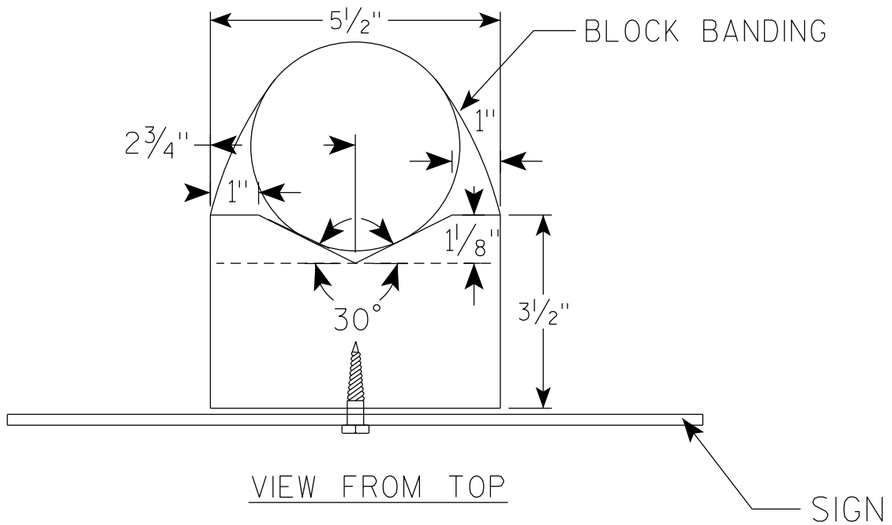
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 405	E

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)

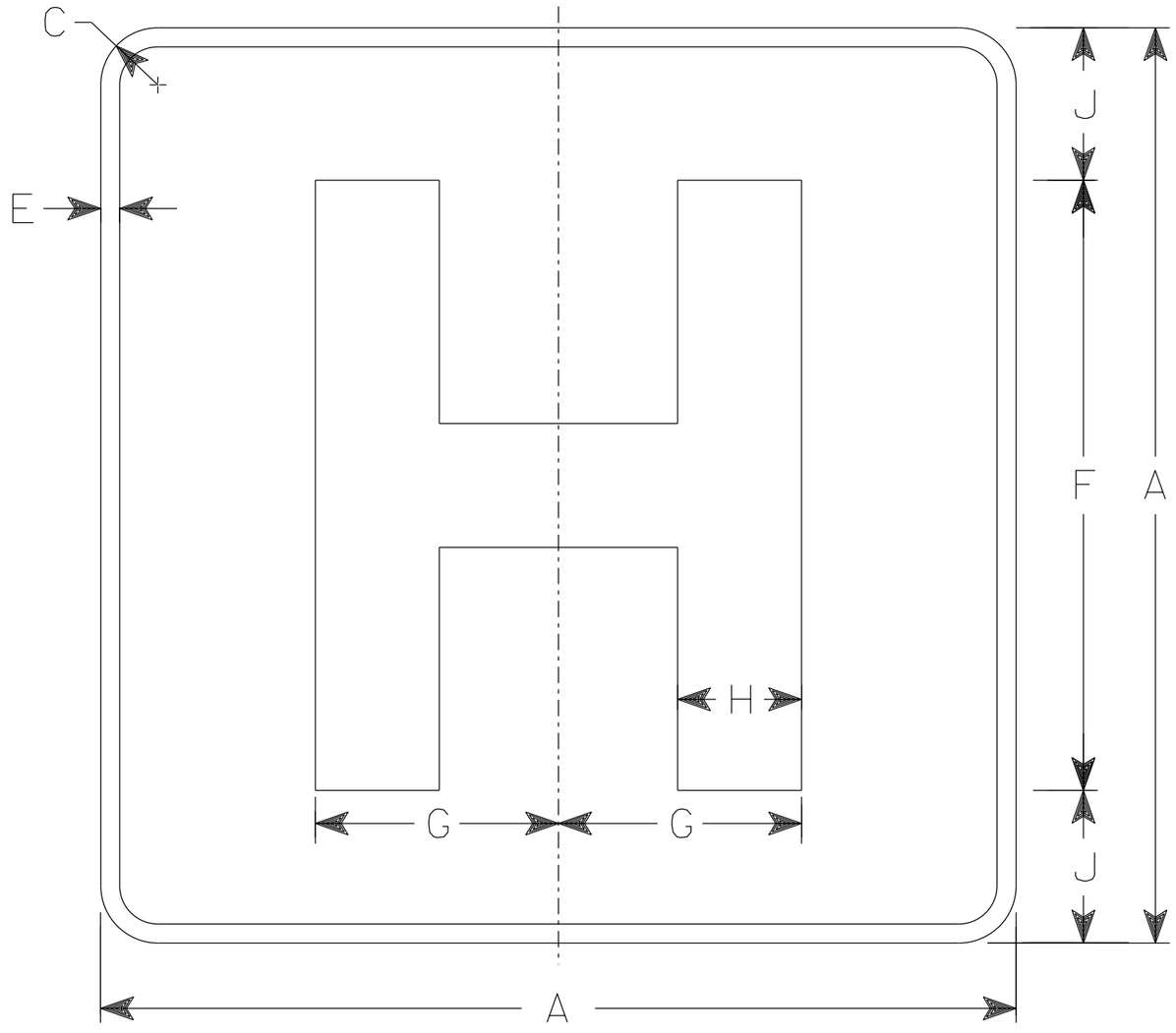
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 406 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:

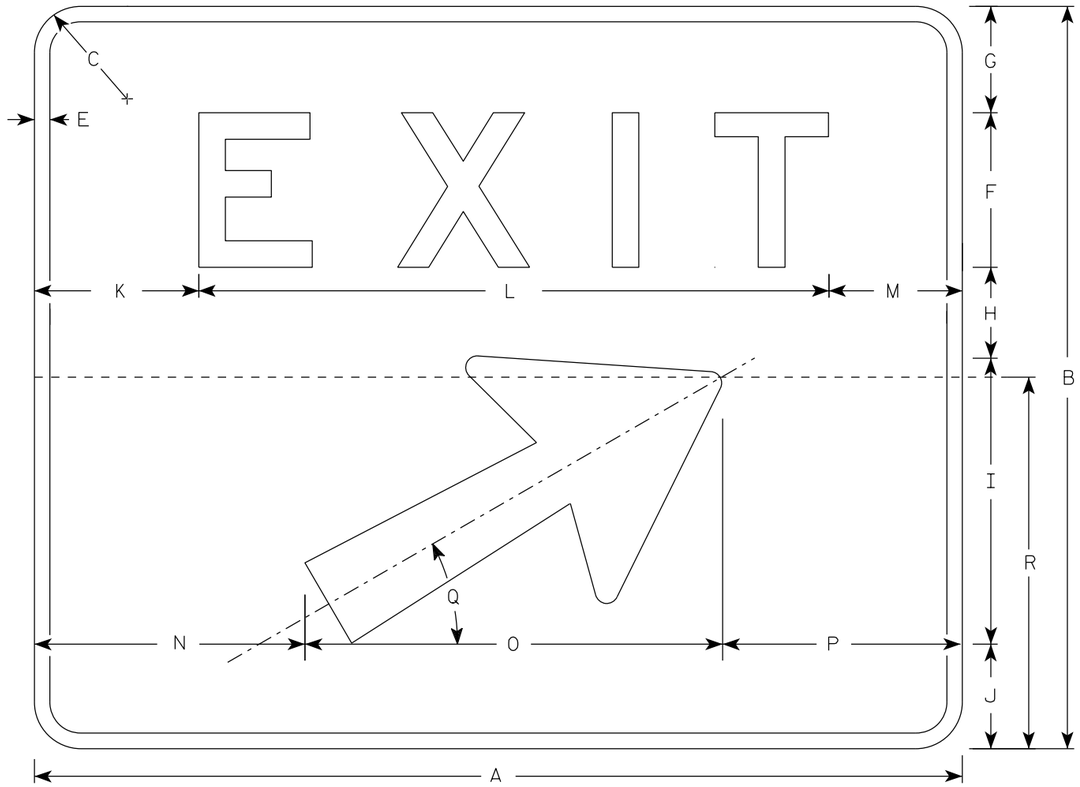
SHEET NO: 407 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\D92.dgn PLOT DATE : 25-JAN 2023 1:20 PLOT BY : dotc4c

WISDOT/CADDS SHEET 42

7

7



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

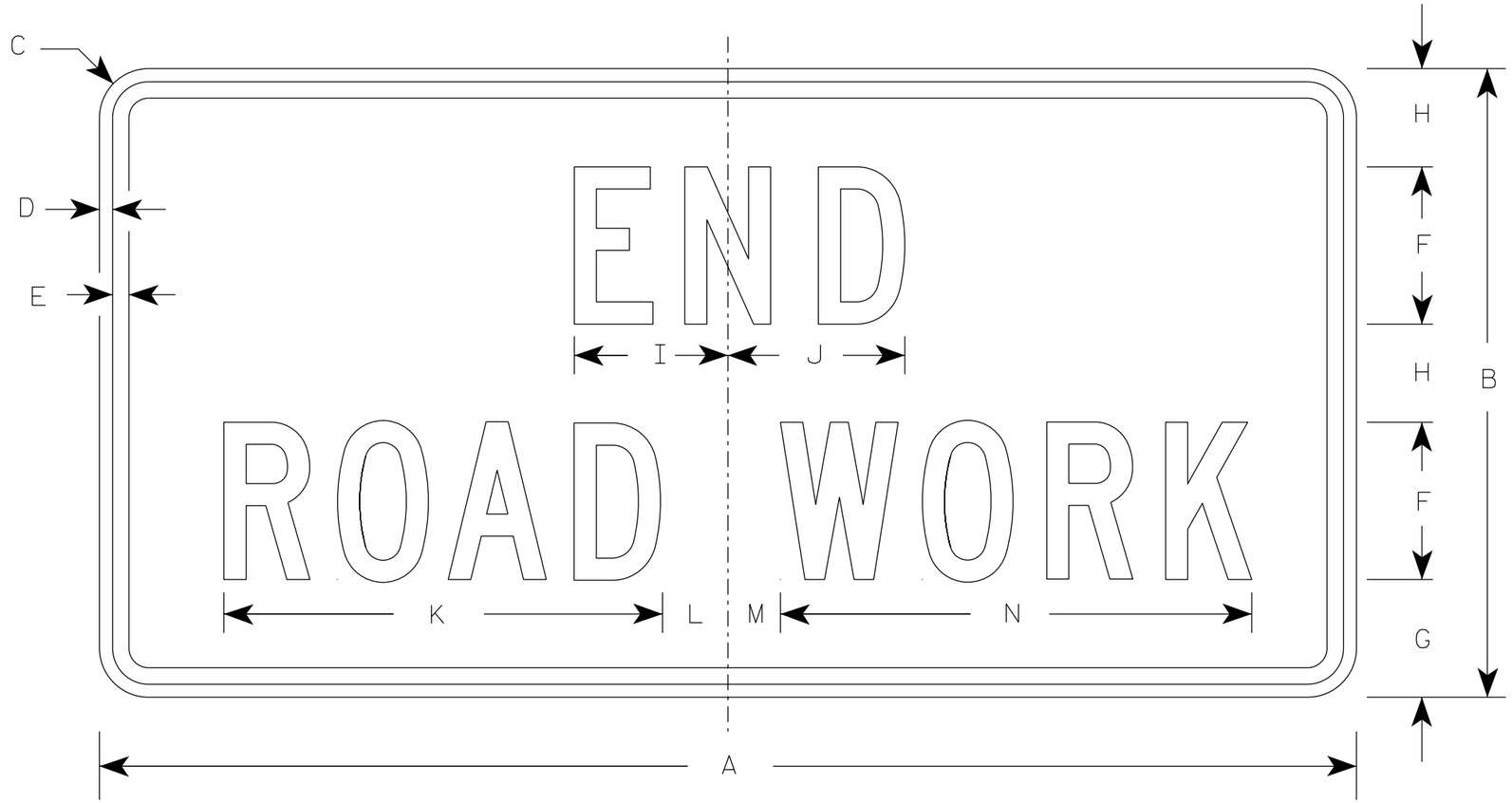
E5-1

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: 408 | 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: 409 E

NOTES

1. Sign is Type II- Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - E
4. Material shall be .040 aluminmum



G20-60

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	108	24				12	6	14 7/8	78 1/4																		18.0
5																											

STANDARD SIGN
G20-60

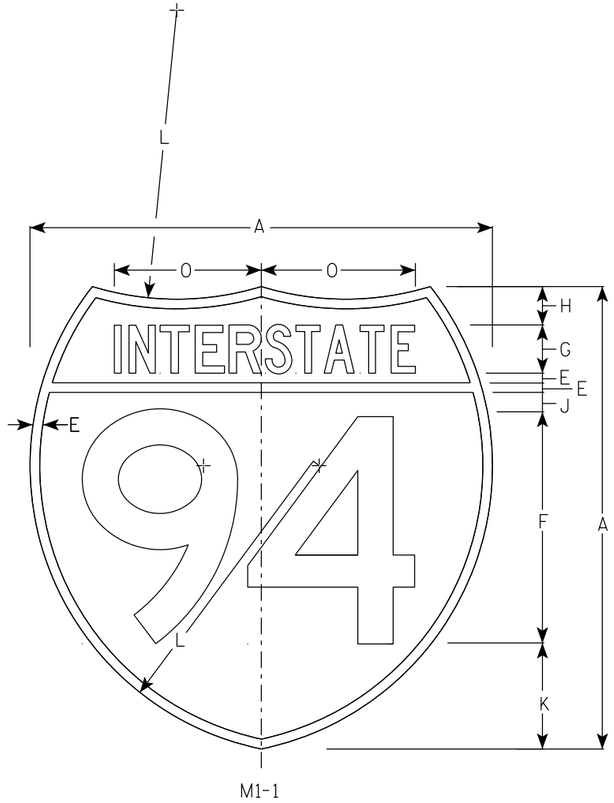
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

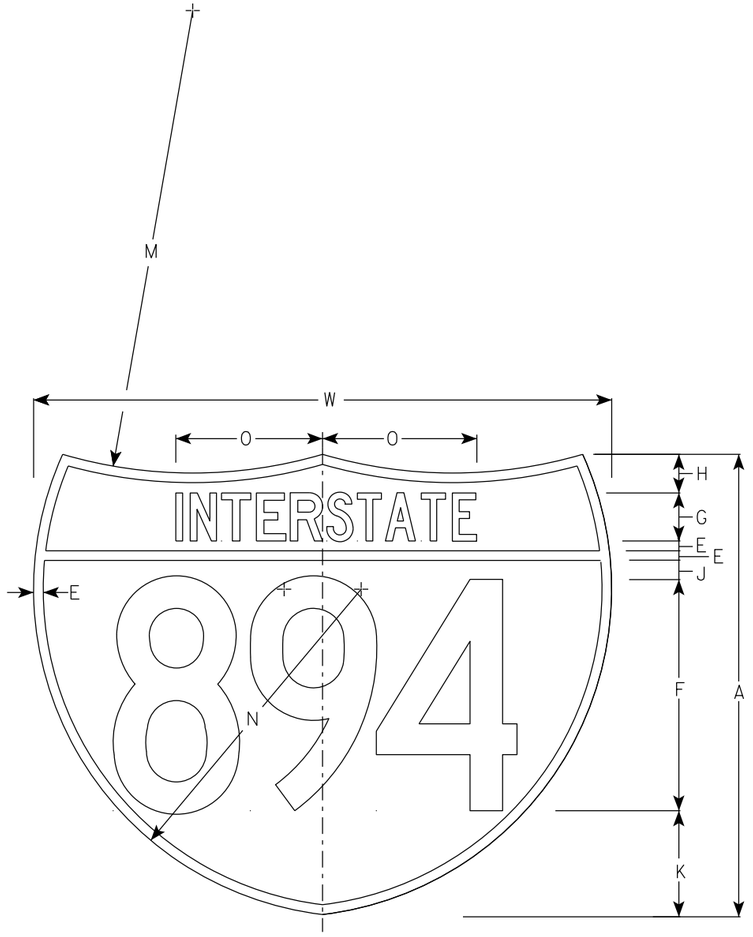
DATE 5/13/15 PLATE NO G20-60.1

410

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 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

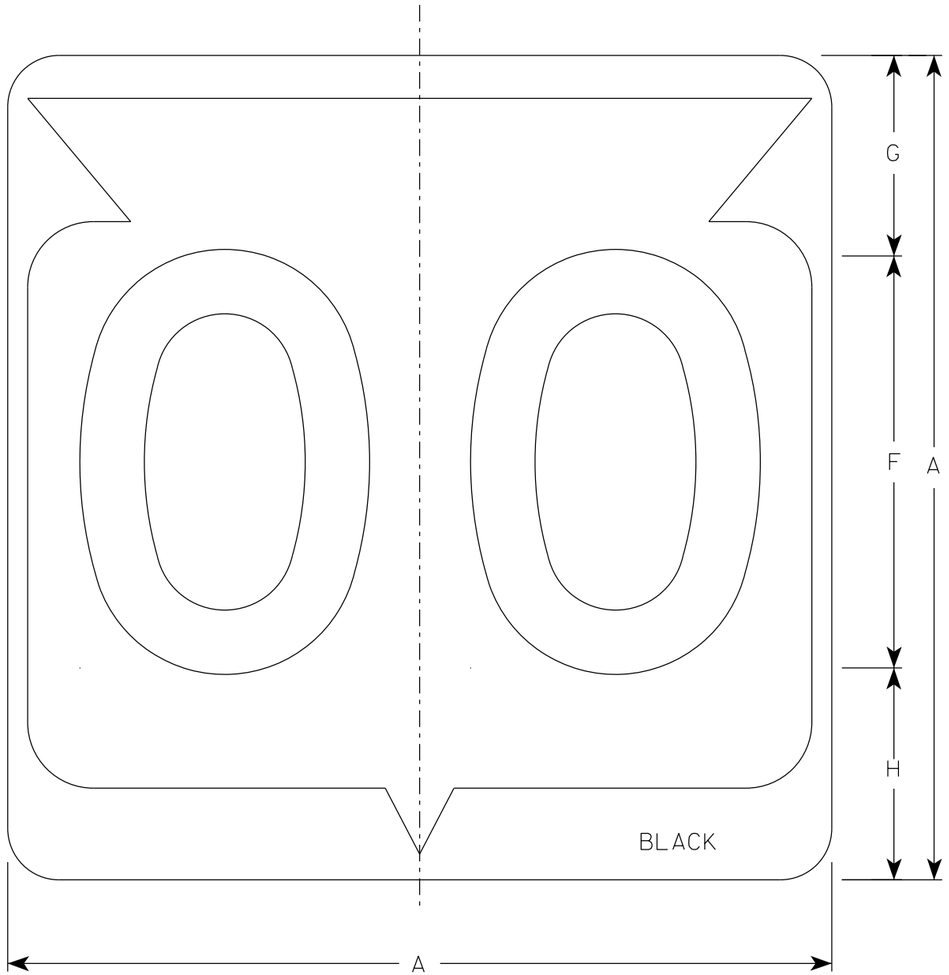
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

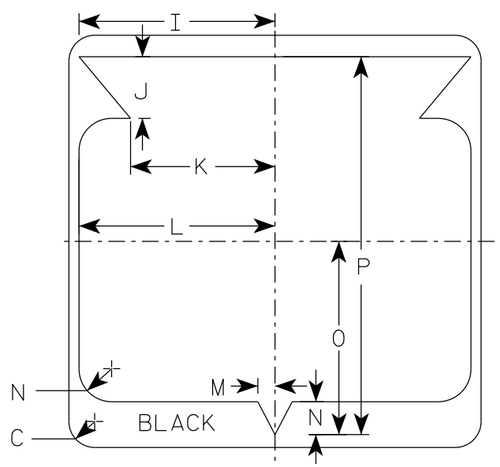
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 411 | E



M1-6



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
2M	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0

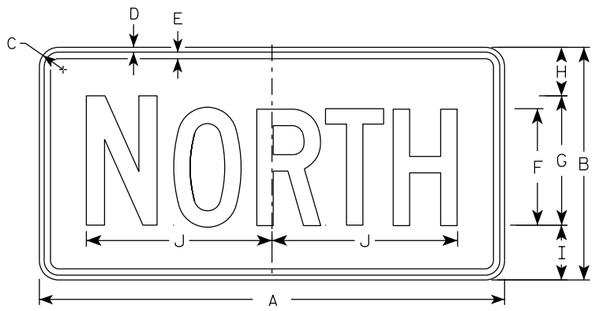
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

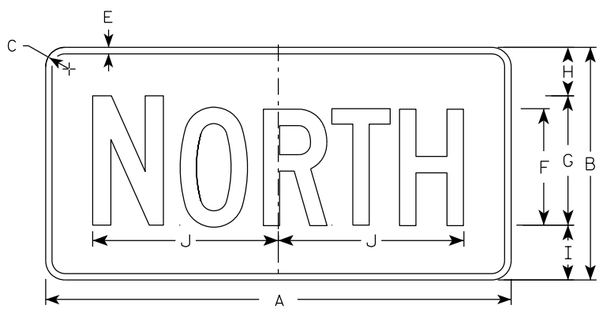
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-6.11

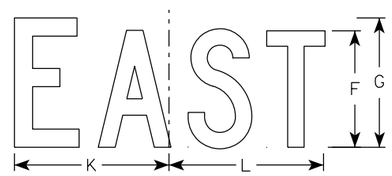
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 412	E



M3-1
MM3-1
MP3-1



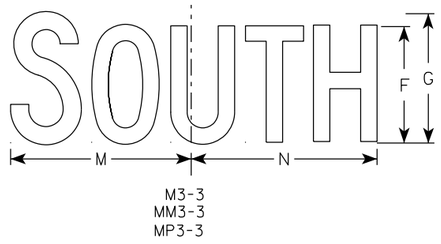
MB3-1
MK3-1
MN3-1



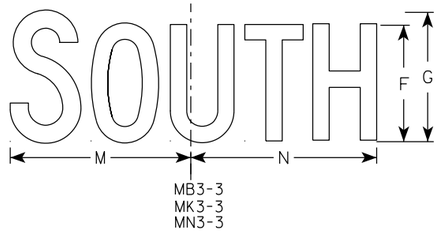
M3-2
MM3-2
MP3-2



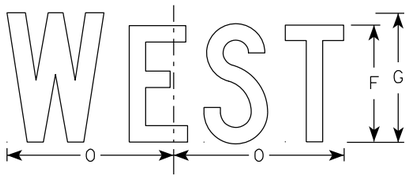
MB3-2
MK3-2
MN3-2



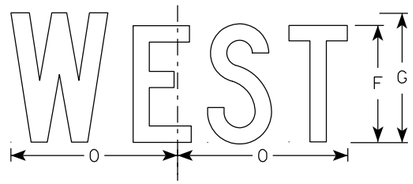
M3-3
MM3-3
MP3-3



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

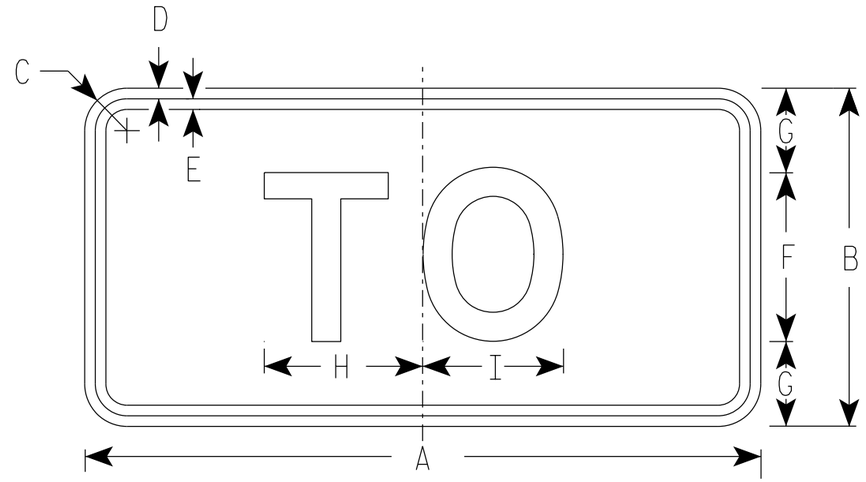
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

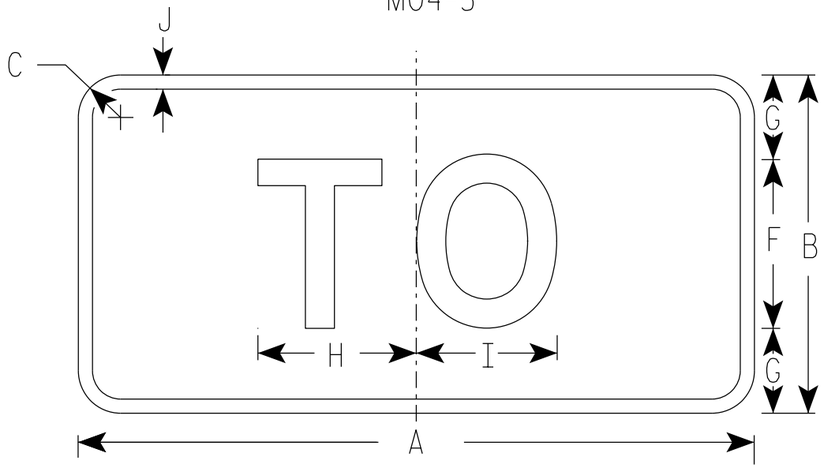
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 413 | E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
   Message - Black

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
2M	24	12	1 ½	⅜	⅜	6	3	5 ⅜	5 ¼	½																	2.00
3	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
4	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5
5	36	18	1 ½	⅜	½	9	4 ½	8 ¼	8 ⅜	½																	4.5

STANDARD SIGN
M4-5

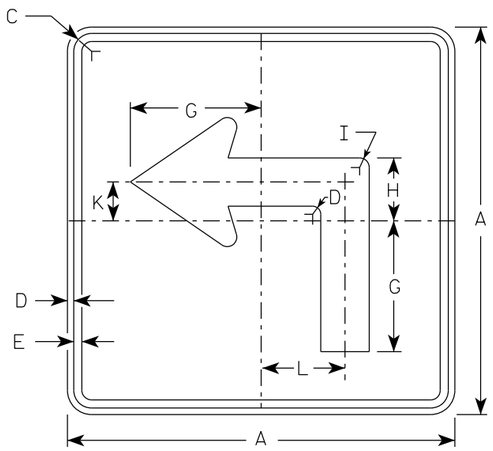
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

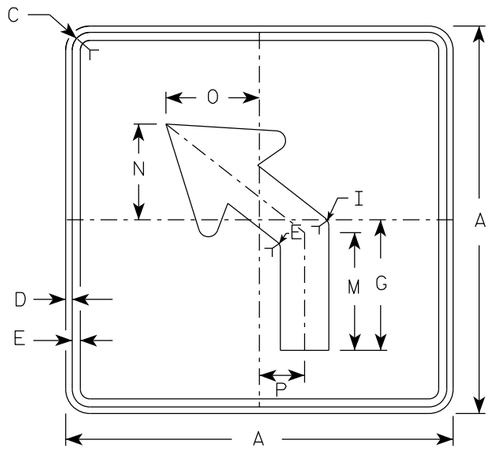
DATE 2/8/2023 PLATE NO. M4-5.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 414 E

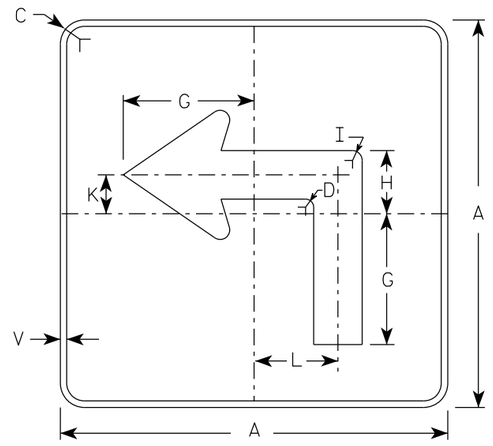
7



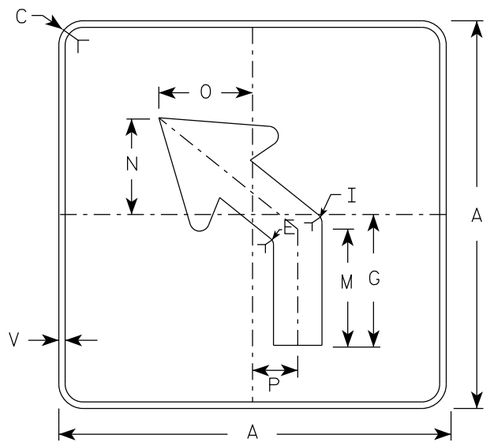
M5-1L
MM5-1L
MO5-1L
MP5-1L



M5-2L
MM5-2L
MO5-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L

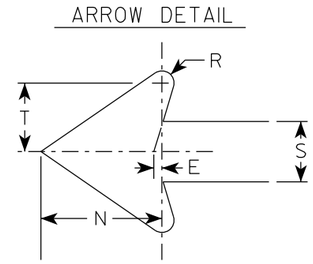


MB5-2L
MK5-2L
MN5-2L
MR5-2L

NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

ARROW DETAIL



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
2M	21		1 1/2	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3		1/2					3.06
3	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
4	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25
5	30		1 7/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4		1/2					6.25

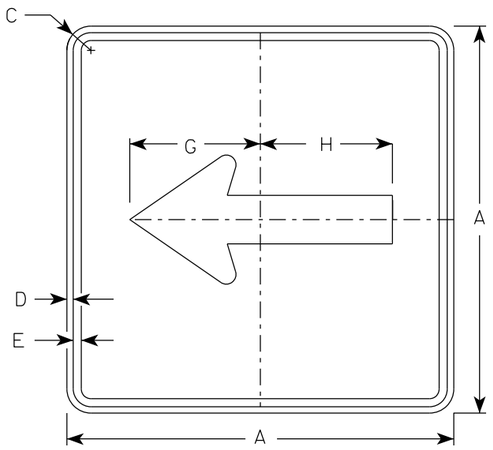
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

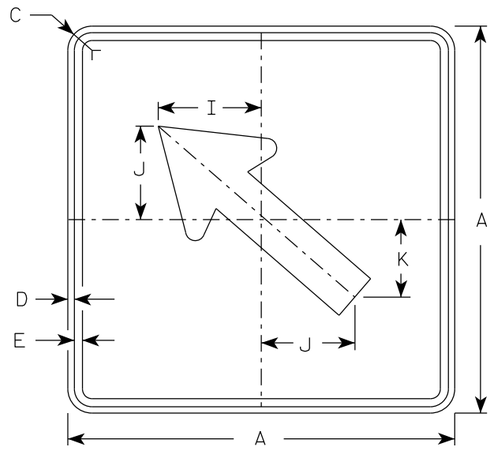
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M5-1.15

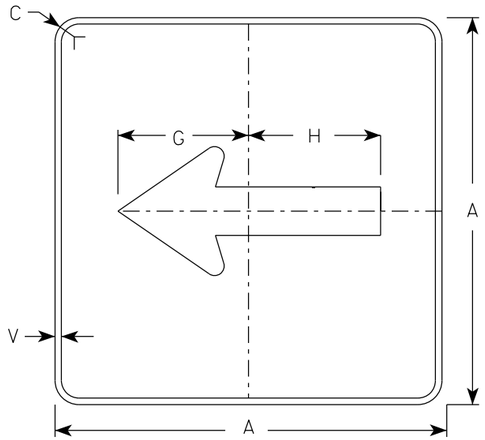
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 415 | E



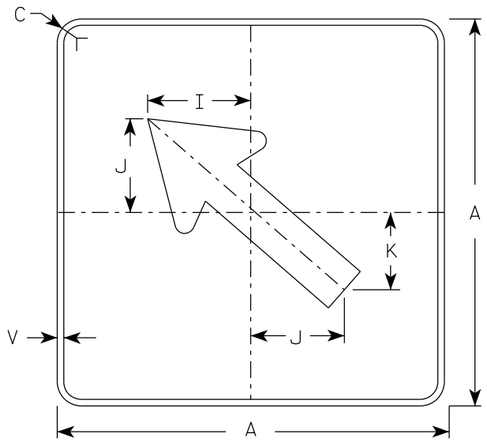
M6-1
MM6-1
MO6-1
MP6-1



M6-2
MM6-2
MO6-2
MP6-2



MB6-1
MK6-1
MN6-1
MR6-1

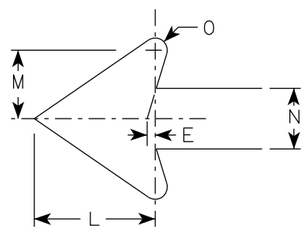


MB6-2
MK6-2
MN6-2
MR6-2

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

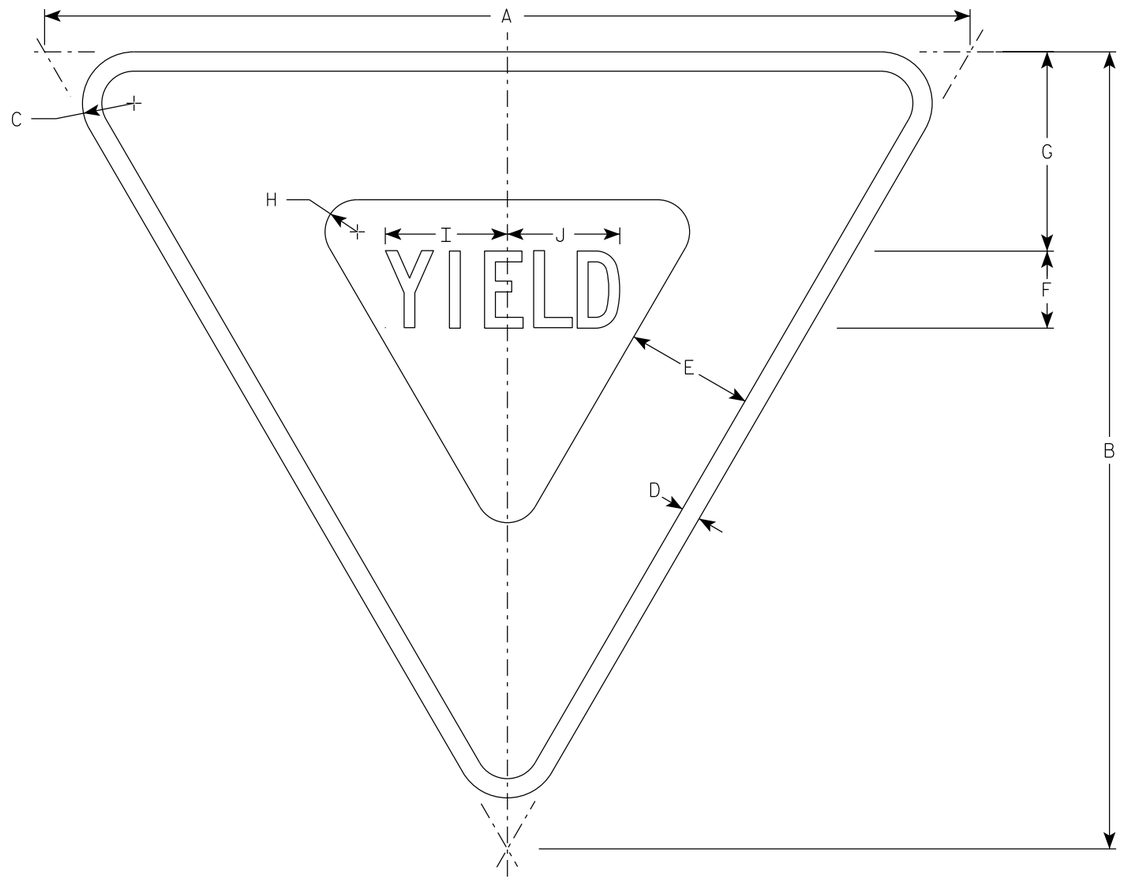
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 416 | E

7

7



R1-2

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - See note 4
3. Message Series - C
4. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

STANDARD SIGN
R1-2

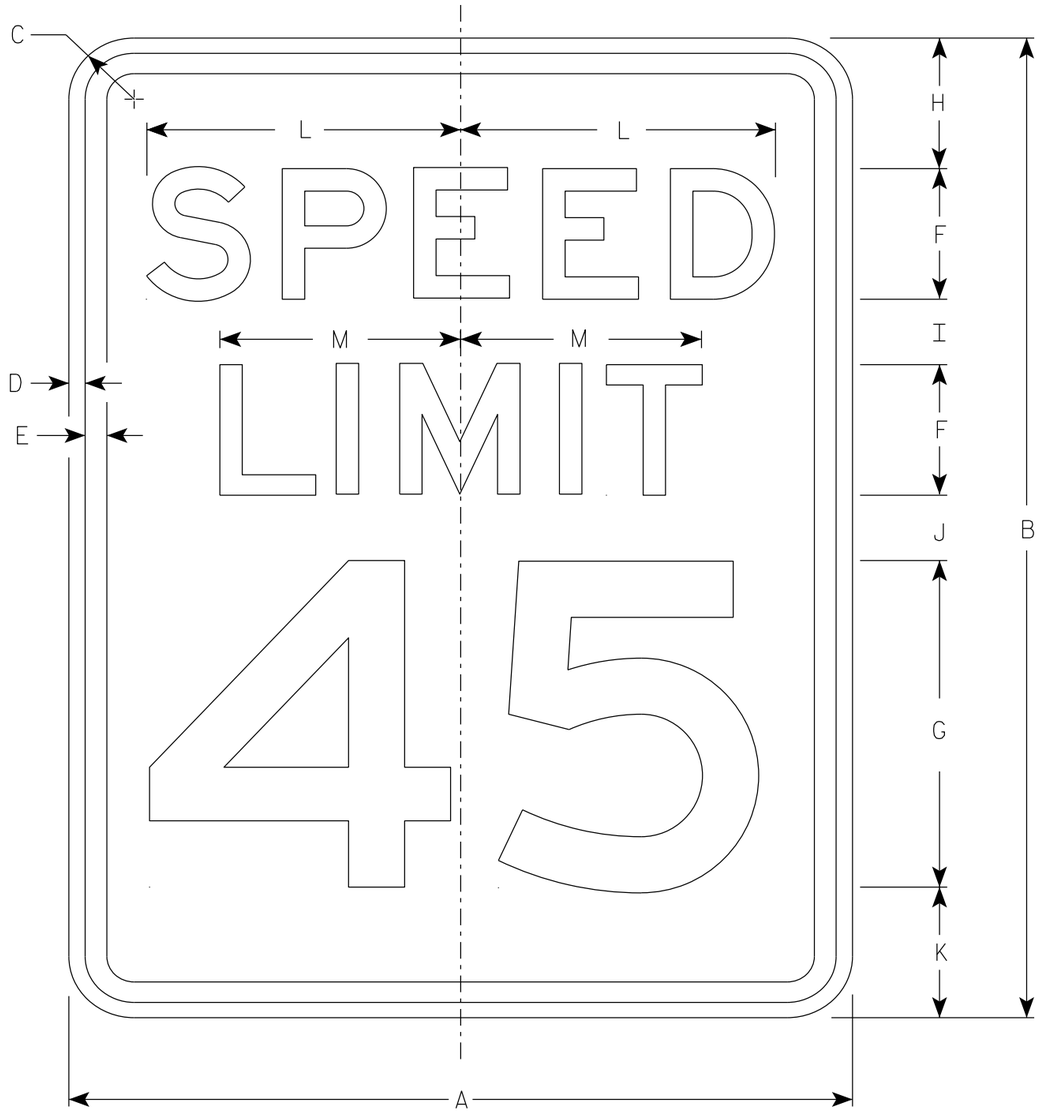
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/10/2024 PLATE NO. R1-2.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 417	E

7



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

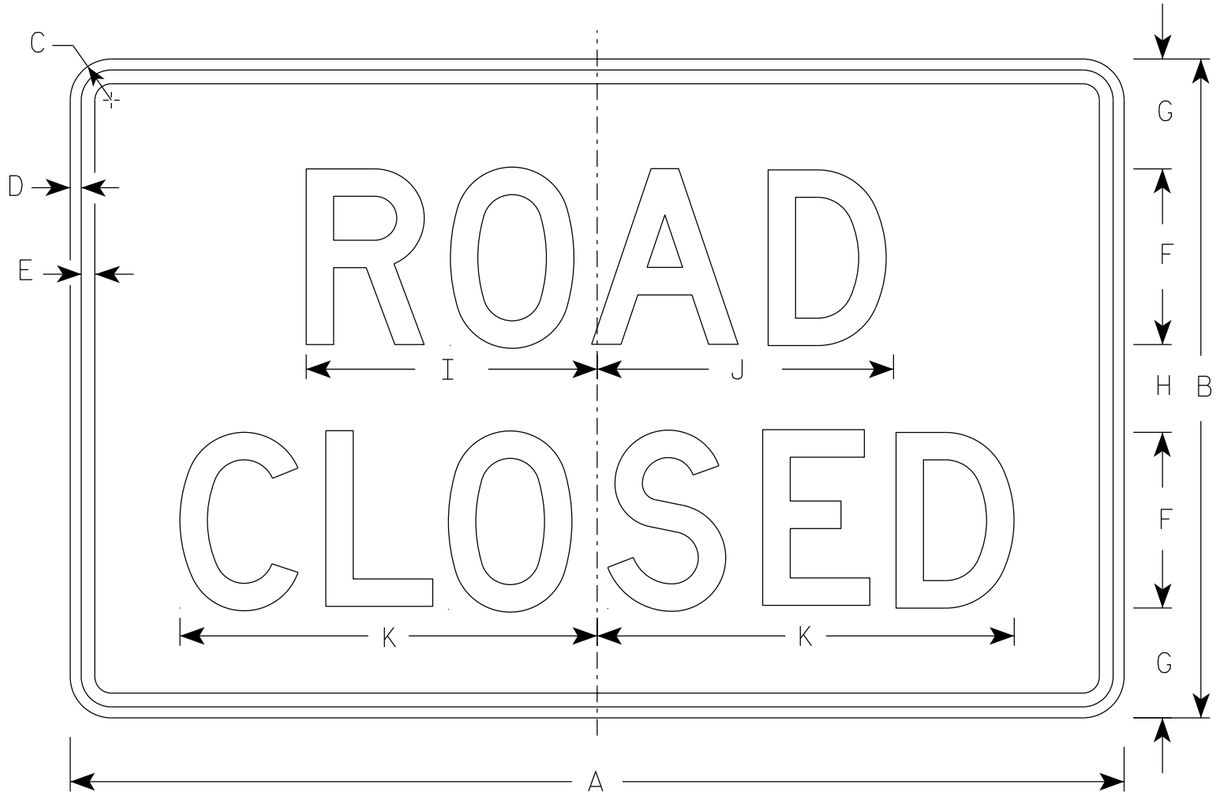
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

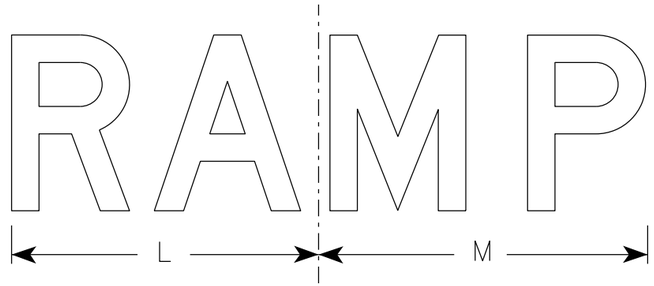
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 418 | E



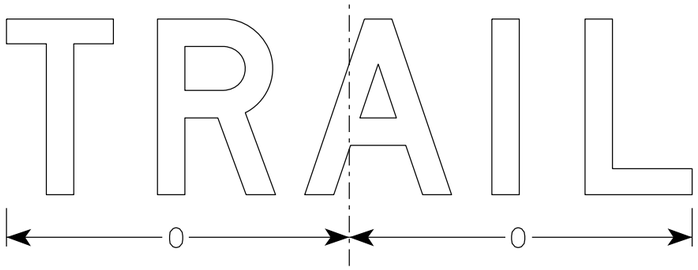
R11-2

NOTES

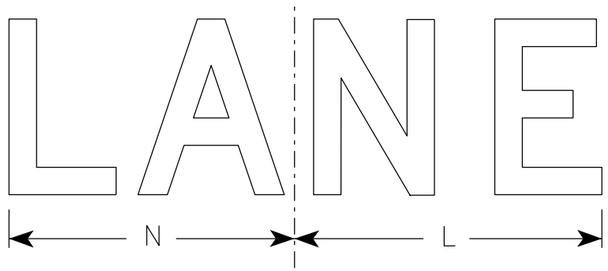
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the 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

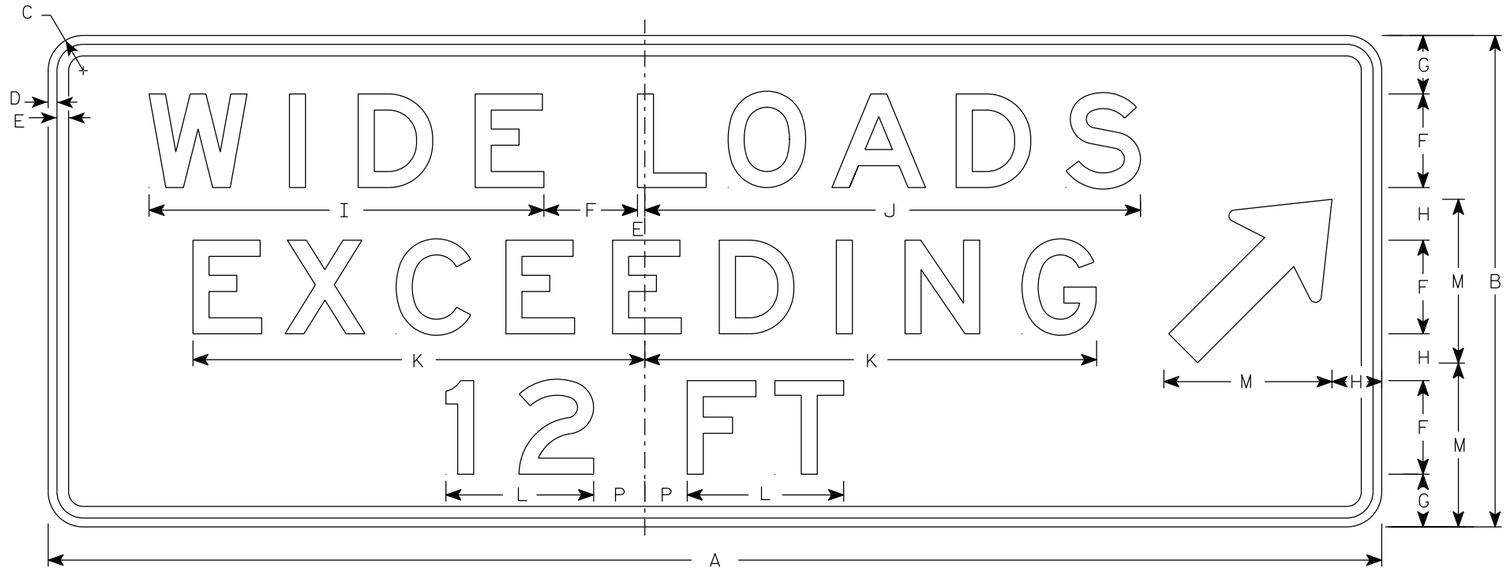
DATE 2/5/24 PLATE NO. R11-2.12

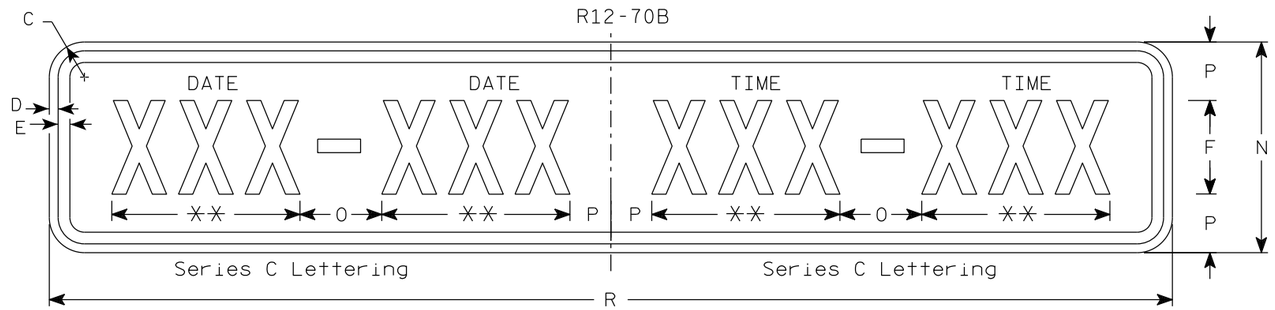
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 419 E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E except as noted
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.

** Substitute appropriate message, optically center message





R12-70C

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	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3	90	36	3	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
4	114	42	3	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	3	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

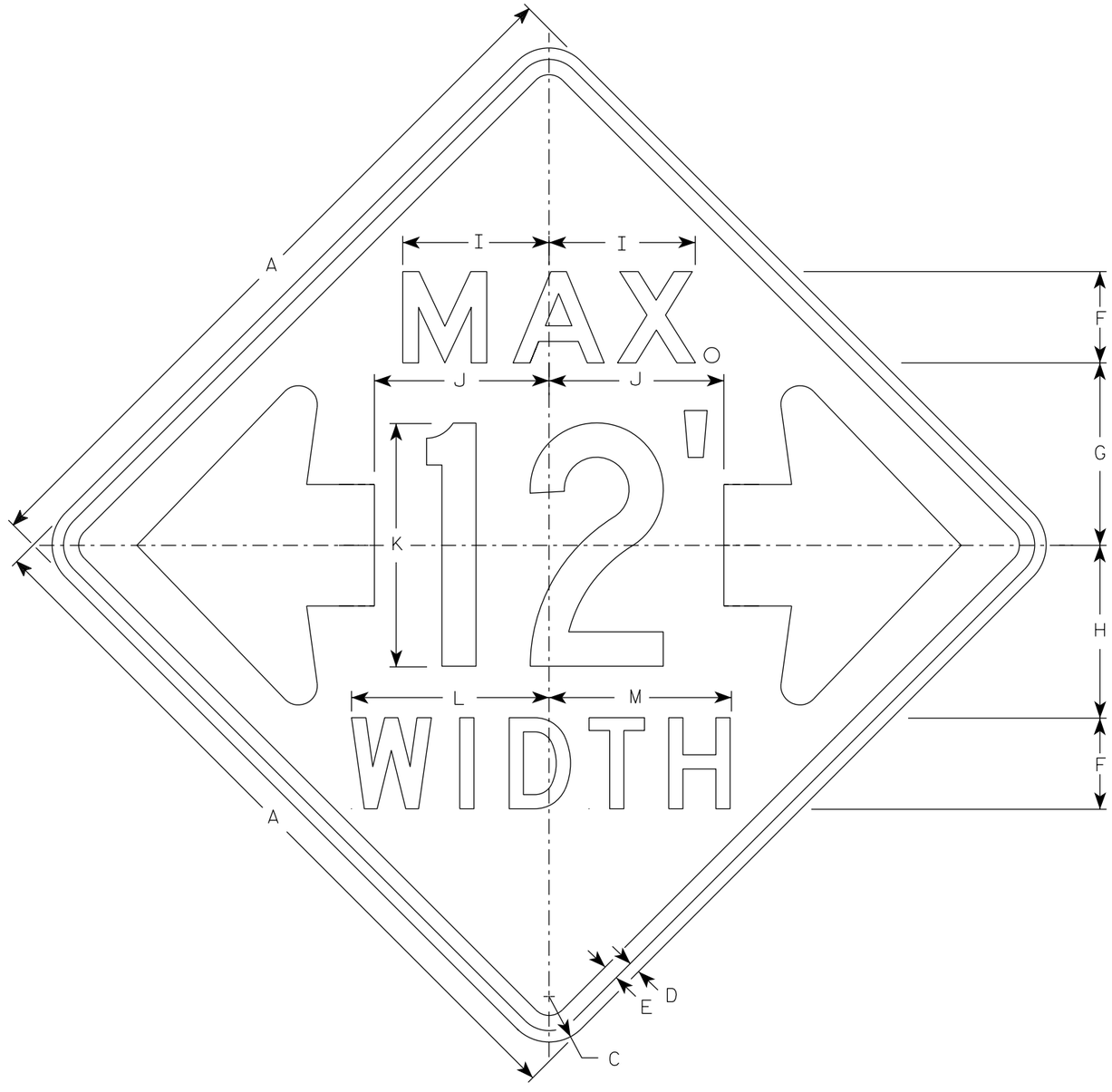
TYPICAL SIGN
R12-70B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/24 PLATE NO. R12-70B.4

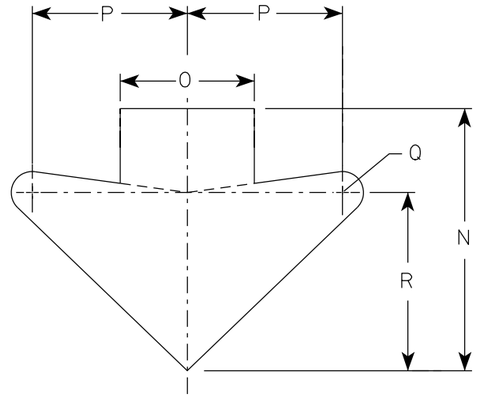
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 420	E



W12-52

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. The top line is series E, the numerals are series C, and the bottom line is series D.
5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
2M	48		3	¾	1	6	12	11 ⅜	9 ⅝	11 ½	16	13	12	15 ⅝	8	9 ¼	1 ¼	10 ⅝									16.0
3																											
4																											
5																											

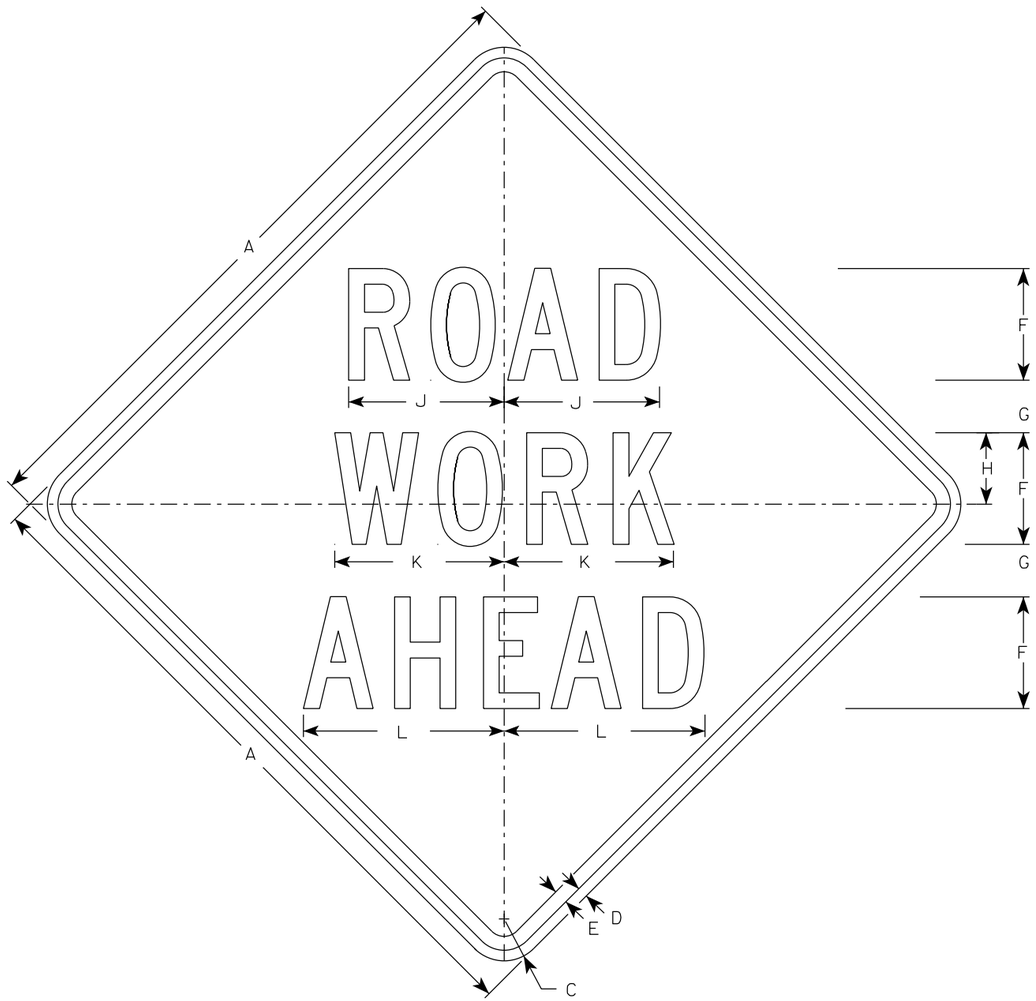
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

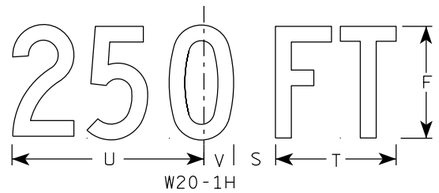
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

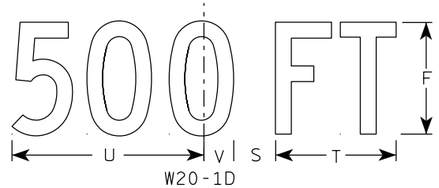
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 421 | E



W20-1A



W20-1H



W20-1D



W20-1C



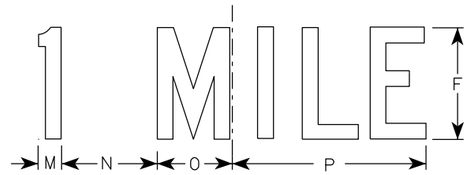
W20-1B

NOTES

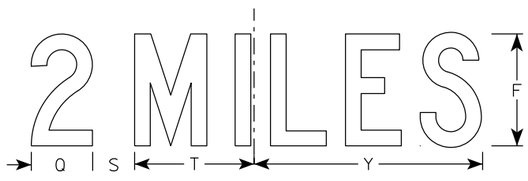
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

PROJECT NO:

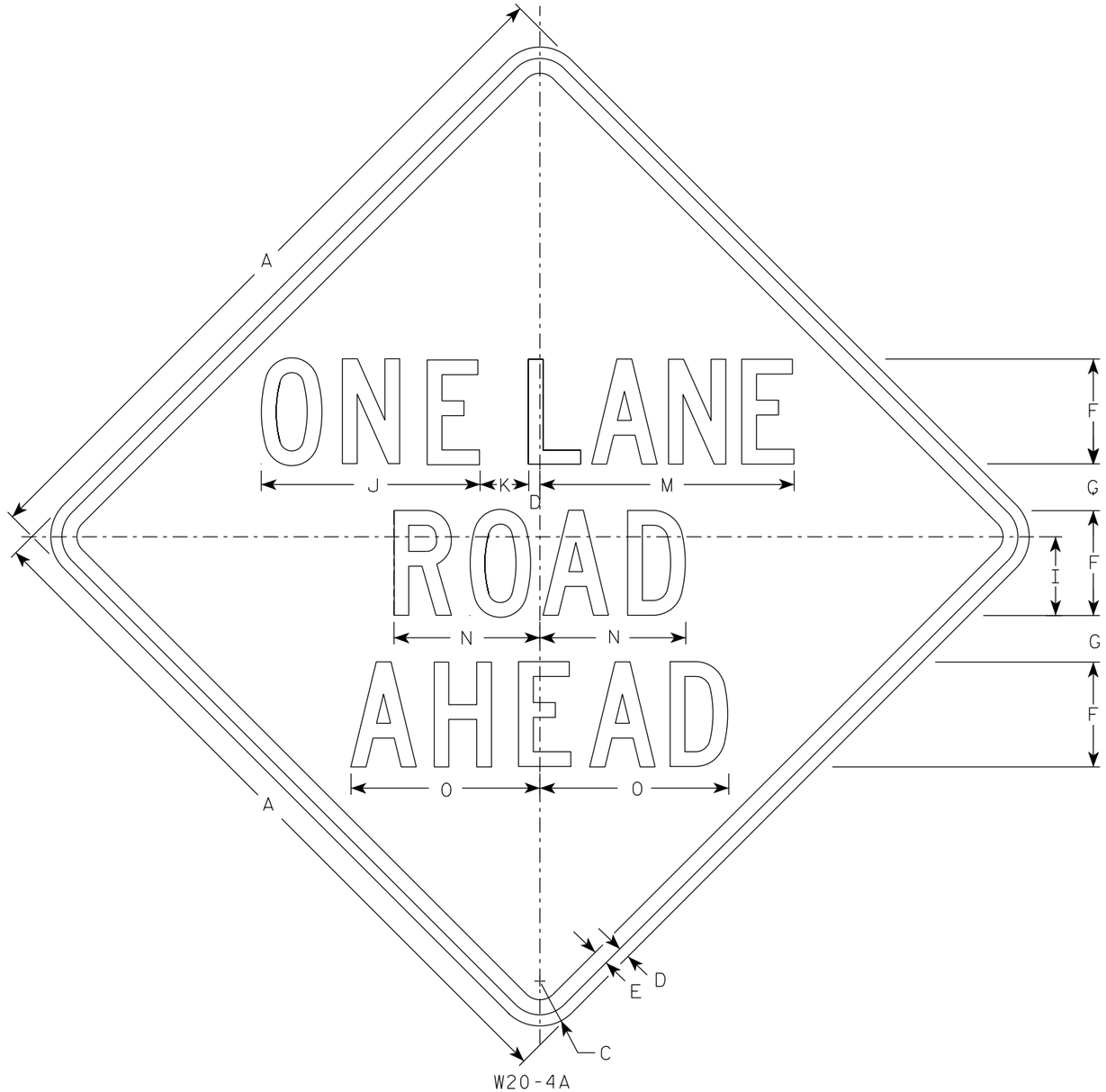
SHEET NO: 422 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 10-JAN 2024 11:16 PLOT BY : dotc4c

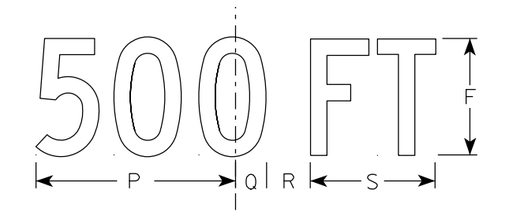
WISDOT/CADDS SHEET 42

7

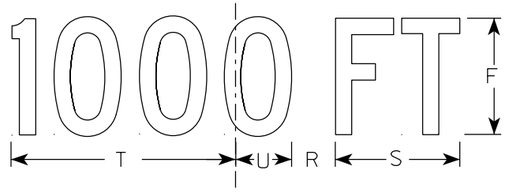
7



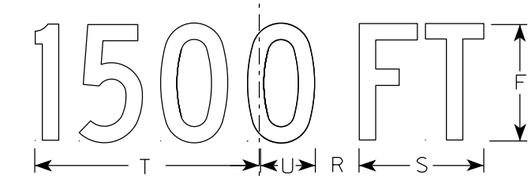
W20-4A



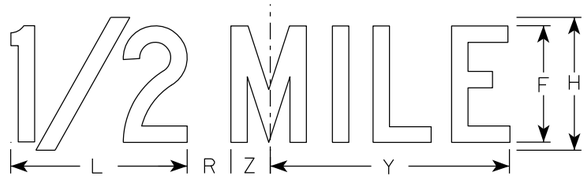
W20-4D



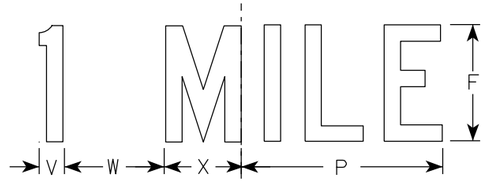
W20-4C



W20-4B



W20-4G



W20-4F

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		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	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	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

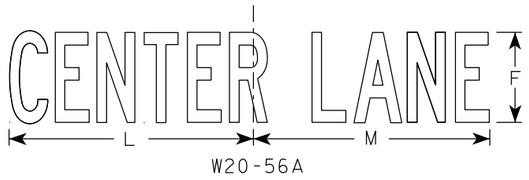
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

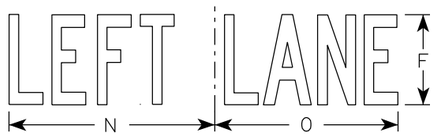
DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

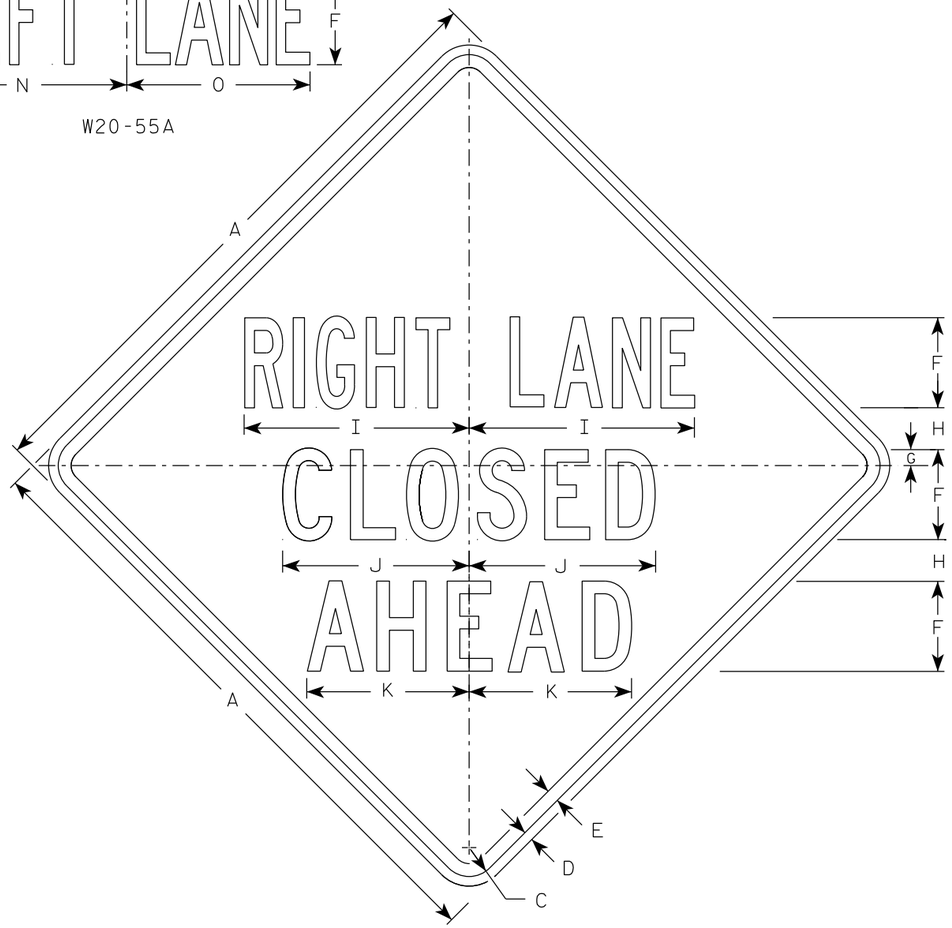
SHEET NO: 423 E



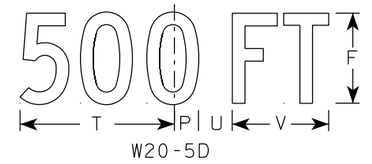
W20-56A



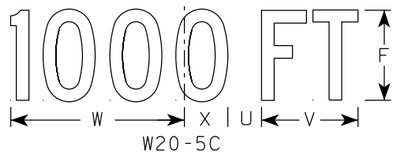
W20-55A



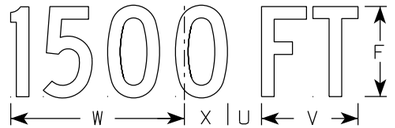
W20-5A



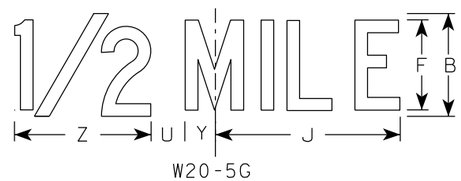
W20-5D



W20-5C



W20-5B



W20-5G



W20-5F

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

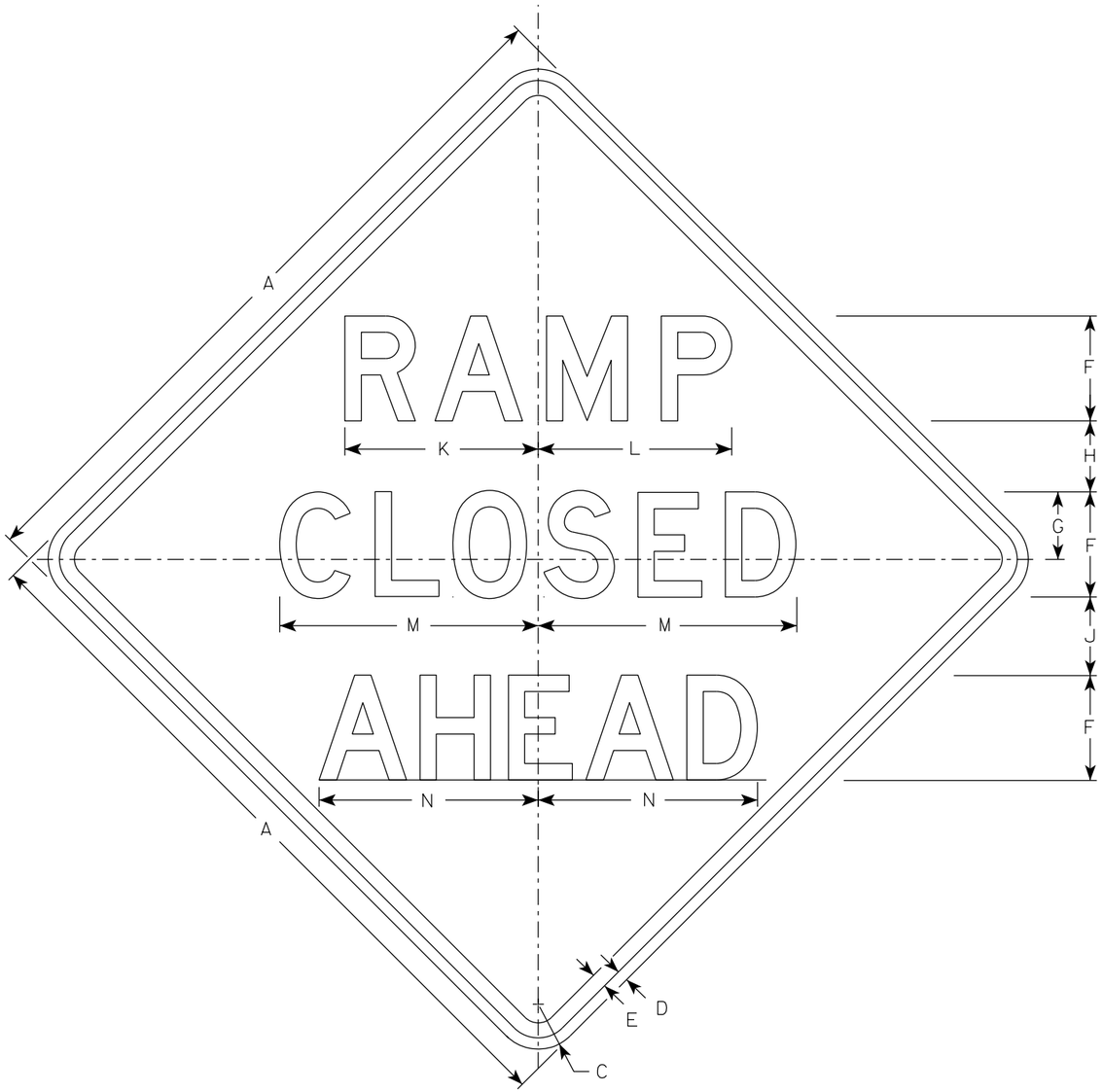
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

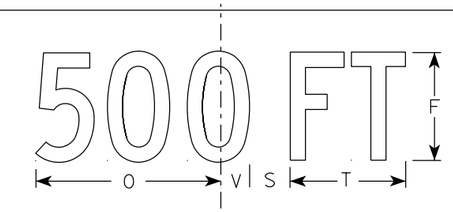
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

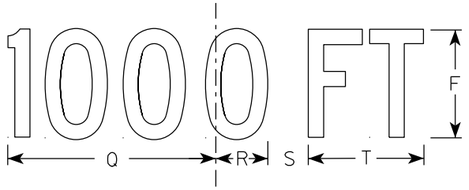
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 424	E



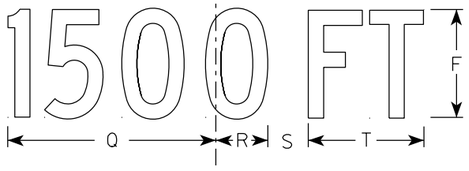
W20-53A



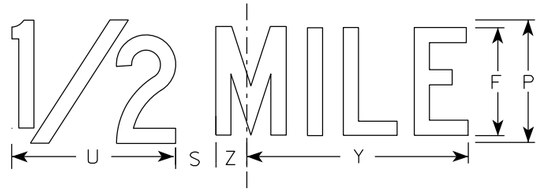
W20-53D



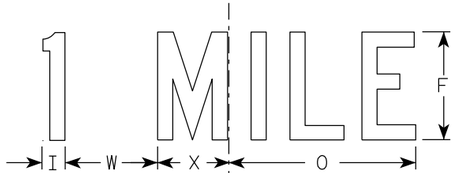
W20-53C



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

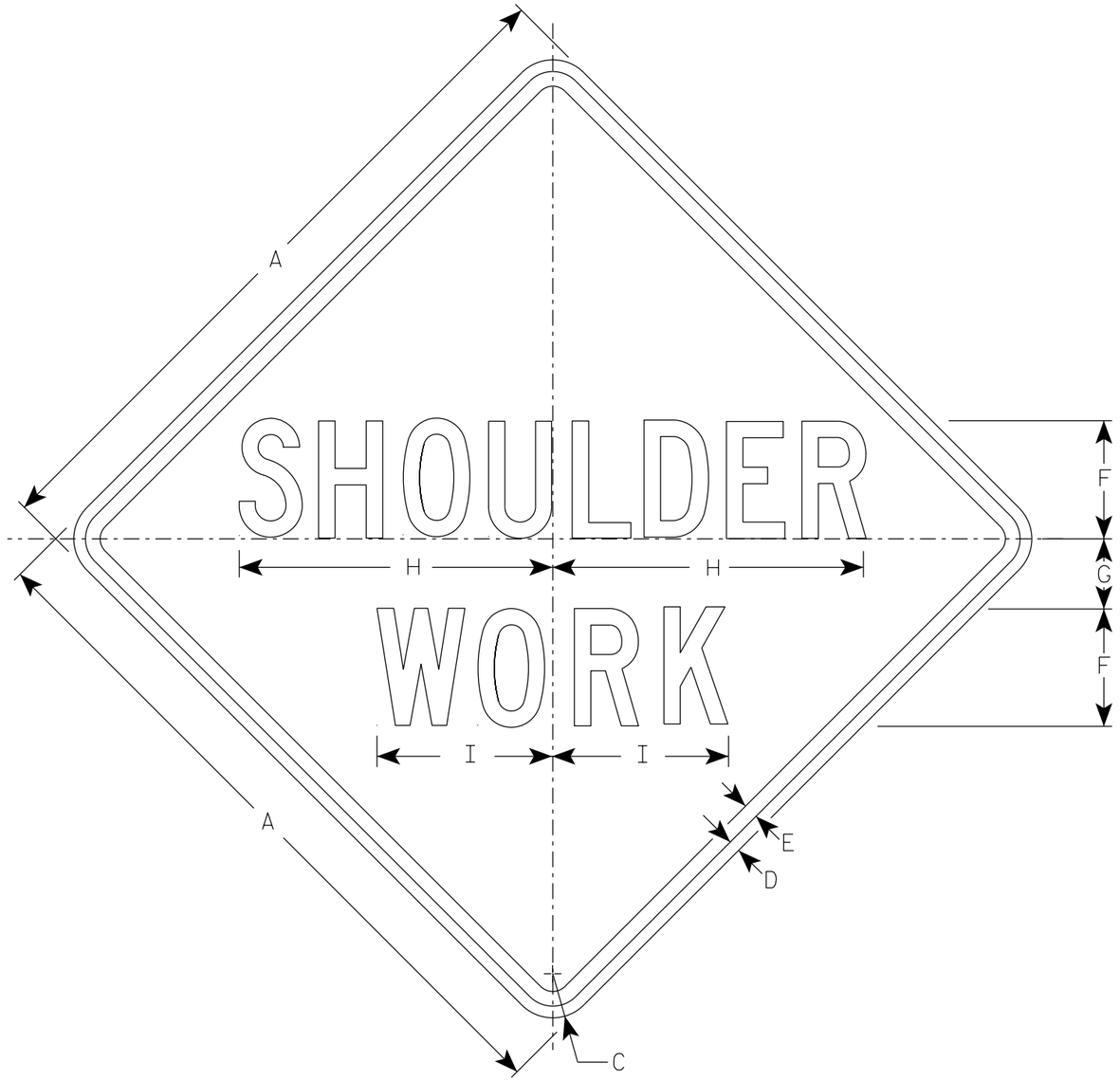
APPROVED Matthew R Rauch
for State Traffic Engineer

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



W21-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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	36		2 1/4	5/8	3/4	6	3 1/2	16	9																		9.0
2S	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
2M	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
3	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
4	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0
5	48		3	3/4	1	8	5	21 3/8	11 1/4																		16.0

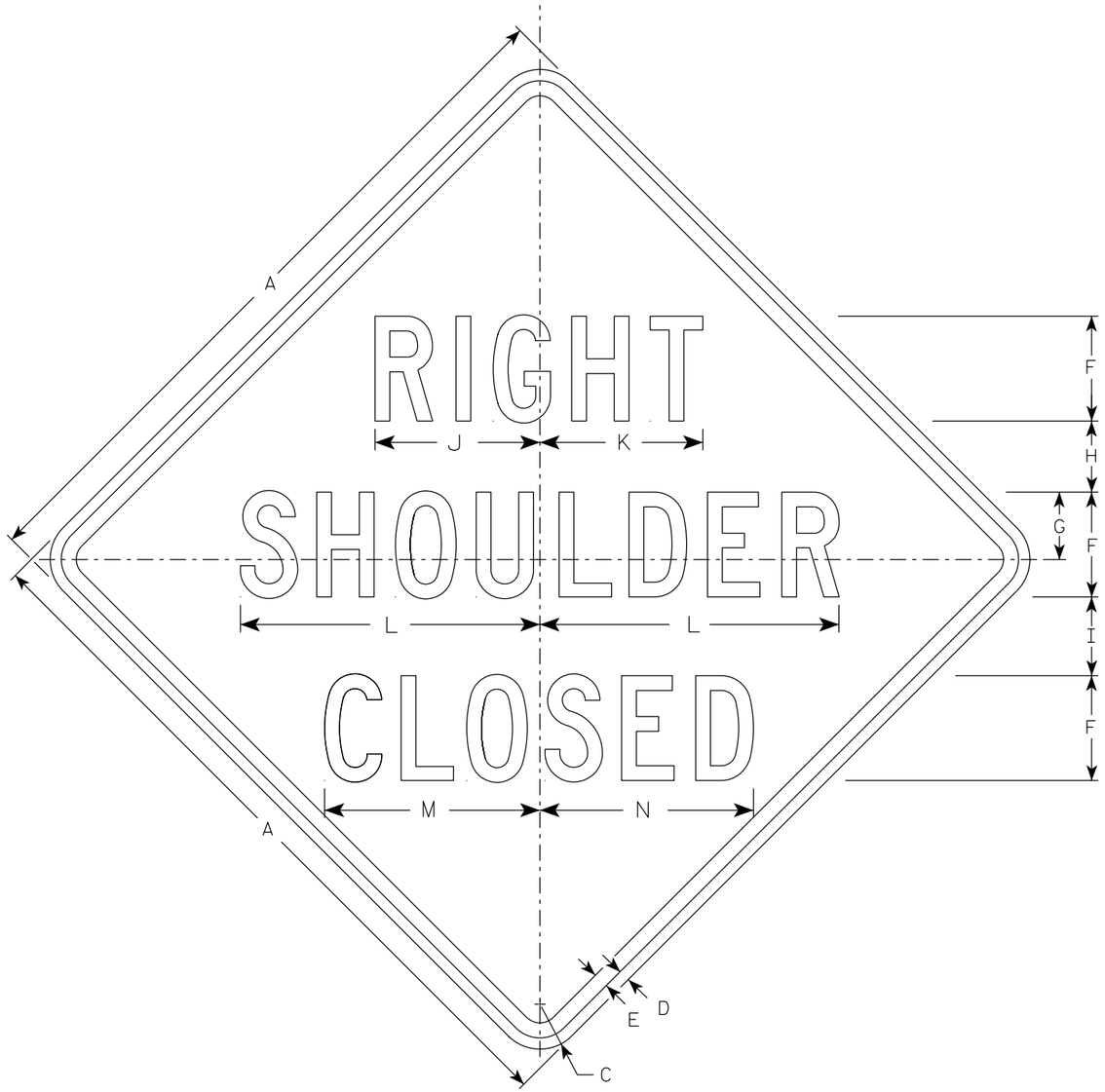
STANDARD SIGN
W21-5

WISCONSIN DEPT OF TRANSPORTATION

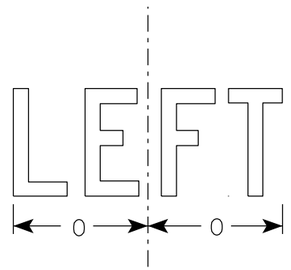
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 426 E



W21-5A



W21-5AL

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 3/8	3 1/2	4	7 7/8	7 3/4	14 1/4	10 1/4	10 1/8	6 1/4												9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	5 1/4	11	10 7/8	20	14 3/8	14 1/4	8 3/4												16.0

STANDARD SIGN
W21-5A

WISCONSIN DEPT OF TRANSPORTATION

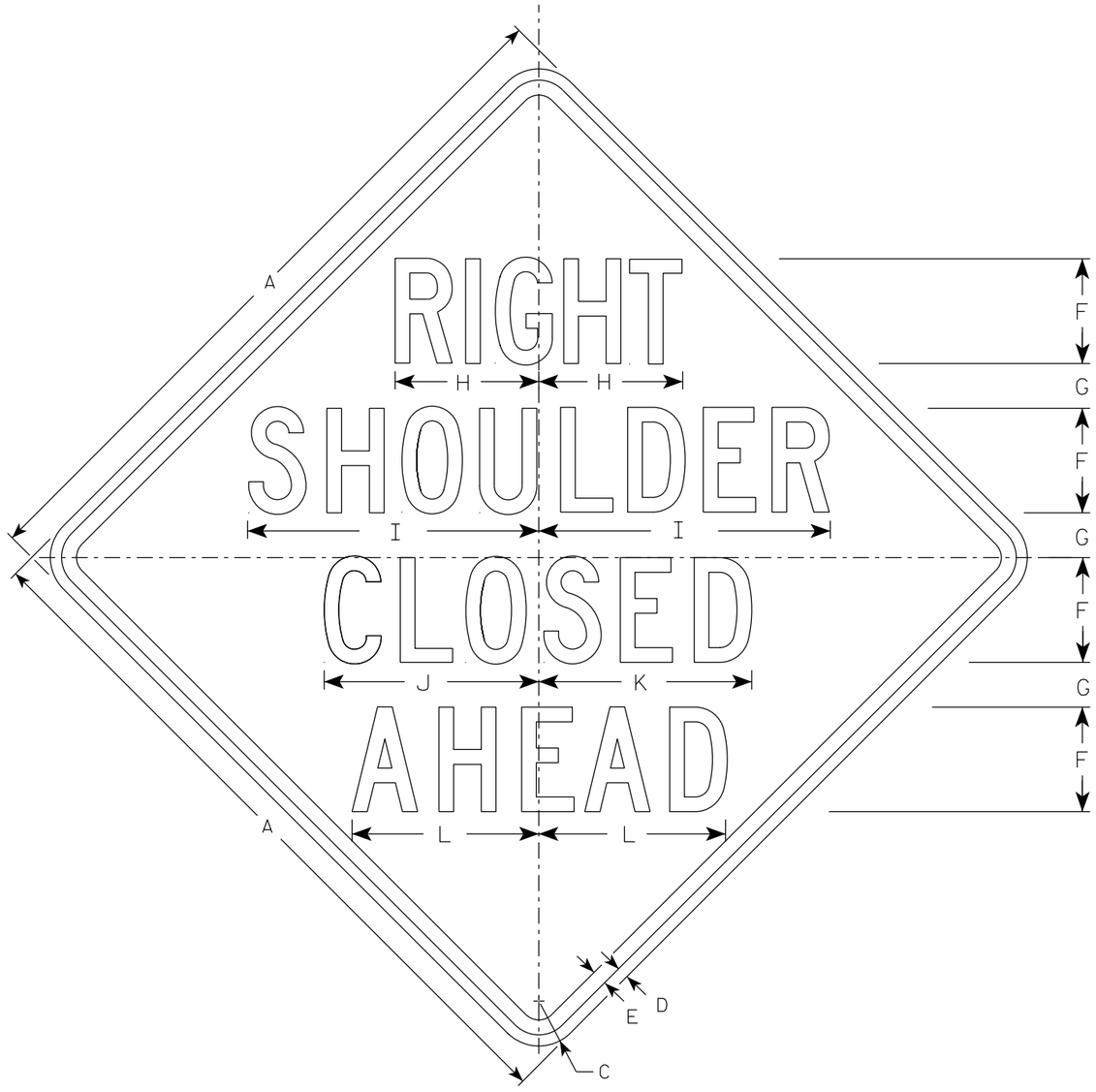
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/11/2024 PLATE NO. W21-5A.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 427 E

7

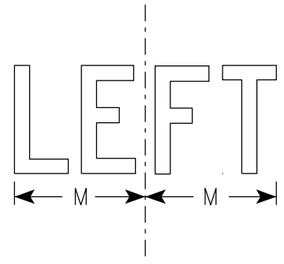
7



W21-5B

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



W21-5BL

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 1/4	7 3/8	14 1/4	10 1/4	10 1/8	8 7/8	6 1/4														9.0
2S	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
2M	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
3	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
4	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0
5	48		3	3/4	1	7	3	9 5/8	19 1/2	14 3/8	14 1/4	12 1/2	8 1/2														16.0

STANDARD SIGN
W21-5B

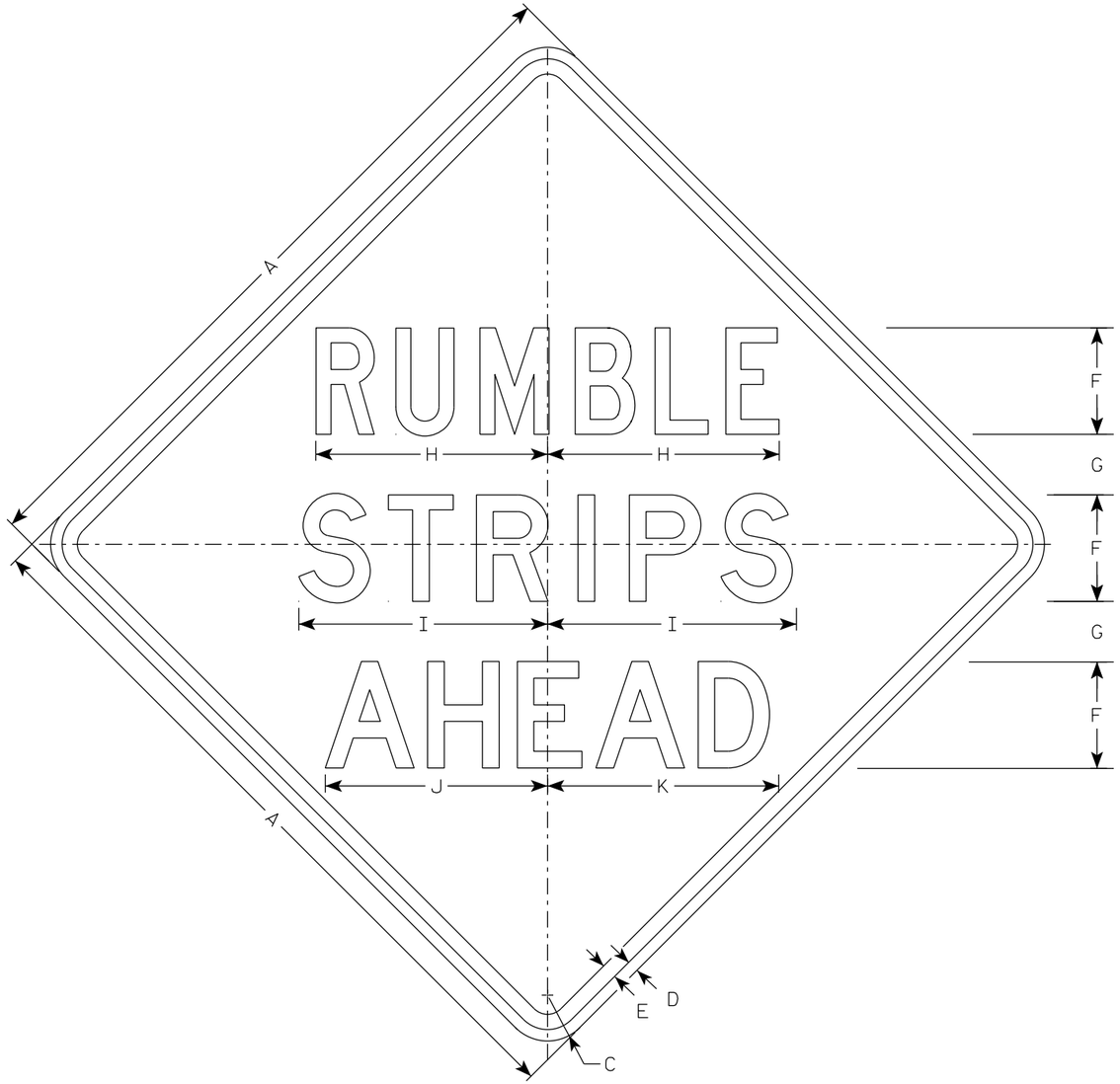
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/16/2024 PLATE NO. W21-5B.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 428 E

7



W21-65

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 4
4. Line 1 is Series C
   Lines 2 and 3 are Series D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	3 1/4	10 7/8	11 5/8	11	11 5/8																9.0
2S	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
2M	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
3	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
4	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
5	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0

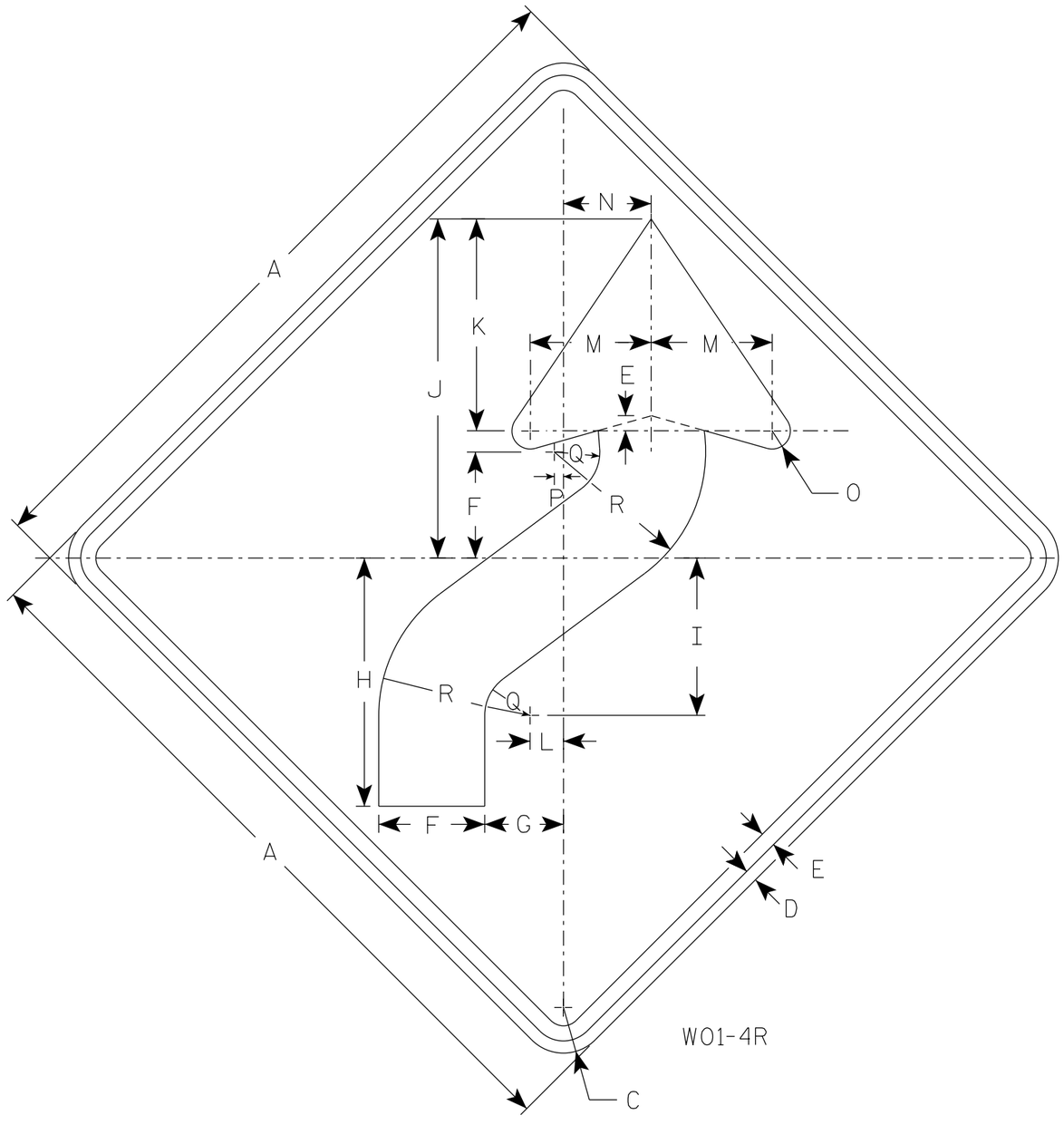
STANDARD SIGN
W21-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/17/2024 PLATE NO. W21-65.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 429	E



WO1-4R

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. WO1-4L is the same as WO1-4R 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

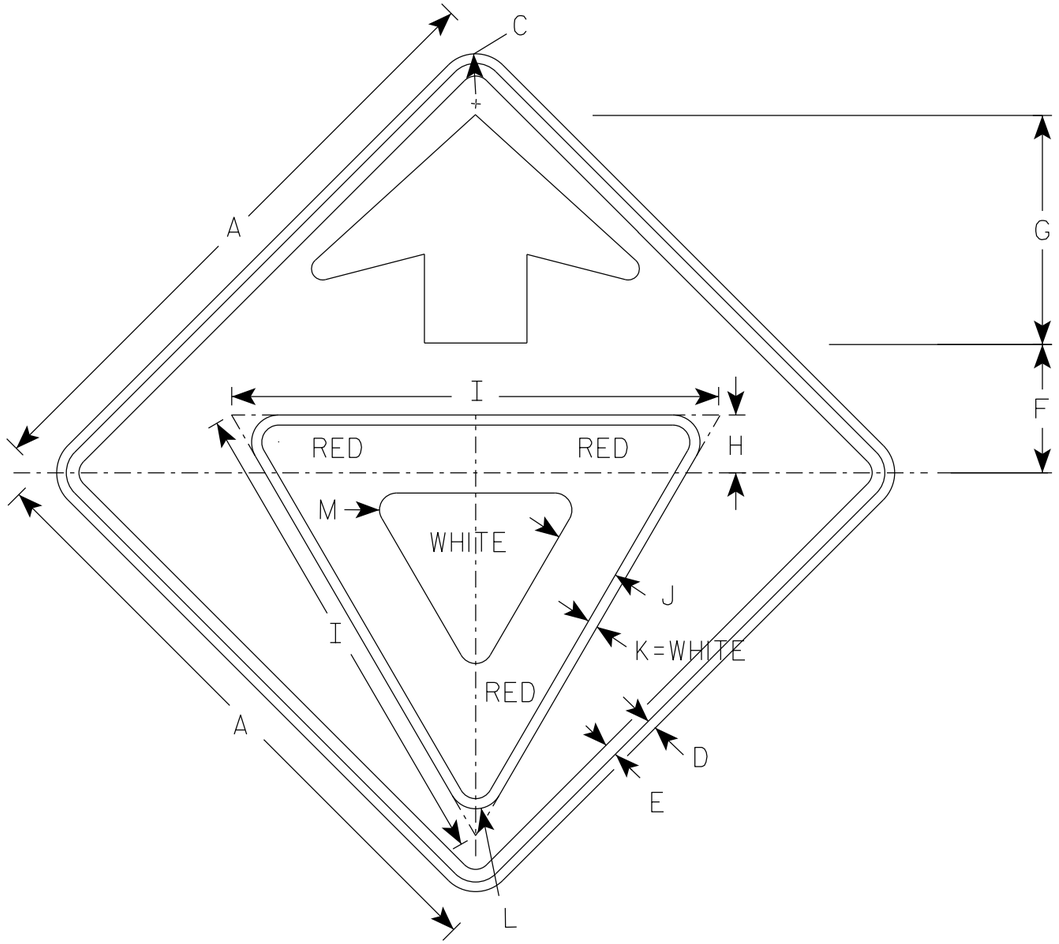
STANDARD SIGN
WO1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-4.2

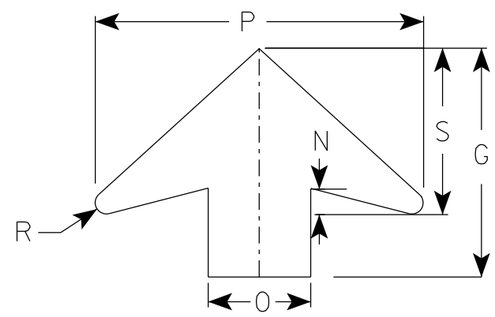
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 430 E



W03-2

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Arrow & Border - BLACK
   Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0

STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

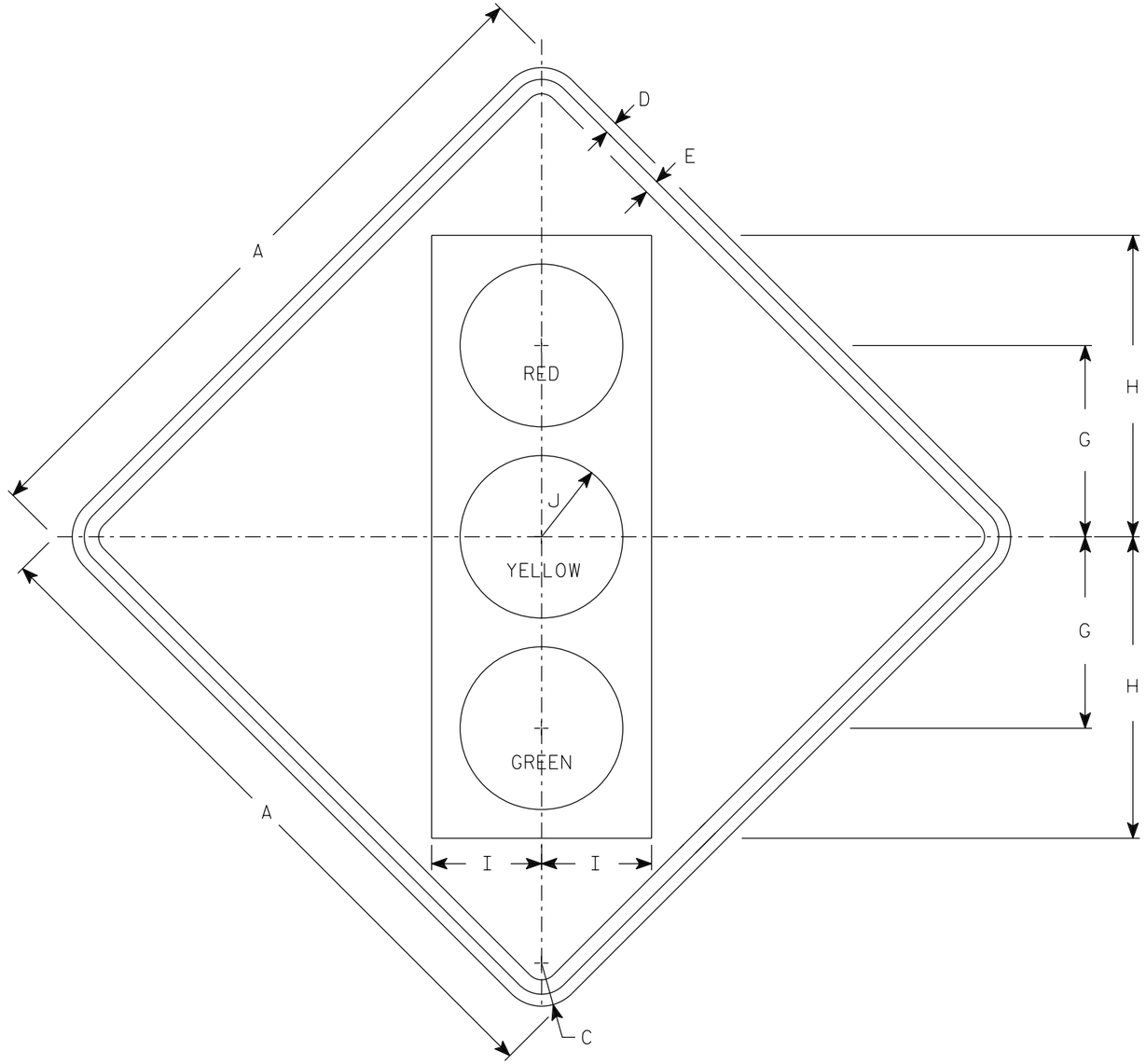
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-2.2

PROJECT NO:

SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W032.DGN
PLOT DATE : 24-JAN 2024 1:55
PLOT BY : dotc4c
WISDOT/CADDS SHEET 42



W03-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   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. 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	36		2 1/4	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2S	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
2M	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
3	48		3	3/4	1		12 1/2	20	7 1/2	5																	16.0
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

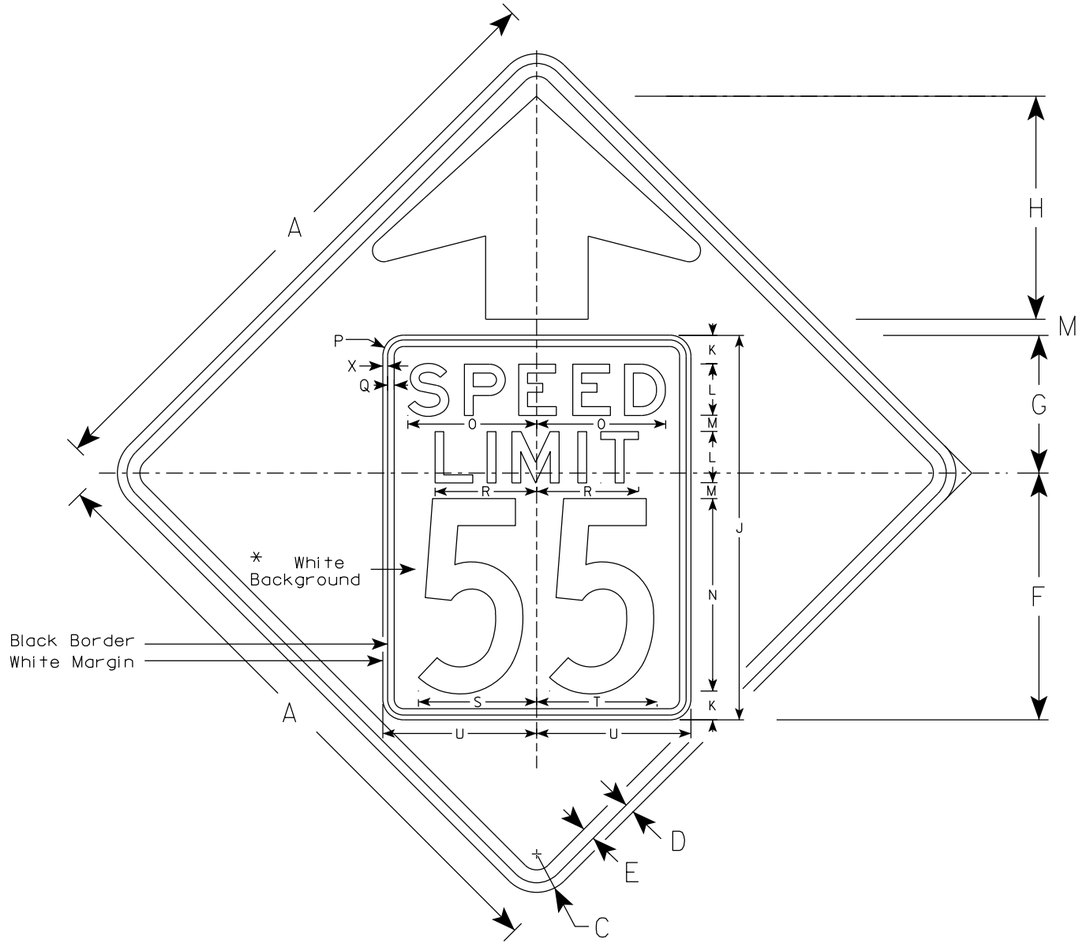
STANDARD SIGN
W03-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-3.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

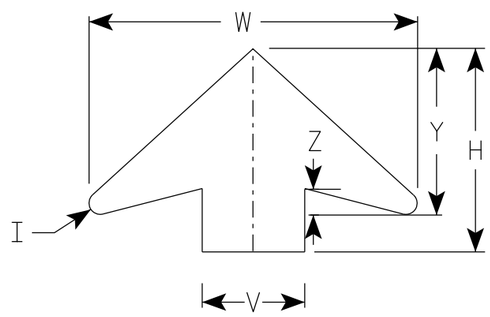


W03-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

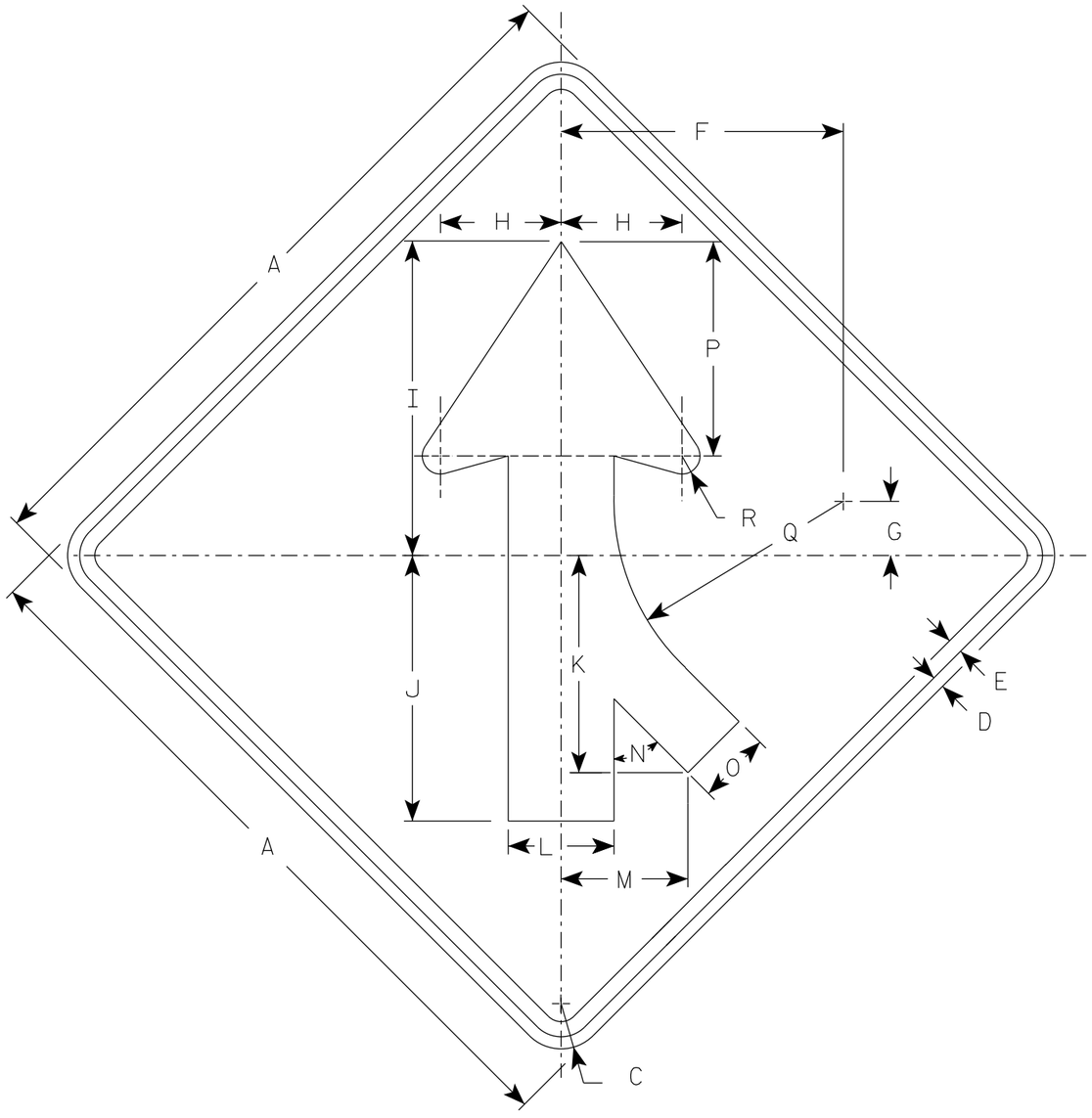
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

PROJECT NO:

SHEET NO: 433 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

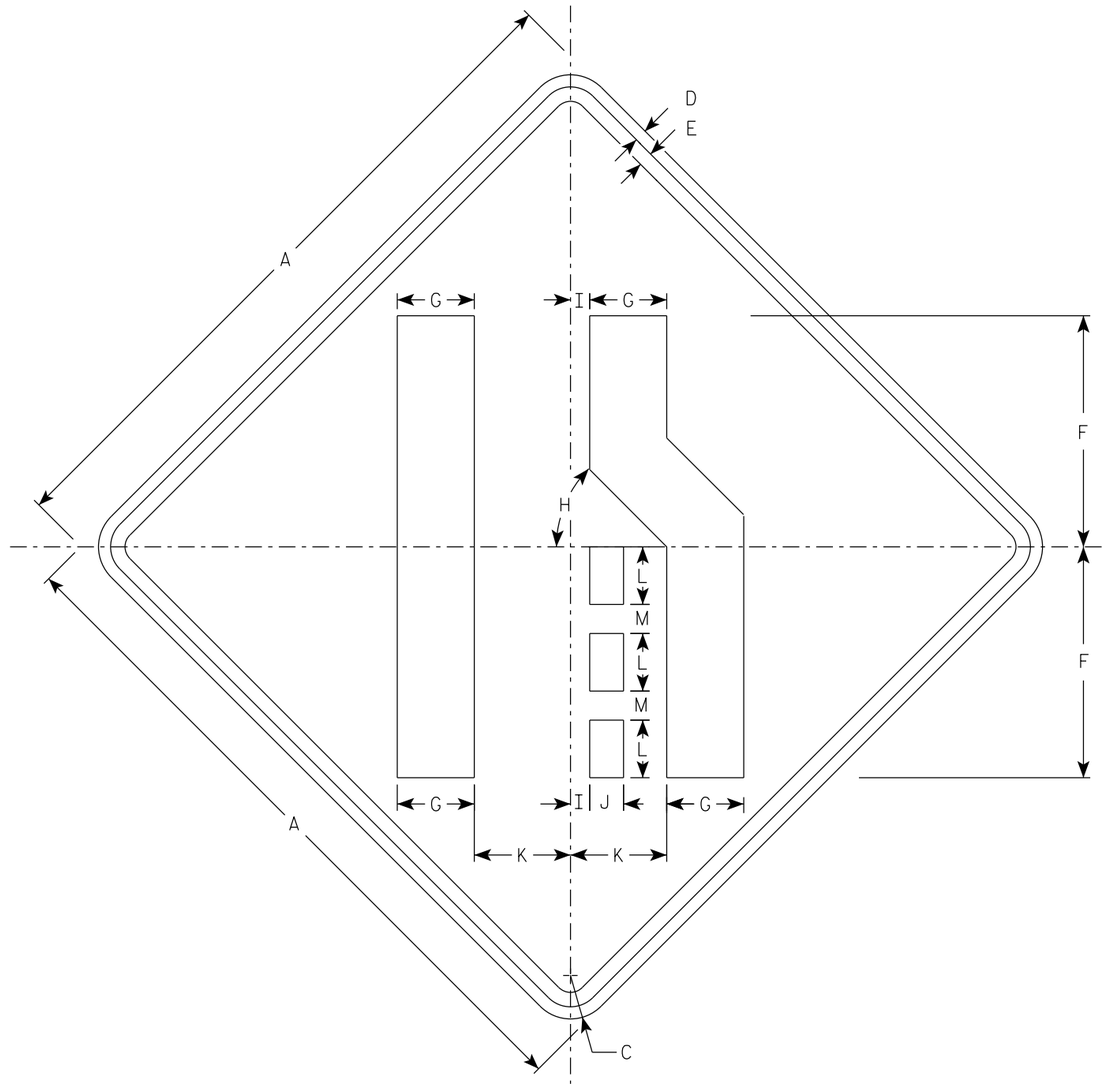
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 434 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W041.dgn PLOT DATE : 25-JAN 2024 8:20 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

7

7



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

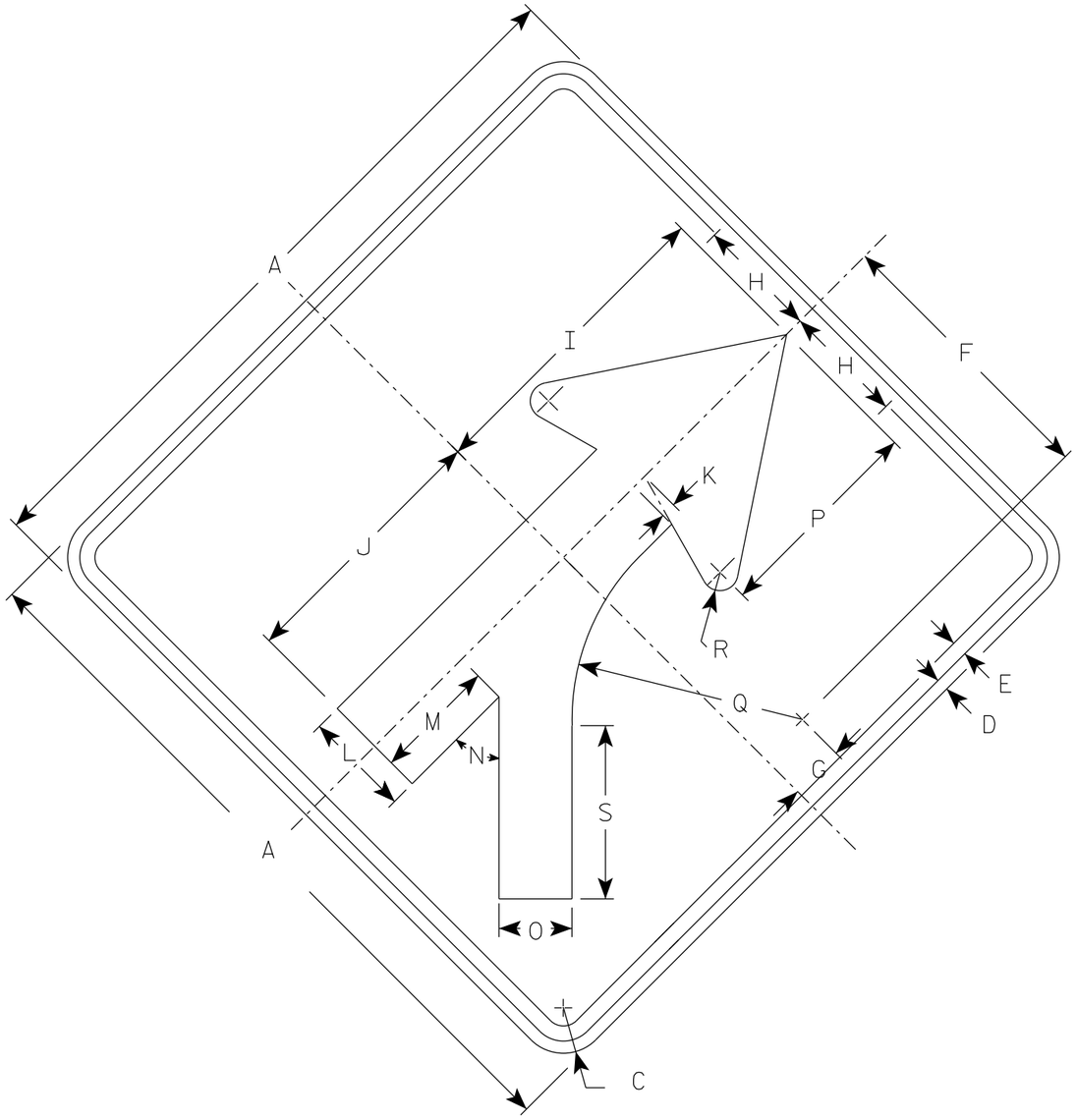
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 435 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

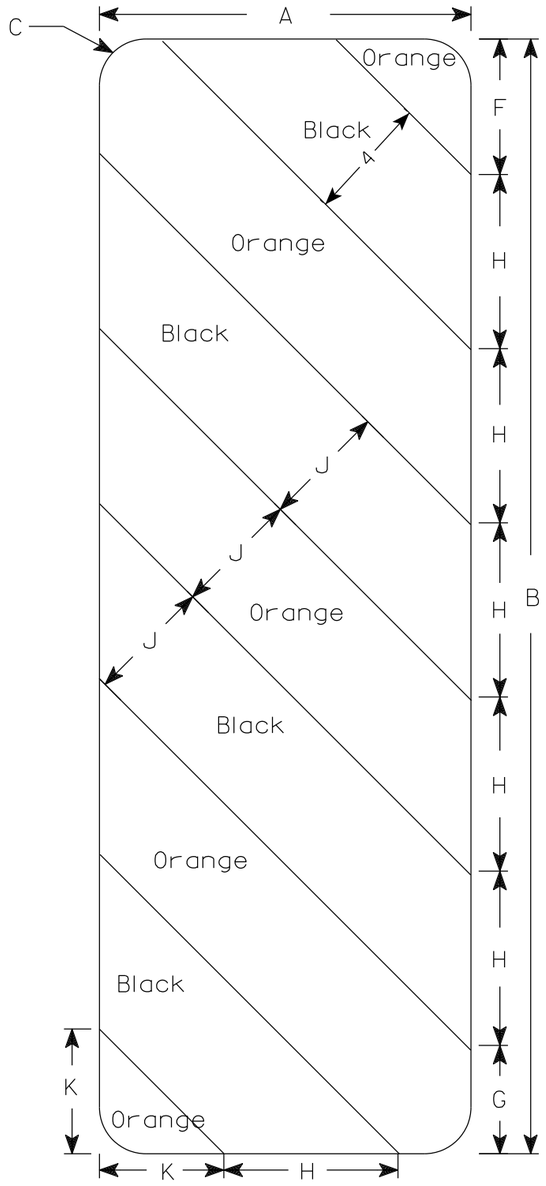
STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

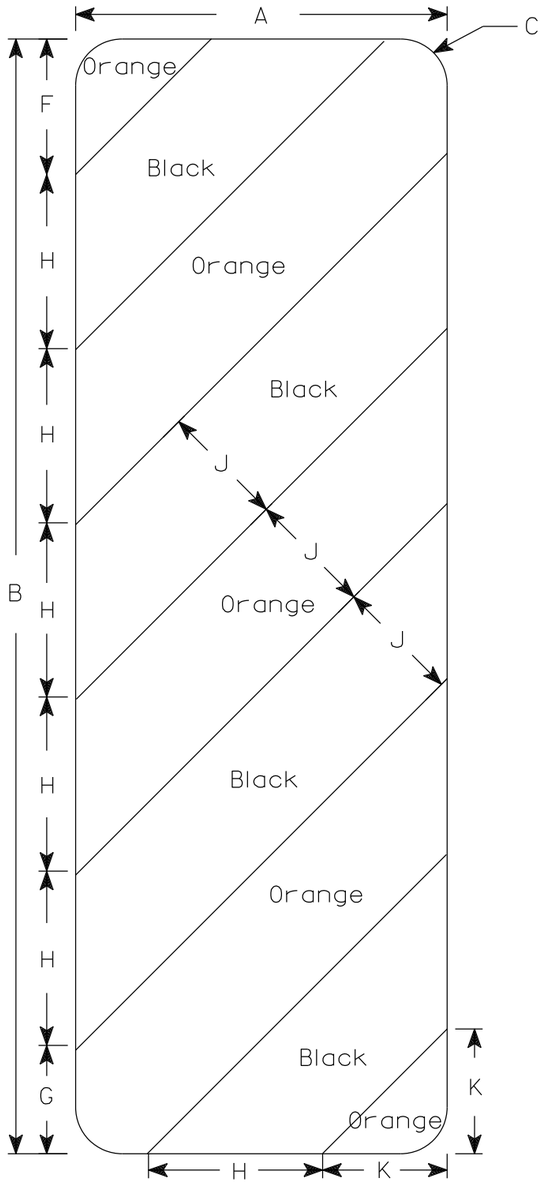
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 436 | 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

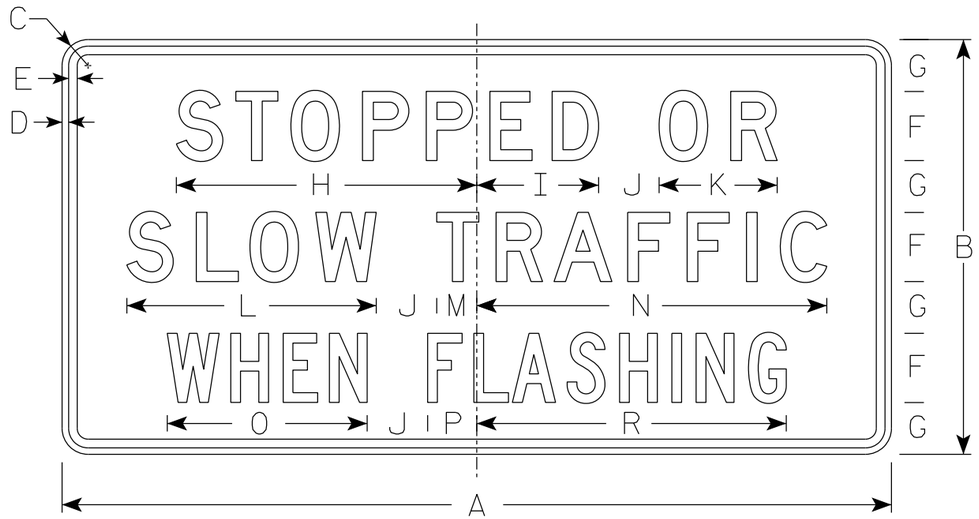
W05-52L & W05-52R

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: 437	E



W08-76

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - Lines 1 and 2 are series D
   Line 3 is series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3																											
4	96	48	3	3/4	1	8	6	34 3/4	14 1/8	7	13 5/8	28 7/8	4 5/8	40 1/2	23 1/8	5 3/4		35 7/8									32.0
5																											

STANDARD SIGN

W08-76

WISCONSIN DEPT OF TRANSPORTATION

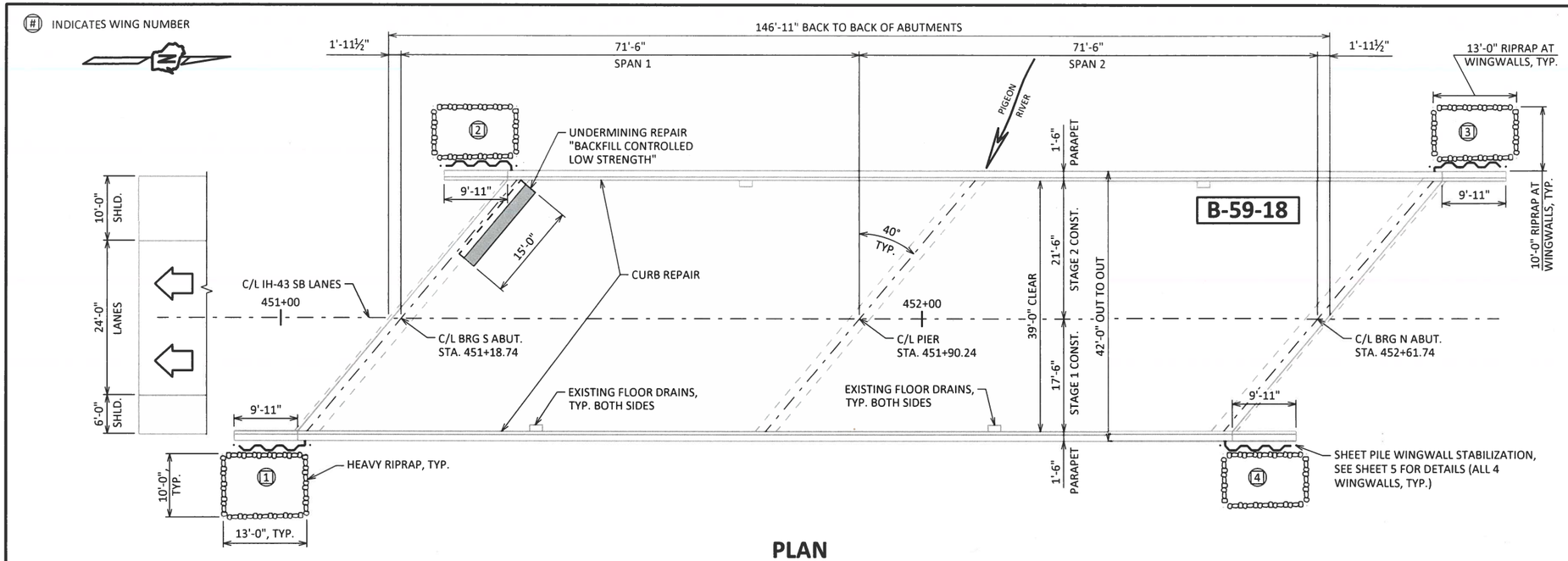
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/2024 PLATE NO. W08-76.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 438	E

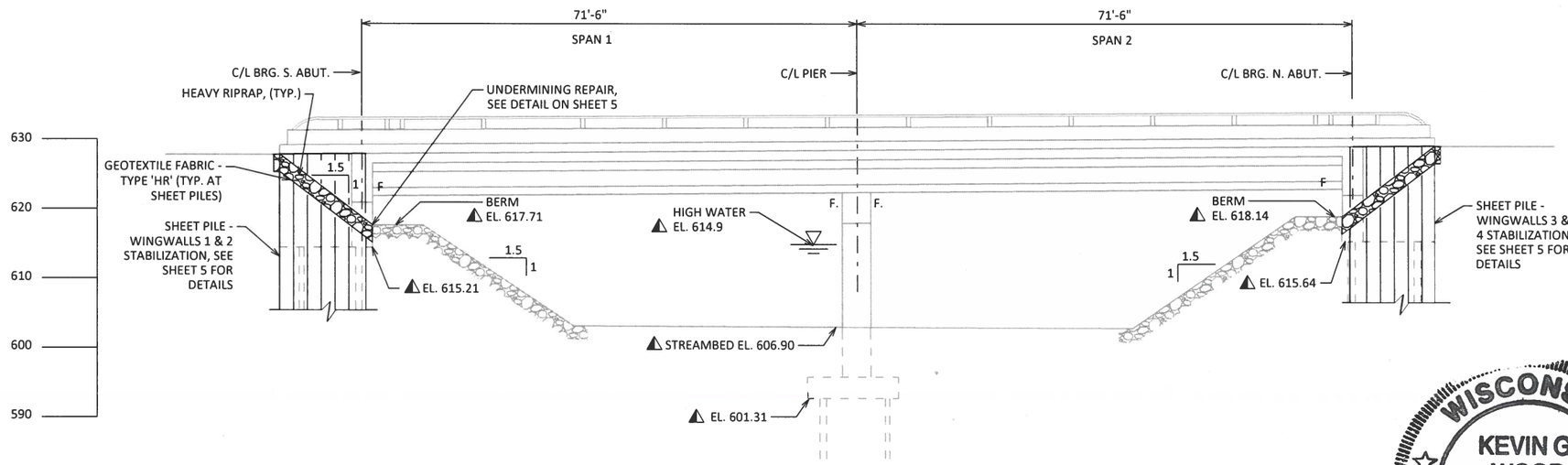
STATE PROJECT NUMBER

1222-13-71



PLAN

(REHABILITATION - 2 SPAN - 45" PRESTRESSED GIRDERS)



ELEVATION

(LOOKING WEST, NORMAL TO SUBSTRUCTURE UNITS)

LEGEND

⚠ PER 1965 ORIGINAL STRUCTURE PLAN ELEVATIONS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 18
OPERATING RATING: HS = 31
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 210 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
- SUPERSTRUCTURE — f'_c = 4,000 PSI
- ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
- GRADE 60 — f_y = 60,000 PSI

STEEL SHEET PILING
- MIN ASTM A328 — f_y = 39,000 PSI
- MIN. ELASTIC SECTION MODULUS — S_x = 48.5 IN^3/FT

TRAFFIC DATA

FEATURE ON: IH 43 SB
ADT = 15,410 (2047)
R.D.S. = 70 MPH

SCOPE OF WORK:

1. WINGWALL STABILIZATION
2. CONCRETE SURFACE REPAIR
3. CURB REPAIR
4. SOUTH ABUTMENT SLOPE REPAIR
5. PARAPET JOINT SEALING
6. RESEAL PARAPETS

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 SUBSURFACE EXPLORATION
5 WINGWALL DETAILS

STRUCTURE DESIGN CONTACTS:

CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRAEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED SDR 10/16/23
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-18

SB IH-43 OVER PIGEON RIVER

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
CWG	WAR	CMW	KGW

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
October 13, 2023

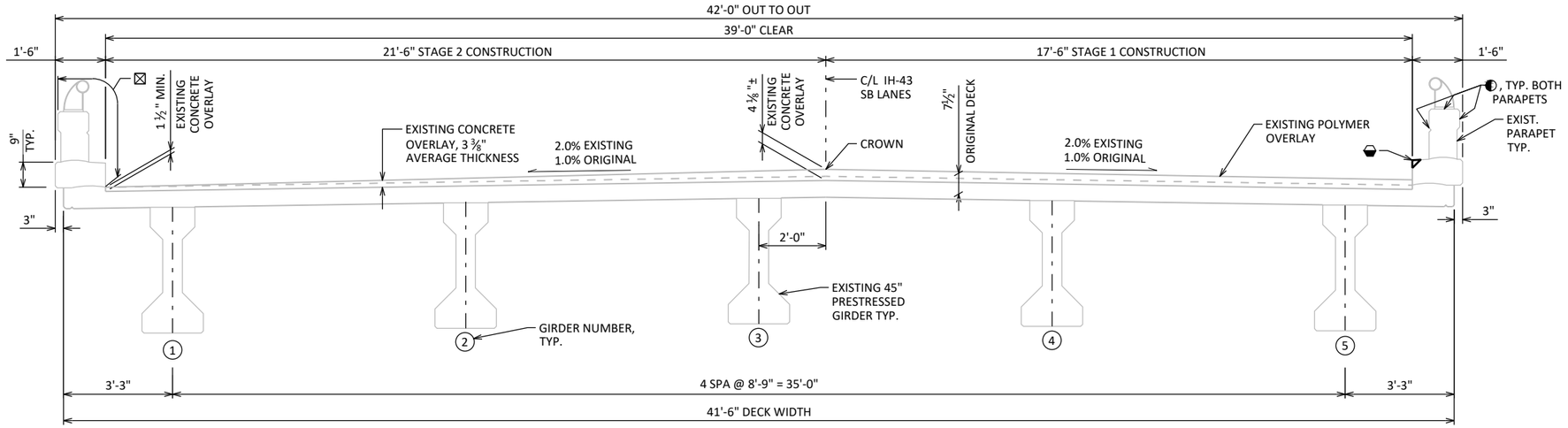
GENERAL PLAN

SHEET 1 OF 5
439

SCALE =

I.D.

DATE:



CROSS SECTION

(LOOKING NORTH)

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABU.	PIER	NORTH ABU.	TOTALS
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-18	EACH	--	--	--	--	1
209.0200.S	BACKFILL CONTROLLED LOW STRENGTH	CY	--	3	--	--	3
312.0110	SELECT CRUSHED MATERIAL	TON	--	16	--	16	32
502.0100	CONCRETE MASONRY BRIDGES	CY	0.1	1.8	--	1.8	4
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	130	--	--	--	130
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	--	20	--	20	40
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	--	80	--	80	160
506.3013	WELDED STUD SHEAR CONNECTORS ⅞ X 6-INCH	EACH	--	30	--	30	60
509.1200	CURB REPAIR	LF	14	--	--	--	14
509.1500	CONCRETE SURFACE REPAIR	SF	156	4	9	3	172
512.0500	PILING STEEL SHEET PERMANENT DELIVERED	SF	--	910	--	910	1,820
512.0600	PILING STEEL SHEET PERMANENT DRIVEN	SF	--	910	--	910	1,820
606.0300	RIPRAP HEAVY	CY	--	22	--	22	44
645.0120	GEOTEXTILE TYPE HR	SY	--	33	--	34	67
SPV.0060.03	JOINT SEALANT PARAPET	EACH	14	--	--	--	14
	NON-BID ITEMS						

ALL ITEMS ARE CATEGORY 0020

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN AND SHEET 3.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES AT THE WINGWALLS.

LOCATIONS OF "CONCRETE SURFACE REPAIR" AND "CURB REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-18, IS A 2-SPAN PRESTRESSED CONCRETE BRIDGE WITH AN OVERALL WIDTH OF 42'-0" AND A BACK-TO-BACK OF ABUTMENT LENGTH 146'-11".

THE SLOPE IN FRONT OF THE SHEET PILE WINGWALL REINFORCEMENT SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT.

LEGEND

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO:
- TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS
- TOP AND VERTICAL FACE OF EXISTING CURBS. INCLUDING CURBS ON WINGWALLS

CONCRETE SURFACE REPAIR & CURB REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING.

◒ AT "CURB REPAIR" REMOVE CONCRETE TO SOUND CONCRETE OR AT LEAST 1" BEHIND EXISTING REINFORCING STEEL. FILL REPAIR WITH "CONCRETE MASONRY BRIDGES".

STATE PROJECT NUMBER

1222-13-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-18

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 5

440

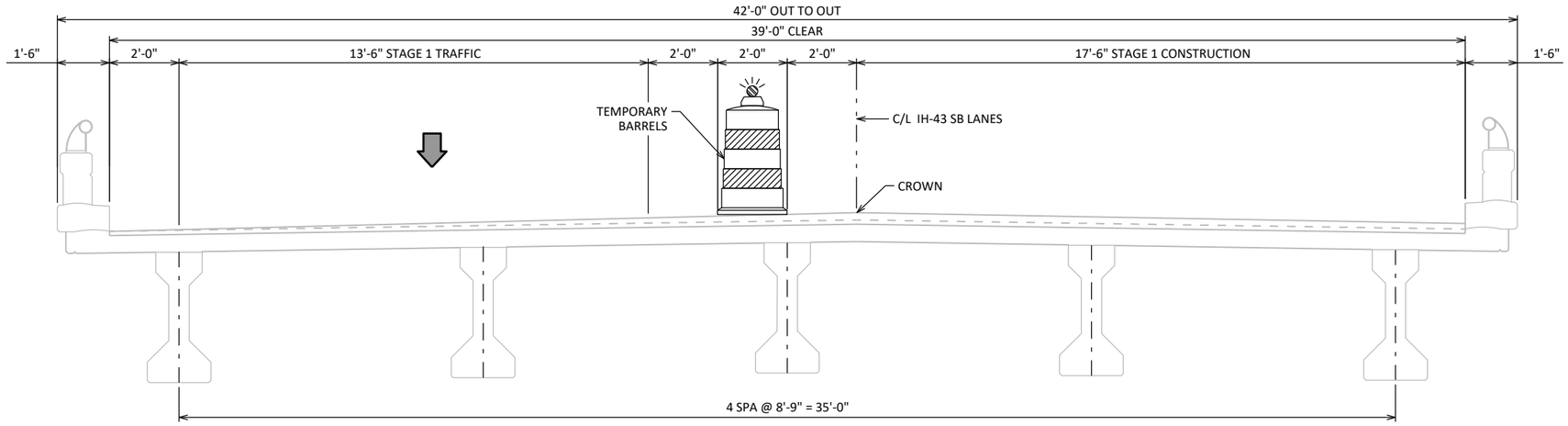
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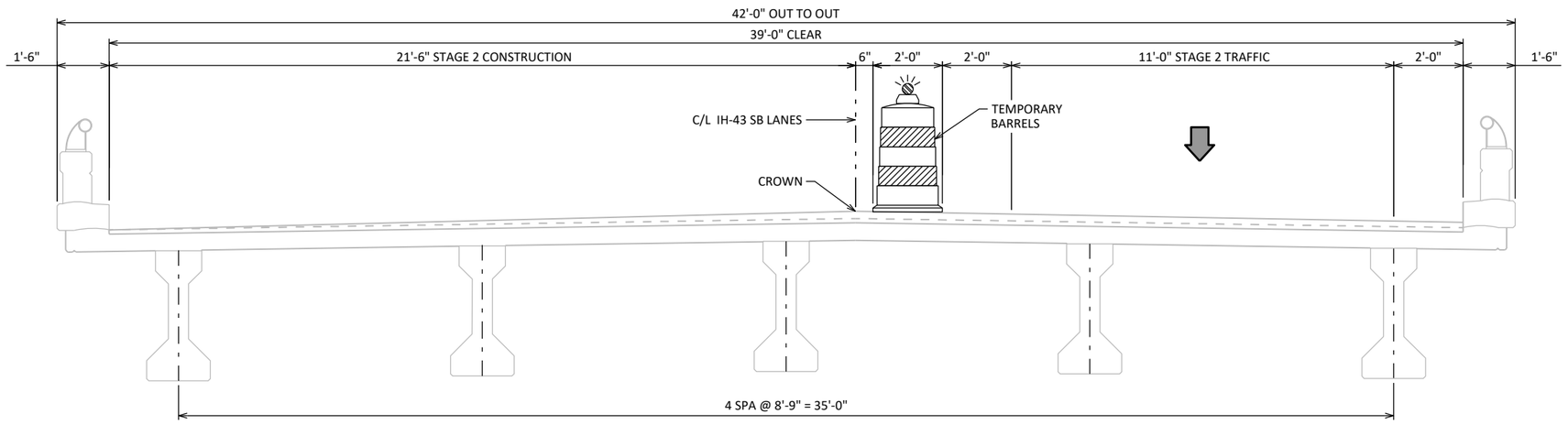
STATE PROJECT NUMBER

1222-13-71



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-18

DRAWN BY CMW | PLANS CK'D KGW

CONSTRUCTION STAGING

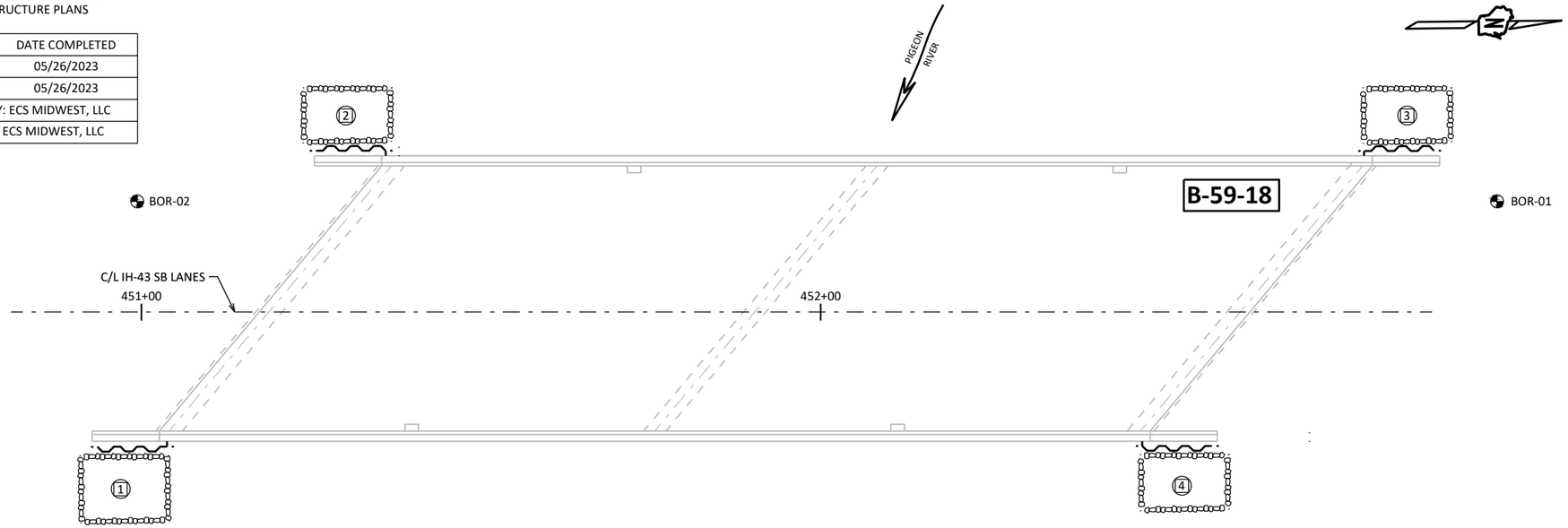
SHEET 3 OF 3

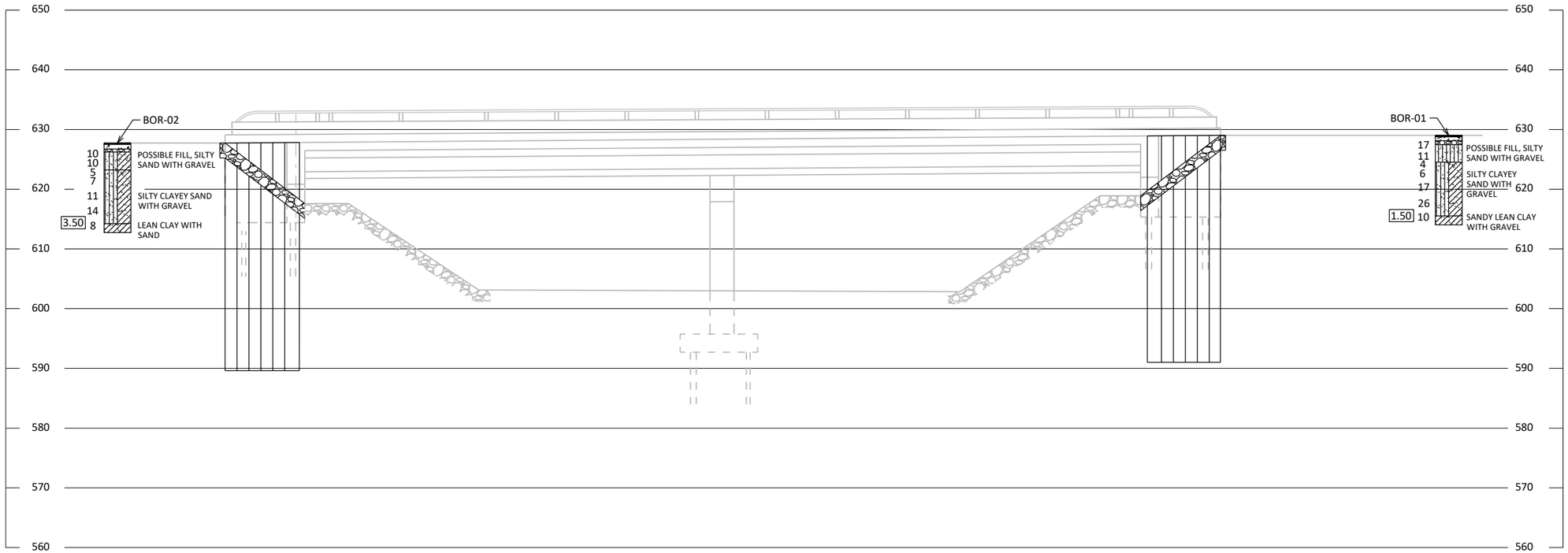
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(#) INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS

BORING #	DATE COMPLETED
1	05/26/2023
2	05/26/2023
BORINGS COMPLETED BY: ECS MIDWEST, LLC	
REPORT COMPLETED BY: ECS MIDWEST, LLC	





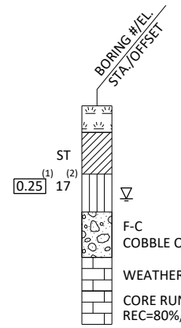
STATE PROJECT NUMBER

1222-13-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-18

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 4 OF 5

442

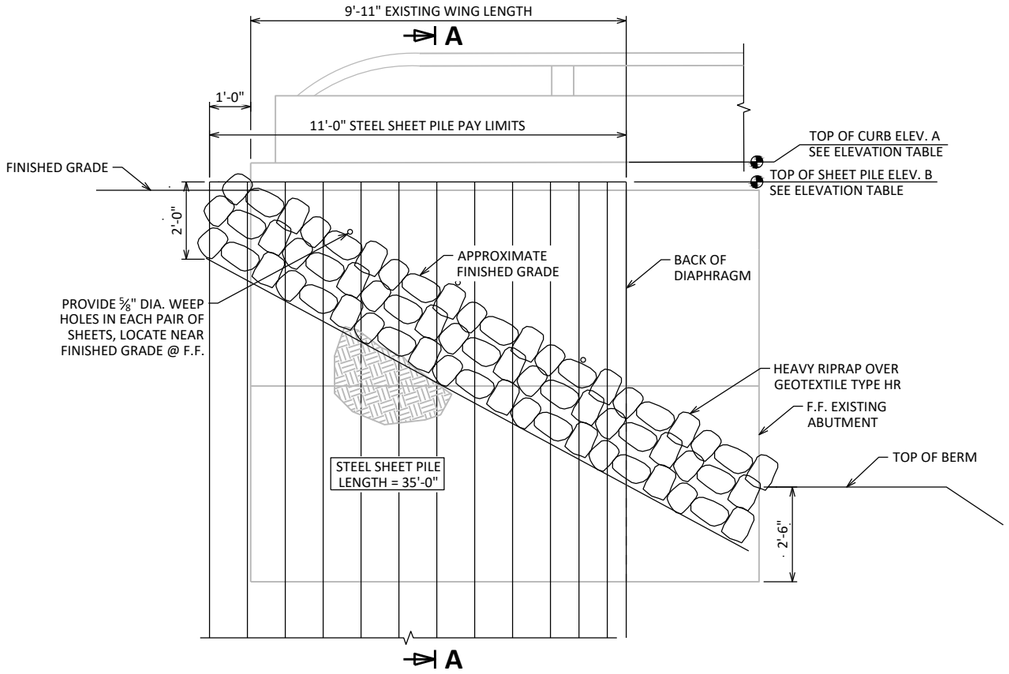
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STATE PROJECT NUMBER

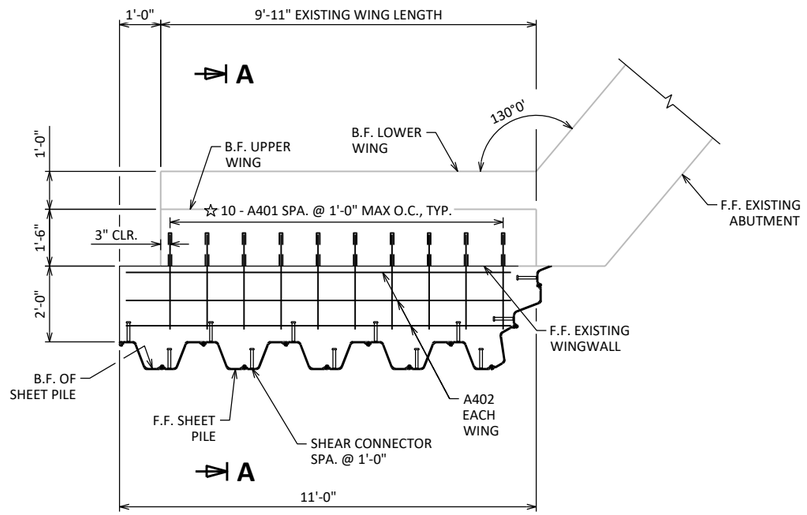
1222-13-71



TYPICAL SHEET PILE WINGWALL STABILIZATION ELEVATION

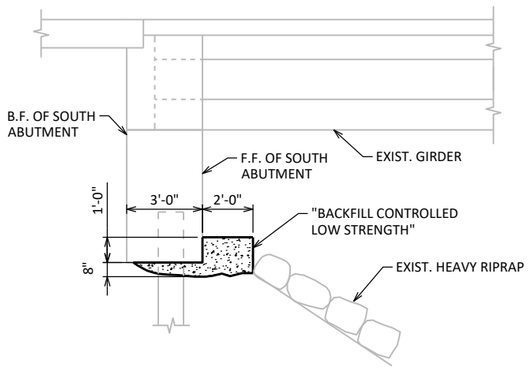
WINGWALLS 1 & 3 SHOWN, WINGWALL 2 & 4 SIM. OPP. HAND

	TOP OF CURB EL. A	TOP OF SHEET PILE EL. B	BOTTOM OF SHEET PILE EL. C
WINGWALL 1	625.42	624.92	589.92
WINGWALL 2	625.37	624.87	589.87
WINGWALL 3	625.88	625.38	590.38
WINGWALL 4	625.73	625.23	590.23



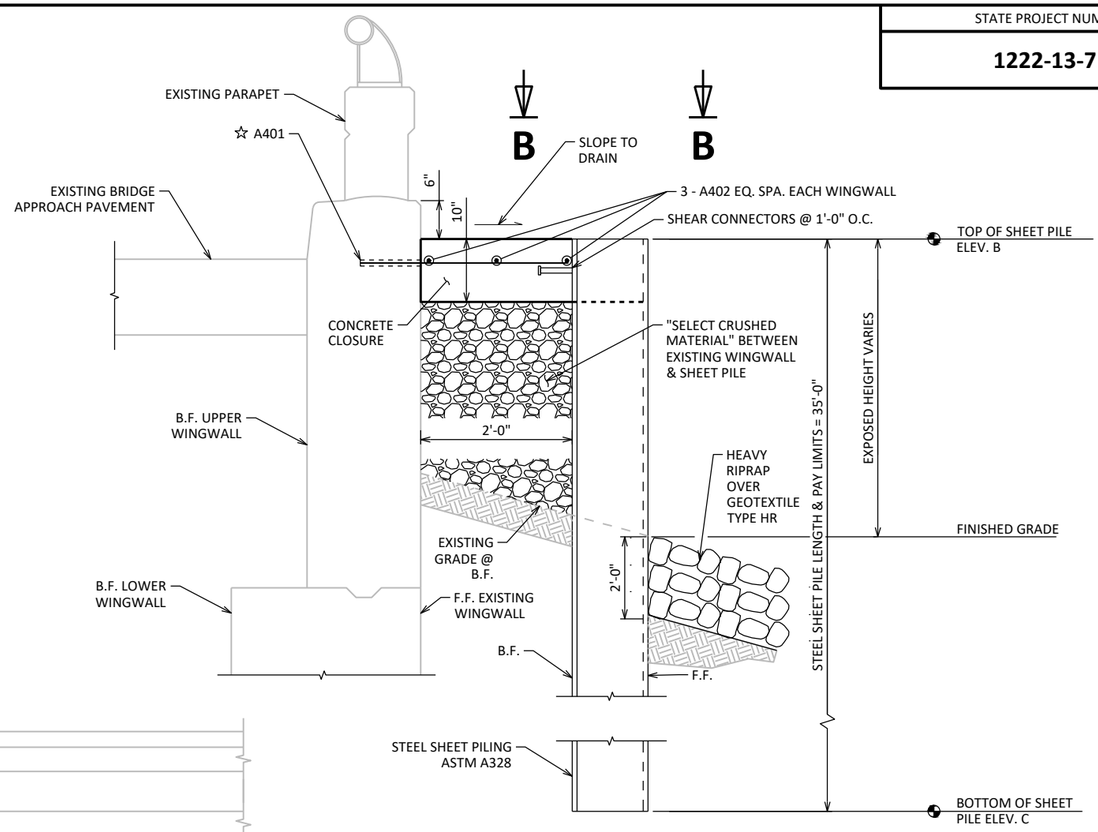
TYPICAL WINGWALL STABILIZATION PLAN

WINGWALLS 1 & 3 SHOWN, WINGWALL 2 & 4 SIM. OPP. HAND

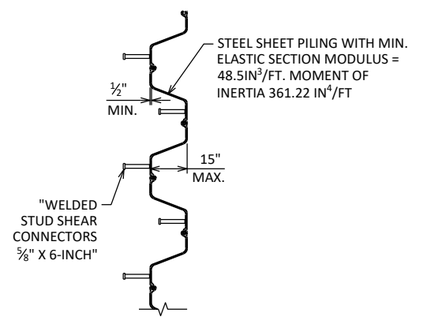


SLOPE REPAIR

SHOWN PERPENDICULAR TO F.F. OF ABUTMENT
(SOUTHWEST CORNER)



SECTION A-A



SECTION B-B

BAR STEEL REINFORCEMENT
& CONCRETE CLOSURE NOT
SHOWN FOR CLARITY

SHEET PILE WALL NOTES

BACKFILL VOLUME EXCAVATED AT THE BACK FACE OF THE SHEET PILE WALL AND NOT OCCUPIED BY THE NEW STRUCTURE WITH SELECT CRUSHED MATERIAL.

COLD ROLLED STEEL SHEETING WITH EQUIVALENT SECTION MODULUS, DEPTH AND THICKNESS MAY BE USED.

DO NOT FURNISH PREVIOUSLY USED MATERIAL .

LEGEND

☆ ADHESIVE ANCHORS NO. 4 BAR.
EMBED 10" IN CONCRETE

F.F. = FRONT FACE

B.F. = BACK FACE

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
☆	A401	X	40	2'-8"			WING DOWEL TRANSVERSE
	A402	X	12	10'-2"			LONGITUDINAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-18

DRAWN BY CWG | PLANS CK'D WAR

WINGWALLS DETAILS

SHEET 5 OF 5
443

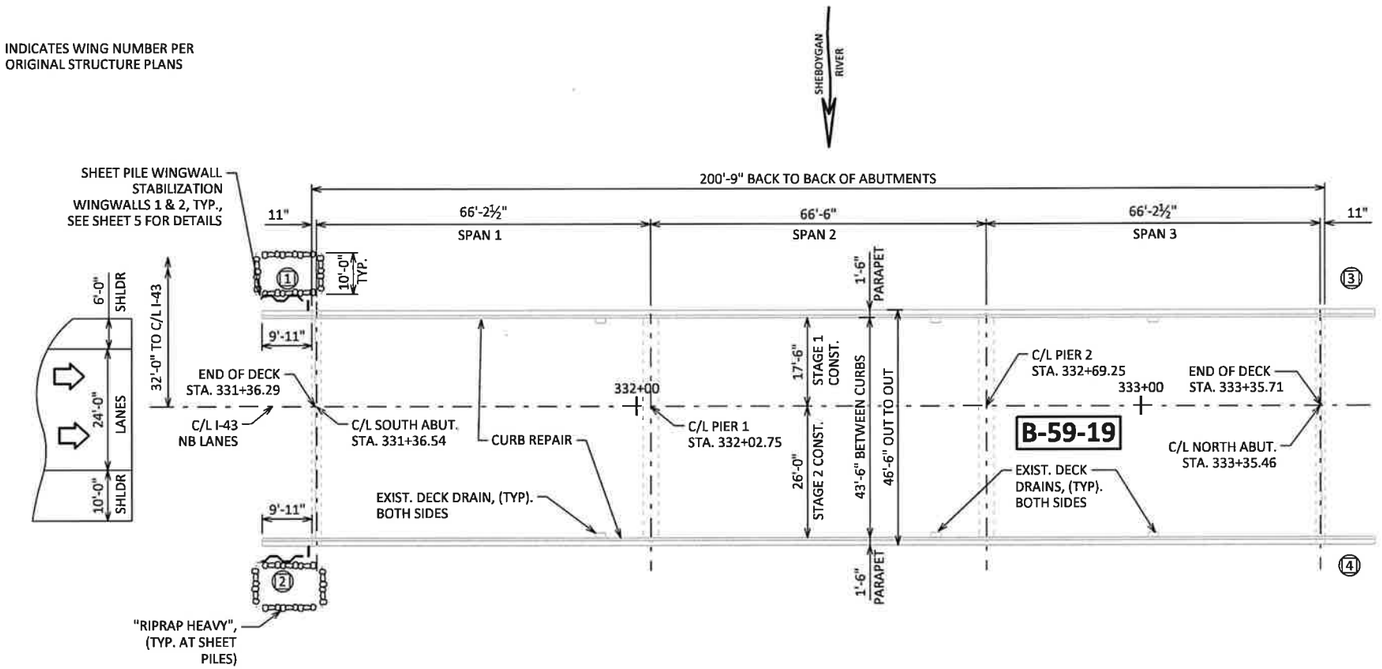
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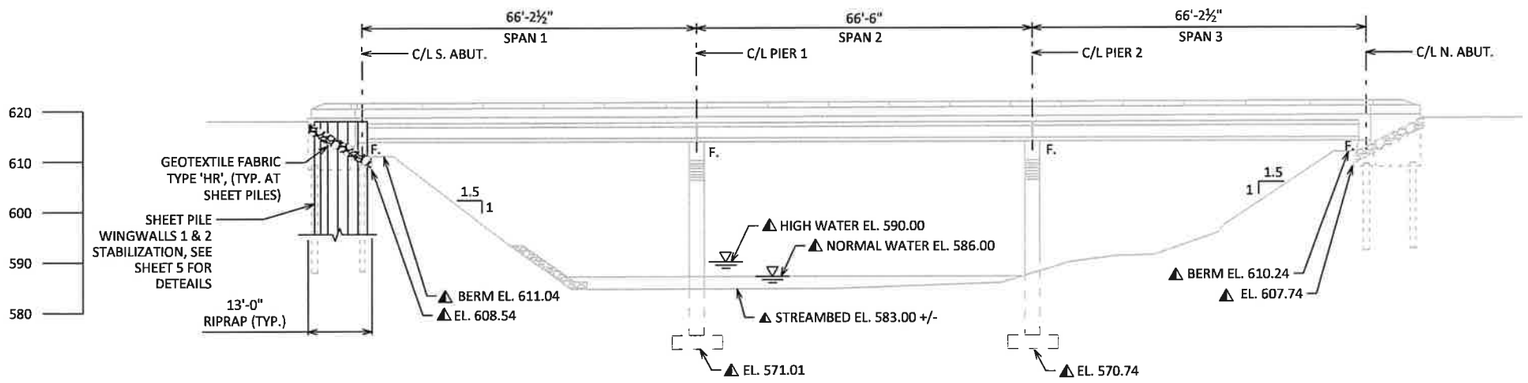
STATE PROJECT NUMBER
1222-13-71

Ⓗ INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS



PLAN

(REHABILITATION 3 SPAN - 45" PRESTRESSED GIRDER)



ELEVATION

(LOOKING WEST)

LEGEND

⚠ PER 1965 ORIGINAL STRUCTURE PLAN ELEVATIONS

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 18
OPERATING RATING: HS = 36
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

STEEL SHEET PILING
ASTM A328 — f_y = 39,000 PSI
MIN. ELASTIC SECTION MODULUS — S_X = 30.2 IN^3/FT

TRAFFIC DATA

FEATURE ON: I-43 NB
ADT = 15,410 (2047)
R.D.S. = 70 MPH

SCOPE OF WORK:

1. WINGWALL STABILIZATION
2. CONCRETE SURFACE REPAIR & CURB REPAIR
3. PARAPET JOINT SEALING
4. RESEAL PARAPETS

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
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5 WINGWALL DETAILS

STRUCTURE DESIGN CONTACTS:
CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRAEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 6440
920 / 592 6445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
10-13-2025

STRUCTURE B-59-19

IH-43 NB OVER SHEBOYGAN RIVER

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR	KGW

GENERAL PLAN

SHEET 1 OF 5
444

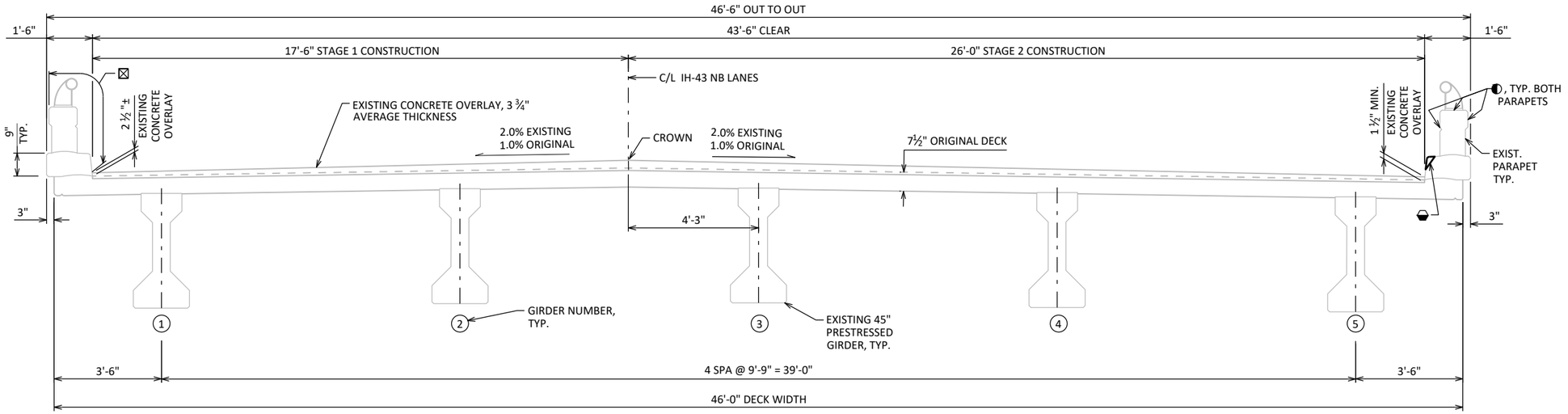
SCALE =

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8

STATE PROJECT NUMBER

1222-13-71



CROSS SECTION

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN AND SHEET 3.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

THE EXISTING STRUCTURE, B-59-19, IS A 3-SPAN PRESTRESSED CONCRETE BRIDGE WITH AN OVERALL WIDTH OF 46'-6" AND A BACK-TO-BACK OF ABUTMENT LENGTH OF 200'-9".

THE SLOPE IN FRONT OF THE SHEET PILE WINGWALL REINFORCEMENT SHALL BE COVERED WITH HEAVY RIPRAP AND GEOTEXTILE TYPE 'HR' TO THE EXTENT SHOWN ON SHEET 1.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT.

LOCATIONS OF "CONCRETE SURFACE REPAIR" AND "CURB REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER 1	PIER 2	NORTH BUT.	TOTALS
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-19	EACH	-	-	-	-	-	1
312.0110	SELECT CRUSHED MATERIAL	TON	-	16	-	-	-	16
502.0100	CONCRETE MASONRY BRIDGES	CY	0.4	1.8	-	-	-	2
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	170	-	-	-	-	170
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	-	20	-	-	-	20
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	-	80	-	-	-	80
506.3013	WELDED STUD SHEAR CONNECTORS ⅝ X 6-INCH	EACH	-	30	-	-	-	30
509.1200	CURB REPAIR	LF	83	-	-	-	-	83
509.1500	CONCRETE SURFACE REPAIR	SF	55	2	-	-	39	96
512.0500	PILING STEEL SHEET PERMANENT DELIVERED	SF	-	910	-	-	-	910
512.0600	PILING STEEL SHEET PERMANENT DRIVEN	SF	-	910	-	-	-	910
606.0300	RIPRAP HEAVY	CY	-	23	-	-	-	23
645.0120	GEOTEXTILE TYPE HR	SY	-	34	-	-	-	34
SPV.0060.03	JOINT SEALANT PARAPET	EACH	16	-	-	-	-	16
	NON-BID ITEMS							
		SIZE						

ALL ITEMS ARE CATEGORY 0030

LEGEND

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO:
- TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS
- TOP AND VERTICAL FACE OF EXISTING CURBS. INCLUDING CURBS ON WINGWALLS

CONCRETE SURFACE REPAIR & CURB REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING.

◒ AT "CURB REPAIR" REMOVE CONCRETE TO SOUND CONCRETE OR AT LEAST 1" BEHIND EXISTING REINFORCING STEEL. FILL REPAIR WITH "CONCRETE MASONRY BRIDGES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-19

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 5

445

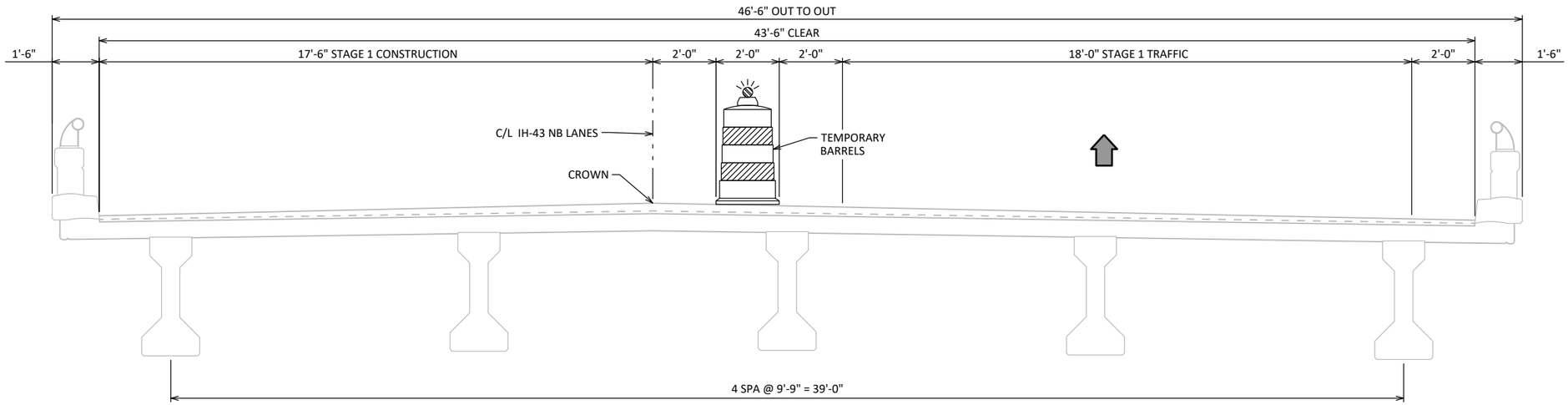
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8

8

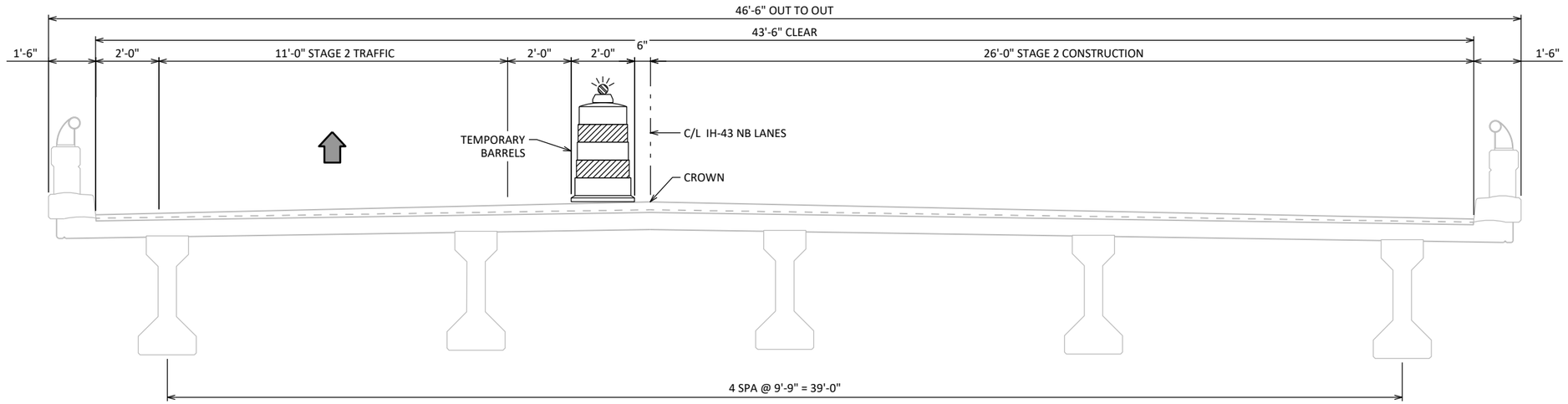
STATE PROJECT NUMBER

1222-13-71



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-19

DRAWN BY CMW | PLANS CK'D KGW

CONSTRUCTION STAGING

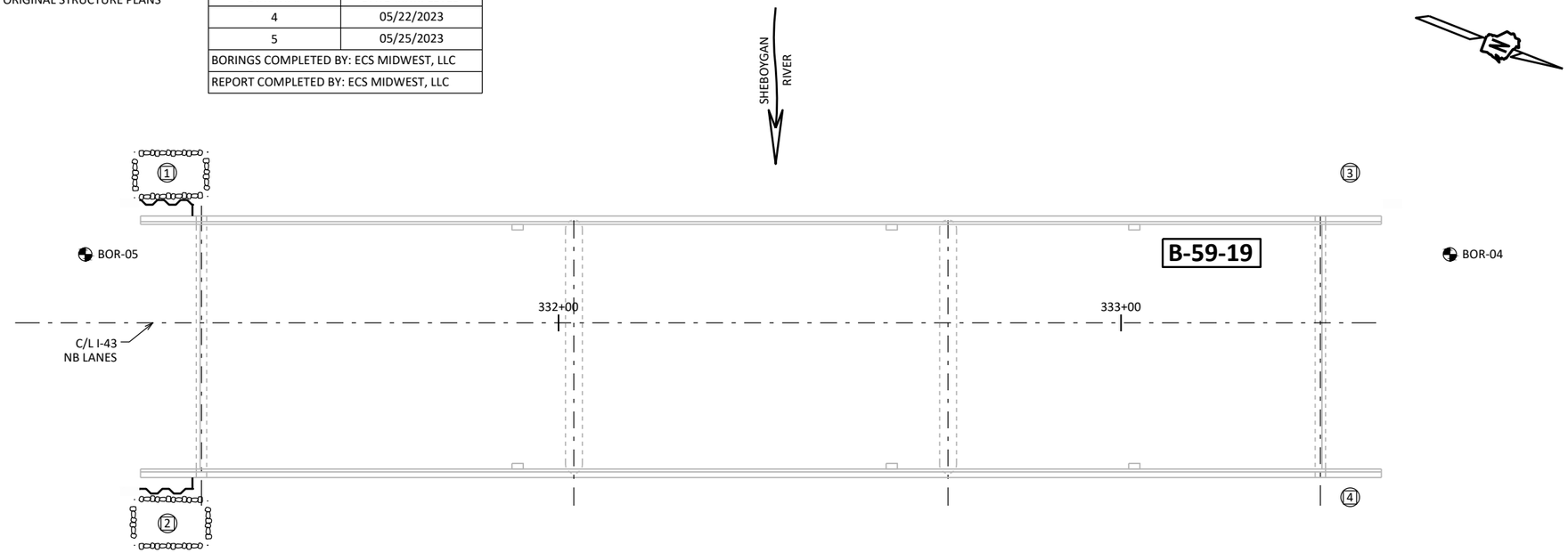
SHEET 3 OF 5

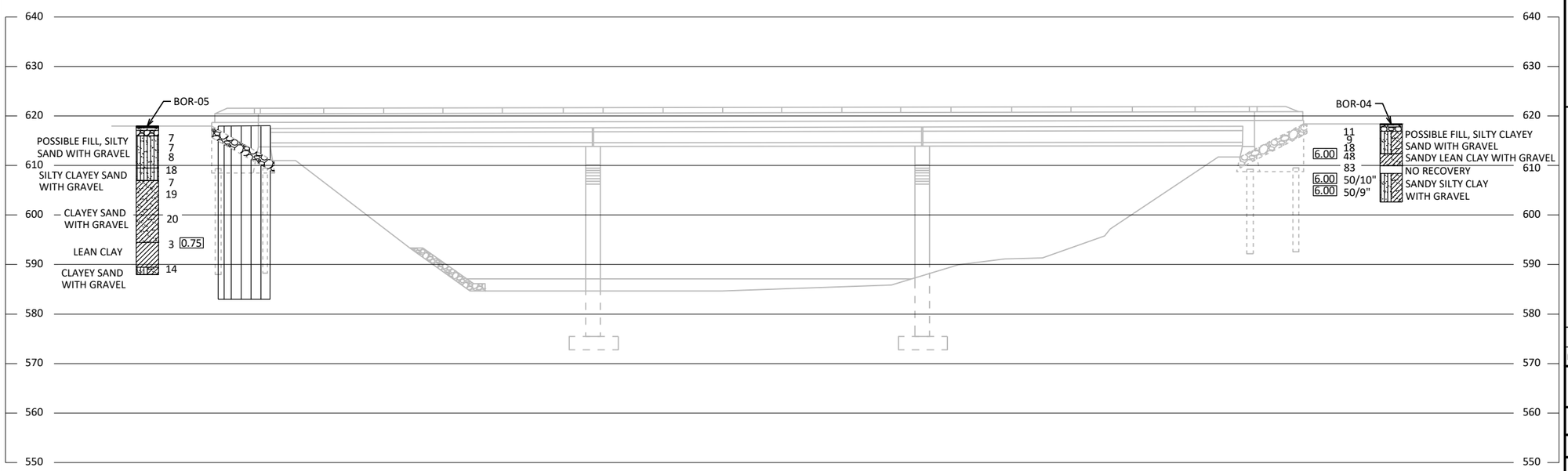
446

SCALE =

(#) INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS

BORING #	DATE COMPLETED
4	05/22/2023
5	05/25/2023
BORINGS COMPLETED BY: ECS MIDWEST, LLC	
REPORT COMPLETED BY: ECS MIDWEST, LLC	





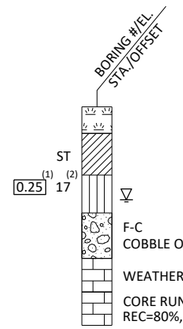
STATE PROJECT NUMBER

1222-13-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-19

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 4 OF 5

447

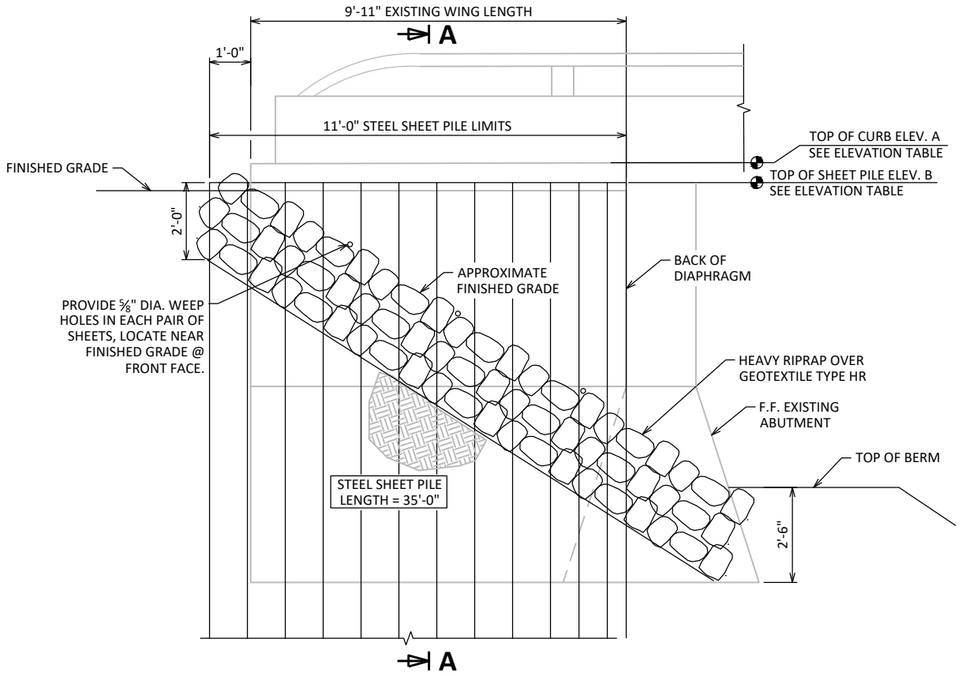
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STATE PROJECT NUMBER

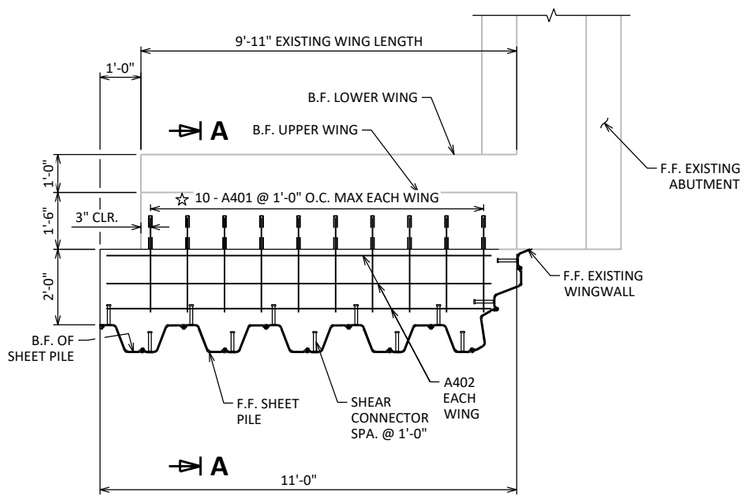
1222-13-71



TYPICAL SHEET PILE WINGWALL STABILIZATION ELEVATION

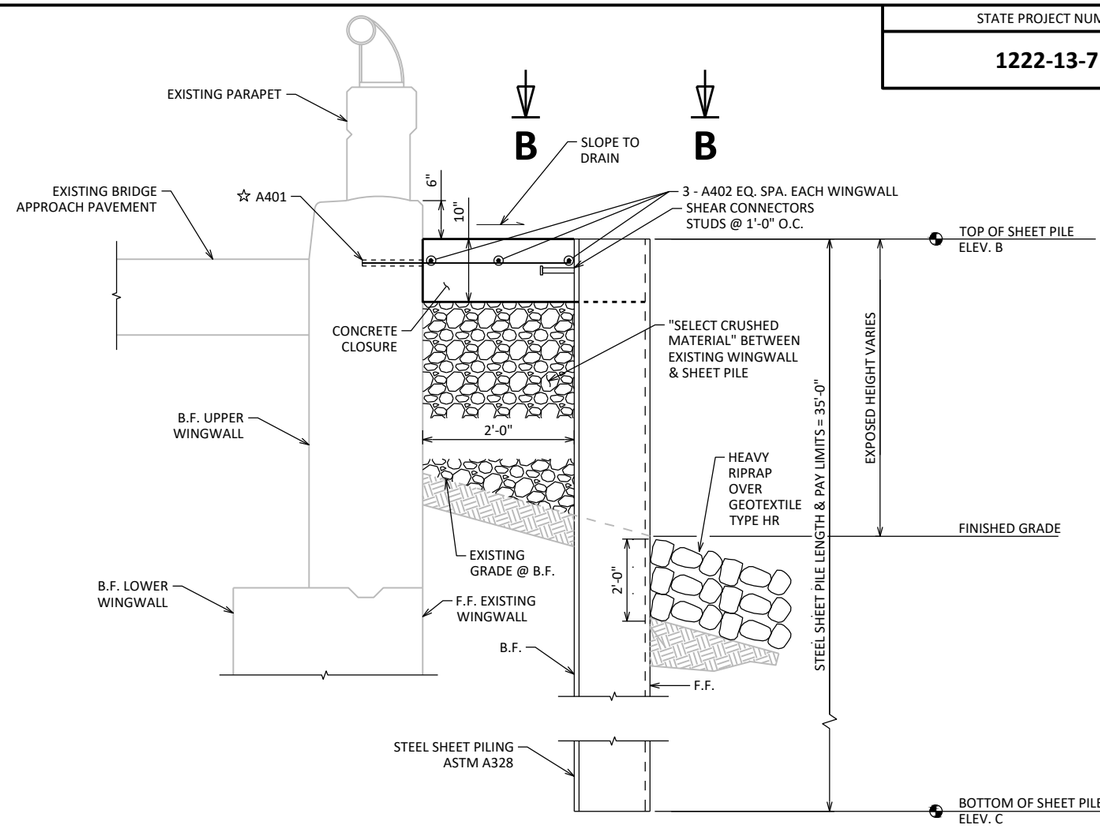
WINGWALLS 2 SHOWN, WINGWALL 1 SIM. OPP. HAND

	TOP OF CURB EL. A	TOP OF SHEET PILE EL. B	BOTTOM OF SHEET PILE EL. C
WINGWALL 1	618.68	618.18	583.18
WINGWALL 2	618.58	618.08	583.08

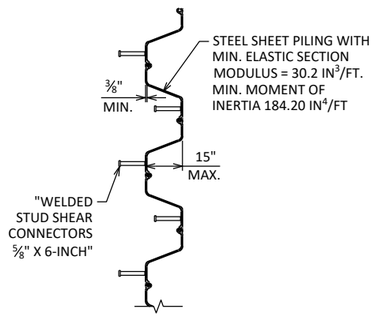


TYPICAL WINGWALL STABILIZATION PLAN

WINGWALLS 2 SHOWN, WINGWALL 1 SIM. OPP. HAND



SECTION A-A



SECTION B-B

BAR STEEL REINFORCEMENT
& CONCRETE CLOSURE NOT
SHOWN FOR CLARITY

SHEET PILE WALL NOTES

BACKFILL VOLUME EXCAVATED AT THE BACK FACE OF THE SHEET PILE WALL AND NOT OCCUPIED BY THE NEW STRUCTURE WITH SELECT CRUSHED MATERIAL.

COLD ROLLED STEEL SHEETING WITH EQUIVALENT SECTION MODULUS, DEPTH AND THICKNESS MAY BE USED.

DO NOT FURNISH PREVIOUSLY USED MATERIAL .

LEGEND

☆ ADHESIVE ANCHORS NO. 4 BAR.
EMBED 10" IN CONCRETE

F.F. = FRONT FACE

B.F. = BACK FACE

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
☆	A401	X	20	2'-8"			WING DOWEL TRANSVERSE
	A402	X	6	10'-2"			LONGITUDINAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-19

DRAWN BY CWG | PLANS CK'D KGW

WINGWALLS DETAILS

SHEET 5 OF 5
448

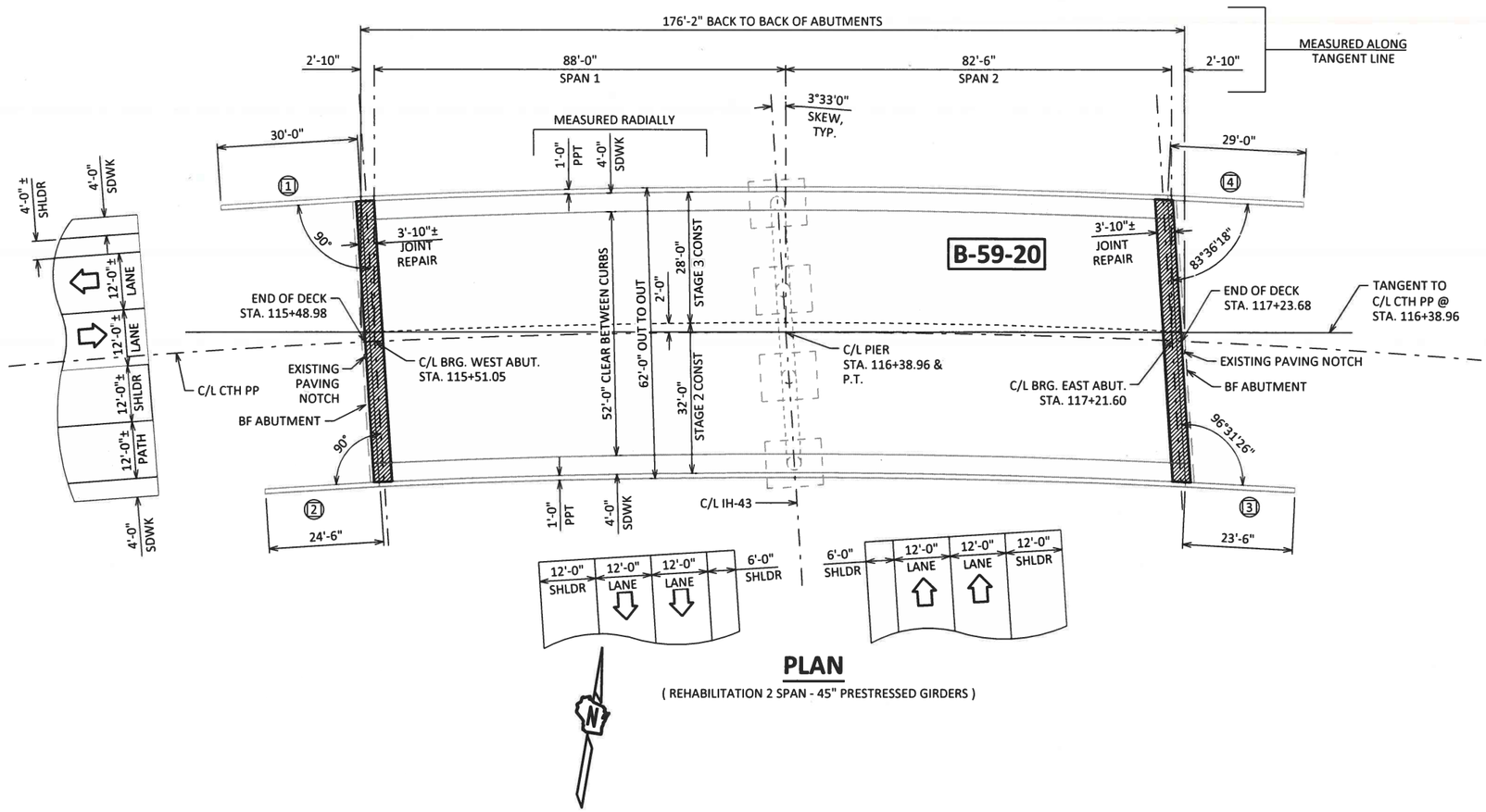
SCALE =

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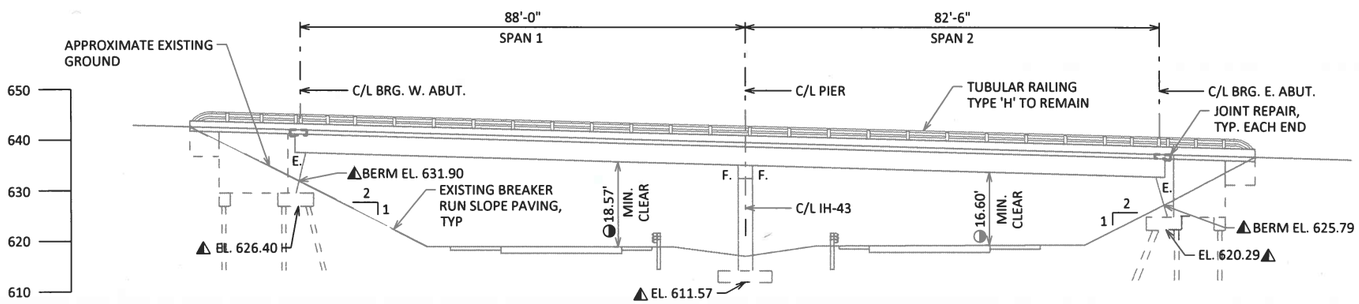
STATE PROJECT NUMBER
1222-13-71

(#) INDICATES EXISTING WING NUMBER PER 1992 STRUCTURE PLANS



PLAN

(REHABILITATION 2 SPAN - 45" PRESTRESSED GIRDERS)



ELEVATION

(LOOKING NORTH - NORMAL TO SUBSTRUCTURE UNITS)

LEGEND

▲ PER 1992 SUPERSTRUCTURE AND ABUTMENT REPLACEMENT PLANS
◒ PER HSI (DIMENSION DATED 06/07/2017)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 20
OPERATING RATING: HS = 38
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/08/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE ——— f'_c = 4,000 PSI
ALL OTHER ——— f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 ——— f_y = 60,000 PSI

TRAFFIC DATA

FEATURE ON: CTH PP
ADT = 6,600 (2021)
R.D.S. = 50 MPH

FEATURE UNDER: I-43
ADT = 30,820 (2047)
R.D.S. = 70 MPH

CURVE DATA

FEATURE ON
P.I. =116+45.50
Δ = 28° 36'
D = 3°00'
T = 486.87'
L = 953.33'
R = 1909.86'
S.E. = 0.05 FT/FT

SCOPE OF WORK:

1. JOINT REPAIR
2. CONCRETE SURFACE REPAIR

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 REMOVAL DETAILS
5 JOINT DETAILS
6 STRIP SEAL EXP. JT.
7 STRIP SEAL COVER PLATE
8 BAR SPLICER (COUPLER) DETAILS

STRUCTURE DESIGN CONTACTS:
KEVIN WOOD (414) 266-9144
AARON BONK (608) 261-0261

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
August 4, 2023

NO.	DATE	REVISION	BY

GRÄEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

ACCEPTED SDR 08/30/23
CHIEF STRUCTURES DESIGN ENGINEER DATE

STRUCTURE B-59-20

CTH PP OVER IH-43

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
N/A REHABILITATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	WAR	KGW

GENERAL PLAN

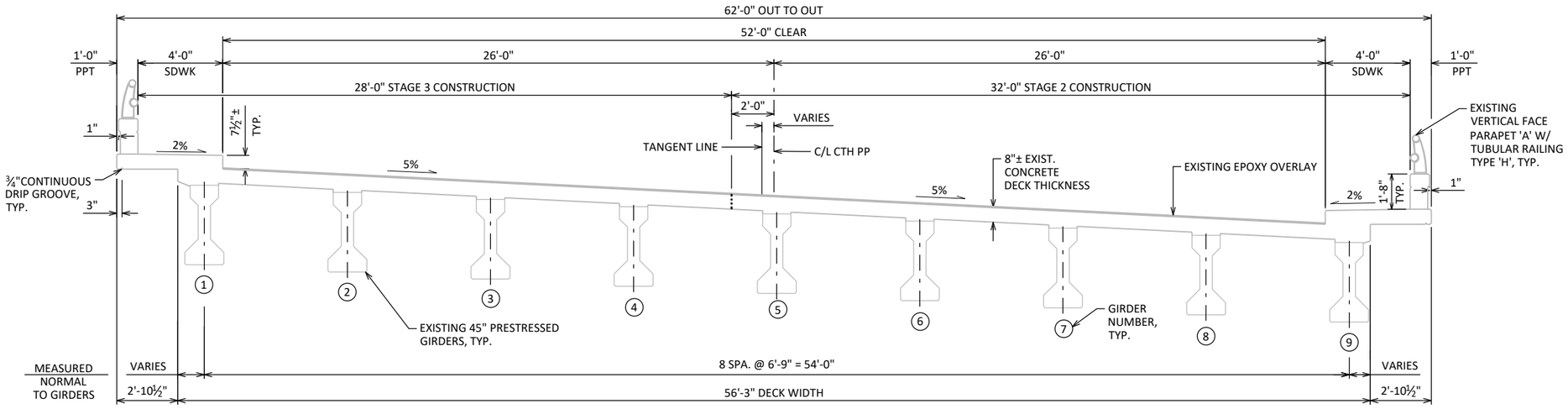
SHEET 1 OF 8
449

SCALE =

LD DATE:

8

8



NOTE: ALL DIMENSIONS MEASURED RADIAL TO C/L ROADWAY EXCEPT AS NOTED

CROSS SECTION

(LOOKING EAST)

STATE PROJECT NUMBER

1222-13-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

STATIONS SHOWN ARE BASED ON ORIGINAL STRUCTURE PLANS AND ARE IN FEET.

PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO TOP OF NEW DECK WITHIN JOINT REPAIR, INCLUDING VERTICAL AND HORIZONTAL FACE OF PAVING NOTCH AND SIDEWALK.

ANY EXCAVATION NECESSARY TO COMPLETE THE JOINT REPAIRS AT THE ABUTMENTS IS TO BE CONSIDERED INCIDENTAL TO THE BID ITEM "CONCRETE MASONRY DECK REPAIR".

LOCATIONS OF "CONCRETE SURFACE REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR UNLESS SHOWN OR NOTED OTHERWISE.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE EXISTING GIRDER, INCLUDING SHEAR STIRRUPS. SAWCUTTING OF THE EXISTING SHEAR STIRRUPS IS NOT ALLOWED.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN.

THE EXISTING BRIDGE, B-59-20, IS A 2-SPAN PRESTRESSED CONCRETE BRIDGE WITH AN OVERALL RADIAL WIDTH OF 62'-0" AND BACK OF BACK OF ABUTMENT LENGTH OF 176'-2" MEASURED ALONG TANGENT.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT, UNLESS SPECIFIED OTHERWISE.

JOINT REMOVAL SHALL INCLUDED A SAW CUT ON THE BOTTOM OF THE DECK AND A SAW CUT ON TOP OF THE DECK INCLUDING SIDEWALK.

JOINT REPAIR AREAS SHALL BE FILLED WITH "CONCRETE MASONRY DECK REPAIR".

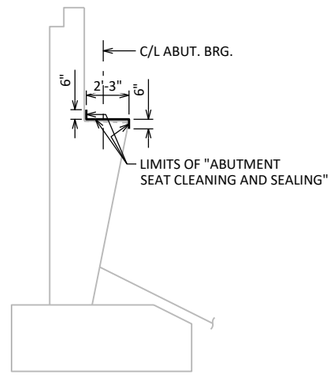
BEVEL EXPOSED EDGES OF CONCRETE ¾ -INCH, UNLESS OTHERWISE NOTED.

THE EXISTING PARAPET AND RAIL ARE TO REMAIN IN PLACE. THE EXISTING GUARDRAIL BASE PLATES GASKETS HAVE BEEN IDENTIFIED TO CONTAIN ASBESTOS MATERIAL AND STSP 107-120 SHALL BE FOLLOWED. IF THE GASKETS ARE DISTURBED STSP 203-005 SHALL BE FOLLOWED.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	WEST ABUT.	PIER	EAST ABUT.	TOTALS
502.3101	EXPANSION DEVICE	LF	121	--	--	--	121
502.3200	PROTECTIVE SURFACE TREATMENT	SY	36	15	--	15	66
502.4205	ADHESIVE ANCHORS NO. 5 BAR	EACH	--	62	--	62	124
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	2,370	530	--	530	3,430
505.0904	BAR COUPLERS NO. 4	EACH	8	--	--	--	8
505.0905	BAR COUPLERS NO. 5	EACH	18	3	--	3	24
505.0906	BAR COUPLERS NO. 6	EACH	10	--	--	--	10
509.1000	JOINT REPAIR	SY	37	8	--	8	53
509.1500	CONCRETE SURFACE REPAIR	SF	--	11	--	2	13
509.2100.S	CONCRETE MASONRY DECK REPAIR	CY	15	3	--	3	21
SPV.0180.01	ABUTMENT SEAT CLEANING AND SEALING	SY	--	22	--	22	44

ALL ITEMS ARE CATEGORY 0040



ABUTMENT SEAT CLEANING AND SEALING

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY WAR | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 8

450

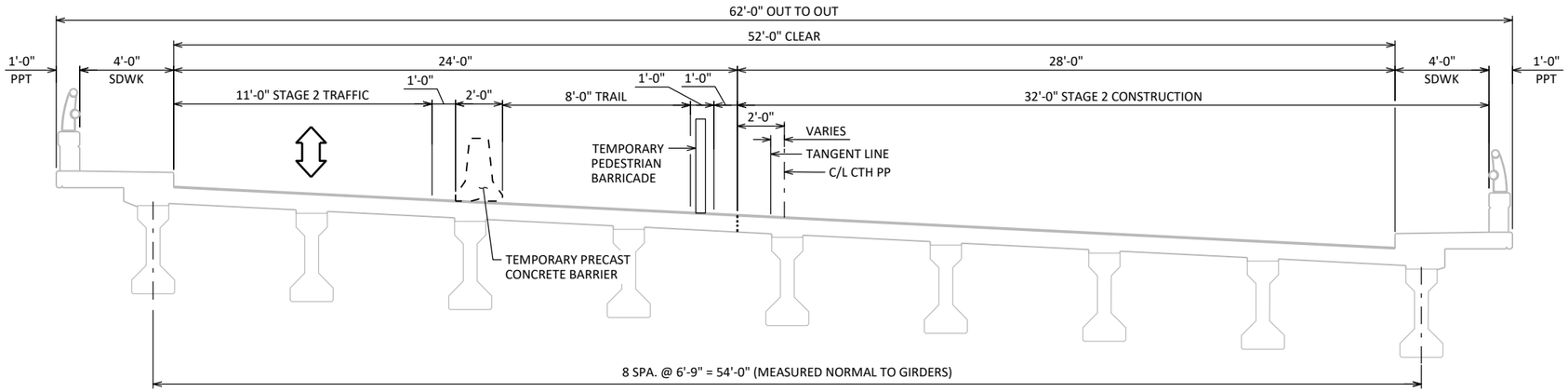
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8

STATE PROJECT NUMBER

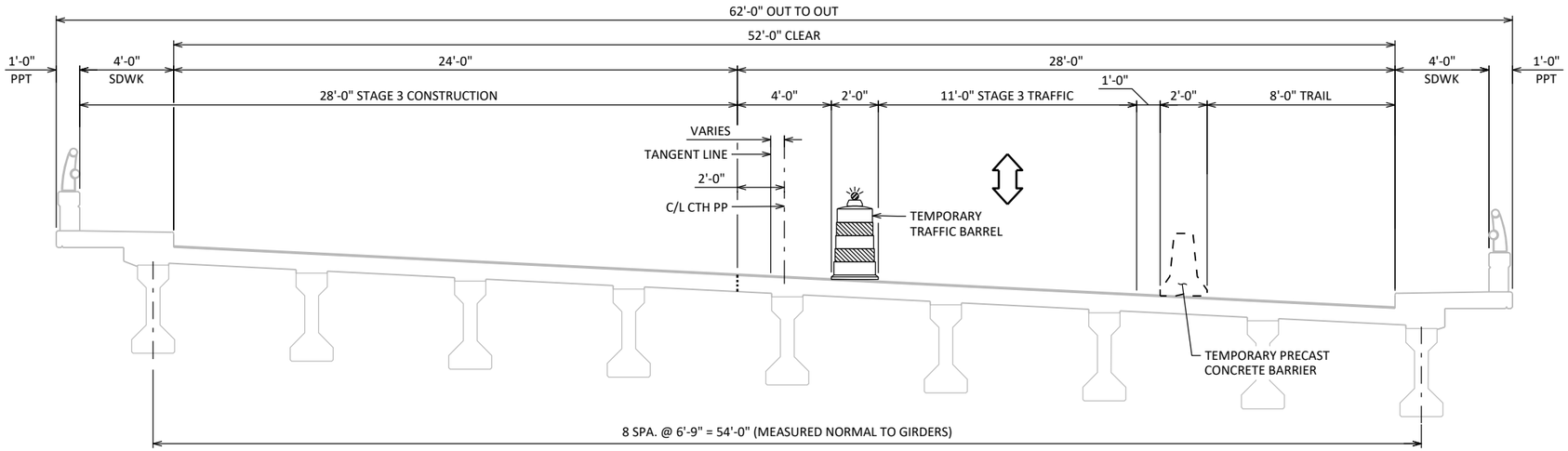
1222-13-71



NOTE: ALL DIMENSIONS MEASURED RADIAL TO C/L ROADWAY EXCEPT AS NOTED

STAGE 2 CONSTRUCTION

(LOOKING EAST)



NOTE: ALL DIMENSIONS MEASURED RADIAL TO C/L ROADWAY EXCEPT AS NOTED

STAGE 3 CONSTRUCTION

(LOOKING EAST)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY WAR | PLANS CK'D KGW

CONSTRUCTION STAGING

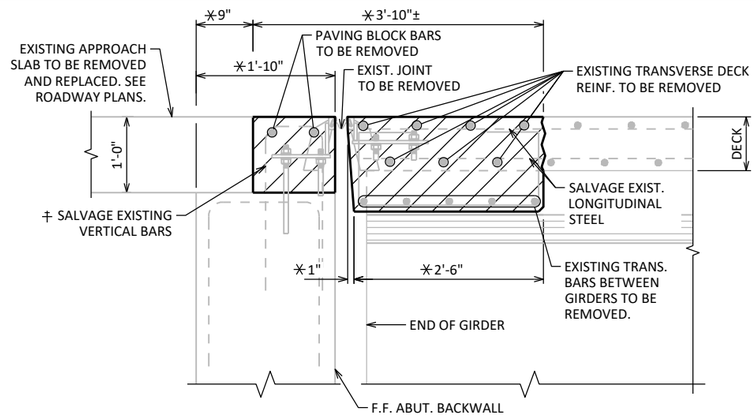
SHEET 3 OF 8

451

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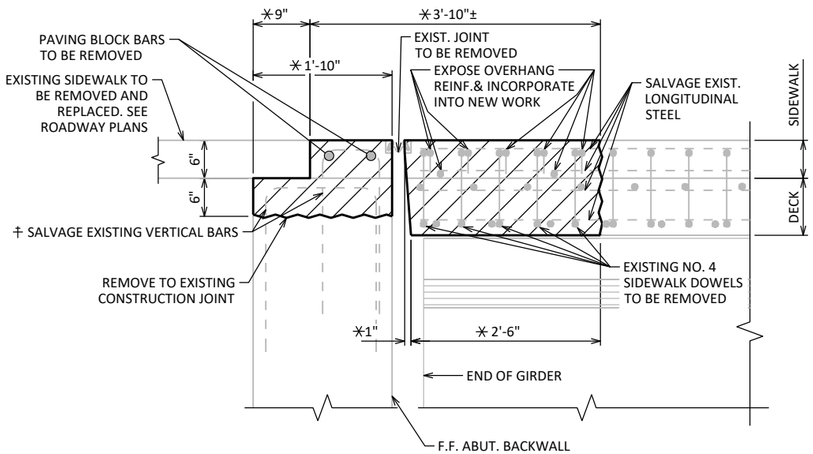
STATE PROJECT NUMBER

1222-13-71



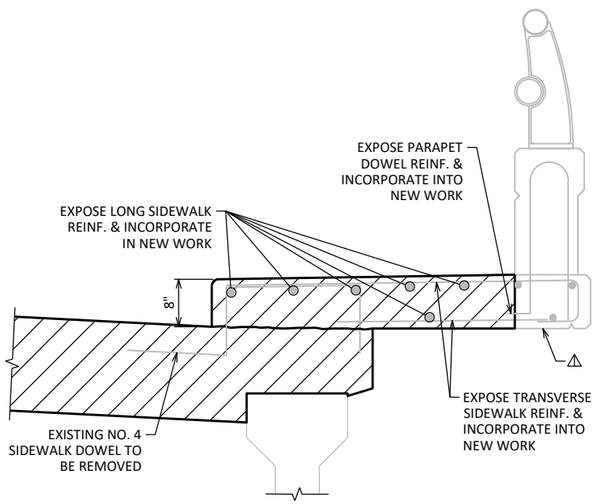
JOINT REPAIR AT DECK - REMOVAL

NORMAL TO C/L OF SUBSTRUCTURE



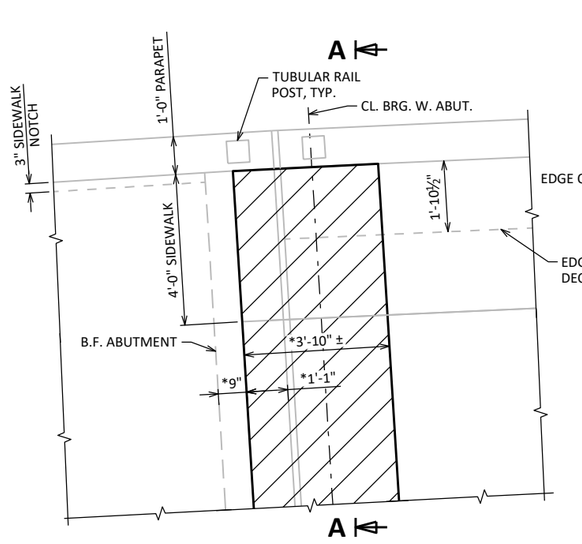
JOINT REPAIR AT SIDEWALK - REMOVAL

NORMAL TO C/L OF SUBSTRUCTURE



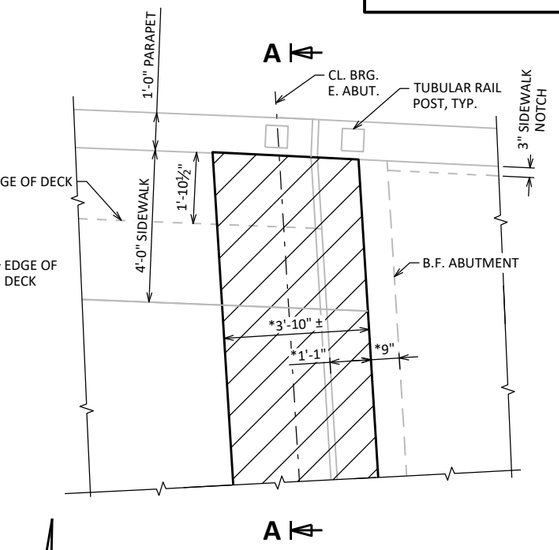
SECTION A-A

TYPICAL DECK REINFORCEMENT NOT SHOWN FOR CLARITY



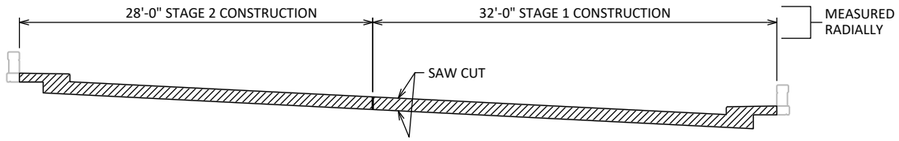
WEST ABUTMENT

NORTH END OF ABUTMENT SHOWN, SOUTH END OF ABUT. SIMILAR



EAST ABUTMENT

NORTH END OF ABUTMENT SHOWN, SOUTH END OF ABUT. SIMILAR



PAVING BLOCK REMOVAL

(LOOKING EAST)

LEGEND

- CONCRETE REMOVAL
- * DIMENSIONS TAKEN NORMAL TO C/L OF ABUTMENT
- ⚠ IF REQUIRED, SUPPORT OF SIDEWALK OVERHANG AND BRIDGE RAILING DURING CONSTRUCTION SHALL BE INCLUDED IN THE UNIT BID PRICE "JOINT REPAIR".
- † EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. SALVAGE AND INCORPORATE AS MUCH REBAR AS PRACTICAL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY CWG | PLANS CK'D WAR

REMOVAL DETAILS

SHEET 4 OF 8

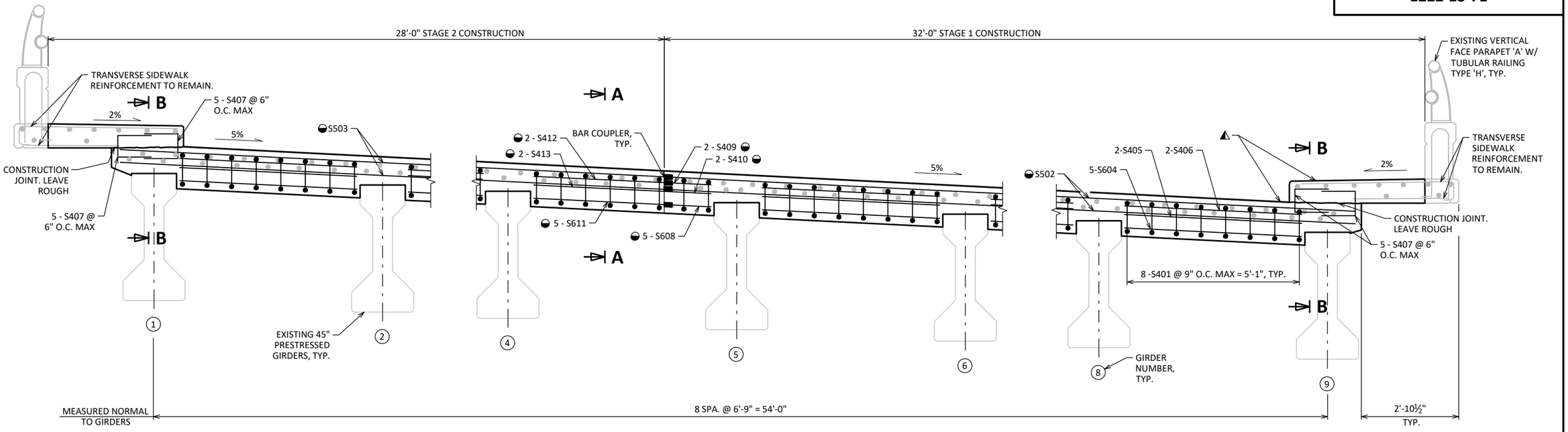
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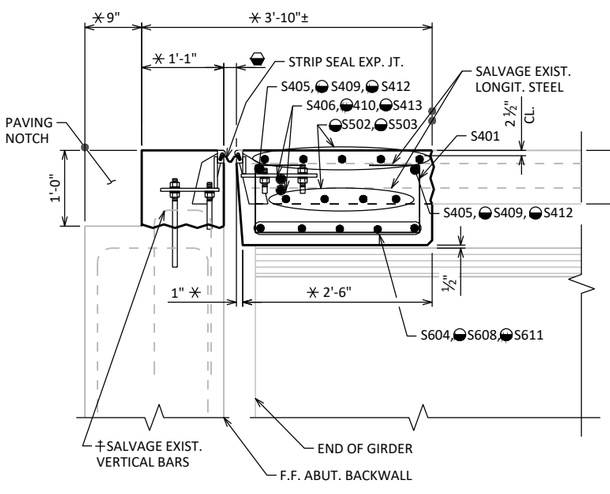
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STATE PROJECT NUMBER
1222-13-71



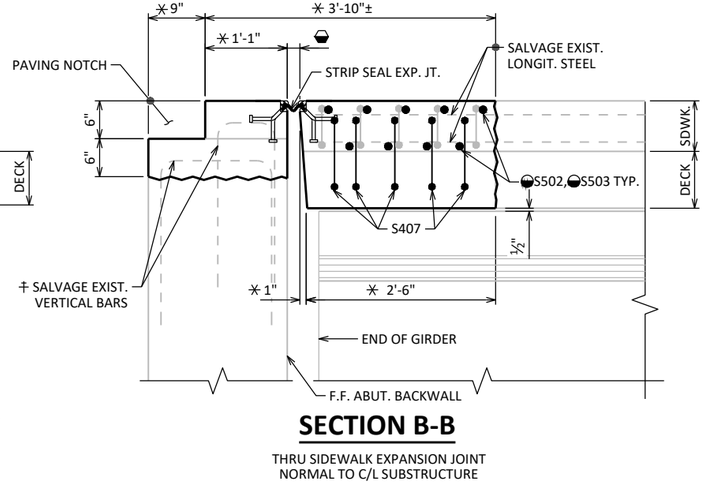
TRANSVERSE SECTION AT DIAPHRAGM EXPANSION END

(LOOKING EAST @ EAST ABUTMENT, WEST ABUTMENT SIMILAR)



SECTION A-A

THRU DECK EXPANSION JOINT
NORMAL TO C/L SUBSTRUCTURE



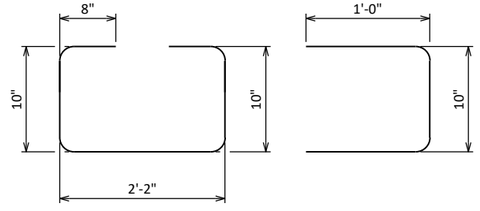
SECTION B-B

THRU SIDEWALK EXPANSION JOINT
NORMAL TO C/L SUBSTRUCTURE

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
S401	X	128	4'-10"	X		STIRRUPS BTWN. GIRDERS
◒ S502	X	18	30'-1"			TRAN. DECK STAGE 1
◒ S503	X	18	26'-1"			TRAN. DECK STAGE 2
S604	X	70	5'-1"			TRAN. DIAPH. BOT. BTWN.
S405	X	28	5'-1"			TRAN. DIAPH. TOP BTWN. GIRDERS
S406	X	28	5'-1"			TRAN. NEAR JOINT
S407	X	40	2'-8"	X		SIDEWALK DOWELS
◒ S608	X	10	1'-10"			TRAN. DIAPH BOT. STAGE 1 DOWEL
◒ S409	X	4	1'-10"			TRAN. DIAPH. TOP BTWN. GIRDERS STAGE 1 DOWEL
◒ S410	X	4	1'-10"			TRAN. NEAR JOINT STAGE 1 DOWEL
◒ S611	X	10	3'-3"			TRAN. DIAPH. BOT. STAGE 2 DOWEL
◒ S412	X	4	3'-3"			TRAN. DIAPH. TOP BTWN. GIRDERS STAGE 2 DOWEL
◒ S413	X	4	3'-3"			TRAN. NEAR JOINT STAGE 2 DOWEL



S401 **S407**

TEMPERATURE TABLE		
TEMPERATURE	◒ JOINT OPENING	
	W. ABUT.	E. ABUT.
5°	2¾"	2½"
15°	2⅝"	2⁷⁄₁₆"
25°	2½"	2⅜"
35°	2⅜"	2⁵⁄₁₆"
45°	2¼"	2¼"
55°	2⅛"	2³⁄₁₆"
65°	2"	2⅛"
75°	1⅞"	2¹⁄₁₆"
85°	1¾"	2"

LEGEND

- ✳ DIMENSIONS GIVEN ARE NORMAL TO C/L OF SUBSTRUCTURE UNIT.
- ◒ BAR COUPLER REQ'D, BAR LENGTHS GIVEN ARE TO THE CONSTRUCTION JOINT LINE. COORDINATE ACTUAL LENGTHS WITH BAR COUPLER SUPPLIER, SEE SHEET 8 FOR DETAILS.
- ⚠ PROTECTIVE SURFACE TREATMENT TO BE APPLIED TO TOP OF NEW DECK WITHIN JOINT REPAIR, INCLUDING VERTICAL AND HORIZONTAL FACE OF PAVING NOTCH AND SIDEWALK.
- † EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. SALVAGE AND INCORPORATE AS MUCH REBAR AS PRACTICAL.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY CWG | PLANS CK'D WAR

JOINT DETAILS

SHEET 5 OF 8
453

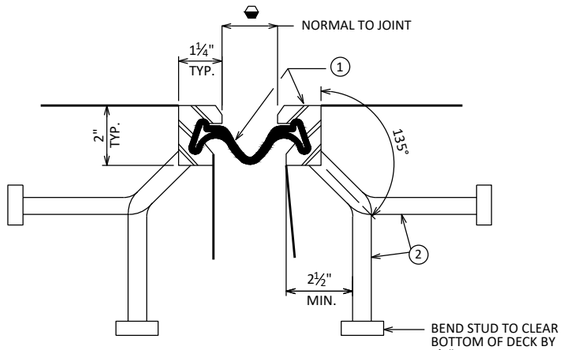
SCALE =

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8

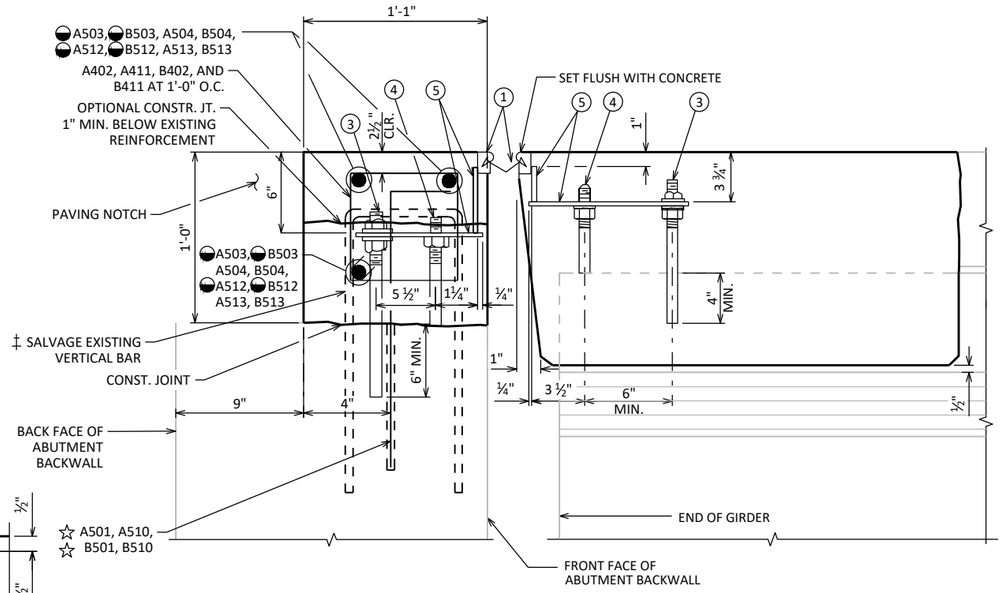
STATE PROJECT NUMBER

1222-13-71



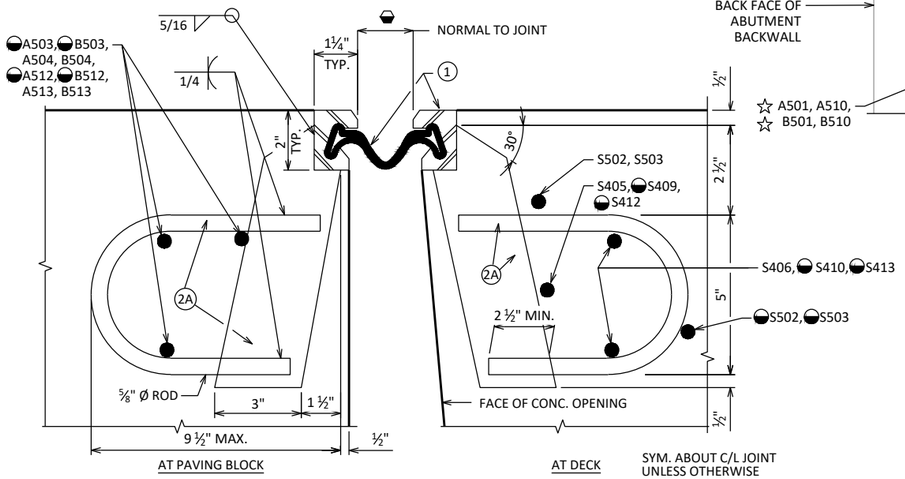
SECTION THRU JOINT

EXTERIOR GIRDER TO EDGE OF DECK AND AT SIDEWALKS.



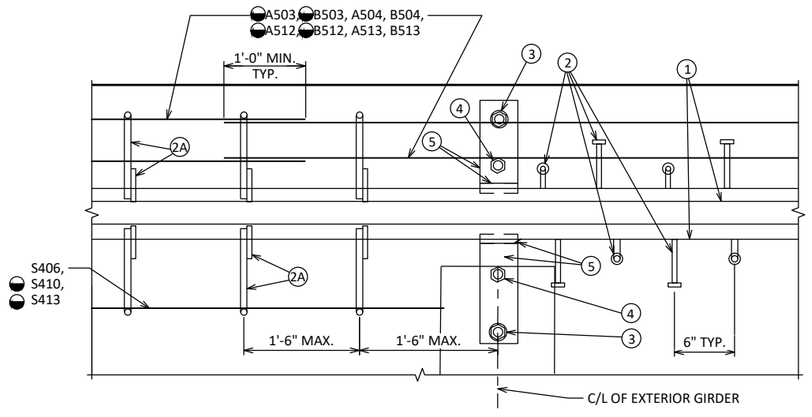
TYPICAL SECTION THRU JOINT

NORMAL TO C/L SUBSTRUCTURE AT ABUTMENT
SUPERSTRUCTURE REINFORCEMENT NOT SHOWN FOR CLARITY



SECTION THRU JOINT

ROADWAY TRAFFIC AREA BETWEEN EXTERIOR GIRDERS.



PART PLAN

LEGEND

1. NEOPRENE STRIP SEAL (4-INCH) AND STEEL EXTRUSIONS. JOINT OPENINGS GIVEN NORMAL TO JOINT.
2. STUDS ⅝" Ø x 6⅜" LONG AT 6" ALTERNATE CENTERS, WELD TO EXTRUSIONS AND BEND AS SHOWN AFTER WELDING.
2A. ½" THICK ANCHOR PLATE WITH ⅝" Ø ROD (OR ALTERNATE STRIP SEAL ANCHOR). WELD ROD TO ANCHOR PLATE, WELD ANCHOR PLATE TO NO. 1 AT 1'-6" CENTERS BETWEEN GIRDERS.
3. ¾" Ø THREADED ROD WITH 2 NUTS AND PLATE WASHERS. GROUT THREADED ROD INTO FIELD DRILLED HOLES ON C/L OF GIRDER. ON ABUTMENT SIDE, GROUT THREADED ROD INTO FIELD DRILLED HOLES IN ABUTMENT BACKWALL AS SHOWN.
4. ¾" Ø THREADED ROD WITH NUT, TACK WELD NUT TO NO. 5.
5. FABRICATE SUPPORT FROM 3" x ½ " BAR AS SHOWN OR EQUIVALENT. ONE PER GIRDER PER SIDE, SHOP OR FIELD WELD TO NO. 1. IF FIELD WELDED, COVER WELDED AREAS WITH EPOXY-COATING MATERIAL. PROVIDE 1½" Ø HOLE FOR NO. 3 AND 1" Ø HOLE FOR NO. 4.
6. NOT USED
7. ¾" Ø x 1½" STAINLESS STEEL SOCKET FLAT HEAD SCREWS WITH ANTI-SEIZE LUBRICANT. PLACE IN COUNTERSUNK HOLE. RECESS 1/16" BELOW PLATE SURFACE.
8. ¾" Ø x 4" GALVANIZED HEX HEAD BOLT, BEND 45°.
9. ¾" Ø x 2¼" GALVANIZED THREADED COUPLING.
10. SIDEWALK COVER PLATE ⅜" X 2'-0" WIDE X LIMITS SHOWN. BEND DOWN FACE OF SIDEWALK WITH HOLES FOR NO. 7. GALVANIZED PLATE AFTER SLIP-RESISTANT SURFACE IS APPLIED.
11. 1" x 5" SLOTTED COUNTERSUNK HOLE FOR NO. 7. PLACE SLOT PARALLEL TO DIRECTION OF MOVEMENT.

☆ A501, A510, B501, B510 ADHESIVE ANCHORS. EMBED 1'-0" IN CONCRETE. SPACE AT 1'-0". TURN 10" LEG AS NECESSARY TO FIT.

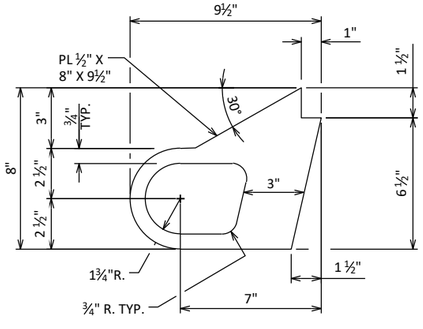
‡ EXISTING BARS ARE LIKELY TO BE CORRODED AND/OR DAMAGED DURING CONCRETE REMOVAL. PRESERVE AND INCORPORATE AS MUCH REBAR AS PRACTICAL. SUPPLEMENT WITH THE BARS INDICATED BY ☆.

◒ SEE JOINT OPENING TABLE ON SHEET 5.

◒ BAR COUPLER REQ'D, BAR LENGTHS GIVEN ARE TO THE CONSTRUCTION JOINT LINE. COORDINATE ACTUAL LENGTHS WITH BAR COUPLER SUPPLIER, SEE SHEET 8 FOR DETAILS.

NOTES

1. ONE FIELD SPLICE PERMITTED IN STEEL EXTRUSIONS, UNLESS MORE ARE REQUIRED FOR STAGED CONSTRUCTION, HANDLING, OR GALVANIZING REQUIREMENTS. IF USED, ANCHOR PLATES SHALL BE PROVIDED 3" FROM EACH SIDE OF THE FIELD SPLICE. DETAILS SHALL BE SUBMITTED FOR APPROVAL. NO SPLICING PERMITTED IN NEOPRENE STRIP SEAL.
2. AFTER FABRICATION, BUT BEFORE SHIPMENT, STRAIGHTEN STEEL EXTRUSIONS SUCH THAT THEY SHALL BE FREE FROM WARP, TWIST AND SWEEP.
3. FABRICATOR SHALL PROVIDE MEANS OF KEEPING GALVANIZED EXTRUSIONS CLEAN AND SMOOTH DURING SHIPMENT AND PRIOR TO APPLYING LUBRICANT ADHESIVE FOR NEOPRENE GLAND INSTALLATION.
4. SANDBLAST PLATES AND EXTRUSIONS AFTER FABRICATION IN ACCORDANCE WITH SSPC SP. #6 "COMMERCIAL BLAST CLEANING". AFTER BLAST CLEANING, THE PLATES AND EXTRUSIONS SHALL BE HOT DIPPED GALVANIZED. SLIP-RESISTANT SURFACE IS APPLIED TO SIDEWALK COVER PLATES BY THE MANUFACTURER AND THEN HOT DIPPED GALVANIZED TO THEIR RECOMMENDATIONS TO MAINTAIN THE INTEGRITY OF THIS SURFACE.
5. ANCHOR SYSTEM NO. 8 AND NO. 9 SHALL CONFORM TO ASTM A307 AND SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM 153 CLASS C AND D.
6. ALL MATERIAL IN THE EXPANSION JOINT ASSEMBLY, INCLUDING ANCHOR STUDS AND HARDWARE SHALL BE PAID AT THE UNIT PRICE BID FOR "EXPANSION DEVICE B-59-20", LF.



ALTERNATE STRIP SEAL ANCHOR

WEST ABUT. BILL OF BARS

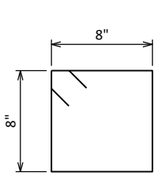
NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

	BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
☆	A501	X	33	2'-6"	X		PAVING BLOCK VERTICAL STAGE 1
	A402	X	33	3'-2"	X		PAVING BLOCK STIRRUP STAGE 1
◒	A503	X	12	9'-0"			PAVING BLOCK STAGE 1
	A504	X	3	3'-9"			PAVING BLOCK SIDEWALK STAGE 1
☆	A510	X	29	2'-6"	X		PAVING BLOCK VERTICAL STAGE 2
	A411	X	29	3'-2"	X		PAVING BLOCK STIRRUP STAGE 2
◒	A512	X	12	8'-0"			PAVING BLOCK STAGE 2
	A513	X	3	3'-9"			PAVING BLOCK SIDEWALK STAGE 2

EAST ABUT. 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
☆	B501	X	33	2'-6"	X		PAVING BLOCK VERTICAL STAGE 1
	B402	X	33	3'-2"	X		PAVING BLOCK STIRRUP STAGE 1
◒	B503	X	12	9'-0"			PAVING BLOCK STAGE 1
	B504	X	3	3'-9"			PAVING BLOCK SIDEWALK STAGE 1
☆	B510	X	29	2'-6"	X		PAVING BLOCK VERTICAL STAGE 2
	B411	X	29	3'-2"	X		PAVING BLOCK STIRRUP STAGE 2
◒	B512	X	12	8'-0"			PAVING BLOCK STAGE 2
	B513	X	3	3'-9"			PAVING BLOCK SIDEWALK STAGE 2



A402, A411, B402, & B411



A501, A510, B501, & B510

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY CWG | PLANS CK'D WAR

STRIP SEAL. EXP. JT.

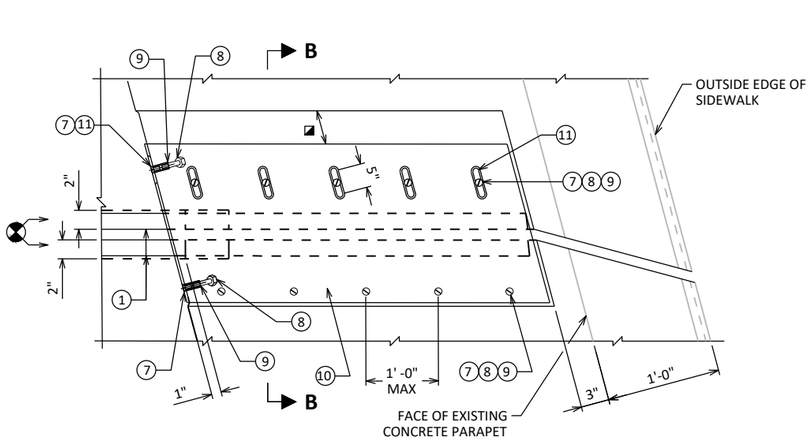
SHEET 6 OF 8
454

SCALE =

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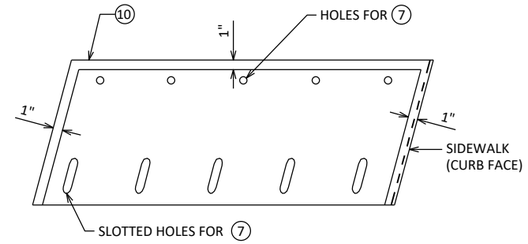
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STATE PROJECT NUMBER
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PLAN AT SIDEWALK

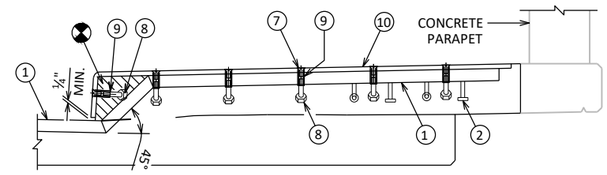
WEST ABUTMENT SHOWN
EAST ABUTMENT SIMILAR



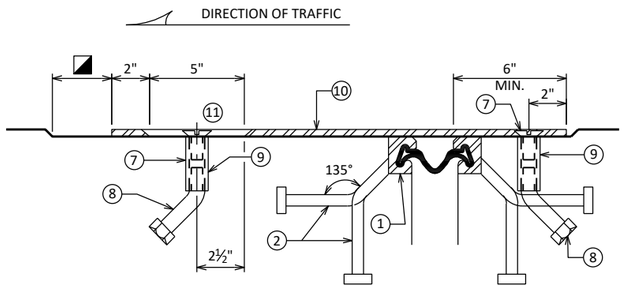
PLAN OF SIDEWALK COVER PLATE WITH SLIP-RESISTANT SURFACE

PLACE SLIP-RESISTANT SURFACE ON TOP WALKING SURFACE IN SHADED AREA ONLY (NOT ON CURB FACE)

APPROVED SLIP-RESISTANT APPLIED SURFACES FOR STEEL PLATES		
PRODUCT	MANUFACTURER	CONTACT AT
SLIPNOT GRADE 2, STEEL	W. S. MOLNAR COMPANY	1-800-SLIPNOT
ALGRIP, STEEL	ROSS TECHNOLOGY CORP.	1-800-345-8170



SECTION AT SIDEWALK



SECTION B-B

NOTES

SEE SHEET 6 LEGEND FOR MATERIAL NOTES.

LEGEND

BLOCK OUT CONCRETE 2" EACH SIDE OF JOINT OPENING.

JOINT OPENING DIM. ALONG SKEW PLUS ½"

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY CWG | PLANS CK'D WAR

STRIP SEAL COVER PLATE

SHEET 7 OF 8
455

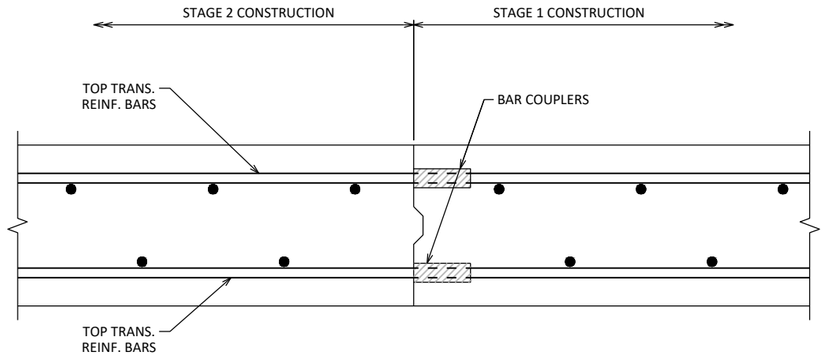
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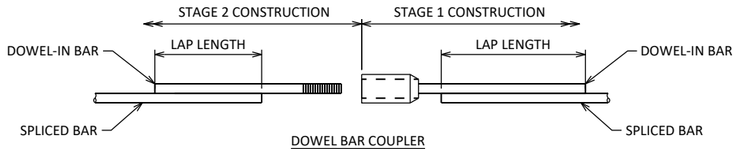
STATE PROJECT NUMBER

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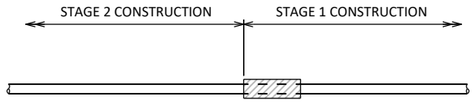
SECTION THRU DECK

ONE-PIECE THREADED COUPLER SHOWN



DOWEL BAR COUPLER

STAGE 2 DOWEL SCREWS INTO COUPLER PLACED IN STAGE 1



ONE-PIECE THREADED COUPLER

NOTES

FOR DOWEL BAR COUPLERS, ALL DOWEL BARS SHALL BE LAPPED AND TIED TO THE REINFORCEMENT BARS.

8

8

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STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-20

DRAWN BY CWG | PLANS CK'D WAR

BAR SPLICER (COUPLER) DETAILS

SHEET 8 OF 8

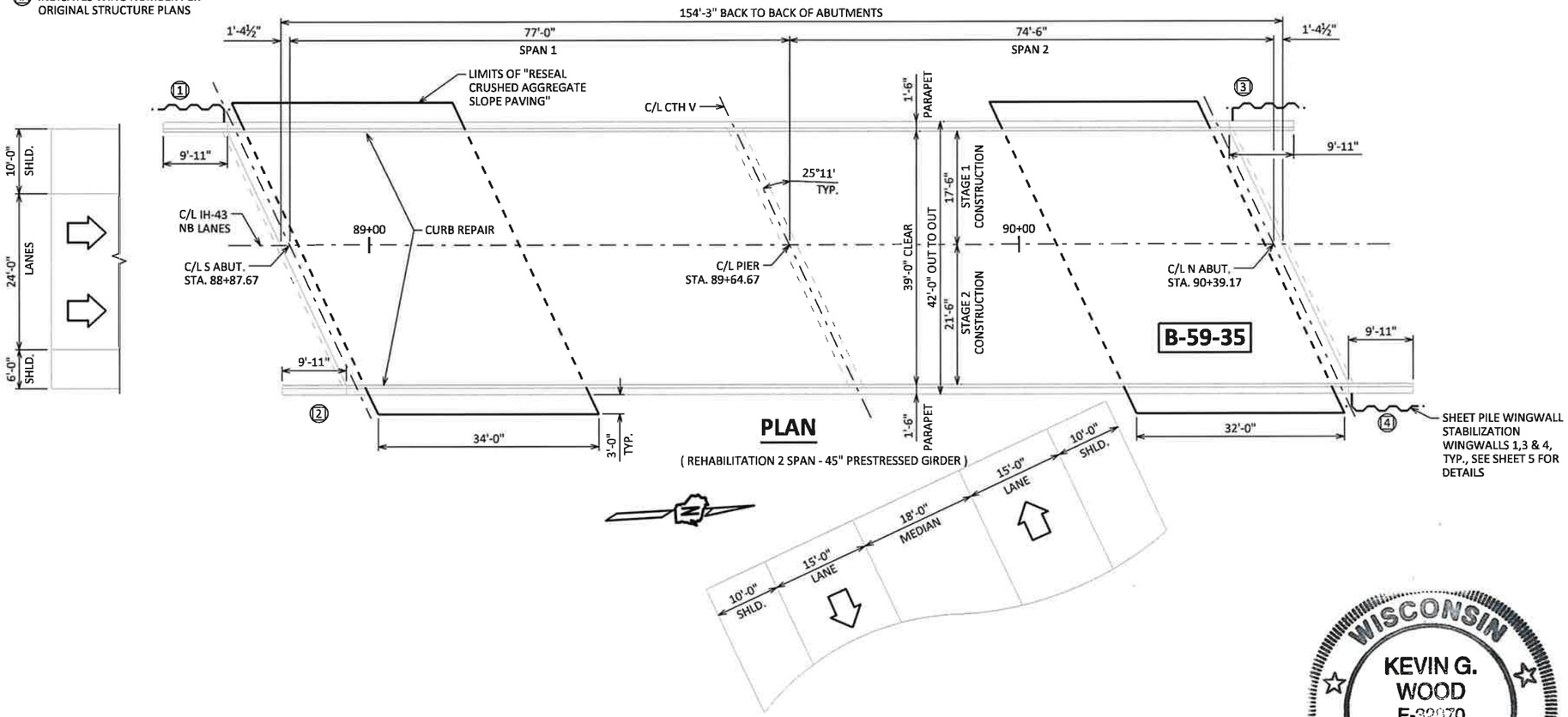
456

SCALE =

STATE PROJECT NUMBER

1222-13-71

(#) INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS



DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 16
OPERATING RATING: HS = 32
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 230 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

STEEL SHEET PILING
ASTM A328 — f_y = 39,000 PSI
MIN. ELASTIC SECTION MODULUS — S_x = 48.5 IN^3/FT

TRAFFIC DATA

FEATURE ON: IH 43 NB
ADT = 15,410 (2047)
R.D.S. = 70 MPH

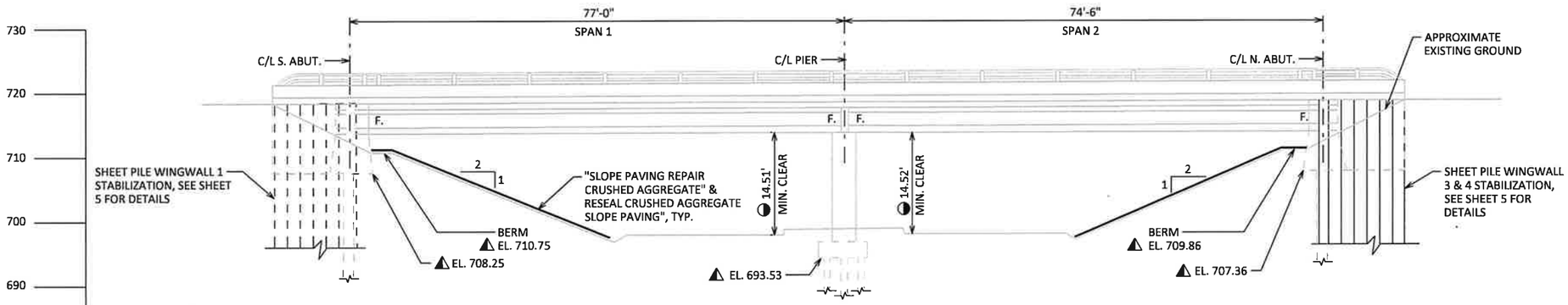
FEATURE UNDER: CTH V
ADT = 2,200 (2021)
R.D.S. = 50 MPH

SCOPE OF WORK:

1. WINGWALL STABILIZATION
2. CONCRETE SURFACE REPAIR & CURB REPAIR
3. PARAPET JOINT SEALING
4. SLOPE REPAIR

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 SUBSURFACE EXPLORATION
5 WINGWALL DETAILS
6 SLOPE PAVING



LEGEND

△ PER 1967 ORIGINAL STRUCTURE PLAN ELEVATIONS
◒ PER HSI (DIMENSIONS DATED 06/07/2017)

ELEVATION

(LOOKING WEST, NORMAL TO SUBSTRUCTURE UNITS)

KEVIN G. WOOD E-32070 MILWAUKEE, WI
WISCONSIN PROFESSIONAL ENGINEER
10-13-2025

STRUCTURE DESIGN CONTACTS:

CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-35

IH 43 NB OVER CTH V

COUNTY	TOWN
SHEBOYGAN	WILSON

DESIGN SPEC. N/A REHABILITATION

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
CWG	WAR	CMW	KGW

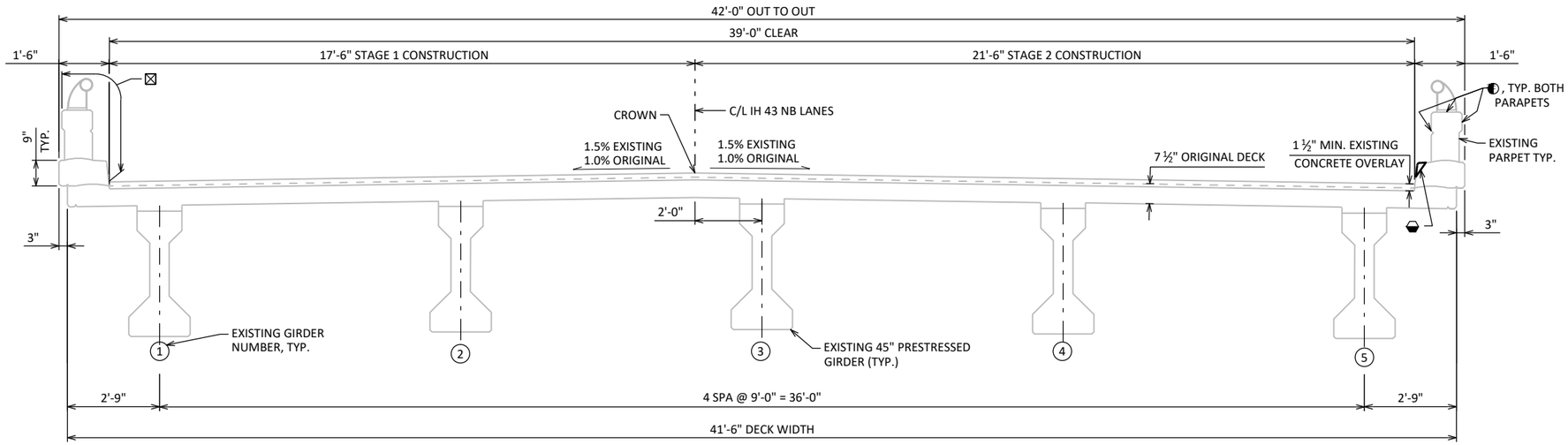
GENERAL PLAN

SHEET 1 OF 6
457

SCALE =

8

8



CROSS SECTION

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN AND SHEET 3.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTED BY THE ENGINEER.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

LOCATIONS OF "CONCRETE SURFACE REPAIR" AND "CURB REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-35, IS A 2-SPAN PRESTRESSED CONCRETE BRIDGE WITH AN OVERALL WIDTH OF 42'-0" AND A BACK-TO-BACK OF ABUTMENT LENGTH OF 154'-3".

BID ITEM "CONCRETE SURFACE REPAIR" WILL NOT BE PREFORMED ON OVERHEAD SURFACES. DELAMINATED CONCRETE ON OVERHEAD SURFACES SHALL BE REMOVED AS DIRECTED BY THE ENGINEER IN THE FIELD AND ACCORDING TO THE SPECIAL PROVISION FOR "REMOVING LOOSE CONCRETE OVERHEAD".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½ -INCH DEEP SAW CUT.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-35	EACH	-	-	-	-	1
312.0110	SELECT CRUSHED MATERIAL	TON	-	8	-	16	24
502.0100	CONCRETE MASONRY BRIDGES	CY	0.1	0.9	-	1.8	3
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	137	-	-	-	137
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	-	10	-	20	30
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	-	40	-	80	120
506.3013	WELDED STUD SHEAR CONNECTORS ⅝ X 6-INCH	EACH	-	15	-	30	45
509.1200	CURB REPAIR	LF	5	-	-	-	5
509.1500	CONCRETE SURFACE REPAIR	SF	217	3	1	3	224
512.0500	PILING STEEL SHEET PERMANENT DELIVERED	SF	-	390	-	780	1,170
512.0600	PILING STEEL SHEET PERMANENT DRIVEN	SF	-	390	-	780	1,170
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	-	5	-	-	5
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	-	204	-	193	397
SPV.0060.03	JOINT SEALANT PARAPET	EACH	14	-	-	-	14
SPV.0165.01	REMOVING LOOSE CONCRETE OVERHEAD	SF	4	-	-	-	4
	NON-BID ITEMS						
		SIZE					

ALL ITEMS ARE CATEGORY 0100

LEGEND

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO:
- TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS
- TOP AND VERTICAL FACE OF EXISTING CURBS. INCLUDING CURBS ON WINGWALLS

CONCRETE SURFACE REPAIR & CURB REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING.

◒ AT "CURB REPAIR" REMOVE CONCRETE TO SOUND CONCRETE OR AT LEAST 1" BEHIND EXISTING REINFORCING STEEL. FILL REPAIR WITH "CONCRETE MASONRY BRIDGES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-35

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 6

458

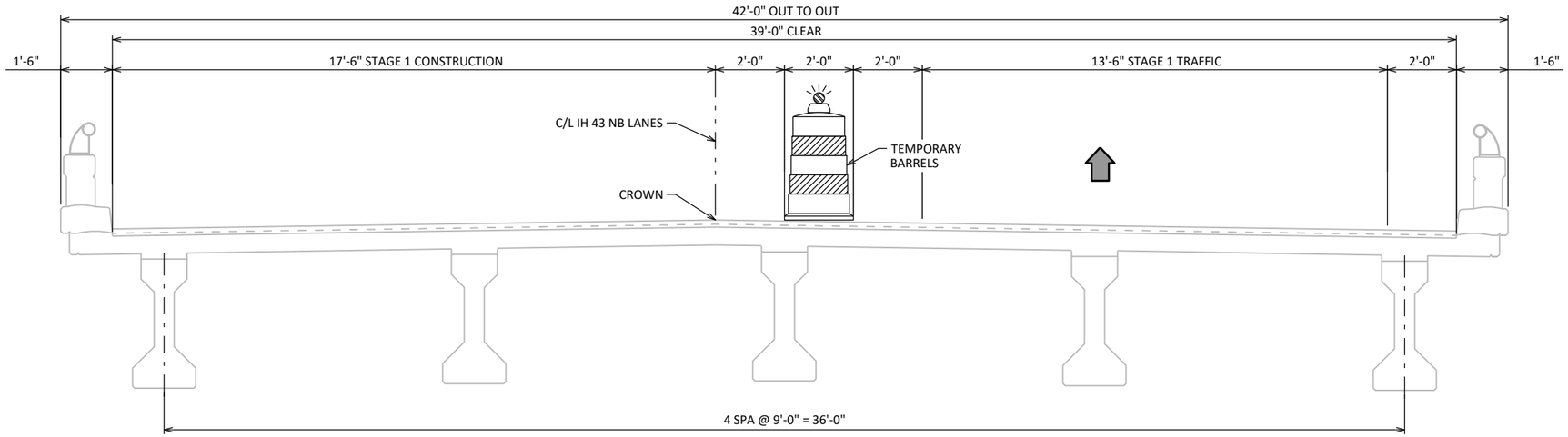
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8

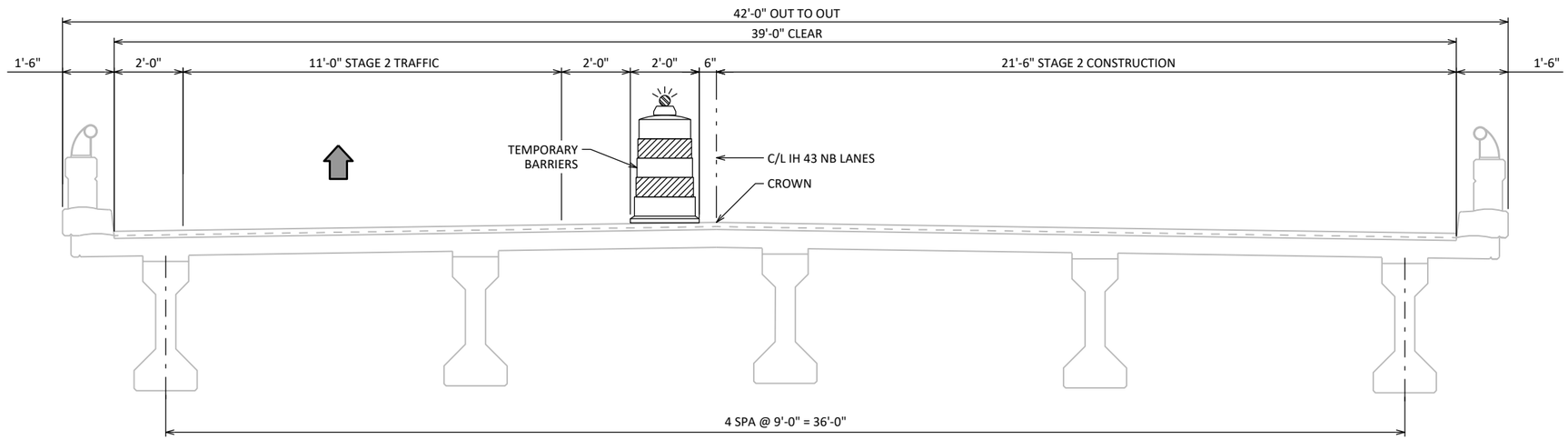
STATE PROJECT NUMBER

1222-13-71



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-35

DRAWN BY CMW | PLANS CK'D KGW

CONSTRUCTION STAGING

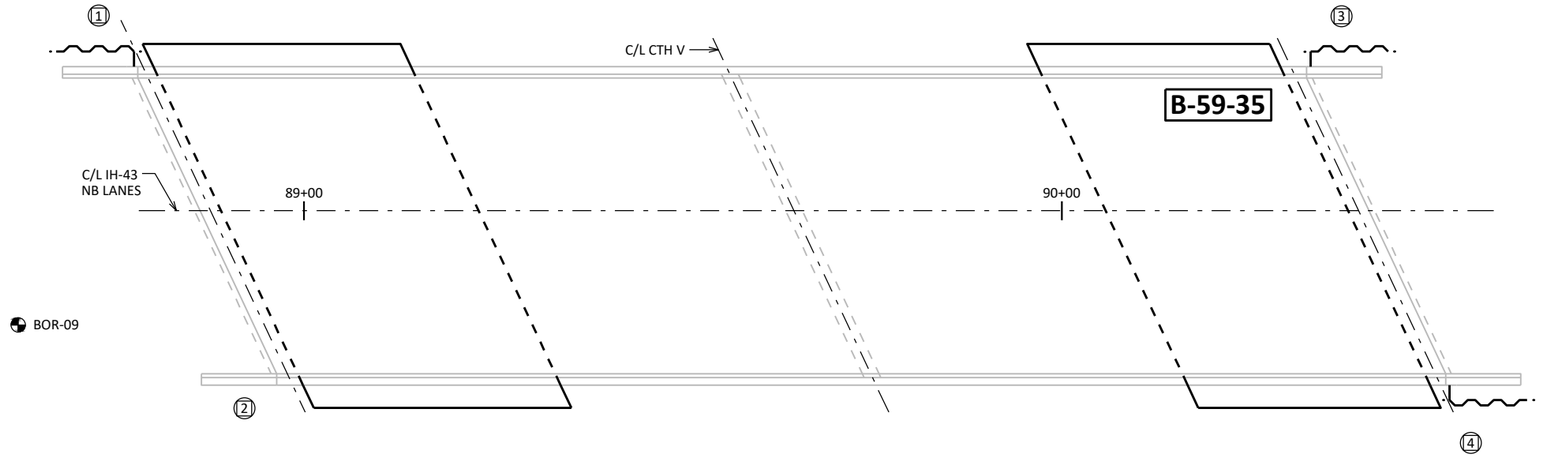
SHEET 3 OF 6

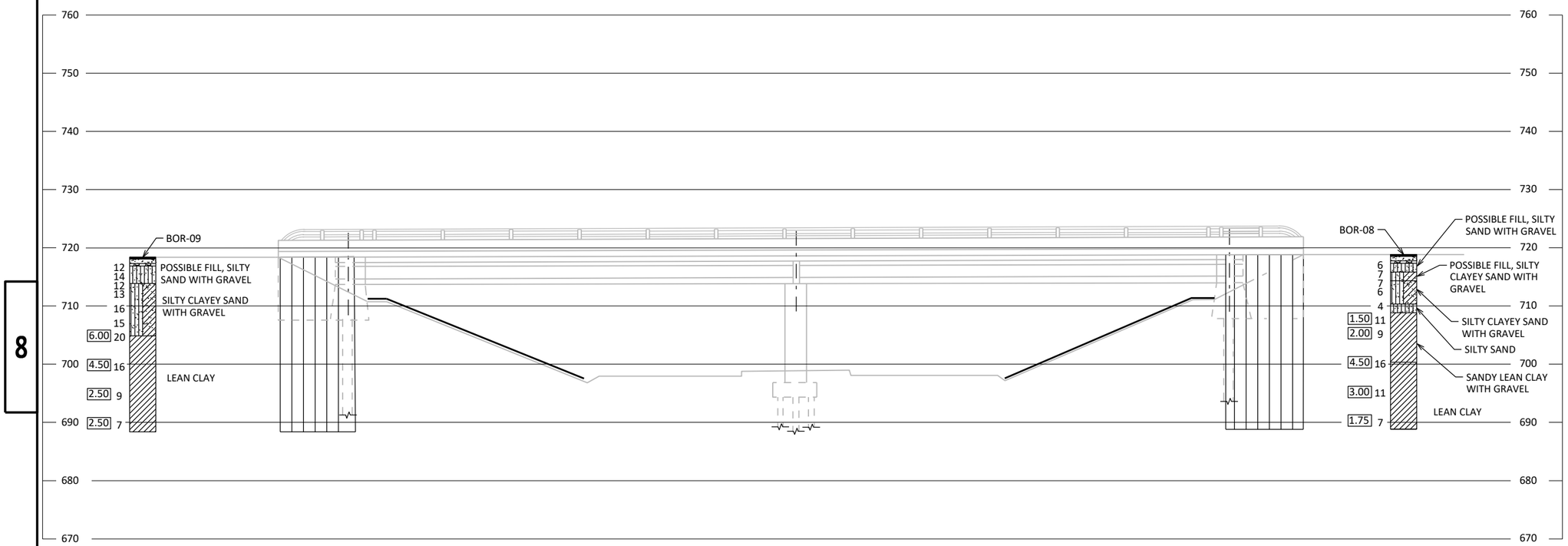
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(#) INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS

BORING #	DATE COMPLETED
8	05/24/2023
9	05/24/2023
BORINGS COMPLETED BY: ECS MIDWEST, LLC	
REPORT COMPLETED BY: ECS MIDWEST, LLC	





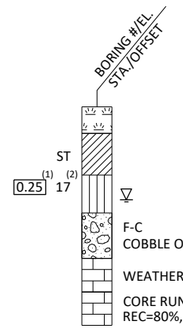
STATE PROJECT NUMBER

1222-13-71

MATERIAL SYMBOLS

ASPHALT	TOPSOIL	PEAT
CONCRETE	FILL	GRAVEL
SAND	CLAY	SILT
BOULDERS OR COBBLES	LIMESTONE	BEDROCK (UNKNOWN)
SHALE	SANDSTONE	IGNEOUS/ META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

- AT TIME OF DRILLING
- END OF DRILLING
- AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-35

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 4 OF 6

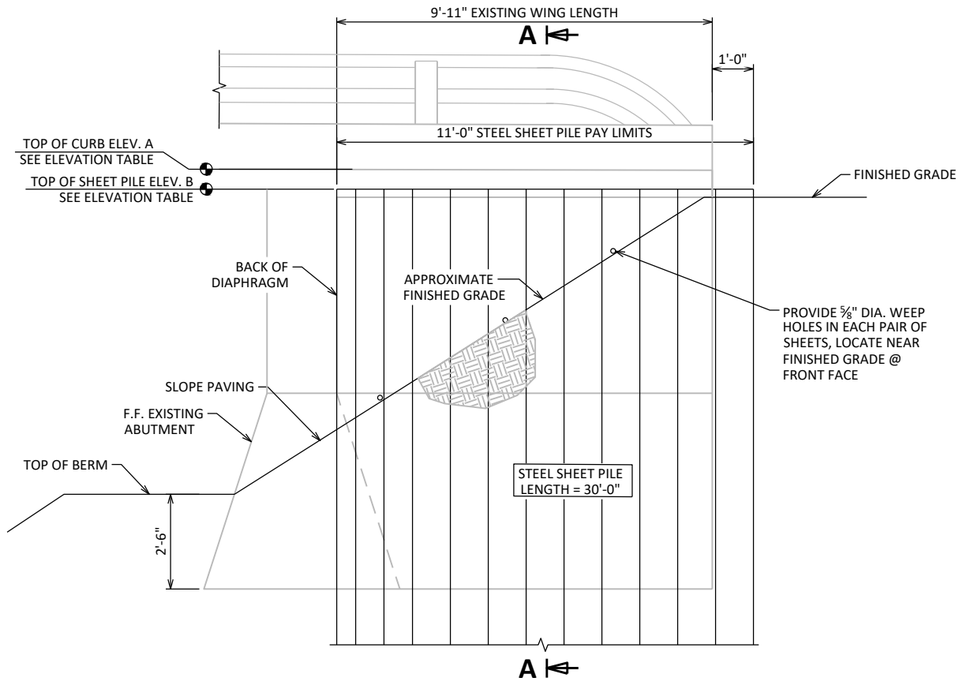
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STATE PROJECT NUMBER

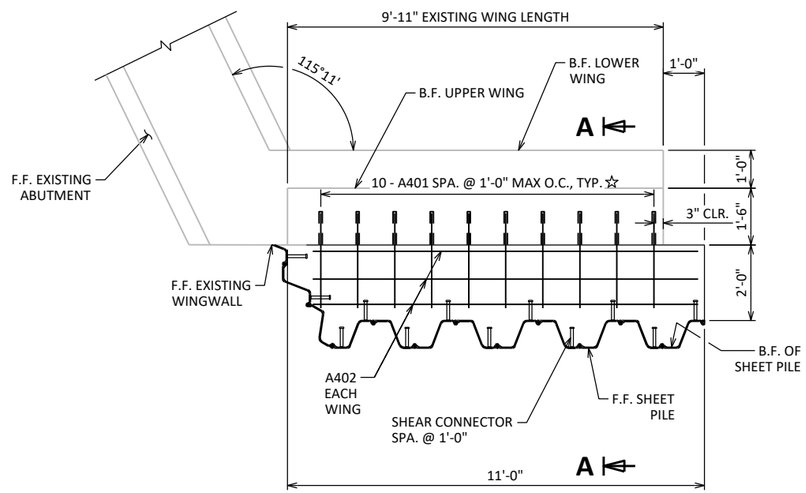
1222-13-71



TYPICAL SHEET PILE WINGWALL STABILIZATION ELEVATION

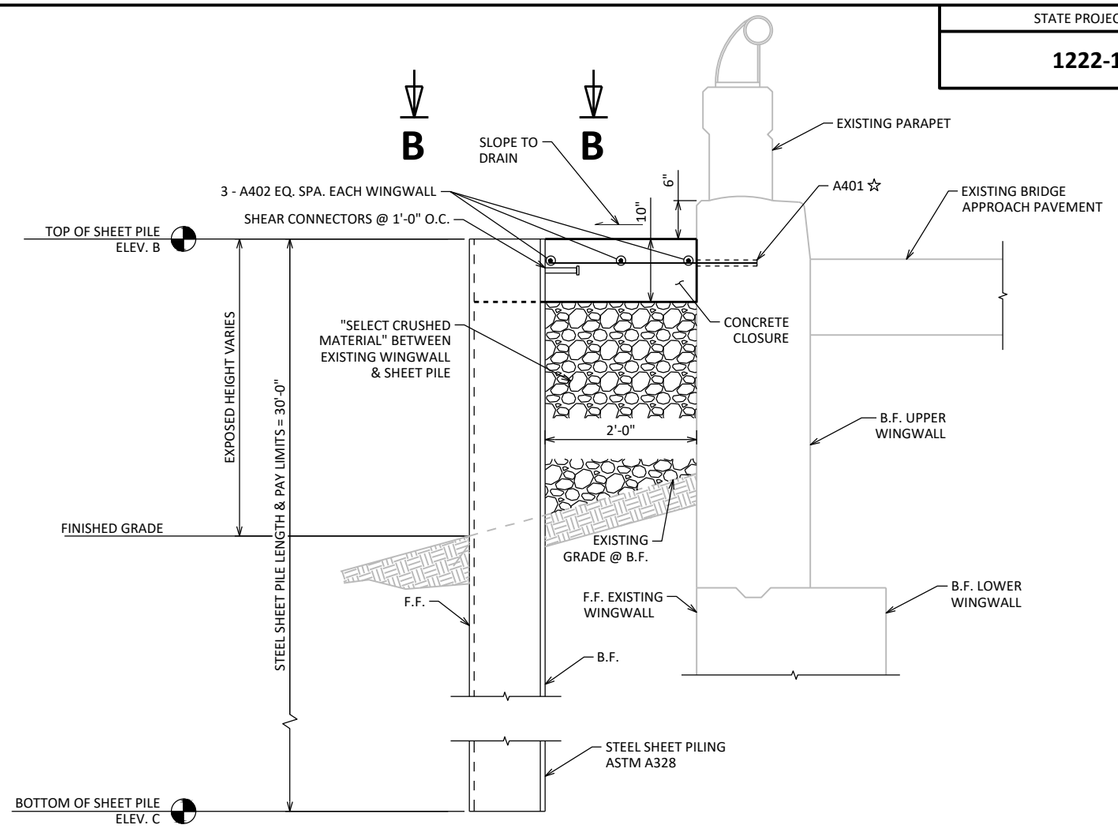
WINGWALL 1 & 4 SHOWN, WINGWALL 3 SIM. OPP. HAND

	TOP OF CURB EL. A	TOP OF SHEET PILE EL. B	BOTTOM OF SHEET PILE EL. C
WINGWALL 1	718.25	717.75	687.75
WINGWALL 3	717.34	716.84	686.84
WINGWALL 4	717.17	716.67	686.67

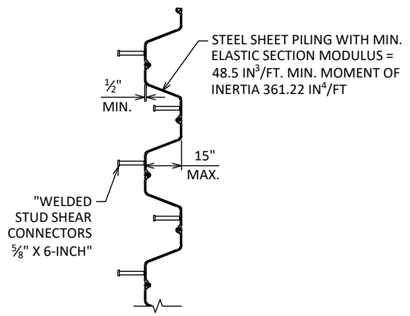


TYPICAL WINGWALL STABILIZATION PLAN

WINGWALL 1 & 4 SHOWN, WINGWALL 3 SIM. OPP. HAND



SECTION A-A



SECTION B-B

BAR STEEL REINFORCEMENT & CONCRETE CLOSURE NOT SHOWN FOR CLARITY

SHEET PILE WALL NOTES

BACKFILL VOLUME EXCAVATED AT THE BACK FACE OF THE SHEET PILE WALL AND NOT OCCUPIED BY THE NEW STRUCTURE WITH SELECT CRUSHED MATERIAL.

COLD ROLLED STEEL SHEETING WITH EQUIVALENT SECTION MODULUS, DEPTH AND THICKNESS MAY BE USED.

DO NOT FURNISH PREVIOUSLY USED MATERIAL .

LEGEND

☆ ADHESIVE ANCHORS NO. 4 BAR. EMBED 10" IN CONCRETE

F.F. = FRONT FACE

B.F. = BACK FACE

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
☆	A401	X	30	2'-8"			WING DOWEL TRANSVERSE
	A402	X	9	10'-2"			LONGITUDINAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-56-35

DRAWN BY CWG | PLANS CK'D WAR

WINGWALLS DETAILS

SHEET 5 OF 6

461

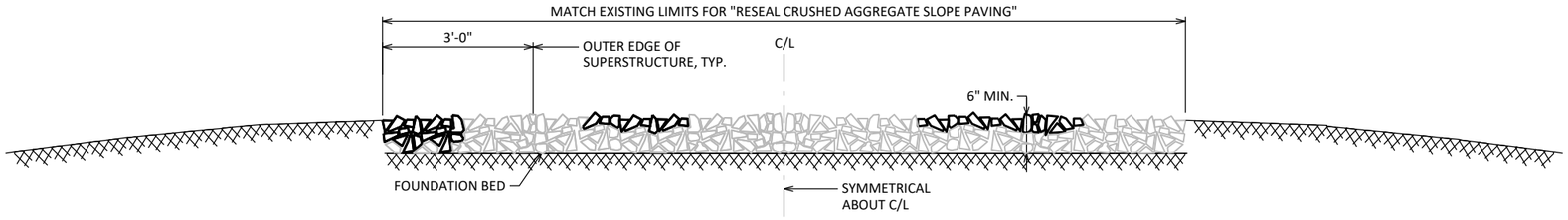
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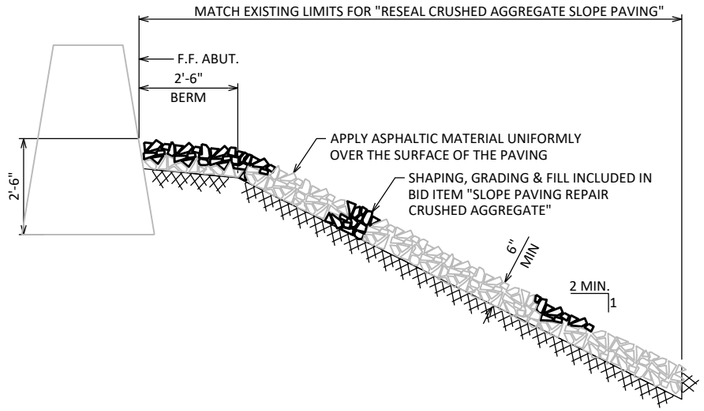
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STATE PROJECT NUMBER

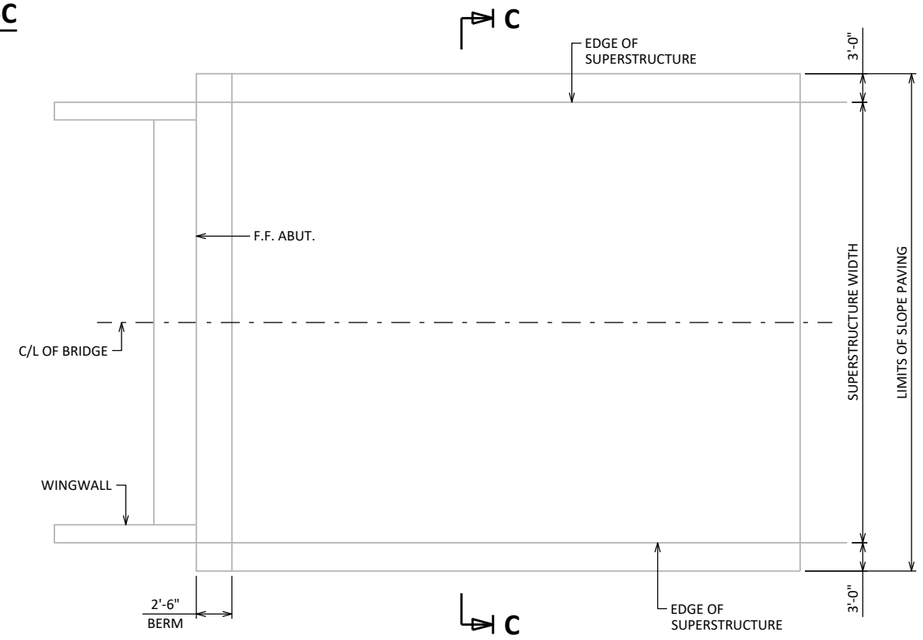
1222-13-71



SECTION C-C



SLOPE PAVING TYPICAL SECTION



SLOPE PAVING PLAN

SLOPE PAVING NOTES

BID ITEM SHALL BE "SLOPE PAVING REPAIR CRUSHED AGGREGATE" & "RESEAL CRUSHED AGGREGATE SLOPE PAVING".

ENTIRE LIMITS OF SLOPE PAVING SHALL BE RESEALED.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-35

DRAWN BY CWG | PLANS CK'D WAR

SLOPE PAVING

SHEET 6 OF 6

462

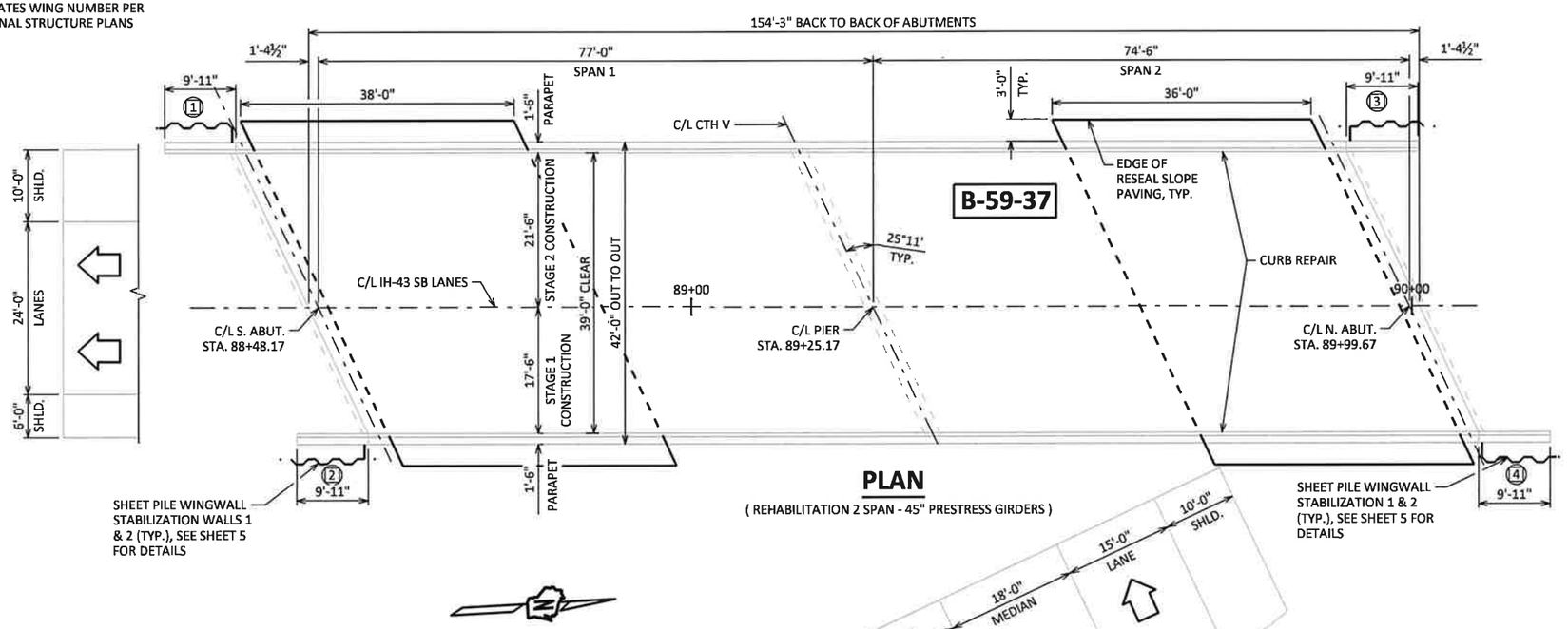
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STATE PROJECT NUMBER
1222-13-71

(#) INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS



PLAN

(REHABILITATION 2 SPAN - 45" PRESTRESS GIRDERS)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 16
OPERATING RATING: HS = 32
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 230 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

STEEL SHEET PILING
ASTM A328 — f_y = 39,000 PSI
MIN. SECTION MODULUS — S_x = 60.7 IN^3/FT

TRAFFIC DATA

FEATURE ON: IH 43 SB
ADT = 15,410 (2047)
R.D.S. = 70 MPH

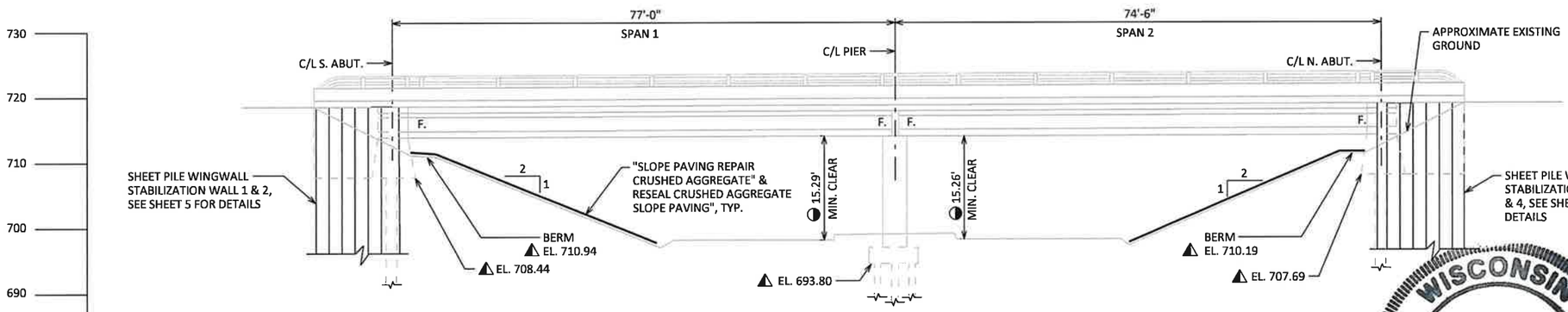
FEATURE UNDER: CTH V
ADT = 2,200 (2021)
R.D.S. = 50 MPH

SCOPE OF WORK:

1. WINGWALL STABILIZATION
2. CONCRETE SURFACE REPAIR & CURB REPAIR
3. PARAPET JOINT SEALING
4. SLOPE REPAIR

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 SUBSURFACE EXPLORATION
5 WINGWALL DETAILS
6 SLOPE PAVING



ELEVATION

(LOOKING WEST, NORMAL TO SUBSTRUCTURE UNITS)

LEGEND

▲ PER 1967 ORIGINAL STRUCTURE PLAN ELEVATIONS
◒ PER HSI (DIMENSIONS DATED 06/07/2017)

STRUCTURE DESIGN CONTACTS:

CONSULTANT CONTACT: KEVIN WOOD (414) 259-1500
BOS CONTACT: AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9460
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-37

IH 43 SB OVER CTH V

COUNTY	TOWN
SHEBOYGAN	WILSON

DESIGN SPEC. N/A REHABILITATION

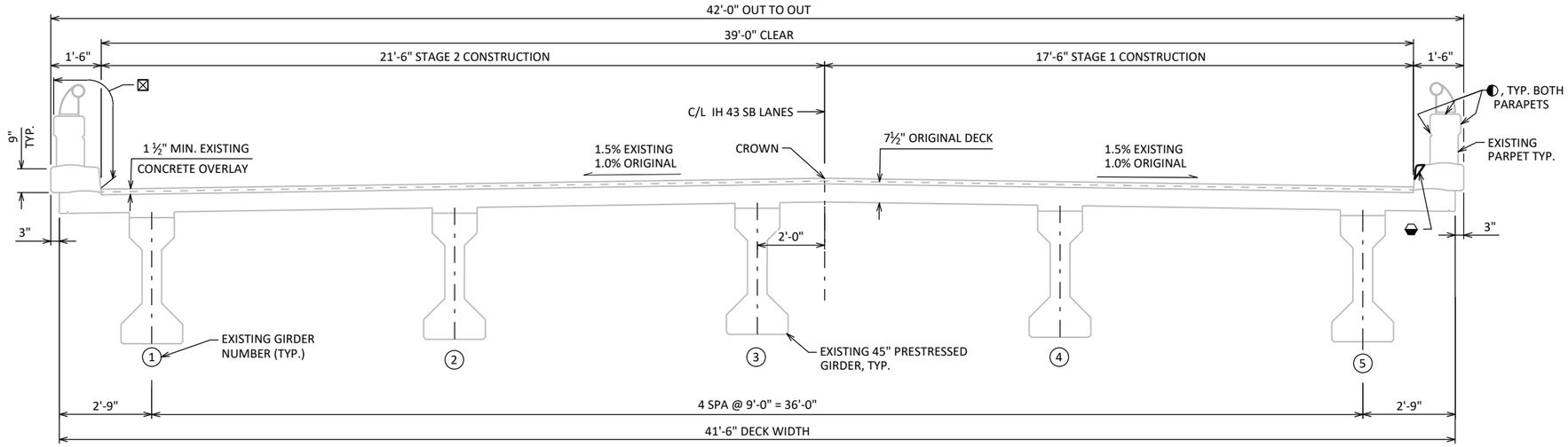
DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
CWG	WAR	CMW	KGW

KEVIN G. WOOD E-32070 MILWAUKEE, WI PROFESSIONAL ENGINEER
10-13-2025

GENERAL PLAN

SHEET 1 OF 6
463

SCALE =



CROSS SECTION

(LOOKING NORTH)

STATE PROJECT NUMBER

1222-13-71

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN AND SHEET 3.

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

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTED BY THE ENGINEER.

THE EXISTING GROUND LINE SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

LOCATIONS OF "CONCRETE SURFACE REPAIR" AND "CURB REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-37, IS A 2-SPAN PRESTRESSED CONCRETE BRIDGE WITH AN OVERALL WIDTH OF 42'-0" AND A BACK-TO-BACK OF ABUTMENT LENGTH OF 154'-3".

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT.

THE EXISTING PARAPET AND RAIL ARE TO REMAIN IN PLACE. THE EXISTING GUARDRAIL BASE PLATES GASKETS HAVE BEEN IDENTIFIED TO CONTAIN ASBESTOS MATERIAL AND STSP 107-120 SHALL BE FOLLOWED. IF THE GASKETS ARE DISTURBED STSP 203-005 SHALL BE FOLLOWED.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-37	EACH	-	-	-	-	1
312.0110	SELECT CRUSHED MATERIAL	TON	-	15	-	15	30
502.0100	CONCRETE MASONRY BRIDGES	CY	0.1	1.8	-	1.7	4
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	182	-	-	-	182
502.4204	ADHESIVE ANCHORS NO. 4 BAR	EACH	-	20	-	20	40
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	-	80	-	80	160
506.3013	WELDED STUD SHEAR CONNECTORS ⅞" X 6-INCH	EACH	-	30	-	30	60
509.1200	CURB REPAIR	LF	7	-	-	-	7
509.1500	CONCRETE SURFACE REPAIR	SF	130	-	-	14	144
512.0500	PILING STEEL SHEET PERMANENT DELIVERED	SF	-	780	-	780	1,560
512.0600	PILING STEEL SHEET PERMANENT DRIVEN	SF	-	780	-	780	1,560
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	-	1	-	2	3
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	-	197	-	188	385
SPV.0060.03	JOINT SEALANT PARAPET	EACH	14	-	-	-	14
	NON-BID ITEMS						
		SIZE					

ALL ITEMS ARE CATEGORY 0110

LEGEND

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO:
- TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS
- TOP AND VERTICAL FACE OF EXISTING CURBS. INCLUDING CURBS ON WINGWALLS

CONCRETE SURFACE REPAIR & CURB REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING.

◒ AT "CURB REPAIR" REMOVE CONCRETE TO SOUND CONCRETE OR AT LEAST 1" BEHIND EXISTING REINFORCING STEEL. FILL REPAIR WITH "CONCRETE MASONRY BRIDGES".

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-37

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTIITIES

SHEET 2 OF 6

464

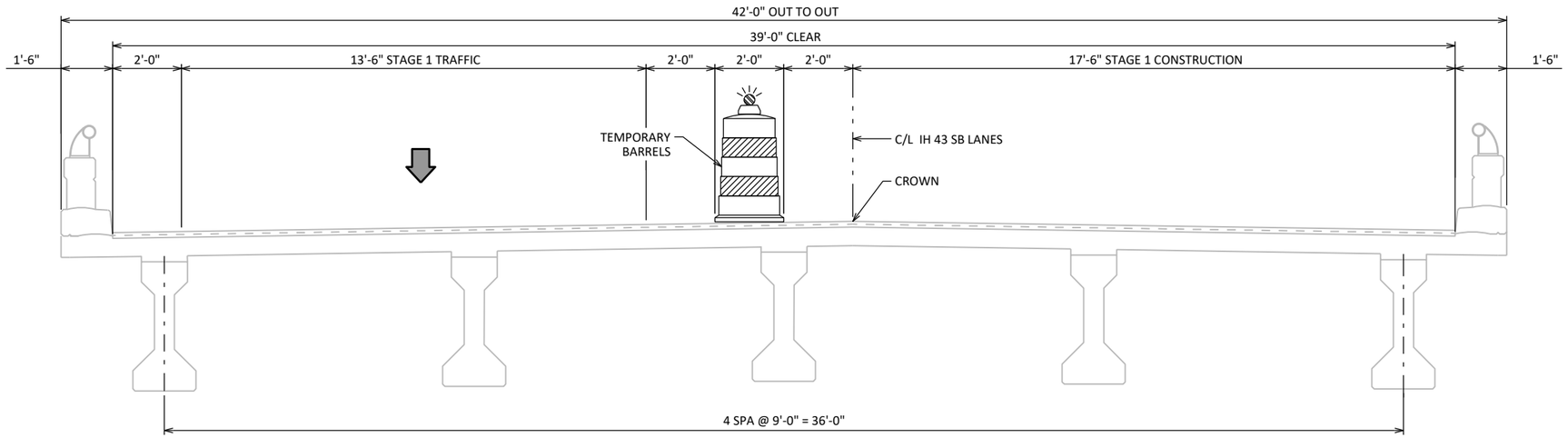
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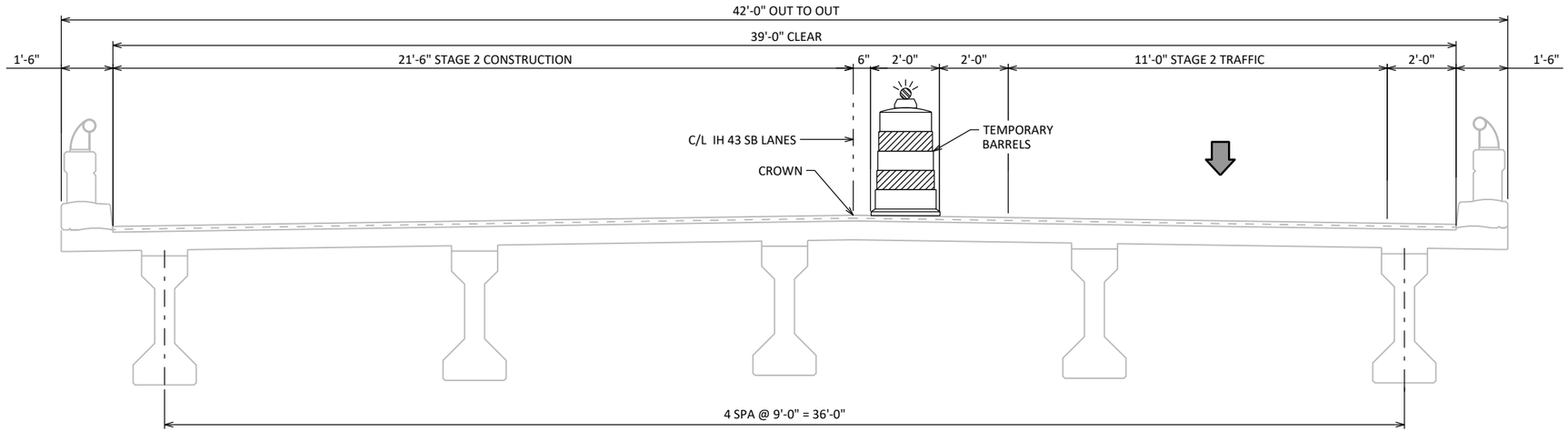
STATE PROJECT NUMBER

1222-13-71



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-37

DRAWN BY CMW | PLANS CK'D KGW

CONSTRUCTION STAGING

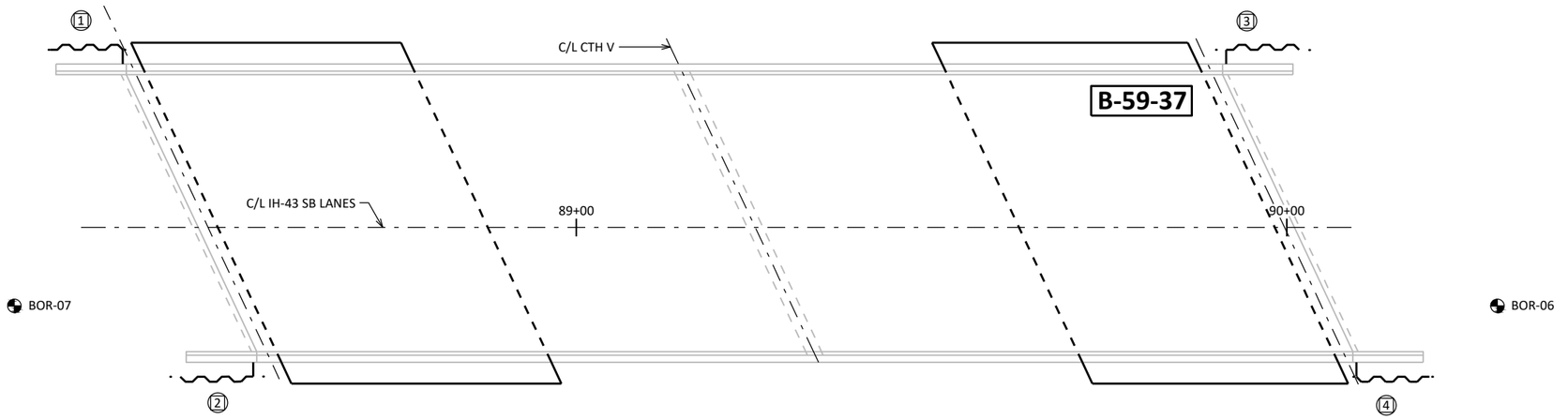
SHEET 3 OF 6

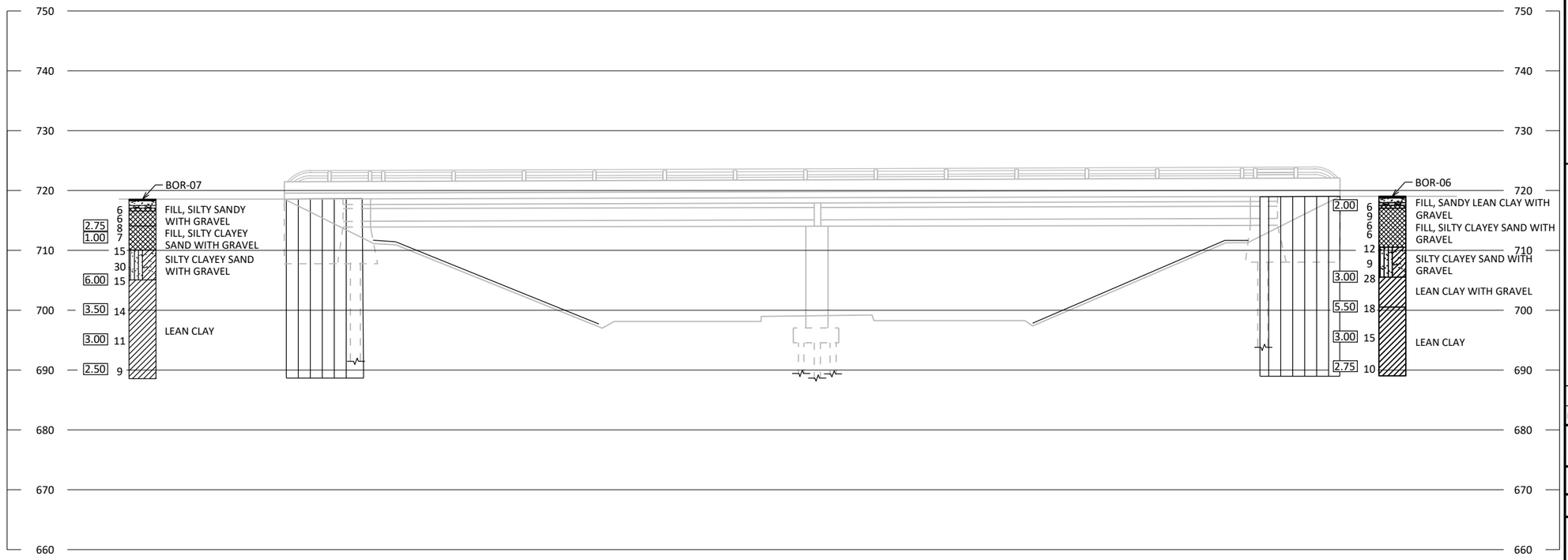
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(#) INDICATES WING NUMBER PER ORIGINAL STRUCTURE PLANS

BORING #	DATE COMPLETED
6	05/25/2023
7	05/25/2023
BORINGS COMPLETED BY: ECS MIDWEST, LLC	
REPORT COMPLETED BY: ECS MIDWEST, LLC	





8

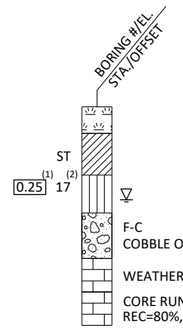
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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-37

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 4 OF 6

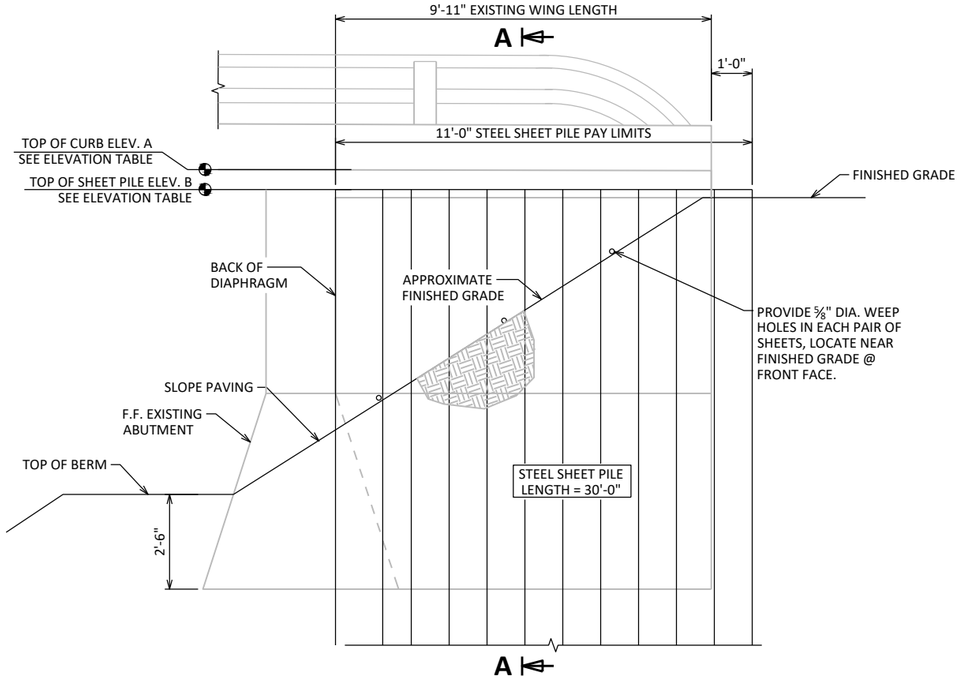
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STATE PROJECT NUMBER

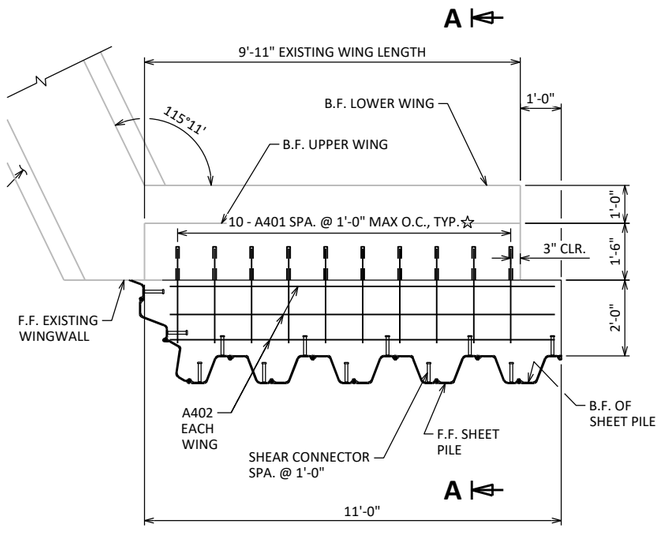
1222-13-71



TYPICAL SHEET PILE WINGWALL STABILIZATION ELEVATION

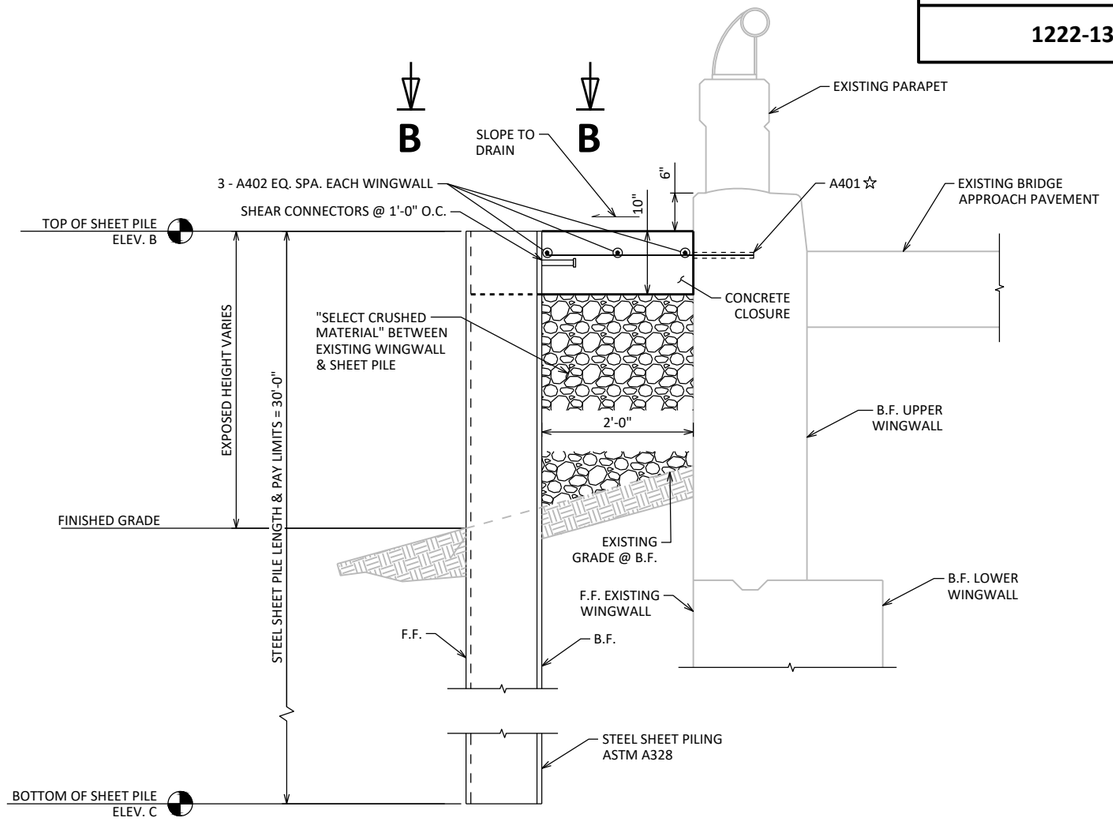
WINGWALLS 1 & 4 SHOWN, WINGWALL 2 & 3 SIM. OPP. HAND

	TOP OF CURB EL. A	TOP OF SHEET PILE EL. B	BOTTOM OF SHEET PILE EL. C
WINGWALL 1	718.66	718.06	688.06
WINGWALL 2	718.41	717.91	687.91
WINGWALL 3	717.94	717.34	687.34
WINGWALL 4	717.51	717.01	687.01

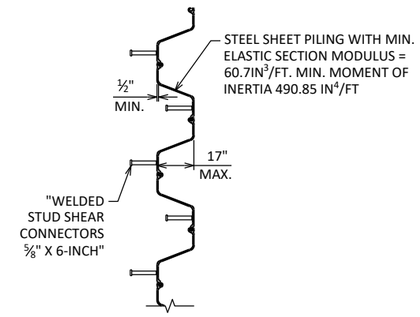


TYPICAL WINGWALL STABILIZATION PLAN

WINGWALLS 1 & 4 SHOWN, WINGWALL 2 & 3 SIM. OPP. HAND



SECTION A-A



SECTION B-B

BAR STEEL REINFORCEMENT & CONCRETE CLOSURE NOT SHOWN FOR CLARITY

SHEET PILE WALL NOTES

BACKFILL VOLUME EXCAVATED AT THE BACK FACE OF THE SHEET PILE WALL AND NOT OCCUPIED BY THE NEW STRUCTURE WITH SELECT CRUSHED MATERIAL.

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DO NOT FURNISH PREVIOUSLY USED MATERIAL .

LEGEND

☆ ADHESIVE ANCHORS NO. 4 BAR. EMBED 10" IN CONCRETE

F.F. = FRONT FACE

B.F. = BACK FACE

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

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☆	A401	X	40	2'-8"			WING DOWEL TRANSVERSE
	A402	X	12	10'-2"			LONGITUDINAL

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-56-37

DRAWN BY CWG | PLANS CK'D WAR

WINGWALL DETAILS

SHEET 5 OF 6

467

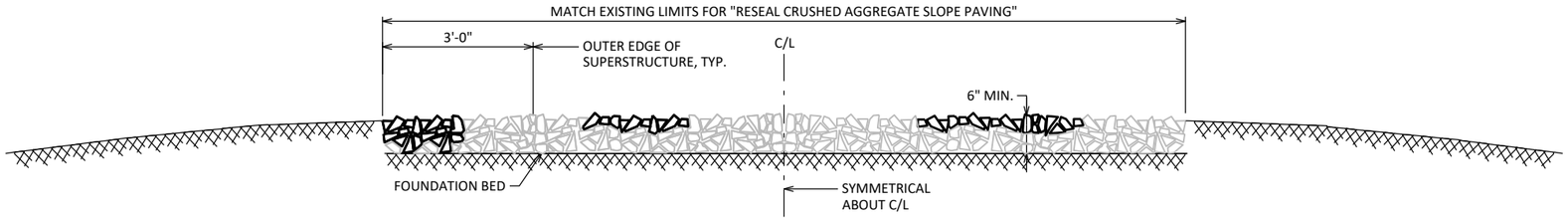
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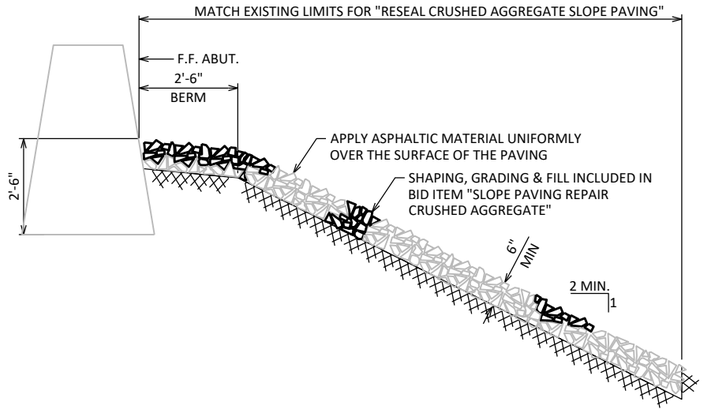
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STATE PROJECT NUMBER

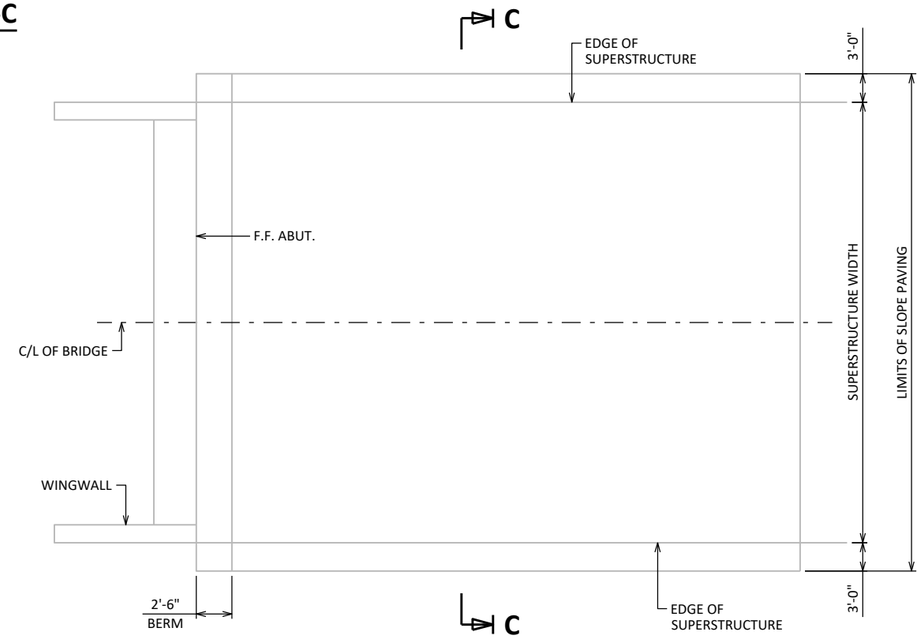
1222-13-71



SECTION C-C



SLOPE PAVING TYPICAL SECTION



SLOPE PAVING PLAN

SLOPE PAVING NOTES

BID ITEM SHALL BE "SLOPE PAVING REPAIR CRUSHED AGGREGATE" & "RESEAL CRUSHED AGGREGATE SLOPE PAVING".

ENTIRE LIMITS OF SLOPE PAVING SHALL BE RESEALED.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-37

DRAWN BY CWG | PLANS CK'D WAR

SLOPE PAVING

SHEET 6 OF 6

468

SCALE = 2.00

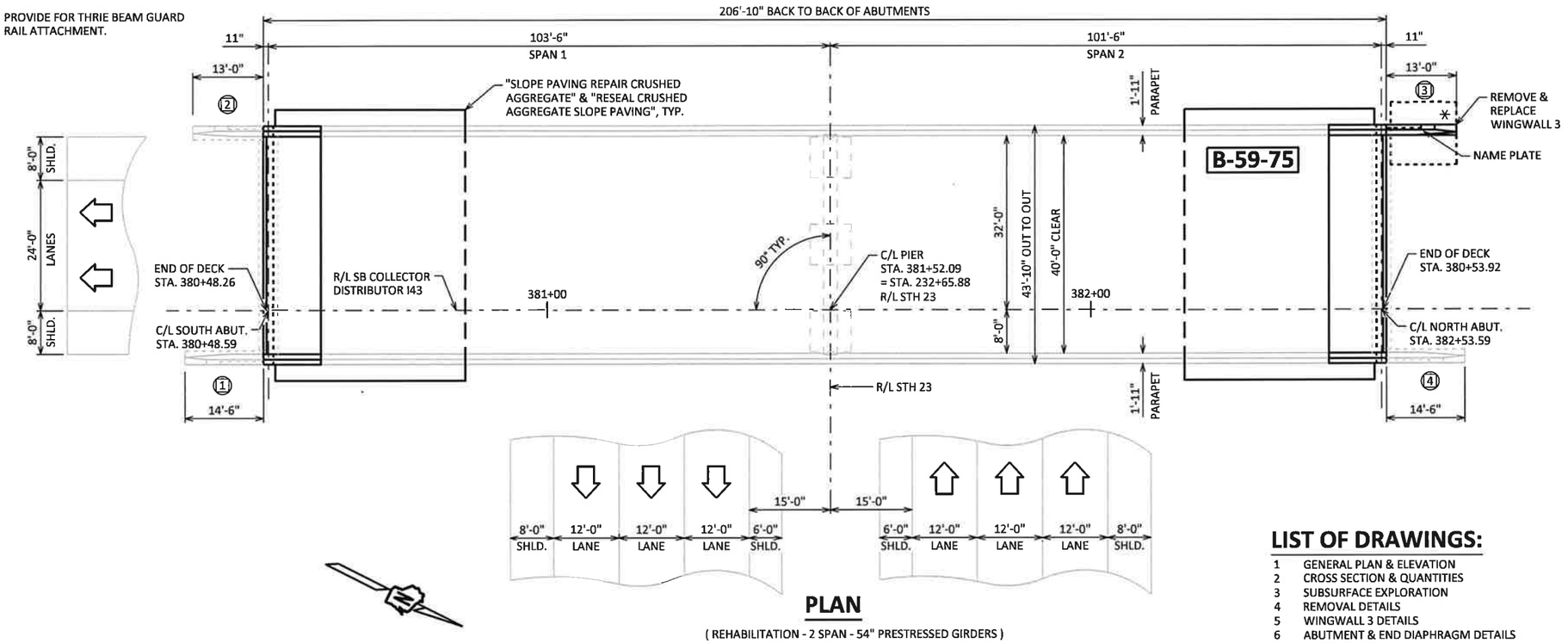
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STATE PROJECT NUMBER
1222-13-71

(1) INDICATES WING NUMBER

✳ PROVIDE FOR THRIE BEAM GUARD RAIL ATTACHMENT.



PLAN

(REHABILITATION - 2 SPAN - 54" PRESTRESSED GIRDERS)

LIST OF DRAWINGS:

1	GENERAL PLAN & ELEVATION
2	CROSS SECTION & QUANTITIES
3	SUBSURFACE EXPLORATION
4	REMOVAL DETAILS
5	WINGWALL 3 DETAILS
6	ABUTMENT & END DIAPHRAGM DETAILS
7	SUPERSTRUCTURE
8	SLOPE PAVING & WINGWALL BACKFILL DETAILS
9	SLOPED FACE PARAPET "A"

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 20
OPERATING RATING: HS = 41
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

FOUNDATION DATA

WINGWALL 3 TO BE SUPPORTED ON SPREAD FOOTING WITH A REQUIRED FACTORED BEARING RESISTANCE OF 2,500 PSF ✳✳✳. A GEOTECHNICAL ENGINEER, WITH THREE DAYS NOTICE, WILL DETERMINE THE FACTORED BEARING RESISTANCE BY VISUAL INSPECTION PRIOR TO CONSTRUCTION OF THE WINGWALL FOOTING.

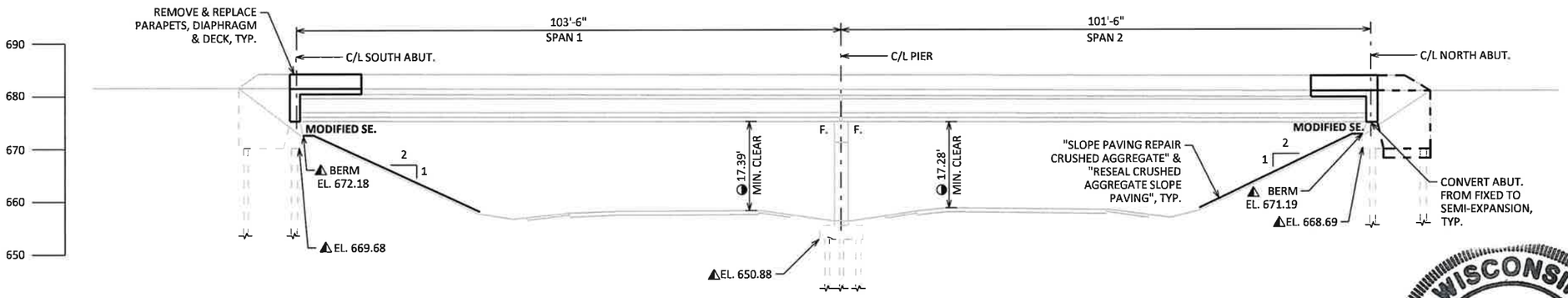
✳✳✳ THE FACTORED BEARING RESISTANCE IS THE VALUE USED FOR DESIGN.

TRAFFIC DATA

FEATURE ON: RAMP IH 43 SB TO STH 23 EB	FEATURE UNDER: STH 23
ADT = 3,800 (2021)	ADT = 32,700 (2021)
R.D.S. = 45 MPH	R.D.S. = 70 MPH

SCOPE OF WORK:

1. CONVERT FIXED ABUTMENT TO MODIFIED SEMI-EXPANSION
2. REPLACE NW WINGWALL
3. PARTIAL REMOVAL AND REPLACEMENT OF DECK
4. REMOVE AND REPLACE END DIAPHRAGMS
5. CONCRETE SURFACE REPAIR
6. SLOPE REPAIR
7. PARAPET JOINT SEALING



ELEVATION

(LOOKING WEST)

LEGEND

▲ PER 1976 ORIGINAL STRUCTURE PLANS
◒ PER HSI (DIMENSION DATED 06/07/2017)

STRUCTURE DESIGN CONTACTS:

KEVIN WOOD	(414) 266-9144
AARON BONK	(608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-75

SB COLLECTOR DISTRIBUTOR IH-43 OVER STH 23

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	DRAWN CK'D	PLANS CK'D
		CMW		KGW

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
10-13-2025

GENERAL PLAN & ELEVATION

SHEET 1 OF 9
469

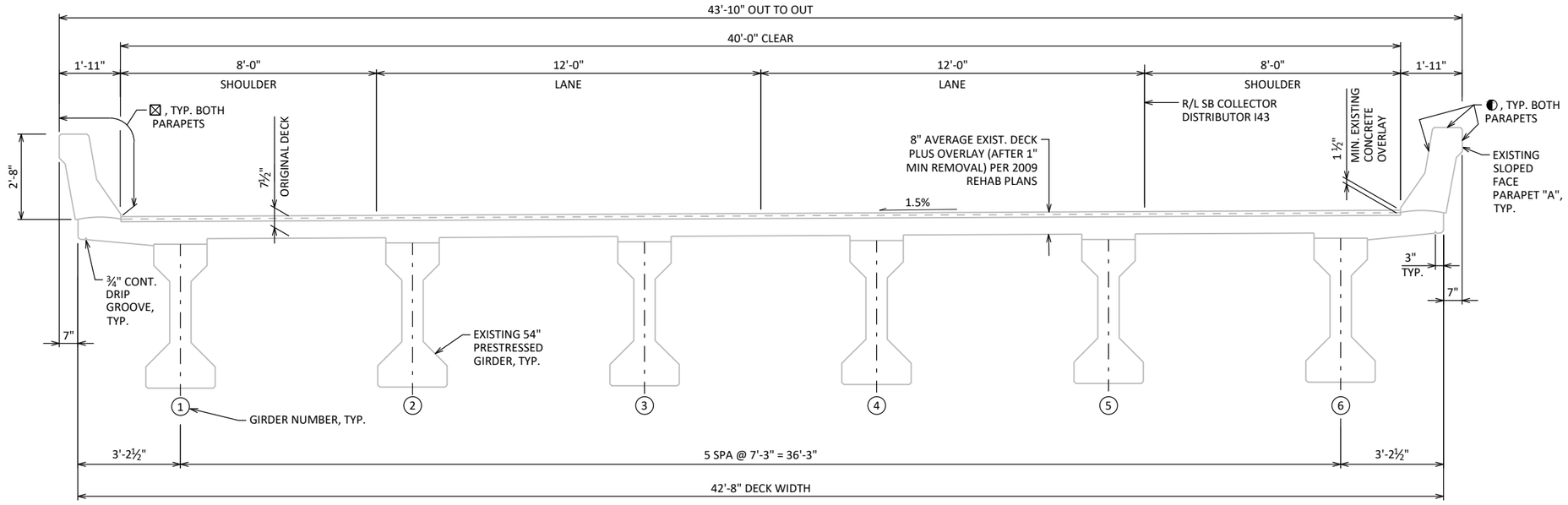
SCALE = 24

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STATE PROJECT NUMBER

1222-13-71



CROSS SECTION

(LOOKING NORTH)

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012).

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

BRIDGE WILL BE CLOSED TO TRAFFIC DURING CONSTRUCTION.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½-INCH DEEP SAW CUT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH UNLESS OTHERWISE NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE TOP OF THE REPLACED PORTIONS OF DECK, INCLUDING VERTICAL AND HORIZONTAL FACES OF PAVING NOTCHES.

SEAL CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

THE EXISTING ROADWAY SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

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 WINGWALL 3 FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE CONSTRUCTION AND IS OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

LOCATIONS OF "CONCRETE SURFACE REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-75, IS A 2-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE WITH AN OVERALL WIDTH OF 43'-10" AND A BACK-TO-BACK OF ABUTMENT LENGTH 206'-10".

"REMOVING STRUCTURE B-59-75" INCLUDES REMOVAL OF CONCRETE END DIAPHRAGMS, PARTIAL REMOVAL OF DECK AND DESIGNATED PORTIONS OF PARAPETS AND WING 3 AS SHOWN ON THE PLANS. SAWCUTTING AT LIMITS OF DECK REMOVAL IS INCLUDED WITH "REMOVING STRUCTURE B-59-75".

MATERIALS, EQUIPMENT, ETC, SHALL NOT BE STOCKPILED OR STORED ON THE BRIDGE DECK WITHOUT PRIOR APPROVAL OF THE ENGINEER.

CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE EXISTING GIRDER, INCLUDING SHEAR STIRRUPS. SAWCUTTING OF THE EXISTING SHEAR STIRRUPS IS NOT ALLOWED.

THE CONTRACTOR SHALL SUPPLY A NEW NAME PLATE IN ACCORDANCE WITH SECTION 502.3.11 OF STANDARD SPECIFICATIONS AND THE STANDARD DETAIL DRAWINGS. NAME PLATE TO SHOW ORIGINAL CONSTRUCTION YEAR.

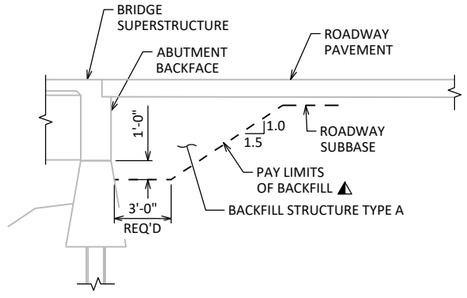
CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD PRIOR TO DECK REMOVAL. IF EXPECTED TOP OF DECK ELEVATIONS EXCEED EXISTING BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

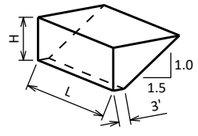
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
203.0220	REMOVING STRUCTURE B-59-75	EACH	-	-	-	-	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-75	EACH	-	-	-	-	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	-	116	-	116	232
502.0100	CONCRETE MASONRY BRIDGES	CY	49.1	-	-	19.4	69
502.3200	PROTECTIVE SURFACE TREATMENT	SY	103	-	-	-	103
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	153	10	-	6	169
502.3210	PIGMENTED SURFACE SEALER	SY	18	-	-	5	23
502.4204	ADHESIVE ANCHOR NO. 4 BAR	EACH	-	8	-	8	16
505.0400	BAR STEEL REINFORCEMENT HS STRUCTURES	LB	-	-	-	580	580
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,970	-	-	890	10,860
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	12	-	-	-	12
506.7050.S	REMOVING BEARINGS B-59-75	EACH	12	-	-	-	12
509.1500	CONCRETE SURFACE REPAIR	SF	7	2	28	11	48
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	-	9	-	9	18
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	-	3	-	3	6
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	-	218	-	218	436
612.0406	PIPE UNDERDRAIN WRAPPED 6-INCH	LF	-	-	-	30	30
614.0150	ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD	EACH	-	-	-	1	1
SPV.0060.03	JOINT SEALANT PARAPET	EACH	18	-	-	-	18
SPV.0180.02	BEARING SEAT SURFACE PREPARATION	SY	-	9	-	9	18
	NON-BID ITEMS						
	NAME PLATE	EACH					1
	PREFORMED JOINT FILLER	SIZE					½"
	CORK FILLER	SIZE					¾"

ALL ITEMS ARE CATEGORY 0200



TYPICAL SECTION THRU ABUTMENT



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = 5.25 FT
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

LEGEND

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS. CONCRETE SURFACE REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING. "PIGMENTED SURFACE SEALER" TO BE APPLIED TO TRAFFIC FACE AND TOP OF RECONSTRUCTED PARAPETS.

◪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-75

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 9

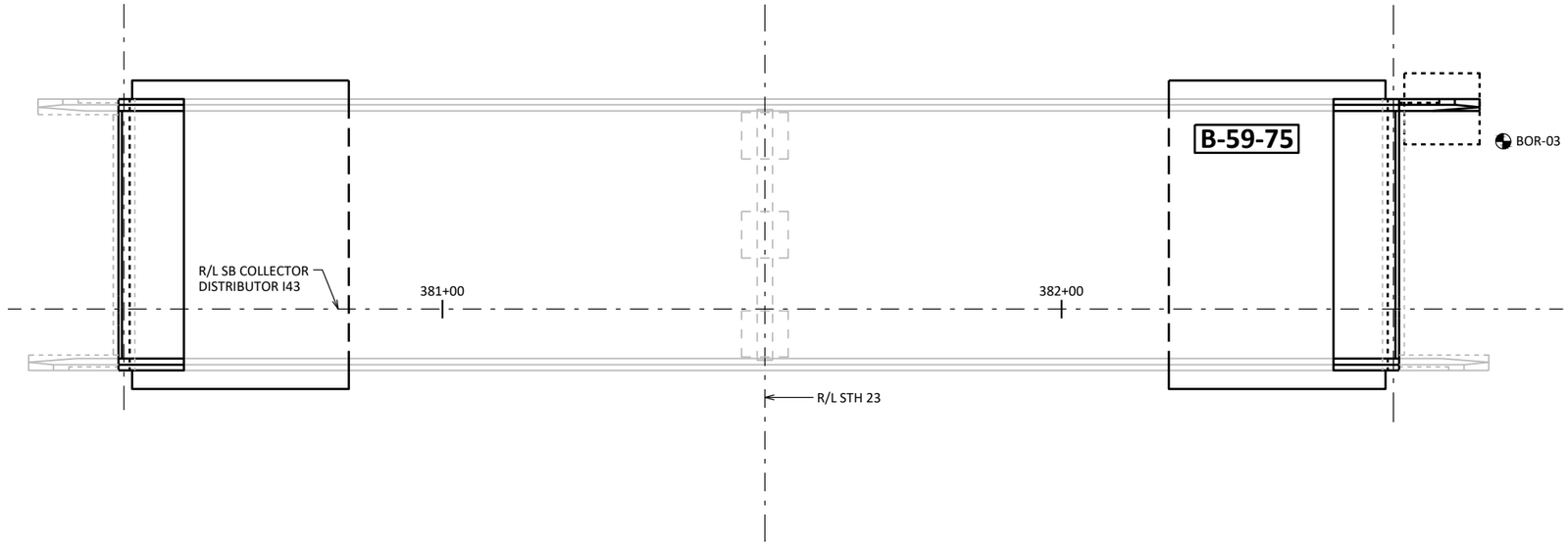
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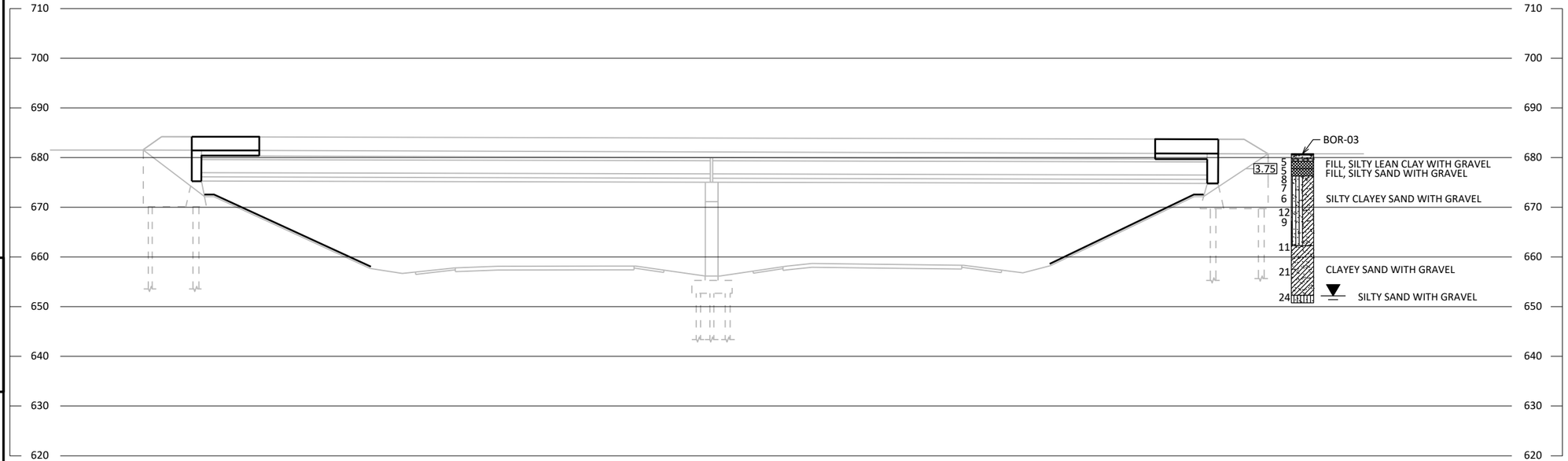
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BORING #	DATE COMPLETED
3	05/23/2023
BORINGS COMPLETED BY: ECS MIDWEST, LLC	
REPORT COMPLETED BY: ECS MIDWEST, LLC	





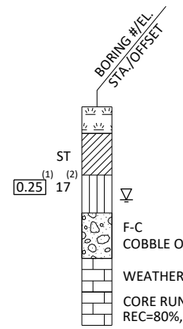
STATE PROJECT NUMBER

1222-13-71

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING

END OF DRILLING

AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-75

DRAWN BY MGD | PLANS CK'D KGW

SUBSURFACE EXPLORATION

SHEET 3 OF 9

471

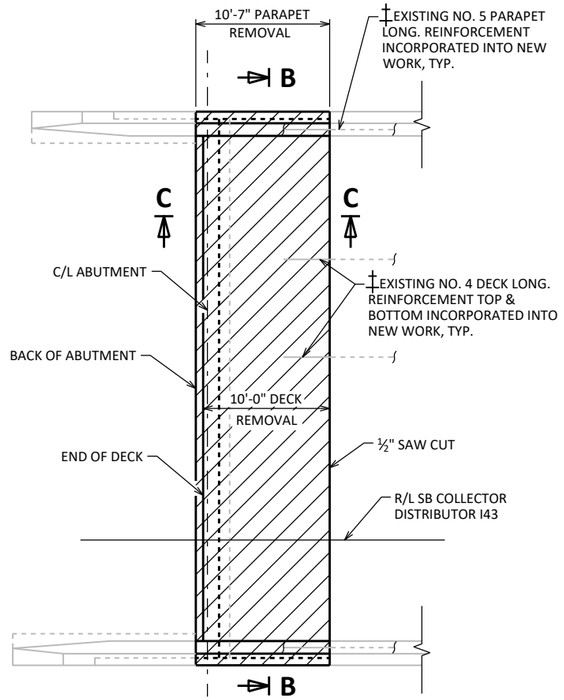
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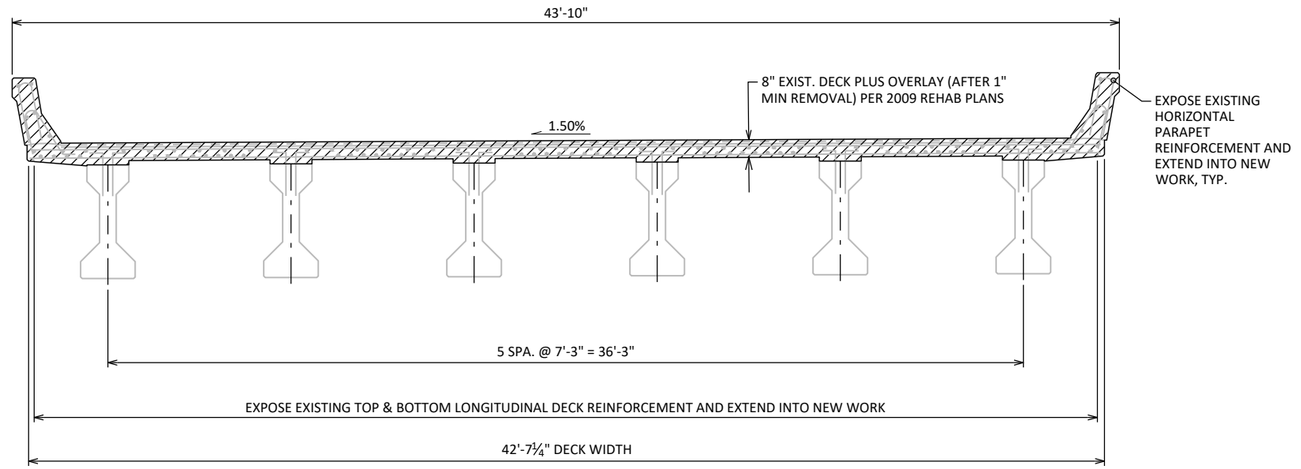
STATE PROJECT NUMBER

1222-13-71



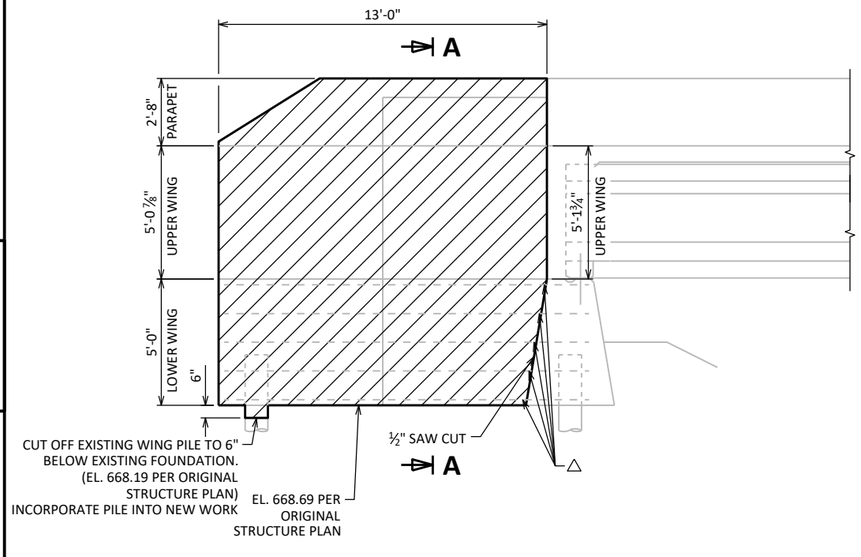
DECK REMOVAL PLAN

SOUTH END OF DECK SHOWN,
NORTH END OF DECK SIMILAR



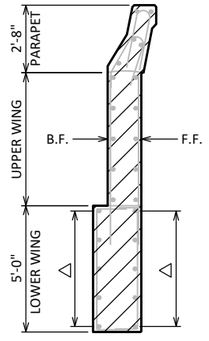
SECTION B-B

DECK REMOVAL CROSS SECTION
LOOKING NORTH



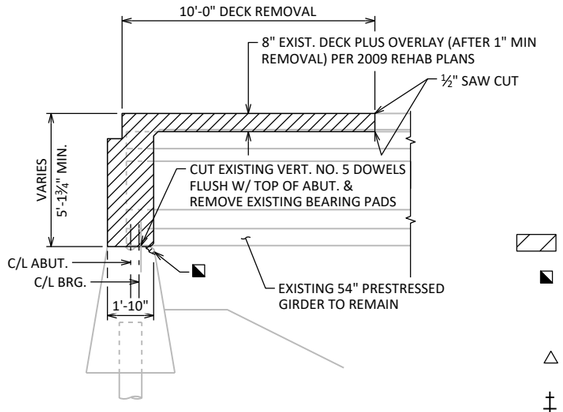
WINGWALL 3 REMOVAL ELEVATION

LOOKING EAST AT F.F. OF WALL



SECTION A-A

WINGWALL 3 REMOVAL CROSS SECTION



SECTION C-C

LEGEND

- REMOVAL LIMITS
- EXISTING DELAMINATION OR SPALL. PROVIDE TEMPORARY GIRDER SHORING FOR EXISTING SPALL OR ANTICIPATED REMOVAL DEPTHS GREATER THAN 2". COST FOR TEMPORARY SHORING SHALL BE INCIDENTAL TO "REMOVING BEARINGS".
- △ CUT EXISTING NO. 4 FRONT FACE BARS & NO. 10 BACK FACE BARS FLUSH WITH ABUTMENT BACK FACE.
- ‡ EXISTING REINFORCEMENT INCORPORATED INTO NEW WORK ARE TO BE BLAST CLEANED AS THE ENGINEER DEEMS NECESSARY. SUPPLEMENT BROKEN OR HEAVILY CORRODED REINFORCEMENT BARS PER THE DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-75

DRAWN BY WAR | PLANS CK'D KGW

REMOVAL DETAILS

SHEET 4 OF 9
472

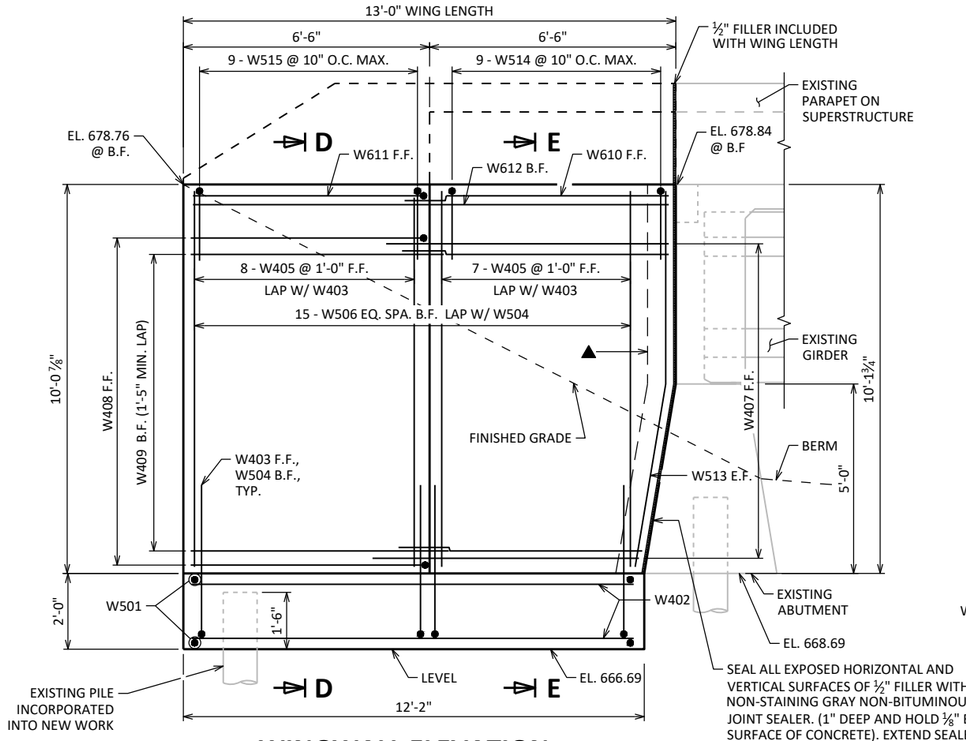
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STATE PROJECT NUMBER

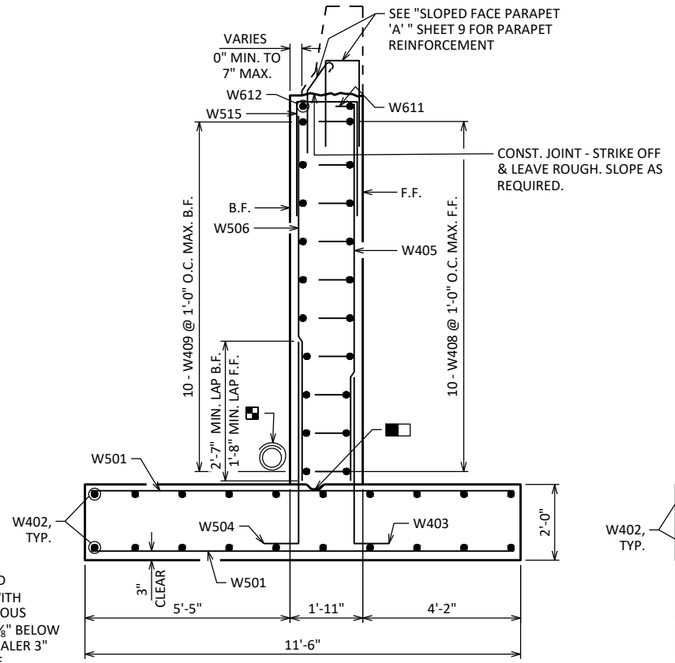
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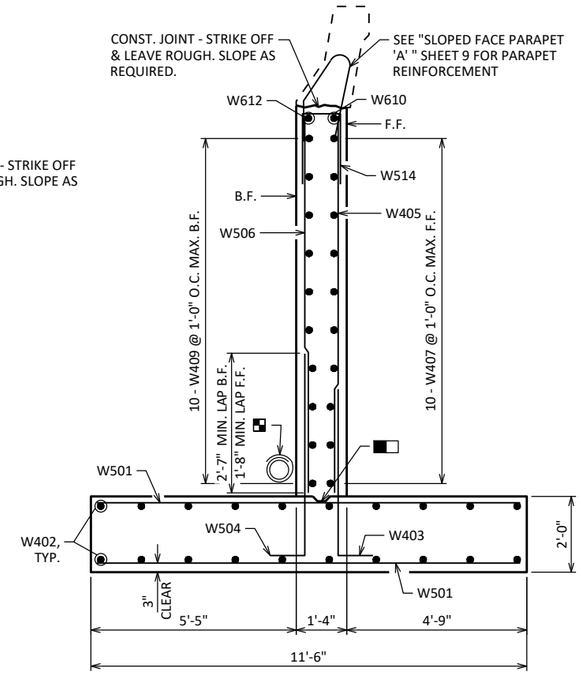
WINGWALL ELEVATION

LOOKING AT F.F. OF WING
PARAPET BARS DOWELING INTO TOP OF WING NOT SHOWN FOR CLARITY

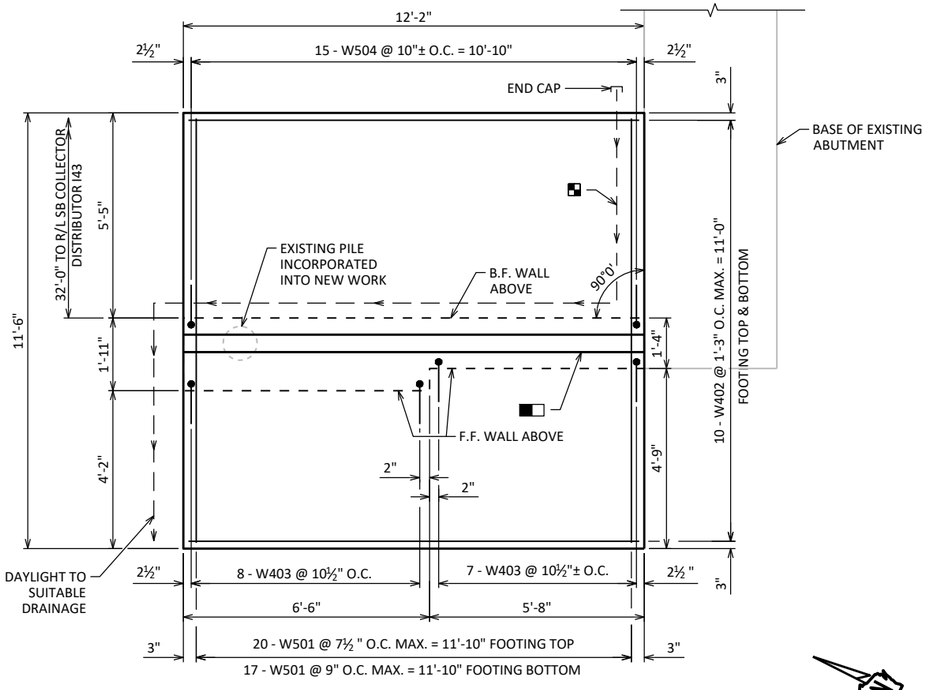
SEAL ALL EXPOSED HORIZONTAL AND VERTICAL SURFACES OF ½" FILLER WITH NON-STAINING GRAY NON-BITUMINOUS JOINT SEALER. (1" DEEP AND HOLD ⅛" BELOW SURFACE OF CONCRETE). EXTEND SEALER 3" BELOW GUTTER LINE AT INSIDE FACE.



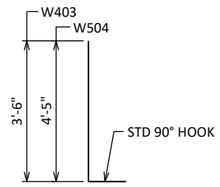
SECTION D-D



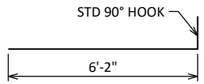
SECTION E-E



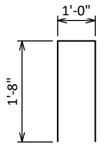
WINGWALL FOOTING REINFORCING PLAN



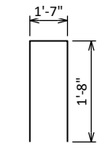
W403, W504



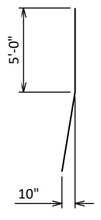
W408, W611



W514



W515



W513

WINGWALL 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
W501		37	11'-0"			FOOTING TRANSVERSE
W402		20	11'-8"			FOOTING LONGITUDINAL
W403	X	15	4'-1"	X		FOOTING VERT. DOWEL F.F.
W504	X	15	5'-2"	X		FOOTING VERT. DOWEL B.F.
W405	X	15	9'-9"			STEM VERT. F.F.
W506	X	15	9'-9"			STEM VERT. B.F.
W407	X	10	7'-11"			STEM HORIZ. F.F.
W408	X	10	6'-9"	X		STEM HORIZ. F.F.
W409	X	20	7'-1"			STEM HORIZ. B.F.
W610	X	1	8'-7"			STEM HORIZ. F.F. TOP
W611	X	1	7'-0"	X		STEM HORIZ. F.F. TOP
W612	X	1	12'-8"			STEM HORIZ. B.F. TOP
W513	X	2	9'-11"	X		STEM VERT. @ ABUT.
W514	X	9	4'-1"	X		STEM VERT. TOP
W515	X	9	4'-8"	X		STEM VERT. TOP

LEGEND

- PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.
- KEYED CONSTRUCTION JOINT FORMED BY BEVELED 2" X 6".
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL VERTICAL JOINT ON BACKFACE BETWEEN WINGWALL AND ABUTMENT.

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STRUCTURE B-59-75

DRAWN BY WAR | PLANS CK'D KGW

WINGWALL 3 DETAILS

SHEET 5 OF 9
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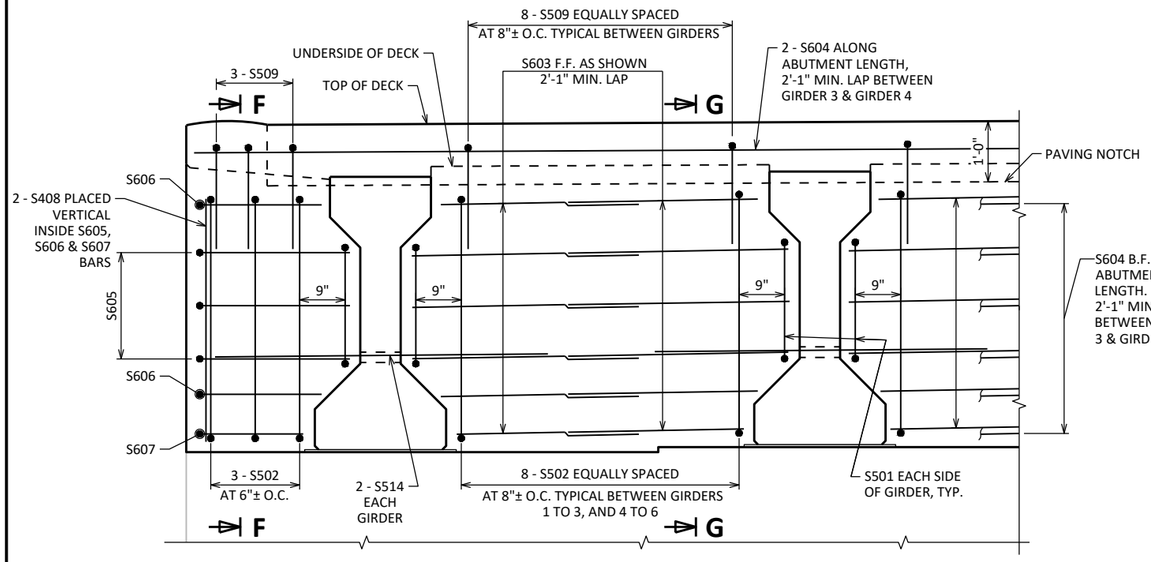
SCALE =

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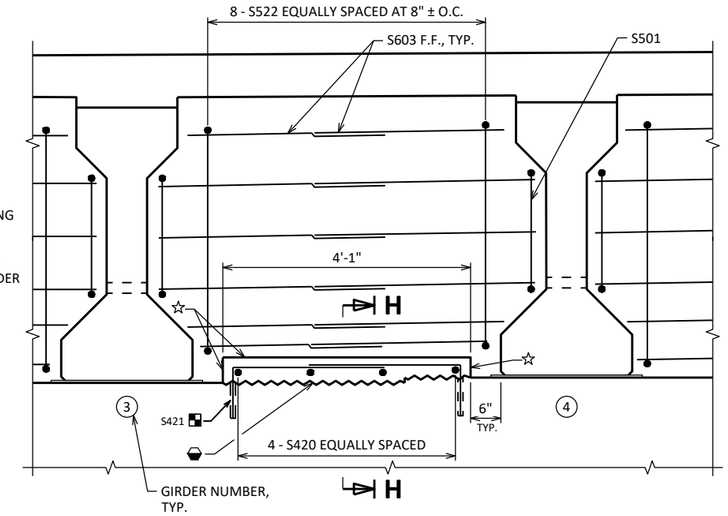
STATE PROJECT NUMBER

1222-13-71



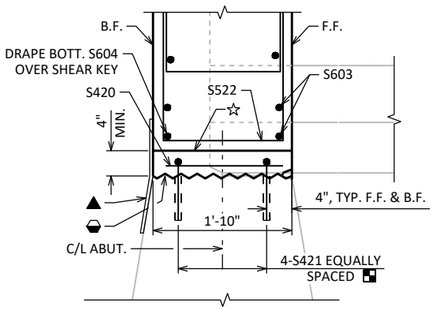
PARTIAL SECTION THRU CONCRETE END DIAPHRAGM

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY



SHEAR KEY BETWEEN GRIDERS 3 & 4

LOOKING NORTH



SECTION H-H

NOTES

THE THEORETICAL SERVICE LOADS (UNFACTORED) SHOWN IN THE TABLE ARE BASED ON THE BRIDGE IN ITS FINAL CONFIGURATION. ADDITIONAL LOAD RESULTING FROM STAGING AND/OR CONTRACTOR OPERATIONS, SUCH AS UNEVEN JACKING OF ADJACENT GIRDERS OR ADJACENT SUBSTRUCTURE UNITS, IS NOT INCLUDED.

EXTERIOR GIRDER DEAD LOAD REACTIONS WERE INCREASED 10% TO ACCOUNT FOR VARIABILITY IN THE COMPOSITE DL DISTRIBUTION METHODS.

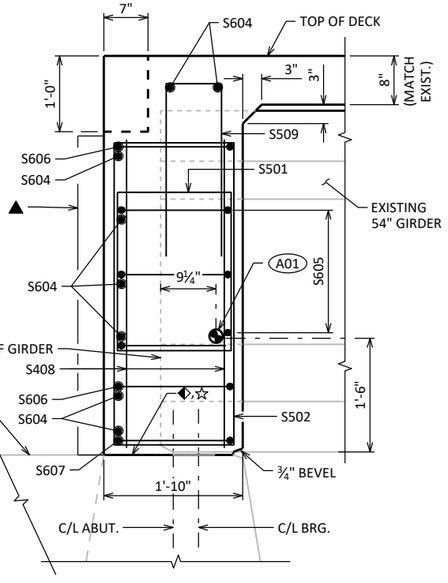
IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ADEQUACY OF THE GIRDER AT THE JACKING LOCATION.

LEGEND

- ◆ BEARING SEAT SURFACE PREPARATION, SEE SPECIAL PROVISIONS
- ☆ PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A01) CORE (1) HOLE AT 1½" DIA. IN WEBS FOR (2) S514 BARS, PLACED SYM. ABOUT C/L OF GIRDER.
- ⊖ GIRDER JACKING WILL NOT BE UNDER TRAFFIC
- ■ ADHESIVE ANCHOR NO. 4 BAR. EMBED 7" MIN IN CONCRETE
- ◒ LEAVE EXIST. BEARING SEAT ROUGH UNDER SHEAR KEY TO A MINIMUM AMPLITUDE OF ¼". WORK SHALL BE INCIDENTAL TO "BEARING SEAT SURFACE PREPARATION".

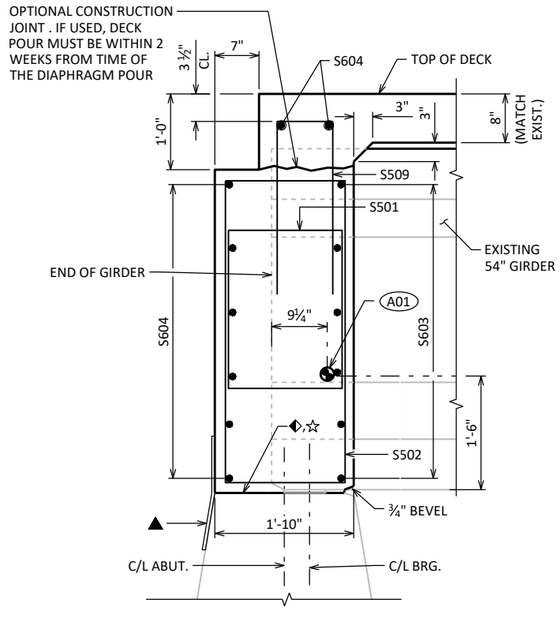
GIRDER REACTIONS AT BEARINGS (KIPS)

		C/L BRG. S. ABUT.	C/L BRG. N. ABUT.
INTERIOR GIRDER	DL	108.1	106.4
	LL	⊖	⊖
EXTERIOR GIRDER	DL	110.2	108.4
	LL	⊖	⊖



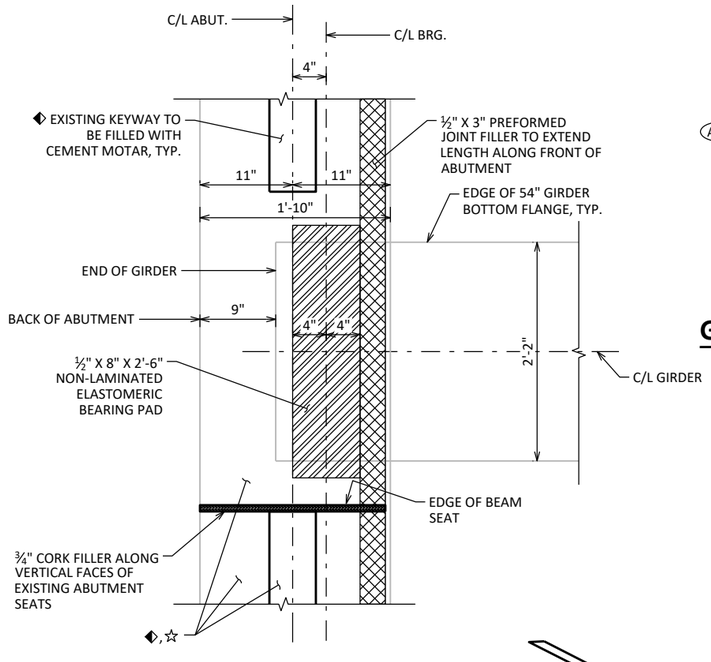
SECTION F-F

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY



SECTION G-G

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY



PLAN - ABUTMENT MODIFIED SEMI-EXPANSION SEAT CONVERSION

SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR

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STRUCTURE B-59-75

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ABUTMENT & END DIAPHRAGM DETAILS

SHEET 6 OF 9
474

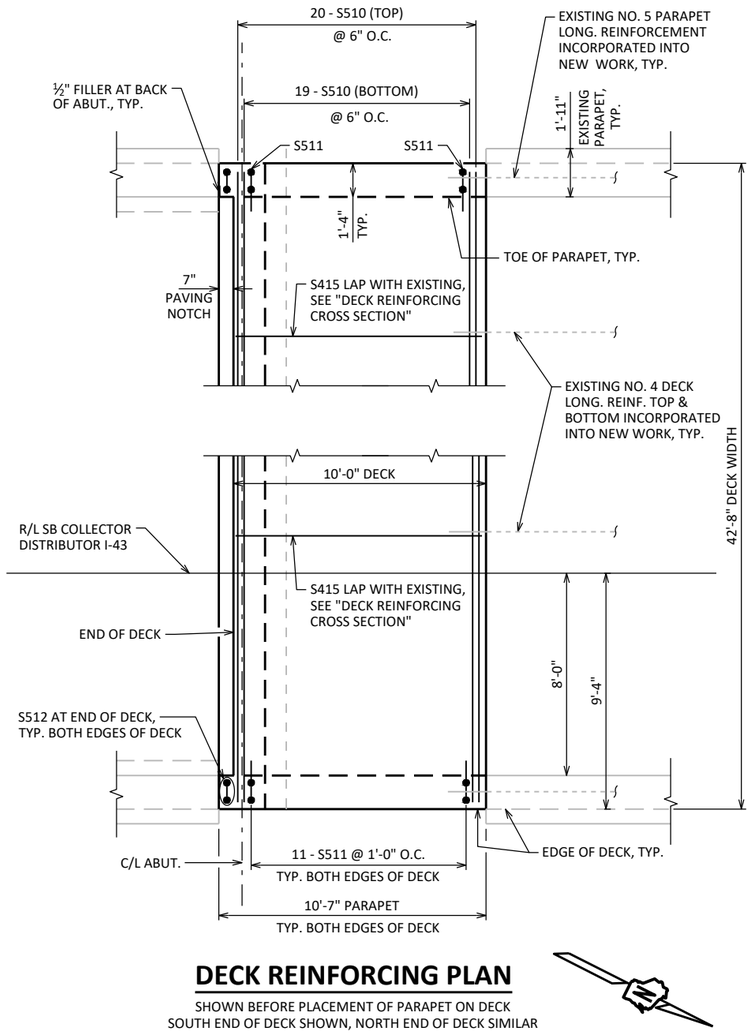
SCALE = VARIES

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8

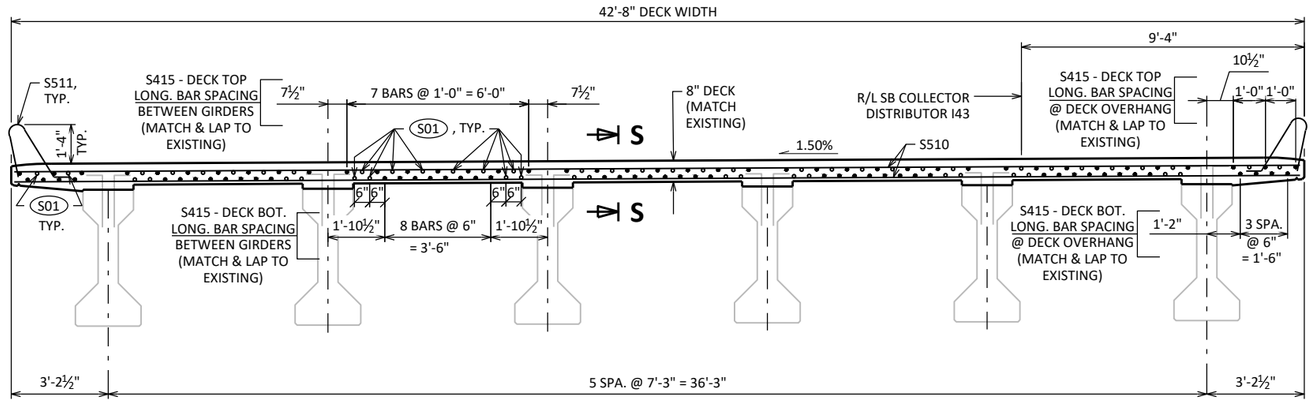
STATE PROJECT NUMBER

1222-13-71



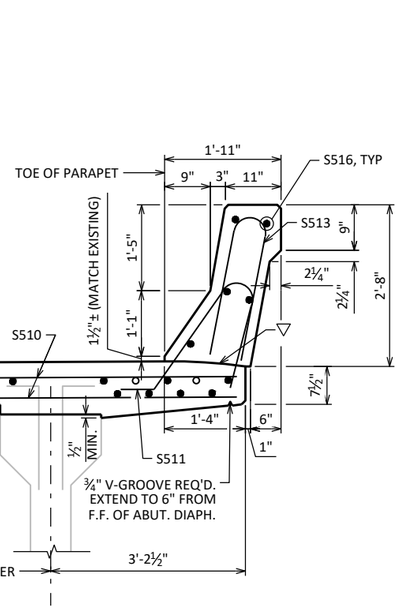
DECK REINFORCING PLAN

SHOWN BEFORE PLACEMENT OF PARAPET ON DECK
SOUTH END OF DECK SHOWN, NORTH END OF DECK SIMILAR

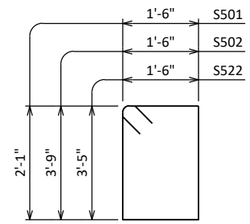


DECK REINFORCING CROSS SECTION

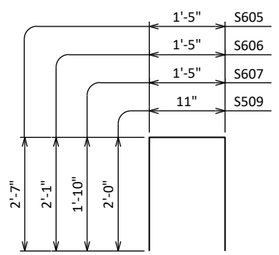
LOOKING NORTH
SHOWN BEFORE PLACEMENT OF PARAPET ON DECK



SECTION THRU PARAPET



S501, S502, S522



S605, S606, S607, S509

SUPERSTRUCTURE BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

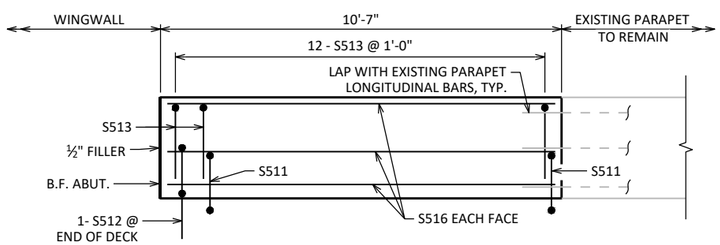
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	24	7'-10"	X		DIAPH. VERT. ADJACENT TO GIRDERS
S502	X	76	11'-2"	X		DIAPH. VERT.
S603	X	120	4'-2"			DIAPH. HORIZ. F.F.
S604	X	32	22'-5"			DIAPH. HORIZ. B.F. & TOP
S605	X	12	6'-3"	X		DIAPH. HORIZ. END
S606	X	8	5'-3"	X		DIAPH. HORIZ. END
S607	X	4	4'-9"	X		DIAPH. HORIZ. END
S408	X	8	3'-9"			DIAPH. VERT. END
S509	X	92	4'-8"	X		DIAPH. VERT. DOWEL TO DECK
S510	X	78	42'-4"			DECK TRANSVERSE
S511	X	44	4'-10"	X		PARAPET DOWEL
S512	X	4	5'-4"	X		PARAPET DOWEL END OF DECK
S513	X	48	5'-0"	X		PARAPET VERT.
S514	X	24	6'-0"			DIAPH. HORIZ. THRU GIRDER
S415	X	286	9'-9"			DECK LONG.
S516	X	20	10'-4"			PARAPET LONG.
S420	X	8	1'-6"			SHEAR KEY
S421	X	16	3'-11"	X		SHEAR KEY DOWEL
S522	X	16	10'-6"	X		DIAPH. VERT. GIRDERS 3 TO 4

LEGEND

(S01) S415 BARS SHOWN AS OPEN CIRCLES ARE IN ADDITION TO EXISTING/ORIGINAL DECK REINFORCEMENT LAYOUT. USE 6-S415 BARS AT TOP MAT AND 4-S415 BARS AT BOTTOM MAT, TYPICAL BETWEEN GIRDERS. USE 2-S415 AT TOP MAT AT EACH OVERHANG. PLACE BARS AT EQUAL BAR SPACING OR AS SHOWN.

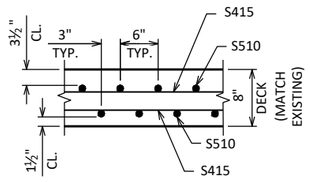
▽ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN. SLOPE AS REQUIRED.

▪ ADHESIVE ANCHOR NO. 4 BAR EMBED 7" MIN. IN CONCRETE

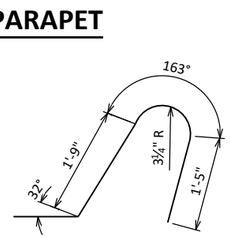


PARAPET REINFORCING ELEVATION

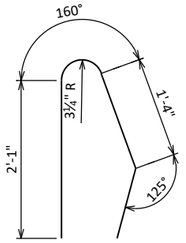
TYPICAL AT EACH QUADRANT OF BRIDGE



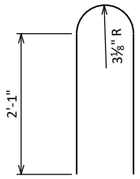
SECTION S-S



S511



S512



S513



S421

LEGEND

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-75

DRAWN BY WAR | PLANS CK'D KGW

SUPERSTRUCTURE

SHEET 7 OF 9

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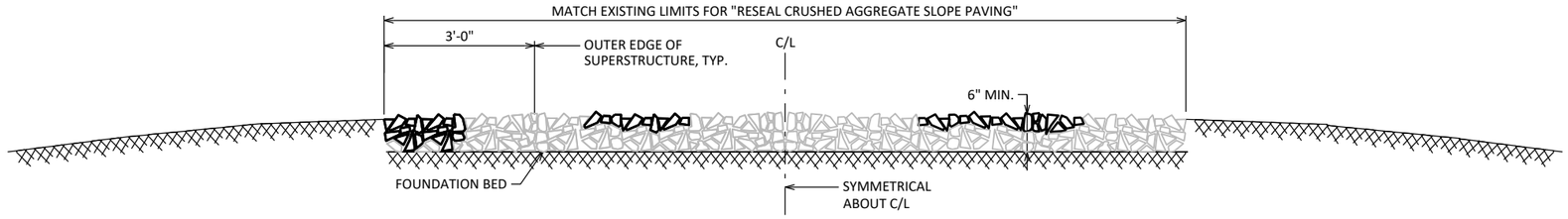
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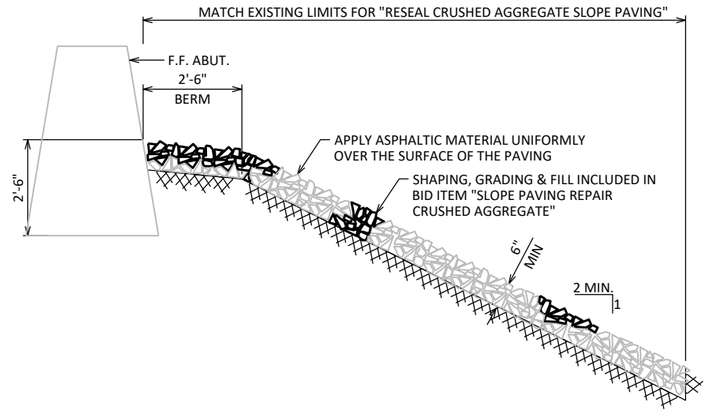
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STATE PROJECT NUMBER

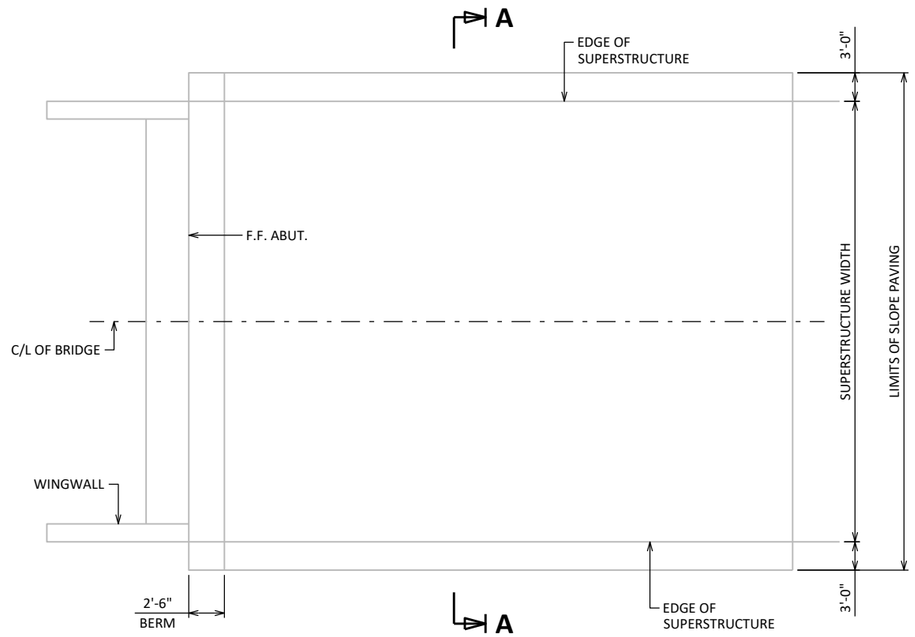
1222-13-71



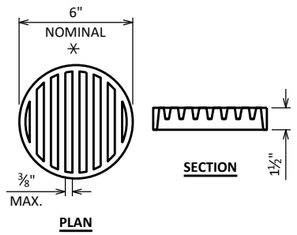
SECTION A-A



SLOPE PAVING TYPICAL SECTION



SLOPE PAVING PLAN

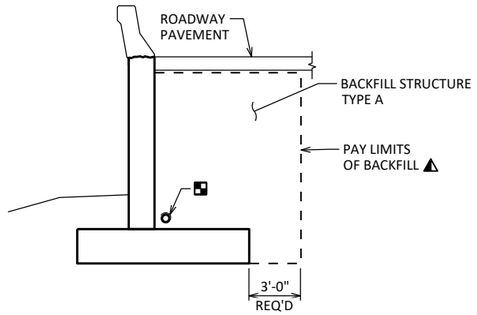


RODENT SHIELD DETAIL

⚹ DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING. ORIENT SO SLOTS ARE VERTICAL.

THE RODENT SHIELD, PIPE COUPLING AND SCREWS SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "PIPE UNDERDRAIN WRAPPED 6-INCH".

THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE EXPOSED END OF THE PIPE UNDERDRAIN. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

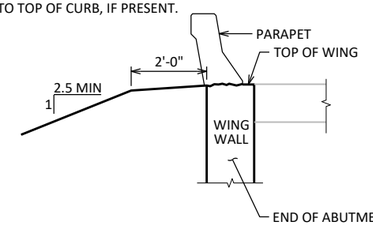


TYPICAL SECTION THRU WINGWALL 3

⚠ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

▪ PIPE UNDERDRAIN WRAPPED (6-INCH). SLOPE 0.5% MIN. TO SUITABLE DRAINAGE. ATTACH RODENT SHIELD AT ENDS OF PIPE UNDERDRAIN.

NOTE: PLACE FILL EVEN WITH TOP OF WING, 2 FEET FROM WING TIP. TRANSITION FILL TO TOP OF CURB, IF PRESENT.



TYPICAL FILL SECTION AT WING TIP

SLOPE PAVING NOTES

BID ITEM SHALL BE "SLOPE PAVING REPAIR CRUSHED AGGREGATE" & "RESEAL CRUSHED AGGREGATE SLOPE PAVING".

ENTIRE LIMITS OF SLOPE PAVING SHALL BE RESEALED.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-75

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SLOPE PAVING & WINGWALL BACKFILL DETAILS

SHEET 8 OF 9

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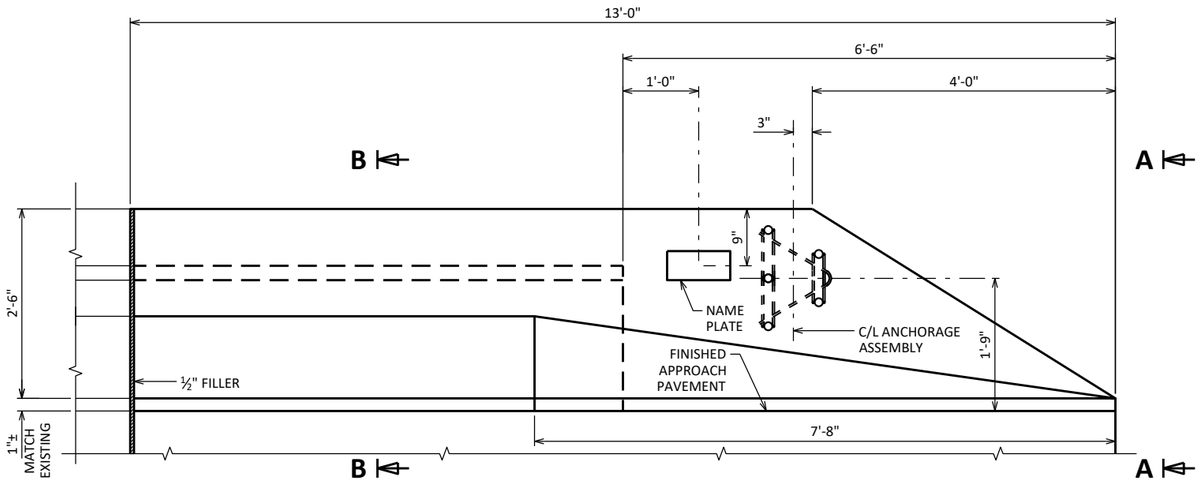
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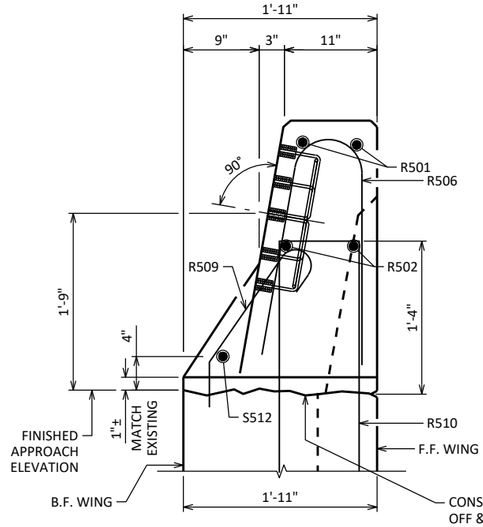
STATE PROJECT NUMBER

1222-13-71

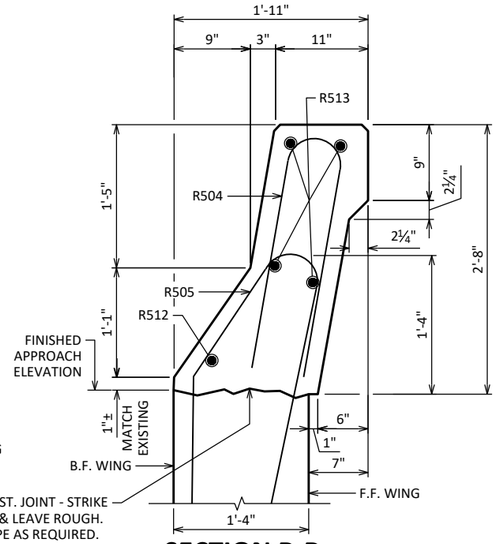


ELEVATION

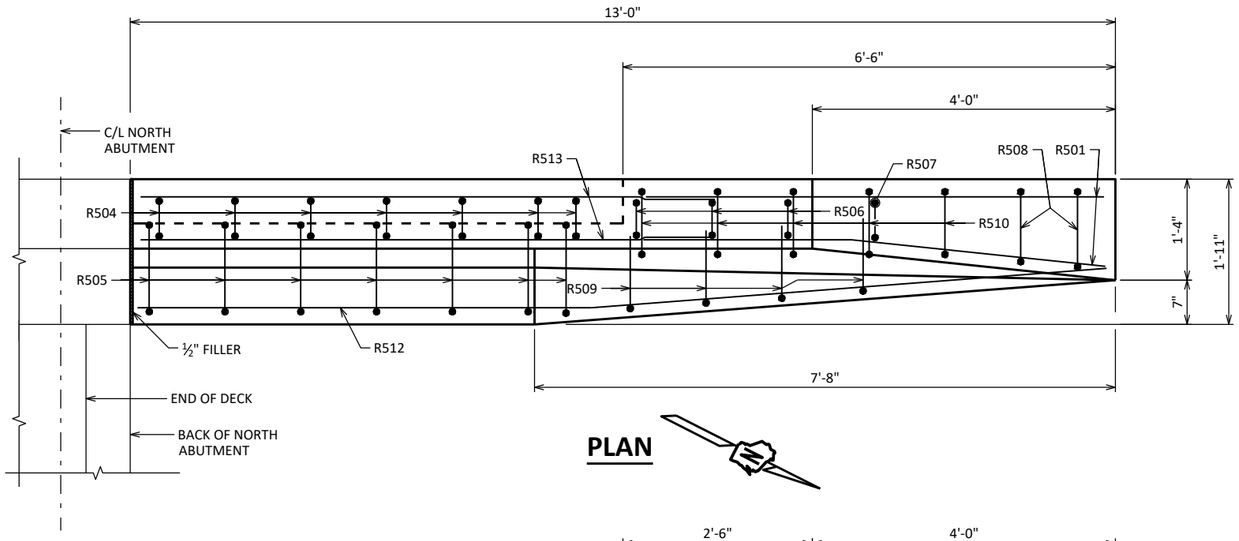
(LOOKING AT INSIDE FACE OF PARAPET)



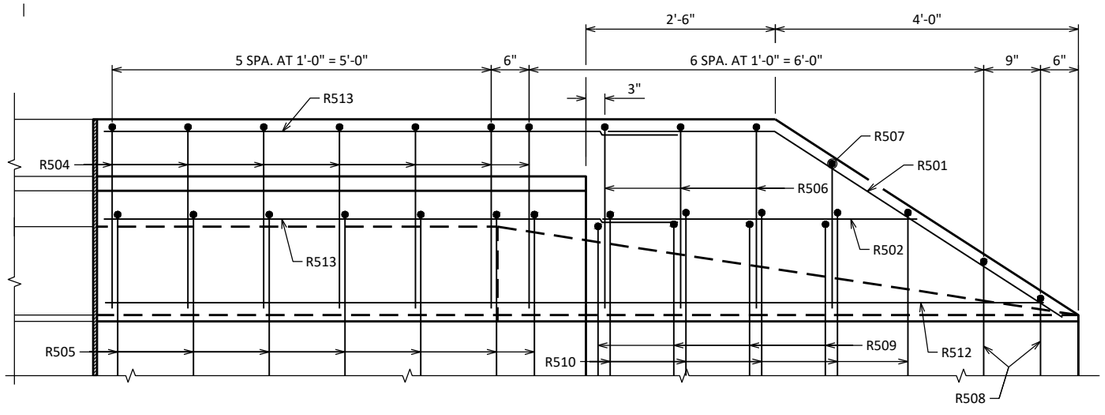
SECTION A-A



SECTION B-B



PLAN



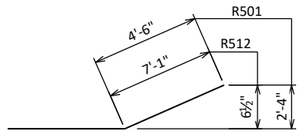
PARAPET REINFORCING ELEVATION

(LOOKING AT REFLECTED OUTSIDE FACE OF PARAPET)

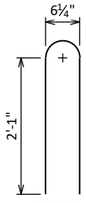
BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

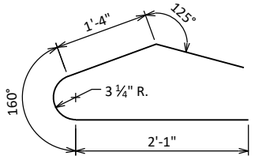
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	LOCATION
R501	X	2	6'-10"	X	WING 3 HORIZONTAL
R502	X	2	4'-5"		WING 3 HORIZONTAL
R504	X	7	5'-0"	X	WING 3 VERTICAL
R505	X	7	5'-4"	X	WING 3 VERTICAL
R506	X	3	5'-2"	X	WING 3 VERTICAL
R507	X	1	4'-2"	X	WING 3 VERTICAL
R508	X	2	4'-4"	X	WING 3 VERTICAL
R509	X	4	3'-0"	X	WING 3 VERTICAL
R510	X	5	5'-4"	X	WING 3 VERTICAL
R512	X	1	12'-3"	X	WING 3 HORIZONTAL
R513	X	4	7'-11"		WING 3 HORIZONTAL



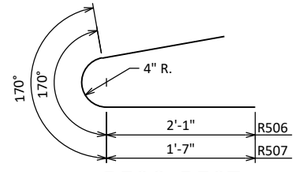
R501, R512



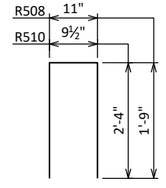
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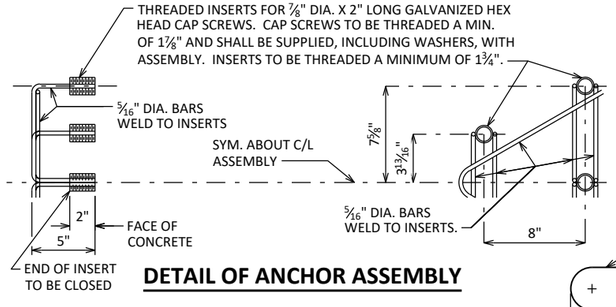
R505



R506, R507



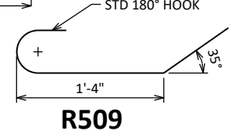
R508, R510



DETAIL OF ANCHOR ASSEMBLY

NOTE: HEX HEAD CAP SCREWS & WASHERS TO BE GALVANIZED IN ACCORDANCE WITH ASTM F2329.

ASSEMBLY SHALL BE BID ITEM "ANCHOR ASSEMBLIES FOR STEEL PLATE BEAM GUARD", EACH.



R509

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-75

DRAWN BY WAR | PLANS CK'D KGW

SLOPED FACE PARAPET "A"

SHEET 9 OF 9

477

SCALE =

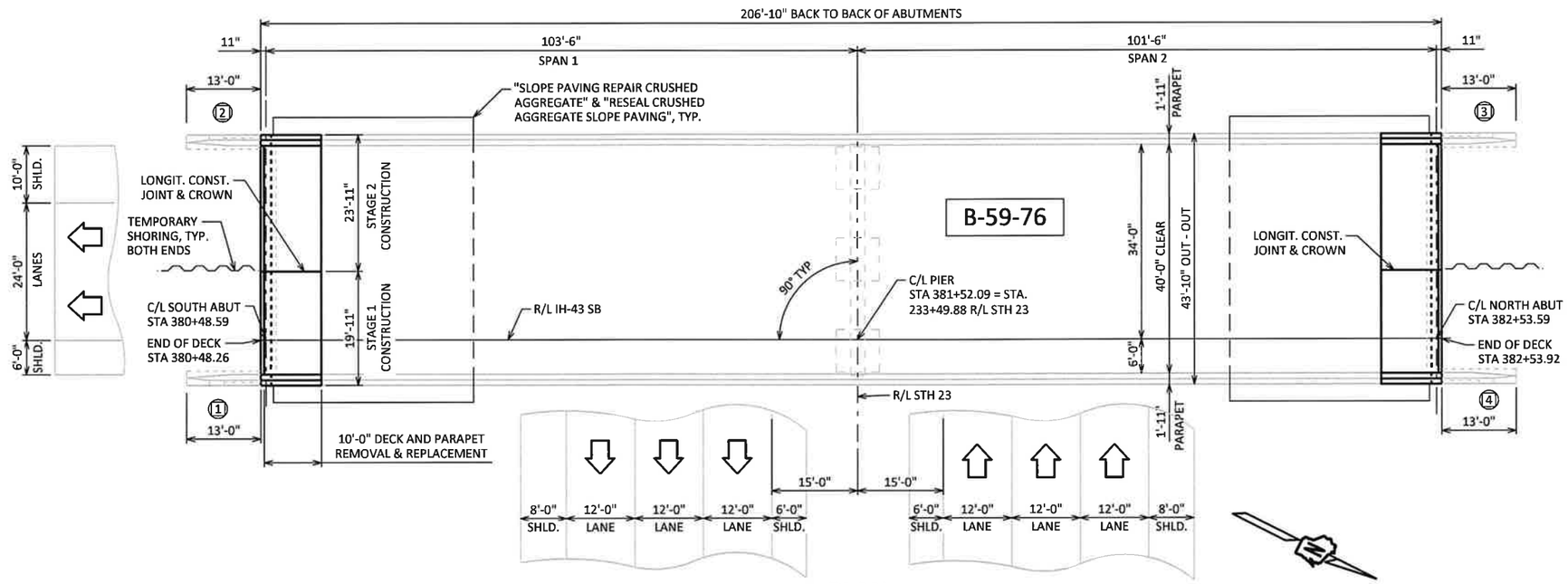
8

8

(#) INDICATES WING NUMBER

STATE PROJECT NUMBER

1222-13-71



PLAN

(REHABILITATION 2 - SPAN - 54" PRESTRESSED GIRDERS)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 19
OPERATING RATING: HS = 39
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

TRAFFIC DATA

FEATURE ON: IH 43 SB
ADT = 15,410 (2047)
R.D.S. = 70 MPH

FEATURE UNDER: STH 23
ADT = 32,700 (2021)
R.D.S. = 50 MPH

SCOPE OF WORK:

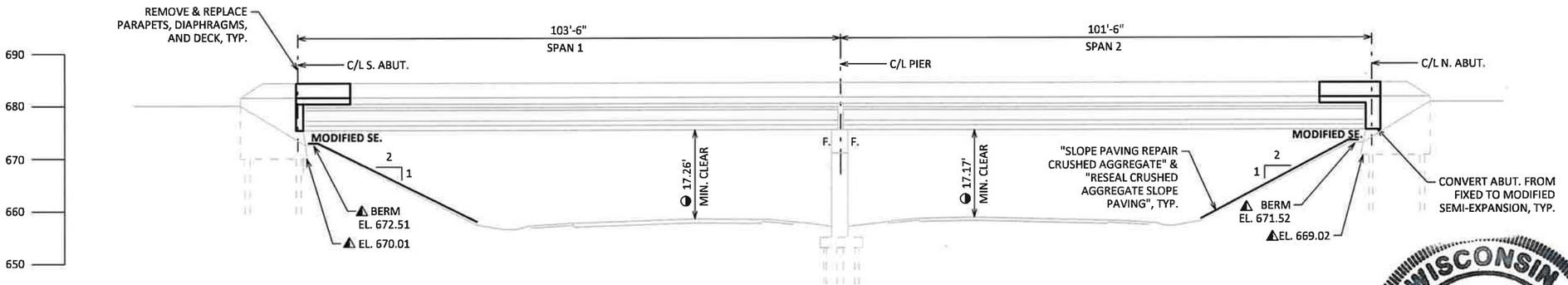
1. CONVERT FIXED ABUTMENTS TO MODIFIED SEMI-EXPANSION
2. PARTIAL REMOVAL AND REPLACEMENT OF DECK
3. REMOVE AND REPLACE END DIAPHRAGMS
4. CONCRETE SURFACE REPAIR
5. PARAPET JOINT SEALING
6. SLOPE PAVING REPAIR

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 REMOVAL DETAILS
5 ABUTMENT & END DIAPHRAGM DETAILS
6 SUPERSTRUCTURE
7 SLOPE PAVING DETAILS
8 BAR SPLICER (COUPLER) DETAILS

STRUCTURE DESIGN CONTACTS:

KEVIN WOOD (414) 266-9144
AARON BONK (608) 261-0261



ELEVATION

(LOOKING WEST)

LEGEND

▲ PER 1976 ORIGINAL STRUCTURE PLANS
◒ PER HSI (DIMENSION DATED 06/07/2017)



NO.	DATE	REVISION	BY

GRÄEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-76

IH-43 SB OVER STH 23

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	CMW	KGW

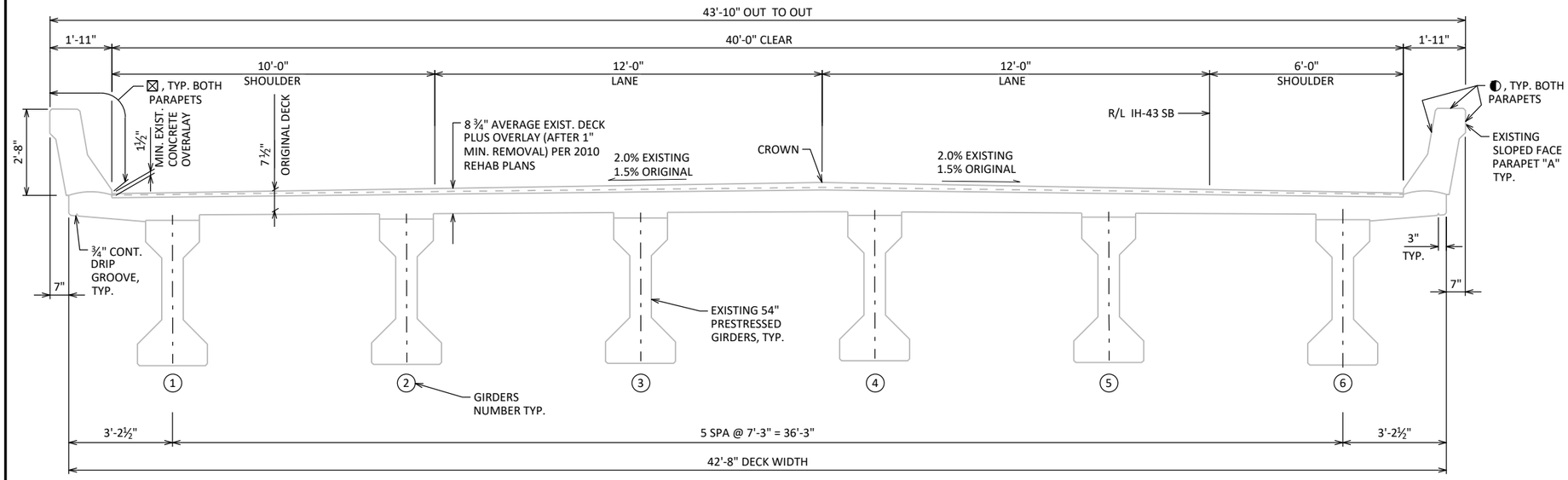
GENERAL PLAN

SHEET 1 OF 8
478

SCALE =

8

8



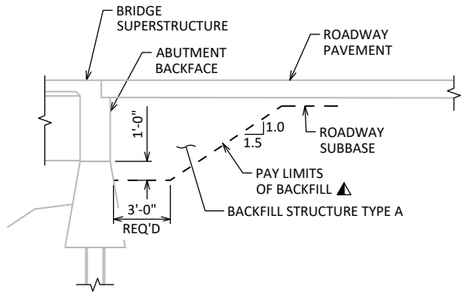
CROSS SECTION

(LOOKING NORTH)

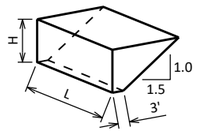
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
203.0220	REMOVING STRUCTURE B-59-76	EACH	--	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-76	EACH	--	--	--	--	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	--	118	--	118	236
502.0100	CONCRETE MASONRY BRIDGES	CY	51.3	--	--	--	51
502.3200	PROTECTIVE SURFACE TREATMENT	SY	103	--	--	--	103
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	153	10	--	10	173
502.3210	PIGMENTED SURFACE SEALER	SY	18	--	--	--	18
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,870	--	--	--	9,870
505.0905	BAR COUPLERS NO. 5	EACH	78	--	--	--	78
505.0906	BAR COUPLERS NO. 6	EACH	16	--	--	--	16
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	12	--	--	--	12
506.7050.S	REMOVING BEARINGS B-59-76	EACH	12	--	--	--	12
509.1500	CONCRETE SURFACE REPAIR	SF	33	1	26	43	103
511.1200	TEMPORARY SHORING B-59-76	SF	--	50	--	50	100
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	--	10	--	10	20
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	--	2	--	2	4
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	--	218	--	218	436
SPV.0060.03	JOINT SEALANT PARAPET	EACH	18	--	--	--	18
SPV.0180.02	BEARING SEAT SURFACE PREPARATION	SY	--	9	--	9	18
	NON-BID ITEMS						
	PREFORMED JOINT FILLER	SIZE					½"
	CORK FILLER	SIZE					¾"

ALL ITEMS ARE CATEGORY 0210



TYPICAL SECTION THRU ABUTMENT



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = 5.33 FT
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

LEGEND

▲ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS. CONCRETE SURFACE REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING. "PIGMENTED SURFACE SEALER" TO BE APPLIED TO TRAFFIC FACE AND TOP OF RECONSTRUCTED PARAPETS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½ -INCH DEEP SAW CUT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE TOP OF THE REPLACED PORTIONS OF DECK, INCLUDING VERTICAL AND HORIZONTAL FACES OF PAVING NOTCHES.

SEAL CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

THE EXISTING ROADWAY SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

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 FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

LOCATIONS OF "CONCRETE SURFACE REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-76, IS A 2-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE WITH AN OVERALL WIDTH OF 43'-10" AND A BACK-TO-BACK OF ABUTMENT LENGTH 206'-10".

"REMOVING STRUCTURE B-59-76" INCLUDES REMOVAL OF CONCRETE END DIAPHRAGMS AND PARTIAL REMOVAL OF DECK AND PARAPETS AS SHOWN ON THE PLANS. SAWCUTTING AT LIMITS OF DECK REMOVAL IS INCLUDED WITH "REMOVING STRUCTURE B-59-76".

MATERIALS, EQUIPMENT, ETC, SHALL NOT BE STOCKPILED OR STORED ON THE BRIDGE DECK WITHOUT PRIOR APPROVAL OF THE ENGINEER.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE EXISTING GIRDER, INCLUDING SHEAR STIRRUPS. SAW CUTTING OF THE EXISTING SHEAR STIRRUPS IS NOT ALLOWED.

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD PRIOR TO DECK REMOVAL. IF EXPECTED TOP OF DECK ELEVATIONS EXCEED EXISTING BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

STATE PROJECT NUMBER

1222-13-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 8
479

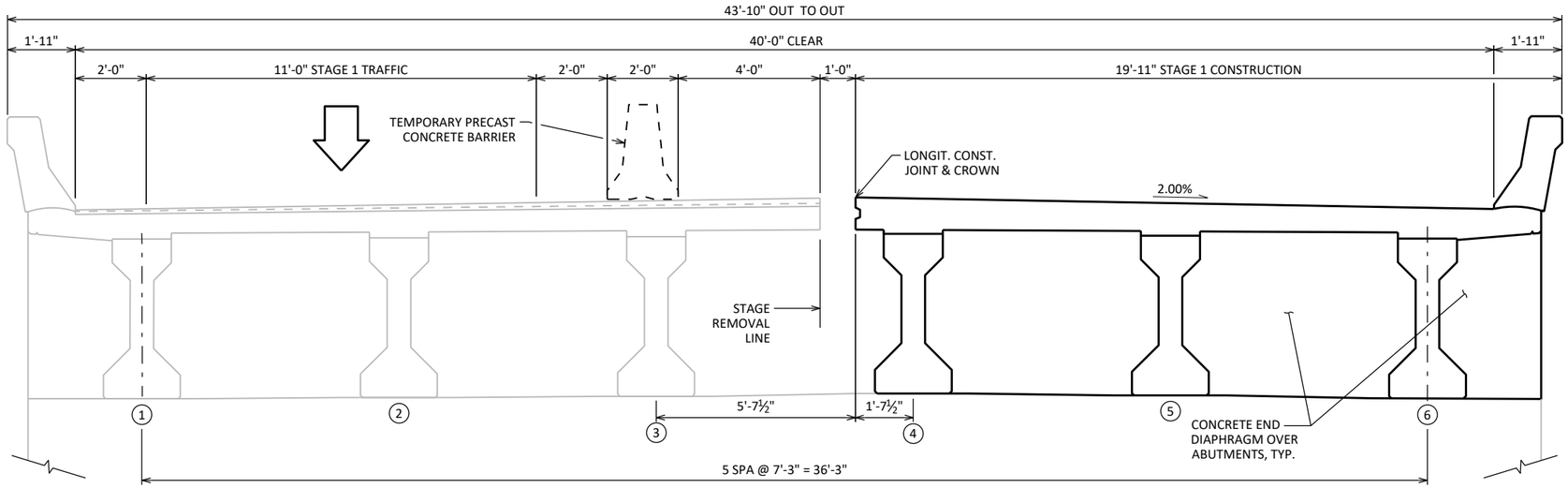
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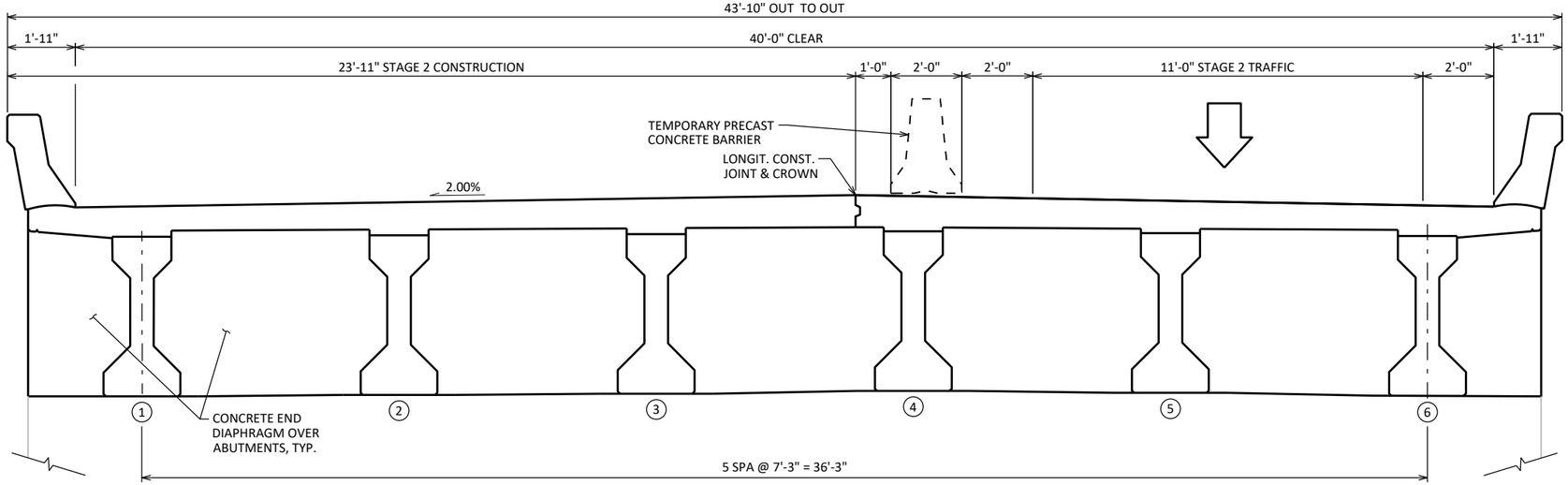
STATE PROJECT NUMBER

1222-13-71



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

NOTE

PLACE CONCRETE END DIAPHRAGM BETWEEN GIRDER 3 AND GIRDER 4 DURING STAGE 2 CONSTRUCTION

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY CMW | PLANS CK'D KGW

CONSTRUCTION STAGING

SHEET 3 OF 8

480

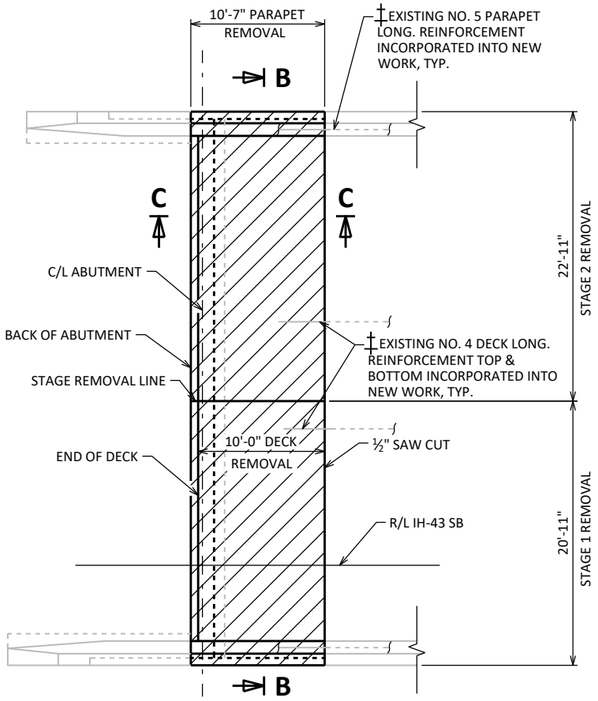
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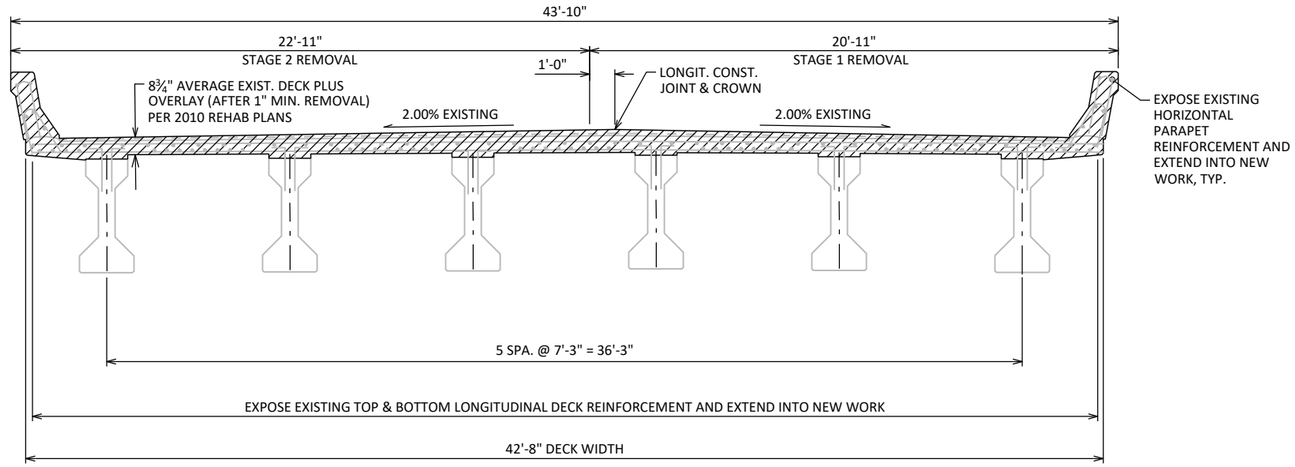
STATE PROJECT NUMBER

1222-13-71



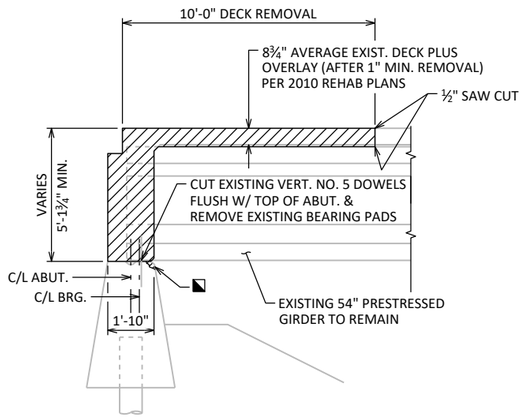
DECK REMOVAL PLAN

SOUTH END OF DECK SHOWN,
NORTH END OF DECK SIMILAR



SECTION B-B

DECK REMOVAL CROSS SECTION
LOOKING NORTH



SECTION C-C

LEGEND

- REMOVAL LIMITS
- EXISTING DELAMINATION OR SPALL. PROVIDE TEMPORARY GIRDER SHORING FOR EXISTING SPALL OR ANTICIPATED REMOVAL DEPTHS GREATER THAN 2". COST FOR TEMPORARY SHORING SHALL BE INCIDENTAL TO "REMOVING BEARINGS".
- EXISTING REINFORCEMENT INCORPORATED INTO NEW WORK ARE TO BE BLAST CLEANED AS THE ENGINEER DEEMS NECESSARY. SUPPLEMENT BROKEN OR HEAVILY CORRODED REINFORCEMENT BARS PER THE DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY WAR | PLANS CK'D KGW

REMOVAL DETAILS

SHEET 4 OF 8
481

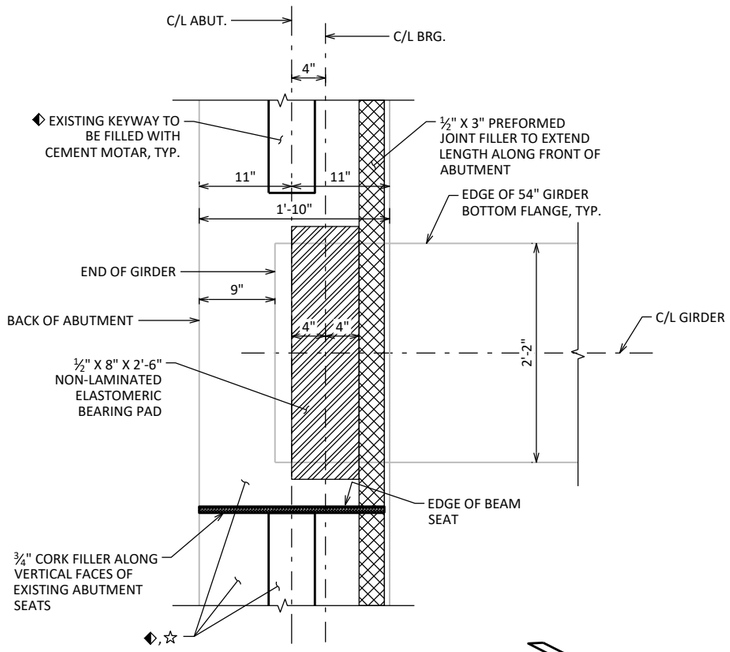
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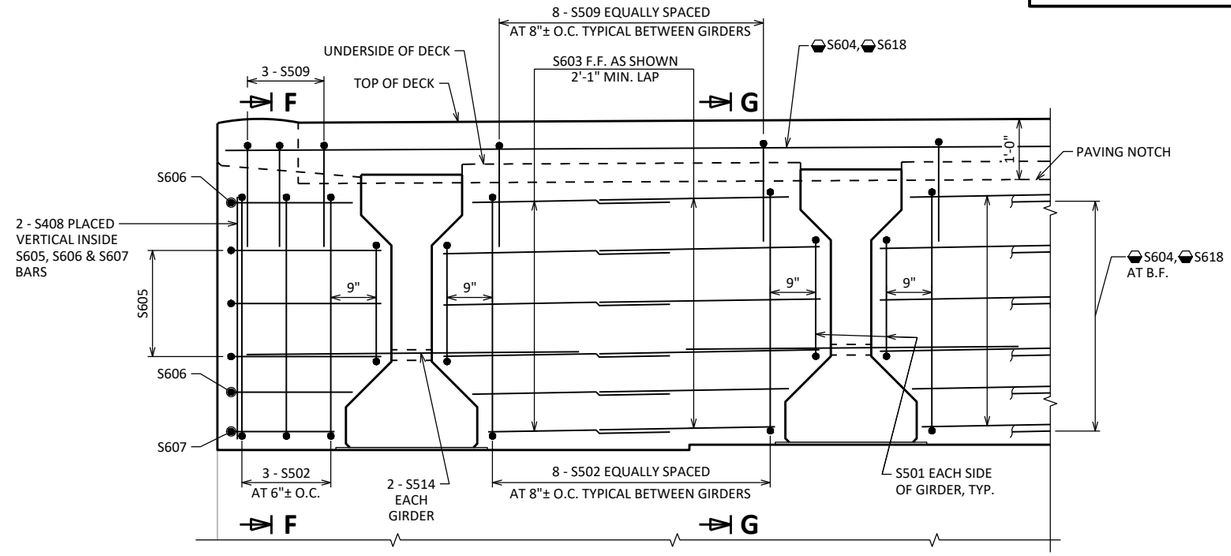
STATE PROJECT NUMBER

1222-13-71



PLAN - ABUTMENT MODIFIED SEMI-EXPANSION SEAT CONVERSION

SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR



PARTIAL SECTION THRU CONCRETE END DIAPHRAGM

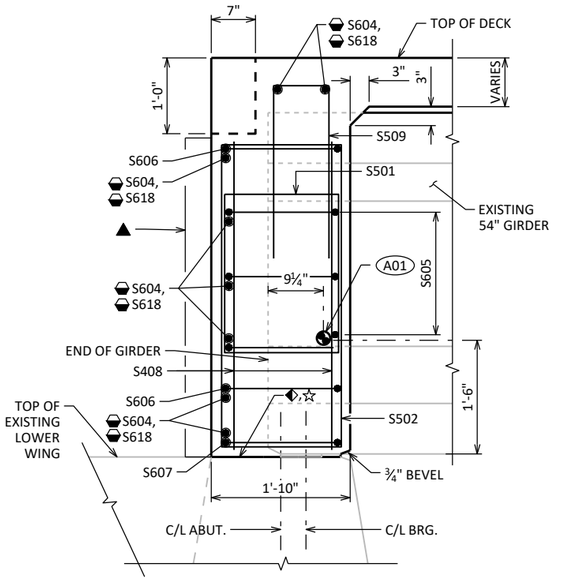
DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY

NOTES

THE THEORETICAL SERVICE LOADS (UNFACTORED) SHOWN IN THE TABLE ARE BASED ON THE BRIDGE IN ITS FINAL CONFIGURATION. ADDITIONAL LOAD RESULTING FROM STAGING AND/OR CONTRACTOR OPERATIONS, SUCH AS UNEVEN JACKING OF ADJACENT GIRDERS OR ADJACENT SUBSTRUCTURE UNITS, IS NOT INCLUDED.

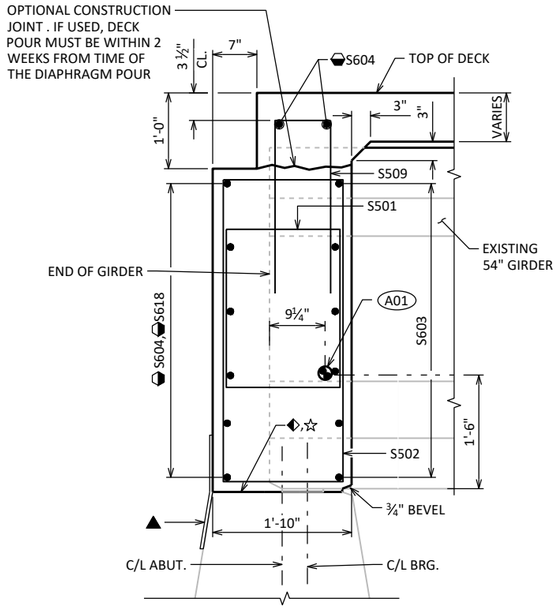
EXTERIOR GIRDER DEAD LOAD REACTIONS WERE INCREASED 10% TO ACCOUNT FOR VARIABILITY IN THE COMPOSITE DL DISTRIBUTION METHODS.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ADEQUACY OF THE GIRDER AT THE JACKING LOCATION.



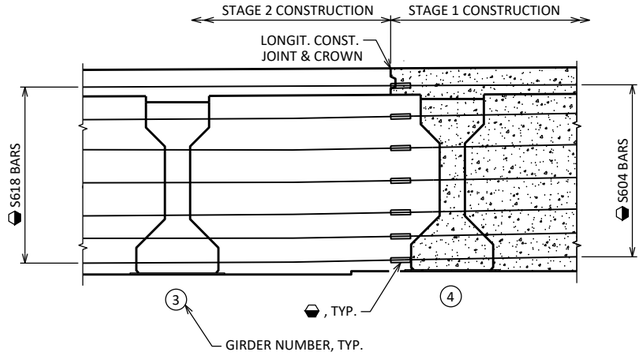
SECTION F-F

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY



SECTION G-G

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY



DIAPHRAGM STAGE CONSTRUCTION DETAIL

LOOKING NORTH
DIAPHRAGM VERTICAL AND FRONT FACE REINFORCEMENT NOT SHOWN FOR CLARITY

LEGEND

- ◆ BEARING SEAT SURFACE PREPARATION, SEE SPECIAL PROVISIONS.
- ☆ PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A01) CORE (1) HOLE AT 1½" DIA. IN WEBS FOR (2) S514 BARS, PLACED SYM. ABOUT C/L OF GIRDER.
- ⊖ GIRDER JACKING WILL NOT BE UNDER TRAFFIC.
- BAR COUPLER REQUIRED. SEE SHEET 8.
- STAGE 1 CONSTRUCTION CONCRETE LIMITS.

GIRDER REACTIONS AT BEARINGS (KIPS)

		C/L BRG. S. ABUT.	C/L BRG. N. ABUT.
INTERIOR GIRDER	DL	111.2	109.4
	LL	⊖	⊖
EXTERIOR GIRDER	DL	113.5	111.6
	LL	⊖	⊖

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY WAR | PLANS CK'D KGW

ABUTMENT & END DIAPHRAGM DETAILS

SHEET 5 OF 8
482

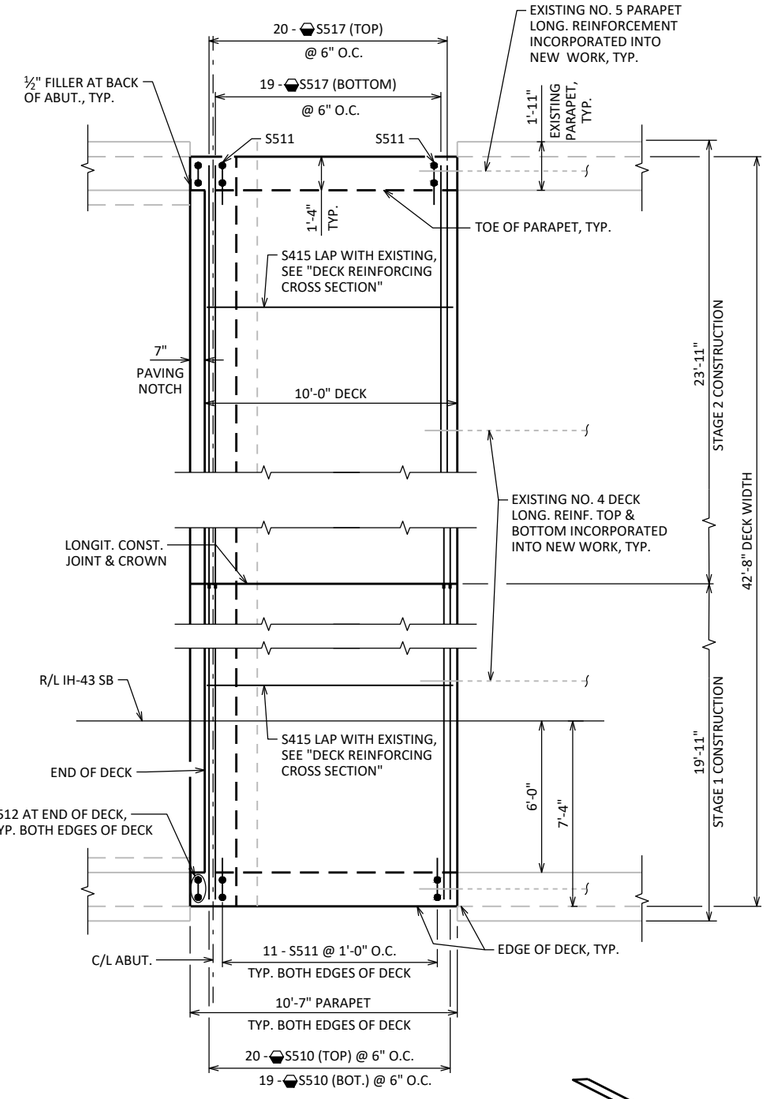
SCALE = VARIES

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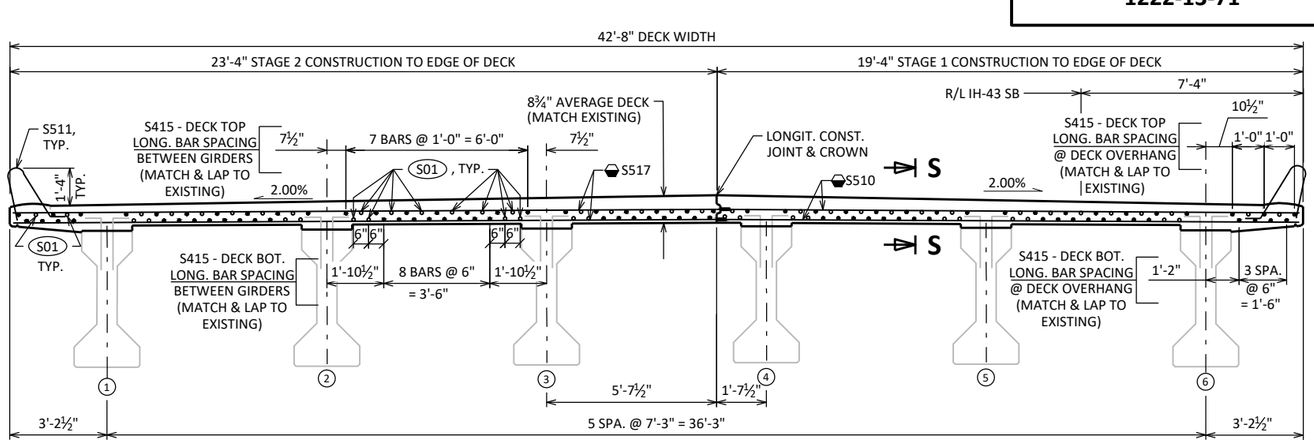
STATE PROJECT NUMBER

1222-13-71



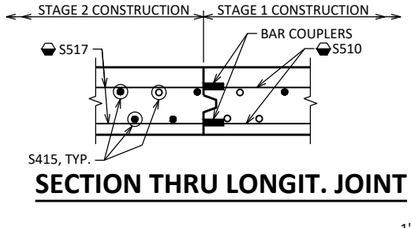
DECK REINFORCING PLAN

SHOWN BEFORE PLACEMENT OF PARAPET ON DECK
SOUTH END OF DECK SHOWN, NORTH END OF DECK SIMILAR

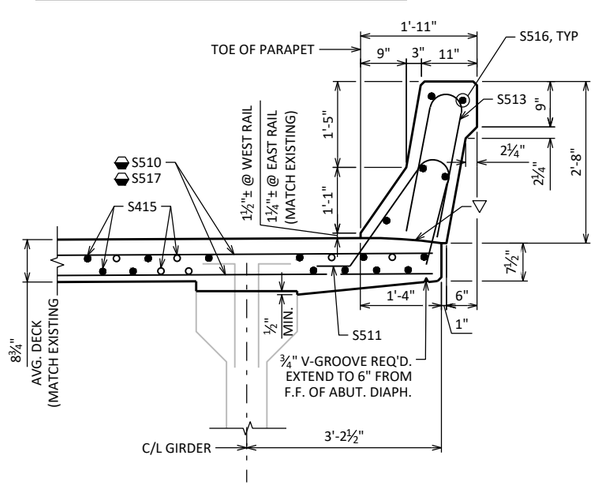


DECK REINFORCING CROSS SECTION

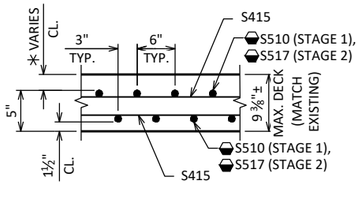
LOOKING NORTH
SHOWN BEFORE PLACEMENT OF PARAPET ON DECK



SECTION THRU LONGIT. JOINT



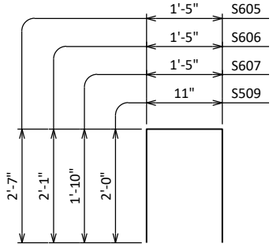
SECTION THRU PARAPET



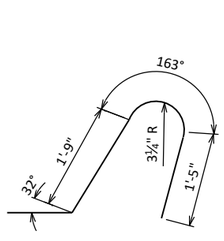
SECTION S-S



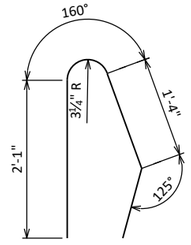
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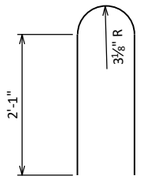
S605, S606, S607, S509



S511



S512



S513

SUPERSTRUCTURE 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
S501	X	24	7'-10"	X		DIAPH. VERT. ADJACENT TO GIRDERS
S502	X	92	11'-2"	X		DIAPH. VERT.
S603	X	120	4'-2"			DIAPH. HORIZ. F.F.
S604	X	16	19'-2"			DIAPH. HORIZ. B.F. & TOP - STAGE 1
S605	X	12	6'-3"	X		DIAPH. HORIZ. END
S606	X	8	5'-3"	X		DIAPH. HORIZ. END
S607	X	4	4'-9"	X		DIAPH. HORIZ. END
S408	X	8	3'-9"			DIAPH. VERT. END
S509	X	92	4'-8"	X		DIAPH. VERT. DOWEL TO DECK
S510	X	78	19'-2"			DECK TRANSVERSE - STAGE 1
S511	X	44	4'-10"	X		PARAPET DOWEL
S512	X	4	5'-4"	X		PARAPET DOWEL END OF DECK
S513	X	48	5'-0"	X		PARAPET VERT.
S514	X	24	6'-0"			DIAPH. HORIZ. THRU GIRDER
S415	X	286	9'-9"			DECK LONG.
S516	X	20	10'-4"			PARAPET LONG.
S517	X	78	23'-2"			DECK TRANSVERSE - STAGE 2
S618	X	16	23'-2"			DIAPH. HORIZ. B.F. & TOP - STAGE 2

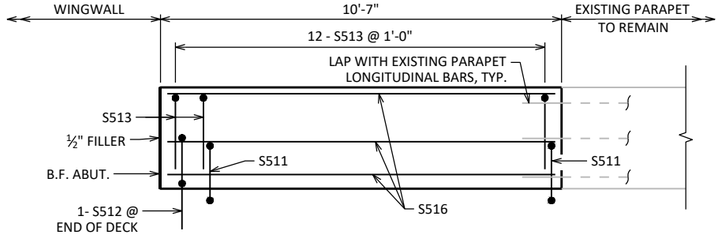
LEGEND

(S01) S415 BARS SHOWN AS OPEN CIRCLES ARE IN ADDITION TO EXISTING/ORIGINAL DECK REINFORCEMENT LAYOUT. USE 6-S415 BARS AT TOP MAT AND 4-S415 BARS AT BOTTOM MAT, TYPICAL BETWEEN GIRDERS. USE 2-S415 AT TOP MAT AT EACH OVERHANG. PLACE BARS AT EQUAL BAR SPACING OR AS SHOWN.

▽ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN. SLOPE AS REQUIRED.

⬭ BAR COUPLER, SEE SHEET 8 FOR DETAILS

✳ CLEAR COVER VARIES DUE TO EXISTING VARIABLE CONCRETE OVERLAY THICKNESS



PARAPET REINFORCING ELEVATION

TYPICAL AT EACH QUADRANT OF BRIDGE

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY WAR | PLANS CK'D KGW

SUPERSTRUCTURE

SHEET 6 OF 8
483

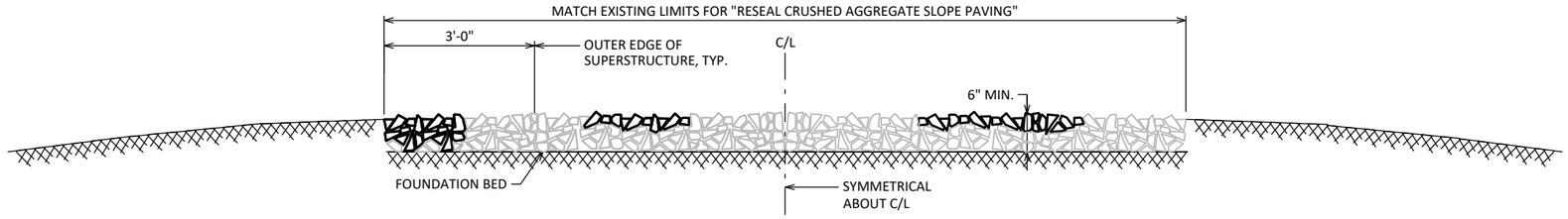
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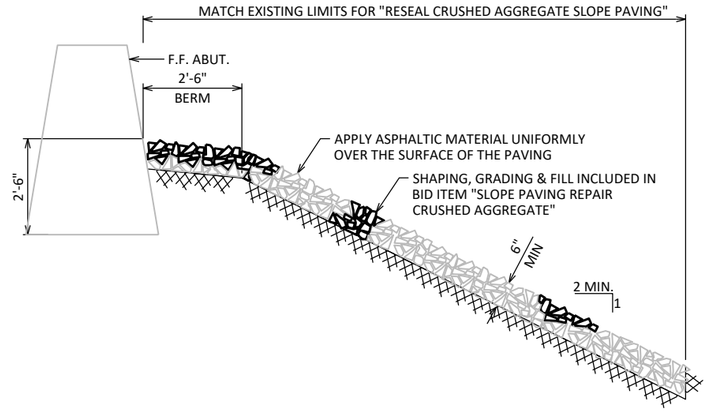
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STATE PROJECT NUMBER

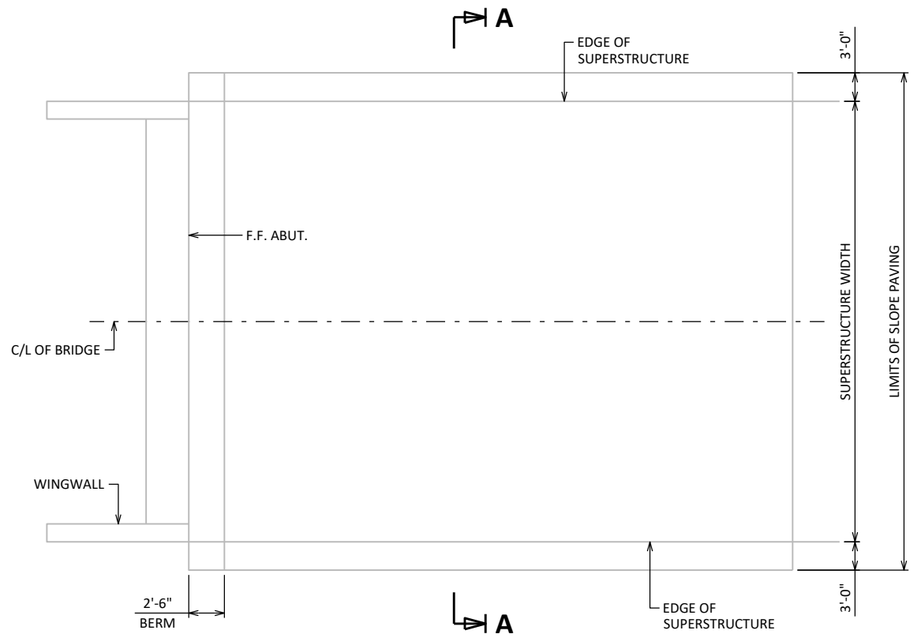
1222-13-71



SECTION A-A



SLOPE PAVING TYPICAL SECTION



SLOPE PAVING PLAN

SLOPE PAVING NOTES

BID ITEM SHALL BE "SLOPE PAVING REPAIR CRUSHED AGGREGATE" & "RESEAL CRUSHED AGGREGATE SLOPE PAVING".

ENTIRE LIMITS OF SLOPE PAVING SHALL BE RESEALED.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY	WAR	PLANS CK'D	KGW

SLOPE PAVING DETAILS

SHEET 7 OF 8

484

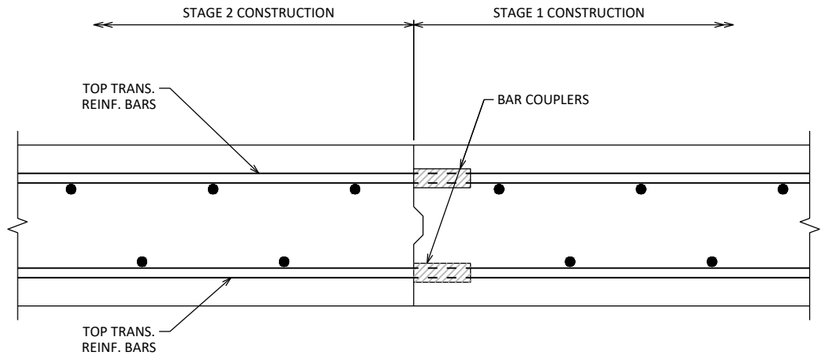
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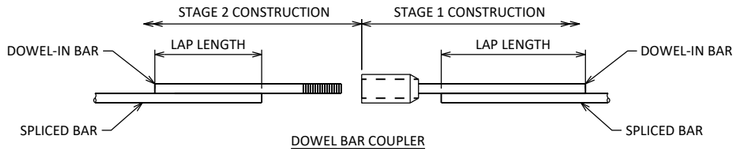
STATE PROJECT NUMBER

1222-13-71



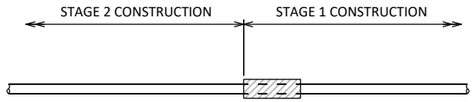
SECTION THRU DECK

ONE-PIECE THREADED COUPLER SHOWN



DOWEL BAR COUPLER

STAGE 2 DOWEL SCREWS INTO COUPLER PLACED IN STAGE 1



ONE-PIECE THREADED COUPLER

NOTES

FOR DOWEL BAR COUPLERS, ALL DOWEL BARS SHALL BE LAPPED AND TIED TO THE REINFORCEMENT BARS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-76

DRAWN BY CWG | PLANS CK'D KGW

BAR SPLICER (COUPLER) DETAILS

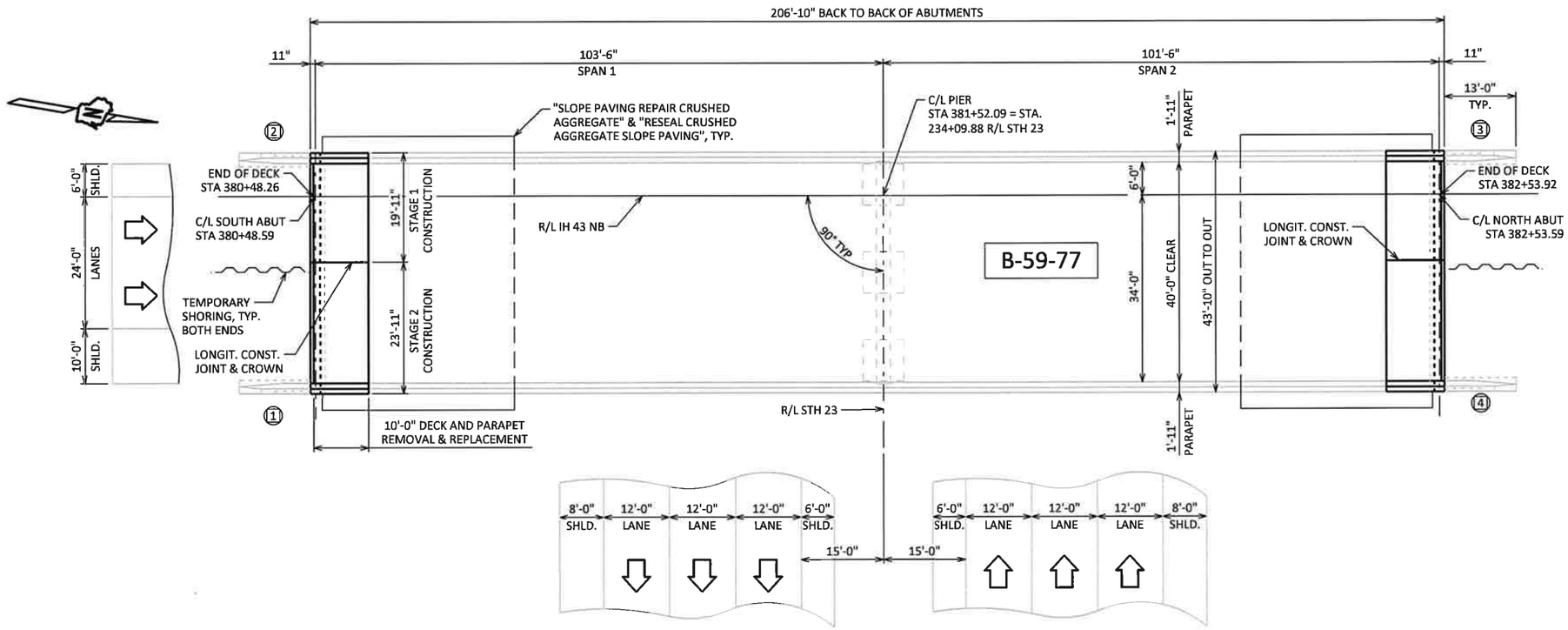
SHEET 8 OF 8

485

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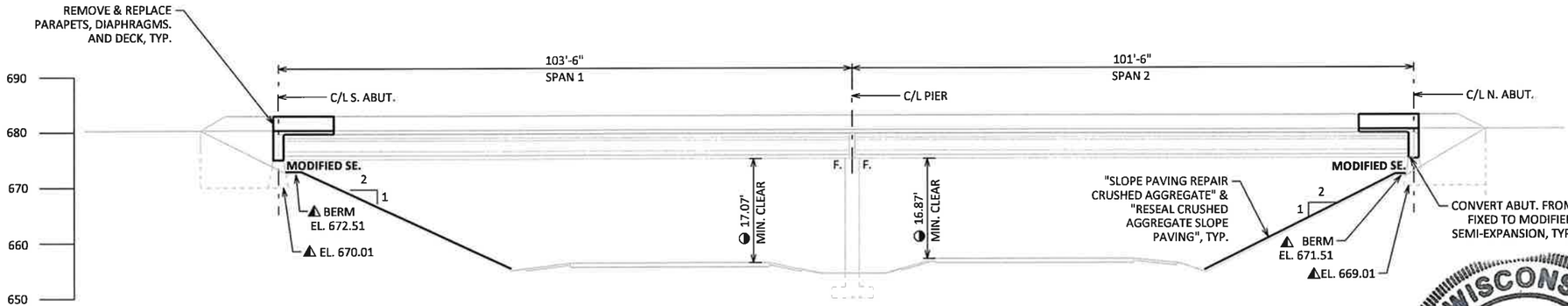
STATE PROJECT NUMBER
1222-13-71

(#) INDICATES WINGWALL NUMBER



PLAN

(REHABILITATION - 2 SPAN - 54" PRESTRESSED GIRDERS)



ELEVATION

(LOOKING WEST)

LEGEND

▲ PER 1976 ORIGINAL STRUCTURE PLANS
◒ PER HSI (DIMENSION DATED 06/07/2017)

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 19
OPERATING RATING: HS = 39
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

TRAFFIC DATA

FEATURE ON: IH 43 NB
ADT = 15,410 (2047)
R.D.S. = 70 MPH

FEATURE UNDER: STH 23
ADT = 32,700 (2021)
R.D.S. = 50 MPH

SCOPE OF WORK:

1. CONVERT FIXED ABUTMENTS TO MODIFIED SEMI-EXPANSION
2. PARTIAL REMOVAL AND REPLACEMENT OF DECK
3. REMOVE AND REPLACE END DIAPHRAGMS
4. CONCRETE SURFACE REPAIR
5. SLOPE REPAIR
6. PARAPET JOINT SEALING

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 REMOVAL DETAILS
5 ABUTMENT & END DIAPHRAGM DETAILS
6 SUPERSTRUCTURE
7 SLOPE PAVING DETAILS
8 BAR SPLICER (COUPLER) DETAILS

STRUCTURE DESIGN CONTACTS:
KEVIN WOOD (414) 266-9144
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRAEF
118 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-77

IH 43 NB OVER STH 23

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
REHABILITATION N/A

DESIGNED BY	DESIGNED CK'D	DRAWN BY	PLANS CK'D
WAR	KGW	CMW	KGW

GENERAL PLAN

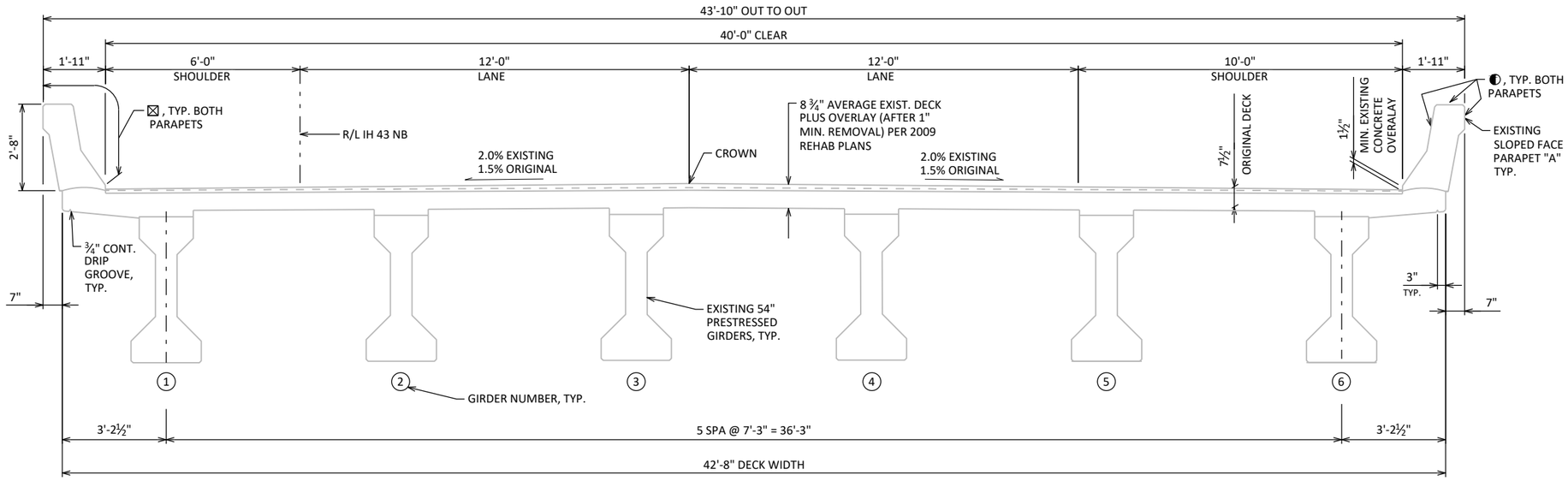
SHEET 1 OF 8
486

SCALE =



8

8



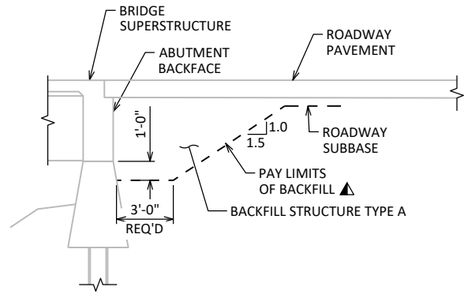
CROSS SECTION

(LOOKING NORTH)

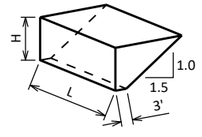
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
203.0220	REMOVING STRUCTURE B-59-77	EACH	--	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-77	EACH	--	--	--	--	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	--	118	--	118	236
502.0100	CONCRETE MASONRY BRIDGES	CY	51.3	--	--	--	51
502.3200	PROTECTIVE SURFACE TREATMENT	SY	103	--	--	--	103
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	153	10	--	10	173
502.3210	PIGMENTED SURFACE SEALER	SY	18	--	--	--	18
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,870	--	--	--	9,870
505.0905	BAR COUPLERS NO. 5	EACH	78	--	--	--	78
505.0906	BAR COUPLERS NO. 6	EACH	16	--	--	--	16
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	12	--	--	--	12
506.7050.S	REMOVING BEARINGS B-59-77	EACH	12	--	--	--	12
509.1500	CONCRETE SURFACE REPAIR	SF	30	2	24	9	65
511.1200	TEMPORARY SHORING B-59-77	SF	--	50	--	50	100
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	--	10	--	10	20
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	--	2	--	2	4
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	--	218	--	218	436
SPV.0060.03	JOINT SEALANT PARAPET	EACH	18	--	--	--	18
SPV.0180.02	BEARING SEAT SURFACE PREPARATION	SY	--	9	--	9	18
	NON-BID ITEMS						
	PREFORMED JOINT FILLER	SIZE					½"
	CORK FILLER	SIZE					¾" & 1"

ALL ITEMS ARE CATEGORY 0220



TYPICAL SECTION THRU ABUTMENT



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = 5.33 FT
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

LEGEND

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS. CONCRETE SURFACE REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING. "PIGMENTED SURFACE SEALER" TO BE APPLIED TO TRAFFIC FACE AND TOP OF RECONSTRUCTED PARAPETS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

TRAFFIC WILL BE MAINTAINED ON THE BRIDGE DURING CONSTRUCTION. SEE ROADWAY DRAWINGS FOR TRAFFIC STAGING PLAN.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½ -INCH DEEP SAW CUT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE TOP OF THE REPLACED PORTIONS OF DECK, INCLUDING VERTICAL AND HORIZONTAL FACES OF PAVING NOTCHES.

SEAL CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTED BY THE ENGINEER.

THE EXISTING ROADWAY SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

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 FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE ABUTMENT CONSTRUCTION AND IS NOT OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

LOCATIONS OF "CONCRETE SURFACE REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-77, IS A 2-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE WITH AN OVERALL WIDTH OF 43'-10" AND A BACK-TO-BACK OF ABUTMENT LENGTH 206'-10".

"REMOVING STRUCTURE B-59-77" INCLUDES REMOVAL OF CONCRETE END DIAPHRAGMS AND PARTIAL REMOVAL OF DECK AND PARAPETS AS SHOWN ON THE PLANS. SAWCUTTING AT LIMITS OF DECK REMOVAL IS INCLUDED WITH "REMOVING STRUCTURE B-59-77".

MATERIALS, EQUIPMENT, ETC, SHALL NOT BE STOCKPILED OR STORED ON THE BRIDGE DECK WITHOUT PRIOR APPROVAL OF THE ENGINEER.

BEVEL EXPOSED EDGES OF CONCRETE ¾" UNLESS OTHERWISE NOTED.

CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE EXISTING GIRDER, INCLUDING SHEAR STIRRUPS. SAW CUTTING OF THE EXISTING SHEAR STIRRUPS IS NOT ALLOWED.

CLEAN AND FILL EXISTING LONGITUDINAL AND TRANSVERSE CRACKS WITH PENETRATING EPOXY AS DIRECTED BY THE FIELD ENGINEER.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD PRIOR TO DECK REMOVAL. IF EXPECTED TOP OF DECK ELEVATIONS EXCEED EXISTING BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

STATE PROJECT NUMBER

1222-13-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 8
487

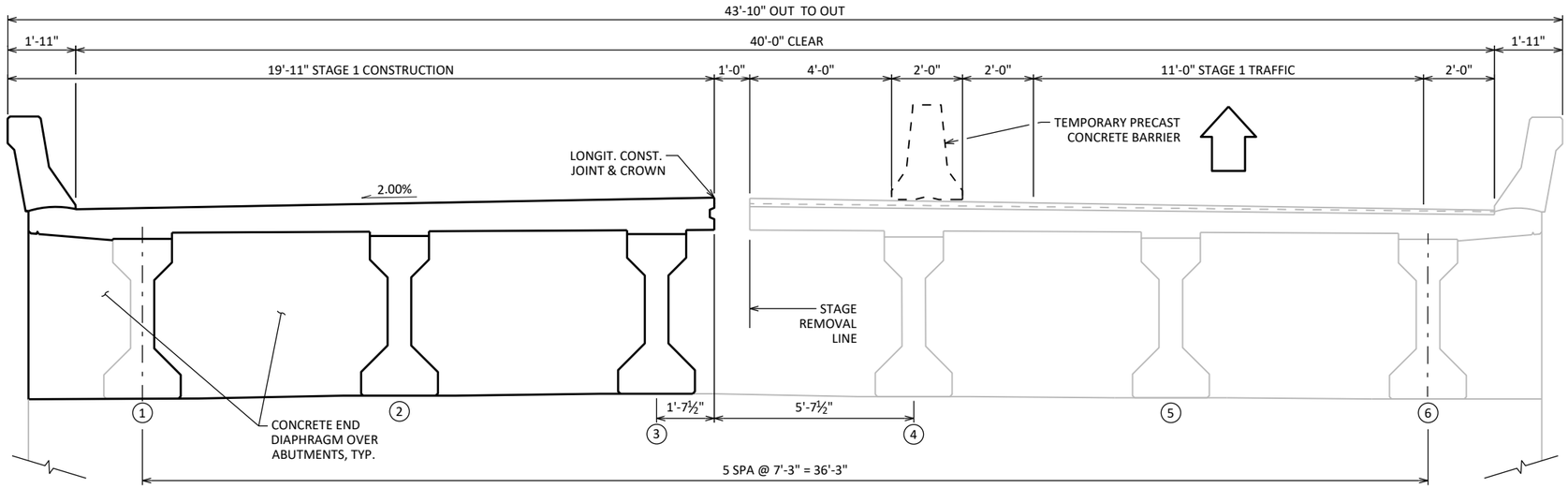
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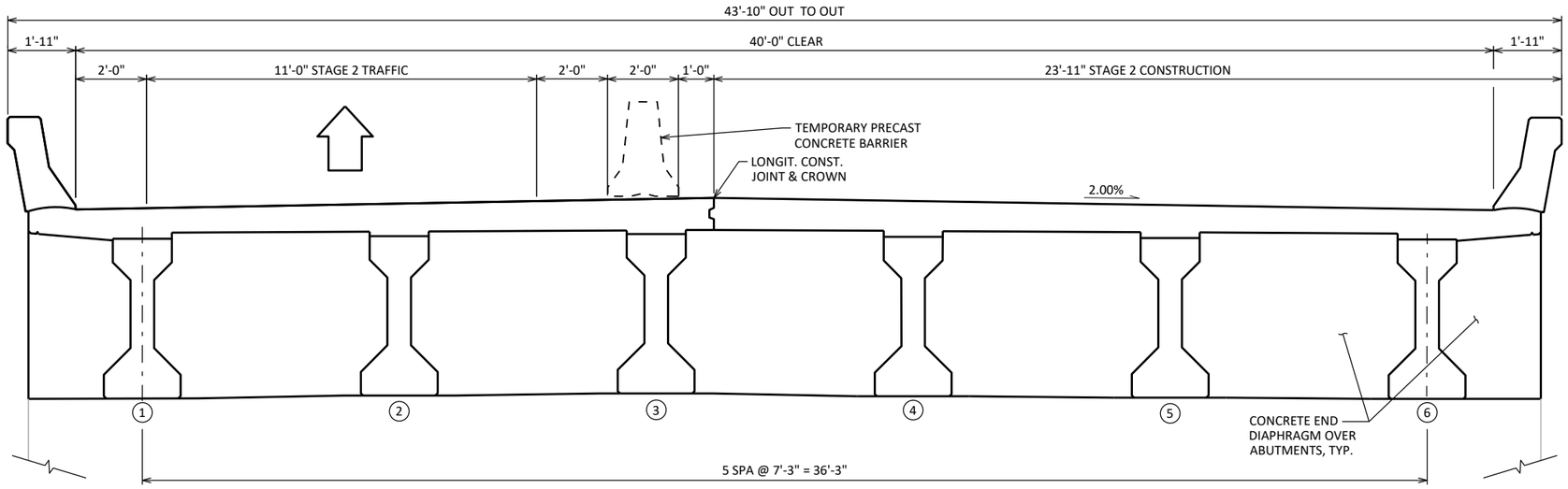
STATE PROJECT NUMBER

1222-13-71



STAGE 1 CONSTRUCTION

(LOOKING NORTH)



STAGE 2 CONSTRUCTION

(LOOKING NORTH)

NOTE

PLACE CONCRETE END DIAPHRAGM BETWEEN GIRDER 3 AND GIRDER 4 DURING STAGE 2 CONSTRUCTION

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY CMW | PLANS CK'D KGW

CONSTRUCTION STAGING

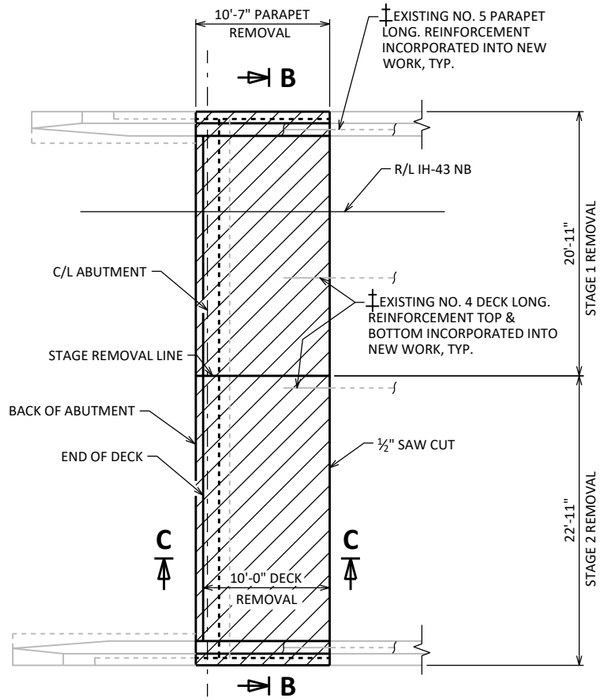
SHEET 3 OF 8

488

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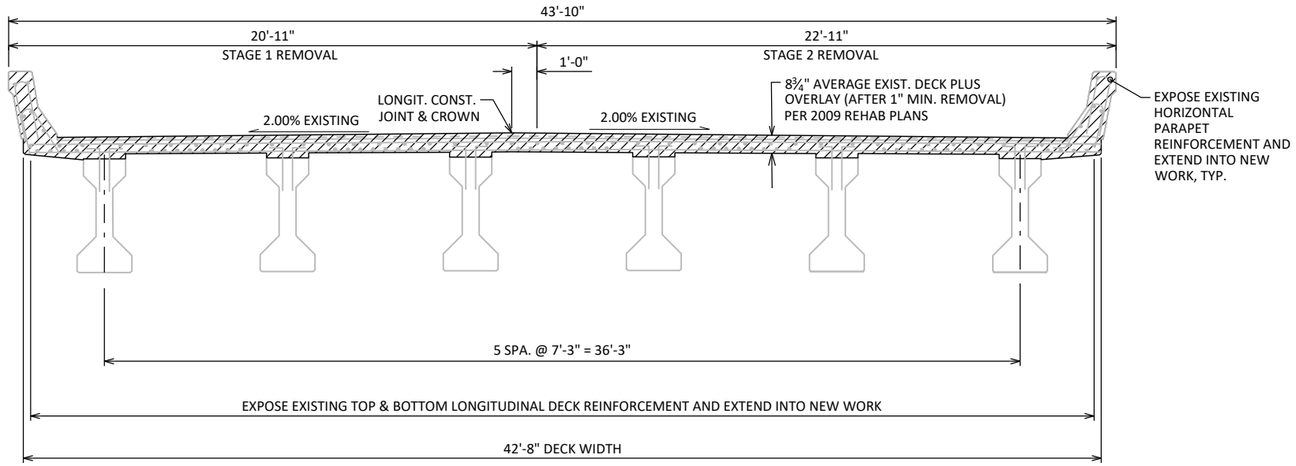
STATE PROJECT NUMBER

1222-13-71



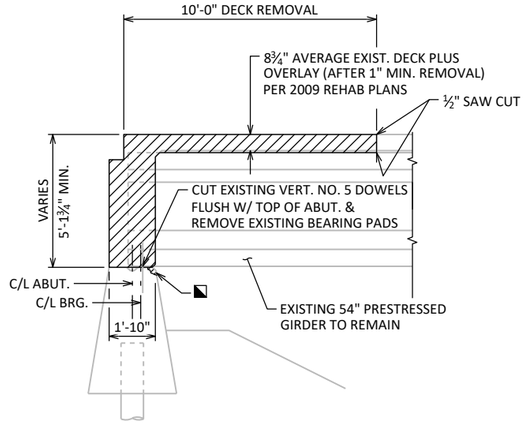
DECK REMOVAL PLAN

SOUTH END OF DECK SHOWN,
NORTH END OF DECK SIMILAR



SECTION B-B

DECK REMOVAL CROSS SECTION
LOOKING NORTH



SECTION C-C

LEGEND

REMOVAL LIMITS

EXISTING DELAMINATION OR SPALL. PROVIDE TEMPORARY GIRDER SHORING FOR EXISTING SPALL OR ANTICIPATED REMOVAL DEPTHS GREATER THAN 2". COST FOR TEMPORARY SHORING SHALL BE INCIDENTAL TO "REMOVING BEARINGS".

‡ EXISTING REINFORCEMENT INCORPORATED INTO NEW WORK ARE TO BE BLAST CLEANED AS THE ENGINEER DEEMS NECESSARY. SUPPLEMENT BROKEN OR HEAVILY CORRODED REINFORCEMENT BARS PER THE DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY WAR | PLANS CK'D KGW

REMOVAL DETAILS

SHEET 4 OF 8
489

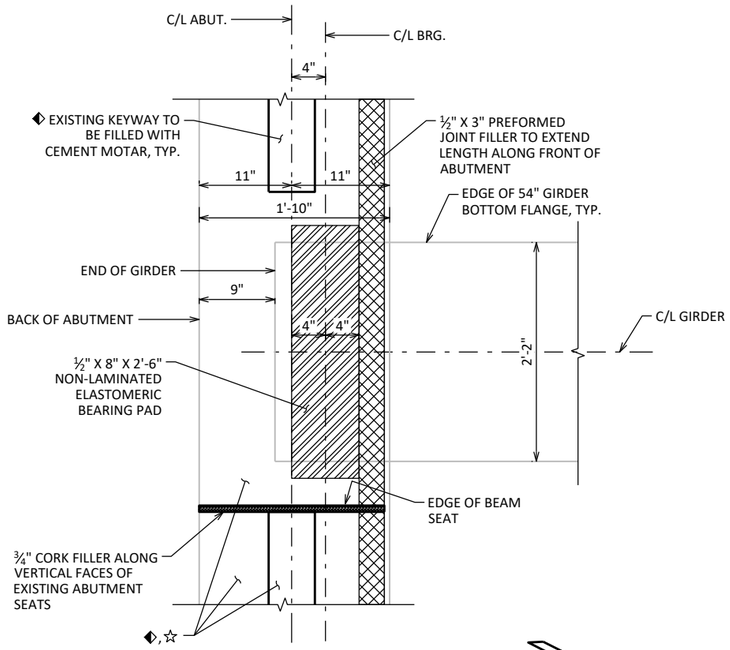
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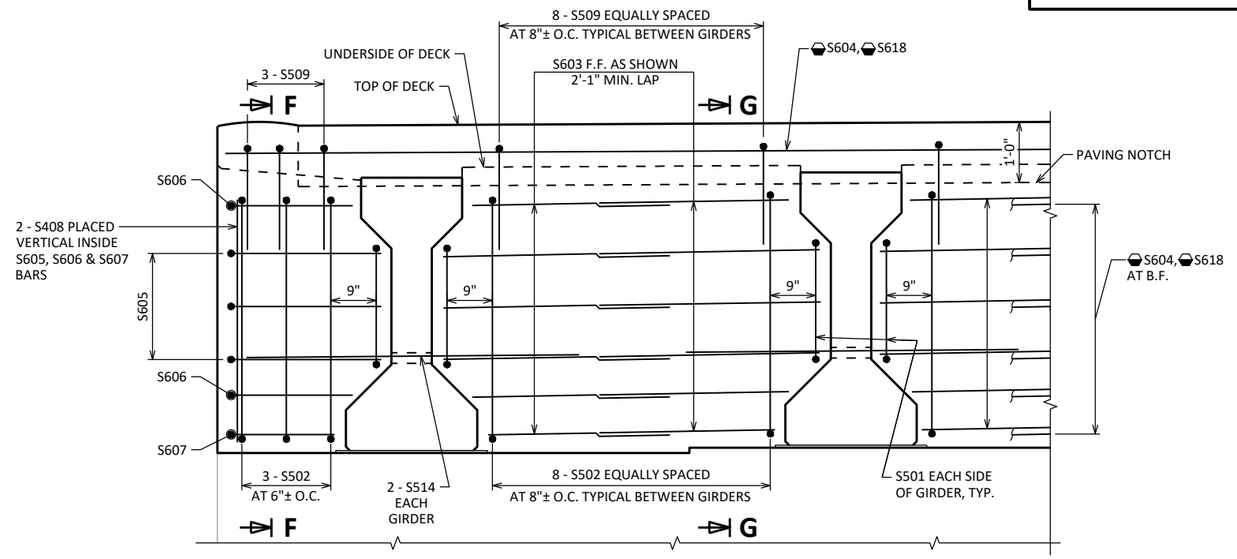
STATE PROJECT NUMBER

1222-13-71



PLAN - ABUTMENT MODIFIED SEMI-EXPANSION SEAT CONVERSION

SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR



PARTIAL SECTION THRU CONCRETE END DIAPHRAGM

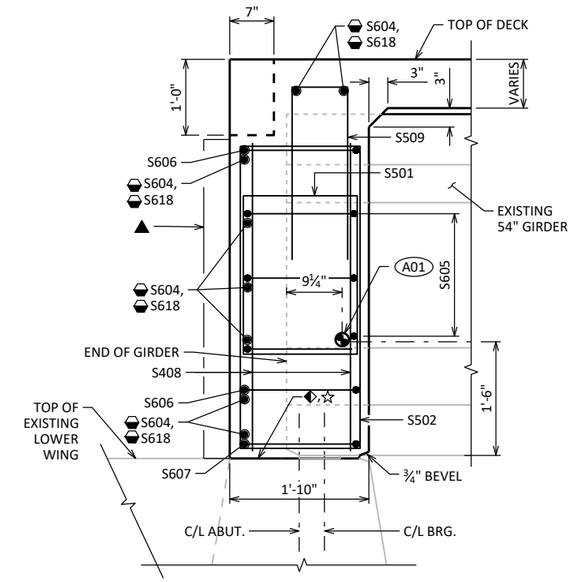
DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY

NOTES

THE THEORETICAL SERVICE LOADS (UNFACTORED) SHOWN IN THE TABLE ARE BASED ON THE BRIDGE IN ITS FINAL CONFIGURATION. ADDITIONAL LOAD RESULTING FROM STAGING AND/OR CONTRACTOR OPERATIONS, SUCH AS UNEVEN JACKING OF ADJACENT GIRDERS OR ADJACENT SUBSTRUCTURE UNITS, IS NOT INCLUDED.

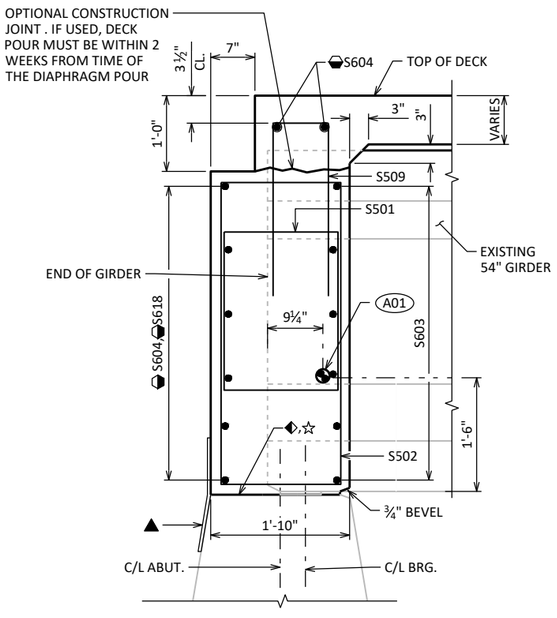
EXTERIOR GIRDER DEAD LOAD REACTIONS WERE INCREASED 10% TO ACCOUNT FOR VARIABILITY IN THE COMPOSITE DL DISTRIBUTION METHODS.

IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ADEQUACY OF THE GIRDER AT THE JACKING LOCATION.



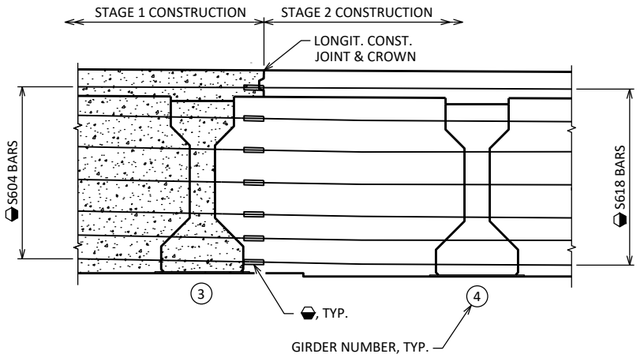
SECTION F-F

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY



SECTION G-G

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY



DIAPHRAGM STAGE CONSTRUCTION DETAIL

LOOKING NORTH
DIAPHRAGM VERTICAL AND FRONT FACE REINFORCEMENT NOT SHOWN FOR CLARITY

LEGEND

- ◆ BEARING SEAT SURFACE PREPARATION, SEE SPECIAL PROVISIONS.
- ☆ PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A01) CORE (1) HOLE AT 1½" DIA. IN WEBS FOR (2) S514 BARS, PLACED SYM. ABOUT C/L OF GIRDER.
- ⊖ GIRDER JACKING WILL NOT BE UNDER TRAFFIC.
- BAR COUPLER REQUIRED. SEE SHEET 8.
- STAGE 1 CONSTRUCTION CONCRETE LIMITS.

GIRDER REACTIONS AT BEARINGS (KIPS)

		C/L BRG. S. ABUT.	C/L BRG. N. ABUT.
INTERIOR GIRDER	DL	111.2	109.4
	LL	⊖	⊖
EXTERIOR GIRDER	DL	113.5	111.6
	LL	⊖	⊖

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY WAR | PLANS CK'D KGW

ABUTMENT & END DIAPHRAGM DETAILS

SHEET 5 OF 8
490

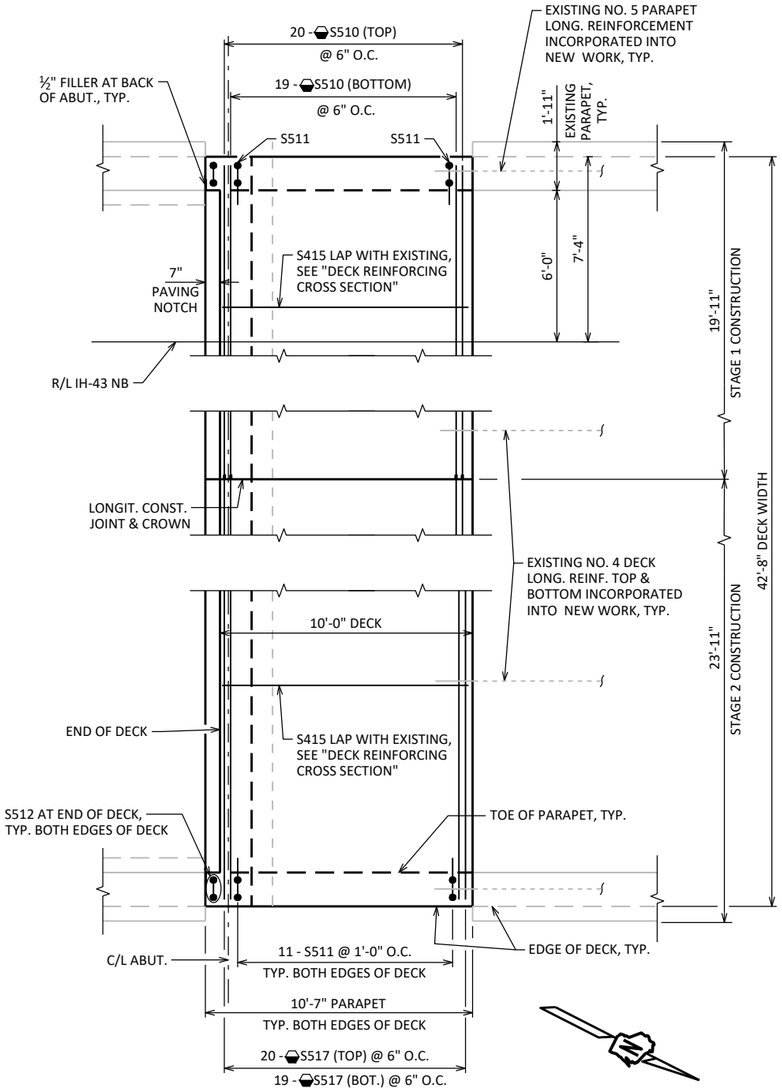
SCALE = VARIES

8

8

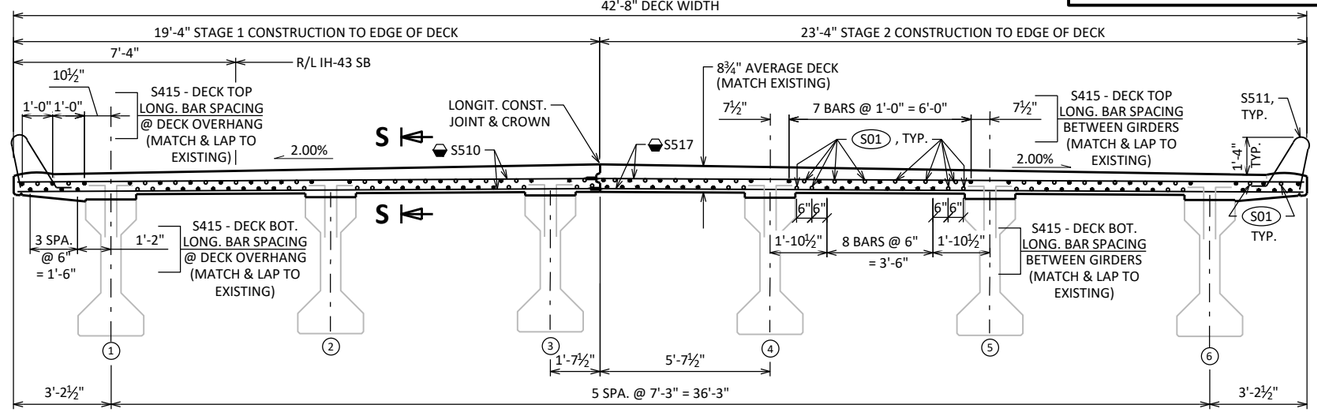
STATE PROJECT NUMBER

1222-13-71



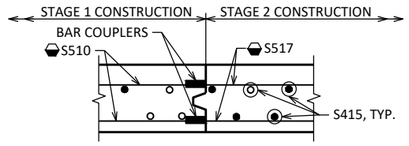
DECK REINFORCING PLAN

SHOWN BEFORE PLACEMENT OF PARAPET ON DECK
SOUTH END OF DECK SHOWN, NORTH END OF DECK SIMILAR

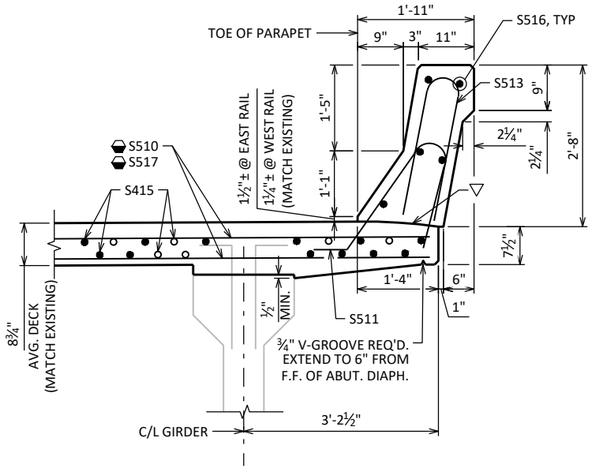


DECK REINFORCING CROSS SECTION

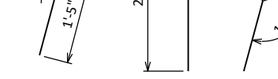
LOOKING NORTH
SHOWN BEFORE PLACEMENT OF PARAPET ON DECK



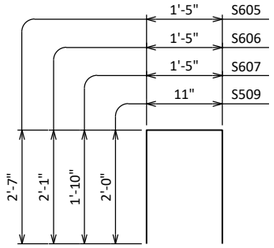
SECTION THRU LONGIT. JOINT



SECTION THRU PARAPET



S501, S502



S605, S606, S607, S509

SUPERSTRUCTURE 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
S501	X	24	7'-10"	X		DIAPH. VERT. ADJACENT TO GIRDERS
S502	X	92	11'-2"	X		DIAPH. VERT.
S603	X	120	4'-2"			DIAPH. HORIZ. F.F.
S604	X	16	19'-2"			DIAPH. HORIZ. B.F. & TOP - STAGE 1
S605	X	12	6'-3"	X		DIAPH. HORIZ. END
S606	X	8	5'-3"	X		DIAPH. HORIZ. END
S607	X	4	4'-9"	X		DIAPH. HORIZ. END
S408	X	8	3'-9"			DIAPH. VERT. END
S509	X	92	4'-8"	X		DIAPH. VERT. DOWEL TO DECK
S510	X	78	19'-2"			DECK TRANSVERSE - STAGE 1
S511	X	44	4'-10"	X		PARAPET DOWEL
S512	X	4	5'-4"	X		PARAPET DOWEL END OF DECK
S513	X	48	5'-0"	X		PARAPET VERT.
S514	X	24	6'-0"			DIAPH. HORIZ. THRU GIRDER
S415	X	286	9'-9"			DECK LONG.
S516	X	20	10'-4"			PARAPET LONG.
S517	X	78	23'-2"			DECK TRANSVERSE - STAGE 2
S618	X	16	23'-2"			DIAPH. HORIZ. B.F. & TOP - STAGE 2

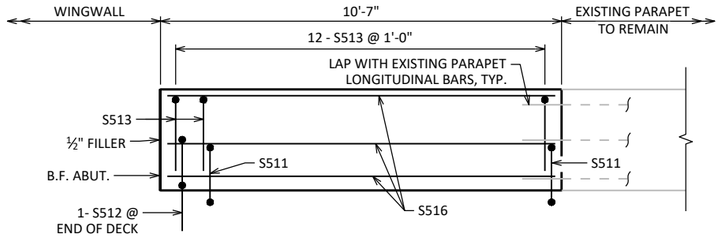
LEGEND

(S01) S415 BARS SHOWN AS OPEN CIRCLES ARE IN ADDITION TO EXISTING/ORIGINAL DECK REINFORCEMENT LAYOUT. USE 6-S415 BARS AT TOP MAT AND 4-S415 BARS AT BOTTOM MAT, TYPICAL BETWEEN GIRDERS. USE 2-S415 AT TOP MAT AT EACH OVERHANG. PLACE BARS AT EQUAL BAR SPACING OR AS SHOWN.

▽ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN. SLOPE AS REQUIRED.

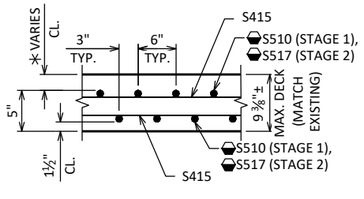
BAR COUPLER, SEE SHEET 8 FOR DETAILS

✳ CLEAR COVER VARIES DUE TO EXISTING VARIABLE CONCRETE OVERLAY THICKNESS

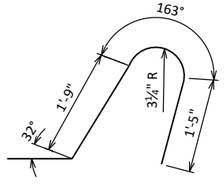


PARAPET REINFORCING ELEVATION

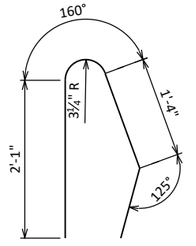
TYPICAL AT EACH QUADRANT OF BRIDGE



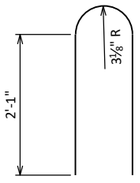
SECTION S-S



S511



S512



S513

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY WAR | PLANS CK'D KGW

SUPERSTRUCTURE

SHEET 6 OF 8
491

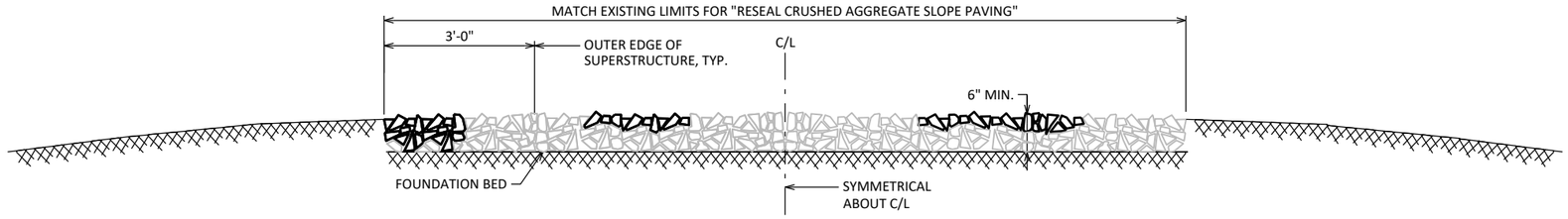
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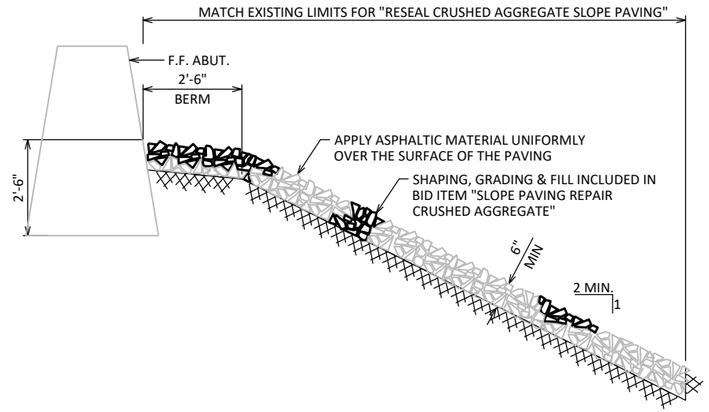
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STATE PROJECT NUMBER

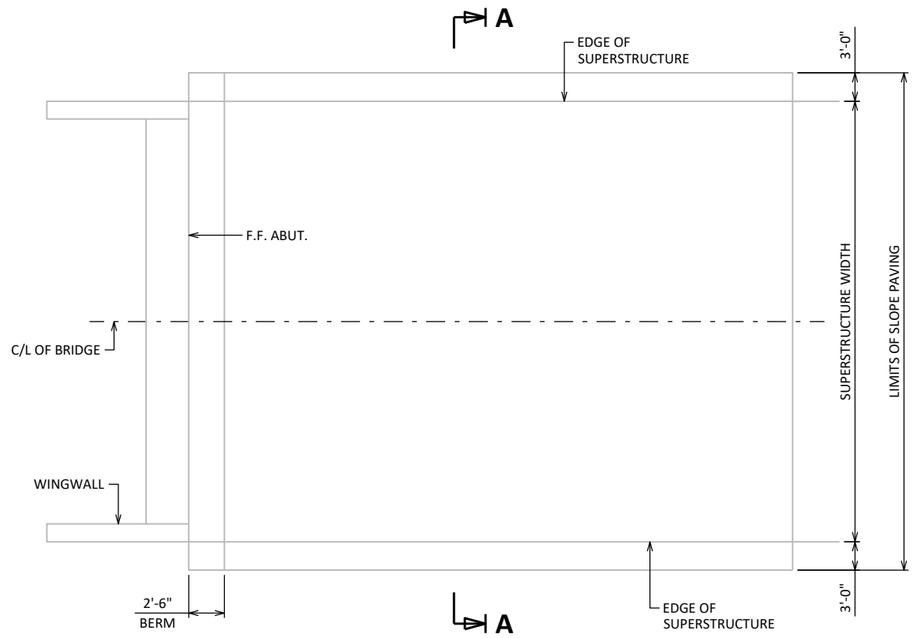
1222-13-71



SECTION A-A



SLOPE PAVING TYPICAL SECTION



SLOPE PAVING PLAN

SLOPE PAVING NOTES

BID ITEM SHALL BE "SLOPE PAVING REPAIR CRUSHED AGGREGATE" & "RESEAL CRUSHED AGGREGATE SLOPE PAVING".

ENTIRE LIMITS OF SLOPE PAVING SHALL BE RESEALED.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY	WAR	PLANS CK'D	KGW

SLOPE PAVING DETAILS

SHEET 7 OF 8

492

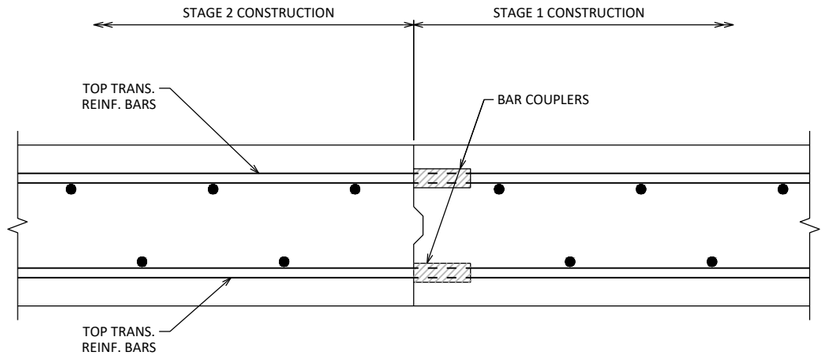
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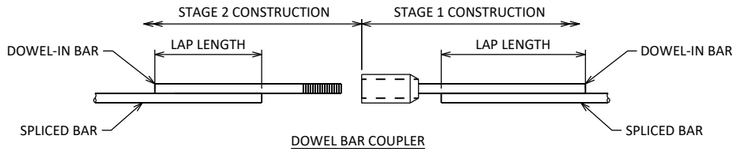
STATE PROJECT NUMBER

1222-13-71



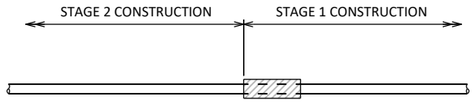
SECTION THRU DECK

ONE-PIECE THREADED COUPLER SHOWN



DOWEL BAR COUPLER

STAGE 2 DOWEL SCREWS INTO COUPLER PLACED IN STAGE 1



ONE-PIECE THREADED COUPLER

NOTES

FOR DOWEL BAR COUPLERS, ALL DOWEL BARS SHALL BE LAPPED AND TIED TO THE REINFORCEMENT BARS.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-77

DRAWN BY CWG | PLANS CK'D KGW

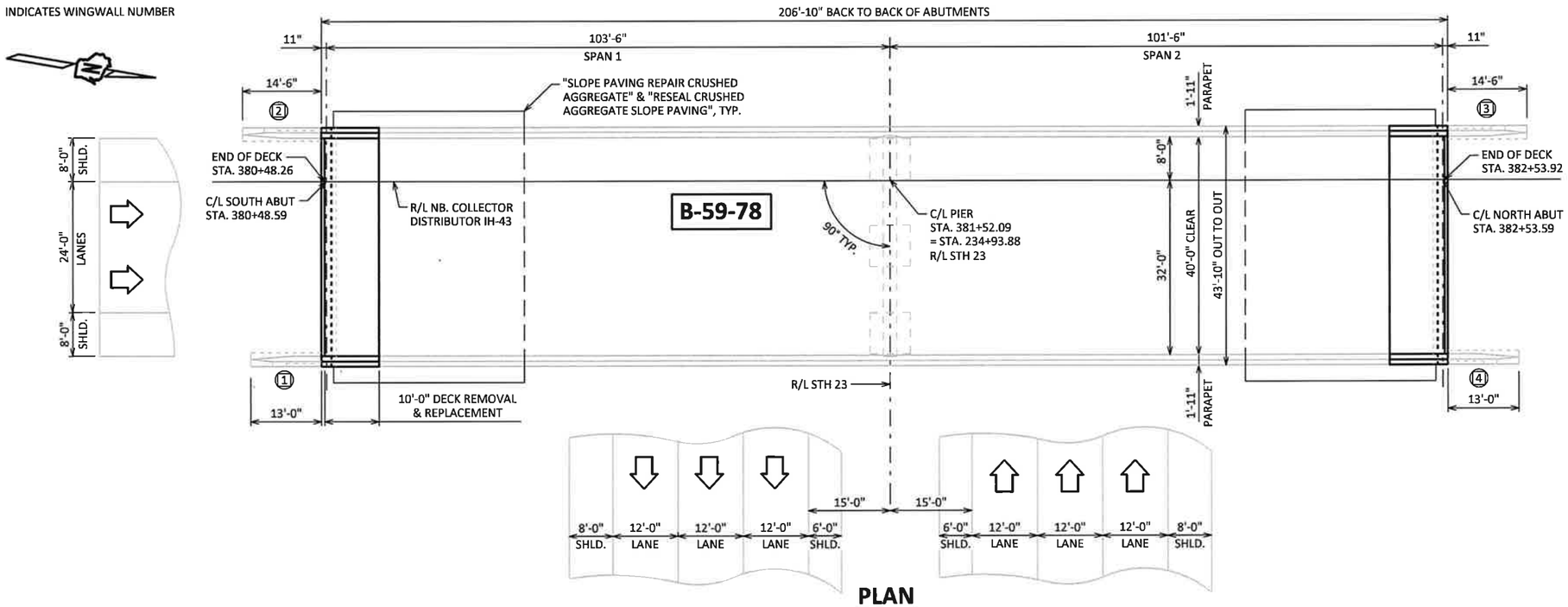
BAR SPLICER (COUPLER) DETAILS

SHEET 8 OF 8

493

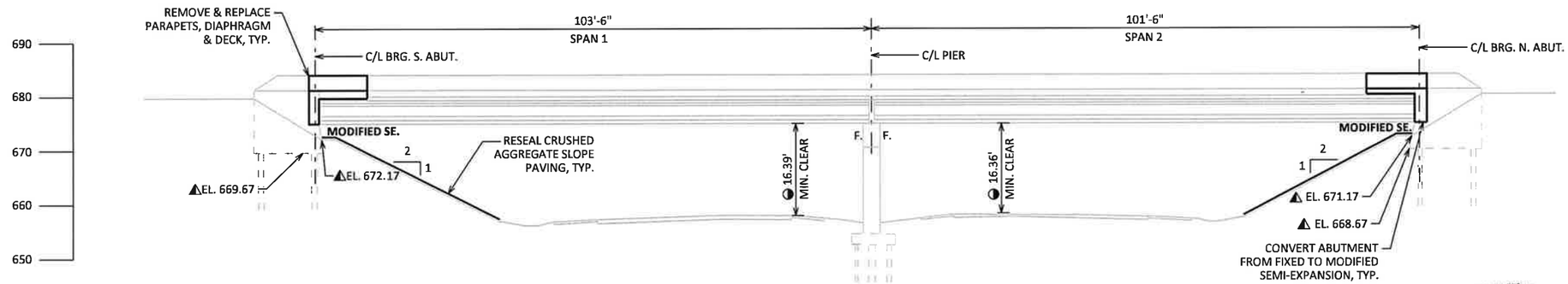
SCALE =

(#) INDICATES WINGWALL NUMBER



PLAN

(REHABILITATION - 2 SPAN - 54" PRESTRESSED GIRDERS)



ELEVATION

(LOOKING WEST)

LEGEND

▲ PER 1977 ORIGINAL STRUCTURE PLANS
◒ PER HSI (DIMENSION DATED 06/07/2017)

STATE PROJECT NUMBER

1222-13-71

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HS = 20
INVENTORY RATING: HS = 20
OPERATING RATING: HS = 40
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
(RATINGS TAKEN FROM HSIS, 04/18/2022)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
SUPERSTRUCTURE — f'_c = 4,000 PSI
ALL OTHER — f'_c = 3,500 PSI

BAR STEEL REINFORCEMENT
GRADE 60 — f_y = 60,000 PSI

TRAFFIC DATA

FEATURE ON: RAMP IH 43 NB TO STH 23 WB
ADT = 3,100 (2021)
R.D.S. = 45 MPH

FEATURE UNDER: STH 23
ADT = 32,700 (2021)
R.D.S. = 70 MPH

SCOPE OF WORK:

1. CONVERT FIXED ABUTMENTS TO MODIFIED SEMI-EXPANSION
2. PARTIAL REMOVAL AND REPLACEMENT OF DECK
3. REMOVE AND REPLACE END DIAPHRAGMS
4. CONCRETE SURFACE REPAIR
5. SLOPE REPAIR
6. PARAPET JOINT SEALING

LIST OF DRAWINGS:

1 GENERAL PLAN
2 CROSS SECTION & QUANTITIES
3 CONSTRUCTION STAGING
4 ABUTMENT & END DIAPHRAGM DETAILS
5 SUPERSTRUCTURE
6 SLOPE PAVING DETAILS

STRUCTURE DESIGN CONTACTS:
KEVIN WOOD (414) 266-9144
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY

GRÄEF
116 S. Adams Street
Suite 201
Green Bay, WI 54301
920 / 592 9440
920 / 592 9445 fax
www.graef-usa.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORATION

ACCEPTED JLR 10/28/25
CHIEF STRUCTURES DESIGN ENGINEER — DATE

STRUCTURE B-59-78

NB COLLECTOR DISTRIBUTOR IH-43 OVER STH 23

COUNTY	TOWN
SHEBOYGAN	SHEBOYGAN

DESIGN SPEC.
REHABILITATION N/A

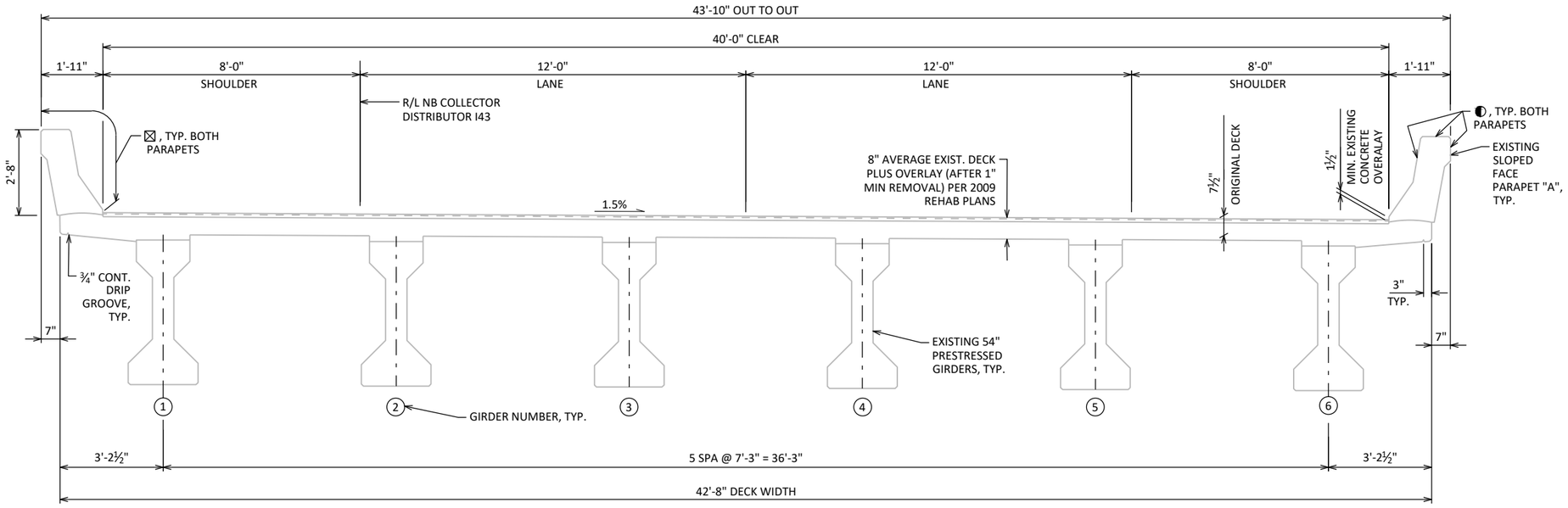
DESIGNED BY	WAR	DESIGNED CK'D	KGW	DRAWN BY	CMW	PLANS CK'D	KGW

WISCONSIN
KEVIN G. WOOD
E-32070
MILWAUKEE, WI
PROFESSIONAL ENGINEER
10-13-2025

GENERAL PLAN

SHEET 1 OF 6
494

SCALE = 24.0



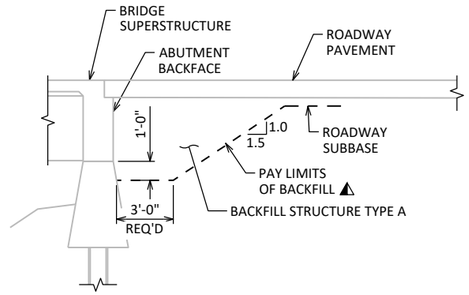
CROSS SECTION

(LOOKING NORTH)

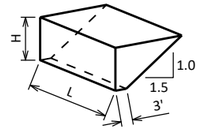
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	SUPER.	SOUTH ABUT.	PIER	NORTH ABUT.	TOTALS
203.0220	REMOVING STRUCTURE B-59-78	EACH	--	--	--	--	1
206.1001	EXCAVATION FOR STRUCTURES BRIDGES B-59-78	EACH	--	--	--	--	1
210.1500	BACKFILL STRUCTURE TYPE A	TON	--	116	--	116	232
502.0100	CONCRETE MASONRY BRIDGES	CY	49.1	--	--	--	49
502.3200	PROTECTIVE SURFACE TREATMENT	SY	103	--	--	--	103
502.3205	PIGMENTED SURFACE SEALER RESEAL	SY	153	10	--	10	173
502.3210	PIGMENTED SURFACE SEALER	SY	18	--	--	--	18
502.4204	ADHESIVE ANCHOR NO. 4 BAR	EACH	--	8	--	8	16
505.0600	BAR STEEL REINFORCEMENT HS COATED STRUCTURES	LB	9,970	--	--	--	9,970
506.2605	BEARING PADS ELASTOMERIC NON-LAMINATED	EACH	12	--	--	--	12
506.7050.S	REMOVING BEARINGS B-59-78	EACH	12	--	--	--	12
509.1500	CONCRETE SURFACE REPAIR	SF	33	17	49	19	118
516.0500	RUBBERIZED MEMBRANE WATERPROOFING	SY	--	9	--	9	18
604.9010.S	SLOPE PAVING REPAIR CRUSHED AGGREGATE	CY	--	2	--	2	4
604.9015.S	RESEAL CRUSHED AGGREGATE SLOPE PAVING	SY	--	218	--	218	436
SPV.0060.03	JOINT SEALANT PARAPET	EACH	18	--	--	--	18
SPV.0180.02	BEARING SEAT SURFACE PREPARATION	SY	--	9	--	9	18
	NON-BID ITEMS						
	PREFORMED JOINT FILLER	SIZE					½"
	CORK FILLER	SIZE					¾" & 1"

ALL ITEMS ARE CATEGORY 0230



TYPICAL SECTION THRU ABUTMENT



ABUTMENT BACKFILL DIAGRAM

L = OUT TO OUT OF ABUTMENT BODY INCLUDING WINGS (FT)
H = 5.25 FT
EF = EXPANSION FACTOR (1.20 FOR CY BID ITEMS AND 1.00 FOR TON BID ITEMS)
V_{CF} = (L)(3.0')(H) + (L)(0.5)(1.5H)(H)
V_{CY} = V_{CF}(EF)/27
V_{TON} = V_{CY}(2.0)

LEGEND

◭ BACKFILL PAY LIMITS. BACKFILL BEYOND PAY LIMITS SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES. LIMITS OF EXCAVATION SHALL BE DETERMINED BY THE CONTRACTOR.

◐ REMOVE EXISTING SEALANT AND FILL WITH NON-STAINING GREY NON-BITUMINOUS JOINT SEALER AT ALL EXISTING PARAPET DEFLECTION JOINTS. WORK IS PAID UNDER BID ITEM "JOINT SEALANT PARAPET".

☒ "PIGMENTED SURFACE SEALER RESEAL" TO BE APPLIED TO TRAFFIC FACE AND TOP OF EXISTING PARAPETS, INCLUDING PARAPETS ON WINGWALLS. CONCRETE SURFACE REPAIR OF THESE SURFACES SHALL BE PERFORMED PRIOR TO RESEALING. "PIGMENTED SURFACE SEALER" TO BE APPLIED TO TRAFFIC FACE AND TOP OF RECONSTRUCTED PARAPETS.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED

ALL DIMENSIONS ARE IN FEET AND INCHES. ALL STATIONS AND ELEVATIONS ARE IN FEET.

DIMENSIONS AND STATIONING SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

BRIDGE WILL BE CLOSED TO TRAFFIC DURING CONSTRUCTION.

ALL CONCRETE REMOVAL SHALL BE DEFINED BY A ½ -INCH DEEP SAW CUT.

BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2-INCH CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

BEVEL EXPOSED EDGES OF CONCRETE ¾-INCH UNLESS OTHERWISE NOTED.

THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK INDICATE THE BAR SIZE.

UTILIZE EXISTING BAR STEEL REINFORCEMENT WHERE SHOWN AND EXTEND 24 BAR DIAMETERS INTO NEW WORK, UNLESS SPECIFIED OTHERWISE.

"PROTECTIVE SURFACE TREATMENT" SHALL BE APPLIED TO THE TOP OF THE REPLACED PORTIONS OF DECK, INCLUDING VERTICAL AND HORIZONTAL FACES OF PAVING NOTCHES.

SEAL CONSTRUCTION JOINTS ACCORDING TO SECTION 502.3.13.1 OF THE STANDARD SPECIFICATIONS. COST INCIDENTAL TO BID ITEM "CONCRETE MASONRY BRIDGES".

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTED BY THE ENGINEER.

THE EXISTING ROADWAY SHALL BE THE UPPER LIMITS OF EXCAVATION FOR THE STRUCTURES.

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 FOR 3 FEET. BACKFILL PLACED BEYOND PAY LIMITS OR EXCEEDING PLAN QUANTITIES SHALL BE INCIDENTAL TO EXCAVATION FOR STRUCTURES.

AT THE BACKFACE OF ABUTMENT ALL VOLUME WHICH CANNOT BE PLACED BEFORE CONSTRUCTION AND IS OCCUPIED BY THE NEW STRUCTURE SHALL BE BACKFILLED WITH STRUCTURE BACKFILL.

LOCATIONS OF "CONCRETE SURFACE REPAIR" WILL BE DESIGNATED BY THE FIELD ENGINEER. QUANTITIES SHOWN ON THE PLAN ARE APPROXIMATE.

THE EXISTING STRUCTURE, B-59-78, IS A 2-SPAN PRESTRESSED CONCRETE GIRDER BRIDGE WITH AN OVERALL WIDTH OF 43'-10" AND A BACK-TO-BACK OF ABUTMENT LENGTH 206'-10".

"REMOVING STRUCTURE B-59-78" INCLUDES REMOVAL OF CONCRETE END DIAPHRAGMS AND PARTIAL REMOVAL OF DECK AND PARAPETS AS SHOWN ON THE PLANS. SAWCUTTING AT LIMITS OF DECK REMOVAL IS INCLUDED WITH "REMOVING STRUCTURE B-59-78".

MATERIALS, EQUIPMENT, ETC, SHALL NOT BE STOCKPILED OR STORED ON THE BRIDGE DECK WITHOUT PRIOR APPROVAL OF THE ENGINEER.

CARE SHALL BE TAKEN TO AVOID DAMAGE TO THE EXISTING GIRDER, INCLUDING SHEAR STIRRUPS. SAWCUTTING OF THE EXISTING SHEAR STIRRUPS IS NOT ALLOWED.

PROFILE GRADE LINE SHALL BE DETERMINED IN THE FIELD PRIOR TO DECK REMOVAL. IF EXPECTED TOP OF DECK ELEVATIONS EXCEED EXISTING BY MORE THAN ½", CONTACT THE STRUCTURES DESIGN SECTION.

STATE PROJECT NUMBER

1222-13-71

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-78

DRAWN BY CMW | PLANS CK'D KGW

CROSS SECTION & QUANTITIES

SHEET 2 OF 6

495

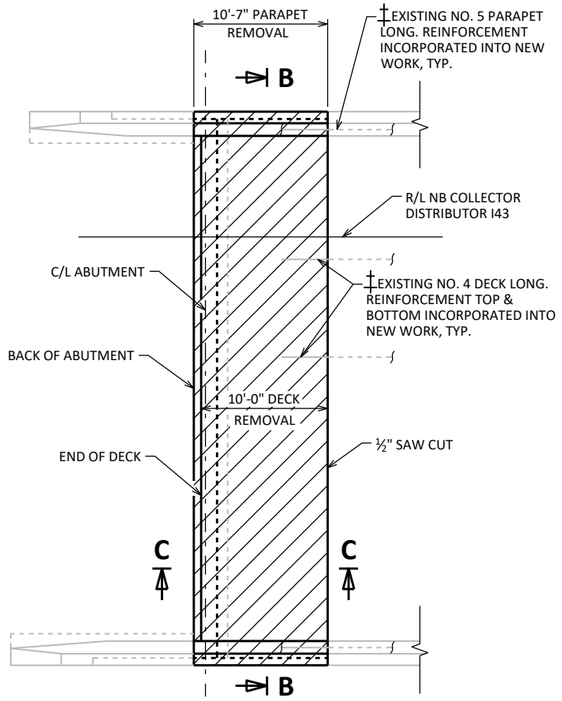
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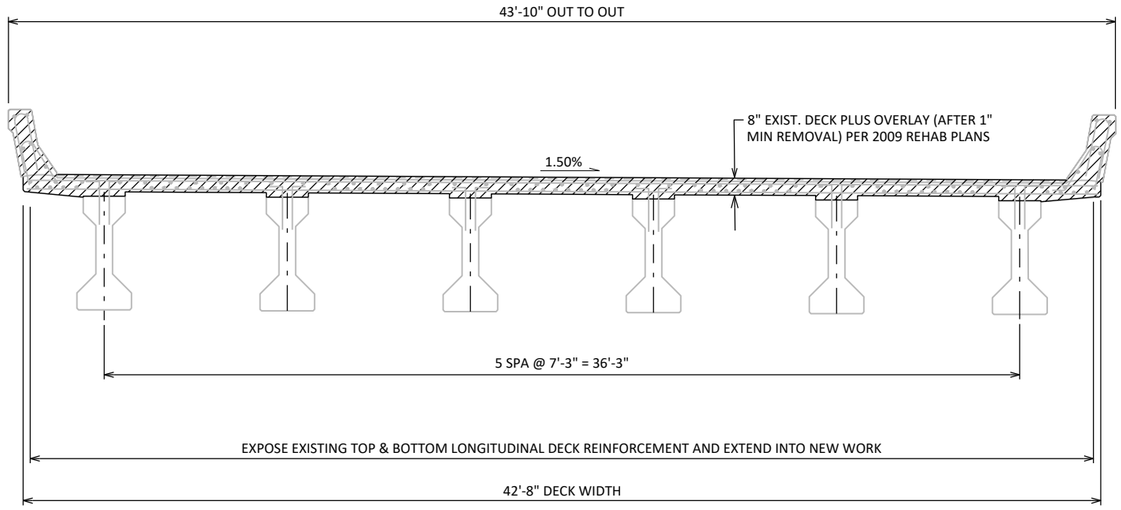
STATE PROJECT NUMBER

1222-13-71



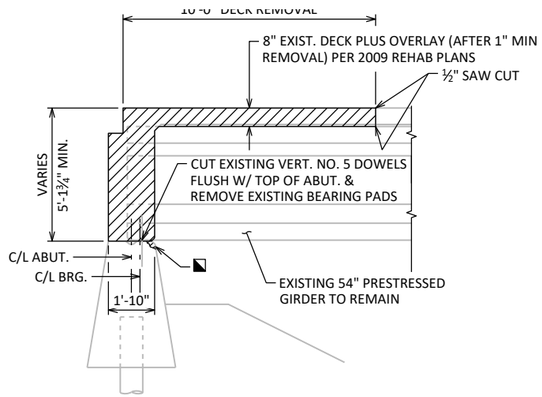
DECK REMOVAL PLAN

SOUTH END OF DECK SHOWN,
NORTH END OF DECK SIMILAR



SECTION B-B

DECK REMOVAL CROSS SECTION
LOOKING NORTH



SECTION C-C

LEGEND

- REMOVAL LIMITS
- EXISTING DELAMINATION OR SPALL. PROVIDE TEMPORARY GIRDER SHORING FOR EXISTING SPALL OR ANTICIPATED REMOVAL DEPTHS GREATER THAN 2". COST FOR TEMPORARY SHORING SHALL BE INCIDENTAL TO "REMOVING BEARINGS".
- EXISTING REINFORCEMENT INCORPORATED INTO NEW WORK ARE TO BE BLAST CLEANED AS THE ENGINEER DEEMS NECESSARY. SUPPLEMENT BROKEN OR HEAVILY CORRODED REINFORCEMENT BARS PER THE DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-78

DRAWN BY WAR | PLANS CK'D KGW

REMOVAL DETAILS

SHEET 3 OF 6
496

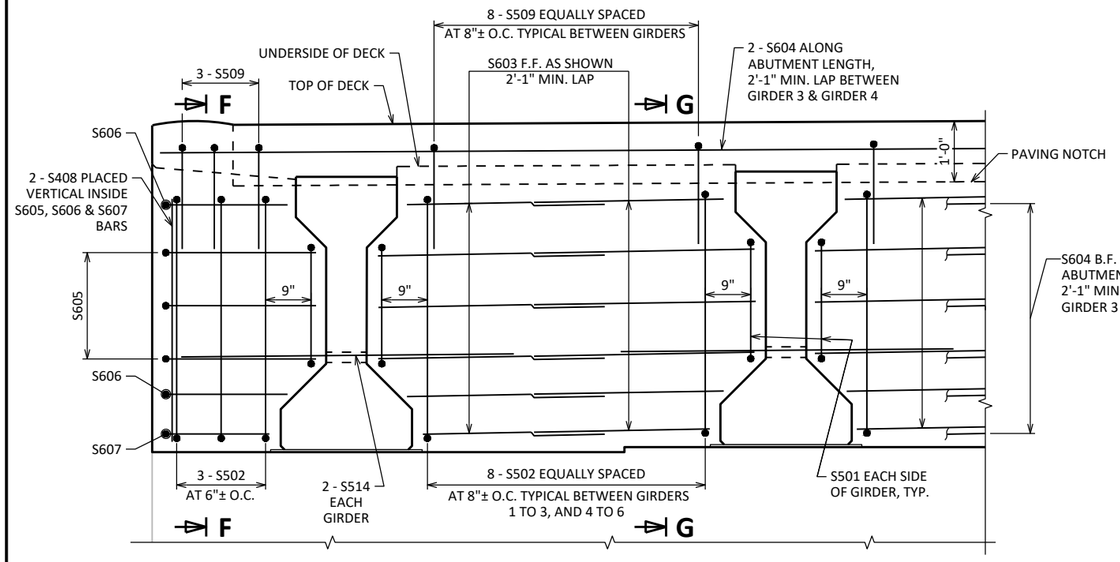
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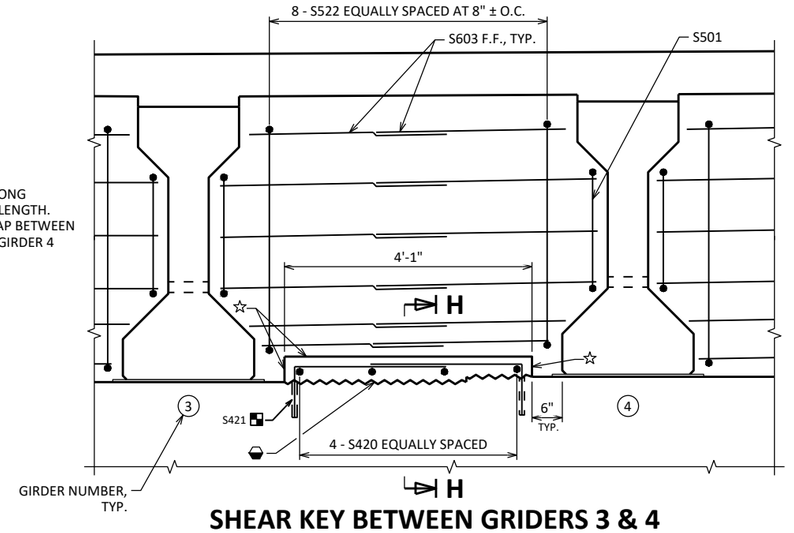
STATE PROJECT NUMBER

1222-13-71



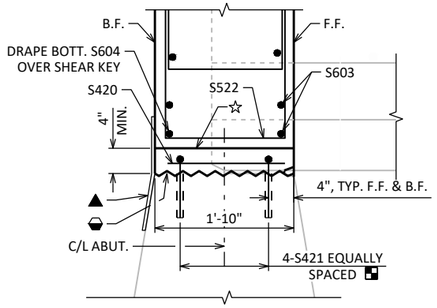
PARTIAL SECTION THRU CONCRETE END DIAPHRAGM

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY



SHEAR KEY BETWEEN GRIDERS 3 & 4

LOOKING NORTH



SECTION H-H

NOTES

THE THEORETICAL SERVICE LOADS (UNFACTORED) SHOWN IN THE TABLE ARE BASED ON THE BRIDGE IN ITS FINAL CONFIGURATION. ADDITIONAL LOAD RESULTING FROM STAGING AND/OR CONTRACTOR OPERATIONS, SUCH AS UNEVEN JACKING OF ADJACENT GIRDERS OR ADJACENT SUBSTRUCTURE UNITS, IS NOT INCLUDED.

EXTERIOR GIRDER DEAD LOAD REACTIONS WERE INCREASED 10% TO ACCOUNT FOR VARIABILITY IN THE COMPOSITE DL DISTRIBUTION METHODS.

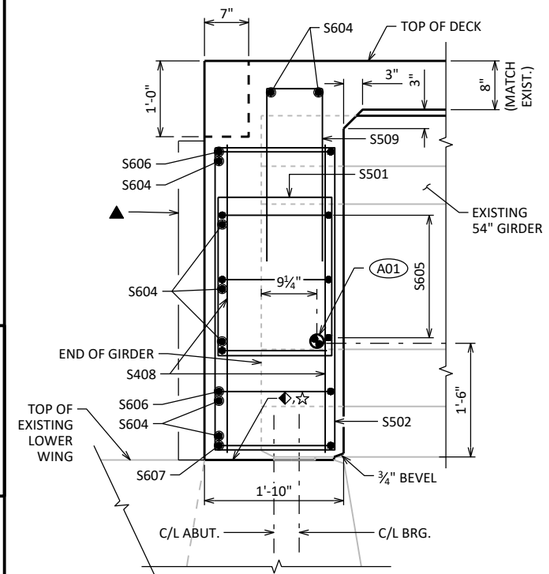
IT IS THE CONTRACTOR'S RESPONSIBILITY TO DETERMINE THE ADEQUACY OF THE GIRDER AT THE JACKING LOCATION.

LEGEND

- ◆ BEARING SEAT SURFACE PREPARATION, SEE SPECIAL PROVISIONS
- ☆ PLACE MULTIPLE LAYERS OF POLYETHYLENE SHEETS OVER ENTIRE ABUTMENT TOP BEFORE PLACING BEARING PADS. TOTAL THICKNESS OF SHEETS SHALL BE AT LEAST 0.03".
- ▲ 18" RUBBERIZED MEMBRANE WATERPROOFING. SEAL ALL HORIZONTAL AND VERTICAL JOINTS ON BACK FACE.
- (A01) CORE (1) HOLE AT 1½" DIA. IN WEBS FOR (2) S514 BARS, PLACED SYM. ABOUT C/L OF GIRDER.
- ⊖ GIRDER JACKING WILL NOT BE UNDER TRAFFIC
- ■ ADHESIVE ANCHOR NO. 4 BAR. EMBED 7" MIN IN CONCRETE
- ◒ LEAVE EXIST. BEARING SEAT ROUGH UNDER SHEAR KEY TO A MINIMUM AMPLITUDE OF ¼". WORK SHALL BE INCIDENTAL TO "BEARING SEAT SURFACE PREPARATION".

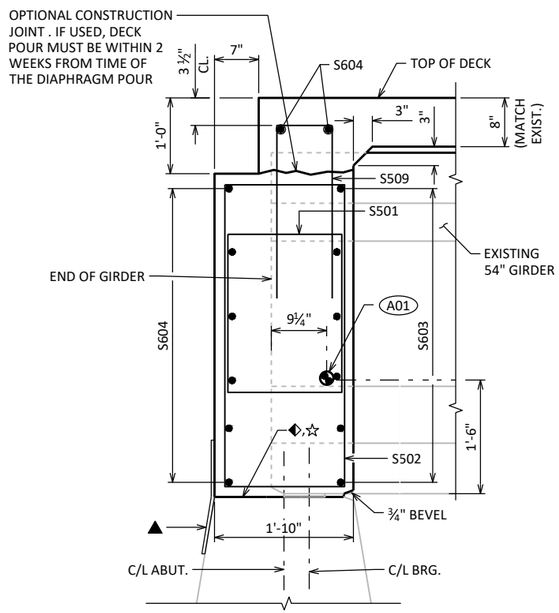
GIRDER REACTIONS AT BEARINGS (KIPS)

		C/L BRG. S. ABUT.	C/L BRG. N. ABUT.
INTERIOR GIRDER	DL	108.1	106.4
	LL	⊖	⊖
EXTERIOR GIRDER	DL	110.2	108.4
	LL	⊖	⊖



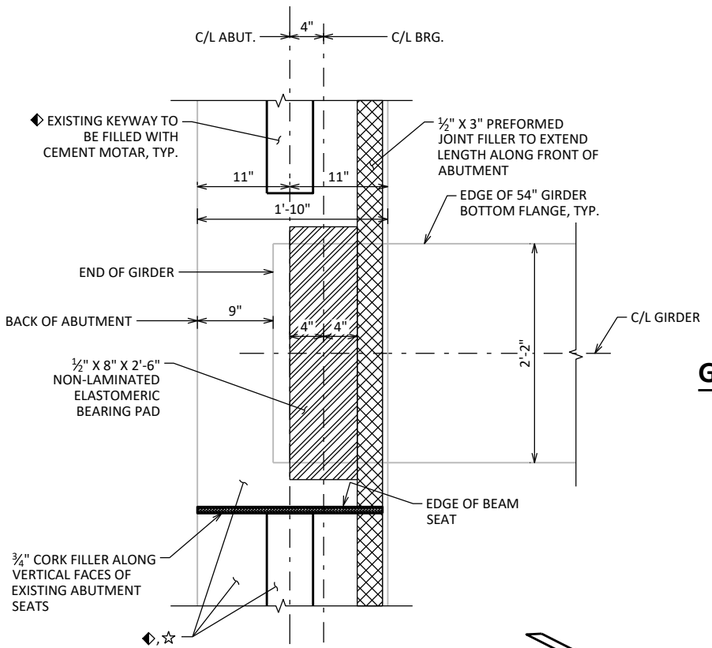
SECTION F-F

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY
OPTIONAL CONSTRUCTION JOINT IN DIAPHRAGM NOT SHOWN FOR CLARITY



SECTION G-G

DECK/PARAPET REINFORCEMENT NOT SHOWN FOR CLARITY



PLAN - ABUTMENT MODIFIED SEMI-EXPANSION SEAT CONVERSION

SOUTH ABUTMENT SHOWN, NORTH ABUTMENT SIMILAR

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-78

DRAWN BY WAR | PLANS CK'D KGW

ABUTMENT & END DIAPHRAGM DETAILS

SHEET 4 OF 6
497

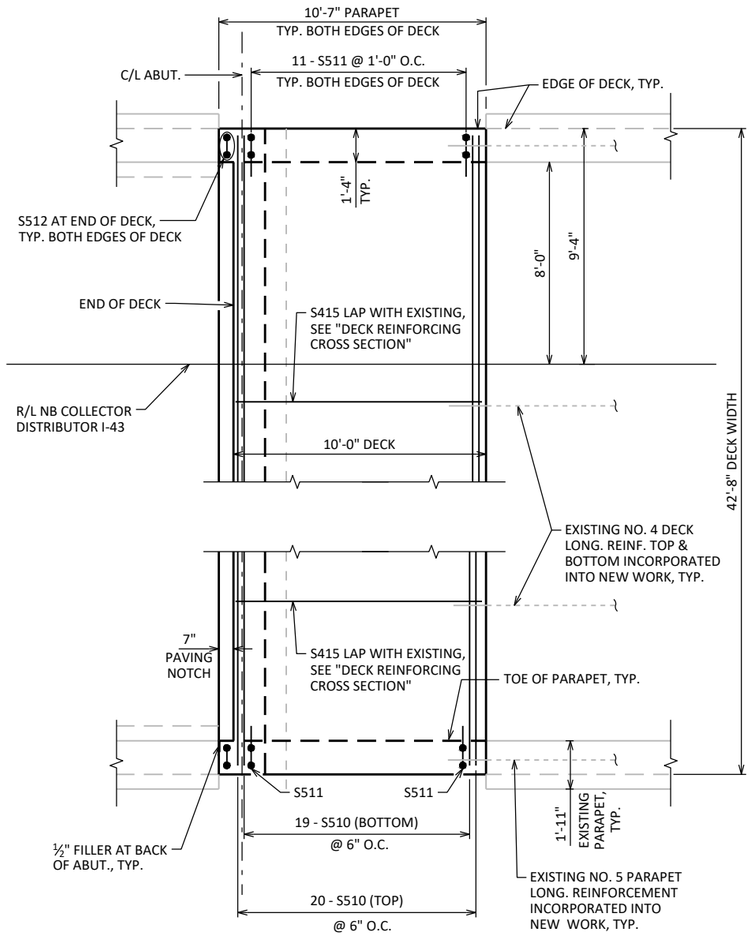
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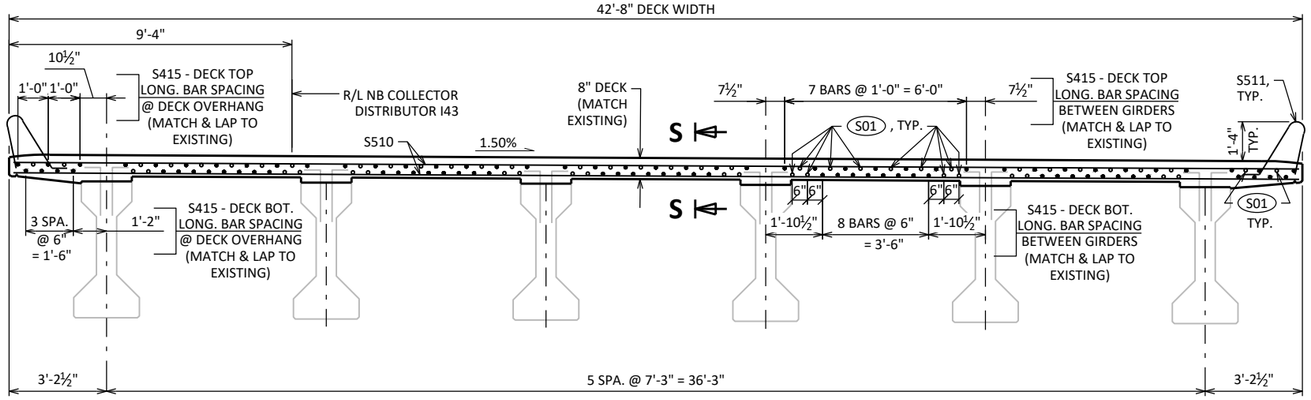
STATE PROJECT NUMBER

1222-13-71



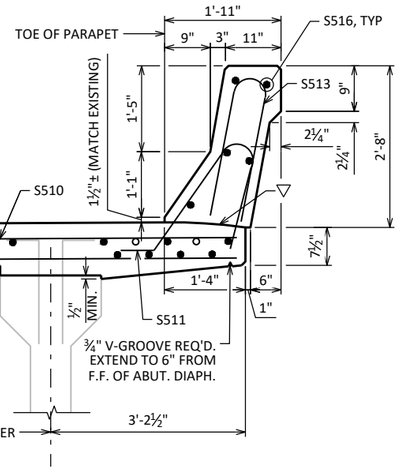
DECK REINFORCING PLAN

SHOWN BEFORE PLACEMENT OF PARAPET ON DECK
SOUTH END OF DECK SHOWN, NORTH END OF DECK SIMILAR

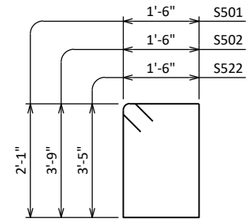


DECK REINFORCING CROSS SECTION

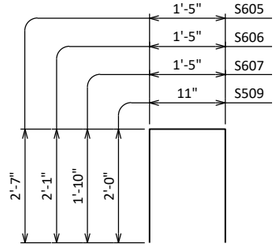
LOOKING NORTH
SHOWN BEFORE PLACEMENT OF PARAPET ON DECK



SECTION THRU PARAPET



S501, S502, S522



S605, S606, S607, S509

SUPERSTRUCTURE BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

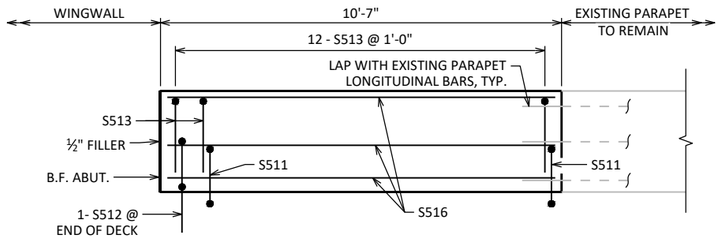
BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
S501	X	24	7'-10"	X		DIAPH. VERT. ADJACENT TO GIRDERS
S502	X	76	11'-2"	X		DIAPH. VERT. GIRDERS 1 TO 3 & 4 TO 6
S603	X	120	4'-2"			DIAPH. HORIZ. F.F.
S604	X	32	22'-5"			DIAPH. HORIZ. B.F. & TOP
S605	X	12	6'-3"	X		DIAPH. HORIZ. END
S606	X	8	5'-3"	X		DIAPH. HORIZ. END
S607	X	4	4'-9"	X		DIAPH. HORIZ. END
S408	X	8	3'-9"			DIAPH. VERT. END
S509	X	92	4'-8"	X		DIAPH. VERT. DOWEL TO DECK
S510	X	78	42'-4"			DECK TRANSVERSE
S511	X	44	4'-10"	X		PARAPET DOWEL
S512	X	4	5'-4"	X		PARAPET DOWEL END OF DECK
S513	X	48	5'-0"	X		PARAPET VERT.
S514	X	24	6'-0"			DIAPH. HORIZ. THRU GIRDER
S415	X	286	9'-9"			DECK LONG.
S516	X	20	10'-4"			PARAPET LONG.
S420	X	8	1'-6"			SHEAR KEY
S421	X	16	3'-11"	X		SHEAR KEY DOWEL
S522	X	16	10'-6"	X		DIAPH. VERT. GIRDERS 3 TO 4

LEGEND

(S01) S415 BARS SHOWN AS OPEN CIRCLES ARE IN ADDITION TO EXISTING/ORIGINAL DECK REINFORCEMENT LAYOUT. USE 6-S415 BARS AT TOP MAT AND 4-S415 BARS AT BOTTOM MAT, TYPICAL BETWEEN GIRDERS. USE 2-S415 AT TOP MAT AT EACH OVERHANG. PLACE BARS AT EQUAL BAR SPACING OR AS SHOWN.

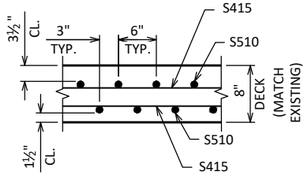
▽ CONSTRUCTION JOINT - STRIKE OFF AS SHOWN. SLOPE AS REQUIRED.

▪ ADHESIVE ANCHOR NO. 4 BAR EMBED 7" MIN. IN CONCRETE

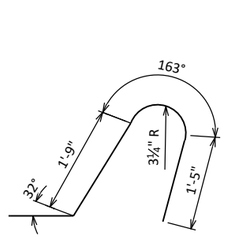


PARAPET REINFORCING ELEVATION

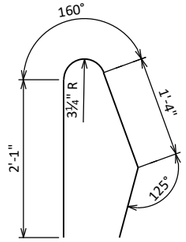
TYPICAL AT EACH QUADRANT OF BRIDGE



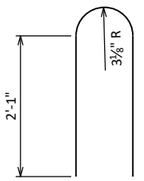
SECTION S-S



S511



S512



S513



S421

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-78

DRAWN BY WAR | PLANS CK'D KGW

SUPERSTRUCTURE

SHEET 5 OF 6
498

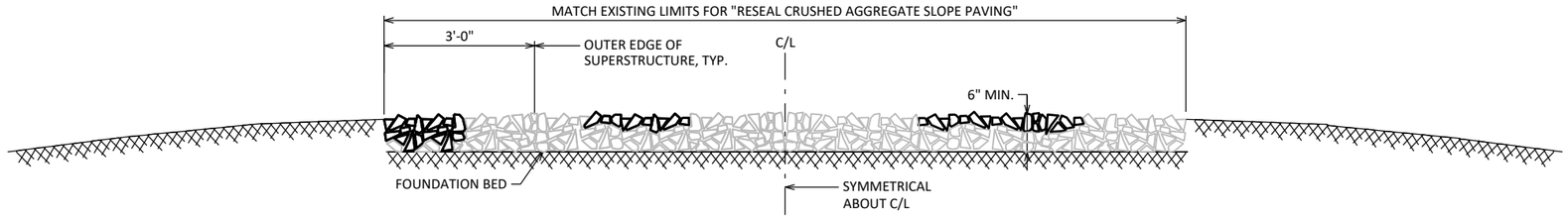
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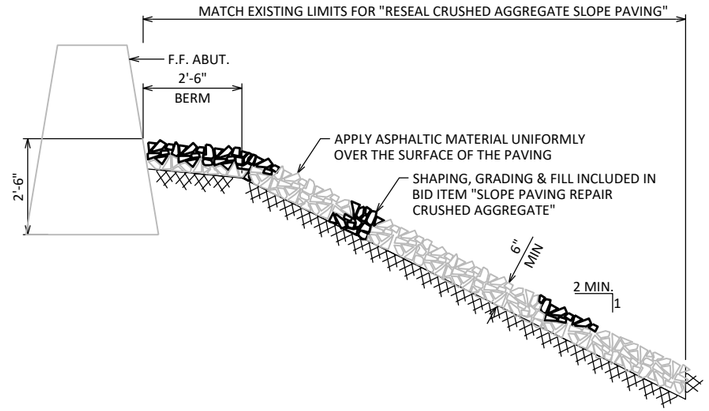
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STATE PROJECT NUMBER

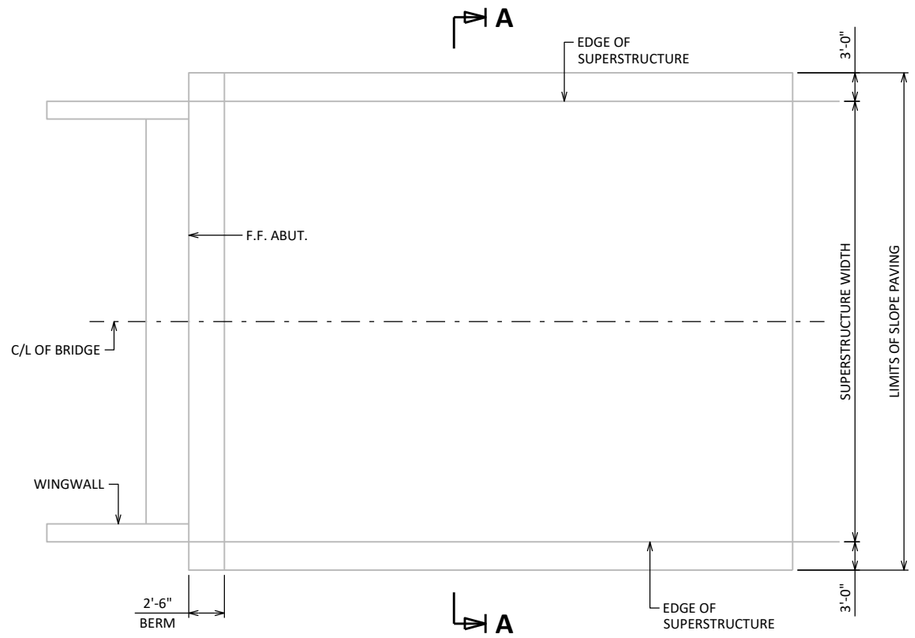
1222-13-71



SECTION A-A



SLOPE PAVING TYPICAL SECTION



SLOPE PAVING PLAN

SLOPE PAVING NOTES

BID ITEM SHALL BE "SLOPE PAVING REPAIR CRUSHED AGGREGATE" & "RESEAL CRUSHED AGGREGATE SLOPE PAVING".

ENTIRE LIMITS OF SLOPE PAVING SHALL BE RESEALED.

WOOD FORMS MAY BE LEFT IN PLACE WHEN OF A QUALITY ACCEPTABLE TO THE ENGINEER.

SLOPE PAVING REPAIRS SHALL BE MADE ONLY AS DIRECTION OF THE ENGINEER.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STRUCTURE B-59-78

DRAWN BY	WAR	PLANS CK'D	KGW

SLOPE PAVING DETAILS

SHEET 6 OF 6

499

SCALE =

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8

STATE PROJECT NUMBER

1222-13-71

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 120 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (1700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NWG (NATURAL WIND GUST VIBRATION) 1.0 TRG (TRUCK INDUCED GUST VIBRATION)

MATERIAL PROPERTIES

CONCRETE MASONRY ..... f'c = 3,500 psi

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 ..... fy = 60,000 psi

STRUCTURAL ANGLES, PLATE AND BARS - ASTM A709 GRADE 36 ..... fy = 36,000 psi

CHORDS & COLUMN PIPE - ASTM A500 GRADE C ..... fy = 46,000 psi

HIGH STRENGTH BOLTS - ASTM F3125 GRADE A325 ..... fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 ..... fy = 55,000 psi

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE. ACTUAL WATER LEVEL AT SITE MAY VARY. SEE STRUCTURE SUBSURFACE EXPLORATION SHEETS FOR ASSUMED WATER ELEVATION. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), SHEBOYGAN COUNTY ZONE, NAD 83 (1997). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD (TYPE)" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

CATWALKS ARE USED ON 4-CHORD STRUCTURES CARRYING DMS SIGNS. CATWALKS SHALL BE INCIDENTAL TO THE BID ITEM "TRUSS FULL SPAN 4-CHORD (TYPE)" FOR EACH DMS SIGN STRUCTURE IN THE PLAN SET.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE AS DESIGNATED IN STANDARD SPEC 532.3.7.1, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (DIA.)".

STRUCTURE DATA

SIGN STRUCT.	ACTUAL SIGN AREA	MAX. SIGN DEPTH	STANDARD DESIGN TYPE
S-59-77	365 SF	12'-0"	I
S-59-79	337 SF	12'-0"	I
S-59-82	576 SF	12'-0"	II
S-59-83	450 SF	12'-0"	II

TRAFFIC VOLUME

(TRAFFIC DATA INFO NOTED ON EACH GENERAL LAYOUT SHEET)

LIST OF DRAWINGS

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-59-77
3. GENERAL LAYOUT S-59-79
4. GENERAL LAYOUT S-59-82
5. GENERAL LAYOUT S-59-83
6. SUBSURFACE EXPLORATION S-59-77
7. SUBSURFACE EXPLORATION S-59-79
8. SUBSURFACE EXPLORATION S-59-82
9. SUBSURFACE EXPLORATION S-59-83

LIST OF STANDARD DESIGN DRAWINGS

10. I. 4-CHORD TRUSS FULL SPAN DETAILS
11. II. 4-CHORD TRUSS FULL SPAN COLUMN DETAILS
12. III. 4-CHORD TRUSS FULL SPAN CONNECTIONS 1
13. IV. 4-CHORD TRUSS FULL SPAN CONNECTIONS 2
14. V. 4-CHORD TRUSS FULL SPAN CATWALK DETAILS
15. VI. 4-CHORD TRUSS FULL SPAN ELECTRICAL DETAILS
16. VII. 4-CHORD TRUSS FULL SPAN FOUNDATIONS 1
17. VIII. 4-CHORD TRUSS FULL SPAN FOUNDATIONS 2

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-59-77	S-59-79	S-59-82	S-59-83	TOTALS
204.0246	REMOVING ANCILLARY STRUCTURE S-59-02	EACH	1	----	----	----	1
204.0246	REMOVING ANCILLARY STRUCTURE S-59-04	EACH	----	1	----	----	1
204.0246	REMOVING ANCILLARY STRUCTURE S-59-06	EACH	----	----	1	----	1
204.0246	REMOVING ANCILLARY STRUCTURE S-59-09	EACH	----	----	----	1	1
531.2036	DRILLING SHAFT 36-INCH	LF	76	76	88	88	328
531.6110	FOUNDATION TWO-SHAFT TYPE FF-I S-59-77	EACH	2	----	----	----	2
531.6110	FOUNDATION TWO-SHAFT TYPE FF-I S-59-79	EACH	----	2	----	----	2
531.6120	FOUNDATION TWO-SHAFT TYPE FF-II S-59-82	EACH	----	----	2	----	2
531.6120	FOUNDATION TWO-SHAFT TYPE FF-II S-59-83	EACH	----	----	----	2	2
532.6110	TRUSS FULL SPAN 4-CHORD TYPE I S-59-77	EACH	1	----	----	----	1
532.6110	TRUSS FULL SPAN 4-CHORD TYPE I S-59-79	EACH	----	1	----	----	1
532.6120	TRUSS FULL SPAN 4-CHORD TYPE II S-59-82	EACH	----	----	1	----	1
532.6120	TRUSS FULL SPAN 4-CHORD TYPE II S-59-83	EACH	----	----	----	1	1

STRUCTURE DESIGN CONTACTS:
ALEXANDER CRABTREE (608) 266-3686
KYLE BUSCH (608) 267-0465

NO.	DATE	REVISION	BY

WISCONSIN DEPARTMENT OF TRANSPORTATION
BUREAU OF STRUCTURES

ACCEPTED KHB 7/1/25
CHIEF STRUCTURES DESIGN ENGINEER DATE

4-CHORD TRUSS FULL SPAN PLANS

IH 43/STH 23 INTERCHANGE

COUNTY	TOWN/CITY/VILLAGE
SHEBOYGAN	SHEBOYGAN/KOHLER

DESIGN SPEC.
AASHTO LRFDLTS-1 W/INTERIMS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
BOS	BOS	ARC	VS

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 17

500

I.D. 1222-13-00

DATE: JULY 2025

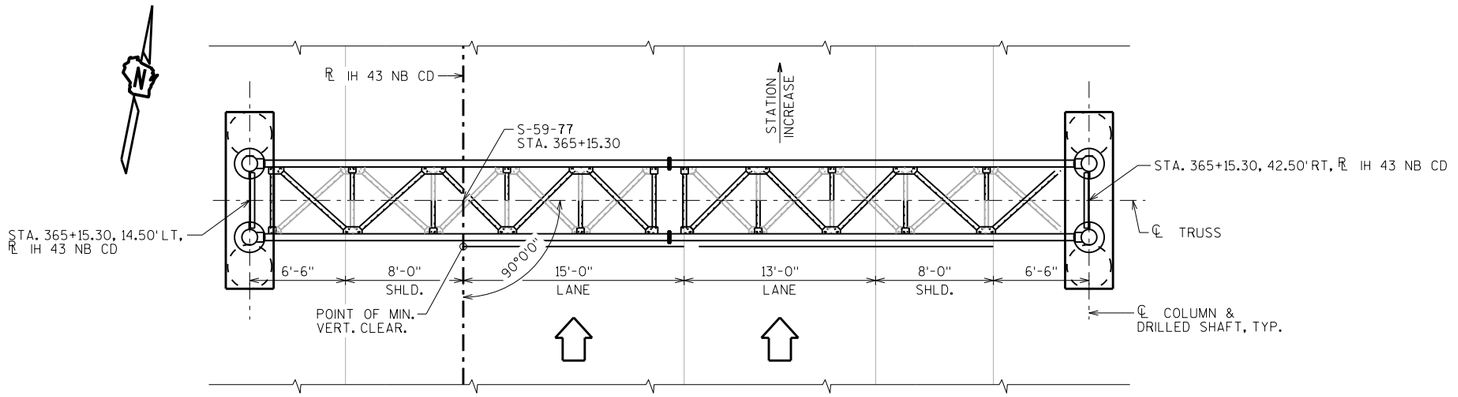
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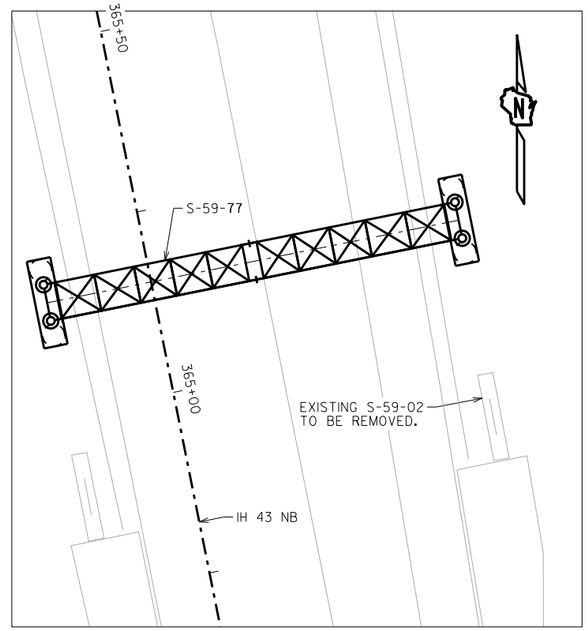
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STATE PROJECT NUMBER

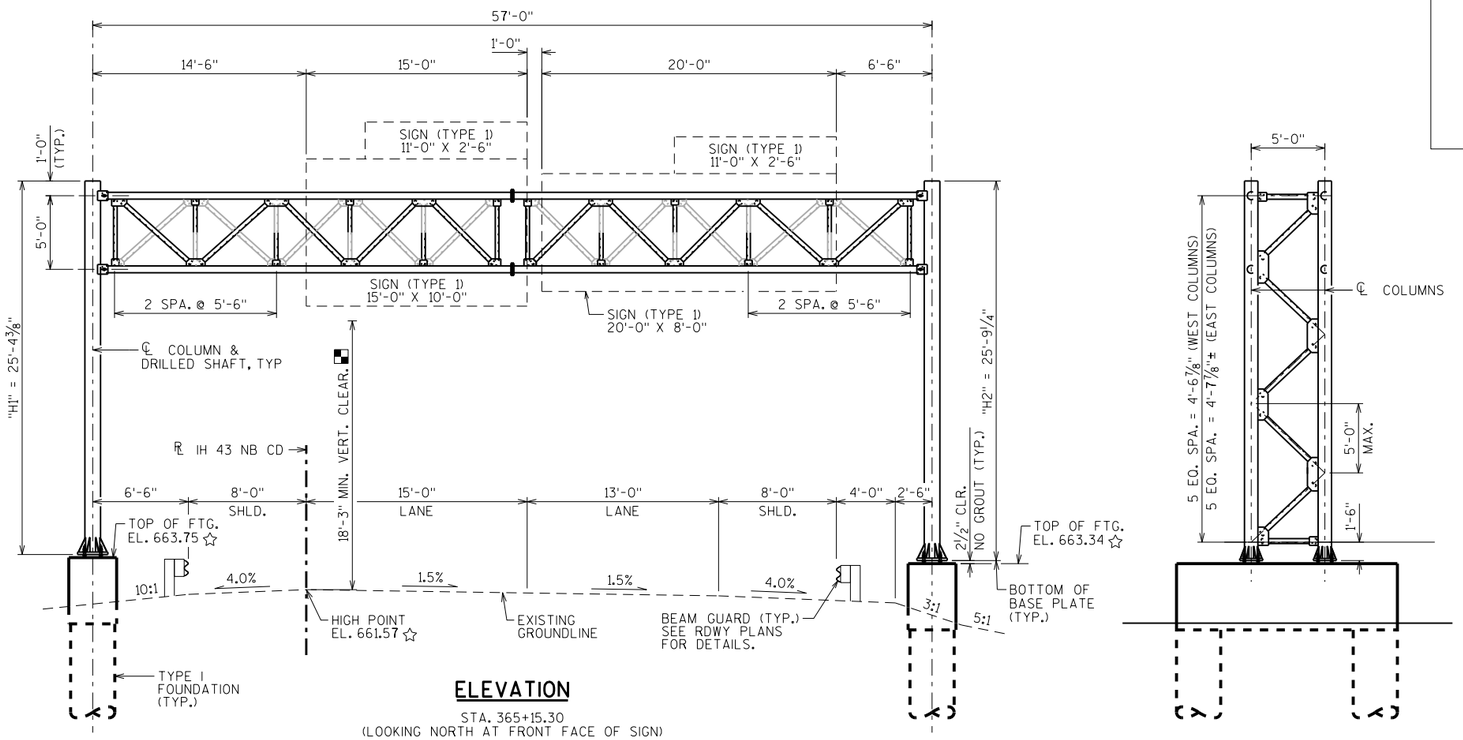
1222-13-71



PLAN



LOCATION MAP



ELEVATION

STA. 365+15.30
(LOOKING NORTH AT FRONT FACE OF SIGN)

END VIEW

LOOKING WEST

TRAFFIC VOLUME

IH 43 NB CD

A.D.T. = 6,700
R.D.S. = 70 M.P.H.

NOTE

MIN. CLEARANCE SHOWN IS BASED ON THE MAX SIGN DEPTH NOTED ON "GENERAL NOTES & DESIGN DATA" SHEET.

EXISTING SIGN STRUCTURE S-59-02 IS A 4-CHORD FULL SPAN, 55'-0" LONG, TO BE REMOVED AT STA. 364+88±

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-77

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-77

SHEET 2 OF 17

501

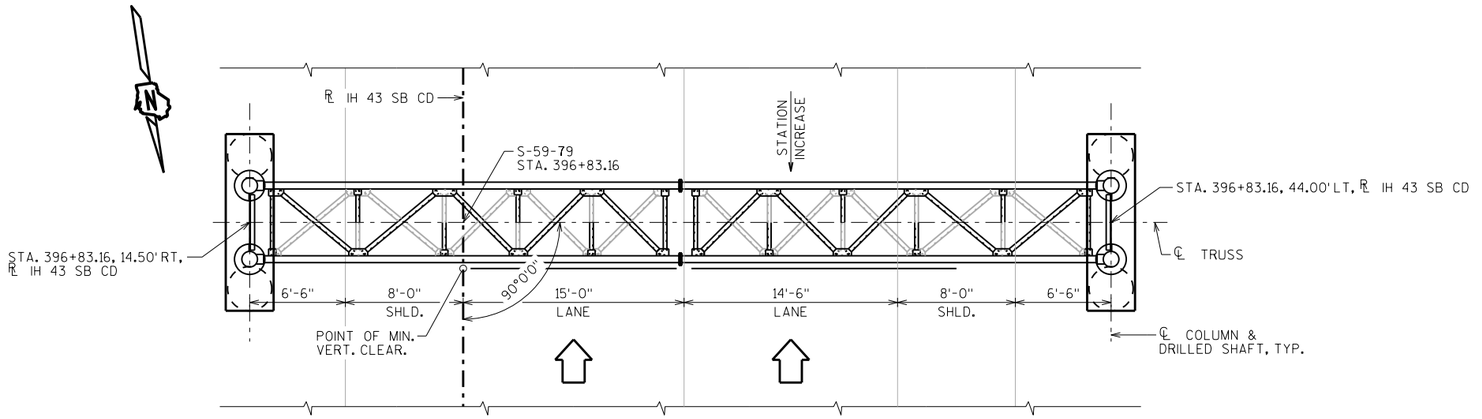
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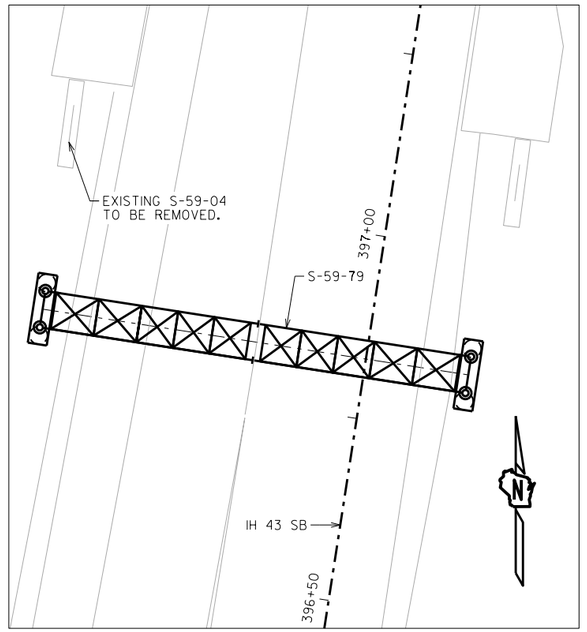
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STATE PROJECT NUMBER

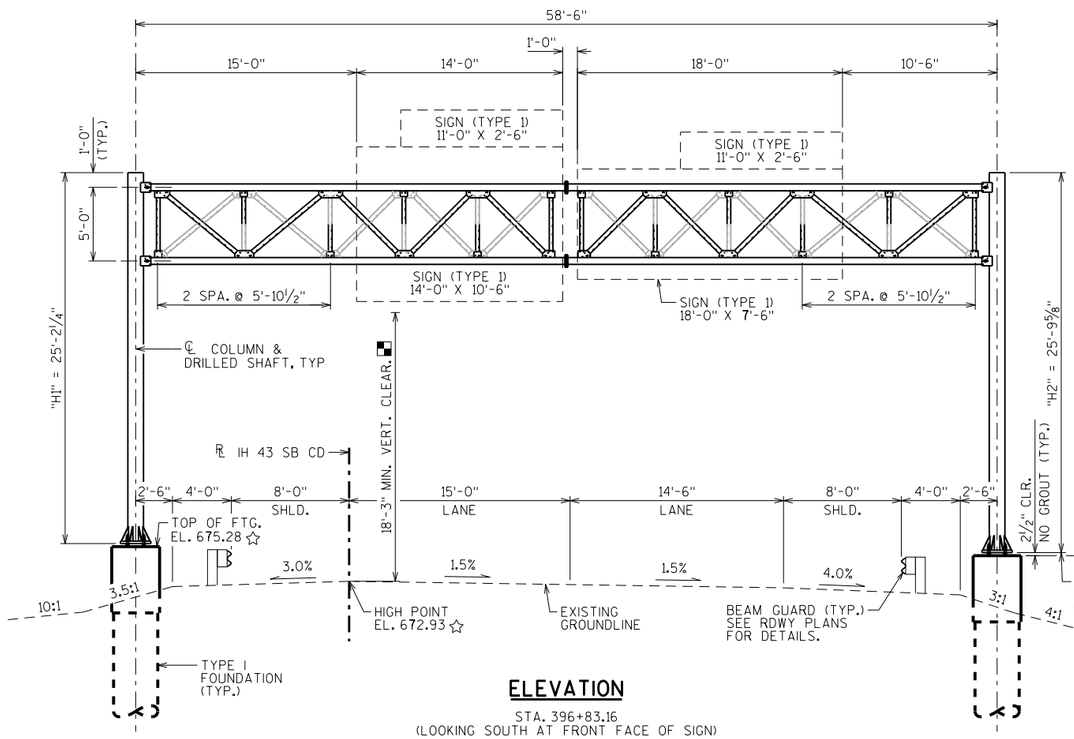
1222-13-71



PLAN

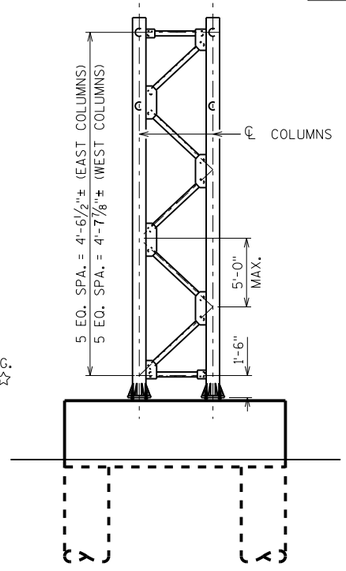


LOCATION MAP



ELEVATION

STA. 396+83.16
(LOOKING SOUTH AT FRONT FACE OF SIGN)



END VIEW

LOOKING EAST

TRAFFIC VOLUME

IH 43 SB CD

A.D.T. = 2,200
R.D.S. = 70 M.P.H.

NOTE

- MIN. CLEARANCE SHOWN IS BASED ON THE MAX SIGN DEPTH NOTED ON "GENERAL NOTES & DESIGN DATA" SHEET.

EXISTING SIGN STRUCTURE S-59-04 IS A 4-CHORD FULL SPAN, 60'-0" LONG, TO BE REMOVED AT STA. 397+10±

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-79

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-79

SHEET 3 OF 17

502

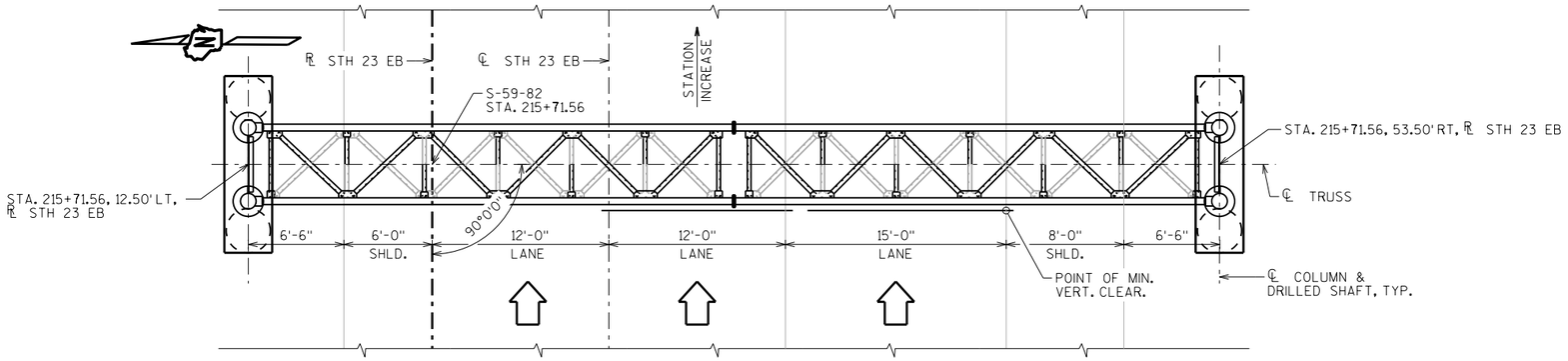
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SCALE = 5.00

STATE PROJECT NUMBER

1222-13-71

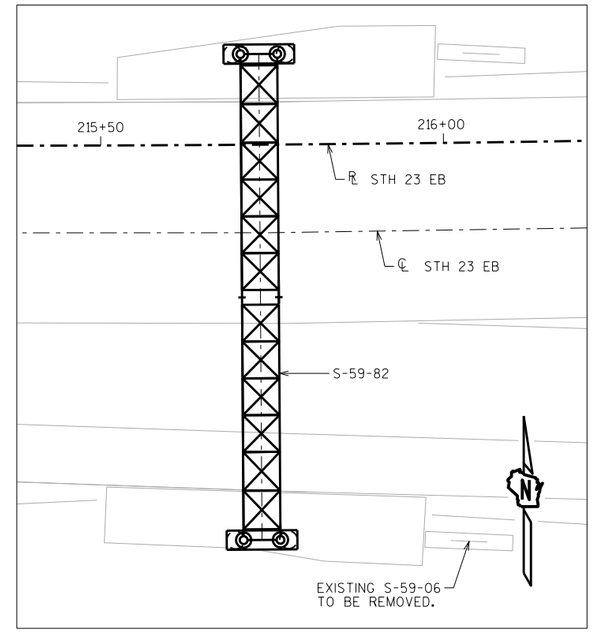


PLAN

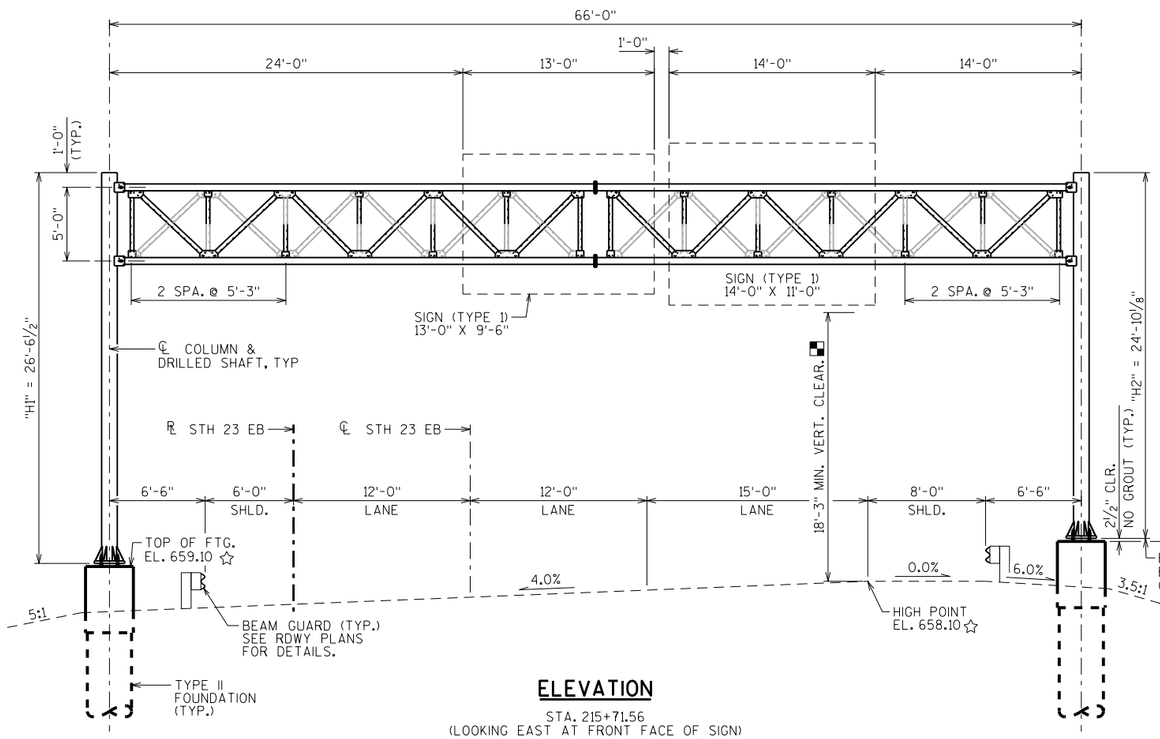
CURVE DATA

STH 23 EB

P.I. = 219+91.14
△ = 16°38'22"
D = 1°29'51"
T = 559.47'
L = 1111.07'
R = 3825.83'
P.C. = 214+31.67
P.T. = 225+42.74

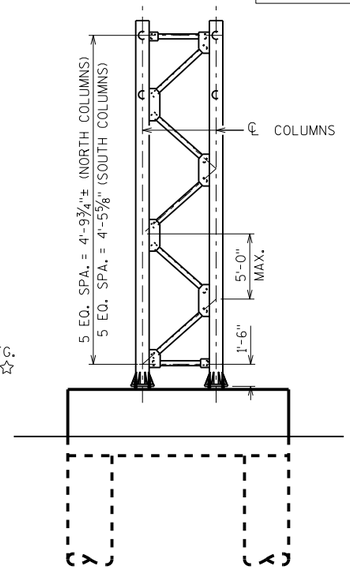


LOCATION MAP



ELEVATION

STA. 215+71.56
(LOOKING EAST AT FRONT FACE OF SIGN)



END VIEW

LOOKING NORTH

TRAFFIC VOLUME

STH 23 EB

A.D.T. = 28,900
R.D.S. = 70 M.P.H.

NOTE

■ MIN. CLEARANCE SHOWN IS BASED ON THE MAX SIGN DEPTH NOTED ON "GENERAL NOTES & DESIGN DATA" SHEET.

EXISTING SIGN STRUCTURE S-59-06 IS A 4-CHORD FULL SPAN, 65'-0" LONG, TO BE REMOVED AT STA. 216+01±

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-82

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-82

SHEET 4 OF 17

503

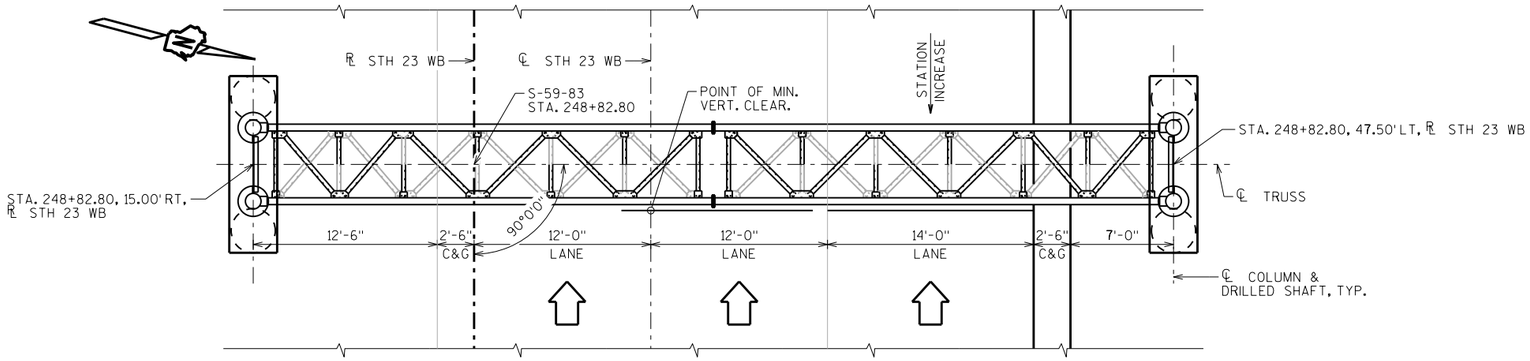
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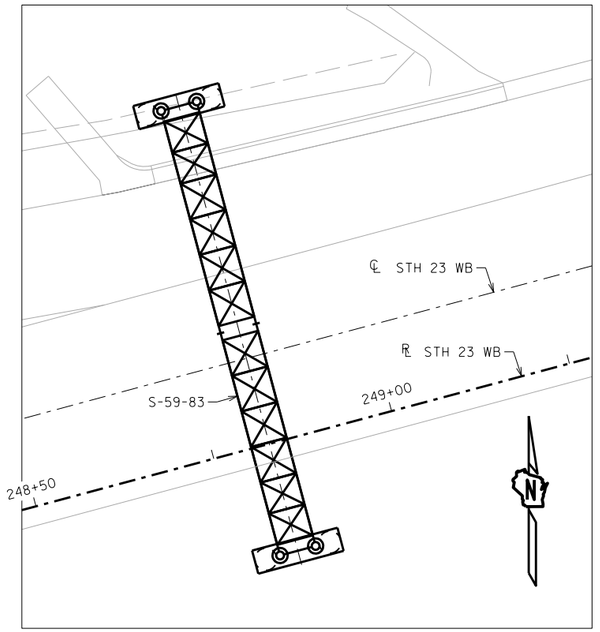
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STATE PROJECT NUMBER

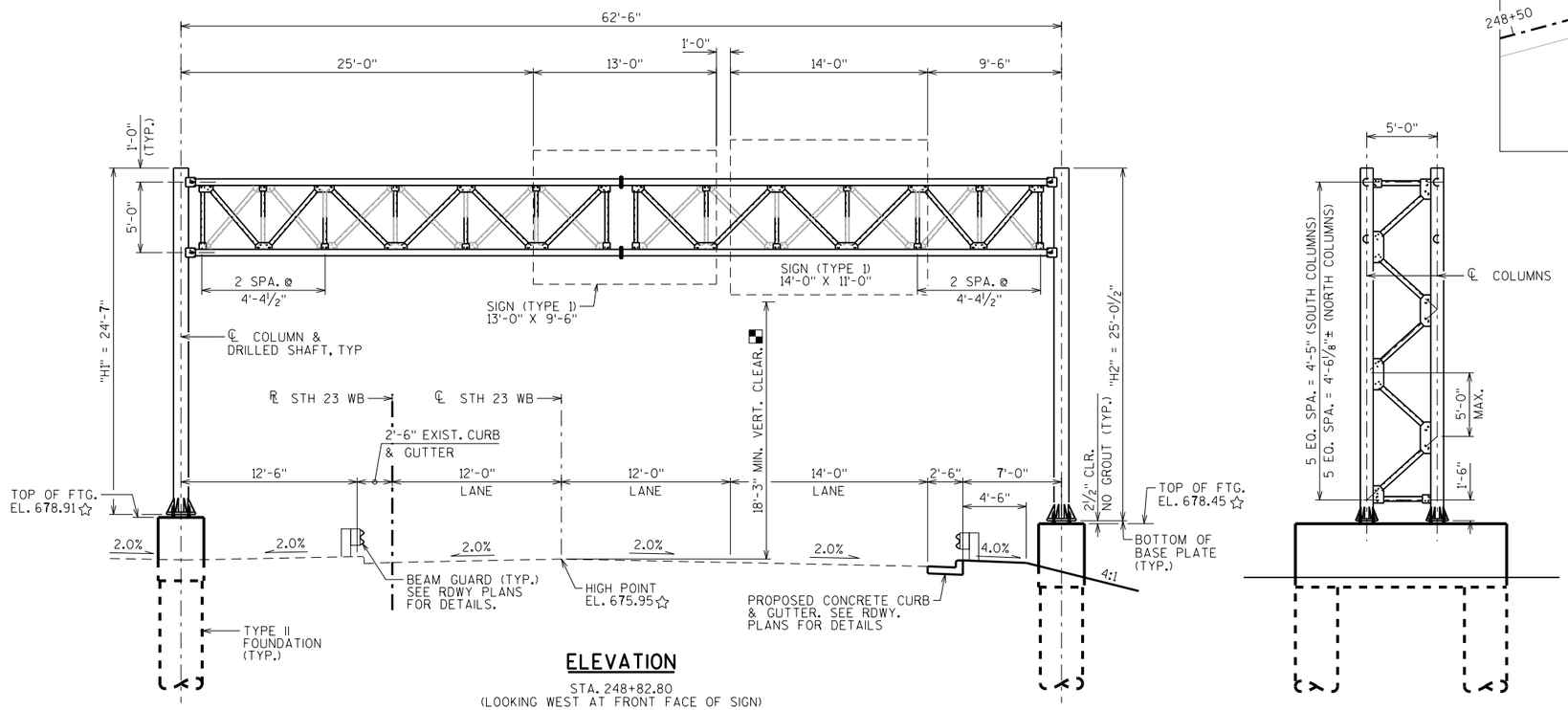
1222-13-71



PLAN



LOCATION MAP



ELEVATION

STA. 248+82.80
(LOOKING WEST AT FRONT FACE OF SIGN)

END VIEW

LOOKING SOUTH

TRAFFIC VOLUME

STH 23 WB

A.D.T. = 13,500
R.D.S. = 70 MPH

NOTE

■ MIN. CLEARANCE SHOWN IS BASED ON THE MAX SIGN DEPTH NOTED ON "GENERAL NOTES & DESIGN DATA" SHEET.

EXISTING SIGN STRUCTURE S-59-09 IS A 4-CHORD FULL SPAN, 65'-0" LONG, TO BE REMOVED AT STA. 249+76±

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-83

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-83

SHEET 5 OF 17

504

8

8

SCALE = 5.00

STATE PROJECT NUMBER

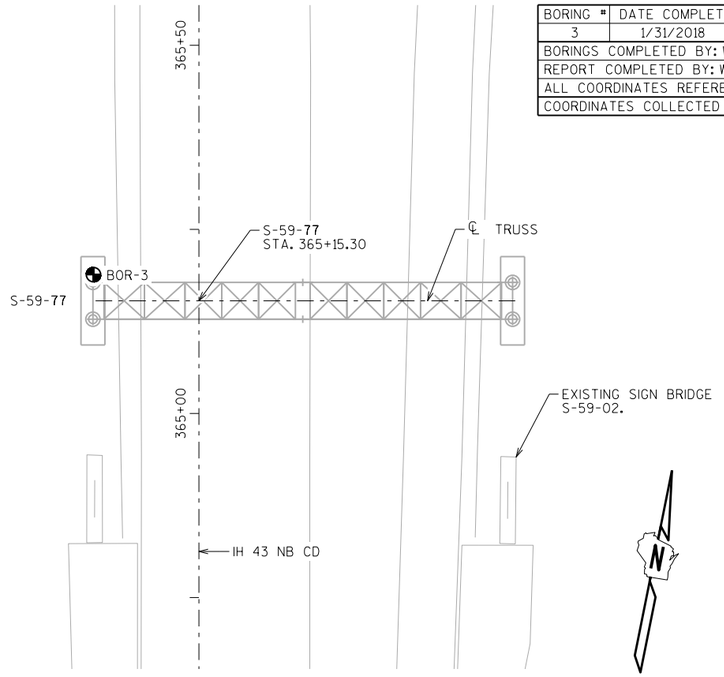
1222-13-71

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. THE SOIL PARAMETERS USED TO DESIGN THIS STANDARDIZED FOUNDATION SYSTEM ARE NOTED ON THE "GENERAL NOTES & DESIGN DATA" SHEET. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY THE PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

S-59-77 SOIL PARAMETERS (BORING B-3)

SOIL DESCRIPTION	FRICTION ANGLE	COHESION (PSF)	UNIT WEIGHT (PCF)	ALLOWABLE SHAFT RESISTANCE (PSF)	ALLOWABLE BASE RESISTANCE (PSF)
6" TOPSOIL OVER SILT, BROWN, V STIFF-HARD, SOME F-C SAND, SOME F-C GRAVEL (ELEVATION 661.1' - 654.1')	0	8,000	130	825	26,000
SAND, BROWN, V DENSE, SILTY, SOME F-M GRAVEL (ELEVATION 654.1' - 652.1')	38	0	135	1,000	16,000
SILT, BROWN, HARD-V STIFF, SOME F-M SAND, LITTLE F-M GRAVEL (ELEVATION 652.1' - 650.6')	0	9,000	120	825	31,000
SILT, BROWN, STIFF, SOME CLAY, LITTLE F-M SAND (ELEVATION 650.6' - 649.6')	0	1,500	120	350	7,100
SAND, BROWN, FIRM, FINE-MEDIUM (ELEVATION 649.6' - 647.1')	33	0	120	475	3,600
SAND, GRAY/BROWN, LOOSE, TR. FINE-MEDIUM GRAVEL (ELEVATION 647.1' - 642.1')	32	0	115	350	6,000
SAND, GRAY, FIRM, FINE-COARSE, LITTLE FINE-COARSE GRAVEL (ELEVATION 642.1' - 638.1')	32	0	120	475	20,000
SAND, GRAY/BROWN, VERY DENSE, FINE, SOME SILT (ELEVATION 638.1' - 634.6')	42	0	140	1,850	20,000

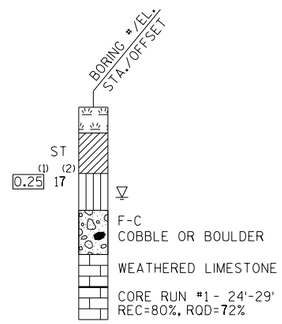


BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
3	1/31/2018	176284	205885
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SHEBOYGAN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY EQUIPMENT			

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING

END OF DRILLING

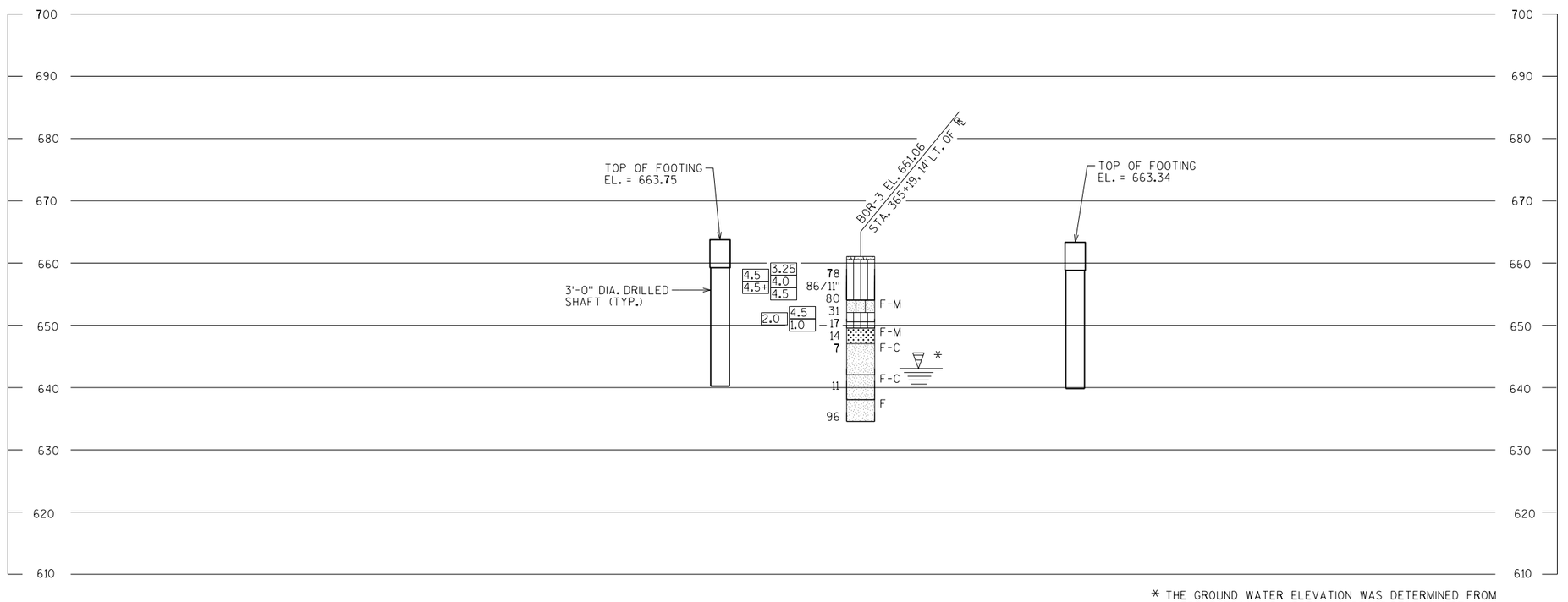
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-77

DRAWN BY TLP/ARC | PLANS CK'D. VS

SUBSURFACE EXPLORATION S-59-77

SHEET 6 OF 17

505

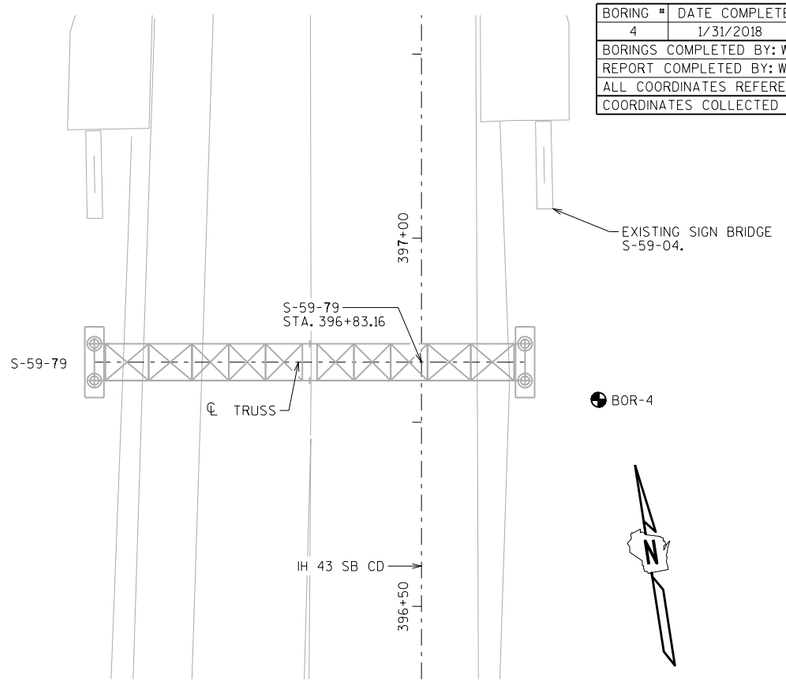
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FOUNDATION DATA

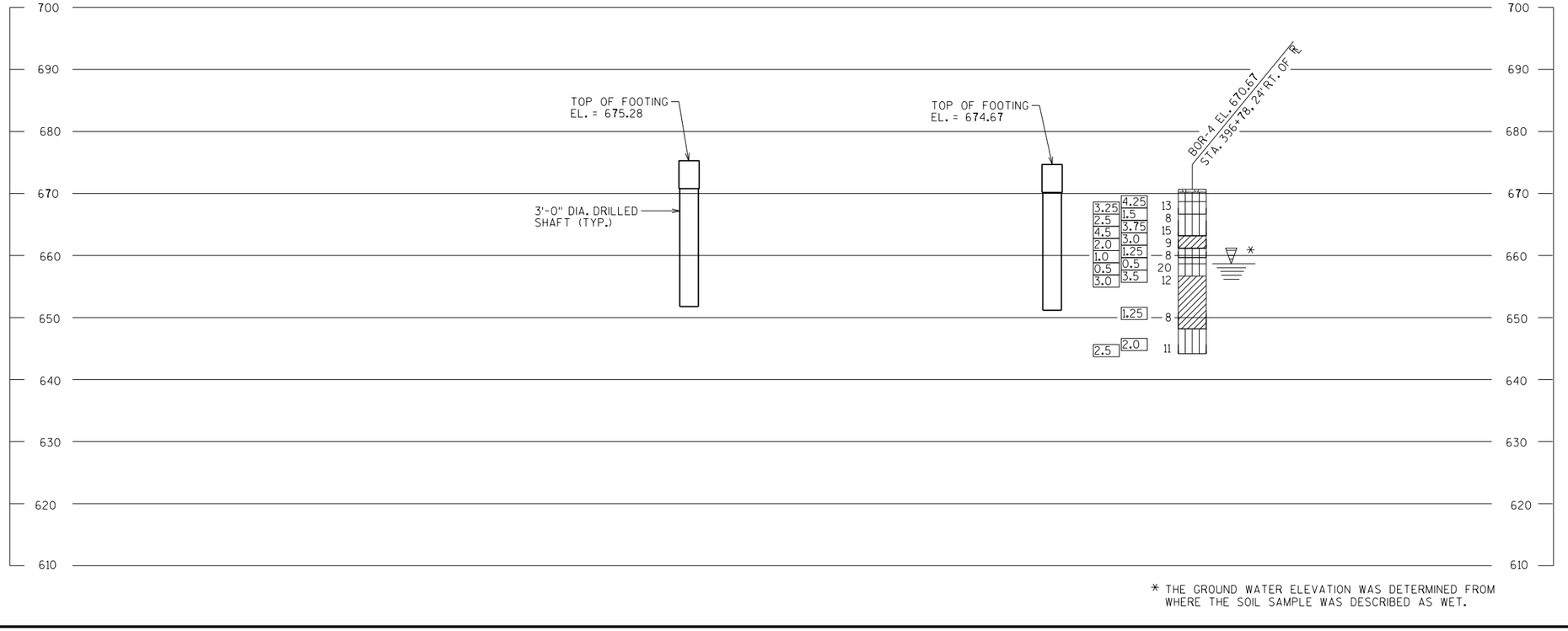
THE FOLLOWING SOIL PARAMETERS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. THE SOIL PARAMETERS USED TO DESIGN THIS STANDARDIZED FOUNDATION SYSTEM ARE NOTED ON THE "GENERAL NOTES & DESIGN DATA" SHEET. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY THE PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

S-59-79 SOIL PARAMETERS (BORING B-4)

SOIL DESCRIPTION	FRICTION ANGLE	COHESION (PSF)	UNIT WEIGHT (PCF)	ALLOWABLE SHAFT RESISTANCE (PSF)	ALLOWABLE BASE RESISTANCE (PSF)
6" TOPSOIL OVER SILT, BROWN, SOME FINE SAND (ELEVATION 670.7' - 668.7')	0	250	120	90	1,100
SILT, BROWN, HARD-VERY STIFF TR. FINE GRAVEL, LITTLE F SAND, LITTLE CLAY (ELEVATION 668.7' - 666.7')	0	7,500	130	850	22,000
SILT, BROWN, STIFF-V STIFF, LITTLE F SAND, TR F GRAVEL, SOME CLAY (ELEVATION 666.7' - 663.2')	0	5,000	130	825	18,000
CLAY, BROWN, V STIFF-HARD, LITTLE SILT, TR F-C SAND (ELEVATION 663.2' - 661.2')	0	7,500	130	850	24,000
SILT, BROWN, V STIFF-STIFF, LITTLE F SAND, SOME CLAY (ELEVATION 661.2' - 659.7')	0	3,000	120	550	10,500
SILT, BROWN, STIFF, LITTLE CLAY, LITTLE F SAND (ELEVATION 659.7' - 658.7')	0	2,000	120	350	7,200
SILT, BROWN, MED-SOFT, TR CLAY, LITTLE F SAND (ELEVATION 658.7' - 656.7')	0	1,000	115	175	4,000
CLAY, BROWN, V STIFF, SOME SILT, TR. F SAND (ELEVATION 656.7' - 648.2')	0	6,000	130	825	24,000
SILT, BROWN, V STIFF, LITTLE F-C SAND, SOME CLAY, TR. F GRAVEL (ELEVATION 648.2' - 644.2')	0	4,000	130	675	16,000



BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
4	1/31/2018	179277	205008
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SHEBOYGAN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

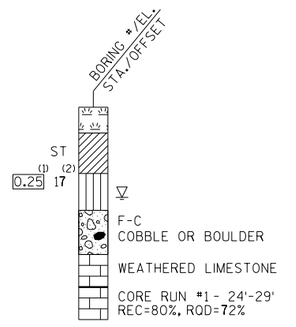
STATE PROJECT NUMBER

1222-13-71

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

▽ AT TIME OF DRILLING

▼ END OF DRILLING

▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-79

DRAWN BY TLP/ARC | PLANS CK'D. VS

SUBSURFACE EXPLORATION S-59-79

SHEET 7 OF 17

506

SCALE = 10.00

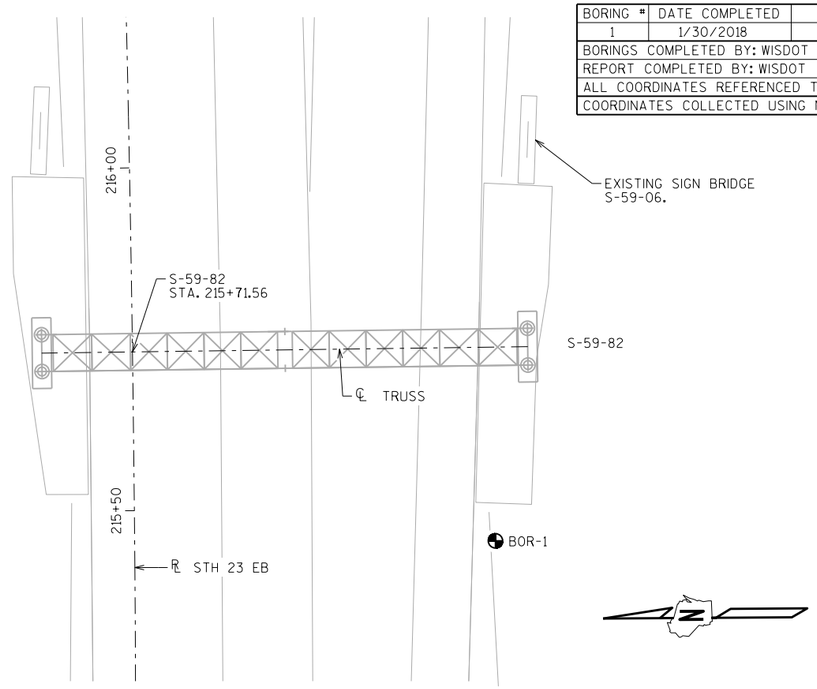
STATE PROJECT NUMBER

1222-13-71

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. THE SOIL PARAMETERS USED TO DESIGN THIS STANDARDIZED FOUNDATION SYSTEM ARE NOTED ON THE "GENERAL NOTES & DESIGN DATA" SHEET. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY THE PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

S-59-82 SOIL PARAMETERS (BORING B-1)					
SOIL DESCRIPTION	FRICTION ANGLE	COHESION (PSF)	UNIT WEIGHT (PCF)	ALLOWABLE SHAFT RESISTANCE (PSF)	ALLOWABLE BASE RESISTANCE (PSF)
SHOULDER GRAVEL (ELEVATION 658.1' - 656.1')	36	0	120	100	18,000
SAND, BROWN, DENSE, F-M, LITTLE SILT (ELEVATION 656.1' - 653.6')	36	0	130	400	15,500
SAND, BROWN, FIRM, FINE-MEDIUM, TRACE SILT (ELEVATION 653.6' - 647.1')	34	0	120	475	9,500
SAND, BROWN, FIRM, F-M, LITTLE SILT (ELEVATION 647.1' - 645.1')	32	0	120	450	7,000
SAND, BROWN, VERY LOOSE, FINE-MEDIUM (ELEVATION 645.1' - 640.1')	28	0	100	425	2,000
SAND, BROWN, FINE-COARSE, TRACE GRAVEL (ELEVATION 640.1' - 631.1')	33	0	120	225	9,000

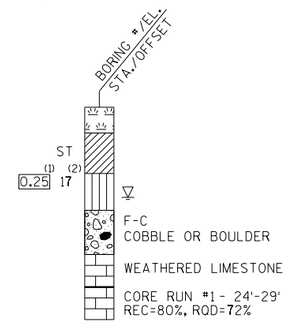


BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
1	1/30/2018	177418	203549
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SHEBOYGAN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			

MATERIAL SYMBOLS

ASPHALT, TOPSOIL, PEAT, CONCRETE, FILL, GRAVEL, SAND, CLAY, SILT, BOULDERS OR COBBLES, LIMESTONE, BEDROCK (UNKNOWN), SHALE, SANDSTONE, IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

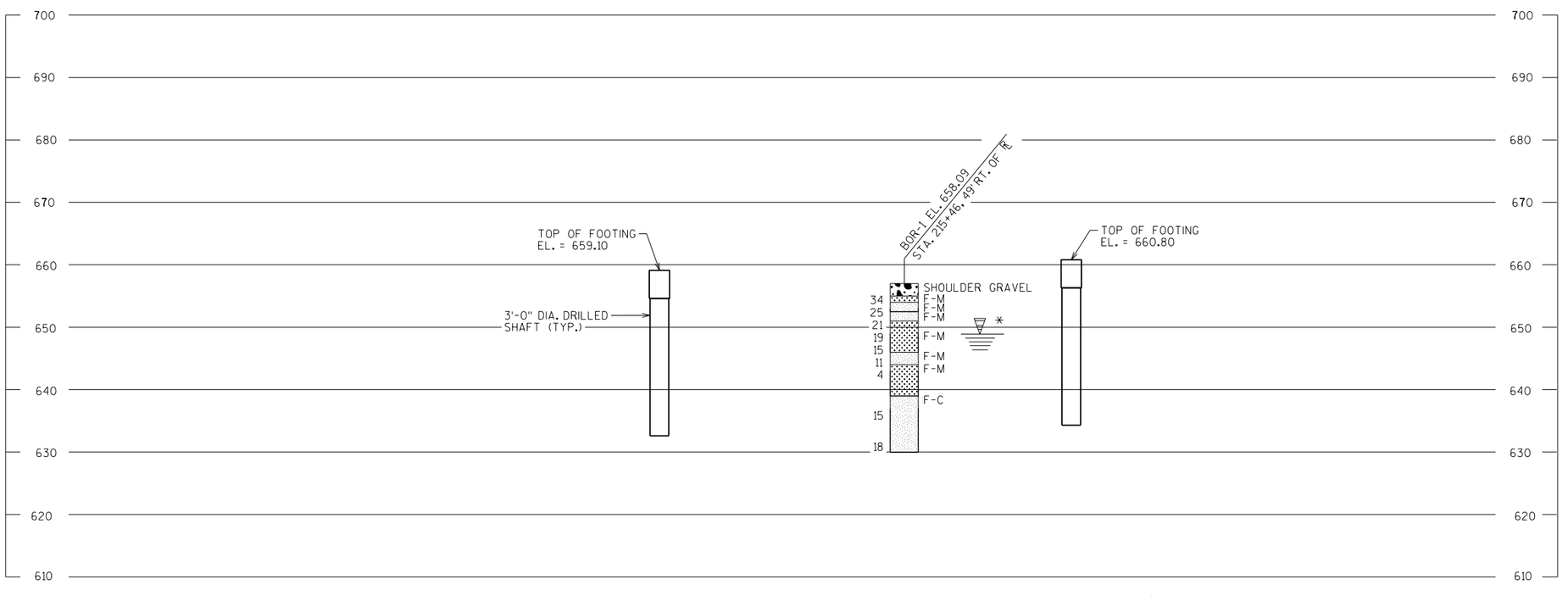
▽ AT TIME OF DRILLING

▼ END OF DRILLING

▼ AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE



* THE GROUND WATER ELEVATION WAS DETERMINED FROM WHERE THE SOIL SAMPLE WAS DESCRIBED AS WET.

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.

8

8

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-82

DRAWN BY TLP/ARC | PLANS CK'D. VS

SUBSURFACE EXPLORATION S-59-82

SHEET 8 OF 17

507

SCALE = 10.00

STATE PROJECT NUMBER

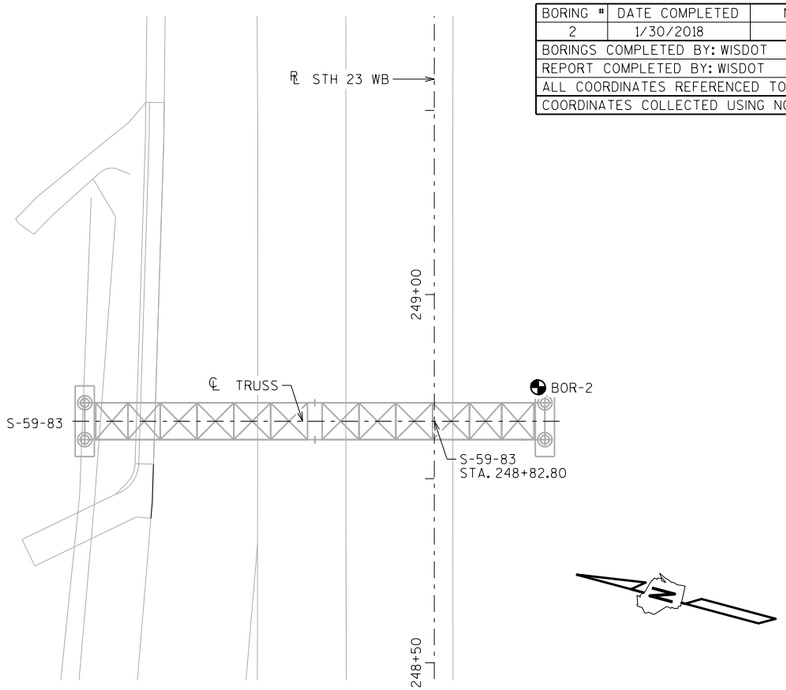
1222-13-71

FOUNDATION DATA

THE FOLLOWING SOIL PARAMETERS SHOWN ARE FOR INFORMATIONAL PURPOSES ONLY. THE SOIL PARAMETERS USED TO DESIGN THIS STANDARDIZED FOUNDATION SYSTEM ARE NOTED ON THE "GENERAL NOTES & DESIGN DATA" SHEET. IF VARIATIONS IN THE SOIL PARAMETERS ARE FOUND DURING CONSTRUCTION NOTIFY THE PROJECT ENGINEER FOR REQUIRED MODIFICATION TO THE FOUNDATION SYSTEM.

S-59-83 SOIL PARAMETERS (BORING B-2)

SOIL DESCRIPTION	FRICTION ANGLE	COHESION (PSF)	UNIT WEIGHT (PCF)	ALLOWABLE SHAFT RESISTANCE (PSF)	ALLOWABLE BASE RESISTANCE (PSF)
TOPSOIL OVER SAND & GRAVEL, BROWN, DENSE, FINE-COARSE, TRACE SILT (ELEVATION 676.1' - 672.1')	36	0	130	225	12,000
SILT, BROWN, HARD-V STIFF, SOME F-M SAND, LITTLE F-C GRAVEL (ELEVATION 672.1' - 669.1')	0	8,000	130	850	23,000
SILT, BROWN, VERY STIFF-STIFF, TRACE FINE SAND (ELEVATION 669.1' - 666.1')	0	4,500	130	725	15,000
SILT, BROWN/GRAY, SOFT-MEDIUM, LITTLE VERY FINE SAND (ELEVATION 666.1' - 664.1')	0	1,500	120	275	5,500
SILT, BROWN, VERY STIFF, LITTLE FINE SAND, SOME CLAY (ELEVATION 664.1' - 662.1')	0	6,000	130	825	23,000
CLAY, BROWN, VERY STIFF-STIFF, SILTY, TRACE FINE-MED SAND (ELEVATION 662.1' - 649.6')	0	6,000	130	825	24,000

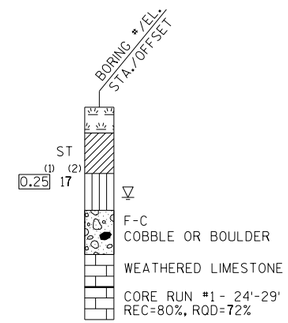


BORING #	DATE COMPLETED	NORTHING (Y)	EASTING (X)
2	1/30/2018	178221	206808
BORINGS COMPLETED BY: WISDOT			
REPORT COMPLETED BY: WISDOT			
ALL COORDINATES REFERENCED TO WCCS NAD 83(91) SHEBOYGAN COUNTY			
COORDINATES COLLECTED USING NON-SURVEY GRADE EQUIPMENT			

MATERIAL SYMBOLS

ASPHALT, CONCRETE, SAND, BOULDERS OR COBBLES, SHALE, TOPSOIL, FILL, CLAY, LIMESTONE, SANDSTONE, PEAT, GRAVEL, SILT, BEDROCK (UNKNOWN), IGNEOUS/META

LEGEND OF BORING



(1) UNCONFINED STRENGTH, AS DETERMINED BY A POCKET PENETROMETER (TSF)

(2) UNLESS OTHERWISE, SPECIFIED THE SPT 'N' VALUE IS BASED ON AASHTO T-206, STANDARD PENETRATION TEST. THE SPT 'N' VALUE PRESENTED HAS NOT BEEN CORRECTED FOR OVERBURDEN PRESSURE OR HAMMER EFFICIENCY.

GROUND WATER ELEVATION

AT TIME OF DRILLING

END OF DRILLING

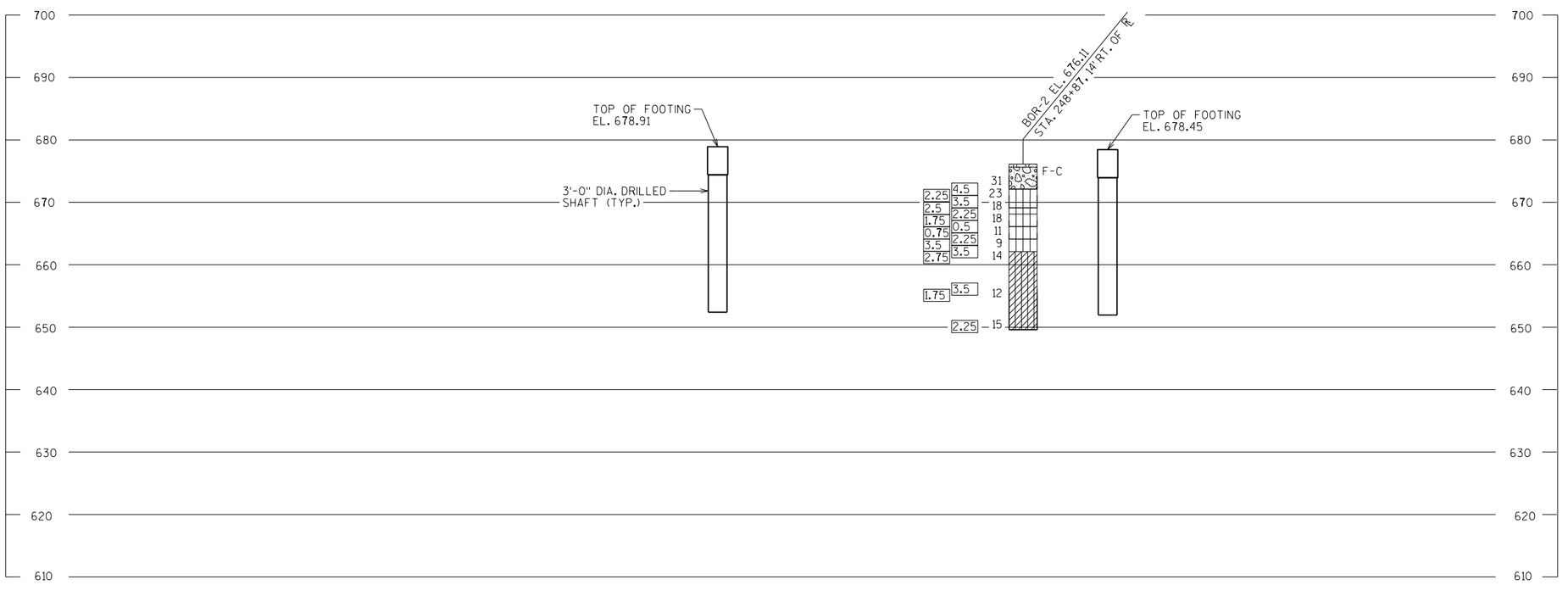
AFTER DRILLING

ABBREVIATIONS

F-FINE M-MEDIUM C-COARSE ST-SHELBY TUBE

SUBSURFACE EXPLORATION FOR FOUNDATION DESIGN AND BIDDERS INFORMATION

BORINGS WERE COMPLETED AT POINTS APPROXIMATELY AS INDICATED ON THIS DRAWING TO OBTAIN INFORMATION CONCERNING THE CHARACTER OF SUBSURFACE MATERIALS FOUND AT THE SITE. BECAUSE THE INVESTIGATED DEPTHS ARE LIMITED AND THE AREA OF THE BORINGS IS VERY SMALL IN RELATION TO THE ENTIRE SITE, THE WISCONSIN DEPARTMENT OF TRANSPORTATION DOES NOT WARRANT SIMILAR SUBSURFACE CONDITIONS BELOW, BETWEEN, OR BEYOND THESE BORINGS. VARIATIONS IN SOIL CONDITIONS SHOULD BE EXPECTED AND FLUCTUATIONS IN GROUNDWATER LEVELS MAY OCCUR.



8

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NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-83

DRAWN BY TLP/ARC | PLANS CK'D. VS

SUBSURFACE EXPLORATION S-59-83

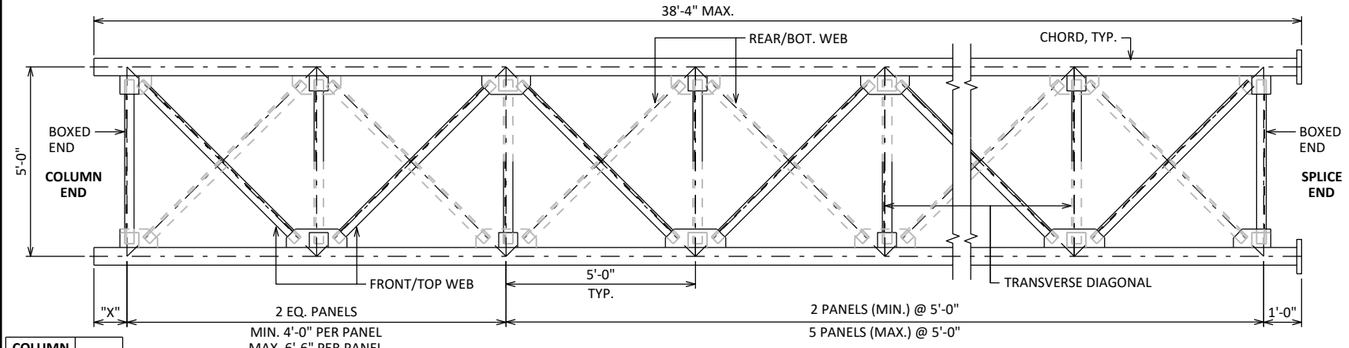
SHEET 9 OF 17

508

SCALE = 10.00

STATE PROJECT NUMBER

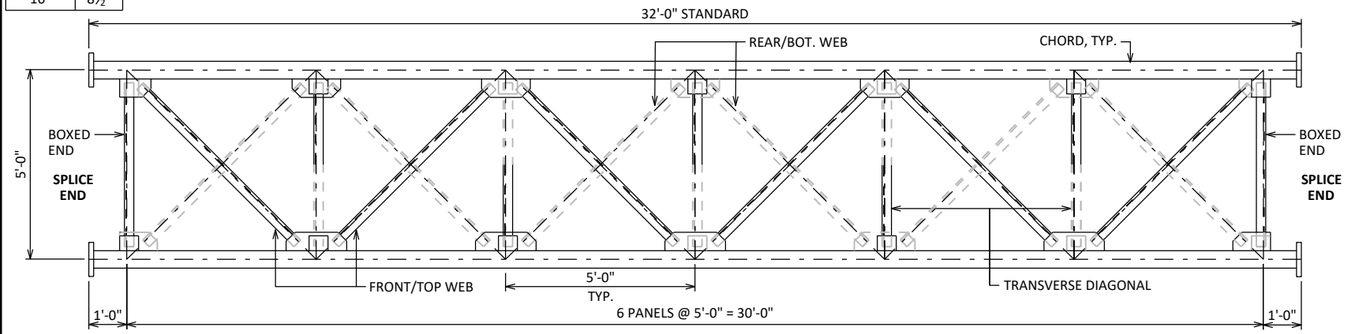
STANDARD



COLUMN "OD"	"X"
12¾"	10⅛"
14"	9½"
16"	8½"

END TRUSS SECTION

◐ LOOKING AT F.F., TOP SIMILAR



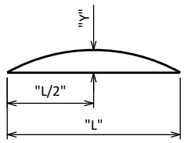
CENTER TRUSS SECTION

◐ LOOKING AT F.F., TOP SIMILAR.

CAMBER VALUES

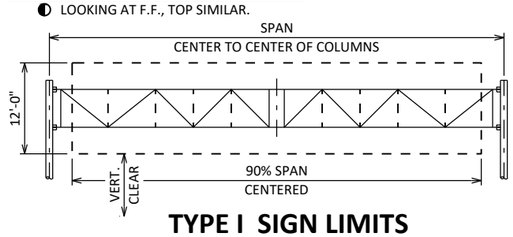
SPAN "L"	"Y"	
	TYPE I	DMS
60'-0"	1"	1¼"
82'-0"	1½"	1⅞"
102'-0"	2⅛"	2⅝"
114'-0"	2⅝"	3¼"
130'-0"	3¼"	4"

INTERPOLATE FOR VALUES NOT SHOWN.
DMS VALUES INCLUDE DL OF CATWALK.

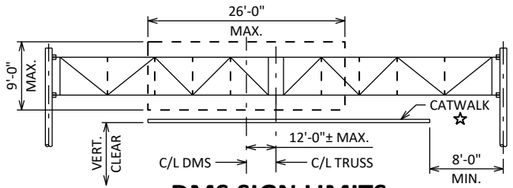


CAMBER DIAGRAM

CAMBER SHALL BE BUILT INTO THE TRUSS DURING FABRICATION. SHIM PLATES BETWEEN TRUSS SECTIONS TO CREATE CAMBER SHALL NOT BE ALLOWED.

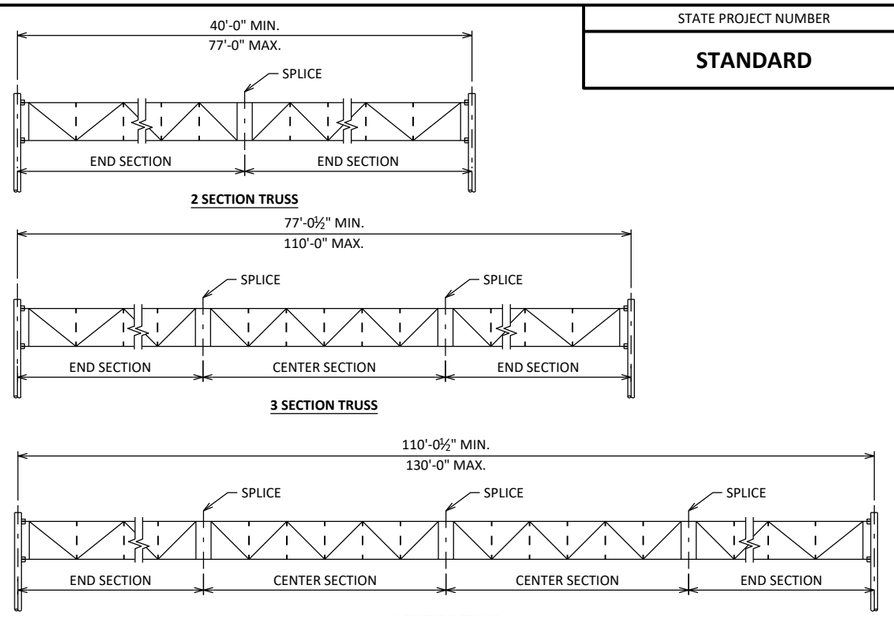


TYPE I SIGN LIMITS



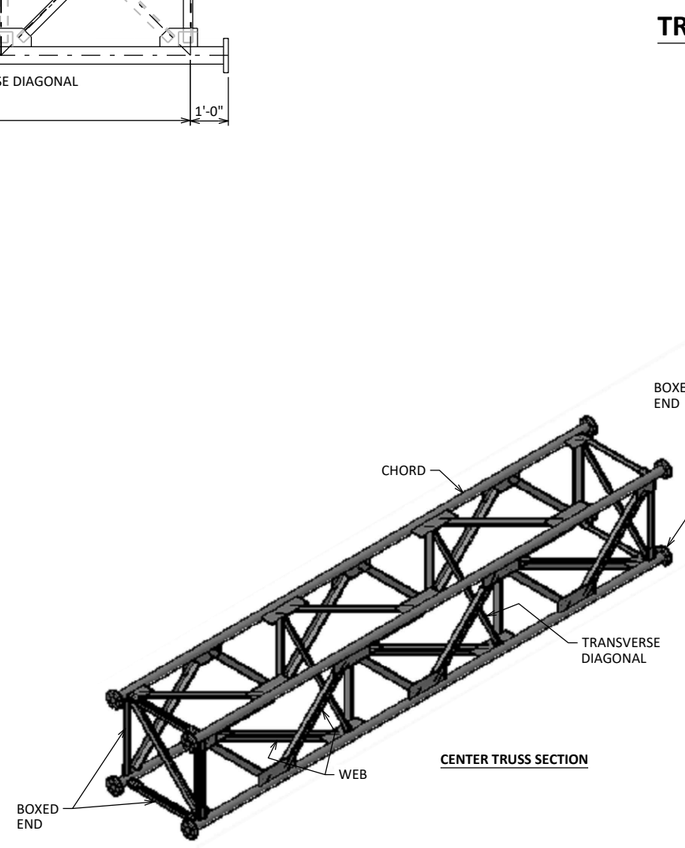
DMS SIGN LIMITS

4,500 LB MAX DMS WEIGHT, INCLUDES DMS VERTICAL SUPPORT MEMBERS

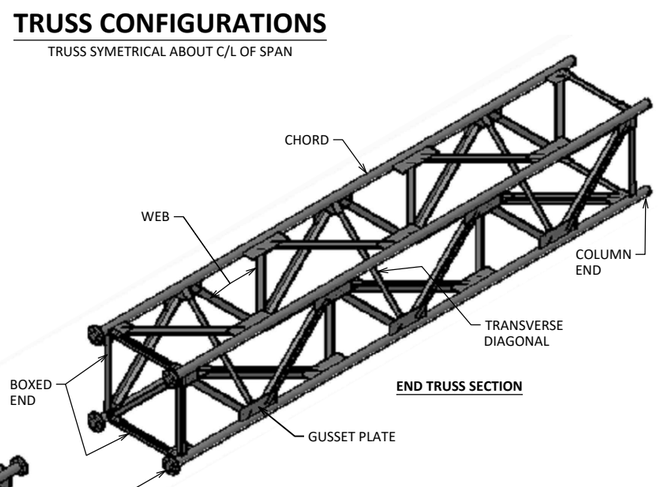


TRUSS CONFIGURATIONS

TRUSS SYMETRICAL ABOUT C/L OF SPAN



CENTER TRUSS SECTION



END TRUSS SECTION

TYPICAL TRUSS SECTION

◐ THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES. INTERIOR DIAGONALS SHOULD CONNECT TO TOP AND BOTTOM TRUSS WEB PANEL POINTS.

FULL SPAN 4-CHORD TRUSS MEMBER TABLE

STANDARD DESIGN TRUSS	TYPE I SIGN AREA (SQ. FT)	DMS AREA (SQ. FT.)	MAXIMUM SPAN	CHORD "OD" X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK	SPLICE PLATE "OD" X THK	CHORD SPLICE NO. ¾" BOLTS
I	648	234	60'-0"	5.563" X 0.258"	L3½ X 3½ X 5/16	L3 X 3 X ¼	L3 X 3 X ¼	11⅝" X 1½"	8
II	885	234	82'-0"	5.563" X 0.375"	L3½ X 3½ X ⅜	L3 X 3 X ¼	L3 X 3 X ¼	11⅝" X 1½"	8
III	1102	234	102'-0"	5.563" X 0.500"	L4 X 4 X ⅜	L3 X 3 X ¼	L3 X 3 X ¼	11⅝" X 1½"	8
IV	1232	234	114'-0"	6.625" X 0.375"	L4 X 4 X 7/16	L3 X 3 X ¼	L3 X 3 X ¼	1'-0⅝" X 1½"	8
V	1404	234	130'-0"	6.625" X 0.500"	L4 X 4 X ½	L3 X 3 X ¼	L3 X 3 X ¼	1'-0⅝" X 1½"	8

LEGEND

☆ FOR OSS WITH DMS ONLY, SEE "CATWALK DETAILS" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS FULL SPAN DETAILS

SHEET 1
509

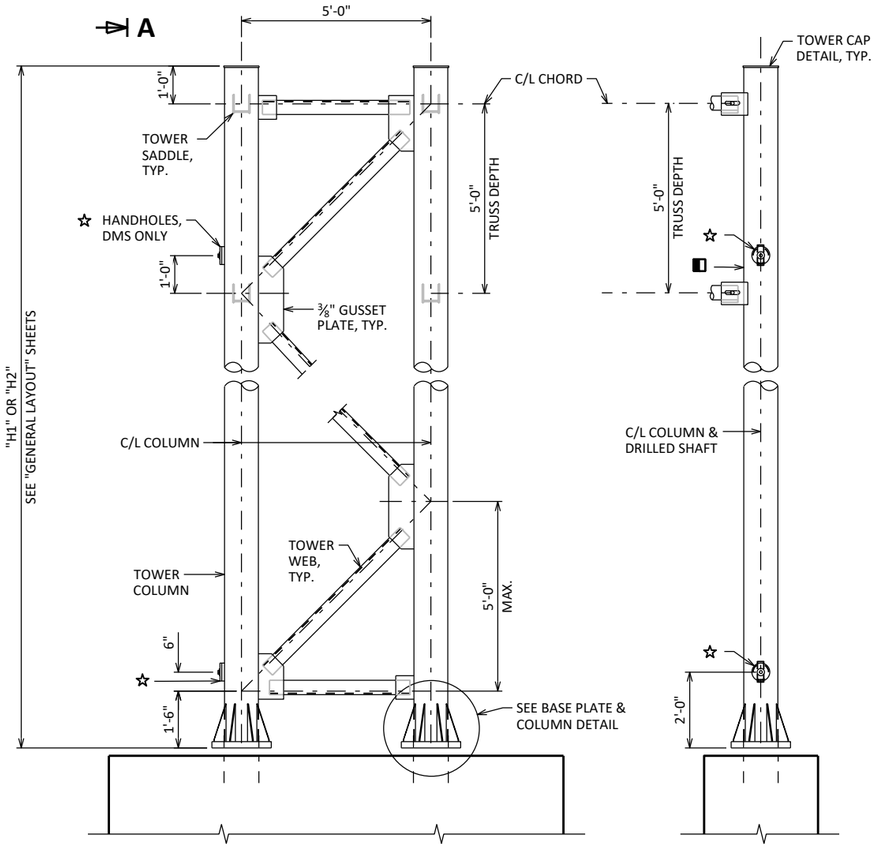
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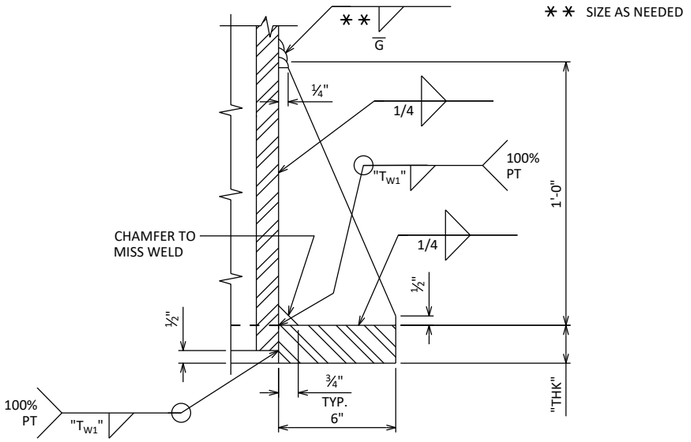
STATE PROJECT NUMBER

STANDARD

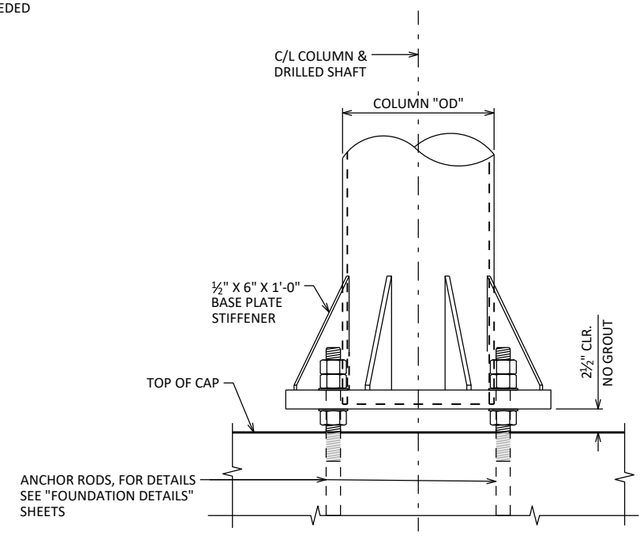


END VIEW COLUMN TRUSS

LOOKING AT OUTSIDE FACE OF COLUMN

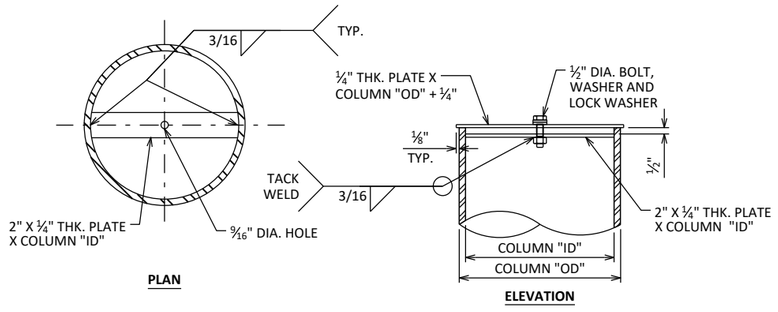


BASE PLATE STIFFENER DETAIL

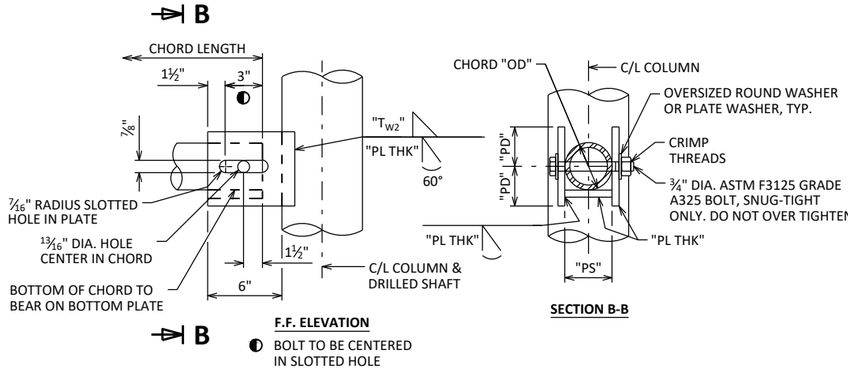


BASE PLATE & COLUMN DETAIL

LOOKING AT F.F. OF STRUCTURE

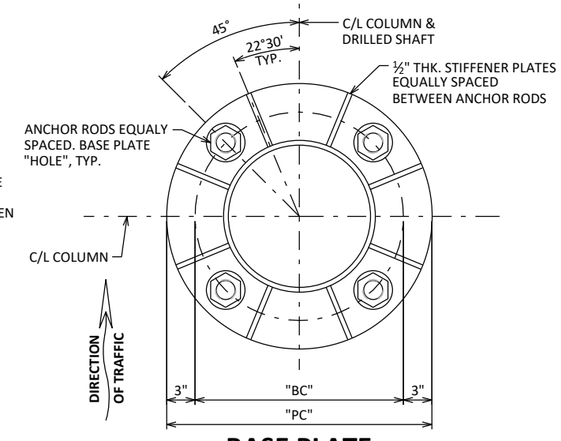


TOWER CAP DETAIL



TOWER SADDLE CONNECTION DETAILS

BOLT AND HOLE DIMENSIONS SHOWN ARE MINIMUM



BASE PLATE

PLAN

SECTION A-A

LOOKING AT F.F. OF STRUCTURE, OTHER COLUMN TRUSS SIMILAR

FULL SPAN 4-CHORD COLUMN MEMBER TABLE

STANDARD DESIGN TYPE	MAXIMUM COLUMN HEIGHT	COLUMN "OD" X THK	WEB W X D X THK	STIFFENER THK X W X D	BASE PLATE					TOWER SADDLE CONNECTION			
					T_{W1}	"HOLE"	"THK"	"BC"	"PC"	T_{W2}	"PL THK"	"PS"	"PD"
I	31'-0"	12¾" X 0.250"	L3½ X 3½ X ⅜	½" X 6" X 1'-0'	5/16"	1 13/16"	2"	1'-6¾"	2'-0¾"	¼"	⅜"	5¾"	3 9/16"
II	31'-0"	12¾" X 0.375"	L4 X 4 X ⅜	½" X 6" X 1'-0'	5/16"	1 13/16"	2"	1'-6¾"	2'-0¾"	¼"	⅜"	5¾"	3 9/16"
III	31'-0"	12¾" X 0.500"	L4 X 4 X ½	½" X 6" X 1'-0'	5/16"	2 1/16"	2"	1'-6¾"	2'-0¾"	¼"	7/16"	5¾"	3 9/16"
IV	31'-0"	14" X 0.500"	L5 X 5 X 7/16	½" X 6" X 1'-0'	5/16"	2 1/16"	2"	1'-8"	2'-2"	¼"	7/16"	6 13/16"	4 1/16"
V	31'-0"	16" X 0.500"	L5 X 5 X ½	½" X 6" X 1'-0'	5/16"	2 1/16"	2"	1'-10"	2'-4"	¼"	½"	6 13/16"	4 1/16"

LEGEND

☆ FOR OSS WITH DMS ONLY, PROVIDE HANDHOLES AT COLUMN ADJACENT TO DMS. SEE "ELECTRICAL DETAILS" SHEET.

◧ FOR OSS WITH DMS ONLY, DRILL AND TAP FOR 2 - 2" STD. PIPE THREADS. LOCATE CENTER OF BOTTOM HOLE 6" ABOVE TOP OF BOTTOM CHORD AND SPACE VERTICALLY AT 6" C/C. PLACE CONDUIT PLUG IN HOLES THAT ARE NOT USED FOR WIRING SIGN PANELS. SEE "ELECTRICAL DETAILS" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2023

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS FULL SPAN COLUMN DETAILS

SHEET II
510

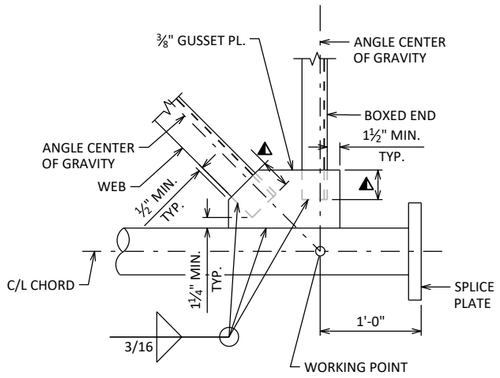
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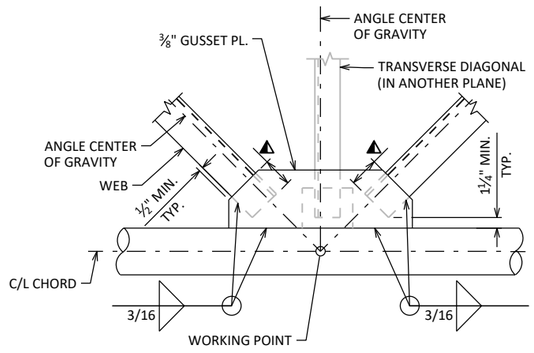
STATE PROJECT NUMBER

STANDARD

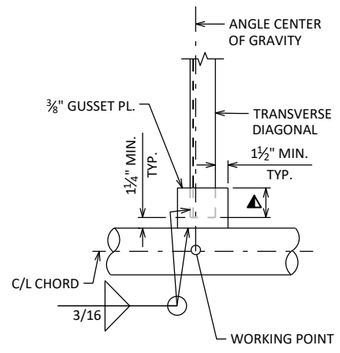


WELDED BOXED END CONNECTION

CONNECTION SHOWN AT CHORD SPLICE,
CONNECTION AT COLUMN END SIMILAR



WELDED PANEL CONNECTION



WELDED TRANSVERSE DIAGONAL CONNECTION

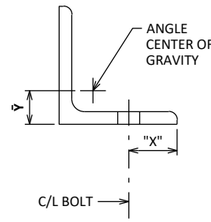
WEB MEMBERS NOT SHOWN FOR CLARITY

MEMBER CONNECTION DATA

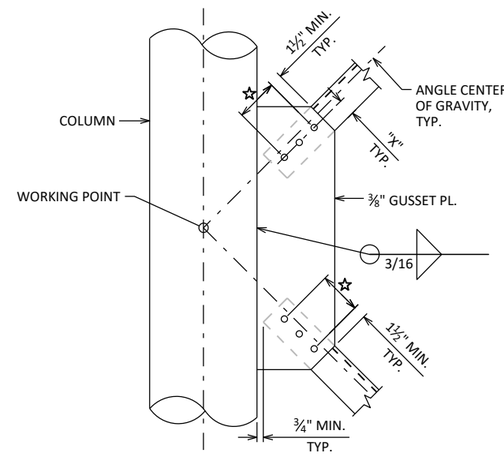
STANDARD DESIGN TYPE	WELD LEG MIN. LENGTH		NO. OF BOLTS	
	◭	◐	◪	☆
I	3"	4"	3	3
II	3½"	6"	3	3
III	3½"	6"	5	3
IV	4"	6¼"	5	4
V	4½"	7¼"	5	4

FOR ALL ANGLE TO GUSSET CONNECTIONS,
BOLT SPACING = 2½"

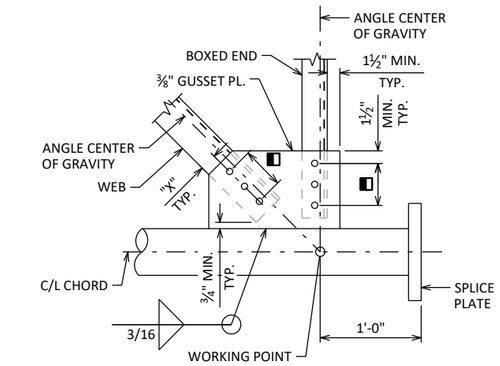
ANGLE DATA



ANGLE SIZE	ȳ	"X"
L3 X 3 X ¼	0.84"	1¼"
L3½ X 3½ X 5⁄16	0.98"	1½"
L3½ X 3½ X ⅜	1.00"	1½"
L4 X 4 X ⅜	1.13"	1½"
L4 X 4 X 7⁄16	1.15"	1½"
L4 X 4 X ½	1.18"	1½"
L5 X 5 X 7⁄16	1.40"	2"
L5 X 5 X ½	1.42"	2"

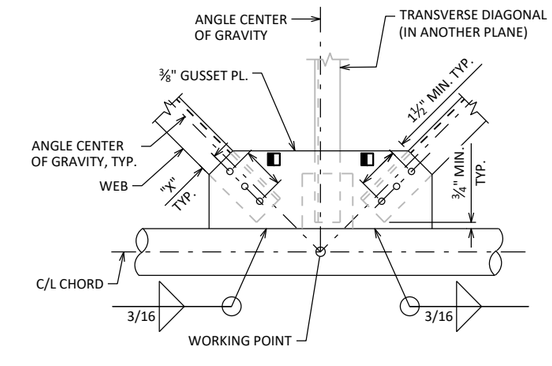


BOLTED COLUMN WEB CONNECTION

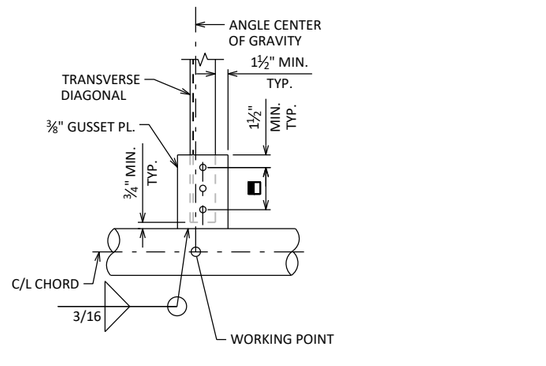


BOLTED BOXED END CONNECTION

CONNECTION SHOWN AT CHORD SPLICE,
CONNECTION AT COLUMN END SIMILAR

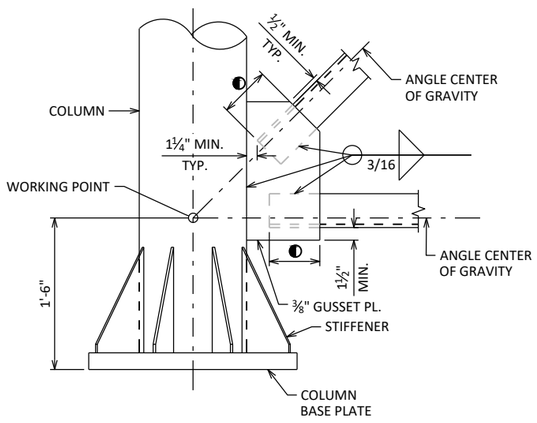


BOLTED PANEL CONNECTION



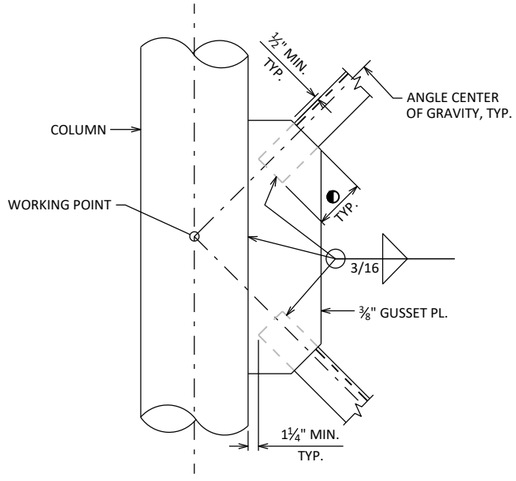
BOLTED TRANSVERSE DIAGONAL CONNECTION

WEB MEMBERS NOT SHOWN FOR CLARITY

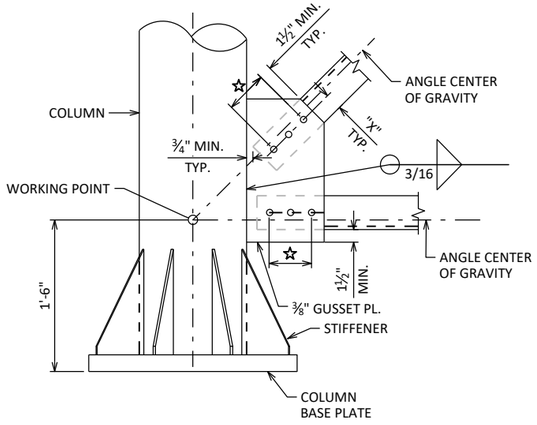


WELDED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR



WELDED COLUMN WEB CONNECTION



BOLTED COLUMN BOTTOM CONNECTION

TOP CONNECTION SIMILAR

NOTE:

FABRICATOR HAS THE OPTION TO USE NON-MITERED RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN IN THESE DETAILS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

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4-CHORD TRUSS FULL SPAN CONNECTIONS 1

SHEET III
511

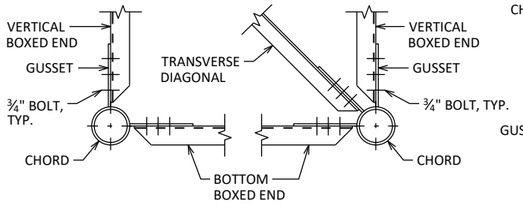
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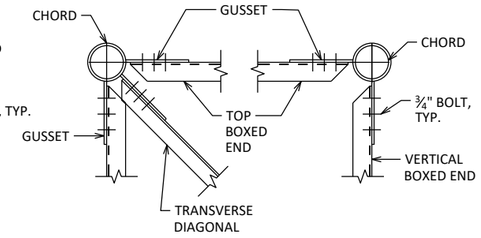
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STATE PROJECT NUMBER

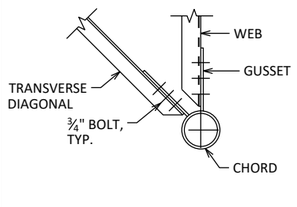
STANDARD



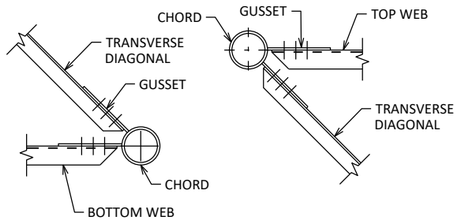
END VIEW 1 **END VIEW 2**



END VIEW 3 **END VIEW 4**

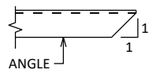


END VIEW 5

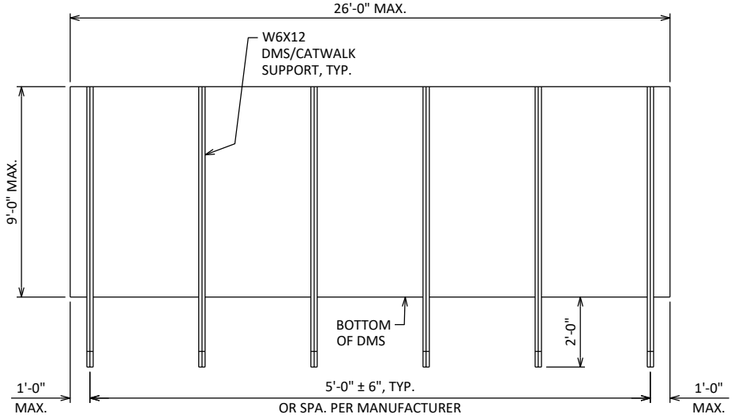


END VIEW 6

END VIEW 7

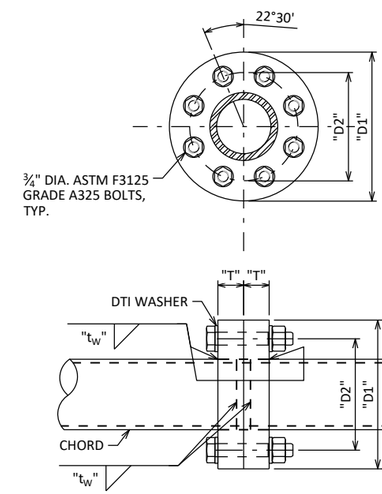


CLIP DETAIL



DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF SPACING CONFLICTS WITH GUSSET PLATES OF TRUSS WITHIN TOLERANCES NOTED.



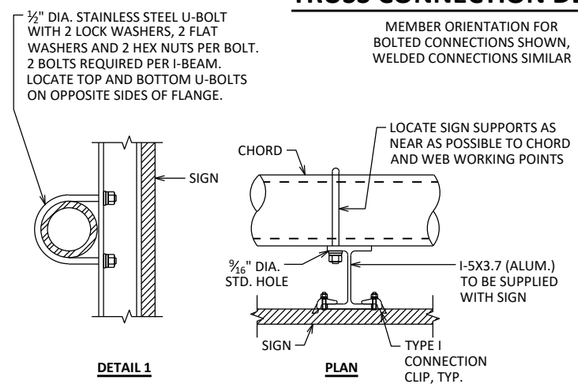
CHORD SPLICE PLATE DETAIL

CHORD SPLICE CONNECTION DATA

STANDARD DESIGN TYPE	"D1"	"D2"	"T"	"t_w"	NO. OF BOLTS
I	11⅝"	8⅝"	1½"	5/16"	8
II	11⅝"	8⅝"	1½"	5/16"	8
III	11⅝"	8⅝"	1½"	⅜"	8
IV	1'-0⅝"	9⅝"	1½"	⅜"	8
V	1'-0⅝"	9⅝"	1½"	⅜"	8

TRUSS CONNECTION DETAILS

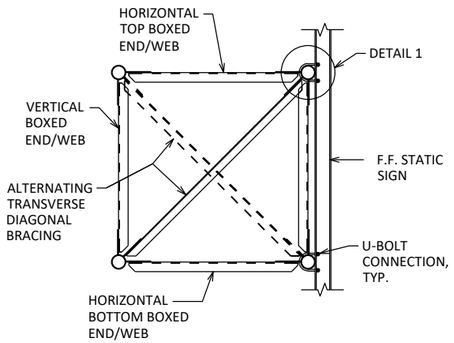
MEMBER ORIENTATION FOR BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR



DETAIL 1 **PLAN**

TYPICAL SIGN CONNECTION

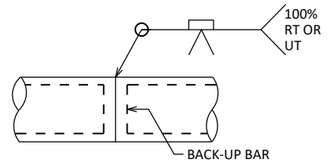
USE FOR TYPE I AND II SIGNS, TYPE I SIGN SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.



SECTION THRU TRUSS - STATIC SIGN

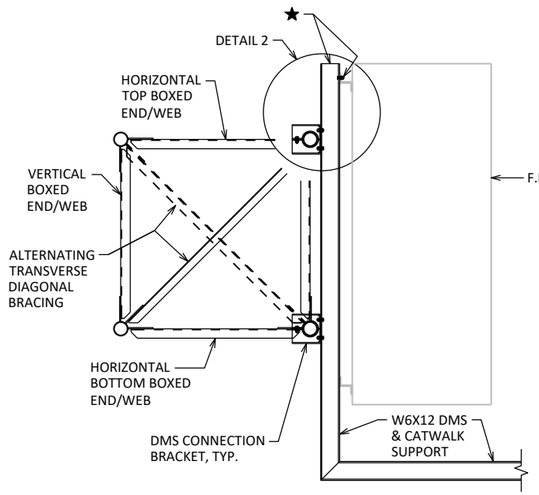
FOR SIGN CONNECTION

ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH THE SIGN PANEL. HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



CHORD SPLICE

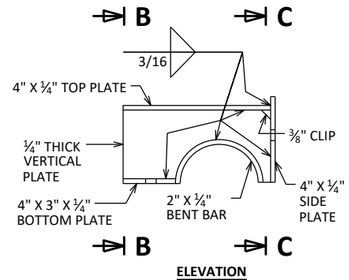
NOT TO BE USED AT ENDS OF TRUSS SEGMENTS.
SEPARATE CHORD SPLICE FROM GUSSET PLATES BY 6" MIN.



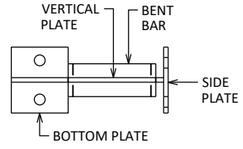
SECTION THRU TRUSS - DMS

FOR DMS/CATWALK CONNECTIONS

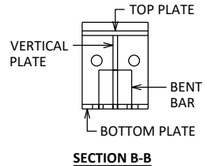
★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12. FIELD DRILLED HOLES IN STEEL SUPPORTS MUST BE COLD GALVANIZED.



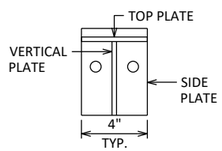
ELEVATION



PLAN



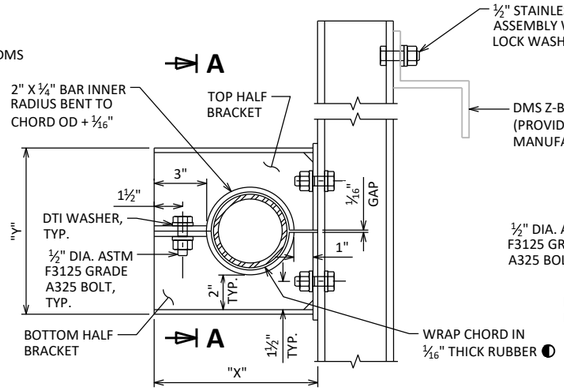
SECTION B-B



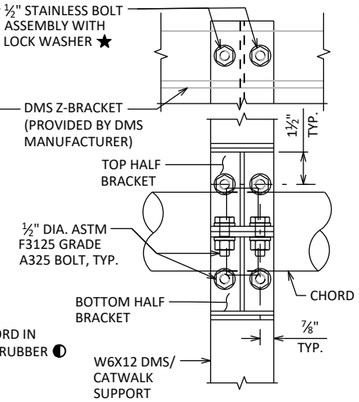
SECTION C-C

DMS WELDED PLATE CONNECTION DETAILS

TOP HALF OF BRACKET SHOWN, BOTTOM HALF SIMILAR.



DETAIL 2

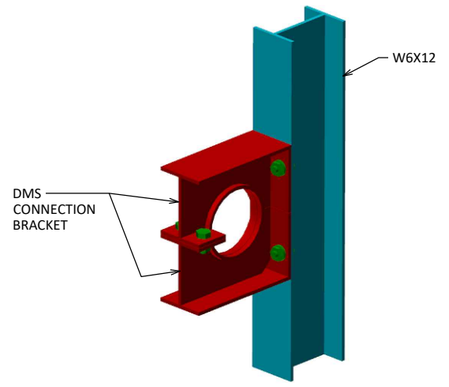


SECTION A-A

CHORD "OD"	"X"	"Y"
5.563"	10⅜"	10⅝"
6.625"	11⅞"	11¹¹⁄₁₆"

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD. SPEC. 506.2.6.1



3-D VIEW OF DMS CONNECTION

CHORD NOT SHOW FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2023

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS FULL SPAN CONNECTIONS 2

SHEET IV
512

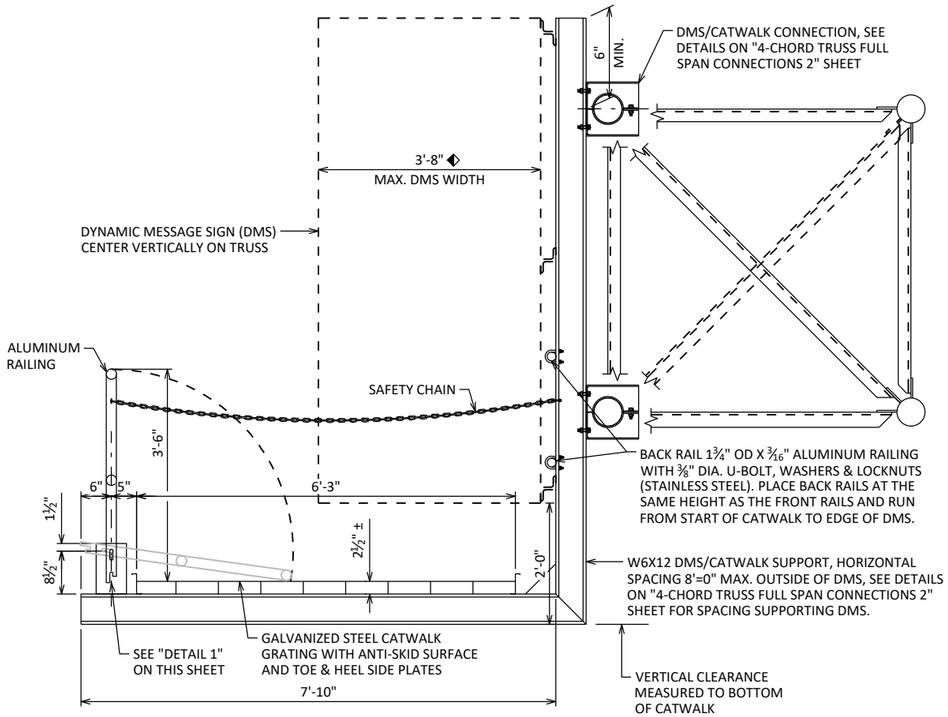
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8

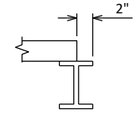
STATE PROJECT NUMBER

STANDARD

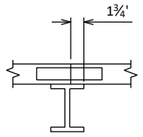


SECTION THRU WALKWAY

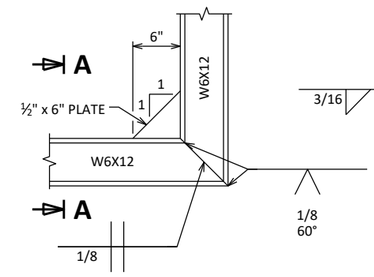
◆ DMS MAY BE RECTANGULAR OR TRAPEZOIDAL. IF DMS HAS A TRAPEZOIDAL SHAPE, THIS DIMENSION REPRESENTS THE AVERAGE WIDTH.



CATWALK TERMINATION DETAIL

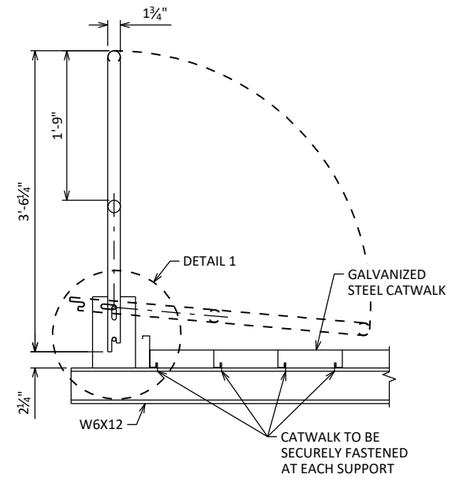


CATWALK SPLICE LOCATION DETAIL

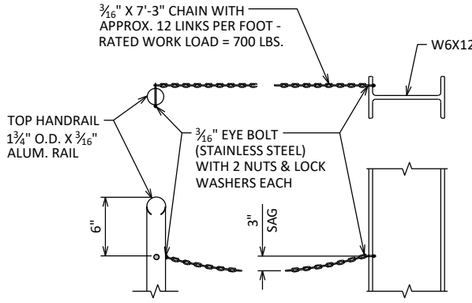


CATWALK BRACKET DETAIL

SECTION A-A

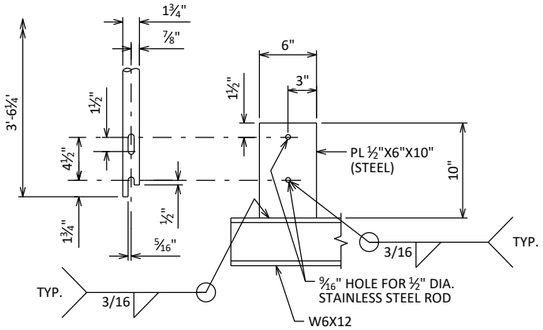


RAIL POST DETAIL

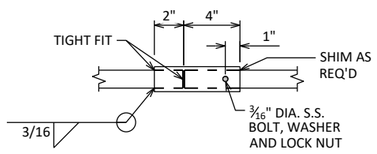


SAFETY CHAIN DETAIL

PROVIDE SAFETY CHAIN AT EACH END OF CATWALK

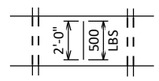


DETAIL 1



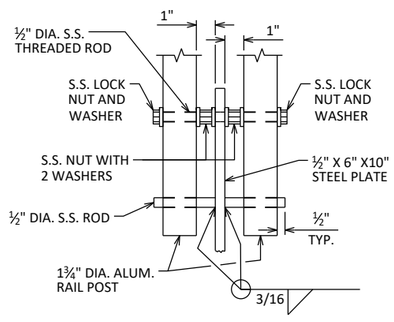
BACKRAIL SPLICE

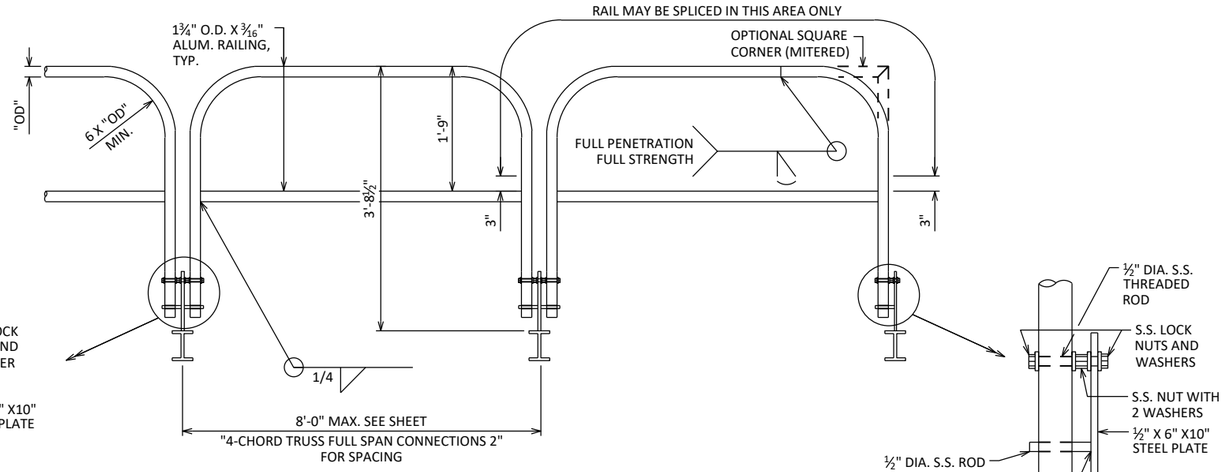
ONE SPLICE ALLOWED FOR LENGTHS OVER 30'-0"



CATWALK LOADING DIAGRAM

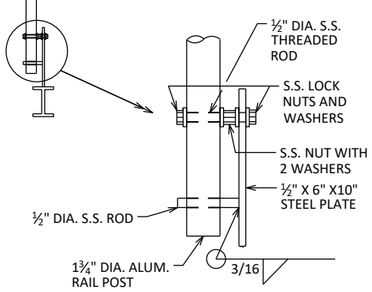
NOTE:
CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" WITH 500 LB LIVE LOAD DISTRIBUTED OVER 2'-0" TRANSVERSELY - MAX. SPAN IS 8'-0". CATWALK SHALL ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.





TYPICAL FRONT RAILING DETAILS

S.S. - STAINLESS STEEL



NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY: BOS | PLANS CK'D: BOS

4-CHORD TRUSS FULL SPAN CATWALK DETAILS

SHEET V 513

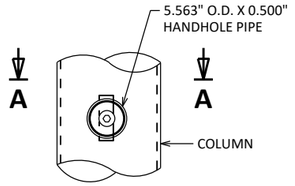
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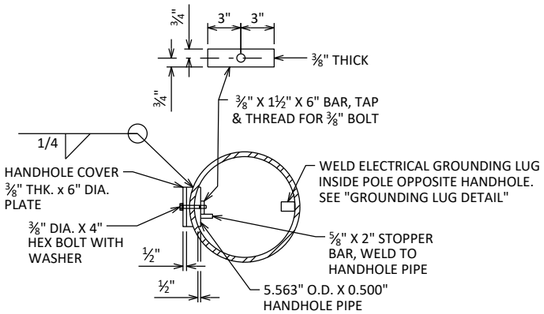
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STATE PROJECT NUMBER

STANDARD



ELEVATION

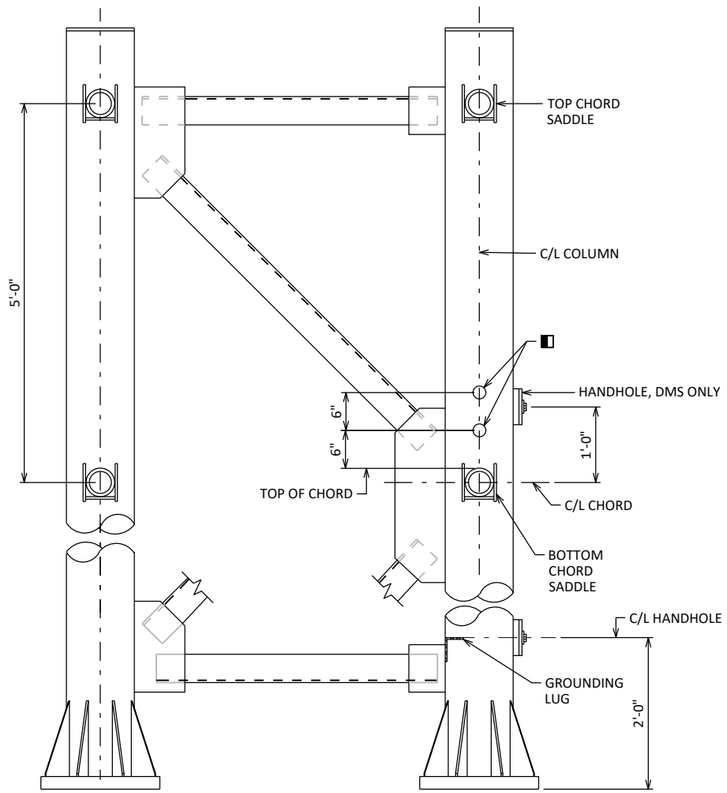


SECTION A-A

HANDHOLE DETAILS

HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

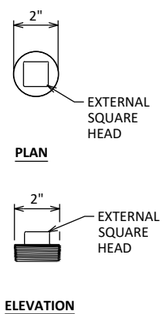
UNLESS OTHERWISE NOTED, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



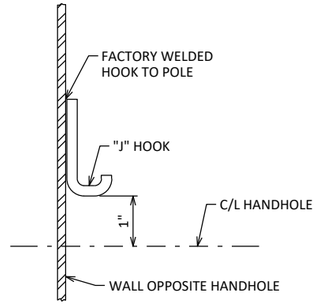
CONDUIT HOLE LOCATIONS

LOOKING AT INSIDE FACE OF COLUMN

◧ 2" HOLE WITH STANDARD PIPE THREADS, USE THREADED CONDUIT PLUG FOR UNUSED HOLES

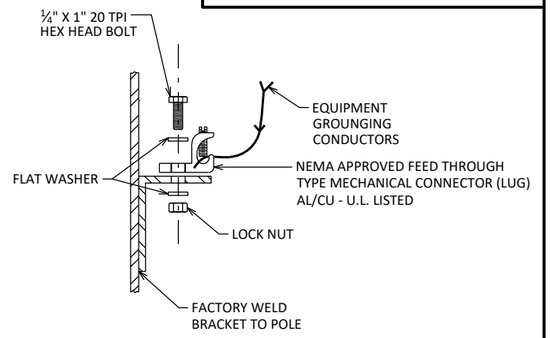


CONDUIT PLUG DETAILS



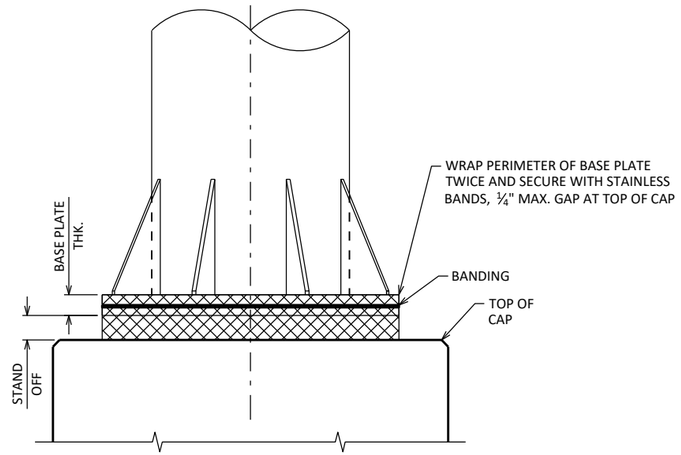
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF THE COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



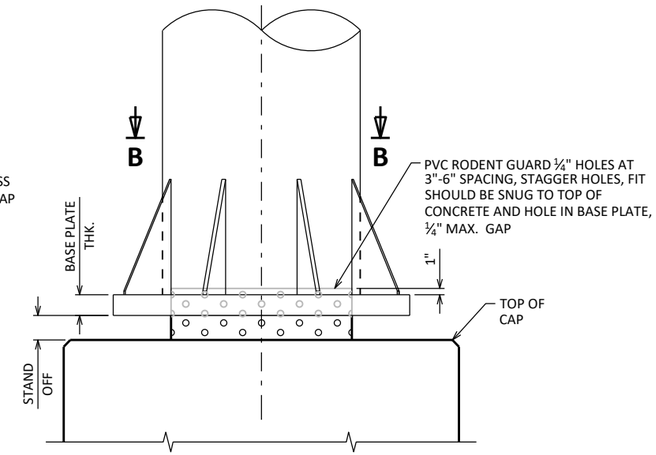
GROUNDING LUG DETAIL

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



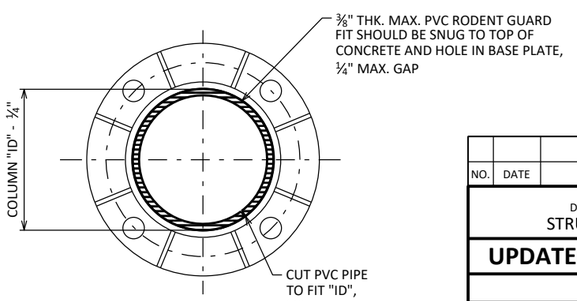
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY: BOS | PLANS CK'D: BOS

4-CHORD TRUSS FULL SPAN ELECTRICAL DETAILS

SHEET VI
514

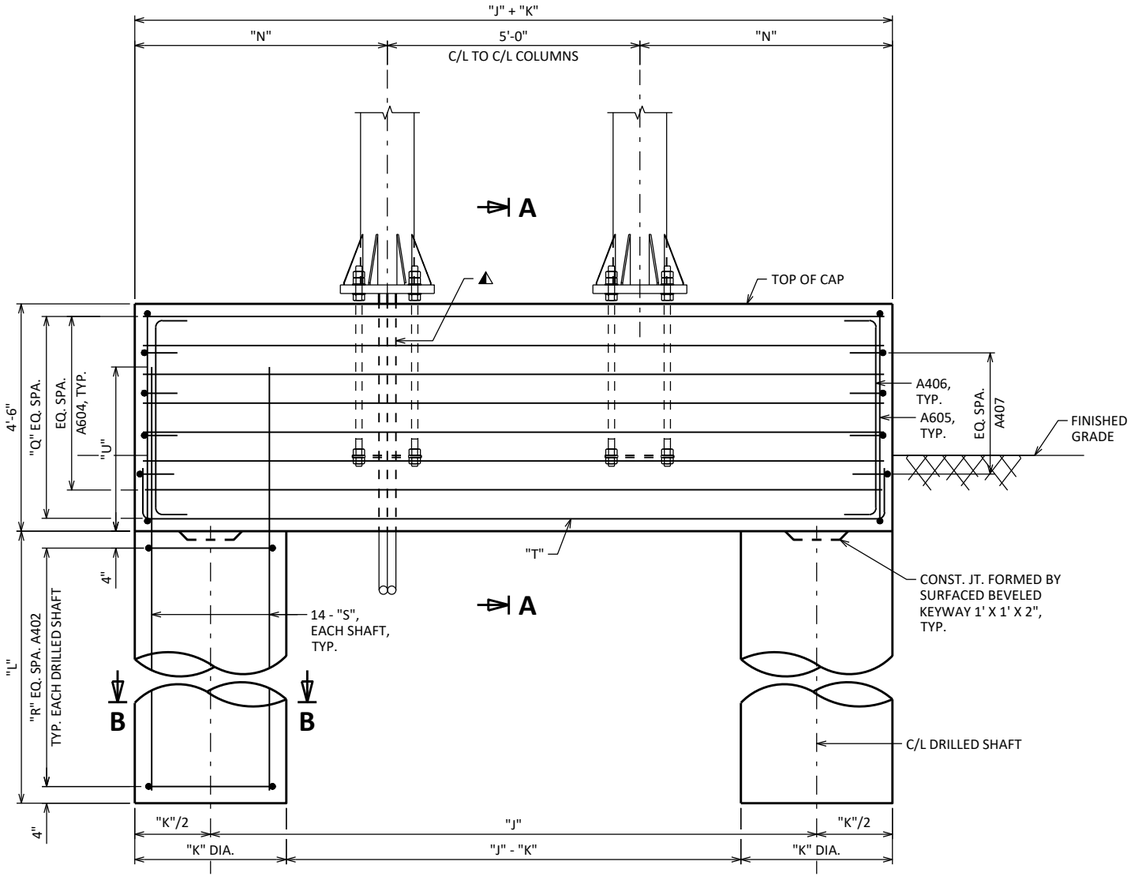
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8

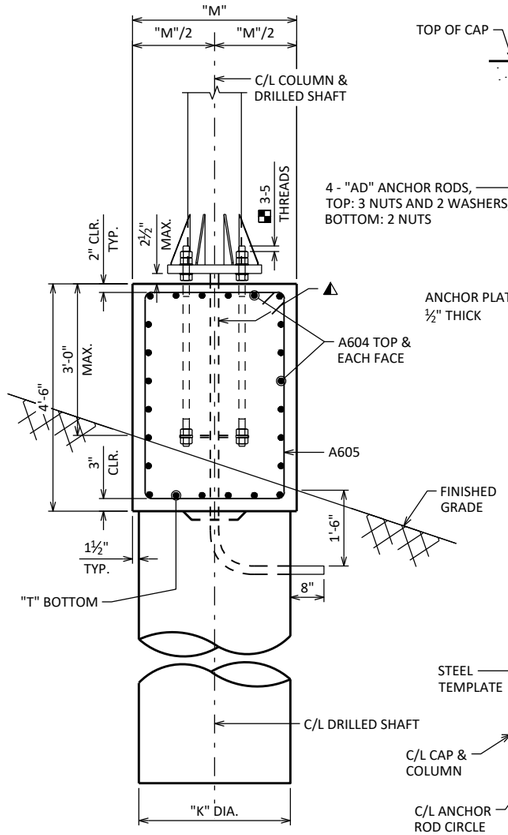
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STATE PROJECT NUMBER

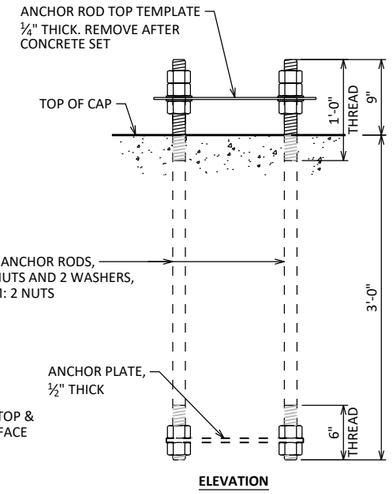
STANDARD



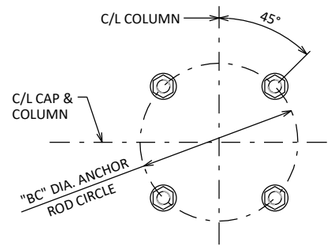
ELEVATION



SECTION A-A



ELEVATION

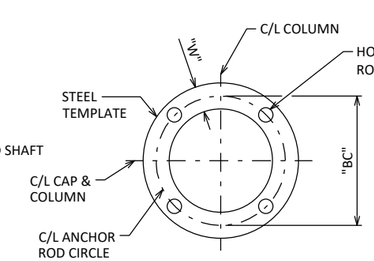


PLAN

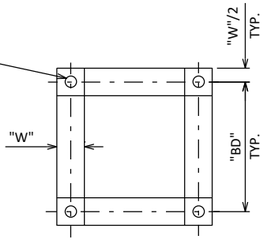
ANCHOR ROD ASSEMBLY DETAILS

SINGLE ANCHOR ASSEMBLY SHOWN, 4 ANCHOR RODS PER ASSEMBLY

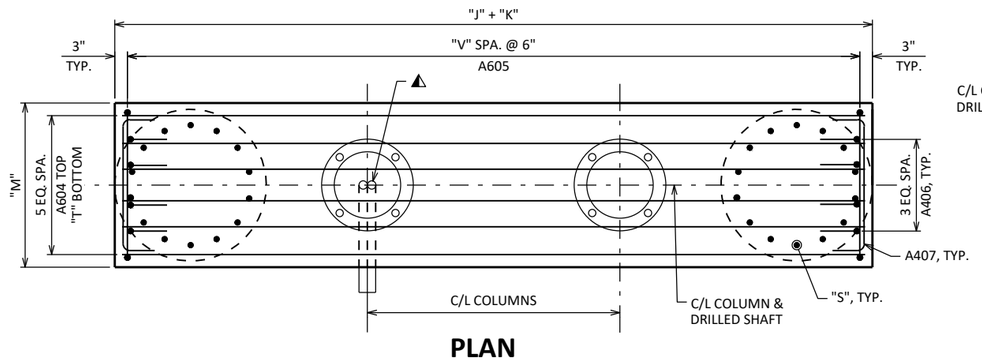
CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.



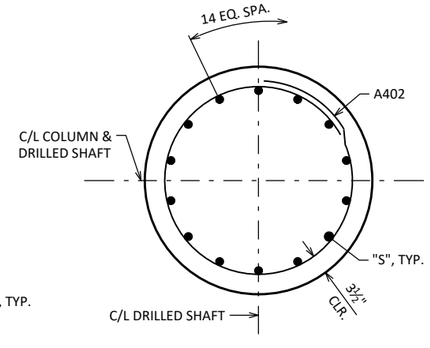
ANCHOR PLATE & TOP TEMPLATE



ALTERNATE ANCHOR PLATE & TOP TEMPLATE



PLAN



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

FOUNDATION, REINFORCING & ANCHOR PLATE DATA

STANDARD DESIGN TYPE	FOUNDATION DIMENSIONS											ANCHOR PLATE DIMENSIONS			
	"J"	"K"	"L"	"M"	"N"	"Q"	"R"	"S"	"T"	"U"	"V"	"AD"	"BC"	"BD"	"W"
I	9'-0"	3'-0"	19'-0"	3'-3"	3'-6"	7	19	A801	A603	2'-2"	23	1½"	1'-6¾"	1'-1¼"	3"
II	12'-0"	3'-0"	22'-0"	3'-3"	5'-0"	7	22	A801	A603	2'-2"	29	1½"	1'-6¾"	1'-1¼"	3"
III	12'-0"	3'-6"	23'-0"	3'-9"	5'-3"	7	23	A901	A703	2'-9"	30	1¾"	1'-6¾"	1'-1¼"	3½"
IV	15'-0"	3'-6"	23'-0"	3'-9"	6'-9"	7	23	A901	A703	2'-9"	36	1¾"	1'-8"	1'-2⅛"	3½"
V	15'-0"	4'-0"	23'-0"	4'-3"	7'-0"	8	23	A1001	A703	3'-5"	37	1¾"	1'-10"	1'-3⅝"	3½"

LEGEND

- ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.
- ⚠ 2 - 2" DIA. NON-METALLIC CONDUITS. INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS FULL SPAN FOUNDATIONS 1

SHEET VII
515

SCALE = 3.0

8

8

BILL OF BARS

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

STANDARD DESIGN TYPE I

BAR MARK	COAT	NO. ✳ REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		56	21'-3"			DRILLED SHAFT - VERTICAL
A402		80	9'-1"	X		DRILLED SHAFT - HORIZONTAL
A603	X	12	13'-3"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	36	11'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	48	14'-10"	X		CAP - STIRRUP
A406	X	16	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X		CAP - HORIZONTAL - EACH END

STANDARD DESIGN TYPE II

BAR MARK	COAT	NO. ✳ REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		56	24'-3"			DRILLED SHAFT - VERTICAL
A402		92	9'-1"	X		DRILLED SHAFT - HORIZONTAL
A603	X	12	16'-3"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	36	14'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	60	14'-10"	X		CAP - STIRRUP
A406	X	16	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-5"	X		CAP - HORIZONTAL - EACH END

STANDARD DESIGN TYPE III

BAR MARK	COAT	NO. ✳ REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		56	25'-9"			DRILLED SHAFT - VERTICAL
A402		96	10'-7"	X		DRILLED SHAFT - HORIZONTAL
A703	X	12	17'-1"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	36	15'-2"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	62	15'-10"	X		CAP - STIRRUP
A406	X	16	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-11"	X		CAP - HORIZONTAL - EACH END

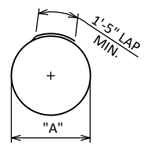
STANDARD DESIGN TYPE IV

BAR MARK	COAT	NO. ✳ REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A901		56	25'-9"			DRILLED SHAFT - VERTICAL
A402		96	10'-7"	X		DRILLED SHAFT - HORIZONTAL
A703	X	12	20'-1"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	36	18'-2"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	74	15'-10"	X		CAP - STIRRUP
A406	X	16	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	16	3'-11"	X		CAP - HORIZONTAL - EACH END

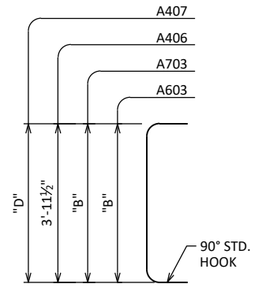
STANDARD DESIGN TYPE V

BAR MARK	COAT	NO. ✳ REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A1001		56	26'-6"			DRILLED SHAFT - VERTICAL
A402		96	12'-2"	X		DRILLED SHAFT - HORIZONTAL
A703	X	12	20'-7"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	36	18'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	76	16'-10"	X		CAP - STIRRUP
A406	X	16	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	16	4'-5"	X		CAP - HORIZONTAL - EACH END

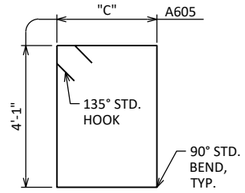
✳ VALUES SHOWN ARE FOR BOTH FOUNDATIONS, DIVIDE VALUES BY 2 IF A STANDARD FOUNDATION IS USED WITH A NON-STANDARD FOUNDATION.



A402



A603, A703, A406, A407



A605

STATE PROJECT NUMBER

STANDARD

STANDARD DESIGN TYPE	"A"	"B"	"C"	"D"
I	2'-5"	11'-7"	2'-11"	2'-9½"
II	2'-5"	14'-7"	2'-11"	2'-9½"
III	2'-11"	15'-1"	3'-5"	3'-3½"
IV	2'-11"	18'-1"	3'-5"	3'-3½"
V	3'-5"	18'-7"	3'-11"	3'-9½"

ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY	STEEL REINFORCEMENT HS	STEEL REINFORCEMENT HS COATED	ANCHOR ASSEMBLY 1.50-INCH	ANCHOR ASSEMBLY 1.75-INCH	FOUNDATION DRILLING (DIA.) (LF)		
	(CY)	(LBS)	(LBS)	(EACH)	(EACH)	36"	42"	48"
I	32.9	3,670	2,030	4	---	76	---	---
II	39.3	4,190	2,510	4	---	88	---	---
III	52.2	5,590	2,810	---	4	---	92	---
IV	55.9	5,590	3,330	---	4	---	92	---
V	69.7	7,170	3,540	---	4	---	---	92

✳✳ QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON STANDARD STRUCTURE DIMENSIONS. VALUES SHOWN ARE FOR BOTH FOUNDATIONS, DIVIDE VALUES BY 2 IF A STANDARD FOUNDATION IS USED WITH A NON-STANDARD FOUNDATION. ✳✳

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS FULL SPAN FOUNDATIONS 2

SHEET VIII
516

SCALE = 1.0

8

8

STATE PROJECT NUMBER

1222-13-71

DESIGN DATA

DESIGNED ACCORDING TO THE AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES AND TRAFFIC SIGNALS", 1ST EDITION AND INTERIM SPECIFICATIONS, AND THE WISDOT BRIDGE MANUAL

FOUNDATION DESIGNED ACCORDING TO THE AASHTO LRFD BRIDGE DESIGN SPECIFICATIONS, 8TH EDITION.

DEAD LOAD: WT. OF SIGN AND SUPPORTING STRUCTURE.
ICE LOAD: 3 PSF TO ONE FACE OF SIGN & SURFACE OF MEMBERS.
WIND PRESSURE: 115 MPH (3-SEC. GUST SPEED) TO SIGN AREA & EXPOSED MEMBERS. (700 YEAR MEAN RECURRENCE INTERVAL)

WIND COMPONENTS	NORMAL	TRANSVERSE
LOAD CASE 1:	1.00	0.00
LOAD CASE 2:	0.00	1.00
LOAD CASE 3:	0.75	0.75

LOAD COMBINATIONS	
STRENGTH I:	1.25 DC + 1.6 LL
EXTREME I (MAX DC):	1.1 DC + 1.0 W + 1.0 ICE
EXTREME I (MIN DC):	0.9 DC + 1.0 W
SERVICE I:	1.0 DC + 1.0 W
FATIGUE:	1.0 NWG (NATURAL WIND GUST VIBRATION)
	1.0 TRG (TRUCK INDUCED GUST VIBRATION)

MATERIAL PROPERTIES

CONCRETE MASONRY ---------- f'c = 3,500 psi

HIGH STRENGTH STEEL REINFORCEMENT, GRADE 60 ---------- fy = 60,000 psi

STRUCTURAL ANGLES, PLATE AND BARS - ASTM A709 GRADE 36 ---------- fy = 36,000 psi

CHORDS - ASTM A500 GRADE C ---------- fy = 46,000 psi

COLUMN PIPE
DESIGN TRUSS TYPE I - ASTM A500 GRADE C ---------- fy = 46,000 psi
DESIGN TRUSS TYPE II - API-5L PSL-2 GRADE 46 OR ASTM A1085 ---- fy = 46,000 psi

HIGH STRENGTH BOLTS - ASTM F3125 GRADE A325 ---------- fy = 92,000 psi

ANCHOR RODS - ASTM F1554 GRADE 55 ---------- fy = 55,000 psi

HEAVY HEX NUTS - ASTM A563 GRADE DH OR ASTM A194 GRADE 2H

WASHERS - ASTM F436

DTI - ASTM F959 TYPE 325

FOUNDATION DATA

SIGN STRUCTURE FOUNDATIONS ARE SUPPORTED ON DRILLED SHAFTS THAT HAVE BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 24° (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 750 PSF (COHESIVE SOILS) AND A UNIT WEIGHT OF 125 PCF. THE GROUND WATER TABLE FOR DESIGN IS ASSUMED TO BE AT A DEPTH OF 10'-0" BELOW THE GROUND SURFACE. ACTUAL WATER LEVEL AT SITE MAY VARY. THE REGION GEOTECHNICAL ENGINEER SHALL VISUALLY INSPECT THE SUBSURFACE SOILS DURING DRILLING OF THE SHAFT HOLE TO CONFIRM THESE PROPERTIES PRIOR TO PLACEMENT OF THE DRILLED SHAFT CONCRETE.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

ALTERNATE DESIGNS ARE NOT ALLOWED.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), SHEBOYGAN COUNTY ZONE, NAD 83 (1997). ALL STATIONS AND ELEVATIONS ARE IN FEET. ELEVATIONS ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM NAVD 88 (2007).

ALL REINFORCING BARS ARE IN ENGLISH UNITS. THE FIRST DIGIT OF A THREE-DIGIT BAR MARK OR THE FIRST TWO DIGITS OF A FOUR-DIGIT BAR MARK SIGNIFIES THE BAR SIZE.

SIGN BRIDGE ID PLAQUES SHALL BE CONSIDERED INCIDENTAL TO THE BID ITEM "TRUSS CANTILEVER 4-CHORD (TYPE)" FOR EACH APPLICABLE SIGN STRUCTURE IN THE PLAN SET. LOCATE THE ID PLAQUE ON THE FREEWAY SIDE OF THE SUPPORT COLUMN SO THAT IT CAN BE SEEN FROM THE ROADWAY. FABRICATE AND INSTALL THE ID PLAQUE IN ACCORDANCE WITH S.D.D. 12 A 4-3.

CATWALKS ARE USED ON 4-CHORD STRUCTURES CARRYING DMS SIGNS. CATWALKS SHALL BE INCIDENTAL TO THE BID ITEM "TRUSS CANTILEVER 4-CHORD (TYPE)" FOR EACH DMS SIGN STRUCTURE IN THE PLAN SET.

UNLESS DETAILED OTHERWISE IN THE PLANS, ALL H.S. BOLTED CONNECTIONS SHALL BE MADE WITH ¾" DIA A325 GALVANIZED BOLTS. FIELD CONNECTIONS SHALL BE INSTALLED WITH DTI WASHERS.

WELDED CONNECTIONS CAN BE USED IN LIEU OF BOLTED CONNECTIONS, IF A TRUSS UNIT CAN BE GALVANIZED IN ONE PIECE.

WELD TEST AS PER AWS D1.1.

SEE SIGN PLATE NO. A4-6, A4-7A & A4-7B OF THE SIGN PLATE MANUAL FOR INSTRUCTIONS ON CENTERING SIGNS VERTICALLY ON THE TRUSS.

SIGNS OR BLANKS SHALL BE INSTALLED ON TRUSS AT TIME OF ERECTION. BLANKS SHALL BE 1/4 THE LENGTH OF THE CANTILEVER SPAN, 2'-0" DEEPER THAN THE C/L TO C/L OF CHORDS, AND SHALL BE CENTERED ON THE BRIDGE. SIGNS SHALL BE AS DESIGNATED ON THE PLANS.

THE INFORMATION SHOWN ON THESE DRAWINGS CONCERNING TYPE AND LOCATION OF UTILITIES IS NOT GUARANTEED TO BE ACCURATE OR ALL-INCLUSIVE. THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION OF THE TYPE AND LOCATION OF UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE.

CONTRACTOR SHALL SUBMIT SHOP DRAWINGS PER THE REQUIREMENTS IN THE STANDARD SPECIFICATIONS PRIOR TO FABRICATION OF THE STRUCTURE. CONTRACTOR SHALL SHOW SIGNS ON THE SHOP DRAWINGS.

THE CONTRACTOR SHALL BE RESPONSIBLE FOR DRILLING OR EXCAVATING AND MAINTAINING A STABLE AND OPEN HOLE FOR SUBSEQUENT INSTALLATION OF CONCRETE MASONRY FOR THE DRILLED SHAFTS. PARTIAL OR FULL DEPTH TEMPORARY CASING MAY BE REQUIRED TO MAINTAIN THE STABILITY OF THE EXCAVATED HOLE FOR THE SIGN SUPPORT PRIOR TO FILLING THE HOLE WITH CONCRETE. PERMANENT CASING MADE FROM STEEL OR CORRUGATED METAL PIPE MAY BE USED IN LIEU OF TEMPORARY CASING. TEMPORARY/PERMANENT CASING, IF USED, SHALL BE INCIDENTAL TO THE BID ITEM "DRILLING SHAFT (DIA)".

STRUCTURE DATA

SIGN STRUCT.	ACTUAL SIGN AREA	ACTUAL SIGN DEPTH	STANDARD DESIGN TYPE
S-59-78	162.5 SF	7'-6"	I
S-59-80	155 SF	7'-6"	I
S-59-81	147 SF	10'-6"	I
S-59-84	140 SF	10'-0"	I
S-59-85	147 SF	10'-6"	I
S-59-86	147 SF	10'-6"	I

TRAFFIC VOLUME

(TRAFFIC DATA INFO NOTED ON EACH GENERAL LAYOUT SHEET)

LIST OF DRAWINGS

1. GENERAL NOTES & DESIGN DATA
2. GENERAL LAYOUT S-59-78
3. GENERAL LAYOUT S-59-80
4. GENERAL LAYOUT S-59-81
5. GENERAL LAYOUT S-59-84
6. GENERAL LAYOUT S-59-85
7. GENERAL LAYOUT S-59-86

LIST OF OSS STANDARD DESIGN DRAWINGS

8. I. 4-CHORD TRUSS CANTILEVER DETAILS
9. II. 4-CHORD TRUSS CANTILEVER CONNECTION 1
10. III. 4-CHORD TRUSS CANTILEVER CONNECTION 2
11. IV. 4-CHORD TRUSS CANTILEVER CONNECTION 3
12. V. 4-CHORD TRUSS CANTILEVER CATWALK DETAILS
13. VI. 4-CHORD TRUSS CANTILEVER ELECTRICAL DETAILS
14. VII. 4-CHORD TRUSS CANTILEVER FOUNDATIONS

TOTAL ESTIMATED QUANTITIES

BID ITEM NO.	BID ITEM	UNIT	S-59-78	S-59-80	S-59-81	S-59-84	S-59-85	S-59-86	TOTALS
204.0246	REMOVING ANCILLARY STRUCTURE S-59-03	EACH	1	----	----	----	----	----	1
204.0246	REMOVING ANCILLARY STRUCTURE S-59-05	EACH	----	1	----	----	----	----	1
204.0246	REMOVING ANCILLARY STRUCTURE S-59-10	EACH	----	----	----	----	----	1	1
531.2036	DRILLING SHAFT 36-INCH	LF	32	32	32	32	32	32	192
531.6010	FOUNDATION TWO-SHAFT TYPE FC-I S-59-78	EACH	1	----	----	----	----	----	1
531.6010	FOUNDATION TWO-SHAFT TYPE FC-I S-59-80	EACH	----	1	----	----	----	----	1
531.6010	FOUNDATION TWO-SHAFT TYPE FC-I S-59-81	EACH	----	----	1	----	----	----	1
531.6010	FOUNDATION TWO-SHAFT TYPE FC-I S-59-84	EACH	----	----	----	1	----	----	1
531.6010	FOUNDATION TWO-SHAFT TYPE FC-I S-59-85	EACH	----	----	----	----	1	----	1
531.6010	FOUNDATION TWO-SHAFT TYPE FC-I S-59-86	EACH	----	----	----	----	----	1	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I S-59-78	EACH	1	----	----	----	----	----	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I S-59-80	EACH	----	1	----	----	----	----	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I S-59-81	EACH	----	----	1	----	----	----	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I S-59-84	EACH	----	----	----	1	----	----	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I S-59-85	EACH	----	----	----	----	1	----	1
532.6010	TRUSS CANTILEVER 4-CHORD TYPE I S-59-86	EACH	----	----	----	----	----	1	1

STRUCTURE DESIGN CONTACTS:
ALEXANDER CRABTREE (608) 266-3686
KYLE BUSCH (608) 267-0465

NO.	DATE	REVISION	BY

BUREAU OF STRUCTURES

ACCEPTED KHB 7/1/25
CHIEF STRUCTURES DESIGN ENGINEER DATE

4-CHORD TRUSS CANTILEVER PLANS

IH 43 / STH 23 INTERCHANGE

COUNTY: SHEBOYGAN
TOWN/CITY/VILLAGE: SHEBOYGAN/KOHLER
DESIGN SPEC.: AASHTO LRFDLTS-1 W/INTERIMS

DESIGNED BY	DESIGNED CK'D.	DRAWN BY	PLANS CK'D.
BOS	BOS	ARC	VS

GENERAL NOTES & DESIGN DATA

SHEET 1 OF 14

517

I.D. 1222-13-00

DATE: JULY 2025

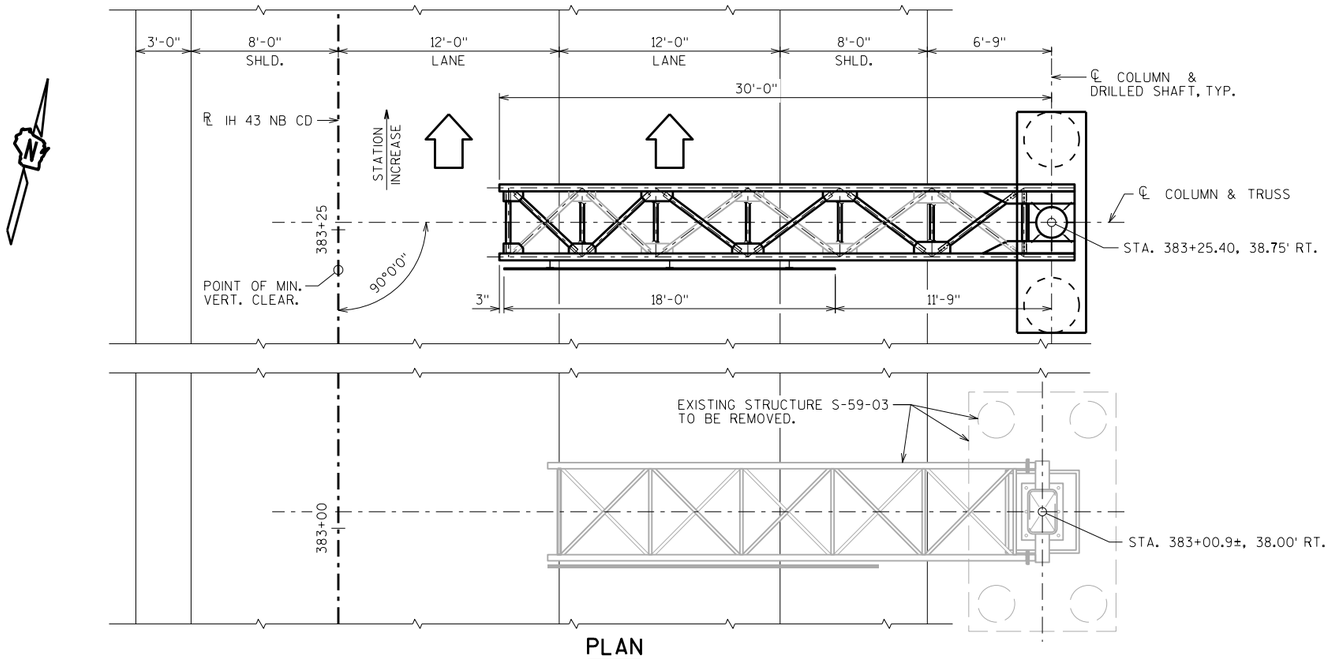
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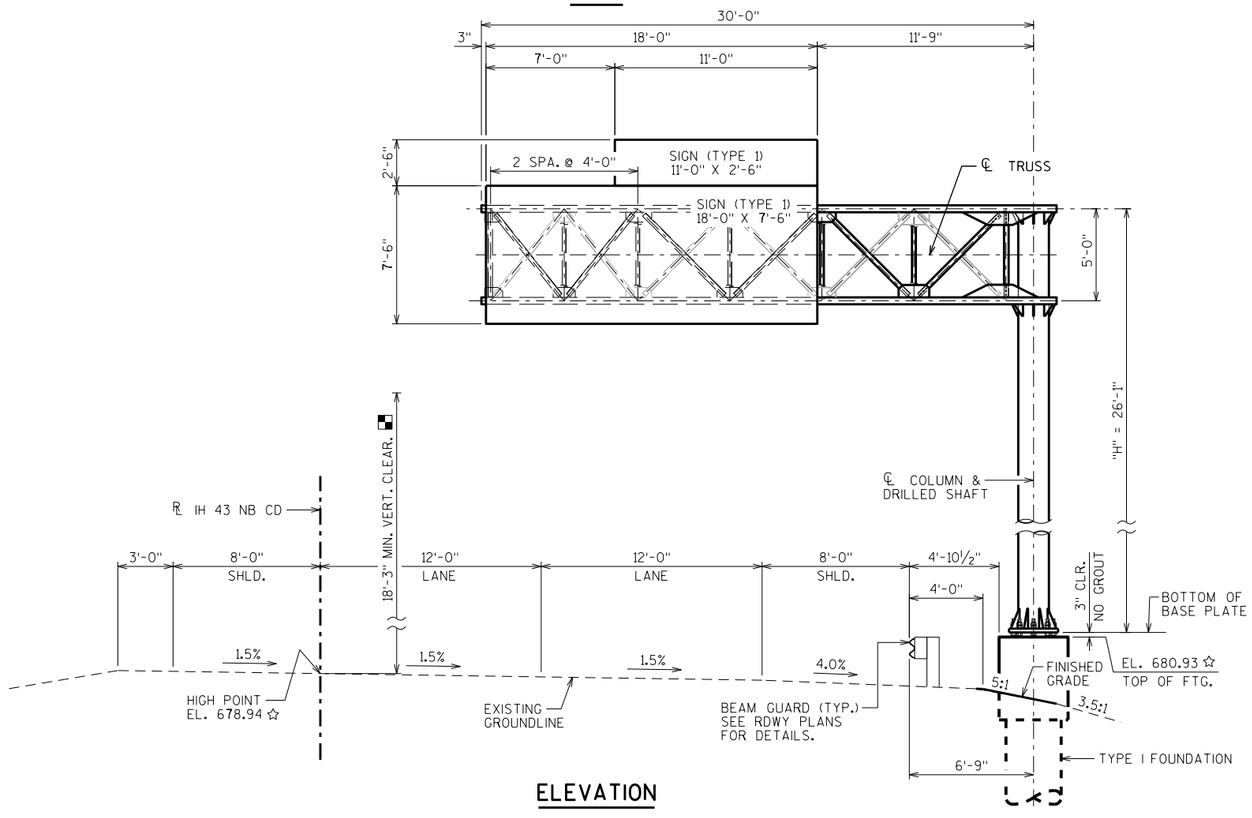
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STATE PROJECT NUMBER

1222-13-71

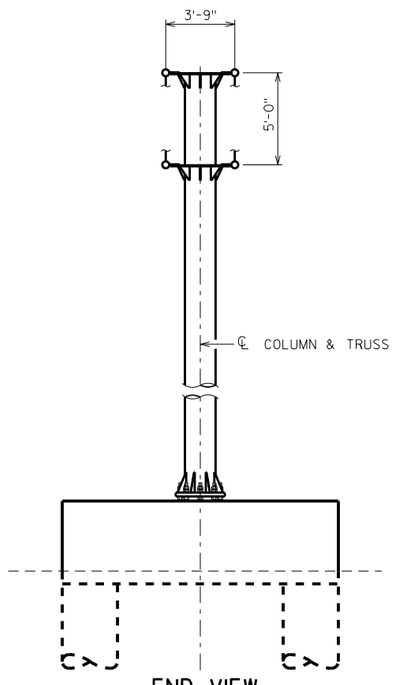


PLAN



ELEVATION

STA. 383+25.40
(LOOKING UPSTATION AT FRONT FACE OF SIGN)



END VIEW

LOOKING WEST

TRAFFIC VOLUME

IH 43 NB CD

A.D.T. = 4,600
R.D.S. = 70 M.P.H.

NOTE

▪ MIN. CLEARANCE IS BASED ON A 15'-0" MAX. SIGN DEPTH, NOTED IN THE STANDARD DESIGN DRAWINGS.

EXISTING SIGN STRUCTURE S-59-03 IS A 4-CHORD CANTILEVER WITH A 26'-0" ARM, SUPPORTED BY A CONC. PEDESTAL ON A FOOTING & (4) 2'-0" DIA. DRILLED SHAFTS 10'-0" LONG EACH.

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-78

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-78

SHEET 2 OF 14

518

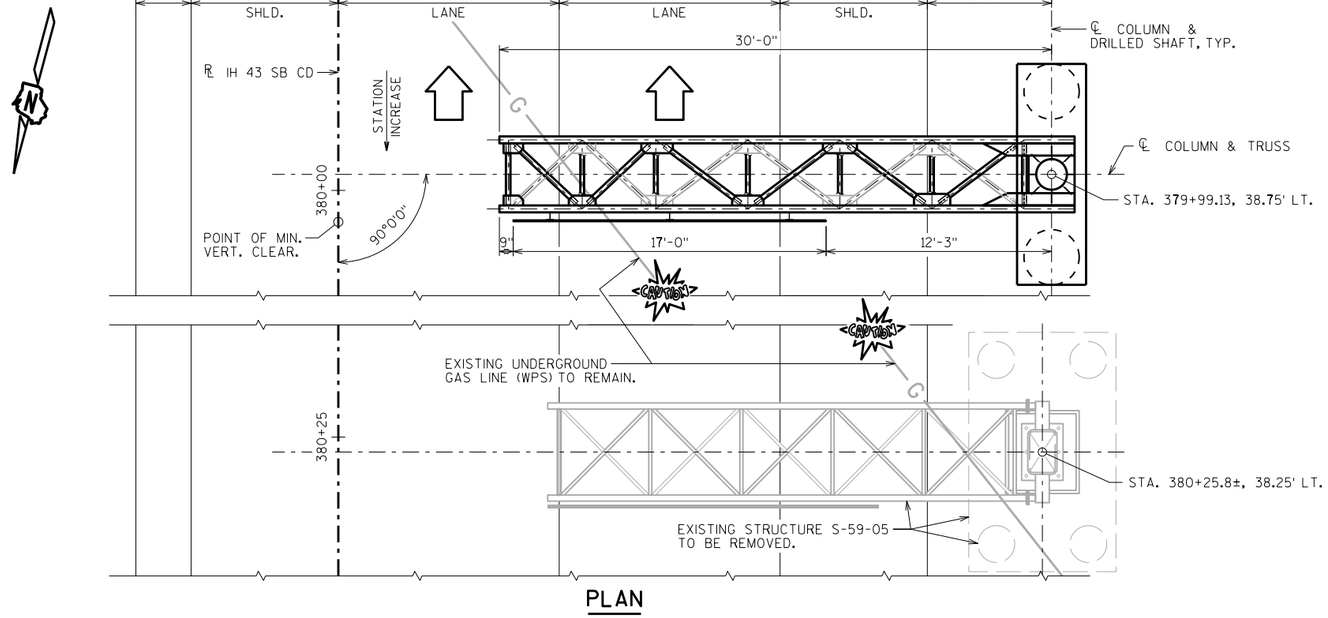
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8

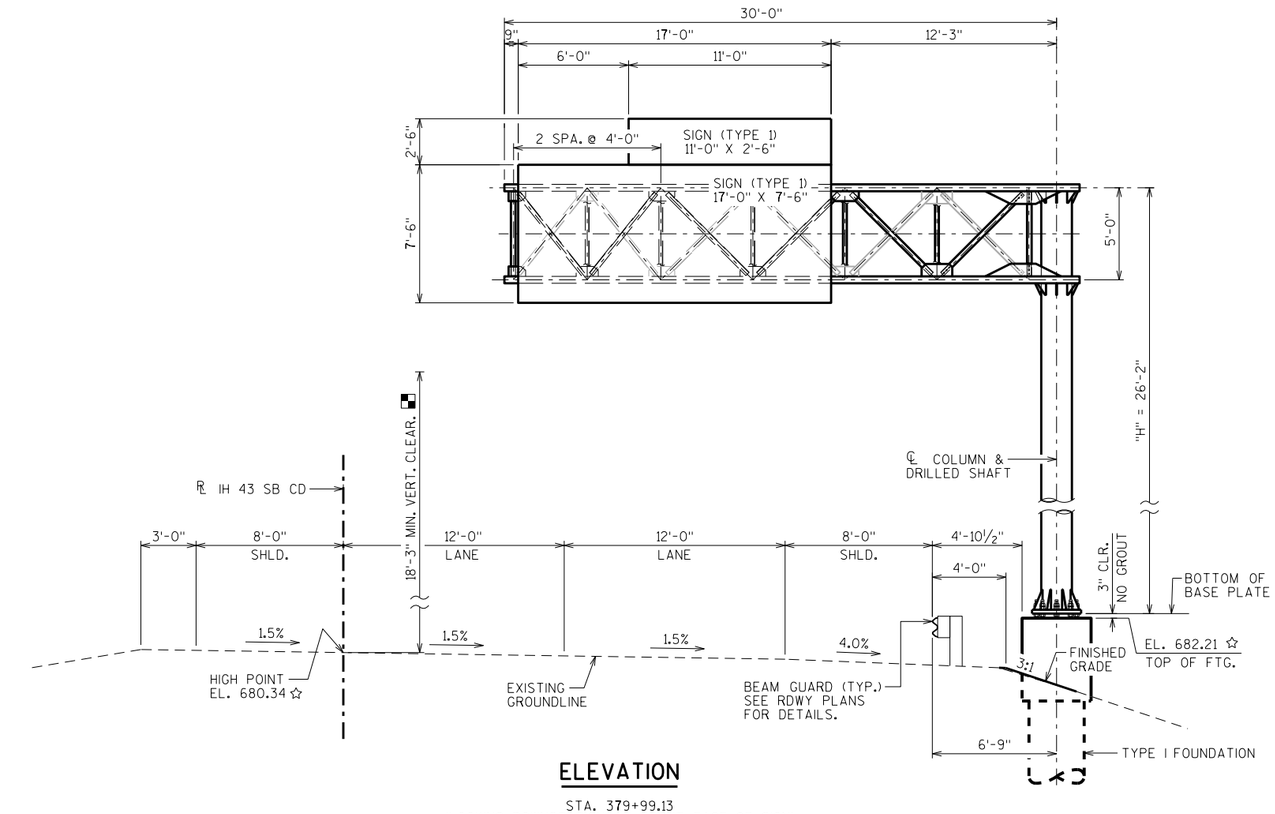
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STATE PROJECT NUMBER

1222-13-71

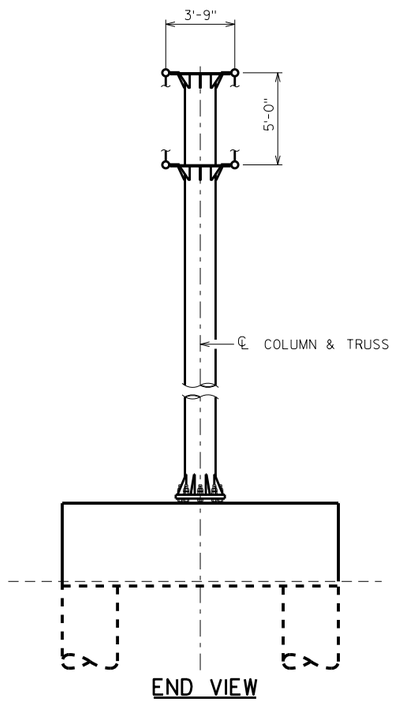


PLAN



ELEVATION

STA. 379+99.13
(LOOKING DOWNSTATION AT FRONT FACE OF SIGN)



END VIEW

LOOKING EAST

TRAFFIC VOLUME

IH 43 SB CD

A.D.T. = 6,000
R.D.S. = 70 M.P.H.

NOTE

▪ MIN. CLEARANCE IS BASED ON A 15'-0" MAX. SIGN DEPTH, NOTED IN THE STANDARD DESIGN DRAWINGS.

EXISTING SIGN STRUCTURE S-59-05 IS A 4-CHORD CANTILEVER WITH A 26'-0" ARM, SUPPORTED BY A CONC. PEDESTAL ON A FOOTING & (4) 2'-0" DIA. DRILLED SHAFTS 10'-0" LONG EACH.

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-80

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-80

SHEET 3 OF 14

519

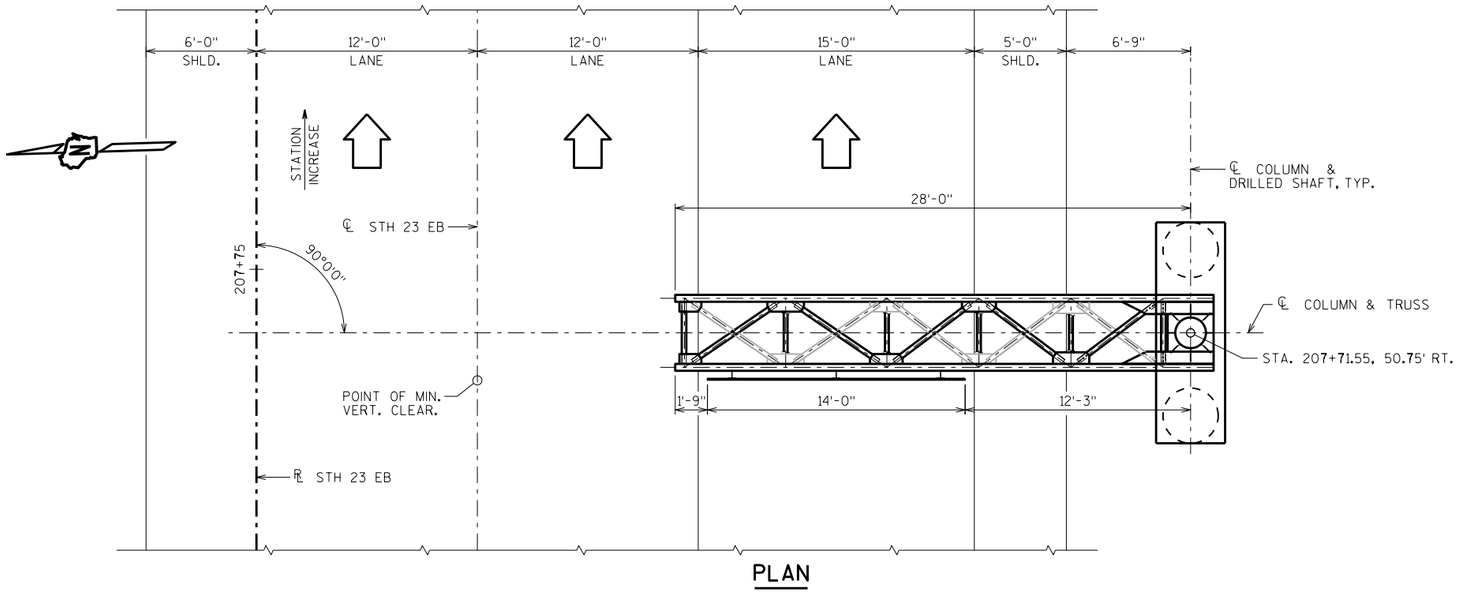
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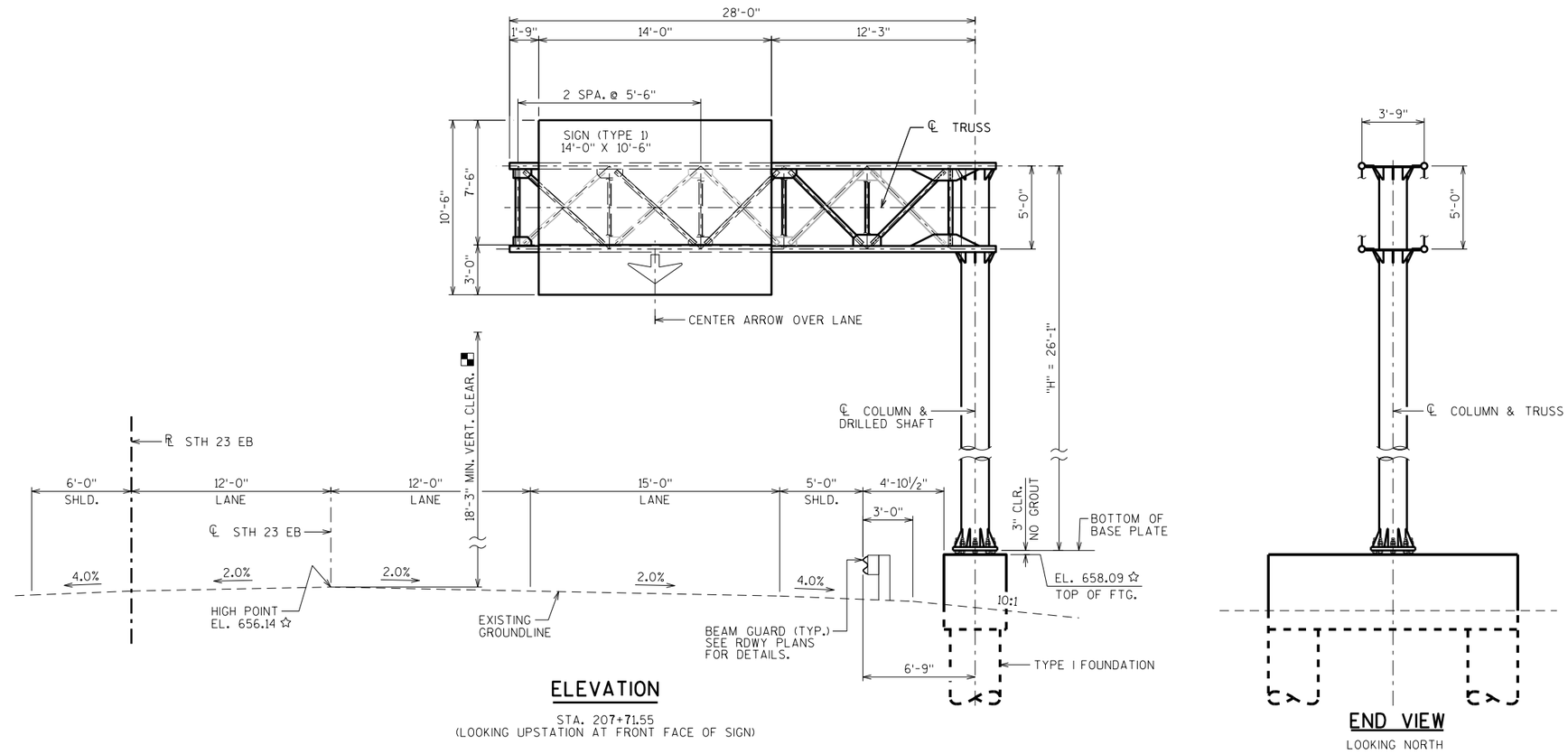
SCALE = 4.00

STATE PROJECT NUMBER

1222-13-71



PLAN



ELEVATION

STA. 207+71.55
(LOOKING UPSTATION AT FRONT FACE OF SIGN)

END VIEW

LOOKING NORTH

TRAFFIC VOLUME

STH 23 EB

A.D.T. = 28,900
R.D.S. = 70 M.P.H.

NOTE

▪ MIN. CLEARANCE IS BASED ON A 15'-0" MAX. SIGN DEPTH, NOTED IN THE STANDARD DESIGN DRAWINGS.

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-81

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-81

SHEET 4 OF 14

520

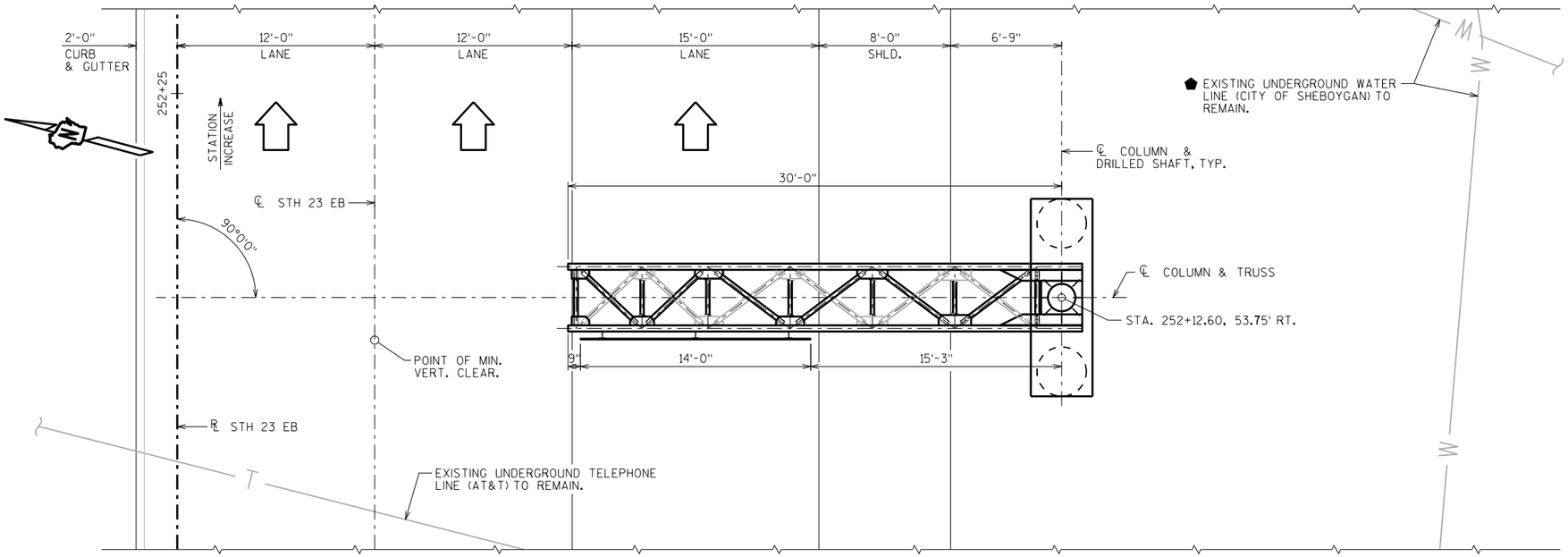
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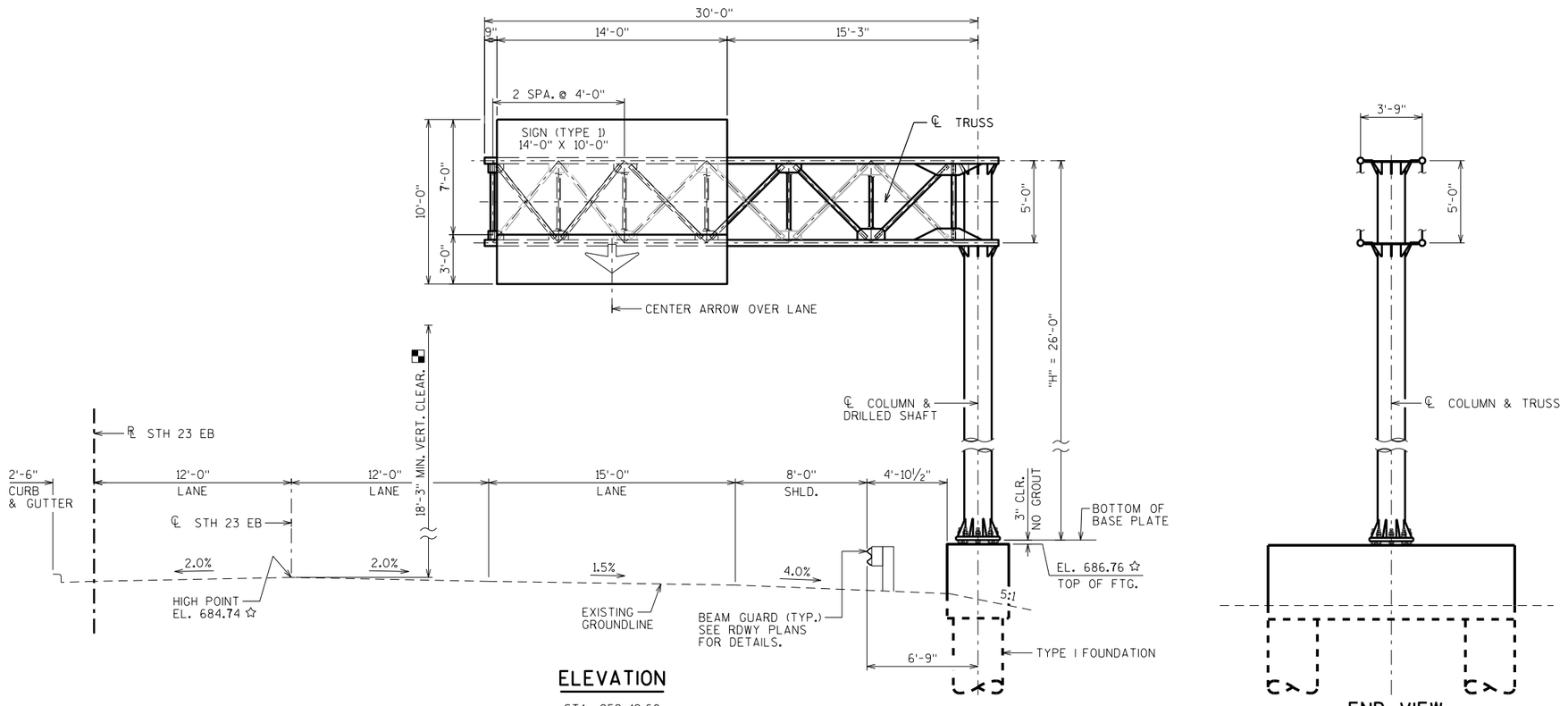
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STATE PROJECT NUMBER

1222-13-71



PLAN



ELEVATION

STA. 252+12.60
(LOOKING UPSTATION AT FRONT FACE OF SIGN)

END VIEW

LOOKING NORTH

TRAFFIC VOLUME

STH 23 EB

A.D.T. = 13,550
R.D.S. = 50 M.P.H.

NOTE

▪ MIN. CLEARANCE IS BASED ON A 15'-0" MAX. SIGN DEPTH, NOTED IN THE STANDARD DESIGN DRAWINGS.

LEGEND

☆ ELEVATIONS GIVEN ALONG ℄ TRUSS

⬟ NOT SHOWN IN PLAN VIEW & LOCATED 5'± UPSTATION FROM WATER LINE IS AN EXISTING UNDERGROUND GAS LINE, OWNED BY WPS, TO REMAIN.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-84

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-84

SHEET 5 OF 14

521

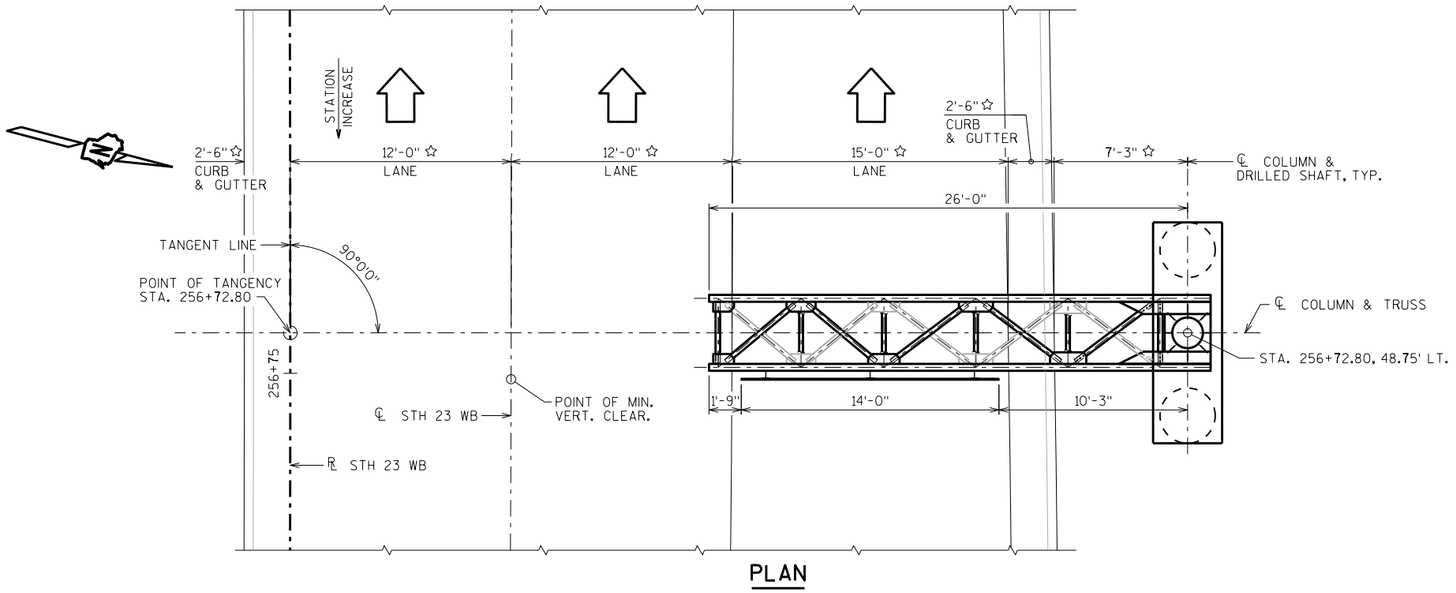
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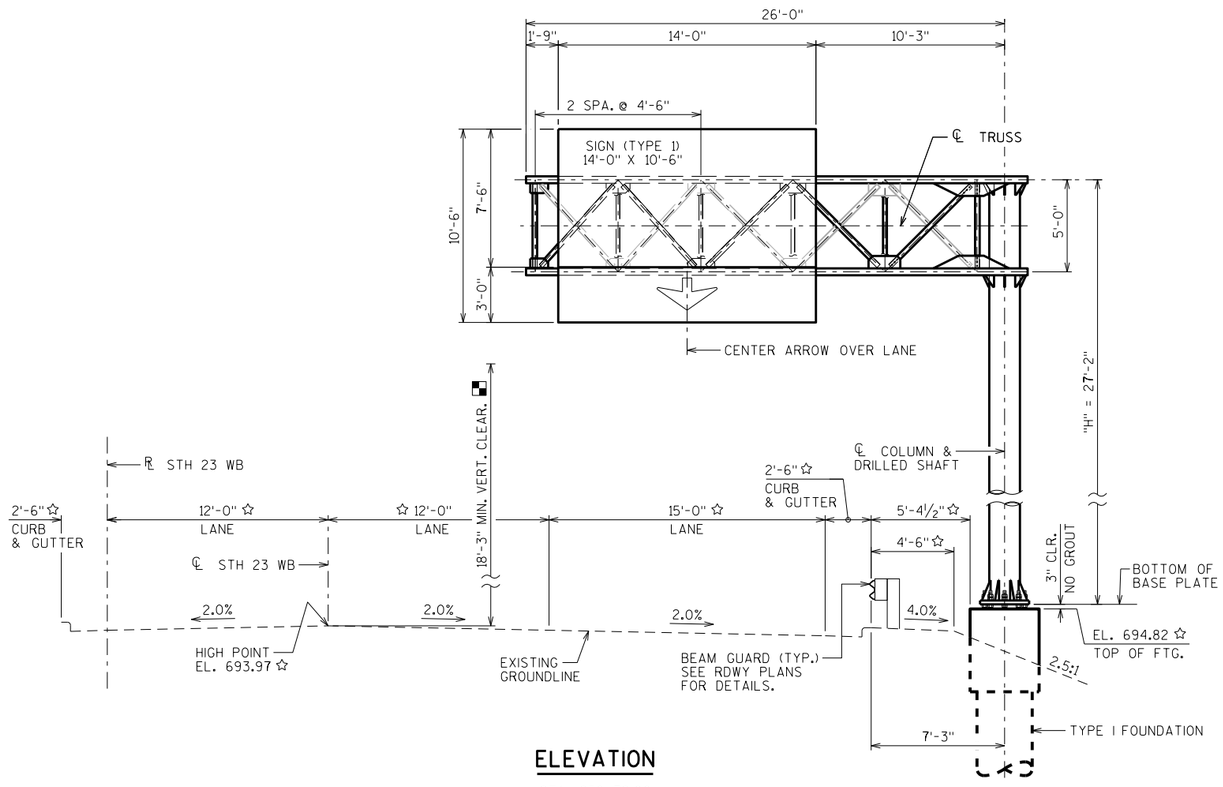
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STATE PROJECT NUMBER

1222-13-71



PLAN



ELEVATION

STA. 256+72.80
(LOOKING DOWNSTATION AT FRONT FACE OF SIGN)

END VIEW

LOOKING SOUTH

CURVE DATA

℄ STH 23 WB

P.I. = 263+94.27
△ = 15°21'46"
D = 1°01'59"
T = 748.15'
L = 1487.32'
R = 5546.98'
P.C. = 256+46.12
P.T. = 271+33.44

TRAFFIC VOLUME

STH 23 WB

A.D.T. = 13,550
R.D.S. = 50 M.P.H.

NOTE

▪ MIN. CLEARANCE IS BASED ON A 15'-0" MAX. SIGN DEPTH, NOTED IN THE STANDARD DESIGN DRAWINGS.

LEGEND

☆ ELEVATIONS & DIMENSIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-85

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-85

SHEET 6 OF 14

522

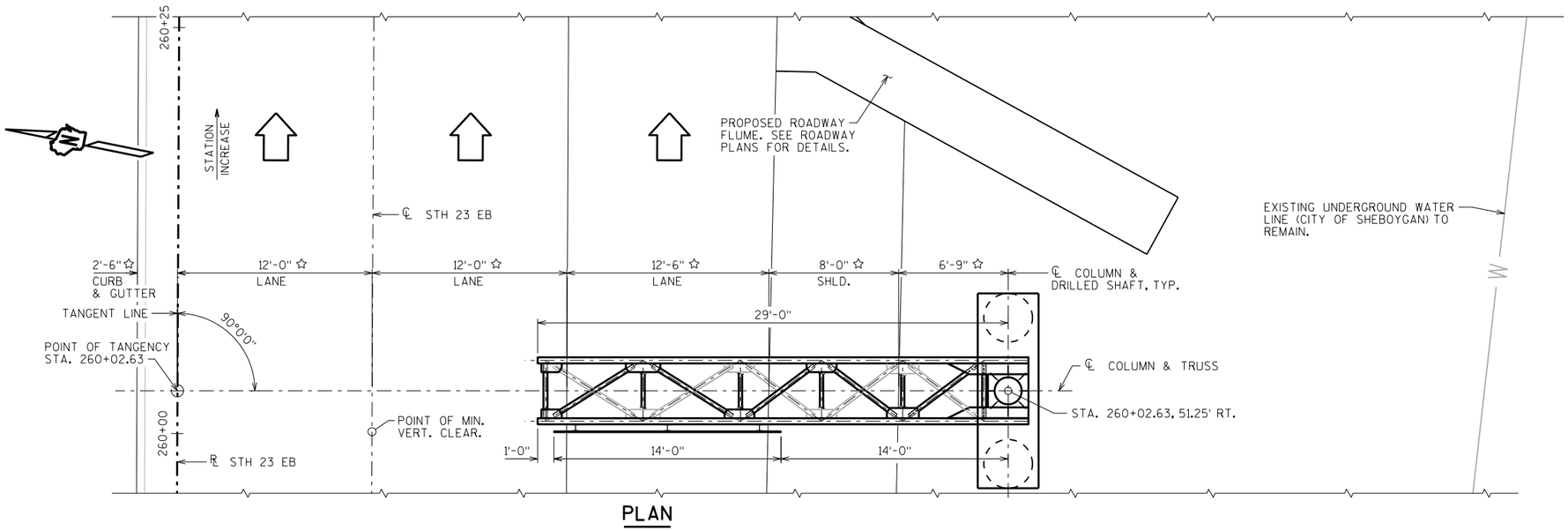
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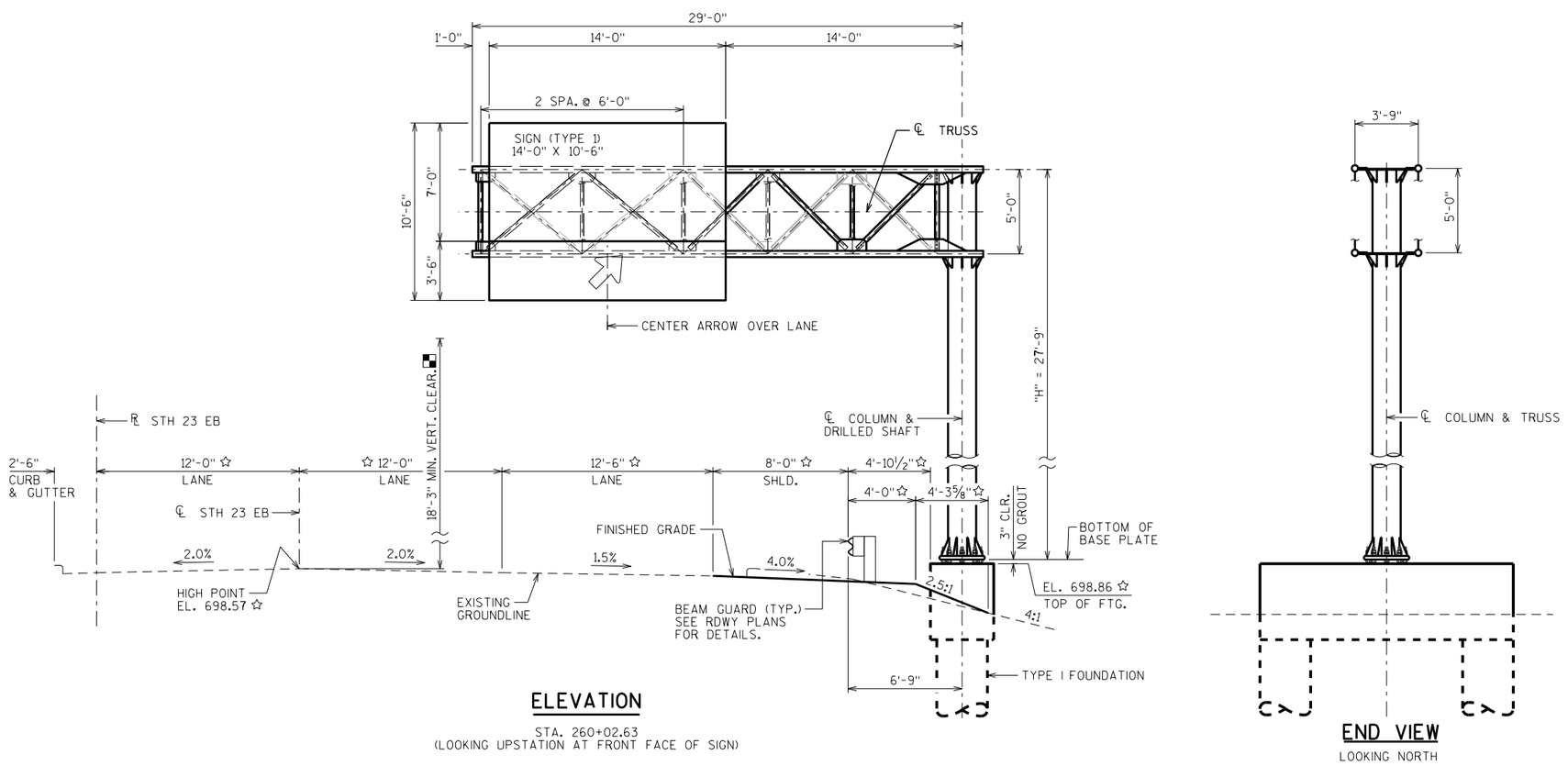
8

STATE PROJECT NUMBER

1222-13-71



PLAN



ELEVATION

STA. 260+02.63
(LOOKING UPSTATION AT FRONT FACE OF SIGN)

END VIEW

LOOKING NORTH

CURVE DATA

℞ STH 23 EB

P.I. = 264+00.26
△ = 15°20'50"
D = 1°02'32"
T = 740.71'
L = 1472.55'
R = 5497.46'
P.C. = 256+59.55
P.T. = 271+32.10

TRAFFIC VOLUME

STH 23 EB

A.D.T. = 13,550
R.D.S. = 50 M.P.H.

NOTE

■ MIN. CLEARANCE IS BASED ON A 15'-0" MAX. SIGN DEPTH, NOTED IN THE STANDARD DESIGN DRAWINGS.

EXISTING STRUCTURE S-59-10, LOCATED AT STA. 255+86.5±, TO BE REMOVED. S-59-10 IS A 65'-0" LONG 4-CHORD FULL SPAN SIGN BRIDGE, SUPPORTED BY 4'X3'X12' CONCRETE FOOTINGS ON (2) 3'-0" DIA. DRILLED SHAFTS 9'-0" LONG EACH.

LEGEND

☆ ELEVATIONS & DIMENSIONS GIVEN ALONG ℄ TRUSS

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

STRUCTURE S-59-86

DRAWN BY ARC | PLANS CK'D. VS

GENERAL LAYOUT
S-59-86

SHEET 7 OF 14

523

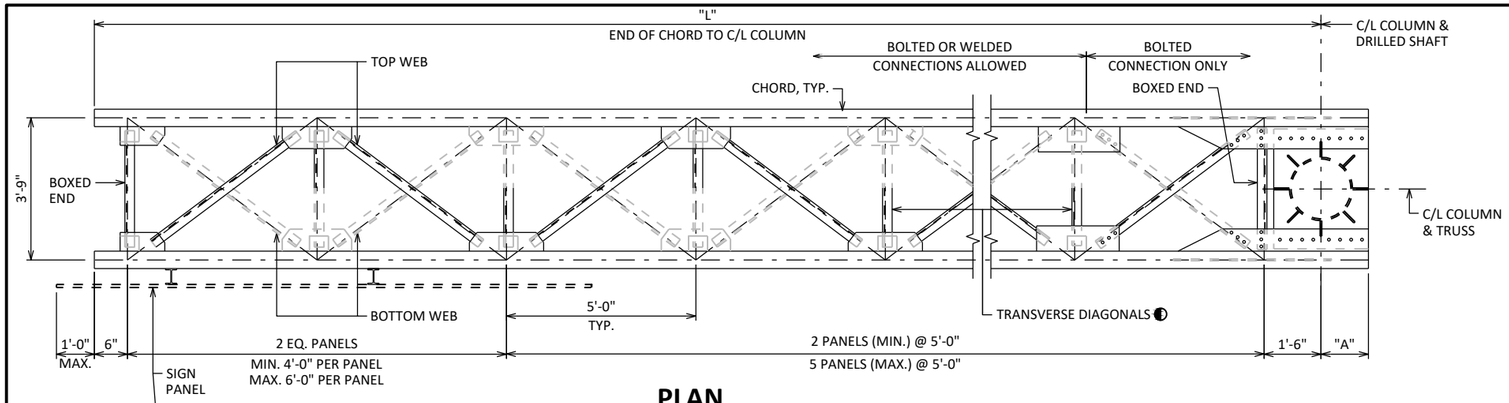
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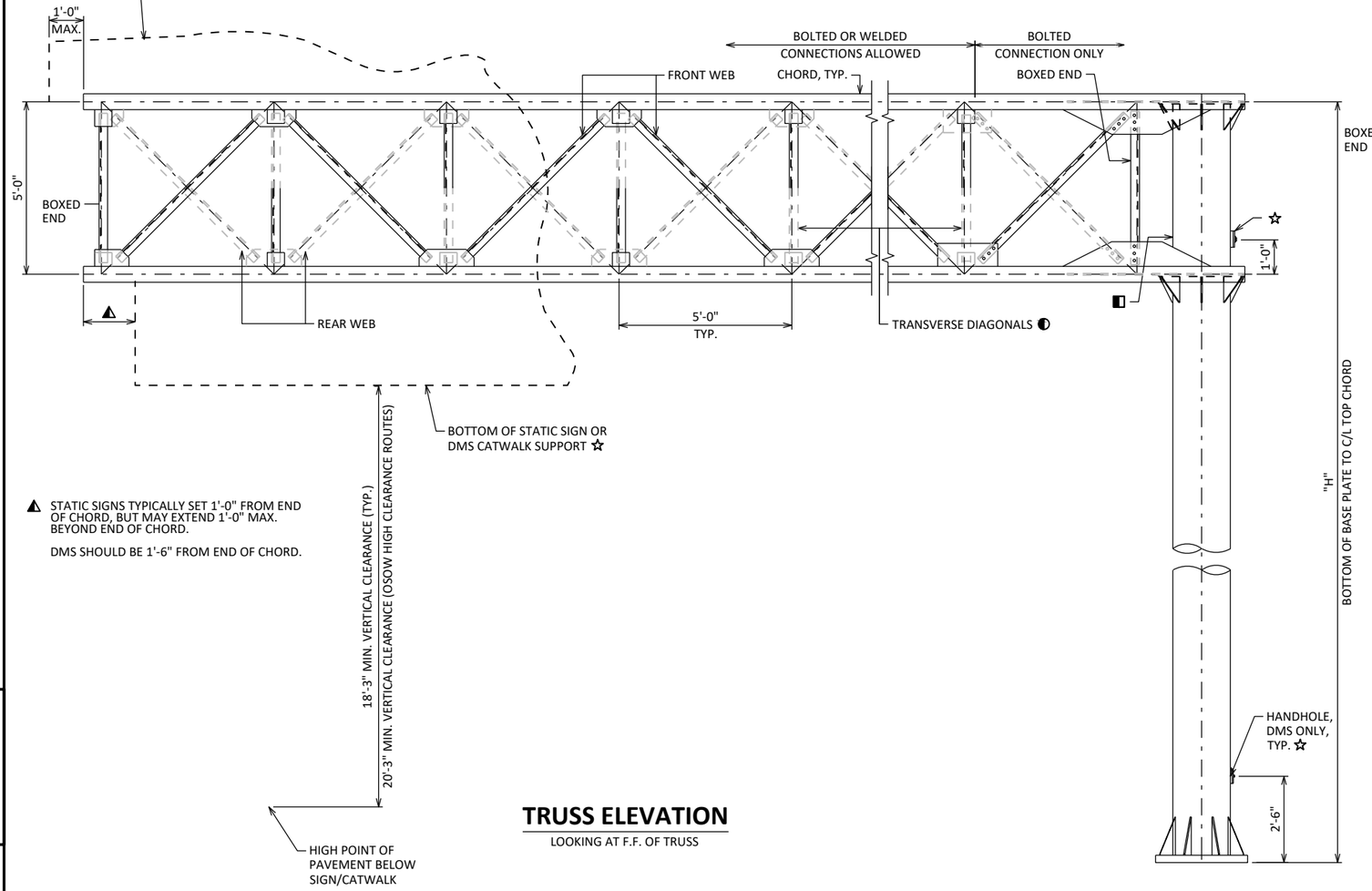
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STATE PROJECT NUMBER

STANDARD



PLAN

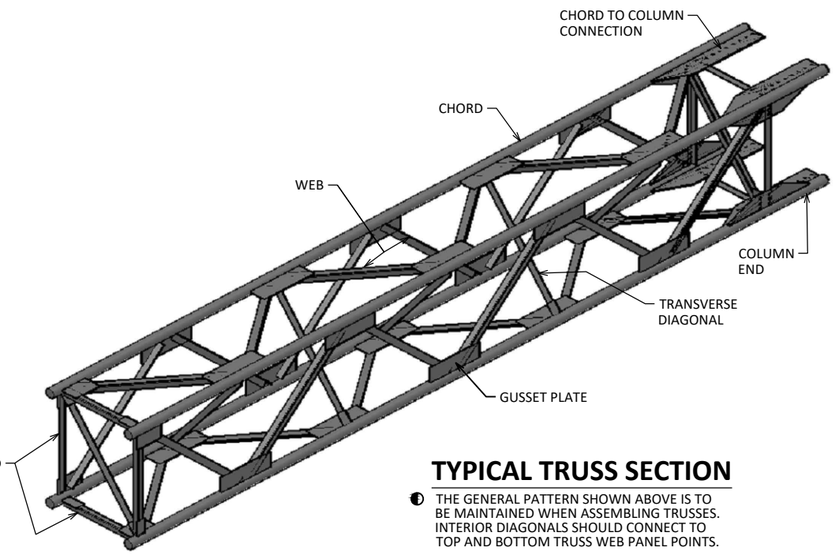


▲ STATIC SIGNS TYPICALLY SET 1'-0" FROM END OF CHORD, BUT MAY EXTEND 1'-0" MAX. BEYOND END OF CHORD.

DMS SHOULD BE 1'-6" FROM END OF CHORD.

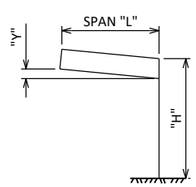
TRUSS ELEVATION

LOOKING AT F.F. OF TRUSS



TYPICAL TRUSS SECTION

◐ THE GENERAL PATTERN SHOWN ABOVE IS TO BE MAINTAINED WHEN ASSEMBLING TRUSSES. INTERIOR DIAGONALS SHOULD CONNECT TO TOP AND BOTTOM TRUSS WEB PANEL POINTS.



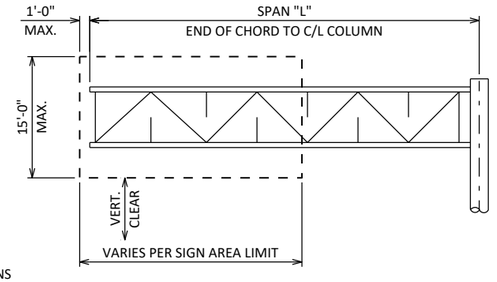
CAMBER DIAGRAM

CAMBER SHALL BE BUILT INTO THE TRUSS DURING FABRICATION. SHIM PLATES BETWEEN TRUSS SECTIONS TO CREATE CAMBER SHALL NOT BE ALLOWED.

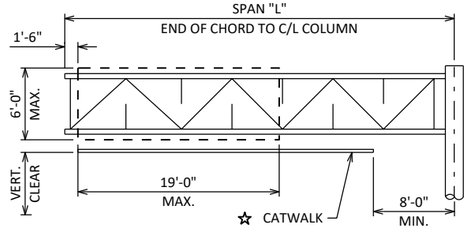
CAMBER VALUES

	"Y"			
SPAN "L"	30'-0"		38'-0"	
"H"	TYPE I	DMS	TYPE I	DMS
22'-0"	2¼"	3½"	2⅝"	4⅛"
24'-0"	2⅜"	3⅞"	2⅞"	4½"
26'-0"	2½"	4⅛"	3⅛"	4⅞"
28'-0"	2¾"	4½"	3¼"	5¼"
30'-0"	2⅞"	4¾"	3½"	5⅝"

INTERPOLATE FOR VALUES NOT SHOWN.
DMS VALUES INCLUDE DL OF CATWALK.



TYPE I SIGN LIMITS



DMS SIGN LIMITS

2,500 LB MAX DMS WEIGHT, INCLUDES DMS VERTICAL SUPPORT MEMBERS

CANTILEVER 4-CHORD TRUSS MEMBER TABLE

STANDARD DESIGN TYPE	TYPE I SIGN AREA (SQ. FT)	DMS AREA (SQ. FT.)	MAXIMUM SPAN "L"	MAXIMUM COLUMN HEIGHT "H"	DIM. "A"	COLUMN "OD" X THK.	CHORD "OD" X THK	WEB W X D X THK	BOXED END W X D X THK	TRANSVERSE DIAGONAL W X D X THK
I	264	114	30'-0"	30'-0"	1'-3"	20.00" X 0.500"	5.000" X 0.375" ▽	L3 X 3 X ¼	L3 X 3 X ¼	L3 X 3 X ¼
II	240	114	38'-0"	30'-0"	1'-4½"	24.00" X 0.500"	5.563" X 0.375"	L3 X 3 X 5/16	L3 X 3 X ¼	L3 X 3 X ¼

▽ 5.563" X 0.375" MAY BE SUBSTITUTED FOR 5.000" X 0.375"

LEGEND

☆ FOR OSS WITH DMS ONLY, PROVIDE HANDHOLES AS SHOWN. SEE "CATWALK DETAILS" AND "ELECTRICAL DETAILS" SHEETS.

◧ FOR OSS WITH DMS ONLY, DRILL AND TAP FOR 2 - 2" STD. PIPE THREADS. LOCATE CENTER OF BOTTOM HOLE 6" FROM TOP OF BOTTOM CHORD AND SPACE VERTICALLY AT 6" C/C. PLACE CONDUIT PLUG IN HOLES THAT ARE NOT USED FOR WIRING SIGN PANELS. SEE "ELECTRICAL DETAILS" SHEET.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JULY 2025

DRAWN BY: BOS | PLANS CK'D:

4-CHORD TRUSS CANTILEVER DETAILS

SHEET 1
524

SCALE = 4.0

8

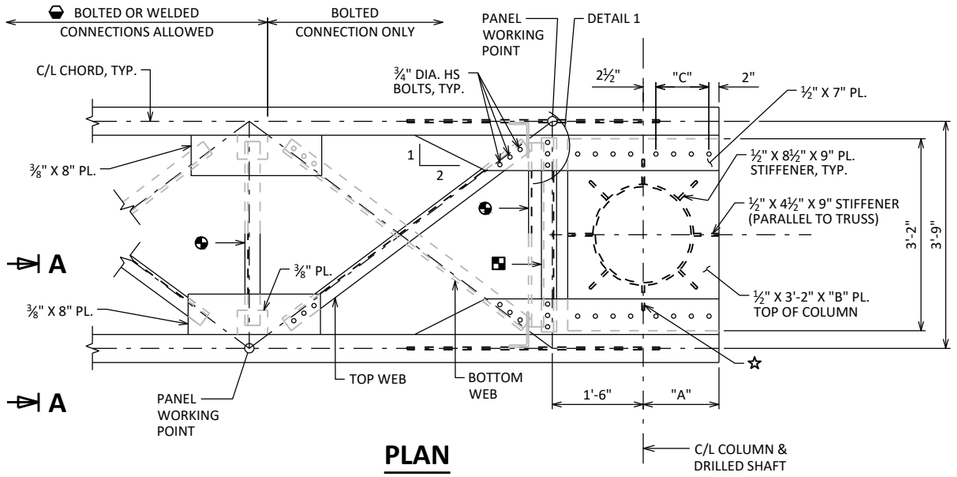
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STATE PROJECT NUMBER

STANDARD

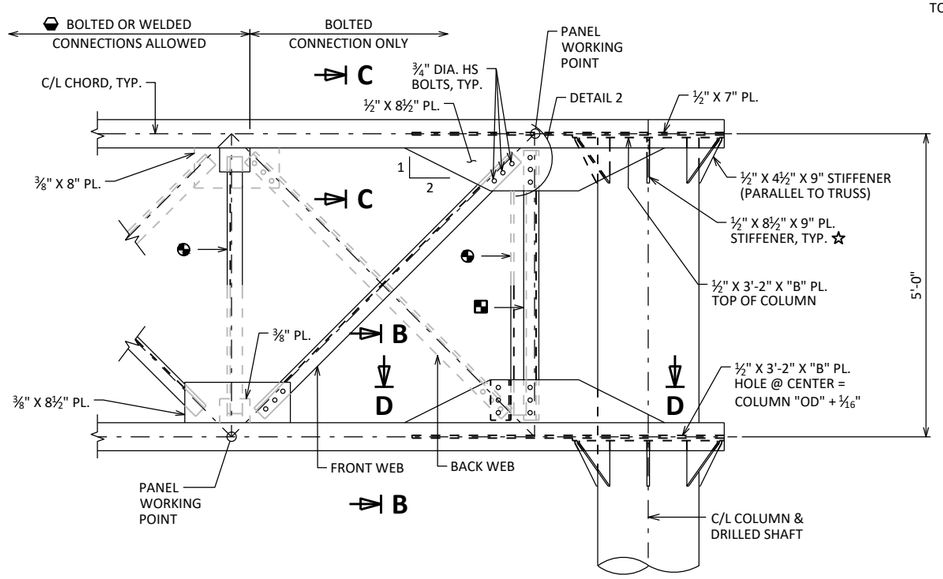
TRUSS TO COLUMN CONNECTION DATA

STANDARD DESIGN TYPE	"A"	"B"	"C"
I	1'-3"	2'-6"	3 SPA. @ 3½"
II	1'-4½"	2'-9"	4 SPA. @ 3"



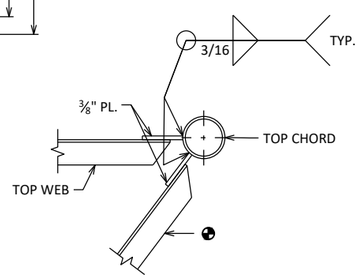
PLAN

TRUSS TO COLUMN CONNECTION

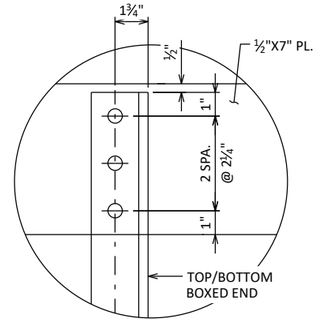


ELEVATION

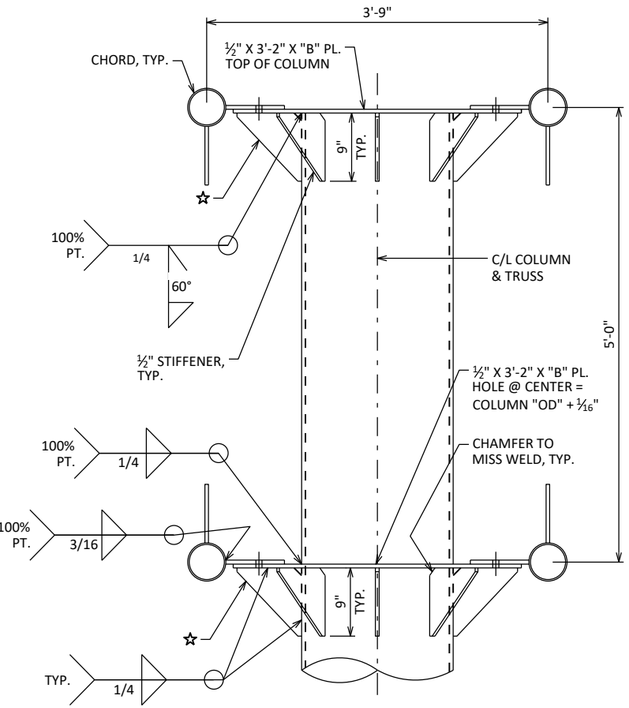
TRUSS TO COLUMN CONNECTION



SECTION A-A



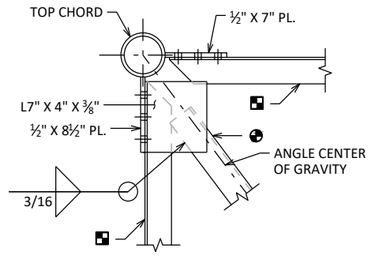
DETAIL 1



END VIEW

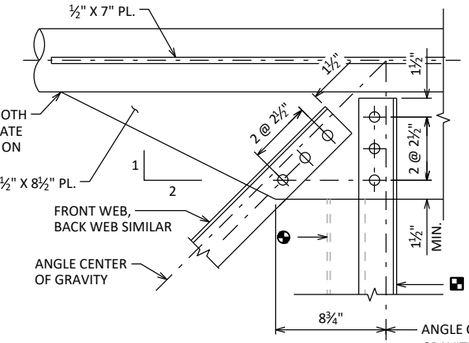
SECTION B-B

FRONT CHORD

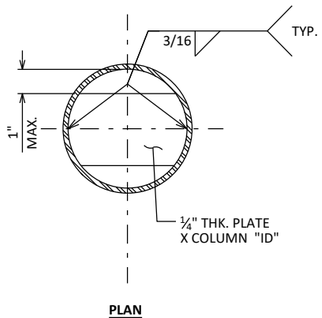


SECTION C-C

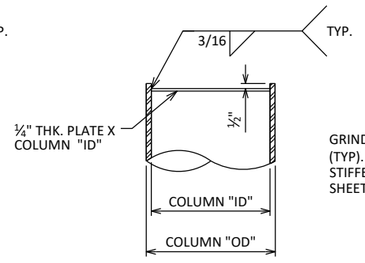
BACK CHORD



DETAIL 2

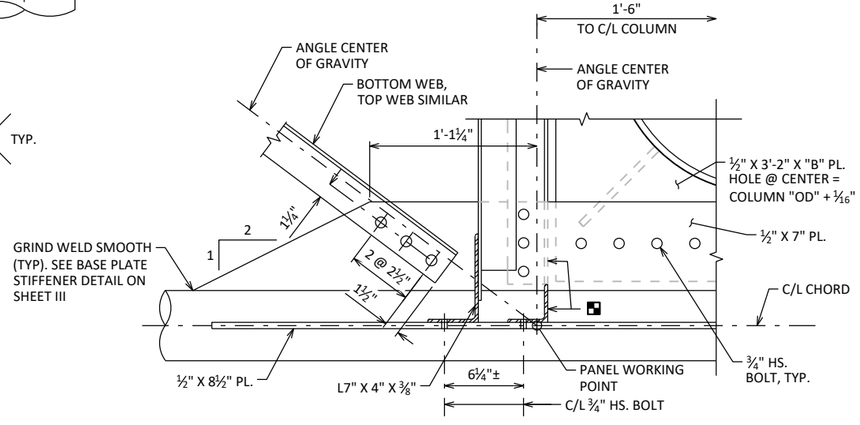


PLAN



ELEVATION

CHORD CAP DETAIL



SECTION D-D

LOOKING DOWN @ BOTTOM HORIZ. GUSSET @ FRONT CHORD

LEGEND

- TRANSVERSE DIAGONAL
- BOXED END AT SUPPORT
- WELDED CONNECTIONS MAY BE USED IF UNIT CAN BE GALVANIZED IN ONE PIECE. FIRST BAY MUST BE BOLTED.
- ☆ ½" X 7" X 9" STIFFENER TYPE II STANDARD DESIGN ONLY. TYP. OPPOSITE SIDE.

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS CANTILEVER CONNECTIONS 1

SHEET II
525

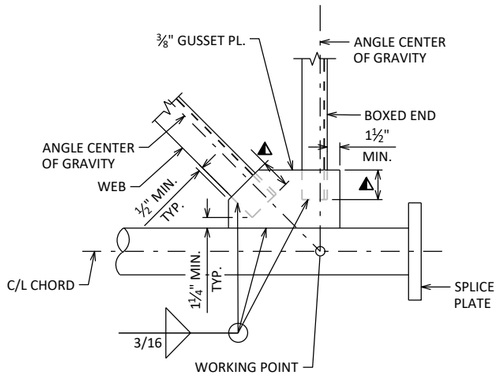
SCALE = 2.5

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8

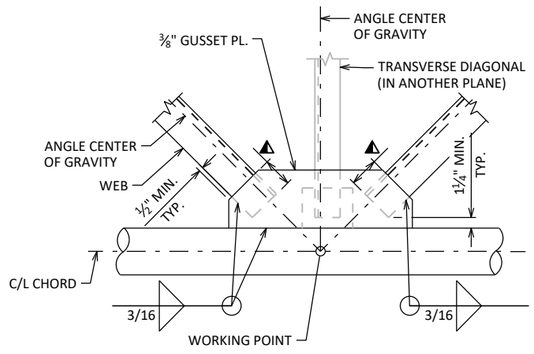
STATE PROJECT NUMBER

STANDARD

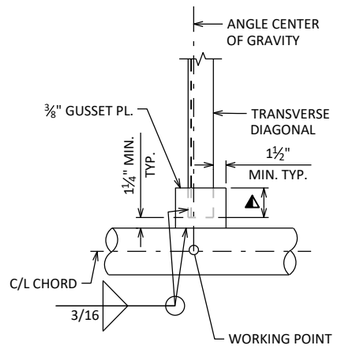


WELDED BOXED END CONNECTION

CONNECTION SHOWN AT CHORD SPLICE, CONNECTION AT COLUMN END SIMILAR

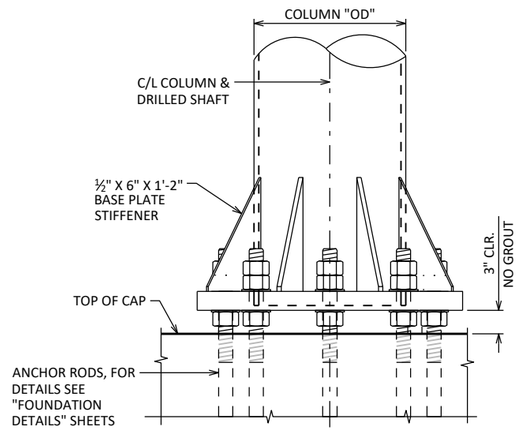


WELDED PANEL CONNECTION



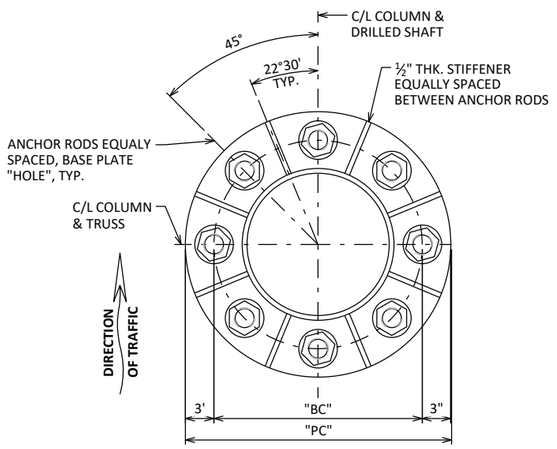
WELDED TRANSVERSE DIAGONAL CONNECTION

WEB MEMBERS NOT SHOWN FOR CLARITY



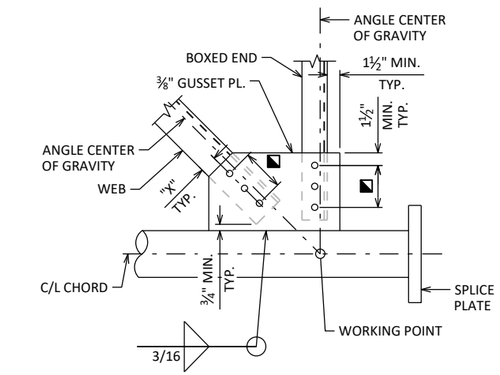
BASE PLATE & COLUMN DETAIL

LOOKING AT F.F. OF STRUCTURE



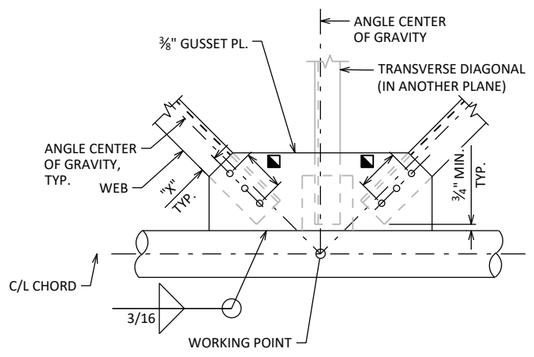
BASE PLATE

PLAN

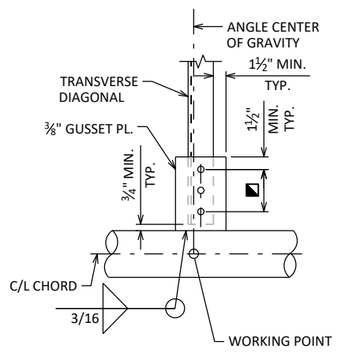


BOLTED BOXED END CONNECTION

CONNECTION SHOWN AT CHORD SPLICE, CONNECTION AT COLUMN END SIMILAR



BOLTED PANEL CONNECTION



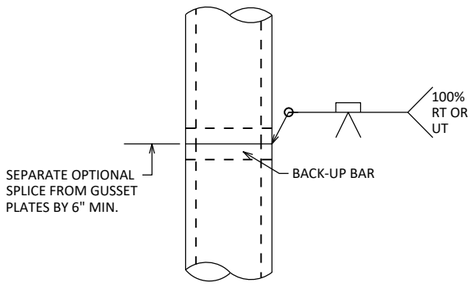
BOLTED TRANSVERSE DIAGONAL CONNECTION

WEB MEMBERS NOT SHOWN FOR CLARITY

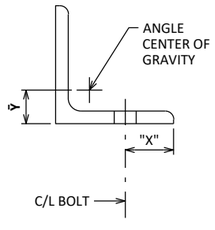
MEMBER CONNECTION DATA

STANDARD DESIGN TYPE	WELD LEG MIN. LENGTH ◭	NO. OF BOLTS ◪
I	3"	3
II	3"	3

FOR ALL ANGLE TO GUSSET CONNECTIONS, BOLT SPACING = 2½"

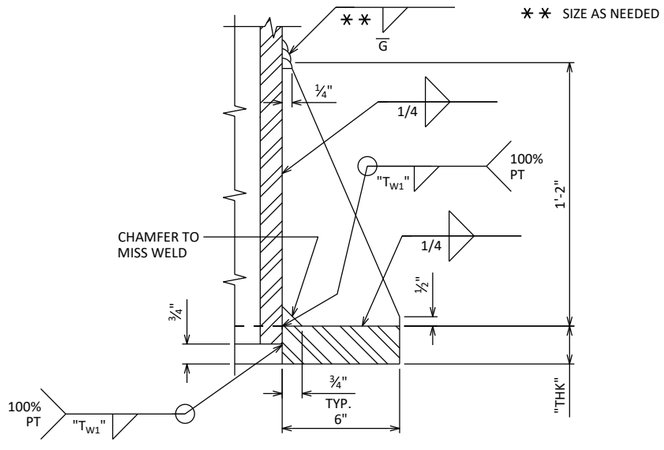


OPTIONAL COLUMN OR CHORD SPLICE DETAIL



ANGLE DATA

ANGLE SIZE	ȳ	"X"
L3 X 3 X ¼	0.84"	1¼"
L3 X 3 X 5/16	0.86"	1¼"



BASE PLATE STIFFENER DETAIL

CANTILEVER 4-CHORD COLUMN DATA

STANDARD DESIGN TYPE	COLUMN "OD" X THK	BASE PLATE "THK"	BASE PLATE "TW1"	BASE PLATE "HOLE"	BASE PLATE "BC"	BASE PLATE "PC"
I	20.00" X 0.500"	2"	5/16"	2¼"	2'-2"	2'-8"
II	24.00" X 0.500"	2½"	5/16"	2¼"	2'-6"	3'-0"

NOTE:

FABRICATOR HAS THE OPTION TO USE NON-MITERED RECTANGULAR GUSSET PLATES IN LIEU OF MITERED PLATES SHOWN IN THESE DETAILS.

NO.	DATE	REVISION	BY

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4-CHORD TRUSS CANTILEVER CONNECTIONS 2

SHEET III
526

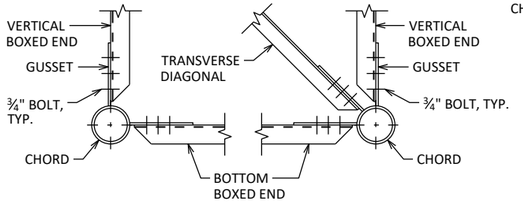
SCALE = 1.5

8

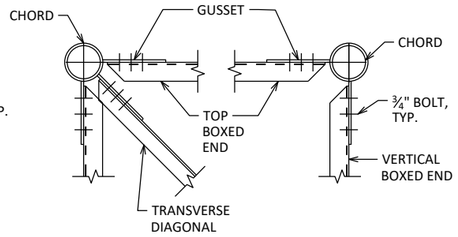
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STATE PROJECT NUMBER

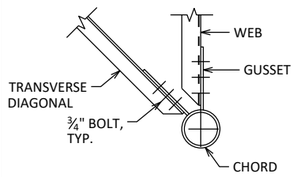
STANDARD



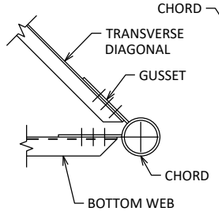
END VIEW 1 END VIEW 2



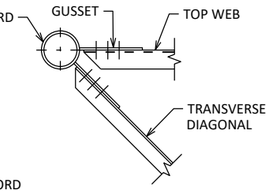
END VIEW 3 END VIEW 4



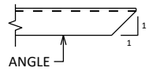
END VIEW 5



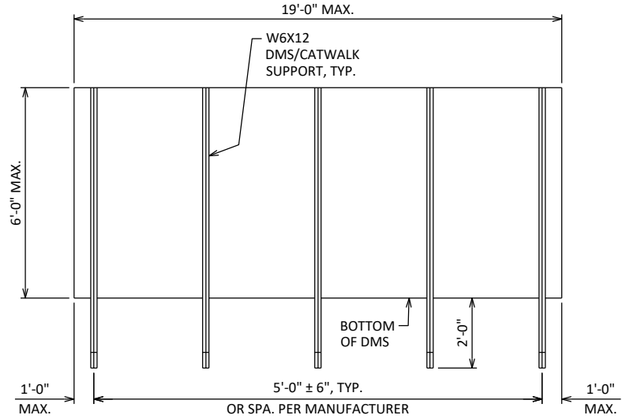
END VIEW 6



END VIEW 7



CLIP DETAIL



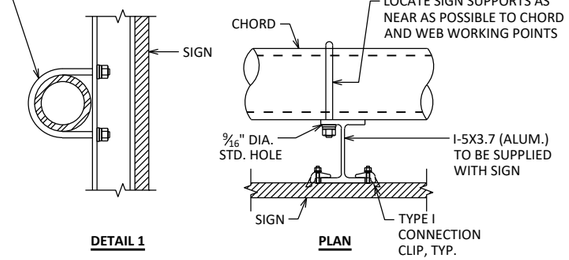
DMS MOUNTING POST SPACING DETAIL

POST SPACING MAY BE ADJUSTED AS REQUIRED IF SPACING CONFLICTS WITH GUSSET PLATES OF TRUSS WITHIN TOLERANCES NOTED.

TRUSS CONNECTION DETAILS

MEMBER ORIENTATION FOR BOLTED CONNECTIONS SHOWN, WELDED CONNECTIONS SIMILAR

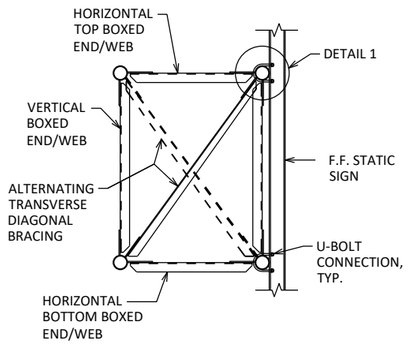
½" DIA. STAINLESS STEEL U-BOLT WITH 2 LOCK WASHERS, 2 FLAT WASHERS AND 2 HEX NUTS PER BOLT. 2 BOLTS REQUIRED PER I-BEAM. LOCATE TOP AND BOTTOM U-BOLTS ON OPPOSITE SIDES OF FLANGE.



DETAIL 1 PLAN

TYPICAL SIGN CONNECTION

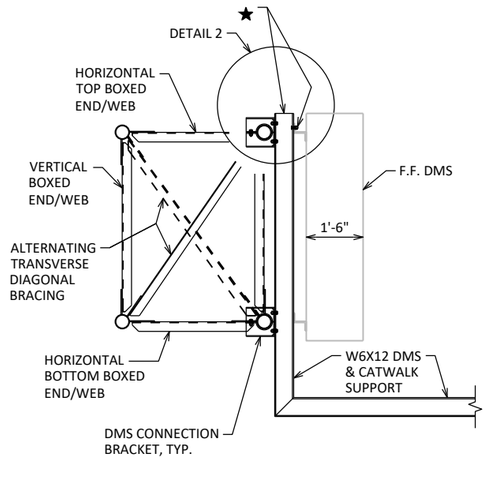
USE FOR TYPE I AND II SIGNS, TYPE I SIGN SHOWN.
SEE SIGN PLATE MANUAL A4-7A AND A4-7B FOR DETAILS.



SECTION THRU TRUSS - STATIC SIGN

FOR SIGN CONNECTION

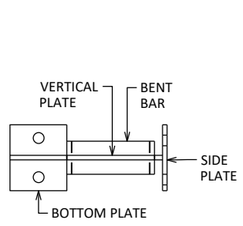
ALUMINUM I-5X3.7 I-BEAMS ARE TO BE SUPPLIED WITH THE SIGN PANEL. HARDWARE TO BE SUPPLIED BY THE CONTRACTOR.



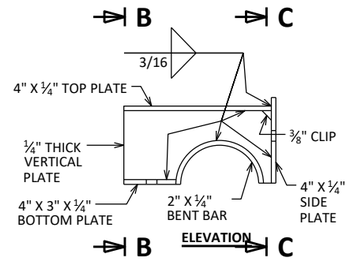
SECTION THRU TRUSS - DMS

FOR DMS/CATWALK CONNECTIONS

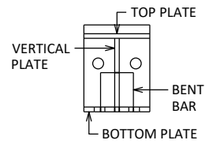
★ W6X12 SUPPORTS AND HARDWARE ARE TO BE SUPPLIED BY THE CONTRACTOR. ½" STAINLESS BOLT, NUT, WASHER AND LOCK WASHER REQUIRED, 4 PER W6X12. FIELD DRILLED HOLES IN STEEL SUPPORTS MUST BE COLD GALVANIZED



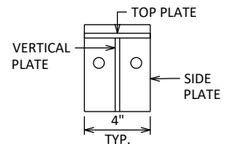
PLAN



ELEVATION



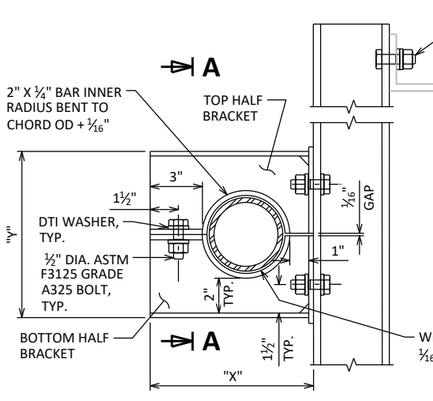
SECTION B-B



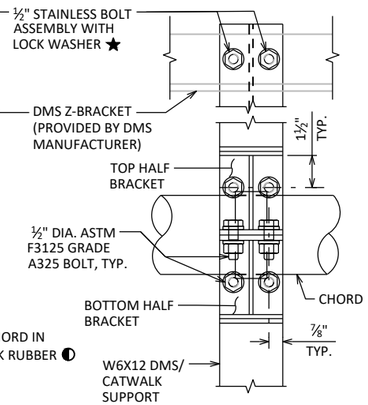
SECTION C-C

DMS WELDED PLATE CONNECTION DETAILS

TOP HALF OF BRACKET SHOWN, BOTTOM HALF SIMILAR.



DETAIL 2

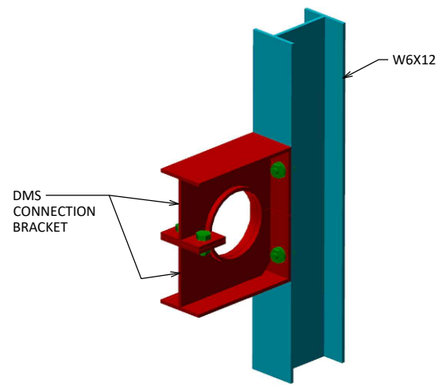


SECTION A-A

CHORD "OD"	"X"	"Y"
5.000"	9 13/16"	10 1/16"
5.563"	10⅜"	10⅝"

TYPICAL DMS CONNECTION

◐ NEOPRENE, GRADE 45±5, OTHERWISE MEETING THE REQUIREMENTS OF STD. SPEC. 506.2.6.1



3-D VIEW OF DMS CONNECTION

CHORD NOT SHOW FOR CLARITY

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

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4-CHORD TRUSS CANTILEVER CONNECTIONS 3

SHEET IV 527

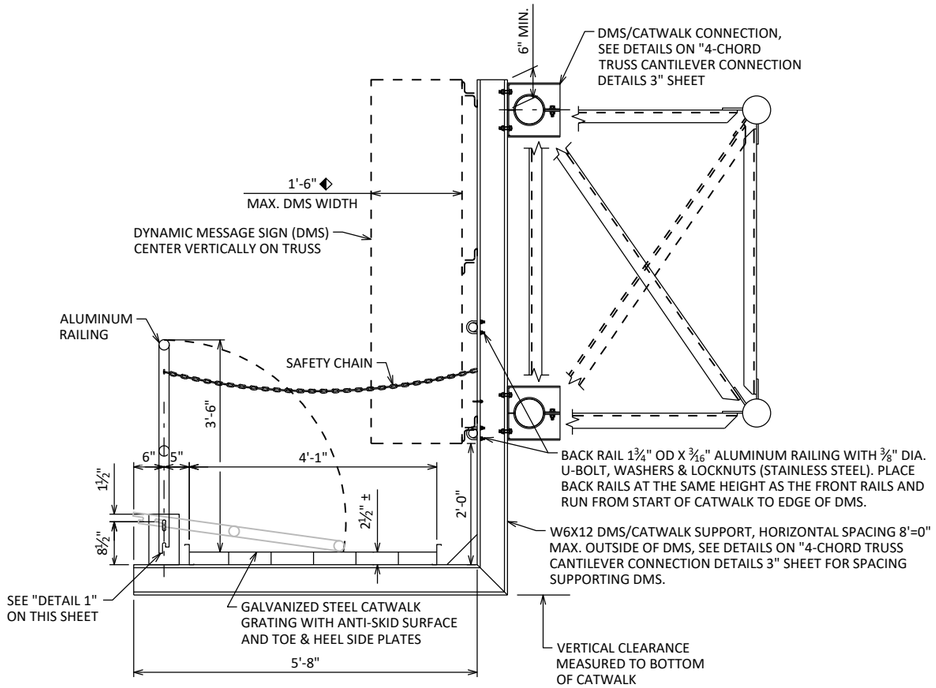
SCALE = 4.0

8

8

STATE PROJECT NUMBER

STANDARD

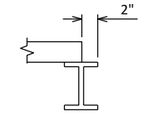


SECTION THRU WALKWAY

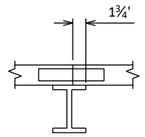
◆ DMS MAY BE RECTANGULAR OR TRAPEZOIDAL. IF DMS HAS A TRAPEZOIDAL SHAPE, THIS DIMENSION REPRESENTS THE AVERAGE WIDTH.

BACKRAIL SPLICE

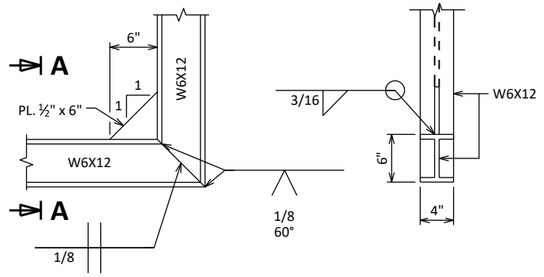
ONE SPLICE ALLOWED FOR LENGTHS OVER 30'-0"



CATWALK TERMINATION DETAIL

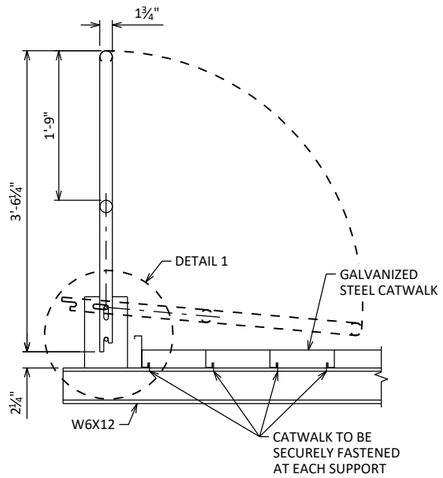


CATWALK SPLICE LOCATION DETAIL

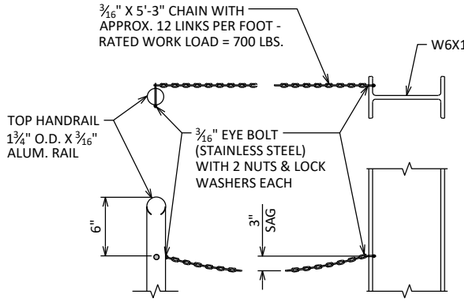


CATWALK BRACKET DETAIL

SECTION A-A

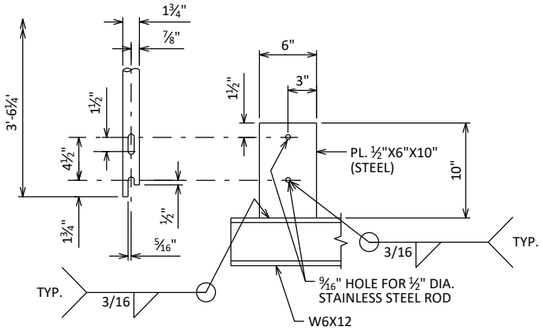


RAIL POST DETAIL

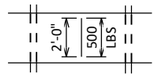


SAFETY CHAIN DETAIL

PROVIDE SAFETY CHAIN AT EACH END OF CATWALK

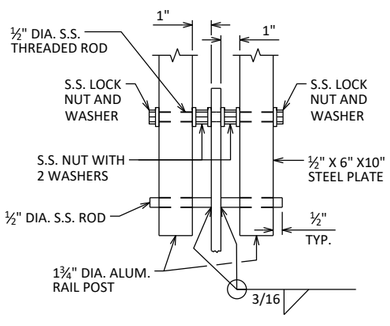


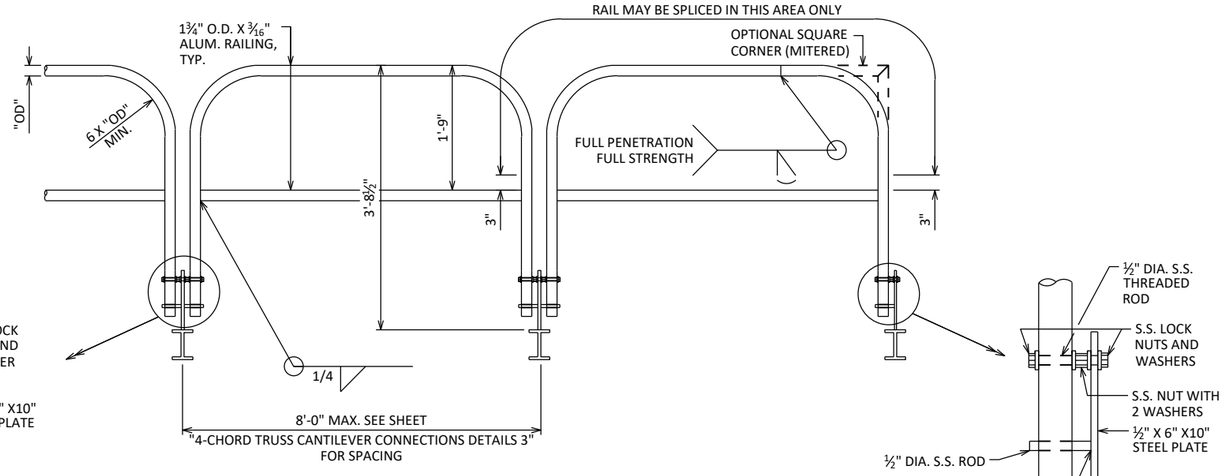
DETAIL 1



CATWALK LOADING DIAGRAM

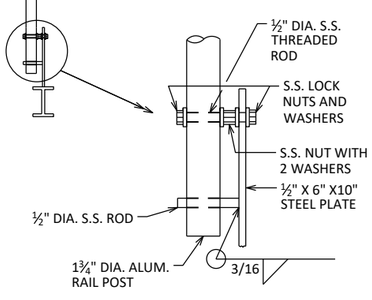
NOTE:
CATWALK GRATING SHALL MEET THE CURRENT AASHTO "LRFD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINAIRES, AND TRAFFIC SIGNALS" WITH 500 LB LIVE LOAD DISTRIBUTED OVER 2'-0" TRANSVERSELY - MAX. SPAN IS 8'-0". CATWALK SHALL ALSO MEET CURRENT OSHA STD'S FOR WALKING-WORKING SURFACES.





TYPICAL FRONT RAILING DETAILS

S.S. - STAINLESS STEEL



8

8

NO.	DATE	REVISION	BY

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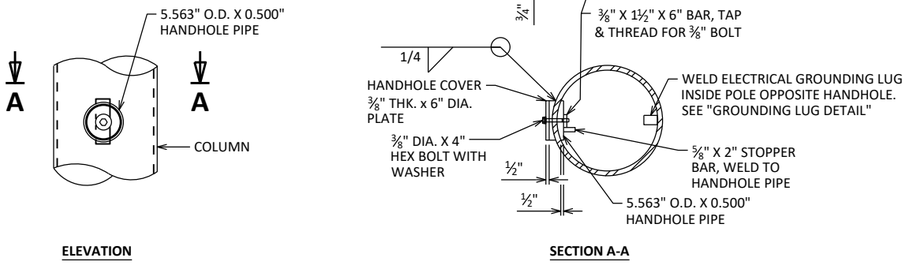
4-CHORD TRUSS CANTILEVER CATWALK DETAILS

SHEET V
528

SCALE = 2.5

STATE PROJECT NUMBER

STANDARD

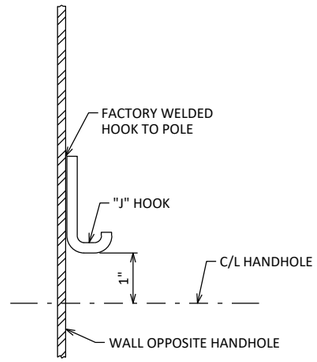


ELEVATION **SECTION A-A**

HANDHOLE DETAILS

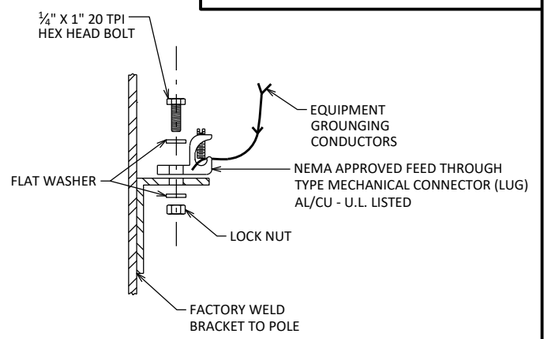
HANDHOLES SHALL BE LOCATED IN ONE COLUMN OF THE SIGN BRIDGE STRUCTURE IF ELECTRICALLY OPERATED DEVICES ARE INSTALLED ON/IN THE STRUCTURE. COLUMNS WITH HANDHOLES SHALL BE NEAR THE ELECTRICAL SERVICE. THE CONTRACTOR SHALL VERIFY THE LOCATION OF THE ELECTRICAL SERVICE ENTRANCE WITH THE REGION TRAFFIC SECTION PRIOR TO FABRICATION OF THE SIGN BRIDGE COLUMNS AND MEMBERS. CONDUIT (AS REQ'D.) SHALL BE LOCATED, PLACED AND SIZED AS SHOWN ON THE ELECTRICAL PLAN DETAIL SHEETS.

UNLESS OTHERWISE NOTED, ALL HANDHOLE ELEMENTS TO BE GALVANIZED PER THE WISDOT STANDARD SPECIFICATIONS.



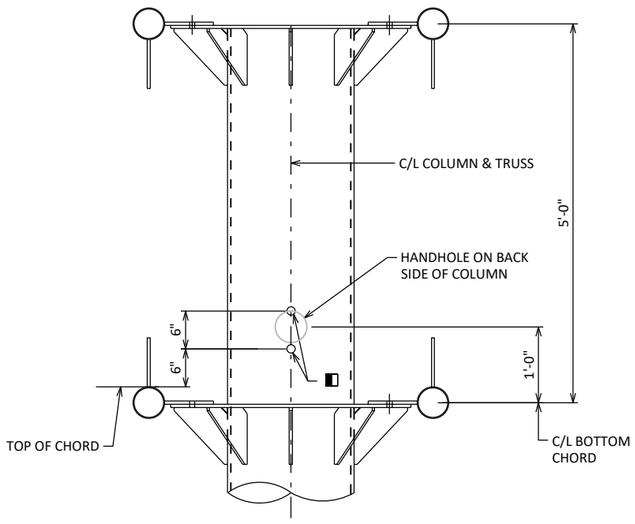
TYPICAL "J" HOOK LOCATION

THE "J" HOOK SHALL BE FACTORY WELDED TO THE INSIDE OF ALL COLUMNS CONTAINING ELECTRICAL WIRING. THE "J" HOOK SHALL BE ATTACHED ABOVE THE CENTERLINE OF THE UPPER HANDHOLE AND MOUNTED DIRECTLY OPPOSITE THE HANDHOLE AS SHOWN IN THE DRAWING.



GROUNDING LUG DETAIL

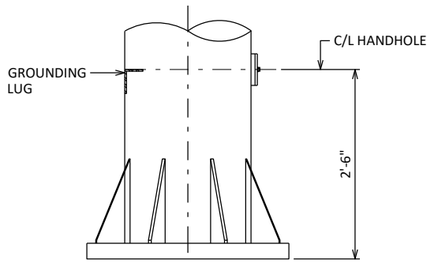
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



CONDUIT HOLE LOCATIONS

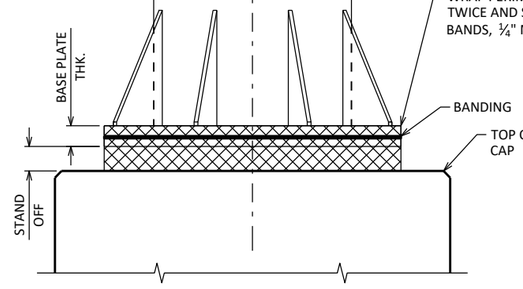
LOOKING AT INSIDE FACE OF COLUMN

◧ 2" HOLE WITH STANDARD PIPE THREADS, USE THREADED CONDUIT PLUG FOR UNUSED HOLES



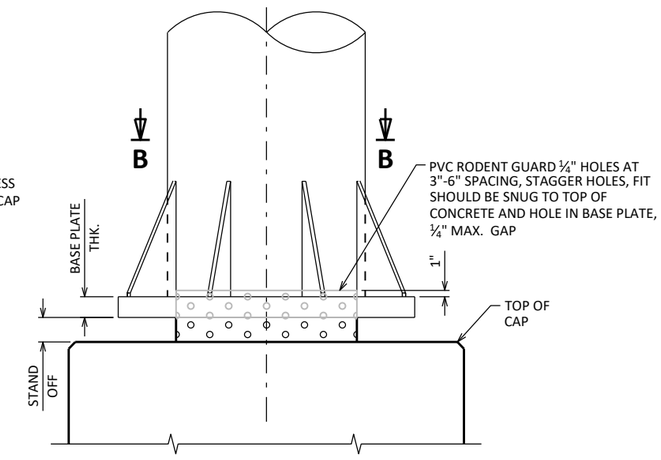
GROUNDING LUG LOCATION

LOOKING AT INSIDE F.F. OF STRUCTURE



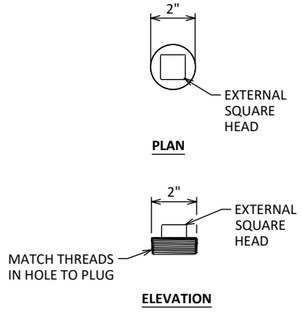
RODENT SCREEN

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN

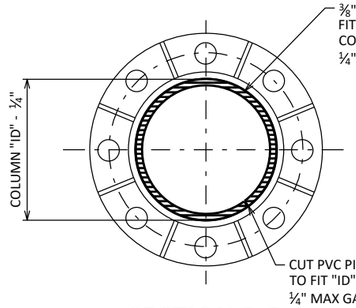


RODENT SCREEN - ALTERNATE

ONLY REQ'D WHEN ELECTRICAL DEVICES ARE PRESENT
ANCHOR RODS NOT SHOWN



CONDUIT PLUG DETAILS



SECTION B-B

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: JAN. 2023

DRAWN BY BOS | PLANS CK'D BOS

4-CHORD TRUSS CANTILEVER ELECTRICAL DETAILS

SHEET VI
529

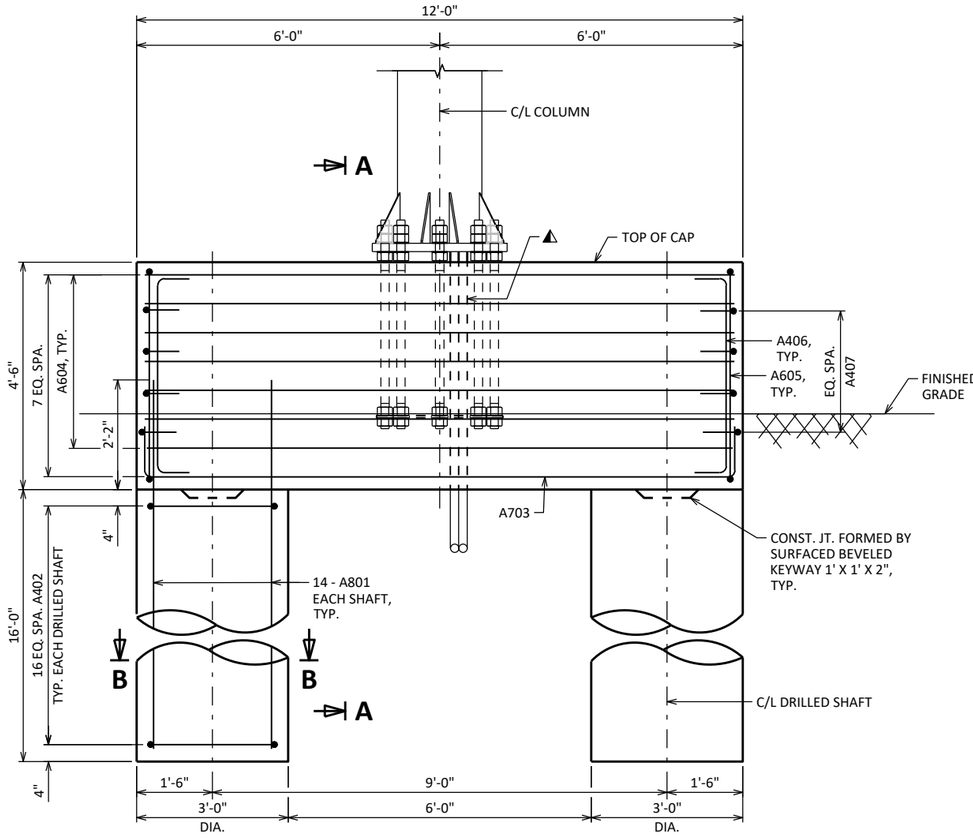
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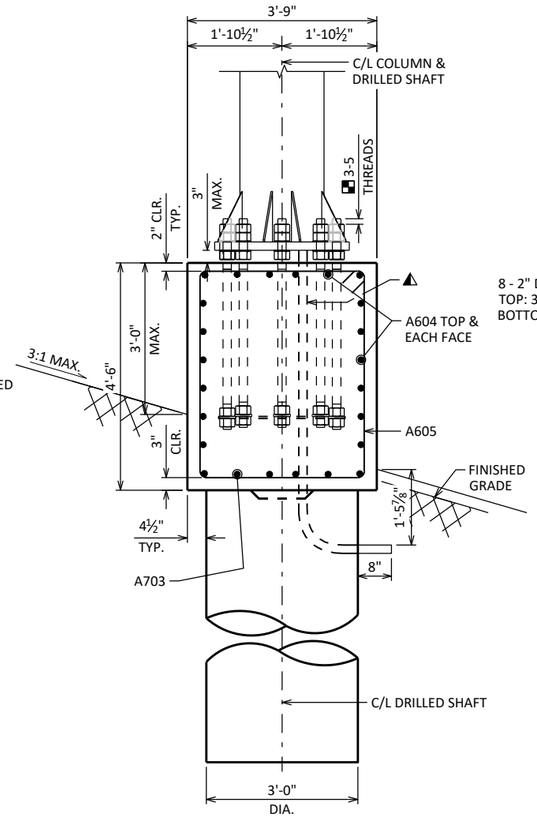
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STATE PROJECT NUMBER

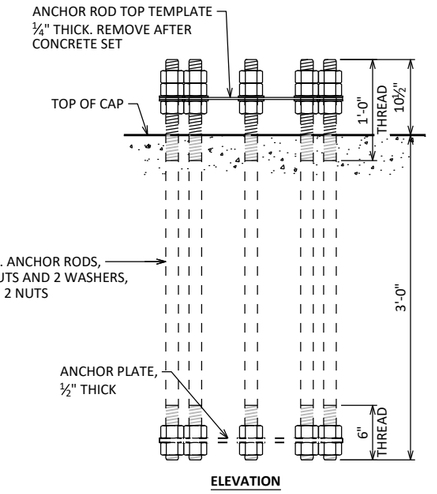
STANDARD



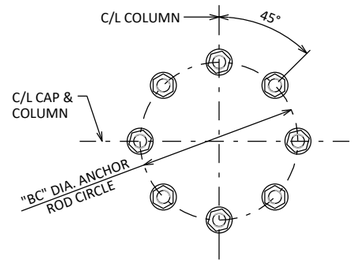
ELEVATION



SECTION A-A



ELEVATION

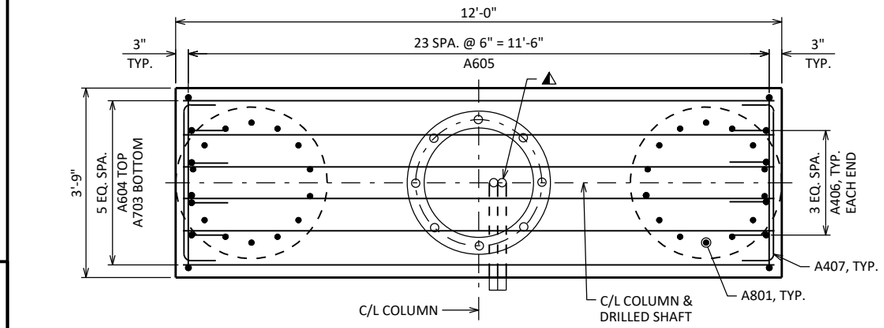


PLAN

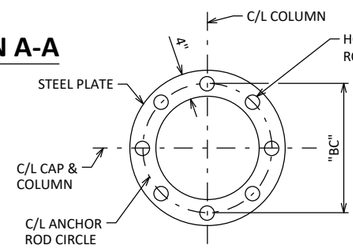
ANCHOR ROD ASSEMBLY DETAILS

SINGLE ANCHOR ASSEMBLY SHOWN, 8 ANCHOR RODS PER ASSEMBLY

CENTER ANCHOR ROD ASSEMBLY AND MAKE SURE IT IS PLUMB. MAINTAIN ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE AS DETAILED. ANCHOR ROD ASSEMBLY SHALL BE RIGIDLY SECURED IN POSITION DURING AND AFTER CONCRETE PLACEMENT. DO NOT WELD THE ANCHORS.

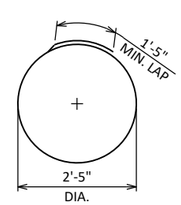


PLAN

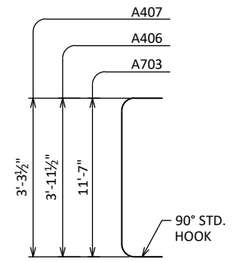


ANCHOR PLATE/ TOP TEMPLATE

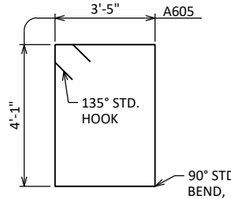
STANDARD DESIGN TYPE	"BC"
I	2'-2"
II	2'-6"



A402



A703, A406, A407



A605

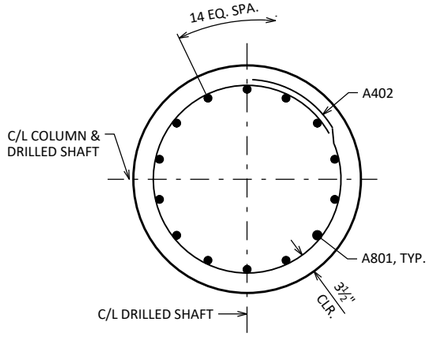
LEGEND

- ANCHOR ROD STICK OUT IN FINAL CONDITION. EXCESSIVE STICK OUT BEYOND DIMENSION SHOWN TO BE CUT OFF AFTER PLACING STRUCTURE. ANCHORS TO BE ULTRASONIC TESTED TO DETERMINE EMBEDDED LENGTH MEETS REQUIREMENTS PRIOR TO CUTTING. NOTE REMAINING LENGTH ON AS-BUILT.
- ⚠ 2 - 2" DIA. NON-METALLIC CONDUITS. INSTALL ONLY WITH DMS. EXTEND CONDUITS AS SHOWN AND CAP OR SEAL EACH END WITH A SUITABLE REMOVABLE PLUG. PLACE CONDUITS UNDER COLUMN ADJACENT TO DMS. CONDUITS INCIDENTAL TO THE FOUNDATION BID ITEMS.

ESTIMATED QUANTITIES - FOUNDATION

STANDARD DESIGN TYPE	CONCRETE MASONRY	STEEL REINFORCEMENT HS	STEEL REINFORCEMENT HS COATED	ANCHOR ASSEMBLY 2-INCH	FOUNDATION DRILLING 36" DIA.
	(CY)	(LBS)	(LBS)	(EACH)	(LF)
I/II	15.9	1,550	1,100	1	32

✶✶ QUANTITIES ARE FOR INFORMATION ONLY AND ARE BASED ON STANDARD STRUCTURE DIMENSIONS.



SECTION B-B

TYPICAL FOR EACH DRILLED SHAFT FOOTING

BILL OF BARS - STANDARD DESIGN TYPE I OR II

NOTE: THE FIRST OR FIRST TWO DIGITS OF THE BAR MARK SIGNIFIES THE BAR SIZE.

BAR MARK	COAT	NO. REQ'D.	LENGTH	BENT	BAR SERIES	LOCATION
A801		28	18'-0"			DRILLED SHAFT - VERTICAL
A402		34	9'-1"	X		DRILLED SHAFT - HORIZONTAL
A703	X	6	13'-7"	X		CAP - LONGITUDINAL - BOTTOM
A604	X	18	11'-8"			CAP - LONGITUDINAL - TOP & SIDES
A605	X	24	15'-10"	X		CAP - STIRRUP
A406	X	8	4'-7"	X		CAP - VERTICAL - EACH END
A407	X	8	3'-11"	X		CAP - HORIZONTAL - EACH END

NO.	DATE	REVISION	BY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STRUCTURES DESIGN SECTION

UPDATED: OCT. 2024

DRAWN BY BOS | PLANS CK'D BOS

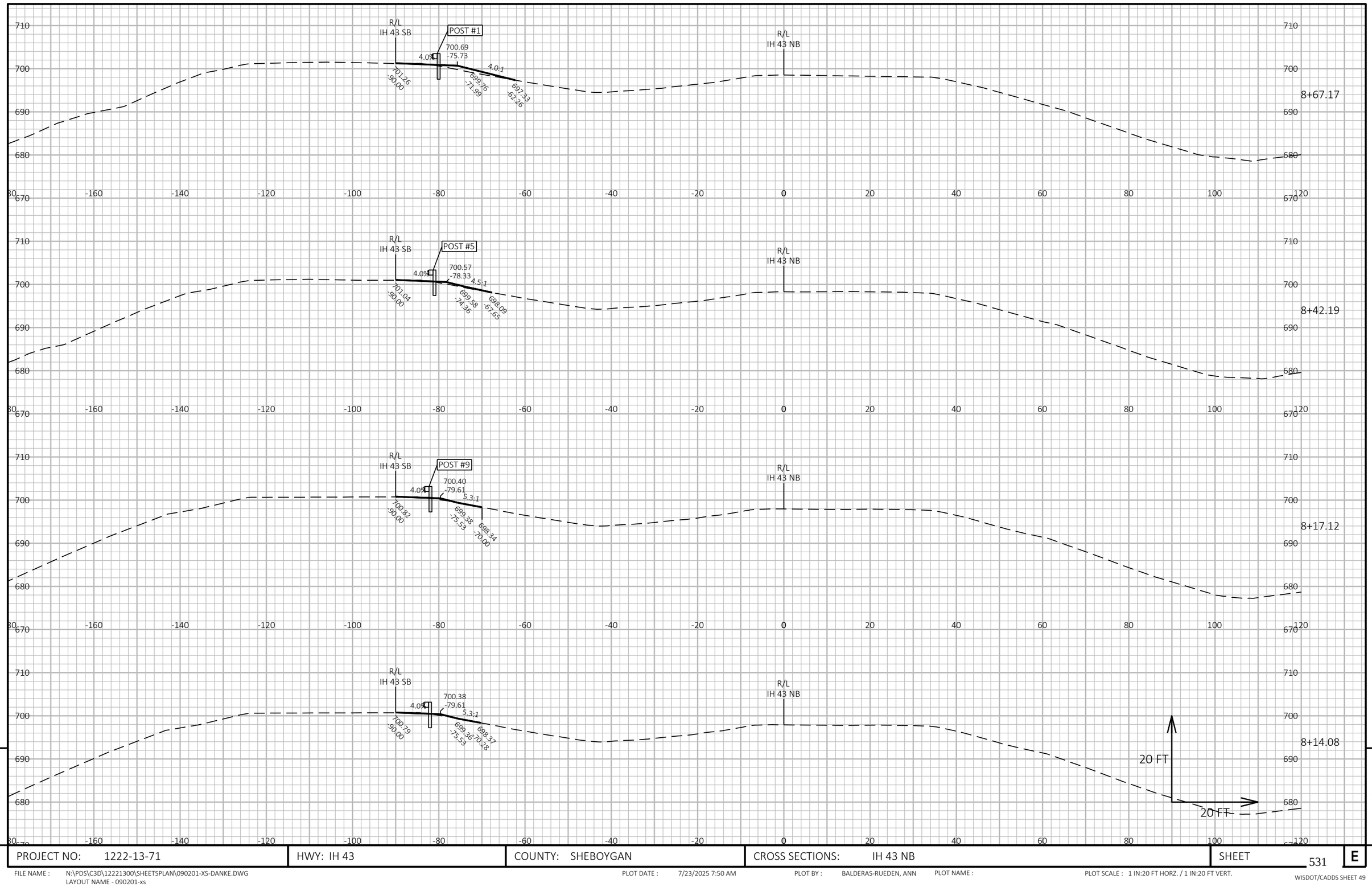
4-CHORD TRUSS CANTILEVER FOUNDATIONS

SHEET VII
530

SCALE = 3.0

8

8



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 531	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090201-xs

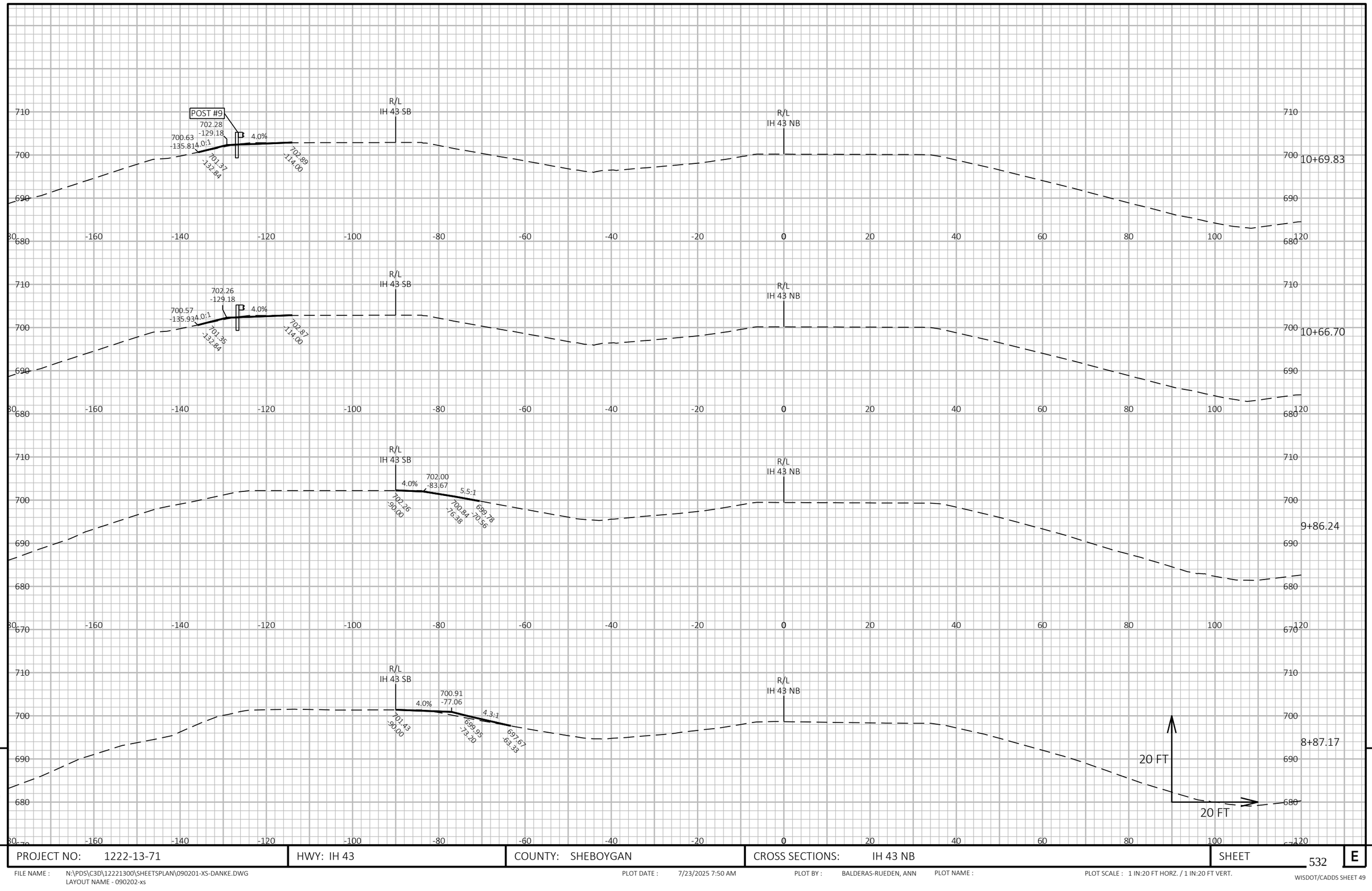
PLOT DATE : 7/23/2025 7:50 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

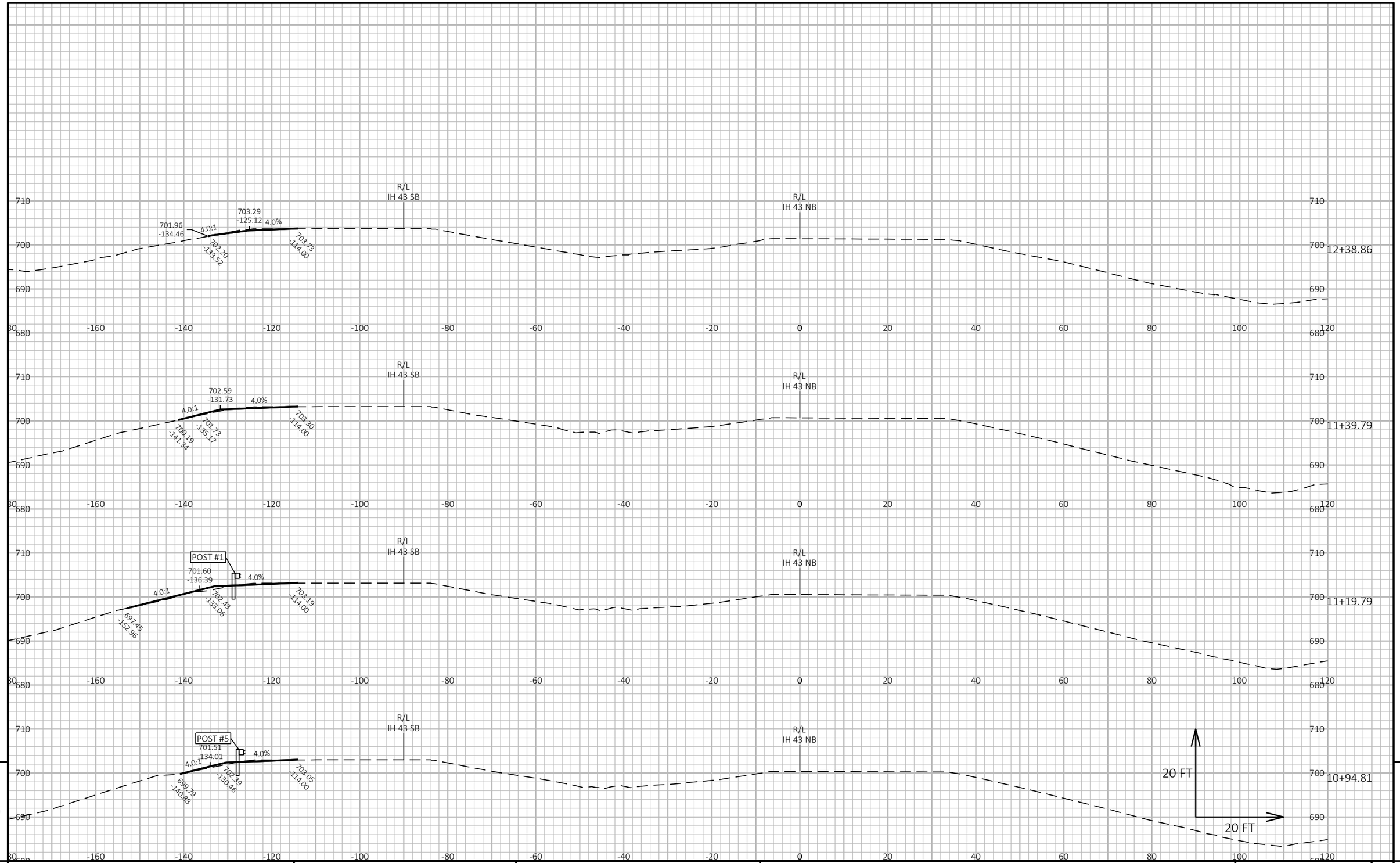
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 532	E

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LAYOUT NAME - 090202-xs

PLOT DATE : 7/23/2025 7:50 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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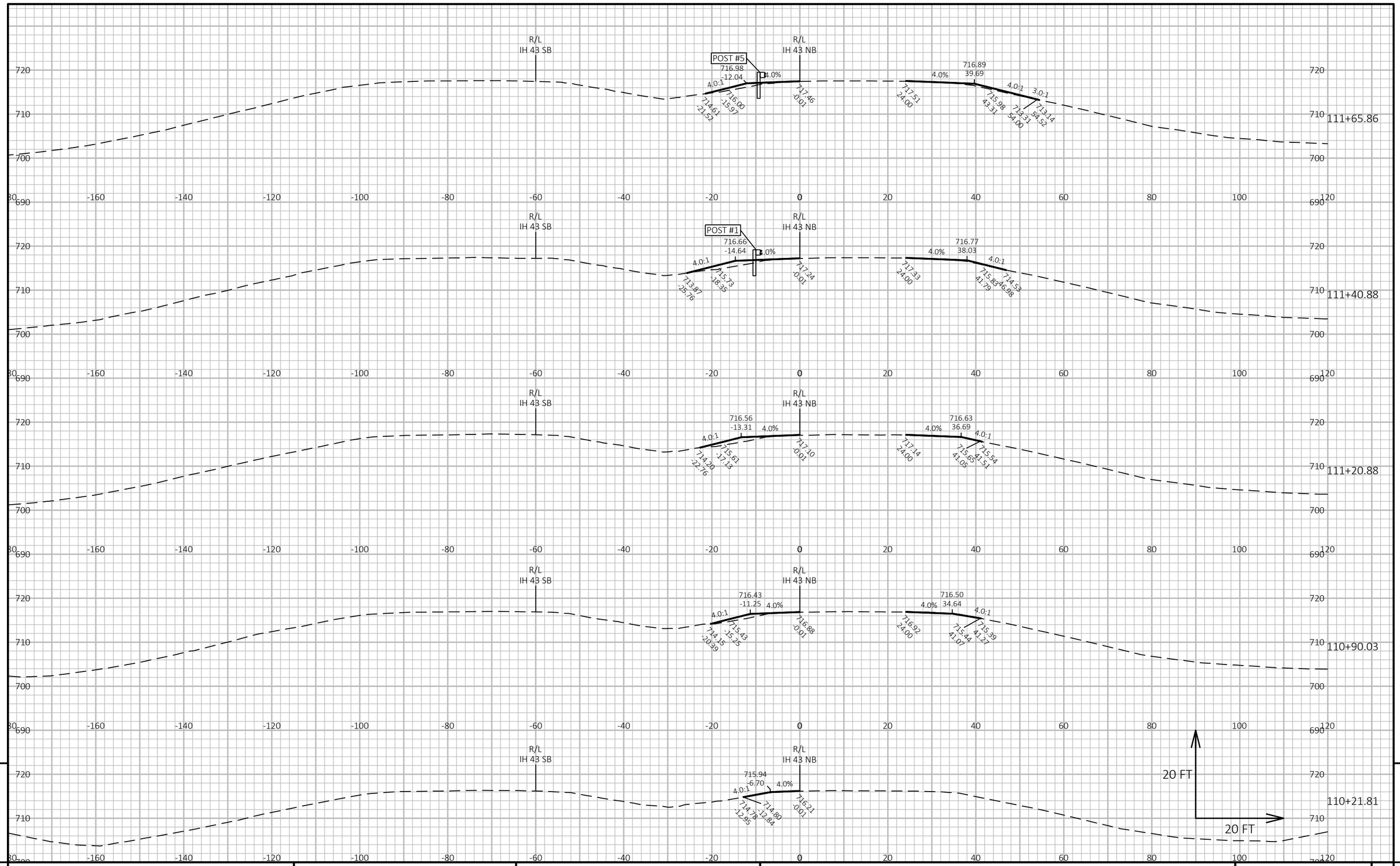
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 533	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090203-xs

PLOT DATE : 7/23/2025 7:51 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

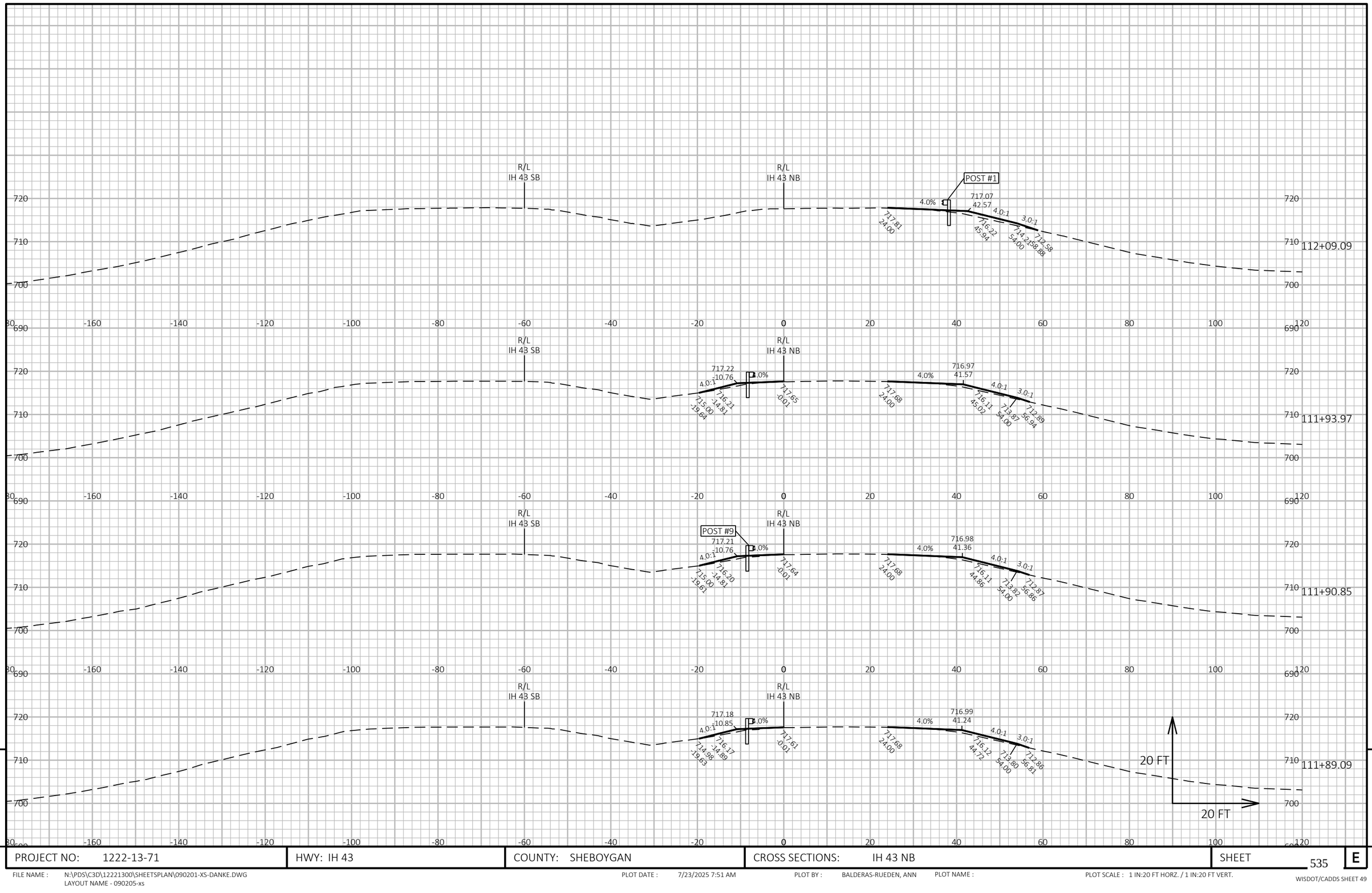
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LAYOUT NAME - 090204-xs

PLOT DATE : 7/23/2025 7:51 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 535	E

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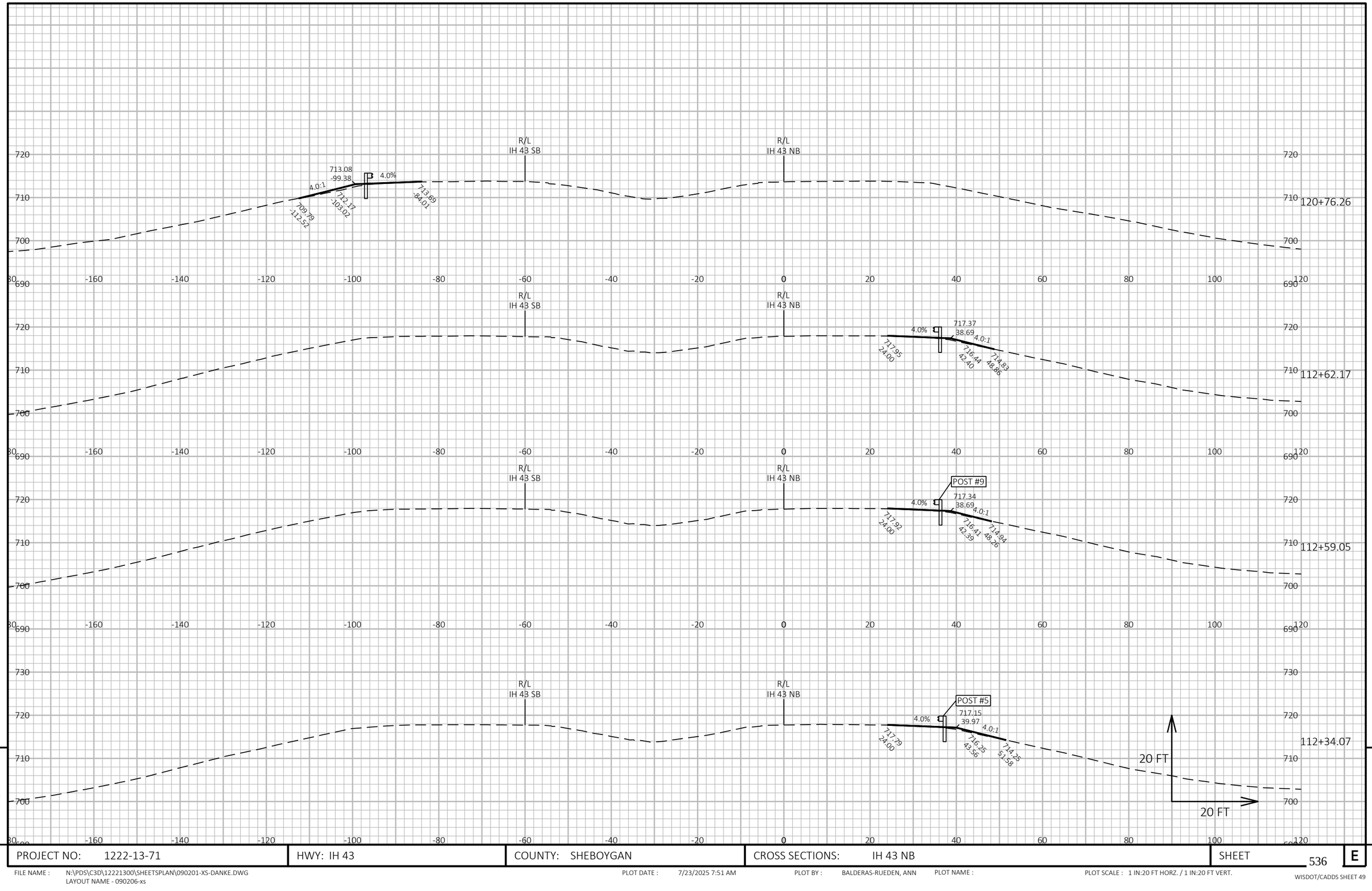
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

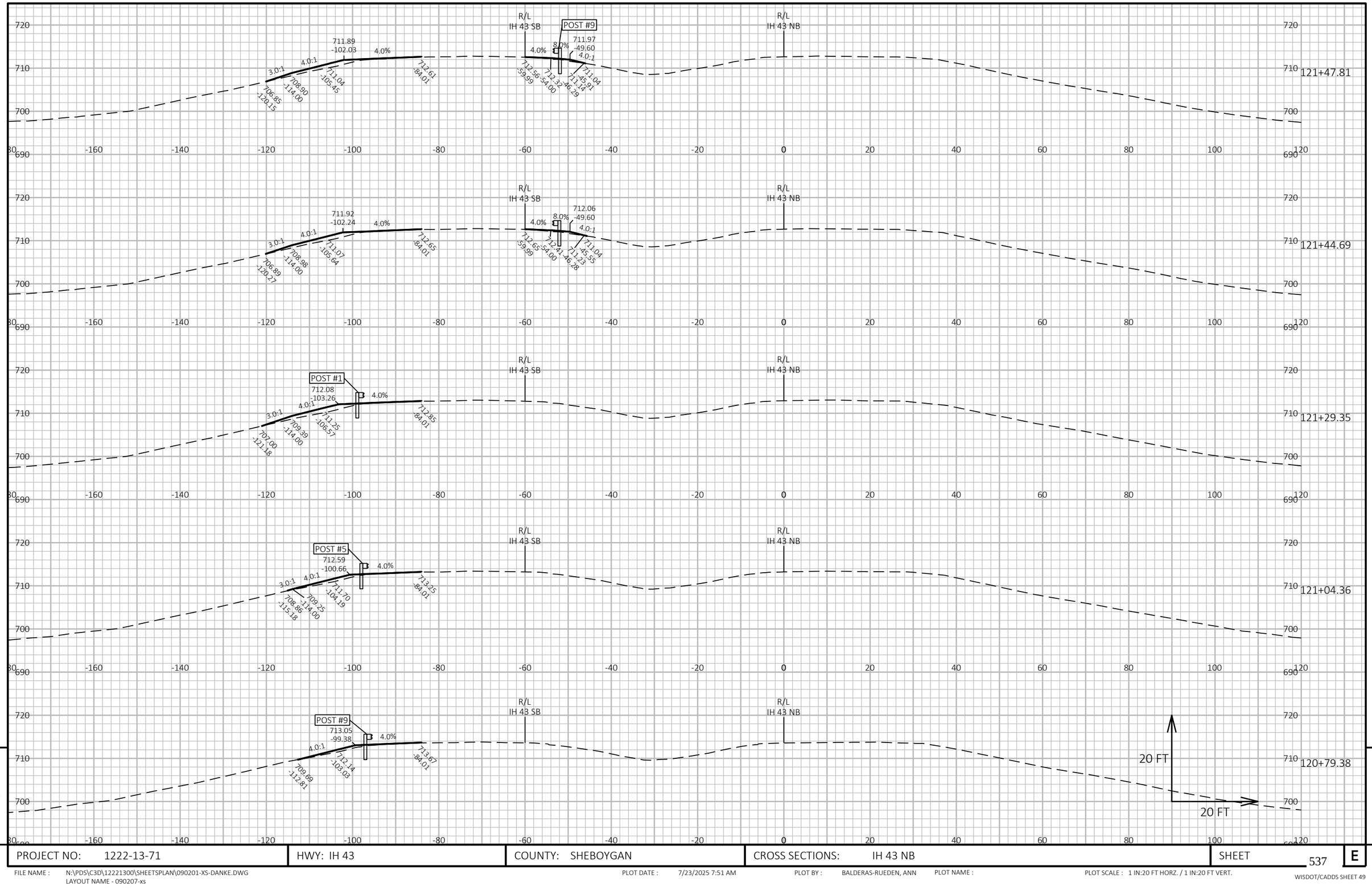


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 536	E

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LAYOUT NAME - 090206-xs

PLOT DATE : 7/23/2025 7:51 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

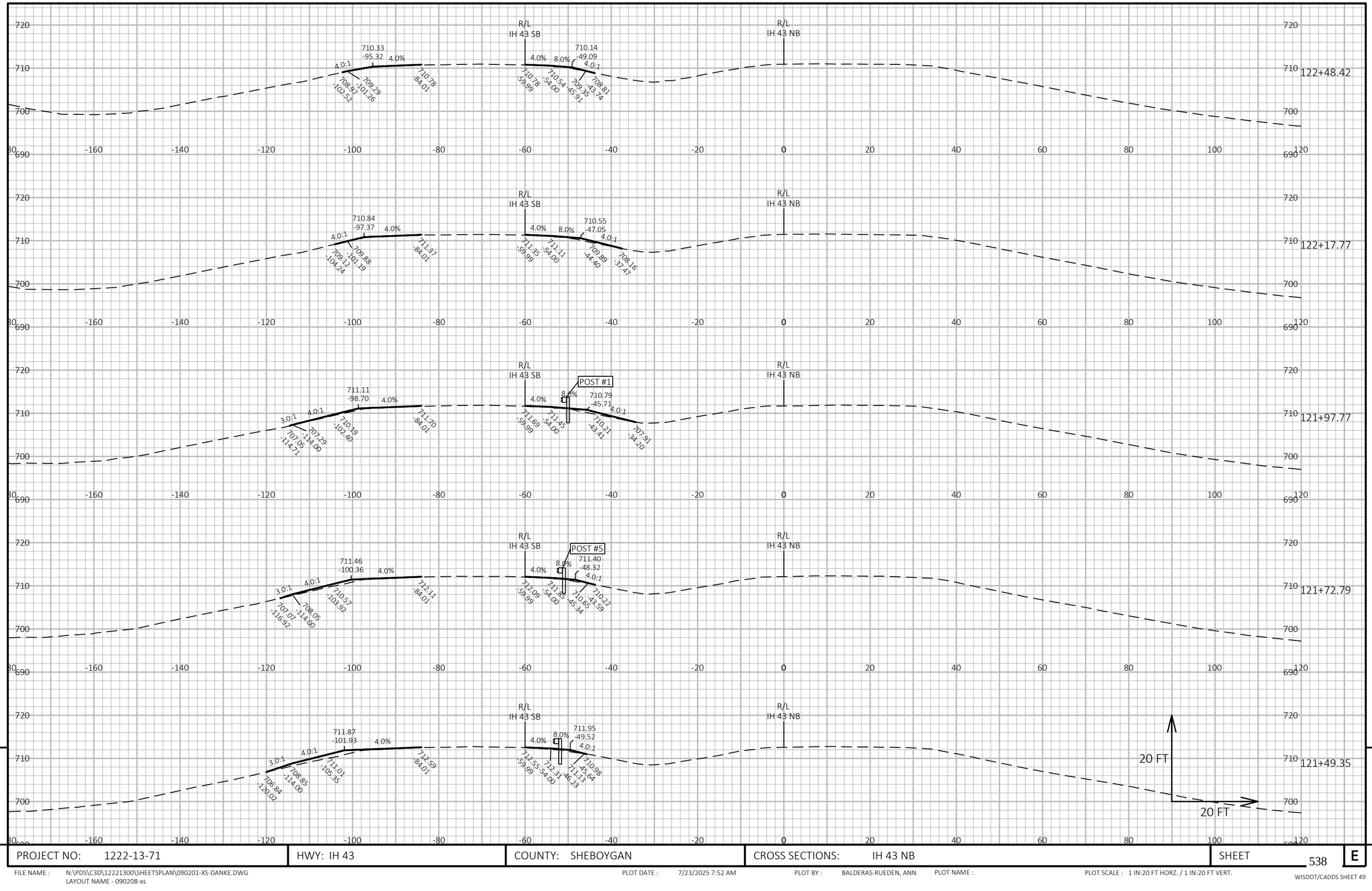
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 537	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
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WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 538	E

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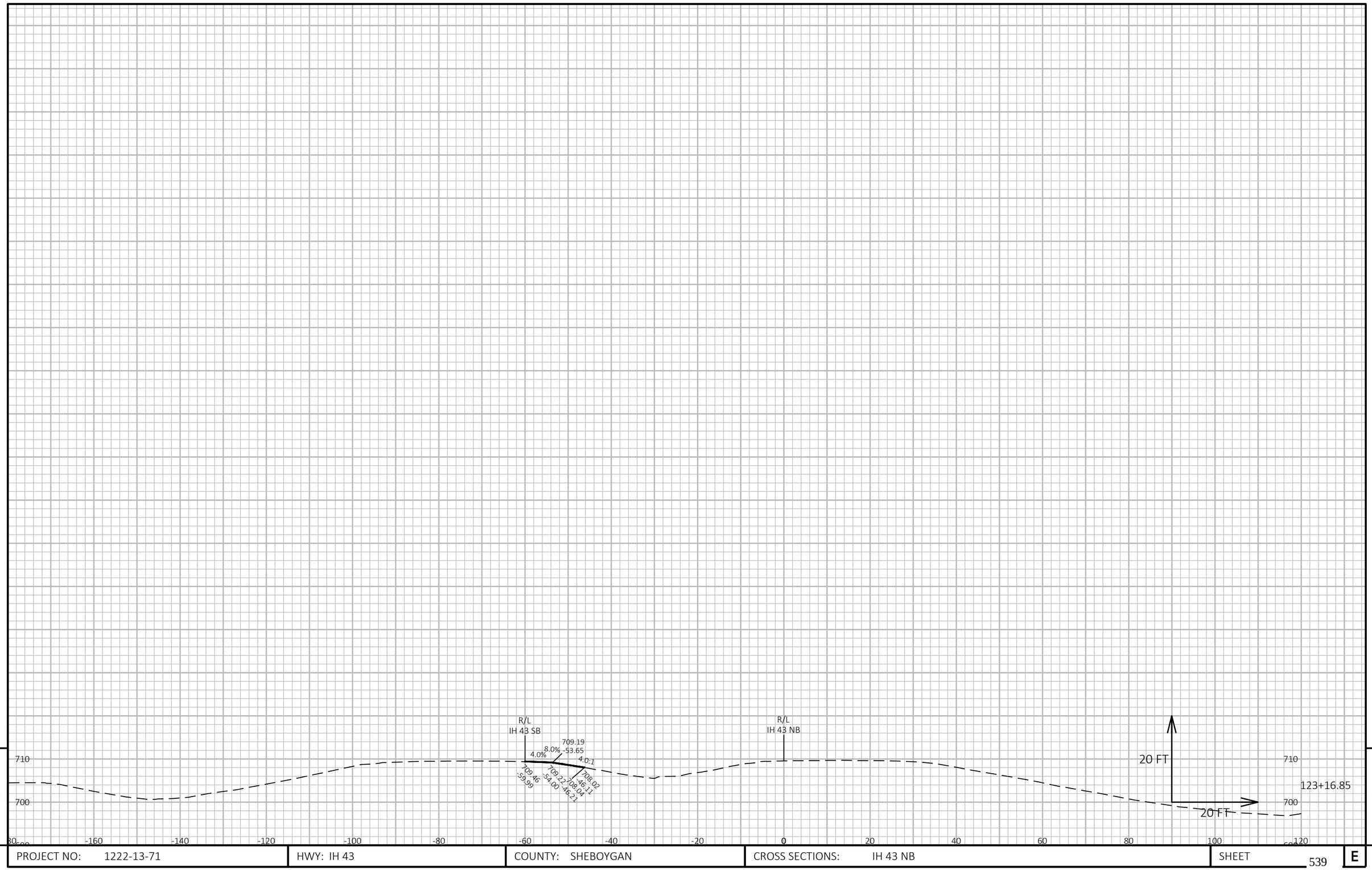
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



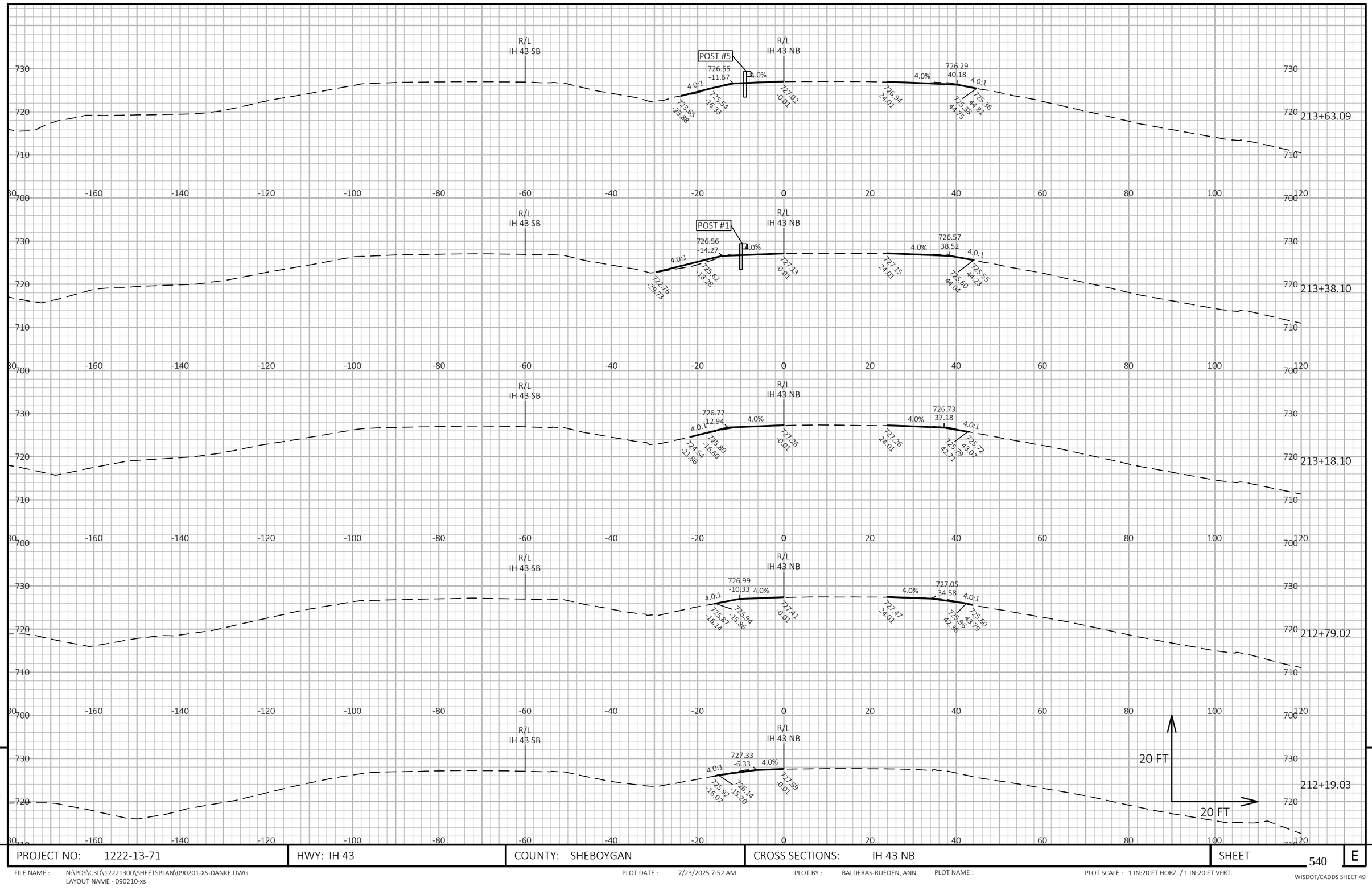
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 539	E

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LAYOUT NAME - 090209-xs

PLOT DATE : 7/23/2025 7:52 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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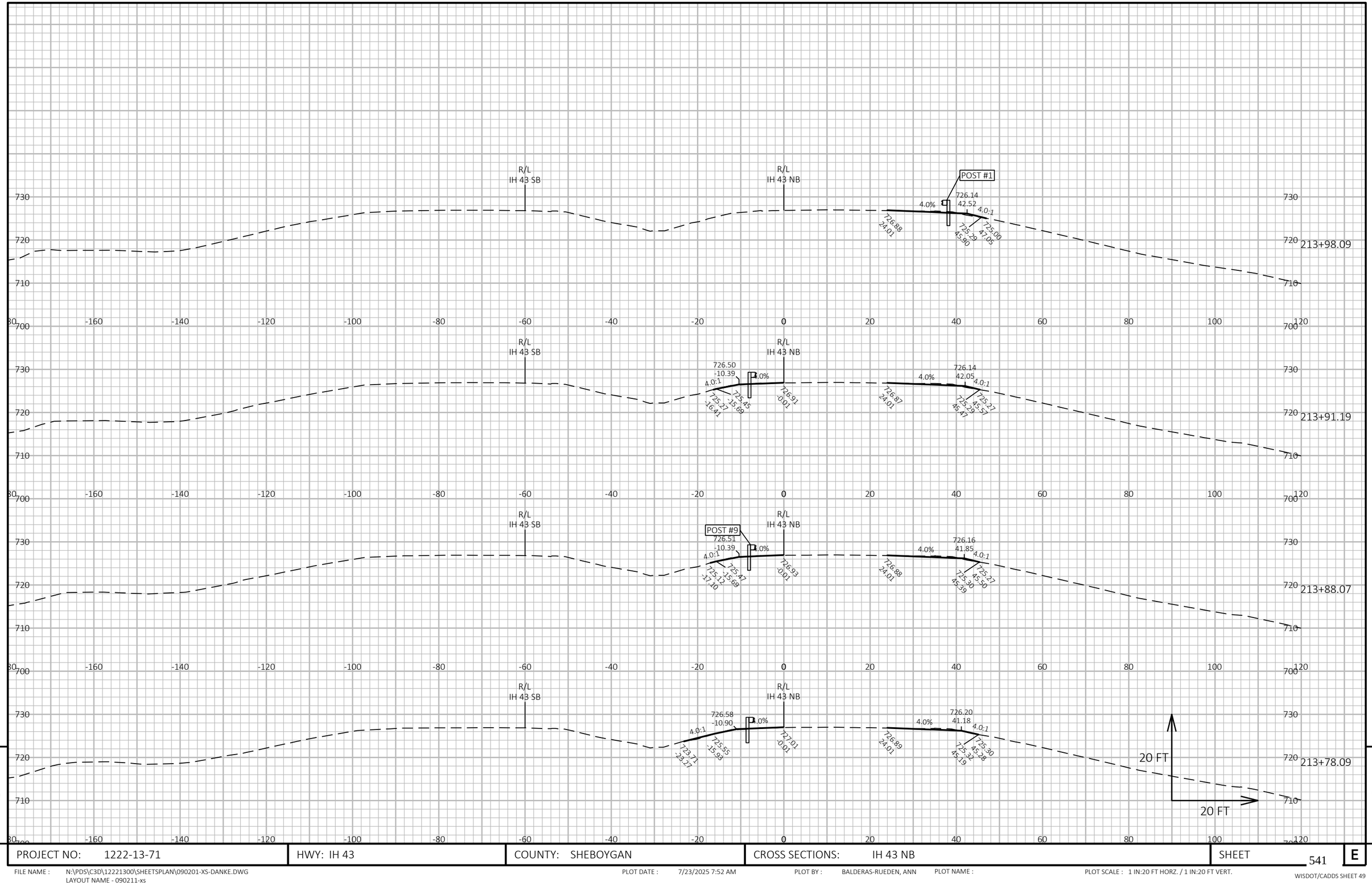
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LAYOUT NAME - 090210-xs

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WISDOT/CADDS SHEET 49



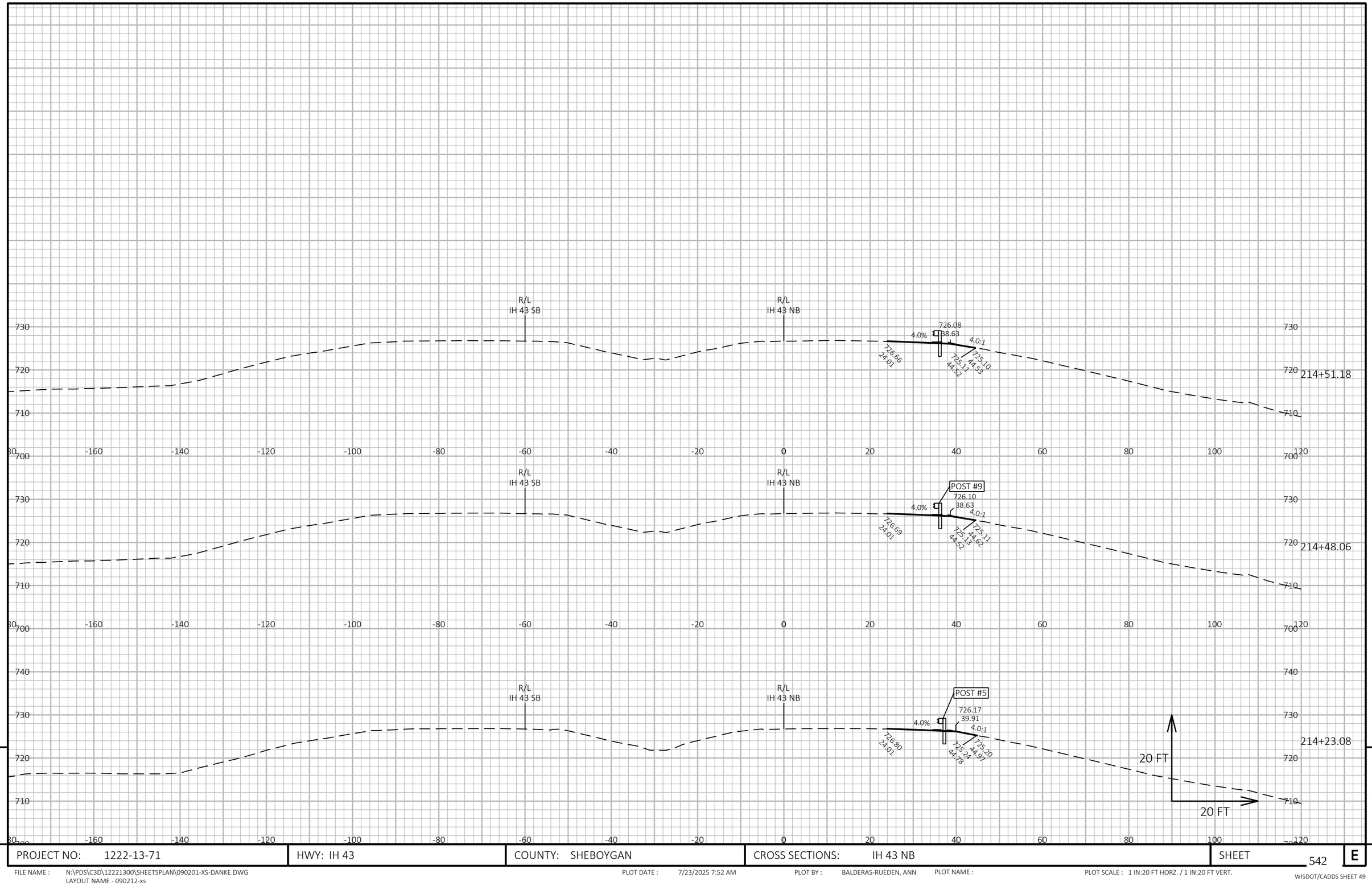
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 541	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090211-xs

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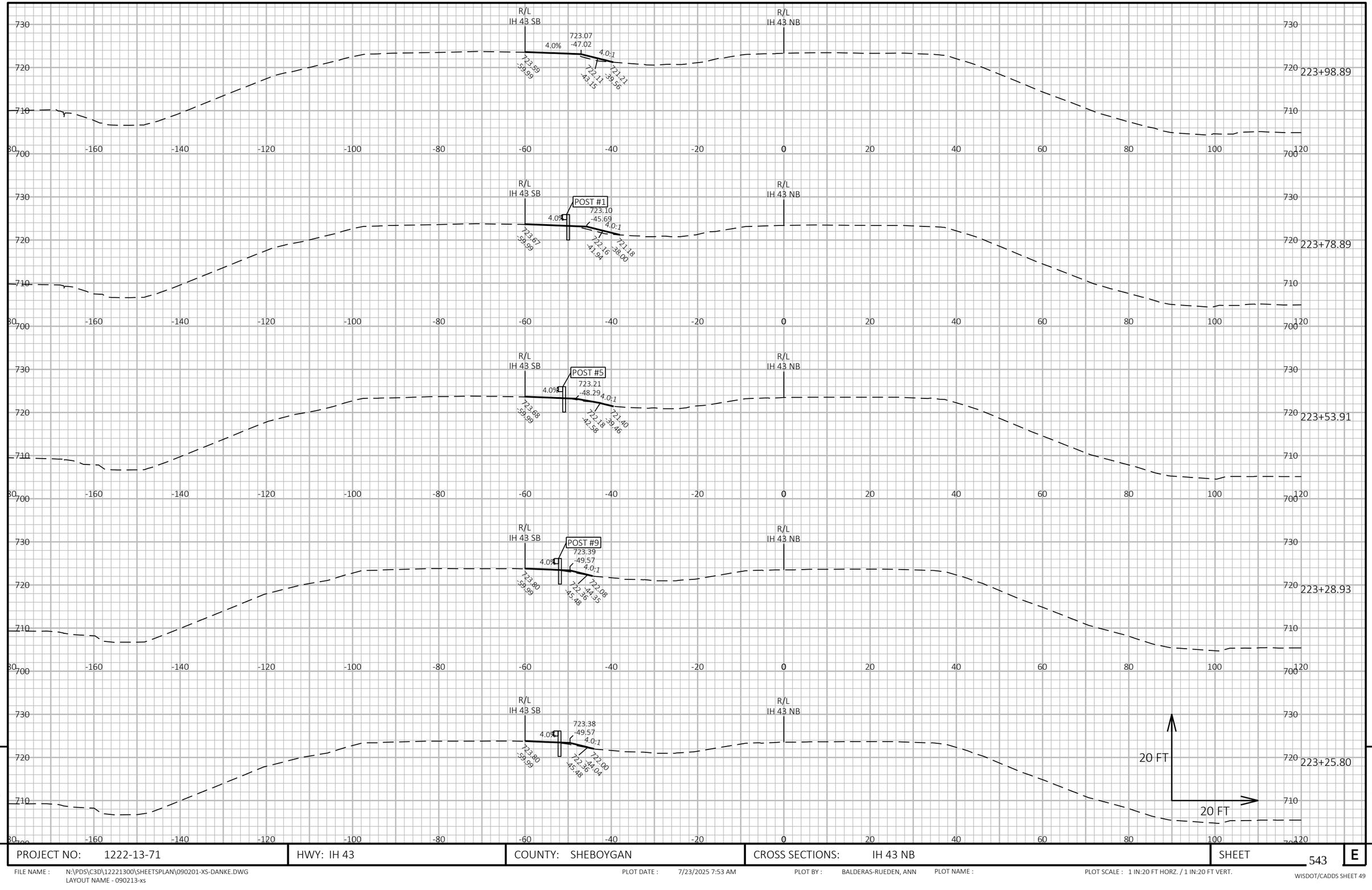


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 542	E

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WISDOT/CADDS SHEET 49



9

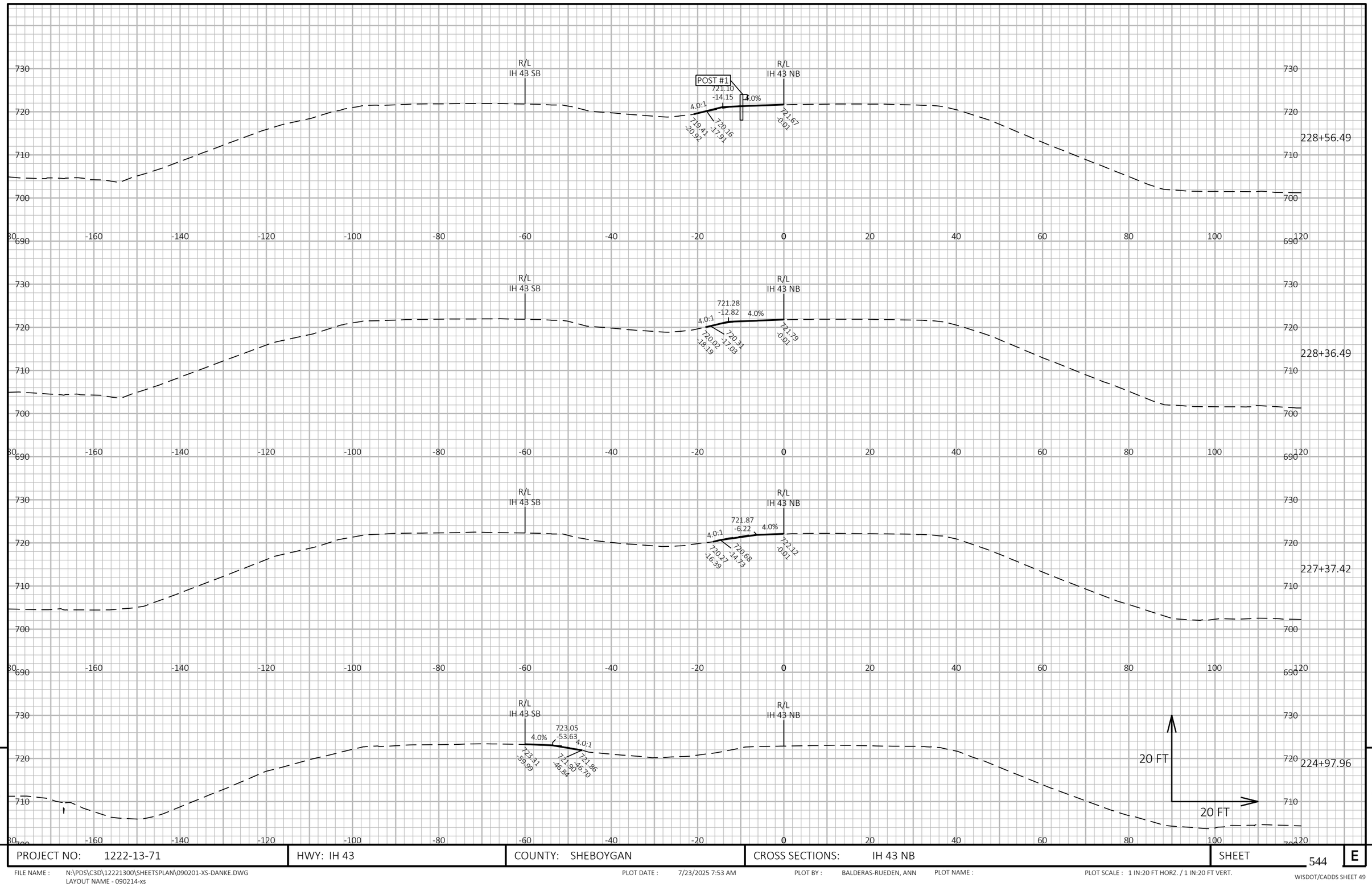
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 543	E

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PLOT DATE : 7/23/2025 7:53 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

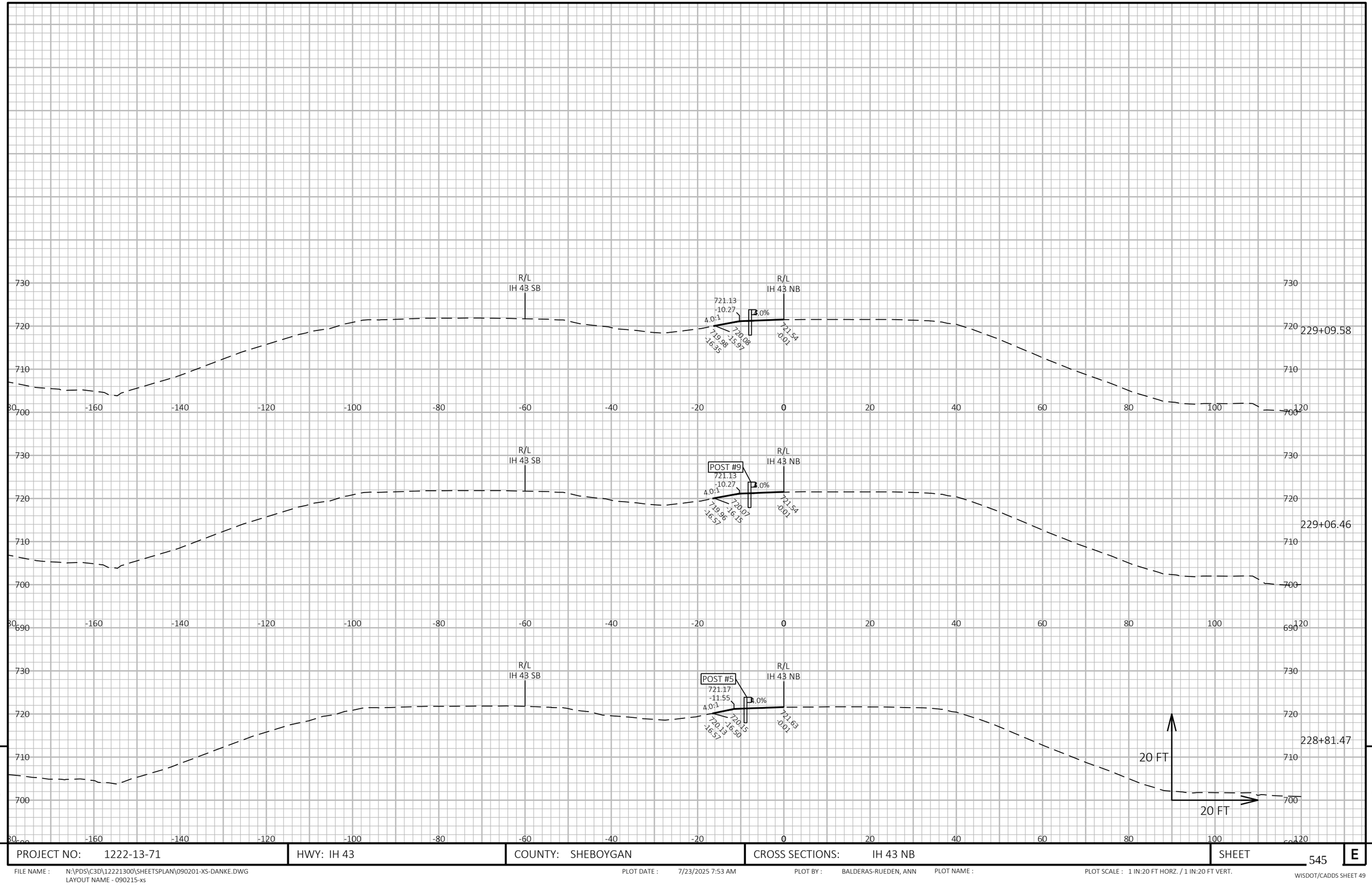


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 544	E

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LAYOUT NAME - 090214-xs

PLOT DATE : 7/23/2025 7:53 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 545	E

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LAYOUT NAME - 090215-xs

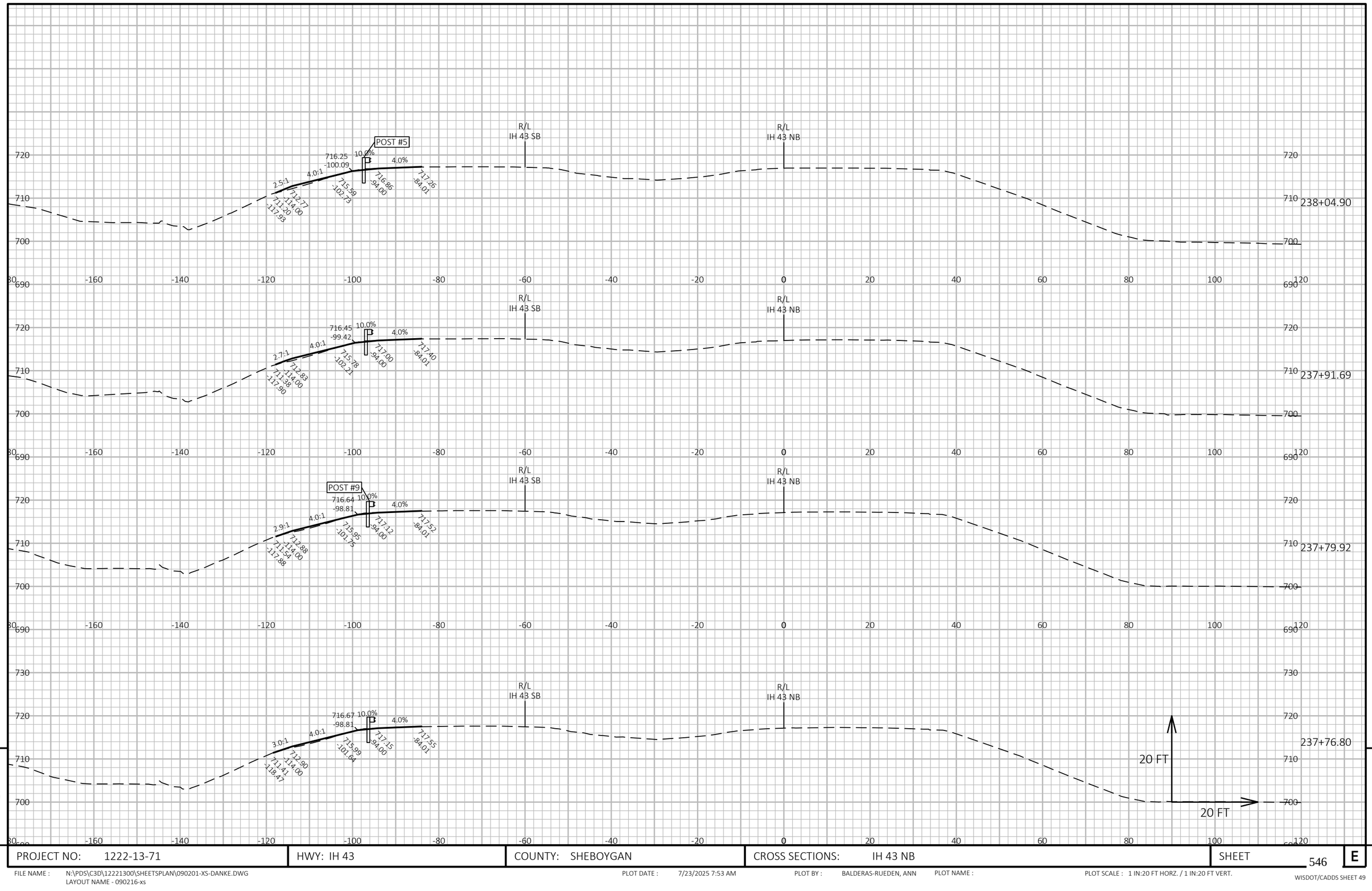
PLOT DATE : 7/23/2025 7:53 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 546 E

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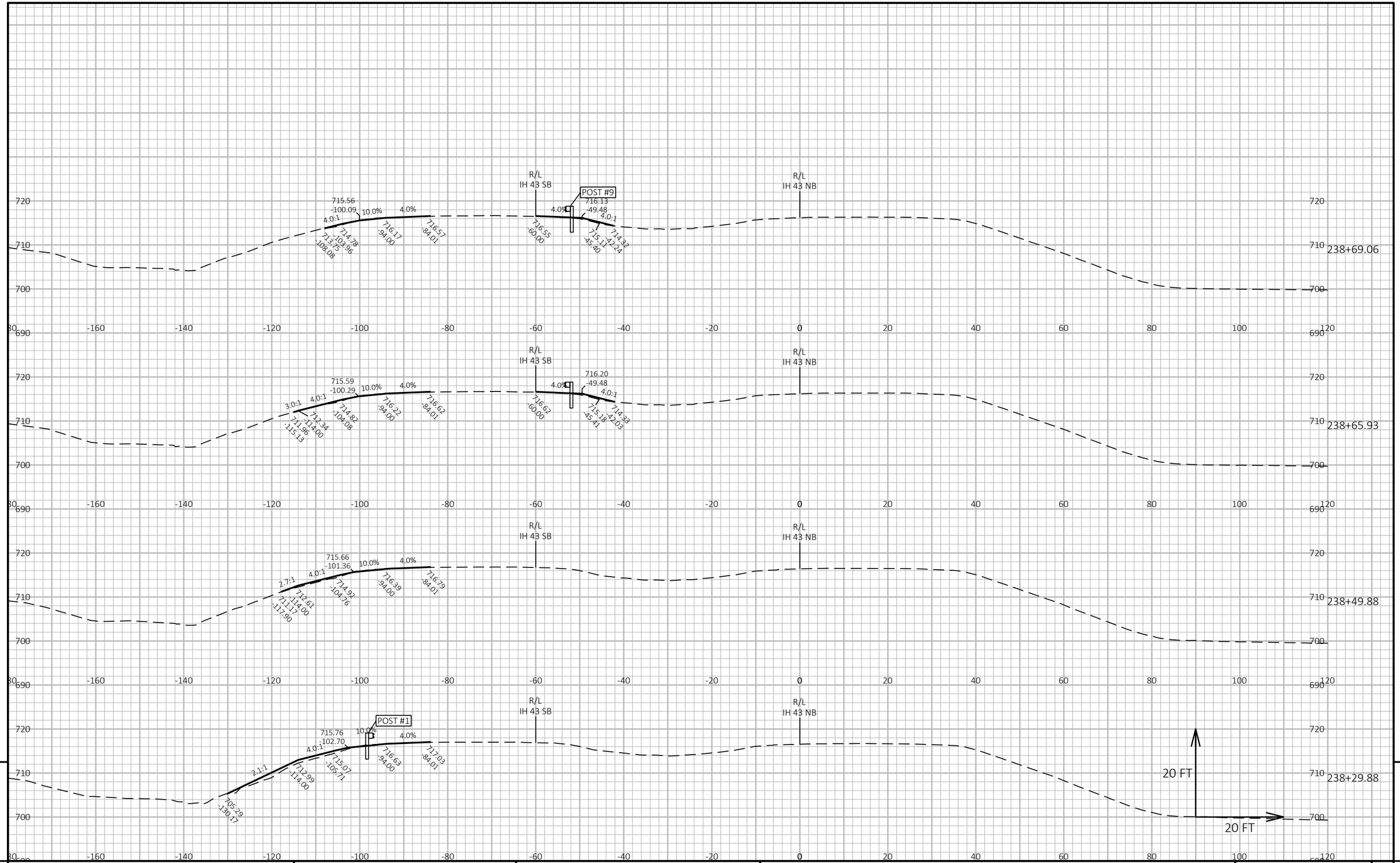
PLOT DATE : 7/23/2025 7:53 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 547	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090217-xs

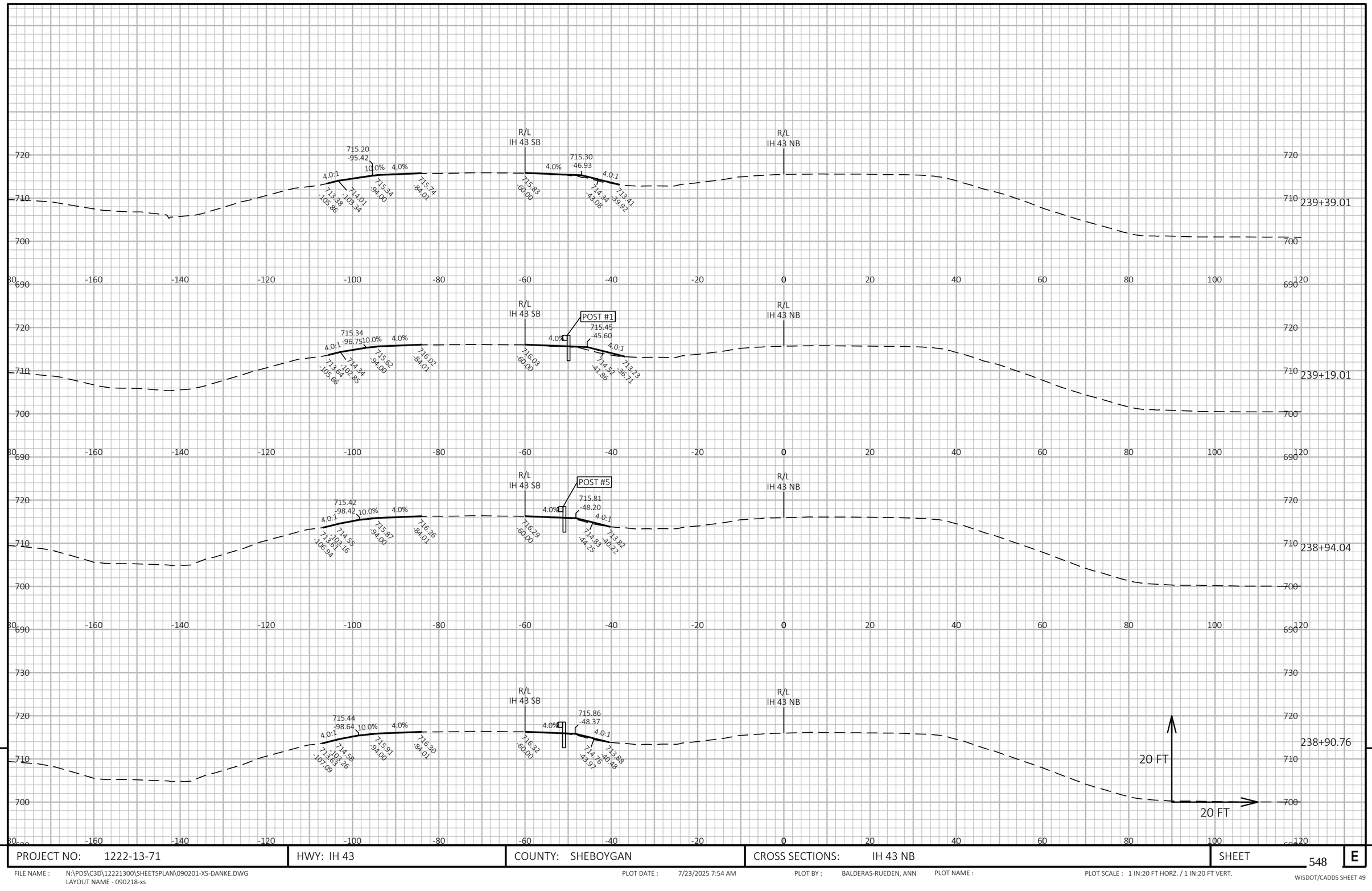
PLOT DATE : 7/23/2025 7:53 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

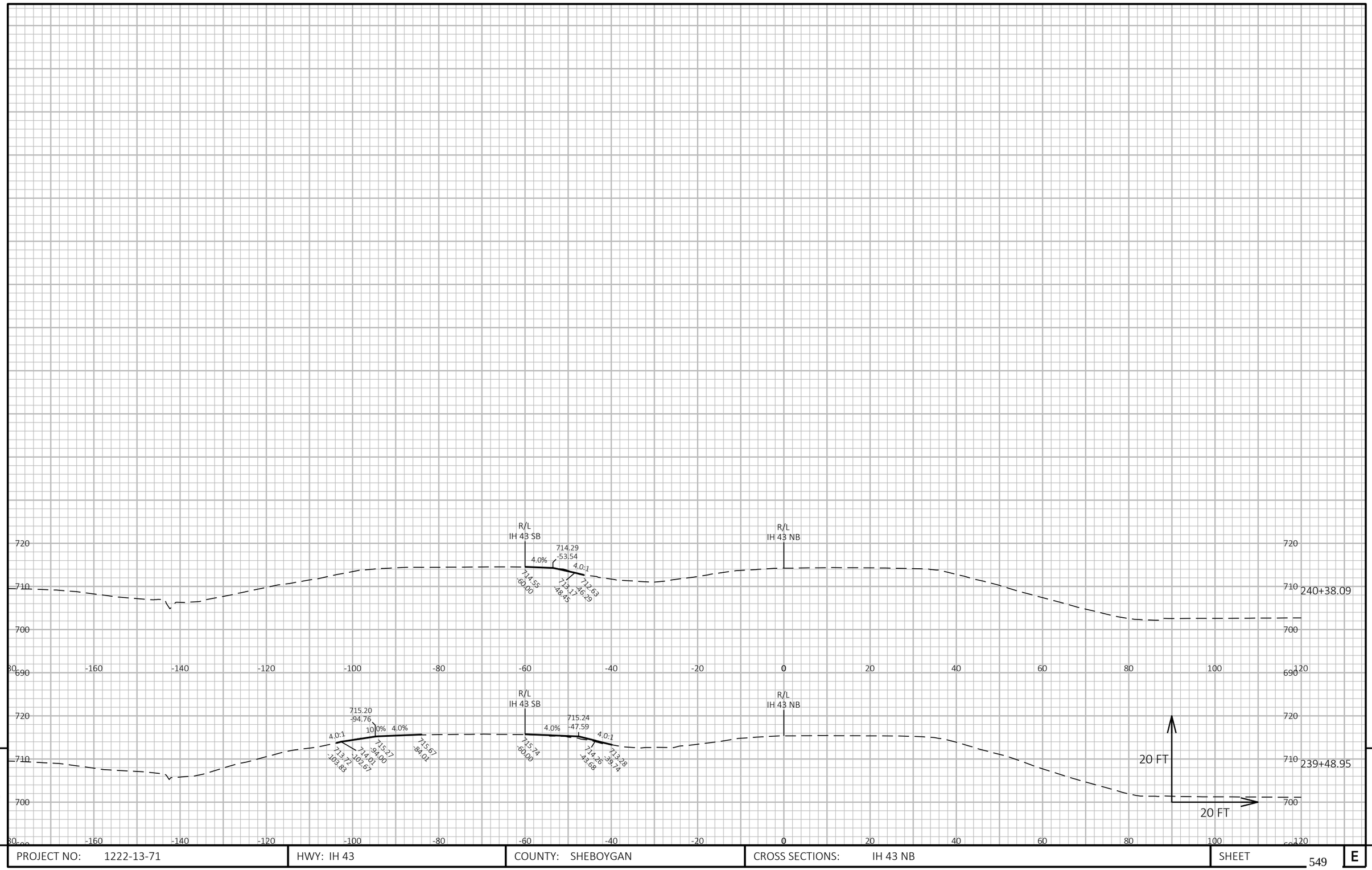


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 548	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090218-xs

PLOT DATE : 7/23/2025 7:54 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 549	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090219-xs

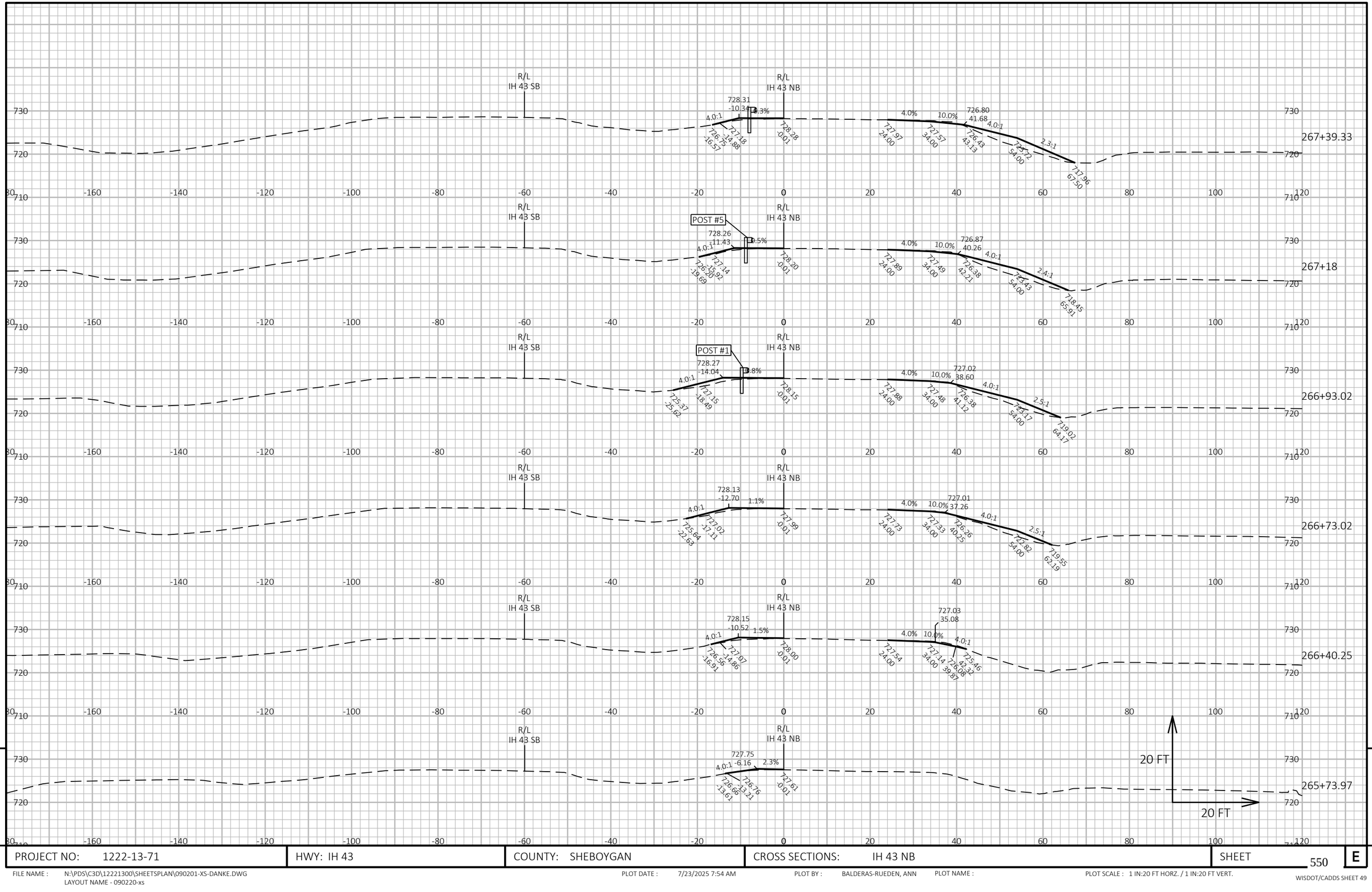
PLOT DATE : 7/23/2025 7:54 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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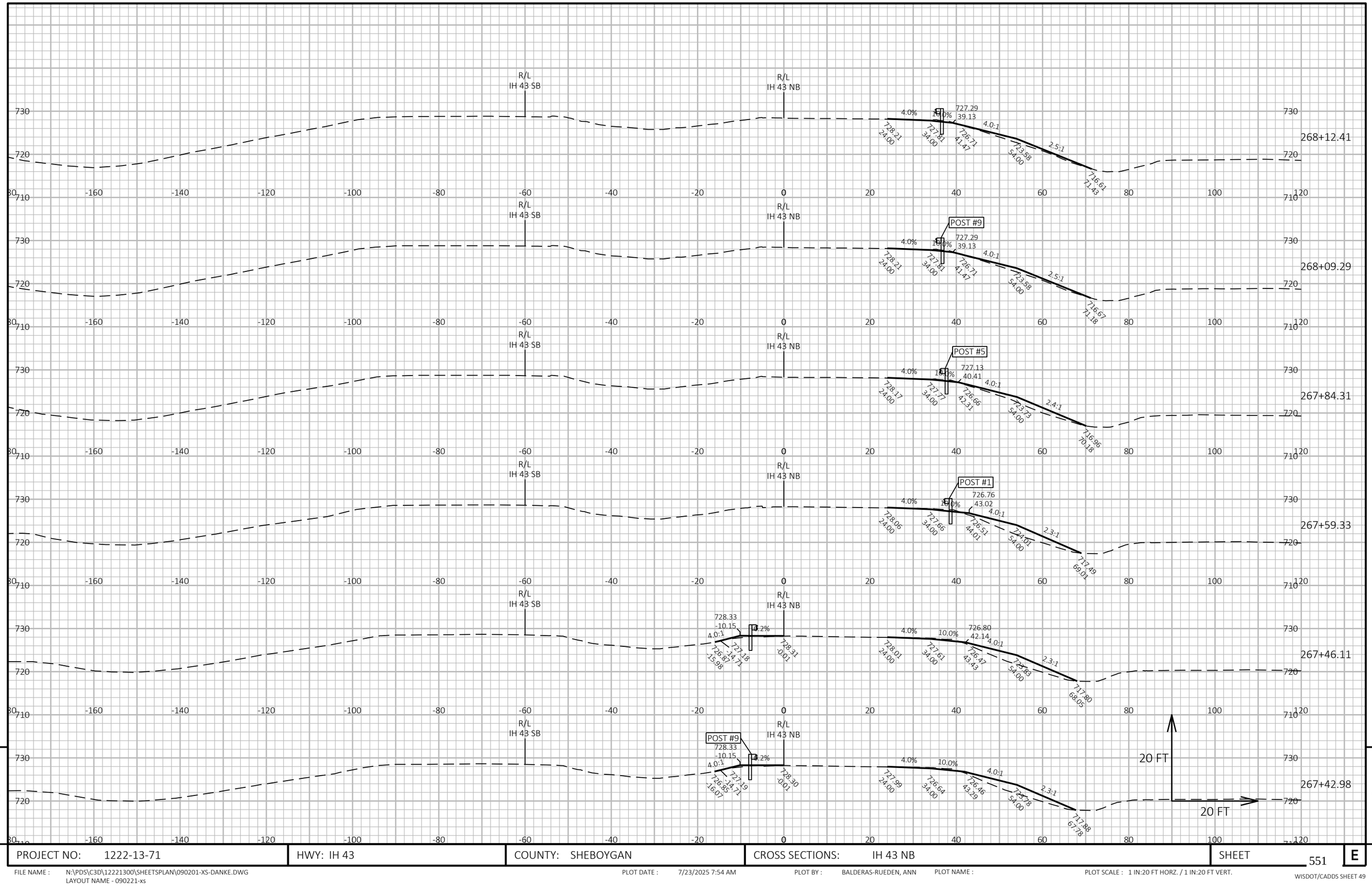
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 550	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090220-xs

PLOT DATE : 7/23/2025 7:54 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 551	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090221-xs

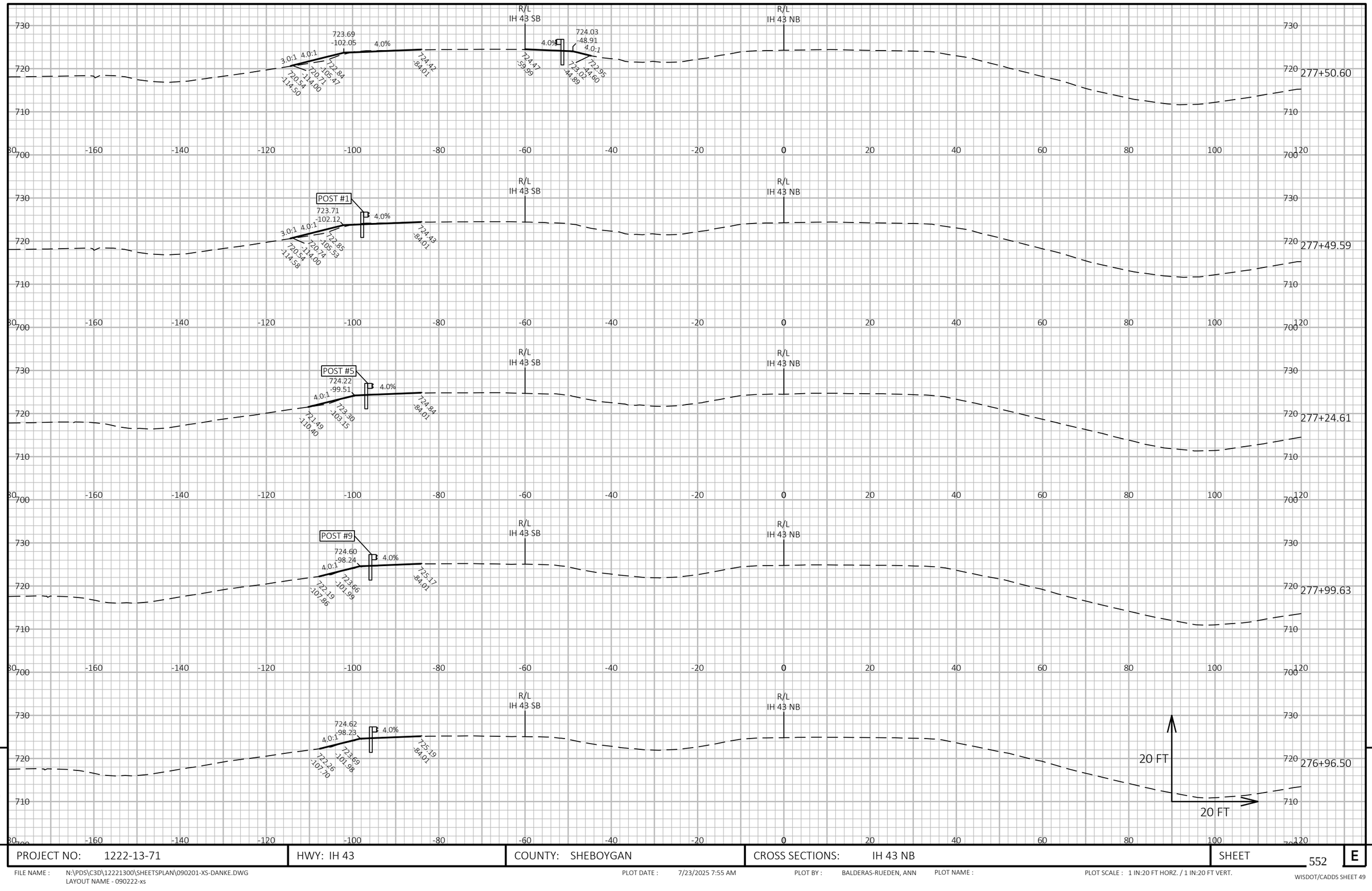
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

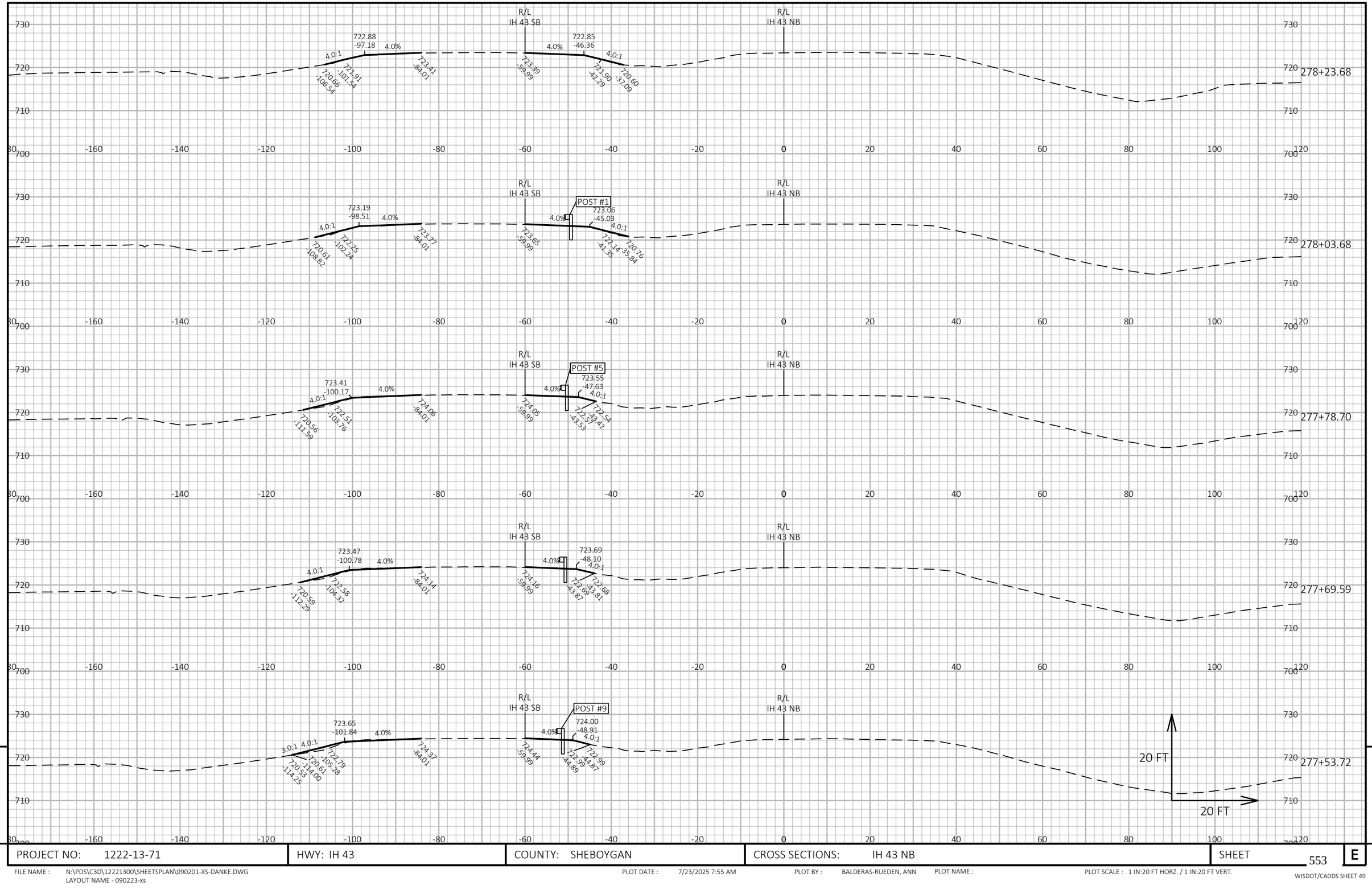


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 552	E

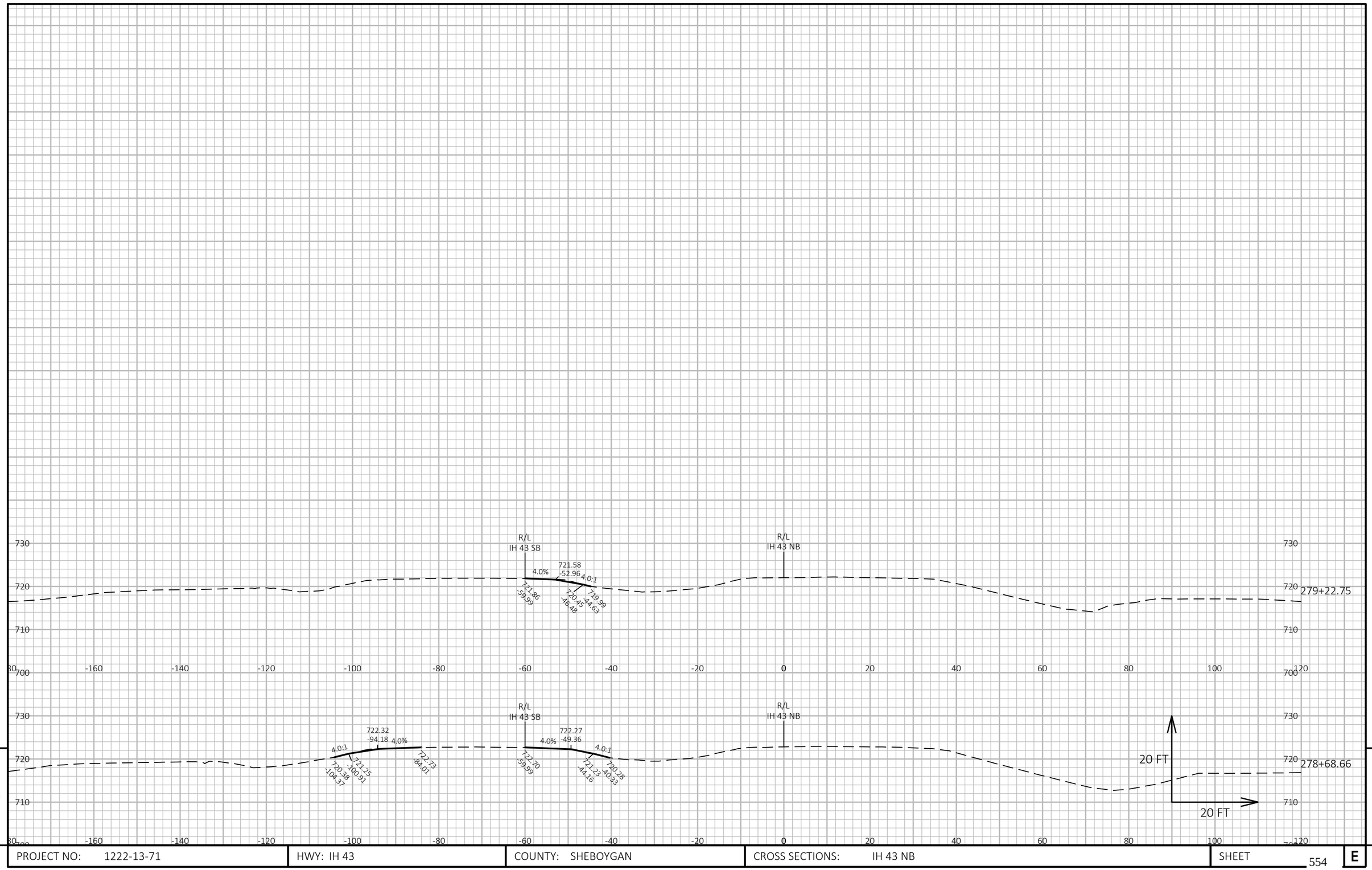
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LAYOUT NAME - 090222-xs

PLOT DATE : 7/23/2025 7:55 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 553	E



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 554	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090224-xs

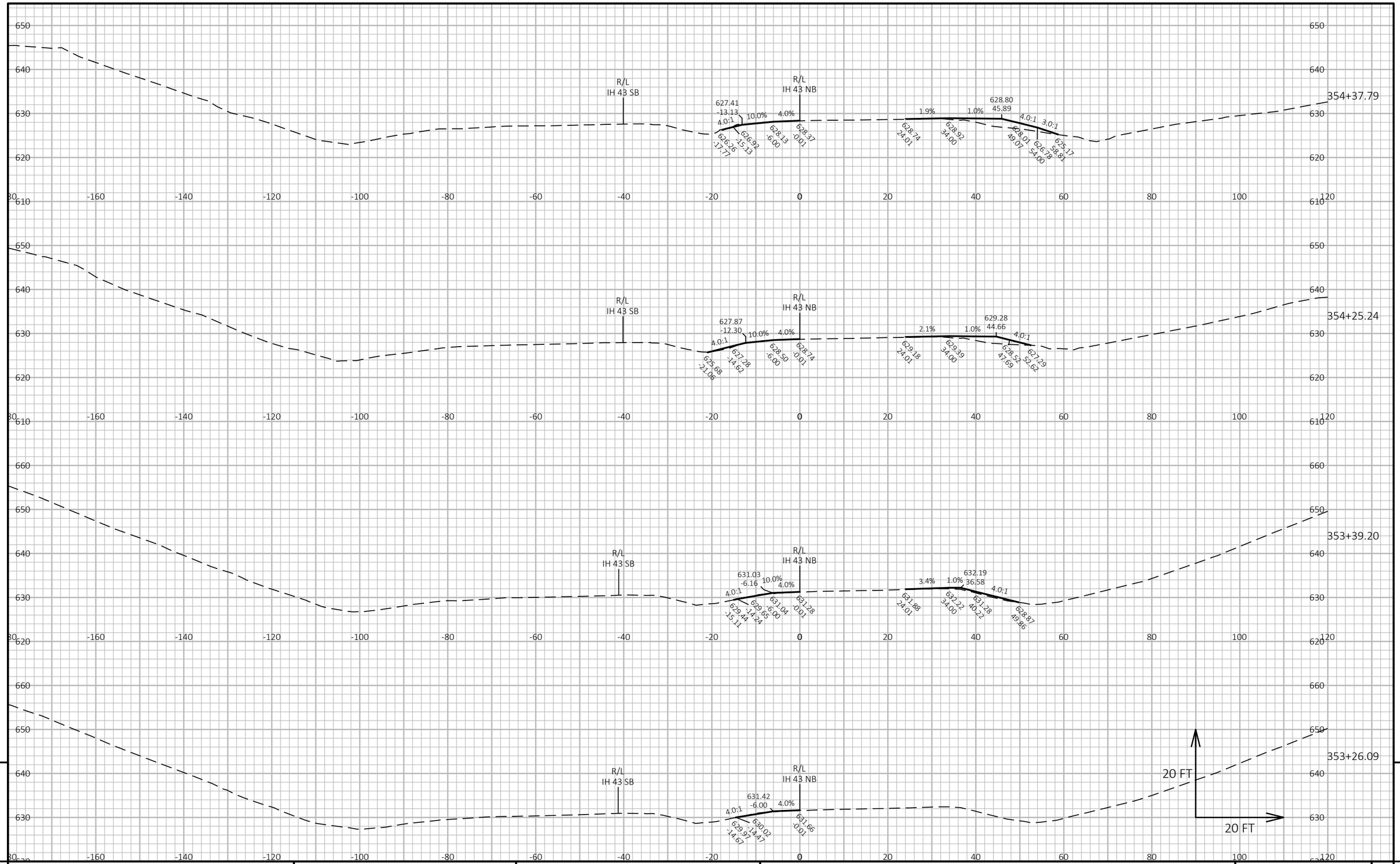
PLOT DATE : 7/23/2025 7:55 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 555	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090225-xs

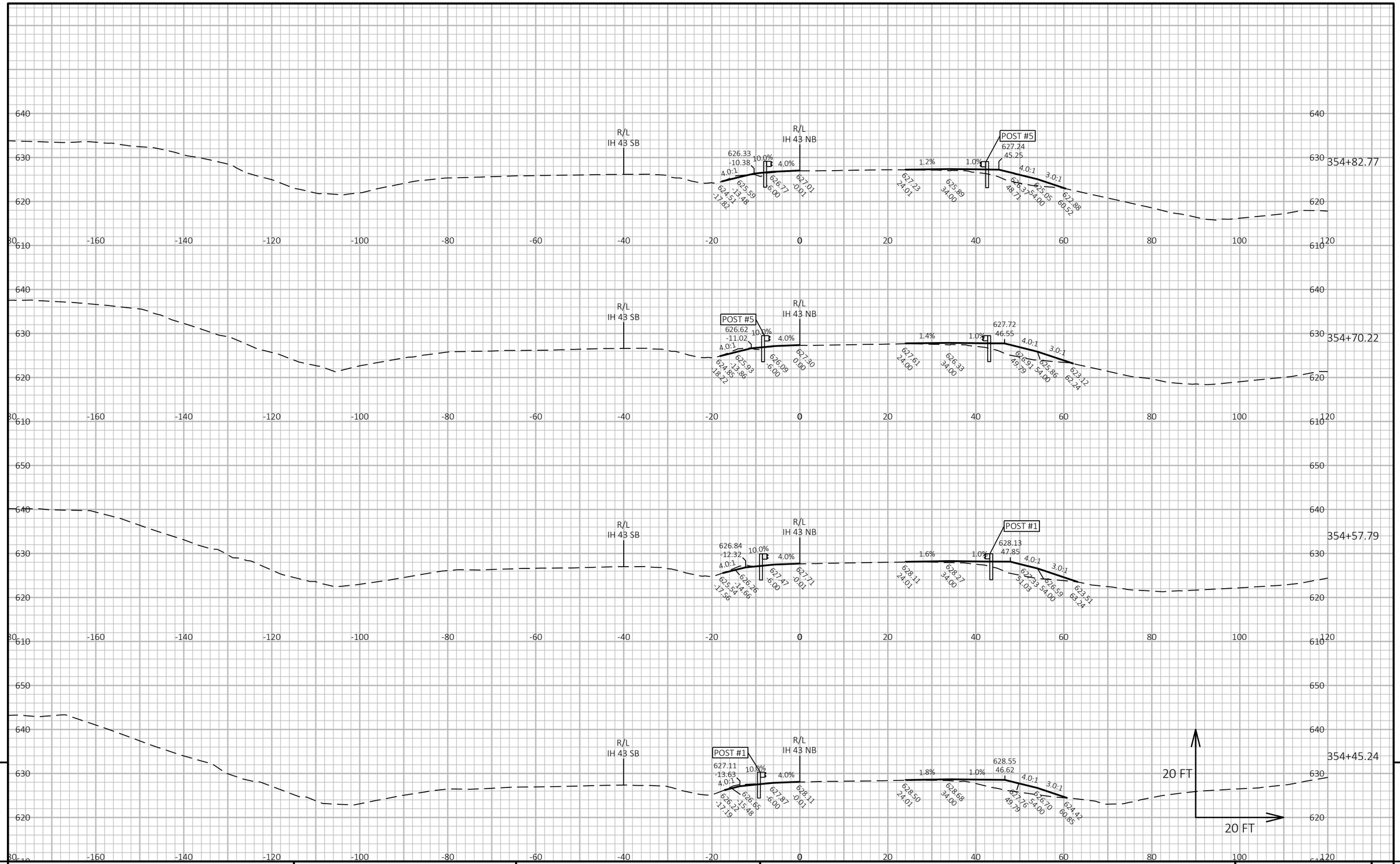
PLOT DATE : 7/23/2025 7:55 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 556	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090226-xs

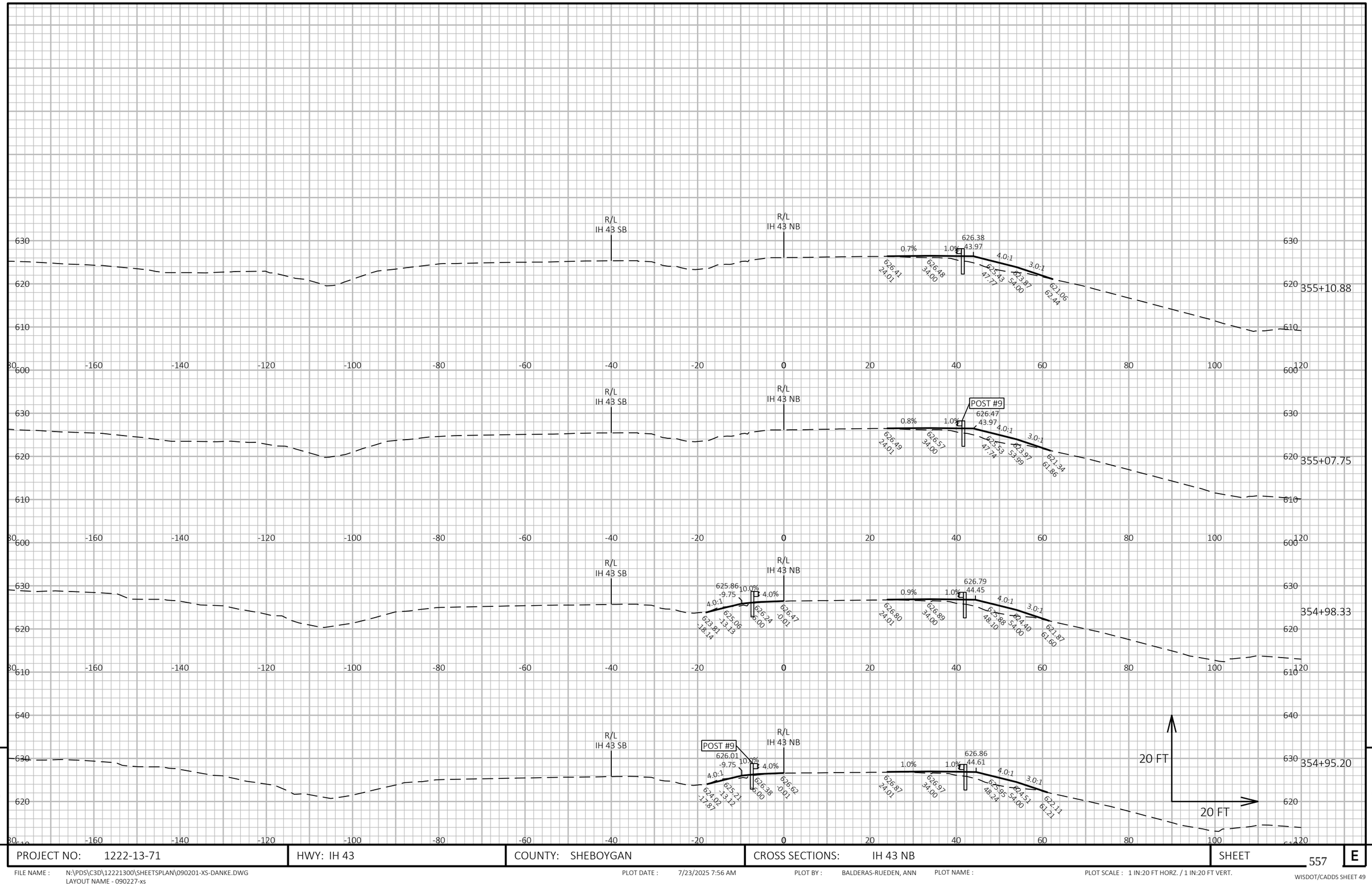
PLOT DATE : 7/23/2025 7:55 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

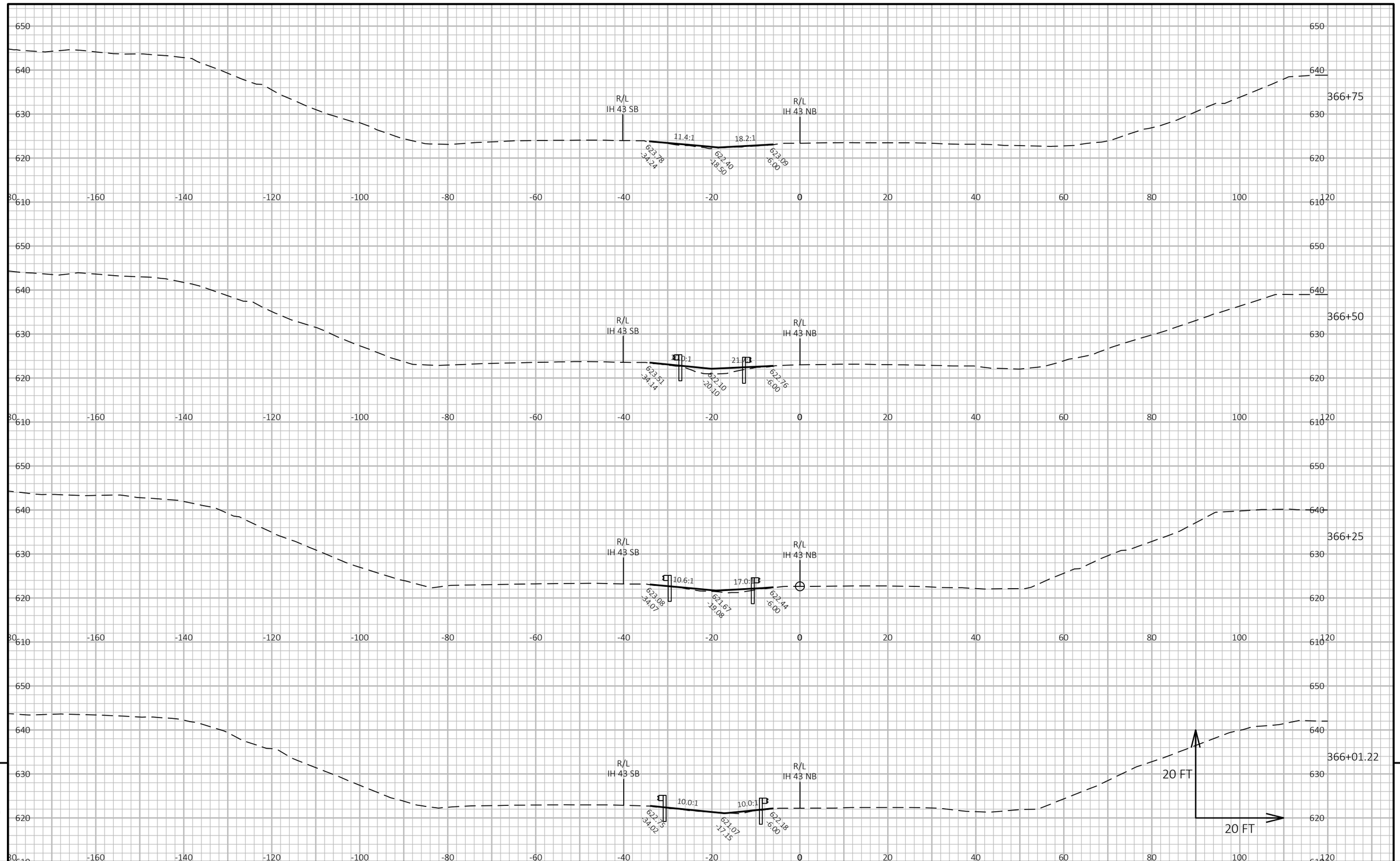


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 557	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090201-XS-DANKE.DWG
LAYOUT NAME - 090227-xs

PLOT DATE : 7/23/2025 7:56 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 558	E

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LAYOUT NAME - 090240-xs

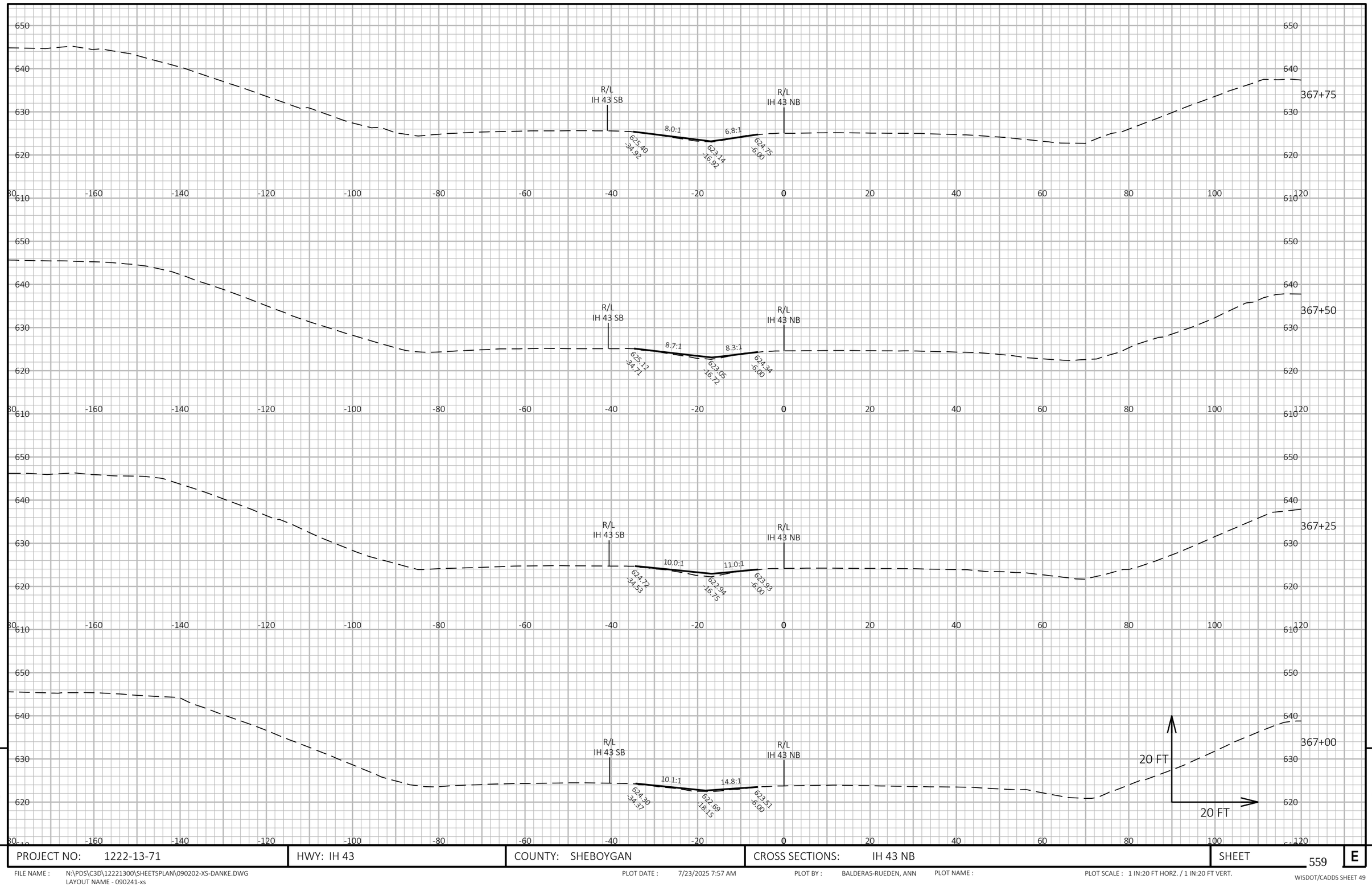
PLOT DATE : 7/23/2025 7:56 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 559	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
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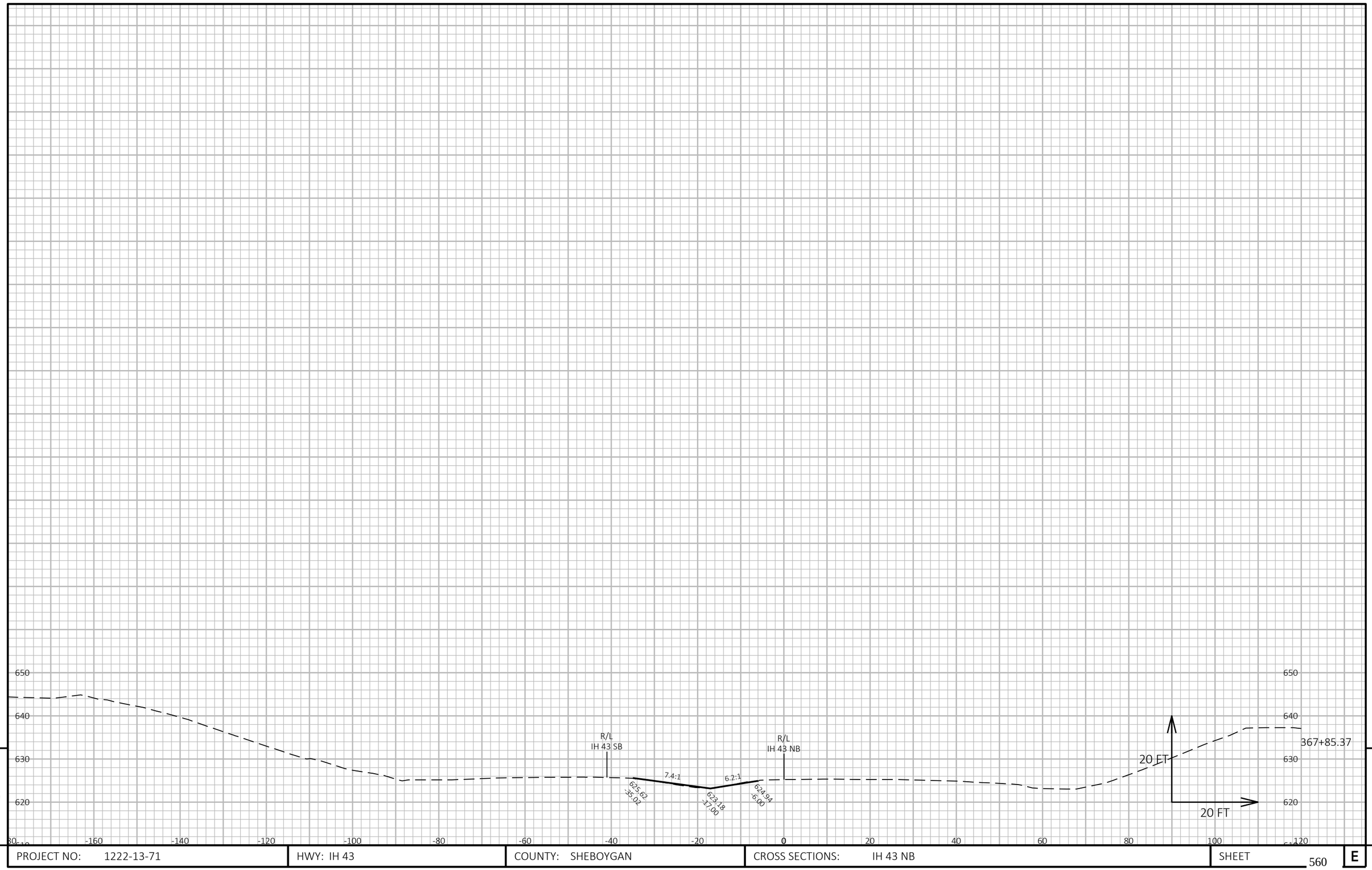
PLOT DATE : 7/23/2025 7:57 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 560	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090242-xs

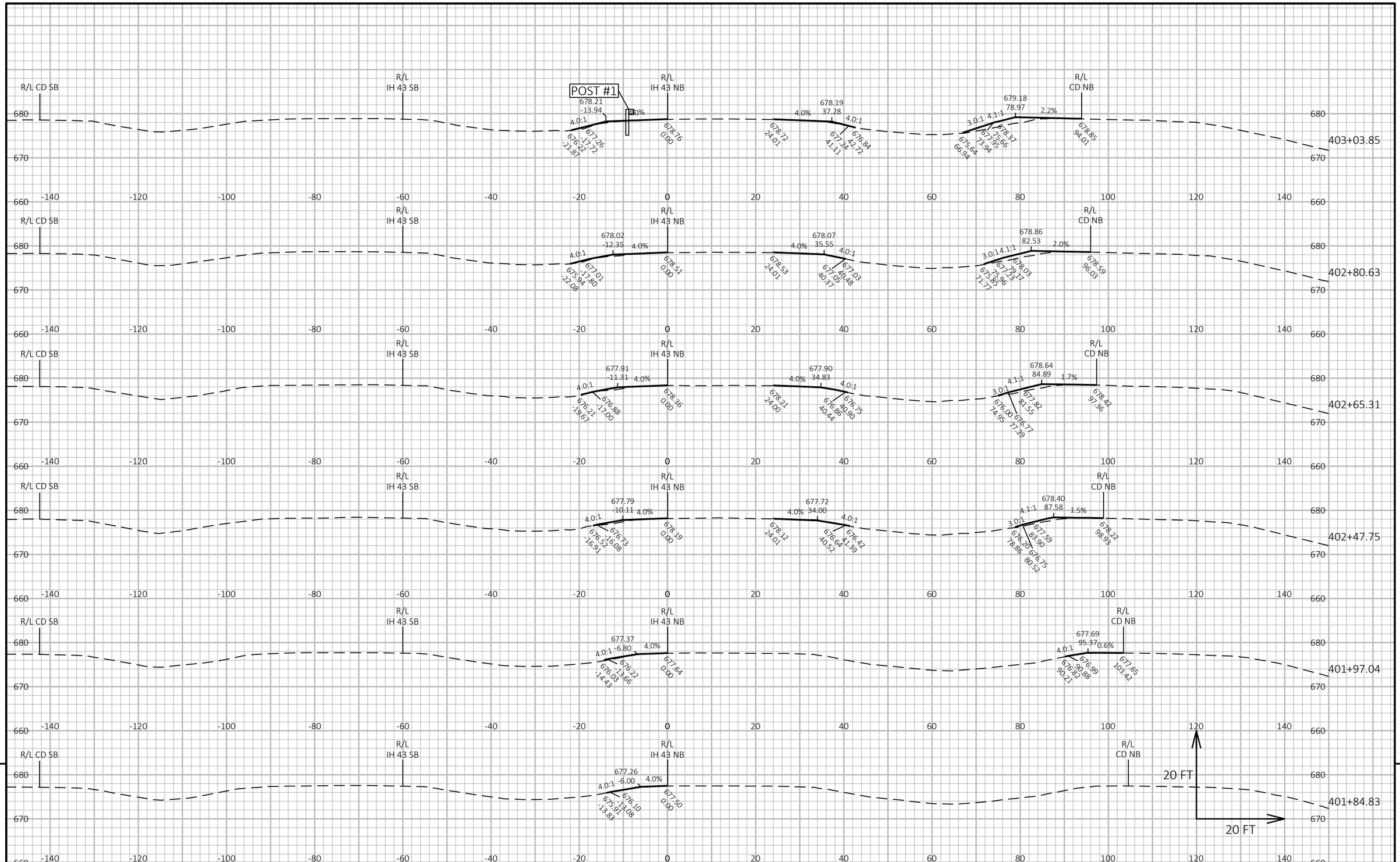
PLOT DATE : 7/23/2025 7:57 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 561	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
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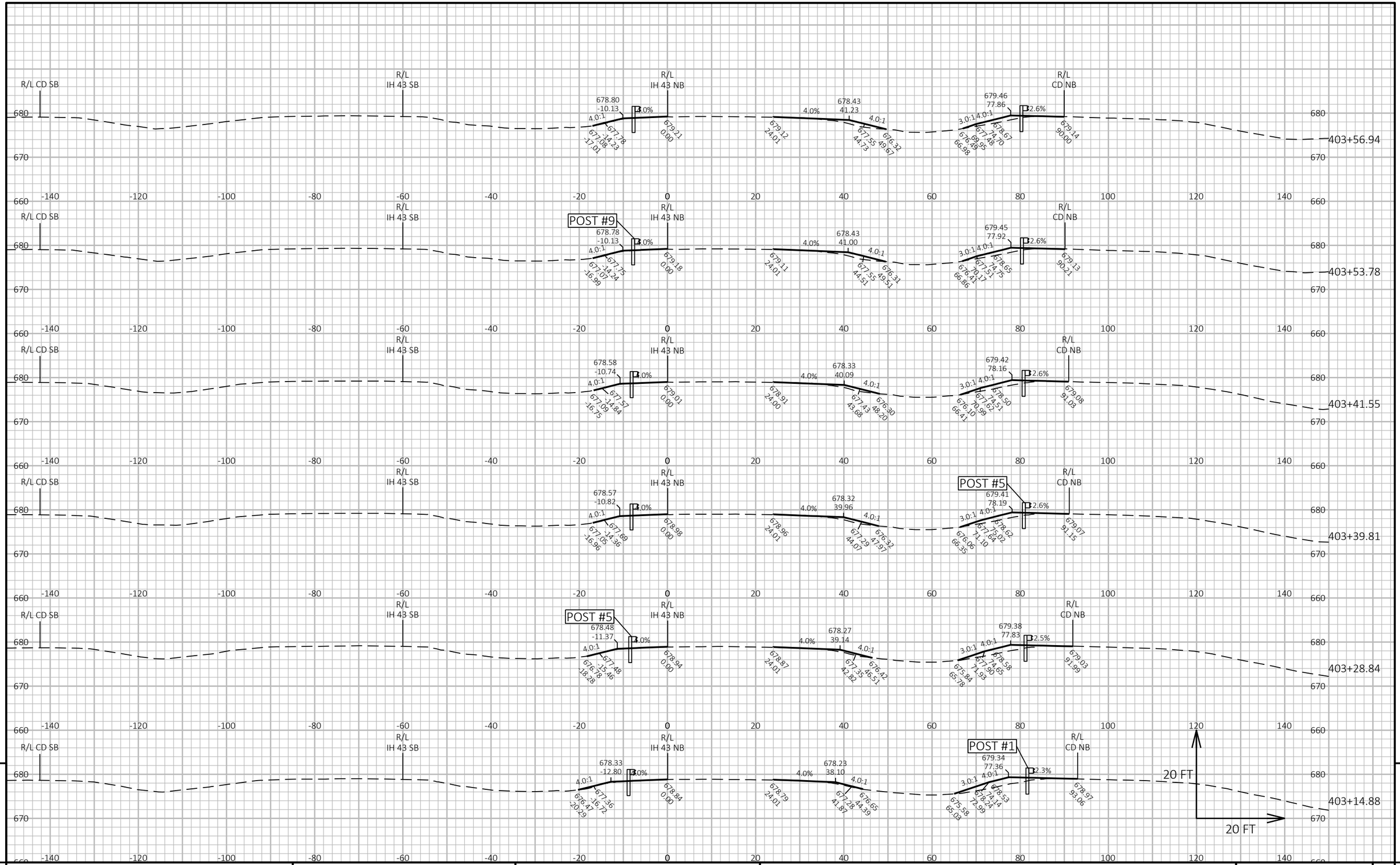
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

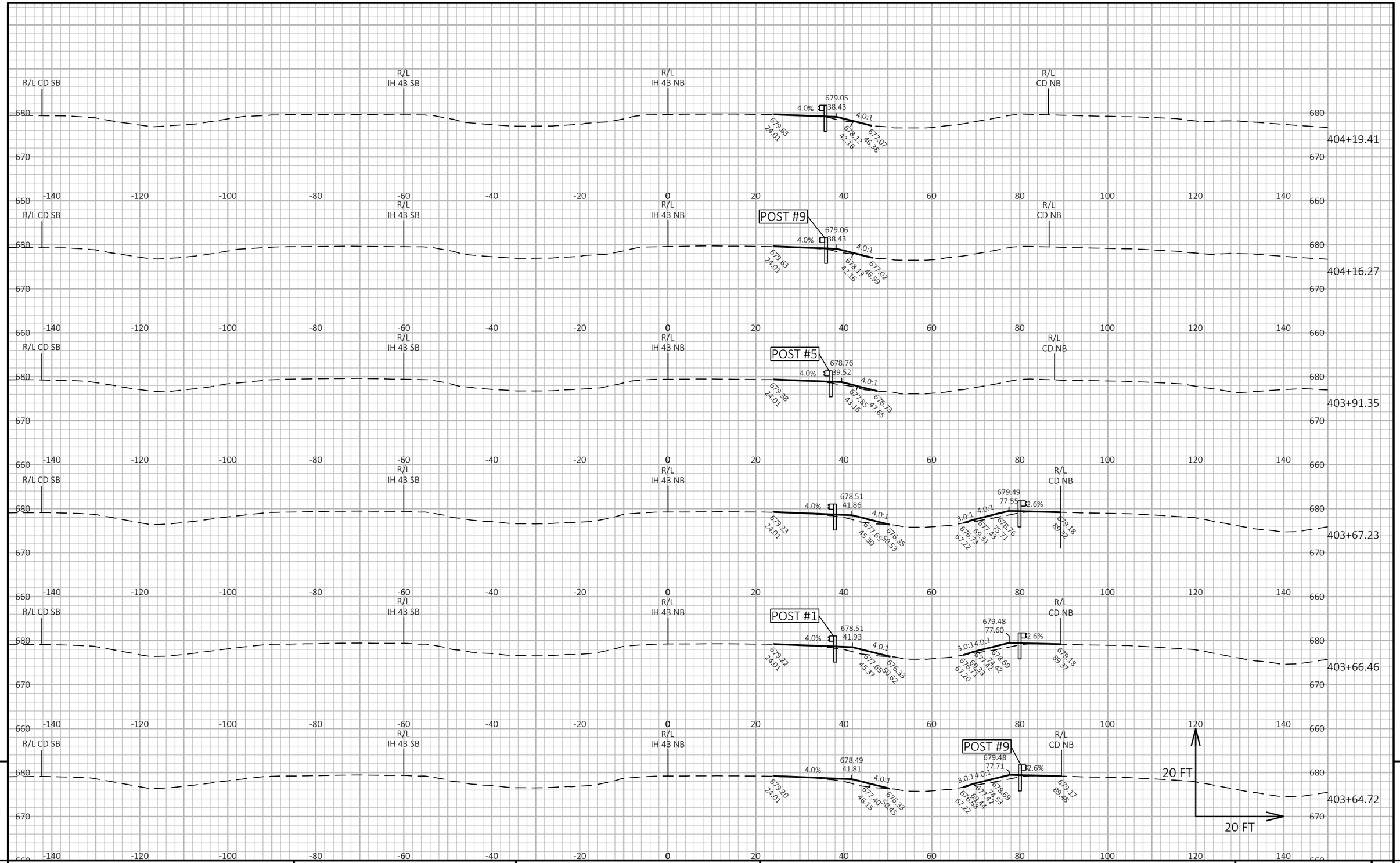


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 562	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090244-xs

PLOT DATE : 7/23/2025 7:58 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

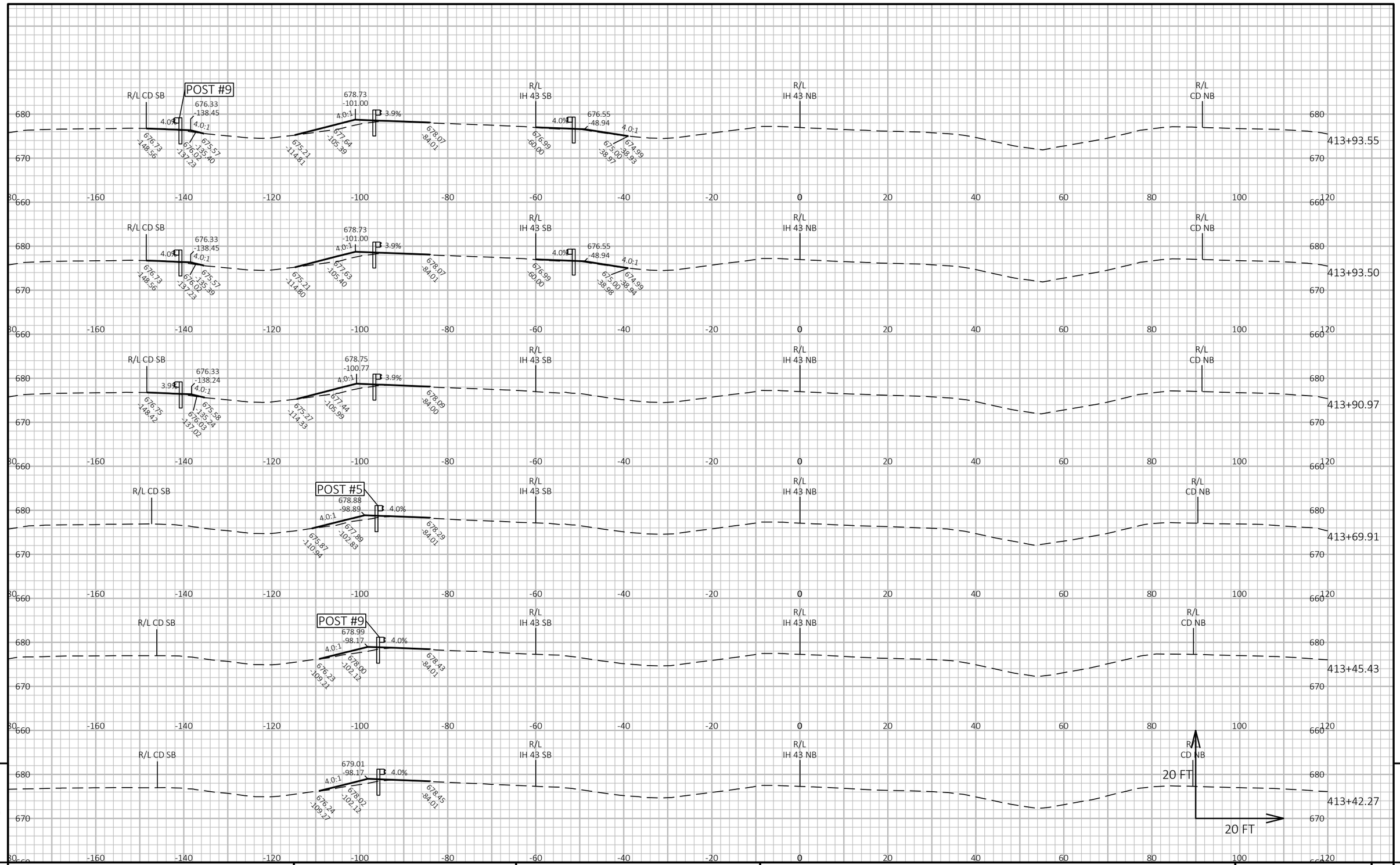


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 563	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090245-xs

PLOT DATE : 7/23/2025 7:58 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 564	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090246-xs

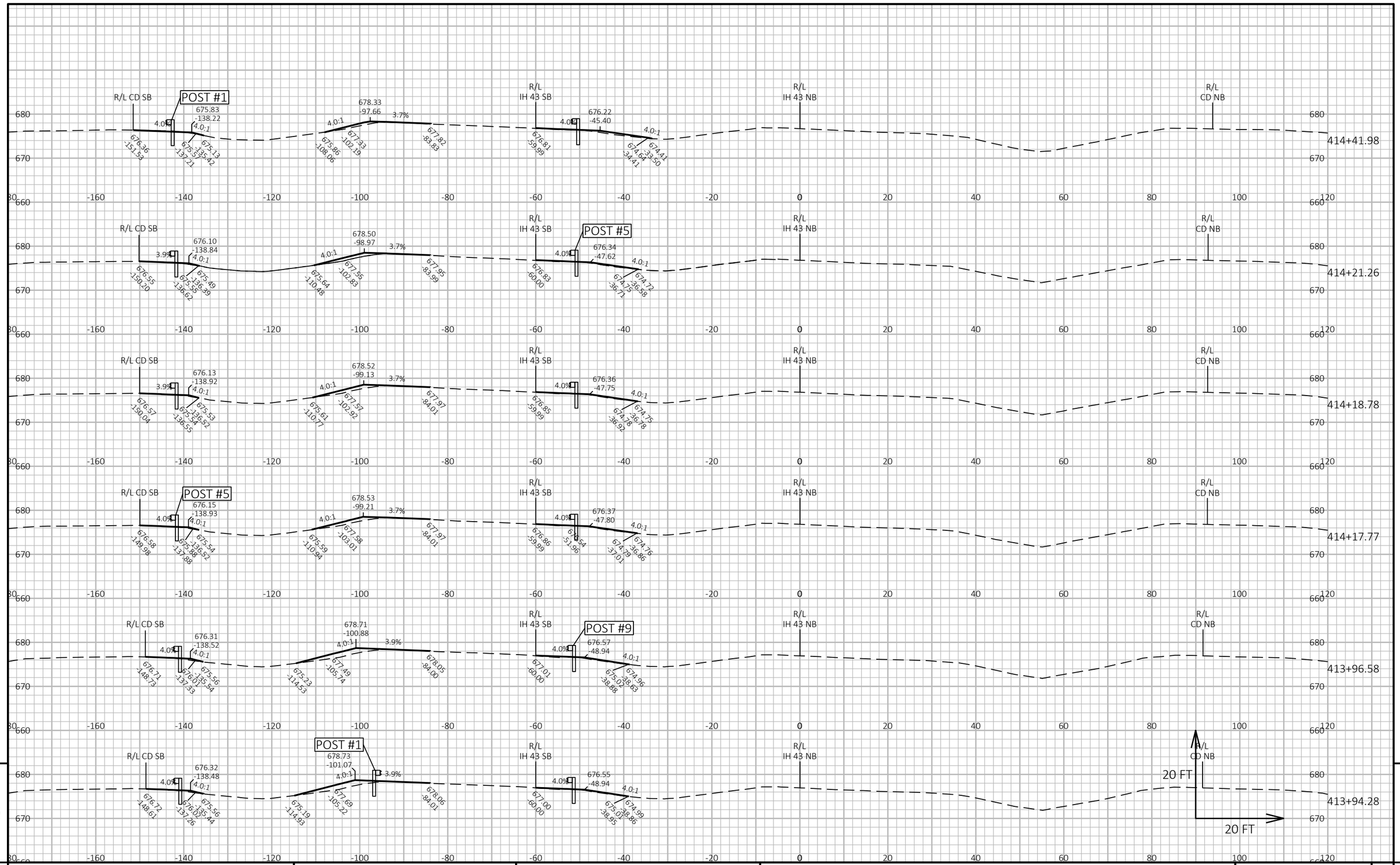
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 565	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090247-xs

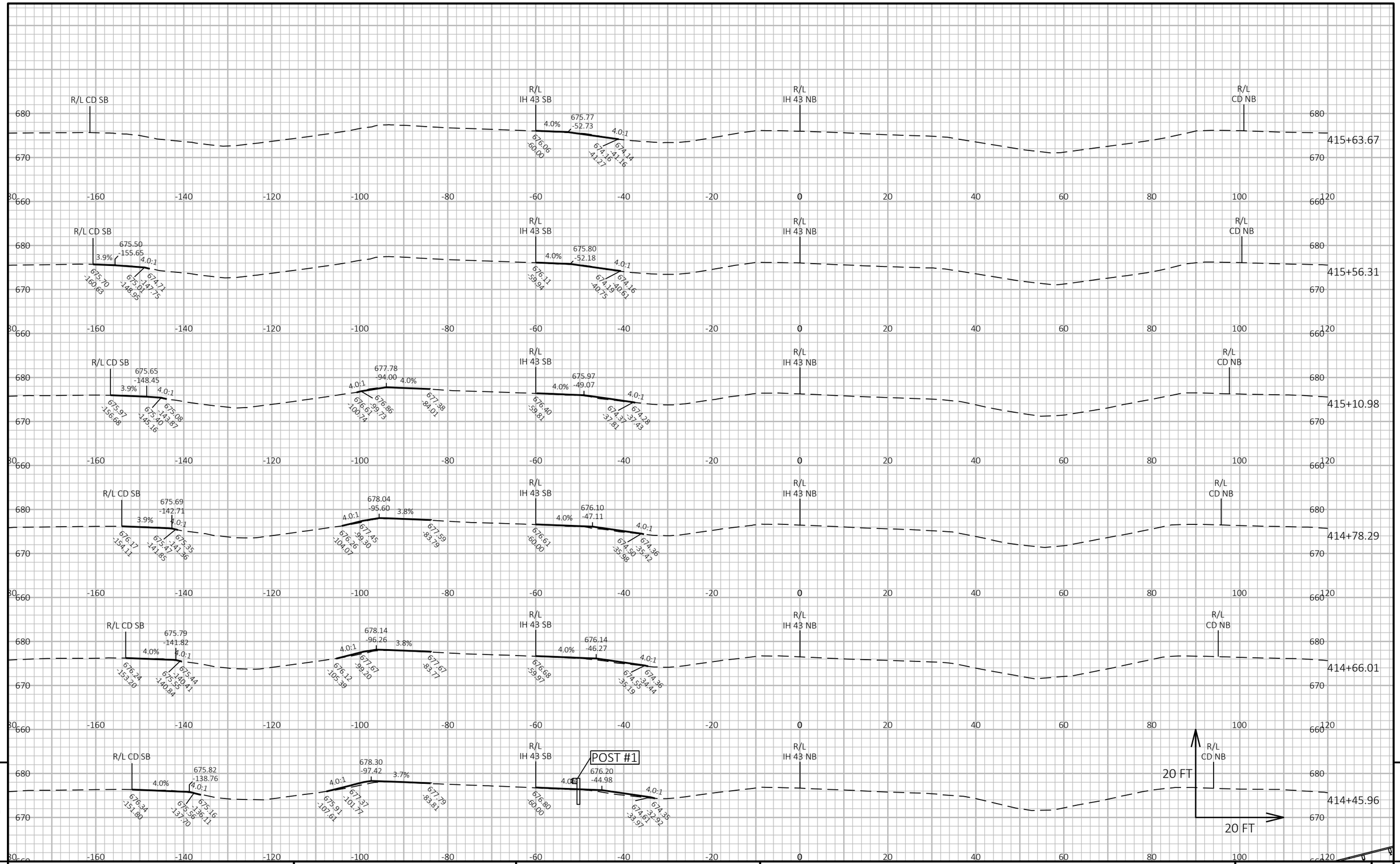
PLOT DATE : 7/23/2025 7:59 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

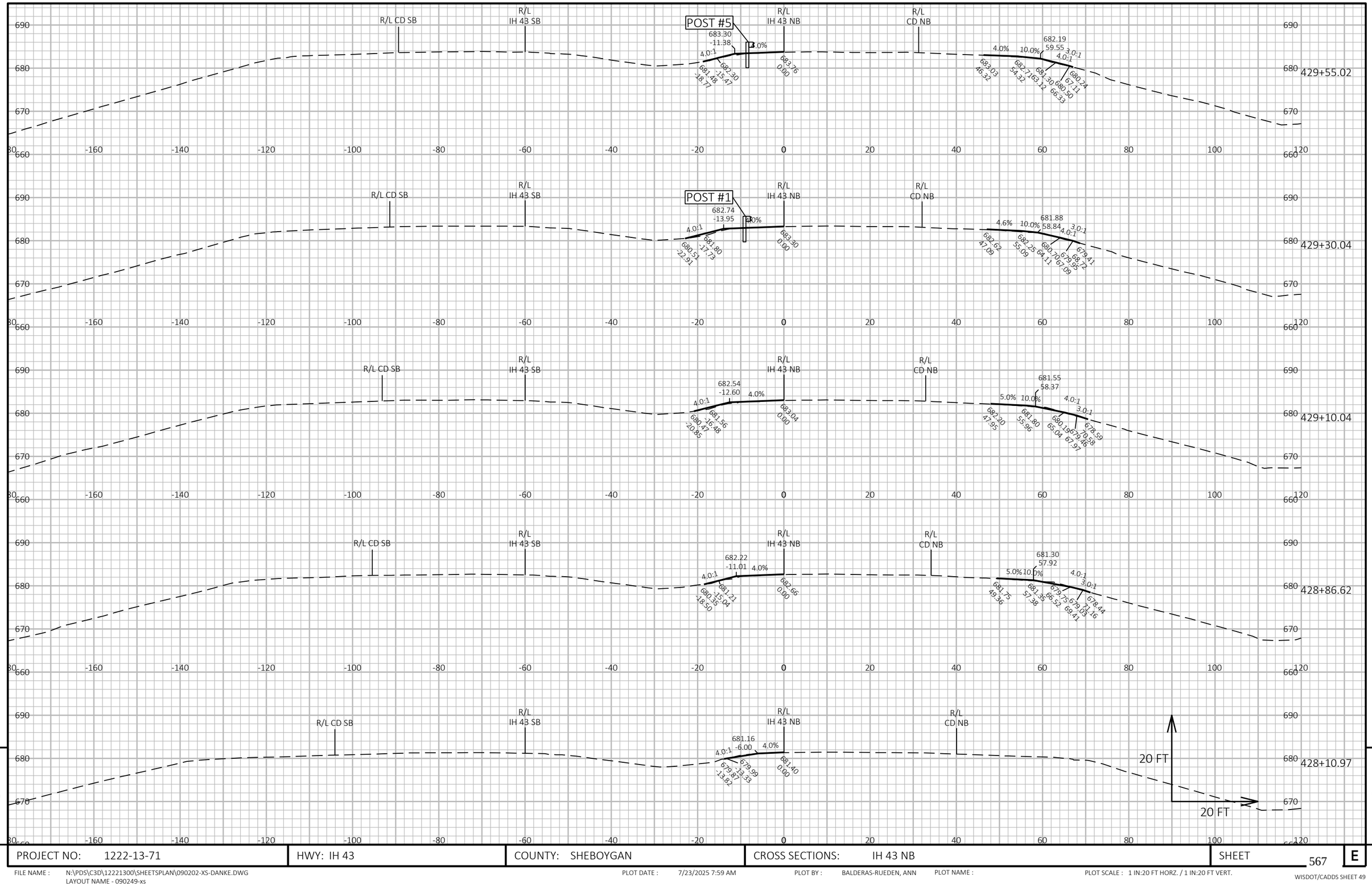
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 566	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090248-xs
PLOT DATE : 7/23/2025 7:59 AM
PLOT BY : BALDERAS-RUEDEN, ANN
PLOT NAME :
PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.
WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 567	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
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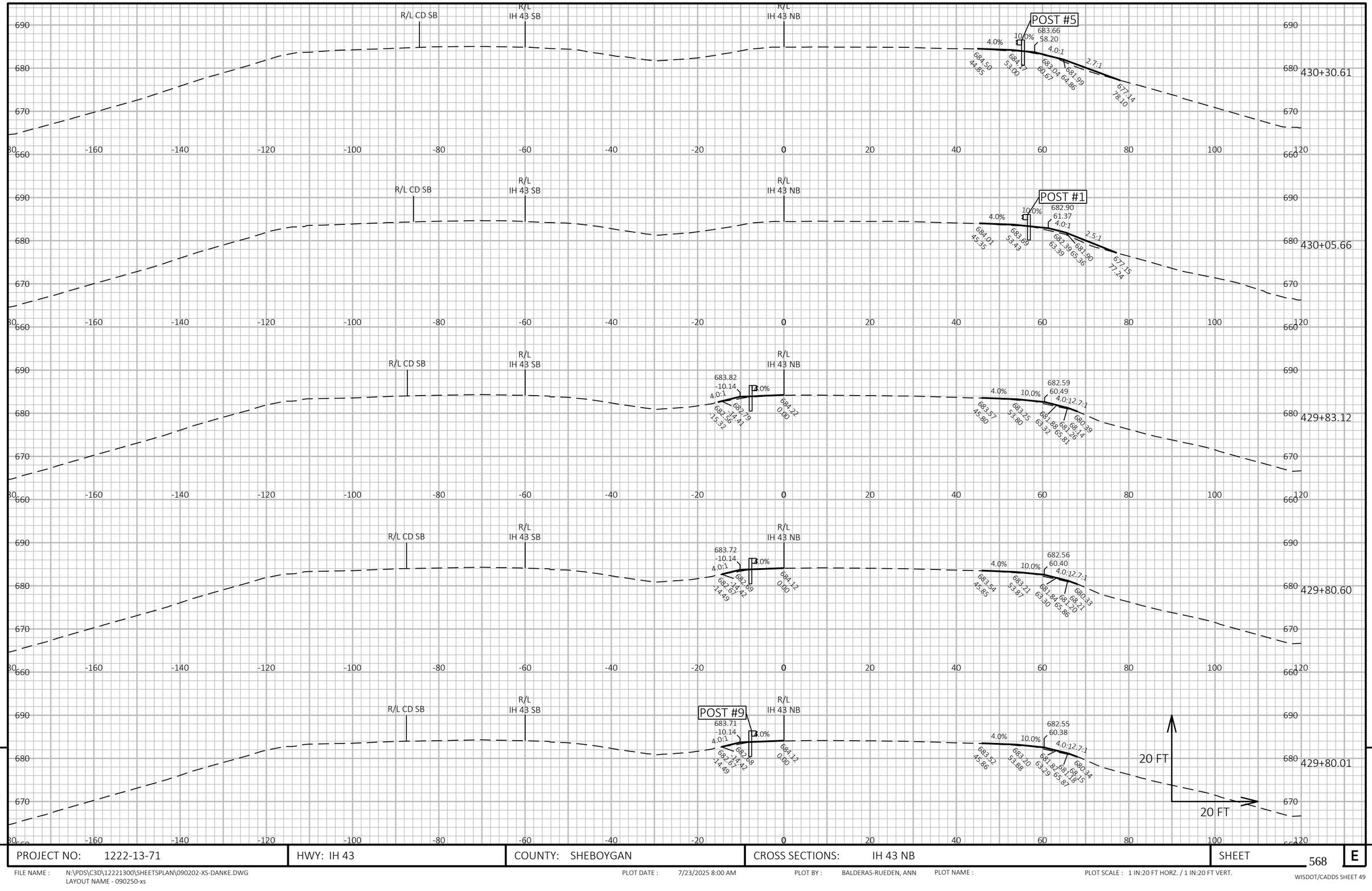
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

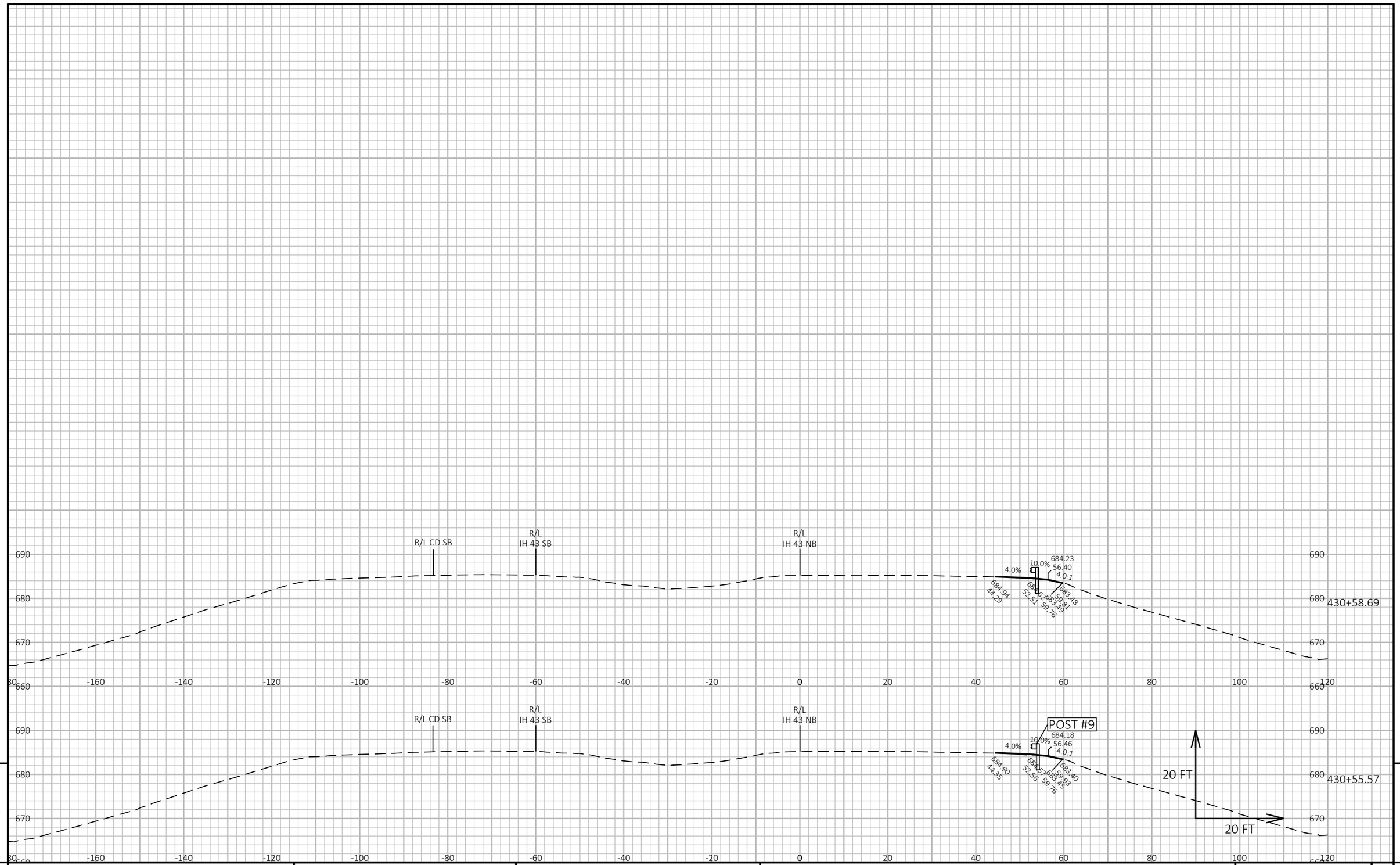


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 568	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090250-xs

PLOT DATE : 7/23/2025 8:00 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 569	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090251-xs

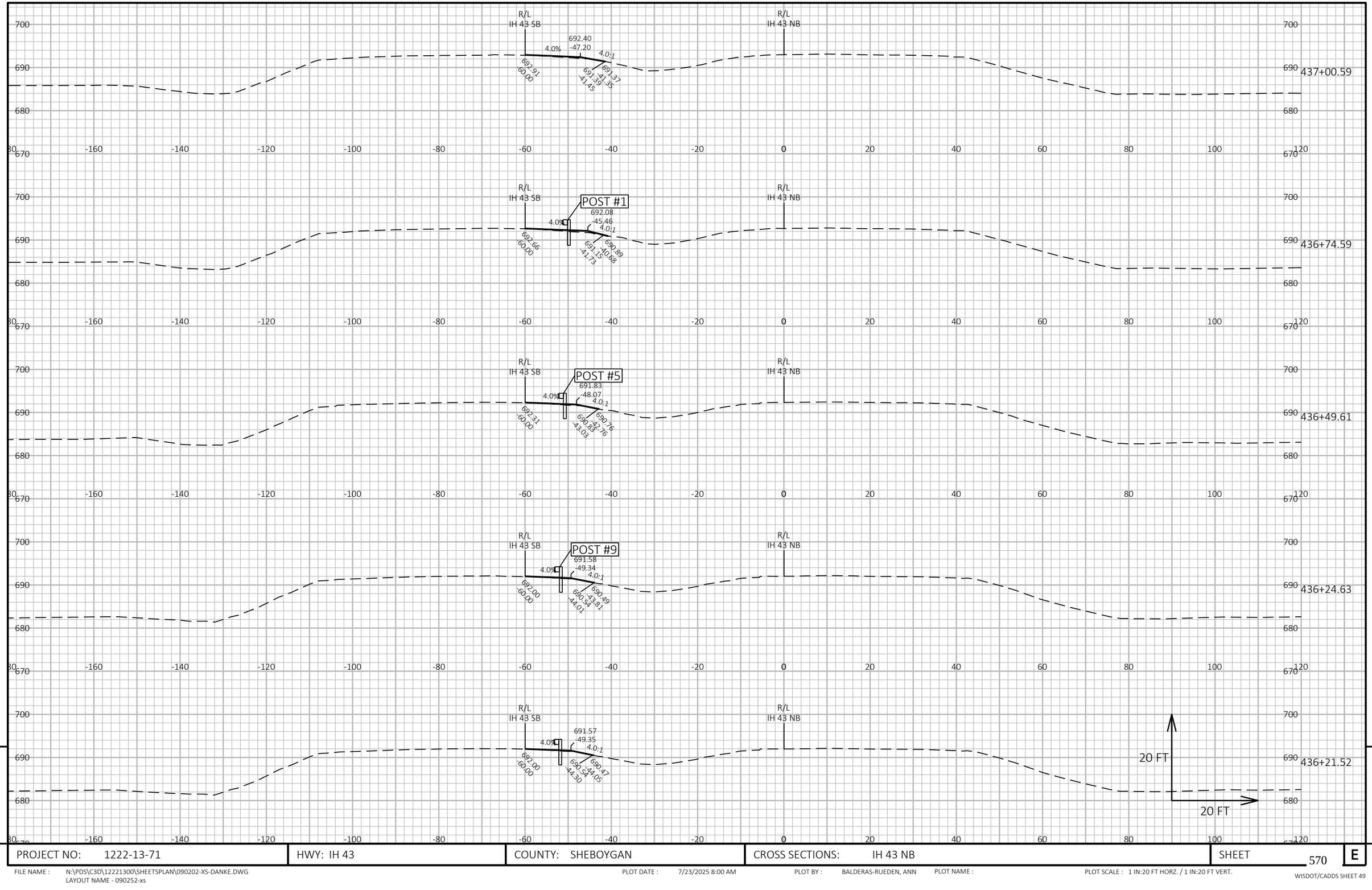
PLOT DATE : 7/23/2025 8:00 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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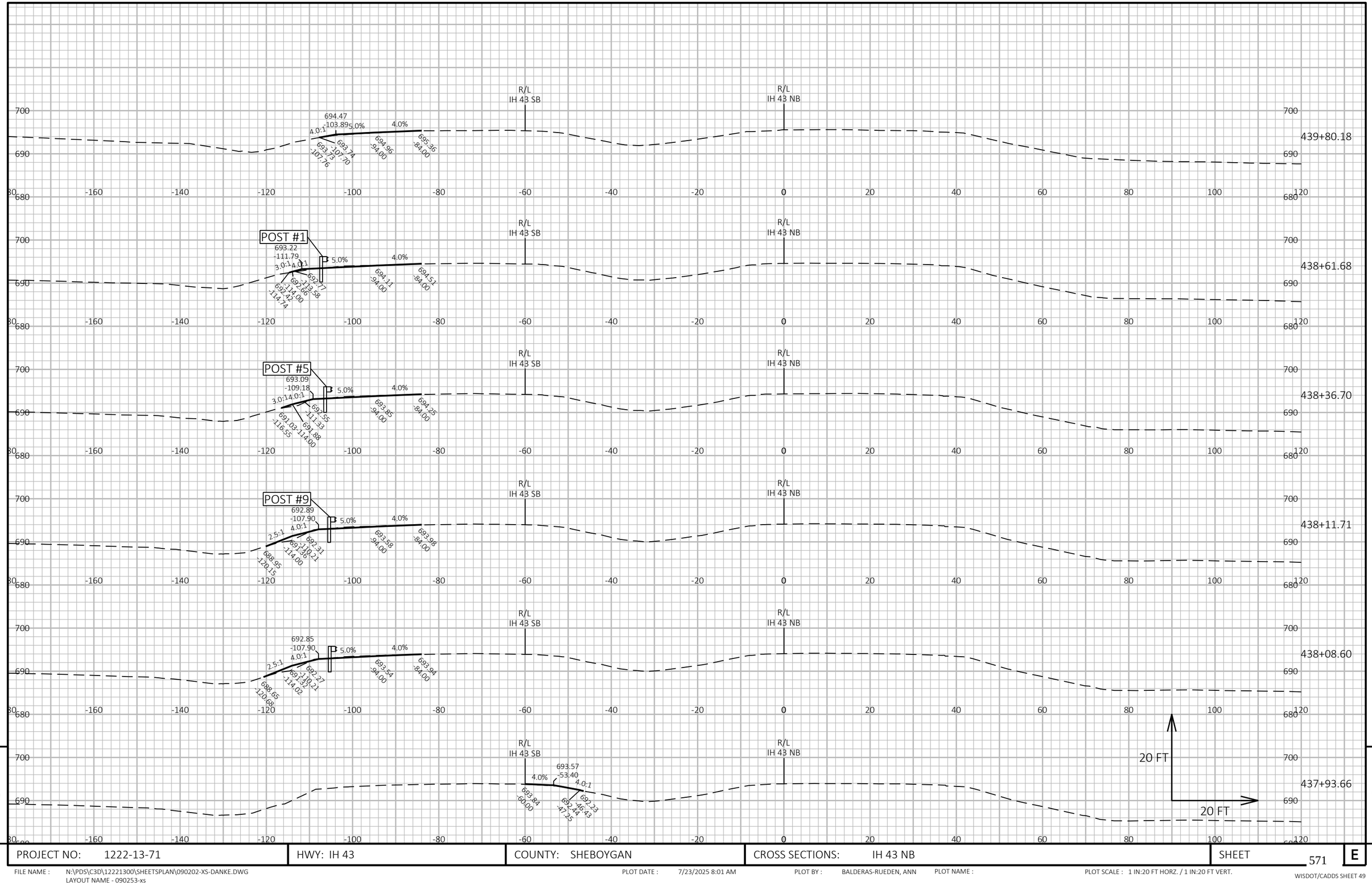
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 570	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090252-xs

PLOT DATE : 7/23/2025 8:00 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

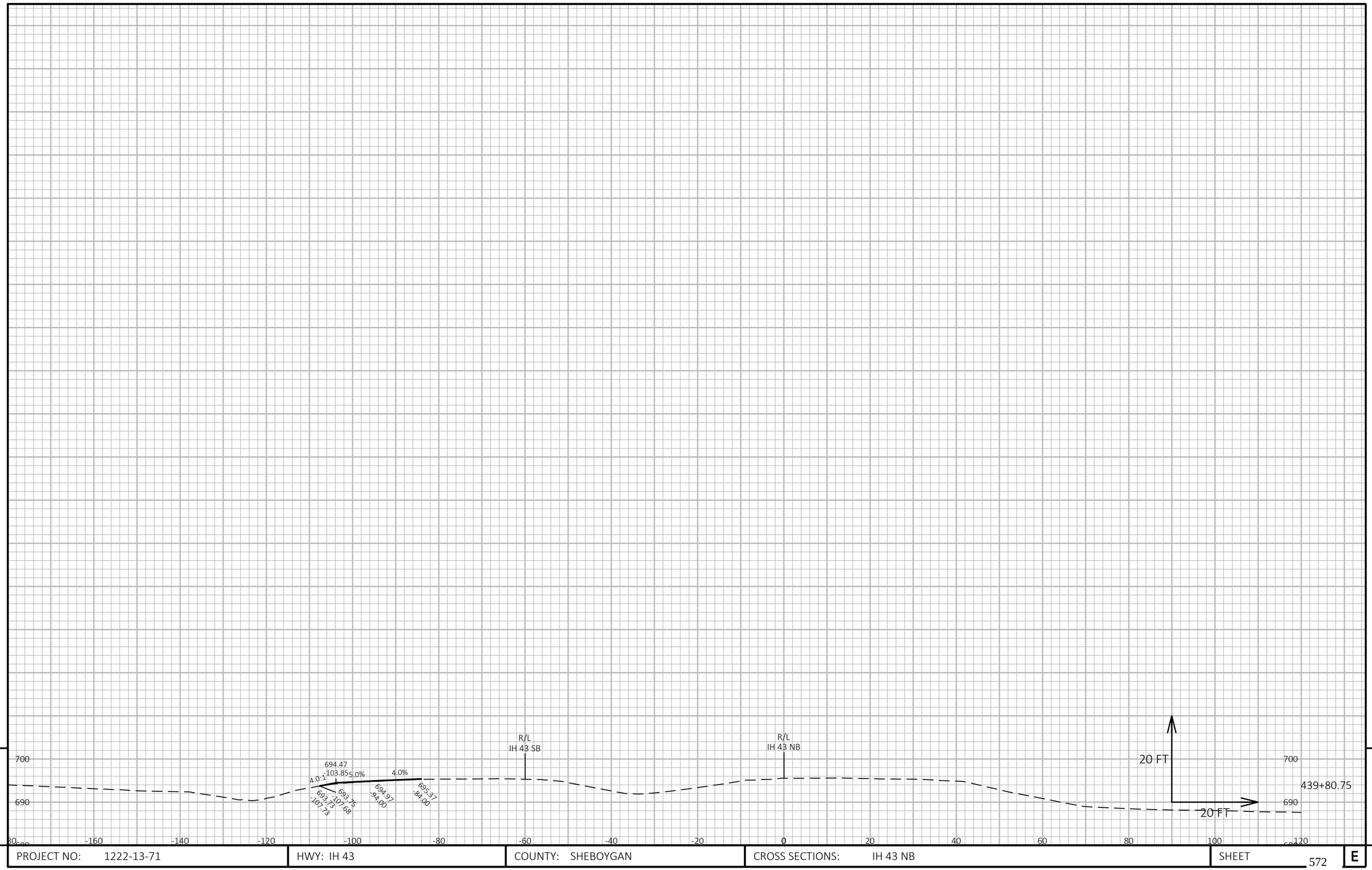


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 571	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090253-xs

PLOT DATE : 7/23/2025 8:01 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 572	E

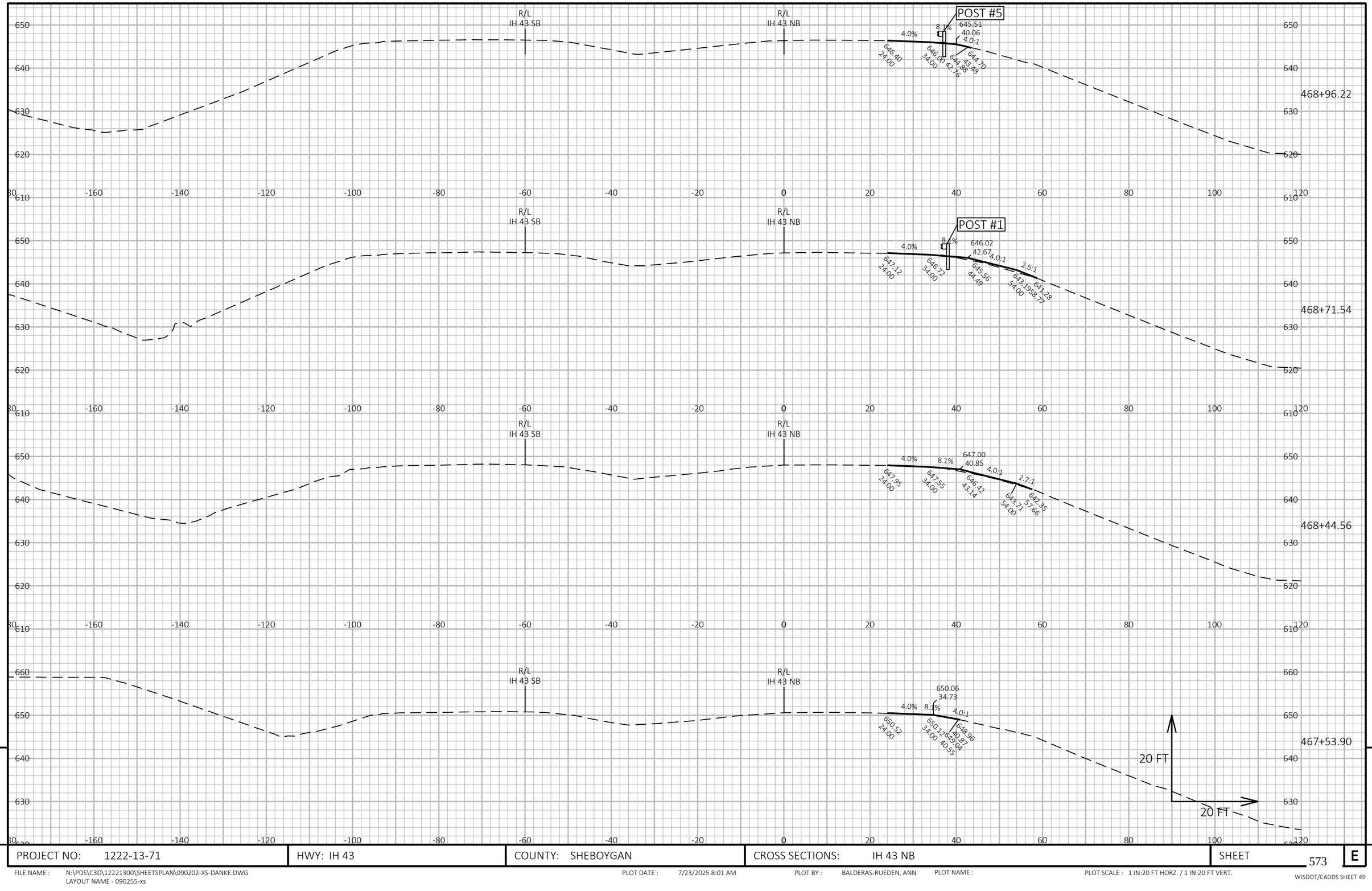
FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090254-xs

PLOT DATE : 7/23/2025 8:01 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

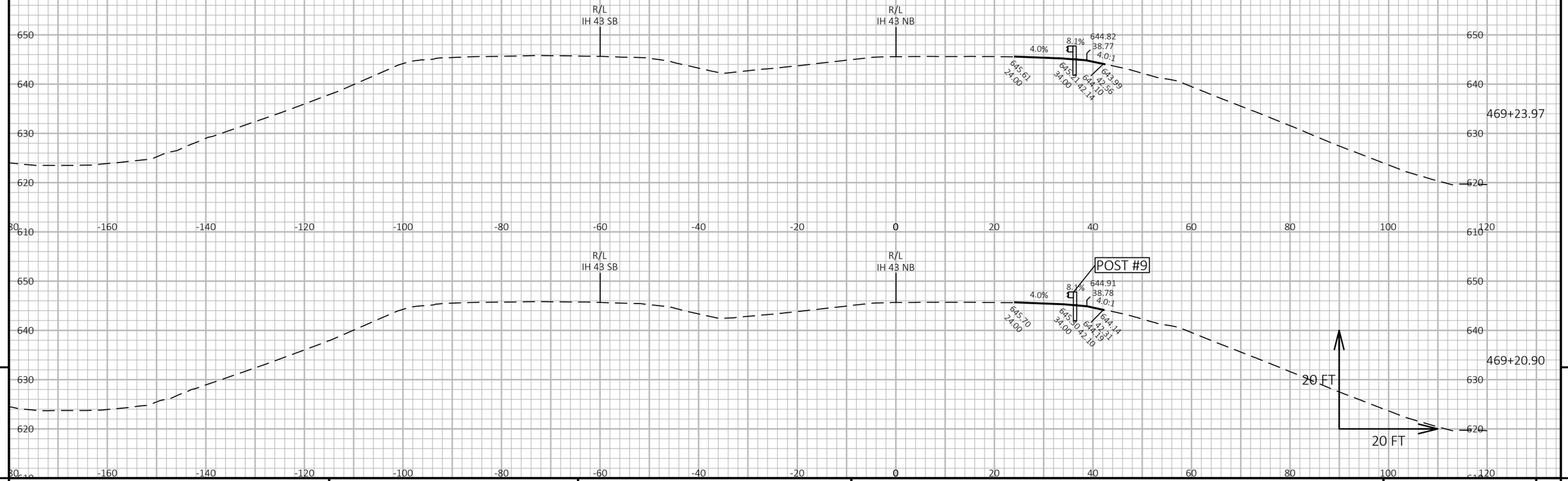


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 573	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090255-xs

PLOT DATE : 7/23/2025 8:01 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 574	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090256-xs

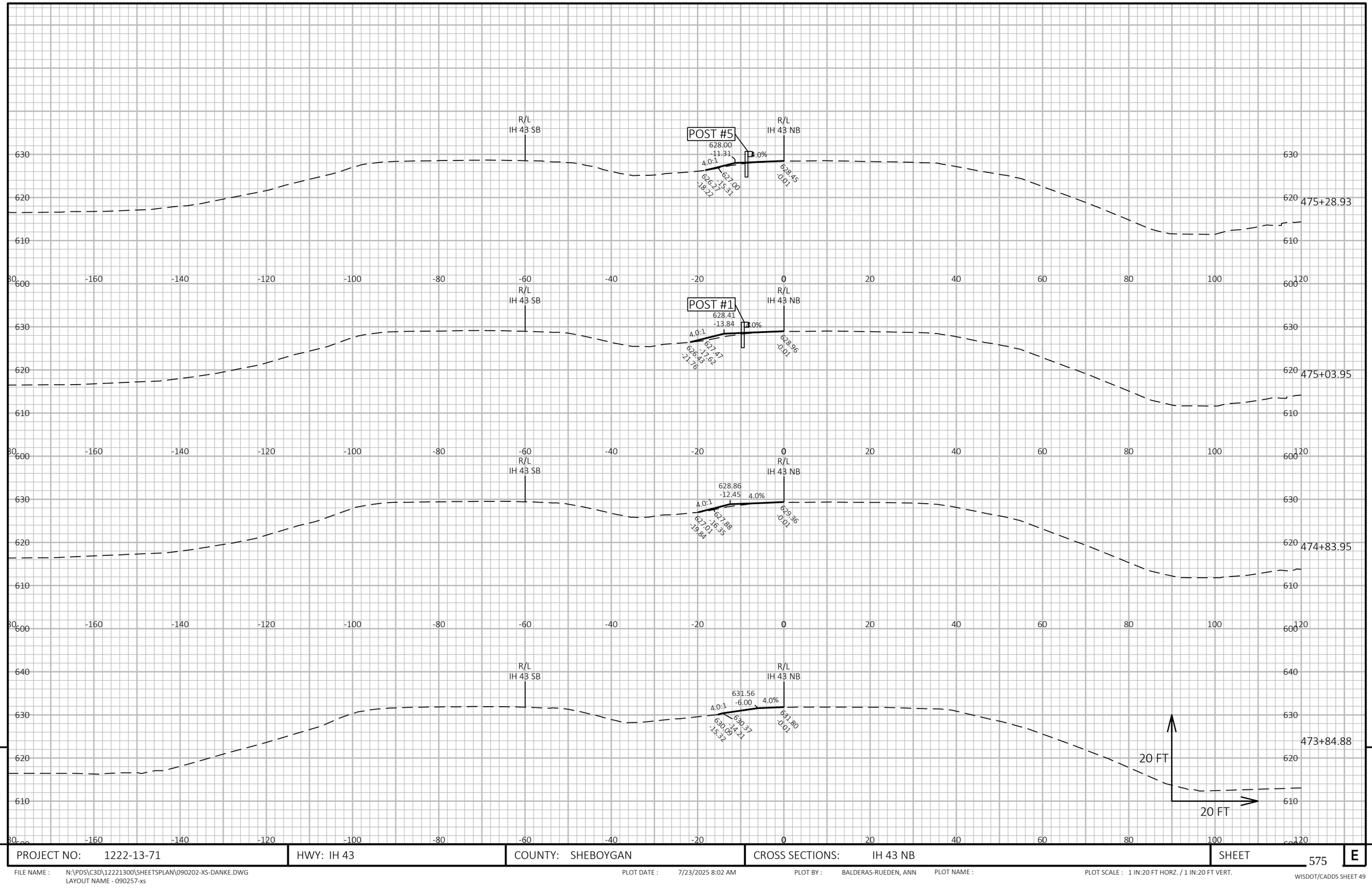
PLOT DATE : 7/23/2025 8:01 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

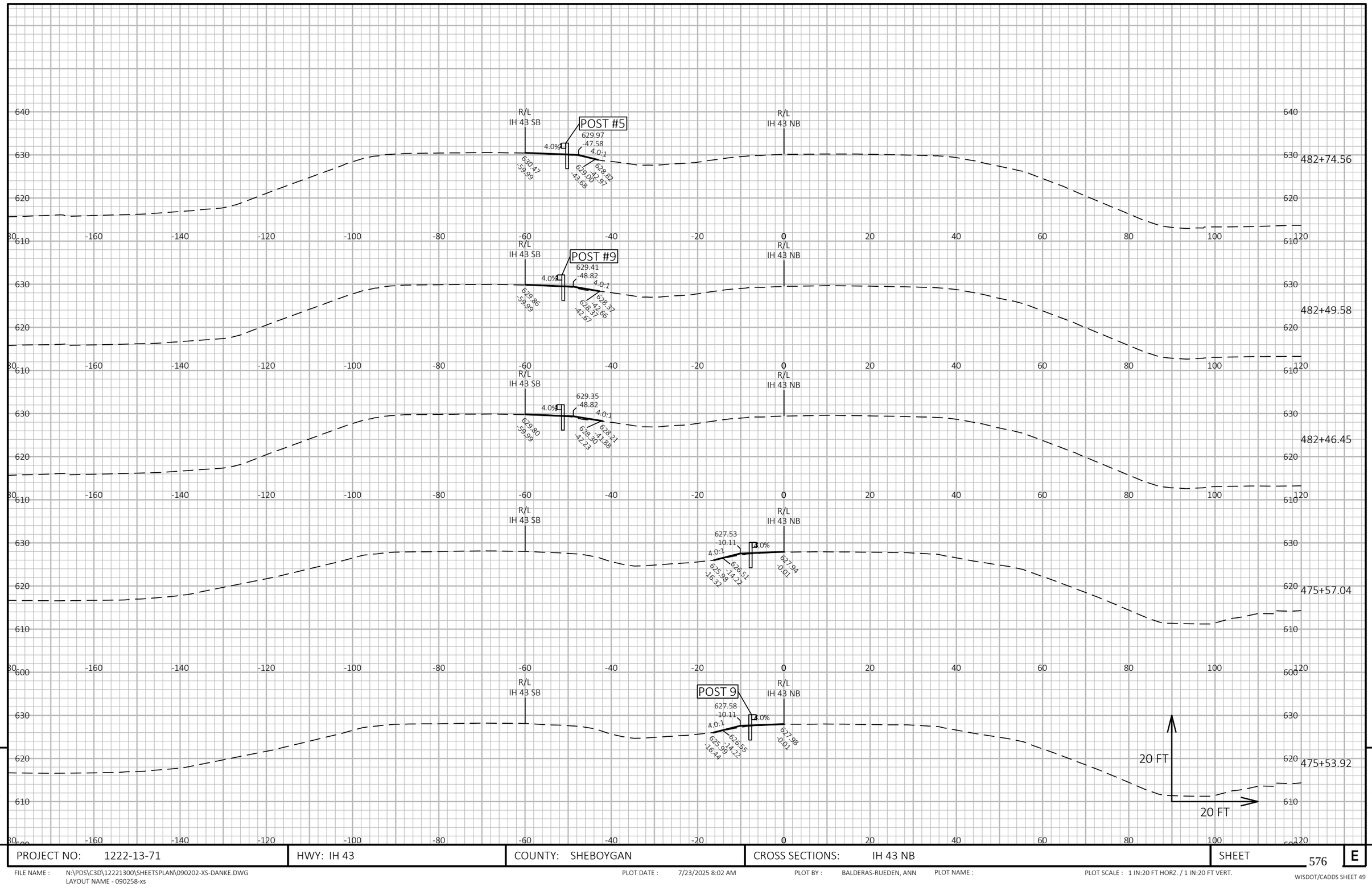


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 575	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090257-xs

PLOT DATE : 7/23/2025 8:02 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 576	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090258-xs

PLOT DATE : 7/23/2025 8:02 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

485+61.90

R/L
IH 43 SB

R/L
IH 43 NB

637.57
-97.90
2.7:1
635.20
-105.19
636.88
-100.66
10.00
637.96
-94.00
4.0%
638.36
-84.01

484+18.56

R/L
IH 43 SB

R/L
IH 43 NB

4.0%
634.03
-53.17
4.0:1
634.30
-59.99
632.88
-46.21
632.76
-45.72

483+19.52

R/L
IH 43 SB

R/L
IH 43 NB

631.10
-46.39
4.0%
4.0:1
631.64
-59.99
630.15
-42.59
629.94
-41.75

482+99.53

R/L
IH 43 SB

POST #1
630.51
-45.02
4.0%
4.0:1
631.11
-59.99
629.59
-41.33
628.53
-37.11

R/L
IH 43 NB

20 FT
20 FT

9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 577	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090259-xs

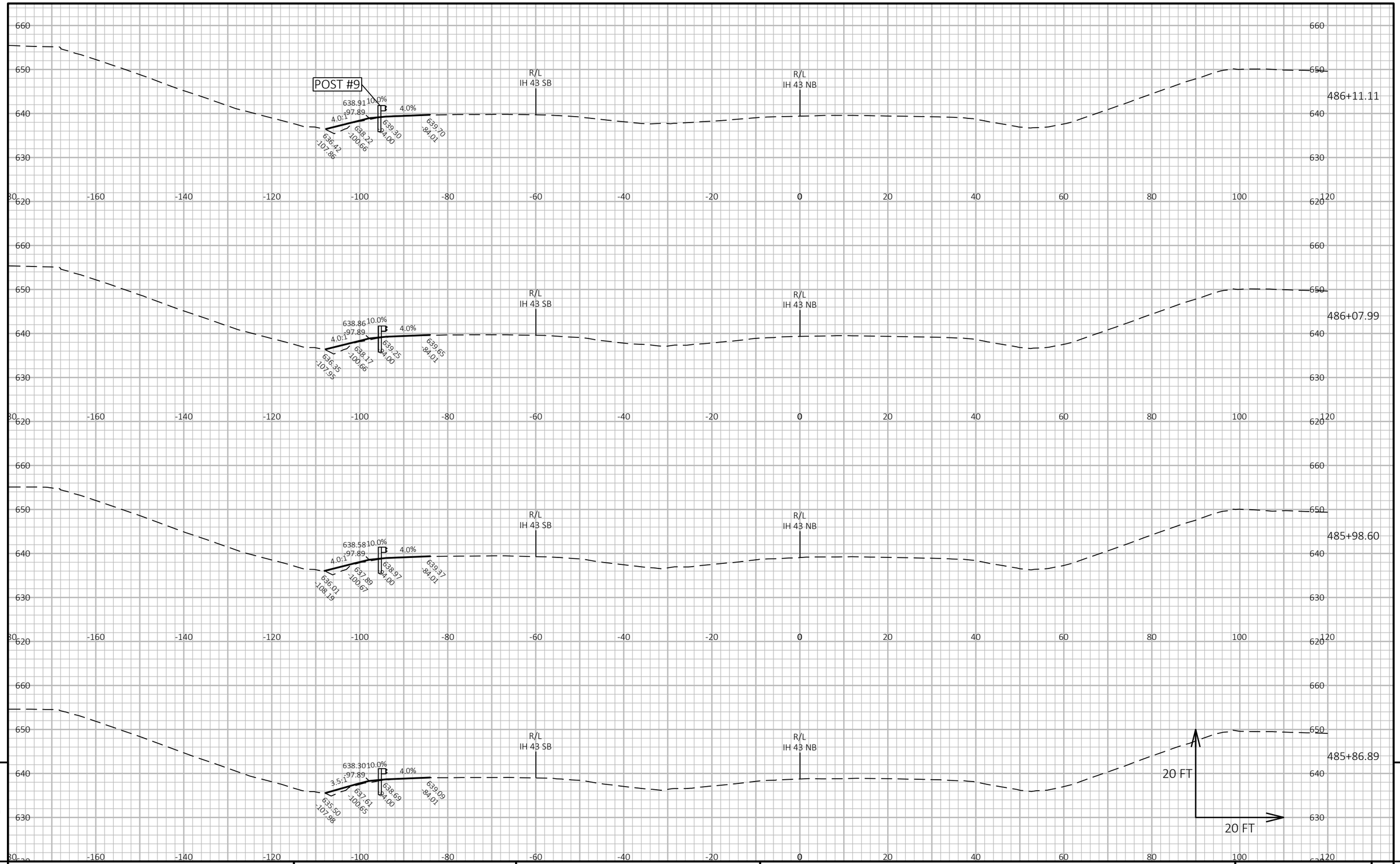
PLOT DATE : 7/23/2025 8:02 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 578	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090260-xs

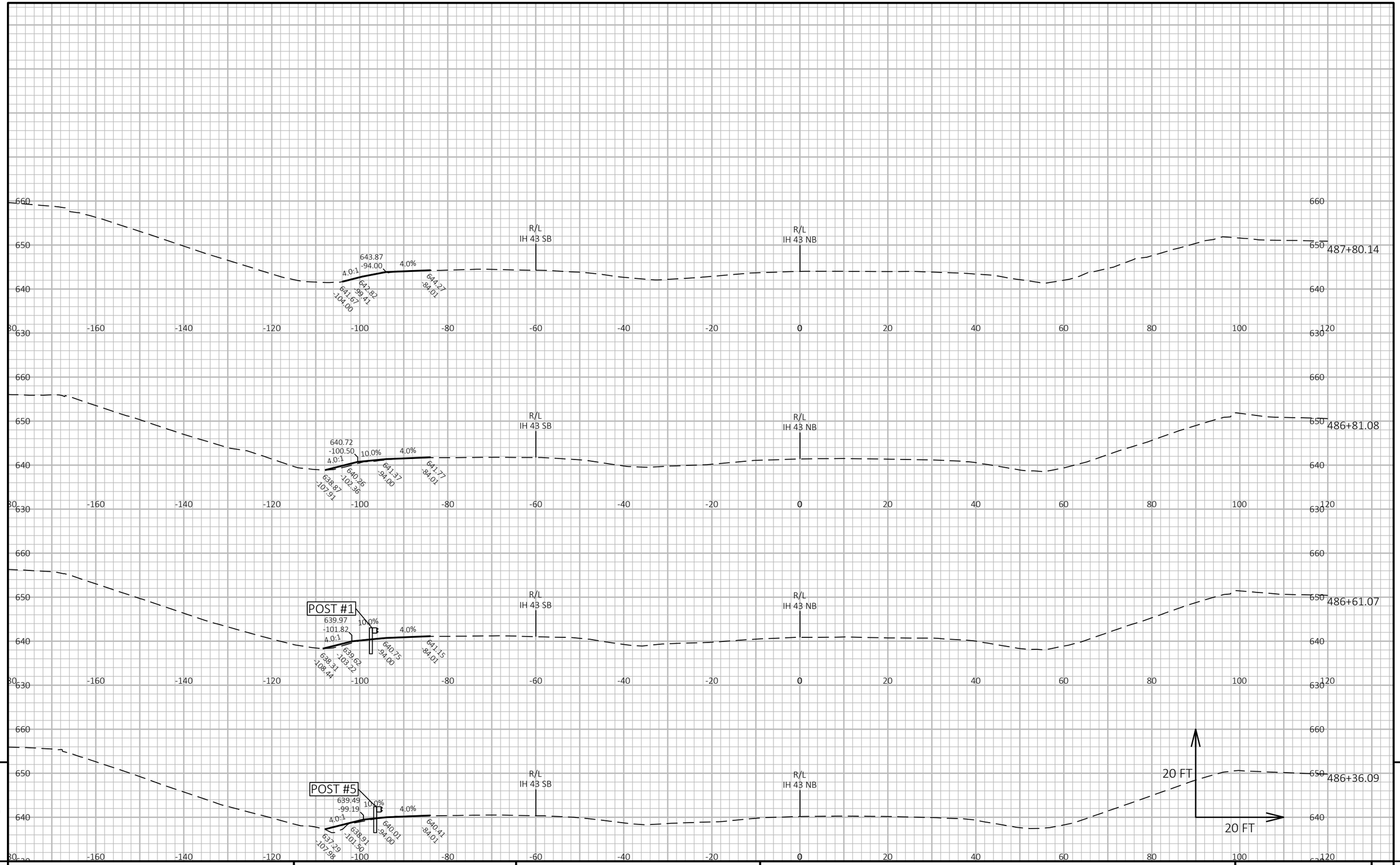
PLOT DATE : 7/23/2025 8:03 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 579	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090261-xs

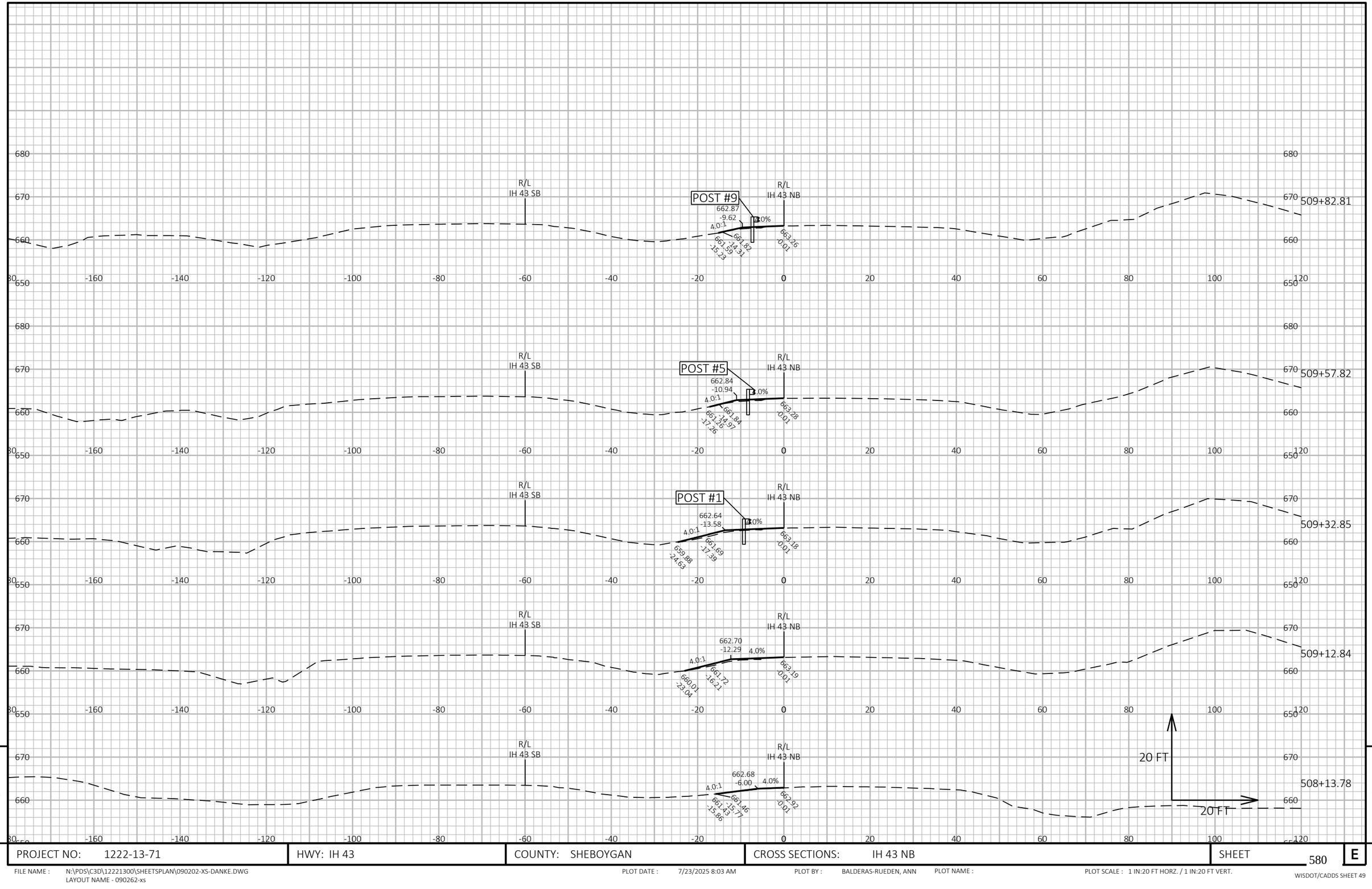
PLOT DATE : 7/23/2025 8:03 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 580	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
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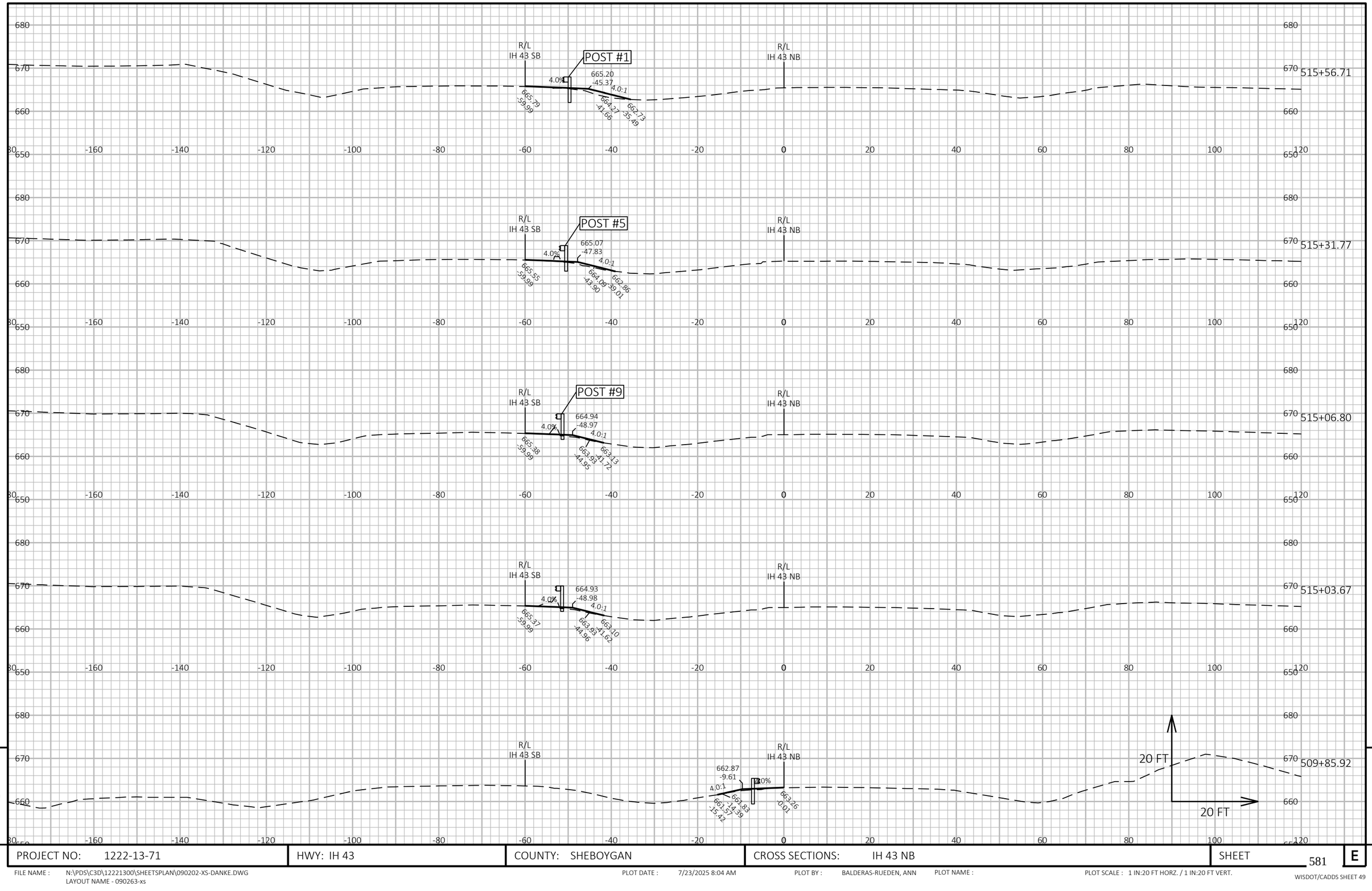
PLOT DATE : 7/23/2025 8:03 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 581	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090263-xs

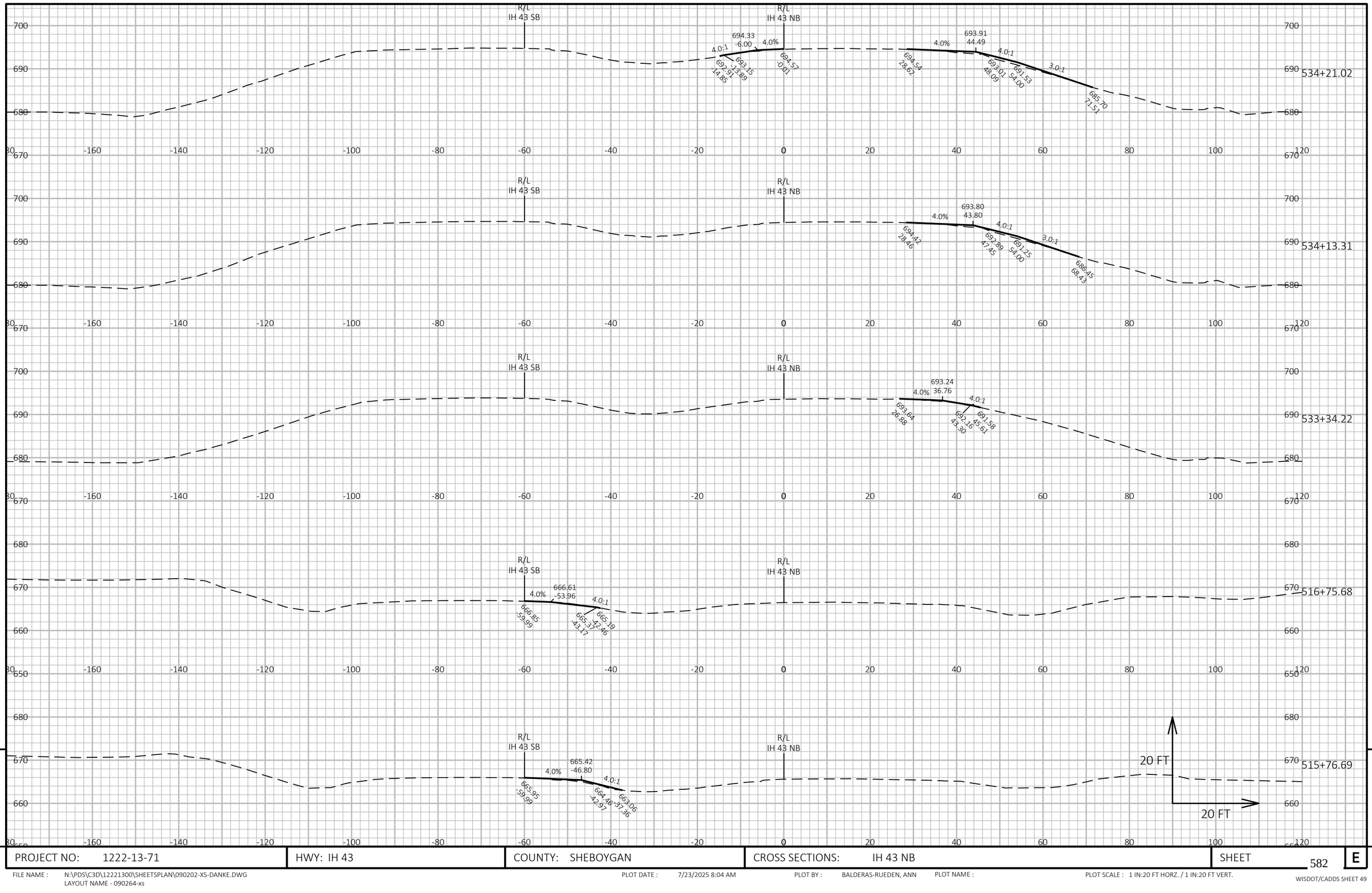
PLOT DATE : 7/23/2025 8:04 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

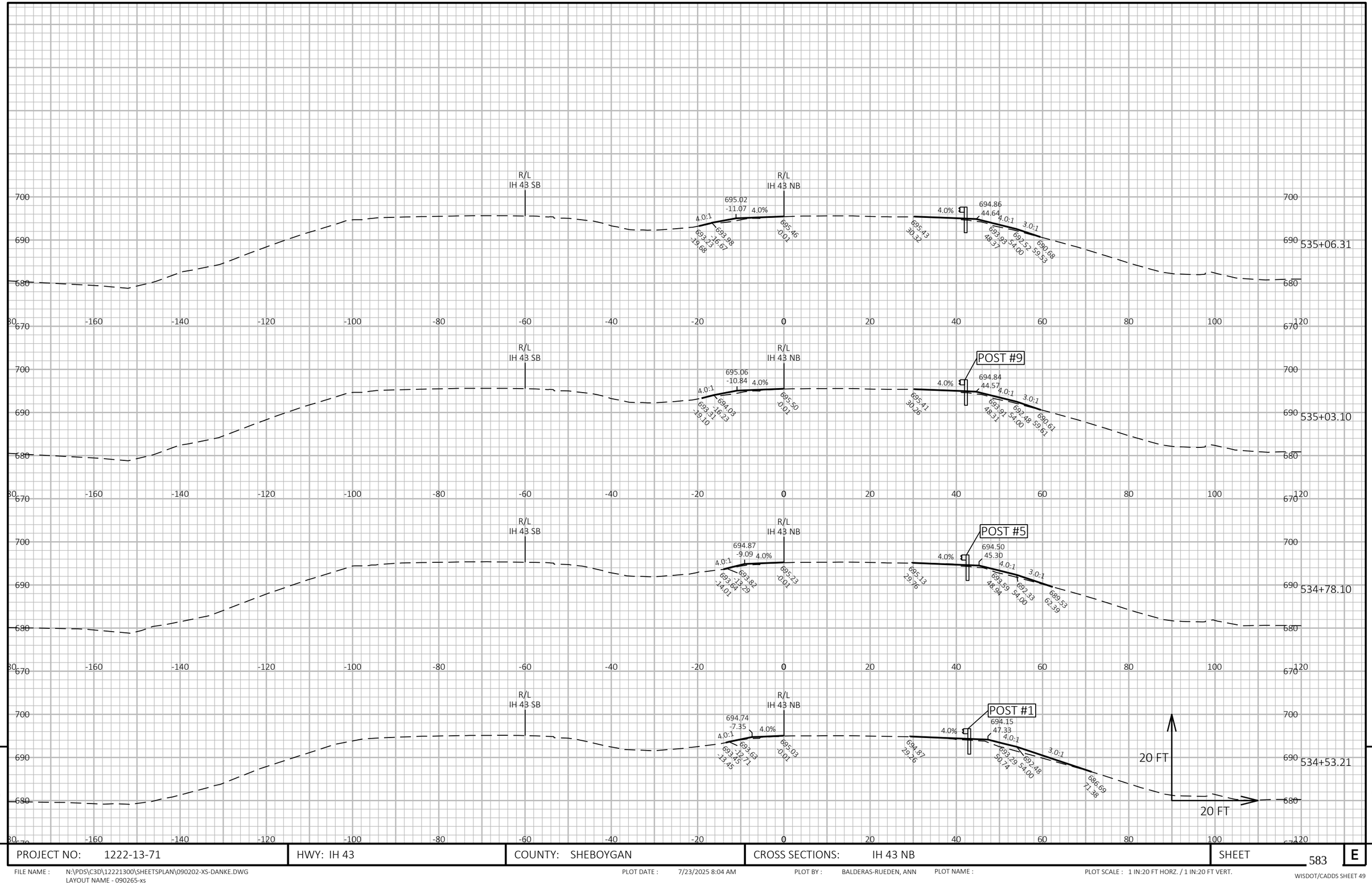


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 582	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090264-xs

PLOT DATE : 7/23/2025 8:04 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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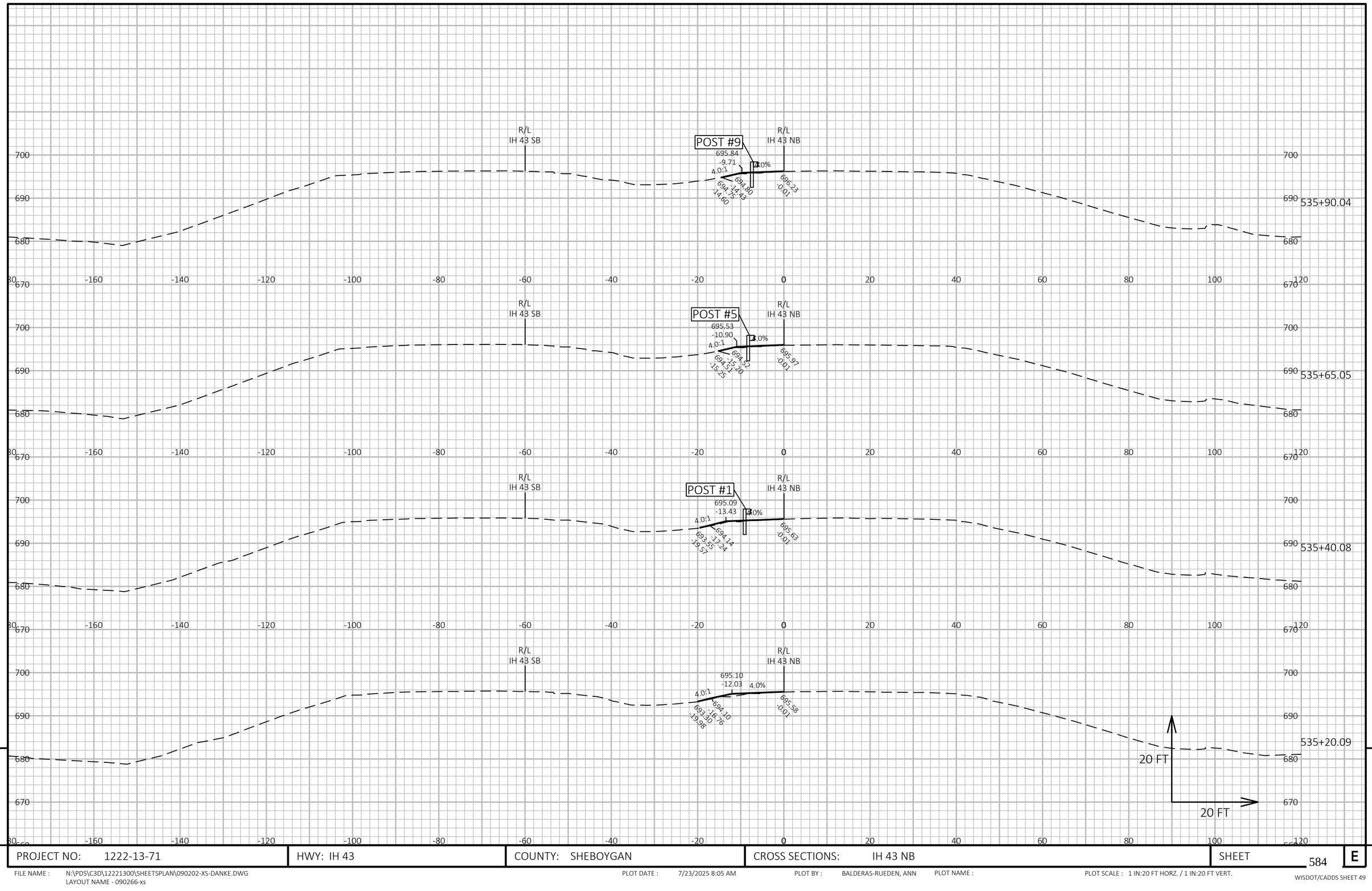
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 583	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090265-xs

PLOT DATE : 7/23/2025 8:04 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

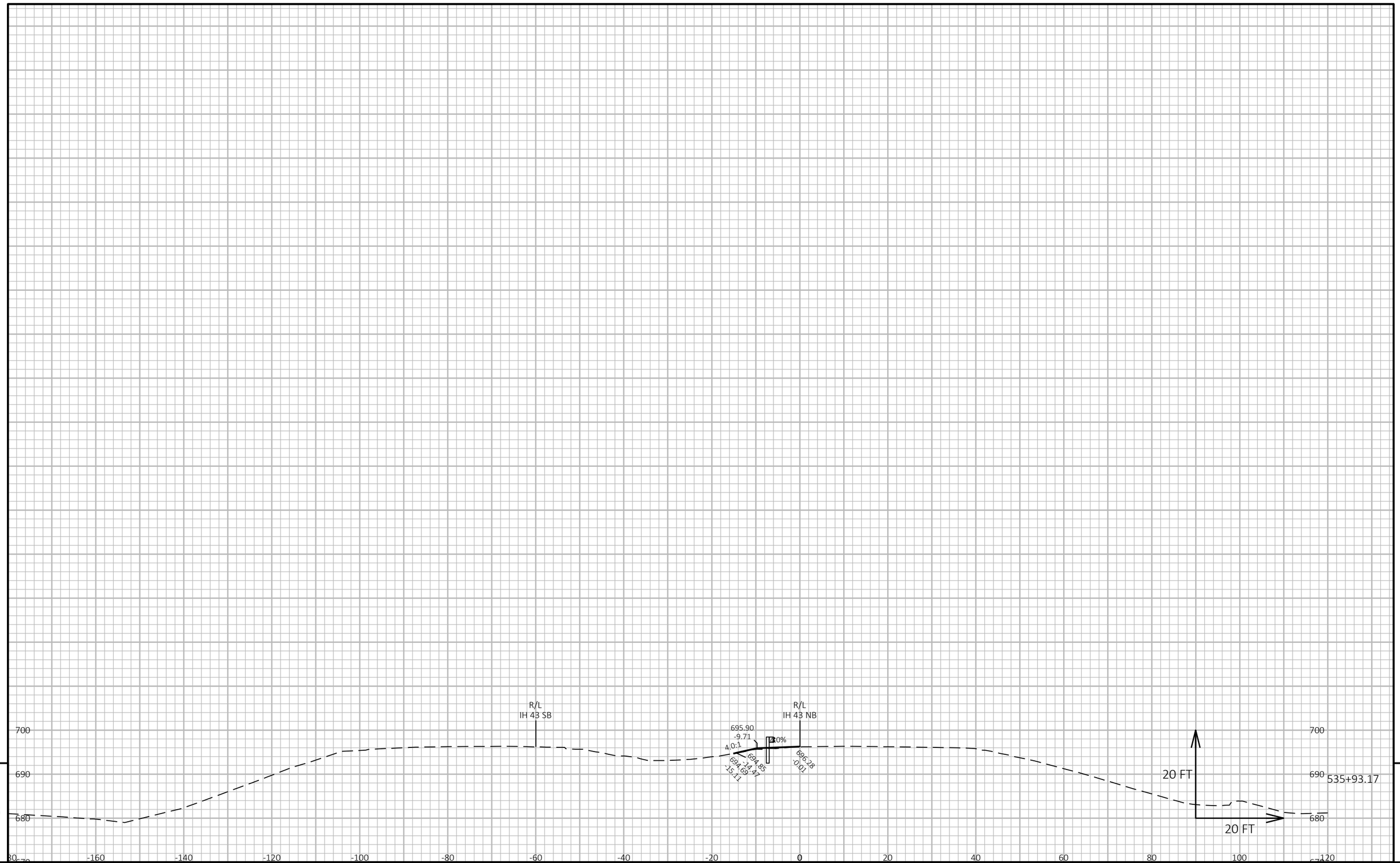


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 584 E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090266-xs

PLOT DATE : 7/23/2025 8:05 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 585	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090267-xs

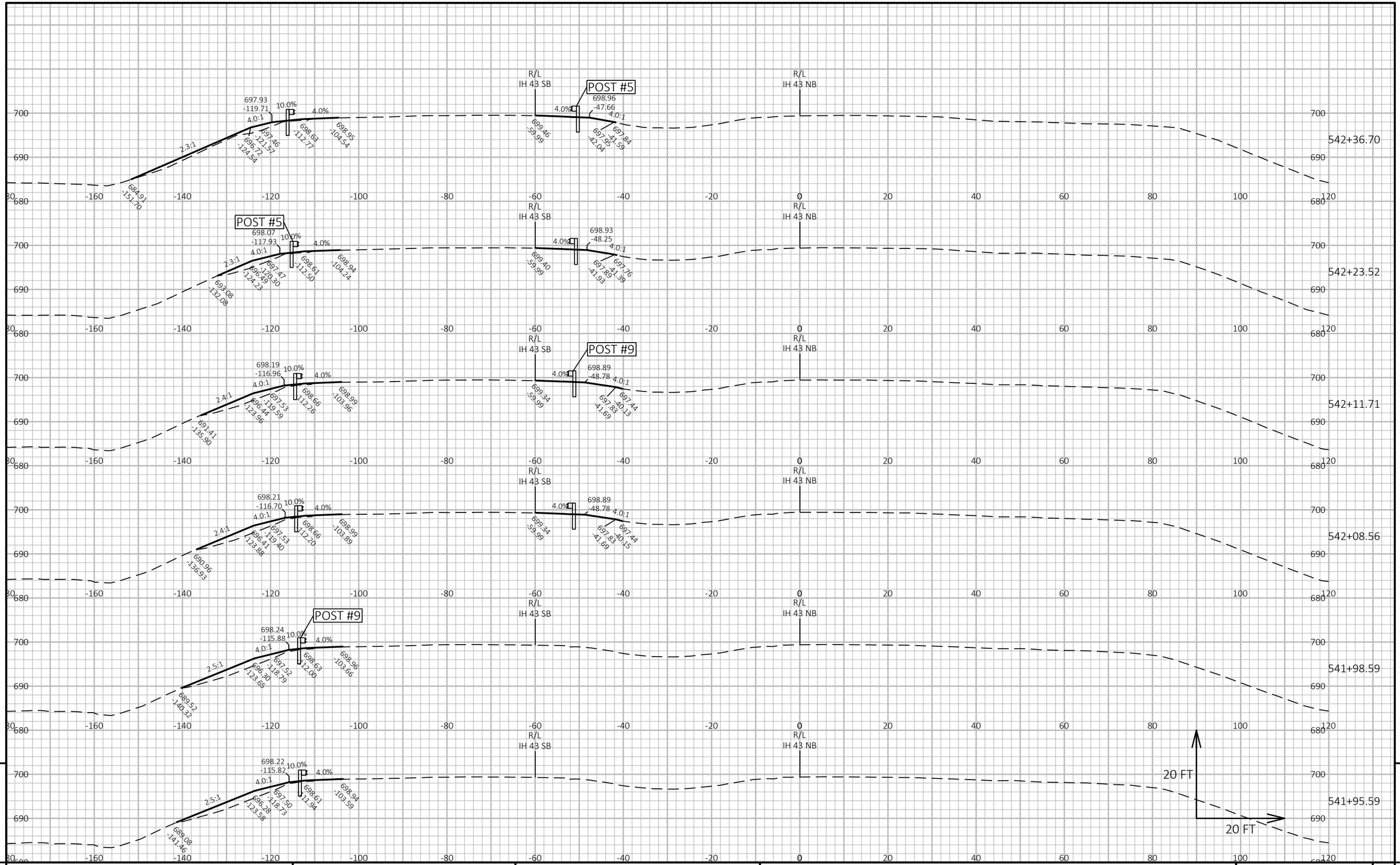
PLOT DATE : 7/23/2025 8:05 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

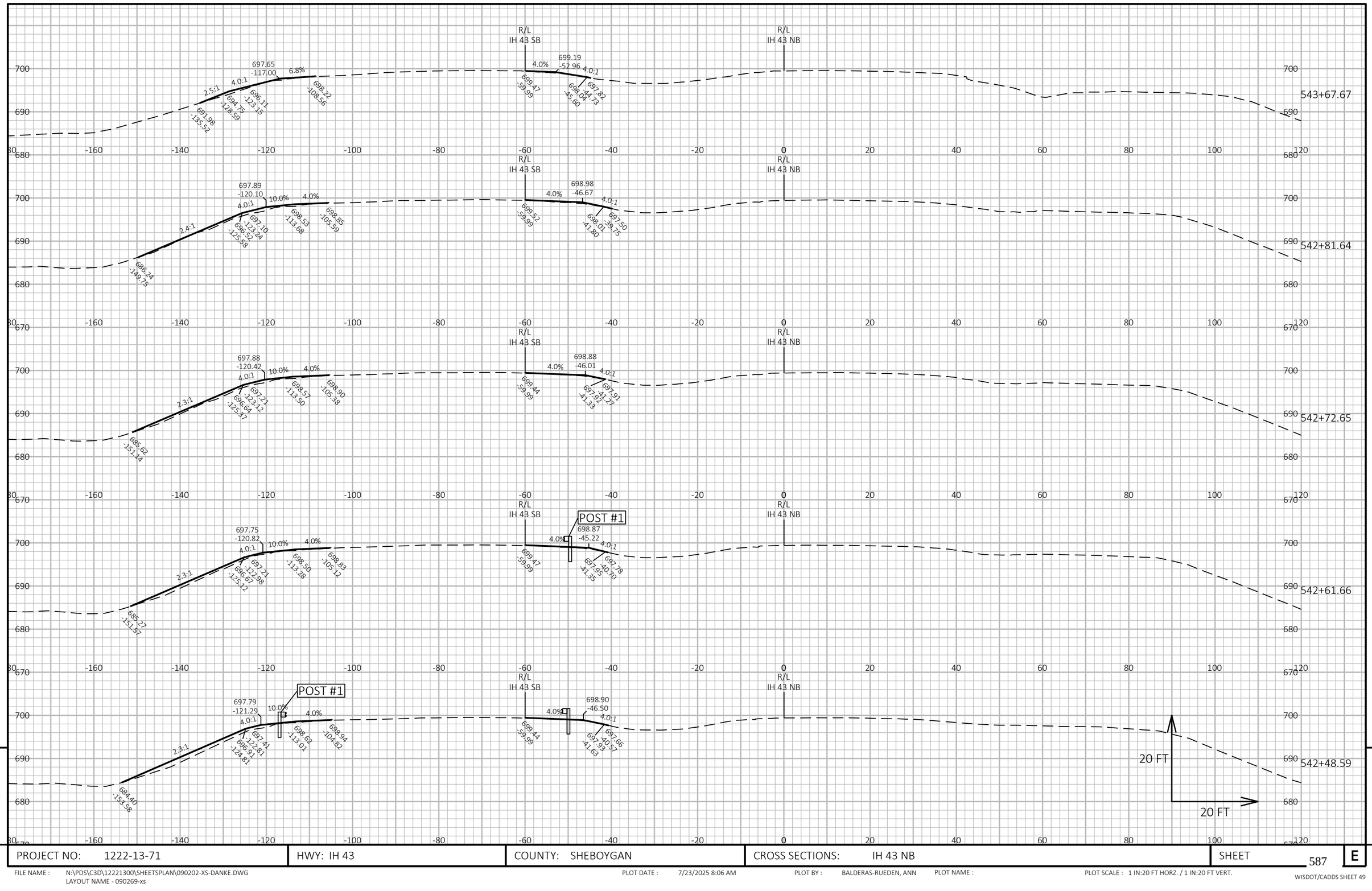
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 586	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090268-xs

PLOT DATE : 7/23/2025 8:05 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49

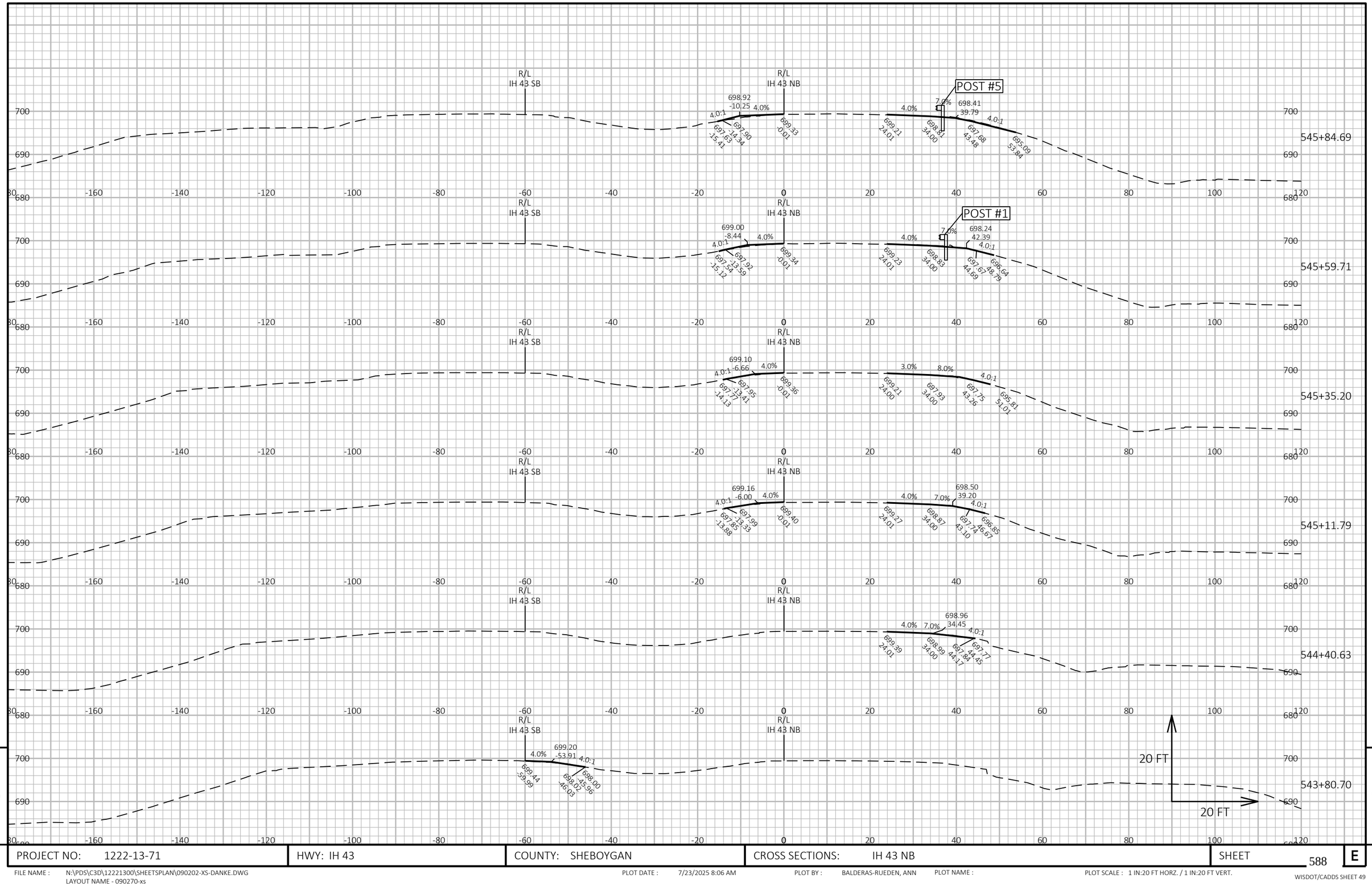


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 587	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090269-xs

PLOT DATE : 7/23/2025 8:06 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 588	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090270-xs

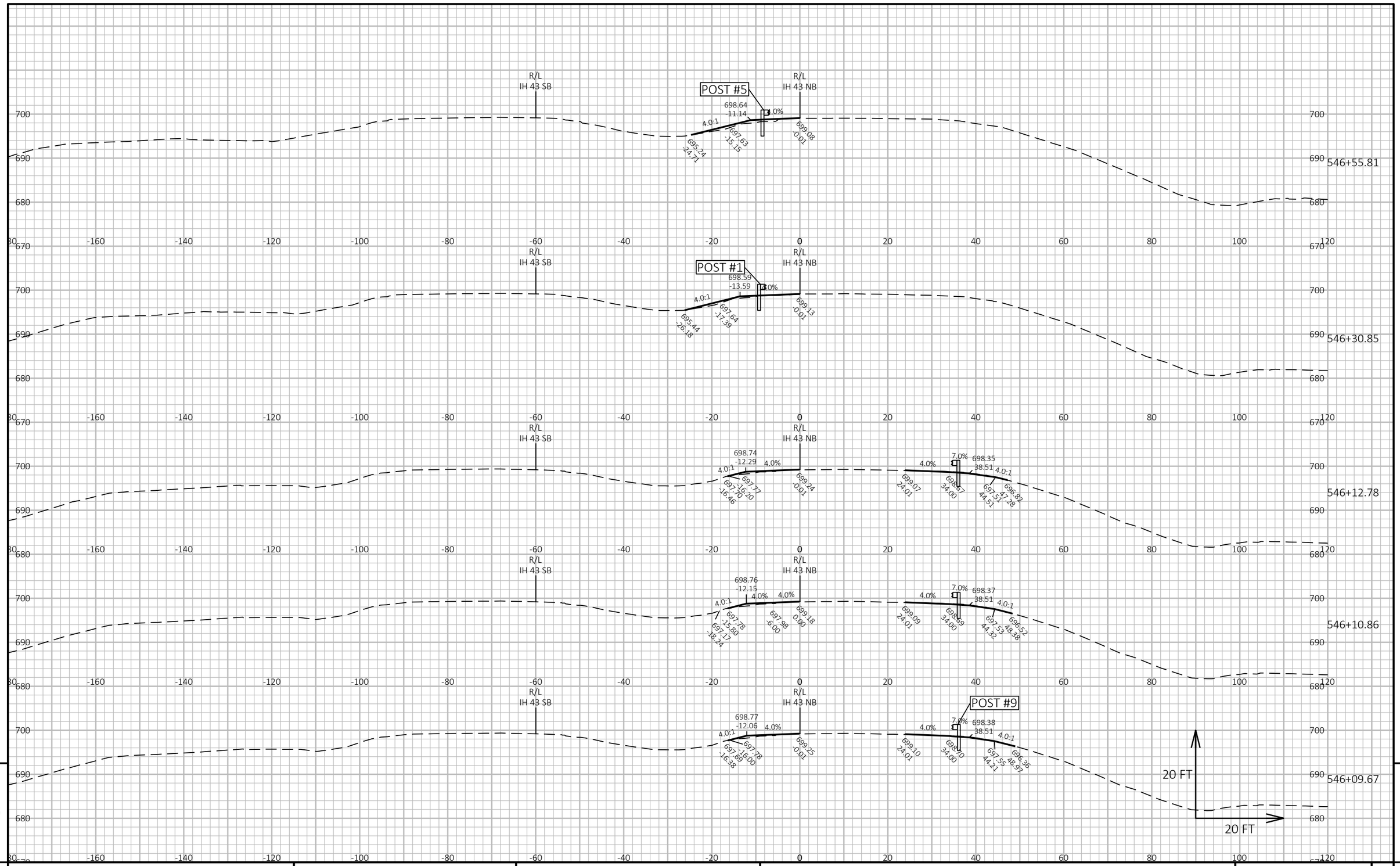
PLOT DATE : 7/23/2025 8:06 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 589	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090271-xs

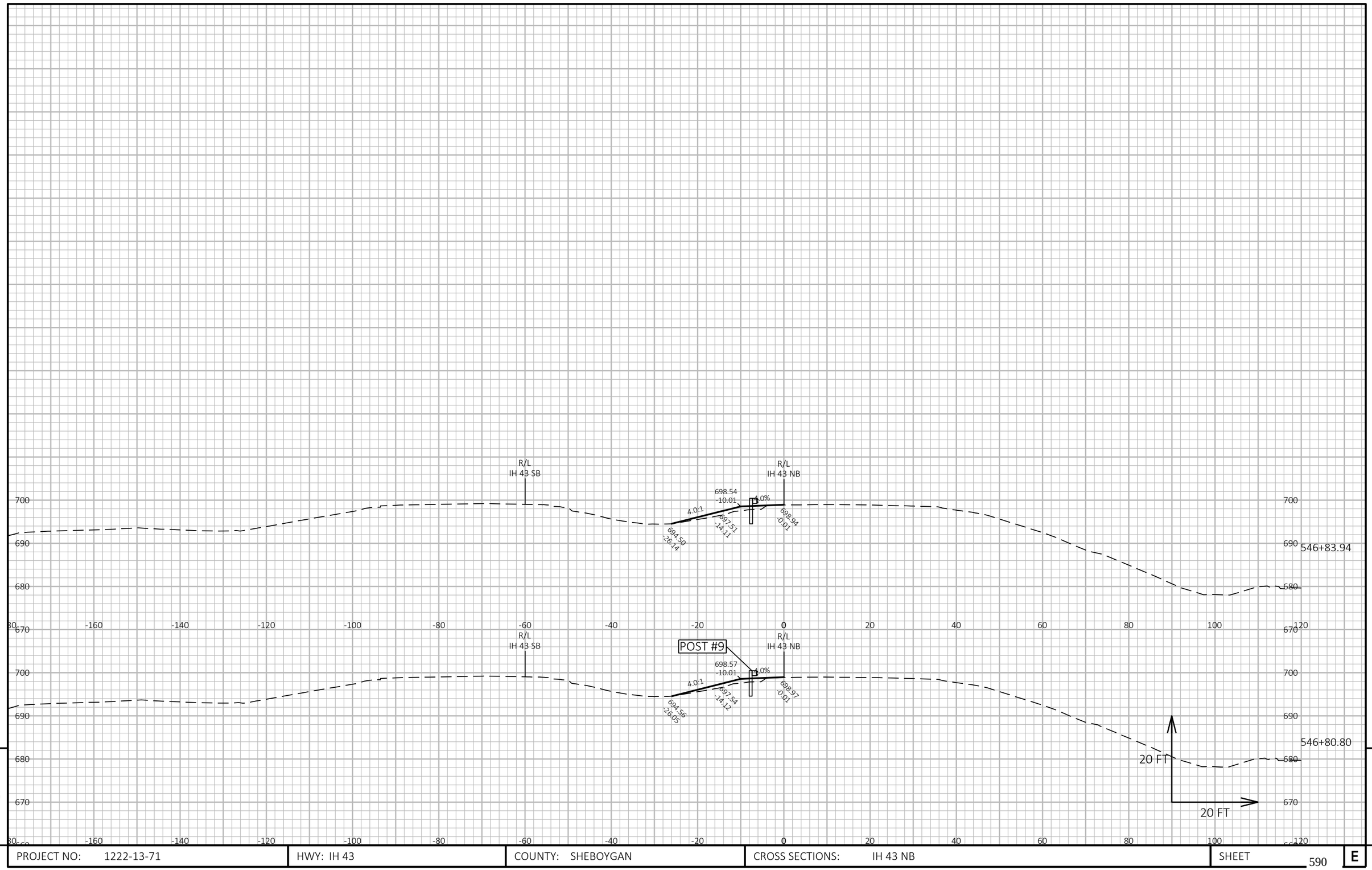
PLOT DATE : 7/23/2025 8:06 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: IH 43 NB	SHEET 590	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090202-XS-DANKE.DWG
LAYOUT NAME - 090272-xs

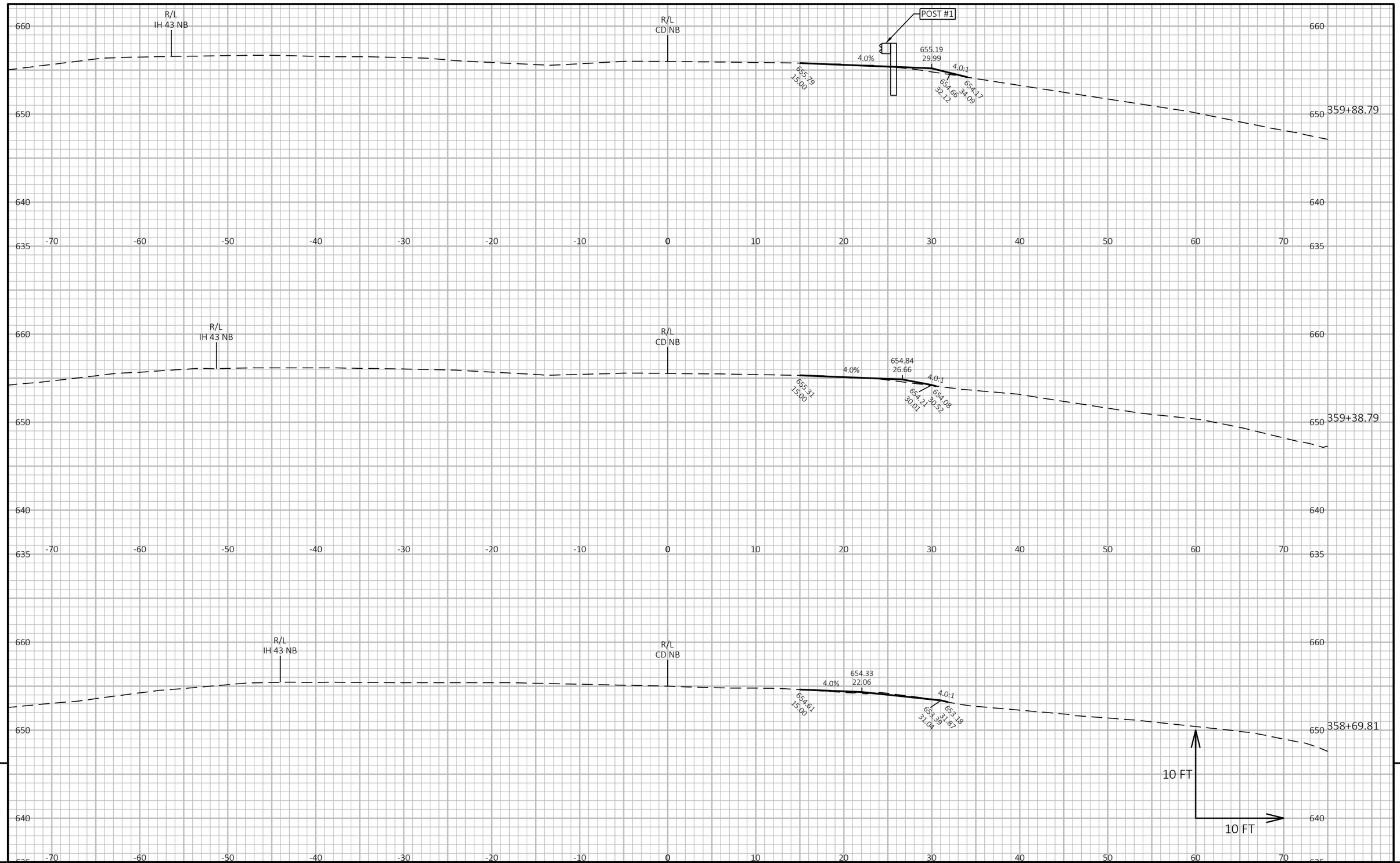
PLOT DATE : 7/23/2025 8:07 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:20 FT HORZ. / 1 IN:20 FT VERT.

WISDOT/CADDS SHEET 49



9

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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD NB	SHEET 591	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902300-xs

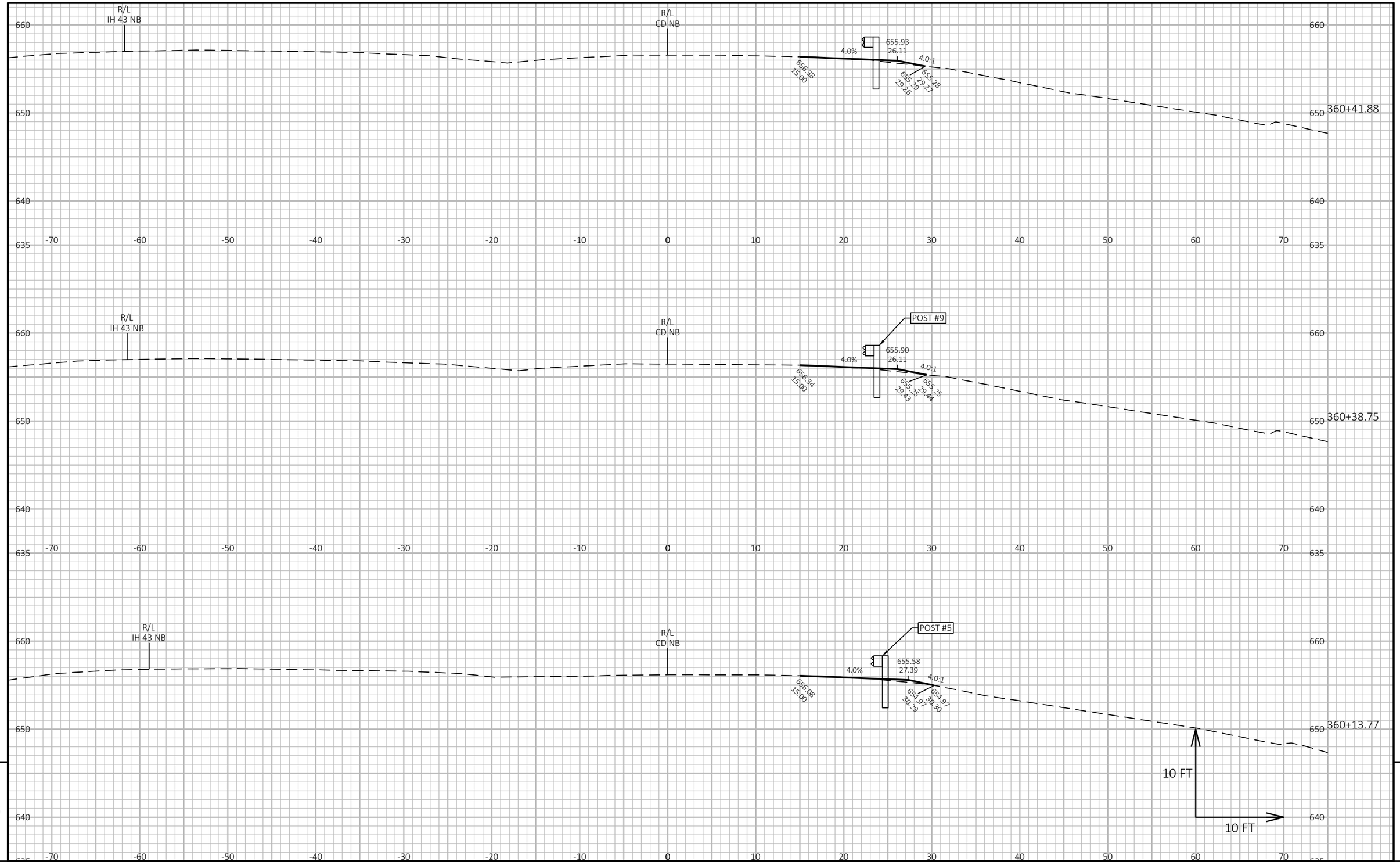
PLOT DATE : 7/23/2025 8:08 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD NB	SHEET 592	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902301-xs

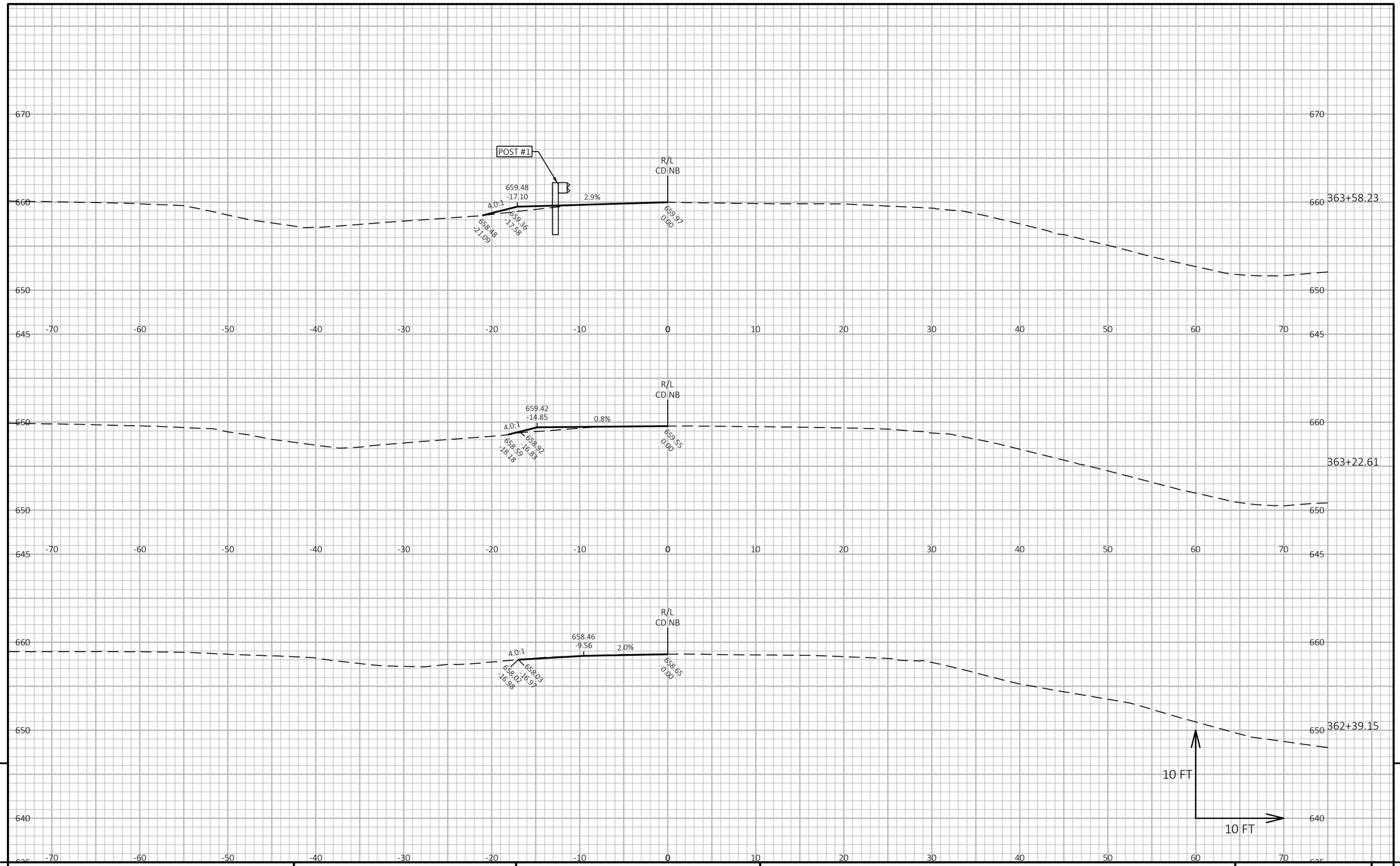
PLOT DATE : 7/23/2025 8:08 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD NB	SHEET 593	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902302-xs

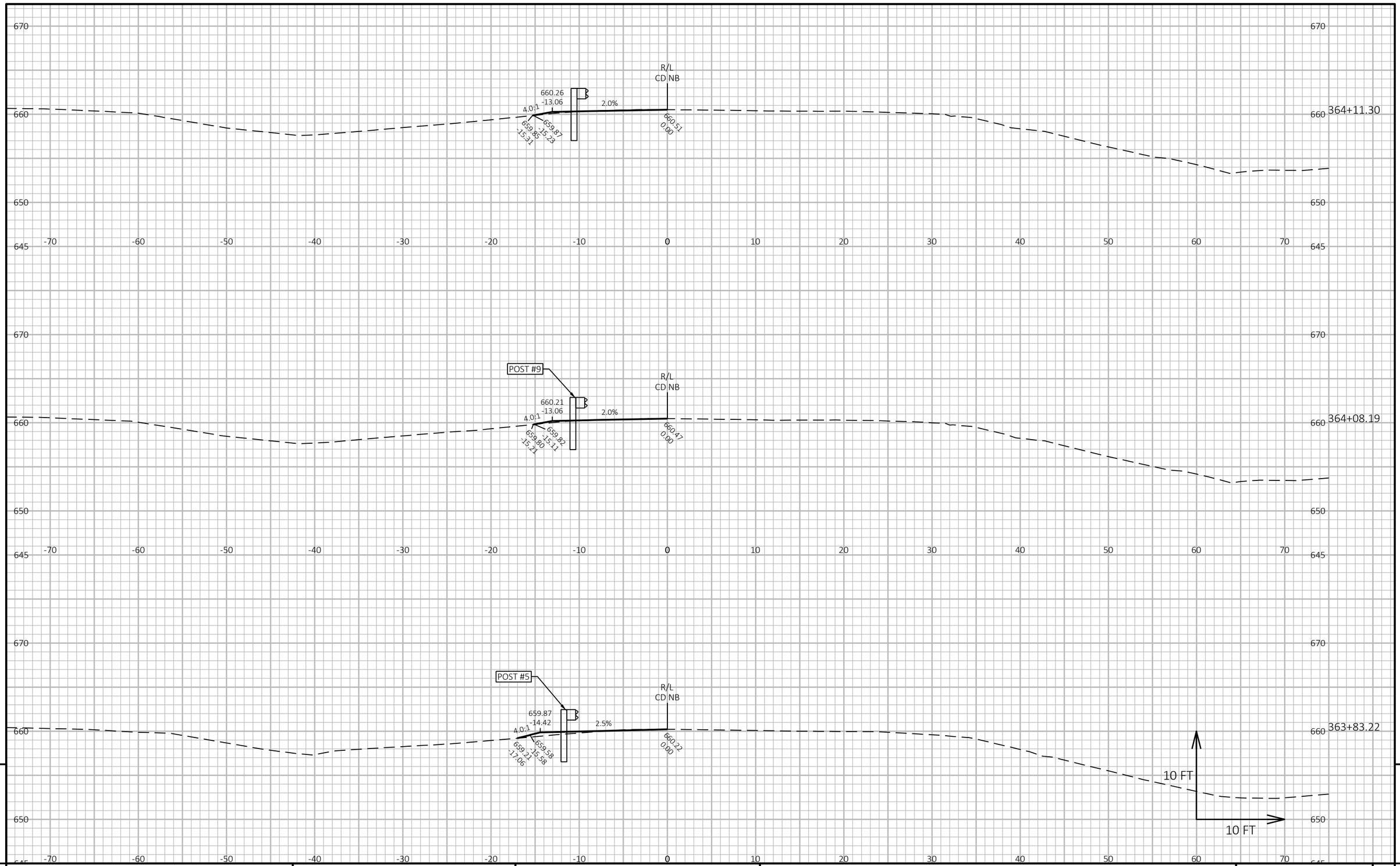
PLOT DATE : 7/23/2025 8:08 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD NB	SHEET 594	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902303-xs

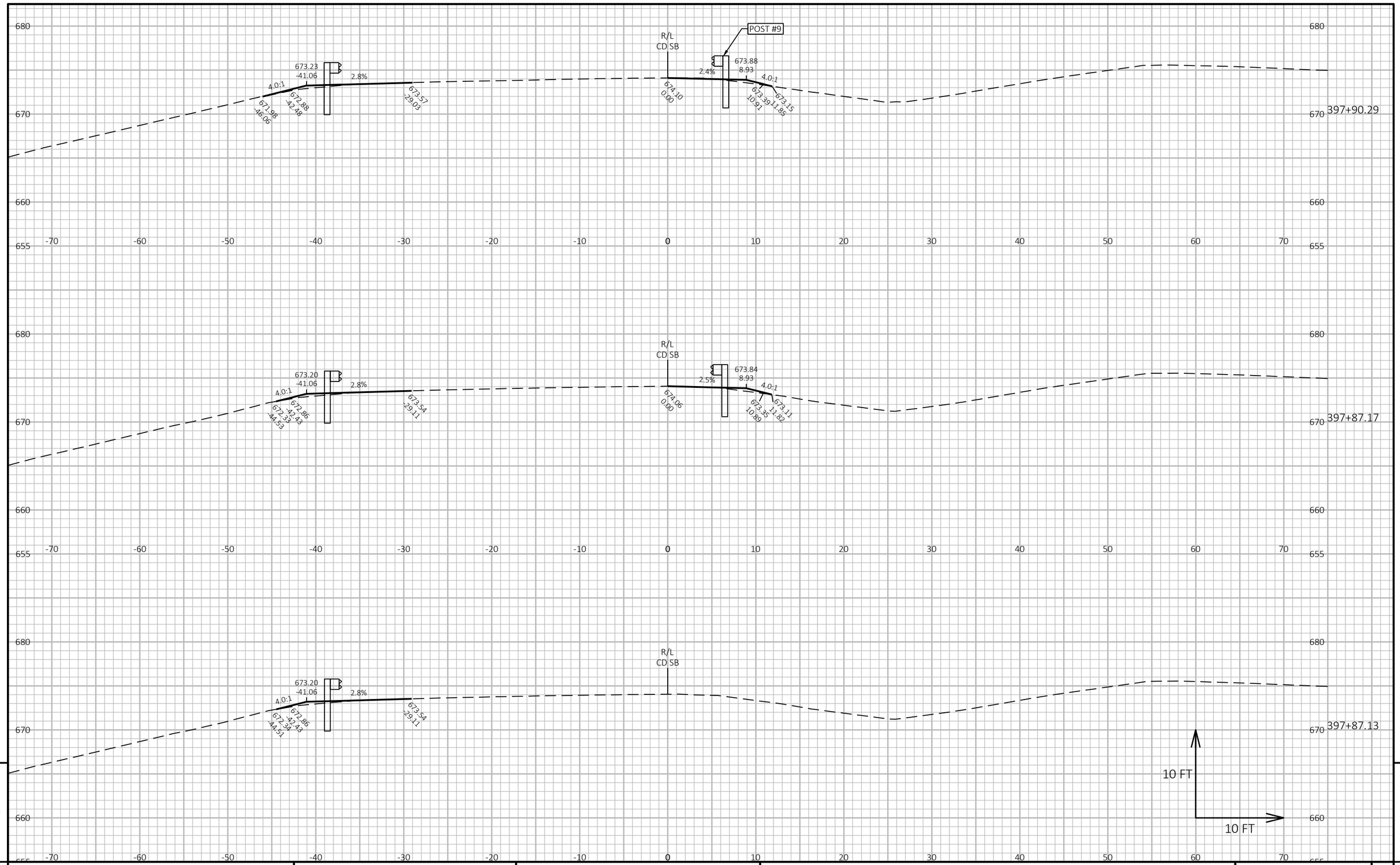
PLOT DATE : 7/23/2025 8:08 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD SB	SHEET 595	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902310-xs

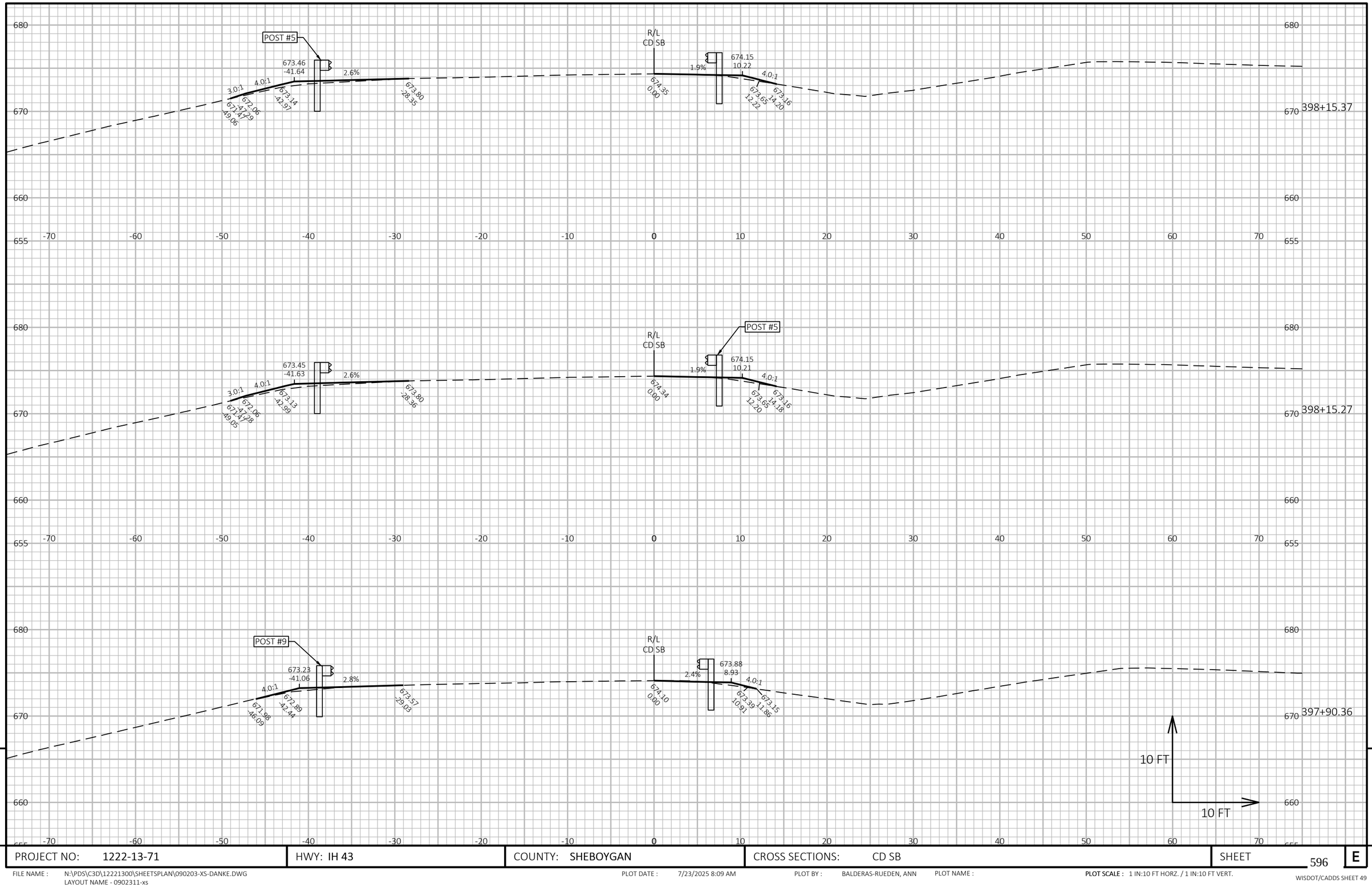
PLOT DATE : 7/23/2025 8:09 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD SB	SHEET 596	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902311-xs

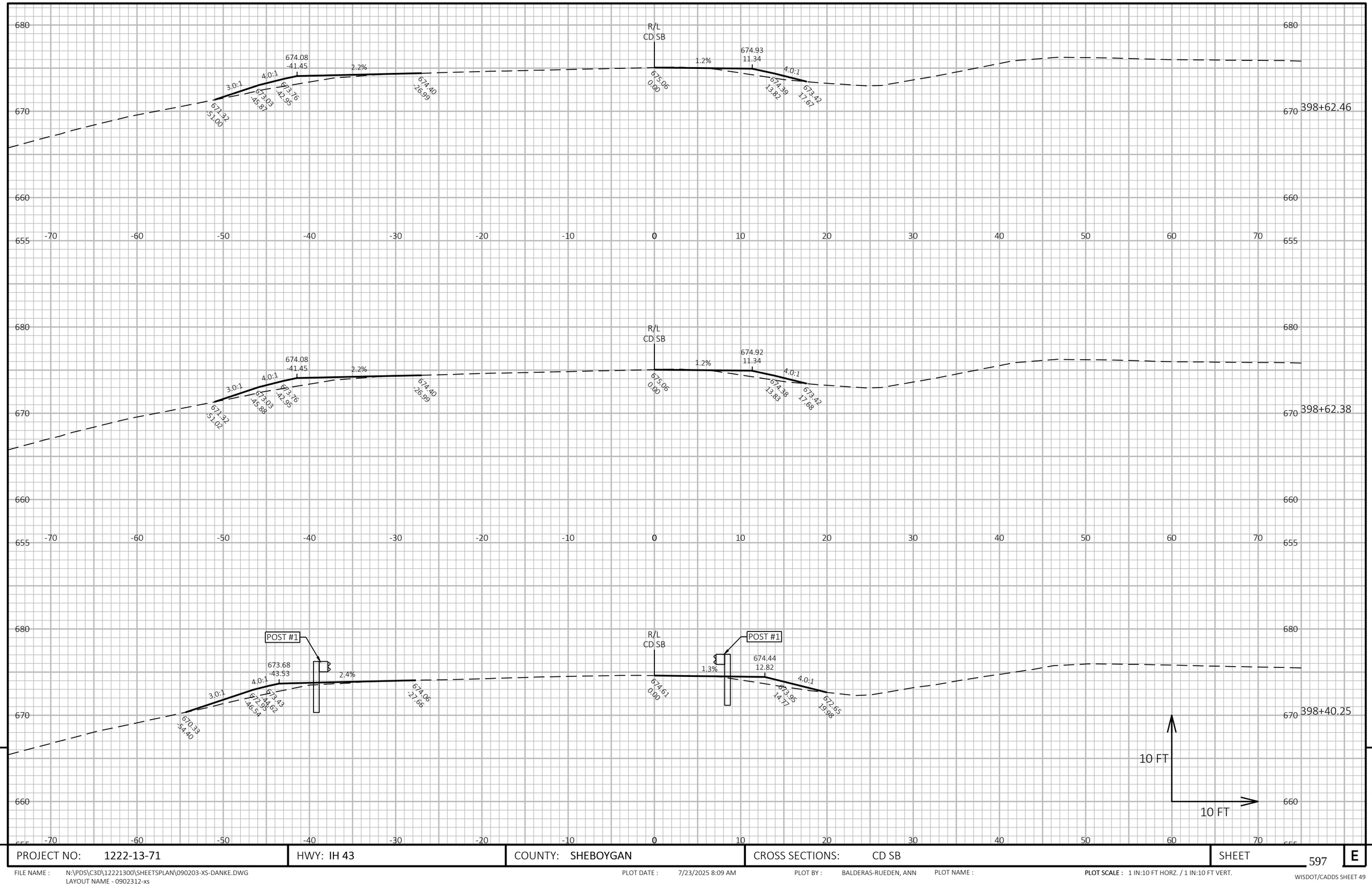
PLOT DATE : 7/23/2025 8:09 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD SB	SHEET 597	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902312-xs

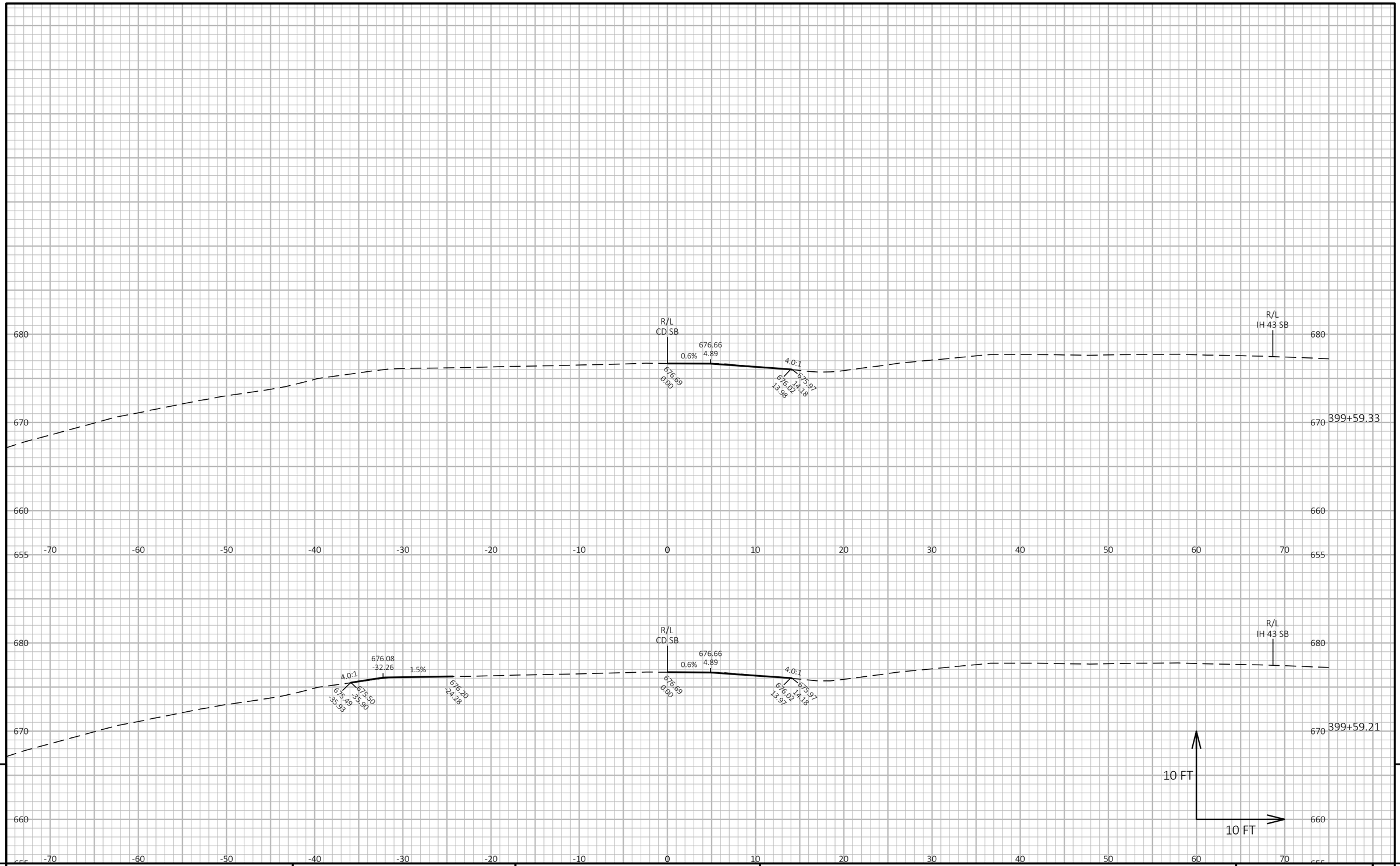
PLOT DATE : 7/23/2025 8:09 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



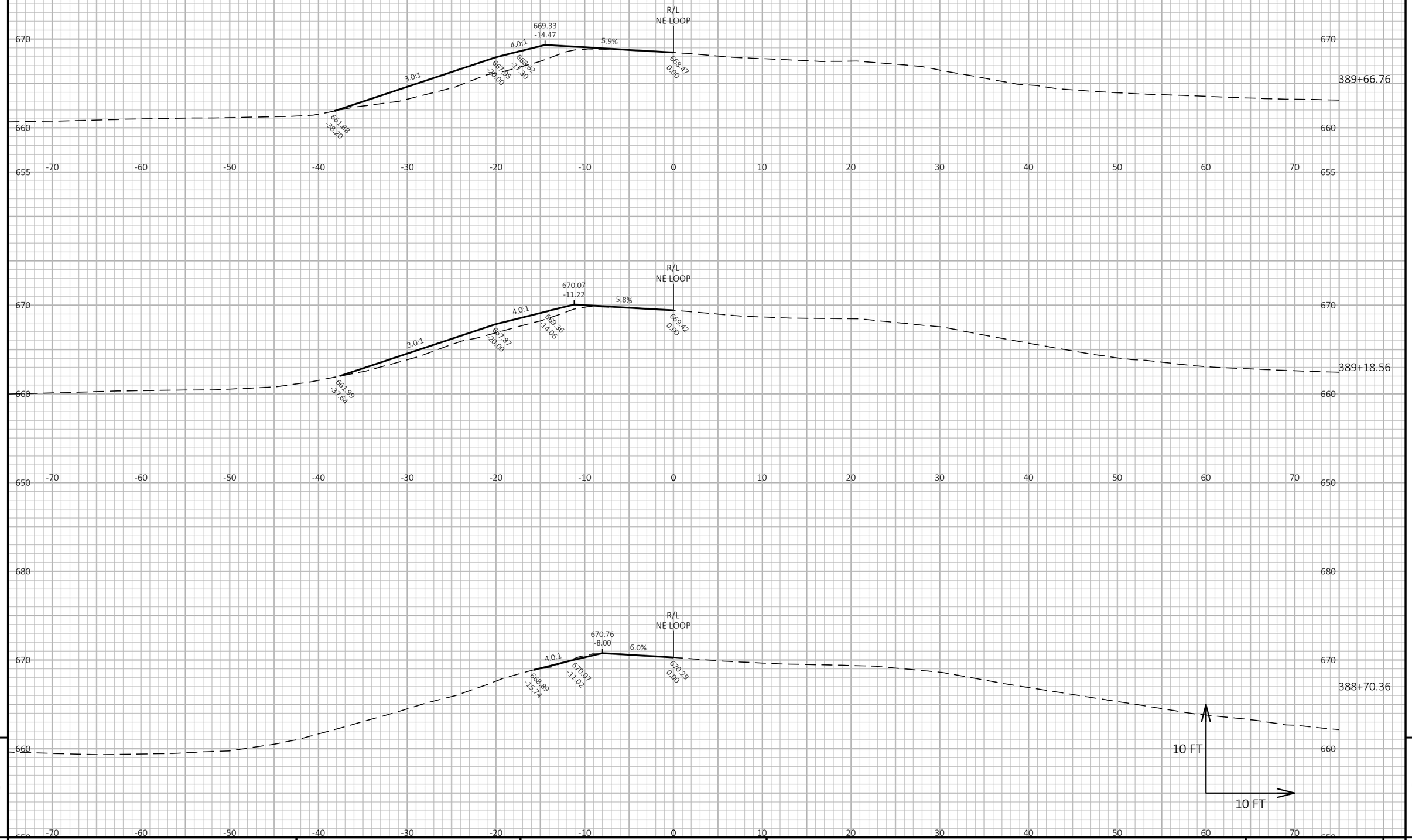
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: CD SB	SHEET 598	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902313-xs

PLOT DATE : 7/23/2025 8:09 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NE LOOP	SHEET 599	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902340-xs

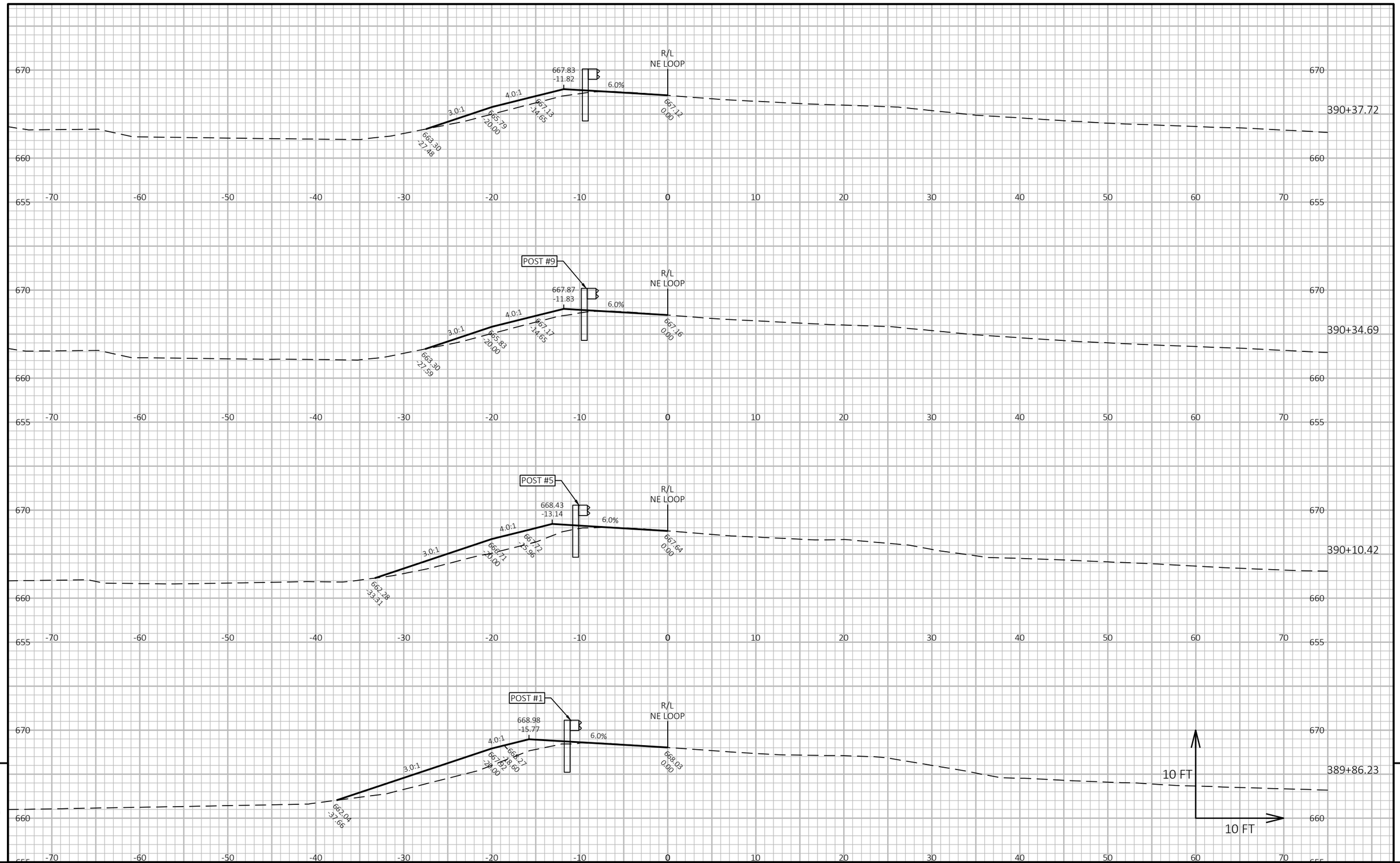
PLOT DATE : 7/23/2025 8:10 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NE LOOP	SHEET 600	E

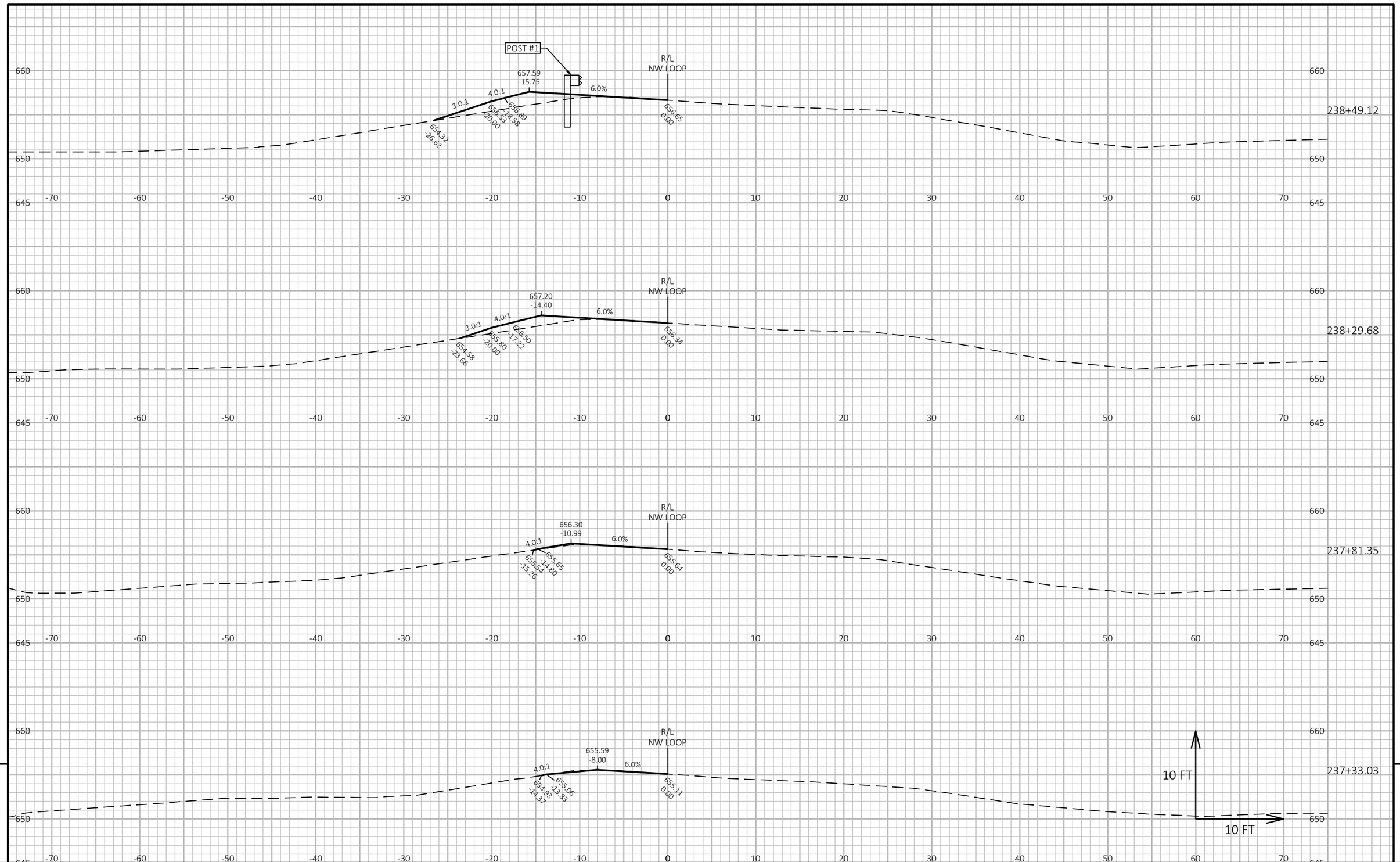
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LAYOUT NAME - 0902341-xs

PLOT DATE : 7/23/2025 8:10 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NW LOOP	SHEET 601	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
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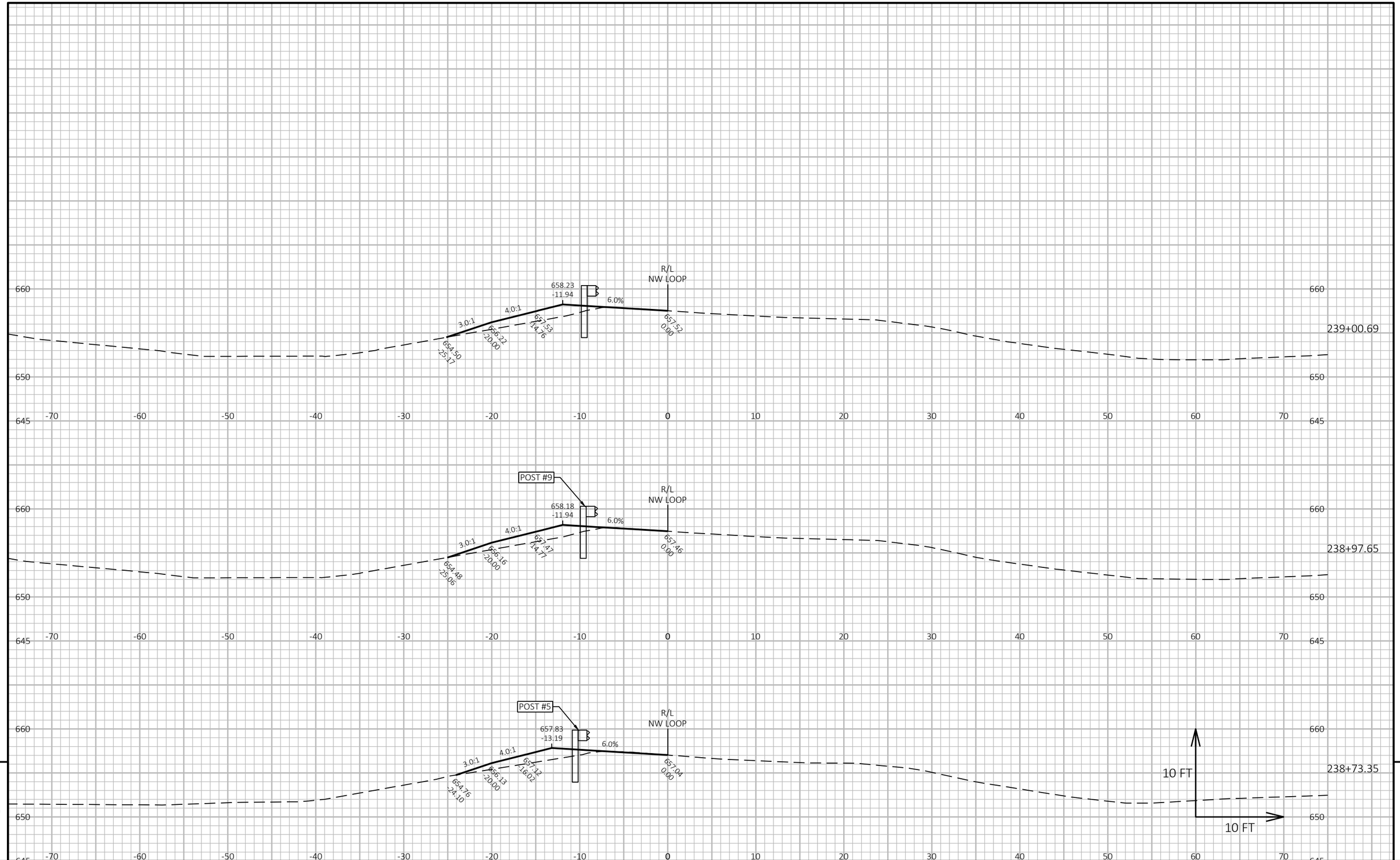
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NW LOOP	SHEET 602	E

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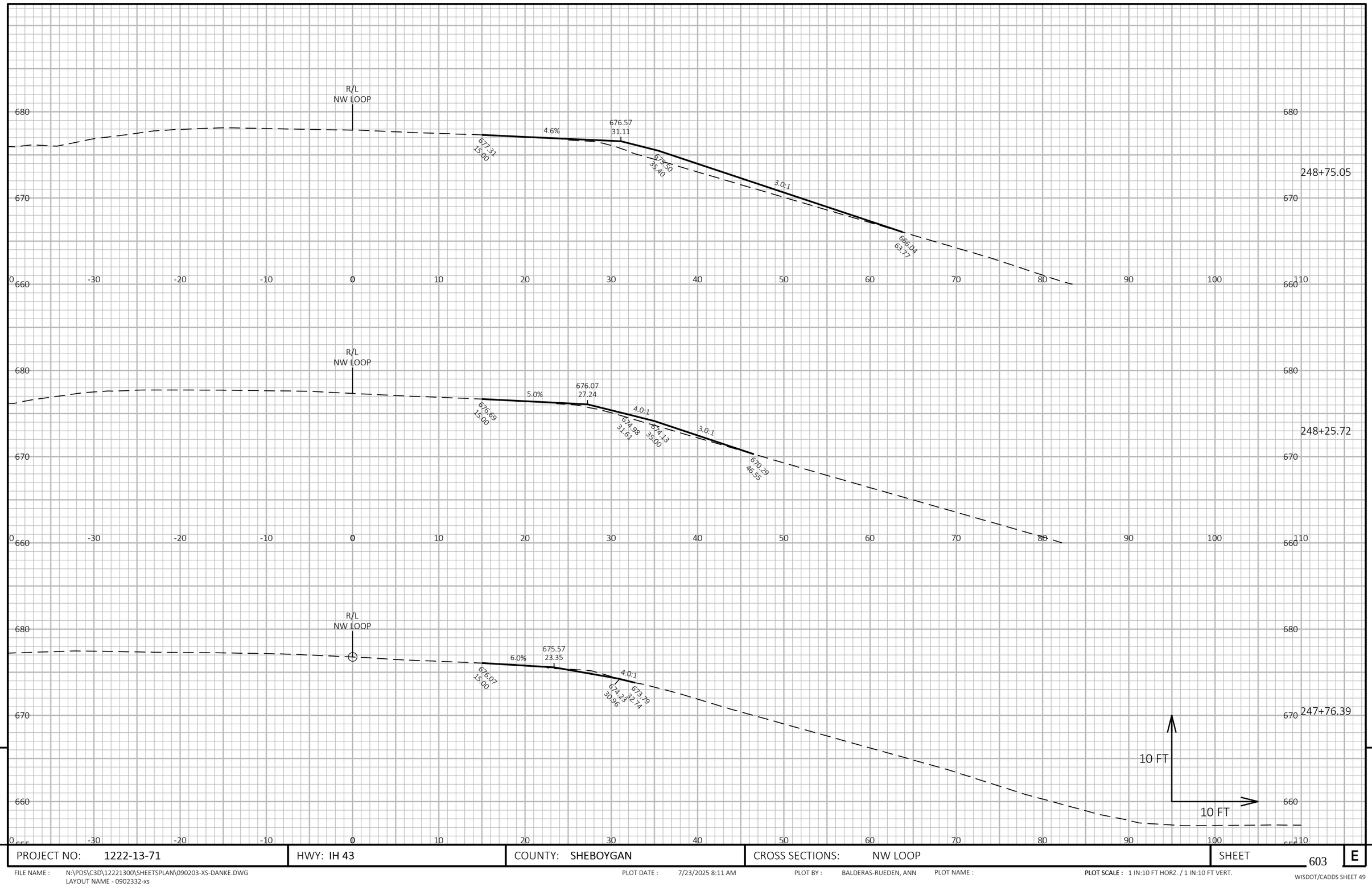
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NW LOOP	SHEET 603	E

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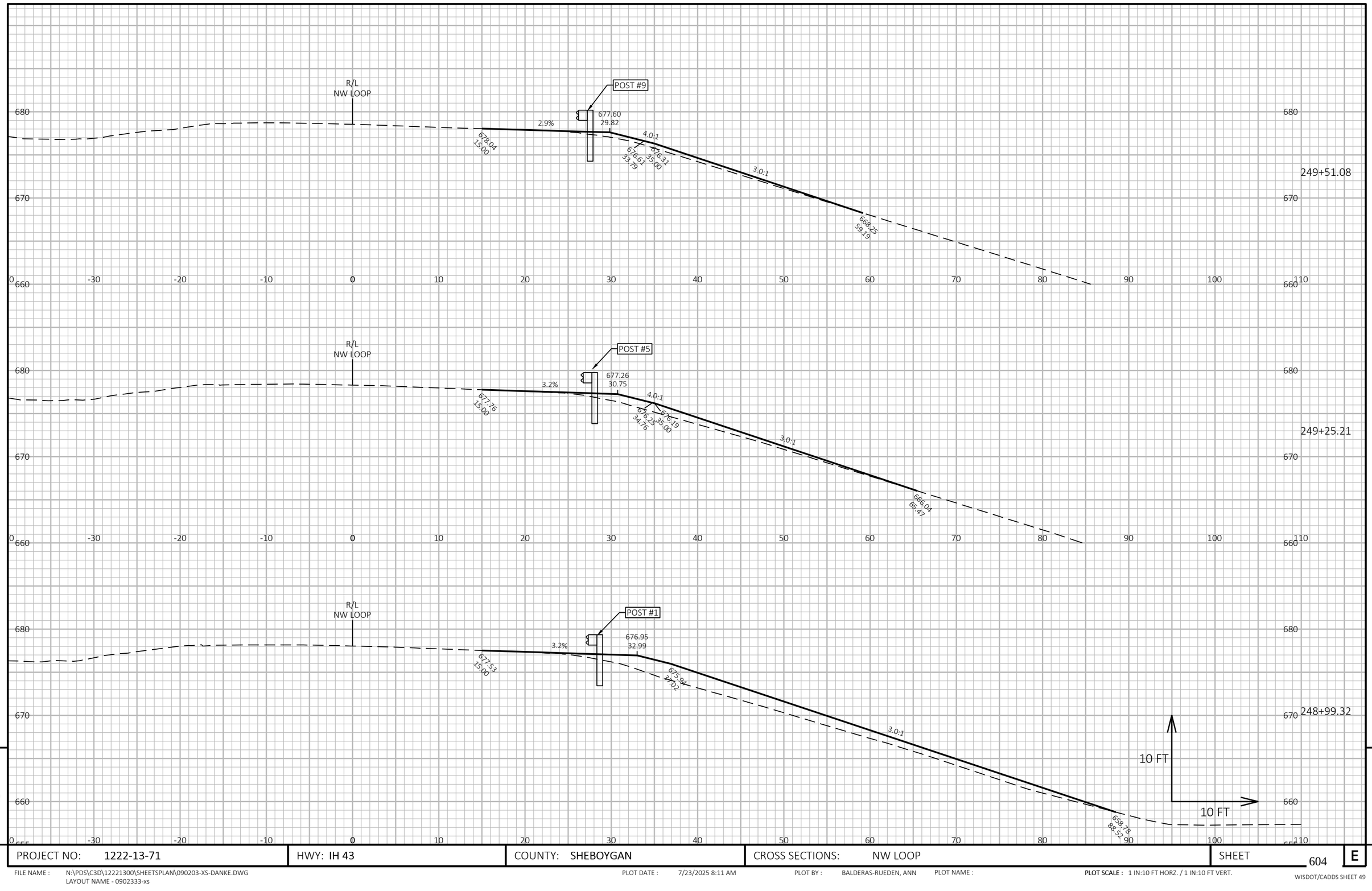
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NW LOOP	SHEET 604	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
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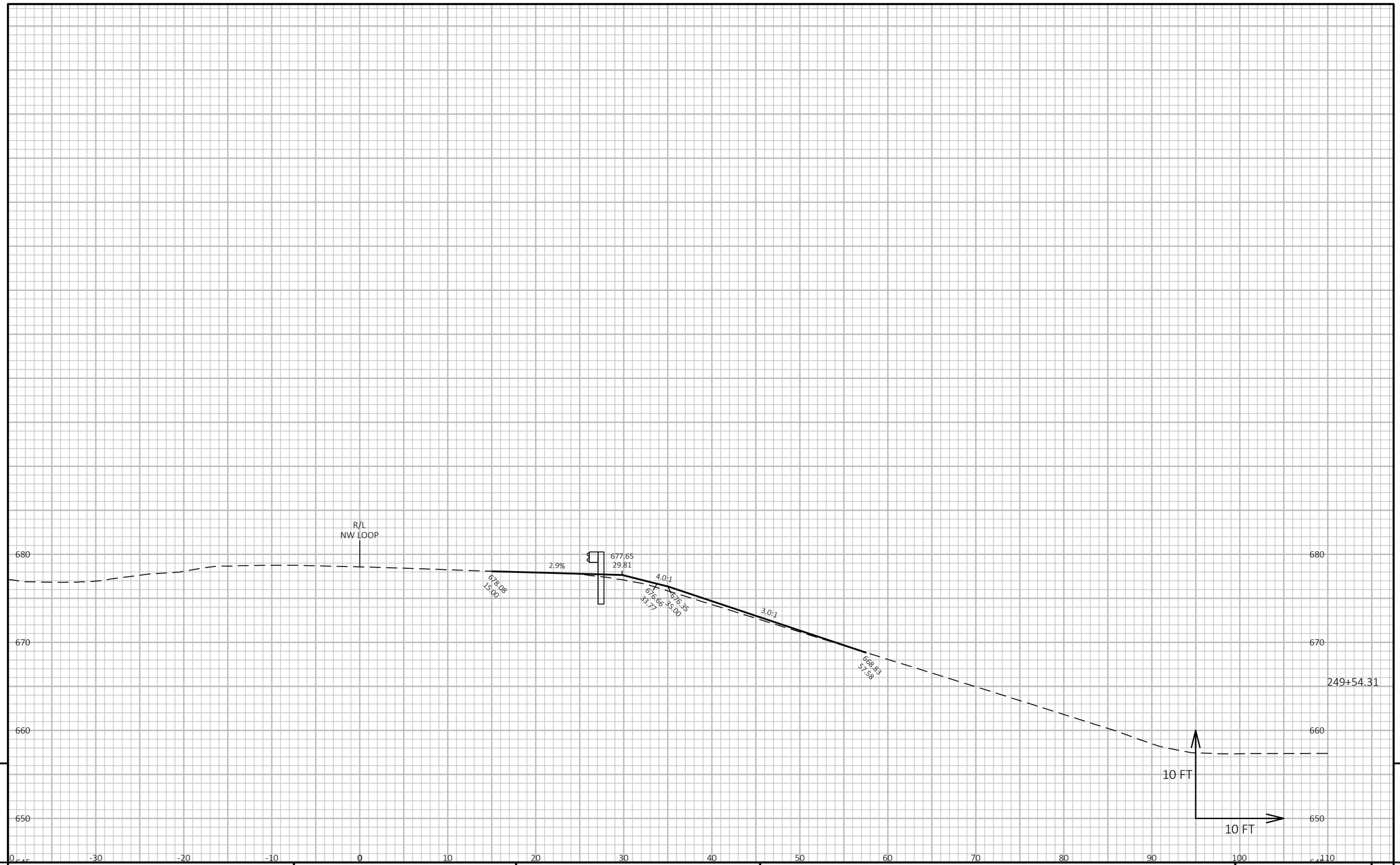
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PLOT BY : BALDERAS-RUEDEN, ANN

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WISDOT/CADDS SHEET 49



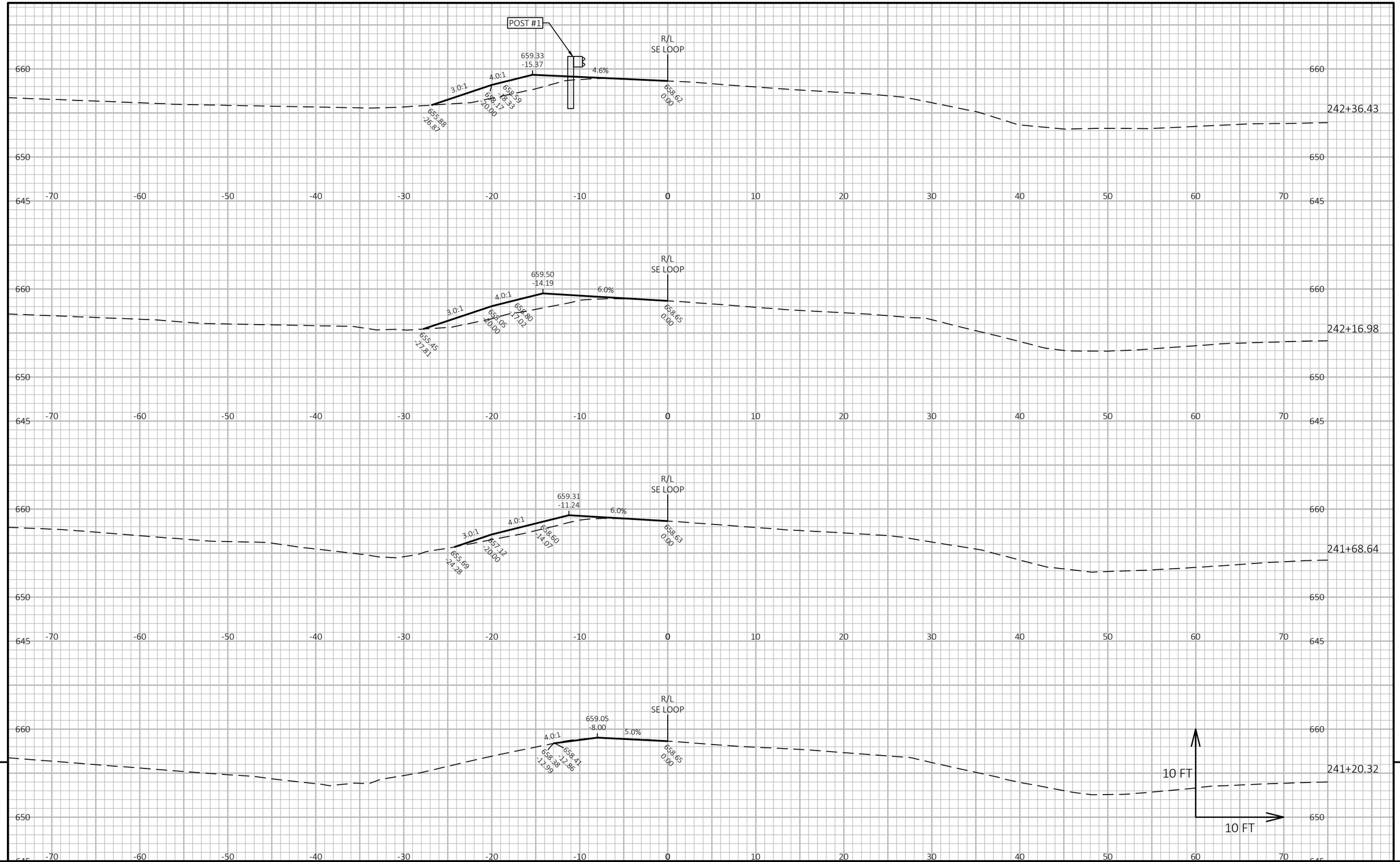
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: NW LOOP	SHEET 605	E

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LAYOUT NAME - 0902334-xs

PLOT DATE : 7/23/2025 8:11 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SE LOOP	SHEET 606	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
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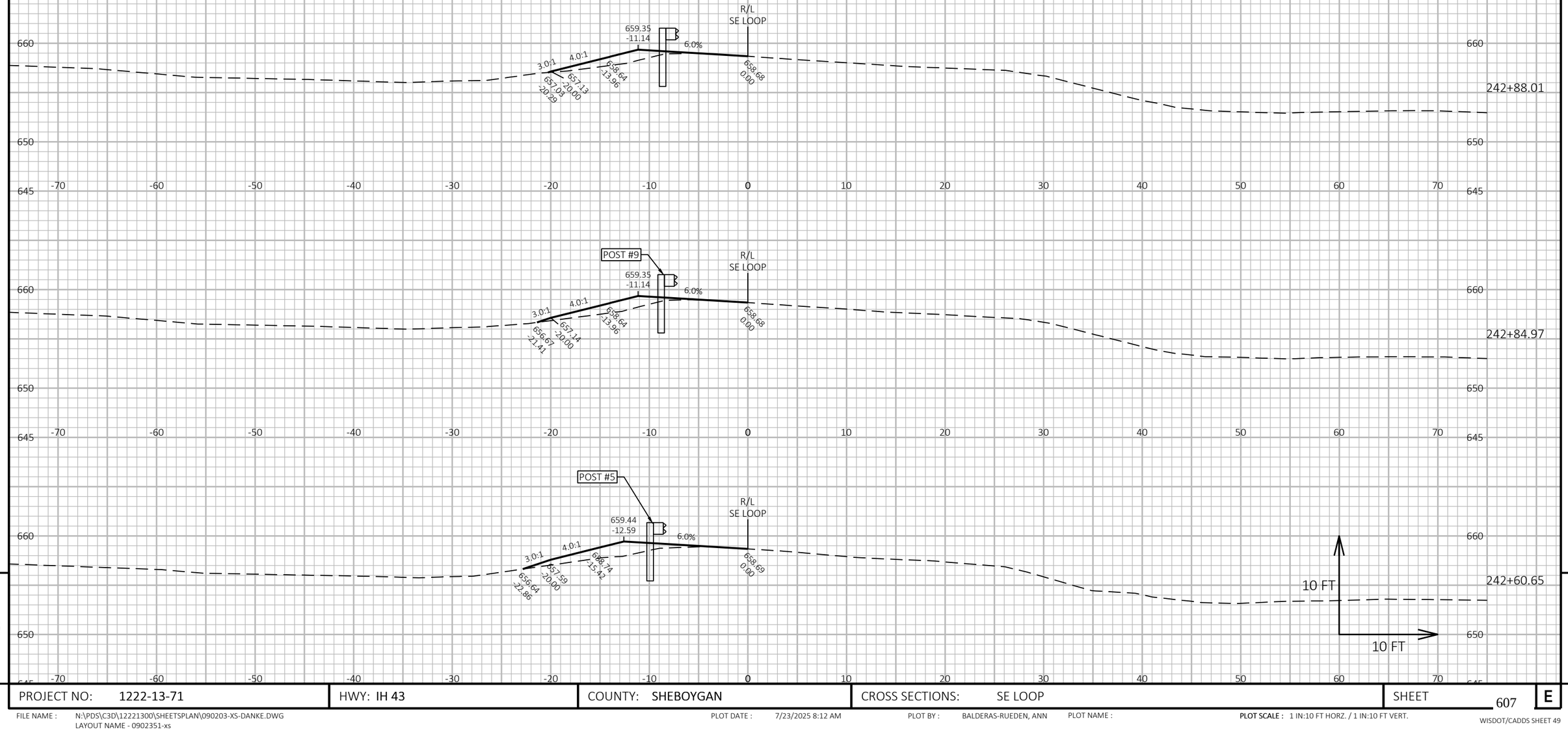
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SE LOOP	SHEET 607 E

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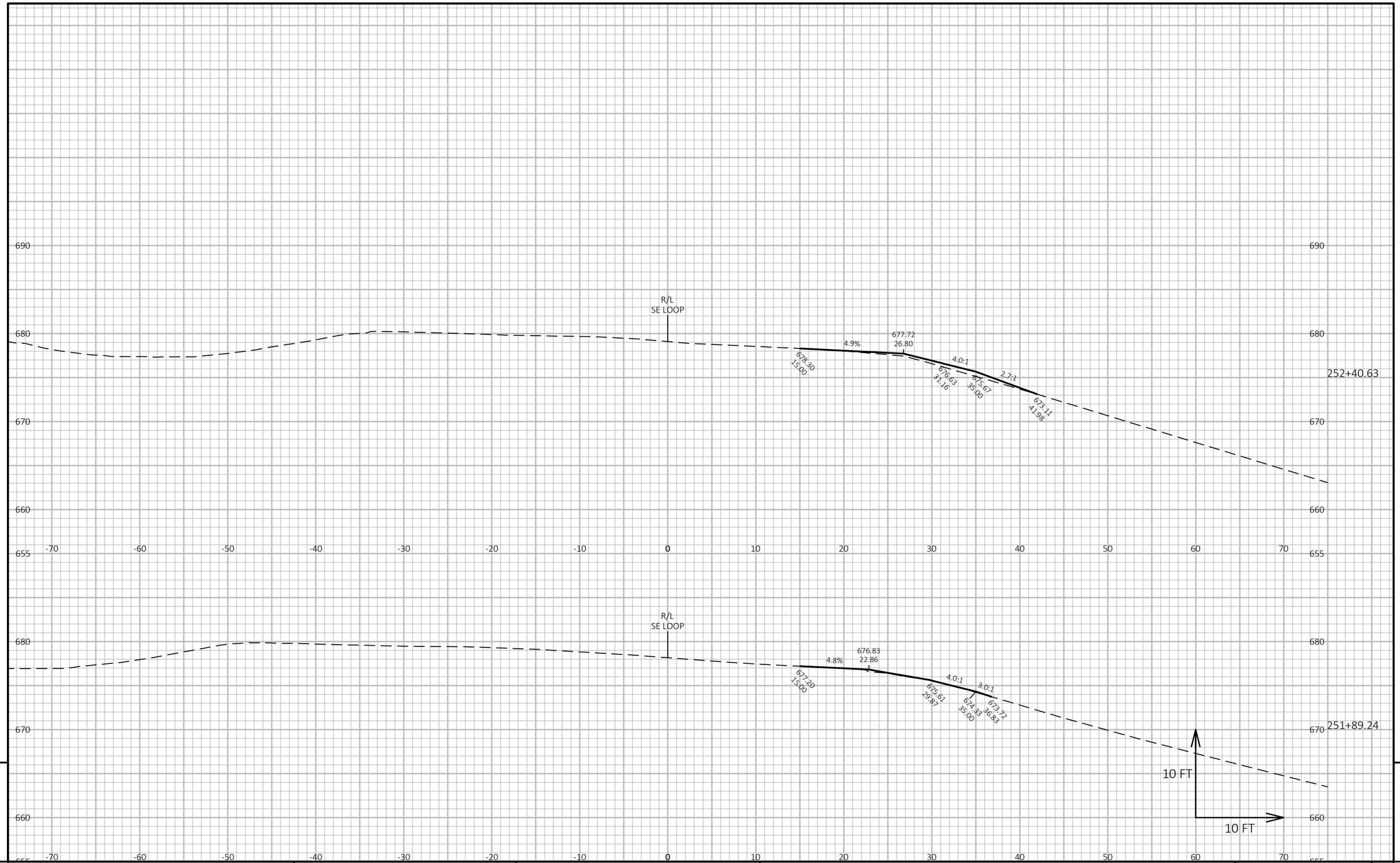
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SE LOOP	SHEET 608	E

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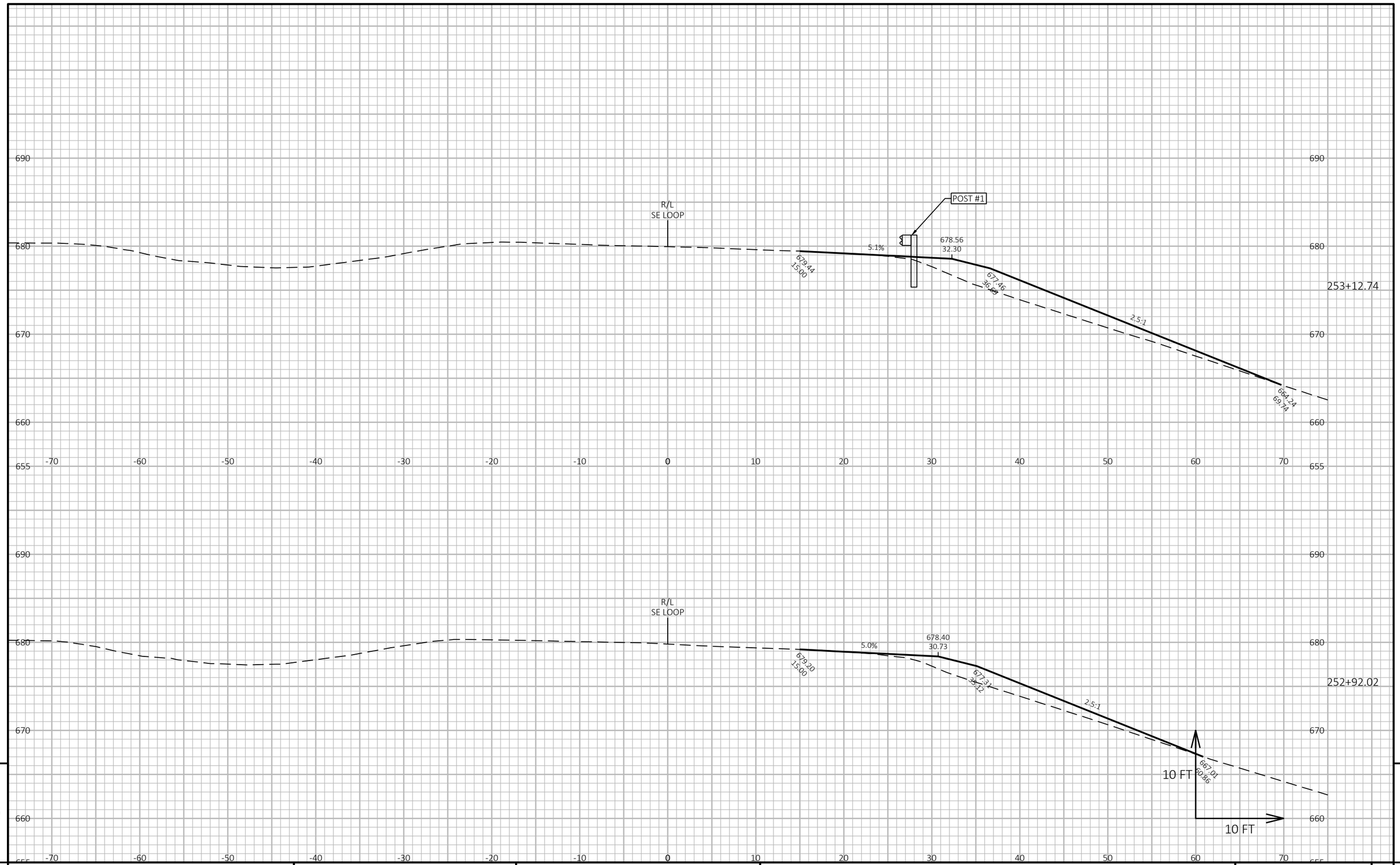
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SE LOOP	SHEET 609	E

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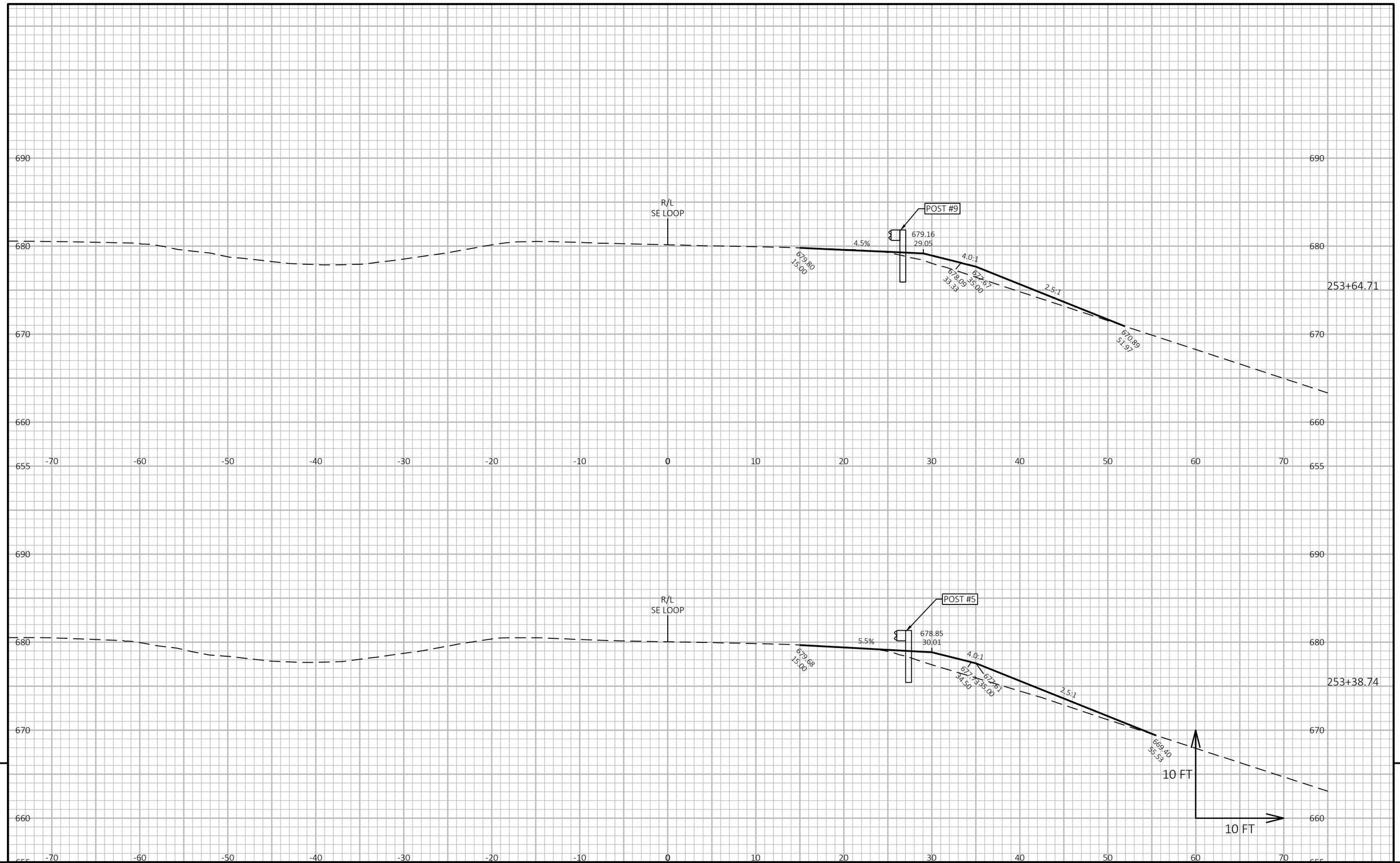
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SE LOOP	SHEET 610	E

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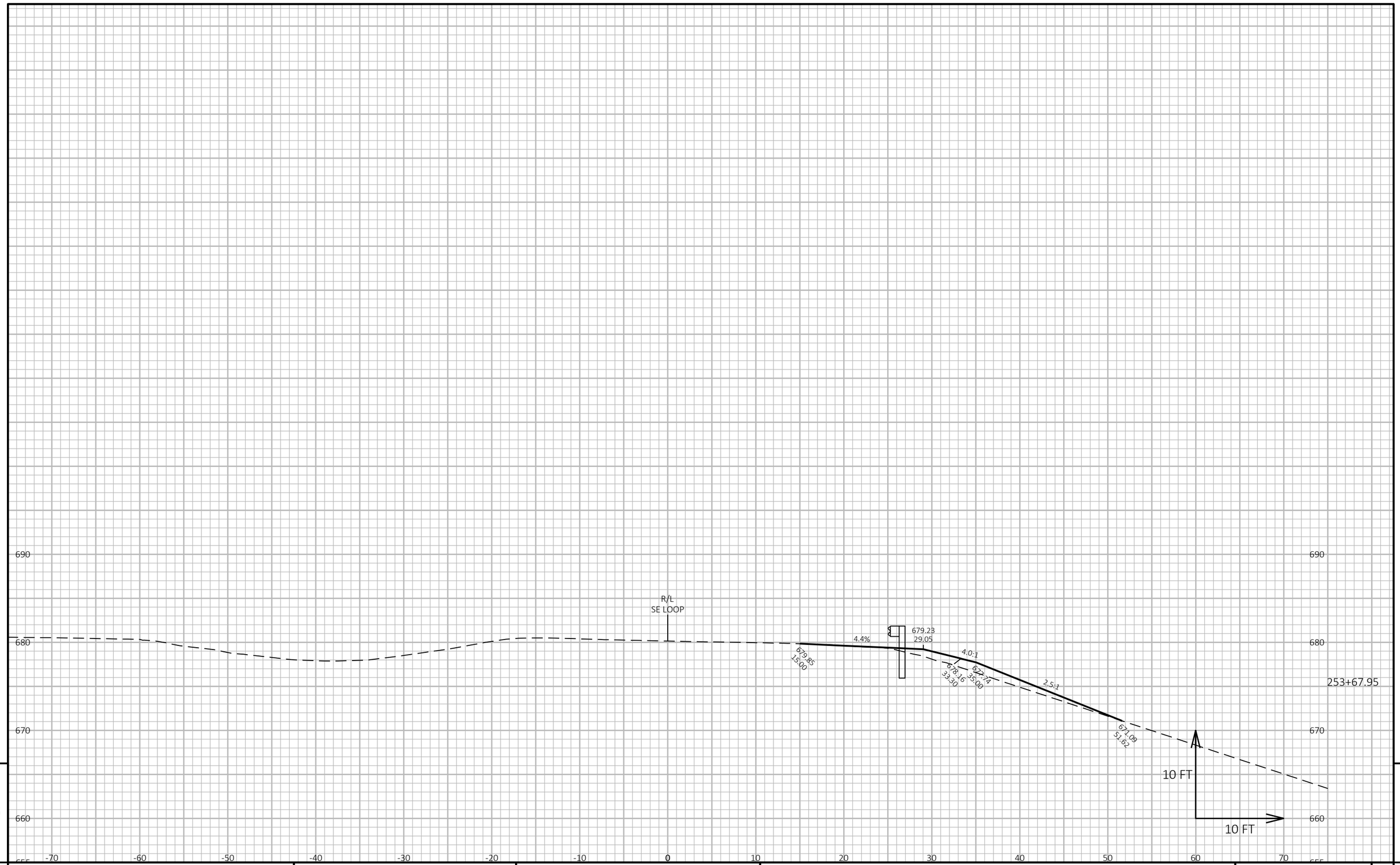
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SE LOOP	SHEET 611	E

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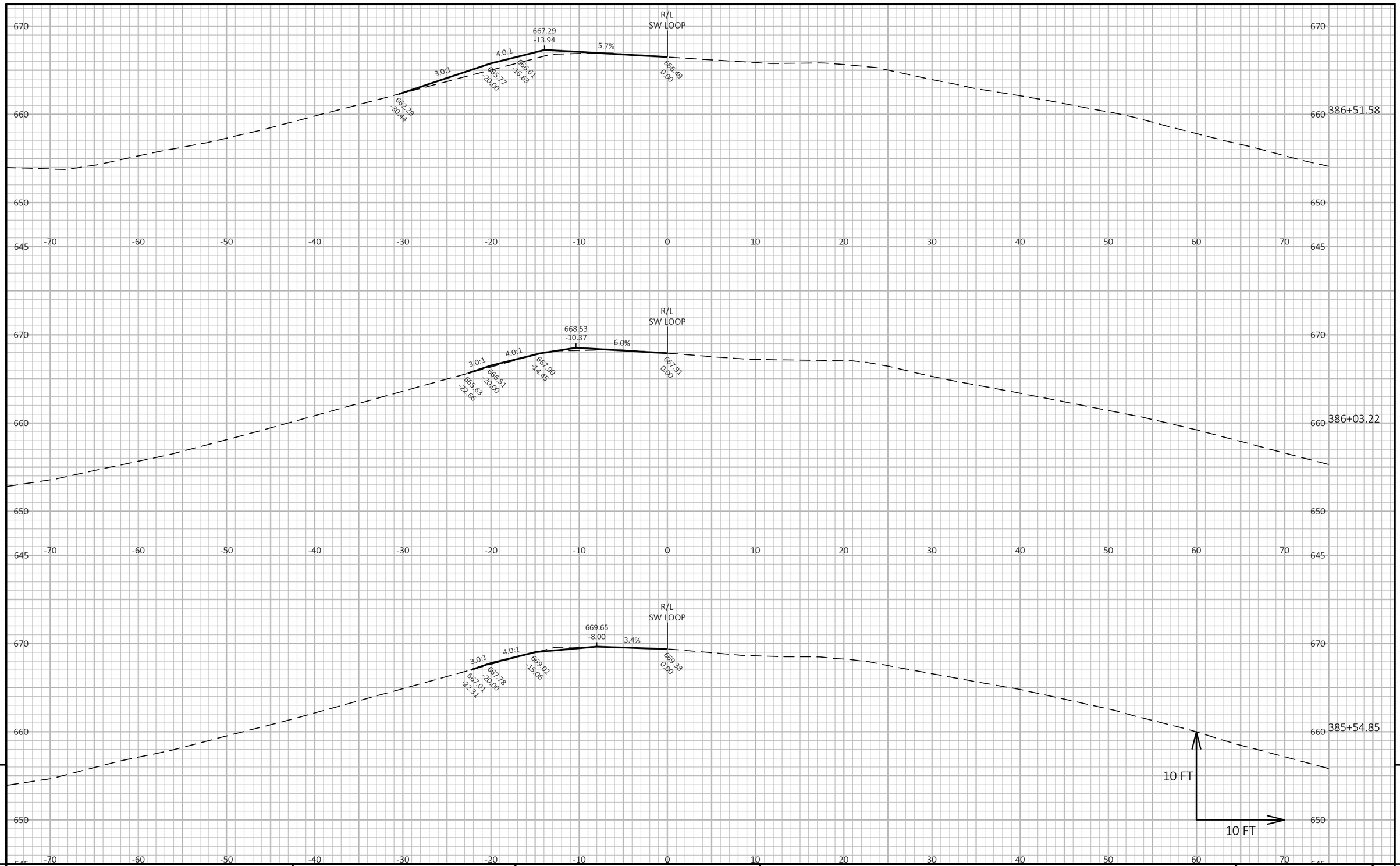
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

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WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SW LOOP	SHEET 612	E

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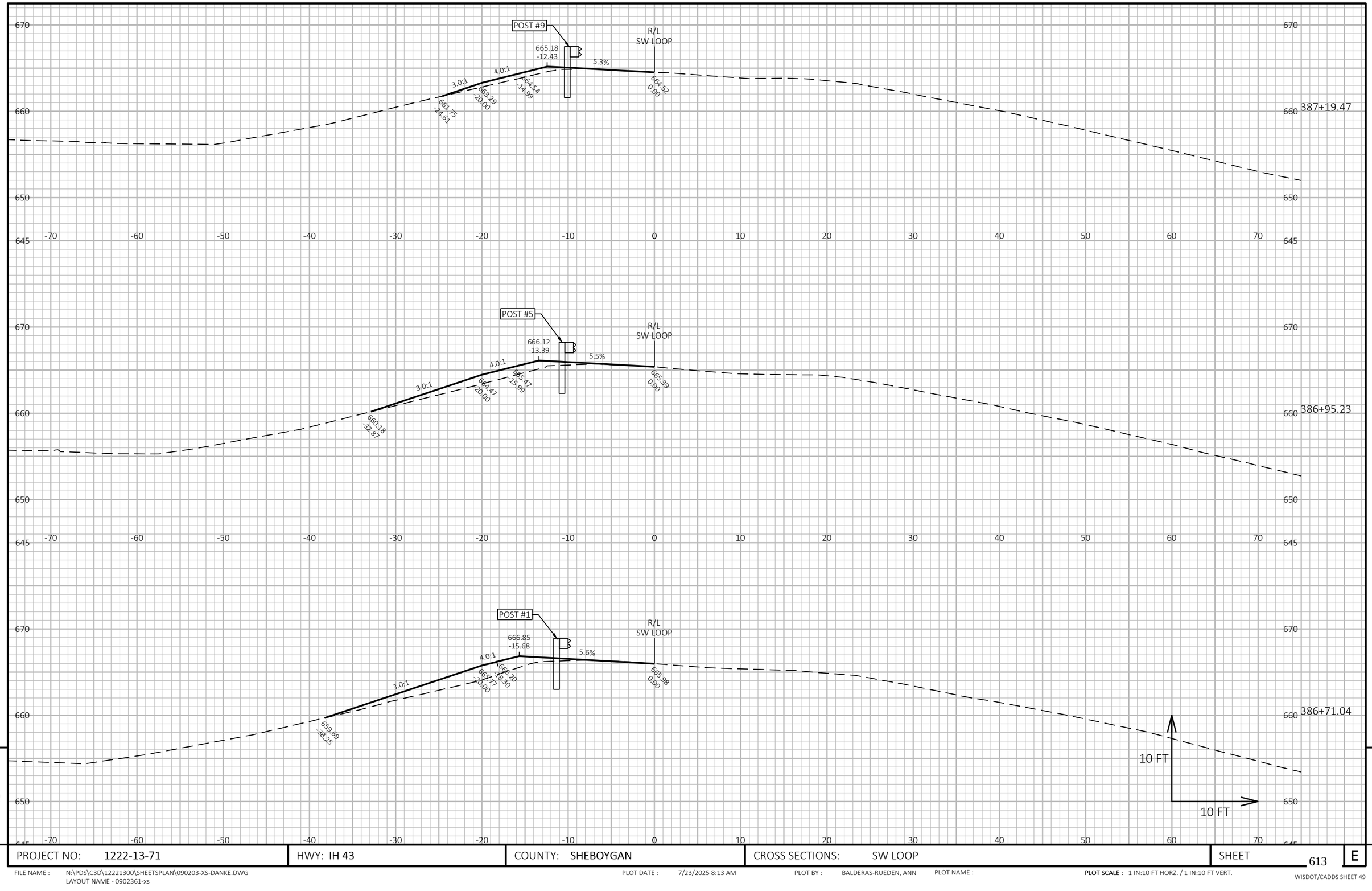
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SW LOOP	SHEET 613	E

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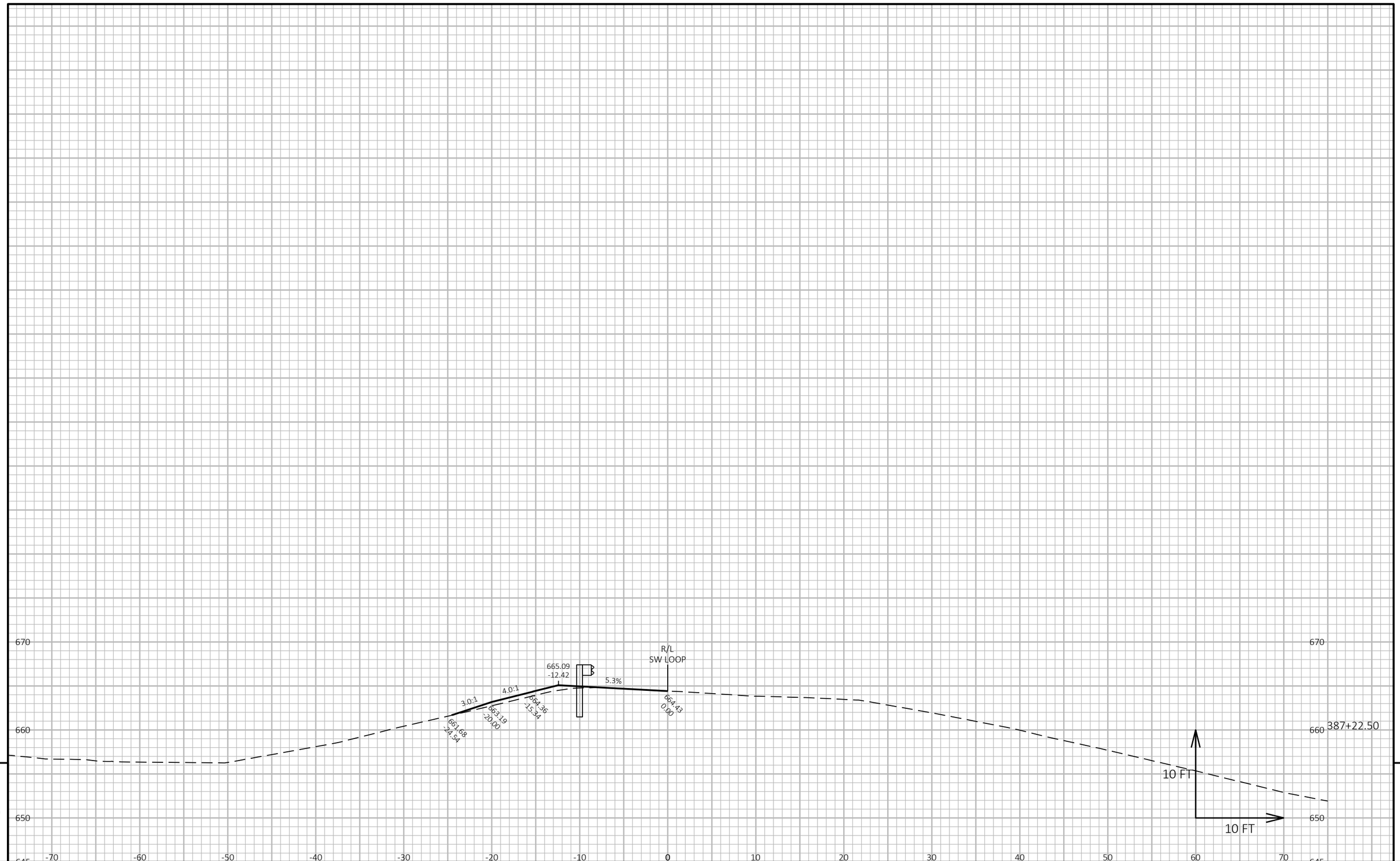
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SW LOOP	SHEET 614	E

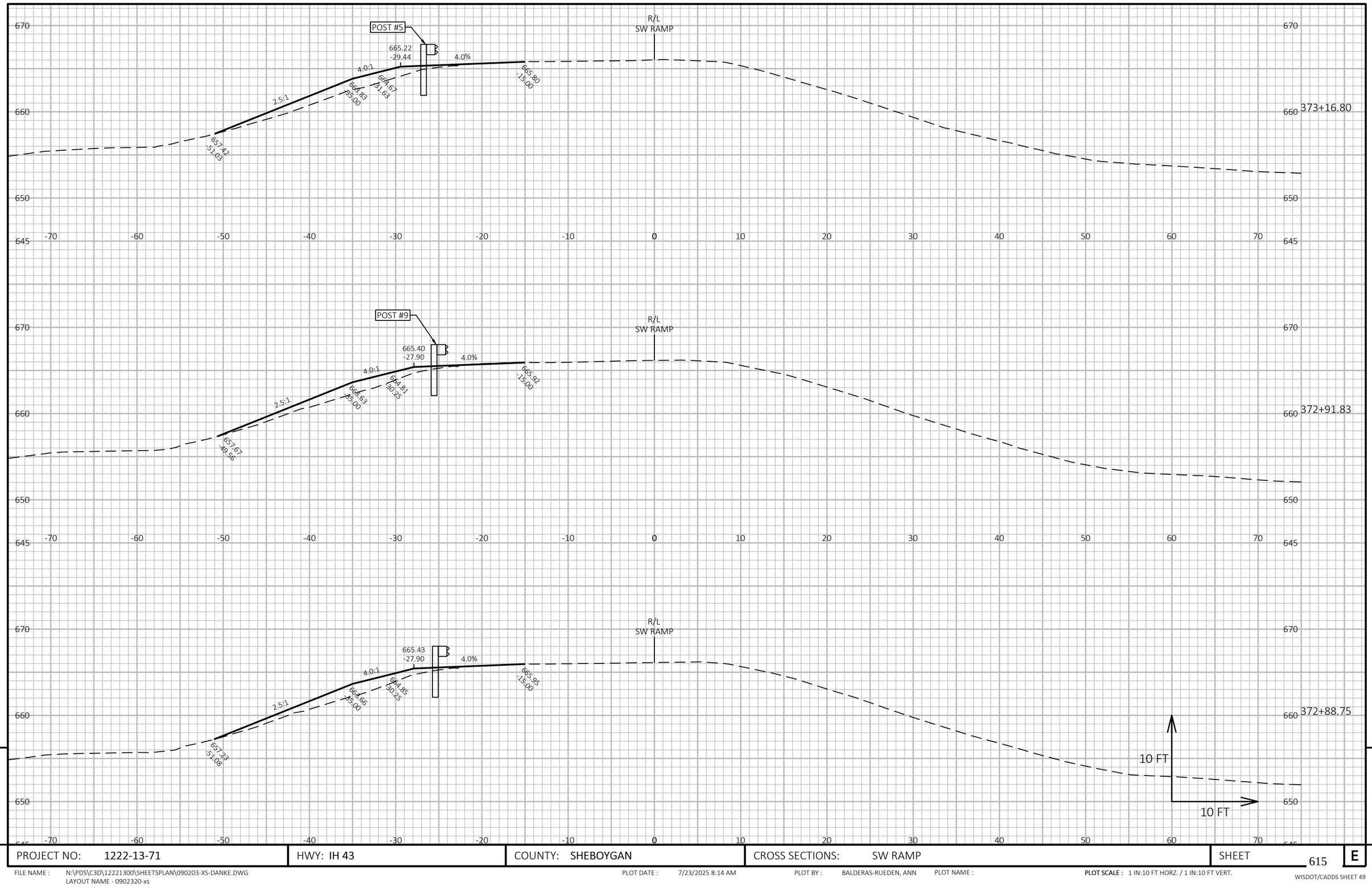
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PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.



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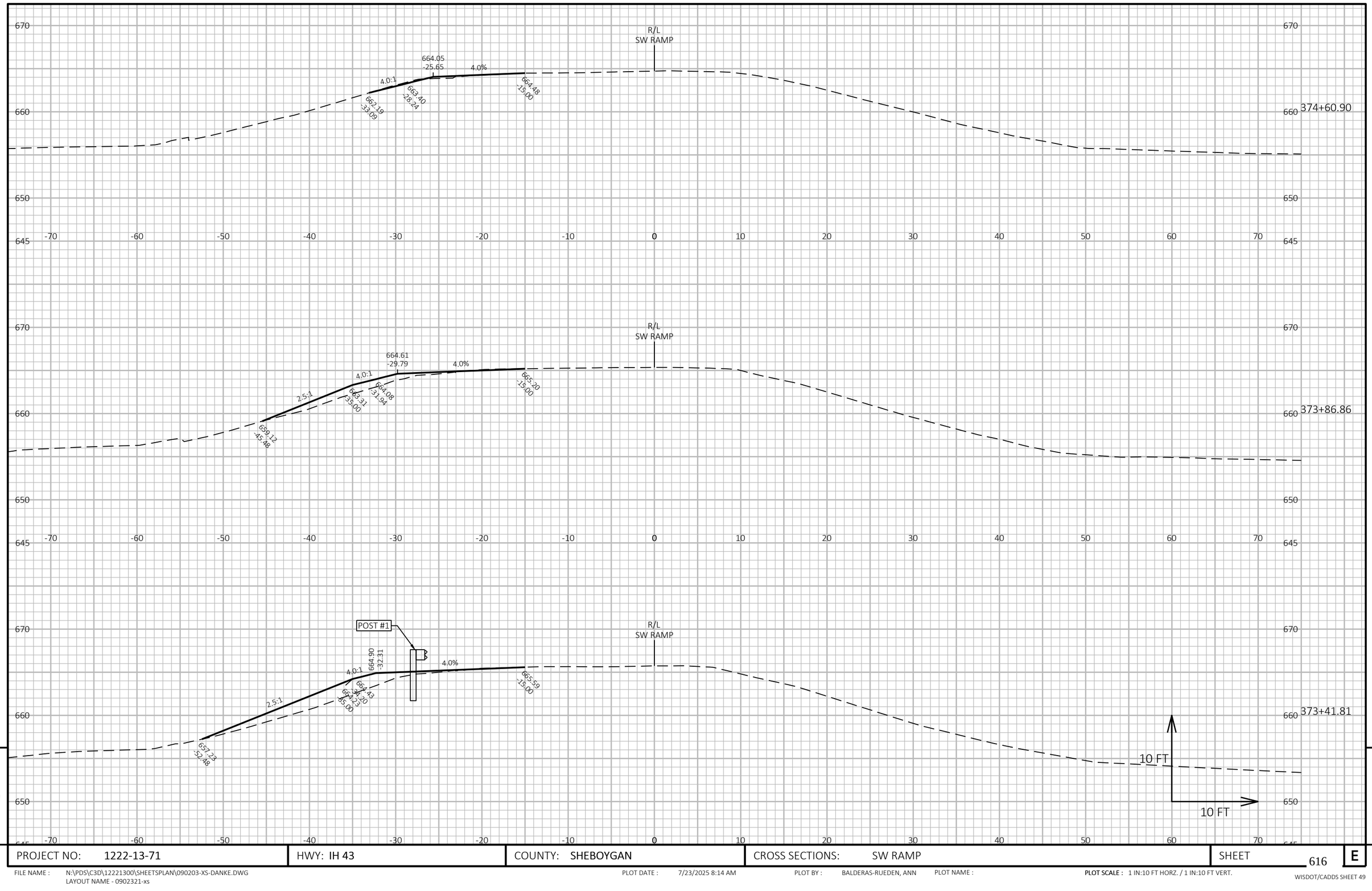
PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SW RAMP	SHEET 615	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090203-XS-DANKE.DWG
LAYOUT NAME - 0902320-xs

PLOT DATE : 7/23/2025 8:14 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: SW RAMP	SHEET 616	E

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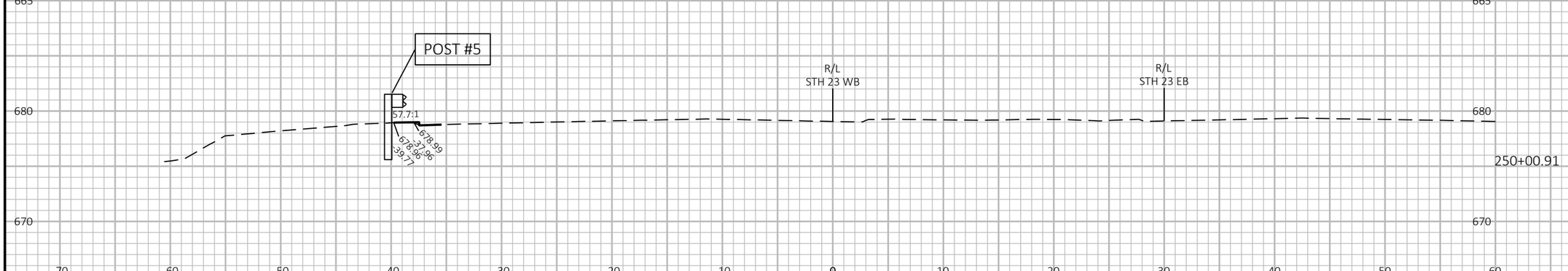
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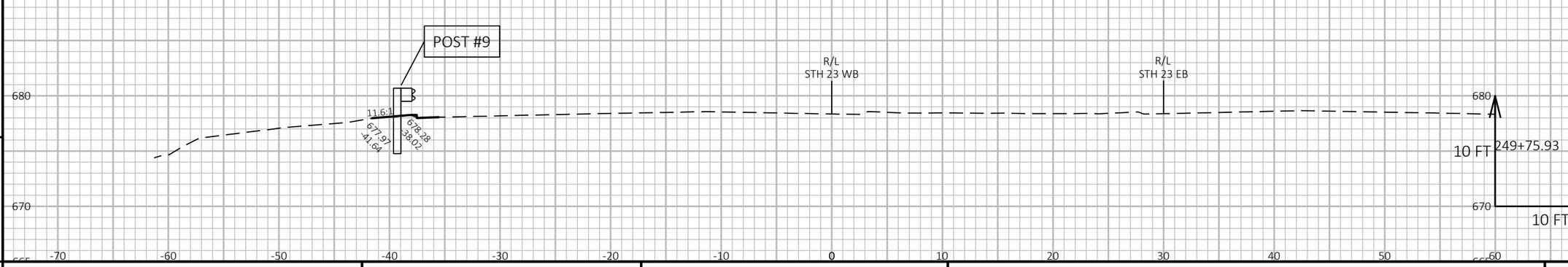
WISDOT/CADDS SHEET 49

CROSS SECTIONS ARE FOR VERIFICATION OF EXISTING GRADES.

NO GRADING REQUIRED BEHIND BACK OF CURB FOR THESE BEAM GUARD INSTALLATIONS.







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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 WB	SHEET 617	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
LAYOUT NAME - 0902400-xs

PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

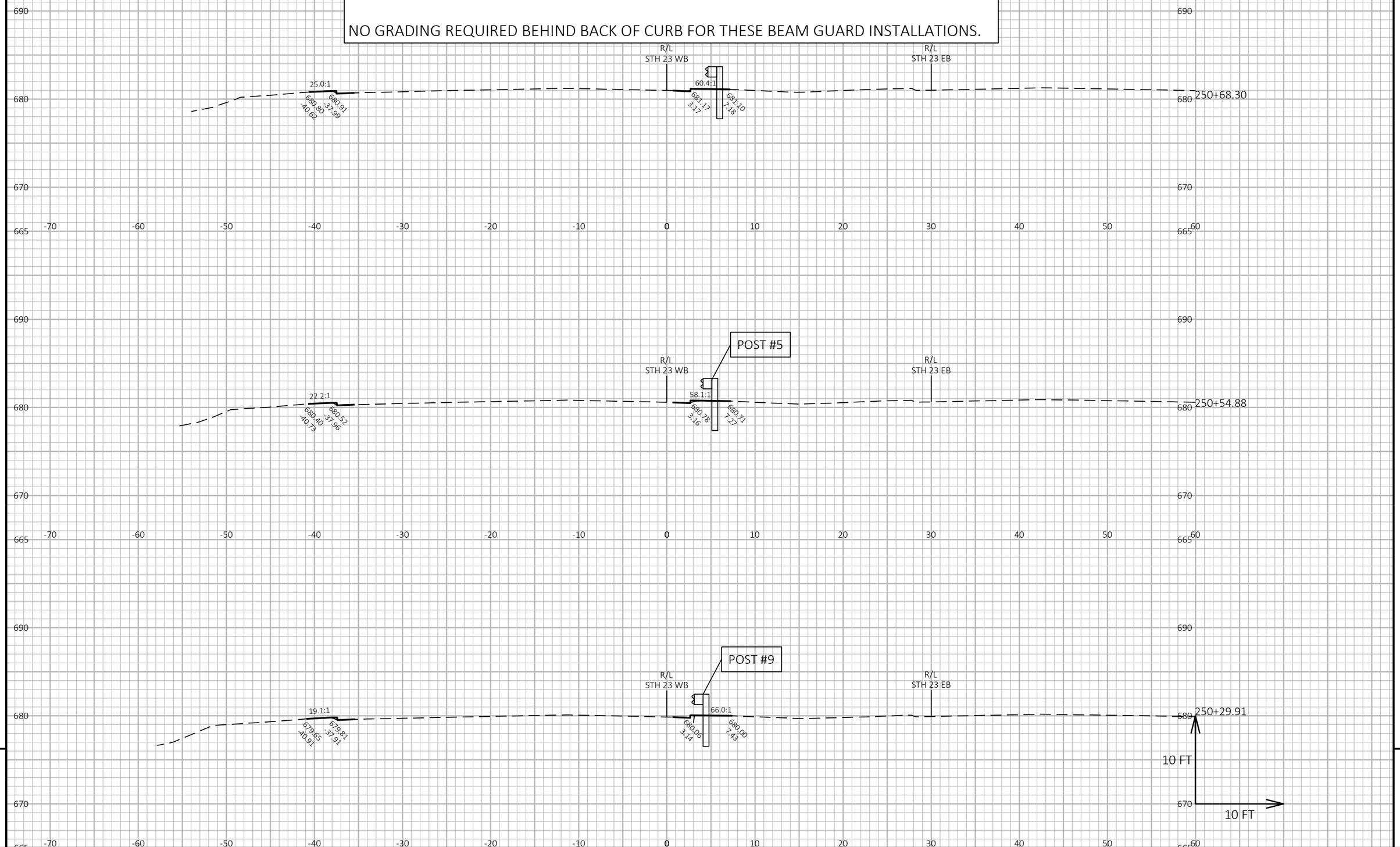
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

CROSS SECTIONS ARE FOR VERIFICATION OF EXISTING GRADES.

NO GRADING REQUIRED BEHIND BACK OF CURB FOR THESE BEAM GUARD INSTALLATIONS.



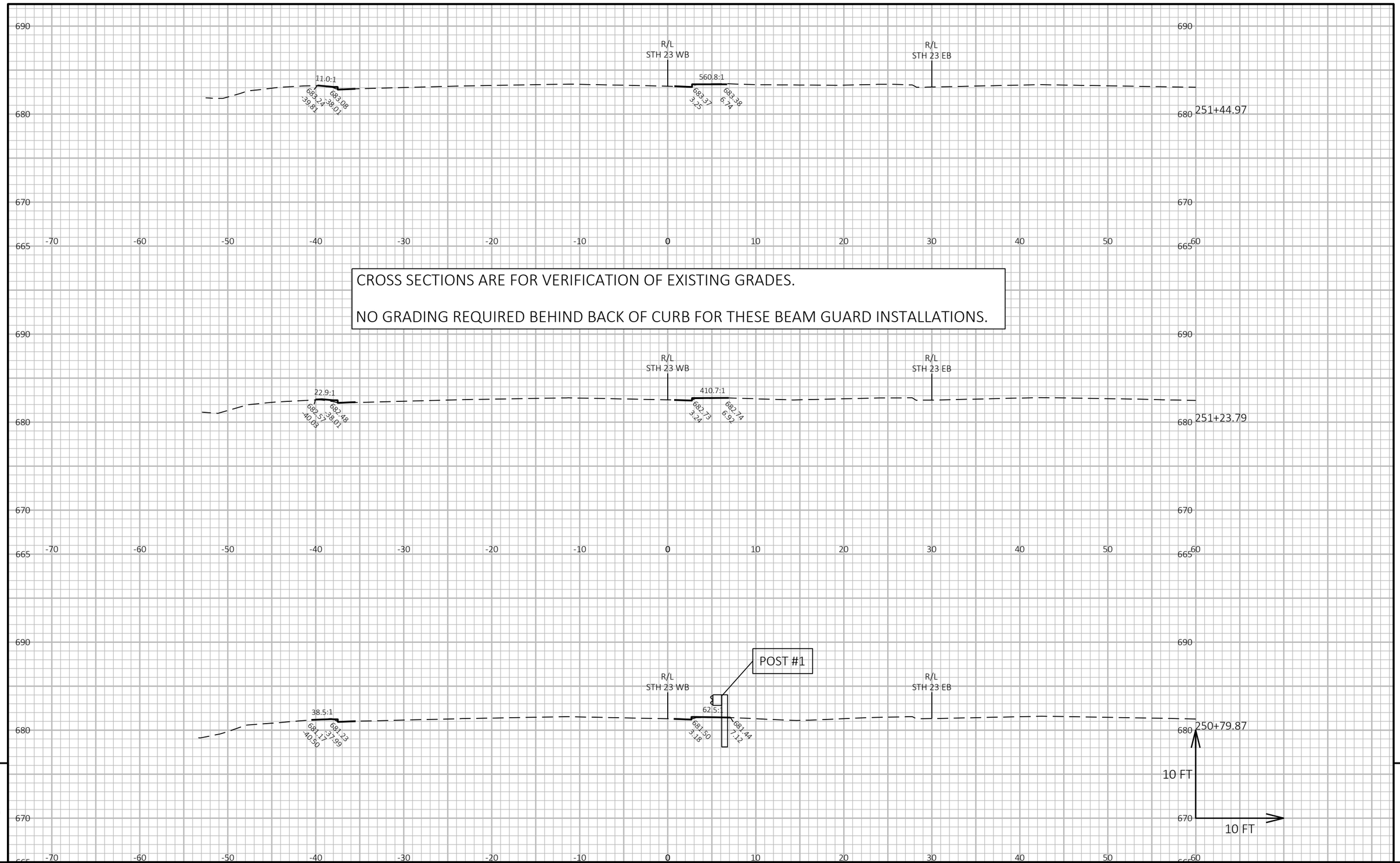
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FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
LAYOUT NAME - 0902401-xs

PLOT DATE : 7/23/2025 8:14 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 WB	SHEET 619 E

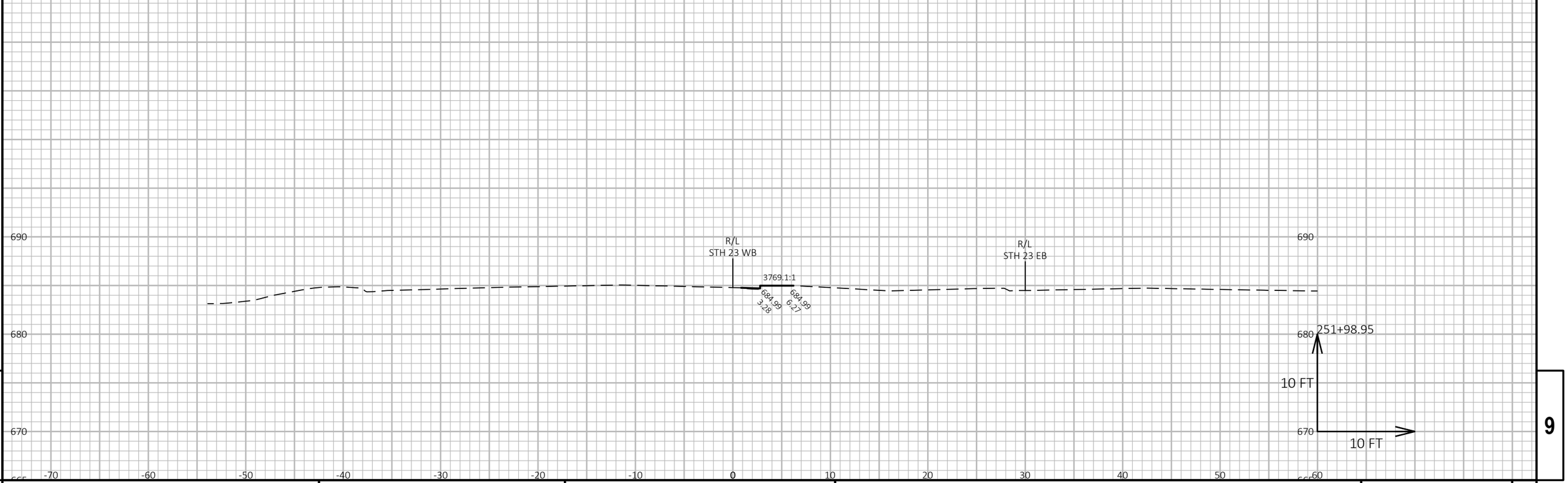
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LAYOUT NAME - 0902402-xs

PLOT DATE : 7/23/2025 8:14 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

CROSS SECTIONS ARE FOR VERIFICATION OF EXISTING GRADES.

NO GRADING REQUIRED BEHIND BACK OF CURB FOR THESE BEAM GUARD INSTALLATIONS.



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 WB	SHEET 620	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
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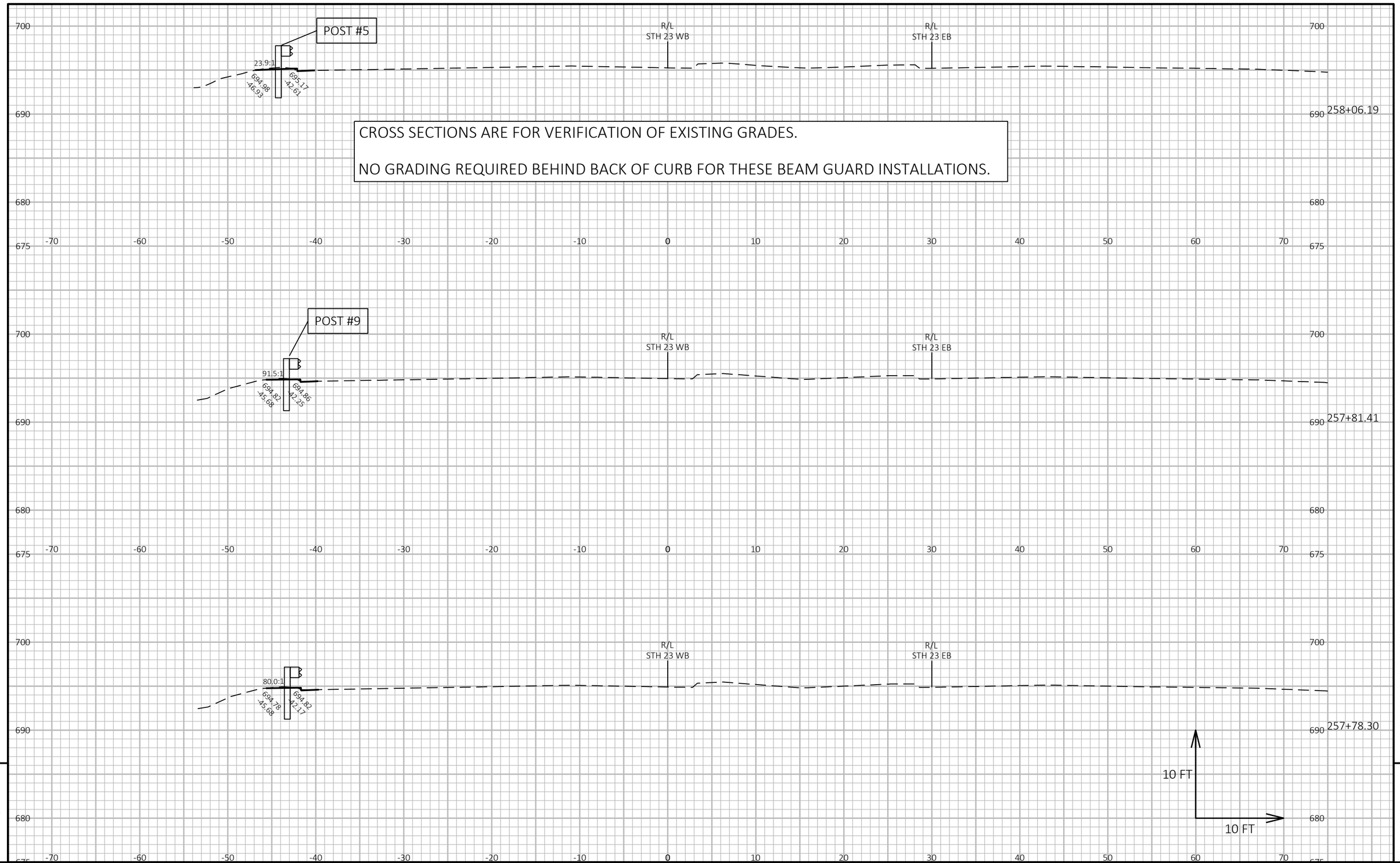
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 WB	SHEET 621	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
LAYOUT NAME - 0902404-xs

PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

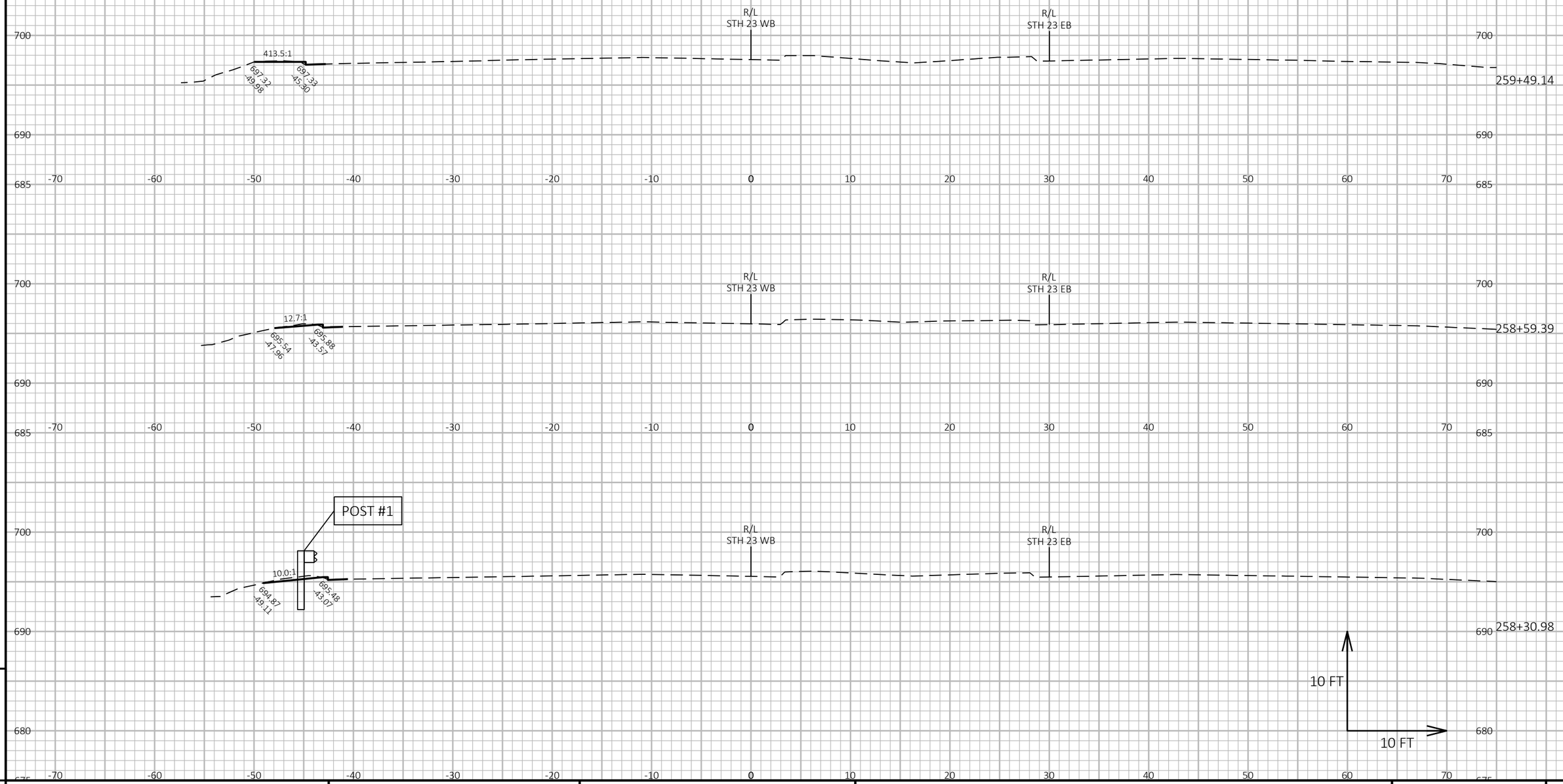
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

CROSS SECTIONS ARE FOR VERIFICATION OF EXISTING GRADES.

NO GRADING REQUIRED BEHIND BACK OF CURB FOR THESE BEAM GUARD INSTALLATIONS.



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 WB	SHEET 622	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
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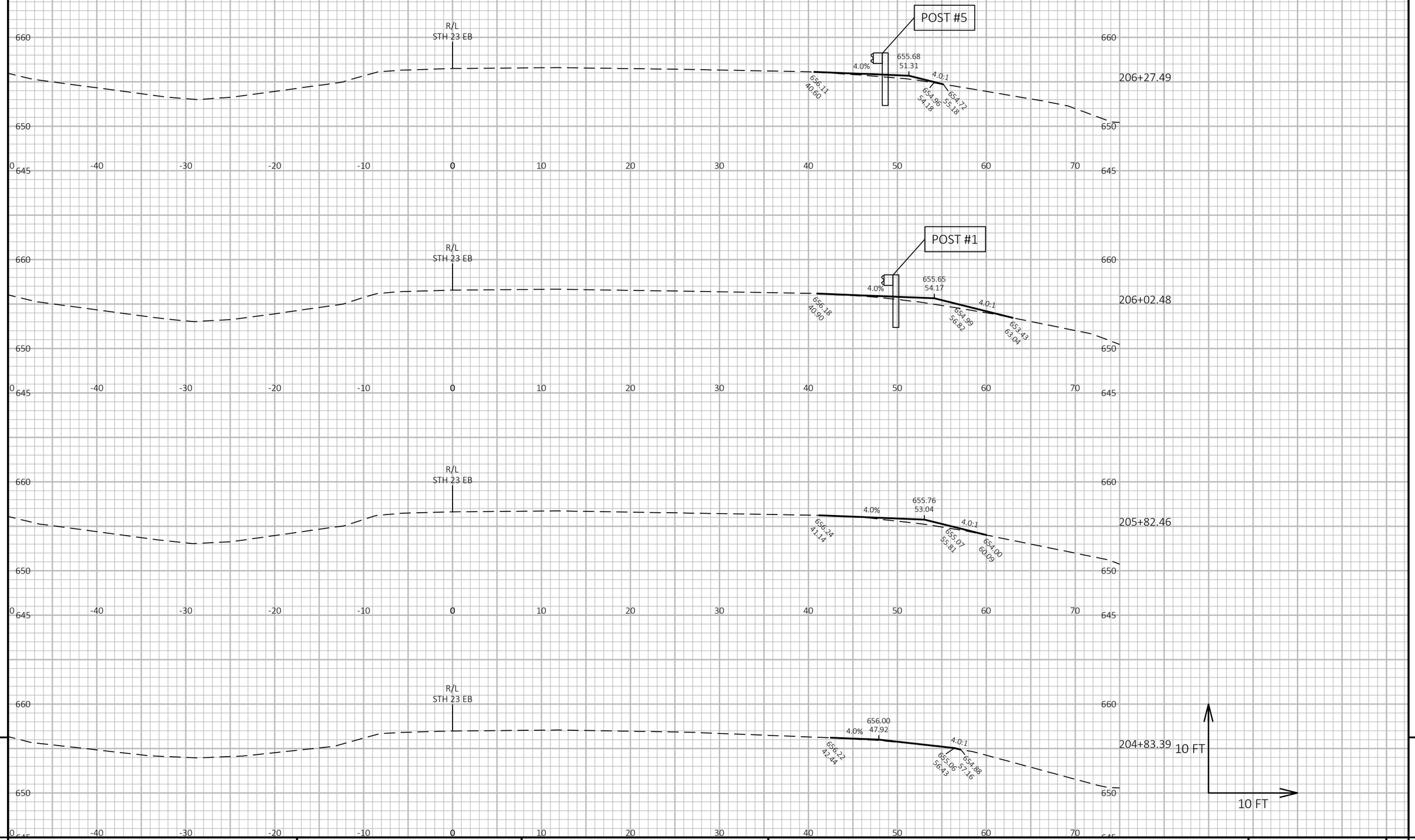
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PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 623	E

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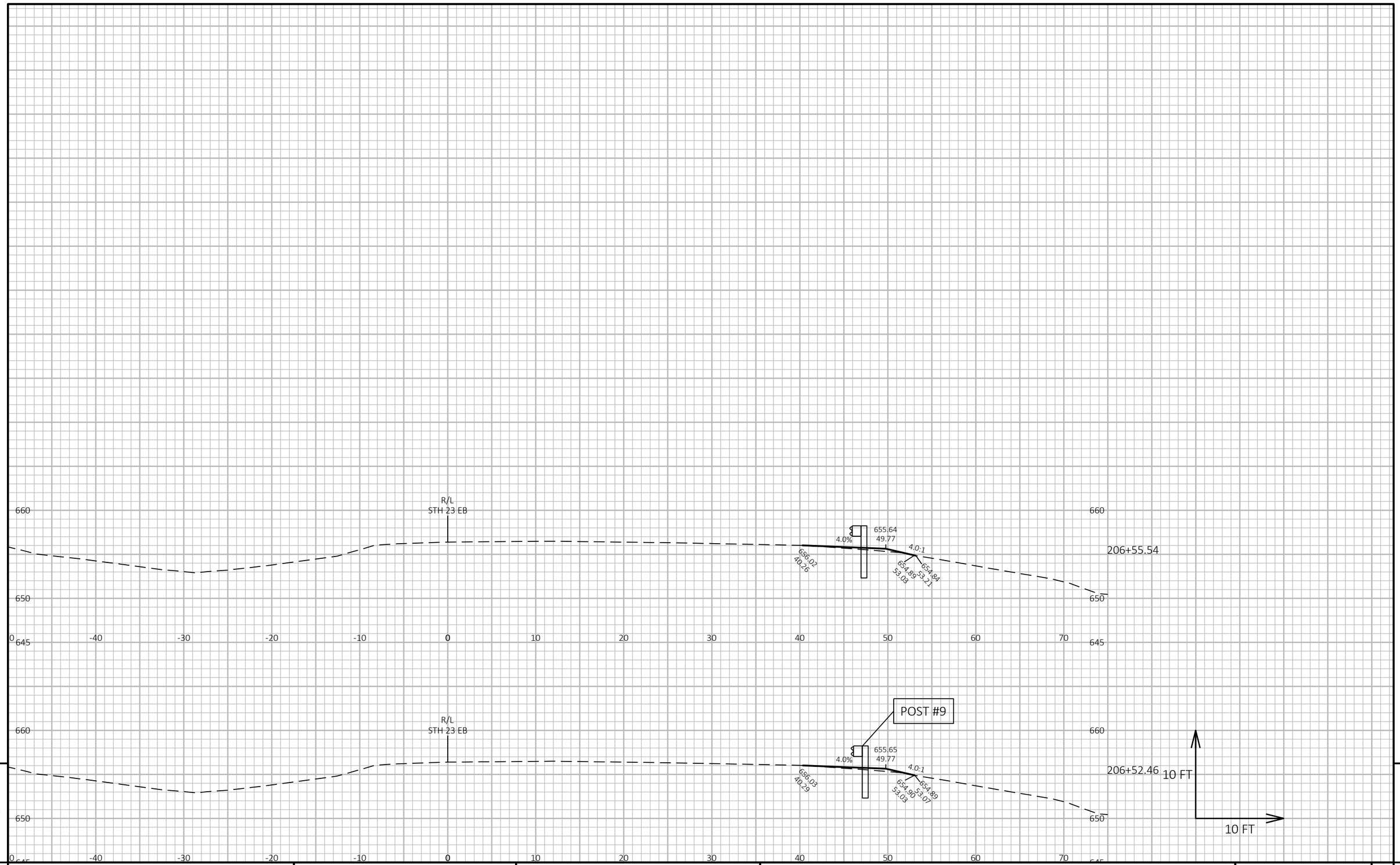
PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 624	E

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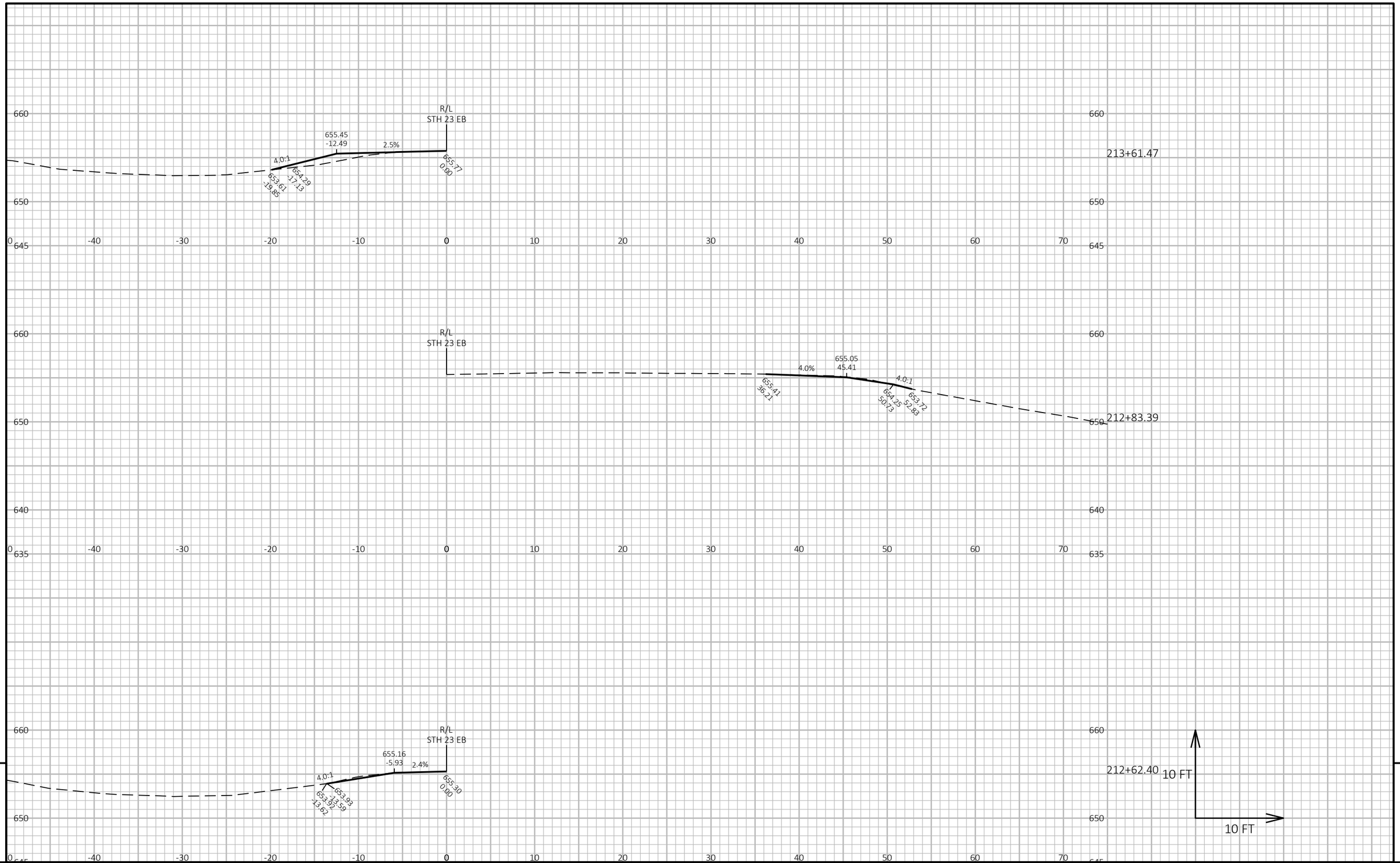
PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 625	E

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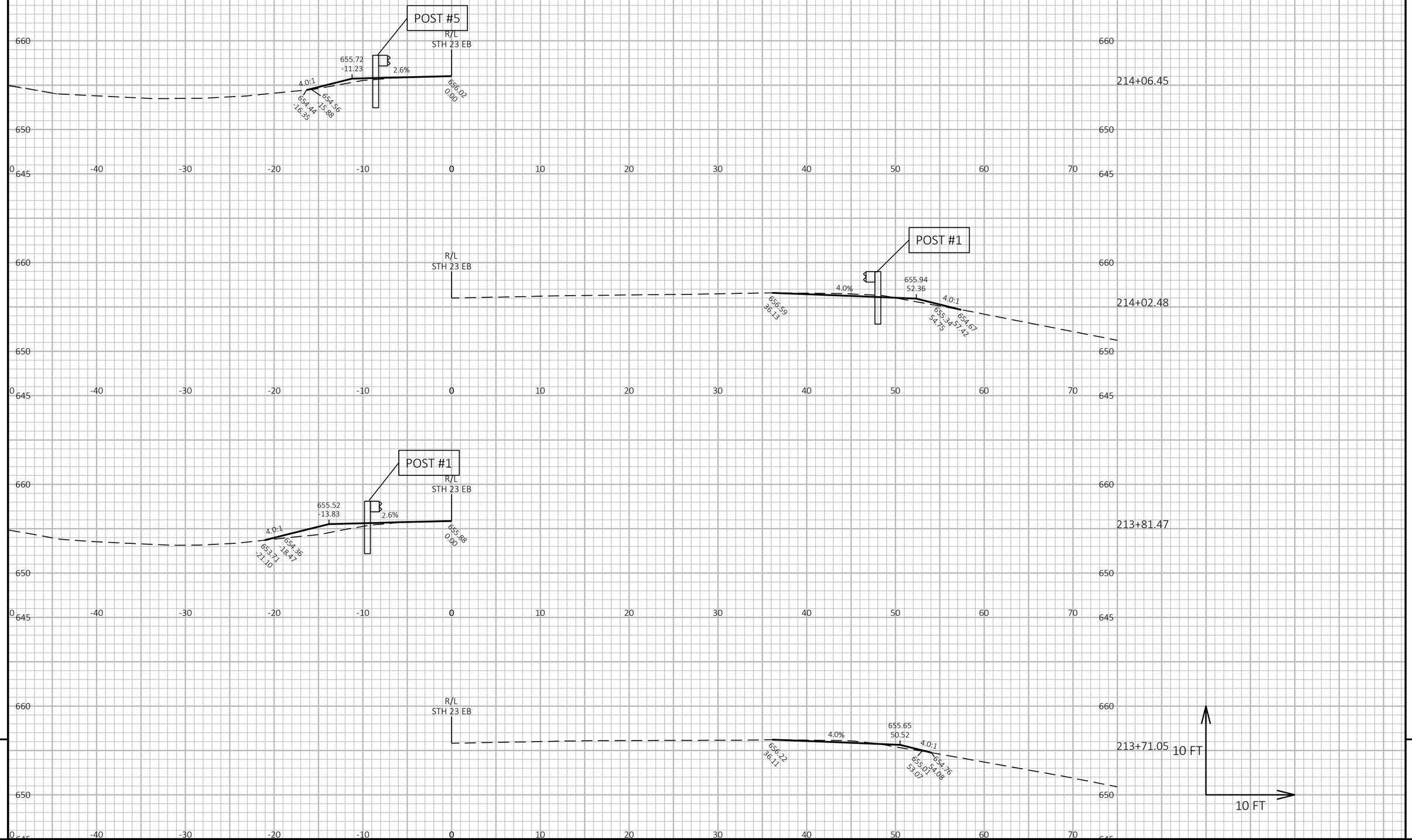
PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 626	E

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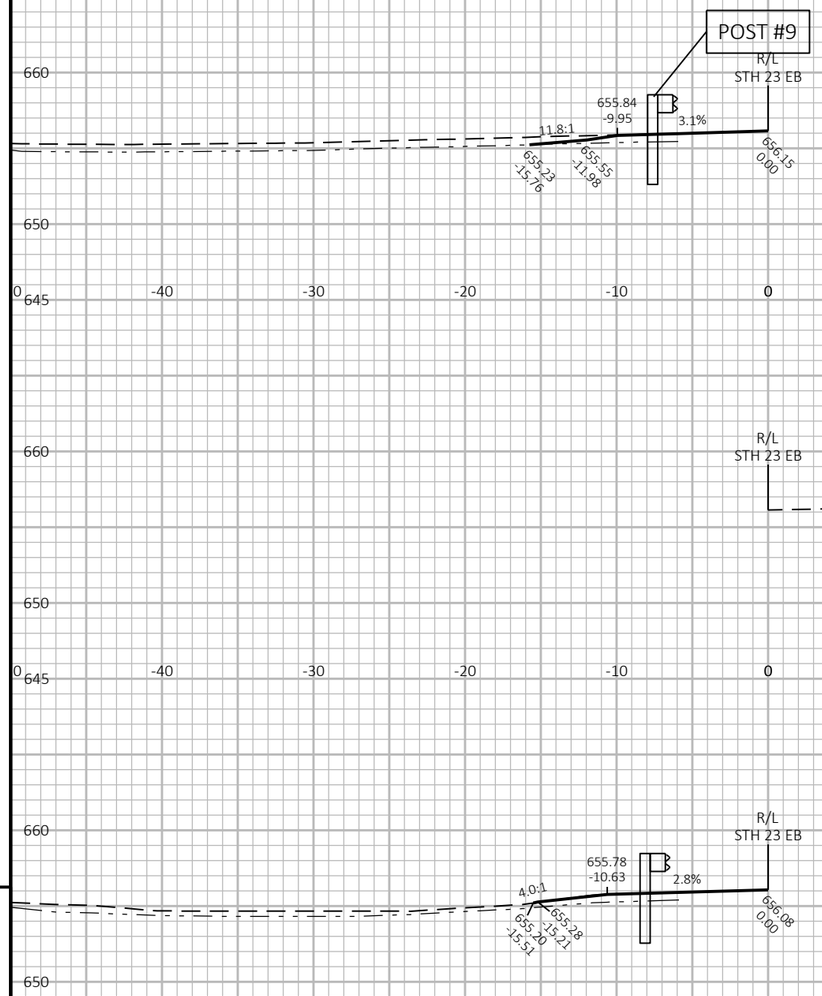
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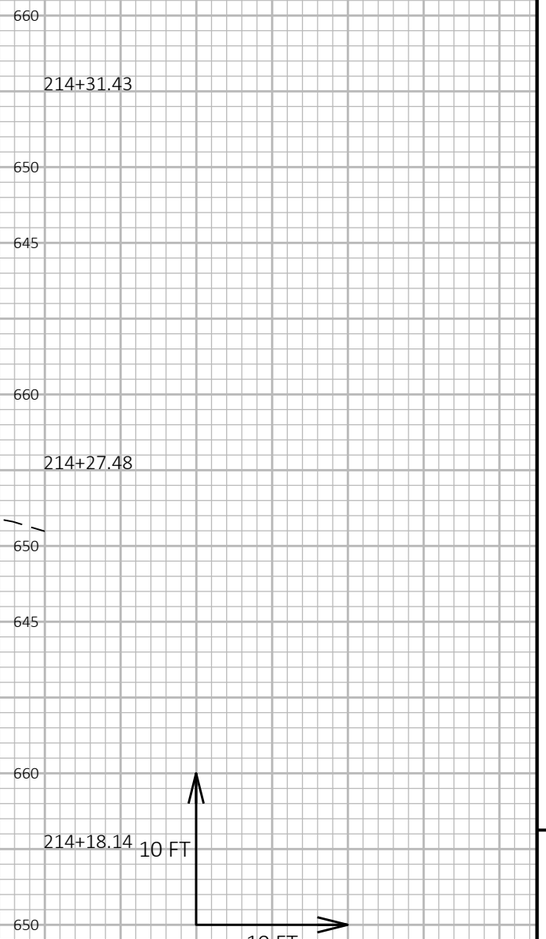
PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 627	E

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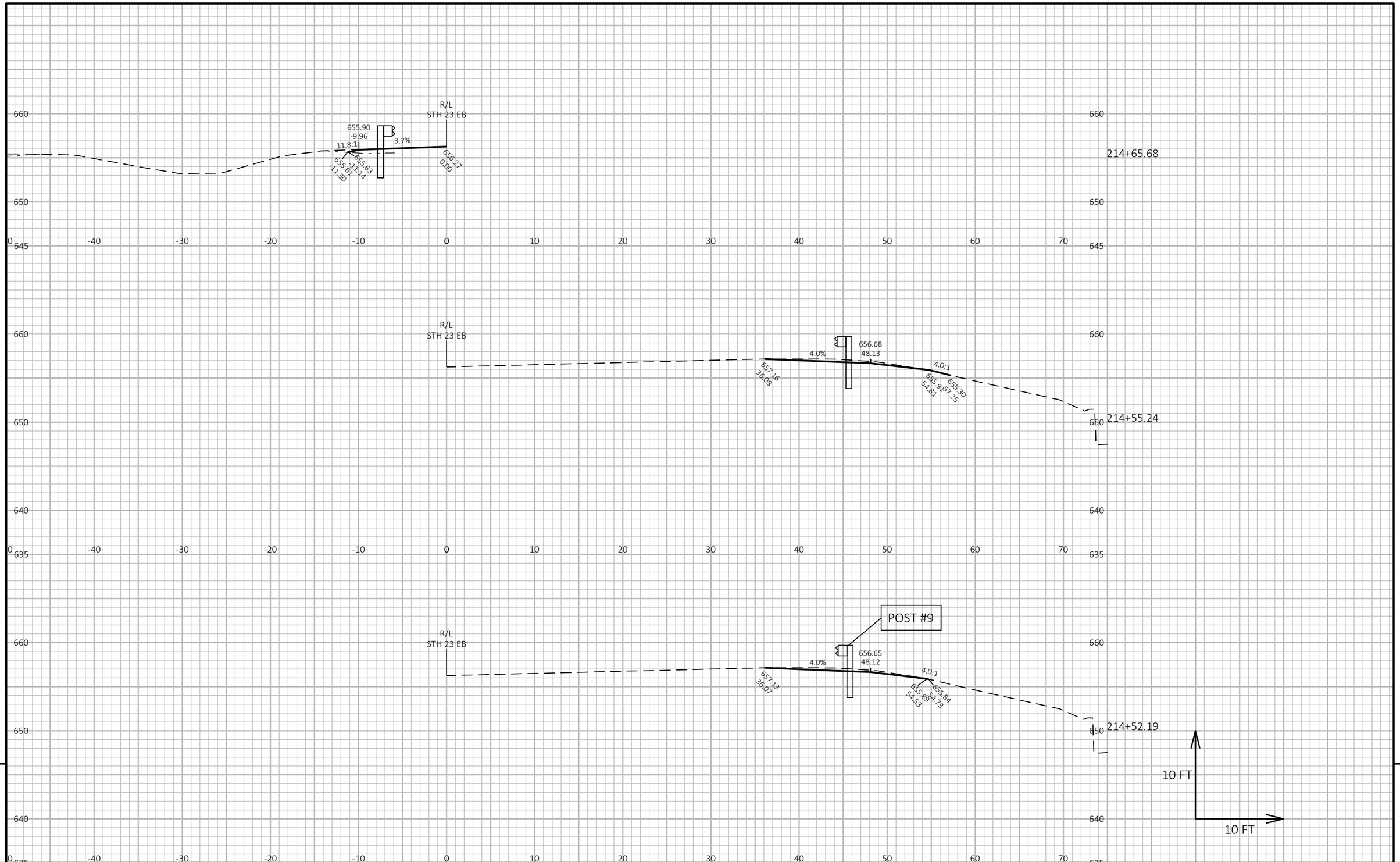
PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 628	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
LAYOUT NAME - 0902425-xs

PLOT DATE : 7/23/2025 8:14 AM

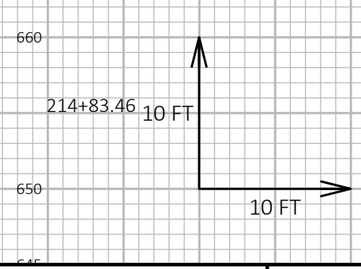
PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 629	E

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LAYOUT NAME - 0902426-xs

PLOT DATE : 7/23/2025 8:14 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

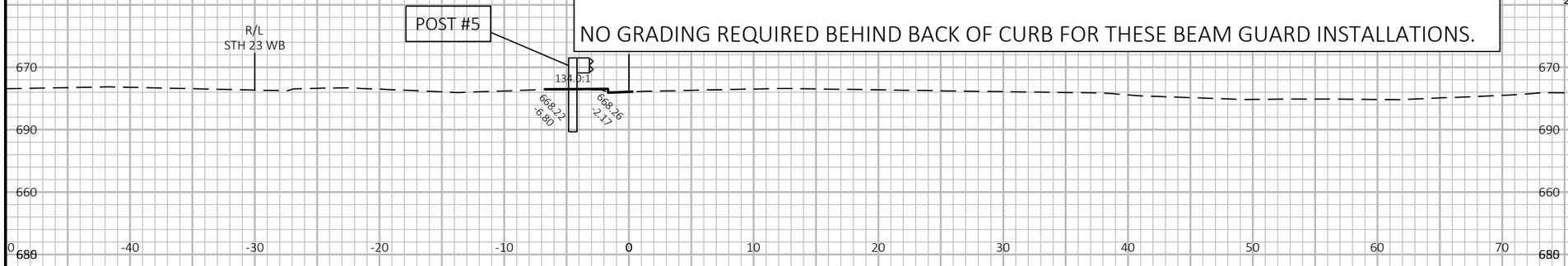
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

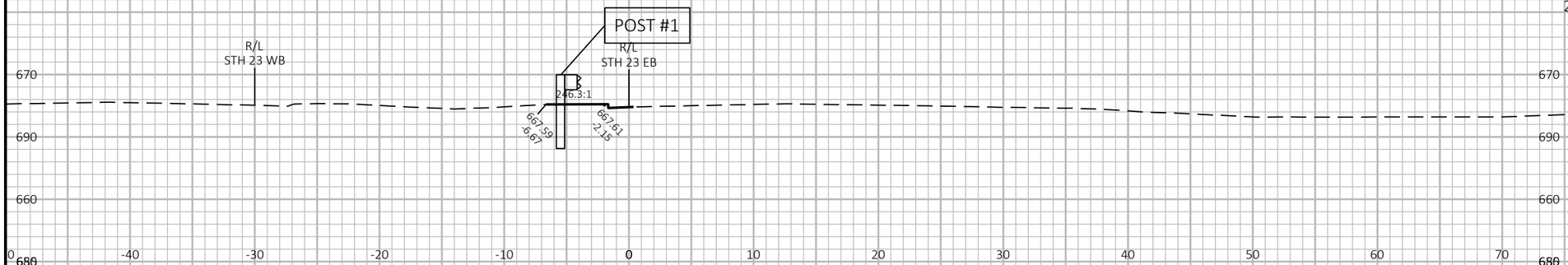
CROSS SECTIONS ARE FOR VERIFICATION OF EXISTING GRADES.

NO GRADING REQUIRED BEHIND BACK OF CURB FOR THESE BEAM GUARD INSTALLATIONS.

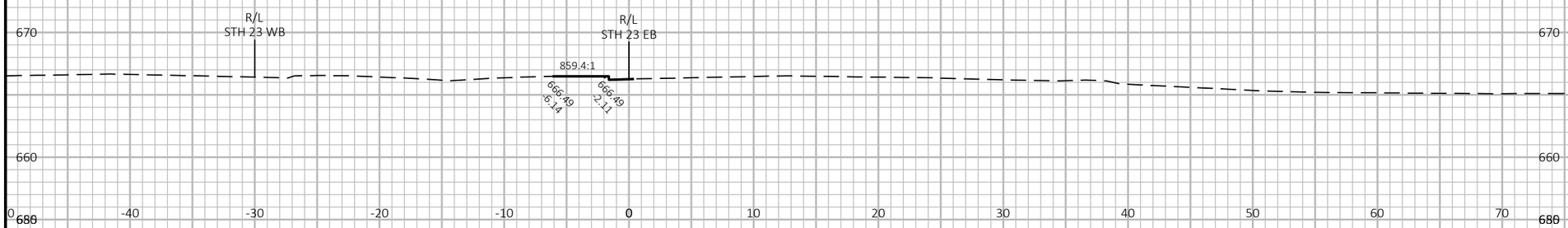
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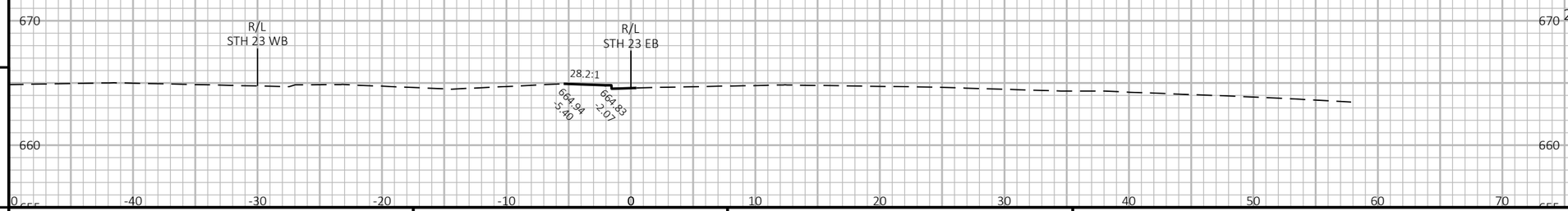
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245+55.51



244+81.44



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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 630	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
LAYOUT NAME - 0902427-xs

PLOT DATE : 7/23/2025 8:15 AM

PLOT BY : BALDERAS-RUEDEN, ANN

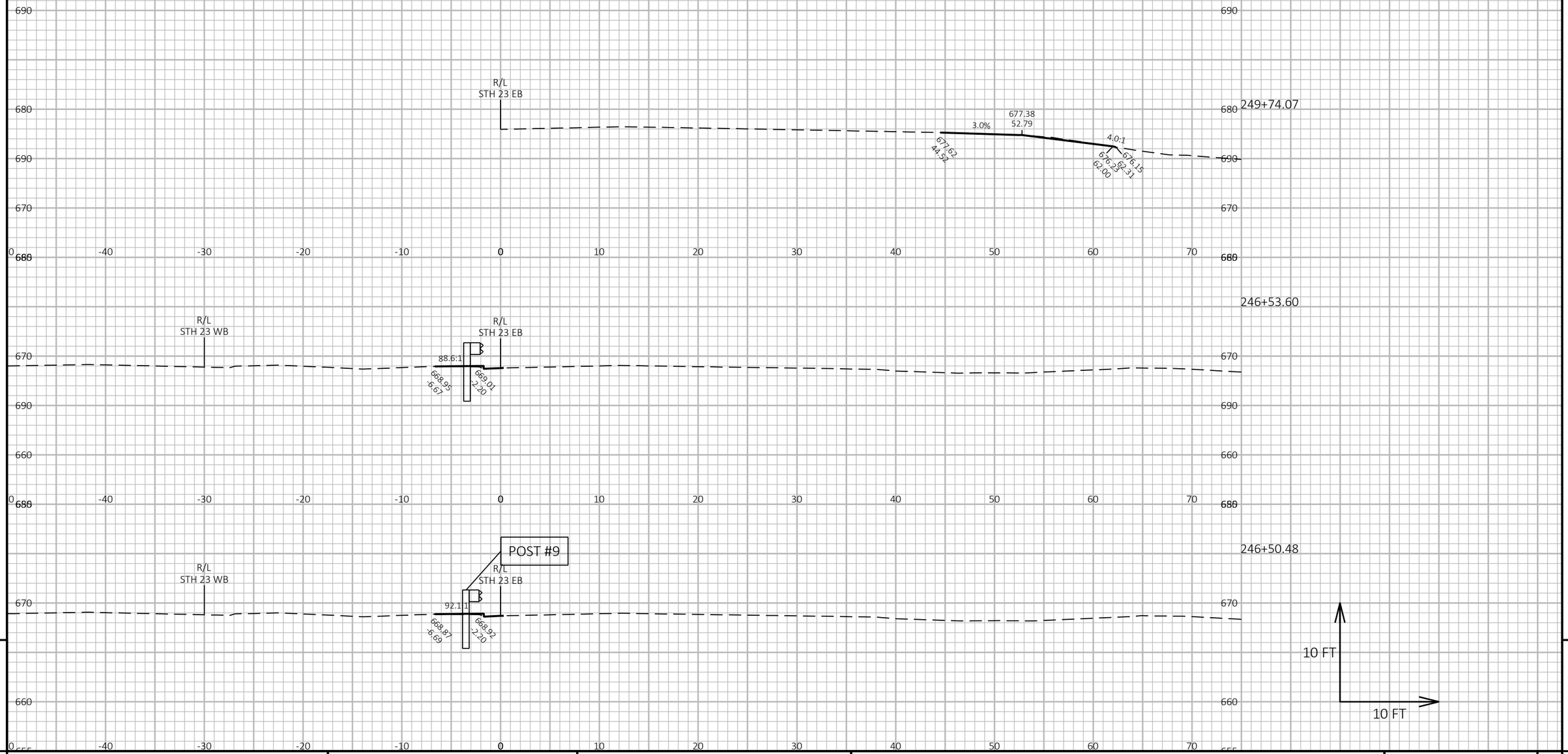
PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

CROSS SECTIONS ARE FOR VERIFICATION OF EXISTING GRADES.

NO GRADING REQUIRED BEHIND BACK OF CURB FOR THESE BEAM GUARD INSTALLATIONS.

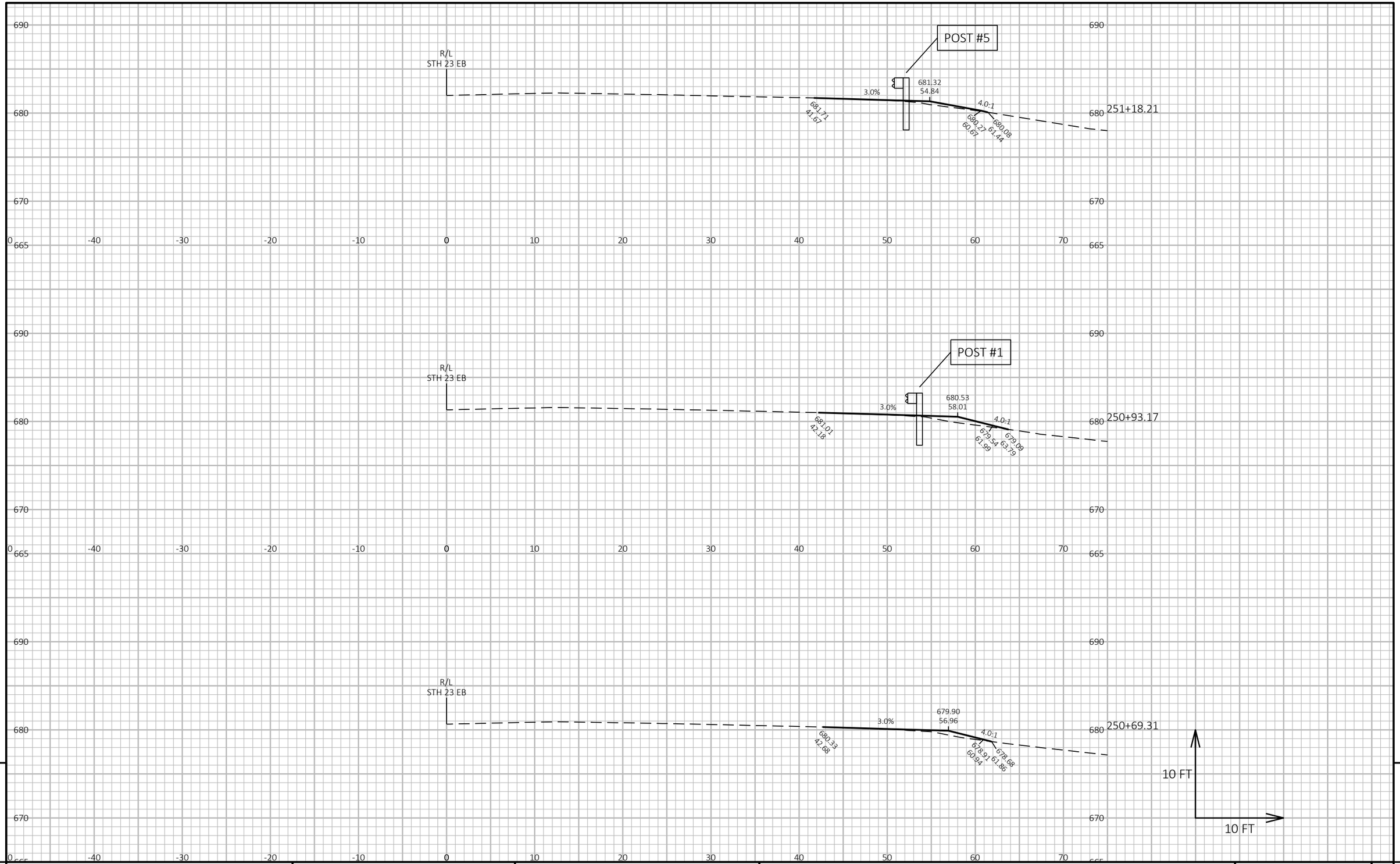


PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 631	E

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LAYOUT NAME - 0902428-xs

PLOT DATE : 7/23/2025 8:15 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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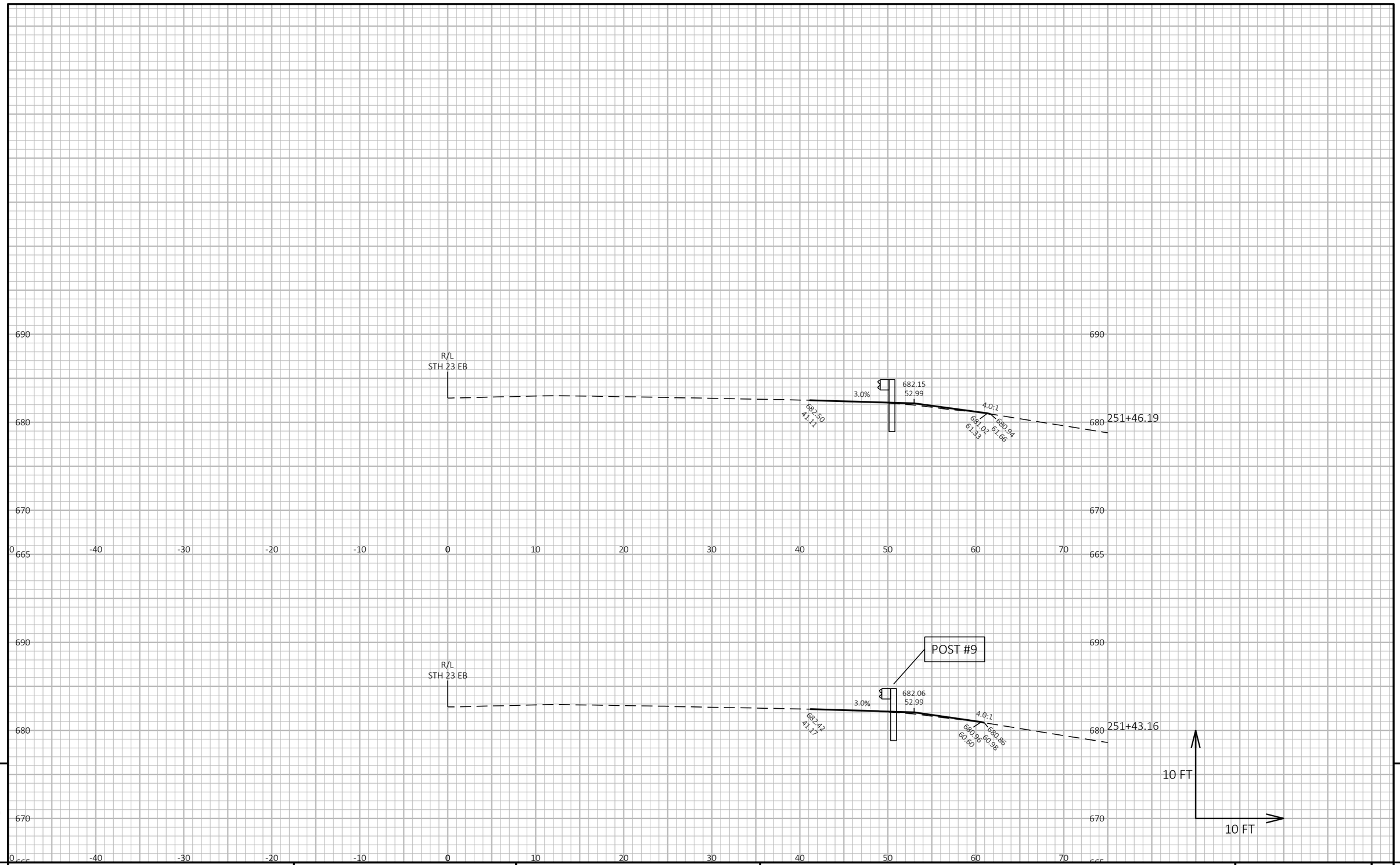
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PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 632	E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
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PLOT DATE : 7/23/2025 8:15 AM PLOT BY : BALDERAS-RUEDEN, ANN PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



PROJECT NO: 1222-13-71	HWY: IH 43	COUNTY: SHEBOYGAN	CROSS SECTIONS: STH 23 EB	SHEET 633 E

FILE NAME : N:\PDS\C3D\12221300\SHEETSPLAN\090204-XS-DANKE.DWG
LAYOUT NAME - 0902430-xs

PLOT DATE : 7/23/2025 8:15 AM

PLOT BY : BALDERAS-RUEDEN, ANN

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Wisconsin Department of Transportation

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