

MAD
PROJECT ID: 1093-01-63
COUNTY: ROCK

NOVEMBER 2018
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 = 50



DESIGN DESIGNATION	1093-01-33
A.A.D.T. 2018	= 15,000
A.A.D.T. 2038	= 19,300
D.H.V.	= 2,956
D.D.	= 58.42
T.	= 23.8%
DESIGN SPEED	= 70 MPH
ESALS	= N/A

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	---
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)	---
SPECIAL DITCH	---
GRADE ELEVATION	---
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

BELOIT - ELKHORN

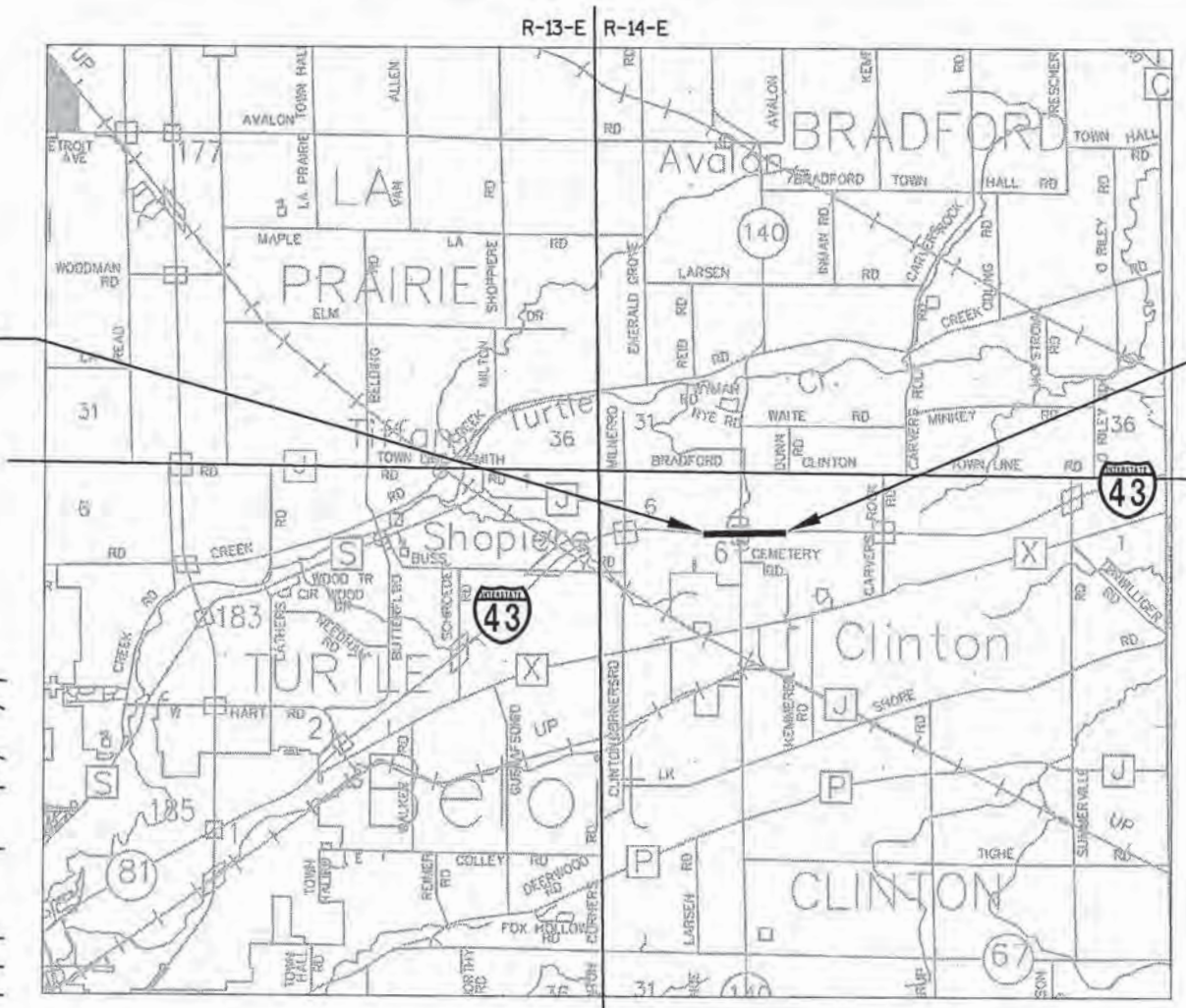
STH 140 INTERCHANGE AREA

IH 43

ROCK COUNTY

STATE PROJECT NUMBER
1093-01-63

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1093-01-63	WISC 2018436	1



LAYOUT
SCALE 0 2 mi.
TOTAL NET LENGTH OF CENTERLINE = 1.085 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, ROCK COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.
ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCES TO THE NATIONAL GEODETIC VERTICAL DATUM OF NAVD 88 (2012).

END PROJECT 1093-01-63
STA 465+40SB

BEGIN PROJECT 1093-01-63
STA 408+10SB
X=532,918.0
Y=229,104.6

ORIGINAL PLANS PREPARED BY

PEOPLE WHO CARE,
CREATING QUALITY TRANSPORTATION
TODAY AND TOMORROW

WISDOT SOUTHWEST REGION - MADISON OFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	MARC SCHWEIGER
Project Manager	BRANDAN HAGER
Regional Examiner	SW REGION
Regional Supervisor	JIM OETTINGER

APPROVED FOR THE DEPARTMENT

DATE: 11-30-17 *[Signature]*
(Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

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

CONTRACTOR TO VERIFY ELEVATIONS OF THE EXISTING PAVEMENT TO REMAIN IN PLACE, PRIOR TO STAKING. ANY DEBRIS THAT ENTERS THE INLET AS A RESULT OF THE PROPOSED WORK SHALL BE PROMPTLY REMOVED AT NO ADDITIONAL COST TO THE DEPARTMENT.

THE EROSION CONTROL DEVICES AS SHOWN ON THE EROSION CONTROL SHEETS ARE AT SUGGESTED LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE PLACED IN SEQUENCE WITH CONSTRUCTION OPERATIONS OR AS DETERMINED BY THE ENGINEER.

INLETS SHALL BE COVERED AS NECESSARY TO PREVENT MATERIAL FROM FALLING INTO THE INLETS.

ALL PROPERTY LINES IN THE PLANS ARE APPROXIMATE.

PRIOR TO PLACEMENT OF CABLE GUARD THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

UTILITY CONTACTS

ALLIANT ENERGY - (ELECTRIC)
Dean Copp
935 WBR Townline Rd.
Beloit, WI 53511
(608) 364-6431
deancopp@alliantenergy.com

CHARTER COMMUNICATIONS (COMMUNICATION)
Tom Phillips
2016 Cranston Rd.
Beloit, WI 53511
(608) 209-4821
Thomas.Phillips@charter.com

FRONTIER COMMUNICATIONS OF WI – (COMMUNICATIONS)
Ed Stieber
100 Communications Dr.
Sun Prairie, WI 53590
(608) 837-1410, (262) 325-7048
edward.o.stieber@ftr.com

WE ENERGIES – (GAS/PETROLEUM)
Scott Holstein
700 S. Kane St.
Burlington, WI 53105
(262) 763-1084
scott.holstein@we-energies.com

WISCONSIN DOT – (COMMUNICATION LINE)
Jeff Madson
Ste.300
433 W. St. Paul Ave.
Milwaukee, WI 53203-3007
(414) 225-3723
Jeffrey.Madson@dot.wi.gov

(WISDOT) DESIGN PROJECT MANAGER
BRANDAN HAGER, P.E.
2101 WRIGHT ST.
MADISON, WI 53704
(608) 245-2625
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(WISDOT) DESIGN PROJECT LEADER
MARC SCHWEIGER, P.E.
2101 WRIGHT ST.
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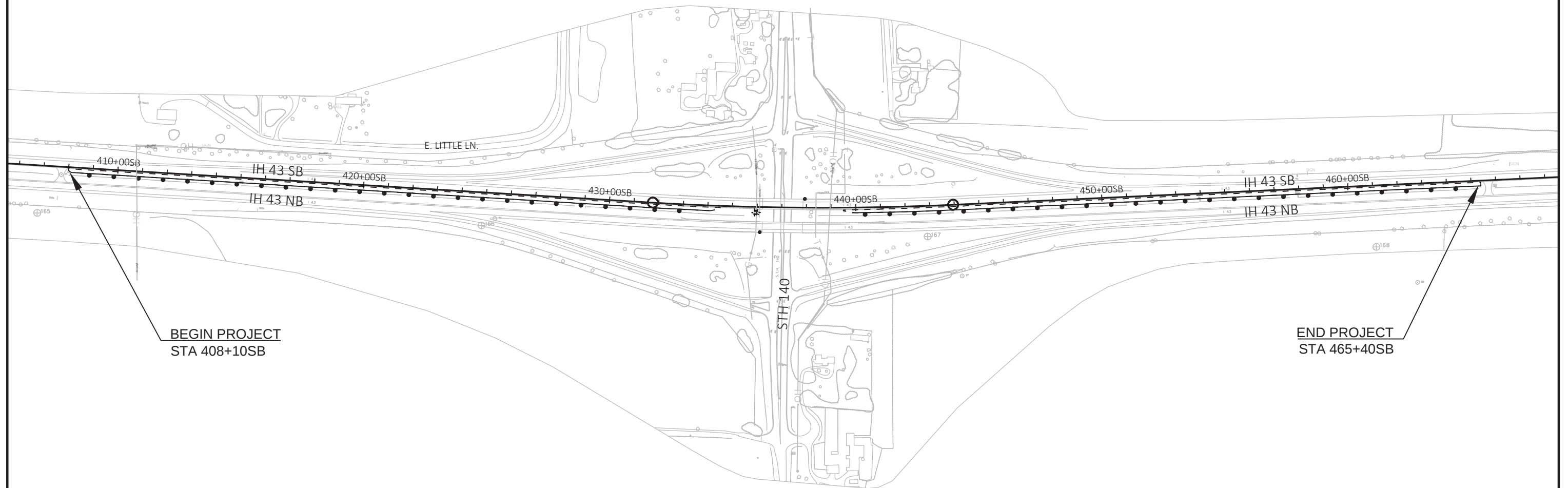
WI DNR LIASON

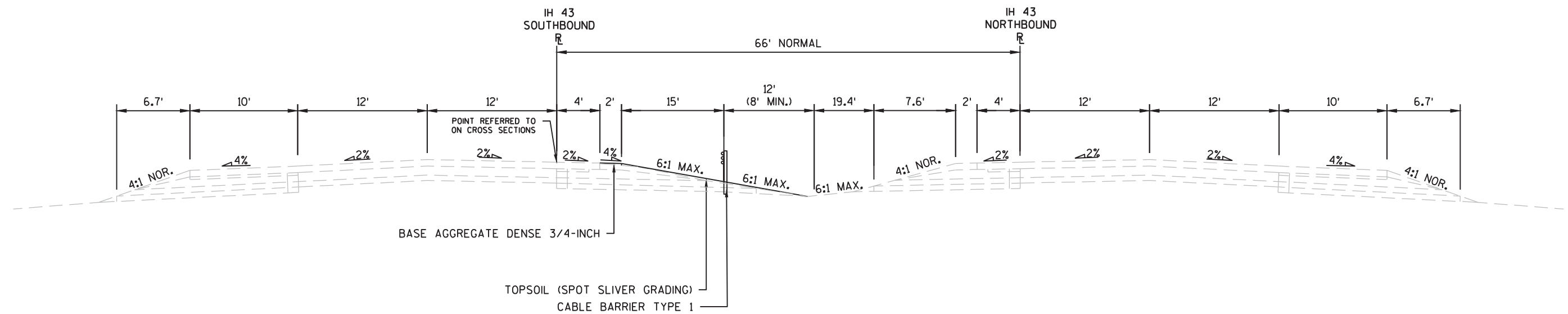
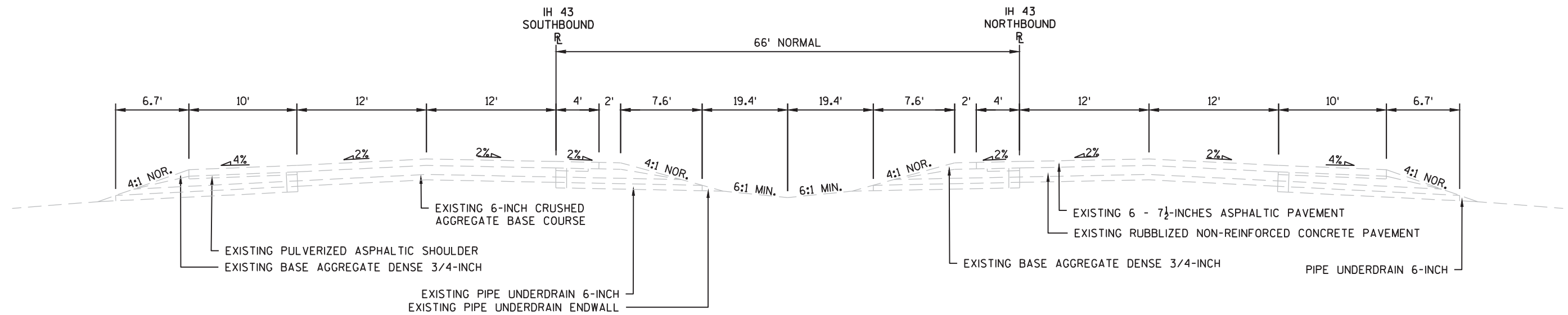
Laura Bub
3911 Fish Hatchery Rd.
Fitchburg, WI 53711
(608) 275-3301
laura.bub@wisconsin.gov

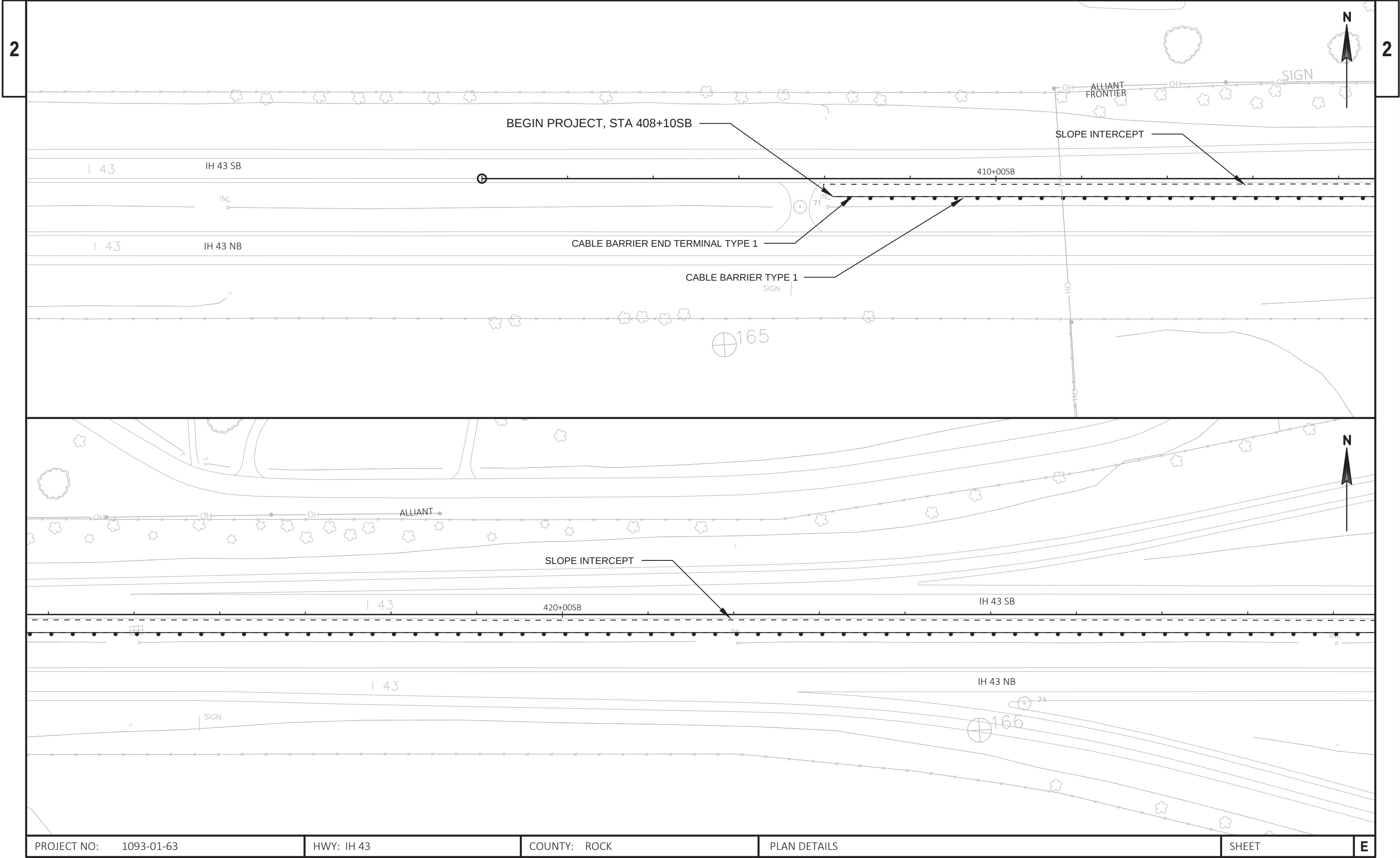


STANDARD ABBREVIATIONS

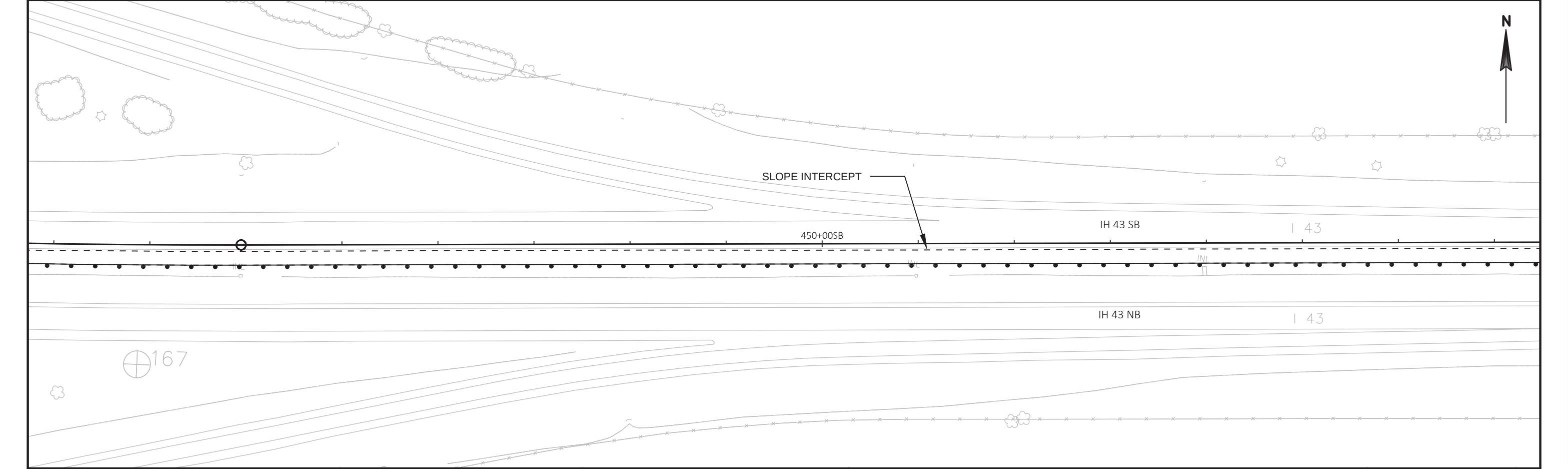
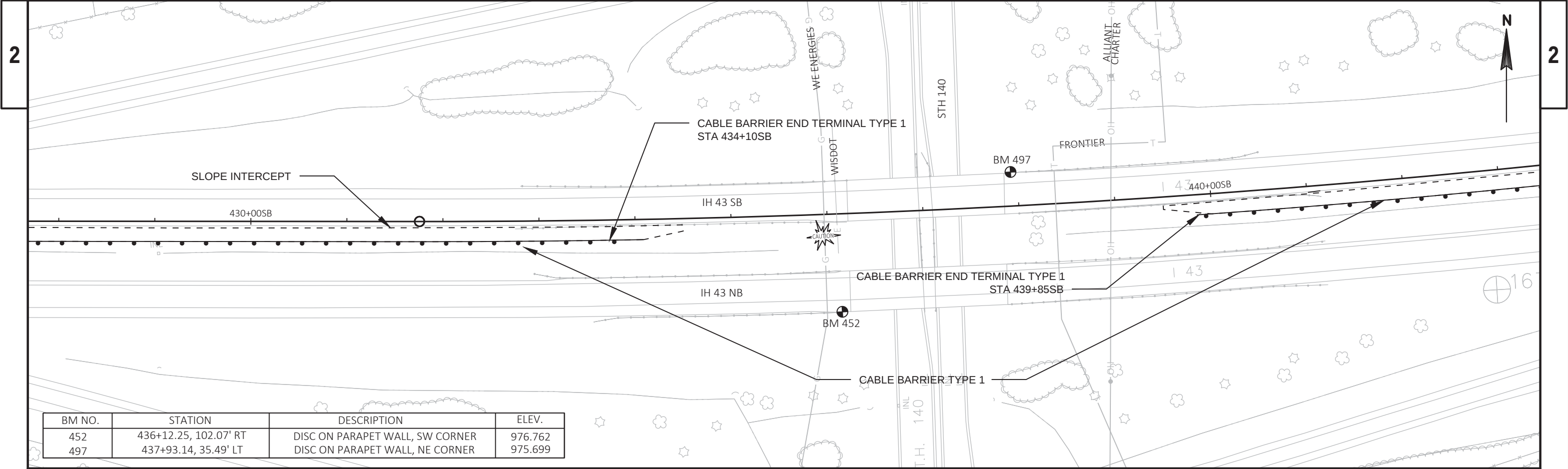
AC.	ACRE	MAX.	MAXIMUM
AGG.	AGGREGATE	MGAL	1000 GALLONS
AH	AHEAD	MIN.	MINIMUM
<	ANGLE	N.C.	NORMAL CROWN OR NO CHANGE
AE, AEW	APRON ENDWALL	N	NORTH
ASPH.	ASPHALTIC	NO.	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
B.F.	BACK FACE	P.L.E.	PERMANENT LIMITED EASEMENT
BK.	BACK	P.C.	POINT OF CURVATURE
BEG.	BEGIN	P.I.	POINT OF INTERSECTION
B.M.	BENCH MARK	P.T.	POINT OF TANGENCY
C/L	CENTER LINE	V.P.C.	VERTICAL POINT OF CURVATURE
D	CENTRAL ANGLE OR DELTA	V.P.I.	VERTICAL POINT OF INTERSECTION
C.M.C.P.	CORRUGATED METAL CULVERT PIPE	V.P.T.	VERTICAL POINT OF TANGENCY
C.M.P.	CORRUGATED METAL PIPE	PCC	PORTLAND CEMENT CONCRETE
CO.	COUNTY	P.E.	PRIVATE ENTRANCE
CTH	COUNTY TRUNK HIGHWAY	P.L.	PROPERTY LINE
CR.	CREEK	R	RADIUS OR RANGE
C.A.B.C.	CRUSHED AGGREGATE BASE COURSE	R/L	REFERENCE LINE
C.Y.	CUBIC YARD	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
C.P.	CULVERT PIPE	RT	RIGHT
C. & G.	CURB AND GUTTER	REQ'D	REQUIRED
D	DEGREE OF CURVE	R.H.F.	RIGHT HAND FORWARD
D.H.V.	DESIGN HOUR VOLUME	R/W	RIGHT OF WAY
DIA.	DIAMETER	R.	RIVER
DISCH.	DISCHARGE	RD.	ROAD
EA	EACH	SHLD.	SHOULDER(S)
E	EAST	SHR.	SHRINKAGE
ELEC.	ELECTRIC(AL), ELEC. CABLE	S	SOUTH
EL., ELEV.	ELEVATION	S.F.	SQUARE FOOT (FEET)
EXC.	EXCAVATION	SDD	STANDARD DETAIL DRAWING(S)
F.F.	FACE TO FACE	STH	STATE TRUNK HIGHWAY
FERT.	FERTILIZER	STA.	STATION
F.E.	FIELD ENTRANCE	S.E.	SUPERELEVATION
F/L, F.L.	FLOW LINE	S/L	SURVEY LINE
CWT.	HUNDRED WEIGHT	T	TANGENT
INL	INLET	TEL.	TELEPHONE
INTER.	INTERSECTION	TEMP.	TEMPORARY
JT.	JOINT	T.L.E.	TEMPORARY LIMITED EASEMENT
LT	LEFT	T.O.C.	TOP OF CURB
L.H.F.	LEFT HAND FORWARD	T.	(TRUCKS) PERCENT OF
L.	LENGTH OF CURVE	TYP.	TYPICAL
L.F.	LINEAR FOOT(FEET)	UNCL.	UNCLASSIFIED
LC.	LONG CHORD	U.G.	UNDERGROUND (CABLE)
LS	LUMP SUM	V.C.	VERTICAL CURVE
M.P.	MARKER POST	W	WEST

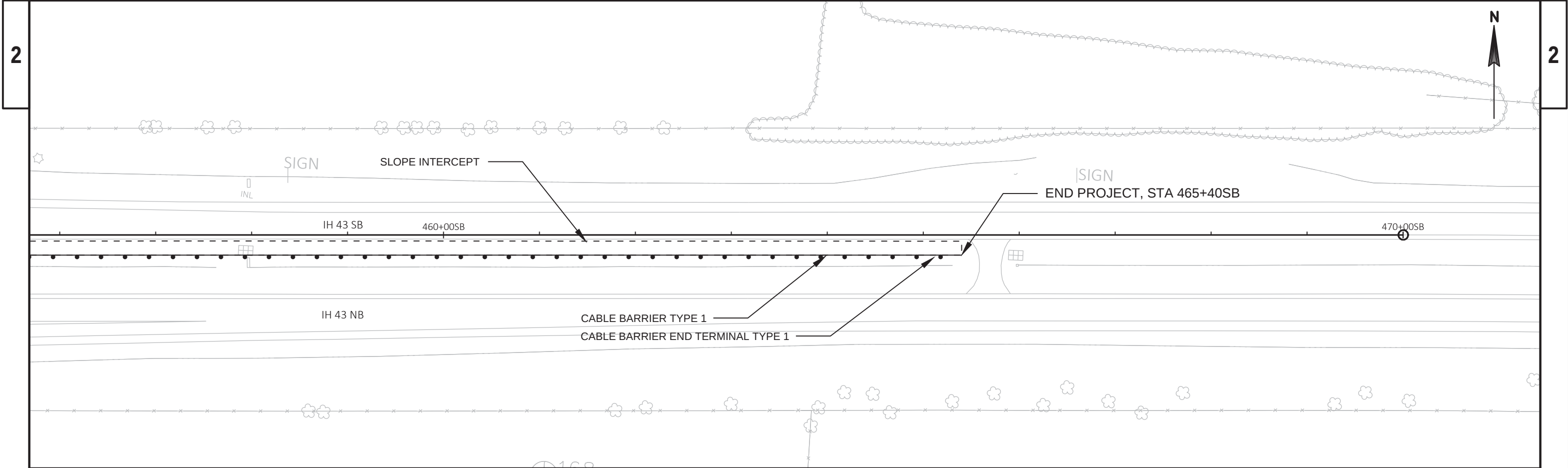


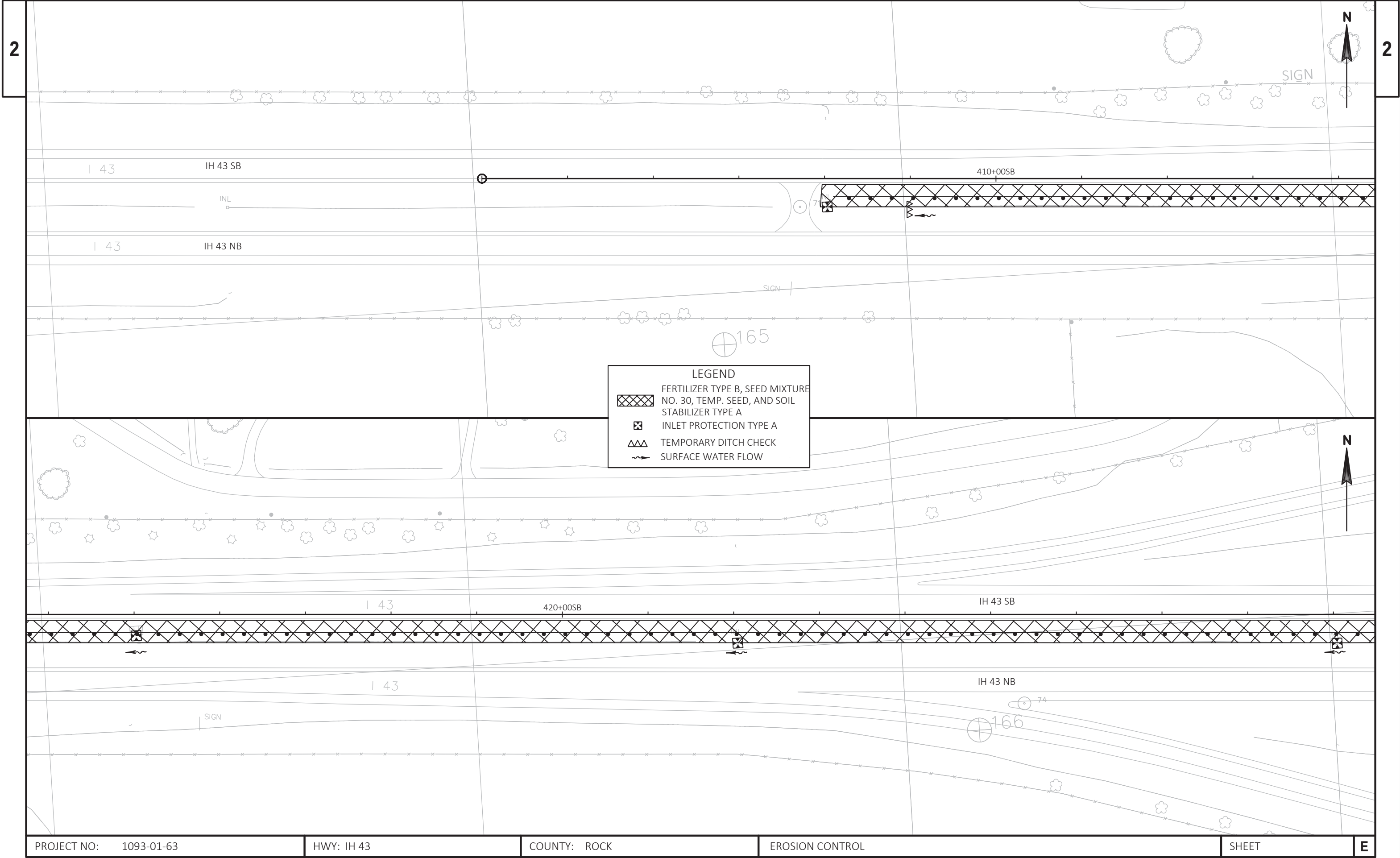


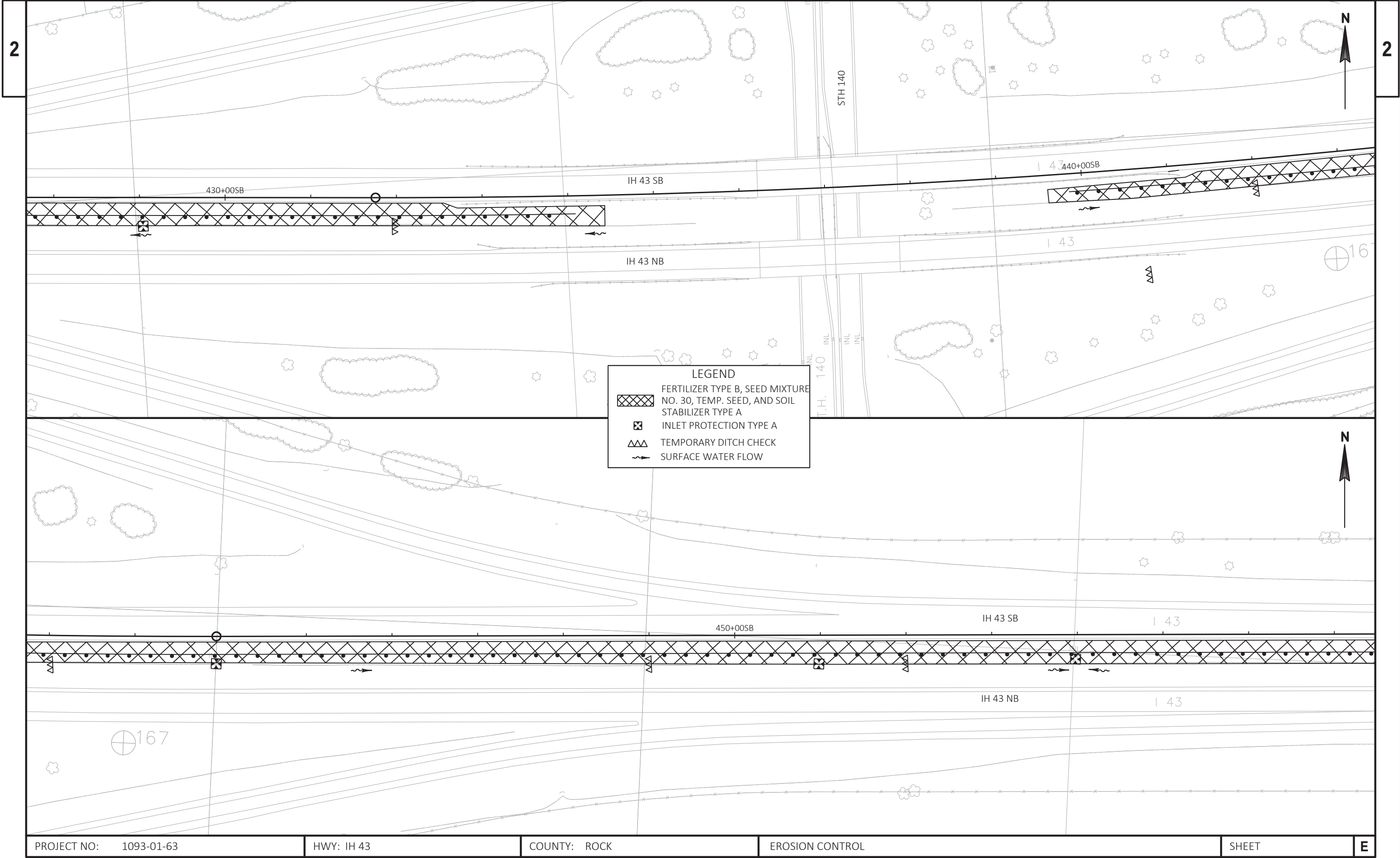


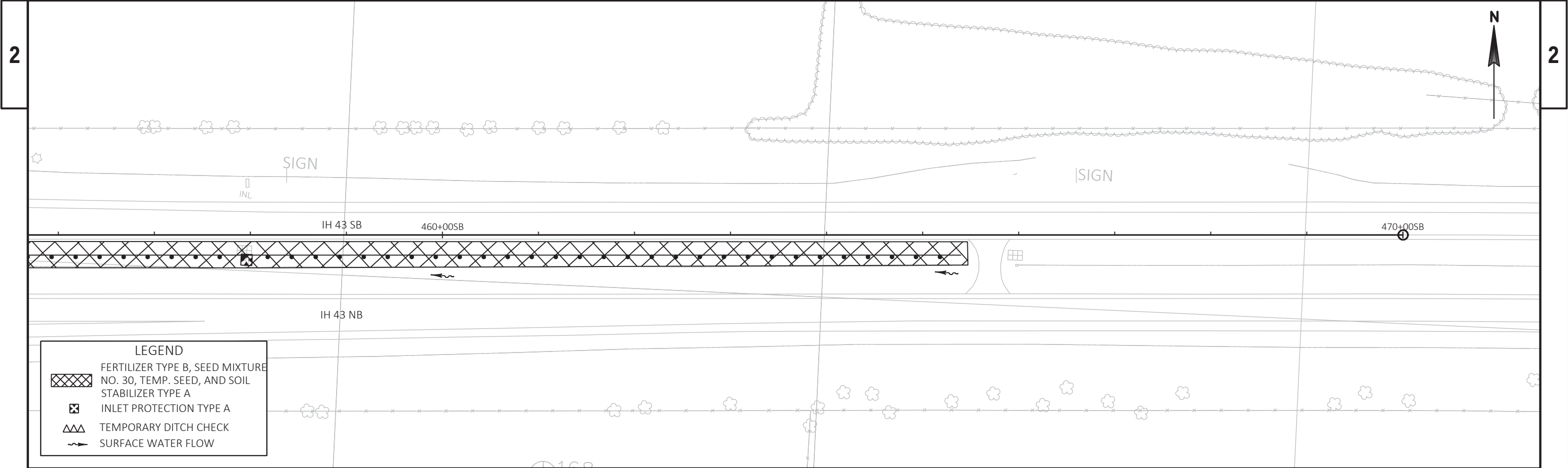
PROJECT NO: 1093-01-63	HWY: IH 43	COUNTY: ROCK	PLAN DETAILS	SHEET	E
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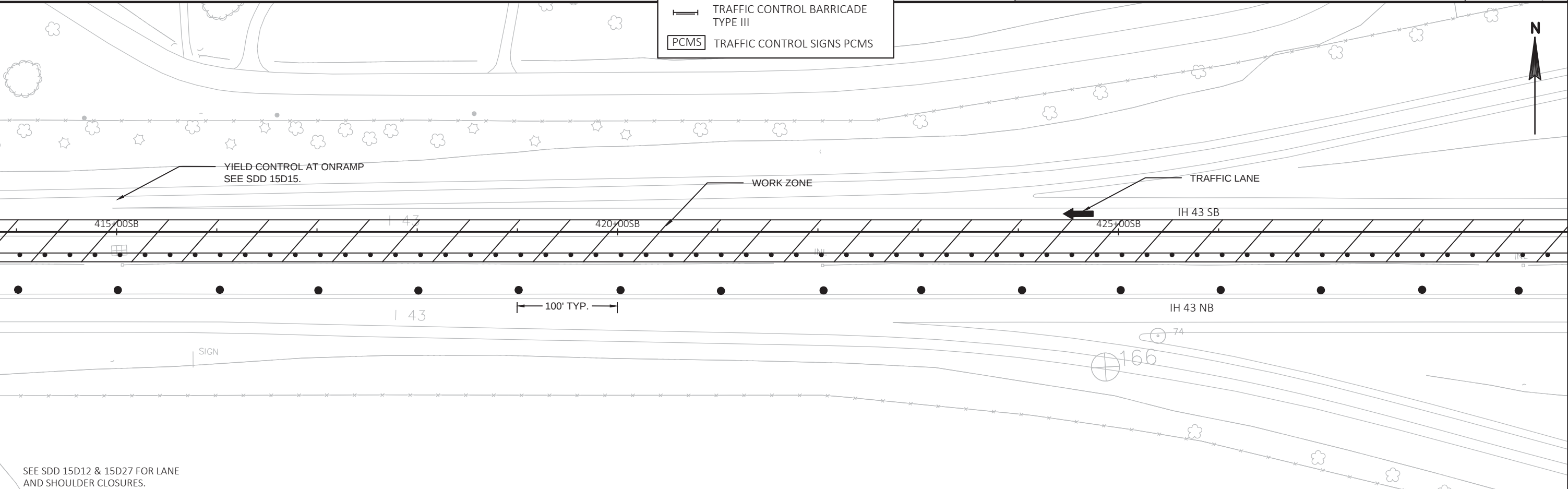
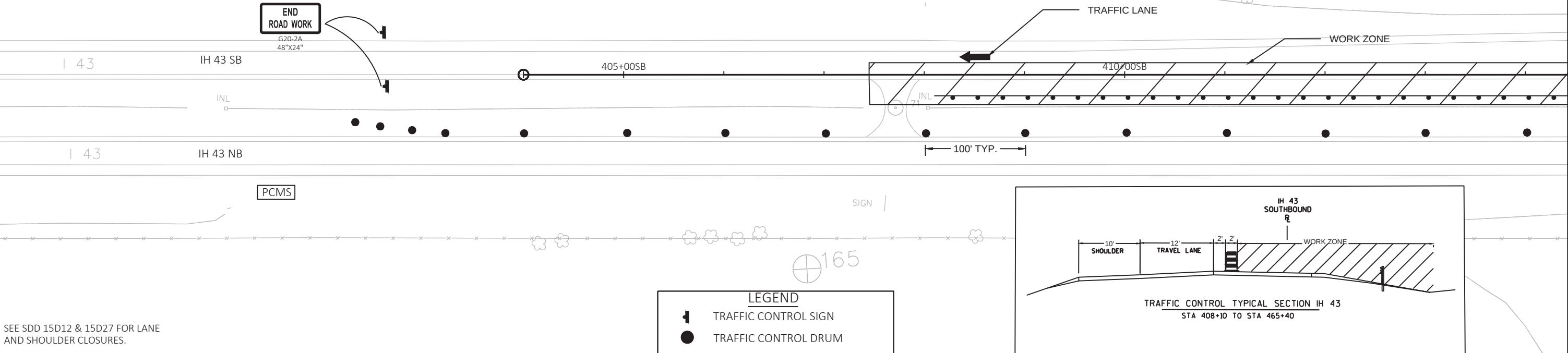


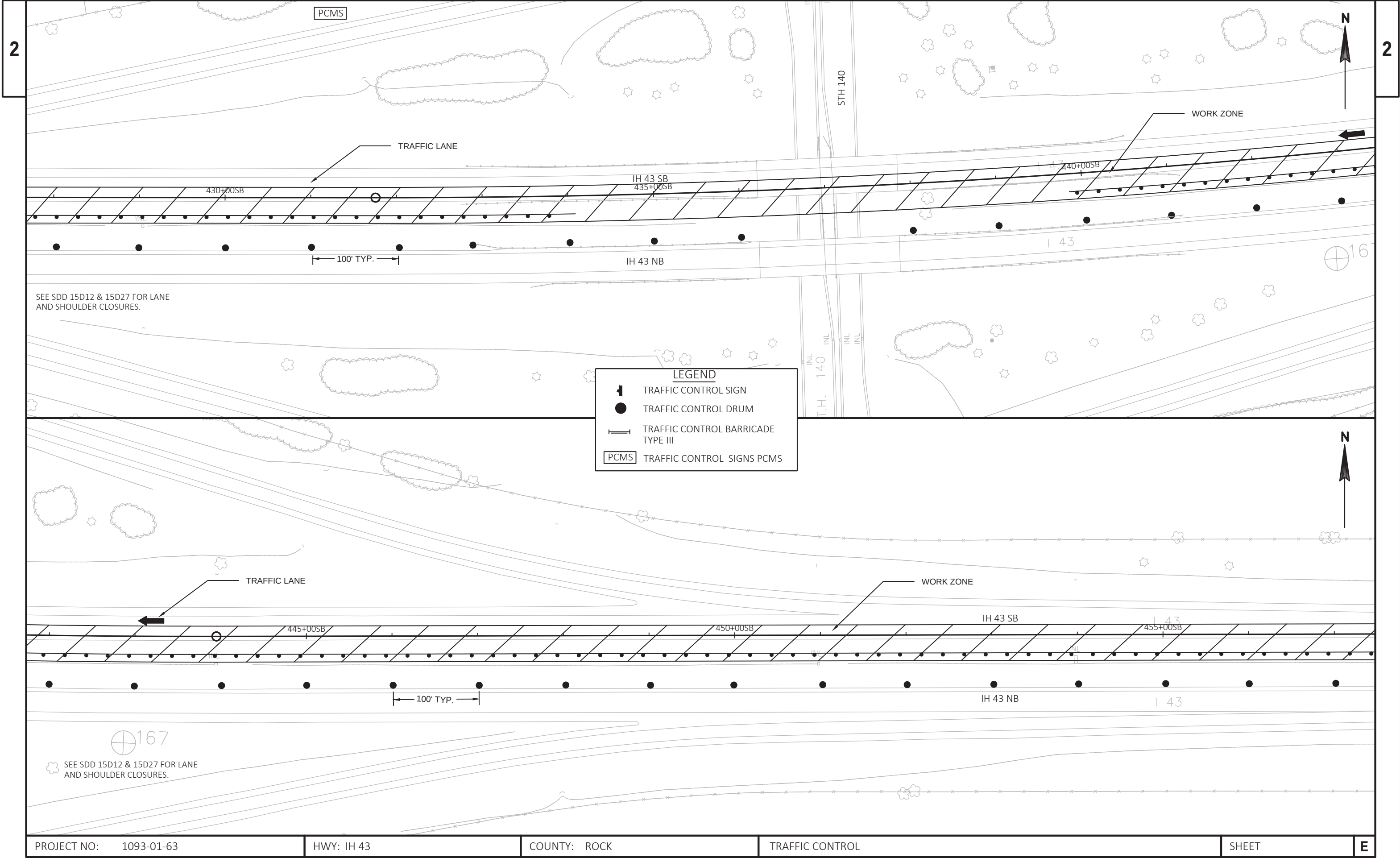


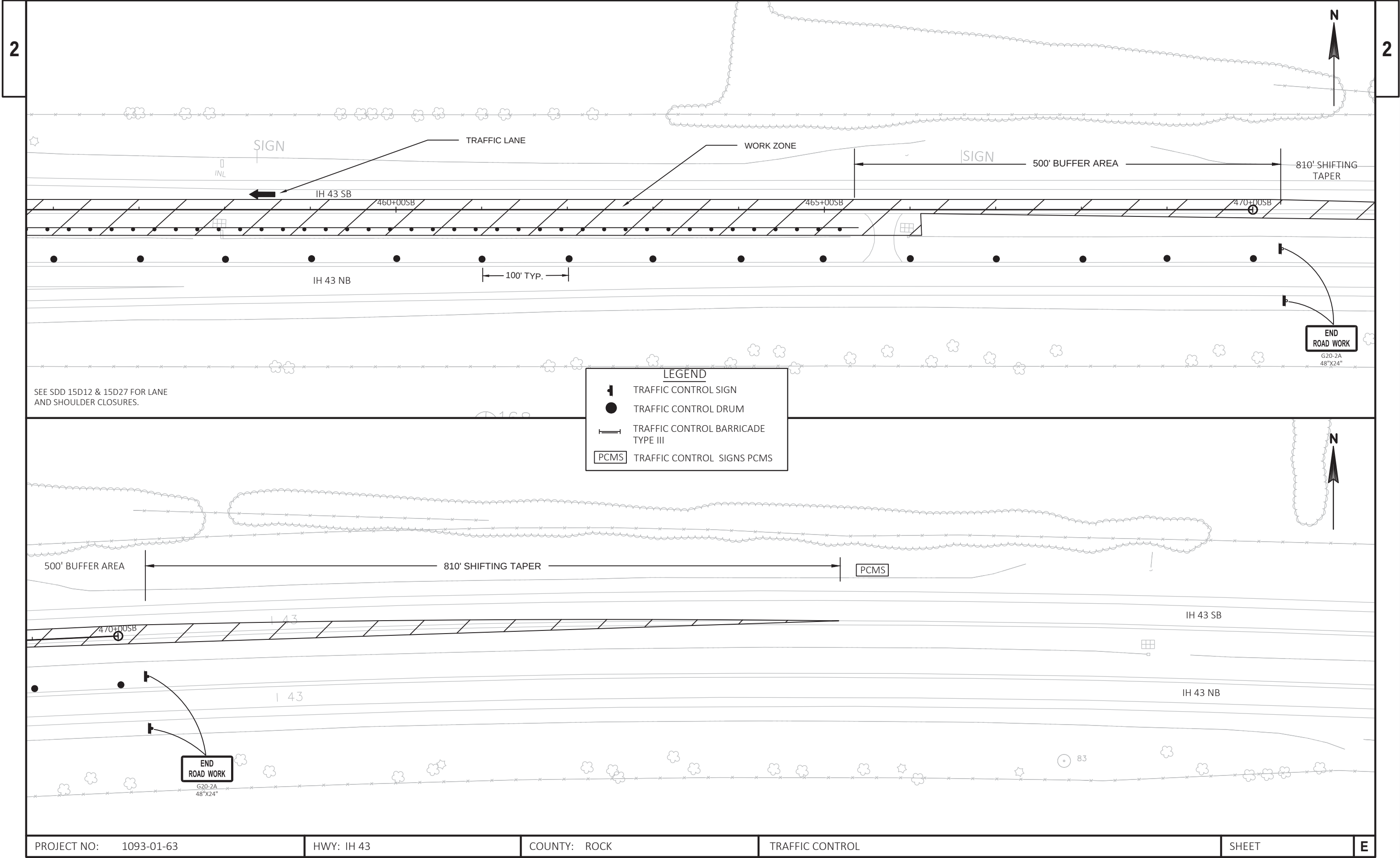
PCMS TO BE PLACED 7 DAYS PRIOR TO THE START OF CONSTRUCTION. MESSAGES TO BE DISPLAYED ARE:

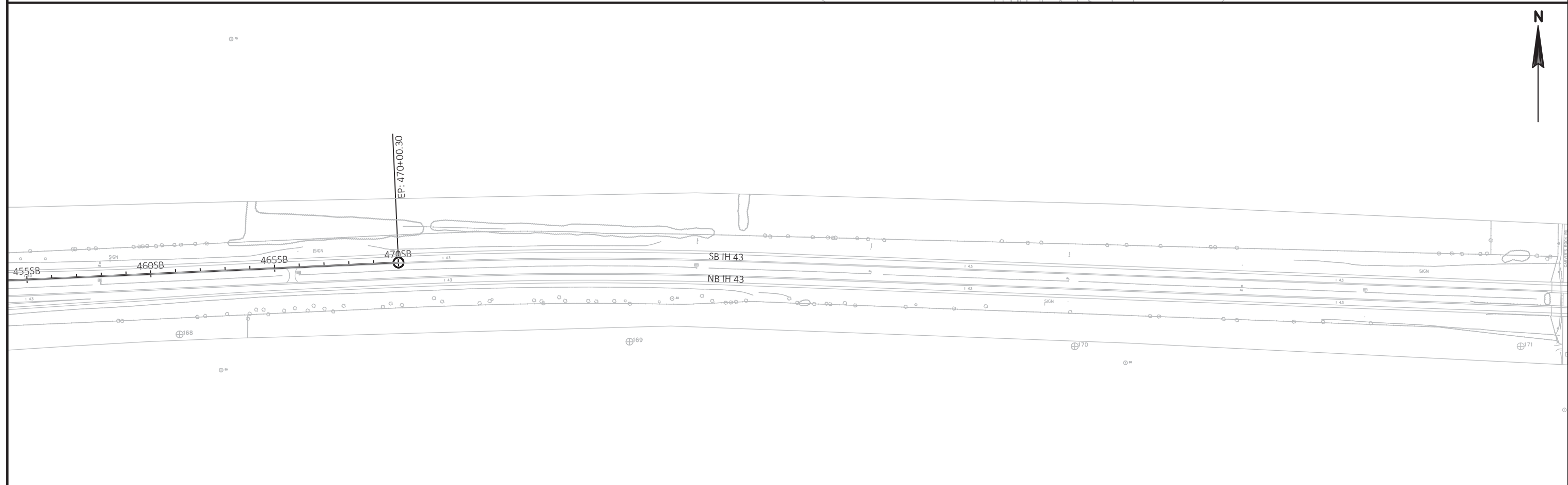
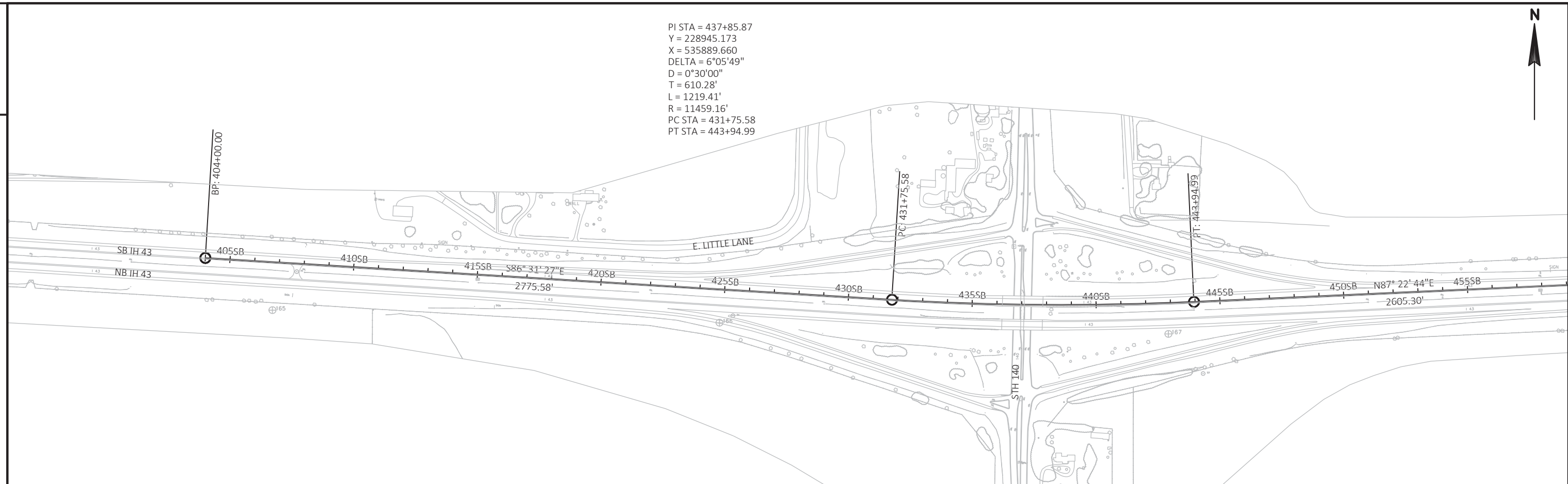
ROAD WORK
STARTING
X/XX/XX
BEGINS

PCMS LOCATIONS ARE APPROXIMATE. ADJUST LOCATIONS TO FIT FIELD CONDITIONS.









PROJECT NO: 1093-01-63	HWY: IH 43	COUNTY: ROCK	ALIGNMENT OVERVIEW	SHEET	E
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Estimate Of Quantities

1093-01-63					
Line	Item	Item Description	Unit	Total	Qty
0002	213.0100	Finishing Roadway (project) 01. 1093-01-63	EACH	1.000	1.000
0004	305.0110	Base Aggregate Dense 3/4-Inch	TON	191.000	191.000
0006	613.1100.S	Cable Barrier Type 1	LF	5,045.000	5,045.000
0008	613.1200.S	Cable Barrier End Terminal Type 1	EACH	4.000	4.000
0010	619.1000	Mobilization	EACH	1.000	1.000
0012	624.0100	Water	MGAL	84.000	84.000
0014	625.0105	Topsoil	CY	143.000	143.000
0016	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0018	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0020	628.6505	Soil Stabilizer Type A	ACRE	3.090	3.090
0022	628.7005	Inlet Protection Type A	EACH	8.000	8.000
0024	628.7504	Temporary Ditch Checks	LF	60.000	60.000
0026	629.0210	Fertilizer Type B	CWT	9.430	9.430
0028	630.0130	Seeding Mixture No. 30	LB	269.300	269.300
0030	630.0200	Seeding Temporary	LB	134.600	134.600
0032	643.0300	Traffic Control Drums	DAY	5,177.000	5,177.000
0034	643.0420	Traffic Control Barricades Type III	DAY	51.000	51.000
0036	643.0800	Traffic Control Arrow Boards	DAY	51.000	51.000
0038	643.0900	Traffic Control Signs	DAY	391.000	391.000
0040	643.1050	Traffic Control Signs PCMS	DAY	30.000	30.000
0042	643.5000	Traffic Control	EACH	1.000	1.000
0044	650.9910	Construction Staking Supplemental Control (project) 01. 1093-01-63	LS	1.000	1.000
0046	650.9920	Construction Staking Slope Stakes	LF	5,155.000	5,155.000

3

BASE AGGREGATE DENSE 3/4-INCH					CABLE BARRIER					WATER				
305.0110 BASE AGGREGATE DENSE 3/4-INCH					613.1100.S CABLE BARRIER TYPE 1					613.1200.S CABLE BARRIER END TERMINAL TYPE 1				
STATION	TO	STATION	LOCATION	TON	STATION	TO	STATION	LOCATION	LF	STATION	TO	STATION	MGAL	REMARKS
408+10	-	434+10	IH 43, RT	96.0	408+10	-	434+10	IH 43	2545	408+10	-	465+40	84	UNDISTRIBUTED
439+85	-	465+40	IH 43, RT	95.0	439+85	-	465+40	IH 43	2500					
TOTAL				191.0	TOTAL				5045	TOTAL				84

3

TOPSOIL				
STATION	TO	STATION	LOCATION	625.0105 TOPSOIL CY
408+10	-	434+10	IH 43	51
439+85	-	465+40	IH 43	92
TOTAL				143

EROSION CONTROL AND RESTORATION									
				628.6505 SOIL STABILIZER TYPE A	628.7005 INLET PROTECTION TYPE A	628.7504 TEMPORARY DITCH CHECKS	629.0210 FERTILIZER TYPE B	630.0130 SEEDING MIXTURE NO.30	630.0200 SEEDING TEMPORARY
STATION	TO	STATION	LOCATION	ACRE	EACH	LF	CWT	LB	LB
408+10	-	434+10	IH 43	1.58	4	24	4.81	137.40	68.7
439+85	-	465+40	IH 43	1.51	4	36	4.62	131.90	65.9
TOTAL				3.09	8	60	9.43	269.3	134.6

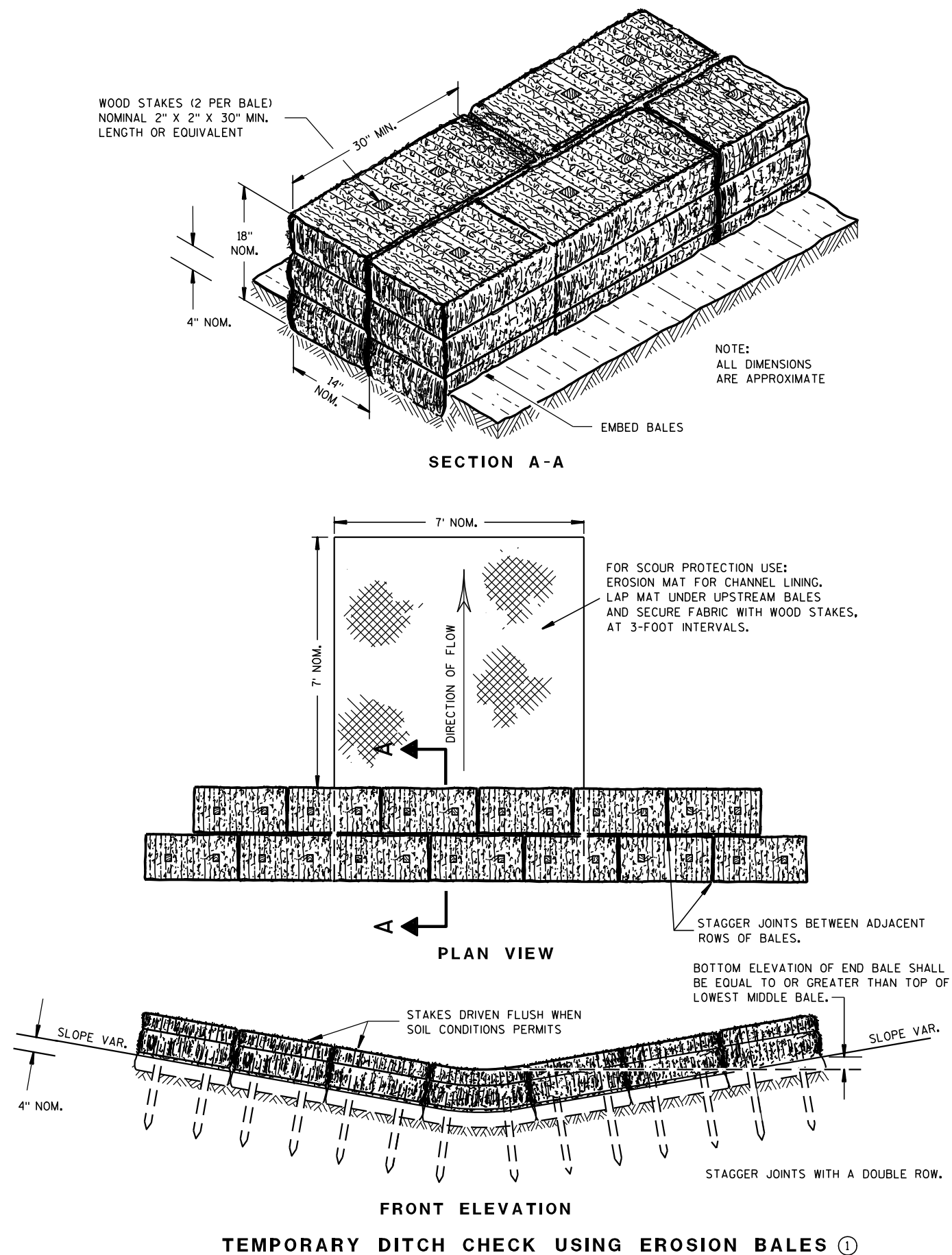
MOBILIZATIONS EROSION CONTROL					CONSTRUCTION STAKING				
628.1905 MOBILIZATIONS EROSION CONTROL					650.9920 CONSTRUCTION STAKING SLOPE STAKES				
LOCATION			EACH	EACH	STATION	TO	STATION	LOCATION	LF
PROJECT LIMITS			2	1	408+10	-	434+10	IH 43	2600
TOTAL			2	1	439+85	-	465+40	IH 43	2555
					TOTAL				5155

TRAFFIC CONTROL															
643.0300 TRAFFIC CONTROL DRUMS															
643.0420 TRAFFIC CONTROL BARRICADES TYPE III															
643.0800 TRAFFIC CONTROL ARROW BOARDS															
643.0900 TRAFFIC CONTROL SIGNS															
643.1050 TRAFFIC CONTROL SIGNS PCMS															
STATION	TO	STATION	LOCATION	CALENDAR DAYS	# OF DRUMS	DAY	WORKING DAYS	# OF BARRICADES	DAY	DAY	# OF SIGNS	DAY	# OF PCMS	DAY	
408+10	-	465+40	SB IH 43	31	98	3038	17	3	51	34	15	255	2	20	
408+10	-	465+40	NB IH 43	31	69	2139	17	-	-	17	8	136	1	10	
TOTAL						5177			51	51		391		30	

PROJECT NO: 1093-01-63	HWY: IH 43	COUNTY: ROCK	MISCELLANEOUS QUANTITIES	SHEET:	E
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Standard Detail Drawing List

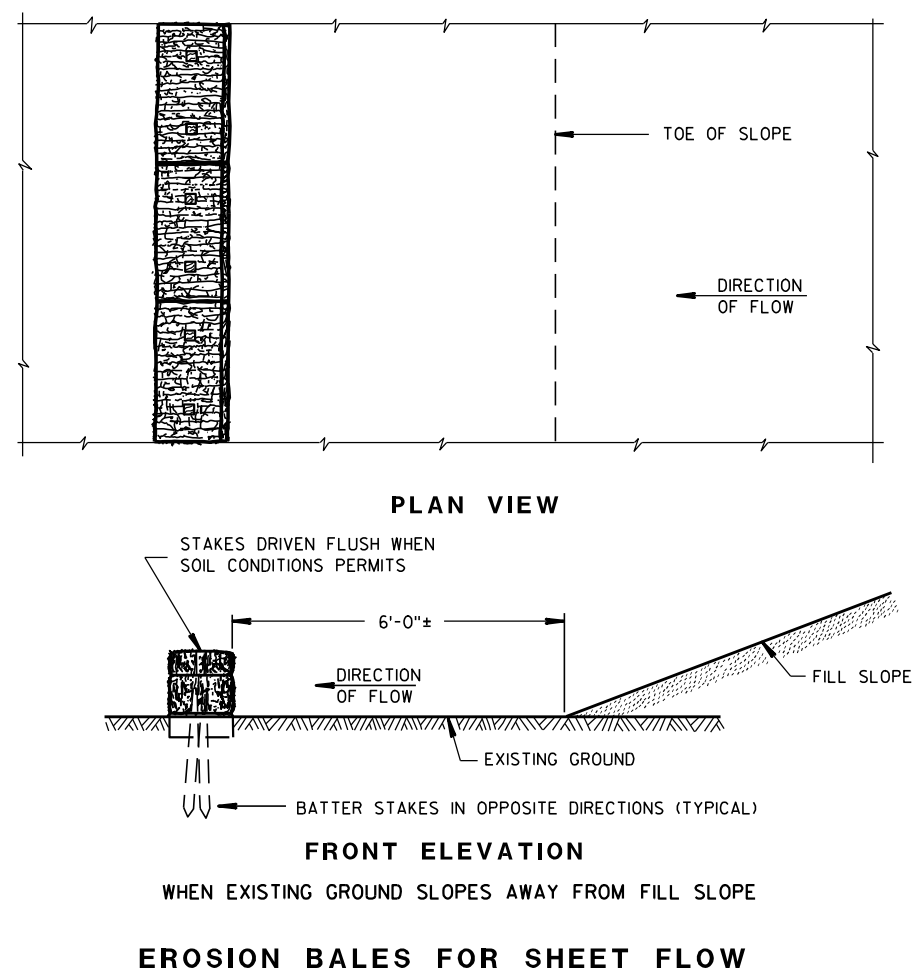
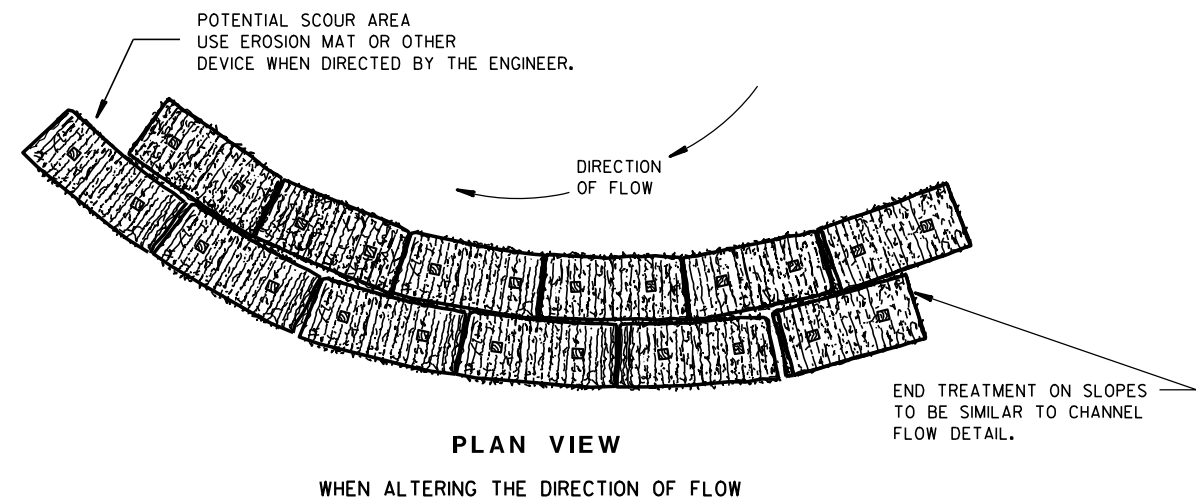
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
14B52-01A	CABLE BARRIER TYPE 1 LAYOUT
14B52-01B	CABLE BARRIER TYPE 1 LAYOUT
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D15-04C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

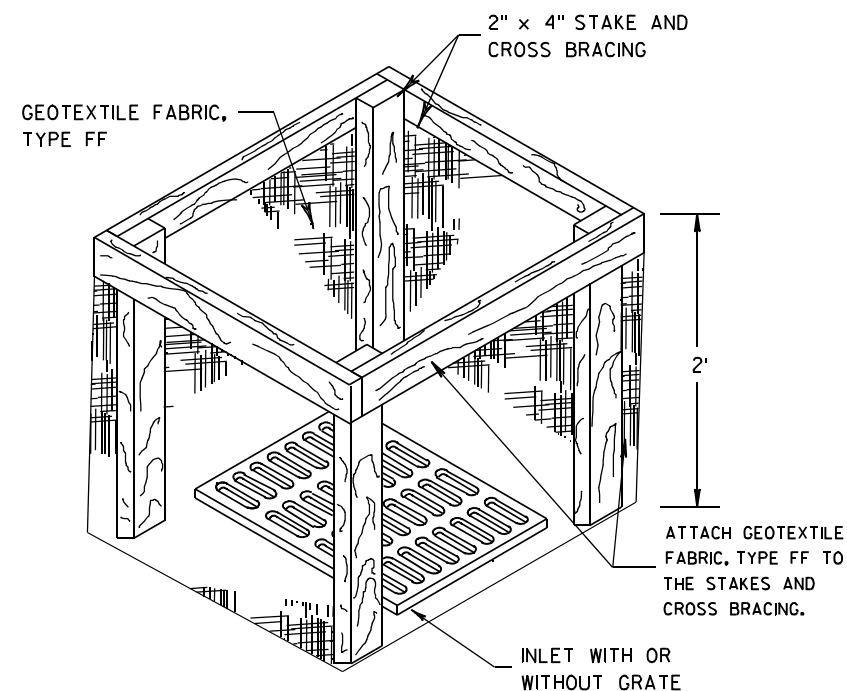
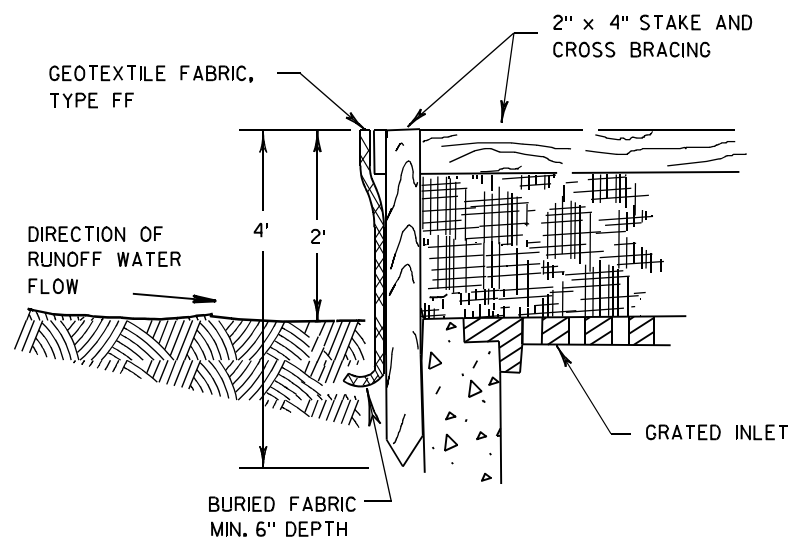
TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

6/04/02
DATE/S/ Beth Canestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA



INLET PROTECTION, TYPE A

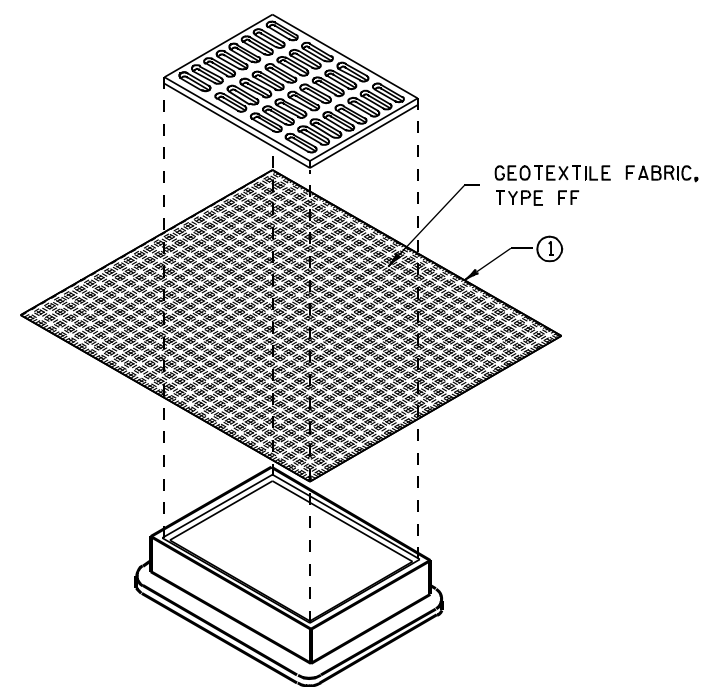
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

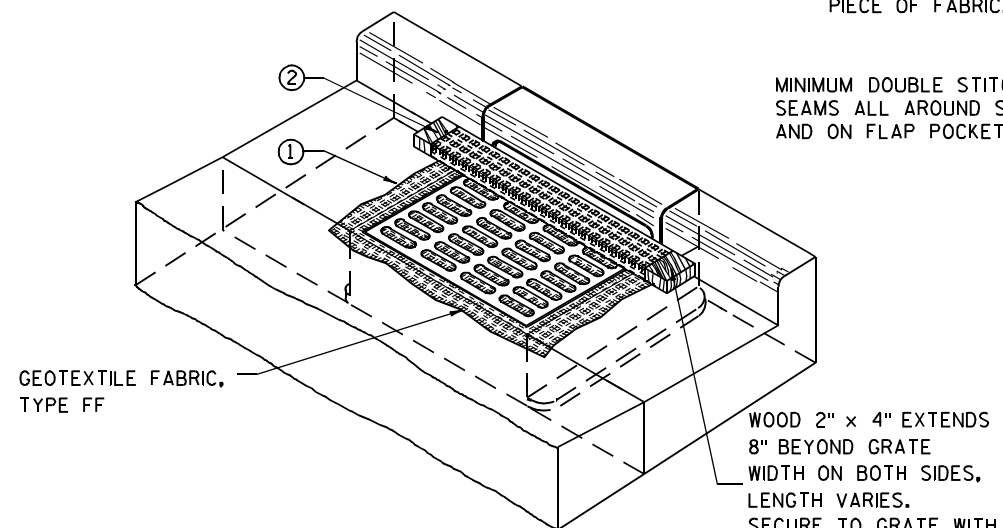
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

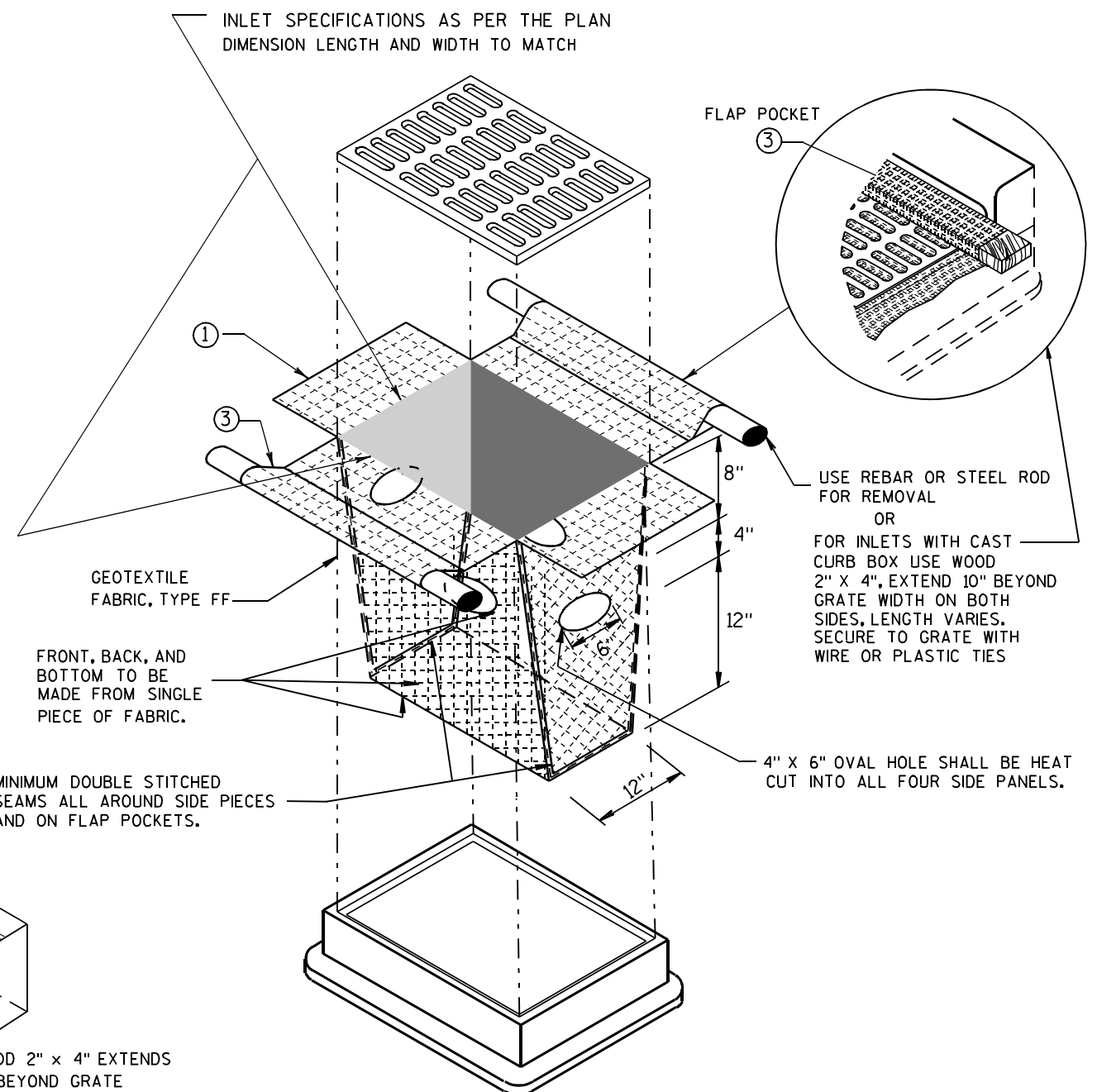
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



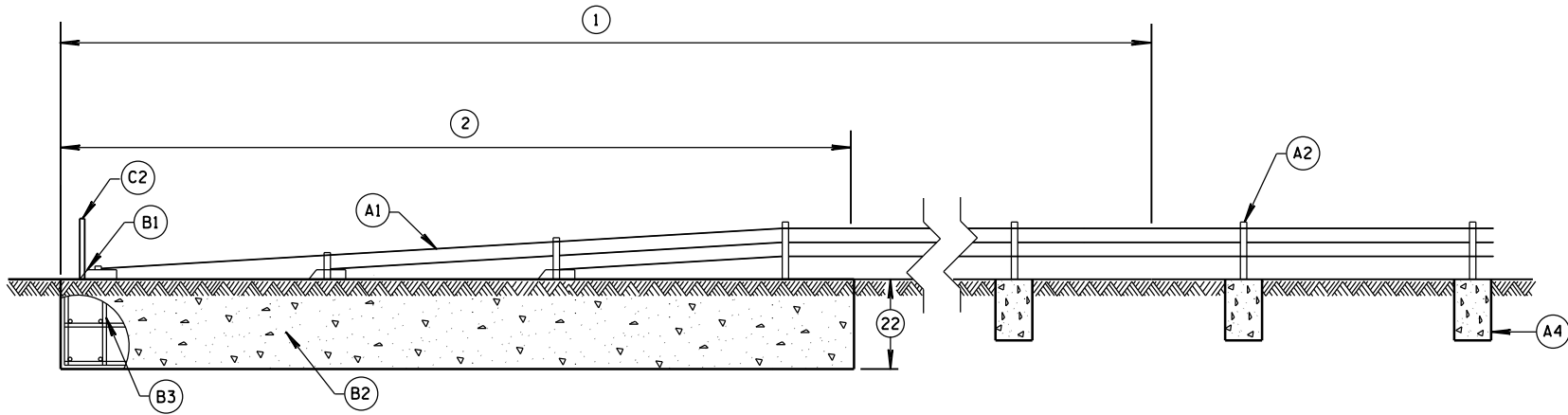
INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

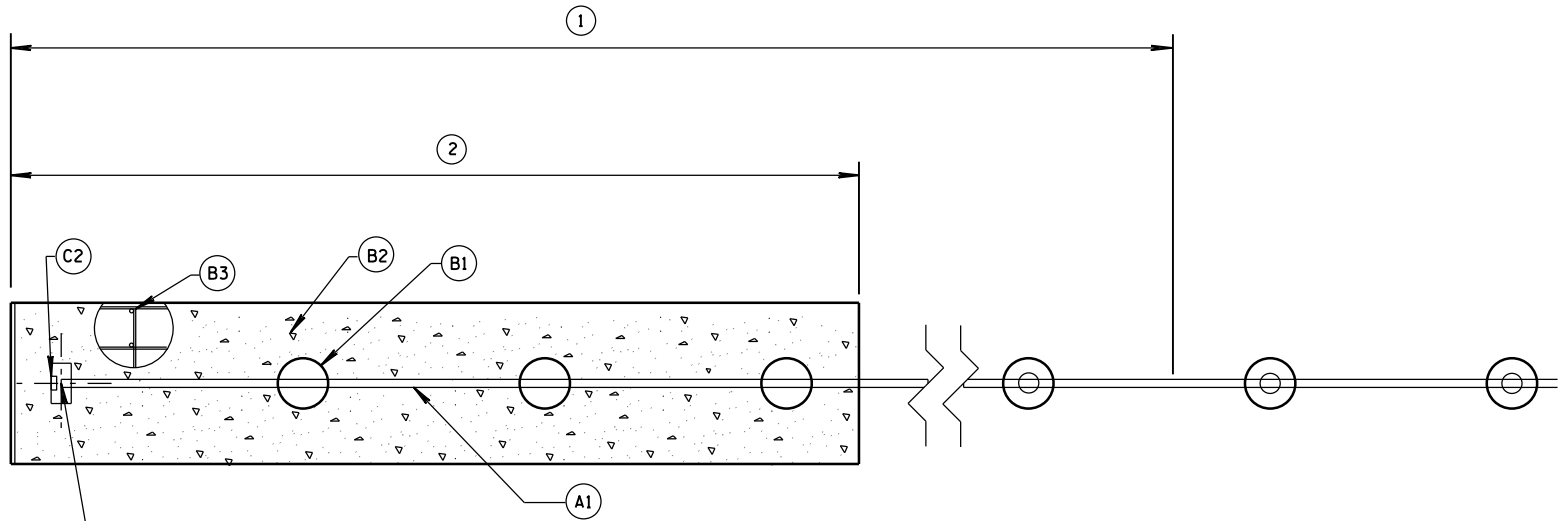
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

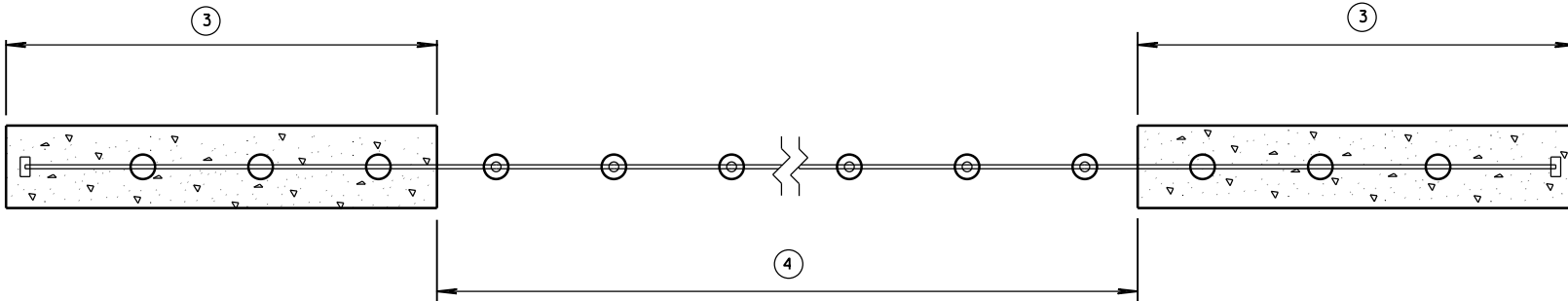


PROFILE VIEW



PLAN VIEW

TRANSITION FROM CABLE BARRIER
TERMINAL TO CABLE BARRIER LINE POSTS



TYPICAL PLAN VIEW

GENERAL NOTES

- DRAWINGS ARE GENERAL IN NATURE. SEE MANUFACTURER'S INFORMATION FOR MORE DETAIL.
- PROVIDE 2 INCH CLEAR COVER FROM OUTER EDGE OF CONCRETE FOOTINGS TO REINFORCEMENT.
- INSTALL LINE POST PLUMB. LINE POSTS ARE TO BE EASILY REMOVED BY HAND AND HOLD CABLES AT THE PROPER ELEVATION.
- PROVIDE CABLE BARRIER SYSTEM FROM APPROVED PRODUCT LIST.
- PROVIDE A SYSTEM TO HAVE THE WORKING WIDTH INDICTED IN PLAN.
- PROVIDE DOCUMENTATION HOW POST SPACING, RADIUS OF CURVE AND ANCHOR SPACING INFLUENCES WORKING WIDTH TO CONSTRUCTION STAFF.
- PROVIDE A WISCONSIN PROFESSIONAL ENGINEERS STAMPED ANALYSIS THAT THE LINE POST AND CABLE BARRIER END TERMINAL FOOTINGS ARE DESIGNED FOR THE SOIL CONDITIONS PRESENT. THE WISCONSIN P.E. STAMP ANALYSIS IS TO INCLUDE, BUT IS NOT LIMITED TO: DESIGN IMPACT LOADS, FOUNDATION DEISGN METHODOLOGY USED, FACTORS OF SAFETY, SOIL TYPE, SOIL CONDITIONS, AND TEMPERATURE RANGES.
- DESIGN LINE POST FOOTINGS SO THAT LINE POST FOOTING MOVE LESS THAN 1 INCH WHEN LINE POST IS IMPACTED BY A TL-3 SMALL CAR.

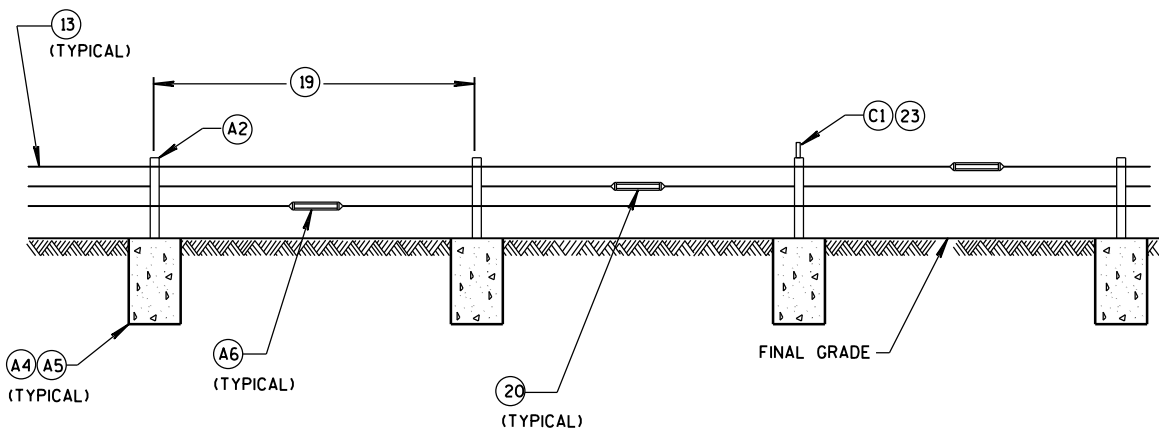
BILL OF MATERIALS

PART NUMBER	QTY.	DESCRIPTION	MATERIALS SPECIFICATIONS
A1	3 OR 4	3/4" 3x7 PRESTRECHED GALVANIZED STEEL WIRE ROPE	ASTM A741 MIN. BREAKING STRENGTH 39,000 LBS. AASHTO M30 TYPE 1 CLASS A (GALVANATION).
			MINIMUM WIRE ROPE MODULUS OF ELASTICITY OF 19,000 PSI ACCORDING TO ISO 12067-202 WIRE ROPE MODULUS OF ELASTICITY "INITIAL" (AS MANUFACTURED), WITH NO BEDDING OR PRESTRECHING OF THE ROPE PERMITTED DURING TESTING.
A2	1 PER LINE POST	GALVANIZED REMOVABLE STEEL LINE POST	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. ASTM A123 (GALVANIZATION).
A3	1 PER LINE POST	GALVANIZED METAL SLEEVE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS. ASTM A123 (GALVANIZATION).
A4	VARIES	CONCRETE FOR LINE POST FOOTING	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2 OR AS MANUFACTURER SPECIFIES. STANDARD SPECIFICATION 716 OMP FOR CLASS II ANCILLARY CONCRETE. SEE MANUFACTURER'S INFORMATION ON DIMENSIONS.
A5	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
A6	VARIES	TURNBUCKLES AND OTHER CABLE CONNECTING HARDWARE	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS. MINIMUM BREAKING STRENGTH OF TURNBUCKLES AND CONNECTION HARDWARE IS EQUAL TO CABLE. TURNBUCKLES AND OTHER CABLE CONNECTION HARDWARE IS FIELD SWAGED PER MANUFACTURER'S RECOMMENDATIONS AND DETAILS.
B1	VARIES	CABLE CONNECTION TO CABLE BARRIER END TERMINAL	SEE MANUFACTURER'S INFORMATION ON DIMENSIONS AND MATERIAL REQUIREMENTS.
B2	VARIES	CONCRETE FOR CABLE BARRIER END TERMINAL	A, A-FA.A-T, OR A-IP OF STANDARD SPECIFICATION 501.2. STANDARD SPECIFICATION 716 OMP FOR CLASS II ANCILLARY CONCRETE.
B3	VARIES	EPOXY COATED STEEL REINFORCEMENT	STANDARD SPECIFICATION 505.
C1	VARIES	LINE POST DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVE PRODUCT LIST YELLOW.
C2	VARIES	CABLE BARRIER END TERMINAL DELINEATOR	REFLECTIVE SHEETING TYPE SH. SEE APPROVE PRODUCT LIST OBJECT MARKER TYPE 3 PATTERN.

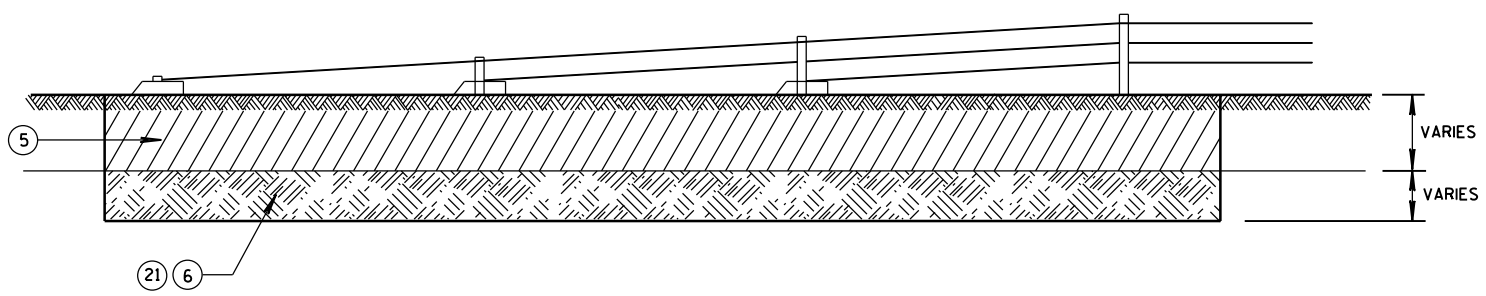
- 1 LOCATION OF LENGTH OF NEED POINT FOR CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)
- 2 PAY LIMIT FOR CABLE BARRIER END TERMINAL. LENGTH OF CABLE BARRIER END TERMINAL VARIES. (SEE MANUFACTURER'S INFORMATION)
- 3 CABLE BARRIER END TERMINAL
- 4 CABLE BARRIER AND LINE POSTS

CABLE BARRIER TYPE 1
LAYOUT

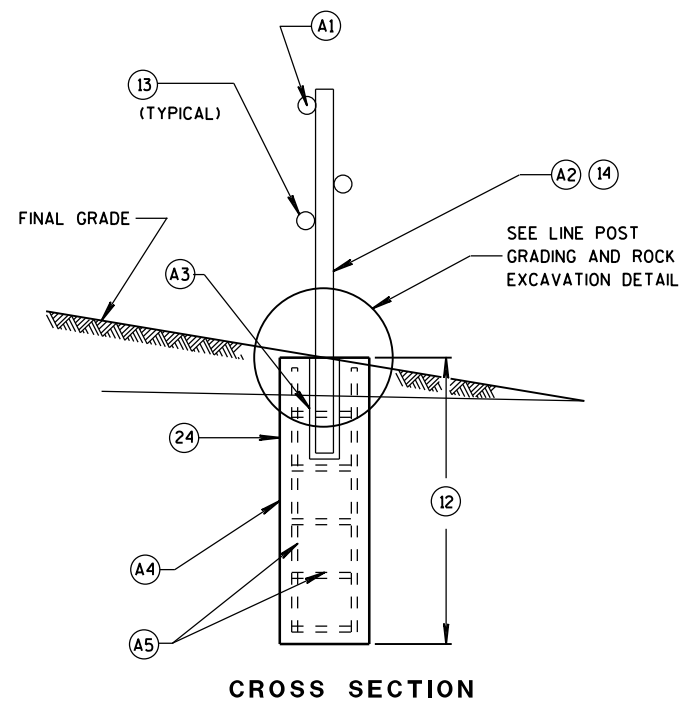
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



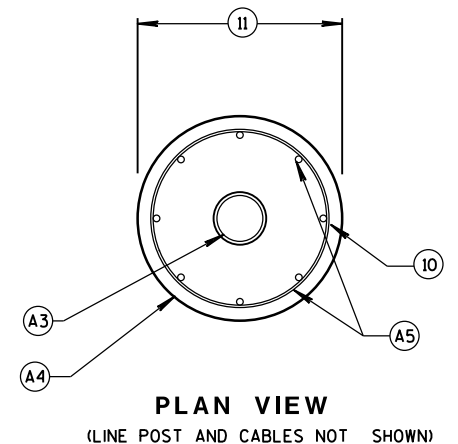
**PROFILE VIEW
LINE POST INSTALLATION**



**CABLE BARRIER END
TERMINAL ROCK EXCAVATION DETAIL**



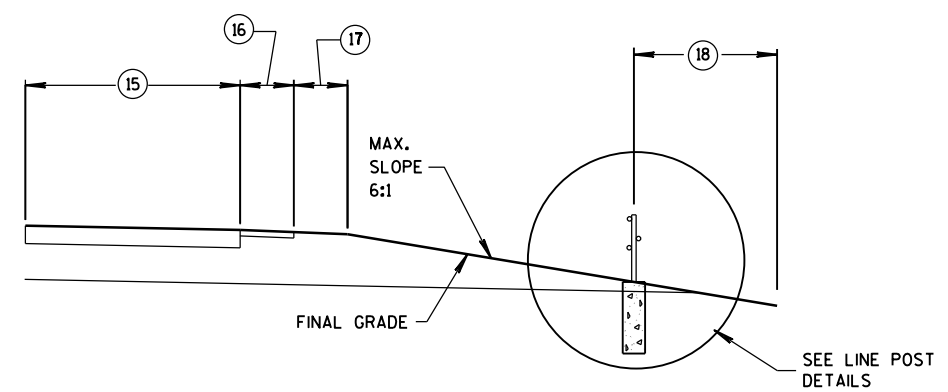
CROSS SECTION



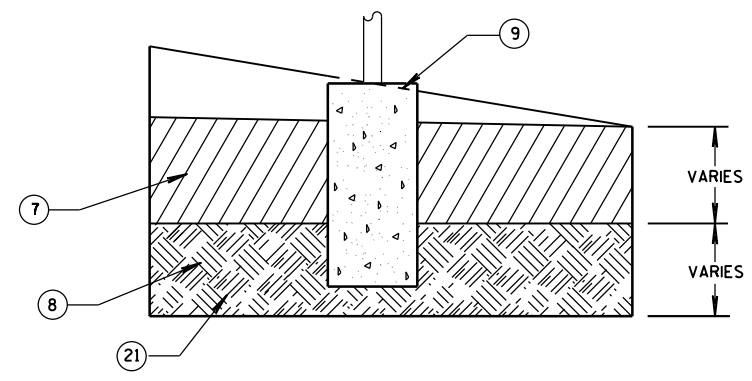
**PLAN VIEW
(LINE POST AND CABLES NOT SHOWN)**

LINE POST DETAILS

- (5) SOIL TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES).
- (6) ROCK TO BE EXCAVATED FOR CABLE BARRIER END TERMINAL (VARIES).
- (7) SOIL TO BE EXCAVATED FOR LINE POST (VARIES).
- (8) ROCK TO BE EXCAVATED FOR LINE POST (VARIES).
- (9) EXCAVATE AND GRADE LINE FOR LINE POST FOOTINGS. INSTALL LINE POST FOOTING TO MINIMIZE 4 INCH TALL OBJECT ON 5 FOOT CHORD.
- (10) 2 INCHES OF CLEAR COVER FROM EDGE OF CONCRETE TO REINFORCEMENT.
- (11) DIAMETER OF LINE POST FOOTING VARIES. SEE MANUFACTURER'S INFORMATION.
- (12) MINIMUM DEPTH OF LINE POST FOOTING IS 48 INCHES IN SOIL. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENDATION ARE ACCEPTABLE.
- (13) NUMBER AND LOCATION OF CABLES VARY. SEE MANUFACTURER'S INFORMATION.
- (14) LINE POST DIMENSIONS AND CONNECTION HARDWARE VARY. SEE MANUFACTURER'S INFORMATION.
- (15) LANE OF ROADWAY (VARIES). SEE PLAN FOR MORE INFORMATION.
- (16) PAVED SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.
- (17) GRAVEL SHOULDER (VARIES). SEE PLAN FOR MORE INFORMATION.
- (18) CABLE BARRIER OFFSET FROM CENTERLINE OF MEDIAN DITCH (8 FOOT MINIMUM). SEE PLAN FOR MORE INFORMATION.
- (19) MAXIMUM POST SPACING IS 15 FEET.
- (20) STAGGER TURNBUCKLES (TYPICAL).
- (21) SEE MANUFACTURER'S DESIGN WHEN ROCK IS ENCOUNTERED.
- (22) IN SOIL MINIMUM DEPTH OF CABLE BARRIER END TERMINAL FOOTING IS 60 INCHES. DEEPER FOOTINGS PER MANUFACTURER'S RECOMMENATION ARE ACCEPTABLE.
- (23) LINE POST DELINEATOR SPACING IS 100 FEET.
- (24) LINE POST FOOTINGS ARE REQUIRED TO HAVE LESS THAN 1 INCH OF MOVEMENT WHEN LINE POST IS IMPACTED BY A NCHRP 350 SMALL CAR UNDER TL-3 TEST CONDITIONS.



CABLE BARRIER OFFSET FROM DITCH LINE



**LINE POST GRADING
AND ROCK EXCAVATION DETAIL**

CABLE BARRIER TYPE 1 LAYOUT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June, 2015 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

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 DESIREABLE) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

"W0" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

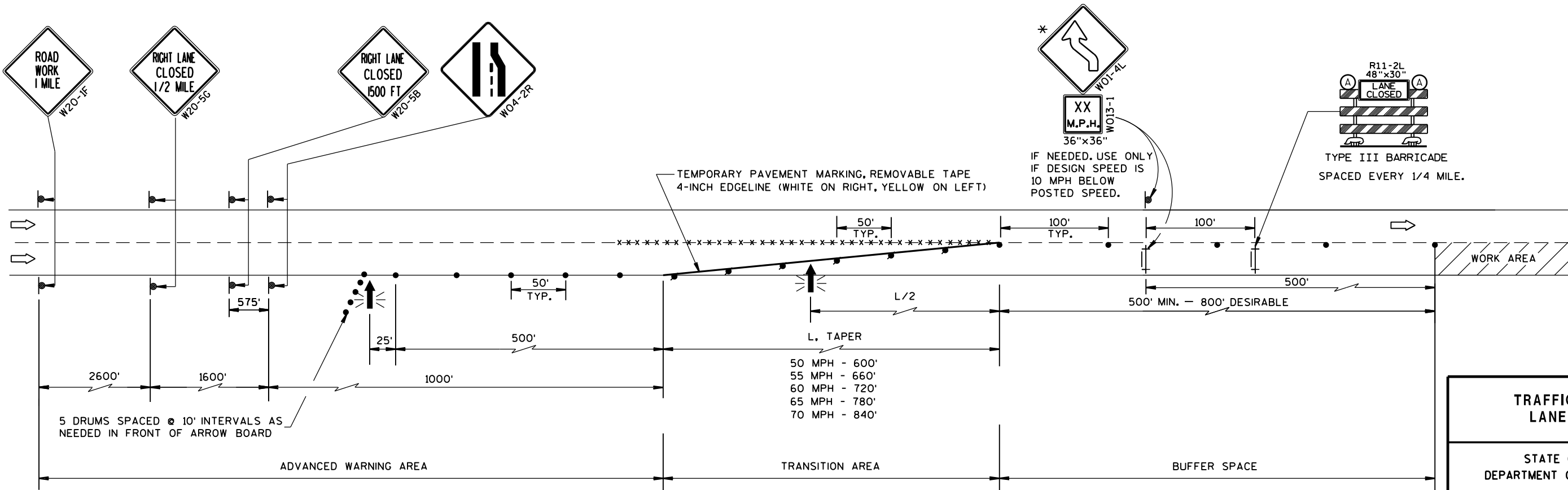
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

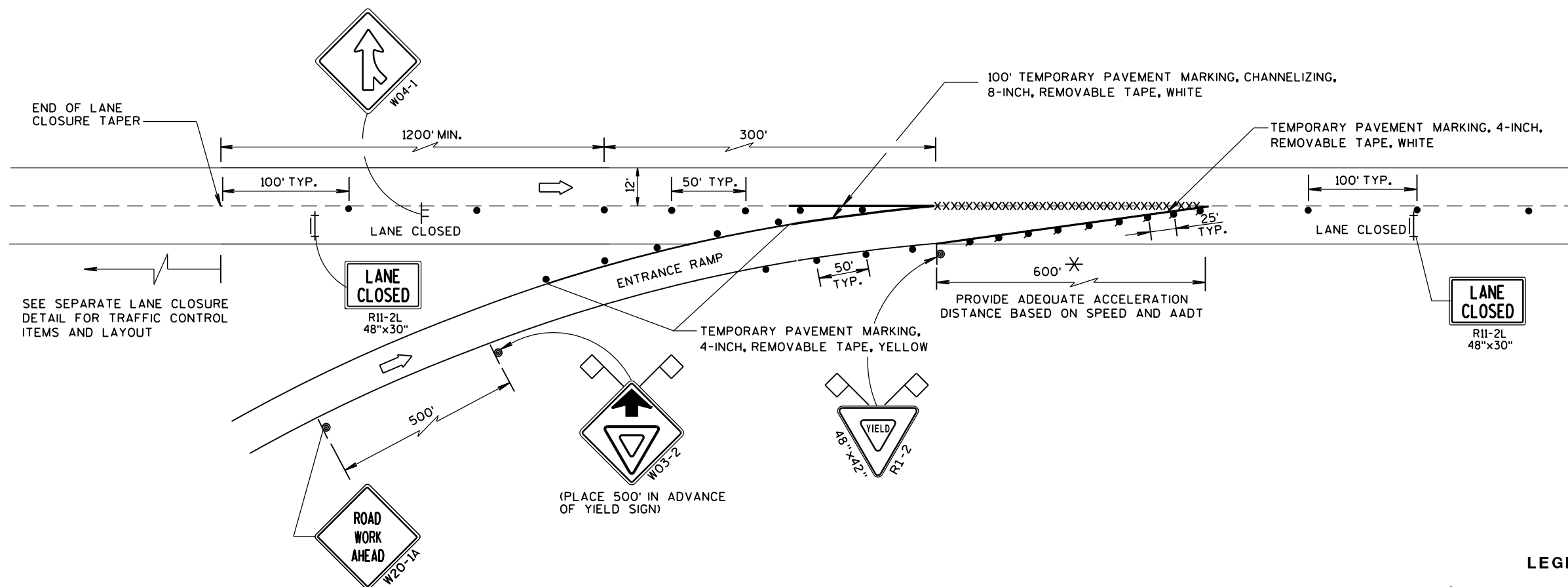
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2016 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

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"x48" 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 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE 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, REMOVABLE TAPE 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.

✱ CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.

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

TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP
WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡➡ FLASHING ARROW BOARD
- ▨ WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

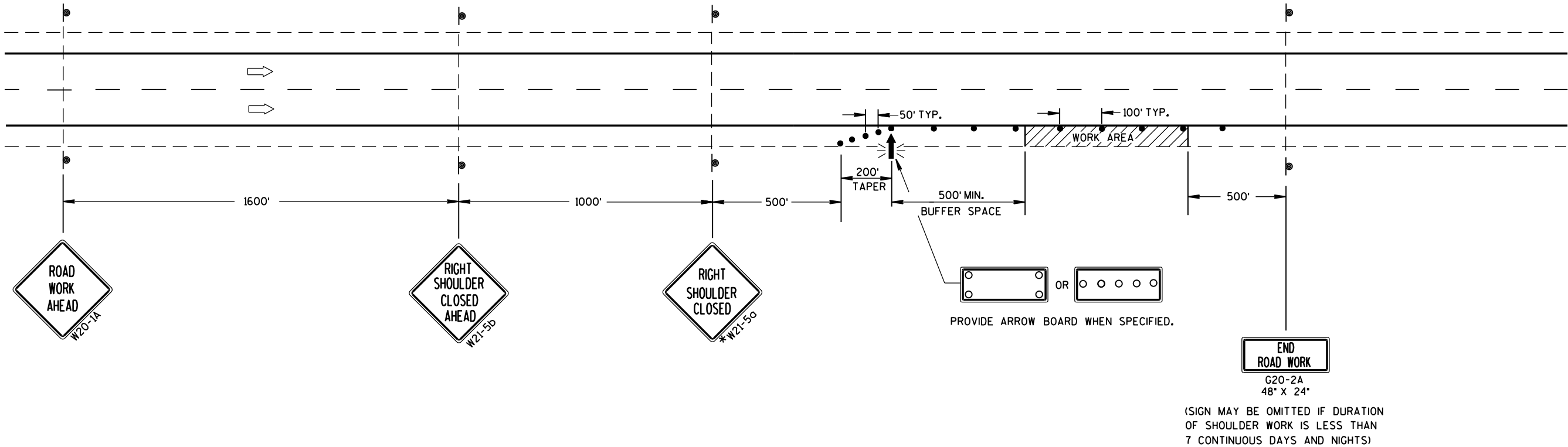
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

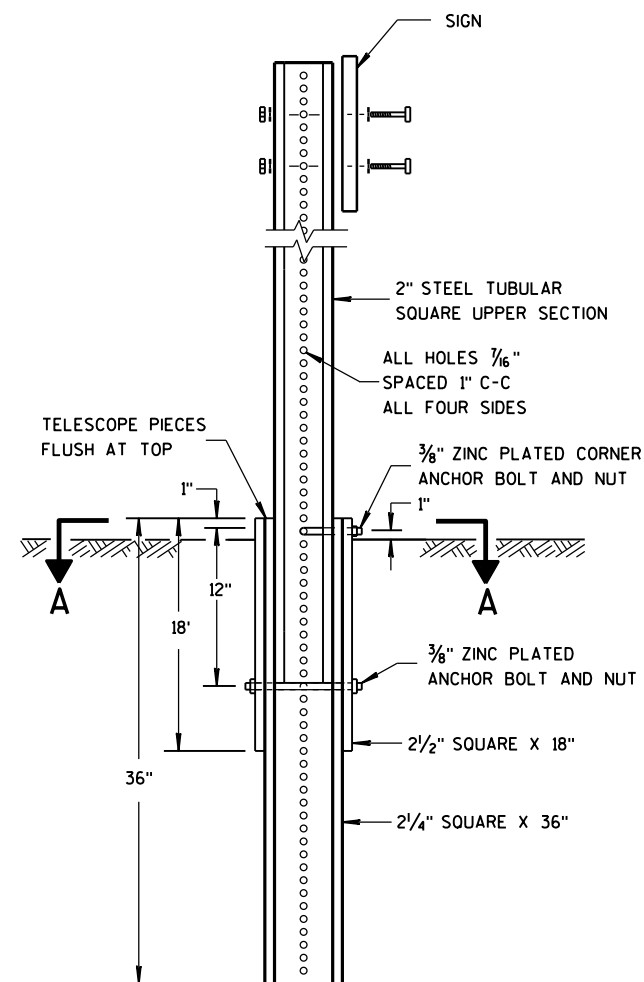
*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER



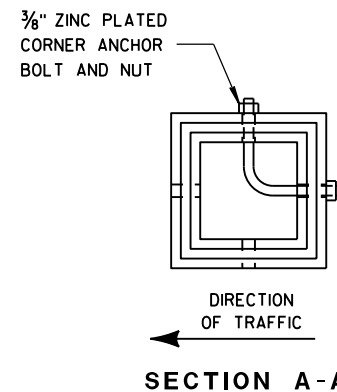
DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

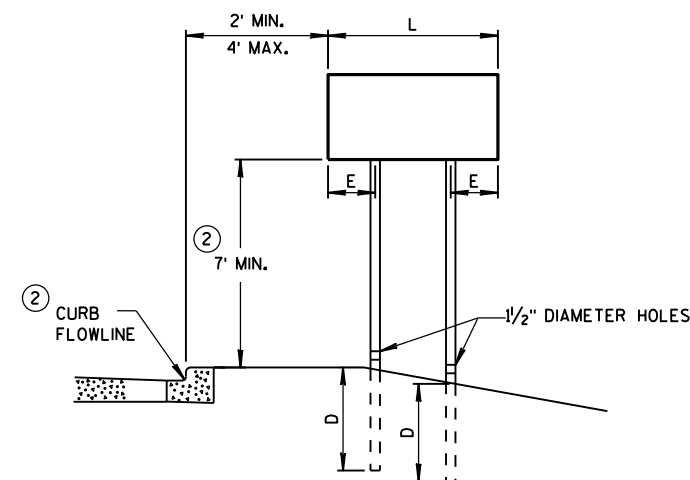
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL
BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



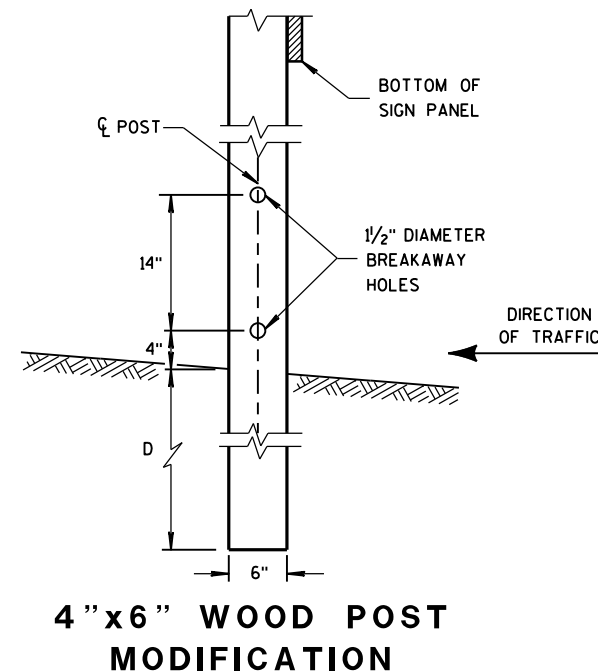
SECTION A-A



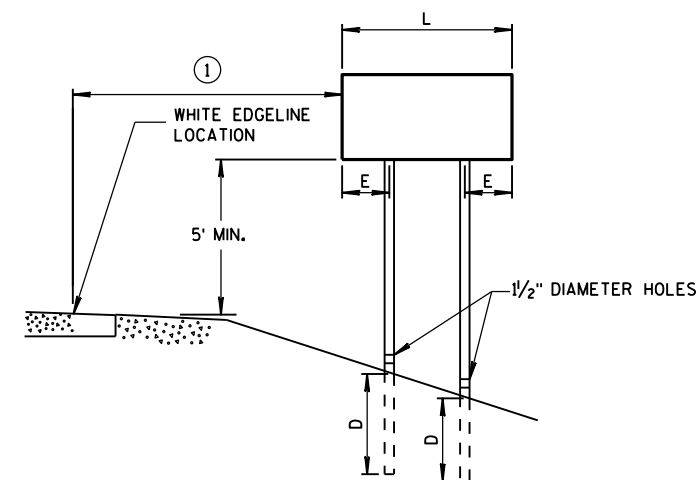
URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST EMBEDMENT DEPTH	
AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4 "x6 " WOOD POST
MODIFICATION



RURAL AREA

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

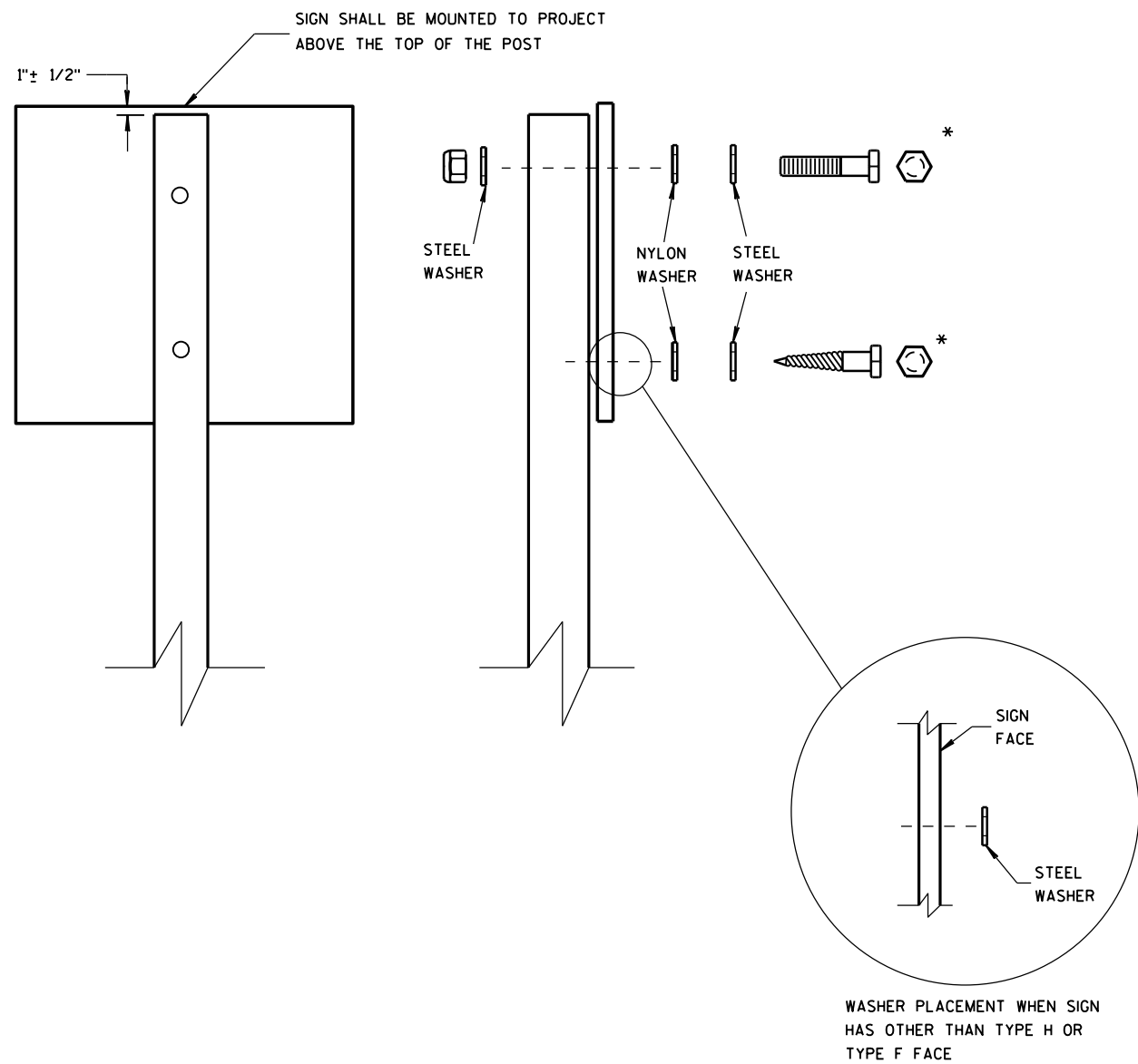
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS
OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD
BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- 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. IF NO SIDEWALK AND NO PARKING,
VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET
OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.

- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" X 3"
 - MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

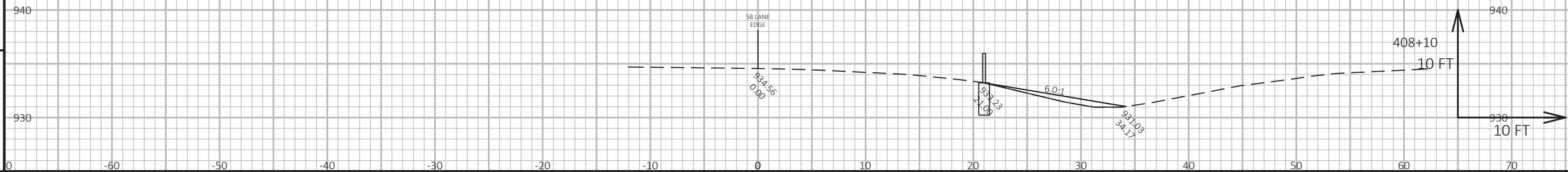
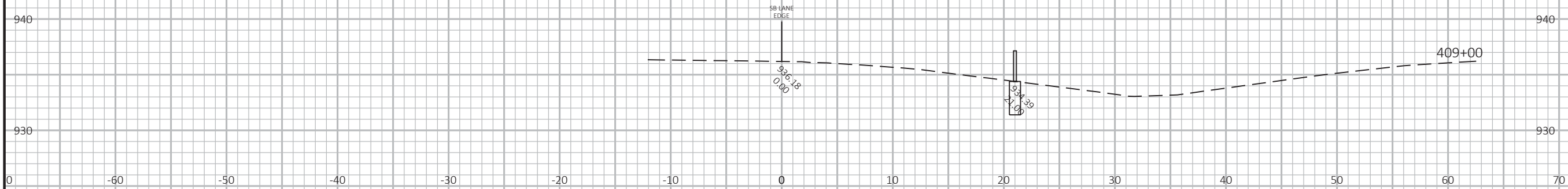
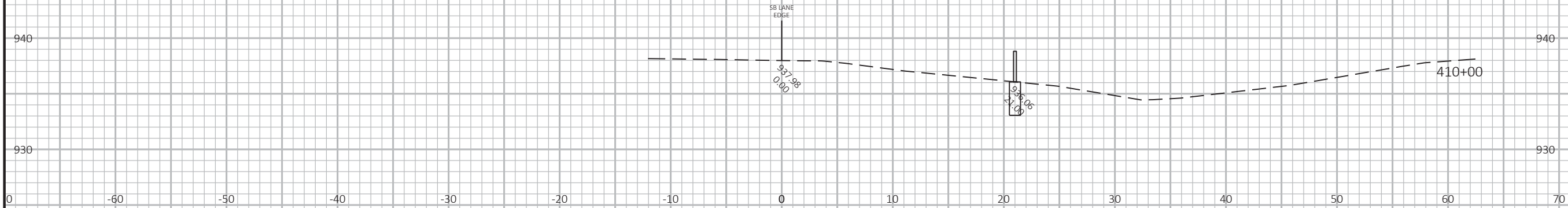
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS
 - RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

- 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 FOR ALL TYPE H SIGNS

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.

950

950

940

940

930

930

0

-60

-50

-40

-30

-20

-10

0

10

20

30

40

50

60

70

940

940

930

930

0

-60

-50

-40

-30

-20

-10

0

10

20

30

40

50

60

70

PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

FILE NAME : N:\PDS\C3D\10930133\SHEETS\PLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG
LAYOUT NAME - Section Sheet - (2)

PLOT DATE : 4/26/2017 10:24 AM

PLOT BY : SCHWEIGER, MARC D

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDIS SHEET 49

9

9

SB LANE
EDGE
941.58
0.00

939.37
0.00

SB LANE
EDGE
939.78
0.00

937.63
0.00

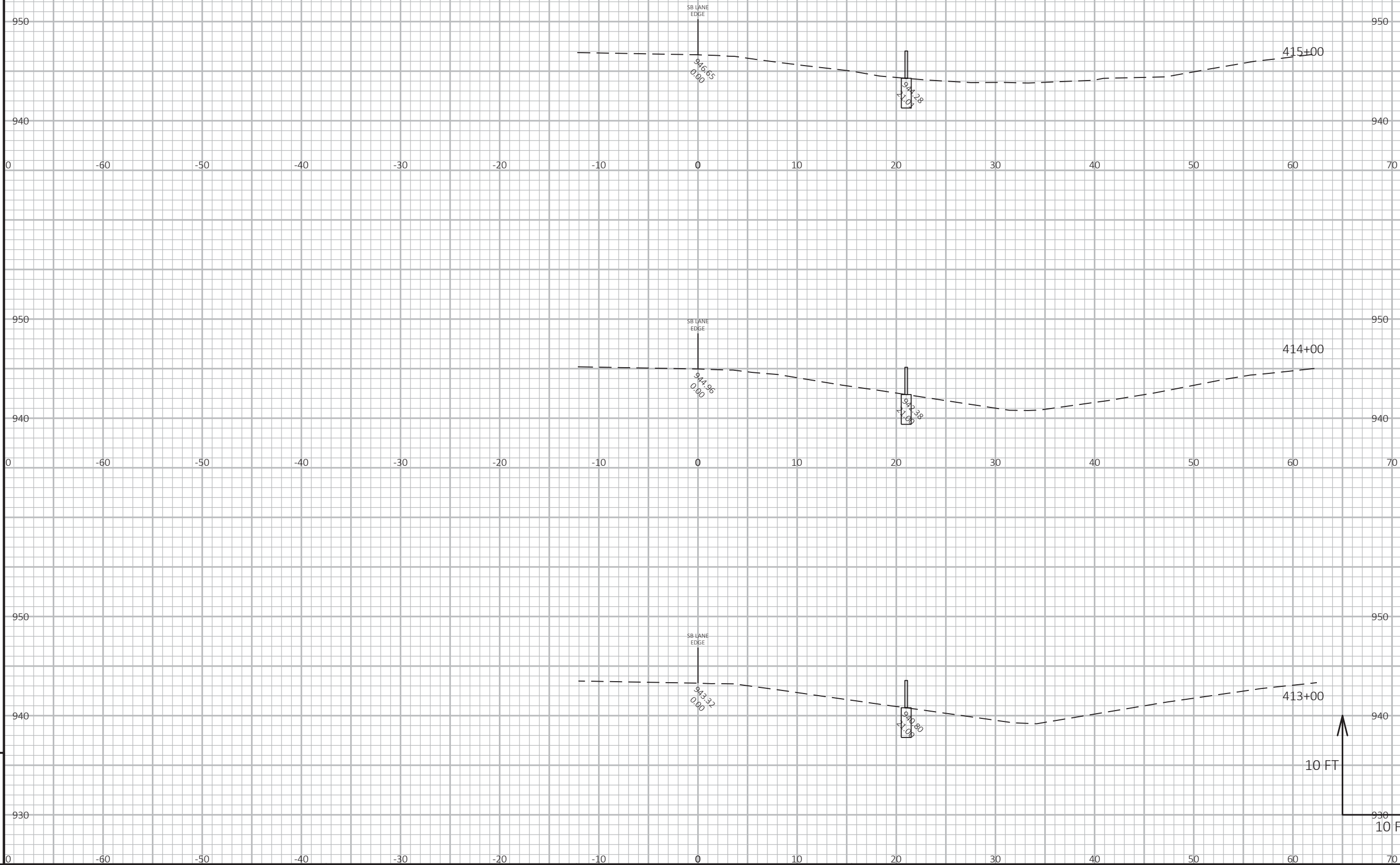
412+00

411+00

10 FT

10 FT

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

FILE NAME : N:\PDS\C3D\10930133\SHEETS\PLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG
LAYOUT NAME - Section Sheet - (3)

PLOT DATE : 4/26/2017 10:24 AM

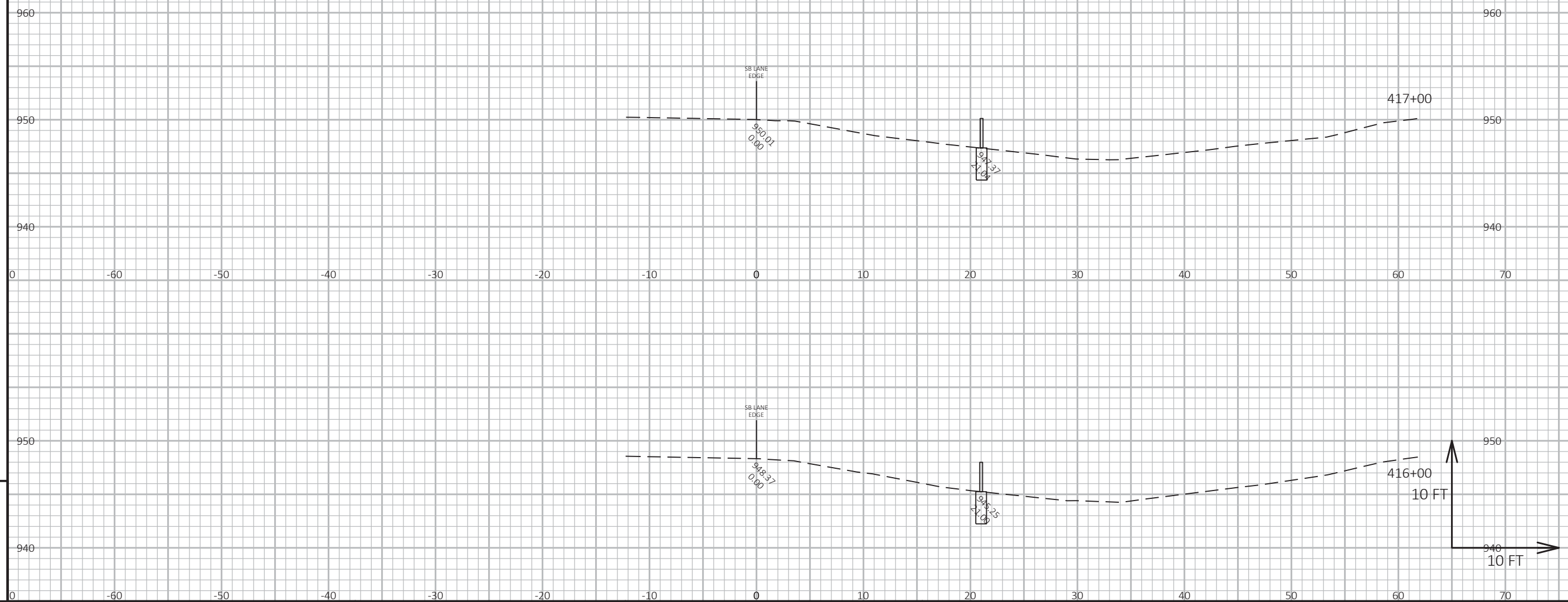
PLOT BY : SCHWEIGER, MARC D

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDIS SHEET 49

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



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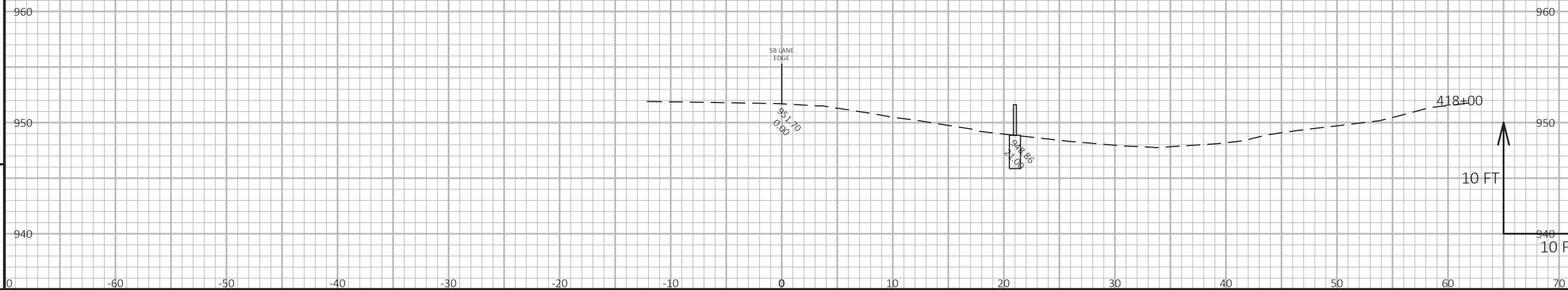
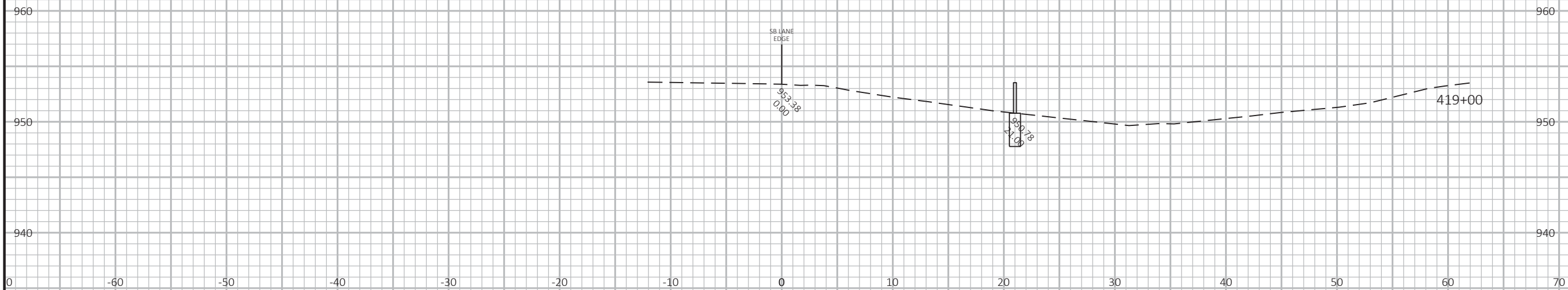
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PROJECT NO: 1093-01-63	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43	SHEET
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FILE NAME :	N:\PDS\C3D\10930133\SHEETS\PLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG	PLOT DATE :	4/26/2017 10:24 AM	PLOT BY :	SCHWEIGER, MARC D	PLOT NAME :	
LAYOUT NAME - Section Sheet - (4)						PLOT SCALE :	1 IN=10 FT HORZ. / 1 IN=10 FT VERT.
							WISDOT/CADD'S SHEET

WISDOT/CADDS SHEET 49

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

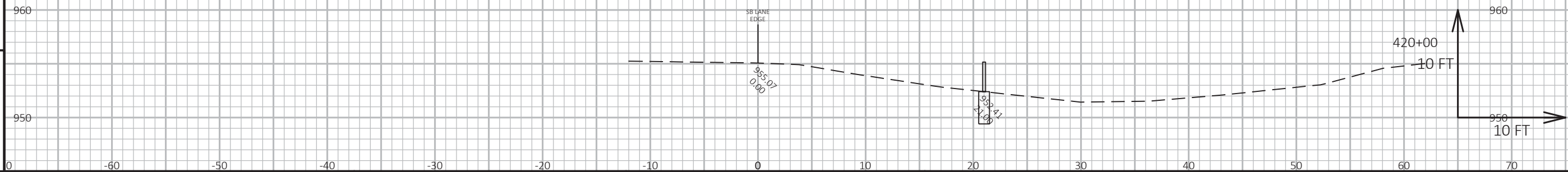
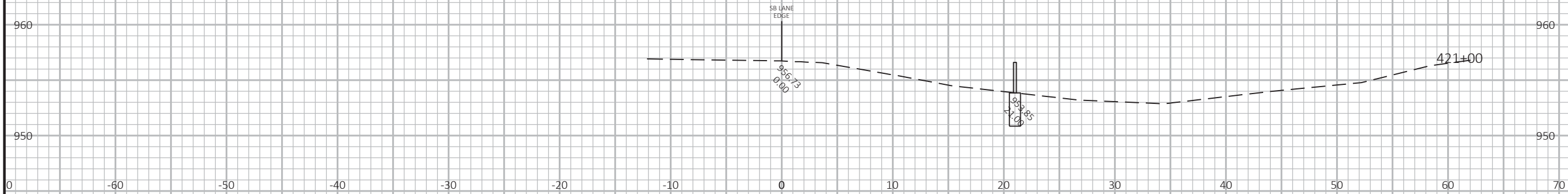
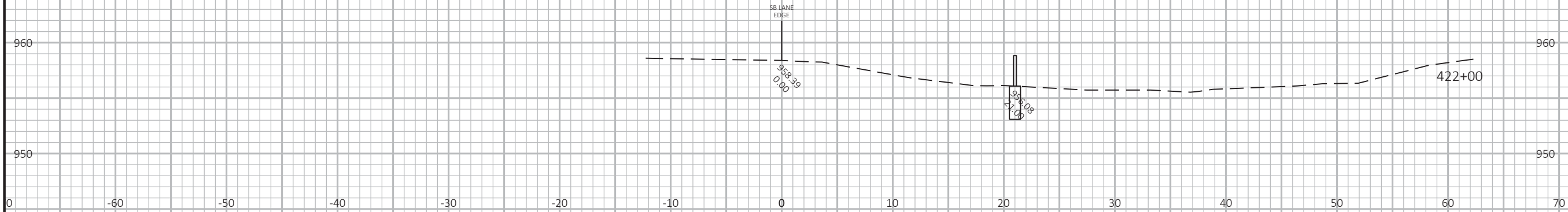
COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

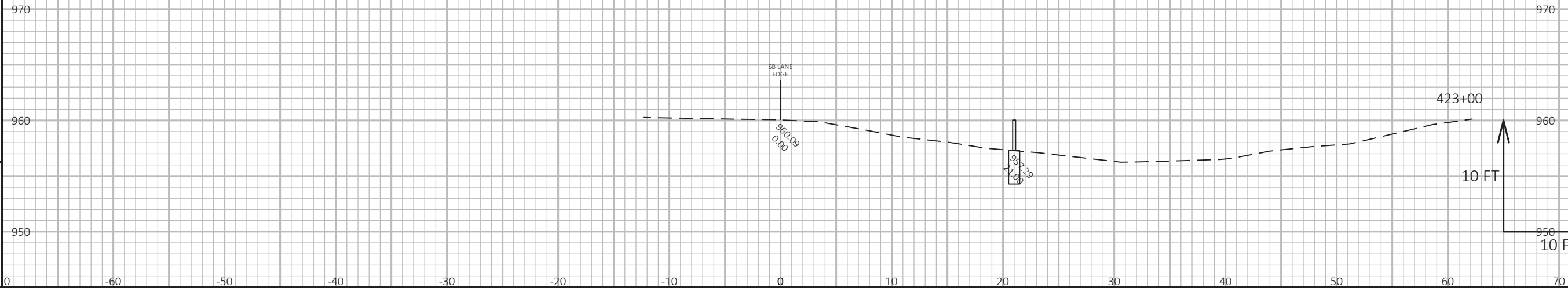
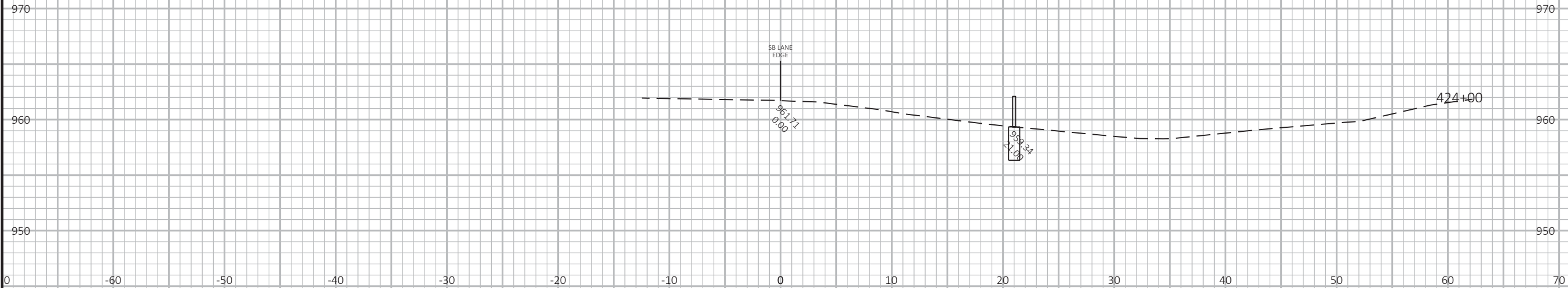
COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

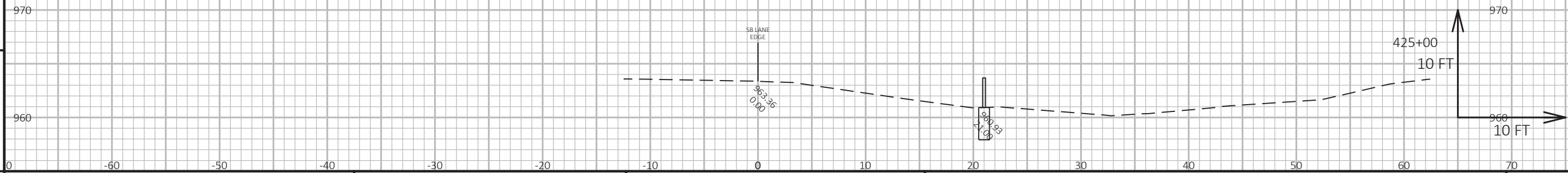
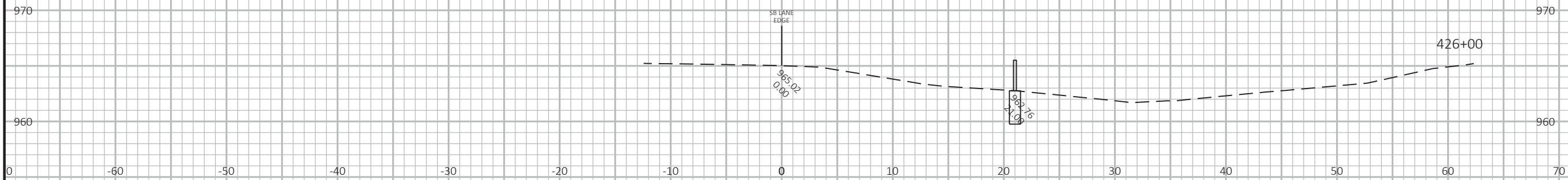
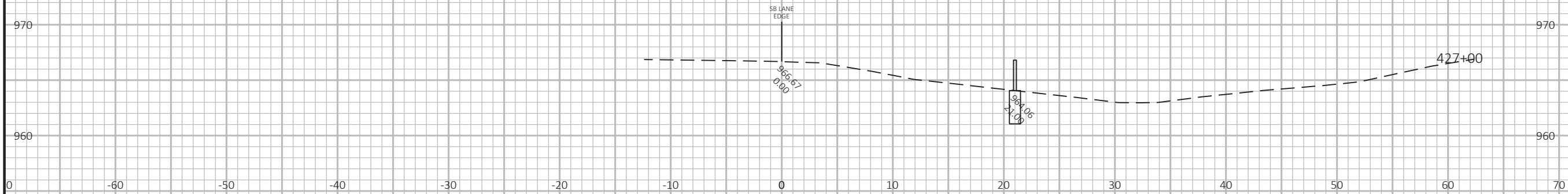
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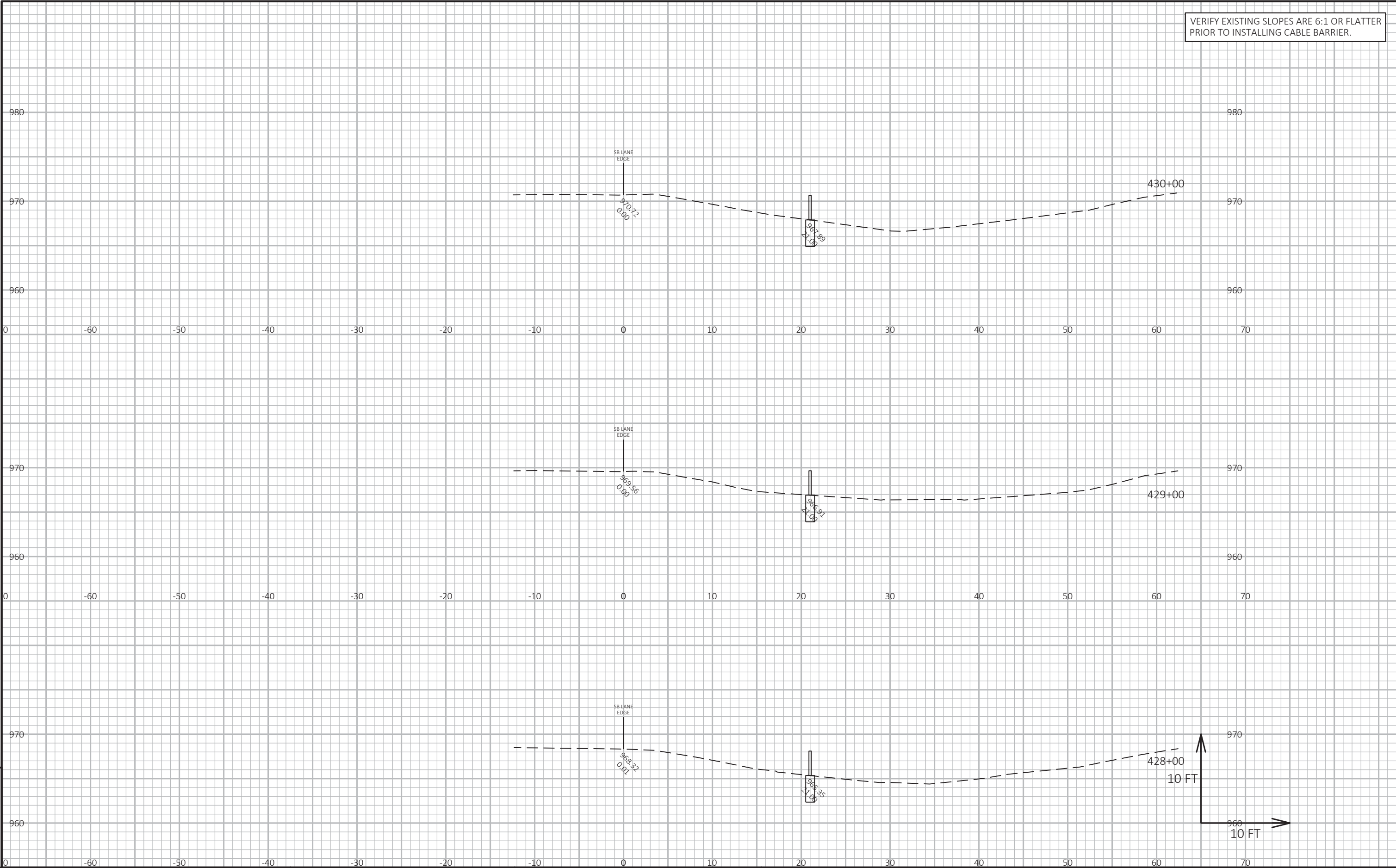
VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



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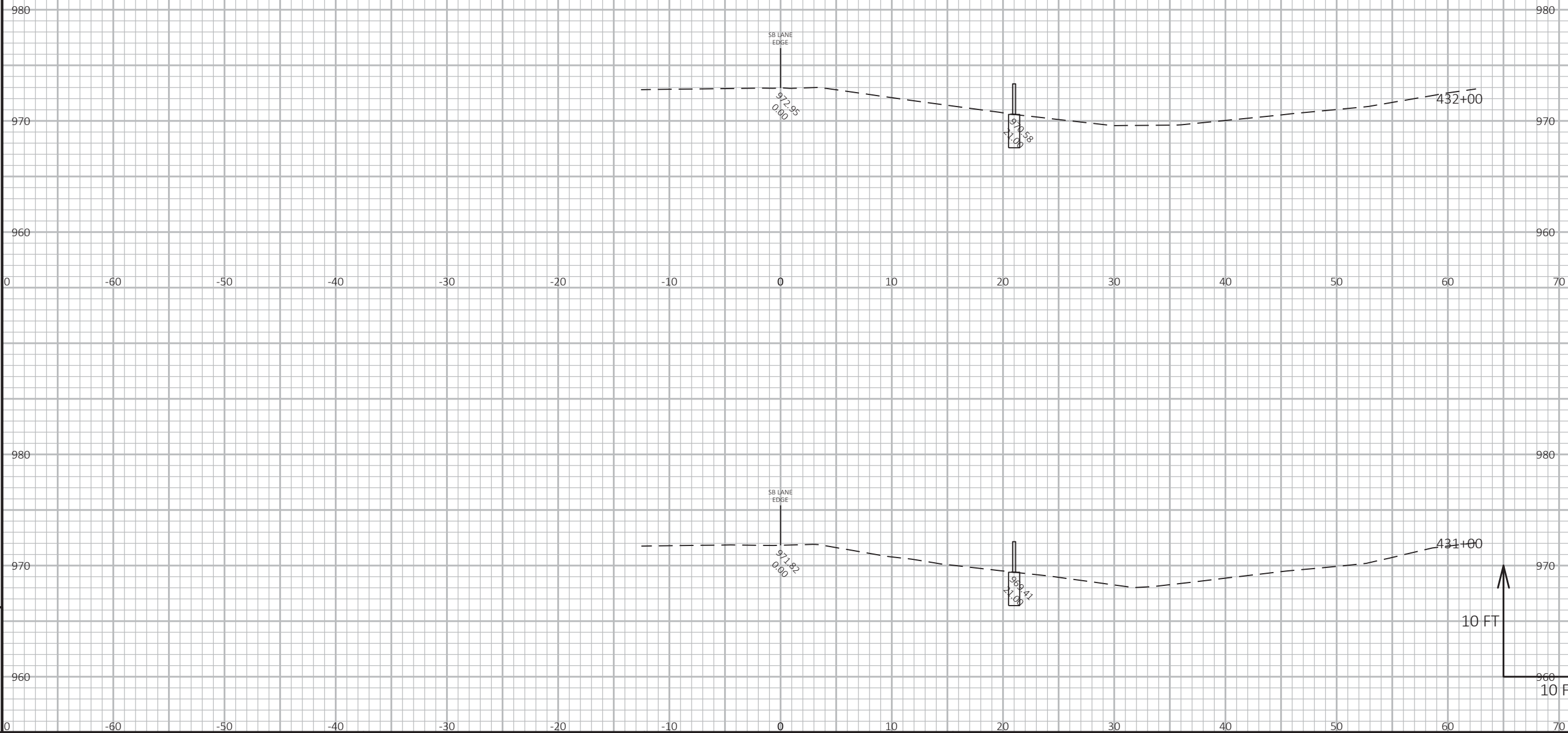
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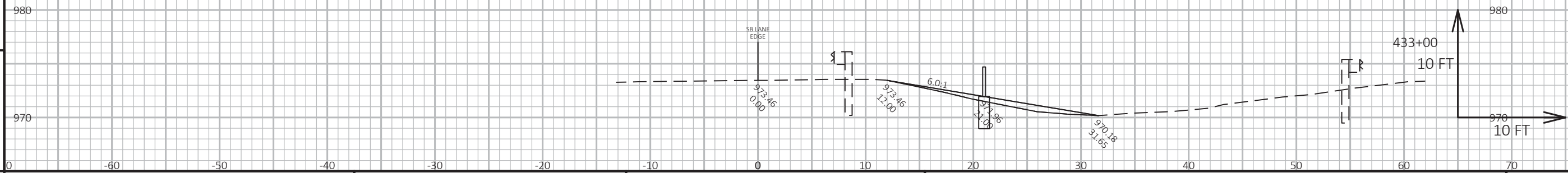
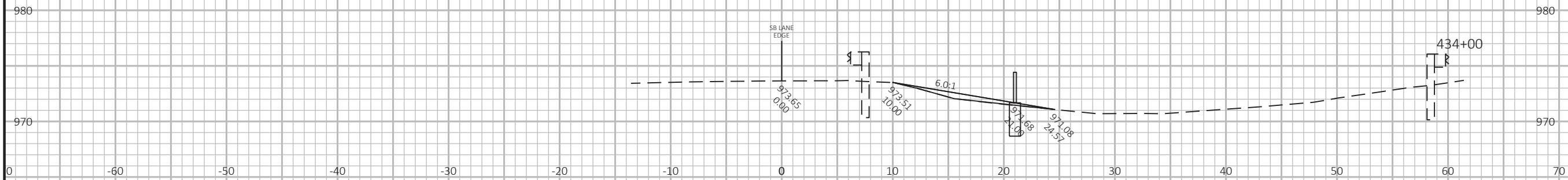
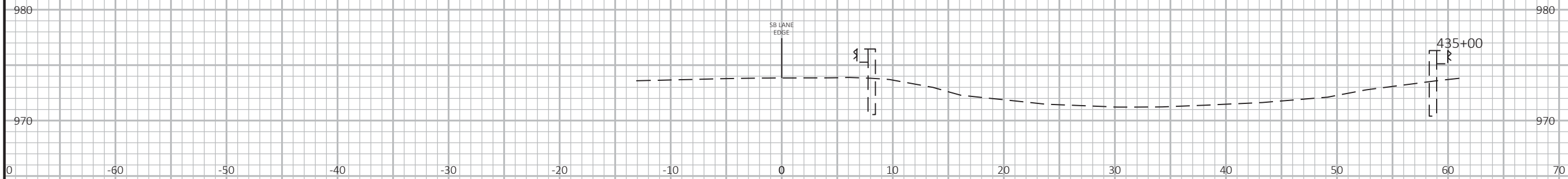
VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



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VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

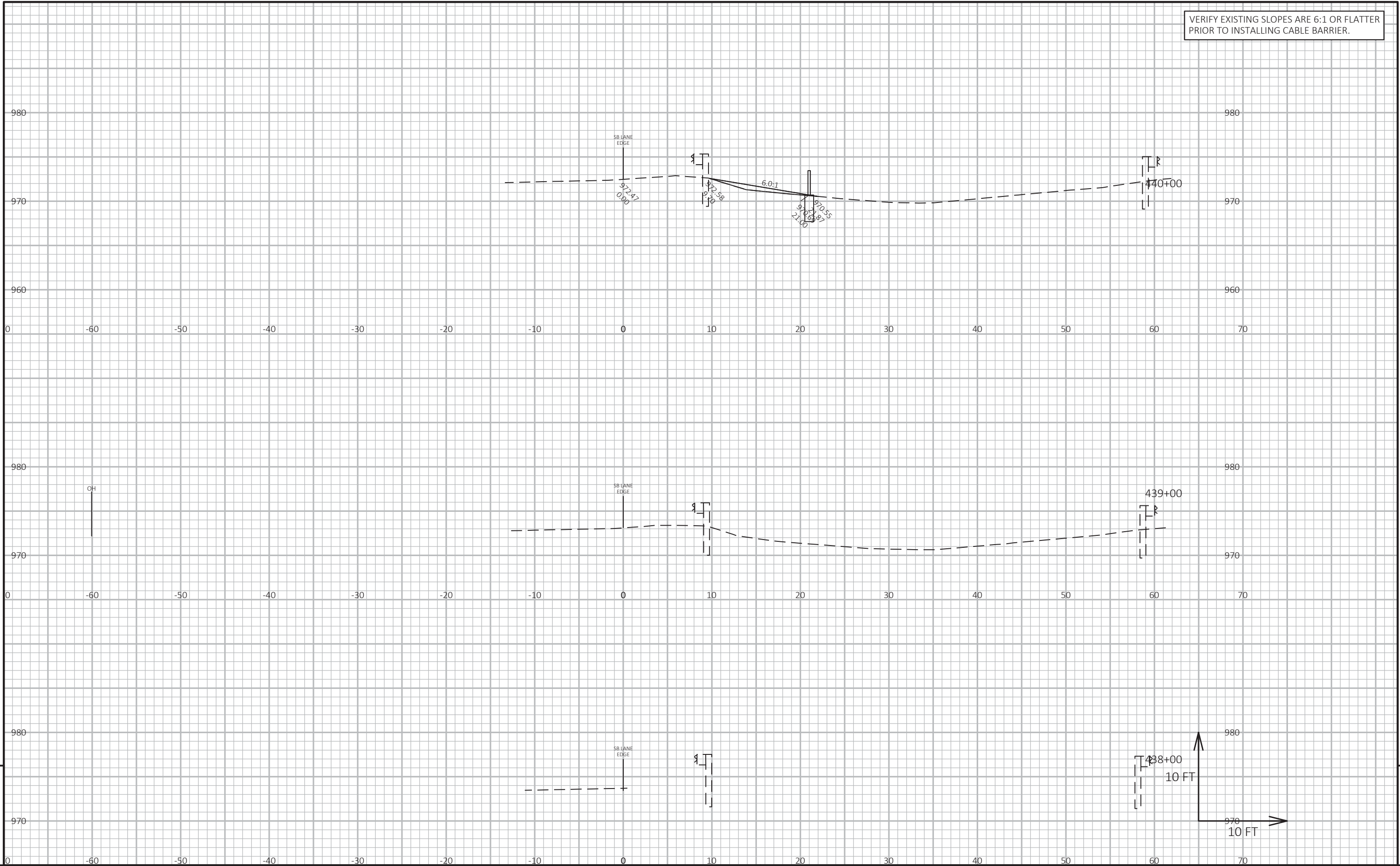
COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.

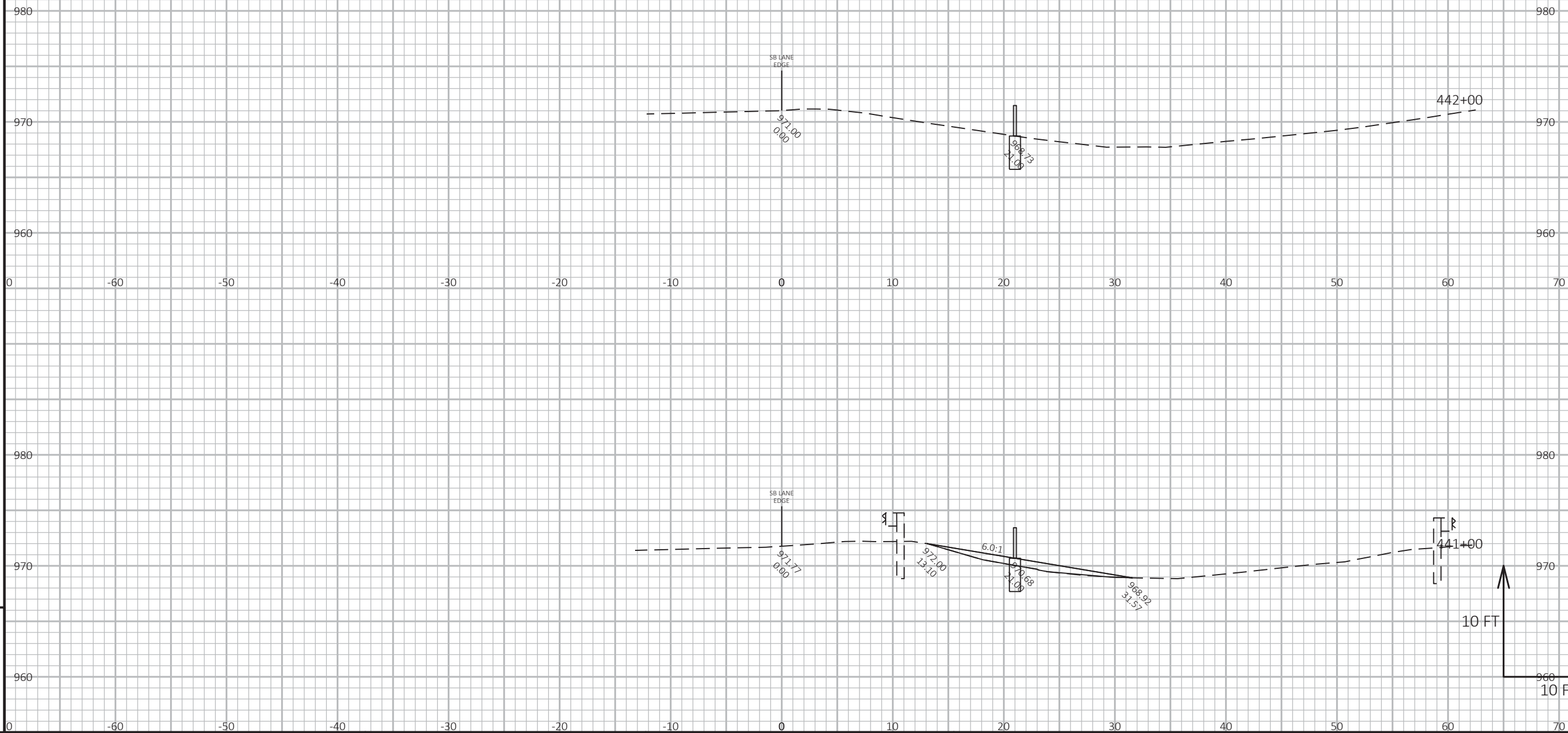


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PROJECT NO: 1093-01-63	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43	SHEET E
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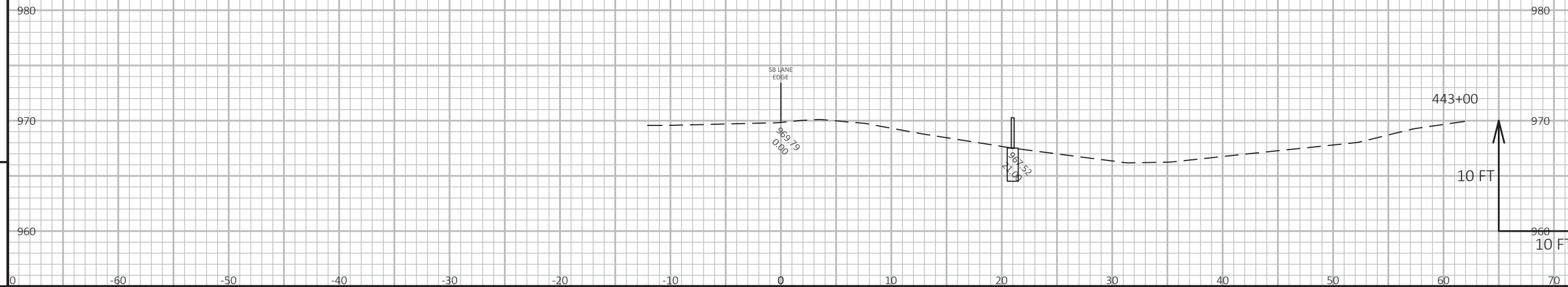
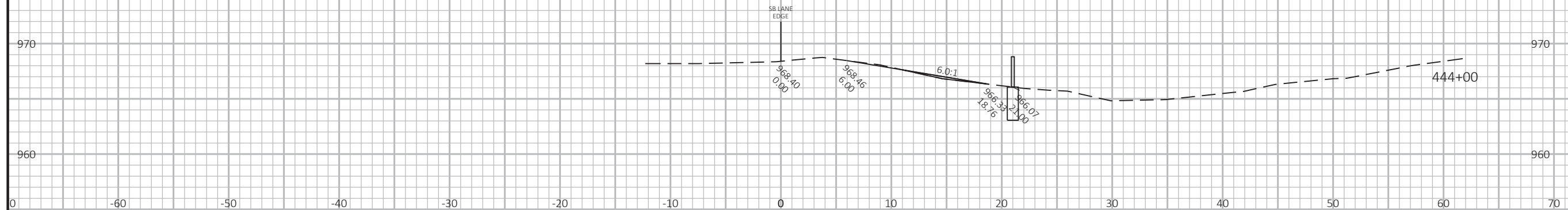
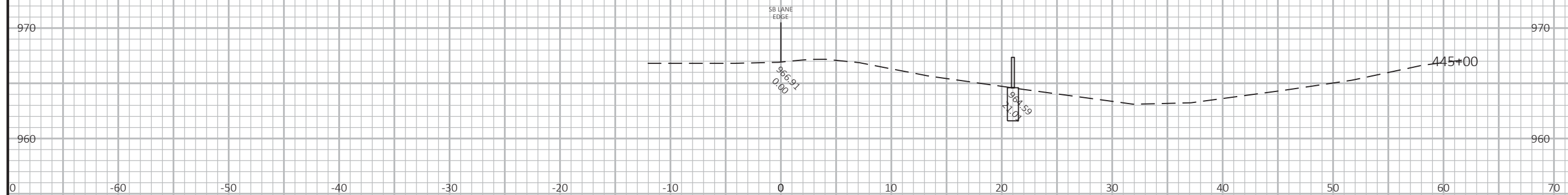
VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



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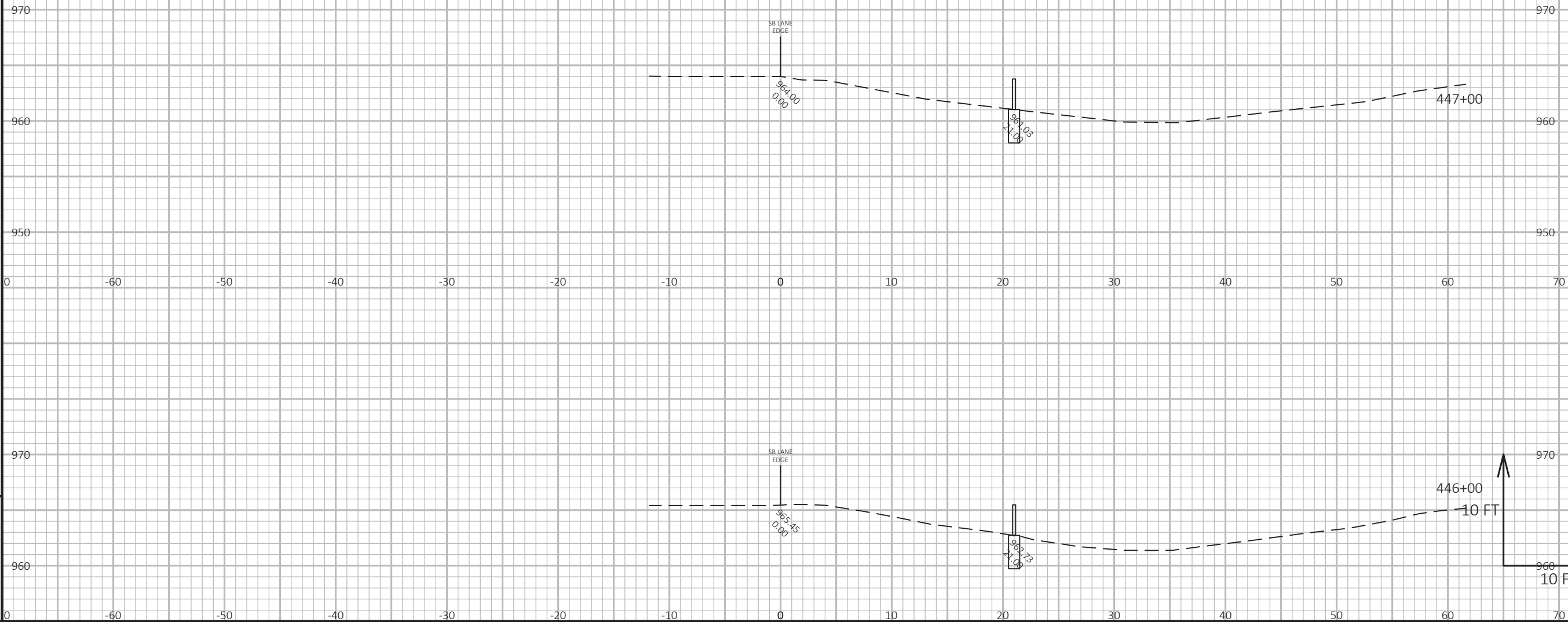
VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



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VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

FILE NAME : N:\PDS\C3D\10930133\SHEETSPLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG
LAYOUT NAME - Section Sheet - (16)

PLOT DATE : 4/26/2017 10:25 AM

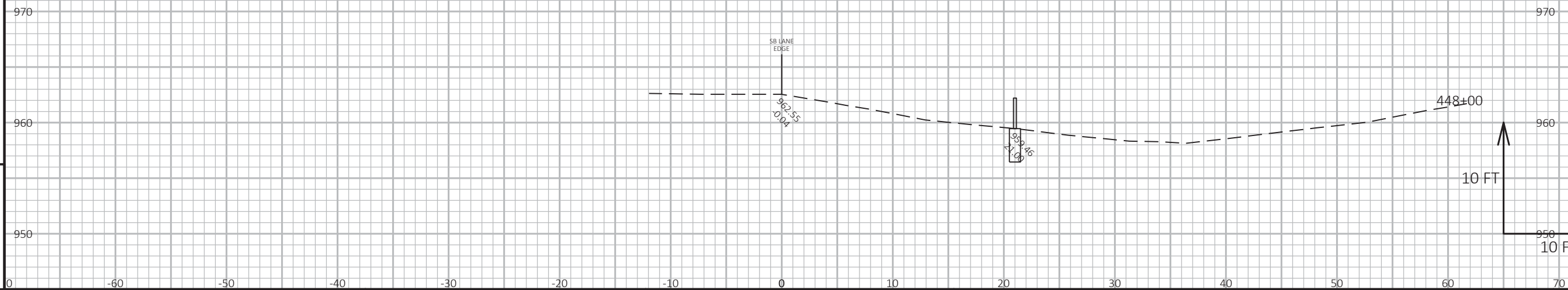
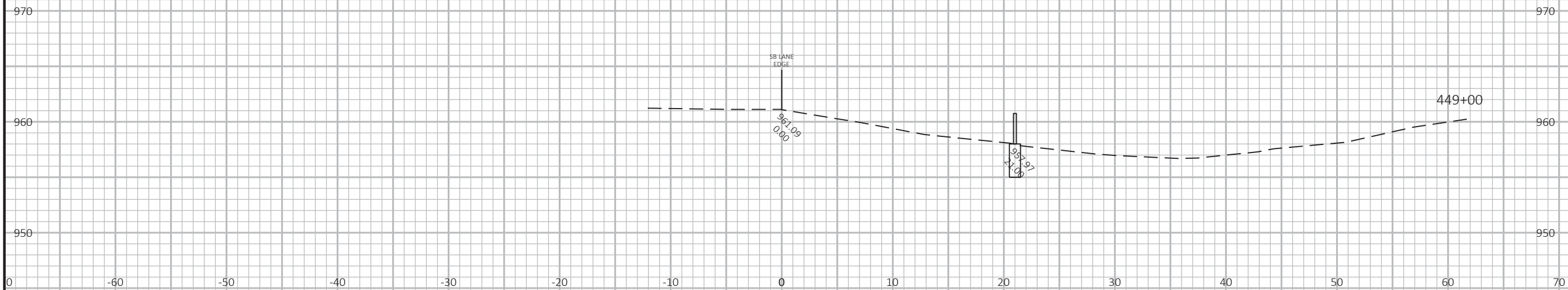
PLOT BY : SCHWEIGER, MARC D

PLOT NAME :

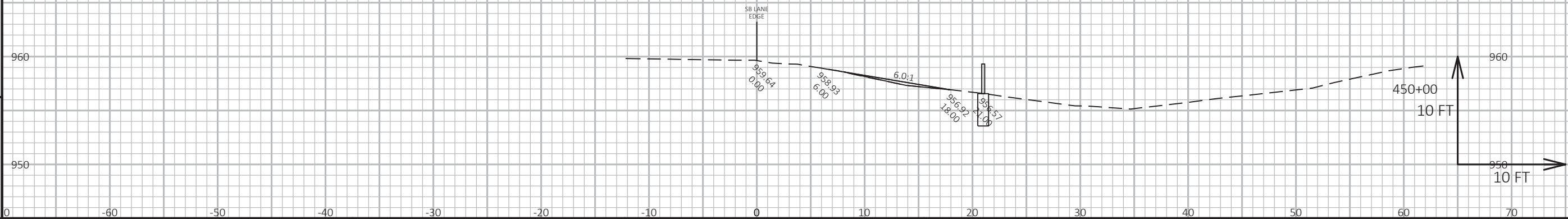
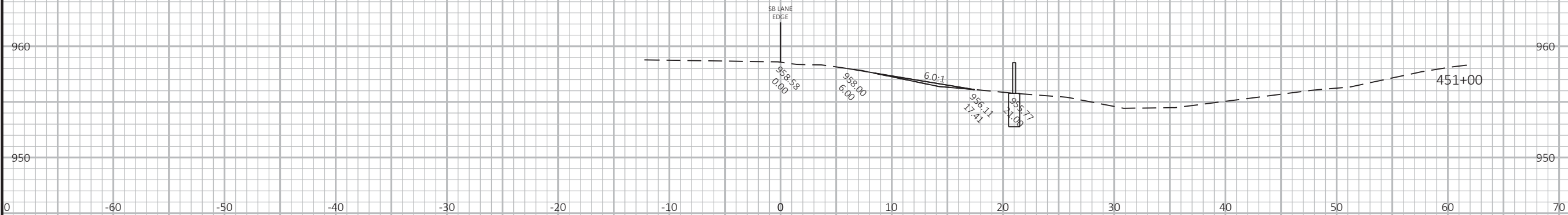
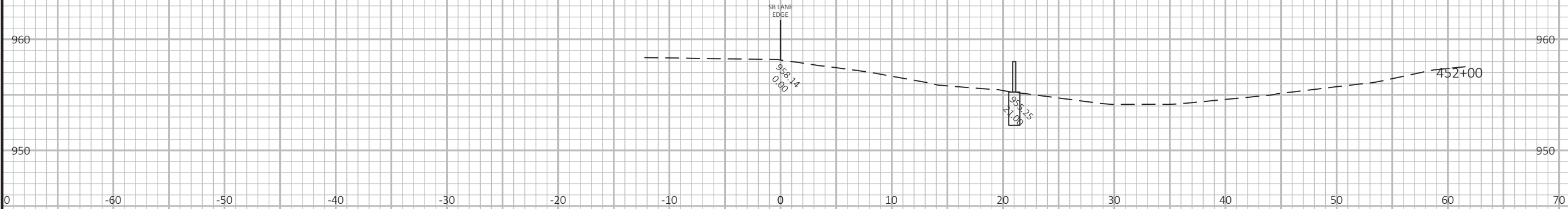
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDs SHEET 49

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

FILE NAME : N:\PDS\C3D\10930133\SHEETS\PLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG
LAYOUT NAME - Section Sheet - (18)

PLOT DATE : 4/26/2017 10:25 AM

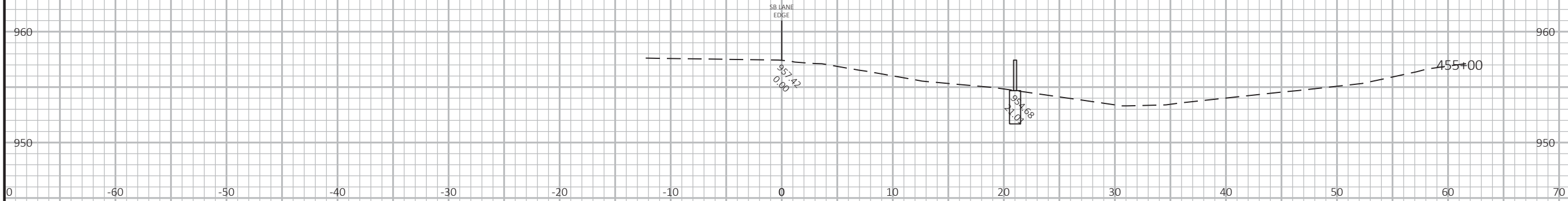
PLOT BY : SCHWEIGER, MARC D

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADD5 SHEET 49

VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

FILE NAME : N:\PDS\C3D\10930133\SHEETSPLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG
LAYOUT NAME - Section Sheet - (19)

PLOT DATE : 4/26/2017 10:25 AM

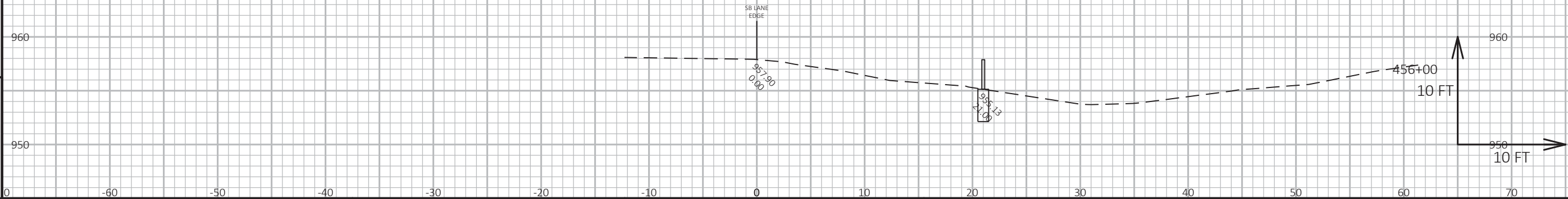
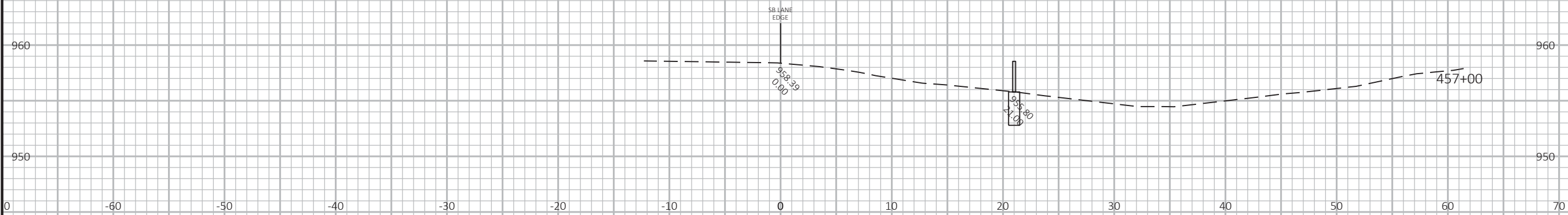
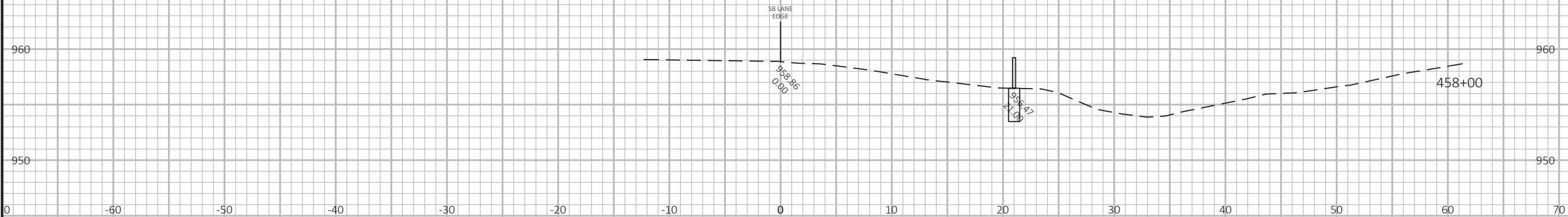
PLOT BY : SCHWEIGER, MARC D

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADD5 SHEET 49

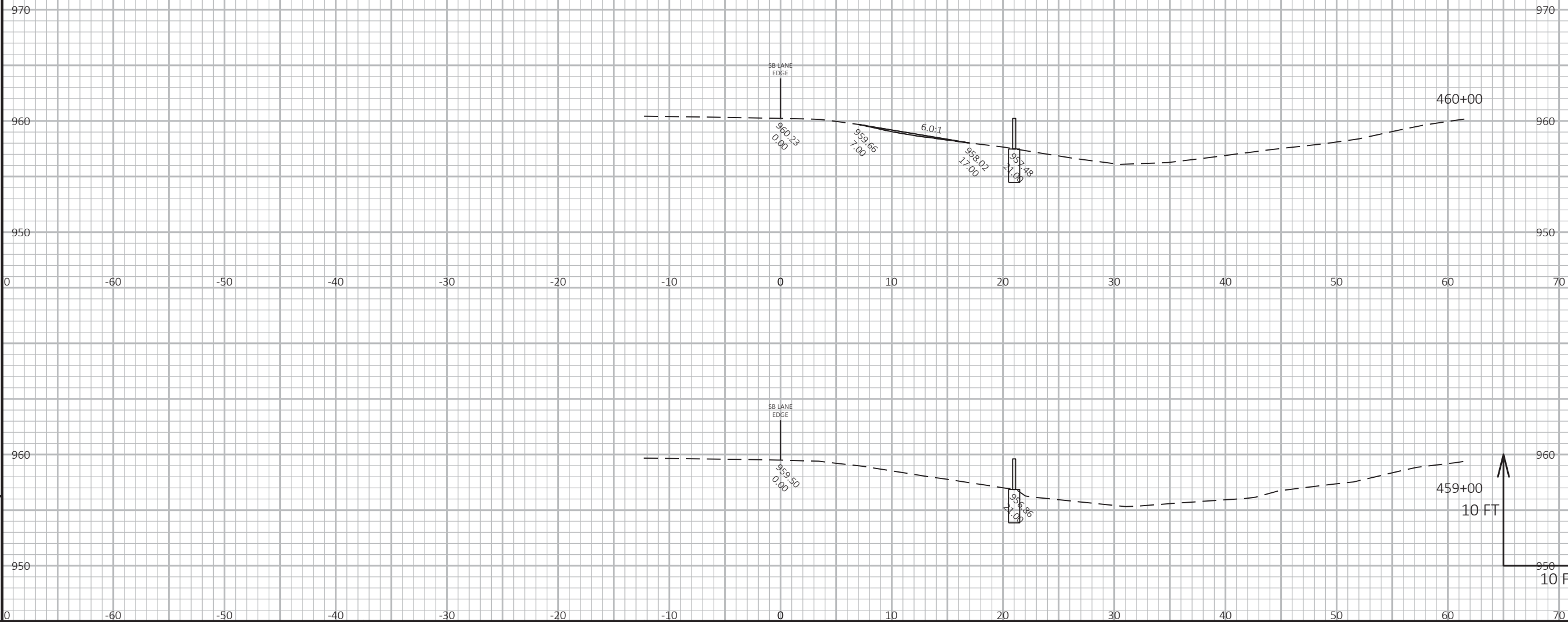
VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
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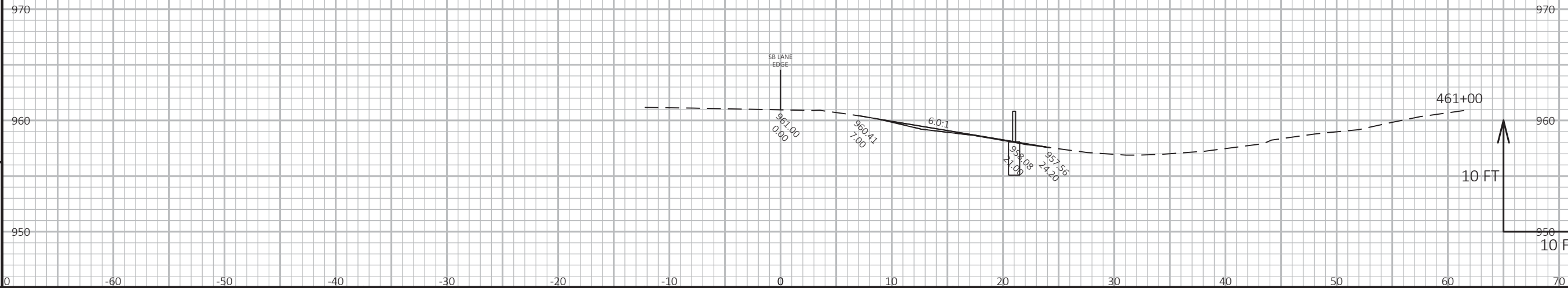
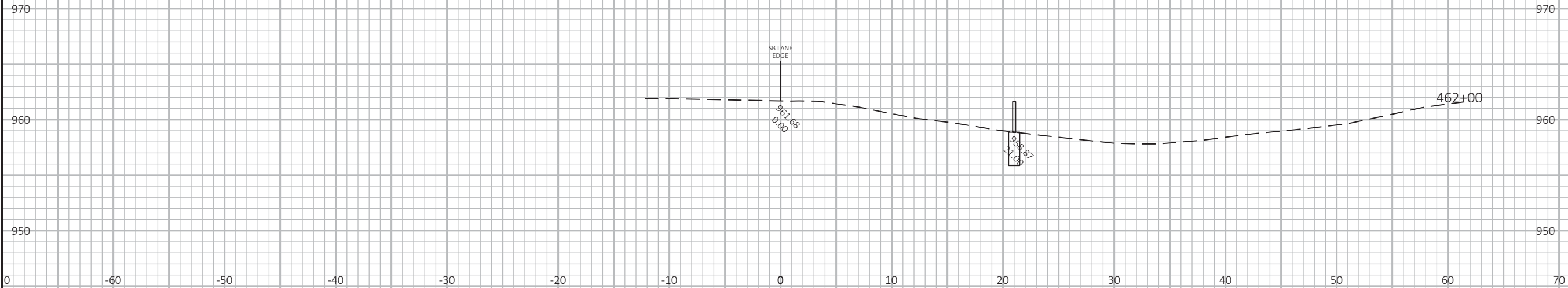
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VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63	HWY: IH 43	COUNTY: ROCK	CROSS SECTIONS: IH 43	SHEET	E
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VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



PROJECT NO: 1093-01-63

HWY: IH 43

COUNTY: ROCK

CROSS SECTIONS: IH 43

SHEET

E

FILE NAME : N:\PDS\C3D\10930133\SHEETS\PLAN\0902_CS - CROSS SECTIONS\0902_XS_IH43.DWG
LAYOUT NAME - Section Sheet - (22)

PLOT DATE : 4/26/2017 10:25 AM

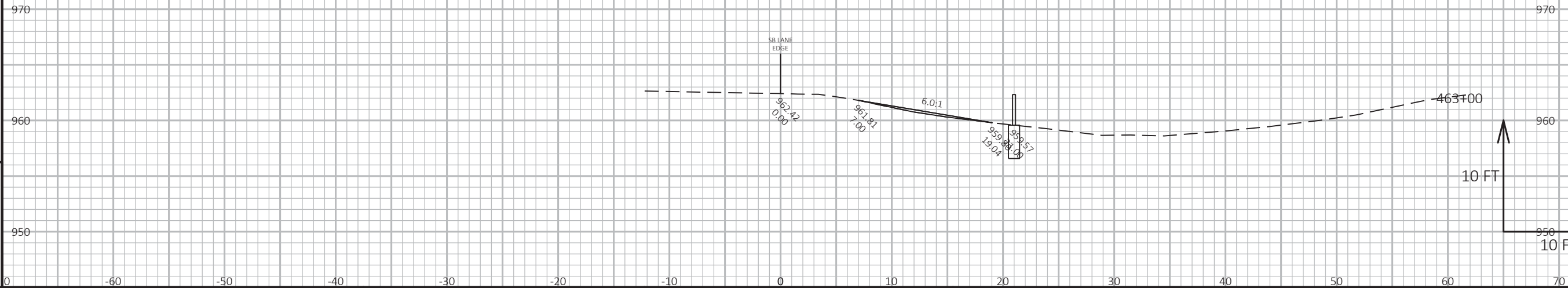
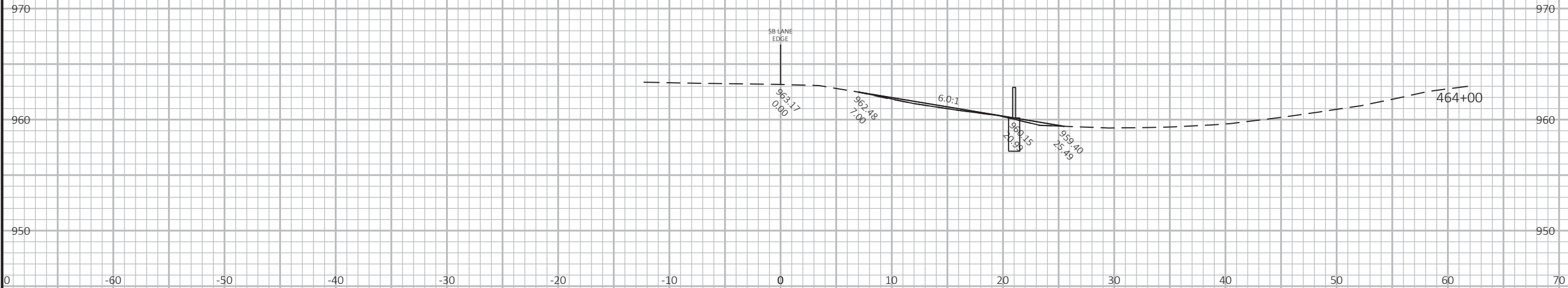
PLOT BY : SCHWEIGER, MARC D

PLOT NAME :

PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADD5 SHEET 49

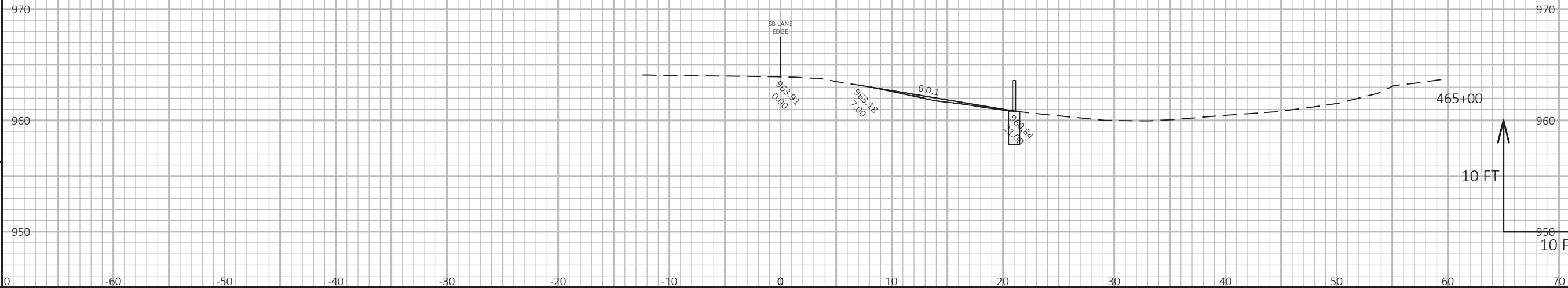
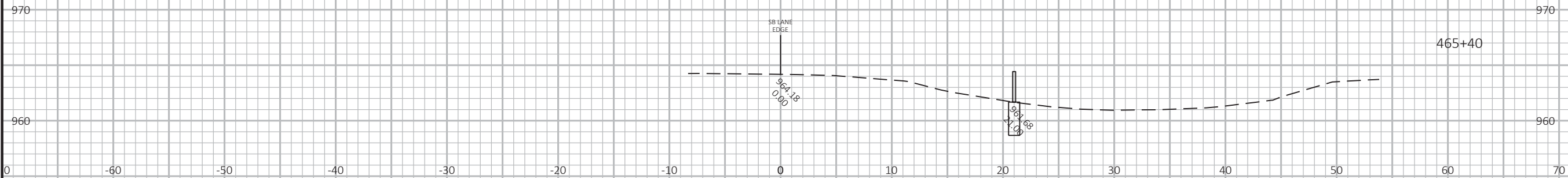
VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
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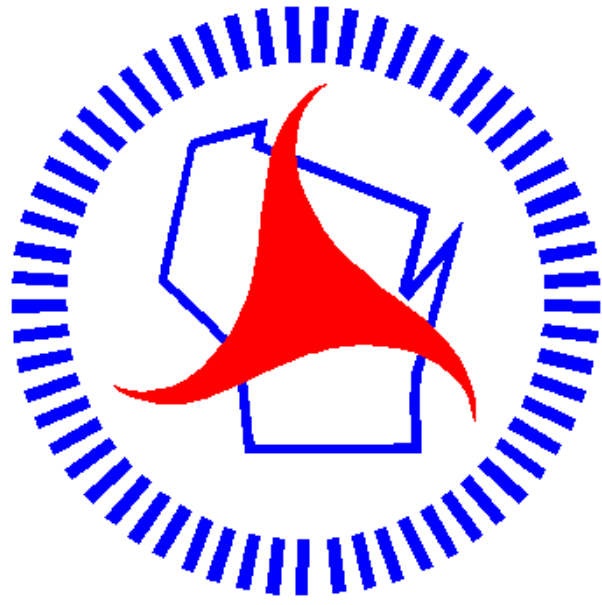
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VERIFY EXISTING SLOPES ARE 6:1 OR FLATTER
PRIOR TO INSTALLING CABLE BARRIER.



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Wisconsin Department of Transportation

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