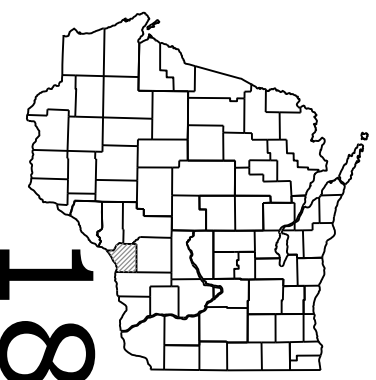


LAX MAY 2014
PROJECT ID: 7575-01-62
WITH:

COUNTY: LA CROSSE

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.	5	Plan Sheets / Erosion Control
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates

TOTAL SHEETS = 112



DESIGN DESIGNATION	
A.A.D.T.	= 32,800
A.A.D.T.	=
D.H.V.	=
D.D.	=
T.	= 6.2%
DESIGN SPEED	= 45 MPH
ESALS	=

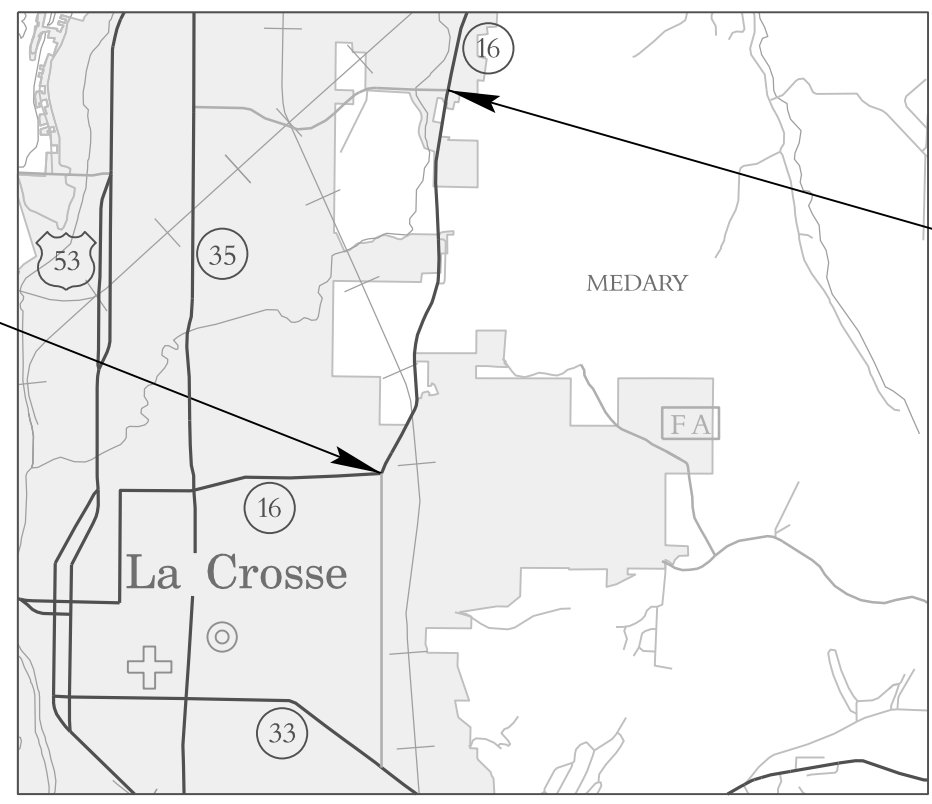
CONVENTIONAL SYMBOLS

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

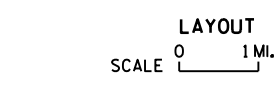
PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

	ROCK
	LABEL
	95.36
	E
	FO
	G
	SAN
	SS
	T
	W
	U
	P
	Ø

BEGIN PROJECT
WB STA. 166+30
EB STA. 166+15



END PROJECT
WB STA. 270+75
EB STA. 270+60



TOTAL NET LENGTH OF CENTERLINE = 2.06 MI.

"COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), LA CROSSE COUNTY."

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY REHABILITAION - MAINTENANCE PROJECT
LA CROSSE - SPARTA
LA CROSSE ST. TO GILLETTE ST.
STH 16
LA CROSSE COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
7575-01-62	—	—

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	WISDOT
Designer	JOSHUA BLUM
Project Manager	TODD WALDO
Regional Examiner	
Regional Supervisor	REINY YAHNKE
C.O. Examiner	
APPROVED FOR THE DEPARTMENT	
DATE: 1/29/2014	

UTILITY CONTACTS

Steve Blado CenturyLink 333 N Front St P.O. Box 4800 La Crosse, WI 54602 (608) 796-5543 steve.blado@centurytel.com Communication Line	Brandon Storm Charter Communications 2701 Daniels St. Madison, WI 53718 (608) 444-9493 brandon.storm@chartercom.com Communication Line
Randy Turtenwald City of La Crosse 400 La Crosse St La Crosse, WI 54601 (608) 789-7505 turtenwaldr@cityoflacrosse.org Sewer and Water	Dan McDonald City of Onalaska 415 Main St Onalaska, WI 54650 (608) 781-9507 dmcdonald@cityofonalaska.com Road Facility, Street Lighting
Jim Prindle City of Onalaska 415 Main St Onalaska, WI 54650 (608) 780-8345 jprindle@cityofonalaska.com Sewer and Water	Kurt Childs Dairyland Power Cooperative 3200 East Ave S P.O. Box 817 La Crosse, WI 54602 (608) 788-4000 kdc@dairynet.com Electricity
Tim Orcutt Mediacom LLC Wisconsin 3033 Asbury Rd Dubuque, WI 52001 (608) 326-0478 torcutt@mediacomllc.com Communication Line	Jim Carlson Northern Natural Gas Company 8101 Birchwood Ct Ste F Johnston, IA 50131 (515) 360-9242 Jim.Carlson@nngco.com Gas/Petroleum
Nancy Dotson Xcel Energy 1414 W Hamilton Ave P.O. Box 8 Eau Claire, WI 54702-0008 (715) 737-2574 nancy.j.dotson@xcelenergy.com Electric Transmission, Electric Distribution, Gas	Jim Kostuch Windstream KDL, Inc. 13935 Bishops Drive Brookfield, WI 53005 (262) 792-7938 James.Kostuch@windstream.com Communication Line

DESIGN CONTACTS

REINY YAHNKE PHONE: (608)785-9050 E-MAIL: reiny.yahnke@dot.wi.gov	Joshua Blum PHONE: (608) 789-5951 E-MAIL: joshua.blum@dot.wi.gov
---	--

DNR CONTACT

KAREN KALVELAGE
PHONE: (608)785-9115
FAX: (608)785-9990
E-MAIL: karen.kalvelage@wi.gov



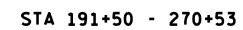
Call 811 3 Work Days Before You Dig
or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

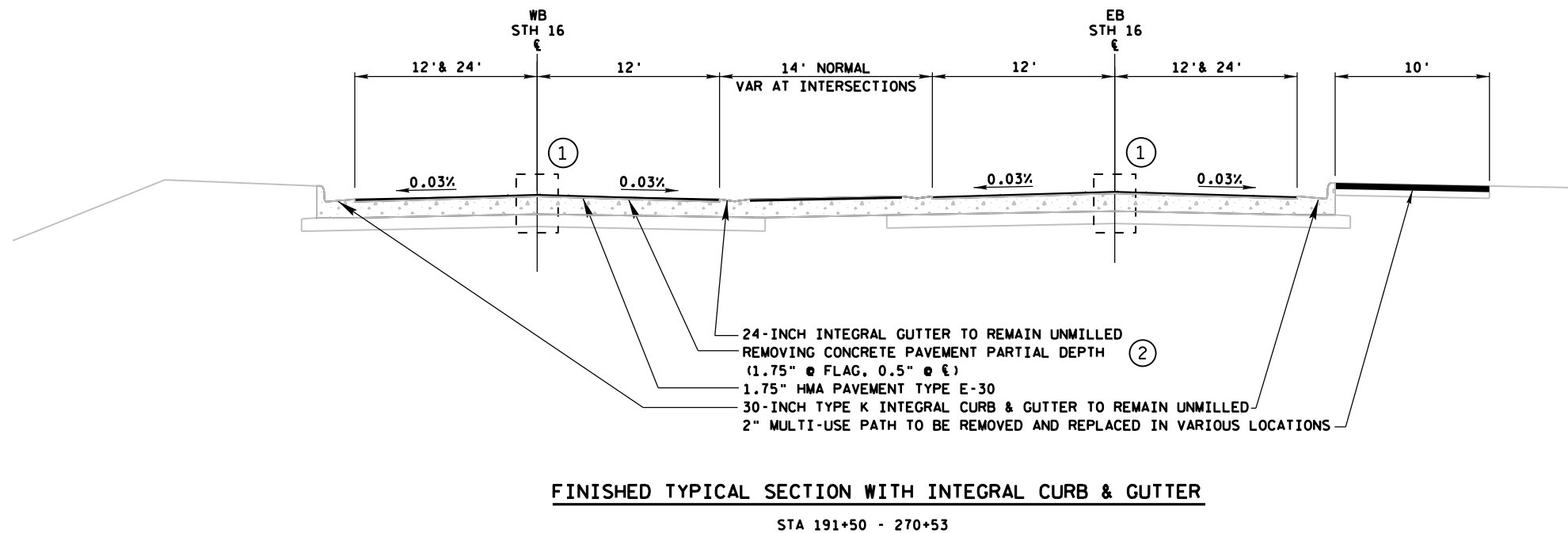
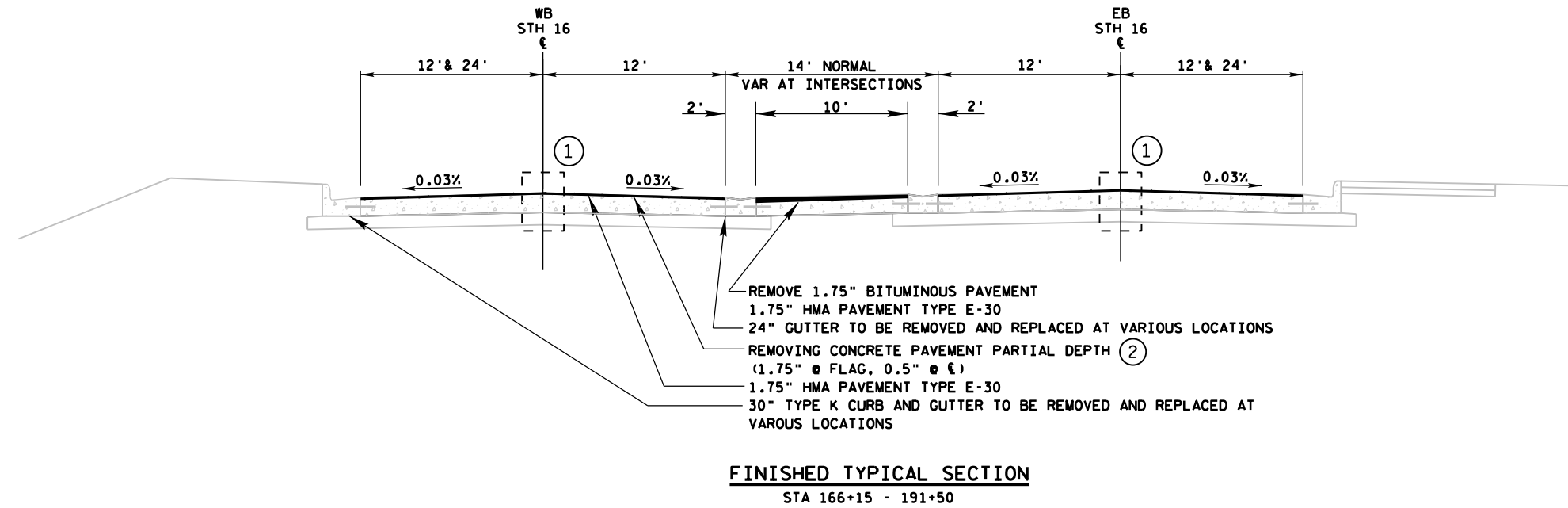
STANDARD ABBREVIATIONS

A.D.T.	▪ AVERAGE DAILY TRAFFIC	LT.	▪ LEFT
AGG.	▪ AGGREGATE	M.P.	▪ MARKER POST
AH	▪ AHEAD	N.	▪ NORTH
<	▪ ANGLE	N.C.	▪ NORMAL CROWN
ASPH.	▪ ASPHALTIC	NO.	▪ NUMBER
B.F.	▪ BACK FACE	PAV'T	▪ PAVEMENT
B.M.	▪ BENCH MARK	P.C.	▪ POINT OF CURVATURE
BEG.	▪ BEGIN	P.I.	▪ POINT OF INTERSECTION
BK	▪ BACK	P.L.	▪ PROPERTY LINE
C. C.L.	▪ CENTERLINE	P.L.E.	▪ PERMANENT LIMITED EASEMENT
Δ	▪ CENTRAL ANGLE OR DELTA	P.T.	▪ POINT OF TANGENCY
C.M.P.	▪ CORRUGATED METAL PIPE	P.E.	▪ PRIVATE ENTRANCE
C.M.C.P.	▪ CORRUGATED METAL CATTLE PASS	R.	▪ RADIUS
CO.	▪ COUNTY	R/L	▪ REFERENCE LINE
C.P.	▪ CULVERT PIPE	R.	▪ RIVER
CR	▪ CRUSHED	RD.	▪ ROAD
CR.	▪ CREEK	REQ'D	▪ REQUIRED
C. & G.	▪ CURB AND GUTTER	R.H.F.	▪ RIGHT-HAND FORWARD
CTH	▪ COUNTY TRUNK HIGHWAY	R/W	▪ RIGHT-OF-WAY
C.Y.	▪ CUBIC YARD	RT.	▪ RIGHT
CWT.	▪ HUNDREDWEIGHT	S.	▪ SOUTH
D.	▪ DEGREE OF CURVE	S.F.	▪ SQUARE FEET
DIA.	▪ DIAMETER	S.D.D.	▪ STANDARD DETAIL DRAWING
DISCH.	▪ DISCHARGE	SHLDR.	▪ SHOULDER
DWY.	▪ DRIVEWAY	SHR.	▪ SHRINKAGE
E.	▪ EAST	S/L	▪ SURVEY LINE
EA.	▪ EACH	STH	▪ STATE TRUNK HIGHWAY
ELEC.	▪ ELECTRIC	STA.	▪ STATION
EL. OR ELEV.	▪ ELEVATION	T	▪ TANGENT
EXC.	▪ EXCAVATION	T.	▪ TRUCKS (PERCENT OF)
FERT	▪ FERTILIZER	T.C.	▪ TOP OF CURB
F.E.	▪ FIELD ENTRANCE	TEMP.	▪ TEMPORARY
F.L. OR F/L	▪ FLOWLINE	T.L.E.	▪ TEMPORARY LIMITED EASEMENT
F.P.	▪ FIELD POST	-T-, TEL.	▪ TELEPHONE
INL.	▪ INLET	V.C.	▪ VERTICAL CURVE
INTERS.	▪ INTERSECTION	UNCL.	▪ UNCLASSIFIED
JT.	▪ JOINT	USGS	▪ UNITED STATES GEOLOGICAL SURVEY
L.	▪ LENGTH (OF CURVE)	U.G.	▪ UNDERGROUND (CABLE)
L.B.	▪ POUND	W.	▪ WEST
L.C.	▪ LONG CHORD OF CURVE		

GENERAL NOTES

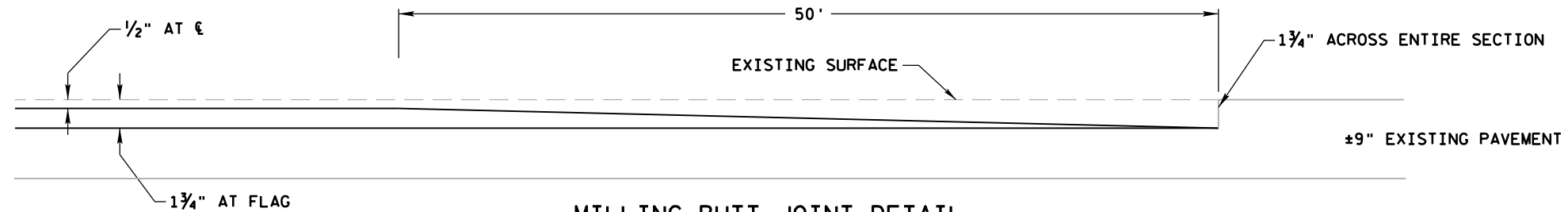
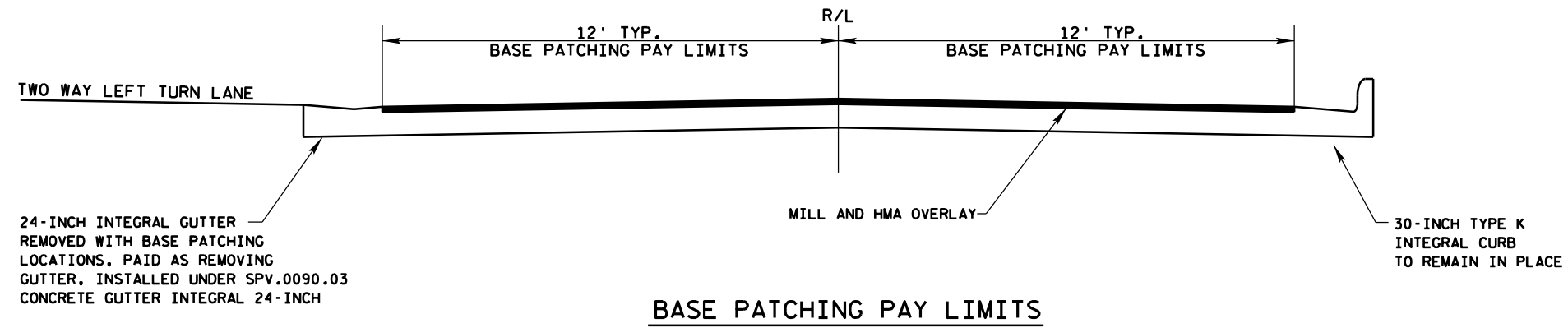
- ADD TYPE III BARRICADES, LIGHTS, CONES AND DRUMS FOR T.C. AT THE ENGINEER'S REQUEST.
- ALL SAWCUT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER.
- ALL CLOSED LANES MUST BE SWEEPED PRIOR TO BEING OPENED TO TRAFFIC.
- PAVEMENT REMOVAL SHALL BE TO THE NEAREST JOINT OR A SAWED EDGE WILL BE REQUIRED AS DIRECTED BY THE ENGINEER.
- THE RATE OF APPLICATION OF TACK COAT IS COMPUTED AT 0.05 GAL/SY
- ASPHALT WEIGHT CALCULATIONS ARE BASED ON 110 LB/SY/IN.
- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGER'S HOTLINE.
- THERE ARE ISLAND NOSES IN THE FIELD THAT ARE INCORRECTLY MARKED. DO NOT REMARK THESE ISLAND NOSES. MARK ONLY THOSE SHOWN IN THE PLAN.
- TRAFFIC SIGNAL LOOP DETECTORS OUTSIDE THE INTERSECTIONS MUST BE AVOIDED. LOOPS AT THE INTERSECTIONS WILL NO LONGER BE USED.
- THE EROSION CONTROL ITEM SHOWN ON THE PLAN ARE AT SUGGESTED LOCATIONS. ENGINEER SHALL CONFIRM ACTUAL LOCATION OF THE EROSION CONTROL ITEMS. ALL EROSION CONTROL ITEMS SHALL BE MAINTAINED UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. AT THAT TIME, THE CONTRACTOR SHALL REMOVE THE TEMPORARY EROSION CONTROL ITEM INCIDENTAL TO THE COST OF THE RESPECTIVE BID ITEM.
- NO EQUIPMENT OR MATERIALS SHALL BE STORED OR IMPACT ANY WETLANDS OR WATERWAYS.





① ALL LONGITUDINAL JOINTS (EXCEPT THOSE ADJACENT TO CURB & GUTTER) SHALL BE REPAIRED FULL-DEPTH UNDER THE SPECIAL REPAIR OF LONGITUDINAL JOINTS ITEM SEE CONSTRUCTION DETAIL

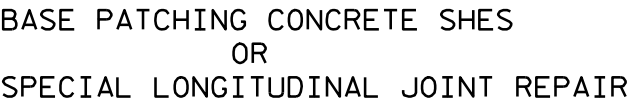
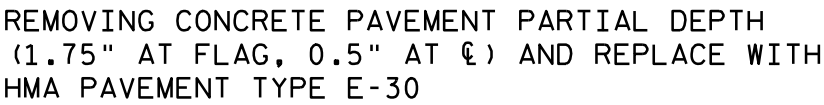
② MILL 1.75" AT FLAG AND TAPER MILL DEPTH TO 0.5" AT CENTERLINE OF DRIVING (THROUGH) LANES - REGARDLESS OF PAVEMENT WIDTH
MILL FULL DEPTH (1.75") IN AREAS OF SUPER ELEVATION



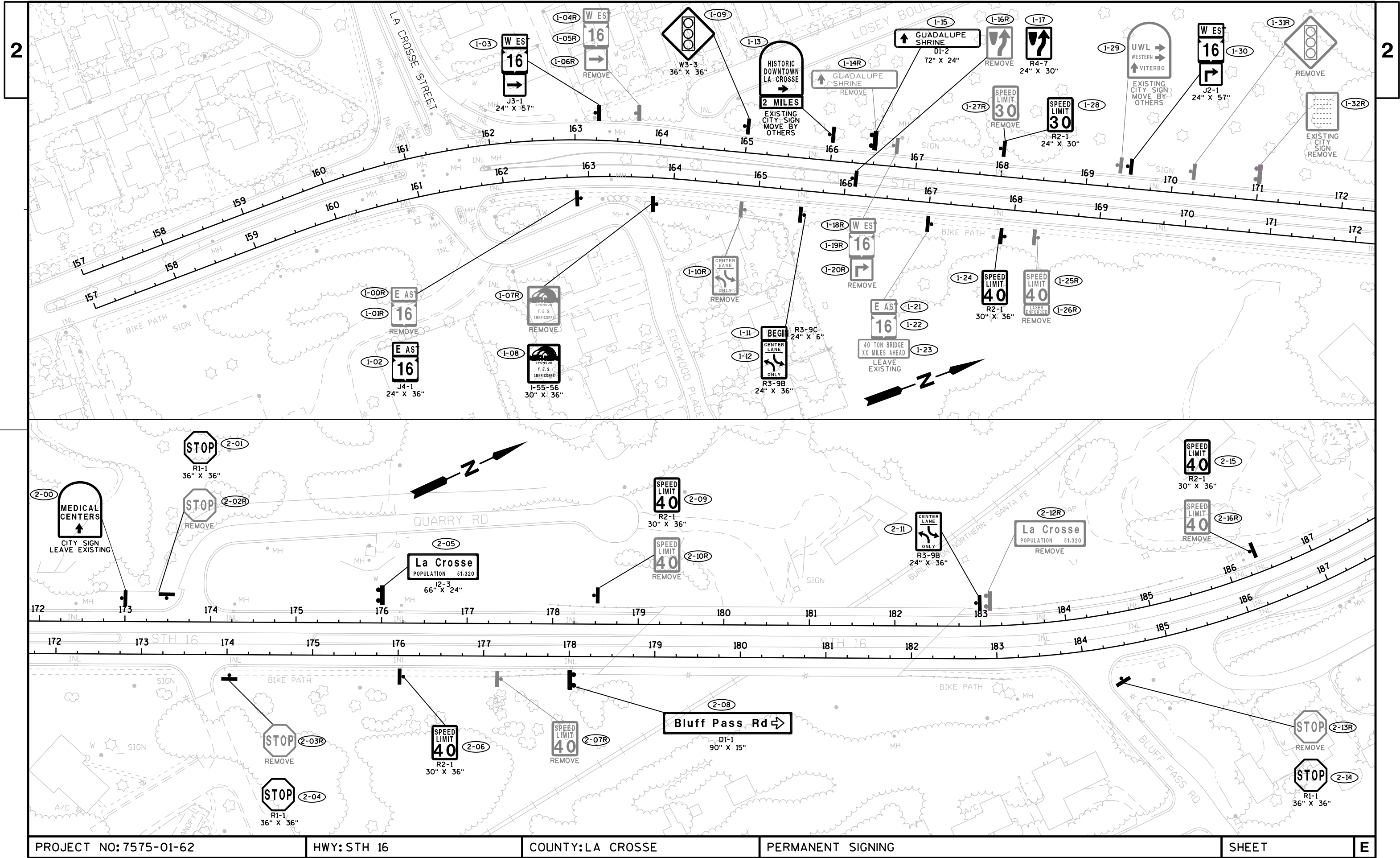
MILLING BUTT JOINT DETAIL

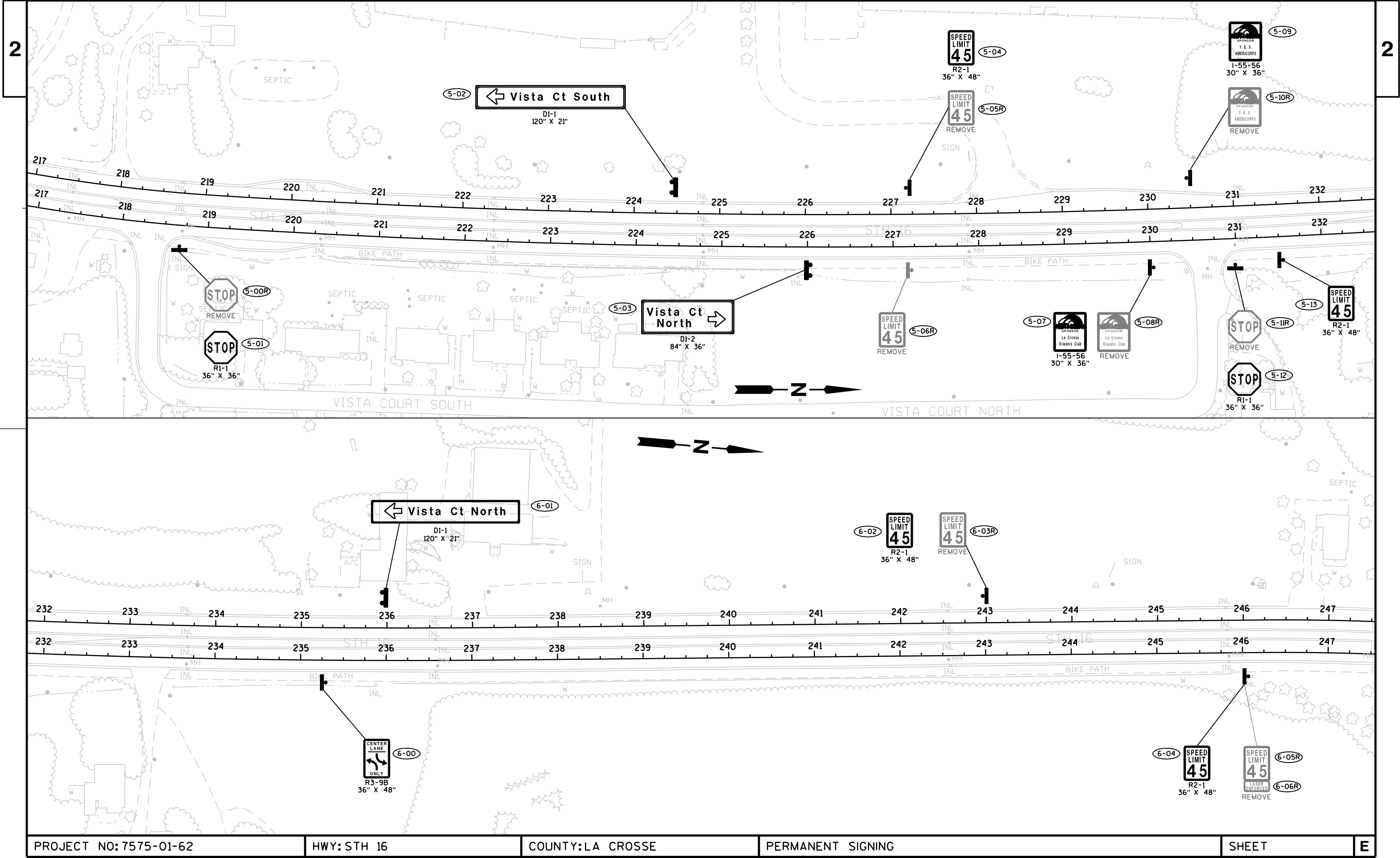
STA 167+60 TO 168+10 EB
 STA 168+20 TO 168+70 WB
 STA 177+68 TO 178+18 EB
 STA 177+68 TO 178+18 WB
 STA 182+25 TO 182+75 EB
 STA 182+81 TO 183+31 WB
 STA 269+99 TO 270+49 EB
 STA 269+99 TO 270+49 EB (LEFT TURN LANES)
 STA 270+03 TO 270+53 WB
 STA 270+25 TO 270+75 WB (RIGHT TURN LANE)

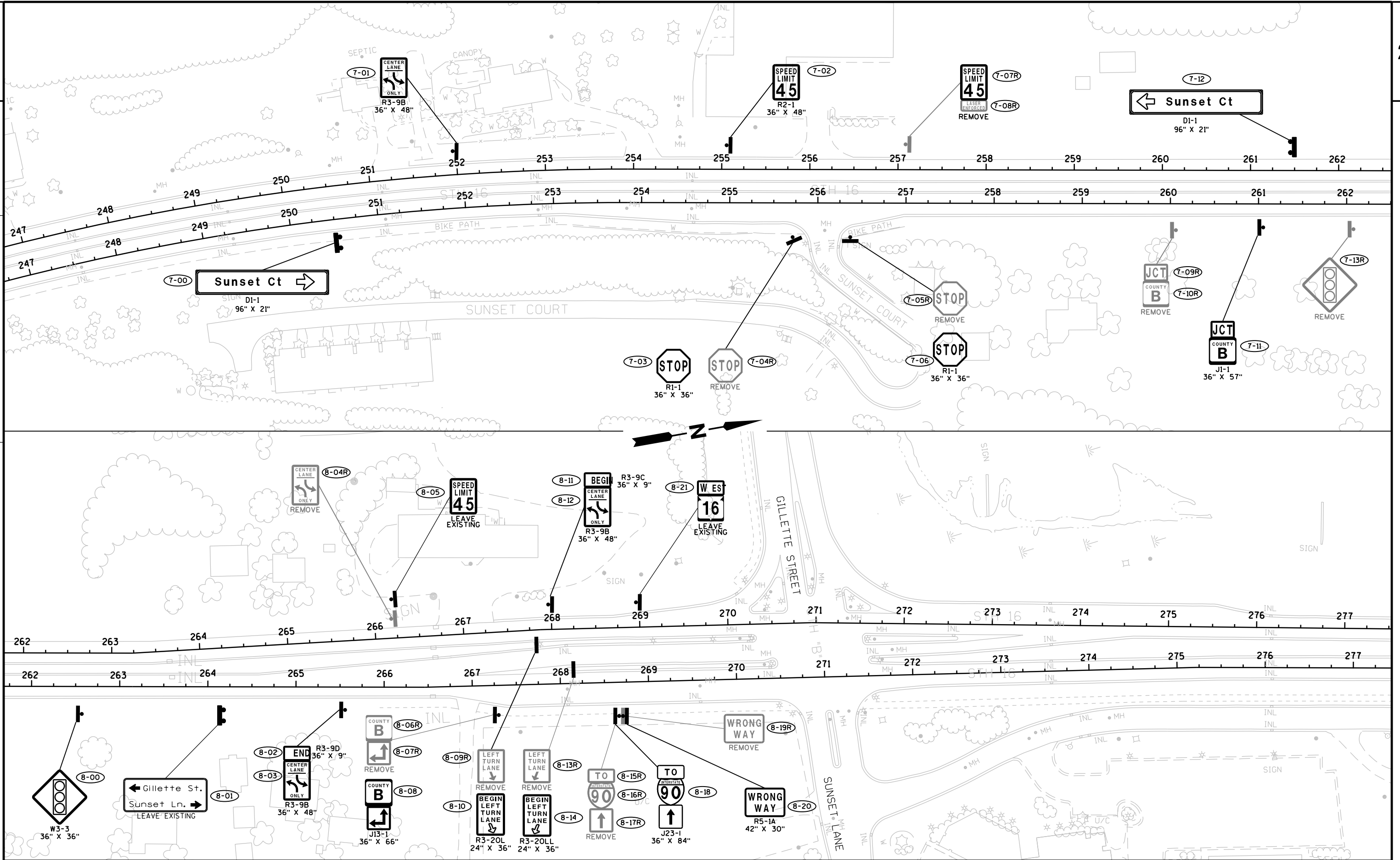
2



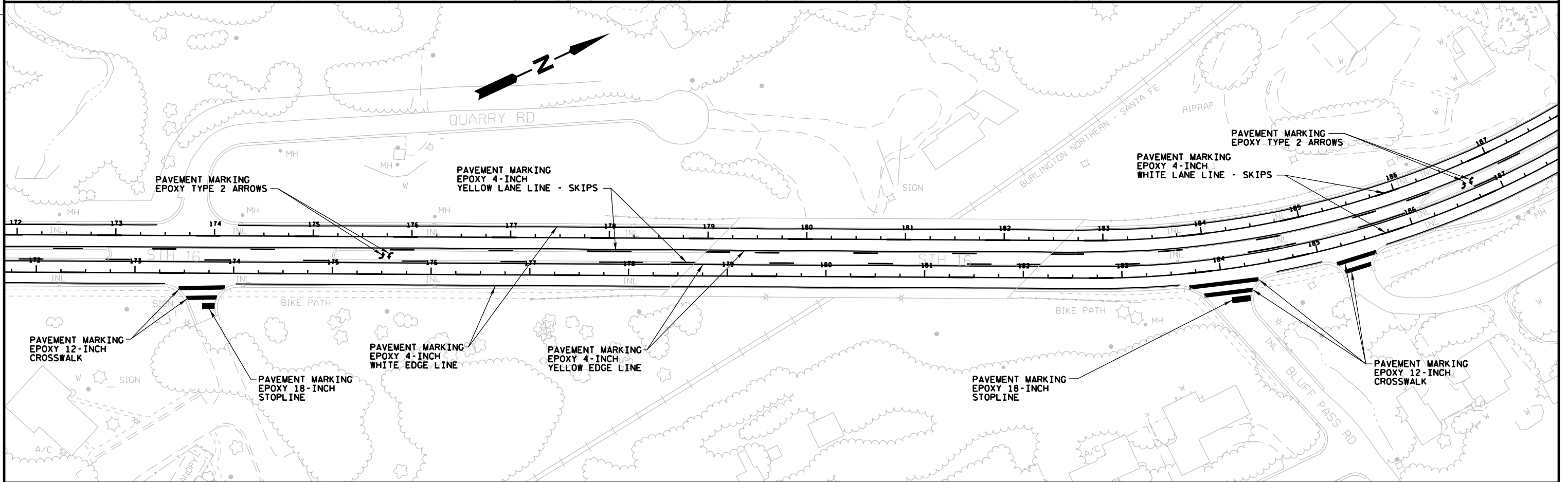
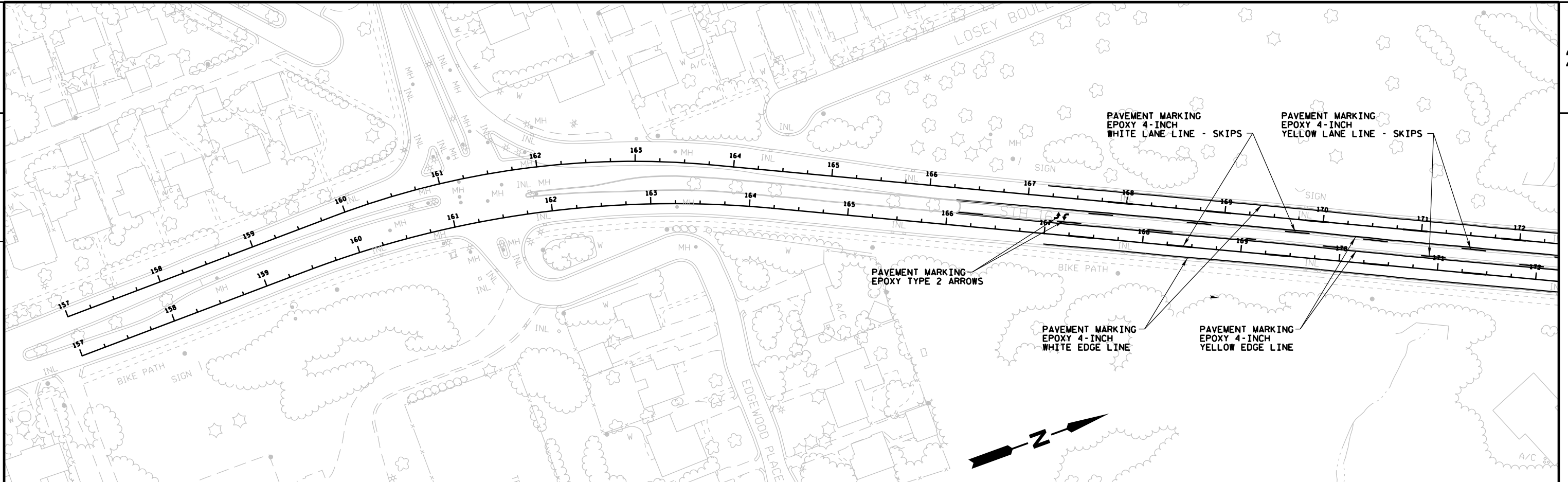
FULL DEPTH SAW CUT REQUIRED

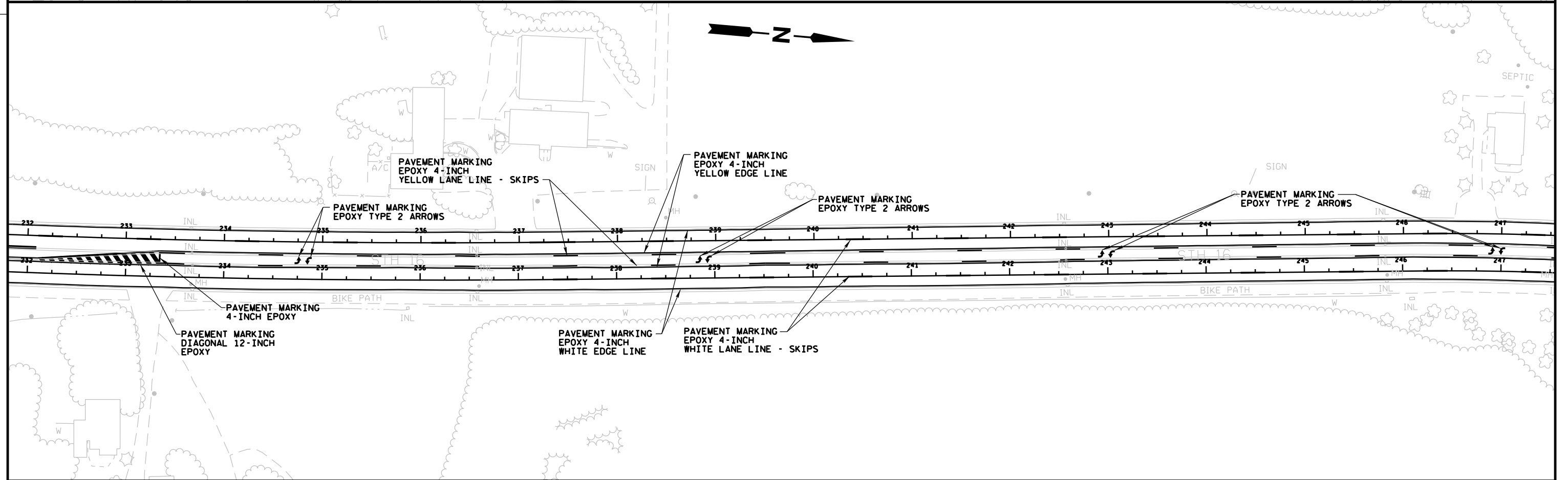


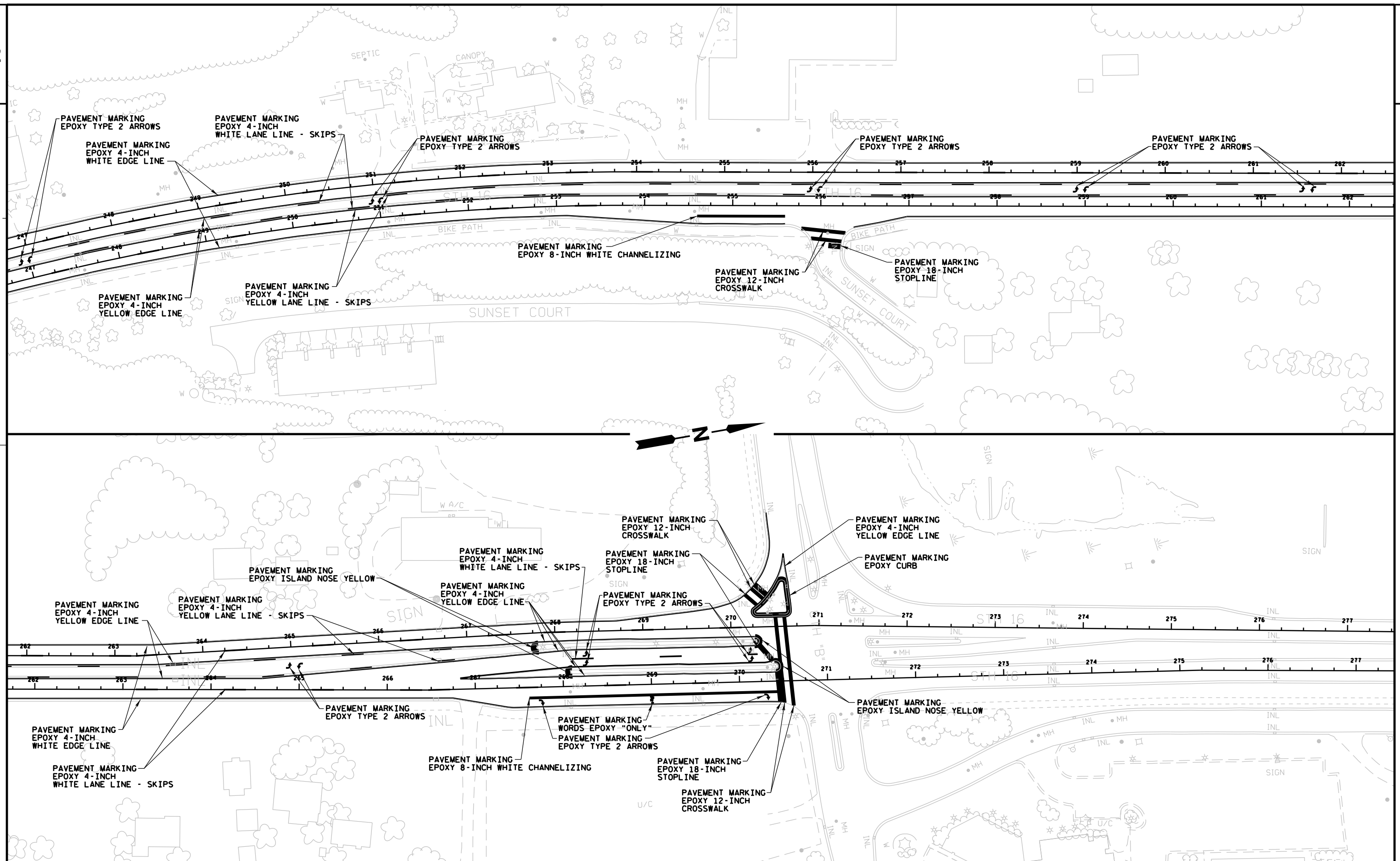




PROJECT NO: 7575-01-62	HWY: STH 16	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET	E
------------------------	-------------	-------------------	-------------------	-------	---







PROJECT NO: 7575-01-62

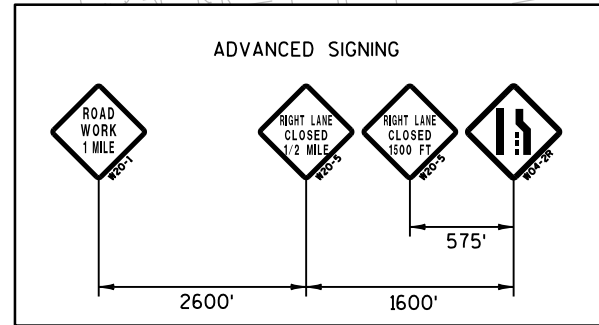
HWY: STH 16

COUNTY: LA CROSSE

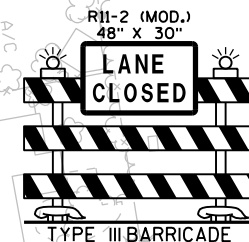
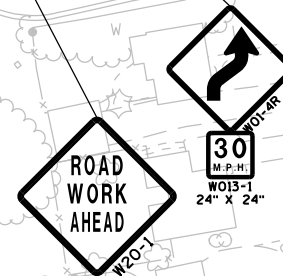
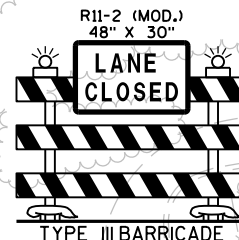
PAVEMENT MARKING

SHEET

E

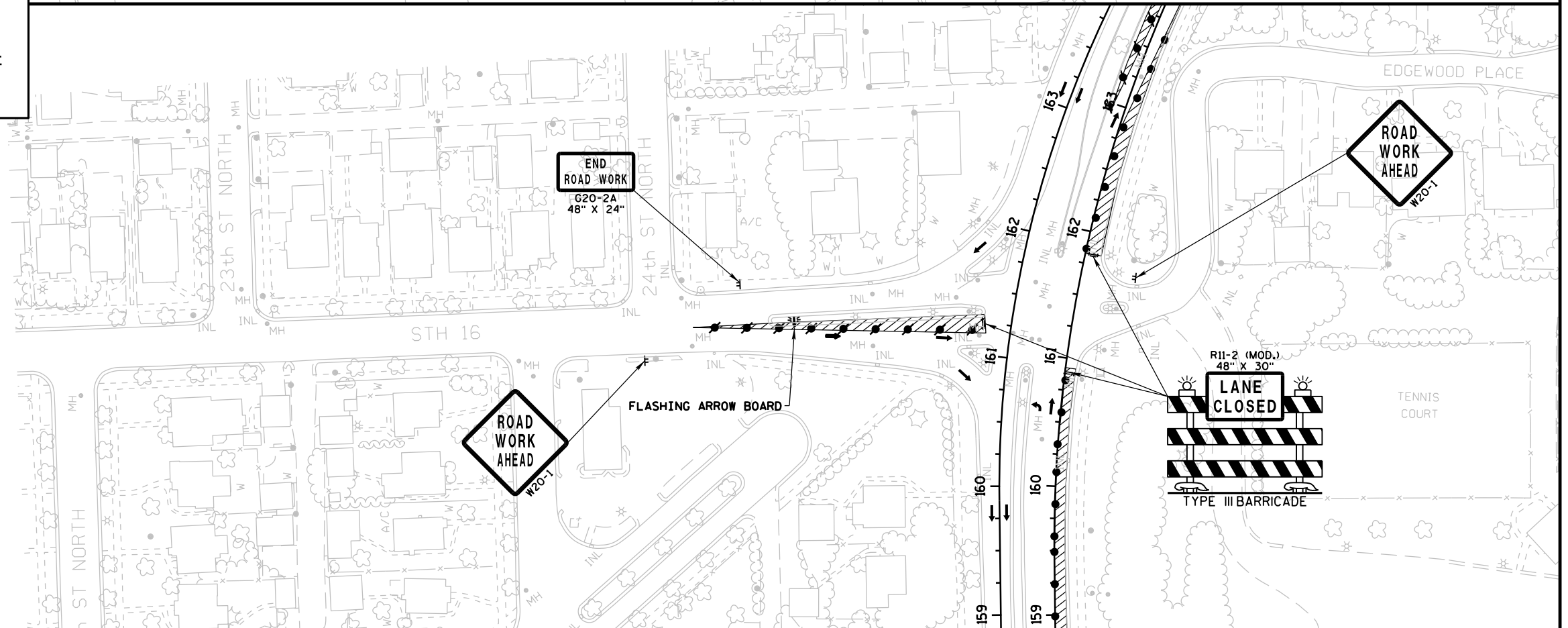


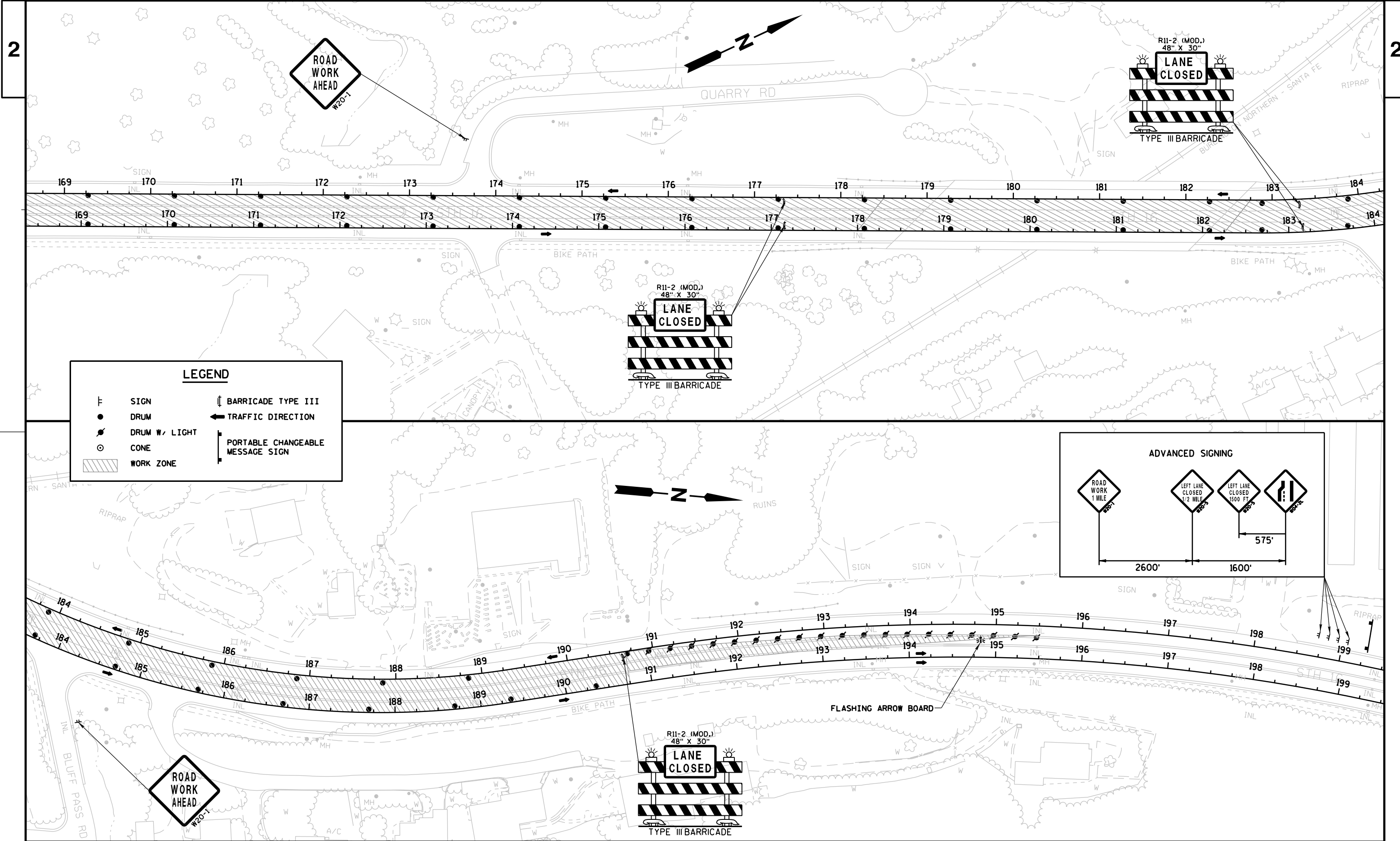
END
ROAD WORK
G20-2A
48" X 24"

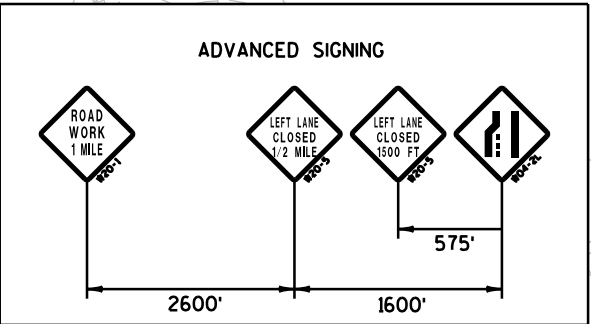
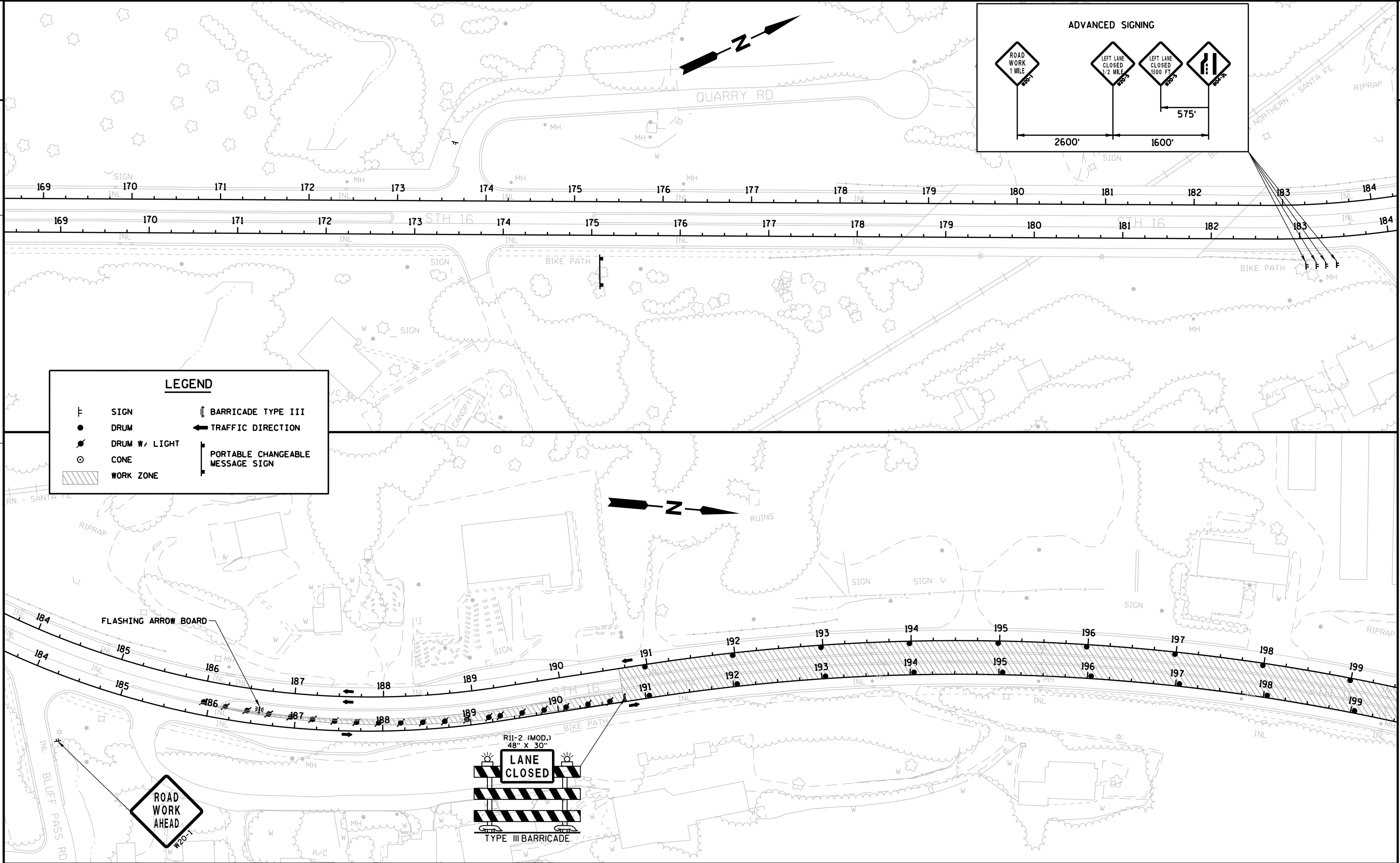


LEGEND

- | | | | |
|---|---------------|---|----------------------------------|
| ⌈ | SIGN | ⌋ | BARRICADE TYPE III |
| ● | DRUM | ← | TRAFFIC DIRECTION |
| ⊙ | DRUM W/ LIGHT | | |
| ⊙ | CONE | | |
| ▨ | WORK ZONE | | |
| | | | PORTABLE CHANGEABLE MESSAGE SIGN |

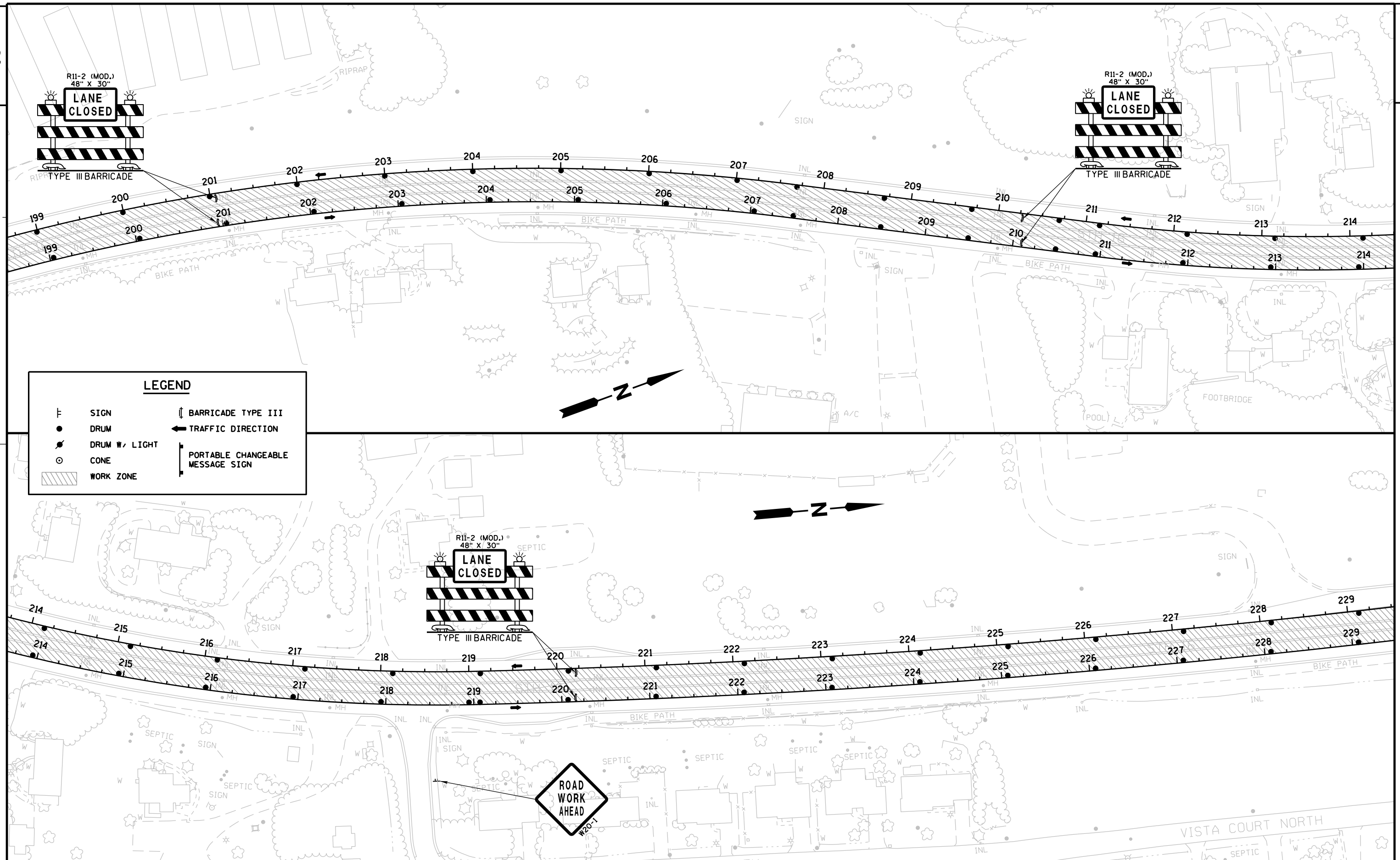


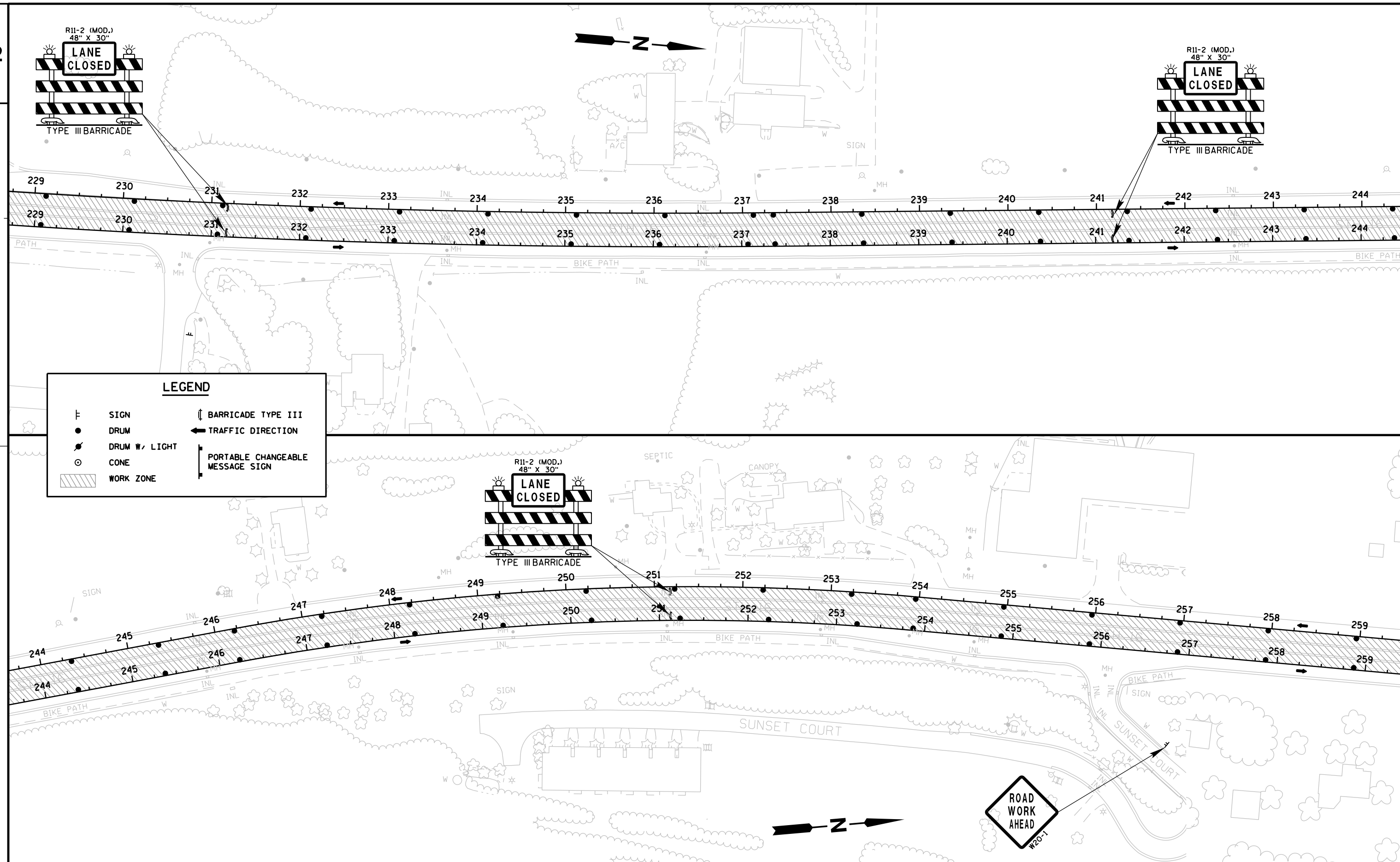




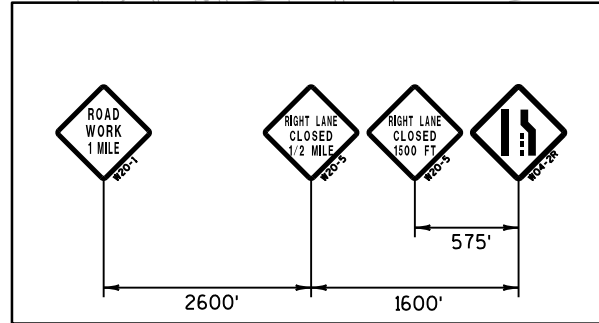
LEGEND

⌋	SIGN	⌋	BARRICADE TYPE III
●	DRUM	←	TRAFFIC DIRECTION
⊙	DRUM W/ LIGHT	⌋	PORTABLE CHANGEABLE MESSAGE SIGN
⊙	CONE		
▨	WORK ZONE		







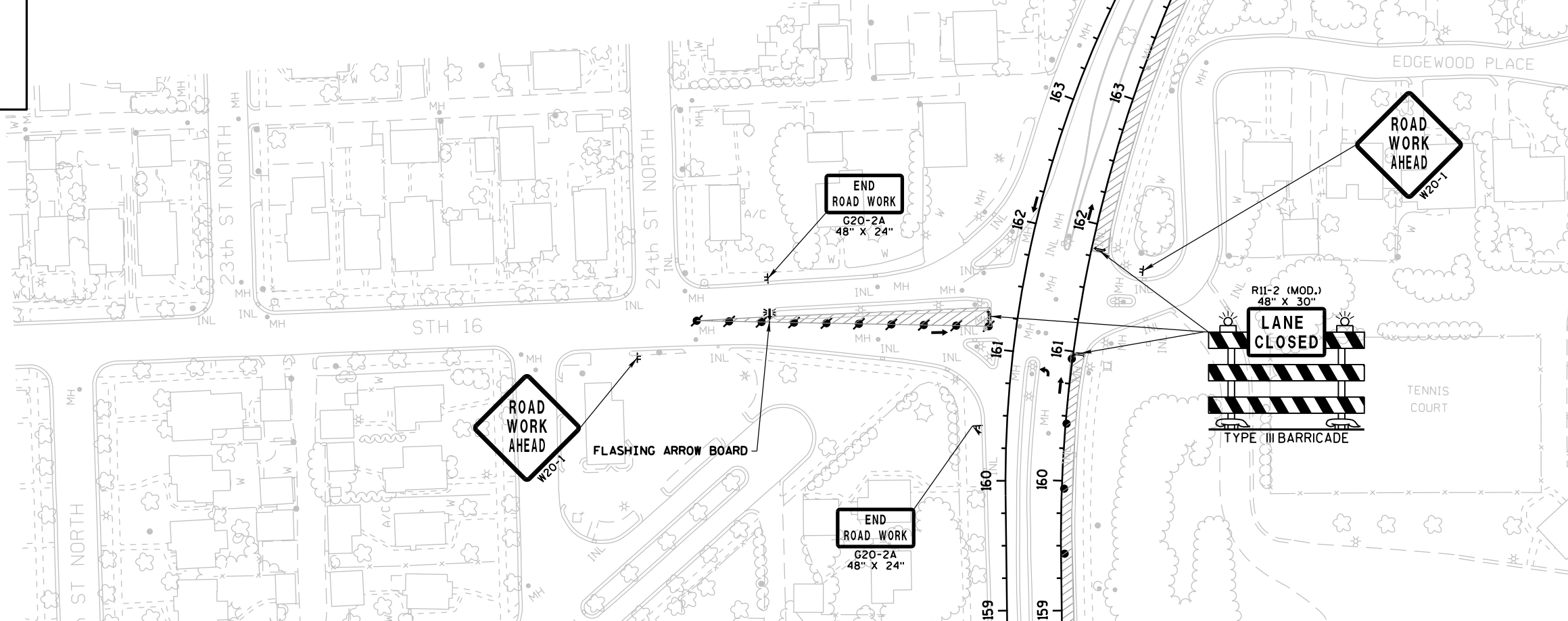
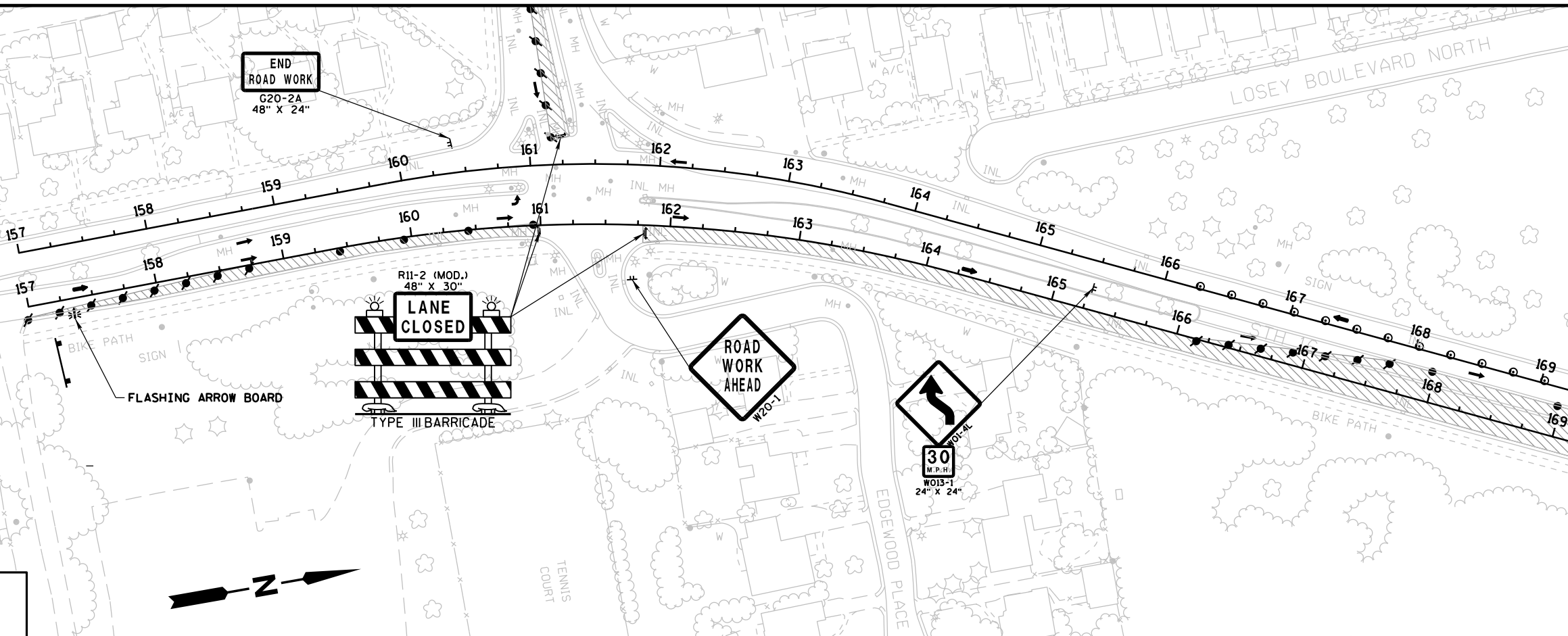


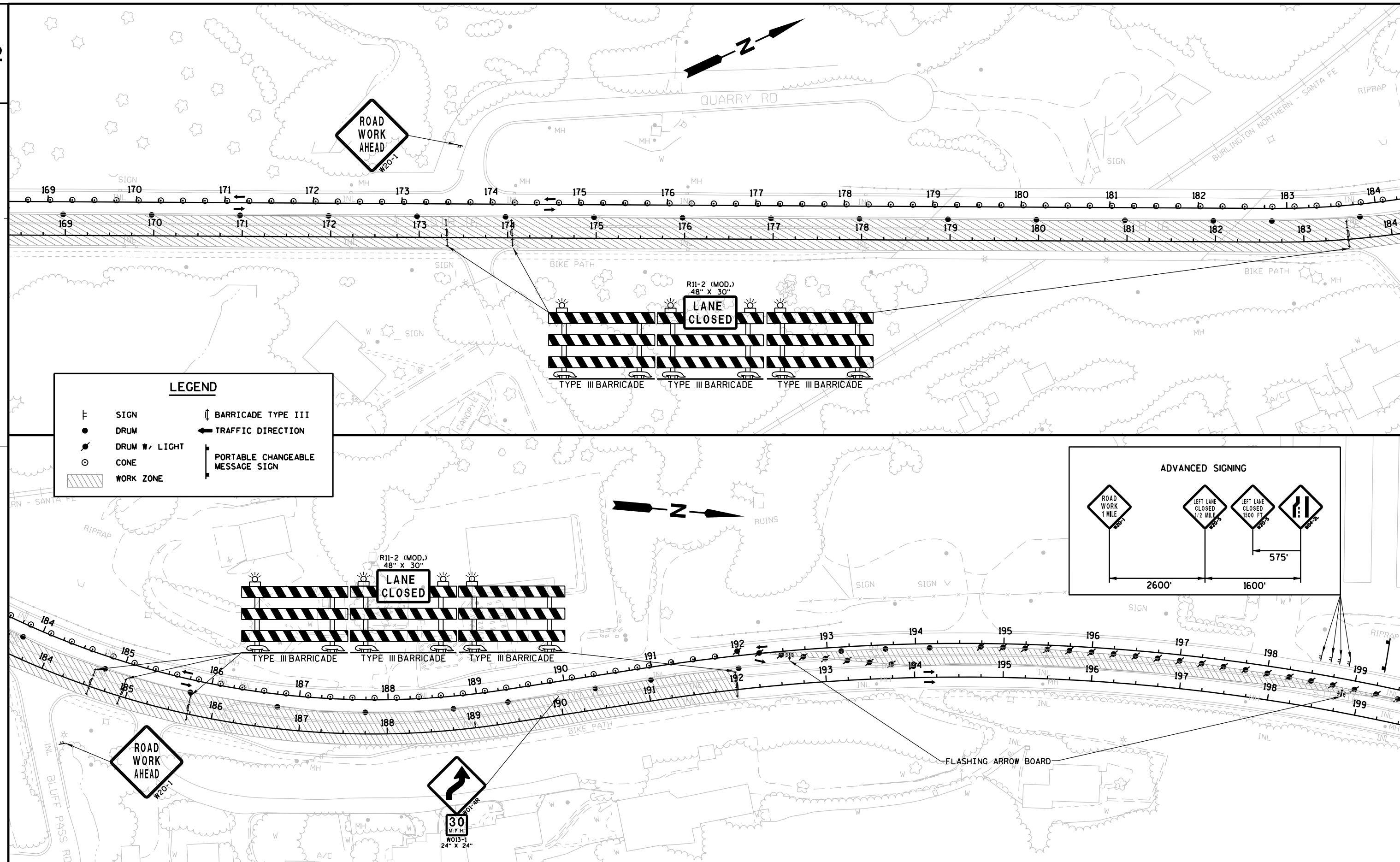
END
ROAD WORK
G20-2A
48" X 24"

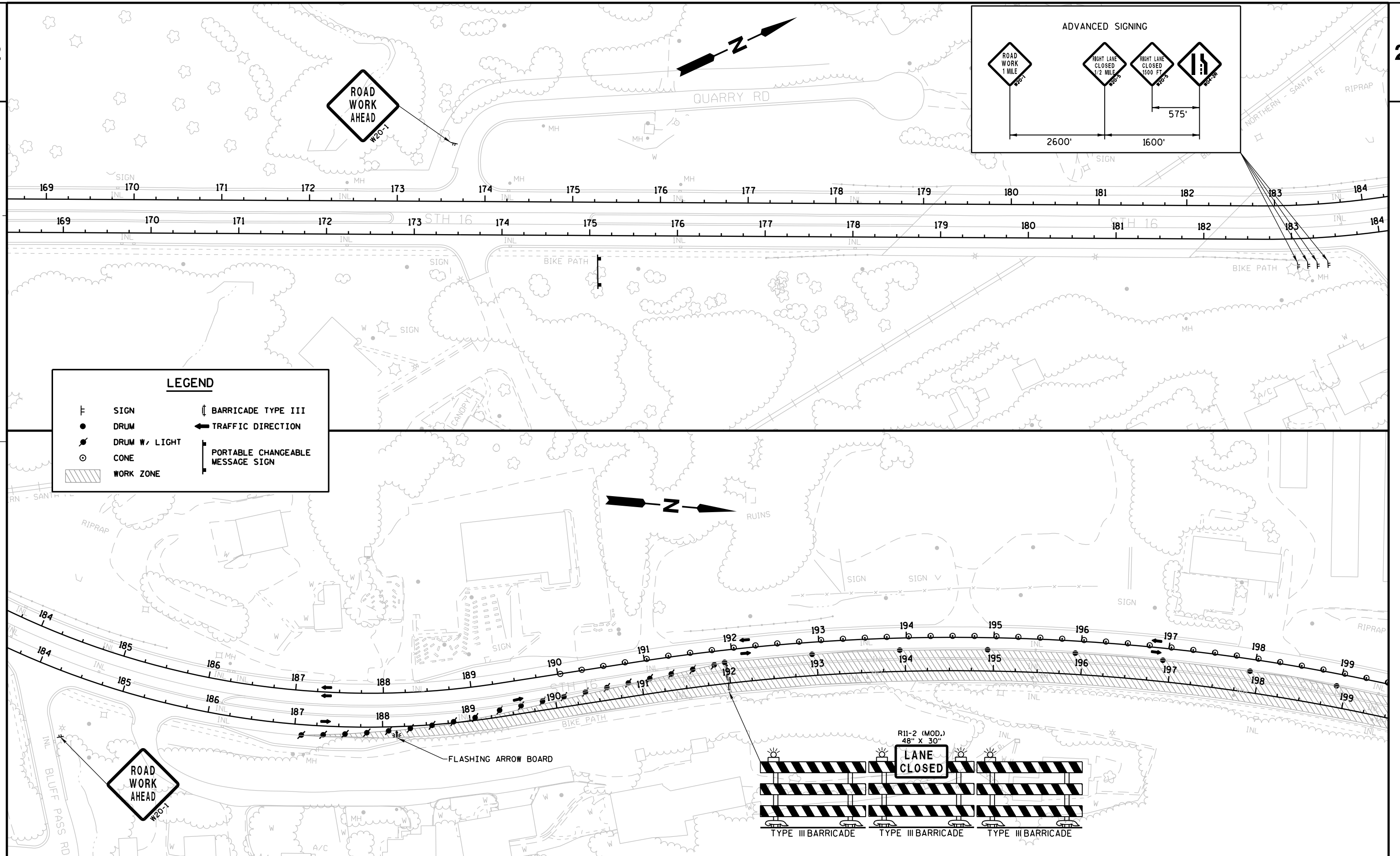


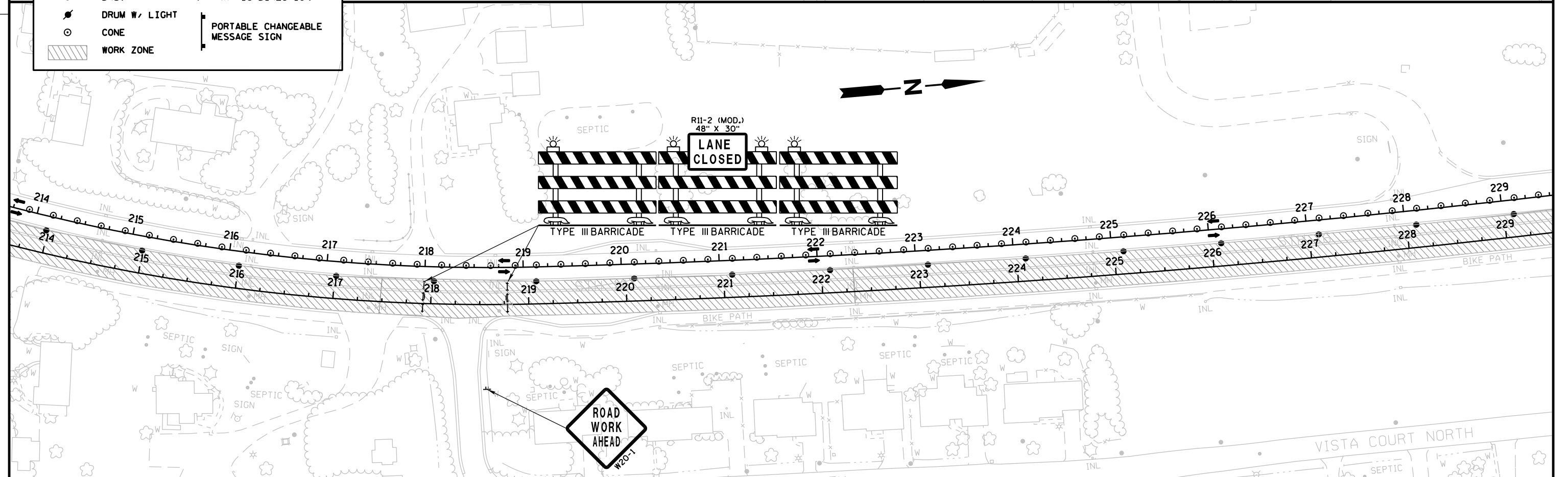
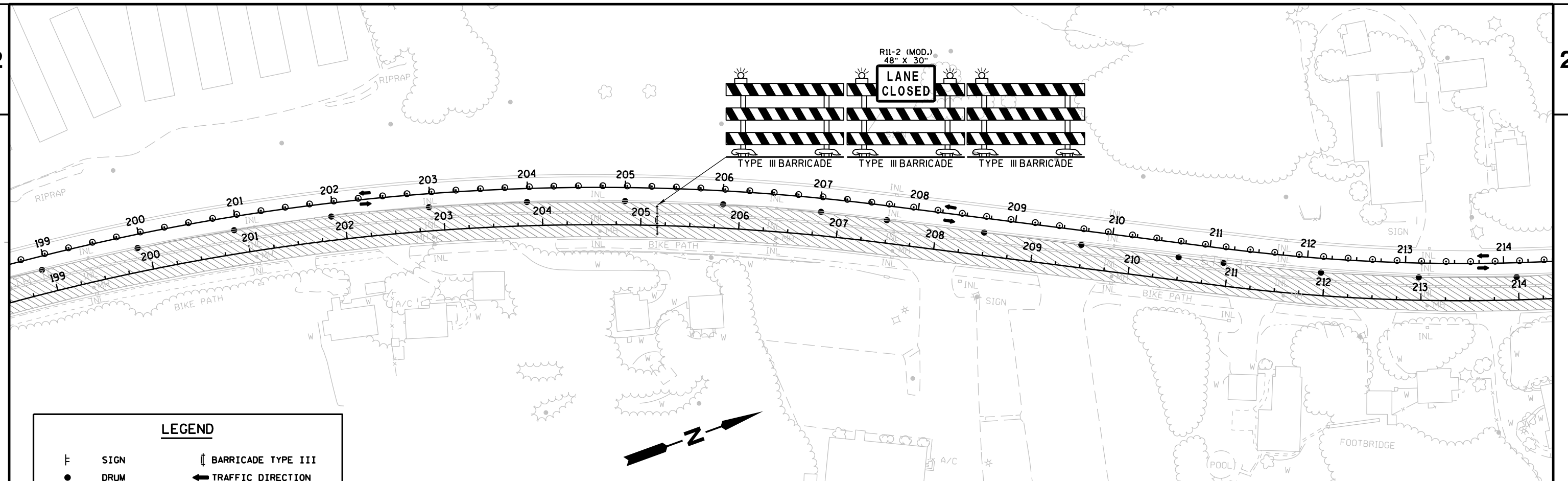
LEGEND

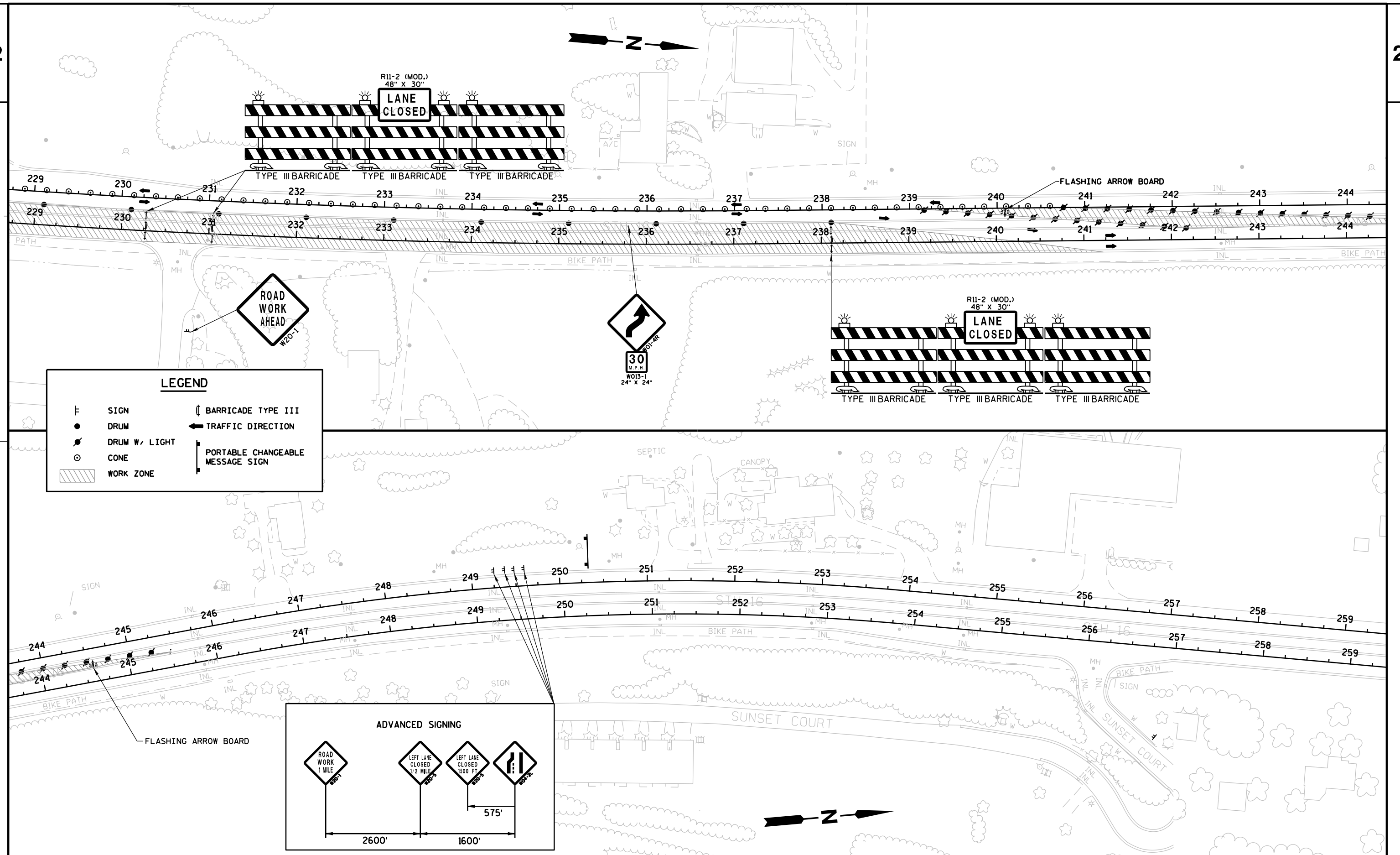
- | | | | |
|---|---------------|---|----------------------------------|
| ⌵ | SIGN | ⏏ | BARRICADE TYPE III |
| ● | DRUM | ← | TRAFFIC DIRECTION |
| ⚡ | DRUM W/ LIGHT | | |
| ⊙ | CONE | ⏏ | PORTABLE CHANGEABLE MESSAGE SIGN |
| ▨ | WORK ZONE | | |

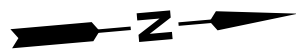
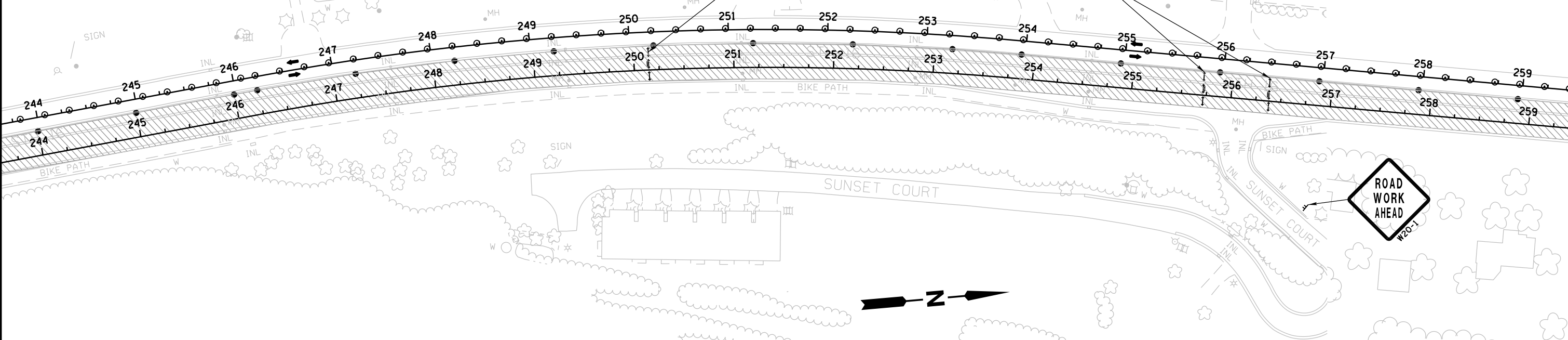
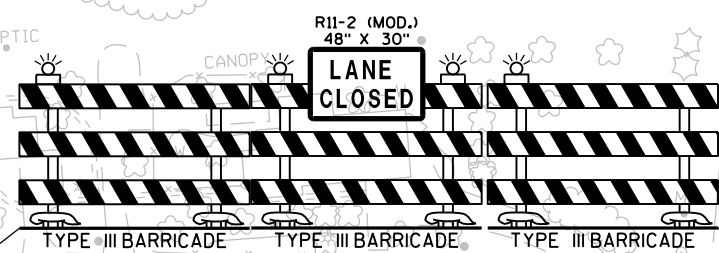
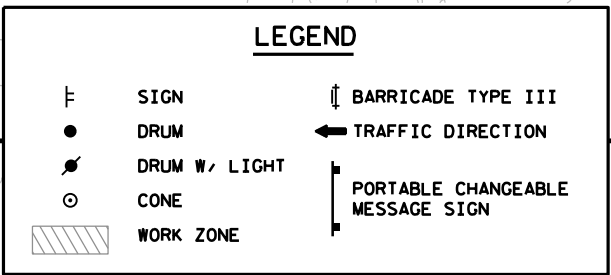
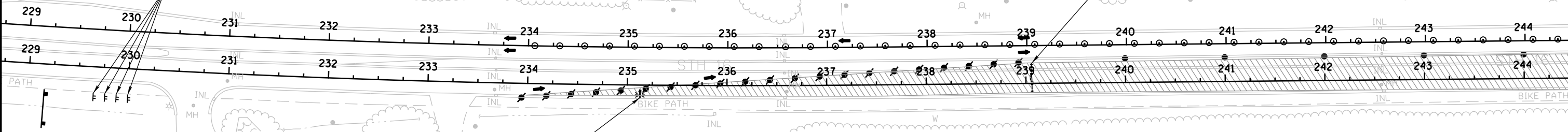
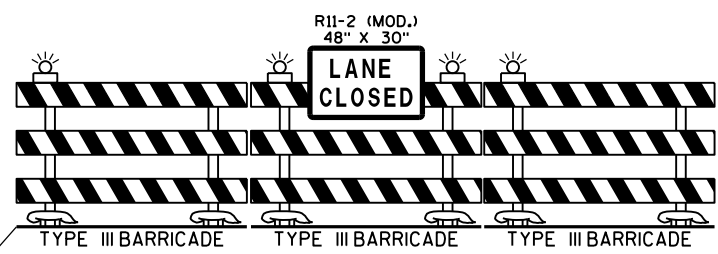
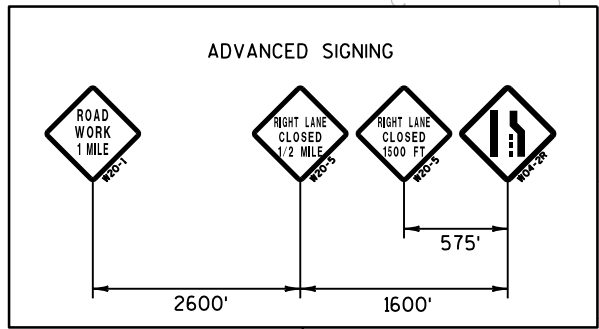


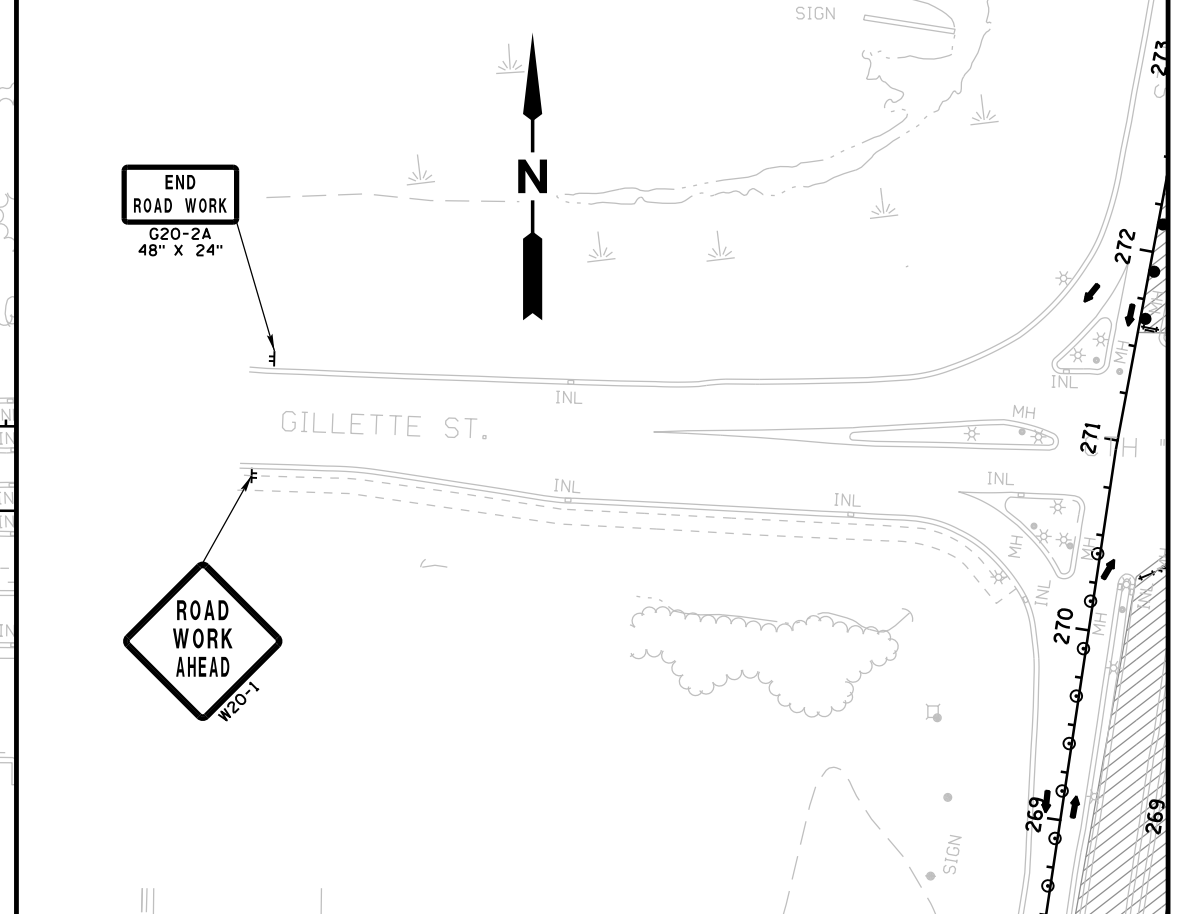
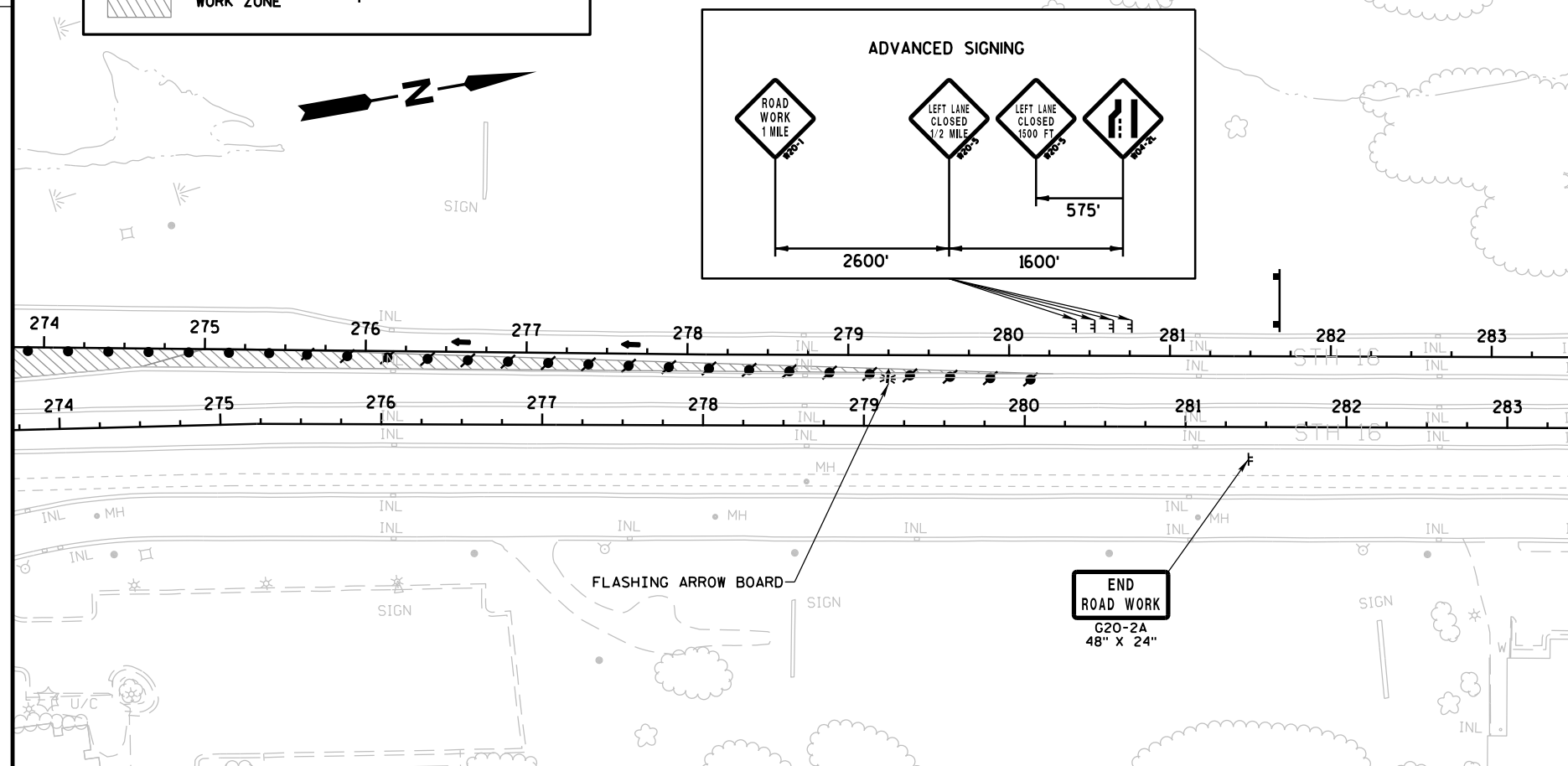
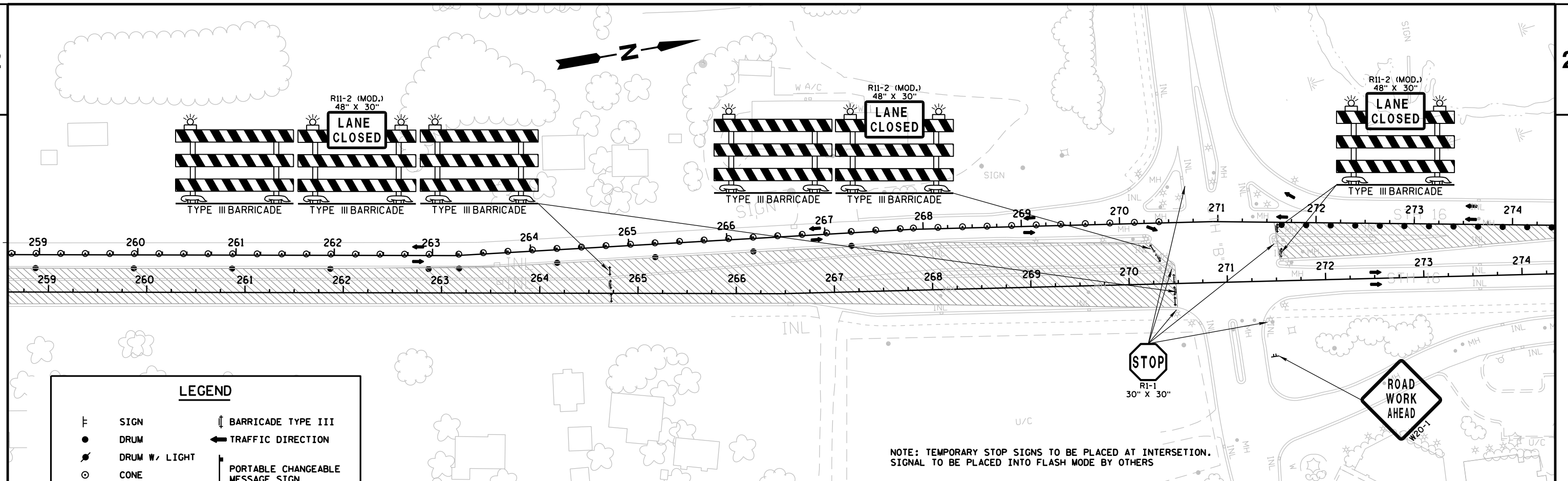


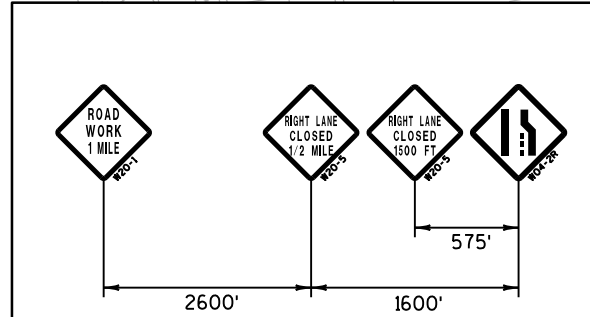




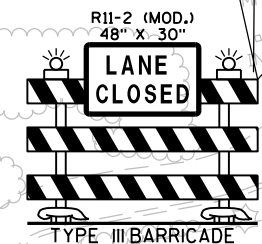








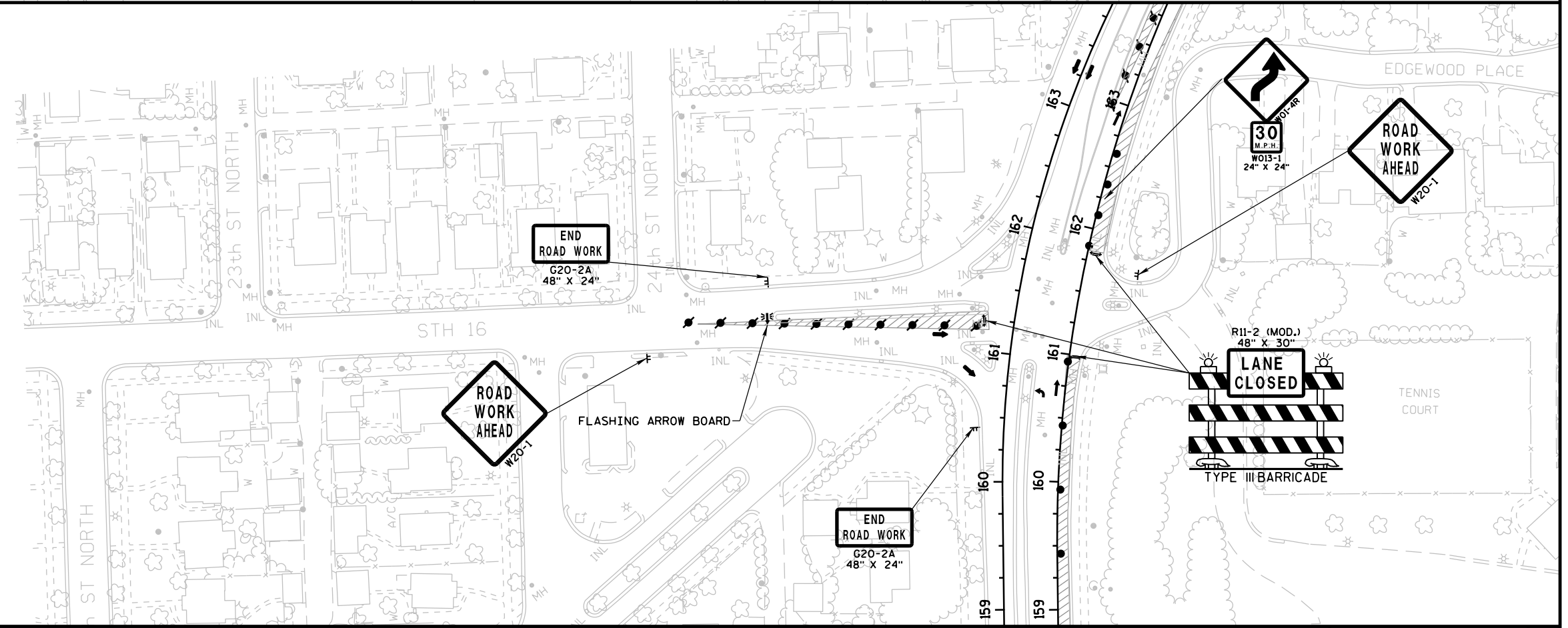
END
ROAD WORK
G20-2A
48" X 24"



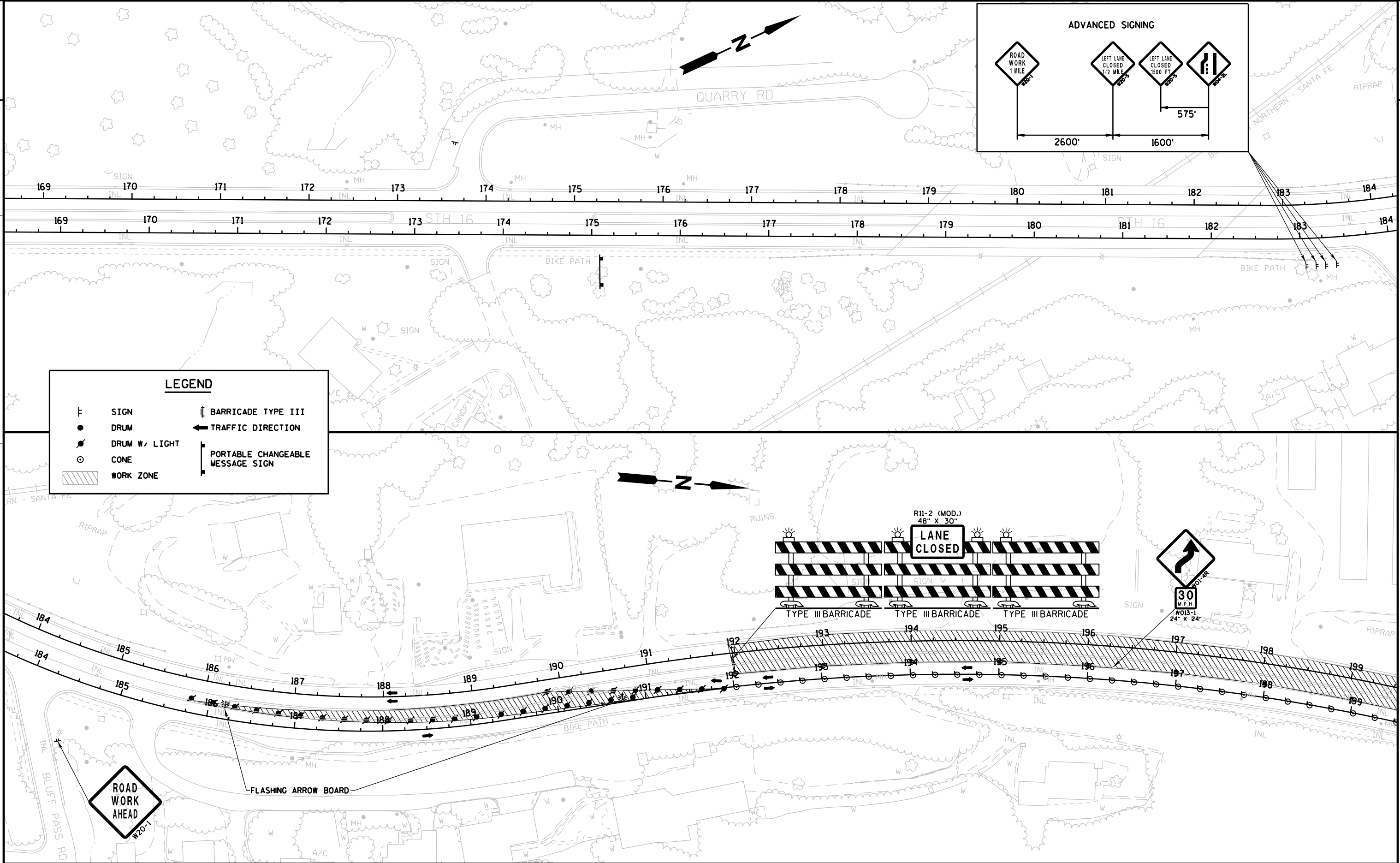
FLASHING ARROW BOARD

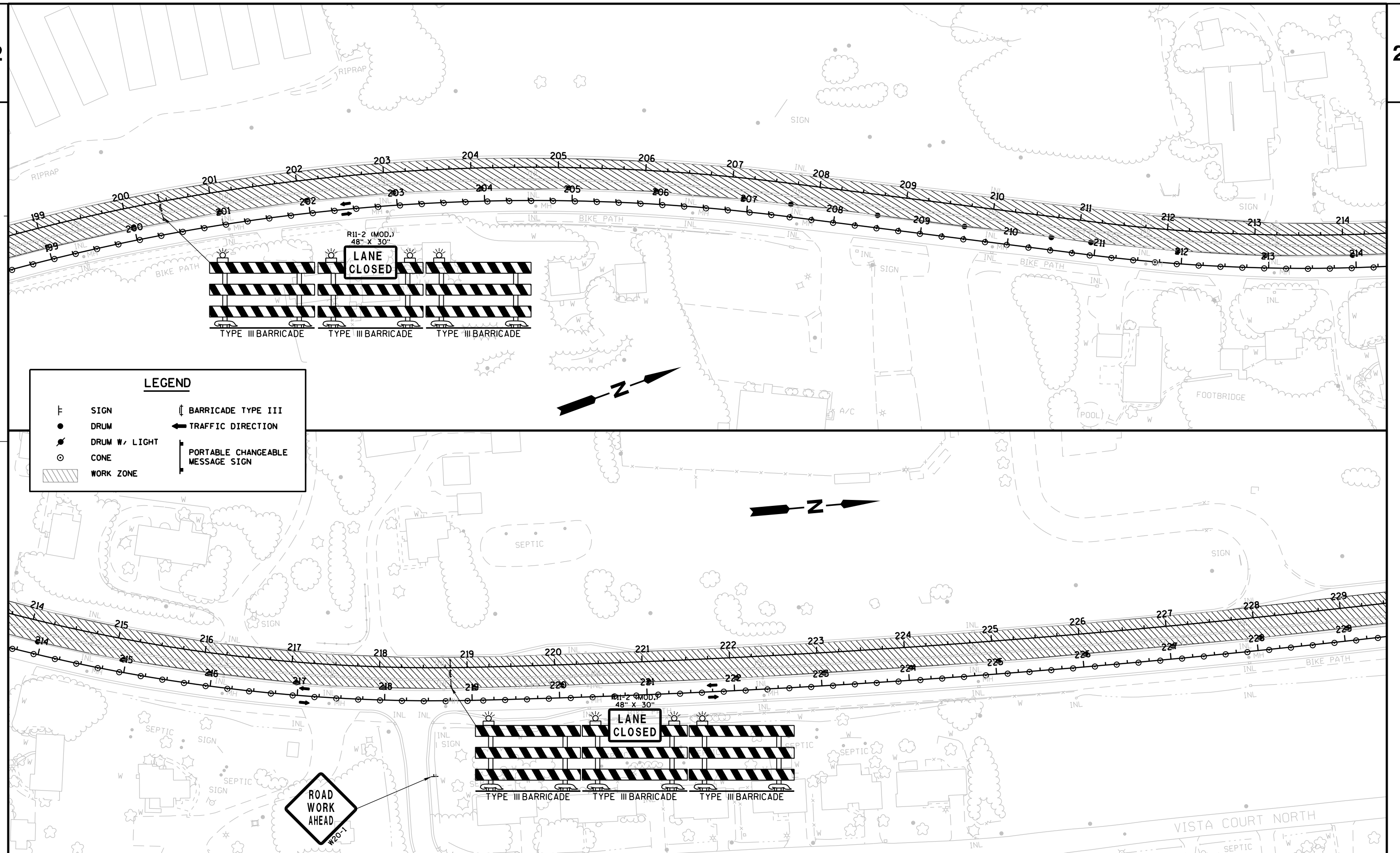
LEGEND

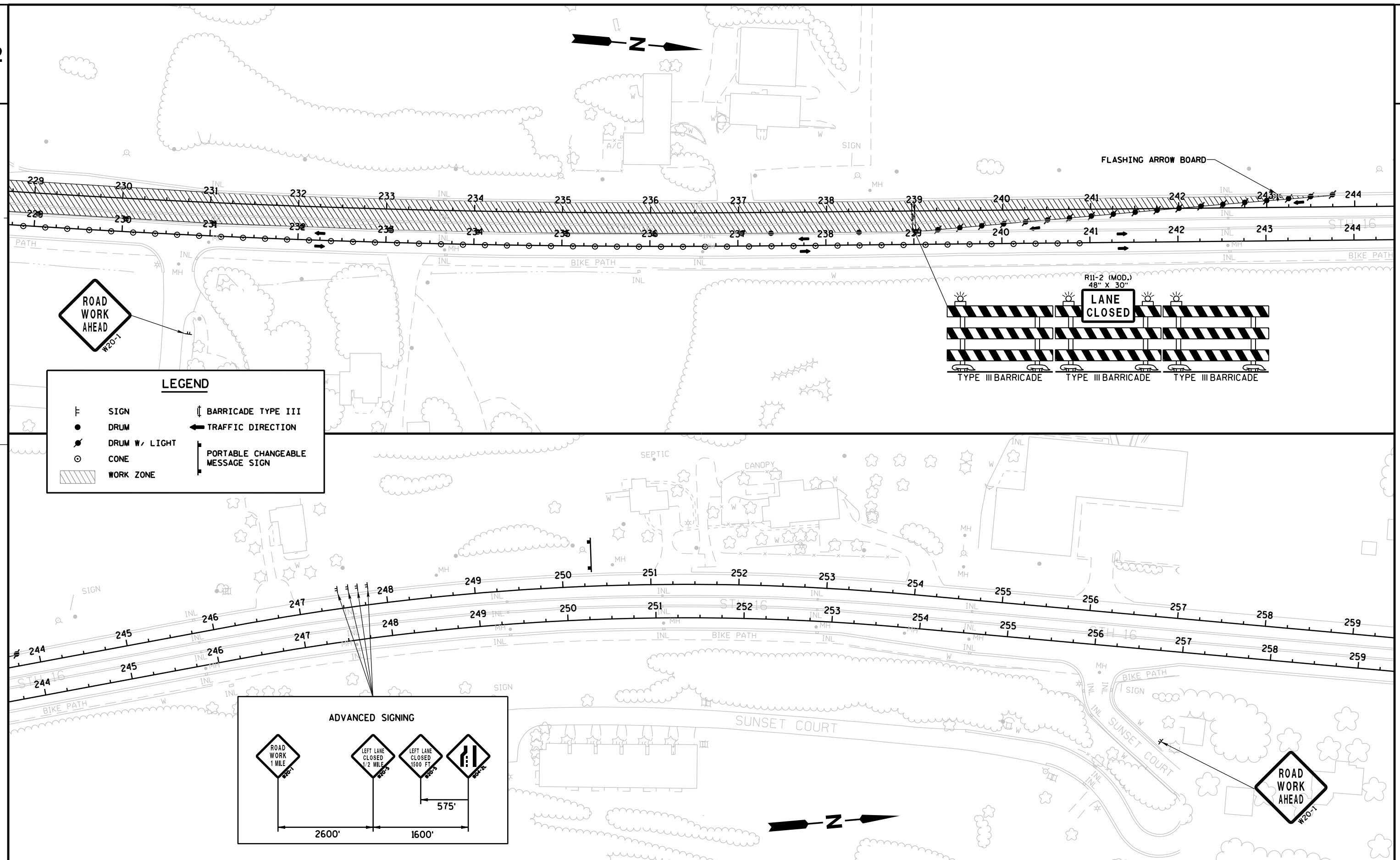
- | | | | |
|---|---------------|---|----------------------------------|
| ├ | SIGN | ⇄ | BARRICADE TYPE III |
| ● | DRUM | ← | TRAFFIC DIRECTION |
| ⊙ | DRUM W/ LIGHT | | |
| ○ | CONE | | |
| ▨ | WORK ZONE | | |
| | | | PORTABLE CHANGEABLE MESSAGE SIGN |

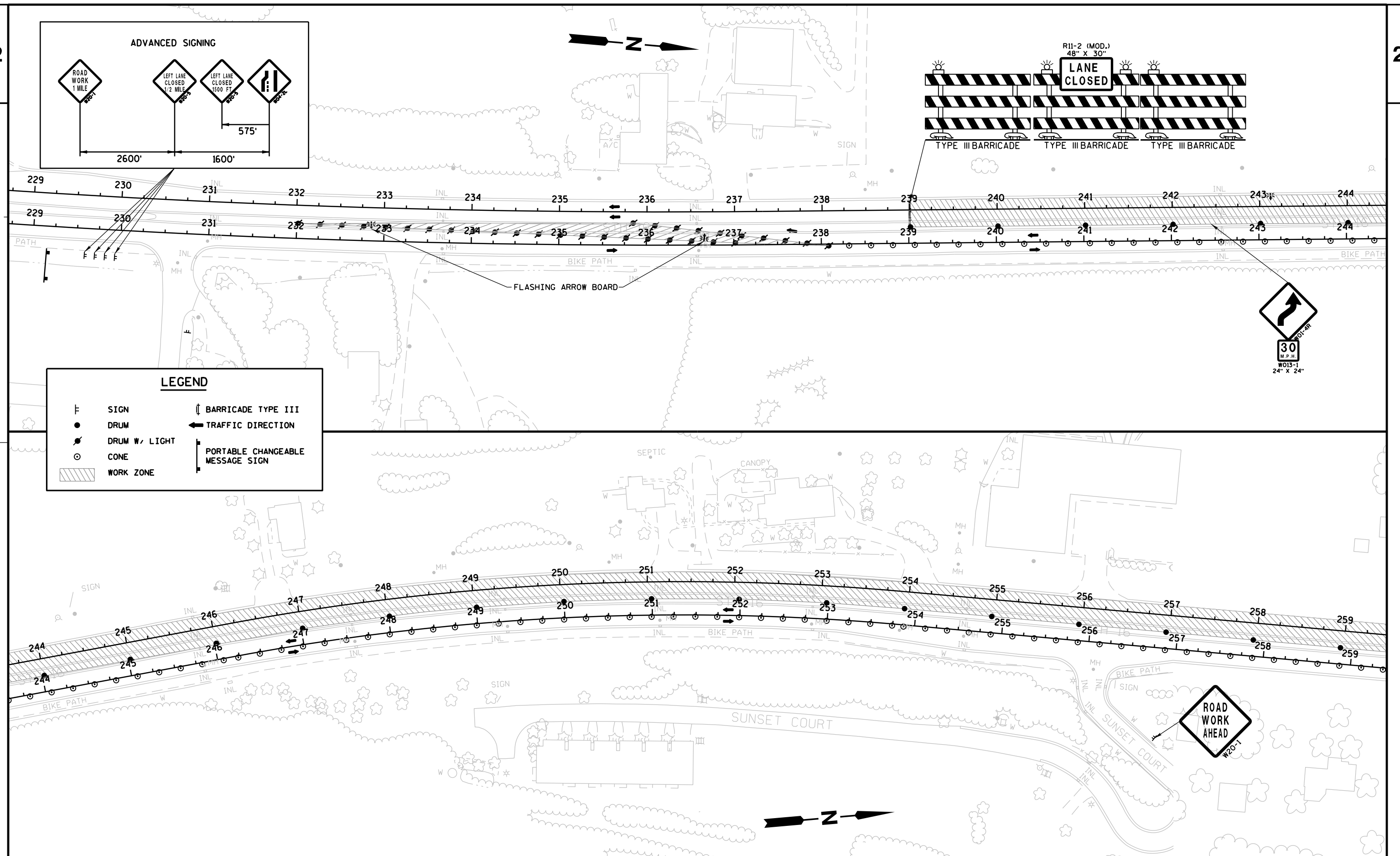


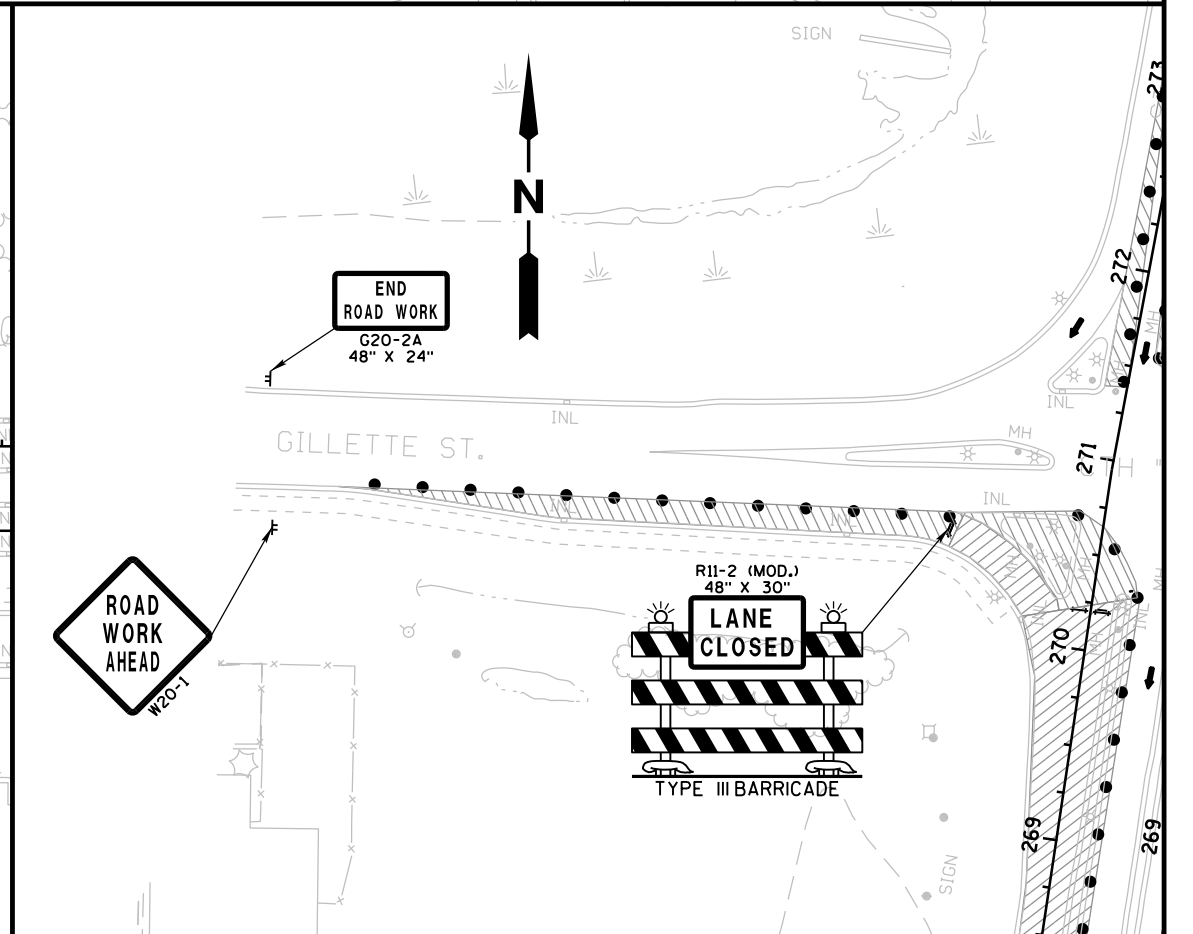
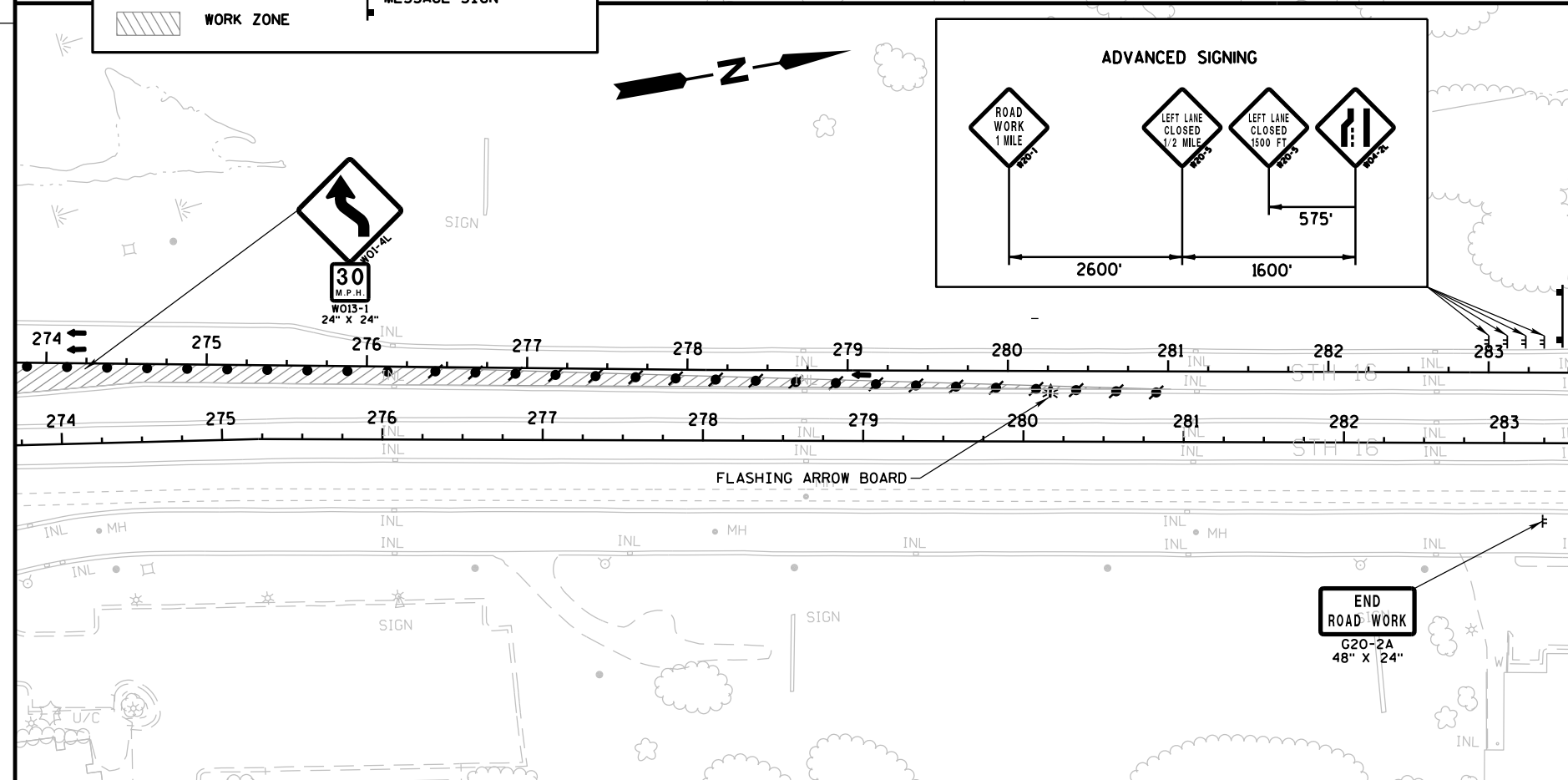
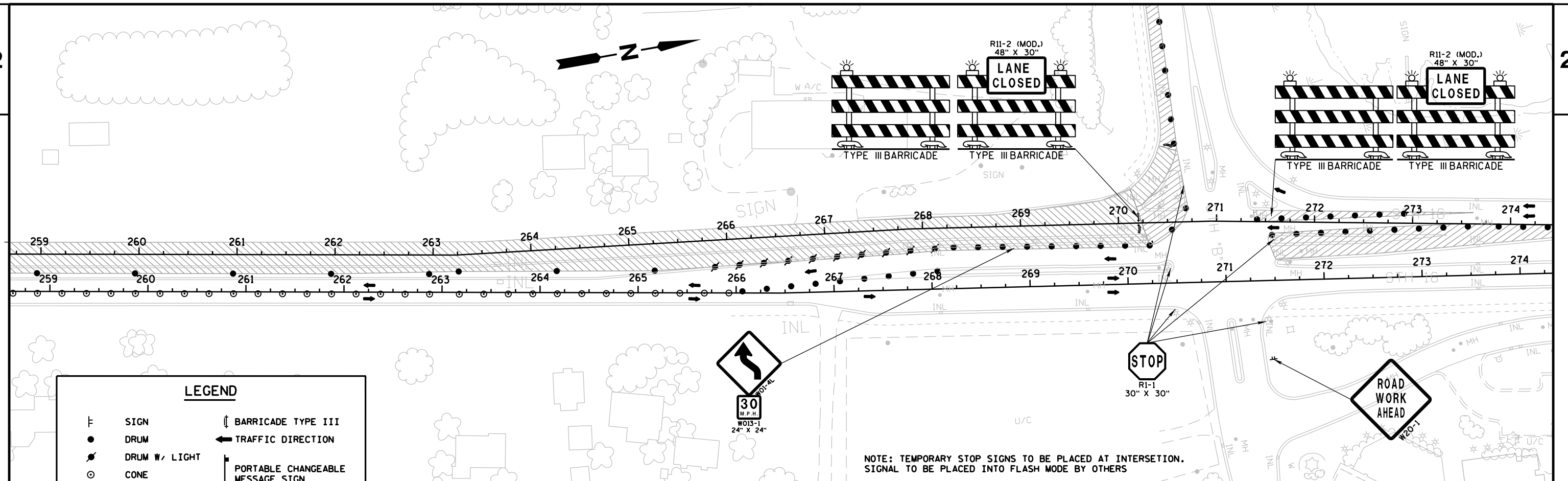


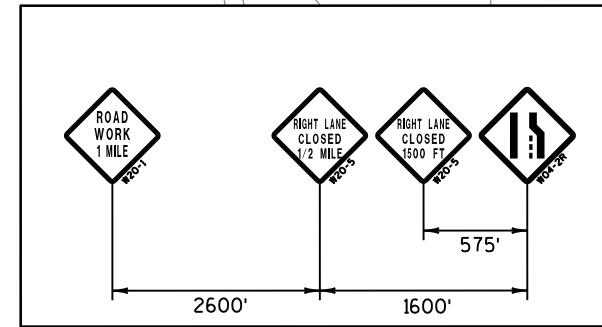












ADVANCED WARNING
TO BE PLACED
WEST OF LANE CLOSURES
FOR EAST BOUND TRAFFIC

END
ROAD WORK
G20-2A
48" X 24"

PT: 324+63.53

PC: 326+15.96



LANES CLOSED

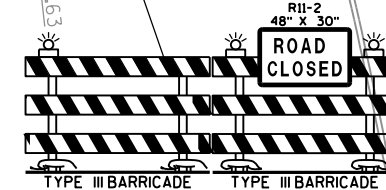
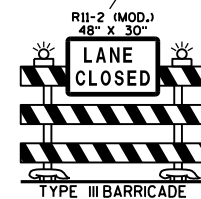
LANE CLOSED

B-32-214 STAGE 1
CONSTRUCTION

B-32-213 STAGE 1
CONSTRUCTION

LEGEND

- | | | | |
|---|---------------|---|----------------------------------|
| ⌵ | SIGN | ⌵ | BARRICADE TYPE III |
| ● | DRUM | ← | TRAFFIC DIRECTION |
| ⊙ | DRUM W/ LIGHT | ⌵ | PORTABLE CHANGEABLE MESSAGE SIGN |
| ○ | CONE | | |
| ▨ | WORK ZONE | | |



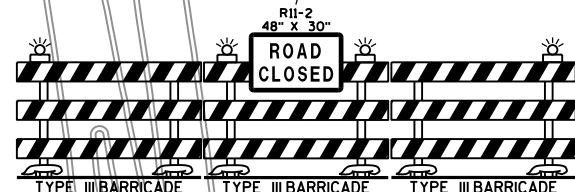
B-32-214 STAGE 1
CONSTRUCTION

FLASHING ARROW BOARD

LANES CLOSED

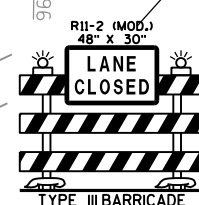
LANE CLOSED

B-32-213 STAGE 1
CONSTRUCTION



PT: 334+40.57

EP: 335+13.96



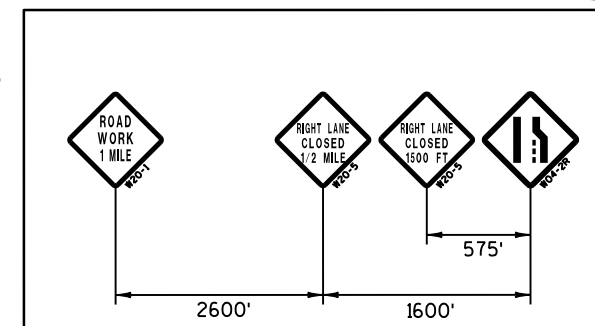
END
ROAD WORK
G20-2A
48" X 24"



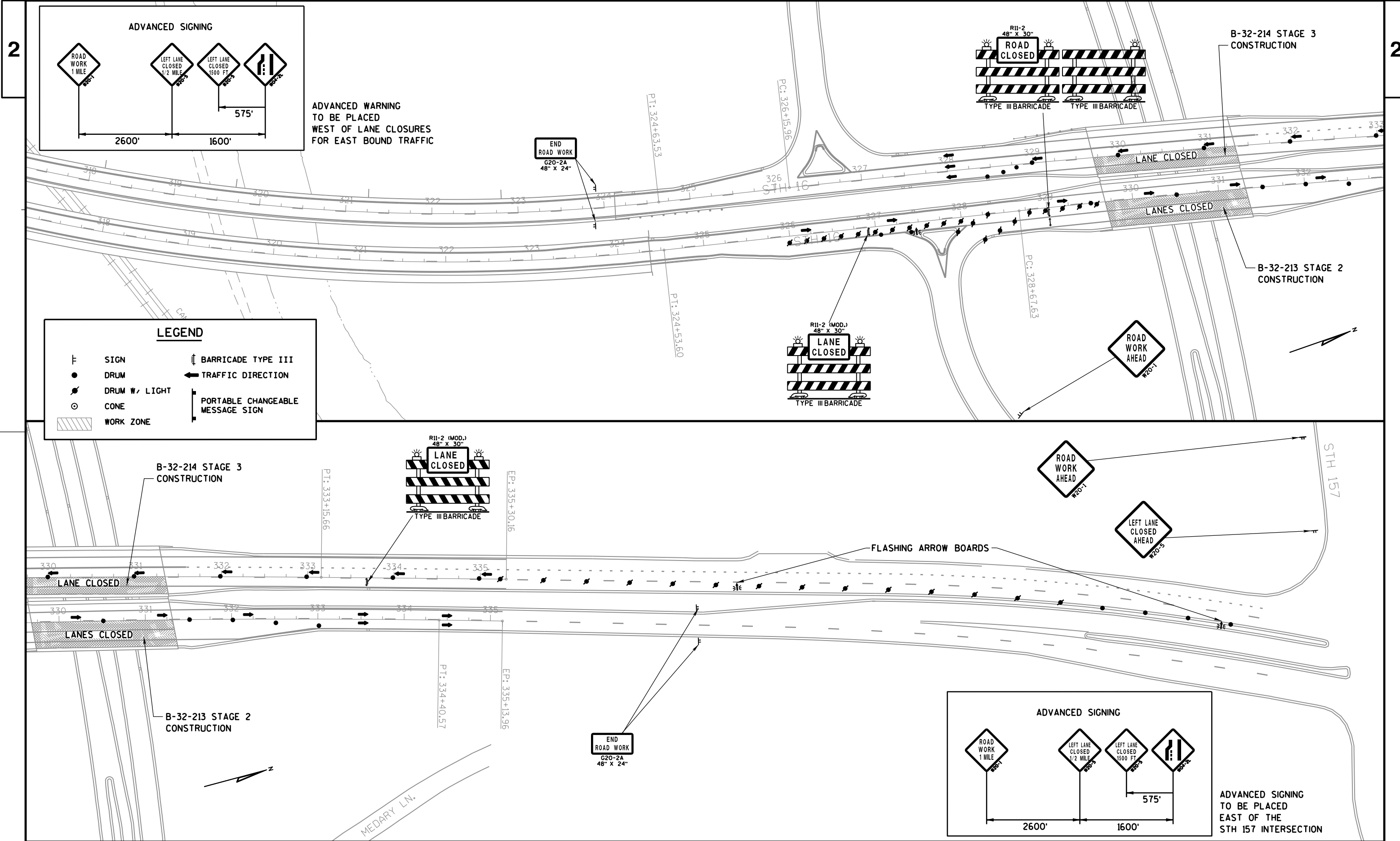
FLASHING ARROW BOARD

150'

STH 157



ADVANCED WARNING
TO BE PLACED
EAST OF THE
STH 157 INTERSECTION



DATE 10MAR14		E S T I M A T E O F Q U A N T I T I E S			
LINE		7575-01-62			
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	204.0105	REMOVING PAVEMENT BUTT JOINTS	SY	1,333.000	1,333.000
0020	204.0109.S	REMOVING CONCRETE SURFACE PARTIAL DEPTH	SF	489,638.000	489,638.000
0030	204.0110	REMOVING ASPHALTIC SURFACE	SY	12,629.000	12,629.000
0040	204.0140	REMOVING GUTTER	LF	3,504.000	3,504.000
0050	204.0150	REMOVING CURB & GUTTER	LF	207.000	207.000
0060	213.0100	FINISHING ROADWAY (PROJECT) 01.	EACH	1.000	1.000
		7575-01-62			
0070	390.0203	BASE PATCHING ASPHALTIC	SY	22.000	22.000
0080	390.0403	BASE PATCHING CONCRETE SHES	SY	7,747.000	7,747.000
0090	416.0610	DRILLED TIE BARS	EACH	809.000	809.000
0100	455.0115	ASPHALTIC MATERIAL PG64-22	TON	376.000	376.000
0110	455.0605	TACK COAT	GAL	1,627.000	1,627.000
0120	460.1130	HMA PAVEMENT TYPE E-30	TON	6,834.000	6,834.000
0130	460.2000	INCENTIVE DENSITY HMA PAVEMENT	DOL	4,950.000	4,950.000
0140	465.0105	ASPHALTIC SURFACE	TON	389.000	389.000
0150	509.5100.S	POLYMER OVERLAY	SY	2,052.000	2,052.000
0160	611.8110	ADJUSTING MANHOLE COVERS	EACH	26.000	26.000
0170	611.8115	ADJUSTING INLET COVERS	EACH	2.000	2.000
0180	618.0100	MAINTENANCE AND REPAIR OF HAUL ROADS	EACH	1.000	1.000
		(PROJECT) 01. 7575-01-62			
0190	619.1000	MOBILIZATION	EACH	1.000	1.000
0200	628.7015	INLET PROTECTION TYPE C	EACH	147.000	147.000
0210	634.0614	POSTS WOOD 4X6-INCH X 14-FT	EACH	36.000	36.000
0220	634.0616	POSTS WOOD 4X6-INCH X 16-FT	EACH	26.000	26.000
0230	634.0618	POSTS WOOD 4X6-INCH X 18-FT	EACH	1.000	1.000
0240	637.2210	SIGNS TYPE II REFLECTIVE H	SF	553.470	553.470
0250	637.2230	SIGNS TYPE II REFLECTIVE F	SF	18.000	18.000
0260	638.2602	REMOVING SIGNS TYPE II	EACH	57.000	57.000
0270	638.3000	REMOVING SMALL SIGN SUPPORTS	EACH	42.000	42.000
0280	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
0290	643.0100	TRAFFIC CONTROL (PROJECT) 01. 7575-01-62	EACH	1.000	1.000
0300	643.0300	TRAFFIC CONTROL DRUMS	DAY	7,840.000	7,840.000
0310	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	1,007.000	1,007.000
0320	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	1,689.000	1,689.000
0330	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	3,082.000	3,082.000
0340	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	205.000	205.000
0350	643.0900	TRAFFIC CONTROL SIGNS	DAY	1,636.000	1,636.000
0360	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	128.000	128.000
0370	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	51,733.000	51,733.000
0380	646.0126	PAVEMENT MARKING EPOXY 8-INCH	LF	578.000	578.000
0390	647.0166	PAVEMENT MARKING ARROWS EPOXY TYPE 2	EACH	47.000	47.000
0400	647.0356	PAVEMENT MARKING WORDS EPOXY	EACH	1.000	1.000
0410	647.0456	PAVEMENT MARKING CURB EPOXY	LF	135.000	135.000
0420	647.0566	PAVEMENT MARKING STOP LINE EPOXY 18-INCH	LF	145.000	145.000
0430	647.0606	PAVEMENT MARKING ISLAND NOSE EPOXY	EACH	4.000	4.000
0440	647.0726	PAVEMENT MARKING DIAGONAL EPOXY 12-INCH	LF	200.000	200.000
0450	647.0776	PAVEMENT MARKING CROSSWALK EPOXY 12-INCH	LF	794.000	794.000
0460	650.8000	CONSTRUCTION STAKING RESURFACING	LF	20,522.000	20,522.000
		REFERENCE			
0470	650.9910	CONSTRUCTION STAKING SUPPLEMENTAL	LS	1.000	1.000
		CONTROL (PROJECT) 01. 7575-01-62			
0480	652.0800	CONDUIT LOOP DETECTOR	LF	80.000	80.000
0490	655.0800	LOOP DETECTOR WIRE	LF	252.000	252.000
0500	690.0250	SAWING CONCRETE	LF	41,063.000	41,063.000

DATE 10MAR14			E S T I M A T E O F Q U A N T I T I E S		
LINE			7575-01-62		
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0510	SPV.0045	SPECIAL 01. TRAFFIC CONTROL CONES	DAY	8,079.000	8,079.000
0520	SPV.0090	SPECIAL 01. LONGITUDINAL JOINT REPAIR	LF	8,819.000	8,819.000
0530	SPV.0090	SPECIAL 02. CONCRETE GUTTER 24-INCH SHES	LF	2,219.000	2,219.000
0540	SPV.0090	SPECIAL 03. CONCRETE GUTTER INTEGRAL	LF	1,285.000	1,285.000
		24-INCH SHES			
0550	SPV.0090	SPECIAL 04. CONCRETE CURB & GUTTER	LF	207.000	207.000
		30-INCH TYPE K SHES			

REMOVING PAVEMENT BUTT JOINTS

204.0105							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SY		
0010	167+60	-	168+10	MAINLINE	EB	133.33	
0010	168+20	-	168+70	MAINLINE	WB	133.33	
0010	177+68	-	178+18	MAINLINE	EB	133.33	
0010	177+68	-	178+18	MAINLINE	WB	133.33	
0010	182+25	-	182+75	MAINLINE	EB	133.33	
0010	182+81	-	183+31	MAINLINE	WB	133.33	
0010	269+99	-	270+49	MAINLINE	EB	133.33	
0010	269+99	-	270+49	LEFT TURN LANES	EB	133.33	ONTO GILLETTE ST.
0010	270+03	-	270+53	MAINLINE	WB	133.33	
0010	270+25	-	270+75	RIGHT TURN LANE	WB	133.33	FROM GILLETTE ST.
TOTAL 0010					1,333.00		

REMOVING CONCRETE SURFACE PARTIAL DEPTH

204.0109.S							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SF		
0010	167+60	-	178+18	EAST BOUND	25,392		MAIN LINE TO MONOGAN OVERHEAD
0010	168+20	-	178+78	WEST BOUND	25,392		MAIN LINE TO MONOGAN OVERHEAD
0010	182+25	-	270+49	EAST BOUND	211,776		MAIN FROM MONOGAN OVERHEAD
0010	182+81	-	270+53	WEST BOUND	210,528		MAIN FROM MONOGAN OVERHEAD
0010	264+55	-	270+49	EAST BOUND	10,190		TWO LEFT TURN LANES ONTO GILLETTE ST
0010	266+80	-	270+49	EAST BOUND	3,840		RIGHT TURN LANE ONTO GILLETTE ST
0010	268+70	-	270+50	WEST BOUND	2,520		RIGHT TURN LANE ONTO STH 16 FROM GILLETTE ST
TOTAL 0010					489,638		

REMOVING ASPHALTIC SURFACE

204.0110							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SY		
0010	166+15	-	178+30	18' LEFT	EB	3,240	TWLTL TO MONOGAN OVERHEAD
0010	182+38	-	263+38	18' LEFT	EB	9,000	TWLTL FROM MONOGAN OVERHEAD
0010	194+11	-	214+25	14' RIGHT	EB	246	MULTI USE PATH
0010	234+45	-	246+14	14' RIGHT	EB	143	MULTI USE PATH
TOTAL 0010					12,629		

REMOVING CURB & GUTTER

204.0150							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	LF		
0010	170+04	-	172+11	12' RIGHT	EB	207	
TOTAL 0010					207		

REMOVING GUTTER

204.0140							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	LF		
0010	166+13	-	172+71	MEDIAN GUTTER	EB	658	
0010	166+30	-	172+90	MEDIAN GUTTER	WB	660	
0010	186+43	-	190+59	MEDIAN GUTTER	WB	416	
0010	186+65	-	191+50	MEDIAN GUTTER	EB	485	
0010	194+68	-	264+62	12' LEFT	EB	158	INTEGRAL GUTTER*
0010	191+04	-	267+79	12' RIGHT	WB	440	INTEGRAL GUTTER*
0010	204+41	-	204+61	12' LEFT	EB	27	INTEGRAL GUTTER*
0010	206+01	-	206+21	12' LEFT	EB	27	INTEGRAL GUTTER*
0010	209+06	-	209+76	12' LEFT	EB	93	INTEGRAL GUTTER*
0010	214+57	-	214+77	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	222+14	-	222+34	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	223+60	-	223+80	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	224+41	-	224+61	12' LEFT	EB	27	INTEGRAL GUTTER*
0010	224+51	-	224+71	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	230+05	-	230+30	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	236+56	-	236+76	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	241+53	-	242+13	12' RIGHT	WB	80	INTEGRAL GUTTER*
0010	257+71	-	257+91	12' RIGHT	WB	27	INTEGRAL GUTTER*
0010	266+10	-	267+95	17' LEFT	EB	247	INTEGRAL GUTTER*
TOTAL 0010					3504		

* NOTE: INTEGRAL GUTTER TO BE REMOVED WITH BASE PATCHING.

BASE PATCHING ASPHALTIC

390.0203							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SY		
0010	188+66	-	188+68	18' LEFT (TWLTL)	EB	2	
0010	191+75	-	191+77	18' LEFT (TWLTL)	EB	2	
0010	202+96	-	202+98	18' LEFT (TWLTL)	EB	2	
0010	210+60	-	210+62	18' LEFT (TWLTL)	EB	2	
0010	233+65	-	233+67	18' LEFT (TWLTL)	EB	2	
0010	236+40	-	236+42	18' LEFT (TWLTL)	EB	2	
0010	243+02	-	243+04	18' LEFT (TWLTL)	EB	2	
0010	252+50	-	252+52	18' LEFT (TWLTL)	EB	2	
0010	260+50	-	260+52	18' LEFT (TWLTL)	EB	2	
0010	263+38	-	263+40	18' LEFT (TWLTL)	EB	2	
TOTAL 0010					22		

BASE PATCHING CONCRETE SHES

390.0403							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SY		
0010	167+75	-	270+30	MAIN LINE	EB	600	TRANSVERSE JOINT REPAIR (2' WIDE EACH)
0010	167+94	-	168+14	RIGHT LANE	EB	27	
0010	168+07	-	270+30	MAIN LINE	WB	1227	TRANSVERSE JOINT REPAIR (2' WIDE EACH)
0010	170+02	-	170+82	RIGHT LANE	WB	107	
0010	172+20	-	172+40	RIGHT LANE	WB	27	
0010	173+44	-	173+64	RIGHT LANE	WB	27	
0010	174+07	-	174+27	RIGHT LANE	EB	27	
0010	174+49	-	174+69	RIGHT LANE	EB	27	
0010	175+48	-	175+68	RIGHT LANE	WB	27	
0010	175+90	-	176+10	RIGHT LANE	EB	27	
0010	176+30	-	176+50	RIGHT LANE	WB	27	
0010	177+25	-	177+42	RIGHT LANE	EB	16	
0010	183+58	-	183+75	RIGHT LANE	EB	29	
0010	183+65	-	183+85	LEFT LANE	WB	27	
0010	184+29	-	185+09	RIGHT LANE	WB	107	
0010	184+29	-	186+09	LEFT LANE	WB	240	
0010	185+25	-	185+45	RIGHT LANE	EB	27	
0010	186+50	-	186+70	RIGHT LANE	EB	27	
0010	186+50	-	188+16	LEFT LANE	WB	221	
0010	187+12	-	187+32	RIGHT LANE	EB	27	
0010	187+60	-	188+20	RIGHT LANE	EB	80	
0010	188+00	-	188+20	LEFT LANE	EB	27	
0010	188+60	-	189+00	RIGHT LANE	WB	53	
0010	188+88	-	189+08	RIGHT LANE	EB	27	
0010	189+00	-	189+20	LEFT LANE	WB	27	
0010	189+55	-	189+95	RIGHT LANE	EB	53	
0010	189+60	-	190+00	RIGHT LANE	WB	53	
0010	190+14	-	190+60	RIGHT LANE	EB	61	
0010	190+95	-	191+55	RIGHT LANE	EB	80	
0010	191+10	-	191+30	LEFT LANE	EB	27	
0010	193+35	-	193+85	RIGHT LANE	EB	67	
0010	195+11	-	195+31	RIGHT LANE	EB	27	
0010	199+27	-	199+47	RIGHT LANE	EB	27	
0010	199+90	-	200+37	RIGHT LANE	WB	63	
0010	201+00	-	201+20	RIGHT LANE	EB	27	
SUB TOTAL 0010					3564		

BASE PATCHING CONCRETE SHES CON'T

390.0403							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SY		
0010	202+65	-	202+97	RIGHT LANE	EB	43	
0010	203+60	-	203+70	RIGHT LANE	EB	13	
0010	203+74	-	203+94	RIGHT LANE	WB	27	
0010	204+41	-	204+61	RIGHT LANE	EB	27	
0010	204+41	-	204+61	LEFT LANE	EB	27	
0010	206+01	-	206+21	LEFT LANE	EB	27	
0010	206+32	-	206+40	RIGHT LANE	EB	11	
0010	207+43	-	207+63	RIGHT LANE	EB	27	
0010	209+06	-	209+76	LEFT LANE	EB	93	
0010	209+59	-	209+79	RIGHT LANE	EB	27	
0010	211+45	-	212+05	RIGHT LANE	EB	80	
0010	211+80	-	212+38	RIGHT LANE	WB	77	
0010	212+91	-	213+11	RIGHT LANE	EB	27	
0010	214+12	-	215+32	RIGHT LANE	EB	160	
0010	214+57	-	214+77	LEFT LANE	WB	27	
0010	214+57	-	216+22	RIGHT LANE	WB	220	
0010	215+99	-	216+19	RIGHT LANE	EB	27	
0010	215+84	-	218+24	RIGHT LANE	WB	320	
0010	217+85	-	218+05	RIGHT LANE	EB	27	
0010	218+65	-	218+85	RIGHT LANE	EB	27	
0010	219+22	-	219+62	RIGHT LANE	WB	53	
0010	220+17	-	220+37	RIGHT LANE	EB	27	
0010	220+17	-	220+37	RIGHT LANE	EB	27	
0010	222+14	-	222+34	LEFT LANE	WB	27	
0010	222+15	-	224+15	RIGHT LANE	EB	267	
0010	222+19	-	222+39	RIGHT LANE	EB	27	
0010	223+60	-	223+80	LEFT LANE	WB	27	
0010	224+41	-	224+61	RIGHT LANE	EB	27	
0010	224+41	-	224+61	LEFT LANE	EB	27	
0010	224+51	-	224+71	RIGHT LANE	WB	27	
0010	224+51	-	224+71	LEFT LANE	WB	27	
0010	224+76	-	224+86	RIGHT LANE	EB	13	
0010	228+83	-	229+03	RIGHT LANE	WB	27	
0010	229+30	-	229+70	RIGHT LANE	EB	53	
0010	230+05	-	230+30	RIGHT LANE	WB	27	
0010	230+05	-	230+30	LEFT LANE	WB	27	
0010	230+11	-	230+31	RIGHT LANE	EB	27	
0010	230+83	-	231+03	RIGHT LANE	EB	27	
0010	232+80	-	233+00	RIGHT LANE	WB	27	
0010	233+49	-	233+69	RIGHT LANE	EB	27	
0010	236+09	-	236+29	RIGHT LANE	WB	27	
SUB TOTAL 0010					2151		

3

BASE PATCHING CONCRETE SHES CON'T

390.0403							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	SY		
0010	236+56	-	236+76	RIGHT LANE	WB	27	
0010	236+56	-	236+76	LEFT LANE	WB	27	
0010	240+91	-	241+11	RIGHT LANE	WB	27	
0010	241+53	-	242+13	RIGHT LANE	WB	80	
0010	241+53	-	242+13	LEFT LANE	WB	80	
0010	242+28	-	242+48	RIGHT LANE	EB	27	
0010	247+40	-	248+63	RIGHT LANE	EB	164	
0010	248+80	-	249+00	RIGHT LANE	WB	27	
0010	249+21	-	249+81	RIGHT LANE	EB	80	
0010	251+00	-	251+12	RIGHT LANE	EB	16	
0010	252+73	-	253+93	RIGHT LANE	EB	27	
0010	253+52	-	253+98	RIGHT LANE	EB	61	
0010	253+56	-	236+76	RIGHT LANE	WB	36	
0010	254+44	-	254+64	RIGHT LANE	EB	27	
0010	256+07	-	256+27	RIGHT LANE	EB	27	
0010	257+09	-	257+69	RIGHT LANE	EB	80	
0010	257+71	-	257+91	RIGHT LANE	WB	27	
0010	257+71	-	257+91	LEFT LANE	WB	27	
0010	258+10	-	258+30	RIGHT LANE	EB	27	
0010	259+00	-	259+20	RIGHT LANE	EB	27	
0010	260+55	-	260+75	RIGHT LANE	EB	27	
0010	261+68	-	262+08	RIGHT LANE	EB	53	
0010	262+77	-	263+19	RIGHT LANE	WB	56	
0010	262+96	-	263+18	RIGHT LANE	EB	29	
0010	263+38	-	263+58	RIGHT LANE	EB	27	
0010	263+82	-	264+02	RIGHT LANE	EB	27	
0010	264+99	-	265+25	RIGHT LANE	WB	35	
0010	265+42	-	265+62	RIGHT LANE	WB	27	
0010	266+01	-	266+21	RIGHT LANE	WB	27	
0010	266+10	-	267+95	LEFT TURN LANE	EB	247	LEFT LANE OF LEFT TURN LANE
0010	266+41	-	266+81	RIGHT LANE	EB	53	
0010	266+81	-	267+01	RIGHT LANE	WB	27	
0010	266+81	-	267+01	LEFT LANE	WB	27	
0010	267+37	-	267+57	RIGHT LANE	WB	27	
0010	267+95	-	269+00	LEFT TURN LANE	EB	140	RIGHT LANE OF LEFT TURN LANE
0010	268+63	-	268+83	RIGHT TURN LANE	EB	27	
0010	269+03	-	269+51	RIGHT LANE	EB	64	
0010	269+03	-	269+51	RIGHT TURN LANE	EB	64	
0010	269+85	-	270+50	RIGHT TURN LANE	WB	107	RT LANE FROM GILLETTE ONTO STH 16
0010	270+25	-	270+45	LEFT TURN LANE	EB	27	RIGHT LANE OF LEFT TURN LANE
SUB TOTAL 0010						2032	
TOTAL 0010						7747	

DRILLED TIE BARS

416.0610							REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	EACH		
0010	166+13	-	172+71	MEDIAN GUTTER	EB	219	GUTTER
0010	166+30	-	172+90	MEDIAN GUTTER	WB	220	GUTTER
0010	170+04	-	172+11	12' RIGHT	EB	69	CURB & GUTTER
0010	186+43	-	190+59	MEDIAN GUTTER	WB	139	GUTTER
0010	186+65	-	191+50	MEDIAN GUTTER	EB	162	GUTTER
TOTAL 0010						809	

3

ASPHALT ITEMS

CATEGORY	STATION	TO	STATION	LOCATION	455.0115	455.0605	460.1130	465.0105	REMARKS
					ASPHALTIC MATERIAL PG64-22 TON	TACK COAT GAL	HMA PAVEMENT TYPE E-30 TON	ASPHALTIC SURFACE TON	
0010	167+00	-	178+18	EAST BOUND	17	75	313		MAIN LINE TO MONOGAN OVERHEAD
0010	182+25	-	270+49	EAST BOUND	136	588	2471		MAIN FROM MONOGAN OVERHEAD
0010	167+19	-	178+78	WEST BOUND	18	77	325		MAIN LINE TO MONOGAN OVERHEAD
0010	182+81	-	270+53	WEST BOUND	135	585	2456		MAIN FROM MONOGAN OVERHEAD
0010	194+11	-	214+25	14' LEFT WEST BOUND				246	MULTI USE PATH
0010	234+45	-	246+14	14' LEFT WEST BOUND				143	MULTI USE PATH
0010	264+55	-	270+49	EAST BOUND	7	28	119		TWO LEFT TURN LANES ONTO GILLETTE ST
0010	266+80	-	270+49	EAST BOUND	2	11	45		RIGHT TURN LANE ONTO GILLETTE ST
0010	268+70	-	270+70	WEST BOUND	2	7	29		RIGHT TURN LANE ONTO STH 16 FROM GILLETTE ST
0010	167+00	-	178+30	18' LEFT EAST BOUND	7	31	132		TWLTl TO MONOGAN OVERHEAD
0010	182+38	-	263+38	18' LEFT EAST BOUND	52	225	945		TWLTl FROM MONOGAN OVERHEAD
TOTAL 0010					376	1627	6834	389	

ADJUSTING MANHOLE COVERS

CATEGORY	STATION	LOCATION		611.8110	REMARKS
				EACH	
0010	193+61	5.6' RIGHT	EB	1	
0010	195+45	5.6' RIGHT	EB	1	
0010	199+36	5.6' RIGHT	EB	1	
0010	201+06	5.6' RIGHT	EB	1	
0010	202+88	5.6' RIGHT	EB	1	
0010	204+33	5.6' RIGHT	EB	1	
0010	206+33	5.6' RIGHT	EB	1	
0010	207+58	5.6' RIGHT	EB	1	
0010	209+83	5.6' RIGHT	EB	1	
0010	211+60	3.3' RIGHT	EB	1	
0010	213+07	5.6' RIGHT	EB	1	
0010	214+58	5.6' RIGHT	EB	1	
0010	216+14	5.6' RIGHT	EB	1	
0010	217+37	5.6' RIGHT	EB	1	
0010	218+70	5.6' RIGHT	EB	1	
0010	220+31	5.6' RIGHT	EB	1	
0010	222+32	5.6' RIGHT	EB	1	
0010	224+78	5.6' RIGHT	EB	1	
0010	230+99	5.6' RIGHT	EB	1	
0010	233+67	5.6' RIGHT	EB	1	
0010	247+59	5.6' RIGHT	EB	1	
0010	249+35	5.6' RIGHT	EB	1	
0010	251+08	5.6' RIGHT	EB	1	
0010	252+82	5.6' RIGHT	EB	1	
0010	253+83	5.6' RIGHT	EB	1	
0010	254+56	5.6' RIGHT	EB	1	
TOTAL 0010				26	

ADJUSTING INLET COVERS

CATEGORY	STATION	LOCATION		611.8115	REMARKS
				EACH	
0010	176+04	12' RIGHT	EB	1	
0010	188+93	12' LEFT	EB	1	
TOTAL 0010				2	

3

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C CON'T

INLET PROTECTION TYPE C CON'T

628.7015					REMARKS
CATEGORY	STATION	LOCATION	EACH		
0010	164+30	19' LEFT	EB	1	Bluff Pass Rd
0010	165+45	12' RIGHT	WB	1	
0010	165+60	12' RIGHT	WB	1	
0010	165+60	12' LEFT	EB	1	
0010	167+80	12' RIGHT	WB	1	
0010	168+00	12' LEFT	EB	1	
0010	169+70	12' RIGHT	WB	1	
0010	169+78	12' RIGHT	WB	1	
0010	169+78	12' LEFT	EB	1	
0010	172+25	12' RIGHT	WB	1	
0010	172+40	12' LEFT	EB	1	
0010	174+10	12' RIGHT	WB	1	
0010	174+25	12' LEFT	EB	1	
0010	176+05	12' RIGHT	WB	1	
0010	176+20	12' LEFT	EB	1	
0010	178+00	12' RIGHT	WB	1	
0010	178+23	12' LEFT	EB	1	
0010	183+60	12' LEFT	WB	1	
0010	183+75	12' LEFT	EB	1	
0010	184+45	80' RIGHT	WB	1	
0010	184+70	12' LEFT	WB	1	
0010	184+80	12' LEFT	EB	1	
0010	186+15	12' LEFT	WB	1	
0010	186+20	12' RIGHT	WB	1	
0010	186+20	12' LEFT	EB	1	
0010	186+26	12' RIGHT	EB	1	
0010	188+38	12' LEFT	EB	1	
0010	188+93	12' LEFT	EB	1	
0010	191+25	12' RIGHT	EB	1	
0010	191+33	12' RIGHT	WB	1	
0010	191+33	12' LEFT	WB	1	
0010	191+52	12' RIGHT	WB	1	
0010	193+56	12' RIGHT	EB	1	
0010	193+56	12' LEFT	WB	1	
0010	195+48	12' RIGHT	EB	1	
0010	195+48	12' LEFT	WB	1	
0010	199+30	12' LEFT	WB	1	
0011	199+30	12' RIGHT	WB	1	
0010	199+40	12' RIGHT	EB	1	
0010	201+10	12' RIGHT	WB	1	
0010	201+10	12' LEFT	WB	1	
0010	201+20	12' RIGHT	EB	1	
0010	202+86	12' LEFT	EB	1	
0010	202+94	12' RIGHT	EB	1	
SUB TOTAL 0010				44	

628.7015					REMARKS
CATEGORY	STATION	LOCATION	EACH		
0010	203+02	12' RIGHT	WB	1	
0010	204+56	12' LEFT	EB	1	
0010	204+57	12' RIGHT	EB	1	
0010	204+73	12' RIGHT	WB	1	
0010	206+36	12' LEFT	EB	1	
0010	206+38	12' RIGHT	EB	1	
0010	206+54	12' RIGHT	WB	1	
0010	207+57	12' LEFT	EB	1	
0010	207+58	12' RIGHT	EB	1	
0010	207+76	12' LEFT	WB	1	
0010	207+77	12' RIGHT	WB	1	
0010	209+82	12' RIGHT	EB	1	
0010	209+82	12' LEFT	EB	1	
0010	210+01	12' RIGHT	WB	1	
0010	210+01	12' LEFT	WB	1	
0010	211+57	12' LEFT	EB	1	
0010	211+76	12' RIGHT	WB	1	
0010	211+76	12' LEFT	WB	1	
0010	213+08	12' LEFT	EB	1	
0010	213+24	12' LEFT	WB	1	
0010	213+24	12' RIGHT	WB	1	
0010	214+56	12' LEFT	EB	1	
0010	214+69	12' LEFT	WB	1	
0010	214+70	12' RIGHT	WB	1	
0010	216+10	12' LEFT	WB	1	
0010	216+12	12' LEFT	EB	1	
0010	216+23	12' LEFT	WB	1	
0010	216+24	12' RIGHT	WB	1	
0010	217+42	12' LEFT	EB	1	
0010	217+45	12' LEFT	WB	1	
0010	217+46	12' RIGHT	WB	1	
0010	218+14	26' RIGHT	EB	1	
0010	218+55	24' RIGHT	EB	1	
0010	218+67	12' LEFT	EB	1	
0010	218+71	12' LEFT	WB	1	
0010	218+71	12' RIGHT	WB	1	
0010	220+33	12' RIGHT	EB	1	
0010	220+33	12' LEFT	EB	1	
0010	220+36	12' RIGHT	WB	1	
0010	220+36	12' LEFT	WB	1	
0010	222+33	12' LEFT	EB	1	
0010	222+34	12' RIGHT	EB	1	
0010	222+35	12' LEFT	WB	1	
0010	222+36	12' RIGHT	WB	1	
0010	224+78	12' RIGHT	EB	1	
0010	224+78	12' LEFT	EB	1	
0010	224+79	12' LEFT	WB	1	
0010	224+80	12' RIGHT	WB	1	
0010	227+87	12' LEFT	WB	1	
0010	227+87	12' RIGHT	WB	1	
SUB TOTAL 0010				50	

628.7015					REMARKS
CATEGORY	STATION	LOCATION	EACH		
0010	227+88	12' LEFT	EB	1	
0010	227+88	12' RIGHT	EB	1	
0010	230+84	25' RIGHT	EB	1	
0010	231+06	12' LEFT	EB	1	
0010	231+07	12' LEFT	WB	1	
0010	231+07	12' RIGHT	WB	1	
0010	233+65	12' RIGHT	WB	1	
0010	233+65	12' LEFT	WB	1	
0010	233+67	12' RIGHT	EB	1	
0010	233+67	12' RIGHT	EB	1	
0010	233+57	12' RIGHT	WB	1	
0010	233+57	12' LEFT	WB	1	
0010	233+57	12' RIGHT	EB	1	
0010	233+57	12' LEFT	EB	1	
0010	242+53	12' RIGHT	WB	1	
0010	242+53	12' LEFT	WB	1	
0010	242+58	12' RIGHT	EB	1	
0010	242+58	12' LEFT	EB	1	
0010	245+78	12' RIGHT	WB	1	
0010	245+78	12' LEFT	WB	1	
0010	245+82	12' RIGHT	EB	1	
0010	245+82	12' LEFT	EB	1	
0010	247+57	12' RIGHT	WB	1	
0010	247+57	12' LEFT	EB	1	
0010	247+57	12' RIGHT	EB	1	
0010	249+31	12' LEFT	EB	1	
0010	249+32	12' RIGHT	EB	1	
0010	249+35	12' RIGHT	WB	1	
0010	251+06	12' RIGHT	EB	1	
0010	251+06	12' LEFT	EB	1	
0010	251+12	12' RIGHT	WB	1	
0010	252+82	12' RIGHT	EB	1	
0010	252+82	12' LEFT	EB	1	
0010	252+90	12' RIGHT	WB	1	
0010	254+58	12' LEFT	EB	1	
0010	254+58	21' RIGHT	EB	1	
0010	254+66	12' RIGHT	WB	1	
0010	255+84	52' RIGHT	EB	1	
0010	255+25	48' RIGHT	EB	1	
0010	263+58	12' LEFT	EB	1	
0010	263+65	12' RIGHT	WB	1	
0010	266+55	12' RIGHT	EB	1	
0010	266+56	31' LEFT	EB	1	
0010	266+68	12' RIGHT	WB	1	
0010	266+68	12' LEFT	WB	1	
0010	268+10	42' LEFT	EB	1	
0010	268+10	22' RIGHT	EB	1	
0010	269+57	24' RIGHT	EB	1	
0010	270+20	18' RIGHT	WB	1	
0010	270+25	12' RIGHT	WB	1	
0010	270+34	12' LEFT	EB	1	
0010	270+67	44' LEFT	WB	1	
0010	270+74	40' RIGHT	EB	1	
SUB TOTAL 0010				53	
TOTAL 0010				147	

3

3

3

PERMANENT
SIGNING
SHEET 1 OF 3

SHEET 1 OF 3																
SIGN NUMBER	APPROX. STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	637.2210	637.2230	634.0614	634.0616	634.0618	638.2602	638.3000	SIGN MOUNTED ON SAME POST AS	REMARKS
								SIGNS	SIGNS	POSTS WOOD 4X6 INCH			REMOVING	REMOVING		
								TYPE II	TYPE II	14 FT	16 FT	18 FT	SIGNS	SMALL		
								REFLECTIVE H	REFLECTIVE F	EACH	EACH	EACH	TYPE II	SUPPORTS		
1-00R	162+85	Right		M3-2	East Cardinal Route Marker	East	24X12	---	---	---	---	---	1	1		
1-01R	162+85	Right		M1-6	State Route Marker	16	24X24	---	---	---	---	---	1	---	1-00R	
1-02	162+85	Right		J4-1	Reassurance Assembly (One Headed Route Panel)	East	24x36	6.00	---	1	---	---	---	---		
						16		---	---	---	---	---	---	---		
1-03	163+25	Left		J3-1	Directional Assembly (1 Headed Route Panel)	West	24X57	9.50	---	---	1	---	---	---		
						16		---	---	---	---	---	---	---		
						[Right Arrow]		---	---	---	---	---	---	---		
1-04R	163+75	Left		M3-4	WEST Cardinal Route Marker	West	24X12	---	---	---	---	---	1	1		
1-05R	163+75	Left		M1-6	State Route Marker	16	24X24	---	---	---	---	---	1	---	1-04R	
1-06R	163+75	Left		M6-1	Right Arrow	[Right Arrow]	21X21	---	---	---	---	---	1	---	1-04R	
1-07R	163+75	Right		I-55-56	Adopt-A-Highway [Sponsor]	Y.E.S.	30X36	---	---	---	---	---	1	1		
						Americorps		---	---	---	---	---	---	---		
1-08	163+75	Right		I-55-56	Adopt-A-Highway [Sponsor]	Y.E.S.	30X36	7.50	---	1	---	---	---	---		
						Americorps		---	---	---	---	---	---	---		
1-09	165+00	Left		W3-3	Signal Ahead		36X36	---	9.00	---	1	---	---	---		
1-10R	164+80	Right		R3-9B	Center Lane Left Turn Only Symbol		36X48	---	---	---	---	---	1	1		
1-11	165+50	Right		R3-9C	Begin (Plaque)		24X6	1.00	---	---	1	---	---	---		
1-12	165+50	Right		R3-9B	Center Lane Left Turn Only Symbol		24X36	6.00	---	---	---	---	---	---	1-11	
1-13	166+00	Left			Existing City Sign (Historic Downtown La Crosse)			---	---	---	---	---	---	---		To be moved by others
1-14R	166+50	Left		D1-2	Two Destinations (Arrows)	[Up Arrow] Guadalupe Shrine	48X21	---	---	---	---	---	1	1		
								---	---	---	---	---	---	---		
1-15	166+50	Left		D1-2	Two Destinations (Arrows)	[Up Arrow] Guadalupe Shrine	72X24	12.00	---	2	---	---	---	---		
								---	---	---	---	---	---	---		
1-16R	166+30	Median		R4-7	Keep Right		24X30	---	---	---	---	---	1	1		
1-17	166+30	Median		R4-7	Keep Right		24X30	5.00	---	1	---	---	---	---		
1-18R	166+75	Left		M3-4	WEST Cardinal Route Marker	West	24X12	---	---	---	---	---	1	1		
1-19R	166+75	Left		M1-6	State Route Marker	16	24X24	---	---	---	---	---	1	---	1-18R	
1-20R	166+75	Left		M5-1R	Advance Arrow Right Turn	[Advance Arrow Right Turn]	21X21	---	---	---	---	---	1	---	1-18R	
1-21	167+00	Right		M3-2	East Cardinal Route Marker	East	24X12	---	---	---	---	---	---	---		Leave existing
1-22	167+00	Right		M1-6	State Route Marker	16	24X24	---	---	---	---	---	---	---	1-21	Leave existing
1-23	167+00	Right		R12-55	XX Ton Bridge XX Miles	40 Ton Bridge	48X18	---	---	---	---	---	---	---	1-21	Leave existing
						XX Miles Ahead		---	---	---	---	---	---	---		
1-24	167+85	Right		R2-1	Speed Limit _ MPH	40	30X36	7.50	---	1	---	---	---	---		
1-25R	168+25	Right		R2-1	Speed Limit _ MPH	40	24X30	---	---	---	---	---	1	1		
1-26R	168+25	Right			Laser Enforced		24X12	---	---	---	---	---	1	---	1-25R	
1-27R	168+00	Left		R2-1	Speed Limit _ MPH	30	24X30	---	---	---	---	---	1	1		
1-28	168+00	Left		R2-1	Speed Limit _ MPH	30	24X30	5.00	---	1	---	---	---	---		
1-29	169+30	Left			Existing City Sign (UWL, Western, Viterbo)			---	---	---	---	---	---	---		To be moved by others
1-30	169+50	Left		J2-1	Route Turn Assembly (1 Headed Route Panel)	West	24X57	9.50	---	---	1	---	---	---		
						16		---	---	---	---	---	---	---		
						[Advance Arrow Right Turn]		---	---	---	---	---	---	---		
1-31R	170+25	Left		W3-3	Signal Ahead		36X36	---	---	---	---	---	1	1		
1-32R	171+00	Left			Existing City Sign (Unknown)			---	---	---	---	---	1	2		
2-00	173+00	Left			Existing City Sign (Medical Centers)			---	---	---	---	---	---	---		Leave existing
2-01	173+60	Left	Quarry Rd	R1-1	Stop		36X36	7.46	---	1	---	---	---	---		
2-02R	173+60	Left	Quarry Rd	R1-1	Stop		30X30	---	---	---	---	---	1	1		
2-03R	173+90	Right	Quarry Rd	R1-1	Stop		30X30	---	---	---	---	---	1	1		
2-04	173+90	Right	Quarry Rd	R1-1	Stop		36X36	7.46	---	1	---	---	---	---		
2-05	176+00	Left		I2-3	Community Population Name Sign (With Number)	La Crosse	66X24	11.00	---	2	---	---	---	---		
						Population 51,320		---	---	---	---	---	---	---		
2-06	176+00	Right		R2-1	Speed Limit _ MPH	40	30X36	7.50	---	---	1	---	---	---		
2-07R	177+20	Right		R2-1	Speed Limit _ MPH	40	24X30	---	---	---	---	---	1	1		
2-08	178+00	Right		D1-1	One Destination (Arrow)	Bluff Pass Rd [Right Arrow]	90X15	9.38	---	2	---	---	---	---		
2-09	178+50	Left		R2-1	Speed Limit _ MPH	40	30X36	7.50	---	---	1	---	---	---		
2-10R	178+50	Left		R2-1	Speed Limit _ MPH	40	24X30	---	---	---	---	---	1	1		
SHEET TOTALS								119.30	9.00	13	6	0	21	16		

PROJECT NO: 7575-01-62

HWY: STH 16

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES

SHEET:

E

3

PERMANENT SIGNING SHEET 2 OF 3																	
SIGN NUMBER	APPROX. STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	637.2210 SIGNS TYPE II	637.2230 SIGNS TYPE II	634.0614	634.0616	634.0618	638.2602 REMOVING SIGNS	638.3000 REMOVING SMALL SIGN SUPPORTS	SIGN MOUNTED		REMARKS
								REFLECTIVE H SF	REFLECTIVE F SF	POSTS WOOD 4X6 INCH			TYPE II EACH	EACH	ON SAME POST AS		
2-11	183+00	Left		R3-9B	Center Lane Left Turn Only Symbol		24X36	6.00	---	---	1	---	---	---			
2-12R	183+10	Left		I2-3	Community Population Name Sign (With Number)	La Crosse Population 51,320	72X24	---	---	---	---	---	1	2			
2-13R	184+35	Right	Bluff Pass Rd	R1-1	Stop		30X30	---	---	---	---	---	1	1			
2-14	184+35	Right	Bluff Pass Rd	R1-1	Stop		36X36	7.46	---	1	---	---	---	---			
2-15	186+30	Left		R2-1	Speed Limit _ MPH	40	30X36	7.50	---	1	---	---	---	---			
2-16R	186+30	Left		R2-1	Speed Limit _ MPH	40	24X30	---	---	---	---	---	1	1			
3-00	188+00	Right		R2-1	Speed Limit _ MPH	40	30X36	7.50	---	1	---	---	---	---			
3-01R	188+00	Right		R2-1	Speed Limit _ MPH	40	24X30	---	---	---	---	---	1	1			
3-02R	189+00	Right		W11-3	Deer Crossing Symbol		30X30	---	---	---	---	---	1	1			
3-03R	189+00	Right		W57-51	Next _ Miles	2	30X15	---	---	---	---	---	1	---		3-02R	
3-04	190+25	Right		R3-9B	Center Lane Left Turn Only Symbol		24X36	6.00	---	1	---	---	---	---			
3-05	191+75	Left		D1-1	One Destination (Arrow)	[Left Arrow] Bluff Pass Rd	90X15	9.38	---	2	---	---	---	---			
3-06R	196+50	Left		R2-1	Speed Limit _ MPH	40	36X48	---	---	---	---	---	1	1			
3-07R	196+50	Left			Laser Enforced		36X12	---	---	---	---	---	1	---		3-06R	
3-08	197+20	Left		R2-1	Speed Limit _ MPH	40	30X36	7.50	---	1	---	---	---	---			
3-09R	196+50	Right		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
3-10	197+20	Right		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
4-00	209+80	Right		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
4-01R	212+00	Right		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
4-02	212+20	Left		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
4-03R	212+20	Left		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
4-04	213+00	Right		D1-2	Two Destinations (Arrows)	Vista Ct South [Right Arrow]	84X36	21.00	---	---	2	---	---	---			
4-05	215+00	Left		R3-9B	Center Lane Left Turn Only Symbol		36X48	12.00	---	---	1	---	---	---			
5-00R	218+60	Right	Vista Court South	R1-1	Stop		30X30	---	---	---	---	---	1	1			
5-01	218+60	Right	Vista Court South	R1-1	Stop		36X36	7.46	---	1	---	---	---	---			
5-02	224+50	Left		D1-1	One Destination (Arrow)	[Left Arrow] Vista Ct South	120X21	17.50	---	---	2	---	---	---			
5-03	226+00	Right		D1-2	Two Destinations (Arrows)	Vista Ct North [Right Arrow]	84X36	21.00	---	---	2	---	---	---			
5-04	227+20	Left		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	1	---	---	---	---			
5-05R	227+20	Left		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
5-06R	227+20	Right		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
5-07	230+00	Right		I-55-56	Adopt-A-Highway [Sponsor]	La Crosse Kiwanis Club	30X36	7.50	---	1	---	---	---	---			
5-08R	230+00	Right		I-55-56	Adopt-A-Highway [Sponsor]	La Crosse Kiwanis Club	30X36	---	---	---	---	---	1	1			
5-09	230+40	Left		I-55-56	Adopt-A-Highway [Sponsor]	Y.E.S. Americorps	30X36	7.50	---	1	---	---	---	---			
5-10R	230+40	Left		I-55-56	Adopt-A-Highway [Sponsor]	Y.E.S. Americorps	30X36	---	---	---	---	---	1	1			
5-11R	230+90	Right	Vista Court North	R1-1	Stop		30X30	---	---	---	---	---	1	1			
5-12	230+90	Right	Vista Court North	R1-1	Stop		36X36	7.46	---	1	---	---	---	---			
5-13	231+50	Right		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
6-00	235+25	Right		R3-9B	Center Lane Left Turn Only Symbol		36X48	12.00	---	---	1	---	---	---			
6-01	236+00	Left		D1-1	One Destination (Arrow)	[Left Arrow] Vista Ct North	120X21	17.50	---	2	---	---	---	---			
6-02	243+00	Left		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
6-03R	243+00	Left		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
6-04	246+00	Right		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
6-05R	246+00	Right		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
6-06R	246+00	Right			Laser Enforced		36X12	---	---	---	---	---	1	---		6-05R	
SHEET TOTALS								266.26	0.00	14	15	0	20	18			
PROJECT NO: 7575-01-62				HWY: STH 16			COUNTY: LA CROSSE			MISCELLANEOUS QUANTITIES					SHEET:		E

3

3

PERMANENT SIGNING SHEET 3 OF 3																	
SIGN NUMBER	APPROX. STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	637.2210 SIGNS TYPE II	637.2230 SIGNS TYPE II	634.0614 634.0616 634.0618 POSTS WOOD 4X6 INCH			638.2602 REMOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS EACH	SIGN MOUNTED ON SAME POST AS	REMARKS	
								REFLECTIVE H SF	REFLECTIVE F SF	14 FT EACH	16 FT EACH	18 FT EACH					
7-00	250+50	Right	Sunset Ct	D1-1	One Destination (Arrow)	Sunset Ct [Right Arrow]	96X21	14.00	---	2	---	---	---	---			
7-01	252+00	Left		R3-9B	Center Lane Left Turn Only Symbol		36X48	12.00	---	1	---	---	---	---			
7-02	255+10	Left		R2-1	Speed Limit _ MPH	45	36X48	12.00	---	---	1	---	---	---			
7-03	255+80	Right		R1-1	Stop		36X36	7.46	---	1	---	---	---	---			
7-04R	255+80	Right		R1-1	Stop		30X30	---	---	---	---	---	1	1			
7-05R	256+30	Right	Sunset Ct	R1-1	Stop		30X30	---	---	---	---	---	1	1			
7-06	256+30	Right	Sunset Ct	R1-1	Stop		36X36	7.46	---	1	---	---	---	---			
7-07R	257+15	Left		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	1	1			
7-08R	257+15	Left			Laser Enforced		36X12	---	---	---	---	---	1	---			7-07R
7-09R	260+00	Right		M2-1	JCT	JCT	21X15	---	---	---	---	---	1	1			
7-10R	260+00	Right		M1-5A	County Marker	B	24X24	---	---	---	---	---	1	---			
7-11	261+00	Right		J1-1	Junction or End Assembly	JCT	36X57	14.25	---	---	---	1	---	---			---
						B		---	---	---	---	---	---	---			---
7-12	261+50	Left		D1-1	One Destination (Arrow)	[Left Arrow] Sunset Ct	96X21	14.00	---	2	---	---	---	---			
7-13R	262+00	Right		W3-3	Signal Ahead		36X36	---	---	---	---	---	1	1			
8-00	262+50	Right		W3-3	Signal Ahead		36X36	---	9.00	1	---	---	---	---			
8-01	264+20	Right		D1-2	Two Destinations (Arrows)	[Left Arrow] Gillette St Sunset Ln [Right Arrow]	96X36	---	---	---	---	---	---	---			
8-02	265+50	Right		R3-9D	End (Plaque)		36X9	2.25	---	---	1	---	---	---			
8-03	265+50	Right		R3-9B	Center Lane Left Turn Only Symbol		36X48	12.00	---	---	---	---	---	---			---
8-04R	266+25	Left		R3-9B	Center Lane Left Turn Only Symbol		36X48	---	---	---	---	---	1	1			
8-05	266+25	Left		R2-1	Speed Limit _ MPH	45	36X48	---	---	---	---	---	---	---			---
8-06R	267+25	Right		M1-5A	County Marker	B	36X36	---	---	---	---	---	1	1			
8-07R	267+25	Right		M6-6	Directional Arrows UA/LA Combo	[Up Arrow/Left Arrow Combo]	30X30	---	---	---	---	1	---	8-06R			
8-08	267+25	Right	J13-1	Directional without Cardinal	B [Up Arrow/Left Arrow Combo]	36X66	16.50	---	---	---	1	---	---	---			
							---	---	---	---	---	---	---	---			
8-09R	267+75	Median		R3-55L	Left Turn Lane with Down Right Arrow		24X30	---	---	---	---	1	---	---		Light pole	
8-10	267+75	Median		R3-20L	Begin Left Turn Lane with Down Right Arrow		24X36	6.00	---	---	---	---	---	---			Light pole
8-11	268+00	Left		R3-9C	Begin (Plaque)		36X9	2.25	---	---	1	---	---	---			
8-12	268+00	Left		R3-9B	Center Lane Left Turn Only Symbol		36X48	12.00	---	---	---	---	---	---	8-11		
8-13R	268+15	Median		R3-56	Left Turn Lane with Down Left Arrow		24X30	---	---	---	---	1	---	---			
8-14	268+15	Median		R3-20LL	Begin Left Turn Lane with Down Left Arrow		24X36	6.00	---	---	---	---	---	---			
8-15R	268+70	Right		M4-5	To	To	24X12	---	---	---	---	1	1				
8-16R	268+70	Right		M1-51	Interstate Route Marker	90	24X24	---	---	---	---	1	---	8-15R			
8-17R	268+70	Right		M6-1	Arrow Ahead	[Up Arrow]	21X21	---	---	---	---	1	---	8-15R			
8-18	268+70	Right		J23-1	Trailblazer (Directional)	To 90 [Up Arrow]	36X84	21.00	---	---	---	1	---	---			
								---	---	---	---	---	---	---			
8-19R	268+75	Right		R5-1A	Wrong Way		36X24	---	---	---	---	1	---	8-15R			
8-20	268+75	Right		R5-1A	Wrong Way		42X30	8.75	---	1	---	---	---	---			
8-21	269+00	Left		J4-1	Reassurance Assembly	West 16	36X54	---	---	---	---	---	---	---			
								SHEET TOTALS		167.92	9.00	9	5	1	16	8	
								PROJECT TOTALS		553.47	18.00	36	26	1	57	42	
PROJECT NO: 7575-01-62				HWY: STH 16		COUNTY: LA CROSSE		MISCELLANEOUS QUANTITIES							SHEET:		E

3

TRAFFIC CONTROL

CATEGORY	STATION	LOCATION	DRUMS	BARRACADES	WARNING LIGHTS	WARNING LIGHTS	ARROW	SIGNS	SIGNS	CONES	REMARKS
			643.0300	TYPE III 643.0420	TYPE A 643.0705	TYPE C 643.0715	BOARDS 643.0800	643.0900	PCMS 643.1050	SPV.0045.01	
			DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	
0010	STAGE 1	TWO WAY LEFT TURN LANE	592	40	80	224	12	104	8		SEE PLAN SHEETS FOR DETAILS
0010	STAGE 2	TWO WAY LEFT TURN LANE	1065	90	180	200	10	155	10		SEE PLAN SHEETS FOR DETAILS
0010	STAGE 3	WORK ZONE EAST BOUND	792	216	306	486	45	243	18	909	SEE PLAN SHEETS FOR DETAILS
0010	STAGE 4	WORK ZONE EAST BOUND	1030	120	160	210	10	210	20	2040	SEE PLAN SHEETS FOR DETAILS
0010	STAGE 5	WORK ZONE EAST BOUND	783	198	279	360	18	117	18	1341	SEE PLAN SHEETS FOR DETAILS
0010	STAGE 6	WORK ZONE WEST BOUND	864	108	162	531	36	207	18	990	SEE PLAN SHEETS FOR DETAILS
0010	STAGE 7	WORK ZONE WEST BOUND	837	108	144	450	27	162	18	1773	SEE PLAN SHEETS FOR DETAILS
0010	STAGE 8	WORK ZONE WEST BOUND	1332	72	108	531	27	243	18	1026	SEE PLAN SHEETS FOR DETAILS
0010	STAGE 1 - STRUCTURES	STRUCTURES	275	35	100	55	10	105			SEE PLAN SHEETS FOR DETAILS
0010	STAGE 2 - STRUCTURES	STRUCTURES	270	20	170	35	10	90			SEE PLAN SHEETS FOR DETAILS
TOTAL 0010			7840	1007	1689	3082	205	1636	128	8079	

3

PAVEMENT MARKING															
						EPOXY 4-INCH 646.0106	EPOXY 8-INCH 646.0126	ARROWS EPOXY TYPE 2 647.0166	WORDS EPOXY 647.0356	CURB EXPOXY 647.0456	STOP LINE EPOXY 18-INCH 647.0566	ISLAND NOSE EPOXY 647.0606	DIAGONAL 12-INCH EPOXY 247.0726	CROSSWALK EPOXY 12-INCH 647.0776	
CATEGORY	STATION	TO	STATION	LOCATION	ALIGNMENT	LF	LF	EACH	EACH	LF	LF	EACH	LF	LF	REMARKS
0010	167+60	-	270+49	12' RIGHT	EB	10289									4" WHITE EDGE LINE
0010	166+10	-	270+49	12' LEFT	EB	10439									4" YELLOW EDGE LINE
0010	166+10	-	270+49	12' LEFT	EB	2610									4" YELLOW EDGE LINE 12.5' SKIPS
0010	167+60	-	270+49	CENTER LINE	EB	2572									4" WHITE CENTERLINE 12.5' SKIPS
0010		167+05		TWLT	EB			1							
0010		167+15		TWLT	EB			1							
0010	168+20	-	270+53	12' LEFT	WB	10233									4" WHITE EDGE LINE
0010	166+28	-	270+53	12' RIGHT	WB	10425									4" YELLOW EDGE LINE
0010	166+28	-	270+53	12' RIGHT	WB	2606									4" YELLOW EDGE LINE 12.5' SKIPS
0010	168+20	-	270+53	CENTER LINE	WB	2558									4" WHITE CENTERLINE 12.5' SKIPS
0010	173+40	-	173+92	18' RIGHT	EB						12			80	PRIVATE DRIVE CROSSWALK
0010	173+75		173+87	38' LEFT	WB										QUARRY ROAD
0010		175+75		TWLT	EB			1							
0010		175+92		TWLT	EB			1							
0010	183+75	-	184+35	18' RIGHT	EB									120	BLUFF PASS RD CROSSWALK
0010	184+10	-	184+30	28' RIGHT	EB						20				BLUFF PASS RD STOP BAR
0010	185+12	-	185+57	18' RIGHT	EB									72	PRIVATE DRIVE CROSSWALK
0010		186+70		TWLT	EB			1							
0010		186+82		TWLT	EB			1							
0010		193+08		TWLT	EB			1							
0010		193+20		TWLT	EB			1							
0010		198+95		TWLT	EB			1							
0010		199+02		TWLT	EB			1							
0010		207+85		TWLT	EB			1							
0010		207+98		TWLT	EB			1							
0010		211+38		TWLT	EB			1							
0010		211+50		TWLT	EB			1							
0010	218+05	-	218+60	18' RIGHT	EB									100	VISTA CT SOUTH CROSSWALK
0010	218+80	-	219+60	12' RIGHT	WB		80								LEFT TURN ONTO VISTA CT SOUTH
0010		219+25		LEFT TURN LANE	EB			1							VISTA CT SOUTH LEFT TURN ARROW
0010	219+50	-	220+30	LEFT TURN LANE	EB								70		
0010		224+88		TWLT	EB			1							
0010		225+00		TWLT	EB			1							
0010		229+40		TWLT	EB			1							
0010		229+52		TWLT	EB			1							
0010	230+35	-	231+00	18' RIGHT	EB									101	VISTA CT NORTH CROSSWALK
0010	230+68	-	230+83	28' RIGHT	EB						16				VISTA CT NORTH STOP BAR
0010	231+05	-	232+10	12' RIGHT	WB		105								LEFT TURN ONTO VISTA CT NORTH
0010		231+26		LEFT TURN LANE	EB			1							VISTA CT NORTH LEFT TURN ARROW
0010		231+75		LEFT TURN LANE	EB			1							VISTA CT NORTH LEFT TURN ARROW
0010	232+10	-	233+33	LEFT TURN LANE	EB								130		
0010		234+68		TWLT	EB			1							
0010		234+80		TWLT	EB			1							
0010		238+80		TWLT	EB			1							
0010		238+92		TWLT	EB			1							
0010		242+90		TWLT	EB			1							
0010		243+02		TWLT	EB			1							
0010		246+88		TWLT	EB			1							
0010		247+00		TWLT	EB			1							
0010		250+88		TWLT	EB			1							
0010		251+00		TWLT	EB			1							
0010		252+32		TWLT	EB			1							
0010		252+44		TWLT	EB			1							
0010	254+59	-	255+59	12' RIGHT	WB		100								RIGHT TURN ONTO SUNSET CT
0010	255+81	-	256+22	18' RIGHT	EB									85	SUNSET CT CROSSWALK
0010	256+14	-	256+35	42' RIGHT	EB						15				SUNSET CT STOP BAR
0010		255+88		TWLT	EB			1							
0010		256+00		TWLT	EB			1							
0010		258+88		TWLT	EB			1							
0010		259+00		TWLT	EB			1							
0010		261+49		TWLT	EB			1							
0010		261+61		TWLT	EB			1							
0010		264+88		TWLT	EB			1							
0010		265+00		TWLT	EB			1							
0010	267+51	-	270+44	12' RIGHT	EB		293								RIGHT TURN ONTO GILLETTE ST
0010		267+75		RIGHT TURN LANE	EB			1							RIGHT TURN ONTO GILLETTE ST
0010		267+78		16' RIGHT	WB							1			LEFT TURN LANE ISLAND
0010		268+06		16' LEFT	EB							1			LEFT TURN LANE ISLAND
0010		268+25		LEFT TURN LANE	EB			2							
0010		269+00		RIGHT TURN LANE	EB				1						RIGHT TURN ONTO GILLETTE ST
0010		270+12		LEFT TURN LANE	EB			2							
0010	270+12	-	270+25	30'LEFT	WB									40	CROSS WALK ACROSS RT TURN LANE
0010	270+22	-	270+35	41'LEFT	WB						20				STOP BAR RIGHT TURN LANE
0010	270+25	-	270+75	12' LEFT	WB					135					RIGHT TURN TRIANGLE ISLAND
0010		270+30		RIGHT TURN LANE	EB			1							RIGHT TURN ONTO GILLETTE ST
0010	270+30	-	270+45	30'RIGHT	WB						26				STOP BAR LEFT TURN LANES
0010		270+30		16' RIGHT	WB							1			LEFT TURN LANE ISLAND
0010	270+42	-	270+45	RIGHT & LEFT	EB						36				STOP BAR ACROSS STH 16 EB LANES
0010		270+45		16' LEFT	EB							1			LEFT TURN LANE ISLAND
0010	270+50	-	270+55	RIGHT & LEFT	WB									196	CROSS WALK ACROSS STH 15
TOTAL 0010						51733	578	47	1	135	145	4	200	794	
PROJECT NO: 7575-01-62				HWY: STH 16			COUNTY: LA CROSSE			MISCELLANEOUS QUANTITIES				SHEET:	
														E	

3

CONSTRUCTION STAKING RESURFACING REFERENCE

650.8000						REMARKS
CATEGORY	STATION	TO	STATION	LOCATION	LF	
0010	167+60	-	270+49	EAST BOUND	10289	MAIN LINE
0010	168+20	-	270+53	WEST BOUND	10233	
TOTAL 0010					20522	

SAWING CONCRETE

690.0250						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	166+13	-	172+71	MEDIAN GUTTER	EB	1460
0010	166+30	-	172+90	MEDIAN GUTTER	WB	1464
0010	167+75	-	270+30	MAIN LINE	EB	5900
0010	167+94	-	168+14	RIGHT LANE	EB	88
0010	168+07	-	270+30	MAIN LINE	WB	12056
0010	170+02	-	170+82	RIGHT LANE	WB	316
0010	172+20	-	172+40	RIGHT LANE	WB	88
0010	173+44	-	173+64	RIGHT LANE	WB	88
0010	174+07	-	174+27	RIGHT LANE	EB	88
0010	174+49	-	174+69	RIGHT LANE	EB	88
0010	175+48	-	175+68	RIGHT LANE	WB	88
0010	175+90	-	176+10	RIGHT LANE	EB	88
0010	176+30	-	176+50	RIGHT LANE	WB	88
0010	177+25	-	177+42	RIGHT LANE	EB	60
0010	183+58	-	183+75	RIGHT LANE	EB	82
0010	183+65	-	183+85	LEFT LANE	WB	88
0010	184+29	-	185+09	RIGHT LANE	WB	316
0010	184+29	-	186+09	LEFT LANE	WB	684
0010	185+25	-	185+45	RIGHT LANE	EB	88
0010	186+43	-	190+59	MEDIAN GUTTER	WB	925
0010	186+50	-	186+70	RIGHT LANE	EB	88
0010	186+50	-	188+16	LEFT LANE	WB	620
0010	186+65	-	191+50	MEDIAN GUTTER	EB	1078
0010	187+12	-	187+32	RIGHT LANE	EB	88
0010	187+60	-	188+20	RIGHT LANE	EB	228
0010	188+00	-	188+20	LEFT LANE	EB	88
0010	188+60	-	189+00	RIGHT LANE	WB	164
0010	188+88	-	189+08	RIGHT LANE	EB	88
0010	189+00	-	189+20	LEFT LANE	WB	88
0010	189+55	-	189+95	RIGHT LANE	EB	164
0010	189+60	-	190+00	RIGHT LANE	WB	164
0010	190+14	-	190+60	RIGHT LANE	EB	164
0010	190+95	-	191+55	RIGHT LANE	EB	228
0010	191+10	-	191+30	LEFT LANE	EB	88
0010	193+35	-	193+85	RIGHT LANE	EB	196
0010	195+11	-	195+31	RIGHT LANE	EB	88
0010	199+27	-	199+47	RIGHT LANE	EB	88
0010	199+90	-	200+37	RIGHT LANE	WB	178
0010	201+00	-	201+20	RIGHT LANE	EB	88
0010	202+65	-	202+97	RIGHT LANE	EB	136
0010	203+60	-	203+70	RIGHT LANE	EB	56
0010	203+74	-	203+94	RIGHT LANE	WB	88
0010	204+41	-	204+61	RIGHT LANE	EB	88
0010	204+41	-	204+61	LEFT LANE	EB	88
SUB TOTAL 0010					28575	

SAWING CONCRETE CON'T

690.0250

CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	206+01	-	206+21	LEFT LANE	EB	88
0010	206+32	-	206+40	RIGHT LANE	EB	52
0010	207+43	-	207+63	RIGHT LANE	EB	88
0010	209+06	-	209+76	LEFT LANE	EB	248
0010	209+59	-	209+79	RIGHT LANE	EB	88
0010	211+45	-	212+05	RIGHT LANE	EB	228
0010	211+80	-	212+38	RIGHT LANE	WB	224
0010	212+91	-	213+11	RIGHT LANE	EB	88
0010	214+12	-	215+32	RIGHT LANE	EB	468
0010	214+57	-	214+77	LEFT LANE	WB	88
0010	214+57	-	216+22	RIGHT LANE	WB	642
0010	215+99	-	216+19	RIGHT LANE	EB	88
0010	215+84	-	218+24	RIGHT LANE	WB	912
0010	217+85	-	218+05	RIGHT LANE	EB	88
0010	218+65	-	218+85	RIGHT LANE	EB	88
0010	219+22	-	219+62	RIGHT LANE	WB	164
0010	220+17	-	220+37	RIGHT LANE	EB	88
0010	220+17	-	220+37	RIGHT LANE	EB	88
0010	222+14	-	222+34	LEFT LANE	WB	88
0010	222+15	-	224+15	RIGHT LANE	EB	772
0010	222+19	-	222+39	RIGHT LANE	EB	88
0010	223+60	-	223+80	LEFT LANE	WB	88
0010	224+41	-	224+61	RIGHT LANE	EB	88
0010	224+41	-	224+61	LEFT LANE	EB	88
0010	224+51	-	224+71	RIGHT LANE	WB	88
0010	224+51	-	224+71	LEFT LANE	WB	88
0010	224+76	-	224+86	RIGHT LANE	EB	56
0010	228+83	-	229+03	RIGHT LANE	WB	88
0010	229+30	-	229+70	RIGHT LANE	EB	176
0010	230+05	-	230+30	RIGHT LANE	WB	88
0010	230+05	-	230+30	LEFT LANE	WB	88
0010	230+11	-	230+31	RIGHT LANE	EB	88
0010	230+83	-	231+03	RIGHT LANE	EB	88
0010	232+80	-	233+00	RIGHT LANE	WB	88
0010	233+49	-	233+69	RIGHT LANE	EB	88
0010	236+09	-	236+29	RIGHT LANE	WB	88
0010	236+56	-	236+76	RIGHT LANE	WB	88
0010	236+56	-	236+76	LEFT LANE	WB	88
0010	240+91	-	241+11	RIGHT LANE	WB	88
0010	241+53	-	242+13	RIGHT LANE	WB	316
0010	241+53	-	242+13	LEFT LANE	WB	228
0010	242+28	-	242+48	RIGHT LANE	EB	88
0010	247+40	-	248+63	RIGHT LANE	EB	486
0010	248+80	-	249+00	RIGHT LANE	WB	88
0010	249+21	-	249+81	RIGHT LANE	EB	228
0010	251+00	-	251+12	RIGHT LANE	EB	60
0010	252+73	-	253+93	RIGHT LANE	EB	88
0010	253+52	-	253+98	RIGHT LANE	EB	188
0010	253+56	-	236+76	RIGHT LANE	WB	114
0010	254+44	-	254+64	RIGHT LANE	EB	88
0010	256+07	-	256+27	RIGHT LANE	EB	88
SUB TOTAL 0010					8466	

SAWING CONCRETE						
690.0250						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	257+09	-	257+69	RIGHT LANE	EB	228
0010	257+71	-	257+91	RIGHT LANE	WB	88
0010	257+71	-	257+91	LEFT LANE	WB	88
0010	258+10	-	258+30	RIGHT LANE	EB	88
0010	259+00	-	259+20	RIGHT LANE	EB	88
0010	260+55	-	260+75	RIGHT LANE	EB	88
0010	261+68	-	262+08	RIGHT LANE	EB	176
0010	262+77	-	263+19	RIGHT LANE	WB	126
0010	262+96	-	263+18	RIGHT LANE	EB	104
0010	263+38	-	263+58	RIGHT LANE	EB	88
0010	263+82	-	264+02	RIGHT LANE	EB	88
0010	264+99	-	265+25	RIGHT LANE	WB	112
0010	265+42	-	265+62	RIGHT LANE	WB	88
0010	266+01	-	266+21	RIGHT LANE	WB	88
0010	266+10	-	267+95	LEFT TURN LANE	EB	706
0010	266+41	-	266+81	RIGHT LANE	EB	176
0010	266+81	-	267+01	RIGHT LANE	WB	88
0010	266+81	-	267+01	LEFT LANE	WB	88
0010	267+37	-	267+57	RIGHT LANE	WB	88
0010	267+95	-	269+00	LEFT TURN LANE	EB	414
0010	268+63	-	268+83	RIGHT TURN LANE	EB	88
0010	269+03	-	269+51	RIGHT LANE	EB	216
0010	269+03	-	269+51	RIGHT TURN LANE	EB	216
0010	269+85	-	270+50	RIGHT TURN LANE	WB	316
0010	270+25	-	270+45	LEFT TURN LANE	EB	88
SUB TOTAL 0010					4022	
TOTAL 0010					41063	

CONDUIT LOOP DETECTOR							SPV.0090.01						
652.0800							SPV.0090.01						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS	CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	266+66	-	266+73	MAIN LINE	EB	80	6'x18' LOOP	0010	224+87	-	229+29	EB	442
TOTAL 0010					80		0010	229+03	-	230+05	WB	102	

LOOP DETECTOR WIRE							SPV.0090.01						
655.0800							SPV.0090.01						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS	CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	266+66	-	266+73	MAIN LINE	EB	252	3 TURNS	0010	229+70	-	230+11	EB	41
TOTAL 0010					252		0010	230+24	-	231+25	WB	101	

SUB TOTAL 0010 4,484

3

SPECIAL 01 LONGITUDINAL JOINT REPAIR CON'T

SPV.0090.01						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	230+24	-	231+75	EB 12' LEFT	151	
0010	230+24	-	233+24	WB 12' RIGHT	300	
0010	230+30	-	230+83	EB 12' RIGHT	53	
0010	231+03	-	232+25	EB CL	122	
0010	234+90	-	235+33	EB CL	43	
0010	236+33	-	233+53	WB CL	20	
0010	236+77	-	236+97	WB CL	20	
0010	237+32	-	238+06	WB CL	74	
0010	238+00	-	238+60	EB CL	60	
0010	238+60	-	239+25	WB CL	65	
0010	239+50	-	241+00	EB CL	150	
0010	240+75	-	240+91	WB CL	16	
0010	241+12	-	241+53	WB CL	41	
0010	242+18	-	248+54	WB CL	636	
0010	248+63	-	249+20	EB CL	57	
0010	249+00	-	250+99	WB CL	199	
0010	251+11	-	252+30	EB CL	119	
0010	253+76	-	254+24	WB CL	48	
0010	254+25	-	254+44	EB CL	19	
0010	254+73	-	256+50	WB CL	177	
0010	255+56	-	255+80	EB CL	24	
0010	255+93	-	256+07	EB CL	14	
0010	256+29	-	257+08	EB CL	79	
0010	257+69	-	258+10	EB CL	41	
0010	257+93	-	261+94	WB CL	401	
0010	258+79	-	259+00	EB CL	21	
0010	259+22	-	260+56	EB CL	134	
0010	260+75	-	261+50	EB CL	75	
0010	262+25	-	262+96	EB CL	71	
0010	263+18	-	263+38	EB CL	20	
0010	263+45	-	264+99	WB CL	154	
0010	263+60	-	263+80	EB CL	20	
0010	264+01	-	266+41	EB CL	240	
0010	266+22	-	266+57	WB CL	35	
0010	266+77	-	267+37	WB CL	60	
0010	266+80	-	269+04	EB CL	224	
0010	267+70	-	270+41	WB CL	271	
0010	269+51	-	270+32	EB CL	81	
SUB TOTAL 0010					4,335	
TOTAL 0010					8,819	

SPECIAL 02 CONCRETE GUTTER 24-INCH SHES

SPV.0090.02						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	166+13	-	172+71	MEDIAN GUTTER EB	658.00	
0010	166+30	-	172+90	MEDIAN GUTTER WB	660.00	
0010	186+43	-	190+59	MEDIAN GUTTER WB	416.00	
0010	186+65	-	191+50	MEDIAN GUTTER EB	485.00	
TOTAL 0010					2219	

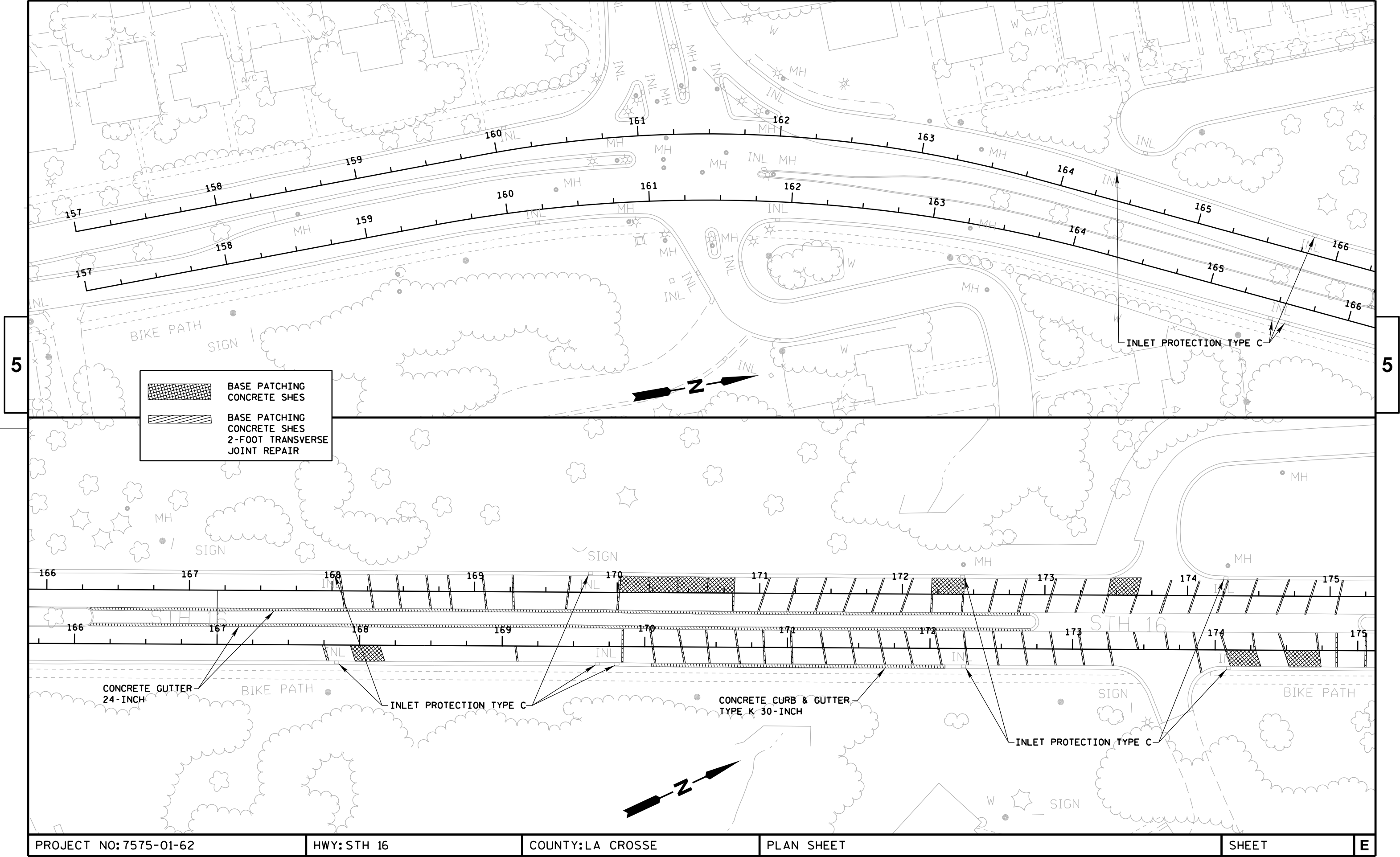
SPECIAL 03 CONCRETE GUTTER INTEGRAL 24-INCH SHES

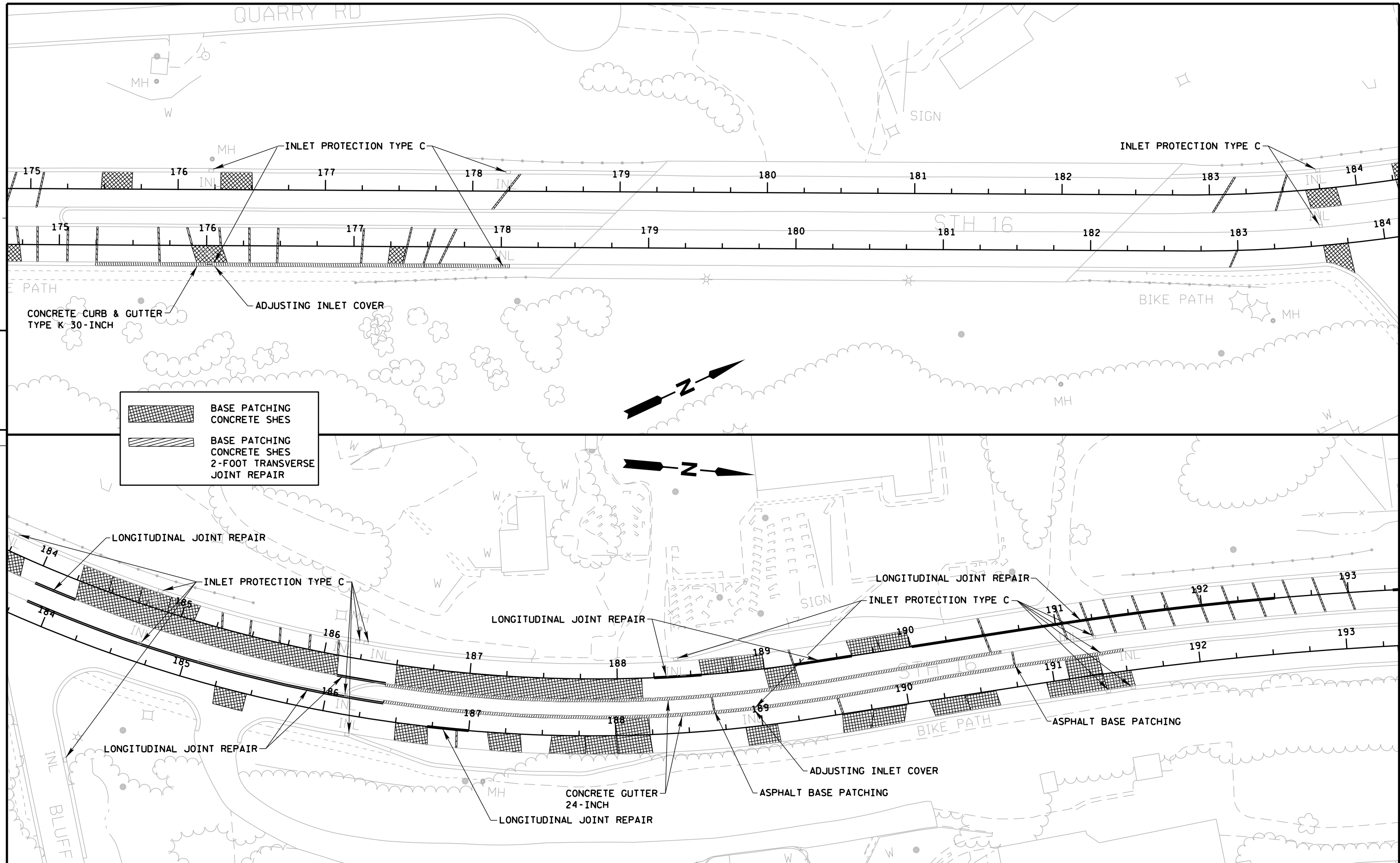
SPV.0090.03						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	194+68	-	264+62	EAST BOUND 12' LEFT	158	TRANSVERSE JOINT REPAIR (2' EACH) INSIDE LANES ONLY
0010	191+04	-	267+79	WEST BOUND 12' RIGHT	440	TRANSVERSE JOINT REPAIR (2' EACH) INSIDE LANES ONLY
0010	204+41	-	204+61	EAST BOUND 12' LEFT	27	
0010	206+01	-	206+21	EAST BOUND 12' LEFT	27	
0010	209+06	-	209+76	EAST BOUND 12' LEFT	93	
0010	214+57	-	214+77	WEST BOUND 12' RIGHT	27	
0010	222+14	-	222+34	WEST BOUND 12' RIGHT	27	
0010	223+60	-	223+80	WEST BOUND 12' RIGHT	27	
0010	224+41	-	224+61	EAST BOUND 12' LEFT	27	
0010	224+51	-	224+71	WEST BOUND 12' RIGHT	27	
0010	230+05	-	230+30	WEST BOUND 12' RIGHT	27	
0010	236+56	-	236+76	WEST BOUND 12' RIGHT	27	
0010	241+53	-	242+13	WEST BOUND 12' RIGHT	80	
0010	257+71	-	257+91	WEST BOUND 12' RIGHT	27	
0010	266+10	-	267+95	EAST BOUND 17' LEFT	247	LEFT LANE OF LEFT TURN LANE
TOTAL 0010					1285	

SPECIAL 04 CONCRETE CURB & GUTTER 30-INCH TYPE K SHES

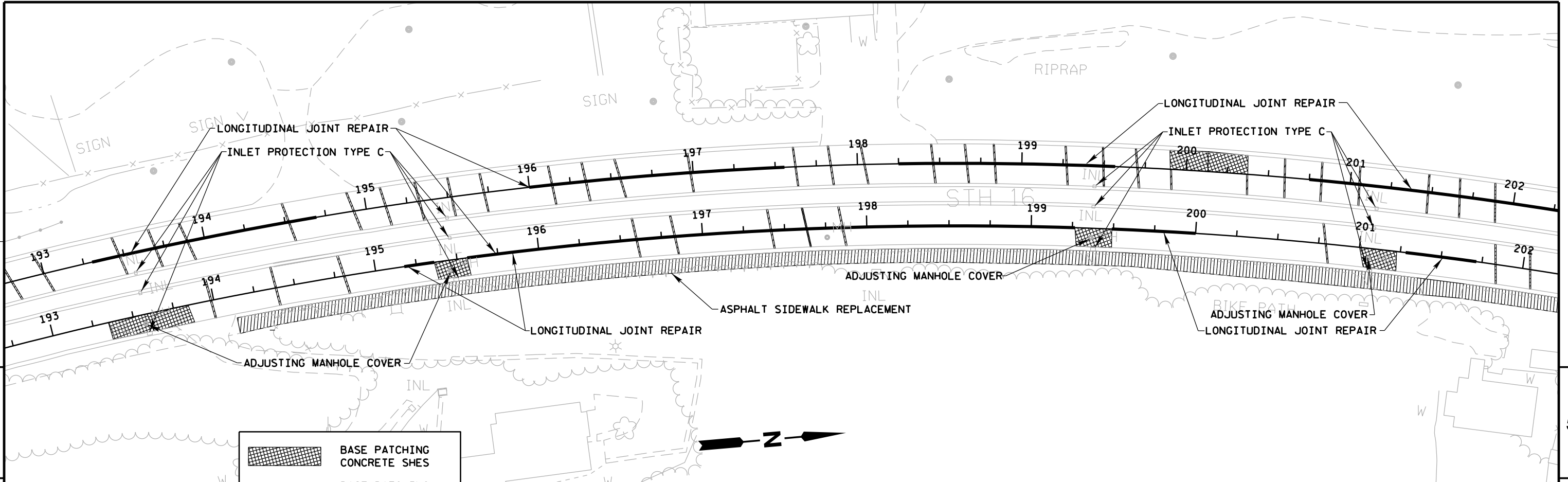
SPV.0090.04						
CATEGORY	STATION	TO	STATION	LOCATION	LF	REMARKS
0010	170+04	-	172+11	12' RIGHT	EB 207	
TOTAL 0010					207	

3

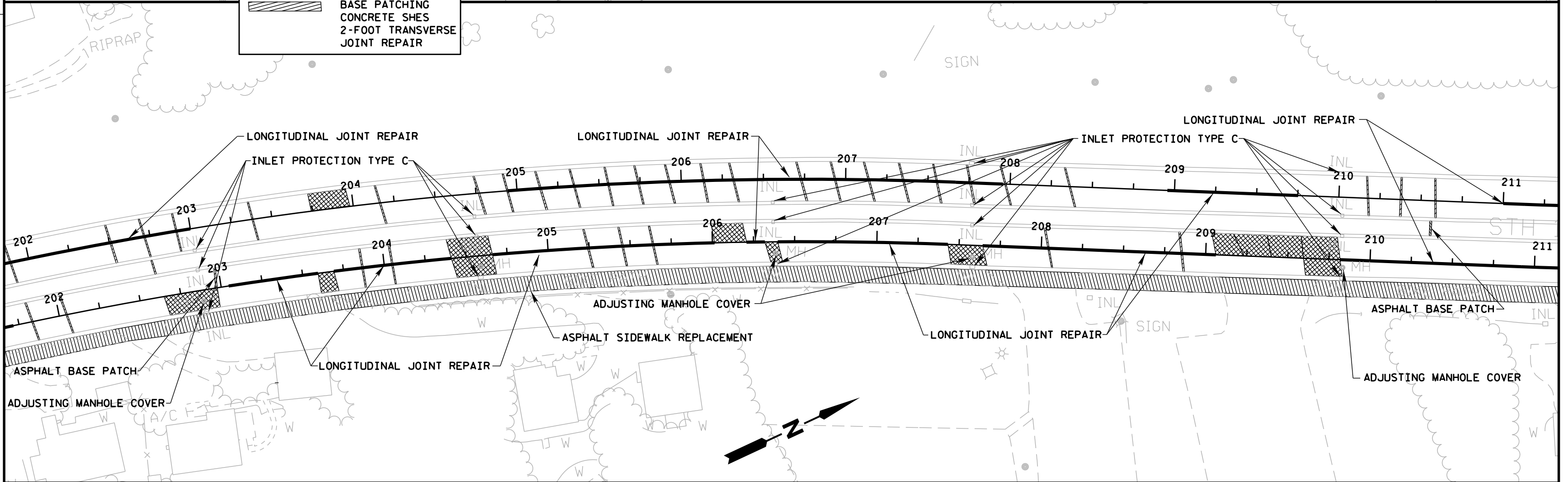


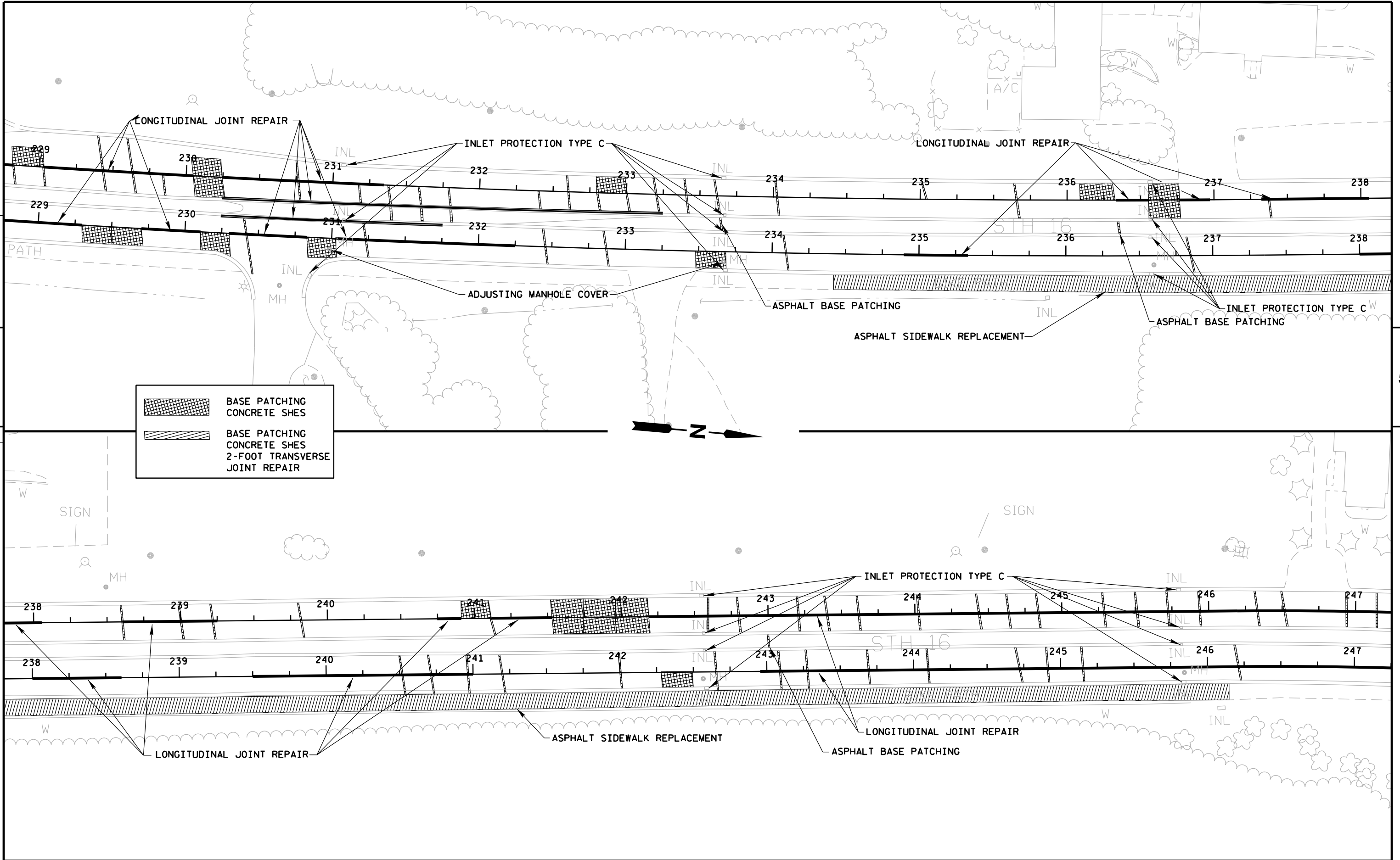


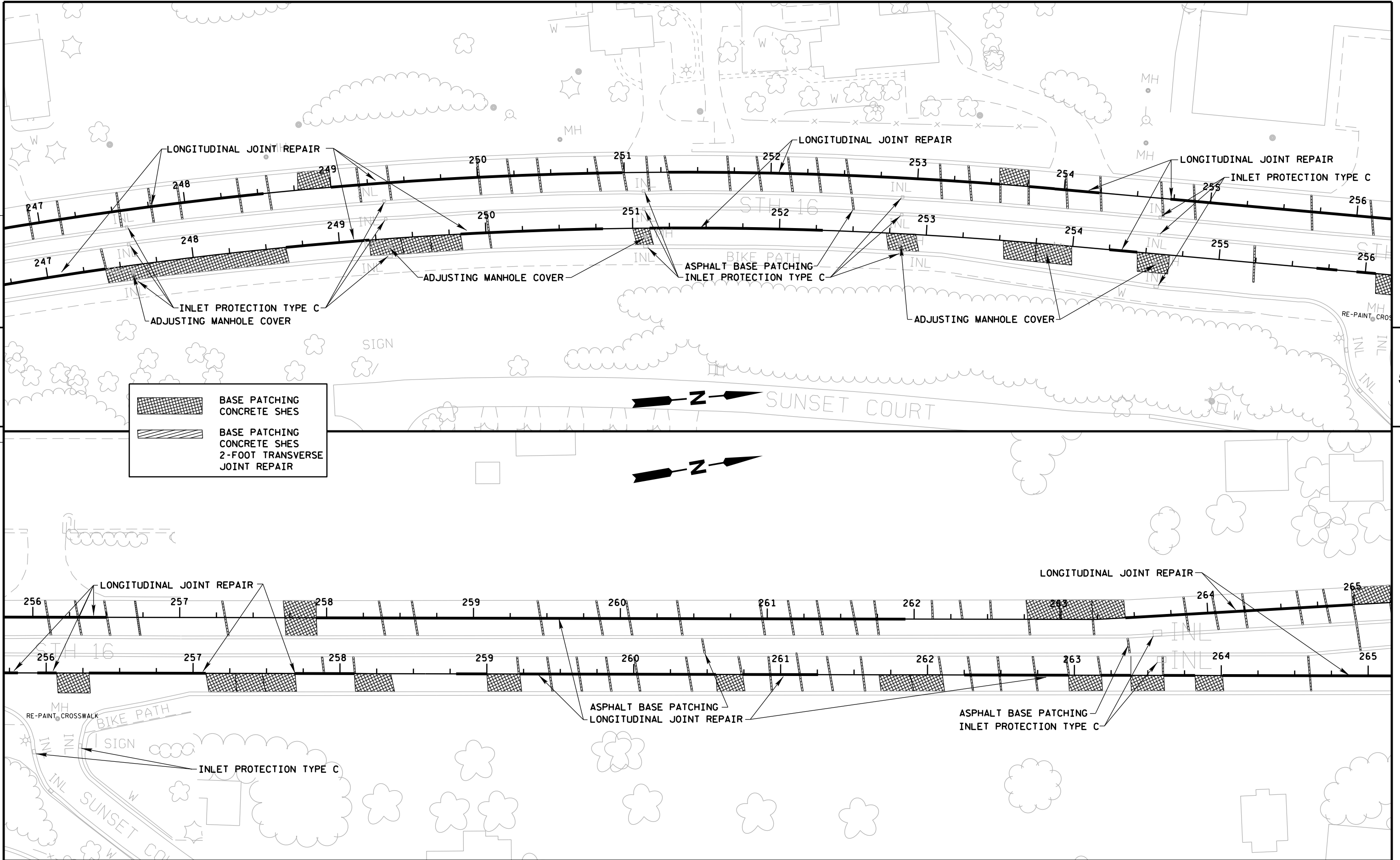
PROJECT NO: 7575-01-62	HWY: STH 16	COUNTY: LA CROSSE	PLAN SHEET	SHEET	E
------------------------	-------------	-------------------	------------	-------	---

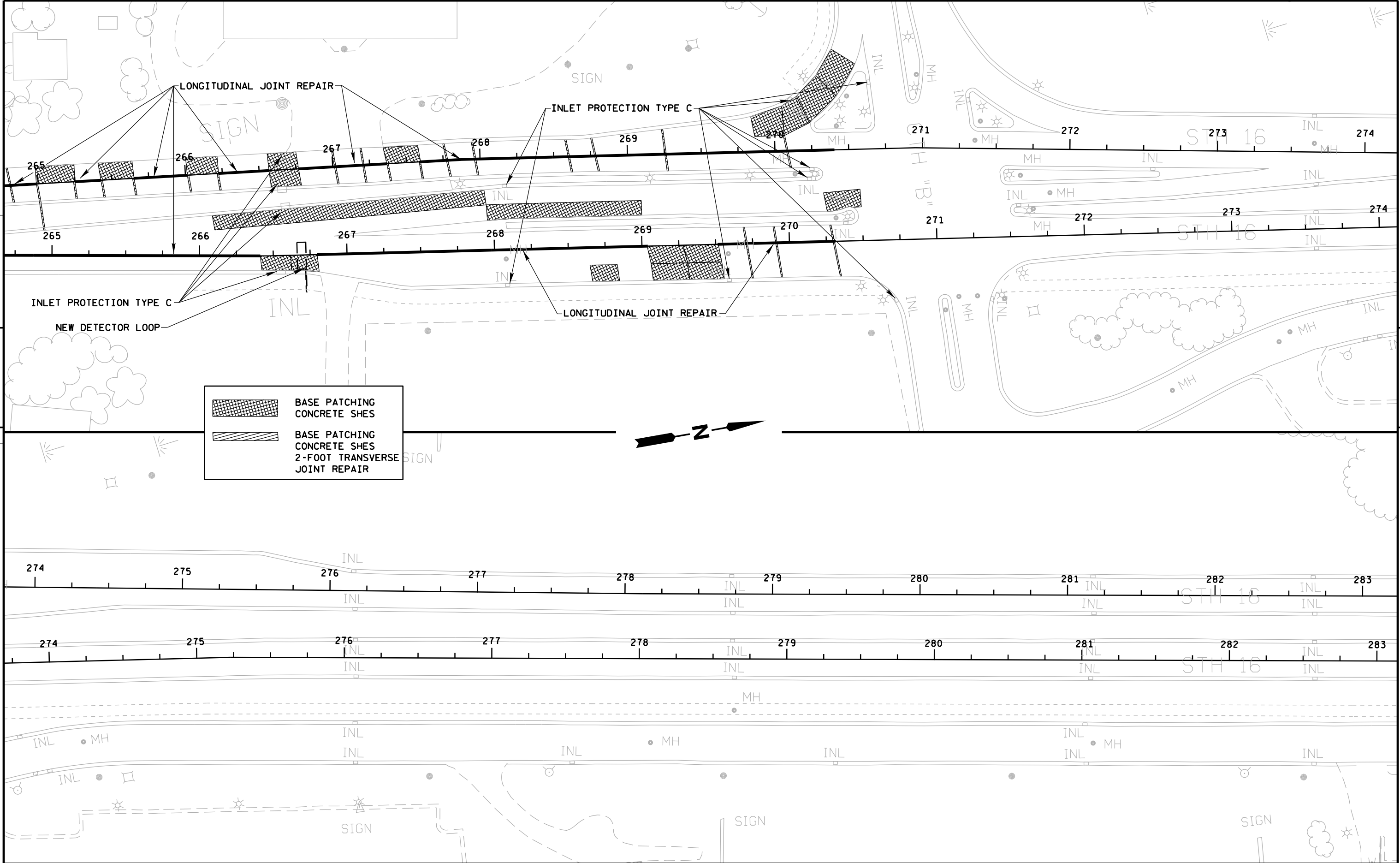


	BASE PATCHING CONCRETE SHES
	BASE PATCHING CONCRETE SHES 2-FOOT TRANSVERSE JOINT REPAIR









PROJECT NO: 7575-01-62

HWY: STH 16

COUNTY: LA CROSSE

PLAN SHEET

SHEET

E

FILE NAME : P:\State\s16\75750132\Cadd\plans\050213_.prn.dgn

PLOT DATE : 28-JAN-2014 14:10

PLOT BY : dotj8b

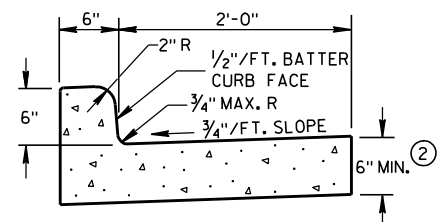
PLOT NAME :

PLOT SCALE : 60.000000:1.000000

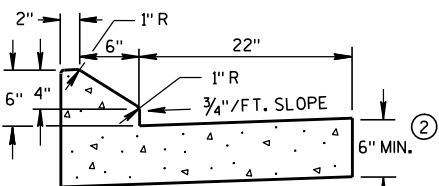
WISDOT/CADDs SHEET 44

Standard Detail Drawing List

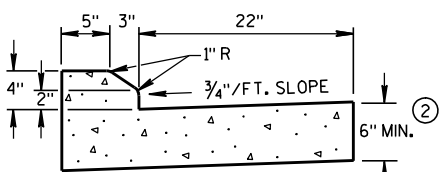
08D01-17	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D16-10	CONCRETE GUTTER, CURB AND GUTTER AND PAVEMENT TIES
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09F15-03A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
13C14-04A	BASE PATCHING CONCRETE
13C14-04B	BASE PATCHING CONCRETE
13C14-04C	BASE PATCHING CONCRETE
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D11-04	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-02	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-02	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY



TYPES A & D ①



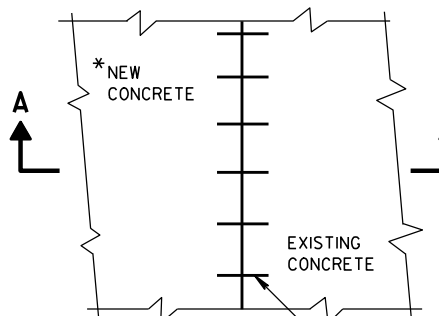
6" SLOPED CURB TYPES G & J ①



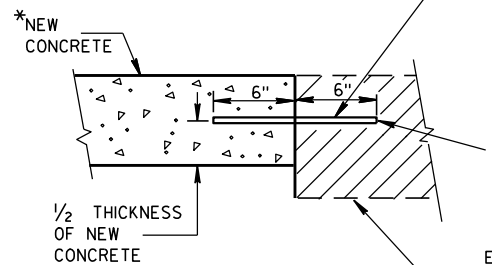
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"

* NEW CURB & GUTTER,
SURFACE DRAINS,
CONCRETE PAVEMENT
OR OTHER NEW CONCRETE.



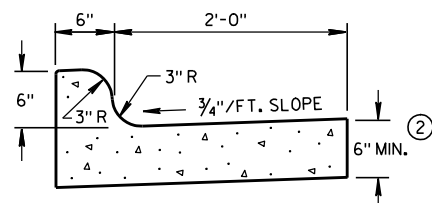
PLAN VIEW

SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT

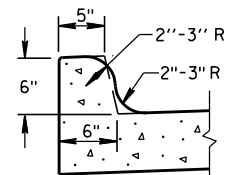
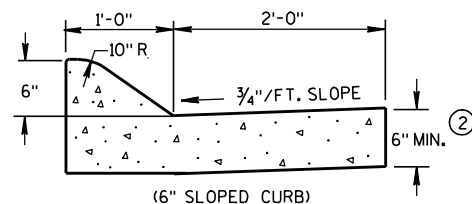
NO. 6 TIE BARS SPACED 2'-6" C-C,
INSTALLED PERPENDICULAR
TO THE LONGITUDINAL JOINT.

MAXIMUM DRILL HOLE
SIZE IS 1/8" GREATER
THAN TIE BAR DIAMETER

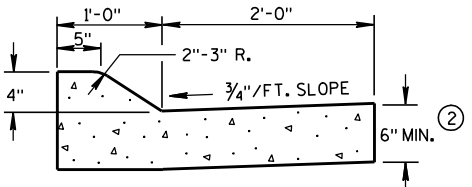
EXISTING
CONCRETE



TYPES K & L ①

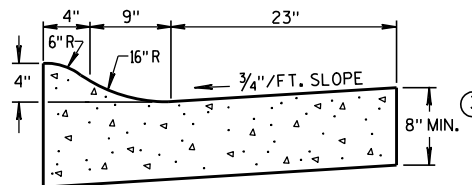
OPTIONAL CURB SHAPE
FOR TYPES K & L ①

(6" SLOPED CURB)



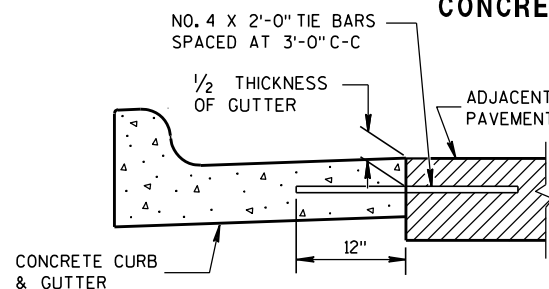
(4" SLOPED CURB)

TYPES A & D ①

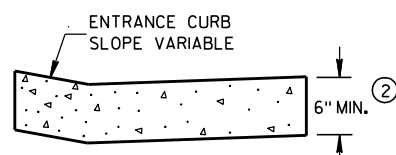


4" SLOPED CURB TYPES R & T ① ④

CONCRETE CURB & GUTTER 36"

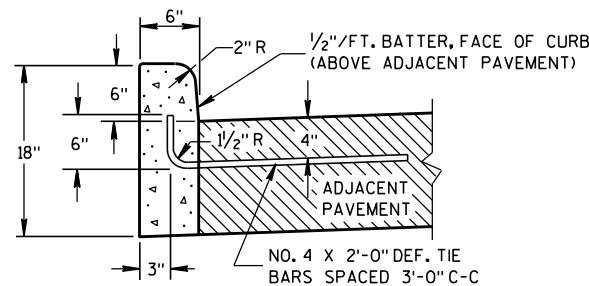


TYPICAL TIE BAR LOCATION ①



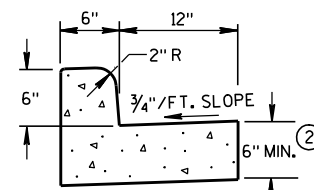
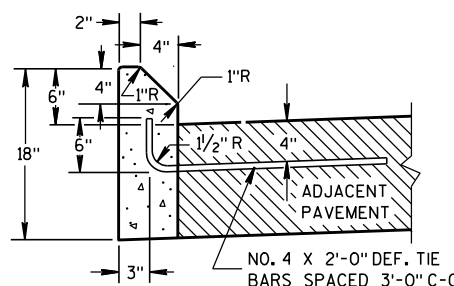
DRIVEWAY ENTRANCE CURB

(WHEN DIRECTED BY THE ENGINEER)



TYPES A & D ①

CONCRETE CURB

TYPES A & D
CONCRETE CURB & GUTTER 18"

TYPES G & J ①

GENERAL NOTES

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

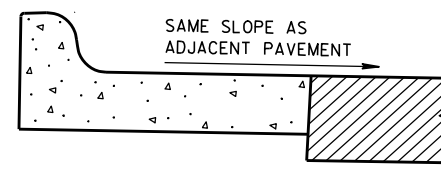
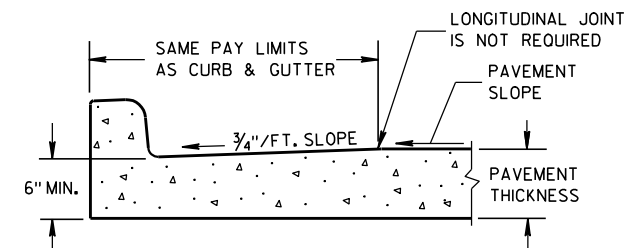
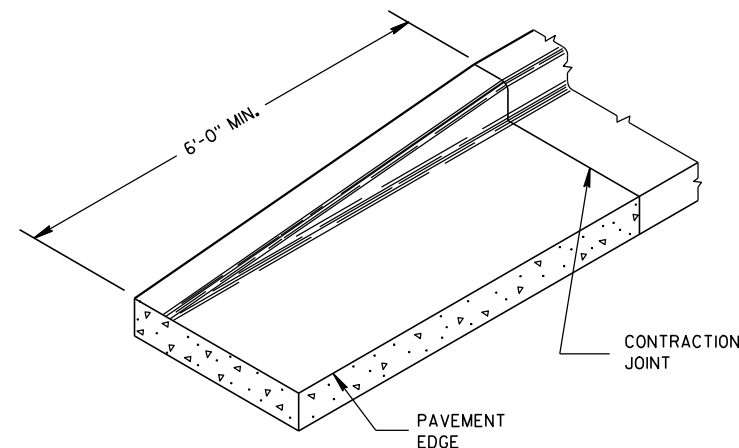
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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 GUTTER TYPES A, G, K AND R.
- 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 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.
- ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

REVERSE SLOPE GUTTER ⑤
(TYPICAL FOR ALL CURB & GUTTER TYPES)PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB & GUTTER

END SECTION CURB & GUTTER

CONCRETE CURB, CONCRETE
CURB & GUTTER AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

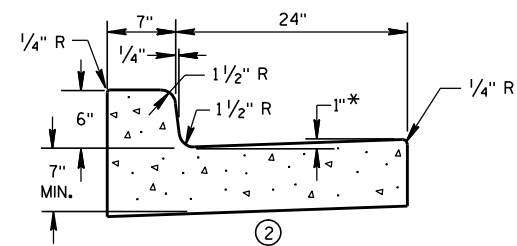
APPROVED

9/4/08

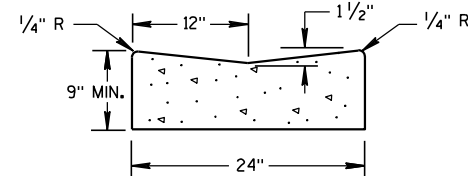
DATE

FHWA

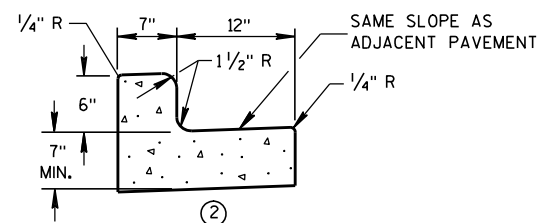
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



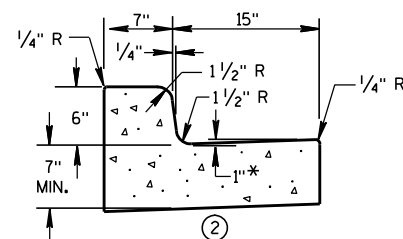
① CONCRETE CURB & GUTTER 31"



① CONCRETE GUTTER 24"

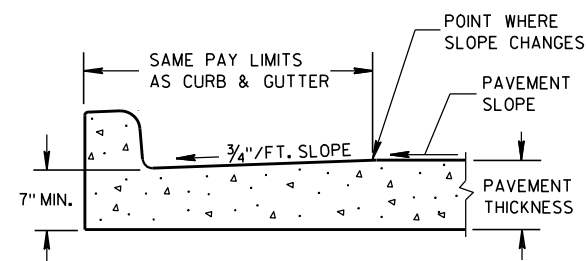


① CONCRETE CURB & GUTTER 19"

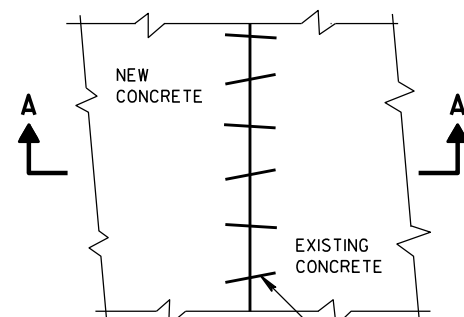


① CONCRETE CURB & GUTTER 22"

* TO BE MEASURED TO A MAXIMUM OF 3" WHERE DRAINAGE PROBLEMS EXIST.



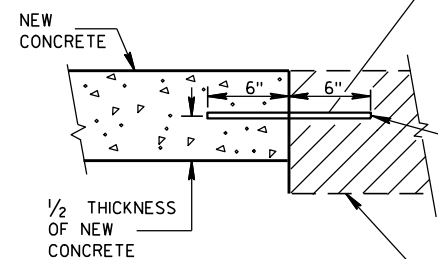
PARTIAL SECTION OF PAVEMENT WITH INTEGRAL CURB & GUTTER



PLAN VIEW

EXISTING AND NEW CONCRETE MAY BE CURB & GUTTER, SURFACE DRAIN, PAVEMENT OR OTHER CONCRETE STRUCTURE.

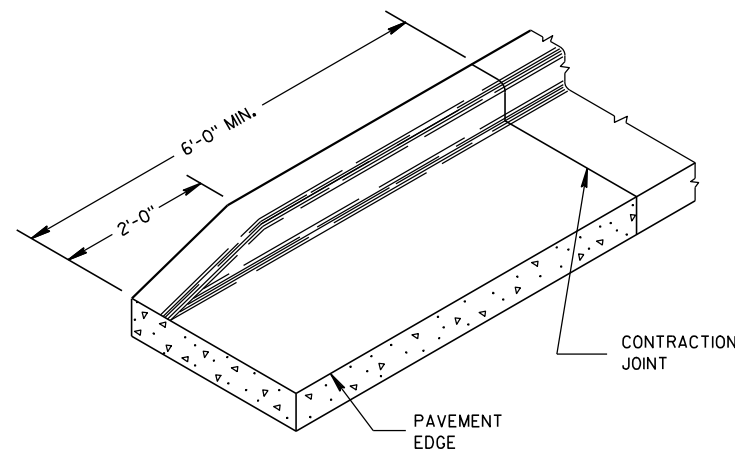
NO. 6 X 12" DEF. BARS SPACED 3'-0" C-C, INSTALLED ON 6:1 SKEW HORIZONTALLY. DIRECTION OF SKEW ALTERNATING AFTER EVERY ONE OR TWO BARS.



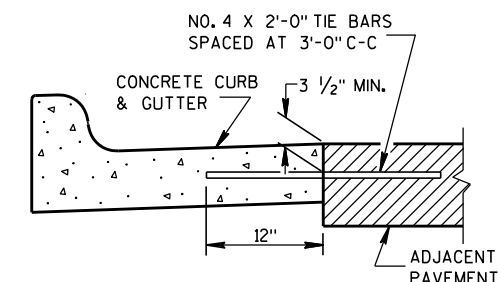
THE HOLE FOR THE BAR SHALL BE DRILLED TO A DEPTH OF 7" AND TO A DIAMETER TO PROVIDE A TIGHT DRIVEN FIT.

EXISTING CONCRETE

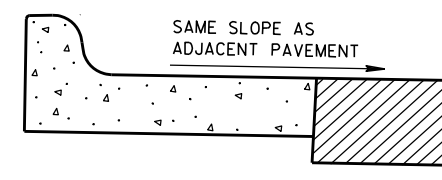
SECTION A-A
PAVEMENT TIES



END SECTION CURB & GUTTER



① TYPICAL TIE BAR LOCATION



③ HIGH SIDE SECTION
(TYPICAL FOR ALL CURB & GUTTER)

GENERAL NOTES

DETAILS OF CONSTRUCTION, MATERIALS 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 & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURB.

- ① WHEN PLACED ADJACENT TO NEW CONCRETE, TIE BARS ARE REQUIRED FOR CURB AND GUTTER 31", 22", 19" AND CONCRETE GUTTER 24".
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 7" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ WHEN HIGH SIDE CURB SECTION IS REQUIRED, THE LOCATION(S) WILL BE NOTED ON THE PLAN.

CONCRETE GUTTER, CURB AND
GUTTER AND PAVEMENT TIES
(For Optional Use in Milwaukee Co. Only)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

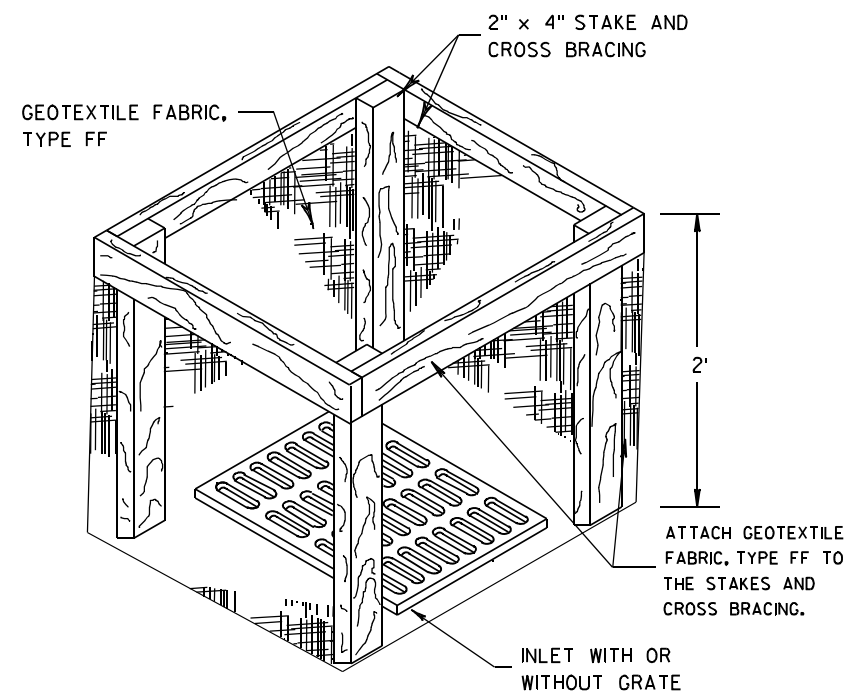
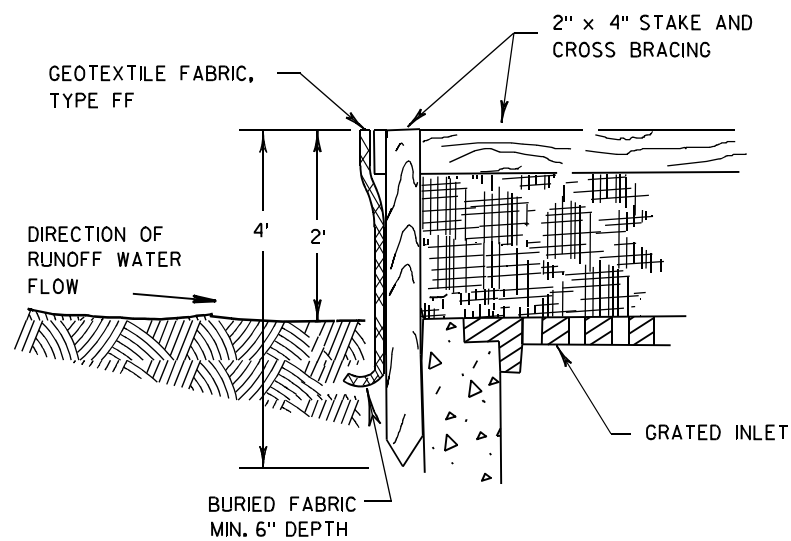
APPROVED

11/22/2010

DATE

FHWA

/S/ Jerry Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



INLET PROTECTION, TYPE A

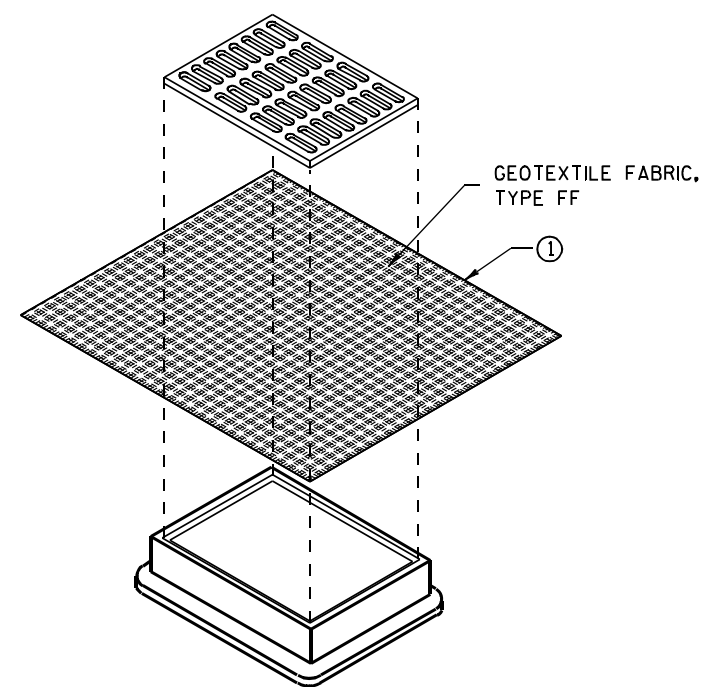
GENERAL NOTES

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.

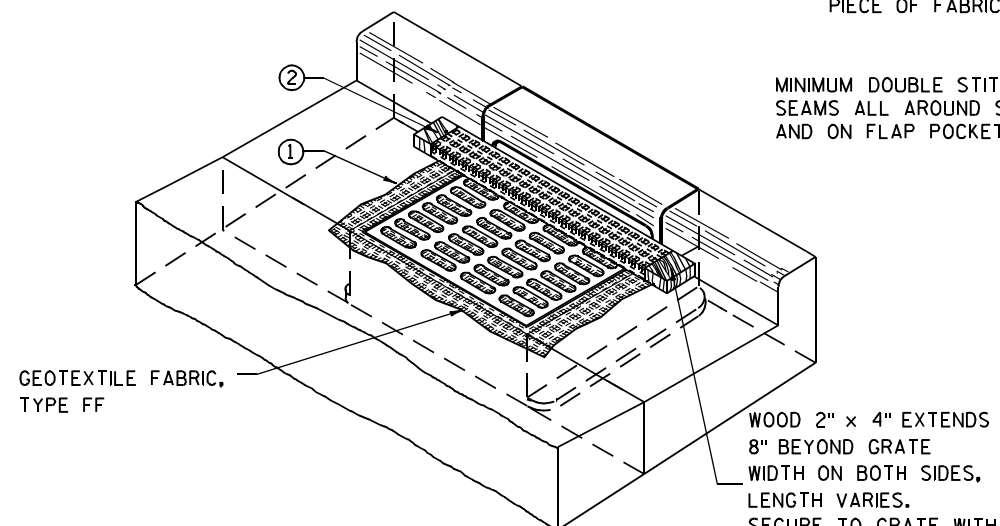
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

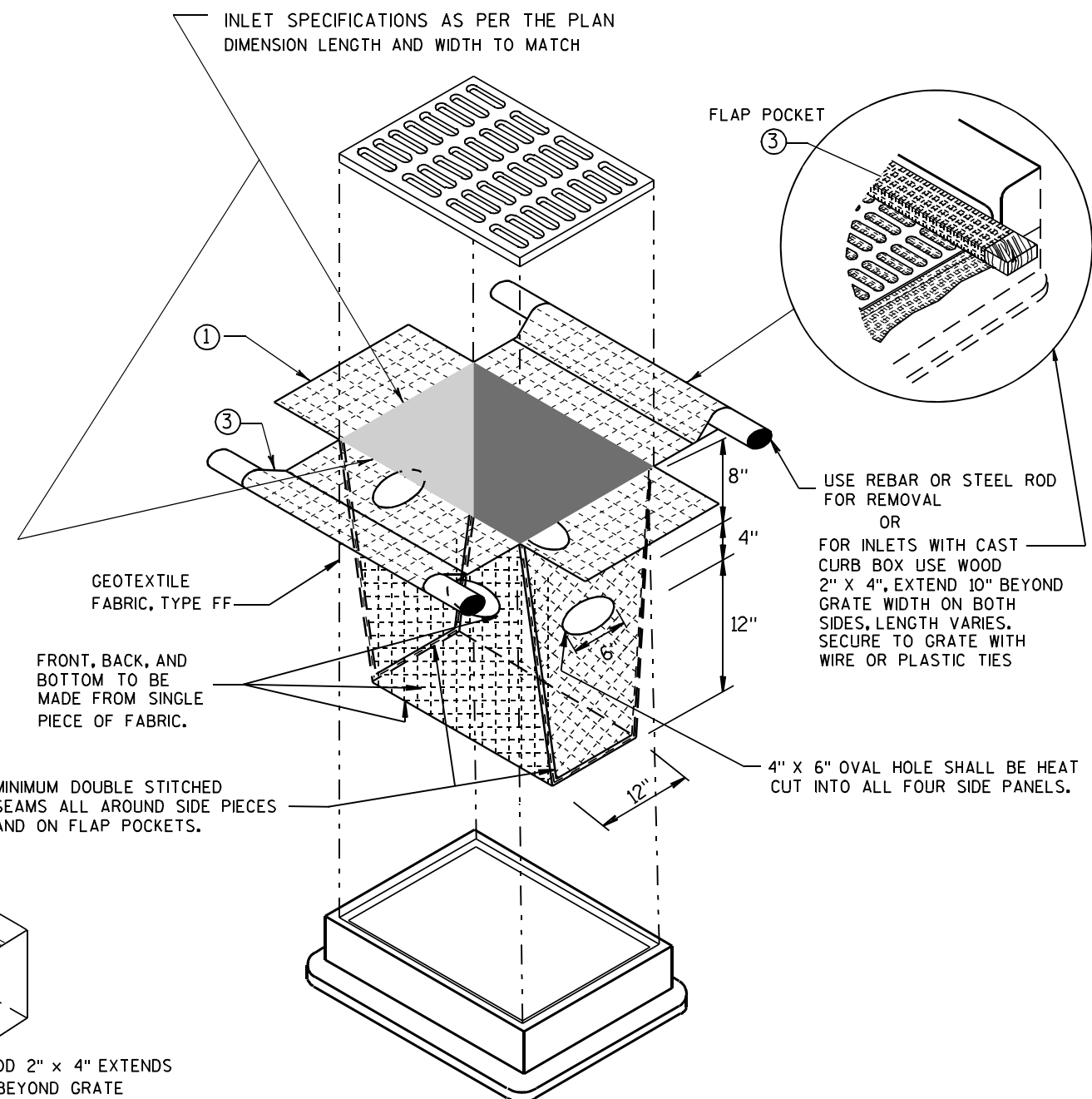
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



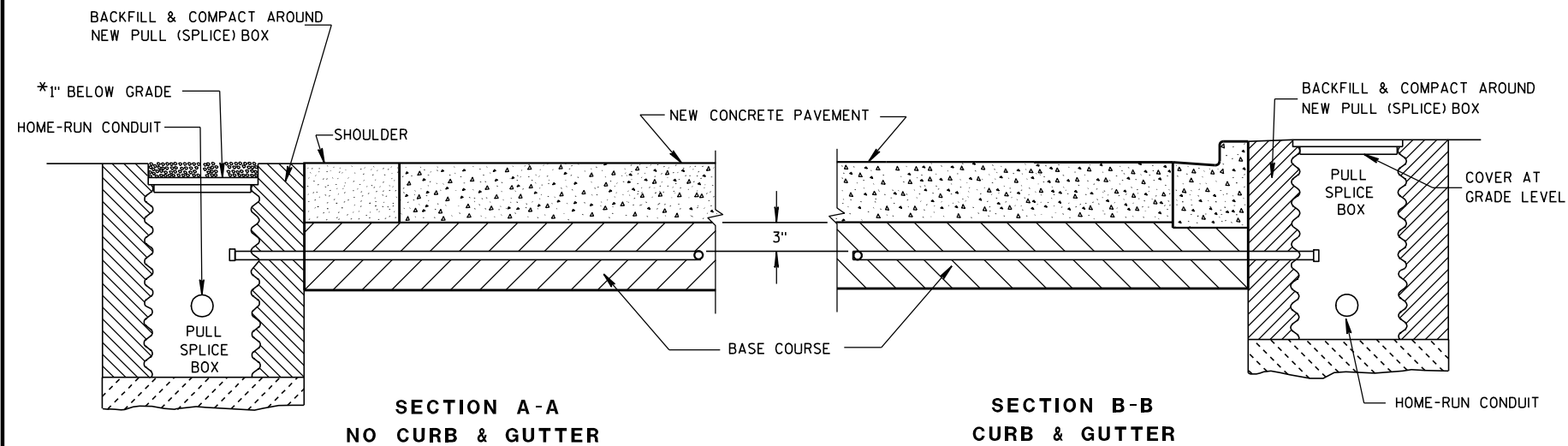
INLET PROTECTION, TYPE D

(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



*RECESS PULL (SPlice) BOX SO THAT THE COVER IS 3\"

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPlice) BOX.

SPICES SHALL BE INSTALLED BY USING CAST IN PLACE SPlice KITS SUCH AS 3M TYPE 82A1 OR APPROVED EQUAL. NON-INSULATED BUTT SPICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPlice KIT.

MEASURE GROUND RESISTANCE USING A MEGGER, REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPlicing THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

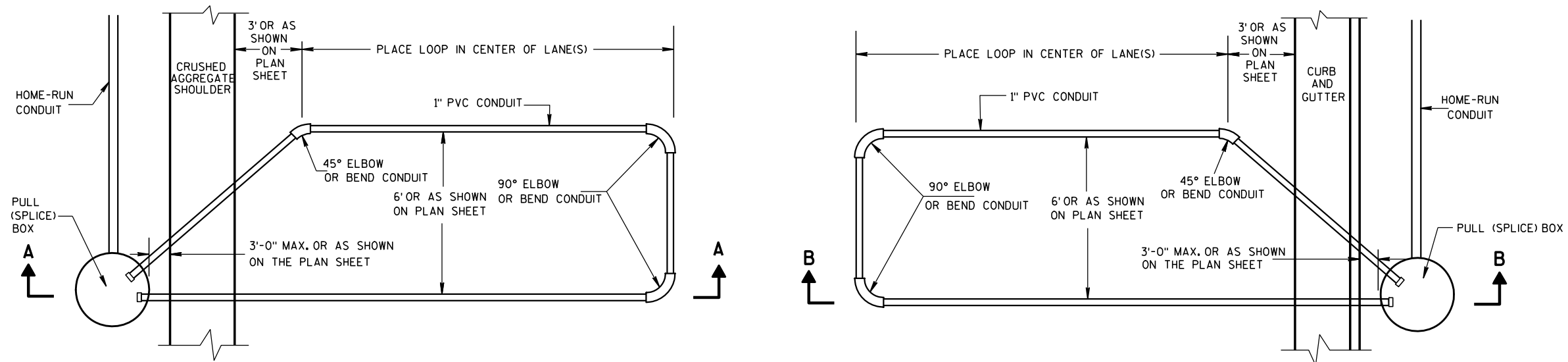
THE #12 AWG. LOOP WIRE IN THE PULL (SPlice) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPliced TO THE LOOP LEAD-IN CABLE.

SPICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPlice) BOXES AT THE SIDE OF THE ROAD.

THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPlice) BOX THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPlice) BOX, AND BE INSTALLED IN ONE, NON-SPlice CONTINUOUS LENGTH.

PROTECTION OF THE CONDUIT IN THE BASE COURSE, SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR
WITH 18\"

LOOP DETECTOR INSTALLED IN
BASE COURSE WITH PULL (SPlice)
BOX OFF ROADWAY
(OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

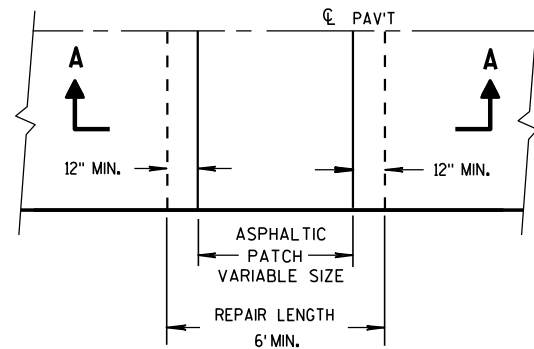
APPROVED

6/7/06

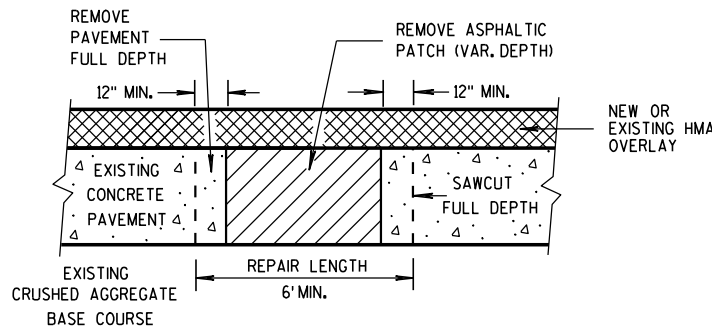
DATE

FHWA

/S/ Balu Ananthanarayanan
STATE ELECTRICAL ENGINEER FOR HWYS

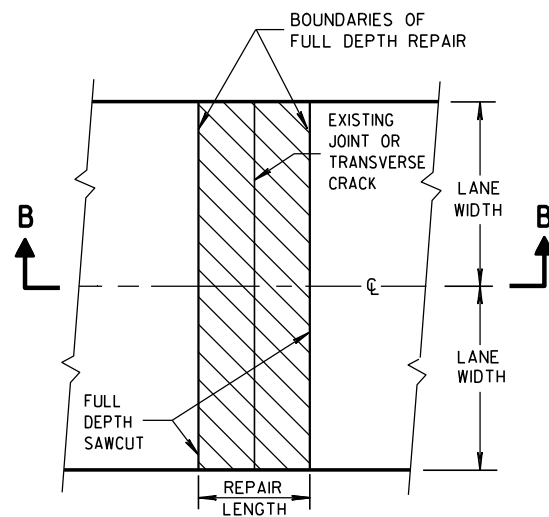


PLAN VIEW

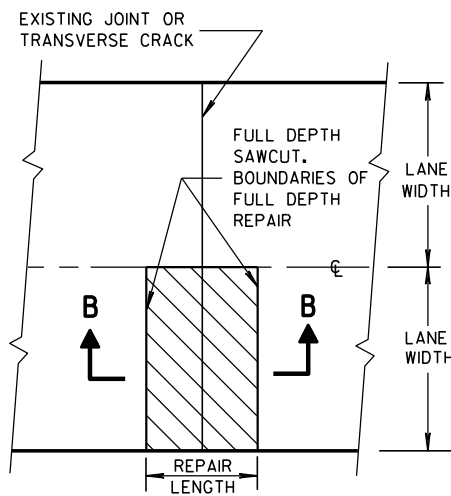


SECTION A-A

HMA PATCH REMOVAL



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL

(SEE NOTE)

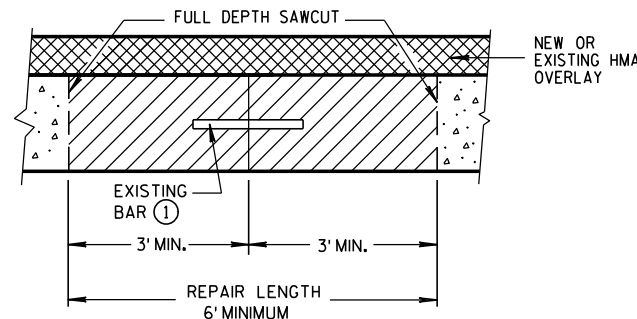
GENERAL NOTES

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. ADDITIONAL SAW CUTS ARE NOT PAID FOR BY THE DEPARTMENT.

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

THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

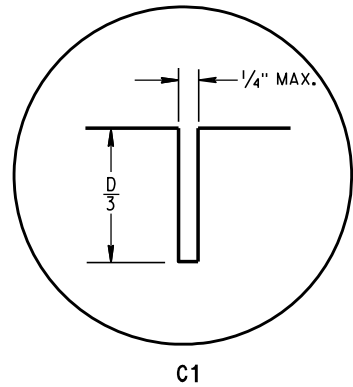
① DOWEL BARS MIGHT NOT EXIST.



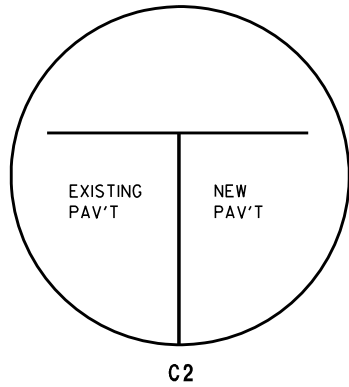
SECTION B-B
CONCRETE REMOVAL

BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

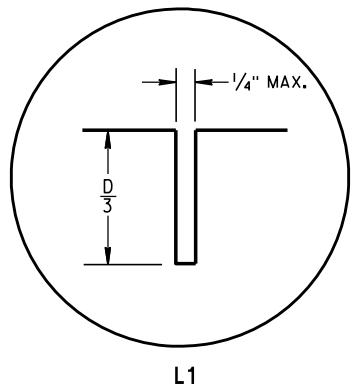


C1

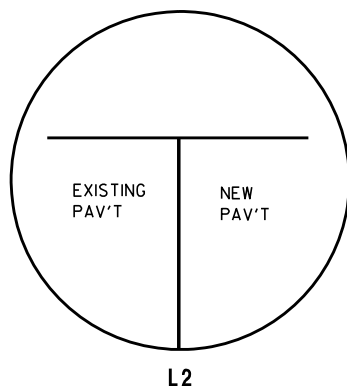


C2

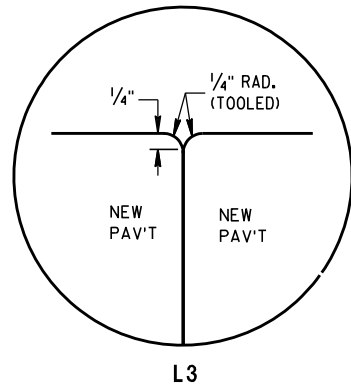
TRANSVERSE JOINTS



L1

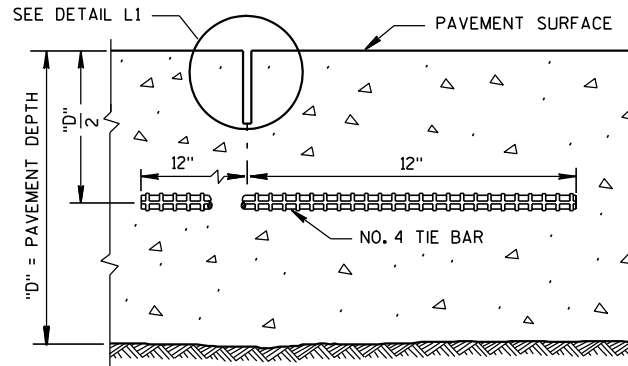


L2

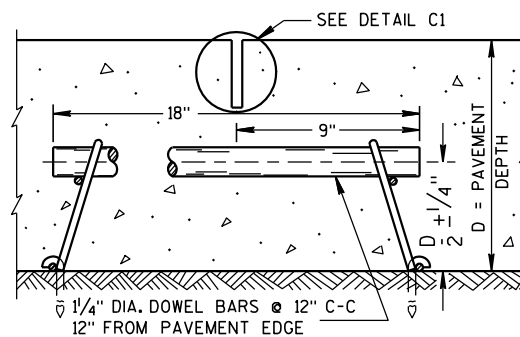


L3

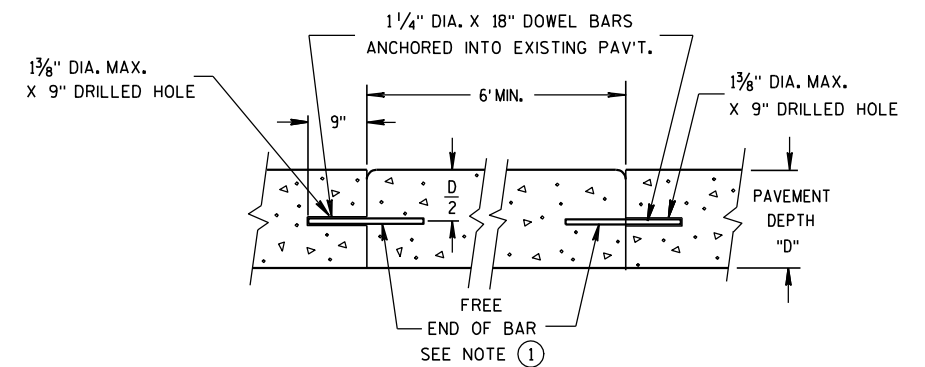
LONGITUDINAL JOINTS



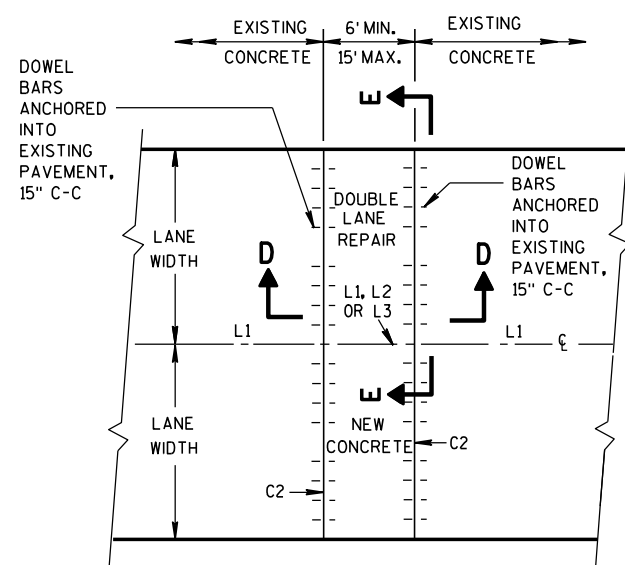
SECTION C-C
SAWED LONGITUDINAL JOINT



SECTION F-F
CONTRACTION JOINT

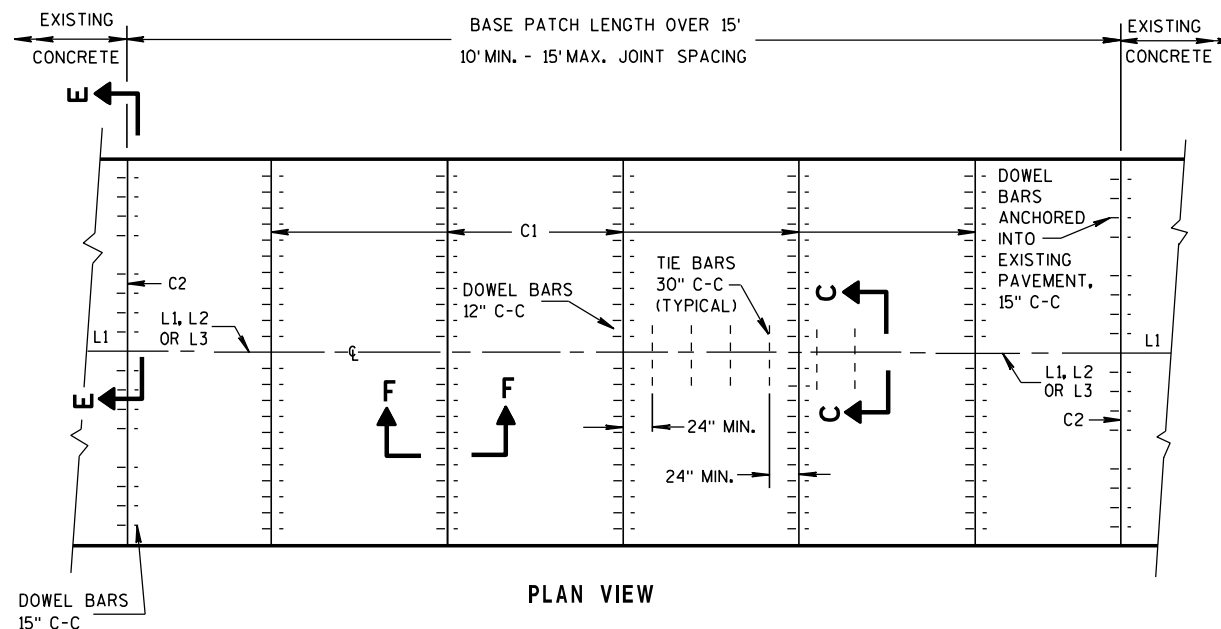


SECTION D-D



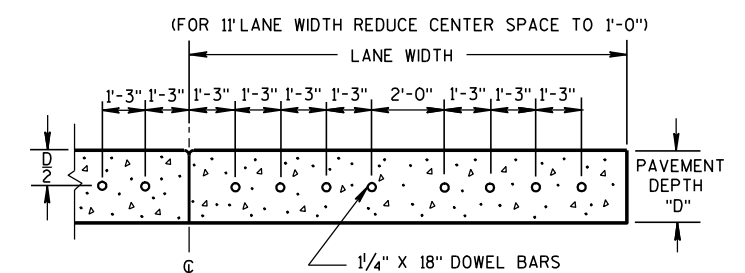
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH
15' MAXIMUM LENGTH



PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH
GREATER THAN 15' IN LENGTH



SECTION E-E
SPACING OF DOWEL BARS
ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

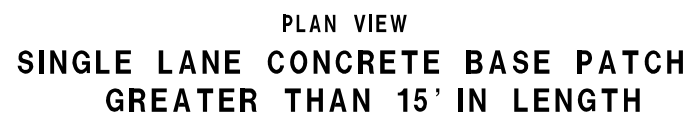
DO NOT SEAL OR FILL JOINTS.

ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

- 1 APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

- ① USE AN ENGINEER-APPROVED BOND BREAKER FOR SINGLE LANE BASE PATCHES UP TO 15 FEET IN LENGTH.
- ② WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES AND TO SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

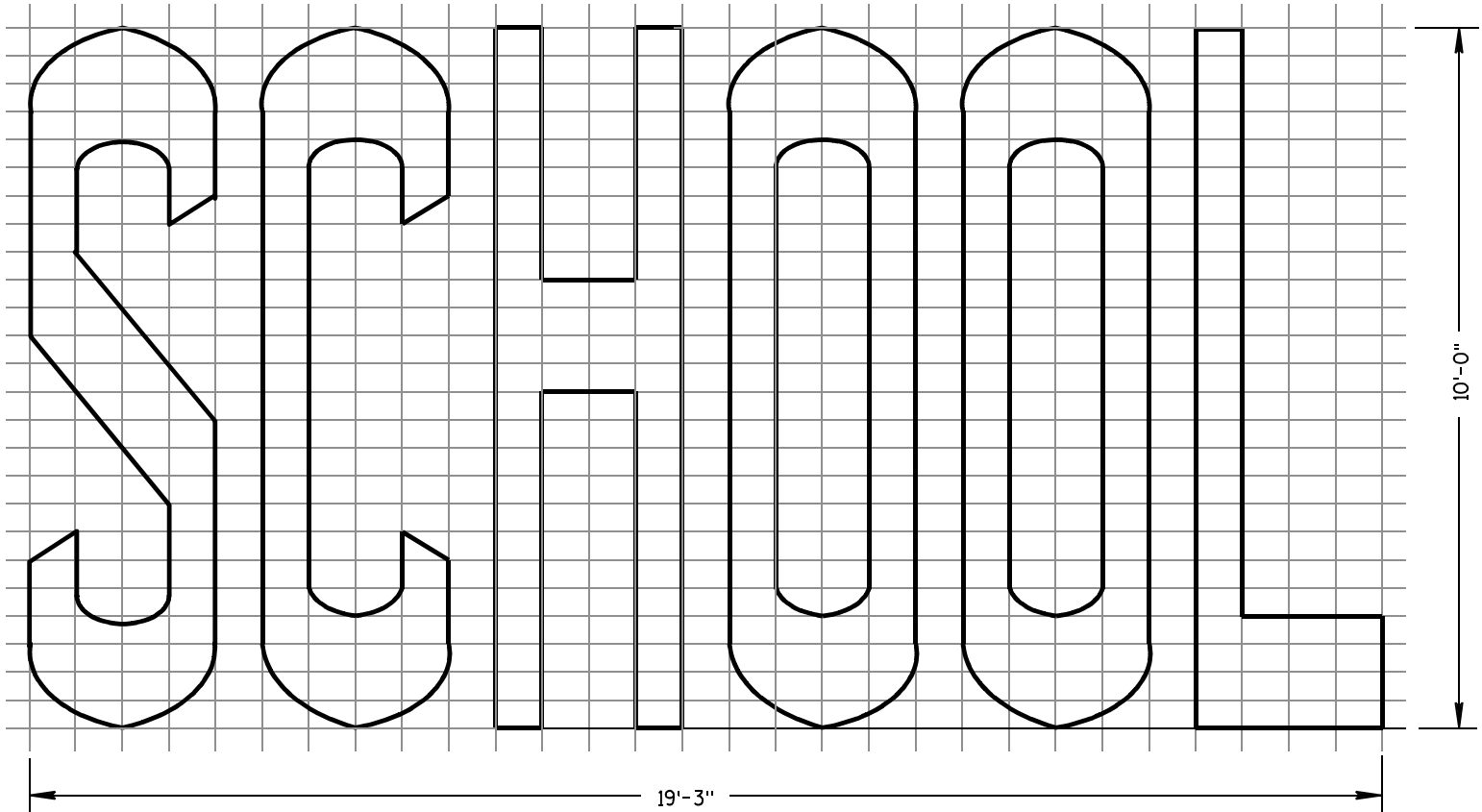
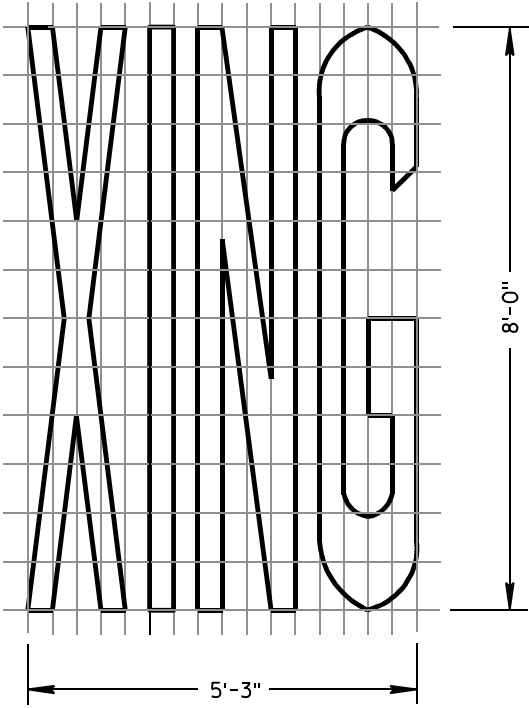
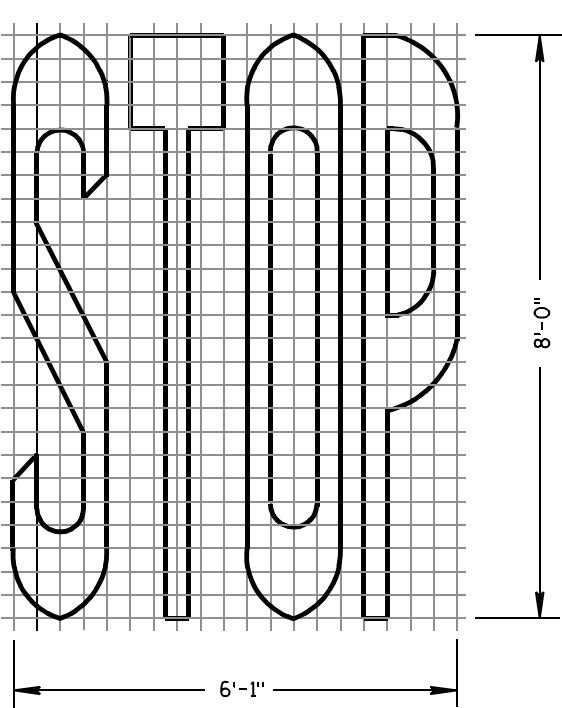


BASE PATCHING CONCRETE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED <u>12-II-2009</u> DATE	<u>/S/ Deb Bischoff</u> PAVEMENT POLICY & DESIGN ENGINEER
FHWA	

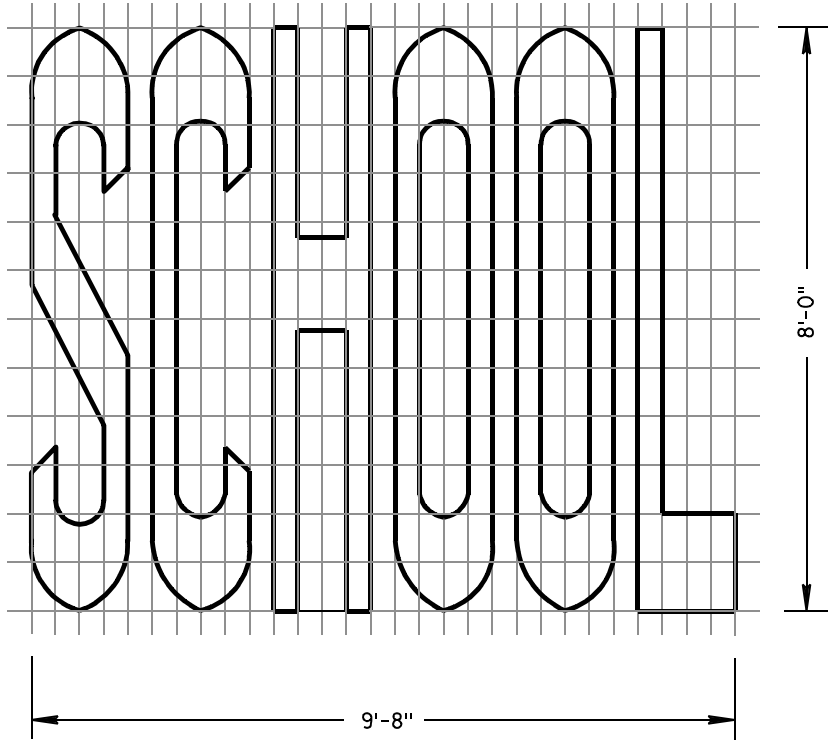
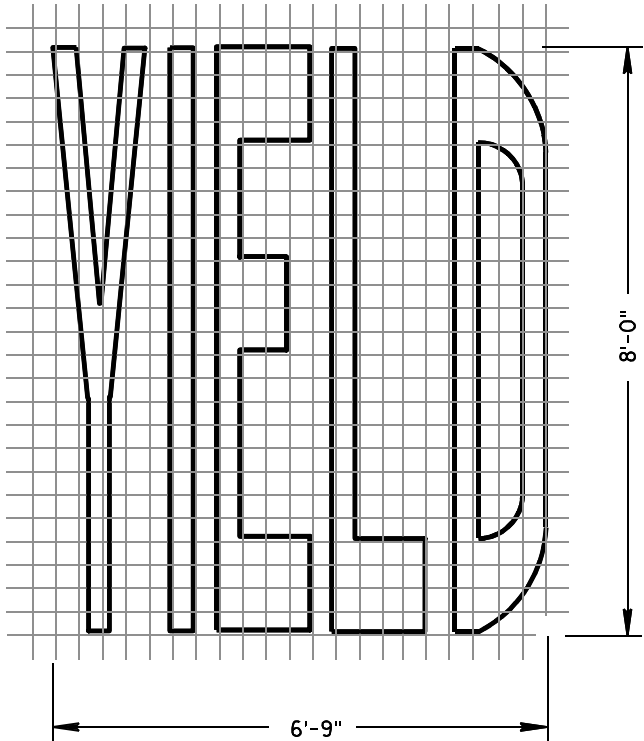
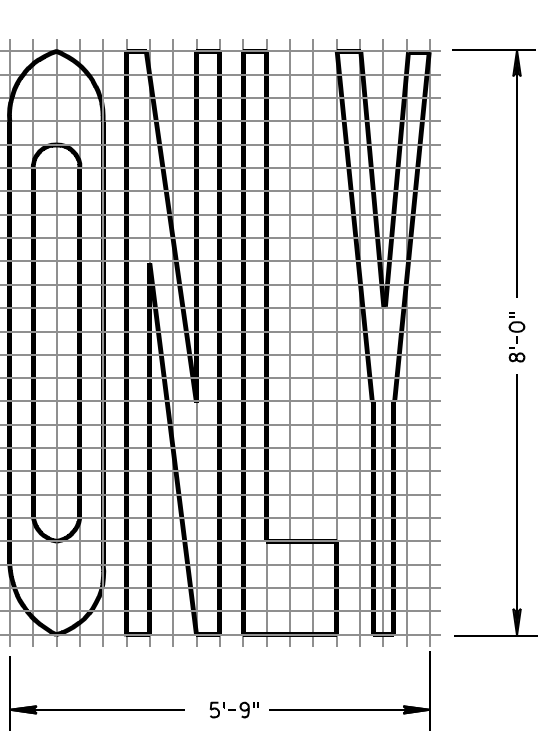
GENERAL NOTES

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

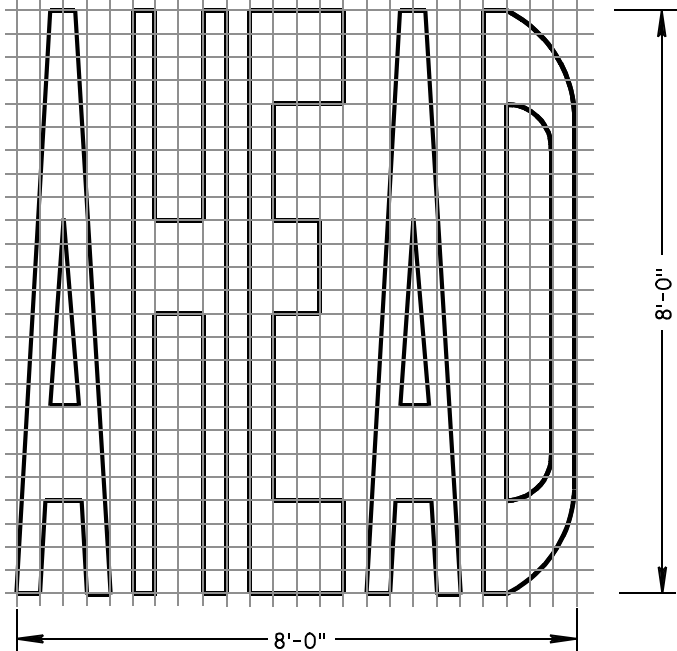
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

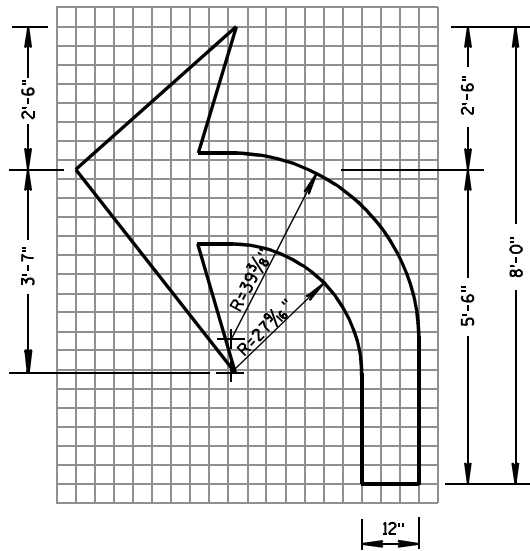
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

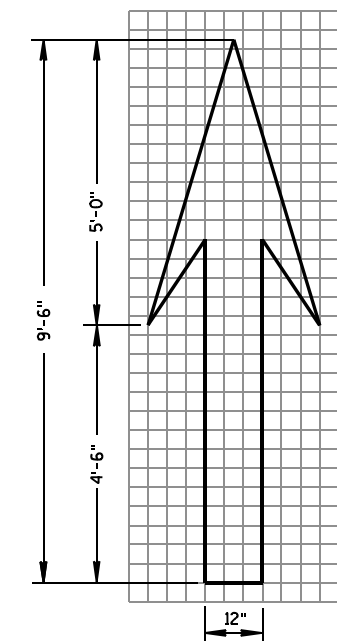
7-1-11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

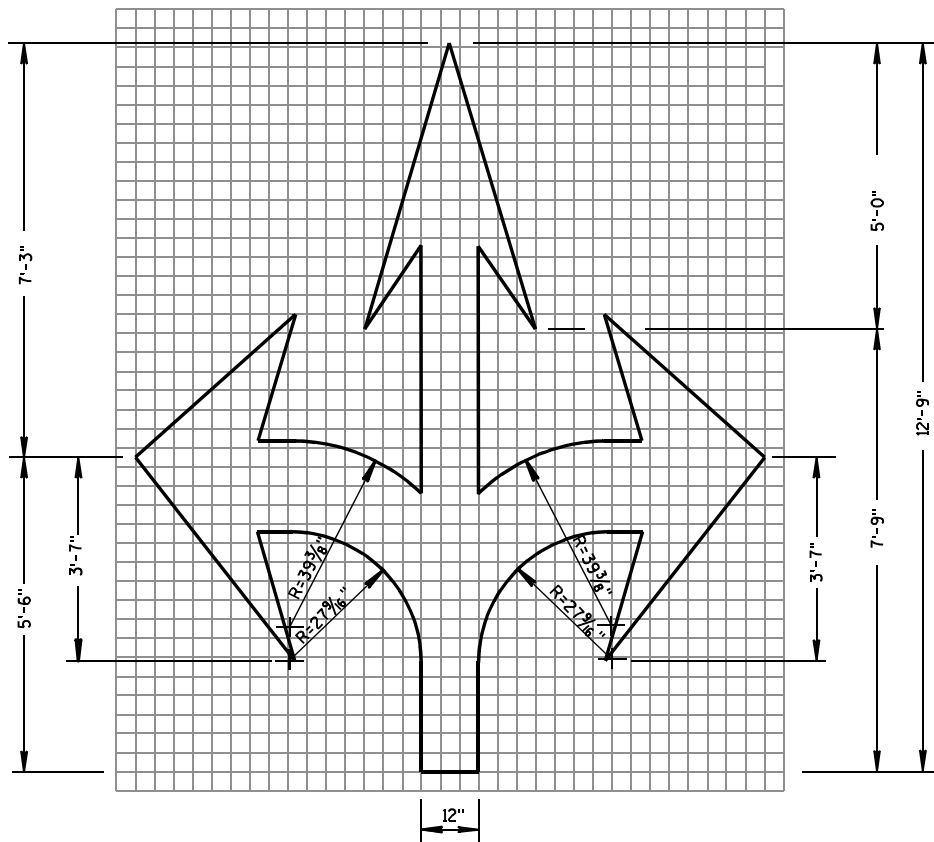
FHWA



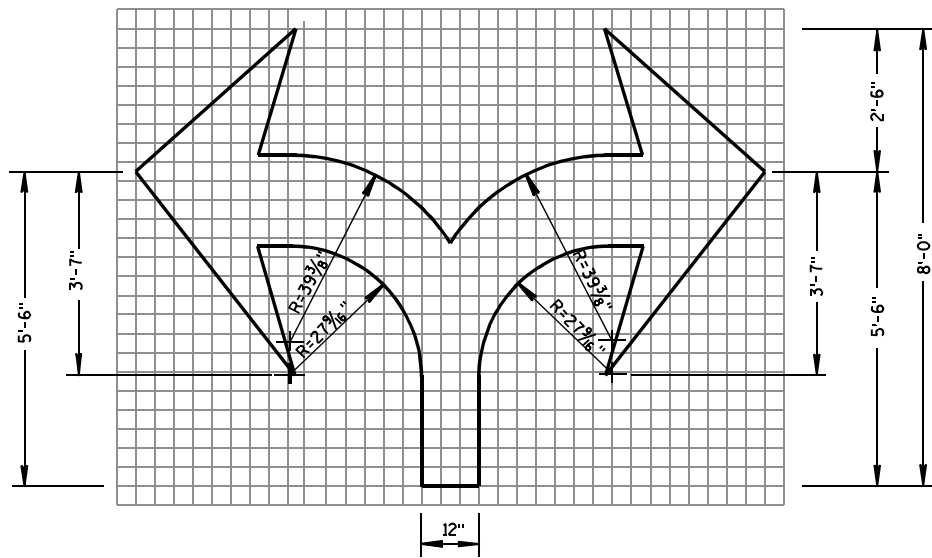
TYPE 2



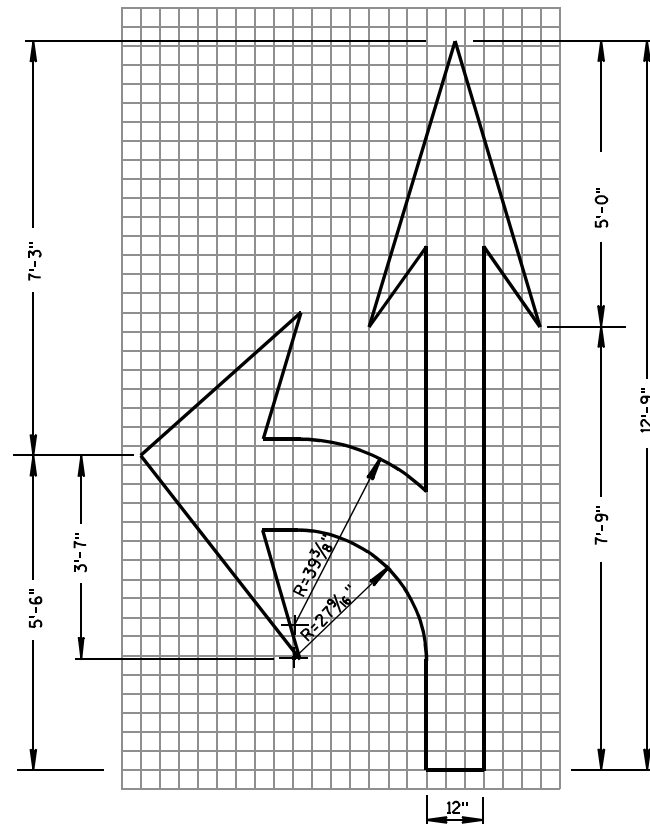
TYPE 1



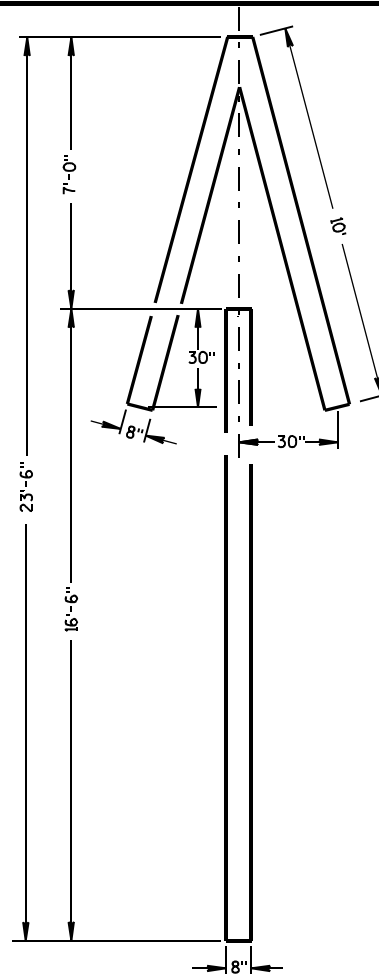
TYPE 6



TYPE 7



TYPE 3

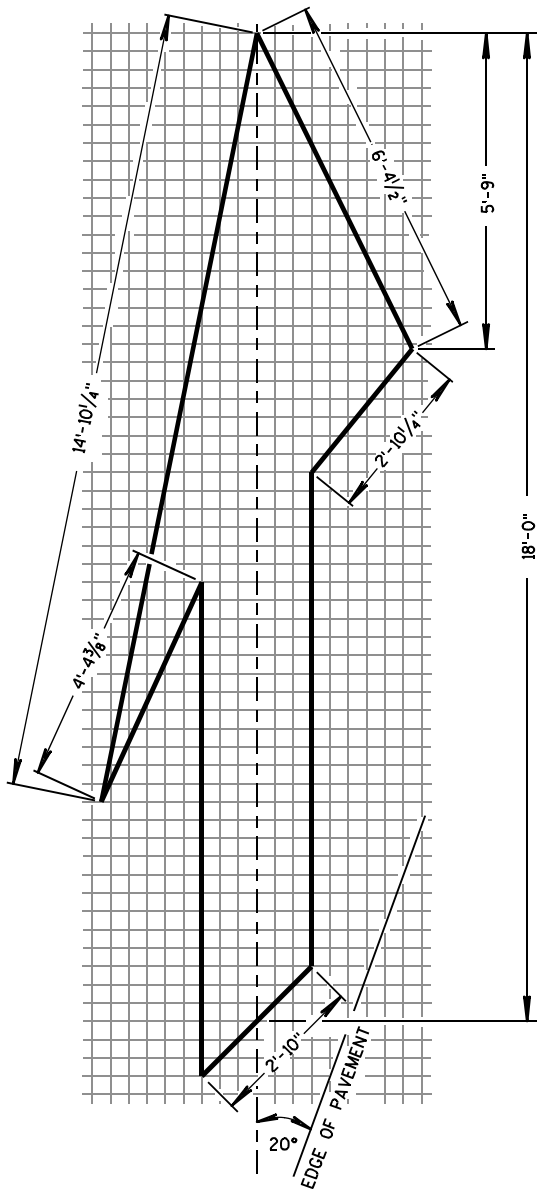


TYPE 4

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

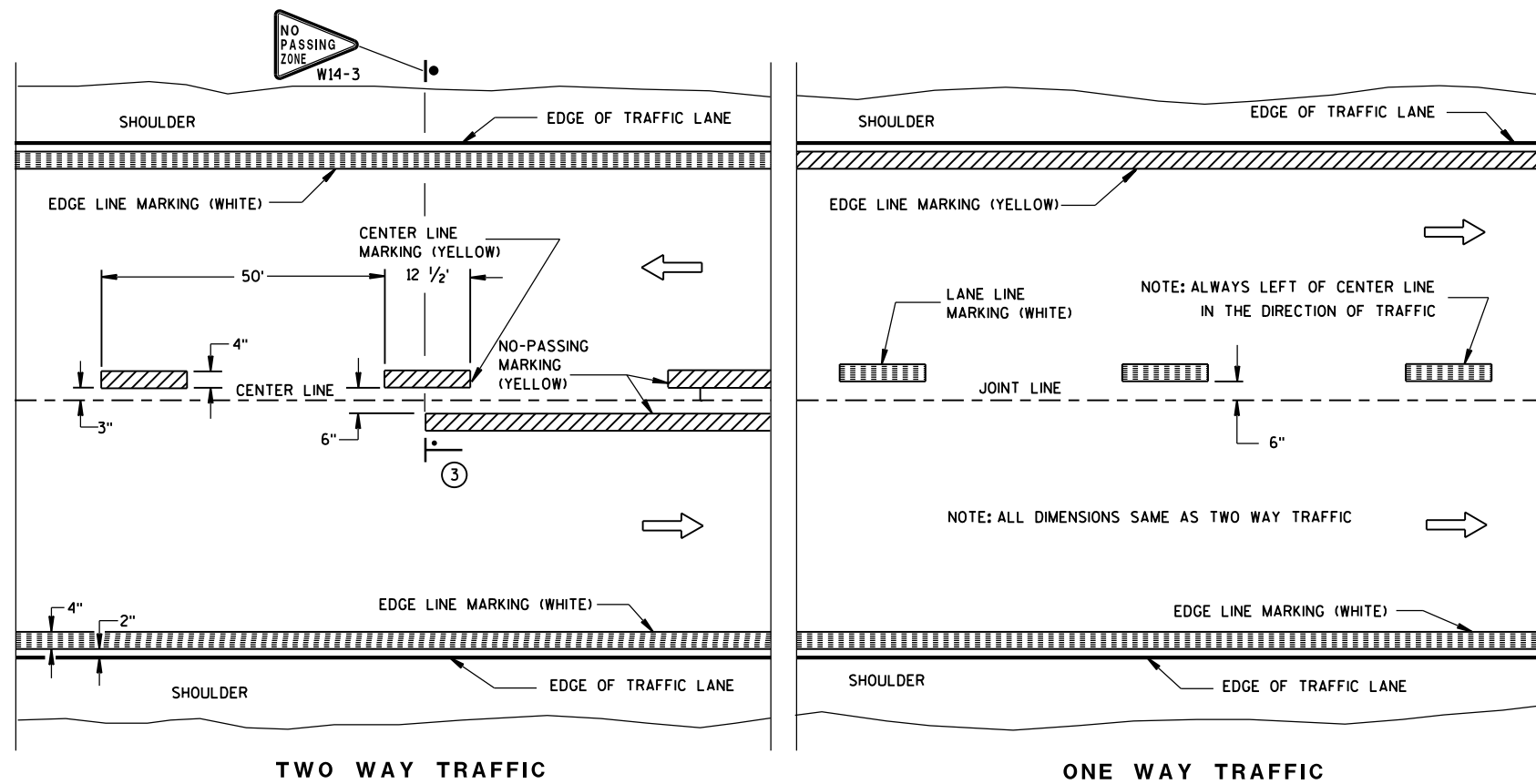
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

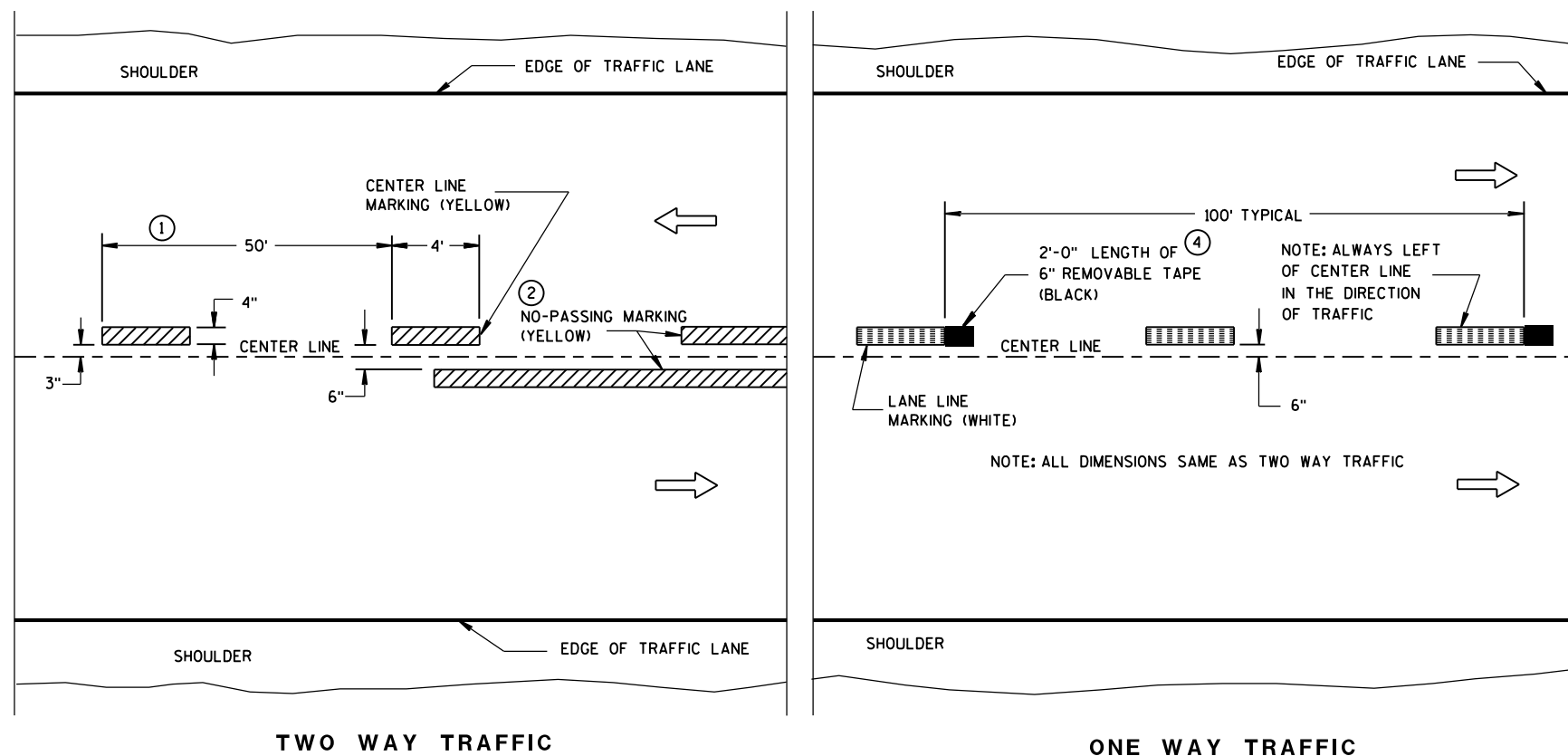
7/1/11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA



PERMANENT PAVEMENT MARKING



TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

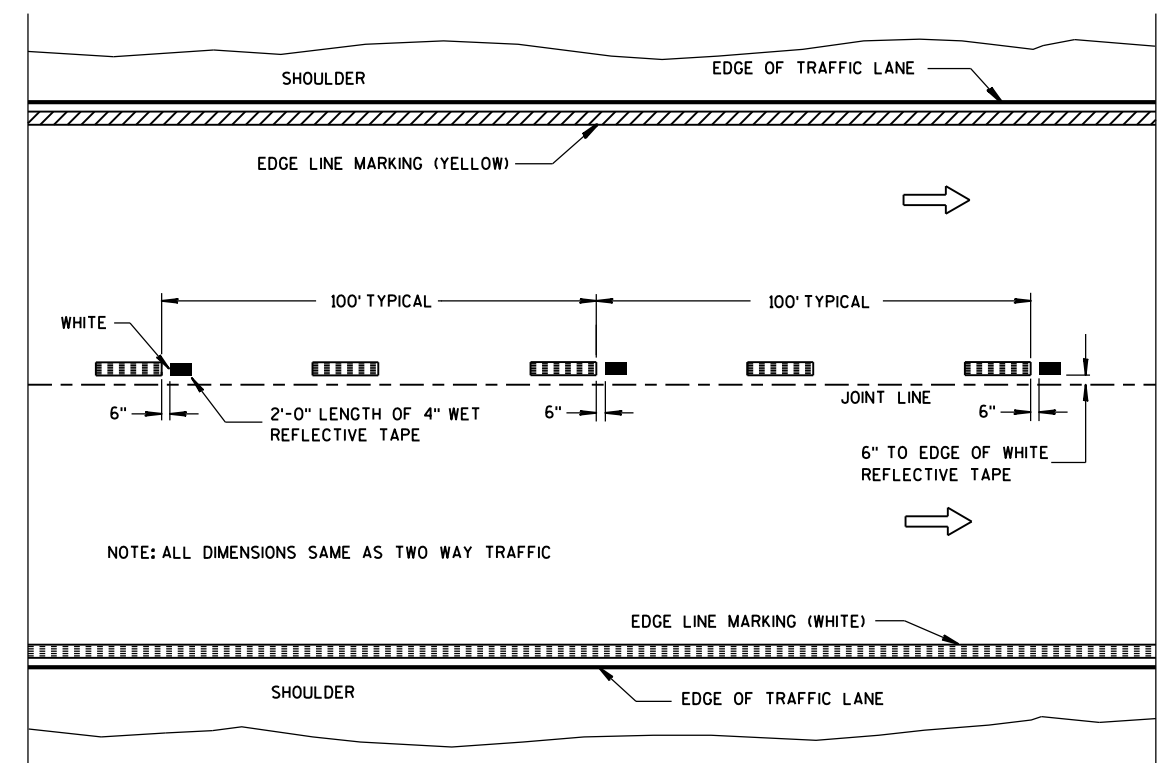
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (25'±) WITH 2" MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

 "T" MARKING

● POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

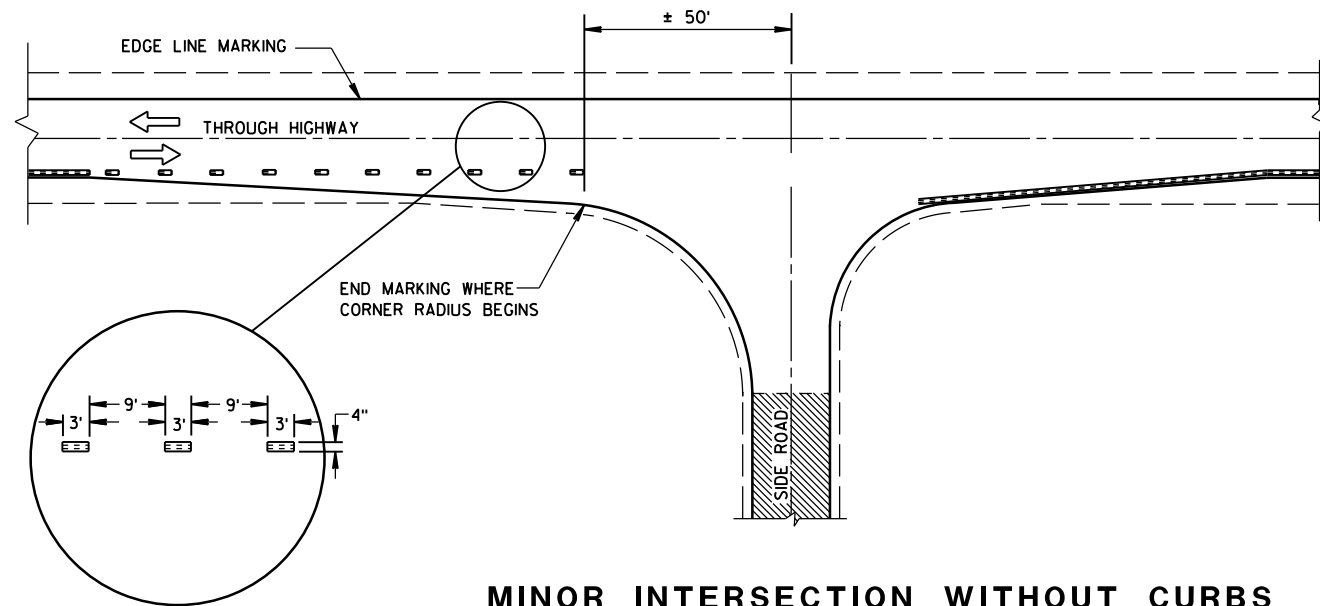
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

FHWA

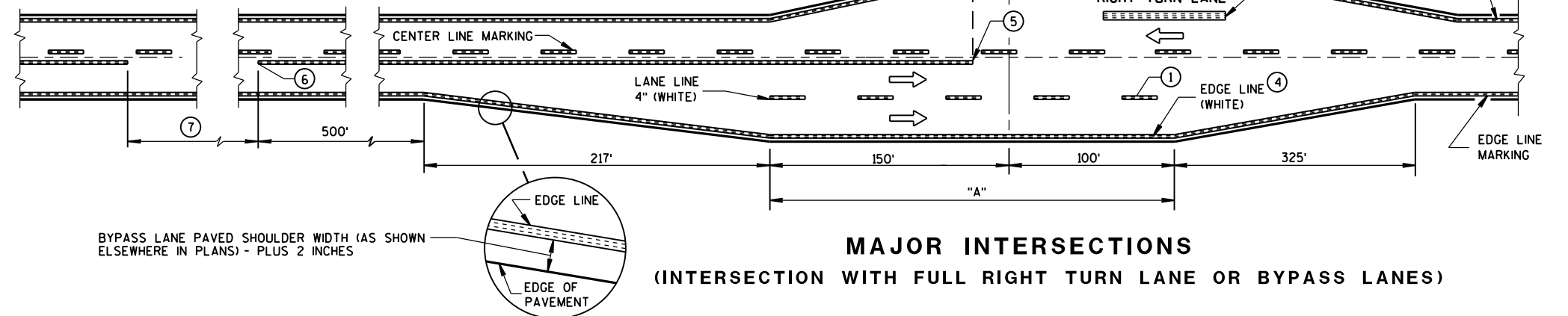
/S/ Travis Feltes
STATE TRAFFIC ENGINEER



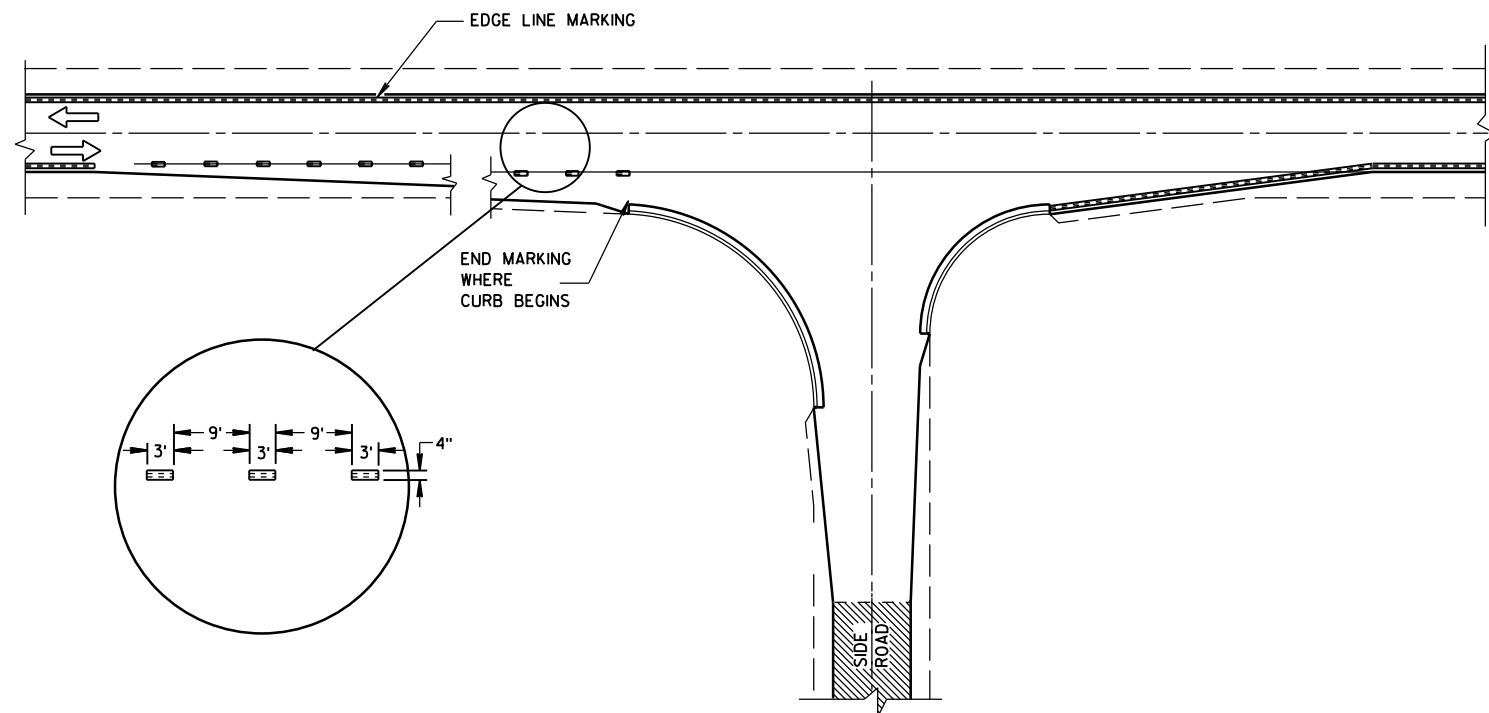
MINOR INTERSECTION WITHOUT CURBS

⑦

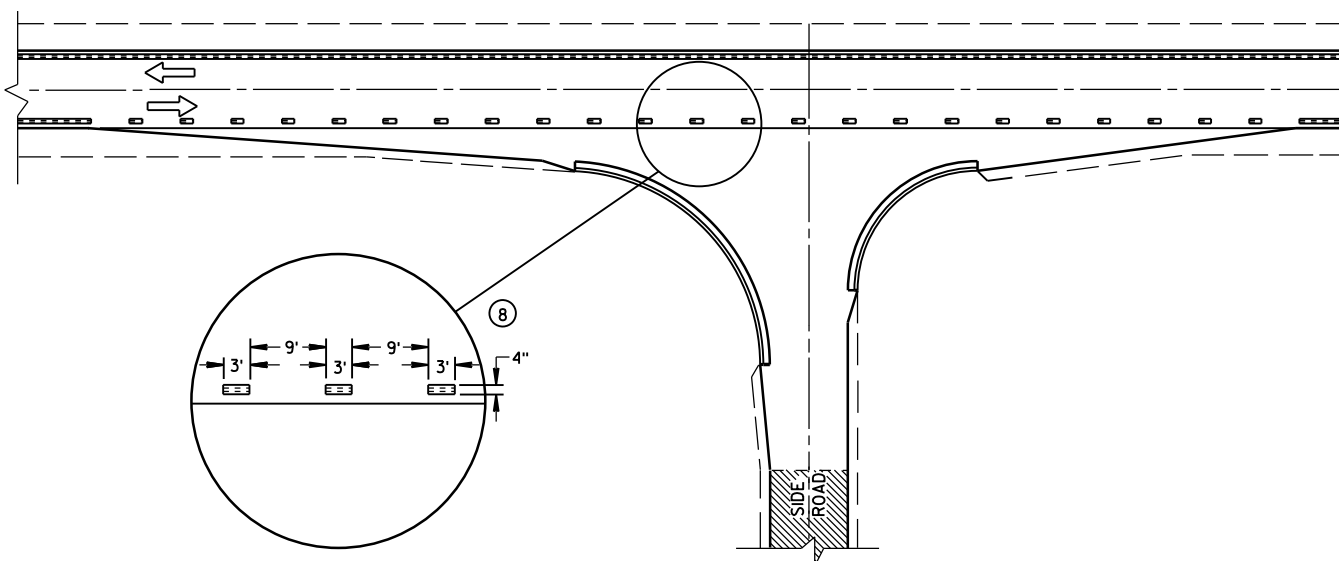
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



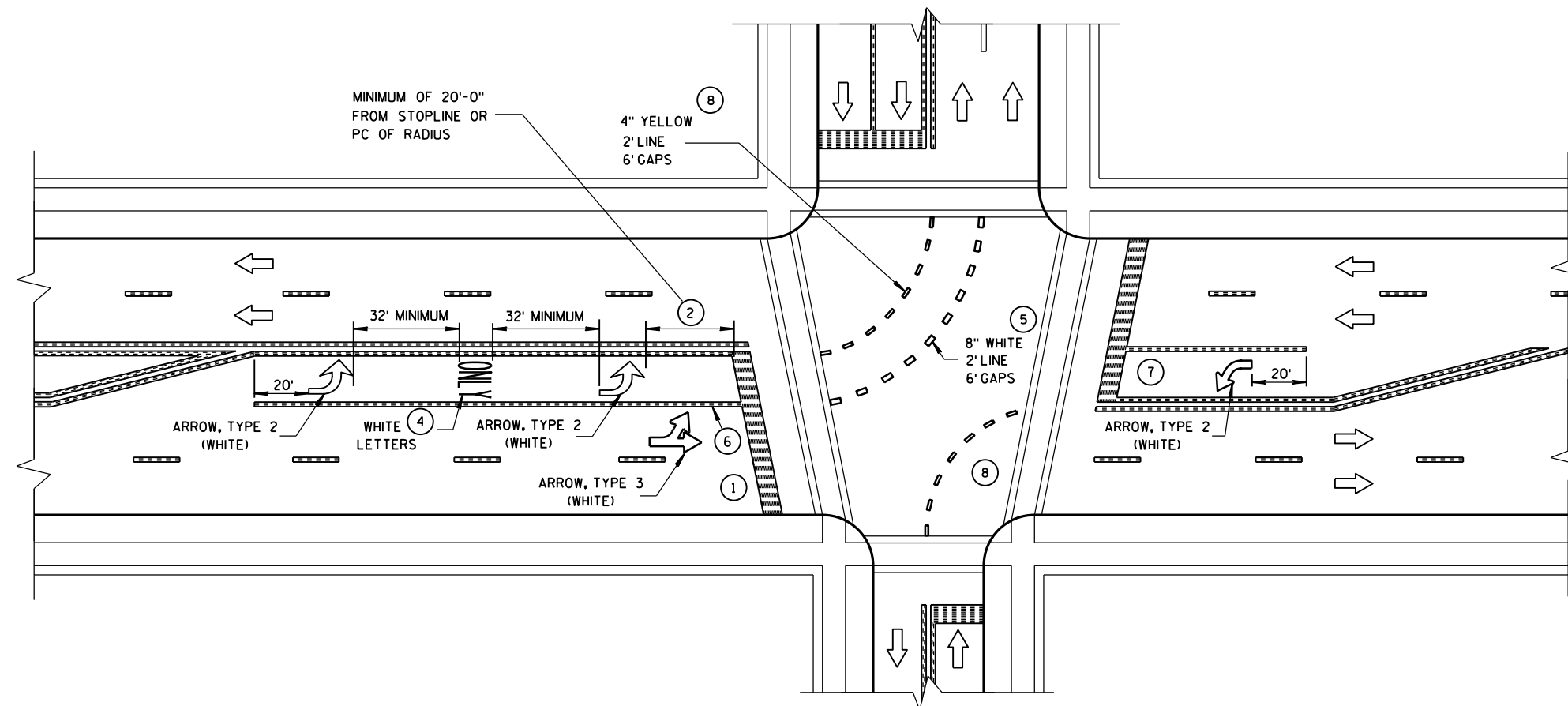
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
 - ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
 - ③ ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
 - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
 - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
 - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
 - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
 - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(INTERSECTIONS)

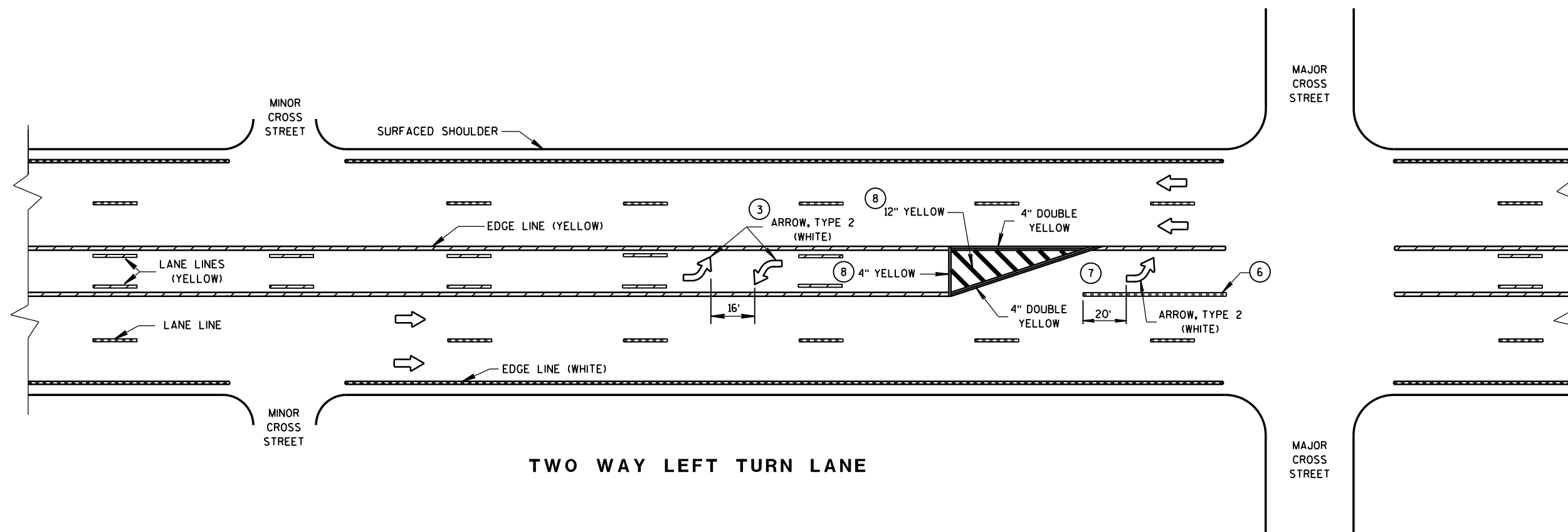
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

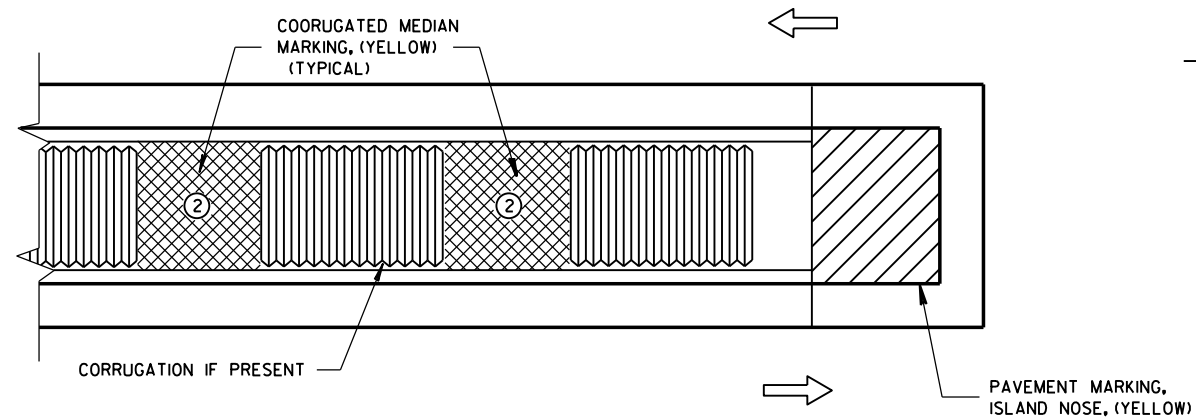
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
- ⑤ 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- ⑥ 8" WHITE
- ⑦ ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
- ⑧ REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (➡)
SHOWS DIRECTION OF TRAVEL

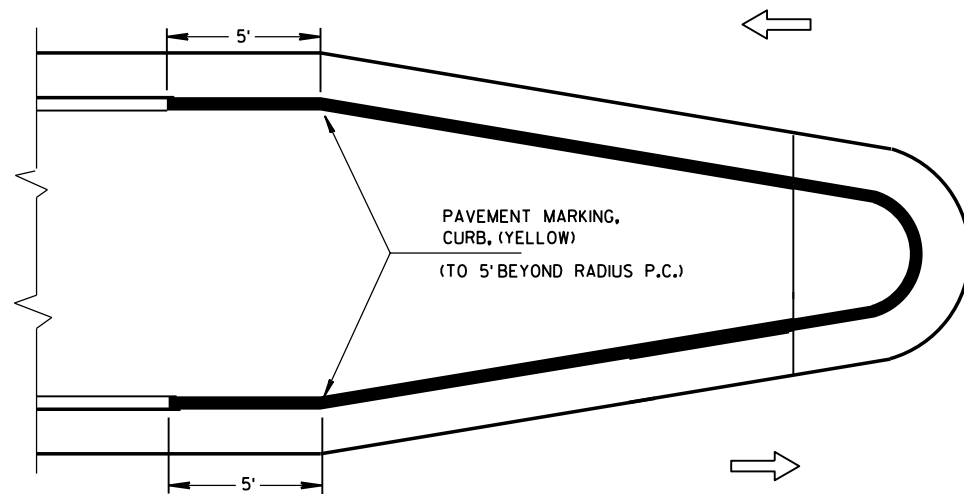


PAVEMENT MARKING
(LEFT TURN LANE)

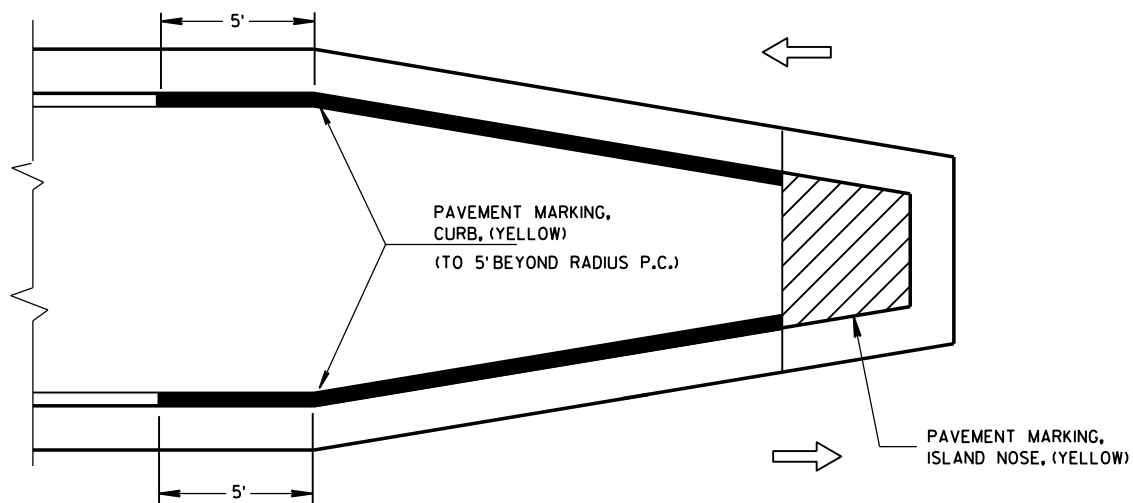
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

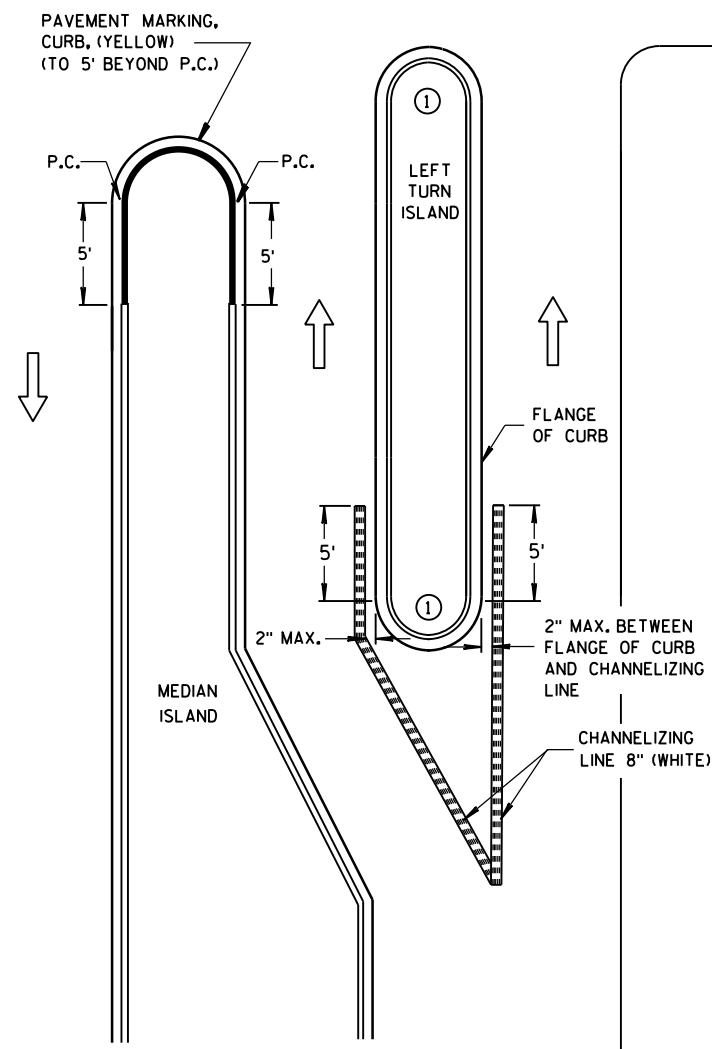


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

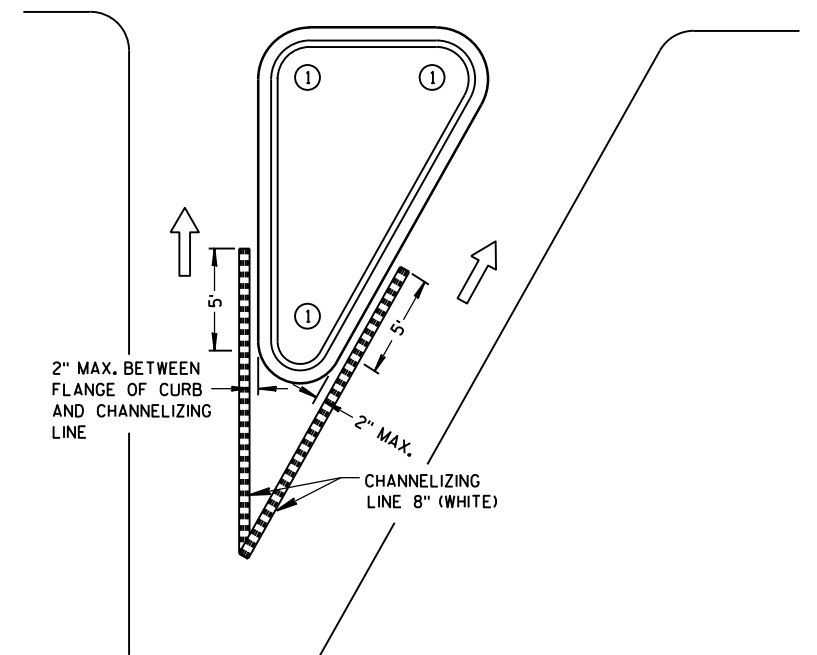
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- 1 DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- 2 WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN, THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

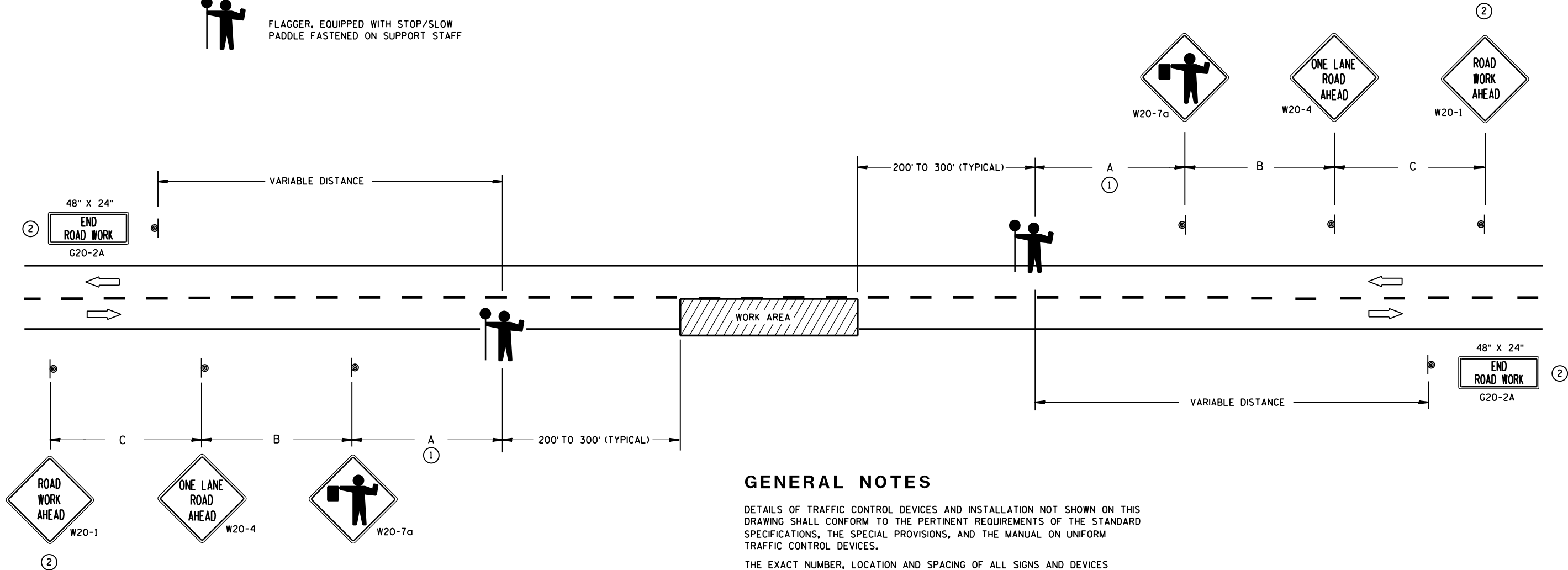
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

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.

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

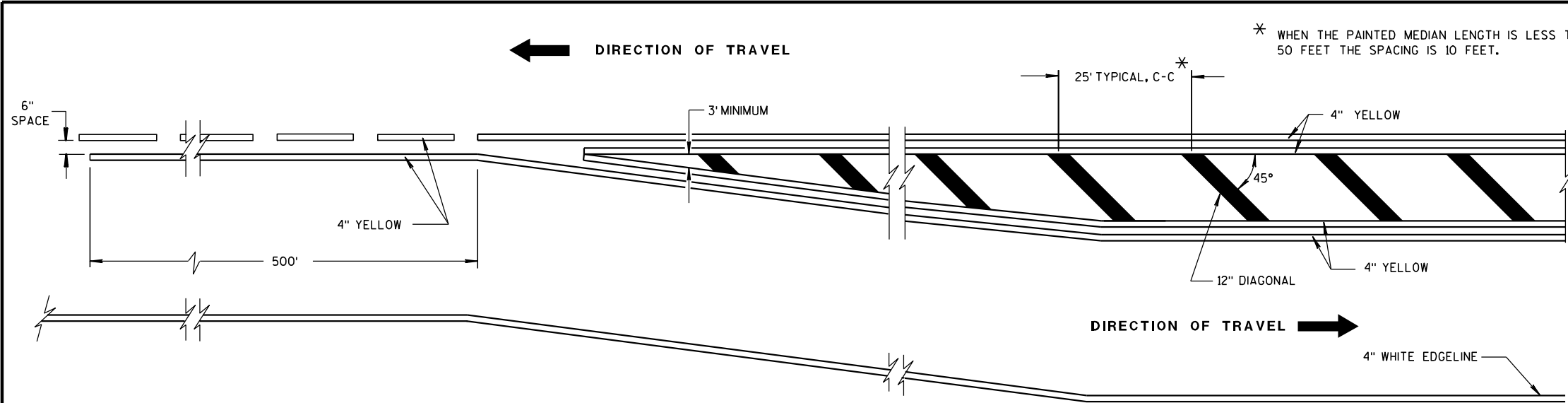
THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

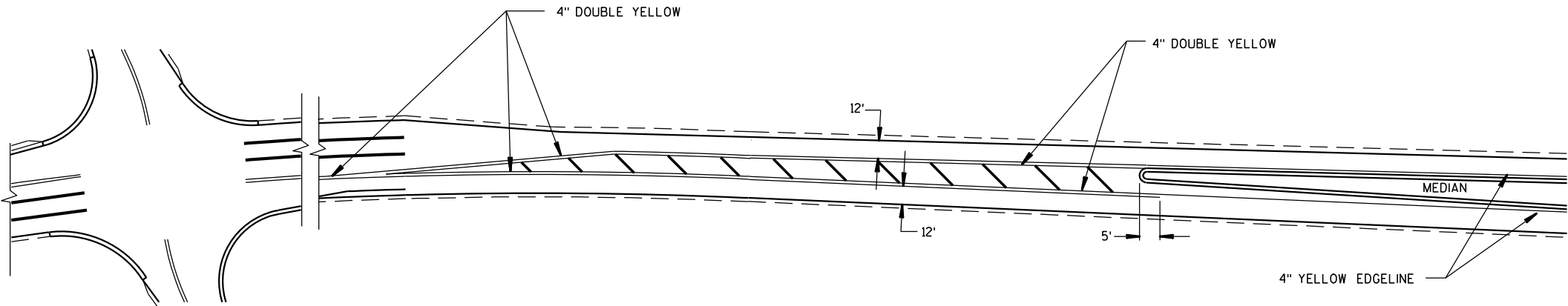
TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



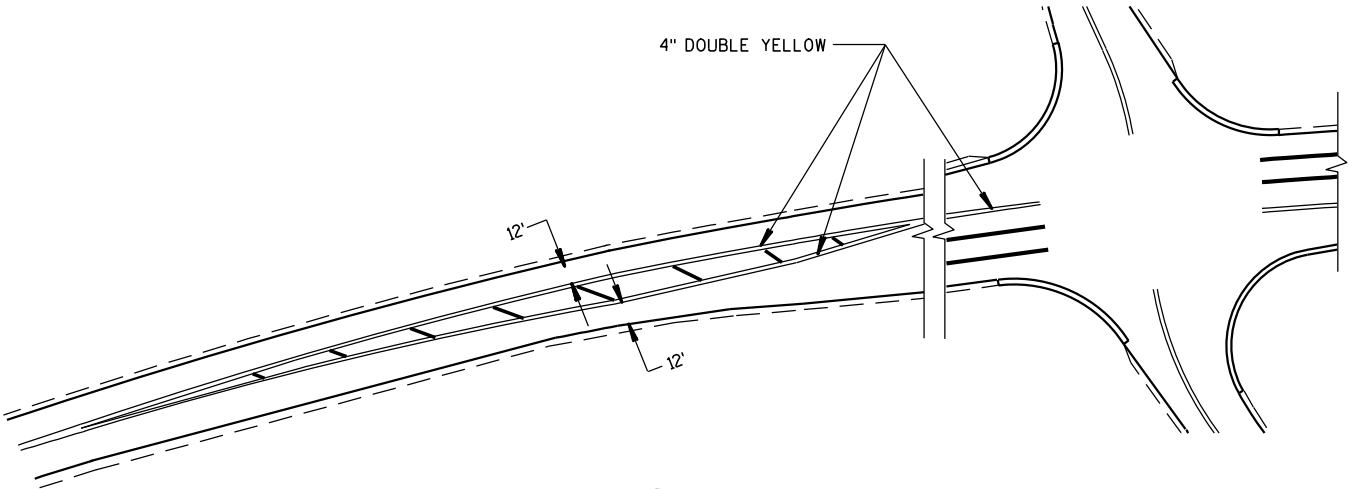
MEDIAN ISLAND DETAIL

GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

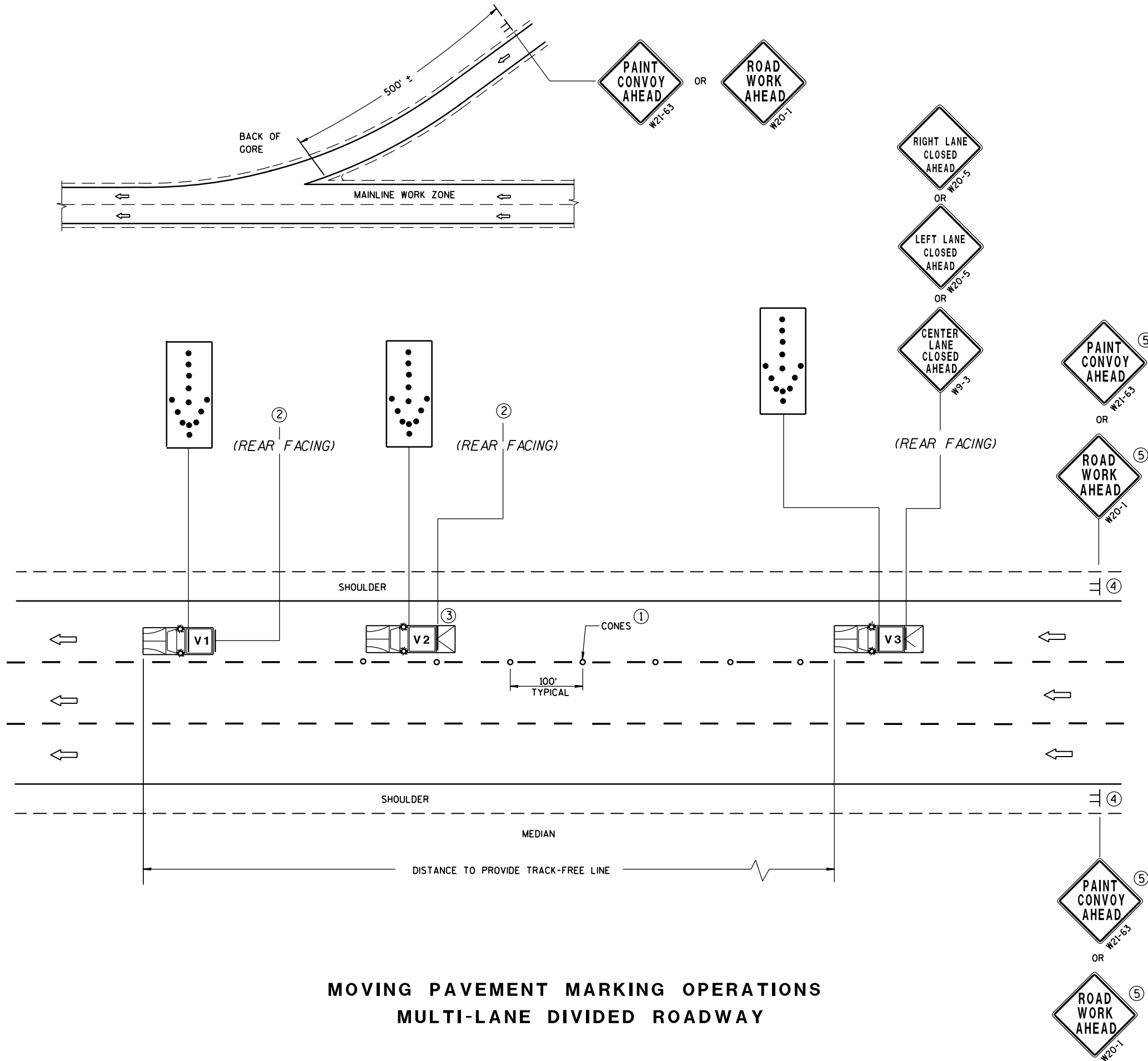


APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



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.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR 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.

FOR EDGE LINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGE LINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64

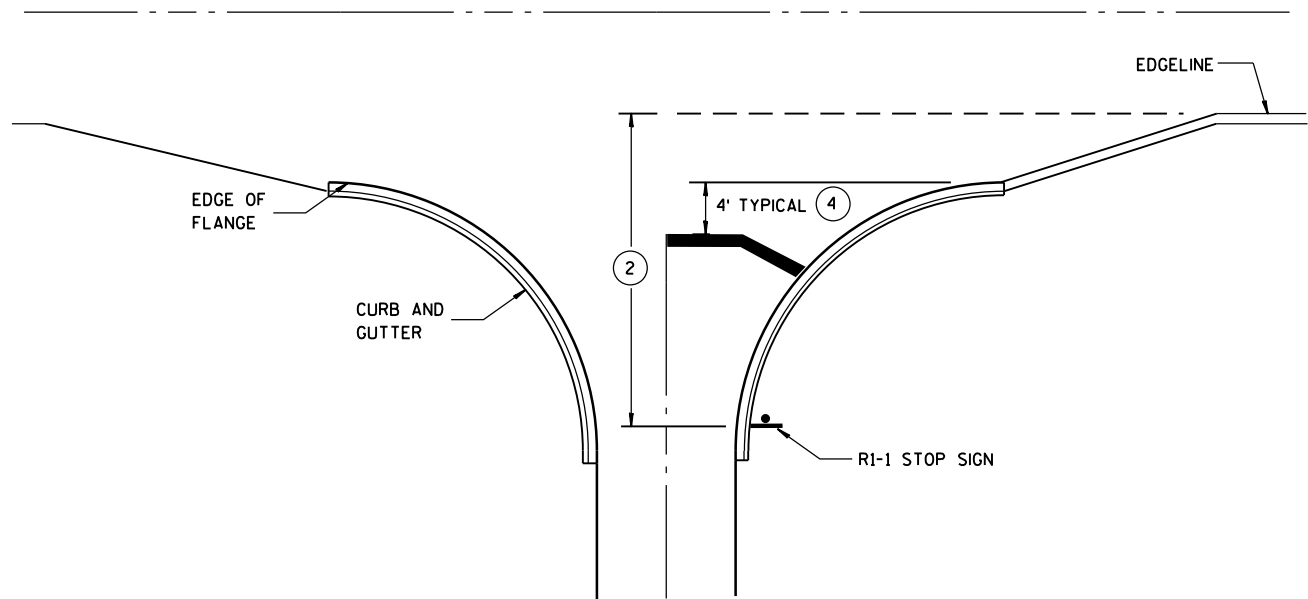
OR

WET PAINT W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

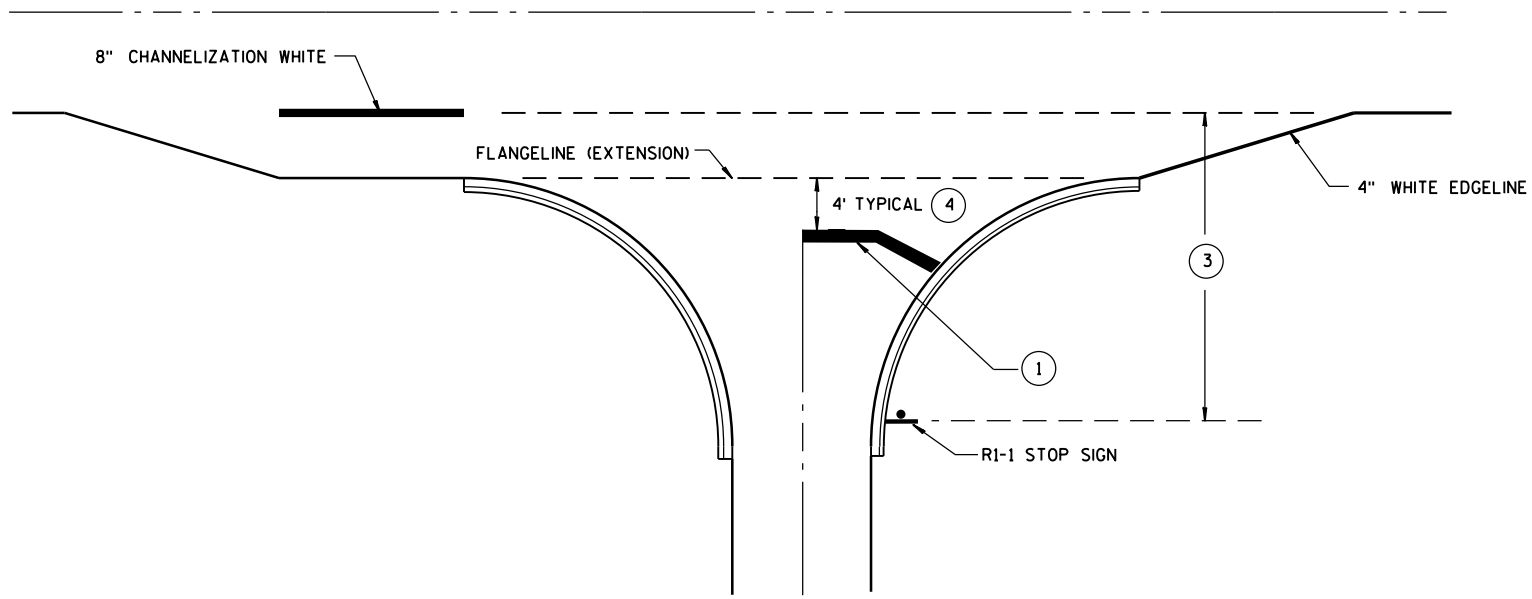
LEGEND

- V1 LEAD VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE WITH TMA
- TMA TRUCK-MOUNTED ATTENUATOR
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC
- CONES
- FLASHING ARROW PANEL (MERGE)

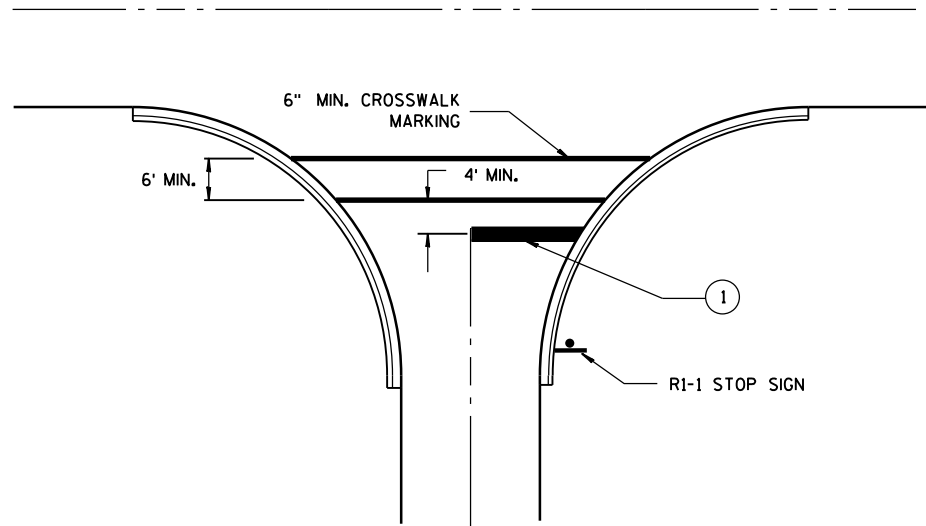
MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/3/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA	



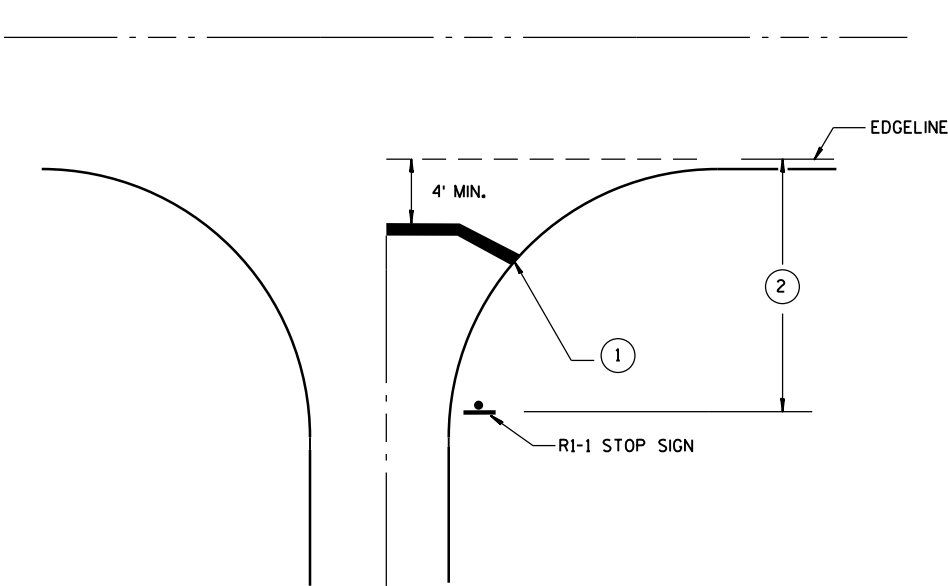
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

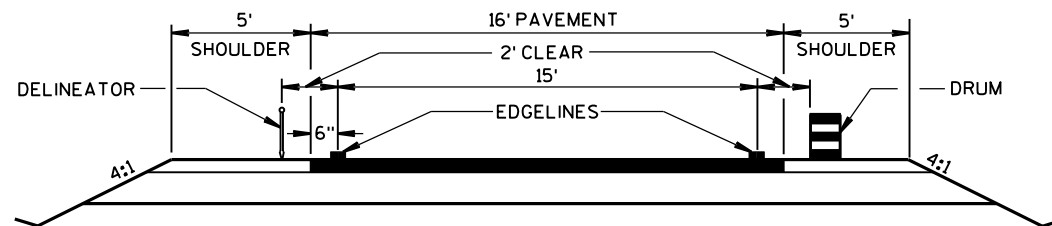
GENERAL NOTES

- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- 2 IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- 3 IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- 4 MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK
PAVEMENT MARKING

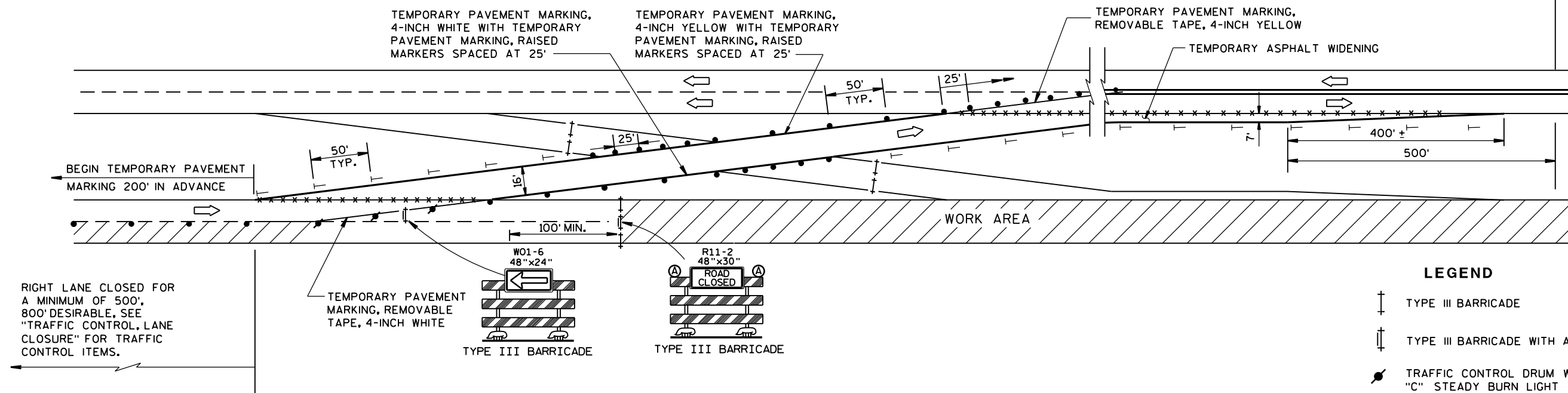
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013 DATE /S/ Travis Feltz
STATE TRAFFIC ENGINEER
FHWA



TYPICAL CROSSOVER ROADWAY DIMENSIONS

SEE S.D.D. 15 D 10, "TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT WITH BARRIER" OR "TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT" DETAIL FOR ADDITIONAL TRAFFIC CONTROL ITEMS AND LAYOUT DIMENSIONS.



LEGEND

- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- ⊥ TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- Ⓐ TYPE "A" WARNING LIGHT (FLASHING)
- ⊥ TEMPORARY DELINEATOR (DOUBLE SIDED)
- *** REMOVING PAVEMENT MARKINGS
- ⊙ DELINEATOR FLEXIBLE/TUBULAR MARKER
- ➡ 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 PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.

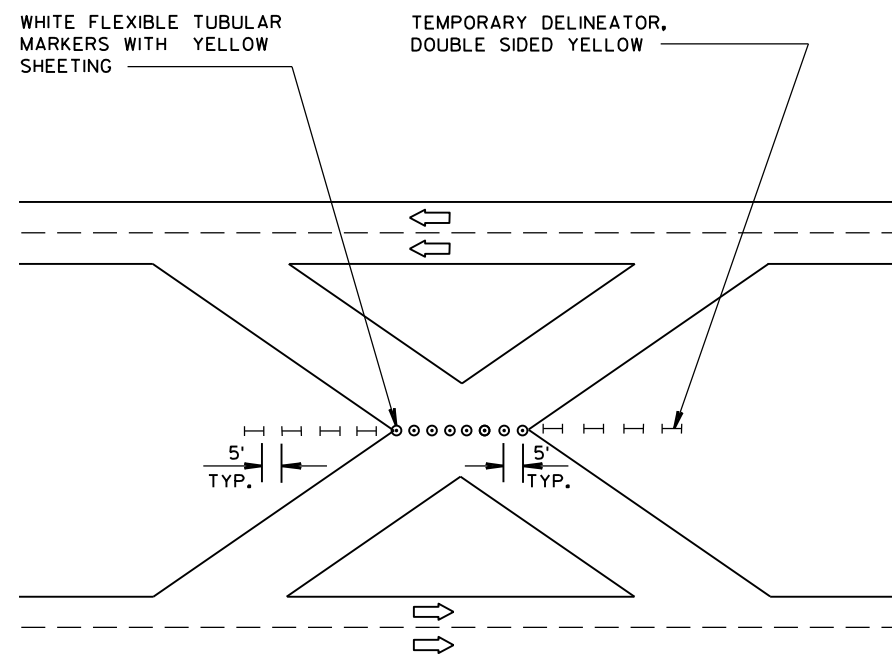
TEMPORARY PAVEMENT MARKING REMOVABLE TAPE SHALL BE USED WHEN CROSSING PERMANENT ROADWAY SURFACES THAT WILL REMAIN AFTER USE OF CROSSOVER AND TEMPORARY PAVEMENT MARKING WHERE USED.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.



**PROTECTION OF CROSSOVER NOT IN USE
WHEN CONSTRUCTION IS NOT TAKING PLACE**

**TRAFFIC CONTROL,
SINGLE LANE CROSSOVER**

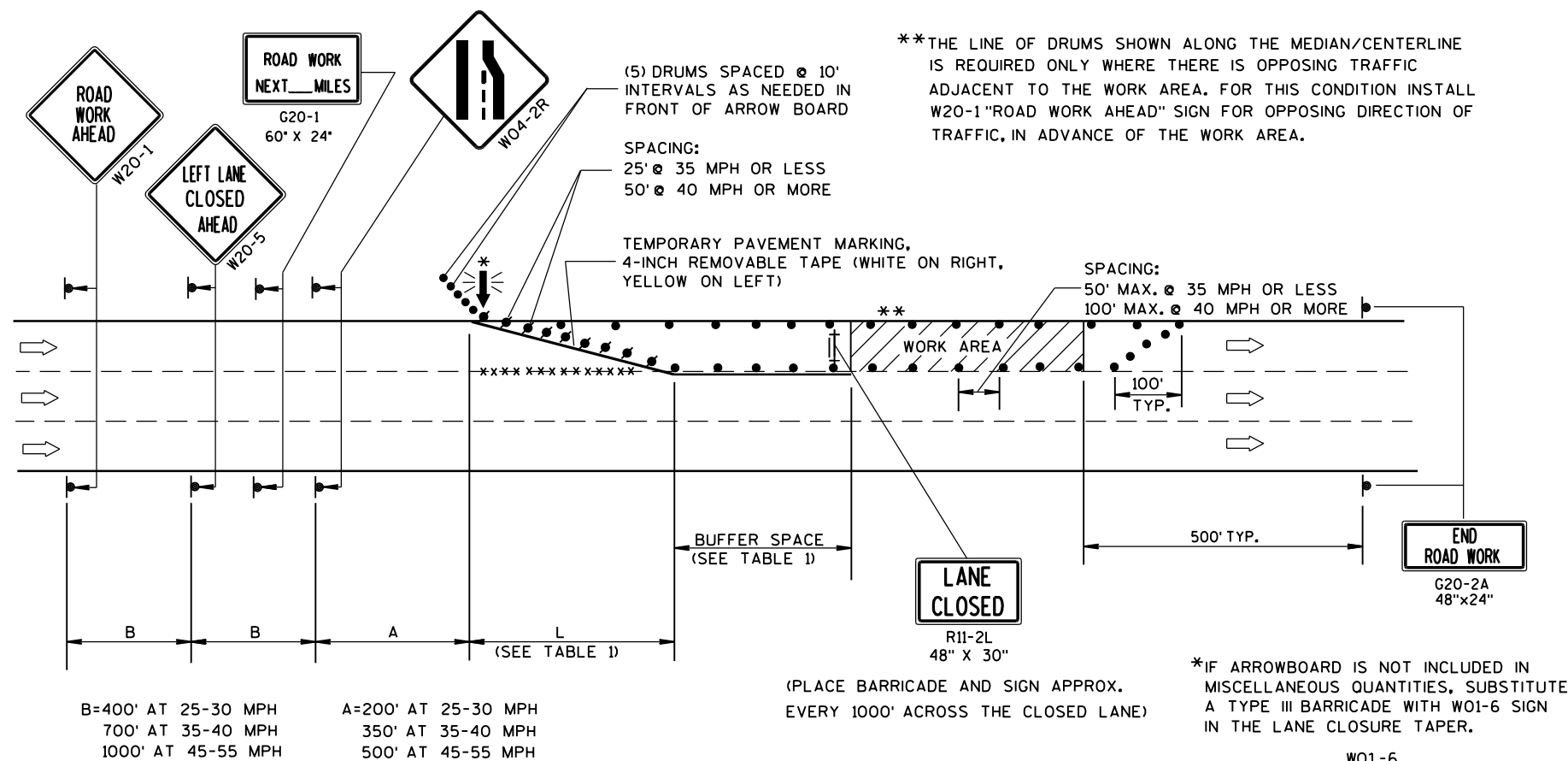
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

6

- S.D.D. 15 D 12-3**

6



GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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.

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.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

BARRICADES IN A CLOSED LANE 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.

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

LEGEND

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

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

TRAFFIC CONTROL,
SINGLE LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY

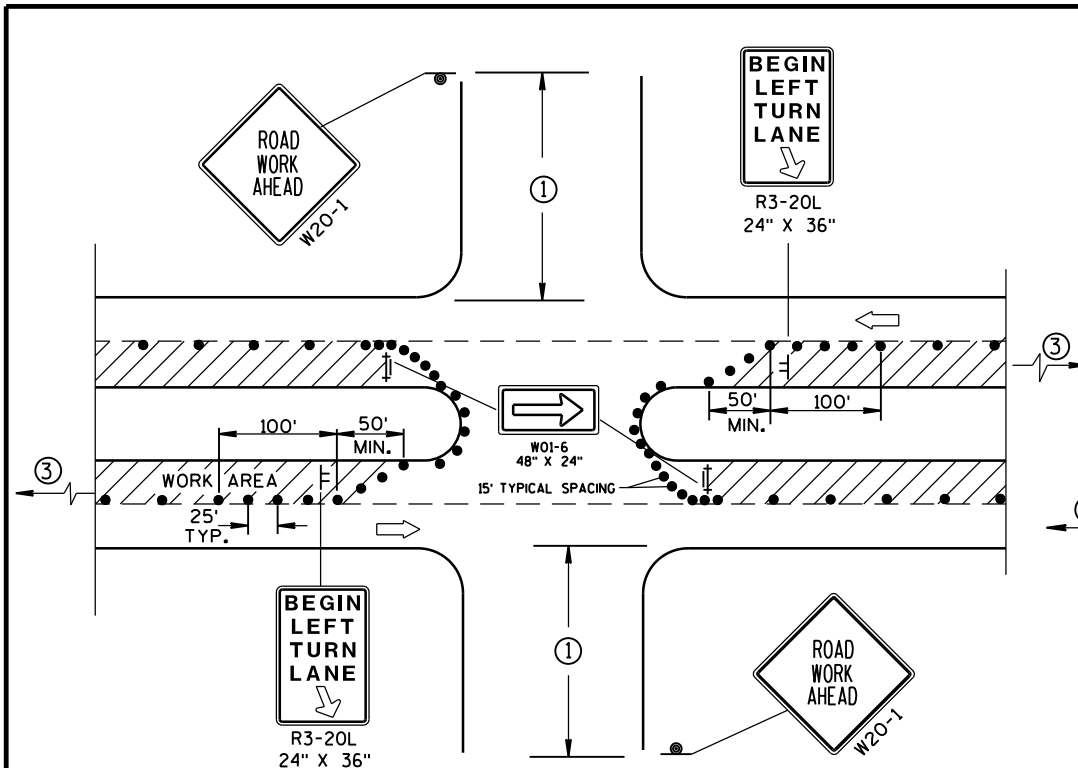
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 /S/ Travis Feltes

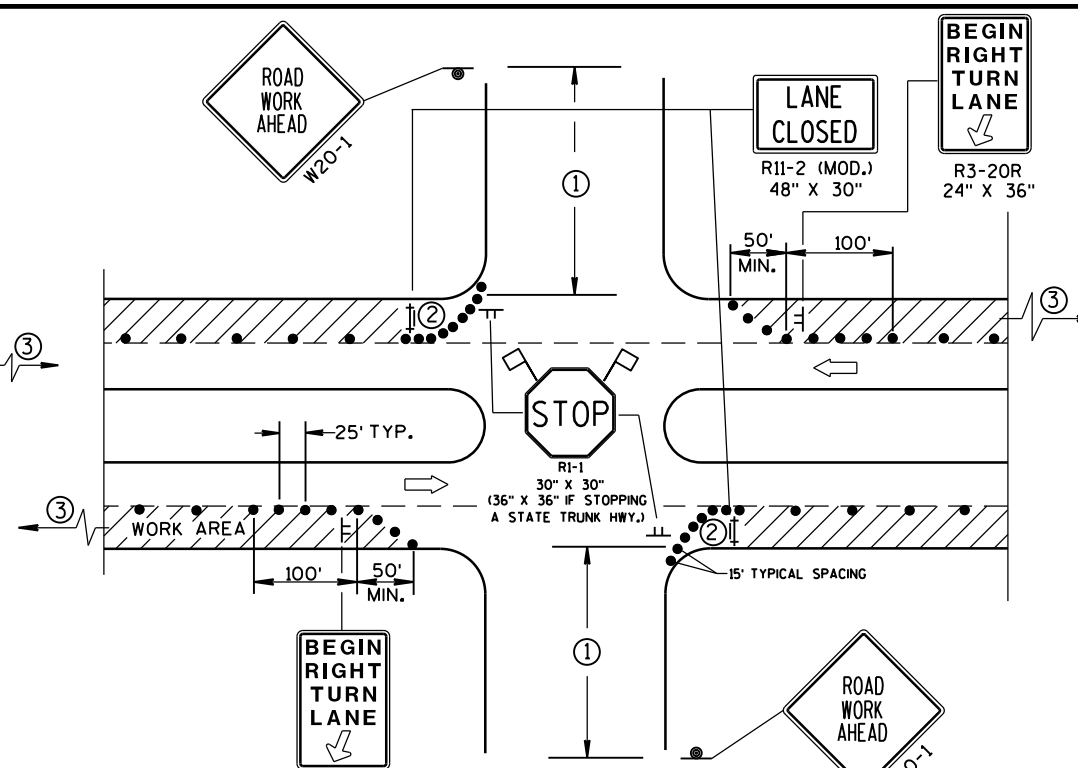
DATE STATE TRAFFIC ENGINEER OF DESIGN

FHWA



DETAIL A
FOR LEFT LANE CLOSURE AT
INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT
INTERSECTIONS WHENEVER
STAGING OF WORK ALLOWS.
TAPER AND TURN LANE
LENGTHS BASED ON FIELD
CONDITIONS AS APPROVED
BY THE ENGINEER.



DETAIL B
FOR RIGHT LANE CLOSURE
AT INTERSECTION

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 SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

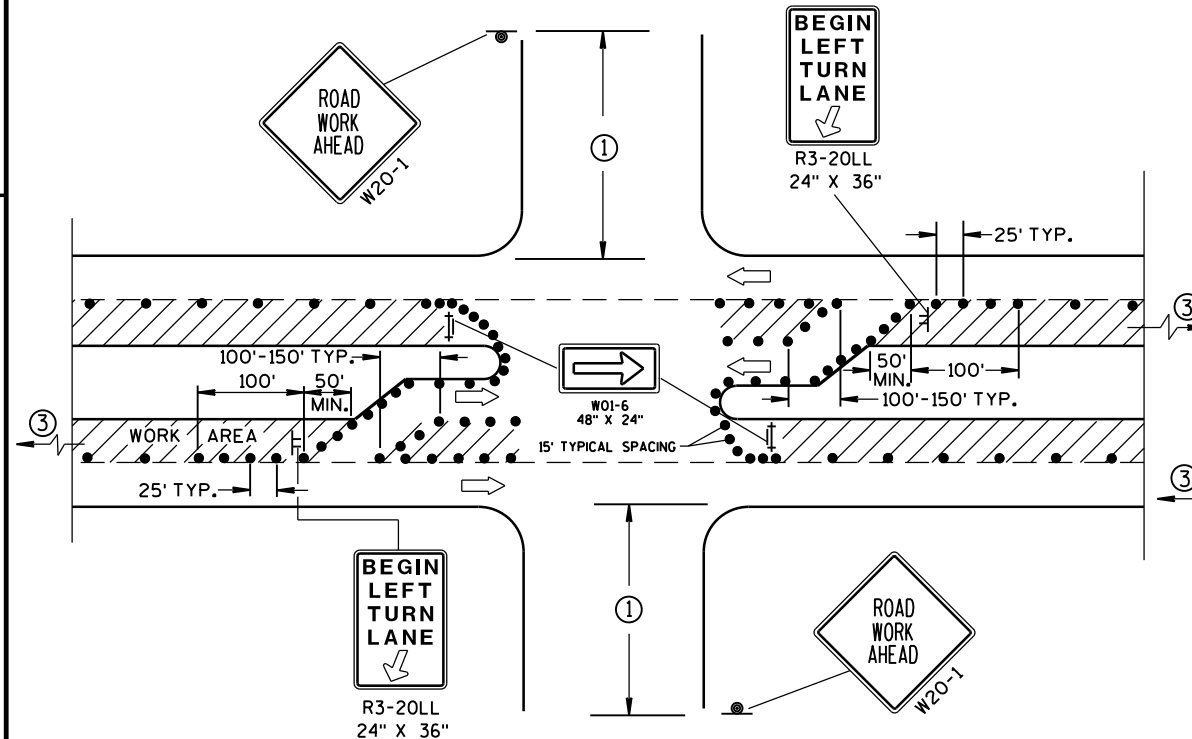
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

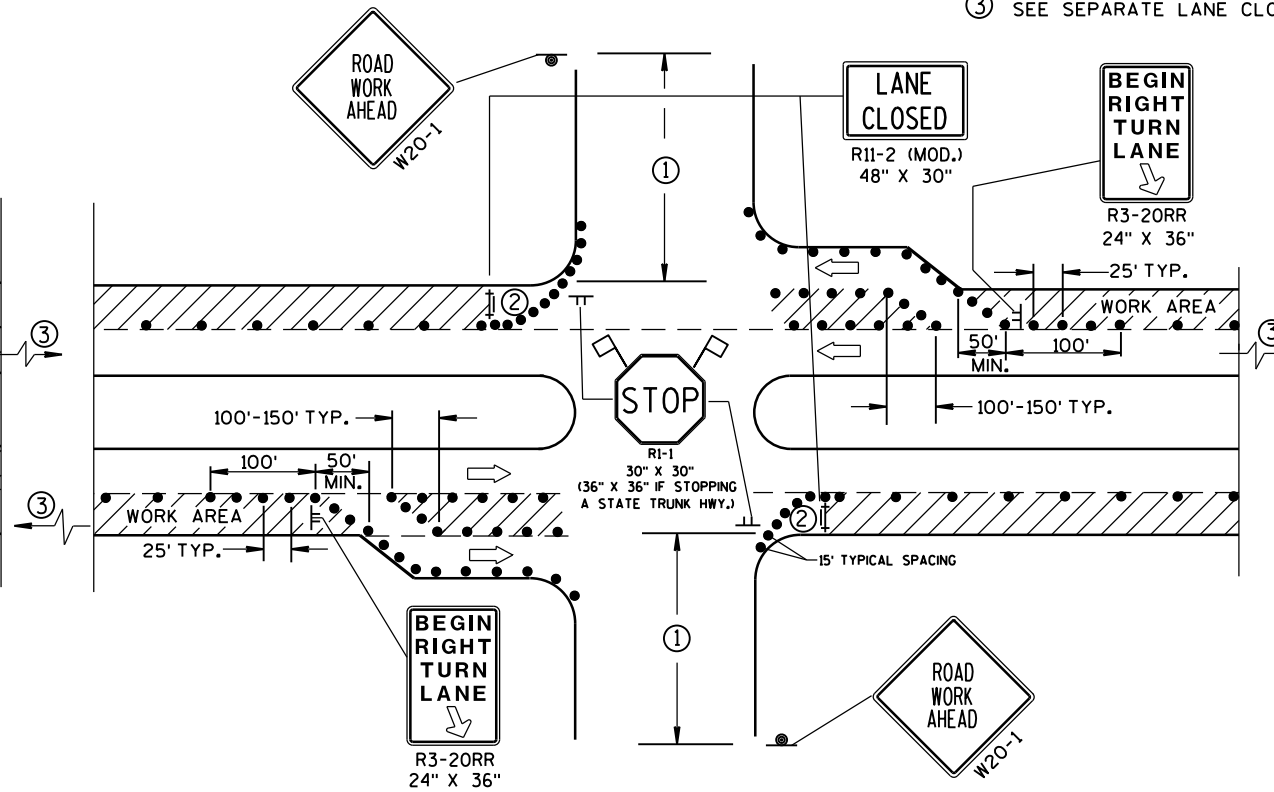
- 1 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.
- 2 ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.
- 3 SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ⊢ SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- ⊢ TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- ➡ DIRECTION OF TRAFFIC
- 🚩 FLAGS, 16" X 16" MIN., (ORANGE)
- ▨ WORK AREA



DETAIL C
FOR LEFT LANE CLOSURE AT INTERSECTION OR
MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D
FOR RIGHT LANE CLOSURE AT INTERSECTION
(WITH RIGHT TURN BAY OPEN)

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

s	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, 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 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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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.

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.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

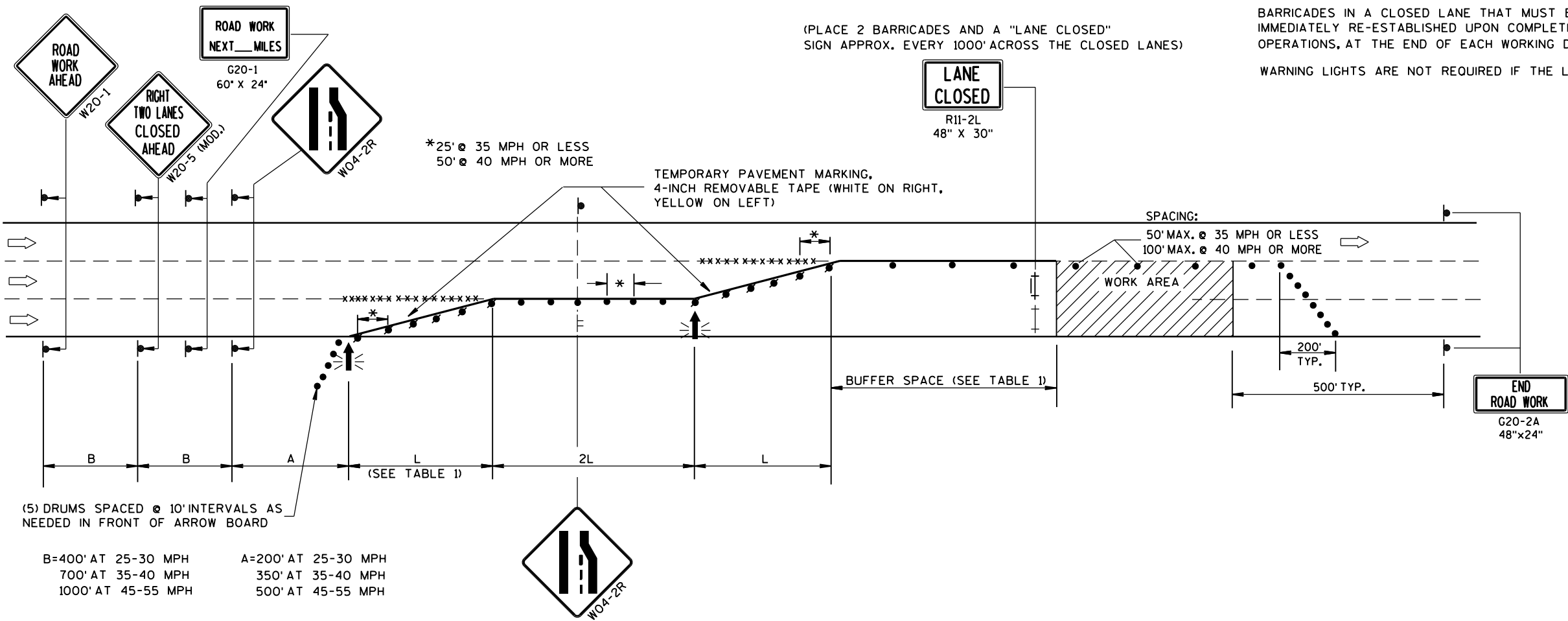
WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

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

BARRICADES IN A CLOSED LANE 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.

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

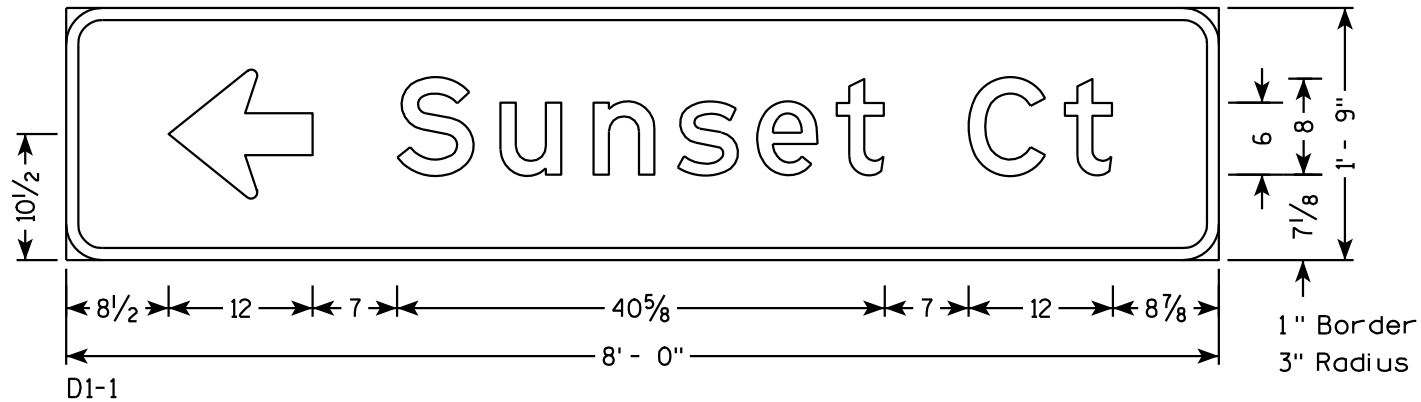
(PLACE 2 BARRICADES AND A "LANE CLOSED" SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANES)



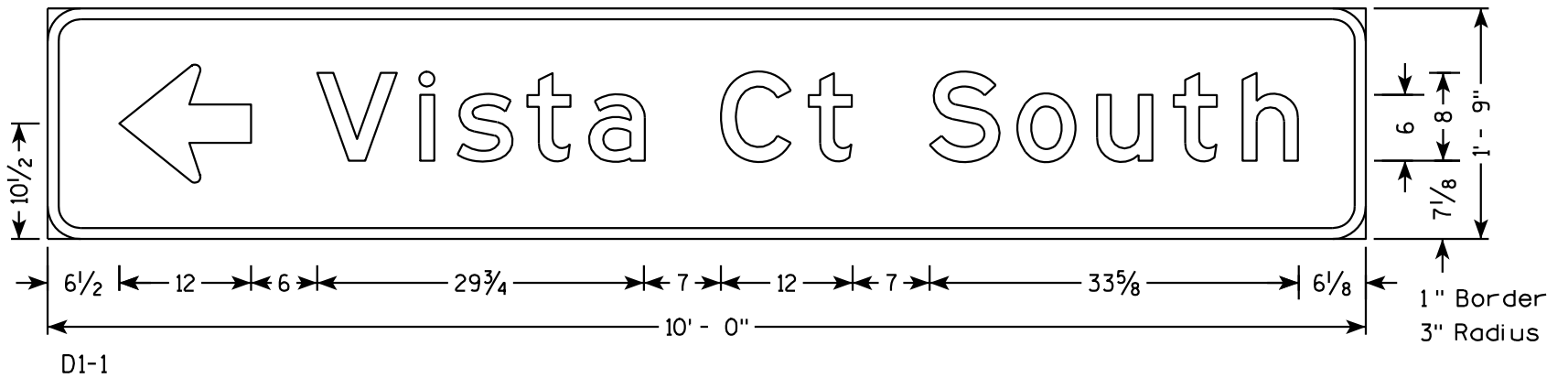
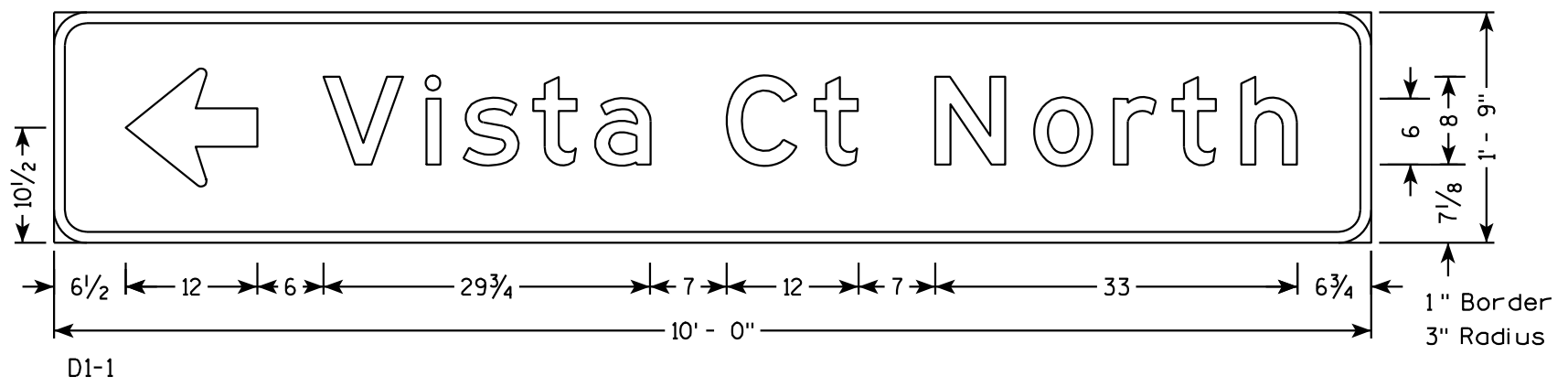
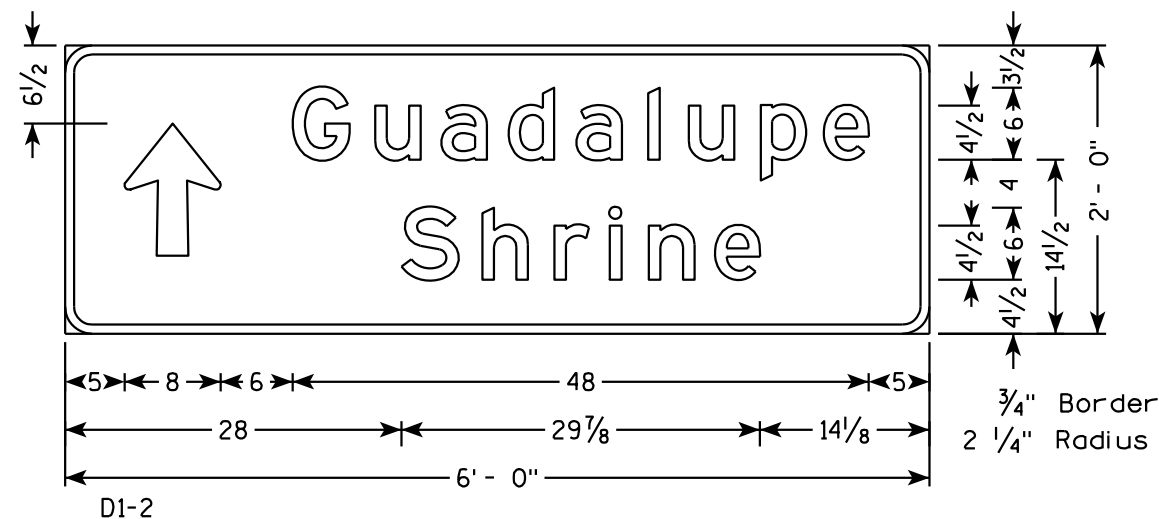
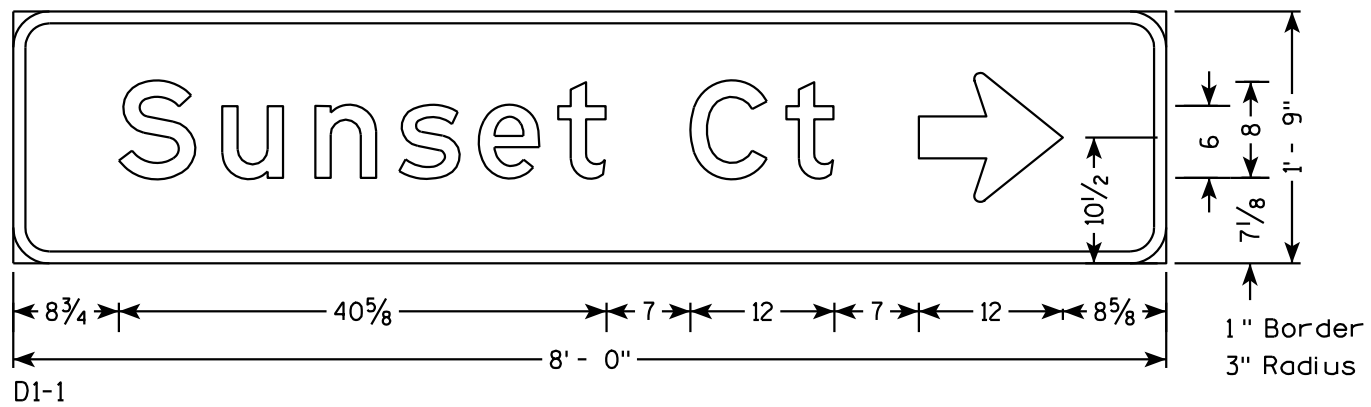
TRAFFIC CONTROL,
TWO LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY

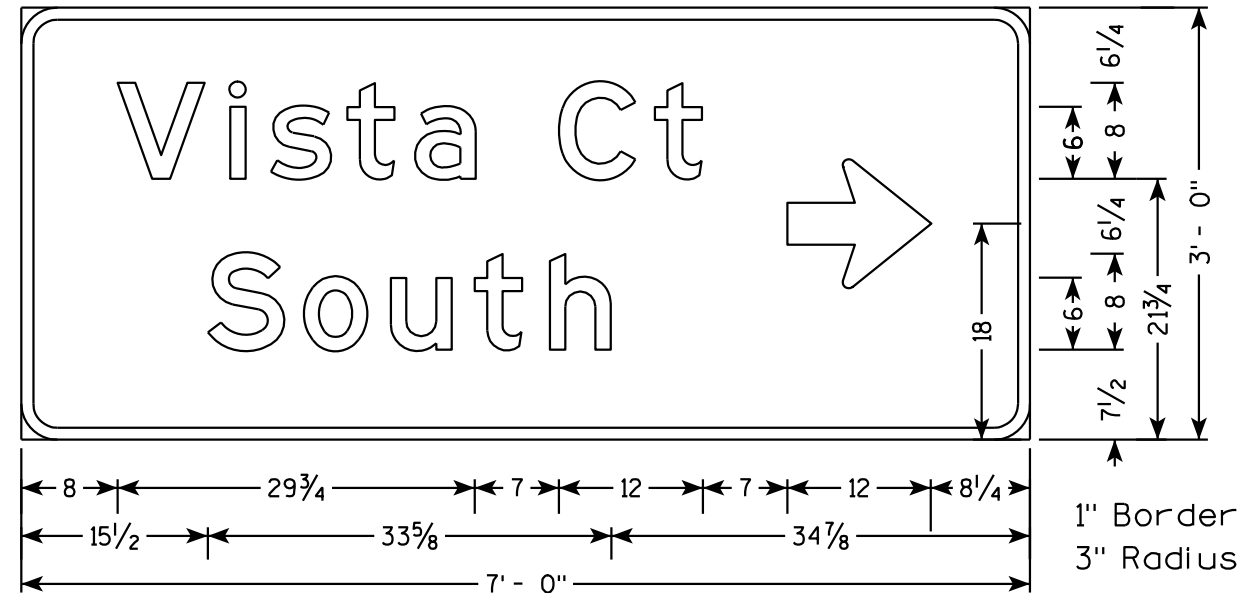
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

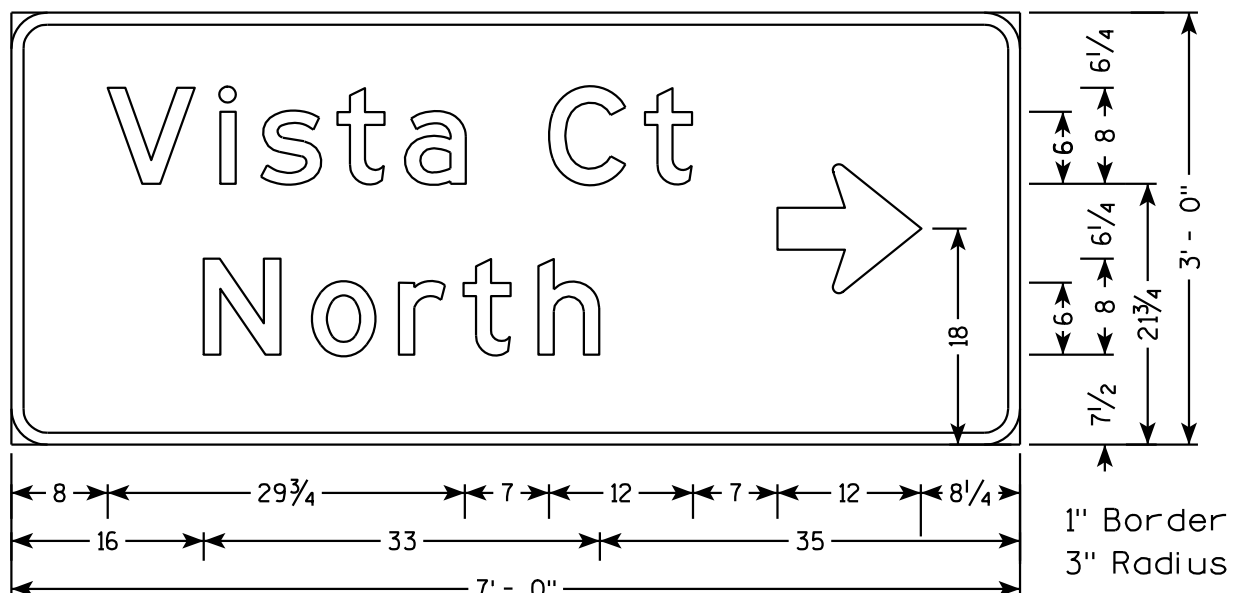


- NOTES
1. All SignType II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 2. Color:
Background - GREEN
Message - WHITE
 3. Message Series - E



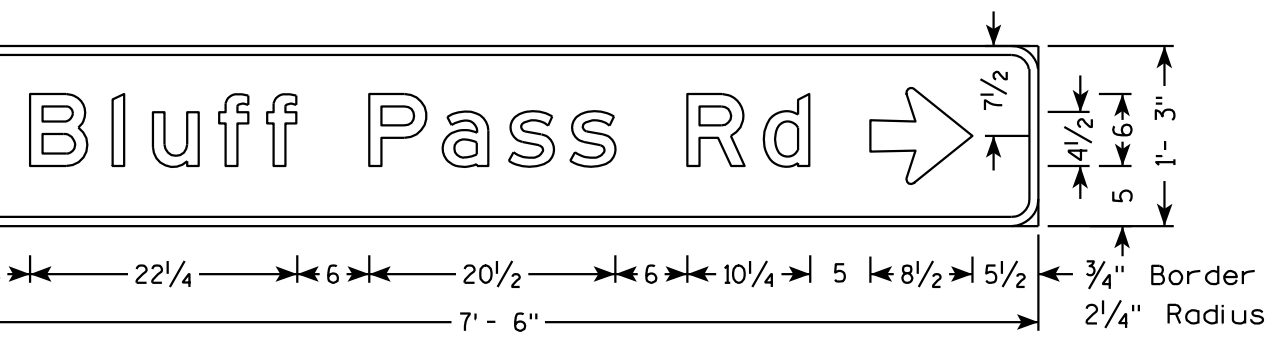
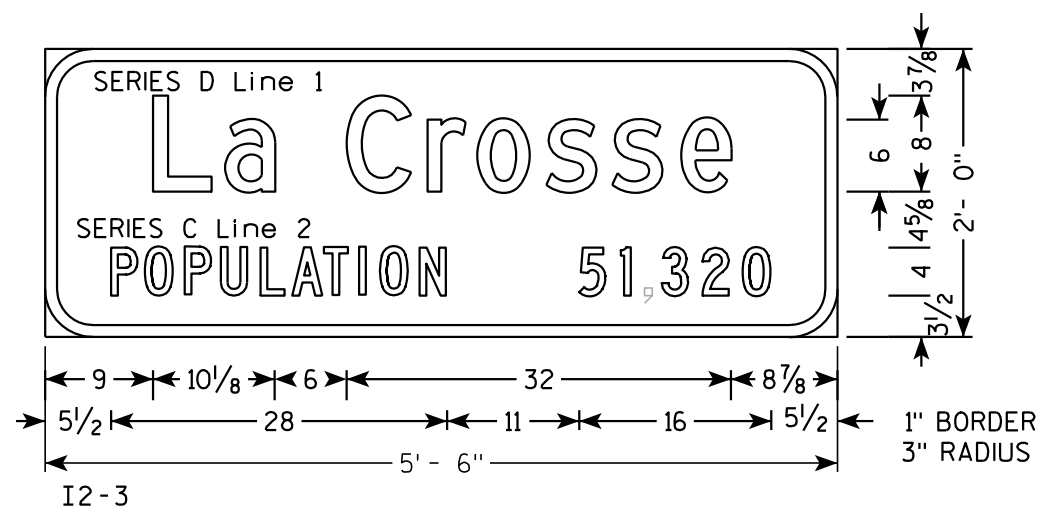


D1-2



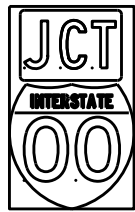
D1-2

- NOTES**
1. All SignType II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 2. Color:
Background - GREEN
Message - WHITE
 3. Message Series - E except as Shown

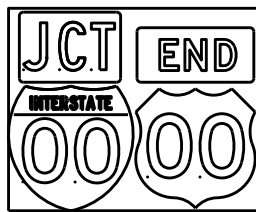


D1-1

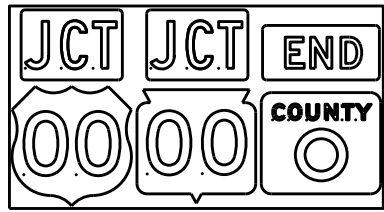
TYPICAL ASSEMBLIES



J1-1



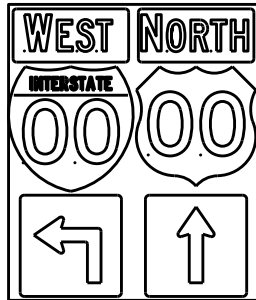
J1-2



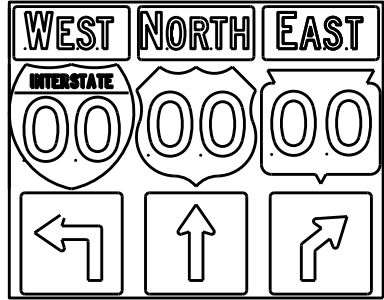
J1-3



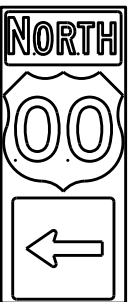
J2-1



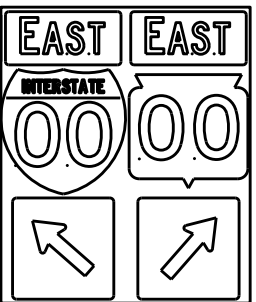
J2-2



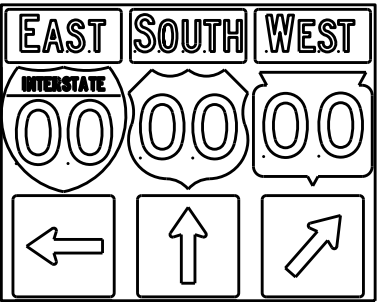
J2-3



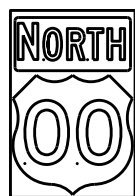
J3-1



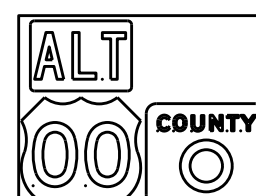
J3-2



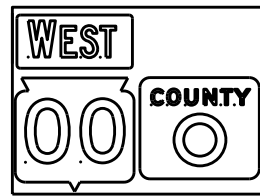
J3-3



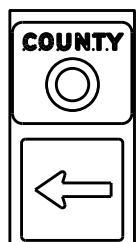
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

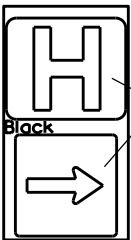


J22-1



JV

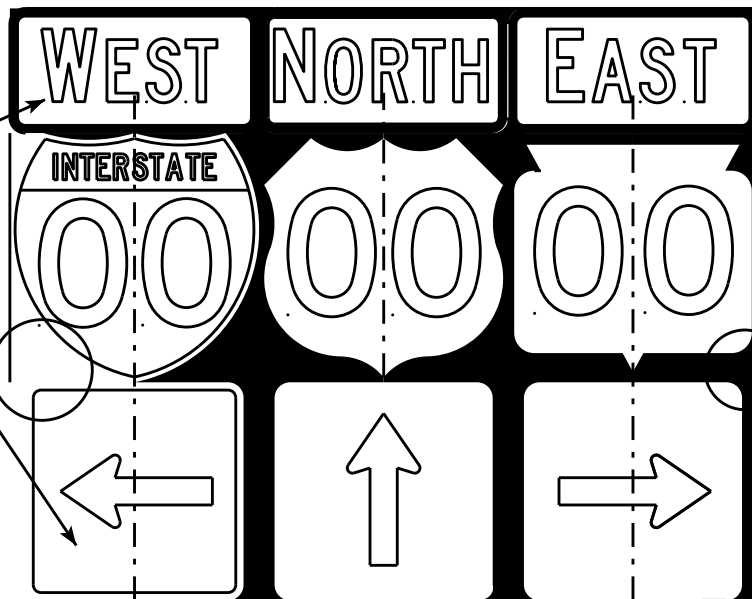
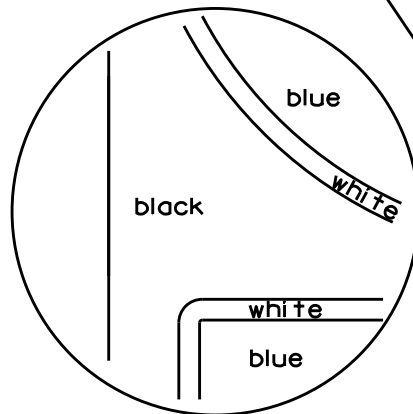
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/06/14 PLATE NO. A2-1S.8

NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Black Non-reflective
Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

PROJECT NO:

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN

PLOT DATE : 06-FEB-2014 14:10

PLOT BY : mscs.ja

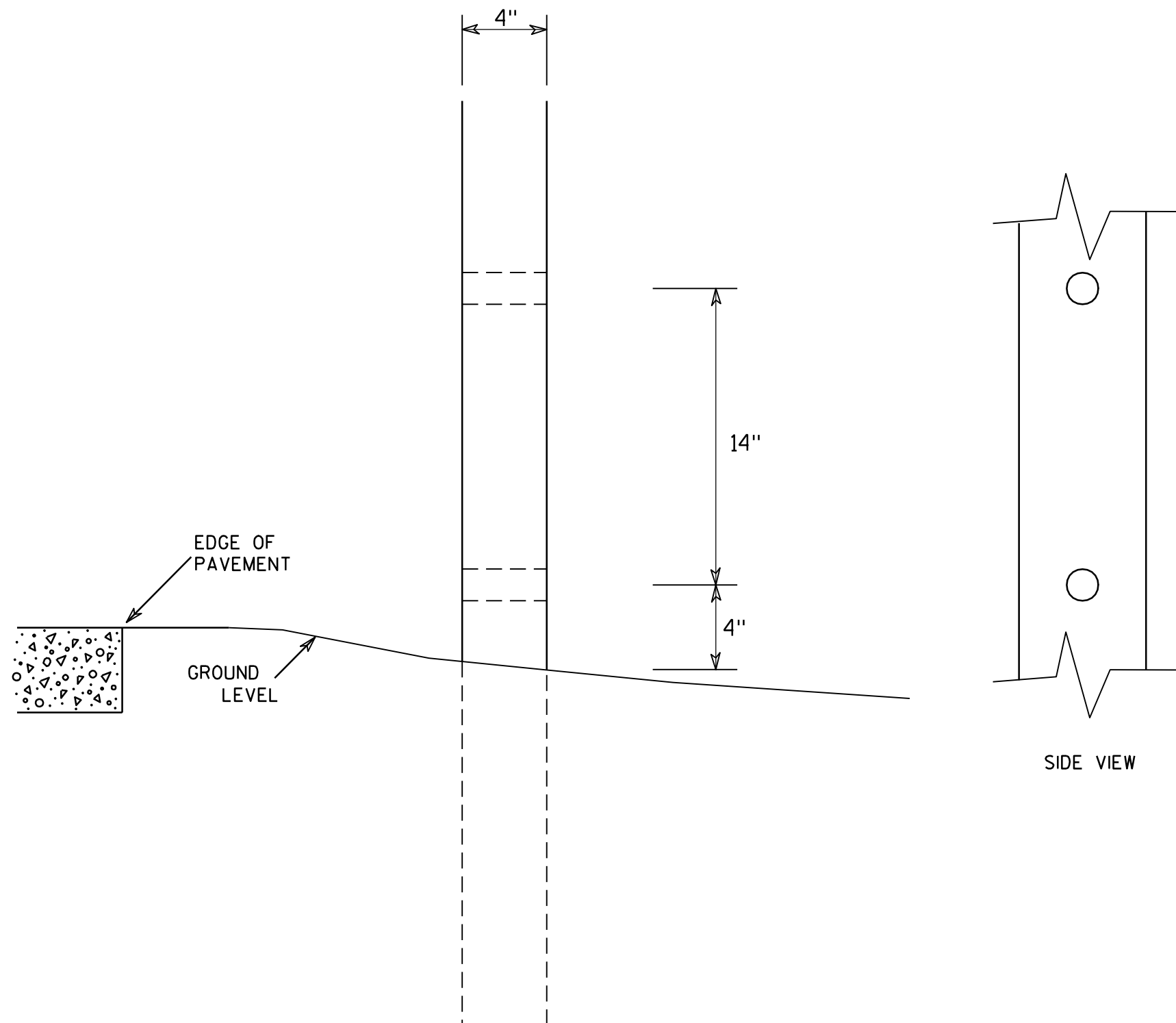
PLOT NAME :

SHEET NO:

E

WISDOT/CADDs SHEET 42

7



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

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:

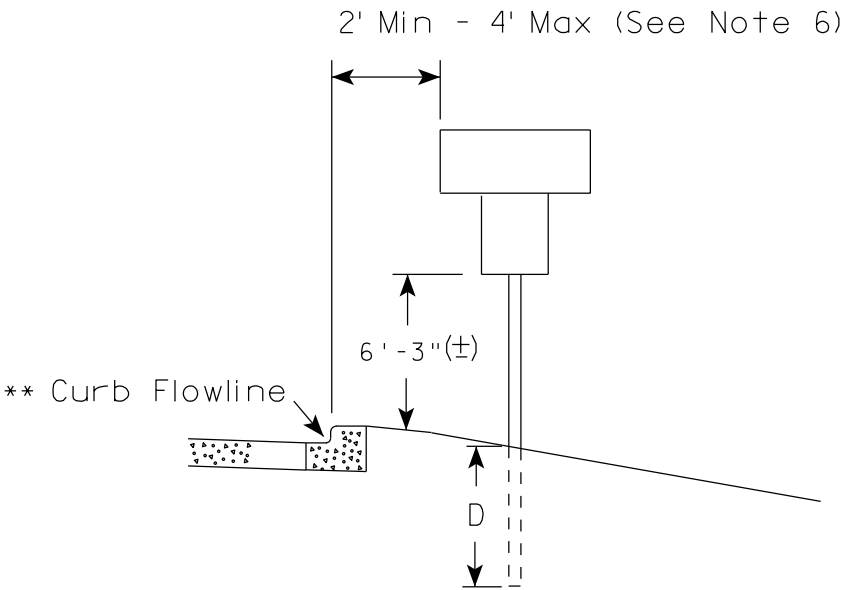
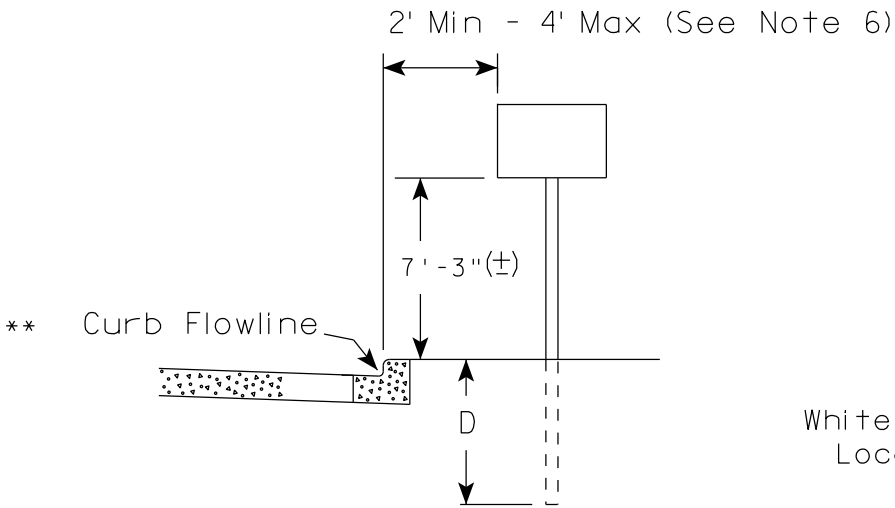
HWY:

COUNTY:

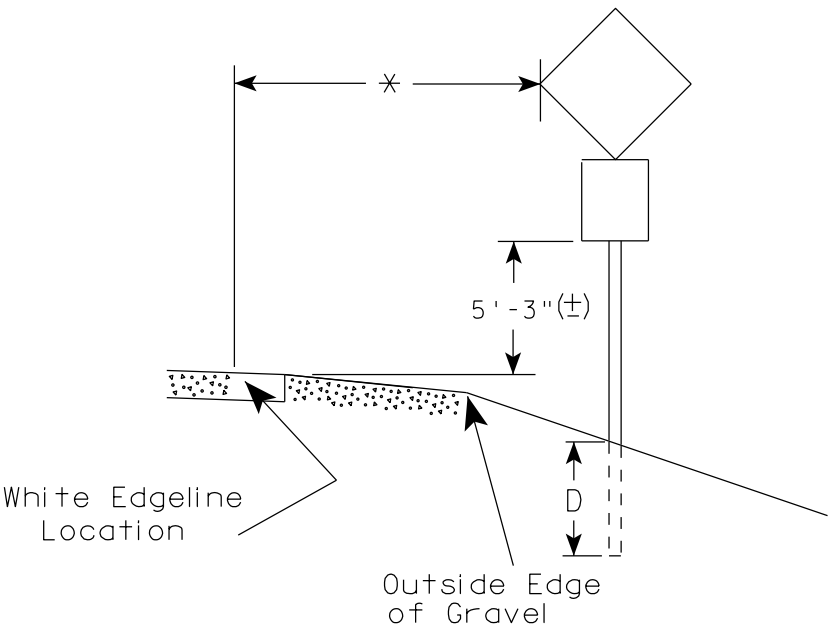
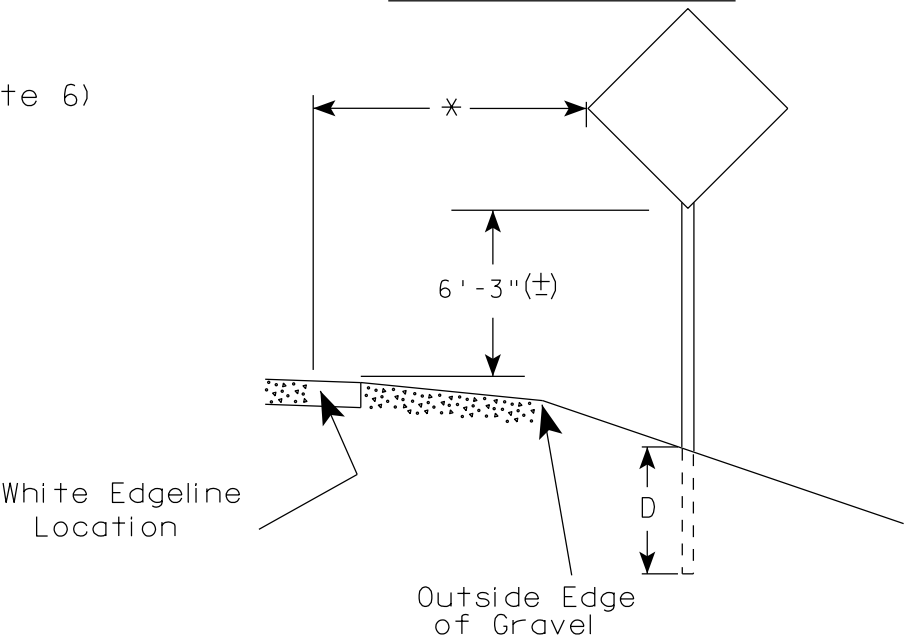
SHEET NO:

E

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

×× 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.

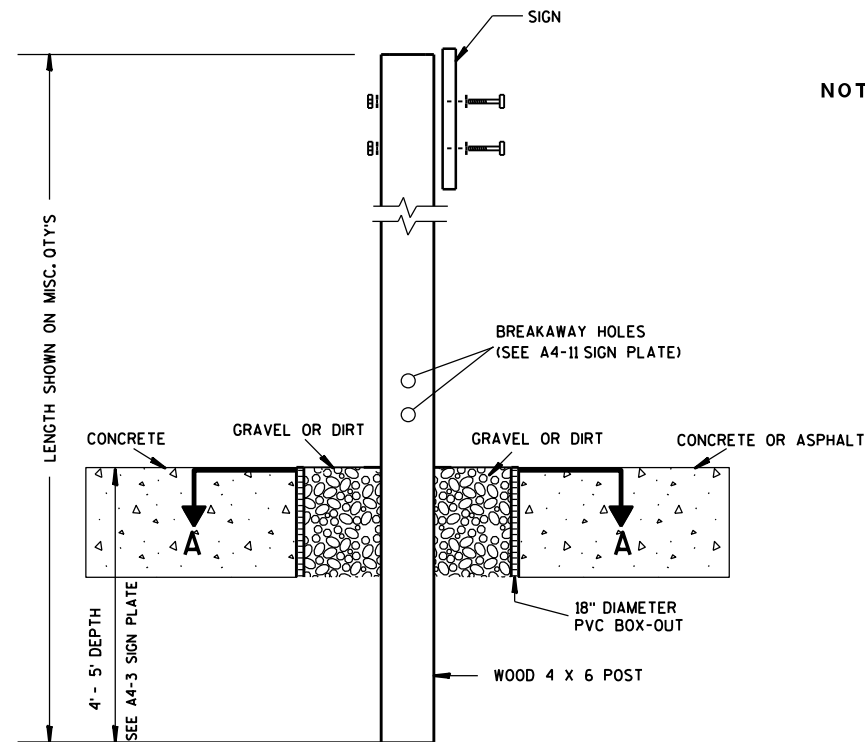
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

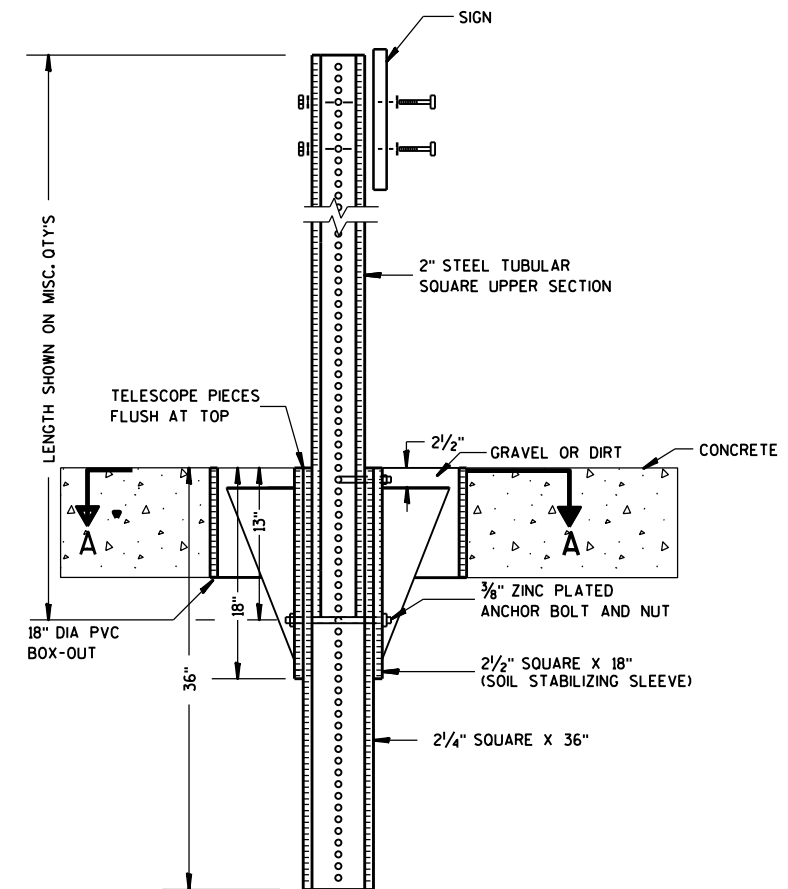
DATE 9/30/13 PLATE NO. A4-3.18



ELEVATION VIEW

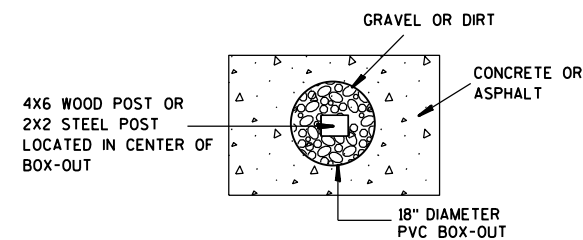
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

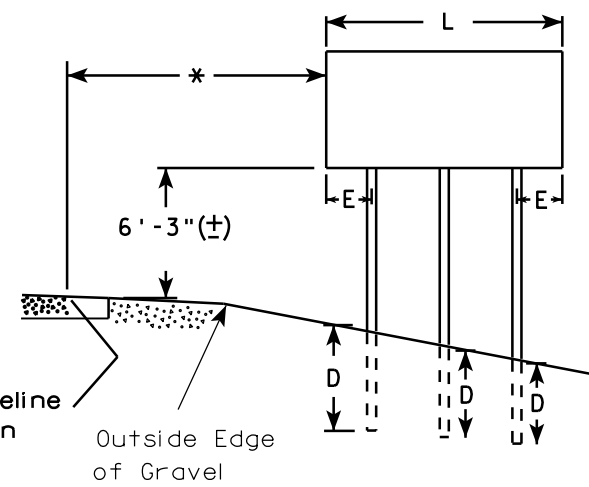
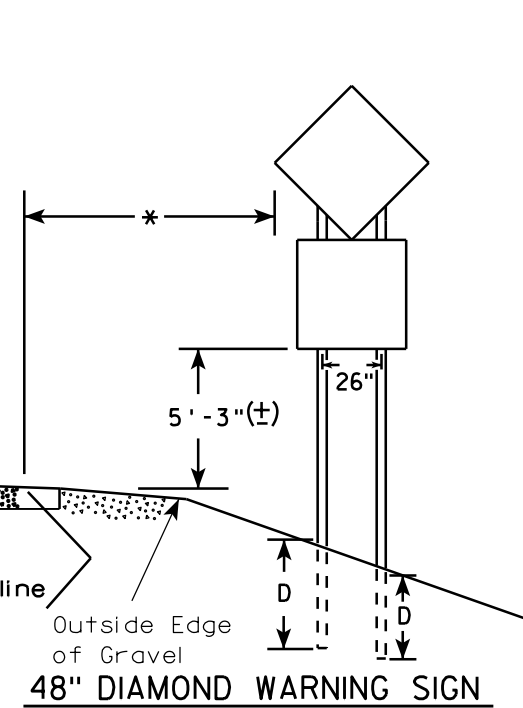
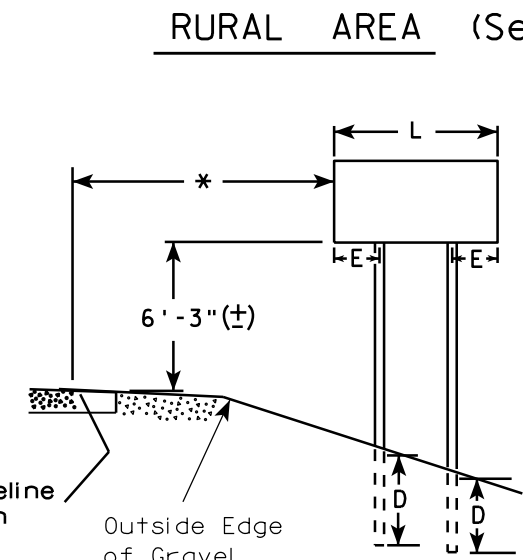
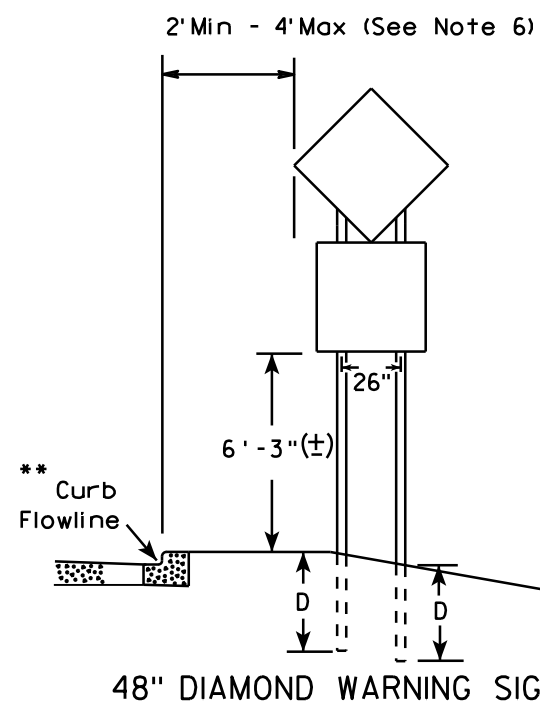
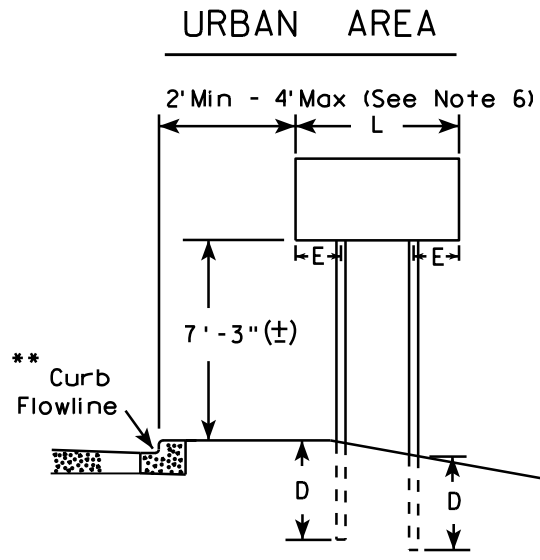
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series) & End of Road Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-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 or 20 S.F. or less in area.

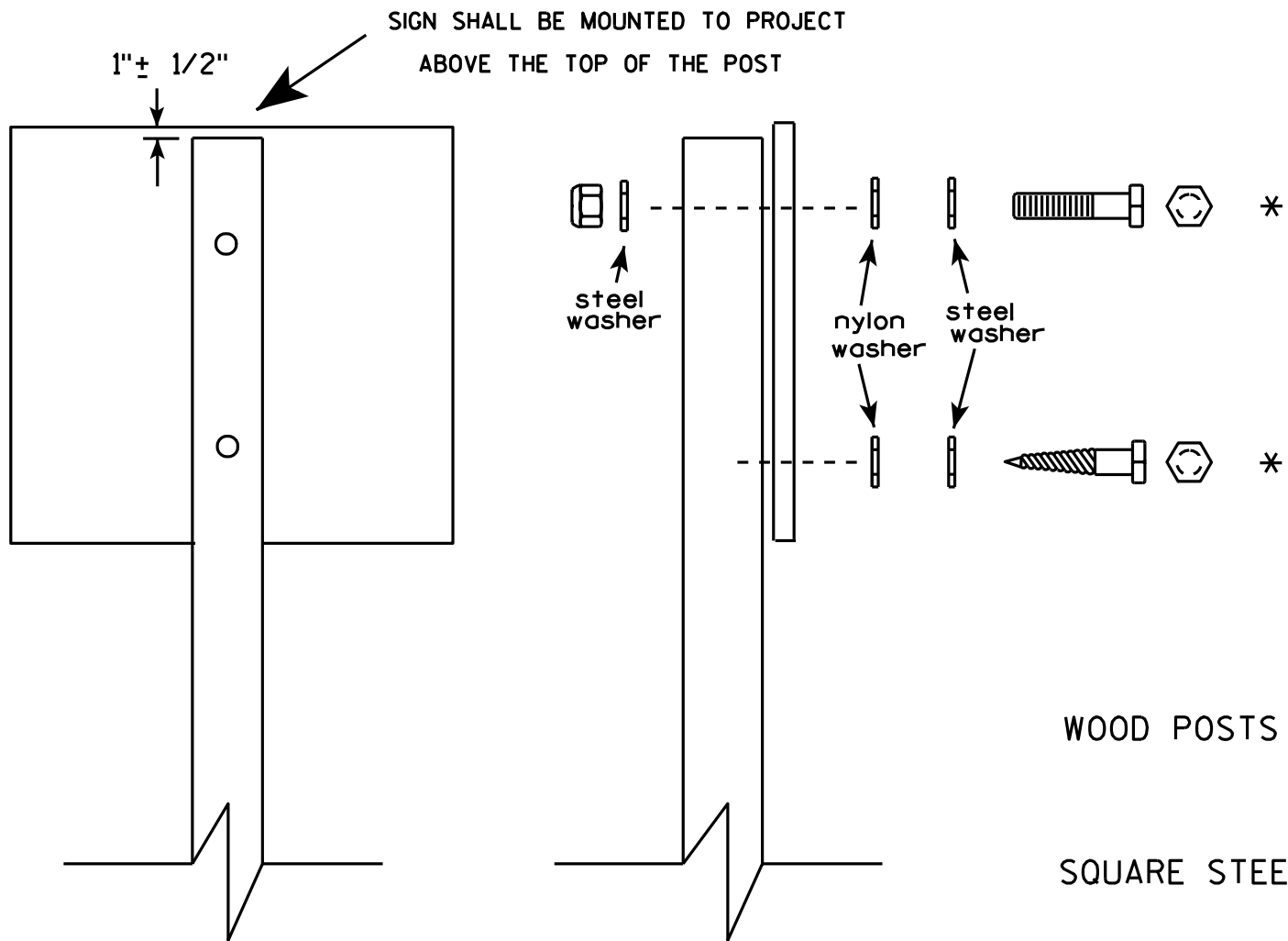
SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 9/30/13	PLATE NO. A4-4.12

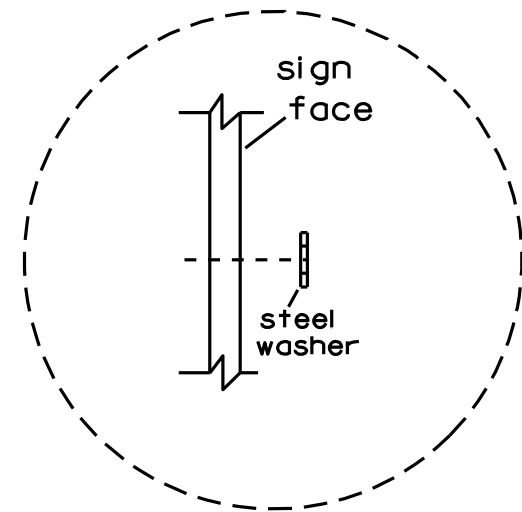


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- 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.



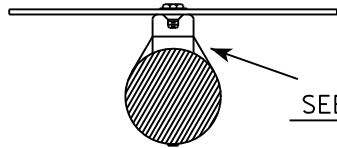
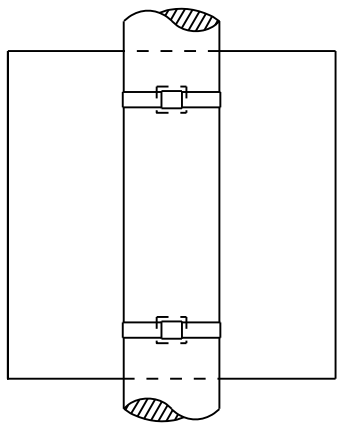
Washer Placement when Sign Has Other Than Type H or Type F Face

* 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	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/23/10	PLATE NO. A4-8.7

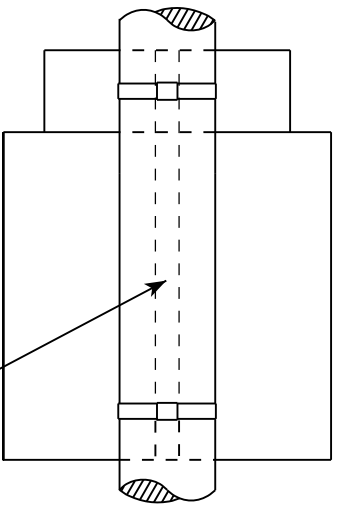
BANDING

SINGLE SIGN

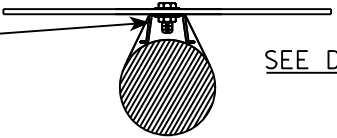


SEE DETAIL A

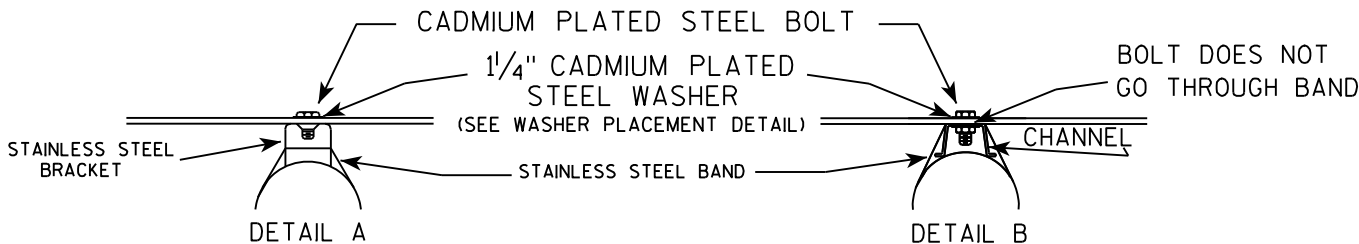
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



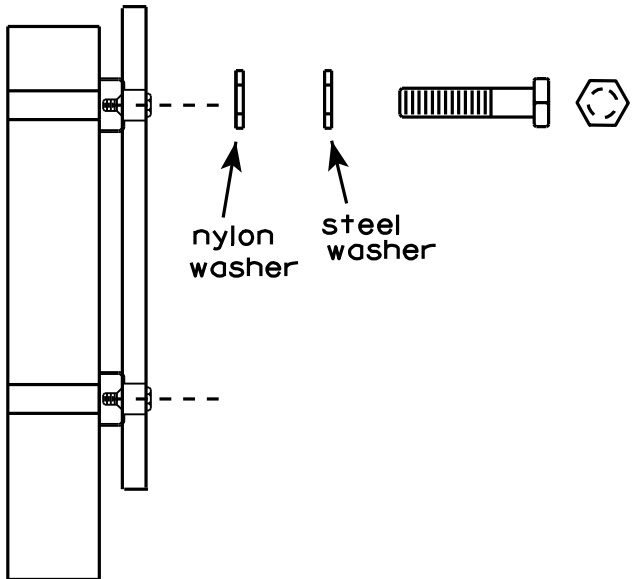
SEE DETAIL B



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 $\frac{3}{4}$ " in width and 0.025" thickness.

WASHER PLACEMENT



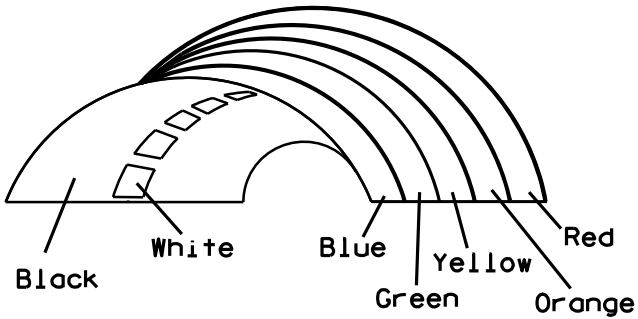
WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN SIGN BANDING DETAILS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 8/16/13	PLATE NO. A5-9.3



* VARIES

Background Colors of Symbol*



*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - (See Note 5)
3. Message Series - (See Note 6)
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. Border - Blue
Line 1 - Red
Line 2 - Black
Line 3-5 - Blue
6. Line 1 - Dutch 8011L
Line 2 - Series E
Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

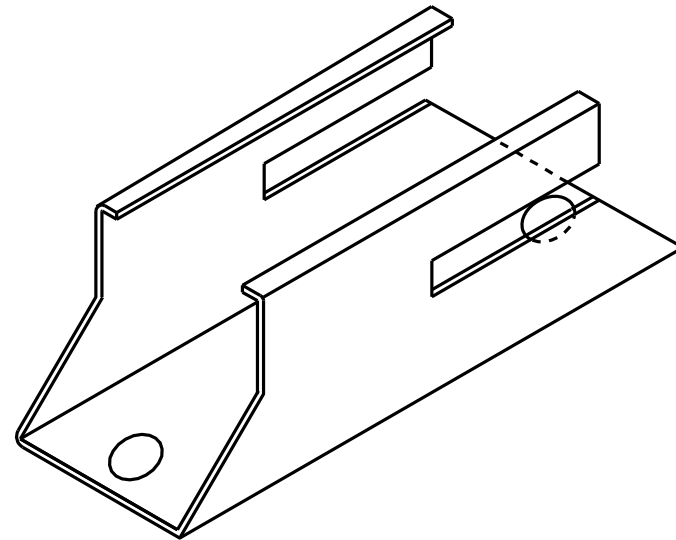
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

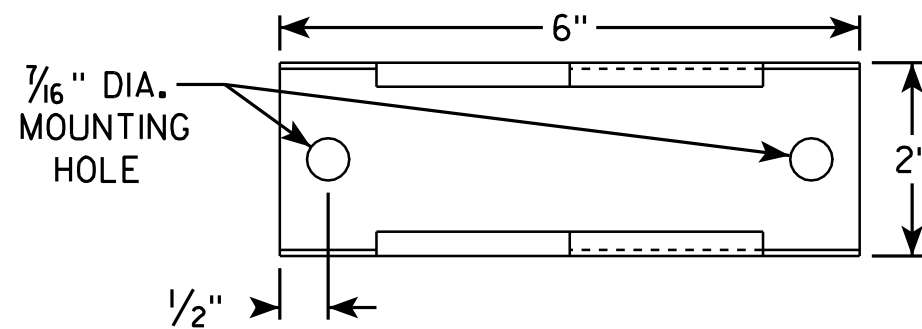
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 4/27/11 PLATE NO. I55-56.3

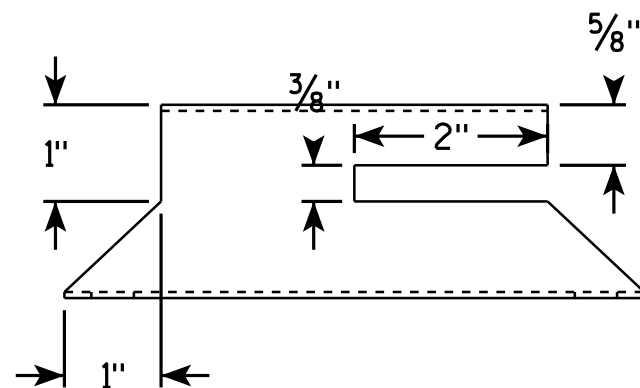
ISOMETRIC VIEW



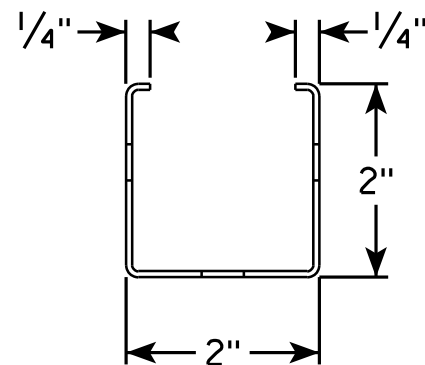
TOP VIEW



SIDE VIEW



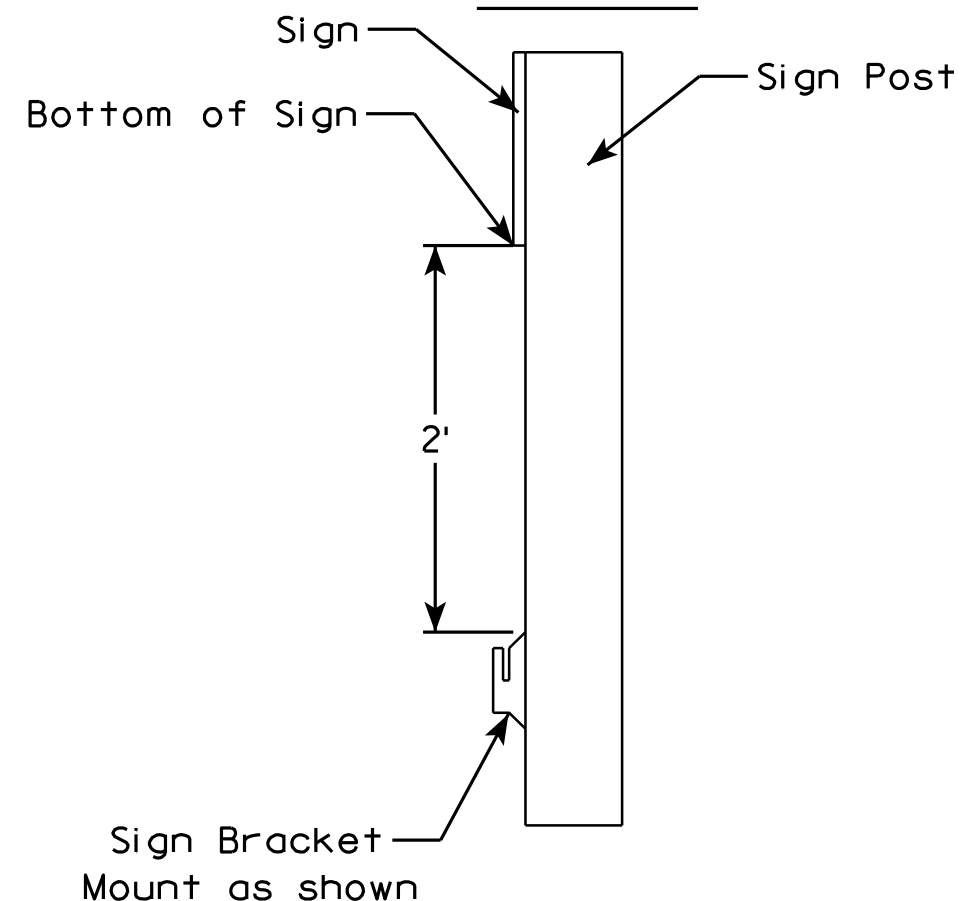
END VIEW



NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

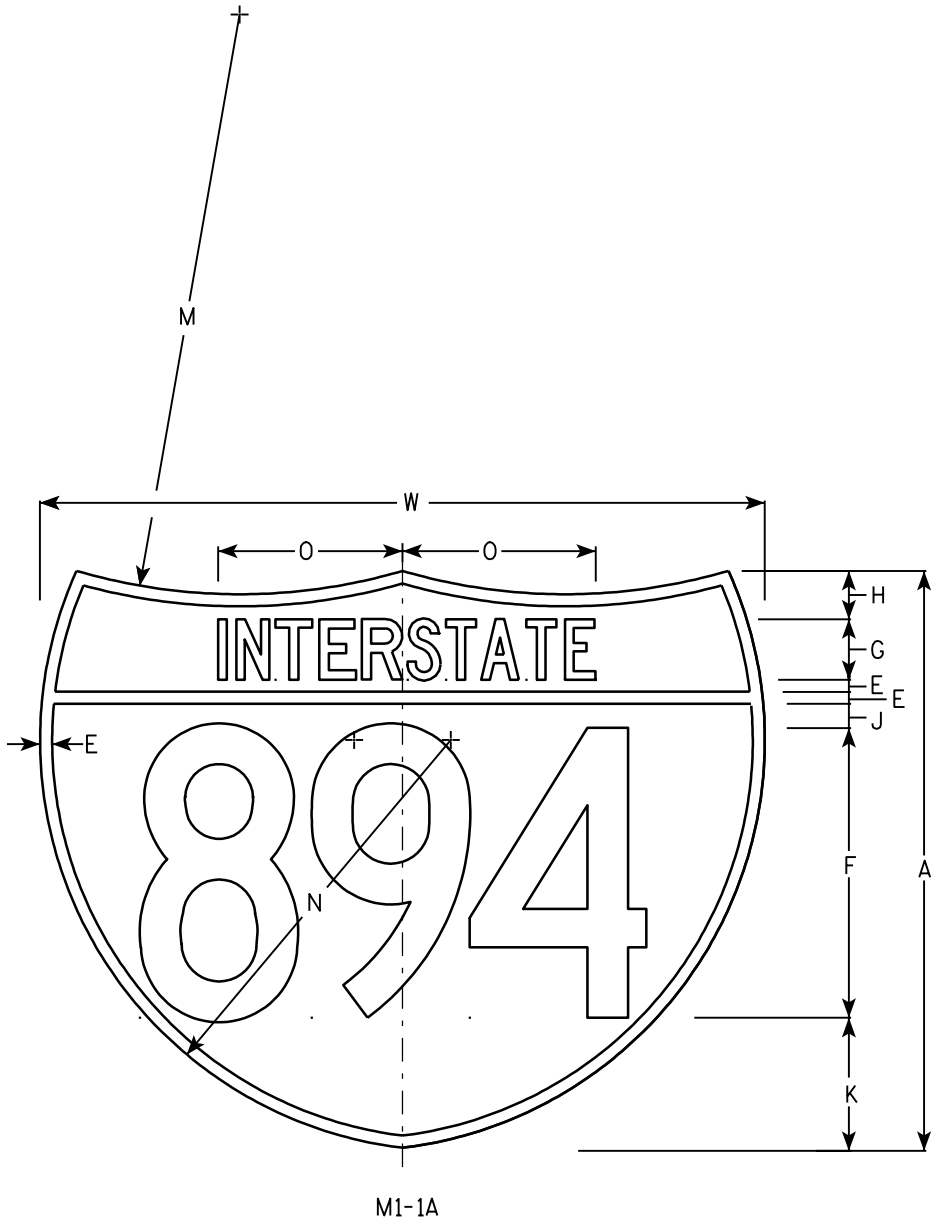
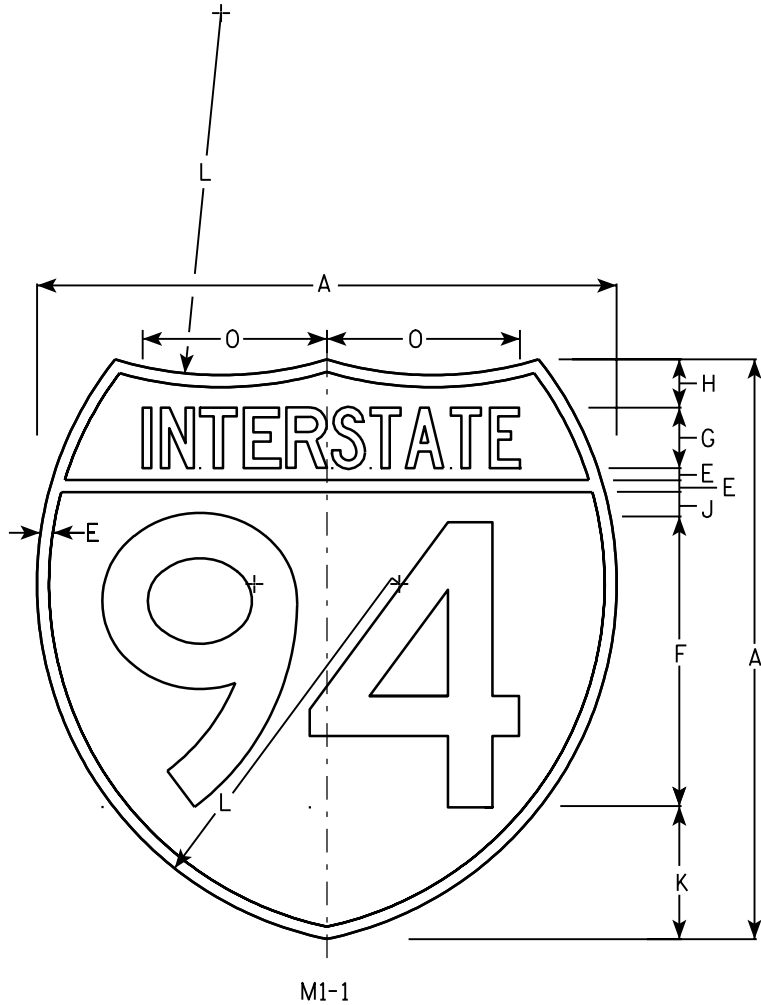
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- 1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Top Red - Bottom Blue (See Note 6)
Message - White - See Note 6
- 3. Message Series - See note 5
- 4. Substitute appropriate numerals & adjust spacing as per plate A10-1.
- 5. M1-1 - Numerals - D
Interstate - C
M1-1A - All copy - C
- 6. Permanent Signs
Message - Type H Reflective
Detour or other temporary signs
Background - Reflective
Message - Reflective

Metric equivalent for these signs are:

SIZE	M1 - 1	SIZE	M1 - 1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

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	Area sq. ft.	Area sq. ft.	Area m ²	Area m ²
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	.36	.46
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	.81	1.05
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	.81	1.05
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	.81	1.05

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

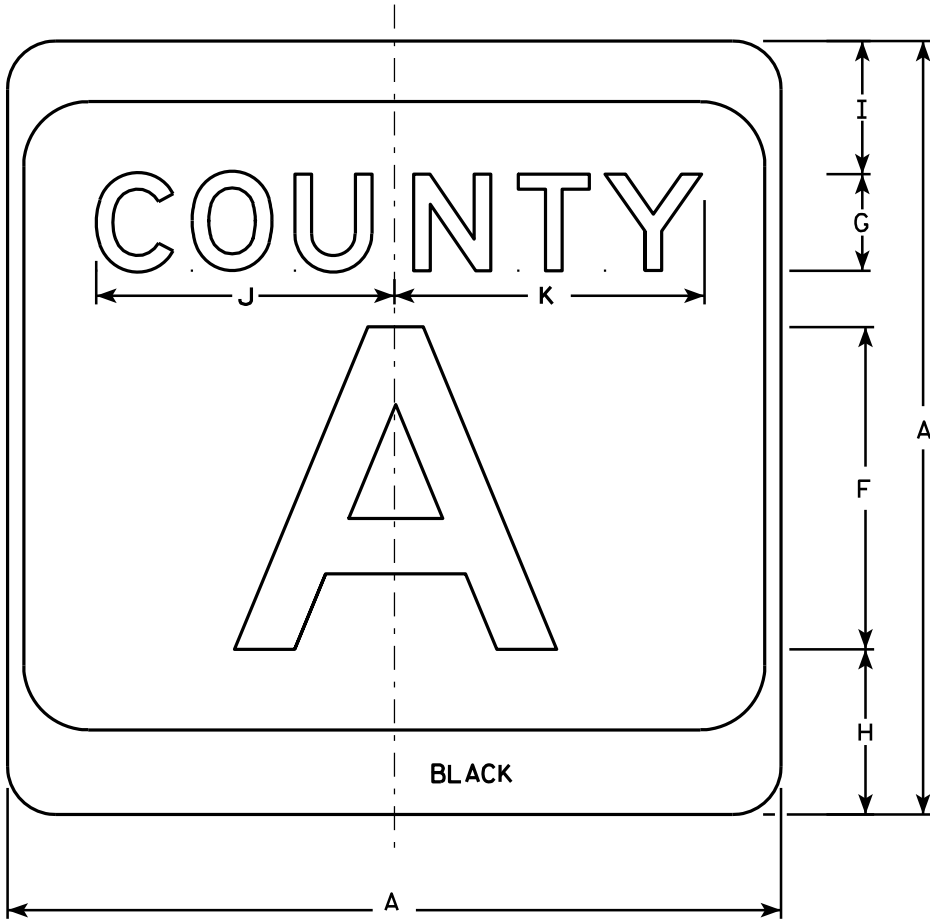
INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

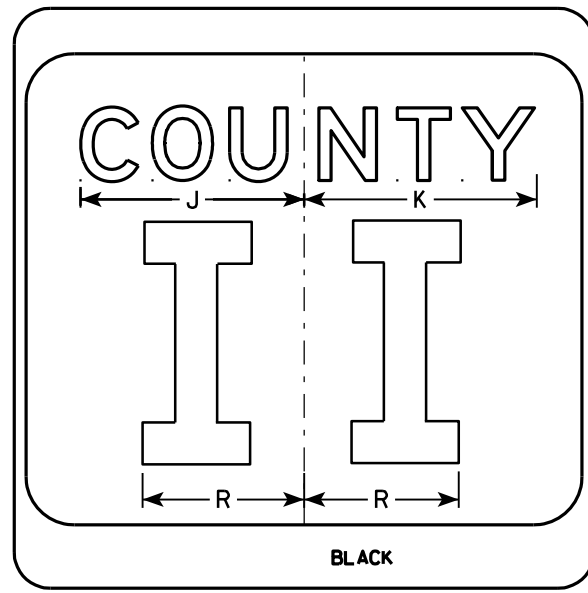
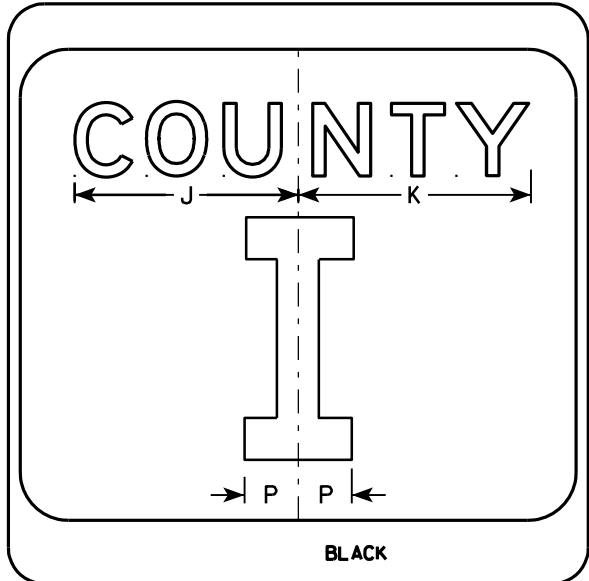
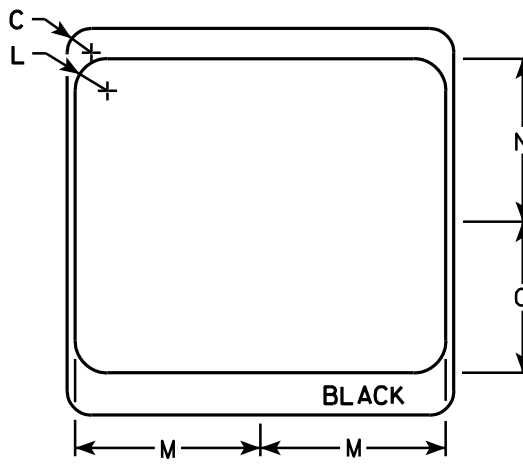
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

7



M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
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. Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER

M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

PROJECT NO:

HWY:

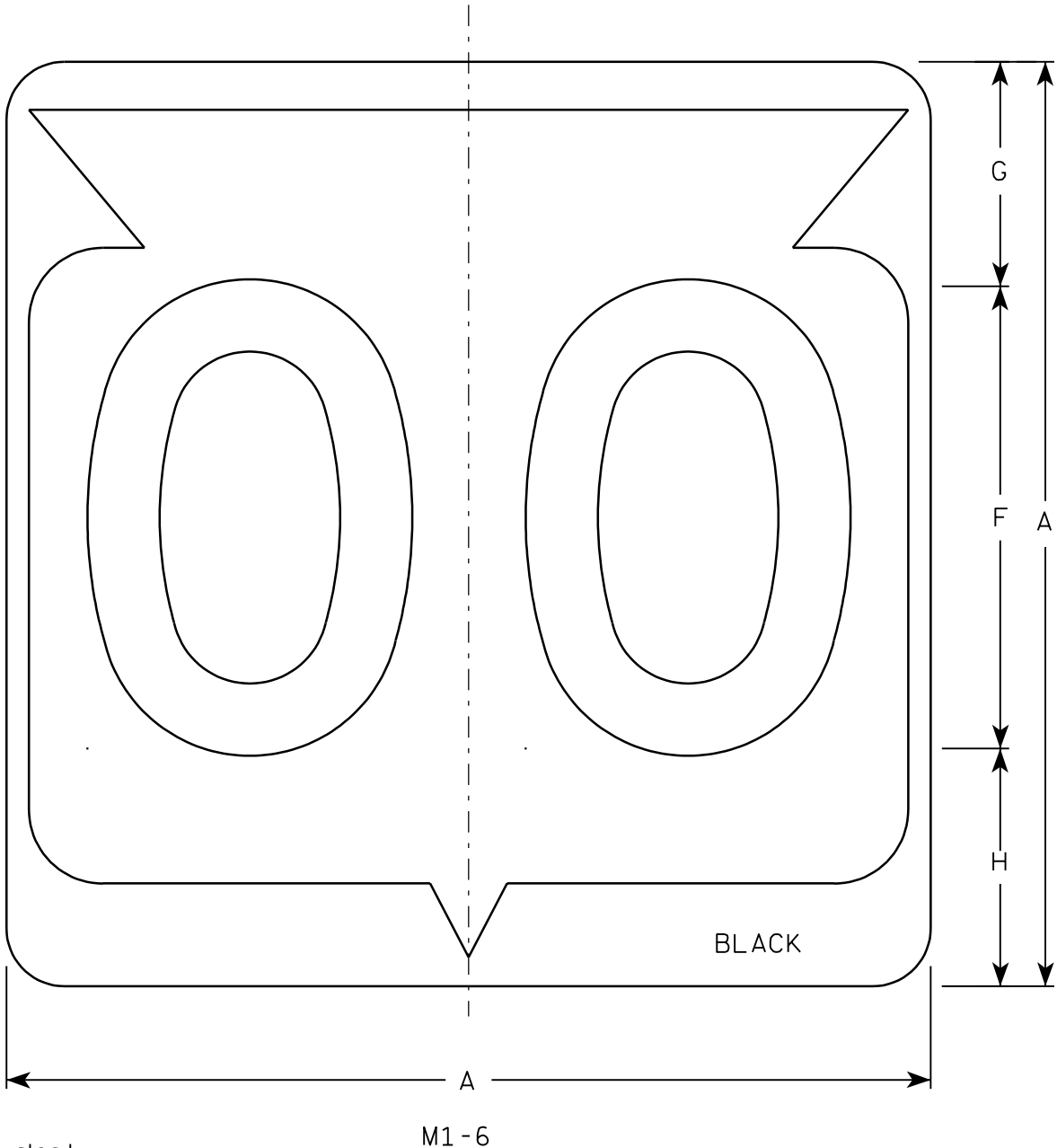
COUNTY:

SHEET NO:

E

7

7



Metric equivalent
for this sign is:

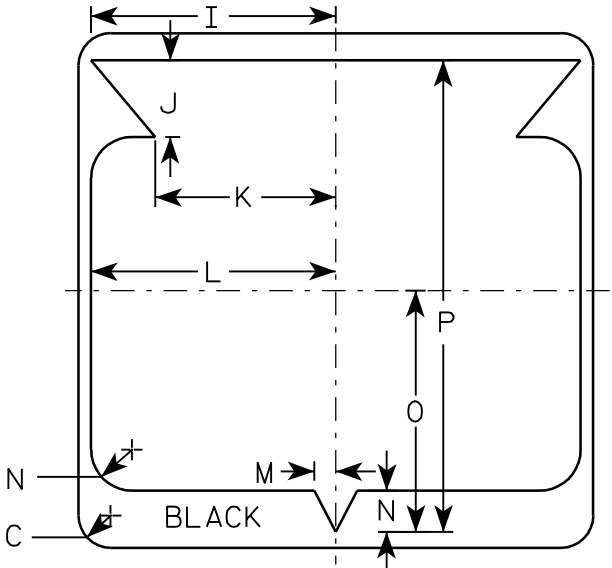
SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
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	.36
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	.81
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	.81
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	.81

PROJECT NO:	HWY:	COUNTY:	SHEET NO:										E
-------------	------	---------	-----------	--	--	--	--	--	--	--	--	--	---

NOTES

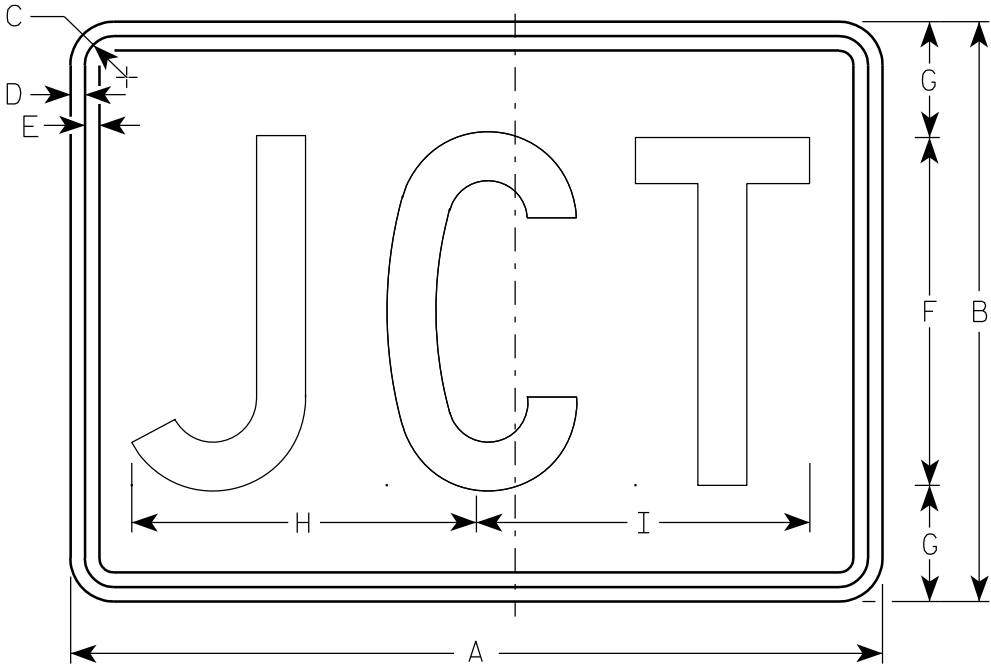
- Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - White & Black - See Note 6
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
- Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective



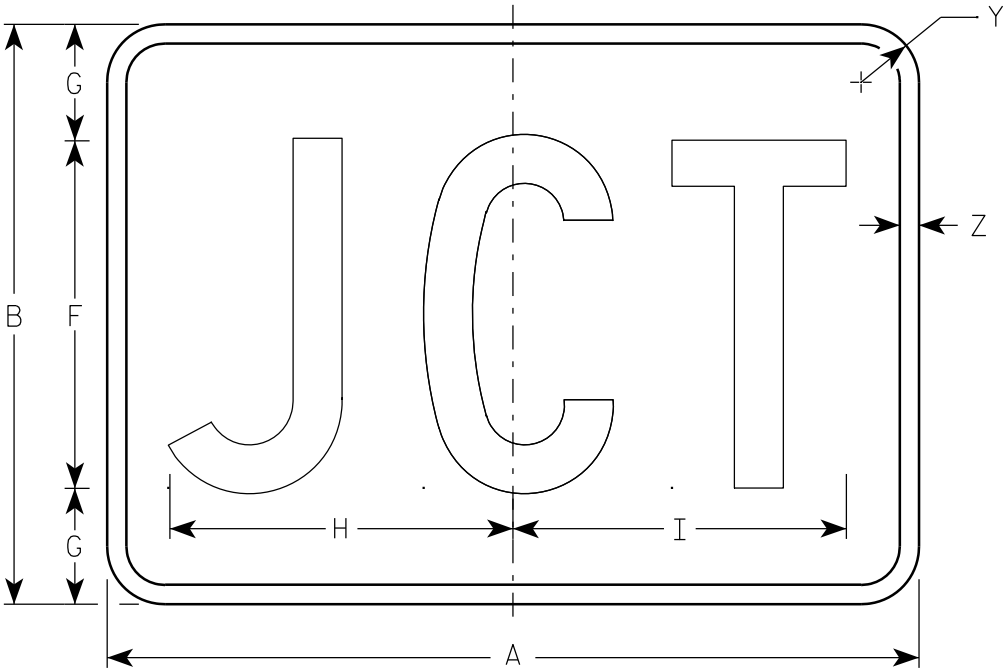
7

NOTES

1. Sign is Type II - See Note 5 - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
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. M2-1 Background - White - Type H Reflective
(Detour or temporary Signs - Reflective)
Message - Black
MB2-1 Background - Blue
Message - White - Type H Reflective
(Detour or temporary Signs - Reflective)
MG2-1 Background - Green
Message - White - Type H Reflective
MK2-1 Background - Green
Message - White - Type H Reflective
MM2-1 Background - White - Type H Reflective
Message - Green
MN2-1 Background - Brown
Message - White - Type H Reflective
MR2-1 Background - Brown
Message - Yellow - Type H Reflective



M2-1
MK2-1
MM2-1
MR2-1



MB2-1
MG2-1
MN2-1

Metric equivalent
for this sign is:

SIZE	
1	
2	525 mm X 375 mm
3	750 mm X 525 mm
4	750 mm X 525 mm
5	750 mm X 525 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20	0.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40	0.20

STANDARD SIGN
M2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 3/16/10

PLATE NO. M2-1.10

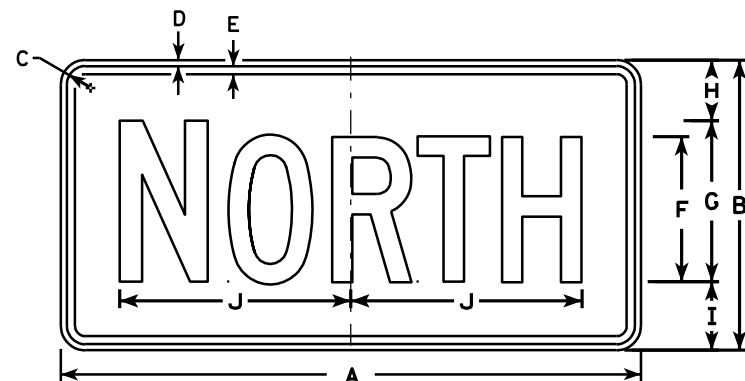
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

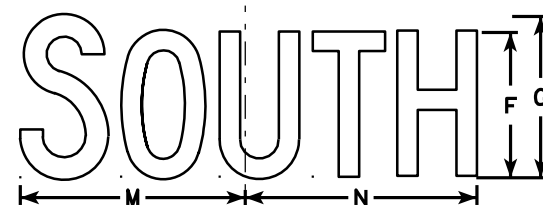
E



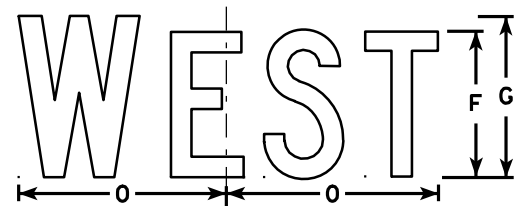
M3-1
MK3-1
M03-1



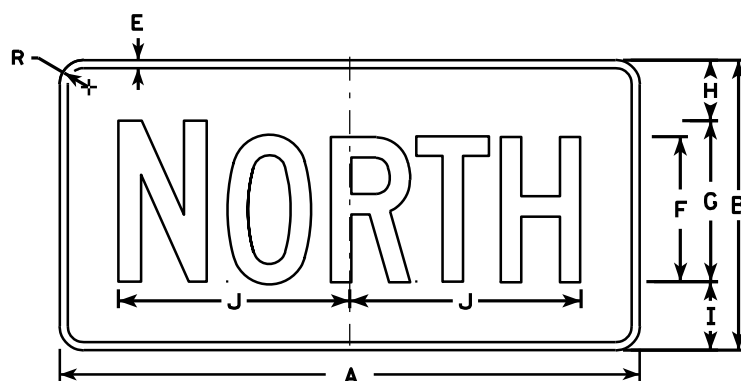
M3-2
MK3-2
M03-2



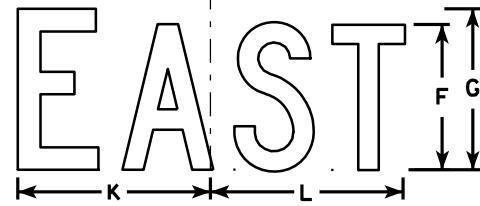
M3-3
MK3-3
M03-3



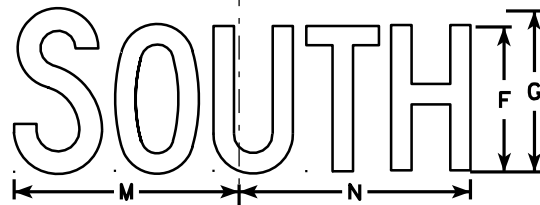
M3-4
MK3-4
M03-4



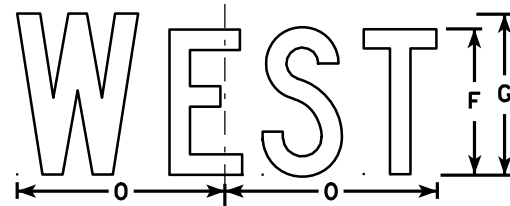
MB3-1
MG3-1
MM3-1
MN3-1



MB3-2
MG3-2
MM3-2
MN3-2



MB3-3
MG3-3
MM3-3
MN3-3



MB3-4
MG3-4
MM3-4
MN3-4

NOTES

1. All Signs Type II - See Note 5 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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 - Type H Reflective (Detour or temporary signs - Reflective)
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White - Type H Reflective (Detour or temporary signs - Reflective)
MG3-1 thru MG3-4 Background - Green
Message - White - Type H Reflective
MK3-1 thru MK3-4 Background - Green
Message - White - Type H Reflective
MM3-1 thru MM3-4 Background - White - Type H Reflective
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White - Type H Reflective
M03-1 thru M03-4 Background - Orange - Reflective
Message - Black
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																											
2	24	12	1 1/8	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			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

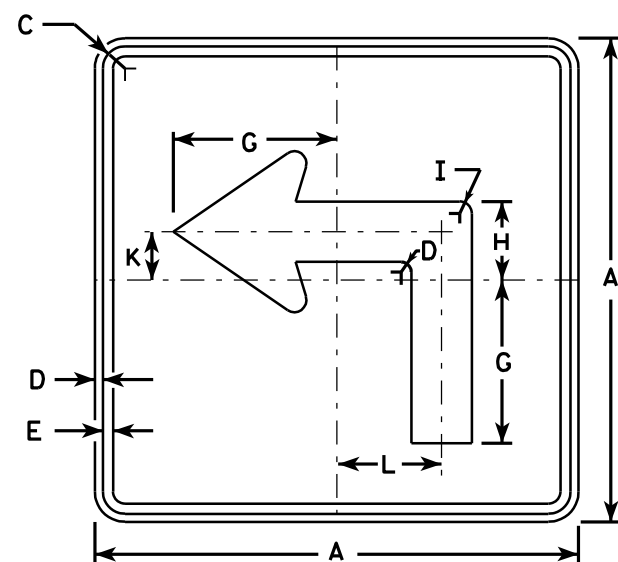
PROJECT NO: HWY: COUNTY: SHEET NO: E

STANDARD SIGNS M3-1 thru M3-4 SERIES

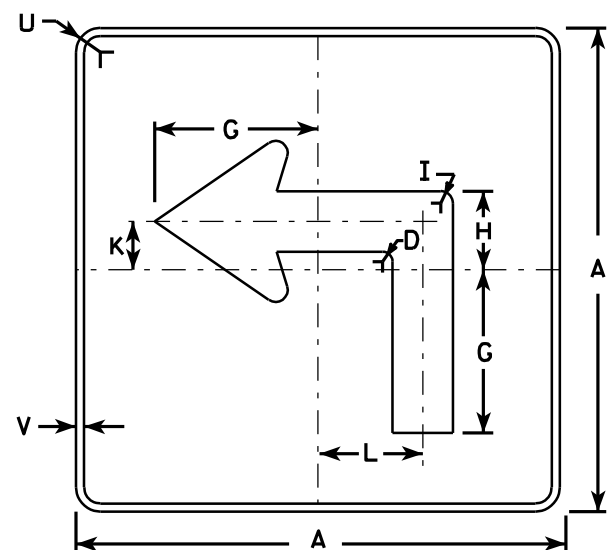
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

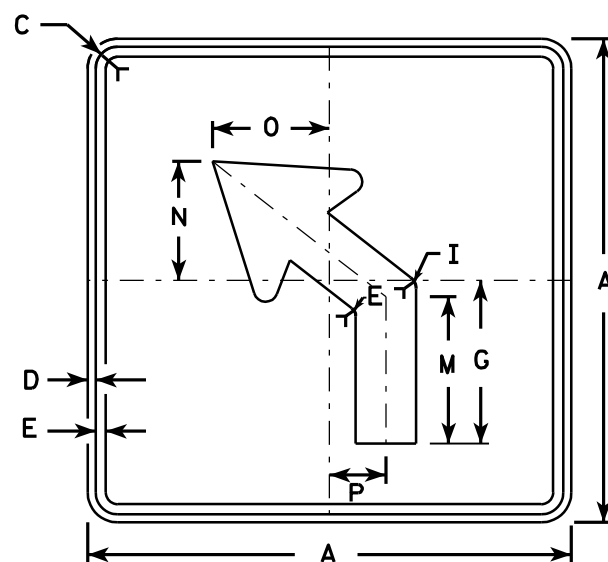
DATE 11/10/10 PLATE NO. M3-1.12



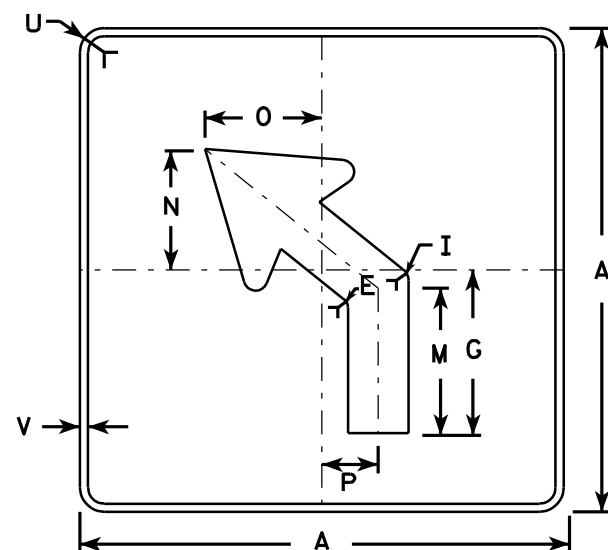
M5-1L
MK5-1L
MM5-1L
M05-1L
MP5-1L
MR5-1L



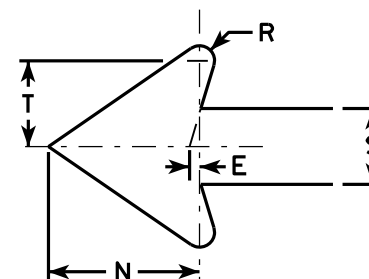
MB5-1L
MG5-1L
MN5-1L



M5-2L
MK5-2L
MM5-2L
M05-2L
MP5-2L
MR5-2L



MB5-2L
MG5-2L
MN5-2L

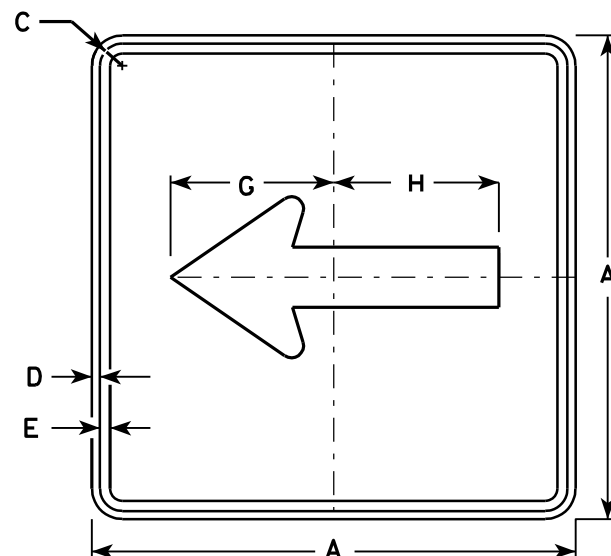


NOTES

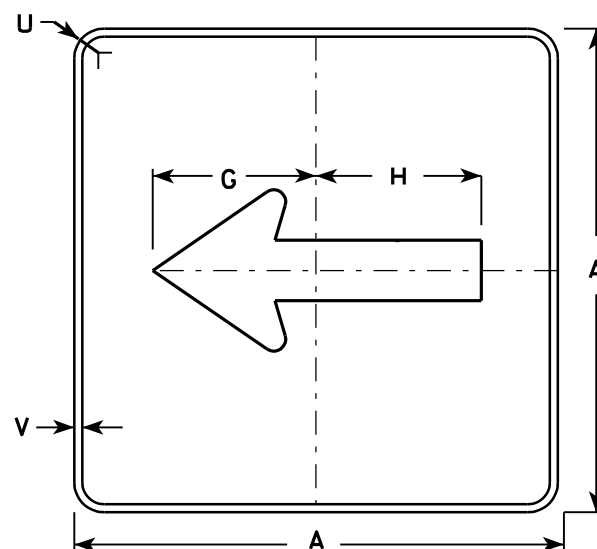
- Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M5-1 and M5-2 Background - White - Type H Reflective
Message - Black
MB5-1 and MB5-2 Background - Blue
Message - White - Type H Reflective
MG5-1 and MG5-2 Background - Green
Message - White - Type H Reflective
MK5-1 and MK5-2 Background - Green
Message - White Type H Reflective
MM5-1 and MM5-2 Background - White - Type H Reflective
Message - Green
MN5-1 and MN5-2 Background - Brown
Message - White - Type H Reflective
M05-1 and M05-2 Background - Orange - Type F Reflective
Message - Black
MP5-1 and MP5-2 Background - White - Type H Reflective
Message - Blue
MR5-1 and MR5-2 Background - Brown
Message - Yellow - Type H Reflective
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

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	21		1 1/8	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 1/2	1/2					3.06
3	30		1 3/8	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 7/8	1/2					6.25
4	30		1 3/8	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 7/8	1/2					6.25
5	30		1 3/8	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 7/8	1/2					6.25

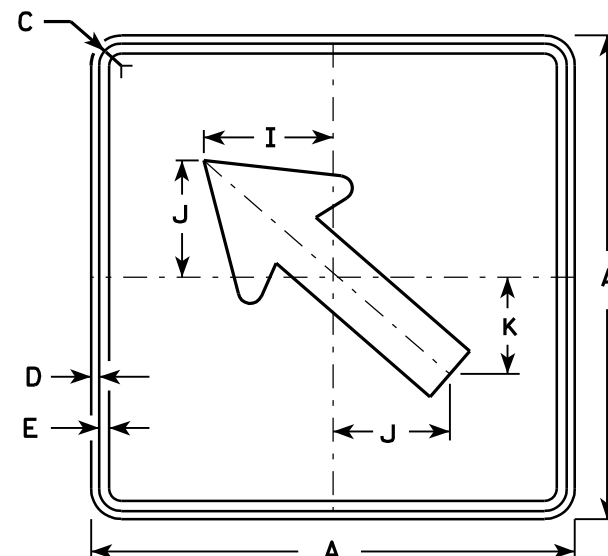
STANDARD SIGN	
M5-1 & M5-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 7/29/13	PLATE NO. M5-1.12



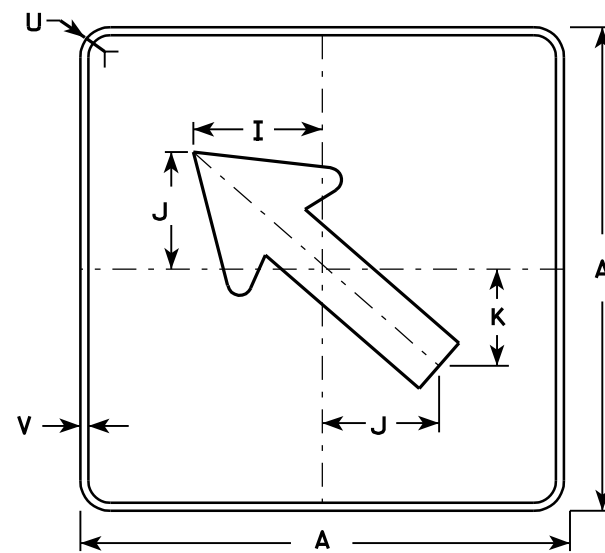
M6-1
MK6-1
MM6-1
MO6-1
MP6-1
MR6-1



MB6-1
MG6-1
MN6-1



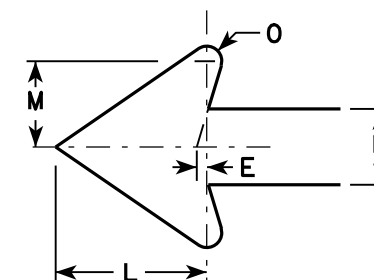
M6-2
MK6-2
MM6-2
MO6-2
MP6-2
MR6-2



MB6-2
MG6-2
MN6-2

NOTES

- Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
 - Background - See note 4
 - Message - See note 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.
- M6-1 and M6-2 Background - White - Type H Reflective
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White - Type H Reflective
MG6-1 and MG6-2 Background - Green
Message - White - Type H Reflective
MK6-1 and MK6-2 Background - Green
Message - White - Type H Reflective
MM6-1 and MM6-2 Background - White - Type H Reflective
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White - Type H Reflective
MO6-1 and MO6-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White - Type H Reflective
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow - Type H Reflective



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	21		1 1/8	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 1/2	1/2					3.06
3	30		1 3/8	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 7/8	1/2					6.25
4	30		1 3/8	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 7/8	1/2					6.25
5	30		1 3/8	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 7/8	1/2					6.25

STANDARD SIGN M6-1 & M6-2 SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-1.13

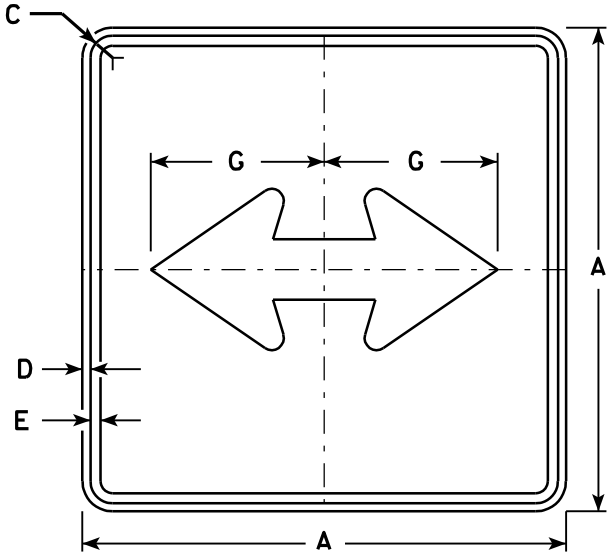
PROJECT NO:

HWY:

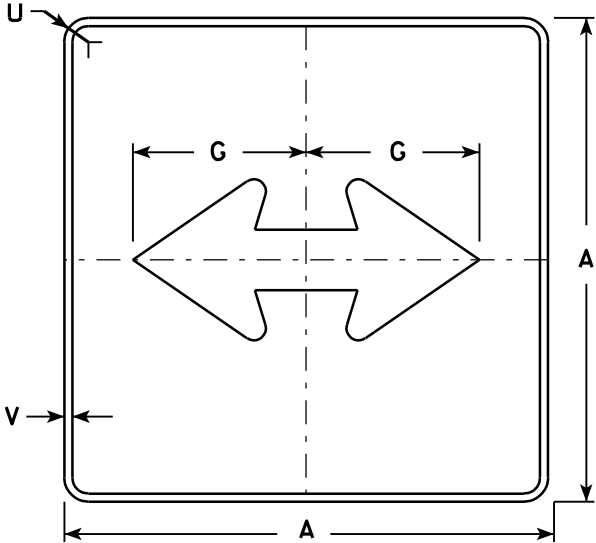
COUNTY:

SHEET NO:

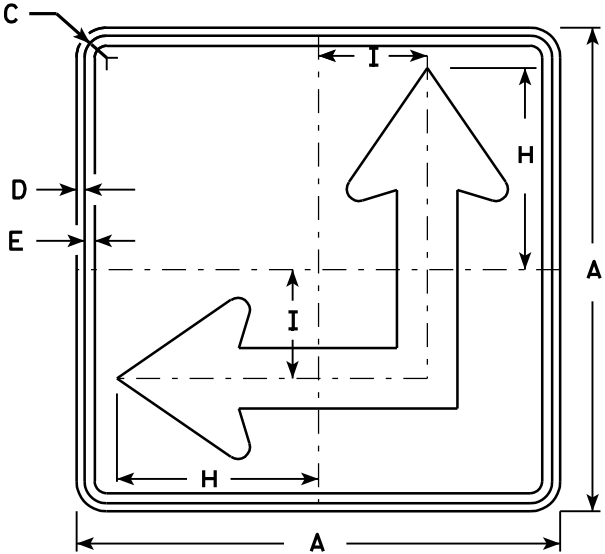
E



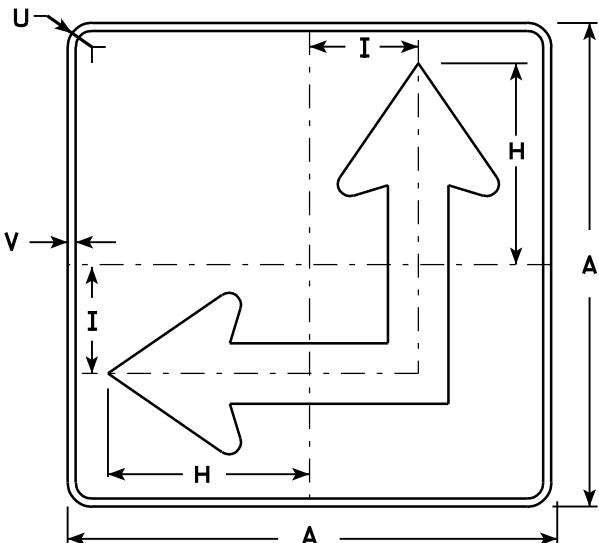
M6 - 4
MK6 - 4
MM6 - 4
MO6 - 4
MP6 - 4
MR6 - 4



MB6 - 4
MG6 - 4
MN6 - 4



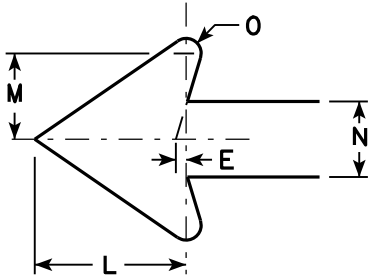
M6 - 6
MK6 - 6
MM6 - 6
MO6 - 6
MP6 - 6
MR6 - 6



MB6 - 6
MG6 - 6
MN6 - 6

NOTES

- 1. Signs are Type II - See Note 4 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 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. M6-4 and M6-6 Background - White - Type H Reflective Message - Black
 - MB6-4 and MB6-6 Background - Blue Message - White - Type H Reflective
 - MG6-4 and MG6-6 Background - Green Message - White - Type H Reflective
 - MK6-4 and MK6-6 Background - Green Message - White - Type H Reflective
 - MM6-4 and MM6-6 Background - White - Type H Reflective Message - Green
 - MN6-4 and MN6-6 Background - Brown Message - White - Type H Reflective
 - MO6-4 and MO6-6 Background - Orange - Type F Reflective Message - Black
 - MP6-4 and MP6-6 Background - White - Type H Reflective Message - Blue
 - MR6-4 and MR6-6 Background - Brown Message - Yellow - Type H Reflective
- 5. M6-6R same as M6-6L except arrow points ahead and right.



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	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

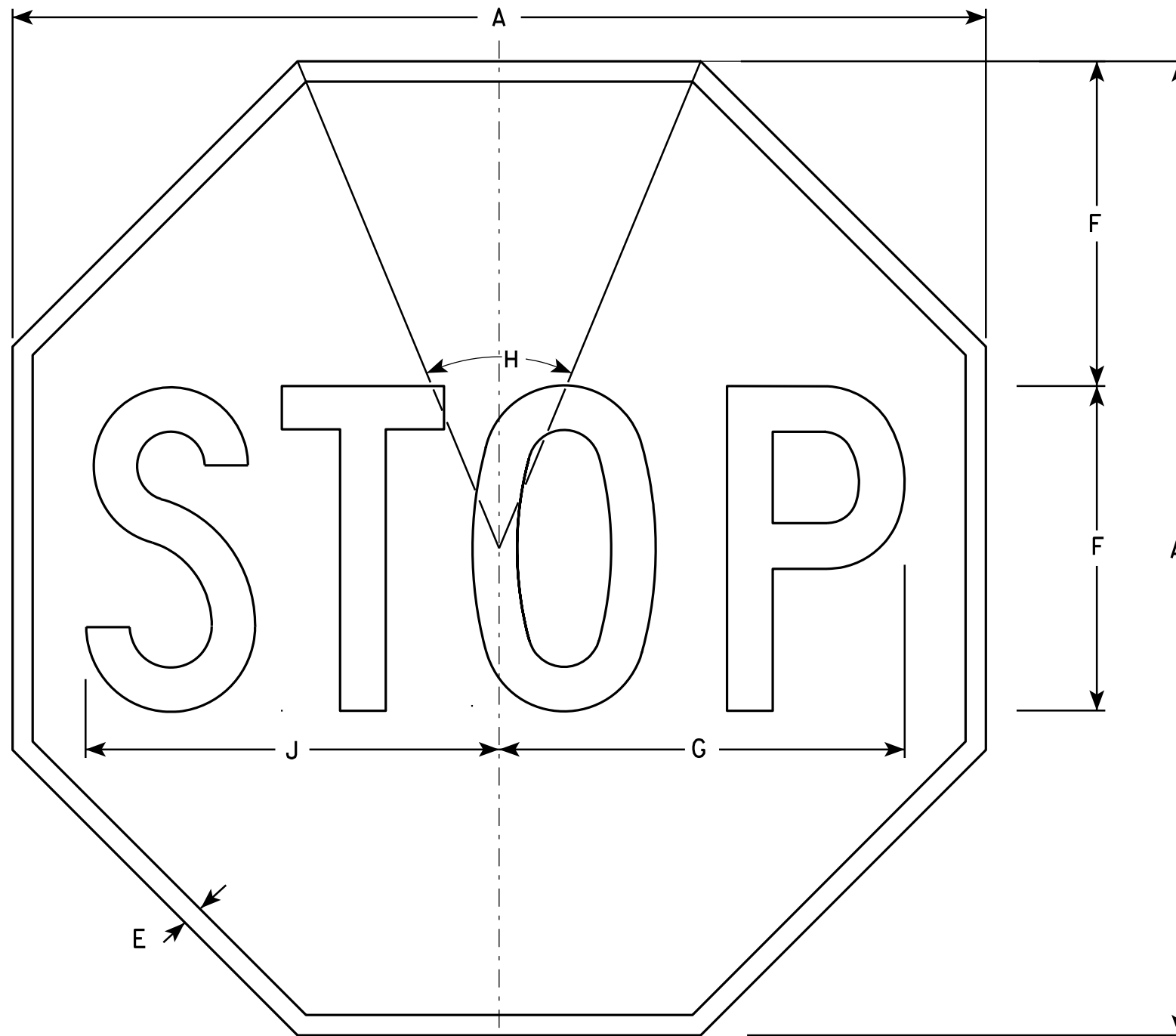
E

STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/29/13 PLATE NO. M6-4.8



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Red
Message - White
3. Message Series - C

R1-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24				3/8	8	10	45°		10 1/4																	3.31
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

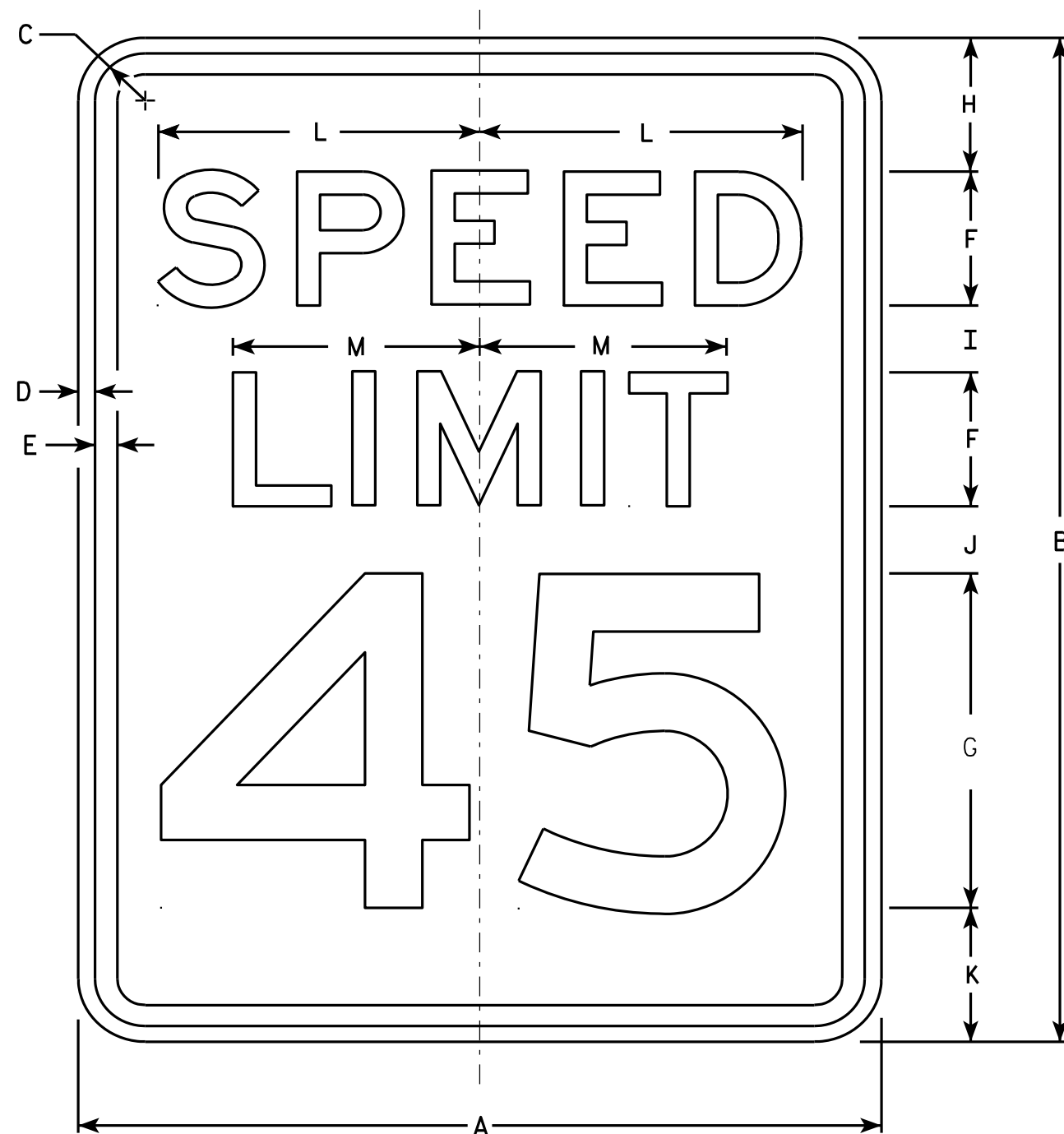
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1.12

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---



R2-1

NOTES

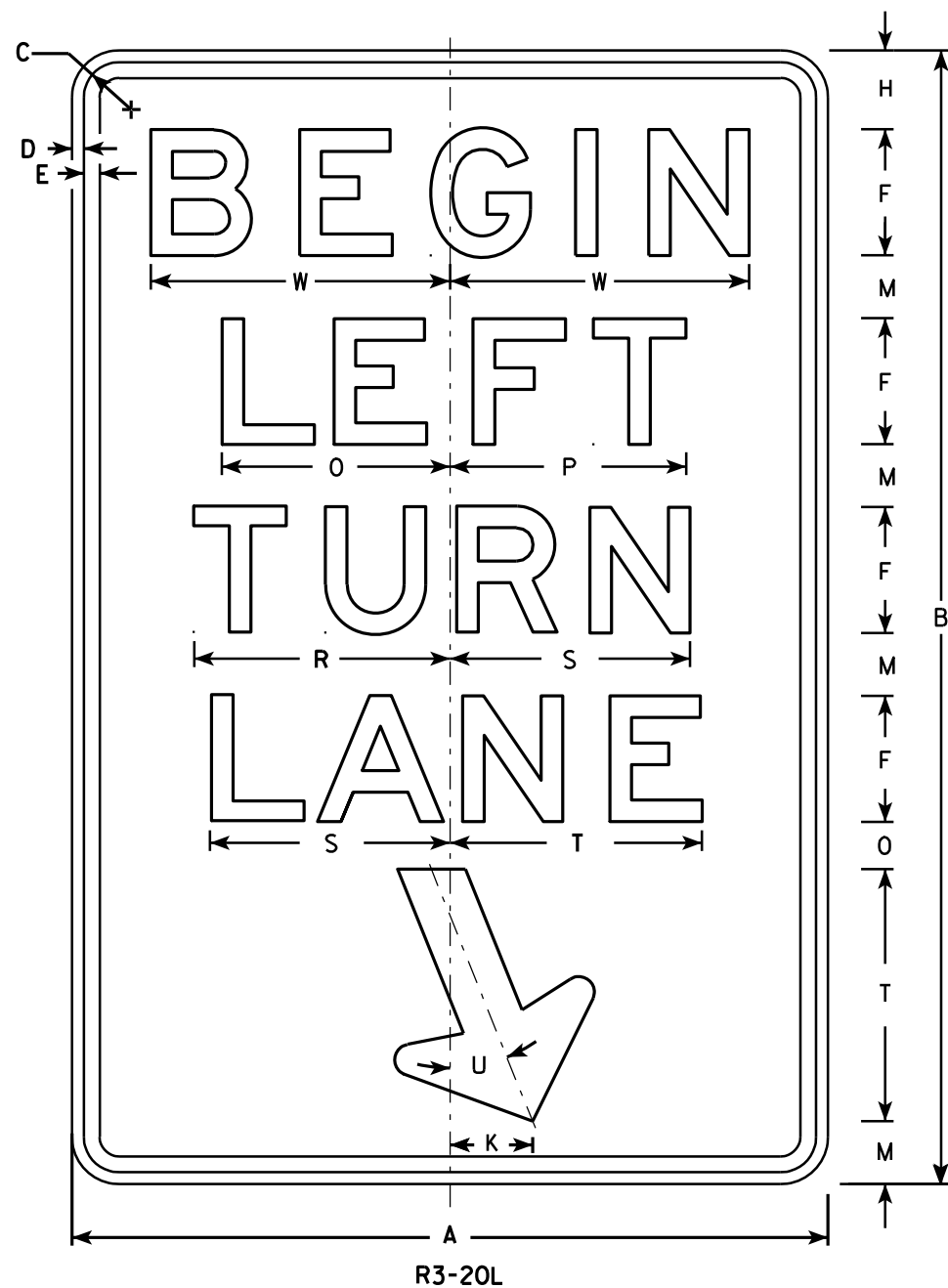
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. 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 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	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 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	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

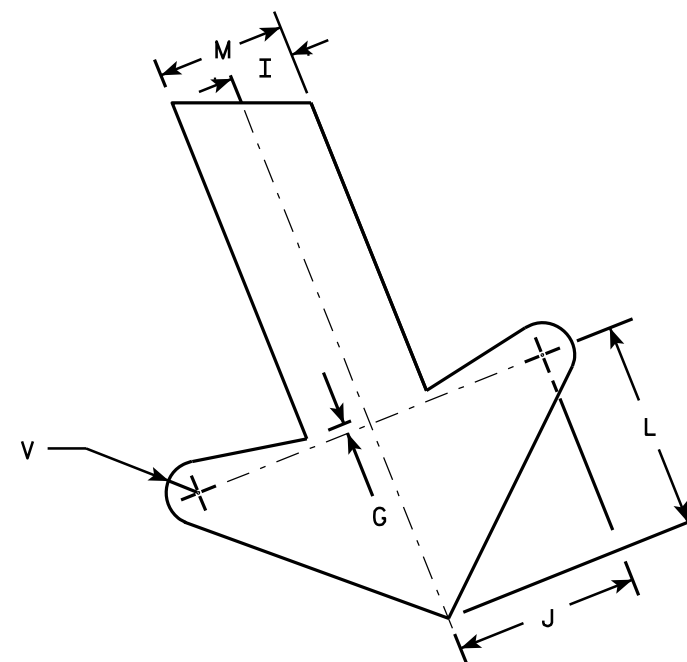
WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
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.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

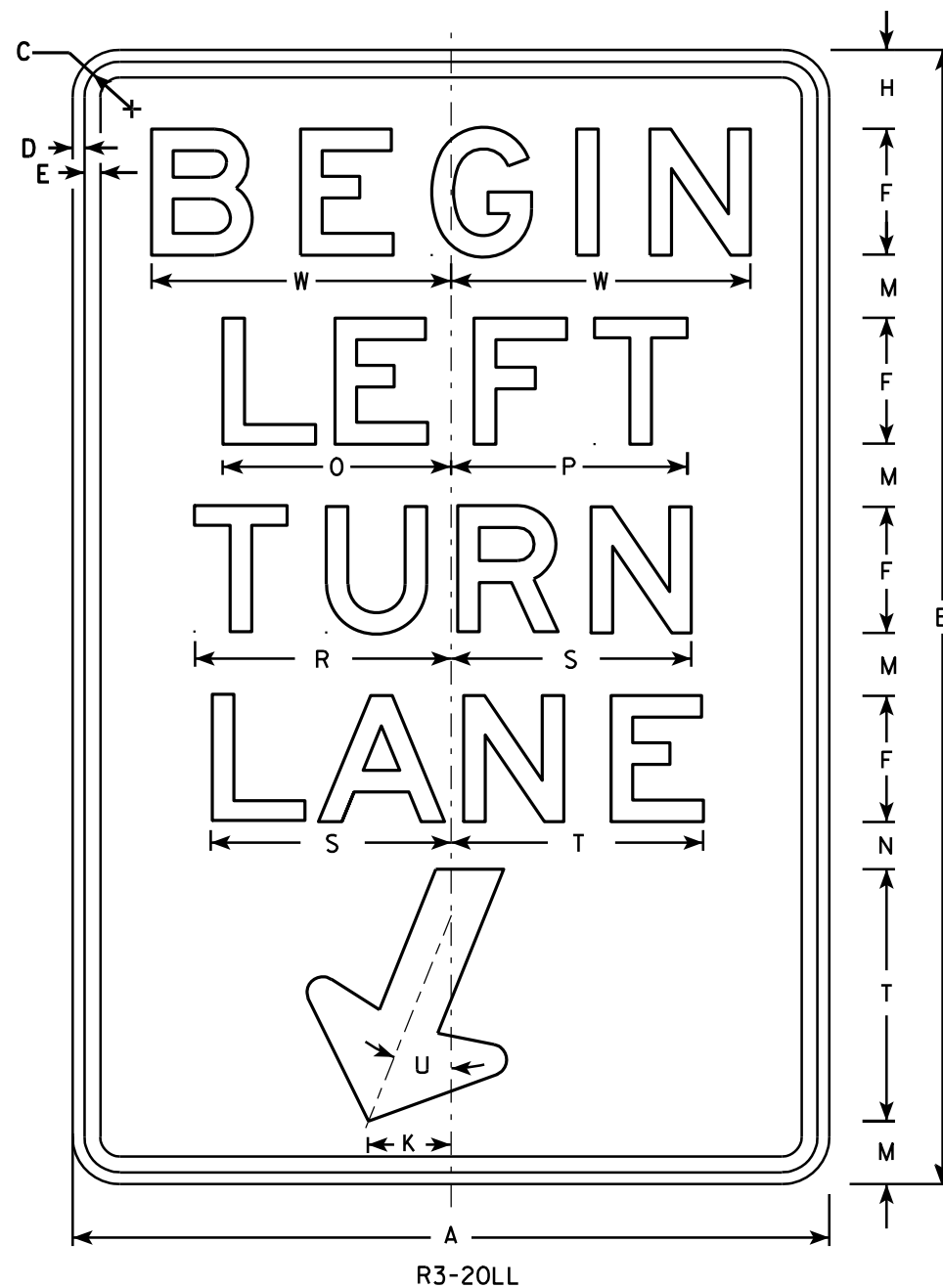
STANDARD SIGN
R3-20L

WISCONSIN DEPT OF TRANSPORTATION

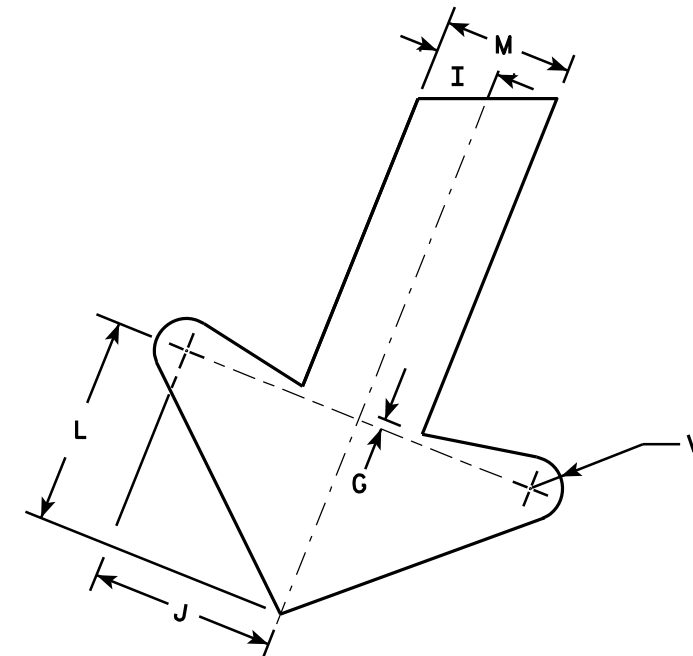
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20L.7

PROJECT NO:	HWY:	COUNTY:	SHEET NO:		E
-------------	------	---------	-----------	--	---



- NOTES**
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
 2. Color:
Background - White
Message - Black
 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.

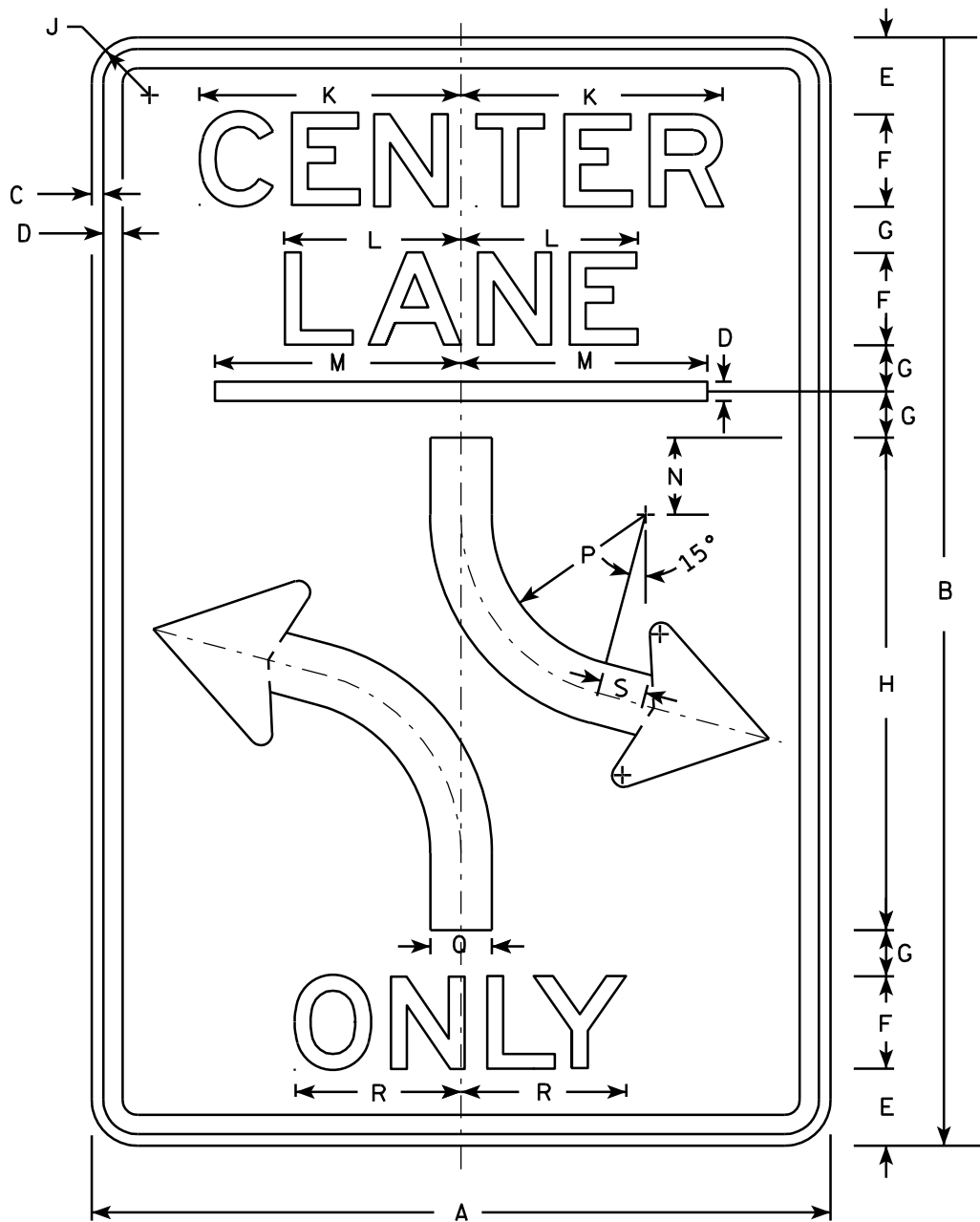


ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN R3-20LL	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 10/18/10	PLATE NO. R3-20LL.1

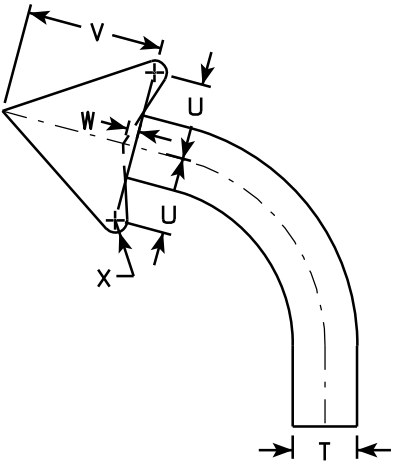
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---



R3-9B

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 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.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	$\frac{3}{8}$	$\frac{1}{2}$	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	16		1 $\frac{1}{2}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	8	2 $\frac{1}{2}$		6	2	5 $\frac{1}{8}$	1 $\frac{1}{2}$		2 $\frac{3}{8}$	4 $\frac{3}{8}$	$\frac{3}{8}$				6.0
2M	24	36	$\frac{3}{8}$	$\frac{1}{2}$	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	16		1 $\frac{1}{2}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	8	2 $\frac{1}{2}$		6	2	5 $\frac{1}{8}$	1 $\frac{1}{2}$		2 $\frac{3}{8}$	4 $\frac{3}{8}$	$\frac{3}{8}$				6.0
3	36	48	$\frac{5}{8}$	$\frac{7}{8}$	3 $\frac{1}{2}$	5	1 $\frac{1}{2}$	20		2 $\frac{1}{4}$	14 $\frac{1}{8}$	9 $\frac{1}{2}$	12	3		4	3	9 $\frac{7}{8}$	2		3 $\frac{1}{2}$	6 $\frac{1}{8}$	$\frac{1}{2}$				12.0
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R3-9B

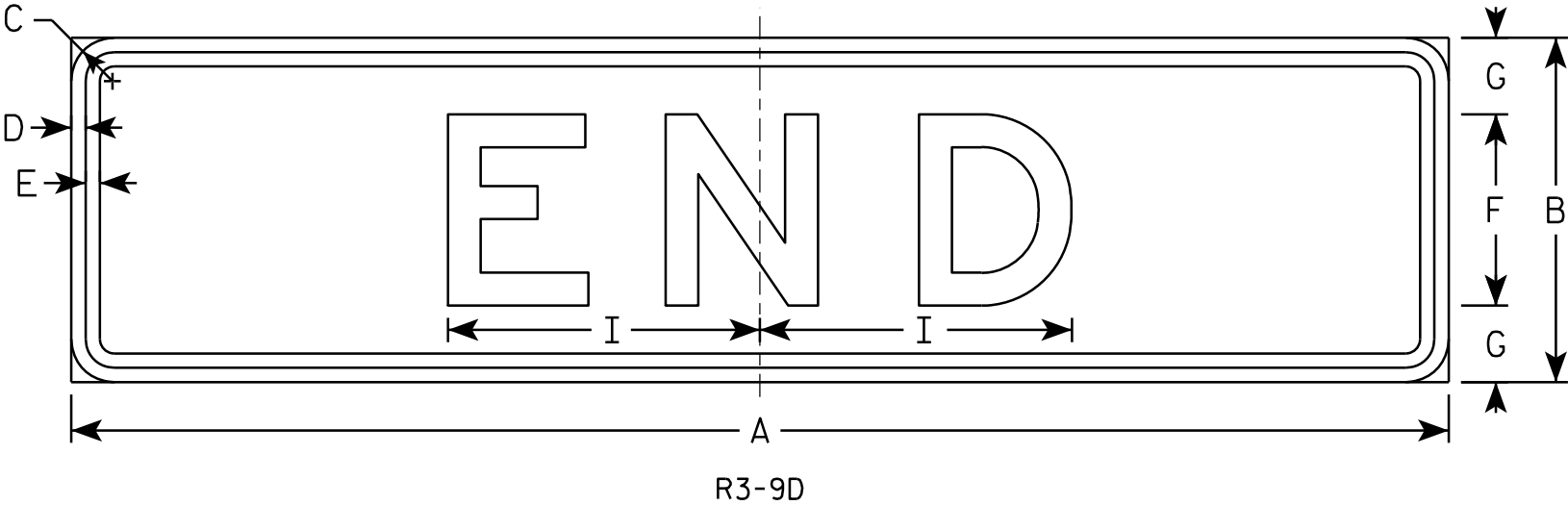
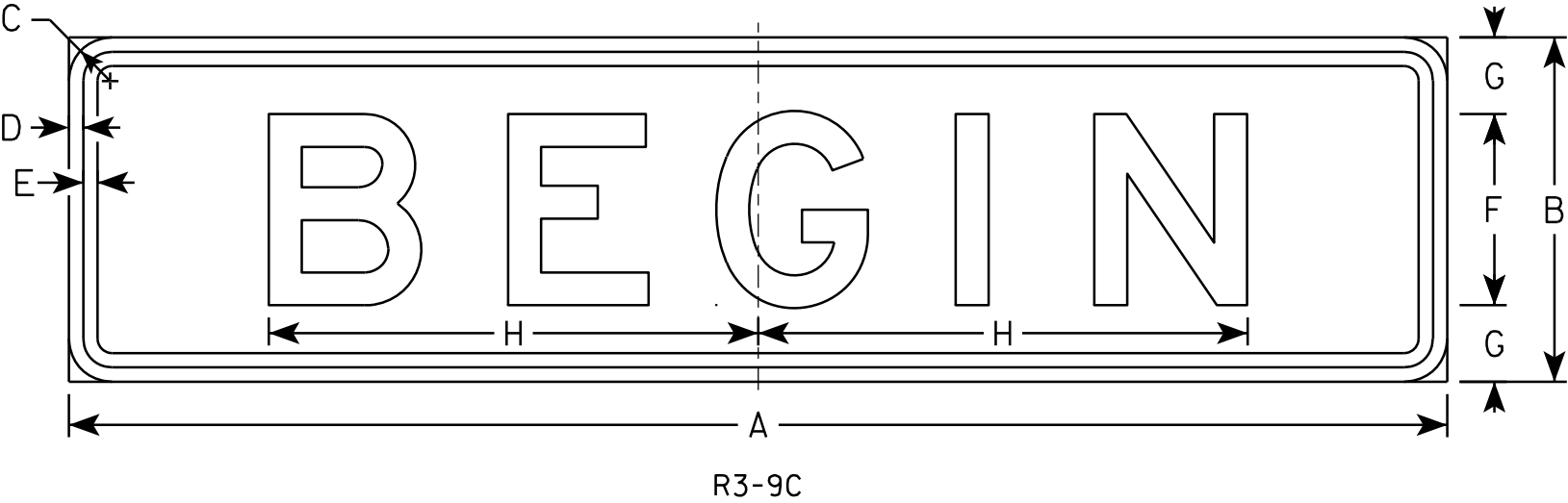
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - White
Message - Black
- 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.

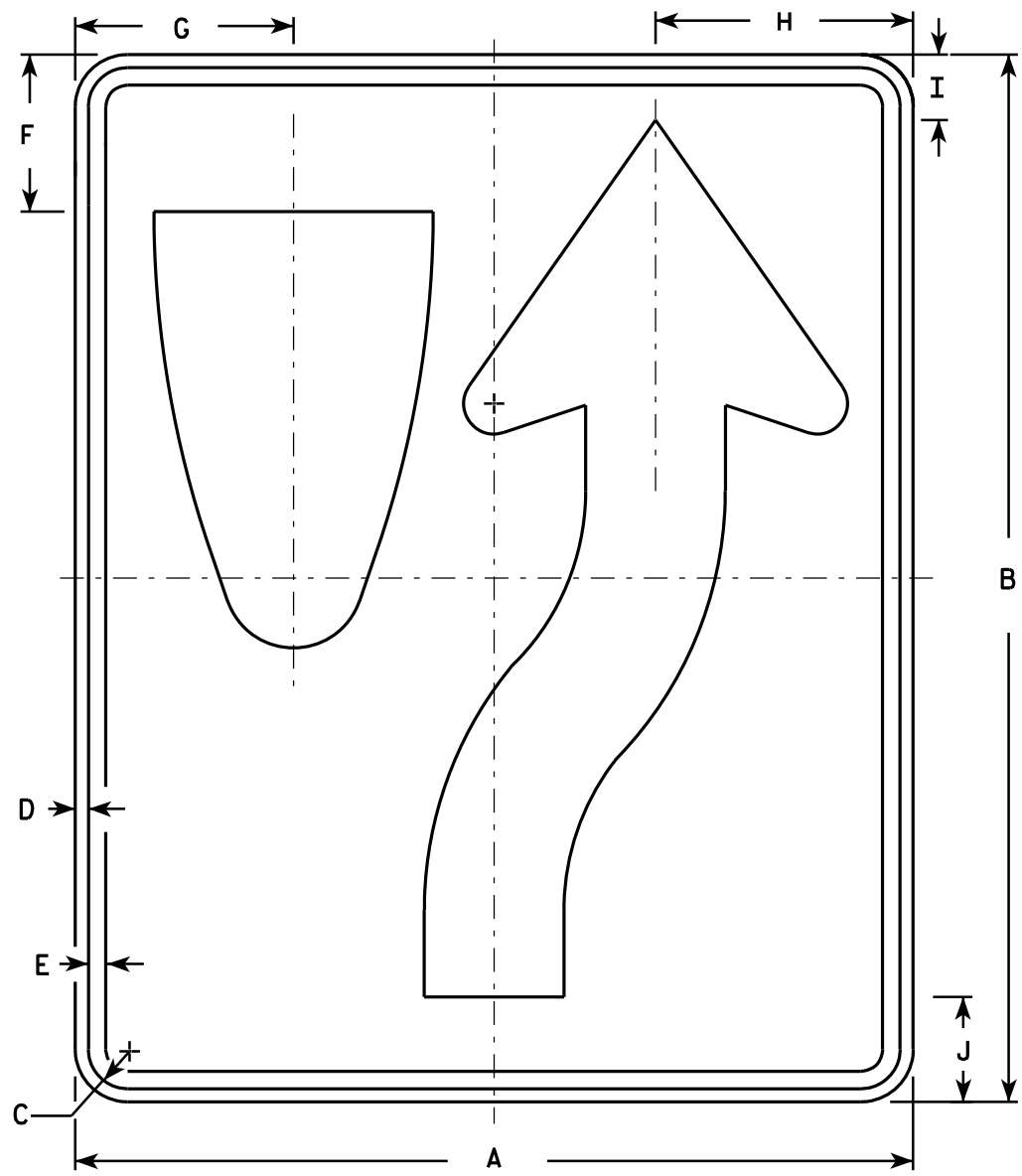
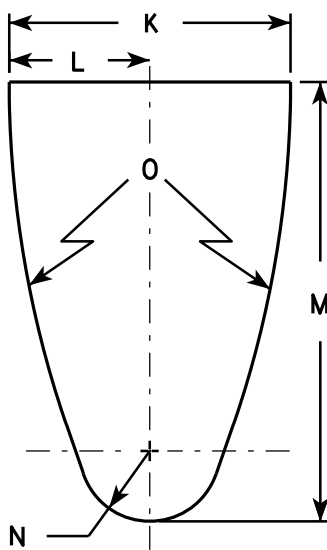


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
2M	24	6	1 1/8	3/8	3/8	3	1 1/2	7 3/4	4 7/8																		1.0
3	36	9	1 1/8	3/8	3/8	5	2	12 3/4	8 1/8																		1.86
4																											
5																											

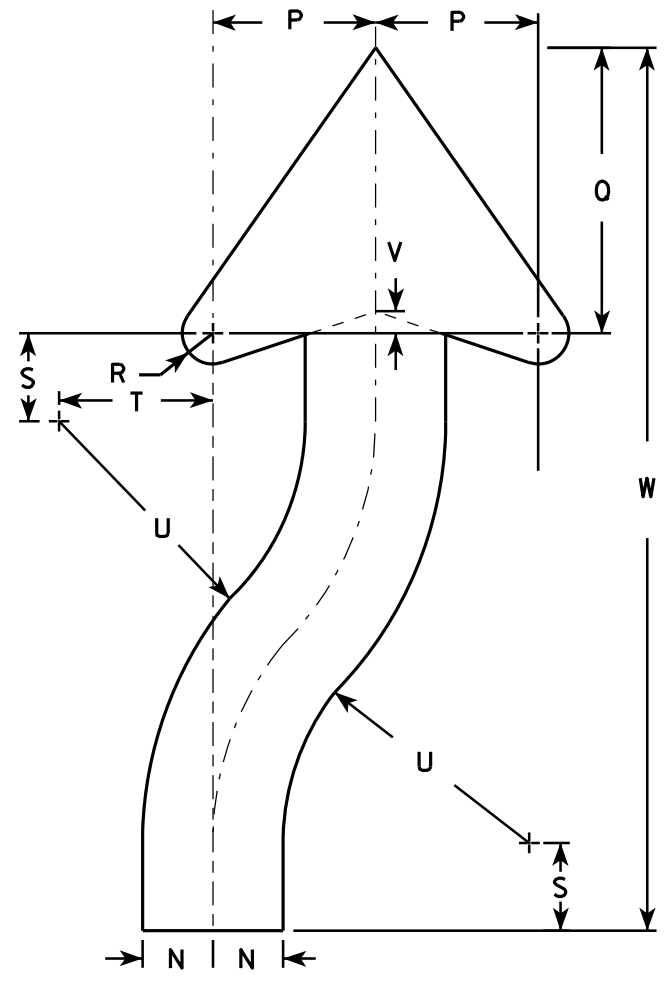
STANDARD SIGN R3-9C & R3-9D	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/24/2011	PLATE NO. R3-9C.2

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
- 2. Color:
Background - White
Message - Black
- 3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
- 4. R4-8 is the same as R4-7 except Legend is reversed.



R4-7



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

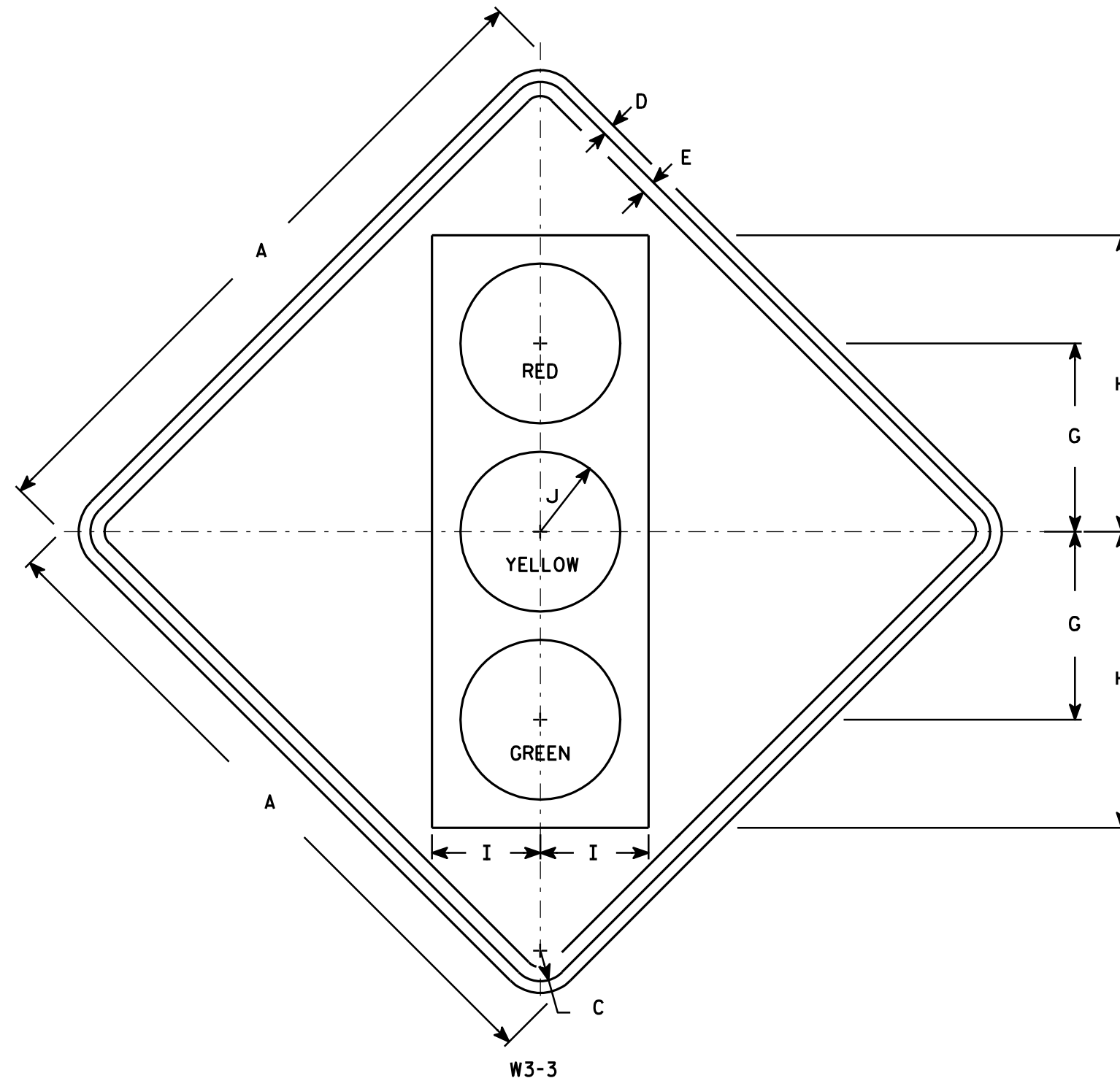
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Yellow
Message - See Note 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.
- Symbol and border are non-reflective black.
Top circle - Type H Reflectorized Red
Center circle - Same as background
Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 6/7/10

PLATE NO. W3-3.11

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

INVENTORY RATING: HS-21
OPERATIONAL RATING: HS-40
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 KIPS

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL
STRUCTURE PLANS.

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1026

P.I. = 331+54.10
 $\Delta = 2^{\circ}-51'-53''$
 $D = 0^{\circ}-30'-00''$
 $T = 286.54'$
 $L = 572.94'$
 $R = 11459.00'$
 $E = 3.58'$
P.C. = 328+67.63
P.T. = 334+40.57

STRUCTURES DESIGN CONTACTS:
ANDREW SMITH (608) 266-0989
AARON BONK (608) 261-0261

	Plans Prepared By	WISDOT
	BUREAU OF STRUCTURES	
ACCEPTED	<i>William C. Dineen</i>	3/3/14
	CHIEF STRUCTURES DESIGN ENGINEER	DATE

DESIGNED BY	ADS	DESIGN CK'D.	---	DRAWN BY	JPH	PLANS CK'D.	ADS
----------------	-----	-----------------	-----	-------------	-----	----------------	-----

THIN BONDED POLYMER OVERLAY	SHEET 1 OF 1

[illegible]

1. THIN BONDED POLYMER OVERLAY



DIRECTION OF TRAFFIC



NUMBER	DESCRIPTION	ELEVATION
BM CAP 1	DISK LOCATED ON TOP OF SE WING PARAPET	673.50

DESIGN DATA

LIVE LOAD:

INVENTORY RATING: HS-21
OPERATIONAL RATING: HS-40
MAXIMUM STANDARD PERMIT VEHICLE LOAD: 250 KIPS

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE EXISTING ORIGINAL STRUCTURE PLANS.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1026

CURVE DATA

R W.B. S.T.H. 16

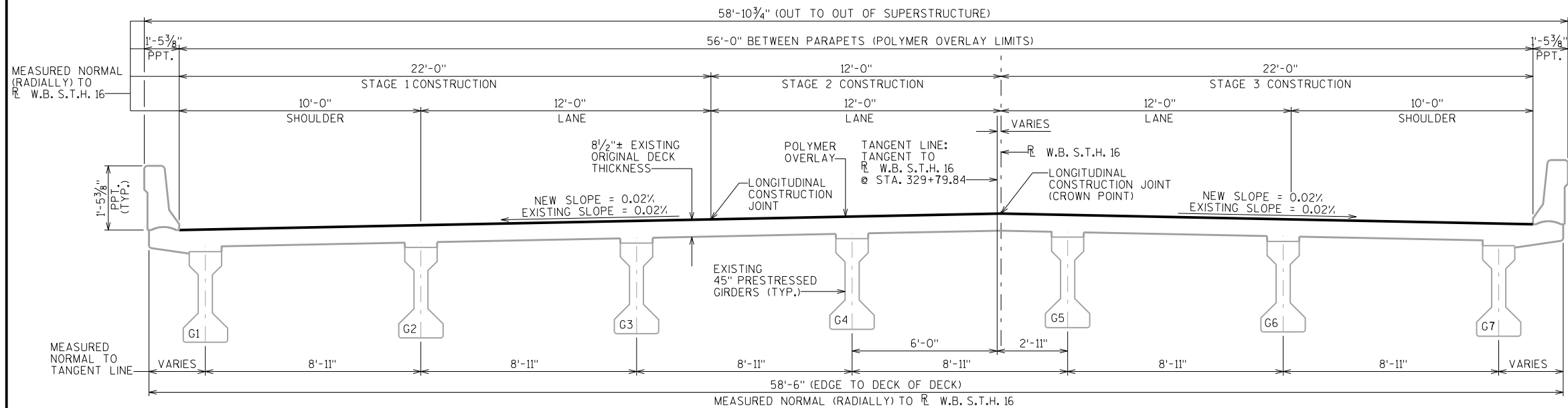
P.I. = 329+77.02
 Δ = 2°-36'-29"
D = 0°-22'-22"
T = 349.91'
L = 699.70'
R = 15371.14'
E = 3.98'
P.C. = 326+15.96
P.T. = 333+15.66

STRUCTURES DESIGN CONTACTS:
ANDREW SMITH (608) 266-0989
AARON BONK (608) 261-0261

NO.	DATE	REVISION	BY
Plans Prepared By WISDOT BUREAU OF STRUCTURES ACCEPTED <i>William C. Diehl</i> 3/3/14 CHIEF STRUCTURES DESIGN ENGINEER DATE STRUCTURE B-32-214 WESTBOUND S.T.H. 16 LANES OVER 12TH AVENUE COUNTY LA CROSSE CITY LA CROSSE DESIGN SPEC. REHABILITATION N/A DESIGNED BY ADS DESIGN CKD. --- DRAWN BY JPH PLANS CKD. ADS THIN BONDED POLYMER OVERLAY SHEET 1 OF 1			

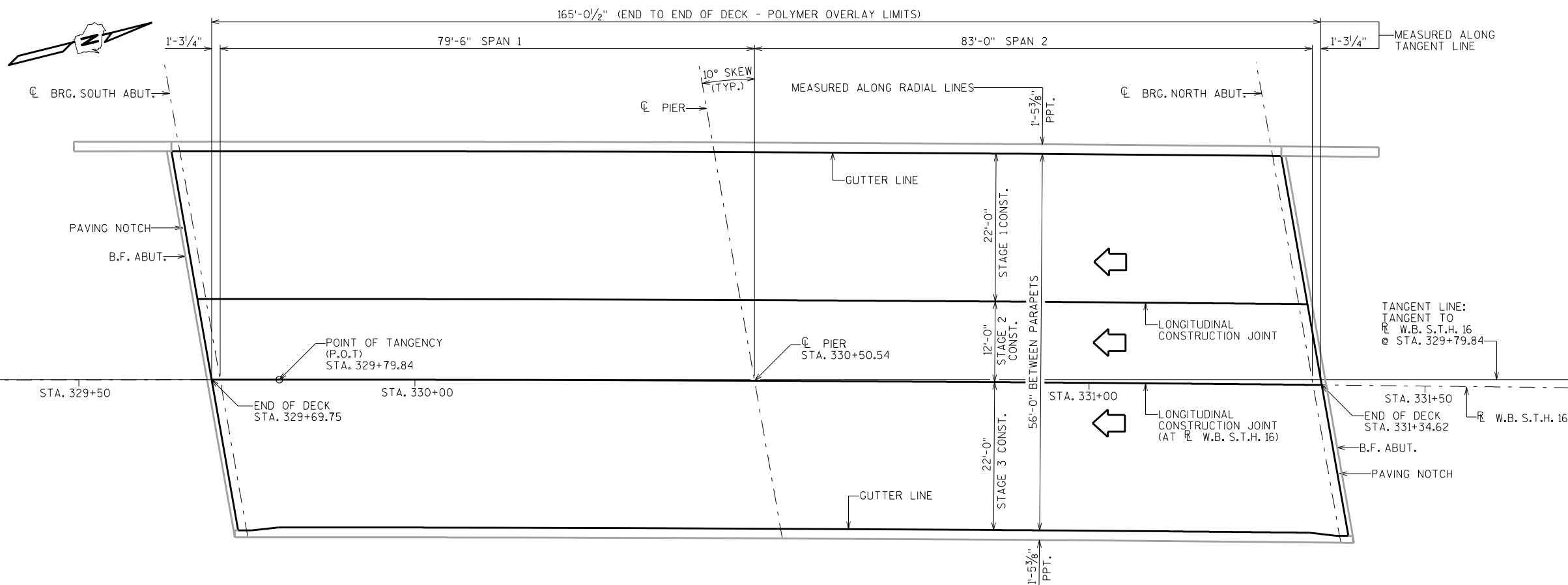
LIST OF DRAWINGS

1. THIN BONDED POLYMER OVERLAY



CROSS SECTION THRU ROADWAY LOOKING NORTH

DIRECTION OF TRAFFIC

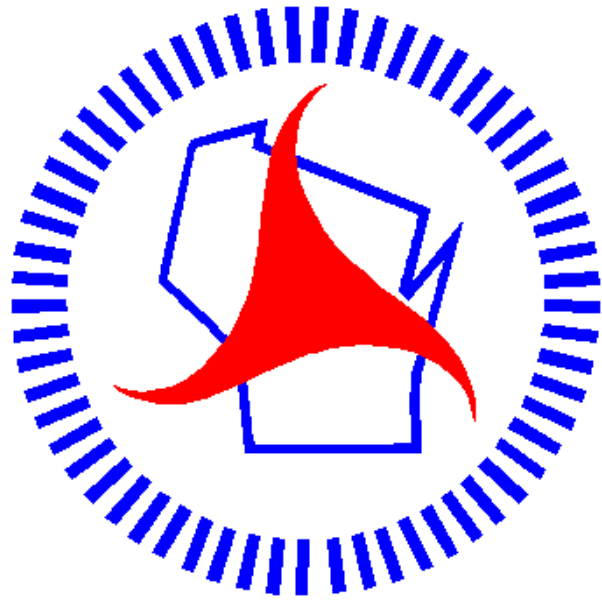


PLAN

BENCH MARK

NUMBER	DESCRIPTION	ELEVATION
BM CAP 1	DISK LOCATED ON TOP OF B-32-213 SE WING PARAPET	673.50

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

<http://www.dot.wisconsin.gov>