

GRE

MAY 2016

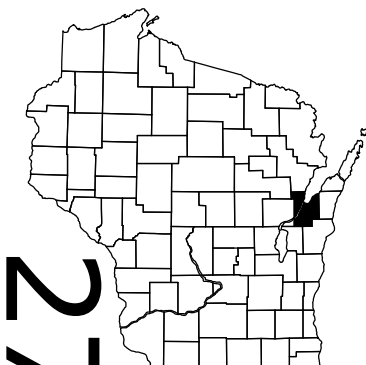
PROJECT ID: 9210-17-60
WITH: N/A

COUNTY: BROWN

ORDER OF SHEETS

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

TOTAL SHEETS = 88



DESIGN DESIGNATION

A.A.D.T. 2011	=	33,700
A.A.D.T.	=	
D.H.V.	=	
D.D.	=	
T.	=	
DESIGN SPEED	=	40 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	

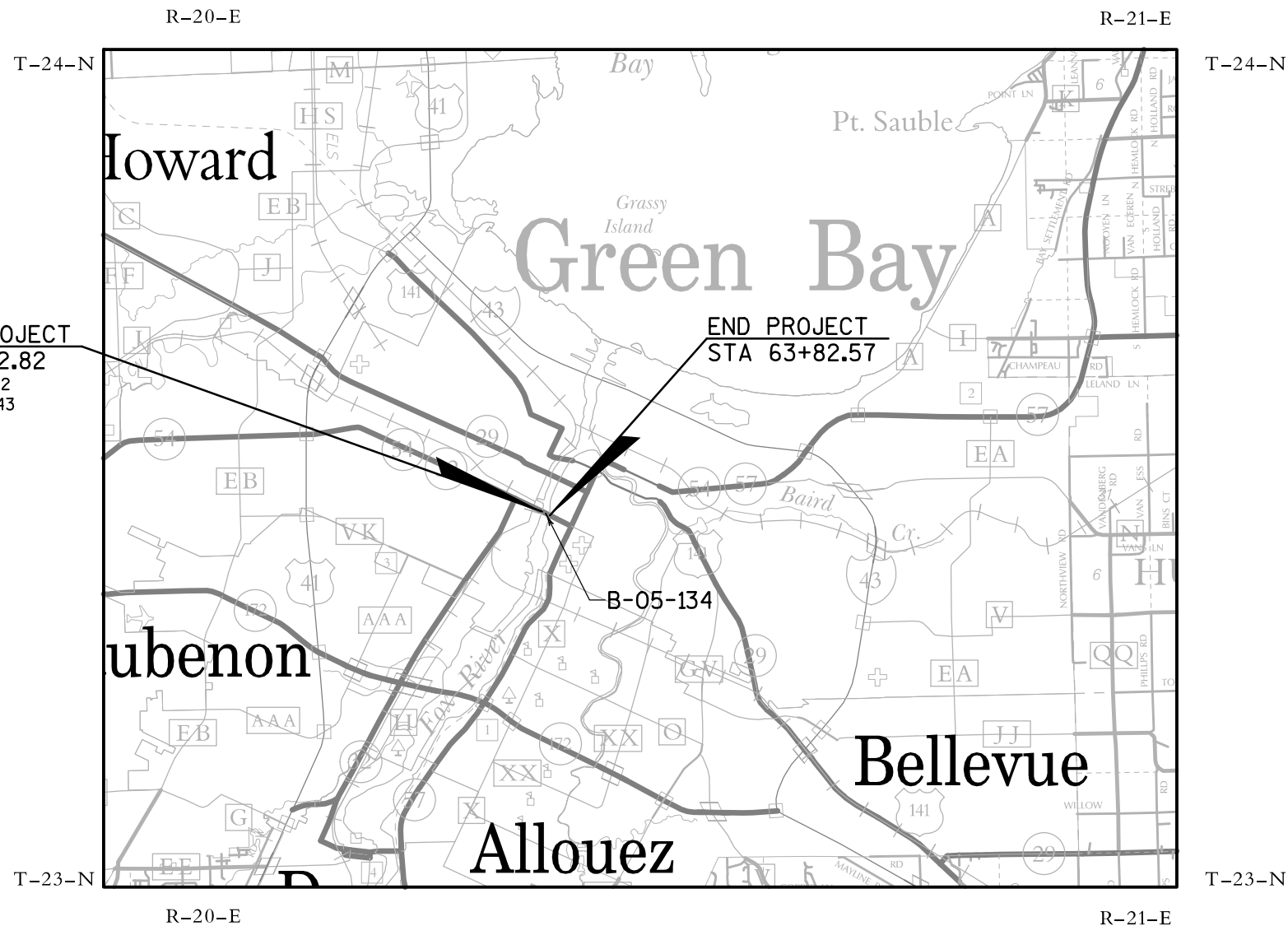
PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
MASON STREET, CITY OF GREEN BAY
MASON STREET BRIDGE
STH 54
BROWN COUNTY

STATE PROJECT NUMBER
9210-17-60

BEGIN PROJECT
STA 18+12.82
X = 95,904.32
Y = 566,192.43

END PROJECT
STA 63+82.57



T-23-N

R-20-E

LAYOUT

SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 1.156 MI.

LAYOUT

R-21-E

T-24-N

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), BROWN COUNTY (FOR IDENTIFICATION PURPOSES ONLY).

STATE PROJECT

9210-17-60

FEDERAL PROJECT

PROJECT

CONTRACT

ORIGINAL PLANS PREPARED BY

AECOM 1555 N River Center Drive, Suite 214
Milwaukee, WI 53212
T 414.944.6080
F 414.944.6081



(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	AECOM
Project Manager	ANDY FULCER
Regional Examiner	
Regional Supervisor	DAN SEGERSTROM
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 2/1/2016 Andrew D. Baker (Signature)

E

GENERAL NOTES

THE LOCATION OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN. NOTIFY DIGGERS HOTLINE AND ALL UTILITIES IN THE VICINITY OF THE PROJECT TO LOCATE THEIR FACILITIES AT LEAST THREE WORKING DAYS PRIOR TO BEGINNING WORK.

STANDARD ABBREVIATIONS

ACRES	AC
AHEAD	AH
ALUMINUM	ALUM
AND OTHERS	ET AL
ANTENNA	ANT
BACK	BK
BARN	B
BLOCK	BLK
BUILDING	BLDG
CENTERLINE	CL
CERTIFIED SURVEY MAP	CSM
CONCRETE	CONC
CORNER	COR
CORRUGATED STEEL CULVERT PIPE	CSCP
CORRUGATED STEEL PIPE ARCH	CSPA
ELECTRIC PEDESTAL	EP
ELEVATION	EL
FOUNDATION	FDN
GALVANIZED	GALV
GARAGE	G
GAS PUMP	GP
GAS VALVE	GV
HECTARES	HA
HOUSE	H
HIGHWAY EASEMENT	HE
LENGTH	L
LEFT HAND FORWARD	LHF
LONG CHORD	LC
LONG CHORD BEARING	LCB
LOW-WATER DATA	LWD
MONUMENT	MON
ORDINARY HIGH WATER MARK	OHWM
PAGE	P
PARKER-KALON FASTENER	PK
POWER POLE	PP
PROPERTY LINE	PL
RADIUS	R
REFERENCE LINE	RL
REINFORCED CONCRETE HORIZONTAL ELLIPTICAL CULVERT PIPE	RCECP
RIGHT HAND FORWARD	RHF
RIGHT OF WAY	R/W
SECTION	SEC
SHED	S
SLOPE INTERCEPT	SI
STATE TRAFFIC OPERATIONS CENTER	STOC
STATION	STA
TANGENT	TAN
TANK	T
TELEPHONE PEDESTAL	TP
TEMPORARY LIMITED EASEMENT	TLE
VOLUME	VOL
WALL	W

ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TRAFFIC CONTROL
- FIXED MESSAGE SIGNS

UTILITIES

AT&T WISCONSIN
MR. JOESPH KASSAB
221 WEST WASHINGTON STREET
APPLETON, WI 54911-4742
(920) 735-3206
JK572K@ATT.COM

ATC MANAGEMENT INC.
MR. MIKE OLSEN
801 O'KEEFE ROAD
P.O. BOX 6113
DE PERE, WI 54115-6113
(920) 338-6582
MOLSEN@ATCLLC.COM

CHARTER COMMUNICATIONS
MR. NICK FRASE
3315 LINCOLN AVENUE
TWO RIVER, WI 54241
(920) 793-2216
NICHOLAS.FRASE@CHARTER.COM

CITY OF GREEN BAY (SEWER)
MR. STEVE GRENIER
100 N JEFFERSON STREET
GREEN BAY, WI 54301
(920) 448-3100
STEVENGR@CI.GREEN-BAY.WI.US

GREEN BAY WATER UTILITY
MR. BRIAN POWELL
631 S ADAMS ST
GREN BAY, WI 54301
(920) 448-3480
BRIANP0@CI.GREEN-BAY.WI.US

TDS METROCOM
MR. STEVE JAKUBIEC
10 COLLEGE AVE
APPLETON, WI 54911
(920) 882-4166
STEVE.JAKUBIEC@TDSTELECOM.COM

TIME WARNER CABLE
MR. KURT LITTLE
3520 E DESTINATION DR
APPLETON, WI 54915
(920) 831-9227
KURT.LITTLE@TWCABLE.COM

WEST SHORE PIPE LINE COMPANY
CASEY SCHWANDT
2119 NORTH QUINCY STREET
GREEN BAY, WI 54302
(920) 876-2462
CSCHWAN@BUCKEYE.COM

WINDSTREAM KDL, INC.
MR. JIM KOSTUCH
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
(262) 792-7938
JAMES.KOSTUCH@WINDSTREAM.COM

WINDSTREAM NTI
MR. JIM KOSTUCH
13935 BISHOPS DRIVE
BROOKFIELD, WI 53005
(262) 792-7938
JAMES.KOSTUCH@WINDSTREAM.COM

WISCONSIN DEPARTMENT OF TRANSPORTATION
MR. JEFF MADISON
433 W ST. PAUL AVE
MILWAUKEE, WI 53203-3007
(414) 225-3723
JEFFERY.MADSON@DOT.WI.GOV

WISCONSIN PUBLIC SERVICE CORPORATION (ELECTRICITY)
MS. LORI BUTRY
700 N ADAMS STREET
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 433-1703
LABUTRY@INTEGRYSGROUP.COM

WISCONSIN PUBLIC SERVICE CORPORATION (GAS/PETROLEUM)
MS. LORI BUTRY
700 N ADAMS STREET
P.O. BOX 19001
GREEN BAY, WI 54307-9001
(920) 433-1703
LABUTRY@INTEGRYSGROUP.COM

CONTACTS

WIS. DEPT. OF TRANSPORTATION
NE REGION
MR. ANDY FULCER
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-5664
ANDREW.FULCER@DOT.WI.GOV

AECOM
MR. WILLIAM SCHILLING
342 N WATER STREET
MILWAUKEE, WI 53202
414-831-4176
414-831-4101 FAX
BILL.SCHILLING@AECOM.COM

DIGGERS



HOTLINE

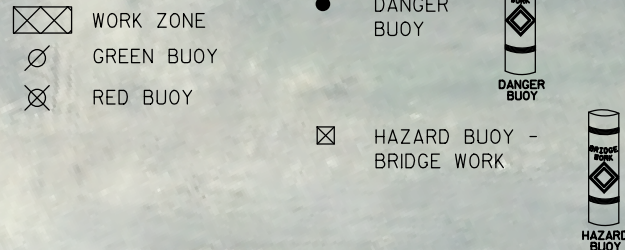
Dial  or (800) 242-8511

www.DiggersHotline.com



PROJECT NO: 9210-17-60	HWY: STH 54	COUNTY: BROWN	PROJECT OVERVIEW	SHEET	E
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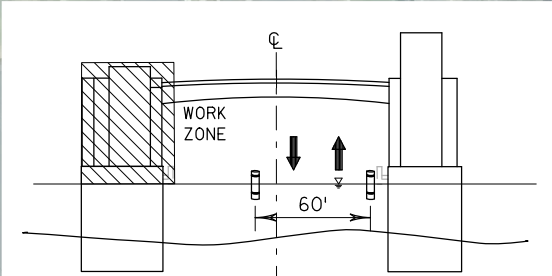
LEGEND



LOCATE
1/2 MILE
FROM BRIDGE

LOCATE
1/2 MILE
FROM BRIDGE

FOX RIVER
CURRENT



BASCULE SPAN

ELEVATION VIEW

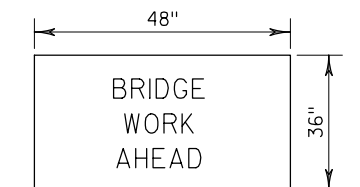
S. ADAMS ST.

NOTES:

1. PROVIDE ONE 60-FT WIDE NAVIGATION CHANNEL THROUGH THE FOX RIVER AT ALL TIMES.
2. NAVIGATION CHANNEL MUST BE A STRAIGHT PATH THROUGH THE CONSTRUCTION ZONE.
3. NAVIGATION CHANNEL MAY MOVE LOCATION IN CONJUNCTION WITH THE CONSTRUCTION OPERATIONS.
4. CHANNEL LOCATIONS SHALL BE COORDINATED WITH THE NAVIGATION LIGHTS AND AIDS REQUIREMENTS NOTED IN THE SPECIAL PROVISIONS.
5. PLACE NAVIGATION CHANNEL BUOYS 35-FT FROM EDGE OF CONSTRUCTION ACTIVITY.
6. PLACE NAVIGATION CHANNEL BUOYS EVERY 50-FT ALONG CHANNEL BOUNDARY.
7. PLACE DANGER BUOYS EVERY 50-FT ACROSS THE NORTH AND SOUTH ENDS OF THE CHANNEL.
8. BUOYS SHALL HAVE REFLECTIVE TAPE.
9. A BUOY PLAN SHALL BE PRESENTED TO THE ENGINEER AND WDNR 2 WEEKS PRIOR TO THE START OF CONSTRUCTION FOR REVIEW.
10. BUOYS SHALL BE IN PLACE FROM JUNE 21 TO NOVEMBER 30, 2016 OR AS DIRECTED BY THE ENGINEER BASED ON THE PARTICULAR CONSTRUCTION ACTIVITY.
11. PLACEMENT AND MAINTENANCE OF BUOYS IS INCIDENTAL TO THE CONTRACT.

NAVIGATION CHANNEL

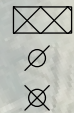
BOATING NAVIGATION DETAIL



1. PLACE 1/2 MILE NORTH AND SOUTH OF THE BRIDGE DURING CONSTRUCTION REQUIRING HEIGHT RESTRICTIONS.
2. MOUNT ON FLOATING SIGN APPARATUS.
3. EXACT CLEARANCE TO BE DETERMINED IN THE FIELD AND VERIFIED BY THE FIELD ENGINEER.

LARGE INFORMATION BUOY

LEGEND



WORK ZONE
GREEN BUOY
RED BUOY

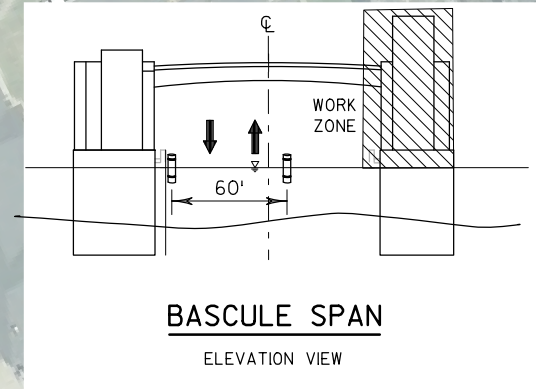
● DANGER BUOY

⊠ HAZARD BUOY - BRIDGE WORK



⊠ LOCATE
1/2 MILE
FROM BRIDGE

⊠ LOCATE
1/2 MILE
FROM BRIDGE



BASCULE SPAN

ELEVATION VIEW

S. ADAMS ST.

NOTES:

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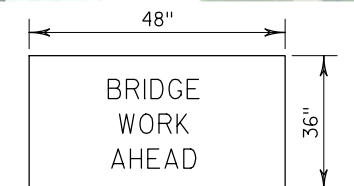
B-05-134

NAVIGATION
CHANNELFOX RIVER
CURRENT

BOATING NAVIGATION DETAIL

⊠ LOCATE
1/2 MILE
FROM BRIDGE

⊠ LOCATE
1/2 MILE
FROM BRIDGE



1. PLACE 1/2 MILE NORTH AND SOUTH OF THE BRIDGE DURING CONSTRUCTION REQUIRING HEIGHT RESTRICTIONS.
2. MOUNT ON FLOATING SIGN APPARATUS.
3. EXACT CLEARANCE TO BE DETERMINED IN THE FIELD AND VERIFIED BY THE FIELD ENGINEER.

LARGE INFORMATION BUOY

BUOY LOCATION - WEST WATERWAY, EAST CONSTRUCTION		
BUOY #	NORTHING (Y)	EASTING (X)
1	564,759.0255	97,874.5454
2	564,799.6440	97,912.9529
3	564,841.7784	97,946.5952
4	564,889.6362	97,961.0739
5	564,937.4940	97,975.5525
6	564,985.3518	97,990.0311
7	565,033.2096	98,004.5097
8	565,081.0686	98,018.9846
9	565,128.9249	98,033.4680
10	565,176.7831	98,047.9455
11	565,224.6409	98,062.4241
12	565,278.2901	98,057.7596
13	565,333.3872	98,048.3093
14	565,290.9941	98,193.8299
15	565,249.3329	98,153.4752
16	565,207.1985	98,119.8329
17	565,159.3407	98,105.3543
18	565,113.0110	98,092.5989
19	565,063.6244	98,076.3994
20	565,015.7673	98,061.9185
21	564,971.5100	98,050.6211
22	564,920.0517	98,032.9613
23	564,872.1939	98,018.4826
24	564,824.3361	98,004.0040
25	564,770.6868	98,008.6686
26	564,715.5897	98,018.1189
27	564,701.1111	98,065.9767
28	564,686.6325	98,113.8345
29	565,275.4728	98,239.7405
30	565,260.9942	98,287.5983
31	565,117.5694	98,180.8560
32	565,122.7716	98,223.5246
33	565,122.4479	98,266.4545
34	564,909.4883	98,094.4613
35	564,882.4577	98,119.6444
36	564,852.5987	98,146.4030

BUOY LOCATION - EAST WATERWAY, WEST CONSTRUCTION		
BUOY #	NORTHING (Y)	EASTING (X)
1	564,755.2032	97,903.9789
2	564,795.8217	97,942.3864
3	564,837.9560	97,976.0287
4	564,885.8139	97,990.5073
5	564,933.6717	98,004.9859
6	564,981.5295	98,019.4645
7	565,029.3873	98,033.9431
8	565,077.2462	98,048.4181
9	565,125.1026	98,062.9015
10	565,172.9607	98,077.3790
11	565,220.8185	98,091.8576
12	565,274.4678	98,087.1931
13	565,329.5649	98,077.7428
14	565,286.1291	98,221.3162
15	565,245.5106	98,182.9087
16	565,203.3762	98,149.2664
17	565,155.5184	98,134.7878
18	565,107.7275	98,120.3294
19	565,059.8020	98,105.8329
20	565,011.9449	98,091.3519
21	564,964.0871	98,076.8733
22	564,916.2293	98,062.3947
23	564,868.3715	98,047.9161
24	564,820.5137	98,033.4375
25	564,766.8644	98,038.1020
26	564,711.7673	98,047.5523
27	564,784.1604	97,808.2633
28	564,769.6818	97,856.1211
29	565,358.5221	97,982.0271
30	565,344.0435	98,029.8850
31	565,278.4909	97,953.1528
32	565,240.0788	97,988.2308
33	565,195.8136	98,030.7479
34	564,978.0391	97,855.7154
35	564,981.3946	97,907.0838
36	564,992.0574	97,963.3546



LARGE INFORMATION BUOY

EXAMPLE INFORMATION SIGN
AND FLOATING ATTACHMENT

BUOY LOCATION

2



PROJECT NO: 9210-17-60	HWY: STH 54	COUNTY: BROWN	SIDEWALK CLOSURE	SHEET	E
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FILE NAME : \\S1102K306\projects\Transportation\WisDOT_design_MC 2014-16\W04 - Mason Street\CAD\sheets\025001_fc.dgn

PLOT DATE : 10/27/2015

PLOT BY : spencer_courthurt

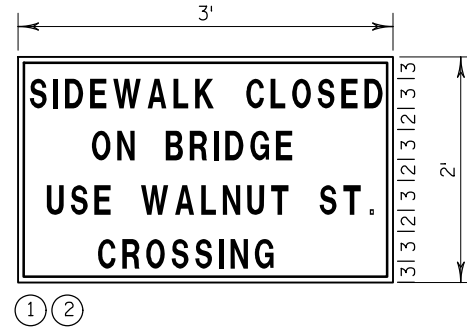
PLOT NAME : _____

PLOT SCALE : 100.0000 sf / in.

WISDOT/CADDs SHEET 42

2





GENERAL NOTES

- 1) ALL SIGNS TO HAVE STANDARD REFLECTIVE SHEETING - REFERENCE: "WISDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION" LATEST EDITION.
- 2) AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE SIGNING AND MARKING SUPERVISOR SHALL VERIFY EACH SIGN LOCATION.
- 3) ALL FIXED MESSAGE SIGNS TO BE MOUNTED ON TYPE III BARRICADES.
- 4) SIGNS ON THIS SHEET TO BE PAID UNDER THE ITEM "FIXED MESSAGE SIGNS".
- 5) SIGNS SHALL BE BLACK NON-REFLECTIVE MESSAGE ON ORANGE REFLECTIVE BACKGROUND.
- 6) ALL SIGNS SHALL HAVE CAPITAL LETTERS AND NUMERALS.
- 7) CONTRACTOR SHALL SUBMIT SHOP DRAWINGS TO THE ENGINEER FOR REVIEW PRIOR TO MANUFACTURING.
- 8) SIGN BASE MATERIAL SHALL BE ACCORDING TO SECTION 637.2.1.2.
- 9) SIGN NUMBERS SHOWN BY ... (XX)

DATE 14MAR16		E S T I M A T E O F Q U A N T I T I E S			
LINE					9210-17-60
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	204.0170	Removing Fence	LF	711.000	711.000
0020	509.1500	Concrete Surface Repair	SF	4,370.000	4,370.000
0030	517.3000.S	Structure Overcoating Cleaning and Priming (structure) 01. B-5-134	LS	1.000	1.000
0040	517.4000.S	Containment and Collection of Waste Materials (structure) 01. B-5-134	LS	1.000	1.000
0050	616.0208	Fence Chain Link 8-FT	LF	714.000	714.000
0060	619.1000	Mobilization	EACH	1.000	1.000
0070	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	17.000	17.000
0080	637.2210	Signs Type II Reflective H	SF	434.210	434.210
0090	637.2230	Signs Type II Reflective F	SF	110.750	110.750
0100	638.2602	Removing Signs Type II	EACH	54.000	54.000
0110	638.3000	Removing Small Sign Supports	EACH	16.000	16.000
0120	642.5001	Field Office Type B	EACH	1.000	1.000
0130	643.0100	Traffic Control (project) 01. 9210-17-60	EACH	1.000	1.000
0140	643.0300	Traffic Control Drums	DAY	2,784.000	2,784.000
0150	643.0420	Traffic Control Barricades Type III	DAY	424.000	424.000
0160	643.0705	Traffic Control Warning Lights Type A	DAY	991.000	991.000
0170	643.0715	Traffic Control Warning Lights Type C	DAY	559.000	559.000
0180	643.0800	Traffic Control Arrow Boards	DAY	209.000	209.000
0190	643.0900	Traffic Control Signs	DAY	991.000	991.000
0200	643.1000	Traffic Control Signs Fixed Message	SF	12.000	12.000
0210	643.1050	Traffic Control Signs PCMS	DAY	58.000	58.000
0220	SPV.0060	Special 01. Strip Seal Gland Replacement	EACH	4.000	4.000
0230	SPV.0060	Special 02. Girder Surface Repair	EACH	98.000	98.000
0240	SPV.0060	Special 03. Remove Steel Plate	EACH	2.000	2.000
0250	SPV.0105	Special 01. Control House Windows, Soffits, and Doors	LS	1.000	1.000
0260	SPV.0105	Special 02. Mechanical Work Bascule Span	LS	1.000	1.000
0270	SPV.0105	Special 03. Miscellaneous Electrical Work	LS	1.000	1.000
0280	SPV.0105	Special 04. Pedestrian Warning Gate	LS	1.000	1.000
0290	SPV.0165	Special 01. Bascule Span Steel Sidewalk Panels	SF	849.000	849.000

3

TRAFFIC CONTROL																	
	643.0100	643.0300		643.0420		643.0705		643.0715		643.0800		643.0900		643.1050			
	TRAFFIC CONTROL 9210-17-60 EACH	TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS				TRAFFIC CONTROL ARROW BOARDS		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL SIGNS PCMS		NO. OF CLOSURES	
		EACH	DAYS	EACH	DAYS	TYPE A EACH	TYPE C DAYS	EACH	DAYS	EACH	DAYS	EACH	DAYS	EACH	DAY		DAYS
PROJECT 9210-15-00	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
PROJECT START - ADVANCED WARNING														2	14	1	7
SIDEWALK CLOSURE	-	-	-	2	120	8	480	-	-	-	-	-	-	-	-	1	60
ONE LANE CLOSURE	-	25	1,500	1	60	2	120	4	240	2	120	9	540	2	6	1	60
MECHANICAL WORK - FULL CLOSURE	-	92	460	28	140	32	160	20	100	6	30	32	160	2	10	1	5
EXPANSION JOINT SEAL - NIGHTTIME 1 LANE	-	40	120	4	12	8	24	10	30	4	12	18	54	2	9	3	1
EXPANSION JOINT SEAL - NIGHTTIME 2 LANE	-	80	240	7	21	14	42	32	96	4	12	24	72	2	9	3	1
SUBTOTALS	1		2,320		353		826		466		174		826		48		
UNDISTRIBUTED	-		464		71		165		93		35		165		10		
TOTALS	1		2,784		424		991		559		209		991		58		

3

TRAFFIC CONTROL SIGNS FIXED MESSAGE							
SIGN NO.	SIGN MESSAGE	SIGN SIZE			643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE SF		
		W	X	H			
		(FT)	X	(FT)			
SIDEWALK CLOSURES							
1	SIDEWALK CLOSURE ON BRIDGE USE WALNUT ST. CROSSING	3	X	2	6		
2	SIDEWALK CLOSURE ON BRIDGE USE WALNUT ST. CROSSING	3	X	2	6		
TOTAL					12		

* = ADDITIONAL QUANTITIES LISTED ELSEWHERE ALL QUANTITIES ARE CATEGORY 1000 UNLESS NOTED

ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SIGN NO.	LOCATION	SIGN CODE	W X H	637. 2210 SIGNS TYPE II REFLECTIVE TYPE H S. F.	637. 2230 SIGNS TYPE II REFLECTIVE TYPE F S. F.	634. 0614 POSTS WOOD 4x6x14 EACH	638. 2602 REMOVING SIGNS TYPE II EACH	638. 3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
1	STH 54 / 12TH STREET	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO SIGNAL POLE, NORTH STH 32
	"	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO SIGNAL POLE, WEST STH 54
2	"	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO SIGNAL POLE, SOUTH STH 42
	"	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO SIGNAL POLE, EAST 54
3	STH 54 EAST OF 12TH STREET	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO LIGHT POLE, NORTH STH 32
	"	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO LIGHT POLE, WEST STH 54
4	"	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO LIGHT POLE, EAST STH 54
	"	R5-57	36" X 36"	9.00	---	---	1	---	MOUNT TO LIGHT POLE
5	"	J2-1	24" X 57"	9.50	---	---	1	---	MOUNT TO LIGHT POLE, SOUTH STH 32
6	STH 54/ASHLAND AVENUE	J2-1	24" X 57"	9.50	---	1.00	1	1	EAST STH 54
7	"	J3-1	24" X 57"	9.50	---	1.00	1	1	SOUTH STH 32
8	"	J3-2	48" X 57"	19.00	---	1.00	1	1	EAST STH 54, WEST STH 54
9	"	J3-1	24" X 57"	9.50	---	1.00	1	1	SOUTH STH 32
10	"	J3-1	24" X 57"	9.50	---	1	1	1	NORTH STH 32
11	"	J3-2	48" X 57"	19.00	---	1	1	1	EAST STH 54, TO STH 57
12	"	J3-1	24" X 57"	9.50	---	1	1	1	WEST STH 54
13	EB STH 54, EAST OF ASHLAND AVENUE	W4-1	30" X 30"	---	6.25	---	1		MOUNT TO LIGHT POLE
14	ASHLAND AVENUE, SOUTH OF STH 54	J3-3	72" X 57"	28.50	---	2	1	1	WEST STH 54, TO STH 57, EAST STH 54
15	WB STH 54, EAST OF ASHLAND AVENUE	R2-1	24" X 30"	5.00	---	---	1	---	MOUNT TO LIGHT POLE
16	WB STH 54 OFF RAMP	J2-1	24" X 57"	9.50	---	---	1	---	MOUNT TO LIGHT POLE
17	"	W3-3	30" X 30"	---	6.25	---	1	---	MOUNT TO LIGHT POLE
18	"WB STH 54 GORE	E5-1	60" X 48"	20.00	---	---	1.00	---	MOUNT TO EXISTING POSTS
19	WB STH 54	W13-3	24" X 30"	---	5.00	---	1	---	MOUNT TO S-05-055 POLE, 30 MPH
20	EB STH 54 ON RAMP	W8-5	30" X 30"	---	6.25	---	1.00	---	MOUNT TO LIGHT POLE
21	"	R1-2	30" X 26"	2.71	---	---	---	---	MOUNT TO LIGHT POLE
22	BROADWAY AVENUE/STH 54 ON RAMP	J4-1	24" X 36"	6.00	---	---	1	---	MOUNT TO LIGHT POLE
	"	R5-57	36" X 36"	9.00	---	---	1	---	MOUNT TO LIGHT POLE, EAST STH 54
22A	"	J3-1	24" X 57"	9.50	---	---	1	---	MOUNT TO LIGHT POLE, EAST STH 54
23	EB STH 54 ON RAMP	W8-5	30" X 30"	---	6.25	---	1	---	MOUNT TO LIGHT POLE
24	BROADWAY AVENEUE	J3-1	24" X 57"	9.50		---	1	---	MOUNT TO LIGHT POLE, EAST STH 54
25	EB STH 54, EAST OF BROADWAY AVE	W3-6	30" X 30"	---	6.25	---	1	---	MOUNT TO LIGHT POLE
26	"	W4-3R	30" X 30"	---	6.25	---	1	---	MOUNT TO LIGHT POLE
	"	W3-6	30" X 30"	---	6.25	---	1	---	MOUNT TO LIGHT POLE
27	"	W3-6	36" X 36"	---	9.00	---	1	---	MOUNT TO TROMBONE ARM
28	WB STH 54 RAMP GORE	E5-1	60" X 48"	20.00	---	---	1	---	MOUNT TO EXISTING POSTS
29	"	W13-3	24" X 30"	---	5.00	---	1	---	MOUNT TO S-05-056, 25 MPH
30	EB STH 54, WEST OF RIVER	R10-6	24" X 36"	6.00	---	---	1	---	MOUNT TO SIGNAL POLE
31	WB STH 54, EAST OF RIVER	R10-6	24" X 36"	6.00	---	---	1	---	MOUNT TO SIGNAL POLE
32	WB STH 54, ON RAMP	W8-5	30" X 30"	---	6.25	---	1	---	MOUNT TO LIGHT POLE
33	WB STH 54, ON RAMP	W4-3R	30" X 30"	---	6.25	---		---	MOUNT TO S-05-057

PLAN SHEET PRODUCED

BY WisDOT - NE REGION

PAGE SUBTOTALS

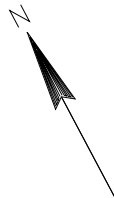
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ERECTION & REMOVAL OF PERMANENT SIGNING, TYPE II

SI GN NO.	LOCATION	SI GN CODE	W X H	637. 2210 SI GNS TYPE II REFLECTIVE TYPE H S. F.	637. 2230 SI GNS TYPE II REFLECTIVE TYPE F S. F.	634. 0614 POSTS WOOD 4x6x14 EACH	638. 2602 REMOVI NG SI GNS TYPE II EACH	638. 3000 REMOVI NG SMALL SI GN SUPPORTS EACH	REMARKS
34	WB STH 54, ON RAMP	W3-6	30" --- 30"	---	6. 25	---	1	---	MOUNT TO LIGHT POLE
35	WB STH 54, EAST OF RIVER	W3-6	30" X 30"	---	6. 25	---	1	---	MOUNT TO LIGHT POLE
36	"	W3-6	36" X 36"	---	9. 00	---	1	---	MOUNT TO TROMBONE ARM
37	EB STH 54 OFF RAMP	W13-3	24" X 30"	---	5. 00	---	1	---	MOUNT TO LIGHT POLE, 25 MPH
	"	R5-2	24" X 24"	4. 00	---	---	1	---	MOUNT TO LIGHT POLE
38	EB STH 54 OFF RAMP GORE	E5-1	60" X 48"	20. 00	---		1	---	MOUNT TO EXISTING POSTS
39	CHI CAGO STREET/ S. JEFFERSON STREET	J3-1	24" X 57"	9. 50	---	1	1	1	WEST STH 54
40	CHI CAGO STREET/ S. JEFFERSON STREET	J3-1	24" X 57"	9. 50	---	1	1	1	WEST STH 54
41	EB STH 54 OFF RAMP GORE	E5-1	60" X 48"	20. 00	---	---	1	---	MOUNT TO EXISTING POSTS
42	WB STH 54, WEST OF MONROE AVE	R2-1	24" X 30"	5. 00	---	---	1	---	MOUNT TO LIGHT POLE, 35 MPH
43	WB STH 54 WEST OF WEBSTER AVE	W8-5	30" X 30"	6. 25	---	---	1	---	MOUNT TO LIGHT POLE
44	WB STH ON RAMP	W8-5	30" X 30"	6. 25	---	---	---	---	MOUNT TO LIGHT POLE
45	MONROE AVENUE	J3-3	72" --- 57"	28. 50	---	2. 00	1	2	SOUTH STH 57, EAST STH 54, NORTH STH 57
46	EB STH 54, OVER MONROE AVE	W3-5	36" X 36"	---	9. 00	---	1	---	MOUNT TO LIGHT POLE
47	WB STH 54 ON RAMP AT QUINCY STREET	J3-1	24" X 57"	9. 50	---	1	1	1	WEST STH 54
48	QUINCY STREET/CHI CAGO STREET	J3-1	24" X 57"	9. 50	---	1	1	1	WEST STH 54
49	WB STH 54, WEST OF WEBSTER AVE	J2-3	72" X 57"	28. 50	---	2	1	2	WEST STH 54, TO STH 57, EAST STH 54
PAGE SUBTOTALS				156. 50	35. 50	8	16	8	
PROJECT TOTALS				434. 21	110. 75	17	54	16	

PLAN SHEET PRODUCED
BY WisDOT - NE REGION

5



MOUNT TO
SIGNAL POLE



J4-1
24" X 36"



J4-1
24" X 36"

1



MOUNT TO
SIGNAL POLE



J4-1
24" X 36"



J4-1
24" X 36"

2



MOUNT TO
LIGHT POLE



J4-1
24" X 36"



J4-1
24" X 36"

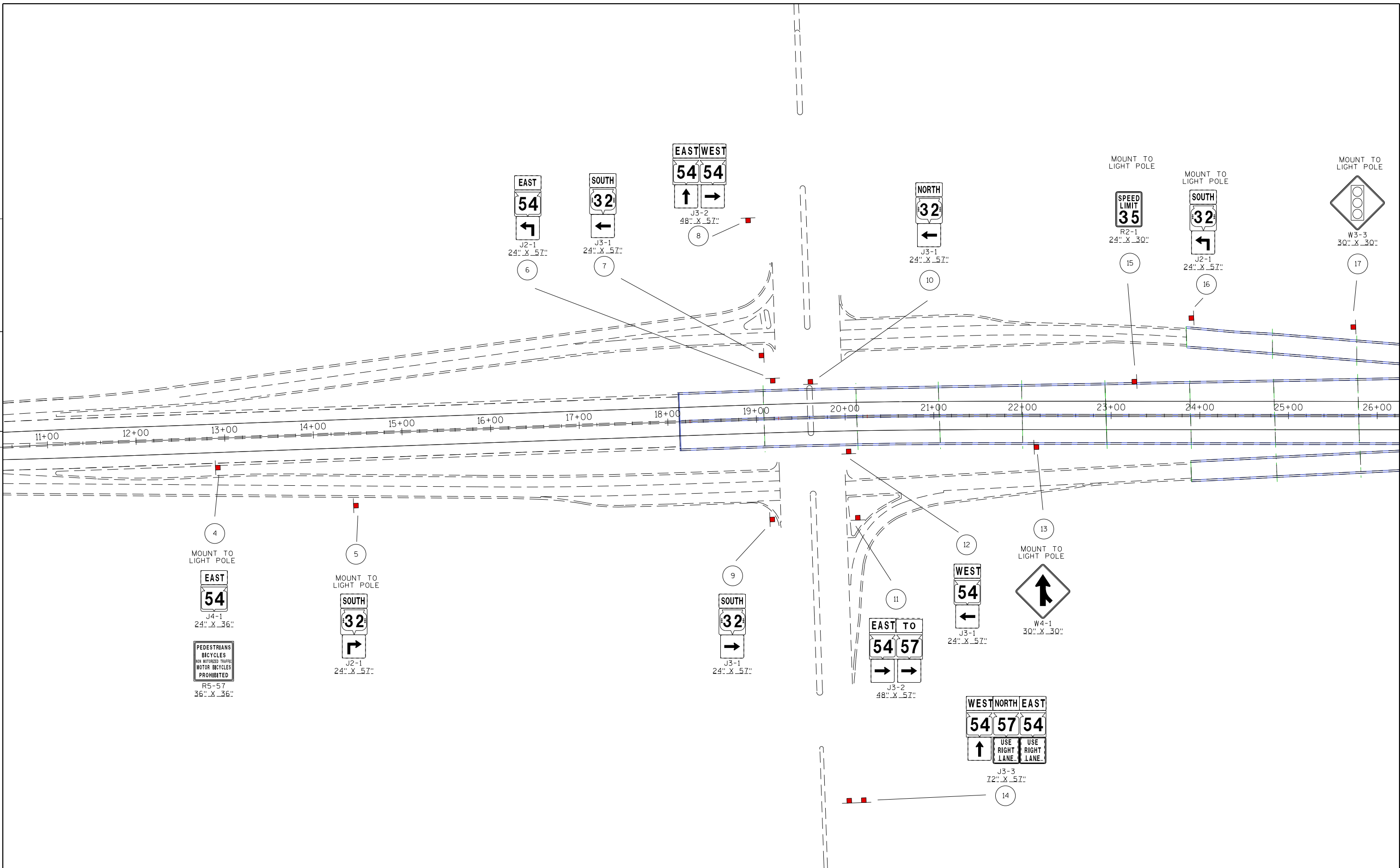


TO REMAIN

3



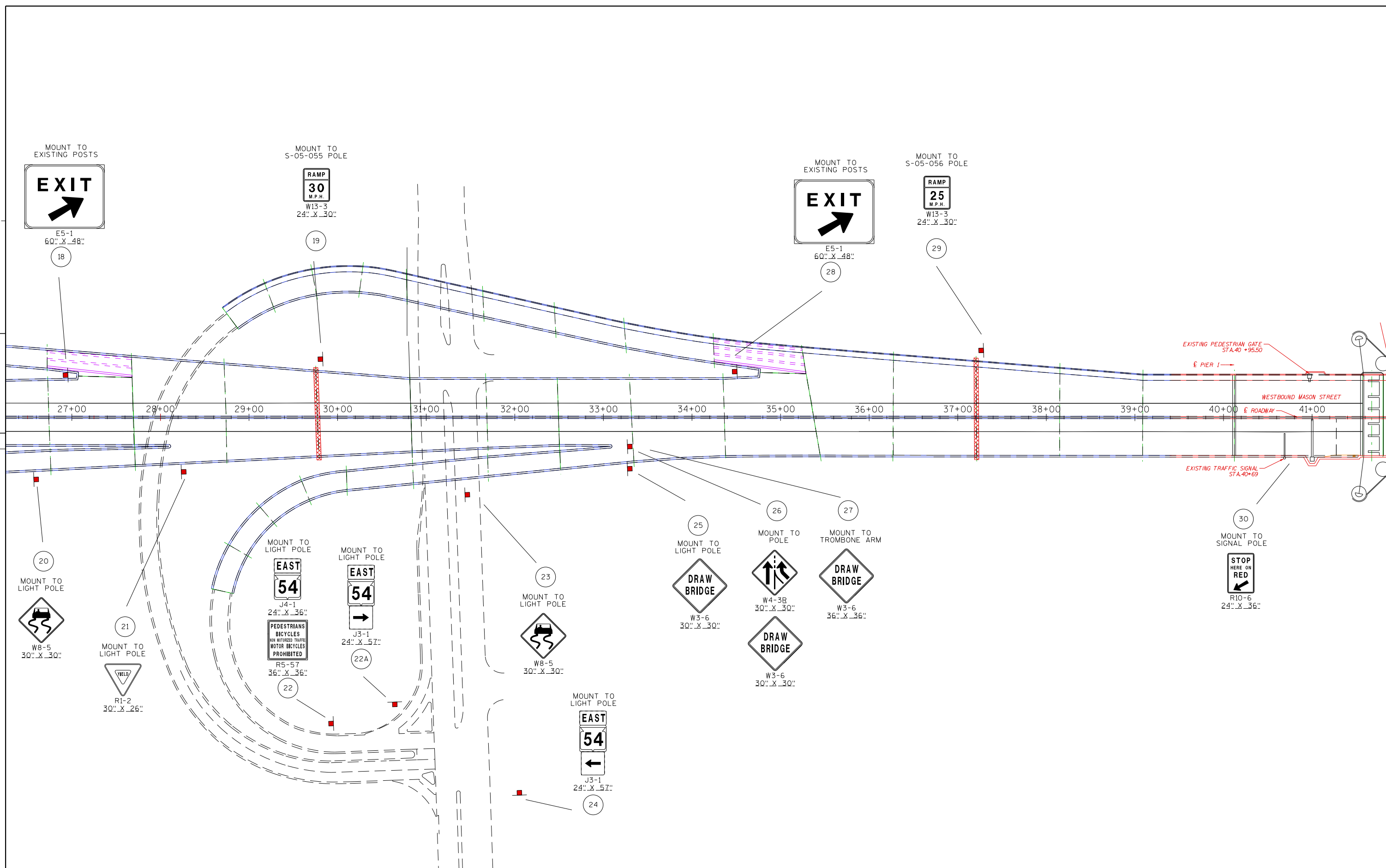
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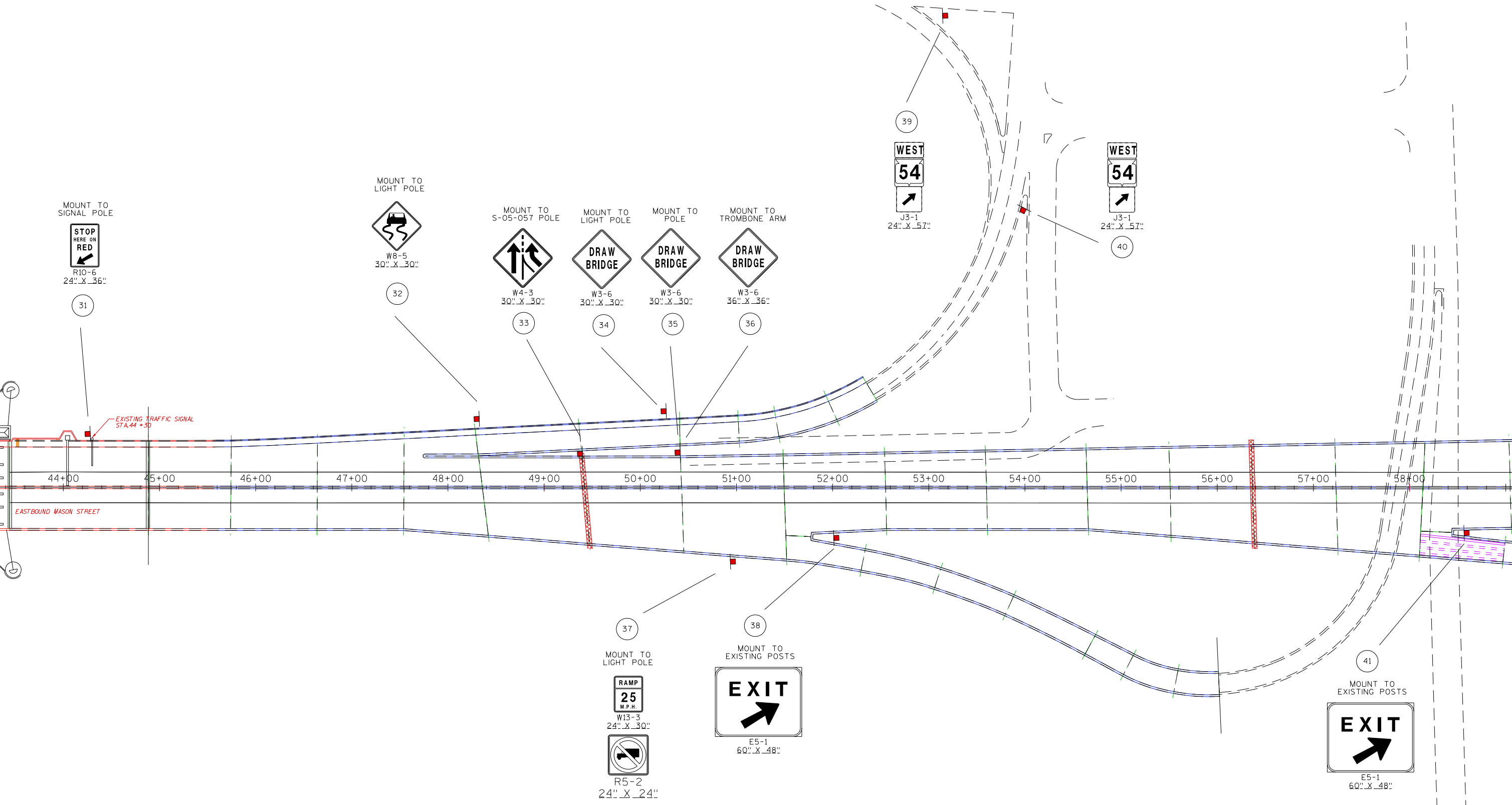


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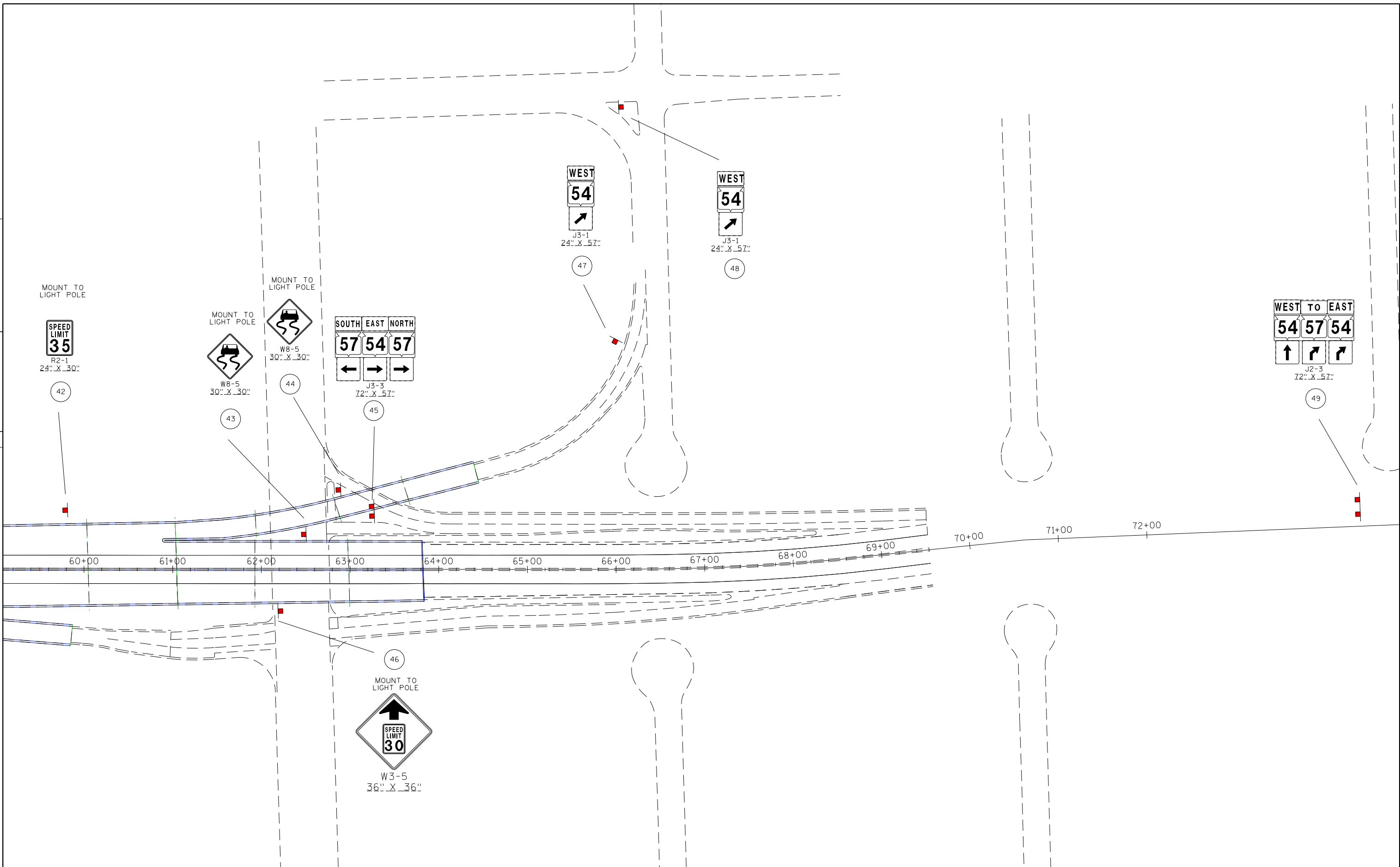
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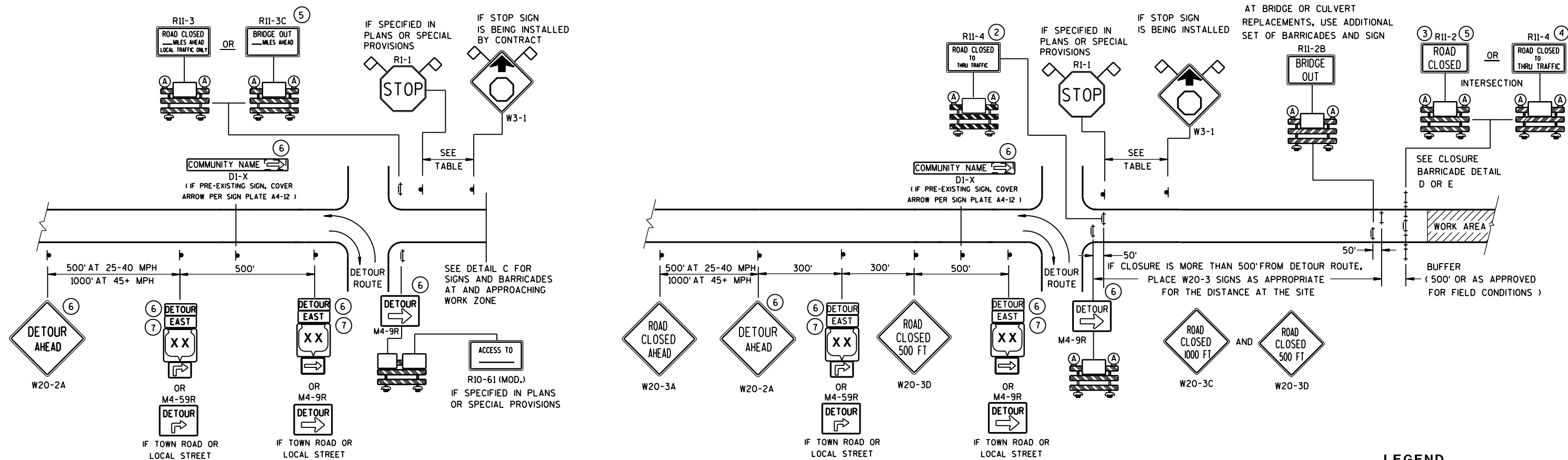
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5

Standard Detail Drawing List

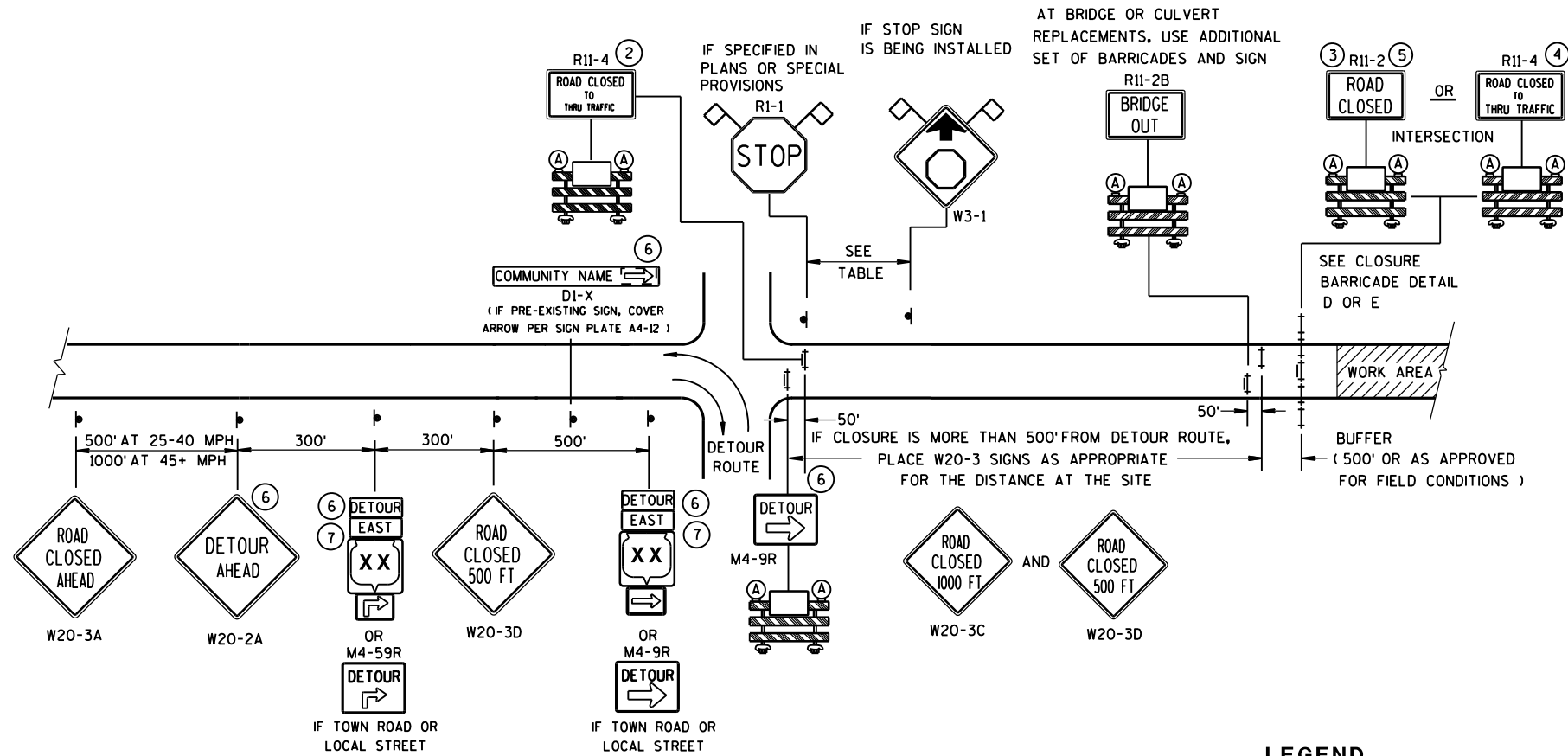
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C03-03	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15D12-05A	TRAFFIC CONTROL, LANE CLOSURE
15D14-03	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY



DETAIL A

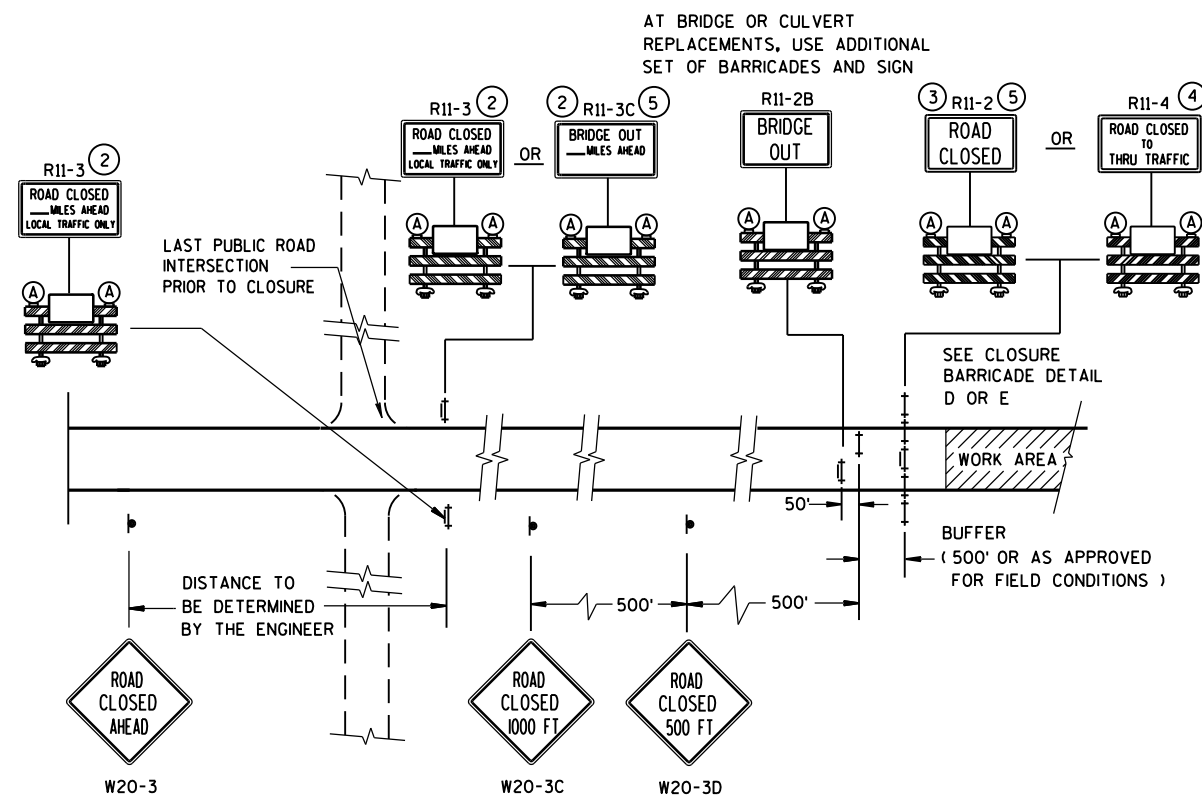
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR














WORK ZONE LESS THAN 1/2 MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C

MAINLINE CLOSURE, NO POSTED DETOUR

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

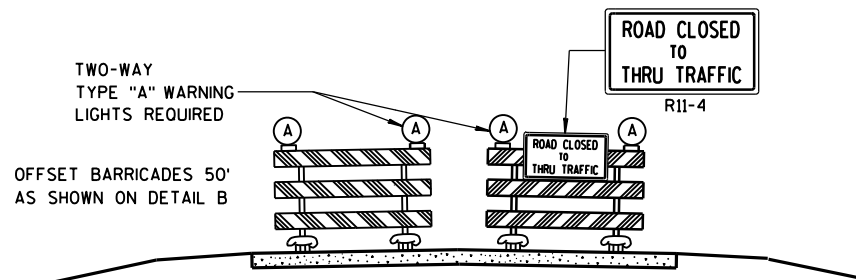
- # LEGEND
-  SIGN ON PERMANENT SUPPORT
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  WORK AREA
-  M4-8
-  M3-X
-  M1-4
- OR
-  M1-5A
- OR
-  M1-6
-  M05-1
- OR
-  M06-1
-  FLAGS, 16" X 16" MIN., (ORANGE)

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

BARRICADES AND SIGNS FOR MAINLINE CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
Sept. 2015	/S/ Peter Amokobe Atepe
DATE	STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2-SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".

M4-9 SHALL BE 30" X 24".

M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)

M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)

M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)

D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

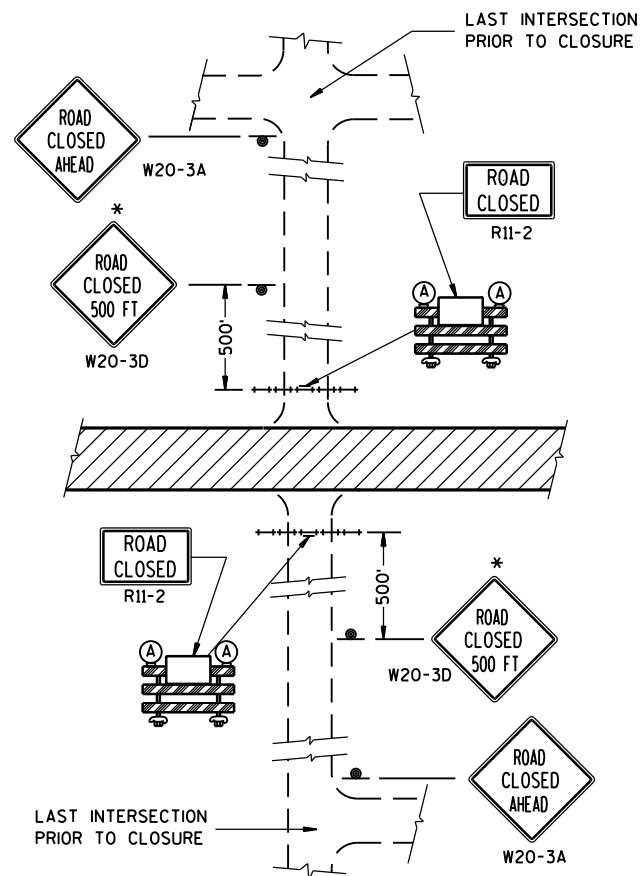
R1-1 SHALL BE 36" X 36".

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

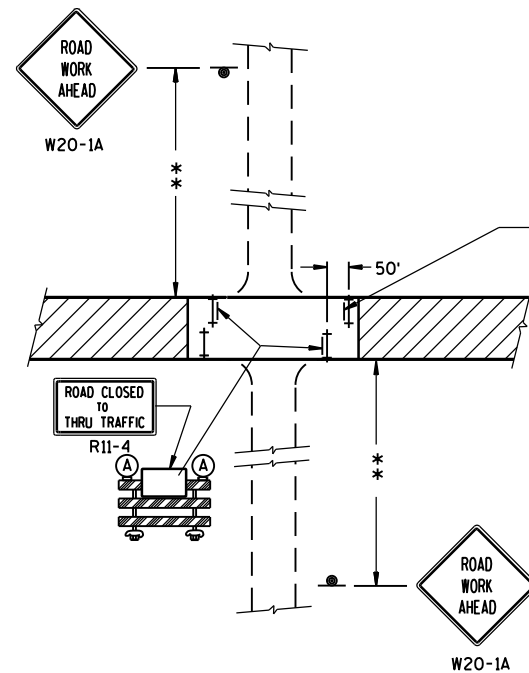
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

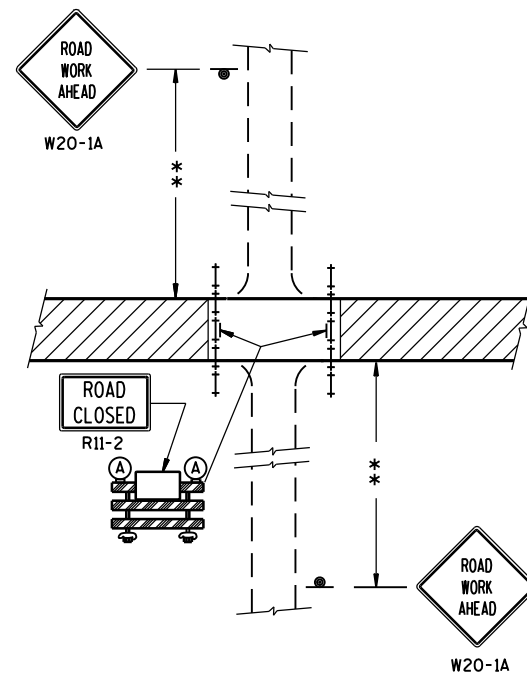
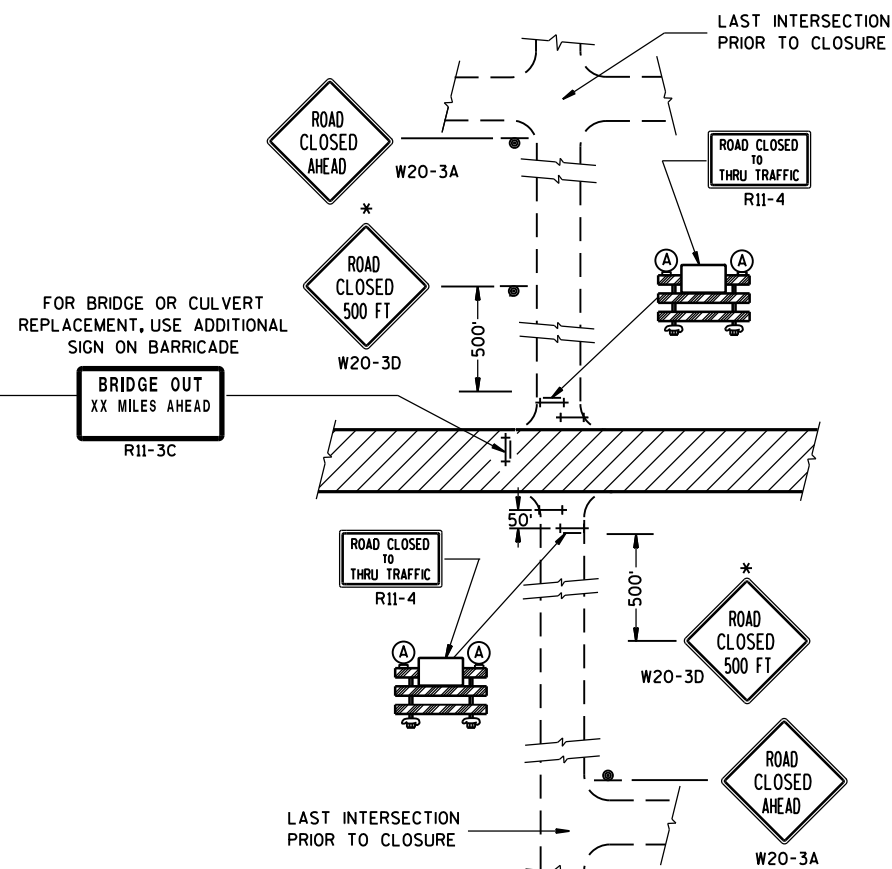
Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER

**DETAIL 1**

(NO ACCESS TO PROJECT)

**DETAIL 3**

(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR, LOCAL BUSINESS AND RESIDENT ACCESS).

**DETAIL 2**(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).**DETAIL 4**(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)**GENERAL NOTES**

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3 AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-4 AND R11-3 SHALL BE 60" X 30".

*OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FT. OR LESS FROM THE WORK ZONE.

**500' MAX. OR AT LAST INTERSECTION WHICHEVER IS CLOSER.

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept. 2015

DATE

FHWA

/S/ Peter Amakobe Atepe

STATEWIDE WORK ZONE TRAFFIC

SAFETY ENGINEER

LEGEND

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

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

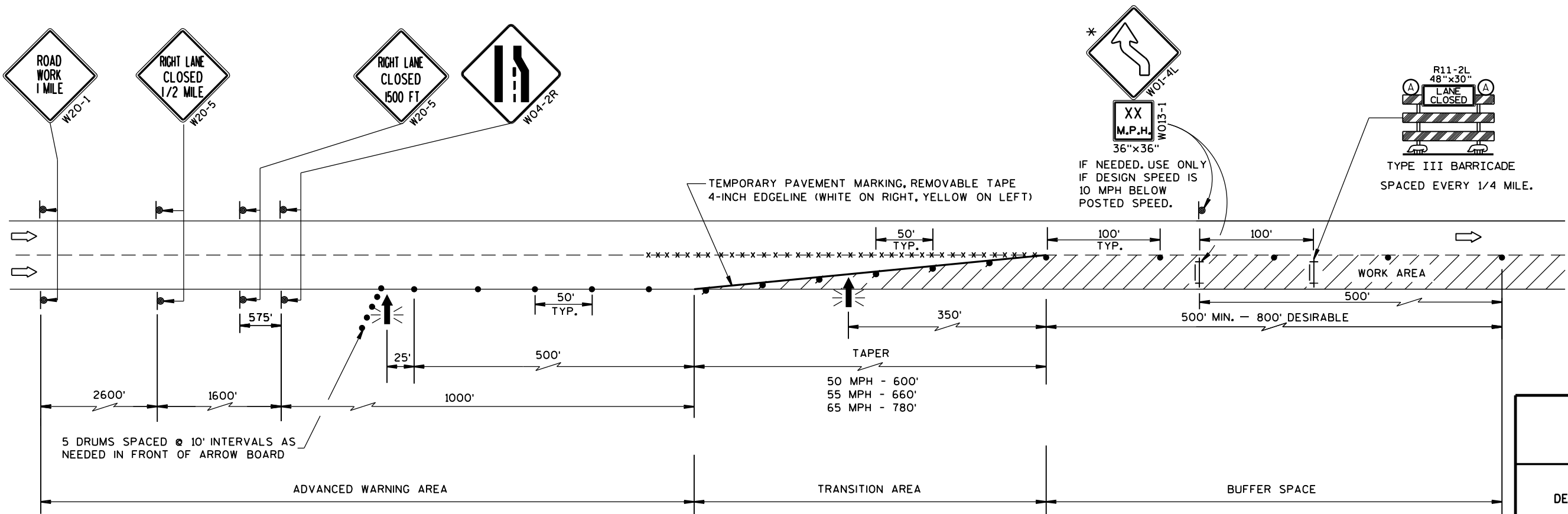
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

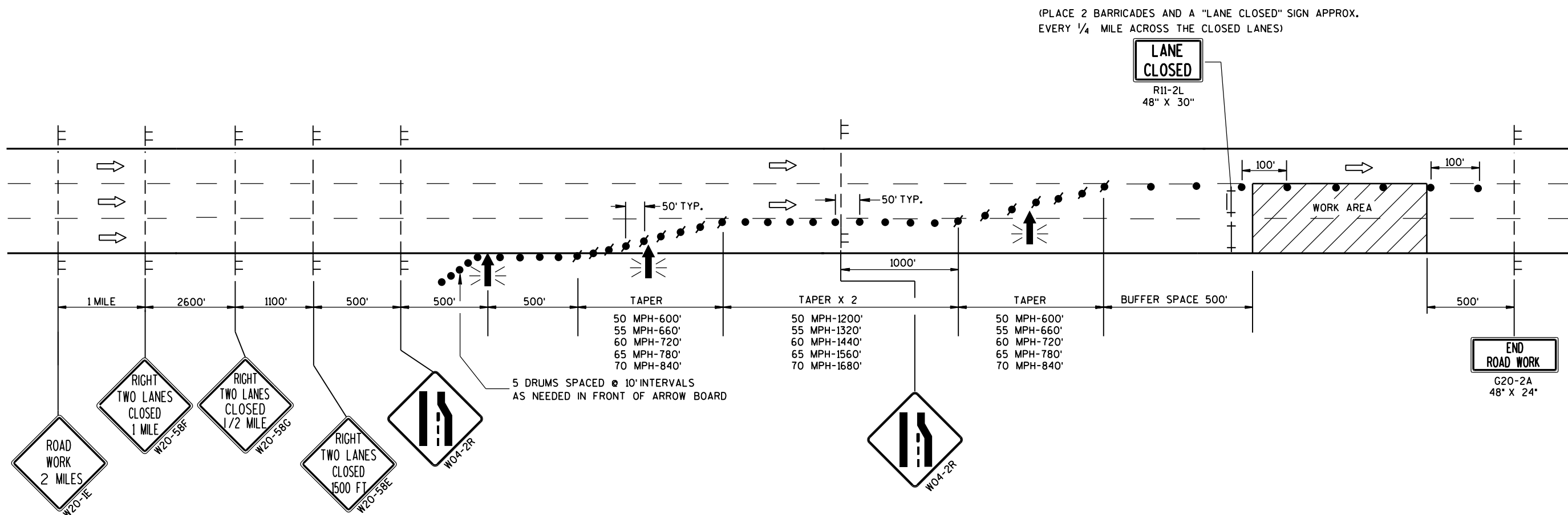
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015 DATE	/S/ Travis Fettes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

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

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

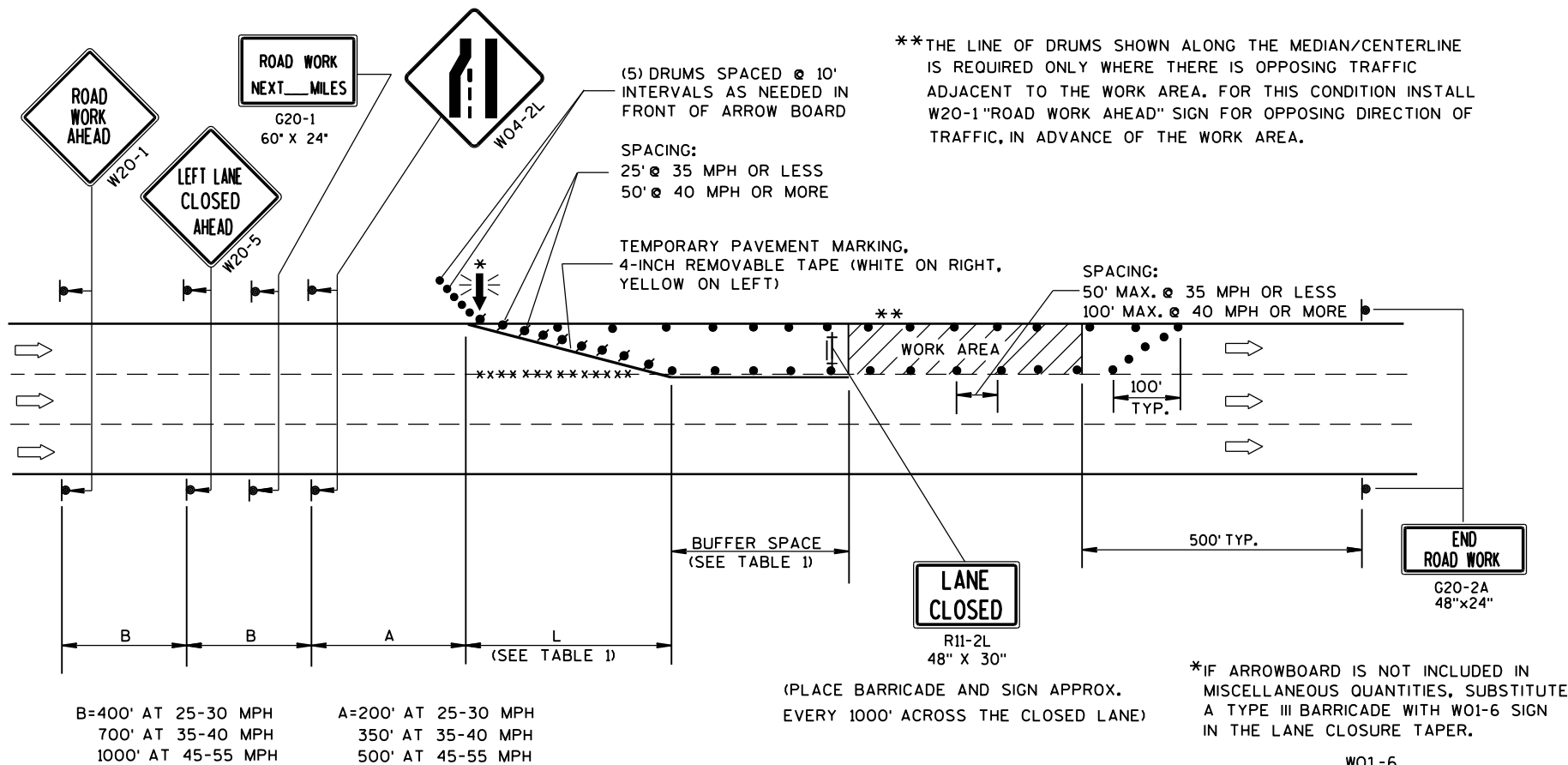
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

TRAFFIC CONTROL. TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY. SHORT TERM (LESS THAN 24 HOURS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED July 14, 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	



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.

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)

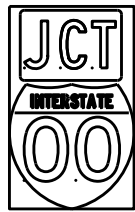
W = WIDTH OF LANE CLOSURE

LEGEND

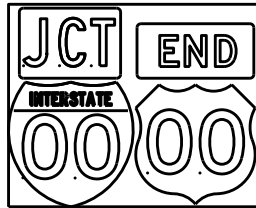
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

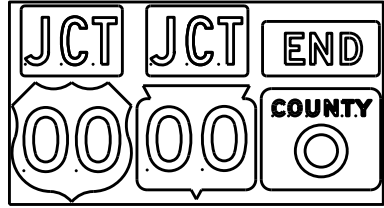
TYPICAL ASSEMBLIES



J1-1



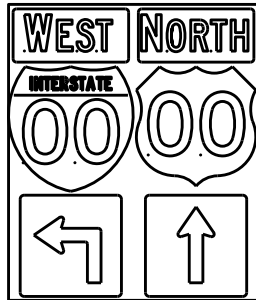
J1-2



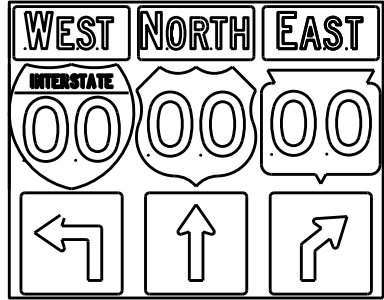
J1-3



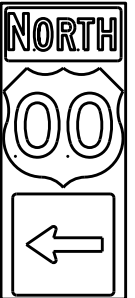
J2-1



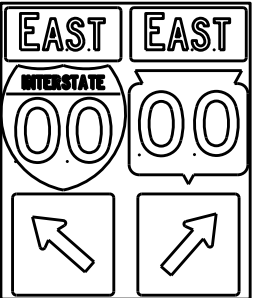
J2-2



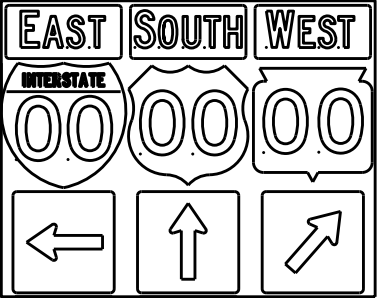
J2-3



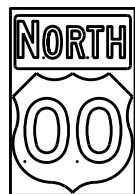
J3-1



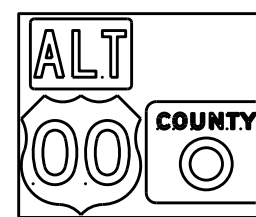
J3-2



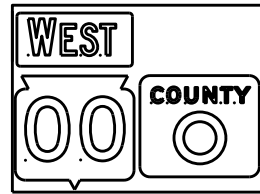
J3-3



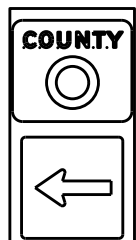
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

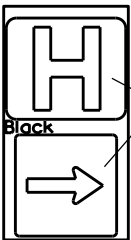


J22-1



JV

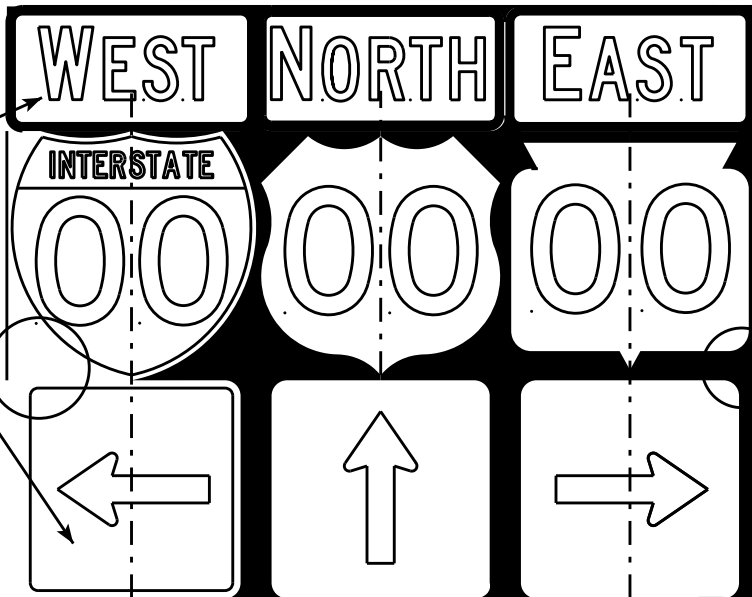
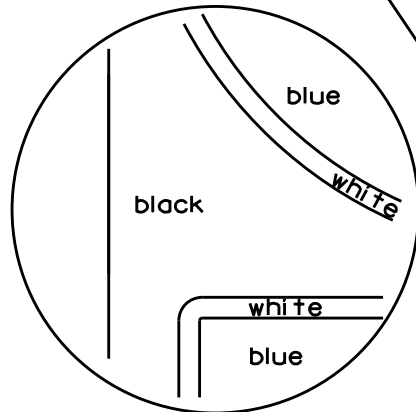
(Typical Vertical J-Assembly
See Note 10 and 11)



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

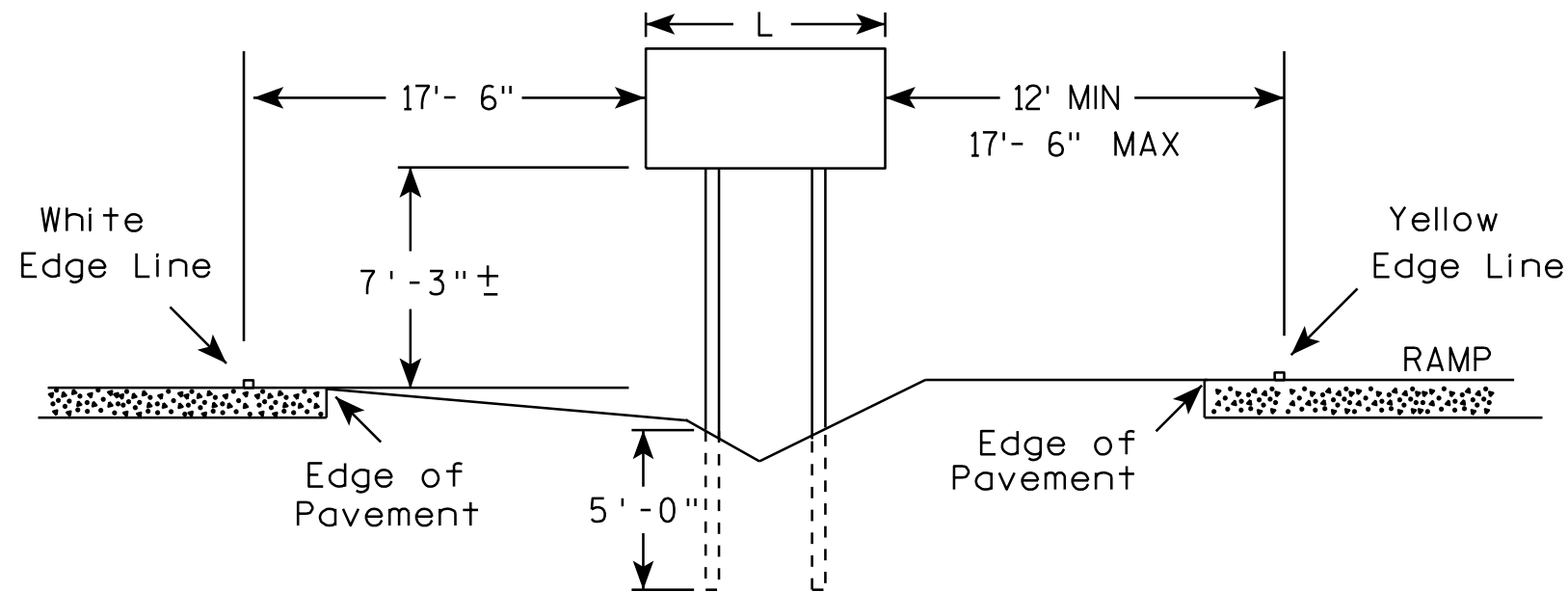
PLOT BY : mscs.ja

PLOT NAME :

SHEET NO:

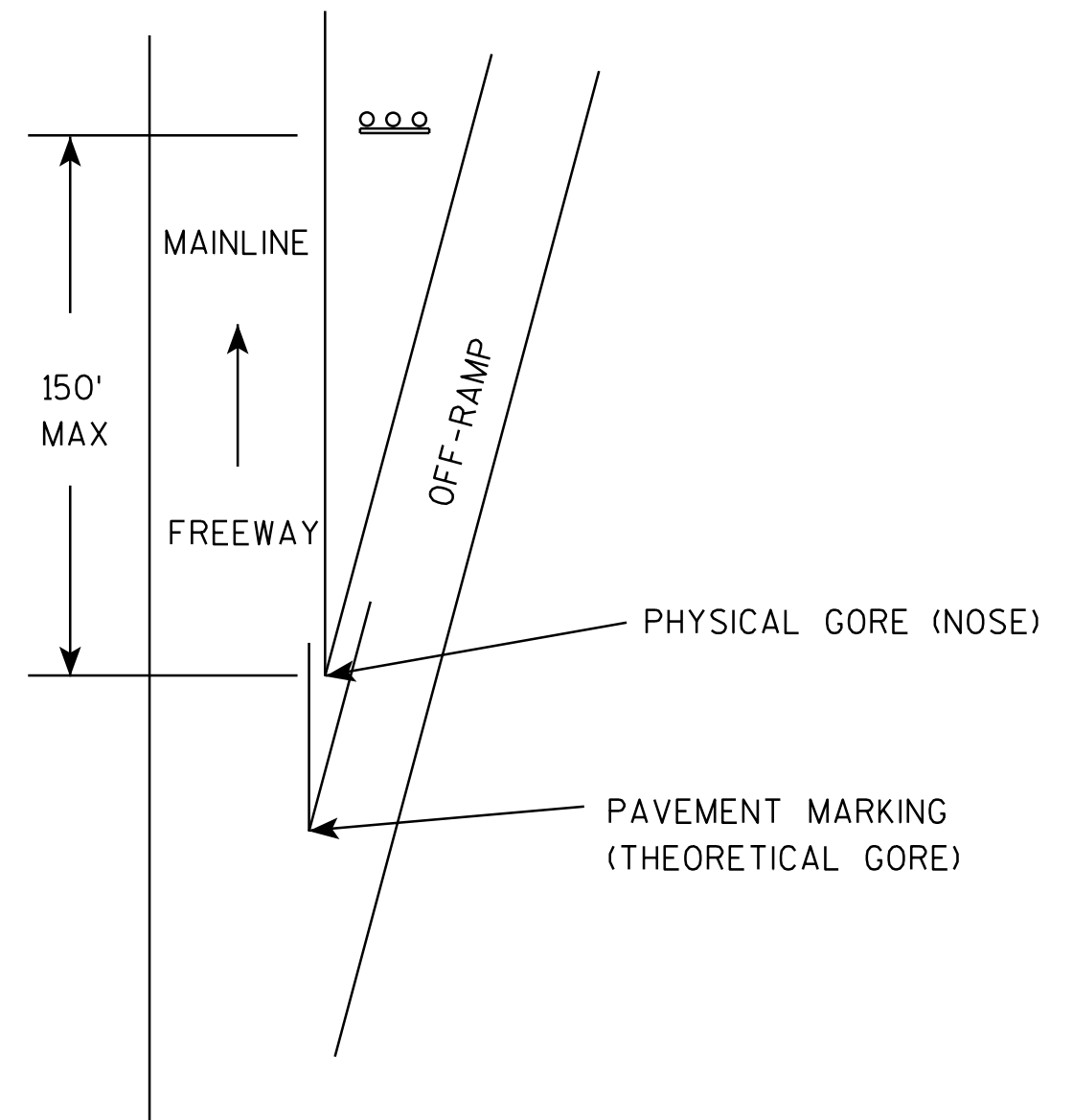
E

WISDOT/CADDs SHEET 42



GENERAL NOTES

1. The 150 foot distance from the physical gore (where pavement ends) will normally provide the offsets as shown.
2. If roadway geometrics permit, the sign may be closer than the 150 foot distance as long as the offsets are maintained.
3. At no time shall the location be greater than 150 feet. If the normal offsets cannot be maintained, they can be reduced to 6 feet from the edge of the paved shoulder (both freeway and ramp).
4. The offset from edge of sign to the yellow edge line on the ramp is shown as a minimum of 12 feet and a maximum of 17 feet, 6 inches. Preference is adhering to the maximum rather than the minimum dimension.
5. When L is equal to or exceeds 10 feet, use 3 posts as per A4-4.
6. The (\pm) tolerance for the mounting height is 3 inches.



TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

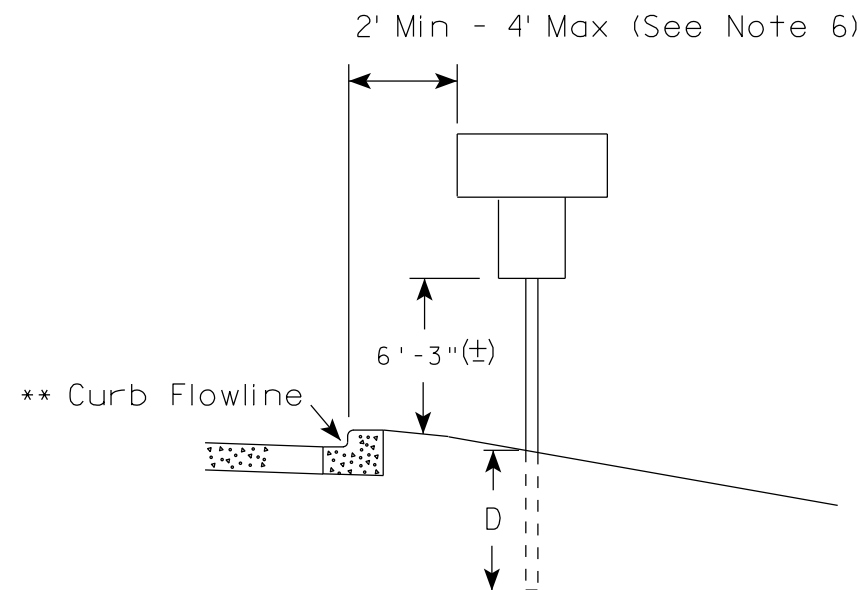
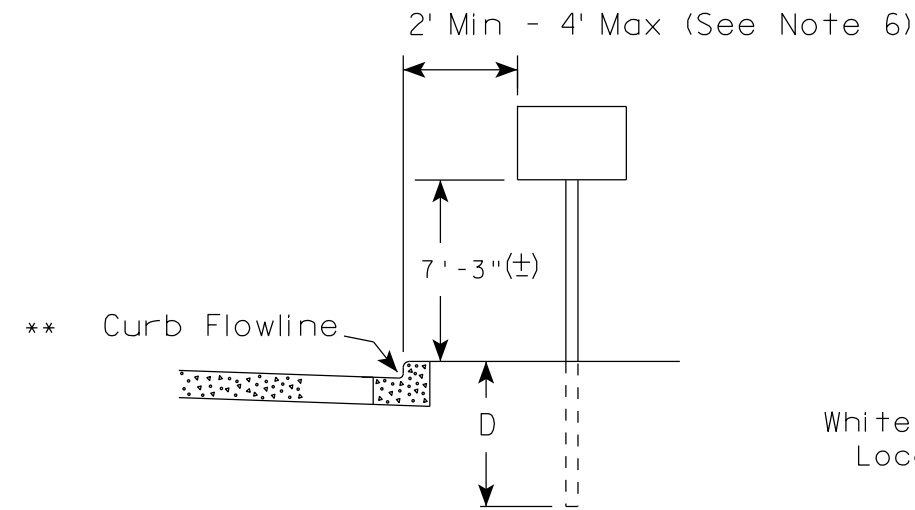
DATE 2/06/14 PLATE NO. A4-2.3

PROJECT NO:

SHEET NO:

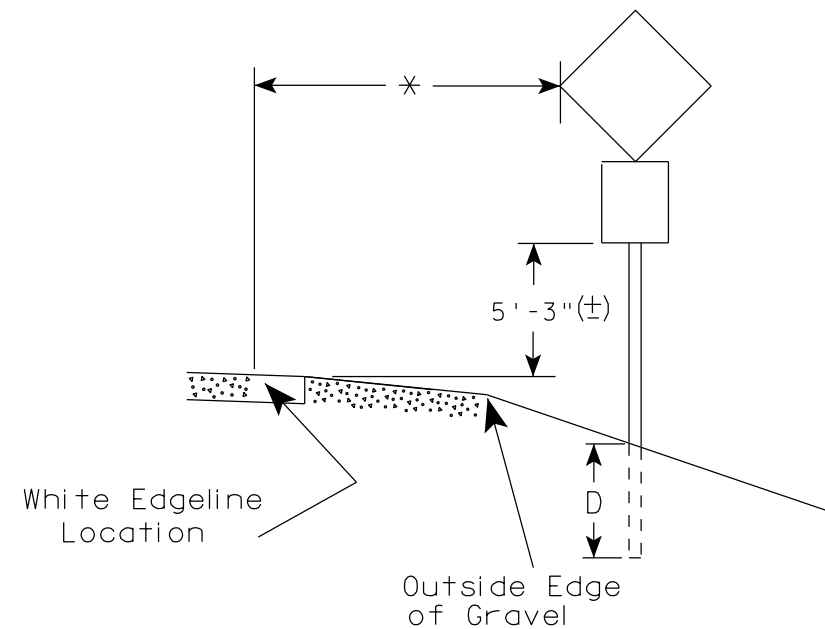
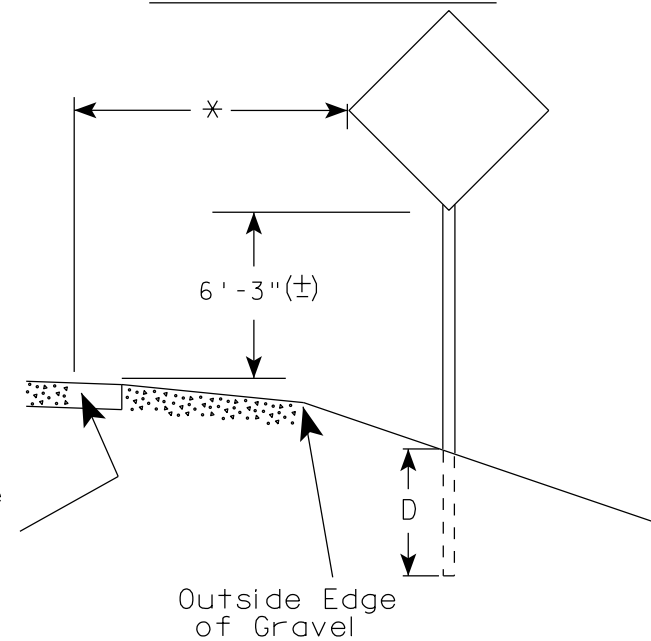
E

URBAN AREA



White Edgeline Location

RURAL AREA (See Note 2)



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.

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- If signs are mounted on barrier wall, see A4-10 sign plate.
- For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
- Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
- Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±).
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- The (±) tolerance for mounting height is 3 inches.
- Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
- 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 7/23/15

PLATE NO. A4-3.20

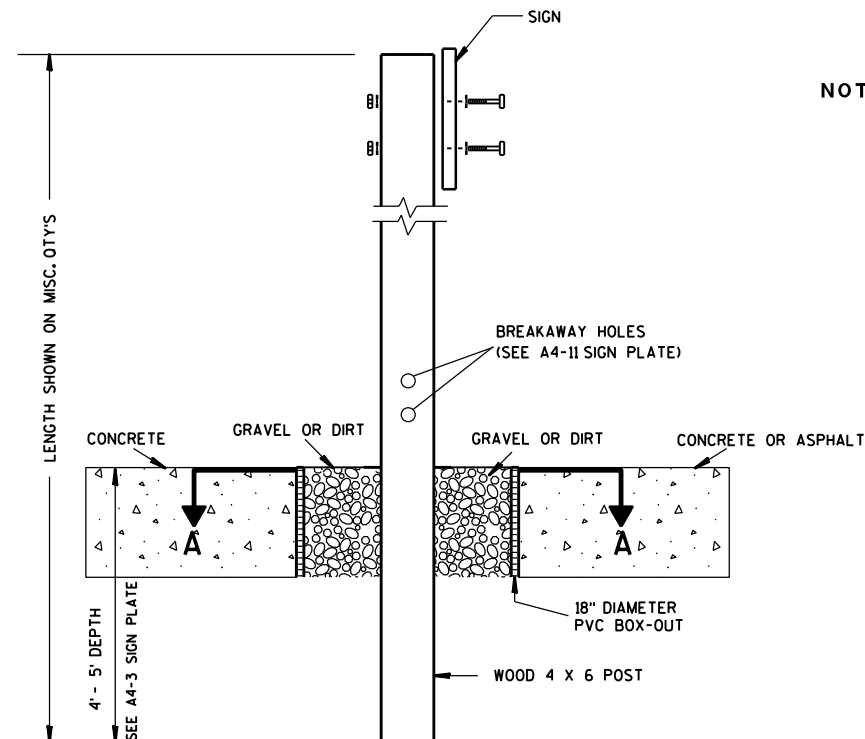
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

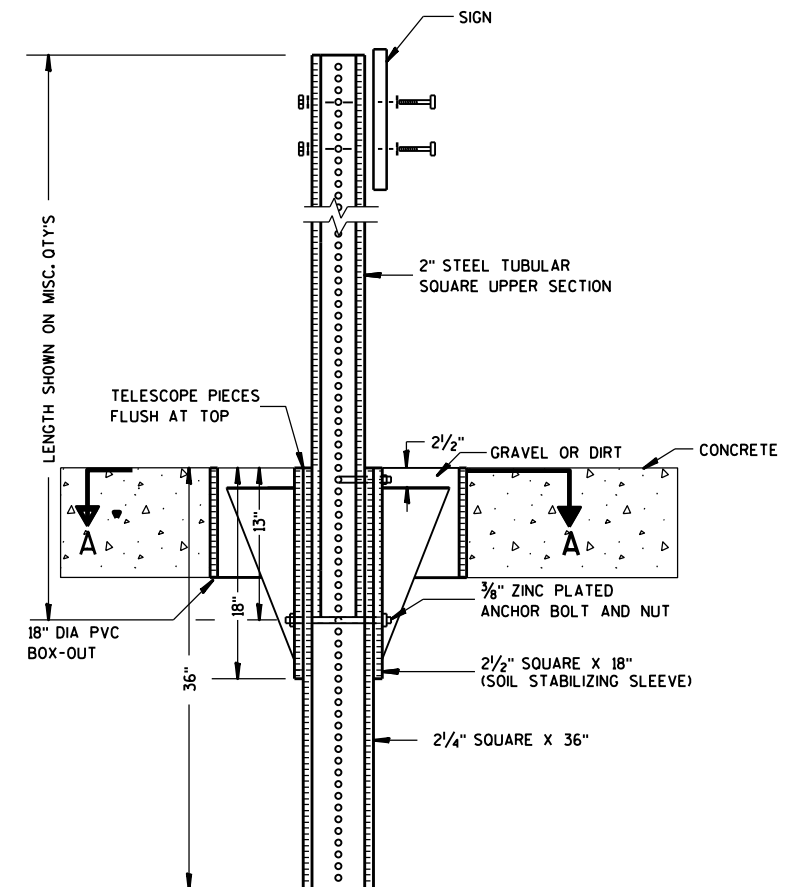
E



ELEVATION VIEW

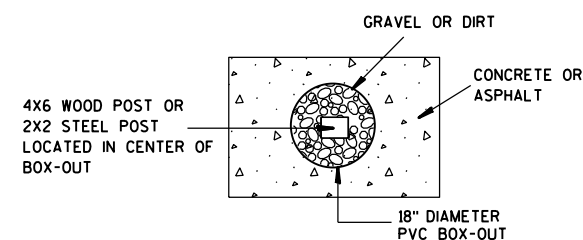
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

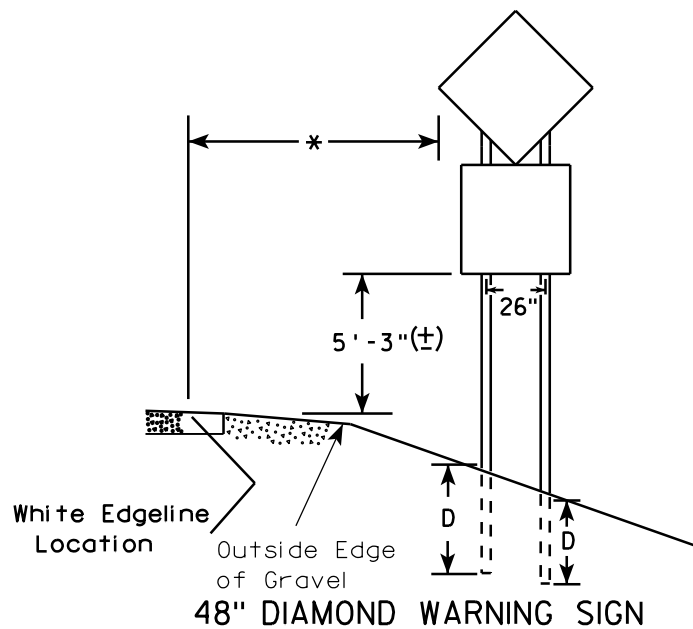
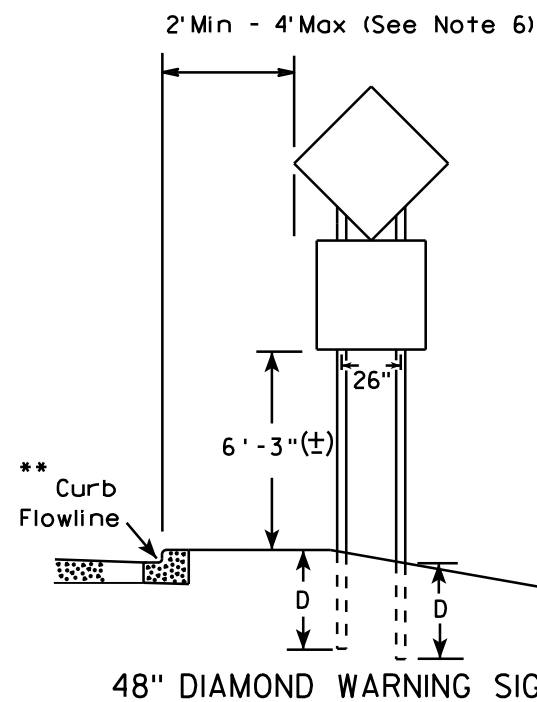
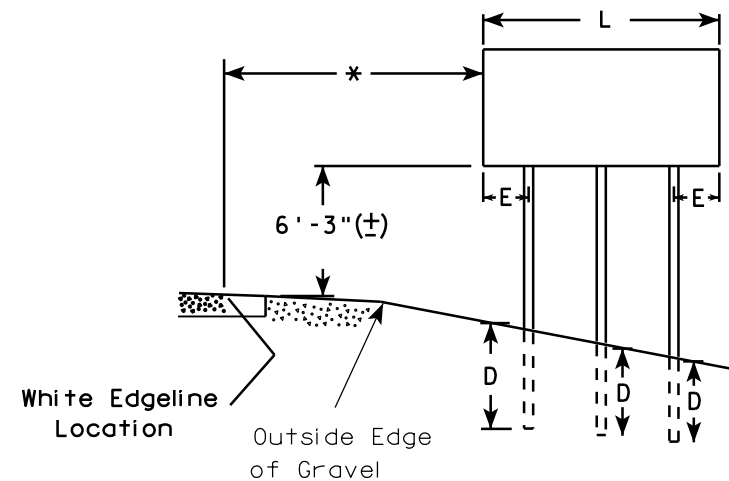
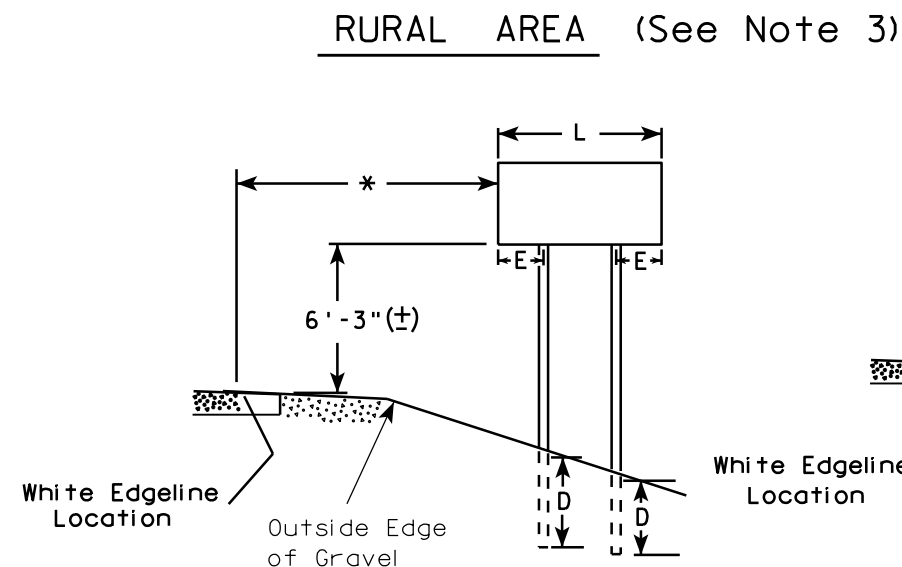
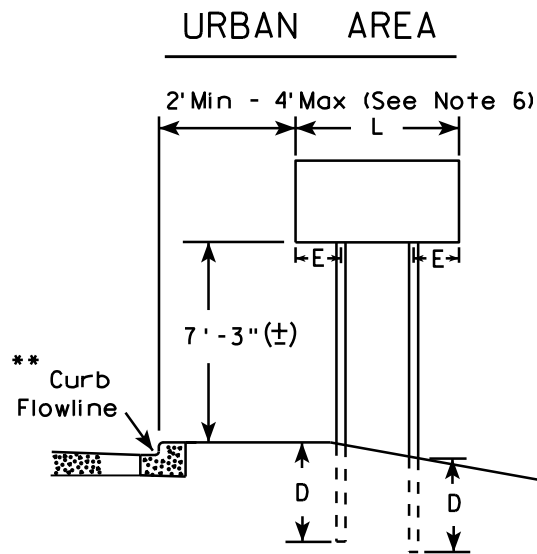
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- 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 (A2-1S) 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 signs 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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 and less than 20 S.F. 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

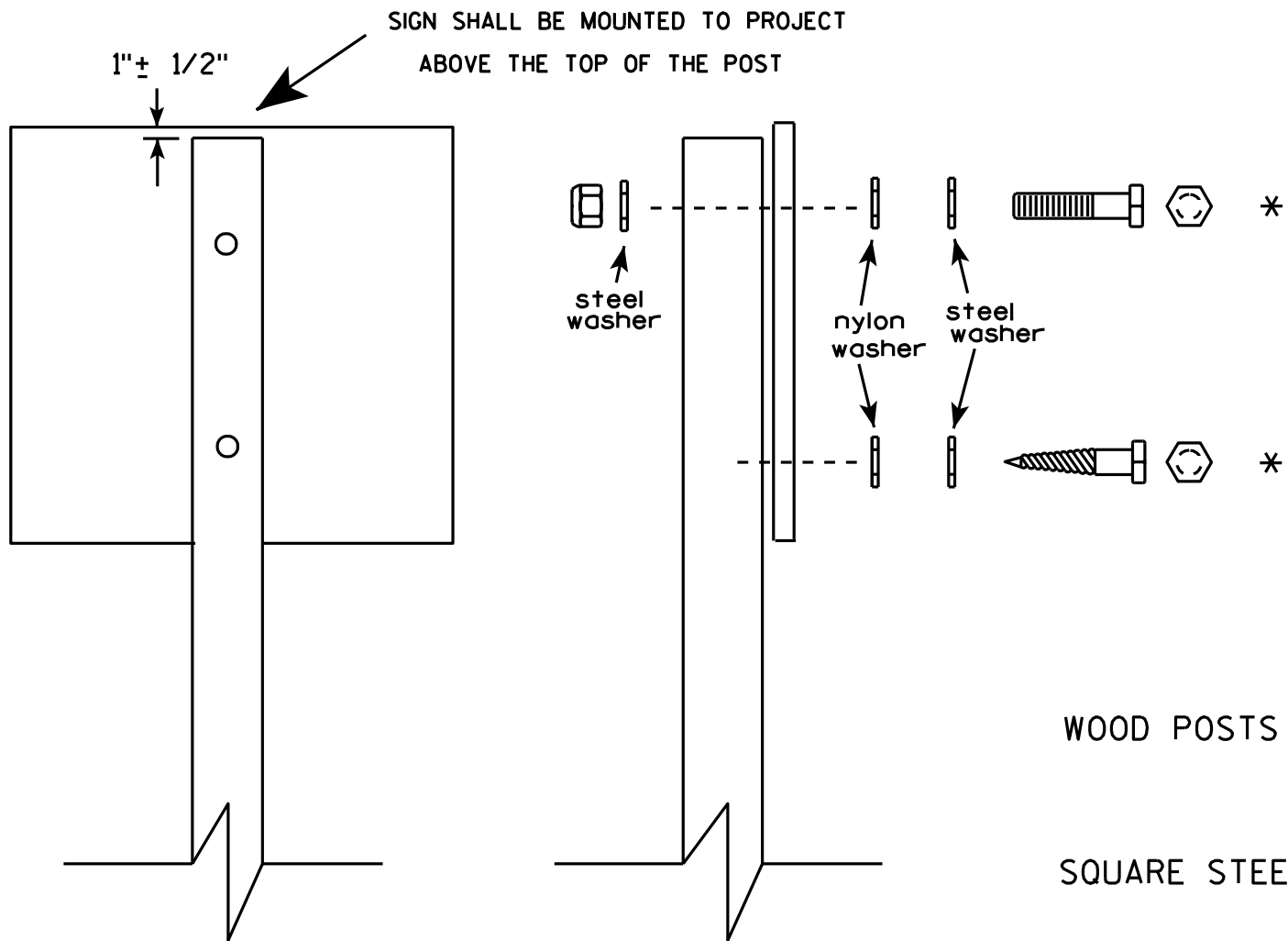
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4.14

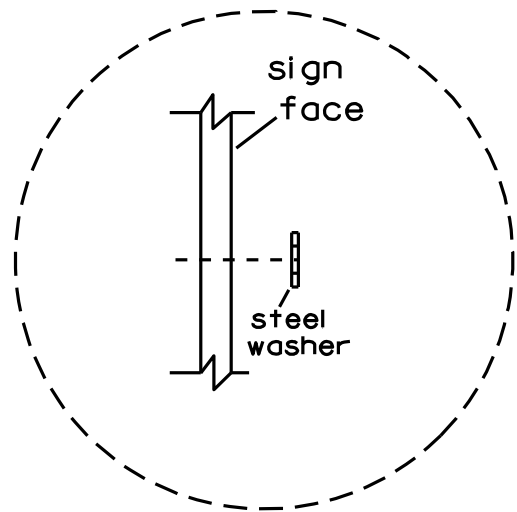


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- 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.

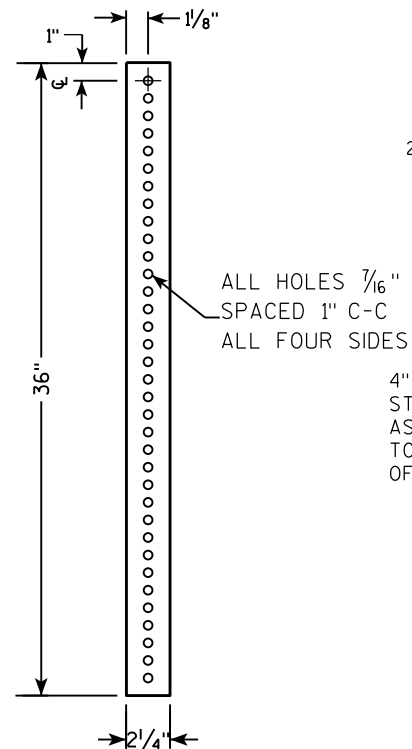


Washer Placement when Sign Has Other Than Type H or Type F Face

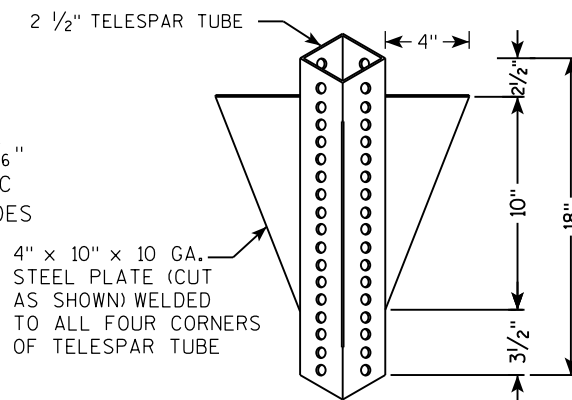
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require 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

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 36"
 18"
 13"
 2 1/2"
 2 1/4" SQUARE X 36"
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 3/8" ZINC PLATED ANCHOR BOLT AND NUT
 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
 ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
 2" STEEL TUBULAR SQUARE UPPER SECTION
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN
 2 1/2" GRAVEL OR DIRT

LENGTH SHOWN ON MISC. QTY'S

SIGN

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

TELESCOPE PIECES FLUSH AT TOP

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

2 $\frac{1}{2}$ " SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 $\frac{1}{4}$ " SQUARE X 36"

36"

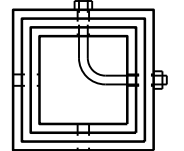
18"

12"

A

B

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



DIRECTION
OF TRAFFIC

SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

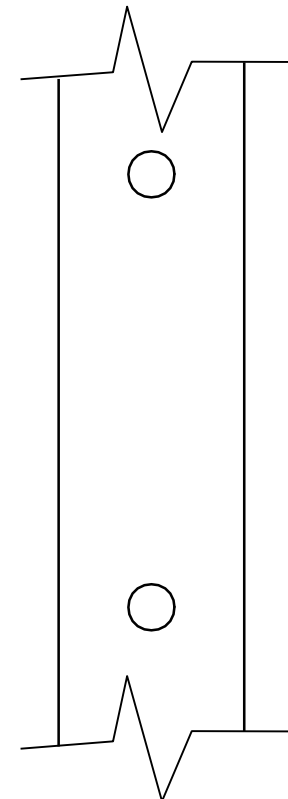
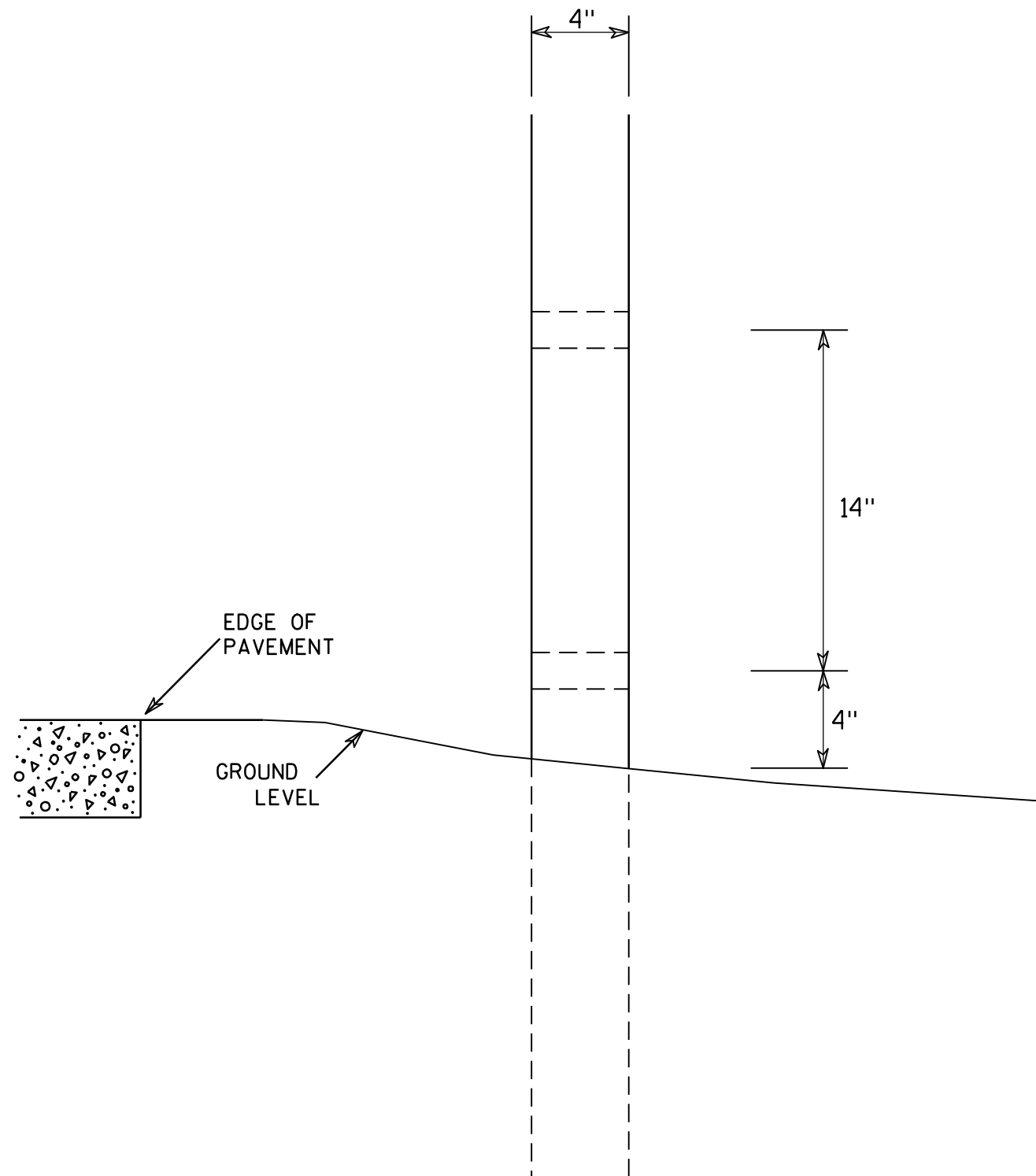
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

11



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

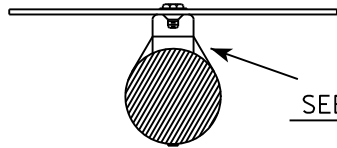
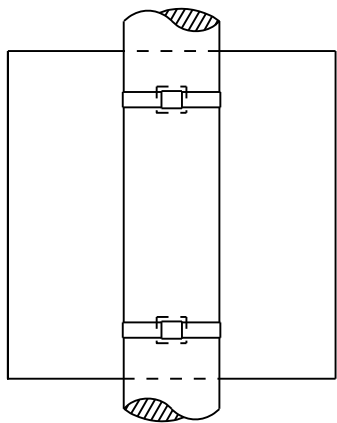
COUNTY:

SHEET NO:

E

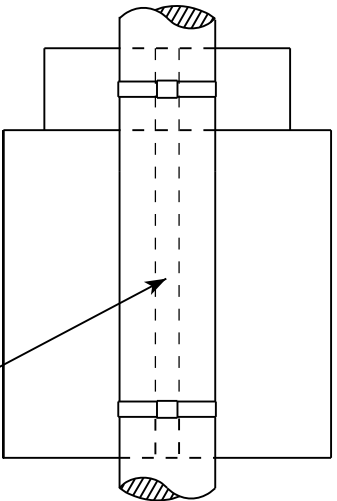
BANDING

SINGLE SIGN

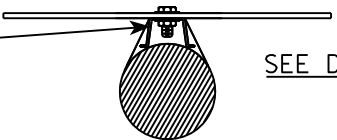


SEE DETAIL A

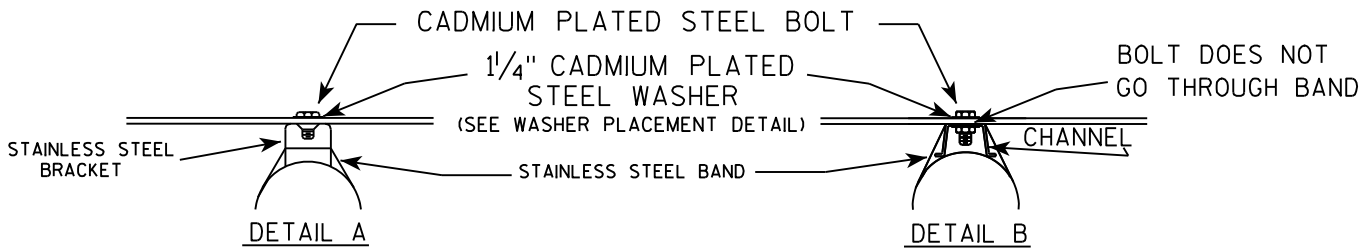
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



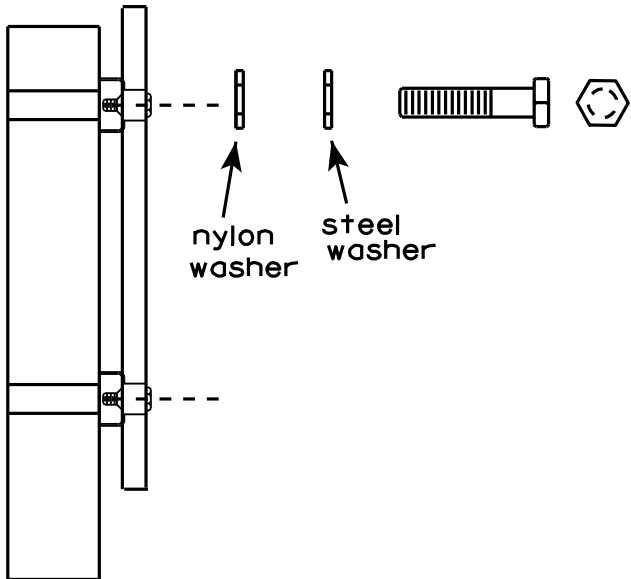
SEE DETAIL B



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



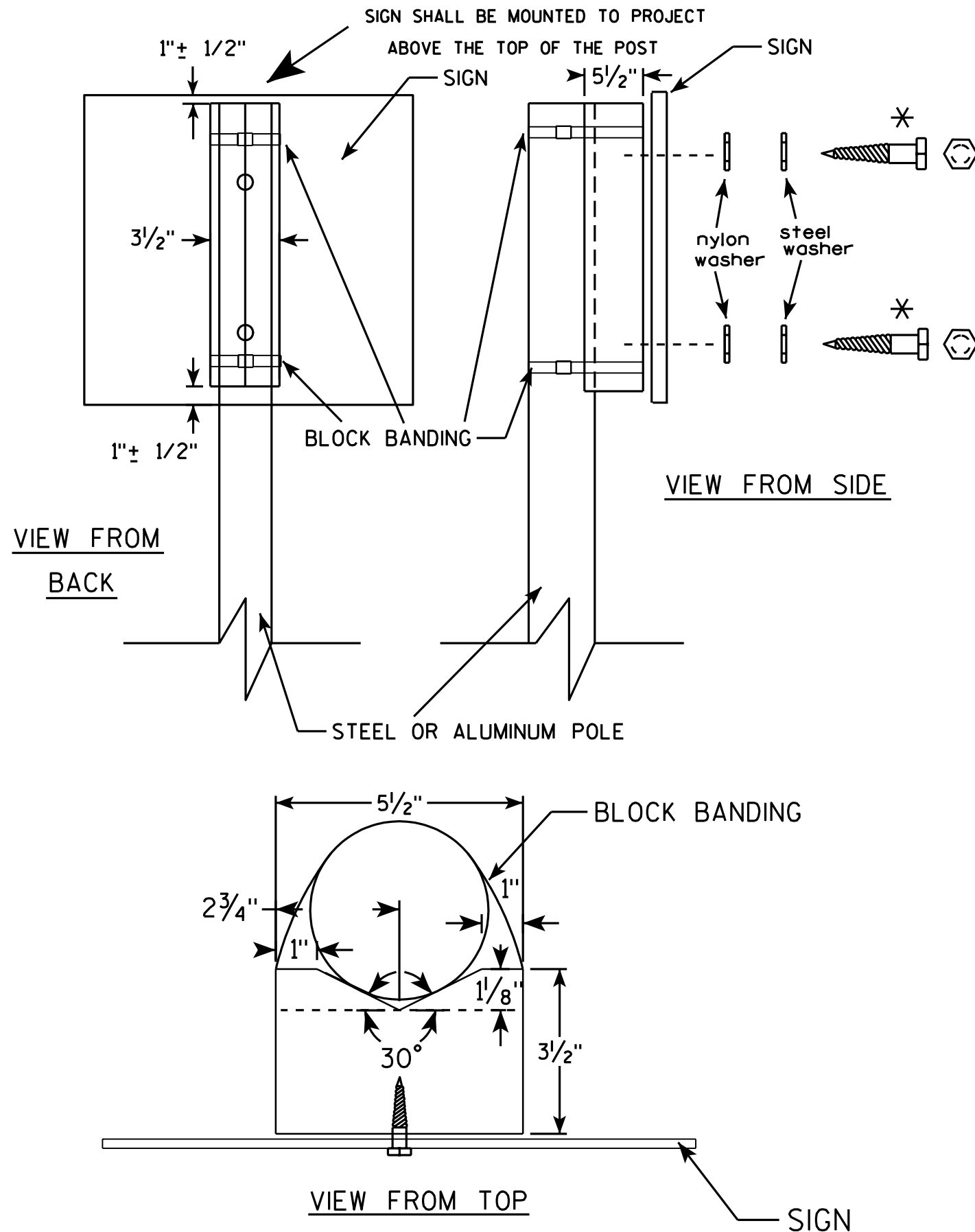
WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3



GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
 - b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
 - c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

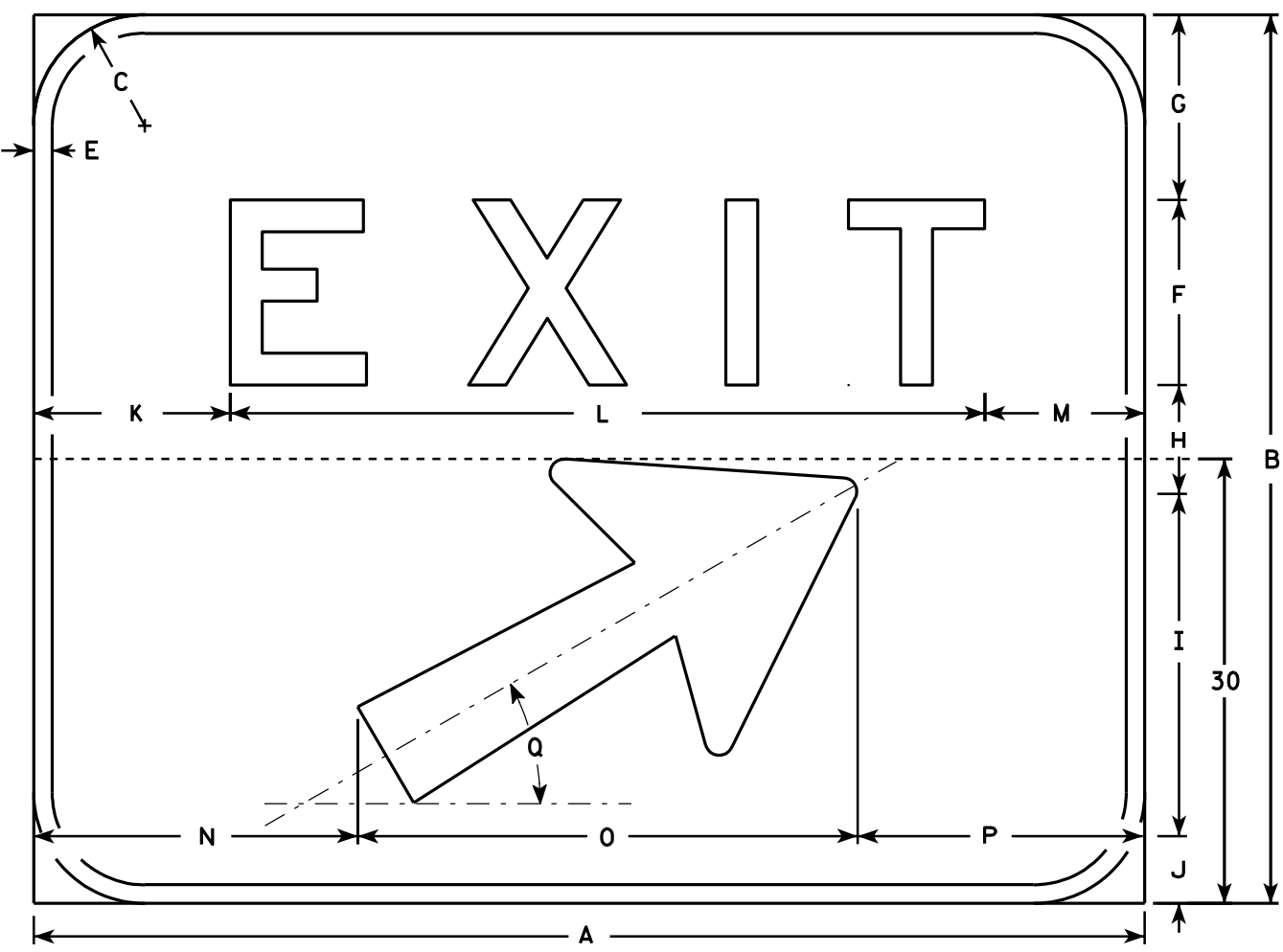
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO:

E



E5-1

NOTES

- 1. Sign is Type II - Type H reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Green
Message - White (Type H reflective)
- 3. Message Series - E
- 4. Corners may be square or rounded but borders shall be rounded as shown.
- 5. Base material for this sign shall be plywood and shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (-----).
- 6. Arrow is Type "A" from sign plate A1-1.
- 7. As per the Standard Spec's, this sign shall not have a vertical joint.

7


Metric equivalent for this sign is:

SIZE	
1	
2	
3	
4	1500 mm X 1200 mm
5	1800 mm X 1500 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																												
3																												
4	60	48	6		1	10	10	5 7/8	18 1/2	3 5/8	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°										20.0	1.80
5	72	60	6		1	12	12	10	18 1/2	7 1/2	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°										30.0	2.70

STANDARD SIGN
E5 - 1

WISCONSIN DEPT OF TRANSPORTATION

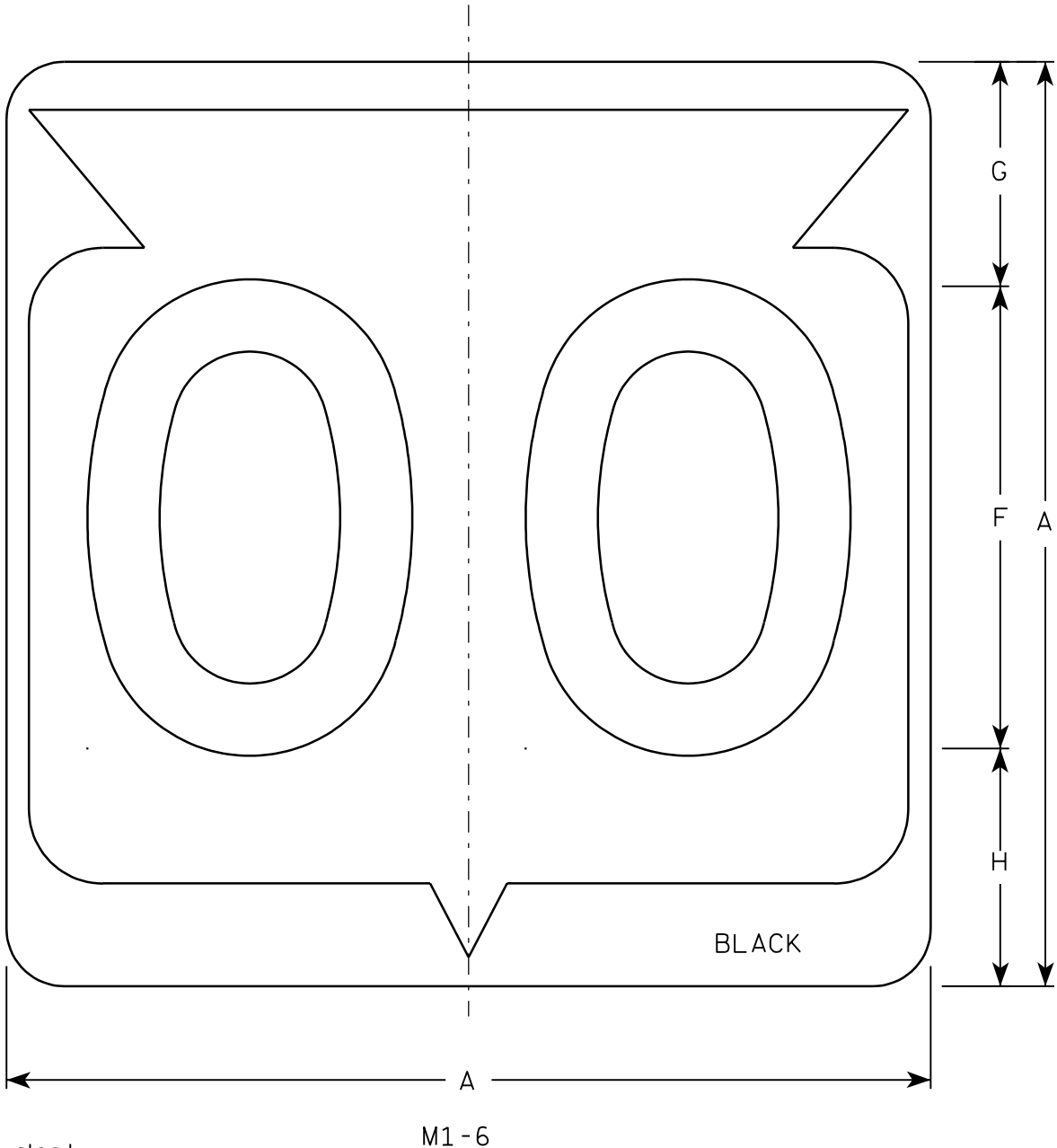
APPROVED 
for State Traffic Engineer

DATE 6/22/00 PLATE NO. E5-1.8

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

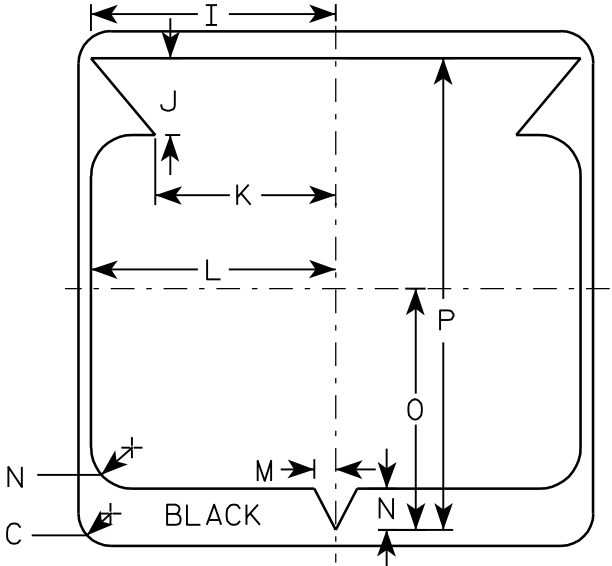
COUNTY:

SHEET NO:

E

NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 6
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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective



STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

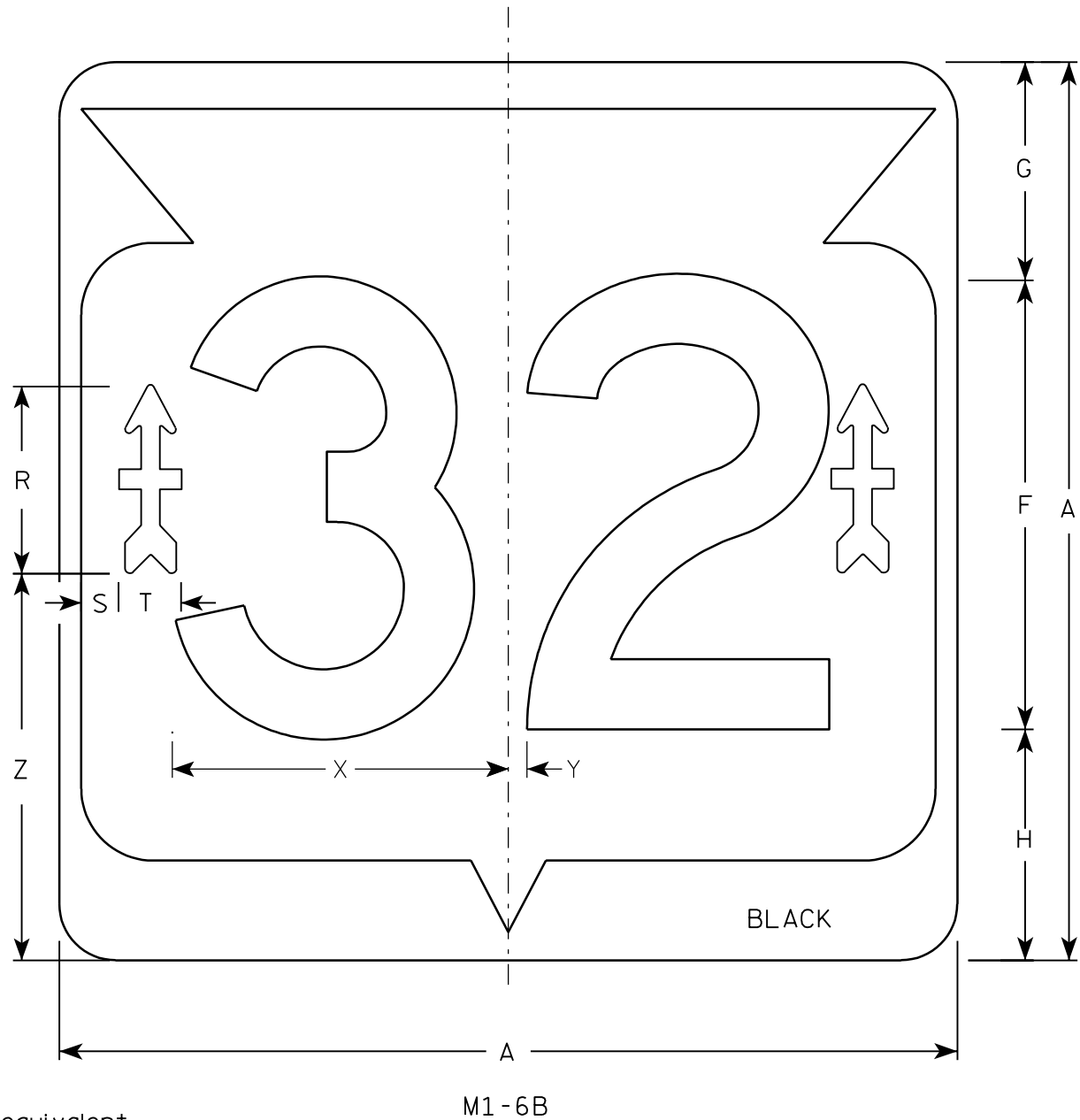
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/20/02

PLATE NO. M1-6.9



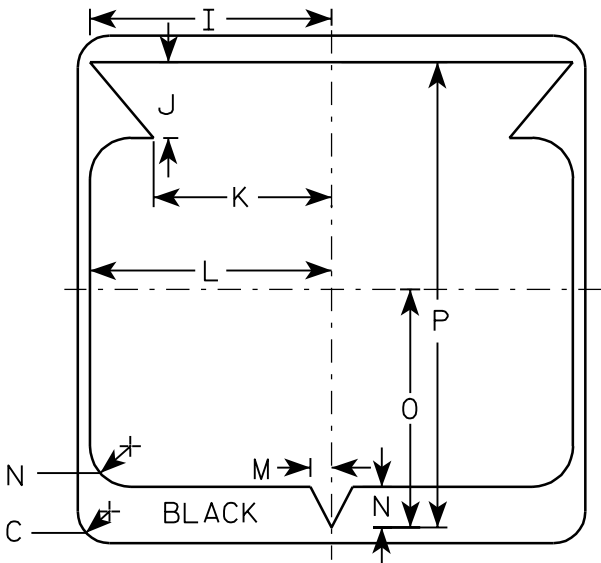
Metric equivalent
for this sign is:

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

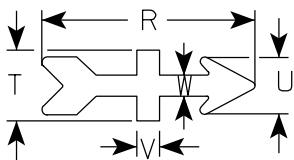
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8		5 1/8	3/4	1 7/8	1 1/2	5/8	5/8	9	1/2	10 1/2	4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33		7 1/2	1 1/2	2 1/2	2	7/8	3/4	13 1/2	3/4	15 1/2	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		7 1/2	1 1/2	2 1/2	2	7/8	3/4	13 1/2	3/4	15 1/2	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		7 1/2	1 1/2	2 1/2	2	7/8	3/4	13 1/2	3/4	15 1/2	9.0	.81

NOTES

- Sign is Type II - Type H - reference
WIS DOT Standard Specification for HIGHWAY
and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - White & Black
Message - Black
Arrow - Type H Reflective Red
- Message Series - D
- 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.



32nd DIVISION ARROW
ACTUAL SIZE

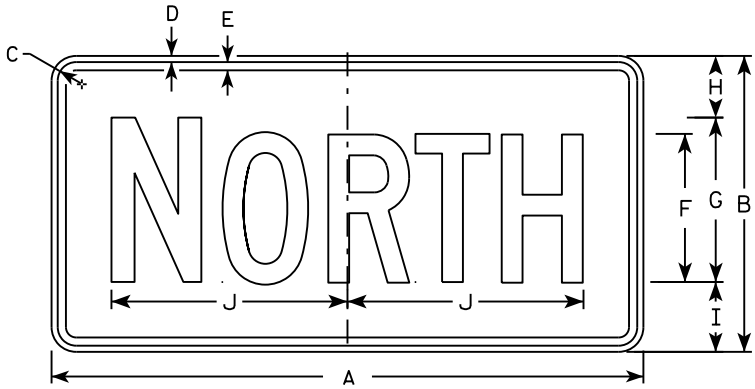


STATE ROUTE MARKER "32"
M1-6B FOR ASSEMBLIES

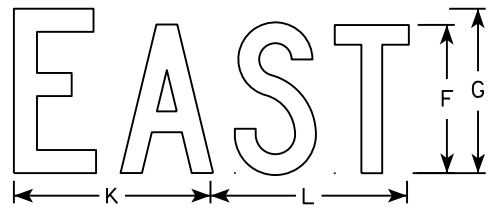
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

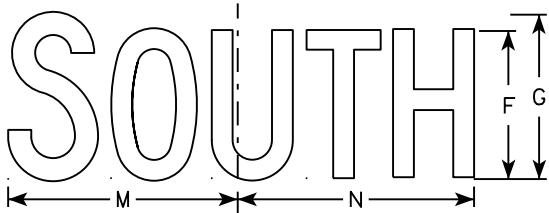
DATE 12/5/05 PLATE NO. M1-6B.2



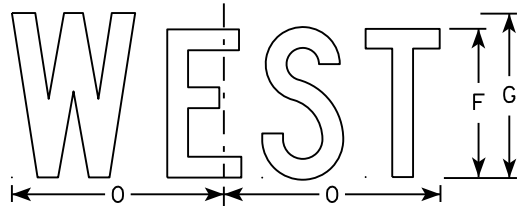
M3-1
MM3-1
MP3-1



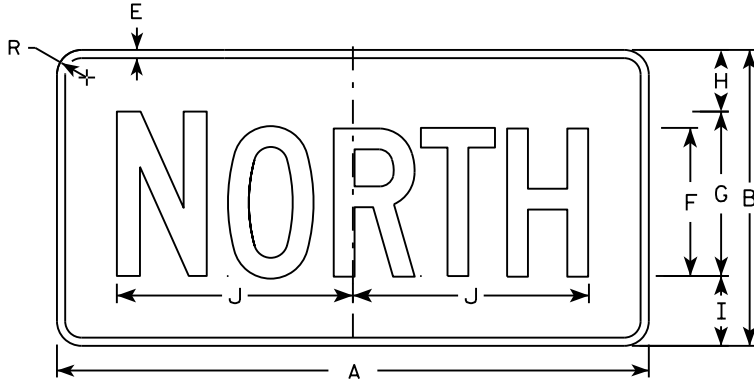
M3-2
MM3-2
MP3-2



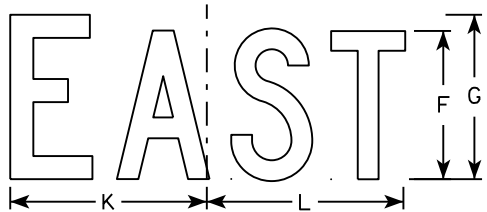
M3-3
MM3-3
MP3-3



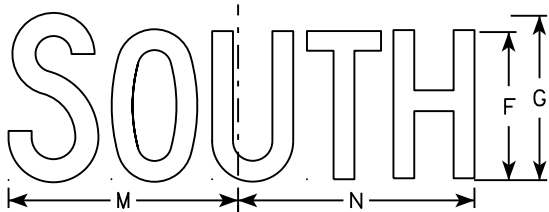
M3-4
MM3-4
MP3-4



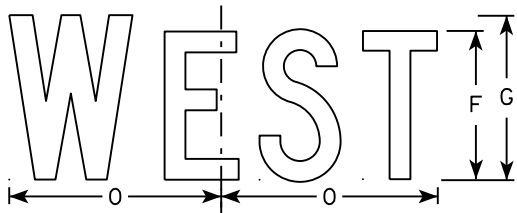
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White
Message - Black
MB3-1 thru MB3-4 Background - Blue
Message - White
MK3-1 thru MK3-4 Background - Green
Message - White
MM3-1 thru MM3-4 Background - White
Message - Green
MN3-1 thru MN3-4 Background - Brown
Message - White
MP3-1 thru MP3-4 Background - White
Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

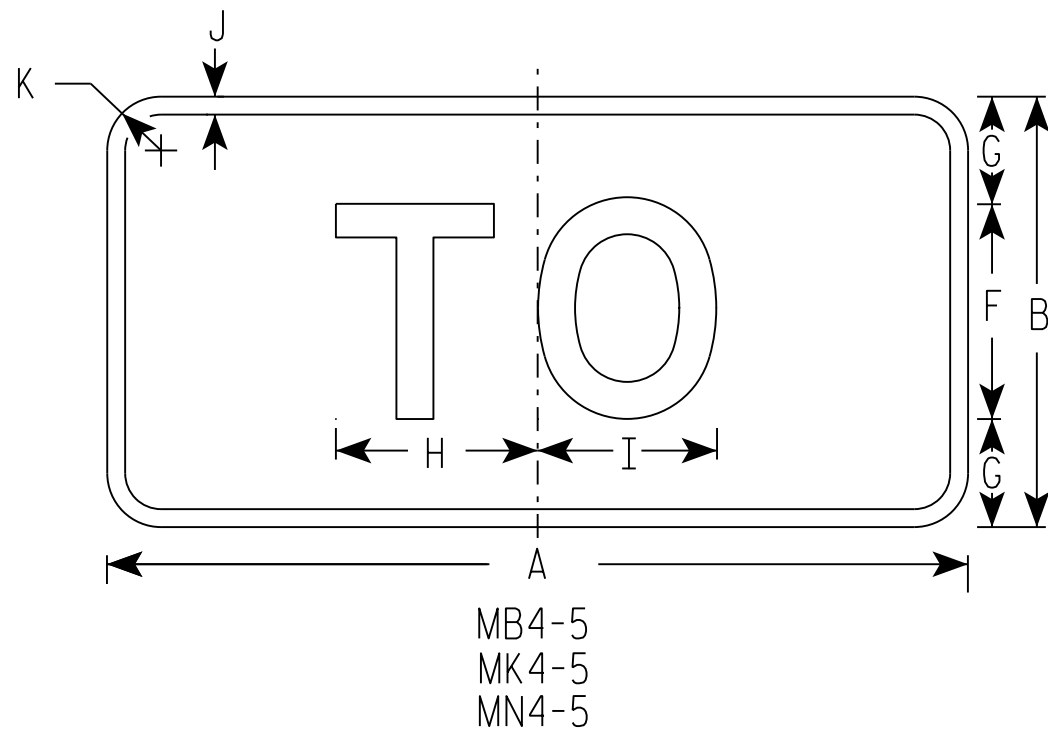
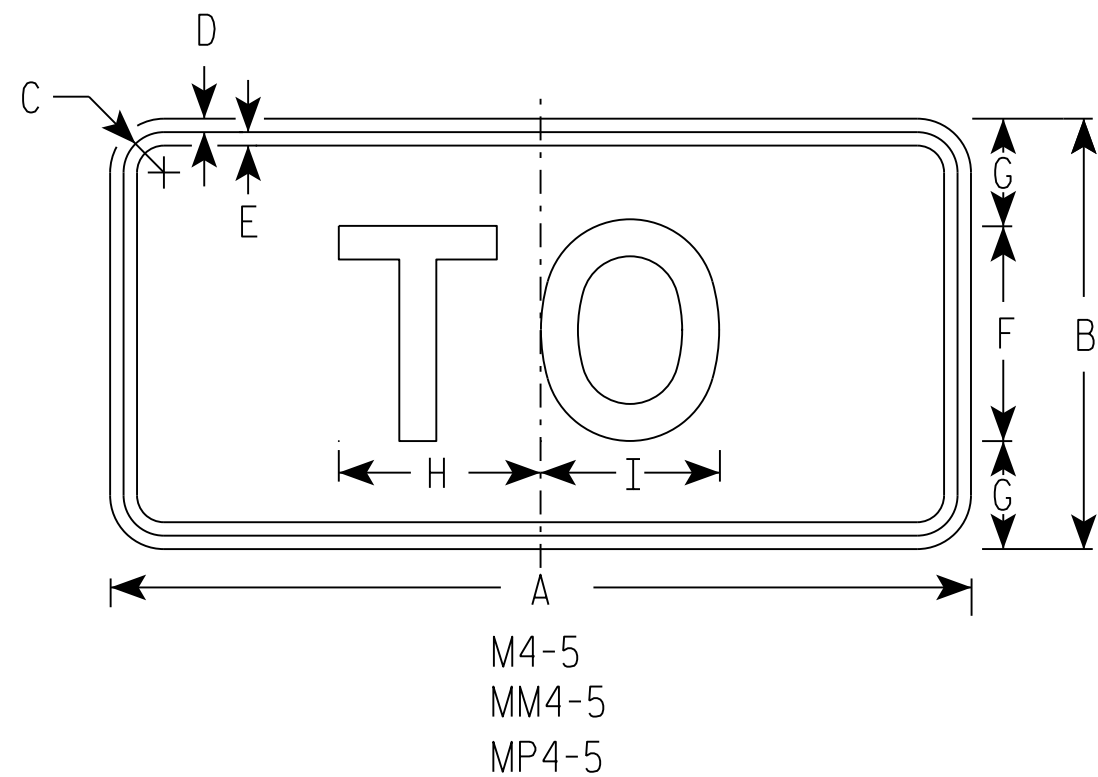
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	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

STANDARD SIGNS
M3-1 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14



NOTES

1. Sign is Type II - Type H
2. Color:
Background - See note 5
Message - See note 5
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-5 Background - White
Message - Black
MB4-5 Background - Blue
Message - White
MK4-5 Background - Green
Message - White
MM4-5 Background - White
Message - Green
MN4-5 Background - Brown
Message - White
MP4-5 Background - White
Message - Blue

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	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN

M4 - 5

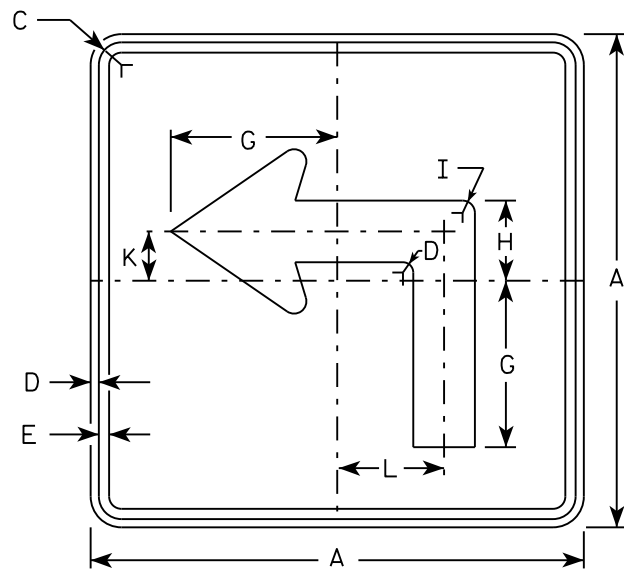
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

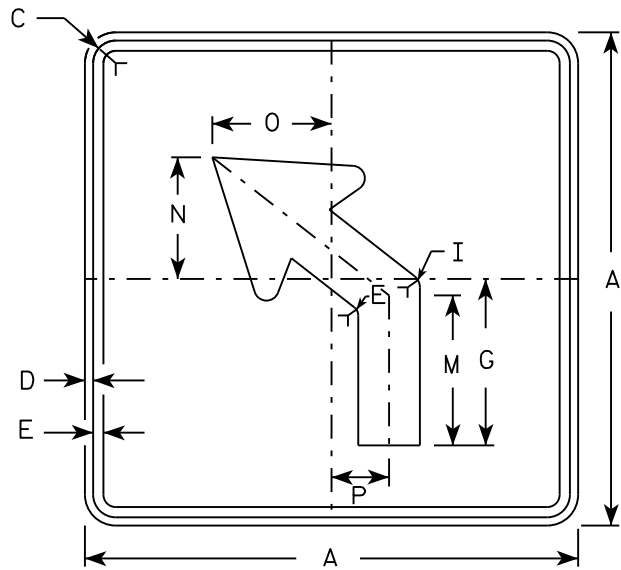
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15

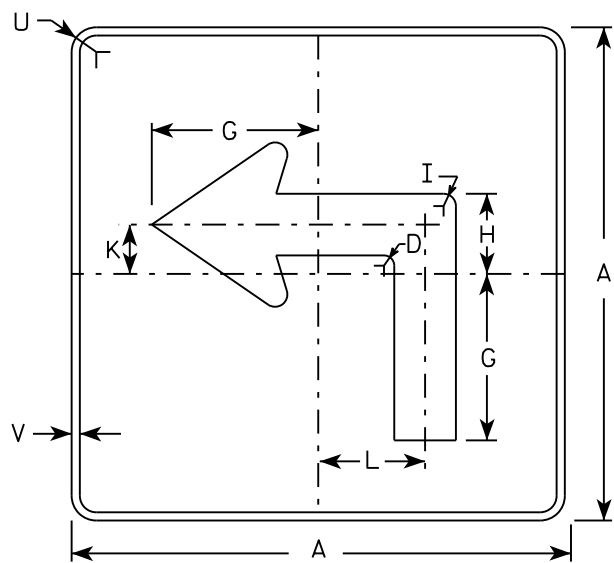
PLATE NO. M4-5.8



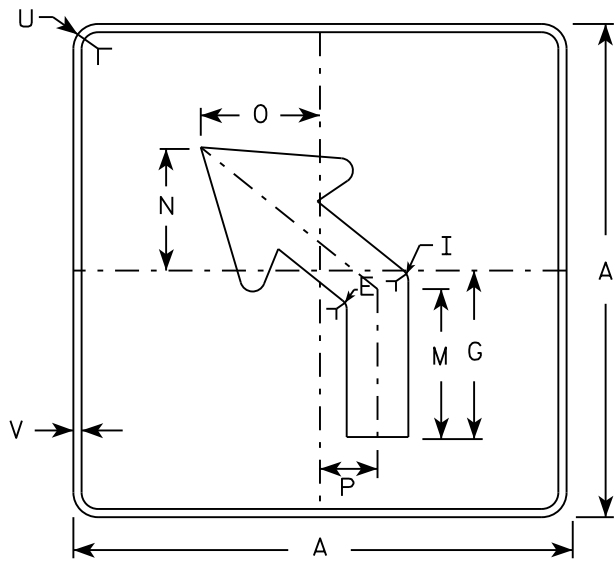
M5-1L
MM5-1L
M05-1L
MP5-1L



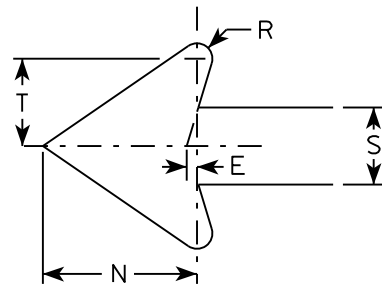
M5-2L
MM5-2L
M05-2L
MP5-2L



MB5-1L
MK5-1L
MN5-1L
MR5-1L



MB5-2L
MK5-2L
MN5-2L
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- 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 |
| | Message - Black |
| MB5-1 and MB5-2 | Background - Blue |
| | Message - White |
| MK5-1 and MK5-2 | Background - Green |
| | Message - White |
| MM5-1 and MM5-2 | Background - White |
| | Message - Green |
| MN5-1 and MN5-2 | Background - Brown |
| | Message - White |
| 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 |
- 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

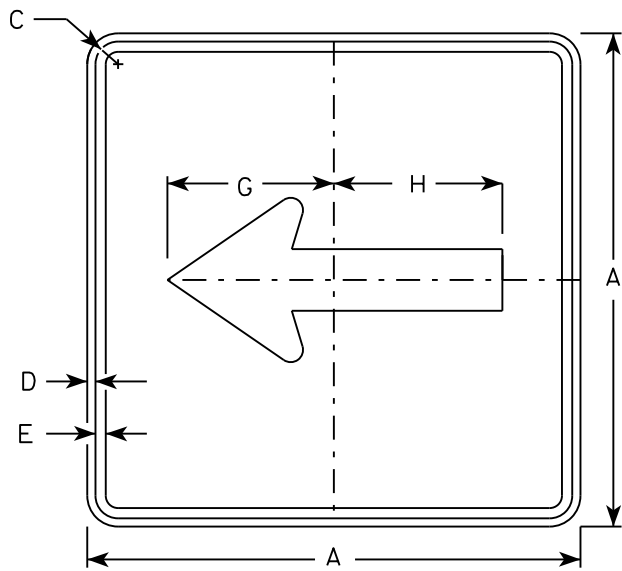
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
M5-1 & M5-2

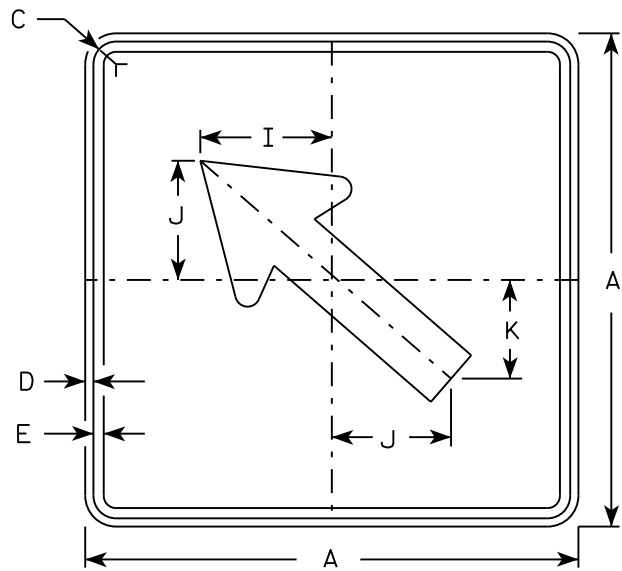
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

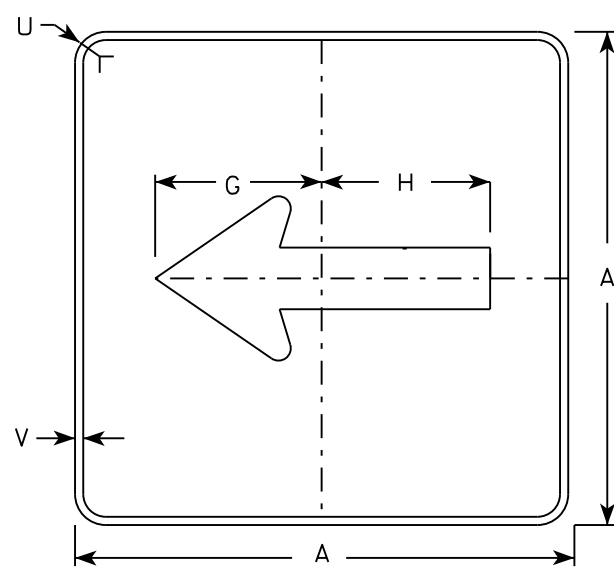
DATE 10/15/15 PLATE NO. M5-1.13



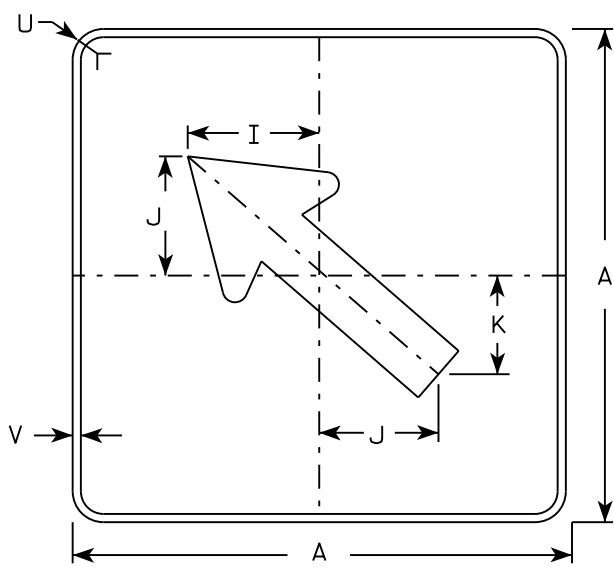
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



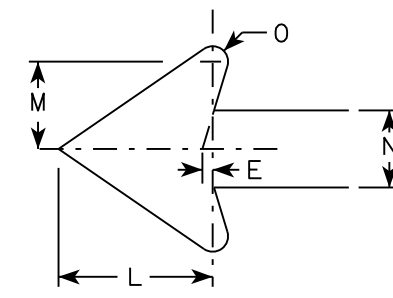
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



MB6 - 1
MK6 - 1
MN6 - 1
MR6 - 1



MB6 - 2
MK6 - 2
MN6 - 2
MR6 - 2



NOTES

- Signs are Type II - Type H except as Shown
- 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
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

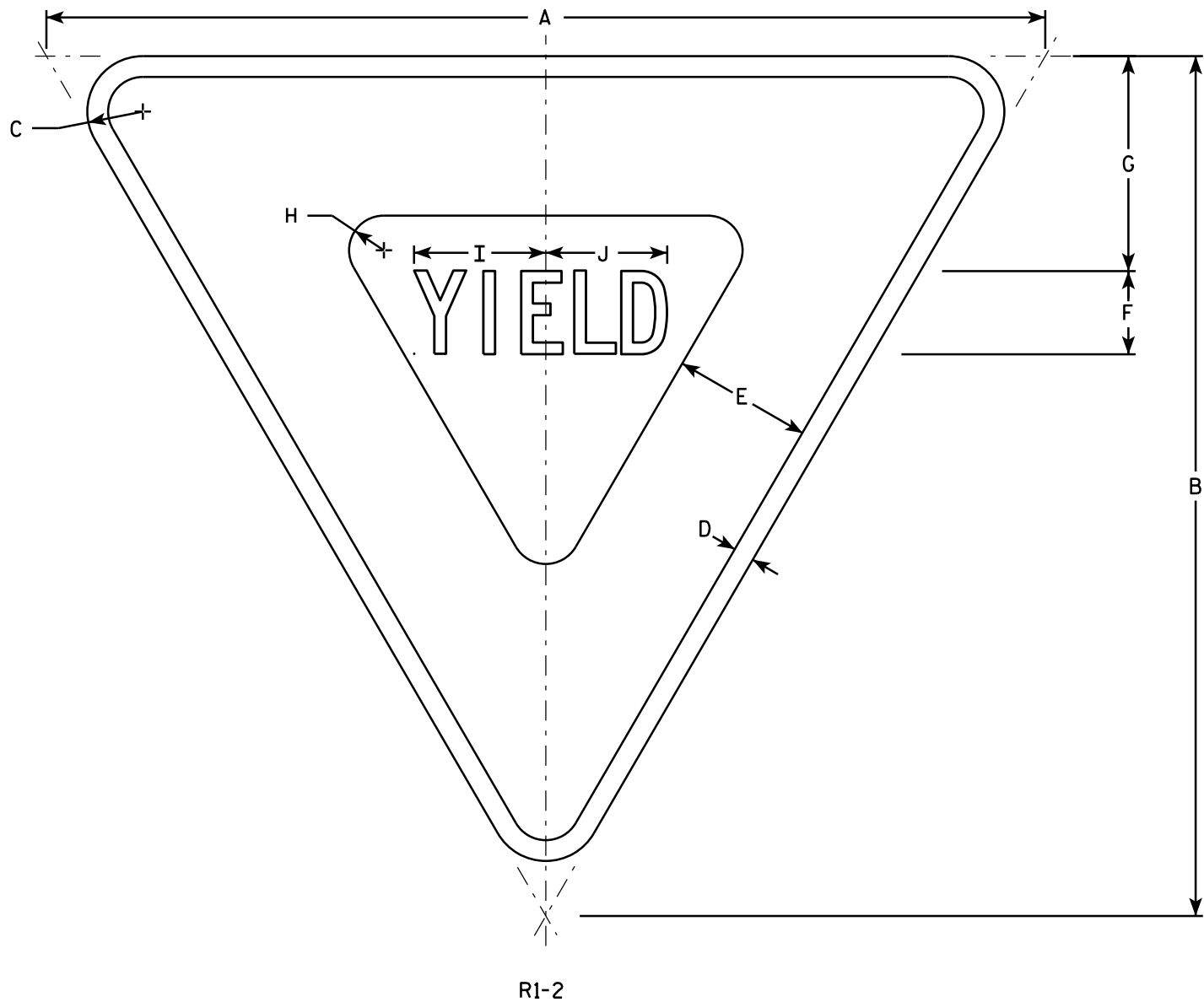
E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15



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 - 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. The border strip and word message are reflectorized red.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

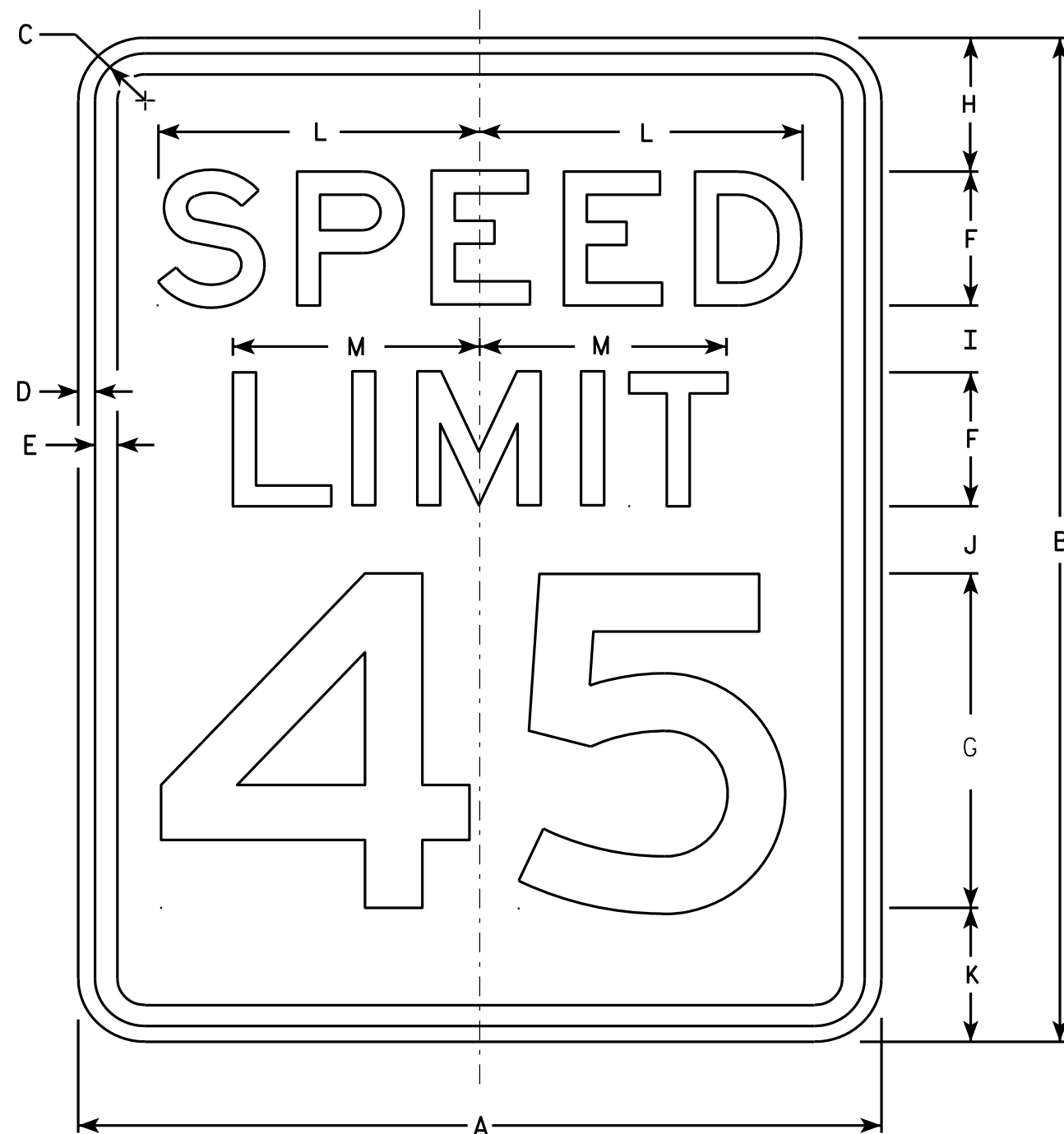
STANDARD SIGN

R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/13/14 PLATE NO. R1-2.12



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

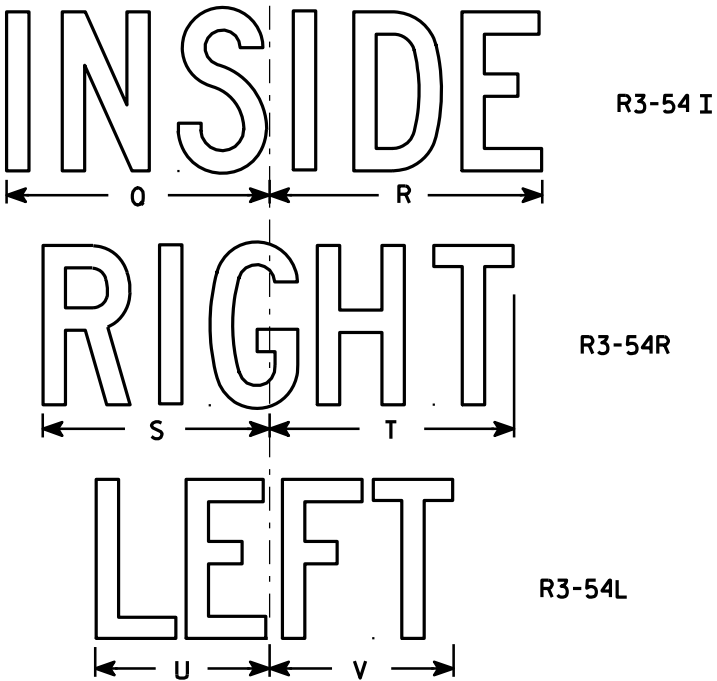
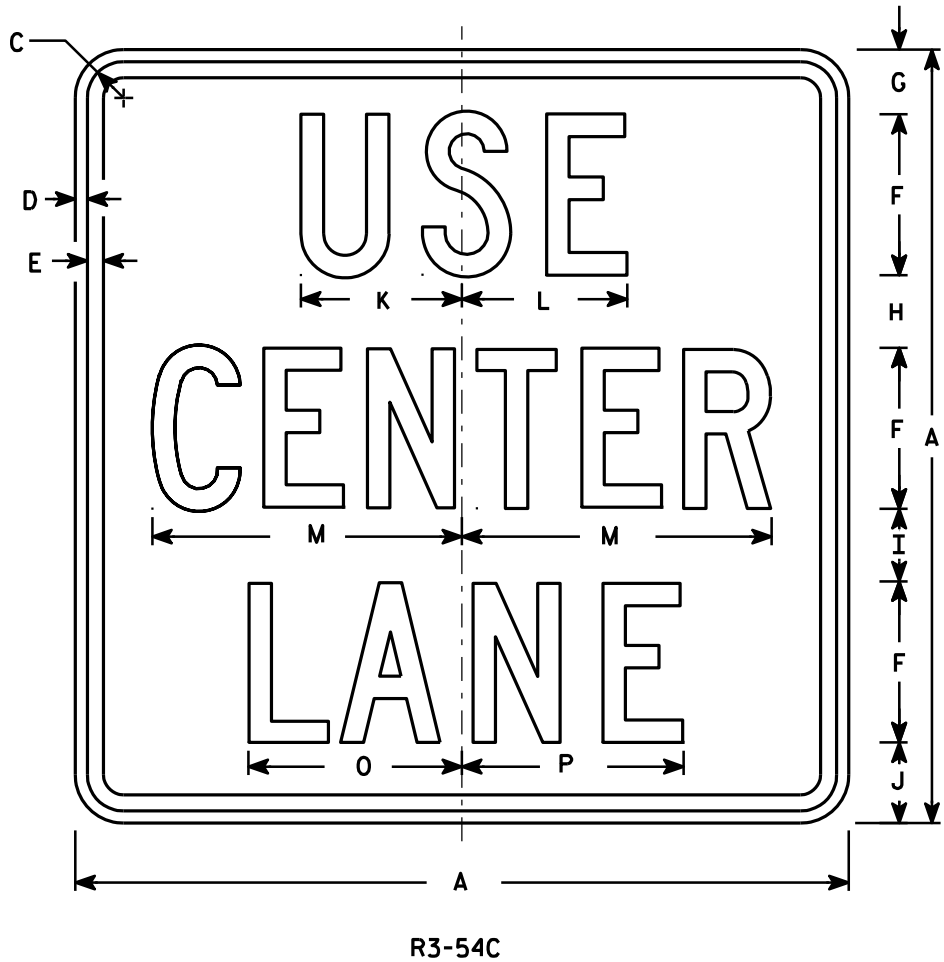
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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 - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



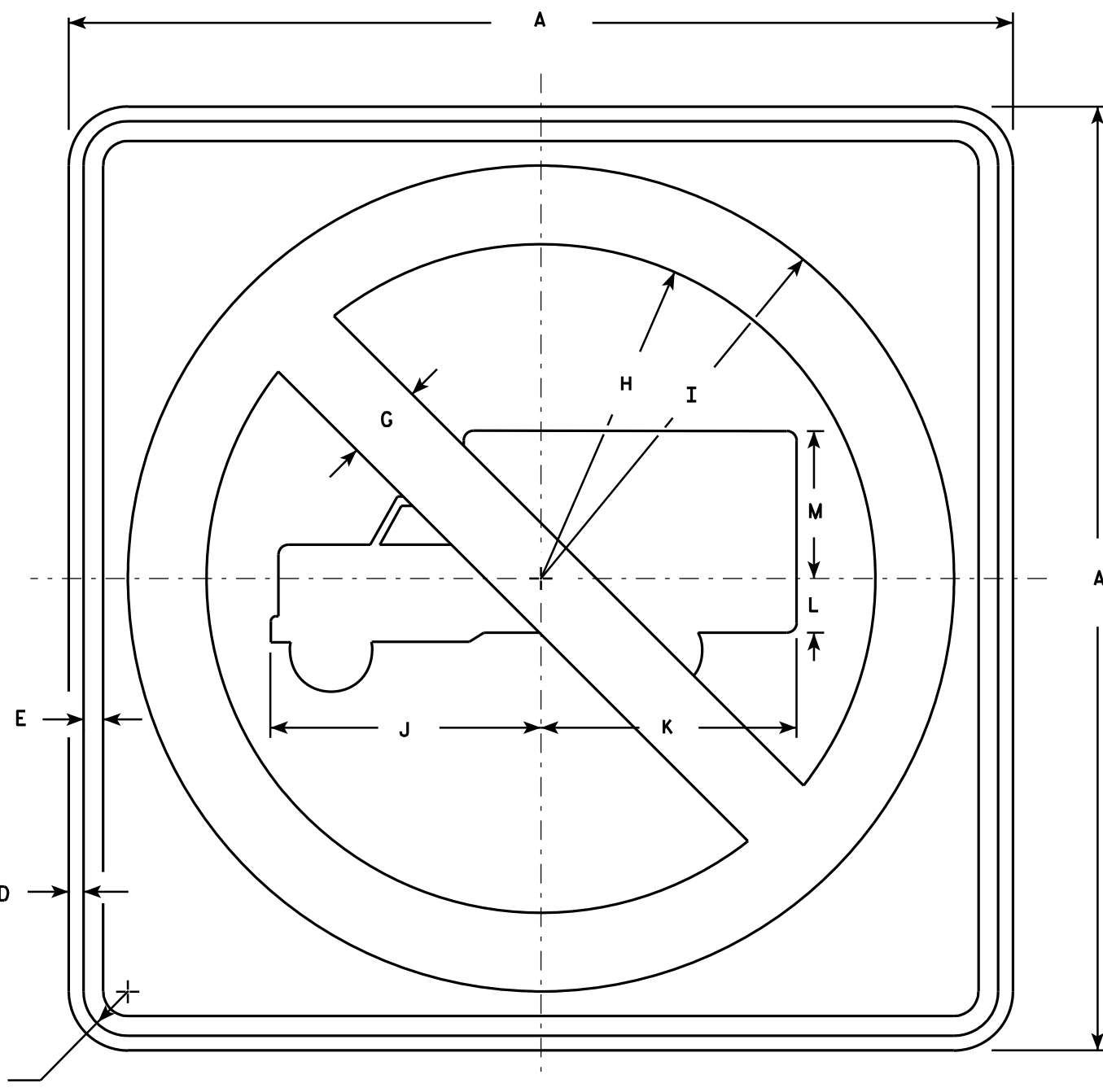
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5 3/8	5 3/4					4.0
2M	24		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	9 5/8		6 5/8	6 7/8	8 1/8	8 1/2	7	7 5/8	5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

STANDARD SIGN
R3-54C, I ,L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-54.8



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
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. Circle & Diagonal - Reflective red.
Truck Symbol & Border - Non-reflective black.

R5-2

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
2M	24		1 1/8	3/8	1/2		2	8 1/2	10 1/2	6 7/8	6 1/2	1 3/8	3 3/4														4.0
3	30		1 3/8	1/2	5/8		2 1/2	10 5/8	13 1/8	8 1/2	8 1/8	1 5/8	4 3/4														6.25
4	36		1 5/8	5/8	3/4		3	12 3/4	15 3/4	10 1/4	9 3/4	2	5 3/4														9.0
5	48		2 1/4	3/4	1		4	17	21	13 5/8	13	2 5/8	7 5/8														16.0

STANDARD SIGN
R5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-2.6

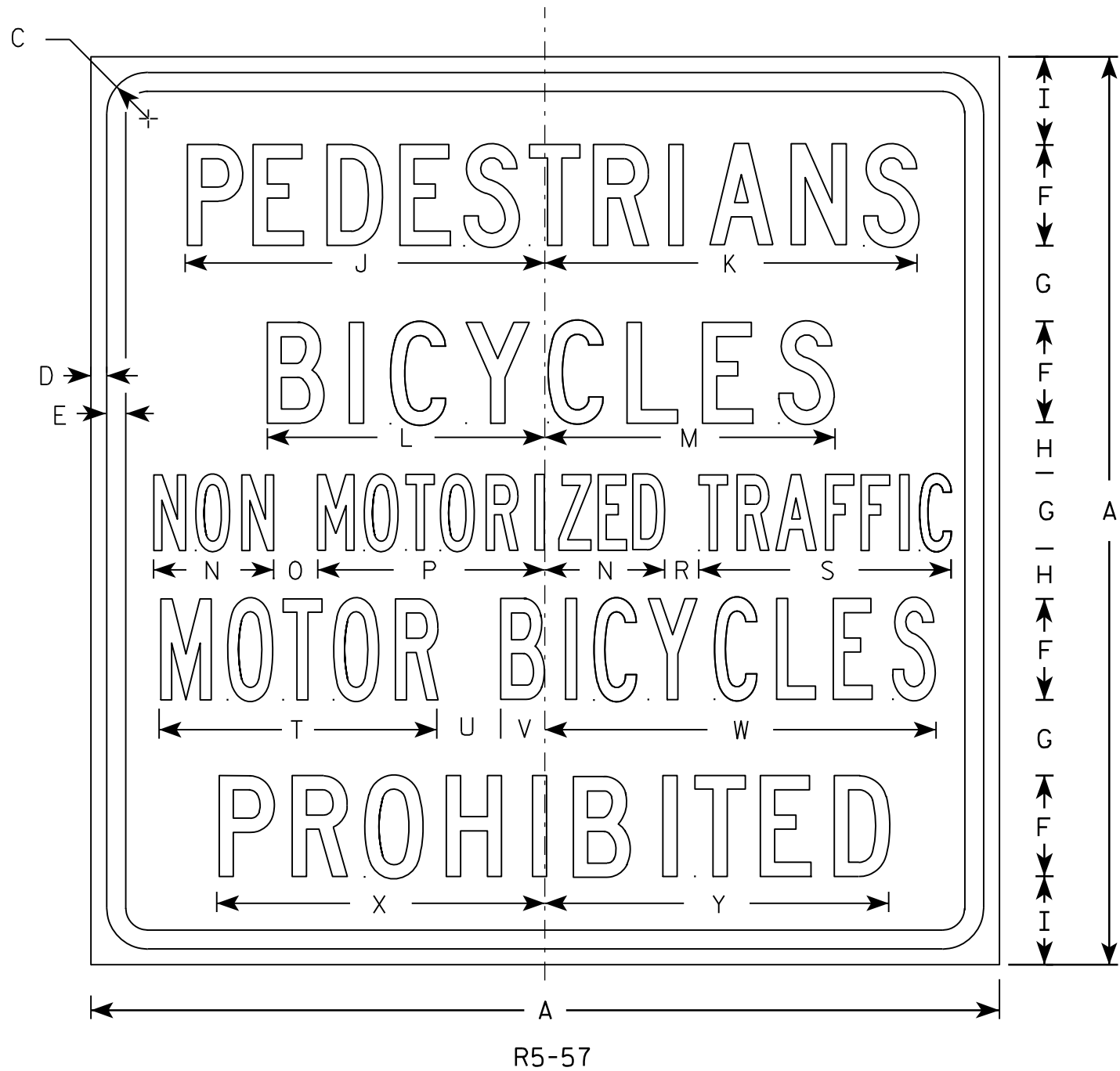
PROJECT NO:

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 - Lines 1, 2, and 5 are Series C.
Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36		1 5⁄8	5⁄8	3⁄4	4	3	2	3 1⁄2	14 1⁄4	14 7⁄8	11	11 1⁄2	4 3⁄4	1 3⁄4	9		1 3⁄8	10	11	2 1⁄2	1 3⁄4	15 1⁄2	13	13 5⁄8		9.0
5	36		1 5⁄8	5⁄8	3⁄4	4	3	2	3 1⁄2	14 1⁄4	14 7⁄8	11	11 1⁄2	4 3⁄4	1 3⁄4	9		1 3⁄8	10	11	2 1⁄2	1 3⁄4	15 1⁄2	13	13 5⁄8		9.0

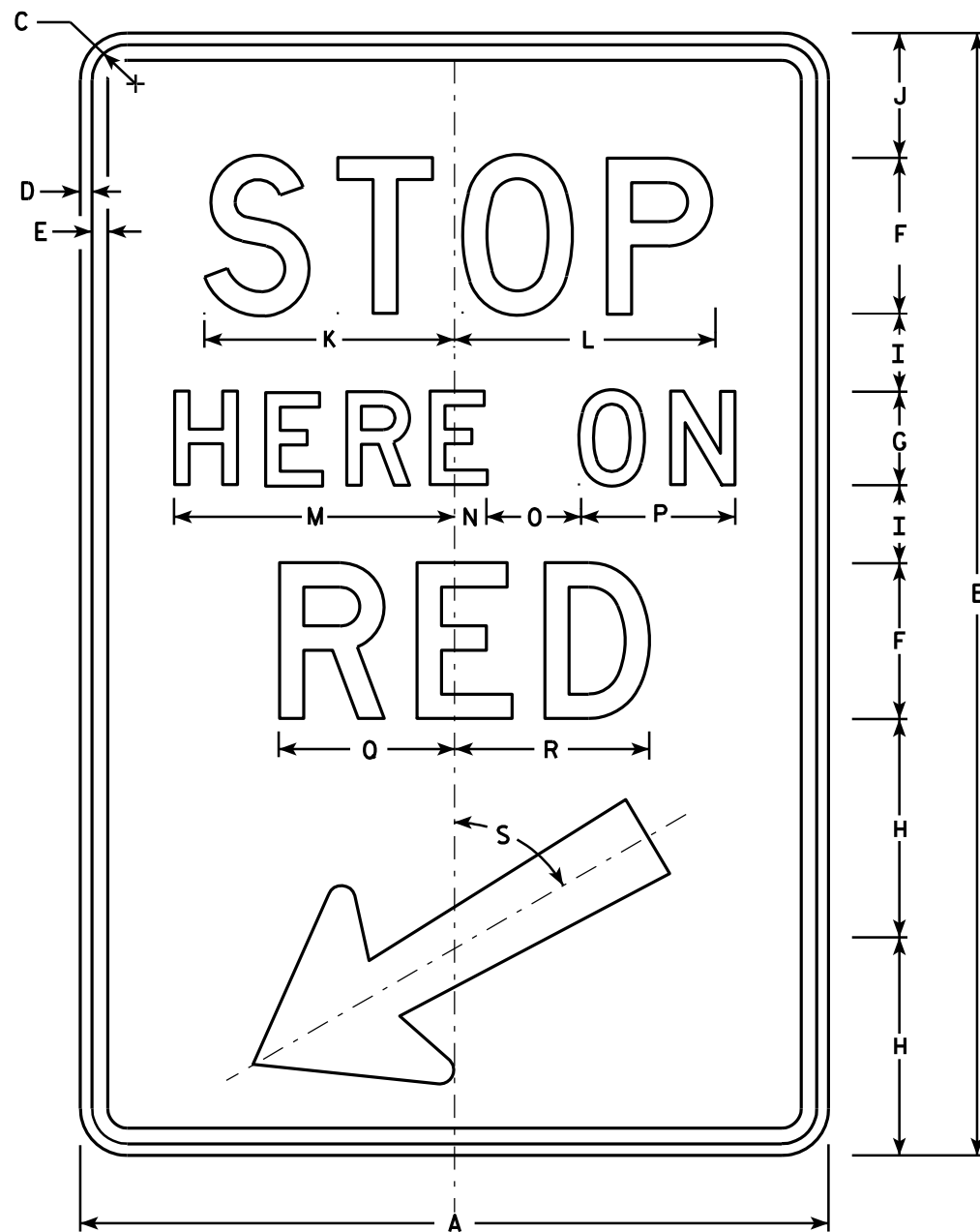
STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/29/2011 PLATE NO. R5-57.10

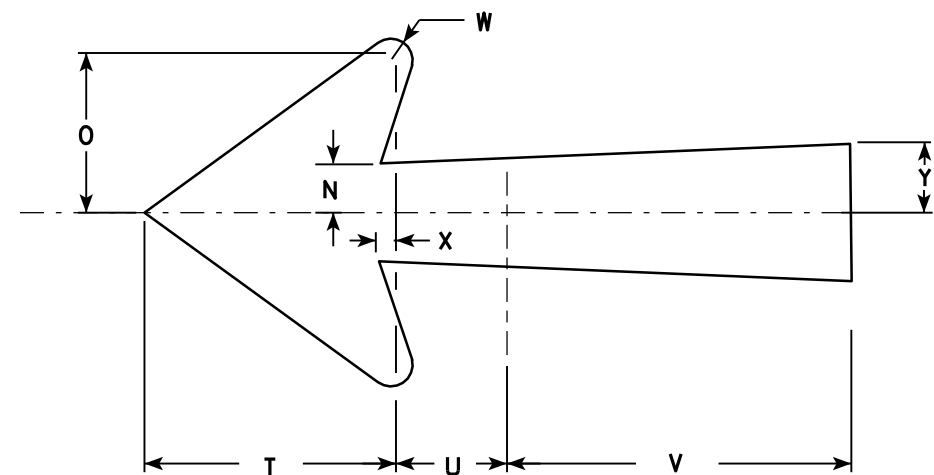
PROJECT NO: HWY: COUNTY: SHEET NO: E



R10-6

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

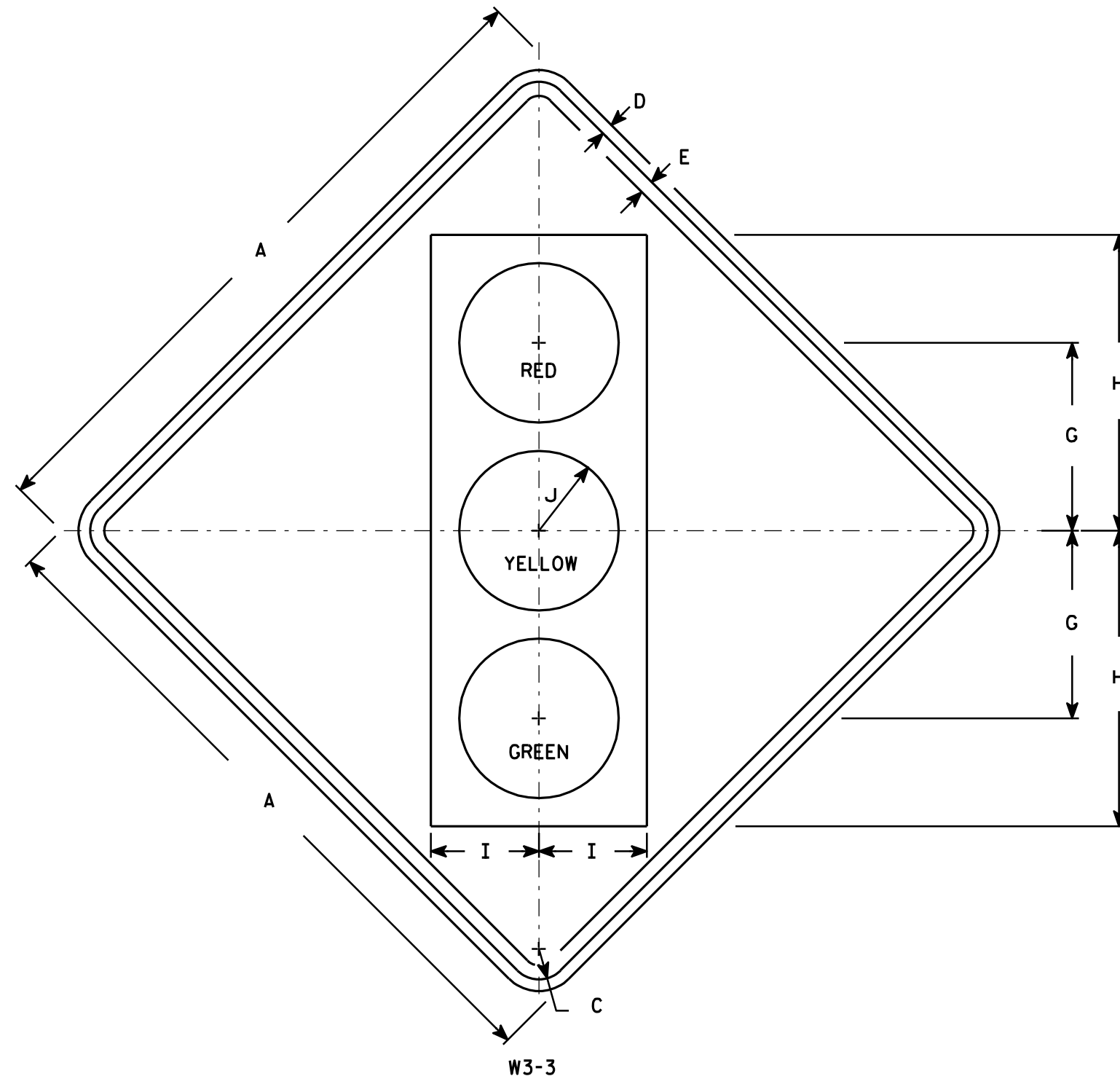
PROJECT NO:

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

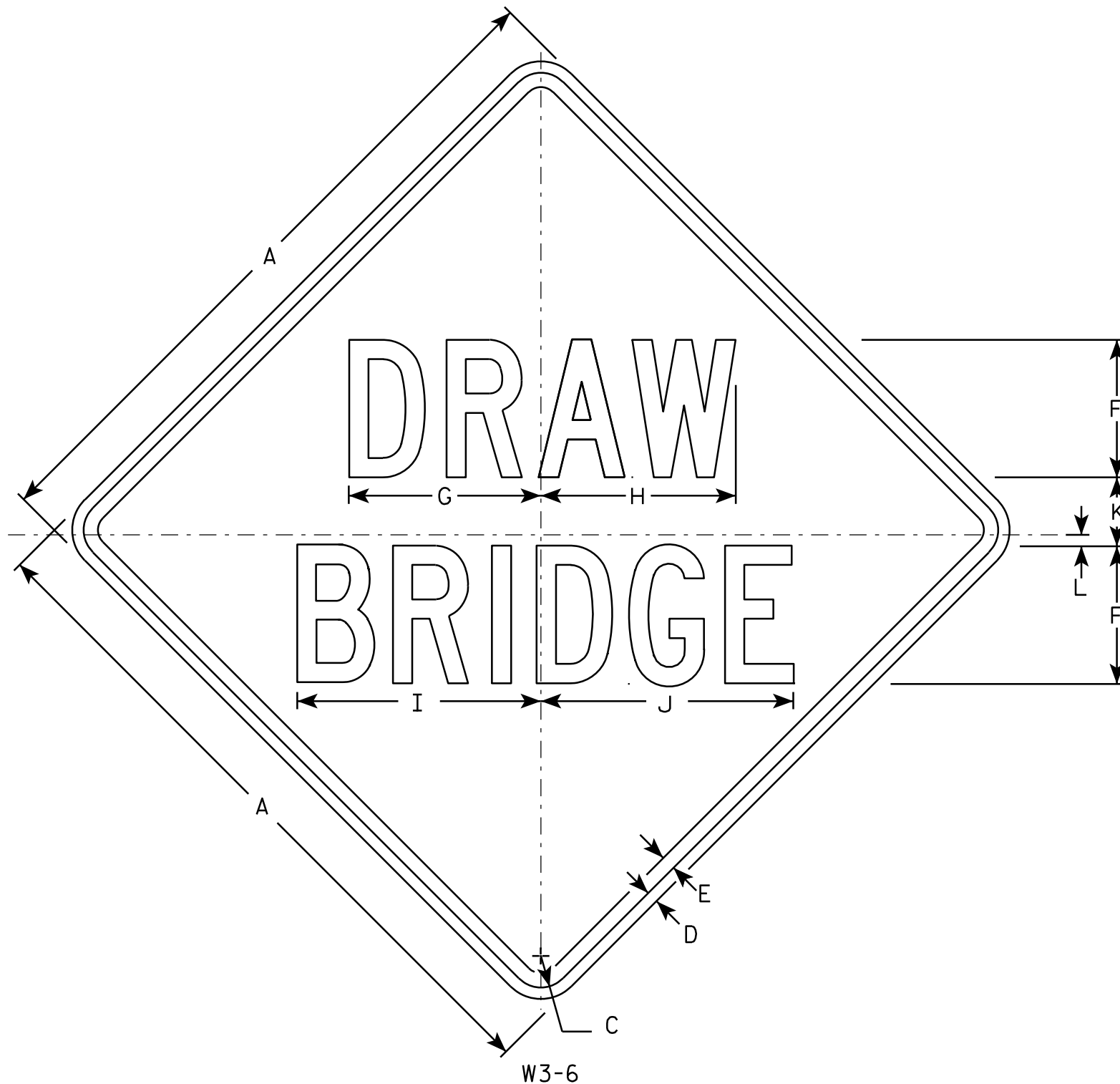
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 ³ / ₈	¹ / ₂	⁵ / ₈	6	8 ³ / ₈	8 ¹ / ₂	10 ⁵ / ₈	11	3	¹ / ₂															6.25
2S	36		1 ⁵ / ₈	⁵ / ₈	³ / ₄	7	10 ¹ / ₈	10	13 ¹ / ₂	12 ³ / ₄	3 ⁵ / ₈	⁵ / ₈															9.0
2M	36		1 ⁵ / ₈	⁵ / ₈	³ / ₄	7	10 ¹ / ₈	10	13 ¹ / ₂	12 ³ / ₄	3 ⁵ / ₈	⁵ / ₈															9.0
3	48		2 ¹ / ₄	³ / ₄	1	10	14	14 ¹ / ₈	17 ³ / ₄	18 ¹ / ₄	4 ³ / ₄	³ / ₄															16.0
4	48		2 ¹ / ₄	³ / ₄	1	10	14	14 ¹ / ₈	17 ³ / ₄	18 ¹ / ₄	4 ³ / ₄	³ / ₄															16.0
5																											

STANDARD SIGN

W3-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 03/12/13

PLATE NO. W3-6.2

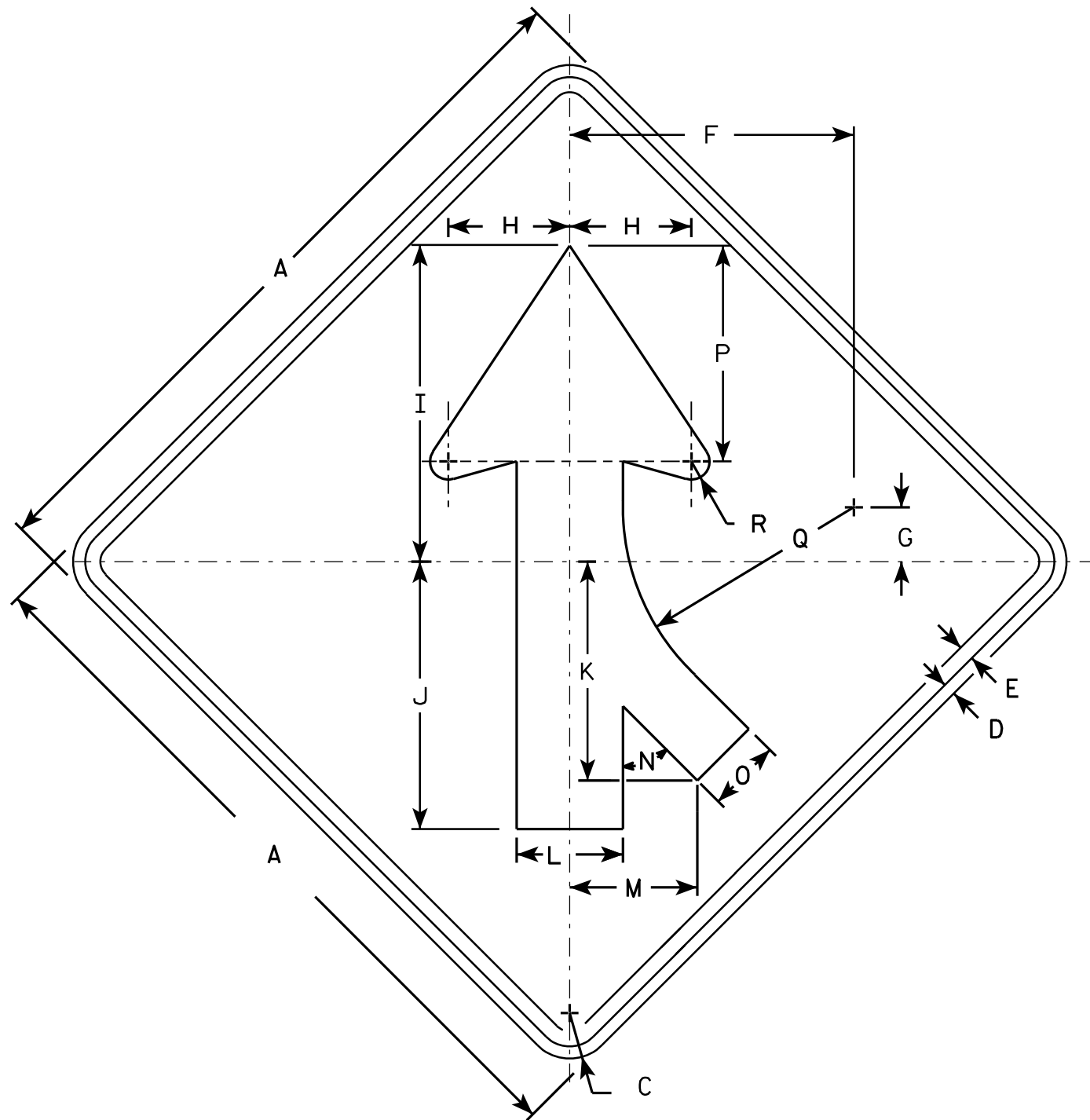
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



W4-1 R

NOTES

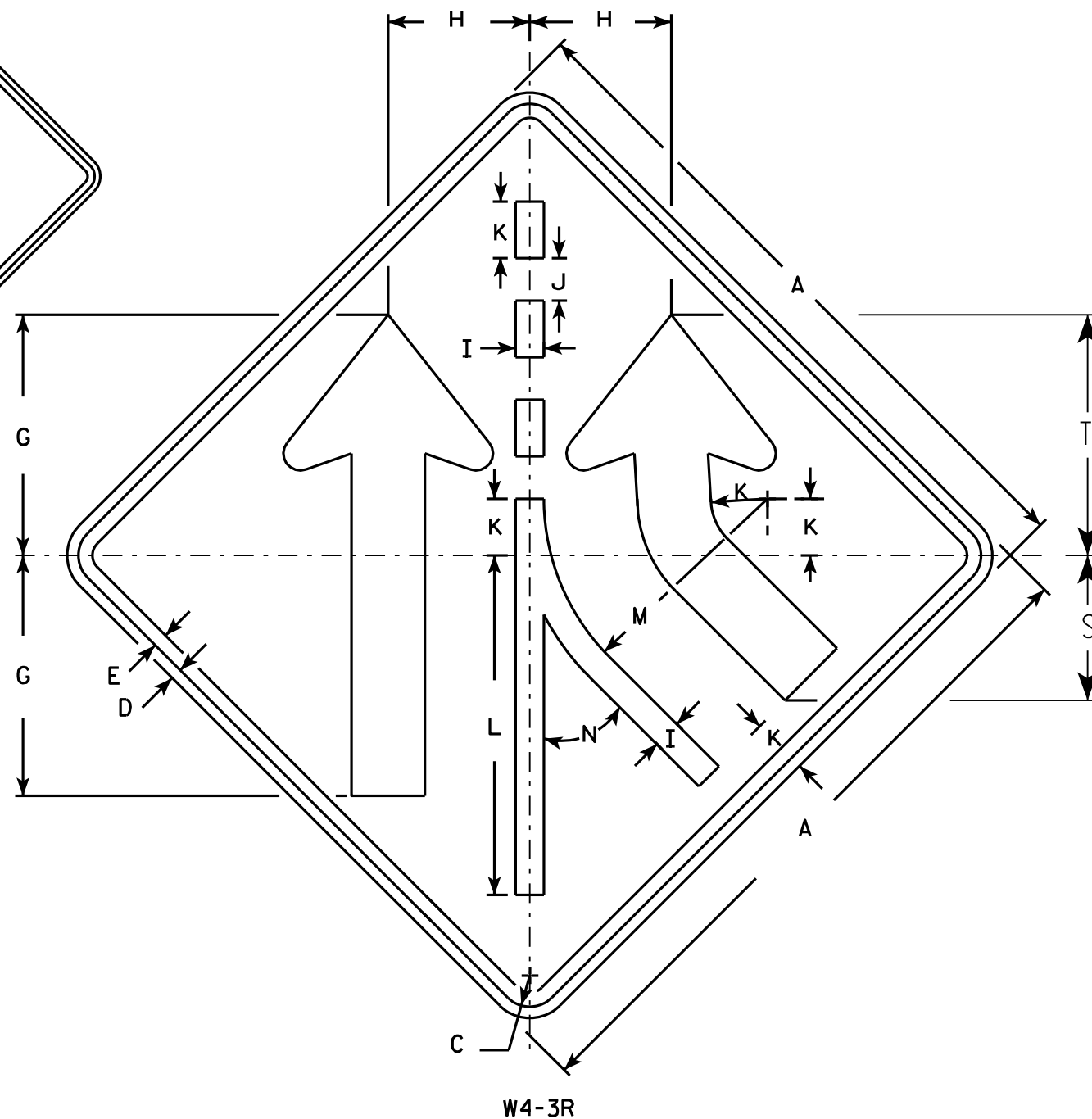
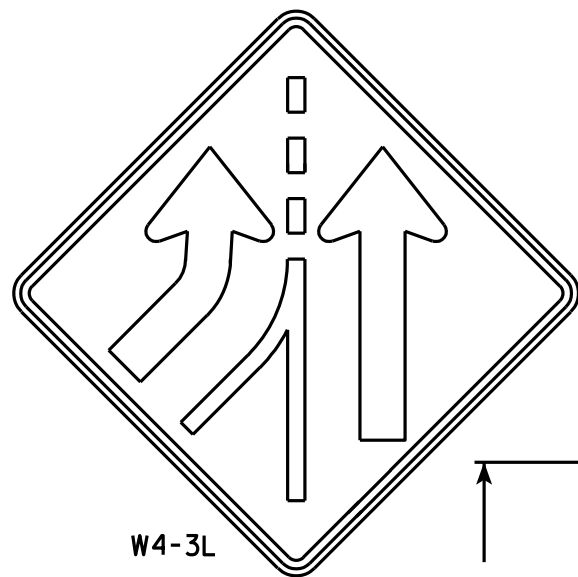
1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-1L is the same as W4-1R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	11 5/8	2 1/2	5	13	11	9	4 3/8	5 1/4	45°	3	8 7/8	9 1/2	3/4									6.25
2S	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2M	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
3	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN W4-1

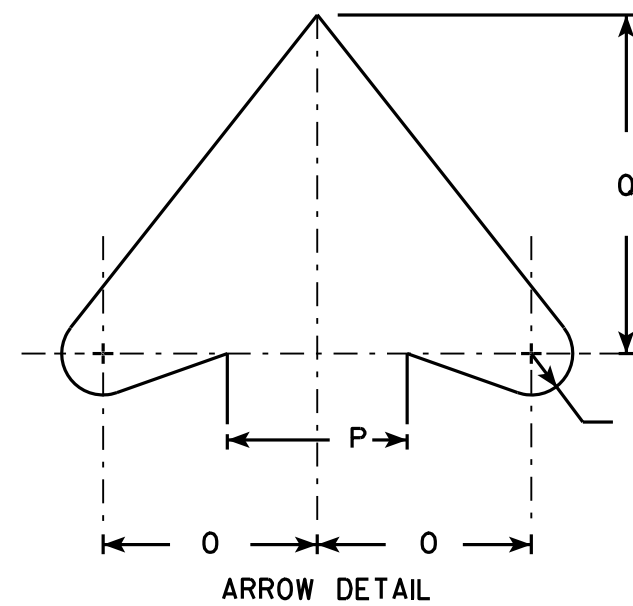
WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 03/12/13 PLATE NO. W4-1.14

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-3 L is the same as W4-3 R except the arrow is reversed along the vertical centerline.



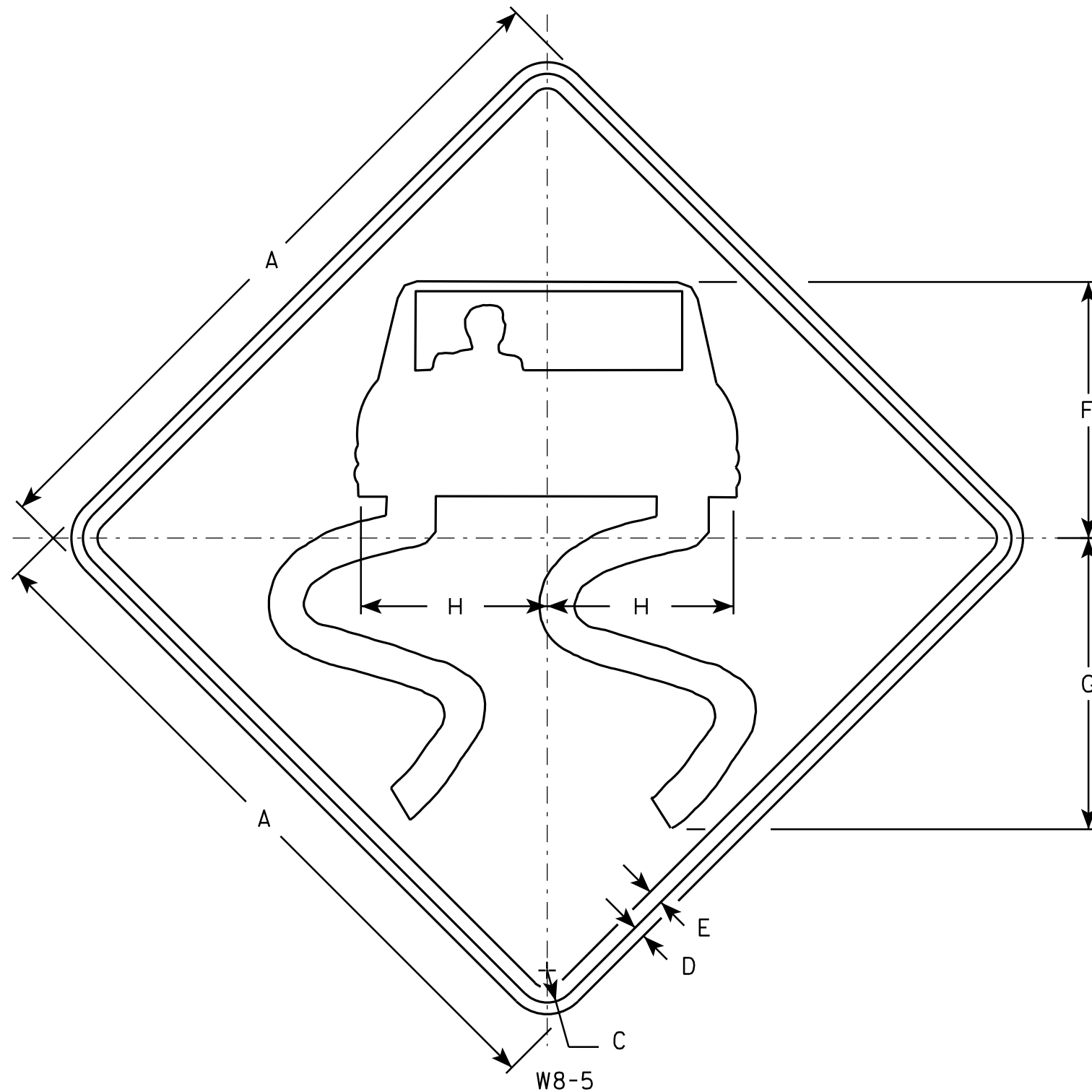
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		10 5/8	6 1/4	1 1/4	1 7/8	2 1/2	15	9 7/8	45°	3 7/8	3 1/4	6 1/8	3/4	6 3/8	10 5/8							6.25
2S	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2M	36		1 5/8	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
3																											
4	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		2 1/4	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN W4-3	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 03/12/13	PLATE NO. W4-3.8

PROJECT NO:

SHEET NO:

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	8 3/4	9 7/8	6 3/8																			4.0
2S	30		1 3/8	1/2	5/8	11	12 1/2	8																			6.25
2M	36		1 5/8	5/8	3/4	13	14 7/8	9 1/2																			9.0
3	36		1 5/8	5/8	3/4	13	14 7/8	9 1/2																			9.0
4	36		1 5/8	5/8	3/4	13	14 7/8	9 1/2																			9.0
5	48		2 1/4	3/4	1	17 3/8	19 3/4	12 5/8																			16.0

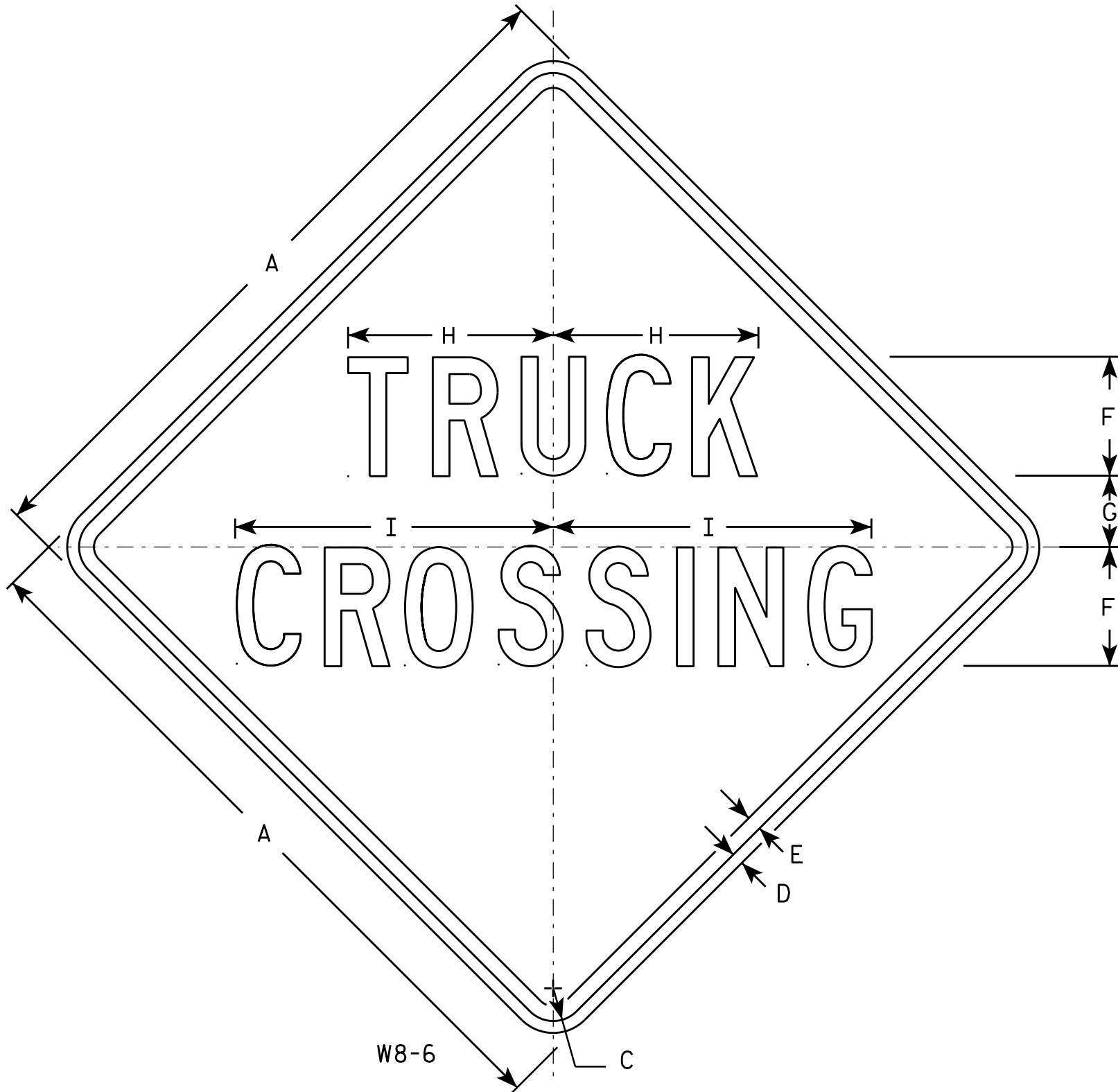
STANDARD SIGN W8-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/14/13 PLATE NO. W8-5.12

PROJECT NO: HWY: COUNTY: SHEET NO: E



NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2 1/2	6 7/8	10 5/8																		4.0
2S	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
2M	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
3	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
4	36		1 5/8	5/8	3/4	6	3 1/2	10 3/8	16																		9.0
5	48		2 1/4	3/4	1	8	5	13 3/4	21 1/4																		16.0

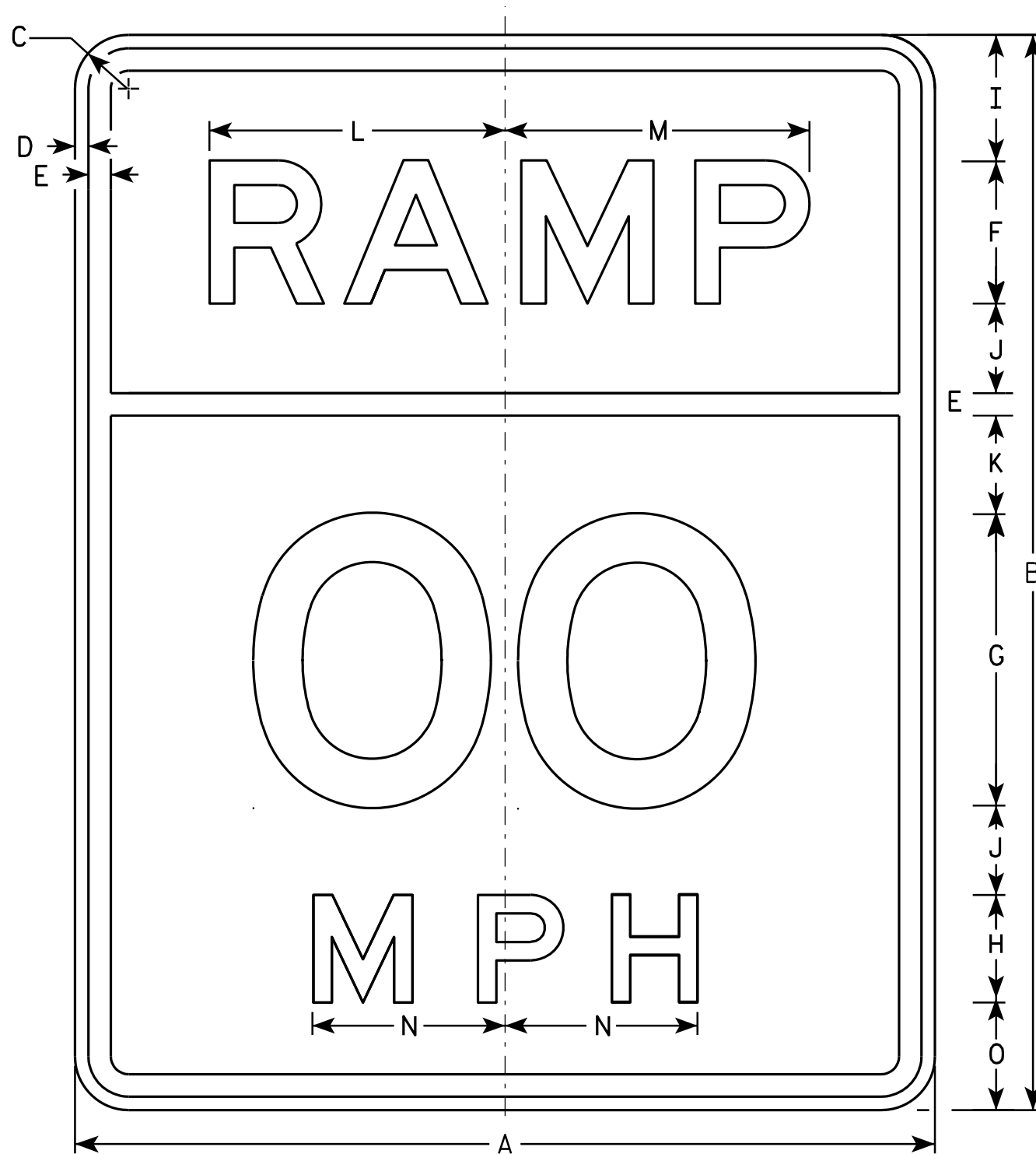
STANDARD SIGN

W8-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/25/13 PLATE NO. W8-6.8



W13-3

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
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 space about centerline 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	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
2S	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
2M	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
3																											
4	36	48	1 5/8	5/8	7/8	6	12	4	6	4 1/8	5 1/8	13 1/2	13 5/8	7 1/8	6												12.0
5	48	60	2 1/4	3/4	1 1/4	8	16	6	7	5	5 3/4	16 1/2	17	10 5/8	6												20.0

STANDARD SIGN
W13-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/13/13 PLATE NO. W13-3.9

PROJECT NO:

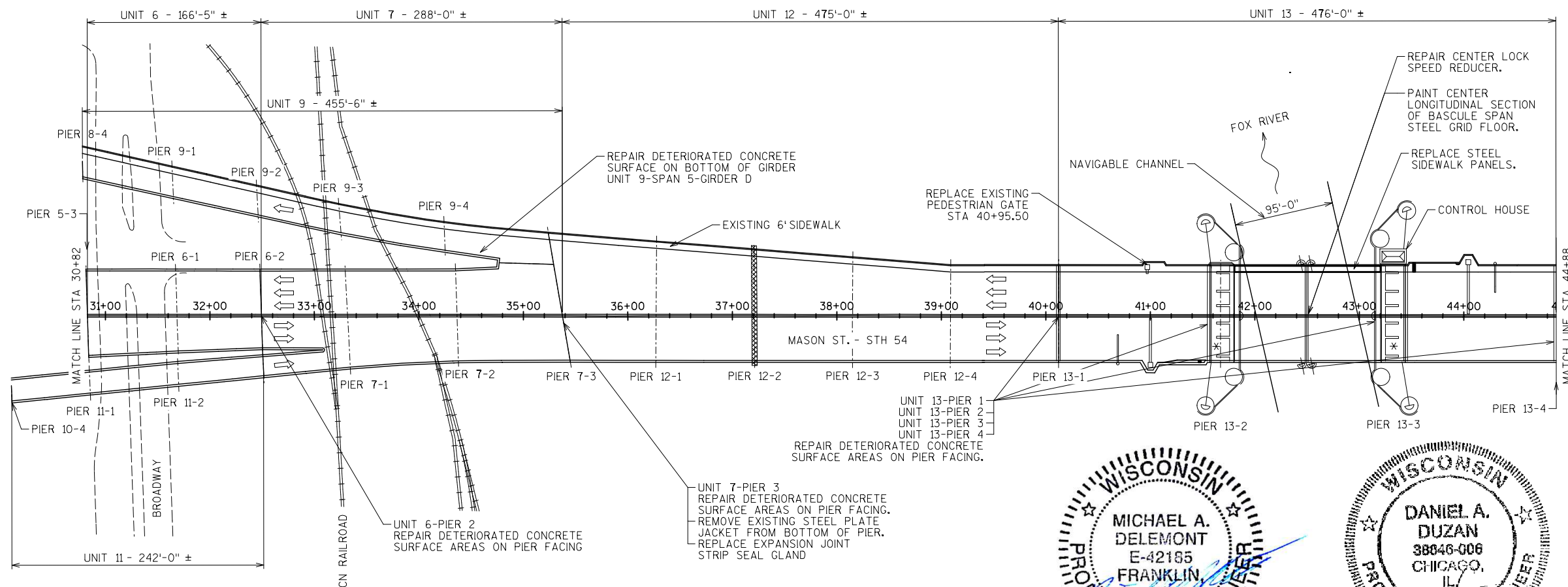
HWY:

COUNTY:

SHEET NO:

E

1. GENERAL PLAN AND LIST OF DRAWINGS
2. GENERAL PLAN 2
3. BASCULE SPAN PLAN AND ELEVATION
4. TYPICAL CROSS SECTIONS 1
5. TYPICAL CROSS SECTIONS 2
6. GENERAL NOTES AND ESTIMATED QUANTITIES
7. GIRDER END REPAIR DETAILS
8. GIRDER MID-SPAN REPAIR DETAILS
9. ABUTMENT DETAILS
10. UNIT 1-PIER 5 DETAILS
11. UNIT 2-PIER 5 DETAILS
12. UNIT 5-PIER 3 DETAILS
13. UNIT 6-PIER 2 DETAILS
14. UNIT 7-PIER 3 DETAILS
15. UNIT 13-PIER 1 DETAILS
16. UNIT 13-PIER 2 DETAILS
17. UNIT 13-PIER 3 DETAILS
18. UNIT 13-PIER 4 DETAILS
19. UNIT 14-PIER 4 DETAILS
20. UNIT 15-PIER 3 DETAILS
21. UNIT 19-PIER 1 DETAILS
22. UNIT 19-PIER 5 DETAILS
23. UNIT 22-PIER 3 DETAILS
24. SIDEWALK DETAILS
25. FENCING DETAILS
26. WINDOW, SOFFIT, AND DOOR DETAILS
27. MACHINERY NOTES
28. DRIVE MACHINERY ASSEMBLY
29. CENTER LOCK ASSEMBLY
30. REAR LIVE LOAD SHOE ASSEMBLY
31. ELECTRICAL PLAN AND ELEVATION
32. SOFFIT LIGHTING PLAN



NO.	DATE	REVISION	BY

GENERAL PLAN AND LIST OF DRAWINGS	SHEET 1 OF 32

WISCONSIN

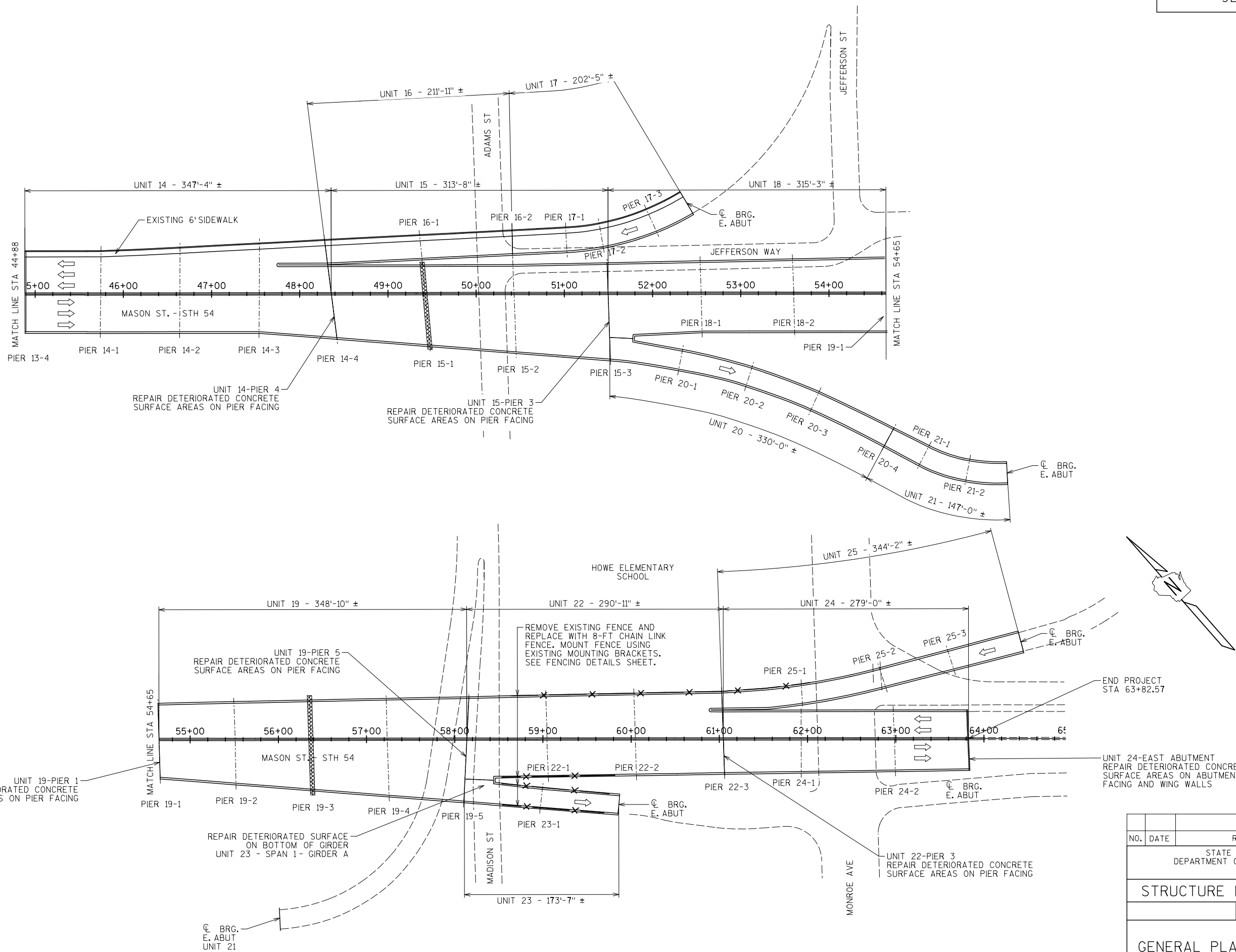
DANIEL A. DUZAN

38846-006

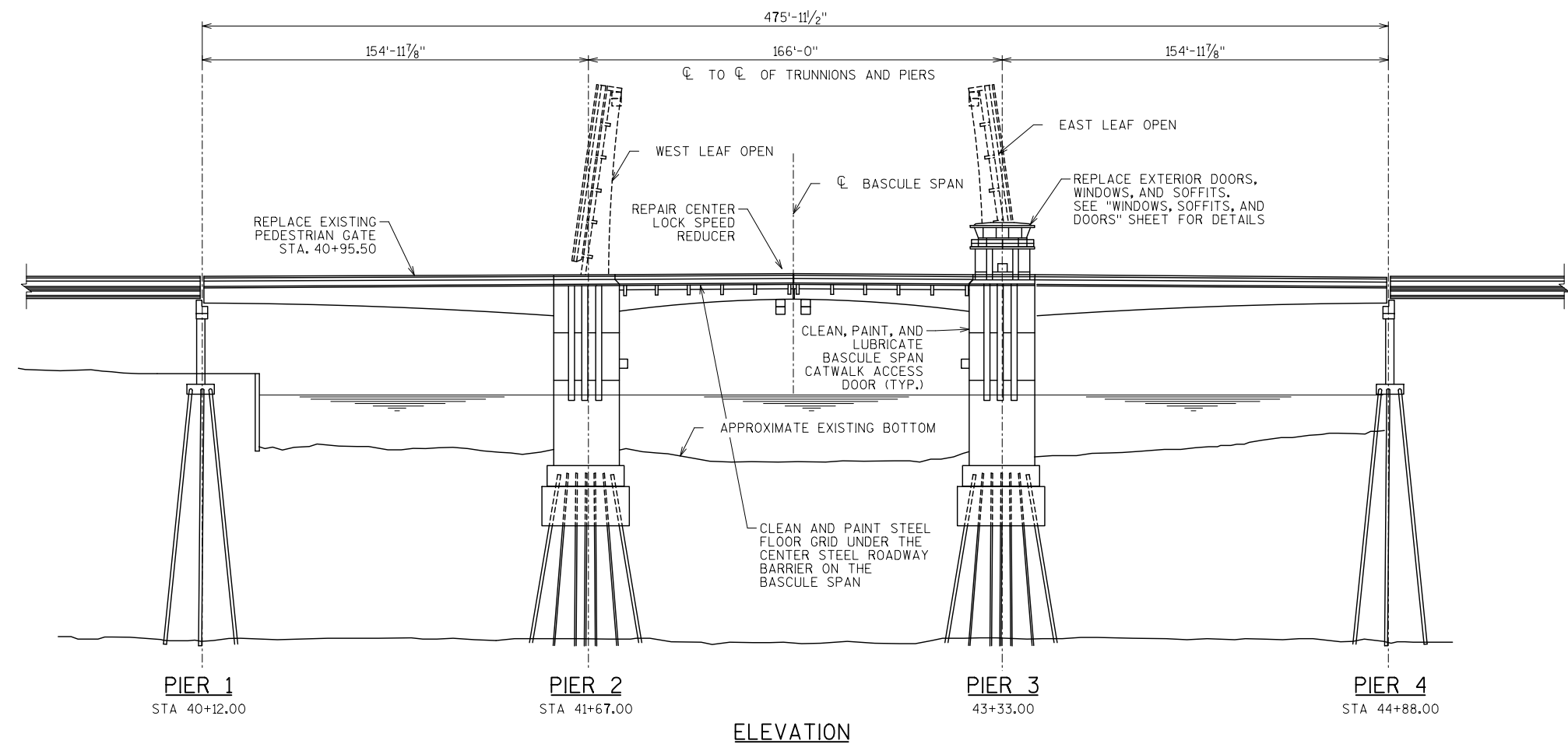
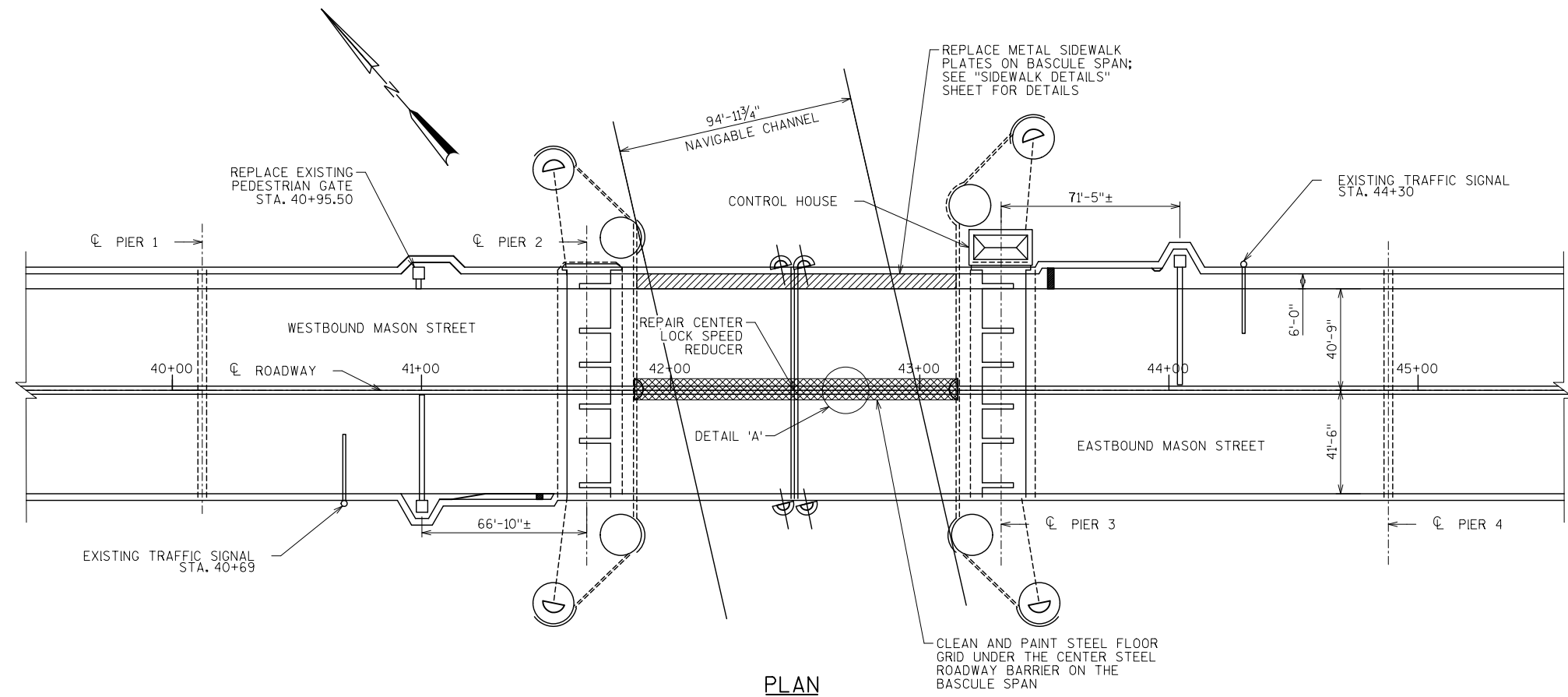
CHICAGO, IL

PROFESSIONAL ENGINEER

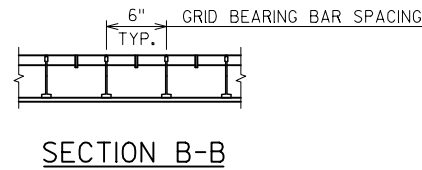
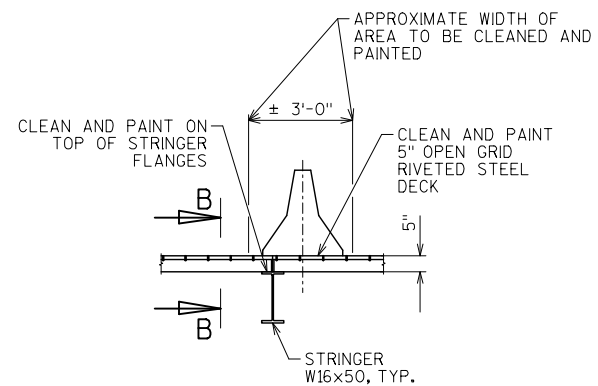
9/24/15



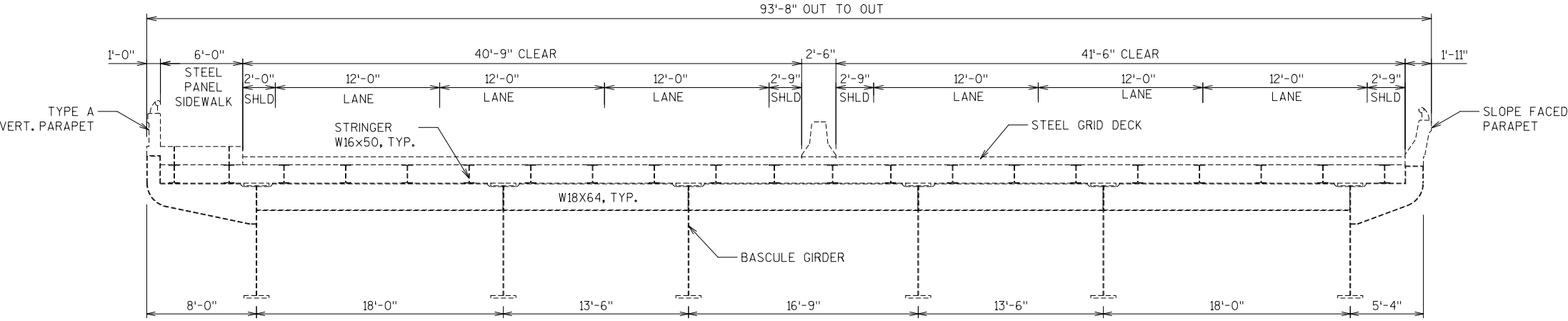
NO.	DATE	REVISION	BY
		STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
GENERAL PLAN 2			SHEET 2 OF 32



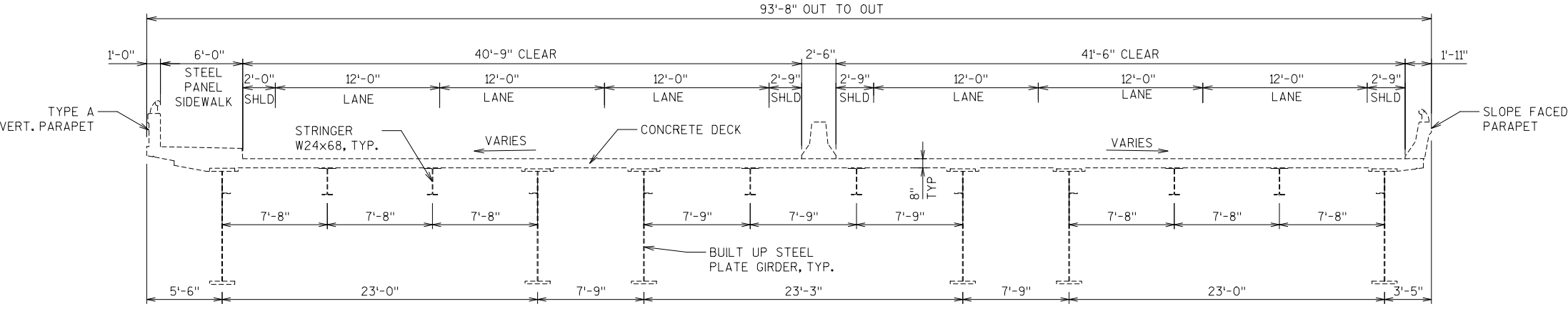
STATE PROJECT NUMBER
9210-17-60



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
BASCULE SPAN PLAN AND ELEVATION		SHEET 3 OF 32	

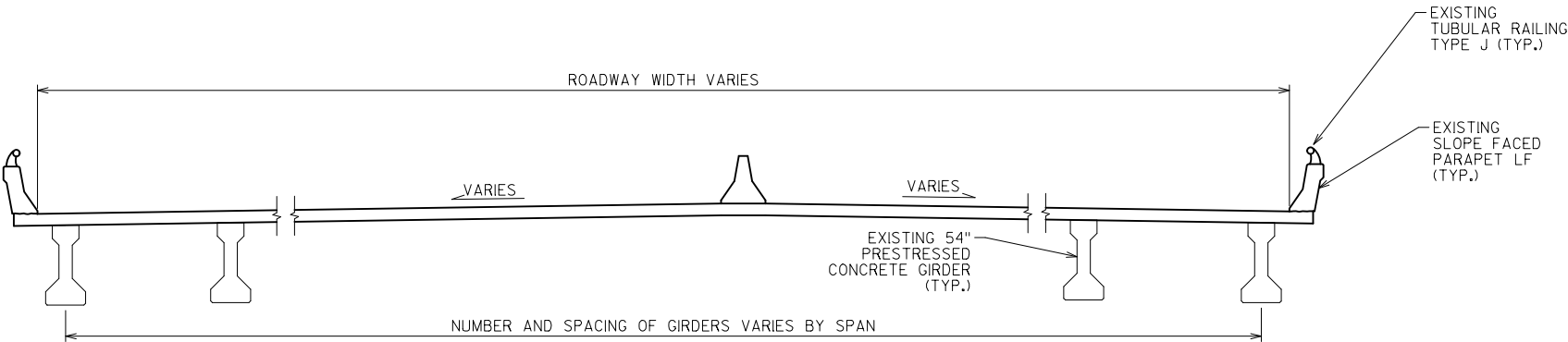


BASCULE SPAN CROSS SECTION
LOOKING EAST - MIDPOINT OF BASCULE LEAF

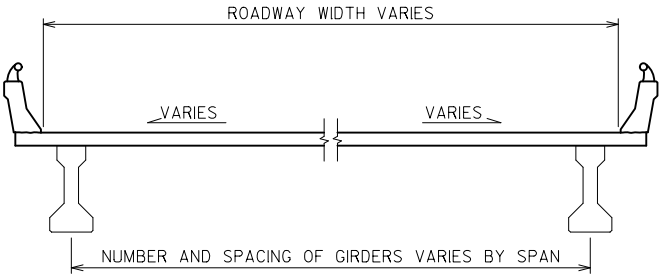


BASCULE APPROACH SPAN CROSS SECTION
LOOKING EAST

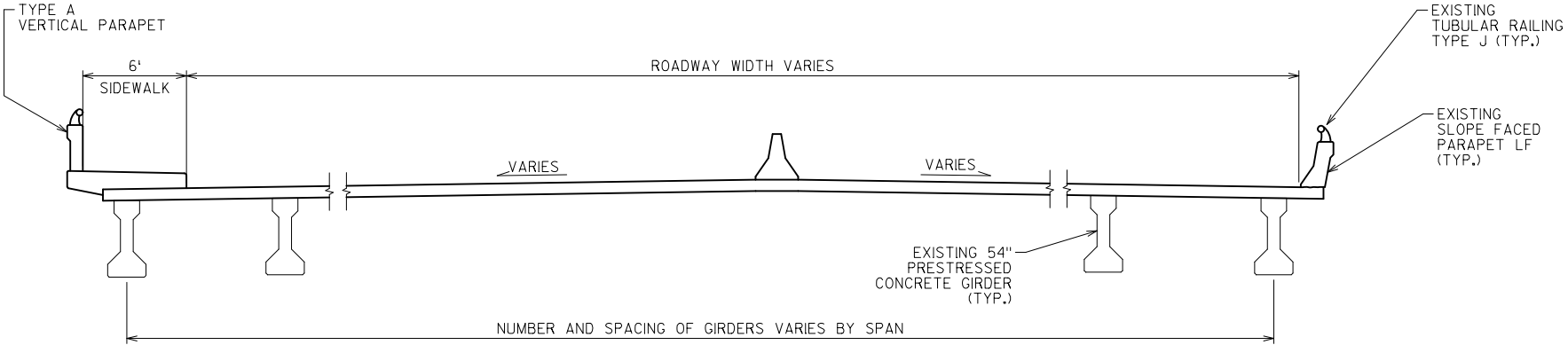
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
TYPICAL CROSS SECTIONS 1		SHEET 4 OF 32	



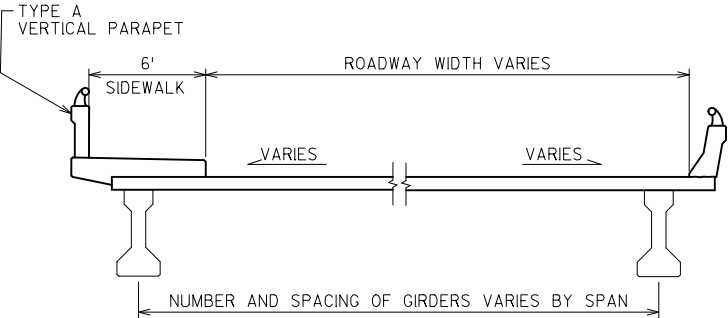
FIXED SPAN CROSS SECTION
MAINLINE UNITS 1, 2, 5, 6, 7, 15, 18, 19, 22, & 24



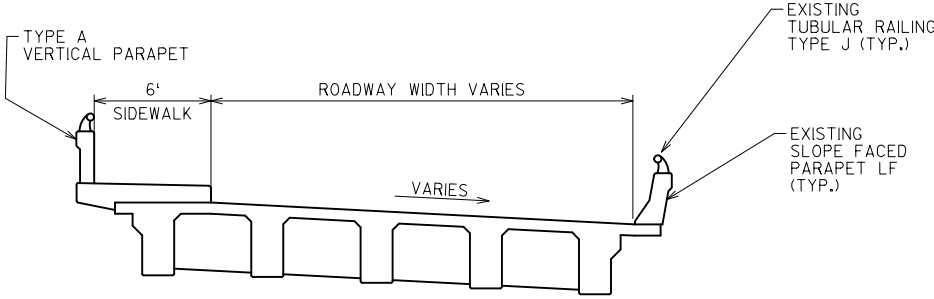
RAMP CROSS SECTION
UNIT 3, 4, 11, 20, 23, & 25 (TYPICAL)



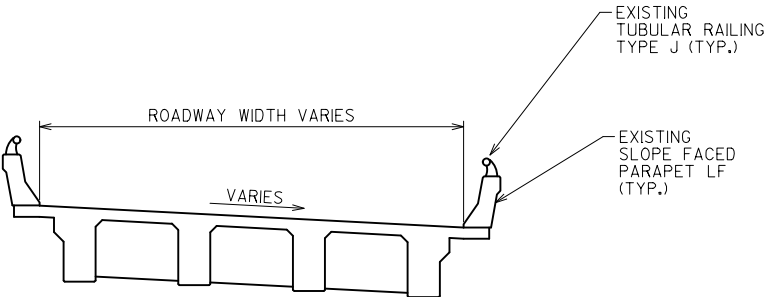
FIXED SPAN CROSS SECTION
MAINLINE UNITS 12 & 14



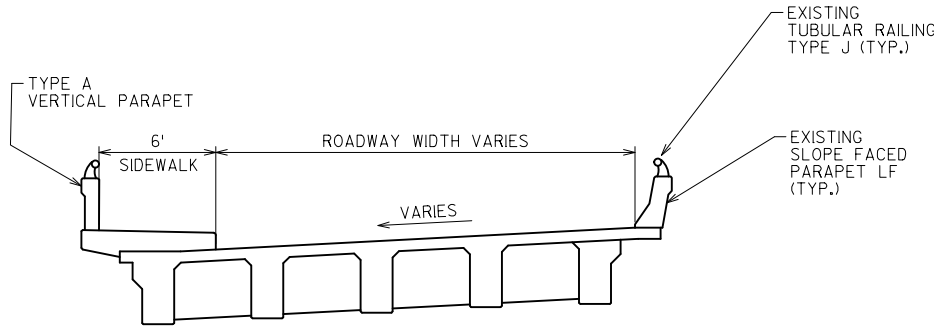
RAMP CROSS SECTION
UNIT 9, & 16 (TYPICAL)



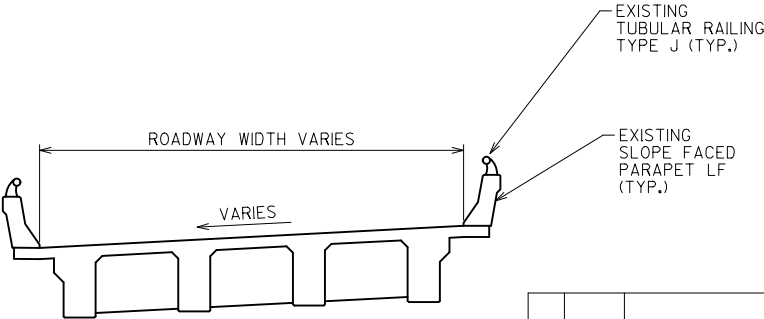
RAMP SPAN CROSS SECTION
UNIT 8



RAMP SPAN CROSS SECTION
UNIT 10



RAMP SPAN CROSS SECTION
UNIT 17



RAMP SPAN CROSS SECTION
UNIT 21

*EXISTING UTILITIES ARE LOCATED IN THE PARAPETS AND DECK.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
TYPICAL CROSS SECTIONS 2			SHEET 5 OF 32

STATE PROJECT NUMBER
9210-17-60

TOTAL ESTIMATED QUANTITIES

ITEM NUMBER	BID ITEMS	UNIT	UNIT																									TOTAL
			1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	
204.0170	REMOVING FENCE	LF																						428	248		35	711
509.1500	CONCRETE SURFACE REPAIR	SF	374	415	0	6	142	110	212	0	0	0	0	0	602	187	192	0	0	0	1728	0	0	235	0	167	0	4370
517.3000.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-5-134	LS													1													1
517.4000.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-5-134	LS													1													1
616.0208	FENCE CHAIN LINK 8-FT	LF																						431	248		35	714
SPV.0060.01	STRIP SEAL GLAND REPLACEMENT	EACH	2						2																			4
SPV.0060.02	GIRDER SURFACE REPAIR	EACH	11	7	3	5	10	7	4	3	5	1	1	5		4	4	4	1	2	8			7	2	2	2	98
SPV.0060.03	REMOVE STEEL PLATE	EACH		1					1																			2
SPV.0105.01	CONTROL HOUSE WINDOWS, SOFFITS, AND DOORS	LS													1													1
SPV.0105.02	MECHANICAL WORK BASCULE SPAN	LS													1													1
SPV.0105.03	MISCELLANEOUS ELECTRICAL WORK	LS													1													1
SPV.0105.04	PEDESTRIAN WARNING GATE	LS													1													1
SPV.0165.01	BASCULE SPAN STEEL SIDEWALK PANELS	SF													849													849

GENERAL NOTES

SCOPE OF WORK INCLUDES CONCRETE SURFACE REPAIR ON THE ABUTMENTS, PIERS, AND GIRDERS, EXPANSION JOINT STRIP SEAL GLAND REPLACEMENT, BRIDGE CONTROL HOUSE IMPROVEMENTS, STEEL SIDEWALK PANEL REPLACEMENT, FENCE REPLACEMENT, AND MISCELLANEOUS MECHANICAL AND ELECTRICAL ITEMS.

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS AND ARE IN FEET AND INCHES UNLESS OTHERWISE NOTED.

CONCRETE SURFACE REPAIR LOCATIONS SHOWN ARE APPROXIMATE AND THE ACTUAL REPAIR AREAS ARE TO BE COORDINATED WITH THE ENGINEER IN THE FIELD.

NO CONCRETE SURFACE REPAIRS ARE TO BE COMPLETED UNDER EXISTING FIBERWRAP. DO NOT DISTURB THE EXISTING FIBERWRAP REPAIRS ON THE PIERS DURING CONCRETE SURFACE REPAIRS.

APPROXIMATE EXPANSION JOINT STRIP SEAL LENGTHS*:
UNIT 1-PIER 5 EB: 32'-6"
WB: 36'-4"
UNIT 7-PIER 3 EB: 45'-1"
WB: 80'-10"

*LENGTHS GIVEN ARE FROM THE ORIGINAL 1973 AS-BUILT PLANS AND ARE FOR REFERENCE ONLY.

CLEAN AND PAINT THE UNIT 13-PIER 3 BASCULE SPAN CATWALK ACCESS DOOR AS SHOWN ON SHEET 3. APPLY LUBRICANT TO THE DOOR HINGE USING A LUBRICANT FROM THE WISDOT APPROVED PRODUCTS LIST OR ENGINEER APPROVED EQUAL. ENSURE THAT THE DOOR OPERATES PROPERLY AND CLOSES SECURELY. PAYMENT FOR WORK COMPLETED ON THE ACCESS DOOR IS INCLUDED IN THE BID ITEM "STRUCTURE OVERCOATING CLEANING AND PRIMING B-5-134."

REMOVAL AND REINSTALLATION OF DOWNSPOUTS, LIGHTS, BEARINGS, AND OTHER APPURTENANCES NECESSARY TO PERFORM THE REPAIRS TO THE PIERS AND GIRDERS ARE CONSIDERED INCIDENTAL TO THE BID ITEMS "GIRDER SURFACE REPAIR" AND "CONCRETE SURFACE REPAIR".

TRAFFIC DATA

STH 54 - MASON ST.
A.D.T. (2012) - 24,000
A.D.T. (2023) - 65,050
R.D.S. 35 MPH

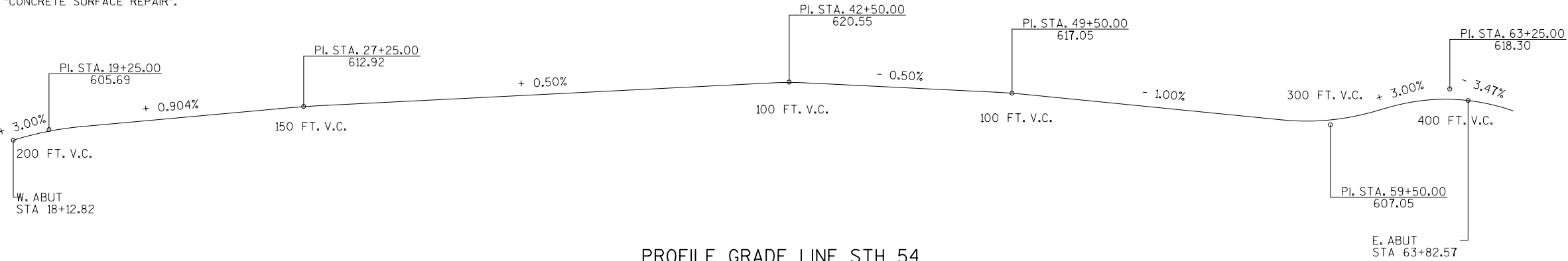
DESIGN DATA

LIVE LOAD:
INVENTORY RATING
OPERATING RATING
MAXIMUM STANDARD PERMIT VEHICLE (WIS-SPV)

HS-14 (TAKEN FROM HSI, 09/25/2015)
HS-28 (TAKEN FROM HSI, 09/25/2015)
190 KIPS (TAKEN FROM HSI, 09/25/2015)

MATERIAL PROPERTIES:
CONCRETE SUBSTRUCTURE

f'c = 4,000 P.S.I.



PROFILE GRADE LINE STH 54

PROFILE ELEVATIONS SHOWN ARE FROM THE 1973 AS-BUILT ORIGINAL CONSTRUCTION PLANS AND ARE FOR REFERENCE ONLY

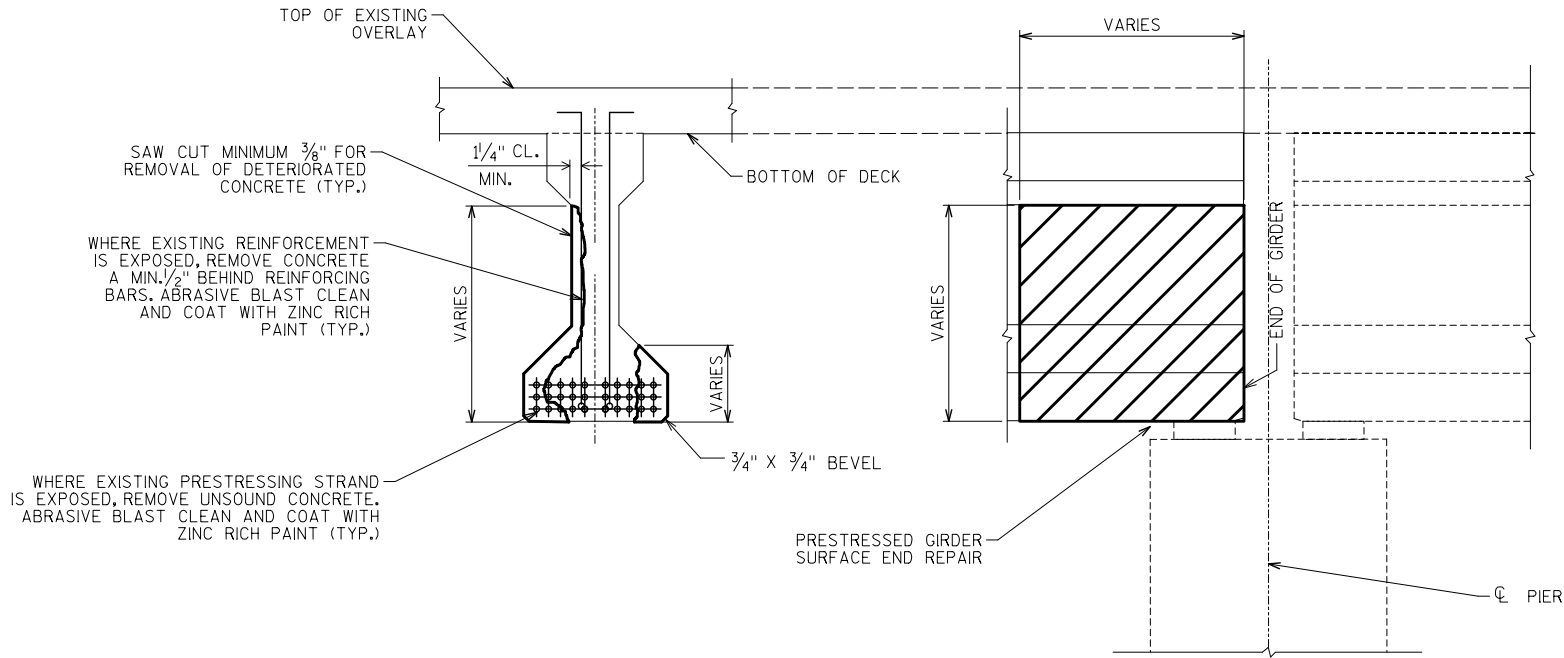
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
		DRAWN BY DNJ	PLANS CK'D. JDB
GENERAL NOTES AND ESTIMATED QUANTITIES		SHEET 6 OF 32	

PRESTRESSED GIRDER END REPAIRS

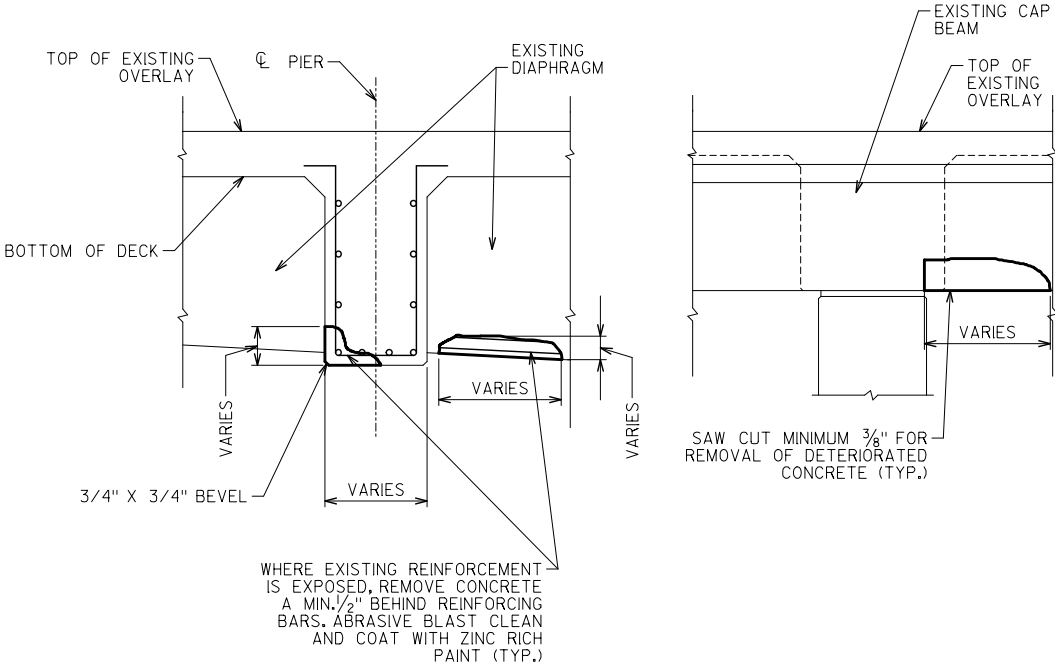
UNIT #	SPAN #	END OF SPAN	*PRESTRESSED GIRDER TO BE REPAIRED															
			A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P
1	1	WEST	X		X	X	X	X	X		X	--	--	--	--	--	--	--
1	5	EAST	X	X	X					X	--	--	--	--	--	--	--	--
2	1	WEST	X				X		X	X	--	--	--	--	--	--	--	--
2	5	EAST	X				X			X	--	--	--	--	--	--	--	--
3	1	WEST			X	--	--	--	--	--	--	--	--	--	--	--	--	--
3	5	EAST	X			--	--	--	--	--	--	--	--	--	--	--	--	--
4	1	WEST	X		X	--	--	--	--	--	--	--	--	--	--	--	--	--
4	1	EAST	X			--	--	--	--	--	--	--	--	--	--	--	--	--
4	3	EAST	X		X	--	--	--	--	--	--	--	--	--	--	--	--	--
5	1	WEST	X													X	X	X
5	3	EAST	X		X	X			X			X			X	--	--	--
6	1	WEST	X	X			X			X	--	--	--	--	--	--	--	--
6	2	EAST	X						X	X	--	--	--	--	--	--	--	--
7	1	WEST								X		X			--	--	--	--
7	3	EAST	X												X	--	--	--
9	5	EAST	X	X	X	X	--	--	--	--	--	--	--	--	--	--	--	--
11	3	EAST			X	--	--	--	--	--	--	--	--	--	--	--	--	--
12	1	WEST			X										X	X	--	--
12	5	EAST		X											X	--	--	--
14	4	EAST	X				X		X	X						--	--	--
15	1	WEST	X			X								X		--	--	--
15	3	EAST															X	--
16	1	WEST		X			--	--	--	--	--	--	--	--	--	--	--	--
16	2	EAST	X	X	X		--	--	--	--	--	--	--	--	--	--	--	--
18	1	WEST								X						--	--	--
18	3	EAST	X												--	--	--	--
19	1	WEST	X	X						X	X	--	--	--	--	--	--	--
19	4	EAST	X				X		X				X		--	--	--	--
22	3	EAST	X	X		X	X	X		X			X	--	--	--	--	--
23	1	WEST				X	--	--	--	--	--	--	--	--	--	--	--	--
24	1	WEST				X	X				--	--	--	--	--	--	--	--
25	1	WEST	X		X	--	--	--	--	--	--	--	--	--	--	--	--	--

* GIRDER "A" IS ALWAYS THE NORTH MOST GIRDER
* "X" INDICATES GIRDER REPAIR REQUIRED
* "--" INDICATES NO GIRDER AT THIS LOCATION

PRESTRESSED GIRDER END REPAIR



T-BEAM END REPAIR

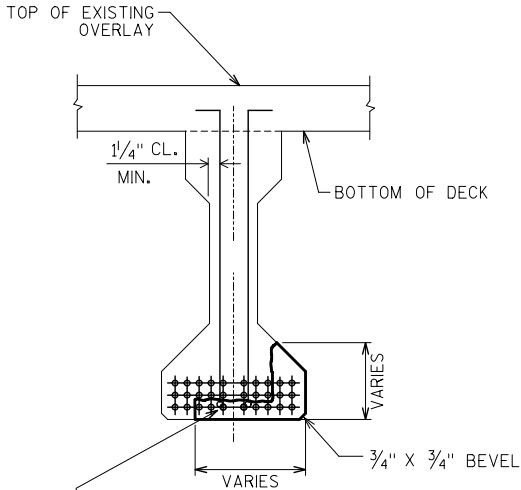


T-BEAM END REPAIRS

UNIT #	SPAN #	END OF SPAN	*CAST IN PLACE GIRDER TO BE REPAIRED				
			A	B	C	D	E
8	4	EAST		X	O		
10	4	EAST				X	--
17	4	EAST	X				

* GIRDER "A" IS ALWAYS THE NORTH MOST GIRDER
* "X" INDICATES GIRDER REPAIR REQUIRED
* "O" INDICATES DIAPHRAGM REPAIR REQUIRED
* "--" INDICATES NO GIRDER AT THIS LOCATION

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
GIRDER END REPAIR DETAILS		SHEET 7 OF 32	



SECTION A-A

TYPICAL CROSS SECTION
OF PPC GIRDER REPAIR

WHERE EXISTING PRESTRESSING STRAND
IS EXPOSED, REMOVE UNSOUND CONCRETE,
ABRASIVE BLAST CLEAN AND COAT WITH
ZINC RICH PAINT (TYP.)

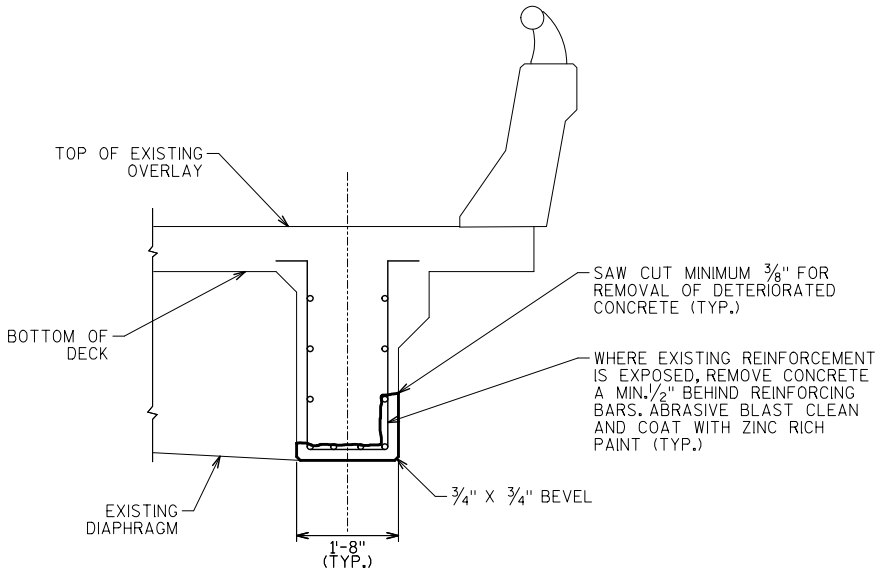
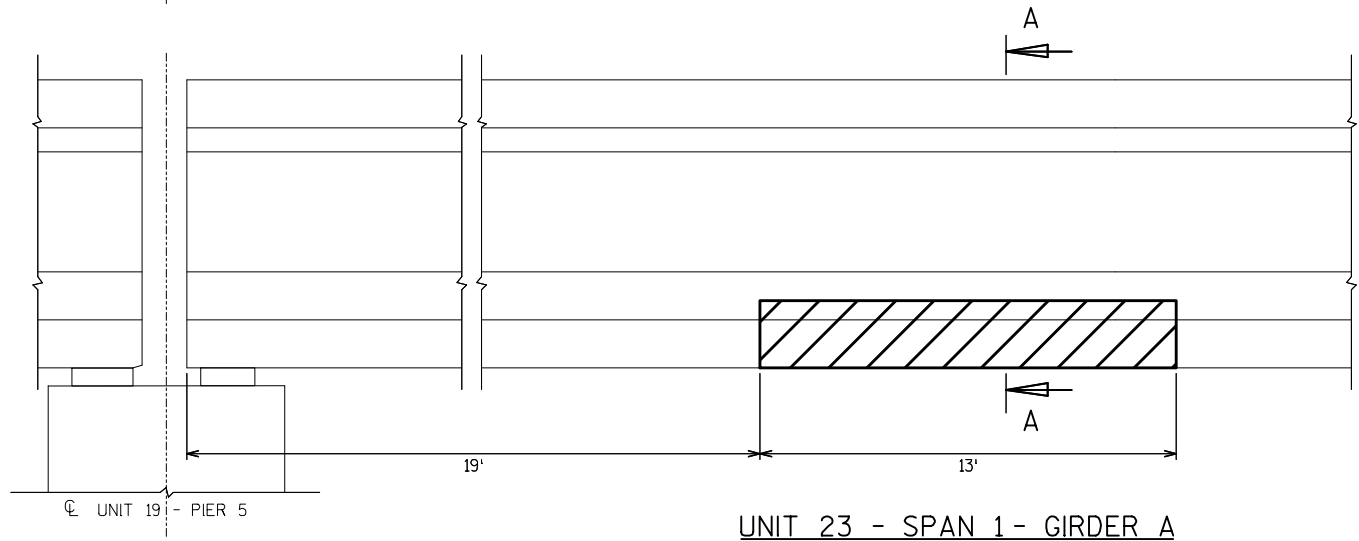
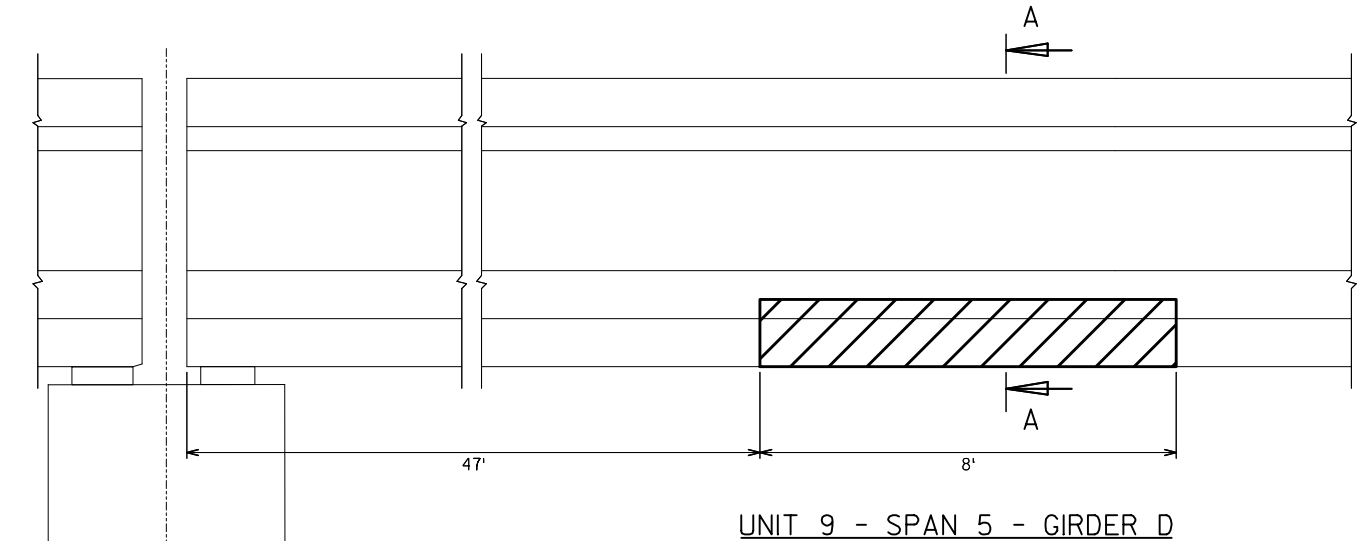
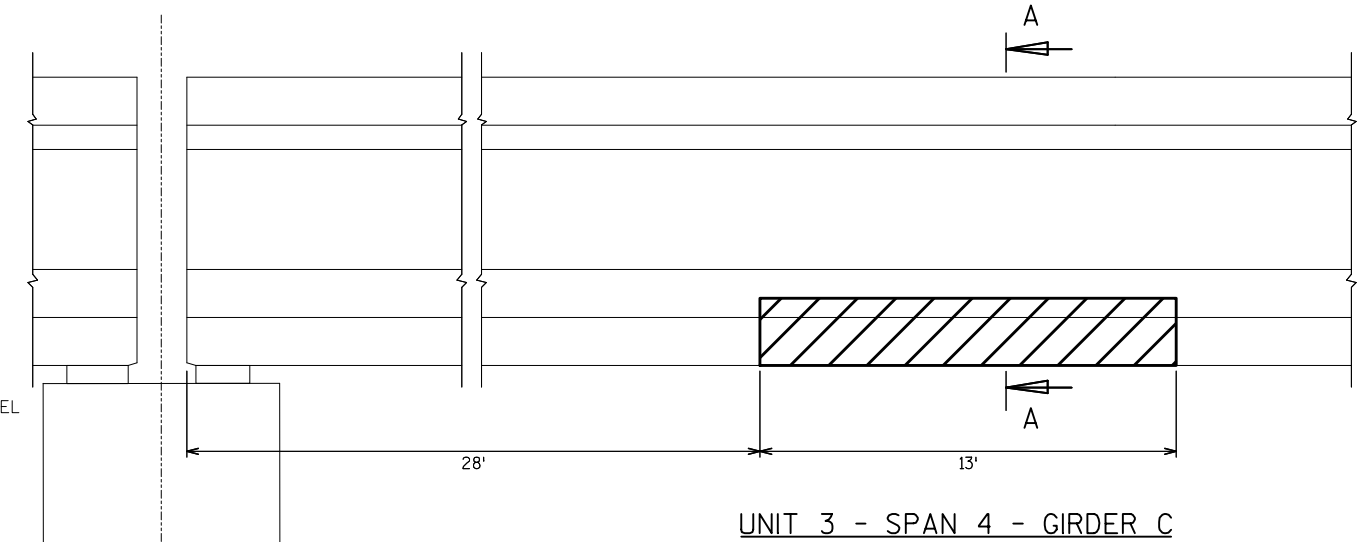
NOTE

GIRDER "A" IS ALWAYS
THE NORTH MOST GIRDER.

EACH MIDSPAN REPAIR IS PAID AS
ONE "GIRDER SURFACE REPAIR."

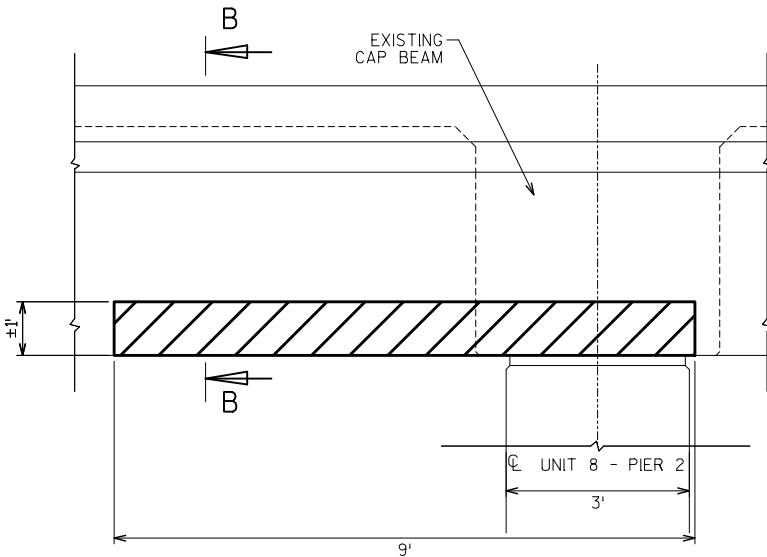
UNIT #	SPAN #	*MIDSPAN OF GIRDER TO BE REPAIRED				
		A	B	C	D	E
3	4			X	--	--
8	2					X
9	5				X	--
23	1	X				--

- * GIRDER "A" IS ALWAYS THE NORTH MOST GIRDER
- * "X" INDICATES GIRDER REPAIR REQUIRED
- * "--" INDICATES NO GIRDER AT THIS LOCATION



SECTION B-B

TYPICAL CROSS SECTION
OF T-BEAM GIRDER REPAIR



UNIT 8 - SPAN 2 - GIRDER E

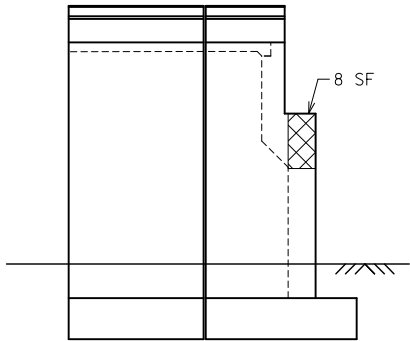
NO.	DATE	REVISION	BY		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION					
STRUCTURE B-5-134					
		DRAWN BY	DNJ	PLANS CK'D.	JDB
GIRDER MID-SPAN REPAIR DETAILS			SHEET 8 OF 32		

APPROXIMATE QUANTITY UNIT 1:
TOTAL = 133 SF

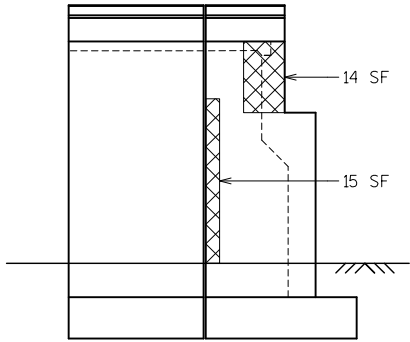
APPROXIMATE QUANTITY UNIT 24:
TOTAL = 167 SF

APPROXIMATE QUANTITY UNIT 4:
TOTAL = 6 SF

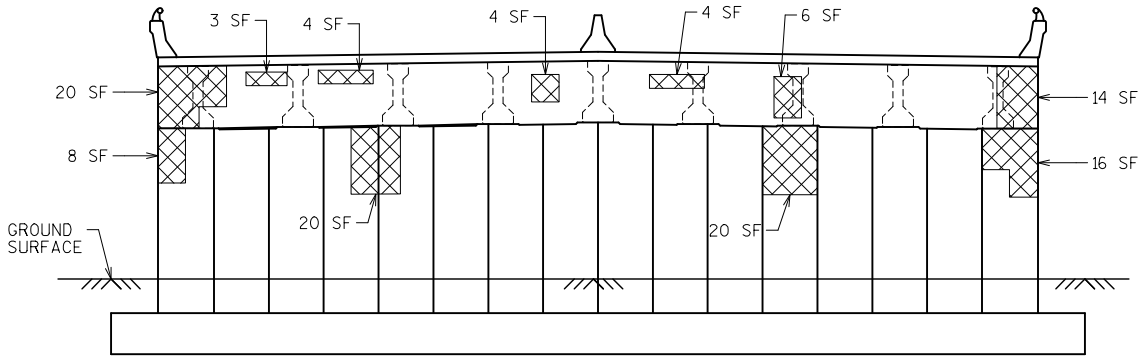
* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"



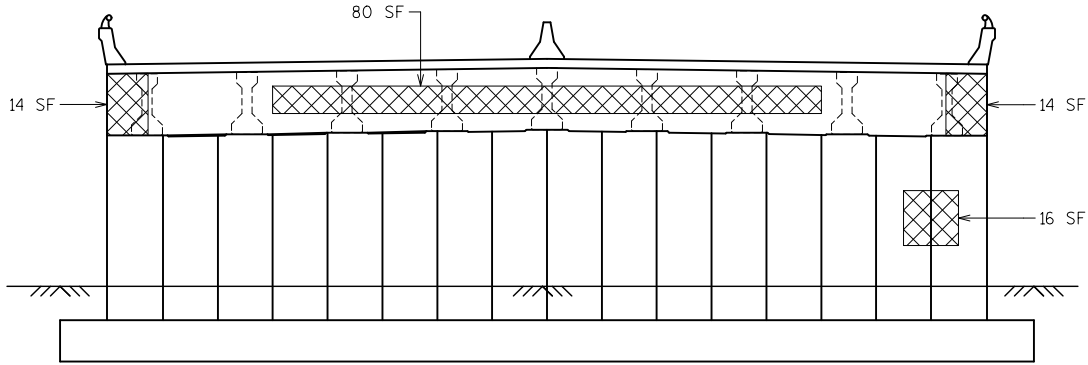
SOUTH FACE
LOOKING NORTH



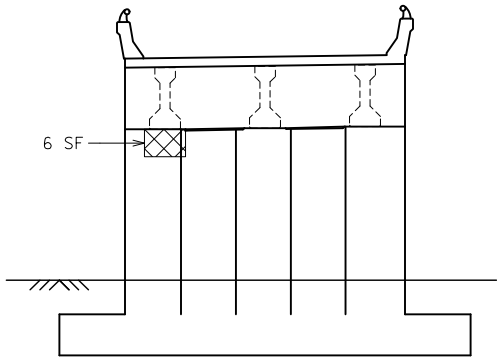
NORTH FACE
LOOKING SOUTH



UNIT 1 - WEST ABUTMENT
LOOKING WEST



UNIT 24 - EAST ABUTMENT
LOOKING EAST

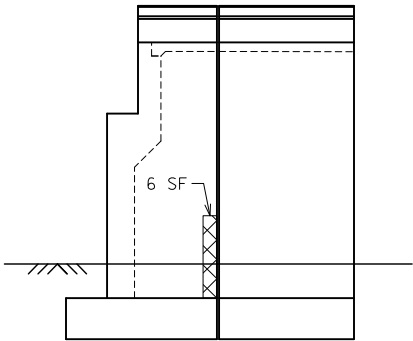


UNIT 4 - WEST ABUTMENT
LOOKING WEST

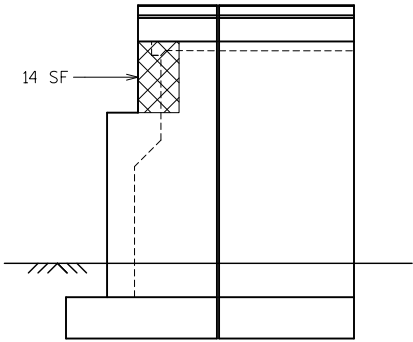


- DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

LEGEND



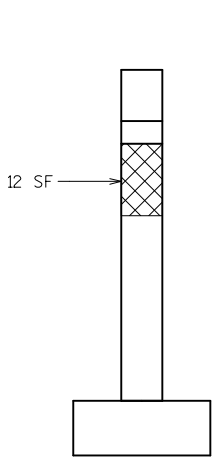
NORTH FACE
LOOKING SOUTH



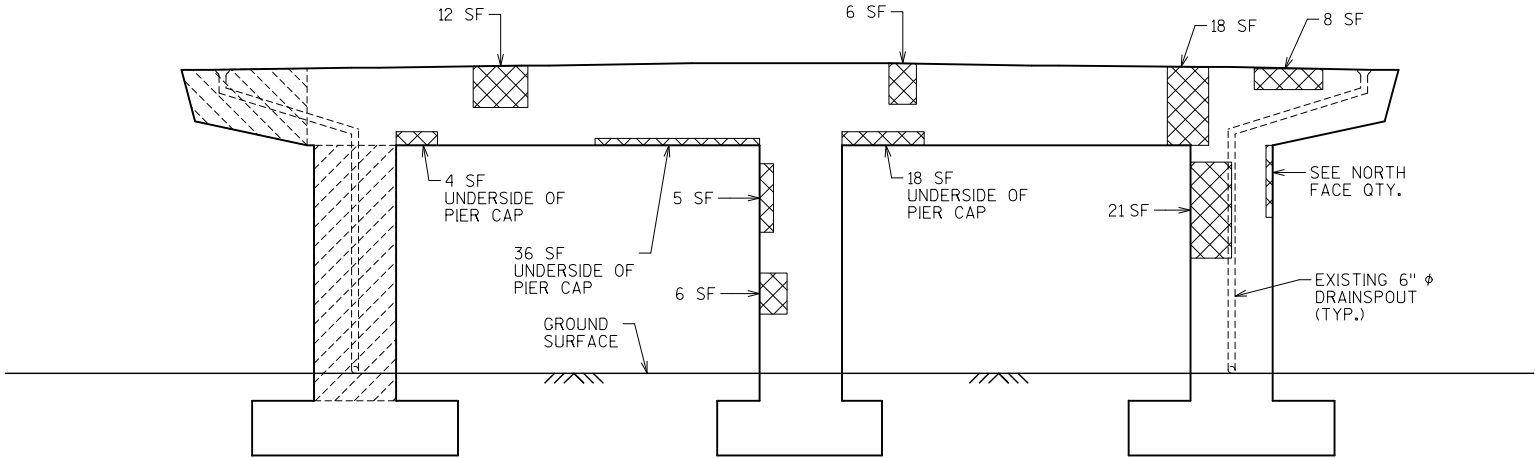
SOUTH FACE
LOOKING NORTH

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
		DRAWN BY	DNJ
		PLANS CK'D.	JDB
ABUTMENT DETAILS		SHEET 9 OF 32	

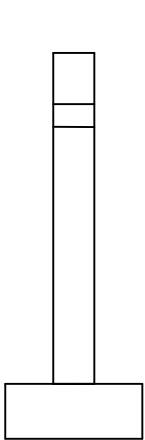
STATE PROJECT NUMBER
9210-17-60



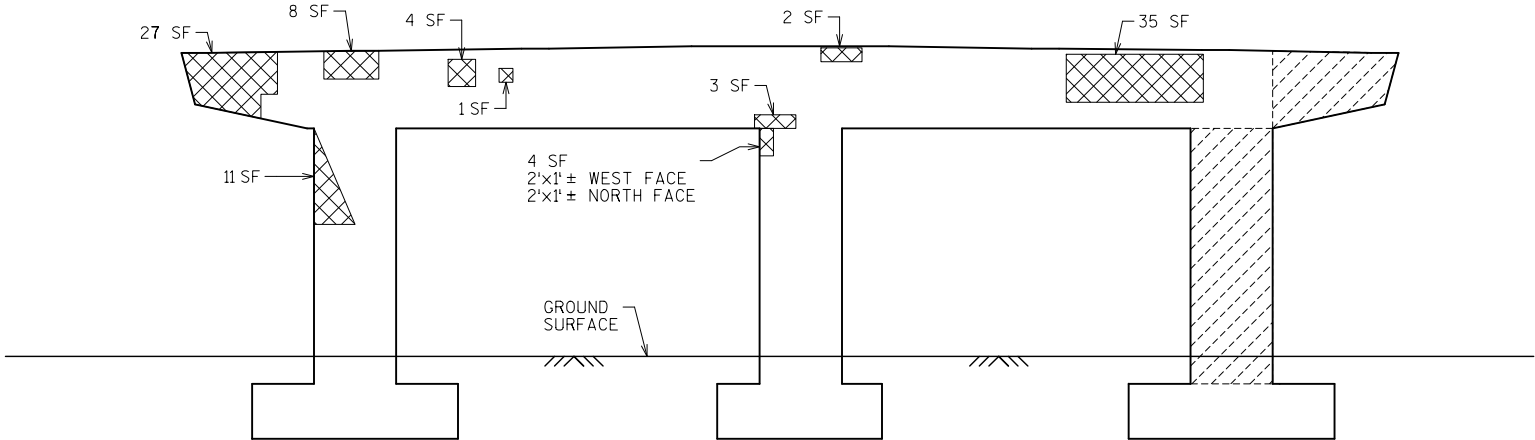
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH



WEST ELEVATION
LOOKING EAST

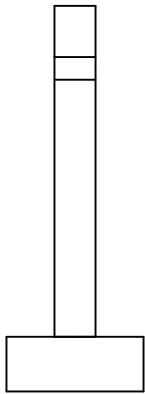
APPROXIMATE QUANTITY
EAST FACE = 146 SF
WEST FACE = 95 SF
TOTAL = 241 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"
* AVOID CUTTING INTO OR DAMAGING EXISTING FIBERWRAP REPAIRS

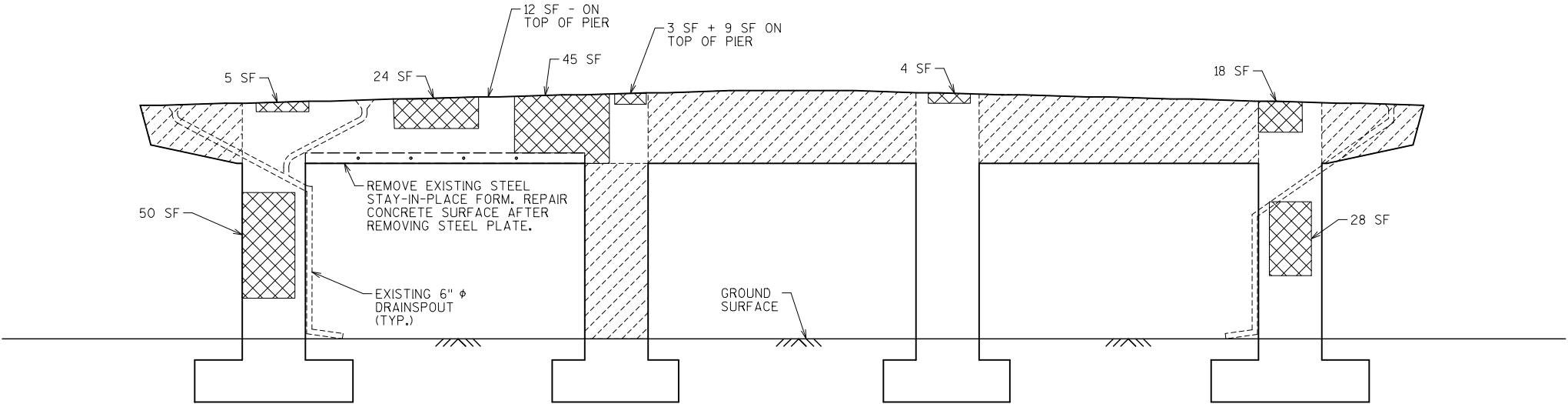
LEGEND

- DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"
- APPROXIMATE AREA OF EXISTING FIBERWRAP REPAIR

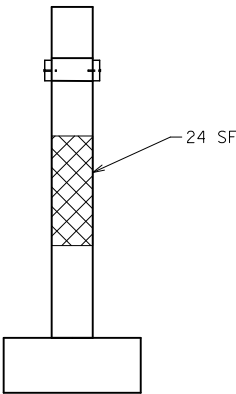
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 1-PIER 5 DETAILS		SHEET 10 OF 32	



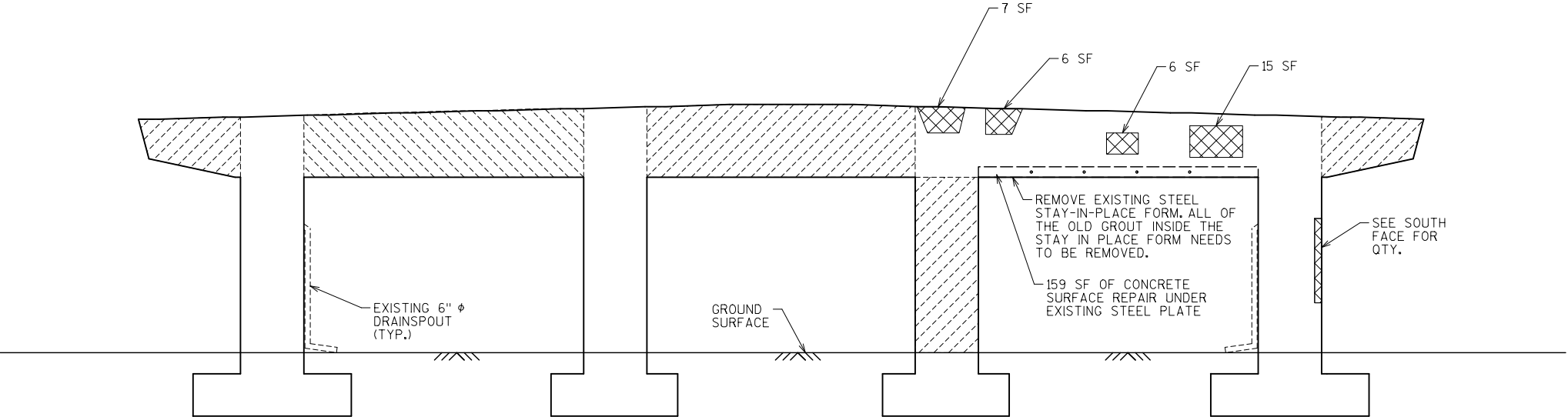
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH



WEST ELEVATION
LOOKING EAST

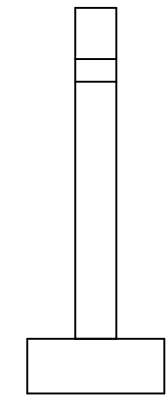
APPROXIMATE QUANTITY
EAST FACE = 198 SF
WEST FACE = 217 SF
TOTAL = 415 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"
* AVOID CUTTING INTO OR DAMAGING EXISTING FIBERWRAP REPAIRS

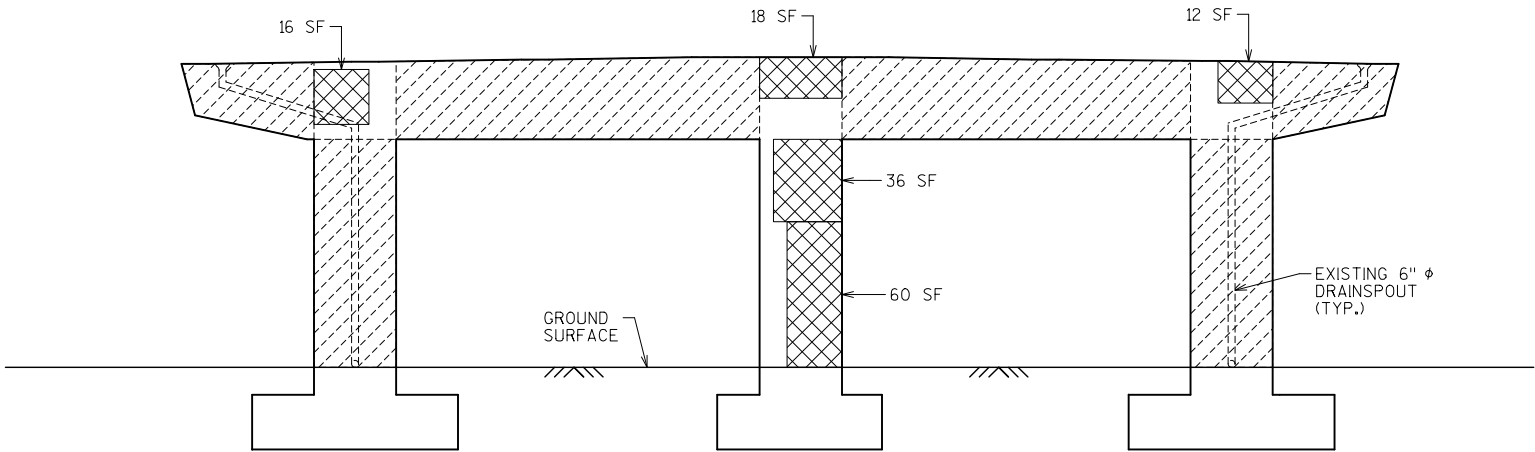
LEGEND

- DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"
- APPROXIMATE AREA OF EXISTING FIBERWRAP REPAIR

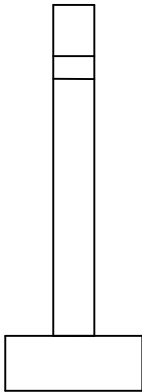
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 2-PIER 5 DETAILS		SHEET 11 OF 32	



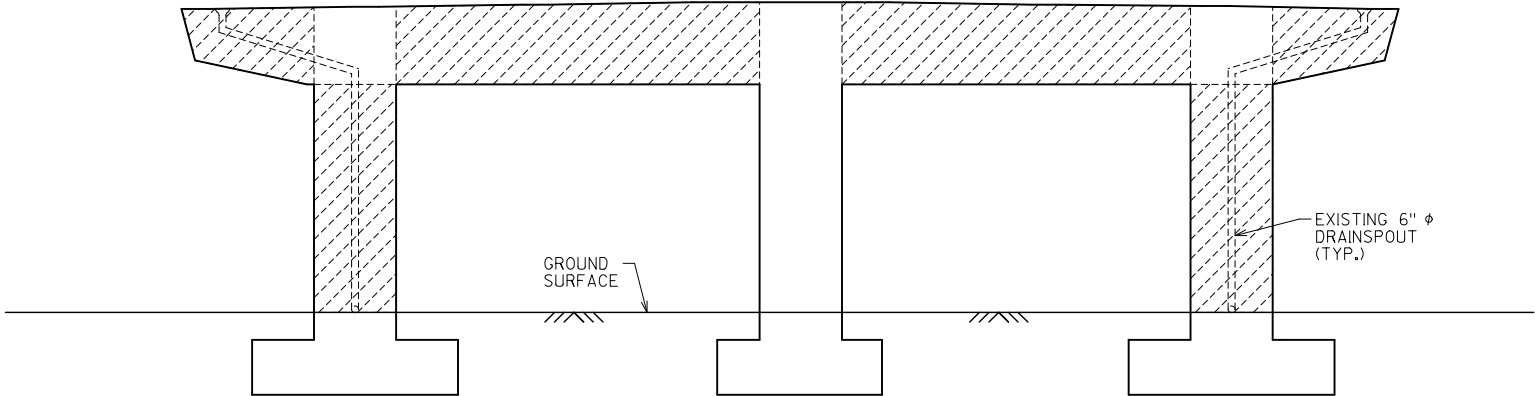
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH



WEST ELEVATION
LOOKING EAST

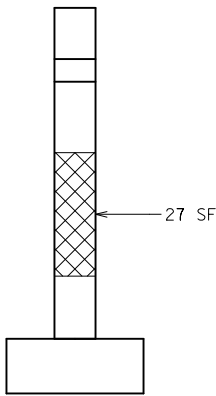
APPROXIMATE QUANTITY
EAST FACE = 0 SF
WEST FACE = 142 SF
TOTAL = 142 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"
* AVOID CUTTING INTO OR DAMAGING EXISTING FIBERWRAP REPAIRS

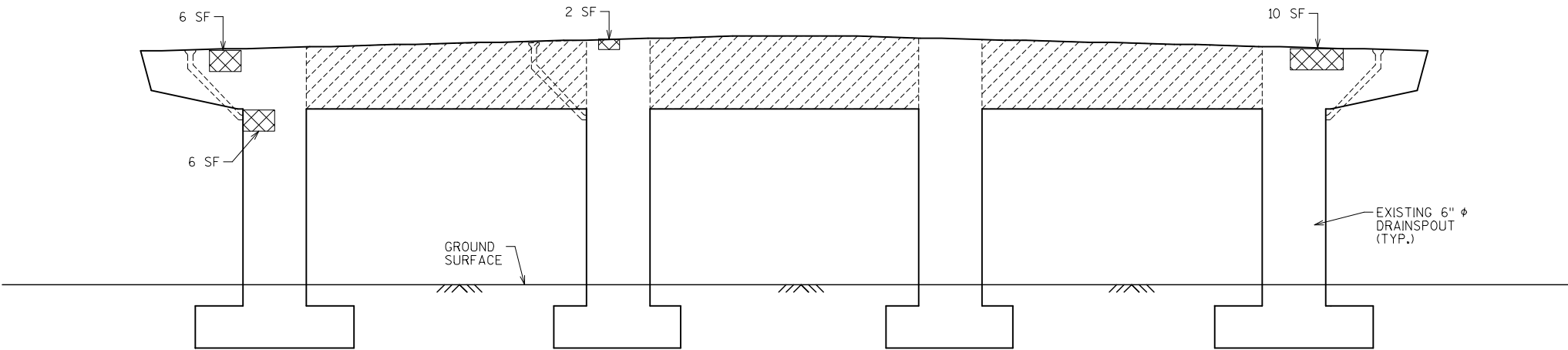
LEGEND

- | | |
|--|---|
| | - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR" |
| | - APPROXIMATE AREA OF EXISTING FIBERWRAP REPAIR |

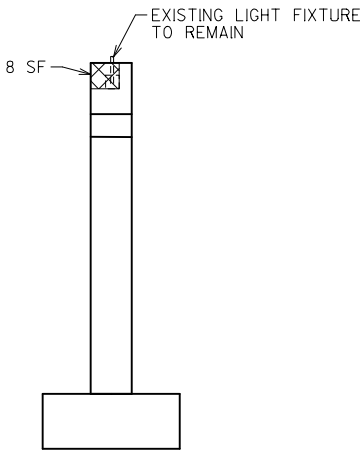
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
		DRAWN BY	DNJ
		PLANS CK'D.	JDB
UNIT 5-PIER 3 DETAILS		SHEET 12 OF 32	



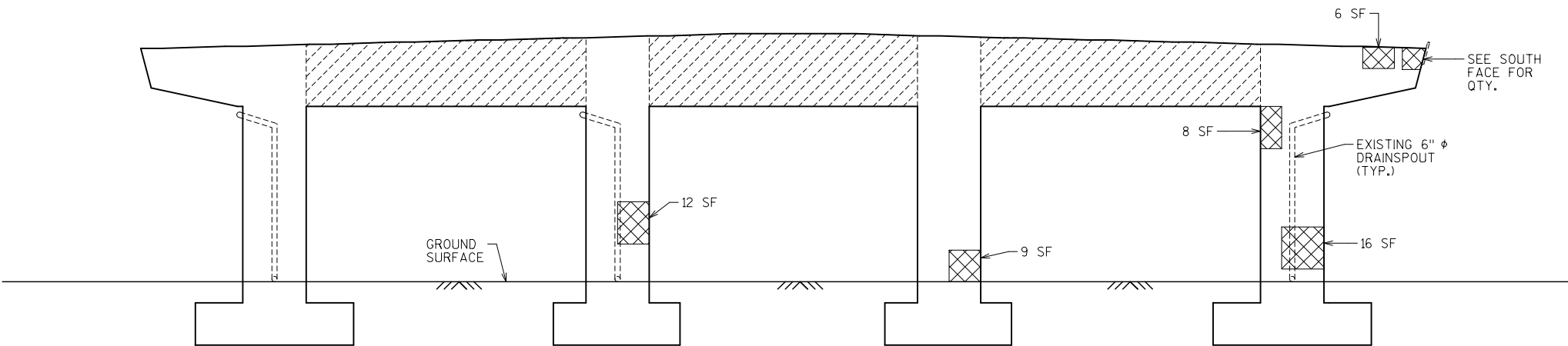
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH



WEST ELEVATION
LOOKING EAST

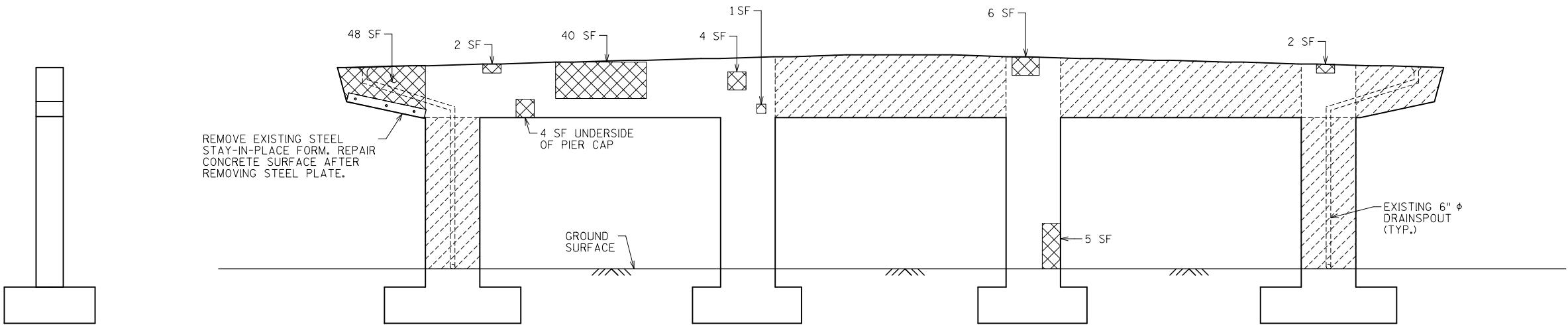
APPROXIMATE QUANTITY
EAST FACE = 51 SF
WEST FACE = 59 SF
TOTAL = 110 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"
* AVOID CUTTING INTO OR DAMAGING EXISTING FIBERWRAP REPAIRS

LEGEND

- DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"
- APPROXIMATE AREA OF EXISTING FIBERWRAP REPAIR

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 6-PIER 2 DETAILS		SHEET 13 OF 32	

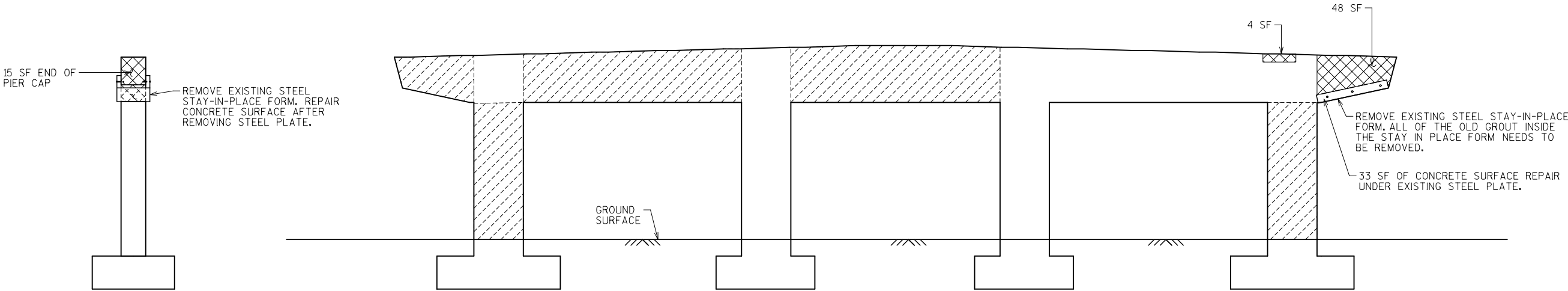


NORTH FACE

LOOKING SOUTH

EAST ELEVATION

LOOKING WEST



SOUTH FACE

LOOKING NORTH



WEST ELEVATION

LOOKING EAST

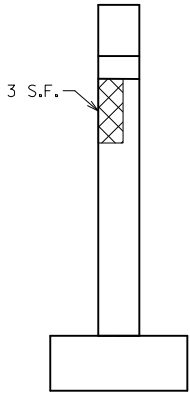
APPROXIMATE QUANTITY
EAST FACE = 112 SF
WEST FACE = 100 SF
TOTAL = 212 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"
* AVOID CUTTING INTO OR DAMAGING EXISTING FIBERWRAP REPAIRS

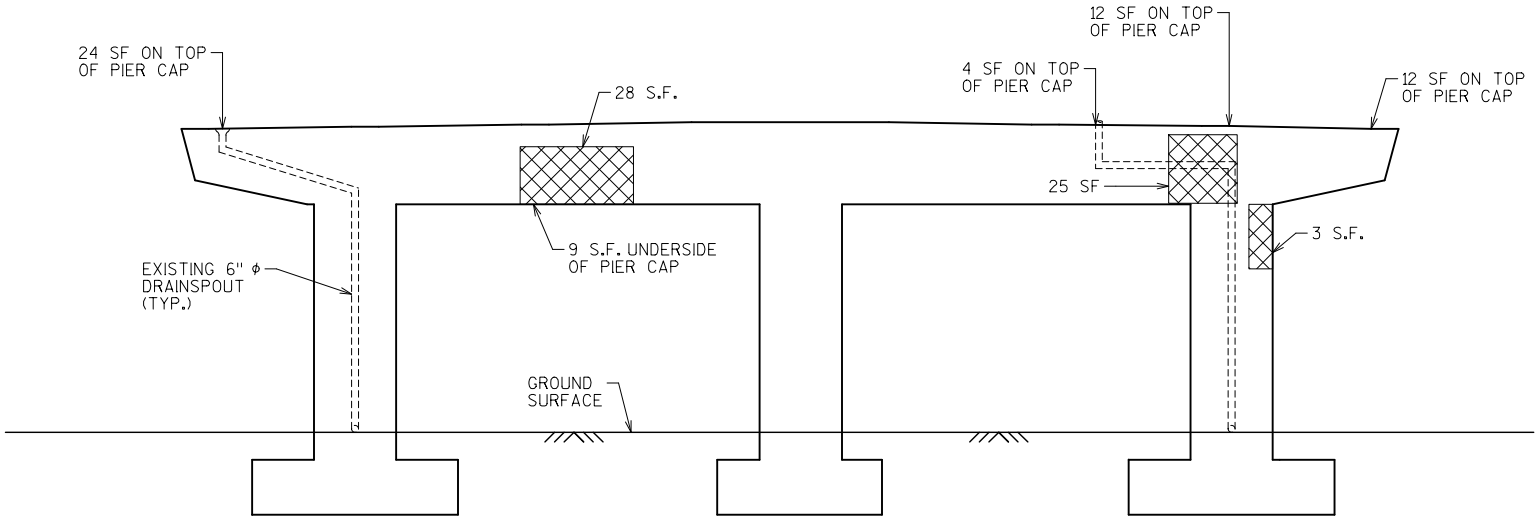
LEGEND

-  - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"
-  - APPROXIMATE AREA OF EXISTING FIBERWRAP REPAIR

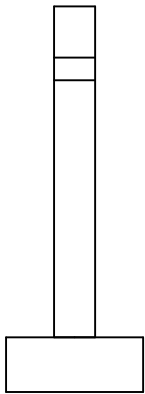
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 7-PIER 3 DETAILS		SHEET 14 OF 32	



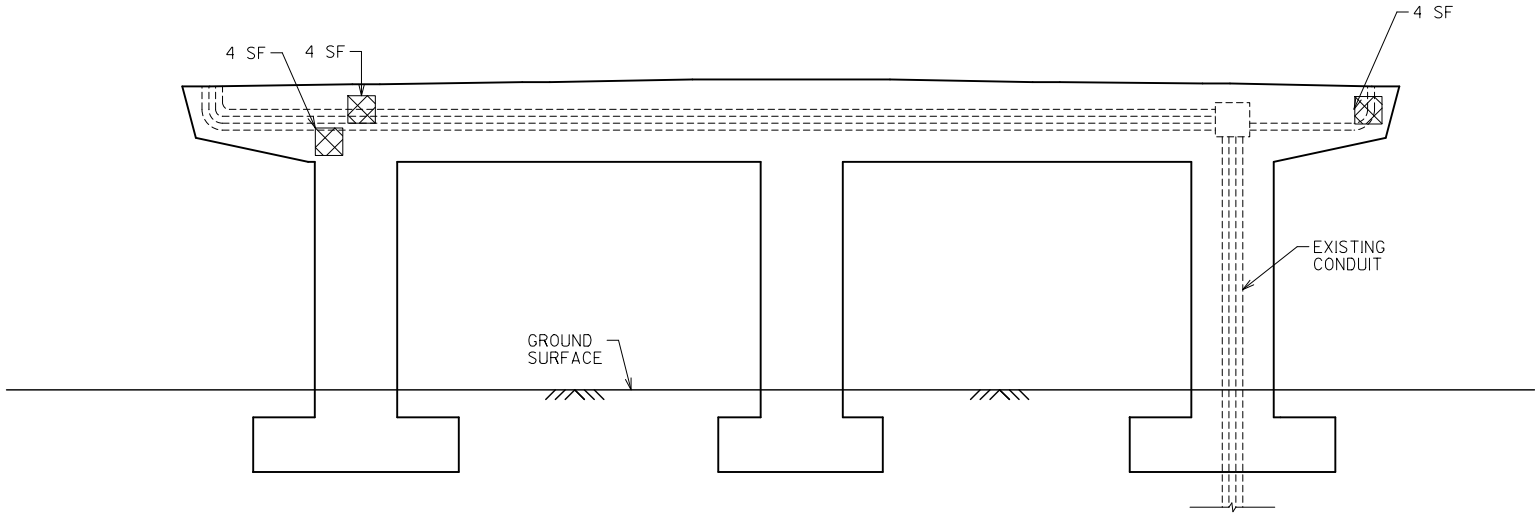
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH



WEST ELEVATION
LOOKING EAST

LEGEND

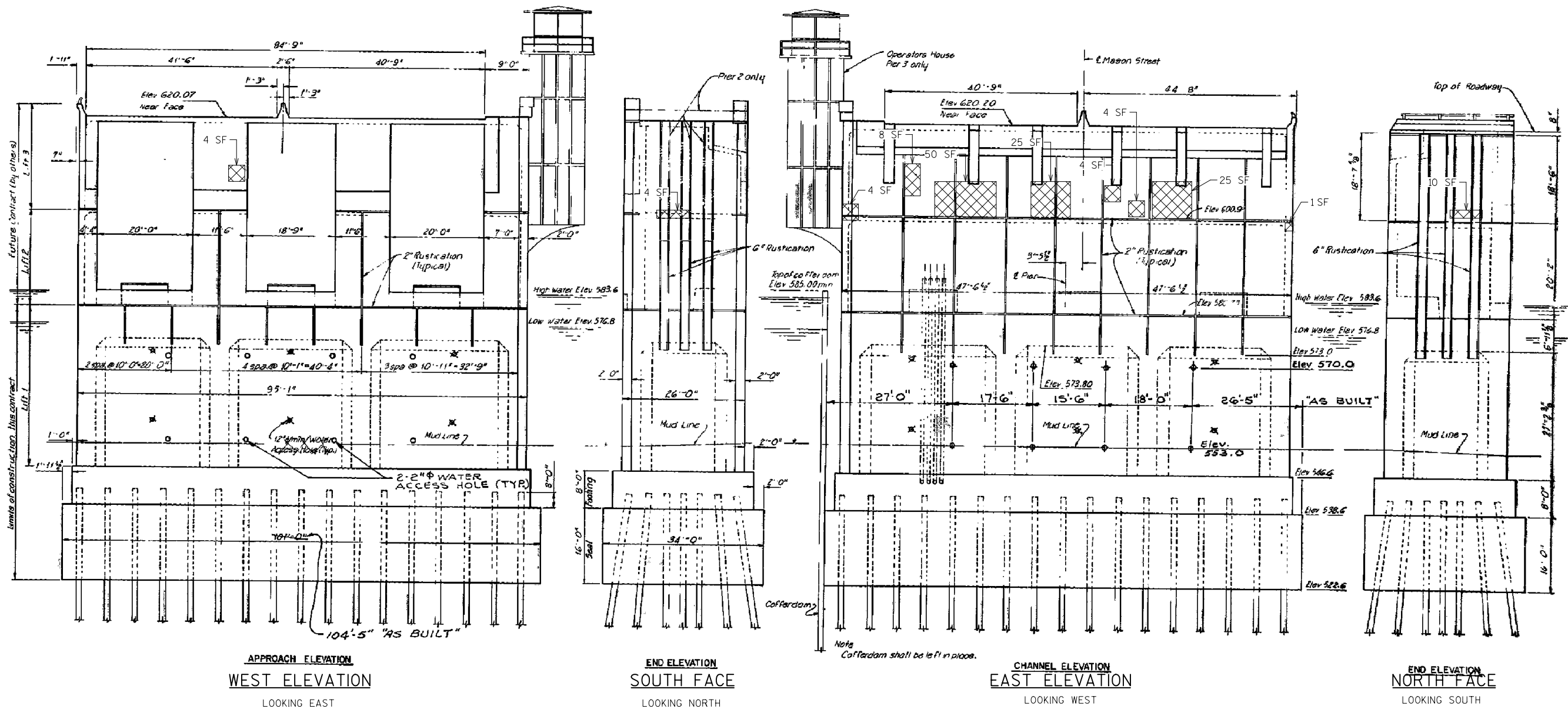


- DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

APPROXIMATE QUANTITY
EAST FACE = 120 SF
WEST FACE = 12 SF
TOTAL = 132 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 13-PIER 1 DETAILS		SHEET 15 OF 32	



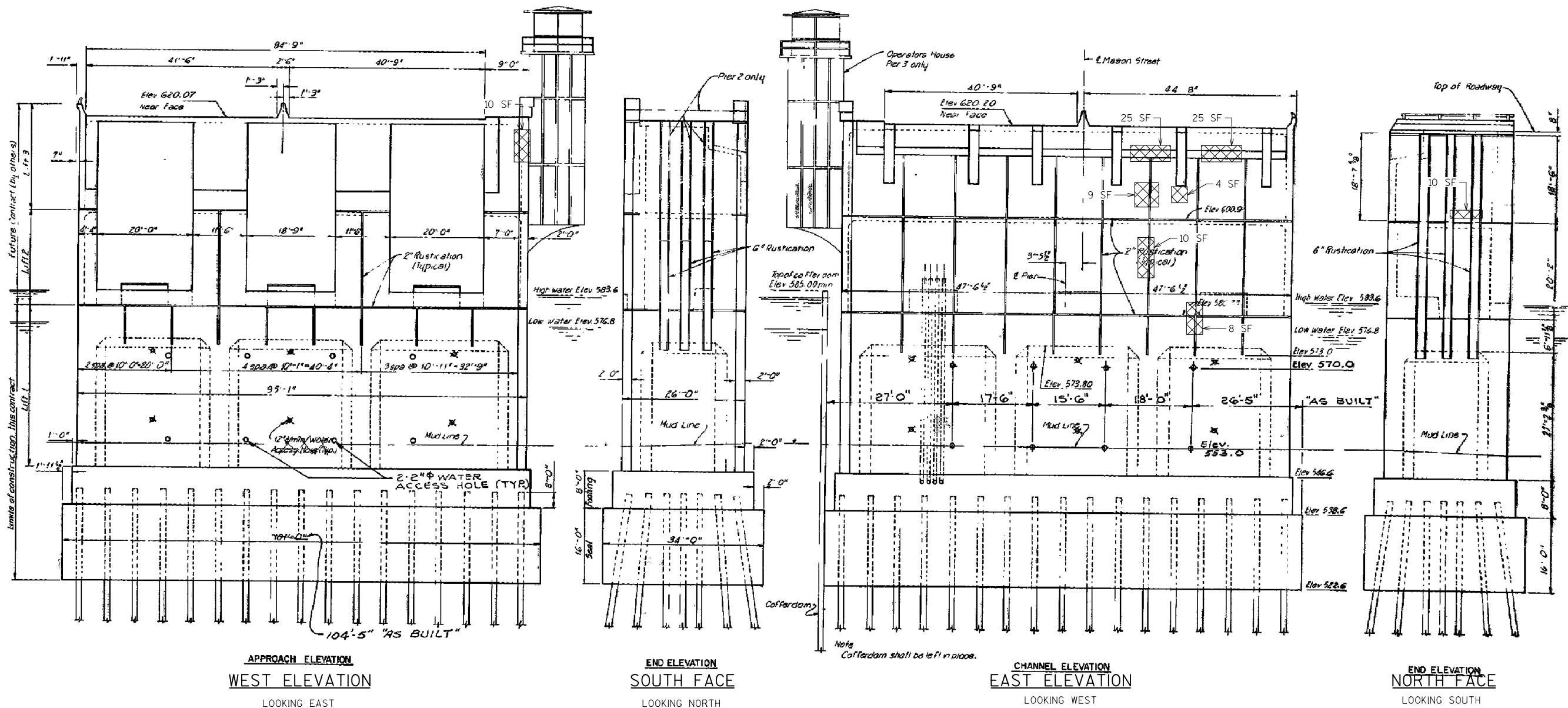
APPROXIMATE QUANTITY
WEST FACE = 4 SF
SOUTH FACE = 4 SF
EAST FACE = 121 SF
NORTH FACE = 10 SF
TOTAL = 139 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

LEGEND

 - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 13-PIER 2 DETAILS		SHEET 16 OF 32	



APPROACH ELEVATION
WEST ELEVATION
LOOKING EAST

END ELEVATION
SOUTH FACE
LOOKING NORTH


CHANNEL ELEVATION
EAST ELEVATION
LOOKING WEST

END ELEVATION
NORTH FACE
LOOKING SOUTH

APPROXIMATE QUANTITY
WEST FACE = 10 SF
SOUTH FACE = 0 SF
EAST FACE = 81 SF
NORTH FACE = 10 SF
TOTAL = 101 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

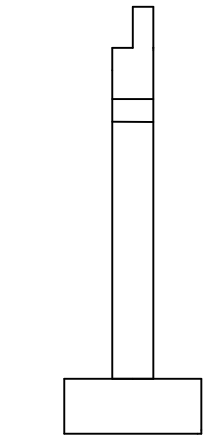
LEGEND

 - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

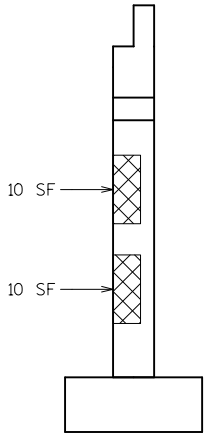
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 13-PIER 3 DETAILS		SHEET 17 OF 32	

APPROXIMATE QUANTITY
EAST FACE = 23 SF
WEST FACE = 187 SF
SOUTH FACE = 20
TOTAL = 230 SF

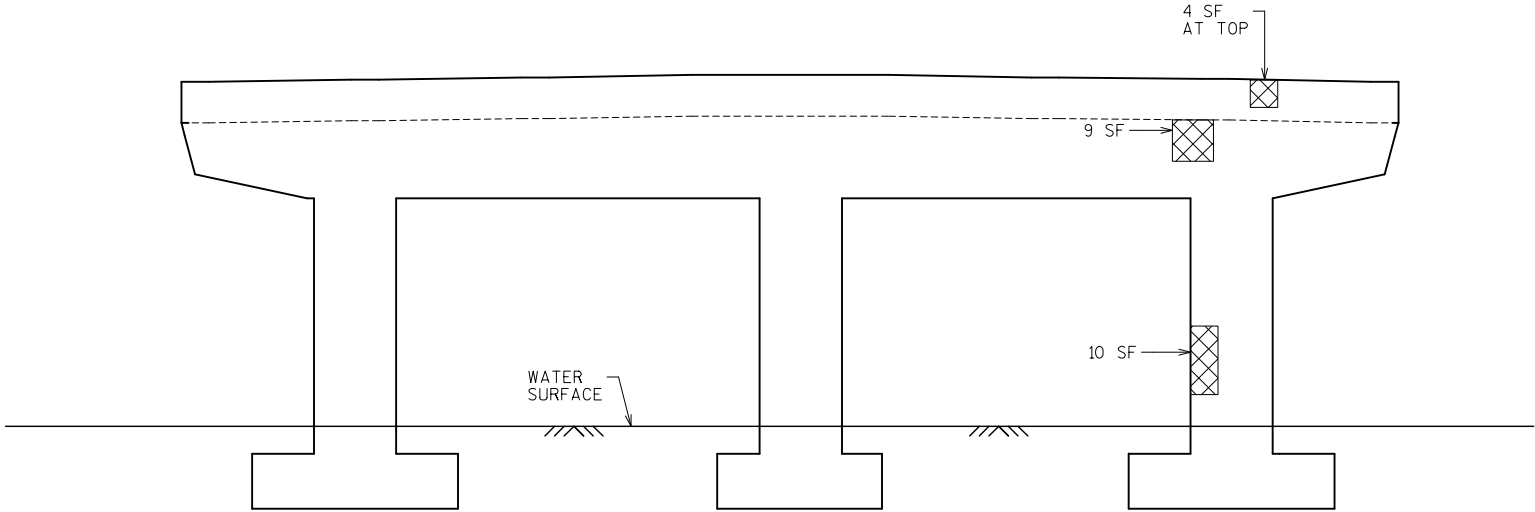
* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"



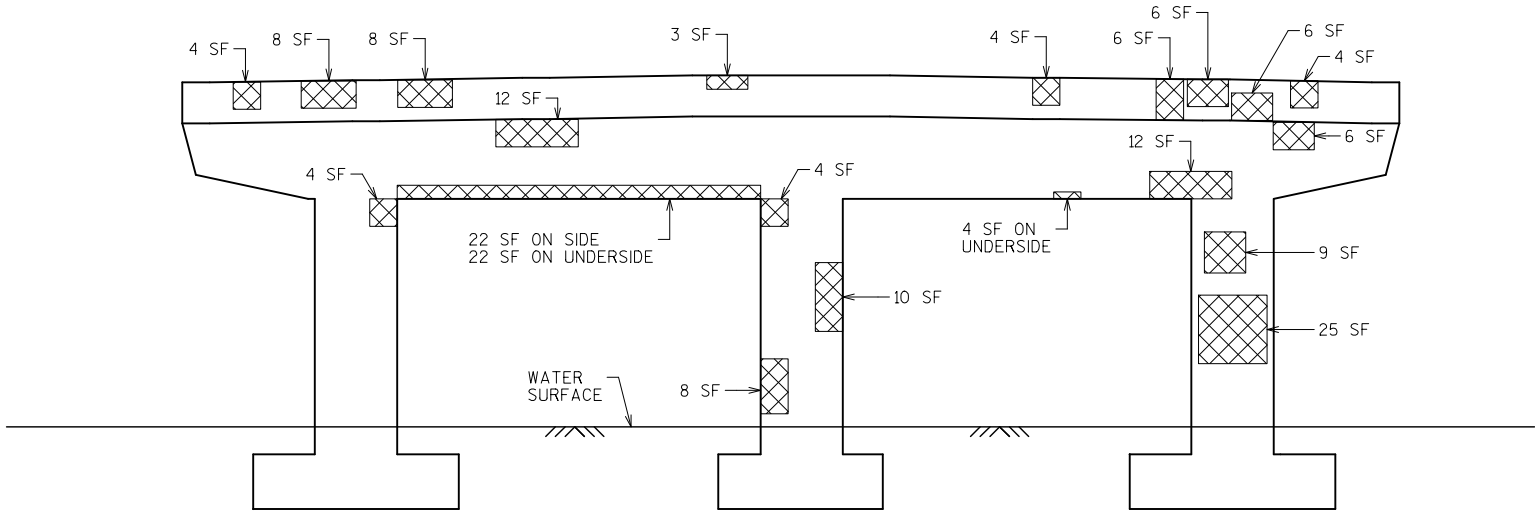
NORTH FACE
LOOKING SOUTH



SOUTH FACE
LOOKING NORTH



EAST ELEVATION
LOOKING WEST

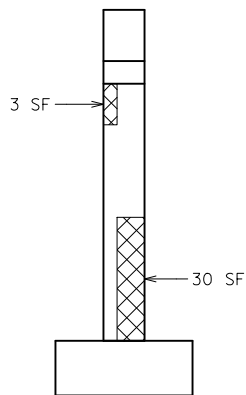


WEST ELEVATION
LOOKING EAST

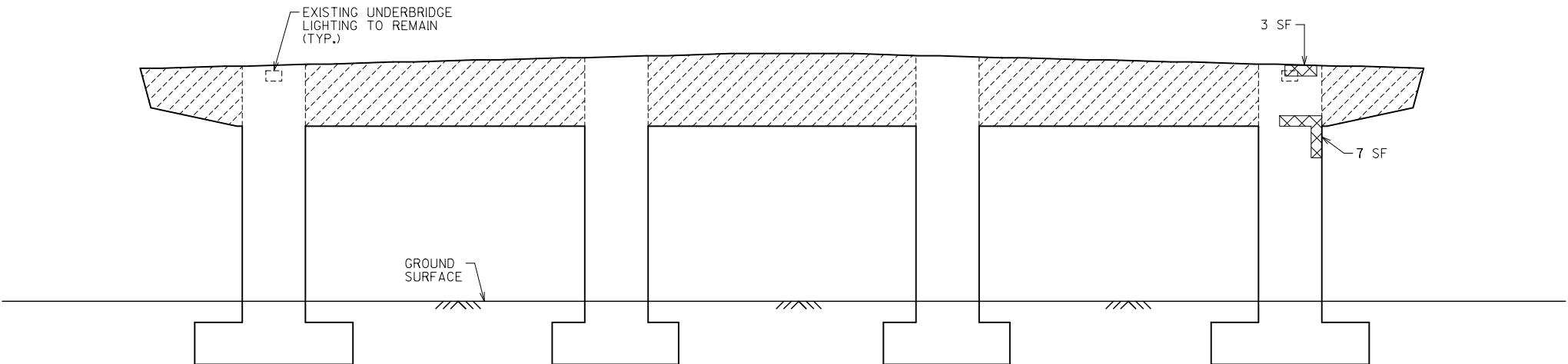
LEGEND

 - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

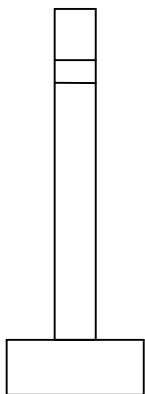
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 13-PIER 4 DETAILS		SHEET 18 OF 32	



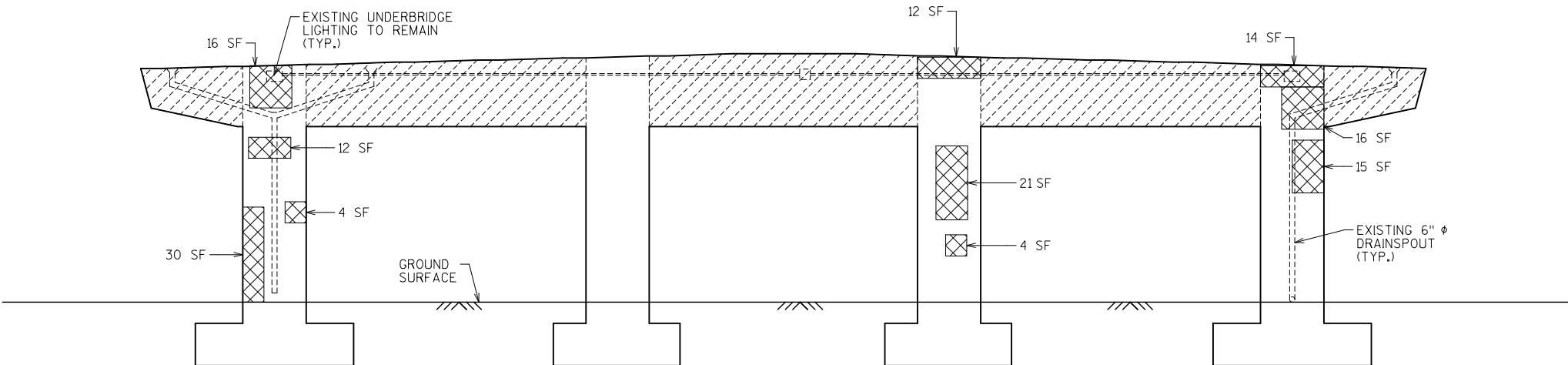
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH





WEST ELEVATION
LOOKING EAST

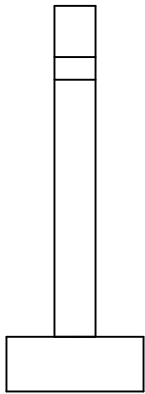
APPROXIMATE QUANTITY
EAST FACE = 43 SF
WEST FACE = 144 SF
TOTAL = 187 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"
* AVOID CUTTING INTO OR DAMAGING EXISTING FIBERWRAP REPAIRS

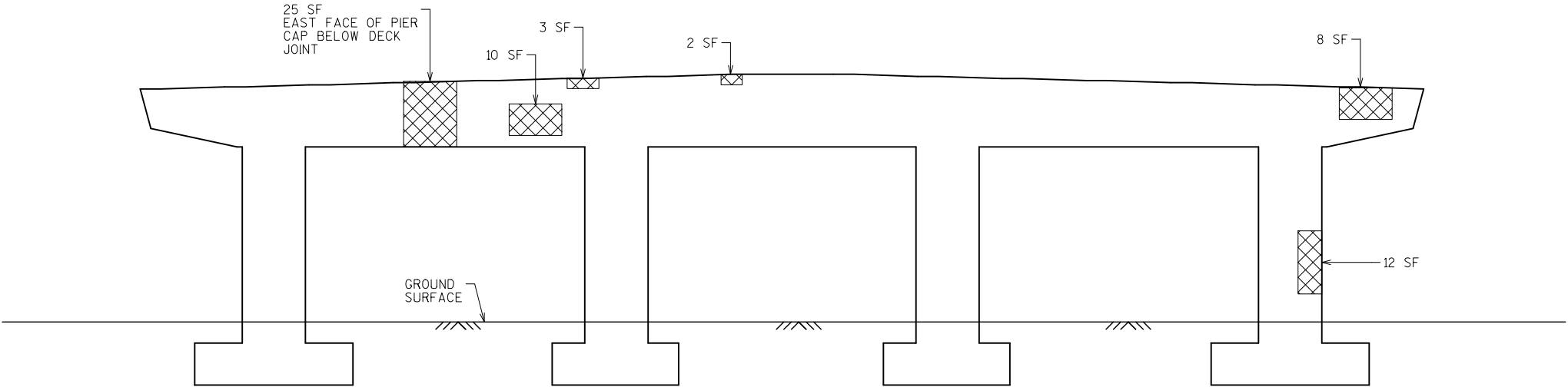
LEGEND

-  - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"
-  - APPROXIMATE AREA OF EXISTING FIBERWRAP REPAIR

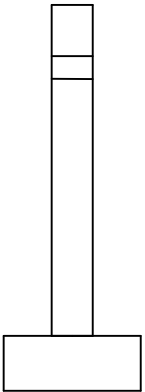
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 14-PIER 4 DETAILS			SHEET 19 OF 32



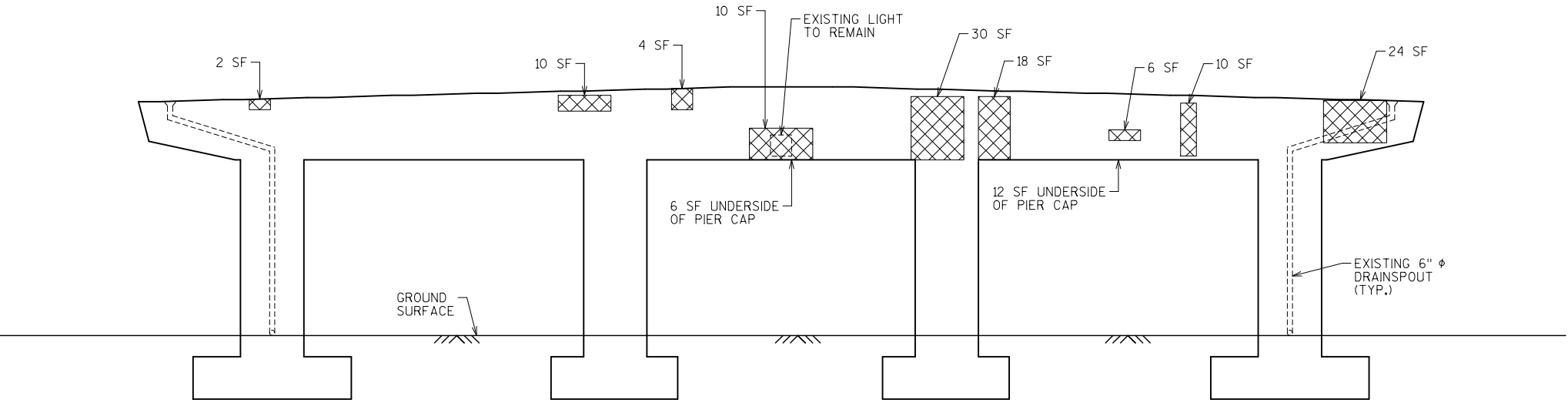
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST



SOUTH FACE
LOOKING NORTH




WEST ELEVATION
LOOKING EAST

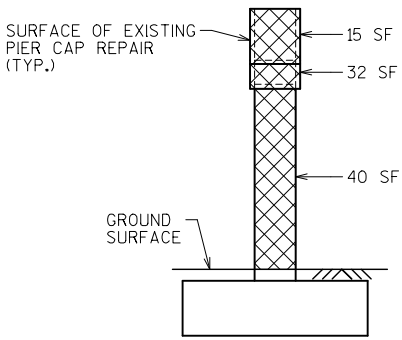
APPROXIMATE QUANTITY
EAST FACE = 60 SF
WEST FACE = 132 SF
TOTAL = 192 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

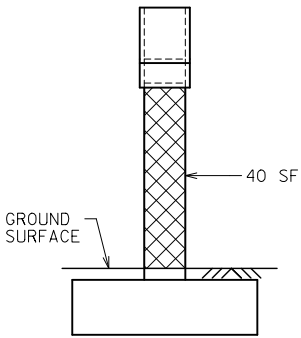
LEGEND

 - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

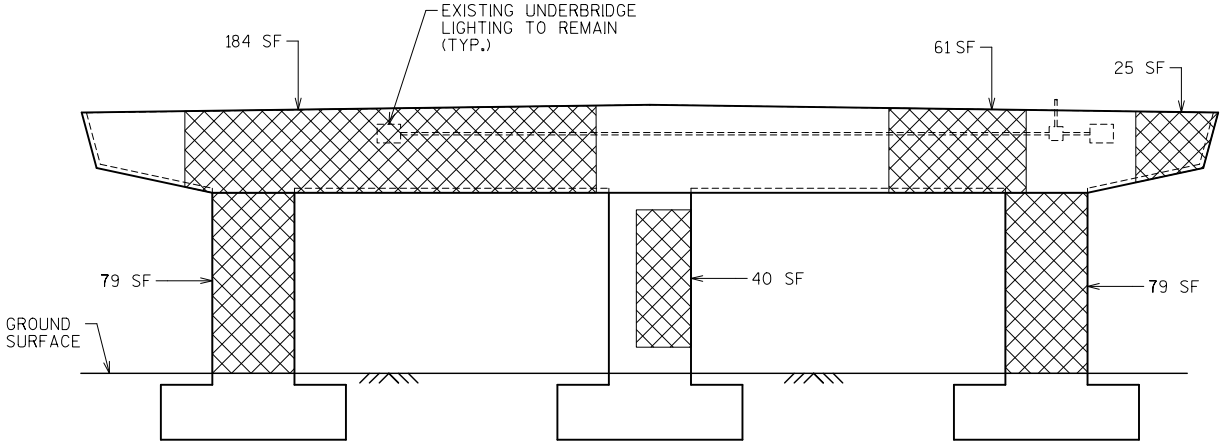
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 15-PIER 3 DETAILS		SHEET 20 OF 32	



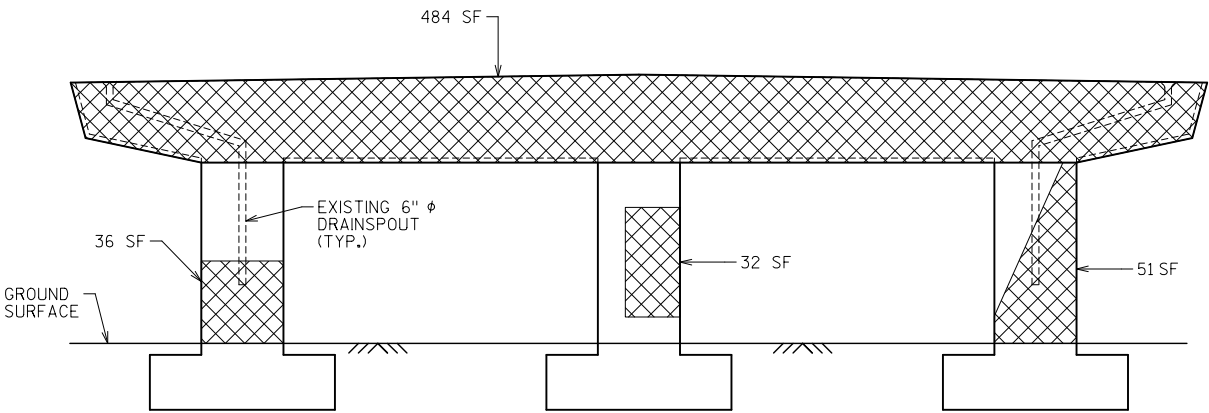
NORTH FACE
LOOKING SOUTH



SOUTH FACE
LOOKING NORTH




EAST ELEVATION
LOOKING WEST



WEST ELEVATION
LOOKING EAST

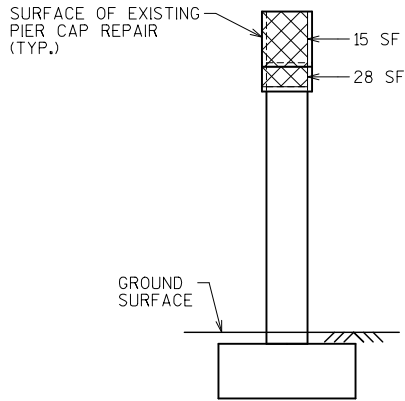
LEGEND

 - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

APPROXIMATE QUANTITY
EAST FACE = 555 SF
WEST FACE = 643 SF
TOTAL = 1,198 SF

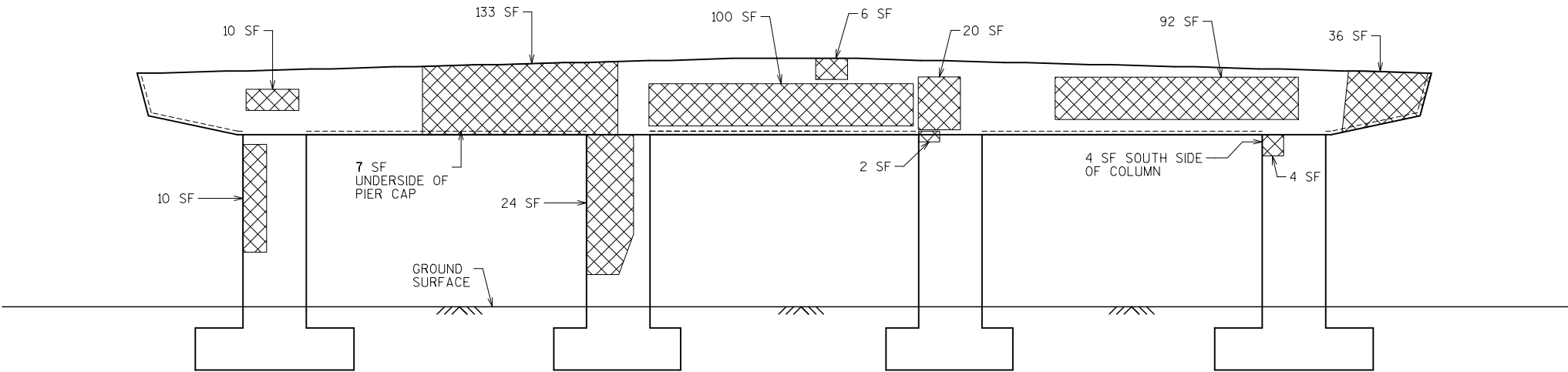
* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 19-PIER 1 DETAILS		SHEET 21 OF 32	



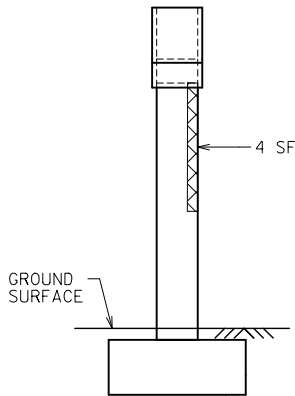
NORTH FACE

LOOKING SOUTH



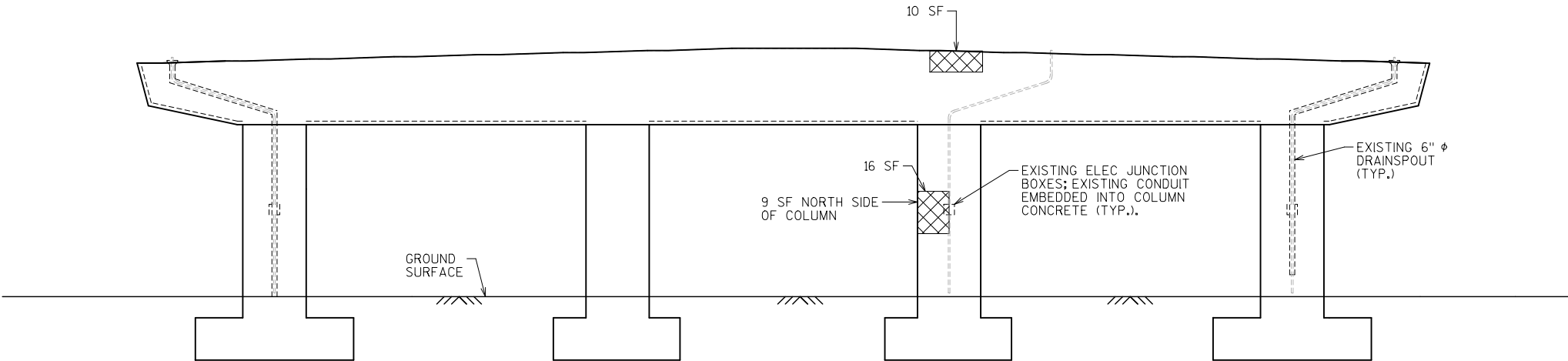
EAST ELEVATION

LOOKING WEST



SOUTH FACE

LOOKING NORTH



WEST ELEVATION

LOOKING EAST

LEGEND

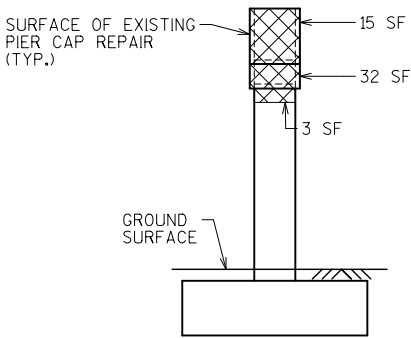


- DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

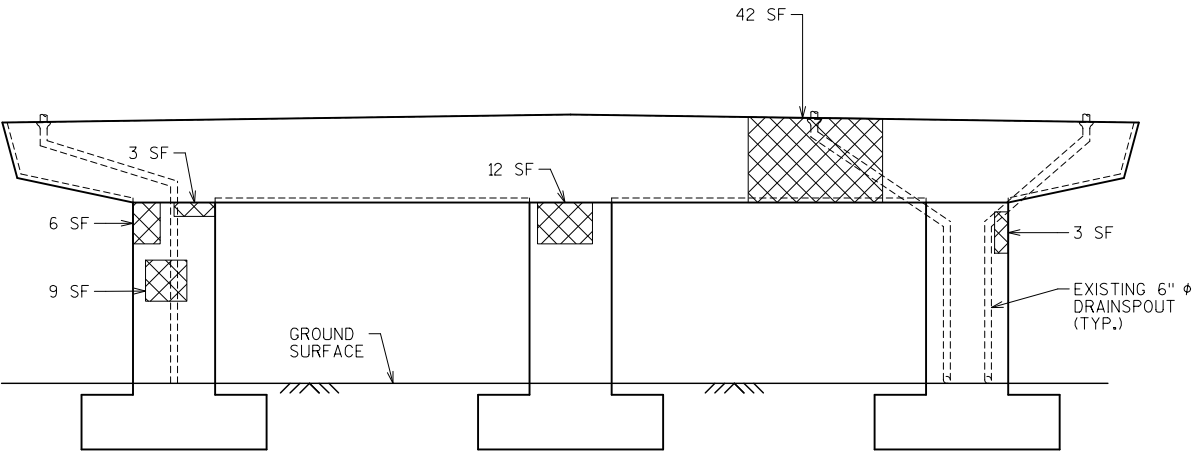
APPROXIMATE QUANTITY
EAST FACE = 491 SF
WEST FACE = 39 SF
TOTAL = 530 SF

* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

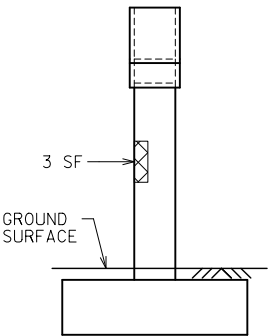
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 19-PIER 5 DETAILS		SHEET 22 OF 32	



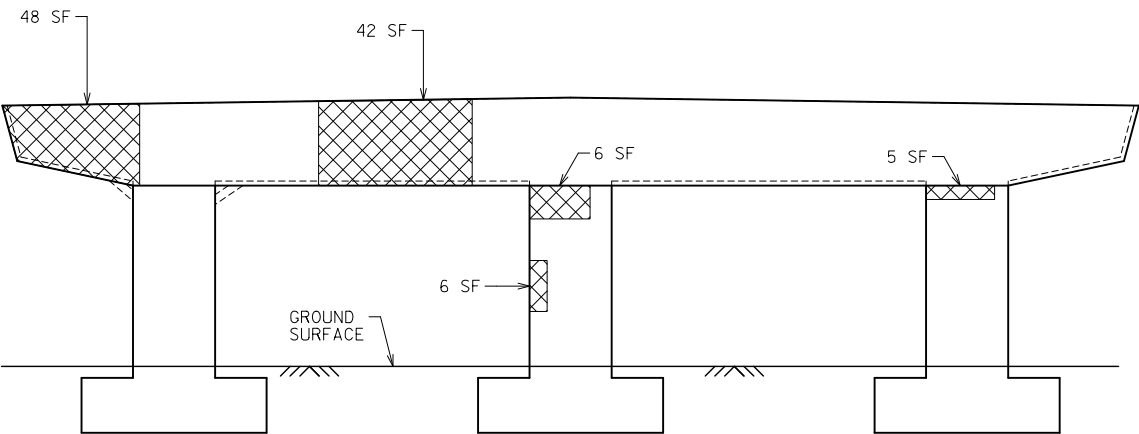
NORTH FACE
LOOKING SOUTH



EAST ELEVATION
LOOKING WEST




SOUTH FACE
LOOKING NORTH



WEST ELEVATION
LOOKING EAST

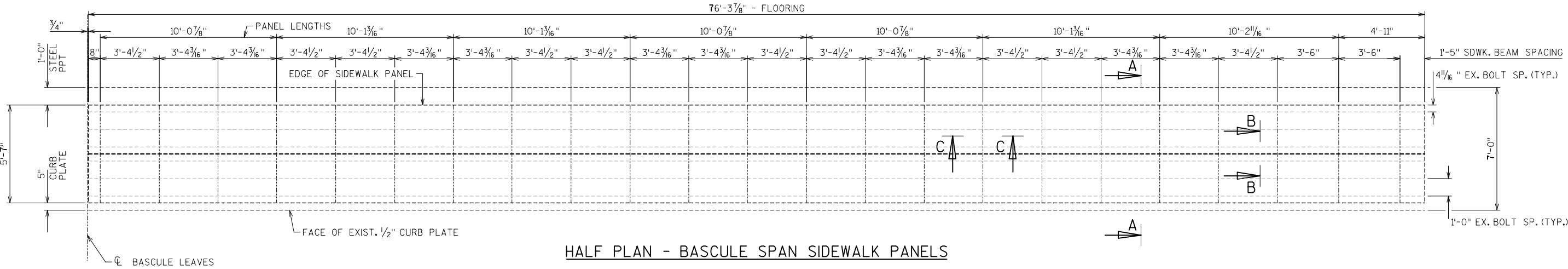
LEGEND

 - DENOTES AREAS OF BID ITEM "CONCRETE SURFACE REPAIR"

APPROXIMATE QUANTITY
EAST FACE = 125 SF
WEST FACE = 110 SF
TOTAL = 235 SF

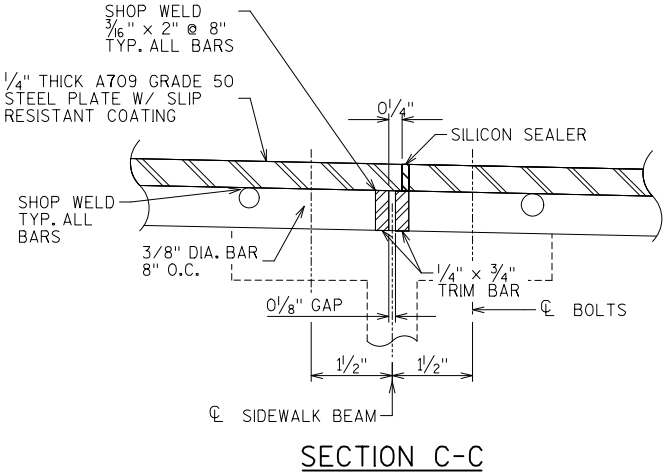
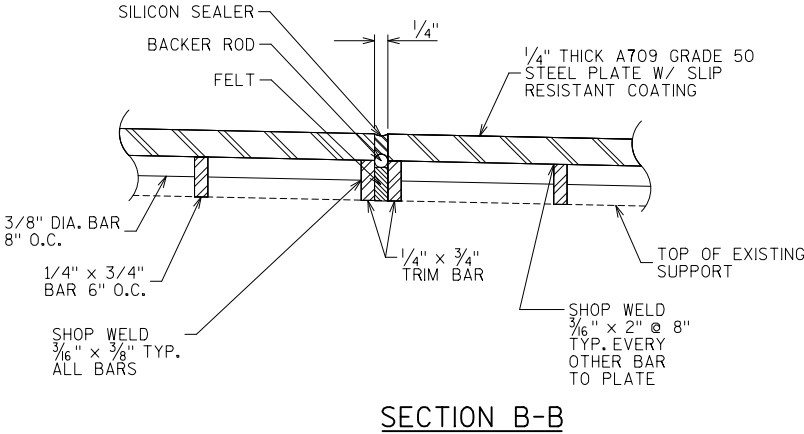
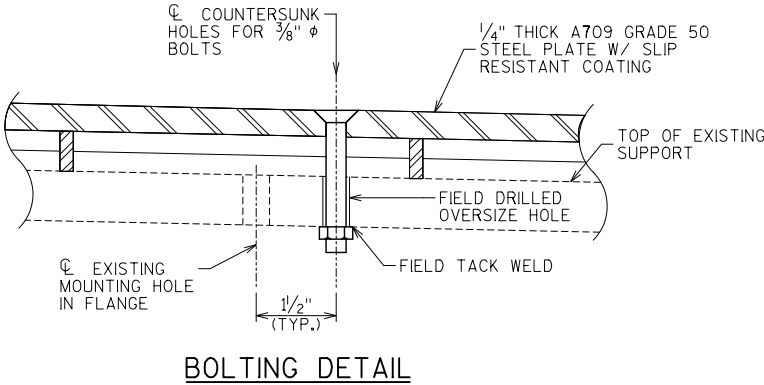
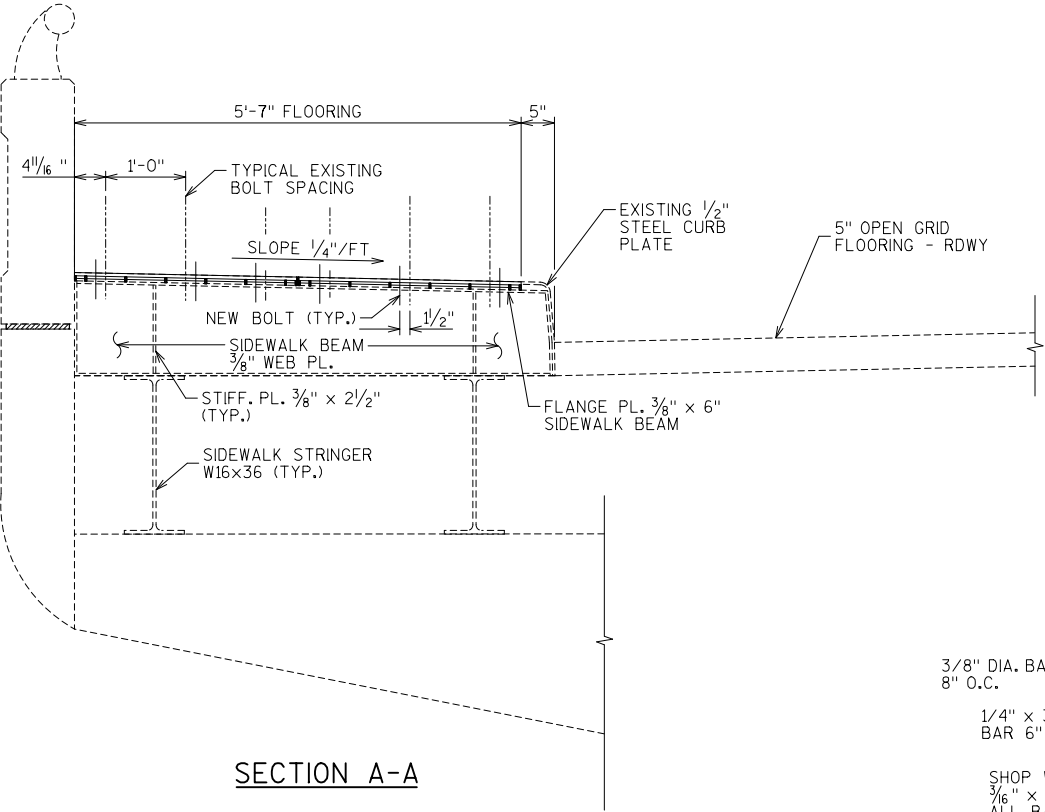
* ALL REPAIR AREAS PAID UNDER BID ITEM "CONCRETE SURFACE REPAIR"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
UNIT 22-PIER 3 DETAILS		SHEET 23 OF 32	



NOTES

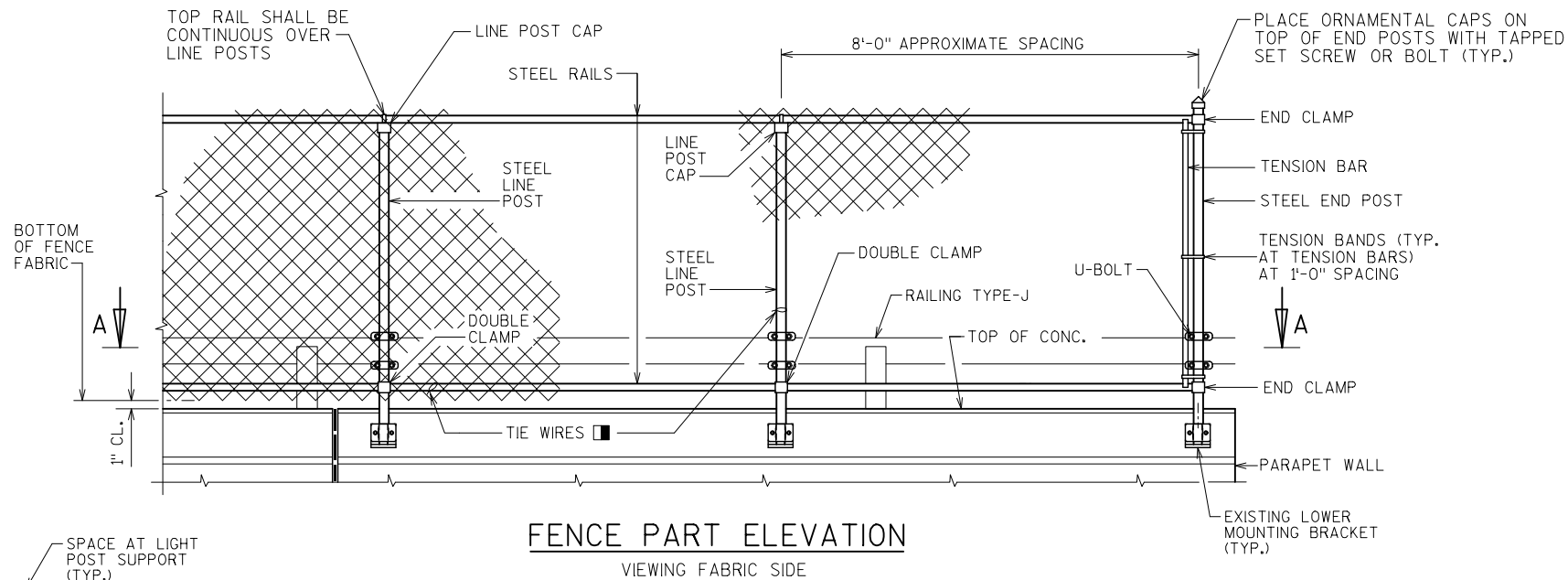
- REMOVE EXISTING SIDEWALK PANELS AND REPLACE WITH 1/4" A709 GRADE 50 STEEL PANELS WITH SLIP RESISTANT COATING.
- DISPOSAL OF THE EXISTING STEEL PANELS IS THE RESPONSIBILITY OF THE CONTRACTOR.
- DO NOT REMOVE MORE THAN FOUR PANELS AT ONE TIME.
- USE THE NEW PANELS AS A TEMPLATE FOR DRILLING THROUGH THE EXISTING SIDEWALK SUPPORT FLANGES. DRILLED MOUNTING HOLES IN THE EXISTING SUPPORTS ARE TO BE OFFSET FROM THE EXISTING HOLES A MINIMUM OF 1/2" INCHES.
- TACK WELD MOUNTING ANCHOR NUTS TO THE UNDERSIDE OF THE EXISTING SUPPORTS. TOUCH UP PAINT AFTER WELDING.
- ATTACH NEW 3/8" ϕ COUNTERSUNK PANEL BOLTS TO SECURE PANELS TO EXISTING FLANGES.
- MAINTAIN BASCULE SPAN BALANCE DURING CONSTRUCTION.
- THE ORIGINAL SHOP DRAWINGS ARE AVAILABLE FOR REVIEW.



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
SIDEWALK DETAILS		SHEET 24 OF 32	

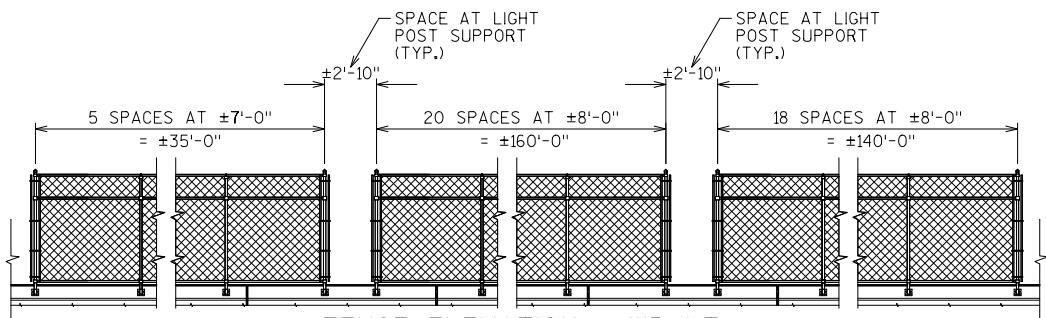
FENCE MEMBER
SIZE & WEIGHT

STEEL FENCE MEMBER	OUTSIDE DIAMETER (INCHES)	WEIGHT (LB/FT)
RAILS	1.660	2.27
END POST	2.875	5.80
OVERHANG POST	2.875	5.80
LINE POST	2.375	3.65
POST SLEEVE	4.000	9.12

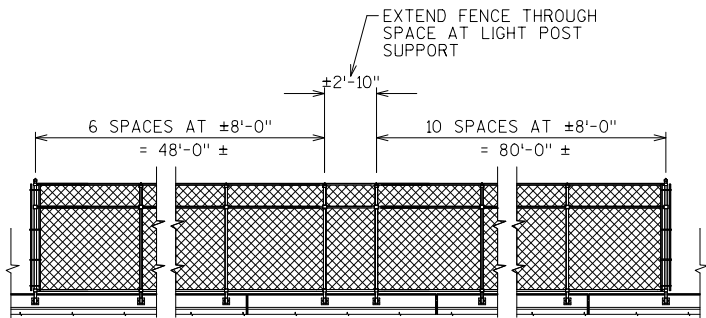


FENCE PART ELEVATION

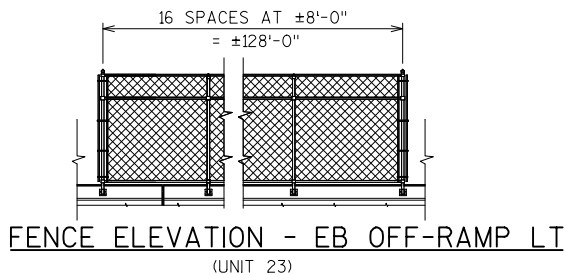
VIEWING FABRIC SIDE



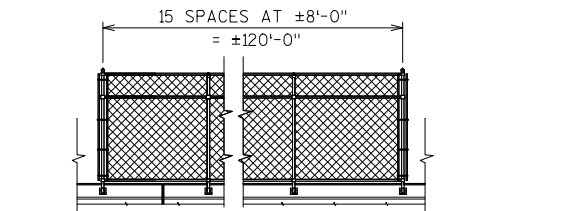
FENCE ELEVATION - WB LT
WB MAINLINE NORTH FENCE (UNITS 22 & 25)



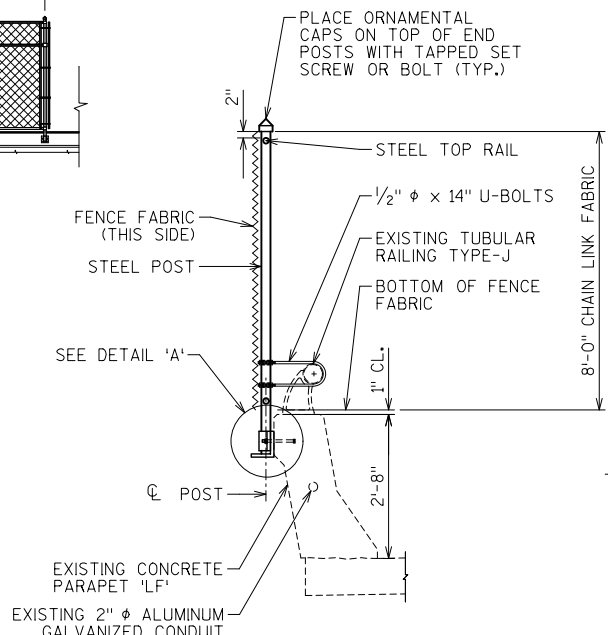
FENCE ELEVATION - EB RT
EB MAINLINE SOUTH FENCE (UNIT 22)



FENCE ELEVATION - EB OFF-RAMP LT
(UNIT 23)



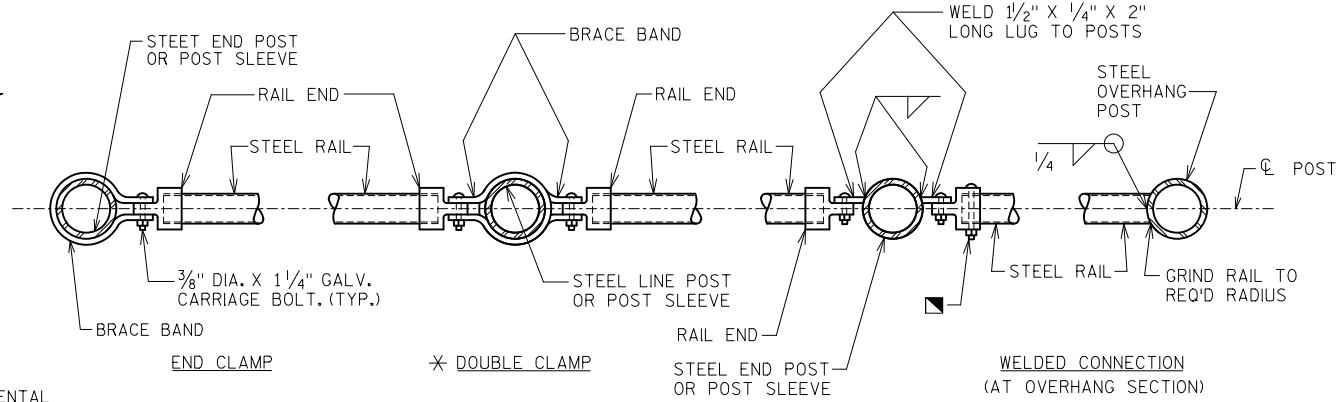
FENCE ELEVATION - EB OFF-RAMP RT
(UNIT 23)



SECTION THRU FENCE

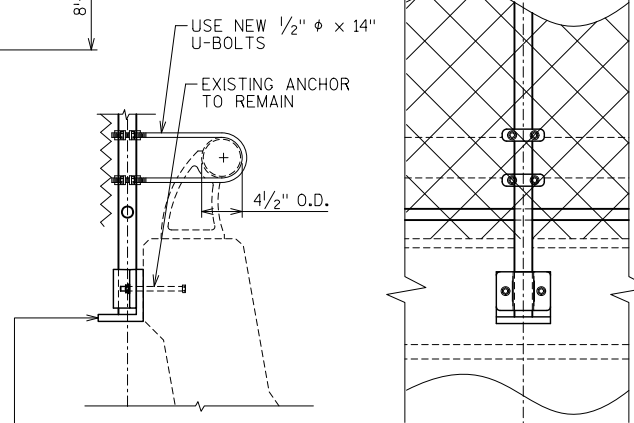
EXISTING FENCE CROSS-SECTION
MAINLINE UNITS 22 & 25

FENCE STARTS AND STOPS APPROXIMATELY
1'-6" FROM CL OF LIGHT POSTS



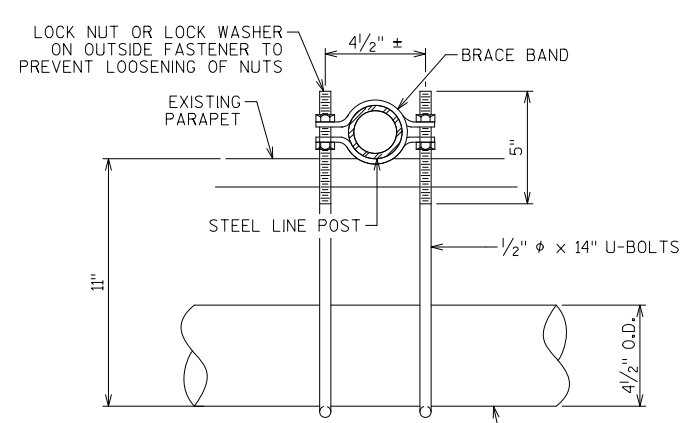
SECTION A-A

NOTE: PLACE ALL BOLT HEADS ON SIDE OF
FENCE ADJACENT TO PEDESTRIANS



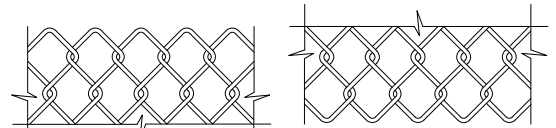
DETAIL 'A'

EXISTING LOWER SUPPORT DETAIL



DETAIL 'A'

UPPER SUPPORT DETAIL



FENCE FABRIC

FENCE FABRIC WOVEN OF 9-GAGE WIRE IN 2"
DIAMOND PATTERN MESH WITH BOTH THE TOP
AND BOTTOM SELVAGES KNUCKLED.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
FENCING DETAILS			SHEET 25 OF 32

GENERAL NOTES

POSTS ARE TO BE SET VERTICAL.

ALL FENCE COMPONENTS SHALL BE GALVANIZED STEEL, EXCEPT THE FENCE FABRIC WHICH MAY BE ALUMINUM-COATED STEEL OR GALVANIZED STEEL.

FABRIC SHALL CONFORM TO ASTM A491 OR A392, CLASS 2. STEEL RAILS, POSTS AND POST SLEEVES SHALL CONFORM TO ASTM F1083, STANDARD WEIGHT PIPE (SCHEDULE 40). FITTINGS SHALL CONFORM TO ASTM F626.

THE BID ITEM SHALL BE "FENCE CHAIN LINK 8-FT"

COMPLETE ANY REQUIRED WELDING OF COMPONENTS BEFORE GALVANIZING.

ALL POST SPACINGS ARE MEASURED HORIZONTALLY ALONG THE C/L OF THE POST.

* ALTERNATE TO DOUBLE CLAMP: USE LINE RAIL CLAMP (BOULEVARD) OR 180° BRACE BAND, WHICH MAY BE USED WHEN THE POSTS ARE EITHER BOLTED TO THE POST SLEEVES OR DIRECTLY WELDED TO THE BASE PLATE.

■ ATTACH FABRIC TO RAILS, AND TO POSTS WITHOUT TENSION BANDS, WITH TIE WIRES (ROUND, 9-GAGE) SPACED AT 1'-0".

■ BOLT RAIL TO RAIL END TO SECURE OVERHANG SECTION. ALTERNATE IS TO WELD RAIL DIRECTLY TO END POST.

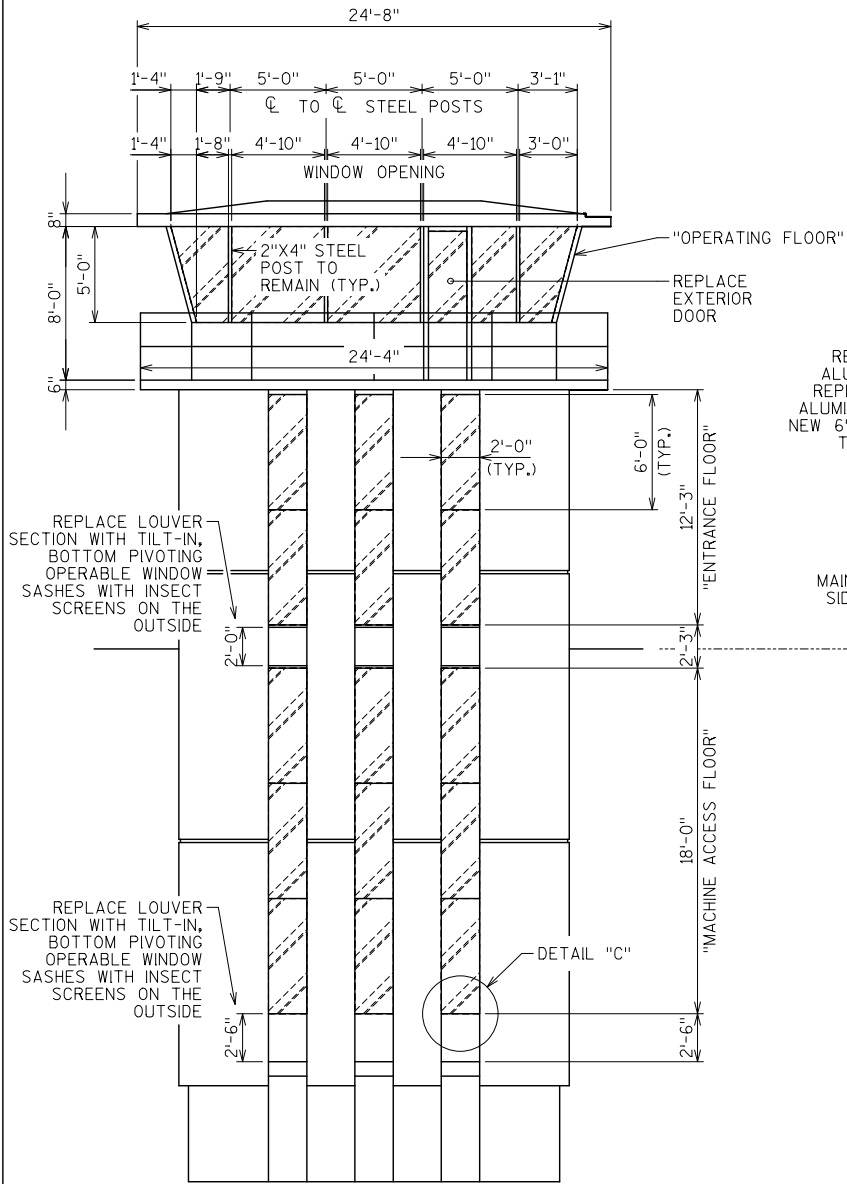
MINIMUM LENGTH OF TOP RAIL BETWEEN SPLICES SHALL BE 20'-0". LOCATE SPLICES NEAR 1/4 POINT OF POST SPACING.

FENCE POST SPACING IS APPROXIMATE. SPACING MAY HAVE TO BE VARIED IN THE FIELD TO MATCH EXISTING CONDITIONS.

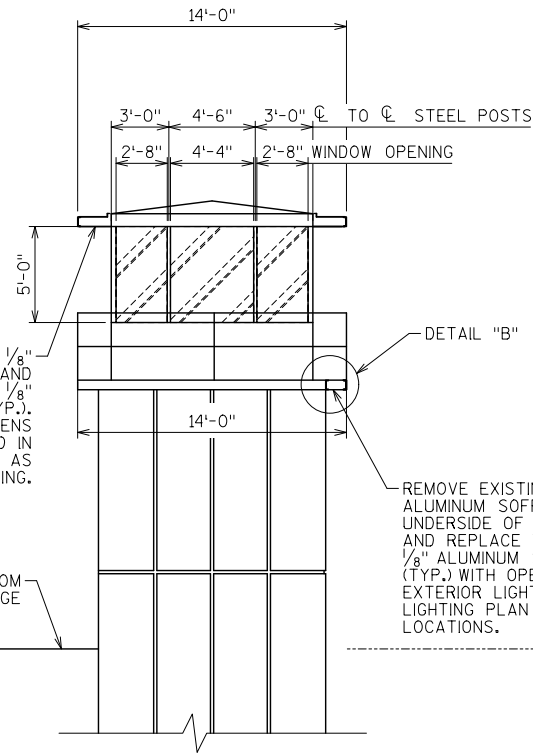
THE COST FOR U-BOLTS IS TO BE INCLUDED IN THE PRICE BID PER LINEAR FOOT OF CHAIN LINK FENCE 8-FT.

STATE PROJECT NUMBER

9210-17-60



NORTH ELEVATION

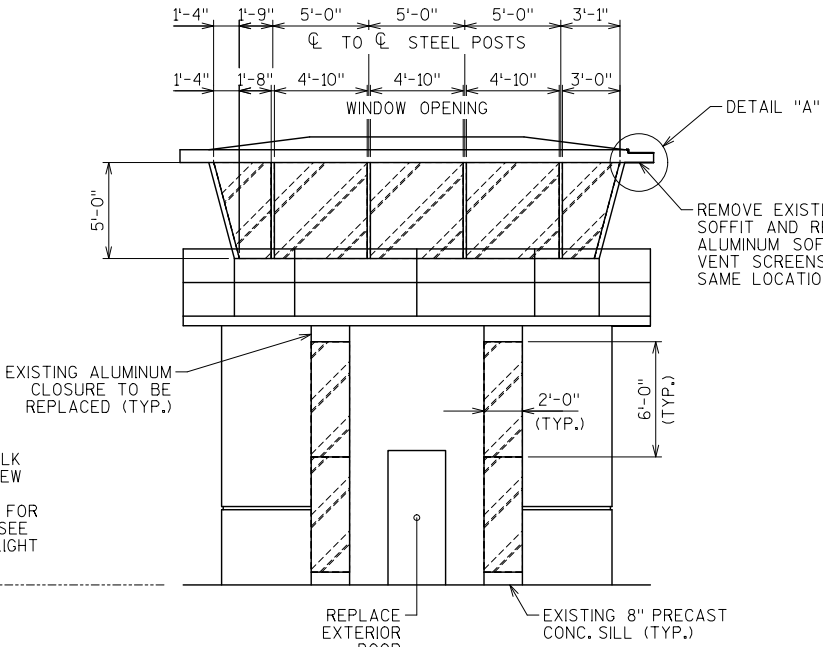


EAST ELEVATION

WEST ELEVATION SIMILAR TO EAST

WINDOW SCHEDULE

LOCATION	NO. OF WINDOWS	HEIGHT	BOTTOM WIDTH	TOP WIDTH
OPERATING FLOOR				
NORTH SIDE	2	5' - 0"	4' - 10"	4' - 10"
	2	5' - 0"	1' - 8"	3' - 0"
SOUTH SIDE	1	5' - 0"	2' - 4"	2' - 4"
	3	5' - 0"	4' - 10"	4' - 10"
EAST SIDE	2	5' - 2 1/8"	2' - 8"	2' - 8"
	1	5' - 2 1/8"	4' - 4"	4' - 4"
WEST SIDE	2	5' - 2 1/8"	2' - 8"	2' - 8"
	1	5' - 2 1/8"	4' - 4"	4' - 4"
ENTRANCE FLOOR				
NORTH SIDE	6	6' - 0"	2' - 2"	2' - 2"
NORTH SIDE - TILT-IN	2	2' - 3"	2' - 0"	2' - 0"
SOUTH SIDE	4	6' - 0"	2' - 2"	2' - 2"
MACHINE ACCESS FLOOR				
NORTH SIDE	9	6' - 0"	2' - 2"	2' - 2"
NORTH SIDE - TILT-IN	2	2' - 6"	2' - 0"	2' - 0"



SOUTH ELEVATION

GLASS WINDOWS AND WINDOW FRAMES TO BE REPLACED

NOTES

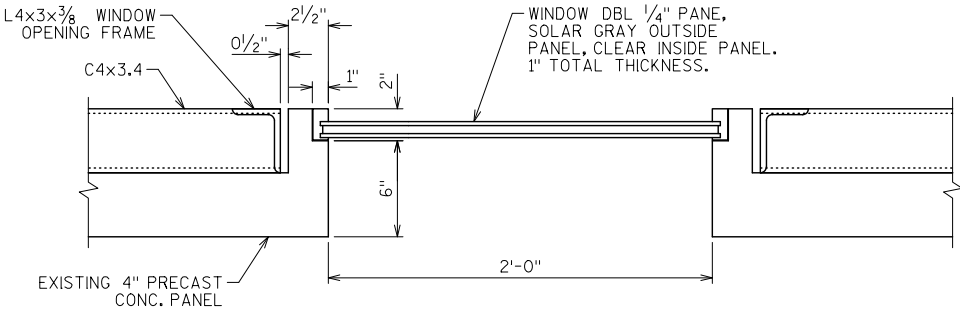
REMOVE ALL WINDOWS AND REPLACE WITH ALUMINUM FRAMED SYSTEM WITH 1/4" DOUBLE PANE GLASS. OUTER PANEL HAS SOLAR GRAY TINT. INNER PANEL IS CLEAR. 1" TOTAL THICKNESS.

SOFFIT PANELS ARE 1/8" THICK ALUMINUM PLATE.

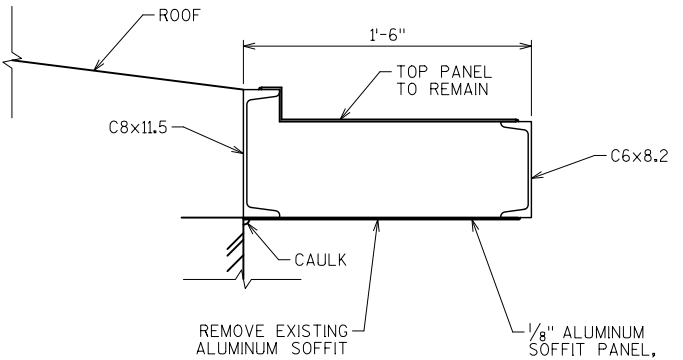
PAINT EXPOSED SIDE OF ALUMINUM SOFFIT PLATE. MATCH PAINT COLOR TO EXISTING SOFFIT PAINT COLOR. TOUCH-UP PAINT ANY WELDED AREAS.

ROOF SOFFIT VENTS ALIGN WITH EXISTING 3" Ø HOLES IN THE ROOF FRAMING.

ALL LOUVERS AND CLOSURES ADJACENT TO WINDOWS SHALL BE REPLACED.

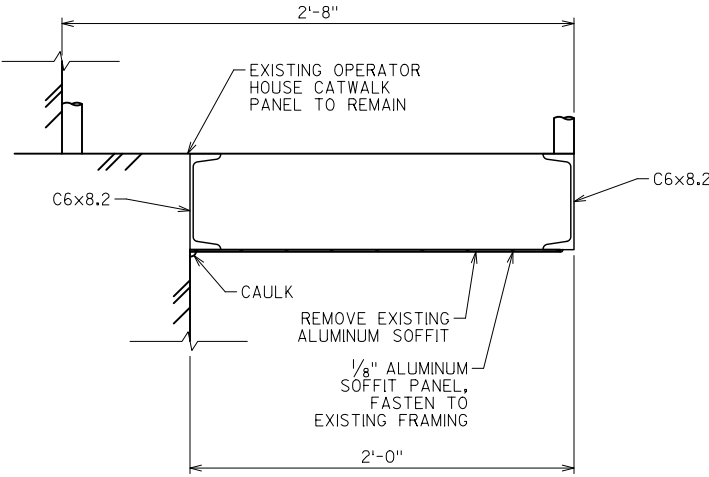


DETAIL "C"



DETAIL "A"

SOFFIT DETAILS



DETAIL "B"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		DNJ	PLANS CK'D. JDB
WINDOW, SOFFIT, AND DOOR DETAILS		SHEET 26 OF 32	

MACHINERY NOTES

1. SCOPE OF WORK (INCLUDED BUT NOT LIMITED TO):
- REPLACE ALL EXISTING PRIMARY REDUCER OUTPUT SHAFT PACKING SEALS LOCATED AT EACH FLOATING SHAFT COUPLING WITH NEW PACKING SEALS IN-KIND.

- REPAIR EXISTING LEAKING LUBRICATION OIL PIPING ON THE NORTH SECONDARY REDUCER LOCATED AT THE WEST LEAF. IF REQUIRED, PROVIDE NEW PIPING, FITTINGS OR PIPE THREAD TAPE AS REQUIRED TO ENSURE THE EXISTING SYSTEM DOES NOT LEAK.

- REMOVE THE EXISTING GREASE FITTINGS FROM THE SIDE GREASE PORTS OF ALL EXISTING PINION BEARING HOUSINGS AND INSTALL NEW PLUGS. (ALL THE EXISTING GREASE FITTINGS LOCATED ON THE TOP GREASE PORTS OF ALL PINION BEARINGS HOUSINGS SHALL REMAIN.)

- CLEAN AND PAINT BOTH WEST LEAF FLOATING SHAFTS.

- PROVIDE NEW REMOTE GREASE STATIONS AND CONNECTING FITTING/GREASE LINES FOR ALL EXISTING TRUNNIONS BEARINGS.

- REMOVE ALL EXISTING PLUGS FROM ALL THE EXISTING FLOATING SHAFT COUPLINGS AND REPLACE WITH NEW VENT PLUGS AND REMOVE ALL THE EXISTING COUPLING GREASE AND REPLACE IN-KIND WITH NEW COUPLING GREASE.

- REMOVE THE EXISTING REDUCER OIL FROM ALL THE EXISTING PRIMARY AND SECONDARY REDUCERS. REPLACE WITH NEW REDUCER OIL.

- REPLACE EXISTING LEAKING REDUCER VENT PIPING AND CONNECTING BACK INSPECTION PLATE INCLUDING INSPECTION PLATE HARDWARE AND SEALS ON THE CENTER LOCK PRIMARY REDUCER LOCATED ON EAST LEAF. REPLACE THE PIPING WITH 1 1/2" DIAMETER GALVANIZED PIPE AND THE NEW BACK INSPECTION PLATE AND SEALS IN-KIND. ENSURE THE NEW PIPING/CONNECTIONS AND BACK INSPECTION PLATE DOES NOT LEAK AT ANY TIME DURING BRIDGE OPERATION.

- PROVIDE NEW PROXIMITY LIMIT SWITCHES, WIRING, TARGETS AND SUPPORTING HARDWARE TO ALL THE EXISTING CENTER LOCK ASSEMBLIES.

- REMOVE ALL WELDED STEEL ANGLES ATTACHED TO ALL THE EXISTING REAR LIVE LOAD SHOES, THEN GRIND SMOOTH ALL REMAINING WELDS FROM THE EXISTING REAR LIVE LOAD SHOE.

- CLEAN AND REAM THE EXISTING KEEPER HOLES TO PROVIDE LT2 FIT WITH THE NEW KEEPER PINS.

- ADJUST ALL THE EXISTING REAR LIVE LOAD SHOES TO MAKE CONTACT WITH EXISTING STRIKE PLATE, SEE SPECIFICATION FOR FURTHER DETAILS.

- AFTER FINAL ACCEPTANCE/ADJUSTMENT ALL THE EXISTING REAR LIVE LOAD SHOES DURING FINAL ASSEMBLY, COAT THE THREADS OF THE NEW 3/4" DIA. 316 S.S. HEX HEAD CAP SCREWS WITH MEDIUM STRENGTH THREAD LOCKING COMPOUND.
2. PACKING SEALS:
- WHERE REQUIRED, PROVIDE PTFE-IMPREGNATED SYNTHETIC FIBER COMPRESSION PACKING SEAL FOR PRIMARY REDUCER OUTPUT SHAFTS.
3. PAINT:
- SURFACE PREPARATION FOR FLOATING SHAFTS WILL BE HAND TOOL ONLY AND CLEANED TO THE SURFACE PROFILE AS REQUIRED FROM PAINT MANUFACTURER. PROVIDE PAINTING SYSTEM CONSISTING OF TWO COATS OF ALUMINUM EPOXY MASTIC AND ONE FINAL COAT OF ALIPHATIC ACRYLIC POLYURETHANE. SEE SPECIFICATION FOR ADDITIONAL REQUIREMENTS.
4. INSTALLATION AND ALIGNMENT OF EQUIPMENT:
- PROVIDE ALL EQUIPMENT REQUIRED TO INSTALL THE MACHINERY TO THE SPECIFIED TOLERANCES SHOWN ON THE PLANS AND IN THE SPECIFICATIONS, INCLUDING SPECIAL SURVEYING, JACKING FRAMES, JIGS, LEVELING SCREWS, ETC. SUBMIT DETAILED PROCEDURES OUTLINING THE ASSEMBLY AND INSTALLATION OF THE MACHINERY, FOR REVIEW, PRIOR TO FABRICATION.
5. BID ITEM NOTES:
- UNLESS SO SPECIFIED ELSEWHERE, THE FOLLOWING ITEMS SHALL BE INCIDENTAL TO THE BID ITEM COVERING THE MACHINERY OF WHICH THEY ARE ASSOCIATED:

TURNED BOLTS, NUTS, WASHERS
DOWEL PINS
TEMPORARY FASTENERS
LIFTING EYE BOLTS
GALVANIZING/PAINTING

SHIM PACKS AND HARDWARE
EPOXY GROUT
LUBRICATION
LUBE FITTINGS
TEMPORARY SUPPORTS

- SPECIFIC ITEMS ARE SHOWN TO ESTABLISH CONFIGURATION AND RATING REQUIREMENTS. COMPONENTS ARE BASED ON CATALOG DATA CURRENT AT THE TIME THE PLANS WERE PREPARED. ITEMS OF EQUAL OR GREATER QUALITY AND RATING MAY BE SUBSTITUTED WITH ACCEPTANCE OF THE ENGINEER. IF OTHER ITEMS ARE ACCEPTED FOR USE, MAKE ALL REVISIONS NECESSARY TO ACCOMMODATE THEM AT NO ADDITIONAL COST TO THE DEPARTMENT.

- UNLESS OTHERWISE NOTED, QUANTITIES SHOWN ARE FOR TWO BASCULE LEAVES, OR TOTAL FOR THE PROJECT.

- ALL DIMENSIONS SHOWN ARE TAKEN FROM THE ORIGINAL DRAWINGS OR FIELD MEASUREMENTS AND ARE FOR REFERENCE AND BIDDING PURPOSE ONLY. CONTRACTOR SHALL VERIFY ALL DIMENSIONS IN THE FIELD BEFORE SUBMITTING SHOP DRAWINGS.

FIT AND SURFACE FINISHES

(UNLESS OTHERWISE SPECIFIED)

SURFACE	FIT	FINISH
MACHINERY BASE ON STEEL	-----	250
MACHINERY PARTS IN FIXED CONTACT	-----	125
SHAFT JOURNALS	RC6	8
JOURNAL BUSHINGS	RC6	16
SOLID BUSHING IN BASE (TO 1/4" WALL)	FN1	63
SOLID BUSHING IN BASE (OVER 1/4" WALL)	FN2	63
SPLIT BUSHING IN BASE	LC1	125
HUBS ON SHAFTS (UP TO 2" DIAMETER)	FN2	32
HUBS ON SHAFTS (OVER 2" DIAMETER)	FN2	63
KEY AND KEYWAYS SIDE-SIDE	LC4	63
KEY AND KEYWAYS TOP-BOTTOM	LC11	63
TEETH OF OPEN SPUR GEARS	-----	125
PERMANENT DOWELS	FN4	32

SYMBOL LEGEND

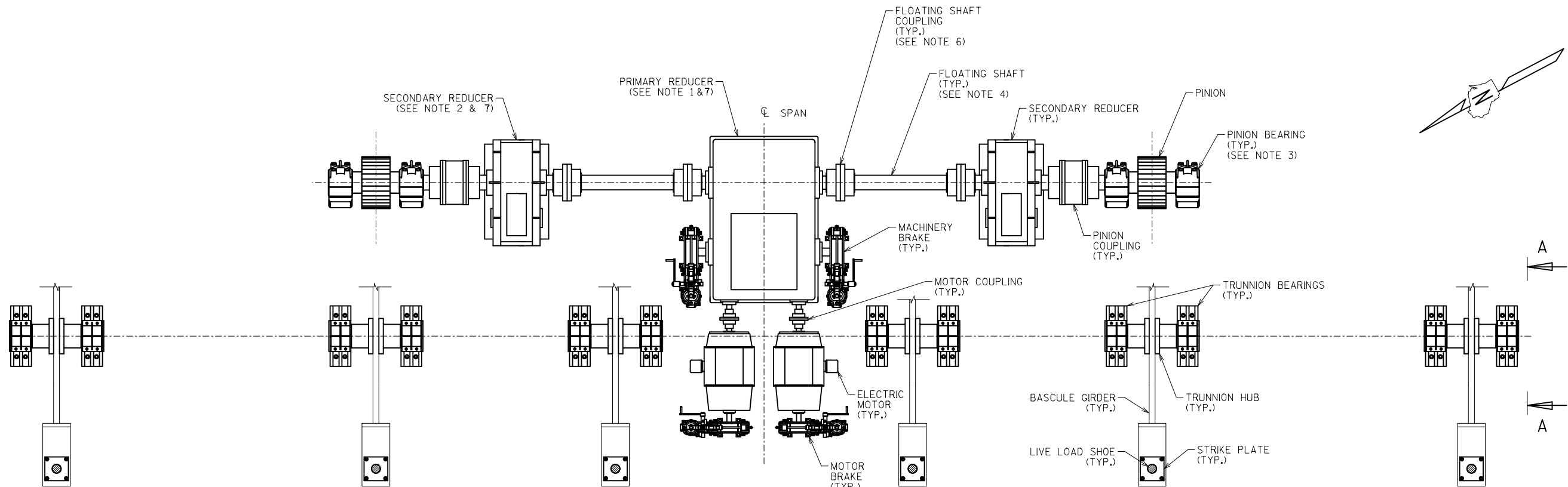
- SIGNIFIES THAT THE ACTUAL OR CERTIFIED DIMENSION OF THE MATING COMPONENT IS TO BE USED TO DETERMINE THE EXACT VALUE.
- MAXIMUM SURFACE ROUGHNESS (RA) PER ANSI/ ASME B46.1, IN MICROINCHES. IMPLIES FLATNESS REQUIREMENT AS DEFINED IN THE SPECIFICATIONS.
- REFERENCE DIMENSION INDICATING THAT THE DIMENSION IS SHOWN ONLY FOR INFORMATION AND IS DEFINED ELSEWHERE IN THE PLANS OR SPECIFICATIONS.

MACHINERY TOLERANCE

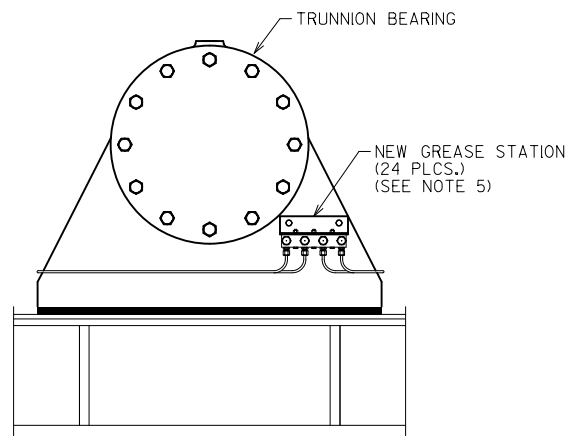
(UNLESS OTHERWISE SPECIFIED)

X	± 1/16"
X/X, X.X	± 1/32"
X.XX	± 0.020"
X.XXX	± 0.005"
ANGLES	± 1/2°
BREAK ALL EDGES	0.015"

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
		DRAWN BY BAC	PLANS CK'D. JMC
MACHINERY NOTES		SHEET 27 OF 32	



DRIVE MACHINERY LAYOUT - PLAN VIEW
(WEST DRIVE MACHINERY LAYOUT SHOWN, NEAR DRIVE MACHINERY LAYOUT SIMILAR)
(ALL DRIVE MACHINERY COMPONENTS SHOWN ARE EXISTING, UNLESS NOTED OTHERWISE)
(PIER AND LUBRICANT PIPING NOT SHOWN FOR CLARITY)



VIEW A-A

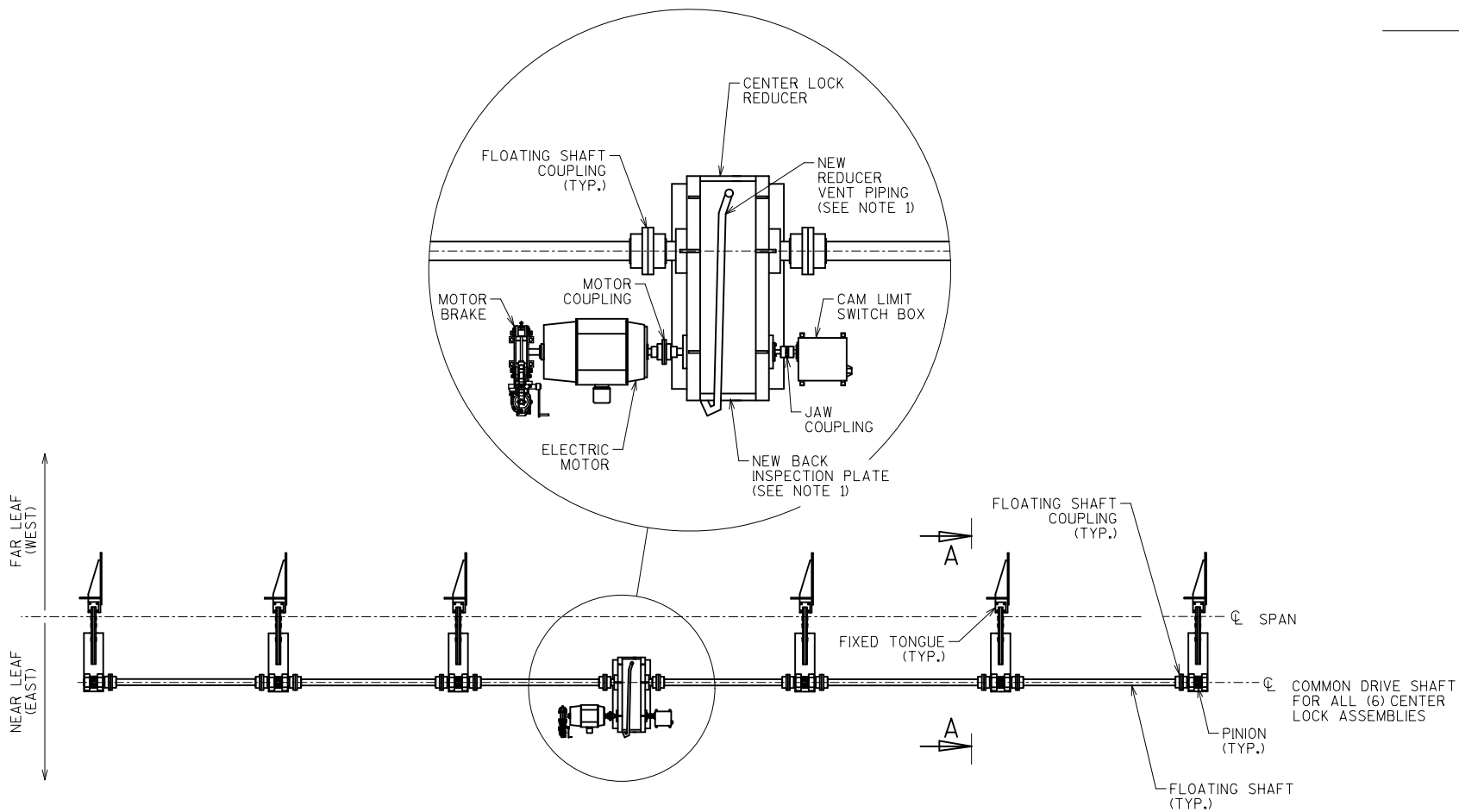
NOTES:

- REPLACE ALL EXISTING PRIMARY REDUCER OUTPUT SHAFT PACKING SEALS LOCATED AT EACH FLOATING SHAFT COUPLING WITH NEW PACKING SEALS IN-KIND.
- REPAIR EXISTING LEAKING LUBRICATION OIL PIPING ON THE NORTH SECONDARY REDUCER LOCATED AT THE WEST LEAF. IF REQUIRED, PROVIDE NEW PIPING, FITTINGS OR PIPE THREAD TAPE AS REQUIRED TO ENSURE THE EXISTING SYSTEM DOES NOT LEAK.
- REMOVE THE EXISTING GREASE FITTINGS FROM THE SIDE GREASE PORTS OF ALL EXISTING PINION BEARING HOUSINGS AND INSTALL NEW PLUGS. (ALL THE EXISTING GREASE FITTINGS LOCATED ON THE TOP GREASE PORTS OF ALL EXISTING PINION BEARINGS HOUSINGS SHALL REMAIN.)
- CLEAN AND PAINT BOTH EXISTING WEST LEAF FLOATING SHAFTS.
- PROVIDE NEW REMOTE GREASE STATIONS AND CONNECTING FITTING/GREASE LINES FOR ALL EXISTING TRUNNION BEARINGS. ALL GREASE STATION HARDWARE, SUPPORTS, FITTINGS AND LINES SHALL BE TYPE 316 STAINLESS STEEL.
- REMOVE ALL EXISTING PLUGS FROM ALL THE EXISTING FLOATING SHAFT COUPLINGS AND REPLACE WITH NEW VENT PLUGS AND REMOVE ALL THE EXISTING COUPLING GREASE AND REPLACE IN-KIND WITH NEW COUPLING GREASE.
- REMOVE THE EXISTING REDUCER OIL FROM ALL THE EXISTING PRIMARY AND SECONDARY REDUCERS. REPLACE WITH NEW REDUCER OIL.

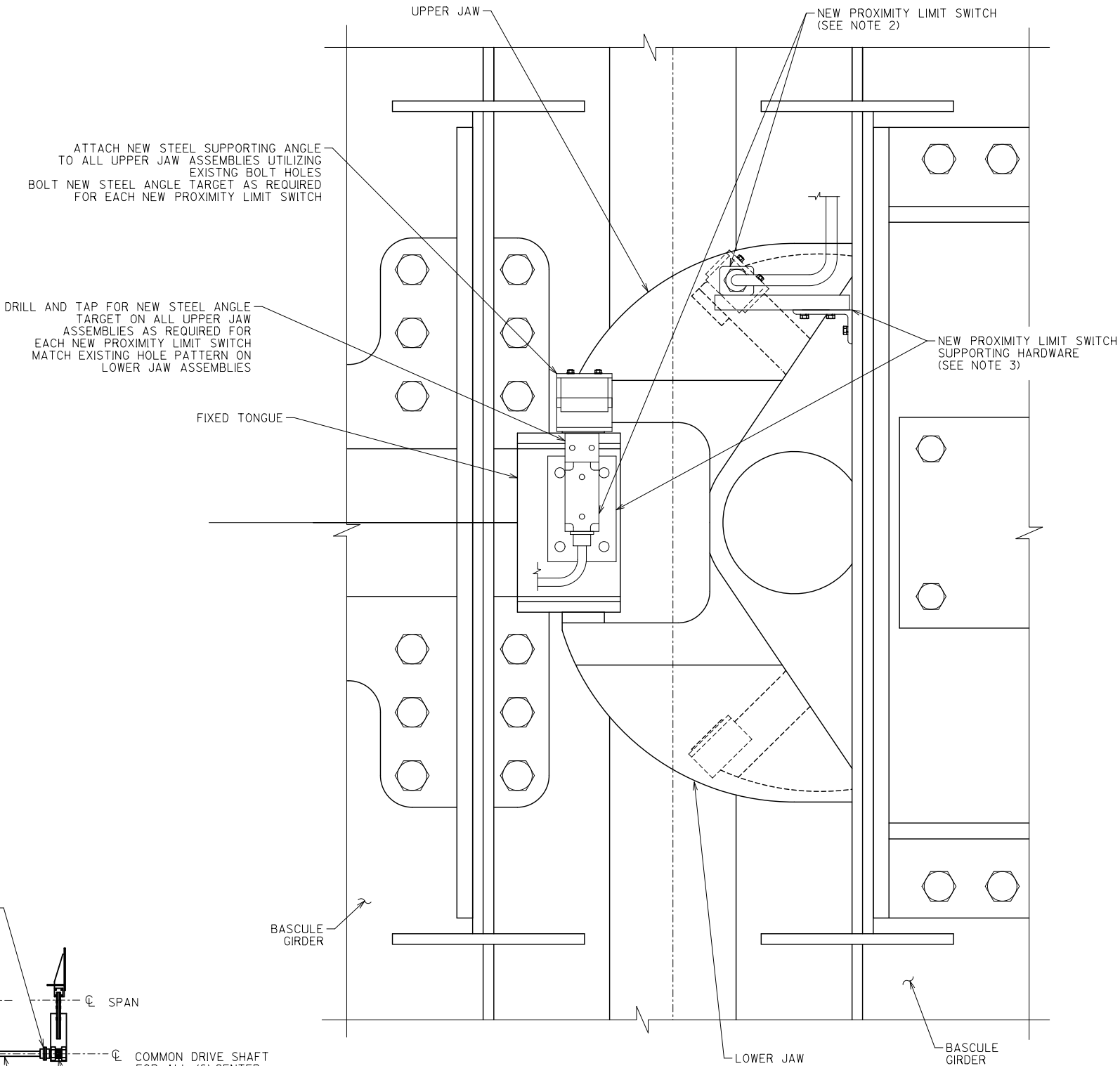
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		BAC	PLANS CK'D. JMC
DRIVE MACHINERY ASSEMBLY		SHEET 28 OF 32	

NOTES:

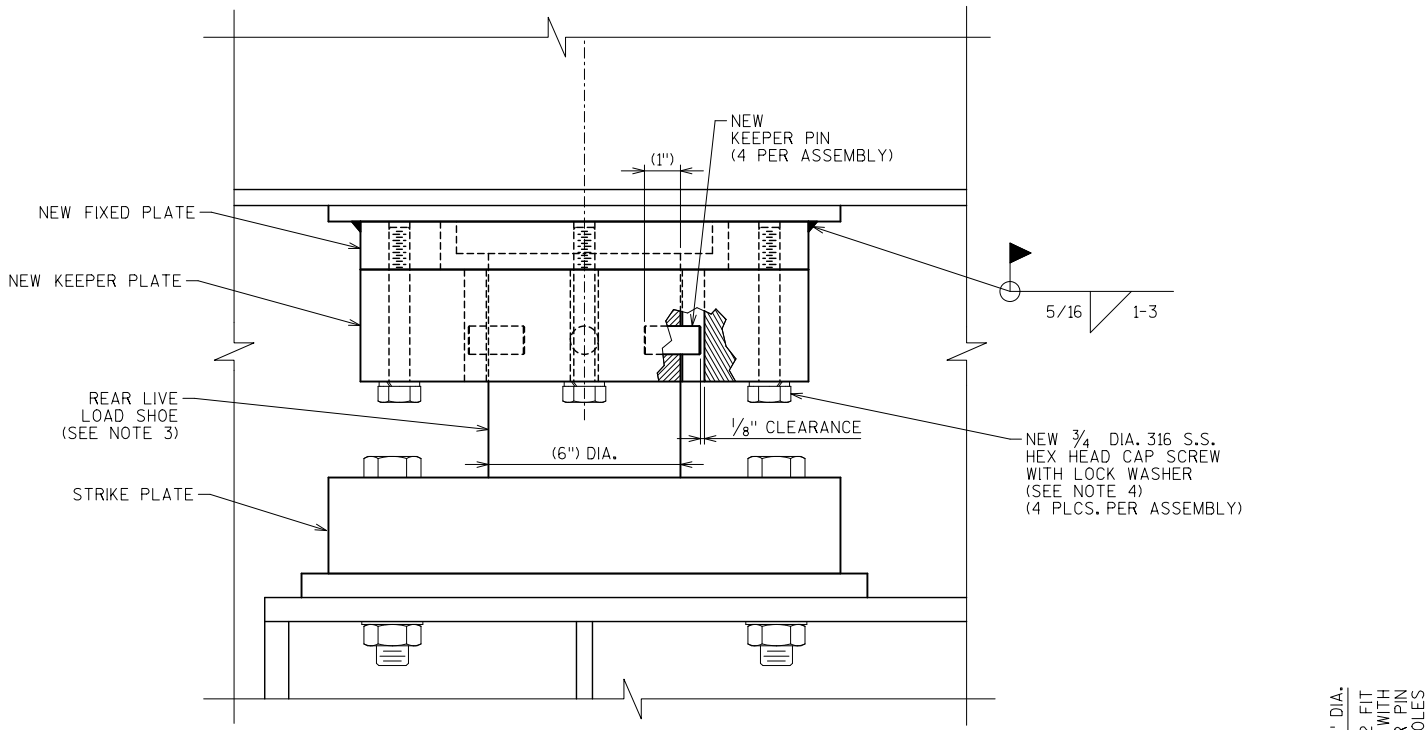
1. REPLACE EXISTING LEAKING REDUCER VENT PIPING AND CONNECTING BACK INSPECTION PLATE INCLUDING INSPECTION PLATE HARDWARE AND SEALS ON THE CENTER LOCK PRIMARY REDUCER LOCATED ON NEAR LEAF. REPLACE THE PIPING WITH 1 1/2" DIAMETER GALVANIZED PIPE AND THE NEW BACK INSPECTION PLATE AND SEALS IN-KIND. ENSURE THE NEW PIPING/CONNECTIONS AND BACK INSPECTION PLATE DOES NOT LEAK AT ANY TIME DURING BRIDGE OPERATION.
2. PROVIDE NEW PROXIMITY LIMIT SWITCHES AND WIRING TO ALL THE EXISTING CENTER LOCK ASSEMBLIES. (12) TOTAL NEW PROXIMITY LIMIT SWITCHES REQUIRED FOR THE DRIVEN AND PULL POSITIONS. SEE ELECTRICAL SPECIFICATION FOR FURTHER DETAILS.
3. DRILL AND TAP AS REQUIRED TO ATTACHE NEW PROXIMITY LIMIT SWITCH SUPPORTING HARDWARE INCLUDING ANGLES AND U-CHANNEL FOR ADJUSTING NEW PROXIMITY LIMIT SWITCHES. ALL NEW PROXIMITY LIMIT SWITCH SUPPORTING HARDWARE AND U-CHANNELS SHALL BE TYPE A316 STAINLESS STEEL.

**CENTER LOCK ASSEMBLY - PLAN VIEW**

(ALL CENTER LOCK COMPONENTS SHOWN ARE EXISTING, UNLESS NOTED OTHERWISE)

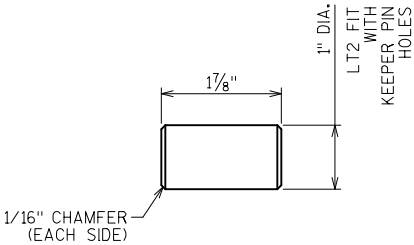
**SECTION A-A**

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY		BAC	PLANS CK'D. JMC
CENTER LOCK ASSEMBLY		SHEET 29 OF 32	



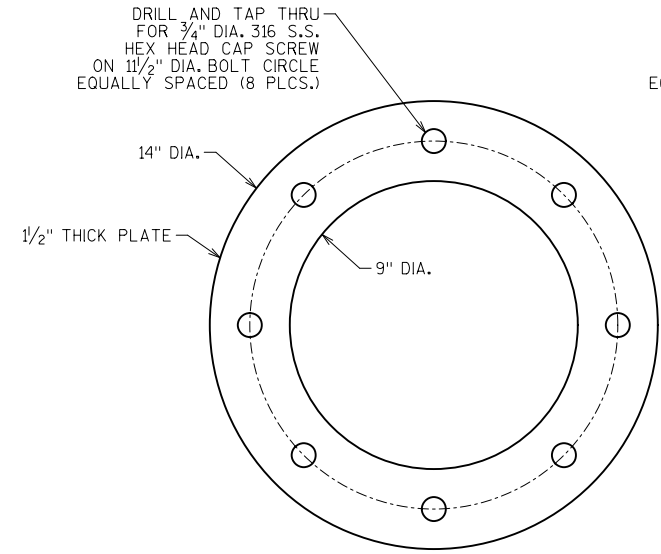
KEEPER PLATE ASSEMBLY INSTALLED -ELEVATION

(ALL COMPONENTS SHOWN ARE EXISTING, UNLESS NOTED OTHERWISE)
(12 ASSEMBLIES REQUIRED)



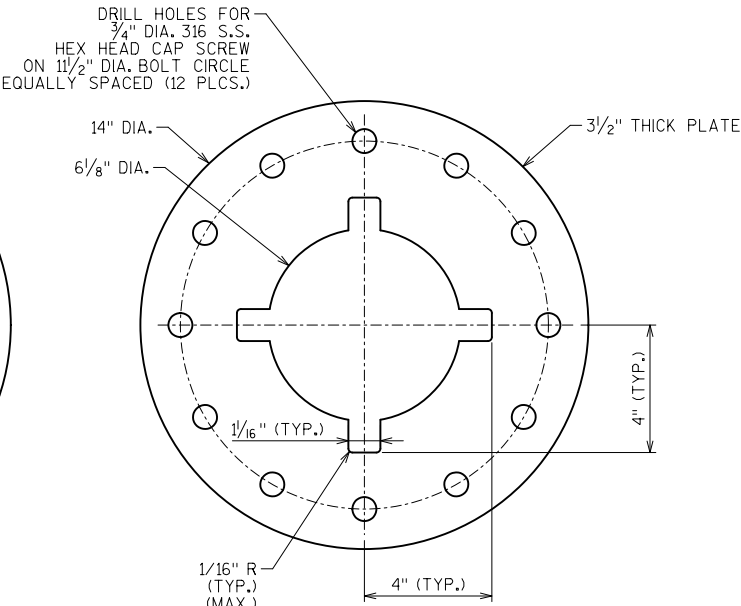
KEEPER PIN

MATERIAL: 316 STAINLESS STEEL
QTY: 48



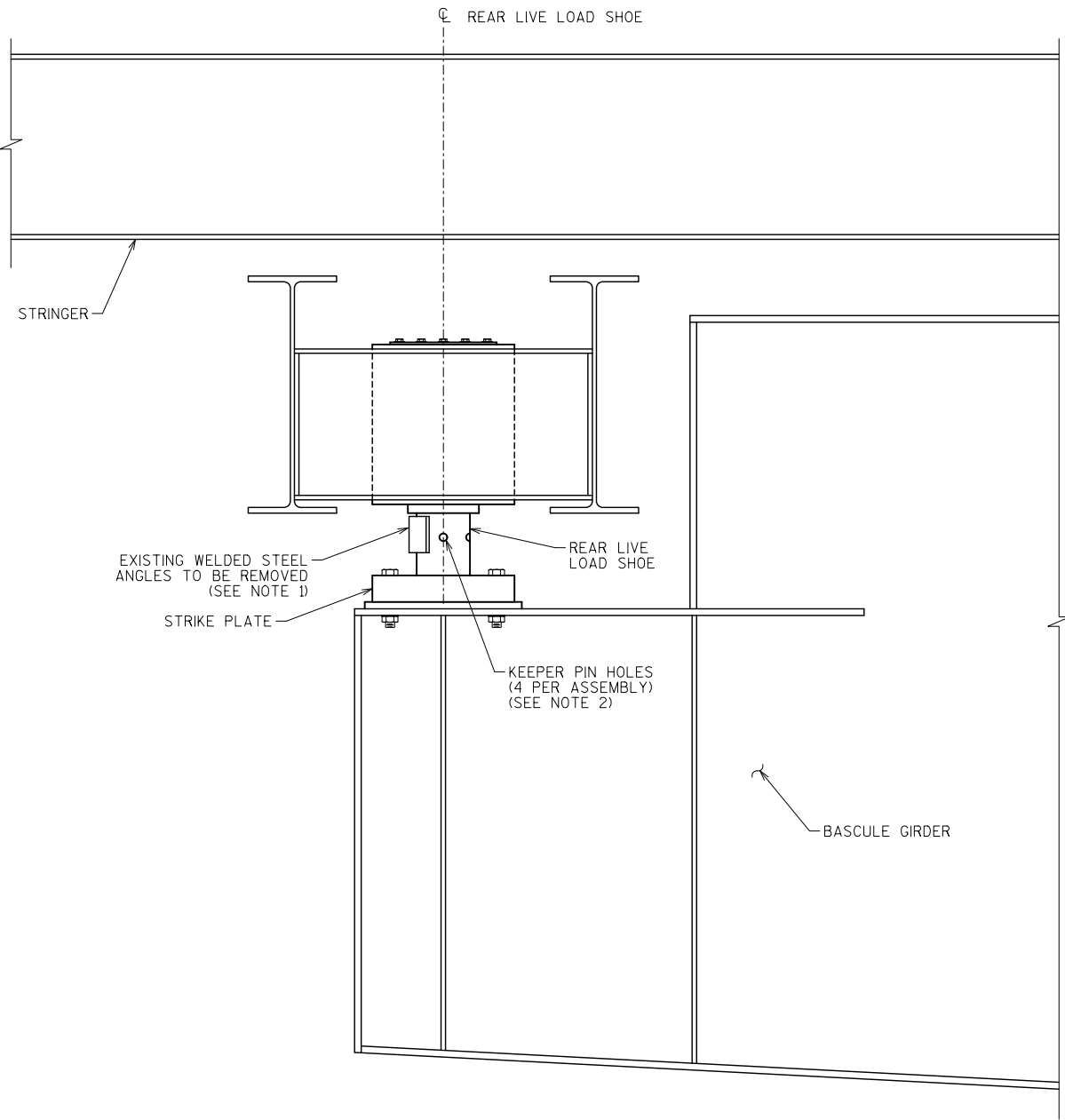
FIXED PLATE

MATERIAL: ASTM A36
QTY: 12



KEEPER PLATE

MATERIAL: ALUMINUM ALLOY 6061-T6
QTY: 12



REAR LIVE LOAD SHOE ASSEMBLY -ELEVATION

(ALL REAR LIVE LOAD SHOE COMPONENTS SHOWN ARE EXISTING, UNLESS NOTED OTHERWISE)

NOTES:

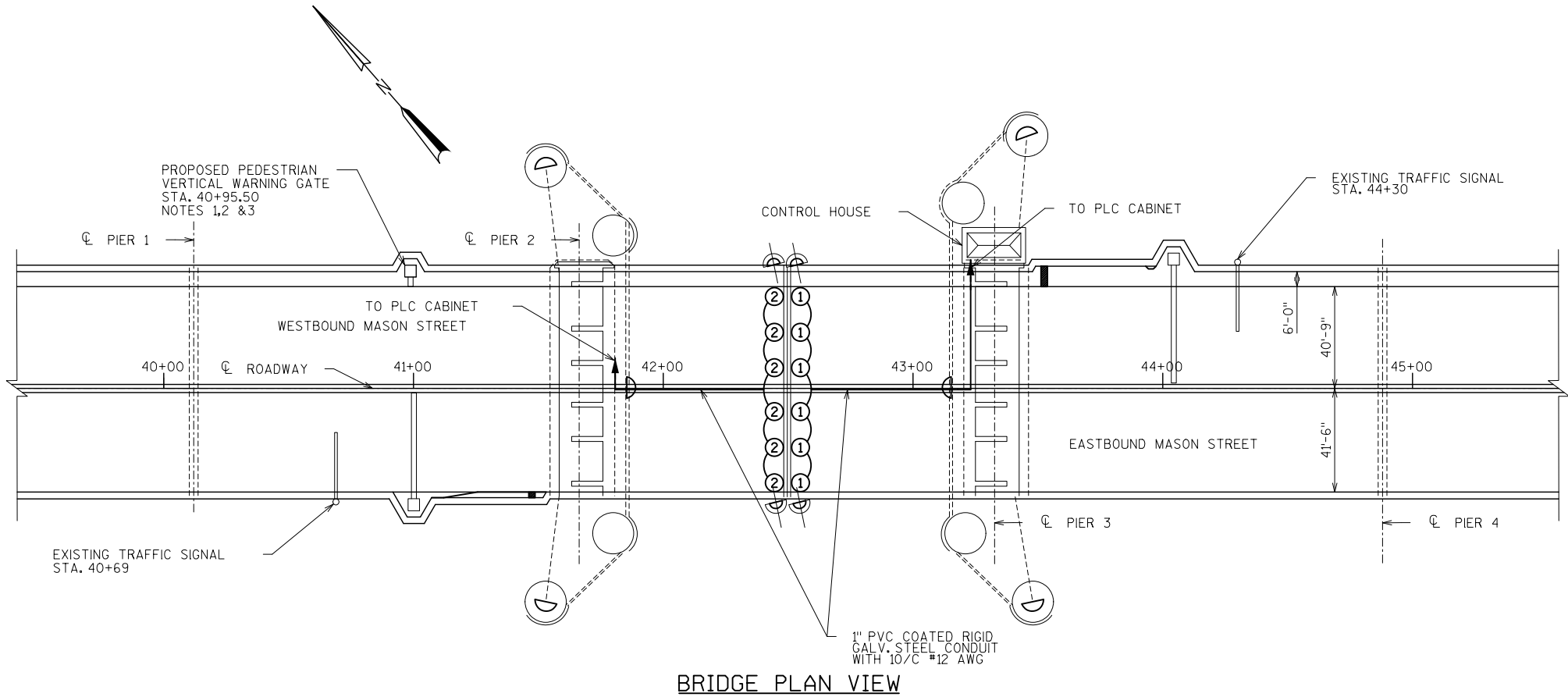
1. REMOVE ALL WELDED STEEL ANGLES ATTACHED TO ALL THE EXISTING REAR LIVE LOAD SHOES, THEN GRIND SMOOTH ALL REMAINING WELDS OFF THE EXISTING REAR LIVE LOAD SHOE.
2. CLEAN AND REAM THE EXISTING KEEPER HOLES TO PROVIDE LT2 FIT WITH THE NEW KEEPER PINS.
3. ADJUST ALL THE EXISTING REAR LIVE LOAD SHOES TO MAKE CONTACT WITH EXISTING STRIKE PLATE, SEE SPECIFICATION FOR FURTHER DETAILS.
4. AFTER FINAL ACCEPTANCE/ADJUSTMENT ALL THE EXISTING REAR LIVE LOAD SHOES DURING FINAL ASSEMBLY, COAT THE THREADS OF THE NEW 3/4" DIA. 316 S.S. HEX HEAD CAP SCREWS WITH MEDIUM STRENGTH THREAD LOCKING COMPOUND.

NO.	DATE	REVISION			BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION					
STRUCTURE B-5-134					
		DRAWN BY	BAC	PLANS CK'D.	JMC
REAR LIVE LOAD SHOE ASSEMBLY				SHEET 30 OF 32	

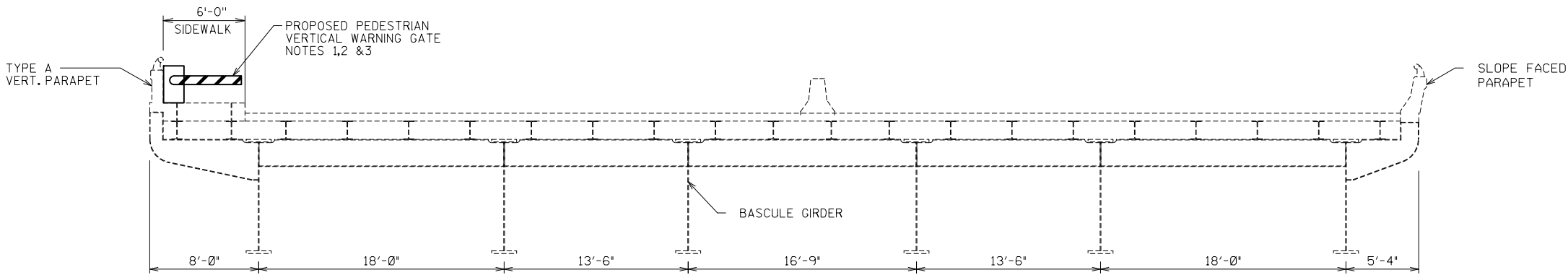
NOTES:

1. THE CONTRACTOR SHALL CAREFULLY DISCONNECT AND REMOVE THE EXISTING PEDESTRIAN VERTICAL WARNING GATE. THE GATE SHALL BECOME THE PROPERTY OF THE CONTRACTOR AND DISPOSED OF PROPERLY OFFSITE. THE EXISTING ANCHOR BOLTS SHALL BE SAWCUT FLUSH WITH THE TOP OF THE EXISTING PAVEMENT. THE EXISTING CONDUIT AND WIRE SHALL BE PROTECTED FOR RE-USE.
2. PROVIDE A NEW PEDESTRIAN VERTICAL WARNING GATE AT THE SAME LOCATION AS THE EXISTING GATE. THE GATE SHALL BE AS MANUFACTURED BY B&B ROADWAY, CATALOG NUMBER VW-1 WITH A 5'-6" FIBERGLASS ARM AND FLASHING LIGHT OR APPROVED EQUAL. THE FINAL INSTALLATION LOCATION AND POSITIONING OF THE NEW GATE MUST BE MARKED IN THE FIELD AND APPROVED BY THE ENGINEER PRIOR TO BEGINNING ANY WORK. THE EXISTING GATE POWER AND CONTROL CABLES SHALL BE RE-USED AND CONNECTED TO THE NEW GATE.
3. PROVIDE NEW ANCHOR BOLTS TO INSTALL THE NEW PEDESTRIAN VERTICAL WARNING GATE TO THE BRIDGE SIDEWALK. THE QUANTITY, SIZE, TYPE AND SPACING OF THE ANCHOR BOLTS SHALL BE AS RECOMMENDED BY THE GATE MANUFACTURER. THE CONTRACTOR SHALL PROVIDE ALL THE NECESSARY WORK AND MATERIALS FOR PROVIDING A COMPLETE AND FULLY FUNCTIONAL GATE INSTALLATION. THE WORK SHALL INCLUDE DRILLING INTO THE EXISTING SIDEWALK AND PROVIDING EPOXY ADHESIVE TO ANCHOR THE BOLTS INTO THE CONCRETE.
4. FURNISH AND INSTALL A DRIVEN AND PULLED PROXIMITY SWITCH FOR EACH CENTERLOCK JAW. ALL CONDUIT SHALL BE PVC COATED RIGID GALVANIZED STEEL. ALL JUNCTION/PULL BOXES SHALL BE NEMA 4X STAINLESS STEEL. BOXES NOT SHOWN FOR CLARITY. ALL CONDUCTORS SHALL TERMINATE IN THE PLC CABINETS TO SPARE PLC INPUTS. USE HEAVY DUTY EXTRA FLEXIBLE OUTDOOR RATED CABLE FOR TRANSITIONING FROM MOVABLE LEAF TO PIER CONNECTIONS.

- ① CENTERLOCK PULLED PROXIMITY SWITCHES MOUNTED TO THE EAST LEAF. SEE MECHANICAL PLANS FOR MOUNTING DETAILS.
- ② CENTERLOCK DRIVEN PROXIMITY SWITCHES MOUNTED TO THE WEST LEAF. SEE MECHANICAL PLANS FOR MOUNTING DETAILS.



BRIDGE PLAN VIEW

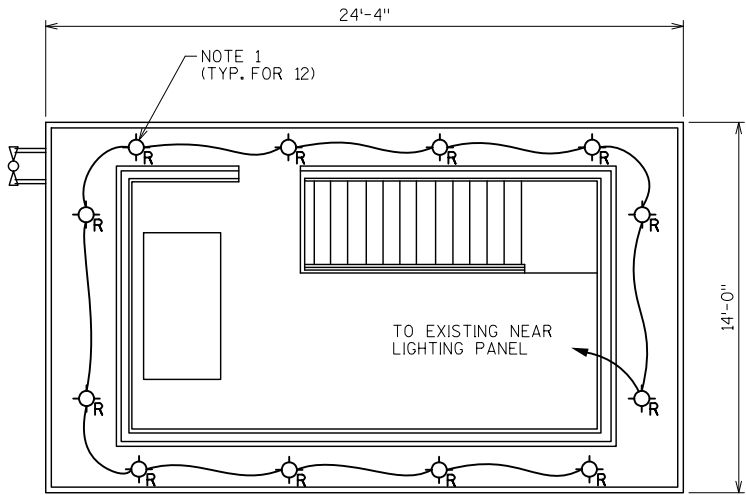


PEDESTRIAN GATE ELEVATION VIEW
LOOKING EAST - MIDPOINT OF BASCULE LEAF

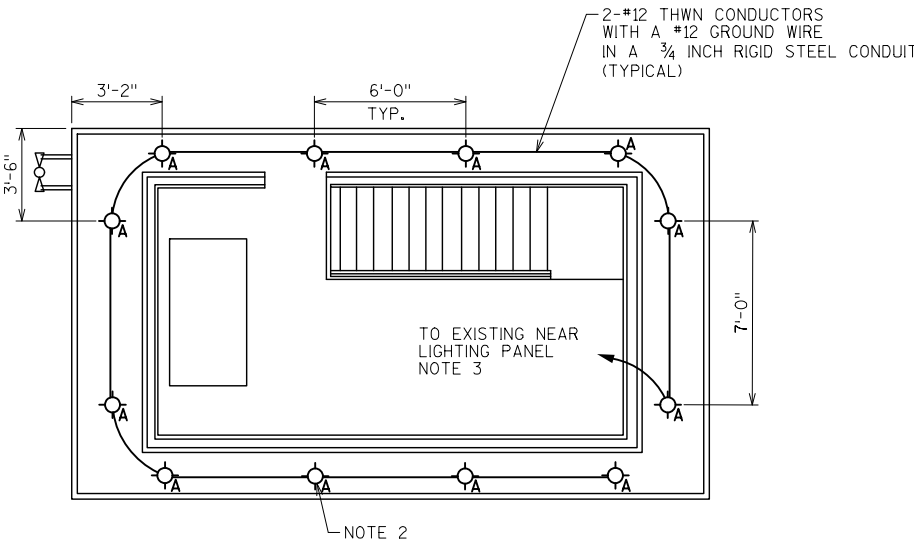
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-5-134			
DRAWN BY CAM		PLANS CK'D. WDS	
ELECTRICAL PLAN AND ELEVATION		SHEET 31 OF 32	

LIGHTING SYMBOLS

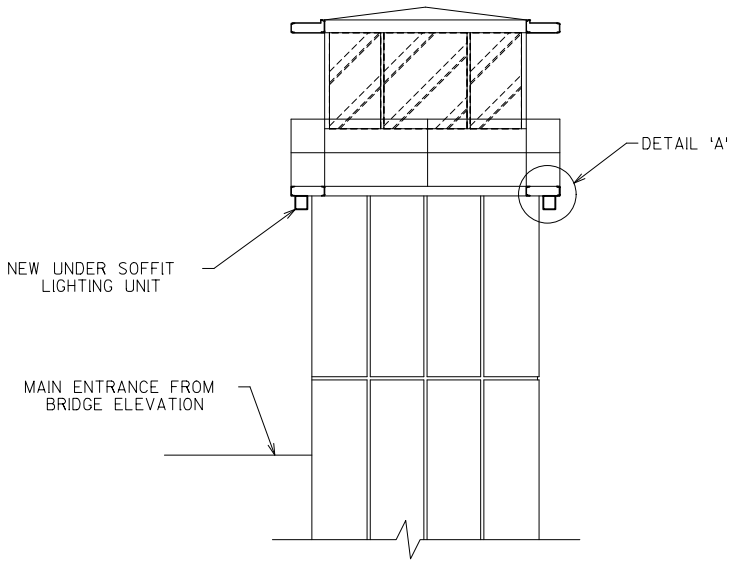
- EXISTING LIGHTING UNIT TO BE REMOVED - SOFFIT MOUNTED
- PROPOSED LIGHTING UNIT, 31W LED, SOFFIT MOUNTED, AS MANUFACTURED BY BEGA LIGHTING CATALOG NO. 6503LED OR APPROVED EQUAL



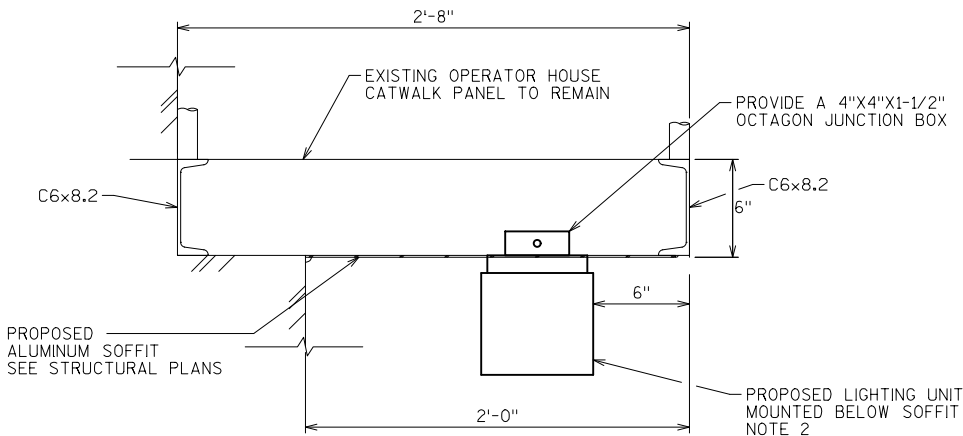
EXISTING SOFFIT LIGHTING PLAN
OPERATOR'S FLOOR LEVEL



PROPOSED SOFFIT LIGHTING PLAN
OPERATOR'S FLOOR LEVEL



CONTROL HOUSE - EAST ELEVATION



SOFFIT LIGHTING INSTALLATION - DETAIL 'A'

NOTES:

- REMOVE AND DISPOSE OF THE EXISTING SOFFIT MOUNTED LIGHTING UNITS INCLUDING ALL JUNCTION BOXES, CONDUIT, WIRES, MOUNTING HARDWARE AND APPURTENANCES ASSOCIATED WITH THE SOFFIT LIGHTING SYSTEM. THE EXISTING CONDUIT AND WIRE SHALL BE REMOVED ALL THE WAY BACK TO THE EXISTING NEAR LIGHTING PANEL.
- PROVIDE NEW LED LIGHTING UNITS MOUNTED TO THE UNDERSIDE OF THE SOFFIT AS SHOWN. THE LIGHTING UNITS SHALL BE INSTALLED PER THE MANUFACTURER'S RECOMMENDATIONS.
- ROUTE NEW CONDUIT AND WIRES (HOME RUN) BACK TO THE EXISTING NEAR LIGHTING PANEL AND MAKE THE NECESSARY CONNECTIONS TO PROVIDE POWER TO THE NEW UNDER SOFFIT LIGHTING UNITS.

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STRUCTURE B-5-134			
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SOFFIT LIGHTING PLAN		SHEET 32 OF 32	

Notes



Wisconsin Department of Transportation

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