WIS

PROJECT ID: 1058-24-60

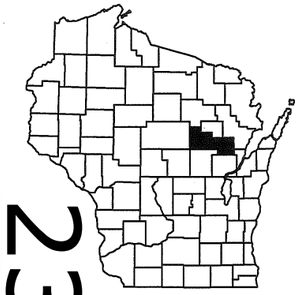
COUNTY: SHAWANO

MAY 2018

ORDER OF SHEETS

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

TOTAL SHEETS = 252



23

DESIGN DESIGNATION

A.A.D.T.	2019	=	13,000
A.A.D.T.	2029	=	14,800
D.H.V.		=	
D.D.		=	60/40
T.		=	29.2%
DESIGN SPEED		=	70
ESALS		=	

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

SHAWANO - GREEN BAY

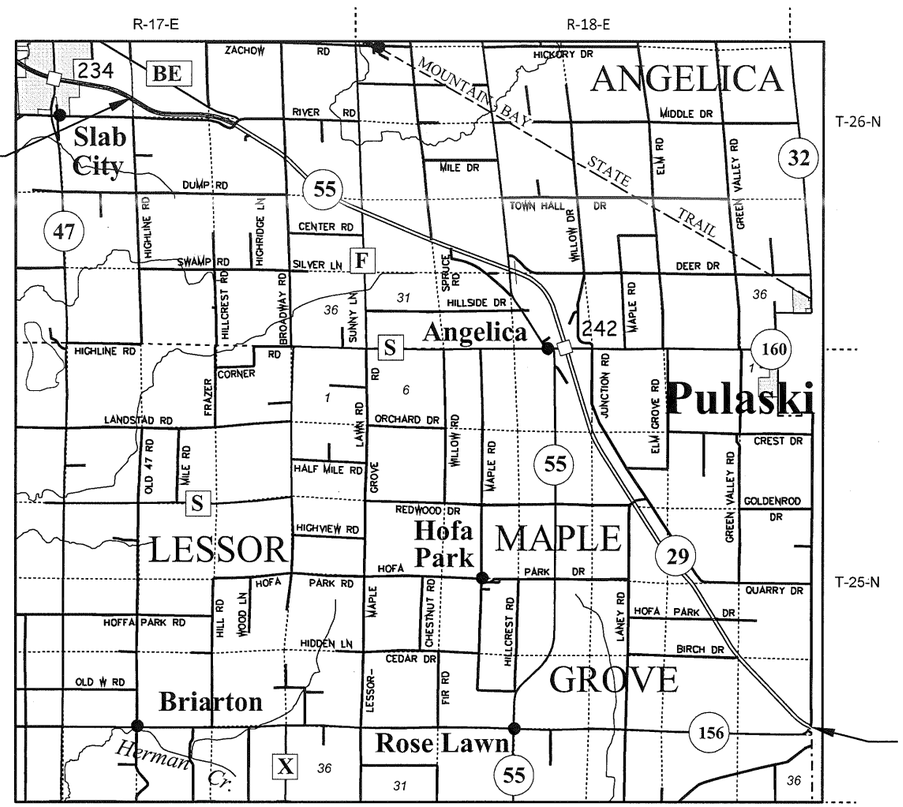
HIGHLINE ROAD TO BROWN COUNTY LINE

STH 29

SHAWANO COUNTY

STATE PROJECT NUMBER
1058-24-60

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1058-24-60	WISC 2018248	1



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 13.2 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, SAWANO COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

ELEVATIONS SHOWN ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 NAVD 88 (2012).

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	NORTH CENTRAL REGION
Designer	PHILIP SAEGER
Project Manager	DANIEL HOLLOWAY
Regional Examiner	CHERYL SIMON
Regional Supervisor	NICHOLE LYSNE

APPROVED FOR THE DEPARTMENT

DATE: 2/27/18 (Signature)

E

GENERAL NOTES

THE LOCATIONS 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. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

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

HMA PAVEMENT SHALL BE CONSTRUCTED WITH THE FOLLOWING LAYER THICKNESS:

PAVEMENT THICKNESS (INCH)	LOWER (INCH)	UPPER (INCH)	
1.5	---	1.5	5 LT 58-28 S
3.5	1.75	1.75	4 LT 58-28 S
4.5	2.5	2	4 LT 58-28 S
5	2.5	2.5	4 LT 58-28 S

UTILITIES

CENTURYLINK - COMMUNICATION LINE
TIM KROEZE
19 W. FOND DU LAC ST
RIPON, WI 54971
PHONE: (920)748-8491 WORK
PHONE: (920) 219-0112 MOBILE
E-MAIL: tim.kroeze@centurylink.com

NORTHEAST TELEPHONE COMPANY LLC - COMMUNICATION LINE
CHRIS HINES
5475 GLENDALE AVE
GREEN BAY, WI 54313
PHONE: (920) 865-3166 WORK
PHONE: (920) 373-4603 MOBILE
E-MAIL: Chris.hines@nsight.com

PAETEC COMMUNICATIONS, LLC - COMMUNICATION LINE
DENNIS RUESS
8531 COUNTY RD FF
WISCONSIN RAPIDS, WI 54494-9673
PHONE: (608) 512-5587 WORK
PHONE: (608) 512-5587 MOBILE
E-MAIL: dennis.ruess@windstream.com

TDS TELECOM - COMMUNICATION LINE
STEVE JAKUBIEC
10 COLLEGE AVE, SUITE 218A
APPLETON, WI 54911
PHONE: (920) 882-4166 WORK
PHONE: (920) 562-7221 MOBILE
E-MAIL: steve.jakuiec@tdstelcom.com

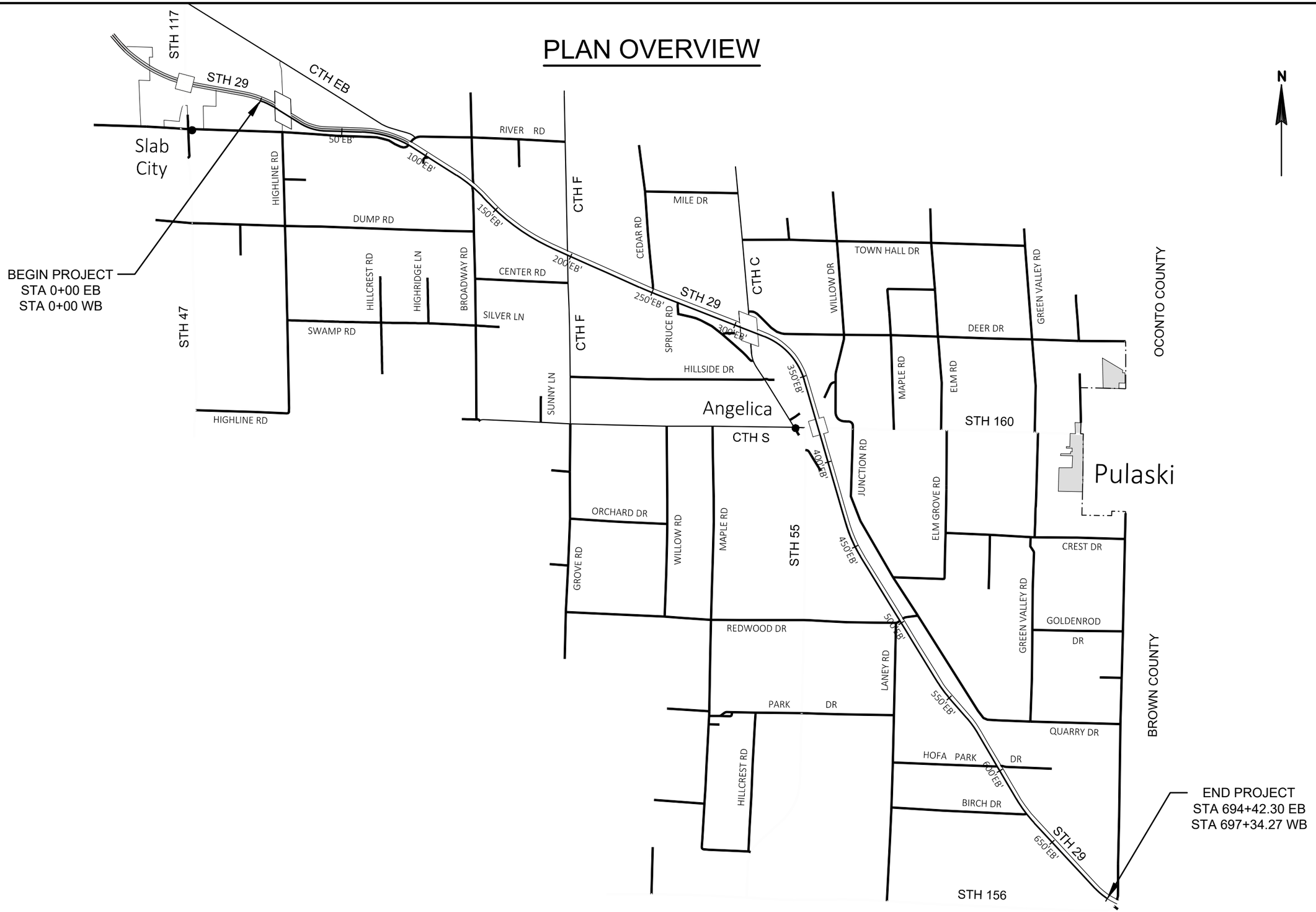
WE ENTERGIES - ELECTRICITY
KENNETH J. VAN OSS
800 S. LYNNDALE DR
APPLETON, WI 549112
PHONE: (920) 380-3318 WORK

2

ENVIRONMENTAL CONTACTS
WI DEPT. OF NATURAL RESOURCES
2984 SHAWANO AVE.
GREEN BAY, WI
ATTN: James Doperalski
PHONE: (920) 412-0165
James.Doperalski@wisconsin.gov

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

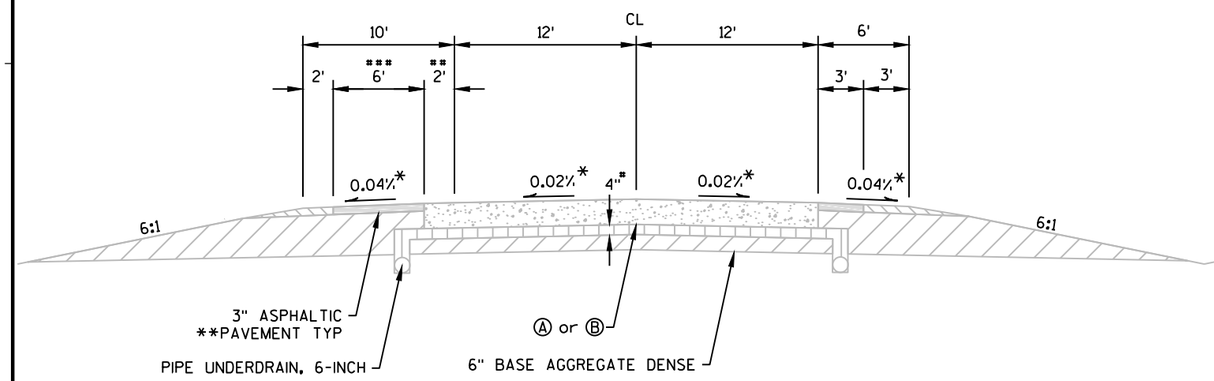
PLAN OVERVIEW

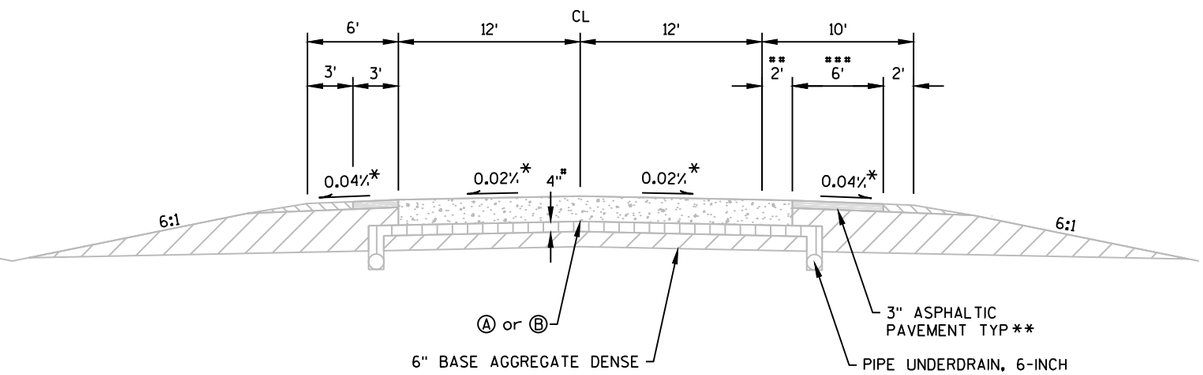


PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN OVERVIEW	SHEET 3	E

LEGEND

- EXISTING CONCRETE PAVEMENT
- EXISTING ASPHALTIC CONCRETE PAVEMENT
- EXISTING BASE AGGREGATE DENSE
- EXISTING BASE AGGREGATE OPEN GRADED
- EXISTING BASE AGGREGATE DENSE





TYPICAL EXISTING SECTION

STA 0'EB'+00 - STA 192'EB'+00 Ⓐ
STA 192'EB'+00 - STA 260'EB'+00 Ⓑ,#=0",# #=0',# # #=8'
STA 260'EB'+00 - STA 694'EB'+50 Ⓐ
STA 0'WB'+00 - STA 95'WB'+25 Ⓐ
STA 95'WB'+25 - STA 132'WB'+25 Ⓑ,#=0",# #=0',# # #=8'
STA 132'WB'+25 - STA 697'WB'+34.27 Ⓐ

*CROSS SLOPE VARIES DUE TO SUPERELEVATION

**EXISTING ASPHALT SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS

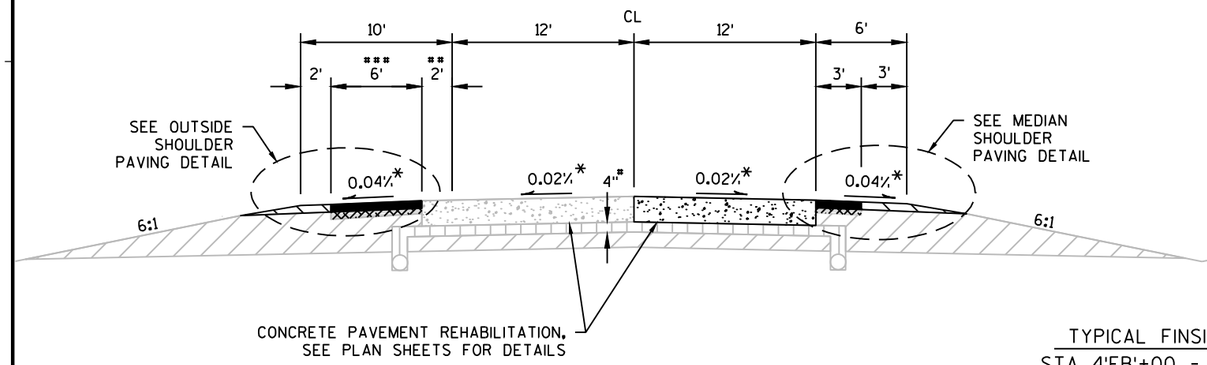
Ⓐ 10" DOWELED NON-REINFORCED CONCRETE PAVEMENT

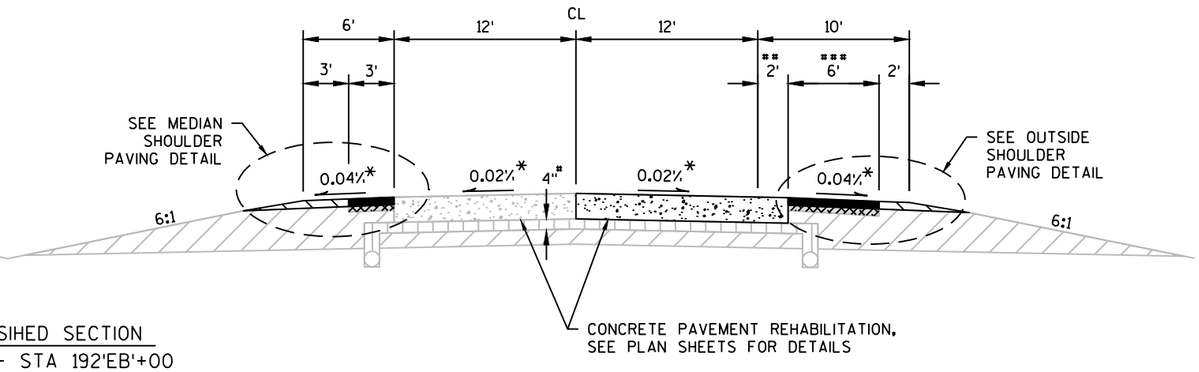
Ⓑ 9" NON-DOWELED NON-REINFORCED CONCRETE PAVEMENT

2

LEGEND

- 3.5-INCH HMA PAVEMENT UNLESS NOTED OTHERWISE, SEE PLAN SHEETS
- BASE AGGREGATE DENSE ¾-INCH
- REMOVE ASPHALTIC SURFACE MILLING FULL DEPTH, PLACE BASE AGGREGATE DENSE ¾-INCH AS NEEDED





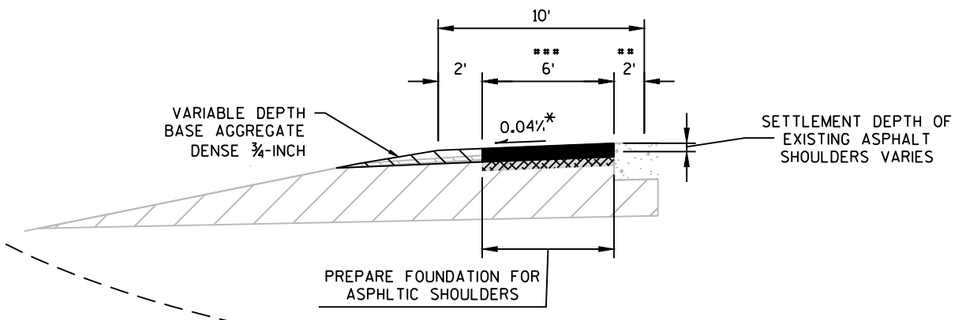
TYPICAL FINSIHED SECTION

STA 4'EB'+00 - STA 192'EB'+00
STA 192'EB'+00 - STA 260'EB'+00 #=0",# #=0',# # #=8'
STA 260'EB'+00 - STA 694'EB'+50
STA 4'WB'+00 - STA 95'WB'+25
STA 95'WB'+25 - STA 132'WB'+25 #=0",# #=0',# # #=8'
STA 132'WB'+25 - STA 694'WB'+00

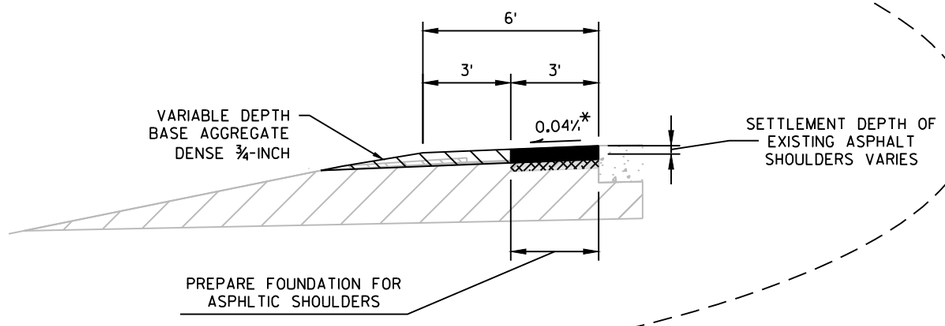
*CROSS SLOPE VARIES DUE TO SUPERELEVATION

**EXISTING ASPHALT SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS

STH 29 OUTSIDE SHOULDER PAVING DETAILS
(WB SHOWN, MIRROR FOR EB SHOULDER)



STH 29 MEDIAN SHOULDER PAVING DETAILS
(EB SHOWN, MIRROR FOR WB SHOULDER)

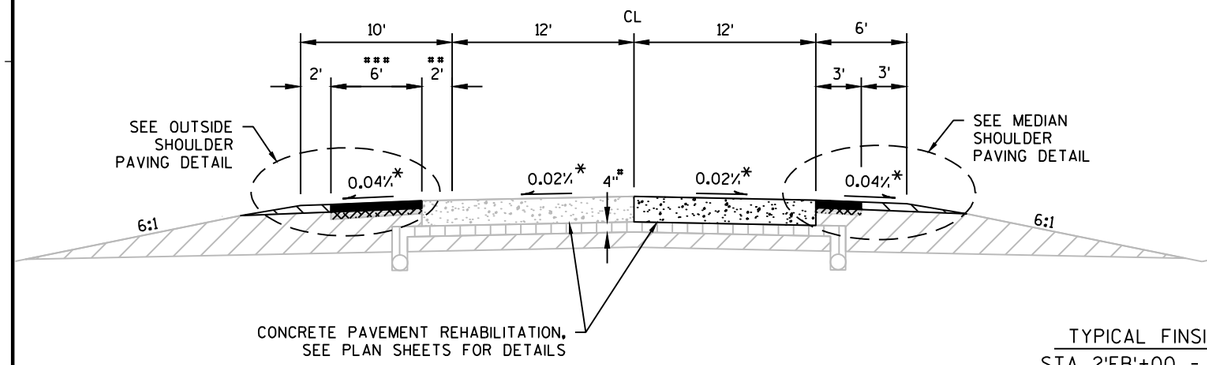


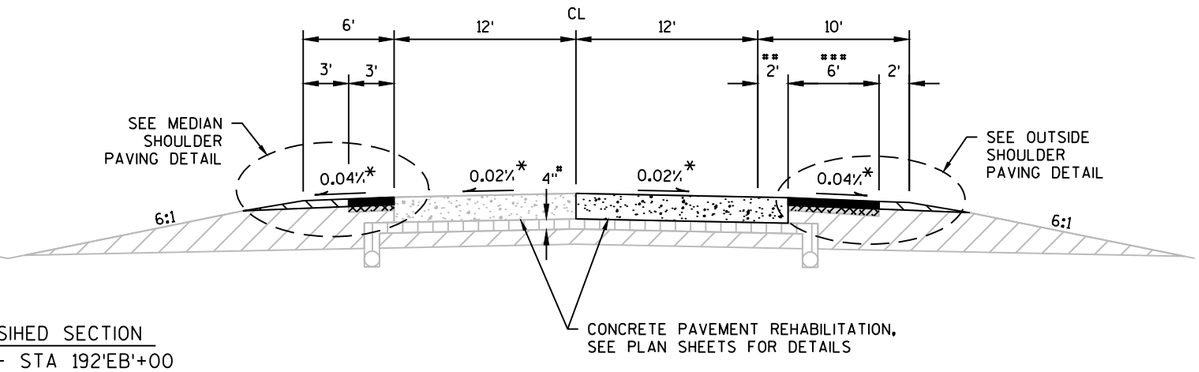
PROJECT NO:1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: TYPICAL SECTIONS	SHEET 5	E

2

LEGEND

- 3.5-INCH HMA PAVEMENT UNLESS NOTED OTHERWISE, SEE PLAN SHEETS
- BASE AGGREGATE DENSE ¾-INCH
- REMOVE ASPHALTIC SURFACE MILLING FULL DEPTH, PLACE BASE AGGREGATE DENSE ¾-INCH AS NEEDED





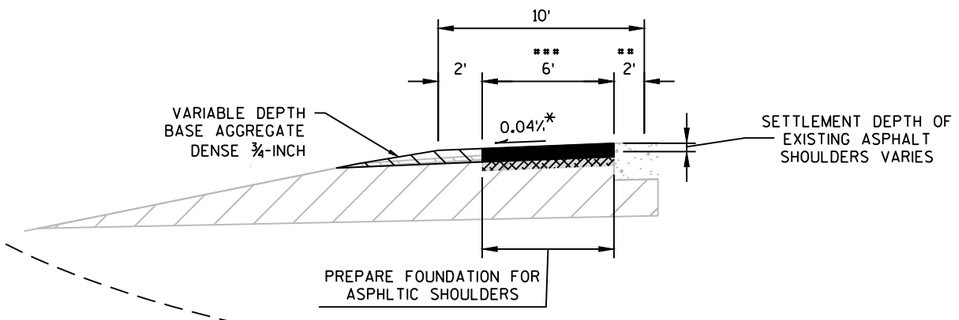
TYPICAL FINSIHED SECTION

STA 2'EB'+00 - STA 192'EB'+00
STA 192'EB'+00 - STA 260'EB'+00 #=0",## =0',### =8'
STA 260'EB'+00 - STA 694'EB'+42.30
STA 2'WB'+00 - STA 95'WB'+27
STA 95'WB'+27 - STA 132'WB'+26 #=0",## =0',### =8'
STA 132'WB'+26 - STA 318'WB'+00

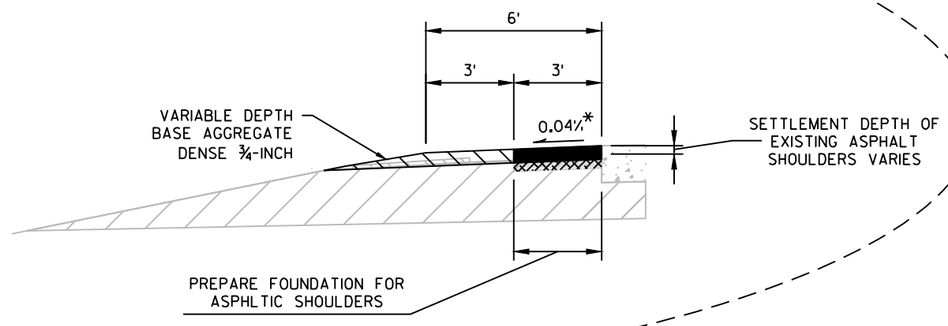
*CROSS SLOPE VARIES DUE TO SUPERELEVATION

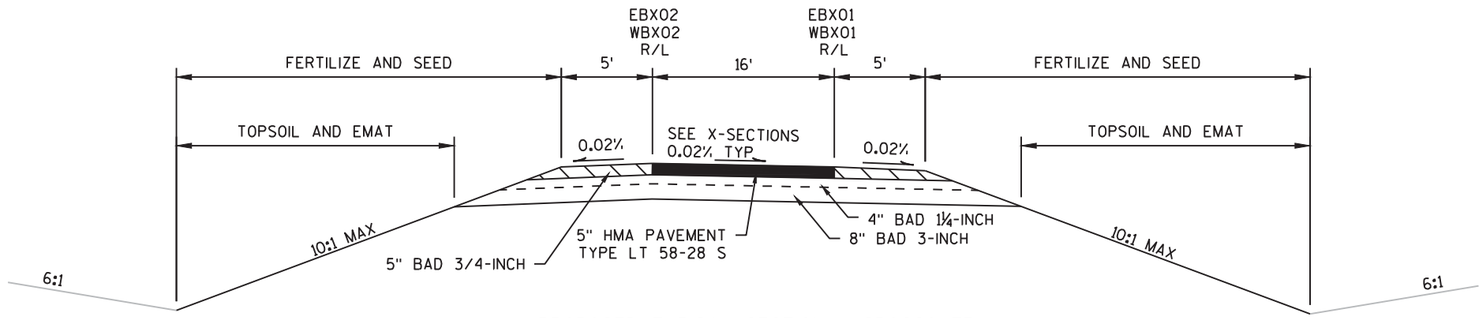
**EXISTING ASPHALT SHOULDERS HAVE SETTLED LOWER THAN EXISTING CONCRETE PAVEMENT IN VARIOUS LOCATIONS

STH 29 OUTSIDE SHOULDER PAVING DETAILS
(WB SHOWN, MIRROR FOR EB SHOULDER)



STH 29 MEDIAN SHOULDER PAVING DETAILS
(EB SHOWN, MIRROR FOR WB SHOULDER)

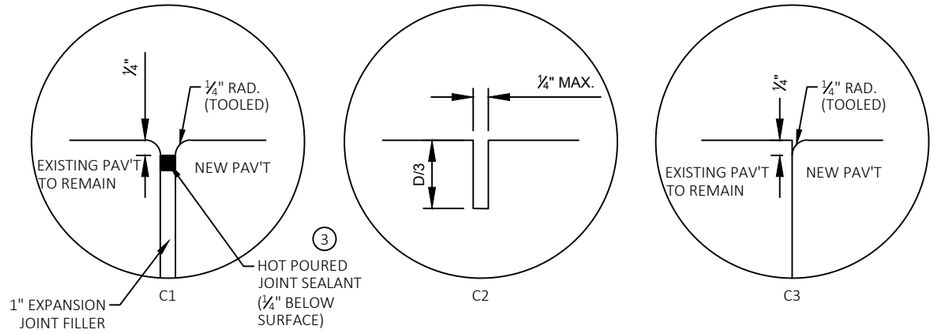




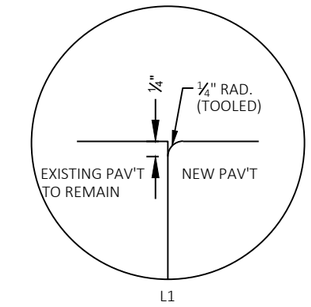
PROPOSED TYPICAL SECTION - CROSSOVER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: TYPICAL SECTIONS	SHEET 7	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\020301-TS.DWG
LAYOUT NAME - ****
PLOT DATE : 10/31/2017 7:49 AM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT



TRANSVERSE JOINTS



LONGITUDINAL JOINTS

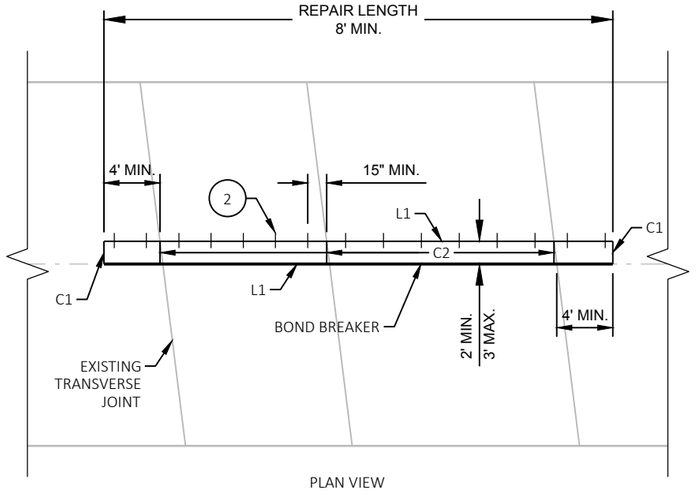
GENERAL NOTES

ALL TRANSVERSE JOINTS SHALL BE RIGHT ANGLES.

DOWEL ALL TRANSVERSE JOINTS (EXPECT CENTERLINE REPAIR JOINTS).

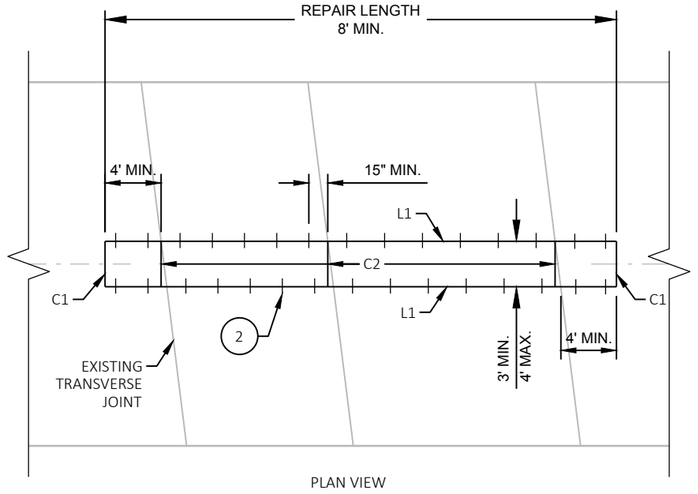
1. SEE S.D.D. "CONCRETE PAVEMENT REPAIR AND REPLACEMENT" FOR DOWEL BAR DIMENSIONS AND SPACING.
2. SEE S.D.D. "CONCRETE PAVEMENT REPAIR AND REPLACEMENT" FOR TIE BAR DIMENSIONS AND SPACING.
3. USE A JOINT SEALANT MEETING THE REQUIREMENTS OF ASTM D6690.
4. USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

WORK SHOWN IS PAID UNDER CONCRETE PAVEMENT REPAIR, UNLESS WORK IS ADJACENT TO A CONCRETE PAVEMENT REPLACEMENT SECTION WORK IS PAID UNDER CONCRETE PAVEMENT REPLACEMENT.



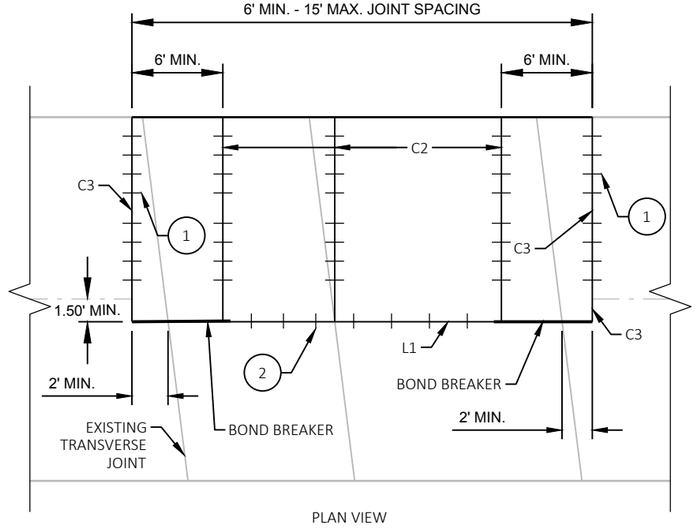
PLAN VIEW

SINGLE-LANE CONCRETE PAVEMENT CENTERLINE REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT CENTERLINE REPAIR



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT CENTERLINE REPAIR WITH SINGLE-LANE REPAIR

2

2

REMOVE ASPHALTIC SURFACE MILLING, FULL DEPTH
3.5" HMA PAVEMENT

REMOVE ASPHALTIC SURFACE MILLING, 1.5"
OVERLAY 1.5" HMA PAVEMENT

SIDE ROAD

10'

EXISTING EDGE OF
CONCRETE PAVEMENT

STH 29 WB

STH 29 WB

EXISTING EDGE OF
CONCRETE PAVEMENT

EXISTING EDGE OF
CONCRETE PAVEMENT

STH 29 EB

STH 29 EB

EXISTING EDGE OF
CONCRETE PAVEMENT

*10'

SIDE ROAD

ASPHALTIC SURFACE MILLING LIMITS
TYPICAL SIDE ROAD DETAIL

* E SLAB CITY ROAD - MILL AND OVERLAY TO
CONSTRUCTION JOINT APPROXIMATLY 75'

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: CONSTRUCTION DETAIL	SHEET 9	E

2

2

REMOVE ASPHALTIC SURFACE MILLING, FULL DEPTH
3.5" HMA PAVEMENT

EXISTING EDGE OF
CONCRETE PAVEMENT

STH 29

EXISTING EDGE OF
CONCRETE PAVEMENT

EXISTING EDGE OF
CONCRETE PAVEMENT

BRIDGE

EXISTING ASPHALT SHOULDER

EXIT RAMP

EXISTING EDGE OF
CONCRETE PAVEMENT

SIDE ROAD

ASPHALTIC SURFACE MILLING LIMITS
TYPICAL RAMP DETAIL
(OFF-RAMP SHOWN FOR EXAMPLE)

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: CONSTRUCTION DETAIL	SHEET 10	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 03

PLOT DATE : 11/27/2017 3:42 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:10 FT

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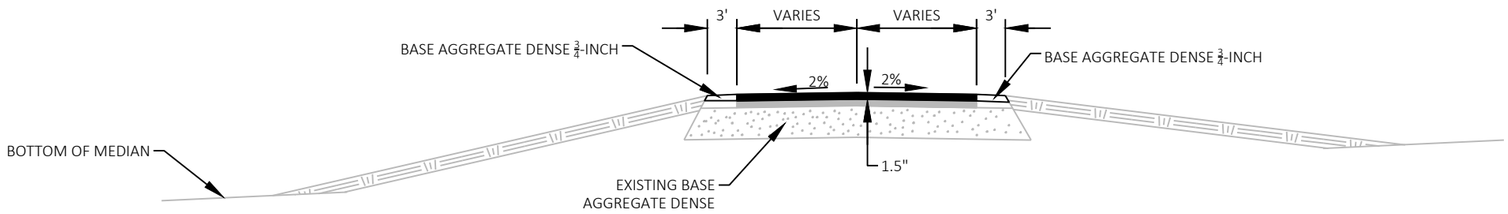
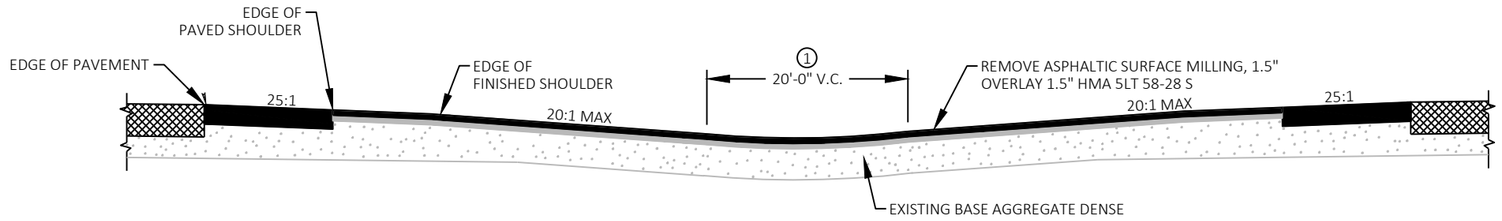
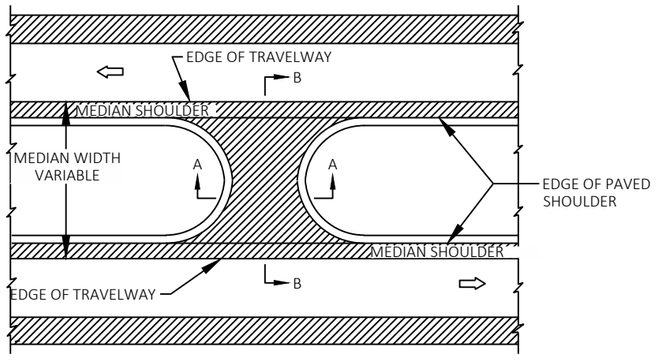


SECTION A-A



SECTION B-B

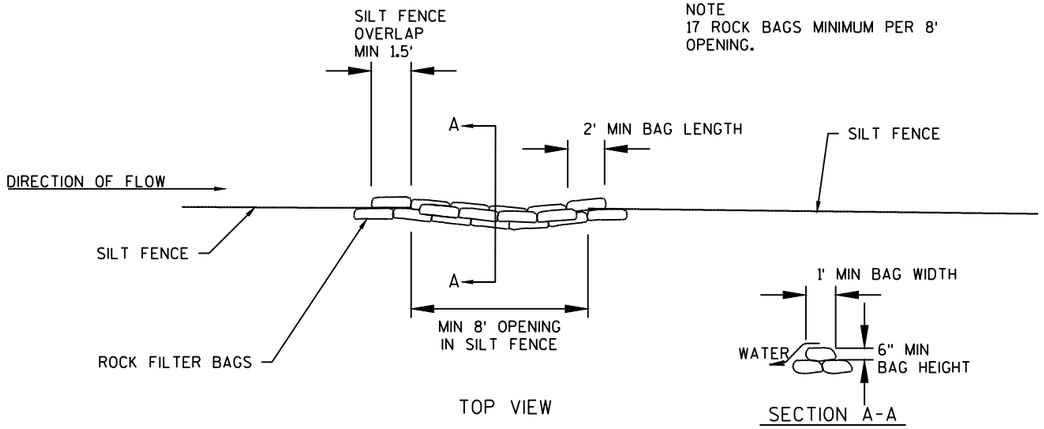


PLAN VIEW

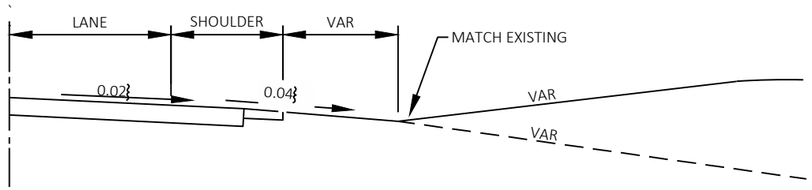
(1) ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX

MAINTENANCE CROSSOVER

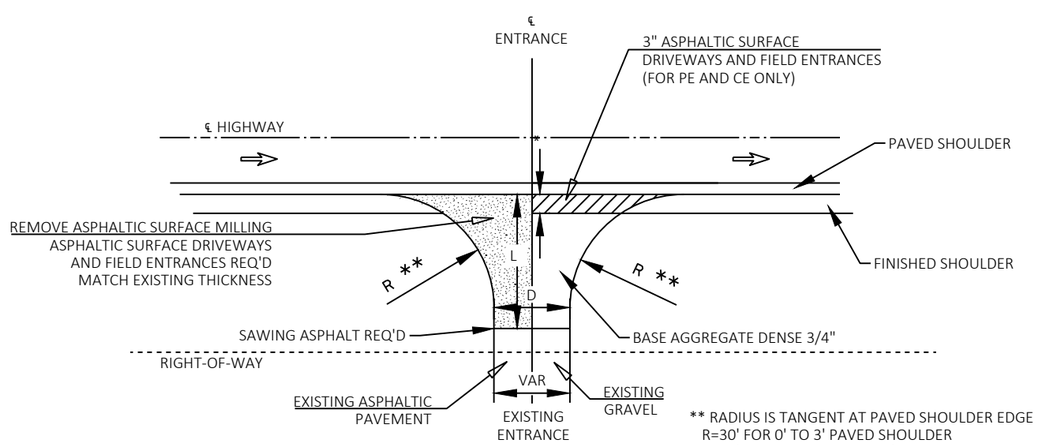
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: CONSTRUCTION DETAIL	SHEET 11	E



ROCK BAGS USED FOR SILT FENCE RELIEF



TYPICAL PROFILE VIEW



L=VARIABLE, EXACT LENGTH TO BE DETERMINED IN THE FIELD BY THE ENGINEER

D=DRIVEWAY WIDTH
D=20'TYP(PE & FE) (16'MIN-24'MAX)
D=28'TYP(CE & FARM ENT) (24'MIN-35'MAX)

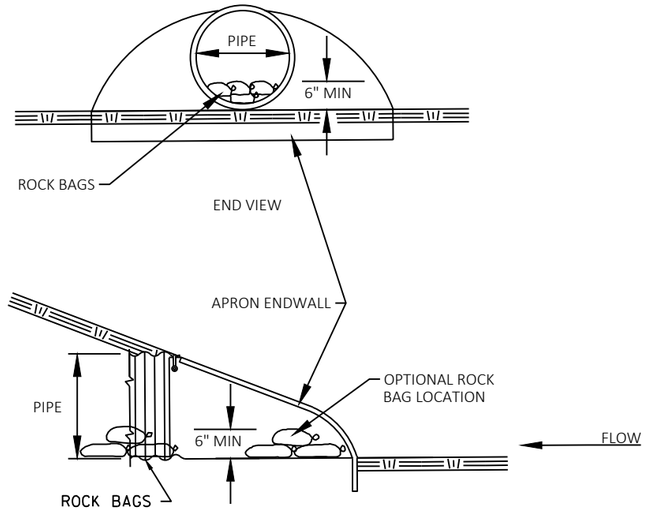
** RADIUS IS TANGENT AT PAVED SHOULDER EDGE
R=30' FOR 0' TO 3' PAVED SHOULDER
R=25' FOR GREATER THAN 3' PAVED SHOULDER

* 3' MIN OR TO FINISHED SHOULDER WHICH EVER IS GREATER

PLAN VIEW

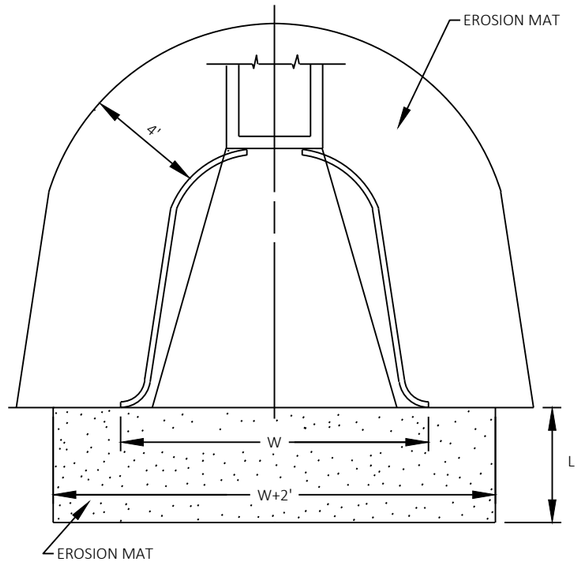
RURAL DRIVEWAY INTERSECTION
(PE, FE & CE)

(FOR RESURFACING PROJECTS)



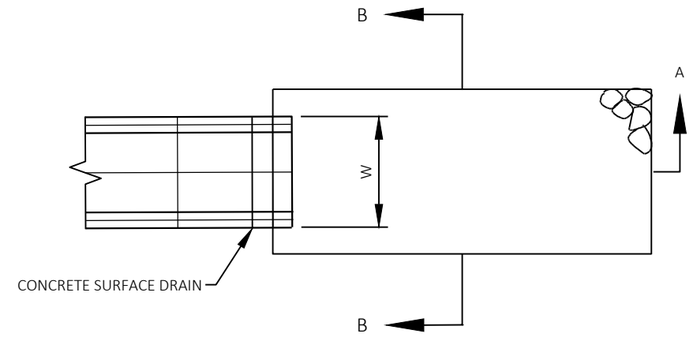
CULVERT PIPE CHECK

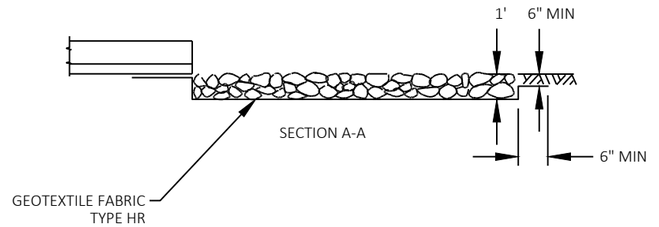
(INSTALL ON INLET END ONLY)

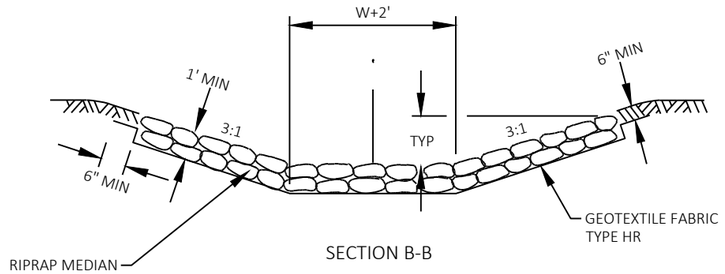


EROSION CONTROL AT PIPE ENDS

L = 3 TIMES DIAMETER OR 10' MIN.
INCREASE IF WARRANTED





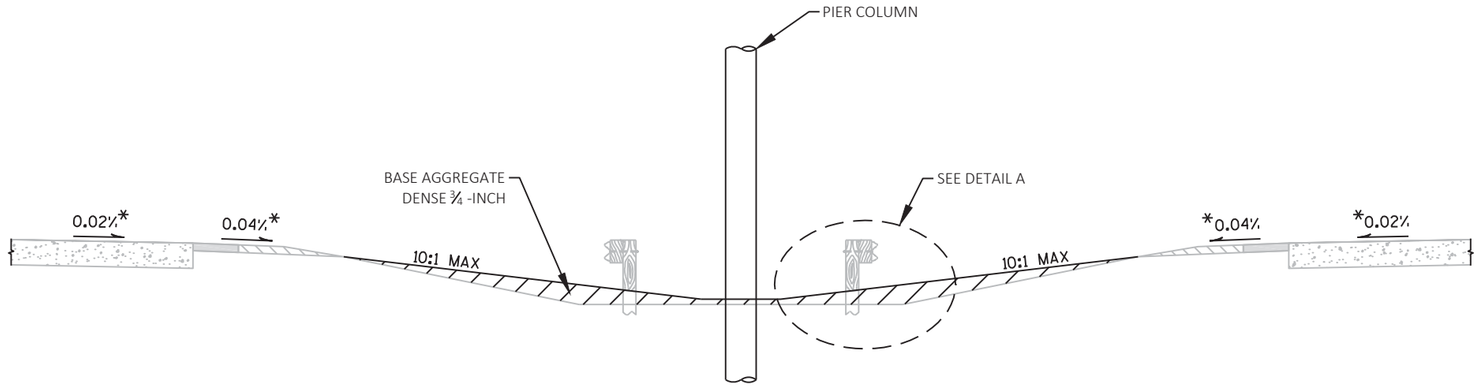


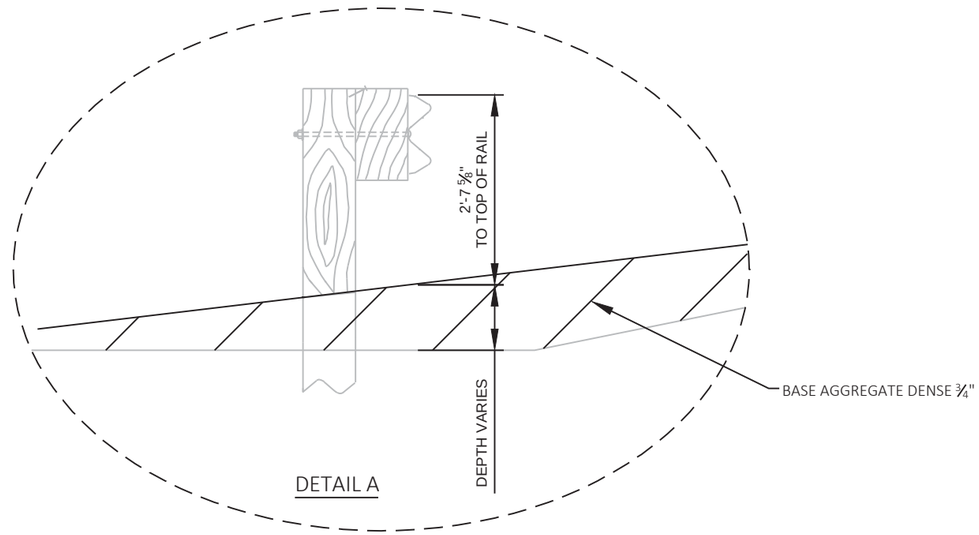
RIPRAP AND GEOTEXTILE

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: CONSTRUCTION DETAIL	SHEET 13	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 06
PLOT DATE : 11/27/2017 3:59 PM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

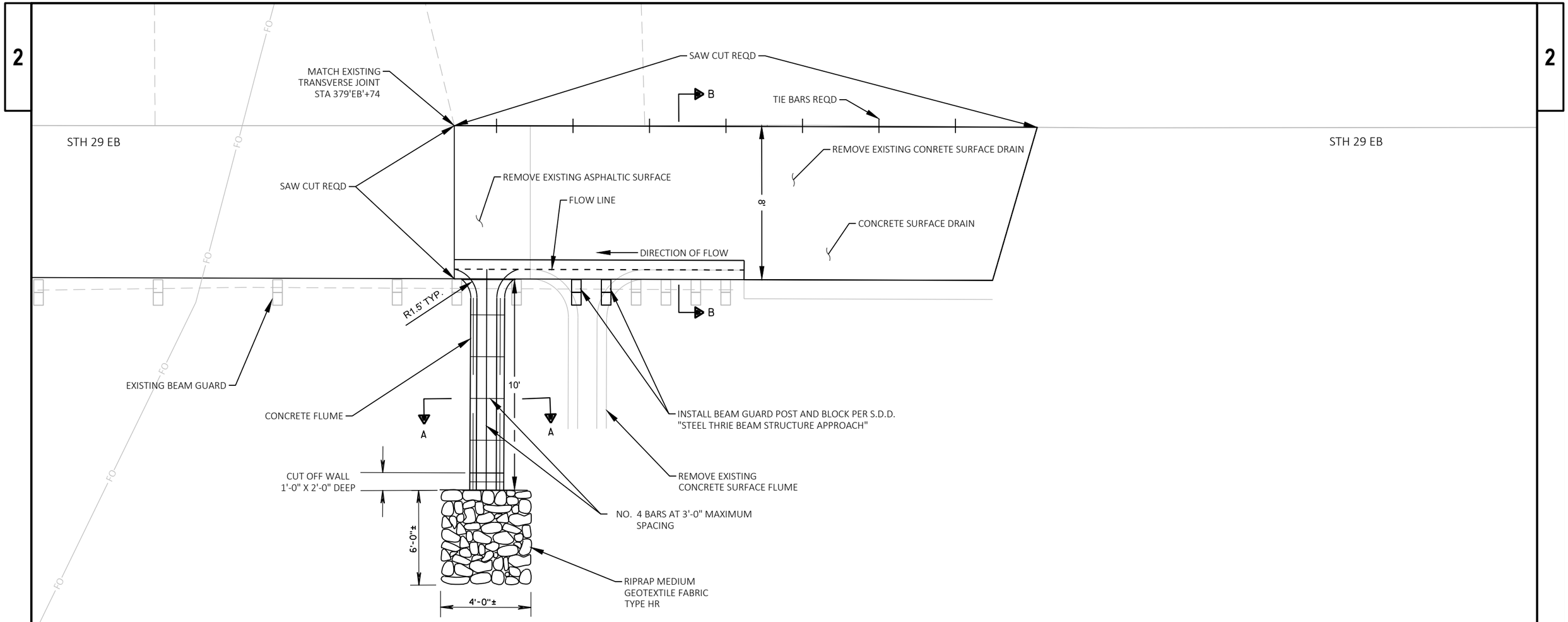


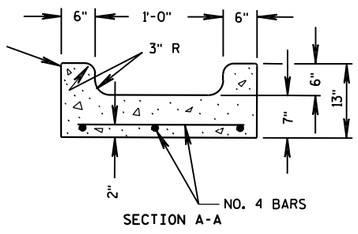


DETAIL A

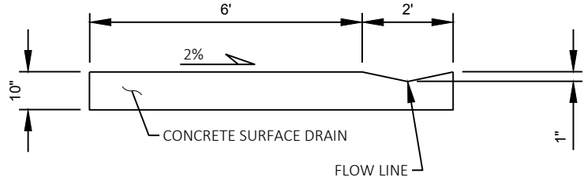
GRADING AT STEEL THRIE BEAM BULLNOSE TERMINAL

STA 12'EB'+60 - 14'EB'+30, 18' - 42' LT
STA 307'EB'+60 - 309'EB'+30, 18' - 66' LT





SECTION A-A



SECTION B-B

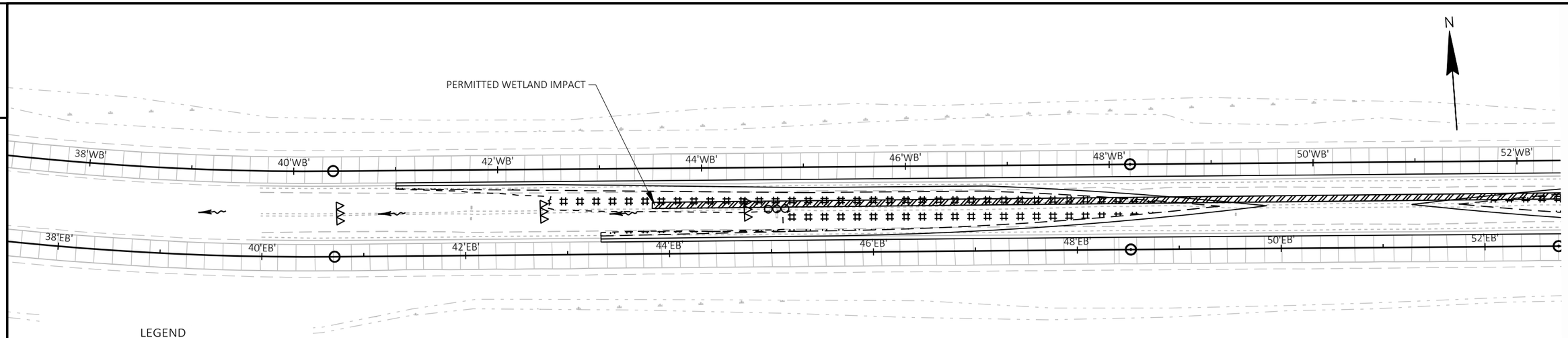
GENERAL NOTES:
SEE S.D.D. "CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES" FOR ADDITIONAL INFORMATION NOT SHOWN ON PLANS

RIPRAP SHALL BE 1 FOOT DEEP.

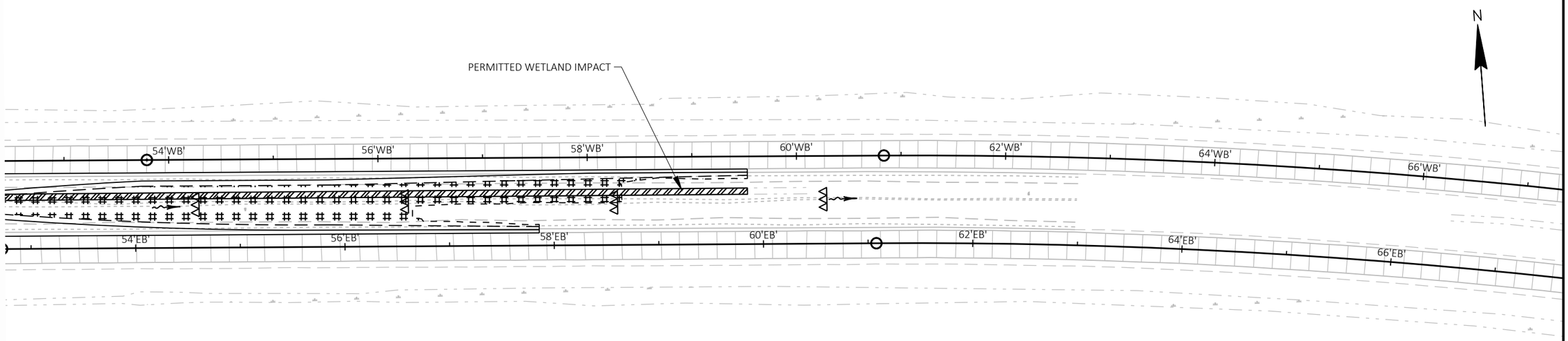
ALL BARS SHALL BE EPOXY COATED IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

CONCRETE SURFACE DRAIN

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: CONSTRUCTION DETAIL - SURFACE DRAIN	SHEET 15	E

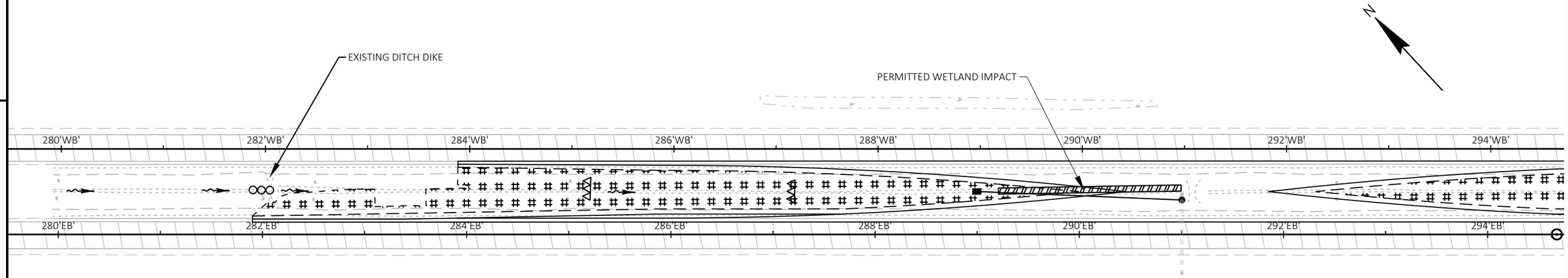


2



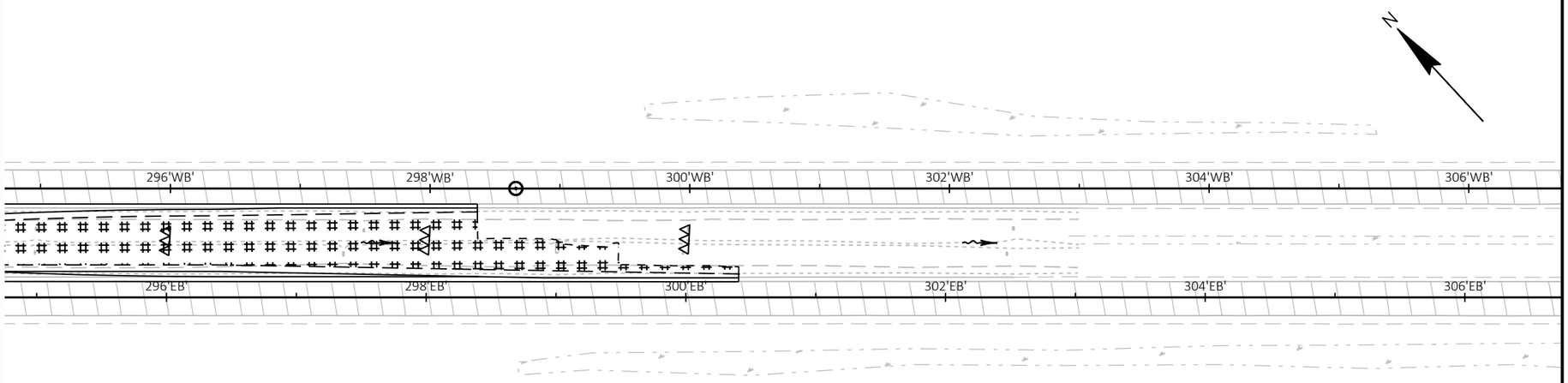
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT EROSION CONTROL	SHEET 16	E

2



LEGEND

- EROSION MAT URBAN CLASS I, TYPE B
- SILT FENCE
- SLOPE INTERCEPT
- TEMPORARY DITCH CHECK
- CULVERT PIPE CHECK
- SURFACE WATER FLOW



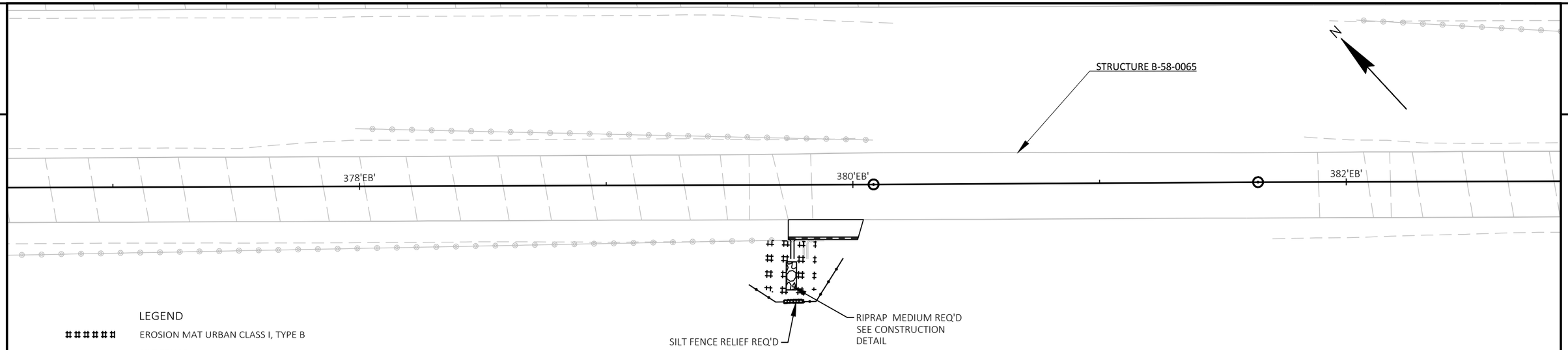
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT EROSION CONTROL	SHEET 17	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - EC3

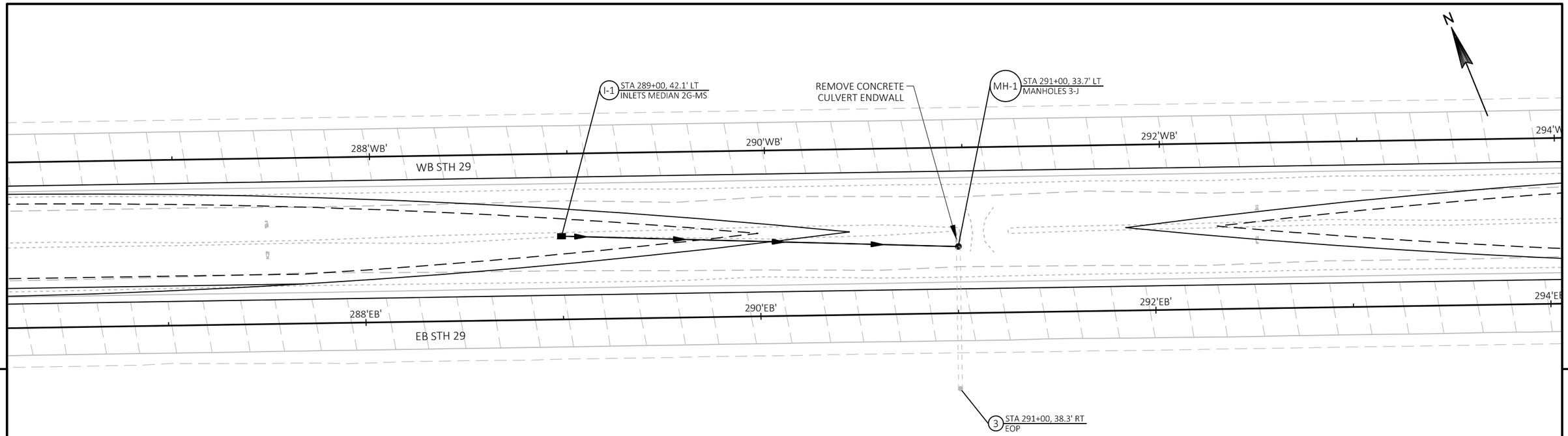
PLOT DATE : 11/28/2017 7:14 AM PLOT BY : SCHAVE, DANIEL L PLOT NAME : PLOT SCALE : 1 IN:100 FT

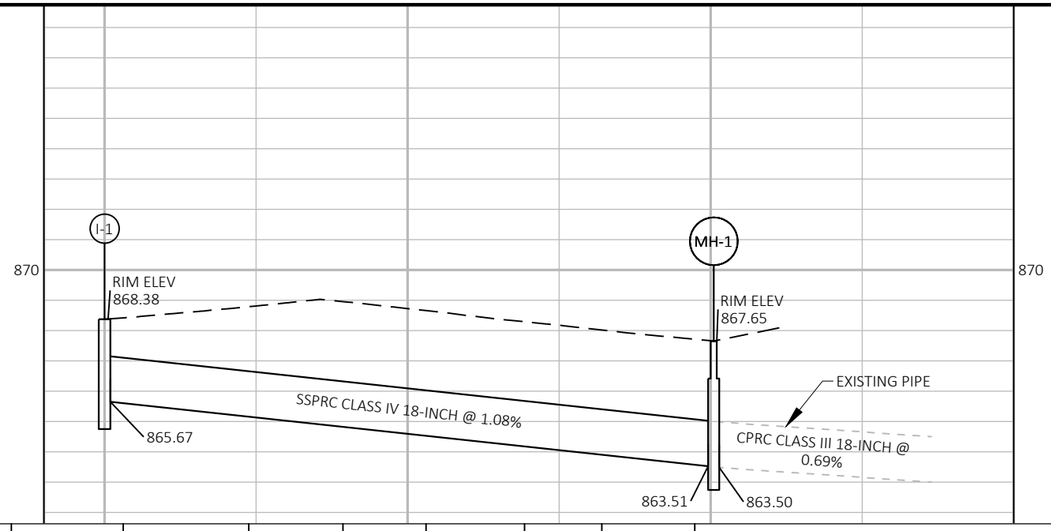
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT EROSION CONTROL	SHEET 18	E



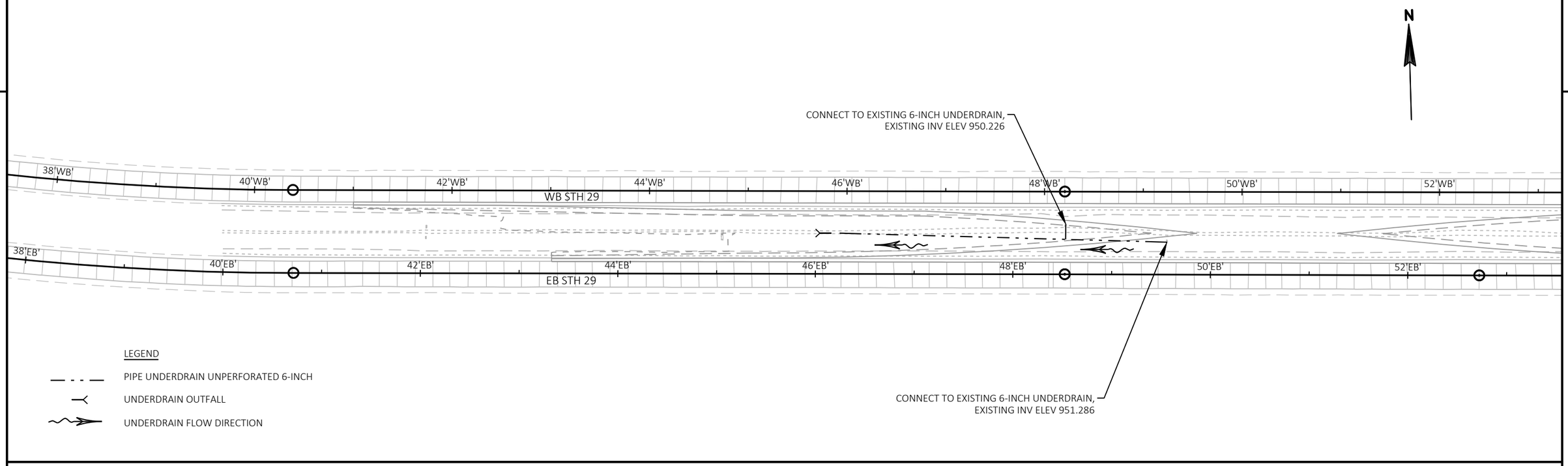


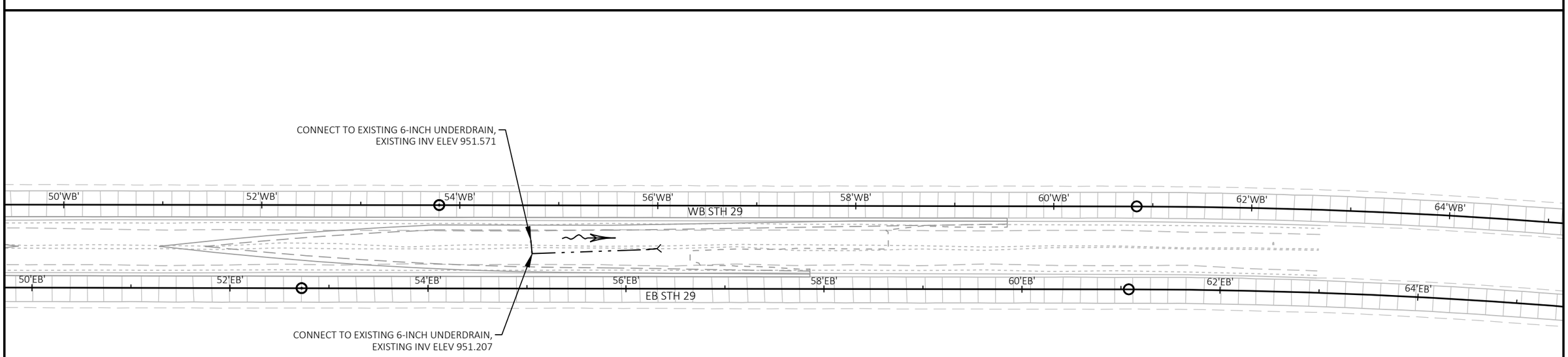
LABEL	STATION	LOCATION (CENTER OF STRUCTURE)	INLET OR MANHOLE	TYPE	RIM/GRATE ELEV	INVERT ELEV **	OUTLET ELEV	SUMP ELEV	DEPTH ***	DISCHARGE PIPE					
										TO	SIZE (IN)	PAY LENGTH C-C (FT)	INSTALL LENGTH (FT)	SLOPE (FT/FT)	OUTFALL ELEV (EOP)
I-1	289+00'EB'	42.1' LT	INLET	MEDIAN 2G-MS	868.38	865.42	865.67	865.42	2.96	MH-1	18.00	201.00	197.00	0.0108	863.51
MH-1	291+00'EB	33.7' LT	MANHOLE	MH 3-J	867.65	863.24	863.50	863.24	3.17	EOP	18.00	EXISTING PIPE		EXISTING PIPE	

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: STORM SEWER	SHEET 19	E

2

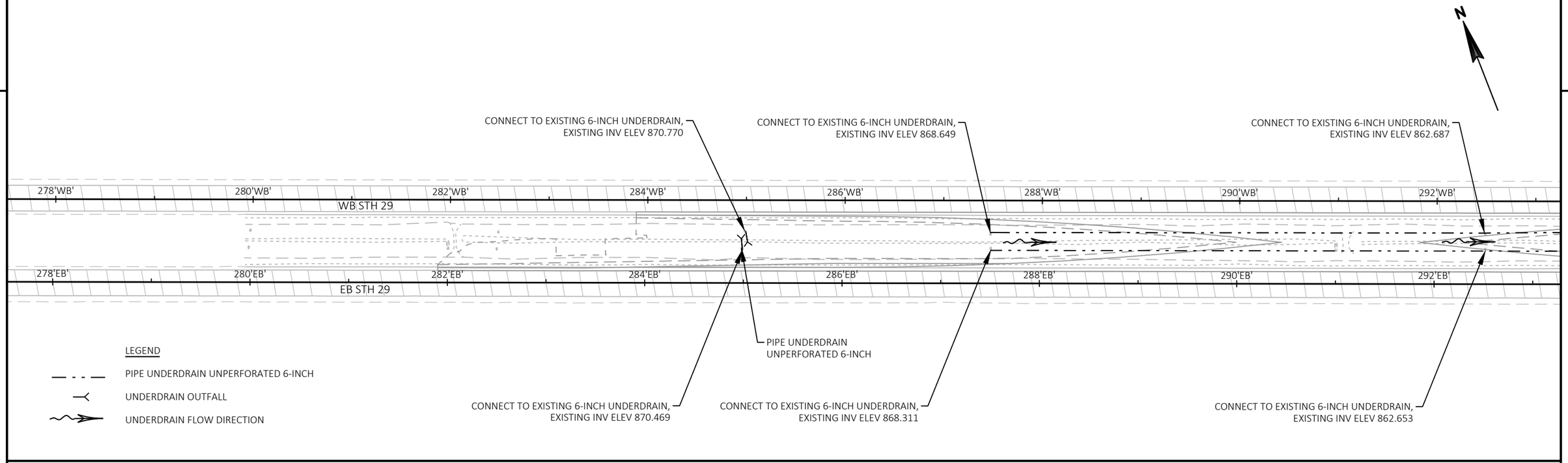
2

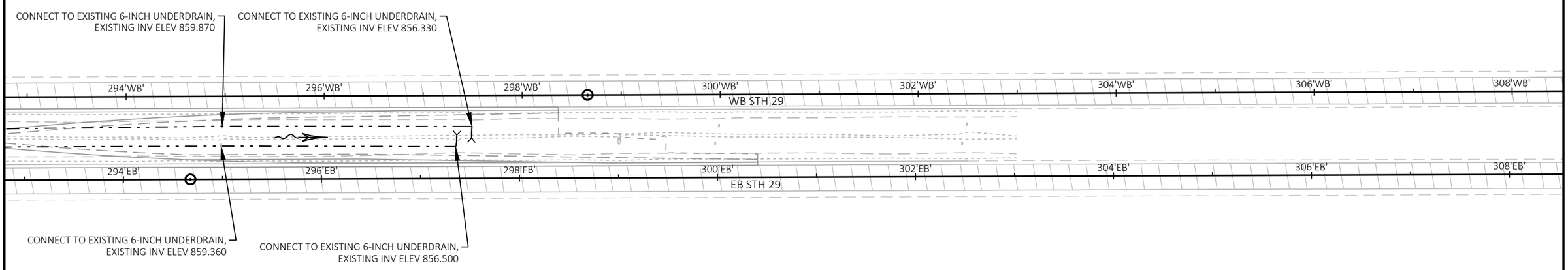




PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PIPE UNDERDRAIN	SHEET 20	E

2





PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PIPE UNDERDRAIN	SHEET 21	E

2

N

NORTH
47
AHEAD
TO REMAIN

GREEN BAY 24
TO REMAIN

S HIGHLINE RD
REMOVE

S HIGHLINE RD
M1"X4"
X22"X27"

01-01
01-02

FOOD
SIS
TO REMAIN

EXIT 234
SOUTH
47 117
Bonduel
Appleton
1 MILE
TO REMAIN

5
5
10
10
15
15
20
20
25
25
30
30

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

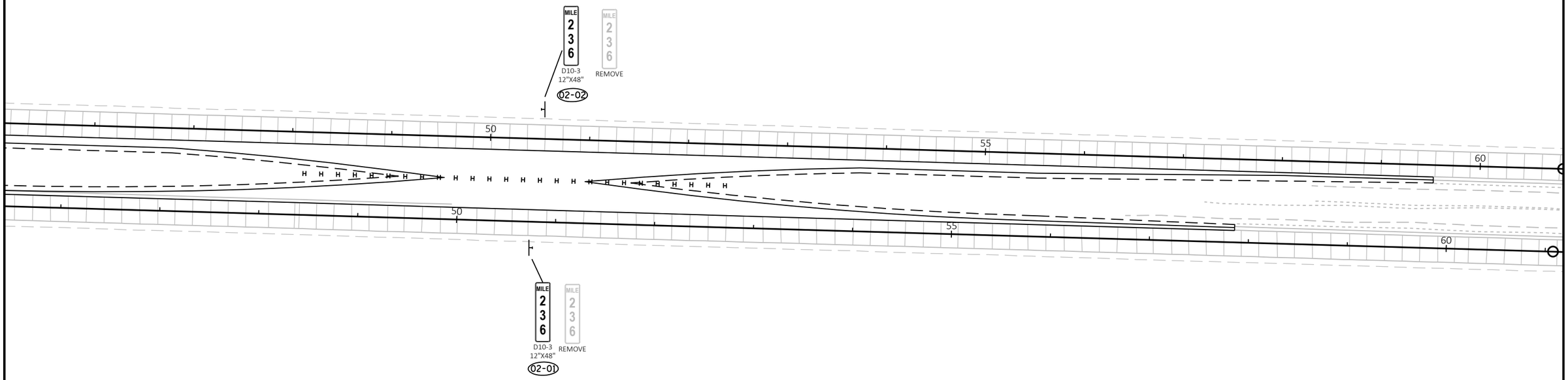
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 22	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _01

PLOT DATE : 11/30/2017 12:25 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:200 FT

2

N



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 23	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _02
PLOT DATE : 11/30/2017 12:25 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

CROSS TRAFFIC
NEXT 17 MILES

REMOVE

CROSS TRAFFIC
NEXT 17 MILES

W6-53
144"X48"

03-02

70

70

75

75

80

80

CROSS TRAFFIC
NEXT 17 MILES

W6-53
144"X48"

03-01

CROSS TRAFFIC
NEXT 17 MILES

REMOVE

JCT
COUNTY
BE

REMOVE

JCT
COUNTY
BE

M2-1
30"X21"

M1-5A
36"X36"

J1-1
36"X57"

03-03

R
E Slab

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)

POSTS TUBULAR STEEL 2X2-INCH

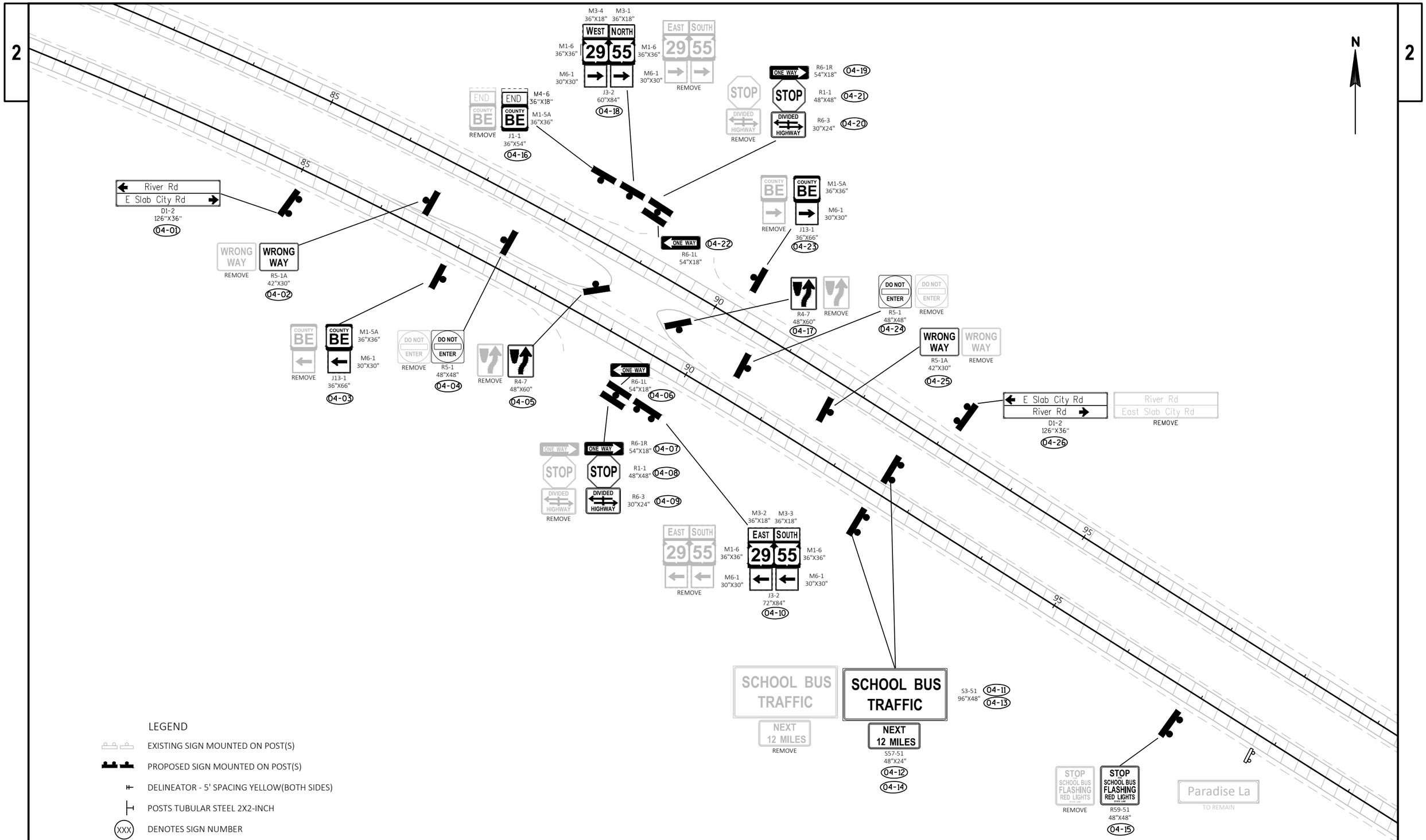
XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 24	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _03

PLOT DATE : 11/30/2017 12:25 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 25	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _04
PLOT DATE : 11/30/2017 12:25 PM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

N

Paradise La
TO REMAIN

JCT / COUNTY BE — REMOVE
JCT / COUNTY BE — M2-1 30"X21" / M1-5A 36"X36"
J1-1 36"X57"
05-09

100

ONE WAY — REMOVE
R6-2L 36"X48"
05-10

WRONG WAY — REMOVE
WRONG WAY — R5-1A 42"X30"
05-01

DO NOT ENTER — REMOVE
DO NOT ENTER — R5-1 48"X48"
05-02

R4-7 48"X60"
05-03

DO NOT ENTER — REMOVE
DO NOT ENTER — R5-1 48"X48"
05-11

MILE 237 — REMOVE
MILE 237 — D10-3 12"X48"
05-12

WRONG WAY — REMOVE
WRONG WAY — R5-1A 42"X30"
05-13

105

ONE WAY
R6-1L 54"X18"
05-04

Paradise La
TO REMAIN

ONE WAY / STOP / DIVIDED HIGHWAY — REMOVE
ONE WAY — R6-1R 54"X18" 05-05
STOP — R1-1 48"X48" 05-06
DIVIDED HIGHWAY — R6-3 30"X24" 05-07

MILE 237 — D10-3 12"X48" 05-08
MILE 237 — REMOVE

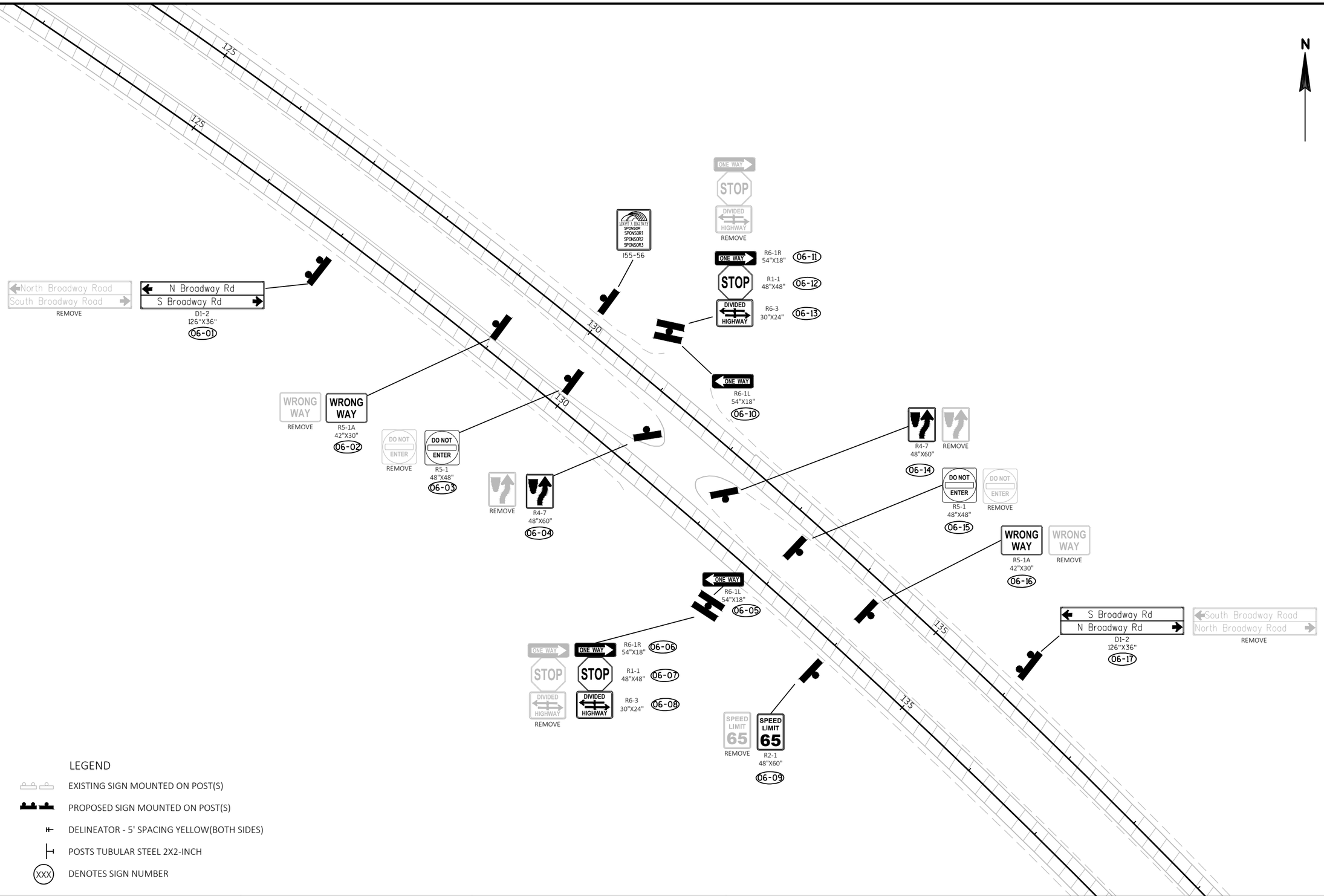
110

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 26	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _05
PLOT DATE : 11/30/2017 12:25 PM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 27	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _06
PLOT DATE : 11/30/2017 12:25 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

155

155

160

160

165

165

MILE 238 REMOVE

MILE 238 D10-3 12"X48"

07-02

MILE 238 REMOVE

MILE 238 D10-3 12"X48"

07-01

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)

POSTS TUBULAR STEEL 2X2-INCH

XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 28	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _07

PLOT DATE : 11/30/2017 12:25 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

190

190

195

195

200

200

JCT
COUNTY F
REMOVE

JCT
COUNTY F
M2-1
30"X21"
M1-5A
36"X36"
J1-1
66"X57"
08-01

WEST NORTH
29 55
REMOVE

M3-4
36"x18"
M1-6
36"X36"
WEST NORTH
29 55
M3-1
36"x18"
M1-6
36"X36"
J4-2
72"X54"
08-11

ONE WAY
STOP
DIVIDED HIGHWAY
REMOVE

ONE WAY
R6-1R
54"X18"
08-12

STOP
R1-1
48"X48"
08-13

DIVIDED HIGHWAY
R6-3
30"X24"
08-14

ONE WAY
R6-1L
54"X18"
08-15

COUNTY F
REMOVE

COUNTY F
M1-5A
36"X36"
M6-4
30"X30"
J13-1
36"X66"
08-17

Zachow
REMOVE

Zachow
D1-1
78"X21"
08-20

WRONG WAY
REMOVE

WRONG WAY
R5-1A
42"X30"
08-02

R4-7
48"X60"
REMOVE
08-16

DO NOT ENTER
R5-1
48"X48"
08-18

DO NOT ENTER
REMOVE

DO NOT ENTER
REMOVE

R4-7
48"X60"
08-04

DO NOT ENTER
R5-1
48"X48"
08-03

WRONG WAY
R5-1A
42"X30"
08-19

WRONG WAY
REMOVE

ONE WAY
R6-1L
54"X18"
08-06

COUNTY F
REMOVE

COUNTY F
M1-5A
36"X36"
M6-4
30"X30"
J13-1
36"X66"
08-05

ONE WAY
STOP
DIVIDED HIGHWAY
REMOVE

ONE WAY
R6-1R
54"X18"
08-07

STOP
R1-1
48"X48"
08-08

DIVIDED HIGHWAY
R6-3
30"X24"
08-09

M3-2
36"X18"
M1-6
36"X36"
EAST SOUTH
29 55
M3-3
36"X18"
M1-6
36"X36"
J4-2
72"X54"
08-10

EAST SOUTH
29 55
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 29	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _08

PLOT DATE : 11/30/2017 12:25 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

N

Zachow
D1-1
78"X21"
09-02

Zachow
REMOVE

JCT
COUNTY
F
REMOVE

JCT
COUNTY
F
M2-1
30"X21"
M1-5A
36"X36"
J1-1
66"X57"
09-03

MILE
2
3
9
D10-3
12"X48"
09-04

MILE
2
3
9
REMOVE

205

205

210

210

215

215

220

220

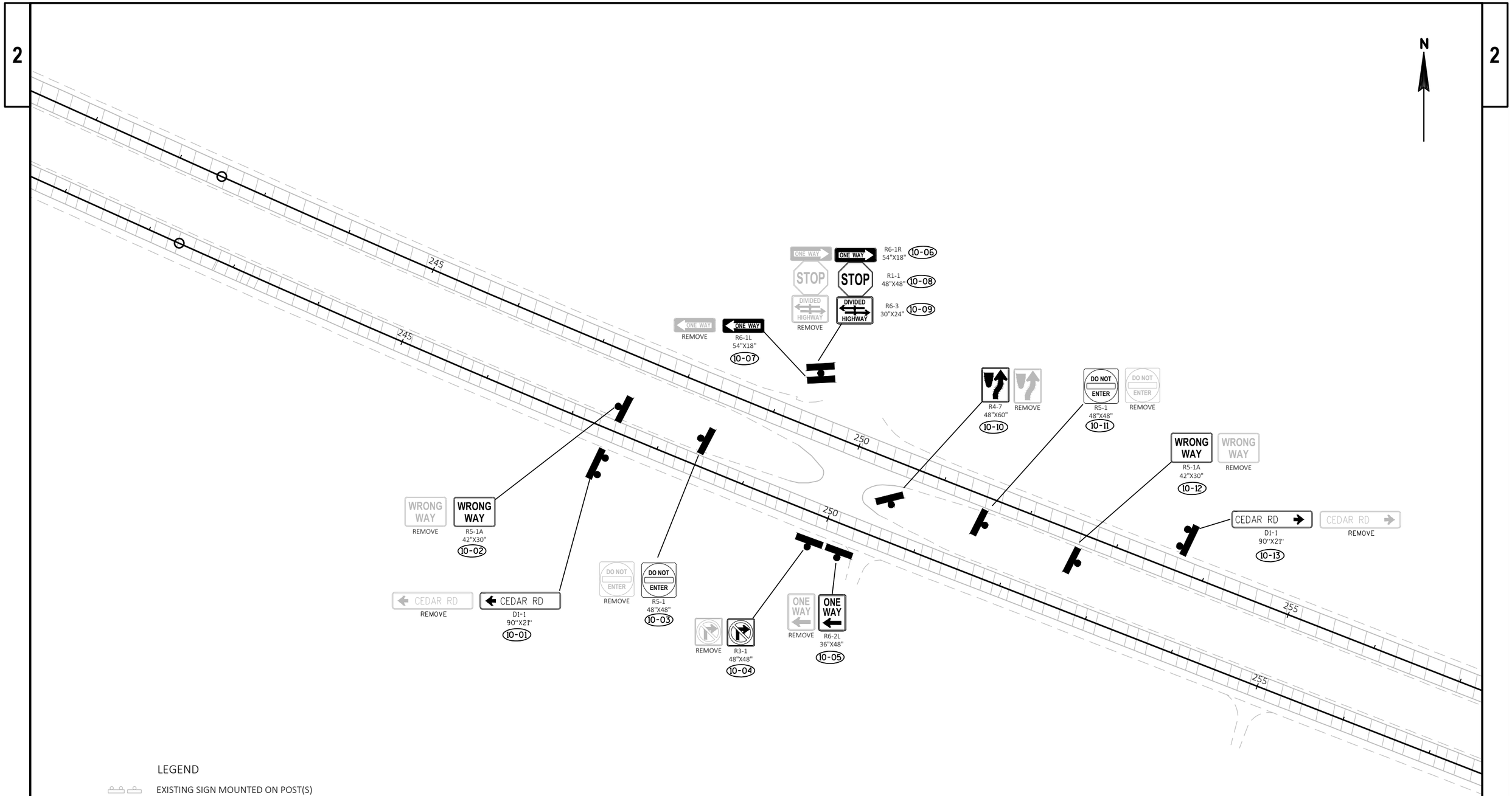
MILE
2
3
9
REMOVE

MILE
2
3
9
D10-3
12"X48"
09-01

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 30	E



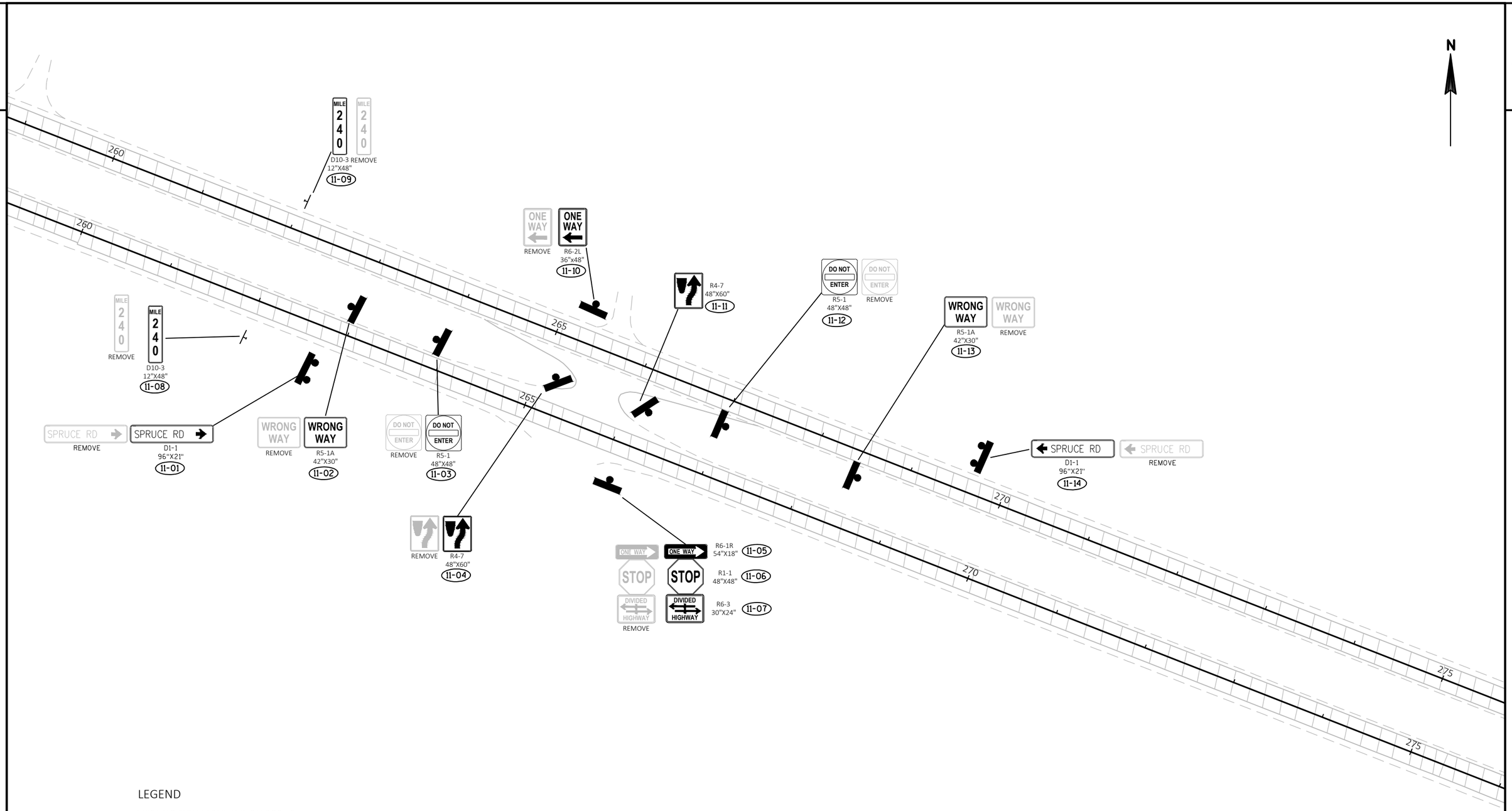
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 31	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _10

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 32	E

2

N

285

285

290

290

295

295

300

300

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)

POSTS TUBULAR STEEL 2X2-INCH

XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 33	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _12

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

300

300

305

305

310

310

315

315

Hwy C
M1-94
54"x21"
12-03

Hwy C
REMOVE

MILE 241
D10-3
12"X48"
12-04

MILE 241
REMOVE

Hwy C
REMOVE

Hwy C
M1-94
54"x21"
12-01

EXIT 242
SOUTH
55
160
Pulaski
Seymour
1 MILE
TO REMAIN

MILE 241
D10-3
12"X48"
12-02

MILE 241
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 34	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _12 (2)

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

330

335

335

340

340

Bonduel 6
Shawano 12
Wausau 72
TO REMAIN

N

13-02
S3-51
96"X48"
SCHOOL BUS TRAFFIC
NEXT 6 MILES

SCHOOL BUS TRAFFIC
NEXT 6 MILES
REMOVE

S57-51
48"X24"
13-03

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36"X48"
13-04

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36"X48"
13-01

SPEED LIMIT 65
R2-1
48"X60"
13-05

SPEED LIMIT 65
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 35	E

2

N

360

M3-4 36"X18" | M3-1 36"X18"
M1-6 36"X36" | WEST | NORTH | M1-6 36"X36"
29 | 55
J4-2 72"X54"
14-03

WEST | NORTH
29 | 55
REMOVE

EXIT 242
55 | 160
Pulaski
Seymour
TO REMAIN

MILE 242
REMOVE

MILE 242
D10-3 12"X48"
14-01

365

MILE 242
D10-3 12"X48"
14-04

MILE 242
REMOVE

365

SPONSOR
SPONSOR1
SPONSOR2
SPONSOR3
I55-56

EXIT 242
REMOVE

EXIT 242
E5-1A 90"X60"
14-02

370

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 36	E

2

N

REMOVE

W3-1
48"x48"
15-01

375

W4-1R
48"X48"
15-14

REMOVE

PULASKI
SEYMOUR
ANGELICA
REMOVE

PULASKI
SEYMOUR
D1-2
90"X36"
15-02

WRONG WAY
REMOVE

WRONG WAY
REMOVE

WRONG WAY
R5-1A
42"X30"
15-03

WRONG WAY
R5-1A
42"X30"
15-04

M3-2
36"X18"
M3-3
36"X18"
SOUTH EAST
160 55
M1-6
36"X36"
M1-6
36"X36"
M6-1
30"X30"
M6-1
30"X30"
J3-2
72"X84"
15-05

SOUTH EAST
160 55
REMOVE

15-06

R1-1
48"x48"
STOP
DIVIDED HIGHWAY
R6-3-A
30"X24"
15-07

STOP
DIVIDED HIGHWAY
REMOVE

15-10

STOP
DIVIDED HIGHWAY
REMOVE

R1-1
48"x48"
STOP
DIVIDED HIGHWAY
R6-3-A
30"X24"
15-11

PARK & RIDE
D4-5R
36"X48"
15-12

PARK & RIDE
REMOVE

ONE WAY
REMOVE

ONE WAY
R6-2R
36"X48"
15-08

DO NOT ENTER
REMOVE

DO NOT ENTER
R5-1
48"X48"
15-09

DO NOT ENTER
R5-1
48"X48"
15-13

DO NOT ENTER
REMOVE

380

DO NOT ENTER
REMOVE

DO NOT ENTER
R5-1
48"X48"
15-15

PARK & RIDE
REMOVE

PARK & RIDE
D4-5L
36"X48"
15-16

R1-1
48"x48"
STOP
15-17

STOP
REMOVE

STOP
REMOVE

R1-1
48"x48"
STOP
15-18

DO NOT ENTER
R5-1
48"X48"
15-19

DO NOT ENTER
REMOVE

ONE WAY
R6-2R
36"X48"
15-20

ONE WAY
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 37	E

2

N

385

385

390

390

M3-2
36"X18"
M3-3
36"X18"
SOUTH EAST
55 160
M1-6
36"X36"
M1-6
36"X36"
M6-1
30"X30"
M6-1
30"X30"
J3-2
72"X84"
16-07

SOUTH EAST
55 160
REMOVE

WRONG WAY
R5-1A
42"X30"
16-02

WRONG WAY
R5-1A
42"X30"
16-06

WRONG WAY
REMOVE

WRONG WAY
REMOVE

SEYMOUR
PULASKI
D1-2
90"X36"
16-05

SEYMOUR
ANGELICA
PULASKI
REMOVE

REMOVE

W4-1R
48"X48"
16-01

W3-1
48"X48"
16-04

STOP AHEAD
REMOVE

EXIT
242
E5-1A
90"X60"
16-03

EXIT
242
REMOVE

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 38	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _16
PLOT DATE : 11/30/2017 12:26 PM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

2

N

400

405

405

410

EXIT 242

55

160

Pulaski

Seymour

TO REMAIN

EAST 29

REMOVE

EAST 29

M3-2
36"X18"

M1-6
36"X36"

J4-1
36"X54"

17-01

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)

POSTS TUBULAR STEEL 2X2-INCH

XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 39	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _17

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 42

2

2

N

SPEED LIMIT 65
REMOVE

SPEED LIMIT 65
R2-1
48"X60"
18-01

MILE 243
REMOVE

MILE 243
D10-3
12"X48"
18-02

425

MILE 243
D10-3
12"X48"
18-05

MILE 243
REMOVE

NORTH 55 AHEAD
TO REMAIN

425

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36"X48"
18-06

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36"X48"
18-03

GREEN BAY 16
TO REMAIN
18-04

430

430

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

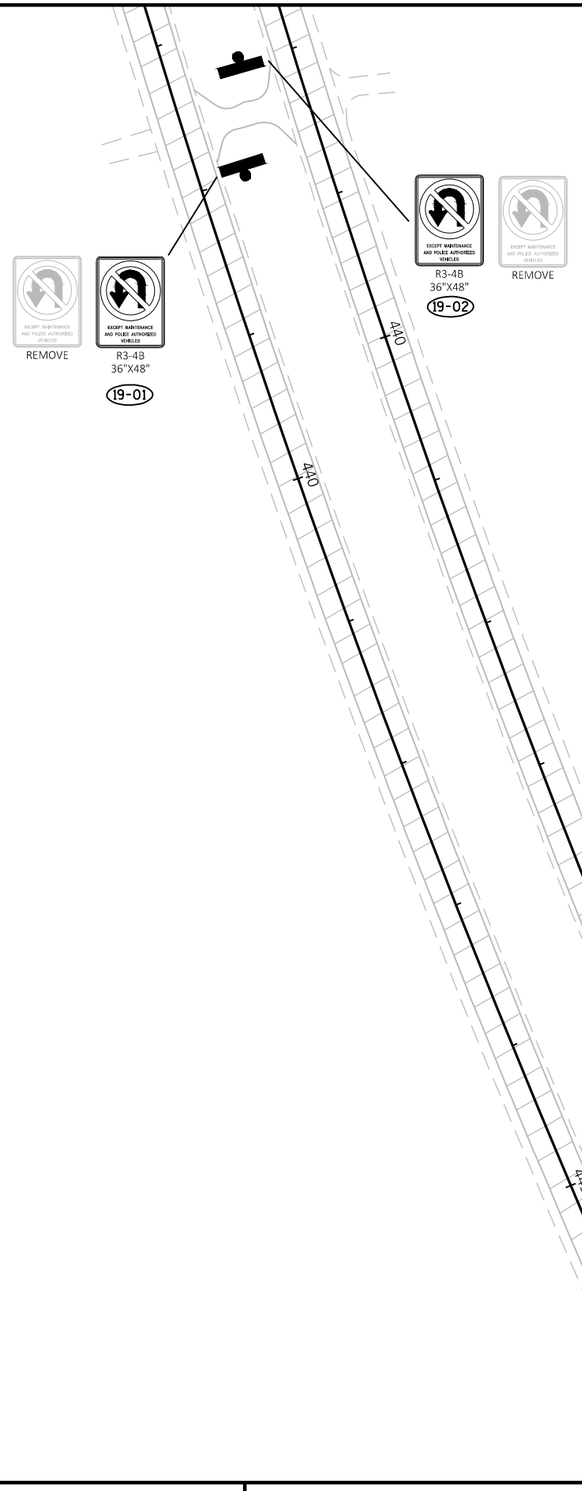
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 40	E

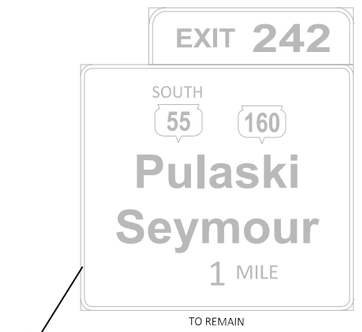
FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _18

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N





LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 41	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _19
PLOT DATE : 11/30/2017 12:26 PM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

2

N

470

470

475

475

480

MILE 244 REMOVE

MILE 244 D10-3 12"X48"

D10-0

MILE 244 D10-3 12"X48"

MILE 244 REMOVE

D10-0

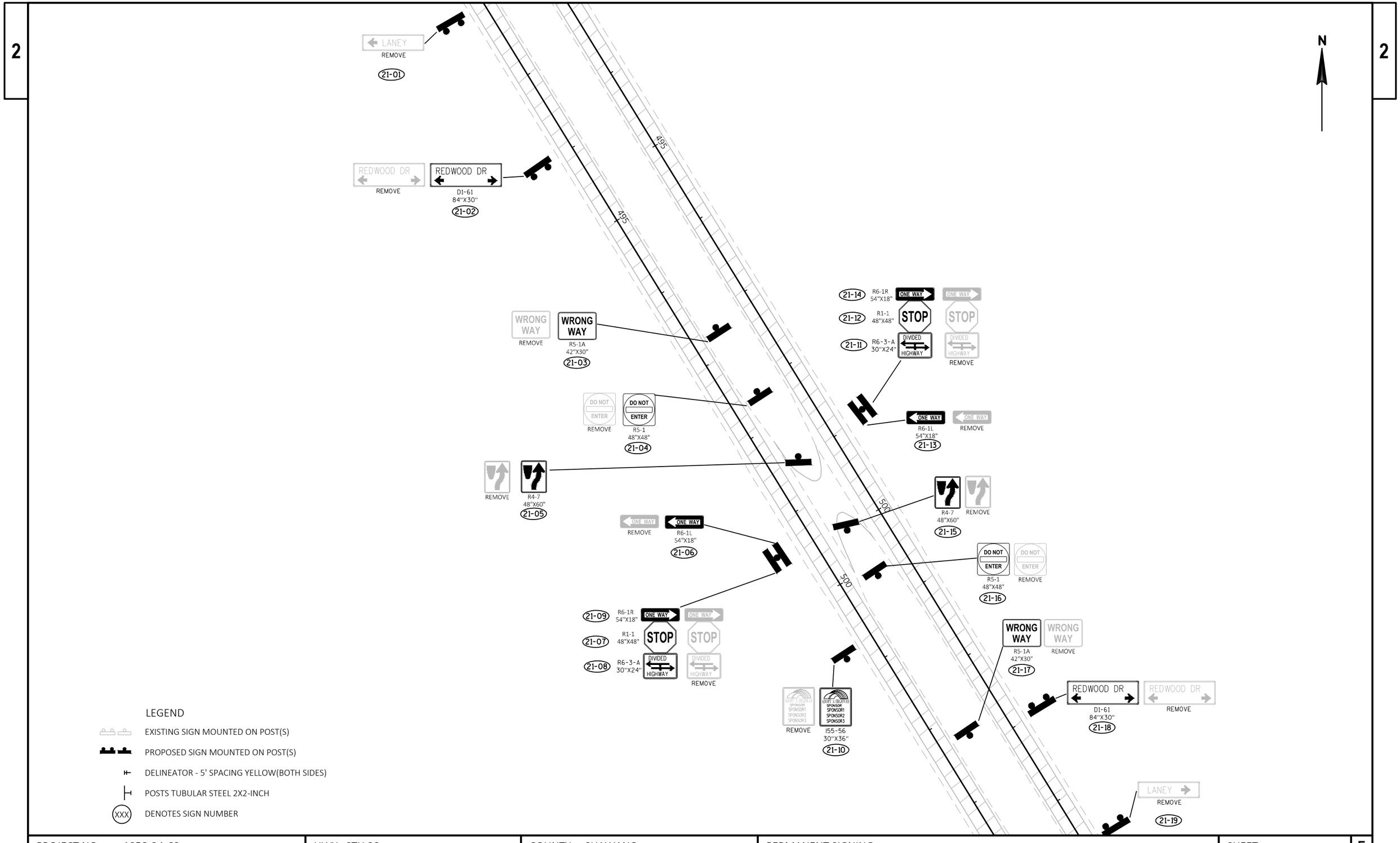
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 42	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _20

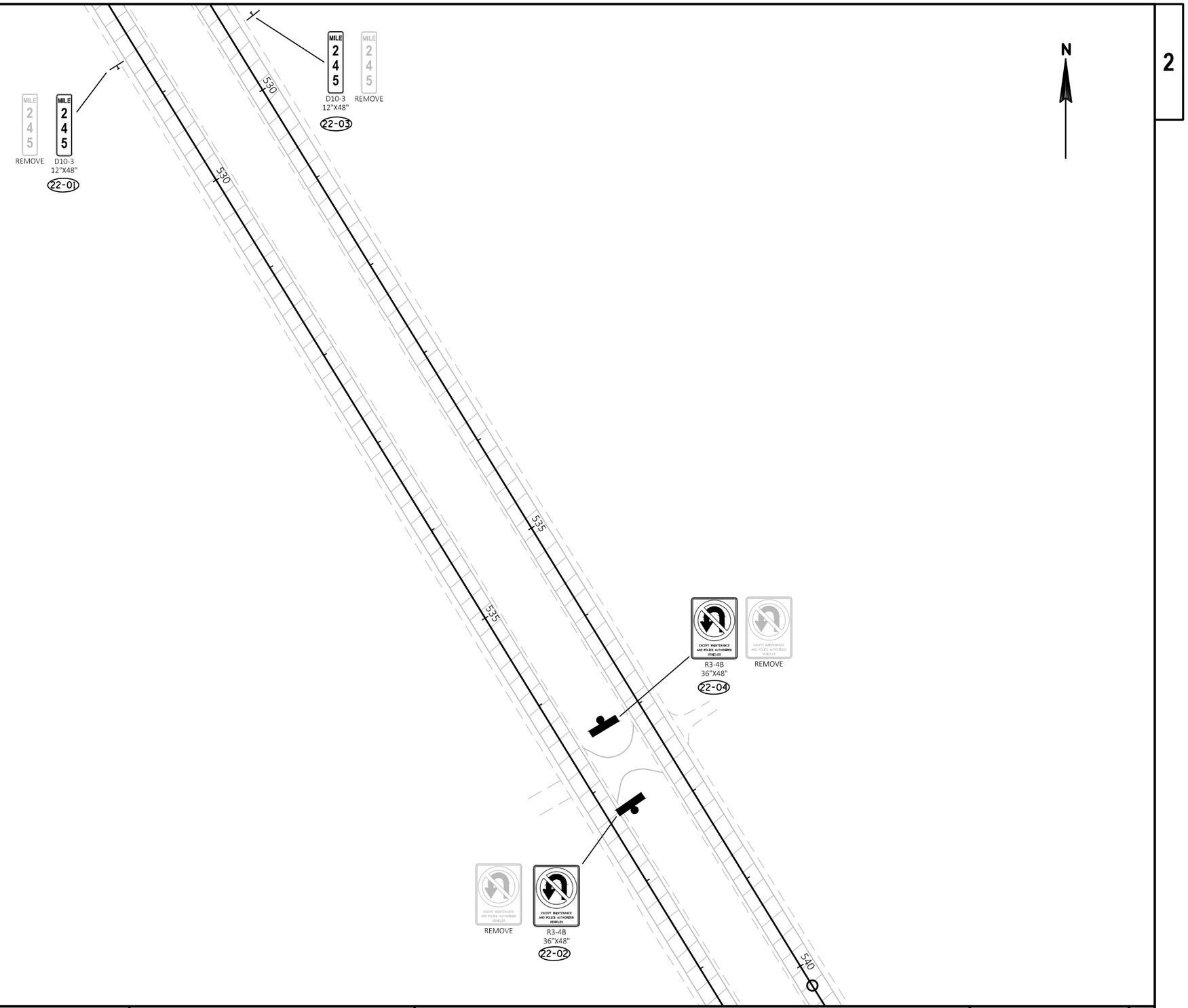
PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 43	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _21

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 44	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _22

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

575

580

580

MILE 246

D10-3
12"X48"

REMOVE

23-02

MILE 246

REMOVE

D10-3
12"X48"

23-01

MILE 246

585

585

LEGEND

EXISTING SIGN MOUNTED ON POST(S)

PROPOSED SIGN MOUNTED ON POST(S)

DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)

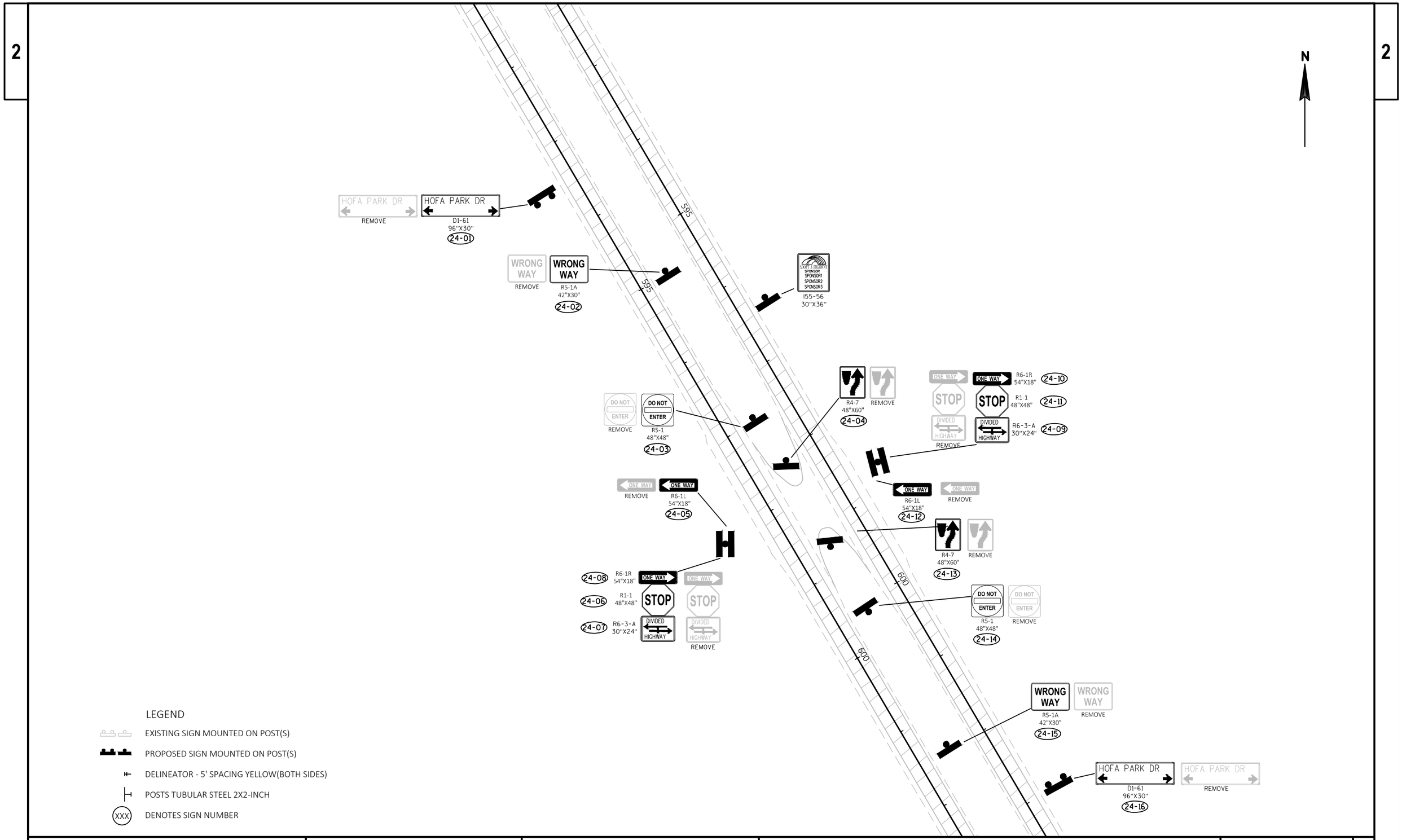
POSTS TUBULAR STEEL 2X2-INCH

XXX DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 45	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _23

PLOT DATE : 11/30/2017 12:26 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT



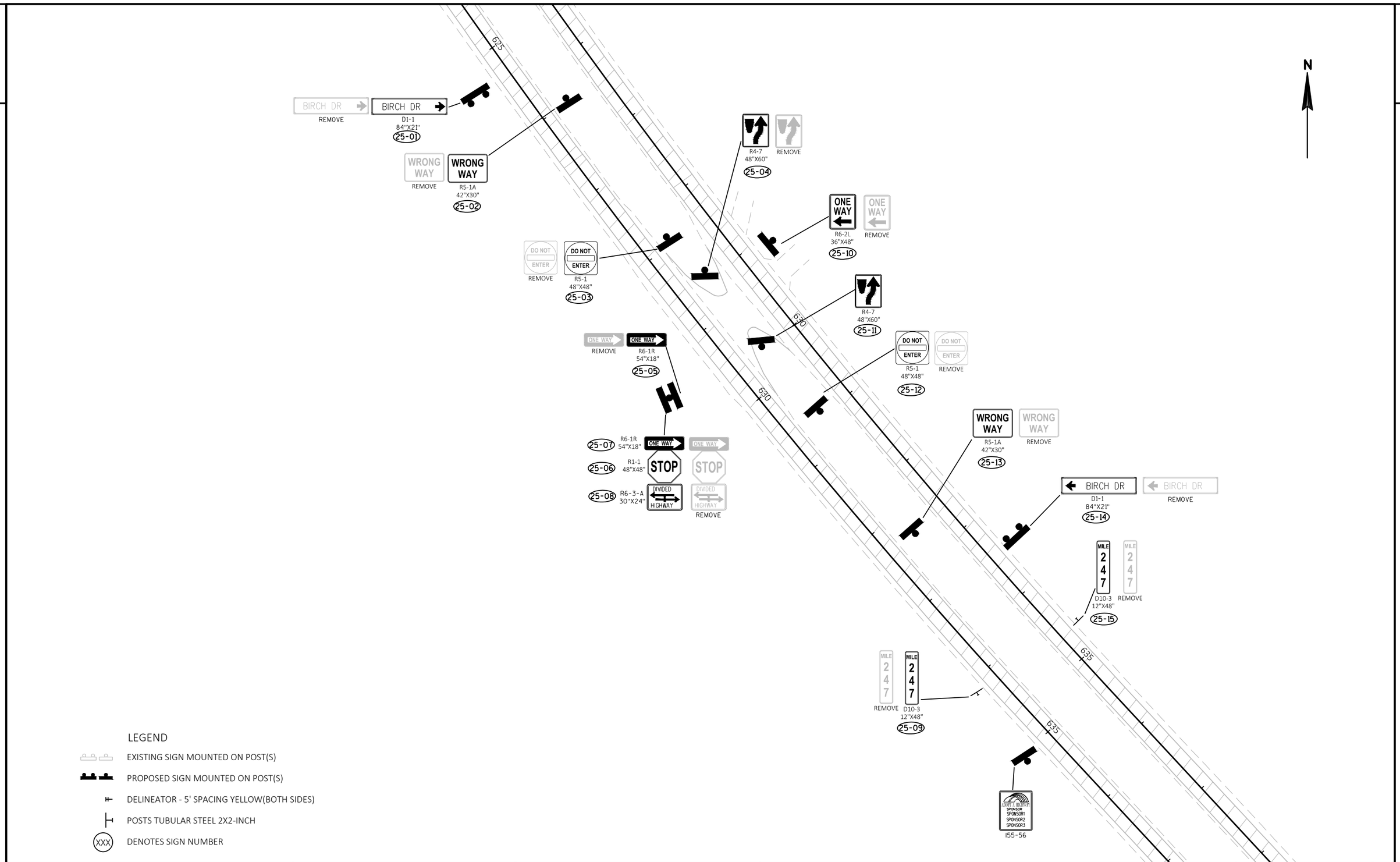
LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 46	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _24

PLOT DATE : 11/30/2017 12:27 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT



LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 47	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023201_T2_PS.DWG
LAYOUT NAME - _25

PLOT DATE : 11/30/2017 12:27 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

685

685

690

690

695

MILE 248 D10-3 12"X48" REMOVE

26-04

MILE 248 REMOVE

MILE 248 D10-3 12"X48"

26-01

JCT 156

REMOVED BY OTHERS

26-02

ST. AUGUSTINE RD

REMOVED BY OTHERS

26-03

Shawano Co

REMOVE

Shawano Co

I2-2 90"X21"

26-05

LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON POST(S)
- DELINEATOR - 5' SPACING YELLOW(BOTH SIDES)
- POSTS TUBULAR STEEL 2X2-INCH
- (XXX) DENOTES SIGN NUMBER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PERMANENT SIGNING	SHEET 48	E

GENERAL NOTES FOR TRAFFIC CONTROL:

DRAWING SHOWS TRAFFIC CONTROL FOR A TYPICAL SITUATION. ADDITIONAL TRAFFIC CONTROL DEVICES MAY BE REQUIRED AND/OR LAYOUT DETAILS MODIFIED DEPENDING ON CONTRACTOR METHODS OR SEQUENCE OF OPERATION.

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

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

THIS LANE CLOSURE IS TYPICAL FOR 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 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.

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

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE $\frac{1}{2}$ 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.

* PLACE SIGN ON BOTH SIDES OF MULTI-LANE ROAD-WAY.

** COORDINATE SIGN PLACEMENT WITH STH 29 PROJECT, 1058-25-70.

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION," "TRAFFIC CONTROL INTERSECTION WITHIN SINGLE LANE CLOSURE," "TRAFFIC CONTROL, TAPERED ENTRANCE, RAMP WITHIN LANE CLOSURE", "TRAFFIC CONTROL PARALLEL EXIT RAMP WITHIN LANE CLOSURE" AND "TRAFFIC CONTROL , SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 M.P.H."

1 * ROAD WORK 1 MILE — W20-1F

2 * SPEED LIMIT 55 — WO3-5

3 * RIGHT LANE CLOSED 1/2 MILE — W20-5G — USE SIGN W20-55G FOR LEFT LANE CLOSURE

4 * SPEED LIMIT 55 — R2-1, 48"X60"

5 * RIGHT LANE CLOSED 1500 FT — W20-5B — USE SIGN W20-55B FOR LEFT LANE CLOSURE

6 * WO4-2R — USE SIGN WO4-2L FOR LEFT LANE CLOSURE

7 * END ROAD WORK — G20-2A, 48"X24"

MAX. 11' WIDTH — W12-52, 48"X48"

2 MILES AHEAD — WO57-52, 48"X36"

PLACE 0.9 MILES BEFORE STH 47/117 OFF RAMP ON STH 29 EB.

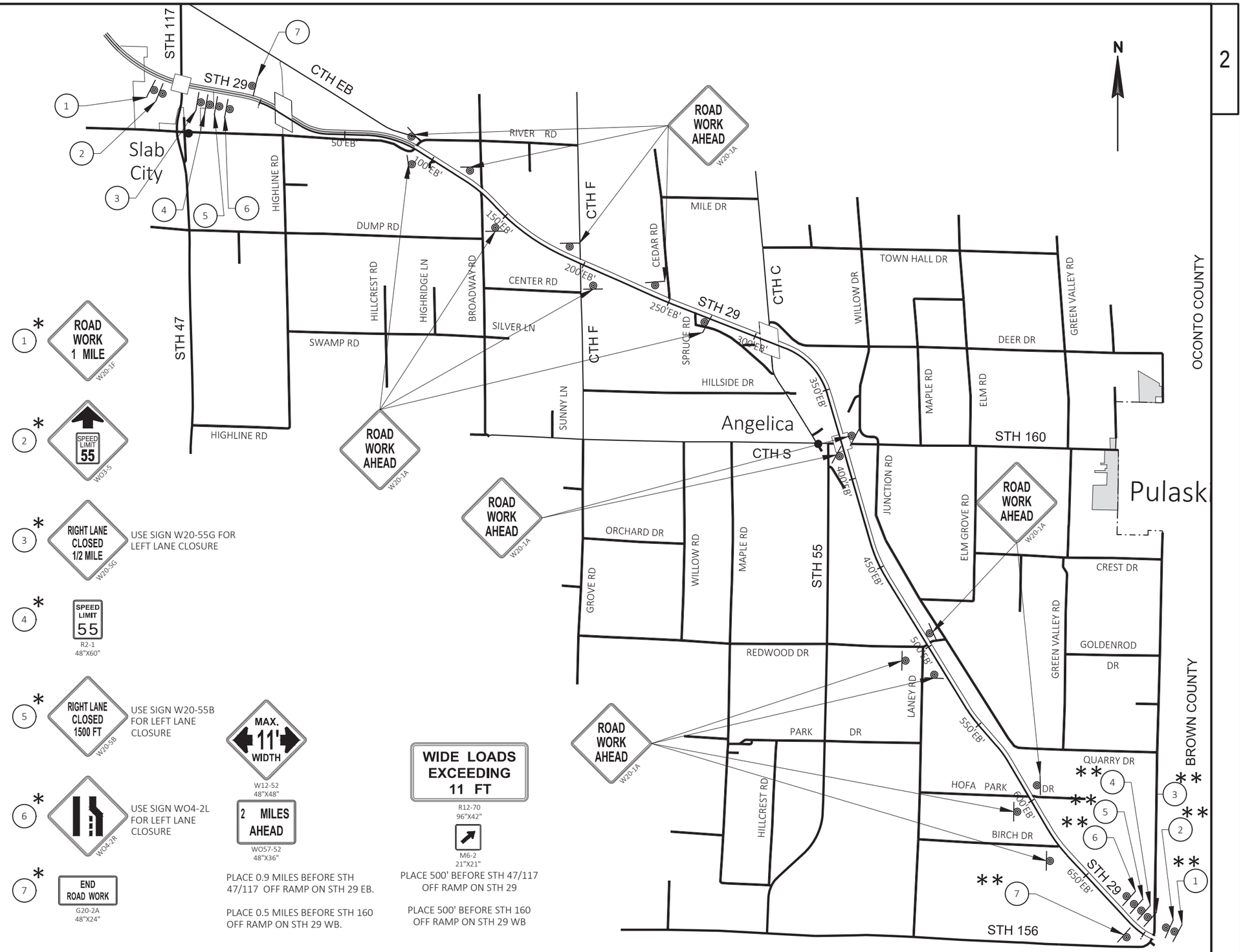
PLACE 0.5 MILES BEFORE STH 160 OFF RAMP ON STH 29 WB.

WIDE LOADS EXCEEDING 11 FT — R12-70, 96"X42"

M6-2, 21"X21"

PLACE 500' BEFORE STH 47/117 OFF RAMP ON STH 29

PLACE 500' BEFORE STH 160 OFF RAMP ON STH 29 WB



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	ADVANCED WARNING	SHEET 49	E

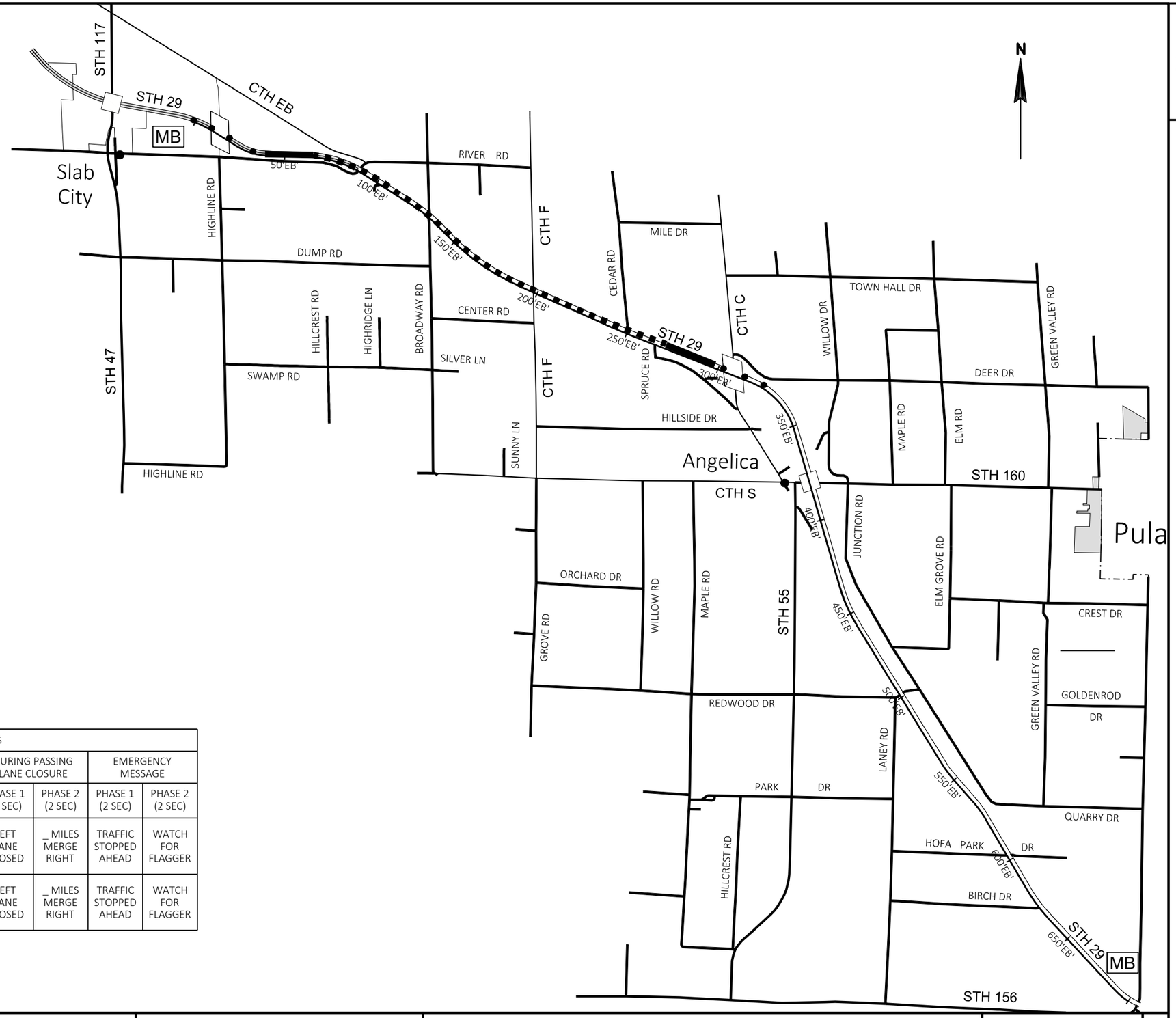
FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\023301-AW.DWG
LAYOUT NAME - Plan 1 IN 1000 FT

PLOT DATE : 10/12/2017 9:07 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:1 MI

2

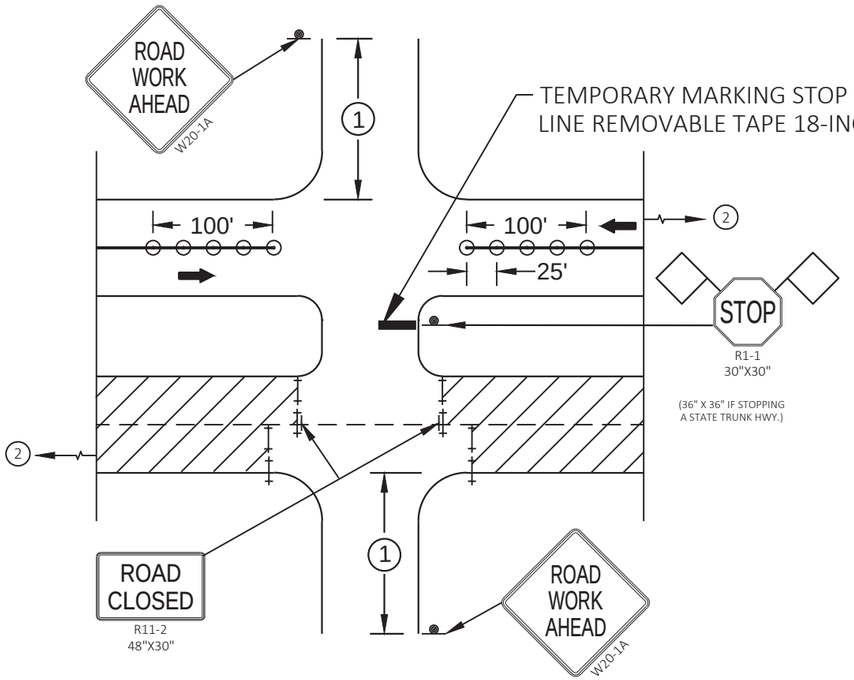
LEGEND

- CROSSOVER LOCATION, STATION 40+00 - 60+00 & 284+00 - 300+50: SEE S.D.D. "TRAFFIC CONTROL, SINGLE LANE CROSSOVER," AND "TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT"
- COUNTER DIRECTIONAL TRAFFIC, STATION 60+00 - 284+00: SEE S.D.D. "TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION" AND "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE"
- SINGLE LANE CLOSURE: SEE S.D.D. "TRAFFIC CONTROL LANE CLOSURE, SPEED REDUCTION"
- MB TRAFFIC CONTROL SIGNS PCMS, WITH CELLULAR COMMUNICATION

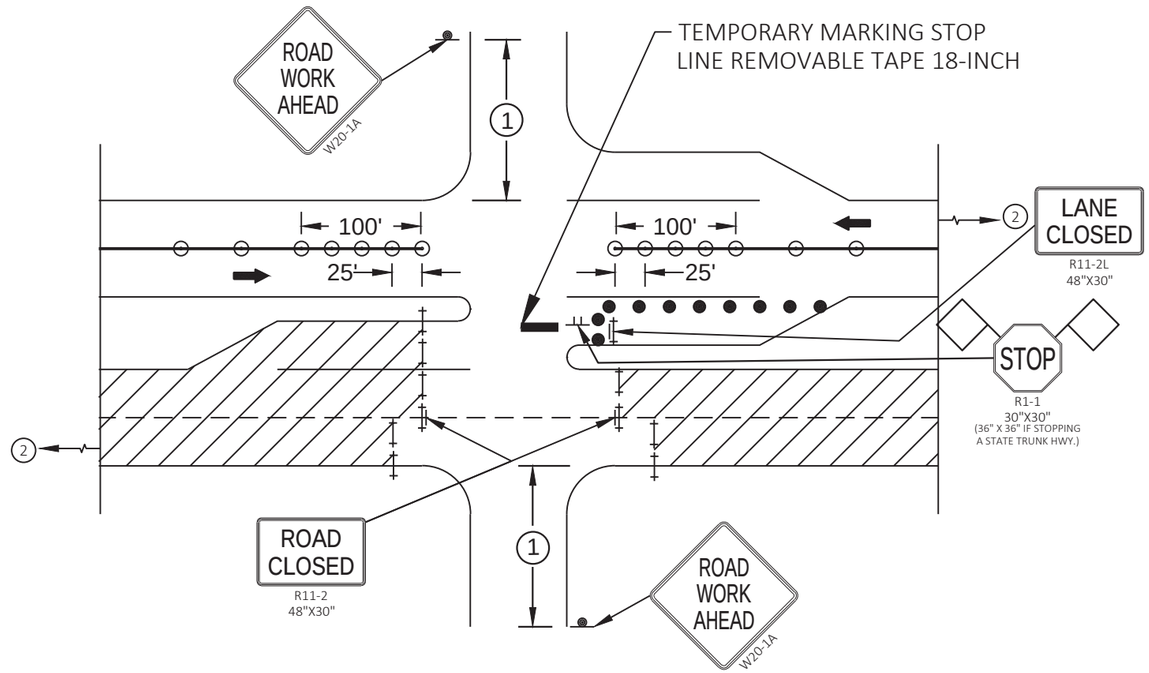


ADVANCED WARNING PCMS MESSAGES							
	PRIOR TO CONSTRUCTION	DURING DRIVING LANE CLOSURE		DURING PASSING LANE CLOSURE		EMERGENCY MESSAGE	
PCMS SIGN LOCATION	PHASE 1	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)	PHASE 1 (2 SEC)	PHASE 2 (2 SEC)
EB STH 29 WEST OF HIGHLINE ROAD OVERPASS	ROAD WORK BEGINS DATE	RIGHT LANE CLOSED	_ MILES MERGE LEFT	LEFT LANE CLOSED	_ MILES MERGE RIGHT	TRAFFIC STOPPED AHEAD	WATCH FOR FLAGGER
WB STH 29 1 MILE EAST OF STH 156	ROAD WORK BEGINS DATE	RIGHT LANE CLOSED	_ MILES MERGE LEFT	LEFT LANE CLOSED	_ MILES MERGE RIGHT	TRAFFIC STOPPED AHEAD	WATCH FOR FLAGGER

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	SINGLE LANE CROSSOVER - OVERVIEW	SHEET 50	E



FOR INTERSECTIONS OR MEDIAN OPENING
WITHIN TEMPORARY CROSSOVERS



FOR INTERSECTIONS OR MEDIAN OPENING (WITH LEFT TURN BAY)
WITHIN TEMPORARY CROSSOVERS

GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

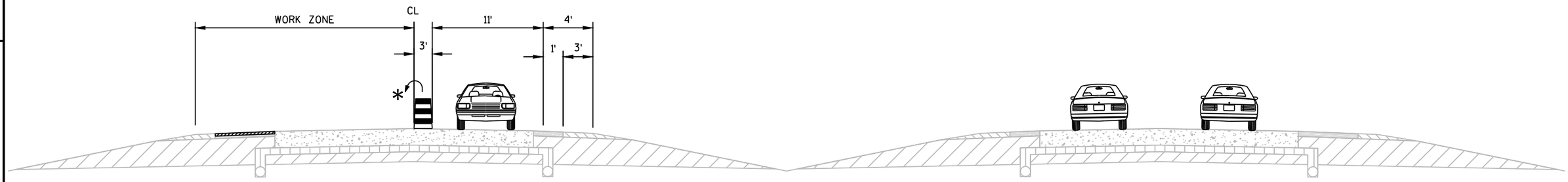
(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.

(2) SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- WORK AREA
- DIRECTION OF TRAFFIC
- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- FLAGS, 16" X 16" MIN., (ORANGE)

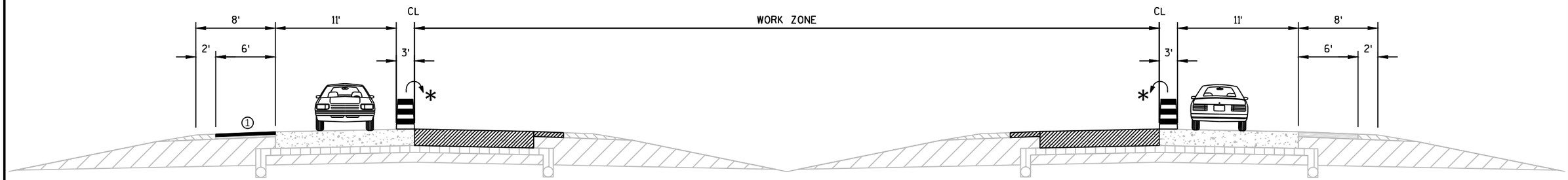
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	INTERSECTION WITHIN TEMPORARY CROSSOVER	SHEET 51	E



STAGE 1

STAGE 1

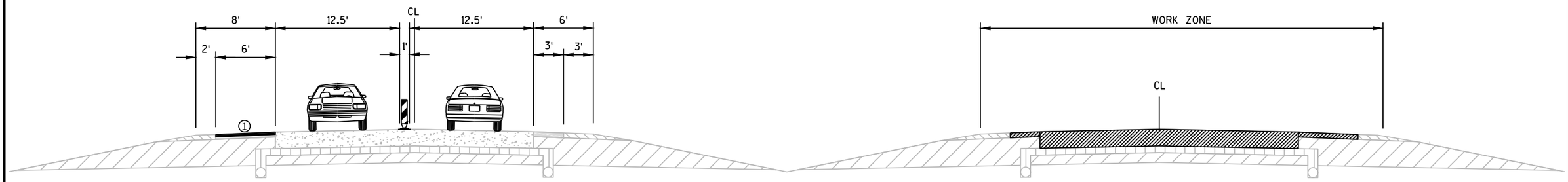
WORK ZONE ON STH 29 WB OUTSIDE SHOULDER
STA 95'WB'+25 - 132'WB'+25 LT



STAGE 2 & 5

STAGE 2 & 5

WORK ZONE FROM CENTER LANE LINE TO CENTER LANE LINE



STAGE 3

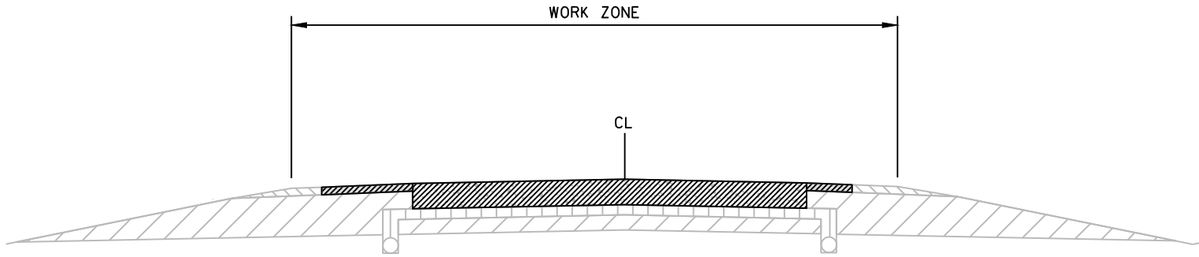
TWO-LANE TWO-WAY OPERATION ON WB STH 29

STAGE 3

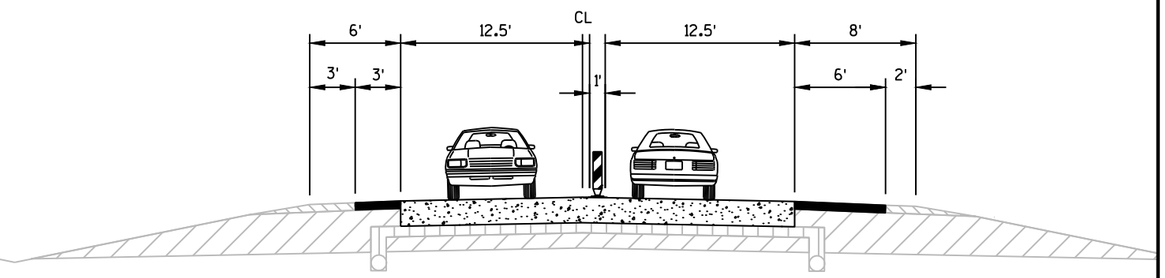
① MILL AND OVERLAY 1.5 INCH PRIOR TO CLOSING THE PASSING LANE
STA 95'WB'+25 - 132'WB'+25 LT

* WHEN WORK ACTIVITIES ARE NOT BEING CONDUCTED, MOVE THE TRAFFIC CONTROL DRUMS INTO THE CONSTRUCTION ZONE ON THE OTHER SIDE OF THE CENTERLINE.

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: TRAFFIC CONTROL	SHEET 52	E

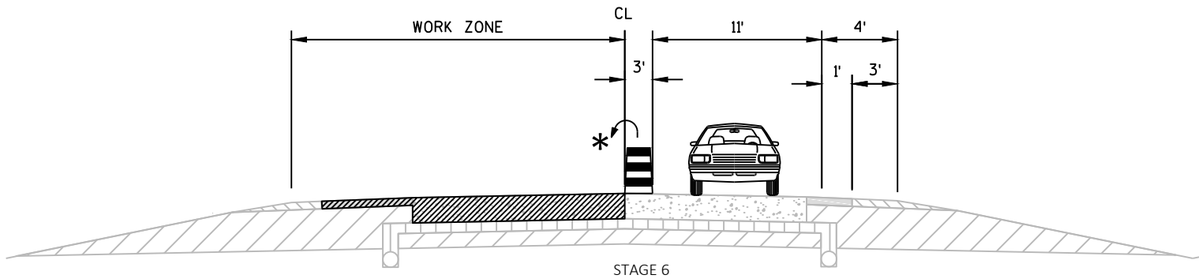


STAGE 4

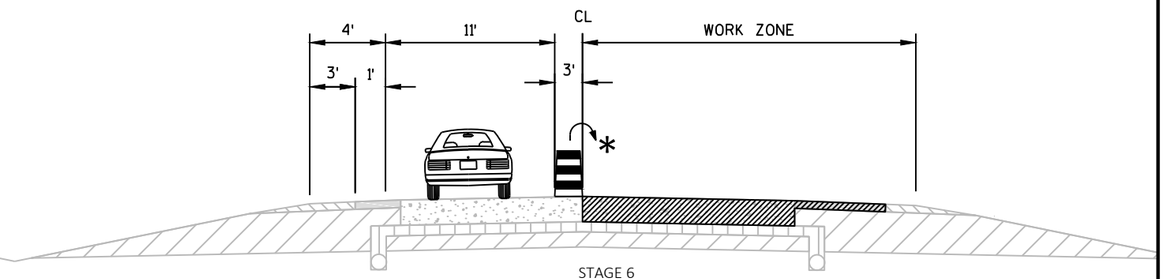


STAGE 4

TWO-LANE TWO-WAY OPERATION ON EB STH 29



STAGE 6



STAGE 6

WORK ZONE FROM CENTER LANE LINE TO EDGE OF GRAVEL SHOULDER

① MILL AND OVERLAY 1.5 INCH PRIOR TO CLOSING EB STH 29 OR WB STH 29 LANES
STA 95'WB'+25 - 132'WB'+25 LT

* WHEN WORK ACTIVITIES ARE NOT BEING CONDUCTED, MOVE THE TRAFFIC CONTROL DRUMS INTO THE CONSTRUCTION ZONE ON THE OTHER SIDE OF THE CENTERLINE.

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN: TRAFFIC CONTROL	SHEET 53	E

1058-24-60

Line	Item	Item Description	Unit	Total	Qty
0002	204.0120	Removing Asphaltic Surface Milling	SY	12,870.000	12,870.000
0004	204.0125	Removing Asphaltic Surface Milling	TON	23,910.000	23,910.000
0006	204.0190	Removing Surface Drains	EACH	1.000	1.000
0008	204.9060.S	Removing (item description) 01. Endwalls for Pipe Underdrain Reinforced Concrete 6-inch	EACH	16.000	16.000
0010	204.9060.S	Removing (item description) 02. Endwalls for Concrete Culvert Pipe 18-Inch	EACH	1.000	1.000
0012	205.0100	Excavation Common	CY	3,406.000	3,406.000
0014	208.0100	Borrow	CY	259.000	259.000
0016	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	2,761.000	2,761.000
0018	213.0100	Finishing Roadway (project) 01. 1058-24-60	EACH	1.000	1.000
0020	305.0110	Base Aggregate Dense 3/4-Inch	TON	14,640.000	14,640.000
0022	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,000.000	2,000.000
0024	305.0130	Base Aggregate Dense 3-Inch	TON	4,500.000	4,500.000
0026	305.0500	Shaping Shoulders	STA	2,761.000	2,761.000
0028	416.0610	Drilled Tie Bars	EACH	5,320.000	5,320.000
0030	416.0620	Drilled Dowel Bars	EACH	11,820.000	11,820.000
0032	416.1010	Concrete Surface Drains	CY	8.000	8.000
0034	416.1710	Concrete Pavement Repair	SY	8,020.000	8,020.000
0036	416.1715	Concrete Pavement Repair SHES	SY	200.000	200.000
0038	416.1720	Concrete Pavement Replacement	SY	14,720.000	14,720.000
0040	416.1725	Concrete Pavement Replacement SHES	SY	160.000	160.000
0042	420.1000	Continuous Diamond Grinding Concrete Pavement	SY	28,010.000	28,010.000
0044	440.4410	Incentive IRI Ride	DOL	15,910.000	15,910.000
0046	455.0605	Tack Coat	GAL	9,390.000	9,390.000
0048	460.2000	Incentive Density HMA Pavement	DOL	21,735.000	21,735.000
0050	460.5224	HMA Pavement 4 LT 58-28 S	TON	32,630.000	32,630.000
0052	460.5225	HMA Pavement 5 LT 58-28 S	TON	1,330.000	1,330.000
0054	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	65.000	65.000
0056	465.0125	Asphaltic Surface Temporary	TON	300.000	300.000
0058	465.0400	Asphaltic Shoulder Rumble Strips	LF	276,100.000	276,100.000
0060	606.0200	Riprap Medium	CY	3.000	3.000
0062	608.0418	Storm Sewer Pipe Reinforced Concrete Class IV 18-Inch	LF	201.000	201.000
0064	611.0530	Manhole Covers Type J	EACH	1.000	1.000
0066	611.0642	Inlet Covers Type MS	EACH	1.000	1.000
0068	611.2003	Manholes 3-FT Diameter	EACH	1.000	1.000
0070	611.3902	Inlets Median 2 Grate	EACH	1.000	1.000
0072	611.8110	Adjusting Manhole Covers	EACH	1.000	1.000
0074	612.0206	Pipe Underdrain Unperforated 6-Inch	LF	2,465.000	2,465.000

1058-24-60

Line	Item	Item Description	Unit	Total	Qty
0076	612.0806	Apron Endwalls for Underdrain Reinforced Concrete 6-Inch	EACH	6.000	6.000
0078	614.0400	Adjusting Steel Plate Beam Guard	LF	750.000	750.000
0080	614.0950	Replacing Guardrail Posts and Blocks	EACH	2.000	2.000
0082	616.0700.S	Fence Safety	LF	250.000	250.000
0084	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1058-24-60	EACH	1.000	1.000
0086	619.1000	Mobilization	EACH	1.000	1.000
0088	624.0100	Water	MGAL	200.000	200.000
0090	625.0100	Topsoil	SY	9,500.000	9,500.000
0092	628.1504	Silt Fence	LF	40.000	40.000
0094	628.1520	Silt Fence Maintenance	LF	20.000	20.000
0096	628.1905	Mobilizations Erosion Control	EACH	5.000	5.000
0098	628.1910	Mobilizations Emergency Erosion Control	EACH	4.000	4.000
0100	628.2008	Erosion Mat Urban Class I Type B	SY	9,500.000	9,500.000
0102	628.7005	Inlet Protection Type A	EACH	1.000	1.000
0104	628.7504	Temporary Ditch Checks	LF	120.000	120.000
0106	628.7555	Culvert Pipe Checks	EACH	4.000	4.000
0108	628.7570	Rock Bags	EACH	15.000	15.000
0110	629.0210	Fertilizer Type B	CWT	6.000	6.000
0112	630.0130	Seeding Mixture No. 30	LB	170.000	170.000
0114	633.0100	Delineator Posts Steel	EACH	172.000	172.000
0116	633.0500	Delineator Reflectors	EACH	344.000	344.000
0118	633.1100	Delineators Temporary	EACH	80.000	80.000
0120	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	56.000	56.000
0122	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	92.000	92.000
0124	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	31.000	31.000
0126	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	19.000	19.000
0128	634.0810	Posts Tubular Steel 2x2-Inch X 10-FT	EACH	26.000	26.000
0130	637.2210	Signs Type II Reflective H	SF	2,156.660	2,156.660
0132	637.2230	Signs Type II Reflective F	SF	216.000	216.000
0134	638.2602	Removing Signs Type II	EACH	169.000	169.000
0136	638.3000	Removing Small Sign Supports	EACH	205.000	205.000
0138	642.5201	Field Office Type C	EACH	1.000	1.000
0140	643.0300	Traffic Control Drums	DAY	73,800.000	73,800.000
0142	643.0420	Traffic Control Barricades Type III	DAY	4,170.000	4,170.000
0144	643.0500	Traffic Control Flexible Tubular Marker Posts	EACH	994.000	994.000
0146	643.0600	Traffic Control Flexible Tubular Marker Bases	EACH	994.000	994.000
0148	643.0705	Traffic Control Warning Lights Type A	DAY	6,440.000	6,440.000
0150	643.0715	Traffic Control Warning Lights Type C	DAY	7,390.000	7,390.000

1058-24-60

Line	Item	Item Description	Unit	Total	Qty
0152	643.0800	Traffic Control Arrow Boards	DAY	455.000	455.000
0154	643.0900	Traffic Control Signs	DAY	10,315.000	10,315.000
0156	643.0920	Traffic Control Covering Signs Type II	EACH	73.000	73.000
0158	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	235.000	235.000
0160	643.5000	Traffic Control	EACH	1.000	1.000
0162	645.0120	Geotextile Type HR	SY	60.000	60.000
0164	646.1020	Marking Line Epoxy 4-Inch	LF	408,695.000	408,695.000
0166	646.3020	Marking Line Epoxy 8-Inch	LF	5,105.000	5,105.000
0168	646.5020	Marking Arrow Epoxy	EACH	2.000	2.000
0170	646.6120	Marking Stop Line Epoxy 18-Inch	LF	382.000	382.000
0172	646.7220	Marking Chevron Epoxy 24-Inch	LF	405.000	405.000
0174	649.0105	Temporary Marking Line Paint 4-Inch	LF	8,810.000	8,810.000
0176	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	154,910.000	154,910.000
0178	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	3,000.000	3,000.000
0180	649.0760	Temporary Marking Raised Pavement Marker Type I	EACH	120.000	120.000
0182	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	140.000	140.000
0184	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	4,300.000	4,300.000
0186	649.0970	Temporary Marking Removable Mask Out Tape 10-Inch	LF	60.000	60.000
0188	650.4000	Construction Staking Storm Sewer	EACH	2.000	2.000
0190	650.4500	Construction Staking Subgrade	LF	3,704.000	3,704.000
0192	650.5000	Construction Staking Base	LF	7,412.000	7,412.000
0194	650.8000	Construction Staking Resurfacing Reference	LF	138,050.000	138,050.000
0196	650.9910	Construction Staking Supplemental Control (project) 01. 1058-24-60	LS	1.000	1.000
0198	650.9920	Construction Staking Slope Stakes	LF	3,704.000	3,704.000
0200	690.0150	Sawing Asphalt	LF	2,220.000	2,220.000
0202	690.0250	Sawing Concrete	LF	35,170.000	35,170.000
0204	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	2,400.000	2,400.000
0206	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	2,760.000	2,760.000

3

REMOVING ASPHALTIC SURFACE MILLING

STATION	-	STATION	LOCATION	204.0120 SY	204.0125 TON	REMARKS
4'EB'+00	-	192'EB'+00	RT	---	2,110	
192'EB'+00	-	260'EB'+00	RT	---	1,020	
260'EB'+00	-	694'EB'+50	RT	---	4,870	
4'EB'+00		694'EB'+50	LT	---	3,870	
4'WB'+00	-	95'WB'+25	LT	---	1,030	
95'WB'+25		132'WB'+25	LT	---	560	
132'WB'+25		694'WB'+00	LT	---	6,300	
4'WB'+00	-	694'WB'+00	RT	---	3,870	
95'WB'+25	-	132'WB'+25	LT	---	280	TEMPORARY OVERLAY
89'EB'+00			RT	490	---	E SLAB CITY RD
89'EB'+15			LT	880	---	MEDIAN
89'WB'+35			LT	300	---	CTH BE
102'EB'+50			LT	670	---	MEDIAN
102'EB'+50			RT	140	---	PRADISE LN
131'WB'+10			LT	130	---	N BROADWAY RD
131'EB'+40			LT	790	---	MEDIAN
131'EB'+75			RT	170	---	S BROADWAY RD
131'EB'+75			RT	230	---	MEDIAN
142'EB'+25			LT	640	---	MEDIAN
197'WB'+50			LT	230	---	CTH F
198'EB'+00			LT	1,170	---	MEDIAN
198'EB'+00			RT	280	---	CTH F
219'EB'+10			LT	210	---	MEDIAN
226'EB'+15			LT	210	---	MEDIAN
250'WB'+00			LT	140	---	CEDAR RD
250'WB'+00			RT	670	---	MEDIAN
265'EB'+50			RT	130	---	SPRUCE RD
265'EB'+50			LT	710	---	MEDIAN
340'EB'+45			LT	160	---	MEDIAN
499'WB'+50			LT	120	---	LANEY RD
500'EB'+00			LT	710	---	MEDIAN
500'EB'+00			RT	150	---	LANEY RD
572'EB'+50			LT	240	---	MEDIAN
585'EB'+05			LT	240	---	MEDIAN
597'EB'+75			RT	170	---	HOFA PARK DR
599'EB'+00			LT	770	---	MEDIAN
599'WB'+00			LT	150	---	HOFA PARK DR
617'EB'+75			LT	250	---	MEDIAN
629'EB'+00			RT	160	---	BIRCH RD
629'EB'+00			LT	740	---	MEDIAN
646'EB'+40			LT	240	---	MEDIAN
658'EB'+00			LT	340	---	MEDIAN
676'EB'+45			LT	240	---	MEDIAN
			TOTAL	**12,870**	**23,910**	

REMOVING ENDWALLS

STATION	-	STATION	LOCATION	204.9060.S.01 PIPE UNDERDRAIN REINFORCED CONCRETE 6-INCH EACH	204.9060.S.02 CONCRETE CULVERT PIPE 18-INCH EACH
41'EB'+32	-	59'EB'+85	LT	4	---
281'EB'+90	-	300'EB'+40	LT	12	1
			TOTALS	**16**	**1**

3

REMOVING SURFACE DRAINS

STATION	-	STATION	LOCATION	204.0190 EACH
379'EB'+74	-	380'EB'+04	RT	1
			TOTAL	**1**

BASE AGGREGATE DENSE

STATION	-	STATION	LOCATION	305.0110 3/4-INCH TON	305.0120 1 1/4-INCH TON	305.0130 3-INCH TON	624.0100 WATER MGAL	REMARKS
4'EB'+00	-	694'EB'+50	LT	4,030	---	---	20	
4'EB'+00	-	694'EB'+50	RT	2,690	---	---	20	
4'WB'+00	-	694'WB'+00	LT	2,690	---	---	20	
4'WB'+00	-	694'WB'+00	RT	4,030	---	---	20	
41'WB'+00	-	60'WB'+00	RT	600	1,000	2,250	60	CROSSOVER
284'WB'+00	-	300'WB'+00	RT	600	1,000	2,250	60	CROSSOVER
			TOTALS	**14,640**	**2,000**	**4,500**	**200**	

Division	From/To Station	Location	ITEM # 205.0100 Common Excavation (1)	Salvaged/Unusable Pavement Material (4)	Available Material	Unexpanded Fill	Expanded Fill (13) Factor 1.25	Mass Ordinate +/- (14)	Waste	ITEM # 208.0100 Borrow	Comment:
Stage 2	41'EB'+32 - 59'EB'+85	CROSSOVER	1,896	92	1,804	1,085	1,356	448	0	448	
	281'EB'+90 - 300'EB'+40	CROSSOVER	1,510	92	1,418	1,700	2,125	-707	0	-707	
Project Total			3,406	183	3,223	2,785	3,481	259	0	259	

3

1) Common Excavation is the sum of the Cut and EBS Excavation columns. Item number 205.0100
4) Salvaged/Unusable Pavement Material
5) Available Material = Cut - Salvaged/Unusuable Pavement Material
13) Expanded Fill. Factor = 1.25
14) The Mass Ordinate + or - Qty calculated for the Division. Plus quantity indicates an excess of material within the Division.
Minus indicates a shortage of material within the Division.

CONCRETE SURFACE DRAINS

STATION	-	STATION	LOCATION	416.1010 CY
379'EB'+74	-	380'EB'+04	RT	8
			TOTAL	**8**

CONTINUOUS DIAMOND GRINDING CONCRETE PAVEMENT

STATION	-	STATION	420.1000 SY	REMARKS
95'WB'+25	-	132'WB'+25	9,870	PASSING AND DRIVING LANES
192'EB'+00	-	260'EB'+00	18,140	PASSING AND DRIVING LANES
		TOTAL	**28,010**	

CONCRETE PAVEMENT REPAIR

STATION	-	STATION	LOCATION	416.1710 CONCRETE PAVEMENT REPAIR SY	416.1715 CONCRETE PAVEMENT REPAIR SHES SY	416.1720 CONCRETE PAVEMENT REPLACEMENT SY	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	690.0250 SAWING CONCRETE LF	REMARKS
4'EB'+00	-	88'EB'+00	DRIVING LANE	120	---	90	---	30	220	420	10-INCH CONCRETE
4'EB'+00	-	88'EB'+00	PASSING LANE	70	---	---	---	---	80	150	10-INCH CONCRETE
88'EB'+00	-	102'EB'+00	DRIVING LANE	90	---	30	---	10	140	270	10-INCH CONCRETE
88'EB'+00	-	102'EB'+00	PASSING LANE	30	---	---	---	---	40	50	10-INCH CONCRETE
102'EB'+00	-	130'EB'+00	DRIVING LANE	80	---	70	---	10	120	220	10-INCH CONCRETE
102'EB'+00	-	130'EB'+00	PASSING LANE	50	---	40	---	---	70	150	10-INCH CONCRETE
130'EB'+00	-	192'EB'+00	DRIVING LANE	420	---	150	---	60	620	1,280	10-INCH CONCRETE
130'EB'+00	-	192'EB'+00	PASSING LANE	70	---	---	---	---	80	180	10-INCH CONCRETE
192'EB'+00	-	260'EB'+00	DRIVING LANE	1,200	60	3,850	---	2,480	1,380	6,520	9-INCH CONCRETE
192'EB'+00	-	260'EB'+00	PASSING LANE	310	40	2,420	---	---	950	3,420	9-INCH CONCRETE
260'EB'+00	-	308'EB'+00	DRIVING LANE	200	30	190	---	70	360	780	10-INCH CONCRETE
260'EB'+00	-	308'EB'+00	PASSING LANE	20	10	80	---	---	70	150	10-INCH CONCRETE
308'EB'+00	-	380'EB'+00	DRIVING LANE	80	---	610	---	130	300	790	10-INCH CONCRETE
308'EB'+00	-	380'EB'+00	PASSING LANE	20	---	90	---	---	50	160	10-INCH CONCRETE
380'EB'+00	-	498'EB'+00	DRIVING LANE	370	---	420	---	130	660	1,440	10-INCH CONCRETE
380'EB'+00	-	498'EB'+00	PASSING LANE	80	---	380	---	---	210	640	10-INCH CONCRETE
498'EB'+00	-	597'EB'+00	DRIVING LANE	620	30	480	---	130	1,100	2,260	10-INCH CONCRETE
498'EB'+00	-	597'EB'+00	PASSING LANE	30	---	---	---	---	40	70	10-INCH CONCRETE
597'EB'+00	-	628'EB'+00	DRIVING LANE	280	---	300	90	100	580	1,240	10-INCH CONCRETE
597'EB'+00	-	628'EB'+00	PASSING LANE	40	---	50	---	---	40	80	10-INCH CONCRETE
628'EB'+00	-	694'EB'+50	DRIVING LANE	330	---	50	---	90	440	1,220	10-INCH CONCRETE
628'EB'+00	-	694'EB'+50	PASSING LANE	60	---	---	---	---	100	260	10-INCH CONCRETE
0'EB'+00	-	95'WB'+25	DRIVING LANE	130	10	100	---	140	140	810	10-INCH CONCRETE
0'EB'+00	-	95'WB'+25	PASSING LANE	50	---	---	---	---	50	90	10-INCH CONCRETE
95'WB'+25	-	132'WB'+25	DRIVING LANE	820	10	670	30	1,480	550	3,850	9-INCH CONCRETE
95'WB'+25	-	132'WB'+25	PASSING LANE	230	10	760	20	---	470	1,880	9-INCH CONCRETE
132'WB'+25	-	196'WB'+00	DRIVING LANE	380	---	570	---	110	600	1,290	10-INCH CONCRETE
132'WB'+25	-	196'WB'+00	PASSING LANE	160	---	270	---	---	260	490	10-INCH CONCRETE
196'WB'+00	-	249'WB'+00	DRIVING LANE	80	---	90	20	30	120	250	10-INCH CONCRETE
196'WB'+00	-	249'WB'+00	PASSING LANE	30	---	40	---	---	50	100	10-INCH CONCRETE
249'WB'+00	-	265'WB'+00	DRIVING LANE	---	---	---	---	---	---	---	10-INCH CONCRETE
249'WB'+00	-	265'WB'+00	PASSING LANE	---	---	---	---	---	---	---	10-INCH CONCRETE
265'WB'+00	-	308'WB'+00	DRIVING LANE	10	---	90	---	30	40	120	10-INCH CONCRETE
265'WB'+00	-	308'WB'+00	PASSING LANE	---	---	---	---	---	---	---	10-INCH CONCRETE
308'WB'+00	-	380'WB'+00	DRIVING LANE	55	---	180	---	---	50	120	10-INCH CONCRETE
308'WB'+00	-	380'WB'+00	PASSING LANE	30	---	160	---	---	50	200	10-INCH CONCRETE
380'WB'+00	-	500'WB'+00	DRIVING LANE	65	---	205	---	---	160	450	10-INCH CONCRETE
380'WB'+00	-	500'WB'+00	PASSING LANE	50	---	180	---	---	145	240	10-INCH CONCRETE
500'WB'+00	-	598'WB'+00	DRIVING LANE	240	---	420	---	110	420	1,150	10-INCH CONCRETE
500'WB'+00	-	598'WB'+00	PASSING LANE	60	---	270	---	---	195	400	10-INCH CONCRETE
598'WB'+00	-	630'WB'+00	DRIVING LANE	45	---	130	---	35	100	275	10-INCH CONCRETE
598'WB'+00	-	630'WB'+00	PASSING LANE	40	---	---	---	---	65	100	10-INCH CONCRETE
630'WB'+00	-	694'WB'+00	DRIVING LANE	165	---	315	---	45	340	895	10-INCH CONCRETE
630'WB'+00	-	694'WB'+00	PASSING LANE	80	---	240	---	---	115	410	10-INCH CONCRETE
			UNDISTRIBUTED	730	---	730	---	100	250	300	10-INCH CONCRETE
			TOTAL	**8,020**	**200**	**14,720**	**160**	**5,320**	**11,820**	**35,170**	

HMA PAVEMENT

STATION	-	STATION	LOCATION	211.0500 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	455.0605 TACK COAT GAL	460.5224 4 LT 58-28 S TON	460.5225 5 LT 58-28 S TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
4'EB'+00	-	303'EB'+40	LT	299	500	2,020	---	---	29,940	MEDIAN SHOULDER
303'EB'+40	-	694'EB'+50	LT	391	660	3,390	---	---	39,110	MEDIAN SHOULDER
4'EB'+00	-	192'EB'+00	RT	188	630	2,550	---	---	18,800	OUTSIDE SHOULDER
192'EB'+00	-	260'EB'+00	RT	68	310	1,580	---	---	6,800	OUTSIDE SHOULDER
260'EB'+00	-	694'EB'+50	RT	435	1,450	5,830	---	---	43,450	OUTSIDE SHOULDER
95'WB'+25	-	132'WB'+25	LT	---	240	---	---	300	---	TEMPORARY OUTSIDE SHOULDER
4'WB'+00	-	95'WB'+25	LT	91	310	1,230	---	---	9,125	OUTSIDE SHOULDER
4'WB'+00	-	298'WB'+40	RT	294	500	1,980	---	---	29,440	MEDIAN SHOULDER
298'WB'+40	-	694'WB'+00	RT	396	660	3,420	---	---	39,560	MEDIAN SHOULDER
95'WB'+25	-	132'WB'+25	LT	37	170	680	---	---	3,700	OUTSIDE SHOULDER
132'WB'+25	-	694'WB'+00	LT	562	1,880	7,550	---	---	56,175	OUTSIDE SHOULDER
41'WB'+00	-	60'WB'+00	RT	---	210	1,200	---	---	---	CROSSOVER
284'WB'+00	-	300'WB'+00	RT	---	210	1,200	---	---	---	CROSSOVER
89'EB'+00			RT	---	60	---	70	---	---	E SLAB CITY RD
89'EB'+15			LT	---	110	---	80	---	---	MEDIAN
89'WB'+35			LT	---	40	---	30	---	---	CTH BE
102'EB'+50			LT	---	90	---	60	---	---	MEDIAN
102'EB'+50			RT	---	30	---	20		---	PARADISE LN
131'WB'+10			LT	---	20	---	30	---	---	N BROADWAY RD
131'EB'+40			LT	---	100	---	70	---	---	MEDIAN
131'EB'+75			RT	---	30	---	20	---	---	S BROADWAY RD
142'EB'+25			LT	---	30	---	20	---	---	MEDIAN
163'EB'+50			LT	---	80	---	60	---	---	MEDIAN
197'WB'+50			LT	---	30	---	30	---	---	CTH F
198'EB'+00			LT	---	150	---	110	---	---	MEDIAN
198'EB'+00			RT	---	40	---	30	---	---	CTH F
219'EB'+10			LT	---	30	---	20	---	---	MEDIAN
226'EB'+15			LT	---	30	---	20	---	---	MEDIAN
250'WB'+00			LT	---	20	---	20	---	---	CEDAR RD
250'WB'+00			RT	---	90	---	60	---	---	MEDIAN
265'EB'+50			RT	---	20	---	20	---	---	SPRUCE RD
265'EB'+50			LT	---	90	---	70	---	---	MEDIAN
340'EB'+45			LT	---	20	---	20	---	---	MEDIAN
499'WB'+50			LT	---	20	---	20	---	---	REDWOOD DR
500'EB'+00			LT	---	90	---	70	---	---	MEDIAN
500'EB'+00			RT	---	20	---	20	---	---	REDWOOD DR
572'EB'+50			LT	---	30	---	30	---	---	MEDIAN
585'EB'+05			LT	---	30	---	30	---	---	MEDIAN
		SUBTOTAL		**2,761**	**9,000**	**32,630**	**1,000**	**300**	**276,100**	

CONTINUED ON NEXT SHEET

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	LOCATION	465.0120 TON
103'WB'+18	LT	1
123'WB'+25	LT	3
163'WB'+70	LT	3
163'EB'+40	RT	20
171'EB'+00	RT	2
182'EB'+45	RT	2
226'WB'+00	LT	2
226'EB'+10	RT	1
235'EB'+70	RT	2
250'EB'+50	RT	2
255'EB'+00	RT	2
259'WB'+00	LT	3
265'WB'+65	LT	2
437'EB'+60	RT	1
438'WB'+40	LT	1
536'EB'+80	RT	1
537'WB'+40	LT	1
585'EB'+05	RT	2
585'WB'+55	LT	1
617'EB'+75	RT	1
618'WB'+25	LT	1
628'WB'+75	LT	1
629'WB'+45	LT	2
646'EB'+25	RT	1
646'WB'+65	LT	2
657'EB'+95	RT	1
658'WB'+35	LT	2
667'EB'+50	RT	2
676'EB'+35	RT	2
676'WB'+76	LT	1
	TOTAL	**65**

HMA PAVEMENT CONTINUED

STATION - STATION	LOCATION	211.0500 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	455.0605 TACK COAT GAL	460.5224 4 LT 58-28 S TON	460.5225 5 LT 58-28 S TON	465.0125 ASPHALTIC SURFACE TEMPORARY TON	465.0400 ASPHALTIC SHOULDER RUMBLE STRIPS LF	REMARKS
597'EB'+75	RT	---	20	---	20	---	---	HOFA PARK DR
599'EB'+00	LT	---	110	---	80	---	---	MEDIAN
599'WB'+00	LT	---	20	---	20	---	---	HOFA PARK DR
617'EB'+75	LT	---	30	---	30	---	---	MEDIAN
629'EB'+00	RT	---	20	---	20	---	---	BIRCH RD
629'EB'+00	LT	---	90	---	70	---	---	MEDIAN
646'EB'+40	LT	---	30	---	30	---	---	MEDIAN
658'EB'+00	LT	---	40	---	30	---	---	MEDIAN
676'EB'+45	LT	---	30	---	30	---	---	MEDIAN
	SUBTOTAL	**0**	**390**	**0**	**330**	**0**	**0**	
	TOTAL	**2,761**	**9,390**	**32,630**	**1,330**	**300**	**276,100**	

STORM SEWER PIPE

STATION - STATION	LOCATION	STRUCTURE FROM	STRUCTURE TO	608.0418 STORM SEWER PIPE REINFORCED CONCRETE CLASS IV 18-INCH LF
298'EB'+00 - 291'EB'+00	LT	I-1	MH-1	201
			TOTALS	**201**

PIPE UNDERDRAIN UNPERFORATED

STATION - STATION	LOCATION	612.0206 6-INCH LF
46'EB'+25 - 49'EB'+56	LT	345
55'EB'+05 - 56'EB'+15	LT	125
287'EB'+50 - 297'EB'+36	LT	990
287'WB'+48 - 297'WB'+50	LT	1,005
	TOTAL	**2,465**

APRON ENDWALLS FOR UNDERDRAIN REINFORCED CONCRETE

STATION	LOCATION	612.0806 6-INCH EACH
46'EB'+25	LT	1
56'EB'+15	LT	1
285'EB'+00	LT	1
285'WB'+00	RT	1
297'EB'+36	LT	1
297'WB'+49	RT	1
TOTALS		**6**

STORM SEWER STRUCTURES

STATION	LOCATION	STRUCTURE	611.0530 MANHOLE COVERS TYPE J EACH	611.0642 INLETS COVER TYPE MS EACH	611.2003 MANHOLES 3-FT EACH	611.3902 INLETS MEDIAN 2 GATE EACH	611.8110 ADJUSTING MANHOLE COVERS EACH
289'EB'+00	42.1' LT	I-1	---	1	---	1	---
291'EB'+00	33.7' LT	MH-1	1	---	1	---	1
		TOTALS	**1**	**1**	**1**	**1**	**1**

BEAM GUARD

STATION - STATION	LOCATION	614.0400 ADJUSTING STEEL PLATE BEAM GUARD LF	614.0950 REPLACING GUARDRAIL POSTS AND BLOCKS EACH
376'EB'+05 - 379'EB'+90	RT	225	2
378'EB'+00 - 380'EB'+08	LT	100	---
382'WB'+04 - 384'WB'+14	RT	200	---
382'WB'+12 - 385'WB'+95	LT	225	---
	TOTAL	**750**	**2**

3

3

FENCE SAFETY

STATION	-	STATION	LOCATION	616.0700.S LF
188'EB'+00	-	190'EB'+50	RT	250
			TOTAL	**250**

TOPSOIL, EROSION MAT, FERTILIZER, AND SEEDING

STATION	-	STATION	LOCATION	606.0200 RIPRAP MEDIUM CY	625.0100 TOPSOIL SY	628.2004 EROSION MAT URBAN CLASS I TYPE B SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB	645.0120 GEOTEXTILE TYPE HR SY
41'EB'+30	-	59'EB'+85	LT	---	4,041	4,041	2.5	73	---
281'EB'+90	-	300'EB'+40	LT	---	4,965	4,965	3.1	89	---
379'EB'+60		380'EB'+05	RT	3	45	45	0.0	1	60
			UNDISTRIBUTED		450	450	0.3	7	
			TOTALS	**3**	**9,500**	**9,500**	**6.0**	**170**	**60**

EROSION CONTROL ITEMS

STATION	-	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7005 INLET PROTECTION TYPE A EACH	628.7504 TEMPORARY DITCH CHECKS LF	628.7555 CULVERT PIPE CHECK EACH	628.7570 ROCK BAGS EACH
41'EB'+30	-	59'EB'+85	LT	---	---	5	4	---	70	2	---
281'EB'+90	-	300'EB'+40	LT	---	---	---	---	1	50	2	---
379'EB'+60		380'EB'+05	RT	40	20	---	---	---	---	---	15
			TOTALS	**40**	**20**	**5**	**4**	**1**	**120**	**4**	**15**

SIGN LISTING

SIGN NO.	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	POSTS TUBULAR STEEL 2" X 2" 634.0810 10-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.3000 REMOVING SMALL SIGN SUPPORTS EA	638.2602 REMOVING SIGNS TYPE II EA	REMARKS
01-01	13+00 EB	LT	M1-94	S HIGHLINE RD	102"X21"	---	1	---	---	---	14.88	---	---	---	
01-02	14+00 WB	RT	M1-94	S HIGHLINE RD	102"X21"	---	1	---	---	---	14.88	---	---	---	
02-01	50+69 EB	RT	D10-3	MILE 236	12"X48"	---	---	---	---	1	4.00	---	1	1	
02-02	50+69 WB	LT	D10-3	MILE 236	12"X48"	---	---	---	---	1	4.00	---	1	1	
03-01	73+92 EB	RT	W6-53	CROSS TRAFFIC NEXT 17 MILES	144"X48"	---	---	3	---	---	---	48.00	3	1	
03-02	73+92 EB	LT	W6-53	CROSS TRAFFIC NEXT 17 MILES	144"X48"	---	3	---	---	---	---	48.00	3	1	
03-03	78+15 EB	RT	J1-1	JCT COUNTY BE	36"X57"	---	1	---	---	---	14.25	---	1	1	
04-01	85+00 EB	RT	D1-2	LA RIVER RD, E SLAB CITY RD RA	126"X36"	---	2	---	---	---	31.50	---	2	1	
04-02	86+50 EB	LT	R5-1A	WRONG WAY	42"X30"	---	1	---	---	---	8.75	---	1	1	MEDIAN
04-03	87+00 EB	RT	J13-1	COUNTY BE LA	36"X66"	---	---	1	---	---	16.50	---	1	1	
04-04	87+50 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
04-05	88+50 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	---	1	---	---	20.00	---	1	1	
04-06	89+50 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
04-07	89+50 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 04-06
04-08	89+50 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 04-06
04-09	89+50 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 04-06
04-10	89+60 EB	RT	J3-2	EAST 29 LA, SOUTH 55 LA	72"X84"	---	---	2	---	---	42.00	---	2	1	
04-11	92+50 EB	RT	S3-51	SCHOOL BUS TRAFFIC	96"X48"	---	---	2	---	---	---	32.00	2	1	
04-12	92+50 EB	RT	S57-51	NEXT 12 MILES	48"X24"	---	---	---	---	---	---	8.00	---	---	SAME POST AS 04-11
04-13	92+50 EB	LT	S3-51	SCHOOL BUS TRAFFIC	96"X48"	---	---	2	---	---	---	32.00	2	1	
04-14	92+50 EB	LT	S57-51	NEXT 12 MILES	48"X24"	---	---	---	---	---	---	8.00	---	---	SAME POST AS 04-13
04-15	97+00 EB	RT	R59-51	STOP FOR BUS FLASHING LIGHTS	48"X48"	---	2	---	---	---	16.00	---	2	1	
04-16	88+90 WB	LT	J1-1	END COUNTY BE	36"X54"	1	---	---	---	---	13.50	---	1	1	
04-17	89+60 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
04-18	89+00 WB	LT	J13-2	WEST 29 RA, NORTH 55 RA	60"X84"	---	---	1	---	---	35.00	---	1	1	
04-19	89+00 WB	LT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
04-20	89+00 WB	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 04-19
04-21	89+00 WB	LT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 04-19
04-22	89+00 WB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 04-19
04-23	89+00 WB	LT	J13-1	COUNTY BE RA	36"X66"	---	1	---	---	---	16.50	---	1	1	
04-24	90+60 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
04-25	91+60 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
04-26	93+15 WB	LT	D1-2	LA E SLAB CITY RD, RIVER RD RA	126"X36"	---	2	---	---	---	31.50	---	2	1	
05-01	100+50 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
05-02	101+50 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
05-03	102+50 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	---	---	
05-04	103+00 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	PARADISE LANE
05-05	103+00 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 05-05
05-06	103+00 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 05-05
05-07	103+00 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 05-05
05-08	103+48 EB	RT	D10-3	MILE 237	12"X48"	---	---	---	---	1	4.00	---	1	1	
05-09	100+50 WB	LT	J1-1	JCT COUNTY BE	36"X57"	---	1	---	---	---	14.25	---	1	1	
05-10	102+80 WB	LT	R6-2L	ONE WAY LEFT ARROW	36"X48"	---	1	---	---	---	9.00	---	1	1	
05-11	104+00 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
05-12	104+90 WB	LT	D10-3	MILE 237	12"X48"	---	---	---	---	1	4.00		1	1	
05-13	105+00 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	

CONTINUED ON NEXT SHEET

SIGN LISTING

SIGN NO.	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	POSTS TUBULAR STEEL 2" X 2" 634.0810 10-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.3000 REMOVING SMALL SIGN SUPPORTS EA	638.2602 REMOVING SIGNS TYPE II EA	REMARKS
06-01	127+00 EB	RT	D1-2	LA N BROADWAY RD, S BROADWAY RD RA	126"X36"	---	2	---	---	---	31.50	---	2	1	
06-02	129+00 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
06-03	130+00 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
06-04	131+00 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
06-05	132+50 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
06-06	132+50 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 06-05
06-07	132+50 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 06-05
06-08	132+50 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 06-05
06-09	134+00 EB	RT	R2-1	SPEED LIMIT 65 MPH	48"X60"	---	1	---	---	---	20.00	---	1	1	
06-10	130+75 WB	LT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
06-11	130+75 WB	LT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 06-10
06-12	130+75 WB	LT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 06-10
06-13	130+75 WB	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 06-10
06-14	132+25 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
06-15	133+25 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
06-16	134+25 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
06-17	136+00 WB	LT	D1-2	LA S BROADWAY RD, N BROADWAY RD RA	126"X36"	---	2	---	---	---	31.50	---	2	1	
07-01	155+76 EB	RT	D10-3	MILE 238	12"X48"	---	---	---	---	1	4.00	---	1	1	
07-02	155-50 WB	LT	D10-3	MILE 238	12"X48"	---	---	---	---	1	4.00	---	1	1	
08-01	188+00 EB	RT	J1-1	JCT COUNTY F	66"X57"	---	1	---	---	---	26.13	---	1	1	
08-02	195+00 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
08-03	196+00 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
08-04	197+00 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
08-05	197+00 EB	RT	J13-1	COUNTY F DBA	36"X66"	---	---	1	---	---	16.50	---	1	1	
08-06	198+50 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
08-07	198+50 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 08-06
08-08	198+50 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 08-06
08-09	198+50 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 08-06
08-10	200+50 EB	RT	J4-2	EAST 29, SOUTH 55	72"X54"	---	2	---	---	---	27.00	---	2	1	
08-11	194+25 WB	LT	J4-2	WEST 29, NORTH 55	72"X54"	---	1	---	---	---	27.00	---	1	1	
08-12	196+90 WB	LT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
08-13	196+90 WB	LT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 08-12
08-14	196+90 WB	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 08-12
08-15	196+90 WB	LT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 08-12
08-16	198+00 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
08-17	198+00 WB	LT	J13-1	COUNTY F DBA	36"X66"	---	1	---	---	---	16.50	---	1	1	
08-18	199+00 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
08-19	200+00 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
08-20	193+00 EB	RT	D1-1	LA ZACHOW	78"X21"	2	---	---	---	---	11.38	---	2	1	
09-01	209+08 EB	RT	D10-3	MILE 239	12"X48"	---	---	---	---	1	4.00	---	1	1	
09-02	203+50 WB	LT	D1-1	ZACHOW RA	78"X21"	2	---	---	---	---	11.38	---	2	1	
09-03	207+50 WB	LT	J1-1	JCT COUNTY F	66"X57"	---	1	---	---	---	26.13	---	1	1	
09-04	209+50 WB	LT	D10-3	MILE 239	12"X48"	---	---	---	---	1	4.00	---	1	1	
10-01	244+99 EB	RT	D1-1	LA CEDAR RD	90"X21"	2	---	---	---	---	13.13	---	2	1	
10-02	247+50 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
10-03	248+50 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	

CONTINUED ON NEXT SHEET

SIGN LISTING

SIGN NO.	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	POSTS TUBULAR STEEL 2" X 2" 634.0810 10-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.3000 REMOVING SMALL SIGN SUPPORTS EA	638.2602 REMOVING SIGNS TYPE II EA	REMARKS
10-04	250+00 EB	RT	R3-1	NO LEFT TURN	48"X48"	---	1	---	---	---	16.00	---	1	1	
10-05	250+00 EB	RT	R6-2L	ONE WAY [LA]	36"X48"	---	1	---	---	---	12.00	---	1	1	
10-06	249+40 WB	LT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
10-07	249+40 WB	LT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 10-06
10-08	249+40 WB	LT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 10-06
10-09	249+40 WB	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 10-06
10-10	250+50 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
10-11	251+50 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
10-12	252+50 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
10-13	253+75 WB	LT	D1-1	CEDAR RD RA	90"X21"	2	---	---	---	---	13.13	---	2	1	
11-01	263+00 EB	RT	D1-1	SPRUCE RD RA	96"X21"	2	---	---	---	---	14.00	---	2	1	
11-02	263+00 EB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
11-03	264+00 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
11-04	265+00 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
11-05	266+00 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
11-06	266+00 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 11-05
11-07	266+00 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 11-05
11-08	262+00 EB	RT	D10-3	MILE 240	12"X48"	---	---	---	---	1	4.00	---	1	1	
11-09	262+00 WB	LT	D10-3	MILE 240	12"X48"	---	---	---	---	1	4.00	---	1	1	
11-10	265+25 WB	LT	R6-2L	ONE WAY LEFT ARROW	36"X48"	1	---	---	---	---	12.00	---	1	1	
11-11	266+20 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
11-12	267+00 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
11-13	268+50 WB	RT	R5-1A	WRONG WAY	42"X30"	---	1	---	---	---	8.75	---	1	1	
11-14	269+75 WB	LT	D1-1	LA SPRUCE RD	96"X21"	2	---	---	---	---	14.00	---	2	1	
12-01	308+50 EB	LT	M1-94	HWY C	54"x21"	2	---	---	---	---	7.88	---	2	1	
12-02	320+00 EB	RT	D10-3	MILE 241	12"X48"	---	---	---	---	1	4.00	---	1	1	
12-03	309+00 WB	RT	M1-94	HWY C	54"X21"	2	---	---	---	---	7.88	---	2	1	
12-04	312-00 WB	LT	D10-3	MILE 241	12"X48"	---	---	---	---	1	4.00	---	1	1	
13-01	340+50 EB	LT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
13-02	338+50 WB	LT	S3-51	SCHOOL BUS TRAFFIC	96"X48"	---	---	---	3	---	---	32.00	3	1	
13-03	338+50 WB	LT	S57-51	NEXT 6 MILES	48"X24"	---	---	---	---	---	---	8.00	---	---	SAME POST AS 13-02
13-04	340+50 WB	RT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
13-05	343+00 WB	LT	R2-1	SPEED LIMIT 65 MPH	48"X60"	---	---	1	---	---	20.00	---	1	1	
14-01	361+68 EB	RT	D10-3	MILE 242	12"X48"	---	---	---	---	1	4.00	---	---	1	
14-02	369+00 EB	RT	E5-1A	EXIT 242 URA	90"X60"	---	---	2	---	---	37.50	---	2	1	
14-03	360+50 WB	LT	J4-2	WEST 29, NORTH 55	72"X54"	---	2	---	---	---	27.00	---	2	1	
14-04	364+80 WB	LT	D10-3	MILE 242	12"X48"	---	---	---	---	1	4.00	---	1	1	
15-01	EB STH55 EXIT	RT	W3-1	STOP AHEAD	48"X48"	---	1	---	---	---	16.00	---	1	1	
15-02	EB STH55 EXIT	RT	D1-2	LA PULASKI, SEYMOUR RA	90"X36"	2	---	---	---	---	22.50	---	2	1	
15-03	EB STH55 EXIT	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	---	1	
15-04	EB STH55 EXIT	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
15-05	EB STH55 EXIT	RT	J3-2	SOUTH 160 LA, EAST 55 RA	72"X84"	---	---	---	2	---	51.00	---	2	1	
15-06	EB STH55 EXIT	LT	R1-1	STOP	48"X48"	---	---	1	---	---	13.25	---	1	1	
15-07	EB STH55 EXIT	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 15-06
15-08	EB STH55 EXIT	RT	R6-2R	ONE WAY RIGHT ARROW	36"X48"	1	---	---	---	---	12.00	---	1	1	
15-09	EB STH55 EXIT	RT	R5-1	DO NOT ENTER	48"X48"	---	---	---	---	---	16.00	---	---	---	SAME POST AS 15-08

CONTINUED ON NEXT SHEET

SIGN LISTING

SIGN NO.	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	POSTS TUBULAR STEEL 2" X 2" 634.0810 10-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.3000 REMOVING SMALL SIGN SUPPORTS EA	638.2602 REMOVING SIGNS TYPE II EA	REMARKS
15-10	EB STH55 EXIT	LT	R1-1	STOP	48"X48"	---	---	1	---	---	13.25	---	1	1	
15-11	EB STH55 EXIT	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 15-10
15-12	EB STH55 EXIT	LT	D4-5R	PARK AND RIDE SYMBOL RA	36"X48"	---	1	---	---	---	12.00	---	1	1	
15-13	EB STH55 EXIT	LT	R5-1	DO NOT ENTER	48"X48"	---	---	---	---	---	16.00	---	---	---	SAME POST AS 15-12
15-14	374+00 WB	RT	W4-1	MERGING TRAFFIC SYMBOL	48"X48"	---	---	1	---	---	16.00	---	1	1	
15-15	WB STH55 EXIT	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
15-16	WB STH55 EXIT	LT	D4-5L	PARK & RIDE SYMBOL LA	36"X48"	---	---	---	---	---	12.00	---	---	---	SAME POST AS 15-15
15-17	WB STH55 EXIT	LT	R1-1	STOP	48"X48"	---	1	---	---	---	13.25	---	1	1	
15-18	WB STH55 EXIT	RT	R1-1	STOP	48"X48"	---	1	---	---	---	13.25	---	1	1	
15-19	WB STH55 EXIT	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
15-20	WB STH55 EXIT	RT	R6-2L	ONE WAY RIGHT ARROW	36"X48"	---	---	---	---	---	12.00	---	---	---	SAME POST AS 15-19
16-01	388+08 EB	RT	W4-1	MERGING TRAFFIC SYMBOL	48"X48"	---	1	---	---	---	16.00	---	1	1	
16-02	WB STH55 EXIT	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
16-03	393+00 WB	LT	E5-1A	EXIT 242 URA	90"X60"	---	2	---	---	---	37.50	---	2	1	
16-04	WB STH55 EXIT	RT	W3-1	STOP AHEAD	48"X48"	---	1	---	---	---	16.00	---	1	1	
16-05	WB STH55 EXIT	RT	D1-2	LA SEYMOUR, PULASKI RA	90"X36"	2	---	---	---	---	22.50	---	2	1	
16-06	WB STH55 EXIT	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	---	1	
16-07	WB STH55 EXIT	RT	J3-2	SOUTH 55 LA, EAST 160 RA	72"X84"	---	---	---	2	---	42.00	---	2	1	
17-01	409+20 EB	RT	J4-1	EAST 29	36"X54"	---	1	---	---	---	13.50	---	1	1	
18-01	423+00 EB	RT	R2-1	SPEED LIMIT 65 MPH	48"X60"	---	1	---	---	---	20.00	---	1	1	
18-02	424+50 EB	RT	D10-3	MILE 243	12"X48"	---	---	---	---	1	4.00	---	1	1	
18-03	426+00 EB	LT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
18-05	425+15 WB	LT	D10-3	MILE 243	12"X48"	---	---	---	---	1	4.00	---	1	1	
18-06	426+15 WB	RT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
19-01	438+00 EB	LT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
19-02	438+00 WB	RT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
20-01	474+14 EB	RT	D10-3	MILE 244	12"X48"	---	---	---	---	1	4.00	---	1	1	
20-02	474+50 WB	LT	D10-3	MILE 244	12"X48"	---	---	---	---	1	4.00	---	1	1	
21-01	492+00 EB	RT	D1-1	LA LANEY	72"X21"	---	---	---	---	---	---	---	2	1	
21-02	494+00 EB	RT	D1-61	REDWOOD DR, LA RA	84"X30"	2	---	---	---	---	17.50	---	2	1	
21-03	496+50 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
21-04	497+50 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
21-05	498+50 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
21-06	499+50 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
21-07	499+50 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 21-06
21-08	499+50 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 21-06
21-09	499+50 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 21-06
21-11	499+00 WB	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	1	---	5.00	---	1	1	
21-12	499+00 WB	LT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 21-11
21-13	499+00 WB	LT	R6-1R	ONE WAY LEFT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 21-11
21-14	499+00 WB	LT	R6-1L	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 21-11
21-15	499+80 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
21-16	500+50 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
21-17	503+00 WB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
21-18	503+00 WB	RT	D1-61	REDWOOD DR, LA RA	84"X30"	2	---	---	---	---	17.50	---	2	1	
21-19	504+50 WB	LT	D1-1	LANEY RA	72"X24"	---	---	---	---	---	---	---	2	1	

CONTINUED ON NEXT SHEET

SIGN LISTING

SIGN NO.	STATION	LOCATION	SIGN CODE	MESSAGE	SIZE	634.0614 14-FT EACH	634.0616 16-FT EACH	634.0618 18-FT EACH	634.0620 20-FT EACH	POSTS TUBULAR STEEL 2" X 2" 634.0810 10-FT EACH	637.2210 SIGNS TYPE II REFLECTIVE H SF	637.2230 SIGNS TYPE II REFLECTIVE F SF	638.3000 REMOVING SMALL SIGN SUPPORTS EA	638.2602 REMOVING SIGNS TYPE II EA	REMARKS
22-01	528+50 EB	RT	D10-3	MILE 245	12"X48"	---	---	---	---	1	4.00	---	1	1	
22-02	537+25 EB	LT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
22-03	528+50 WB	LT	D10-3	MILE 245	12"X48"	---	---	---	---	1	4.00	---	1	1	
22-04	537+00 WB	RT	R3-4B	NO U TURN	36"X48"	---	1	---	---	---	12.00	---	1	1	
23-01	581+30 EB	RT	D10-3	MILE 246	12"X48"	---	---	---	---	1	4.00	---	1	1	
23-02	582+00 WB	LT	D10-3	MILE 246	12"X48"	---	---	---	---	1	4.00	---	1	1	
24-01	593+50 EB	RT	D1-61	HOFA PARK DR, LA RA	96"X30"	2	---	---	---	---	20.00	---	2	1	
24-02	595+00 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
24-03	597+00 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
24-04	597+50 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
24-05	598+25 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
24-06	598+25 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 24-05
24-07	598+25 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 24-05
24-08	598+25 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 24-05
24-09	598+50 WB	LT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	1	---	5.00	---	1	1	
24-10	598+50 WB	LT	R6-1L	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 24-09
24-11	598+50 WB	LT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 24-09
24-12	598+50 WB	RT	R6-1R	ONE WAY LEFT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 24-09
24-13	599+15 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
24-14	600+15 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
24-15	602+00 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
24-16	603+00 WB	LT	D1-61	HOFA PARK DR, LA RA	96"X30"	2	---	---	---	---	20.00	---	2	1	
25-01	625+35 EB	RT	D1-1	BIRCH DR RA	84"X21"	2	---	---	---	---	12.25	---	2	1	
25-02	626+00 EB	LT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
25-03	628+00 EB	LT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
25-04	628+50 EB	LT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
25-05	629+25 EB	RT	R6-1L	ONE WAY LEFT ARROW	54"X18"	---	---	---	1	---	6.75	---	1	1	
25-06	629+25 EB	RT	R1-1	STOP	48"X48"	---	---	---	---	---	13.25	---	---	---	SAME POST AS 25-05
25-07	629+25 EB	RT	R6-1R	ONE WAY RIGHT ARROW	54"X18"	---	---	---	---	---	6.75	---	---	---	SAME POST AS 25-05
25-08	629+25 EB	RT	R6-3	DIVIDED HIGHWAY CROSSING	30"X24"	---	---	---	---	---	5.00	---	---	---	SAME POST AS 25-05
25-09	634+10 EB	RT	D10-3	MILE 247	12"X48"	---	---	---	---	1	4.00	---	1	1	
25-10	629+00 WB	LT	R6-2L	ONE WAY LEFT ARROW	36"X48"	1	---	---	---	---	12.00	---	1	1	
25-11	630+00 WB	RT	R4-7	KEEP RIGHT	48"X60"	---	1	---	---	---	20.00	---	1	1	
25-12	631+00 WB	RT	R5-1	DO NOT ENTER	48"X48"	---	1	---	---	---	16.00	---	1	1	
25-13	632+50 WB	RT	R5-1A	WRONG WAY	42"X30"	1	---	---	---	---	8.75	---	1	1	
25-14	633+50 WB	LT	D1-1	LA BIRCH DR	84"X21"	2	---	---	---	---	12.25	---	2	1	
25-15	634+50 WB	LT	D10-3	MILE 247	12"X48"	---	---	---	---	1	4.00	---	1	1	
26-01	686+90 EB	RT	D10-3	MILE 248	12"X48"	---	---	---	---	1	4.00	---	1	1	
26-02	688+00 EB	RT	J1-1	JCT 156	36"X57"	---	---	---	---	---	---	---	---	---	REMOVED BY OTHERS
26-03	691+00 EB	RT	D1-1	LA ST. AUGUSTINE RD	120"X21"	---	---	---	---	---	---	---	---	---	REMOVED BY OTHERS
26-04	687+15 WB	LT	D10-3	MILE 248	12"X48"	---	---	---	---	1	4.00	---	1	1	
26-05	697+50 WB	LT	I2-2	SHAWANO CO	90"X21"	2	---	---	---	---	13.13	---	2	1	
					TOTALS	**58**	**85**	**19**	**21**	**26**	**2,720.13**	**216.00**	**207.00**	**171.00**	

TRAFFIC CONTROL

	633.1100 DELINEATORS TEMPORARY EACH	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0705 WARNING LIGHTS TYPE A DAYS	643.0715 WARNING LIGHTS TYPE C DAYS	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS DAYS	643.0920 COVERING SIGNS TYPE II # OF CYCLES	643.0920 COVERING SIGNS TYPE II # OF SIGNS	643.0920 COVERING SIGNS TYPE II EACH	643.1051 PCMS WITH CELLULAR COMMUNICATIONS DAYS	643.5000 TRAFFIC CONTROL EACH
STAGE 1												
EB STH 29	---	---	---	---	---	---	30	1	1	1	23	---
WB STH 29	---	600	20	50	100	15	120	1	2	2	---	---
SIDE ROADS	---	---	---	---	---	---	120	---	---	---	---	---
STAGE 2												
EB STH 29	---	14,625	780	1,290	1,185	90	1,350	---	---	---	30	---
WB STH 29	---	6,375	390	600	225	30	450	---	---	---	---	---
SIDE ROADS	---	---	---	---	---	---	225	---	---	---	---	---
STAGE 3												
EB & WB STH 29	40	7,600	580	640	700	80	1,460	1	56	56	36	---
SIDE ROADS	---	---	---	---	---	---	440			---	---	---
STAGE 4												
EB & WB STH 29	40	7,600	580	640	700	80		1	14	14	50	
SIDE ROADS	---	---	---	---	---	---	440	---	---	---	---	---
STAGE 5												
EB & WB STH 29	---	15,000	780	1,380	1,920	80	2,400	---	---	---	56	
SIDE ROADS	---	---	---	---	---	---	440	---	---	---	---	---
STAGE 6												
EB & WB STH 29	---	22,000	1,040	1,840	2,560	80	2,400	---	---	---	40	---
SIDE ROADS	---	---	---	---	---	---	440	---	---	---	---	---
TOTAL	**80**	**73,800**	**4,170**	**6,440**	**7,390**	**455**	**10,315**			**73**	**235**	**1**

DELINEATOR

STATION	-	STATION	LOCATION	633.0100 POSTS STEEL EACH	633.0500 RELECTORS EACH	REMARKS
48'EB'+45	-	52'EB'+70	LT	86	172	5' C-C, DOUBLE SIDED YELLOW
289'EB'+05	-	293'EB'+30	LT	86	172	5' C-C, DOUBLE SIDED YELLOW
			TOTALS	**172**	**344**	

TRAFFIC CONTROL FLEXIBLE TUBULAR MARKER

STATION	-	STATION	643.0500 POSTS EACH	643.0600 BASES EACH	REMARKS
52'WB'+30	-	59'WB'+50	29	29	25' C-C
59'WB'+50	-	285'WB'+90	453	453	50' C-C
285'WB'+90	-	289'WB'+75	8	8	25' C-C
52'EB'+25	-	59'EB'+00	27	27	25' C-C
59'EB'+00	-	282'EB'+00	446	446	50' C-C
282'EB'+00	-	289'EB'+75	31	31	25' C-C
		TOTALS	**994**	**994**	

MARKING LINE EPOXY

STATION - STATION	LOCATION	646.1020 4-INCH WHITE LF	646.1020 4-INCH DASHED LF	646.1020 4-INCH YELLOW LF	646.3020 8-INCH WHITE LF	646.5020 ARROW EPOXY TYPE 4 EACH	646.6120 STOP LINE 18-INCH WHITE LF	646.7220 CHEVRON 24-INCH LF
4'EB'+00 - 89'EB'+00		8,410	2,125	8,410	---	---	0	---
89'EB'+00 - 103'EB'+00		1,230	350	1,240	---	---	---	---
103'EB'+00 - 132'EB'+00		2,795	725	2,775	---	---	---	---
132'EB'+00 - 198'EB'+00		6,495	1,650	6,505	445	---	---	---
198'EB'+00 - 250'EB'+00		5,115	1,300	5,120	---	---	---	---
250'EB'+00 - 266'EB'+00		1,490	400	1,455	---	---	---	---
266'EB'+00 - 363'EB'+00		9,680	2,425	9,680	---	---	---	---
STH 29 EB/160 EXIT RAMP		12,455	---	---	360	1	43	215
363'EB'+00 - 393'EB'+00		2,475	750	3,000	350	---	---	---
STH 29 EB/160 ENTRANCE RAMP		3,920	---	---	665	---	---	---
393'EB'+00 - 407'EB'+00		---	350	1,400	675	---	---	---
407'EB'+00 - 499'EB'+00		9,140	2,300	9,150	---	---	---	---
499'EB'+00 - 598'EB'+00		9,735	2,475	9,810	---	---	---	---
598'EB'+00 - 629'EB'+00		2,975	775	3,005	---	---	---	---
629'EB'+00 - 694'EB'+43		6,490	1,635	6,485	---	---	---	---
4'WB'+00 - 90'WB'+00		8,480	2,150	8,455	---	---	---	---
90'WB'+00 - 103'WB'+00		1,290	325	1,230	210	---	---	---
103'WB'+00 - 131'WB'+00		2,765	700	2,750	---	---	---	---
131'WB'+00 - 198'WB'+00		6,495	1,675	6,485	---	---	---	---
198'WB'+00 - 250'WB'+00		5,115	1,300	5,095	350	---	---	---
250'WB'+00 - 266'WB'+00		1,535	400	1,450	---	---	---	---
266'WB'+00 - 358'WB'+00		9,210	2,300	9,190	---	---	---	---
STH 29 WB/160 ENTRANCE RAMP		3,590	---	---	660	---	---	---
358'WB'+00 - 400'WB'+00		2,365	1,050	4,200	1,045	---	---	---
STH 29 WB/160 EXIT RAMP		2,820	---	---	345	1	40	190
400'WB'+00 - 500'WB'+00		9,885	2,500	9,910	---	---	---	---
500'WB'+00 - 599'WB'+00		92,830	2,475	9,815	---	---	---	---
599'WB'+00 - 630'WB'+00		3,020	775	2,965	---	---	---	---
630'WB'+00 - 694'WB'+00		6,400	1,600	6,400	---	---	---	---
	E SLAB CITY RD	---	---	---	---	---	22	---
	CTH BE	---	---	---	---	---	25	---
	PARADISE LN	---	---	---	---	---	22	---
	N BROADWAY RD	---	---	---	---	---	25	---
	S BROADWAY RD	---	---	---	---	---	30	---
	CTH F (SOUTH)	---	---	---	---	---	20	---
	CTH F (NORTH)	---	---	---	---	---	15	---
	CEDAR RD	---	---	---	---	---	15	---
	SPRUCE RD	---	---	---	---	---	20	---
	LANEY RD (WEST)	---	---	---	---	---	30	---
	LANEY RD (EAST)	---	---	---	---	---	20	---
	HOFA PARK DR (WEST)	---	---	---	---	---	20	---
	HOFA PARK DR (EAST)	---	---	---	---	---	20	---
	BIRCH RD	---	---	---	---	---	15	---
SUB TOTALS		**238,205**	**34,510**	**135,980**				
PROJECT TOTAL			**408,695**		**5,105**	**2**	**382**	**405**

TEMPORARY MARKING

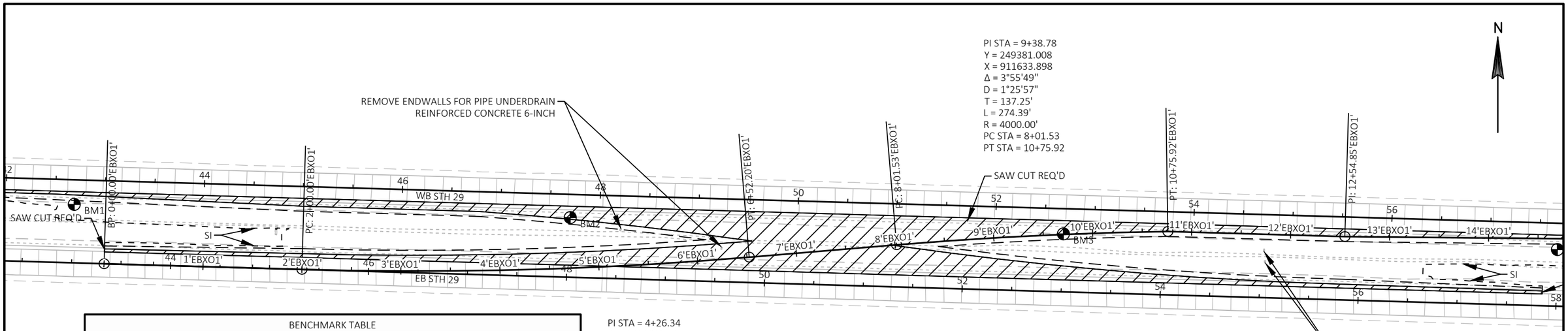
LOCATION	649.0105 LINE PAINT 4-INCH WHITE LF	649.0105 LINE PAINT 4-INCH YELLOW LF	649.0150 LINE REMOVABLE TAPE 4-INCH WHITE LF	649.0150 LINE REMOVABLE TAPE 4-INCH YELLOW LF	649.0250 LINE REMOVABLE TAPE 8-INCH WHITE LF	649.0760 RAISED PAVEMENT MARKER TYPE I EACH	649.0850 STOP LINE REMOVABLE TAPE 18-INCH LF	REMOVABLE MASK OUT TAPE 649.0960 TAPE 6-INCH LF	REMOVABLE MASK OUT TAPE 649.0970 TAPE 10-INCH LF	REMARKS
STAGE 1										
STH 29 WB	660	---	660	---	---	---	---	180	---	DRIVING LANE CLOSED
STAGE 2										
STH 29 EB	---	670	---	660	---	---	80	180	20	PASSING LANE CLOSED
STH 29 WB	---	1,800	---	1,800	---	---	---	530	---	PASSING LANE CLOSED
STH 29 EB/160 EXIT RAMP	---	---	200	---	400	---	---	95	---	PASSING LANE CLOSED
STH 29 WB/160 EXIT RAMP	---	---	200	---	400	---	---	95	---	PASSING LANE CLOSED
STAGE 3										
STH 29 EB & WB	550	2,300	24,550	45,990	---	60	60	1,370	40	CROSSOVER
STAGE 4							---		---	
STH 29 EB & WB	550	2,280	24,550	46,000	---	60	---	1,370	---	CROSSOVER
STAGE 5										
STH 29 EB	---	---	1,980	---	---	---	---	---	---	DRIVING LANE CLOSED
STH 29 WB	---	---	1,320	---	---	---	---	---	---	DRIVING LANE CLOSED
STH 29 EB/160 EXIT RAMP	---	---	200	---	500	---	---	---	---	DRIVING LANE CLOSED
STH 26 EB/160 ENTRANCE RAMP	---	---	600	600	200	---	---	150	---	DRIVING LANE CLOSED
STH 29 WB/160 EXIT RAMP	---	---	200	---	500	---	---	---	---	DRIVING LANE CLOSED
STH 26 WB/160 ENTRANCE RAMP	---	---	600	600	200	---	---	150	---	DRIVING LANE CLOSED
STAGE 6										
STH 29 EB	---	---	---	1,980	---	---	---	---		PASSING LANE CLOSED
STH 29 WB	---	---	---	1,320	---	---	---	---	---	PASSING LANE CLOSED
STH 29 EB/160 EXIT RAMP	---	---	200	---	350	---	---	90	---	PASSING LANE CLOSED
STH 29 WB/160 EXIT RAMP	---	---	200	---	350	---	---	90	---	PASSING LANE CLOSED
PROJECT	---	---	250	250	100	---	---	---	---	UNDISTRIBUTED
TOTAL	**1,760**	**7,050**	**55,710**	**99,200**	**3,000**	**120**	**140**	**4,300**	**60**	
	8,810		**154,910**							

CONSTRUCTION STAKING

STATION - STATION	650.4000 STORM SEWER EACH	650.4500 SUBGRADE LF	650.5000 BASE LF	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL (1058-24-60) LS	650.9920 SLOPE STAKES LF	REMARKS
4'EB'+00 - 41'EB'+32	---	---	---	3,732	---	---	
41'EB'+32 - 59'EB'+85	---	1,853	3,706	1,853	---	1,853	
59'EB'+85 - 281'EB'+90	---	---	---	22,205	---	---	
281'EB'+90 - 300'EB'+41	2	1,851	3,706	1,851	---	1,851	
300'EB'+41 - 694'EB'+50	---	---	---	39,409	---	---	
4'WB'+00 - 694'WB'+00	---	---	---	69,000	---	---	
PROJECT	---	---	---	---	1	---	
TOTALS	**2**	**3,704**	**7,412**	**138,050**	**1**	**3,704**	

SAWING ASPHALT

STATION	LOCATION	690.0150 LF
0'EB'+00	LT	3
0'EB'+00	RT	6
43'EB'+33	LT	3
57'EB'+86	LT	3
283'EB'+40	LT	3
298'EB'+41	LT	3
695'EB'+00	LT	3
695'EB'+00	RT	6
40'WB'+00	LT	6
40'WB'+00	RT	3
42'WB'+50	RT	3
58'WB'+03	RT	3
283'WB'+88	RT	3
296'WB'+86	RT	3
300'WB'+00	LT	6
300'WB'+00	RT	3
INTERSECTION/DRIVEWAYS		2,160
	TOTAL	**2,220**

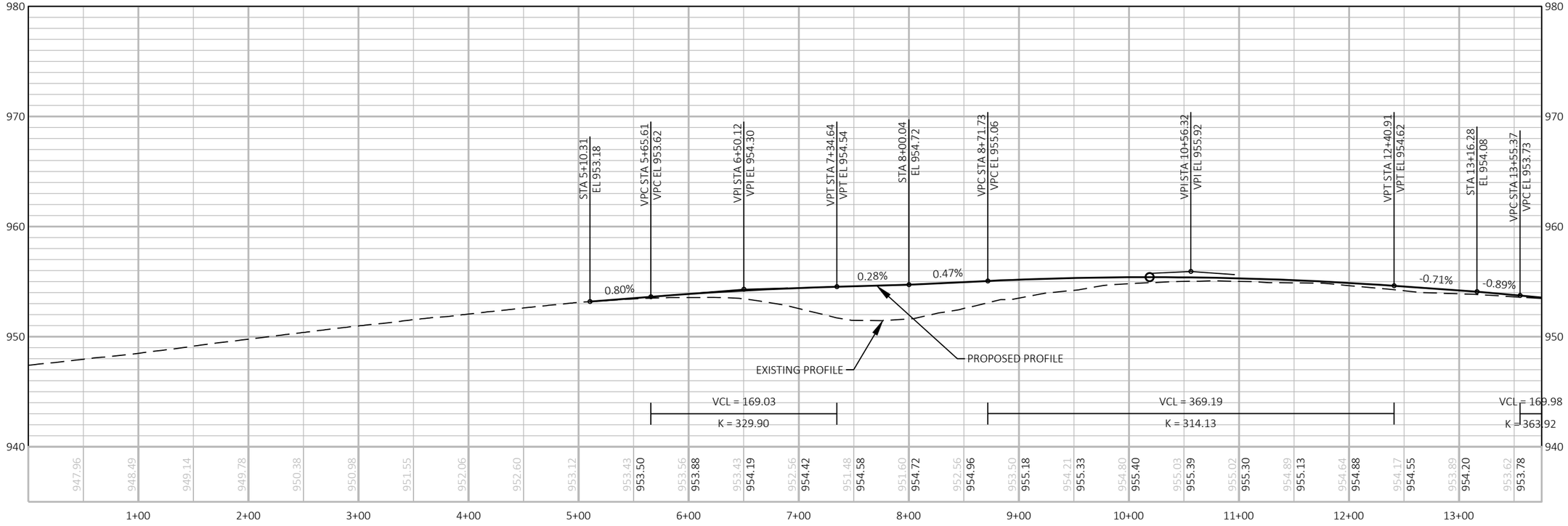


BENCHMARK TABLE							
	NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	BM1	43+00.97 EB	58.987 LT	249410.33	910666.46	945.281	3/8-INCH IRON ROD, BHA CAP
	BM2	48+02.10 EB	60.099 LT	249396.94	911167.42	951.703	NAIL
	BM3	53+00.58 EB	58.498 LT	249380.50	911665.64	954.737	3/8-INCH IRON ROD, BHA CAP

PI STA = 4+26.34
Y = 249338.122
X = 911122.776
Δ = 6°27'05"
D = 1°25'36"
T = 226.34'
L = 452.20'
R = 4016.00'
PC STA = 2+00.00
PT STA = 6+52.20

LEGEND

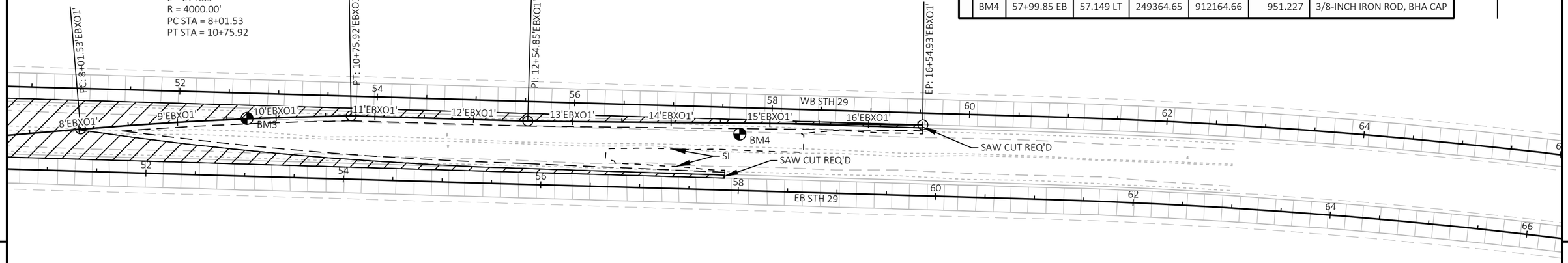
HMA PAVEMENT



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EBXO1	SHEET 71 E

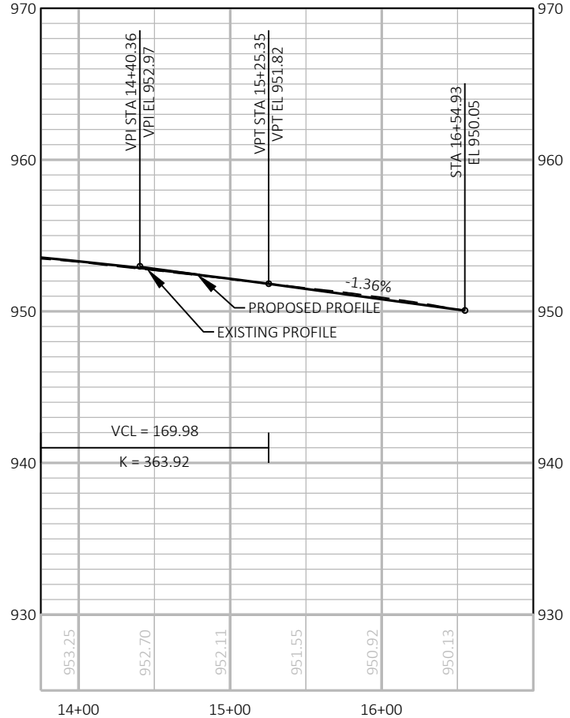
PI STA = 9+38.78
Y = 249381.008
X = 911633.898
Δ = 3°55'49"
D = 1°25'57"
T = 137.25'
L = 274.39'
R = 4000.00'
PC STA = 8+01.53
PT STA = 10+75.92

BENCHMARK TABLE						
NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM3	53+00.58 EB	58.498 LT	249380.50	911665.64	954.737	3/8-INCH IRON ROD, BHA CAP
BM4	57+99.85 EB	57.149 LT	249364.65	912164.66	951.227	3/8-INCH IRON ROD, BHA CAP



LEGEND

HMA PAVEMENT

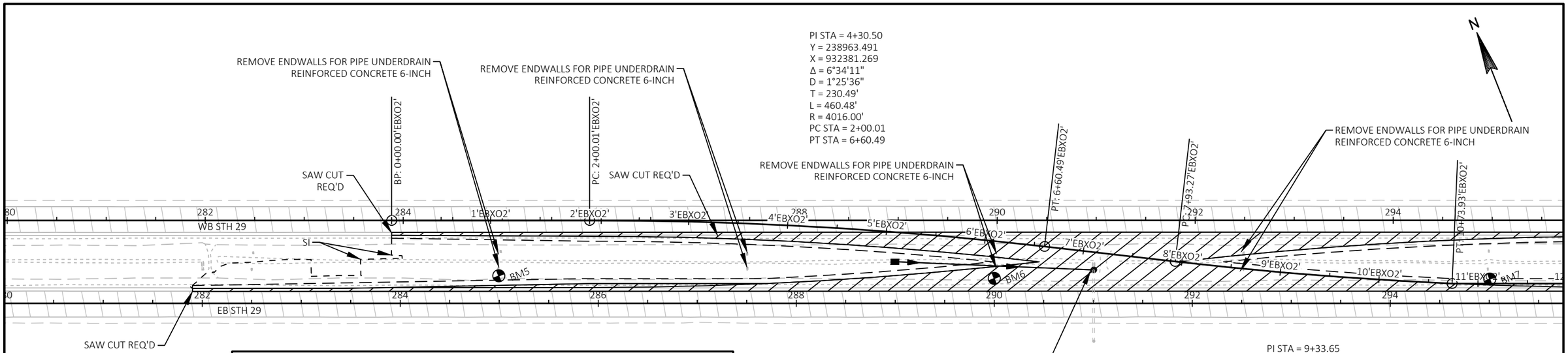


PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EBXO1	SHEET 72	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 50

PLOT DATE : 11/29/2017 10:28 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

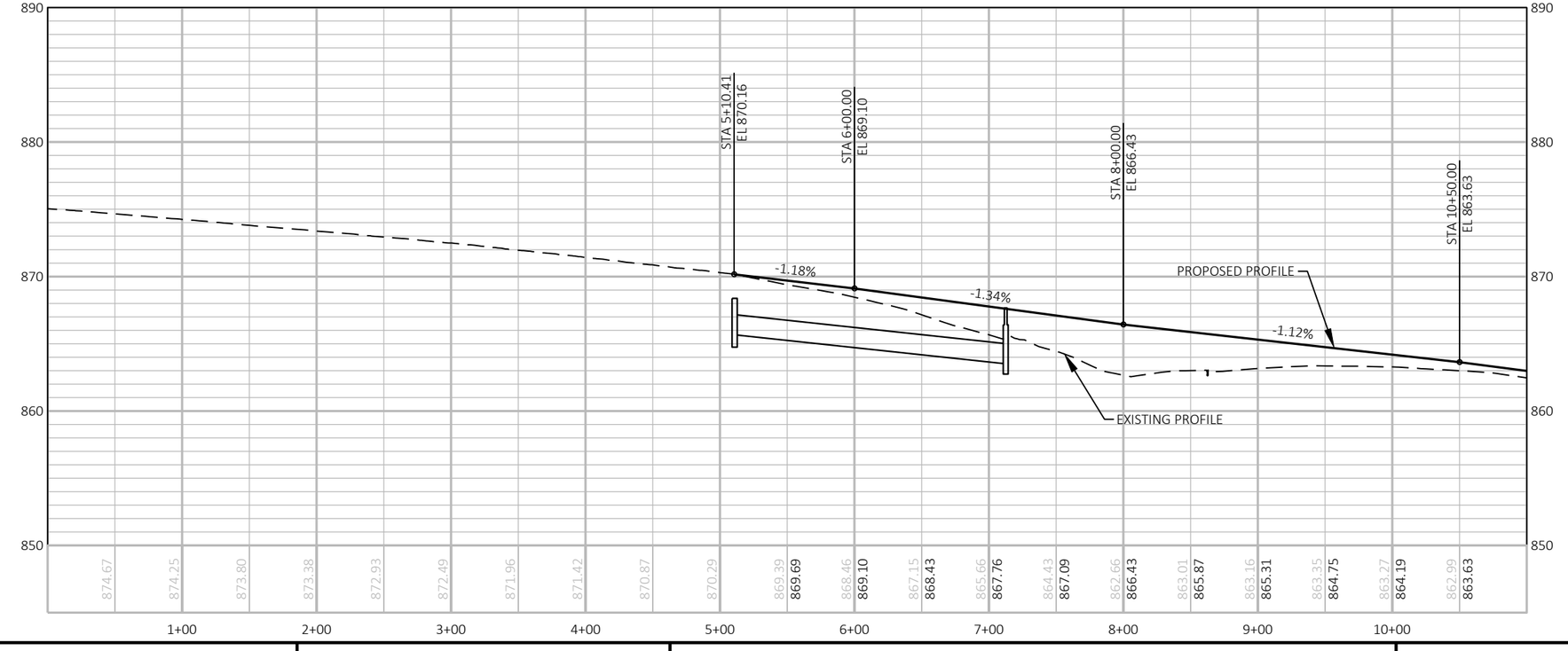
WISDOT/CADDS SHEET 44



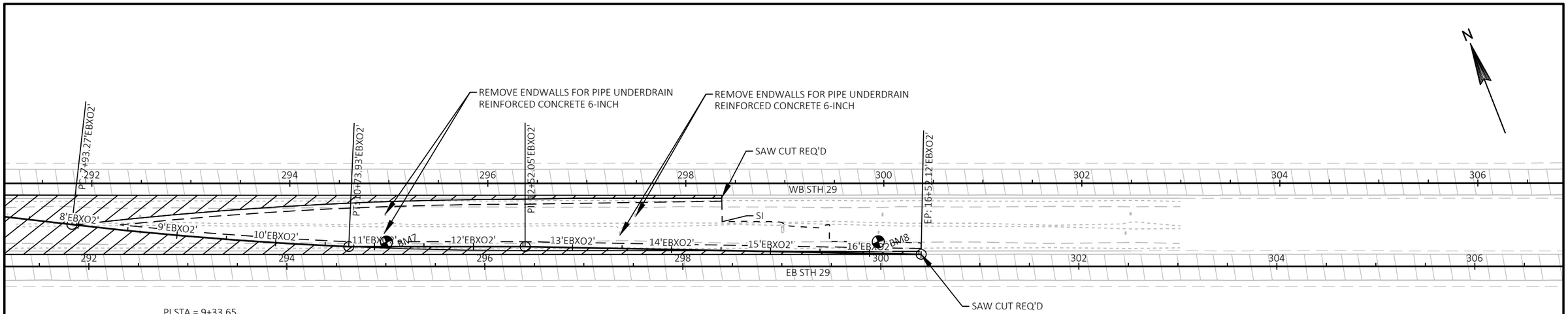
BENCHMARK TABLE							
	NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	BM5	284+99.52 EB	27.713 LT	239028.72	932060.61	872.642	3/8-INCH IRON ROD, BHA CAP
	BM6	289+99.94 EB	25.048 LT	238843.85	932525.64	867.892	3/8-INCH IRON ROD, BHA CAP
	BM7	295+00.53 EB	24.502 LT	238660.90	932991.60	861.833	3/8-INCH IRON ROD, BHA CAP

LEGEND

HMA PAVEMENT



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EBXO2	SHEET 73 E



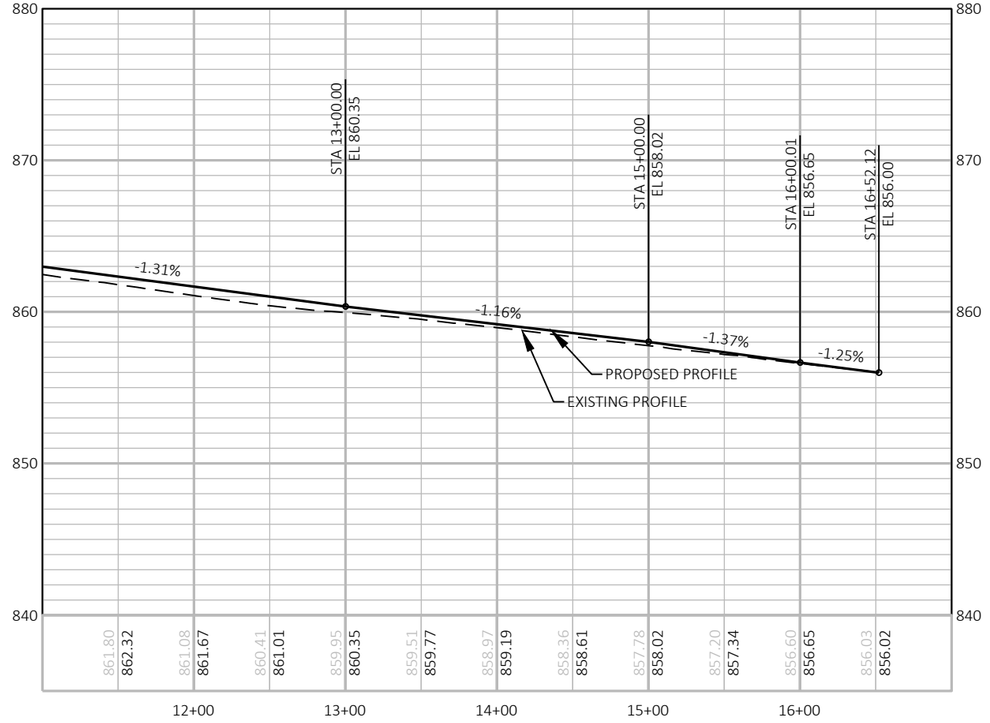
PI STA = 9+33.65
Y = 238727.484
X = 932826.213
Δ = 4°01'13"
D = 1°25'57"
T = 140.39'
L = 280.66'
R = 4000.00'
PC STA = 7+93.27
PT STA = 10+73.93

LEGEND

HMA PAVEMENT

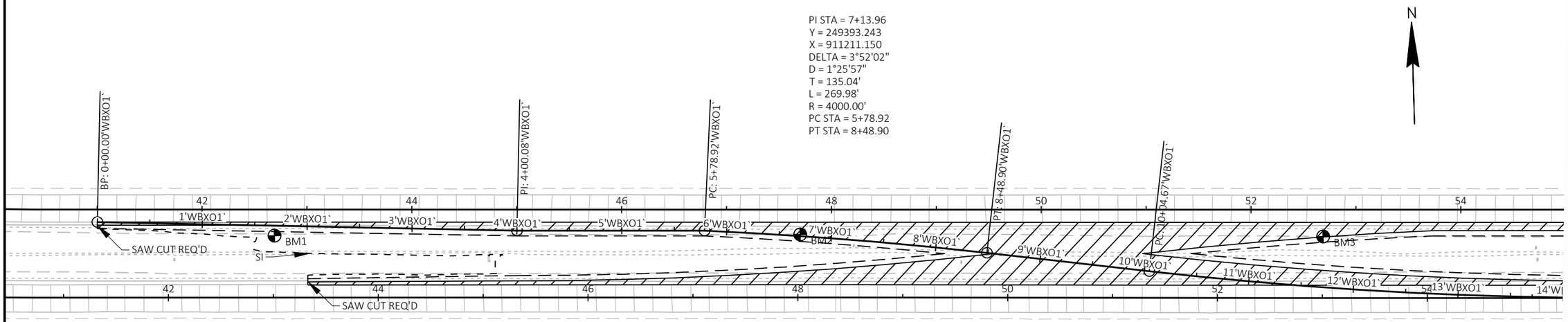
BENCHMARK TABLE

NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM7	295+00.53 EB	24.502 LT	238660.90	932991.60	861.833	3/8-INCH IRON ROD, BHA CAP
BM8	299+97.32 EB	24.702 LT	238480.12	933454.32	855.339	NAIL



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - EBXO2	SHEET 74	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050101-PP.DWG
LAYOUT NAME - 52
PLOT DATE : 11/29/2017 10:28 AM
PLOT BY : SAEGER, PHILIP HENRY
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

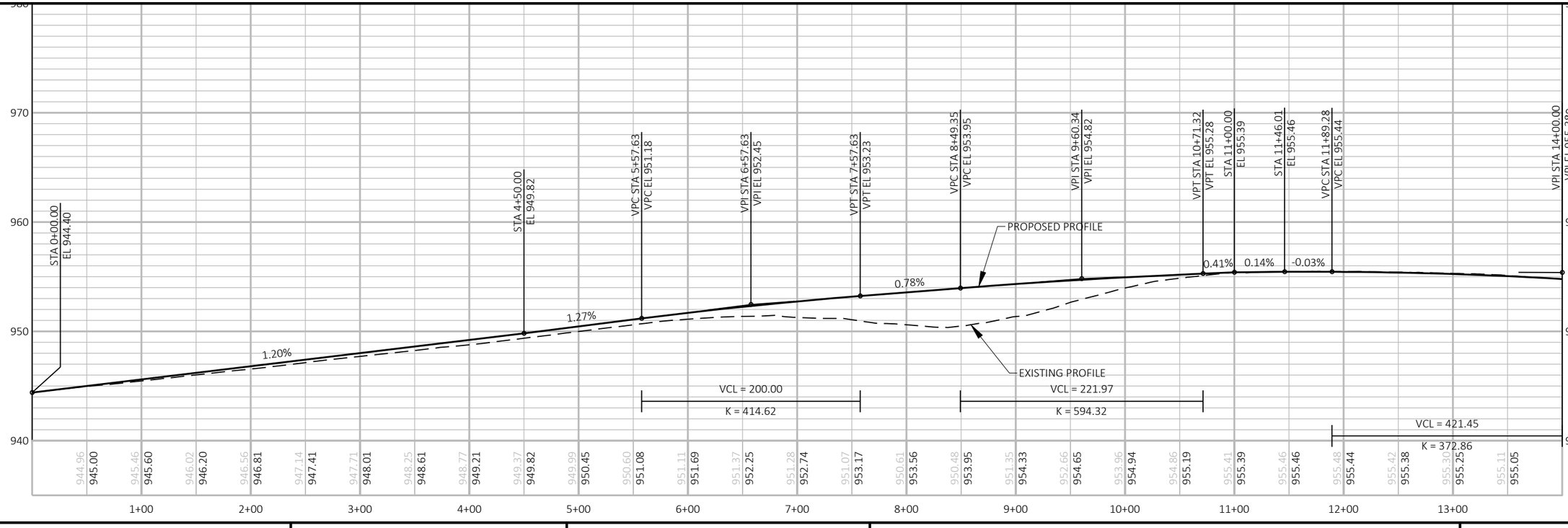


PI STA = 12+30.82
Y = 249320.313
X = 911722.939
DELTA = 6°26'46"
D = 1°25'36"
T = 226.15'
L = 451.82'
R = 4016.00'
PC STA = 10+04.67
PT STA = 14+56.49

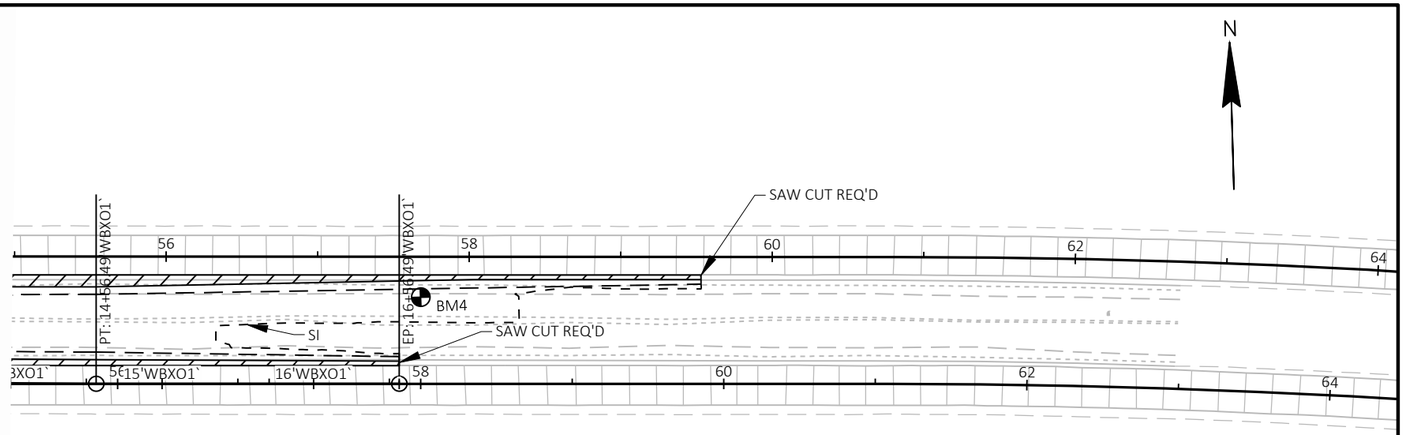
BENCHMARK TABLE							
	NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	BM1	43+00.97 EB	58.987 LT	249410.33	910666.46	945.281	3/8-INCH IRON ROD, BHA CAP
	BM2	48+02.10 EB	60.099 LT	249396.94	911167.42	951.703	NAIL
	BM3	53+00.58 EB	58.498 LT	249380.50	911665.64	954.737	3/8-INCH IRON ROD, BHA CAP

LEGEND

HMA PAVEMENT



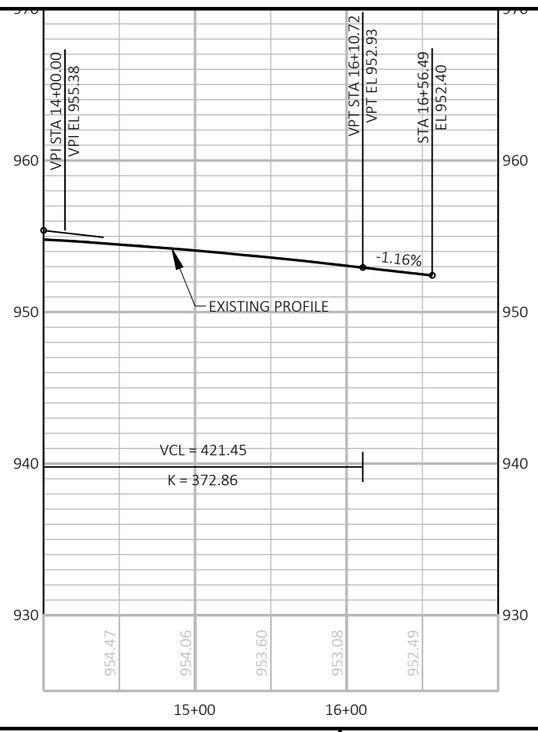
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WBXO1	SHEET 75 E



BENCHMARK TABLE							
	NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	BM4	57+99.85 EB	57.149 LT	249364.65	912164.66	951.227	3/8-INCH IRON ROD, BHA CAP

LEGEND

HMA PAVEMENT



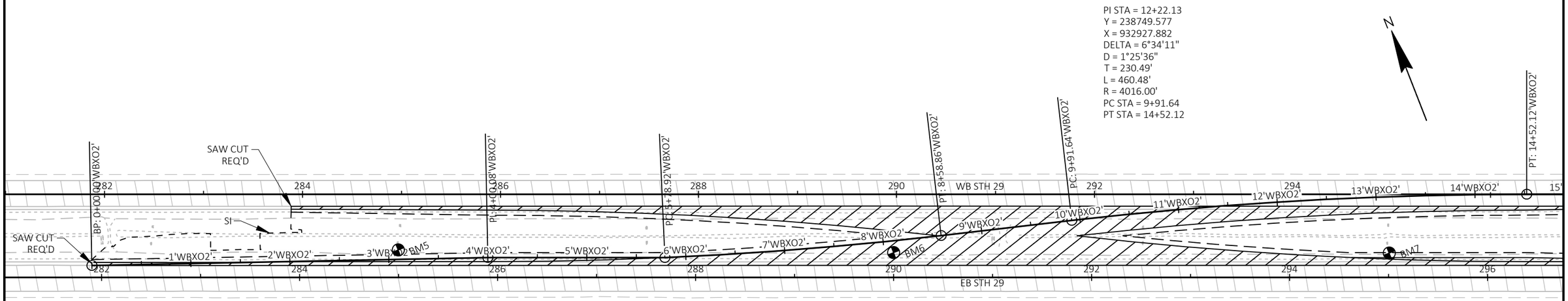
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WBXO1	SHEET 76	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 4

PLOT DATE : 11/29/2017 10:52 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

PI STA = 12+22.13
Y = 238749.577
X = 932927.882
DELTA = 6°34'11"
D = 1°25'36"
T = 230.49'
L = 460.48'
R = 4016.00'
PC STA = 9+91.64
PT STA = 14+52.12

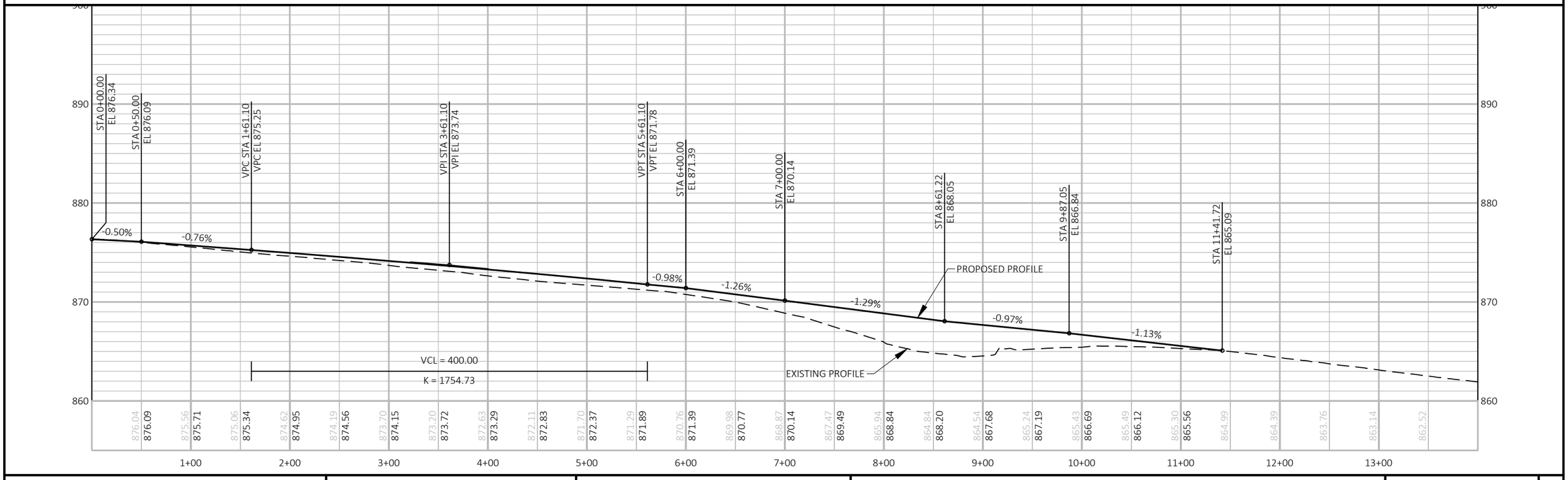


BENCHMARK TABLE							
	NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
	BM5	284+99.52 EB	27.713 LT	239028.72	932060.61	872.642	3/8-INCH IRON ROD, BHA CAP
	BM6	289+99.94 EB	25.048 LT	238843.85	932525.64	867.892	3/8-INCH IRON ROD, BHA CAP
	BM7	295+00.53 EB	24.502 LT	238660.90	932991.60	861.833	

PI STA = 7+18.95
Y = 238878.167
X = 932441.289
DELTA = 4°00'35"
D = 1°25'57"
T = 140.03'
L = 279.94'
R = 4000.00'
PC STA = 5+78.92
PT STA = 8+58.86

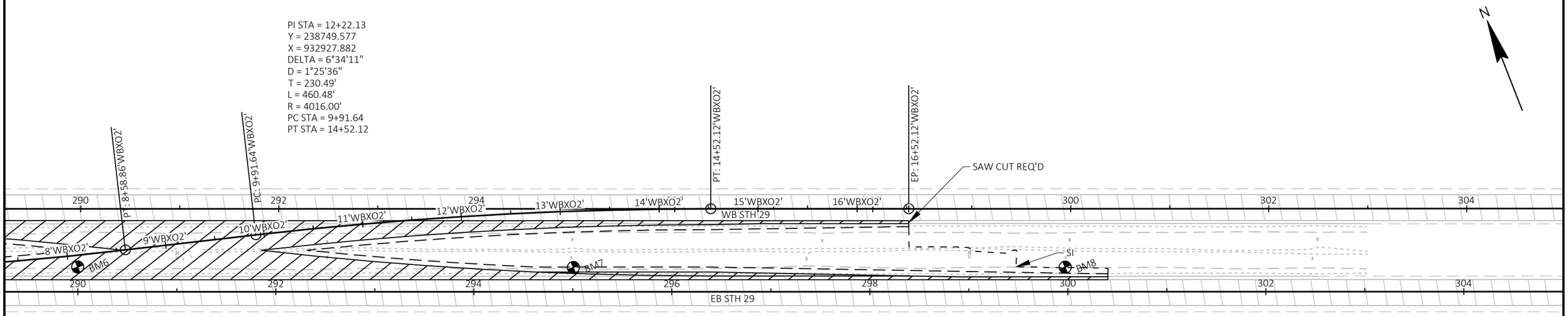
LEGEND

HMA PAVEMENT



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WBXO2	SHEET 77	E

PI STA = 12+22.13
Y = 238749.577
X = 932927.882
DELTA = 6°34'11"
D = 1°25'36"
T = 230.49'
L = 460.48'
R = 4016.00'
PC STA = 9+91.64
PT STA = 14+52.12



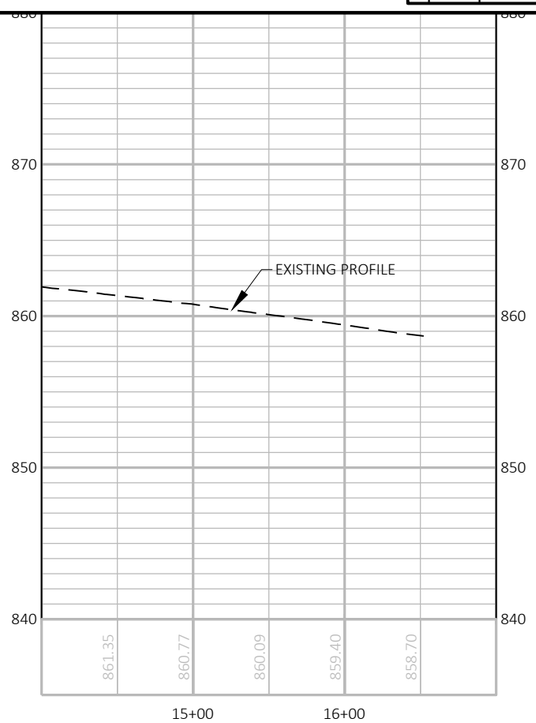
PI STA = 7+18.95
Y = 238878.167
X = 932441.289
DELTA = 4°00'35"
D = 1°25'57"
T = 140.03'
L = 279.94'
R = 4000.00'
PC STA = 5+78.92

LEGEND

HMA PAVEMENT

BENCHMARK TABLE

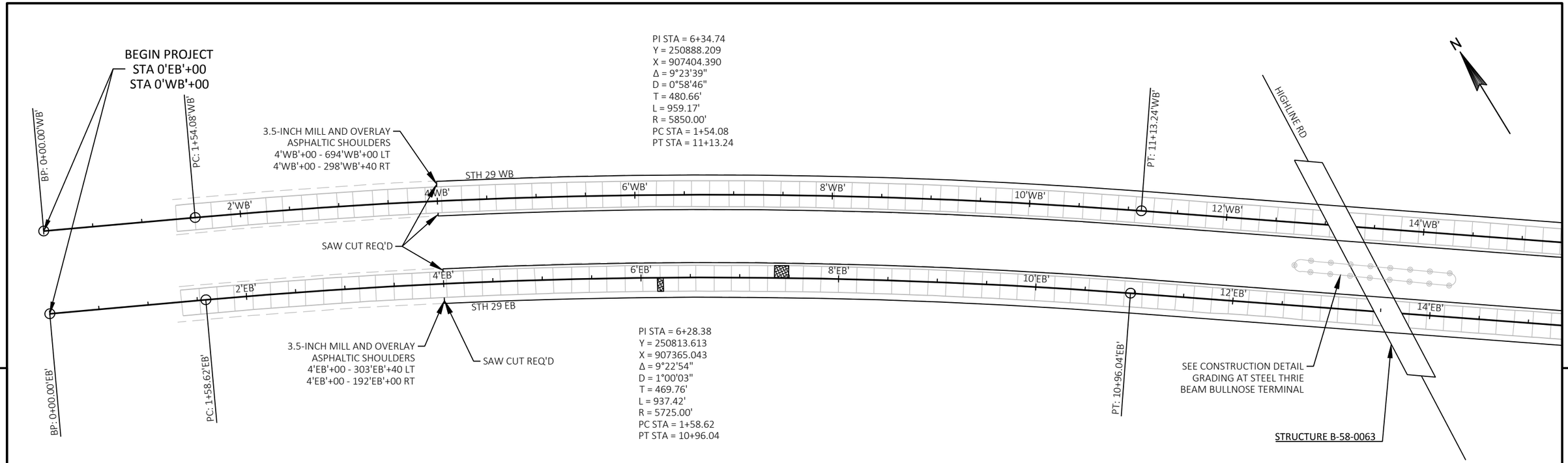
NO	STATION	OFFSET	Y COORDS	X COORDS	ELEVATION	DESCRIPTION
BM6	289+99.94 EB	25.048 LT	238843.85	932525.64	867.892	3/8-INCH IRON ROD, BHA CAP
BM7	295+00.53 EB	24.502 LT	238660.90	932991.60	861.833	
BM8	299+97.32 EB	24.702 LT	238480.12	933454.32	855.339	3/8-INCH IRON ROD, BHA CAP



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN AND PROFILE: CROSSOVER - WBXO2	SHEET 78	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050102-PP.DWG
LAYOUT NAME - 6

PLOT DATE : 11/29/2017 10:52 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT



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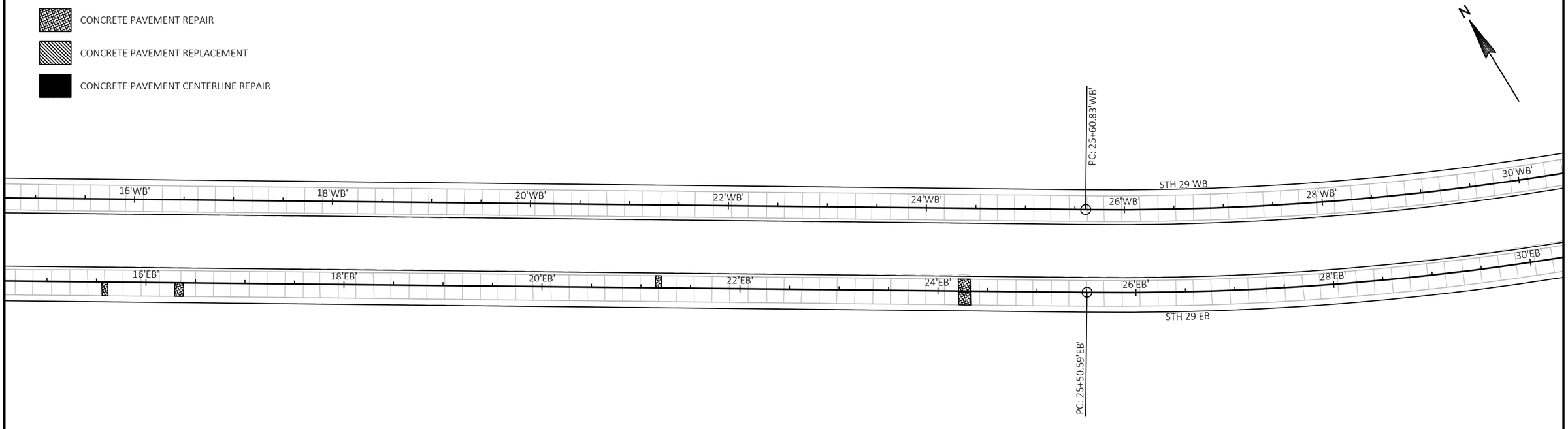
CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT CENTERLINE REPAIR



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 79	E

PI STA = 33+17.55
Y = 249464.191
X = 909680.619
Δ = 30°21'00"
D = 2°03'13"
T = 756.72'
L = 1477.88'
R = 2790.00'
PC STA = 25+60.83
PT STA = 40+38.71

N

PT: 40+38.71'WB'

30'WB'
32'WB'
34'WB'
36'WB'
38'WB'
40'WB'
42'WB'
44'WB'

STH 29 WB

30'EB'
32'EB'
34'EB'
36'EB'
38'EB'
40'EB'
42'EB'
44'EB'

STH 29 EB

PT: 40+71.35'EB'

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT CENTERLINE REPAIR

PI STA = 33+29.28
Y = 249380.533
X = 909656.874
Δ = 30°21'37"
D = 1°59'47"
T = 778.69'
L = 1520.77'
R = 2870.00'
PC STA = 25+50.59
PT STA = 40+71.35

5

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N

PI: 48+20.52'WB'

PI: 53+79.12'WB'

MEDIAN CROSSOVER

STH 29 WB

46'WB'
48'WB'
50'WB'
52'WB'
54'WB'
56'WB'
58'WB'
60'WB'

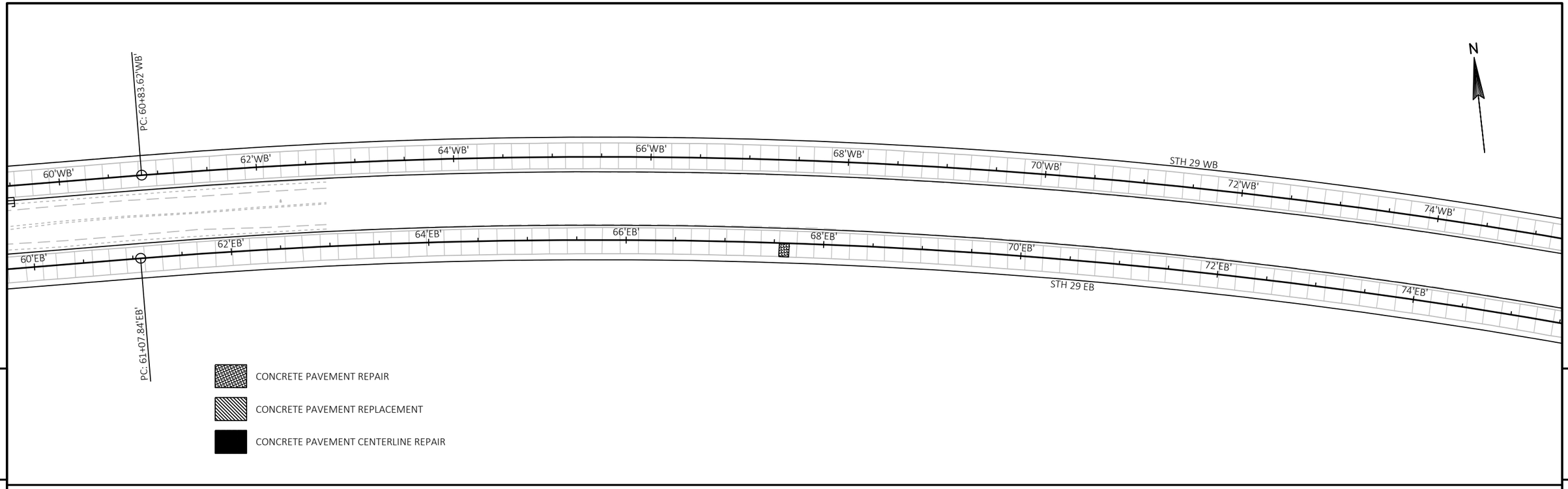
46'EB'
48'EB'
50'EB'
52'EB'
54'EB'
56'EB'
58'EB'
60'EB'

STH 29 EB

PI: 48+52.47'EB'

PI: 52+72.20'EB'

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 80	E



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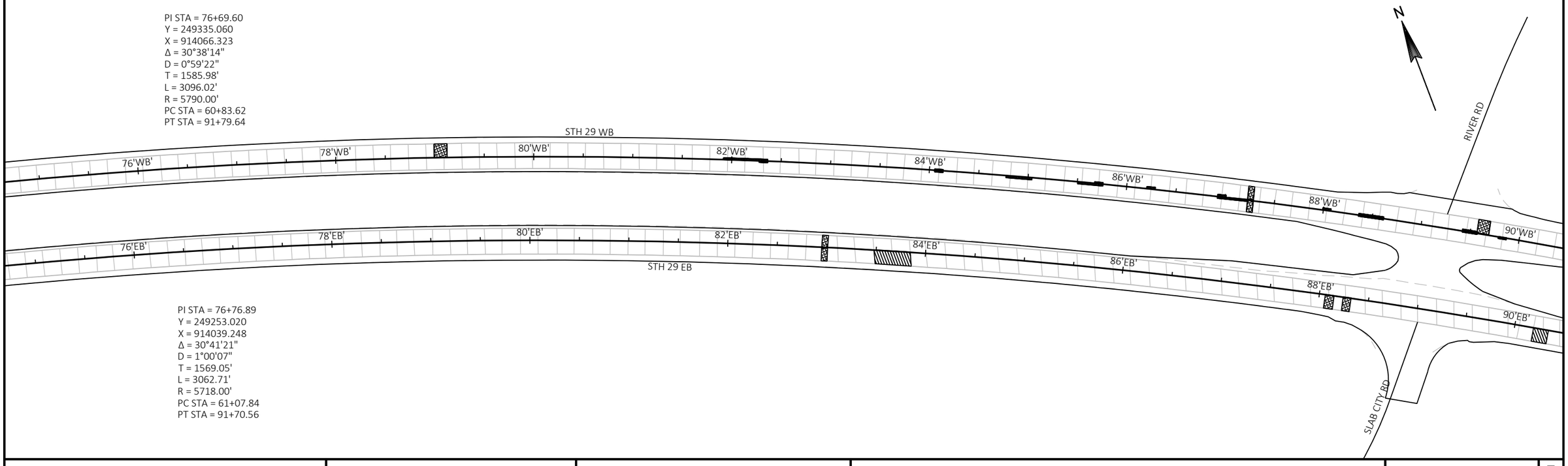
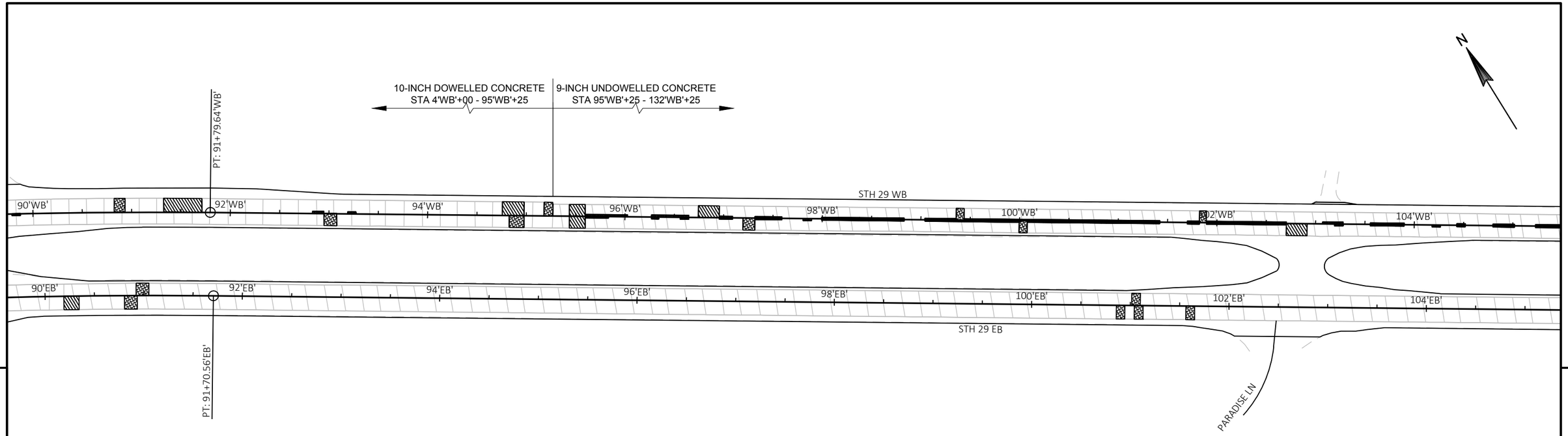
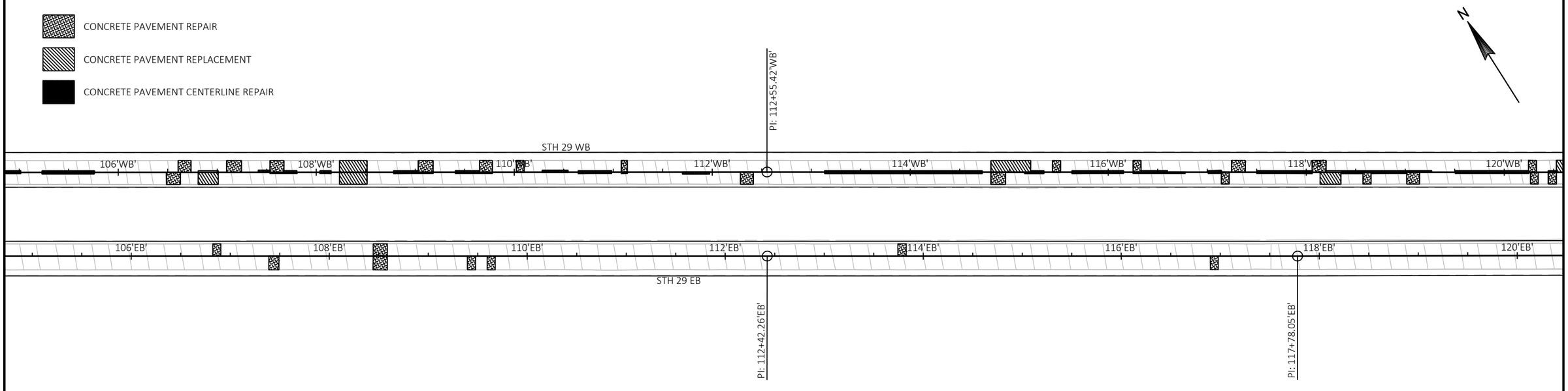
PI STA = 76+69.60
Y = 249335.060
X = 914066.323
Δ = 30°38'14"
D = 0°59'22"
T = 1585.98'
L = 3096.02'
R = 5790.00'
PC STA = 60+83.62
PT STA = 91+79.64

PI STA = 76+76.89
Y = 249253.020
X = 914039.248
Δ = 30°41'21"
D = 1°00'07"
T = 1569.05'
L = 3062.71'
R = 5718.00'
PC STA = 61+07.84
PT STA = 91+70.56

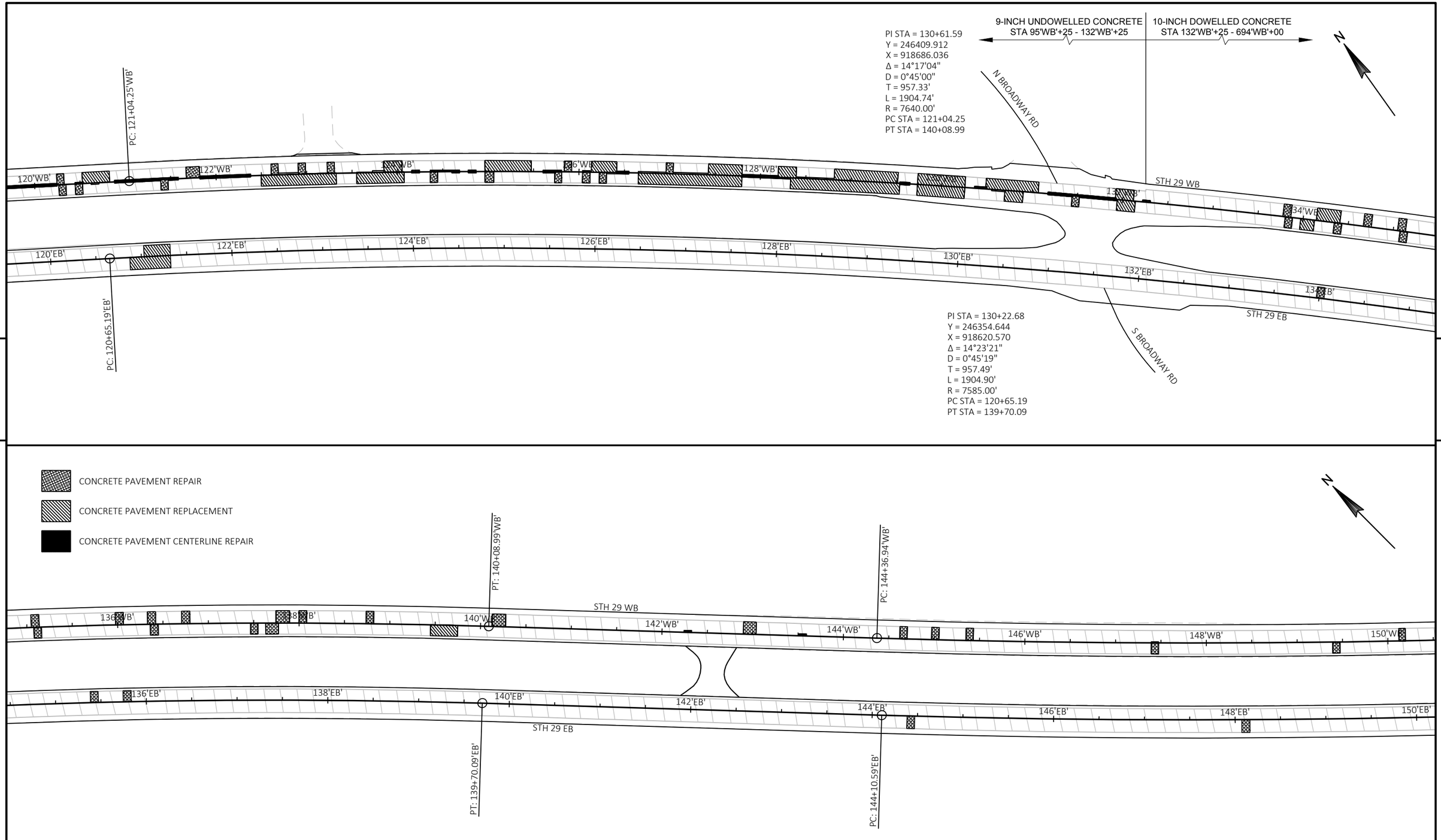


PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 81	E

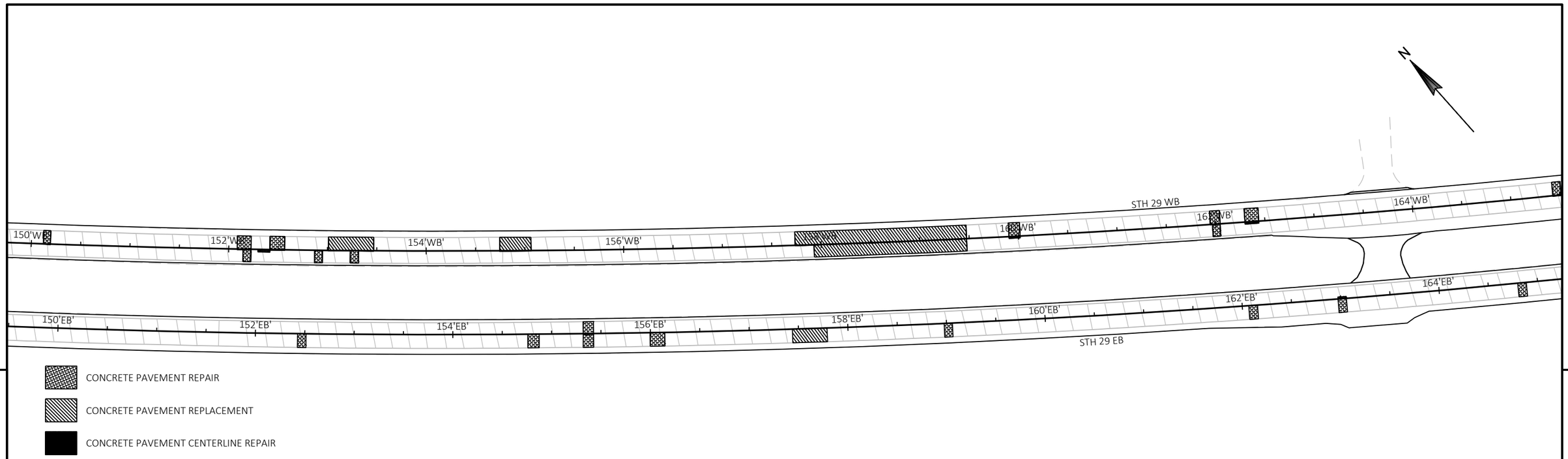




PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 82	E



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 83	E



5

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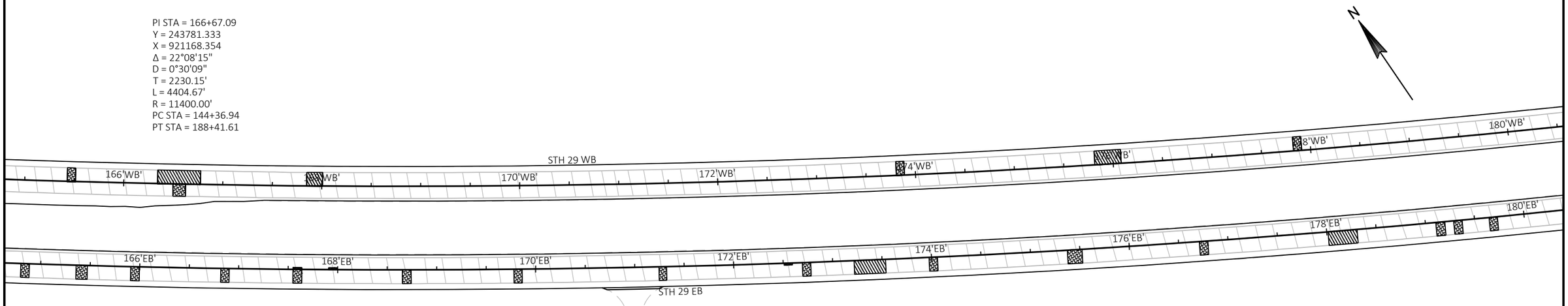
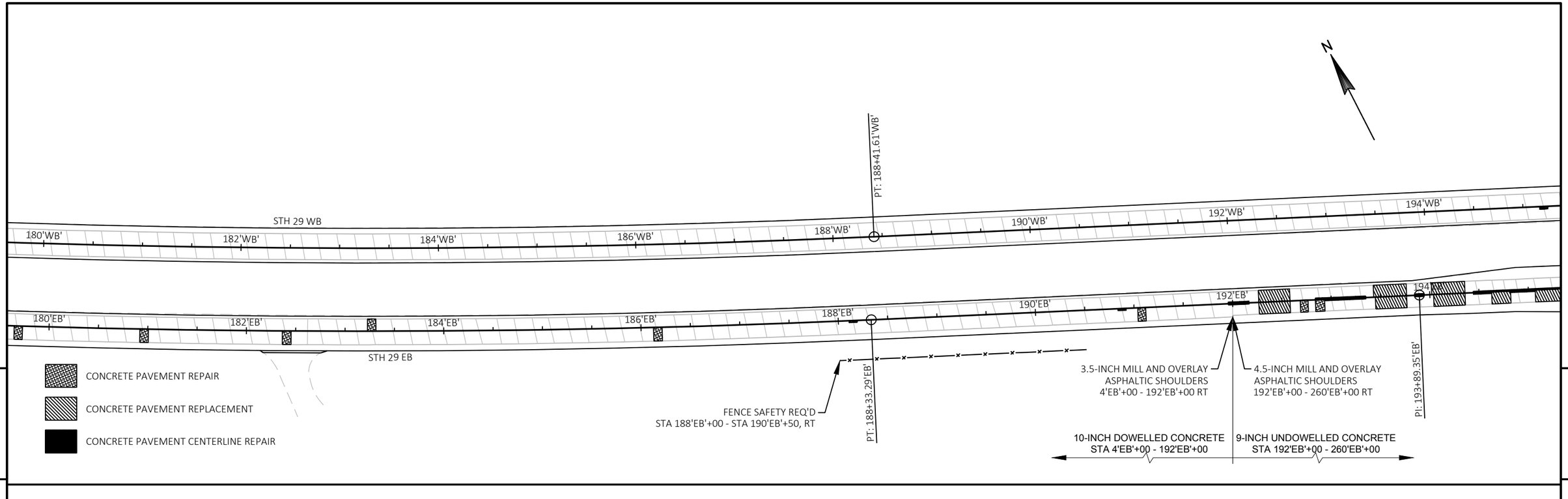
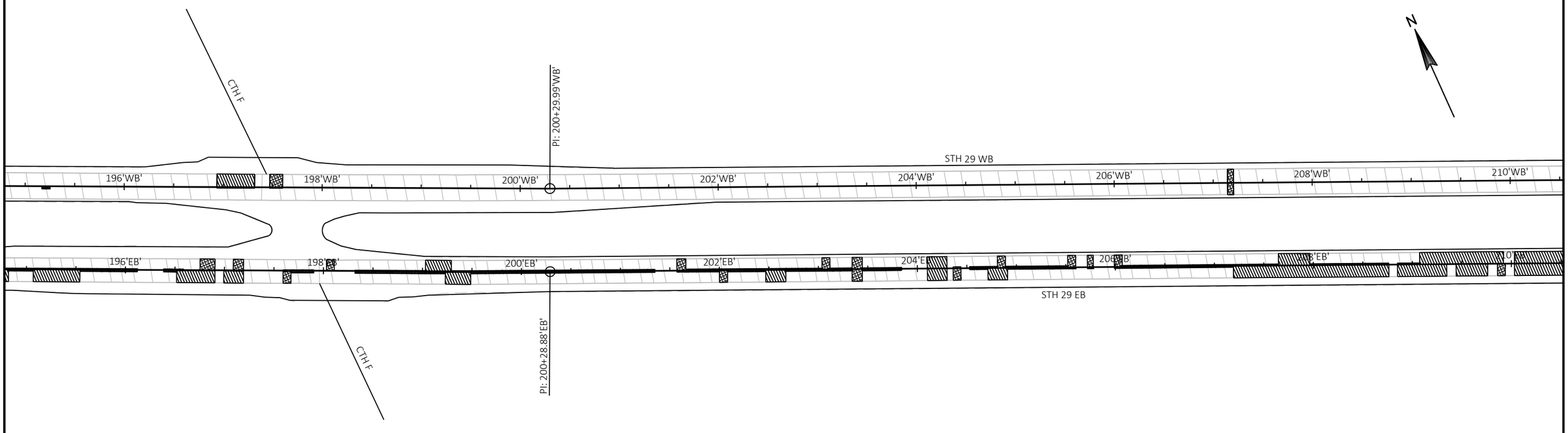
PI STA = 166+67.09
Y = 243781.333
X = 921168.354
Δ = 22°08'15"
D = 0°30'09"
T = 2230.15'
L = 4404.67'
R = 11400.00'
PC STA = 144+36.94
PT STA = 188+41.61



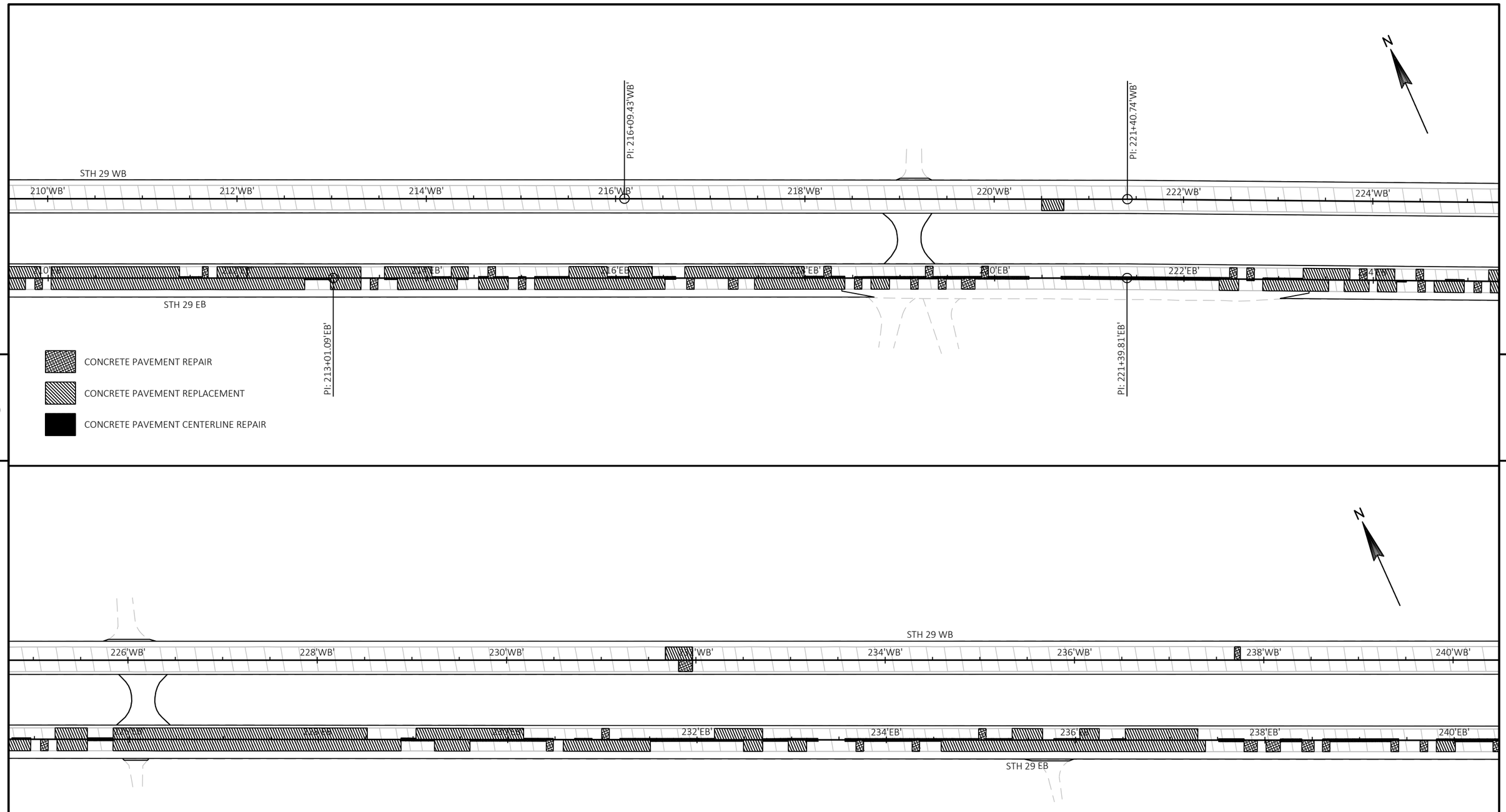
PI STA = 166+49.76
Y = 243711.837
X = 921119.460
Δ = 22°05'33"
D = 0°29'58"
T = 2239.16'
L = 4422.70'
R = 11470.00'
PC STA = 144+10.59
PT STA = 188+33.29

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 84	E





PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 85	E



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PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 86	E

PI STA = 246+74.10
Y = 240474.065
X = 928521.335
Δ = 2°50'32"
D = 0°20'04"
T = 424.92'
L = 849.67'
R = 17128.13'
PC STA = 242+49.18
PT STA = 250+98.85

CEDAR RD

PC: 242+49.18'WB'

PT: 250+98.85'WB'

STH 29 WB

240'WB' 242'WB' 244'WB' 246'WB' 248'WB' 250'WB' 252'WB' 254'WB'

240'EB' 242'EB' 244'EB' 246'EB' 248'EB' 250'EB' 252'EB'

STH 29 EB

PC: 242+35.61'EB'

PT: 251+27.35'EB'

PI STA = 246+81.58
Y = 240392.640
X = 928494.270
Δ = 2°58'09"
D = 0°19'59"
T = 445.97'
L = 891.73'
R = 17208.00'
PC STA = 242+35.61
PT STA = 251+27.35

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT CENTERLINE REPAIR

PI: 260+88.24'EB'

PI: 267+61.08'WB'

STH 29 WB

256'WB' 258'WB' 260'WB' 262'WB' 264'WB' 266'WB' 268'WB' 270'WB'

258'EB' 260'EB' 262'EB' 264'EB' 266'EB' 268'EB' 270'EB'

STH 29 EB

4.5-INCH MILL AND OVERLAY
ASPHALTIC SHOULDERS
192'EB'+00 - 260'EB'+00 RT

3.5-INCH MILL AND OVERLAY
ASPHALTIC SHOULDERS
260'EB'+00 - 694'EB'+42 RT

9-INCH UNDOWELLED CONCRETE
STA 192'EB'+00 - 260'EB'+00

10-INCH DOWELLED CONCRETE
STA 260EB'+00 - 694'EB'+42

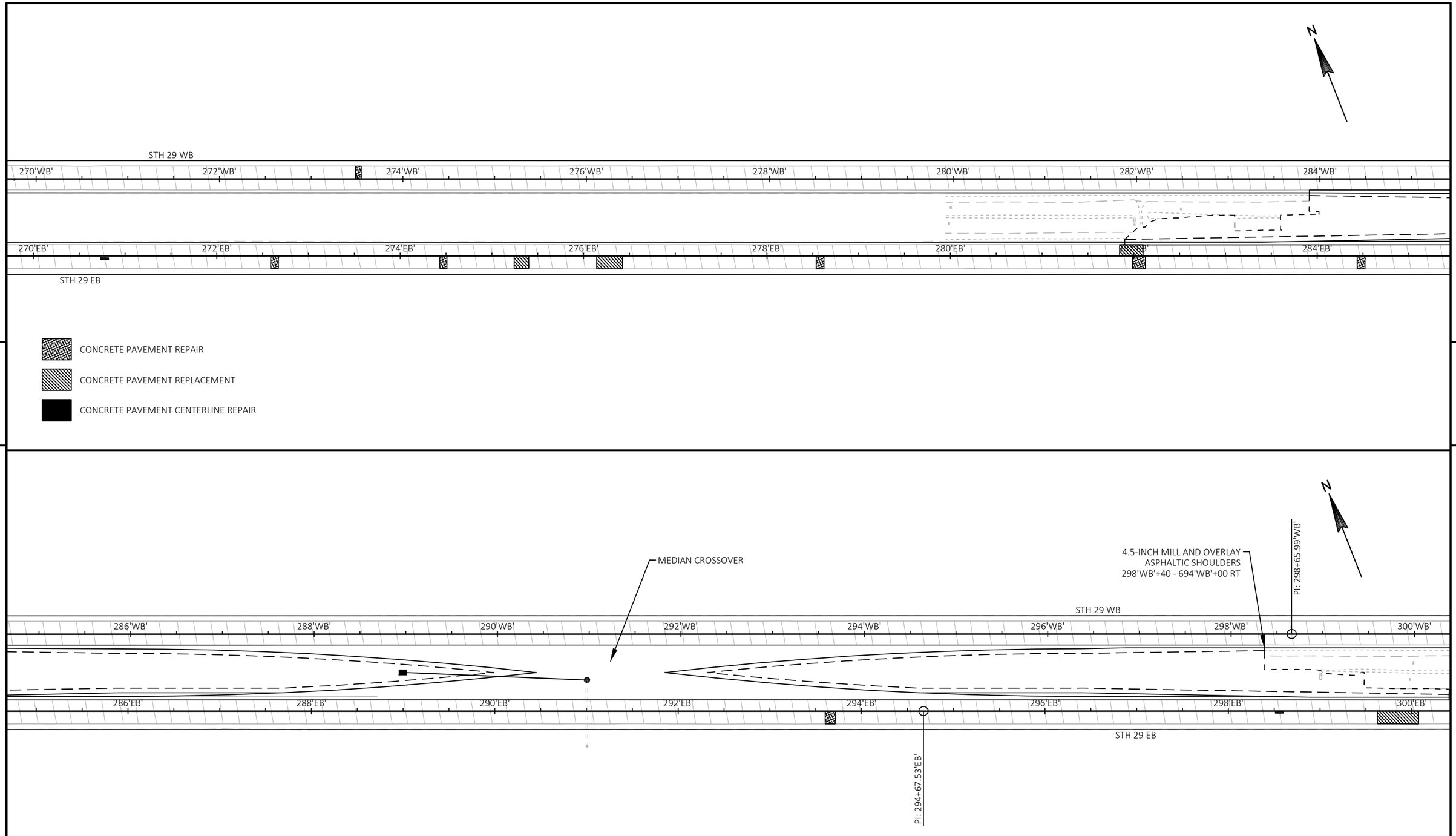
SPRUCE RD

PI: 267+64.07'EB'

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 87 E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:11 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



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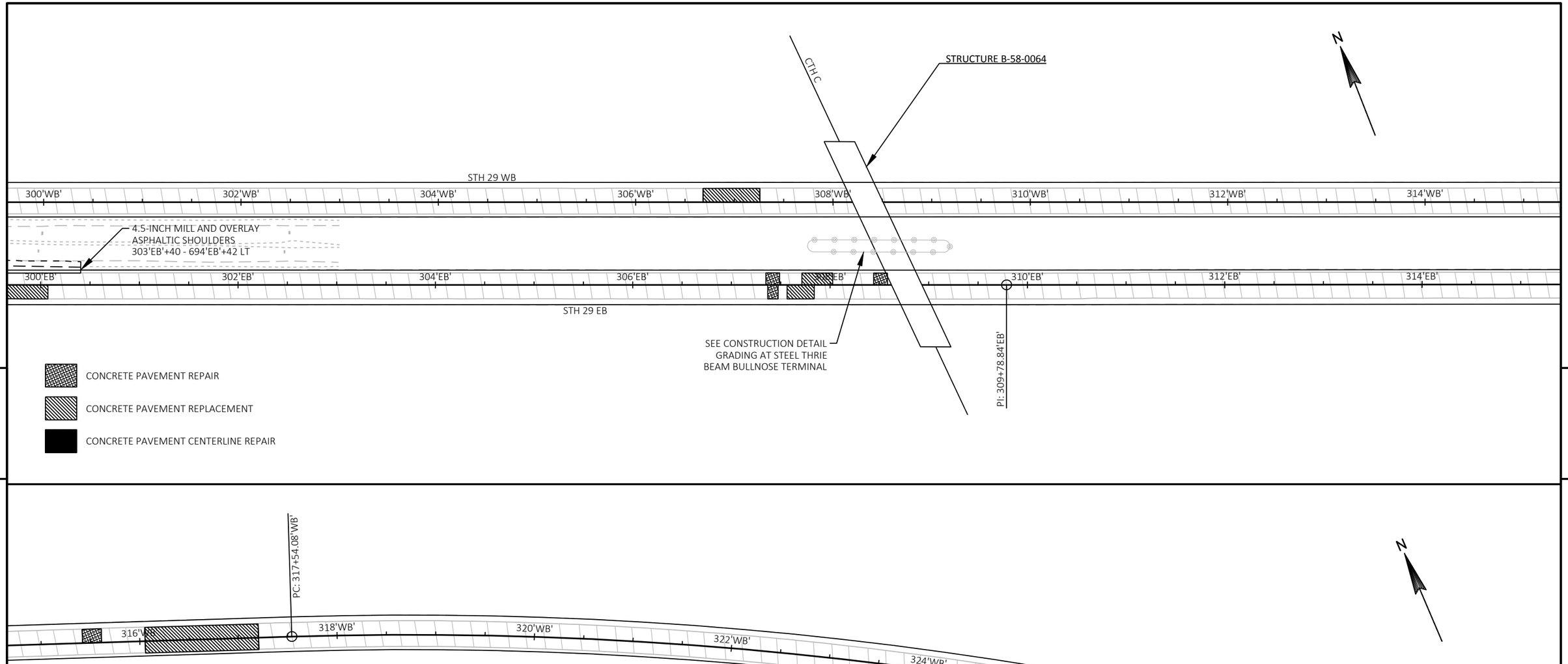
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 88	E



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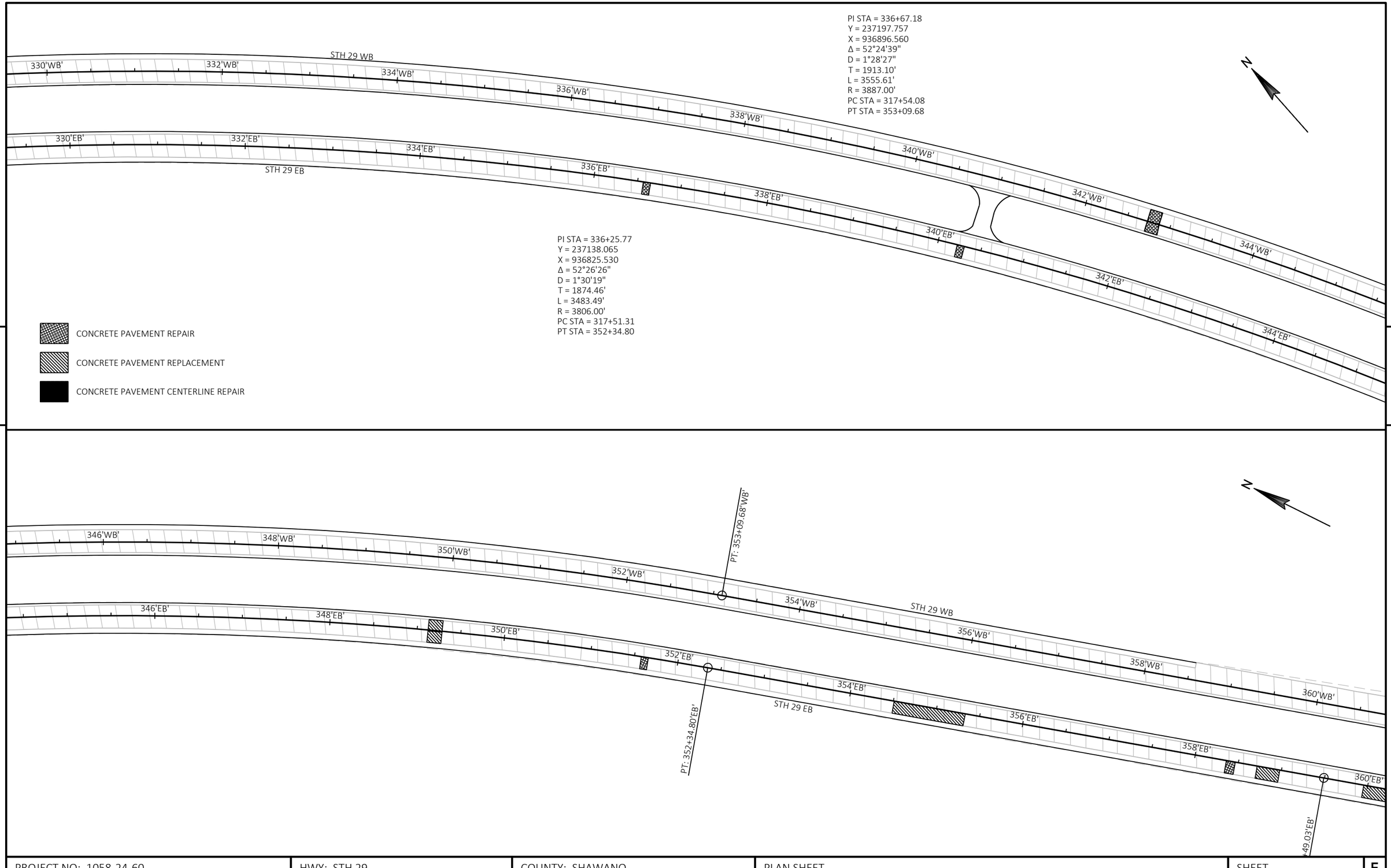
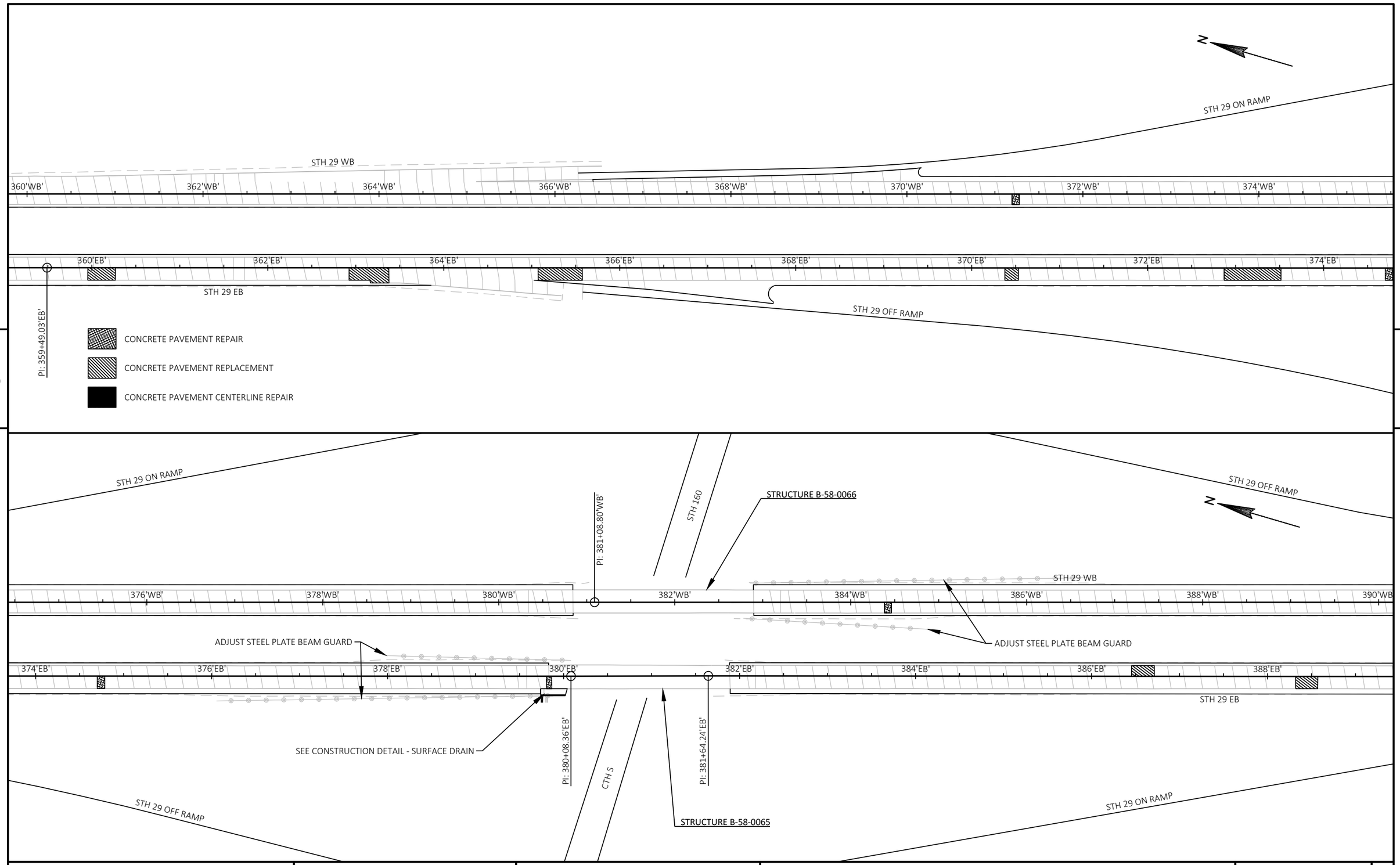
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 89	E



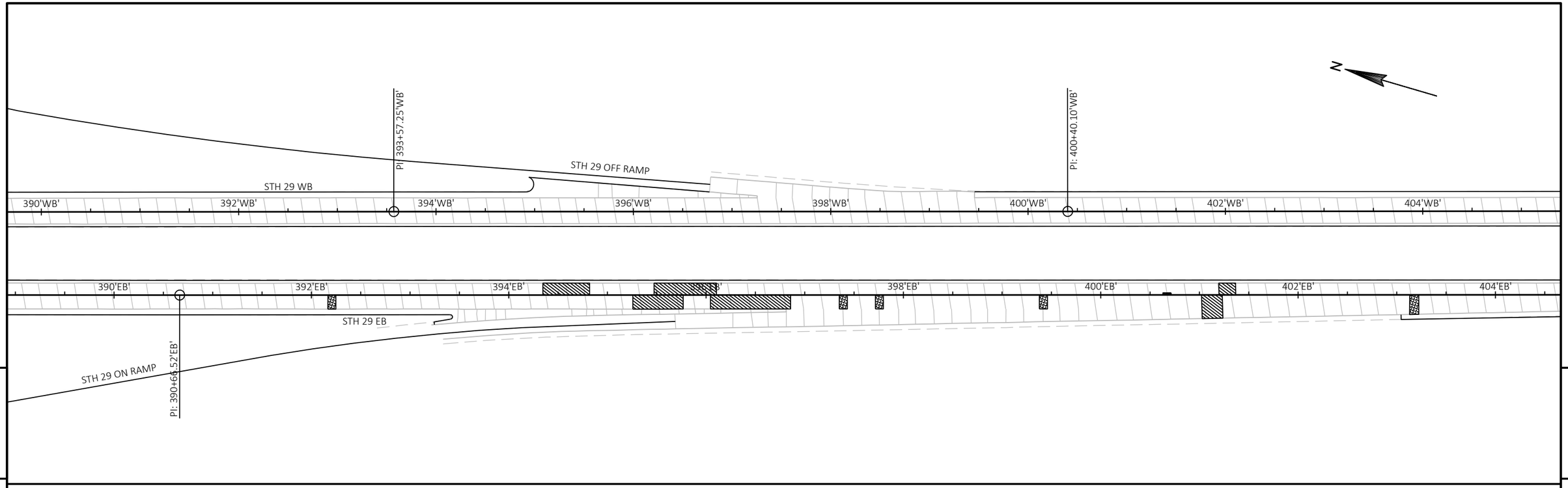
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 90	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:11 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 91	E



5

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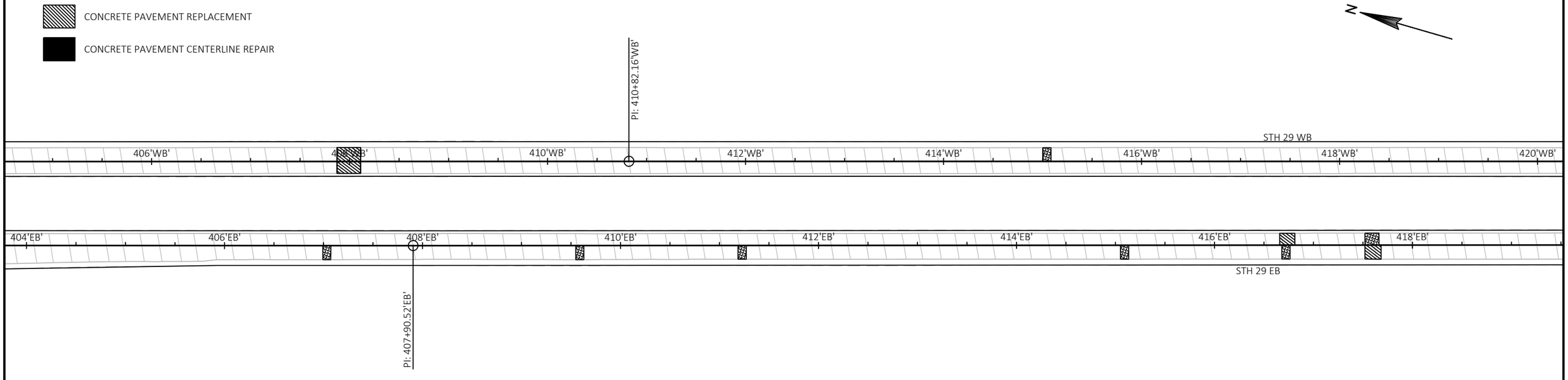
CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

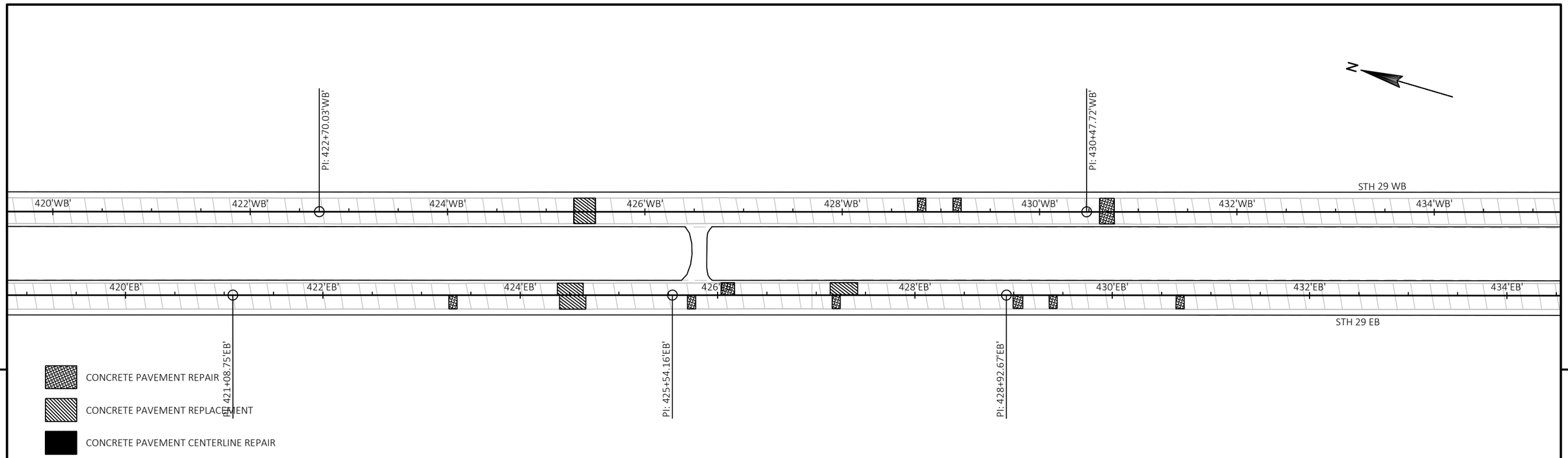
CONCRETE PAVEMENT CENTERLINE REPAIR



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 92	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:12 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



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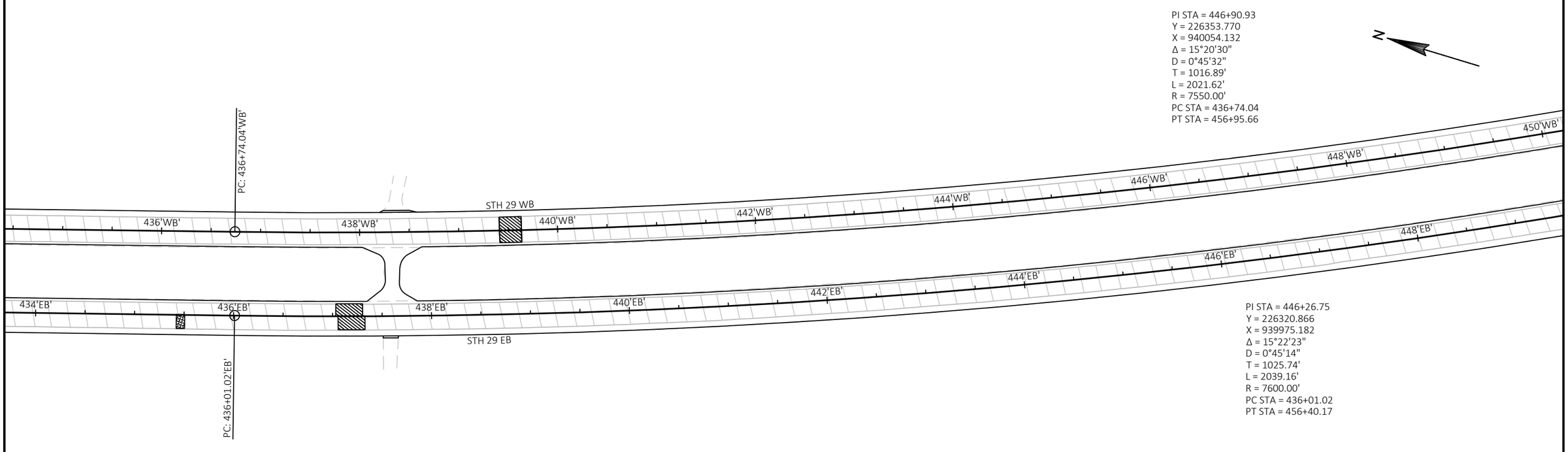
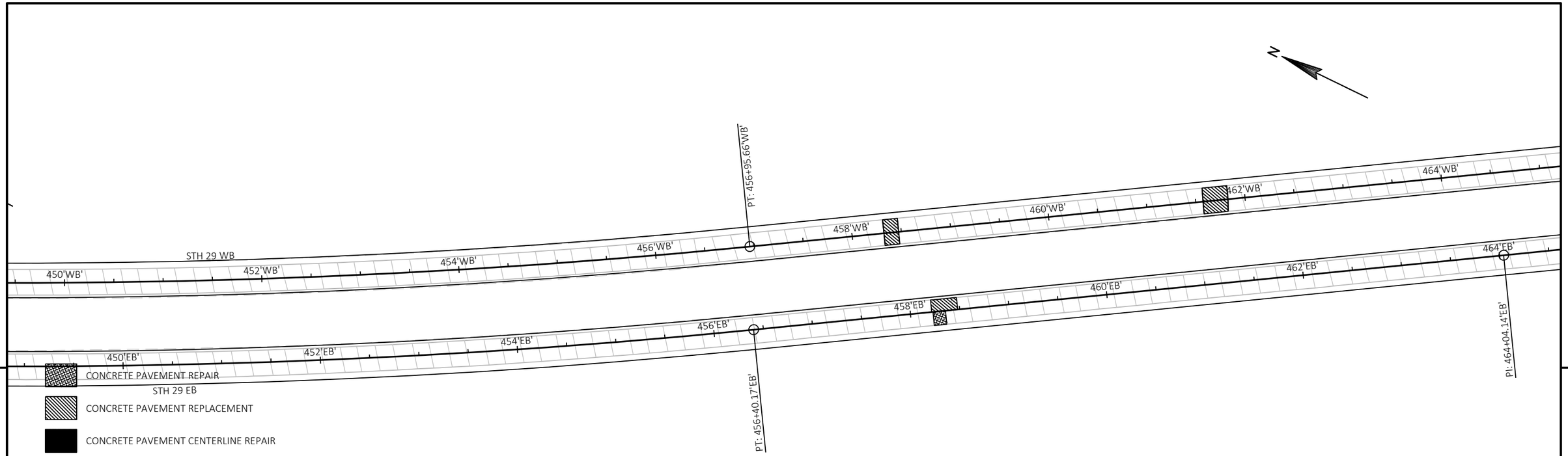
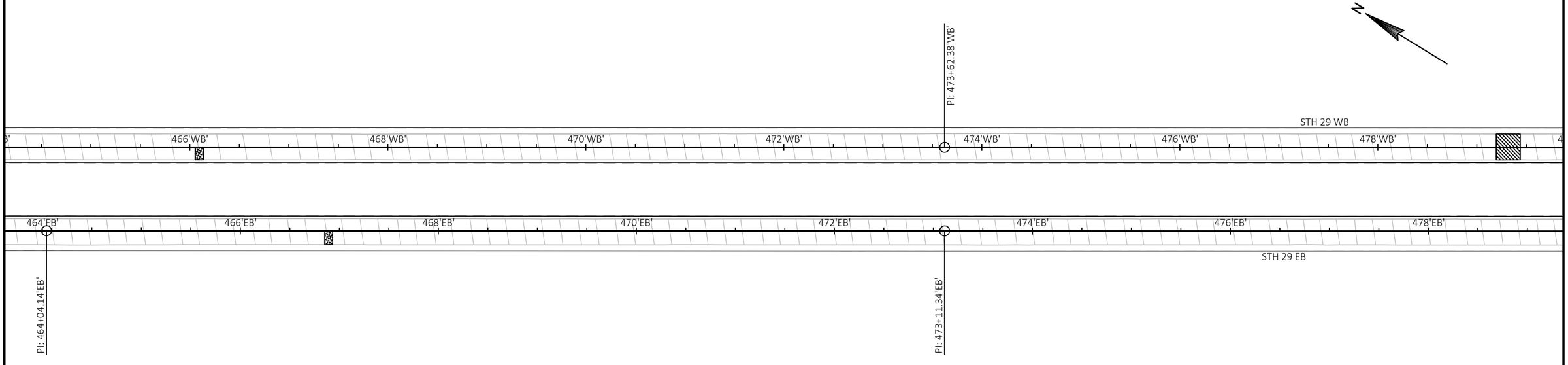
PI STA = 446+90.93
Y = 226353.770
X = 940054.132
Δ = 15°20'30"
D = 0°45'32"
T = 1016.89'
L = 2021.62'
R = 7550.00'
PC STA = 436+74.04
PT STA = 456+95.66



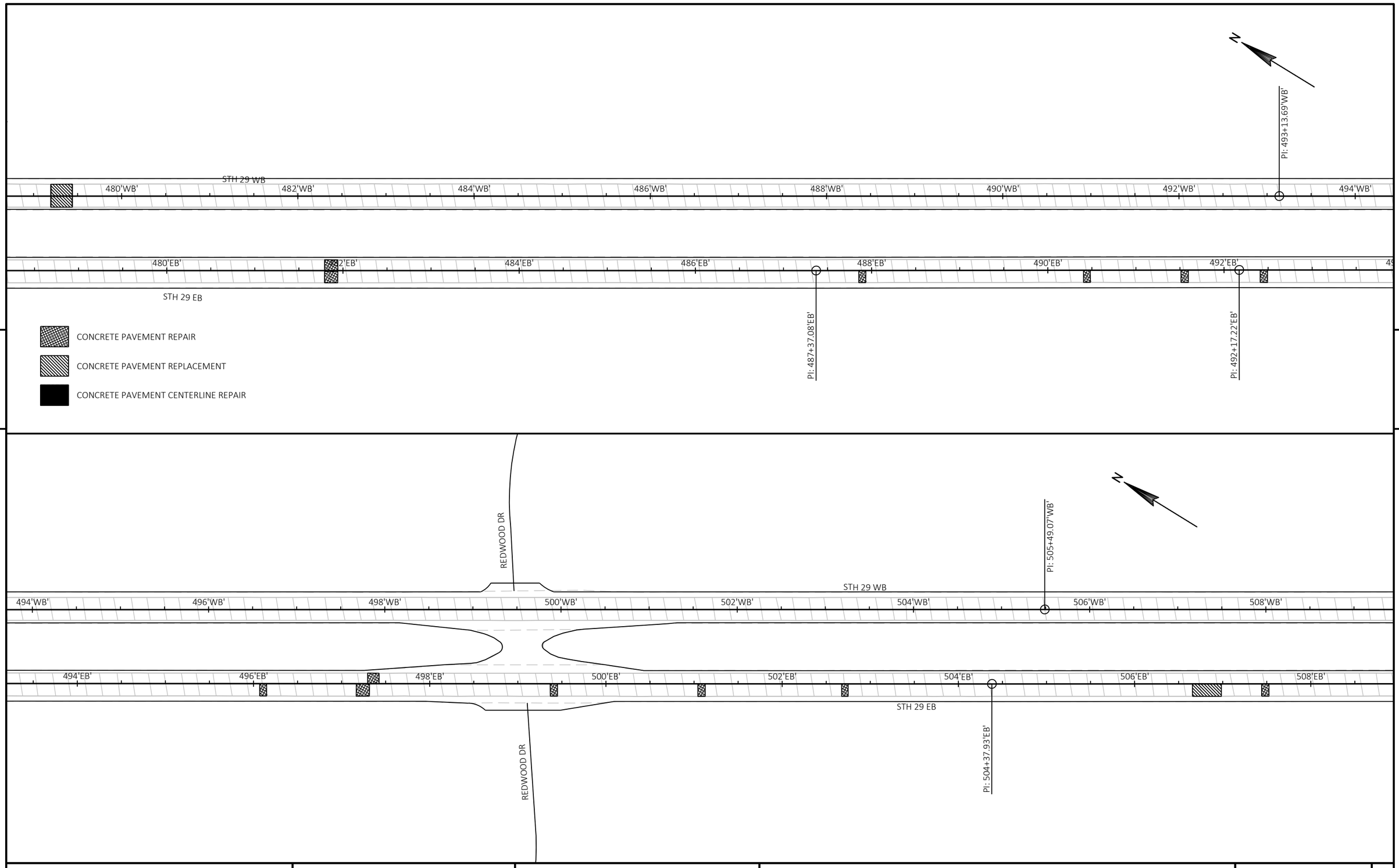
PI STA = 446+26.75
Y = 226320.866
X = 939975.182
Δ = 15°22'23"
D = 0°45'14"
T = 1025.74'
L = 2039.16'
R = 7600.00'
PC STA = 436+01.02
PT STA = 456+40.17

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 93	E

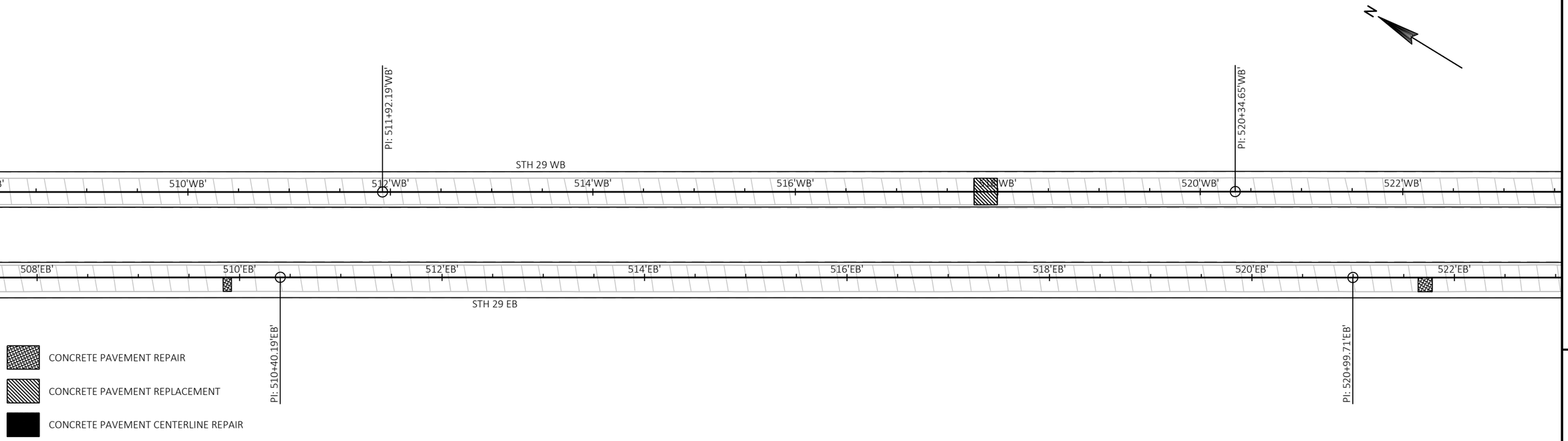


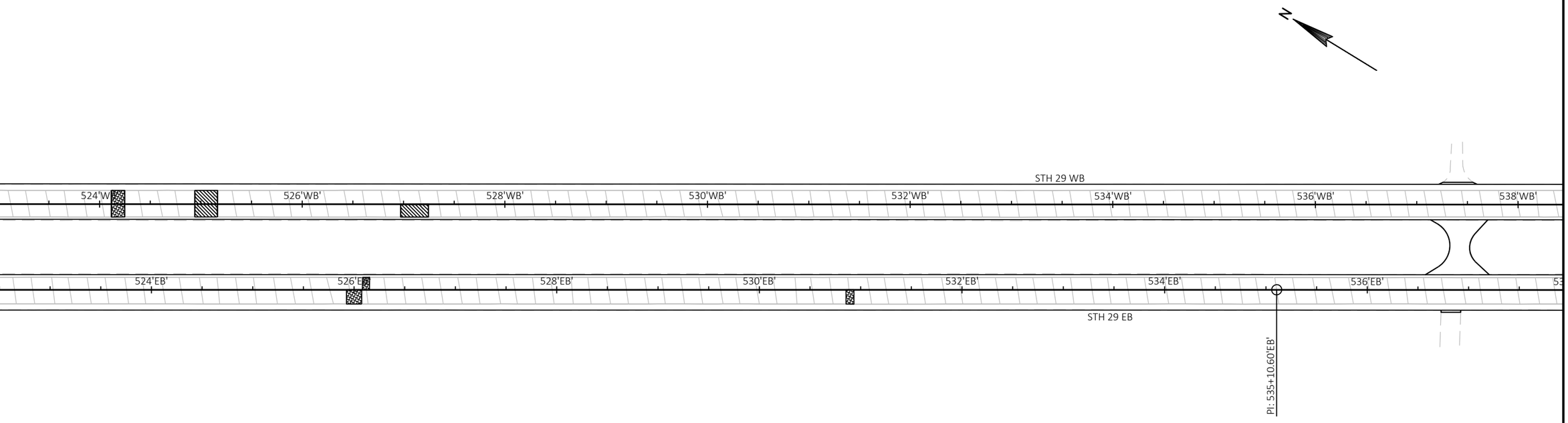


PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 94	E



PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 95	E

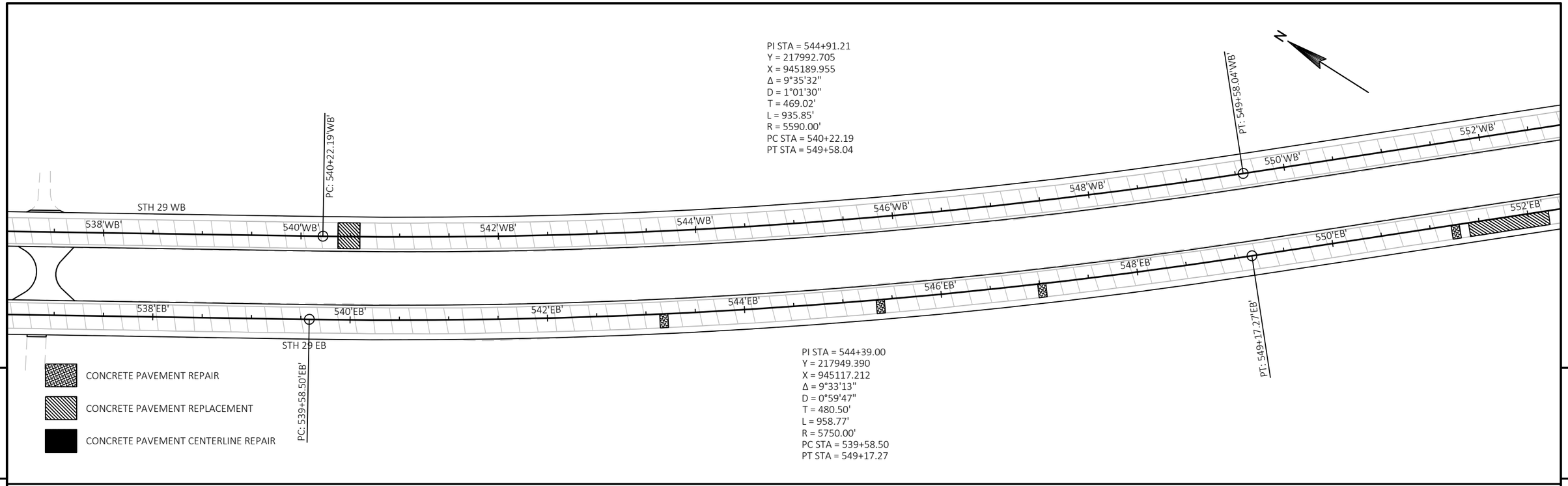


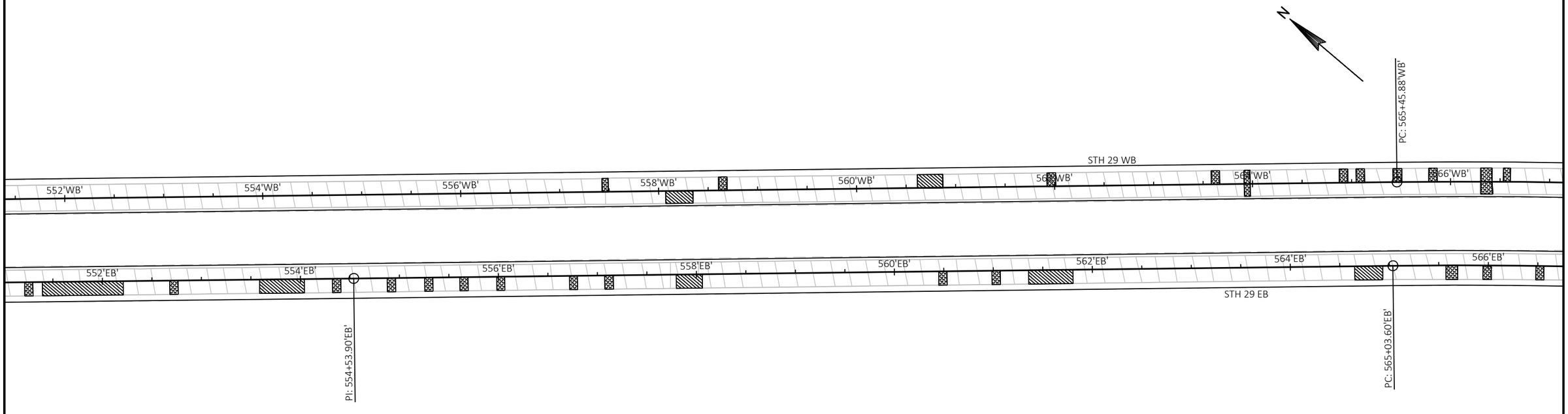


PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 96	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:12 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44



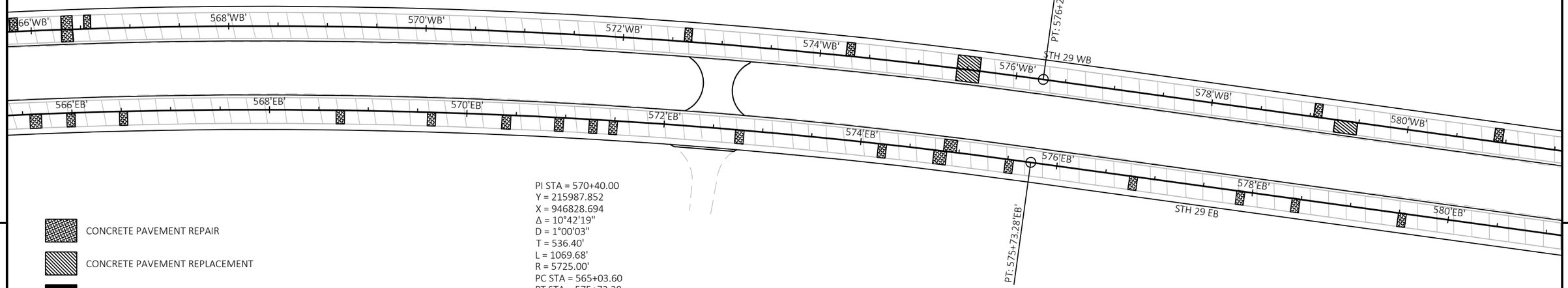


PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 97	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:12 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

PI STA = 570+88.16
Y = 216035.055
X = 946899.678
Δ = 10°43'44"
D = 0°59'32"
T = 542.28'
L = 1081.38'
R = 5775.00'
PC STA = 565+45.88
PT STA = 576+27.27



PI STA = 570+40.00
Y = 215987.852
X = 946828.694
Δ = 10°42'19"
D = 1°00'03"
T = 536.40'
L = 1069.68'
R = 5725.00'
PC STA = 565+03.60
PT STA = 575+73.28

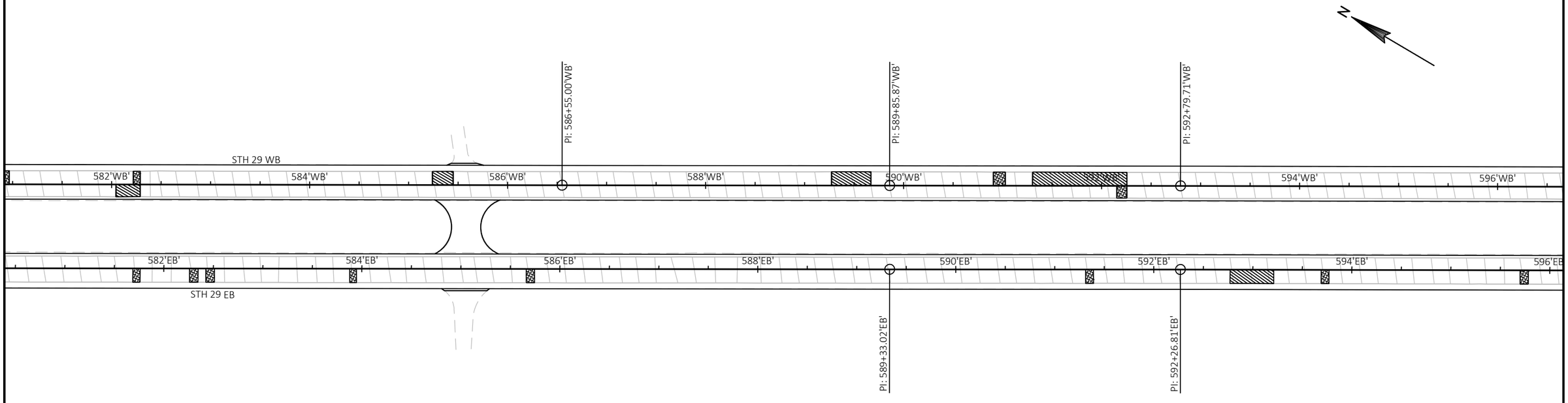
CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

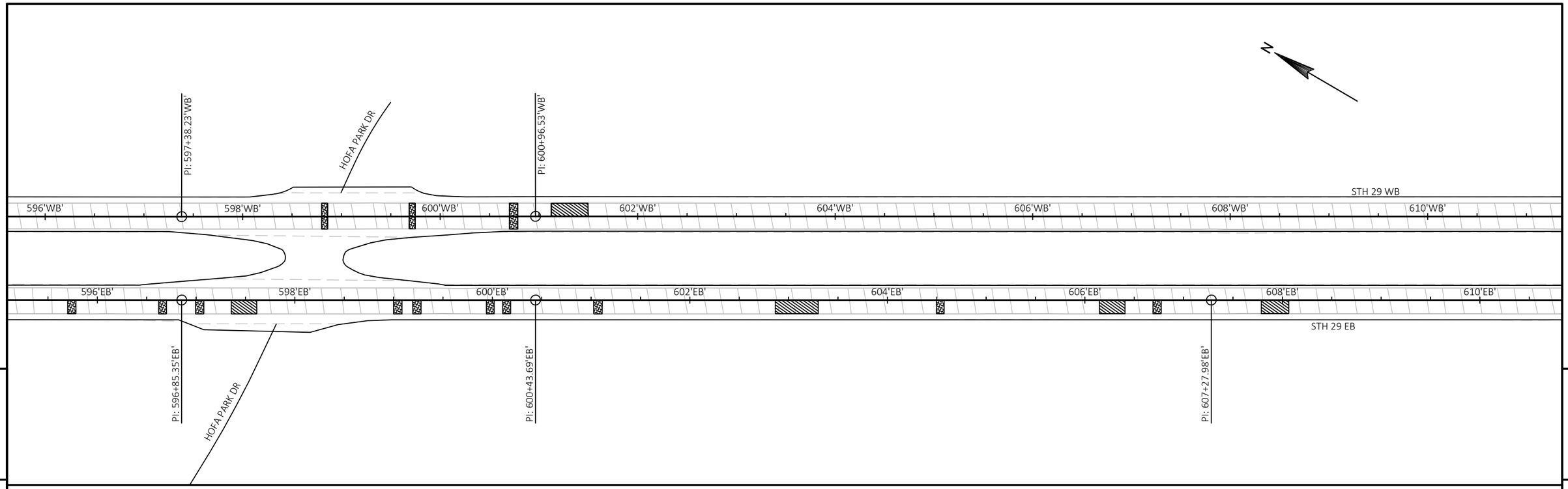
CONCRETE PAVEMENT CENTERLINE REPAIR

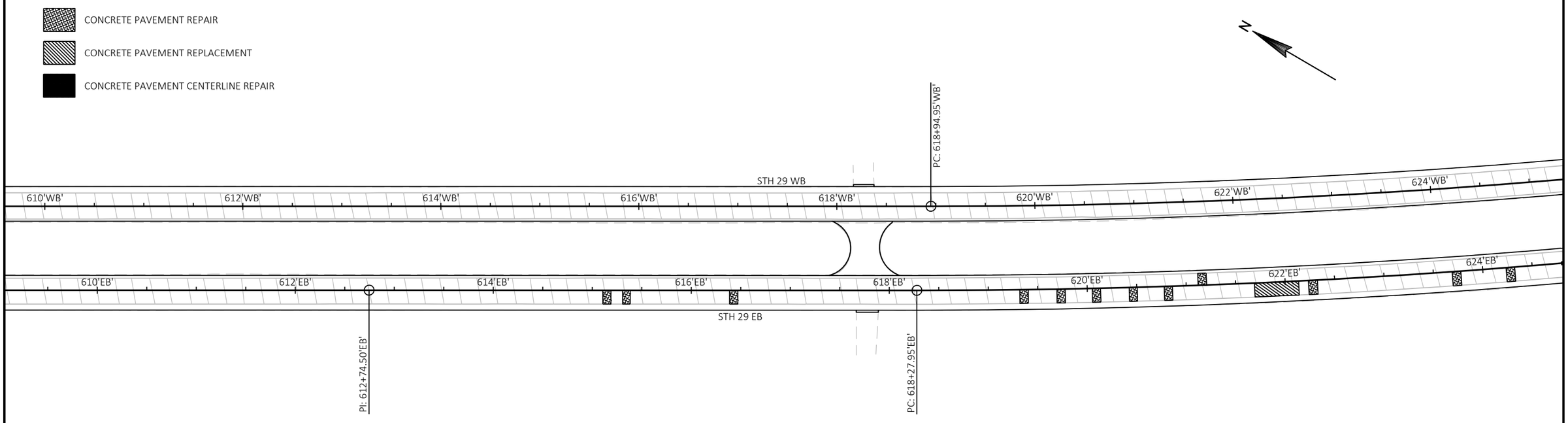
5

5

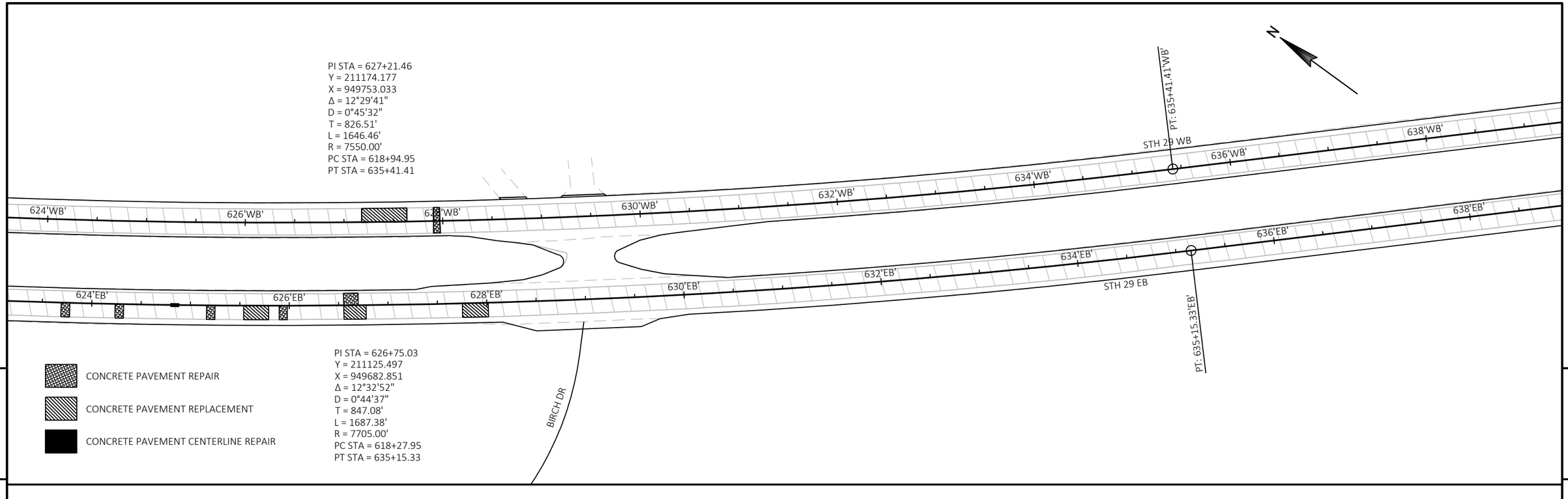


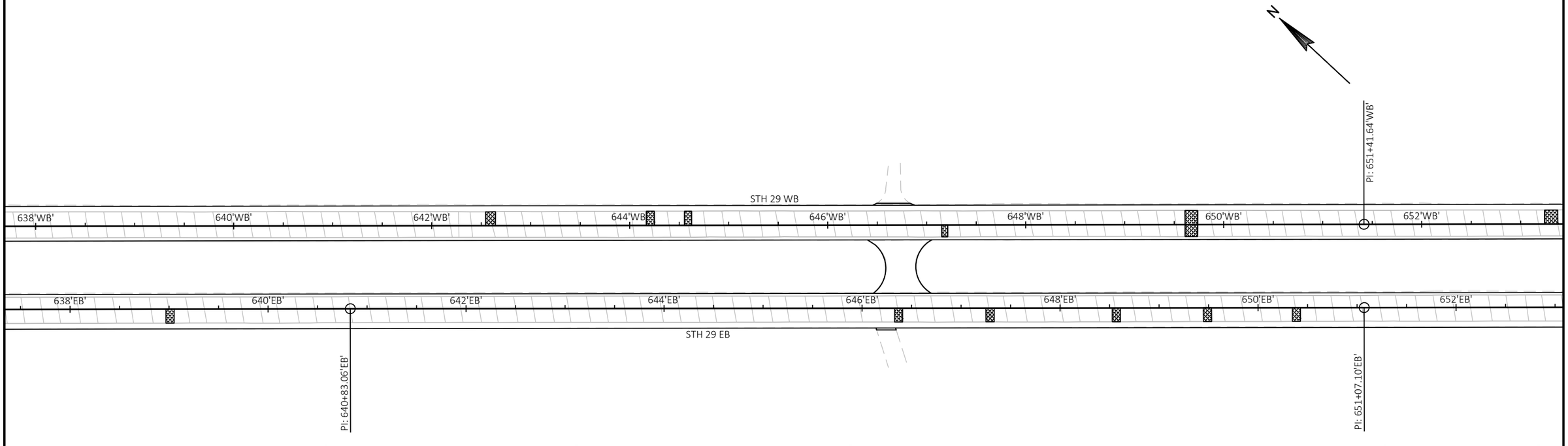
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 98	E





PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 99	E

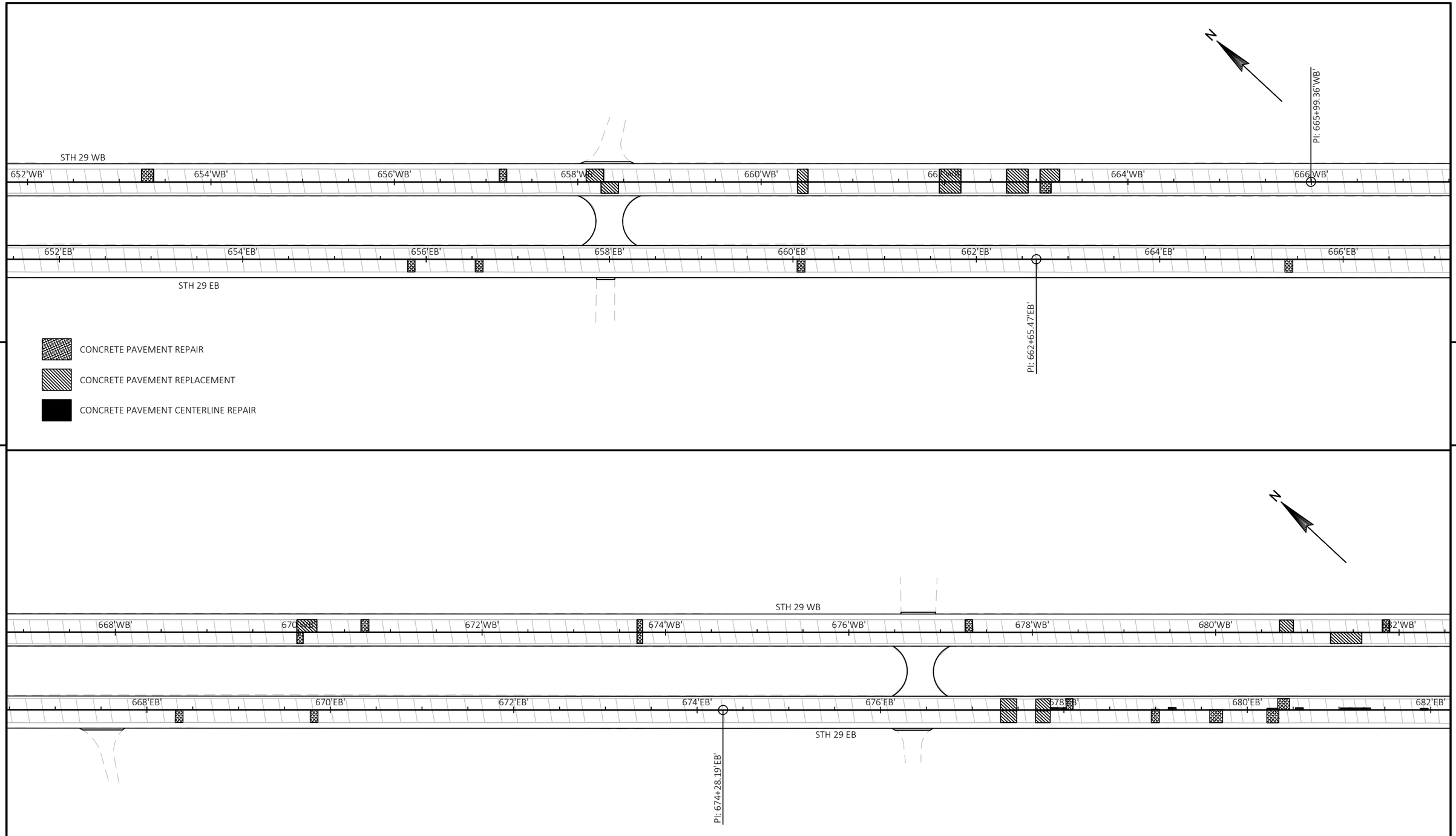




PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 100	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:13 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : ############

WISDOT/CADDS SHEET 44

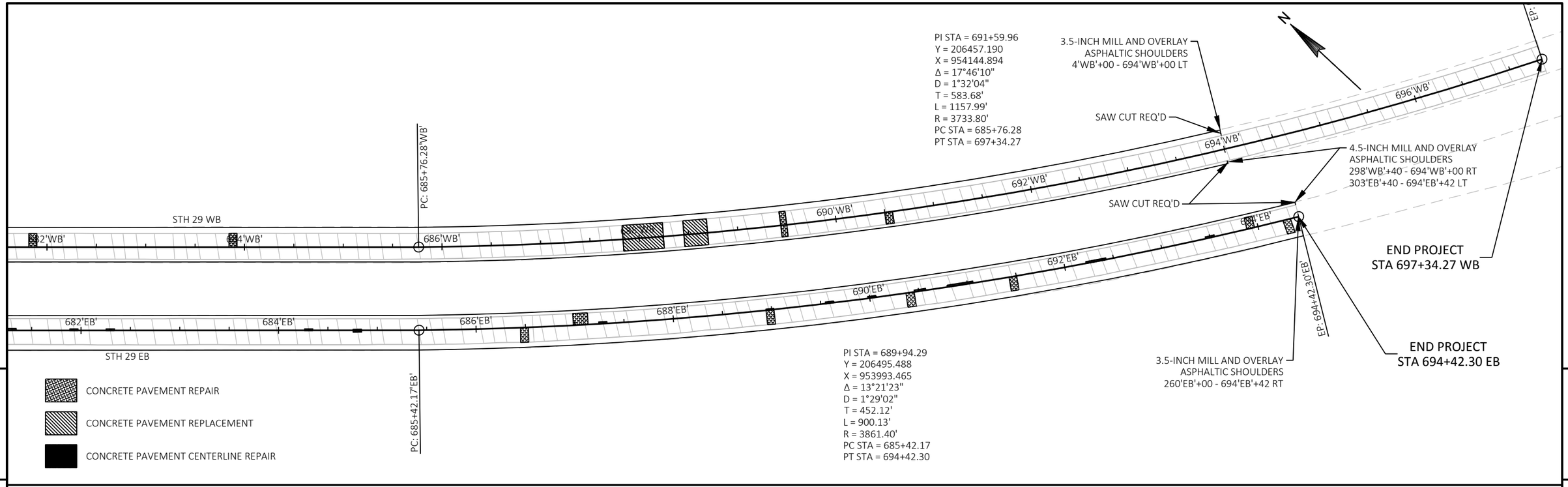


5

5

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 101	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\050201-PN.DWG PLOT DATE : 12/12/2017 4:19 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME : PLOT SCALE : 1 IN:100 FT

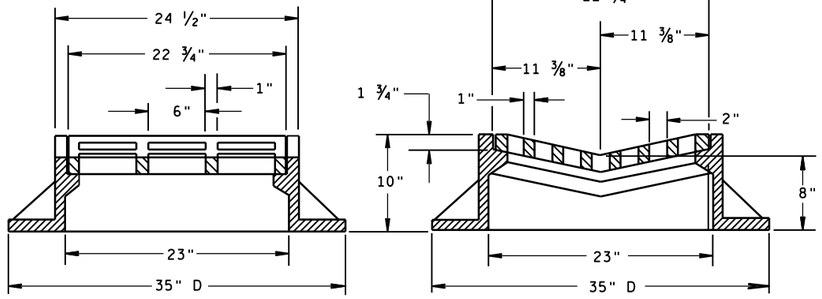


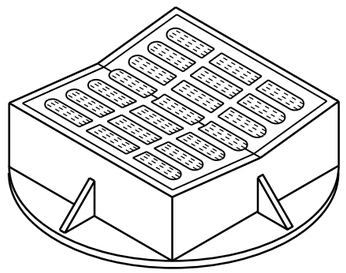
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	PLAN SHEET	SHEET 102	E

Standard Detail Drawing List

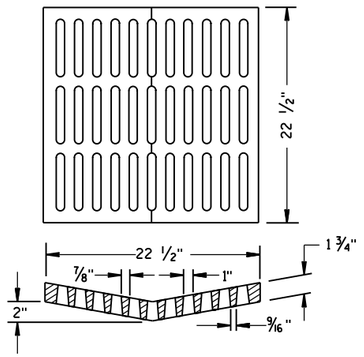
08A05-19B	INLET COVERS TYPE B, B-A, C, MS, MS-A, & WM
08A05-19D	INLET COVER TYPE BW, MANHOLE COVERS, TYPE K, J, J-S, L & M
08B09-02	MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER
08C08-02	INLETS MEDIAN 1 AND 2 GRATE
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08F06-04	REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN
13A05-05A	SHOULDER RUMBLE STRIP, MILLING
13A05-05B	SHOULDER RUMBLE STRIP, MILLING
13C09-14A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-14C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C11-11A	RURAL DOWELED CONCRETE PAVEMENT
13C11-11B	RURAL DOWELED CONCRETE PAVEMENT
14B15-10A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-10B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-10C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B20-11A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-11B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B20-11C	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS
14B20-11D	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS
14B20-11E	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"
14B20-11F	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"
14B20-11G	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL
14B20-11H	STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT
14B26-03A	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03B	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03C	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03D	STEEL THRIE BEAM BULLNOSE TERMINAL
14B26-03E	STEEL THRIE BEAM BULLNOSE TERMINAL
15A02-09	DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C07-14C	PAVEMENT MARKING ARROWS
15C08-18A	LONGITUDINAL MARKING (MAINLINE)
15C08-18B	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C31-03A	PAVEMENT MARKING (RAMPS AND GORES)
15C31-03C	PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP
15C33-03	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C34-03	STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKER, TYPE 2
15C35-02A	PAVEMENT MARKING (INTERSECTIONS)
15D06-03	TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION
15D09-03	TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT
15D11-07	TRAFFIC CONTROL, SINGLE LANE CROSSOVER
15D12-06A	TRAFFIC CONTROL, LANE CLOSURE
15D12-06B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D15-04A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-04B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-04C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-04D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-04E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D21-05	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D23-05	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-01	TRAFFIC CONTROL, DROP-OFF SIGNING

6



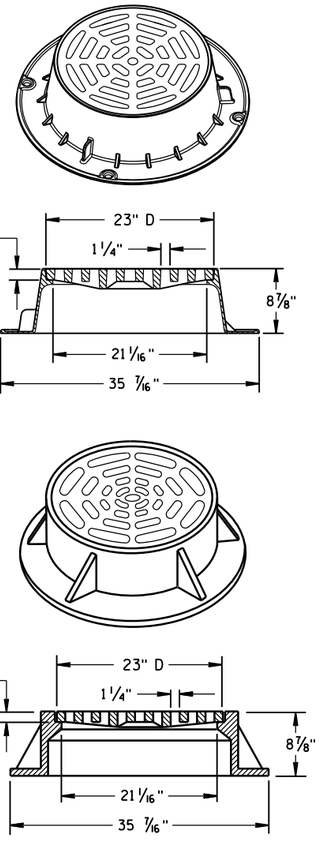


TYPE "B"



ALTERNATIVE GRATE FOR TYPE "B" COVER

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS POSSIBLE.
NOTED AS TYPE B-A ON THE DRAINAGE TABLE



TYPE "C"

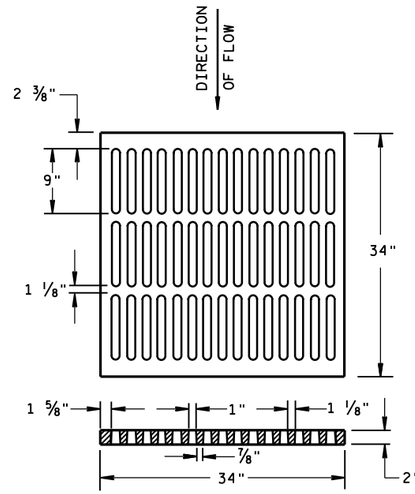
NOTE: EITHER CASTING IS ACCEPTABLE

GENERAL NOTES

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

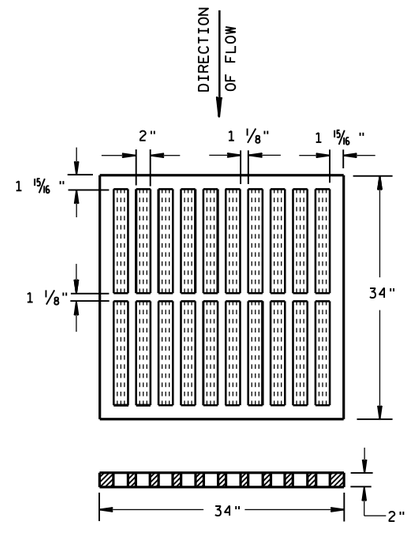
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR CATCH BASIN, MANHOLE AND INLET COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.



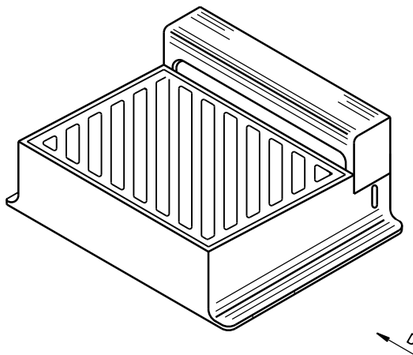
ALTERNATIVE TYPE "MS"

USE WHERE PEDESTRIAN OR BICYCLE TRAFFIC IS PERMITTED
NOTED AS TYPE MS-A ON THE DRAINAGE TABLE

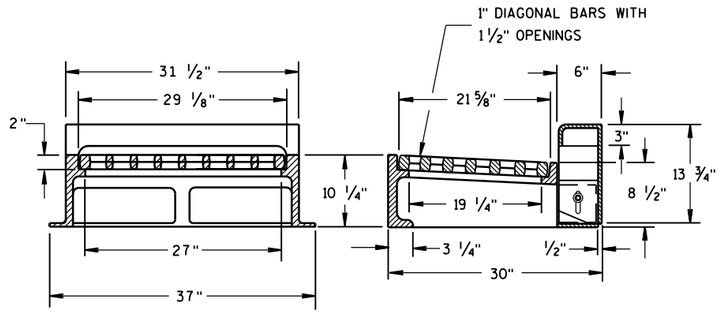


TYPE "MS"

USE ON FREEWAYS AND EXPRESSWAYS
NOTED AS TYPE MS ON DRAINAGE TABLE



DIAGONAL SLOTS, SHALL BE ORIENTED TO THE DIRECTION OF FLOW AS ILLUSTRATED. GRATES ARE MANUFACTURED TO BE REVERSIBLE.



NOTE: CURB BOX HEIGHT ADJUSTABLE 6" TO 9"

TYPE "WM"

INLET COVERS
TYPE B, B-A, C,
MS, MS-A, & WM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/27/2013
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

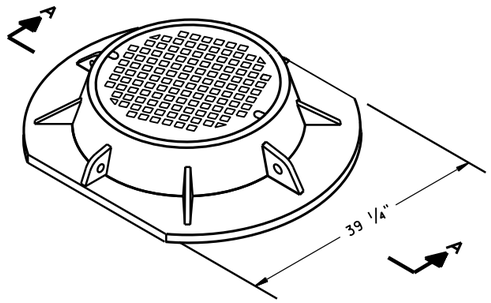
S.D.D. 8 A 5-19b

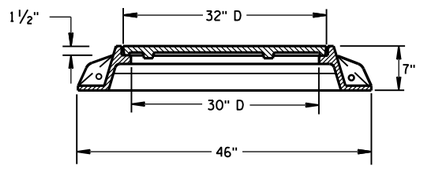
GENERAL NOTES

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

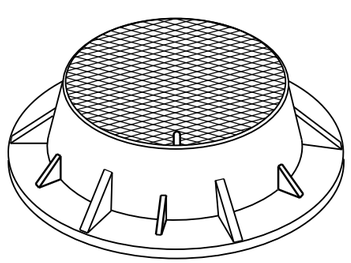
DETAIL DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR MANHOLE COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

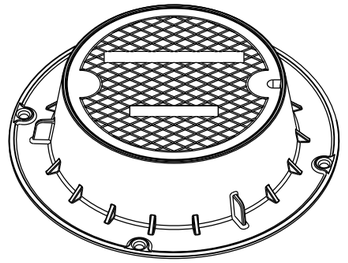
ROUND FRAMES AND COVERS SHALL HAVE CONTINUOUSLY MACHINED BEARING SURFACES TO PREVENT ROCKING AND RATTLING.

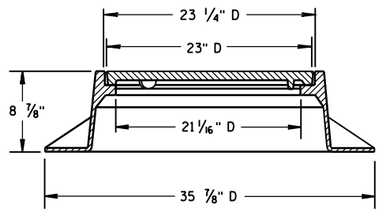


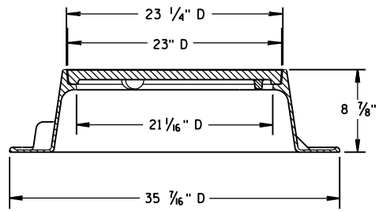


SECTION A-A
TYPE "K"

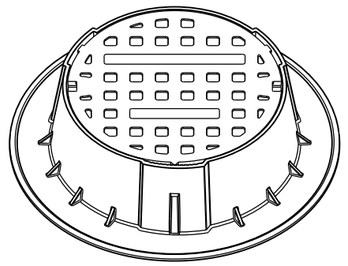


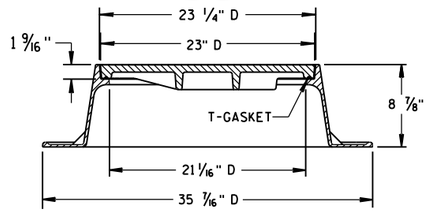


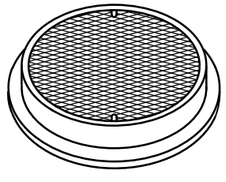


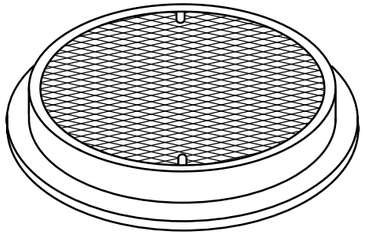


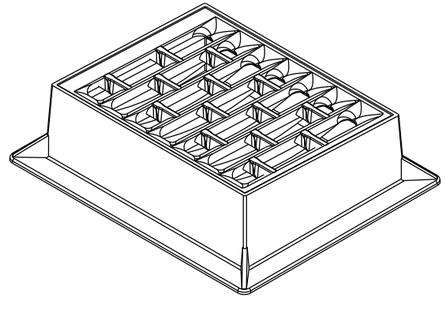
TYPE "J"
NOTE: EITHER CASTING IS ACCEPTABLE

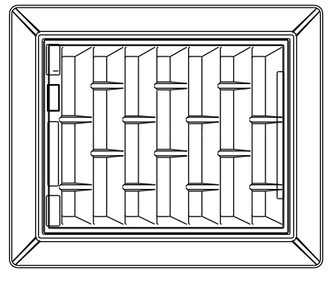


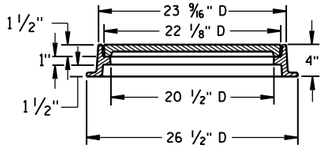












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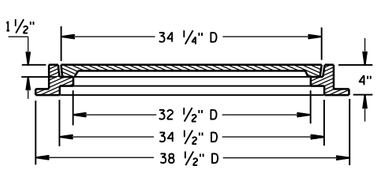

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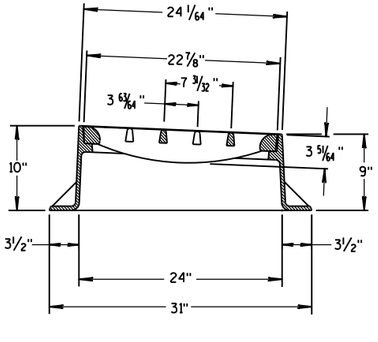
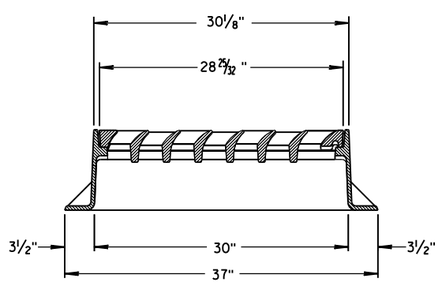
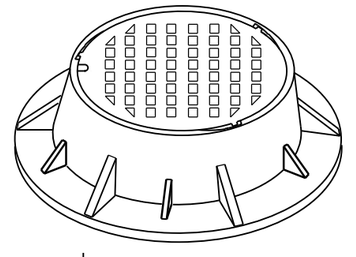
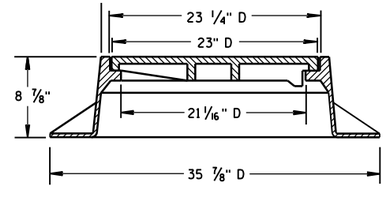




INLET COVER TYPE "BW"





TYPE "J" SPECIAL
TYPE "B" NON-ROCKING SELF-SEAL LID
(NOTED AS TYPE J-S ON THE DRAINAGE TABLE)
NOTE: EITHER CASTING IS ACCEPTABLE

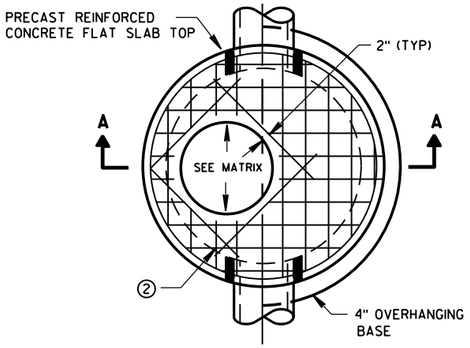
INLET COVER TYPE BW
MANHOLE COVERS, TYPE K, J, J-S, L & M

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

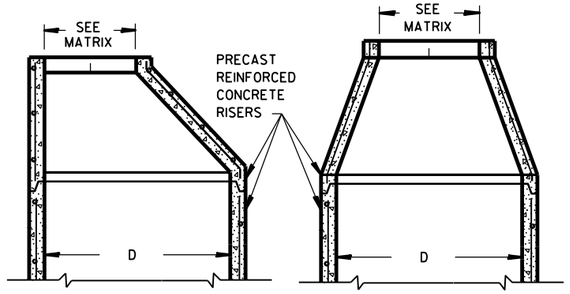
APPROVED
11/27/2013
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

S.D.D. 8 A 5-19d
6

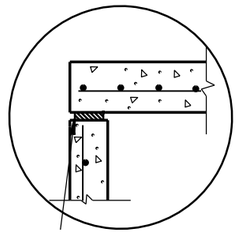


PLAN VIEW CIRCULAR OPENING

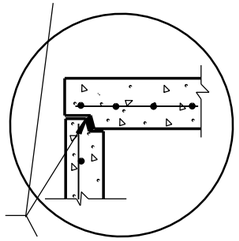


OPTIONAL PRECAST REINFORCED CONCRETE ECCENTRIC TOP

OPTIONAL PRECAST REINFORCED CONCRETE CONCENTRIC TOP

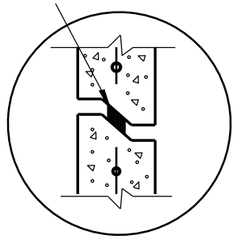


TOP WITH PLAIN END JOINT



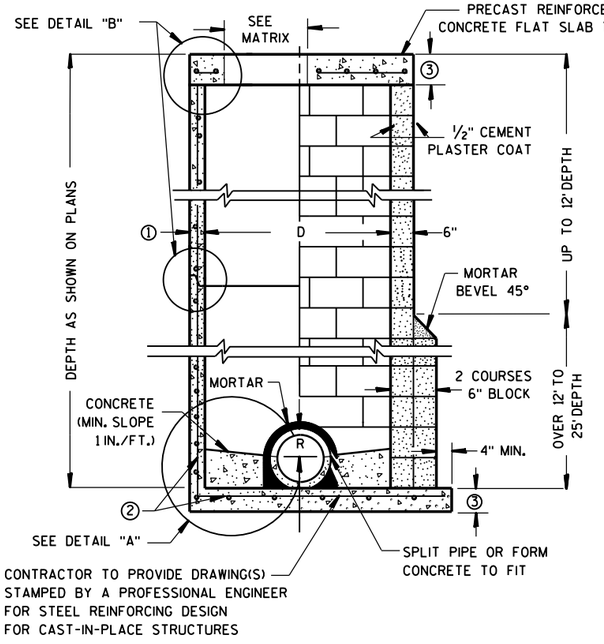
JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C990 (TYP)

TOP WITH TONGUE AND GROOVE JOINT



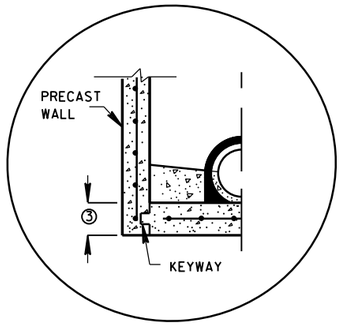
RISER WITH TONGUE AND GROOVE JOINT

DETAIL "B"

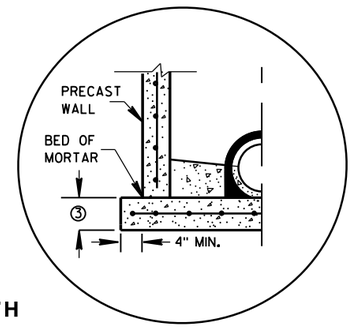


PRECAST REINFORCED CONCRETE WITH MONOLITHIC BASE

CONCRETE BLOCK WITH CAST-IN-PLACE OR PRECAST REINFORCED CONCRETE BASE ②

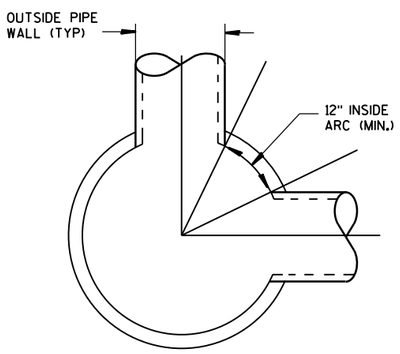


PRECAST REINFORCED CONCRETE WITH INTEGRAL BASE OPTION



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

DETAIL "A"



DETAIL "C"

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST MANHOLE UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATE THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

PRECAST REINFORCED CONE TOPS (ECCENTRIC OR CONCENTRIC) OR PRECAST REINFORCED FLAT SLAB TOPS MAY BE USED ON CONCRETE BLOCK STRUCTURES.

ECCENTRIC CONE TOPS MAY BE USED ON ALL STRUCTURES, AND CONCENTRIC CONE TOPS SHALL BE USED ONLY ON STRUCTURES 5 FEET OR LESS IN DEPTH, UNLESS OTHERWISE DIRECTED BY THE ENGINEER.

STEPS MEETING AASHTO M199 AND THE FOLLOWING REQUIREMENTS SHALL BE INSTALLED IN ALL STRUCTURES OVER 5 FEET IN DEPTH: 16 INCH C-C MAXIMUM SPACING; PROJECT A MINIMUM CLEAR DISTANCE OF 4 INCHES FROM THE WALL AT THE POINT OF EMBEDMENT; MINIMUM LENGTH OF 10 INCHES; MINIMUM WALL EMBEDMENT OF 3 INCHES. FERROUS METAL STEPS NOT PAINTED OR TREATED TO RESIST CORROSION SHALL HAVE A MINIMUM CROSS SECTIONAL DIMENSION OF 1 INCH.

STEPS OF APPROVED POLYPROPYLENE PLASTIC COATED REINFORCEMENT BAR ARE ACCEPTABLE. REINFORCING BAR MUST BE A MINIMUM OF ½" AND MEET THE REQUIREMENTS OF ASTM A615.

CERTIFICATION SHALL BE PROVIDED THAT INSTALLED STEPS WHEN TESTED IN ACCORDANCE WITH SECTION 10 OF AASHTO T280 CAN WITHSTAND A VERTICAL LOAD OF 800 LBS. AND A HORIZONTAL LOAD OF 400 LBS.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

CONCRETE BLOCK WILL NOT BE PERMITED FOR STRUCTURES GREATER THAN 4 FEET IN DIAMETER.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST MANHOLE UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M 199.

4" OVERHANGING BASES ARE REQUIRED FOR ALL CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

FOR ADDITIONAL CONFIGURATIONS, MAINTAIN A MINIMUM OF 12 INCHES AS MEASURED FROM THE INSIDE OF THE STRUCTURE WALL BETWEEN THE OUTSIDE PIPE WALLS OF ADJACENT PIPES. SEE DETAIL "C".

① MINIMUM WALL THICKNESS SHALL BE 4 INCHES FOR 3-FT, 5 INCHES FOR 4-FT, 6 INCHES FOR 5-FT, 7 INCHES FOR 6-FT, 8 INCHES FOR 7-FT AND 9 INCHES FOR 8-FT DIAMETER PRECAST MANHOLES.

② FOR PRECAST MANHOLES PROVIDE REINFORCING STEEL IN ACCORDANCE TO AASHTO M199.

③ PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER OF 48" AND LESS SHALL HAVE A MINIMUM THICKNESS OF 6". PRECAST FLAT SLAB TOPS AND BASES WITH A DIAMETER LARGER THAN 48" SHALL HAVE A MINIMUM THICKNESS OF 8".

MANHOLE COVER OPENING MATRIX

MANHOLE COVER TYPE	C	ALL J'S	K	L	M
OPENING SIZE (FT)					
2 DIA.	X	X		X	
3 DIA.			X		X

PIPE MATRIX

MANHOLE SIZE	MAXIMUM INSIDE PIPE DIAMETER FOR TWO PIPES	
	180° SEPARATION (IN)	90° SEPARATION (IN)
3-FT	15	12
4-FT	24	18
5-FT	36	24
6-FT	42	36
7-FT	48	36
8-FT	60	42

MANHOLES 3-FT, 4-FT, 5-FT, 6-FT, 7-FT AND 8-FT DIAMETER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

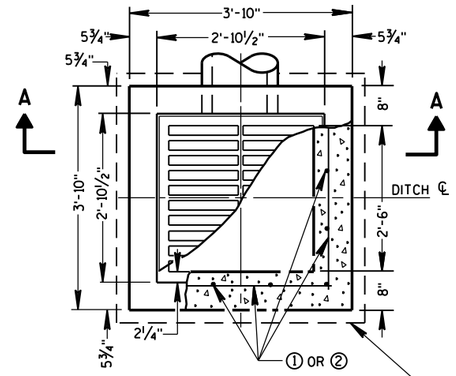
APPROVED

Sept., 2016
DATE

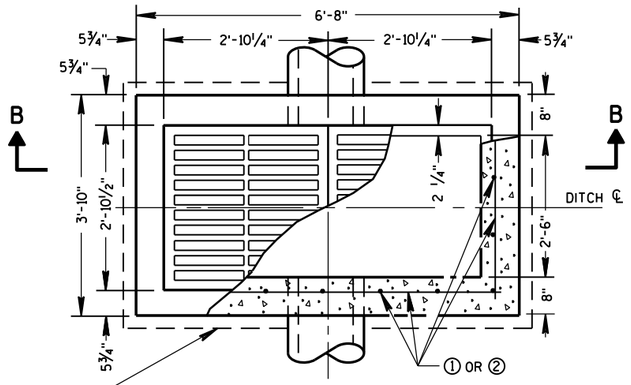
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERV

FHWA

6
S.D.D. 8 B 9-2

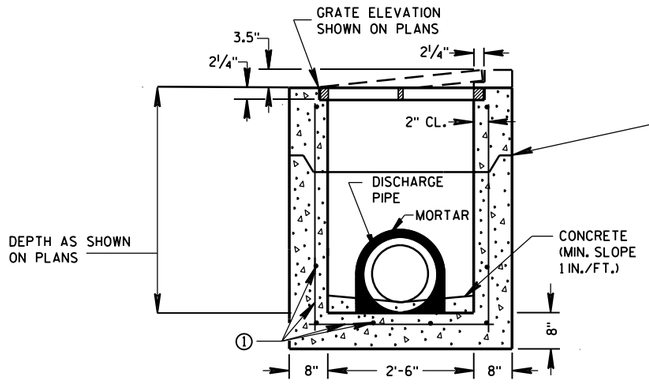


PLAN VIEW

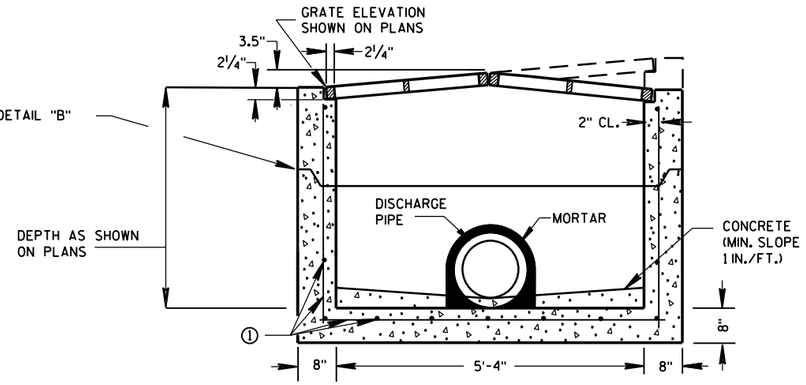


PLAN VIEW

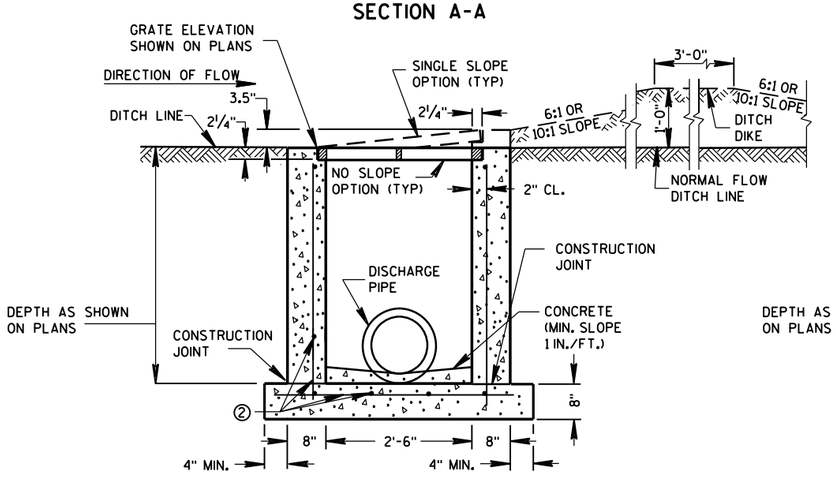
4" OVERHANGING BASE ON REINFORCED CAST-IN-PLACE CONCRETE INLETS



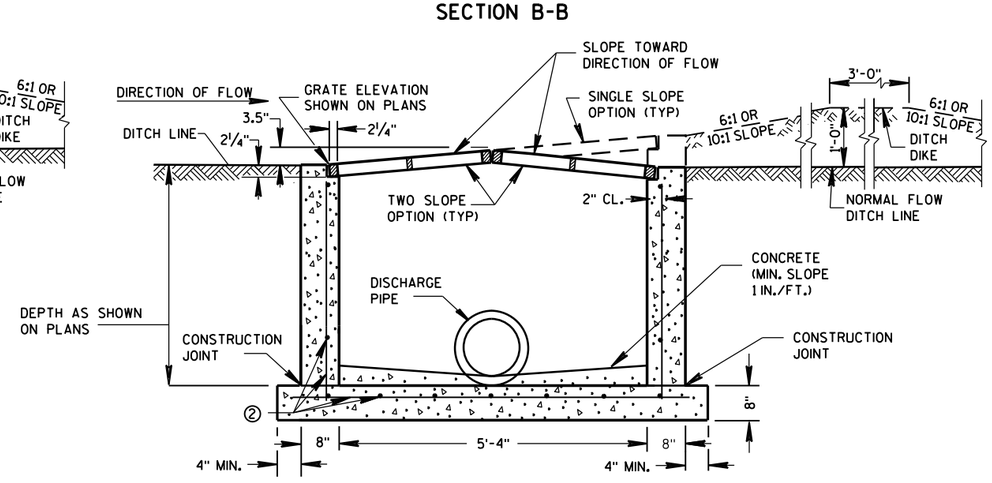
PRECAST REINFORCED CONCRETE SECTION A-A



PRECAST REINFORCED CONCRETE SECTION B-B



REINFORCED CAST-IN-PLACE CONCRETE SECTION A-A



REINFORCED CAST-IN-PLACE CONCRETE SECTION B-B

INLETS MEDIAN 1 GRATE

INLETS MEDIAN 2 GRATE

GENERAL NOTES

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

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR INLETS WHICH MAY INCLUDE PRECAST REINFORCED CONCRETE INLETS, SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL MEDIAN INLETS ARE DESIGNATED ON THE PLANS AS "INLETS, 1G-MS", ETC. THE FIRST NUMBER AND LETTER DESIGNATE THE TYPE OF STRUCTURE, AND THE FOLLOWING LETTERS DESIGNATE THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

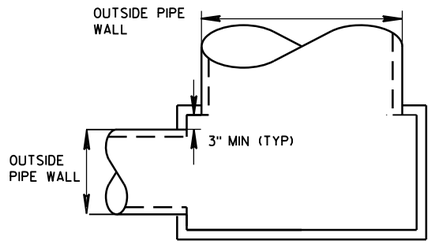
MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3" CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.

② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

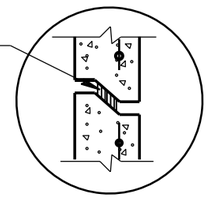
PIPE MATRIX

	MAXIMUM INSIDE PIPE DIAMETER	
INLET SIZE	WIDTH (IN)	LENGTH (IN)
1 GRATE	18	18
2 GRATE	18	42



DETAIL "A"

JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



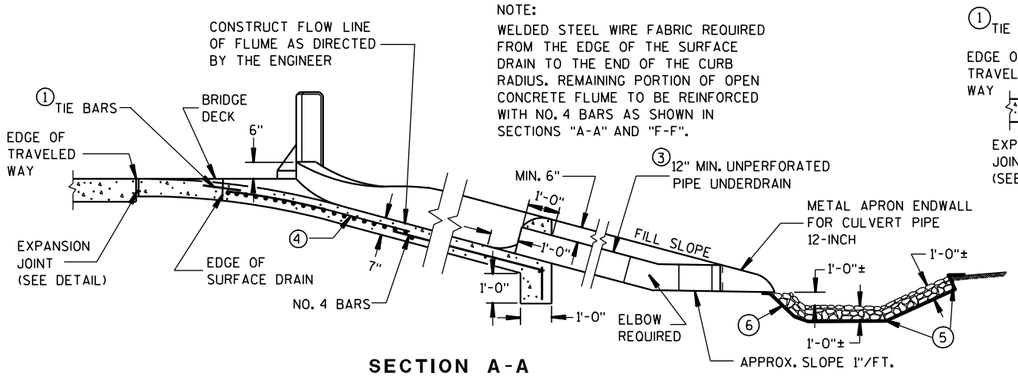
DETAIL "B"

INLETS MEDIAN 1 AND 2 GRATE

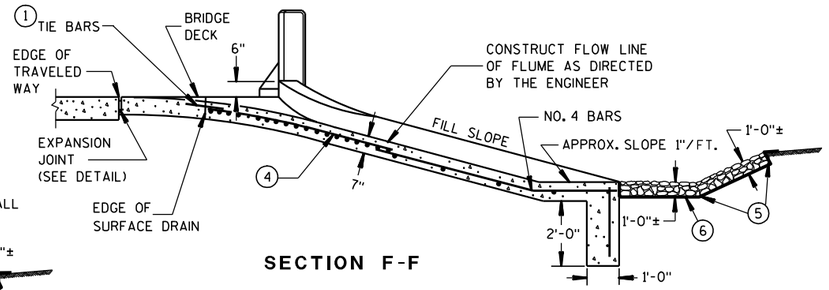
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVI ENT
FHWA

6
S.D.D. 8 C 8-2



SECTION A-A



SECTION F-F

GENERAL NOTES

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

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

(1) NO. 4 X 2'-0" TIE BARS SPACED AT 3'-0" CENTERS TO BE USED ONLY WHEN ADJACENT TO P.C. CONCRETE.

(2) NO. 4 X 2'-0" TIE BARS SPACED AT 12" CENTERS TO BE PLACED BY BRIDGE CONTRACTOR, OR DRILLED TIE BARS PLACED AS DIRECTED BY THE ENGINEER.

(3) PIPE UNDERDRAIN MAY BE ANY OF THE MATERIALS LISTED IN SECTION 612.2 OF THE STANDARD SPECIFICATIONS EXCEPT DRAIN TILE.

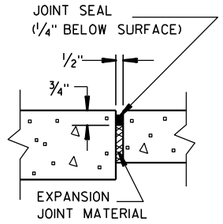
(4) MINIMUM REINFORCEMENT SHALL BE 6" X 6" - W4.0 X W4.0 OR NO. 3 BARS LONGITUDINAL AND TRANSVERSE SPACING 12" C-C.

(5) LIMITS OF ADDITIONAL RIPRAP WHEN SPECIAL DITCH IS REQUIRED.

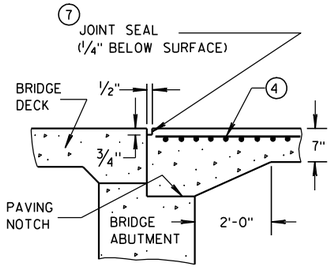
(6) GEOTEXTILE FABRIC, TYPE 'R"

(7) HOT POURED SEALANT UNLESS OTHERWISE SPECIFIED.

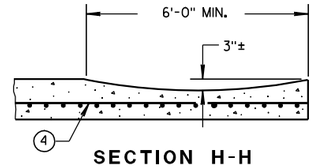
(8) THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1½".



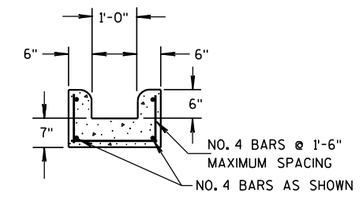
EXPANSION JOINT DETAIL



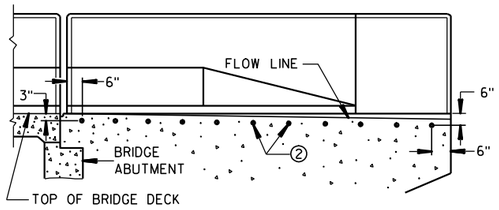
SECTION D-D



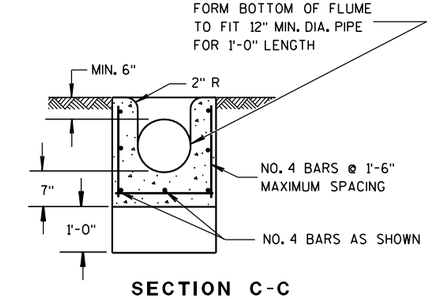
SECTION H-H



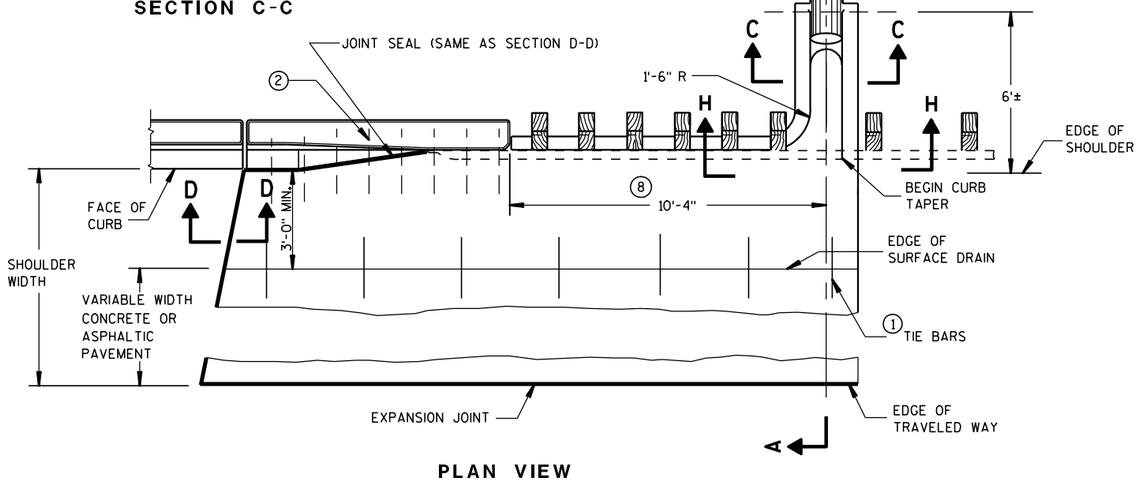
SECTION E-E



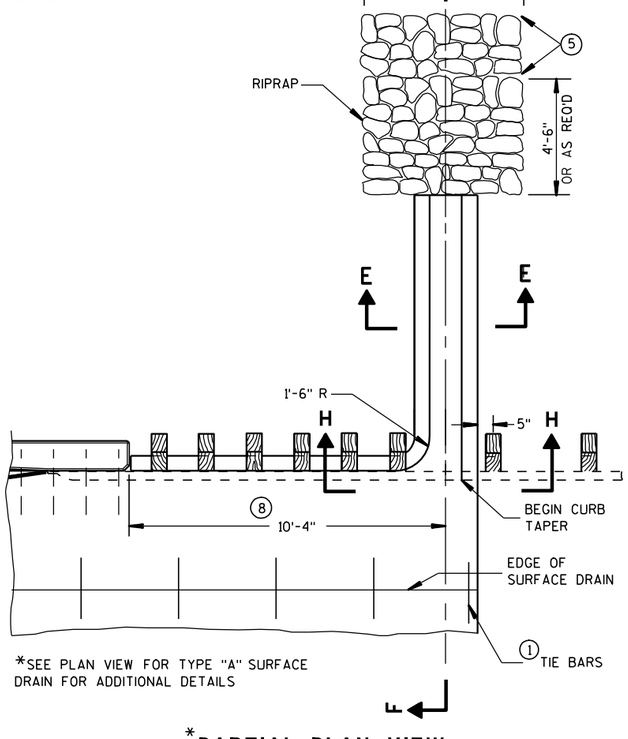
LOCATION OF TIE BARS IN WINGWALL



SECTION C-C



PLAN VIEW
SURFACE DRAIN WITH PIPE
TYPE "A"



*SEE PLAN VIEW FOR TYPE "A" SURFACE DRAIN FOR ADDITIONAL DETAILS

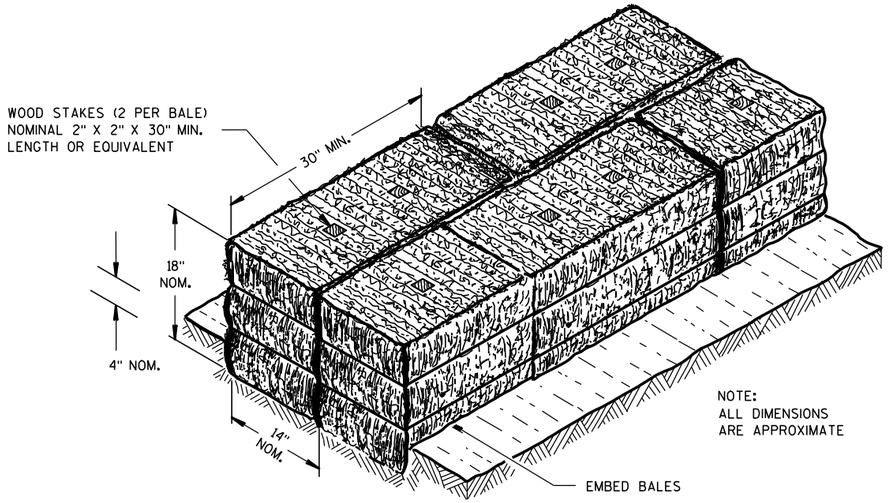
*PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"

CONCRETE SURFACE DRAINS
FLUME TYPE
AT STRUCTURES

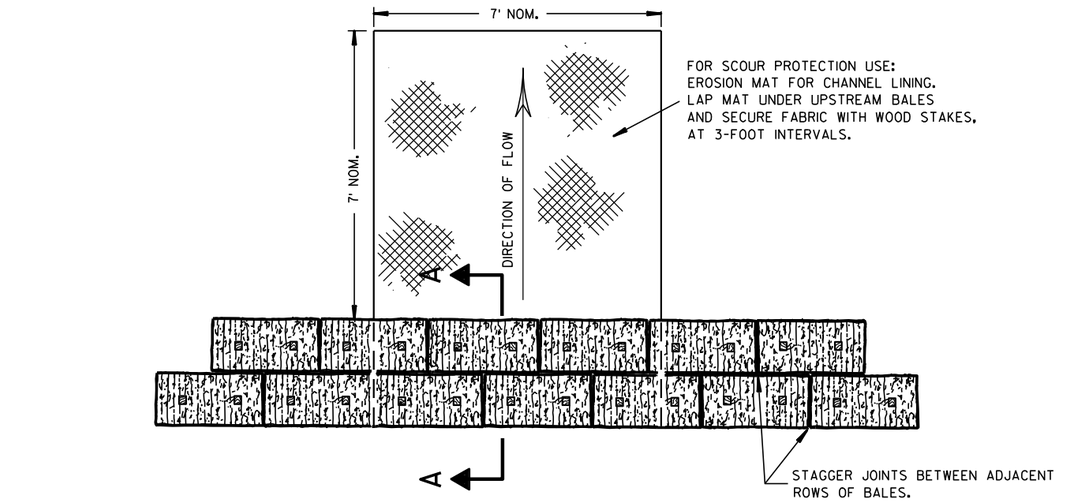
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
9/4/08
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

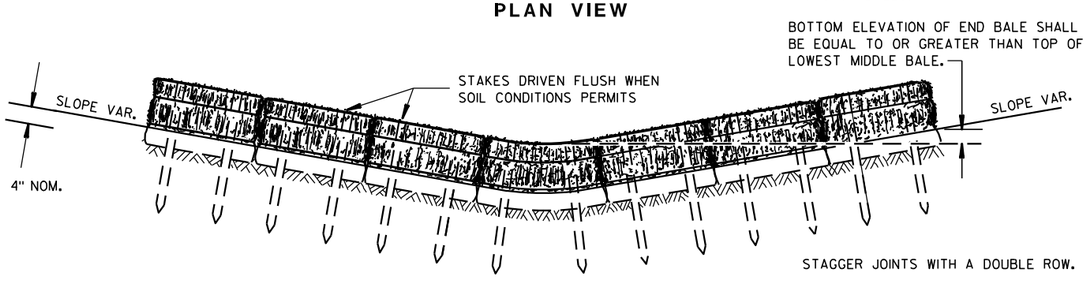
6
S.D.D. 8 D 2-6



SECTION A-A



PLAN VIEW



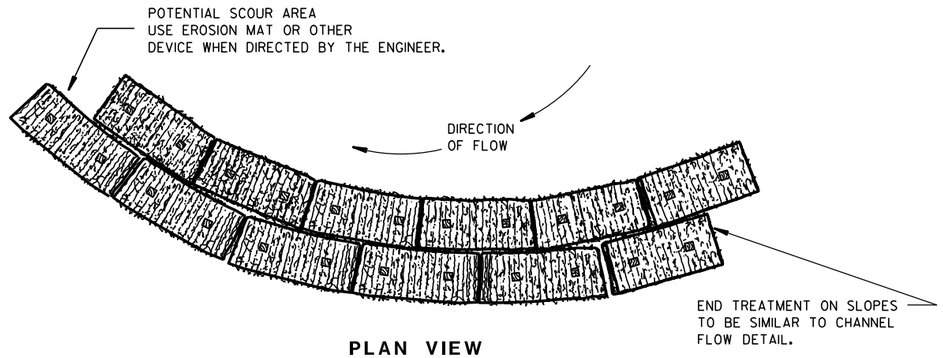
FRONT ELEVATION

TEMPORARY DITCH CHECK USING EROSION BALES ①

GENERAL NOTES

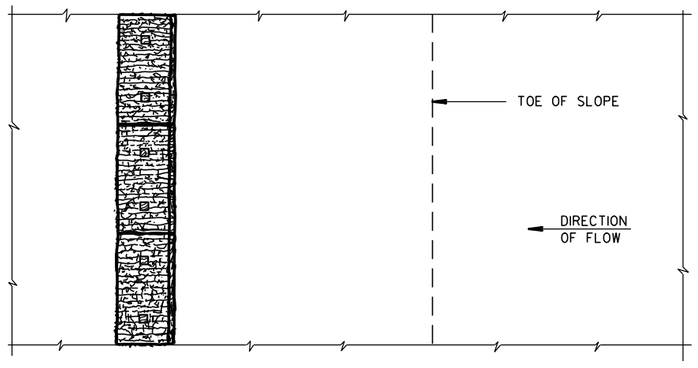
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

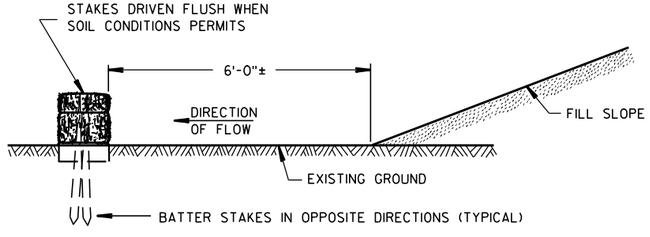


PLAN VIEW

WHEN ALTERING THE DIRECTION OF FLOW



PLAN VIEW



FRONT ELEVATION

WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

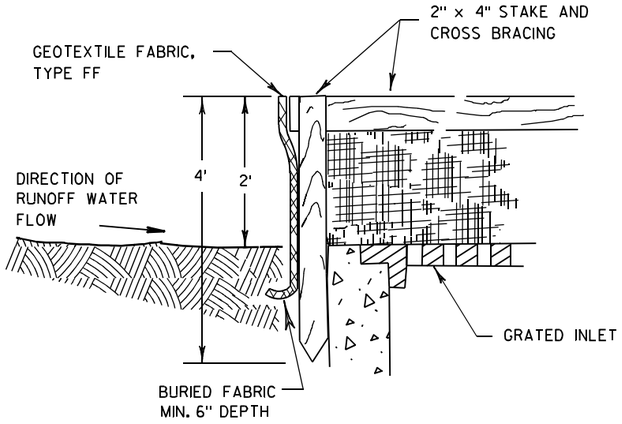
EROSION BALES FOR SHEET FLOW

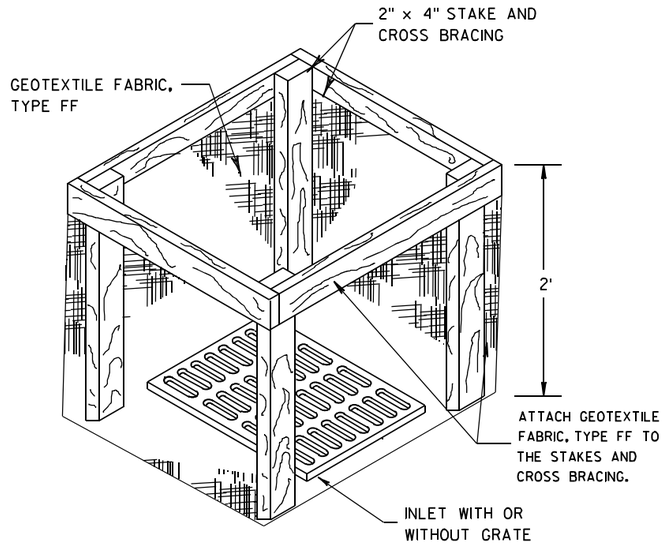
TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

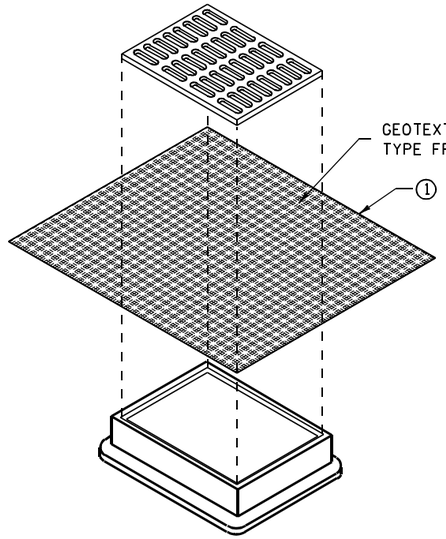
APPROVED
6/04/02 DATE
/S/ Beth Cannestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6
S.D.D. 8 E 8-3



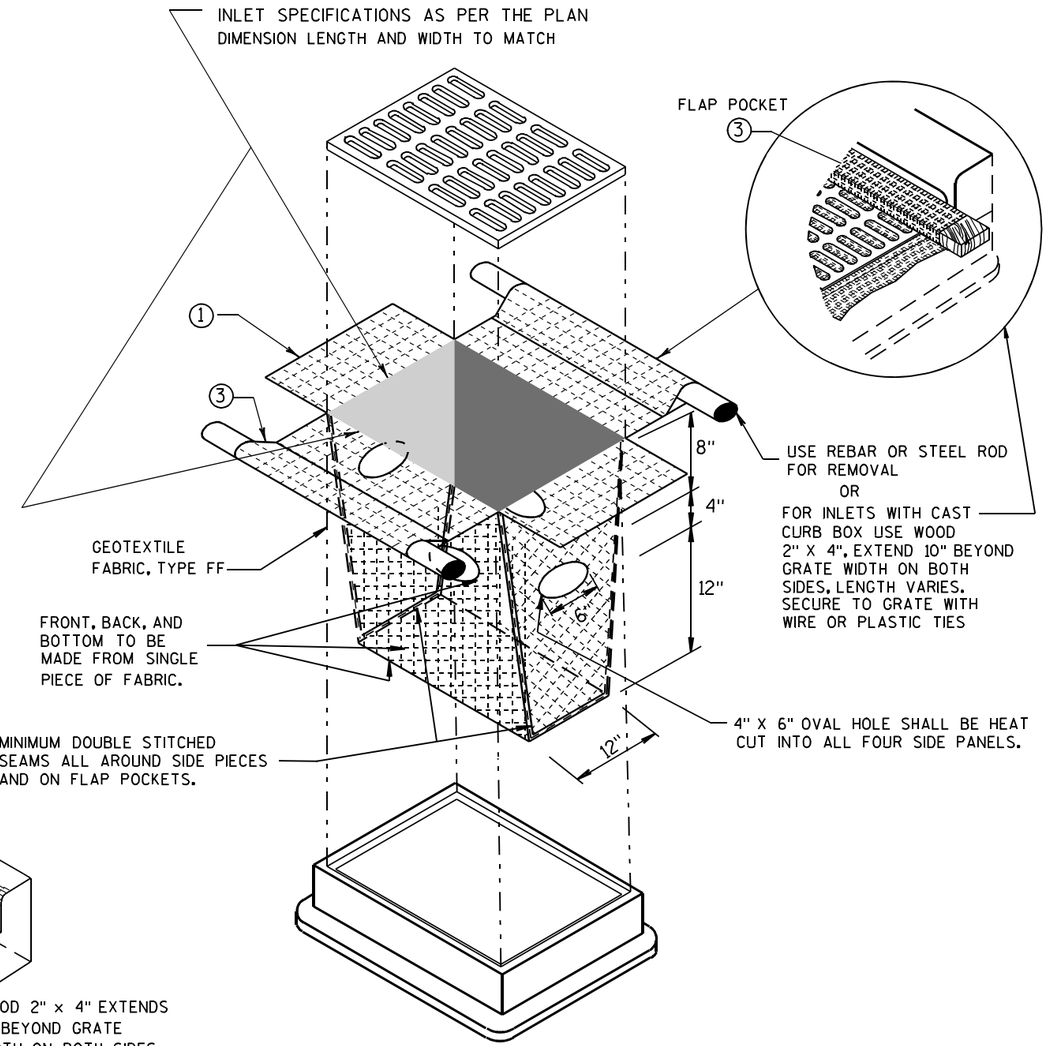


INLET PROTECTION, TYPE A



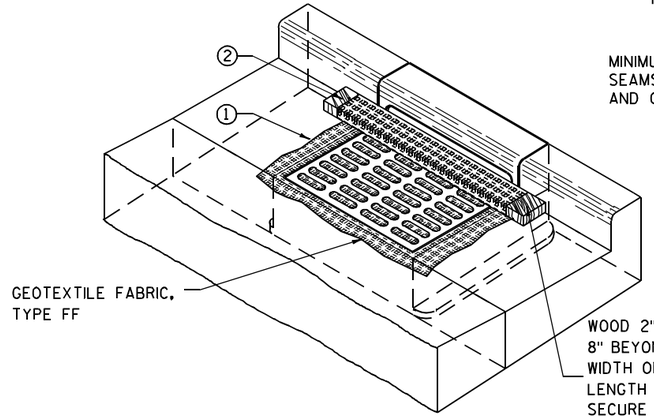
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

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

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

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

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

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

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

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

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

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

10/16/02
DATE

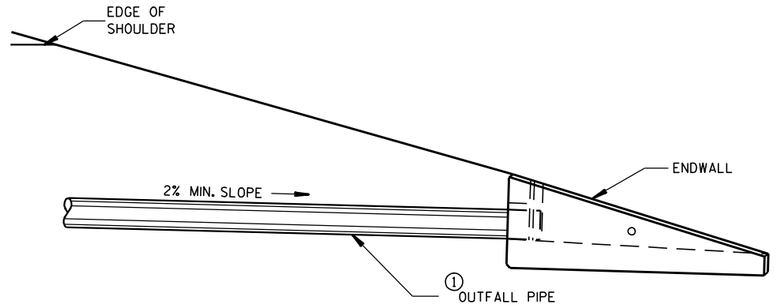
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

6
S.D.D. 8 E 10-2

DIMENSIONS IN INCHES											
PIPE DIA.	A	B	C	D	E	F	G	H	J	L	Z
**4	6	12	5 1/4	9	8	32	36	11	2 3/8	6 1/2	4
6	8	14	7 1/4	11	10	42	44	13	3 5/8	8 1/2	6

**APRON ENDWALL FOR 6 INCH DIAMETER PIPE MAY BE SUBSTITUTED FOR THIS SIZE PROVIDED THE HOLE IN THE HEADWALL IS SIZED AND LOCATED TO CONFORM TO THE 4 INCH DIAMETER PIPE DIMENSIONS (C & J)



INSTALLATION DETAIL

GENERAL NOTES

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

ALTERNATIVE DESIGNS WHICH PROVIDE EQUIVALENT CAPACITY AND STRENGTH MAY BE USED WHEN APPROVED BY THE ENGINEER. ENDWALL MAY BE EITHER PRECAST OR CAST-IN-PLACE CONCRETE.

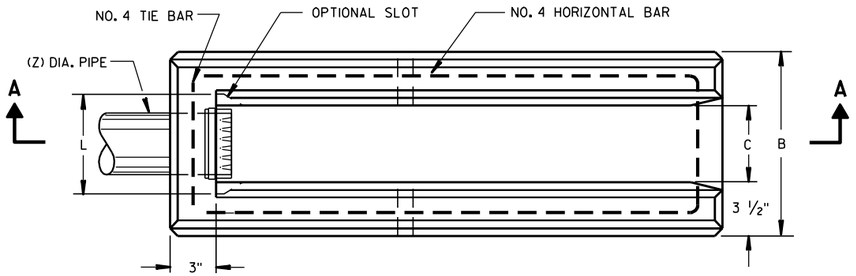
THE UNDERDRAIN PIPE SHALL BE FULLY INSERTED AND SEALED INTO THE ENDWALL WITH CEMENT MORTAR PRIOR TO BACKFILLING AROUND THE STRUCTURE.

THE UPPERMOST POINT OF THE ENDWALL SHALL BE PLACED FLUSH WITH THE ROADWAY SLOPE. ADJACENT EMBANKMENT SLOPES SHALL BE SHAPED TO FIT THE SIDES AND TOE OF THE ENDWALL. EXACT PLACEMENT OF THE OUTFALL PIPE AND ENDWALL SHALL BE DETERMINED BY THE ENGINEER TO MATCH THE ELEVATIONS AND FLOW DIRECTION OF THE ROADSIDE DITCH.

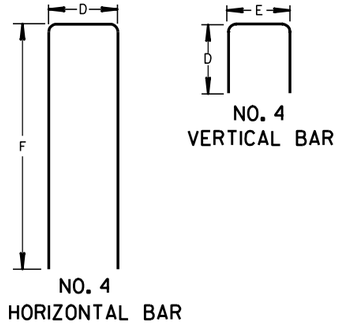
① THE OUTFALL PIPE UNDERDRAIN AND FITTINGS SHALL CONFORM TO THE REQUIREMENTS OF THE SPECIFICATION FOR POLY (VINYL CHORIDE) (PVC) PLASTIC DRAIN, WASTE AND VENT PIPE AND FITTINGS, ASTM DESIGNATION: D 2665, SCHEDULE 40 PVC OR THE STANDARD SPECIFICATION FOR TYPE PSM POLY (VINYL CHORIDE) (PVC) SEWER PIPE AND FITTINGS, ASTM DESIGNATION: D 3034, TYPE PSM SDR 23.5 PVC SEWER PIPE, ALL JOINTS SHALL BE SOLVENT WELDED.

THE OUTFALL PIPE INCLUDING ALL FITTINGS AND THE RODENT SHIELD SHALL BE MEASURED AND PAID FOR AS PIPE UNDERDRAIN UNPERFORATED.

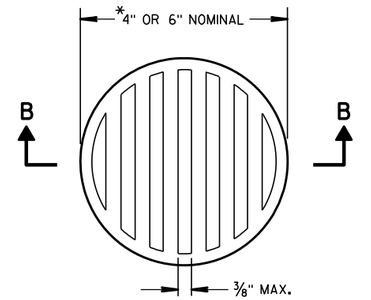
② THE RODENT SHIELD SHALL BE A PVC GRATE SIMILAR TO THIS DETAIL. THE GRATE IS COMMERCIALLY AVAILABLE AS A FLOOR STRAINER. A PIPE COUPLING IS REQUIRED FOR THE ATTACHMENT OF THIS SHIELD TO THE OUTFALL PIPE. THE SHIELD SHALL BE FASTENED TO THE PIPE COUPLING WITH TWO OR MORE NO. 10 X 1-INCH STAINLESS STEEL SHEET METAL SCREWS.

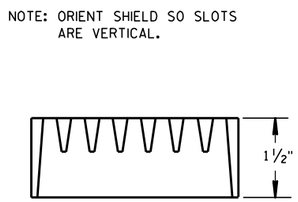


PLAN VIEW



BAR STEEL REINFORCEMENT DETAILS

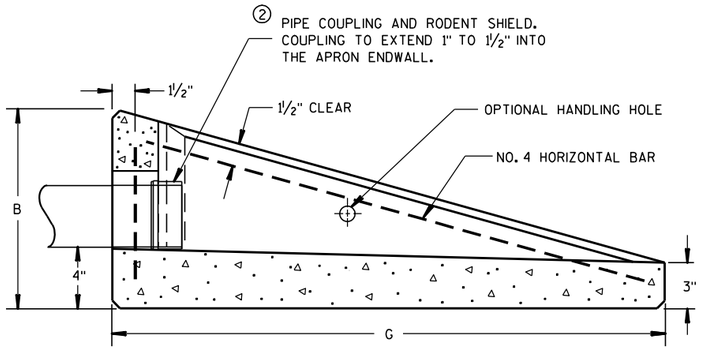




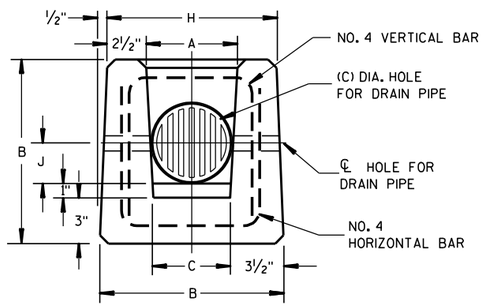
SECTION B-B

② RODENT SHIELD

*NOTE: DIMENSIONS ARE APPROXIMATE. THE GRATE IS SIZED TO FIT INTO A PIPE COUPLING.



SECTION A-A



END VIEW

CONCRETE APRON ENDWALL FOR UNDERDRAIN

REINFORCED CONCRETE APRON ENDWALL FOR PIPE UNDERDRAIN

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
3/10/98 DATE
/S/ Rory L. Rhinesmith
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 8 F 6-4

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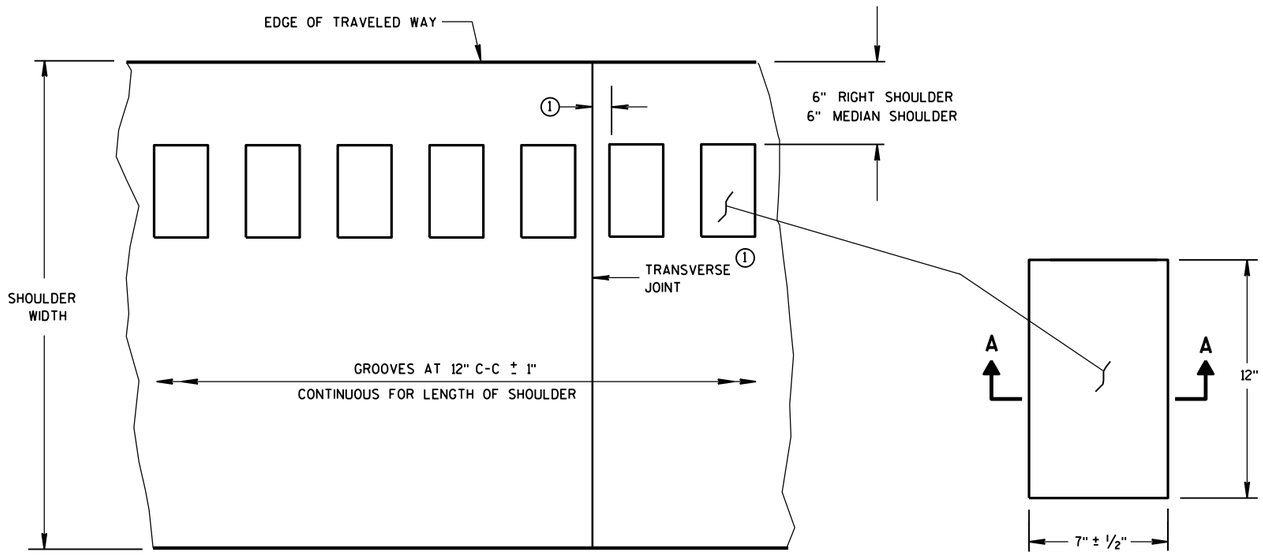
S.D.D. 8 F 6-4



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

PLACEMENT DETAIL FOR MILLED RUMBLE STRIP

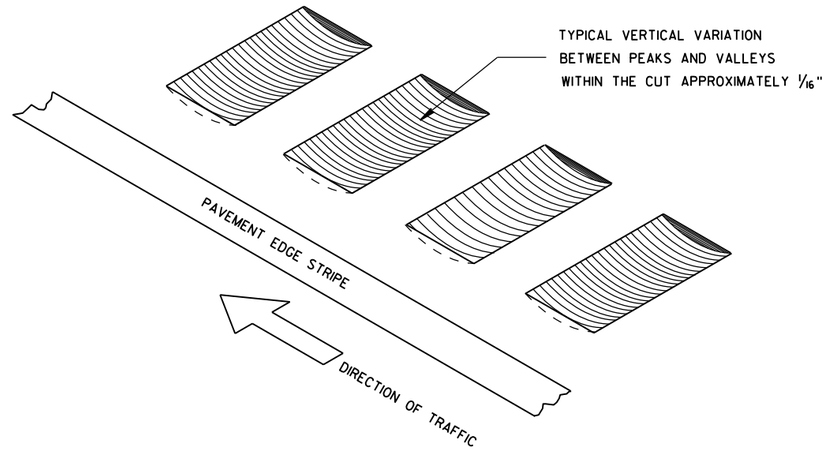
GENERAL NOTES

DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

RUMBLE STRIPS ON EXPRESSWAYS

DO NOT INSTALL RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL DRIVEWAYS, PRIVATE DRIVEWAYS OR ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, BRIDGE DECKS, BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSING. THE ATTACHED STANDARD DETAIL DRAWING SHOWS THE LOCATION OF THE RUMBLE STRIPS AT INTERCHANGE AREAS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6" AWAY FROM TRANSVERSE JOINTS.



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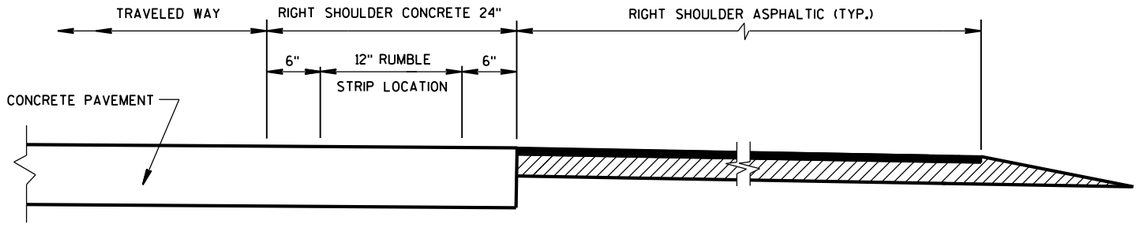
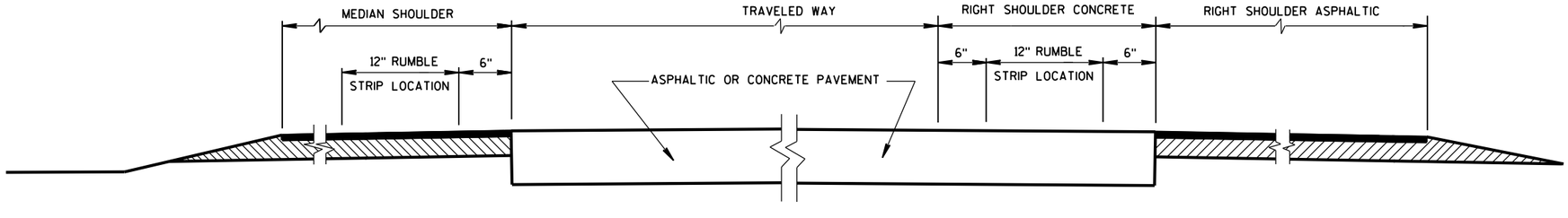


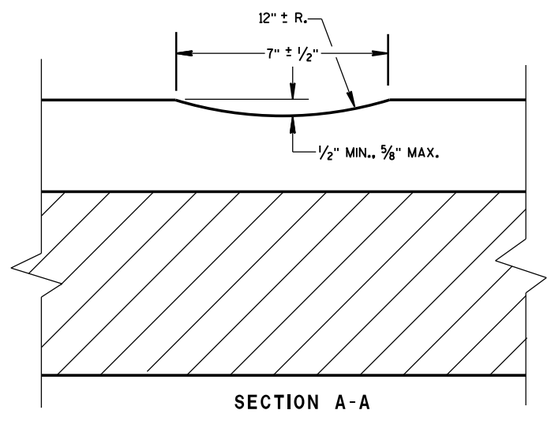
SECTION VIEW
CONCRETE PAVEMENT EXTENDS INTO RIGHT SHOULDER)



SECTION VIEW

TYPICAL LOCATIONS OF SHOULDER RUMBLE STRIPS IN RURAL DIVIDED HIGHWAYS

(ONE ROADWAY IS SHOWN)



SECTION A-A

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 A 5-5a

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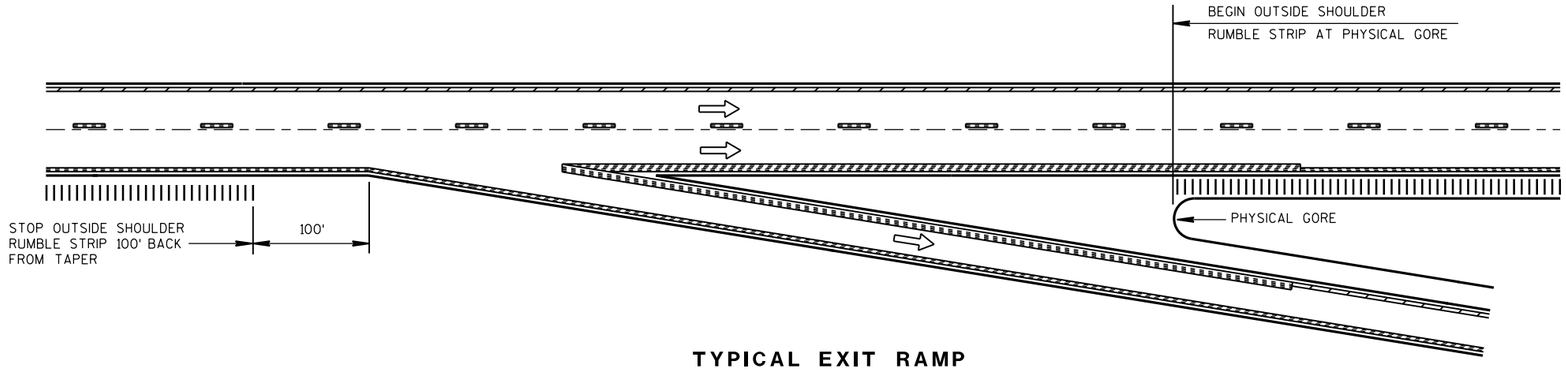
S.D.D. 13 A 5-5a



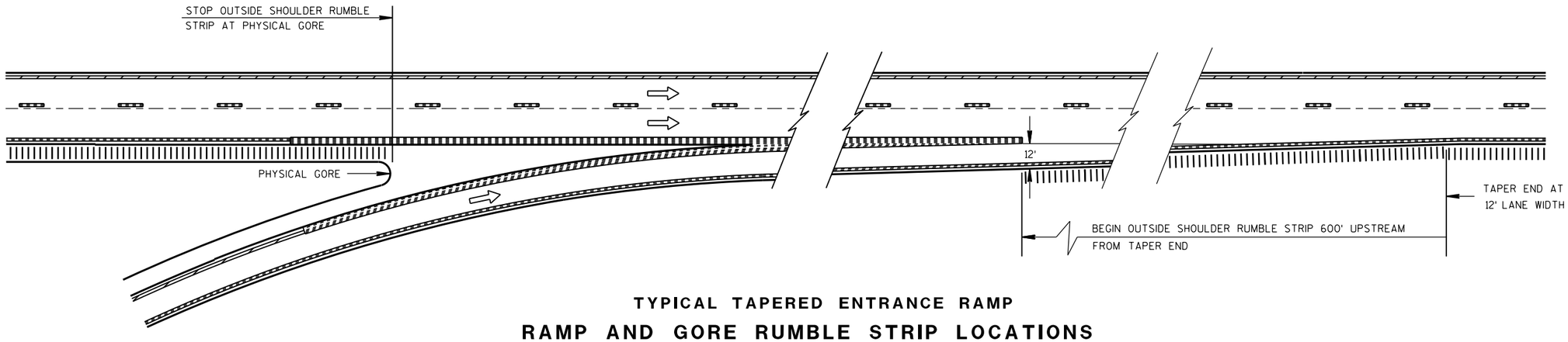
TYPICAL EXIT RAMP

NOTES:

NO RUMBLE STRIP ON EXIT, DIRECTIONAL, OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

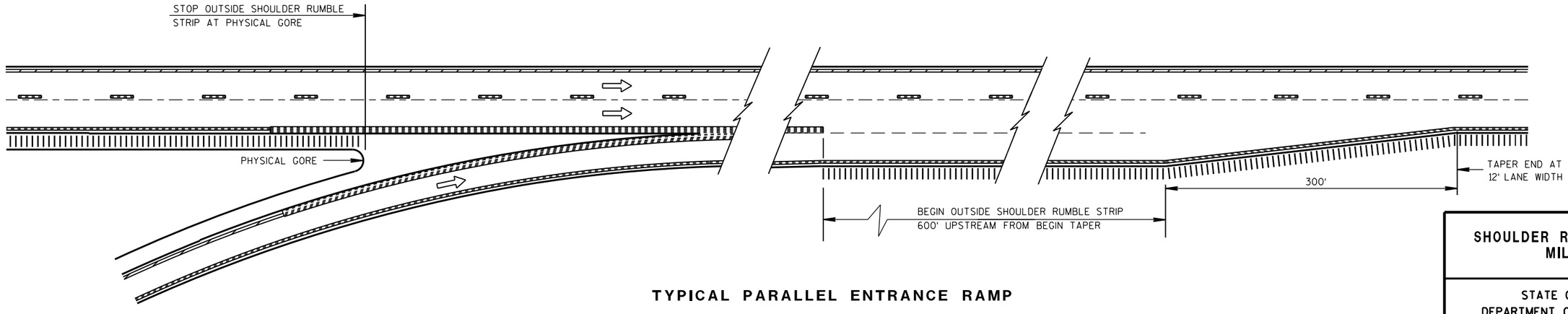
PAVEMENT MARKING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE RUMBLE STRIP LOCATIONS

SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

12/17/2012
DATE

/S/ Jerry H. Zoga
ROADWAY STANDARDS ENGINEER

FHWA

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S.D.D. 13 A 5-5b

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S.D.D. 13 A 5-5b

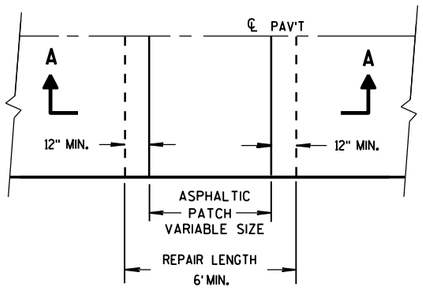
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

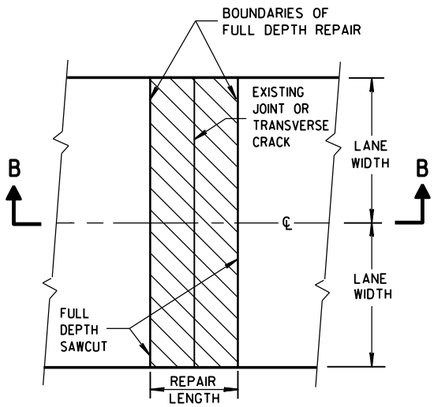
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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

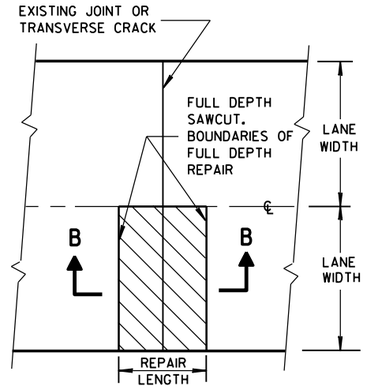
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

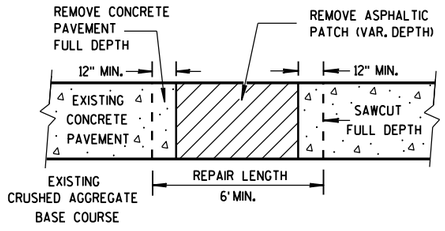


PLAN VIEW
(DOUBLE LANE REPAIR)



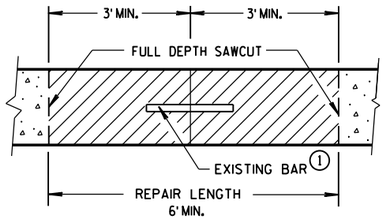
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

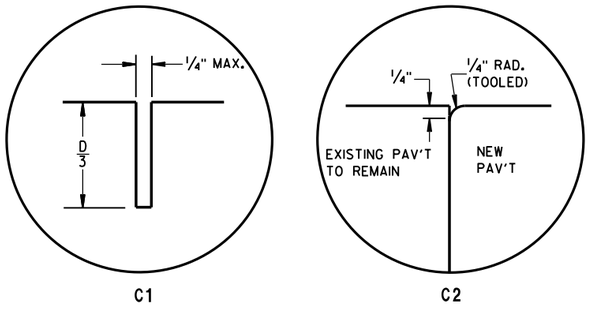
CONCRETE REMOVAL

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 9-14a



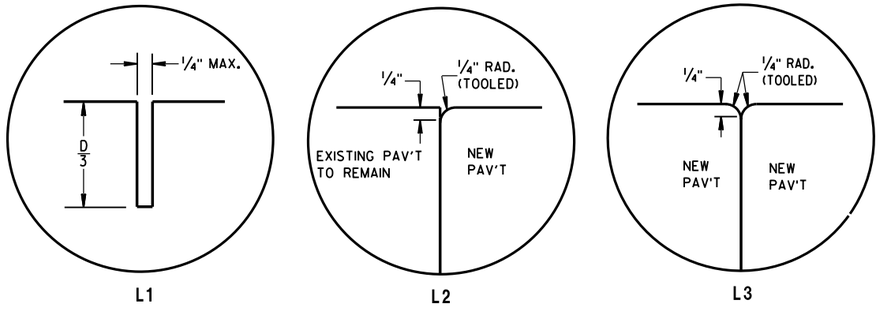
TRANSVERSE JOINTS

TIE BAR TABLE

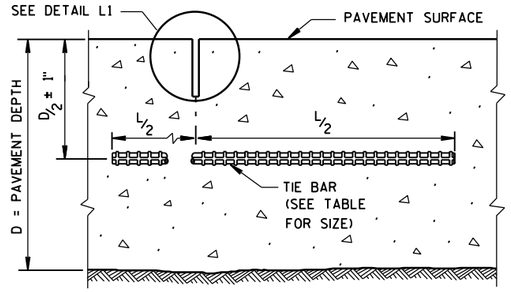
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

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

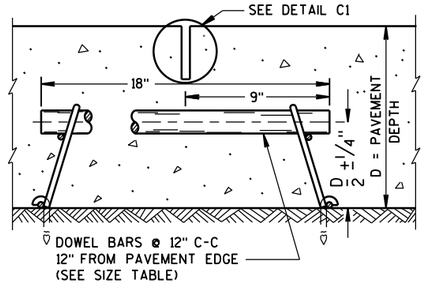
CONCRETE PAVEMENT REPAIRS OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

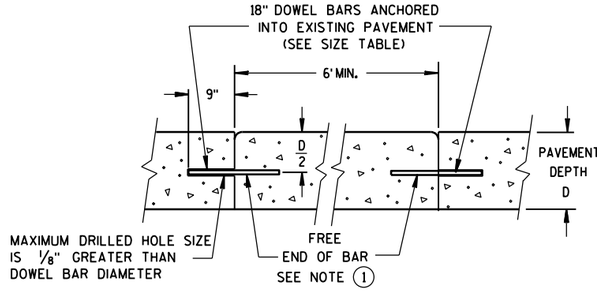
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

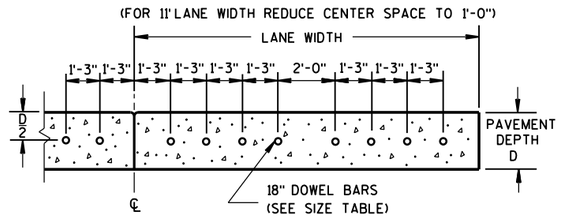


SECTION F-F

CONTRACTION JOINT



SECTION D-D

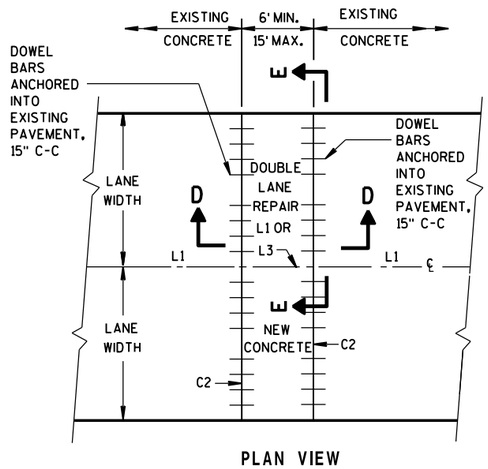


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

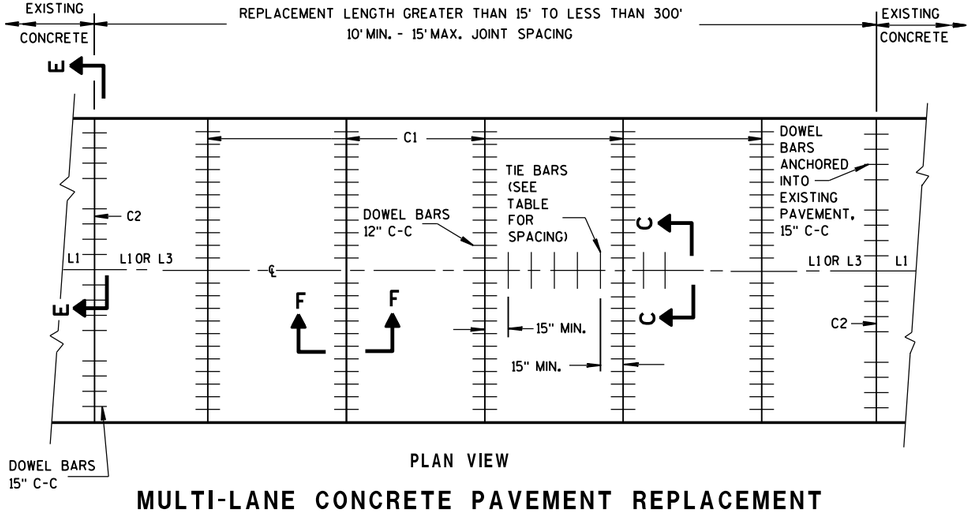
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6",6 ½"	NONE	NONE	12'
7",7 ½"	1"	1"	14'
8",8 ½"	1¼"	1¼"	15'
9",9 ½"	1¼"	1¼"	15'
10" & ABOVE	1½"	1¼"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



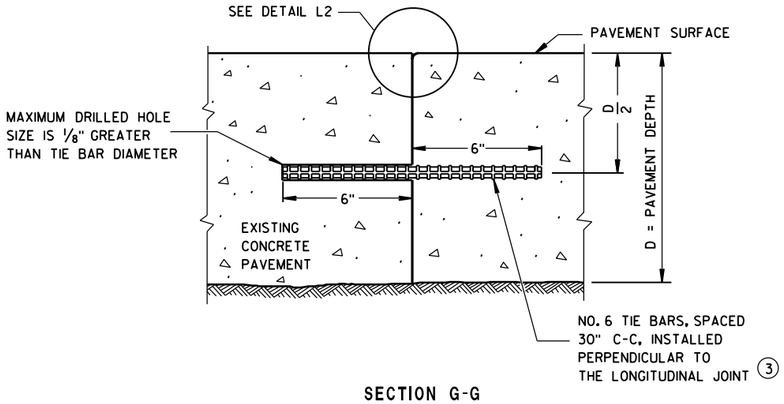
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 13 C 9-14b



SECTION G-G

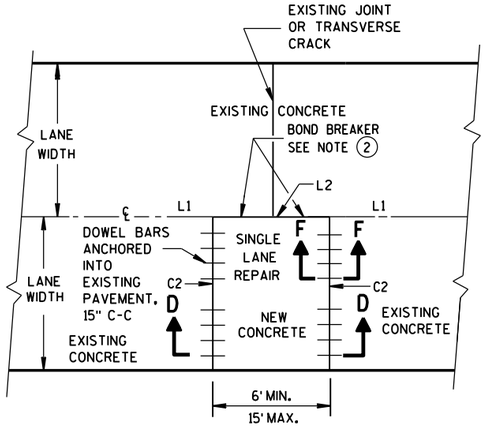
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

(1) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.

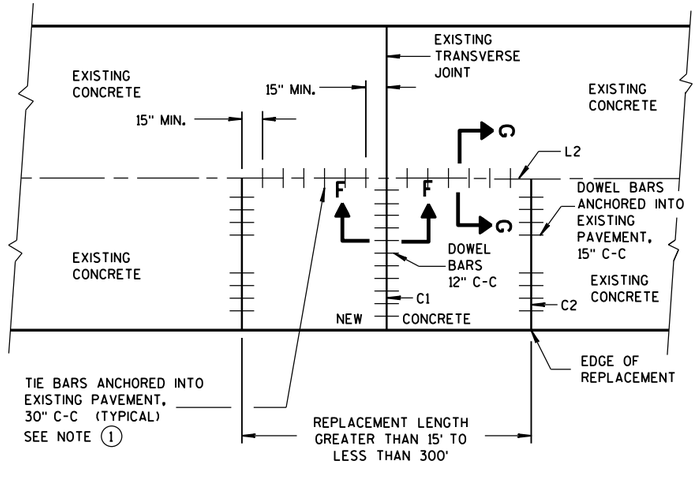
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(3) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Peter Kemp, P.E. — PAVEMENT SUPER
FHWA

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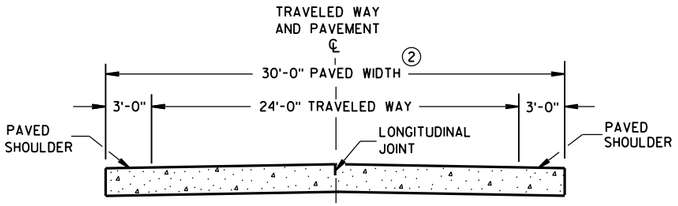
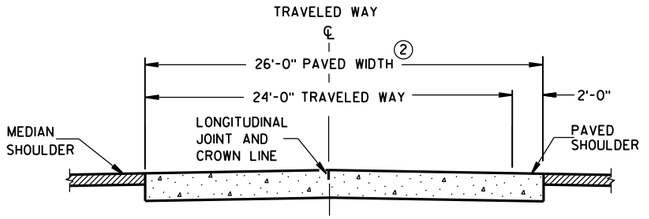
S.D.D. 13 C 9-14c

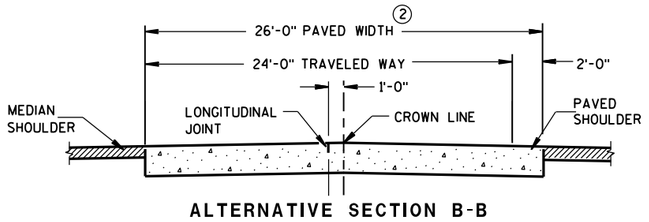


SECTION A-A ①

TWO-LANE TWO-WAY HIGHWAY



SECTION B-B



ALTERNATIVE SECTION B-B ①

DIVIDED HIGHWAY

GENERAL NOTES

CONTRACTION JOINTS

CONSTRUCT TRANSVERSE CONTRACTION JOINTS NORMAL TO THE CENTERLINE. SHOW THE LOCATION OF CONTRACTION JOINTS THROUGH INTERSECTIONS ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

DO NOT SEAL OR FILL CONTRACTION JOINTS.

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

FOR PAVEMENT SLABS OF VARYING WIDTHS, LOCATE THE OUTER MOST DOWEL BAR SO THAT THE CENTER OF THE BAR IS A MINIMUM OF 6 INCHES AND A MAXIMUM OF 18 INCHES FROM THE FREE EDGE OF PAVEMENT.

CONSTRUCTION JOINTS

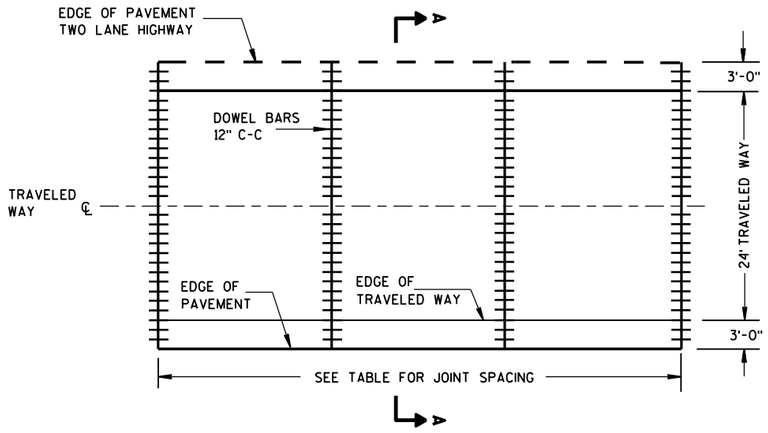
LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.

① REFER TO TYPICAL CROSS SECTIONS FOR ADDITIONAL DETAILS.

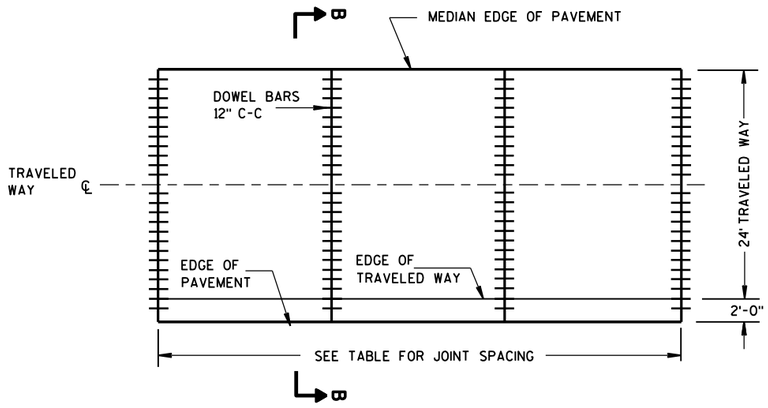
② MEASURE THE ENTIRE PAVED WIDTH INCLUDING THE PORTION(S) LABELED PAVED SHOULDER AS CONCRETE PAVEMENT.

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 ½", 6", 6 ½"	NONE	12'
7", 7 ½"	1"	14'
8", 8 ½"	1 ¼"	15'
9", 9 ½"	1 ¼"	15'
10" & ABOVE	1 ½"	15'



CONTRACTION JOINT LAYOUT
FOR TWO-LANE TWO-WAY HIGHWAY



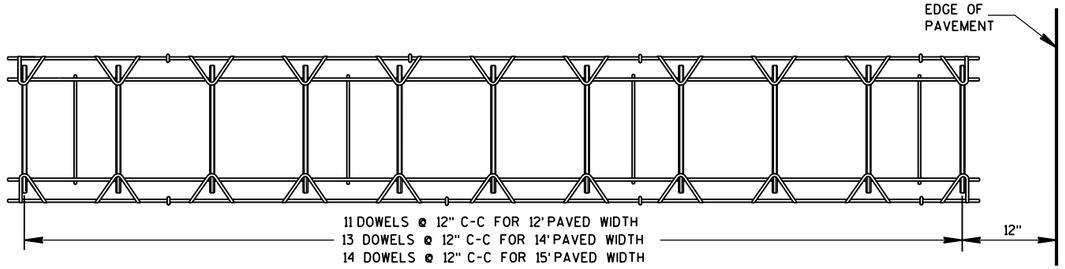
CONTRACTION JOINT LAYOUT
FOR DIVIDED HIGHWAY

RURAL DOWELED
CONCRETE PAVEMENT

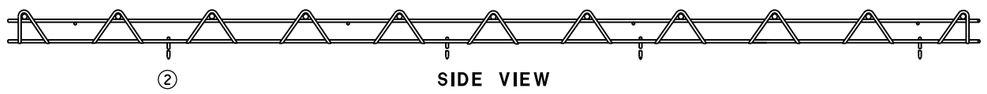
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 13 C 11-11a



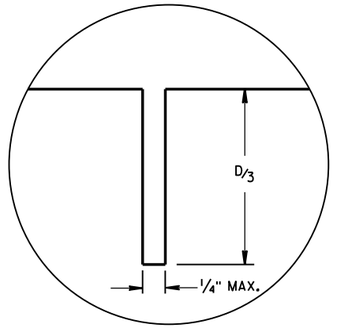
PLAN VIEW



SIDE VIEW

(NORMAL TO CENTERLINE)

CONTRACTION JOINT DOWEL ASSEMBLY ①



JOINT DETAIL

GENERAL NOTES

① OBTAIN THE ENGINEER'S APPROVAL FOR THE USE OF ALTERNATIVE DESIGNS OF THE DOWEL ASSEMBLY. USE MECHANICAL DOWEL BAR INSERTERS OR DOWEL ASSEMBLIES WHEN CONSTRUCTING CONTRACTION JOINTS.

② SECURE BASKETS WITH ANCHORS TO HOLD DOWEL BARS IN THE CORRECT POSITION AND ALIGNMENT. TYPE, LOCATION, NUMBER AND LENGTH OF ANCHORS ARE DEPENDENT UPON FIELD CONDITIONS.

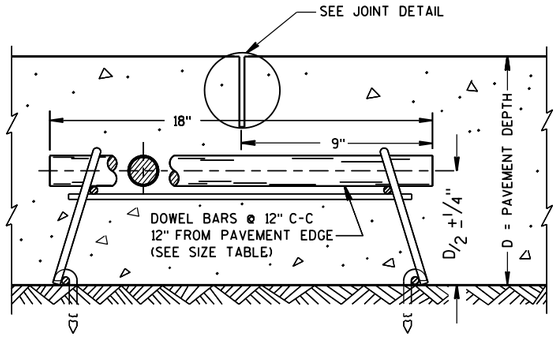
③ FORM OR SAW CONSTRUCTION JOINTS. PROVIDE A 1/4-INCH RADIUS AT FORMED JOINTS.

④ PROVIDE A SMOOTH VERTICAL FACE FOR THE ENTIRE DEPTH OF THE PAVEMENT WHEN FORMING CONSTRUCTION JOINTS.

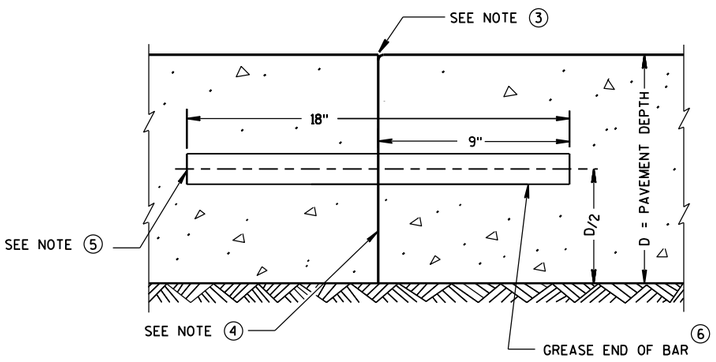
⑤ INSTALL DOWEL BARS AT CONSTRUCTION JOINTS BY FORMING OR DRILLING. INSTALL FORMED DOWEL BARS 12 INCHES C-C AND 12 INCHES FROM PAVEMENT EDGE. REMOVE EXCESS CONCRETE FROM THE FREE END OF THE DOWEL BAR IF DOWEL BARS ARE FORMED THROUGH A HEADER BOARD. INSTALL DRILLED DOWEL BARS ACCORDING TO *DRILLED DOWEL BAR CONSTRUCTION JOINT* DETAIL.

⑥ APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

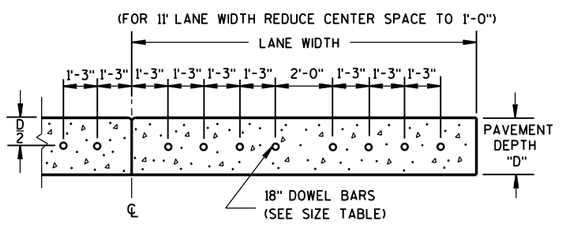
⑦ ANCHOR DOWEL BARS INTO DRILLED HOLES WITH AN EPOXY. MAXIMUM DRILLED HOLE SIZE IS 1/8-INCH GREATER THAN DOWEL BAR DIAMETER, 9 INCHES IN LENGTH.



DOWELED CONTRACTION JOINT



TRANSVERSE CONSTRUCTION JOINT



DRILLED DOWEL BAR CONSTRUCTION JOINT ⑦

RURAL DOWELED CONCRETE PAVEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
5/3/2013 DATE	/S/ Deb Bischoff PAVEMENT POLICY & DE ...NEER
FHWA	

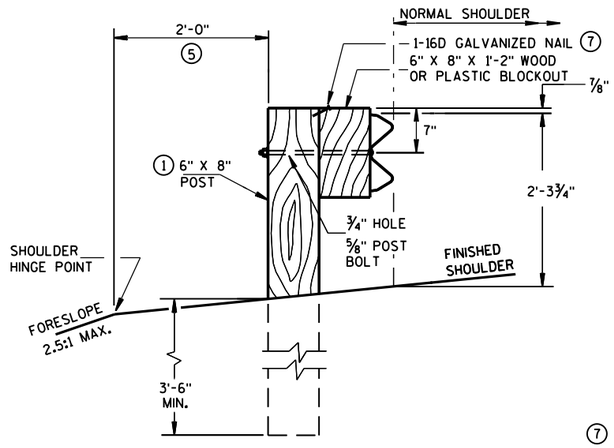
6

S.D.D. 13 C 11-11b

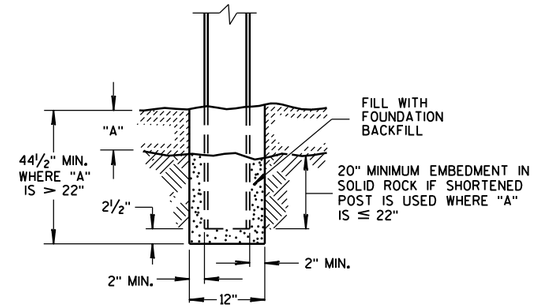
GENERAL NOTES

1. W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.
   DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.
2. USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.
3. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
4. USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.
5. IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).
6. IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.
7. WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

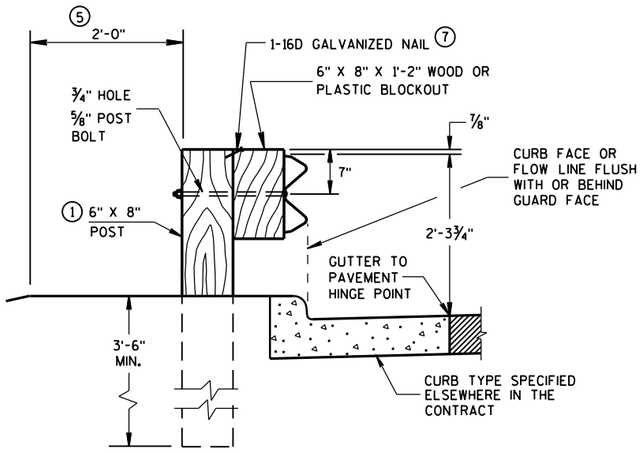
INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



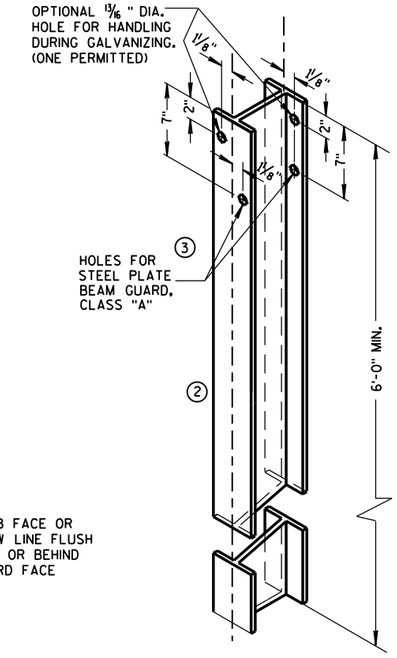
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



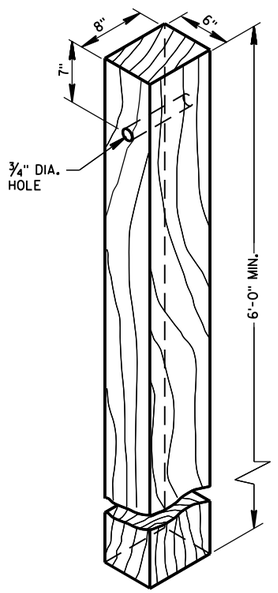
END VIEW
SETTING STEEL OR WOOD POST IN ROCK ⑥



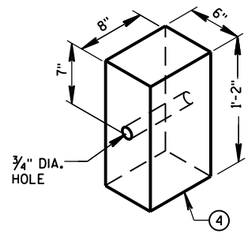
END VIEW
LOCATED ALONG A CURBED ROADWAY



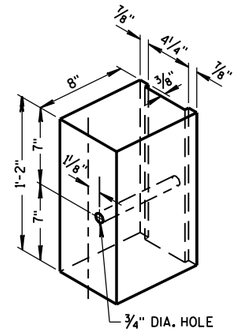
STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) ①
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



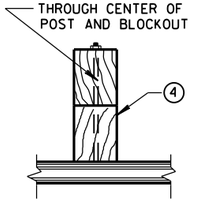
WOOD POST
(6"X8") NOMINAL



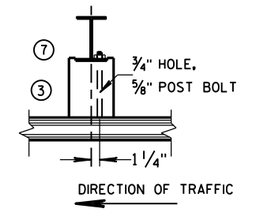
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



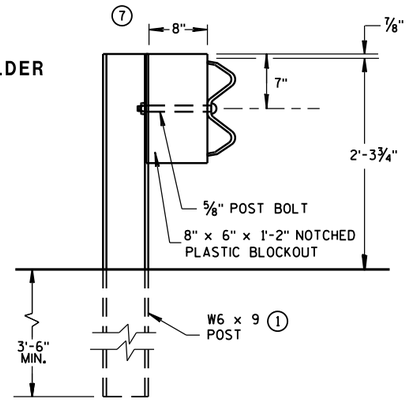
TYPICAL NOTCHED ①
PLASTIC BLOCKOUT
FOR STEEL POSTS



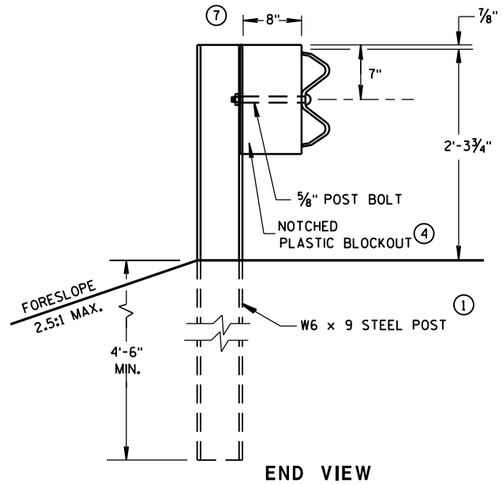
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



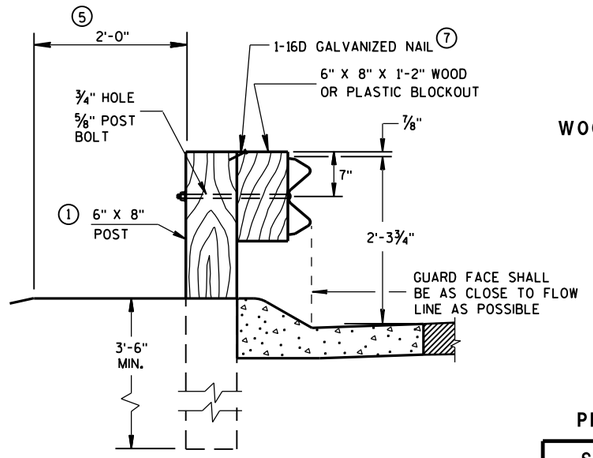
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



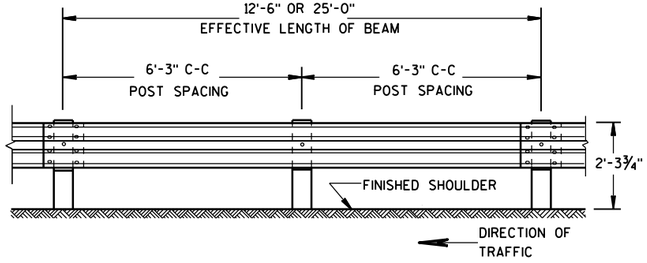
END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

STEEL PLATE BEAM GUARD,
CLASS "A"
INSTALLATION & ELEMENTS

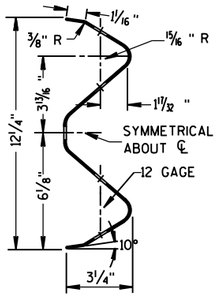
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6
S.D.D. 14 B 15-10a

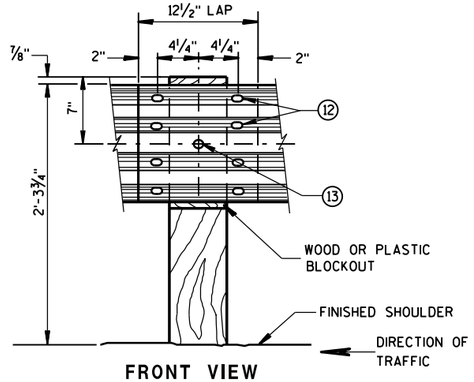


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

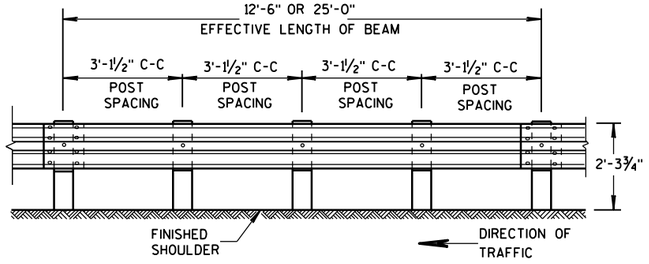
BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

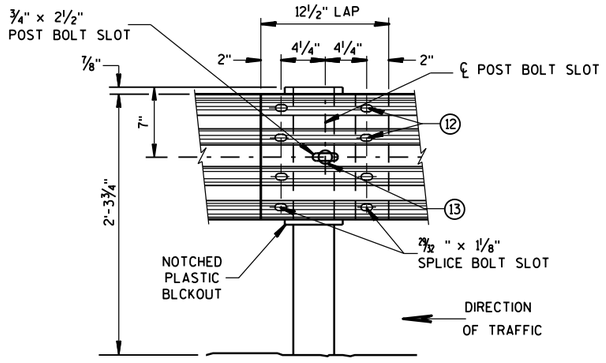
(12) 8 -⅝" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) ⅝" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH ⅝" DIA. F844 FLAT WASHER UNDER NUT.



FRONT VIEW

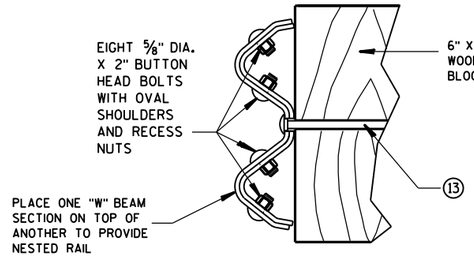
POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

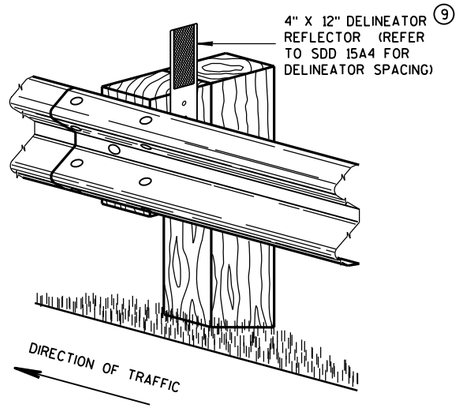
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD



NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

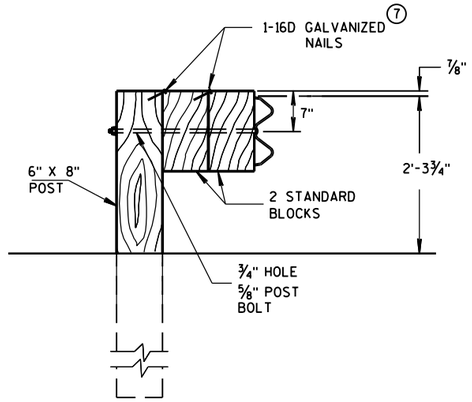


ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

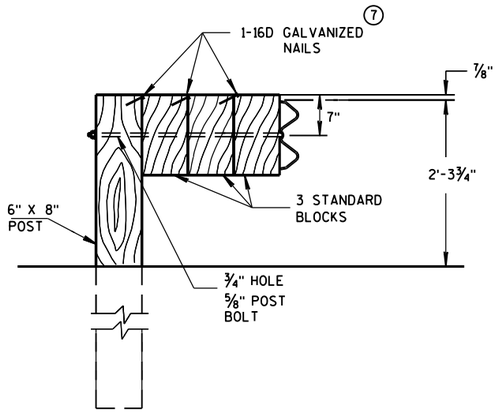
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6
S.D.D. 14 B 15-10b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

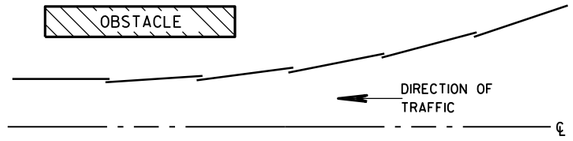


DETAIL FOR TRIPLE BLOCKS

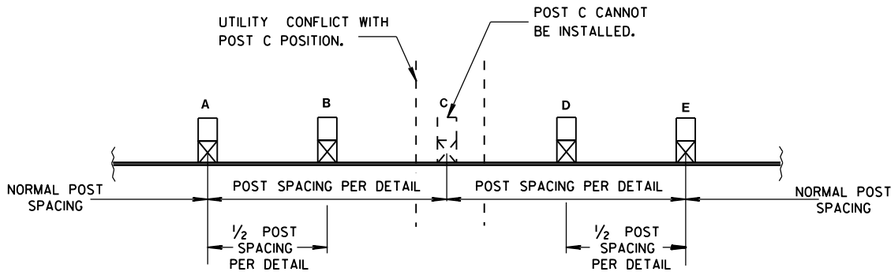
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVI NT
FHWA

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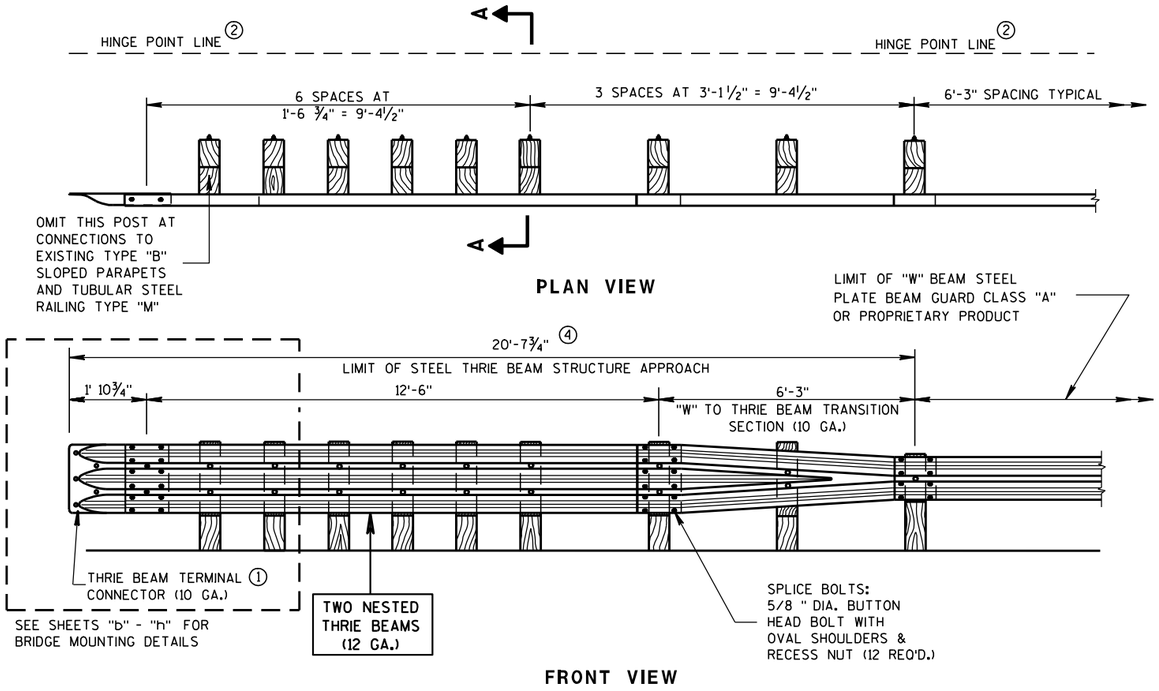
S.D.D. 14 B 15-10c



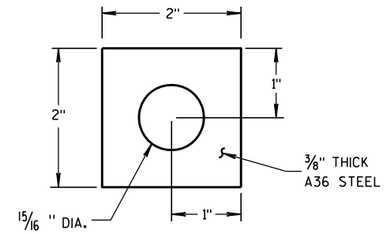


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

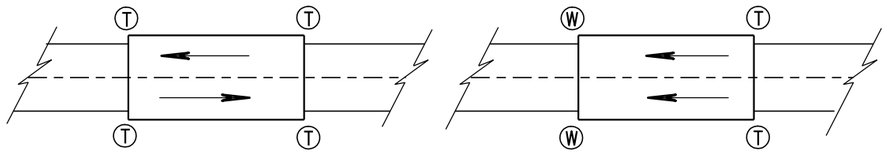
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 1/2" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② MINIMUM EMBEDMENT SHALL BE 4'-0". WHERE EXISTING CONDITIONS DO NOT PERMIT THE APPROPRIATE EARTHWORK SHOWN ON THE PLAN TYPICAL SECTIONS OR DETAILS, THE ENGINEER MAY ALLOW THE REDUCTION OR ELIMINATION OF THE 2 FOOT DISTANCE TO THE HINGE POINT. OTHERWISE BUILD AS THE PLAN SHOWS OR AS THE ENGINEER DIRECTS. IF THE 2 FOOT DISTANCE TO THE HINGE POINT IS REDUCED OR ELIMINATED, INCREASE THE POST EMBEDMENT DEPTH TO 4'-6" OR MORE.

③ POST BOLTS ARE 5/8" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A 5/8" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A 5/8" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

④ ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



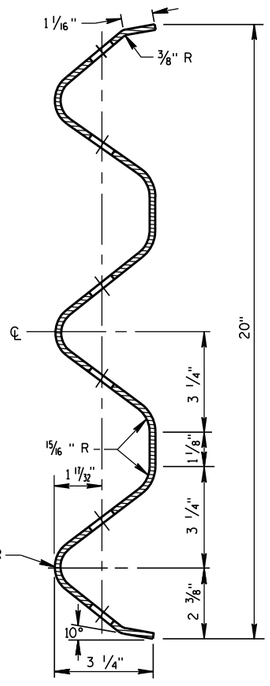
TWO WAY TRAFFIC

ONE WAY TRAFFIC

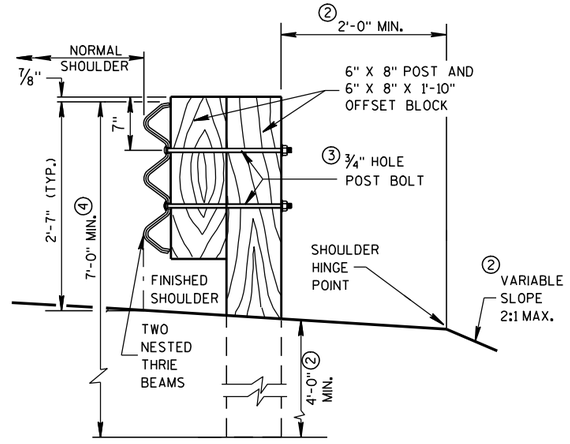
(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

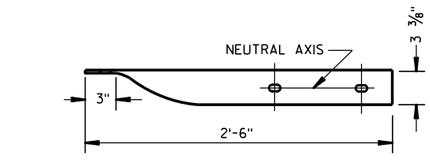
TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

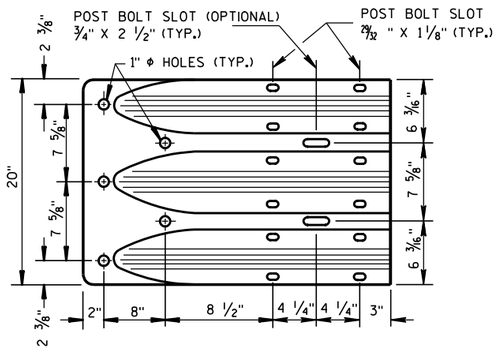


SECTION THRU THRIE BEAM RAIL ELEMENT

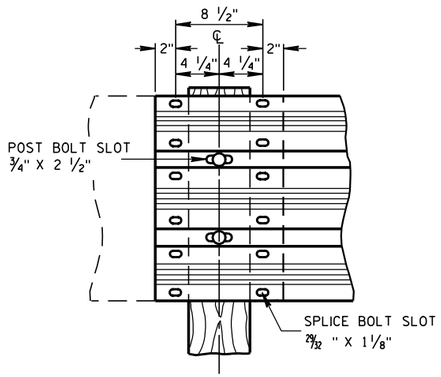


SECTION A-A





THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE

STEEL THRIE BEAM STRUCTURE APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

122

FHWA

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S.D.D. 14 B 20-11a

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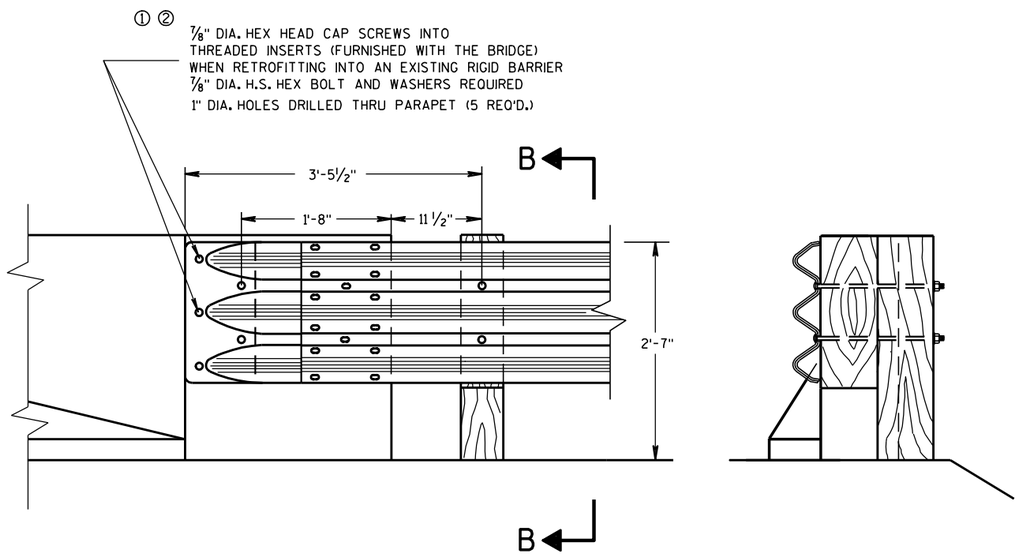
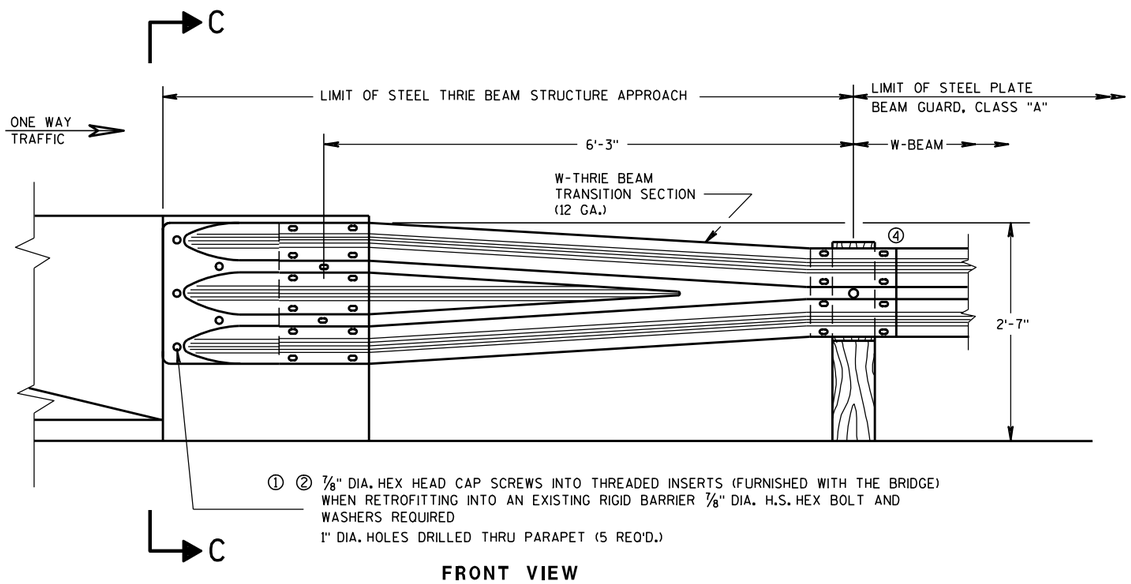
S.D.D. 14 B 20-11a



FRONT VIEW

SECTION B-B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED
1" DIA. HOLES DRILLED THRU PARAPET (5 REQ'D.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

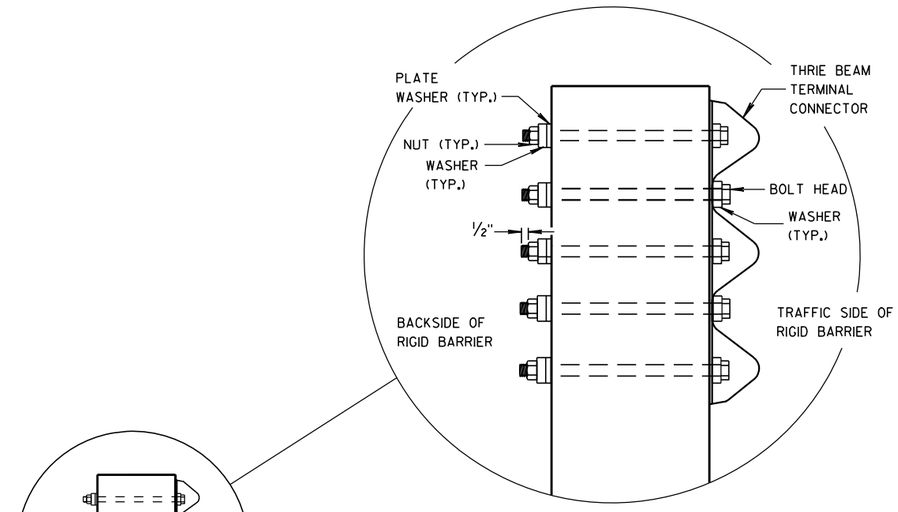
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

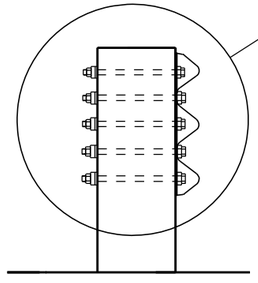
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





SECTION C-C

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/31/2012
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

6

S.D.D. 14 B 20-11b

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S.D.D. 14 B 20-11b

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

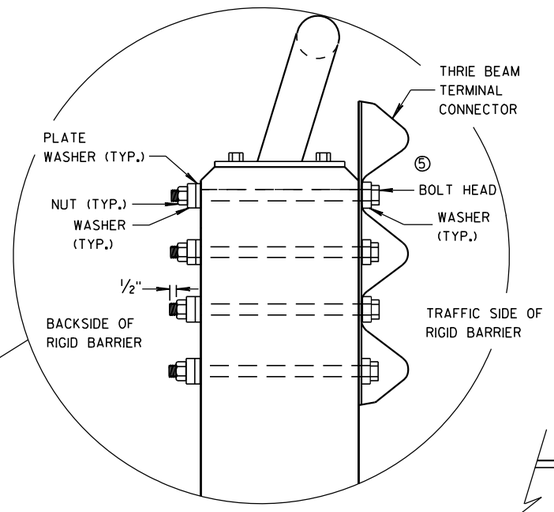
② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X ⅝" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

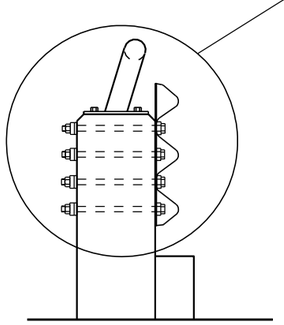
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

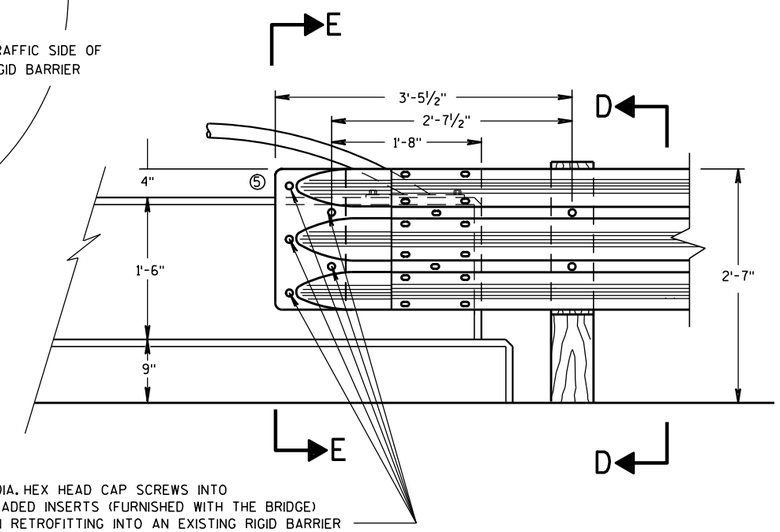
⑤ BOLT, NUT AND WASHERS NOT REQUIRED FOR THIS LOCATION WHEN RETROFITTING AN EXISTING PAPAPET AND THE HOLE IS EITHER ABOVE PARAPET OR WITHIN 4 INCHES OF THE EDGE OF PARAPET.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.





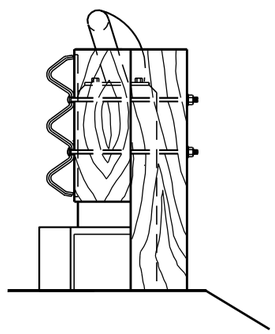
SECTION E-E



① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED

1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)

FRONT VIEW

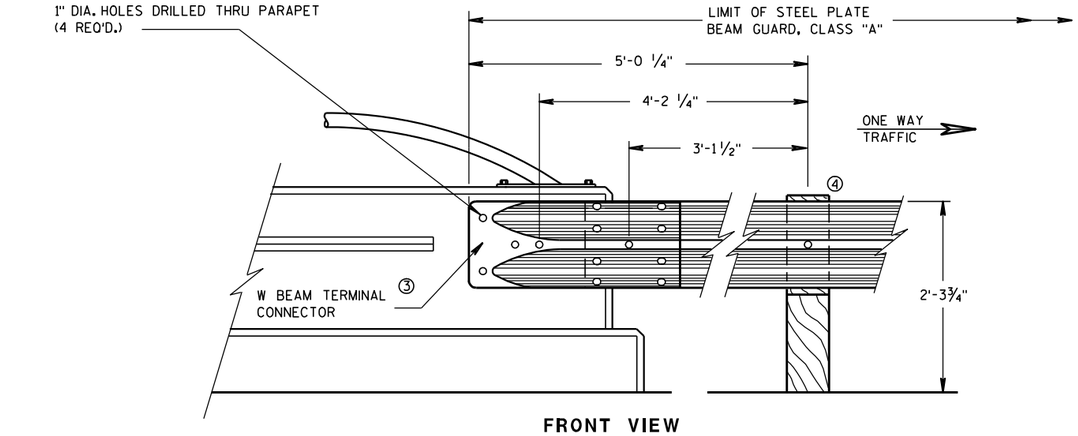


SECTION D-D

THRIE BEAM CONNECTION TO VERTICAL FACED PARAPETS

① ② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE) WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED

1" DIA. HOLES DRILLED THRU PARAPET (4 REQ'D.)



FRONT VIEW

W BEAM CONNECTION TO VERTICAL FACE PARAPET

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO VERTICAL FACED PARAPETS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

6

S.D.D. 14 B 20-11c

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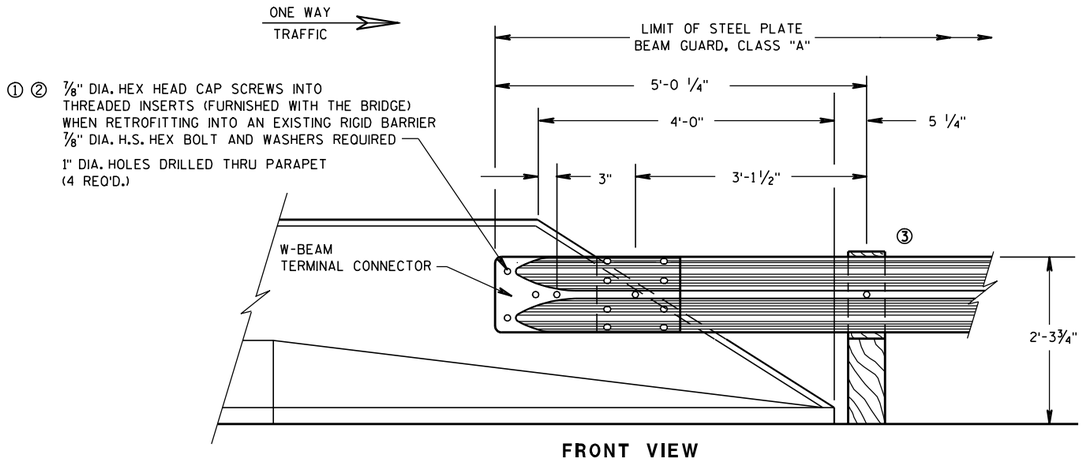
S.D.D. 14 B 20-11c



FRONT VIEW

W BEAM CONNECTION TO PARAPETS WITH SLOPED ENDS

(USE ONLY AT TRAFFIC EXIT END OF ONE WAY BRIDGE)

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

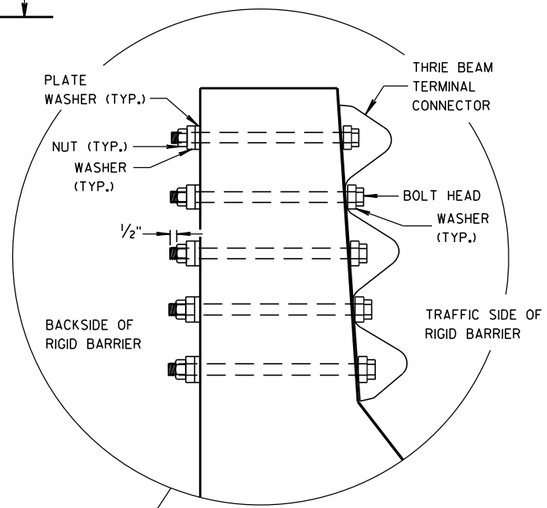
BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

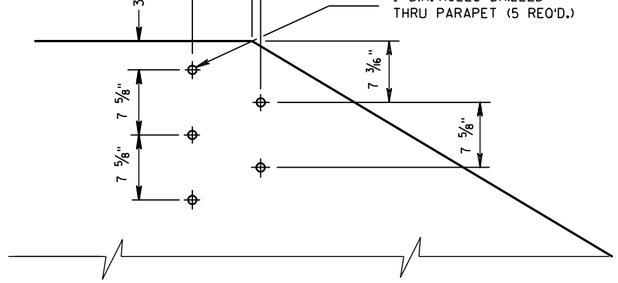
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

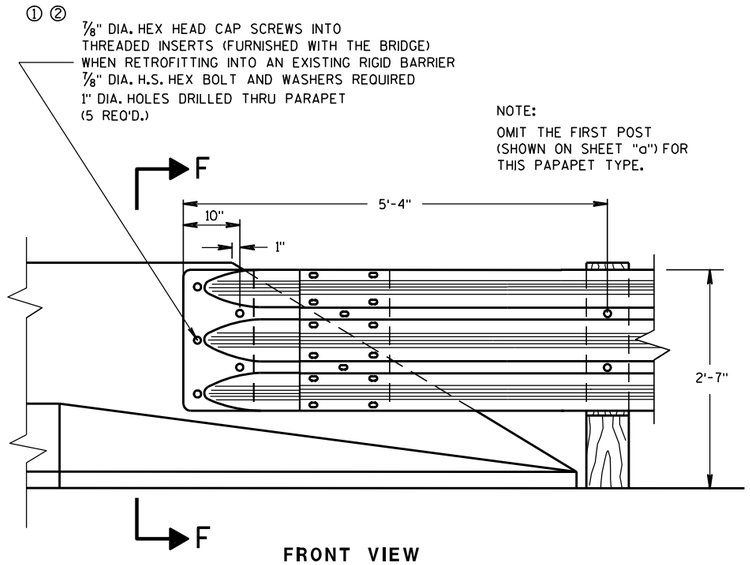
③ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

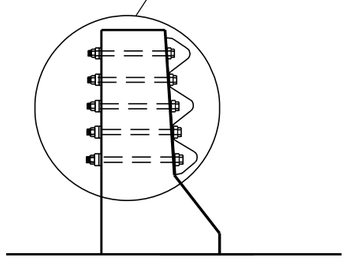




DRILL HOLE LOCATION AND PATTERN FOR THRIE BEAM CONNECTION



FRONT VIEW



SECTION F-F

THRIE BEAM CONNECTION TO BRIDGE PARAPETS WITH SLOPED ENDS

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SLOPED END PARAPETS

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8/31/2012 — DATE
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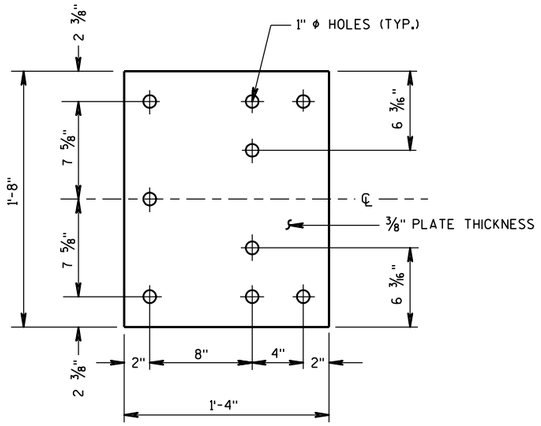
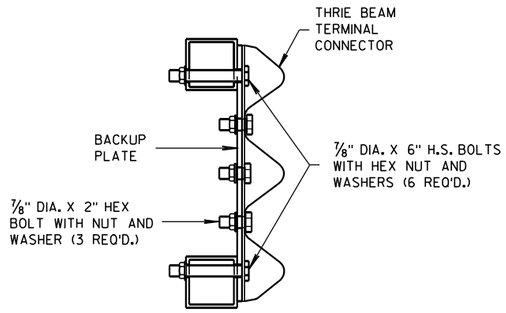


BACK-UP PLATE DETAIL



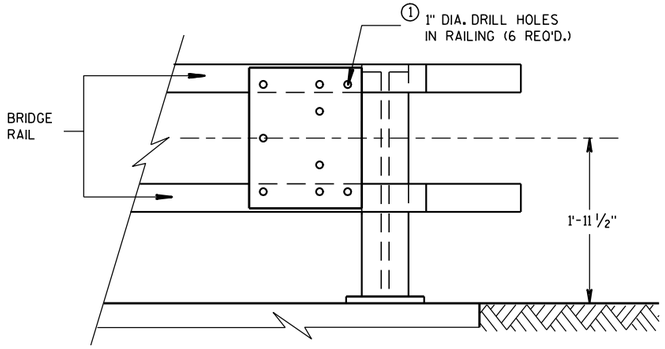
SECTION G-G

GENERAL NOTES

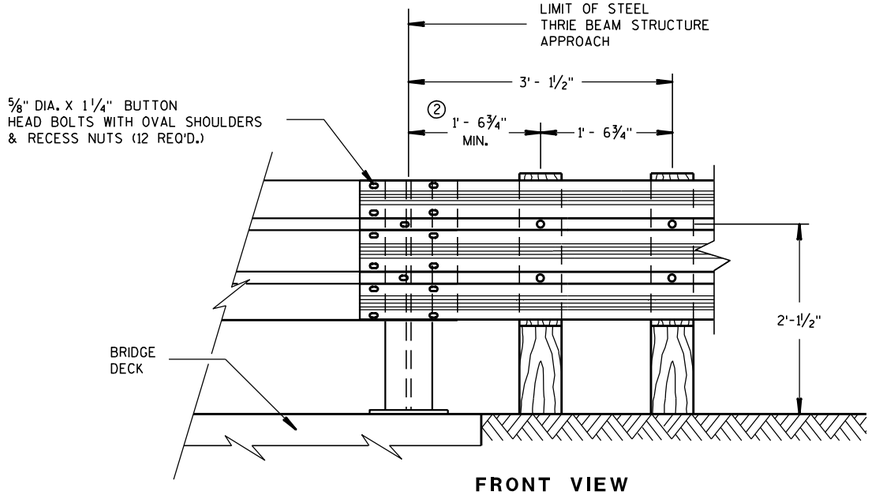
BOLTS, PLATES, NUTS AND WASHERS SHALL CONFORM TO THE REQUIREMENTS OF ASTM SPECIFICATION A 325 AND BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL AS CLOSE AS FEASIBLE TO THE STEEL END POST.

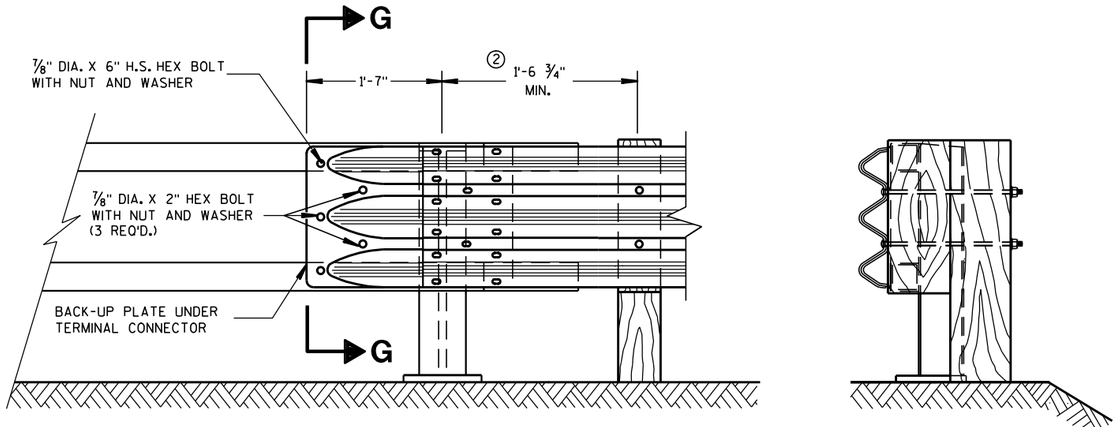


BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW

THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"



FRONT VIEW

END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPES "F" AND "W"

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DEPARTMENT OF TRANSPORTATION

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8/31/2012 DATE
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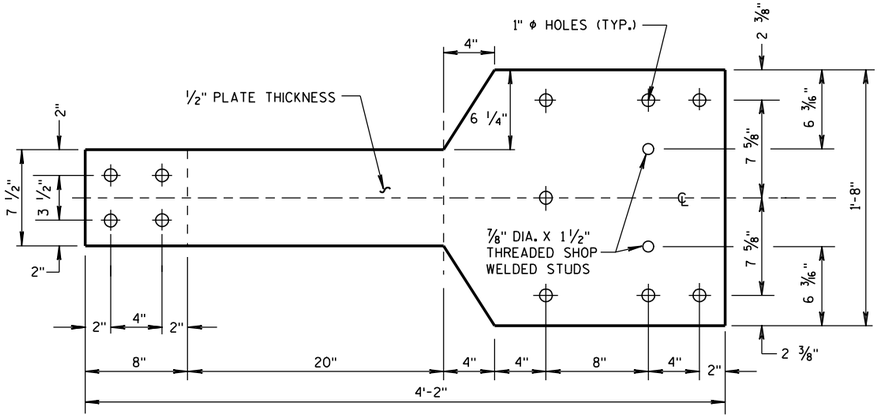
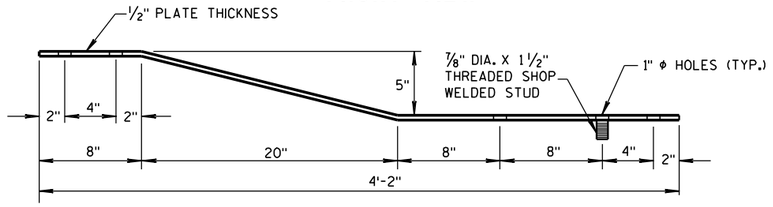
GENERAL NOTES

① VARY THIS DIMENSION DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND ANGLE OF SKEW. PLACE THE FIRST WOOD POST OFF THE BRIDGE SHALL BE AS CLOSE AS FEASIBLE TO THE STEEL END POST.

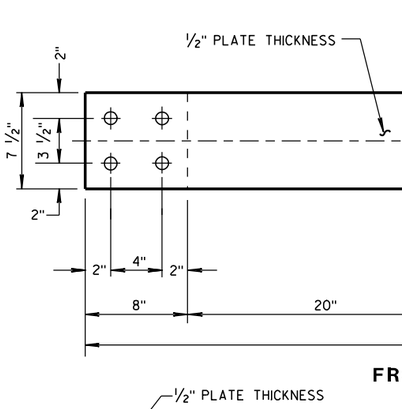


FRONT VIEW



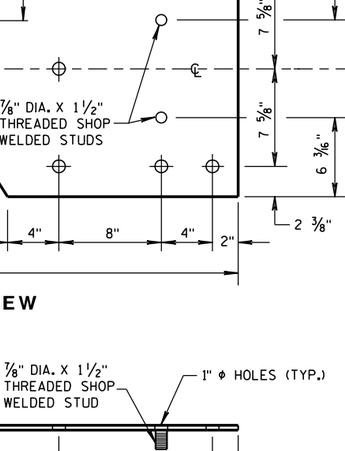
PLAN VIEW

BACK-UP PLATE DETAIL, TYPE "M"

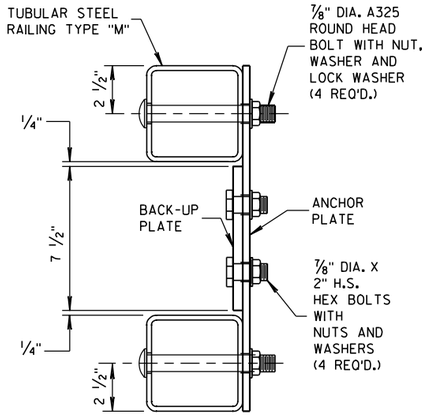


FRONT VIEW

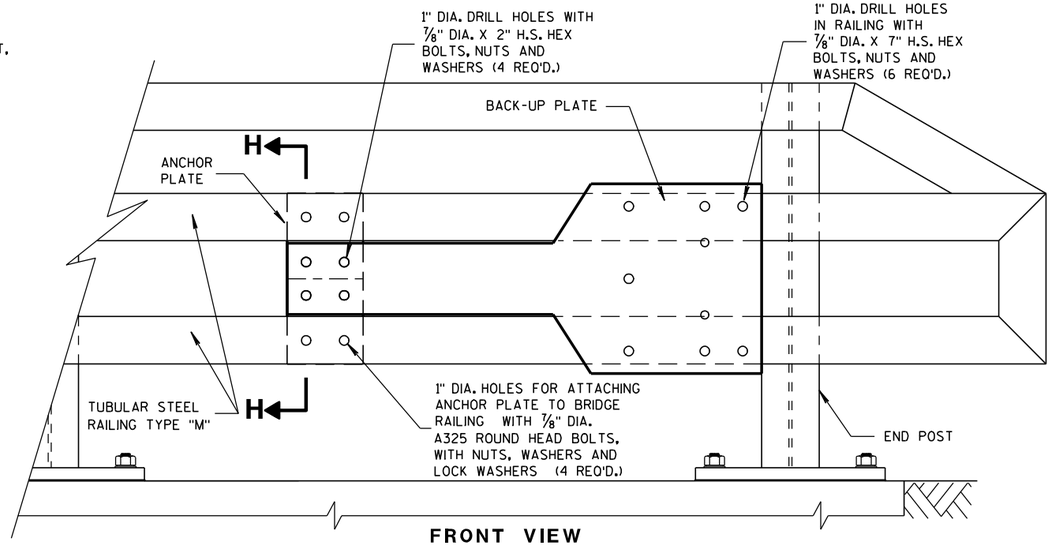
ANCHOR PLATE DETAIL, TYPE "M"



SECTION I-I

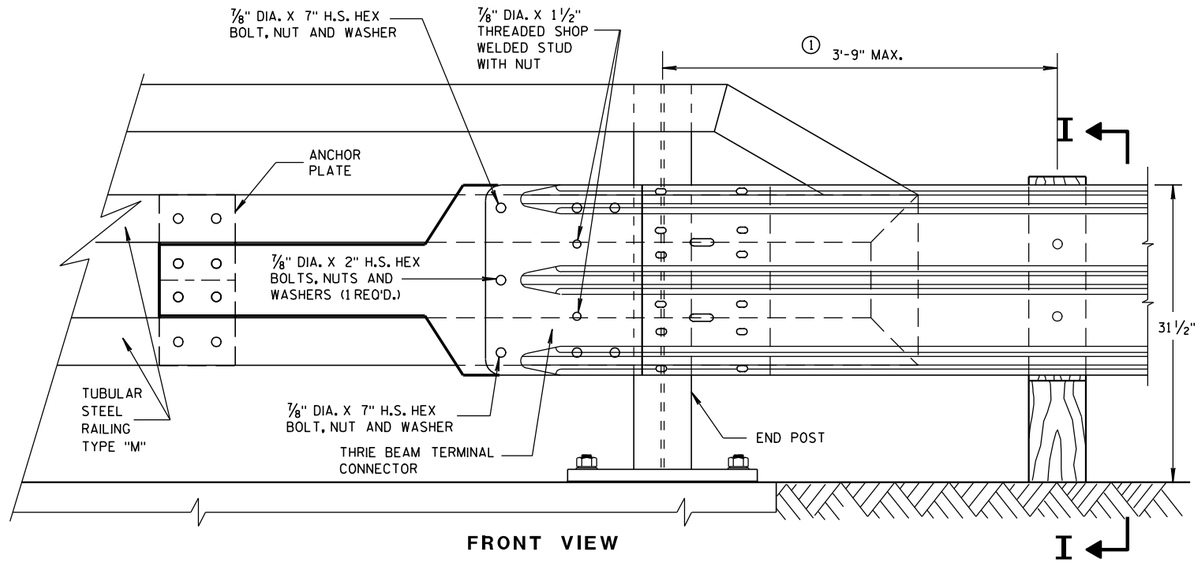


SECTION H-H

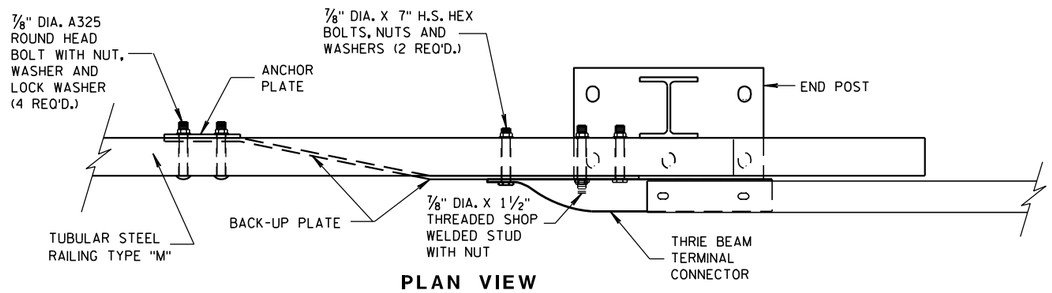


FRONT VIEW

ANCHOR AND BACK-UP PLATE MOUNTING TO BRIDGE RAILING, TYPE "M"



FRONT VIEW



PLAN VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING, TYPE "M"

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO BRIDGE RAILING TYPE "M"

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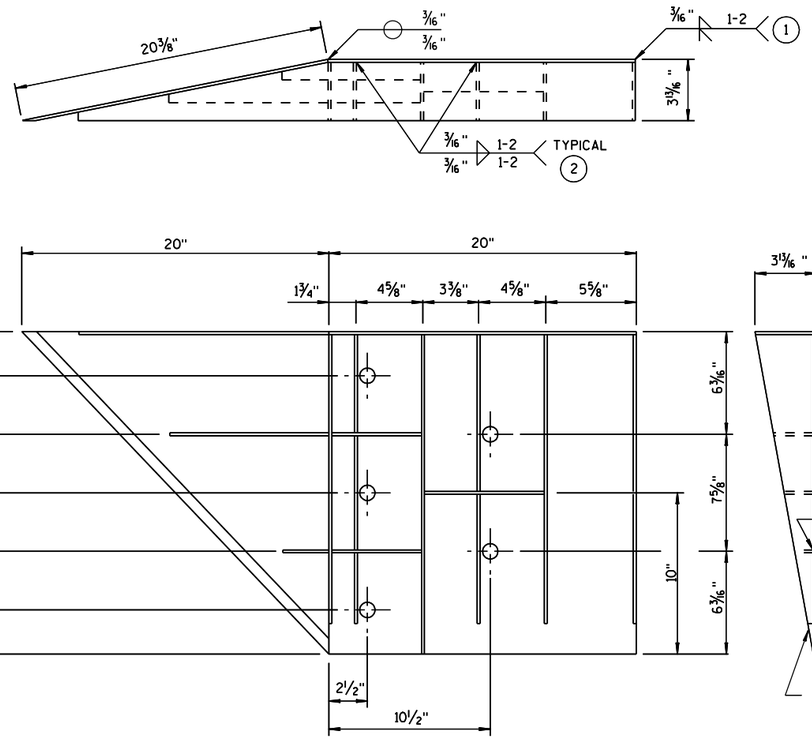

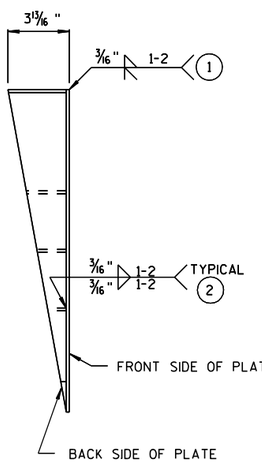

WELDING INSTRUCTION

(VIEWED FROM BACK SIDE OF PLATE)

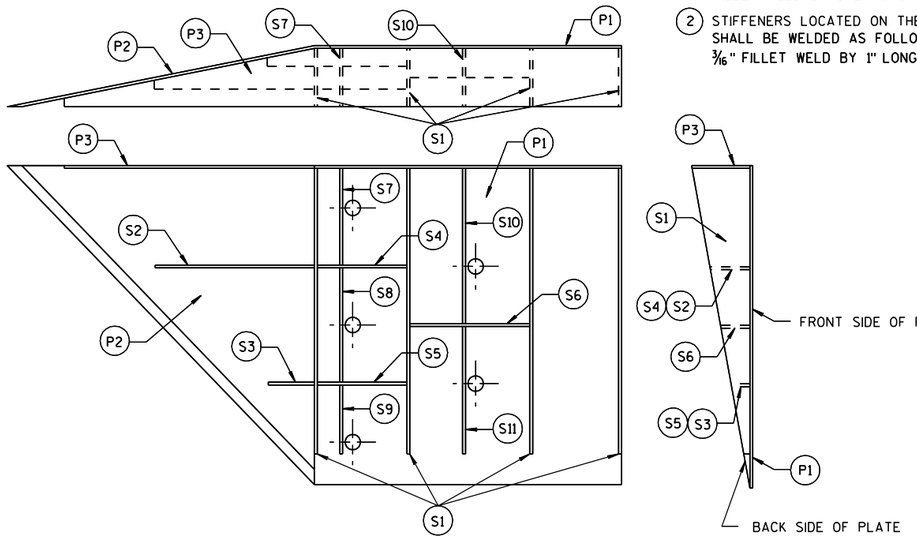

PLATE AND STIFFENER IDENTIFICATION

(VIEWED FROM BACK SIDE OF PLATE)

GENERAL NOTES

COVER PLATE PANELS ARE ⅜" THICK.

ALL STIFFENERS ARE ¼" THICK.

CONNECTOR PLATE SHALL BE FABRICATED FROM ASTM GRADE A36 STEEL AND GALVANIZED.

FOR GALVANIZED REQUIREMENTS, SEE SECTION 614 OF THE STANDARD SPECIFICATIONS.

ALL HOLE DIAMETERS SHALL BE 1".

FOR OPPOSITE SIDE INSTALLATION MIRROR DRAWINGS.

① STIFFENERS LOCATED AT THE OUTSIDE EDGES OF THE COVER PLATES SHALL BE WELDED AS FOLLOWS:
SINGLE BEVEL GROOVE WELD ON EXTERNAL SIDES AND ⅜" FILLET WELD BY 1" LONG SPACED AT 2" ON INTERNAL SIDES.

② STIFFENERS LOCATED ON THE INSIDE OF THE COVER PLATE SHALL BE WELDED AS FOLLOWS:
⅜" FILLET WELD BY 1" LONG SPACED AT 2".

CONNECTOR PLATE DIMENSION (PER ASSEMBLY)

PLATE	QUANTITY	SHAPE	SIZE (A x B x C x D)	THICKNESS
P1	1		20" x 20"	⅜"
P2	1		20" x 20" x 28⁹⁄₁₆"	⅜"
P3	1		39" x 3⅝" x 20" x 19⁵⁄₁₆"	⅜"
S1	4		18⁷⁄₁₆" x 3⅝" x 18¾"	¼"
S2	1		10¼" x 2⅞" x 10⅜" x ½"	¼"
S3	1		3" x 1⅛" x 3⅛" x ½"	¼"
S4	1		6⅛" x 2⅞"	¼"
S5	1		6⅛" x 1⅛"	¼"
S6	1		7¾" x 1¾"	¼"
S7	1		2⁹⁄₁₆" x 6" x 3⅝" x 5⅞"	¼"
S8	1		1⁵⁄₃₂" x 7½" x 2½" x 7⅜"	¼"
S9	1		6⅛" x 6⅜" x 1³⁄₃₂"	¼"
S10	1		1⅞" x 9⅞" x 3⅝" x 9¹¹⁄₁₆"	¼"
S11	1		8½" x 8¾" x 1¹³⁄₁₆"	¼"

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTOR PLATE DETAIL

STATE OF WISCONSIN
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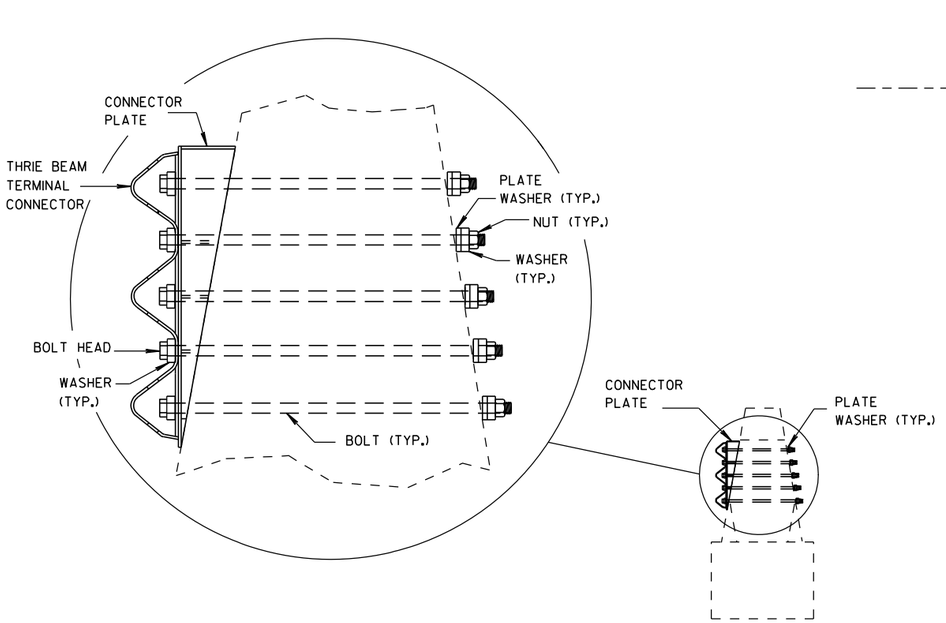
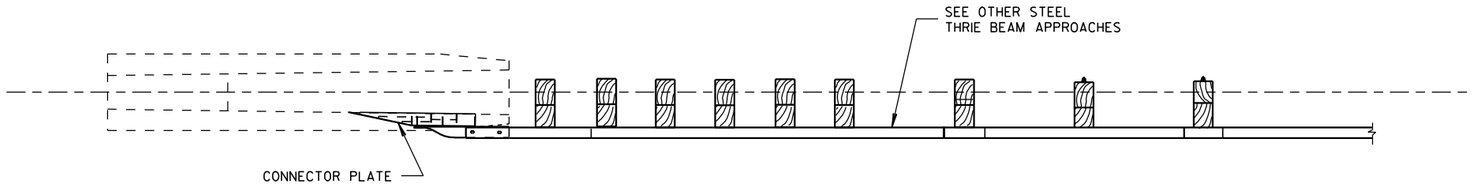
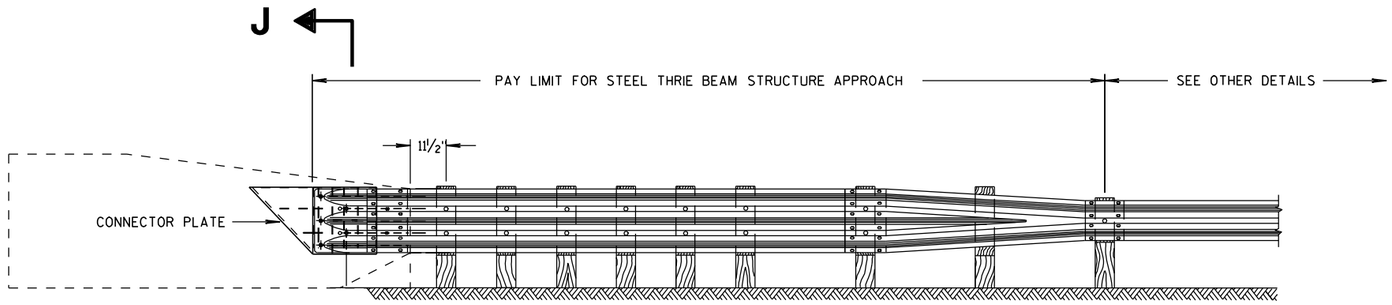


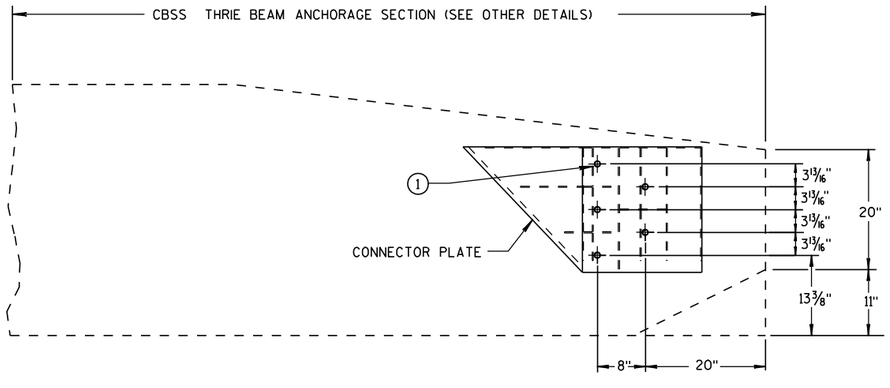
SECTION J-J



PLAN VIEW



FRONT VIEW



CONNECTOR PLATE LOCATION

GENERAL NOTES

CONSTRUCT PER STANDARD SPECIFICATION 614.

CONNECTOR PLATE, DRILLING HOLES THROUGH PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

(1) BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

STEEL THRIE BEAM STRUCTURE APPROACH

STEEL THRIE BEAM STRUCTURE APPROACH, SINGLE SLOPE ATTACHMENT

STATE OF WISCONSIN
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APPROVED

8/31/2012
DATE

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

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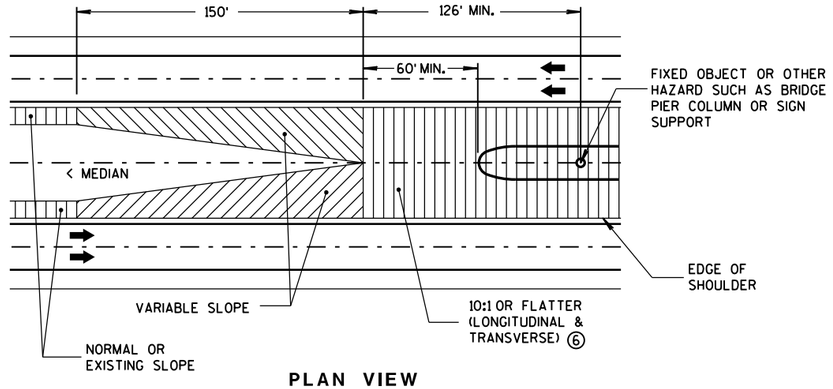
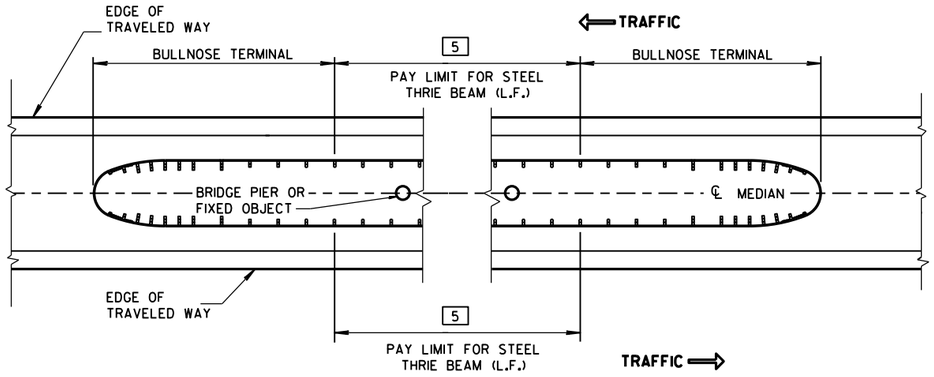
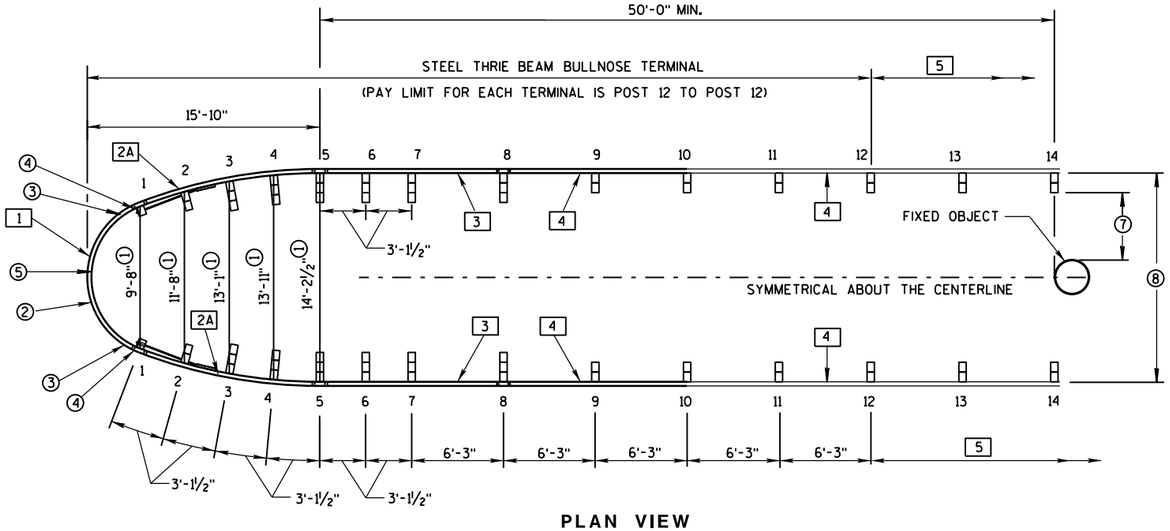


PLAN VIEW

GRADING AT BULLNOSE
(ALL INSTALLATIONS)

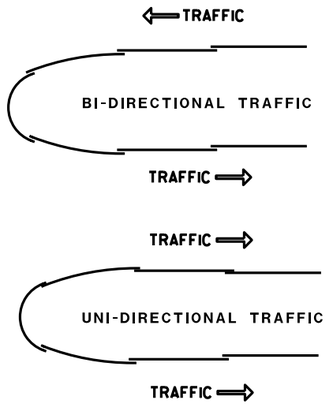


MEDIAN HAZARD PROTECTION PAY LIMITS



PLAN VIEW

TYPICAL BULLNOSE LAYOUT



LAPPING DETAIL
(ALL INSTALLATIONS)

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

PUNCHING, DRILLING, CUTTING OR WELDING IS NOT PERMITTED ON ANY GALVANIZED THRIE BEAM ACCESSORY OR TERMINAL ACCESSORY.

OTHER ANCHOR CABLE ASSEMBLIES HAVING 40,000 LBS. MIN. BREAKING STRENGTH MAY BE USED.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

THE USE OF STEEL POSTS ON THE BULLNOSE IS NOT ALLOWED.

BOLTS AND ALL NECESSARY HARDWARE SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 153.

ALL THRIE BEAM SHALL BE 12-GAUGE.

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½" AND 12" DIAMETER AROUND POST. SEE SDD 14B15 OR SDD 14B42 FOR MORE INFORMATION.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A. (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

[4] UNBENT STANDARD THRIE-BEAM RAIL NO.4. (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST OR BLOCK.

② U-BOLT CABLE CLIPS (3 PER CABLE) SPACED OUT ON NOSE, TO HOLD CABLE TO BACKSIDE OF THE RAIL.

③ NOSE CABLE W/SWAGGED END BUTTONS.

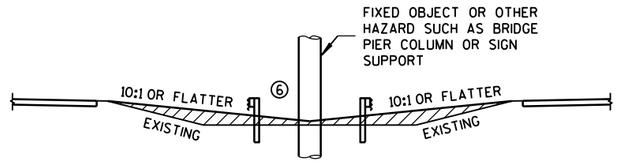
④ NOSE CABLE ANCHOR PLATE (BACKSIDE OF SPLICE).

⑤ THE SLACK IN THE NOSE CABLES SHALL BE EVENLY DISTRIBUTED BETWEEN THE CABLE CLIP FASTENERS AND POST NO. 1 ON EITHER SIDE OF THE NOSE.

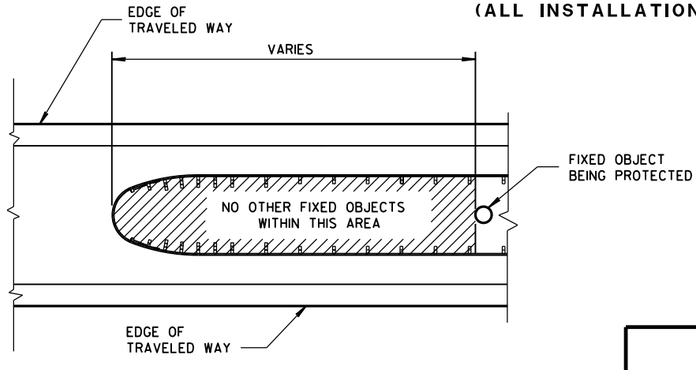
⑥ PROVIDE SUITABLE DRAINAGE WHEN MEDIAN GRADING IMPEDES NORMAL FLOW.

⑦ 2'-6" MINIMUM LATERAL DISTANCE BETWEEN BACK OF POST AND FACE OF FIXED OBJECT.

⑧ MAXIMUM WIDTH OF SYSTEM IS 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



MEDIAN GRADING SECTION
(ALL INSTALLATIONS)



HAZARD FREE AREA INSIDE BULLNOSE

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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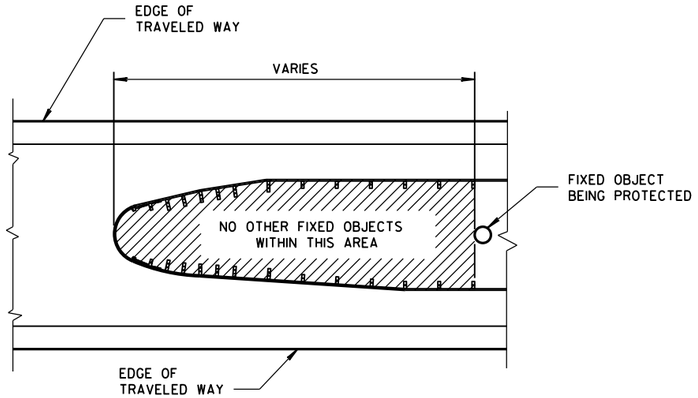
S.D.D. 14 B 26-3a



HAZARD FREE
AREA INSIDE BULLNOSE

GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

FOR POSTS 2 THROUGH 14, IF POST CANNOT BE INSTALLED AT SPECIFIED LOCATION 1 EXTRA STANDARD WOOD BLOCK MAY BE ADDED.

[1] SLOTTED THRIE BEAM RAIL NO. 1. (POST 1 TO POST 1)

[2A] SLOTTED THRIE BEAM RAIL NO. 2A, (POST 1 TO POST 5)

[2B] SLOTTED THRIE BEAM RAIL NO. 2B, (POST 1 TO POST 5)

[3] SLOTTED THRIE BEAM RAIL NO. 3. (POST 5 TO POST 8)

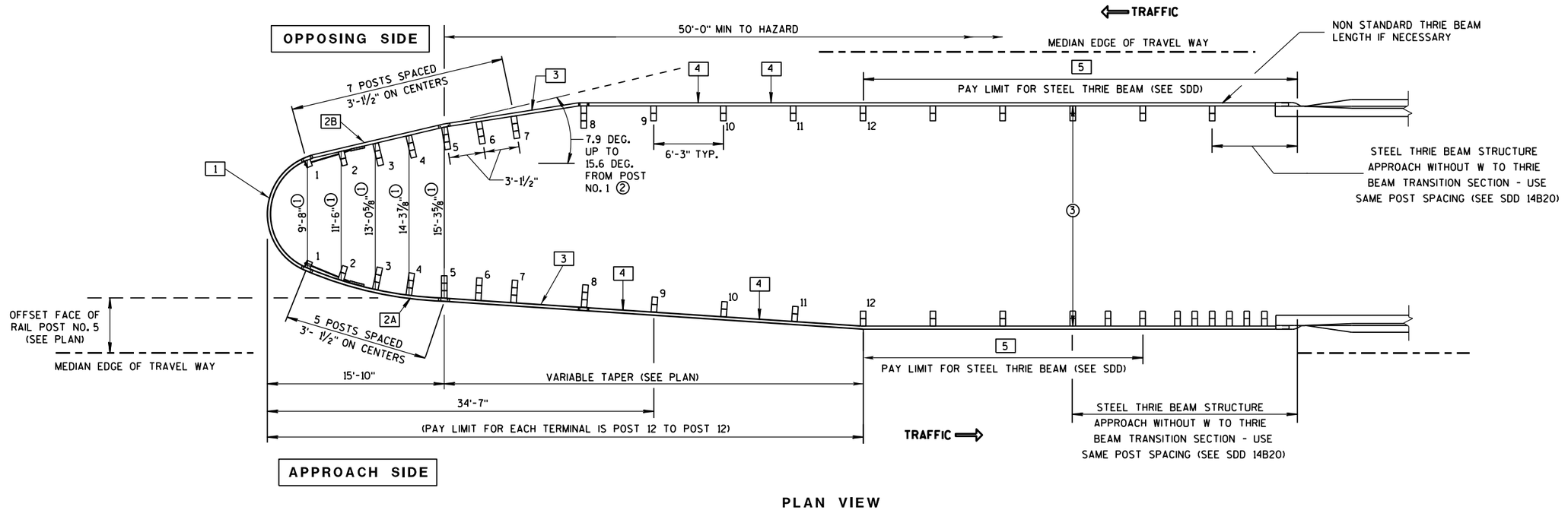
[4] UNBENT STANDARD THRIE-BEAM RAIL NO. 4, (POST 8 TO POST 10 & POST 10 TO POST 12)

[5] BEYOND POST 12: CONSTRUCT STEEL THRIE BEAM - USE UNBENT STANDARD THRIE BEAM RAIL NO. 5.

① DIMENSIONS ARE FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO POST.

② TAPER BEGINNING AT POST NO. 1 MUST CONTINUE TO POST NO. 5. PAST POST NO. 5 TAPER MAY END OR BE EXTENDED UP TO 15.6 DEGREES TO FIT VARIABLE MEDIAN WIDTHS. (SEE PLAN)

③ FOR MEDIANS WIDER THAN 14'-2½" MEASURED FROM BACK OF RAIL TO BACK OF RAIL WHERE RAIL IS BOLTED TO A POST OR BLOCK.



PLAN VIEW

WIDENED BULLNOSE DESIGN

(INSTALLATION AT TWIN BRIDGES WITH BI-DIRECTIONAL TRAFFIC SHOWN)

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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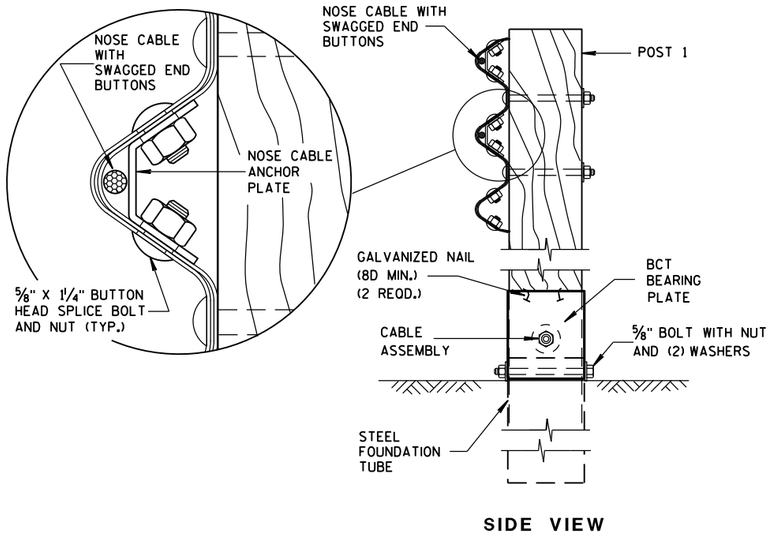
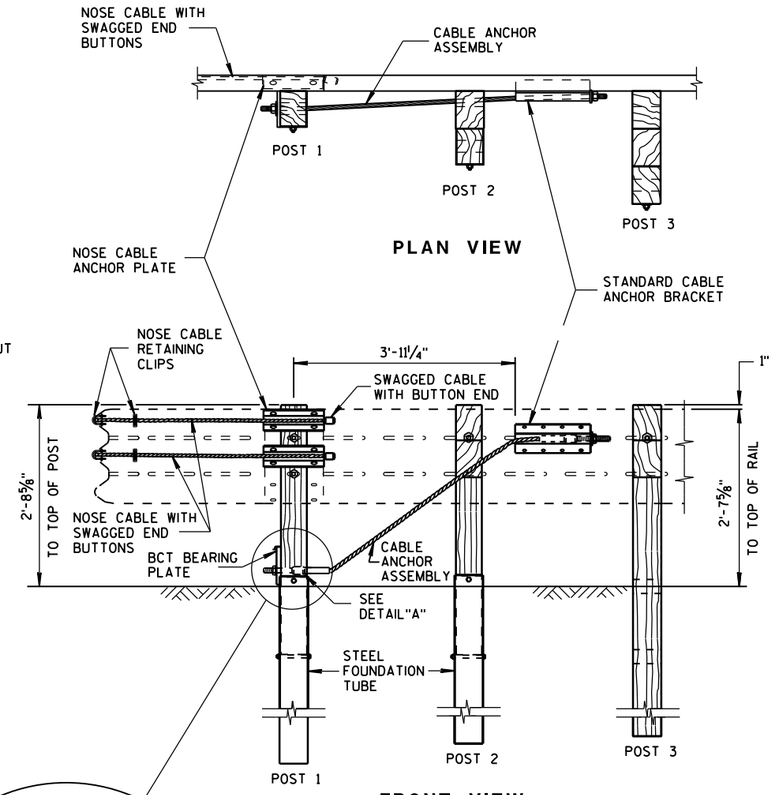
S.D.D. 14 B 26-3b



SIDE VIEW

NOSE CABLE ASSEMBLY AT POST NO. 1



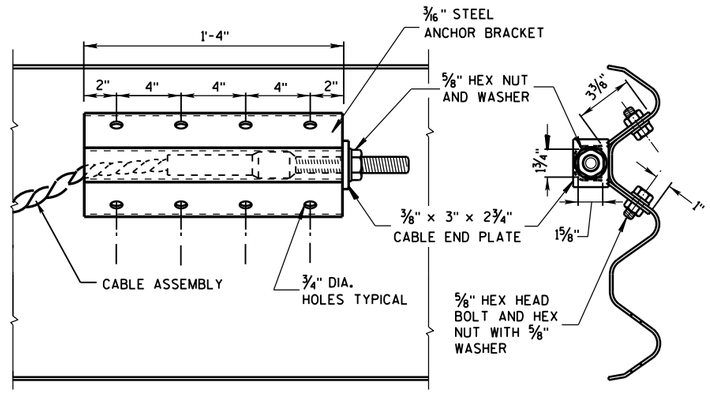
PLAN VIEW

FRONT VIEW

NOSE CABLE ANCHOR AND STANDARD BRACKET ASSEMBLY

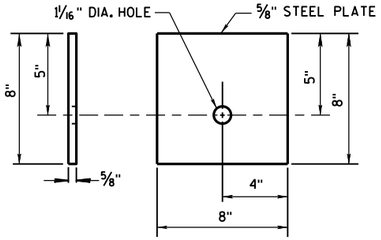
GENERAL NOTES

SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.

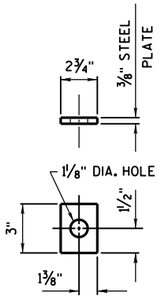


FRONT VIEW END VIEW

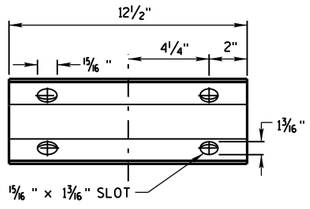
DETAILS OF CABLE ANCHOR BRACKET



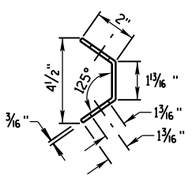
BCT BEARING PLATE



CABLE END PLATE



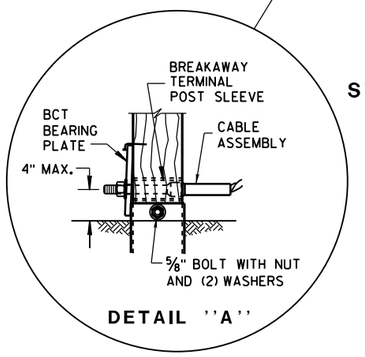
ELEVATION VIEW



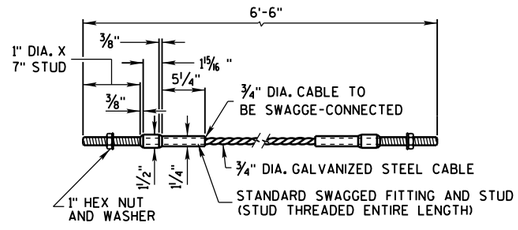
END VIEW

NOSE CABLE ANCHOR PLATE

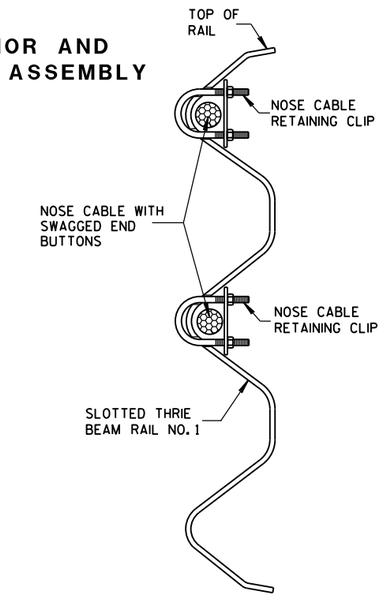
NOTE: 12 1/2" x 5 13/16" x 3/16" STEEL PLATE (A306)



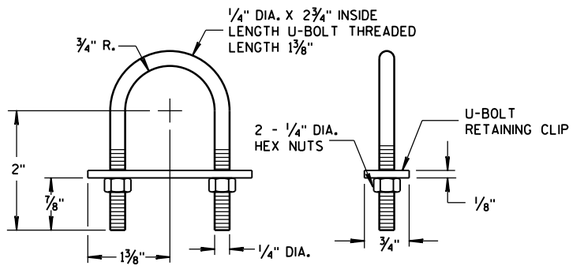
DETAIL ''A''



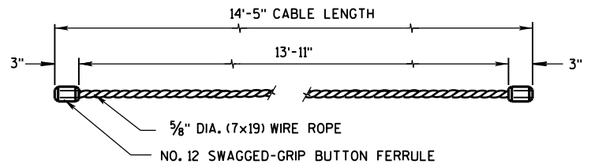
DETAILS OF CABLE ANCHOR ASSEMBLY



PLACEMENT OF NOSE CABLE RETAINING CLIP



NOSE CABLE RETAINING CLIP



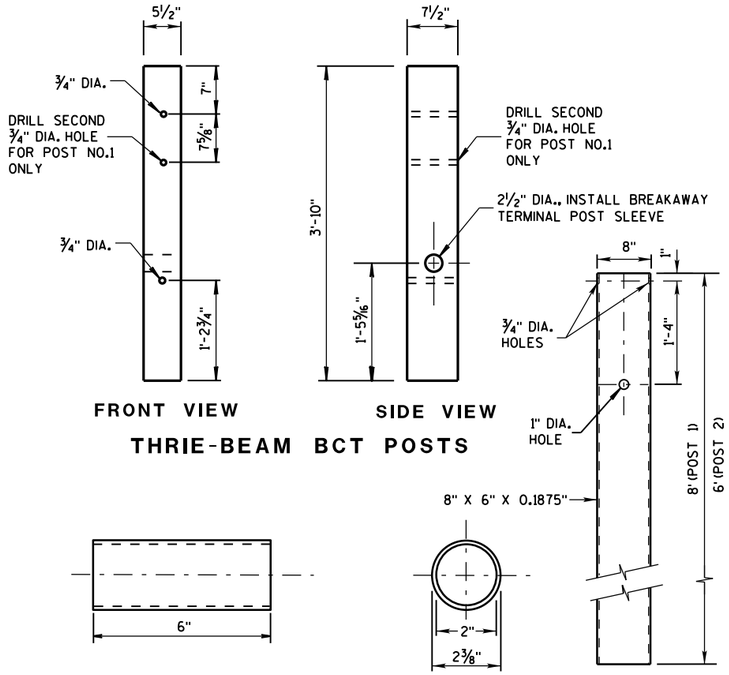
NOSE CABLE WITH SWAGGED END BUTTONS

TO PULL OFF SWAGGED GRIP BUTTON FERRULE FROM WIRE ROPE REQUIRES A FORCE EQUAL TO 98% OF THE WIRE ROPE'S BREAKING STRENGHT.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

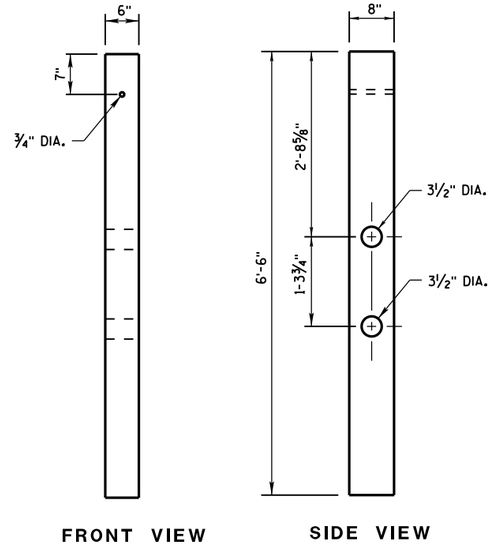
S.D.D. 14 B 26-3c



THRIE-BEAM BCT POSTS

BREAKAWAY TERMINAL POST SLEEVE

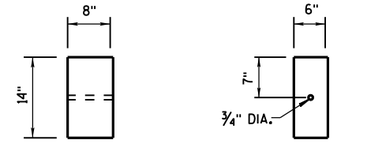
STEEL FOUNDATION TUBE



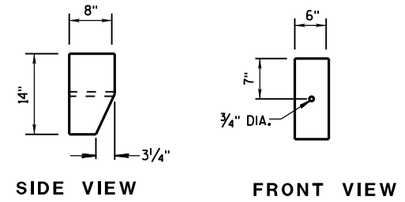
THRIE-BEAM CRT WOOD POSTS

GENERAL NOTES

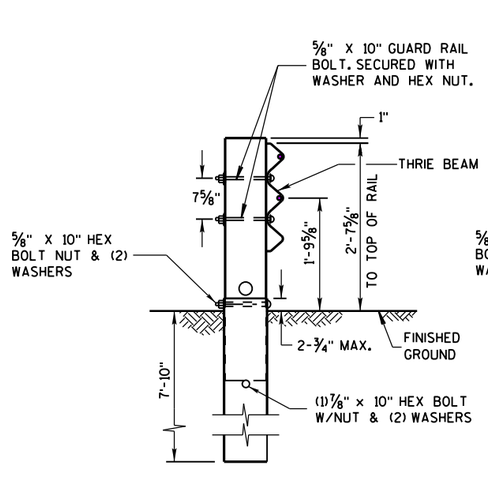
SEE STANDARD DETAIL DRAWINGS 14 B 26a-e.



STANDARD WOOD BLOCK

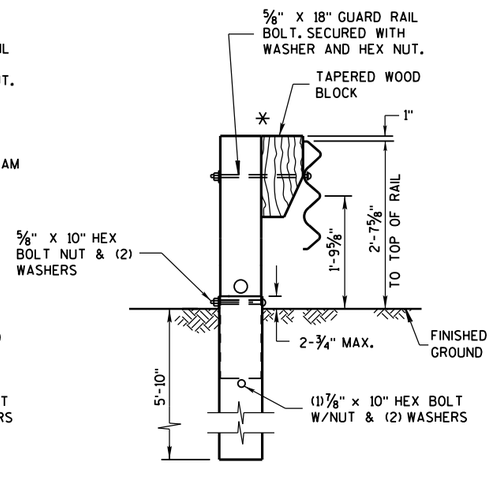


TAPERED WOOD BLOCK



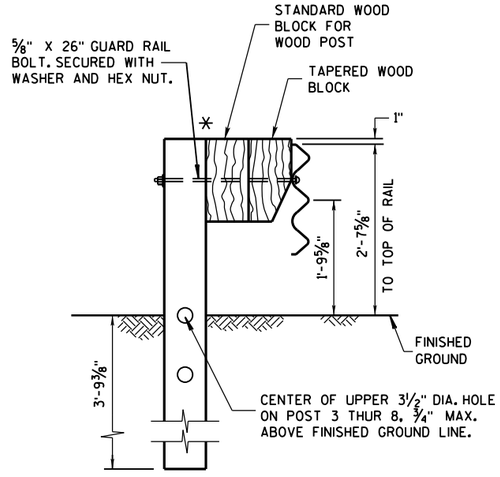
THRIE-BEAM BCT POST
(WITH 8'-0" FOUNDATION TUBE)

POST NO. 1



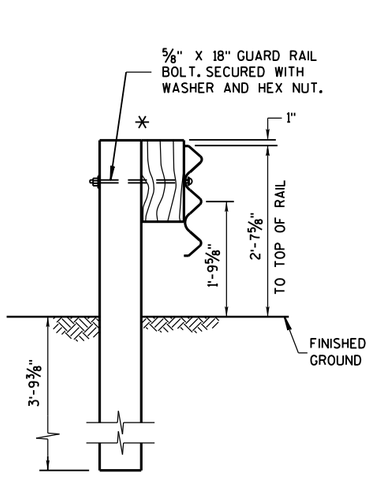
THRIE-BEAM BCT POST
(WITH 6'-0" FOUNDATION TUBE AND 1'-2" TAPERED BLOCK)

POST NO. 2



THRIE-BEAM CRT POST
(6'-6" LONG POST WITH 1'-2" BLOCK AND 1'-2" TAPERED BLOCK)

POST NO. 3,4,5,6,7, & 8



THRIE-BEAM POST
(6'-6" LONG POST WITH 1'-2" BLOCK)

POST NO. 9,10,11,& 12

(ALSO USE FOR STEEL THRIE BEAM BEYOND POST 12)

* IF NEEDED DUE TO AN UNDERGROUND OBSTACLE ADD 1 ADDITIONAL STANDARD BLOCKOUT TO POST.

STEEL THRIE BEAM BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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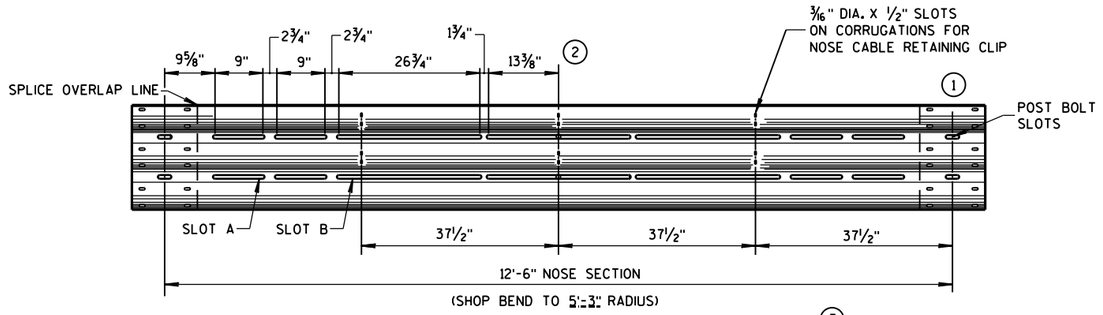
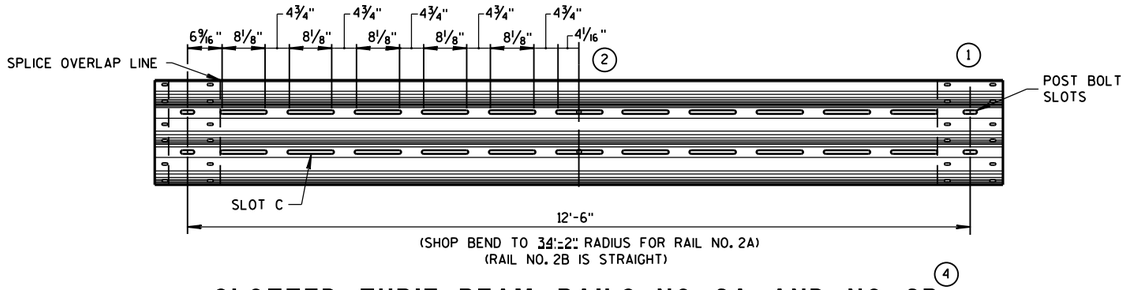
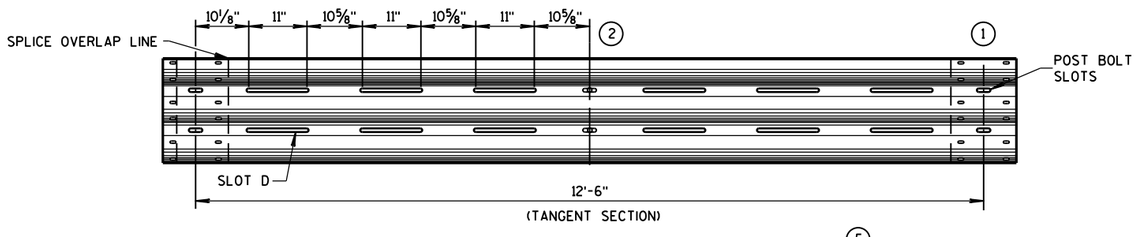
S.D.D. 14 B 26-3d



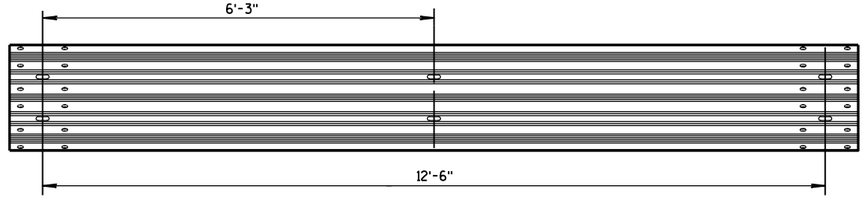
SLOTTED THRIE BEAM RAIL NO. 1 (3)



SLOTTED THRIE BEAM RAILS NO. 2A AND NO. 2B (4)



SLOTTED THRIE BEAM RAIL NO. 3 (5)



UNBENT STANDARD THRIE BEAM RAIL NO. 4 AND NO. 5

GENERAL NOTES

SEE STANADRD DETAIL DRAWINGS 14 B 26a-e.

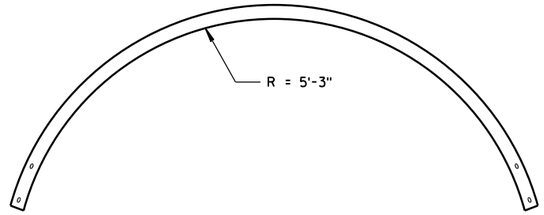
(1) SLOTTED THRIE BEAM RAIL DIMENSIONS SHOWN ARE BEFORE BENDING TO THE RADIUS SHOWN.

(2) SLOT SIZE AND SPACING SYMMETRIC.

(3) SLOTTED THRIE BEAM RAIL NO. 1, 12'-6", SHOP BEND TO R=5'-3".

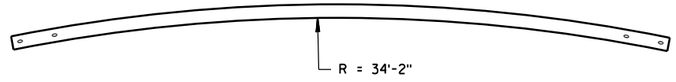
(4) SLOTTED THRIE BEAM RAIL NO. 2A, 12'-6", SHOP BEND TO R=34'-2".
SLOTTED THRIE BEAM RAIL NO. 2B, 12'-6", RAIL IS STRAIGHT.

(5) SLOTTED THRIE BEAM RAIL NO. 3, 12'-6", TANGENT.



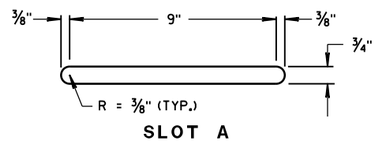
PLAN VIEW

SLOTTED THRIE BEAM RAIL NO. 1

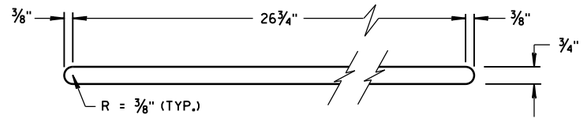


PLAN VIEW

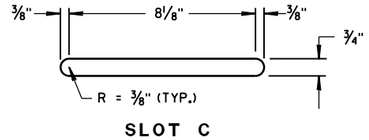
SLOTTED THRIE BEAM RAIL NO. 2A



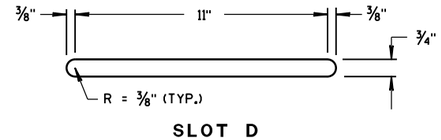
SLOT A



SLOT B



SLOT C



SLOT D

SLOT DETAILS

STEEL THRIE BEAM
BULLNOSE TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

NT

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S.D.D. 14 B 26-3e

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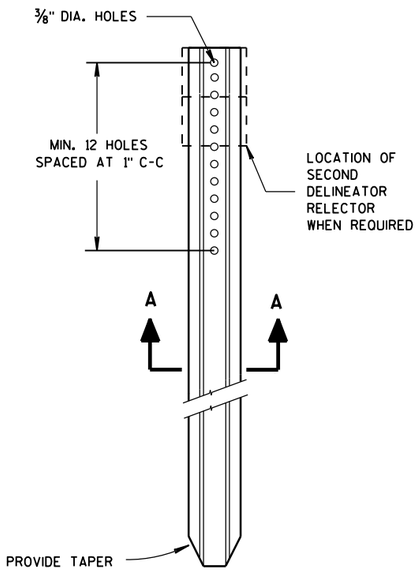
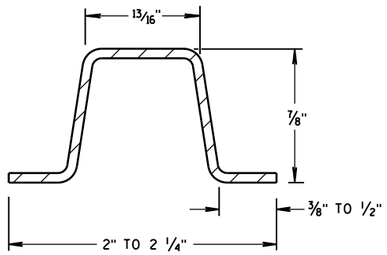
S.D.D. 14 B 26-3e

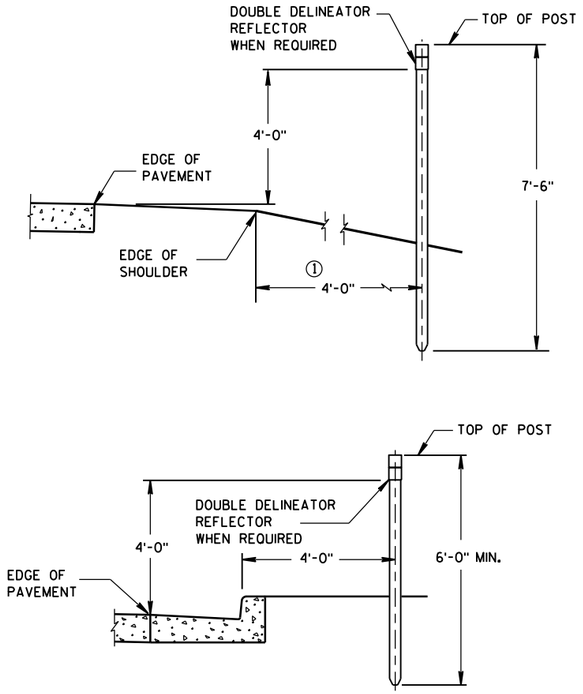


DELINEATOR POST



SECTION A-A

WEIGHT 1.12 LBS PER FT. ± 0.1 LB.

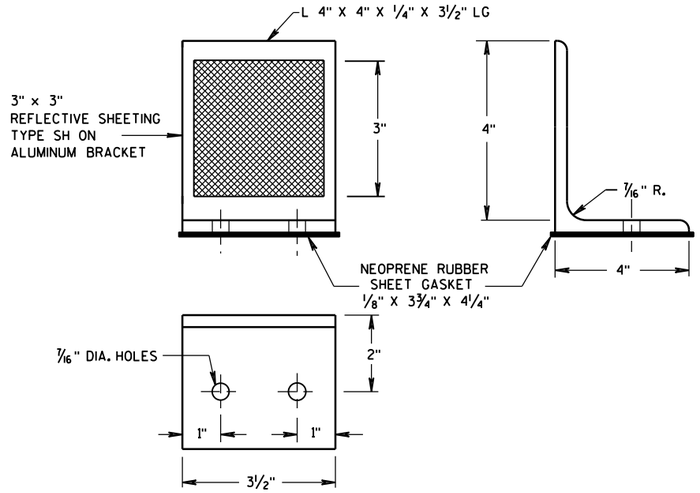


TYPICAL INSTALLATIONS OF DELINEATOR POSTS

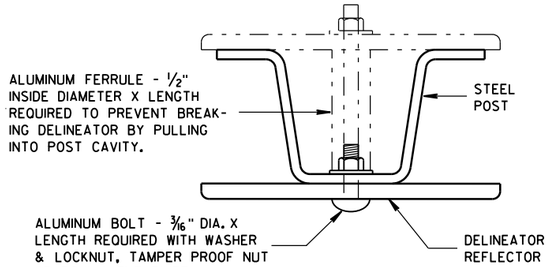
GENERAL NOTES

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

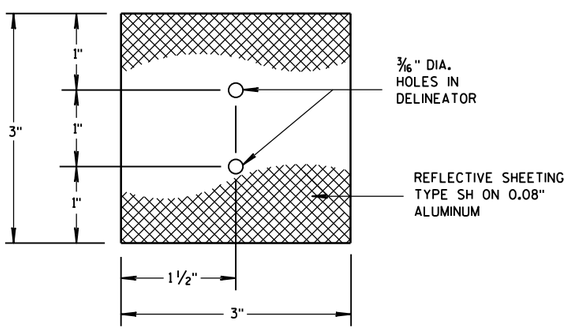
① DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.



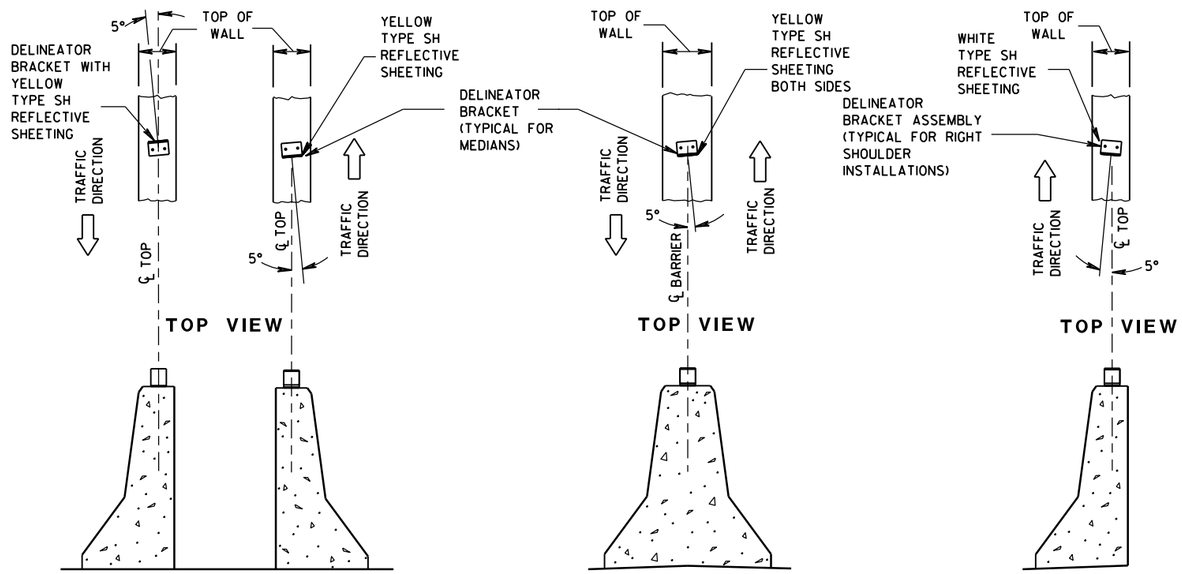
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR REFLECTOR

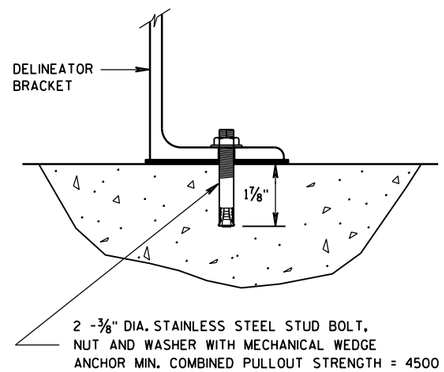


3"x 3" DELINEATOR REFLECTOR



DOUBLE BARRIERS IN MEDIAN | MEDIAN BARRIER | BARRIER LOCATED TO RT. OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR DELINEATOR BRACKETS MOUNTED ON CONCRETE BARRIERS



DELINEATOR BRACKET MOUNTING DETAIL

DELINEATOR POST, DELINEATOR REFLECTOR AND DELINEATOR BRACKET WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-18-16 DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] GINEER
FHWA

6

S.D.D. 15 A 2-9

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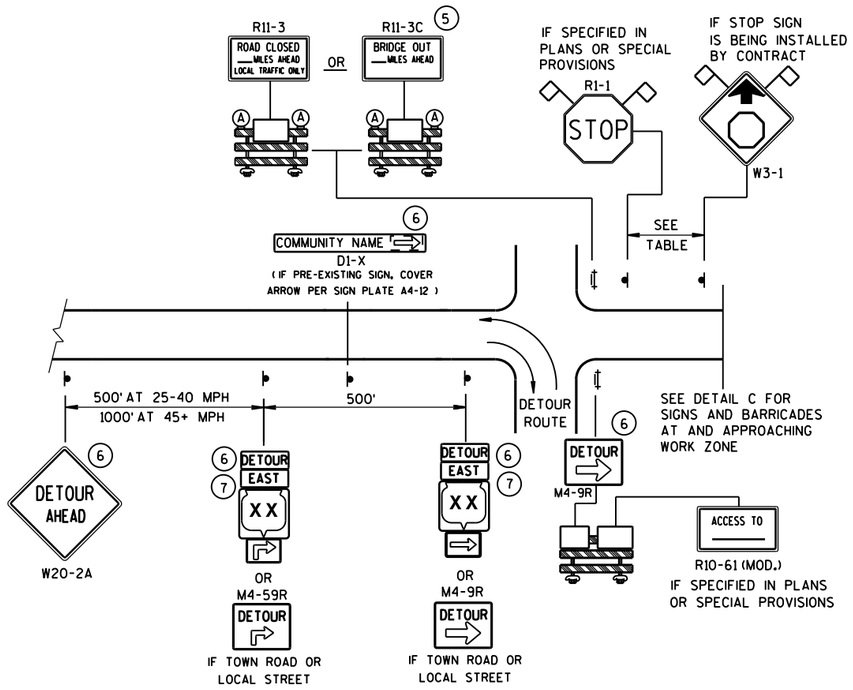
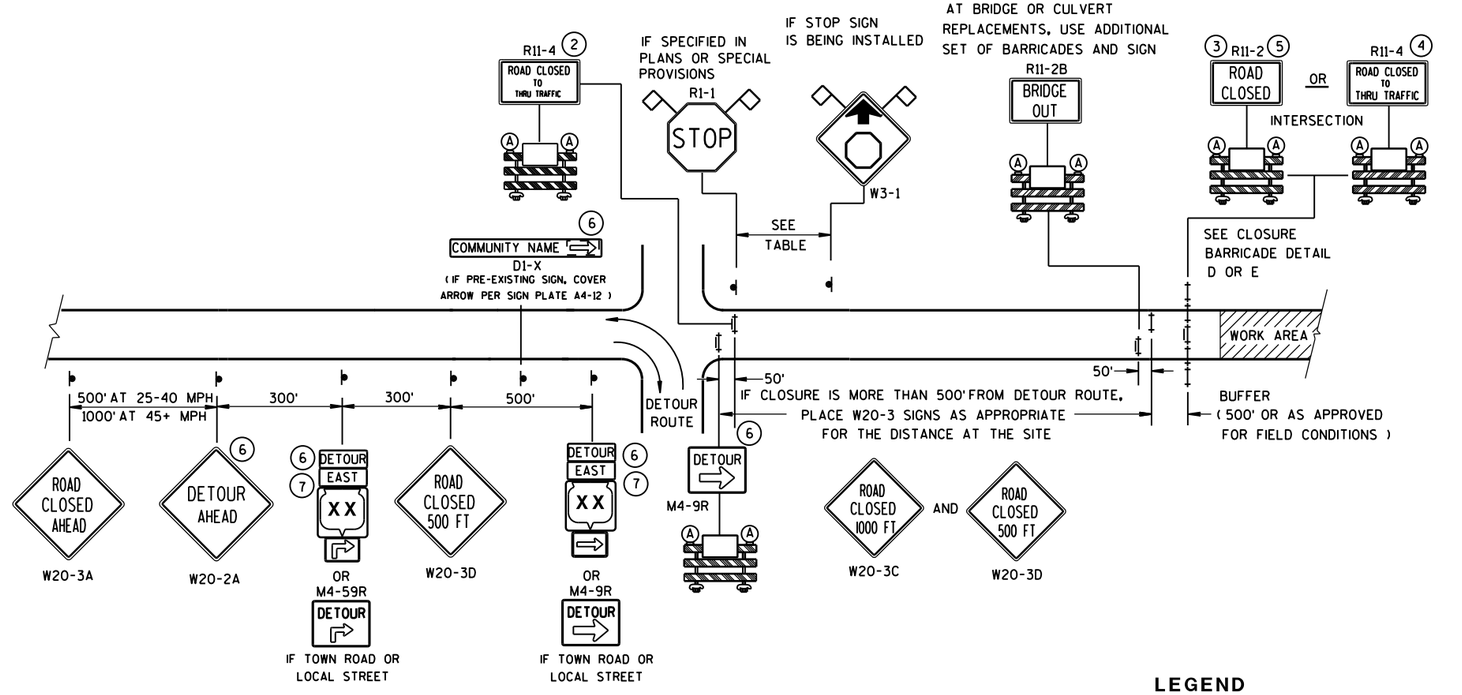
S.D.D. 15 A 2-9



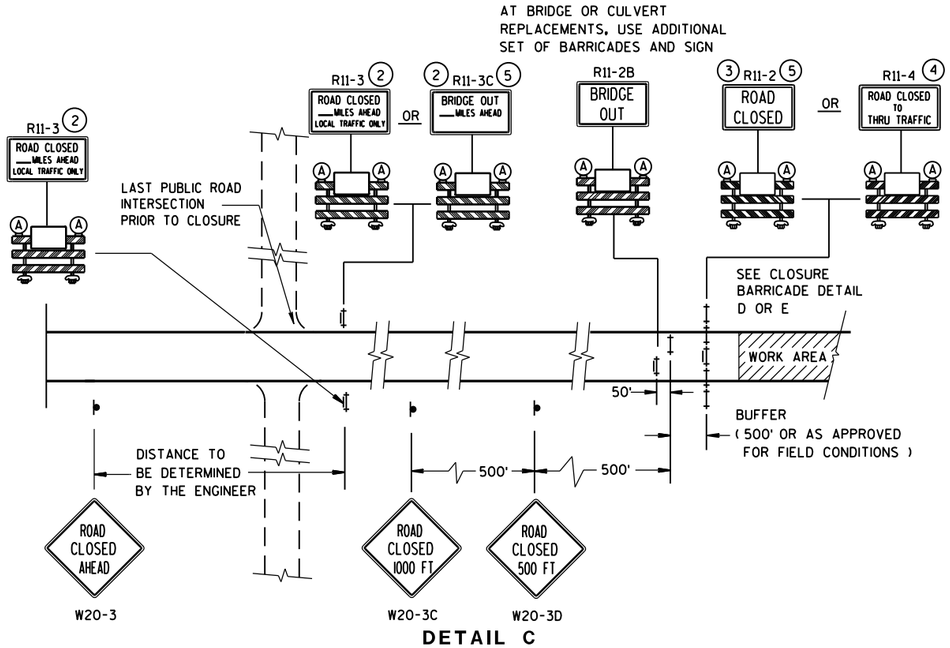
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE LESS THAN ½ MILE FROM DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

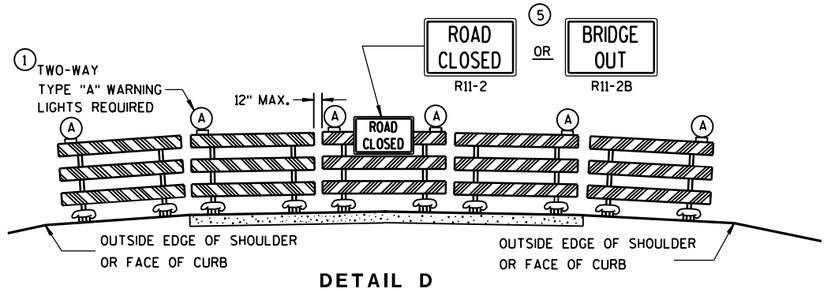
Sept. 2015 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

S.D.D. 15 C 2-6a

6

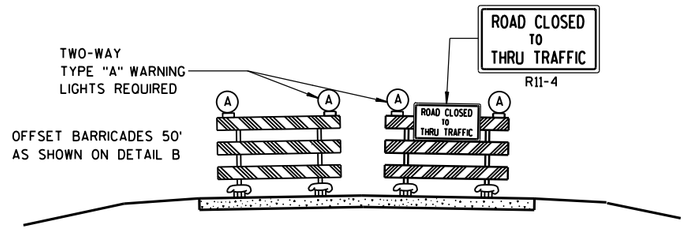
S.D.D. 15 C 2-6a



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 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO SAFETY ENGI — FHWA

6

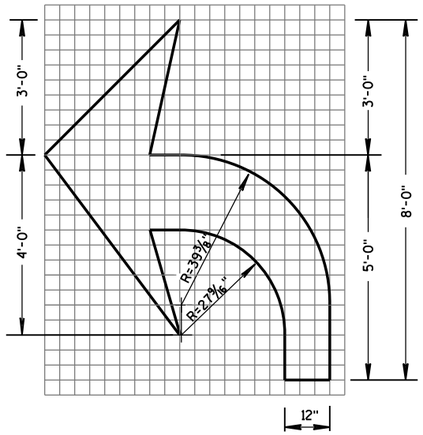
S.D.D. 15 C 2-6b

6

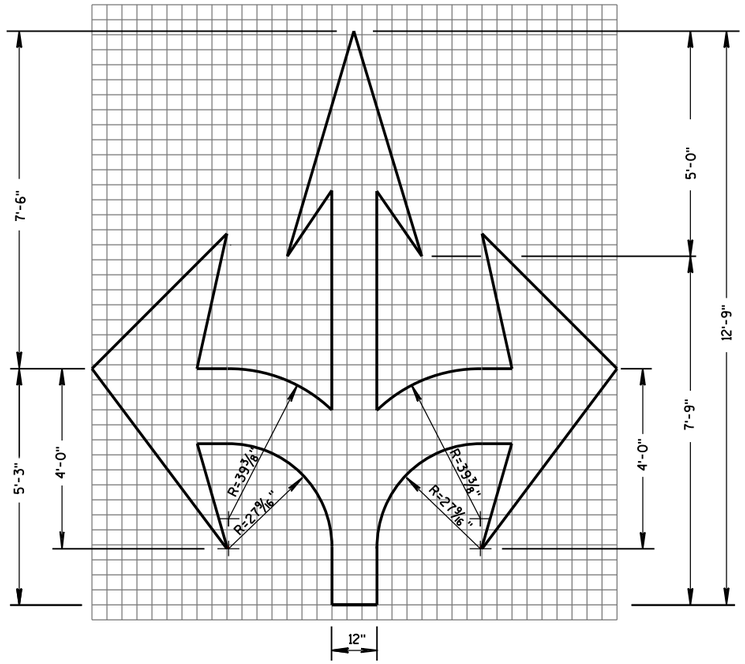
S.D.D. 15 C 2-6b

GENERAL NOTES

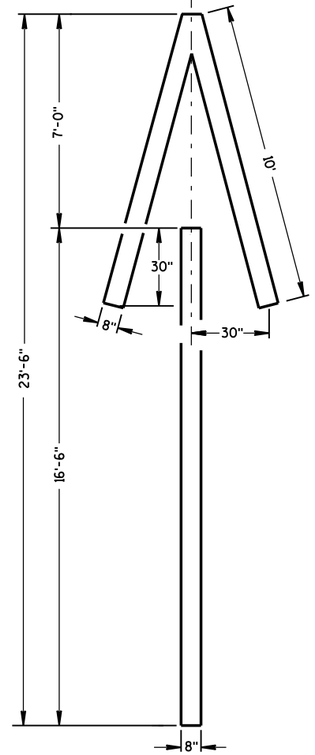
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



TYPE 2



TYPE 6



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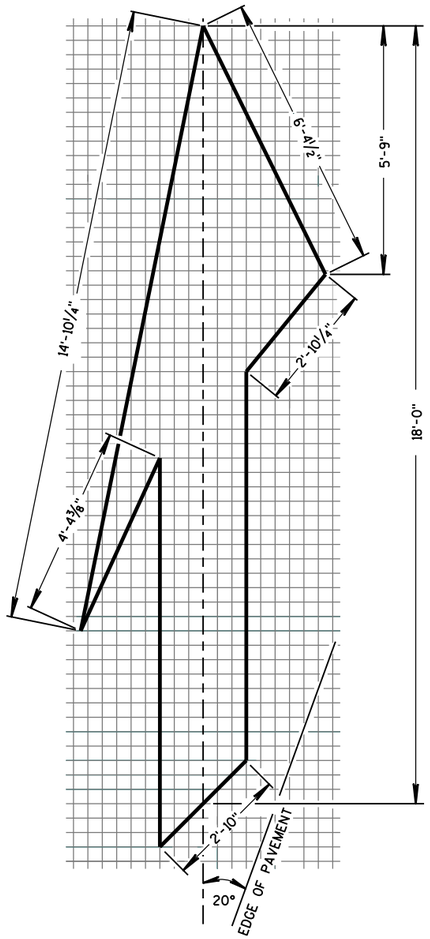
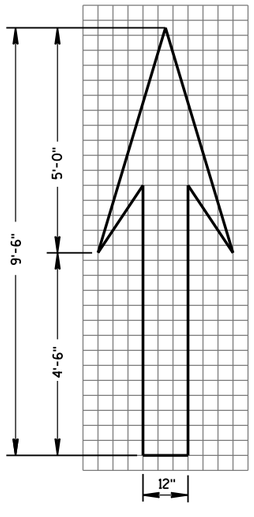
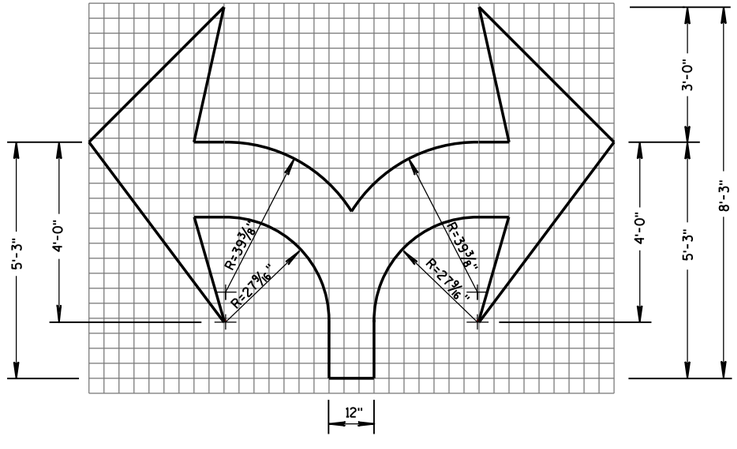


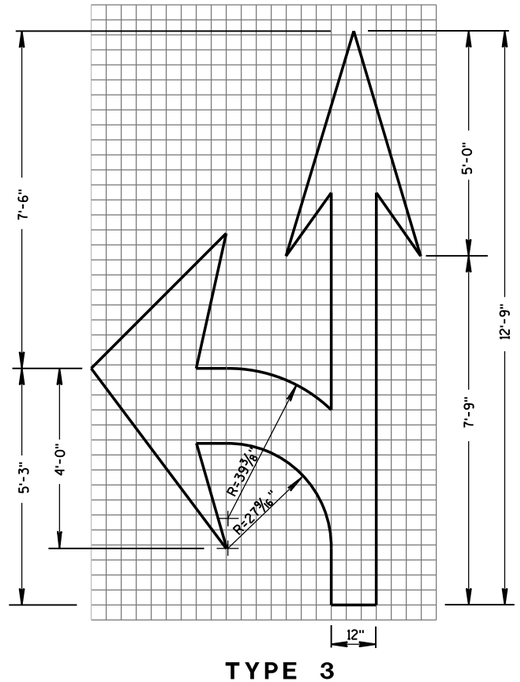
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]NEER
FHWA

6

S.D.D. 15 C 7-14c

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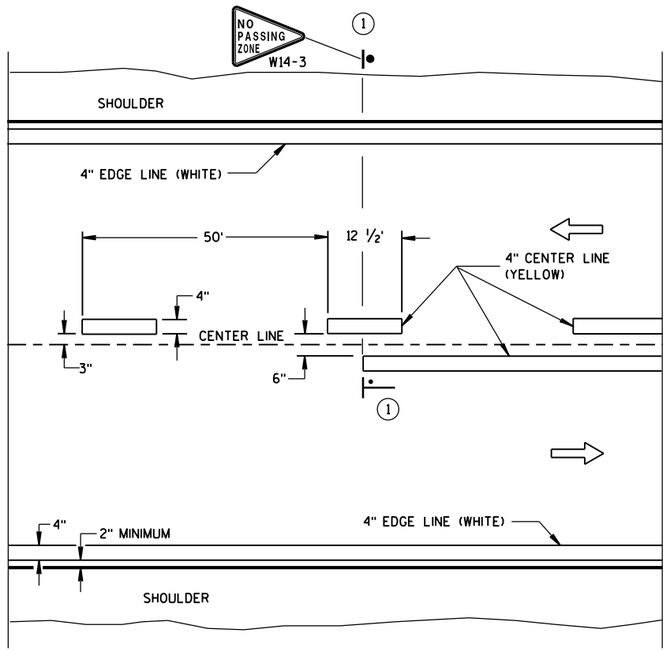
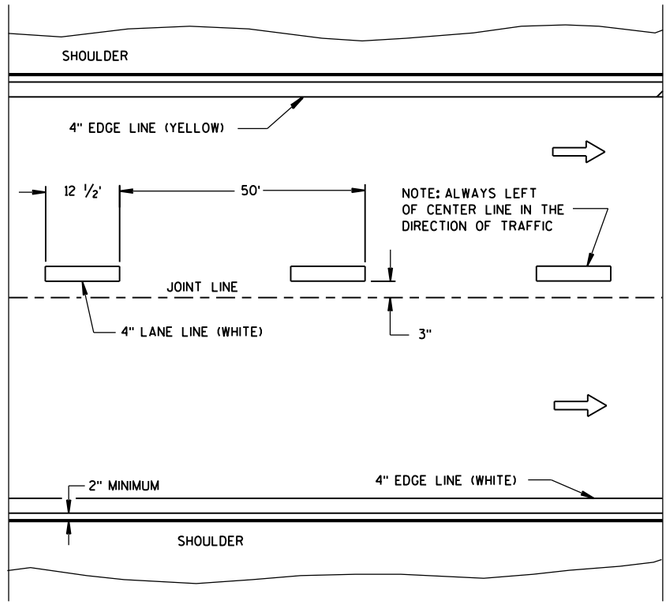
S.D.D. 15 C 7-14c



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

GENERAL NOTES

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

(1) LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING.

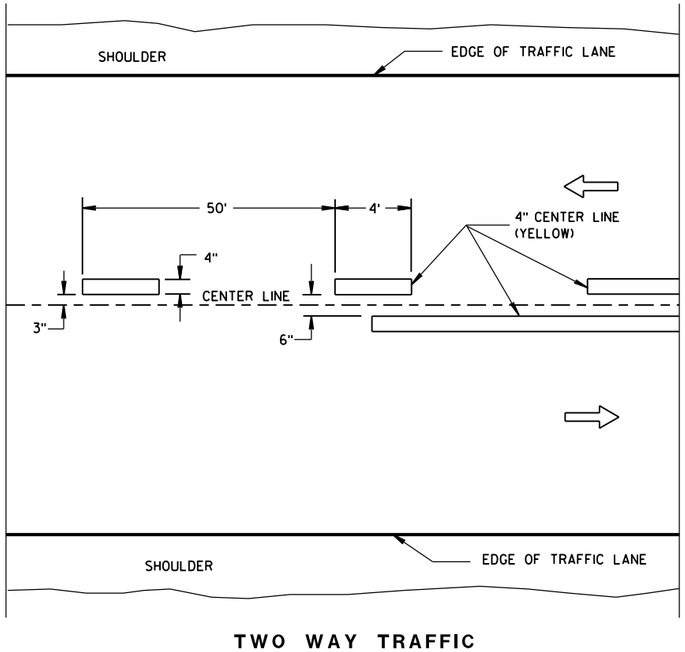
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

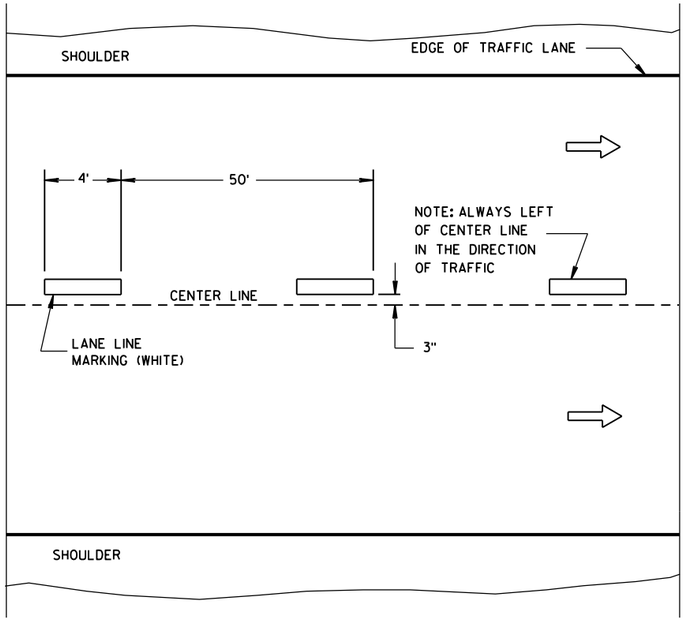
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MAR[illegible]INEER
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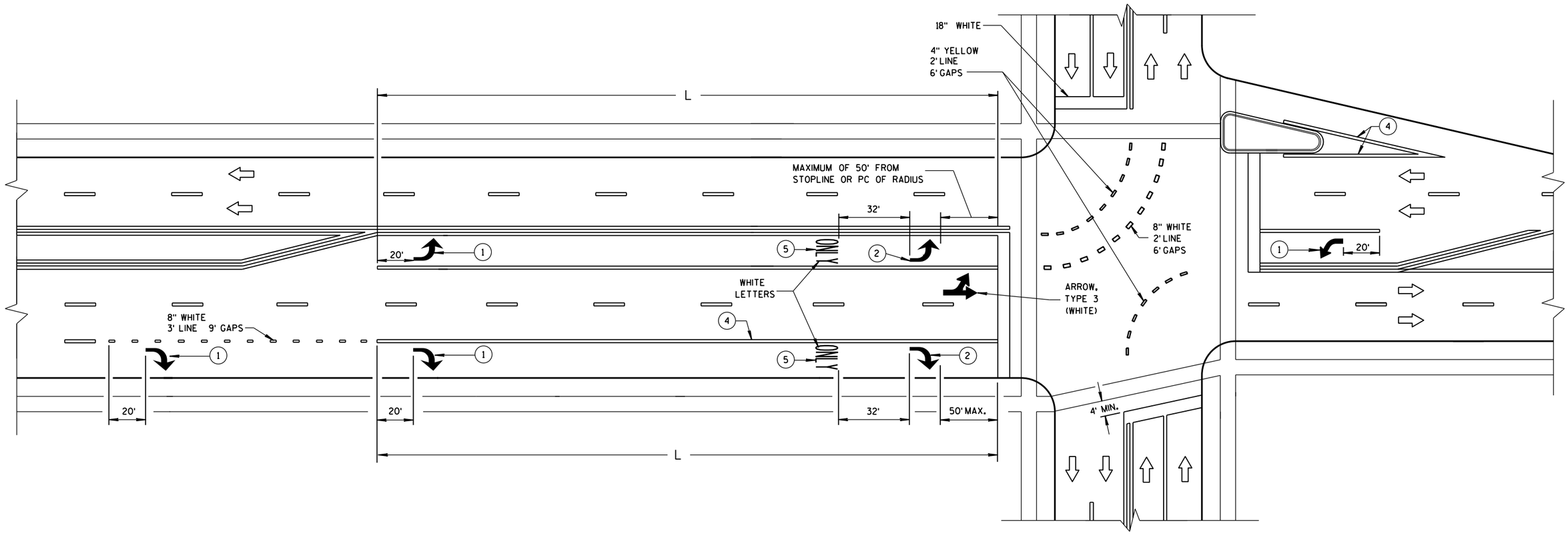
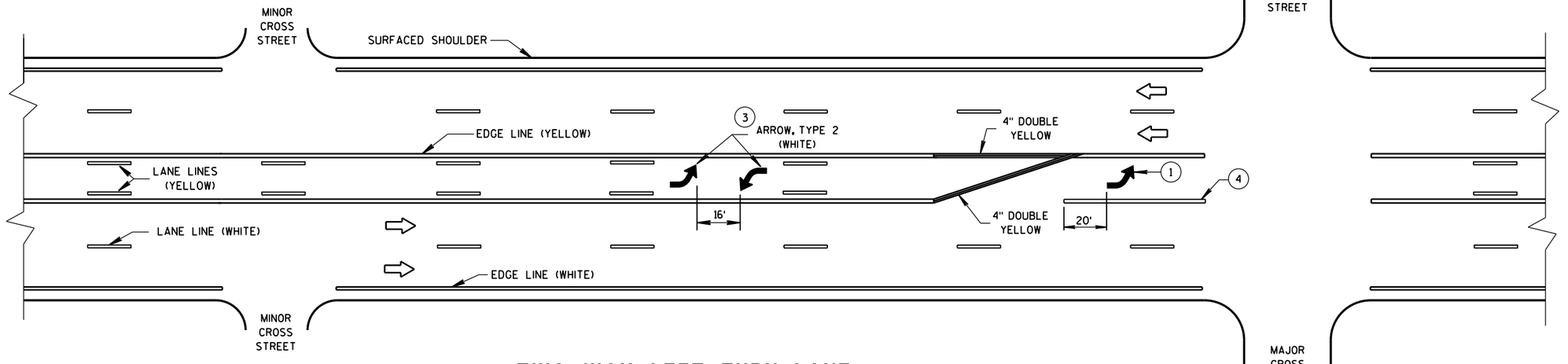
S.D.D. 15 C 8-18a





GENERAL NOTES

(1) REQUIRED ARROW, TYPE 2 (WHITE).

(2) REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.

(3) A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.

(4) 8" WHITE

(5) REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

NOTE:
ARROW SYMBOL (⇨)
SHOWS DIRECTION OF TRAVEL

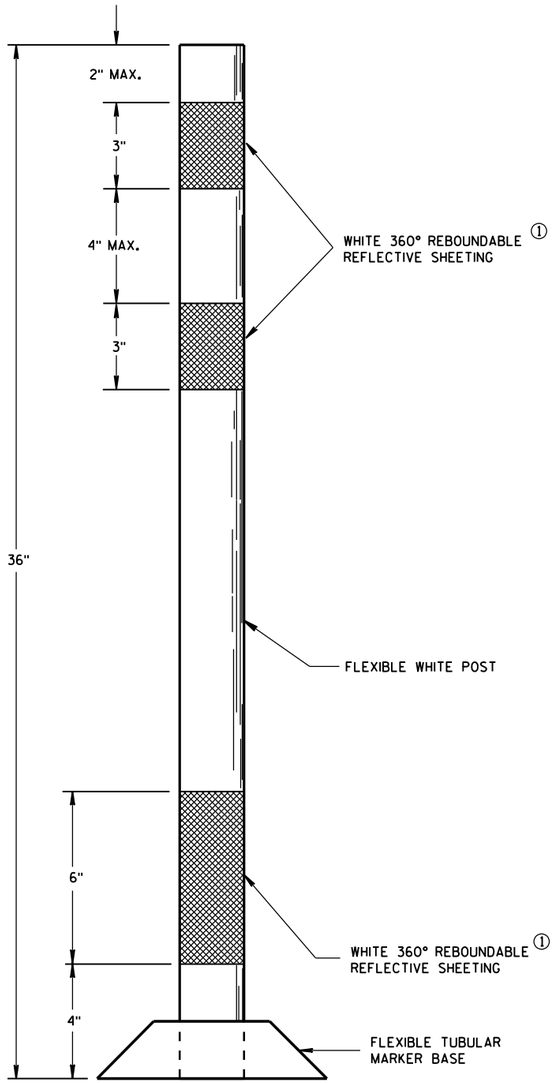
L = LENGTH OF TURN BAY

TWO WAY LEFT TURN LANE

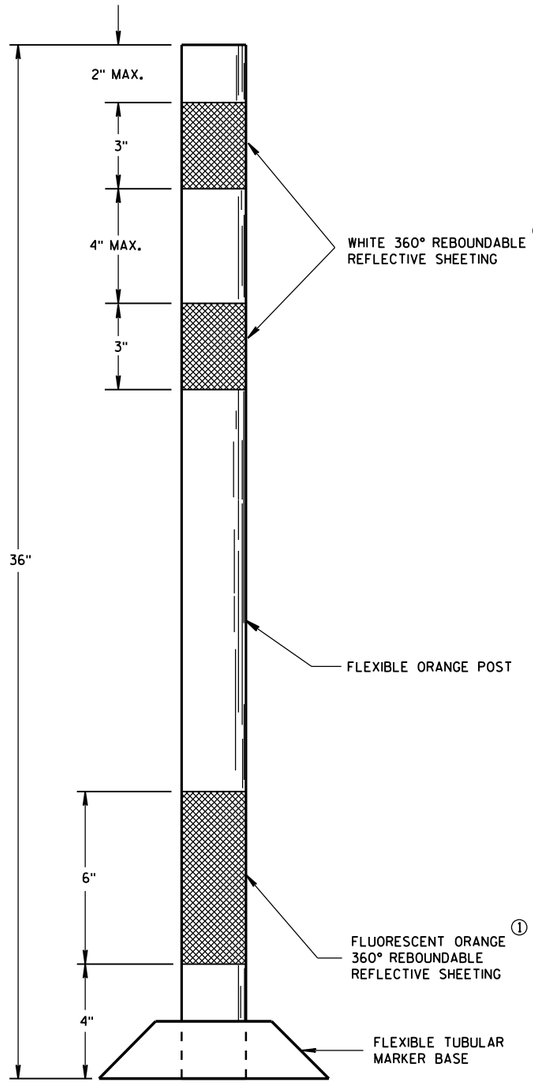
PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

S.D.D. 15 C 8-18b



FLEXIBLE
TUBULAR MARKER POST
PERMANENT CROSSOVER



FLEXIBLE
TUBULAR MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

S.D.D. 15 C 11-7a

CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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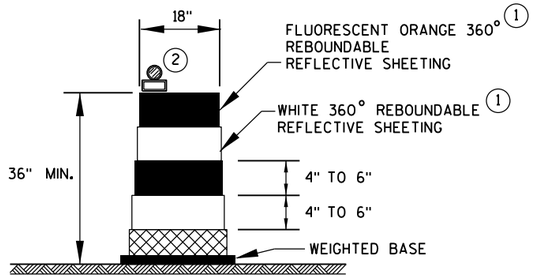
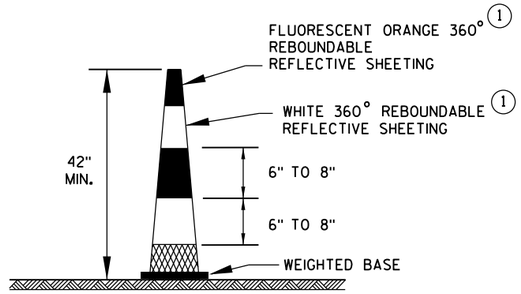
S.D.D. 15 C 11-7a



DRUM

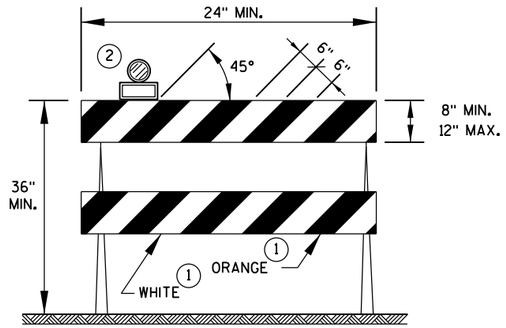


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

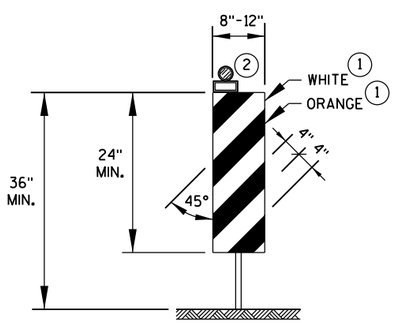
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



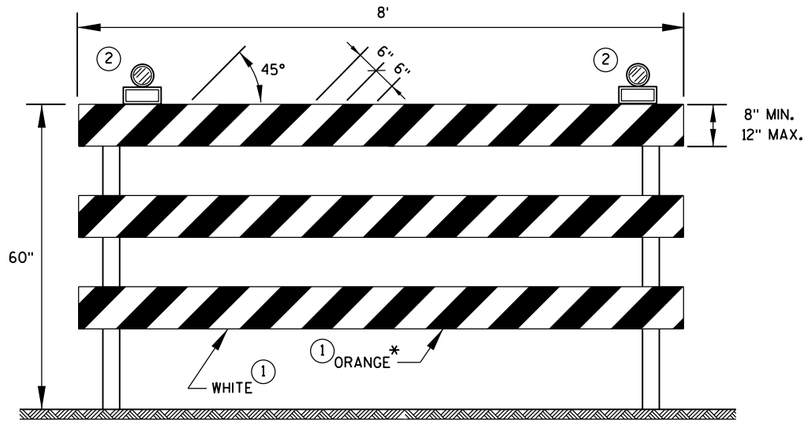
TYPE 2 BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE 3 BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION, USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
June 2017 DATE	/S/ Andrew Heidtke WORK ZONE ENG
FHWA	

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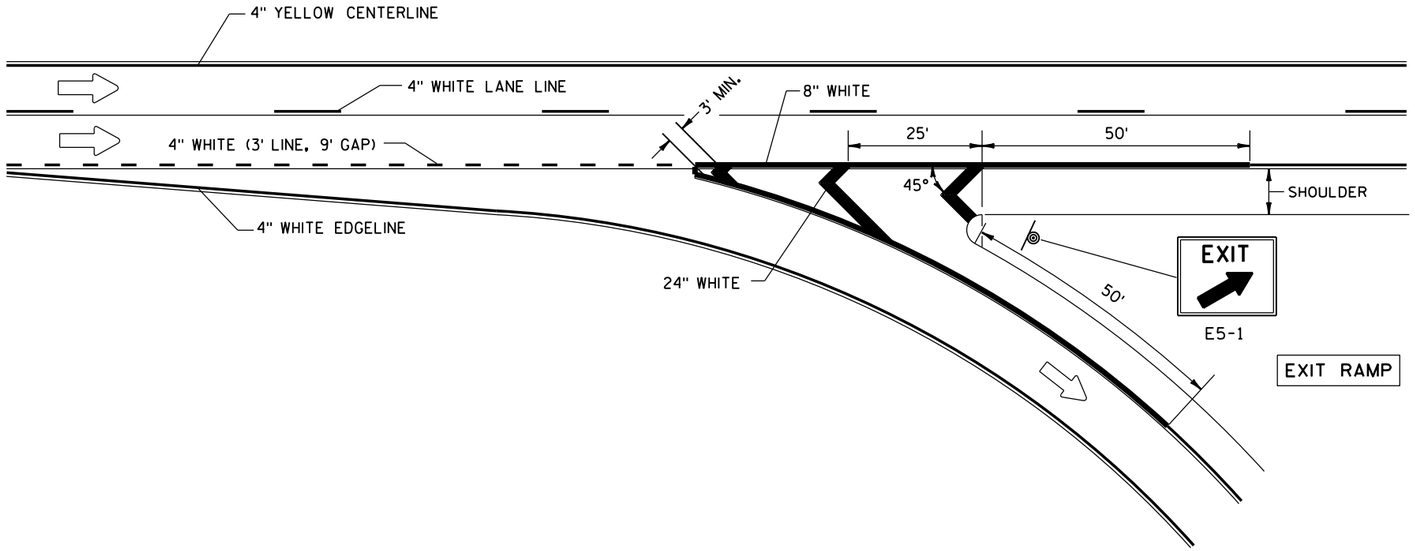
S.D.D. 15 C 11-7b



PAVEMENT MARKING FOR EXIT RAMP

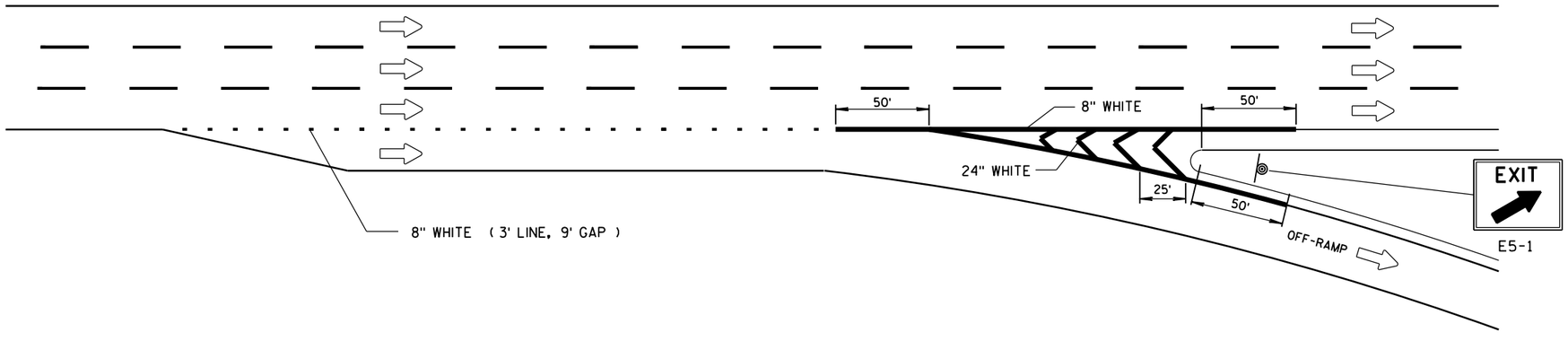
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

SIGN ON PERMANENT SUPPORT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

S.D.D. 15 C 31-3a

PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

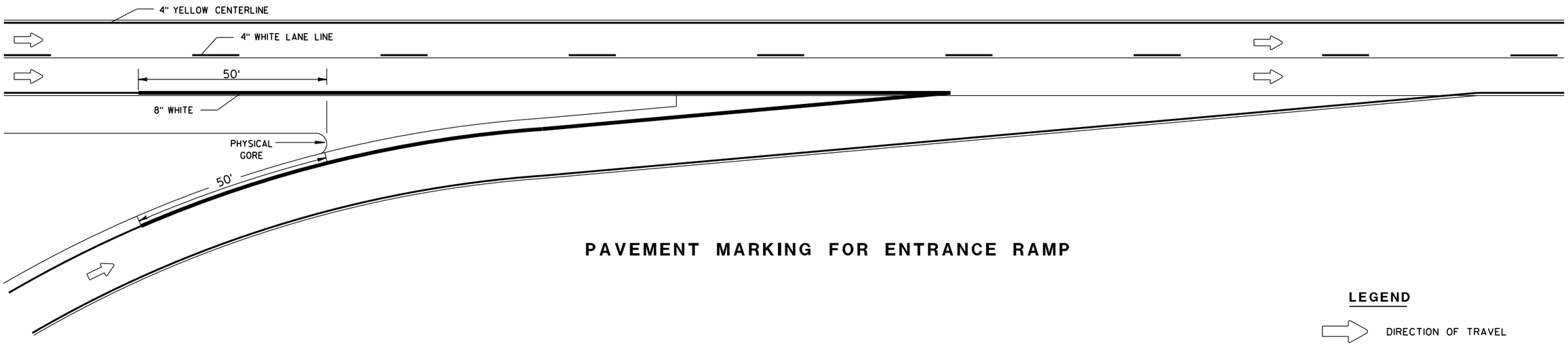
6

S.D.D. 15 C 31-3a

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

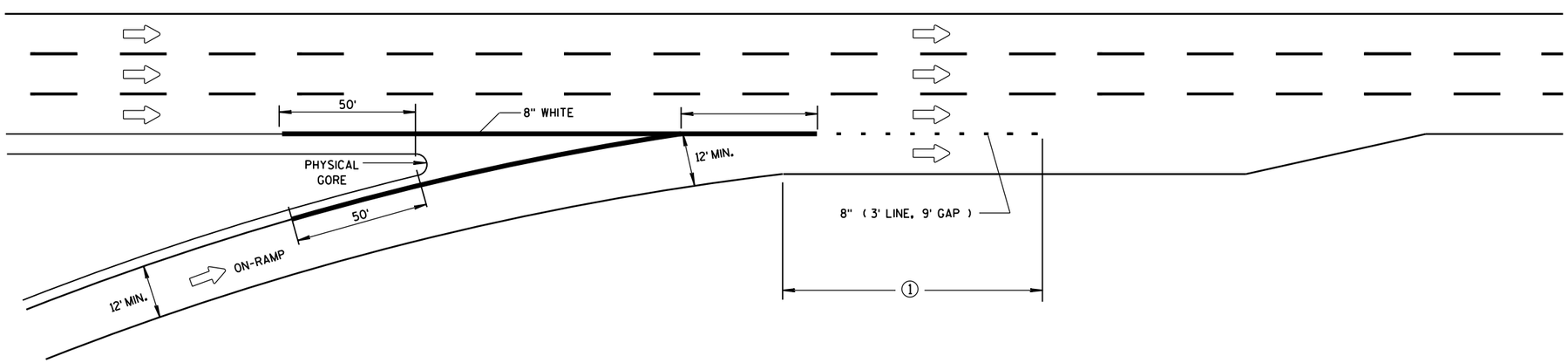
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

DIRECTION OF TRAVEL



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

PAVEMENT MARKING FOR PARALLEL ON-RAMP AND PARALLEL OFF-RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017
DATE

/S/ Matthew R. Rauch
STATE SIGNING AND MARKING ENGINEER

FHWA

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S.D.D. 15 C 31-3c

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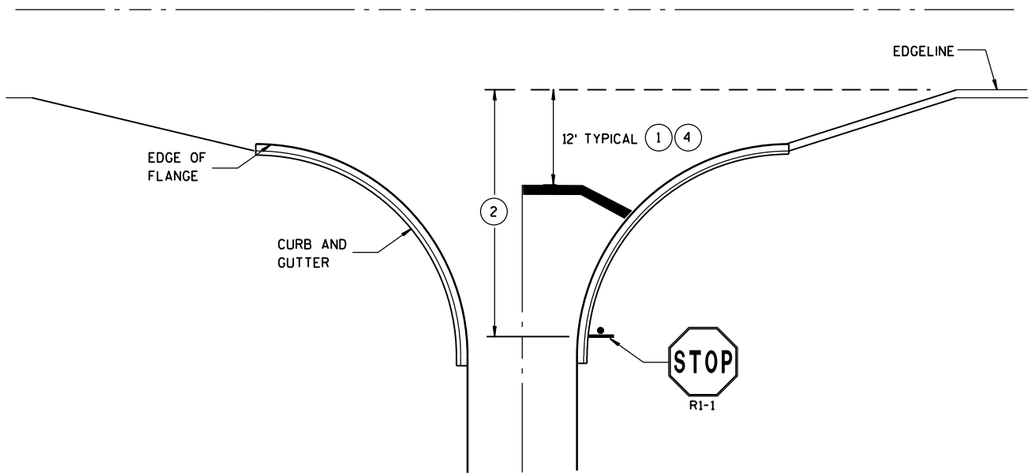
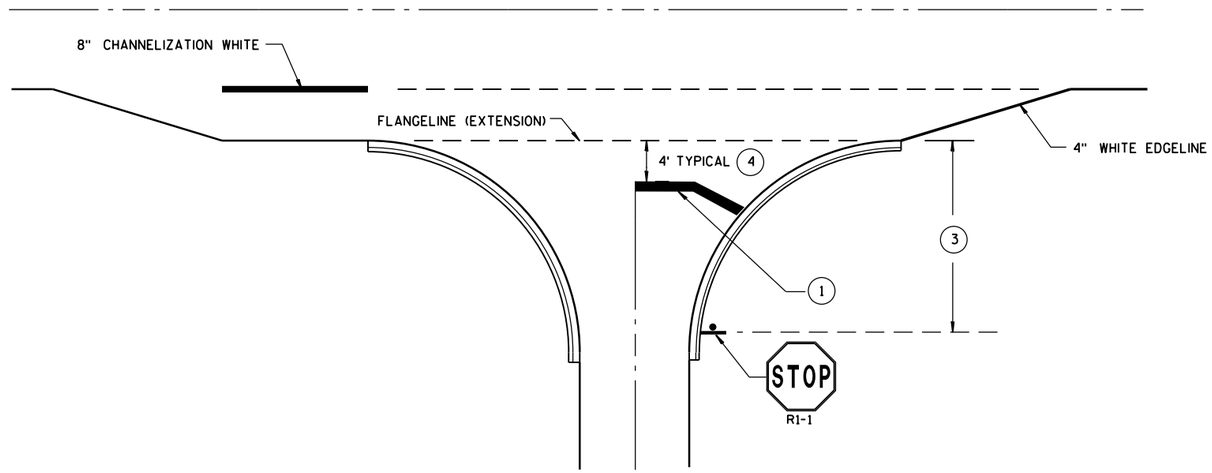
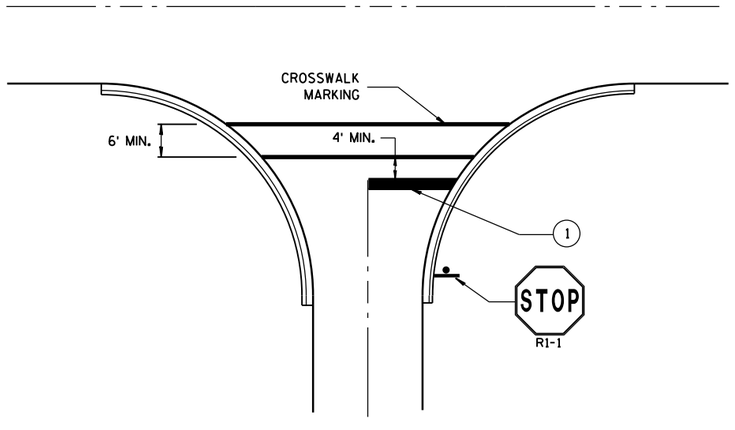
S.D.D. 15 C 31-3c



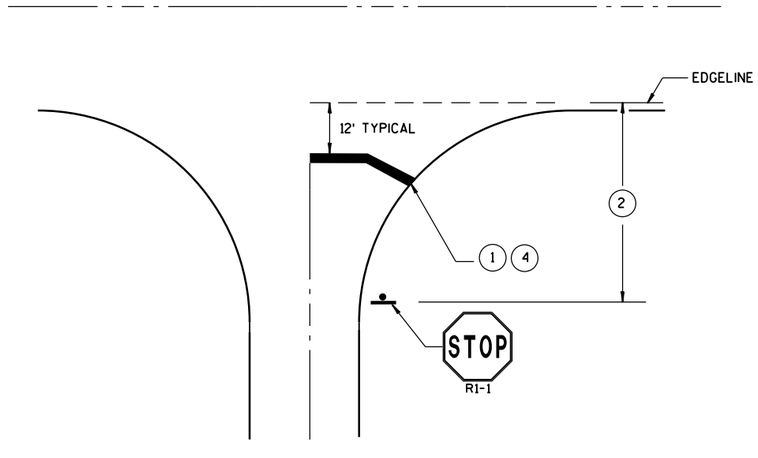
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

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

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR ... NEER

FHWA

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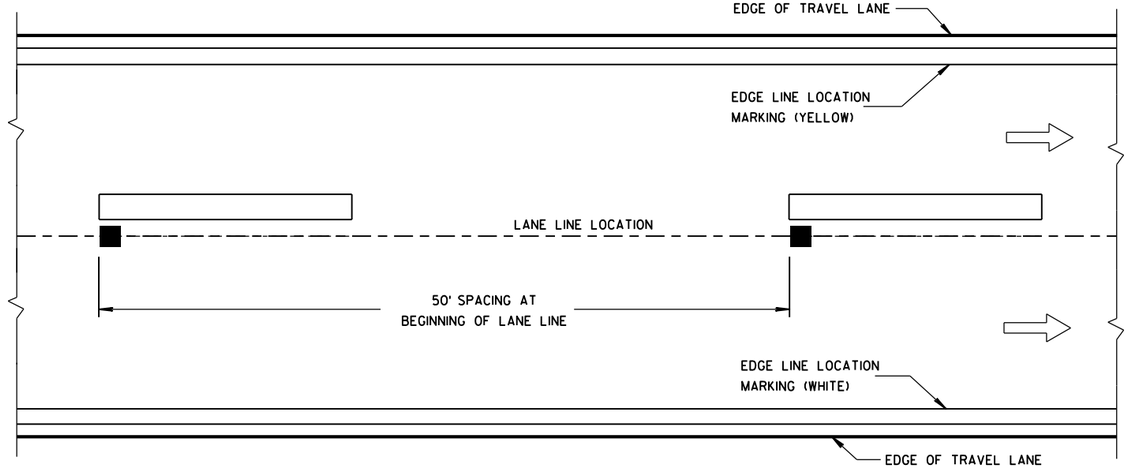
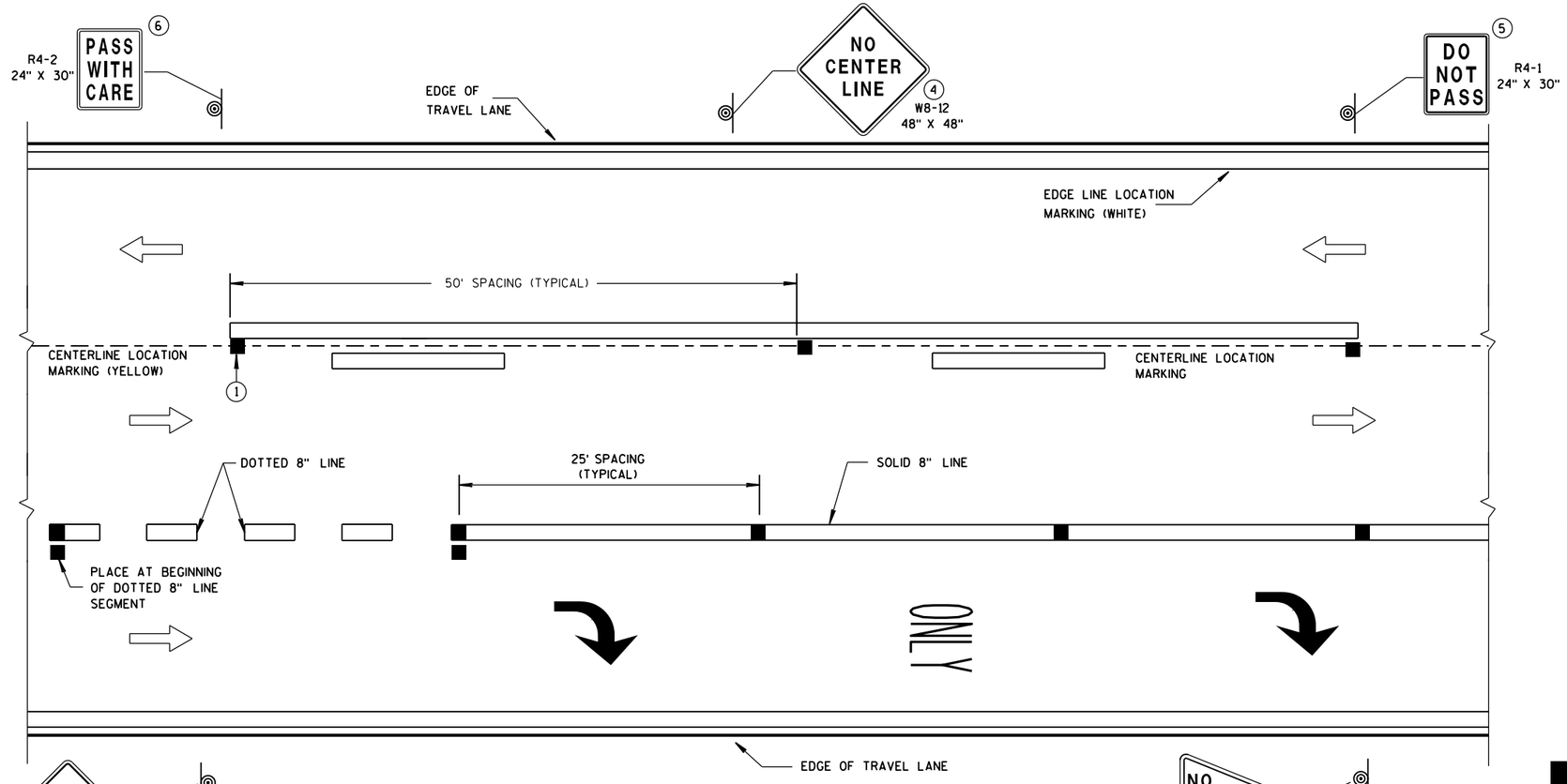
S.D.D. 15 C 33-3



LONGITUDINAL PLACEMENT 4-INCH LANE LINE



LONGITUDINAL PLACEMENT 4-INCH CENTERLINE AND 8-INCH CHANNEL LINE

GENERAL NOTES

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

COLOR OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II SHALL MATCH THE COLOR OF THE MARKING THEY SUPPLEMENT.

PLACEMENT OF TEMPORARY RAISED PAVEMENT MARKERS ON EDGE LINES ARE OPTIONAL. IF PLACED ON EDGE LINES, MAXIMUM SPACING SHALL BE 50 FEET.

PROVIDE SINGLE OR MULTI-COVER TEMPORARY RAISED PAVEMENT MARKERS AS SHOWN ON PLAN.

MARK T's ON PAVEMENT FOR RE-ESTABLISHING NO PASSING ZONES.

SAME DAY TEMPORARY PAVEMENT MARKING MAY BE USED IN LIEU OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF TEMPORARY SAME DAY PAVEMENT MARKING IS USED, ENSURE PROPOSED PAVEMENT MARKINGS ARE PLACED IN THE EXACT LOCATIONS AS THE EXISTING MARKINGS, USING A MINIMAL AMOUNT OF TEMPORARY RAISED PAVEMENT MARKERS, TYPE II OR OTHER METHODS AS APPROVED BY THE ENGINEER.

IF ROADWAY IS DETOURED DURING CONSTRUCTION, THE DO NOT PASS, PASS WITH CARE AND NO CENTERLINE SIGNS MAY BE OMITTED, PROVIDED A LIQUID MARKING IS INSTALLED BEFORE THE ROADWAY IS REOPENED TO TRAFFIC.

(1) FOR DOUBLE SOLID YELLOW, PLACE THE MARKERS BETWEEN THE LINES.

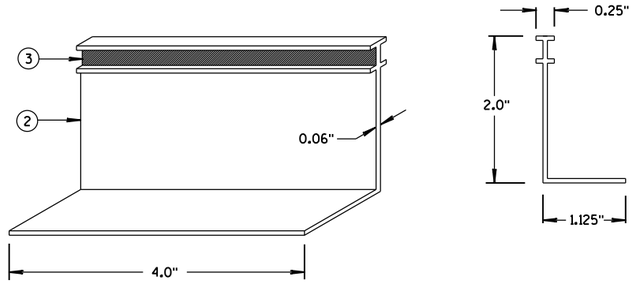
(2) MARKERS SHALL BE OF POLYURETHANE MATERIAL.

(3) MARKERS SHALL HAVE A MINIMUM SIZE REFLECTIVE SURFACE OF 4 INCH WIDTH X 0.25 INCH HEIGHT.

(4) NO CENTER LINE SIGNS SHALL BE PLACED AT THE BEGINNING OF PROJECT, AT TWO-MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS.

(5) DO NOT PASS SIGNS SHALL BE INSTALLED AT THE BEGINNING OF NO PASSING ZONES. ADDITIONAL DO NOT PASS SIGNS SHALL BE INSTALLED AT ONE MILE INTERVALS AND AFTER STATE AND COUNTY HIGHWAY INTERSECTIONS WITHIN THE NO PASSING ZONE.

(6) PASS WITH CARE SIGNS SHALL BE PLACED AT THE DOWNSTREAM END OF NO PASSING ZONES.



ISOMETRIC VIEW

SIDE VIEW

TEMPORARY RAISED PAVEMENT MARKER, TYPE II

LEGEND

- TEMPORARY RAISED PAVEMENT MARKER, TYPE II
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAVEL

STANDARD APPLICATION FOR TEMPORARY RAISED PAVEMENT MARKERS, TYPE II

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6-2017 — DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAR[illegible] ENGINEER
FHWA

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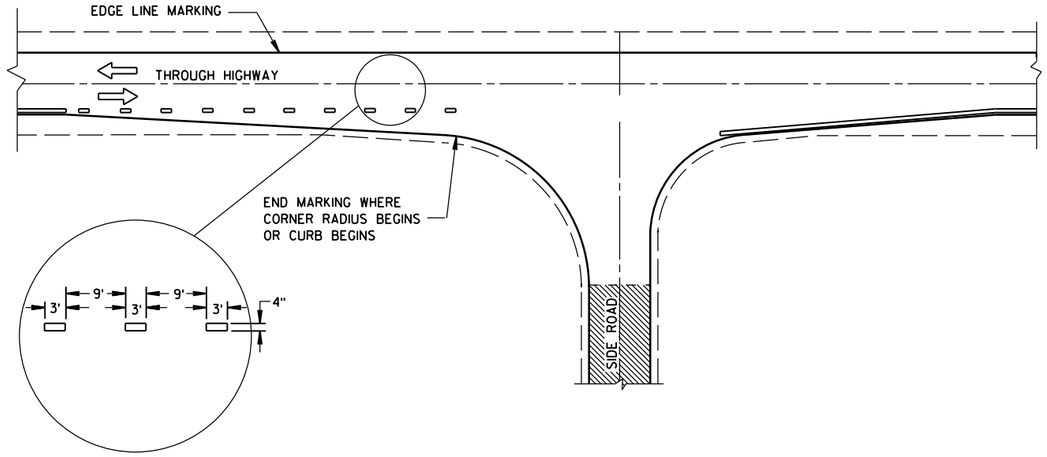


MINOR INTERSECTION

GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

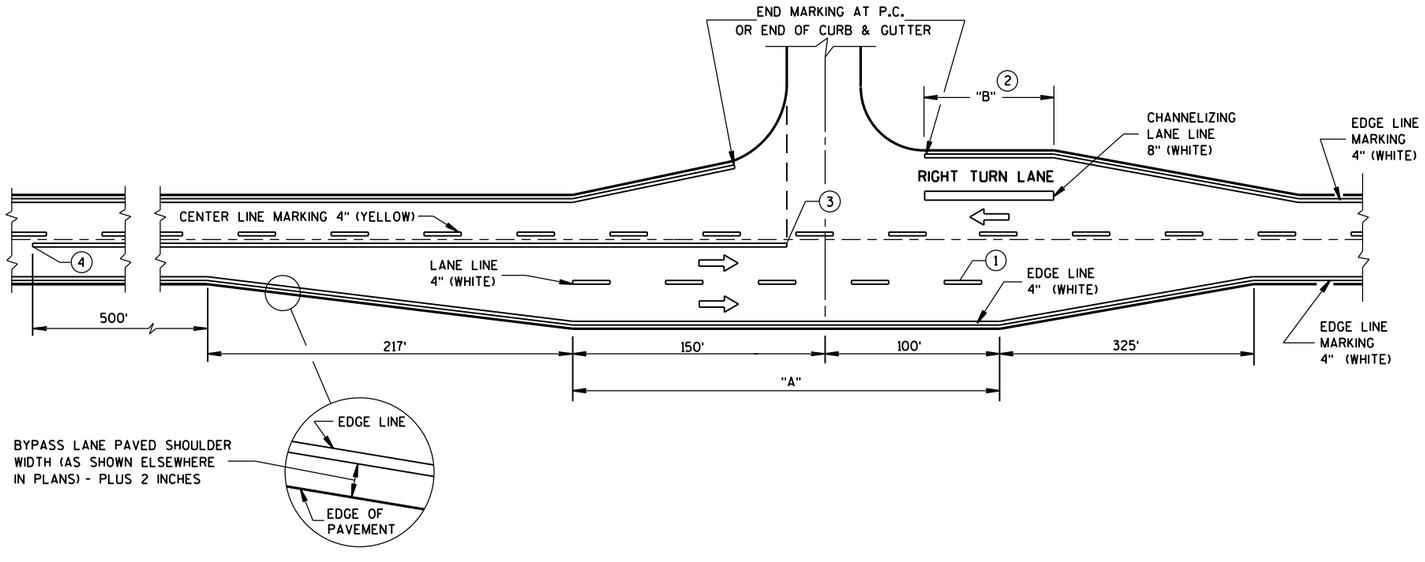
(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(4) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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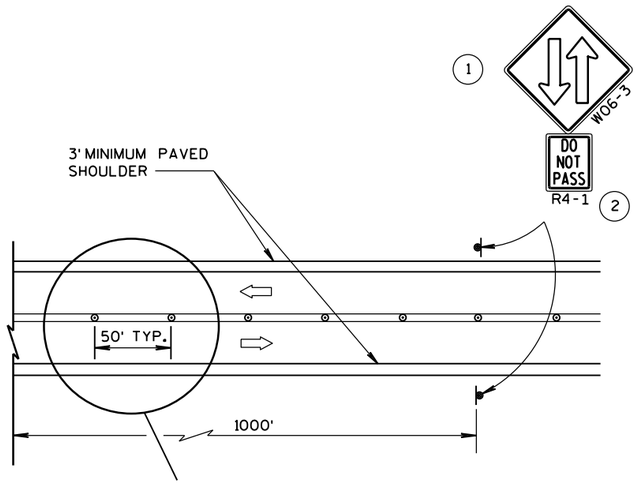
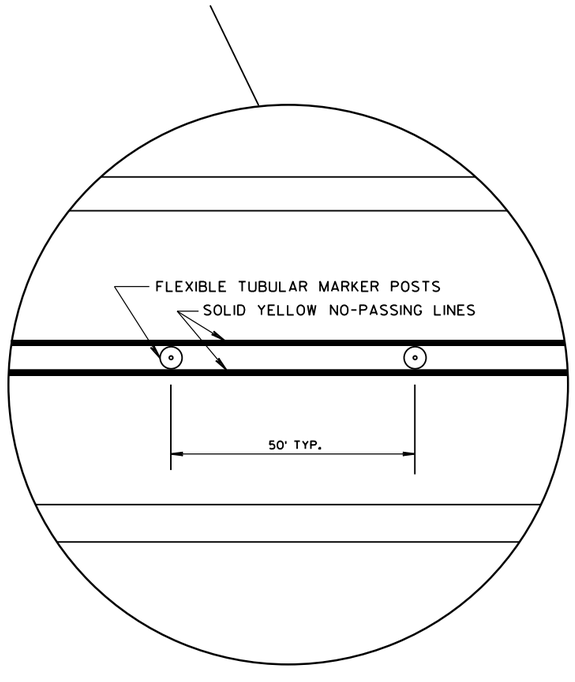


TWO LANE, TWO WAY OPERATION



LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- DIRECTION OF TRAFFIC

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERS NOTED.

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

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

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

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

A SINGLE ROW OF FLEXIBLE TUBULAR MARKERS ON CENTERLINE EXTEND FOR THE ENTIRE LENGTH OF TWO-WAY TRAFFIC AT 50-FOOT SPACING.

COVER EXISTING CENTERLINE STRIPE WITH TEMPORARY PAVEMENT MARKING, 4-INCH DOUBLE YELLOW.

(1)

W057-51
48"x24"

R4-1 (2)

THE W06-3 WITH THE W057-51 SHALL BE LOCATED 200 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND/OR 500 FEET BEYOND ANY SIDEROAD. THE W06-3 WITH THE R4-1 SHALL BE LOCATED 1000 FEET BEYOND THE W06-3 AND THE W057-51 AND THE SIGNS SHALL BE ALTERNATED WITH ONE MILE INTERVALS BETWEEN W06-3 SIGNS.

(2) CONVENTIONAL: 24"x30"
FREEWAY AND EXPRESSWAY: 36"x48"

TRAFFIC CONTROL, TWO LANE TWO WAY OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE — /S/ Travis Feltes STATE TRAFFIC ENGINEE — SIGN

FHWA

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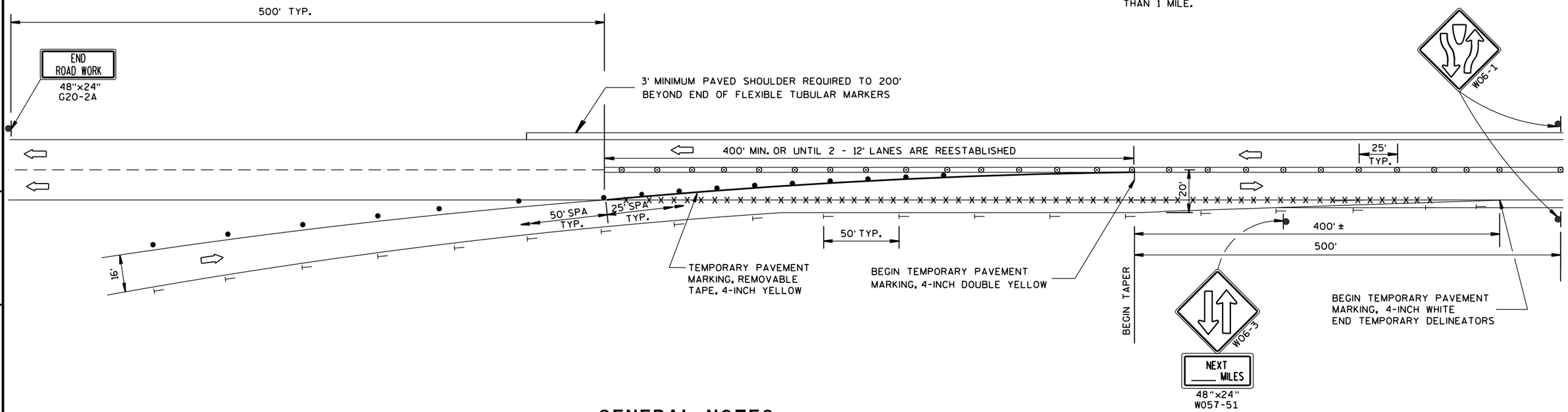
S.D.D. 15 D 6-3

LEGEND

- SIGN ON PERMANEMT SUPPORT
- TRAFFIC CONTROL DRUM
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- REMOVE PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC



24"x30"
R4-1

REPEAT EVERY 1/4 MILE IF PROJECT IS LONGER THAN 1 MILE.

GENERAL NOTES

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

TRAFFIC CONTROL, SINGLE LANE CROSSOVER EXIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

DESIGN

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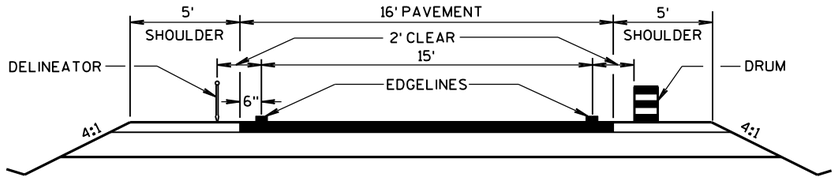
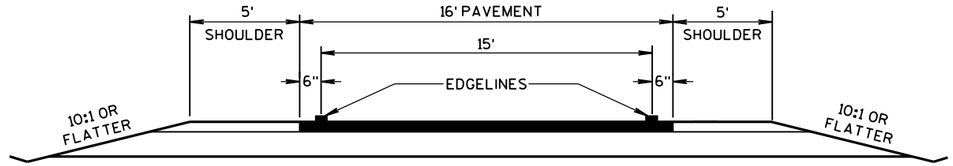


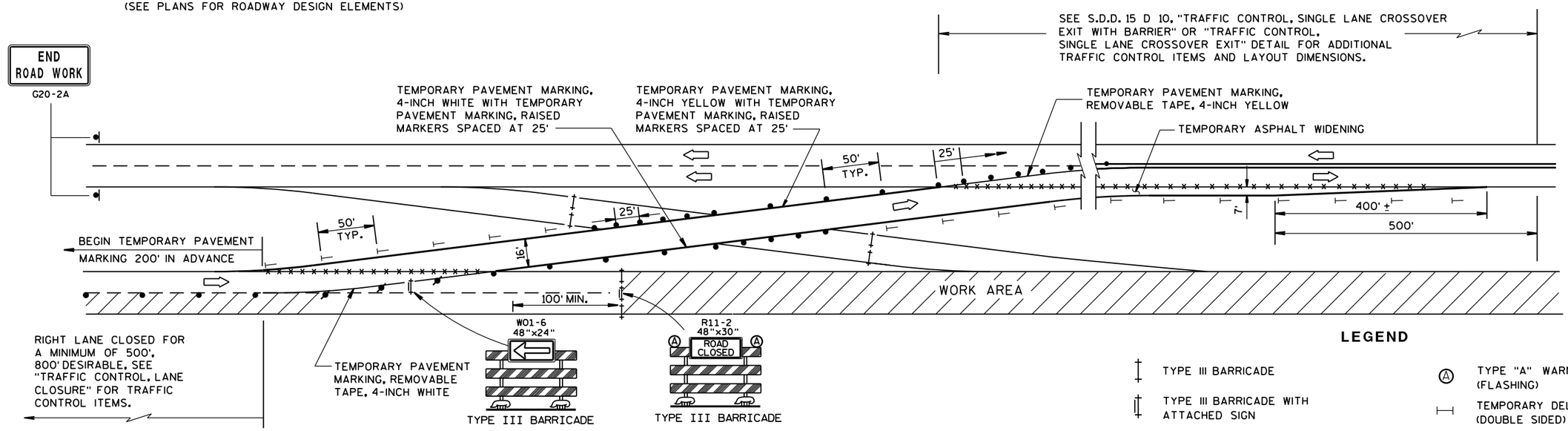
TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS

(SEE PLANS FOR ROADWAY DESIGN ELEMENTS)



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- TEMPORARY DELINEATOR (STEEL POST W/SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- REMOVING PAVEMENT MARKINGS
- DELINEATOR FLEXIBLE/ TUBULAR MARKER
- DIRECTION OF TRAFFIC
- WORK AREA
- SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

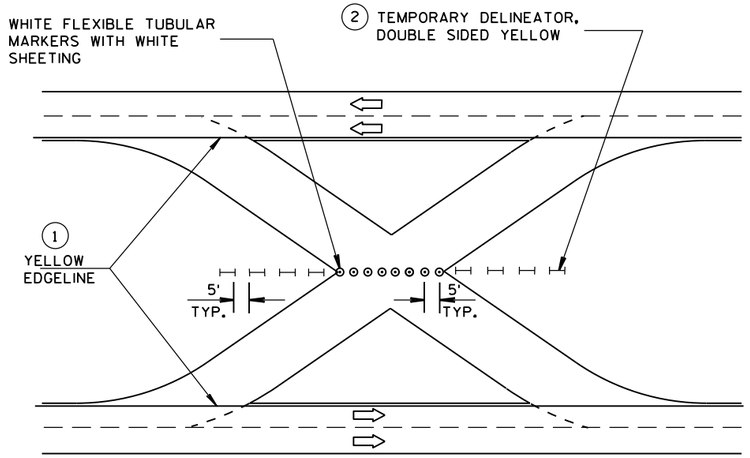
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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S.D.D. 15 D 11-7

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
- (A) 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.

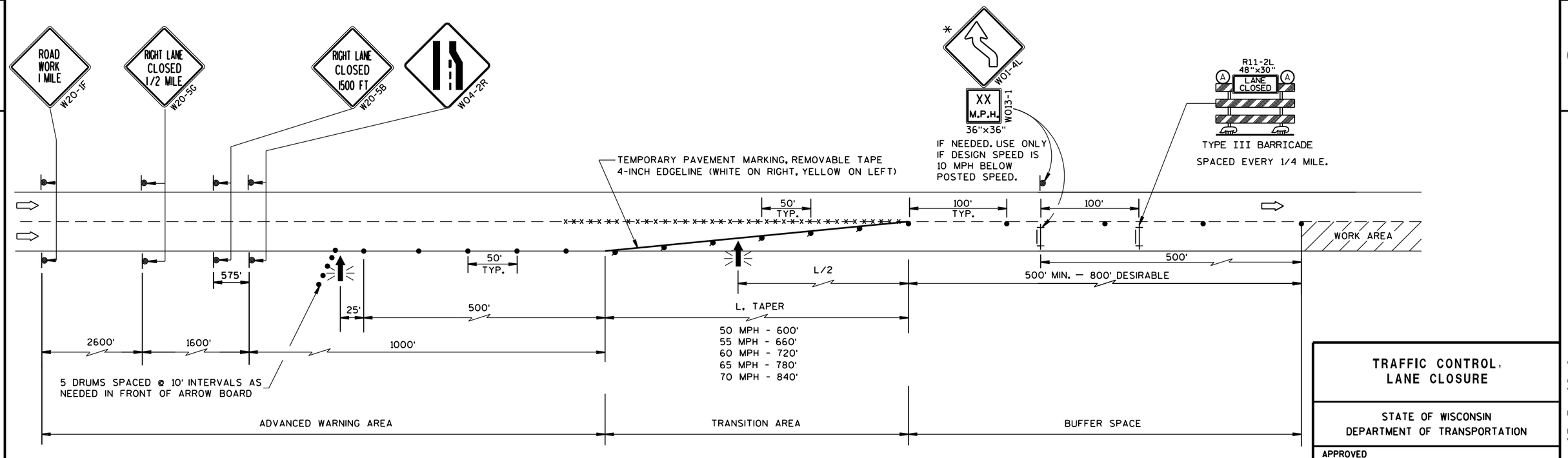
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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
March 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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S.D.D. 15 D 12-6a

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
- (A) 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"×48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

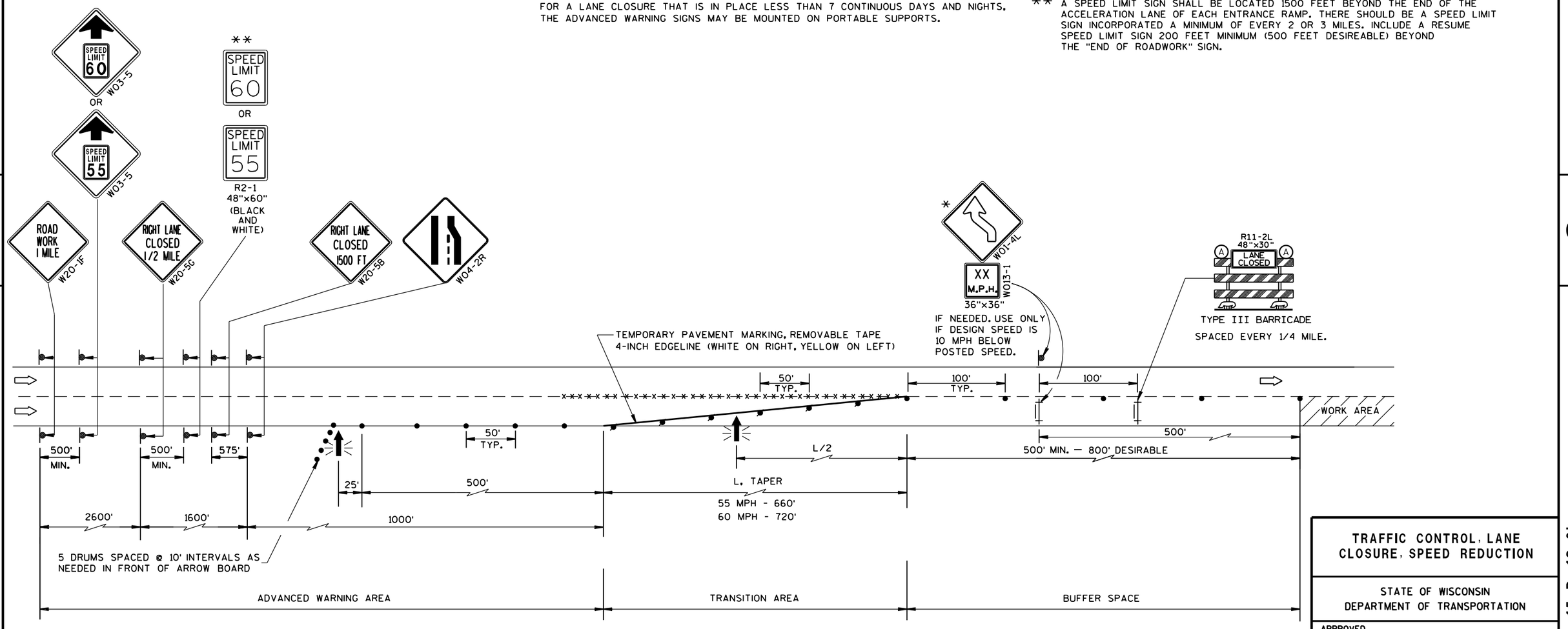
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

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

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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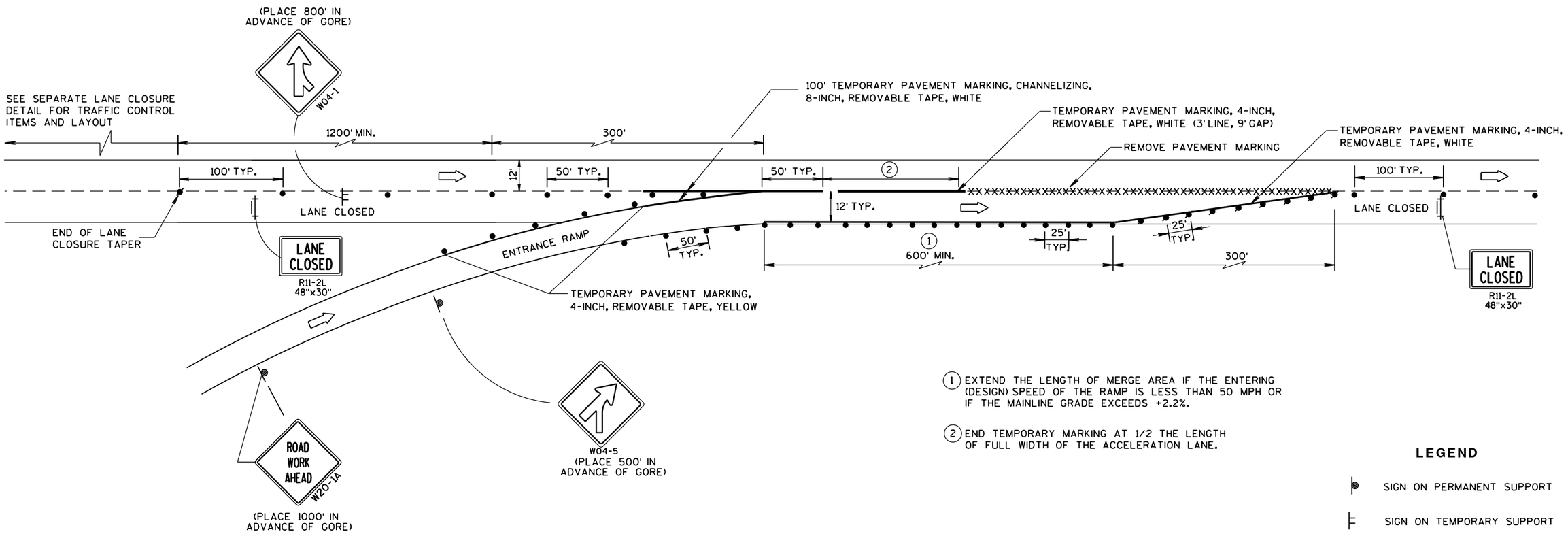
S.D.D. 15 D 12-6b

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE



1. EXTEND THE LENGTH OF MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS +2.2%.

2. END TEMPORARY MARKING AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

PARALLEL ENTRANCE RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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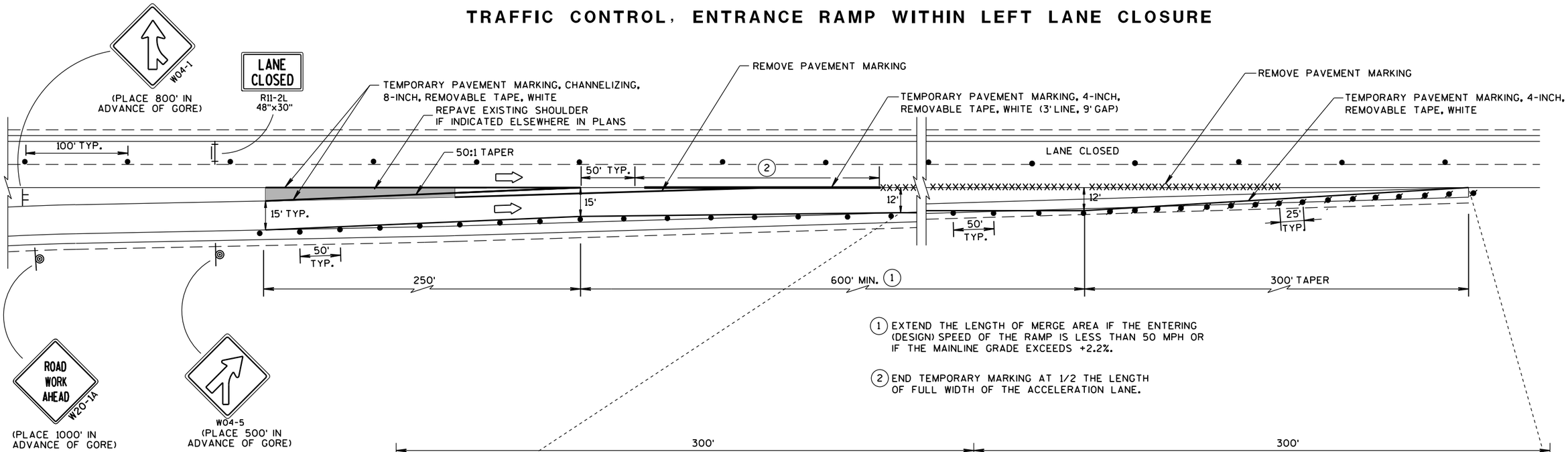
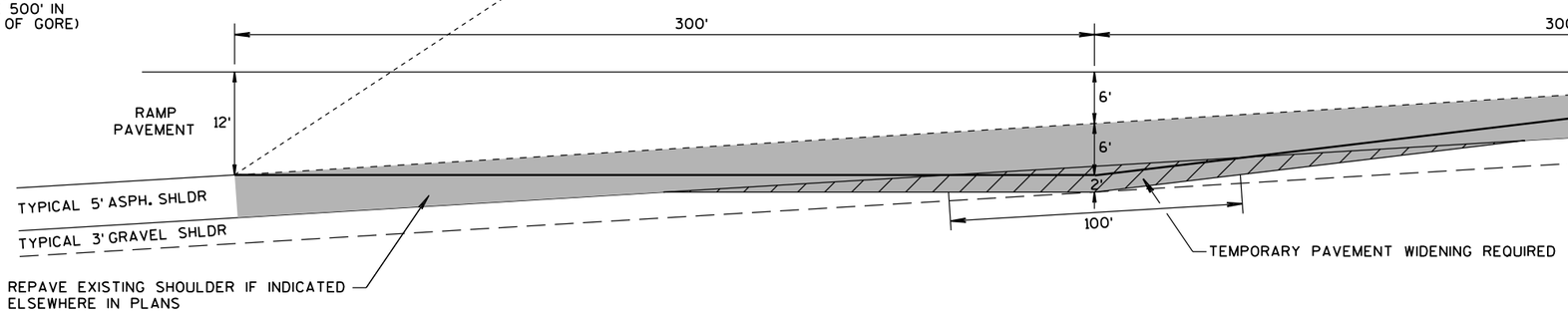
S.D.D. 15 D 15-4a

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



(1) EXTEND THE LENGTH OF MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS +2.2%.

(2) END TEMPORARY MARKING AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY. ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- XXXXX REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

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. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

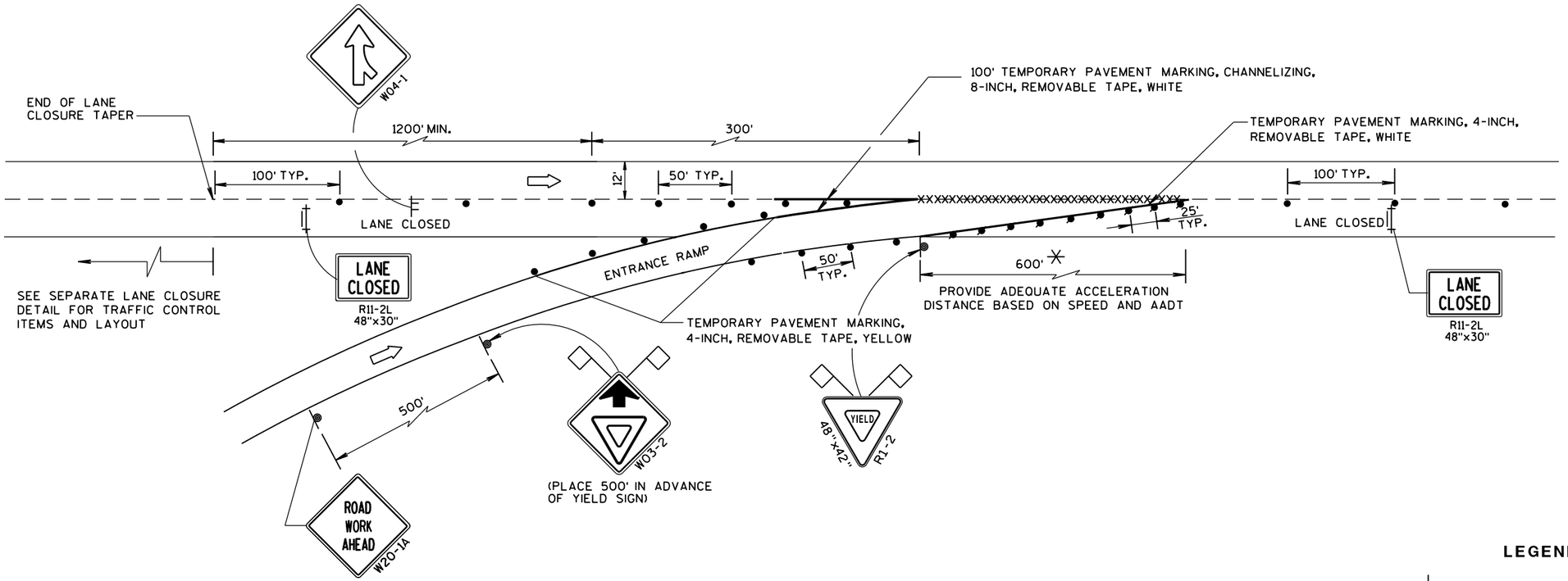
TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
FHWA

6

S.D.D. 15 D 15-4b



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENG
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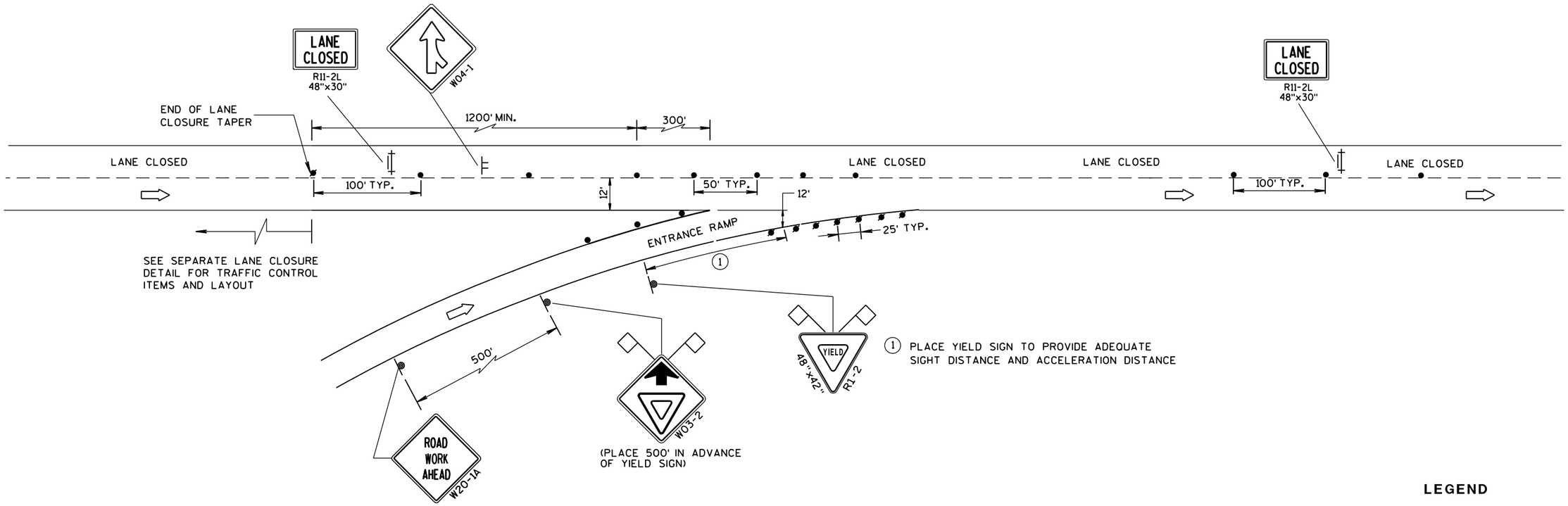

TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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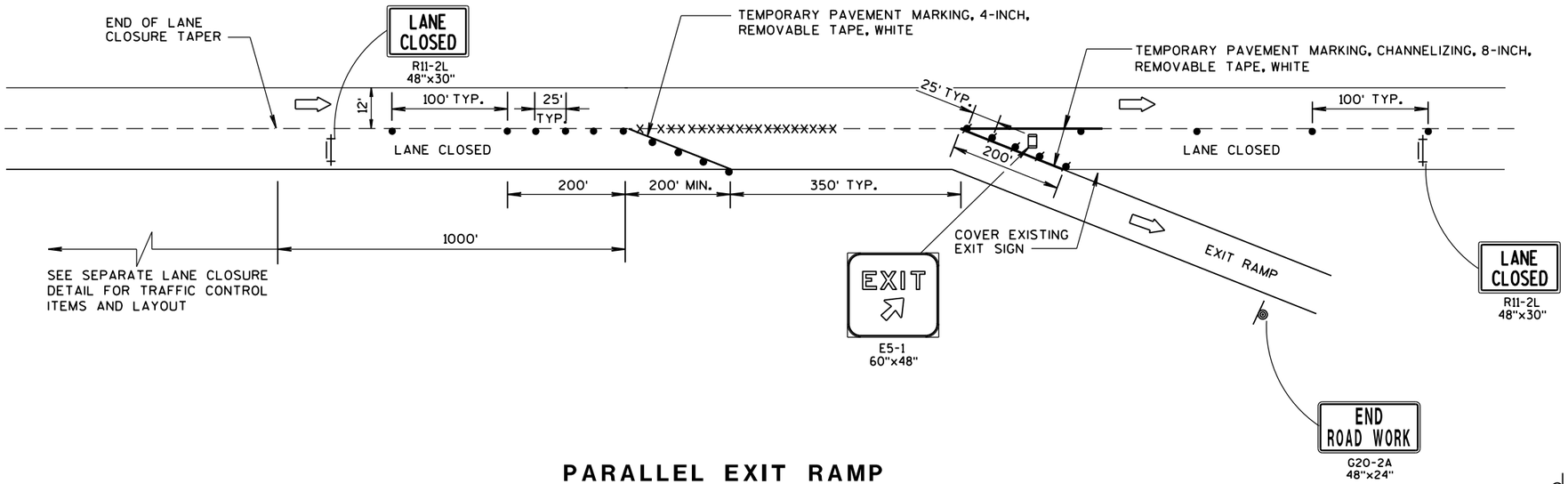

PARALLEL EXIT RAMP

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" x 16" MIN., (ORANGE)
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 — DATE
/S/ Andrew Heidtke — WORK ZONE ENG
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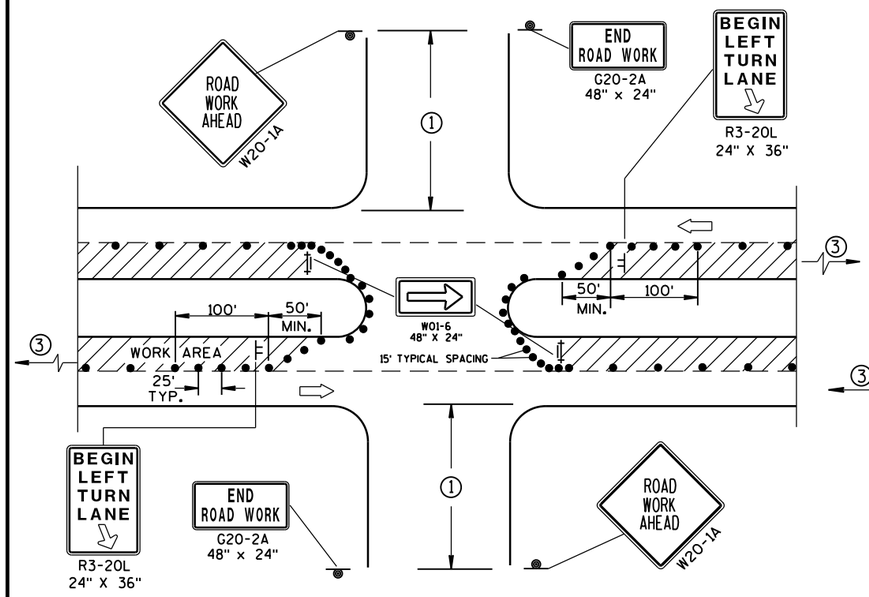
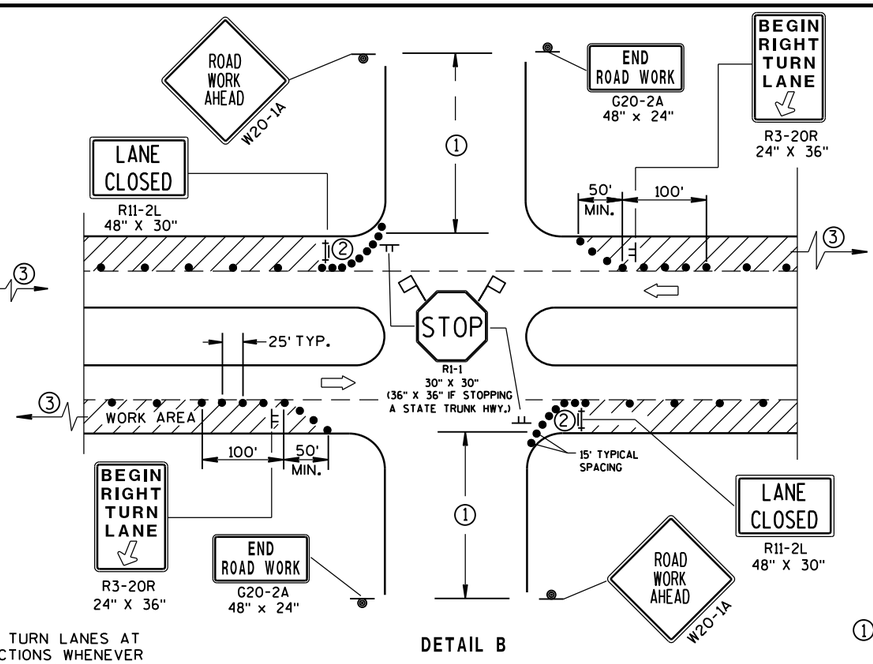


DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

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

GENERAL NOTES

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

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

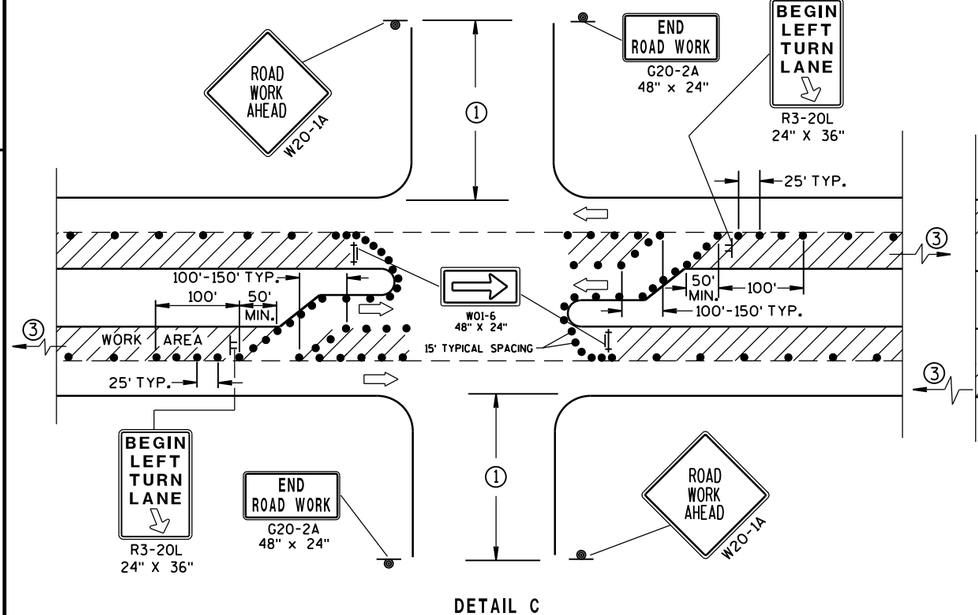
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

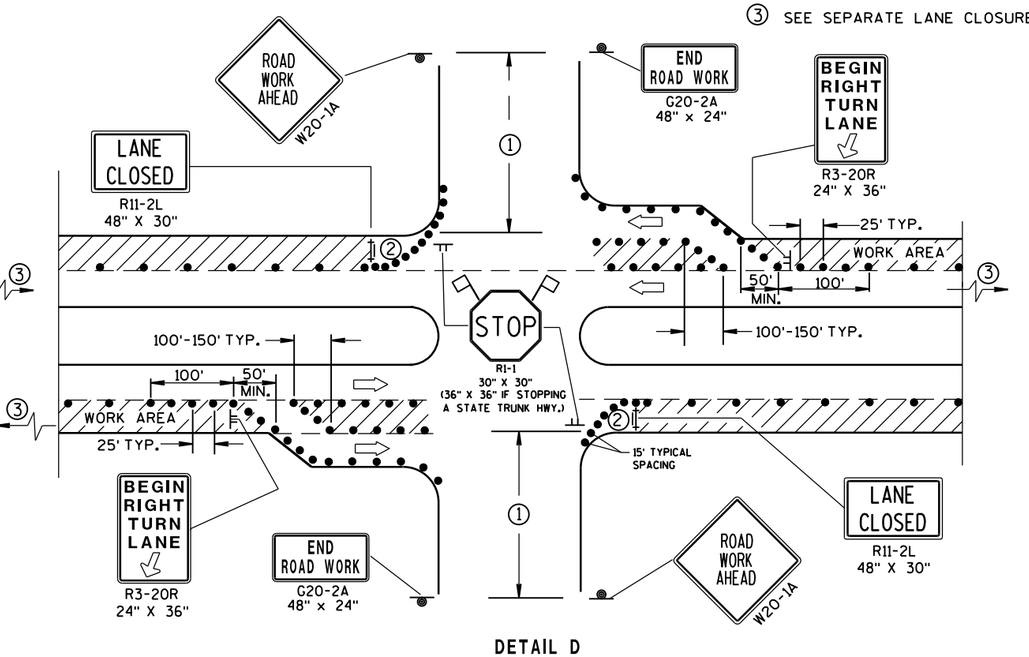
② ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

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



DETAIL D

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

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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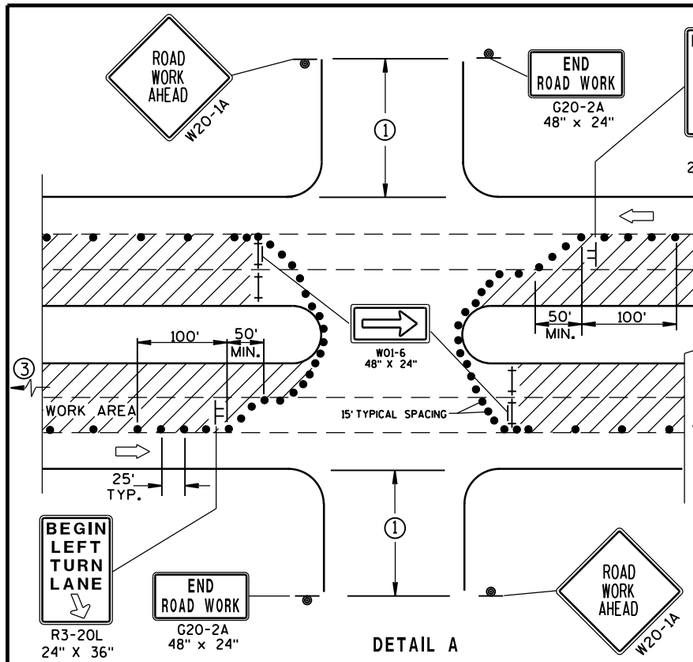
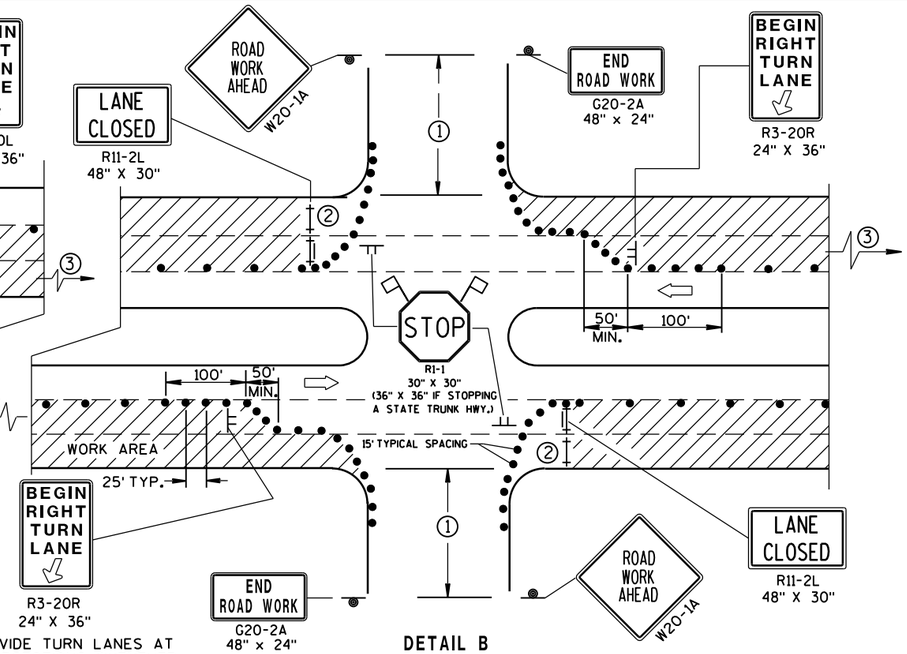


DETAIL A

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK



DETAIL B

FOR RIGHT TWO LANES CLOSED AT INTERSECTION

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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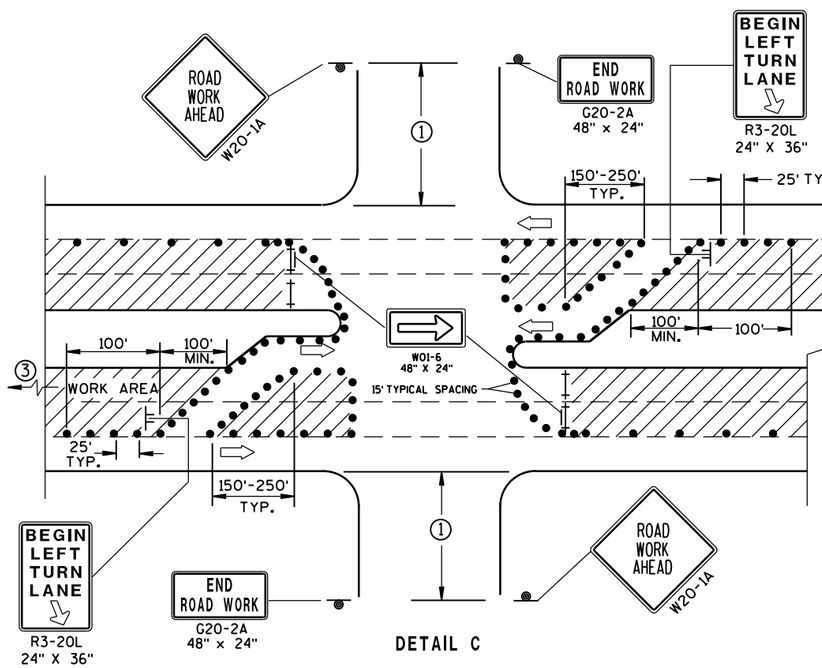
350 FEET IF 35-40 MPH.
200 FEET IF 25-30 MPH.

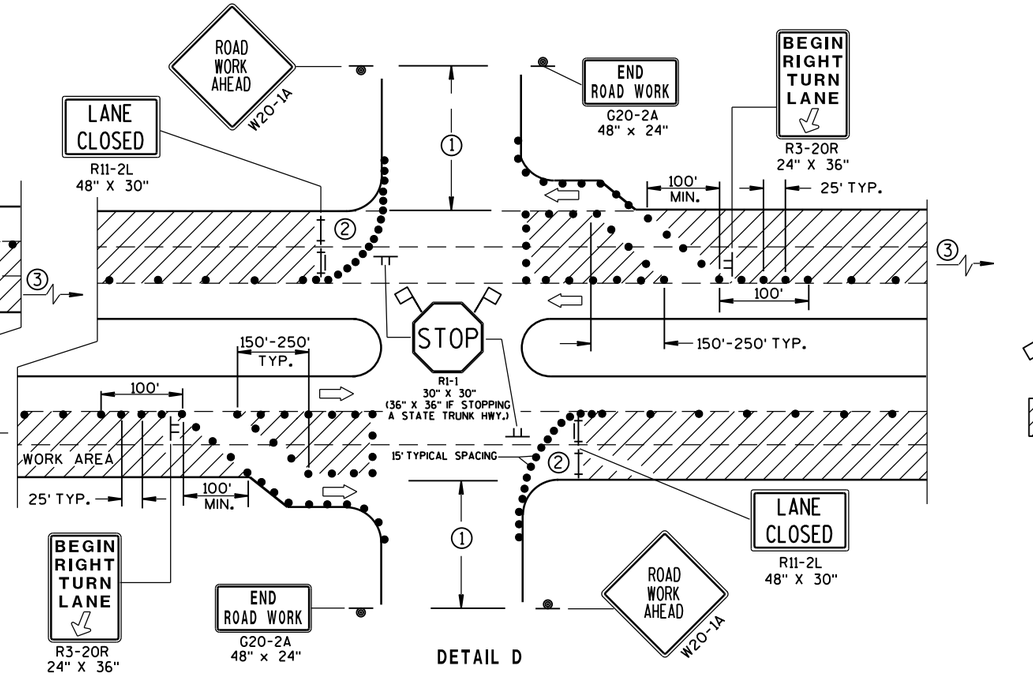
② ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)



DETAIL D

FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

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

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

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

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

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

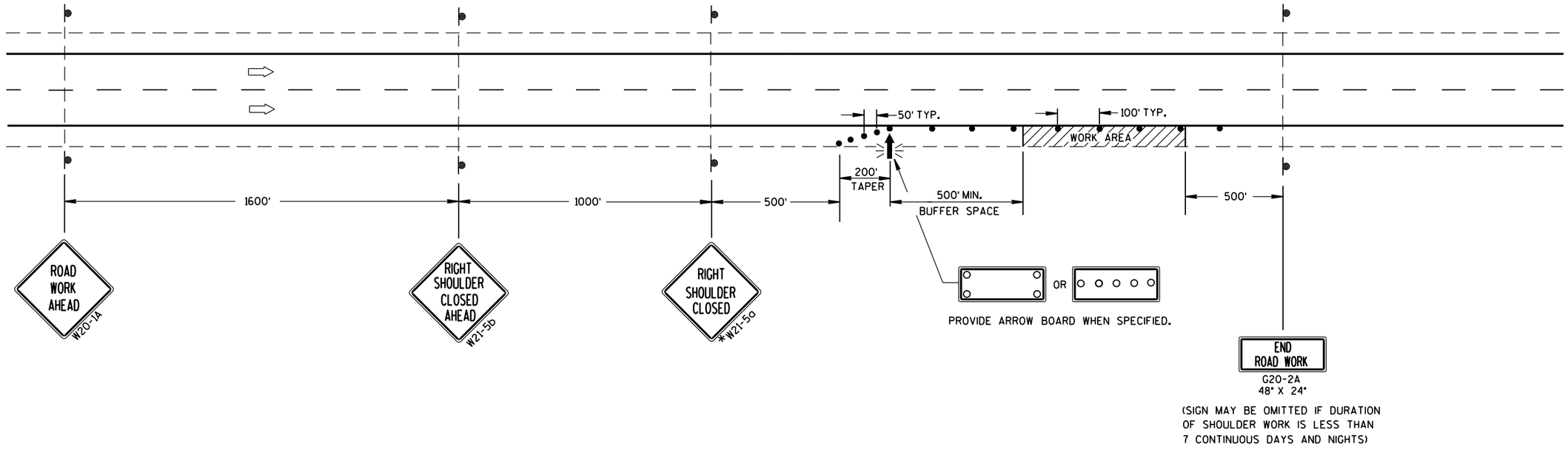
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] TIC SAFETY ENGI[illegible]

FHWA

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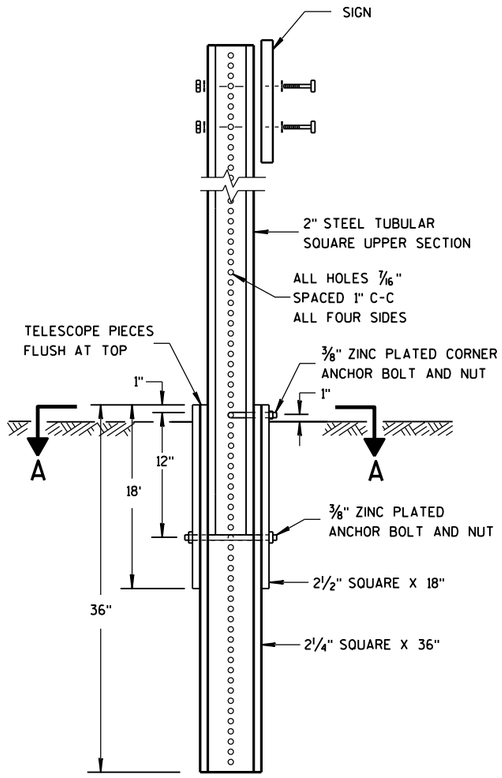
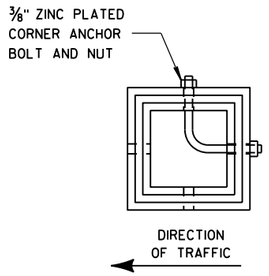
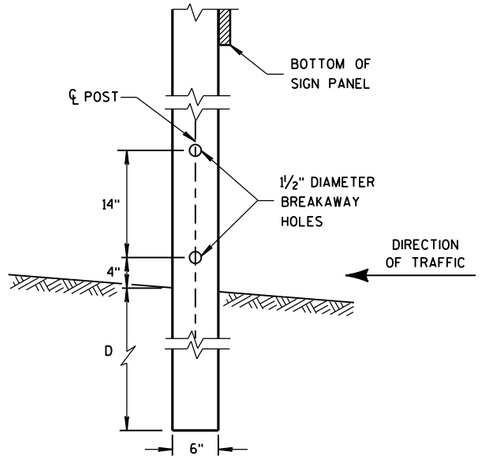


DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



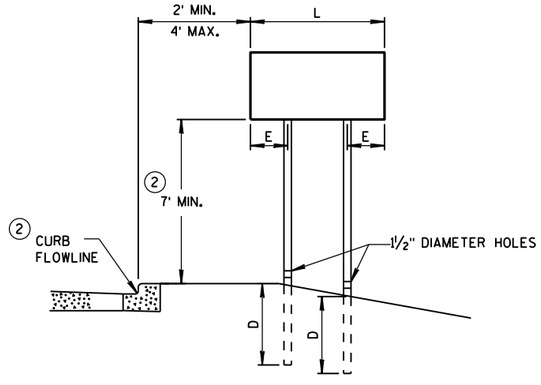
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

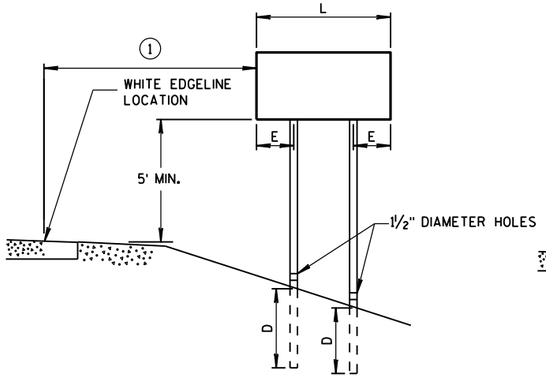
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

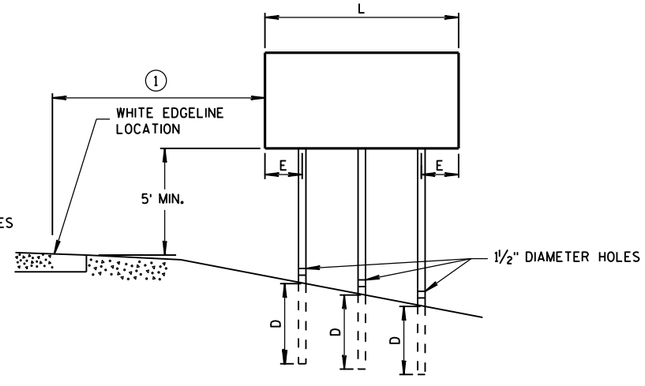
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.

(3) FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.



URBAN AREA





RURAL AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

TUBULAR STEEL POSTS

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

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

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

WOOD POST EMBEDMENT DEPTH

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

4" X 6" WOOD POST

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

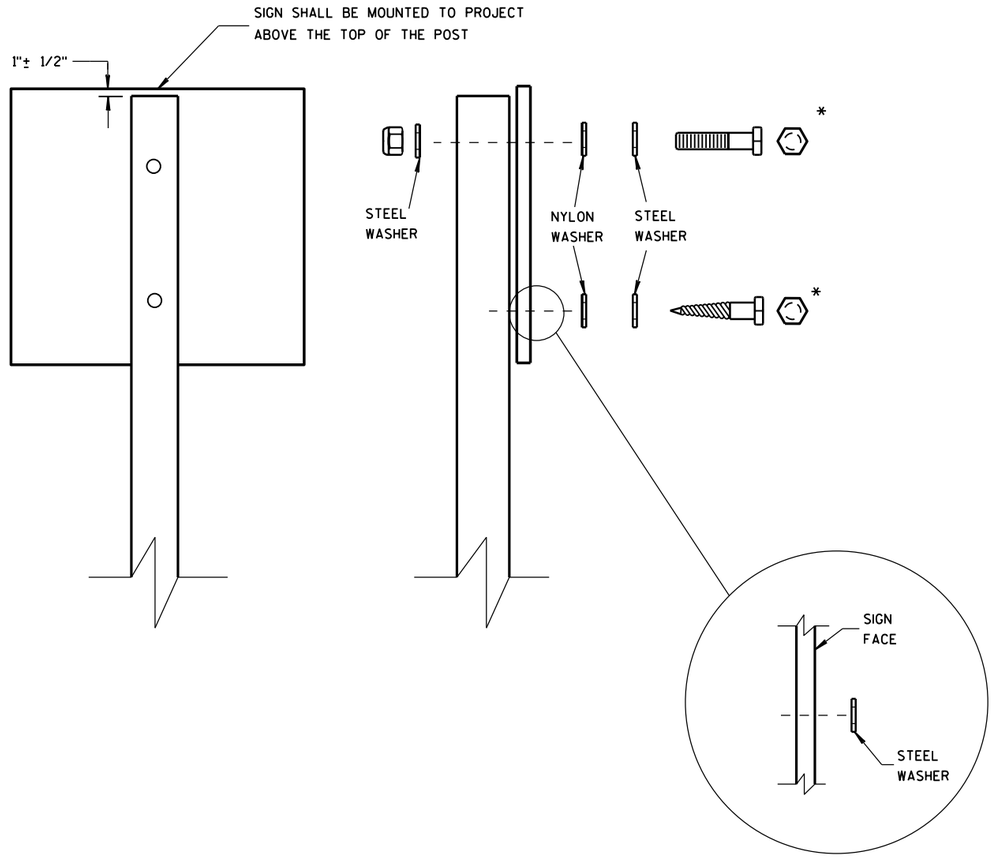
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

6

S.D.D. 15 D 38-2a



WASHER PLACEMENT WHEN SIGN HAS OTHER THAN TYPE H OR TYPE F FACE

NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3

B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POSTS (4" x 4" or 4" x 6")

LAG SCREWS - 3/8" X 3"

MACHINE BOLTS - 5/16" X 6-1/2" OR 7" LENGTH W/ NUTS

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" LENGTH W/ NUTS

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

6

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S.D.D. 15 D 38-2b

S.D.D. 15 D 38-2b

ATTACHMENT OF SIGNS TO POSTS

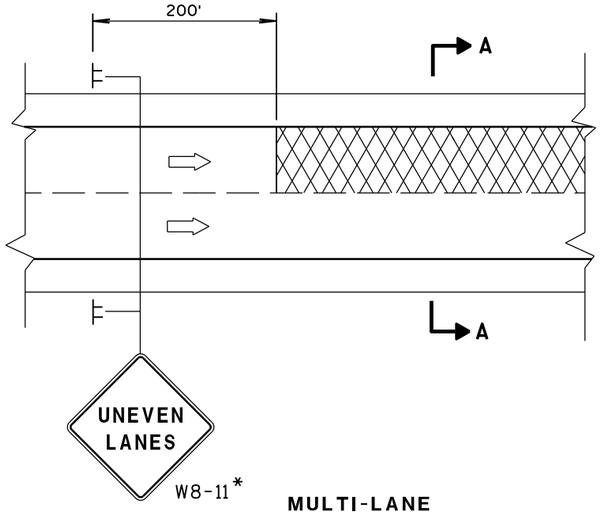
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

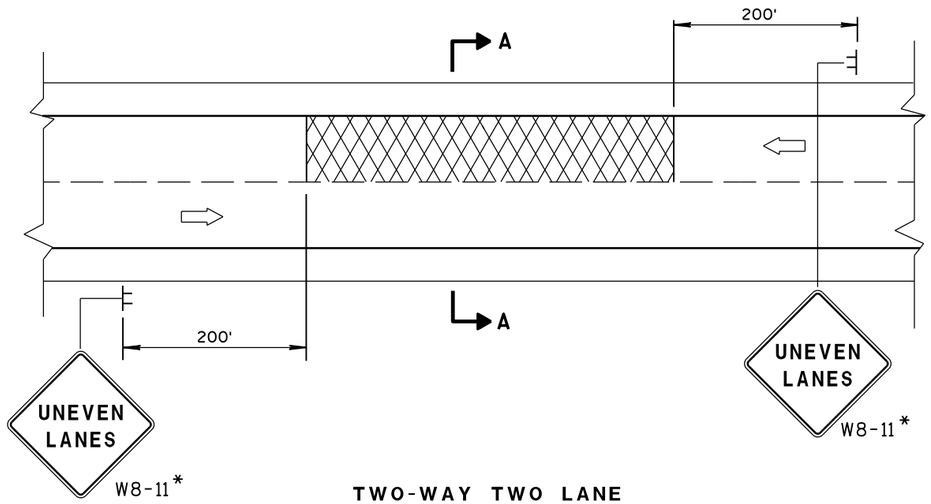
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

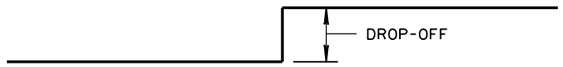
FHWA



MULTI-LANE

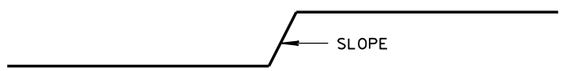


TWO-WAY TWO LANE

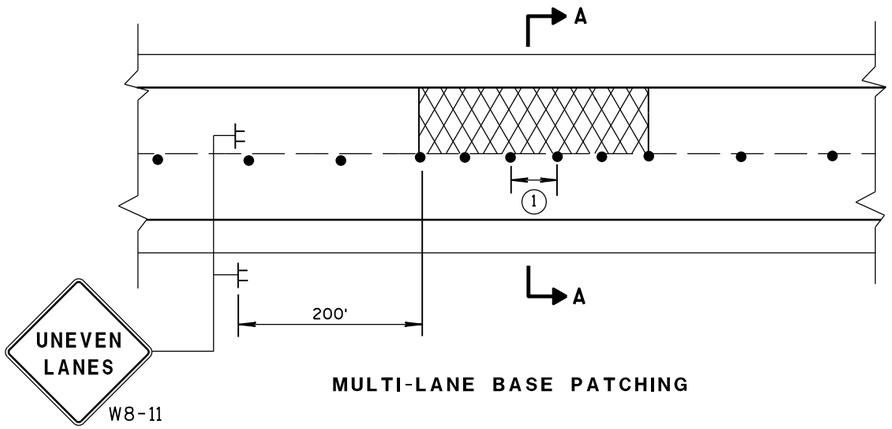


SECTION A-A

OR

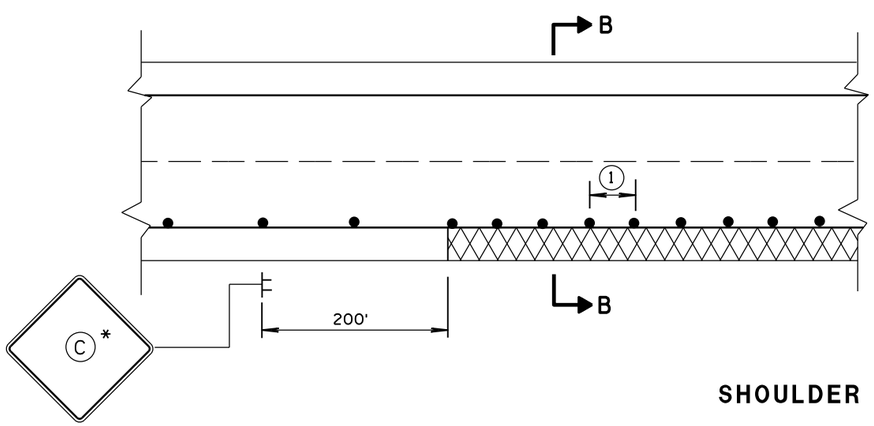


SECTION A-A

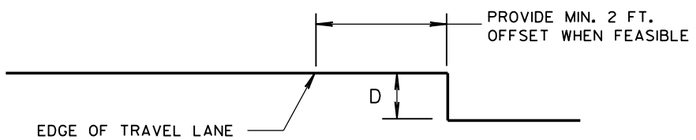


MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS



SHOULDER DROP-OFFS



SECTION B-B

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY ½ MILE.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER W08-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP-OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL, DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Andrew Heldtke — WORK ZONE ENGI
FHWA

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S.D.D. 15 D 39-1

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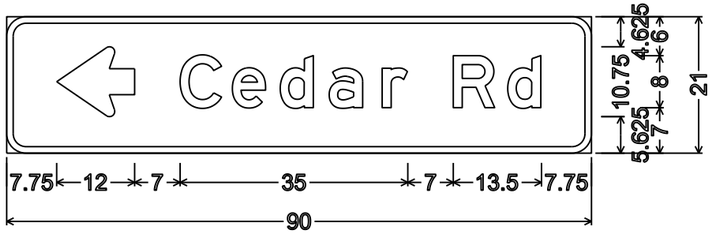
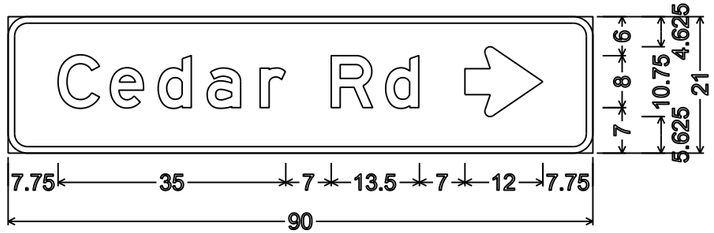
S.D.D. 15 D 39-1



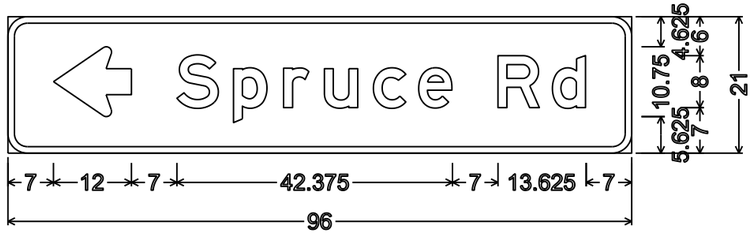
D1-1; 3.000" Radius, 1.000" Border



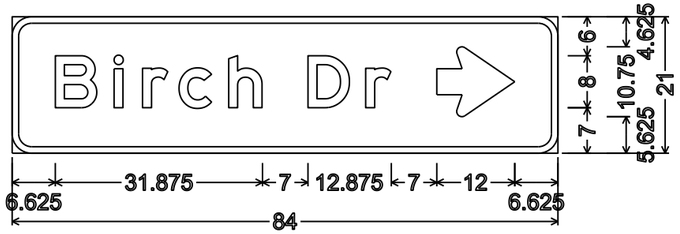
D1-1; 3.000" Radius, 1.000" Border

NOTES

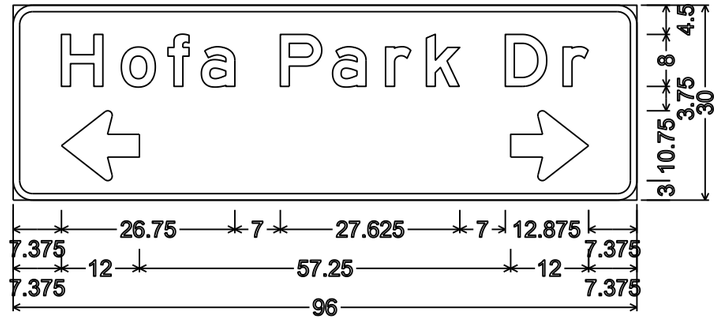
1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E



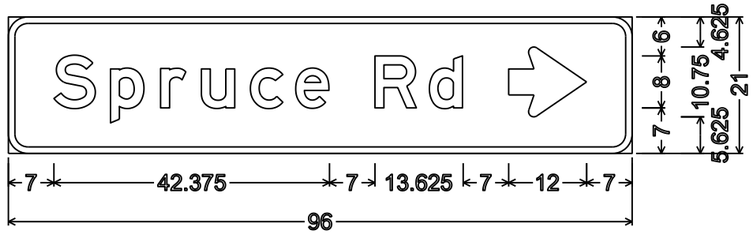
D1-1; 3.000" Radius, 1.000" Border



D1-1;
3.000" Radius, 1.000" Border



D1-61; 3.000" Radius, 1.000" Border

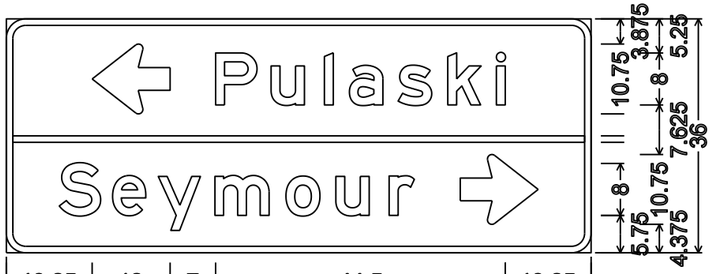


D1-1; 3.000" Radius, 1.000" Border

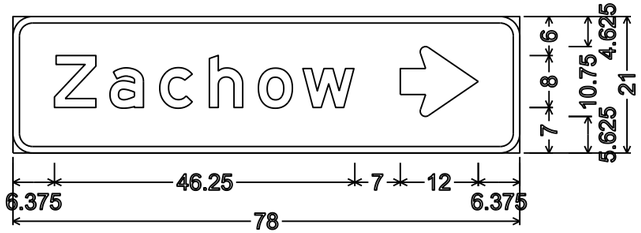
D1-1;
3.000" Radius, 1.000" Border

D1-61;
3.000" Radius, 1.000" Border

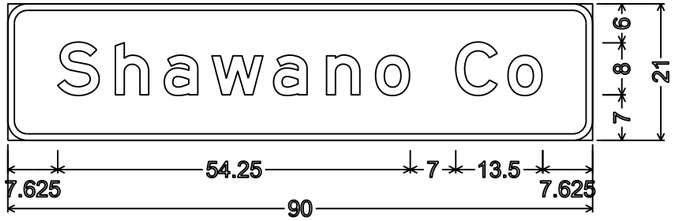
D1-1;
3.000" Radius, 1.000" Border



D1-2; 3.000" Radius, 1.000" Border



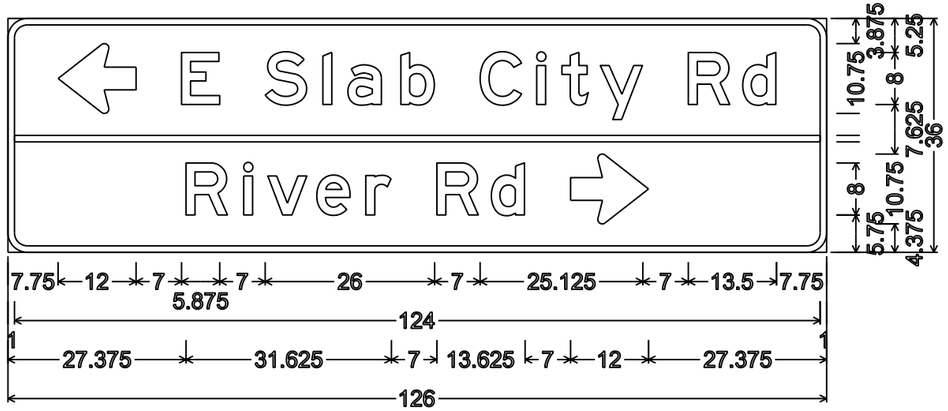
D1-1;
3.000" Radius, 1.000" Border



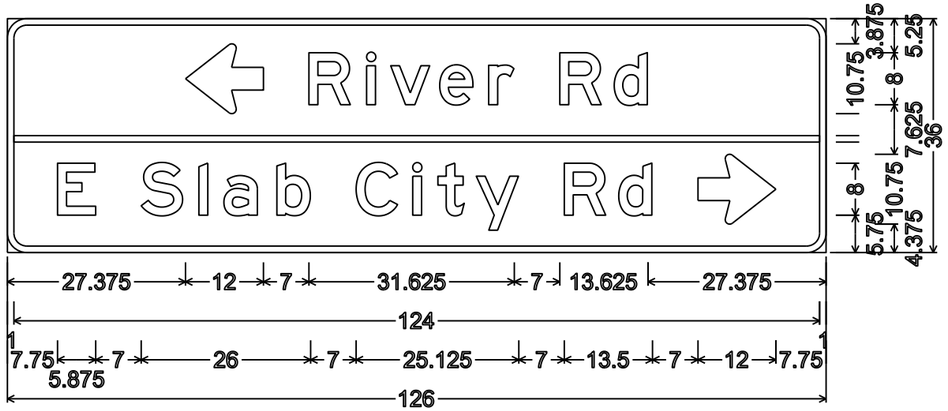
I2-2; 3.000" Radius, 1.000" Border

NOTES

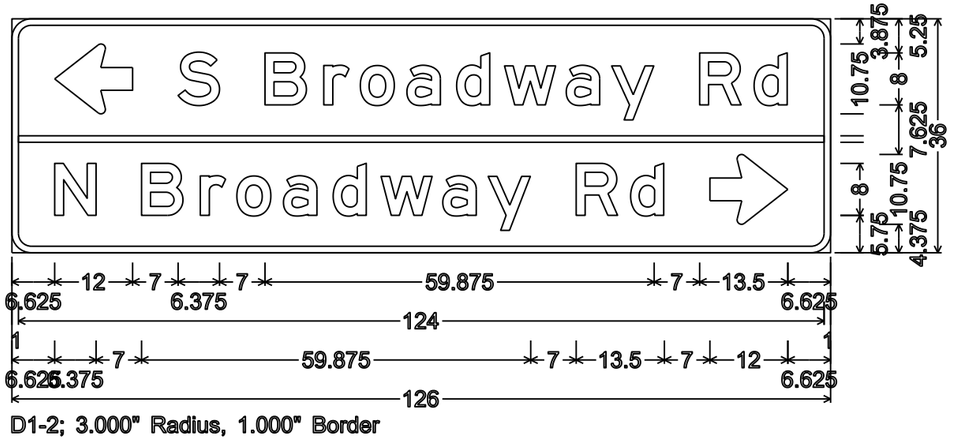
1. Signs are Type II- Type H Reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E except as noted



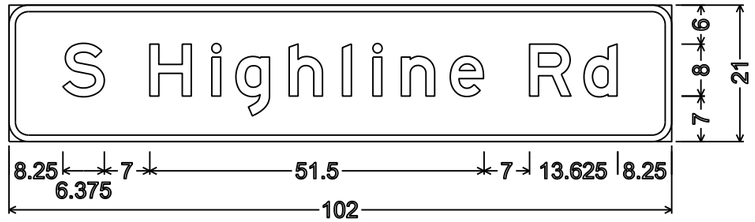
D1-2; 3.000" Radius, 1.000" Border



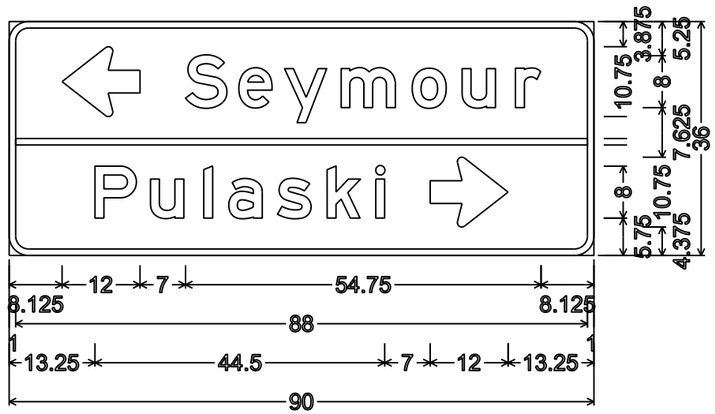
D1-2; 3.000" Radius, 1.000" Border



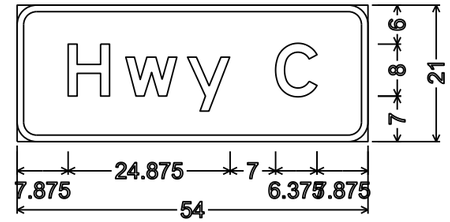
D1-2; 3.000" Radius, 1.000" Border



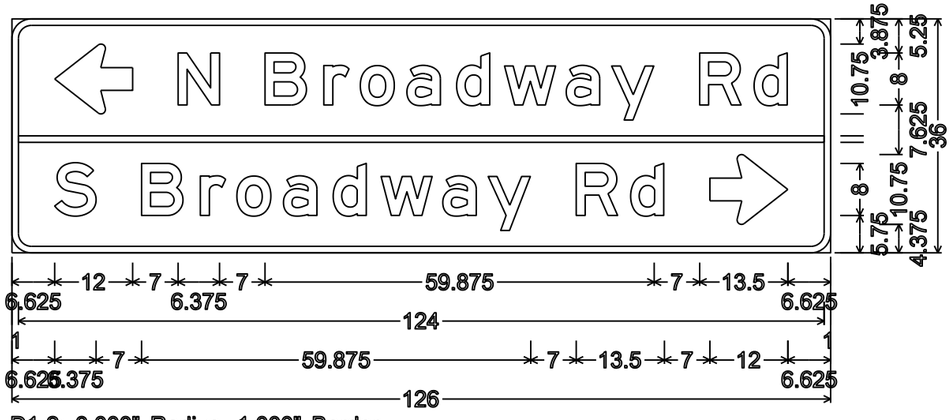
M1-94; 3.000" Radius, 1.000" Border



D1-2; 3.000" Radius, 1.000" Border



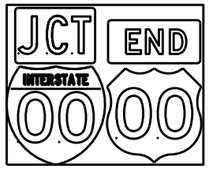
M1-94;
3.000" Radius, 1.000" Border



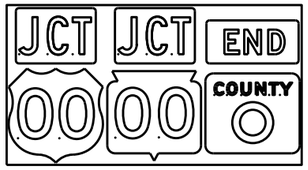
D1-2; 3.000" Radius, 1.000" Border

TYPICAL ASSEMBLIES

J1-1

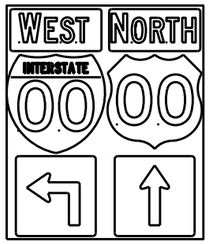


J1-2

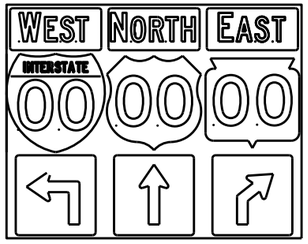


J1-3

J2-1



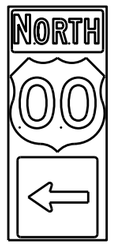
J2-2



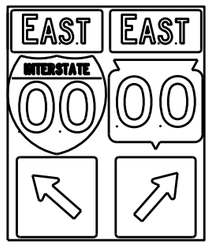
J2-3

JV

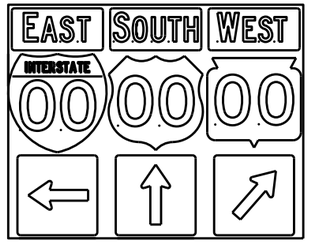
(Typical Vertical J-Assembly
See Note 10 and 11)



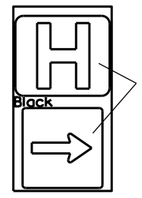
J3-1



J3-2



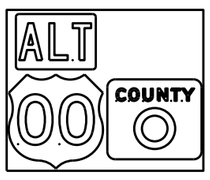
J3-3



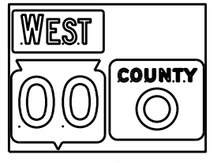
Blue Background

JH-1

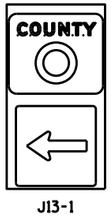
J4-1



J4-2



J4-2



J13-1

J12-1

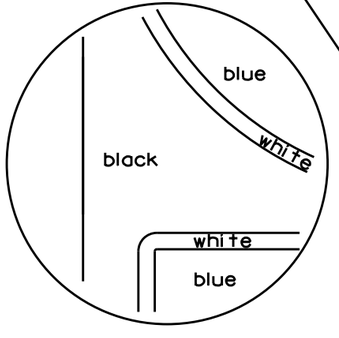
J32-1

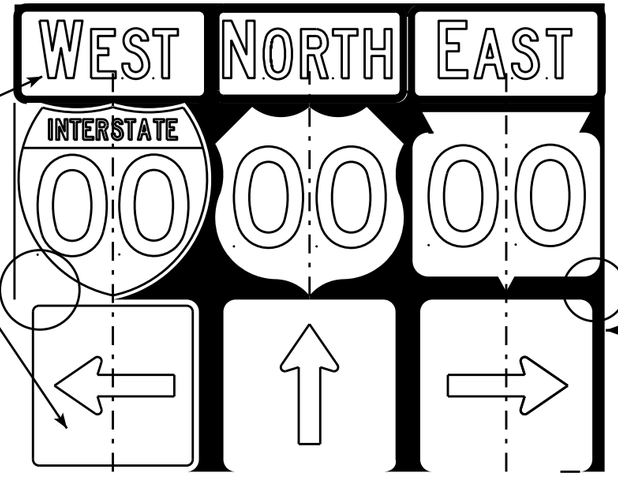
J33-1

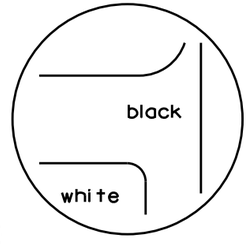
J23-1

J22-1

[blue background with interstate]







[black background]

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 inchs (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
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.

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

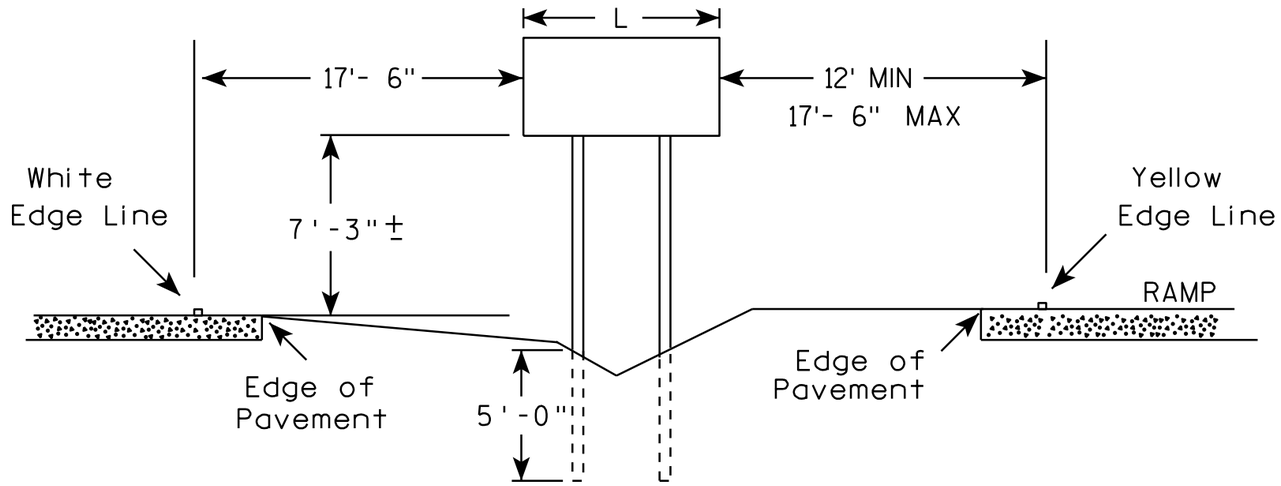
APPROVED Matthew R Rauch
for State Traffic Engineer

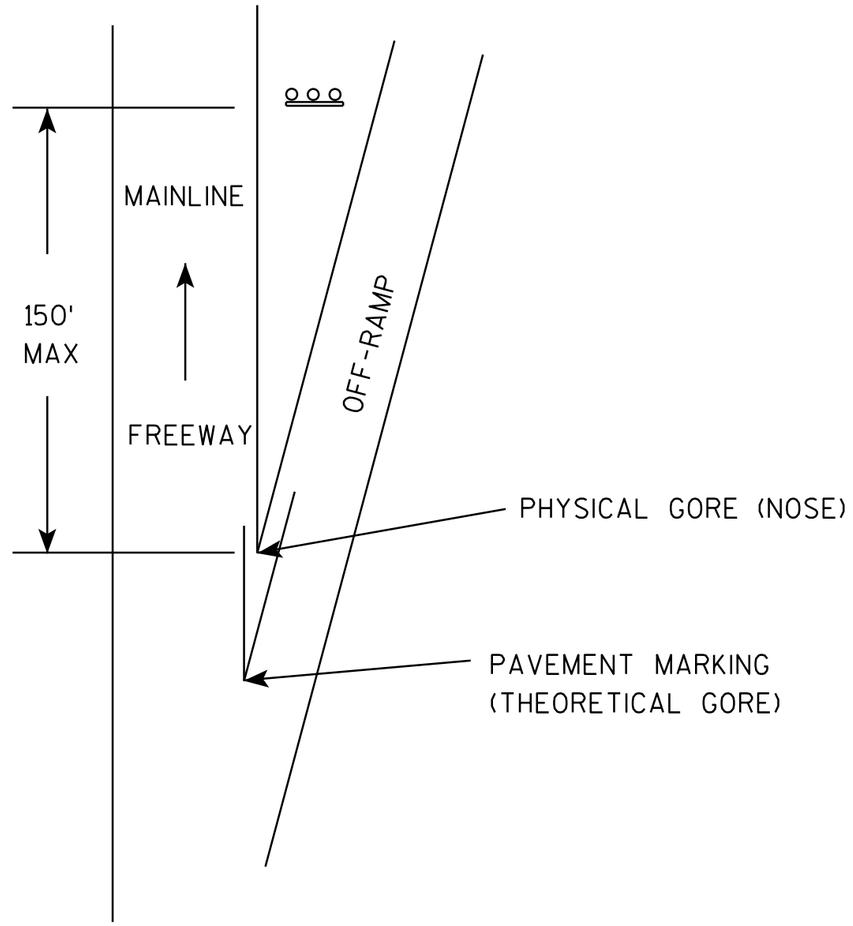
DATE 2/06/14 PL... A2-1S.8

PROJECT NO: | SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A21S.DGN PLOT DATE : 06-FEB-2014 14:10 PLOT BY : mscsja PLOT NAME :

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 (∓) tolerance for the mounting height is 3 inches.

7

7

TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

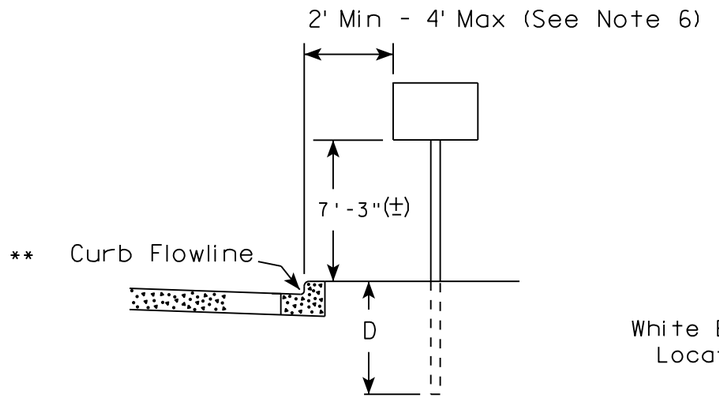
DATE 2/06/14 PLA... A4-2.3

PROJECT NO: | SHEET NO: E

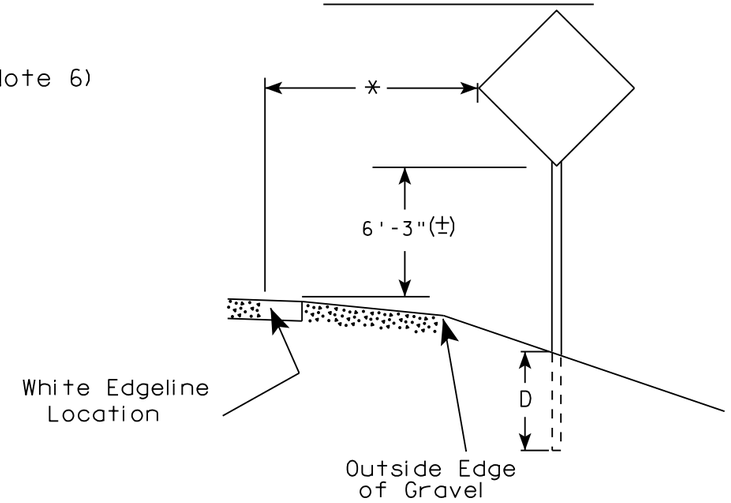
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A42.DGN PLOT DATE : 06-FEB-2014 12:36 PLOT BY : mscsja

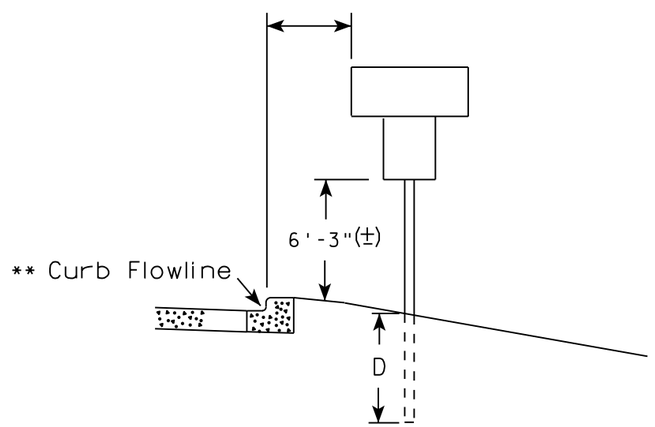
WISDOT/CADDS SHEET 42

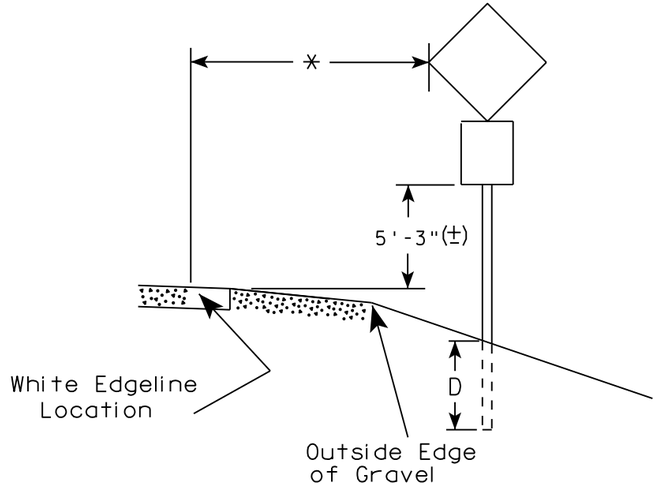
URBAN AREA



RURAL AREA (See Note 2)







** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directd by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

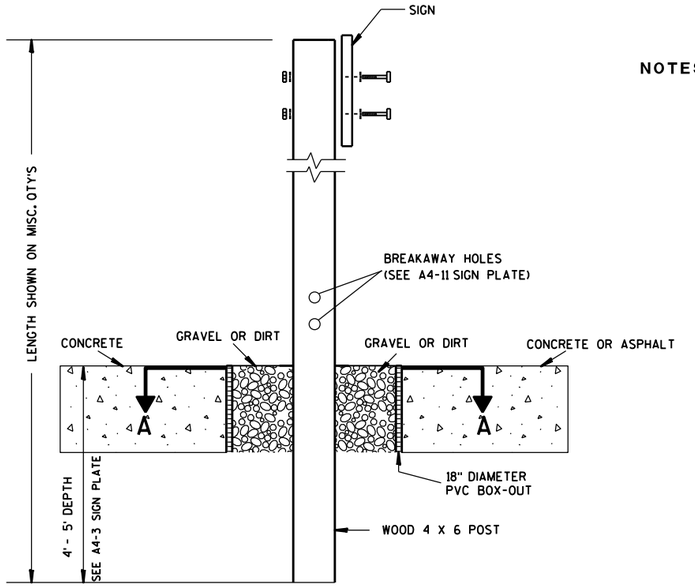
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

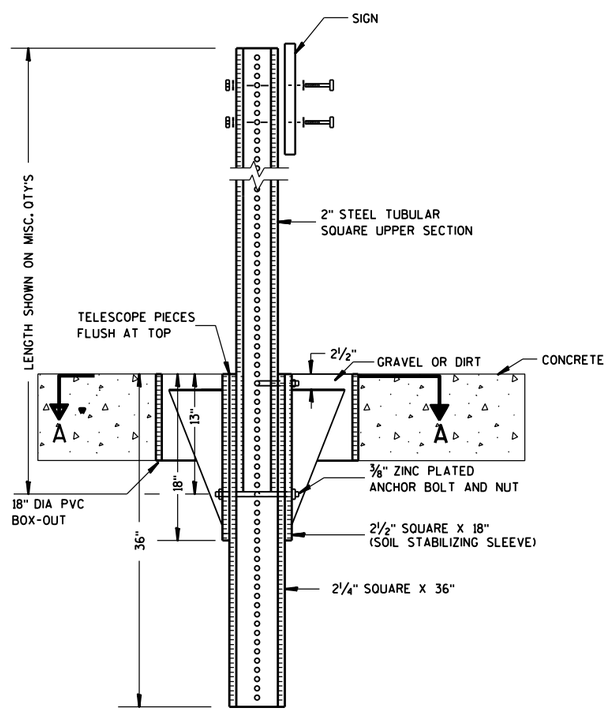
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 168	E



ELEVATION VIEW

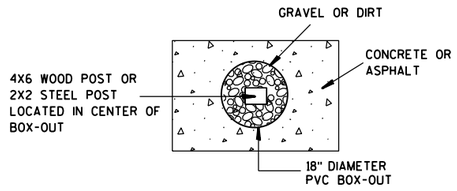
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

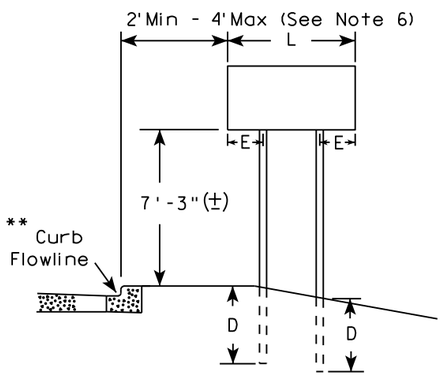
APPROVED Matthew R Rauch
for State Traffic Engineer

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

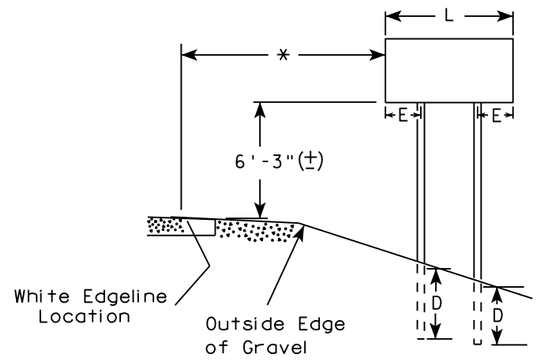
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

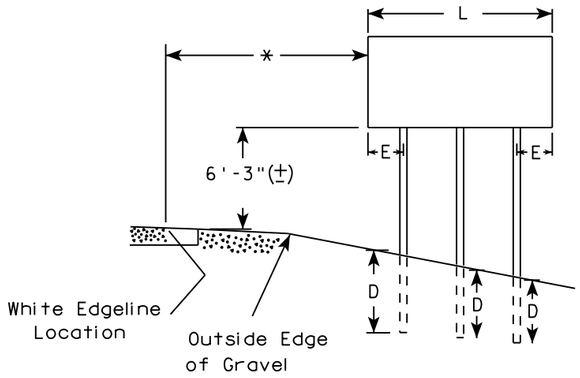
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42

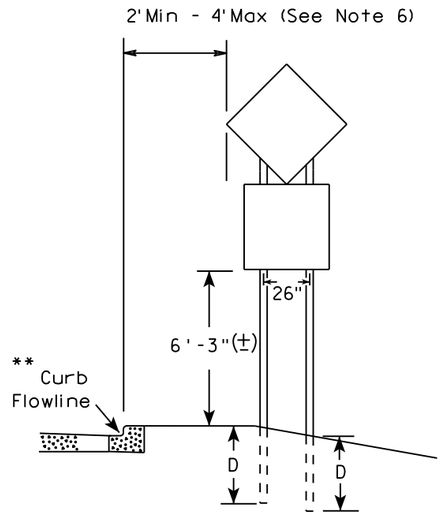
URBAN AREA



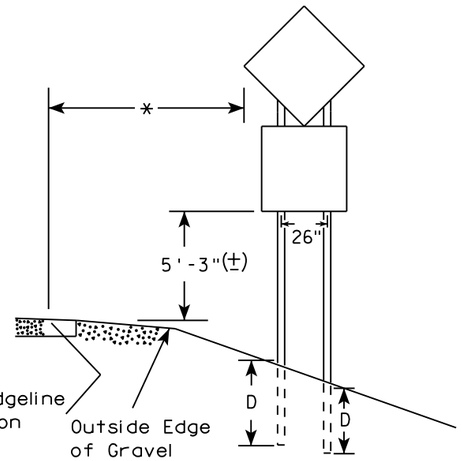
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 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.

POST EMBEDMENT DEPTH

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

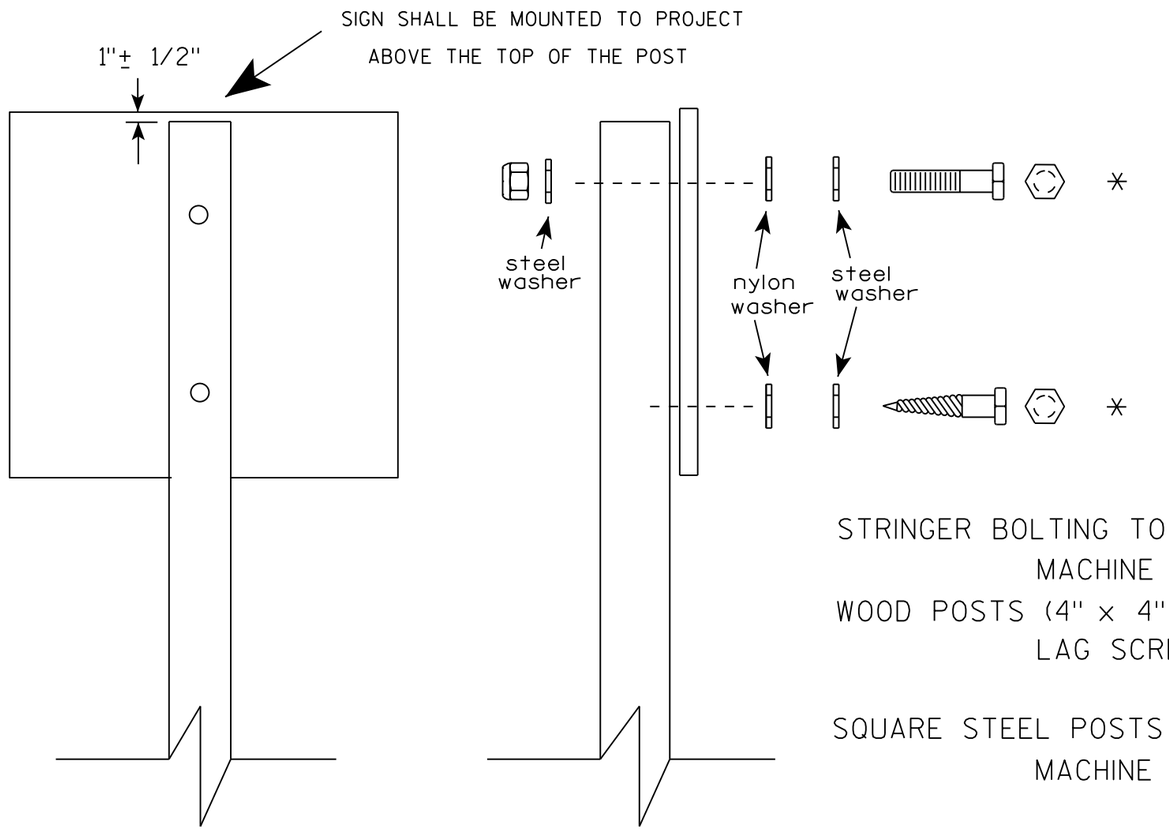
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 170	E



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

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)
SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

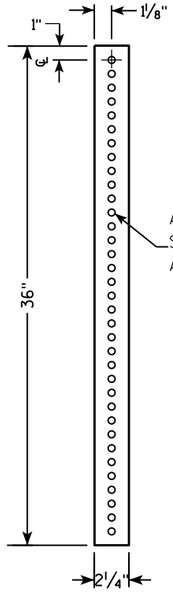
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

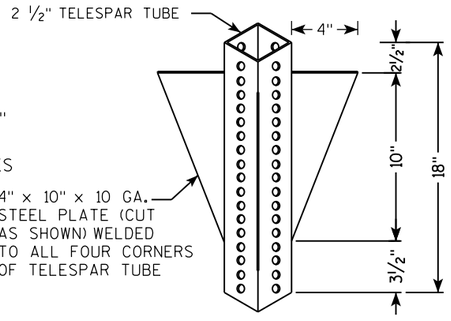
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

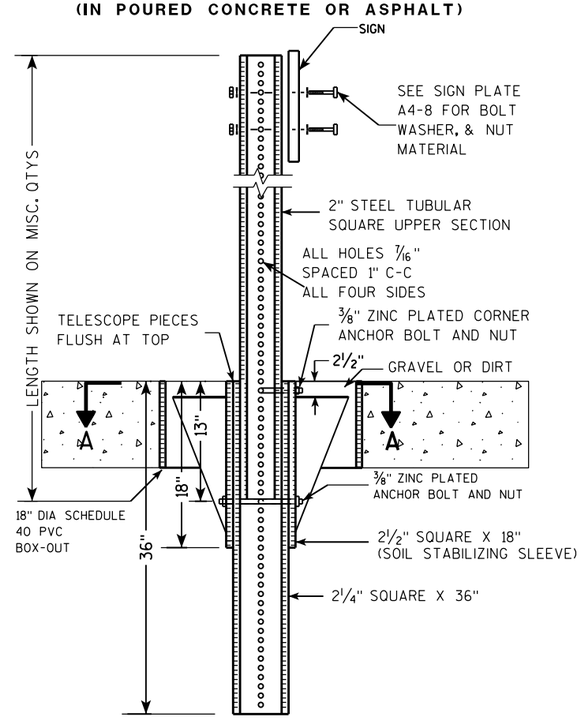
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



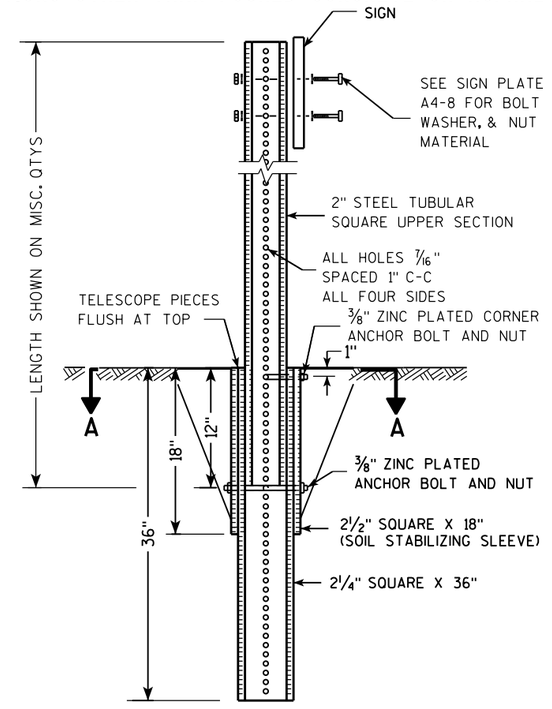
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

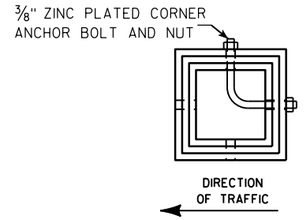


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

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

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

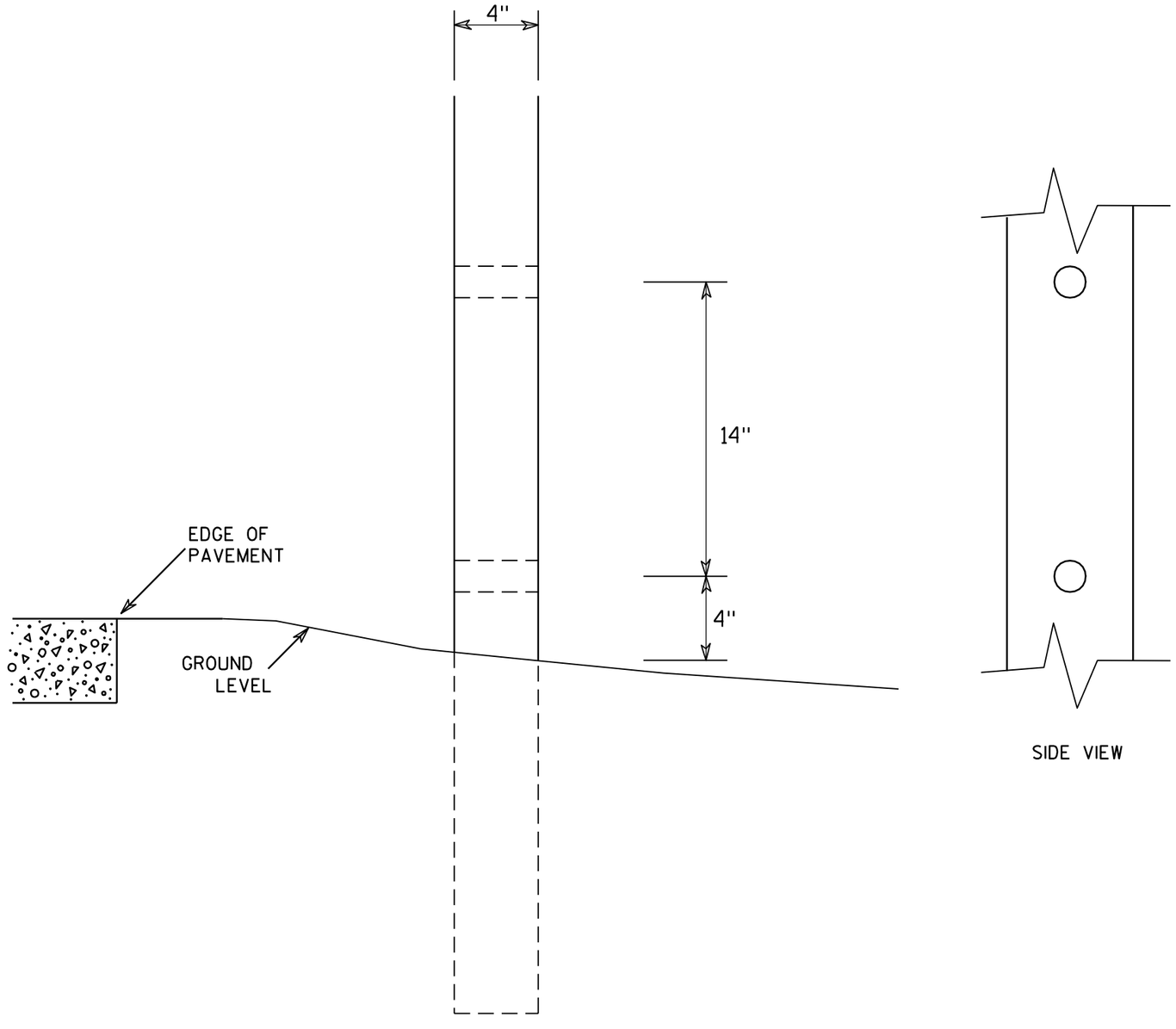
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN PLOT DATE : 05-FEB-2015 17:09 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000
WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

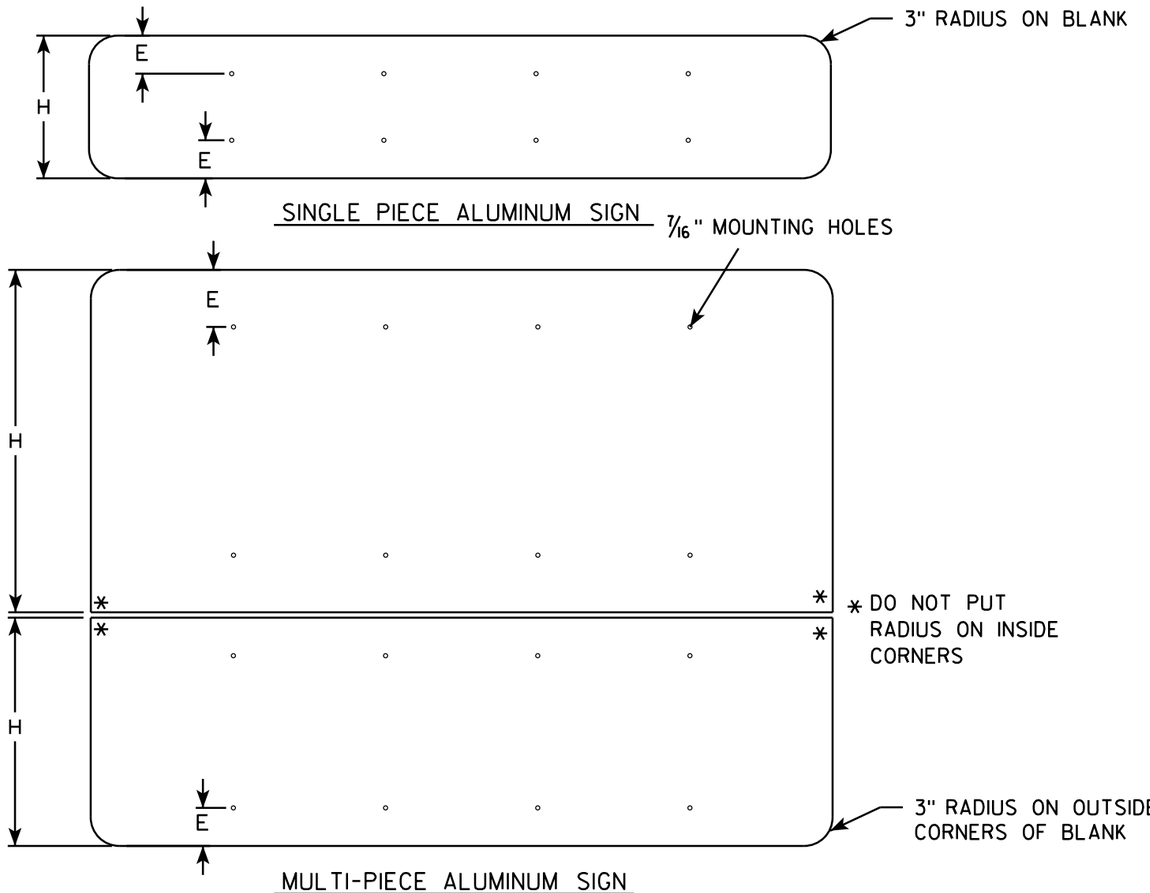
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

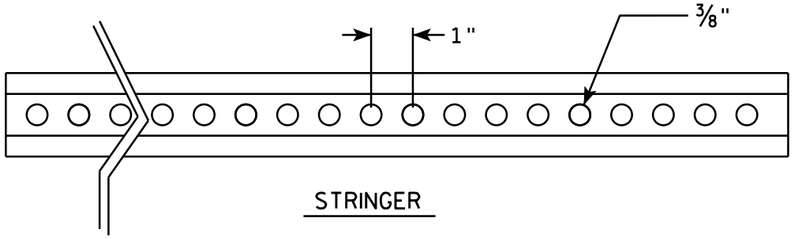
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 173	E



GENERAL NOTES

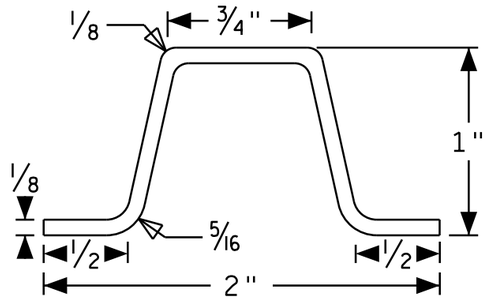
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES
78"	72"	2	16"	15" 31" 47" 63"
84"	72"	2	17"	16½" 33½" 50½" 67½"
90"	72"	2	18"	18" 36" 54" 72"
96"	90"	2	19"	19½" 38½" 57½" 76½"
102"	90"	2	20"	21" 41" 61" 81"
108"	90"	2	21"	22½" 43½" 64½" 85½"
114"	108"	3	15"	12" 27" 42" 57" 72" 87" 102"
120"	108"	3	16"	12" 28" 44" 60" 76" 92" 108"
126"	108"	3	17"	12" 29" 46" 63" 80" 97" 114"
132"	126"	3	18"	12" 30" 48" 66" 84" 102" 120"
138"	126"	3	19"	12" 31" 50" 69" 88" 107" 126"
144"	126"	3	20"	12" 32" 52" 72" 92" 112" 132"

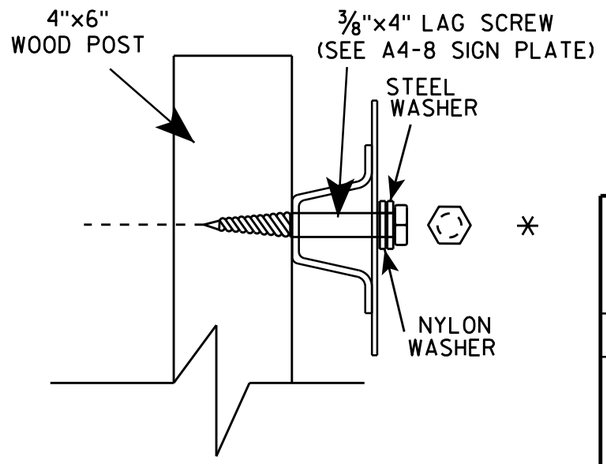


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

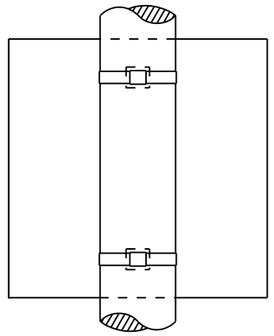
DATE 4/26/16 PLATE NO A4-18.1

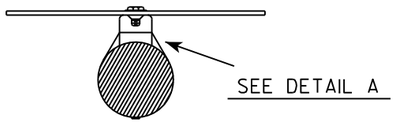
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

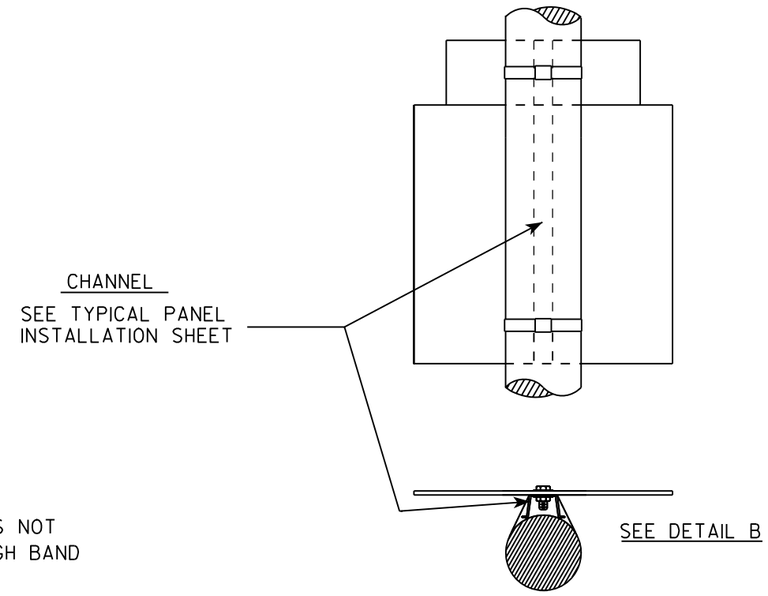
BANDING

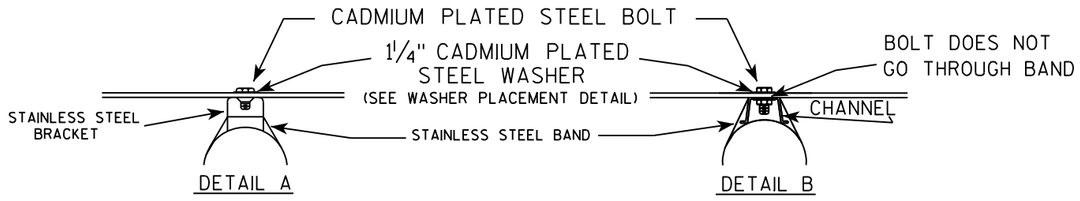
SINGLE SIGN



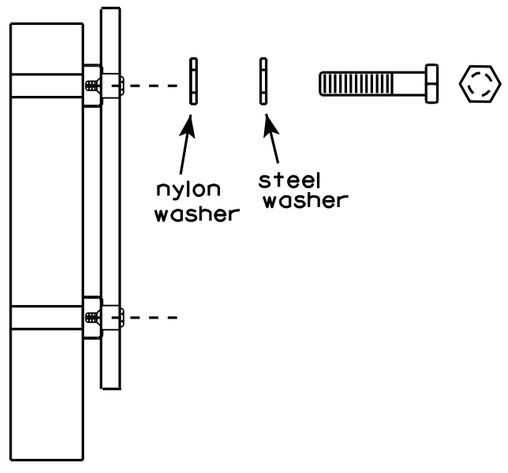


"J" ASSEMBLY





WASHER PLACEMENT



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

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

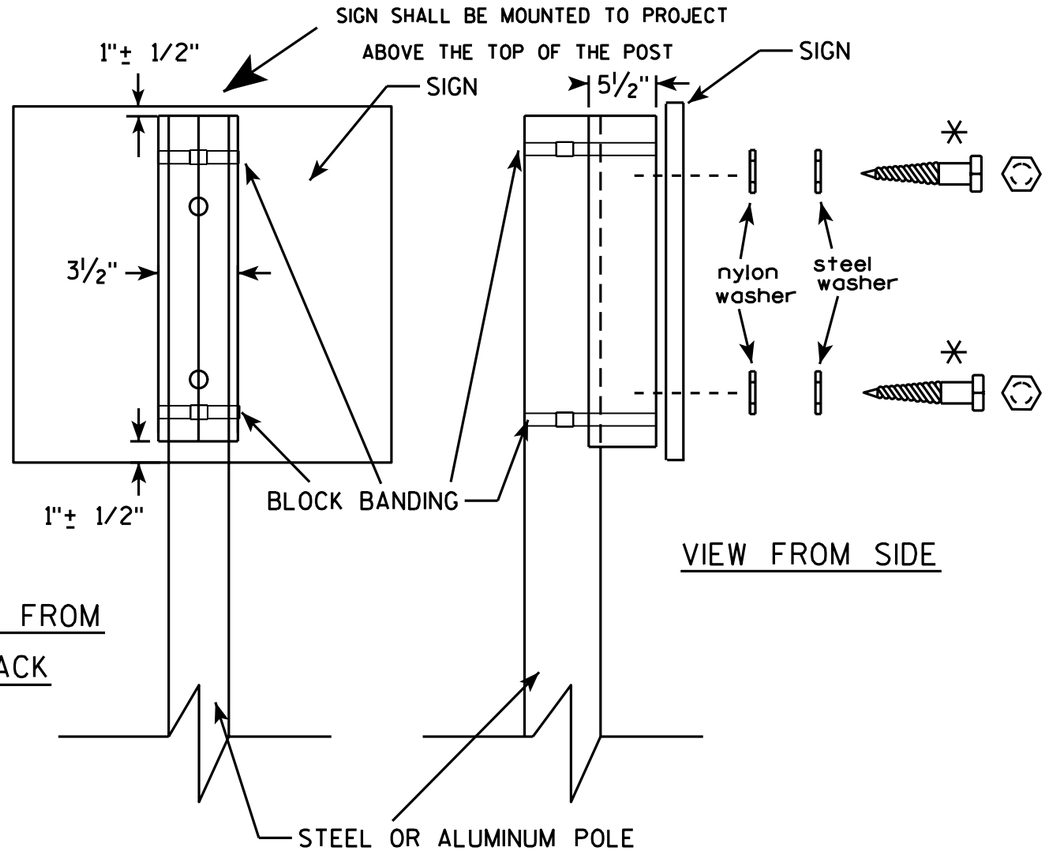
STANDARD SIGN
SIGN BANDING DETAILS

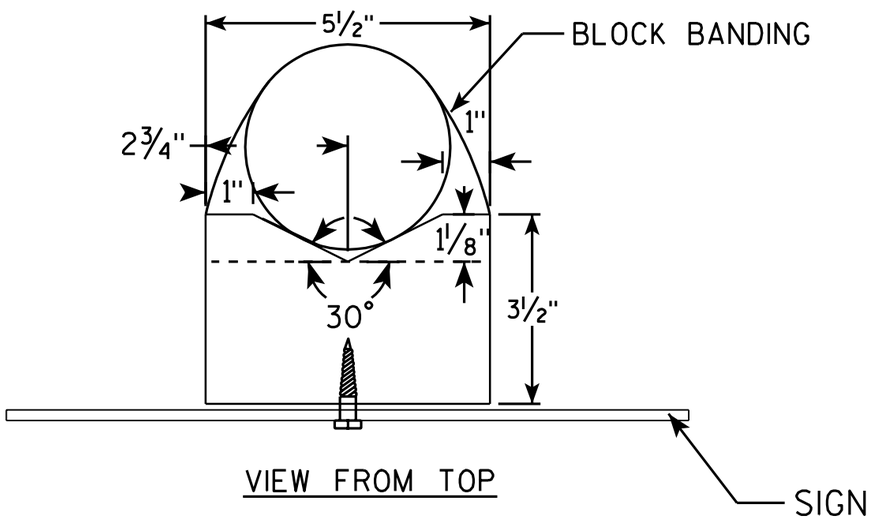
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 175	E





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, 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 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

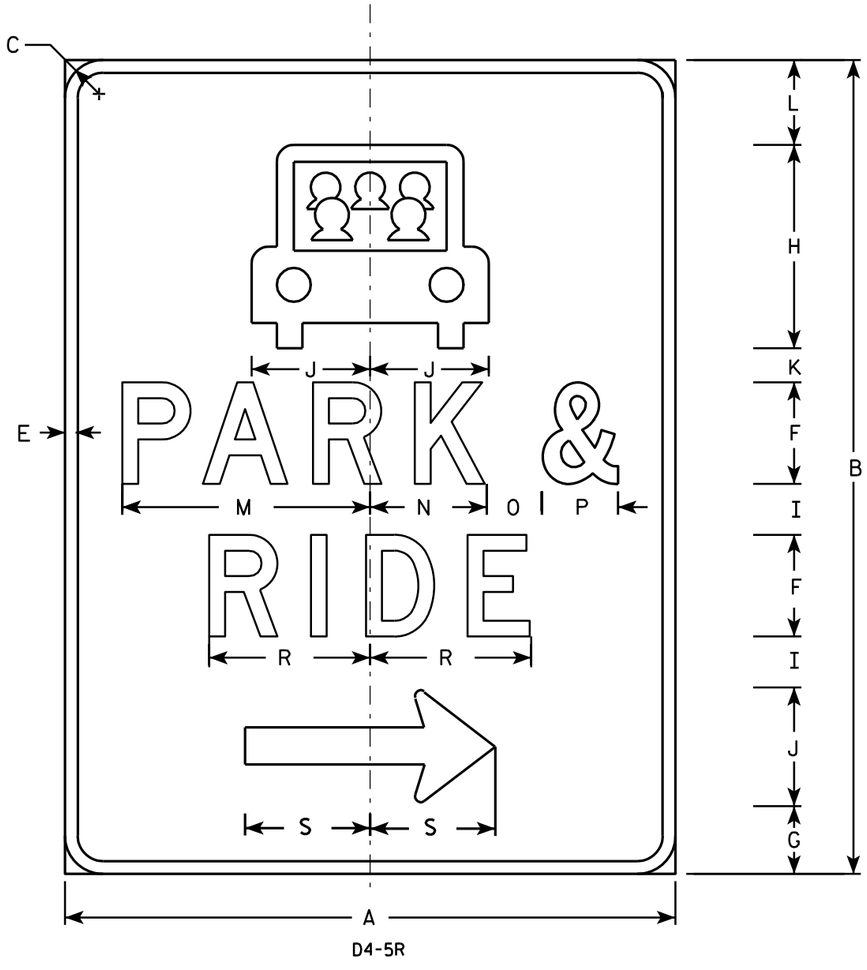
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO:

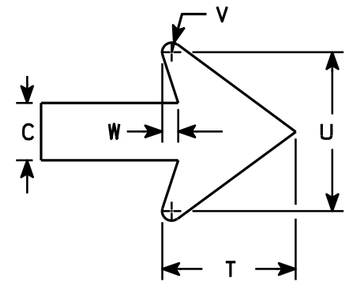
SHEET NO: 176 E



D4-5R

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 - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The D4-5L is the same as a D4-5R except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 3/8		5/8	5	1 3/8	9	2	5	1 5/8	5	11 3/4	5 1/2	2 3/4	3 3/4		8	6 1/8	4	4 3/8	3/8	1/2				7.50
3	36	48	2 1/4		3/4	6	4	12	3	7	2	5	14 5/8	6 7/8	3 1/4	4 1/2		9 1/2	7 1/2	5 1/4	6 1/4	3/8	5/8				12.0
4																											
5																											

STANDARD SIGN
D4-5 L&R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/15/10 PLATE NO. D4-5.2

PROJECT NO:

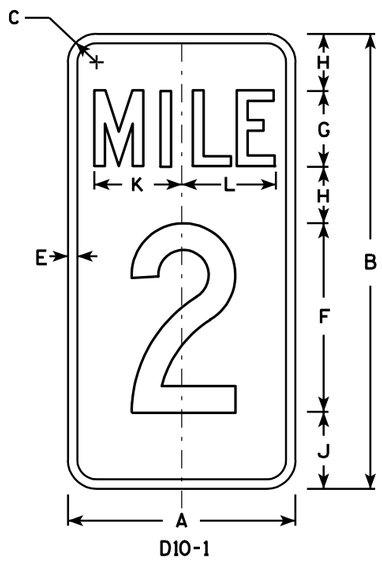
SHEET NO: 177 E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\D45.DGN PLOT DATE : 15-NOV-2010 14:08 PLOT BY : dotsja

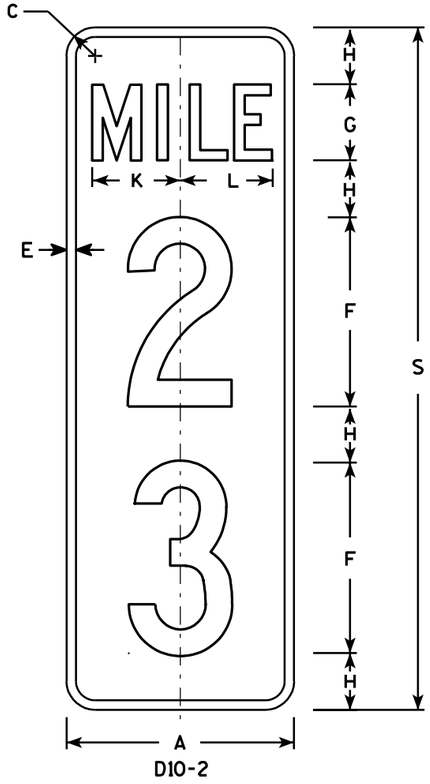
WISDOT/CADDS SHEET 42

7

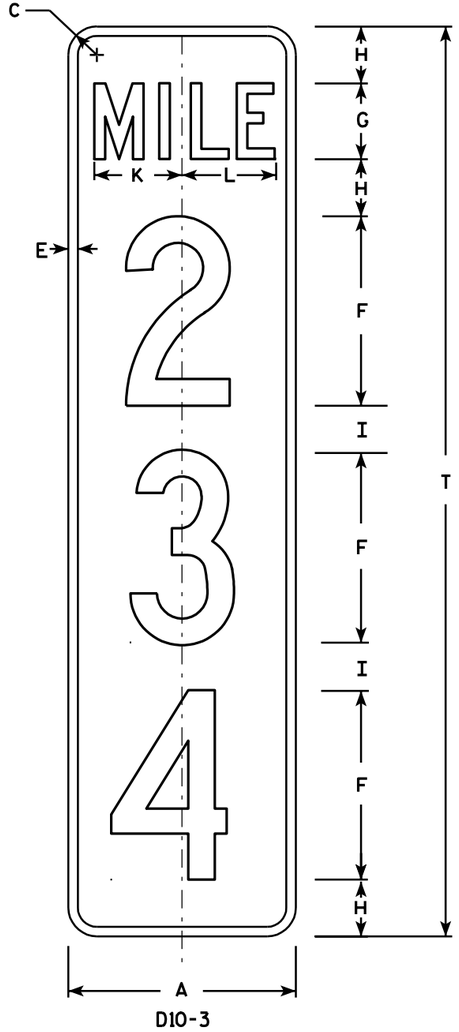
7



D10-1



D10-2



D10-3

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 - 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. Optically adjust numerals about the centerline of the sign to achieve proper balance.

Metric equivalent for this sign is:

PHY. SIZE	
12 X 24	300 mm X 600 mm
12 X 36	300 mm X 900 mm
12 X 48	300 mm X 1200 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
1																										
2																										
3																										
4	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						
5	12	24	1 ½		½	10	4	3	2 ½	4	4 ⅝	4 ⅞							36	48						

D10-1	D10-2	D10-3
Area sq. ft.	Area sq. ft.	Area sq. ft.
2.0	3.0	4.0
Area m2	Area m2	Area m2
.19	.28	.38

STANDARD SIGN
D10-1 , D10-2 & D10-3

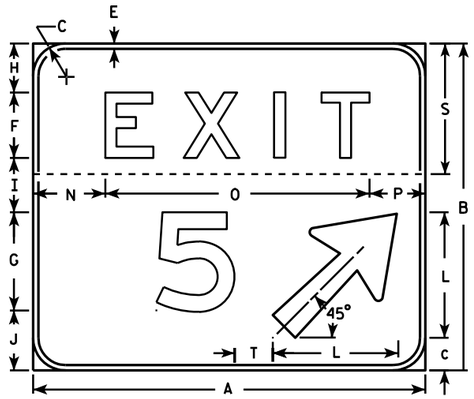
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for Director, Office of Traffic

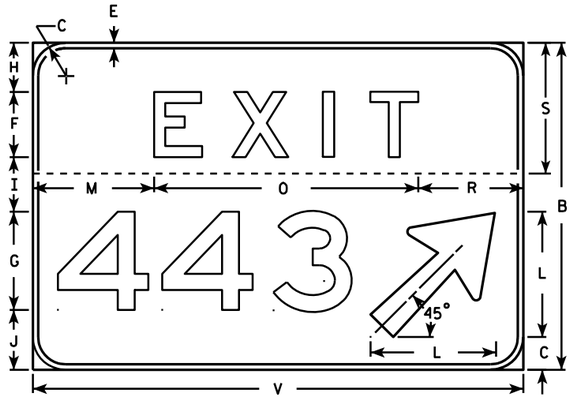
DATE 1/16/02 PLATE NO. D10-3.2

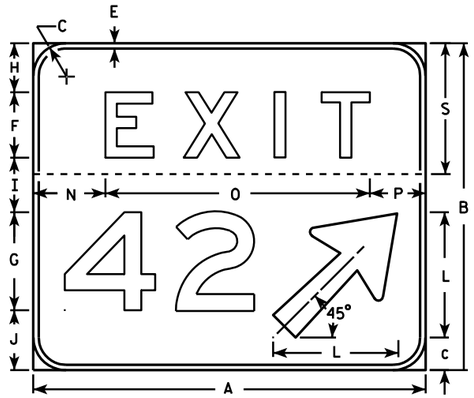
PROJECT NO:

SHEET NO: 178 E



NOTE: T diminision shall be measured from the back of the number to the front of the arrow





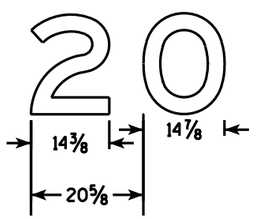
NOTES

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 the border shall be rounded as shown.
5. Base material for this sign shall be plywood and shall be split into two seperate pieces as shown on each detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate message, space per the table and adjust placement on sign to achieve proper balance.
8. As per the Standard Spec's, these signs shall not have a vertical joint.

SPACING CHART FOR 18" NUMERALS

NUMBERS	WIDTH	0	1	2	3	4	5	6	7	8	9	A	B	C
0	14 7/8	21 5/8	21 5/8	21 1/4	20 3/8	21 1/4	21 1/4	21 5/8	19 7/8	22 1/8	21 5/8			
1	5 7/8	14	14	14	13 1/8	12 1/8	14	14	12 1/4	14	14			
2	14 3/8	20 5/8	21 1/8	20 5/8	19 3/4	20 1/4	20 5/8	20 5/8	18 7/8	21 1/8	20 5/8			
3	14 3/8	20 3/4	21 1/8	20 3/4	20 1/4	19 3/4	20 3/4	20 3/4	19 3/8	21 1/8	20 3/4			
4	16 5/8	22 7/8	22	22 1/2	21 5/8	21 5/8	22 7/8	22 7/8	20 5/8	23 3/8	22 7/8			
5	14 1/4	20 5/8	20 5/8	20 1/8	18 3/4	18 3/4	20 5/8	20 5/8	18 3/8	20 5/8	20 5/8			
6	14 1/2	21 1/4	20 3/4	20 3/4	19 7/8	19 1/2	20 3/8	20 3/4	19	20 3/4	20 3/8			
7	14 3/8	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4			
8	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8			
9	14 1/2	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4			
A	18	19 3/4	19 3/4	20 1/4	19 3/4	17	19 3/4	20 5/8	18 7/8	20 5/8	19 3/4	21 5/8	23 7/8	23
B	14 1/4	21 1/2	21 1/2	20 5/8	19 1/4	19 3/4	20 5/8	21 1/2	19 5/8	21 1/2	20 5/8	19 1/2	22 3/8	21 1/2
C	14 1/4	21 1/4	21 1/4	20 7/8	20	20 7/8	20 7/8	21 1/4	19 1/2	21 3/4	21 1/4	18 3/8	21	19 3/4

EXAMPLE FOR USING SPACING CHART



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
2																										
3																										
4																										
5	72	60	6		1	12	18	9	10	11	8 7/8	23	22 1/4	13 1/4	48 1/2	10 1/4		19 1/4	24	7		90		96	7 1/2	

1-2 Digit Bid Area	3 Digit Bid Area
Sq. Ft.	
30	37.5

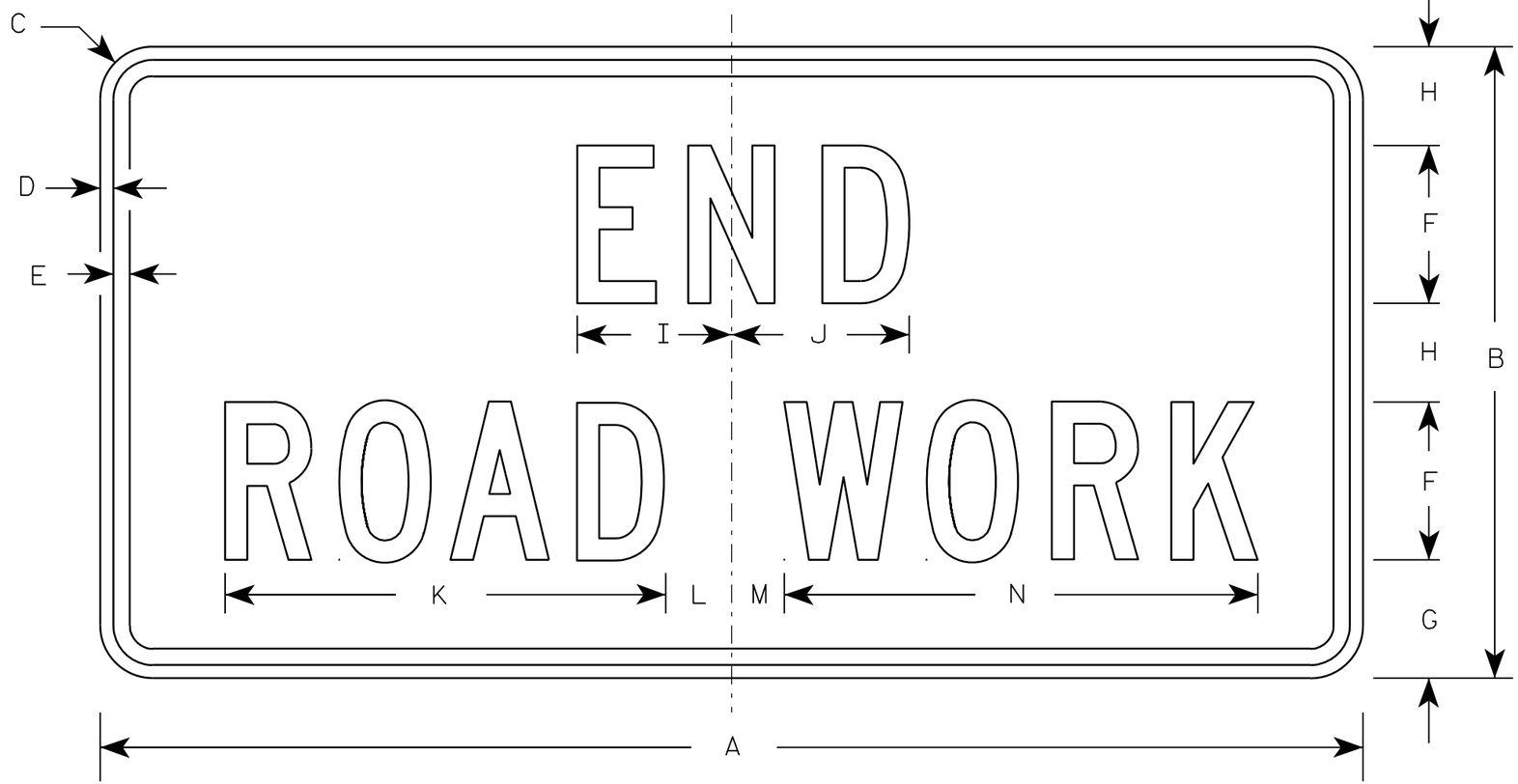
STANDARD SIGN E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 5/11/10 PLATE NO. E5-1A.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 179 | E



G20-2A

NOTES

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

Metric equivalent for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 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 m2
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

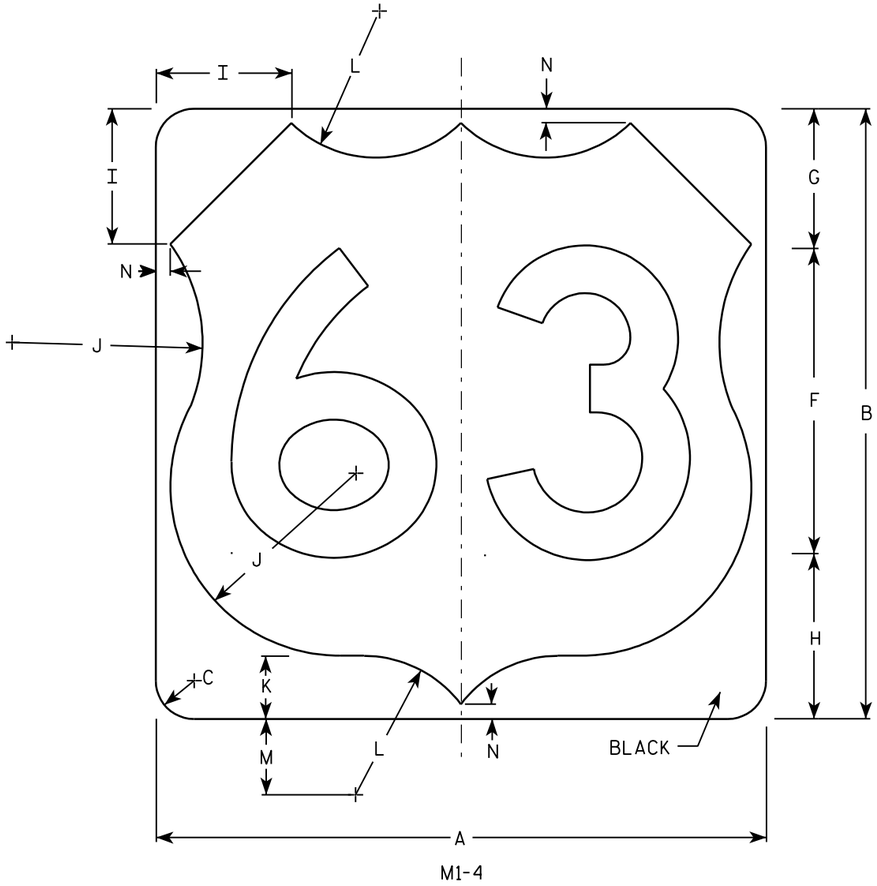
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.8

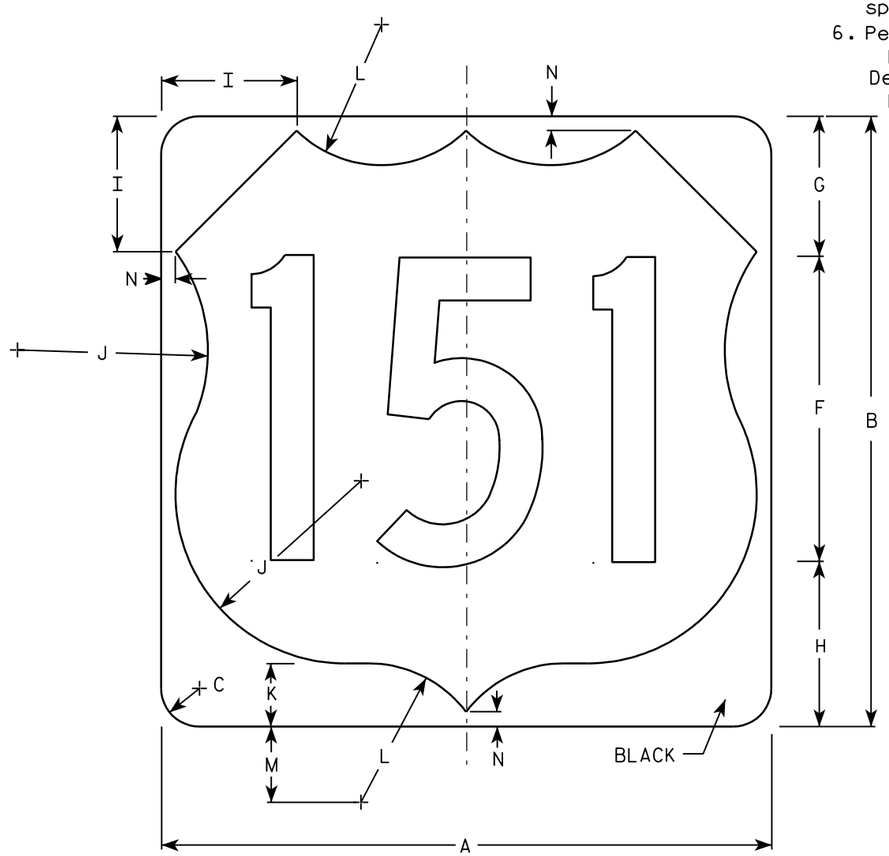
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 180	E

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 numerals and adjust spacing as per Plate A10-1.
6. Permanent Signs
   Background - Type H Reflective
   Detour or other temporary signs
   Background - Reflective



M1-4



M1-4

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 m2
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

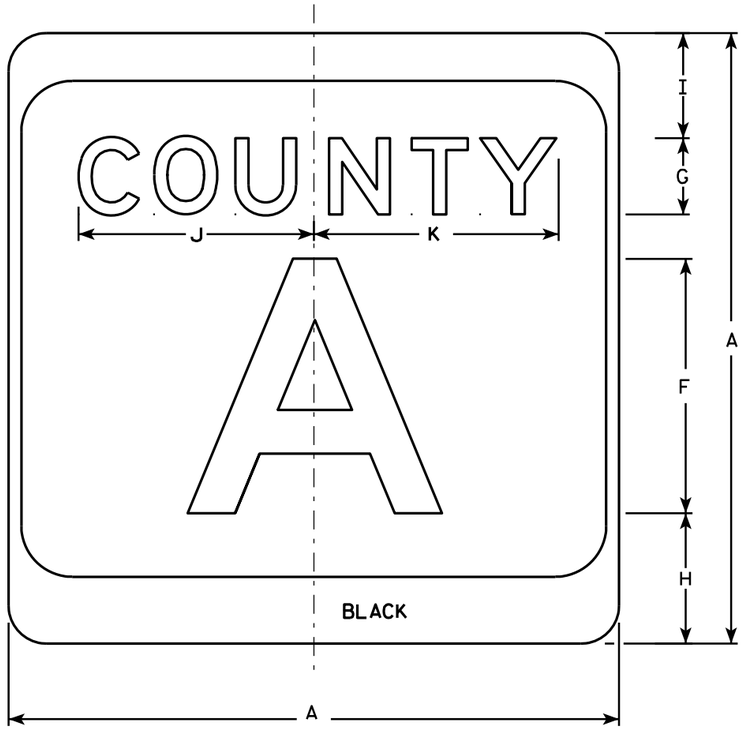
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

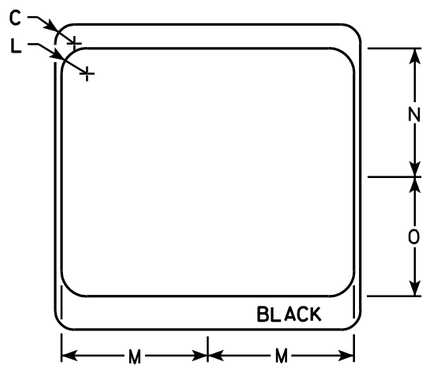
APPROVED Matthew R Rauch
for State Traffic Engineer

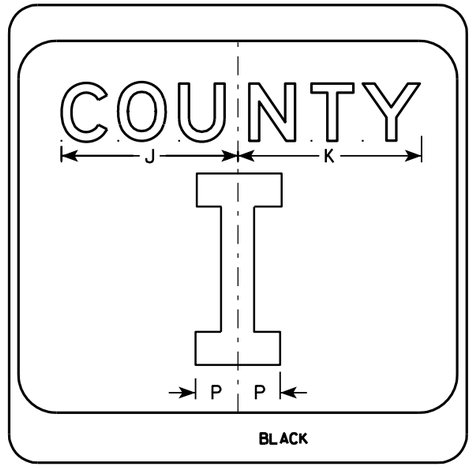
DATE 08/25/05 PLATE NO. M1-4.9

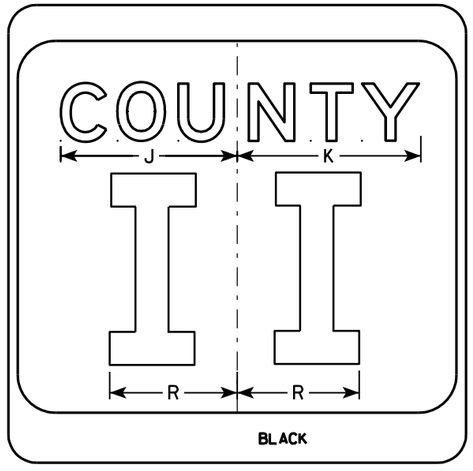
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 181	E



M1-5A







NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White & Black - See Note 7
   Message - Black
3. Message Series - see Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Message Series E for 1 letter.
   Message Series D for 2 letters unless message is too big then Series C.
   Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
   Background - Type H Reflective
   Detour or temporary Signs
   Background - Reflective

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

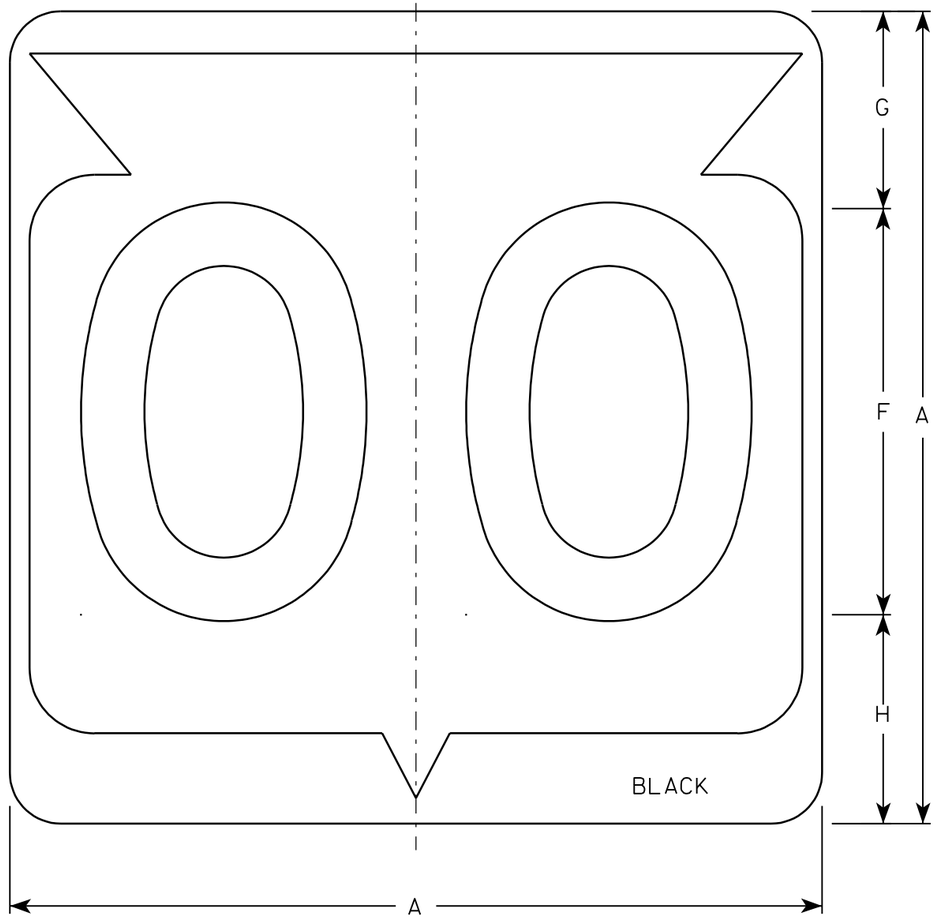
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

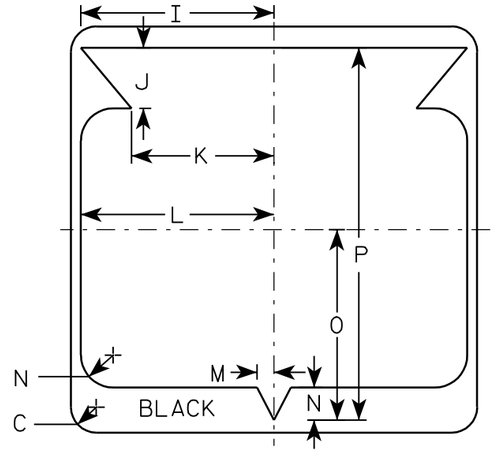
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 182	E



M1-6

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



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 m2
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

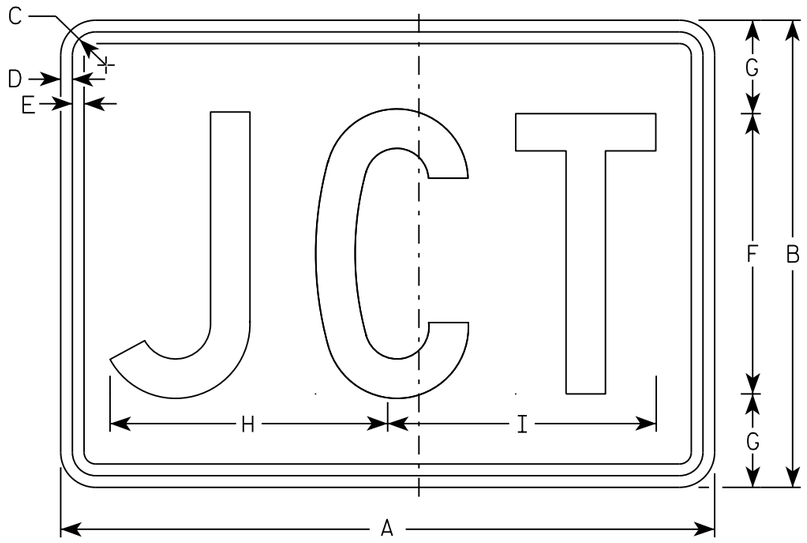
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

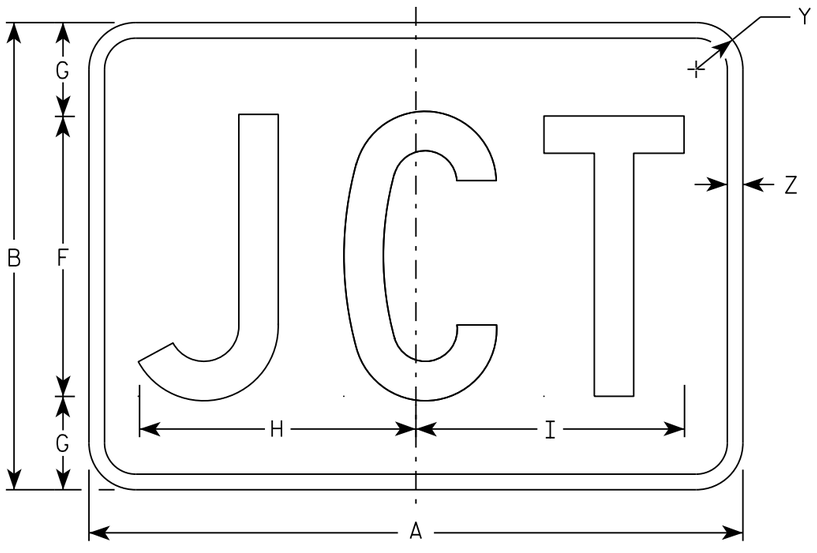
APPROVED Chester J Spang for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 183	E



M2-1
MM2-1
MP2-1



MB2-1
MK2-1
MN2-1
MR2-1

NOTES

1. Sign is 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. M2-1 Background - White
   Message - Black
   MB2-1 Background - Blue
   Message - White
   MK2-1 Background - Green
   Message - White
   MM2-1 Background - White
   Message - Green
   MN2-1 Background - Brown
   Message - White
   MP2-1 Background - White
   Message - Blue
   MR2-1 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	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN
M2-1

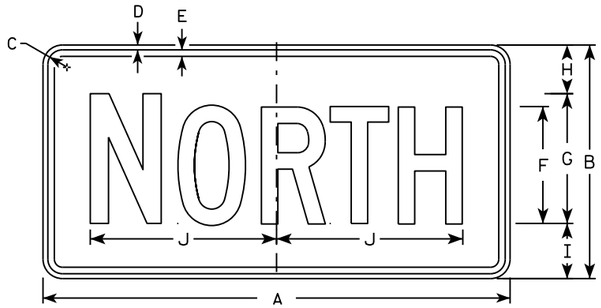
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

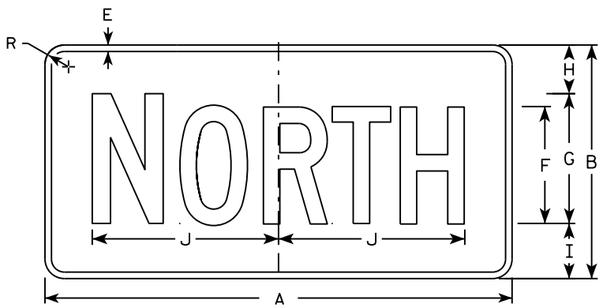
DATE 10/15/15 PLATE 184 12-1.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M21.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 4.864603:1.000000



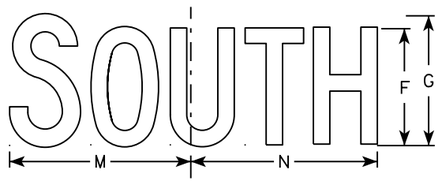
M3-1
MM3-1
MP3-1



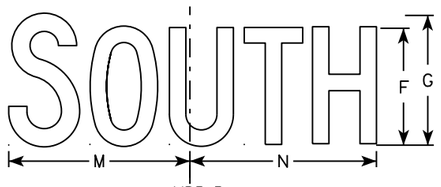
MB3-1
MK3-1
MN3-1

M3-2
MM3-2
MP3-2

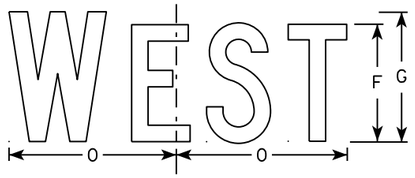
MB3-2
MK3-2
MN3-2



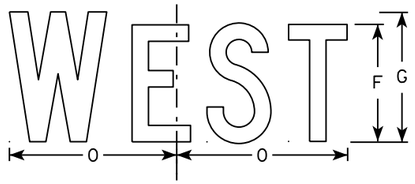
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H
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 thur M3-4
SERIES

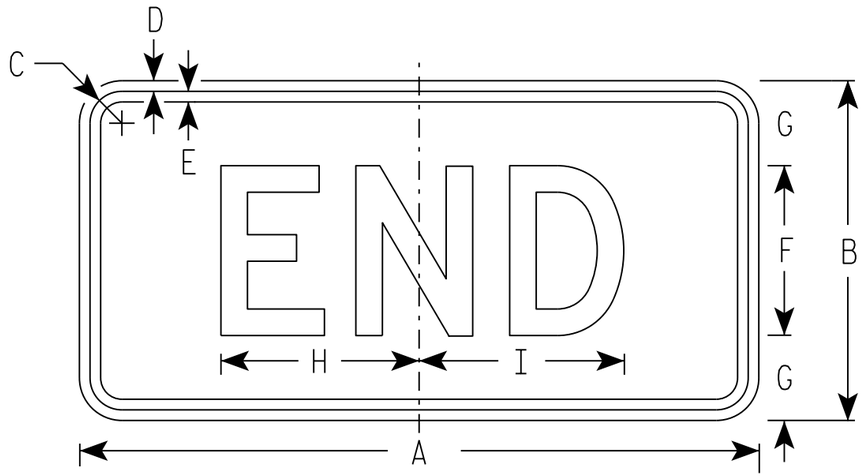
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

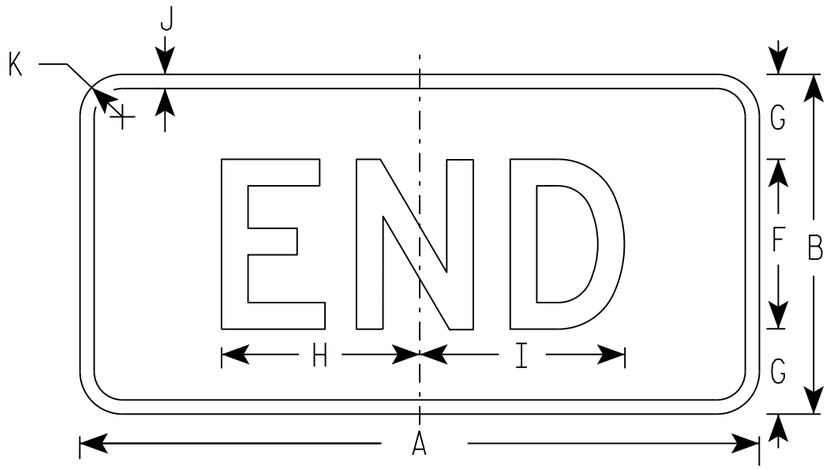
DATE 10/15/15 PLATE NO M3-1.14

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M31.DGN PLOT DATE : 01-DEC-2015 17:54 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

1. Sign is Type II - Type H
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-6 Background - White
   Message - Black

   MB4-6 Background - Blue
   Message - White

   MK4-6 Background - Green
   Message - White

   MM4-6 Background - White
   Message - Green

   MN4-6 Background - Brown
   Message - White

   MP4-6 Background - White
   Message - Blue

   MR4-6 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	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-6

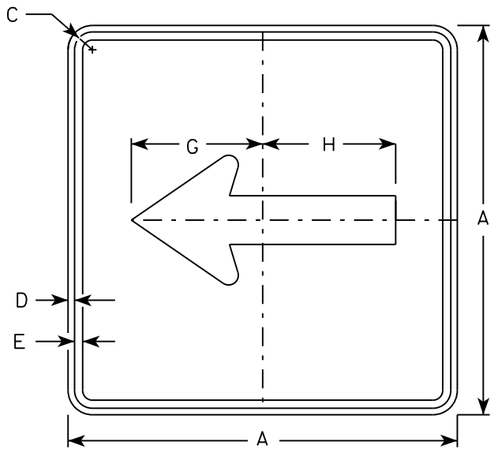
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

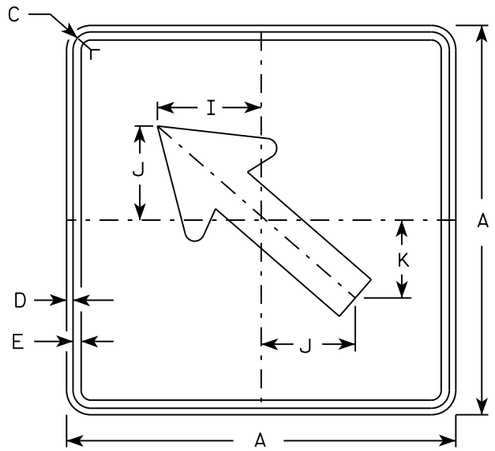
DATE 10/15/15 PLATE 186 '14-7.9

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M46.DGN PLOT DATE : 01-DEC-2015 17:55 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.351066:1.000000



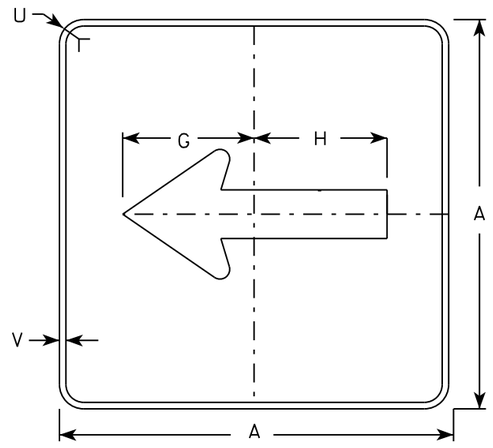
M6-1
MM6-1
MO6-1
MP6-1



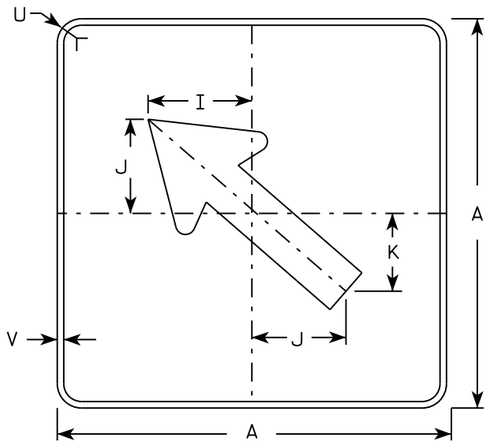
M6-2
MM6-2
MO6-2
MP6-2

NOTES

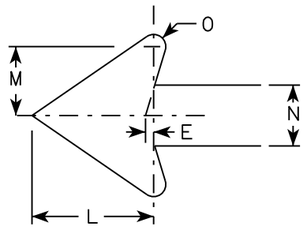
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - White
   Message - Black
   MB6-1 and MB6-2 Background - Blue
   Message - White
   MK6-1 and MK6-2 Background - Green
   Message - White
   MM6-1 and MM6-2 Background - White
   Message - Green
   MN6-1 and MN6-2 Background - Brown
   Message - White
   MO6-1 and MO6-2 Background - Orange - Type F Reflective
   Message - Black
   MP6-1 and MP6-2 Background - White
   Message - Blue
   MR6-1 and MR6-2 Background - Brown
   Message - Yellow



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



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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2						3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2						6.25

STANDARD SIGN
M6-1 & M6-2
SERIES

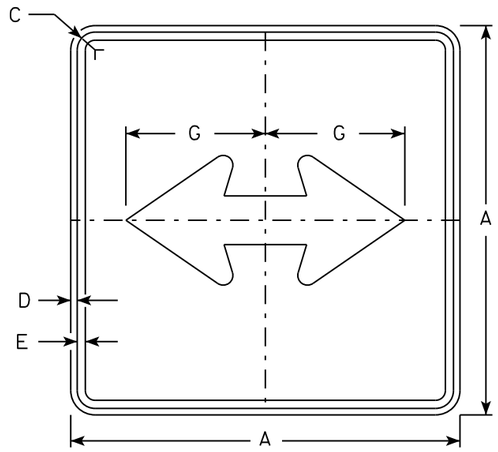
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

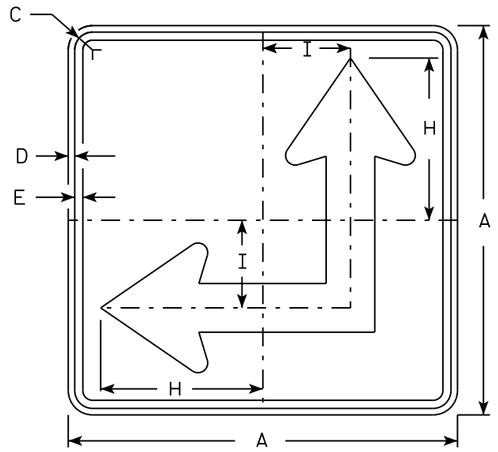
DATE 10/15/15 PLATE 187 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



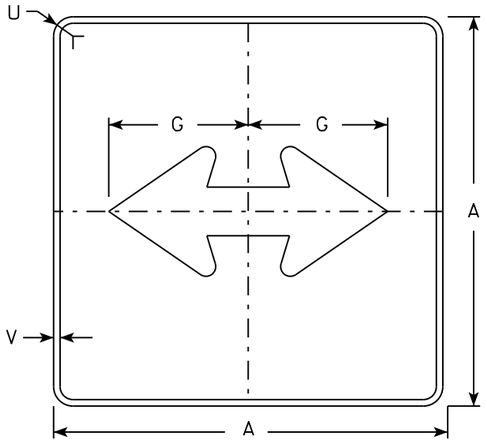
M6-4
MM6-4
MO6-4
MP6-4



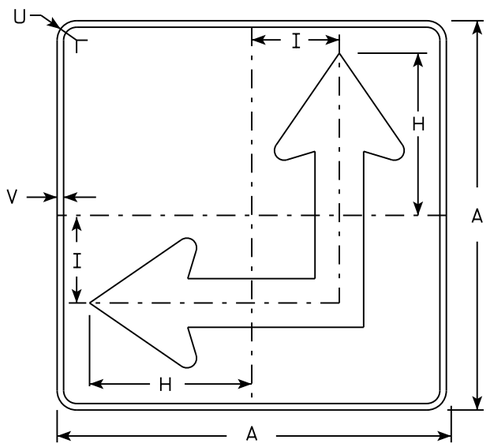
M6-6
MM6-6
MO6-6
MP6-6

NOTES

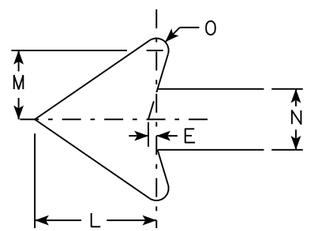
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See Note 4
   Message - See Note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-4 and M6-6 Background - White
   Message - Black
   MB6-4 and MB6-6 Background - Blue
   Message - White
   MK6-4 and MK6-6 Background - Green
   Message - White
   MM6-4 and MM6-6 Background - White
   Message - Green
   MN6-4 and MN6-6 Background - Brown
   Message - White
   MO6-4 and MO6-6 Background - Orange - Type F Reflective
   Message - Black
   MP6-4 and MP6-6 Background - White
   Message - Blue
   MR6-4 and MR6-6 Background - Brown
   Message - Yellow
5. M6-6R same as M6-6L except arrow points ahead and right.



MB6-4
MK6-4
MN6-4
MR6-4



MB6-6
MK6-6
MN6-6
MR6-6



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

STANDARD SIGN
M6-4 & M6-6
SERIES

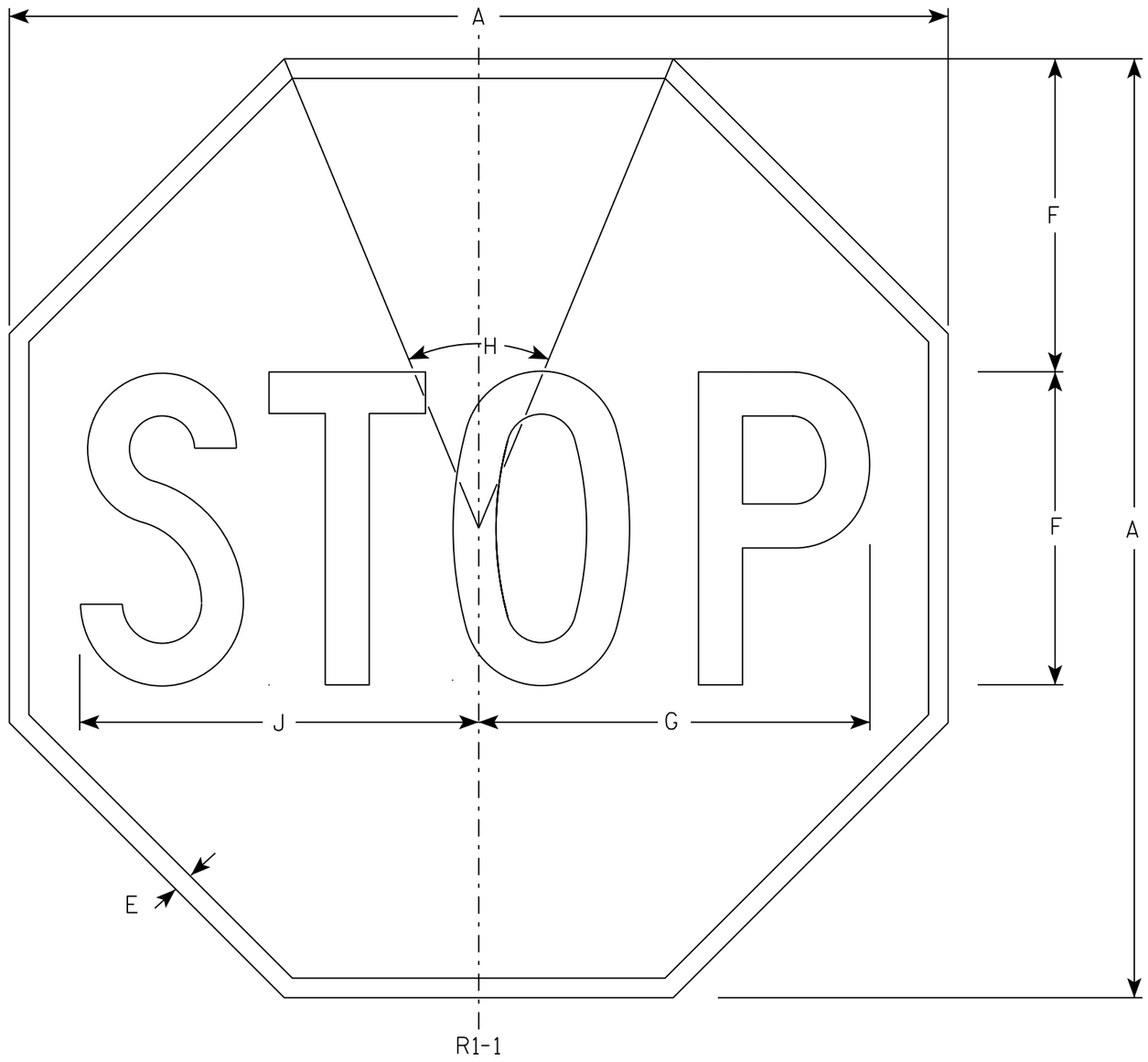
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 188 M6-4.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M64.DGN PLOT DATE : 01-DEC-2015 17:58 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



NOTES

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

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

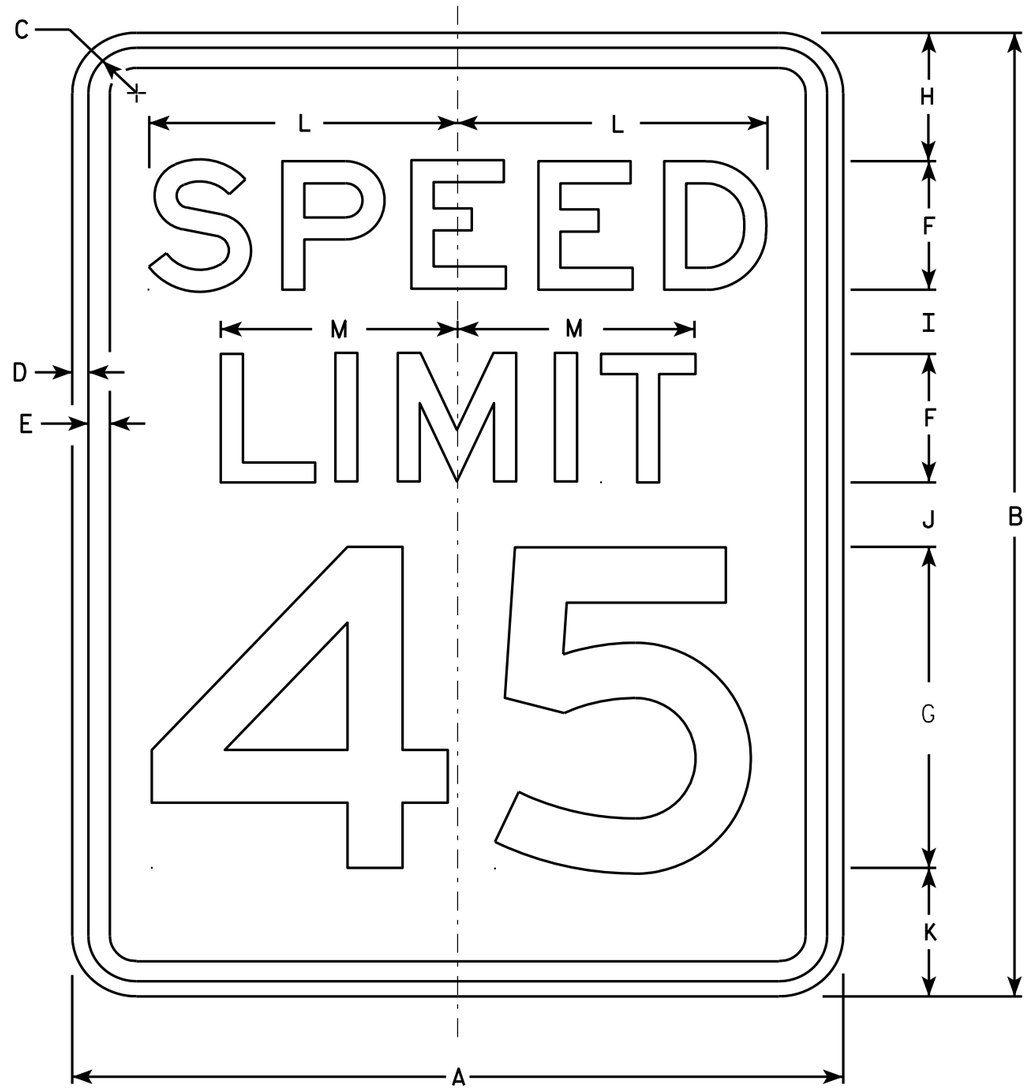
STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 189	E



R2-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

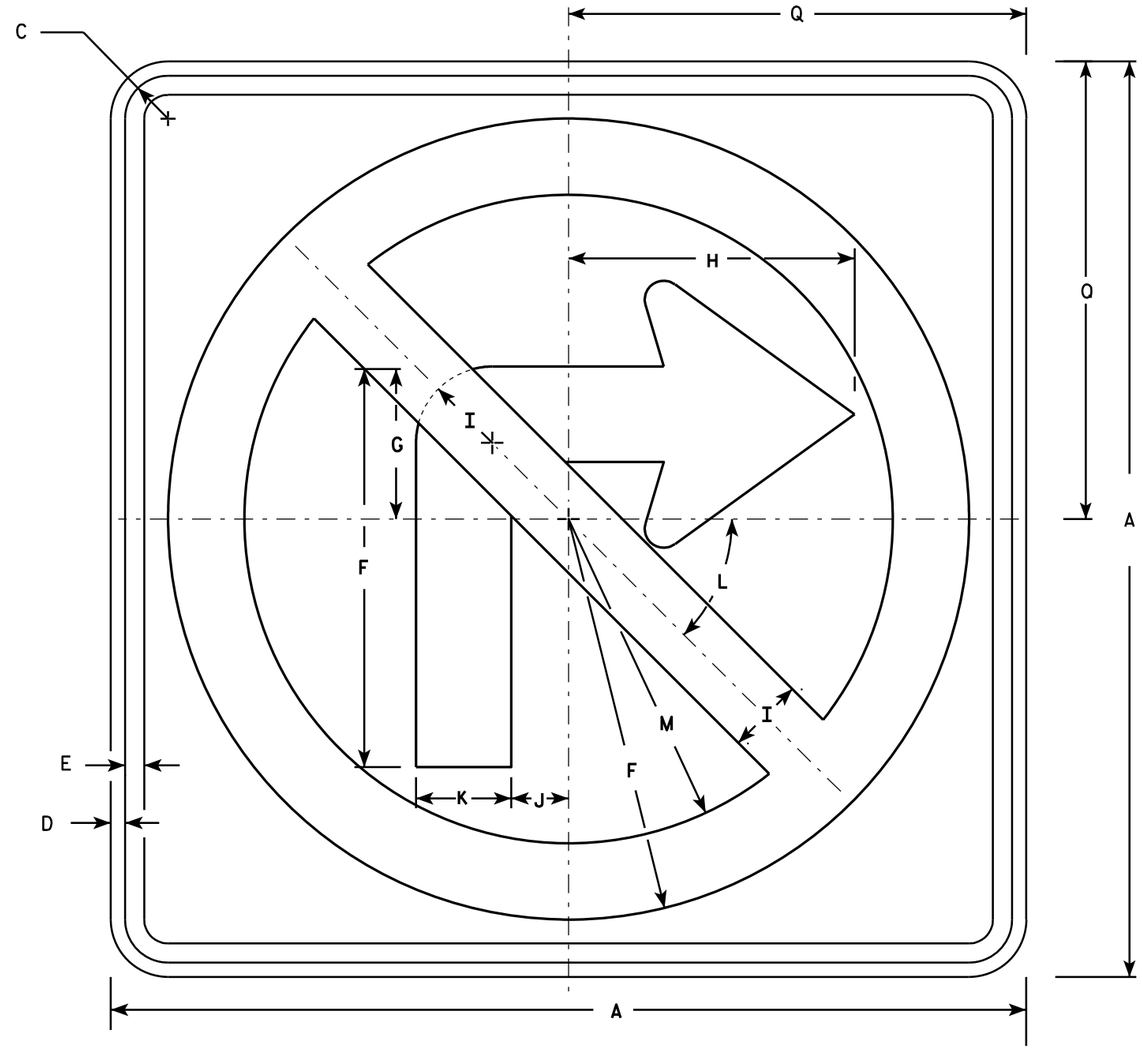
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

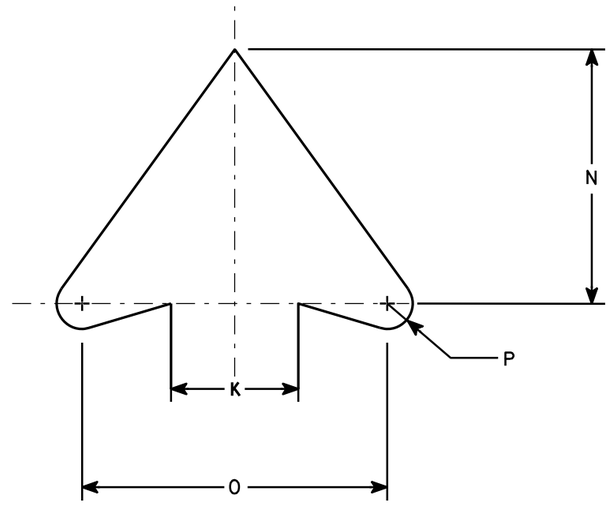
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 190	E



R3-1

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 - 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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

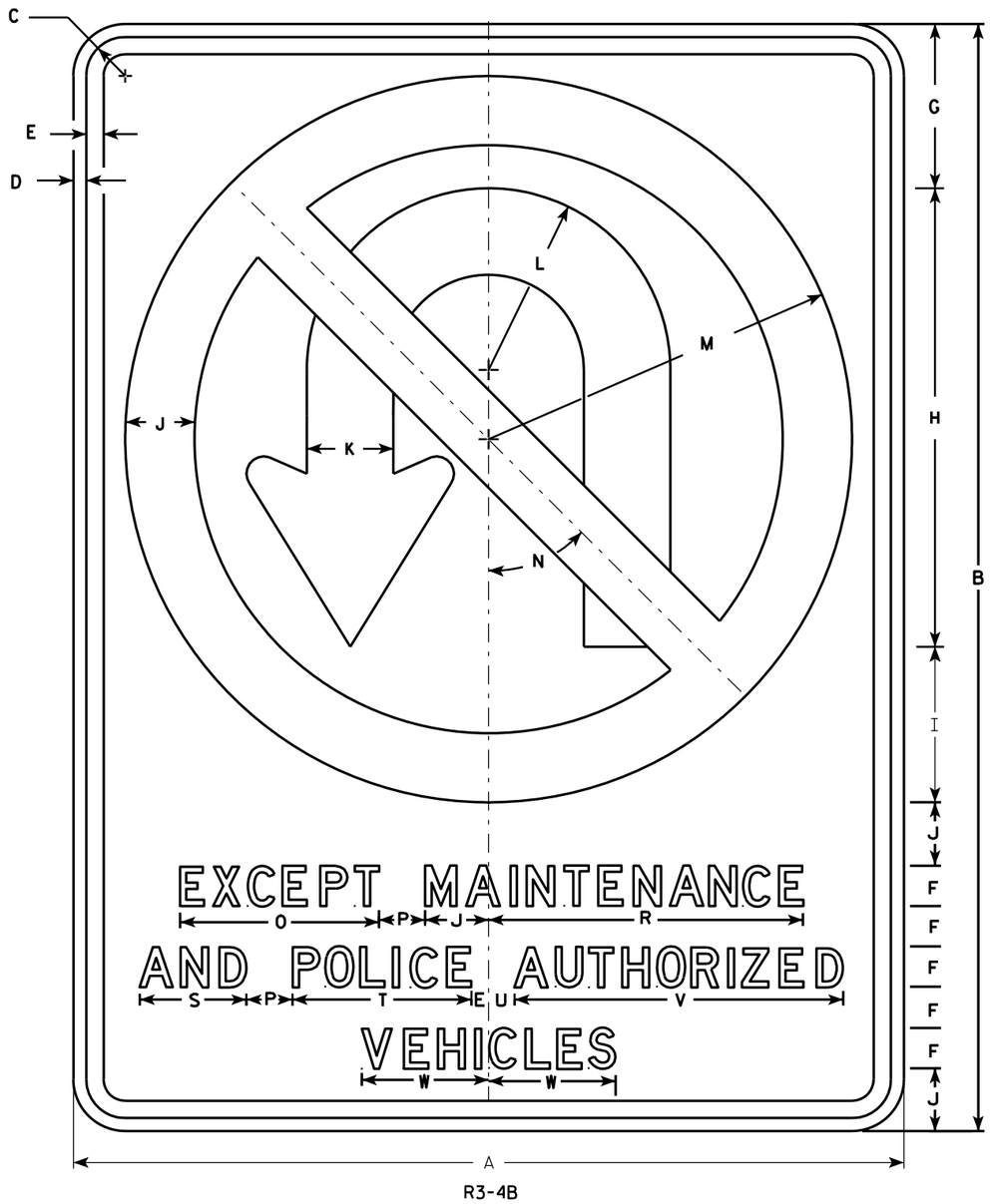
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

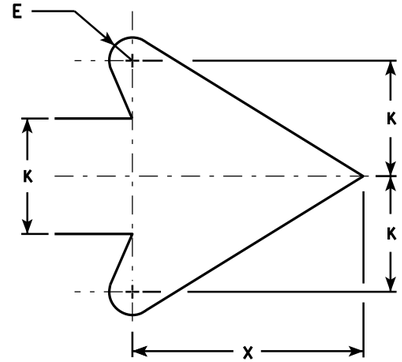
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 191	E



R3-4B

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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S																											
2M																											
3																											
4	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0
5	36	48	1 5/8	5/8	3/4	1 3/4	7 1/8	19 7/8	6 3/4	2 3/4	3 3/4	7 7/8	15 3/4	45°	8 5/8	2		13 5/8	4 5/8	7 3/4	1 1/8	14 1/4	5 1/2	7 5/8			12.0

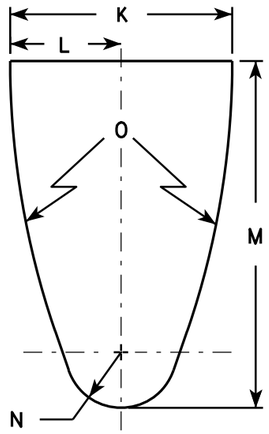
STANDARD SIGN
R3-4B

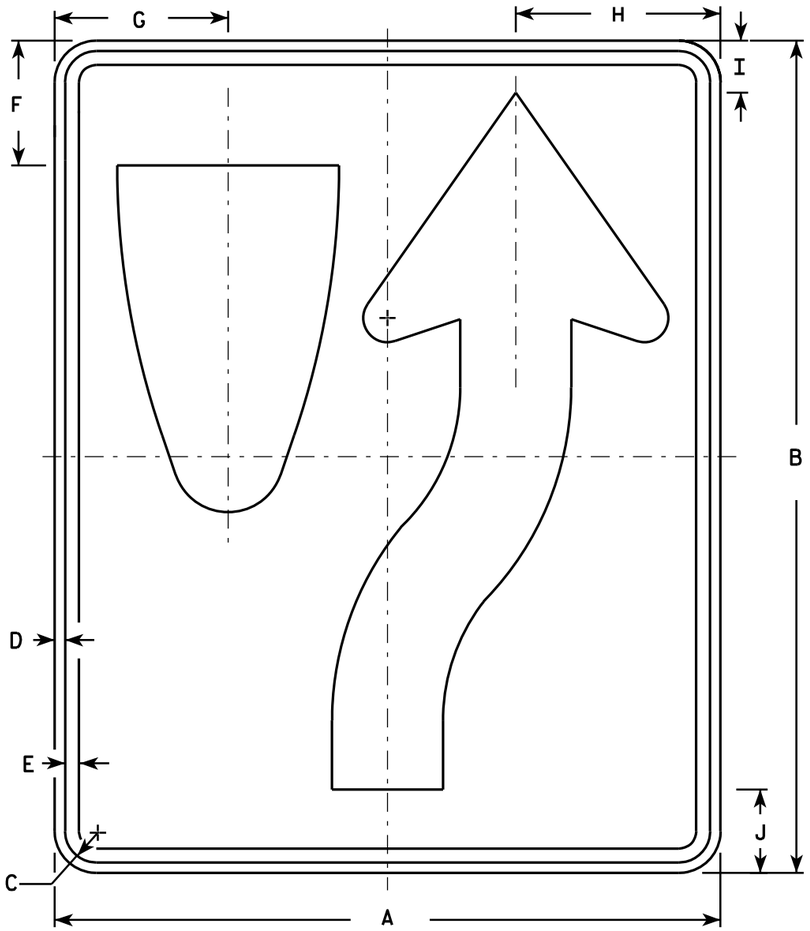
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 192 | E

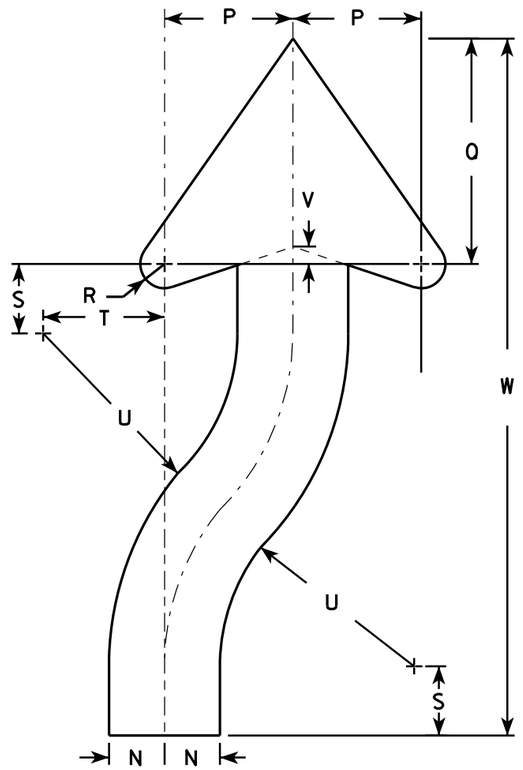




R4-7

NOTES

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



ARROW DETAIL

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

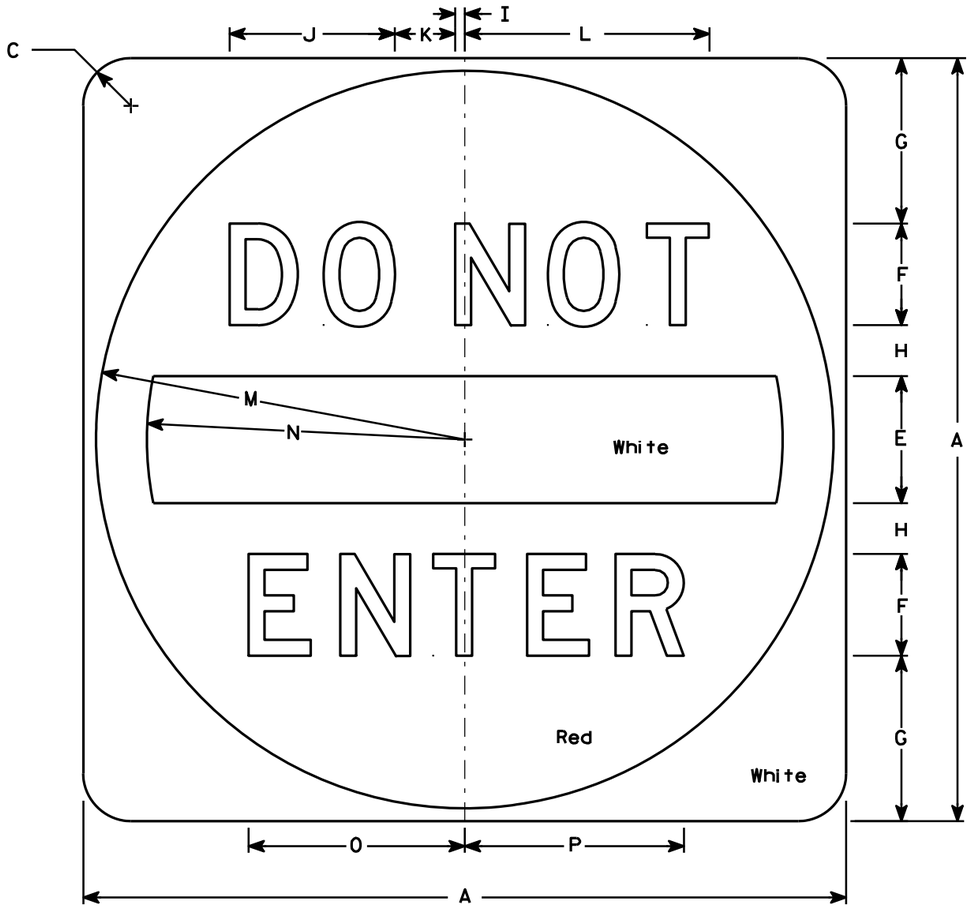
STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 193	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - See detail
   Message - White - Type H Reflective
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but when base material is metal, the cornors 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	30		1 7/8		5	4	6 1/2	2	3/8	6 1/2	2 3/8	9 5/8	14 1/2	12 1/2	8 1/2	8 5/8											6.26
2M	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
3	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
4	36		2 1/4		6	5	7 1/2	2 1/2	1/2	8 1/8	3	12 1/8	17 1/2	15	10 5/8	10 3/4											9.0
5	48		3		8	6	11	3	5/8	9 3/4	3 5/8	14 1/2	23 1/2	20	12 3/4	12 7/8											16.0

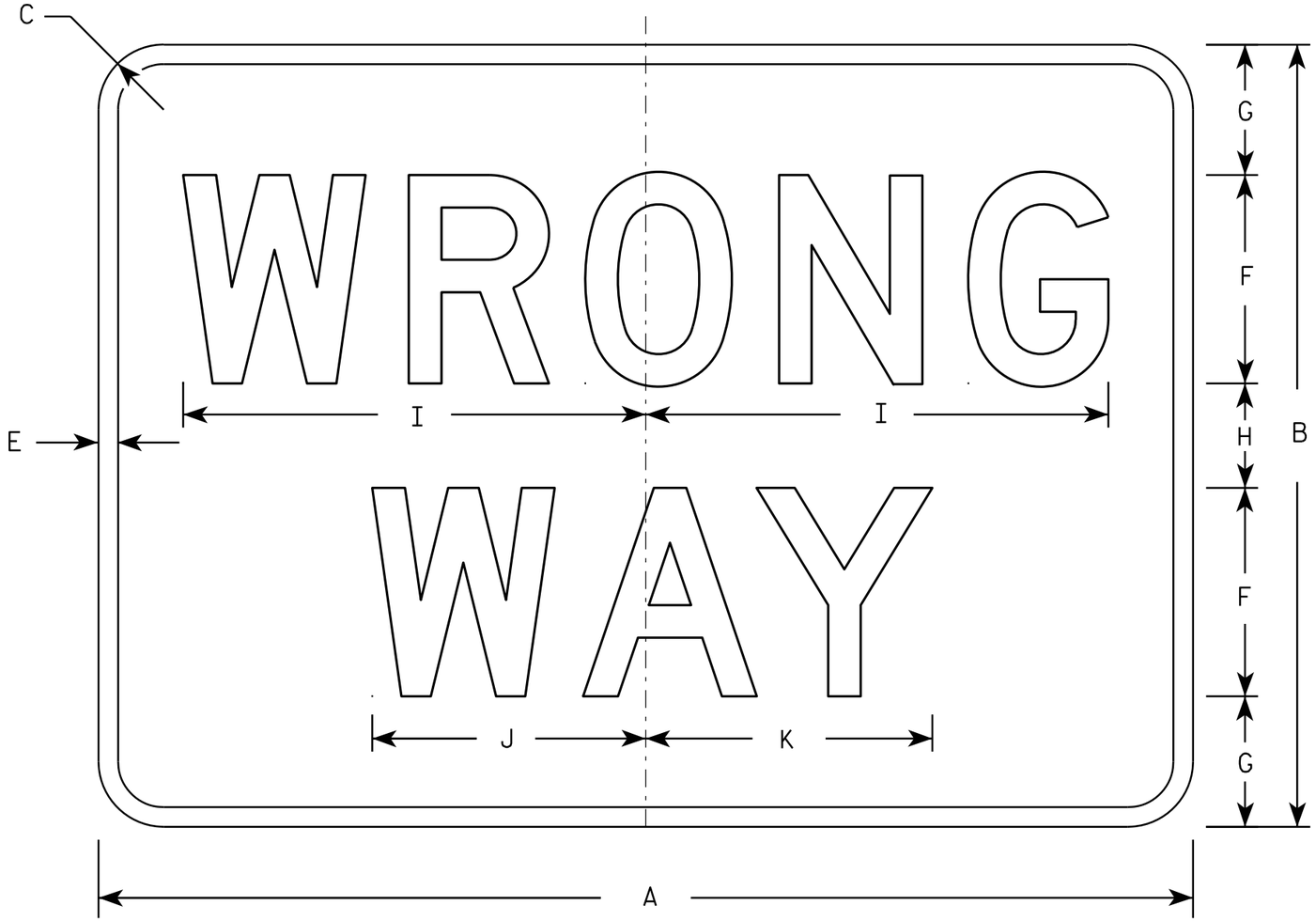
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 194 | E



R5-1A

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

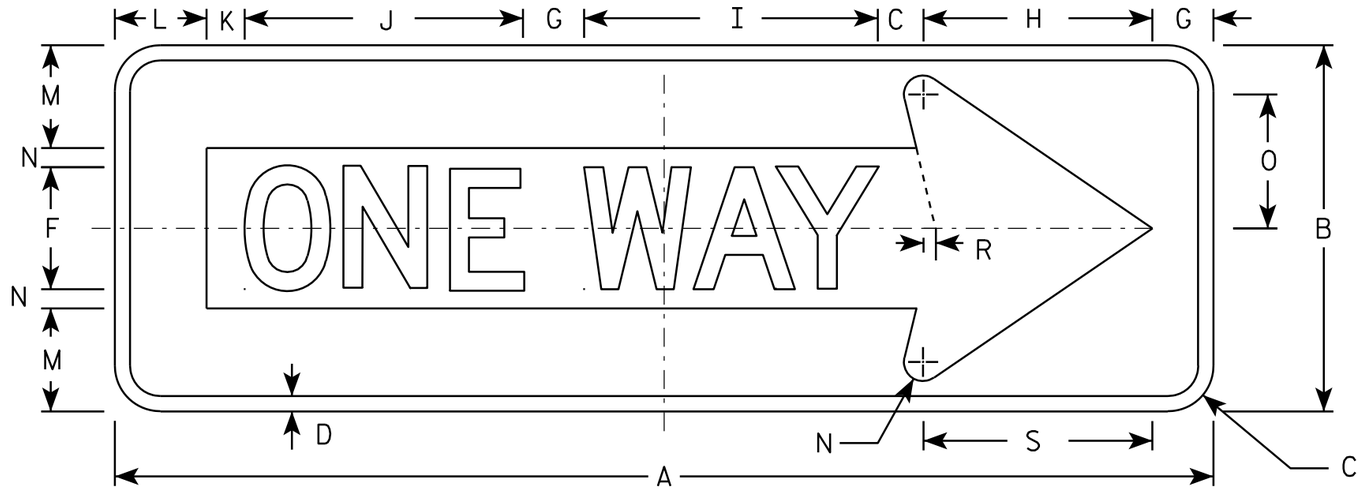
STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/17/10 PLATE NO. R5-1A.2

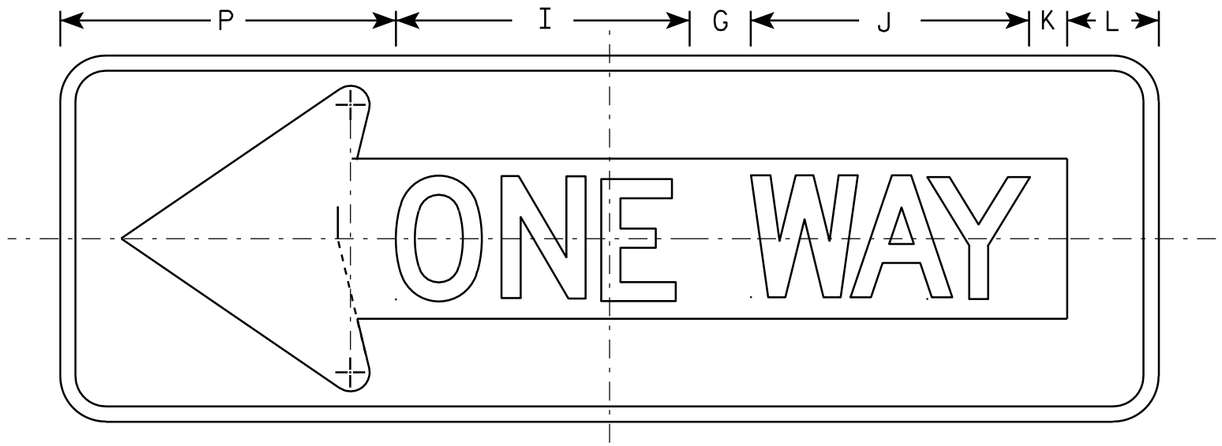
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 195 | E



R6-1R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - BLACK
   Message - BLACK LEGEND & WHITE ARROW & BORDER
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.



R6-1L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36	12	1 ½	½		4	2	7 ½	9 ⅝	9 ⅛	1 ¼	3	3 ⅜	⅝	4 ⅜	11		⅜	7 ½								3.0
2M	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
3	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
4	54	18	2 ¼	¾		6	3	11 ¼	14 ½	13 ⅝	1 ⅞	4 ½	5	1	6 ½	16 ½		⅝	11 ¼								6.75
5																											

STANDARD SIGN
R6-1 L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

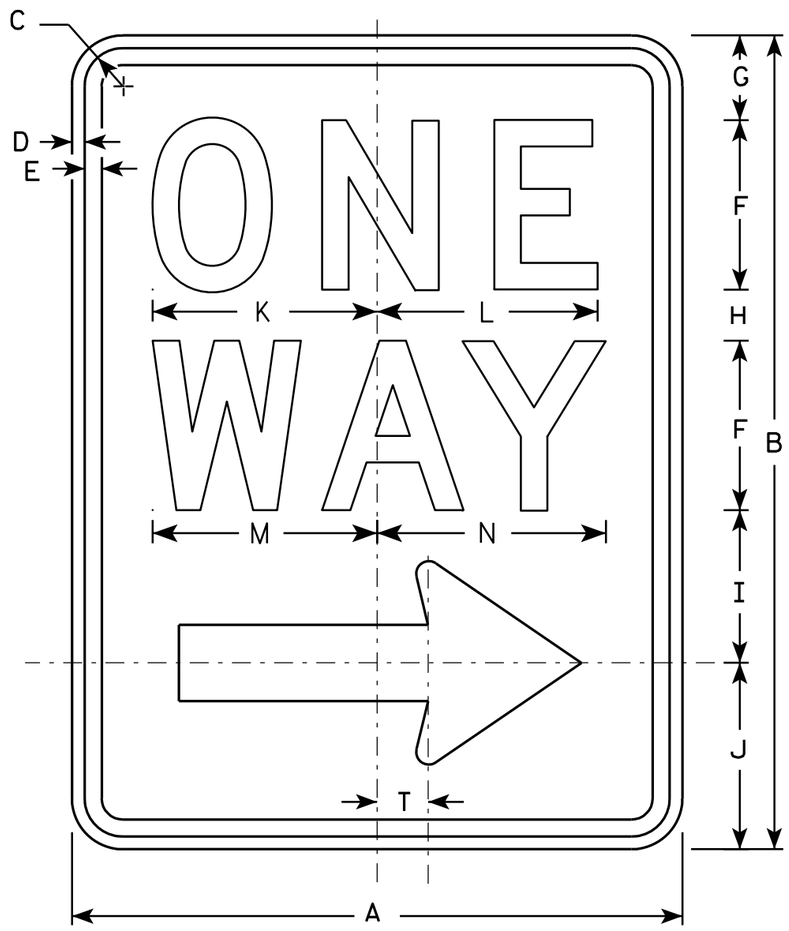
DATE 12/17/10 PLATE NO. R6-1.2

PROJECT NO:

SHEET NO: 196 E

7

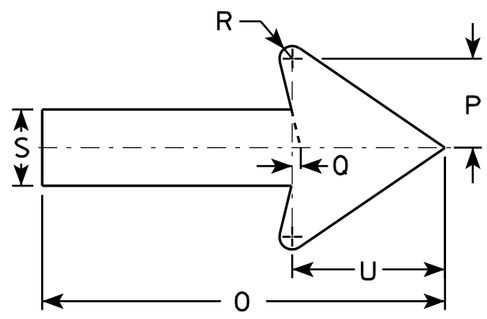
7



R6-2R

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.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

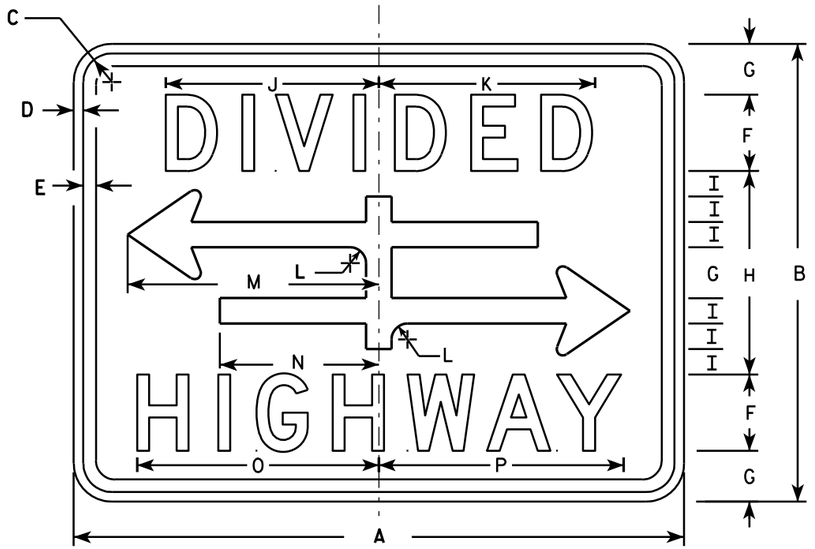
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

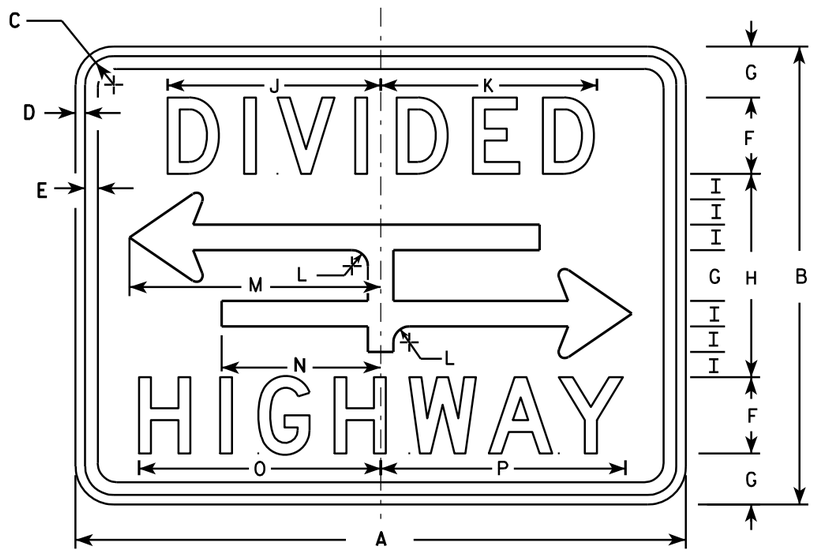
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 197	E



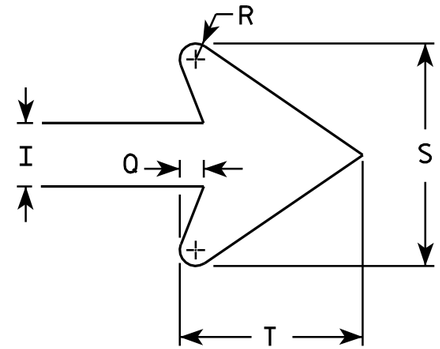
R6-3

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.



R6-3A



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN
R6-3 & R6-3A

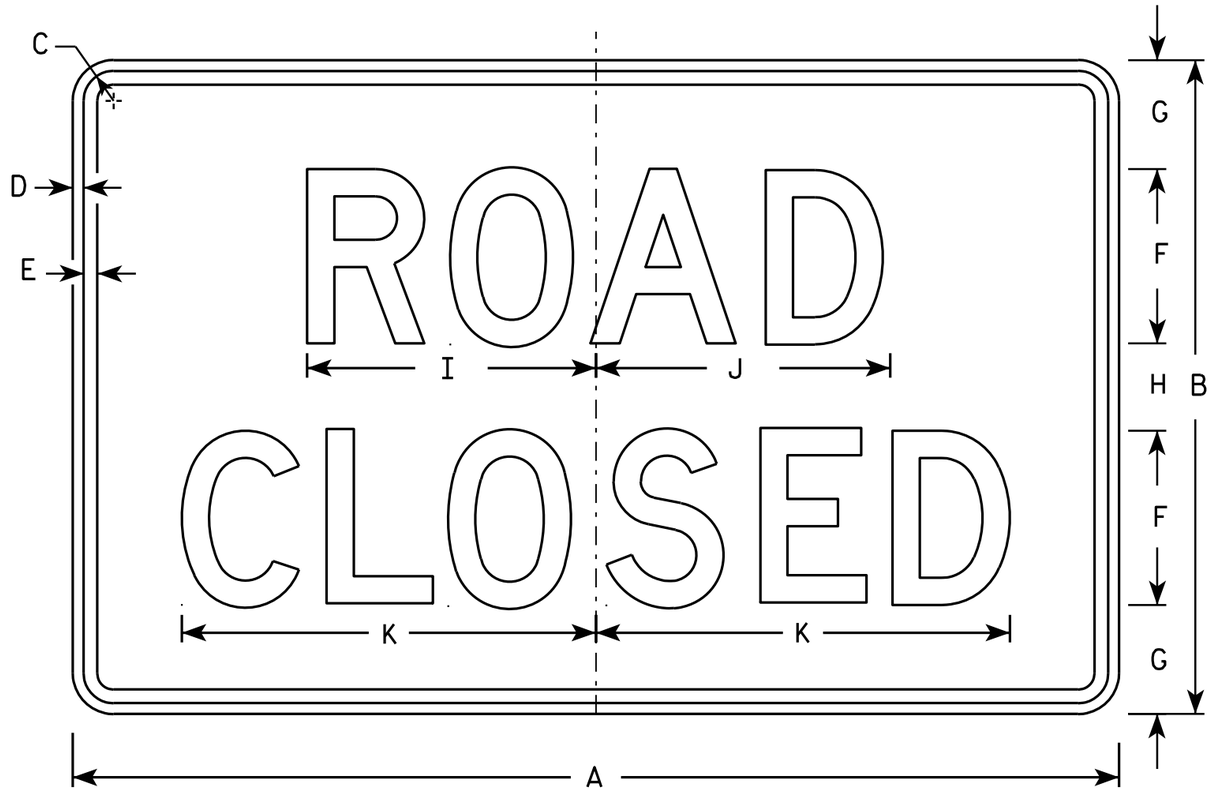
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

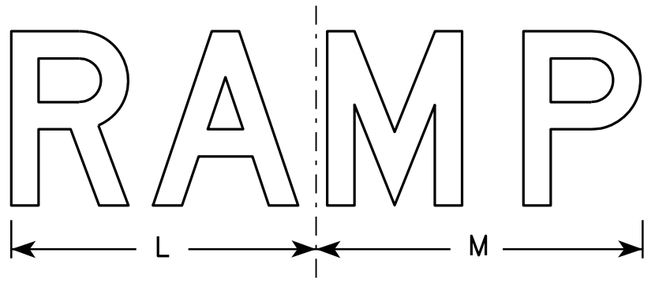
SHEET NO: 198 E



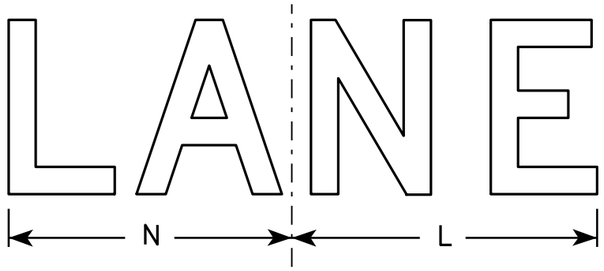
R11-2

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.
5. Modify the message as required.



R11-2R



R11-2L

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
2M	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
3	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
4	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0
5	48	30	1 3/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13													10.0

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

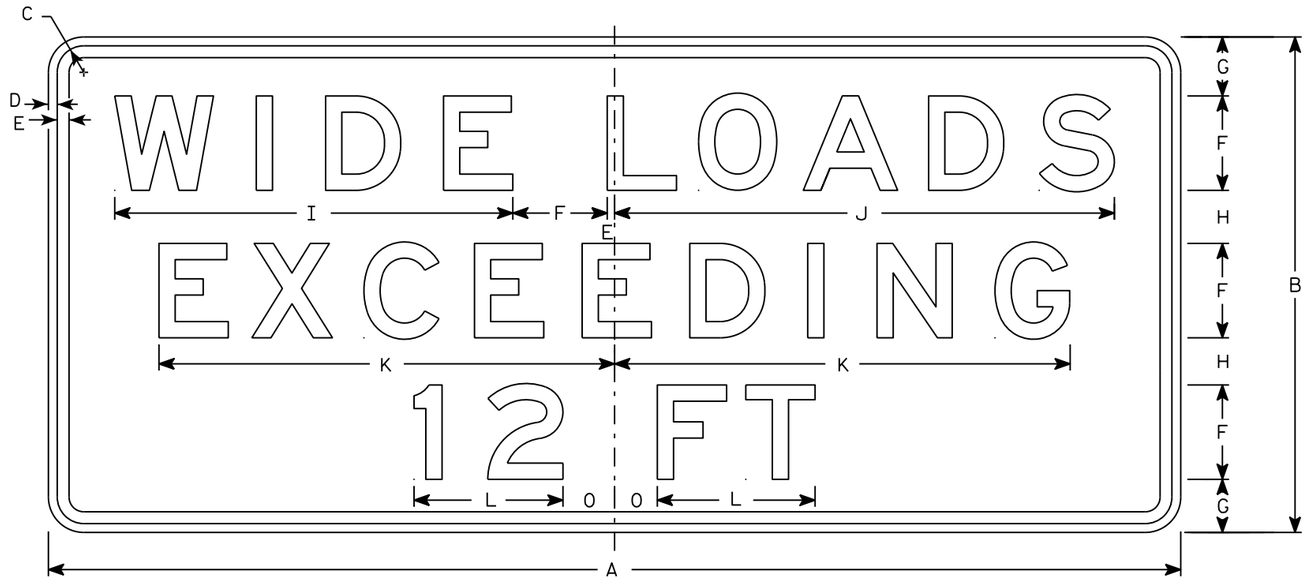
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

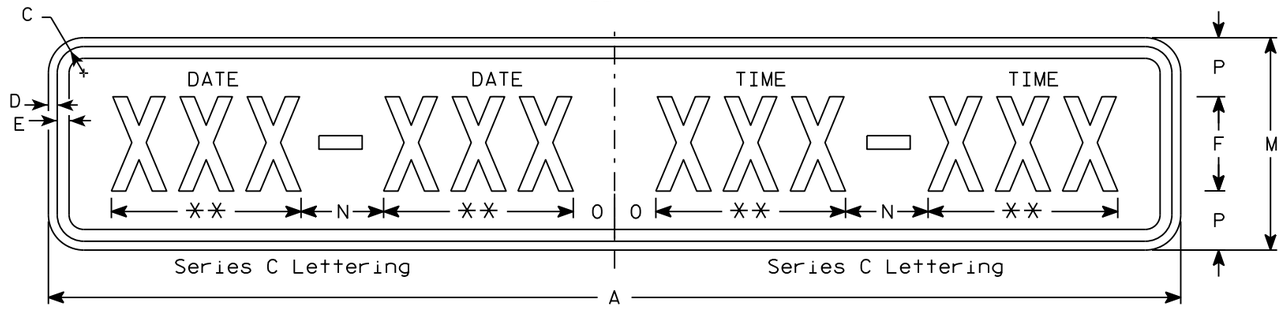
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 199	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R112.DGN PLOT DATE : 01-APR-2011 14:25 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 6.952219:1.000000

WISDOT/CADDS SHEET 42



R12-70



R12-70C

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

** Substitute appropriate message, optically center message

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	66	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	6	3	3											16.5	5.5
2M	66	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	6	3	3											16.5	5.5
3																												
4	96	42	2 1/4	3/4	1	8	5	4	34	42	39	13	18	7	3 1/2	5											36.0	12.0
5	96	42	2 1/4	3/4	1	8	5	4	34	42	39	13	18	7	3 1/2	5											36.0	12.0

TYPICAL SIGN
R12-70

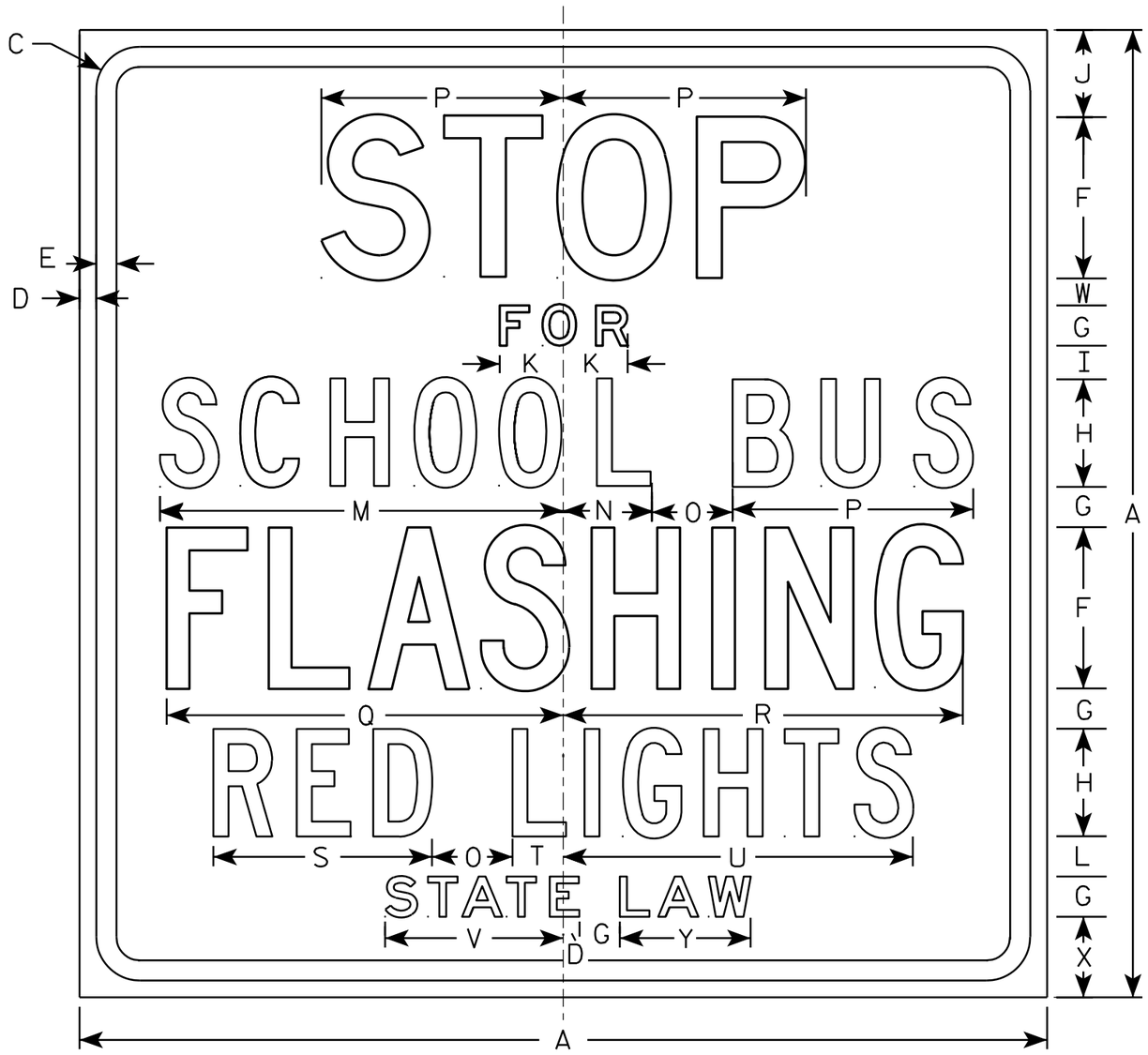
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/5/15 PLATE NO R12-70.6

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R1270.DGN PLOT DATE : 01-DEC-2015 18:09 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 12.842555:1.000000



R59-51

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 - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D
   Lines 2 & 6 are Series E
   Line 3, 4 & 5 are Series C

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	36		1 5/8	5/8	3/4	6	1 1/2	4	1 1/4	3 1/4	2 3/8	1 1/2	15	3 1/4	3	9	14 3/4	14 7/8	8 1/8	1 7/8	13	6 5/8	1	3	4 7/8		9.0
2M	36		1 5/8	5/8	3/4	6	1 1/2	4	1 1/4	3 1/4	2 3/8	1 1/2	15	3 1/4	3	9	14 3/4	14 7/8	8 1/8	1 7/8	13	6 5/8	1	3	4 7/8		9.0
3	48		2 1/4	3/4	1	8	2	6	1 1/4	4 3/4	3 1/4	1 1/2	20 1/4	5	3 5/8	12	19 1/2	20	11 5/8	3 3/4	19	9 1/2	1	3 1/2	6 3/4		16.0
4	48		2 1/4	3/4	1	8	2	6	1 1/4	4 3/4	3 1/4	1 1/2	20 1/4	5	3 5/8	12	19 1/2	20	11 5/8	3 3/4	19	9 1/2	1	3 1/2	6 3/4		16.0
5																											

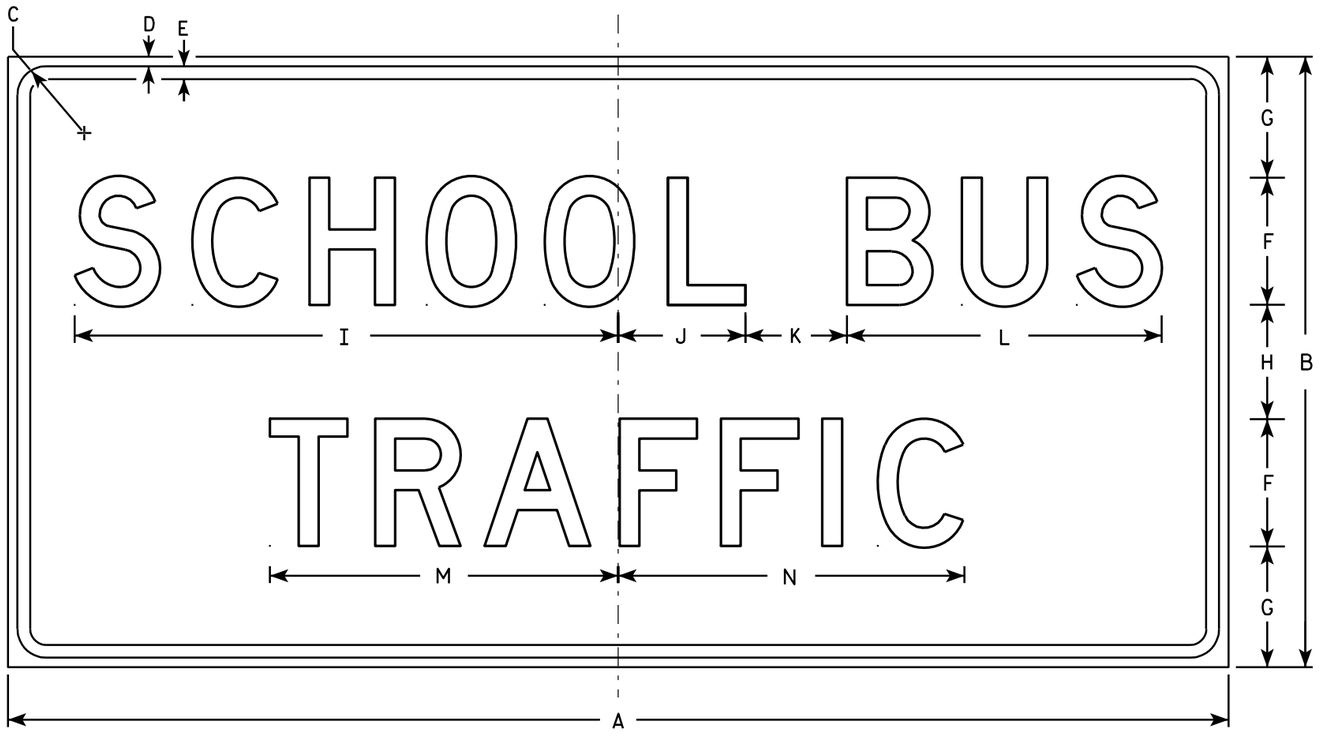
STANDARD SIGN
R59-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/30/11 PLATE NO. R59-51.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 201 | E



S3-51

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8	5	4 3/4	4 1/2	21 3/8	5	4	12 3/8	14	13 5/8													8.0
2M	48	24	1 3/8	1/2	5/8	5	4 3/4	4 1/2	21 3/8	5	4	12 3/8	14	13 5/8													8.0
3																											
4	96	48	2 1/4	3/4	1	10	9 1/2	9	42 3/4	10	8	24 3/4	27 3/8	27 1/8													32.0
5																											

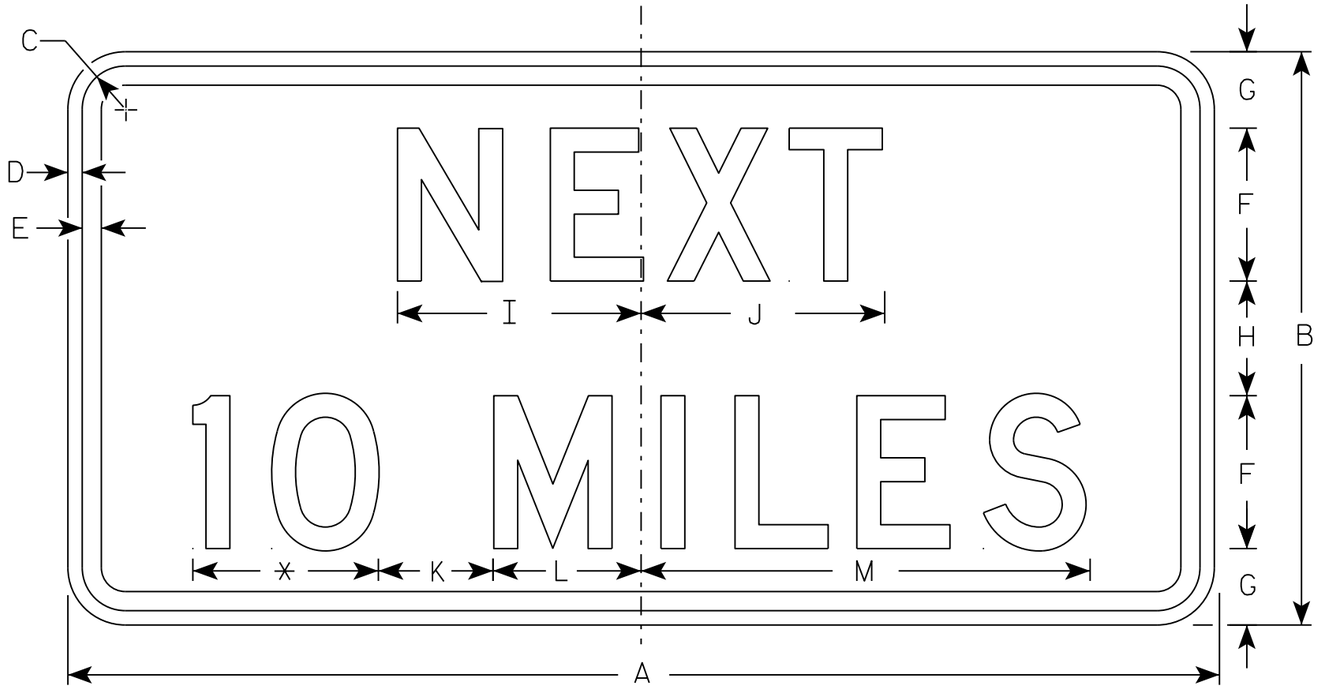
STANDARD SIGN
S3-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. S3-51.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 202 | E



S57-51

* See note 5

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow-Green
   Message - Black
3. Message Series - D
4. Corners and borders shall be rounded.
5. Round distance to nearest whole Mile and 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																											
2S	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
2M	36	18	1 1/8	3/8	1/2	5	2 5/8	2 3/4	7 7/8	8	5	4 1/8	15 3/8														4.5
3																											
4	48	24	1 3/8	1/2	5/8	6	3 1/2	5	10	10 1/8	6	5 5/8	19														8.0
5																											

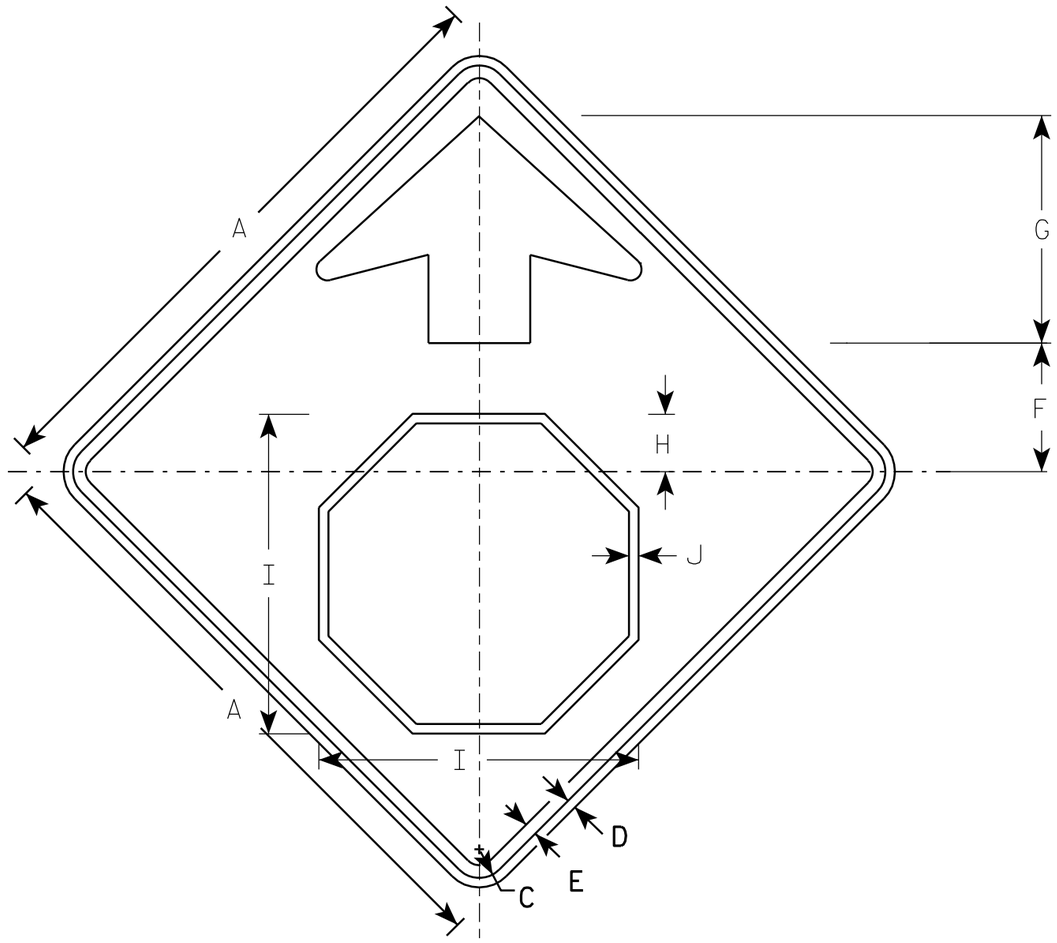
STANDARD SIGN
S57-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. S57-51.2

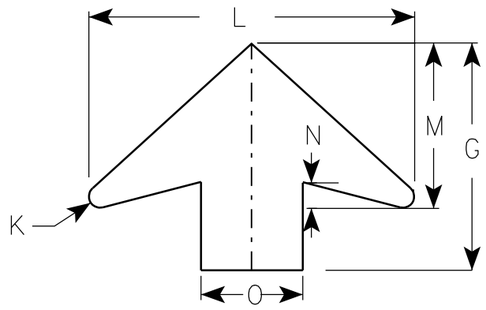
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 203 | E



W3-1

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - YELLOW
   Arrow & Border - BLACK
   Stop Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	6 1/4	11 1/4	2 7/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		1 5/8	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		2 1/4	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN
W3-1

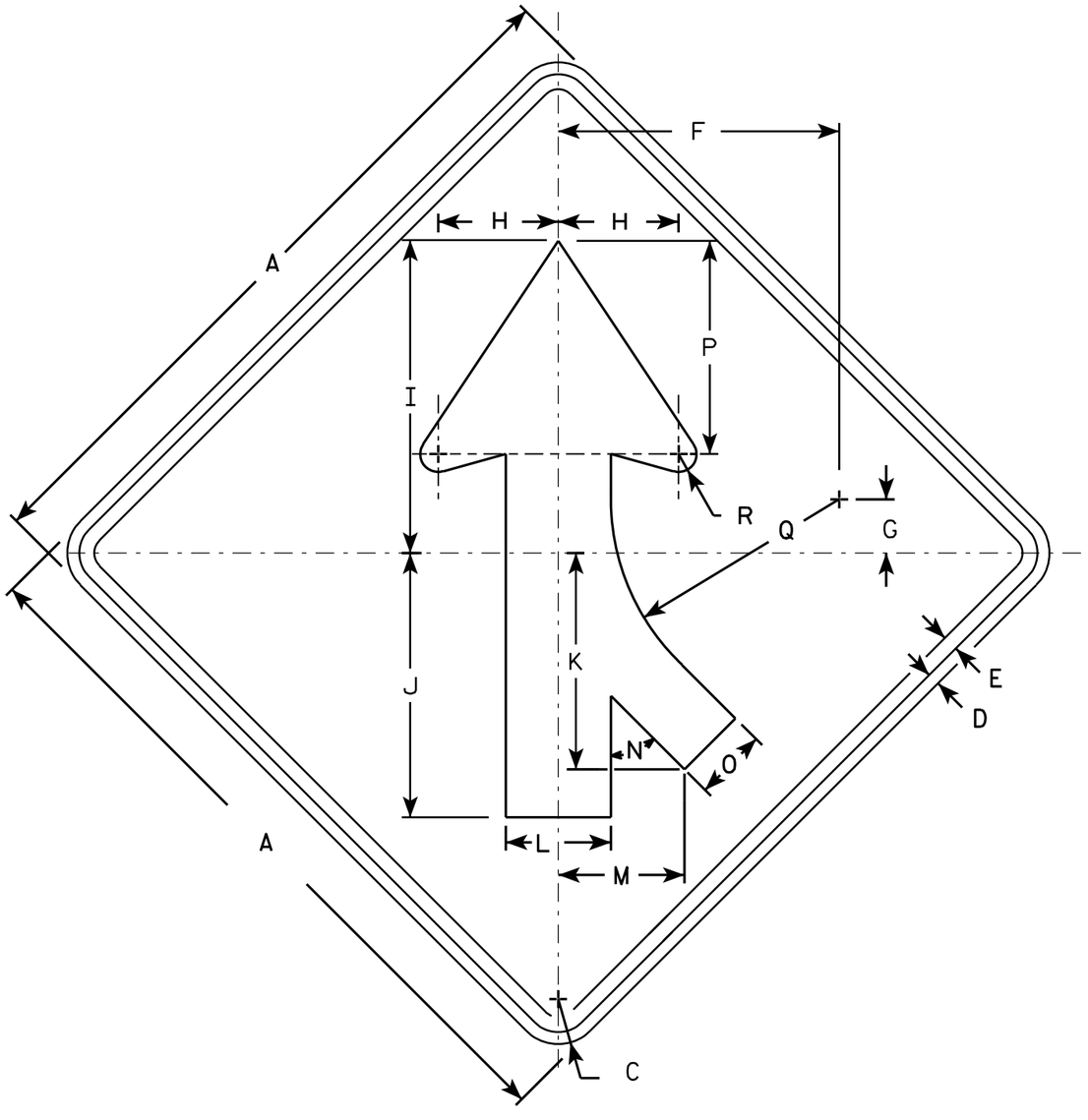
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W3-1.12

PROJECT NO:

SHEET NO: 204 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	Q	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

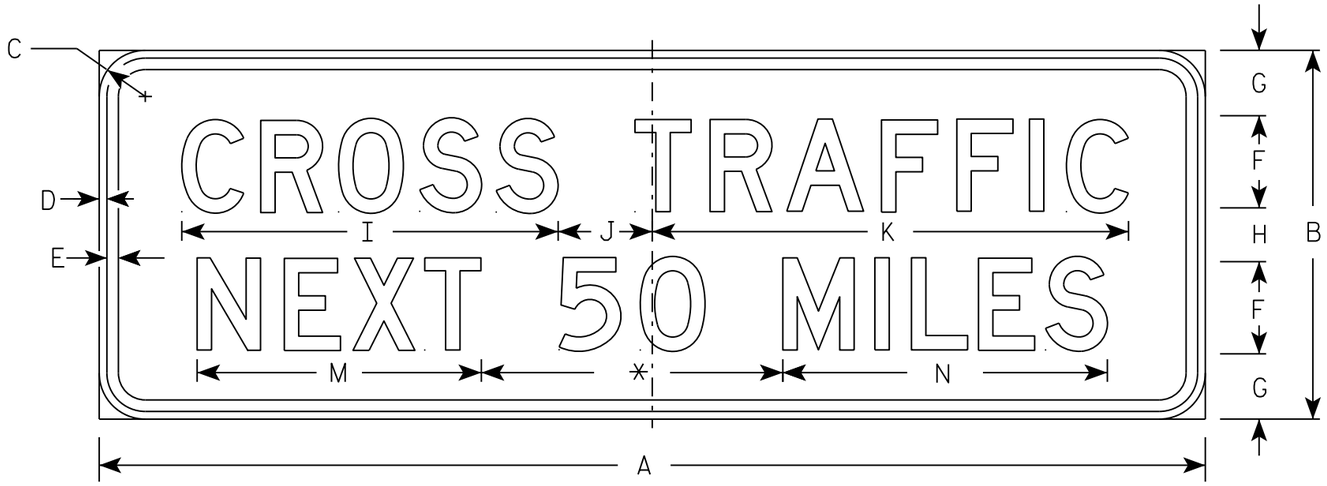
STANDARD SIGN
W4-1

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: 205	E



W6-53

* Varies (See Note 5)

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black Non - reflective
3. Message Series - D
4. Corners and borders shall be rounded.
5. Round distance to nearest whole Mile and 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																											
2S																											
2M																											
3																											
4	144	48	6	1	1 1/2	12	9	6	49	12 1/4	62		37	42 1/4													48.0
5																											

STANDARD SIGN
W6-53

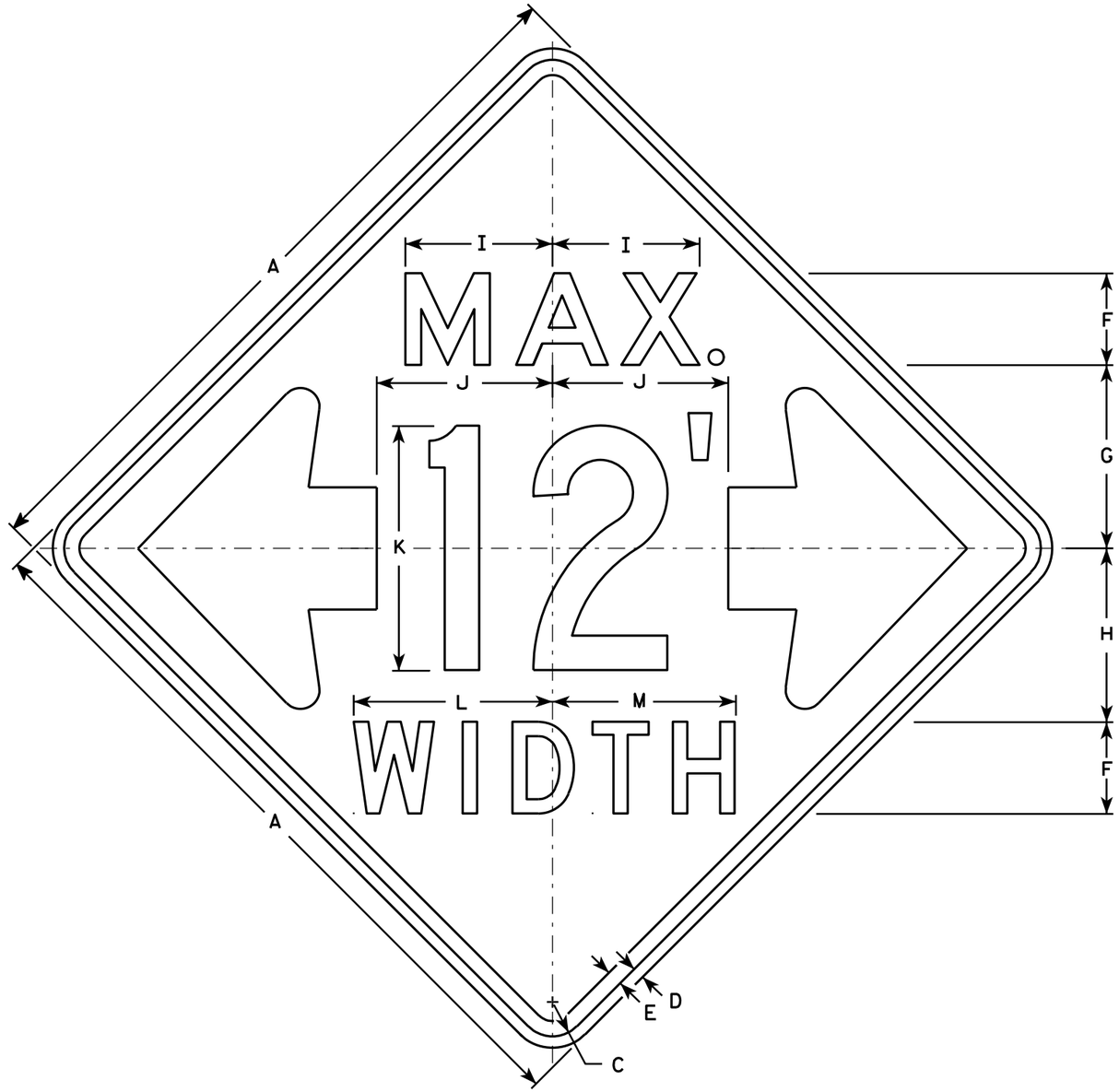
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/14/17 PLATE NO. W6-53.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 206 | E

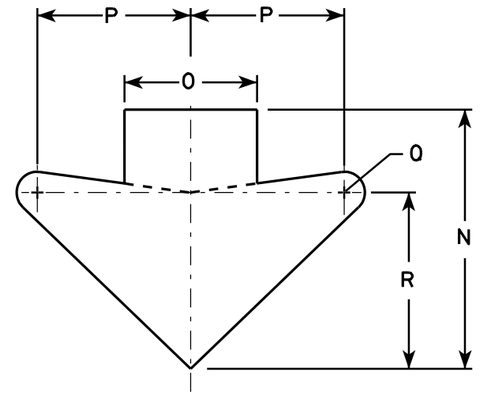
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W653.DGN PLOT DATE : 14-MAR-2017 16:05 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 19.720662:1.000000
WISDOT/CADDS SHEET 42



W12-52

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

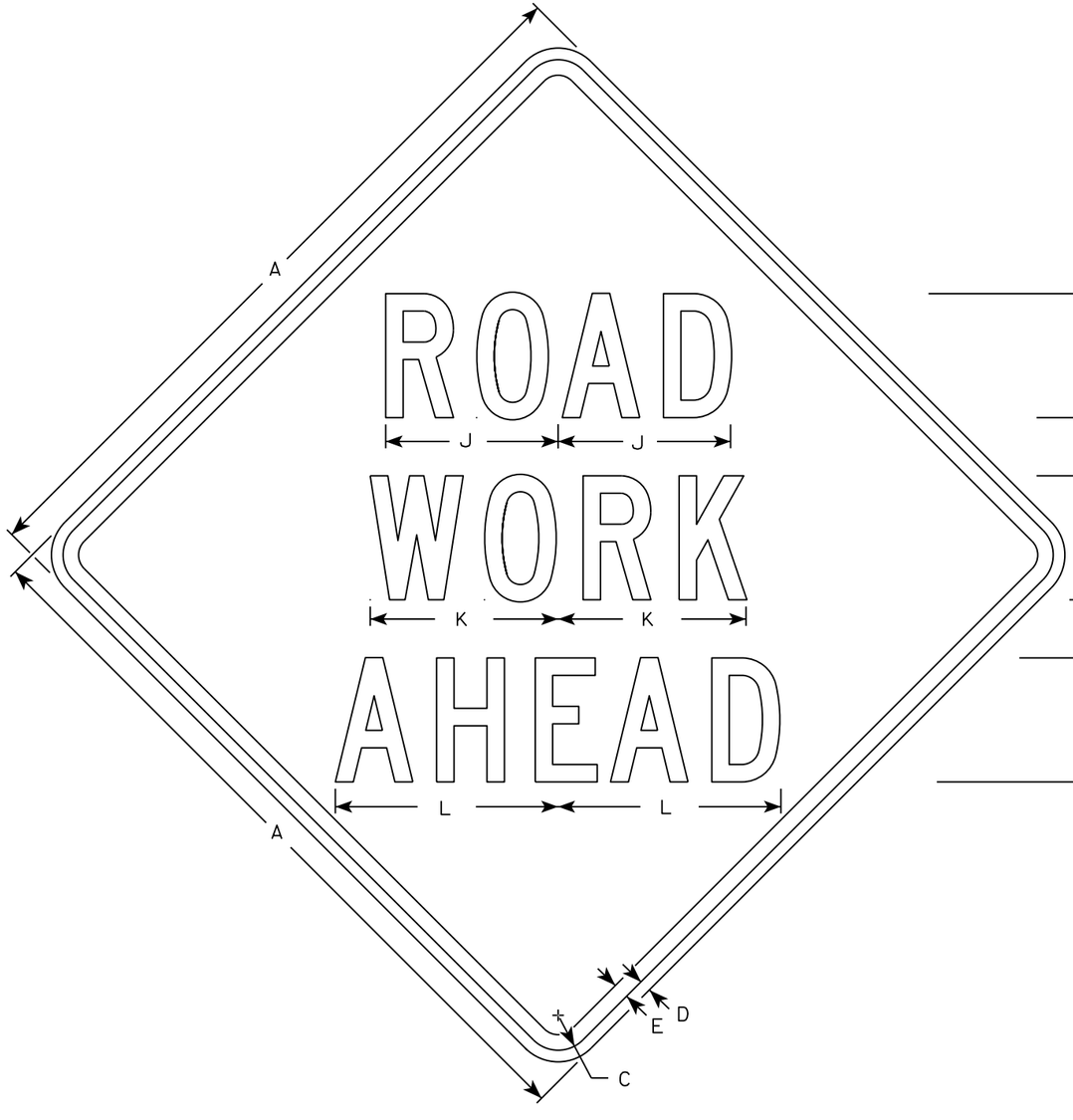
STANDARD SIGN
W12-52

WISCONSIN DEPT OF TRANSPORTATION

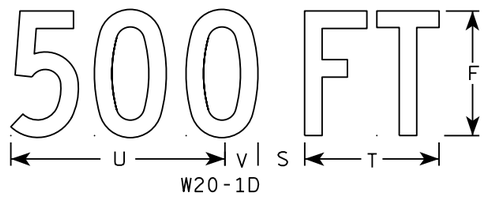
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

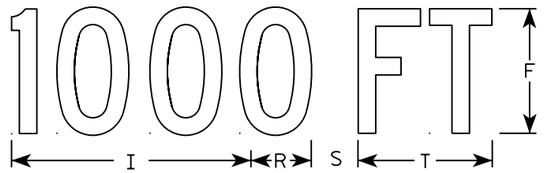
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 207	E



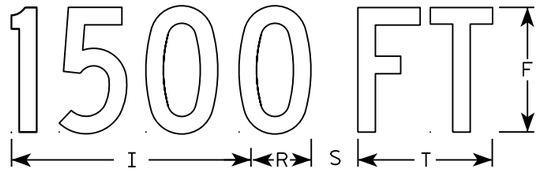
W20-1A



W20-1D

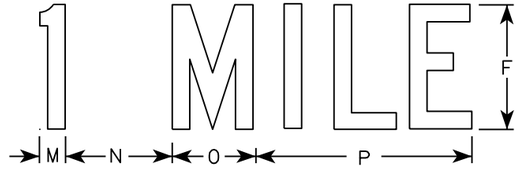


W20-1C

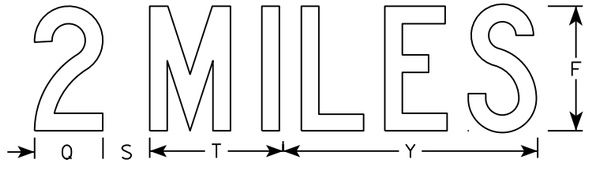


W20-1B

W20-1G



W20-1F



W20-1E

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

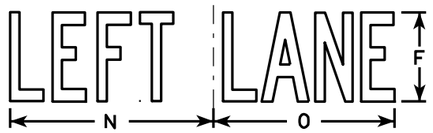
DATE 5/07/15 PLATE NO. W20-1.10

PROJECT NO:

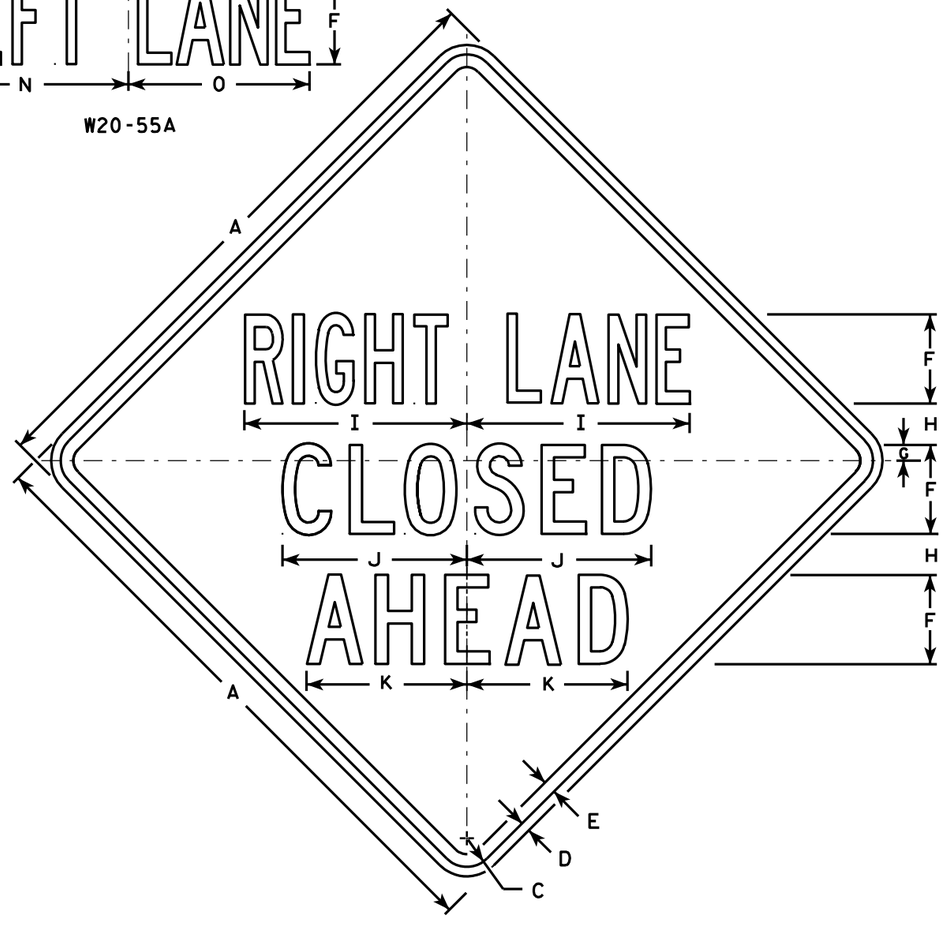
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W201.DGN PLOT DATE : 01-DEC-2015 18:24 PLOT BY : $$ plotuser $$

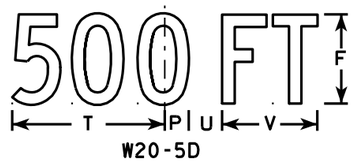
W20-56A



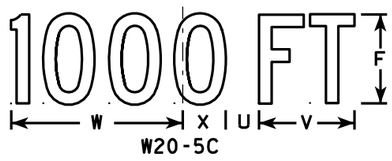
W20-55A



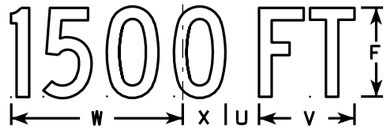
W20-5A



W20-5D



W20-5C



W20-5B

W20-5G

W20-5F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. " _____ LANE" is Series B.
   All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	1/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 1/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-5A, B, C, D, F & G

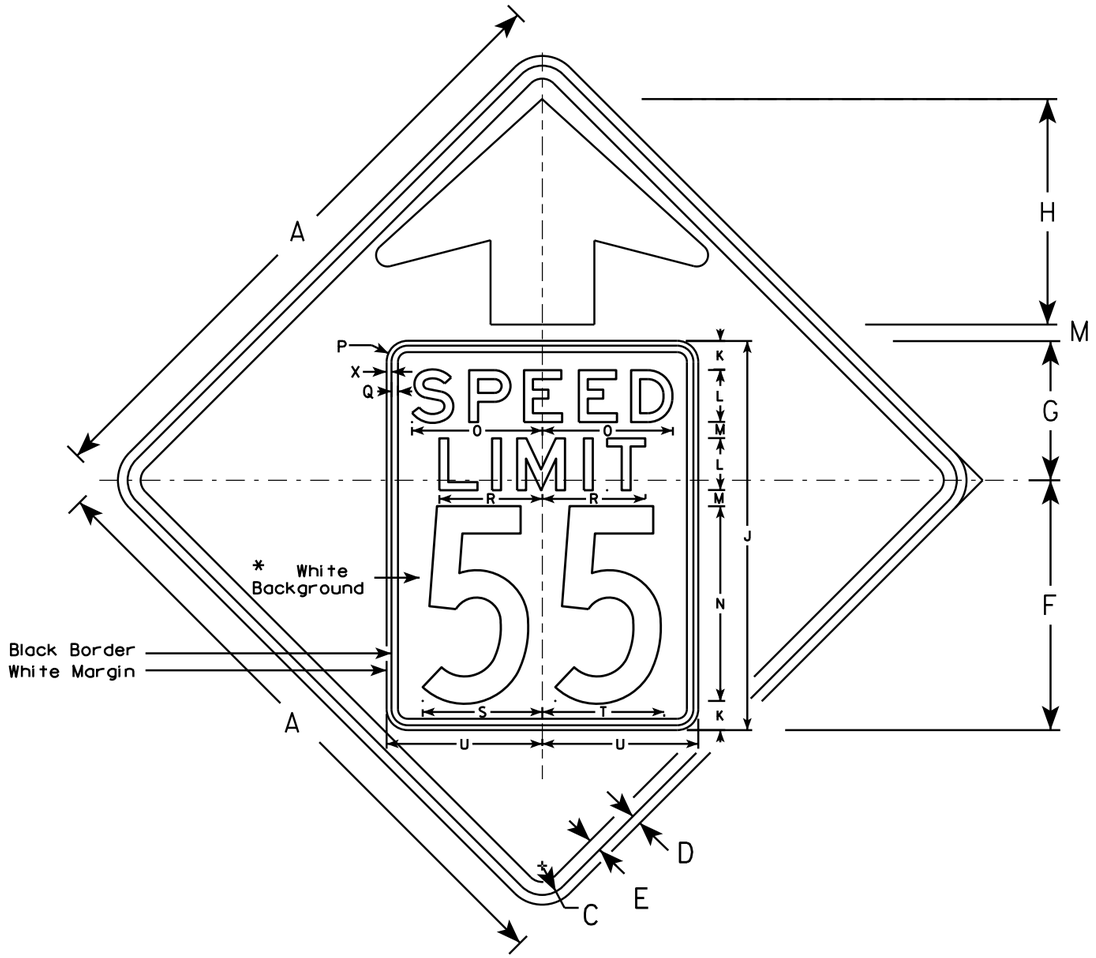
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 209	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W205.DGN PLOT DATE : 18-MAR-2011 12:15 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 11.918087:1.000000
WISDOT/CADDS SHEET 42

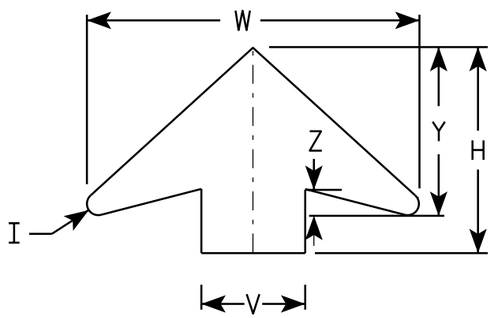


W03-5

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		2 1/4	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

WISCONSIN DEPT OF TRANSPORTATION

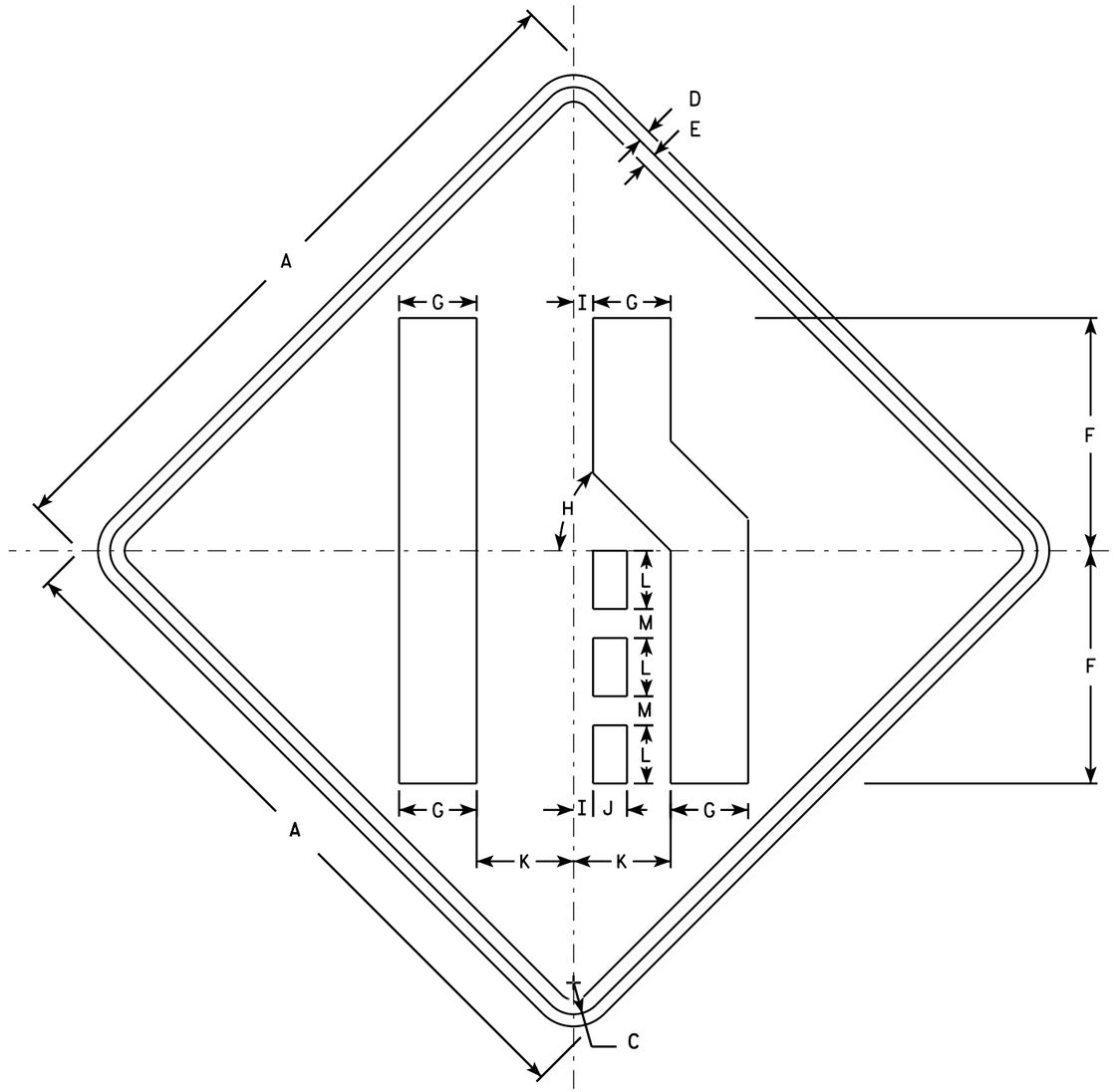
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/20/13 PLATE W03-5.1

PROJECT NO: SHEET NO: E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\W035.DGN PLOT DATE : 20-NOV-2013 11:32 PLOT BY : mscsja

WISDOT/CADDS SHEET 42



W04-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

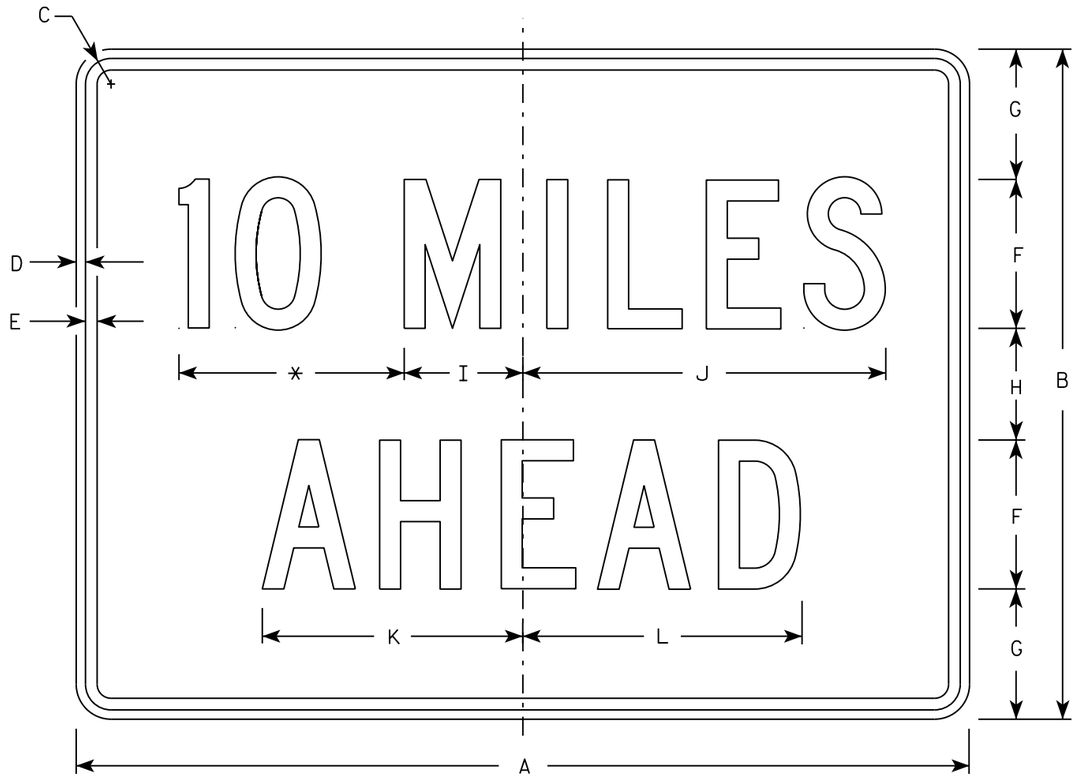
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

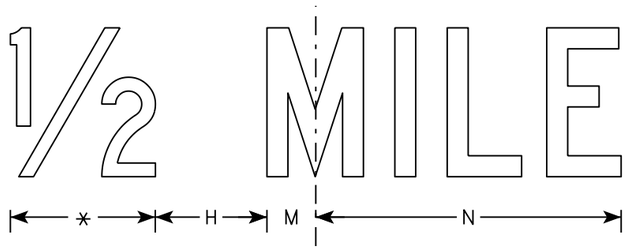
DATE 11/20/13 PLATE 211 W04-2.1

PROJECT NO:

SHEET NO: E



W057-52



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.

* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

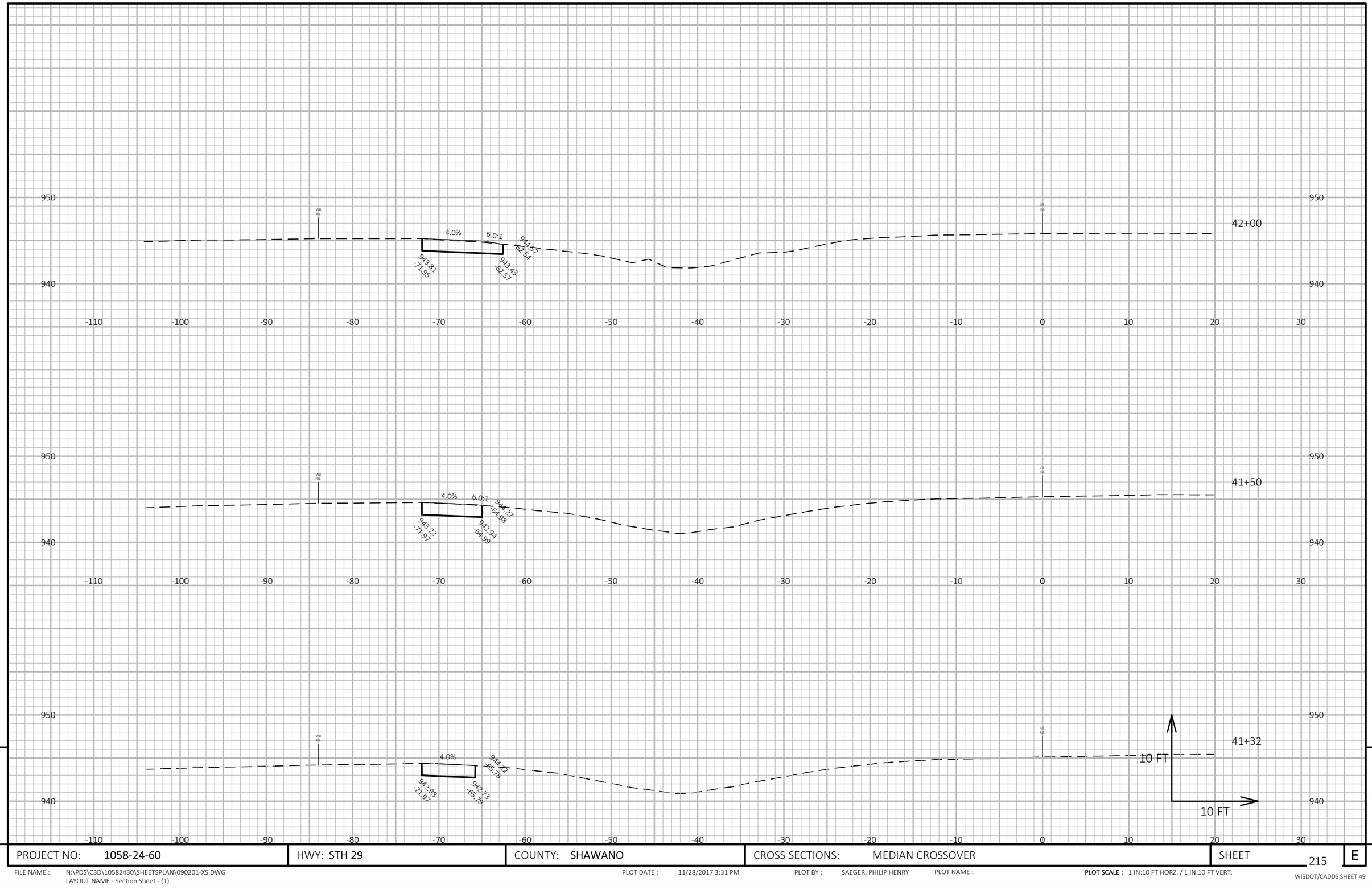
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 212	E

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
41+32.19	8.83	0.00	0.00	0.00	0.00	0.00	0.00
41+50.00	9.68	0.00	6.11	0.00	6.11	0.00	6.11
42+00.00	12.22	0.00	20.27	0.00	26.38	0.00	26.38
42+50.00	15.00	0.00	25.20	0.00	51.58	0.00	51.58
43+00.00	16.07	1.95	28.77	1.81	80.35	1.81	78.54
43+32.86	26.10	4.84	25.67	4.14	106.02	5.95	100.07
43+50.00	27.09	5.18	16.88	3.18	122.90	9.13	113.77
44+00.00	29.26	5.61	52.17	9.99	175.07	19.11	155.96
44+50.00	28.82	10.22	53.77	14.66	228.85	33.78	195.07
45+00.00	30.80	6.85	55.20	15.81	284.05	49.59	234.46
45+32.84	34.99	8.62	40.01	9.41	324.06	59.00	265.07
45+50.00	33.81	12.09	21.87	6.58	345.93	65.58	280.35
46+00.00	31.35	20.61	60.33	30.27	406.26	95.85	310.42
46+50.00	29.32	26.51	56.17	43.63	462.43	139.48	322.96
47+00.00	29.21	30.22	54.20	52.53	516.63	192.01	324.62
47+11.02	29.62	29.13	12.00	12.11	528.64	204.12	324.52
47+50.00	31.06	26.21	43.80	39.95	572.44	244.06	328.37
48+00.00	29.89	27.75	56.44	49.96	628.88	294.02	334.85
48+50.00	31.07	27.52	56.44	51.17	685.32	345.20	340.12
49+00.00	29.81	29.31	56.37	52.62	741.69	397.82	343.87
49+39.83	29.97	31.32	44.10	44.72	785.78	442.54	343.25
49+50.00	29.97	31.93	11.29	11.91	797.07	454.45	342.62
50+00.00	31.26	29.90	56.69	57.25	853.76	511.70	342.06

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
50+50.00	30.83	33.84	57.48	59.02	911.25	570.72	340.52
51+00.00	30.47	31.08	56.76	60.11	968.00	630.84	337.17
51+50.00	31.31	25.40	57.20	52.30	1025.21	683.14	342.07
51+74.82	31.47	22.82	28.86	22.16	1054.06	705.30	348.77
52+00.00	33.63	16.59	30.36	18.37	1084.42	723.67	360.75
52+50.00	32.79	13.04	61.50	27.43	1145.92	751.10	394.82
53+00.00	34.83	10.34	62.61	21.65	1208.53	772.75	435.78
53+50.00	35.60	10.18	65.22	19.00	1273.75	791.75	482.00
54+00.00	34.82	13.32	65.21	21.75	1338.96	813.50	525.45
54+05.96	34.53	14.42	7.65	3.06	1346.61	816.56	530.04
54+50.00	32.83	22.31	54.94	29.96	1401.55	846.52	555.02
55+00.00	33.79	22.84	61.69	41.80	1463.24	888.33	574.91
55+50.00	34.01	21.97	62.78	41.49	1526.01	929.82	596.19
56+00.00	31.56	20.37	60.71	39.21	1586.72	969.03	617.69
56+50.00	30.27	19.53	57.24	36.94	1643.96	1005.97	637.99
57+00.00	28.96	13.38	54.84	30.47	1698.80	1036.44	662.36
57+50.00	28.87	8.33	53.55	20.10	1752.35	1056.55	695.81
57+85.74	27.77	5.03	37.50	8.84	1789.85	1065.39	724.46
58+00.00	17.33	5.49	11.91	2.78	1801.76	1068.17	733.59
58+50.00	17.46	6.32	32.22	10.94	1833.97	1079.11	754.87
59+00.00	10.93	0.00	26.29	5.86	1860.26	1084.96	775.30
59+50.00	11.78	0.00	21.03	0.00	1881.29	1084.96	796.33
59+84.96	11.44	0.00	15.03	0.00	1896.32	1084.96	811.36

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
281+90.17	7.65	0.00	0.00	0.00	0.00	0.00	0.00
282+00.00	14.54	0.00	4.04	0.00	4.04	0.00	4.04
282+50.00	12.32	6.35	24.88	5.88	28.92	5.88	23.04
283+00.00	12.13	5.06	22.64	10.56	51.56	16.44	35.12
283+50.00	12.43	0.00	22.74	4.69	74.30	21.13	53.17
283+91.41	23.05	14.47	27.20	11.09	101.50	32.22	69.28
284+00.00	23.23	14.95	7.36	4.68	108.86	36.90	71.96
284+50.00	23.13	20.03	42.93	32.39	151.79	69.29	82.50
285+00.00	23.70	25.33	43.36	41.99	195.15	111.28	83.87
285+50.00	24.18	22.68	44.33	44.45	239.48	155.73	83.75
286+00.00	23.15	25.95	43.83	45.02	283.31	200.75	82.56
286+50.00	22.66	28.57	42.42	50.48	325.74	251.23	74.50
287+00.00	23.33	29.99	42.59	54.22	368.33	305.46	62.87
287+50.00	24.50	34.93	44.29	60.10	412.62	365.56	47.06
287+69.00	25.14	33.75	17.46	24.16	430.08	389.72	40.36
287+73.77	25.05	32.97	4.44	5.90	434.51	395.62	38.90
288+00.00	24.62	34.11	24.13	32.58	458.64	428.20	30.45
288+08.13	24.71	34.23	7.43	10.29	466.07	438.49	27.59
288+50.00	24.70	35.04	38.31	53.71	504.38	492.19	12.19
289+00.00	24.25	34.43	45.32	64.32	549.70	556.52	-6.82
289+50.00	24.93	35.20	45.54	64.47	595.24	620.99	-25.75
290+00.00	23.64	36.20	44.98	66.11	640.22	687.10	-46.88
290+50.00	23.28	35.97	43.45	66.82	683.66	753.92	-70.25

Total Volume Table							
Station	Cut Area	Fill Area	Cut Vol	Fill Vol	Cum Cut Vol	Cum Fill Vol	Net Vol
291+00.41	24.00	44.15	44.13	74.79	727.79	828.71	-100.91
291+50.00	24.32	32.61	44.38	70.50	772.17	899.21	-127.04
292+00.00	24.00	37.93	44.75	65.32	816.92	964.53	-147.61
292+50.00	23.75	40.44	44.22	72.57	861.14	1037.10	-175.96
293+00.00	23.86	37.82	44.08	72.47	905.23	1109.57	-204.34
293+50.00	24.32	37.90	44.61	70.11	949.84	1179.68	-229.85
294+00.00	24.37	37.51	45.08	69.82	994.92	1249.51	-254.58
294+50.00	24.40	34.33	45.15	66.52	1040.08	1316.03	-275.95
294+63.57	24.66	33.53	12.33	17.05	1052.40	1333.08	-280.68
295+00.00	25.53	36.53	33.86	47.26	1086.26	1380.34	-294.08
295+50.00	23.83	39.73	45.70	70.61	1131.96	1450.95	-318.98
296+00.00	24.19	30.05	44.46	64.60	1176.43	1515.55	-339.13
296+40.62	23.86	25.93	36.15	42.11	1212.57	1557.66	-345.09
296+50.00	23.86	25.67	8.29	8.96	1220.86	1566.63	-345.77
297+00.00	25.01	22.62	45.25	44.72	1266.11	1611.34	-345.23
297+50.00	26.88	17.27	48.05	36.94	1314.16	1648.28	-334.12
298+00.00	27.64	16.10	50.48	30.90	1364.64	1679.18	-314.54
298+39.38	26.46	14.56	39.45	22.36	1404.09	1701.54	-297.45
298+50.00	13.58	11.57	7.87	5.14	1411.97	1706.68	-294.72
299+00.00	14.08	16.99	25.61	26.45	1437.58	1733.13	-295.55
299+50.00	13.69	0.00	25.72	15.73	1463.30	1748.86	-285.56
300+00.00	13.67	0.00	25.34	0.00	1488.64	1748.86	-260.23
300+40.34	12.73	0.00	19.73	0.00	1508.36	1748.86	-240.50



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9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 215	E

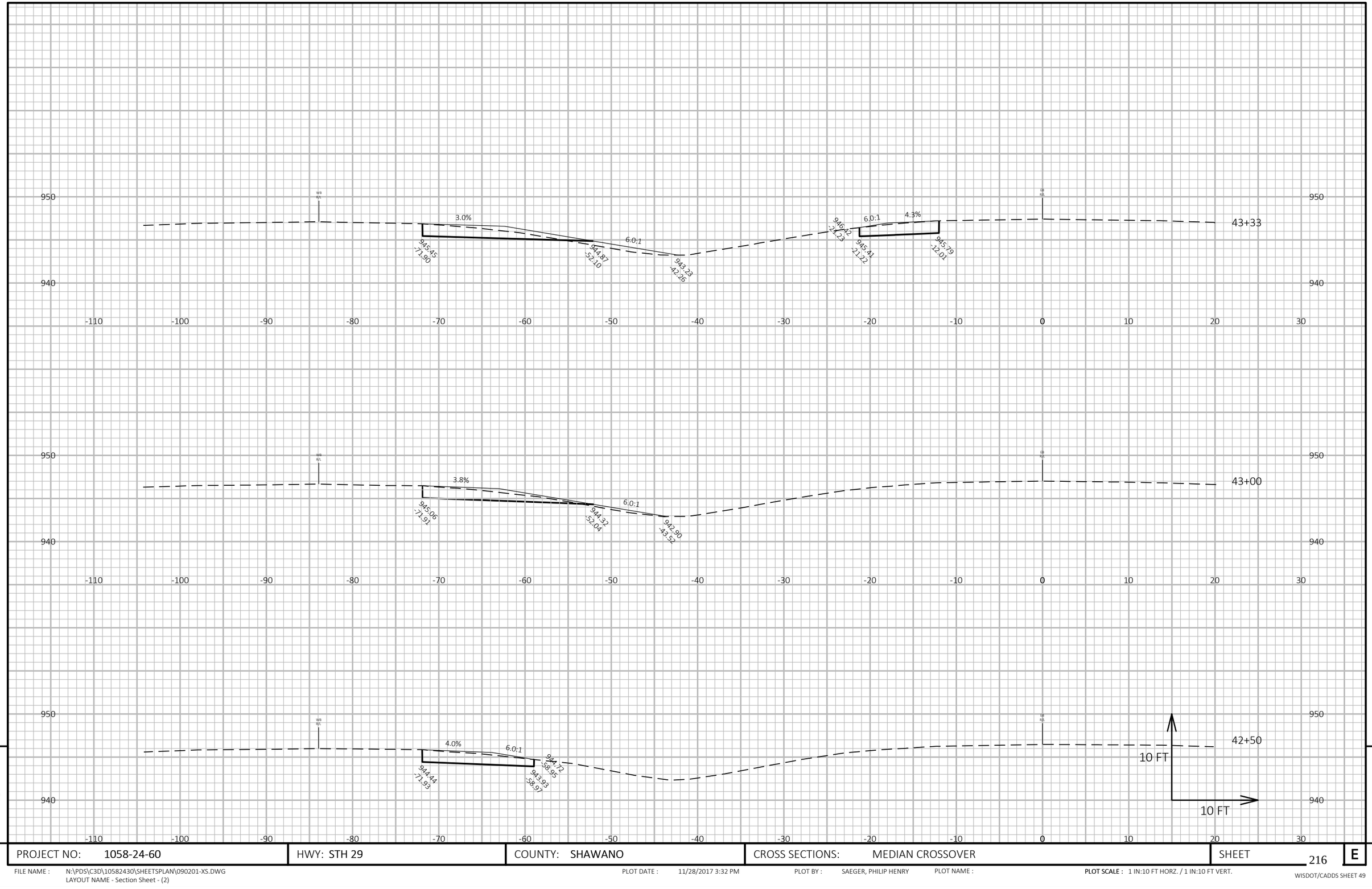
FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (1)

PLOT DATE : 11/28/2017 3:31 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 216	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (2)

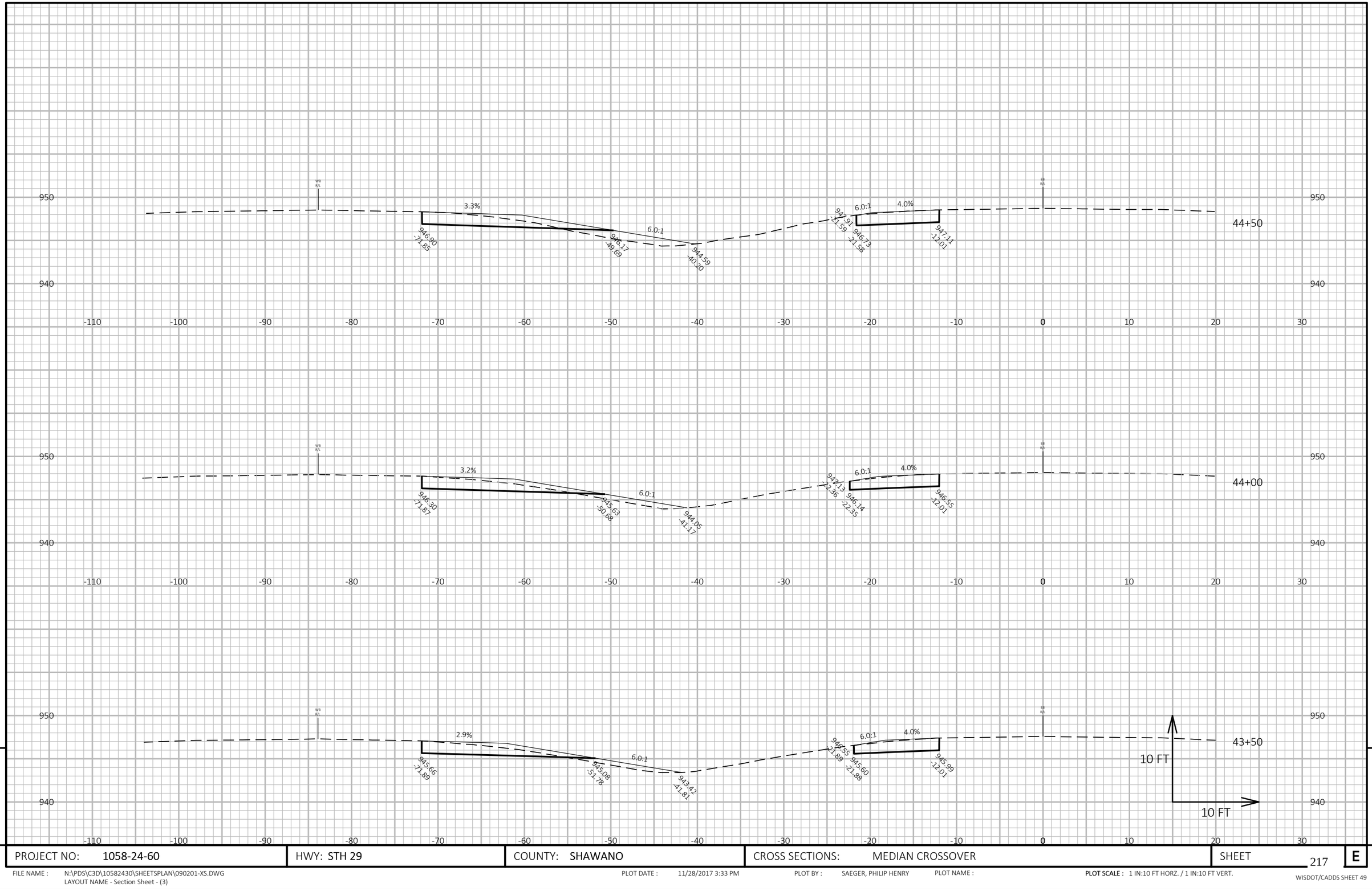
PLOT DATE : 11/28/2017 3:32 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 217	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (3)

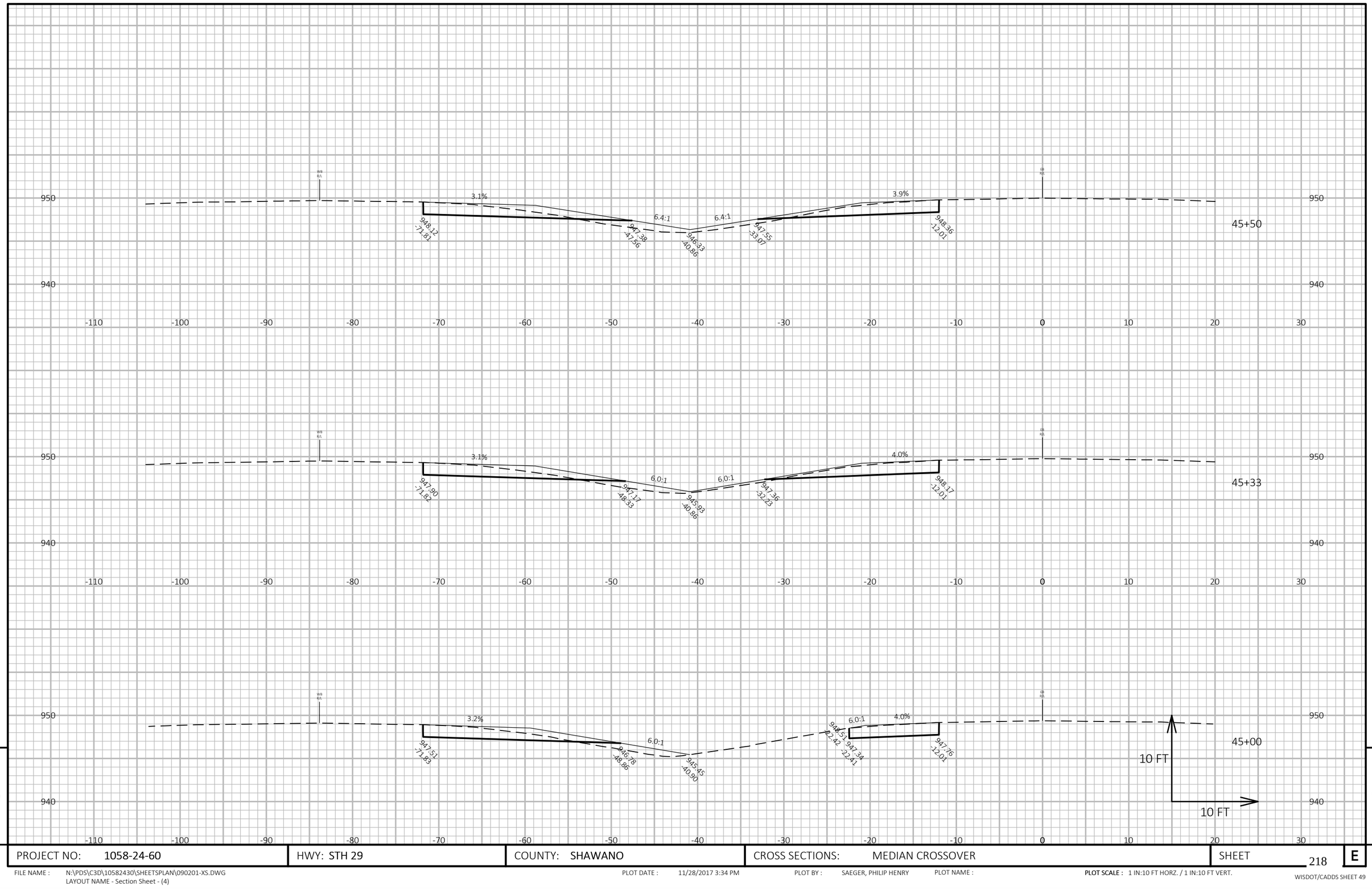
PLOT DATE : 11/28/2017 3:33 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



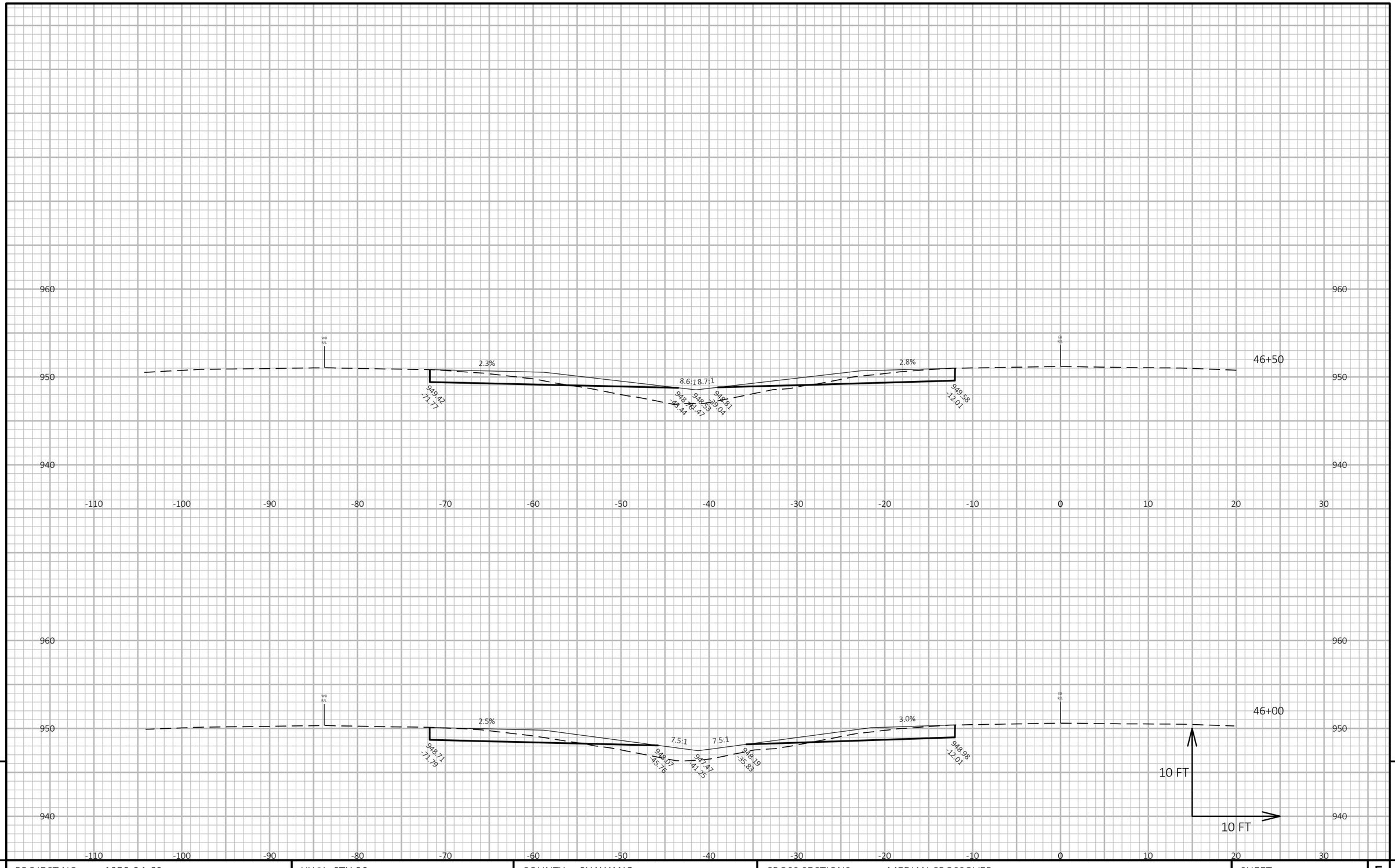
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 218	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (4)

PLOT DATE : 11/28/2017 3:34 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



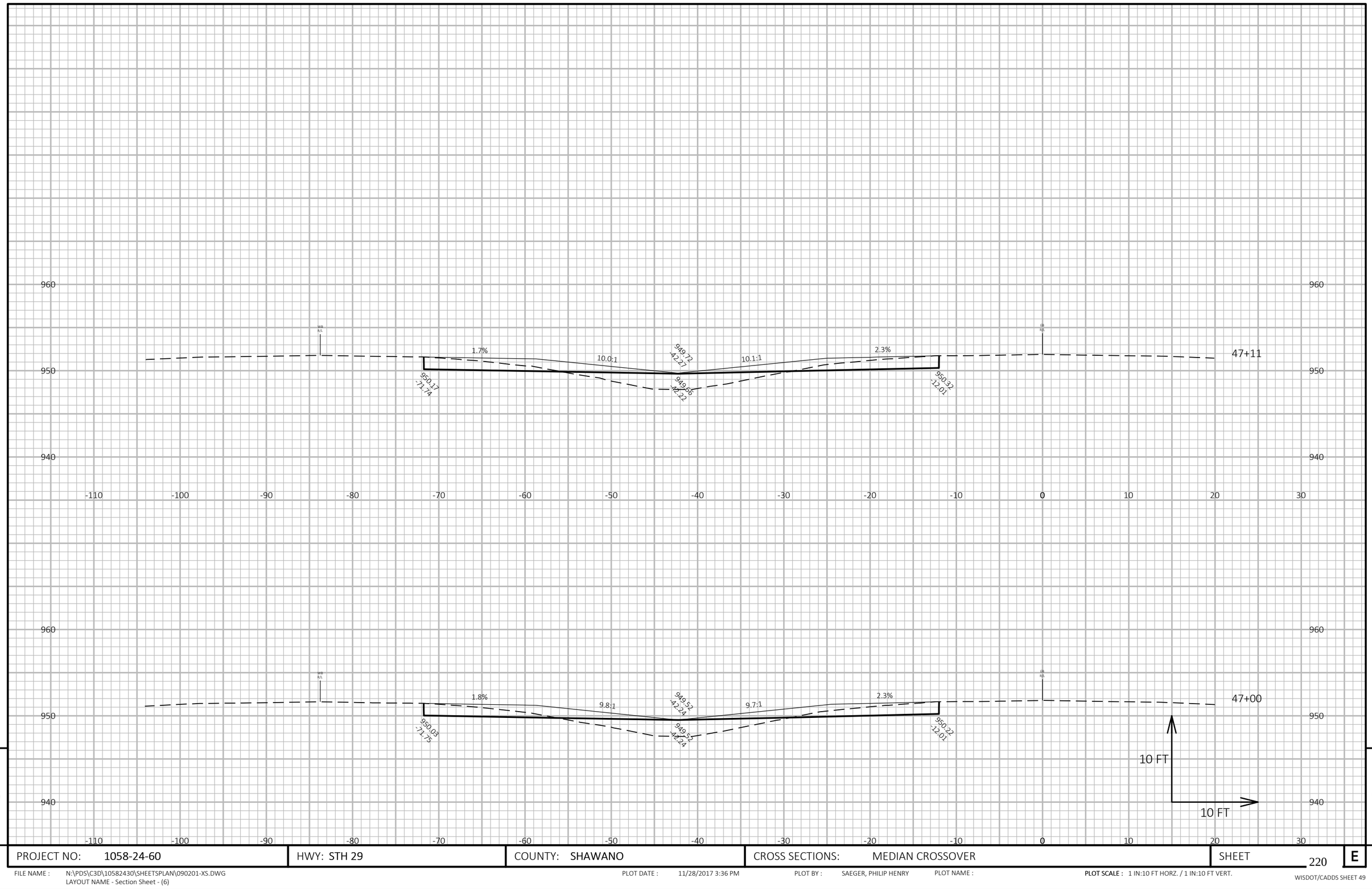
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 219	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (5)

PLOT DATE : 11/28/2017 3:35 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 220	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (6)

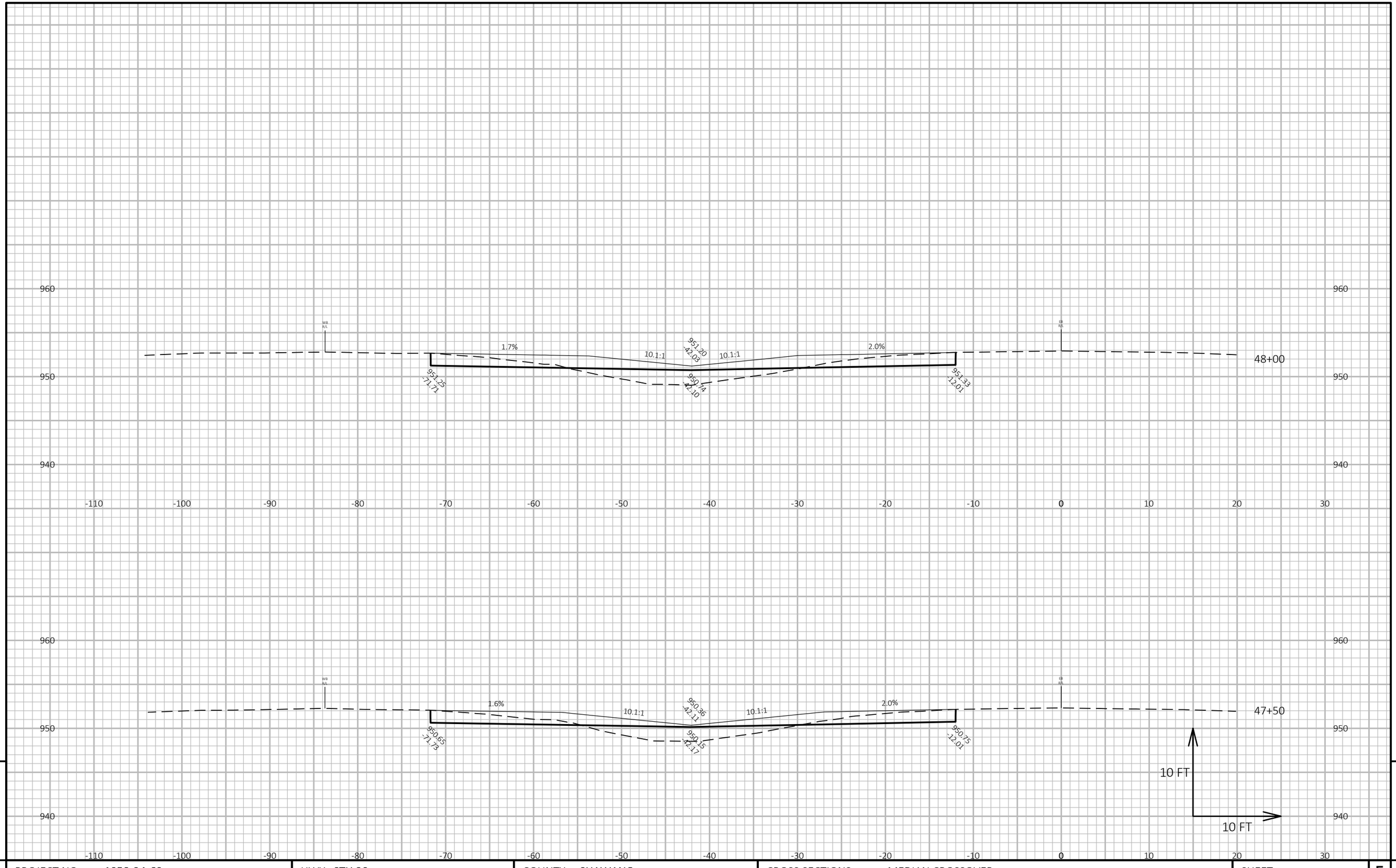
PLOT DATE : 11/28/2017 3:36 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 221	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (7)

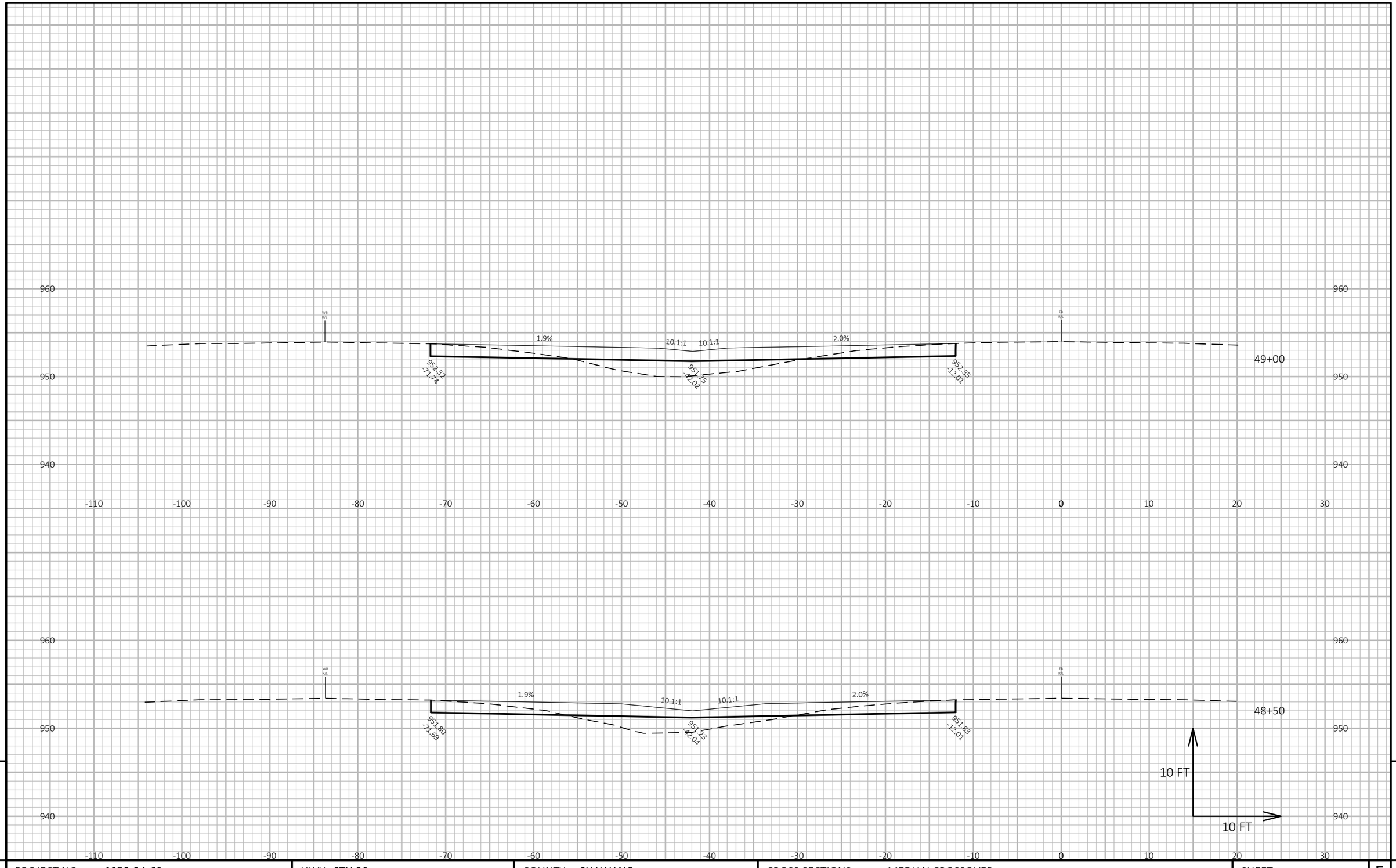
PLOT DATE : 11/28/2017 3:37 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



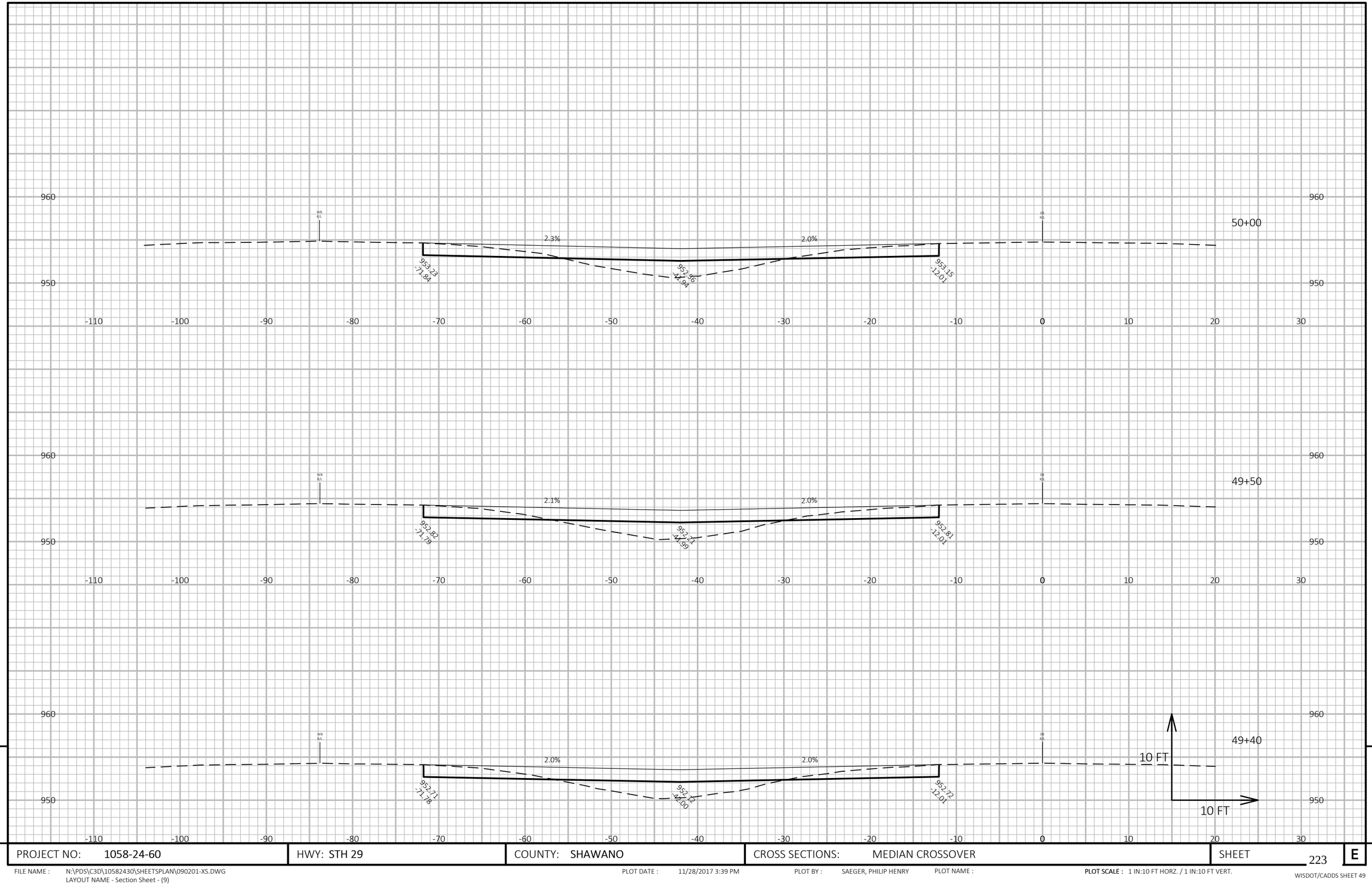
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 222	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (8)

PLOT DATE : 11/28/2017 3:38 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

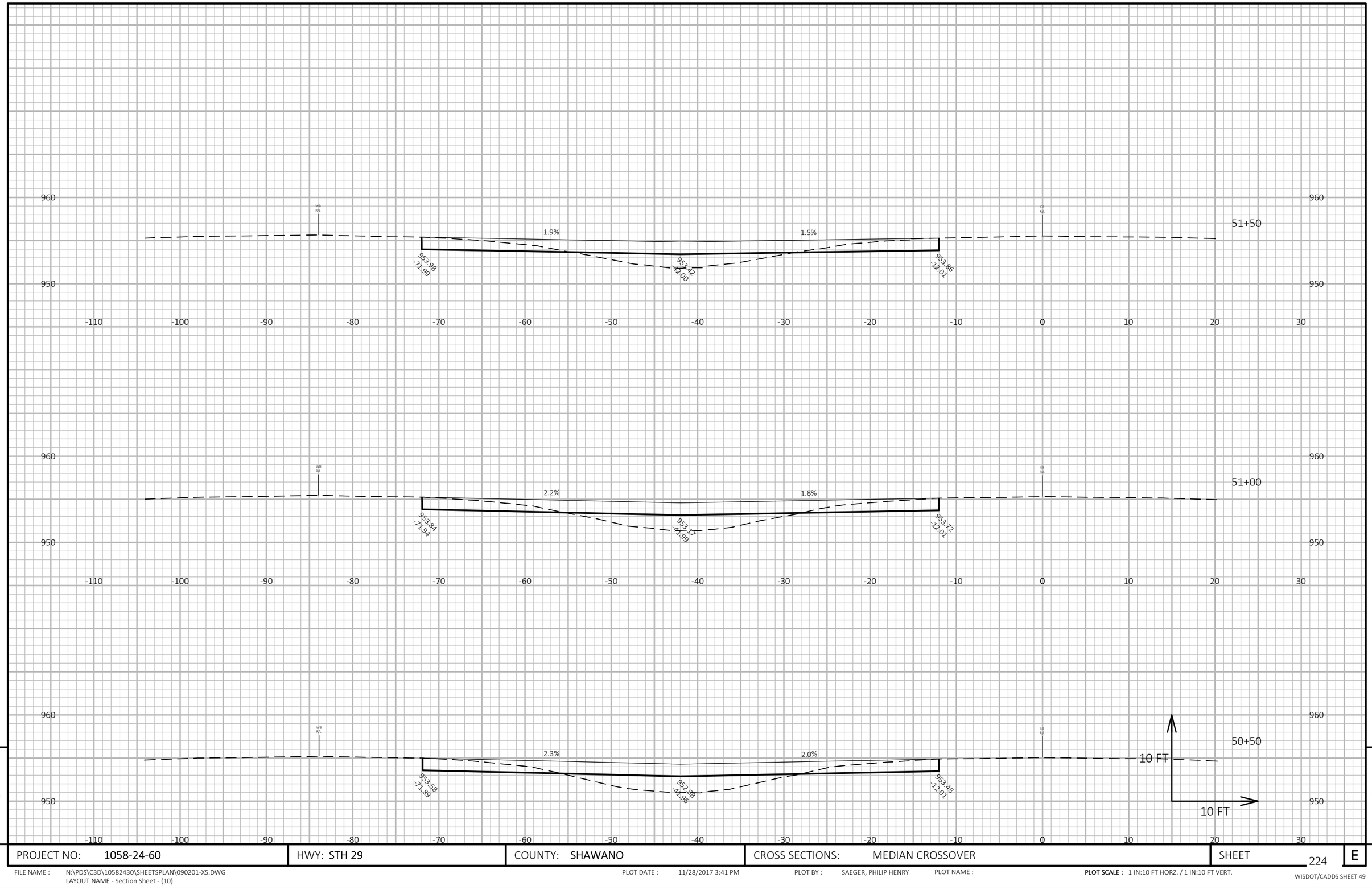
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 223	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (9)

PLOT DATE : 11/28/2017 3:39 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

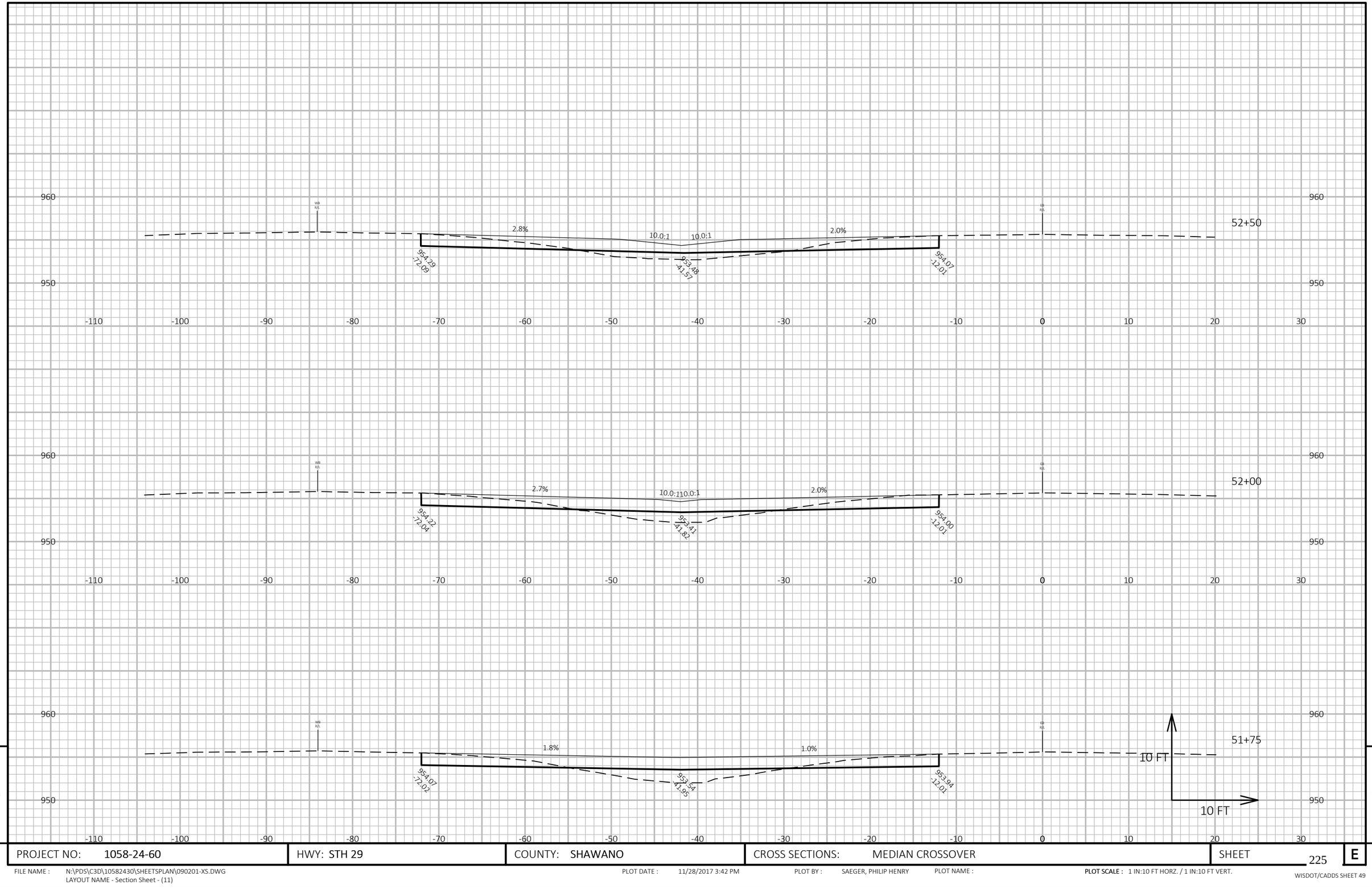
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 224	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (10)

PLOT DATE : 11/28/2017 3:41 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 225	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (11)

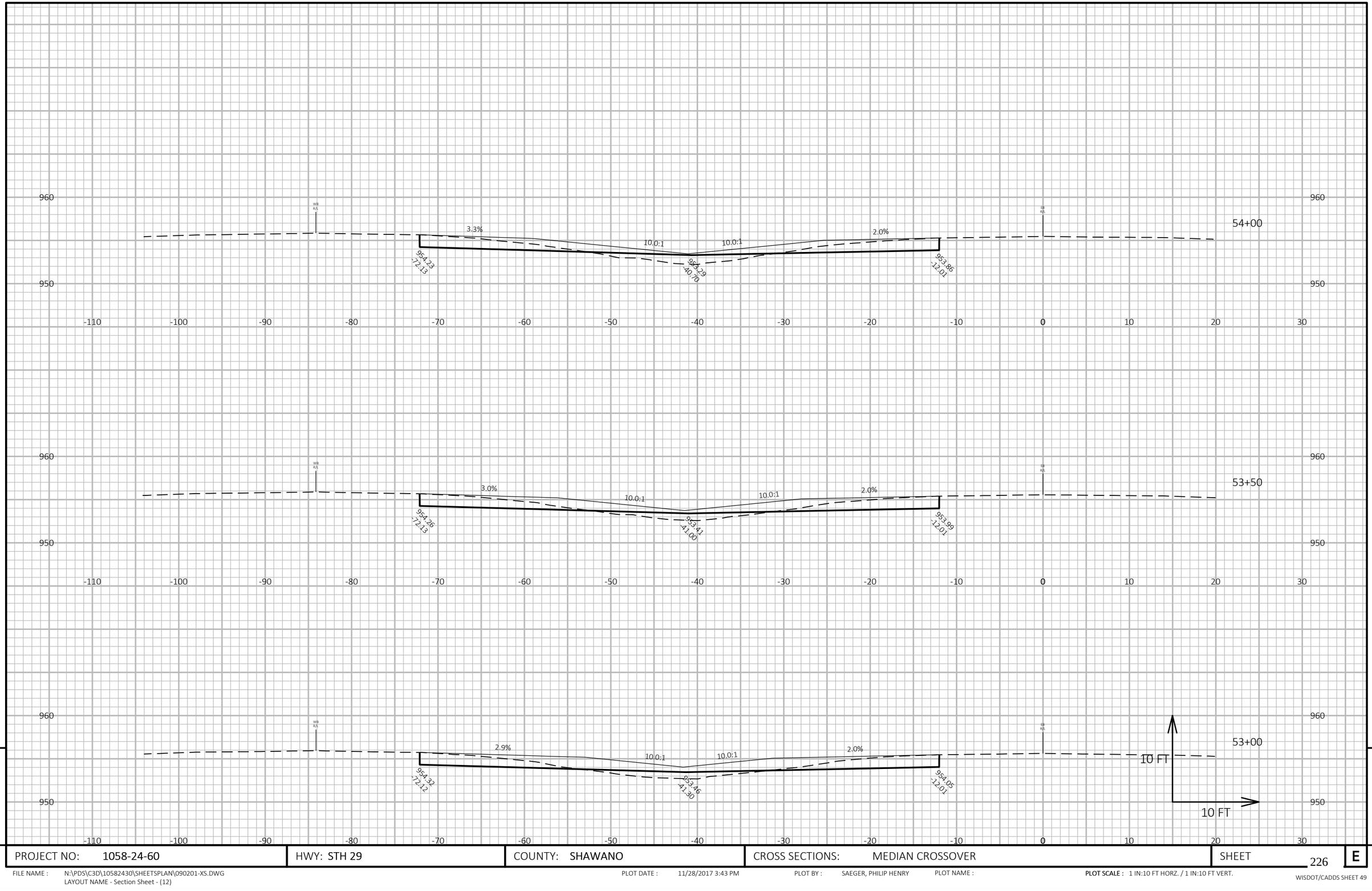
PLOT DATE : 11/28/2017 3:42 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



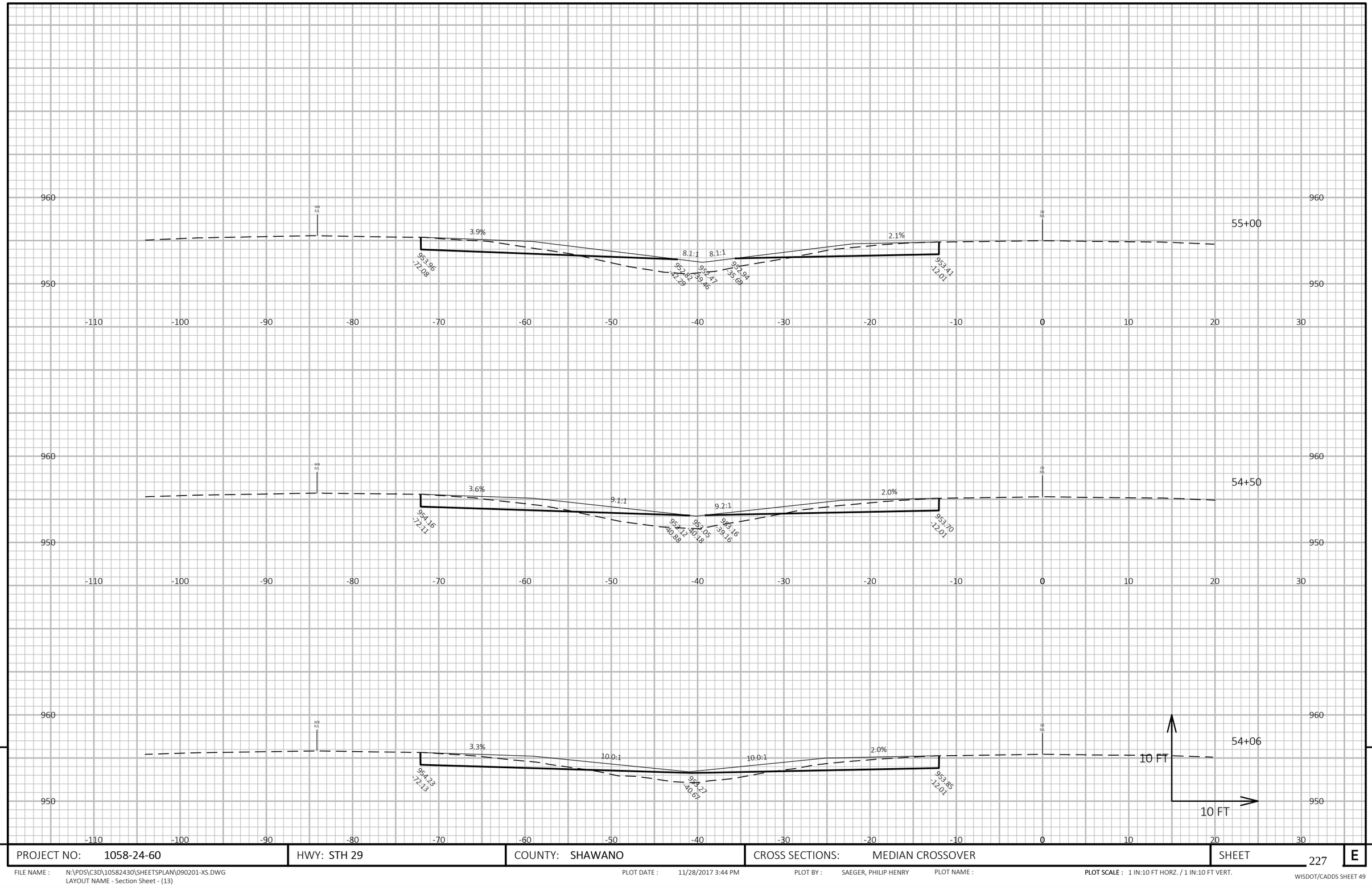
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 226	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (12)

PLOT DATE : 11/28/2017 3:43 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

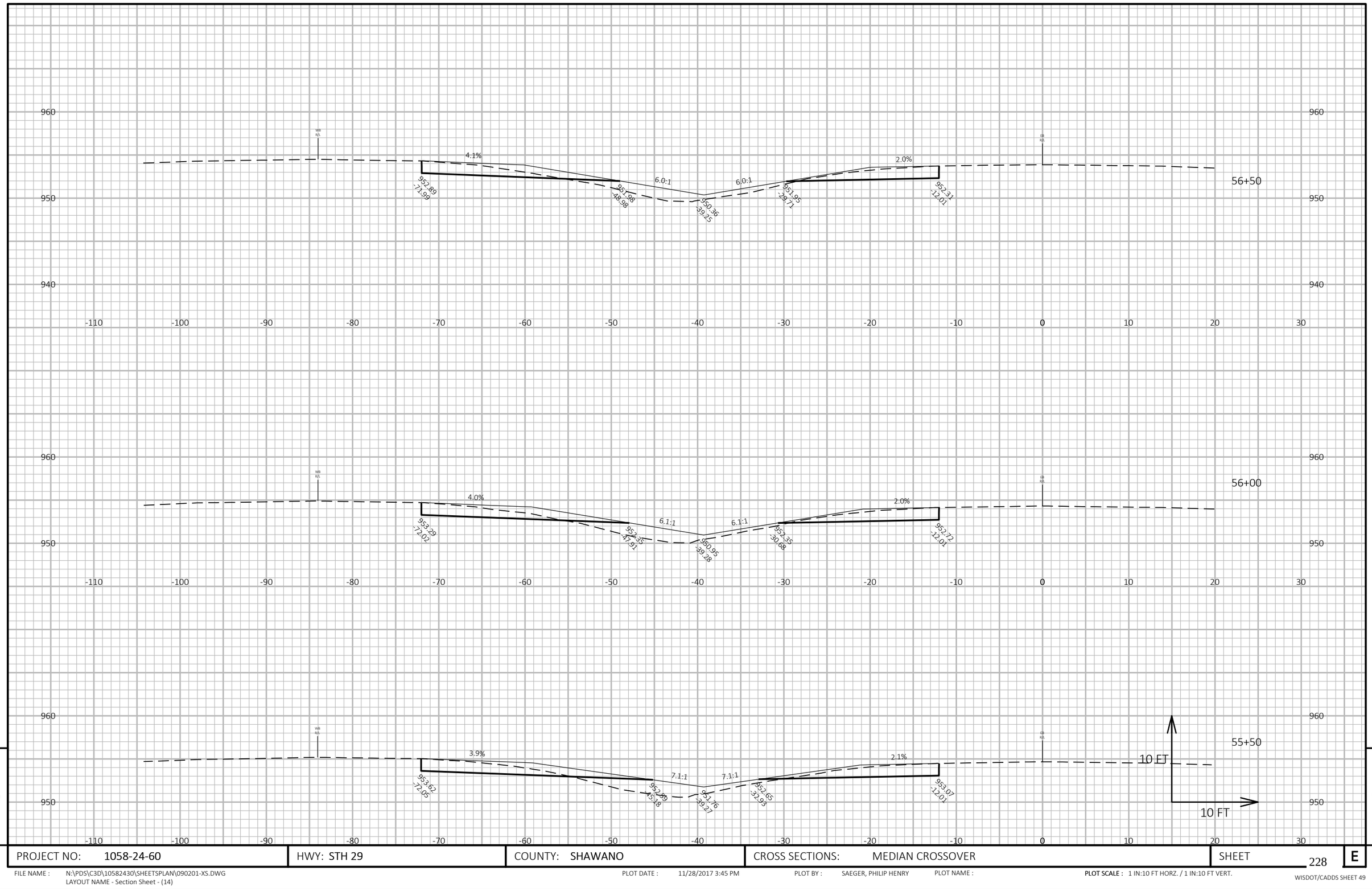
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 227	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (13)

PLOT DATE : 11/28/2017 3:44 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 228	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (14)

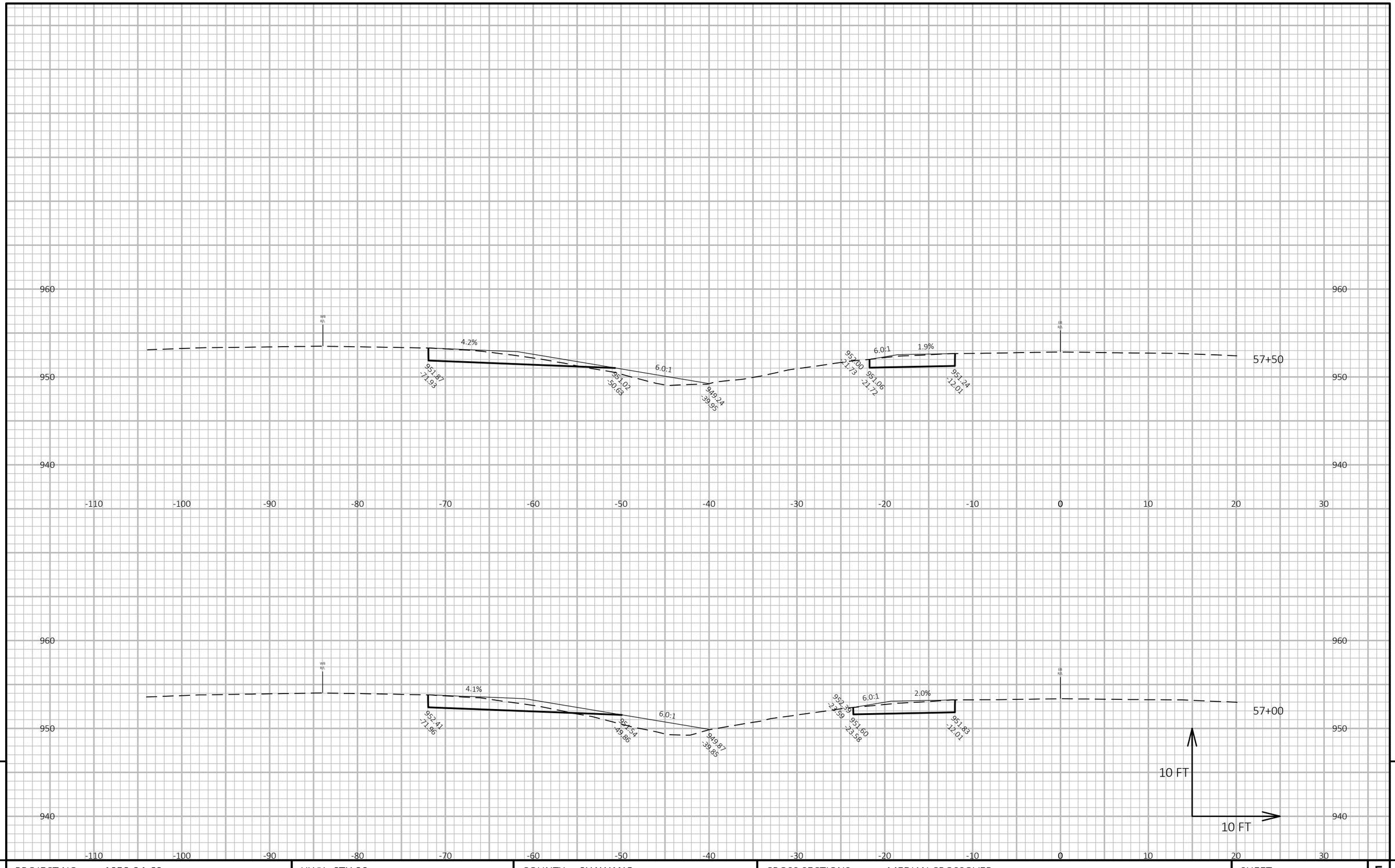
PLOT DATE : 11/28/2017 3:45 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 229	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (15)

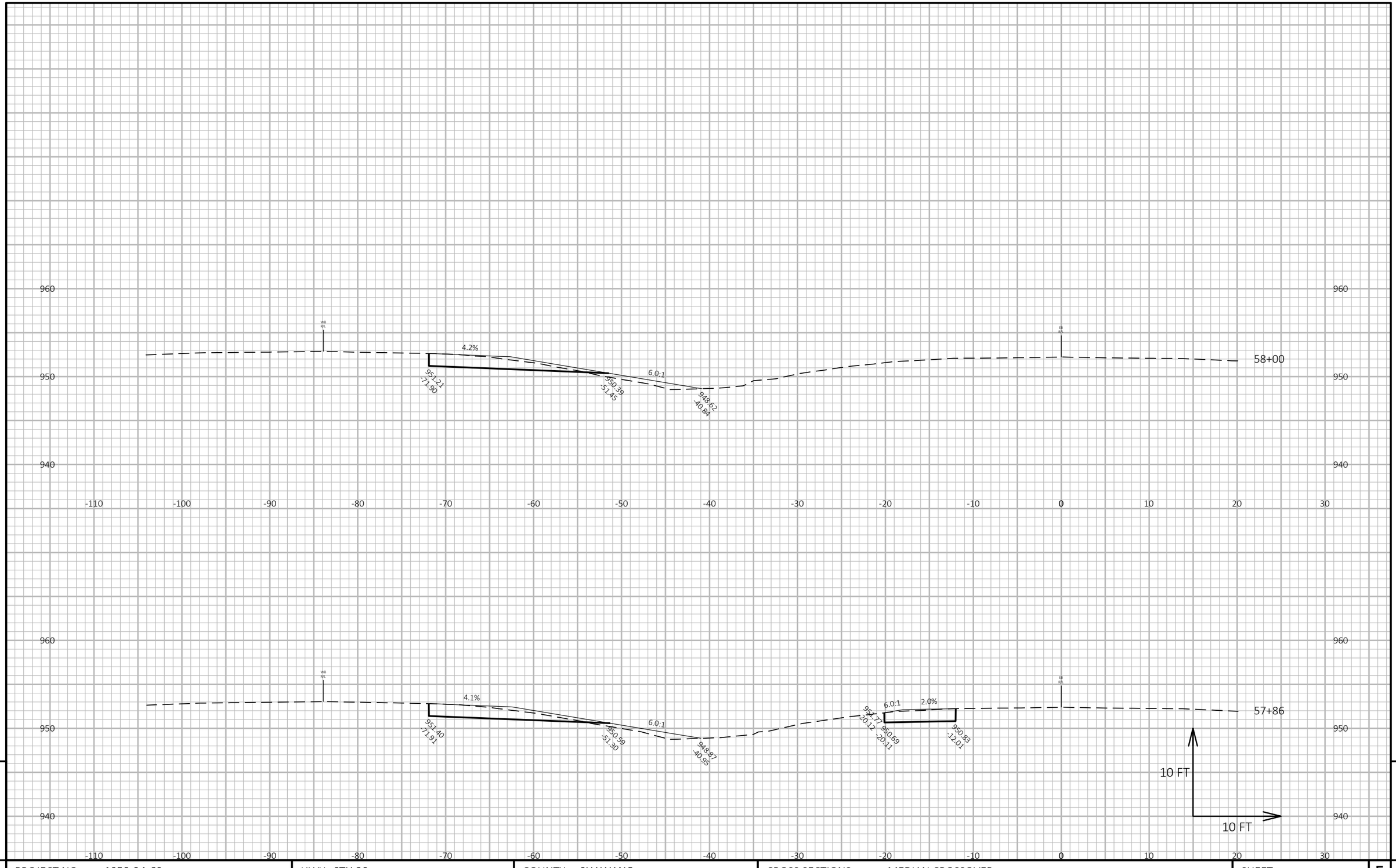
PLOT DATE : 11/28/2017 3:46 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 230	E

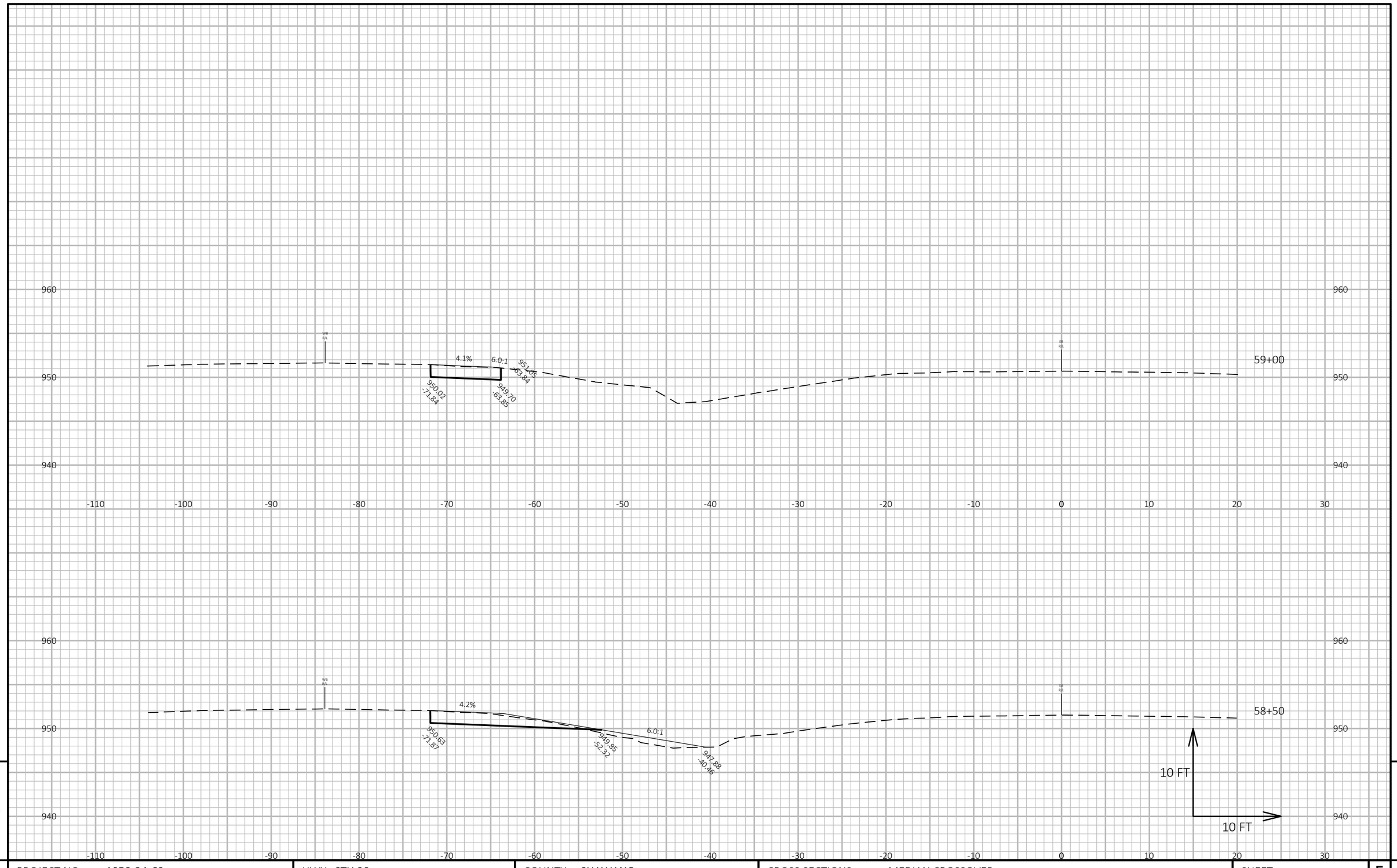
FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (16)

PLOT DATE : 11/28/2017 3:47 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 231	E

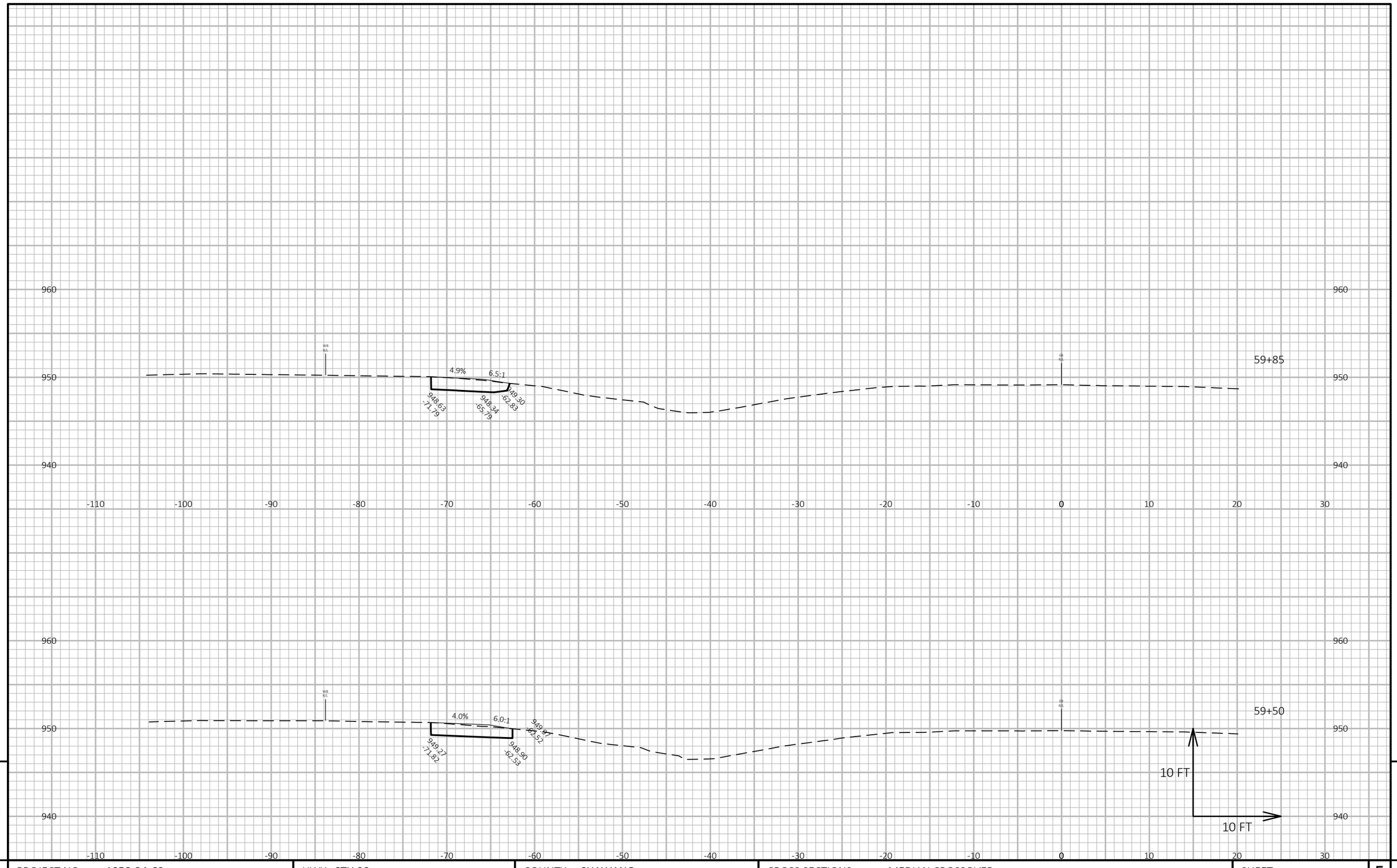
FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (17)

PLOT DATE : 11/28/2017 3:48 PM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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



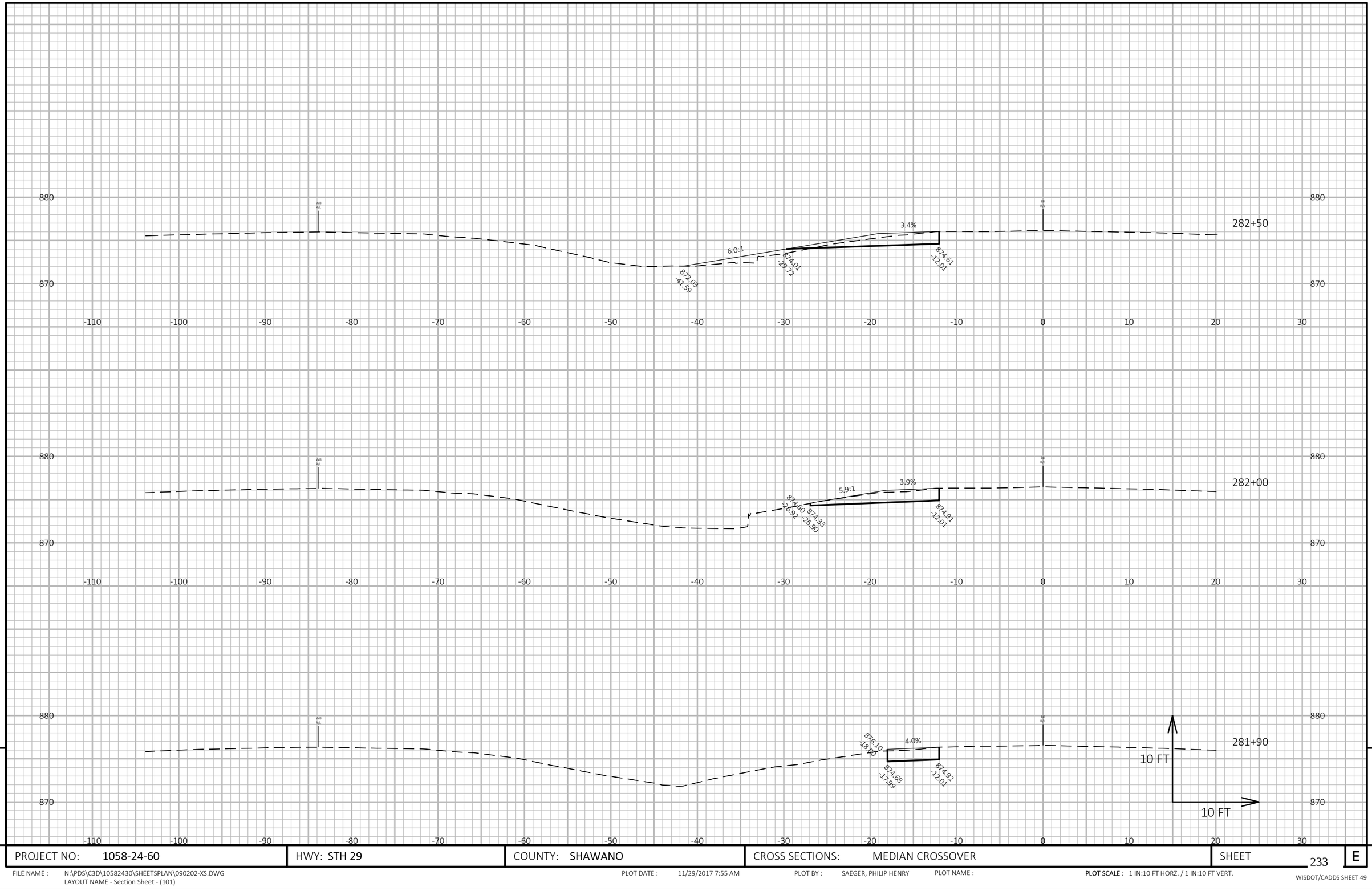
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 232	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - Section Sheet - (18)

PLOT DATE : 11/28/2017 3:49 PM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

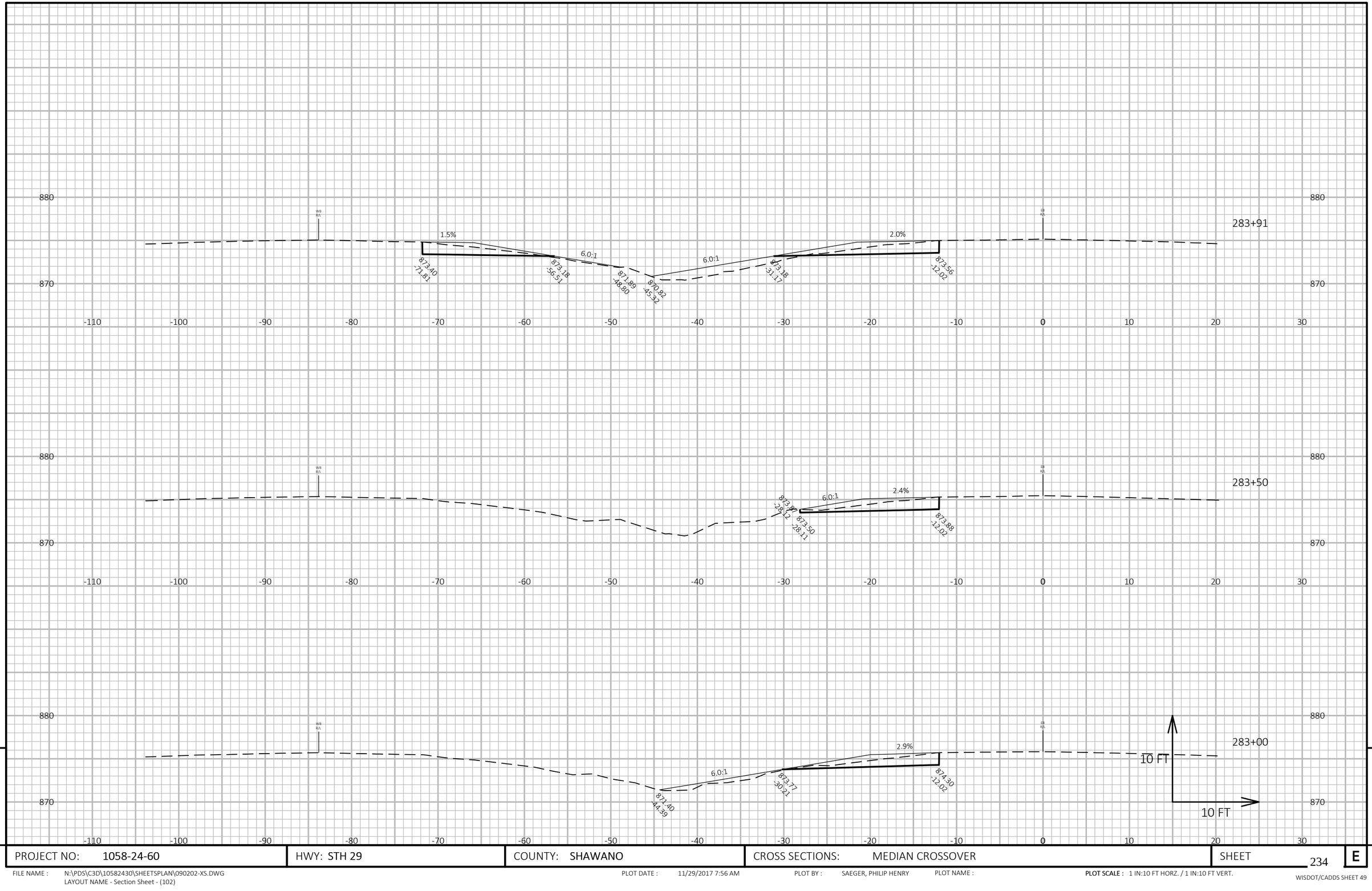
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 233	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (101)

PLOT DATE : 11/29/2017 7:55 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



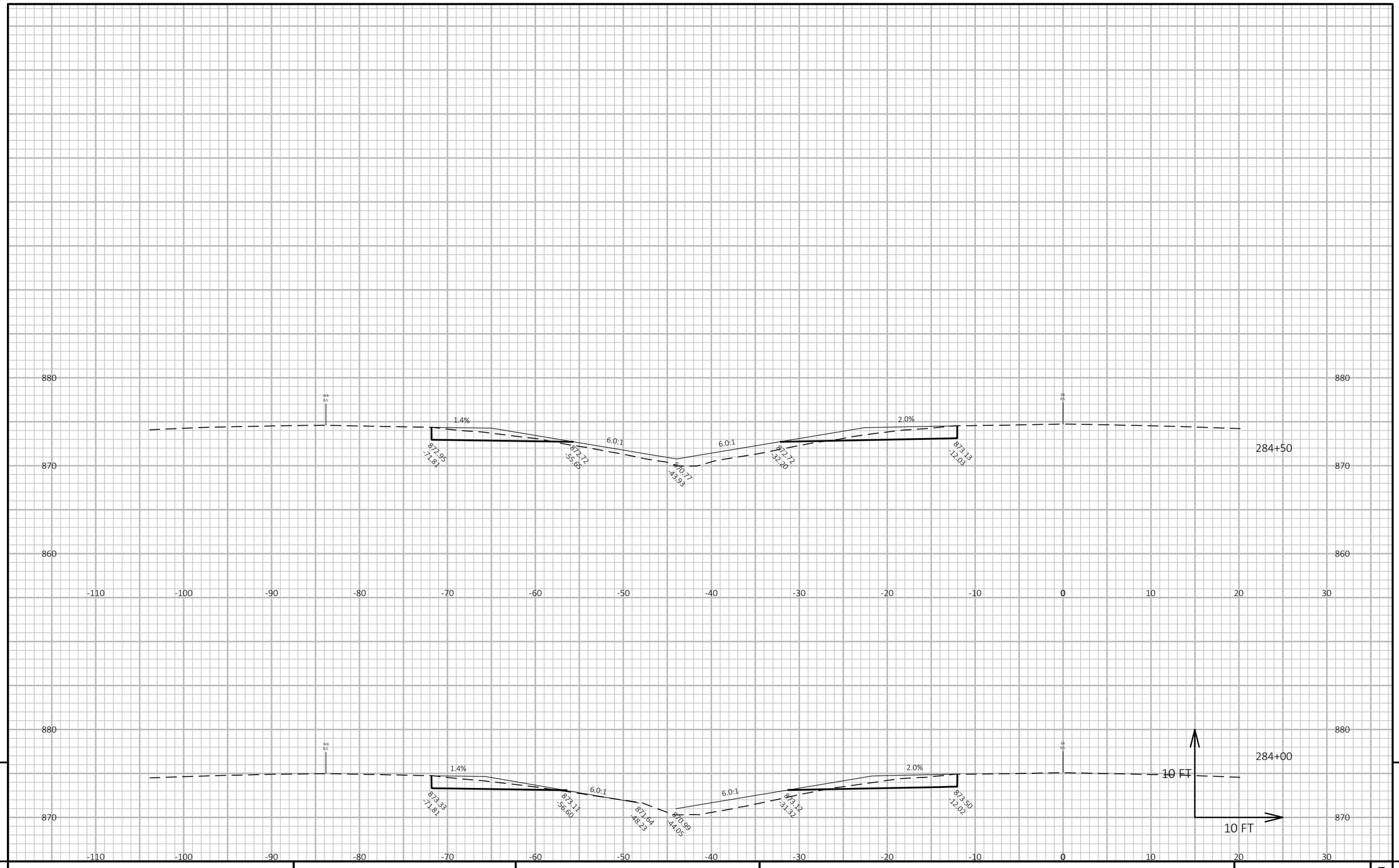
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 234	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (102)

PLOT DATE : 11/29/2017 7:56 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

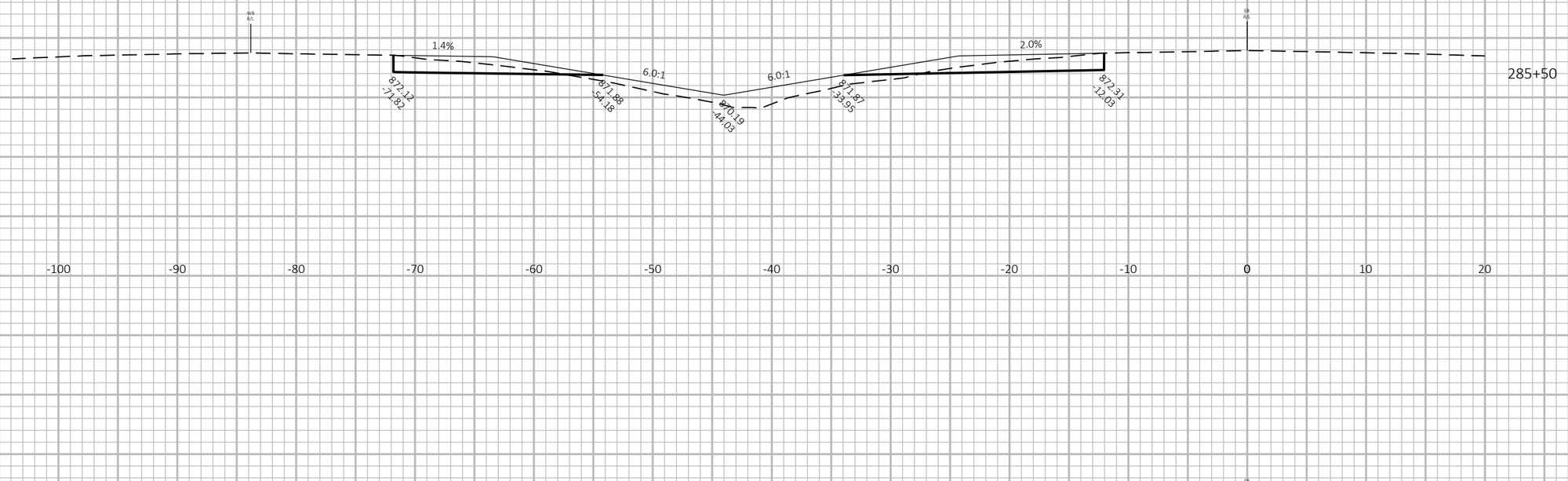
9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 235	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (103)

PLOT DATE : 11/29/2017 7:57 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 236	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (104)

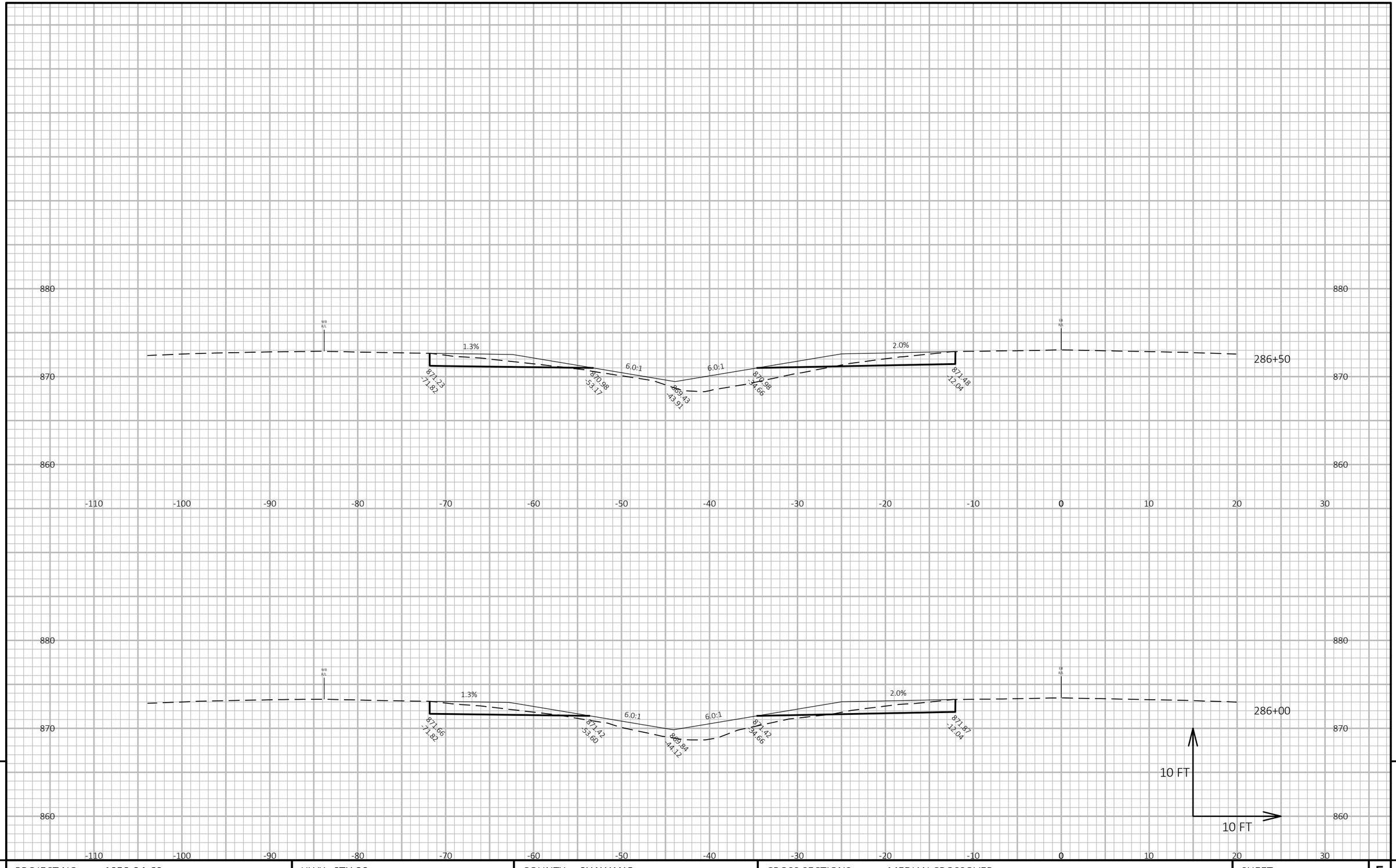
PLOT DATE : 11/29/2017 7:58 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



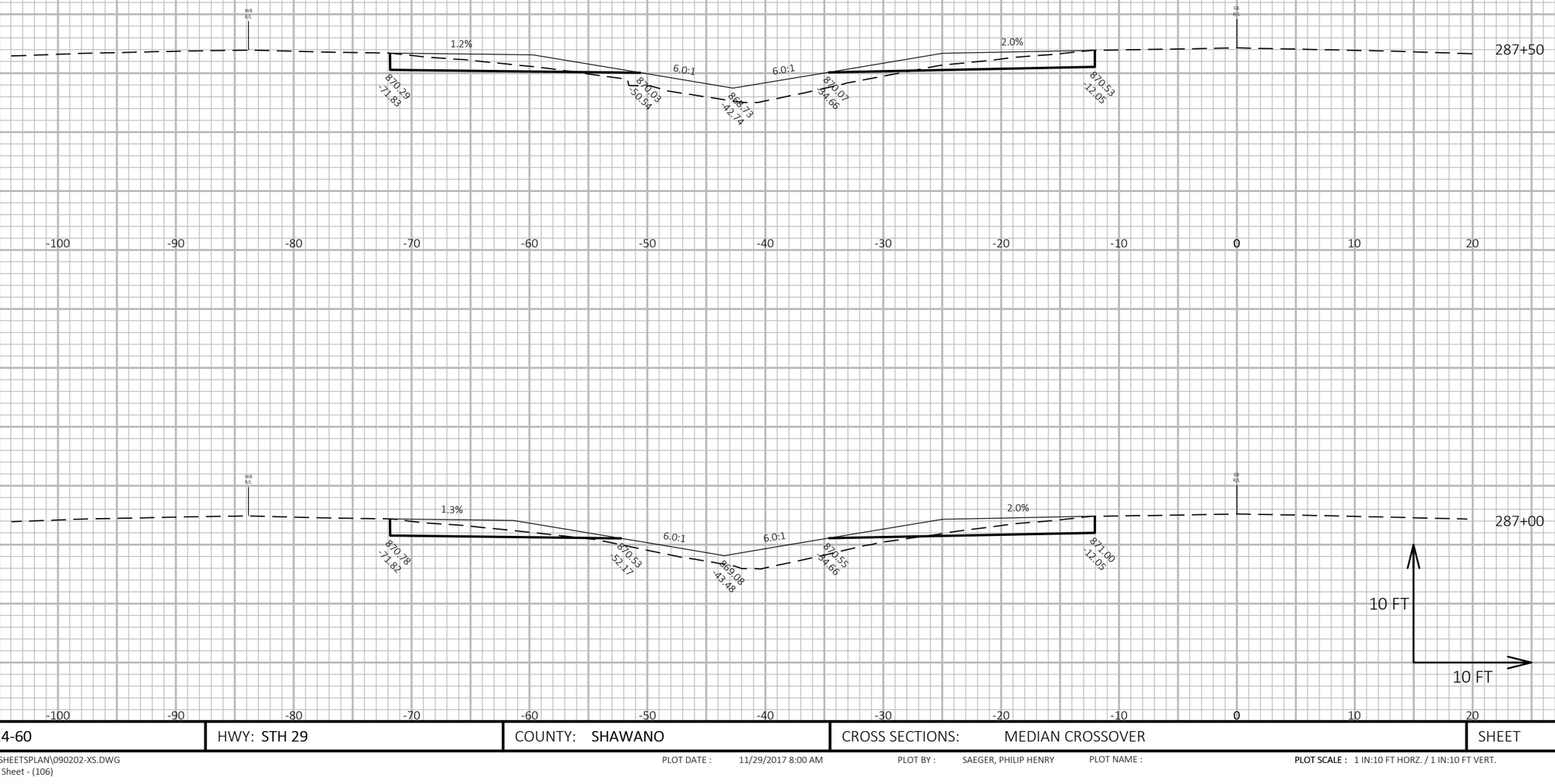
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 237	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (105)

PLOT DATE : 11/29/2017 7:59 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 238	E

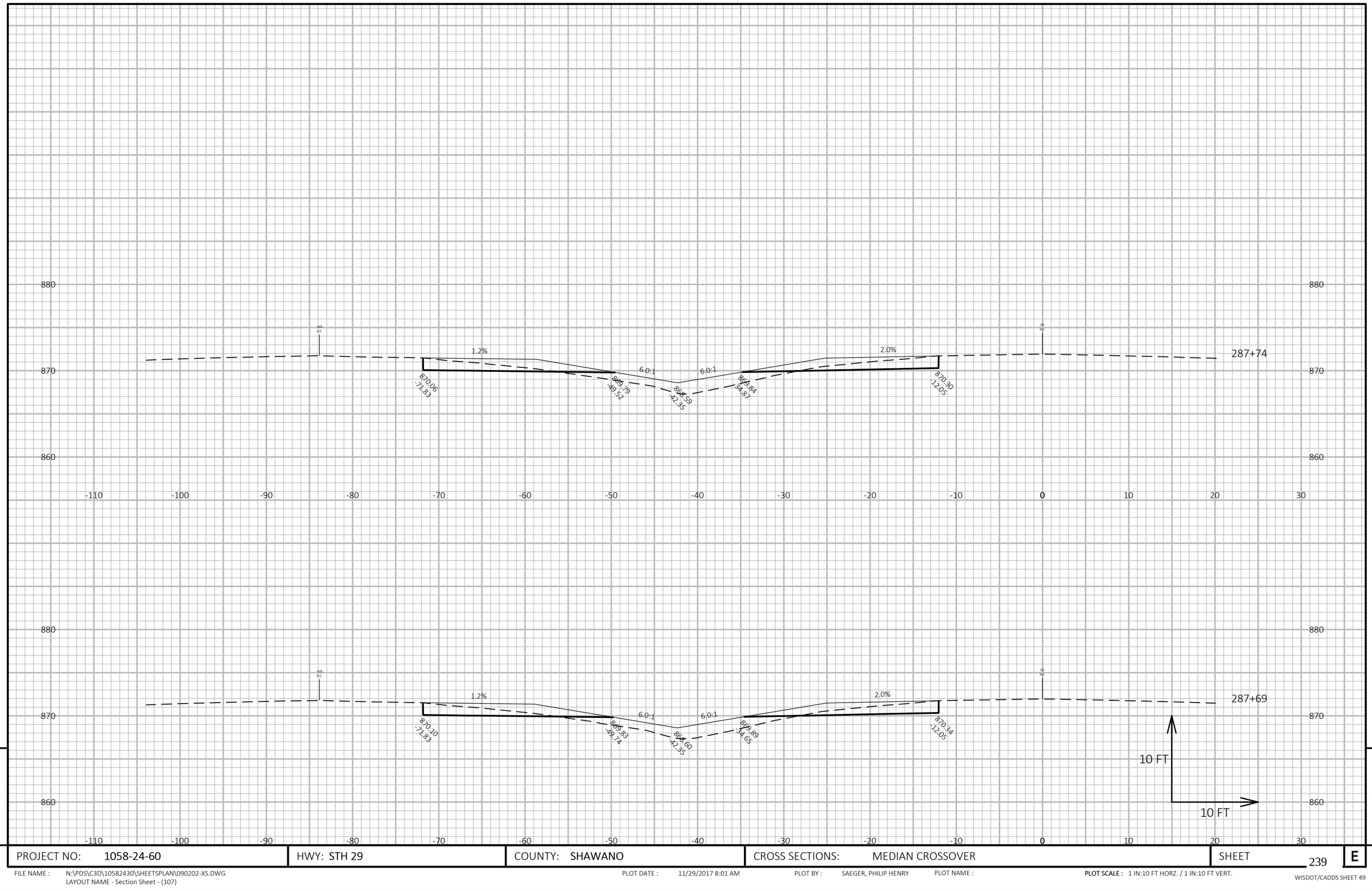
FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (106)

PLOT DATE : 11/29/2017 8:00 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 239	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (107)

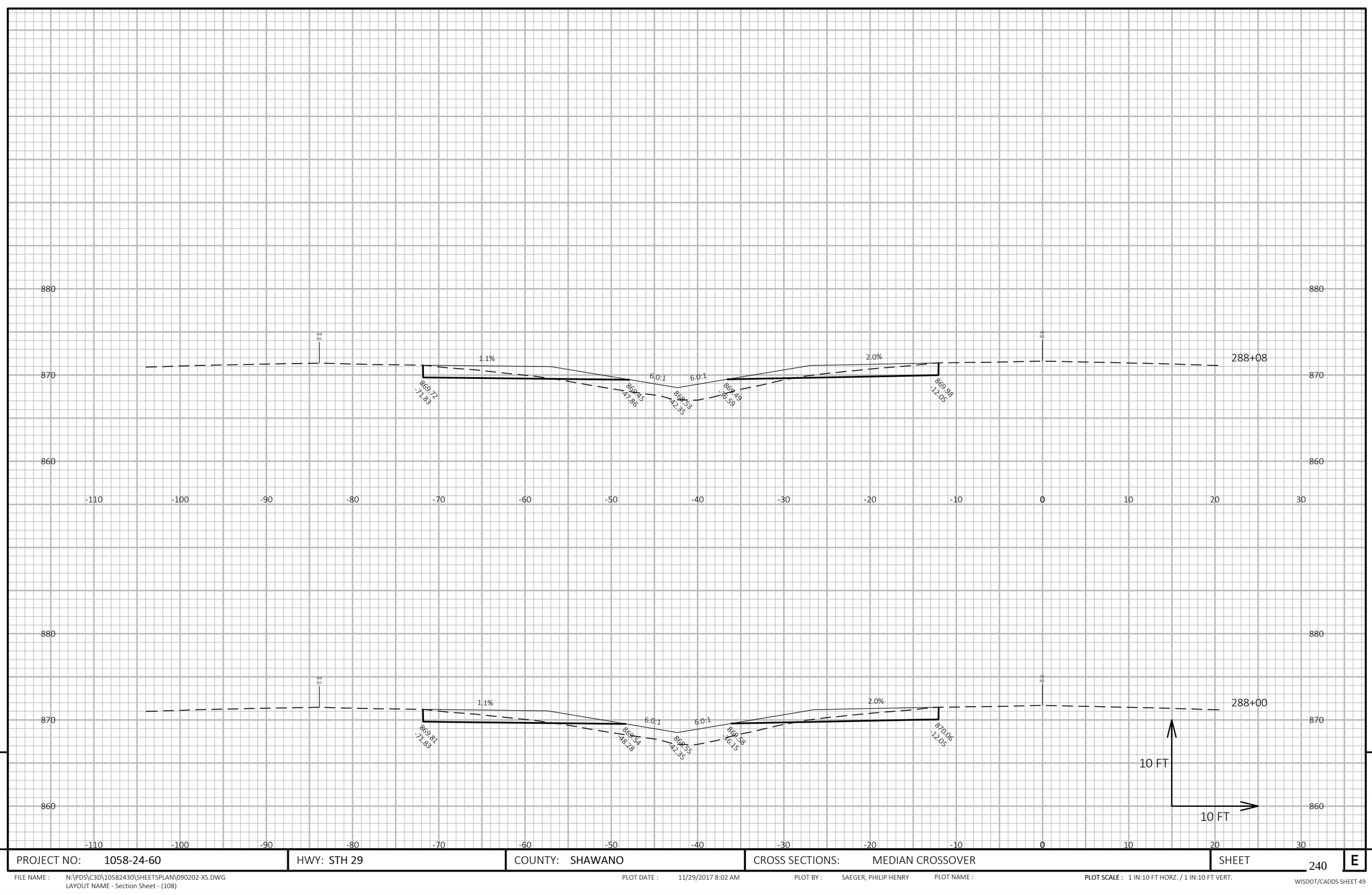
PLOT DATE : 11/29/2017 8:01 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 240	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (108)

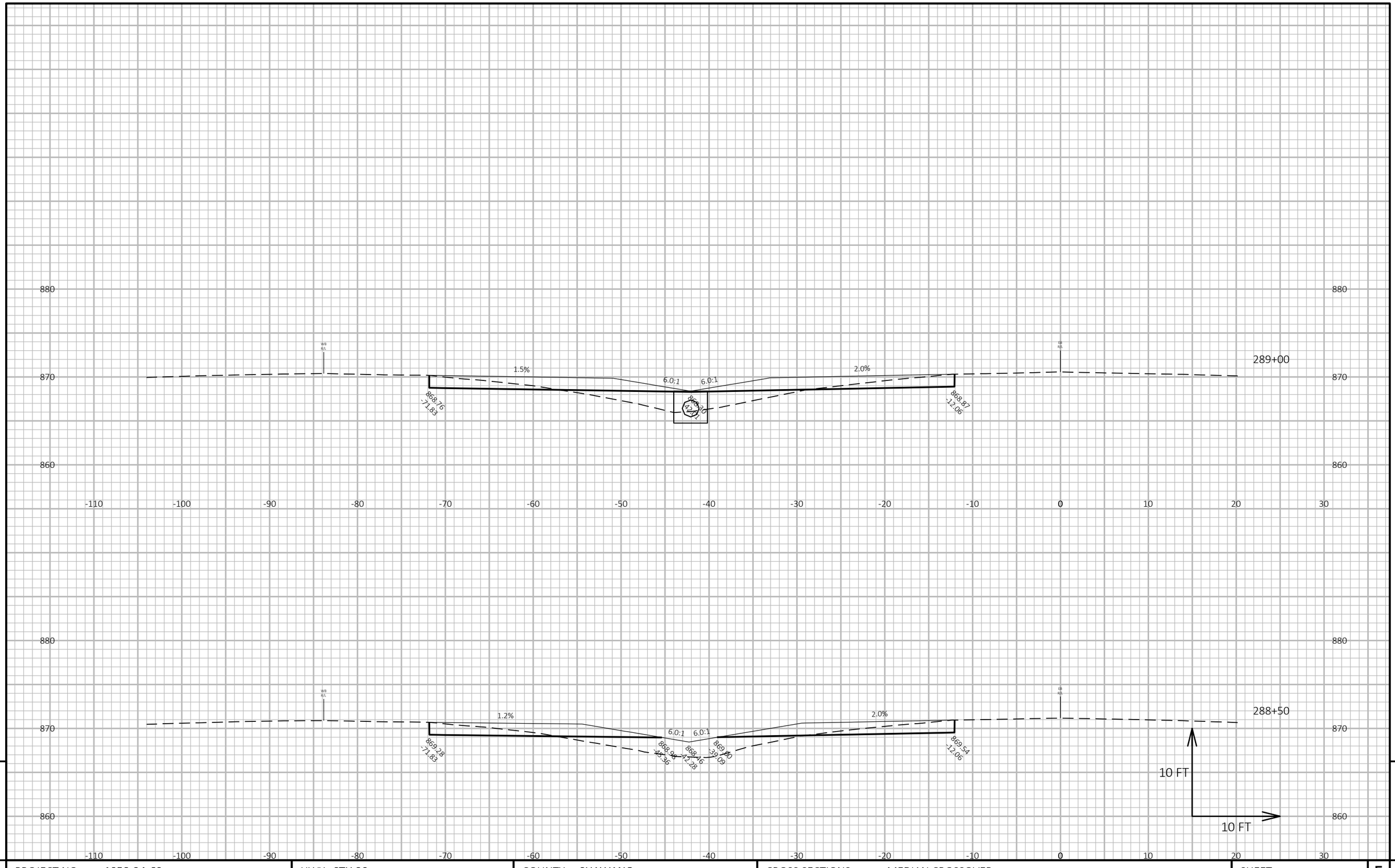
PLOT DATE : 11/29/2017 8:02 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 241	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (109)

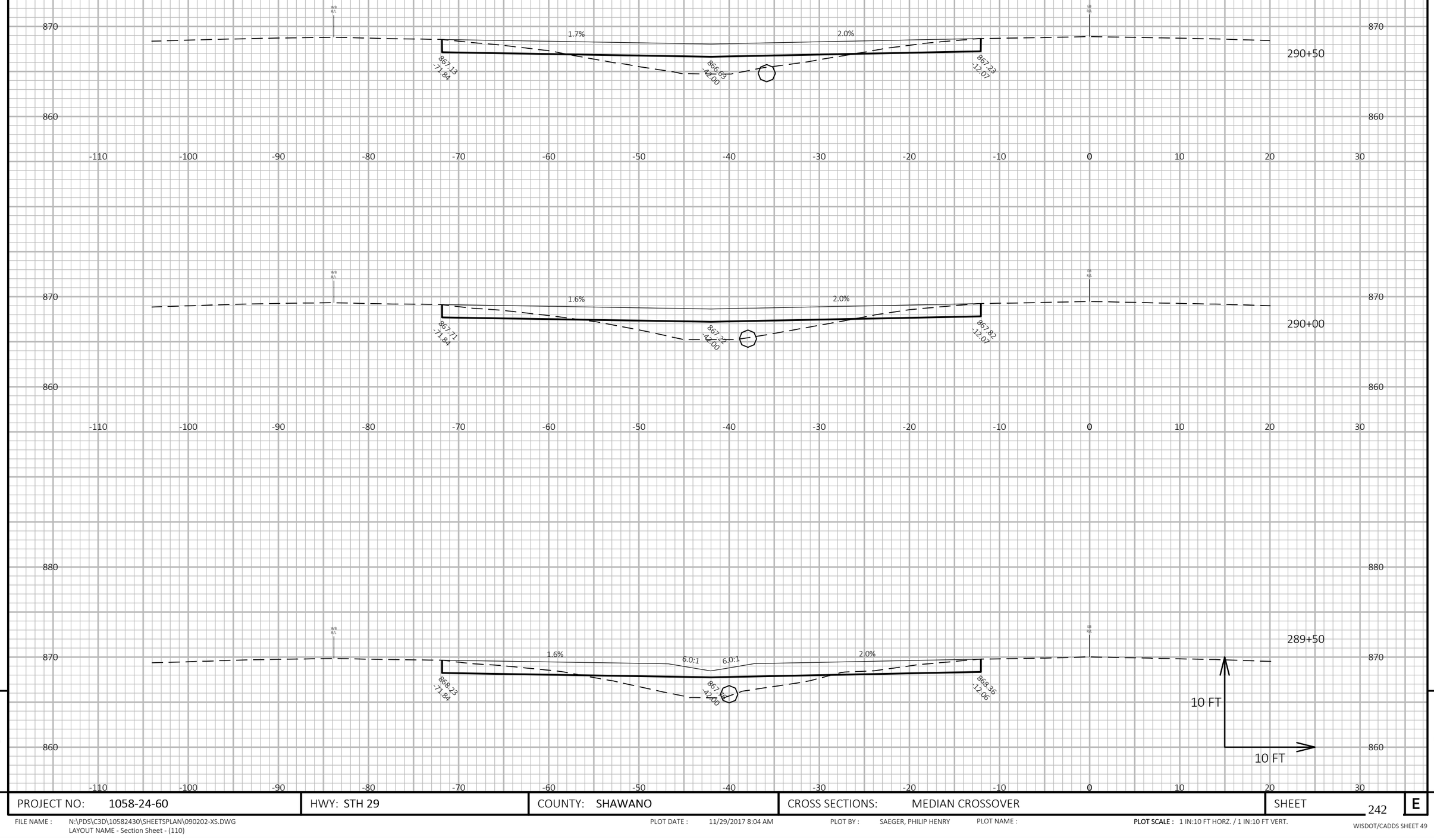
PLOT DATE : 11/29/2017 8:03 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 242	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (110)

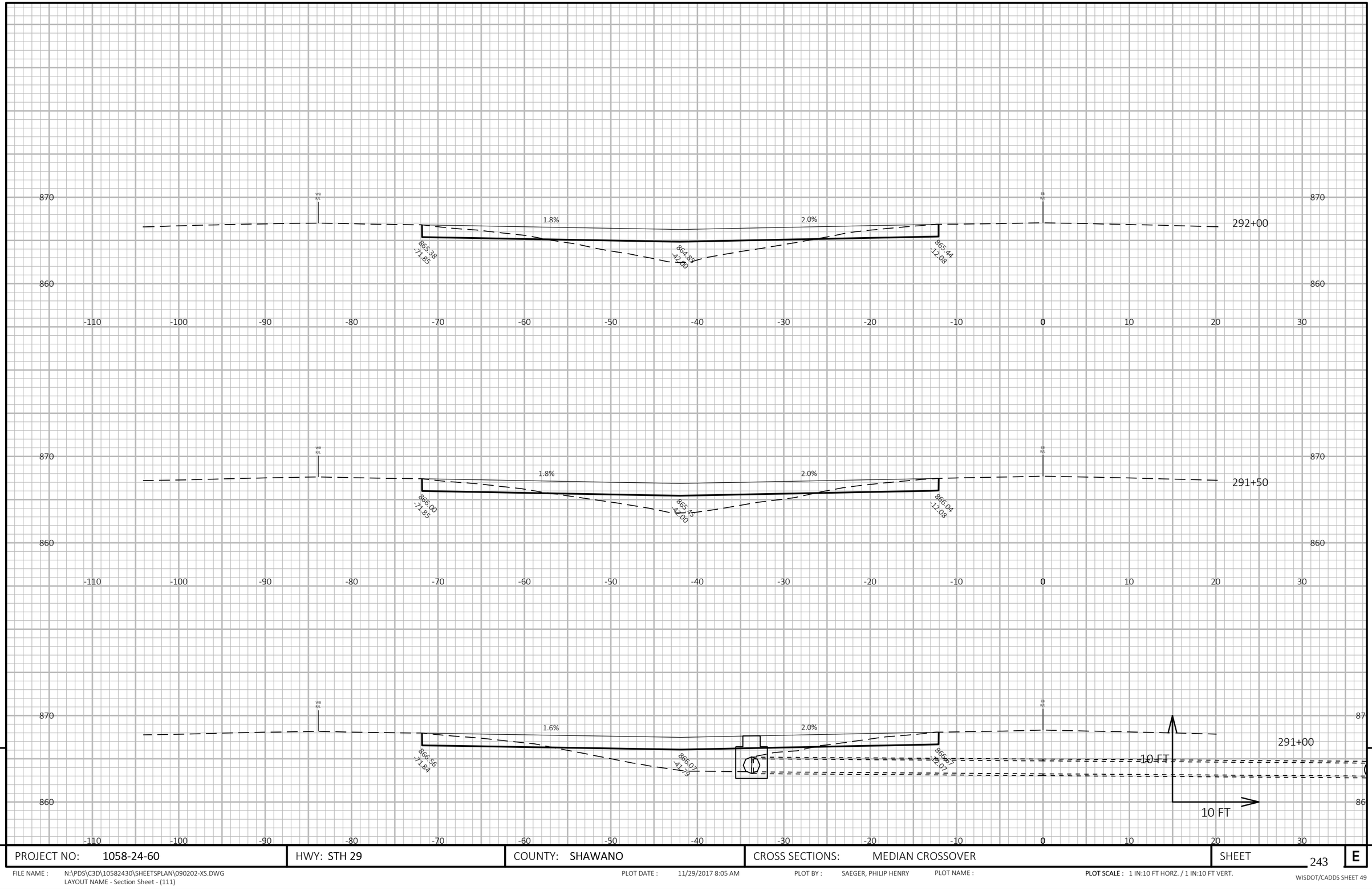
PLOT DATE : 11/29/2017 8:04 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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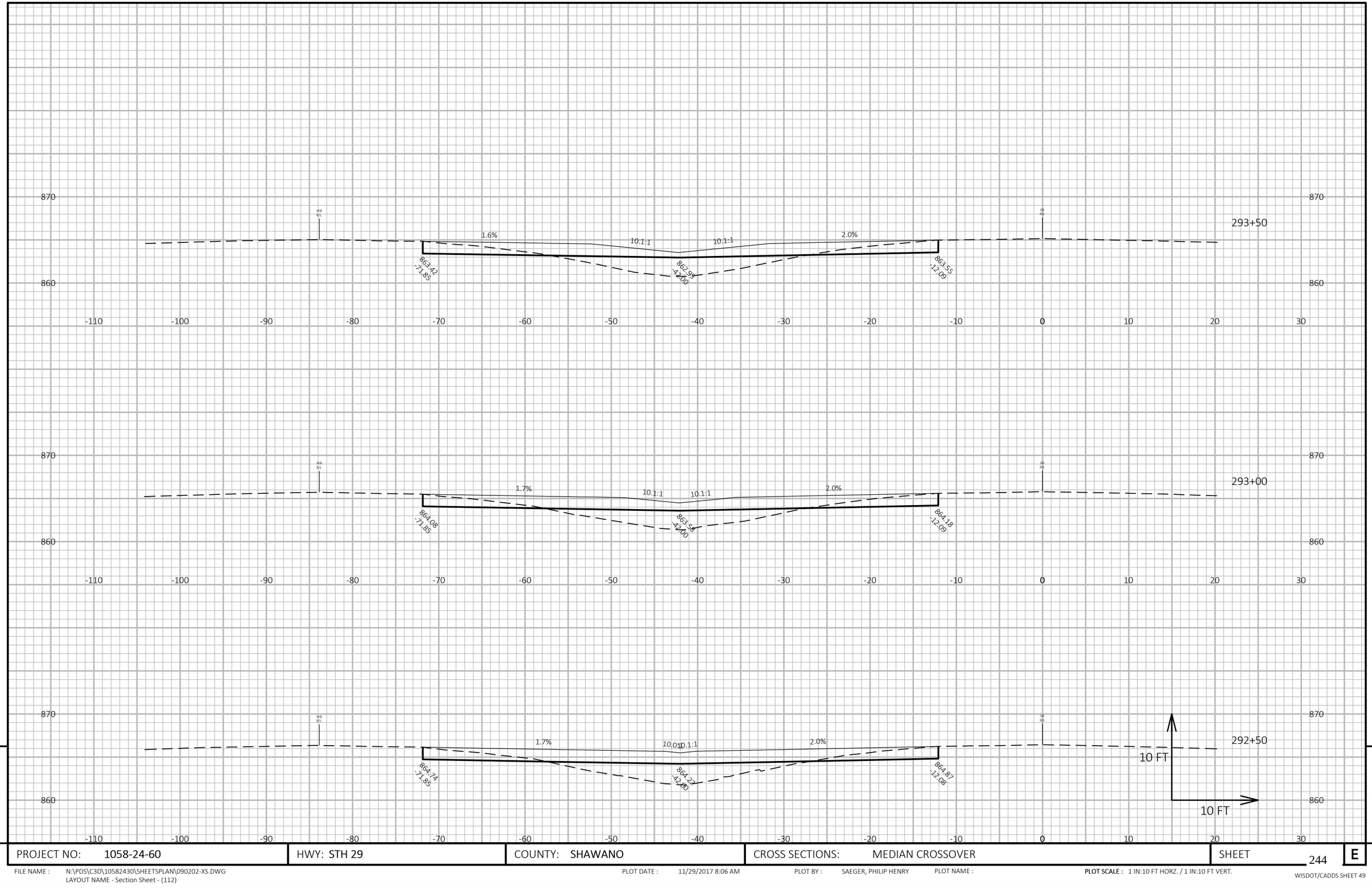
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 243	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (111)

PLOT DATE : 11/29/2017 8:05 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



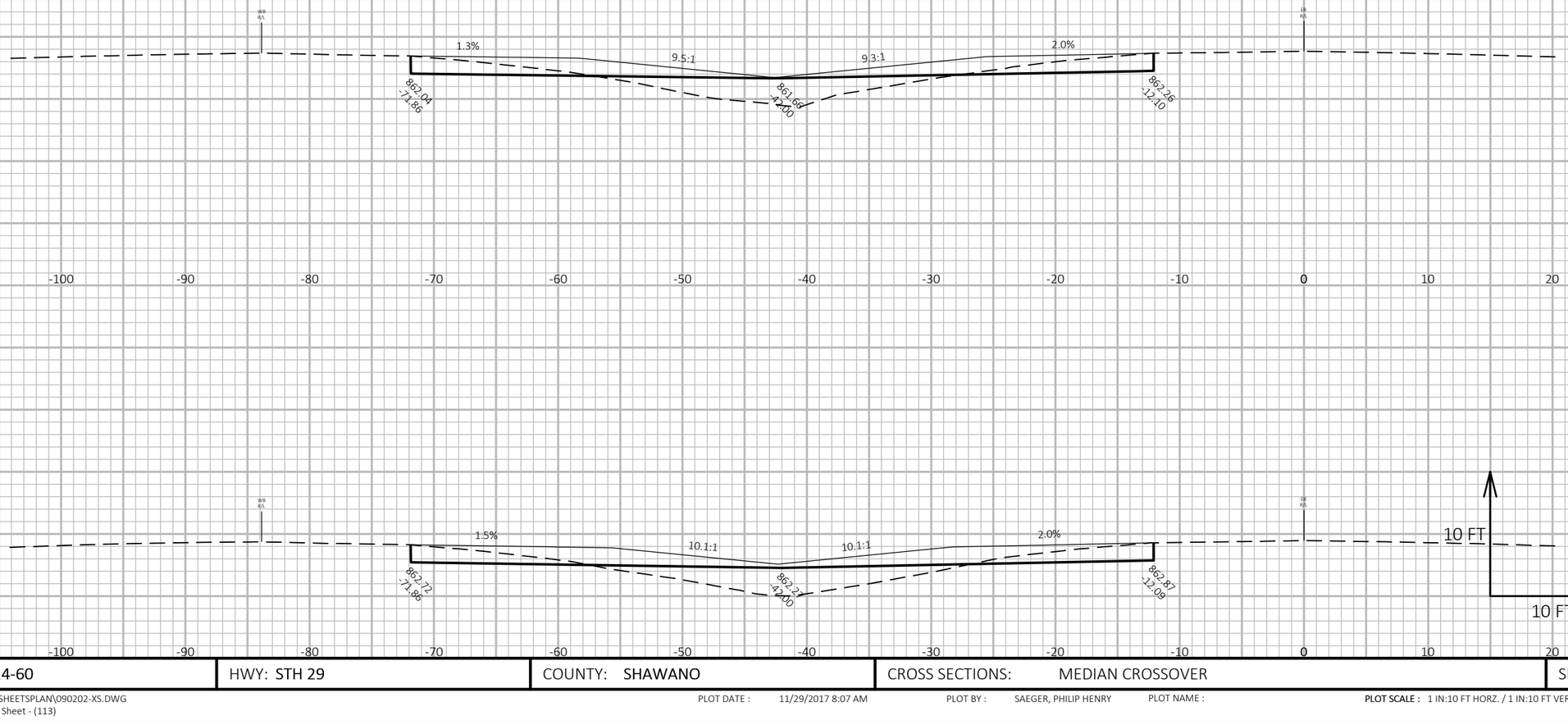
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 244 E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (112)

PLOT DATE : 11/29/2017 8:06 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 245	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (113)

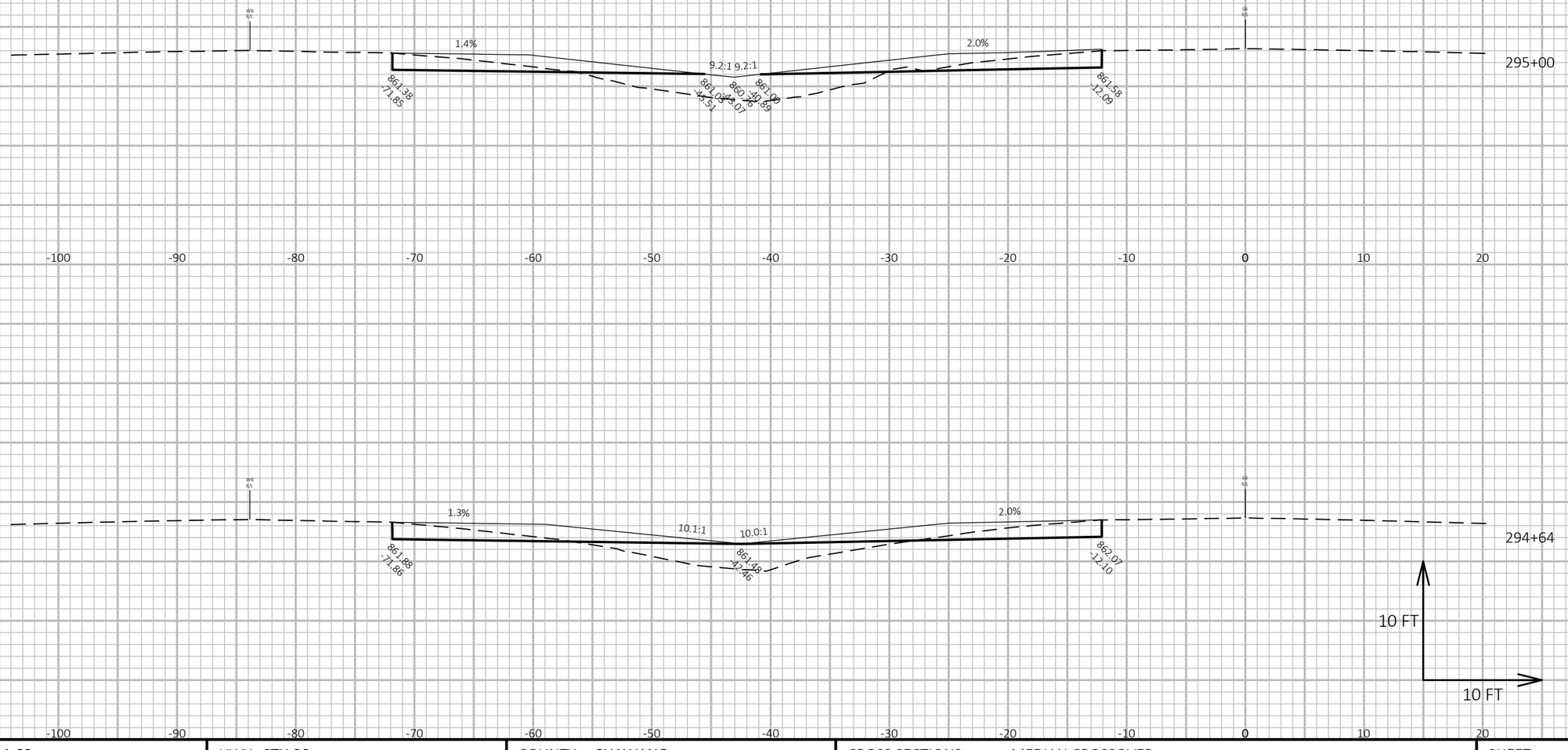
PLOT DATE : 11/29/2017 8:07 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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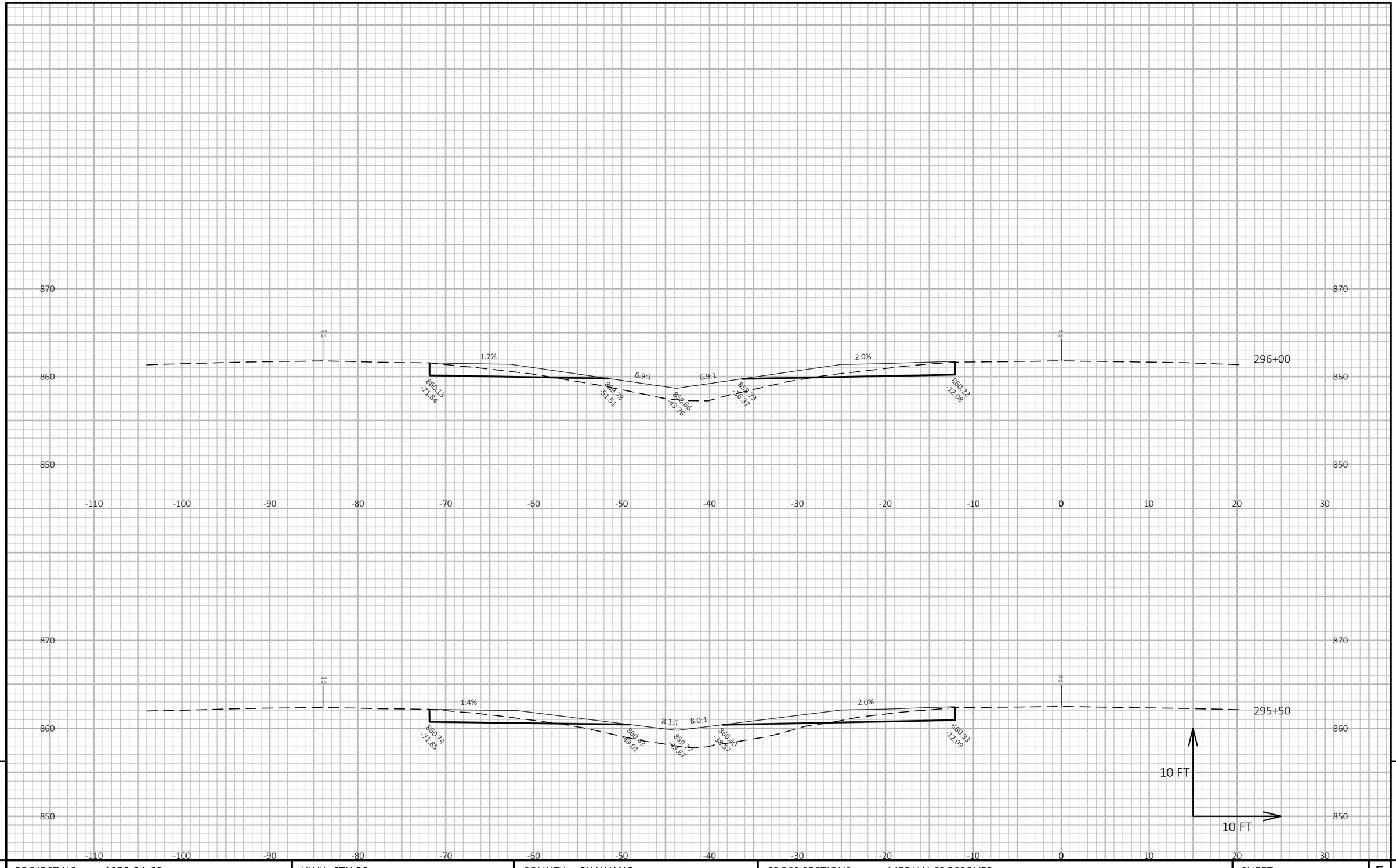
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 246	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (114)

PLOT DATE : 11/29/2017 8:08 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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



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PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 247	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (115)

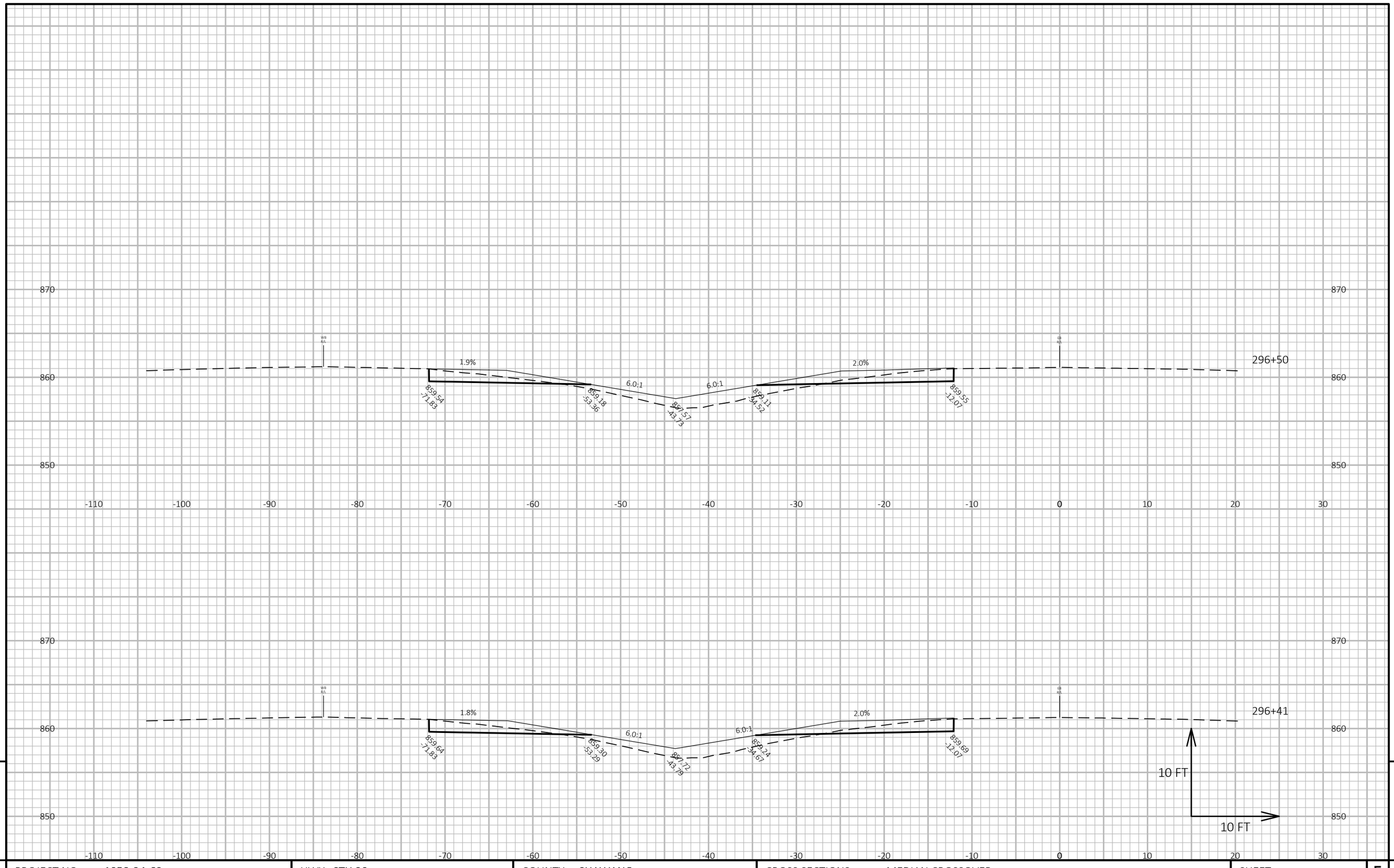
PLOT DATE : 11/29/2017 8:09 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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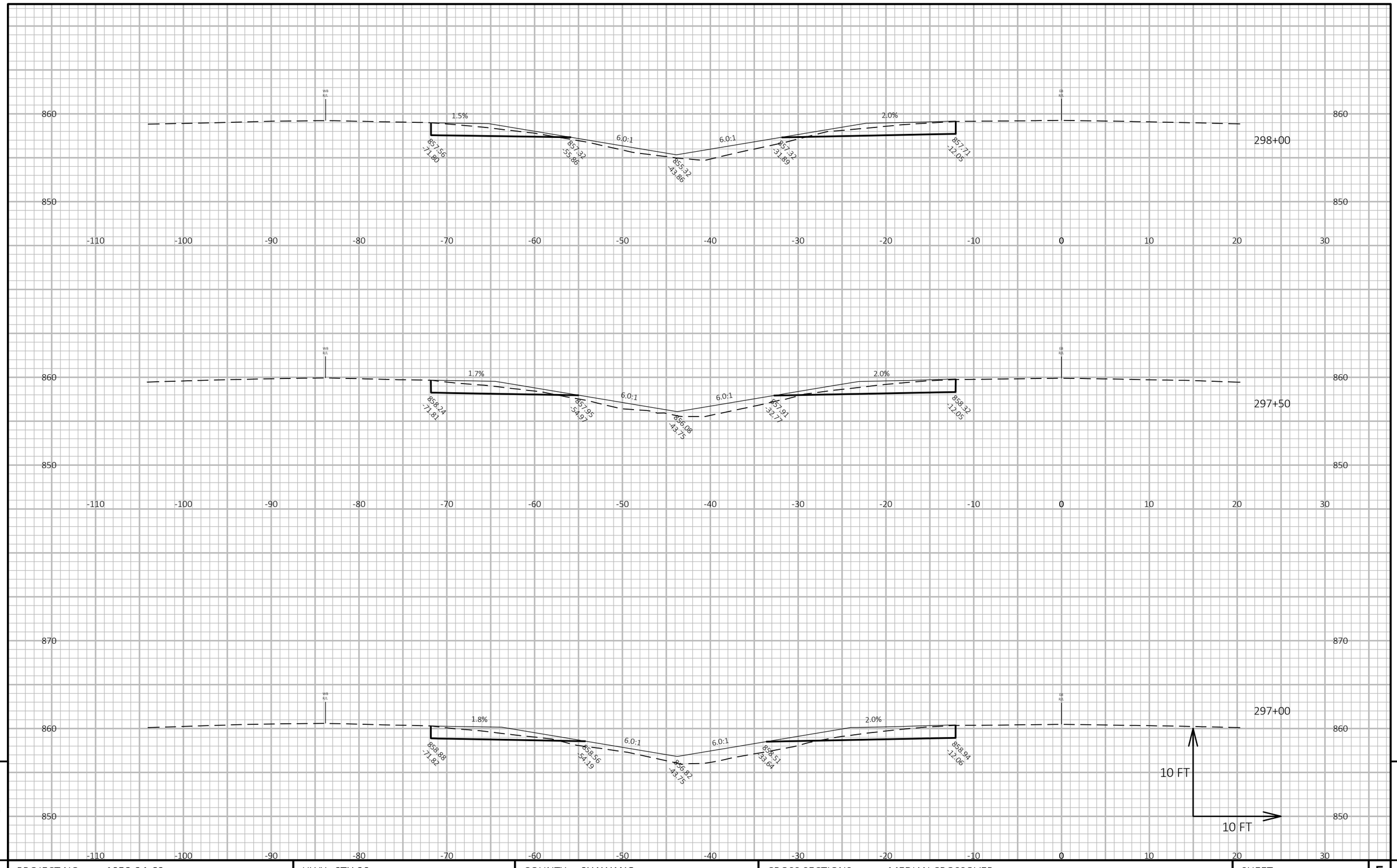
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 248	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (116)

PLOT DATE : 11/29/2017 8:10 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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

WISDOT/CADDS SHEET 49



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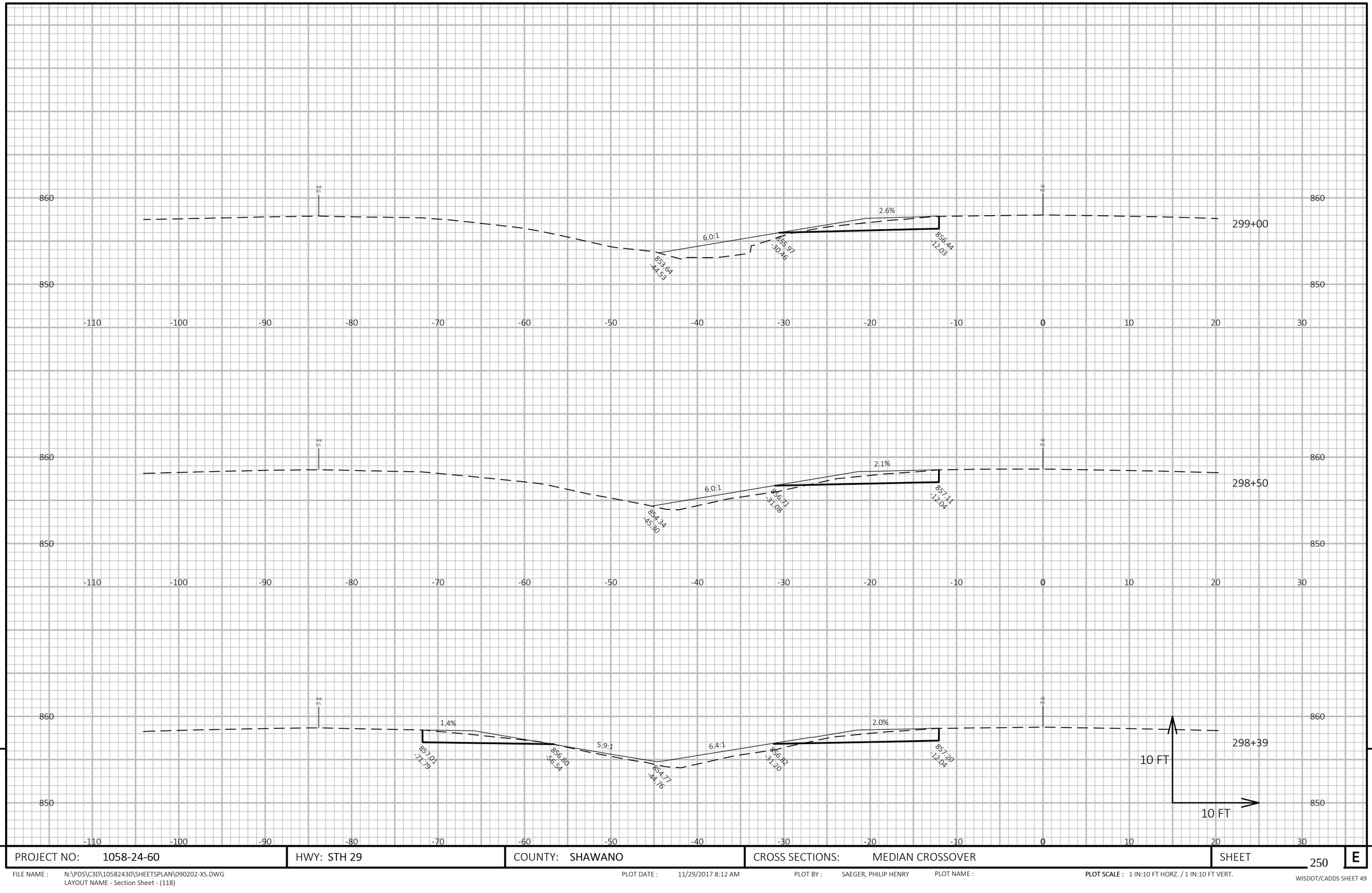
PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 249	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (117)

PLOT DATE : 11/29/2017 8:11 AM PLOT BY : SAEGER, PHILIP HENRY PLOT NAME :

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



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PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 250	E

9

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (118)

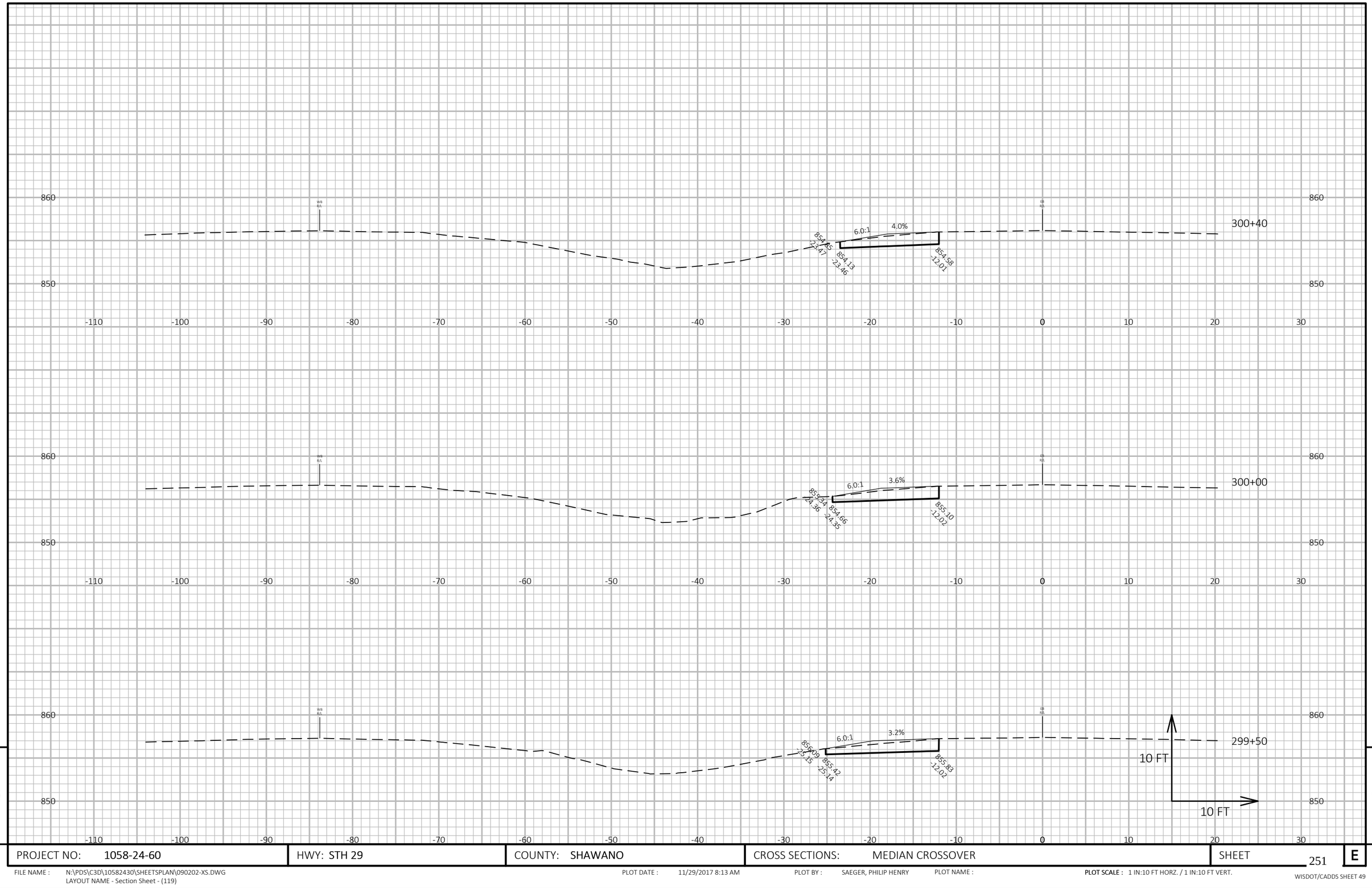
PLOT DATE : 11/29/2017 8:12 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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9

PROJECT NO: 1058-24-60	HWY: STH 29	COUNTY: SHAWANO	CROSS SECTIONS: MEDIAN CROSSOVER	SHEET 251	E

FILE NAME : N:\PDS\C3D\10582430\SHEETSPLAN\090202-XS.DWG
LAYOUT NAME - Section Sheet - (119)

PLOT DATE : 11/29/2017 8:13 AM

PLOT BY : SAEGER, PHILIP HENRY

PLOT NAME :

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

Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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