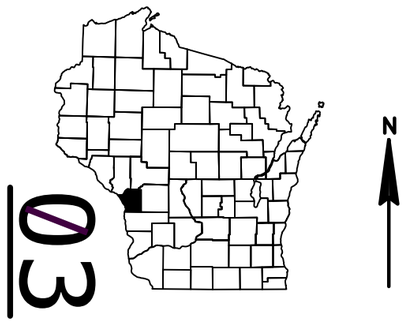
LAX

NOVEMBER 2019

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 = 366



N

STH 157

STH 157
DESIGN DESIGNATION

A.A.D.T.	2020	=	41100
A.A.D.T.	2030	=	46100
D.H.V.		=	4702
D.D.		=	60/40
T.		=	7.6%
DESIGN SPEED		=	35-65 MPH
ESALS		=	7,300,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

UTILITIES

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

PROJECT ID: 1070-04-75

WITH: N/A

COUNTY: LA CROSSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LA CROSSE - SPARTA

STH 157 INTERCHANGE

IH 90

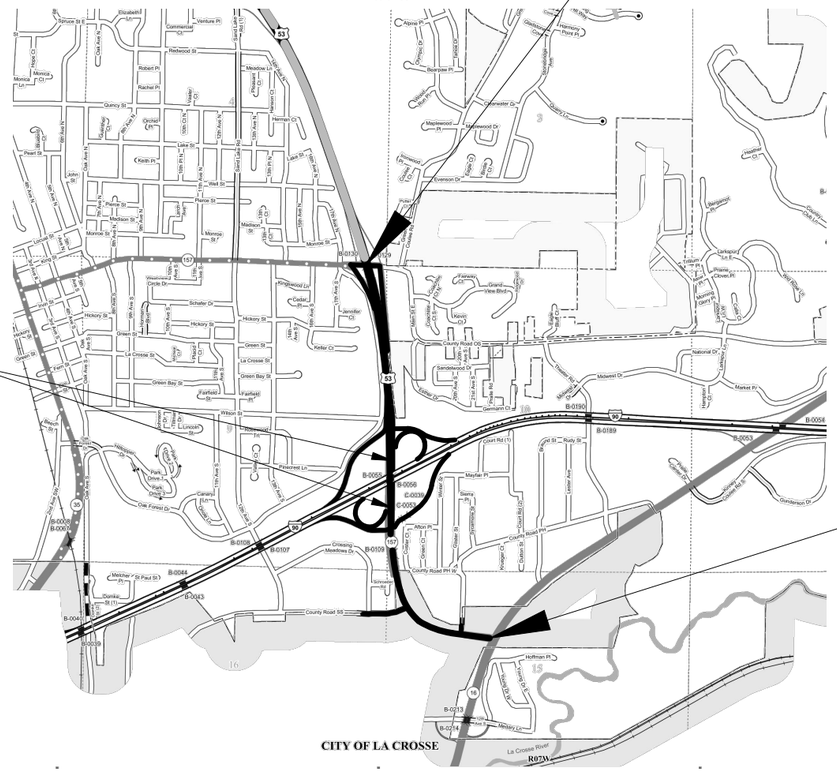
LA CROSSE COUNTY

STATE PROJECT NUMBER
1070-04-75

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1070-04-75	WISC 2019673	1

END PROJECT
STA 96+18NB

R-7-W



NET EXCEPTION TO CL LENGTH
STA 55+25NB - STA 63+50NB

BEGIN PROJECT
STA 20+14NB
X = 458,041.75
Y = 151,426.06

LAYOUT
SCALE 0 0.5 MI

TOTAL NET LENGTH OF CENTERLINE = 1.289 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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.

ORIGINAL PLANS PREPARED BY

SEH

WISCONSIN
JEREMY J TOMESH
E-398986
LA CROSSE
WI
PROFESSIONAL ENGINEER

4/23/2019 (Date) Jeremy J. Tomesh (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WisDOT
Designer	SEH
Project Manager	TODD WALDO
Regional Examiner	SW REGION
Regional Supervisor	REINY YAHNKE

APPROVED FOR THE DEPARTMENT

DATE: 4/25/2019 Todd Waldo (Signature)

E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\010101_TI.DWG PLOT DATE : 4/12/2019 11:39 AM PLOT BY : TOREY R. LEONARD PLOT NAME :

ENVIRONMENTAL CONTACT

KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
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Email: karen.Kalvelage@wisconsin.gov

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
EROSION CONTROL
PERMANENT SIGNING
TRAFFIC SIGNAL REMOVALS
TRAFFIC SIGNAL TEMPORARY
TRAFFIC SIGNAL PLAN
PAVEMENT MARKING
TRAFFIC CONTROL
STAGE CONSTRUCTION
DETOURS
ALIGNMENT DATA
CONTROL OVERVIEW

DESIGN CONTACTS

TODD WALDO
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DIGGERS HOTLINE
Dial 811 or (800)242-8511
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UTILITY CONTACTS

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cvogt@altra.org

CENTURY LINK, COMMUNICATION LINE
RYAN NIEMEIER
333 N FRONT ST
LA CROSSE, WI 54601
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turtenwaldr@cityoflacrosse.com

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COMMUNICATION LINE
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EAU CLAIRE, WI 54703-3612
(715)838-4406
hammetter@wins.net

CHARTER COMMUNICATIONS -
COMMUNICATION LINE
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2701 DANIELS ST
MADISON, WI 53718
(608)274-3822
beandon.storm@charter.com

CITY OF ONALASKA - ROAD FACILITY
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kschubert@cityofonalaska.com

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XCEL ENERGY - ELECTRICITY
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EAU CLAIRE, WI 54702
(715)737-4097
Corissa.E.Seely@xcelenergy.com

XCEL ENERGY - GAS/PETROLEUM
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(608)789-3625
Scott.W.Roberts@xcelenergy.com
copy all correspondence to:
CORISSA SEELY
1414 W HAMILTON AVE, PO BOX 8
EAU CLAIRE, WI 54702
(715)737-4097
Corissa.E.Seely@xcelenergy.com

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

THE ENGINEER SHALL ADJUST THE LOCATIONS OF ITEMS UNDER THIS CONTRACT TO AVOID CONFLICT WITH THE EXISTING UTILITY FACILITIES.

PRIOR TO THE PLACEMENT OF MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.

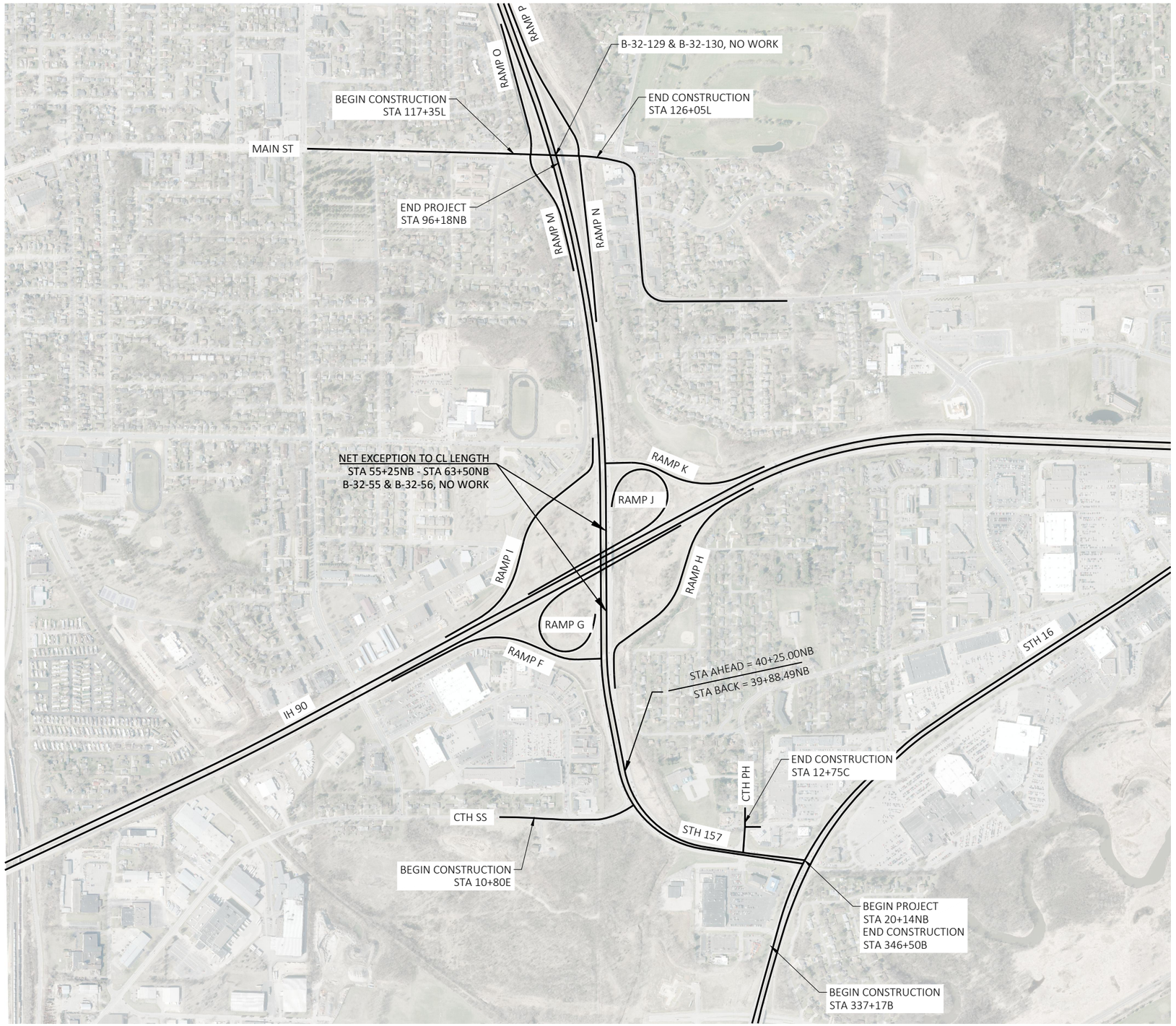
PLACE 1.75" HMA PAVEMENT IN ONE LAYER. HMA PAVEMENT GREATER THAN 1.75" PLACE IN MULTIPLE LIFTS.

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

ALL CONCRETE REPAIR WORK ALONG STH 157 FROM STH 16 TO MAIN STREET (AREAS THAT RECEIVE HMA PAVEMENT OVERLAY) DO NOT REQUIRE DRILLED DOWEL BARS OR DRILLED TIE BARS. CONCRETE REPAIRS ALONG MAIN STREET DO REQUIRE DRILLED DOWEL BARS AND DRILLED TIE BARS.

STANDARD ABBREVIATIONS

AC	ACRE
AGG	AGGREGATE
<	ANGLE
AE, AEW	APRON ENDWALL
ASPH.	ASPHALTIC
A.D.T.	AVERAGE DAILY TRAFFIC
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC
B.F.	BACK FACE
BM	BENCHMARK
BTWN	BETWEEN
CTR.	CENTER
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
C.E.	COMMERCIAL ENTRANCE
CONST.	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CO.	COUNTY
CTH	COUNTY TRUNK HIGHWAY
CR.	CREEK
CABC	CRUSHED AGGREGATE BASE COURSE
CY	CUBIC YARD
CP	CONTROL POINT OR CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
D.H.V.	DESIGN HOURLY VOLUME
DIA.	DIAMETER
D.D.	DIRECTIONAL DISTRIBUTION
DISCH.	DISCHARGE
DMS	DYNAMIC MESSAGE SIGN
EA	EACH
E	EAST
EB	EASTBOUND
ELEC.	ELECTRIC(AL), ELEC. CABLE
EL., ELEV.	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC.	EXCAVATION
EXIST	EXISTING
F.F.	FACE TO FACE
FERT.	FERTILIZER
F.E.	FIELD ENTRANCE
F/L, F.L.	FLOW LINE
GALV.	GALVANIZE
H.S.	HIGH STRENGTH
CWT	HUNDRED WEIGHT
INL	INLET
INTER.	INTERSECTION
IH	INTERSTATE HIGHWAY
JT.	JOINT
LT	LEFT
L.H.F.	LEFT HAND FORWARD
L.	LENGTH OF CURVE
L.F.	LINEAR FOOT(FEET)
LC.	LONG CHORD
LS	LUMP SUM
M.P.	MARKER POST
MGAL	1000 GALLONS
N.C.	NORMAL CROWN
N	NORTH
NB	NORTHBOUND
NOR	NORMAL
NO.	NUMBER
PAV'T	PAVEMENT
P.L.E.	PERMANENT LIMITED EASEMENT
P.C.	POINT OF CURVATURE
P.I.	POINT OF INTERSECTION
P.T.	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
P.E.	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
P.L.	PROPERTY LINE
R	RADIUS OR RANGE
R/L	REFERENCE LINE
R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RT	RIGHT
R.H.F.	RIGHT HAND FORWARD
R/W	RIGHT OF WAY
RD.	ROAD
SHLD.	SHOULDER(S)
SHR.	SHRINKAGE
S	SOUTH
SB	SOUTHBOUND
S.F.	SQUARE FOOT (FEET)
SDD	STANDARD DETAIL DRAWING(S)
STH	STATE TRUNK HIGHWAY
STA.	STATION
S.E.	SUPERELEVATION
S/L	SURVEY LINE
SYM	SYMMETRICAL
T	TANGENT
T.	PERCENT TRUCKS
TEL.	TELEPHONE
TEMP.	TEMPORARY
T.L.E.	TEMPORARY LIMITED EASEMENT
T.O.C.	TOP OF CURB
TYP	TYPICAL
UNCL.	UNCLASSIFIED
U.G.	UNDERGROUND (CABLE)
VAR	VARIABLE
V.C.	VERTICAL CURVE
V.P.C.	VERTICAL POINT OF CURVATURE
V.P.I.	VERTICAL POINT OF INTERSECTION
V.P.T.	VERTICAL POINT OF TANGENCY
Wt.	WEIGHT
W	WEST
WB	WESTBOUND



N

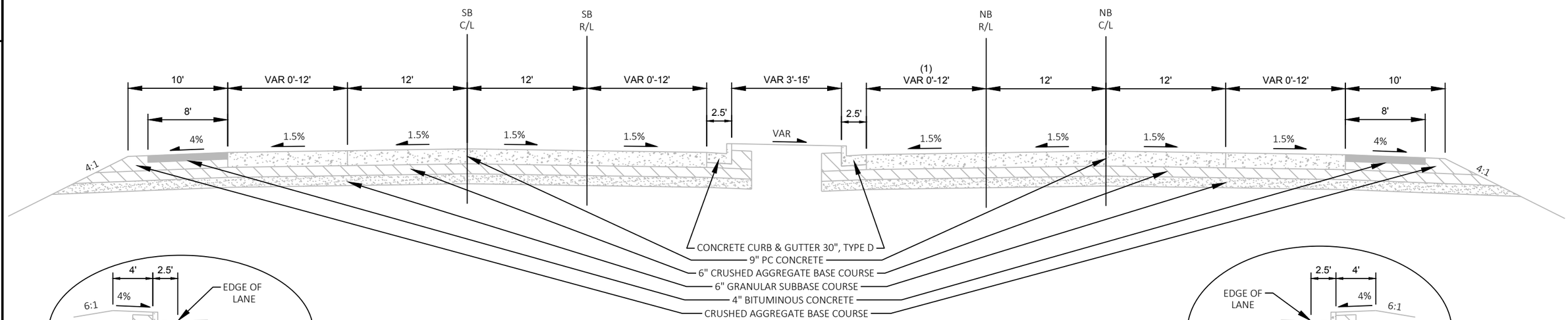
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PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PROJECT OVERVIEW	SHEET 4	E

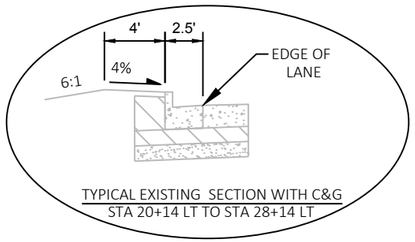
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PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : 1 IN:1000 FT
WISDOT/CADDS SHEET 42

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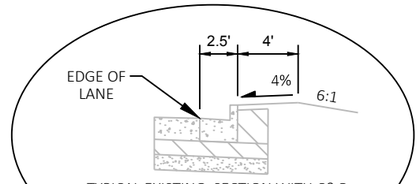
(1) SEE OTHER TYPICAL SECTIONS FOR DUAL LEFT TURN BAY TO CTH SS (STA 30+91 TO STA 37+00)



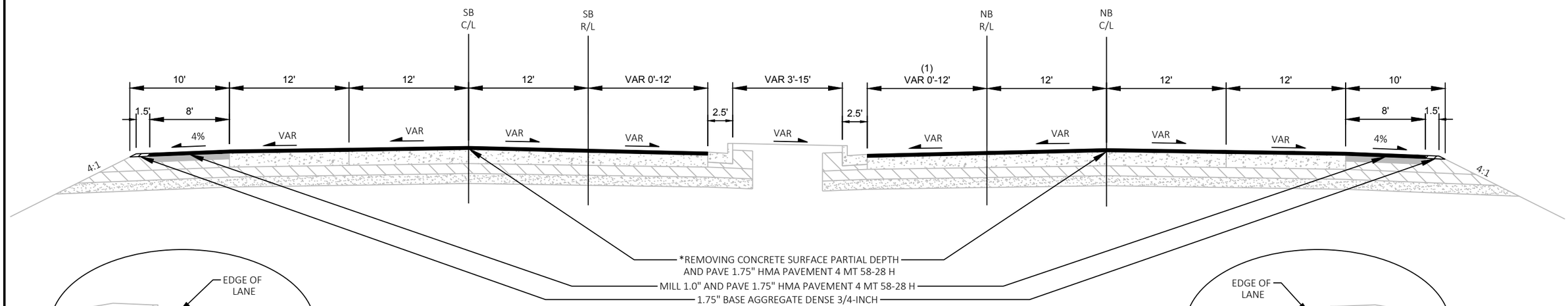
TYPICAL EXISTING SECTION STH 157
STA 20+14 NB TO STA 37+72 NB



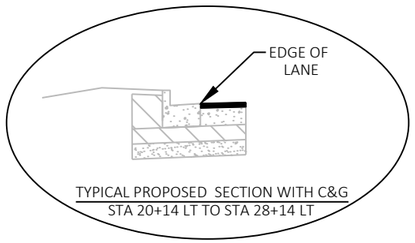
TYPICAL EXISTING SECTION WITH C&G
STA 20+14 LT TO STA 28+14 LT



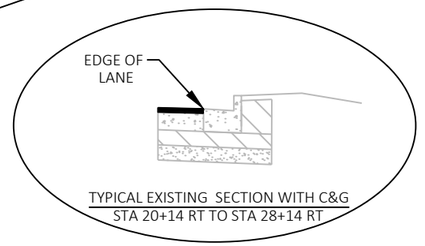
TYPICAL EXISTING SECTION WITH C&G
STA 20+14 NB RT TO STA 26+73 NB RT
STA 35+75 NB RT TO STA 37+72 NB RT



TYPICAL PROPOSED SECTION STH 157
STA 20+14 NB TO STA 37+72 NB



TYPICAL PROPOSED SECTION WITH C&G
STA 20+14 LT TO STA 28+14 LT



TYPICAL EXISTING SECTION WITH C&G
STA 20+14 RT TO STA 28+14 RT

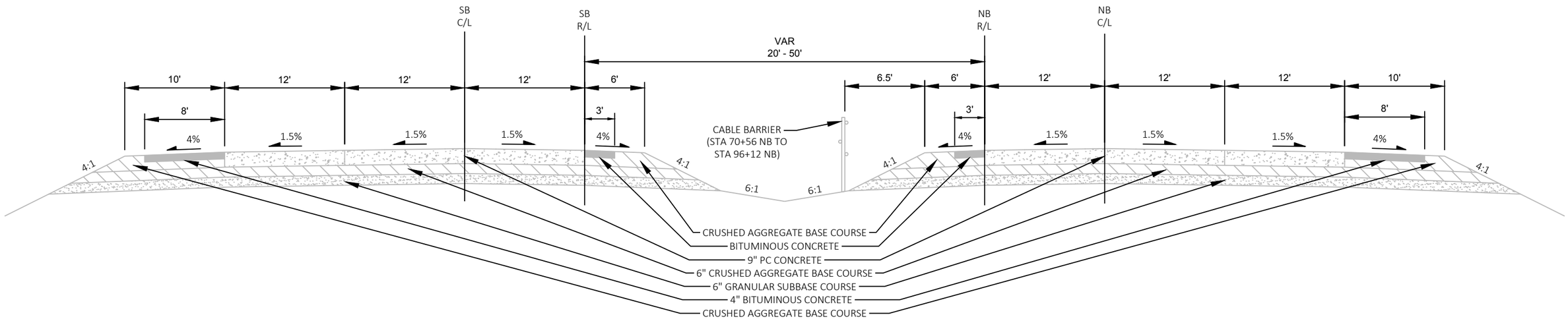
*0.5" AT C/L TAPERED TO 1.75" AT C&G
1-12' LANE, CROSS SLOPE IS 2.3%
2-12' LANES, CROSS SLOPE IS 1.9%
0.5" AT C/L TAPERED TO 1.0" AT EDGE OF SHOULDER
1-12' LANE, CROSS SLOPE IS 1.8%
2-12' LANES, CROSS SLOPE IS 1.7%

NOTE:
GUARDRAIL THAT IS REMAINING IN PLACE, MILL/PAVE TO WITHIN 6" OF GUARDRAIL FACE

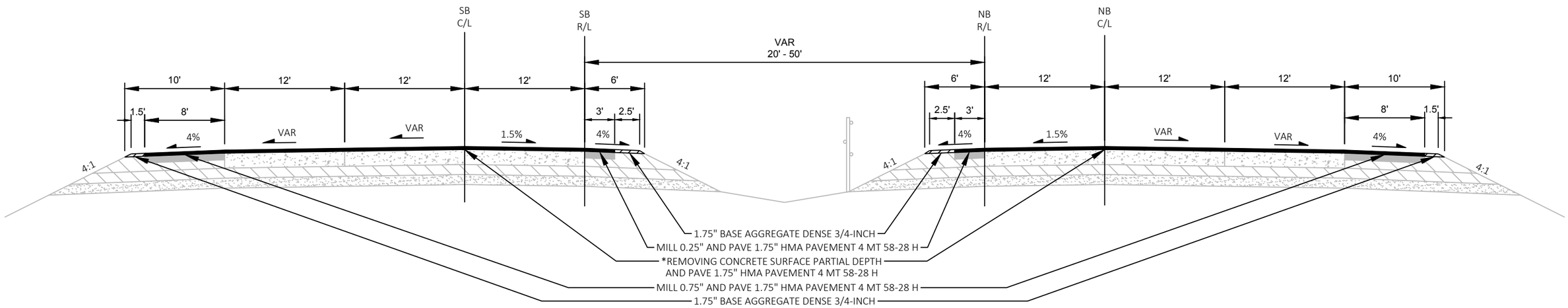
SUPERELEVATION RANGES FROM 1.5% TO 4%

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 5	E

2



TYPICAL EXISTING SECTION STH 157
STA 37+72 NB TO STA 55+25 NB
STA 63+50 NB TO STA 96+44 NB



TYPICAL PROPOSED SECTION STH 157
STA 37+72 NB TO STA 55+25 NB
STA 63+50 NB TO STA 96+44 NB

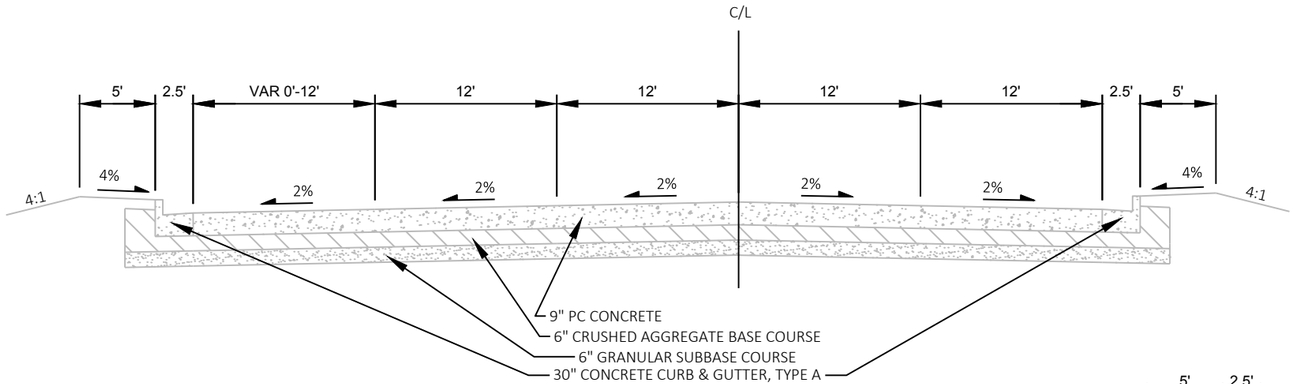
*0.25" AT C/L TAPERED TO 0.75" AT EDGE OF OUTSIDE SHOULDER
1-12' LANE, CROSS SLOPE IS 1.8%
2-12' LANES, CROSS SLOPE IS 1.7%

IN LOCATIONS WITH A SUPERELEVATION, MILL 0.25" AND MATCH EXISTING SUPERELEVATION (UNLESS OTHERWISE NOTED ON PLAN)

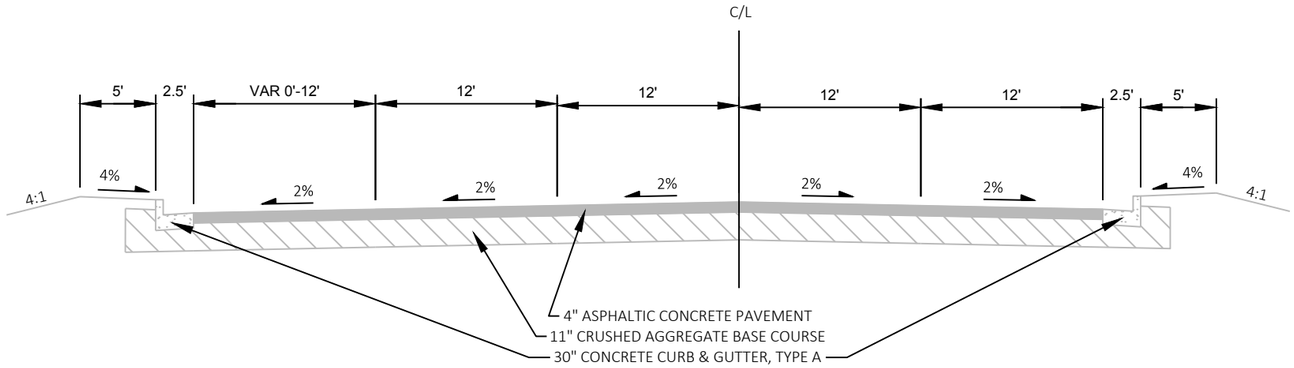
NOTE:
GUARDRAIL THAT IS REMAINING IN PLACE, MILL/PAVE TO WITHIN 6" OF GUARDRAIL FACE

SUPERELEVATION RANGES FROM 1.5% TO 4%

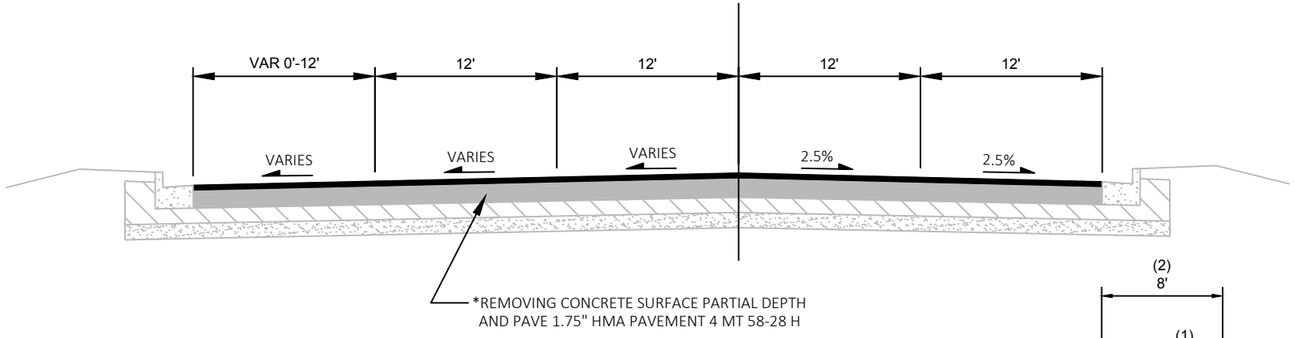
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 6	E



TYPICAL EXISTING SECTION CTH PH
STA 10+36C T0 STA 11+12C

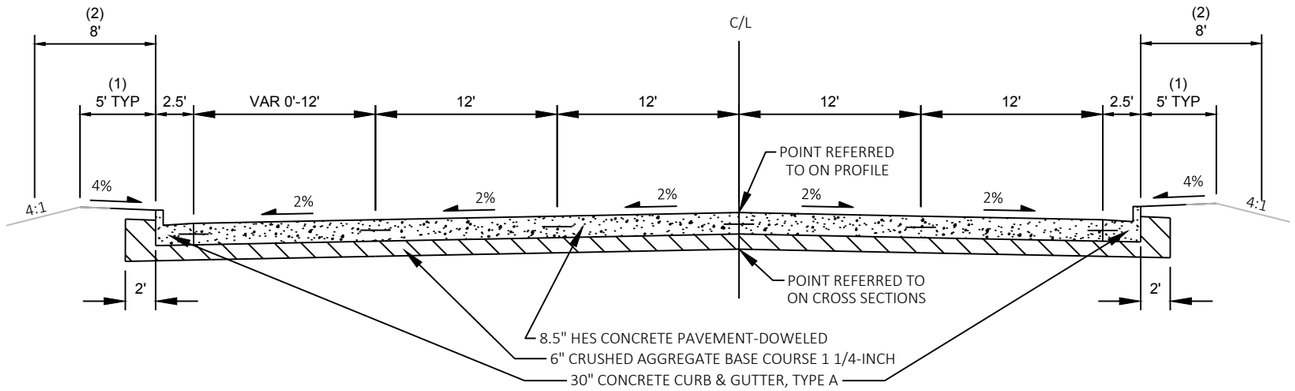


TYPICAL EXISTING SECTION CTH PH
STA 11+12C T0 STA 12+75C



TYPICAL PROPOSED SECTION CTH PH
STA 10+36C T0 STA 11+12C

*0.25" AT C/L TAPERED TO 1.75" AT CURB AND GUTTER
2-12' LANES, CROSS SLOPE IS 2.5%
3-12' LANES, CROSS SLOPE IS 1.7%

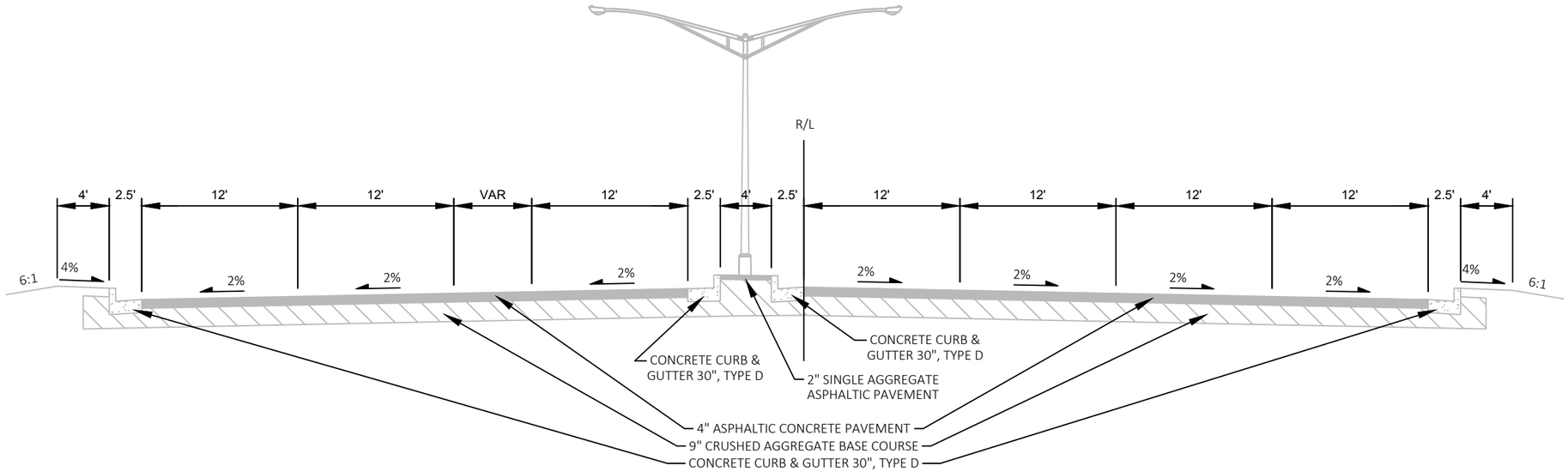


TYPICAL PROPOSED SECTION CTH PH
STA 11+12C T0 STA 12+75C

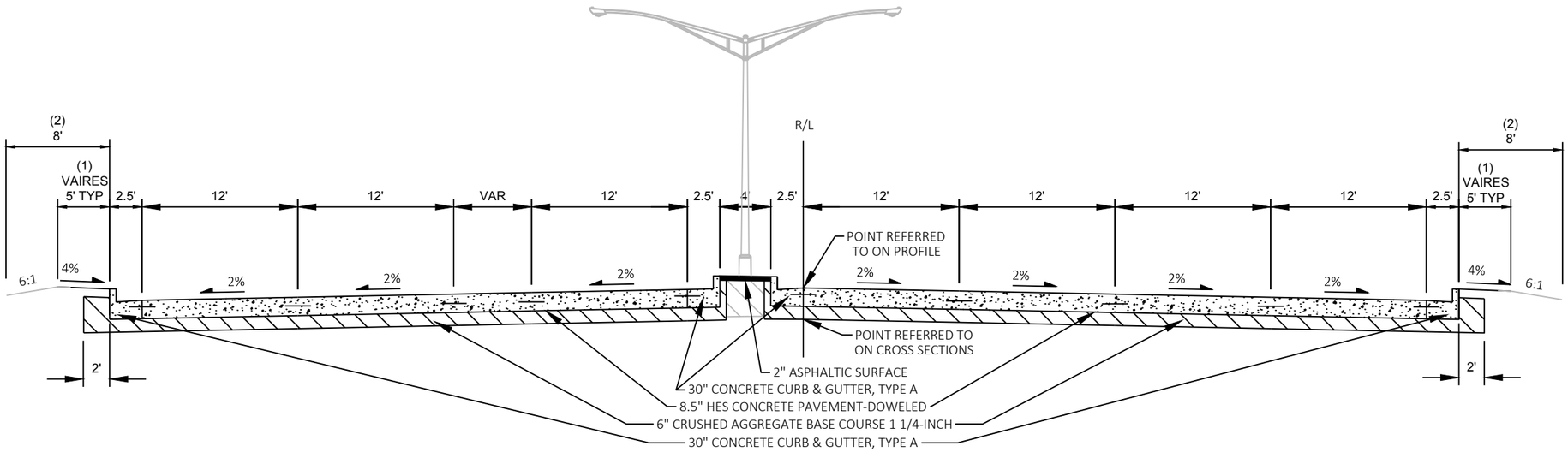
(1) SALVAGED TOPSOIL
(2) SEEDING, FERTILIZER, EROSION MAT

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 7	E

2



TYPICAL EXISTING SECTION CTH SS
STA 10+80E T0 STA 19+76E

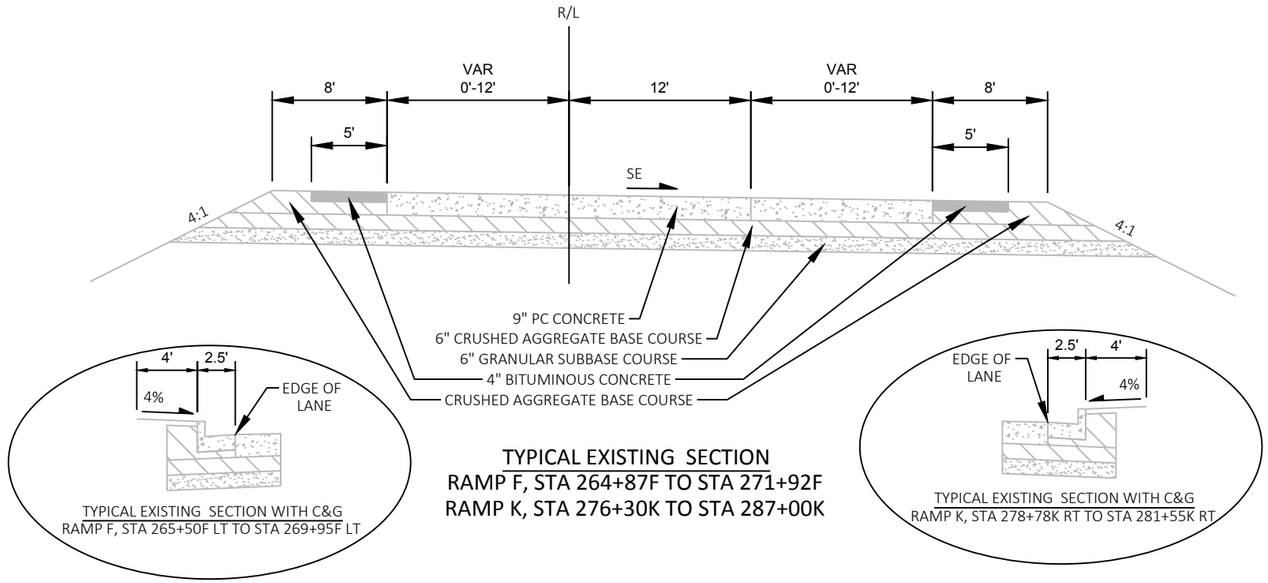


TYPICAL PROPOSED SECTION CTH SS
STA 10+80E T0 STA 19+76E

(1) SALVAGED TOPSOIL
(2) SEEDING, FERTILIZER, EROSION MAT

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 8	E

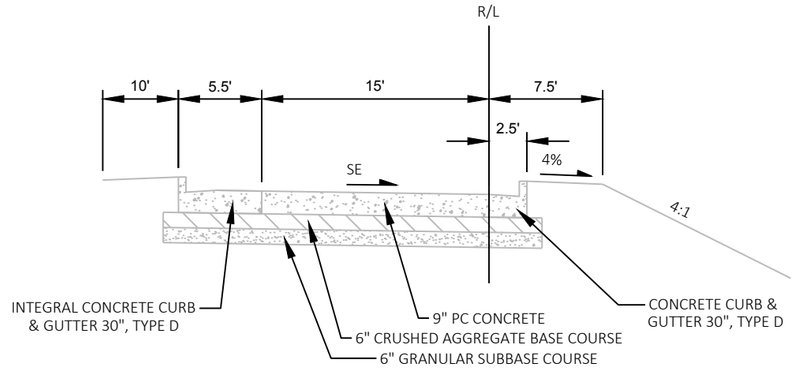
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LAYOUT NAME - 020304_ts
PLOT DATE : 4/12/2019 11:40 AM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42



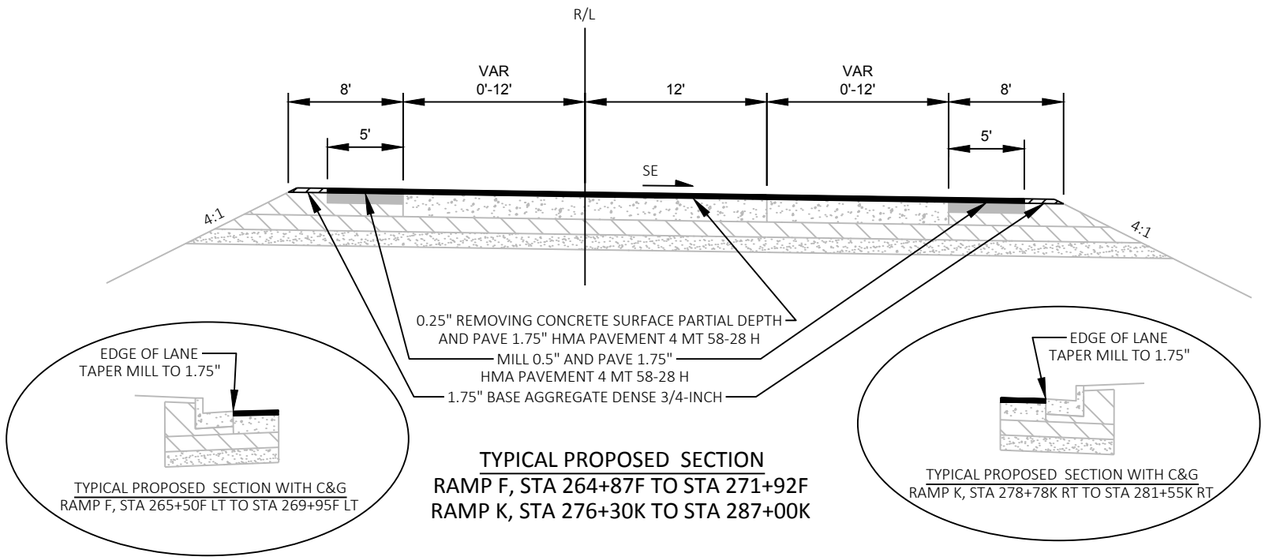
TYPICAL EXISTING SECTION WITH C&G
RAMP F, STA 265+50F LT TO STA 269+95F LT

TYPICAL EXISTING SECTION WITH C&G
RAMP K, STA 278+78K RT TO STA 281+55K RT

TYPICAL EXISTING SECTION
RAMP F, STA 264+87F TO STA 271+92F
RAMP K, STA 276+30K TO STA 287+00K



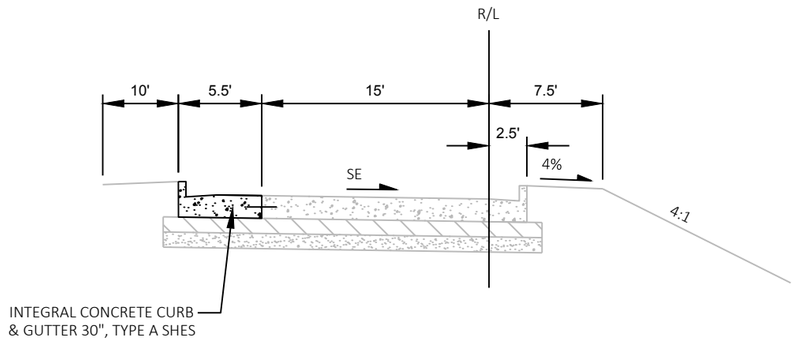
TYPICAL EXISTING SECTION
RAMP G, STA 260+81G TO STA 264+35G
RAMP J (NO WORK)



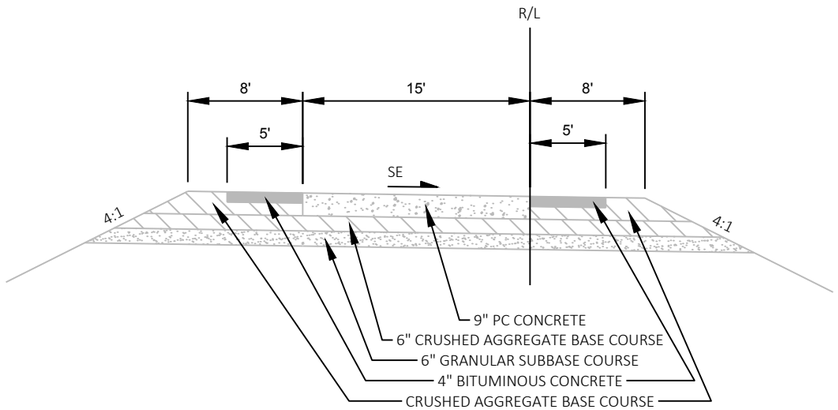
TYPICAL PROPOSED SECTION WITH C&G
RAMP F, STA 265+50F LT TO STA 269+95F LT

TYPICAL PROPOSED SECTION WITH C&G
RAMP K, STA 278+78K RT TO STA 281+55K RT

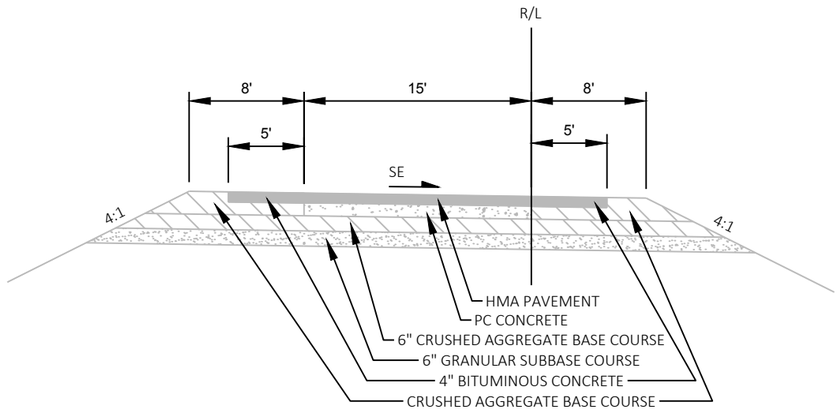
TYPICAL PROPOSED SECTION
RAMP F, STA 264+87F TO STA 271+92F
RAMP K, STA 276+30K TO STA 287+00K



TYPICAL PROPOSED SECTION
RAMP G, STA 260+81G TO STA 264+35G
RAMP J (NO WORK)

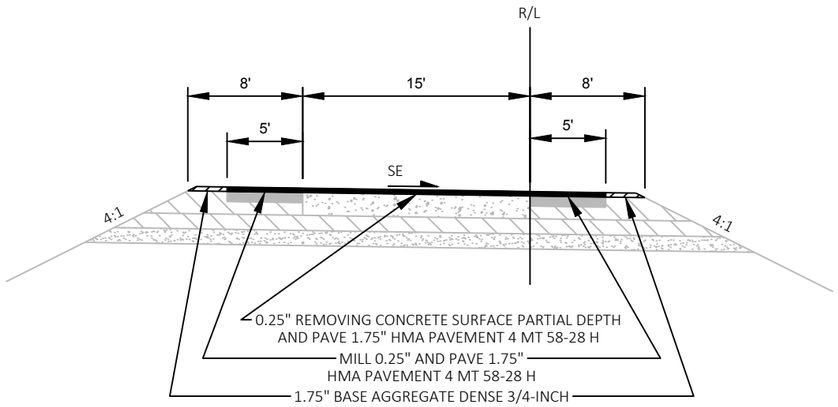


TYPICAL EXISTING SECTION
RAMP I, STA 274+12I TO STA 279+50I
RAMP H, STA 269+30H TO STA 273+55H

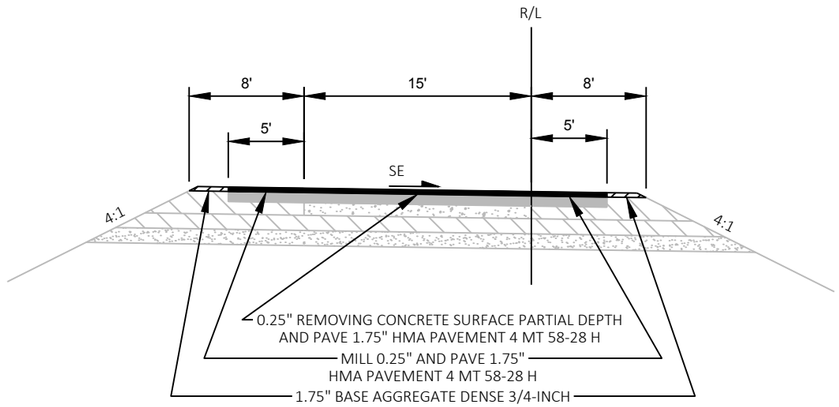


TYPICAL EXISTING SECTION
RAMP I, STA 263+00I TO STA 274+12I
RAMP H, 273+55H TO STA 285+30H

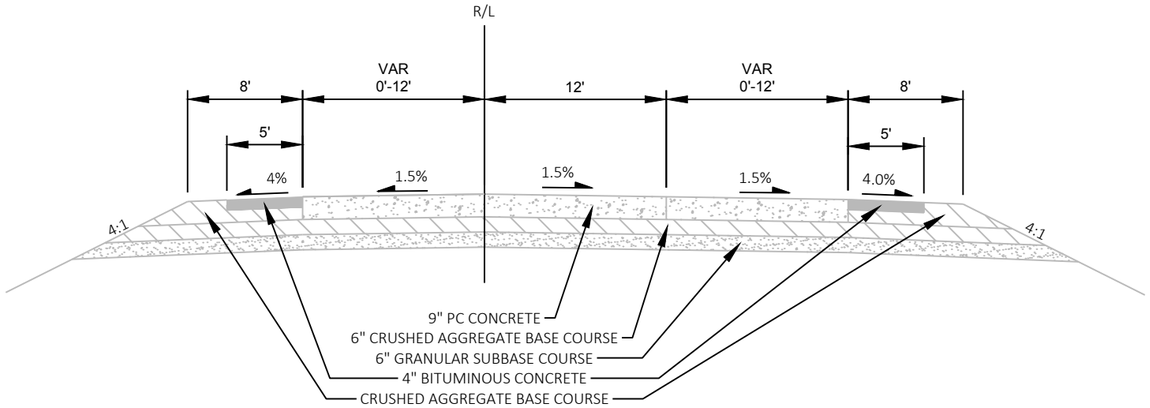
NOTE: PAVEMENT STRUCTURE UNKNOWN



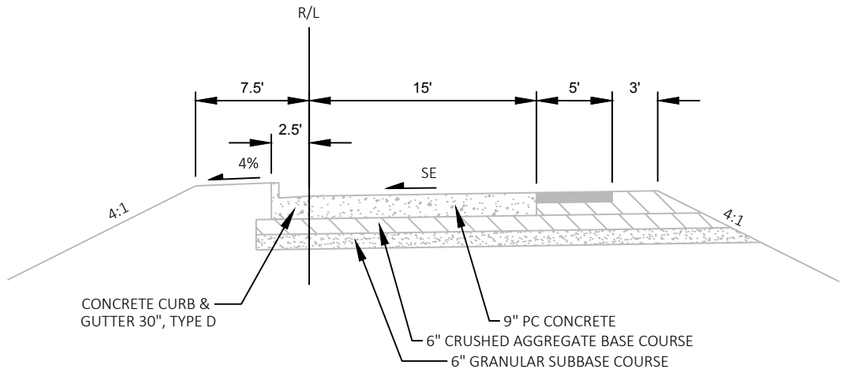
TYPICAL PROPOSED SECTION
RAMP I, STA 274+12I TO STA 279+50I
RAMP H, STA 269+30H TO STA 273+55H



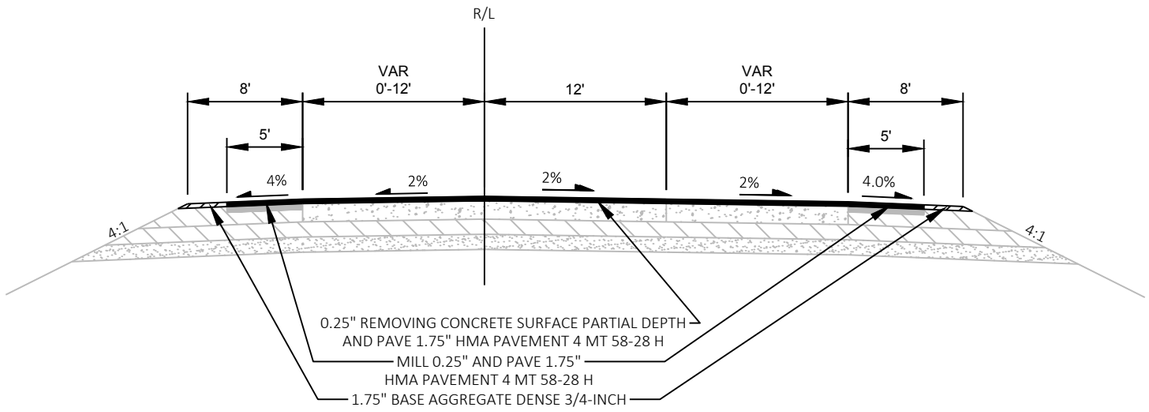
TYPICAL PROPOSED SECTION
RAMP I, STA 263+00I TO STA 274+12I
RAMP H, 273+55H TO STA 285+30H



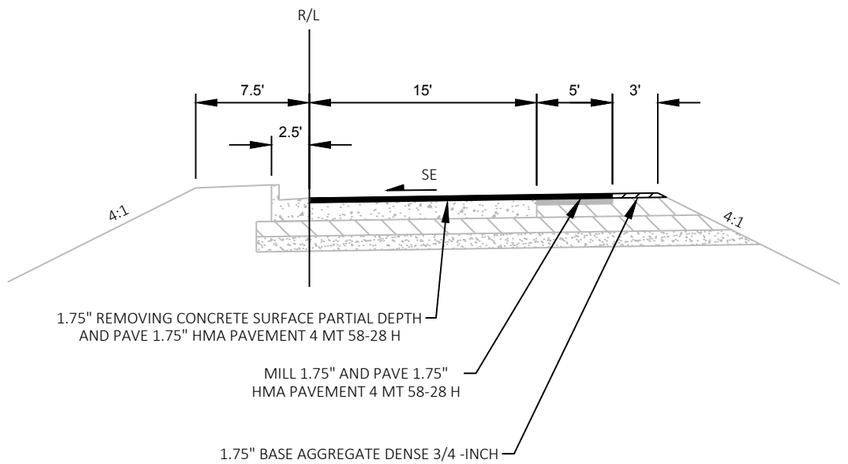
TYPICAL EXISTING SECTION
RAMP N, STA 81+50N TO STA 96+33N



TYPICAL EXISTING SECTION
RAMP M, STA 86+50M TO STA 97+58M

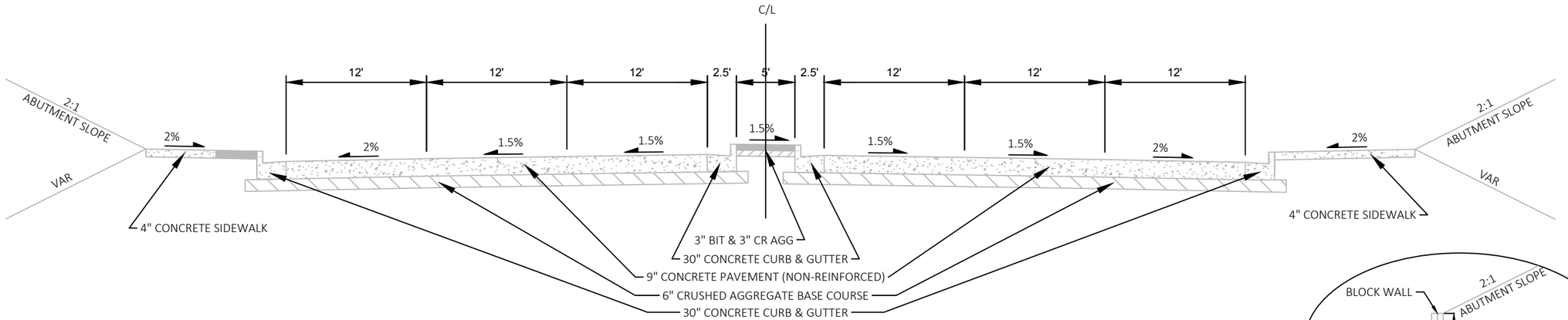


TYPICAL PROPOSED SECTION
RAMP N, STA 81+50N TO STA 96+33N

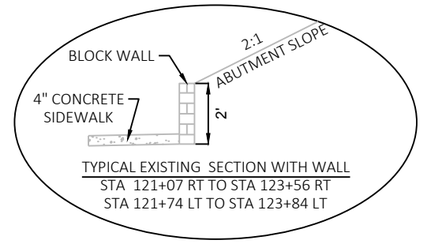


TYPICAL PROPOSED SECTION
RAMP M, STA 86+50M TO STA 97+58M

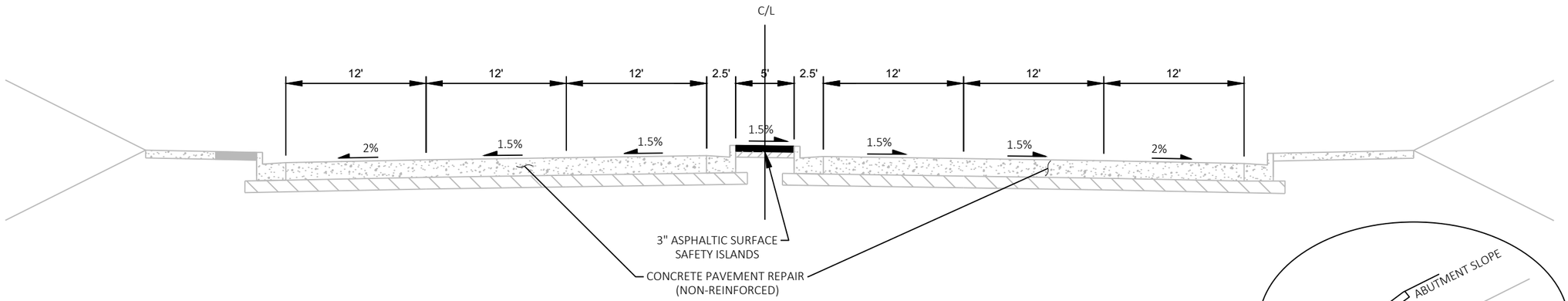
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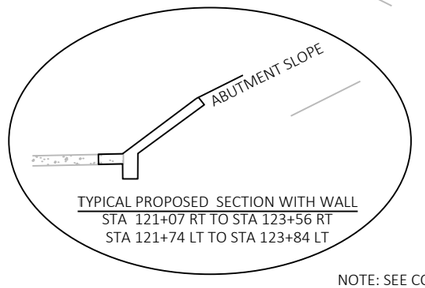
TYPICAL EXISTING SECTION MAIN STREET
STA 118+00L TO STA 126+05L



TYPICAL EXISTING SECTION WITH WALL
STA 121+07 RT TO STA 123+56 RT
STA 121+74 LT TO STA 123+84 LT



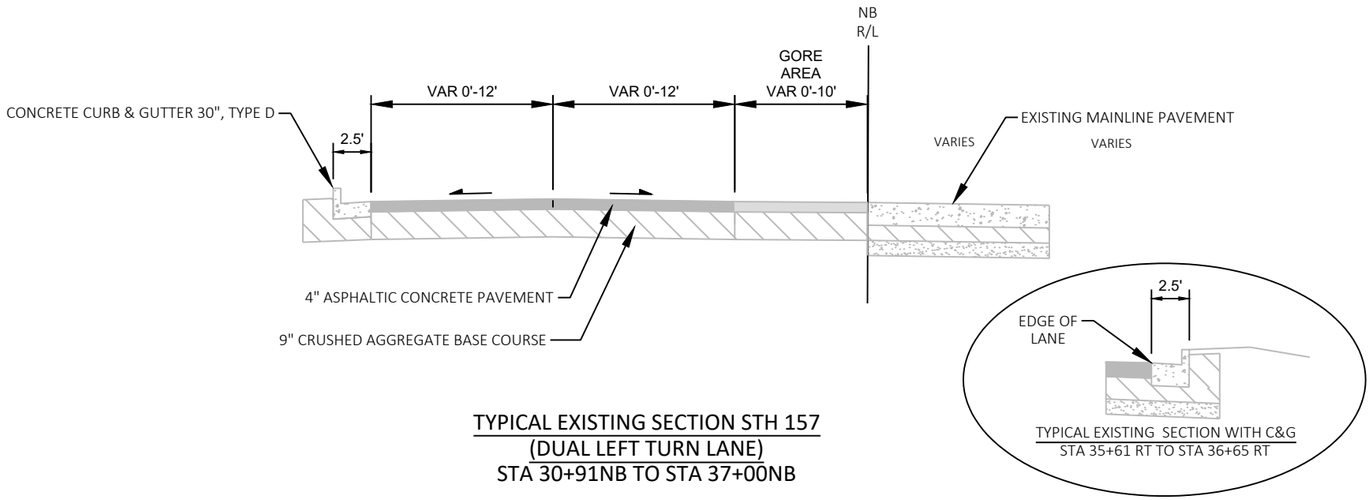
TYPICAL PROPOSED SECTION MAIN STREET
STA 118+00L TO STA 126+05L



TYPICAL PROPOSED SECTION WITH WALL
STA 121+07 RT TO STA 123+56 RT
STA 121+74 LT TO STA 123+84 LT

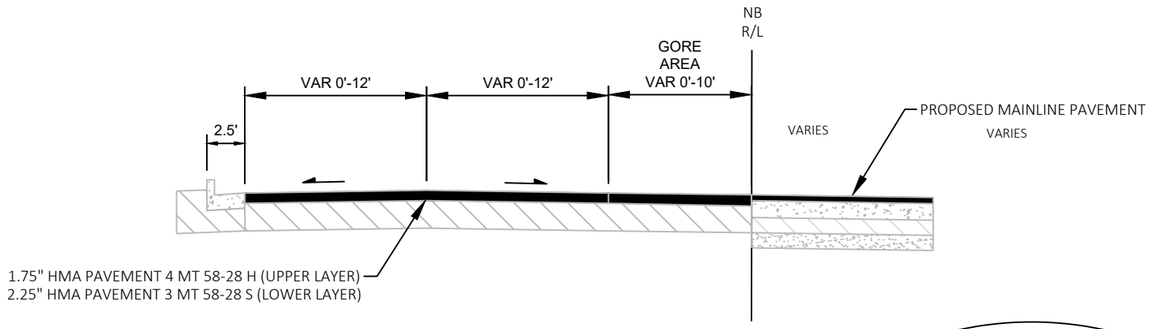
NOTE: SEE CONSTRUCTION DETAIL '"SLOPE PAVING CONCRETE" FOR ADDITIONAL INFORMATION

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPICAL SECTIONS	SHEET 12	E



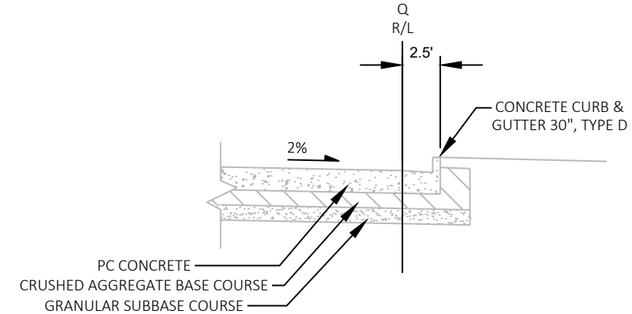
TYPICAL EXISTING SECTION STH 157
(DUAL LEFT TURN LANE)
STA 30+91NB TO STA 37+00NB

TYPICAL EXISTING SECTION WITH C&G
STA 35+61 RT TO STA 36+65 RT

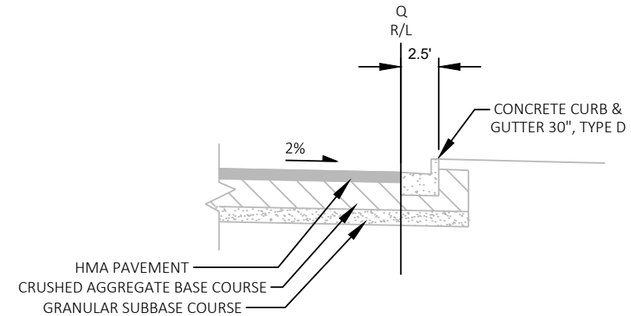


TYPICAL PROPOSED SECTION STH 157
(DUAL LEFT TURN LANE)
STA 30+91NB TO STA 37+00NB

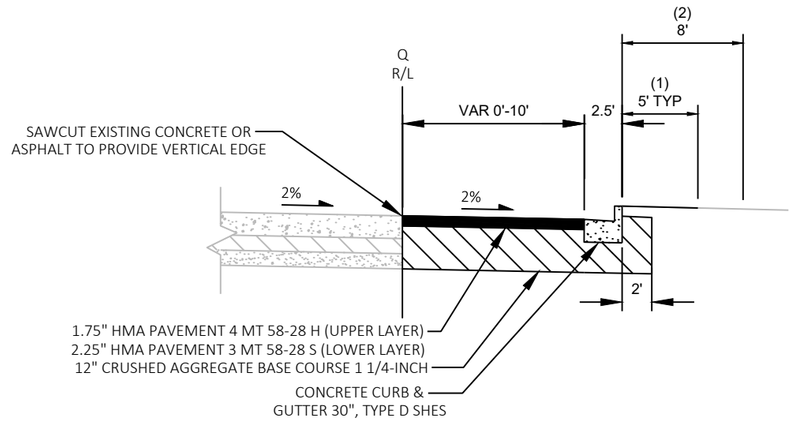
TYPICAL PROPOSED SECTION WITH C&G
STA 35+61 RT TO STA 36+65 RT



TYPICAL EXISTING SECTION MALL ENTRANCE
STA 50+37Q TO STA 50+81Q

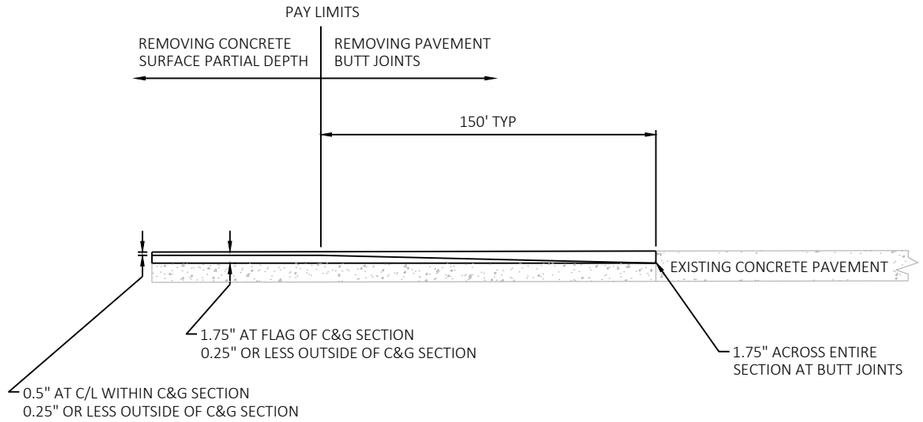


TYPICAL EXISTING SECTION MALL ENTRANCE
STA 50+81Q TO STA 52+03Q



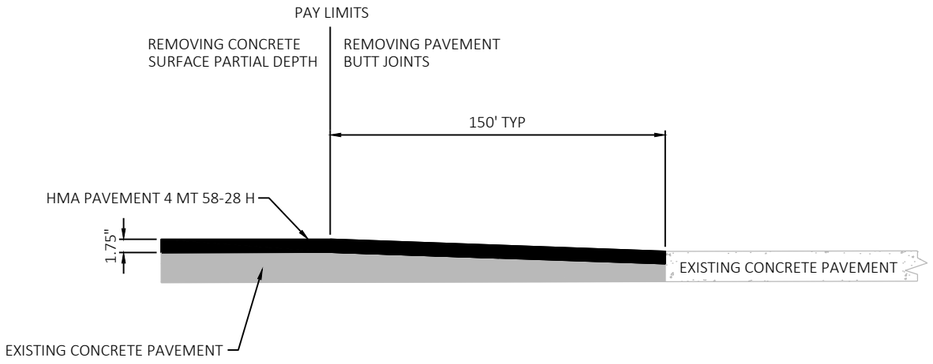
TYPICAL PROPOSED SECTION MALL ENTRANCE
STA 50+37Q TO STA 52+03Q
(EXISTING HMA PAVEMENT NOT SHOWN)

(1) SALVAGED TOPSOIL
(2) SEEDING, FERTILIZER, EROSION MAT



MILLED SECTION

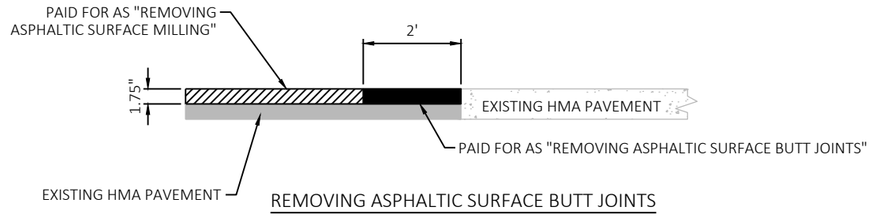
NOTE
COMMERCIAL ENTRANCE AT STA 25+50SB LT WILL BE PAID AS "REMOVING PAVEMENT BUTT JOINTS" FOR A WIDTH OF APPROXIMATELY 12.5' AND A DEPTH OF 1.75" FOR THE ENTIRE REMOVAL. THIS SECTION ABUTS EXISTING HMA PAVEMENT.



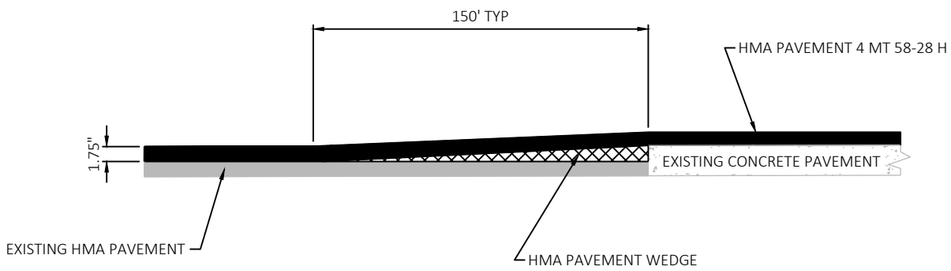
FINISHED SECTION

REMOVING PAVEMENT BUTT JOINTS

MAINLINE = 150'
RAMPS = 150'
MALL ENTRANCE = 12'
CTH PH = 25'
MAIN STREET = 150'

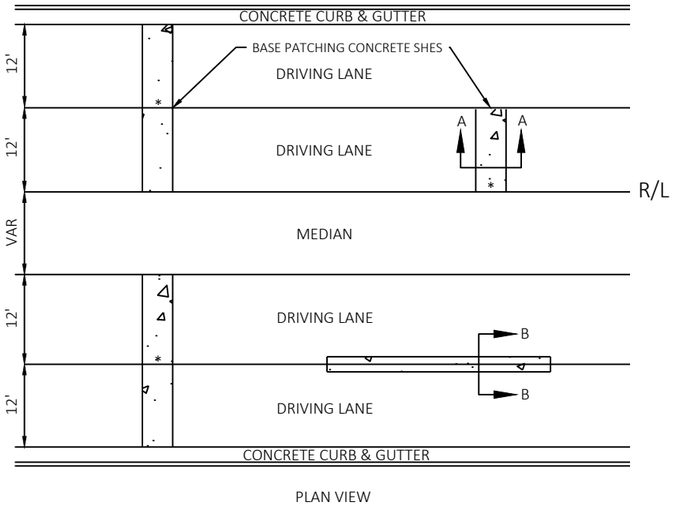


REMOVING ASPHALTIC SURFACE BUTT JOINTS

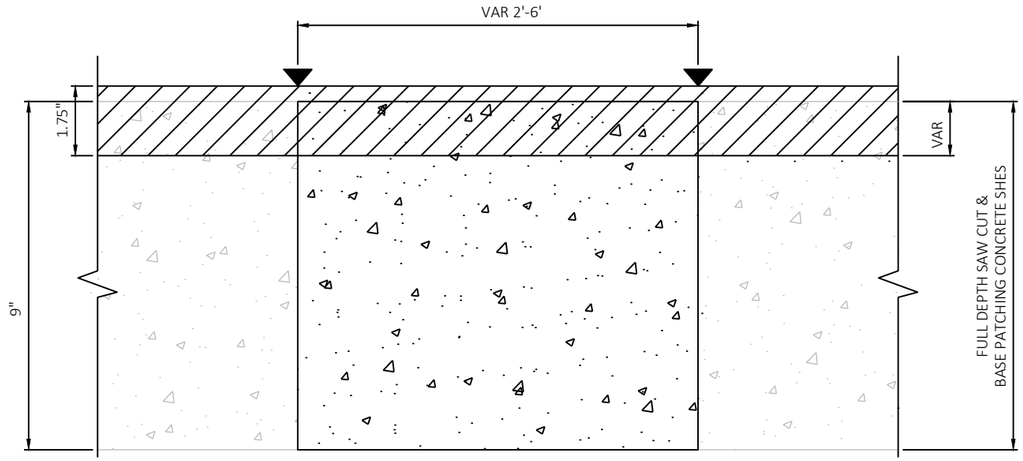


HMA PAVEMENT WEDGE

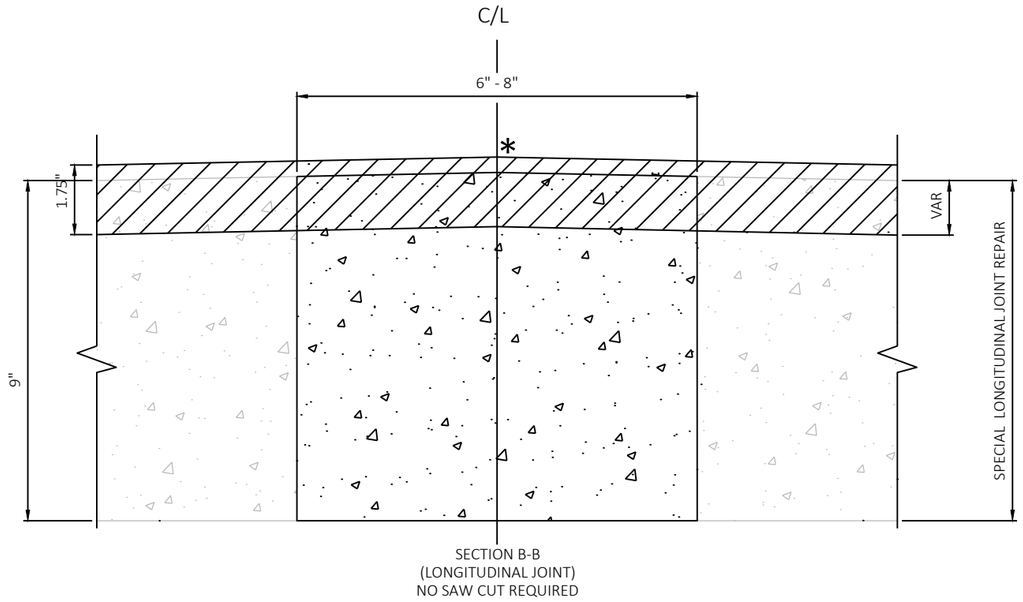
2



PLAN VIEW



SECTION A-A
(TRANSVERSE JOINT)



SECTION B-B
(LONGITUDINAL JOINT)
NO SAW CUT REQUIRED

REMOVING CONCRETE SURFACE PARTIAL DEPTH AND REPLACE WITH HMA PAVEMENT 4 MT 58-28 H

HMA PAVEMENT 4 MT 58-28 H

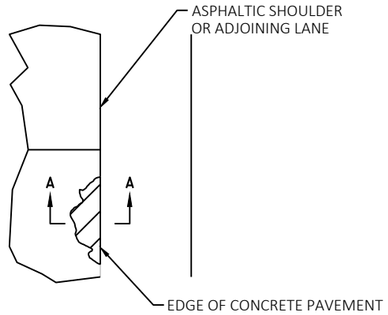
BASE PATCHING CONCRETE SHES OR SPECIAL LONGITUDINAL JOINT REPAIR

EXISTING CONCRETE PAVEMENT

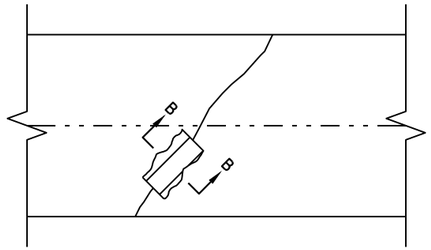
FULL DEPTH SAW CUT

* HAND-TOOLED JOINT - 3" DEPTH

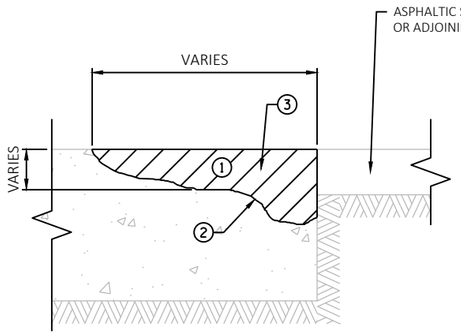
BASE PATCHING CONCRETE



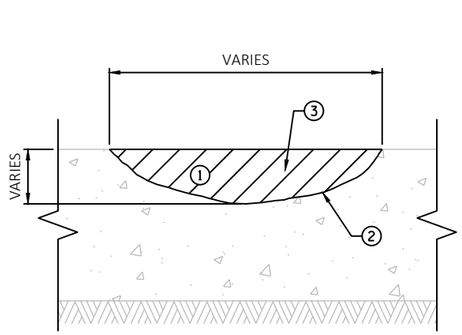
PLAN VIEW



PLAN VIEW



SECTION A-A

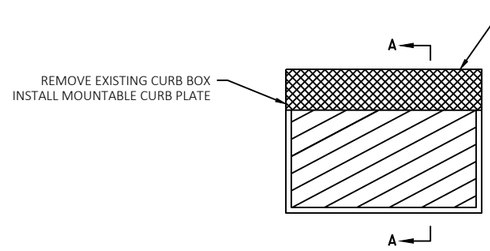


SECTION B-B

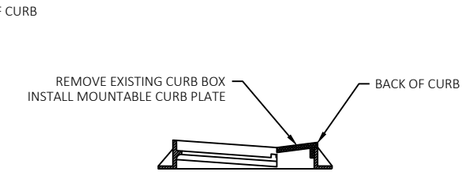
① REMOVE ALL UNSOUND AND DETERIORATED MATERIAL
② BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR AND APPLY TACK COAT
③ ASPHALTIC SURFACE INCIDENTAL TO ITEM EDGE CLEANING

① REMOVE ALL UNSOUND AND DETERIORATED MATERIAL
② BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR AND APPLY TACK COAT
③ ASPHALTIC SURFACE INCIDENTAL TO ITEM CRACK/JOINT CLEANING

CONCRETE JOINT AND CRACK CLEANING

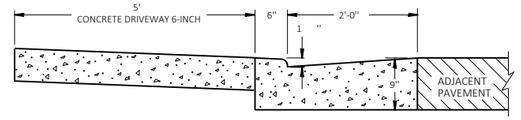


PLAN VIEW

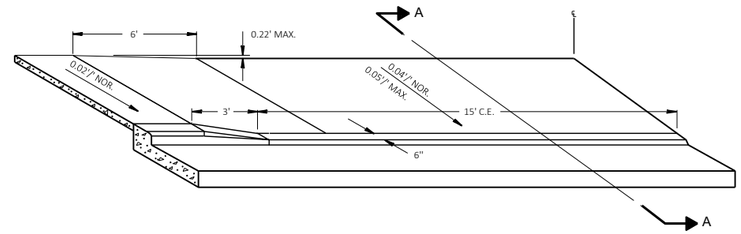


SECTION A-A

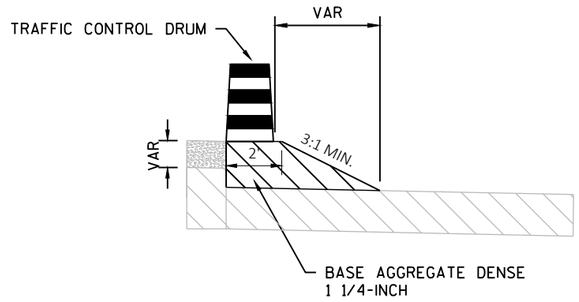
SPECIAL CURB PLATE DETAIL



SECTION A-A

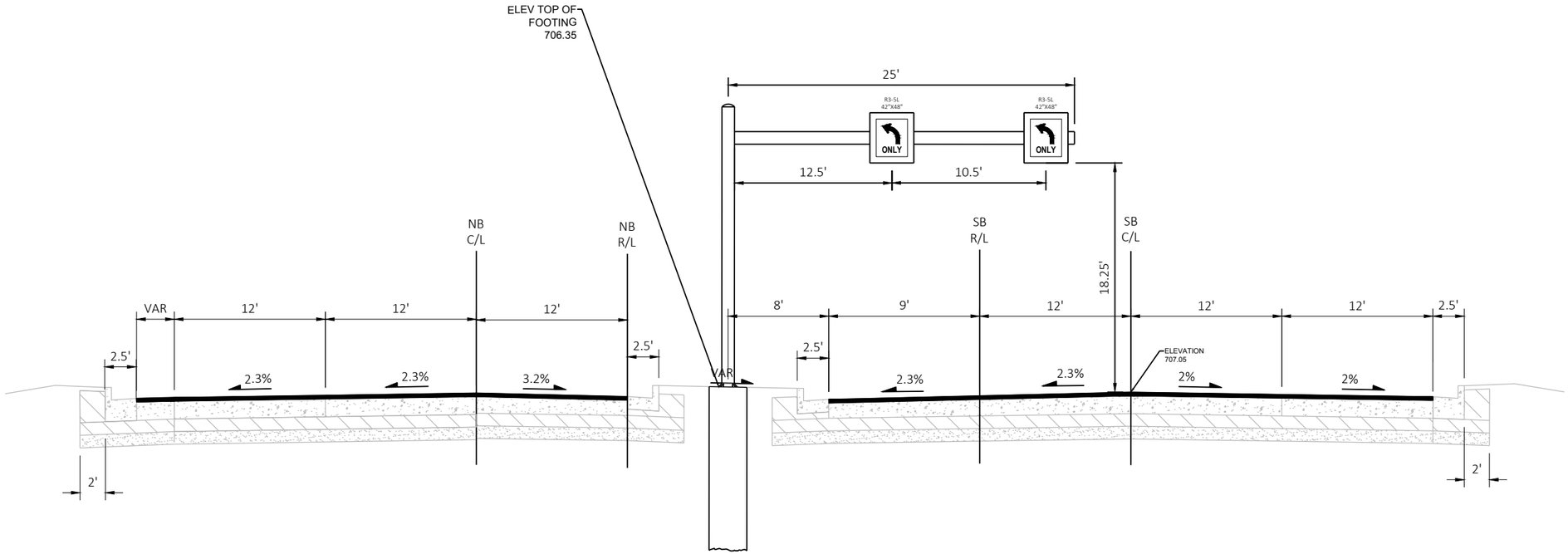


COMMERICAL ENTRANCE (HALF SECTION)



INTERIM TRAFFIC CONTROL CONDITION

2

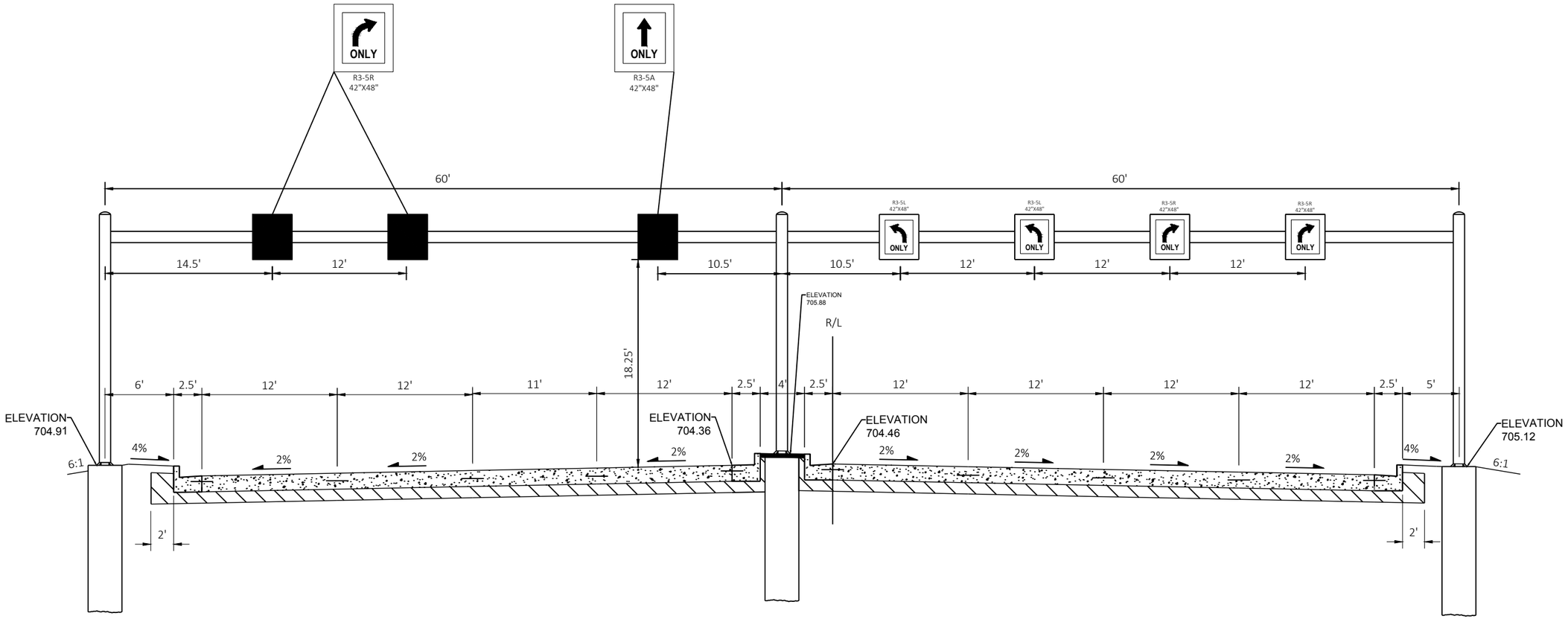


OVERHEAD SIGN SUPPORT (S-32-69)
STA 22+65 SB, 17' LT
STH 157

NOTES:

1. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORT AS SPECIFIED IN STANDARD SPEC 641.3.1.4 AND SHOWN IN SDD 12A4 STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS AND TRAFFIC SIGNALS
2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS", 6TH EDITION AND INTERIM REVISIONS
   -USE FATIGUE CATEGORY I
3. SIZE ANCHOR ROD/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION
4. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR RODS
5. SEE SDD 15C24 36-INCH DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE FOR FOOTING DETAILS
6. PROVIDE TAPERED COLUMN AND CHORD WITH A MINIMUM TAPER OF 0.14 INCH PER FOOT FOR STRUCTURES DESIGNED WITH A RING STIFFENER MAST ARM TYPE CONNECTION
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4
8. REFER TO SIGN PLATE NO A4-7.4 FOR ATTACHMENT OF SIGNS TO THE OVERHEAD SIGN SUPPORT

2

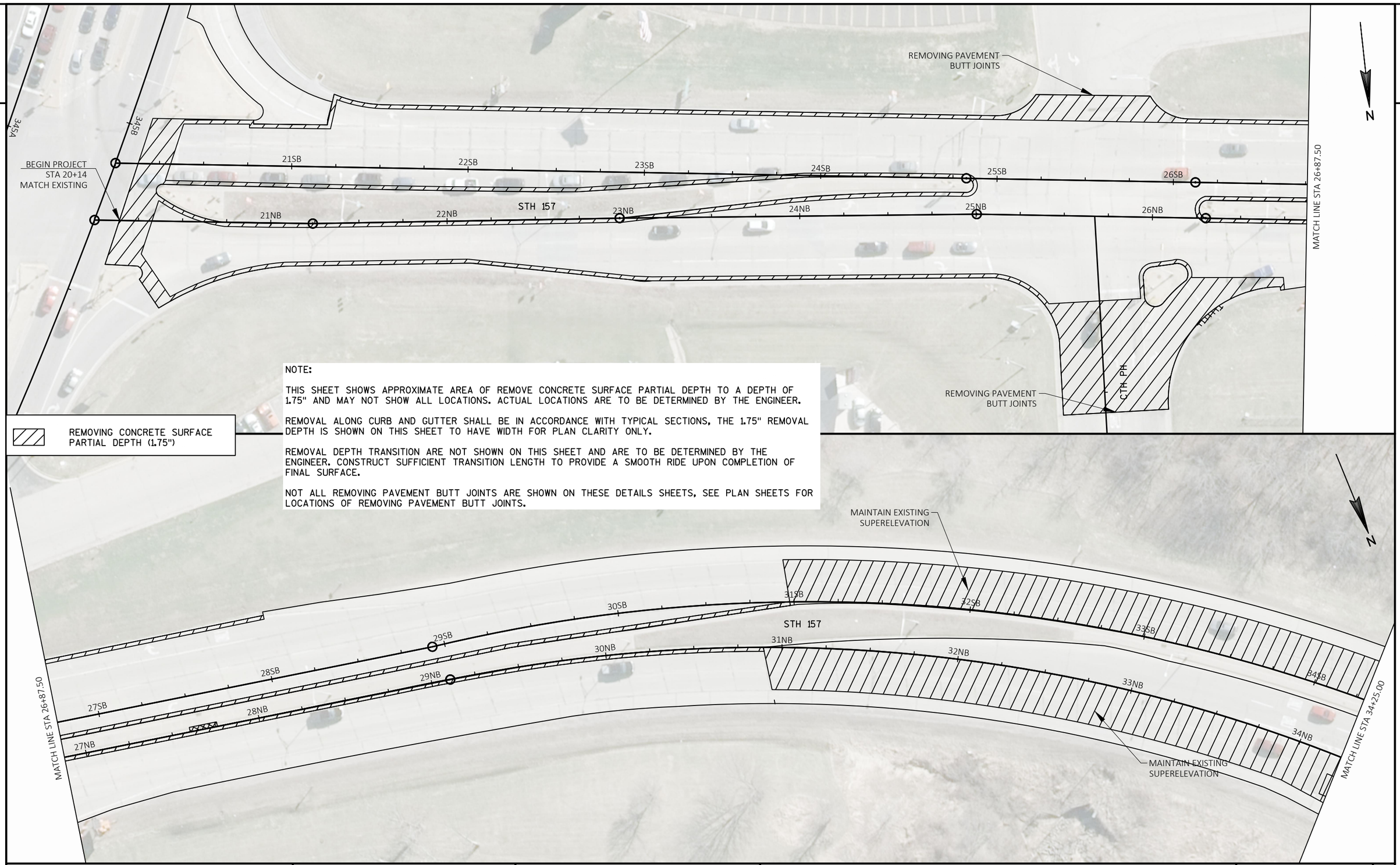


OVERHEAD SIGN SUPPORT (S-32-70 and S-32-71)
STA 17+03 RT/LT
CTH SS

NOTES:

1. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORT AS SPECIFIED IN STANDARD SPEC 641.3.1.4 AND SHOWN IN SDD 12A4 STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS AND TRAFFIC SIGNALS
2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO AASHTO "STANDARD SPECIFICATIONS FOR STRUCTURAL SUPPORTS FOR HIGHWAY SIGNS, LUMINARIES, AND TRAFFIC SIGNALS", 6TH EDITION AND INTERIM REVISIONS
   -FATIGUE LOADS ARE NOT APPLIED
3. SIZE ANCHOR ROD/TEMPLATE ASSEMBLY TO FIT WITHIN THE BAR CAGE OF THE FOOTING BASE SHOWN IN THE CONTRACT PLANS IN ADDITION TO MEETING ALL APPLICABLE DESIGN REQUIREMENTS FOR THE DESIGN OF THE UPRIGHT BASE CONNECTION
4. DESIGN THE STRUCTURE BASE PLATE CONNECTION TO ACCOMMODATE A MINIMUM OF SIX (6) ANCHOR RODS
5. SEE SDD 15C24 36-INCH DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE FOR FOOTING DETAILS
6. PROVIDE TAPERED COLUMN AND CHORD WITH A MINIMUM TAPER OF 0.14 INCH PER FOOT FOR STRUCTURES DESIGNED WITH A RING STIFFENER MAST ARM TYPE CONNECTION
7. INSTALL SIGNS OR SIGN BLANKS ON OVERHEAD SIGN SUPPORTS AT THE TIME OF ERECTION AS SPECIFIED IN STANDARD SPEC 641.3.1.4
8. REFER TO SIGN PLATE NO A4-7.4 FOR ATTACHMENT OF SIGNS TO THE OVERHEAD SIGN SUPPORT

2



REMOVING CONCRETE SURFACE PARTIAL DEPTH (1.75")

NOTE:

THIS SHEET SHOWS APPROXIMATE AREA OF REMOVE CONCRETE SURFACE PARTIAL DEPTH TO A DEPTH OF 1.75" AND MAY NOT SHOW ALL LOCATIONS. ACTUAL LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

REMOVAL ALONG CURB AND GUTTER SHALL BE IN ACCORDANCE WITH TYPICAL SECTIONS, THE 1.75" REMOVAL DEPTH IS SHOWN ON THIS SHEET TO HAVE WIDTH FOR PLAN CLARITY ONLY.

REMOVAL DEPTH TRANSITION ARE NOT SHOWN ON THIS SHEET AND ARE TO BE DETERMINED BY THE ENGINEER. CONSTRUCT SUFFICIENT TRANSITION LENGTH TO PROVIDE A SMOOTH RIDE UPON COMPLETION OF FINAL SURFACE.

NOT ALL REMOVING PAVEMENT BUTT JOINTS ARE SHOWN ON THESE DETAILS SHEETS, SEE PLAN SHEETS FOR LOCATIONS OF REMOVING PAVEMENT BUTT JOINTS.

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS - PARTIAL DEPTH MILLING	SHEET 19	E

2

2

CTH SS

MAINTAIN EXISTING SUPERELEVATION

STH 157

MATCH LINE STA 34+25.00

MAINTAIN EXISTING SUPERELEVATION

STA BACK = 39+88.49
STA AHEAD = 40+25.00

35NB 36NB 37NB 38NB 39NB 41NB 42NB

35SB 36SB 37SB 38SB 39SB 40SB 41SB 42SB

N

REMOVING CONCRETE SURFACE PARTIAL DEPTH (1.75")

NOTE:

THIS SHEET SHOWS APPROXIMATE AREA OF REMOVE CONCRETE SURFACE PARTIAL DEPTH TO A DEPTH OF 1.75" AND MAY NOT SHOW ALL LOCATIONS. ACTUAL LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

REMOVAL ALONG CURB AND GUTTER SHALL BE IN ACCORDANCE WITH TYPICAL SECTIONS, THE 1.75" REMOVAL DEPTH IS SHOWN ON THIS SHEET TO HAVE WIDTH FOR PLAN CLARITY ONLY.

REMOVAL DEPTH TRANSITION ARE NOT SHOWN ON THIS SHEET AND ARE TO BE DETERMINED BY THE ENGINEER. CONSTRUCT SUFFICIENT TRANSITION LENGTH TO PROVIDE A SMOOTH RIDE UPON COMPLETION OF FINAL SURFACE.

NOT ALL REMOVING PAVEMENT BUTT JOINTS ARE SHOWN ON THESE DETAILS SHEETS, SEE PLAN SHEETS FOR LOCATIONS OF REMOVING PAVEMENT BUTT JOINTS.

RAMP F

N

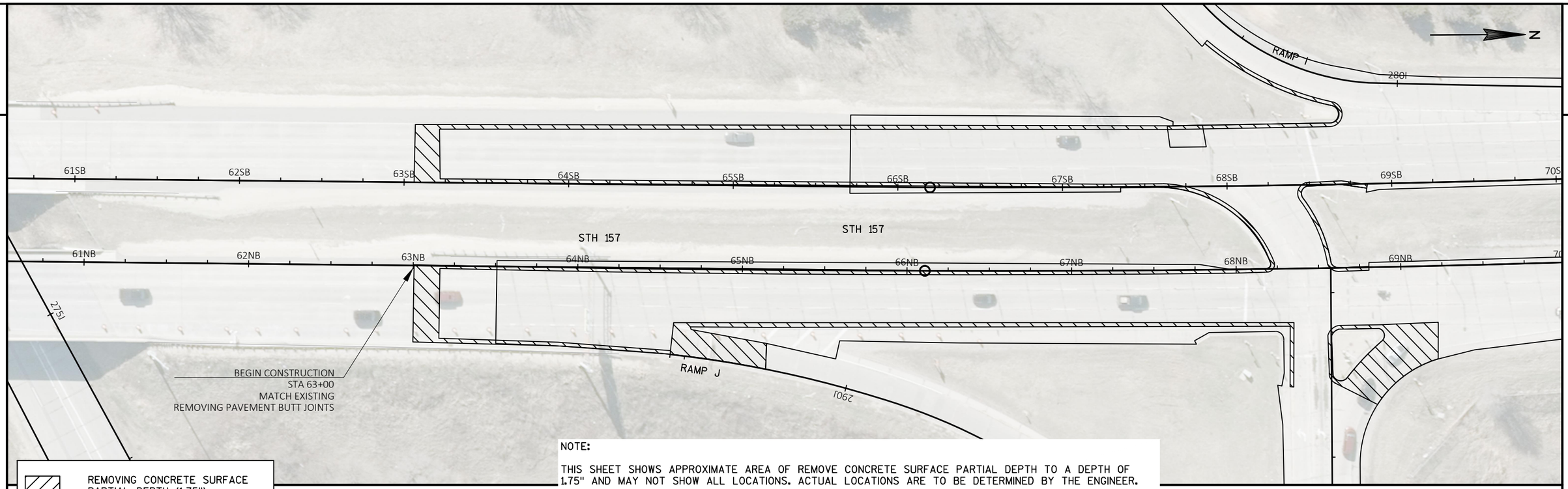
49SB 50SB 51SB 52SB 53SB 54SB 55SB 56SB

STH 157

49NB 50NB 51NB 52NB 53NB 54NB 55NB 56NB

RAMP H

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS - PARTIAL DEPTH MILLING	SHEET 20	E



REMOVING CONCRETE SURFACE PARTIAL DEPTH (1.75")

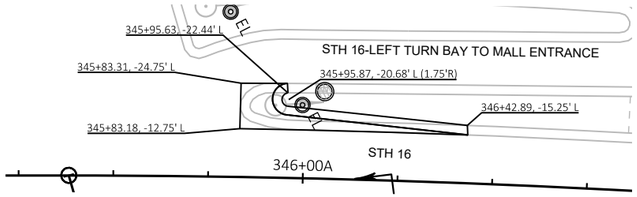
NOTE:

THIS SHEET SHOWS APPROXIMATE AREA OF REMOVE CONCRETE SURFACE PARTIAL DEPTH TO A DEPTH OF 1.75" AND MAY NOT SHOW ALL LOCATIONS. ACTUAL LOCATIONS ARE TO BE DETERMINED BY THE ENGINEER.

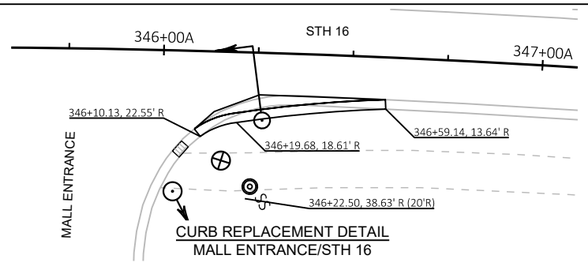
REMOVAL ALONG CURB AND GUTTER SHALL BE IN ACCORDANCE WITH TYPICAL SECTIONS, THE 1.75" REMOVAL DEPTH IS SHOWN ON THIS SHEET TO HAVE WIDTH FOR PLAN CLARITY ONLY.

REMOVAL DEPTH TRANSITION ARE NOT SHOWN ON THIS SHEET AND ARE TO BE DETERMINED BY THE ENGINEER. CONSTRUCT SUFFICIENT TRANSITION LENGTH TO PROVIDE A SMOOTH RIDE UPON COMPLETION OF FINAL SURFACE.

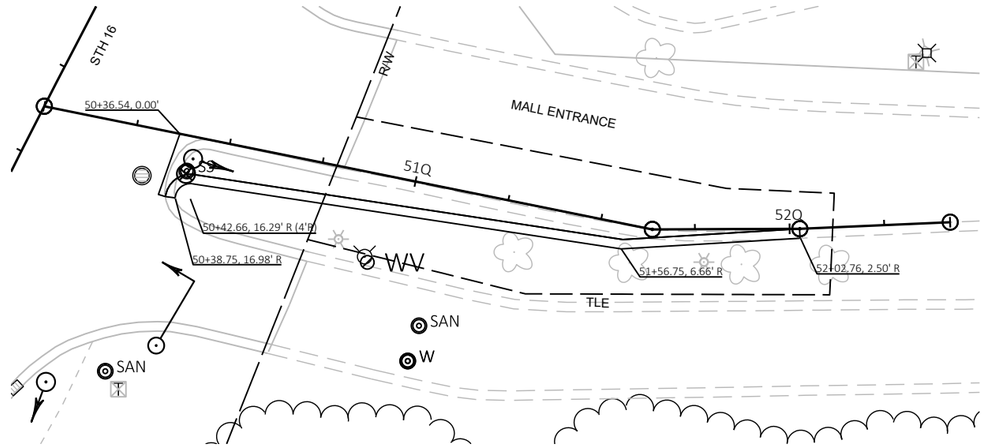
NOT ALL REMOVING PAVEMENT BUTT JOINTS ARE SHOWN ON THESE DETAILS SHEETS, SEE PLAN SHEETS FOR LOCATIONS OF REMOVING PAVEMENT BUTT JOINTS.



CURB REPLACEMENT DETAIL
STH 16 ISLAND NOSE



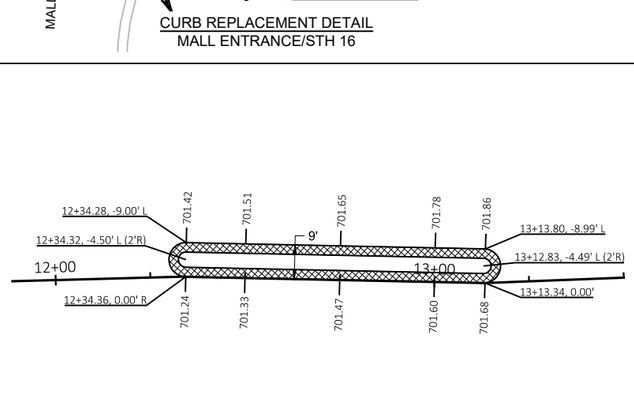
CURB REPLACEMENT DETAIL
MALL ENTRANCE/STH 16



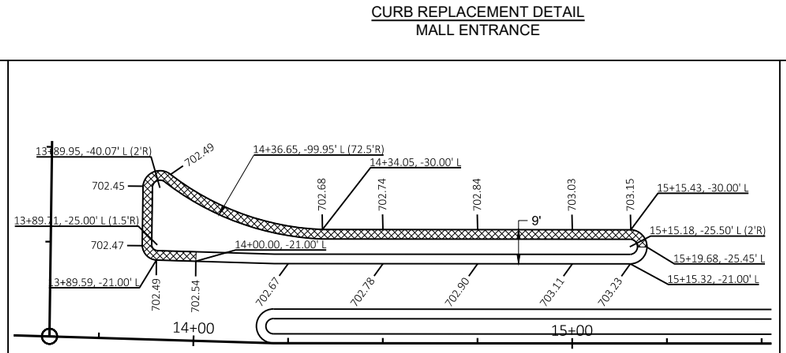
CURB REPLACEMENT DETAIL
MALL ENTRANCE

REJECT GUTTER

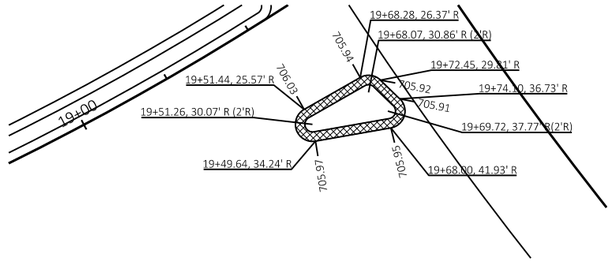
NOTES:
- ALL CURB ELEVATIONS ARE TO FLAG
- ALL RADIUS POINTS/RADII ARE TO BACK OF CURB
- FACE OF CURB/FLOWLINE NOT SHOWN FOR CLARITY
- UTILITIES NOT SHOWN FOR CLARITY
- ALL CONCRETE CURB & GUTTER IS 30-INCH TYPE D SHES, UNLESS OTHERWISE NOTED ON THIS SHEET OR TYPICAL SECTIONS



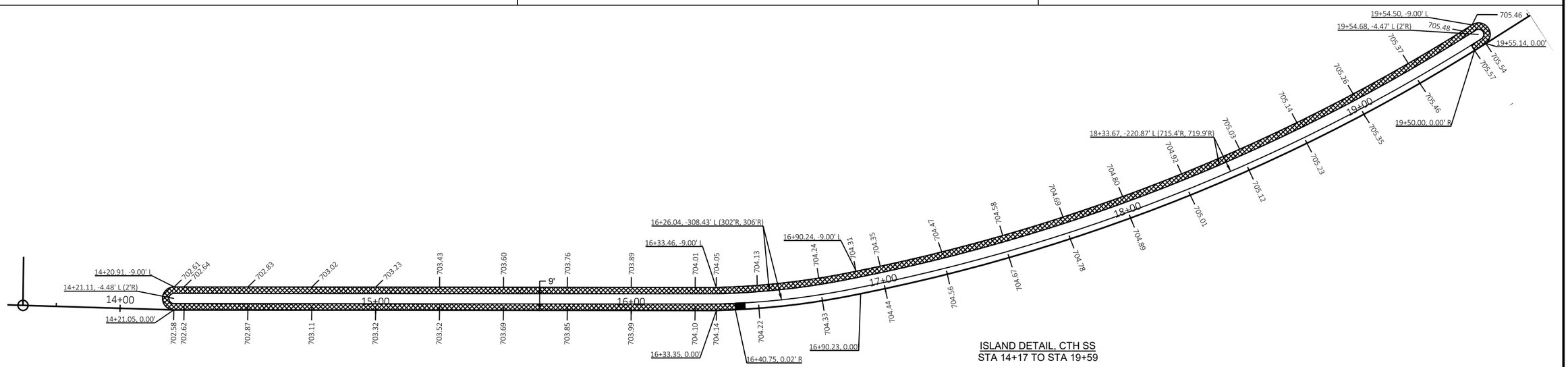
ISLAND DETAIL, CTH SS
STA 12+30 TO STA 13+17



ISLAND DETAIL, CTH SS
STA 13+86 TO STA 15+20



ISLAND DETAIL, CTH SS
STA 19+47 TO STA 19+74

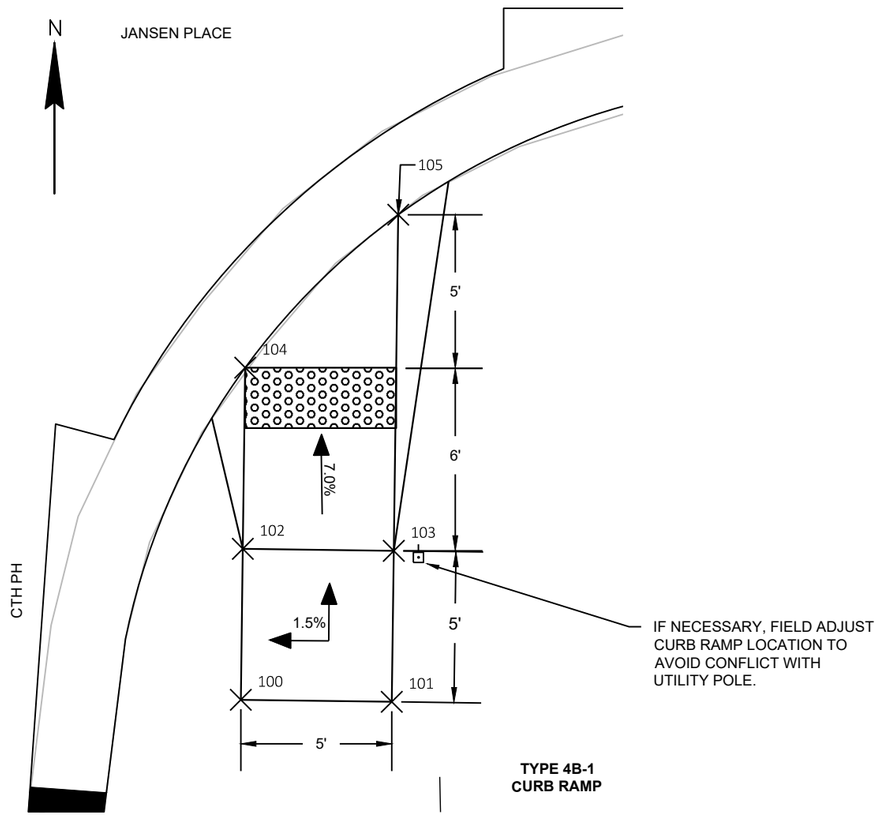


ISLAND DETAIL, CTH SS
STA 14+17 TO STA 19+59

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS	SHEET 22	E

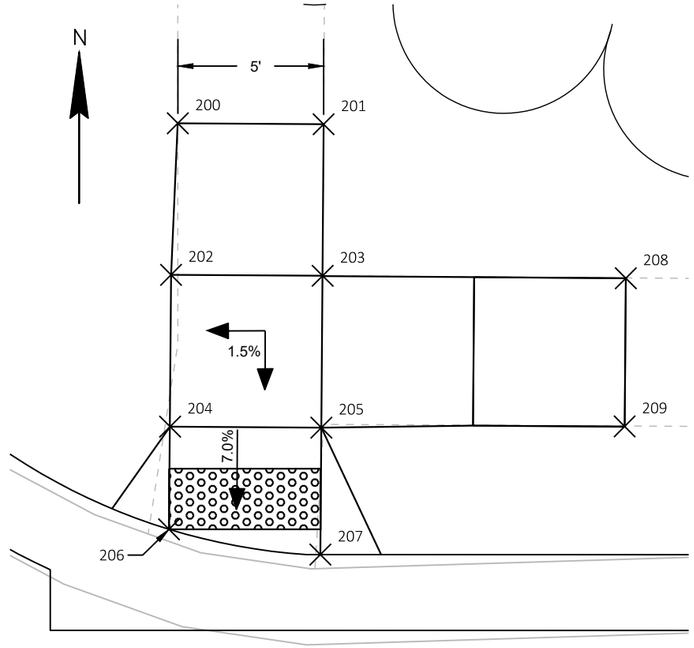
2

POINT NUMBER	NORTHING	EASTING	ELEVATION	STA, OFFSET	REMARKS
100	151691.1989	457537.8421	707.01	11+99.58, 30.75' RT	MATCH INTO EXISTING GROUND
101	151691.1326	457542.8417	707.09	11+99.87, 35.74' RT	MATCH INTO EXISTING GROUND
102	151696.1984	457537.9084	706.93	12+04.57, 30.46' RT	
103	151696.1322	457542.9079	707.01	12+04.86, 35.45' RT	
104	151702.1979	457537.9879	706.51	12+10.56, 30.11' RT	
105	151707.2629	457543.0554	706.55	12+15.98, 34.80' RT	



CURB RAMP DETAIL
CTH PH/JANSEN PL-SE QUADRANT

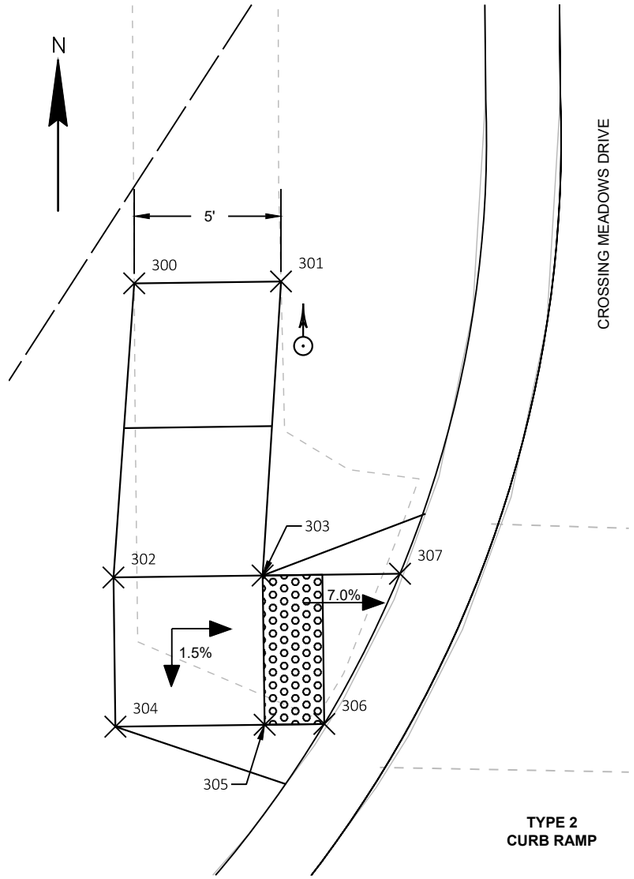
POINT NUMBER	NORTHING	EASTING	ELEVATION	STA, OFFSET	REMARKS
200	151765.518	457538.9349	706.82	12+72.09, 28.87' RT	MATCH INTO EXISTING SIDEWALK
201	151765.4871	457543.7439	706.89	12+72.11, 33.68' RT	MATCH INTO EXISTING SIDEWALK
202	151760.5194	457538.7119	706.92	12+67.09, 28.70' RT	
203	151760.4872	457543.7118	707	12+67.11, 33.70' RT	
204	151755.5093	457538.6797	706.84	12+62.08, 28.72' RT	
205	151755.4772	457543.6698	706.92	12+62.10, 33.71' RT	
206	151752.1224	457538.6448	706.6	12+58.69, 28.72' RT	
207	151751.288	457543.6388	706.64	12+57.91, 33.72' RT	
208	151760.4059	457553.7122	707.2	12+67.13, 43.70' RT	MATCH INTO EXISTING SIDEWALK
209	151755.5193	457553.674	707.3	12+62.24, 43.71' RT	MATCH INTO EXISTING SIDEWALK



CURB RAMP DETAIL
CTH PH/JANSEN PL-NE QUADRANT

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS	SHEET 23	E

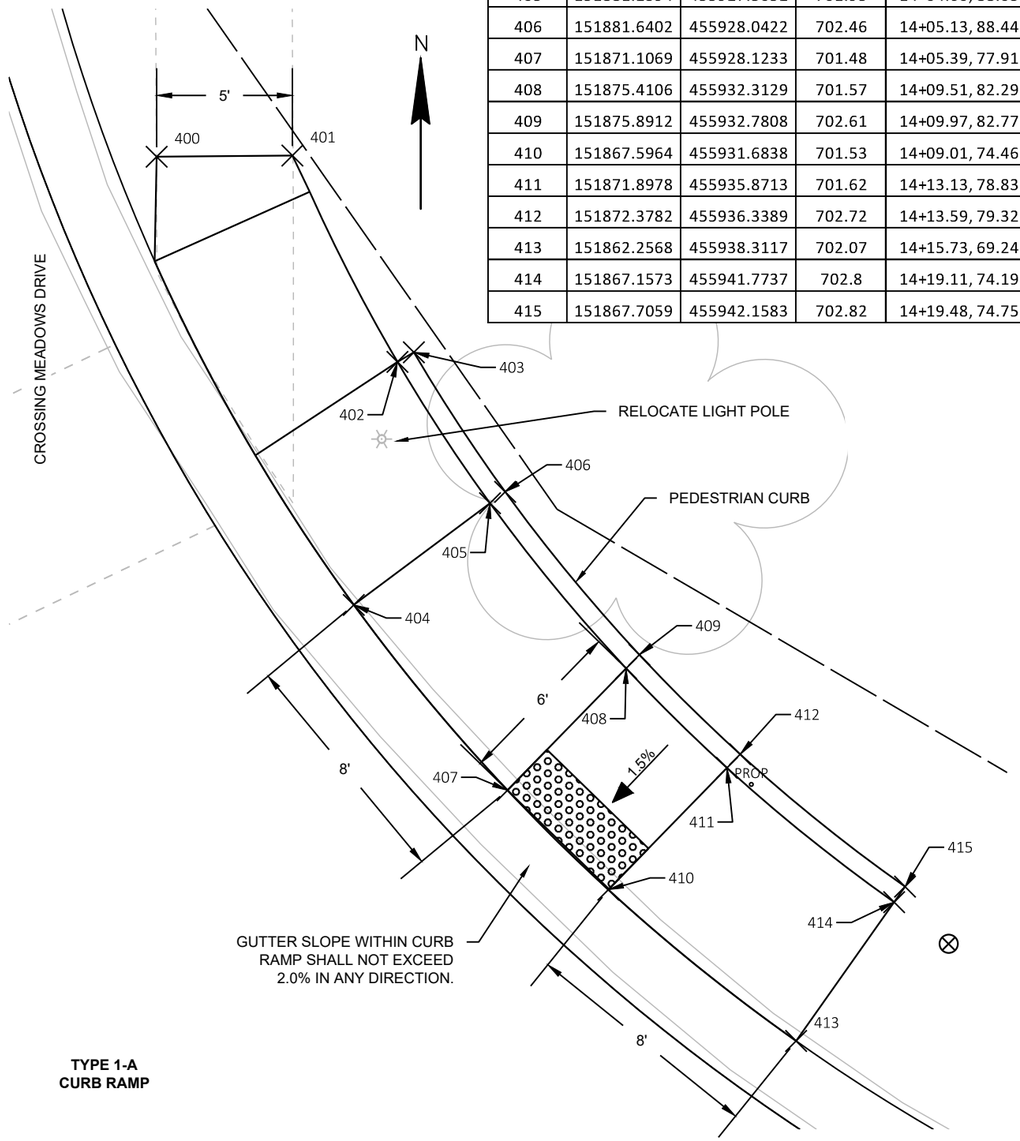
POINT NUMBER	NORTHING	EASTING	ELEVATION	STA, OFFSET	REMARKS
300	151880.8482	455845.3926	701.7	13+22.51, 86.25' LT	MATCH INTO EXISTING SIDEWALK
301	151880.9122	455850.3107	701.6	13+27.43, 86.40' LT	MATCH INTO EXISTING SIDEWALK
302	151870.9948	455844.6968	701.57	13+21.98, 76.38' LT	
303	151871.0598	455849.6964	701.49	13+26.98, 76.53' LT	
304	151865.9952	455844.7618	701.49	13+22.13, 71.39' LT	
305	151866.0602	455849.7614	701.41	13+27.13, 71.54' LT	
306	151866.0863	455851.7613	701.27	13+29.13, 71.60' LT	
307	151871.1197	455854.2983	701.21	13+31.58, 76.67' LT	



TYPE 2
CURB RAMP

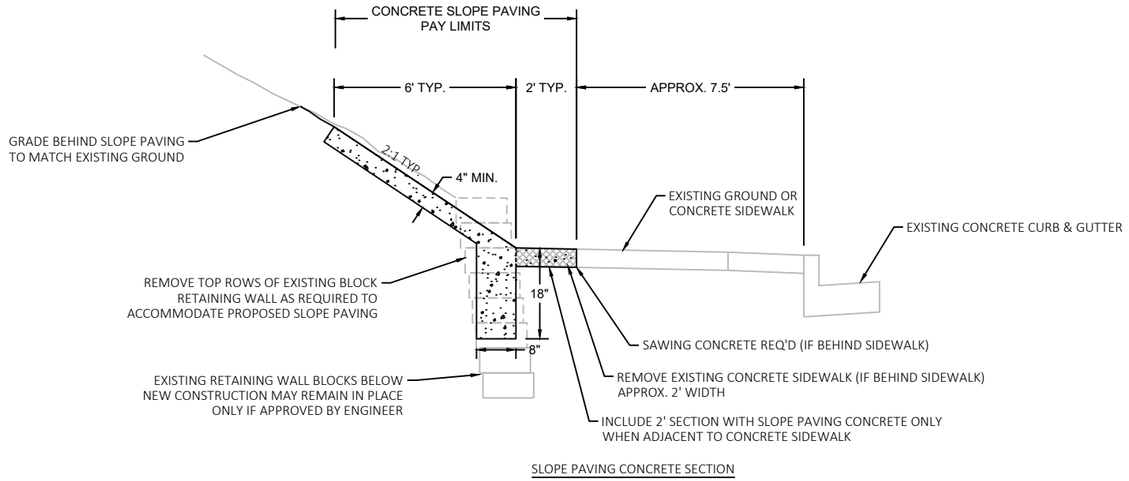
CURB RAMP DETAIL
CTH SS/CROSSING MEADOWS-NW QUADRANT

POINT NUMBER	NORTHING	EASTING	ELEVATION	STA, OFFSET	REMARKS
400	151893.471	455915.7357	701.78	13+92.63, 100.06' LT	MATCH INTO EXISTING SIDEWALK
401	151893.5139	455920.5283	701.97	13+97.42, 100.19' LT	MATCH INTO EXISTING SIDEWALK
402	151886.2283	455924.2388	702	14+01.25, 92.96' LT	TOP OF SIDEWALK
403	151886.5677	455924.8165	702.23	14+01.83, 93.31' LT	TOP OF PEDESTRIAN CURB
404	151877.6496	455922.697	701.86	13+99.86, 84.36' LT	
405	151881.2394	455927.5052	701.95	14+04.60, 88.03' LT	TOP OF SIDEWALK
406	151881.6402	455928.0422	702.46	14+05.13, 88.44' LT	TOP OF PEDESTRIAN CURB
407	151871.1069	455928.1233	701.48	14+05.39, 77.91' LT	
408	151875.4106	455932.3129	701.57	14+09.51, 82.29' LT	TOP OF SIDEWALK
409	151875.8912	455932.7808	702.61	14+09.97, 82.77' LT	TOP OF PEDESTRIAN CURB
410	151867.5964	455931.6838	701.53	14+09.01, 74.46' LT	
411	151871.8978	455935.8713	701.62	14+13.13, 78.83' LT	TOP OF SIDEWALK
412	151872.3782	455936.3389	702.72	14+13.59, 79.32' LT	TOP OF PEDESTRIAN CURB
413	151862.2568	455938.3117	702.07	14+15.73, 69.24' LT	MATCH INTO EXISTING GROUND
414	151867.1573	455941.7737	702.8	14+19.11, 74.19' LT	TOP OF SIDEWALK
415	151867.7059	455942.1583	702.82	14+19.48, 74.75' LT	TOP OF PEDESTRIAN CURB



TYPE 1-A
CURB RAMP

CURB RAMP DETAIL
CTH SS/CROSSING MEADOWS-NE QUADRANT



SLOPE PAVING CONCRETE SECTION

NOTES:
EXISTING RETAINING WALL HEIGHT AND LOCATION SHOWN IN DETAIL DOES NOT REPRESENT ACTUAL FIELD CONDITIONS.

BACKFILL AND LANDSCAPE AROUND SLOPE PAVING CONCRETE TO MATCH INTO EXISTING GROUND.

REMOVE EXISTING RETAINING WALLS OUTSIDE OF SLOPE PAVING AREAS AND GRADE TO MATCH EXISTING GROUND. CONTRACTOR MAY LEAVE PORTIONS OF RETAINING WALL IN PLACE BELOW FINISHED GRADE ONLY IF APPROVED BY ENGINEER.

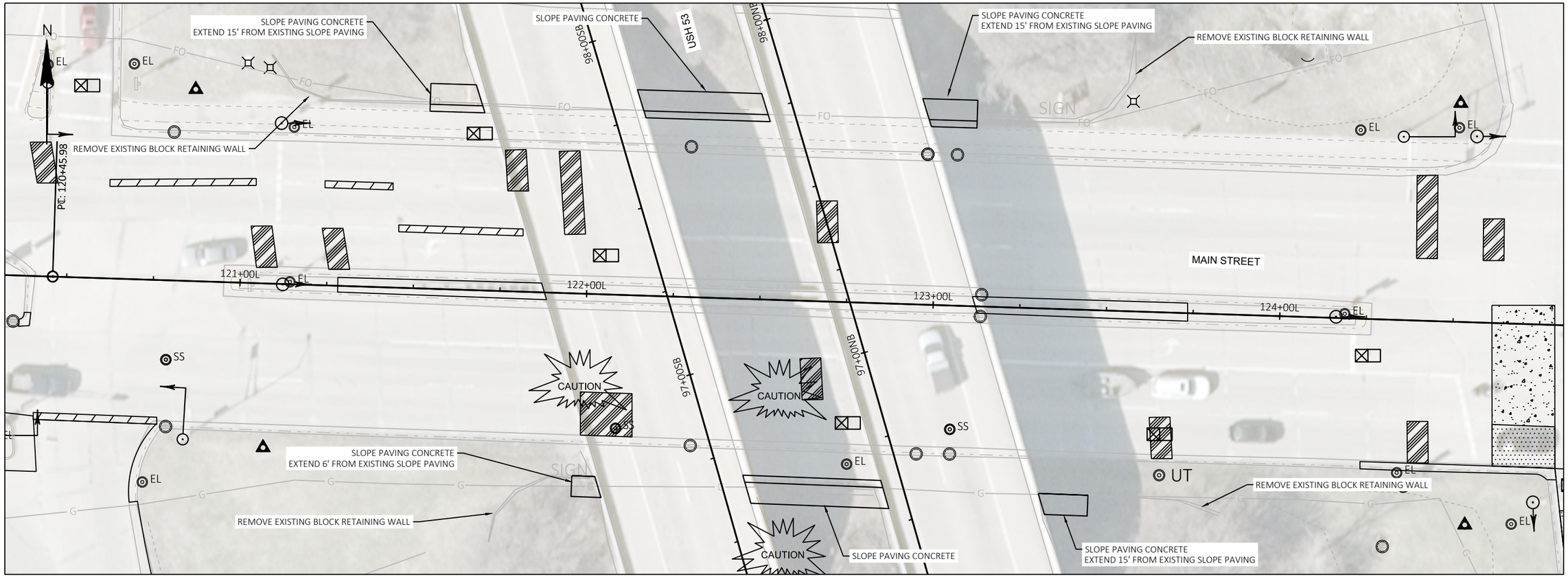
REMOVAL OF EXISTING RETAINING WALLS TO BE PAID AS "REMOVING MASONRY".

SEE STAGING PLAN SHEET FOR REQUIRED TEMPORARY PEDESTRIAN ACCOMMODATIONS.

CONTRACTOR MAY CLOSE OUTER LANE OF MAIN STREET FOR WORK SPACE IF APPROVED BY THE ENGINEER. NO LANE CLOSURES ON MAIN STREET OR RAMPS WILL BE ALLOWED WHILE MAIN STREET IS BEING UTILIZED AS A DETOUR ROUTE FOR OTHER STAGES OF THE PROJECT.

SEE ADDITIONAL SHEET FOR PAVEMENT REPAIRS.

DRAWING NOT TO SCALE UNLESS INDICATED.



SLOPE PAVING CONCRETE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS - SLOPE PAVING	SHEET 25	E

SHEET NOTES:
SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

MAIN STREET NOTES:
RIGHT LANE OF WESTBOUND MAIN STREET AND RIGHT-MOST LEFT TURN LANE OF RAMP 'N' MAY NOT BE CLOSED WHILE BE UTILIZED AS PART OF A DETOUR FOR OTHER STAGES. CONTRACTOR MAY UTILIZE RIGHT LANE OF WESTBOUND MAIN STREET AS WORK AREA DURING CLOSURE.

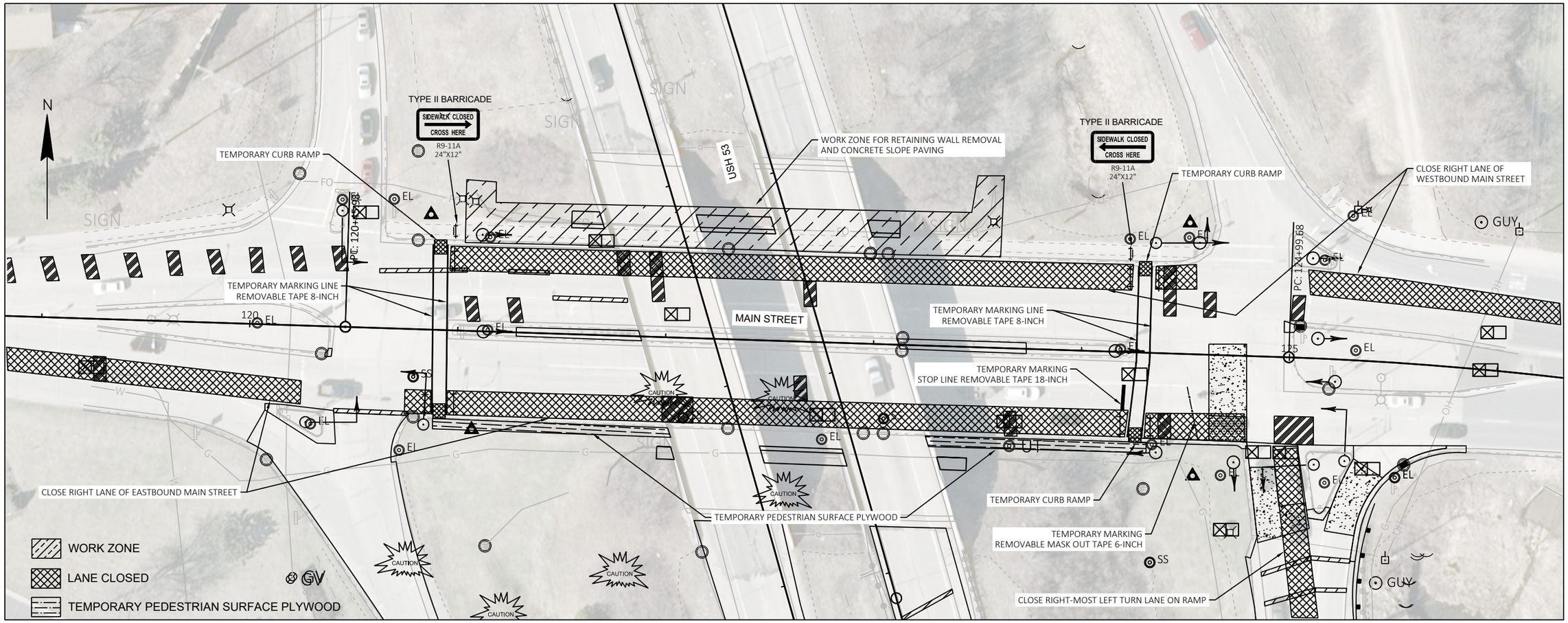
CLOSE AND DIVERT SIDEWALK IN ACCORDANCE WITH SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

TRAFFIC CONTROL FOR LANE CLOSURES NOT SHOWN. SEE SDD 15D20 "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" AND SDD 15D21 "TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE" FOR LANE CLOSURE REQUIREMENTS.

CONTRACTOR IS RESPONSIBLE FOR REPAIR OR REPLACEMENT OF ANY CONCRETE SIDEWALK OR CURB & GUTTER DAMAGED DURING CONSTRUCTION OPERATIONS OF THIS STAGE.

CITY OF ONALASKA IS PLANNING TO INSTALL NEW TRAFFIC SIGNALS AT THE INTERSECTION OF GREEN COULEE ROAD AND MAIN STREET. THIS WORK IS PLANNED ON BEING COMPLETED PRIOR TO MEMORIAL DAY. IF NECESSARY, COORDINATE WORK AND LANE CLOSURES WITH THE CITY OF ONALASKA.

CONTRACTOR TO NOTIFY WISDOT SW REGION TRAFFIC SECTION AT (608) 792-5824 A MINIMUM OF 2 WEEKS PRIOR TO SIDEWALK DETOUR FOR INSTALLATION OF PEDESTRIAN CROSSING SIGNAL HEADS AND SIGNAL PHASING ADJUSTMENT.

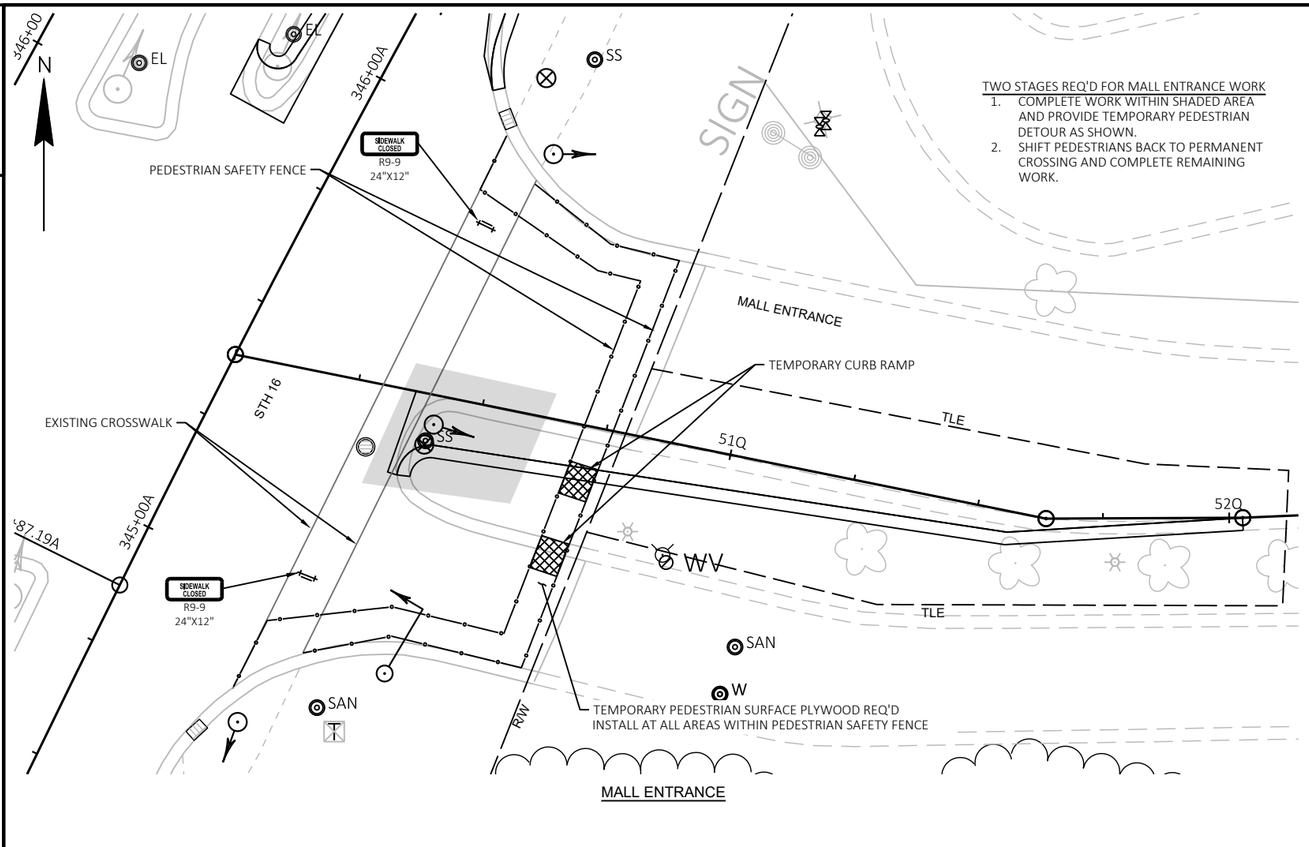


MAIN STREET

TEMPORARY PEDESTRAIN ACCOMMODATIONS

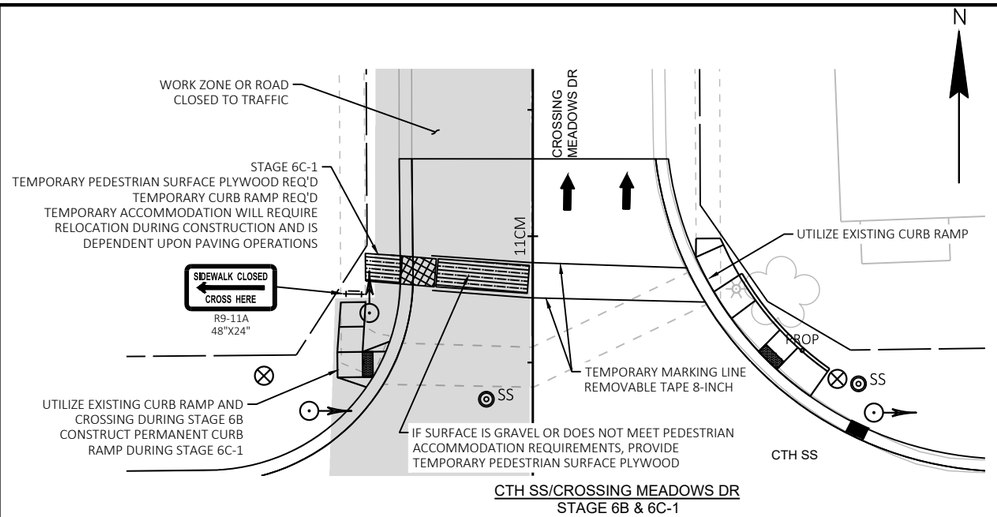
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS - TEMPORORY PEDESTRIAN ACCOMMODATIONS	SHEET 26	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\021003_CD.DWG
LAYOUT NAME - 05
PLOT DATE : 4/22/2019 3:19 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : #########

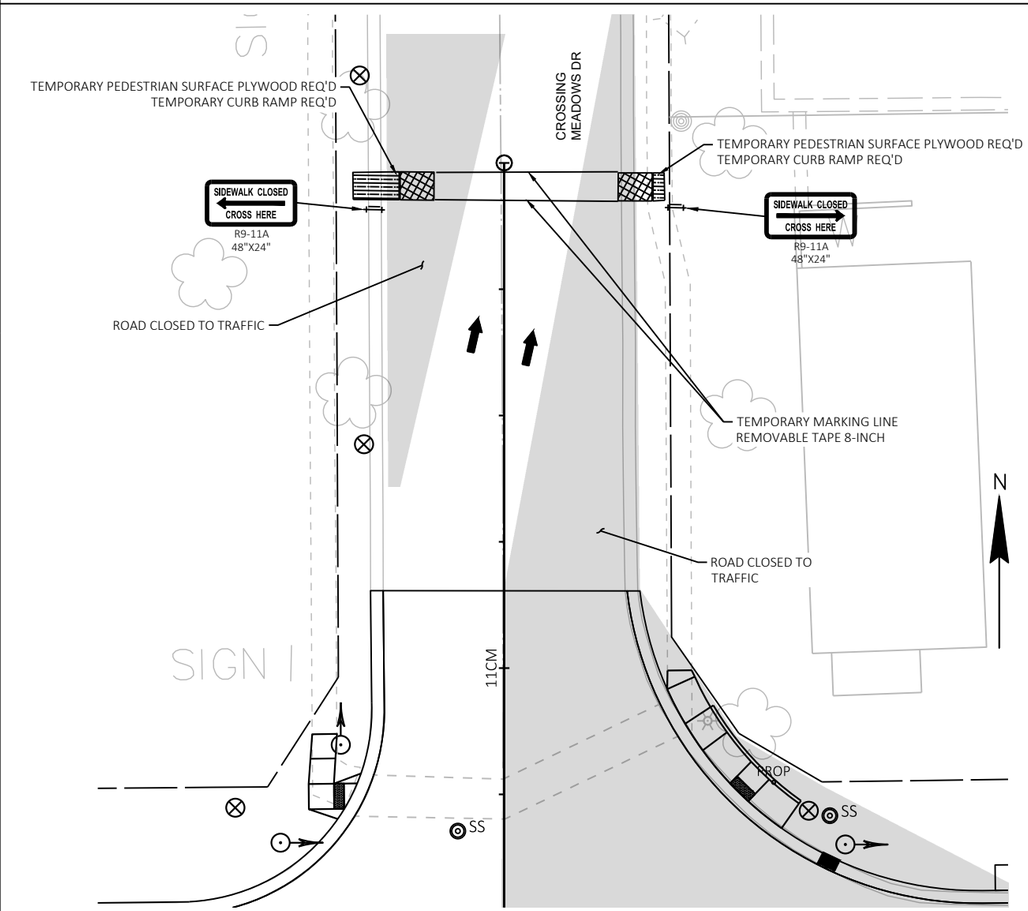


TWO STAGES REQ'D FOR MALL ENTRANCE WORK

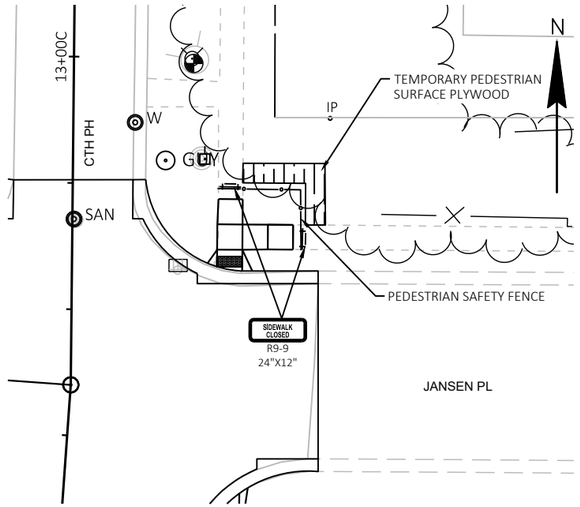
1. COMPLETE WORK WITHIN SHADED AREA AND PROVIDE TEMPORARY PEDESTRIAN DETOUR AS SHOWN.
2. SHIFT PEDESTRIANS BACK TO PERMANENT CROSSING AND COMPLETE REMAINING WORK.



CTH SS/CROSSING MEADOWS DR
STAGE 6B & 6C-1



CTH SS/CROSSING MEADOWS DR
STAGE 6C-2



CTH PH/JANSEN PL

SHEET NOTES:
SEE SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" FOR ADDITIONAL INFORMATION.

TRAFFIC CONTROL FOR ROADWAY AND LANE CLOSURES NOT SHOWN. SEE STANDARD DETAIL DRAWINGS FOR REQUIREMENTS.

SEE SPECIAL PROVISIONS FOR STAGING AND CLOSURE REQUIREMENTS.

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONSTRUCTION DETAILS - TEMPORARY PEDESTRIAN ACCOMMODATIONS	SHEET 27	E

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING THIER OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT) SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

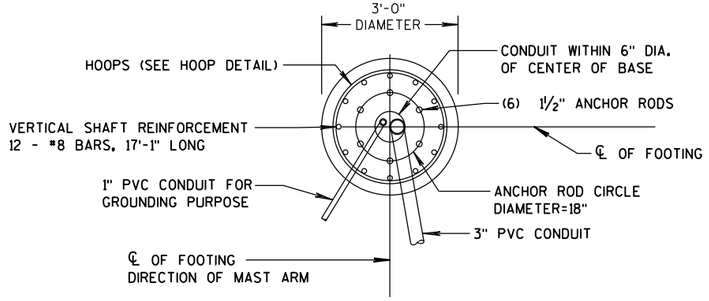
THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

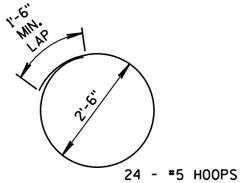
THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

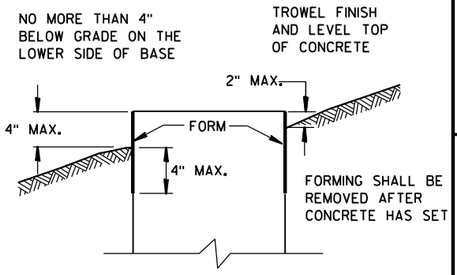
CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.



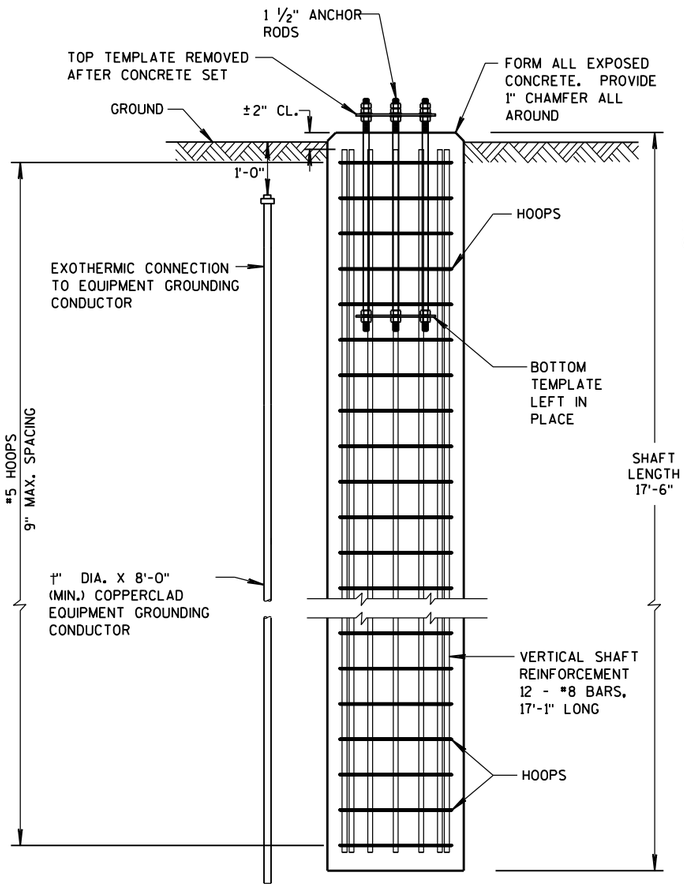
PLAN VIEW



HOOP DETAIL

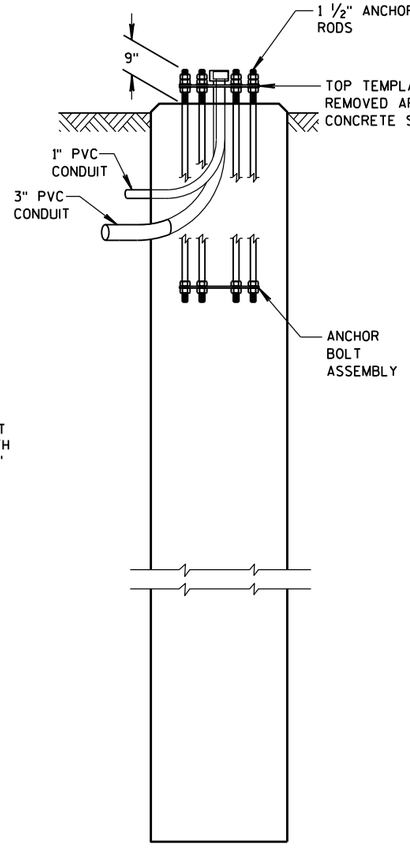


FORMING DETAIL



ELEVATION VIEW*

*CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



SIDE VIEW **

**HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY

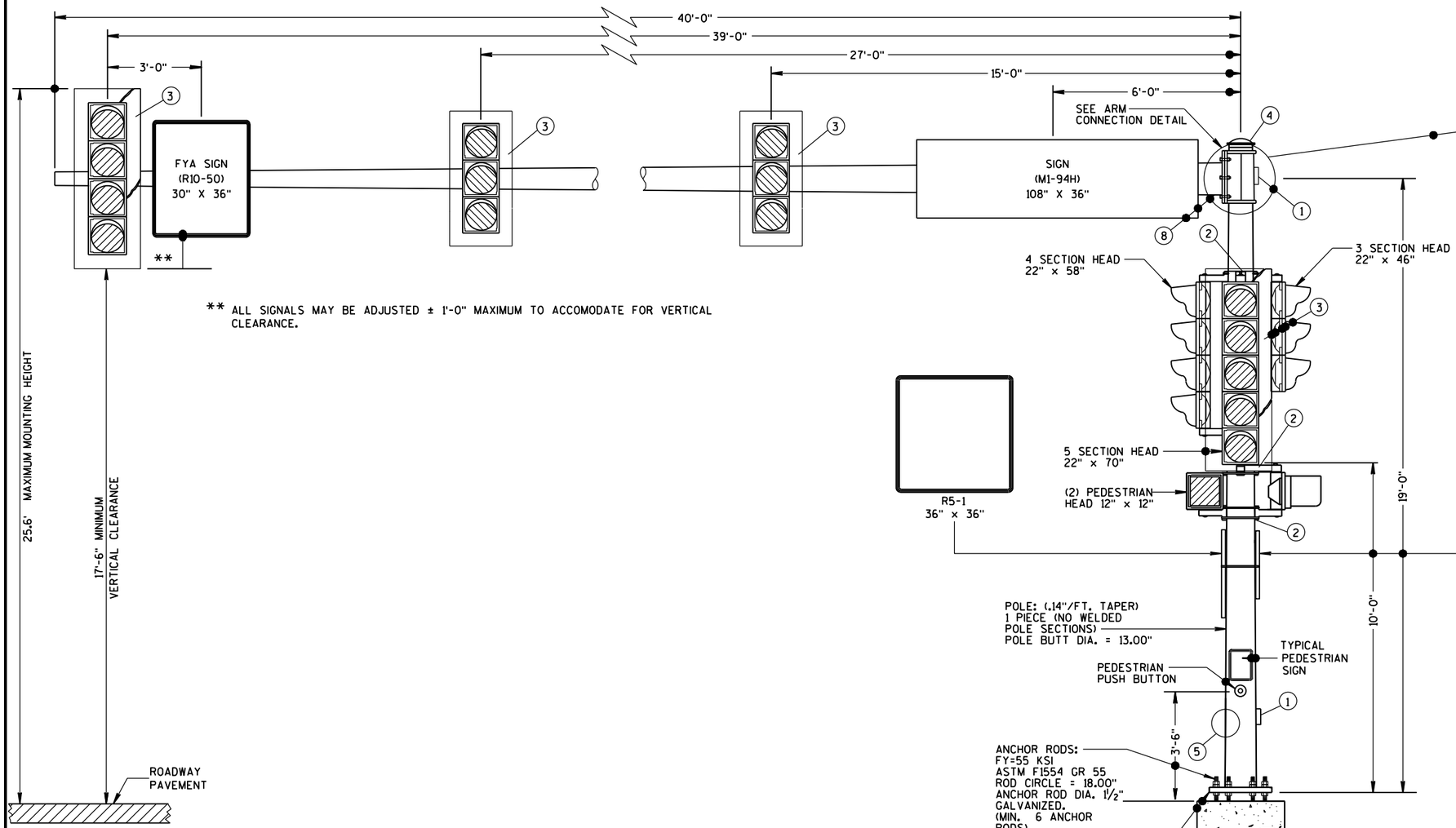
(FOR TYPE 9 & 10 SPECIAL POLES)

CONCRETE = 4.6 C.Y.
H.S. REINFORCEMENT = 779 LBS.

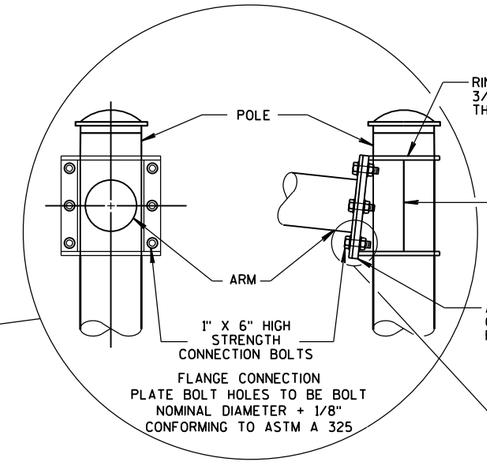
TO BE USED WHEN GROUND ELEVATION, AT BASE, EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPE 9&10 SPECIAL TRAFFIC SIGNAL BASE DETAILS	SHEET 28	E

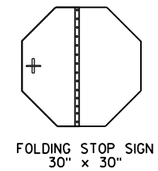
2

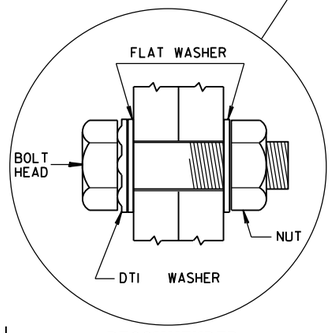


** ALL SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

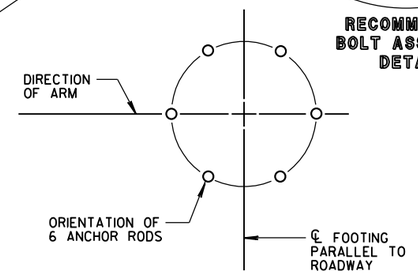


6 BOLT ARM CONNECTION DETAIL





RECOMMENDED BOLT ASSEMBLY DETAIL



ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 9 SPECIAL POLE
40' MONOTUBE ARM

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPE 9&10 SPECIAL TRAFFIC SIGNAL BASE DETAILS	SHEET 29	E

2

15' MAXIMUM

LUMINAIRE
WT. - 50 LBS.
EPA FOR WIND
LOADING 1.5 SQ. FT.

STEEL SINGLE
MEMBER
LUMINAIRE ARM

FIXED ARM
ATTACHMENT

LUMINAIRE
ARM

3/4" X 3½"
HIGH STRENGTH
CONNECTION BOLTS

CLAMP ARM
ATTACHMENT
OPTION FOR
VIDEO DETECTION
UNIT IF NEEDED

40'-0"
39'-0"
27'-0"
15'-0"
6'-0"

SEE ARM
CONNECTION DETAIL

3'-0"

FYA SIGN
(R10-50)
30" X 36"

SIGN
(M1-94H)
108" X 36"

** ALL SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

4 SECTION HEAD
22" x 58"

3 SECTION HEAD
22" x 46"

30'-0" NOMINAL

5 SECTION HEAD
22" x 70"

(2) PEDESTRIAN
HEAD 12" x 12"

R5-1
36" x 36"

19'-0"

10'-0"

POLE: (.14"/FT. TAPER)
1 PIECE (NO WELDED
POLE SECTIONS)
POLE BUTT DIA. = 13.00"

TYPICAL
PEDESTRIAN
SIGN

PEDESTRIAN
PUSH BUTTON

3'-6"

ANCHOR RODS:
FY=55 KSI
ASTM F1554 GR 55
ROD CIRCLE = 18.00"
ANCHOR ROD DIA. 1½"
GALVANIZED.
(MIN. 6 ANCHOR
RODS)

MAXIMUM
BASE PLATE
THICKNESS = 2½"

25.6' MAXIMUM MOUNTING HEIGHT

17'-6" MINIMUM
VERTICAL CLEARANCE

ROADWAY
PAVEMENT

DIRECTION
OF ARM

ORIENTATION OF
6 ANCHOR RODS

℄ FOOTING
PARALLEL TO
ROADWAY

ANCHOR ROD LOCATION

FLAT WASHER

BOLT
HEAD

NUT

DTI WASHER

RECOMMENDED BOLT ASSEMBLY DETAIL

RING PLATE
¾" MIN.
THICKNESS

GUSSET PLATE
½" MIN.
THICKNESS

ARM

POLE

ARM
CONNECTION
PLATES

1" X 6" HIGH
STRENGTH
CONNECTION BOLTS

FLANGE CONNECTION
PLATE BOLT HOLES TO BE BOLT
NOMINAL DIAMETER + ⅛"
CONFORMING TO ASTM A 325

6 BOLT ARM CONNECTION DETAIL

FOLDING STOP SIGN
30" x 30"

(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
40' MONOTUBE ARM

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPE 9&10 SPECIAL TRAFFIC SIGNAL BASE DETAILS	SHEET 30	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\SPO\TRAFFIC\SIGNALS_LA CROSSE\PROJECTS\1070-04-75 STH 157\MONOTUBE DETAILS\TYPE10S_40.DWG
LAYOUT NAME - Plan 1 IN 40 FT
PLOT DATE : 4/12/2019 12:50 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2

15' MAXIMUM

LUMINAIRE
WT. - 50 LBS.
EPA FOR WIND
LOADING 1.5 SQ. FT.

STEEL SINGLE
MEMBER
LUMINAIRE ARM

FIXED ARM
ATTACHMENT

LUMINAIRE
ARM

¾" x 3 ¼"
HIGH STRENGTH
CONNECTION BOLTS

CLAMP ARM
ATTACHMENT
OPTION FOR
VIDEO DETECTION
UNIT IF NEEDED

45'-0"
44'-0"
32'-0"
20'-0"
6'-0"
8'-0"
3'-0"

FYA SIGN
(R10-50)
30" X 36"

SIGN
(M1-94H)
108" X 36"

SEE ARM
CONNECTION DETAIL

** ALL SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

25.6' MAXIMUM MOUNTING HEIGHT

17'-6" MINIMUM
VERTICAL CLEARANCE

ROADWAY
PAVEMENT

3 SECTION HEAD
22" x 46"

4 SECTION HEAD
22" x 58"

30'-0" NOMINAL

19'-0"

10'-0"

3'-6"

R5-1
36" x 36"

(2) PEDESTRIAN
HEAD 12" x 12"

POLE: (.14"/FT. TAPER)
1 PIECE (NO WELDED
POLE SECTIONS)
POLE BUTT DIA. = 13.00"

TYPICAL
PEDESTRIAN
SIGN

PEDESTRIAN
PUSH BUTTON

ANCHOR RODS:
FY=55 KSI
ASTM F1554 GR 55
ROD CIRCLE = 18.00"
ANCHOR ROD DIA. 1½"
GALVANIZED.
(MIN. 6 ANCHOR
RODS)

MAXIMUM
BASE PLATE
THICKNESS = 2½"

FOLDING STOP SIGN
30" x 30"

FLAT WASHER

BOLT
HEAD

NUT

DTI WASHER

RECOMMENDED BOLT
ASSEMBLY DETAIL

RING PLATE
¾" MIN.
THICKNESS

GUSSET PLATE
½" MIN.
THICKNESS

ARM

POLE

ARM
CONNECTION
PLATES

1" X 6" HIGH
STRENGTH
CONNECTION BOLTS

FLANGE CONNECTION
PLATE BOLT HOLES TO BE BOLT
NOMINAL DIAMETER + ⅛"
CONFORMING TO ASTM A 325

6 BOLT ARM CONNECTION DETAIL

DIRECTION
OF ARM

ORIENTATION OF
6 ANCHOR RODS

℄ FOOTING
PARALLEL TO
ROADWAY

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 10 SPECIAL POLE
45' MONOTUBE ARM

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TYPE 9&10 SPECIAL TRAFFIC SIGNAL BASE DETAILS	SHEET 31	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\SPO\TRAFFIC\SIGNALS_LA CROSSE\PROJECTS\1070-04-75 STH 157\MONOTUBE DETAILS\TYPE10S_45.DWG
LAYOUT NAME - Plan 1 IN 40 FT
PLOT DATE : 4/12/2019 2:02 PM
PLOT BY : WEBB, COLLIN J
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42

2

2

N

BEGIN C&G TAPER
11+62.09, -35.51' LT

C&G TAPER
12+51.69, -20.69' LT

12+36.23, -23.99' LT

CTH PH

11+00

12+00

13+00

CTH PH

11.5'

12'

12'

12'

12'

706.88 706.65 706.47 706.35 706.30 706.25

707.11 706.88 706.66 706.46

707.35 707.12 706.90 706.70 706.57 706.52 706.45

707.59 707.36 707.14 706.94 706.81 706.76 706.69

707.35 707.12 706.90 706.71 706.72 706.77 706.65

707.11 706.88 706.66 706.49 706.66 706.78 706.66 706.53

706.57

706.84

BEGIN RAD
11+95.59, 26.49' RT

23'R TO BOC
11+98.34, 49.64' RT

20'R TO BOC
12+77.31, 33.79' RT

BEGIN RAD
12+57.91, 33.25' RT

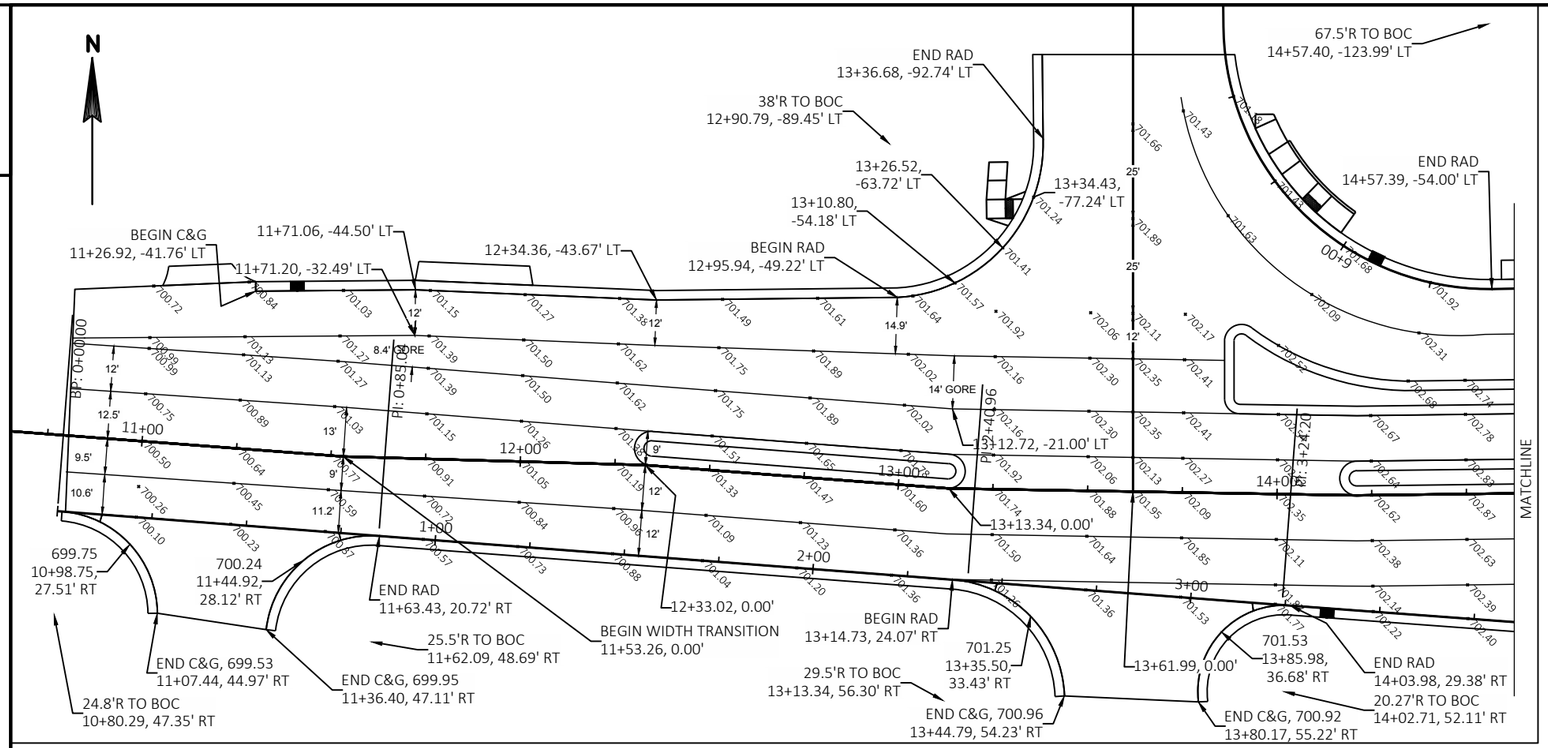
JANSEN PL

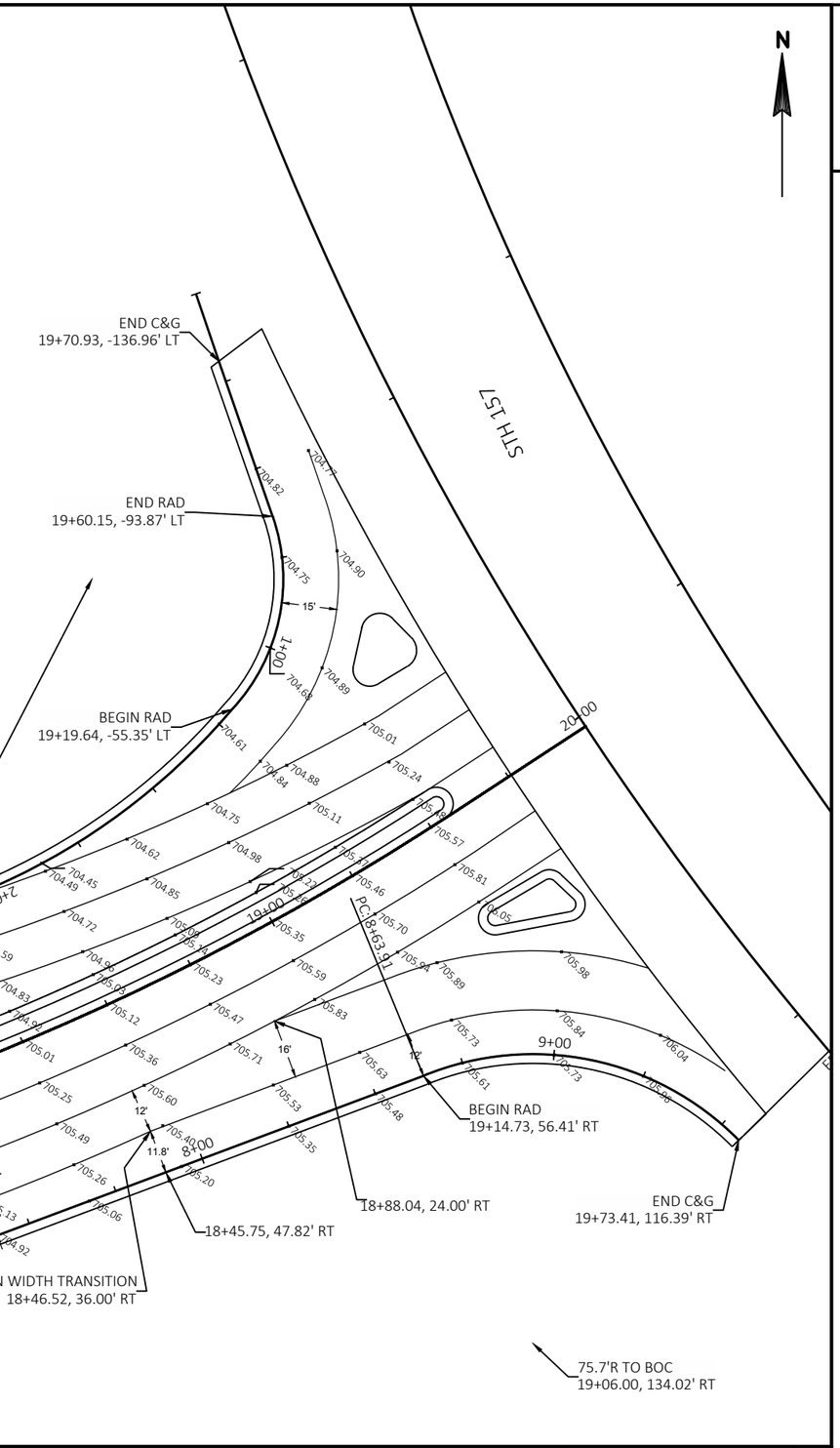
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN DETAILS - LAYOUT / TRANSITIONS / GRADES (CTH PH)	SHEET 32	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\021201_PD.DWG
LAYOUT NAME - 01

PLOT DATE : 4/12/2019 12:43 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42





PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN DETAILS - LAYOUT / TRANSITIONS / GRADES (CTH SS)	SHEET 33	E

2

2

ROCK BAGS
FOR INLET PROTECTION

NOTE:
EROSION CONTROL AND LANDSCAPING REQUIREMENTS FOR SIGNAL INSTALLATION NOT SHOWN ON EROSION CONTROL SHEETS. QUANTITIES INCLUDED IN MISC QUANTITIES SHEETS.

34SA

34SB

26+87

N

BEGIN PROJECT
STA 20+14
MATCH EXISTING

21SB 22SB 23SB 24SB 25SB 26SB 27SB

STH 157

21NB 22NB 23NB 24NB 25NB 26NB 27NB

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

CTH PH

N

INLET PROTECTION TYPE C

27SB 28SB 29SB 30SB 31SB 32SB 33SB 34SB

34+25.00

STH 157

27NB 28NB 29NB 30NB 31NB 32NB 33NB 34NB

INLET PROTECTION TYPE C

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 34	E

2

STH 157

MAIN STREET

34NB 35NB 35SB 36NB 36SB 37NB 37SB 38NB 38SB 39NB 39SB 40SB 41NB 41SB 42NB 42SB

96NB 96SB 97NB 97SB 98NB 98SB

120L 125L

STA BACK = 39+88.49
STA AHEAD = 40+25.00

INLET PROTECTION TYPE C

EROSION MAT URBAN CLASS 1 TYPE A

NOTES: INLET PROTECTION SHOWN IS ON MAIN STREET..

EROSION MAT URBAN CLASS 1 TYPE A

N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 35	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 02

PLOT DATE : 4/12/2019 12:45 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

EROSION MAT URBAN CLASS 1 TYPE A

N

SILT FENCE (TYP)

INLET PROTECTION TYPE C

INLET PROTECTION TYPE B

CTH PH

STH 157

25SB

25NB

26NB

26SB

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

INLET PROTECTION TYPE C

SILT FENCE (TYP)

CTH SS

OLD CTH "SS"

STH 157

39SB

39NB

38NB

38SB

37NB

36SB

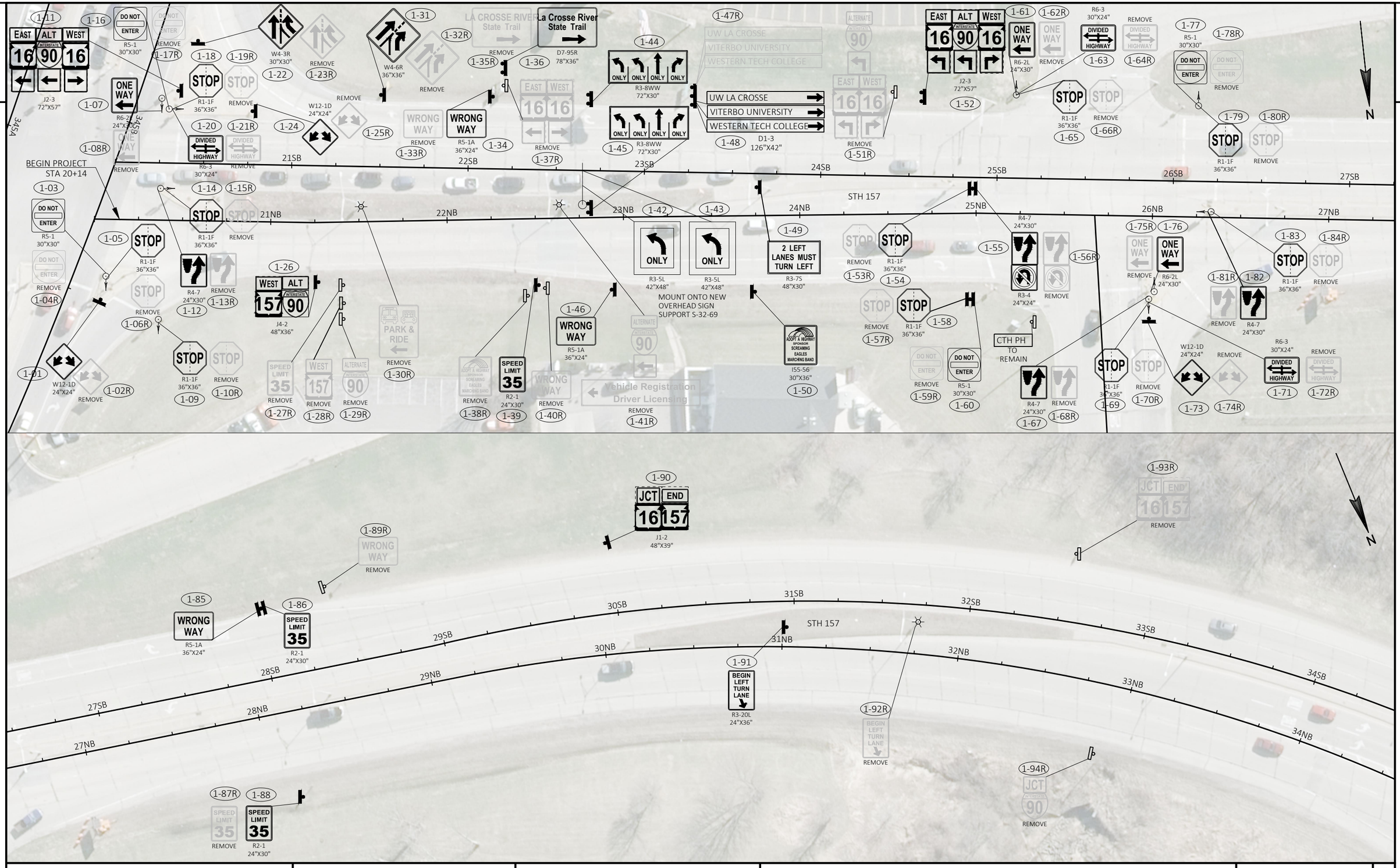
36NB

EROSION MAT URBAN CLASS 1 TYPE A

2

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	EROSION CONTROL	SHEET 36	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 03
PLOT DATE : 4/12/2019 12:45 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 37	E

2

CTH SS

2-01 SPEED LIMIT 35 R2-1 24"X30"
2-02R SPEED LIMIT 35 REMOVE

2-03 JCT INTERSTATE 90 J1-1 24"X39"
2-04R TO INTERSTATE 90 USE RIGHT LANE REMOVE
2-05R LEFT TURN LANE REMOVE

2-06 STOP R1-1F 36"X36"
2-07R STOP REMOVE

2-08 STOP R1-1F 36"X36"
2-09R STOP REMOVE

2-10 STOP R1-1F 36"X36"
2-11R STOP REMOVE

2-12R REMOVE
2-13 W12-1D 24"X24"
2-14R REMOVE
2-15 R4-7 24"X30"

2-16 DO NOT ENTER R5-1 30"X30"
2-17R DO NOT ENTER REMOVE

2-18 STOP R1-1F 36"X36"
2-19R STOP REMOVE

2-20R REMOVE
2-21 R4-7 24"X30"

2-22 STOP R1-1F 36"X36"
2-23R STOP REMOVE

2-24R REMOVE
2-25 R3-2 24"X24"

2-26 R3-4 24"X24"
2-27R REMOVE

2-28 W12-1D 24"X24"
2-29R REMOVE

2-30 YIELD R1-2 36"X31"
2-31R YIELD REMOVE

2-32R SPEED LIMIT 45 REMOVE

2-33 SPEED LIMIT 45 R2-1 36"X48"
2-34 SPEED LIMIT 45 R2-1 36"X48"
2-35R SPEED LIMIT 45 REMOVE

2-36 WRONG WAY R5-1A 42"X30"
2-37R WRONG WAY REMOVE

2-38 ONLY R3-5R 42"X48"
2-39R ONLY REMOVE
MOUNT ONTO EXISTING OVERHEAD SIGN SUPPORT

STH 157

34NB 35SB 35NB 36SB 36NB 37SB 37NB 38SB 38NB 39SB 39NB 40SB 41SB 41NB 42SB 42NB

STA BACK = 39+88.49
STA AHEAD = 40+25.00

2-40R REMOVE
2-41R REMOVE
2-42 R3-4B 36"X48"
2-43 R3-4B 36"X48"

2-44R SPEED LIMIT 45 REMOVE
2-45 SPEED LIMIT 45 R2-1 36"X48"

2-46 SPEED LIMIT 45 R2-1 36"X48"

2-47 EAST INTERSTATE 90 J3-1 36"X84"
2-48R RAMP 20 MPH REMOVE

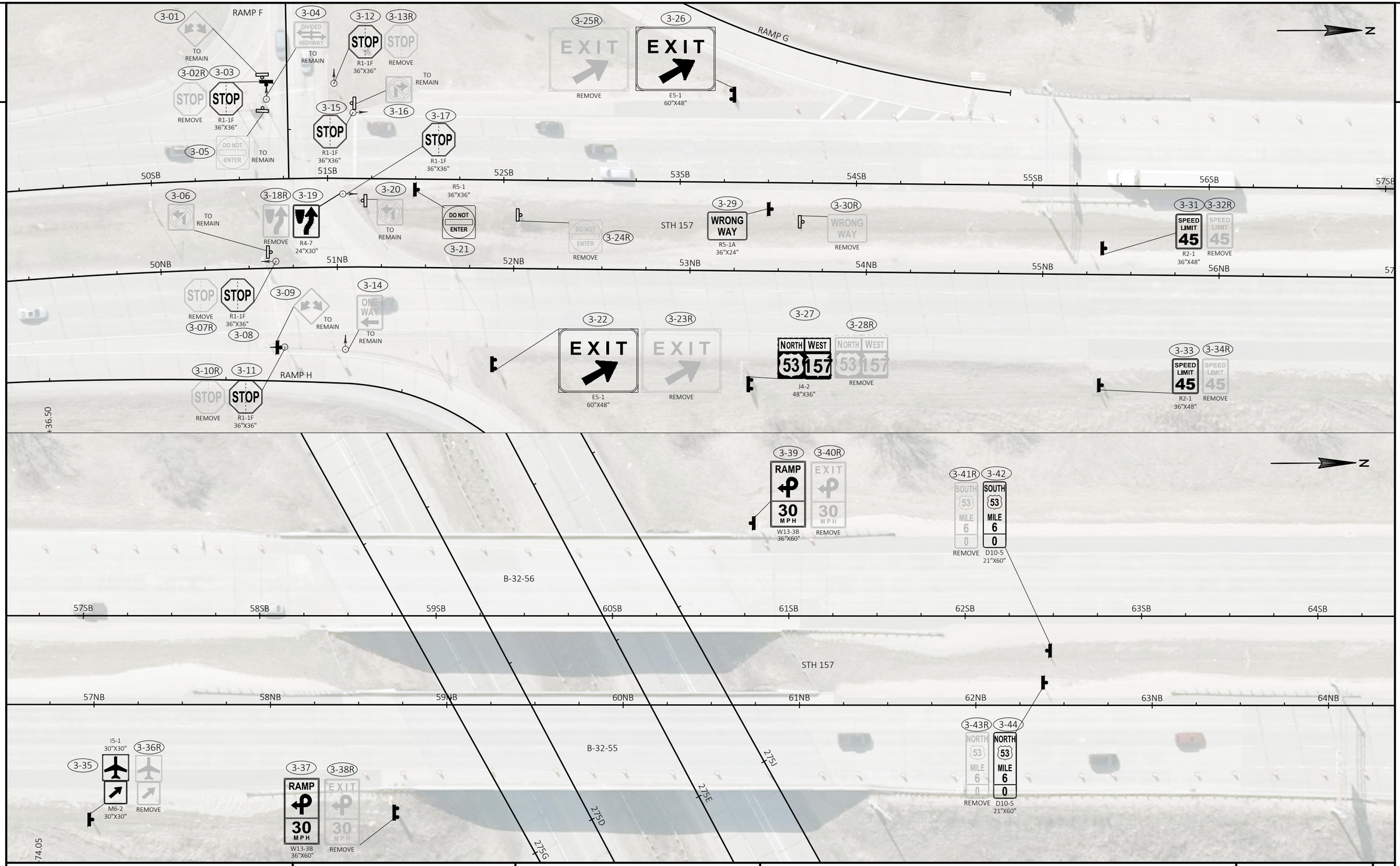
2-49 RAMP 20 MPH W13-3 36"X48"
2-50R EAST INTERSTATE 90 REMOVE

2-51 EAST 157 ALT INTERSTATE 90 J4-2 48"X36"
2-52R EAST 157 REMOVE
2-53R ALTERNATE INTERSTATE 90 REMOVE

2-54R SPEED LIMIT 45 REMOVE

42SB 43SB 44SB 45SB 46SB 47SB 48SB 49SB
42NB 43NB 44NB 45NB 46NB 47NB 48NB 49NB

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 38	E



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 39	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023203_ps

PLOT DATE : 3/6/2019 1:25 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

4-01R EAST 157 REMOVE

4-03 SPEED LIMIT 45 R2-1 36"X48"

4-02 SPEED LIMIT 45 R2-1 36"X48"

4-08 EAST 157 J4-1 36"X54"

4-14R EXIT REMOVE

4-15 EXIT E5-1 60"X48"

RAMP I

4-20R ONE WAY REMOVE

4-21 ONE WAY R6-2L 24"X30"

280I

4-24 STOP R1-1F 36"X36"

4-25R STOP REMOVE

64SB 65SB 66SB 67SB 68SB 69SB 70SB 71SB

4-04 WRONG WAY R5-1A 42"X30"

4-05R WRONG WAY REMOVE

STH 157

4-09R DO NOT ENTER REMOVE

4-11 TO REMAIN

4-16 STOP R1-1F 36"X36"

4-17R STOP REMOVE

4-26 R3-2 24"X24"

4-27R REMOVE

64NB 65NB 66NB 67NB 68NB 69NB 70NB 71NB

4-06 EXIT E5-1 60"X48"

4-07R EXIT REMOVE

4-12R REMOVE

4-13 R3-1 24"X24"

4-10 DO NOT ENTER R5-1 36"X36"

4-18 STOP R1-1F 36"X36"

4-19R STOP REMOVE

4-28R DO NOT ENTER REMOVE

4-22R STOP REMOVE

4-23 STOP R1-1F 36"X36"

W12-1D 24"X24"

4-34

4-35R REMOVE

RAMP J

290I

11.55

4-29 DO NOT ENTER R5-1 30"X30"

R6-3 30"X24"

4-32 DIVIDED HIGHWAY

REMOVE

4-33R DIVIDED HIGHWAY REMOVE

4-30R STOP REMOVE

4-31 STOP R1-1F 36"X36"

4-36 STOP R1-1F 36"X36"

4-37R STOP REMOVE

RAMP K

4-38 NORTH WEST ALT 53 157 90 INTERSTATE J4-3 108"X54"

4-39R NORTH 53 REMOVE

4-40R WEST 157 REMOVE

4-41R ALTERNATE INTERSTATE 90 REMOVE

N

4-42R RAMP 25 MPH REMOVE

4-43 RAMP 25 MPH W13-3 36"X48"

I5-1 30"X30"

4-46

M6-2 30"X30"

4-47R REMOVE

4-48 W3-3 36"X36"

4-49R REMOVE

72SB 73SB 74SB 75SB 76SB 77SB 78SB 79SB

4-50 W3-3 36"X36"

4-51R REMOVE

STH 157

72NB 73NB 74NB 75NB 76NB 77NB 78NB 79NB

4-44R PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED REMOVE

4-45 PEDESTRIANS BICYCLES NON MOTORIZED TRAFFIC MOTOR BICYCLES PROHIBITED R5-57 36"X36"

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 40	E

2

N

5-02
JCT
INTERSTATE 90
J1-1
36"X57"

5-03
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36"X48"

5-08R
SPEED LIMIT 45
REMOVE

5-09
SPEED LIMIT 45
R2-1
36"X48"

79SB 80SB 81SB 82SB 83SB 84SB 85SB 86SB

5-04R
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

5-05R
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
REMOVE

5-06
EXCEPT MAINTENANCE AND POLICE AUTHORIZED VEHICLES
R3-4B
36"X48"

5-07R
ALTERNATE INTERSTATE 90
REMOVE

5-10R
SPEED LIMIT 45
REMOVE

5-11
SPEED LIMIT 45
R2-1
36"X48"

STH 157

79NB 80NB 81NB 82NB 83NB 84NB 85NB 86NB

5-01
ALTERNATE INTERSTATE 90
J3-1
36"X84"

RAMP N

85N

86.55

5-14R
JCT
INTERSTATE 90
REMOVE

RAMP M

90M

5-21R
REMOVE

5-22
W4-3R
48"X48"

6SB 87SB 88SB 89SB 90SB 91SB 92SB 93SB

STH 157

B 87NB 88NB 89NB 90NB 91NB 92NB 93NB

5-12
EXIT 6
E5-1A
72"X60"

5-13R
EXIT 6

5-15R
SOUTH 53 MILE 6 5
REMOVE

5-16
SOUTH 53 MILE 6 5
D10-5
21"X60"

5-17
NORTH 53 MILE 6 5
D10-5
21"X60"

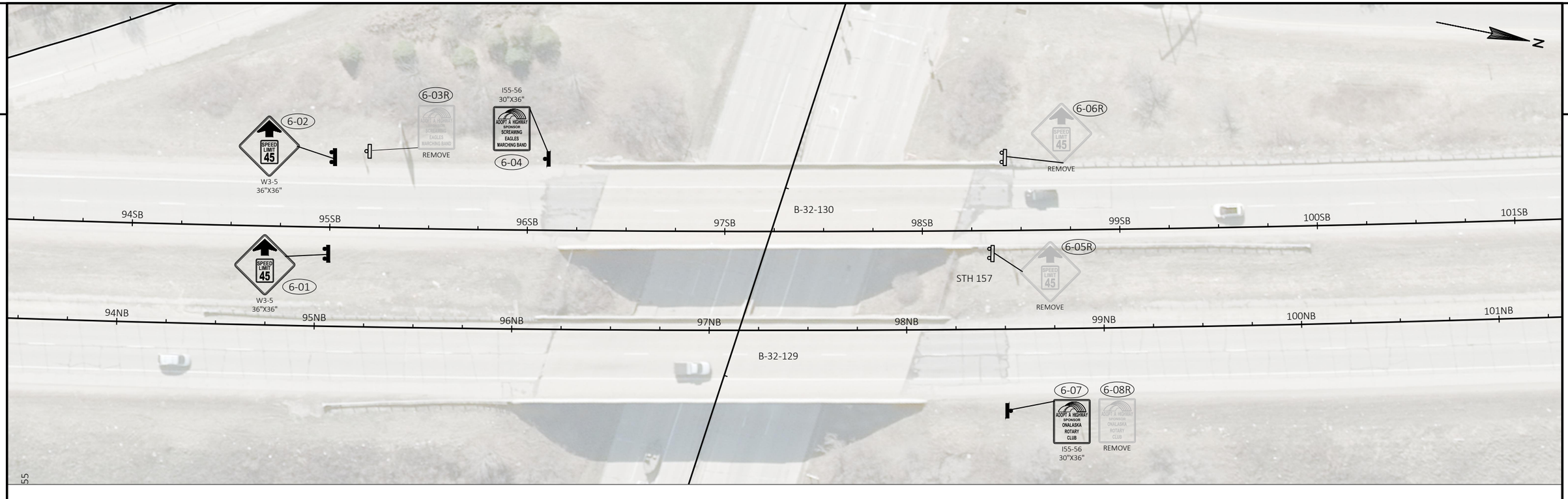
5-18R
NORTH 53 MILE 6 5
REMOVE

5-19
SPEED LIMIT 65
R2-1
48"X60"

5-20R
SPEED LIMIT 65
REMOVE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 41	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023205_ps
PLOT DATE : 3/6/2019 1:26 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ##########

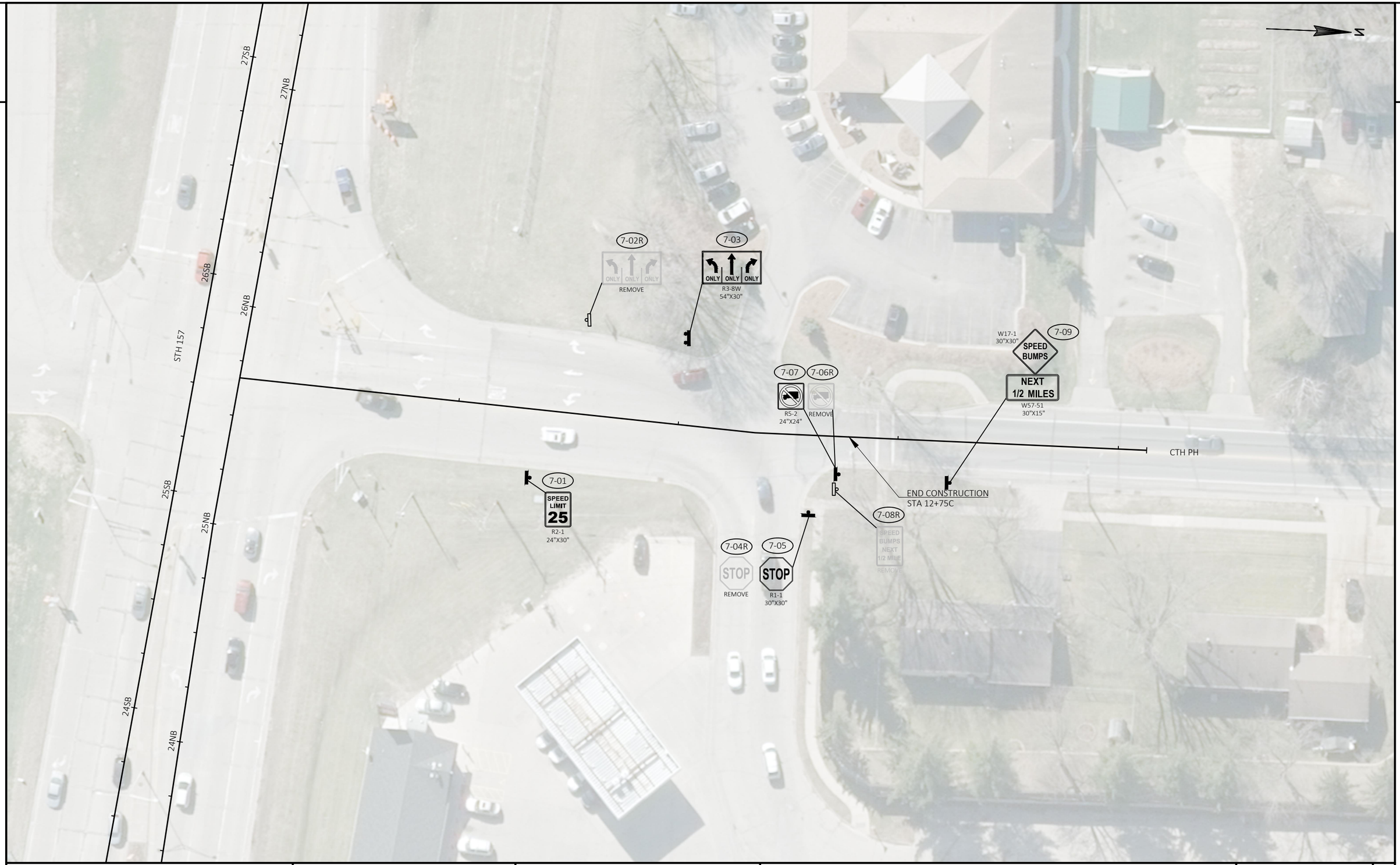


PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 42	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023206_ps

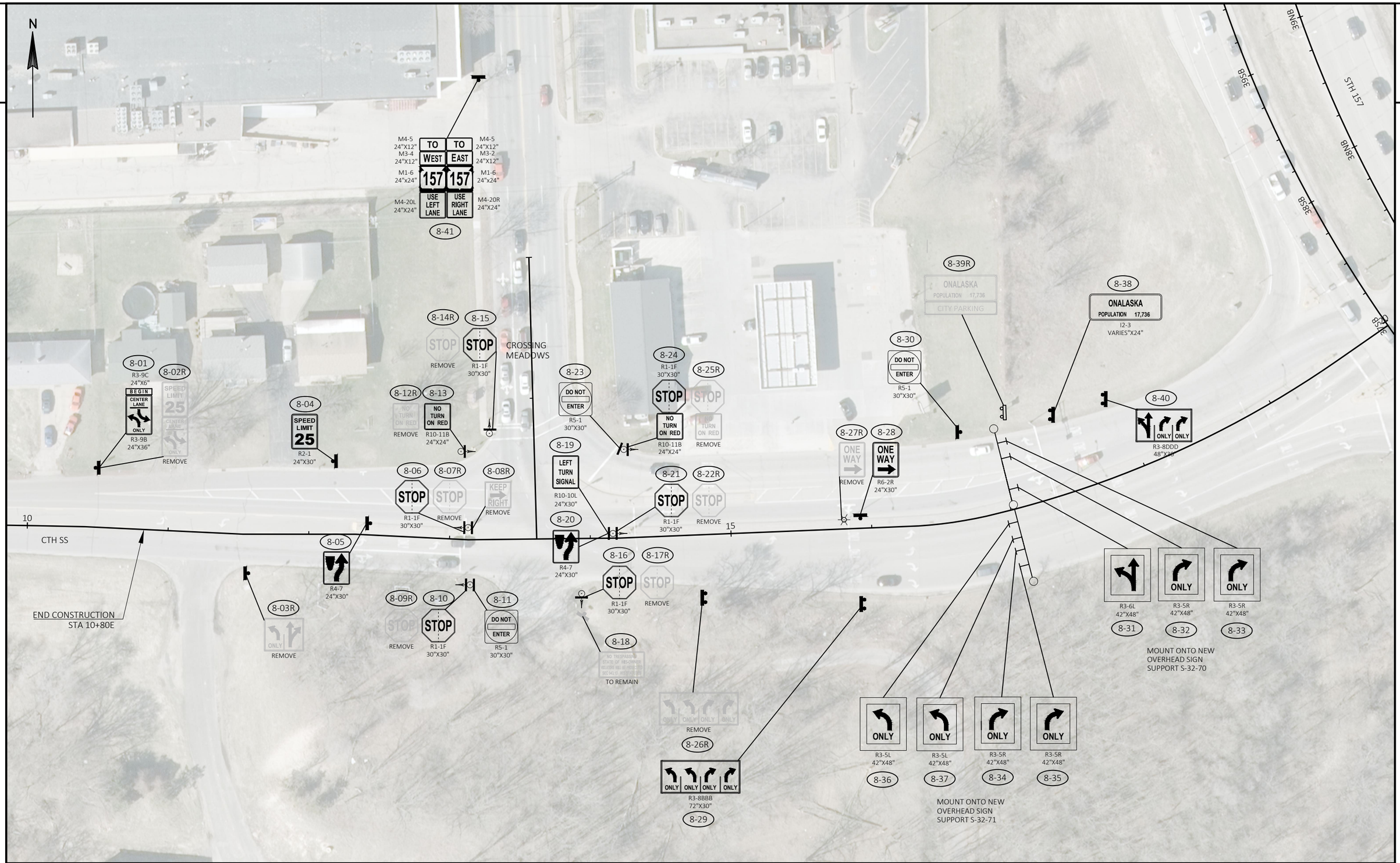
PLOT DATE : 3/6/2019 1:26 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 43	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023207_ps
PLOT DATE : 3/6/2019 1:26 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 44	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023208_ps

PLOT DATE : 3/6/2019 1:26 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

86SB

86NB

87NB

88NB

89NB

90NB

N

EXIT 6

E5-1A
72"X60"

EXIT 6

REMOVE

9-02

W3-3
36"X36"

9-04R

REMOVE

RAMP N

90N

9-03

W3-3
36"X36"

9-05R

REMOVE

9-01R

WEST 157

REMOVE

WEST 157

9-06

J2-1
24"X57"

90NB

89NB

N

EXIT 7
SAND LAKE RD
1 MILE

TO REMAIN

9-07R

ONLY ONLY

REMOVE

9-08

ONLY ONLY

R3-8P
54"X30"

9-09R

WRONG WAY

REMOVE

9-14

WRONG WAY

R5-1A
36"X24"

90N

RAMP N

95N

9-13

WRONG WAY

R5-1A
36"X24"

9-10R

ONLY ONLY

REMOVE

9-11

ONLY ONLY

R3-8P
54"X30"

9-12R

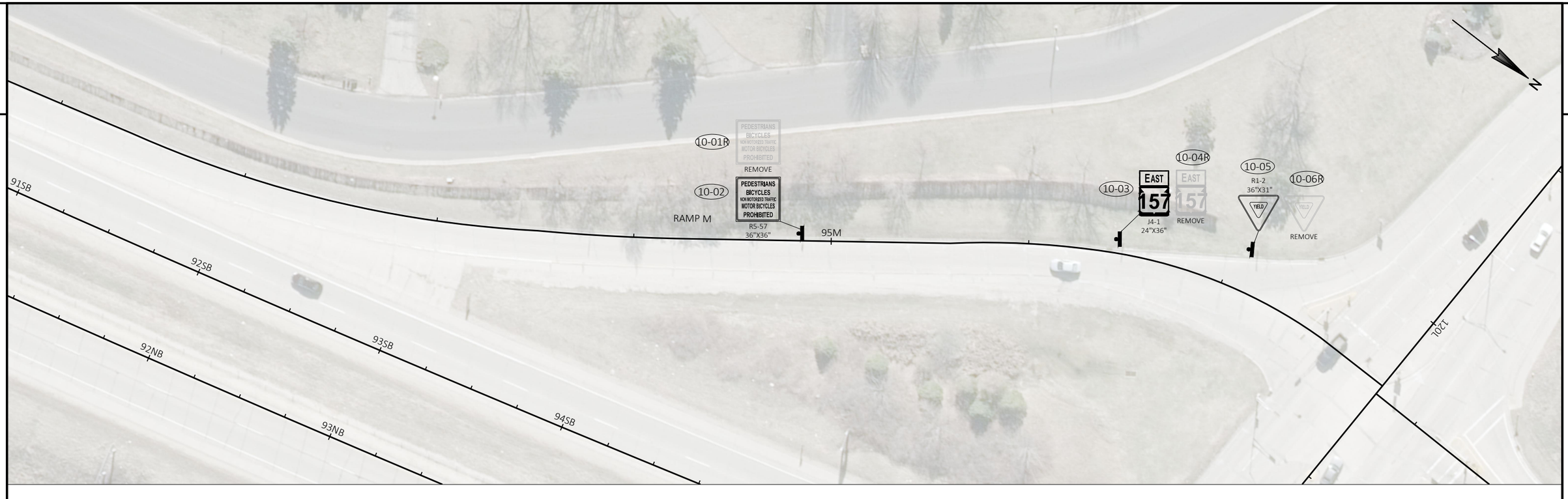
WRONG WAY

REMOVE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 45	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023209_ps

PLOT DATE : 3/6/2019 1:26 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 46	E

FILE NAME : \\SEHLX1\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023210_ps

PLOT DATE : 3/6/2019 1:26 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

2

N

11-02 TO REMAIN
MAIN ST
17 AVE N
STOP 11-03

11-07 DO NOT ENTER TO REMAIN

11-08 WEST 157 TO REMAIN

11-10R REMOVE
ONALASKA POPULATION 17,736

11-11 I2-3 66"X24"
ONALASKA
POPULATION 17,736

ALTERNATE SIDE PARKING REQUIRED AND ENFORCED 1AM - 8AM NOV 15TH-APR 1ST CITY ORD 10-1-29

11-12M Moved By Others

11-14 TO REMAIN

11-19 TO REMAIN

11-20 MAIN ST TO REMAIN

11-21 ONE WAY TO REMAIN

11-26 TO REMAIN

SOUTH EAST 53 157
J2-2 48"X57"
11-28

TO REMAIN
DO NOT ENTER
11-29

STOP R1-1F 36"X36" 11-30
STOP REMOVE 11-31R

11-38 LA CROSSE D1-1 72"X15"

11-05R SOUTH EAST 53 157 REMOVE

TO REMAIN 11-09

BEGIN CONSTRUCTION
STA 117+35

120L

SOUTH EAST 53 157 REMOVE 11-22R

STOP REMOVE 11-23R
STOP R1-1F 36"X36" 11-24

11-25 TO REMAIN

11-33 TO REMAIN 11-32

11-34R
STOP R1-1F 36"X36"
STOP REMOVE

W5-52L 12"X36" 11-39

11-35 NORTH 53 J2-1 24"X57"

11-18 DO NOT ENTER TO REMAIN

11-27 ONE WAY TO REMAIN

STOP R1-1F 36"X36" 11-16
STOP REMOVE 11-17R

11-36R HOLMEN GALESVILLE REMOVE

HOLMEN D1-1 60"X15" 11-37

OAK FOREST DR
17 AVE S
TO REMAIN 11-01

STOP 11-04 TO REMAIN

11-06 NORTH SOUTH EAST 53 53 157 J2-3 72"X57"

11-13 SOUTH EAST 53 157 TO REMAIN

11-15 TO REMAIN

STH 157

9958 99NB 9858 98NB 9758 97NB 9658

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 47	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\023201_PS.DWG
LAYOUT NAME - 023211_ps
PLOT DATE : 3/6/2019 1:27 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

N

12-01R
SOUTH EAST WEST
53 157 157
REMOVE

12-02
SOUTH EAST WEST
53 157 157
J2-3
72"X57"

12-14R
ONE WAY
REMOVE

12-15
ONE WAY
R6-2L
24"X30"

12-30R
NORTH
53
REMOVE

12-31R
STOP
REMOVE

12-32
STOP
R1-1F
36"X36"

12-33R
REMOVE

12-34
W12-1D
24"X24"

12-37
YIELD
R1-2
36"X31"

12-38R
YIELD
REMOVE

12-03R
STOP
REMOVE

12-04
STOP
R1-1F
36"X36"

12-05
R4-7
24"X30"

12-06R
REMOVE

W5-52L
12"X36"

12-47

REMOVE
12-28R
ONE WAY
REMOVE

R6-2L
24"X30"
12-29
ONE WAY

R3-2
24"X24"
12-39

REMOVE
12-40R

12-42
STOP
STOP
R1-1F
36"X36"

12-41R
STOP
REMOVE

125L

12-16R
STOP
REMOVE

12-17
STOP
R1-1F
36"X36"

12-18
DO NOT ENTER
R5-1
30"X30"

12-19R
DO NOT ENTER
REMOVE

12-07R
REMOVE

12-08
R3-1
24"X24"

12-09R
STOP
REMOVE

12-10
STOP
R1-1F
36"X36"

12-11R
DO NOT ENTER
REMOVE

12-12
DO NOT ENTER
R5-1
30"X30"

12-13
NORTH
53
J3-1
24"X57"

12-22R
DO NOT ENTER
REMOVE

12-23
DO NOT ENTER
R5-1
30"X30"

12-24R
ONE WAY
REMOVE

12-25
ONE WAY
R6-2L
24"X30"

STOP
REMOVE
12-20R
STOP
R1-1F
36"X36"
12-21

12-35R
NORTH
53
REMOVE

12-36
NORTH
53
J3-1
24"X57"

END CONSTRUCTION
STA 126+05

W12-1D
24"X24"
12-26

12-27R
REMOVE

12-45
YIELD
R1-2
36"X31"

YIELD
REMOVE
12-46R

12-43R
157
REMOVE

12-44
WEST
157
J3-1
24"X57"

STH 157

95N

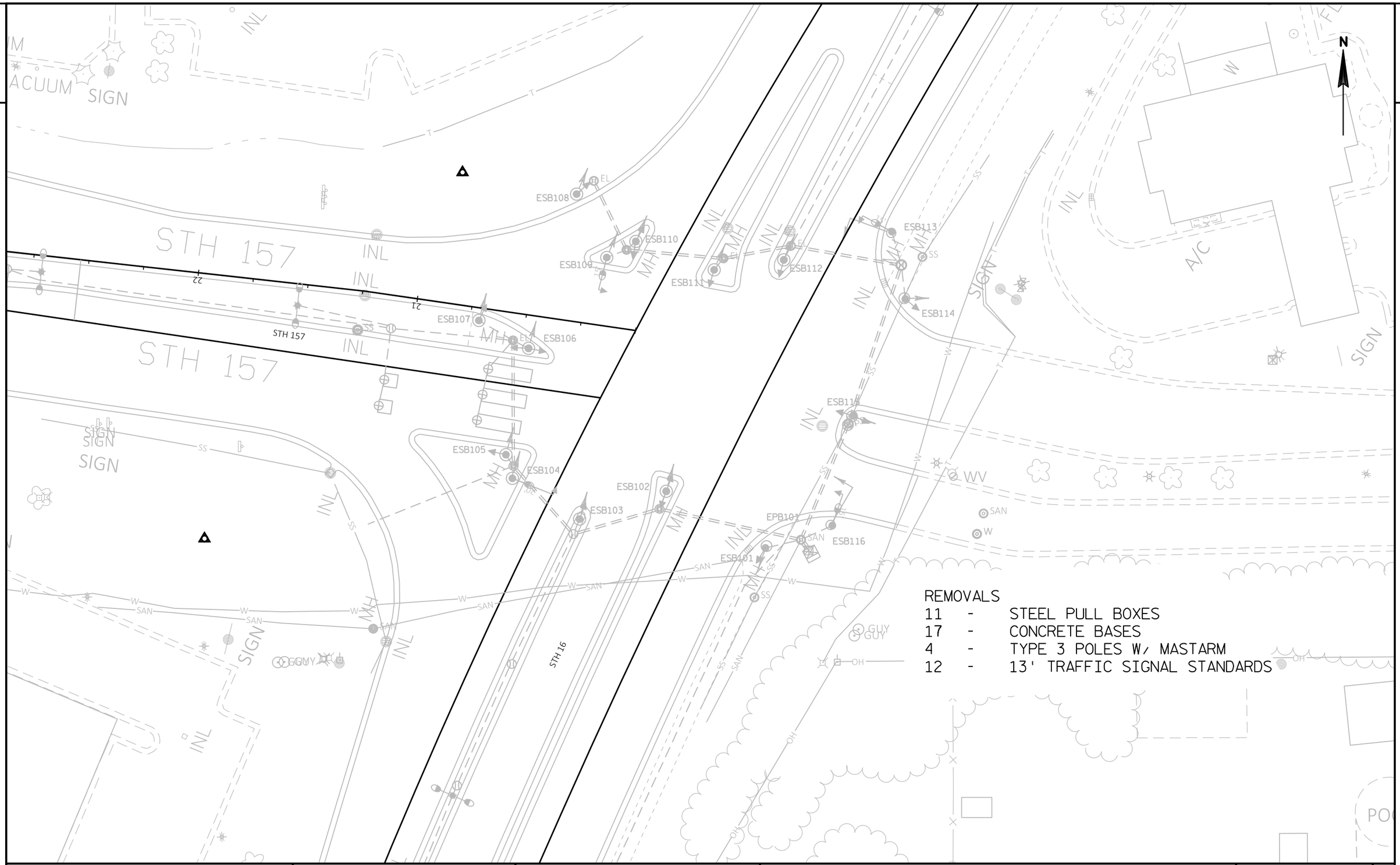
9NB

96NB

95S

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET 48	E

2



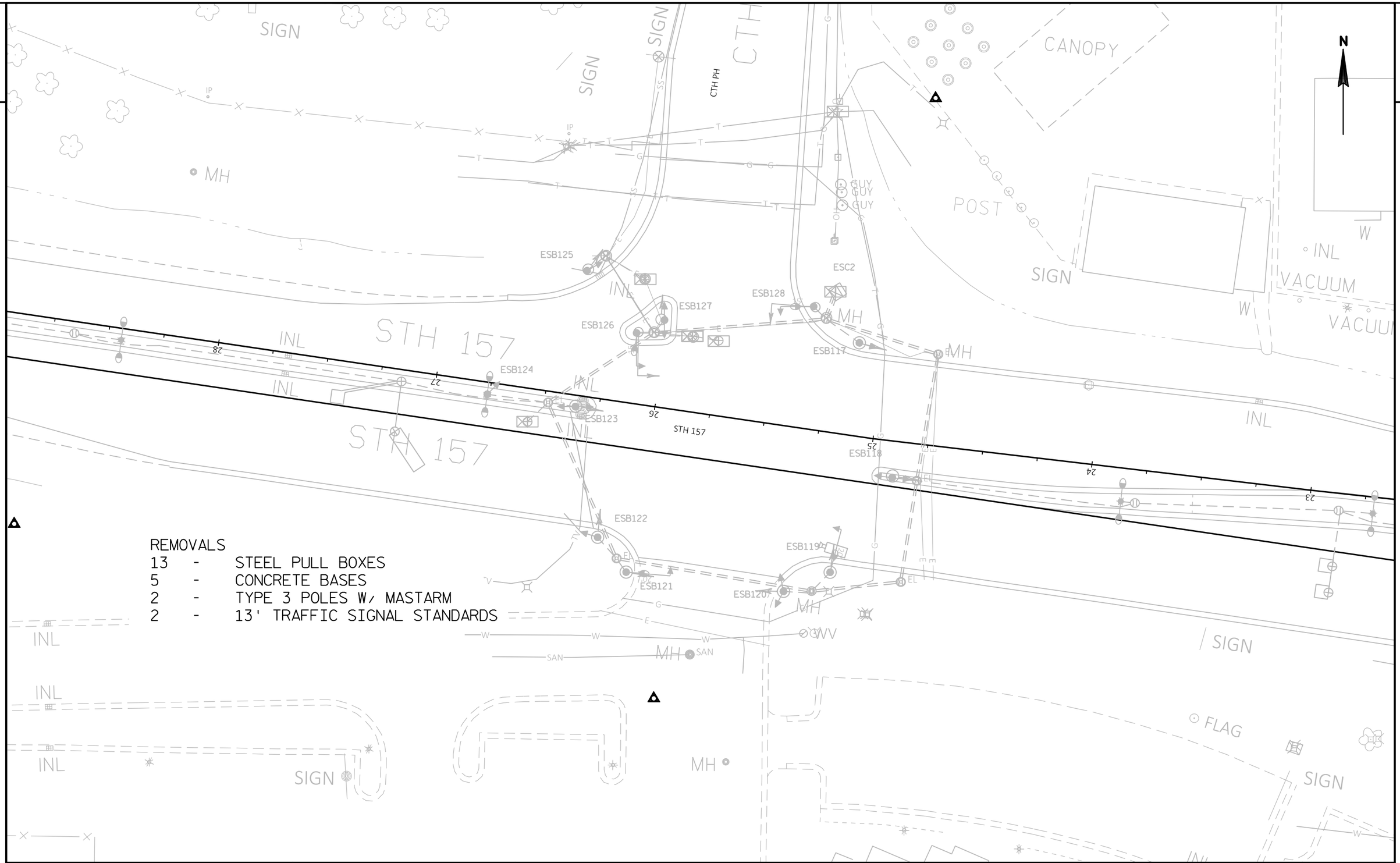
REMOVALS

11	-	STEEL PULL BOXES
17	-	CONCRETE BASES
4	-	TYPE 3 POLES W/ MASTARM
12	-	13' TRAFFIC SIGNAL STANDARDS

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL REMOVAL - STH 16 & STH 157	SHEET 49	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024001-sr

PLOT DATE : 2/26/2019 6:06 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT



REMOVALS

13	-	STEEL PULL BOXES
5	-	CONCRETE BASES
2	-	TYPE 3 POLES W/ MASTARM
2	-	13' TRAFFIC SIGNAL STANDARDS

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL REMOVAL - STH 157 & CTH PH	SHEET 50	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024002-sr

PLOT DATE : 2/26/2019 6:07 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

REMOVALS
19 - STEEL PULL BOXES
3 - CONCRETE BASES
1 - TYPE 3 POLE W/ MASTARM
1 - TYPE 4 POLE

ESB129
ESB130
ESB131
ESB132
ESB133
ESB134
ESB135
ESB136
ESB137
ESB138
ESB139
STH 157
CTH SS
CAUTION
PHONE
SIGN
SAN
MH
HW
TEL
PROP
17C
18C
19C
20C
20'
38
37
36
35
34

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL REMOVAL - STH 157 & CTH SS	SHEET 51	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024003-sr

PLOT DATE : 2/26/2019 6:07 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

2

N

SIGN

INL

ESB140

ESB153

ESB141

ESB142

MH

INL

52

SIGN

20'

ESB143

MH

ESB144

51

ESB145

ESB147

MH

ESB146

MH

RAMP F

ESB152

SIG

MH

ESB148

ESB150

1.5T

SIGN

ESB151

ESB149

50

STH 157

49

REMOVALS
10 - STEEL PULL BOXES
5 - CONCRETE BASES
2 - TYPE 3 POLES W/ MASTARM
2 - TYPE 4 POLES

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL REMOVAL - STH 157 & IH 90 EB RAMP	SHEET 52	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024001-SR.DWG
LAYOUT NAME - 024004-sr

PLOT DATE : 2/26/2019 6:07 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

2

N

REMOVALS
10 - STEEL PULL BOXES
6 - CONCRETE BASES
2 - TYPE 3 POLES W/ MASTARM
2 - TYPE 4 POLES
1 - 13' TRAFFIC SIGNAL STANDARD

STH 157

70

69

68

67

ESB154
ESB155
ESB156
ESB157
ESB158
ESB159
ESB160
ESB161
ESB162
ESB163
ESB164
ESB165
ESB166
ESB167

SIGN

INL

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL REMOVAL - STH 157 & IH 90 WB RAMP	SHEET 53	E

2

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING OWOD POLES WITH THE STAKING INFORMATION.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

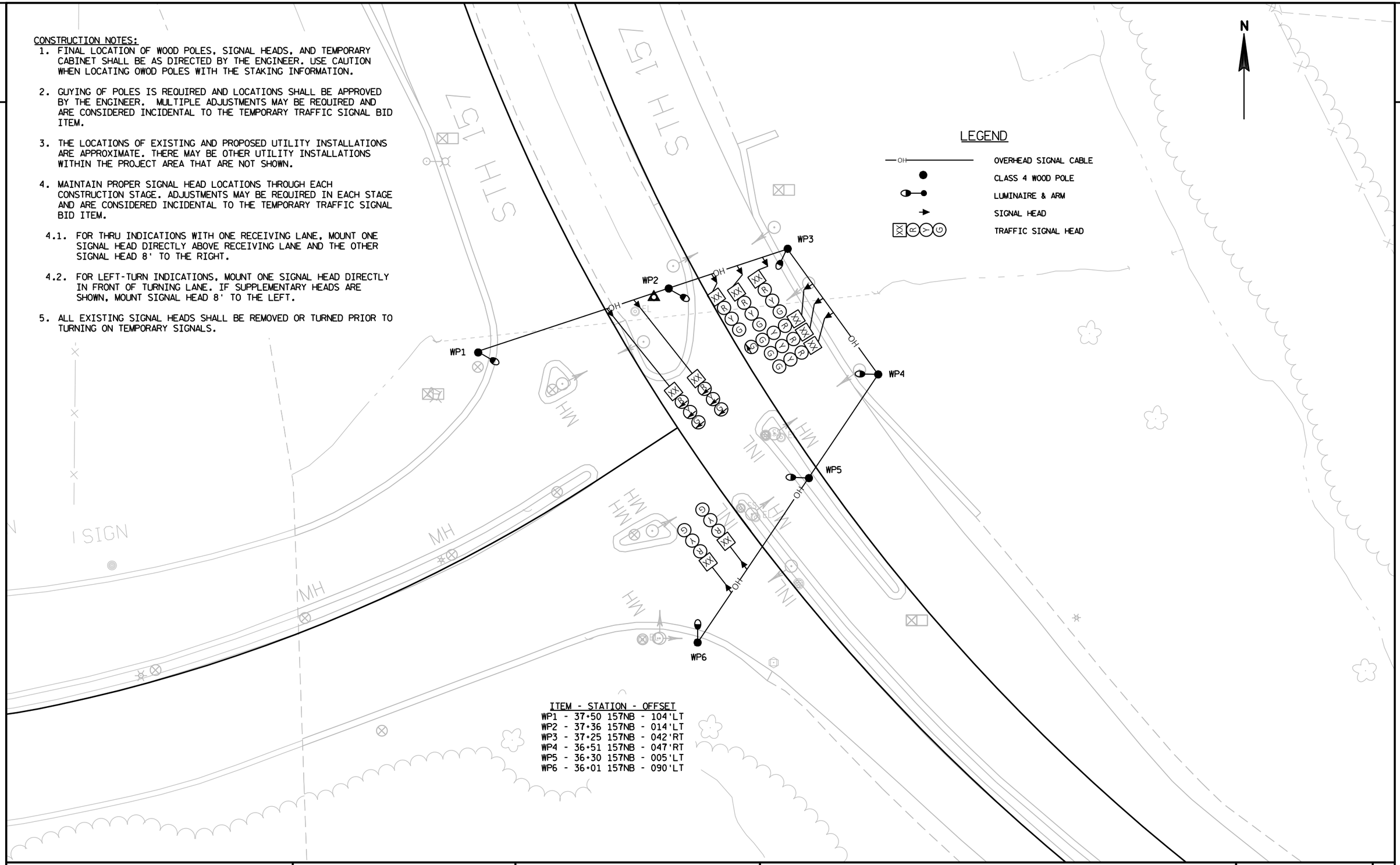
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

4. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

4.1. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

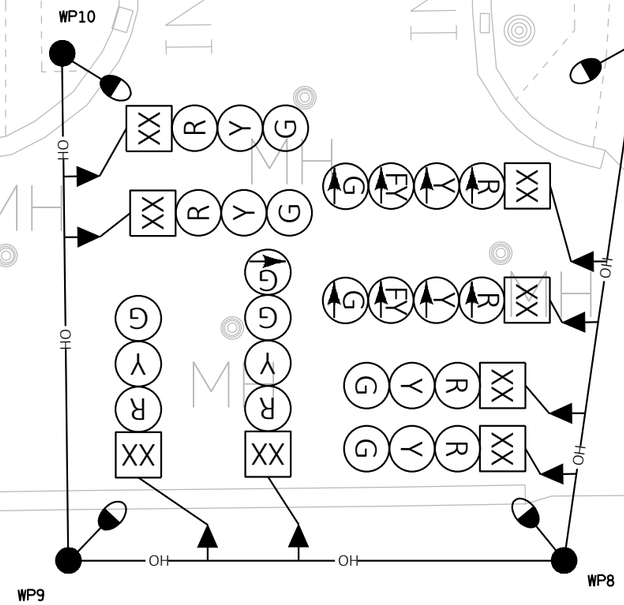
4.2. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED OR TURNED PRIOR TO TURNING ON TEMPORARY SIGNALS.



ITEM - STATION - OFFSET
WP1 - 37+50 157NB - 104'LT
WP2 - 37+36 157NB - 014'LT
WP3 - 37+25 157NB - 042'RT
WP4 - 36+51 157NB - 047'RT
WP5 - 36+30 157NB - 005'LT
WP6 - 36+01 157NB - 090'LT

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL TEMPORARY - STH 157 & CTH SS	SHEET 54	E



CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING OWOD POLES WITH THE STAKING INFORMATION.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

4. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

4.1. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

4.2. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED OR TURNED PRIOR TO TURNING ON TEMPORARY SIGNALS.

N

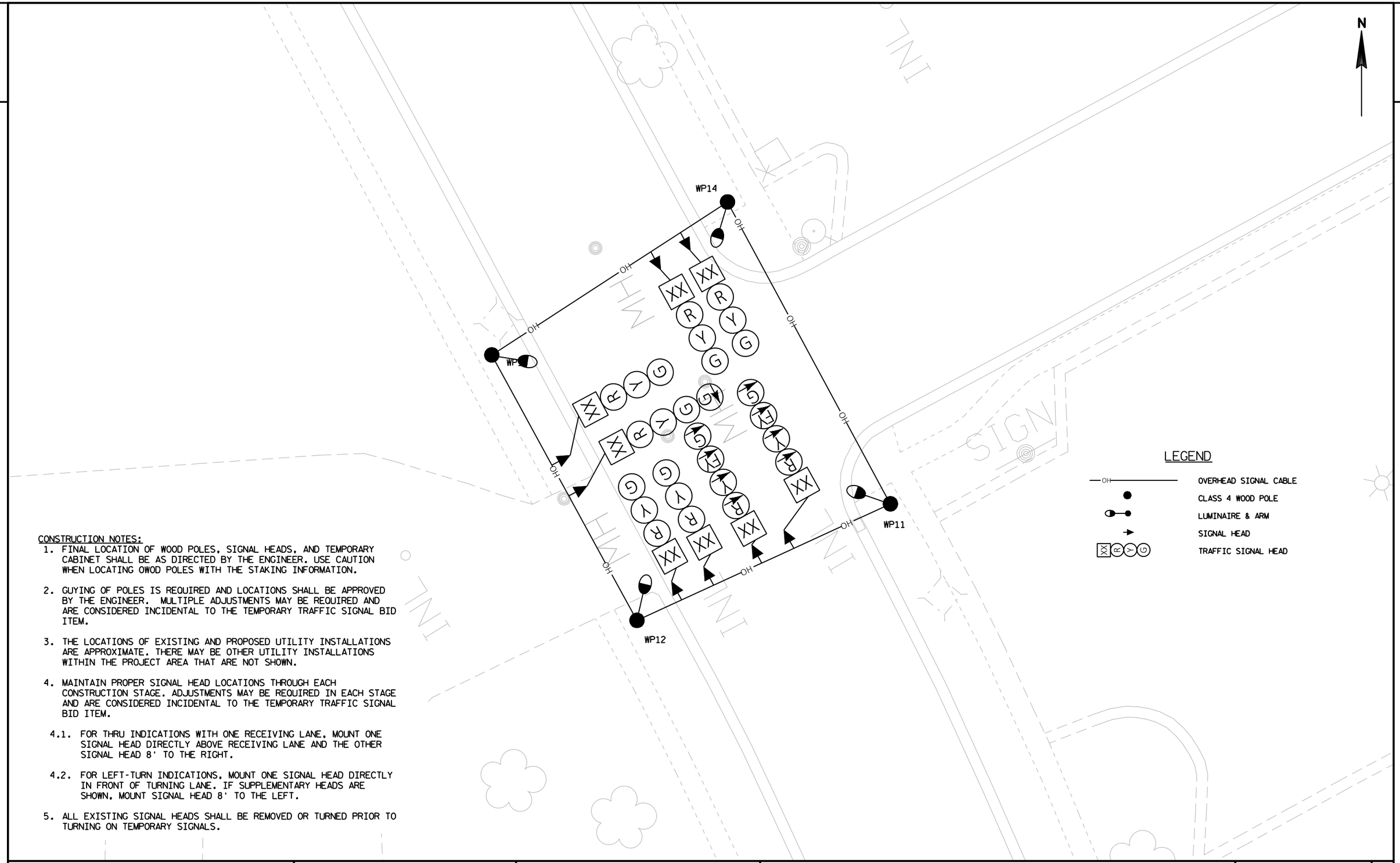
LEGEND

- OH — OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL TEMPORARY - CTH SS & 12TH AVE	SHEET 55	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024101_ST.DWG
LAYOUT NAME - 024102_st
PLOT DATE : 6/29/2018 8:52 AM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:20 FT

2



LEGEND

- OH — OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING OWOD POLES WITH THE STAKING INFORMATION.

2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

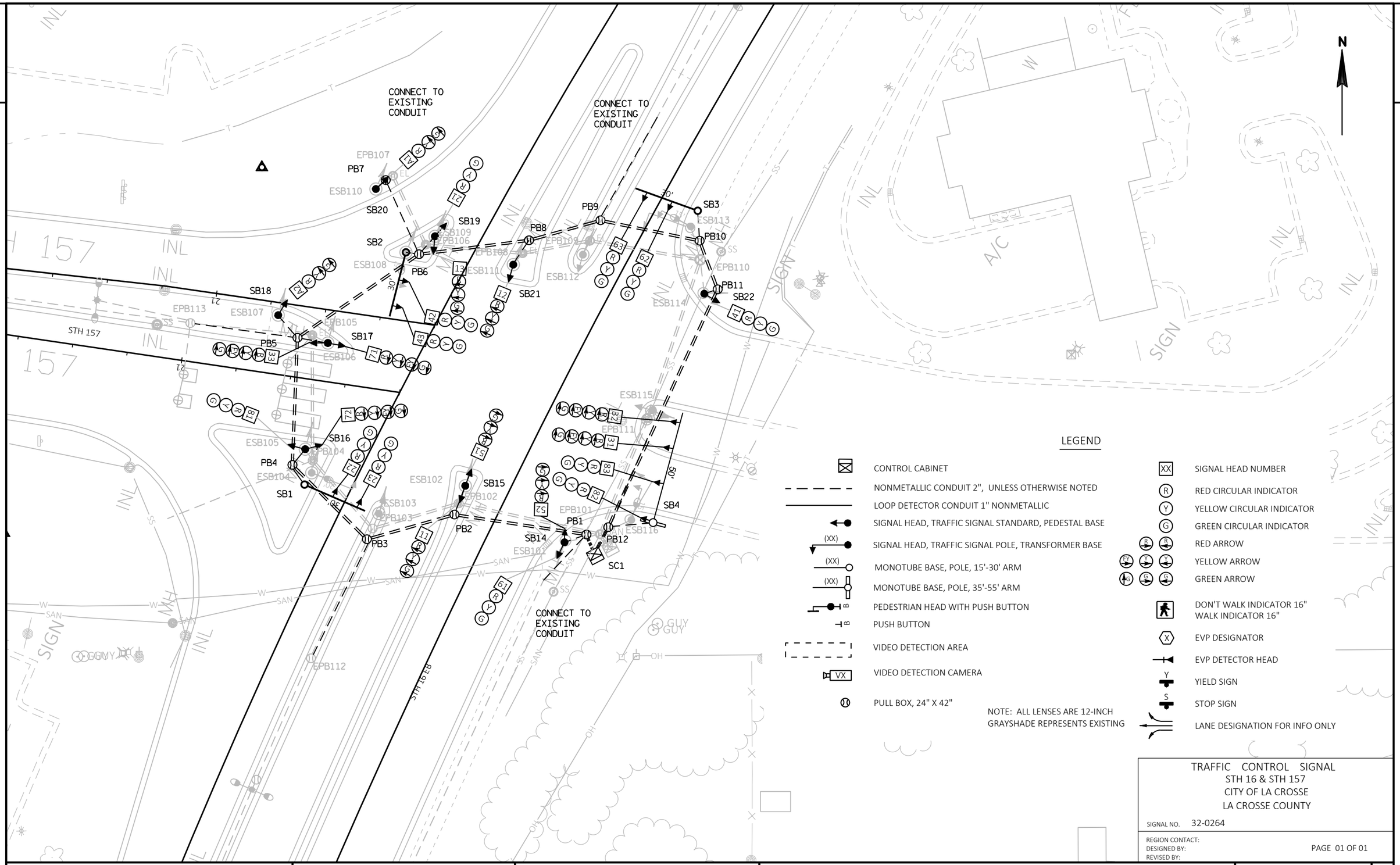
3. THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

4. MAINTAIN PROPER SIGNAL HEAD LOCATIONS THROUGH EACH CONSTRUCTION STAGE. ADJUSTMENTS MAY BE REQUIRED IN EACH STAGE AND ARE CONSIDERED INCIDENTAL TO THE TEMPORARY TRAFFIC SIGNAL BID ITEM.

4.1. FOR THRU INDICATIONS WITH ONE RECEIVING LANE, MOUNT ONE SIGNAL HEAD DIRECTLY ABOVE RECEIVING LANE AND THE OTHER SIGNAL HEAD 8' TO THE RIGHT.

4.2. FOR LEFT-TURN INDICATIONS, MOUNT ONE SIGNAL HEAD DIRECTLY IN FRONT OF TURNING LANE. IF SUPPLEMENTARY HEADS ARE SHOWN, MOUNT SIGNAL HEAD 8' TO THE LEFT.

5. ALL EXISTING SIGNAL HEADS SHALL BE REMOVED OR TURNED PRIOR TO TURNING ON TEMPORARY SIGNALS.



TRAFFIC CONTROL SIGNAL
STH 16 & STH 157
CITY OF LA CROSSE
LA CROSSE COUNTY

SIGNAL NO. 32-0264

REGION CONTACT:
DESIGNED BY:
REVISED BY:

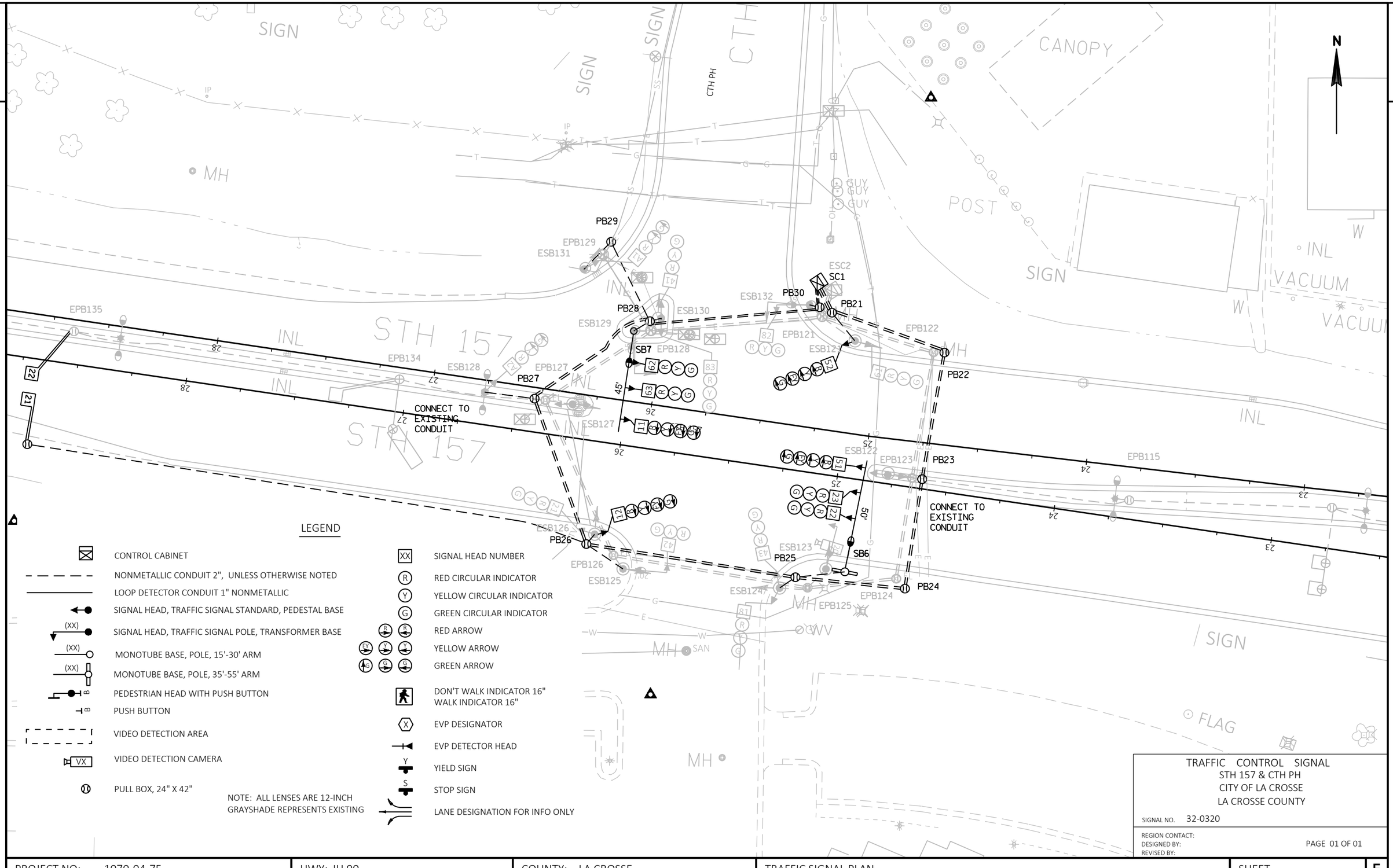
PAGE 01 OF 01

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 57	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024201-sp

PLOT DATE : 2/26/2019 5:57 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 58	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024202-sp

PLOT DATE : 2/26/2019 5:57 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

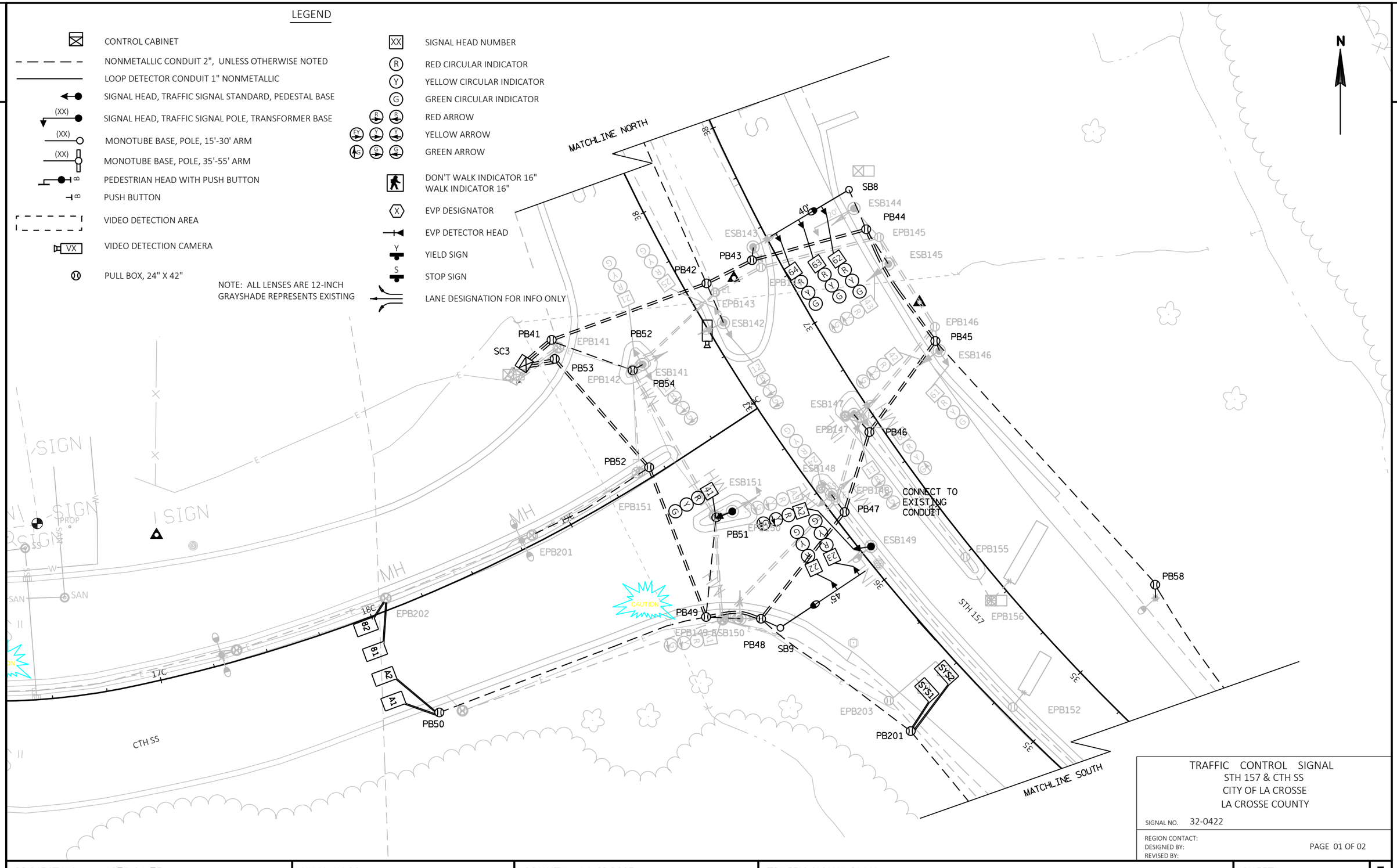
WISDOT/CADDS SHEET 42

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- B PEDESTRIAN HEAD WITH PUSH BUTTON
- B PUSH BUTTON
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 42"

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

- XX SIGNAL HEAD NUMBER
- R RED CIRCULAR INDICATOR
- Y YELLOW CIRCULAR INDICATOR
- G GREEN CIRCULAR INDICATOR
- R RED ARROW
- Y YELLOW ARROW
- G GREEN ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- Y YIELD SIGN
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY



TRAFFIC CONTROL SIGNAL
STH 157 & CTH SS
CITY OF LA CROSSE
LA CROSSE COUNTY

SIGNAL NO. 32-0422

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 01 OF 02

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 59	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024203-sp

PLOT DATE : 2/26/2019 5:57 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

2

N

MATCHLINE SOUTH

STA AHEAD = 40+25.00NB
STA BACK = 39+88.49NB

MATCHLINE NORTH

PB55 PB56 PB57 PB59 PB202

EPB154 EPB153 EPB204 ESB152

SS

157

TRAFFIC CONTROL SIGNAL
STH 157 & CTH SS
CITY OF LA CROSSE
LA CROSSE COUNTY

SIGNAL NO. 32-0422

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 02 OF 02

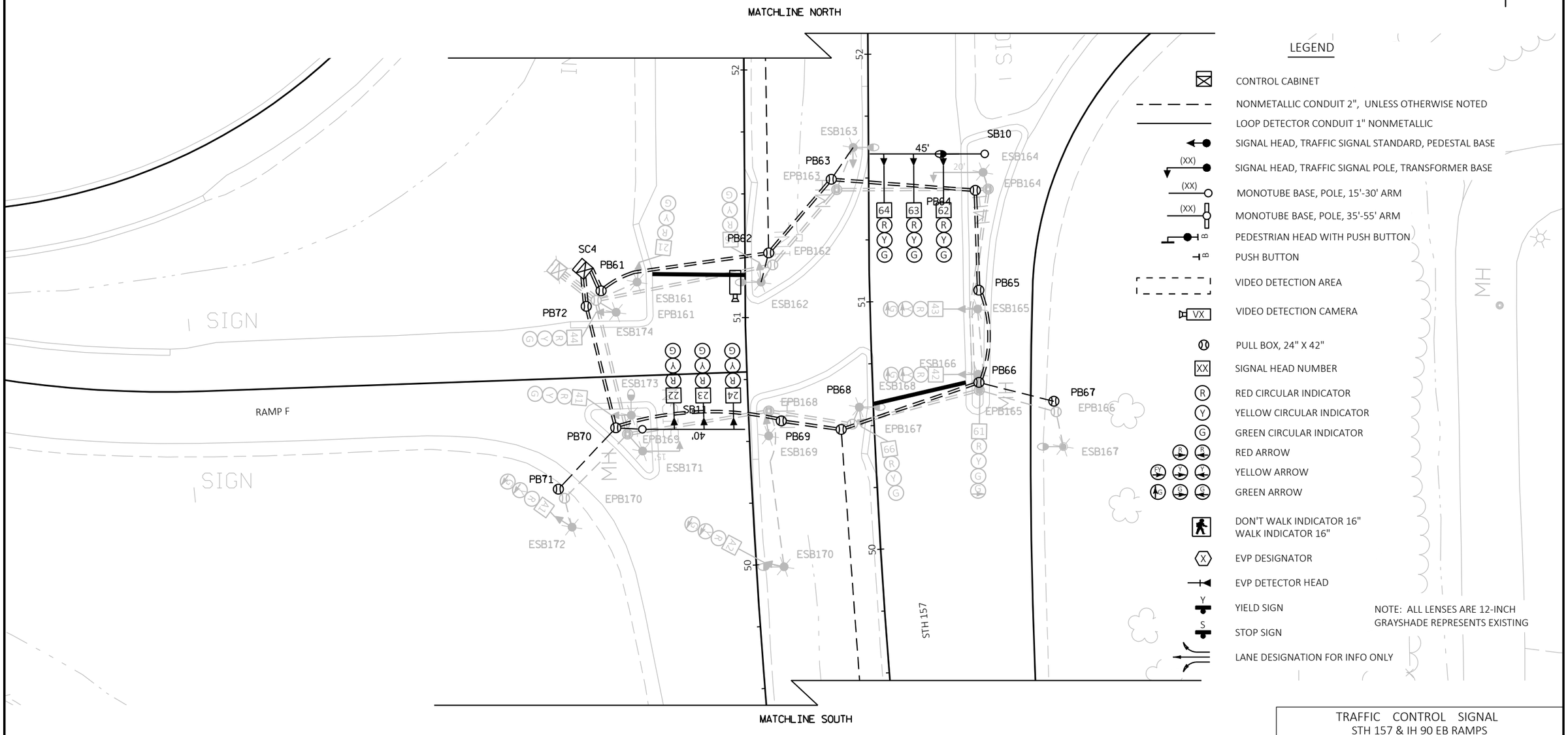
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 60	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024204-sp

PLOT DATE : 2/26/2019 5:58 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2



TRAFFIC CONTROL SIGNAL
STH 157 & IH 90 EB RAMPS
CITY OF ONALASKA
LA CROSSE COUNTY

SIGNAL NO. 32-0321

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 01 OF 02

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 61	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024205-sp

PLOT DATE : 2/26/2019 5:58 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE SOUTH

49

48

47

PB73

PB74

63

62

61

OUT

OUT

INL

W

SIGN I

55

54

53

52

PB77

PB76

21

22

23

24

PB75

MATCHLINE NORTH

N

2

TRAFFIC CONTROL SIGNAL
STH 157 & IH 90 EB RAMPS
CITY OF ONALASKA
LA CROSSE COUNTY

SIGNAL NO. 32-0321

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 02 OF 02

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 62	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024206-sp

PLOT DATE : 2/26/2019 5:59 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

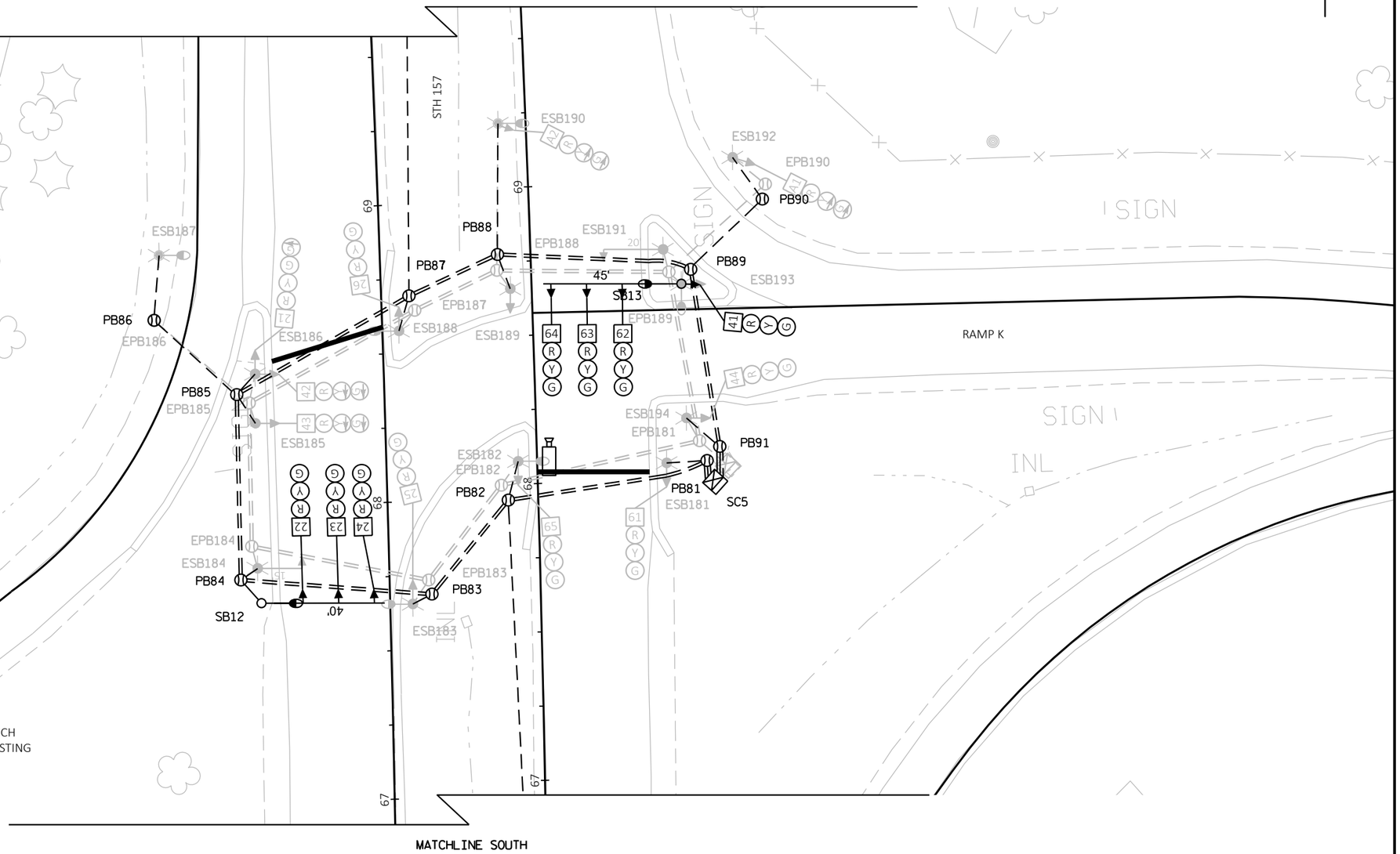
2

MATCHLINE NORTH

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2", UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- (XX) SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- (XX) MONOTUBE BASE, POLE, 15'-30' ARM
- (XX) MONOTUBE BASE, POLE, 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- VIDEO DETECTION AREA
- VX VIDEO DETECTION CAMERA
- PULL BOX, 24" X 42"
- XX SIGNAL HEAD NUMBER
- (R) RED CIRCULAR INDICATOR
- (Y) YELLOW CIRCULAR INDICATOR
- (G) GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- DON'T WALK INDICATOR 16"
  WALK INDICATOR 16"
- X EVP DESIGNATOR
- EVP DETECTOR HEAD
- Y YIELD SIGN
- S STOP SIGN
- LANE DESIGNATION FOR INFO ONLY

NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING



MATCHLINE SOUTH

TRAFFIC CONTROL SIGNAL
STH 157 & IH 90 WB RAMPS
CITY OF ONALASKA
LA CROSSE COUNTY

SIGNAL NO. 32-0322

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 01 OF 02

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 63	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024207-sp

PLOT DATE : 2/26/2019 5:59 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

2

MATCHLINE SOUTH

PB92

PB93

PB94

PB95

PB96

PB97

21 22 23 24

64 63 62 61

67 66 65 64 72 71 70

SIGN

N

MATCHLINE NORTH

TRAFFIC CONTROL SIGNAL
STH 157 & IH 90 WB RAMPS
CITY OF ONALASKA
LA CROSSE COUNTY

SIGNAL NO. 32-0322

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 02 OF 02

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 64	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024208-sp

PLOT DATE : 2/26/2019 5:59 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

NOTES:
1. INSTALL CONCRETE BASE TYPE 2 AT SB401
2. CONNECT SB401 TO EPB401 WITH 2" NON-METALLIC CONDUIT
3. REMOVE CONCRETE BASE AT ESB401 AFTER WISDOT ELECTRICIANS REMOVE EXISTING POLE

CROSSING MEADOWS DR

FILLER CAPS

PHONE

SIGN

CANOPY

ESB401

SB401

EPB401

MH

OLD CTH "SS"

CAUTION

CTH SS

12C

13C

14C

15C

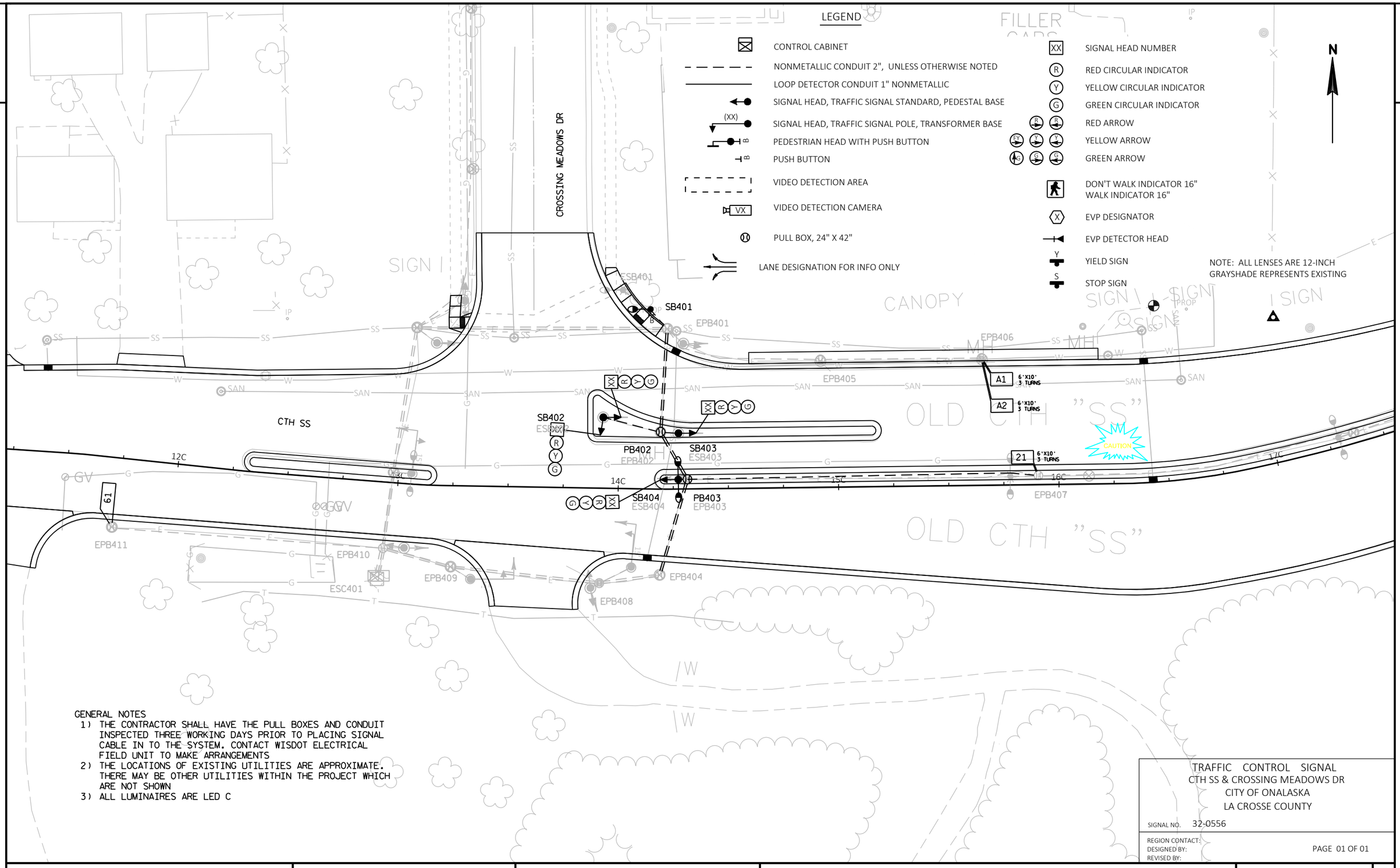
16C

17C

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 65	E

FILE NAME : \\LAXRTOPFLPPI01\N3PUBLIC\PDS\C3D\10700405\SHEETSPLAN\024201_SP.DWG
LAYOUT NAME - 024209-sp

PLOT DATE : 3/27/2019 4:08 PM PLOT BY : WEBB, COLLIN J PLOT NAME : PLOT SCALE : 1 IN:40 FT



GENERAL NOTES

1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT INSPECTED THREE WORKING DAYS PRIOR TO PLACING SIGNAL CABLE IN TO THE SYSTEM. CONTACT WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS
2) THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN THE PROJECT WHICH ARE NOT SHOWN
3) ALL LUMINAIRES ARE LED C

TRAFFIC CONTROL SIGNAL
CTH SS & CROSSING MEADOWS DR
CITY OF ONALASKA
LA CROSSE COUNTY

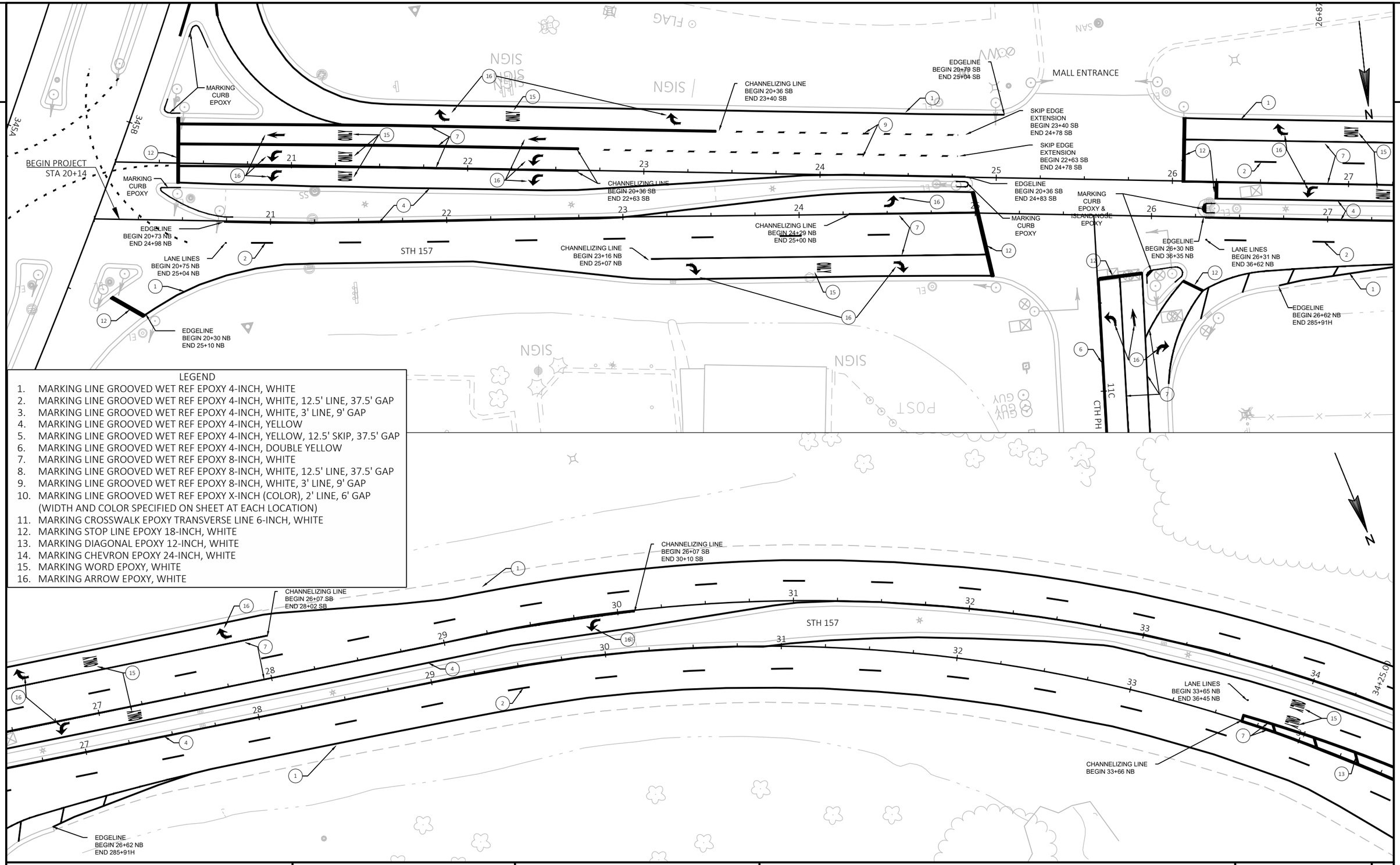
SIGNAL NO. 32-0556

REGION CONTACT:
DESIGNED BY:
REVISED BY:

PAGE 01 OF 01

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC SIGNAL PLAN	SHEET 66	E

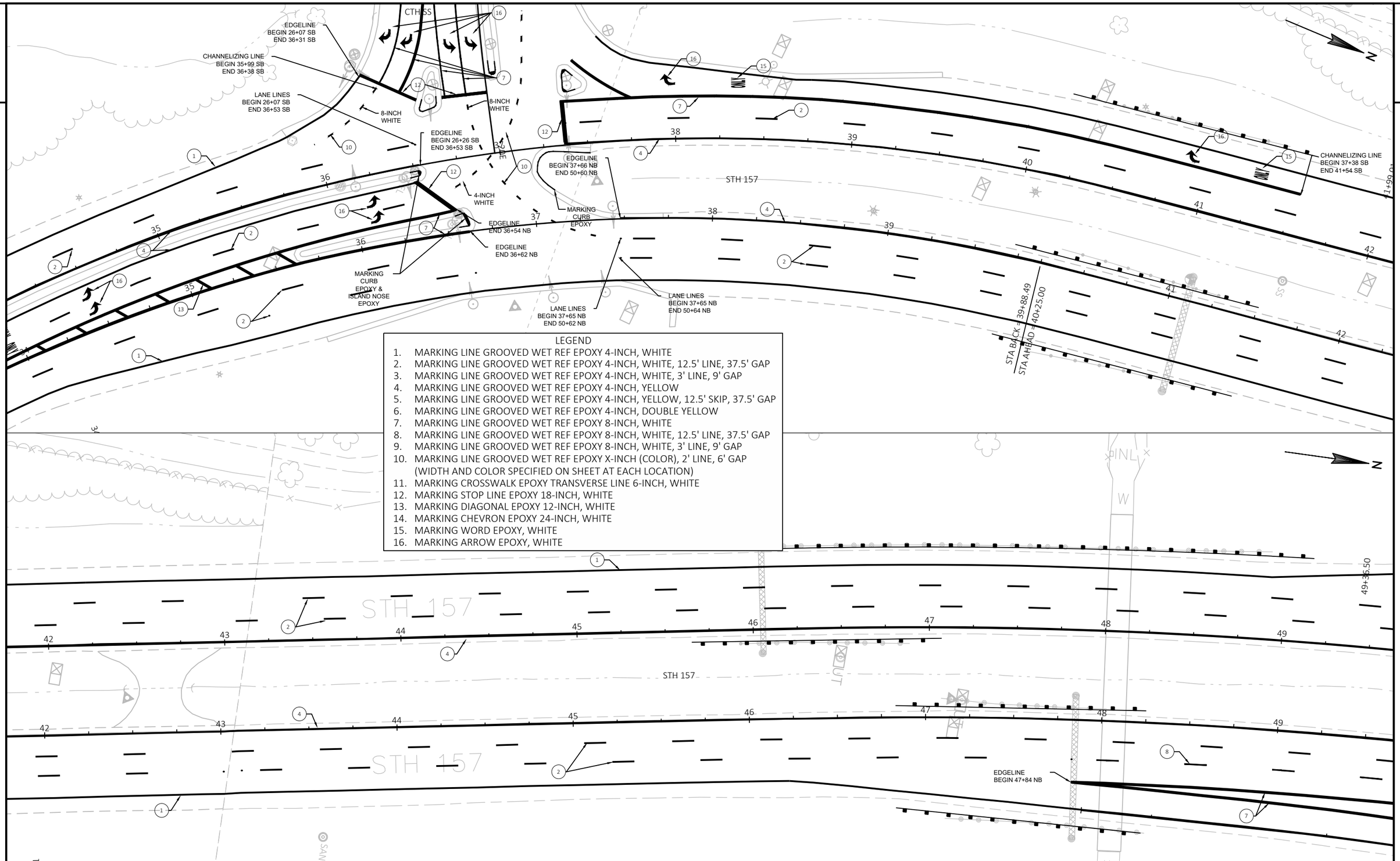
2



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 67	E

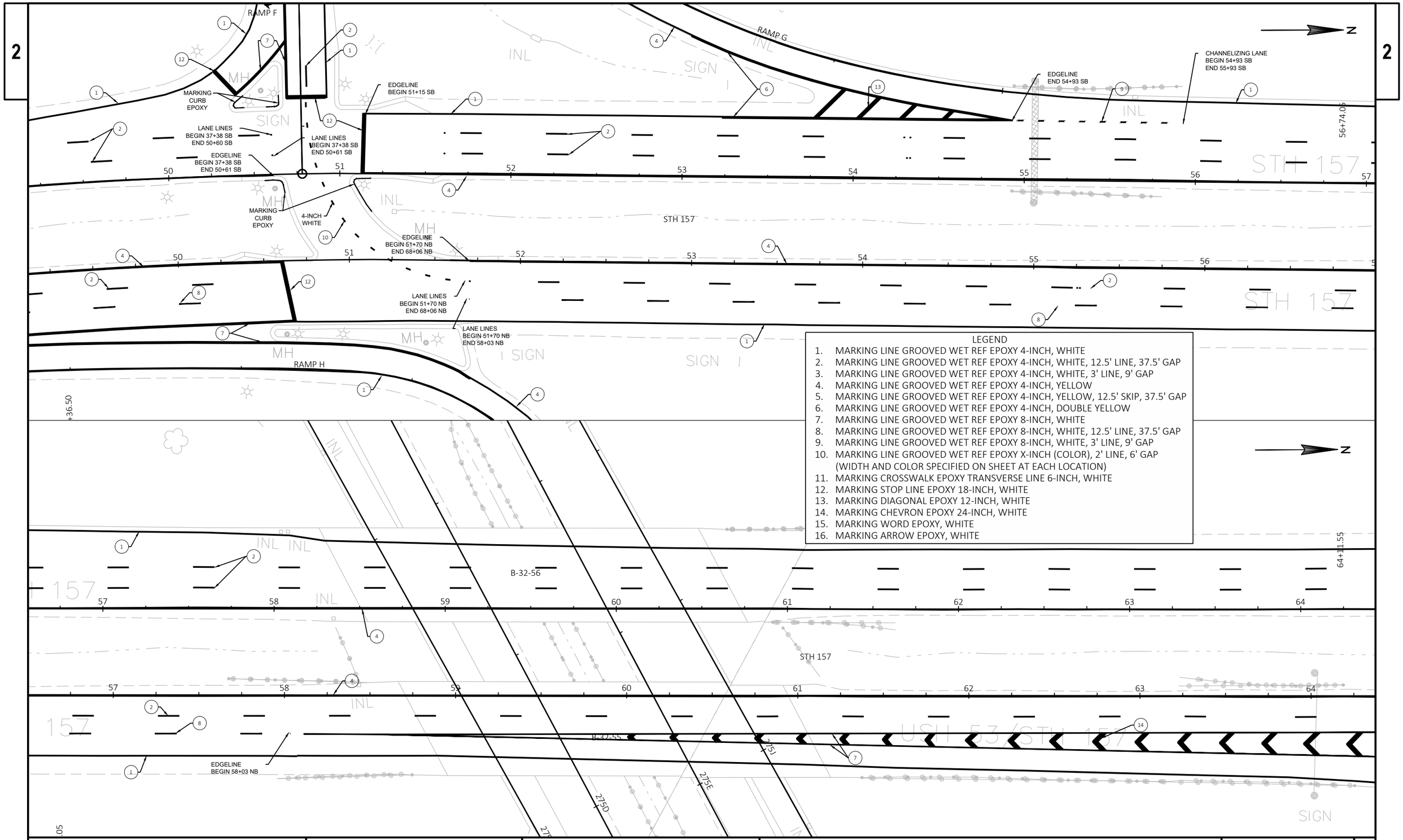


LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
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8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 68	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024502_pm
PLOT DATE : 7/30/2019 2:16 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 69	E

2

RAMP I

2801

SIGN

EDGELINE
BEGIN 71+25 SB

71+49.05

LANE LINES
BEGIN 51+61 SB
END 67+66 SB

LANE LINES
BEGIN 51+61 SB
END 67+66 SB

64 65 66 67 68 69 70 71

4-INCH
WHITE

MARKING
CURB
EPOXY

EDGELINE
BEGIN 51+14 SB
END 67+65 SB

INL

STH 157

EDGELINE
BEGIN 68+62 NB
END 96+23 NB

EDGELINE
END 68+04 NB

LANE LINES
BEGIN 68+81 NB
END 96+19 NB

LANE LINES
BEGIN 68+81 NB
END 81+49 NB

MARKING
CURB
EPOXY

RAMP J

2901

RAMP K

11.55

N

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
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10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

78+80

CULV

72 73 74 75 76 77 78 79

STH 157

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 70	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024504_pm

PLOT DATE : 7/30/2019 2:17 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
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7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
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11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

N

86+24.05

79 80 81 82 83 84 85 86

STH 157

EDGELINE
BEGIN 81+36 NB

RAMP N

85N

78+86.55

EDGELINE
END 88+17 SB

LANE LINES
BEGIN 68+69 SB
END 88+04 SB

90M

RAMP M

93+61.55

86 87 88 89 90 91 92 93

STH 157

SIGN

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 71	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024505_pm

PLOT DATE : 7/30/2019 2:18 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

END PROJECT
STA 96+44
MATCH EXISTING

EDGELINE
END 96+39 SB

LANE LINES
BEGIN 68+69 SB
END 96+35 SB

EDGELINE
BEGIN 68+57 SB
END 96+31 SB

EDGELINE
END 96+15 NB

B-32-130

B-32-129

STH 157

STH 16

100+99.05

94 95 96 97 98 99 100 101

340A 340B 345A 345B 350A 350B

TRAFFIC CONTROL MARKERS MEDIAN

INSTALL AFTER PAVEMENT IS REPLACED, MARKERS WILL BE PERMANENT

4-INCH WHITE

8-INCH WHITE

8-INCH YELLOW

MARKING CURB EPOXY & ISLAND NOSE EPOXY

MARKING CURB EPOXY

520

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
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10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 72	E

2

N

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

SIGN
SIGN
SIGN
SIGN
POST
GUY
GUY
GUY
SAN
IP
IP
IP
EL
EL
EL
EL
CTH PH
12C
11C
STH 157
ONE WAY
ONE WAY
28
27
26
25
24
23

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 73	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024507_pm
PLOT DATE : 7/30/2019 2:19 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ##########

2

N

EDGELINE
BEGIN 12+32C
END 10+73C

EDGELINE
BEGIN 10+72C
END 12+32C

72' MIN. TAPER LENGTH

CHANNELIZING LINE
BEGIN 12+30C
END 13+13C

MARKING
CURB EPOXY

MARKING
CURB EPOXY
& ISLAND
NOSE EPOXY

SKIP EDGE EXTENSION
(3' LINE, 9' GAP)
BEGIN 14+20C
END 17+66C

CROSSING
MEADOWS DR

10E

15E

CTH SS

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

CHANNELIZING LANE
BEGIN 17+77C
END 14+17C

SKIP EDGE EXTENSION
BEGIN 17+77C
END 18+46C

EDGELINE
BEGIN 18+13C
END 15+20C

MARKING
CURB EPOXY
& ISLAND
NOSE EPOXY

19+20C

CHANNELIZING LANE
BEGIN 18+64C
END 19+59C

CHANNELIZING LANE
BEGIN 17+66C
END 19+65C

MARKING
CURB
EPOXY

SKIP EDGE EXTENSION
BEGIN 16+45C
END 17+66C

CHANNELIZING LANE
BEGIN 17+66C
END 19+53C

N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 74	E

2

N

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

CROSSING MEADOWS DR

ONLY

8-INCH WHITE

CTH SS

END OF 2' LINE, 6' GAP
(TRANSITION TO 3' LINE, 9' GAP)

15E

OLD CTH "SS"

FILLER CAPS

CANOPY

POOL

PHONE

SIGN

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 75	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024509_pm

PLOT DATE : 7/30/2019 2:19 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

N

EDGELINE
END 267+83G

EDGELINE
END 267+83G

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

RAMP G

265G

260G

STH 157

53

52

51

25

INL

SIGN

HW

RAMP G

270F

RAMP F

265F

EDGELINE
BEGIN 264+33F
END 271+82F

EDGELINE
BEGIN 264+33F
END 37+38 NB

LANE LINES
BEGIN 265+50F
END 267+85F

CHANNELIZING LANE
BEGIN 267+85F
END 271+82F

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 76	E

2

2

SIGN

7

270H

RAMP H

4

275H

1

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

BASKETBA
COURT

SIGN

285D

4

EDGELINE
END 285+91H

1

285H

RAMP H

280H

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 77	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024511_pm

PLOT DATE : 7/30/2019 2:20 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

2

SIGN

2701

2651

RAMP I

1

4

EDGELINE
END 262+86I

N

W

INL

MH

MH

INL

1

2751

RAMP I

4

STH 157

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 78	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024512_pm

PLOT DATE : 7/30/2019 2:21 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

2

2

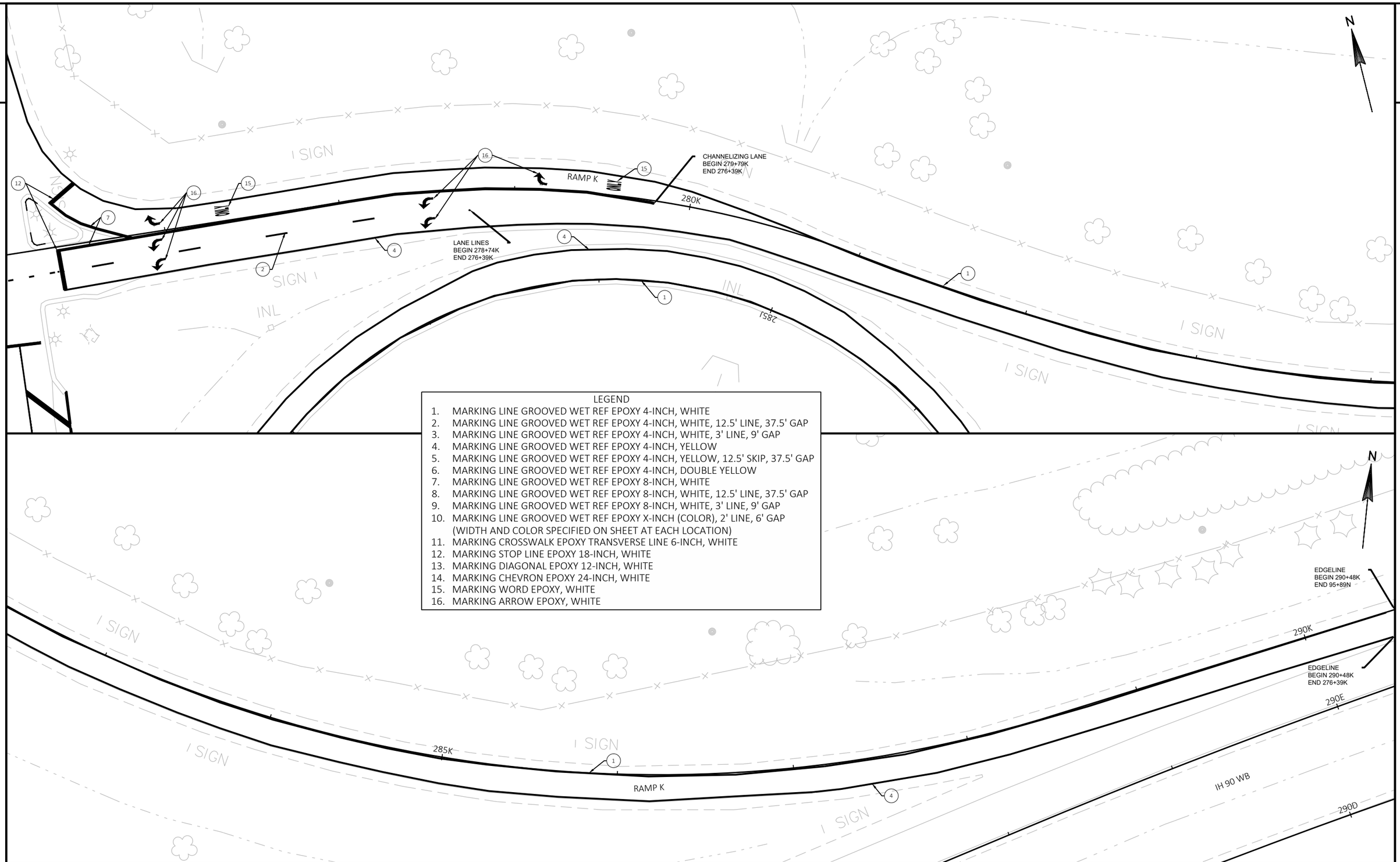
LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
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10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

RAMP J
RAMP K
STH 157
I SIGN
INL
280K
280J
2901
2851
EDGELINE END 277+07J
IH 90 WB

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 79	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024513_pm
PLOT DATE : 7/30/2019 2:21 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ##########



LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 80	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024514_pm
PLOT DATE : 7/30/2019 2:22 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 42

2

2

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE

86 87 88 89 90 STH 157 RAMP N 90N

CHANNELIZING LANE
BEGIN 93+08N
END 96+18N

EDGELINE
END 96+18N

95N

CHANNELIZING LINE
BEGIN 95+60N
END 96+19N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 81	E

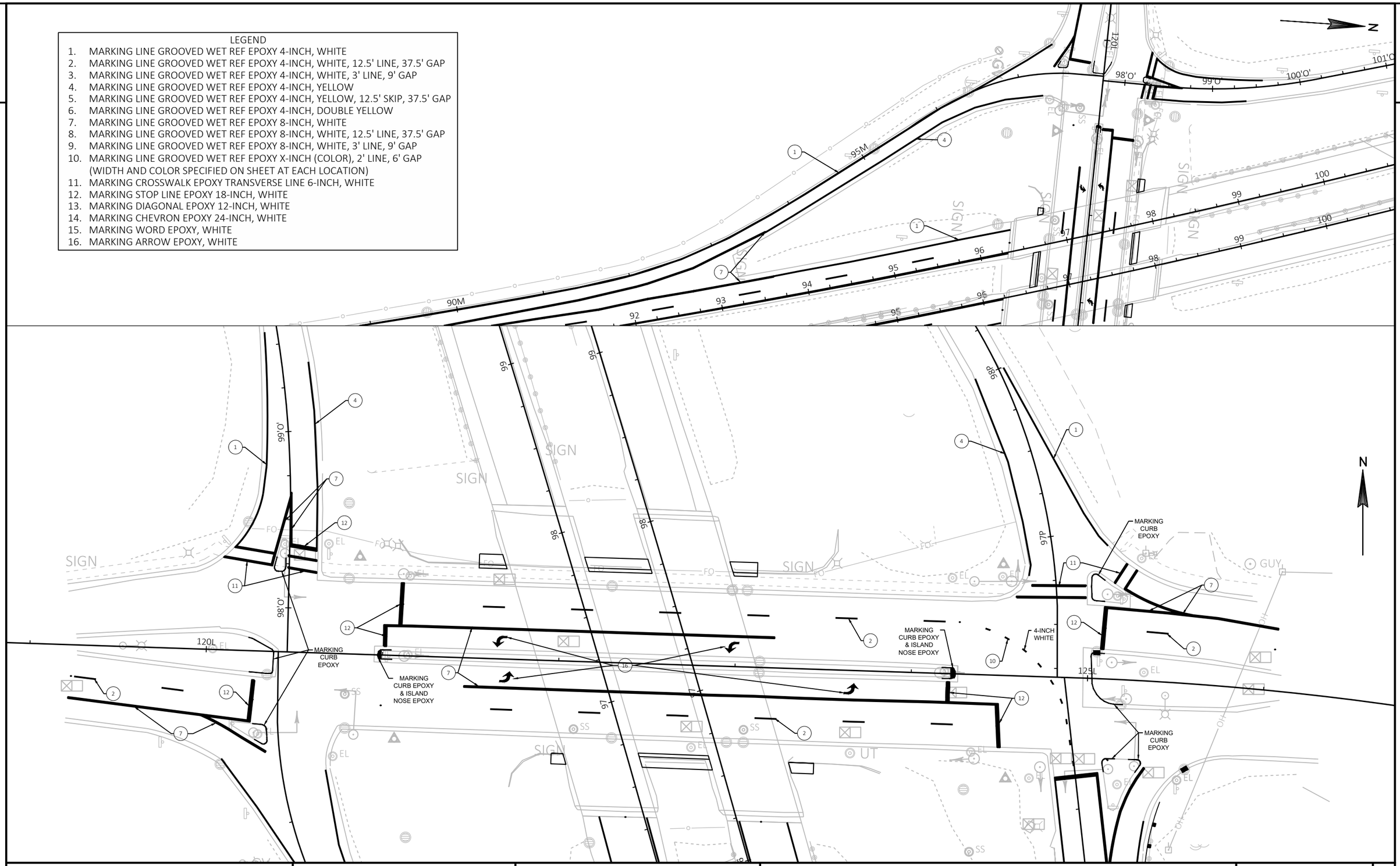
FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024515_pm

PLOT DATE : 7/30/2019 2:22 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 42

LEGEND

1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
7. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE
8. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 12.5' LINE, 37.5' GAP
9. MARKING LINE GROOVED WET REF EPOXY 8-INCH, WHITE, 3' LINE, 9' GAP
10. MARKING LINE GROOVED WET REF EPOXY X-INCH (COLOR), 2' LINE, 6' GAP (WIDTH AND COLOR SPECIFIED ON SHEET AT EACH LOCATION)
11. MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH, WHITE
12. MARKING STOP LINE EPOXY 18-INCH, WHITE
13. MARKING DIAGONAL EPOXY 12-INCH, WHITE
14. MARKING CHEVRON EPOXY 24-INCH, WHITE
15. MARKING WORD EPOXY, WHITE
16. MARKING ARROW EPOXY, WHITE



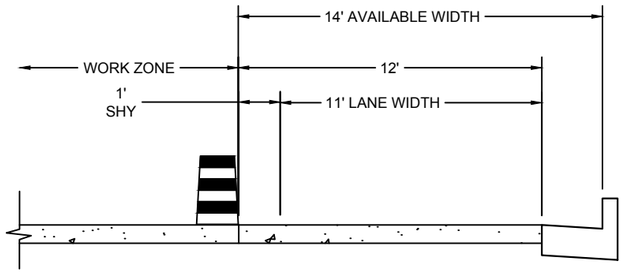
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PAVEMENT MARKING	SHEET 82	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\024501_PM.DWG
LAYOUT NAME - 024516_pm

PLOT DATE : 7/30/2019 2:23 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

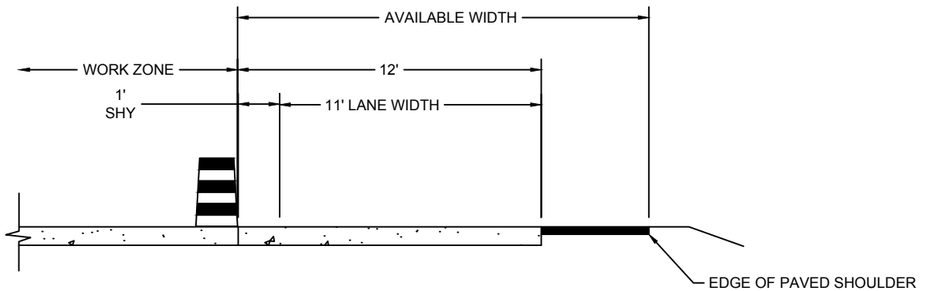
2

WORK ZONE TYPICAL SECTION
SINGLE OPEN TRAVEL LANE
OUTER TRAVEL LANE ADJACENT TO C&G, NO SHOULDER



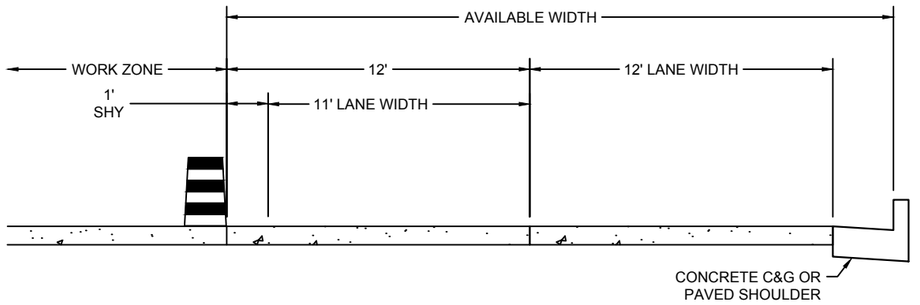
- ADVANCED WIDTH RESTRICTION SIGNING REQUIRED
- WIDTH RESTRICTION SIGNING TO READ "MAX 13' WIDTH"
- SEE SDD 15C2, TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING FOR FURTHER INFORMATION

WORK ZONE TYPICAL SECTION
SINGLE OPEN TRAVEL LANE
OUTER TRAVEL LANE ADJACENT TO PAVED SHOULDER



- ADVANCED WIDTH RESTRICTION SIGNING REQUIRED WHEN AVAILABLE WIDTH IS LESS THAN 16 FEET
- WIDTH RESTRICTION SIGNING TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH
- SEE SDD 15C2, TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING FOR FURTHER INFORMATION

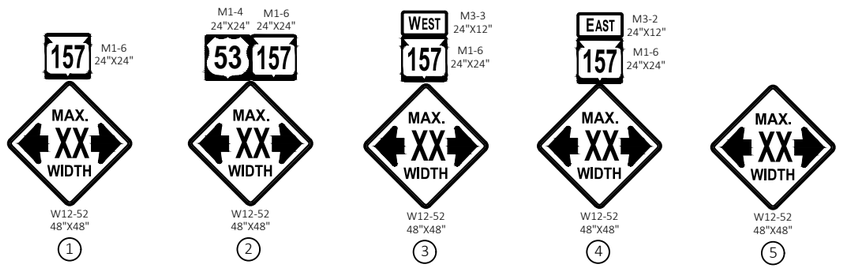
WORK ZONE TYPICAL SECTION
TWO OPEN TRAVEL LANES



- ADVANCED WIDTH RESTRICTION SIGNING NOT REQUIRED

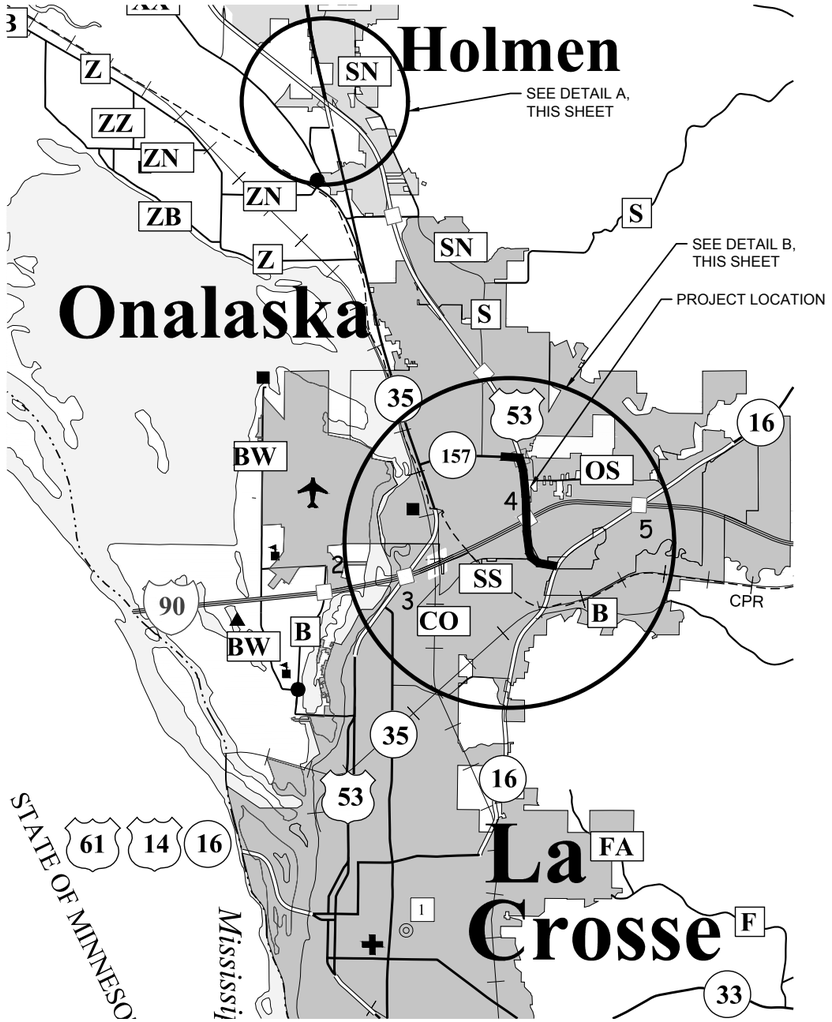
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC CONTROL - WORK ZONE TYPICAL SECTIONS & WIDTH RESTRICTIONS (STH 157)	SHEET 83	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 01
PLOT DATE : 4/12/2019 1:49 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ######
WISDOT/CADDS SHEET 42

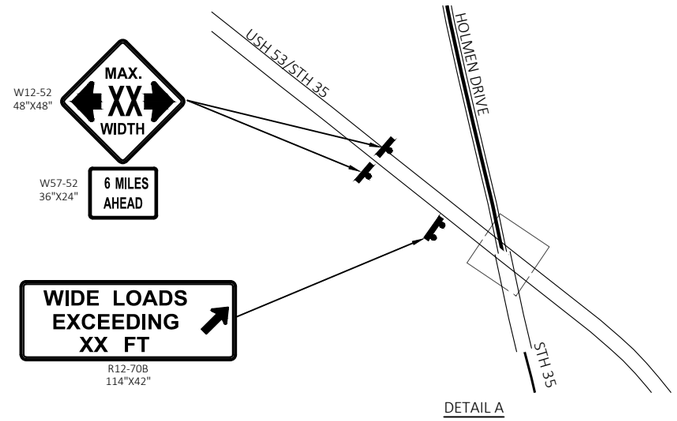


NOTES:
SEE SDD15C2, "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.

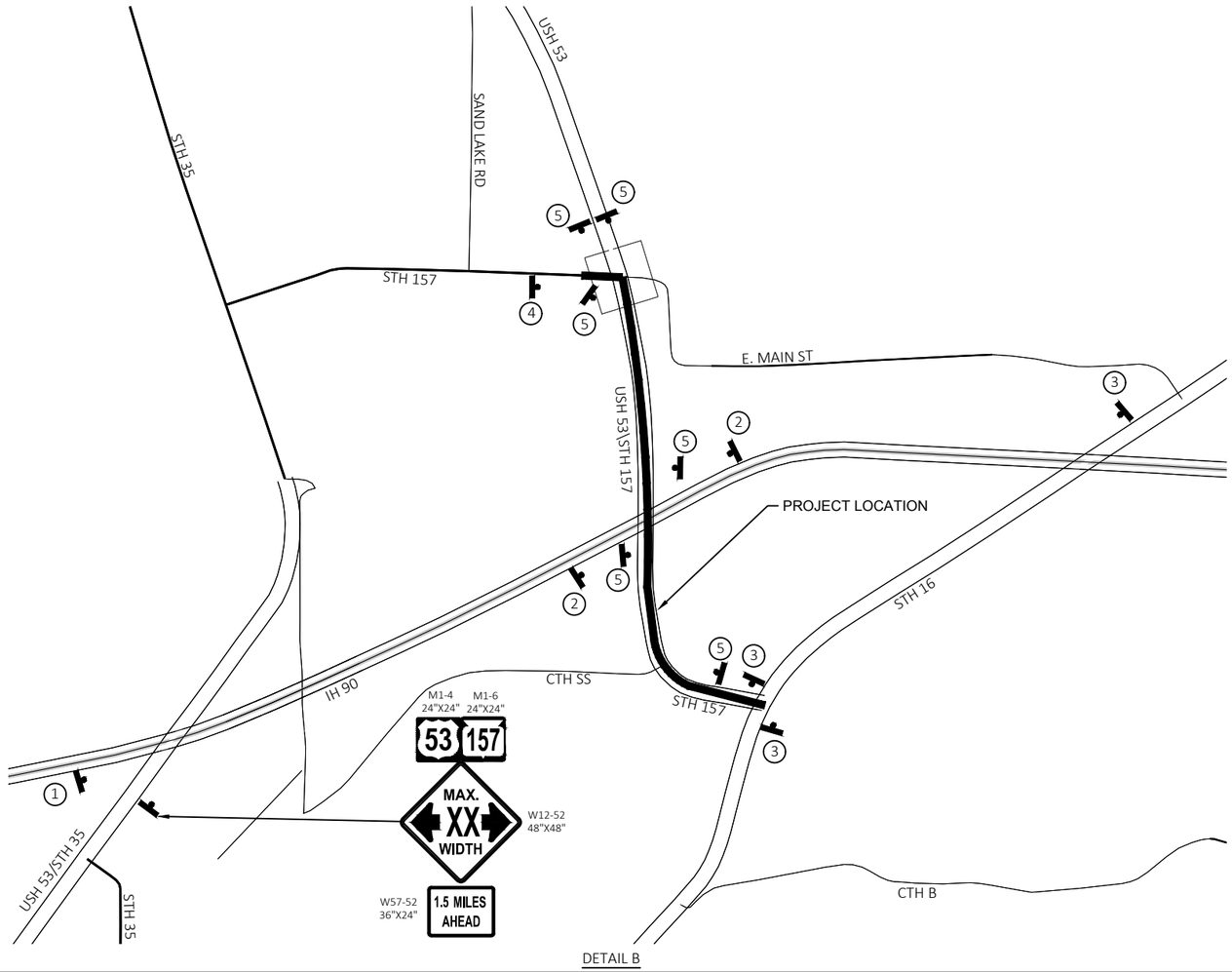
CONTRACTOR TO DETERMINE SIGN SPACING AND POSTED AVAILABLE WIDTH DEPENDING ITS OPERATIONS.



ADVANCED WIDTH RESTRICTION SIGNING - OVERVIEW



DETAIL A



DETAIL B

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC CONTROL - WIDTH RESTRICTION SIGNING	SHEET 84	E

2

Stage 6B & 6C

N

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED 1000 FT
W20-3C

ROAD CLOSED AHEAD
W20-3A

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

W01-6
48"X24"

FIXED MESSAGE SIGN

CROSSING MEADOWS DR

SPECIAL DETAIL 30" X 24"

M6-1
21"X21"

TEMPORARY TRAFFIC SIGNAL

M4-5
24"X12"

TO

CROSSING MEADOWS DR

SPECIAL DETAIL 30" X 24"

M6-1
21"X21"

FIXED MESSAGE SIGN

12th AVE S

CROSSING MEADOWS DR.

OLD CTH "SS"

RAMP

SUBSTATION

Stage 6C-2

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

CANOPY

OLD CTH "SS"

2

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	TRAFFIC CONTROL - CTH SS & CROSSING MEADOWS DR	SHEET 85	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\025001_TC.DWG
LAYOUT NAME - 03

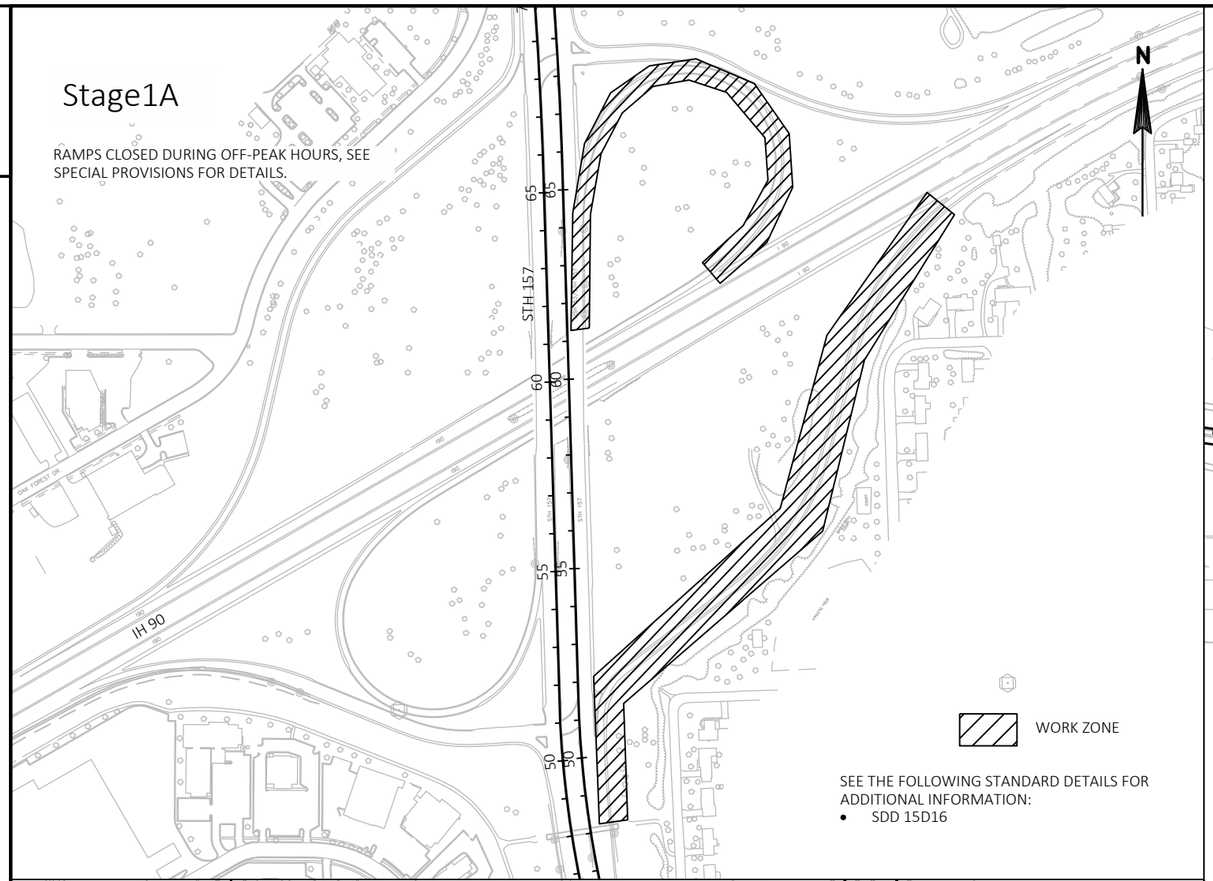
PLOT DATE : 4/12/2019 1:50 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : Custom

WISDOT/CADDS SHEET 42

2

Stage1A

RAMPS CLOSED DURING OFF-PEAK HOURS, SEE SPECIAL PROVISIONS FOR DETAILS.

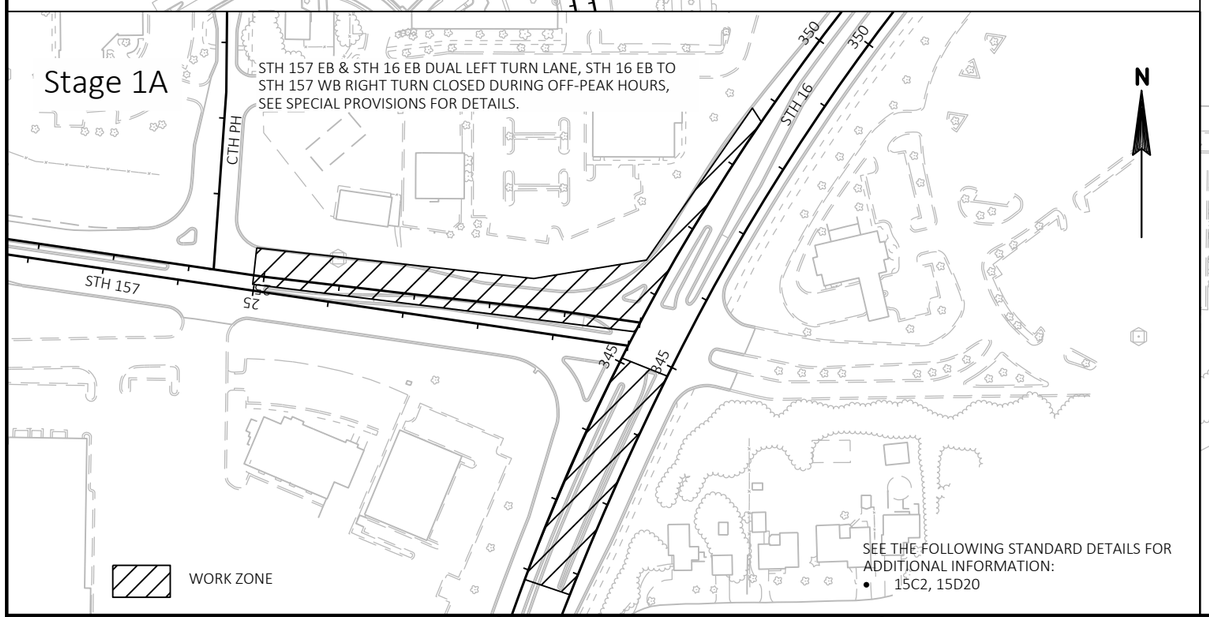


WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
- SDD 15D16

Stage 1A

STH 157 EB & STH 16 EB DUAL LEFT TURN LANE, STH 16 EB TO STH 157 WB RIGHT TURN CLOSED DURING OFF-PEAK HOURS, SEE SPECIAL PROVISIONS FOR DETAILS.



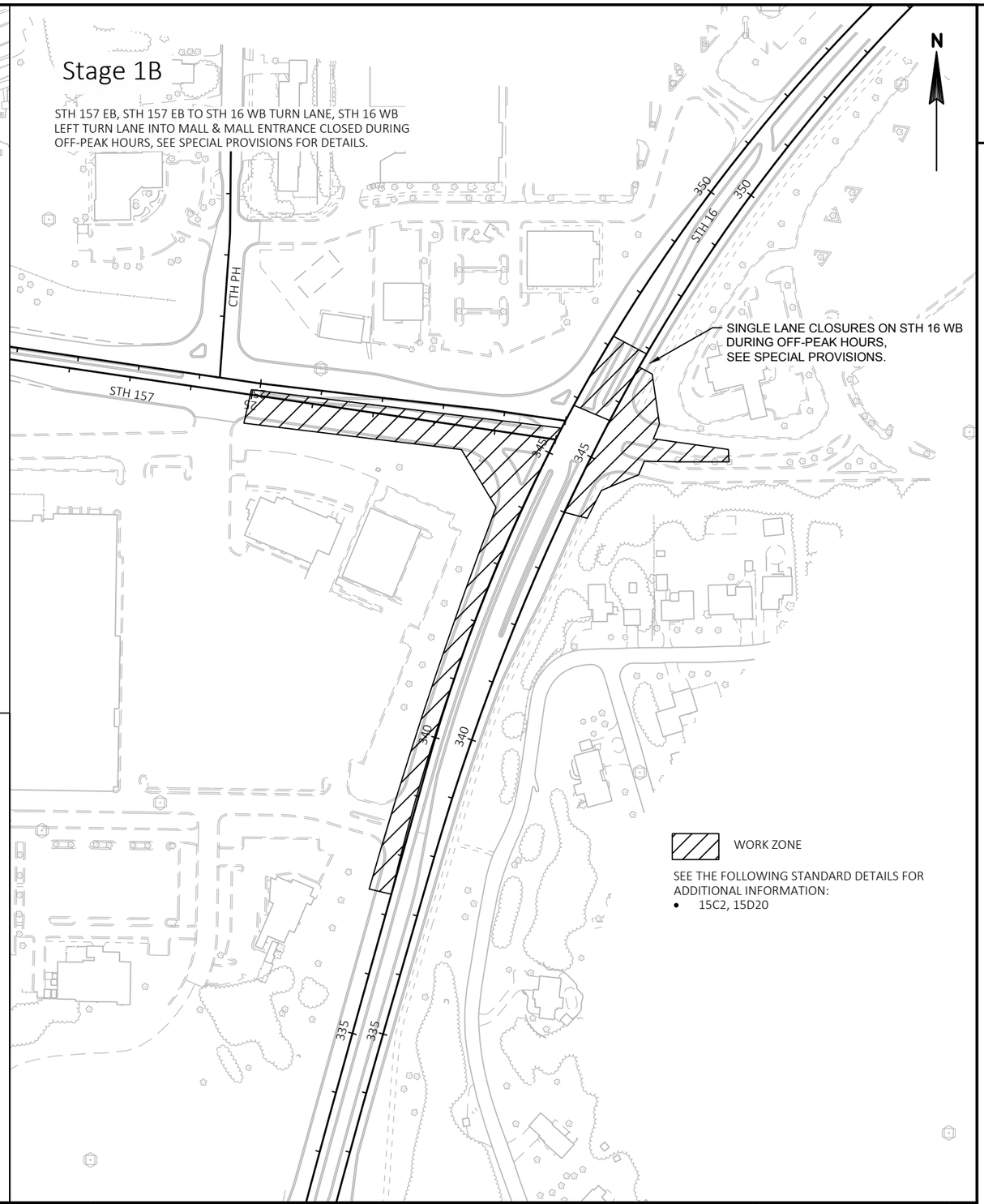
WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
- 15C2, 15D20

Stage 1B

STH 157 EB, STH 157 EB TO STH 16 WB TURN LANE, STH 16 WB LEFT TURN LANE INTO MALL & MALL ENTRANCE CLOSED DURING OFF-PEAK HOURS, SEE SPECIAL PROVISIONS FOR DETAILS.

SINGLE LANE CLOSURES ON STH 16 WB DURING OFF-PEAK HOURS, SEE SPECIAL PROVISIONS.



WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
- 15C2, 15D20

2

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGE CONSTRUCTION (STAGE 1, STH 157)	SHEET 86 E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026001_s1
PLOT DATE : 4/12/2019 3:26 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42

Stage 2A

Stage 2B

Stage 2C

CTH SS

CTH PH

STH 157

MAIN ST

WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
- 15D12, 15D16, 15D20, 15D21, 15D22, 15D23, 15D27

WORK ON STH 157 WB TO BE PERFORMED UNDER LANE CLOSURES DURING OFF-PEAK HOURS.
IH 90 WB TO STH 157 RAMP WILL BE CLOSED.
SEE SPECIAL PROVISIONS FOR DETAILS.

WORK ON STH 157 EB TO BE PERFORMED UNDER LANE CLOSURES DURING OFF-PEAK HOURS.
STH 157 EB TO IH 90 EB RAMP & STH 157 EB TO IH 90 EB RAMP WILL BE CLOSED.
SEE SPECIAL PROVISIONS FOR DETAILS.

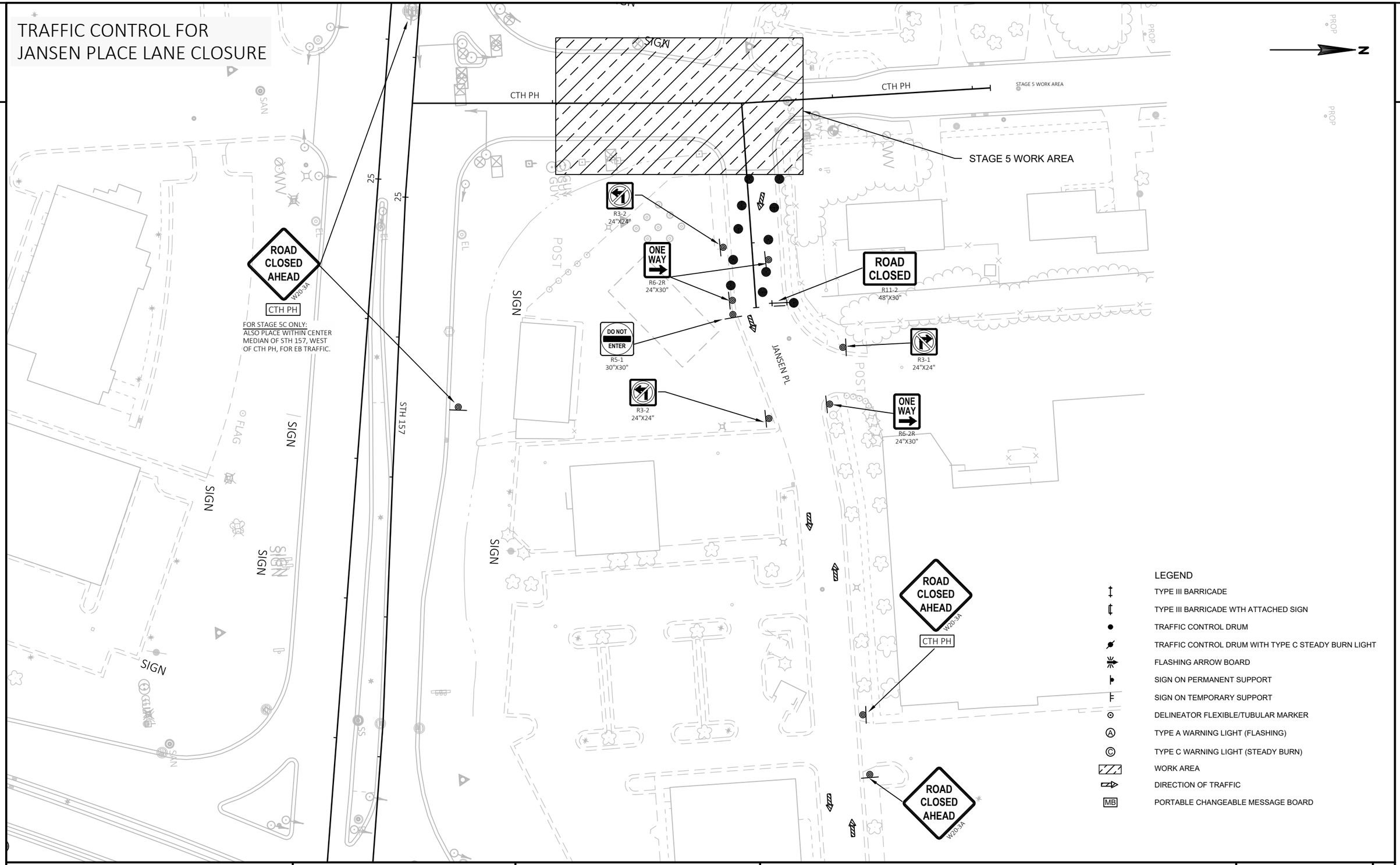
WORK ON MAIN STREET TO BE PERFORMED UNDER SINGLE LANE CLOSURES.
SEE SPECIAL PROVISIONS FOR DETAILS.

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
- 15D20, 15D21

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGE CONSTRUCTION (STAGE 2, STH 157)	SHEET 87 E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026001_S1.DWG
LAYOUT NAME - 026002_s1
PLOT DATE : 4/12/2019 3:26 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:500 FT
WISDOT/CADDS SHEET 42

TRAFFIC CONTROL FOR JANSEN PLACE LANE CLOSURE



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH PH	SHEET 88 E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2019 5:32 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : Custom

Stage 5A

CTH PH NB LANES WILL BE CLOSED.
SEE SPECIAL PROVISIONS FOR DETAILS.

1. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
2. TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 3' LINE, 9' GAP

SIGN

SIGN

REMOVE EXISTING
PAVEMENT MARKINGS

ONLY

CTH PH

SAWCUT REQ'D

CTH PH

SAWCUT REQ'D

LANE
CLOSED
R11-2L
48"X30"

JANSEN PL

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH PH	SHEET 89	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 01

PLOT DATE : 7/30/2019 5:33 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:20 FT

Stage 5B

CTH PH SB LANES WILL BE CLOSED.
SEE SPECIAL PROVISIONS FOR DETAILS.

1. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
2. TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
3. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 3' LINE, 9' GAP

SIGN

SIGN

TEMPORARY ASPHALTIC SURFACE

LANE CLOSED

R11-2L
48"X30"

SAWCUT REQ'D

CTH PH

CTH PH

JANSEN PL

IP

GUY

GUY

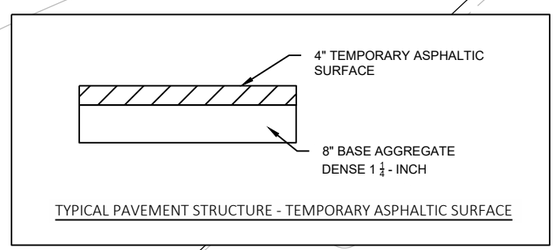
GUY

PROP

EL

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD



TYPICAL PAVEMENT STRUCTURE - TEMPORARY ASPHALTIC SURFACE

NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH PH	SHEET 90	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026101_S2.DWG
LAYOUT NAME - 02

PLOT DATE : 7/30/2019 5:33 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:20 FT

WISDOT/CADDS SHEET 42

2

Stage 5C

CTH PH NB & SB LANES FROM JANSEN PLACE TO CONSTRUCTION LIMITS WILL BE CLOSED.
SEE SPECIAL PROVISIONS FOR DETAILS.

N

2

SIGN

CTH PH

ROAD CLOSED
R11-2
48"X30"

CTH PH

GUY

GUY

GUY

PROP

ROAD CLOSED
R11-2
48"X30"

JANSEN PL

IP

IP

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- (A) TYPE A WARNING LIGHT (FLASHING)
- (C) TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD

NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

NOTE:
CONTINUE BARRELS, PLACE BARRICADE, AT FIRST DRIVEWAY OPENING ON NORTH SIDE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH PH	SHEET 91	E

2

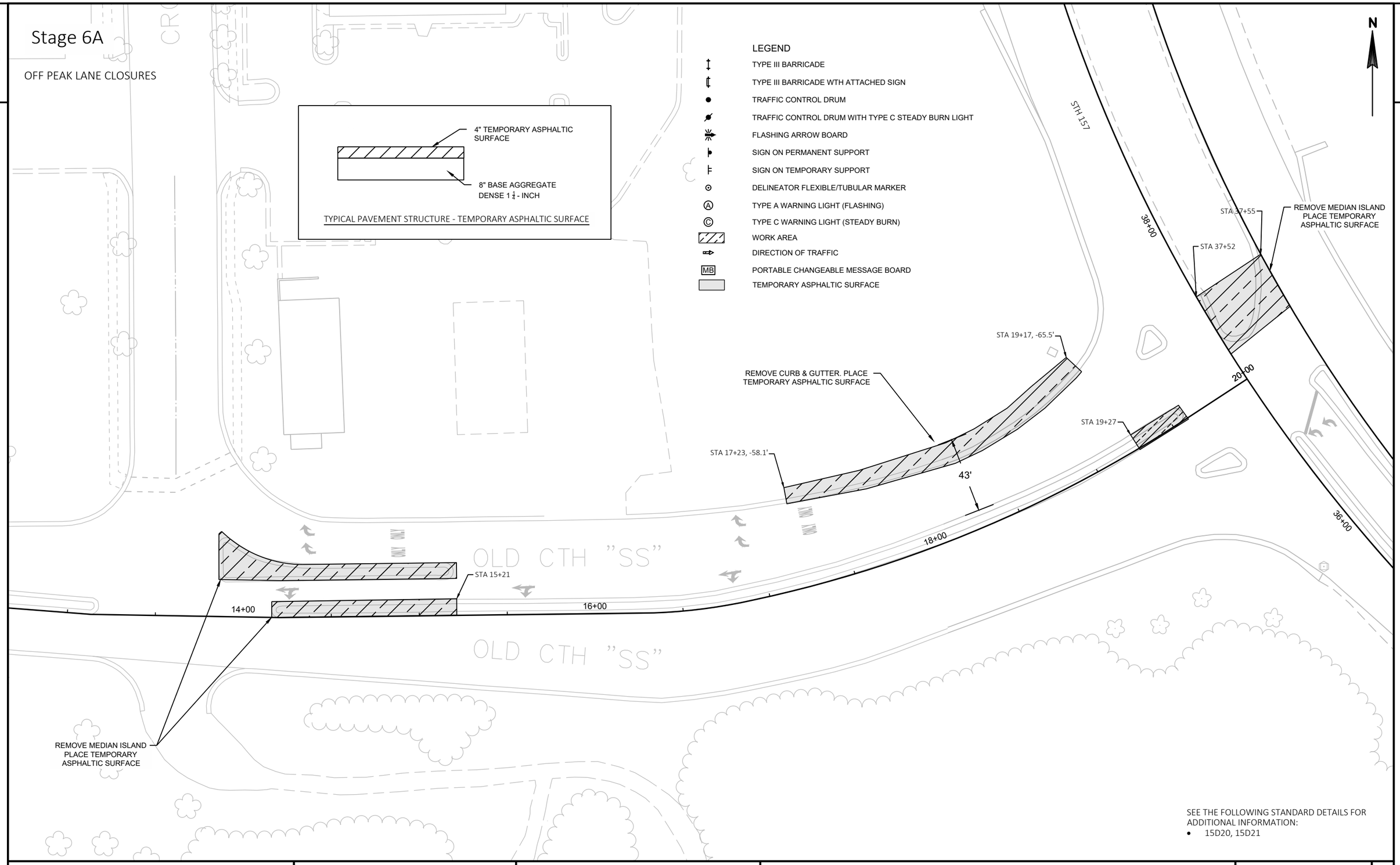
Stage 6A

OFF PEAK LANE CLOSURES

TYPICAL PAVEMENT STRUCTURE - TEMPORARY ASPHALTIC SURFACE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY ASPHALTIC SURFACE



SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:

- 15D20, 15D21

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH SS (STAGE 6, CTH SS)	SHEET 92	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 6A

PLOT DATE : 7/30/2019 5:35 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

Stage 6B

CROSSIN

CTH SS LEGEND

1	TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
2	TEMPORARY MARKING LINE PAINT 8-INCH, WHITE
3	TEMPORARY MARKING LINE PAINT 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
5	TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
6	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
7	TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 2' LINE, 6' GAP
8	TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH, BLACK
9	TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
10	TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH, WHITE

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY ASPHALTIC SURFACE

NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

ROAD CLOSED
R11-2
48"X30"

R3-6R
42"X48"
ONLY
TO REMAIN
OVERHEAD SIGN MODIFICATION

R3-8C
36"X30'
ONLY

R3-2
24"X24"

TEMPORARY MARKING ARROW PAINT

TEMPORARY MARKING ARROW PAINT

SEE OVERHEAD SIGN MODIFICATION DETAIL, THIS SHEET

OLD CTH "SS"

OLD CTH "SS"

STH 157

14+00
16+00
18+00
20+00
36+00
38+00

DO NOT CONSTRUCT ISLAND DURING STAGE 6B. PLACE TEMPORARY ASPHALTIC SURFACE PRIOR TO ADVANCING TO STAGE 6C.

STA 36+47 SB
CURB PLATE REQ'D

PRIOR TO ADVANCING TO STAGE 6C, REMOVE MEDIAN ISLAND AND PLACE TEMPORARY ASPHALTIC SURFACE.

REMOVE EXISTING PAVEMENT MARKING

SEE ADDITIONAL SHEET FOR STAGING WEST OF CROSSING MEADOWS DRIVE

N

2

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH SS (STAGE 6, CTH SS)	SHEET 93	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 6B
PLOT DATE : 7/30/2019 5:35 AM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : ######
WISDOT/CADDS SHEET 42

2

Stage 6C-2

Stage 6C-1

ROAD CLOSED
R11-2
48"X30"

ROAD CLOSED
R11-2
48"X30"

R3-2
24"X24"

R3-2
24"X24"

12+00
14+00
16+00
18+00
20+00
36+00
40+00

OLD CTH "SS"

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- DELINEATOR FLEXIBLE/TUBULAR MARKER
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD
- TEMPORARY ASPHALTIC SURFACE

NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

CTH SS LEGEND

1. TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
2. TEMPORARY MARKING LINE PAINT 8-INCH, WHITE
3. TEMPORARY MARKING LINE PAINT 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
5. TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
6. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
7. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 2' LINE, 6' GAP
8. TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH, BLACK
9. TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
10. TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH, WHITE

SEE ADDITIONAL SHEET FOR STAGING PLAN WEST OF CROSSING MEADOWS DRIVE

COVER EXISTING OVERHEAD SIGNS WITHIN RIGHT TURN ONLY LANE ALONG STH 157 SB

CLOSE RIGHT TURN LANE IN ACCORDANCE TO SDD 15D20 TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY

N

2

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH SS (STAGE 6, CTH SS)	SHEET 94	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 6C

PLOT DATE : 7/30/2019 5:35 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : #######

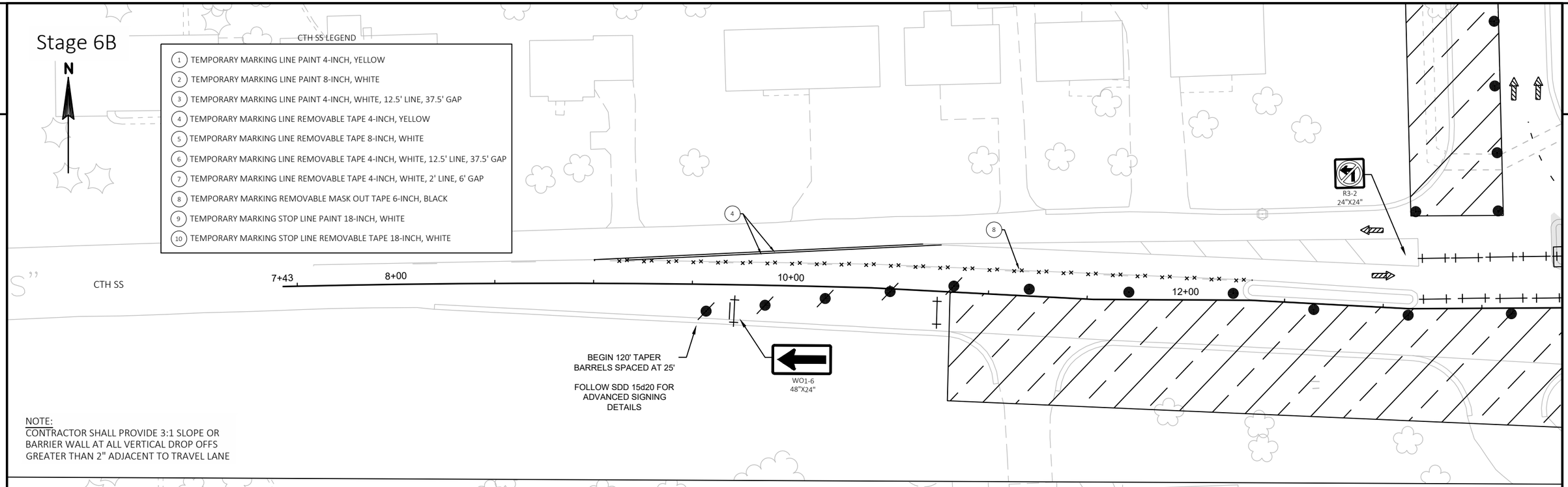
WISDOT/CADDS SHEET 42

2

Stage 6B

CTH SS LEGEND

1. TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
2. TEMPORARY MARKING LINE PAINT 8-INCH, WHITE
3. TEMPORARY MARKING LINE PAINT 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
5. TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
6. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
7. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 2' LINE, 6' GAP
8. TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH, BLACK
9. TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
10. TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH, WHITE

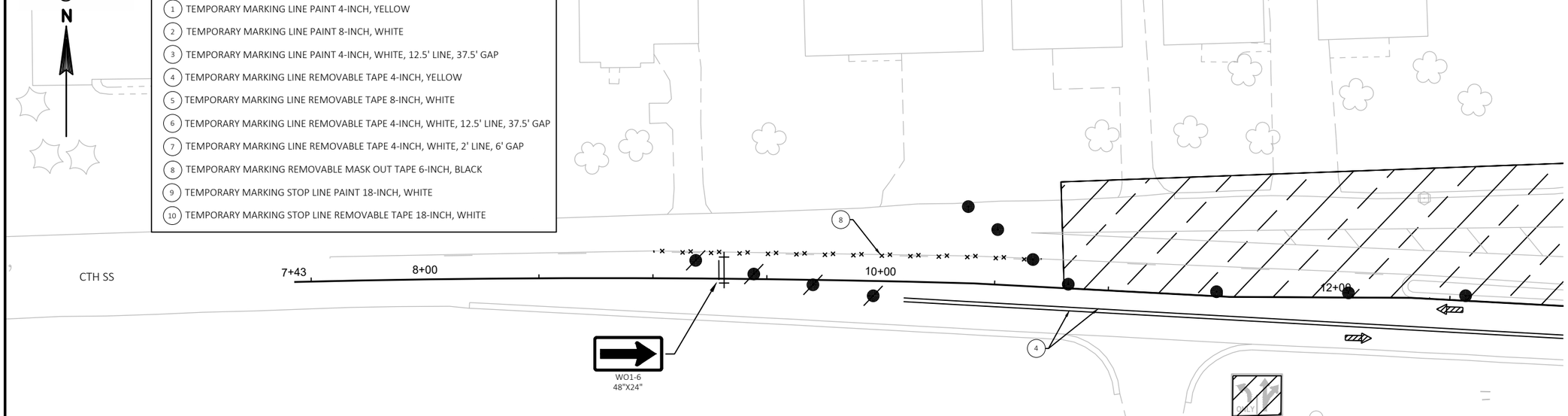


NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

Stage 6C

CTH SS LEGEND

1. TEMPORARY MARKING LINE PAINT 4-INCH, YELLOW
2. TEMPORARY MARKING LINE PAINT 8-INCH, WHITE
3. TEMPORARY MARKING LINE PAINT 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
4. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, YELLOW
5. TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH, WHITE
6. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
7. TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH, WHITE, 2' LINE, 6' GAP
8. TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH, BLACK
9. TEMPORARY MARKING STOP LINE PAINT 18-INCH, WHITE
10. TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH, WHITE



NOTE:
CONTRACTOR SHALL PROVIDE 3:1 SLOPE OR BARRIER WALL AT ALL VERTICAL DROP OFFS GREATER THAN 2" ADJACENT TO TRAVEL LANE

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH SS (STAGE 6, CTH SS)	SHEET 95	E

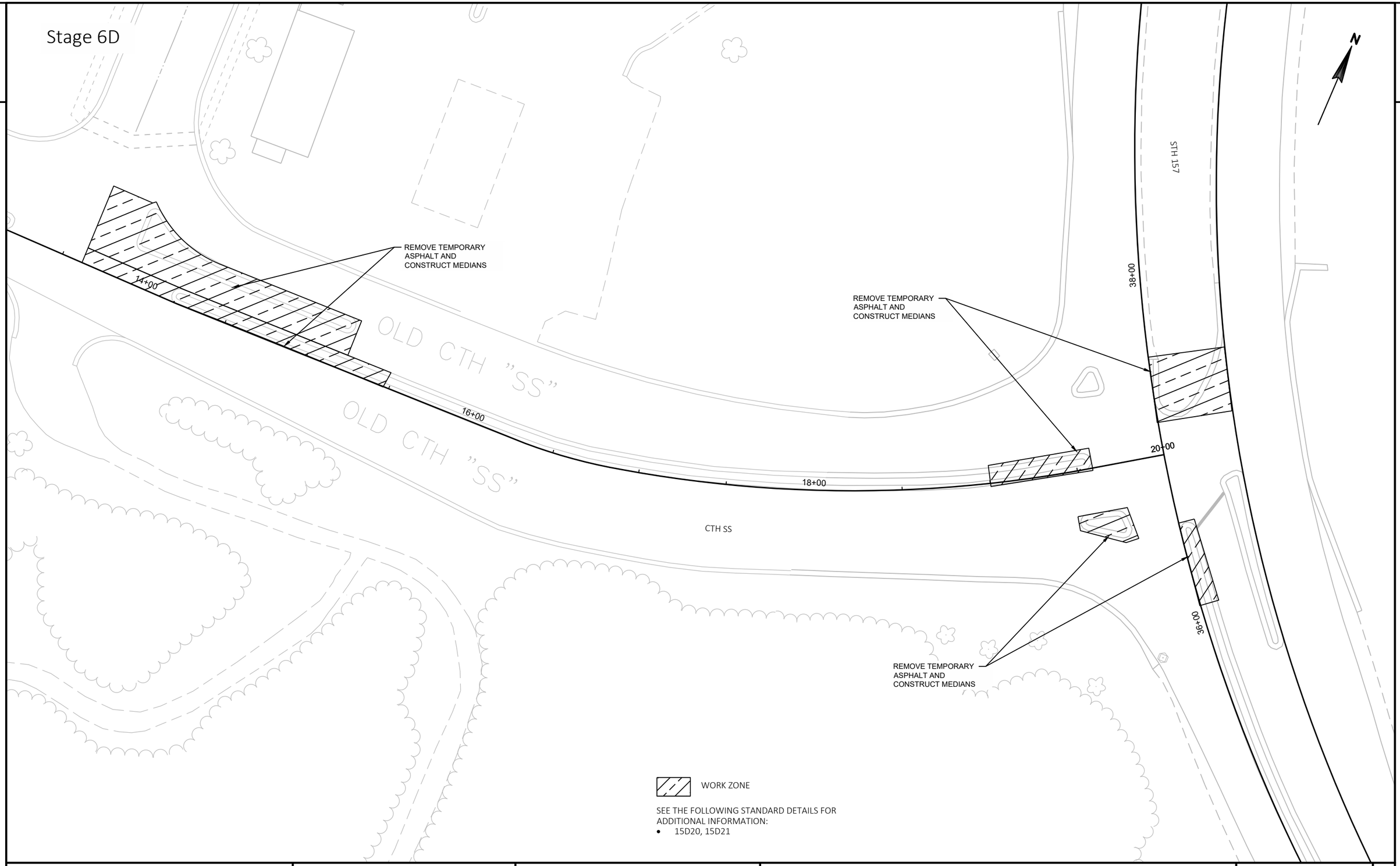
FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 6B&C - WEST SS

PLOT DATE : 7/30/2019 5:36 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

2

Stage 6D



SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:

- 15D20, 15D21

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	STAGING PLAN - CTH SS (STAGE 6, CTH SS)	SHEET 96	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\026102_S2.DWG
LAYOUT NAME - 6D

PLOT DATE : 7/30/2019 3:36 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ######

WISDOT/CADDS SHEET 42

2

2

END DETOUR
M4-8A
24"X18"

IH 90 WB

IH 90 EB

500'

MB

FRAME 1
HWY 157
CLOSED
AHEAD

FRAME 2
FOLLOW
DETOUR

M4-8
24"X12"
DETOUR
WEST
157

M3-3
24"X12"

M1-6
24"X24"

M5-2-R
21"X21"

M6-2
21"X21"

MESSAGE BOARD TO
BE IN PLACE 7 DAYS
PRIOR TO CLOSURE

FRAME 1
ROAD
CLOSED
9P - 6A

FRAME 2
STARTING
X/XX/XX

WEST
16

STH 157 WB DETOUR AREA

M4-8
24"X12"
DETOUR
WEST
157

M6-1
21"X21"

EAST
16

West Salem
Onalaska

12TH AVE

ALT
INTERSTATE
90

DETOUR
AHEAD
W20-2A

STAGE 1A

STH 157 WB CLOSED FROM STH 16 TO CTH PH

N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOURS -STH 157 (STH 16 - CTH PH)	SHEET 97	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 01

PLOT DATE : 4/12/2019 1:37 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1" : 750'

WISDOT/CADDS SHEET 42

2

2

ROAD CLOSED AHEAD
W20-3A

MESSAGE BOARD TO BE IN PLACE 7 DAYS PRIOR TO CLOSURE

FRAME 1	FRAME 2
ROAD CLOSED 9P - 6A	STARTING X/XX/XX

DETOUR AHEAD
W20-2A

MB

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST TO
M4-5 24"X12"
M1-6 24"X24"
157 16
M1-6 24"X24"

FRAME 1	FRAME 2
ACCESS OPEN	CTH SS AND CTH PH

MB

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST TO
M4-5 24"X12"
M1-6 24"X24"
157 16
M1-6 24"X24"
M5-2-R 21"X21"
M5-2-R 21"X21"

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST TO
M4-5 24"X12"
M1-6 24"X24"
157 16
M1-6 24"X24"
M6-2 21"X21"
M6-2 21"X21"

MB

FRAME 1	FRAME 2
EAST 157 CLOSED	USE EXIT 5

END DETOUR
M4-8A 24"X18"

STH 157 EB DETOUR AREA

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST
M1-6 24"X24"
157
M5-2-R 21"X21"

500'

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST
M1-6 24"X24"
157
M6-2 21"X21"

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST
M1-6 24"X24"
157
M5-1R 21"X21"

M4-8 24"X12"
DETOUR
M3-2 24"X12"
EAST
M1-6 24"X24"
157
M6-1 21"X21"

NGS

NGS

STAGE 1A

STH 157 EB CLOSED FROM STH 16 TO CTH PH

SEE SDD 15C2-A "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"

N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOURS -STH 157 (CTH PH - STH 16)	SHEET 98	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 02

PLOT DATE : 4/12/2019 1:37 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1" : 750'

WISDOT/CADDS SHEET 42

2

STAGE 1A & 3
STH 157 WB TO IH 90 EB RAMP CLOSED
AND
STH 157 WB TO IH 90 WB RAMP CLOSED

SEE SDD 15D16 "TRAFFIC CONTROL , EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

N

MAIN ST

USH 53 / STH 157

STH 16

IH 90 EB

IH 90 WB

RAMPS CLOSED

RAMP CLOSED AHEAD W20-53A

RAMP CLOSED 1000 FT W20-53C

END DETOUR M4-8A 24"X18"

M4-5 24"X12" TO WEST | TO SOUTH | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-4 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | 53 | INTERSTATE 90 M1-1 24"X24"
M6-1 21"X21" M1-4 24"X24" M6-1 21"X21"

M4-5 24"X12" TO WEST | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | INTERSTATE 90 M1-1 24"X24"
M6-1 21"X21" M6-1 21"X21"

M4-5 24"X12" TO WEST | TO SOUTH | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-4 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | 53 | INTERSTATE 90 M1-1 24"X24"
M6-2 21"X21" M1-4 24"X24" M6-2 21"X21"

M4-5 24"X12" TO WEST | TO SOUTH | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-4 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | 53 | INTERSTATE 90 M1-1 24"X24"
M5-1L 21"X21" M1-4 24"X24" M5-1L 21"X21"

M4-5 24"X12" TO WEST | TO SOUTH | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-4 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | 53 | INTERSTATE 90 M1-1 24"X24"
M5-2R 21"X21" M1-4 24"X24" M5-2R 21"X21"

M4-5 24"X12" TO WEST | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | INTERSTATE 90 M1-1 24"X24"
M5-1L 21"X21" M5-1L 21"X21"

M4-5 24"X12" TO WEST | TO EAST M4-5 24"X12"
M3-3 24"X12" M3-2 24"X12"
M1-1 24"X24" INTERSTATE 90 | INTERSTATE 90 M1-1 24"X24"
M6-1 21"X21" M6-1 21"X21"

M4-5 24"X12" TO WEST | TO EAST | SOUTH M3-4 24"X12"
M3-3 24"X12" M3-2 24"X12" M1-4 24"X24"
M1-1 24"X24" INTERSTATE 90 | INTERSTATE 90 | 53
M6-1 21"X21" M6-1 21"X21"
M1-1 24"X24" M6-1 21"X21"

① EAST INTERSTATE 90 — Madison NEXT RIGHT
(ON OVERHEAD SUPPORT)

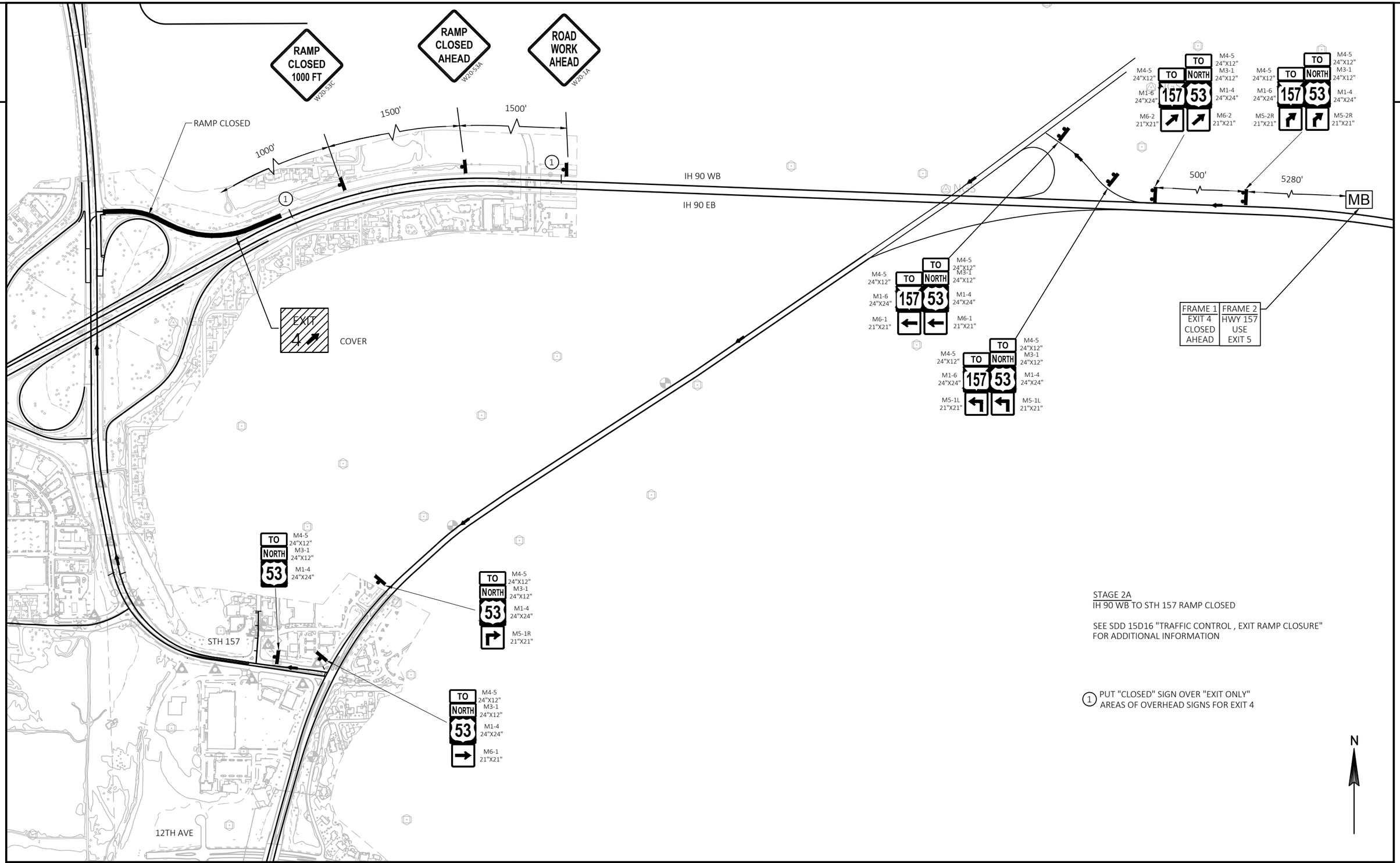
② COVER BOTH
WEST INTERSTATE 90 | SOUTH 53 — Minnesota EXIT ¼ MILE
EAST INTERSTATE 90 — Madison
(ON OVERHEAD SUPPORT)

③ COVER
WEST INTERSTATE 90 | SOUTH 53 — Minnesota
(ON OVERHEAD SUPPORT)

M4-5 24"X12" TO EAST INTERSTATE 90
M6-1 21"X21"
(ON OVERHEAD SUPPORT)

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOURS -IH 90 RAMPS	SHEET 99	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 03
PLOT DATE : 4/12/2019 1:37 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : 1 IN:500 FT



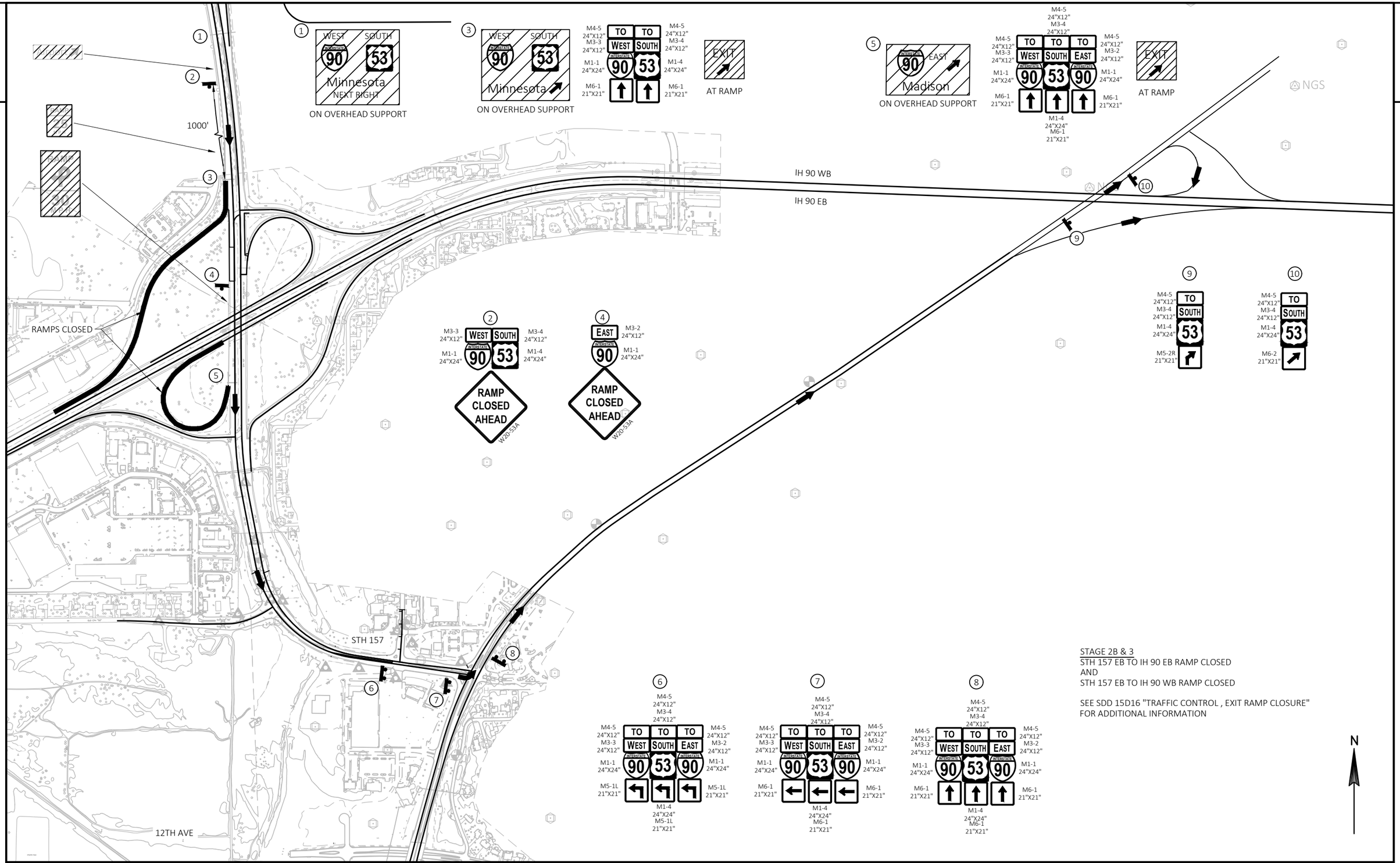
STAGE 2A
IH 90 WB TO STH 157 RAMP CLOSED

SEE SDD 15D16 "TRAFFIC CONTROL , EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION

(1) PUT "CLOSED" SIGN OVER "EXIT ONLY" AREAS OF OVERHEAD SIGNS FOR EXIT 4

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOURS -IH 90 WB OFF RAMP TO STH 157	SHEET 100	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 04
PLOT DATE : 4/12/2019 1:38 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : Custom
WISDOT/CADDS SHEET 42



STAGE 2B & 3
STH 157 EB TO IH 90 EB RAMP CLOSED
AND
STH 157 EB TO IH 90 WB RAMP CLOSED

SEE SDD 15D16 "TRAFFIC CONTROL , EXIT RAMP CLOSURE"
FOR ADDITIONAL INFORMATION

N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOURS -IH 90 RAMPS	SHEET 101	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 05
PLOT DATE : 4/12/2019 1:38 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : Custom

2

2

N

TO EAST 157 M4-5 24"X12" M3-2 24"X12" M1-6 24"X24" M6-1 21"X21"

TO EAST 157 M4-5 24"X12" M3-2 24"X12" M1-6 24"X24" M5-1L 21"X21"

TO EAST 157 M4-5 24"X12" M3-2 24"X12" M1-6 24"X24" M6-2 21"X21"

TO EAST 157 M4-5 24"X12" M3-2 24"X12" M1-6 24"X24" M5-2R 21"X21"

TO EAST 157 M4-5 24"X12" M3-2 24"X12" M1-6 24"X24" M6-1 21"X21"

R3-1 24"X24"

EAST 157

EAST 157

MAIN ST

MAIN ST

USH 53 / STH 157

IH 90 WB

IH 90 EB

STH 16

STH 16

STH 157

M4-5 24"X12" TO NORTH WEST EAST 53 157 157 M6-1 21"X21"

Onalaska

La Crosse

M4-5 24"X12" TO NORTH WEST EAST 53 157 157 M5-1L 21"X21"

UW La Crosse

Viterbo University

Western Tech College

IH 90 WB

IH 90 EB

CLOSE RIGHT TURN LANE FOR ENTIRE LENGTH WITH TRAFFIC CONTROL DRUMS SPACED AT 25'. SEE SDD 15D20 "TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON FREEWAY/EXPRESSWAY" FOR ADDITIONAL SIGNING AND BARRICADE INFORMATION.

(ON OVERHEAD SUPPORT)

STAGE 2
IH 90 EB OFF RAMP TO STH 157 RIGHT TURN LANE CLOSED

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOUR STAGE 2 -IH 90 EB OFF RAMP TO STH 157	SHEET 102	E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027001_DT.DWG
LAYOUT NAME - 06

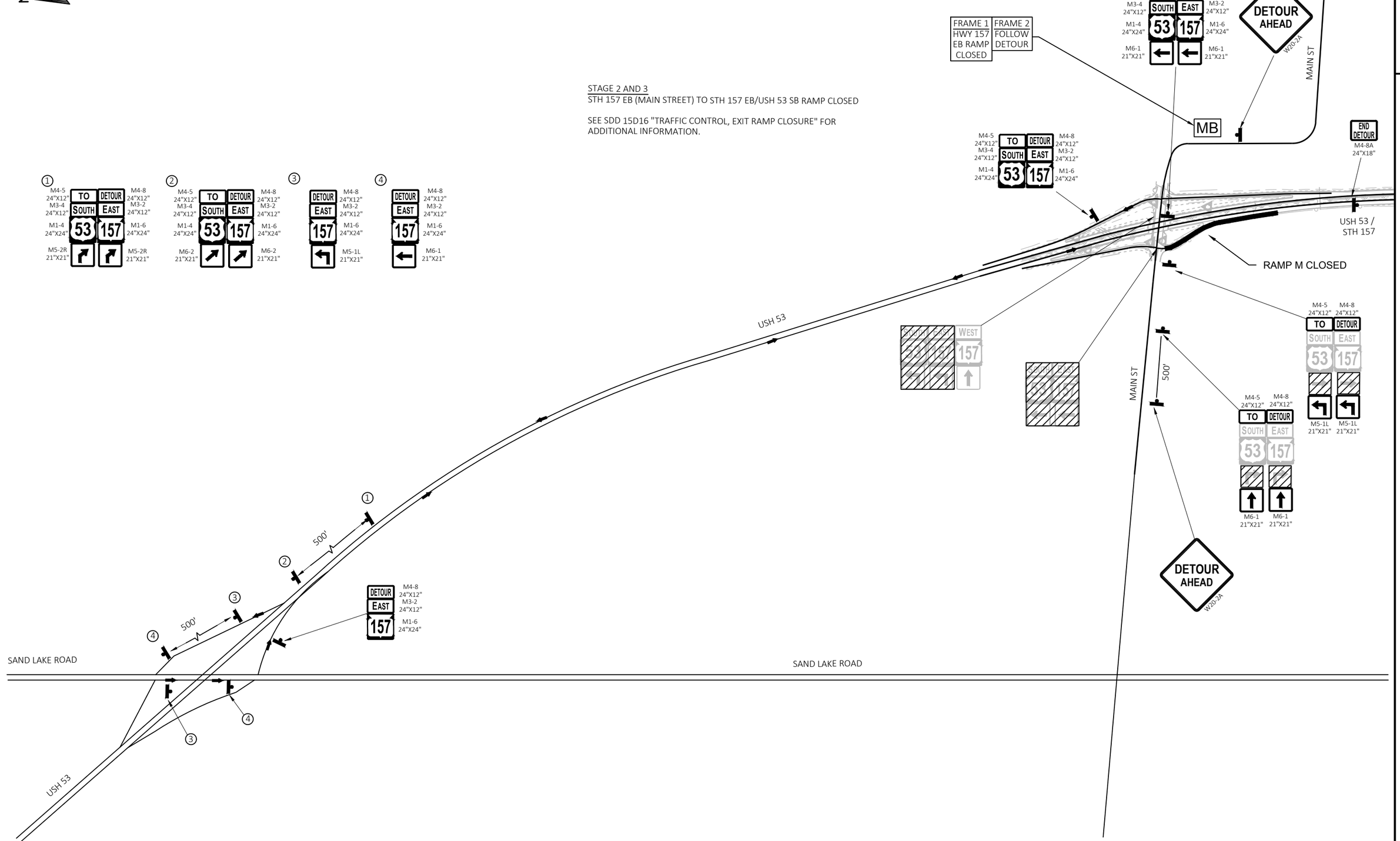
PLOT DATE : 4/12/2019 1:38 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:500 FT

WISDOT/CADDS SHEET 42



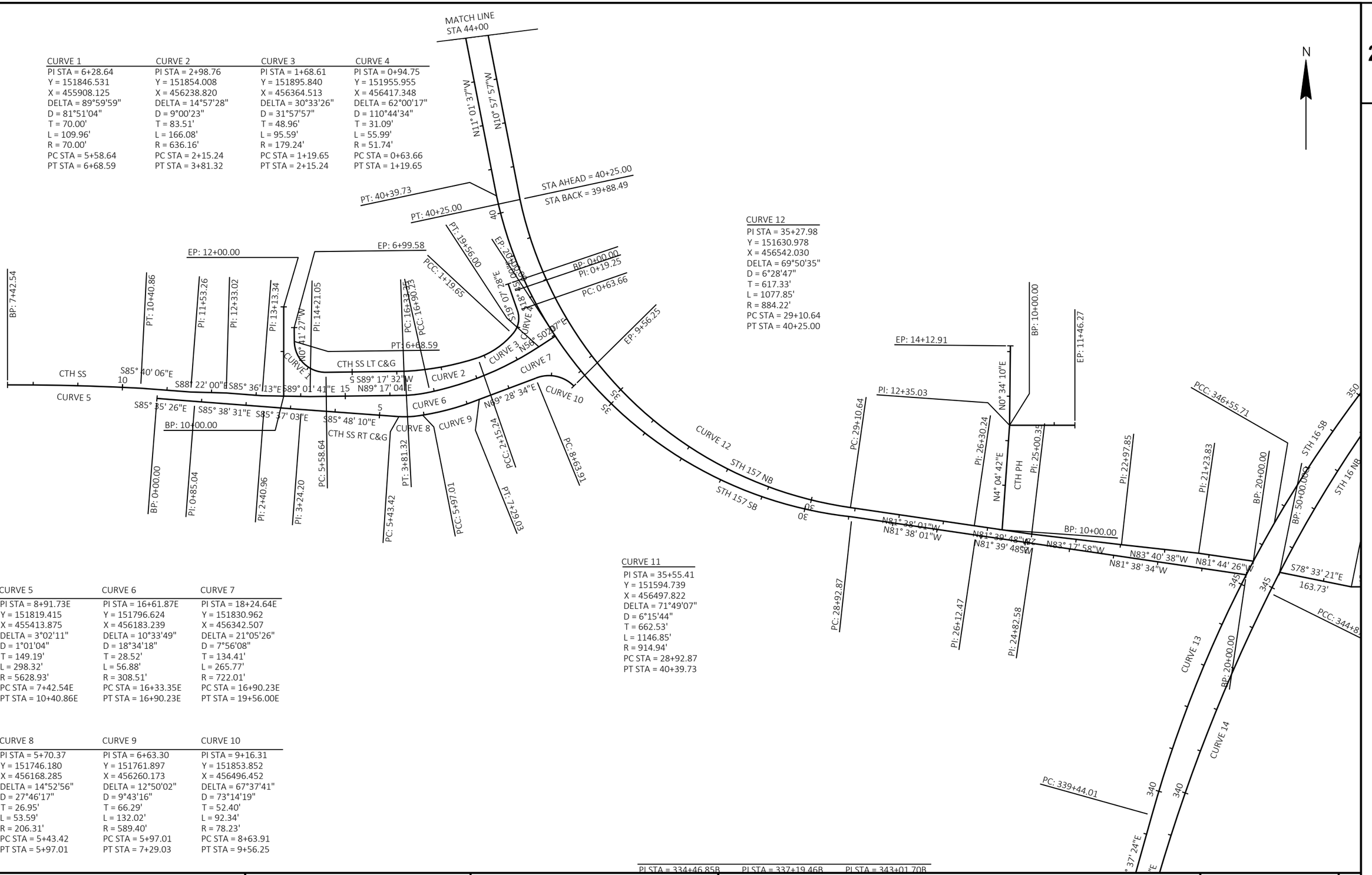
STAGE 2 AND 3
STH 157 EB (MAIN STREET) TO STH 157 EB/USH 53 SB RAMP CLOSED

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR ADDITIONAL INFORMATION.



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	DETOUR STAGE 2 -EB ON RAMP TO STH 157 AT MAIN ST	SHEET 103	E

2



CURVE 1
PI STA = 6+28.64
Y = 151846.531
X = 455908.125
DELTA = 89°59'59"
D = 81°51'04"
T = 70.00'
L = 109.96'
R = 70.00'
PC STA = 5+58.64
PT STA = 6+68.59

CURVE 2
PI STA = 2+98.76
Y = 151854.008
X = 456238.820
DELTA = 14°57'28"
D = 9°00'23"
T = 83.51'
L = 166.08'
R = 636.16'
PC STA = 2+15.24
PT STA = 3+81.32

CURVE 3
PI STA = 1+68.61
Y = 151895.840
X = 456364.513
DELTA = 30°33'26"
D = 31°57'57"
T = 48.96'
L = 95.59'
R = 179.24'
PC STA = 1+19.65
PT STA = 2+15.24

CURVE 4
PI STA = 0+94.75
Y = 151955.955
X = 456417.348
DELTA = 62°00'17"
D = 110°44'34"
T = 31.09'
L = 55.99'
R = 51.74'
PC STA = 0+63.66
PT STA = 1+19.65

CURVE 5
PI STA = 8+91.73E
Y = 151819.415
X = 455413.875
DELTA = 3°02'11"
D = 1°01'04"
T = 149.19'
L = 298.32'
R = 5628.93'
PC STA = 7+42.54E
PT STA = 10+40.86E

CURVE 6
PI STA = 16+61.87E
Y = 151796.624
X = 456183.239
DELTA = 10°33'49"
D = 18°34'18"
T = 28.52'
L = 56.88'
R = 308.51'
PC STA = 16+33.35E
PT STA = 16+90.23E

CURVE 7
PI STA = 18+24.64E
Y = 151830.962
X = 456342.507
DELTA = 21°05'26"
D = 7°56'08"
T = 134.41'
L = 265.77'
R = 722.01'
PC STA = 16+90.23E
PT STA = 19+56.00E

CURVE 8
PI STA = 5+70.37
Y = 151746.180
X = 456168.285
DELTA = 14°52'56"
D = 27°46'17"
T = 26.95'
L = 53.59'
R = 206.31'
PC STA = 5+43.42
PT STA = 5+97.01

CURVE 9
PI STA = 6+63.30
Y = 151761.897
X = 456260.173
DELTA = 12°50'02"
D = 9°43'16"
T = 66.29'
L = 132.02'
R = 589.40'
PC STA = 5+97.01
PT STA = 7+29.03

CURVE 10
PI STA = 9+16.31
Y = 151853.852
X = 456496.452
DELTA = 67°37'41"
D = 73°14'19"
T = 52.40'
L = 92.34'
R = 78.23'
PC STA = 8+63.91
PT STA = 9+56.25

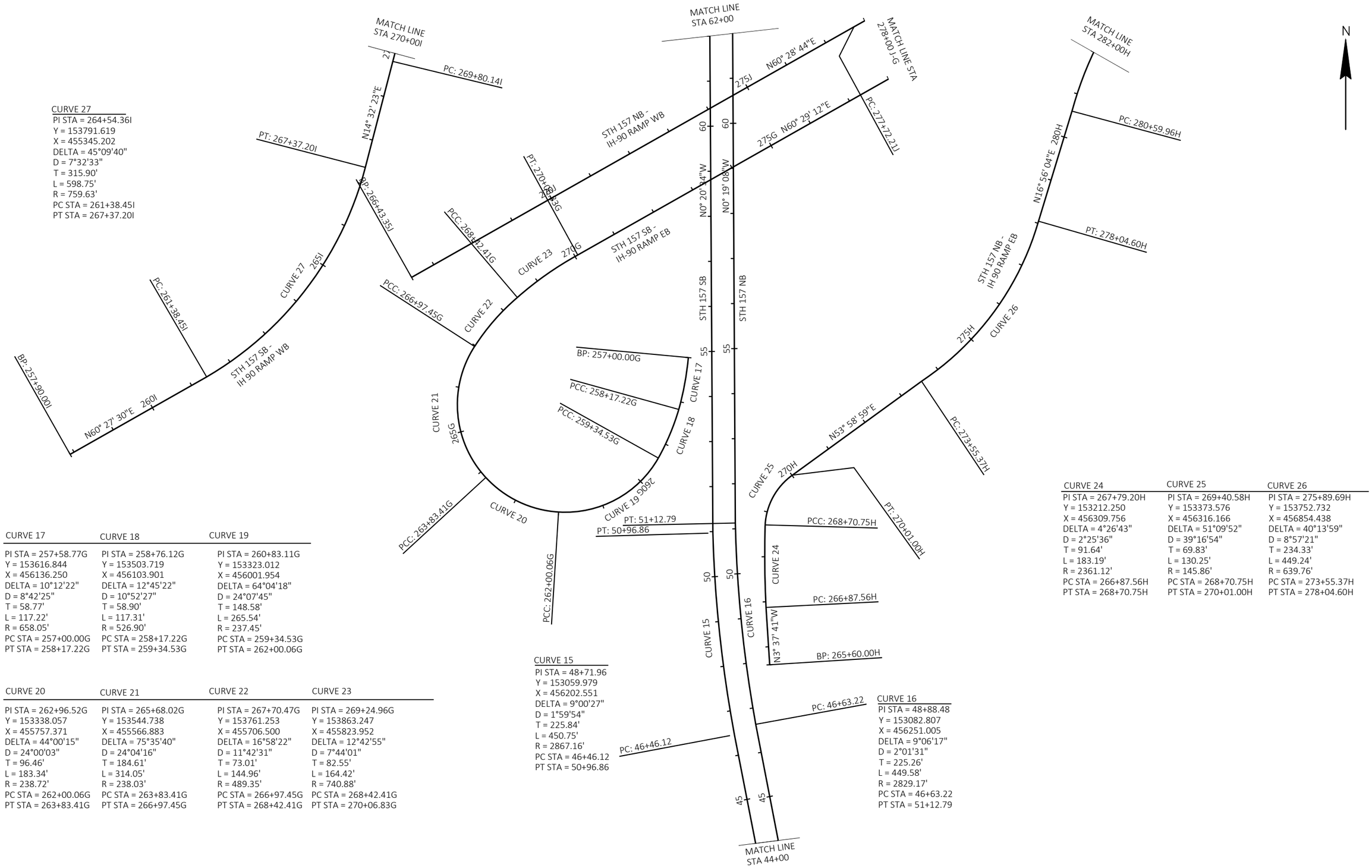
CURVE 11
PI STA = 35+55.41
Y = 151594.739
X = 456497.822
DELTA = 71°49'07"
D = 6°15'44"
T = 662.53'
L = 1146.85'
R = 914.94'
PC STA = 28+92.87
PT STA = 40+39.73

CURVE 12
PI STA = 35+27.98
Y = 151630.978
X = 456542.030
DELTA = 69°50'35"
D = 6°28'47"
T = 617.33'
L = 1077.85'
R = 884.22'
PC STA = 29+10.64
PT STA = 40+25.00

PI STA = 334+46.85B
PI STA = 337+19.46B
PI STA = 343+01.70B

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	ALIGNMENT	SHEET 104	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027201-AD.DWG
LAYOUT NAME - 01
PLOT DATE : 4/12/2019 1:39 PM
PLOT BY : TOREY R. LEONARD
PLOT NAME :
PLOT SCALE : 1 IN:200 FT
WISDOT/CADDS SHEET 42



CURVE 27
PI STA = 264+54.36I
Y = 153791.619
X = 455345.202
DELTA = 45°09'40"
D = 7°32'33"
T = 315.90'
L = 598.75'
R = 759.63'
PC STA = 261+38.45I
PT STA = 267+37.20I

CURVE 17	CURVE 18	CURVE 19
PI STA = 257+58.77G	PI STA = 258+76.12G	PI STA = 260+83.11G
Y = 153616.844	Y = 153503.719	Y = 153323.012
X = 456136.250	X = 456103.901	X = 456001.954
DELTA = 10°12'22"	DELTA = 12°45'22"	DELTA = 64°04'18"
D = 8°42'25"	D = 10°52'27"	D = 24°07'45"
T = 58.77'	T = 58.90'	T = 148.58'
L = 117.22'	L = 117.31'	L = 265.54'
R = 658.05'	R = 526.90'	R = 237.45'
PC STA = 257+00.00G	PC STA = 258+17.22G	PC STA = 259+34.53G
PT STA = 258+17.22G	PT STA = 259+34.53G	PT STA = 262+00.06G

CURVE 20	CURVE 21	CURVE 22	CURVE 23
PI STA = 262+96.52G	PI STA = 265+68.02G	PI STA = 267+70.47G	PI STA = 269+24.96G
Y = 153338.057	Y = 153544.738	Y = 153761.253	Y = 153863.247
X = 455757.371	X = 455566.883	X = 455706.500	X = 455823.952
DELTA = 44°00'15"	DELTA = 75°35'40"	DELTA = 16°58'22"	DELTA = 12°42'55"
D = 24°00'03"	D = 24°04'16"	D = 11°42'31"	D = 7°44'01"
T = 96.46'	T = 184.61'	T = 73.01'	T = 82.55'
L = 183.34'	L = 314.05'	L = 144.96'	L = 164.42'
R = 238.72'	R = 238.03'	R = 489.35'	R = 740.88'
PC STA = 262+00.06G	PC STA = 263+83.41G	PC STA = 266+97.45G	PC STA = 268+42.41G
PT STA = 263+83.41G	PT STA = 266+97.45G	PT STA = 268+42.41G	PT STA = 270+06.83G

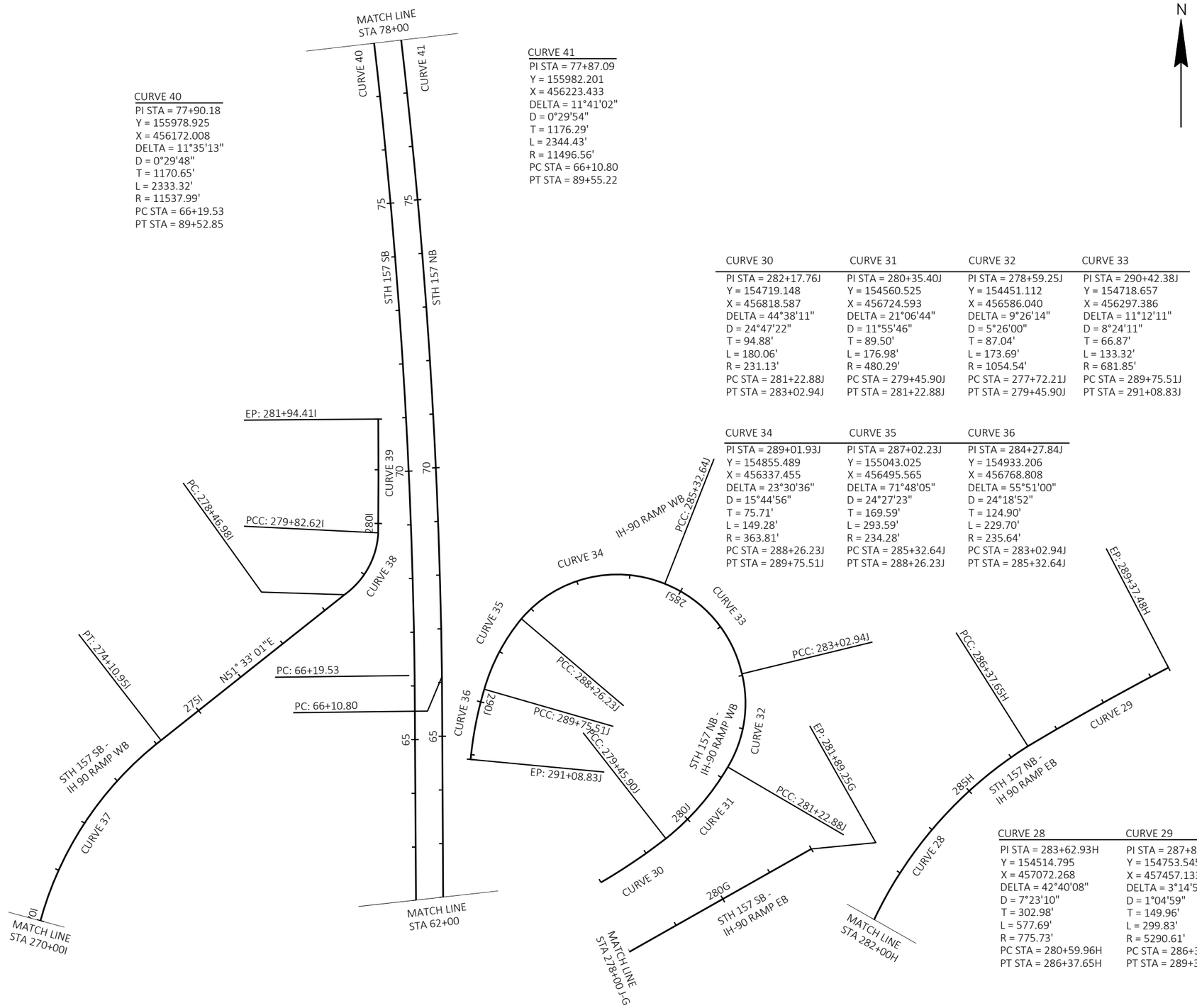
CURVE 15
PI STA = 48+71.96
Y = 153059.979
X = 456202.551
DELTA = 9°00'27"
D = 1°59'54"
T = 225.84'
L = 450.75'
R = 2867.16'
PC STA = 46+46.12
PT STA = 50+96.86

CURVE 16
PI STA = 48+88.48
Y = 153082.807
X = 456251.005
DELTA = 9°06'17"
D = 2°01'31"
T = 225.26'
L = 449.58'
R = 2829.17'
PC STA = 46+63.22
PT STA = 51+12.79

CURVE 24	CURVE 25	CURVE 26
PI STA = 267+79.20H	PI STA = 269+40.58H	PI STA = 275+89.69H
Y = 153212.250	Y = 153373.576	Y = 153752.732
X = 456309.756	X = 456316.166	X = 456854.438
DELTA = 4°26'43"	DELTA = 51°09'52"	DELTA = 40°13'59"
D = 2°25'36"	D = 39°16'54"	D = 8°57'21"
T = 91.64'	T = 69.83'	T = 234.33'
L = 183.19'	L = 130.25'	L = 449.24'
R = 2361.12'	R = 145.86'	R = 639.76'
PC STA = 266+87.56H	PC STA = 268+70.75H	PC STA = 273+55.37H
PT STA = 268+70.75H	PT STA = 270+01.00H	PT STA = 278+04.60H

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	ALIGNMENT	SHEET 105	E

2



CURVE 40
PI STA = 77+90.18
Y = 155978.925
X = 456172.008
DELTA = 11°35'13"
D = 0°29'48"
T = 1170.65'
L = 2333.32'
R = 11537.99'
PC STA = 66+19.53
PT STA = 89+52.85

CURVE 41
PI STA = 77+87.09
Y = 155982.201
X = 456223.433
DELTA = 11°41'02"
D = 0°29'54"
T = 1176.29'
L = 2344.43'
R = 11496.56'
PC STA = 66+10.80
PT STA = 89+55.22

CURVE 30	CURVE 31	CURVE 32	CURVE 33
PI STA = 282+17.76J	PI STA = 280+35.40J	PI STA = 278+59.25J	PI STA = 290+42.38J
Y = 154719.148	Y = 154560.525	Y = 154451.112	Y = 154718.657
X = 456818.587	X = 456724.593	X = 456586.040	X = 456297.386
DELTA = 44°38'11"	DELTA = 21°06'44"	DELTA = 9°26'14"	DELTA = 11°12'11"
D = 24°47'22"	D = 11°55'46"	D = 5°26'00"	D = 8°24'11"
T = 94.88'	T = 89.50'	T = 87.04'	T = 66.87'
L = 180.06'	L = 176.98'	L = 173.69'	L = 133.32'
R = 231.13'	R = 480.29'	R = 1054.54'	R = 681.85'
PC STA = 281+22.88J	PC STA = 279+45.90J	PC STA = 277+72.21J	PC STA = 289+75.51J
PT STA = 283+02.94J	PT STA = 281+22.88J	PT STA = 279+45.90J	PT STA = 291+08.83J

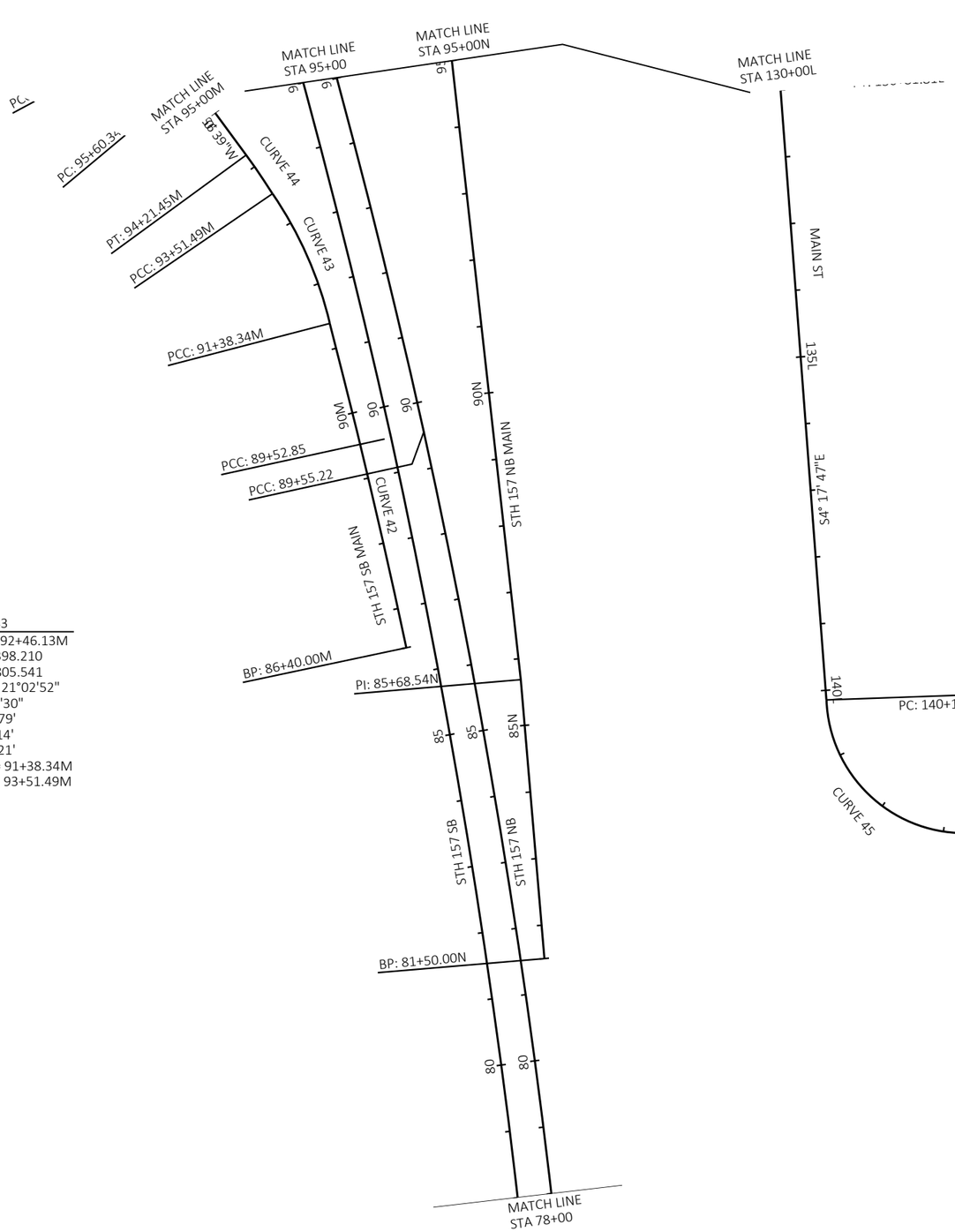
CURVE 34	CURVE 35	CURVE 36
PI STA = 289+01.93J	PI STA = 287+02.23J	PI STA = 284+27.84J
Y = 154855.489	Y = 155043.025	Y = 154933.206
X = 456337.455	X = 456495.565	X = 456768.808
DELTA = 23°30'36"	DELTA = 71°48'05"	DELTA = 55°51'00"
D = 15°44'56"	D = 24°27'23"	D = 24°18'52"
T = 75.71'	T = 169.59'	T = 124.90'
L = 149.28'	L = 293.59'	L = 229.70'
R = 363.81'	R = 234.28'	R = 235.64'
PC STA = 288+26.23J	PC STA = 285+32.64J	PC STA = 283+02.94J
PT STA = 289+75.51J	PT STA = 288+26.23J	PT STA = 285+32.64J

CURVE 37	CURVE 38	CURVE 39
PI STA = 272+04.07I	PI STA = 279+19.77I	PI STA = 280+88.52I
Y = 154550.179	Y = 155001.152	Y = 155179.745
X = 455538.258	X = 456115.689	X = 456120.152
DELTA = 38°33'52"	DELTA = 51°29'56"	DELTA = 0°55'46"
D = 8°57'06"	D = 37°57'59"	D = 0°26'20"
T = 223.92'	T = 72.79'	T = 105.90'
L = 430.81'	L = 135.64'	L = 211.79'
R = 640.05'	R = 150.91'	R = 13054.87'
PC STA = 269+80.14I	PC STA = 278+46.98I	PC STA = 279+82.62I
PT STA = 274+10.95I	PT STA = 279+82.62I	PT STA = 281+94.41I

CURVE 28	CURVE 29
PI STA = 283+62.93H	PI STA = 287+87.60H
Y = 154514.795	Y = 154753.545
X = 457072.268	X = 457457.133
DELTA = 42°40'08"	DELTA = 3°14'50"
D = 7°23'10"	D = 1°04'59"
T = 302.98'	T = 149.96'
L = 577.69'	L = 299.83'
R = 775.73'	R = 5290.61'
PC STA = 280+59.96H	PC STA = 286+37.65H
PT STA = 286+37.65H	PT STA = 289+37.48H

PI STA = 264+54.36I
Y = 153791.619
X = 455345.202

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	ALIGNMENT	SHEET 106	E



CURVE 42	CURVE 43
PI STA = 88+89.22M	PI STA = 92+46.13M
Y = 157052.165	Y = 157398.210
X = 455893.227	X = 455805.541
DELTA = 2°38'20"	DELTA = 21°02'52"
D = 0°31'46"	D = 9°52'30"
T = 249.22'	T = 107.79'
L = 498.34'	L = 213.14'
R = 10820.42'	R = 580.21'
PC STA = 86+40.00M	PC STA = 91+38.34M
PT STA = 91+38.34M	PT STA = 93+51.49M

CURVE 44
PI STA = 93+86.48M
Y = 157516.851
X = 455726.135
DELTA = 4°05'46"
D = 5°51'16"
T = 35.00'
L = 69.97'
R = 978.68'
PC STA = 93+51.49M
PT STA = 94+21.45M

CURVE 45
PI STA = 142+13.52L
Y = 156531.259
X = 456579.998
DELTA = 87°54'43"
D = 27°43'54"
T = 199.21'
L = 317.01'
R = 206.61'
PC STA = 140+14.31L
PT STA = 143+31.32L

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CURVE 57
PI STA = 108+09.35O
Y = 158880.558
X = 455331.214
DELTA = 1°31'31"
D = 0°51'22"
T = 89.08'
L = 178.14'
R = 6692.17'
PC STA = 107+20.27O
PT STA = 108+98.42O

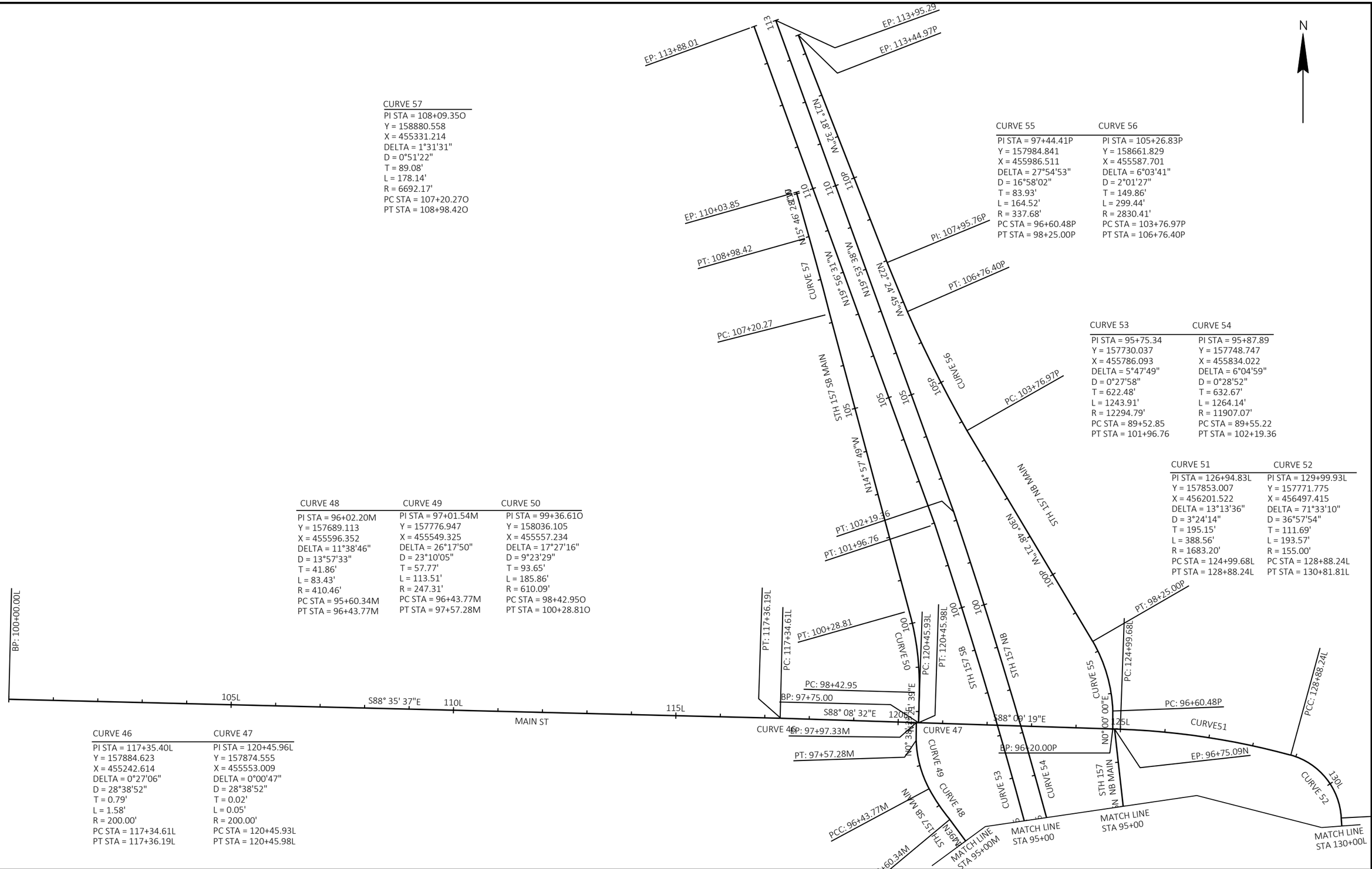
CURVE 55	CURVE 56
PI STA = 97+44.41P	PI STA = 105+26.83P
Y = 157984.841	Y = 158661.829
X = 455986.511	X = 455587.701
DELTA = 27°54'53"	DELTA = 6°03'41"
D = 16°58'02"	D = 2°01'27"
T = 83.93'	T = 149.86'
L = 164.52'	L = 299.44'
R = 337.68'	R = 2830.41'
PC STA = 96+60.48P	PC STA = 103+76.97P
PT STA = 98+25.00P	PT STA = 106+76.40P

CURVE 53	CURVE 54
PI STA = 95+75.34	PI STA = 95+87.89
Y = 157730.037	Y = 157748.747
X = 455786.093	X = 455834.022
DELTA = 5°47'49"	DELTA = 6°04'59"
D = 0°27'58"	D = 0°28'52"
T = 622.48'	T = 632.67'
L = 1243.91'	L = 1264.14'
R = 12294.79'	R = 11907.07'
PC STA = 89+52.85	PC STA = 89+55.22
PT STA = 101+96.76	PT STA = 102+19.36

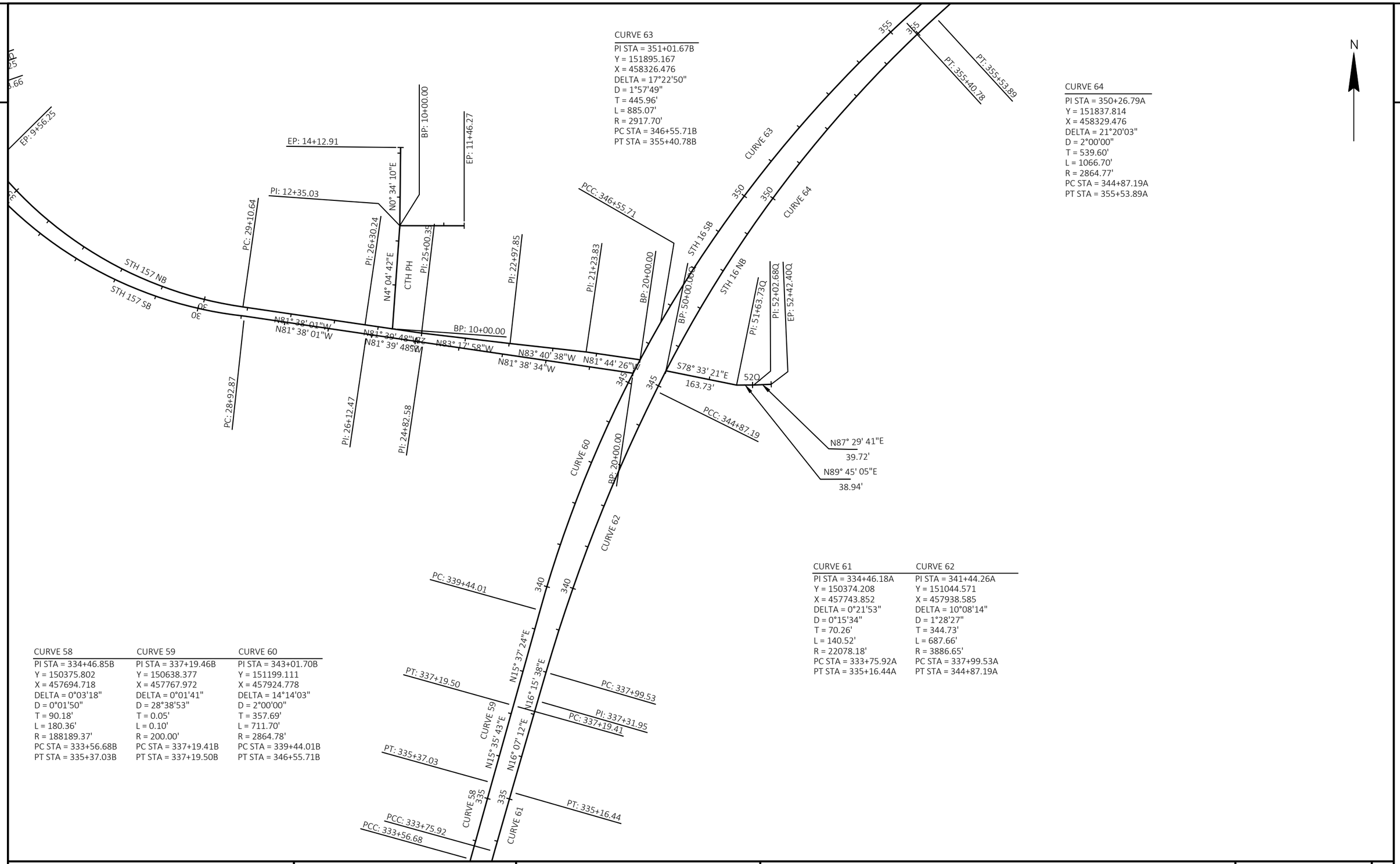
CURVE 51	CURVE 52
PI STA = 126+94.83L	PI STA = 129+99.93L
Y = 157853.007	Y = 157771.775
X = 456201.522	X = 456497.415
DELTA = 13°13'36"	DELTA = 71°33'10"
D = 3°24'14"	D = 36°57'54"
T = 195.15'	T = 111.69'
L = 388.56'	L = 193.57'
R = 1683.20'	R = 155.00'
PC STA = 124+99.68L	PC STA = 128+88.24L
PT STA = 128+88.24L	PT STA = 130+81.81L

CURVE 48	CURVE 49	CURVE 50
PI STA = 96+02.20M	PI STA = 97+01.54M	PI STA = 99+36.61O
Y = 157689.113	Y = 157776.947	Y = 158036.105
X = 455596.352	X = 455549.325	X = 455557.234
DELTA = 11°38'46"	DELTA = 26°17'50"	DELTA = 17°27'16"
D = 13°57'33"	D = 23°10'05"	D = 9°23'29"
T = 41.86'	T = 57.77'	T = 93.65'
L = 83.43'	L = 113.51'	L = 185.86'
R = 410.46'	R = 247.31'	R = 610.09'
PC STA = 95+60.34M	PC STA = 96+43.77M	PC STA = 98+42.95O
PT STA = 96+43.77M	PT STA = 97+57.28M	PT STA = 100+28.81O

CURVE 46	CURVE 47
PI STA = 117+35.40L	PI STA = 120+45.96L
Y = 157884.623	Y = 157874.555
X = 455242.614	X = 455553.009
DELTA = 0°27'06"	DELTA = 0°00'47"
D = 28°38'52"	D = 28°38'52"
T = 0.79'	T = 0.02'
L = 1.58'	L = 0.05'
R = 200.00'	R = 200.00'
PC STA = 117+34.61L	PC STA = 120+45.93L
PT STA = 117+36.19L	PT STA = 120+45.98L



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	ALIGNMENT	SHEET 108	E



CURVE 63

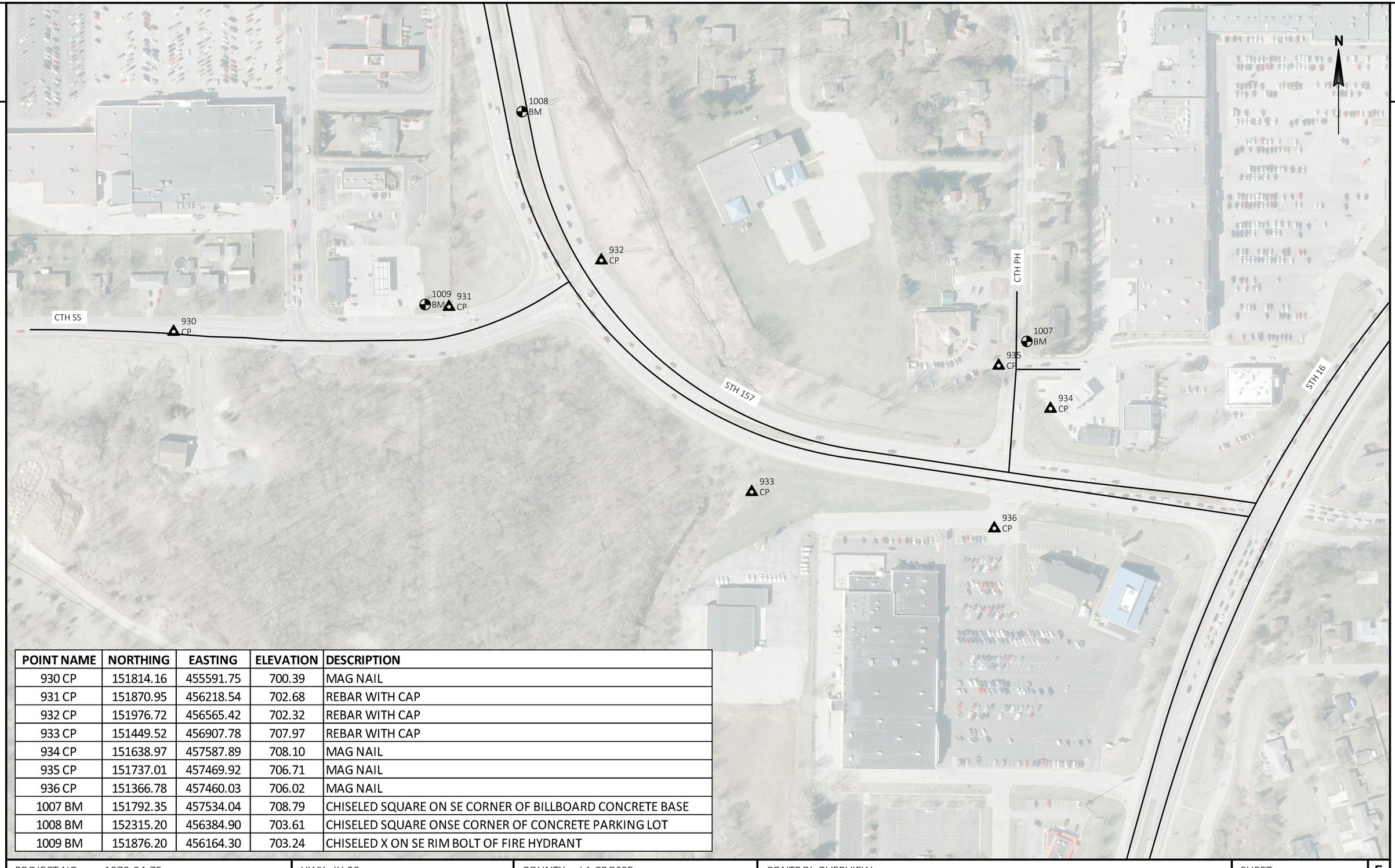
PI STA = 351+01.67B
Y = 151895.167
X = 458326.476
DELTA = 17°22'50"
D = 1°57'49"
T = 445.96'
L = 885.07'
R = 2917.70'
PC STA = 346+55.71B
PT STA = 355+40.78B

CURVE 64

PI STA = 350+26.79A
Y = 151837.814
X = 458329.476
DELTA = 21°20'03"
D = 2°00'00"
T = 539.60'
L = 1066.70'
R = 2864.77'
PC STA = 344+87.19A
PT STA = 355+53.89A

CURVE 58	CURVE 59	CURVE 60
PI STA = 334+46.85B	PI STA = 337+19.46B	PI STA = 343+01.70B
Y = 150375.802	Y = 150638.377	Y = 151199.111
X = 457694.718	X = 457767.972	X = 457924.778
DELTA = 0°03'18"	DELTA = 0°01'41"	DELTA = 14°14'03"
D = 0°01'50"	D = 28°38'53"	D = 2°00'00"
T = 90.18'	T = 0.05'	T = 357.69'
L = 180.36'	L = 0.10'	L = 711.70'
R = 188189.37'	R = 200.00'	R = 2864.78'
PC STA = 333+56.68B	PC STA = 337+19.41B	PC STA = 339+44.01B
PT STA = 335+37.03B	PT STA = 337+19.50B	PT STA = 346+55.71B

CURVE 61	CURVE 62
PI STA = 334+46.18A	PI STA = 341+44.26A
Y = 150374.208	Y = 151044.571
X = 457743.852	X = 457938.585
DELTA = 0°21'53"	DELTA = 10°08'14"
D = 0°15'34"	D = 1°28'27"
T = 70.26'	T = 344.73'
L = 140.52'	L = 687.66'
R = 22078.18'	R = 3886.65'
PC STA = 333+75.92A	PC STA = 337+99.53A
PT STA = 335+16.44A	PT STA = 344+87.19A



POINT NAME	NORTHING	EASTING	ELEVATION	DESCRIPTION
930 CP	151814.16	455591.75	700.39	MAG NAIL
931 CP	151870.95	456218.54	702.68	REBAR WITH CAP
932 CP	151976.72	456565.42	702.32	REBAR WITH CAP
933 CP	151449.52	456907.78	707.97	REBAR WITH CAP
934 CP	151638.97	457587.89	708.10	MAG NAIL
935 CP	151737.01	457469.92	706.71	MAG NAIL
936 CP	151366.78	457460.03	706.02	MAG NAIL
1007 BM	151792.35	457534.04	708.79	CHISELED SQUARE ON SE CORNER OF BILLBOARD CONCRETE BASE
1008 BM	152315.20	456384.90	703.61	CHISELED SQUARE ONSE CORNER OF CONCRETE PARKING LOT
1009 BM	151876.20	456164.30	703.24	CHISELED X ON SE RIM BOLT OF FIRE HYDRANT

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CONTROL OVERVIEW	SHEET 110	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\027301_CP.DWG
LAYOUT NAME - 027301_cp

PLOT DATE : 4/12/2019 1:40 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 42

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Pavement	SY	67.000	67.000
0004	204.0105	Removing Pavement Butt Joints	SY	6,052.000	6,052.000
0006	204.0109.S	Removing Concrete Surface Partial Depth	SF	529,879.000	529,879.000
0008	204.0110	Removing Asphaltic Surface	SY	1,868.000	1,868.000
0010	204.0115	Removing Asphaltic Surface Butt Joints	SY	37.000	37.000
0012	204.0120	Removing Asphaltic Surface Milling	SY	25,668.000	25,668.000
0014	204.0150	Removing Curb & Gutter	LF	5,136.000	5,136.000
0016	204.0155	Removing Concrete Sidewalk	SY	441.000	441.000
0018	204.0165	Removing Guardrail	LF	1,227.000	1,227.000
0020	204.0180	Removing Delineators and Markers	EACH	6.000	6.000
0022	204.0185	Removing Masonry	CY	86.000	86.000
0024	204.0195	Removing Concrete Bases	EACH	40.000	40.000
0026	205.0100	Excavation Common	CY	4,910.000	4,910.000
0028	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1070-04-75	LS	1.000	1.000
0030	213.0100	Finishing Roadway (project) 01. 1070-04-75	EACH	1.000	1.000
0032	305.0110	Base Aggregate Dense 3/4-Inch	TON	158.000	158.000
0034	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,661.000	4,661.000
0036	305.0500	Shaping Shoulders	STA	63.000	63.000
0038	390.0403	Base Patching Concrete Shes	SY	4,960.000	4,960.000
0040	415.1085	Concrete Pavement HES 8 1/2-Inch	SY	9,677.000	9,677.000
0042	415.5110.S	Concrete Pavement Joint Layout 01. CTH PH	LS	1.000	1.000
0044	415.5110.S	Concrete Pavement Joint Layout 02. CTH SS & Crossing Meadows Dr	LS	1.000	1.000
0046	415.5110.S	Concrete Pavement Joint Layout 03. CTH SS & STH 157	LS	1.000	1.000
0048	416.0160	Concrete Driveway 6-Inch	SY	110.000	110.000
0050	416.0610	Drilled Tie Bars	EACH	338.000	338.000
0052	416.0620	Drilled Dowel Bars	EACH	855.000	855.000
0054	416.1710	Concrete Pavement Repair	SY	255.000	255.000
0056	416.1720	Concrete Pavement Replacement	SY	55.000	55.000
0058	416.1725	Concrete Pavement Replacement SHES	SY	2,595.000	2,595.000
0060	455.0605	Tack Coat	GAL	6,270.000	6,270.000
0062	460.2000	Incentive Density HMA Pavement	DOL	5,780.000	5,780.000
0064	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	29,025.000	29,025.000
0066	460.6223	HMA Pavement 3 MT 58-28 S	TON	191.000	191.000
0068	460.6424	HMA Pavement 4 MT 58-28 H	TON	8,836.000	8,836.000
0070	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	114.000	114.000
0072	465.0125	Asphaltic Surface Temporary	TON	177.000	177.000
0074	465.0305	Asphaltic Surface Safety Islands	TON	56.000	56.000

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0076	465.0400	Asphaltic Shoulder Rumble Strips	LF	998.000	998.000
0078	601.0409	Concrete Curb & Gutter 30-Inch Type A	LF	3,749.000	3,749.000
0080	601.0600	Concrete Curb Pedestrian	LF	26.000	26.000
0082	602.0405	Concrete Sidewalk 4-Inch	SF	4,180.000	4,180.000
0084	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	40.000	40.000
0086	604.0400	Slope Paving Concrete	SY	108.000	108.000
0088	611.8110	Adjusting Manhole Covers	EACH	9.000	9.000
0090	611.8115	Adjusting Inlet Covers	EACH	15.000	15.000
0092	614.2300	MGS Guardrail 3	LF	184.500	184.500
0094	614.2330	MGS Guardrail 3 K	LF	925.500	925.500
0096	614.2610	MGS Guardrail Terminal EAT	EACH	10.000	10.000
0098	614.2620	MGS Guardrail Terminal Type 2	EACH	10.000	10.000
0100	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1070-04-75	EACH	1.000	1.000
0102	619.1000	Mobilization	EACH	1.000	1.000
0104	624.0100	Water	MGAL	147.000	147.000
0106	625.0500	Salvaged Topsoil	SY	4,556.000	4,556.000
0108	628.1504	Silt Fence	LF	2,158.000	2,158.000
0110	628.1905	Mobilizations Erosion Control	EACH	4.000	4.000
0112	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0114	628.2006	Erosion Mat Urban Class I Type A	SY	4,556.000	4,556.000
0116	628.7010	Inlet Protection Type B	EACH	4.000	4.000
0118	628.7015	Inlet Protection Type C	EACH	42.000	42.000
0120	628.7570	Rock Bags	EACH	3.000	3.000
0122	629.0210	Fertilizer Type B	CWT	8.700	8.700
0124	630.0120	Seeding Mixture No. 20	LB	10.700	10.700
0126	630.0140	Seeding Mixture No. 40	LB	79.600	79.600
0128	630.0200	Seeding Temporary	LB	127.400	127.400
0130	633.5400	Markers Median	EACH	6.000	6.000
0132	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	15.000	15.000
0134	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	63.000	63.000
0136	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	49.000	49.000
0138	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	20.000	20.000
0140	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000	2.000
0142	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	2.000	2.000
0144	637.2210	Signs Type II Reflective H	SF	1,435.700	1,435.700
0146	637.2215	Signs Type II Reflective H Folding	SF	307.100	307.100
0148	637.2230	Signs Type II Reflective F	SF	211.630	211.630
0150	638.2602	Removing Signs Type II	EACH	182.000	182.000
0152	638.3000	Removing Small Sign Supports	EACH	120.000	120.000

Line	Item	Item Description	Unit	Total	Qty
0154	638.3150	Removing Overhead Sign Supports Cantilever (structure) 01. 17+31E	EACH	1.000	1.000
0156	638.3150	Removing Overhead Sign Supports Cantilever (structure) 02. 17+33E	EACH	1.000	1.000
0158	641.8100	Overhead Sign Support (structure) 01. S-32-69	LS	1.000	1.000
0160	641.8100	Overhead Sign Support (structure) 02. S-32-70	LS	1.000	1.000
0162	641.8100	Overhead Sign Support (structure) 03. S-32-71	LS	1.000	1.000
0164	642.5001	Field Office Type B	EACH	1.000	1.000
0166	643.0300	Traffic Control Drums	DAY	24,393.000	24,393.000
0168	643.0410	Traffic Control Barricades Type II	DAY	218.000	218.000
0170	643.0420	Traffic Control Barricades Type III	DAY	2,390.000	2,390.000
0172	643.0705	Traffic Control Warning Lights Type A	DAY	3,178.000	3,178.000
0174	643.0715	Traffic Control Warning Lights Type C	DAY	1,186.000	1,186.000
0176	643.0800	Traffic Control Arrow Boards	DAY	160.000	160.000
0178	643.0900	Traffic Control Signs	DAY	6,329.000	6,329.000
0180	643.0910	Traffic Control Covering Signs Type I	EACH	41.000	41.000
0182	643.0920	Traffic Control Covering Signs Type II	EACH	416.000	416.000
0184	643.1000	Traffic Control Signs Fixed Message	SF	10.000	10.000
0186	643.1050	Traffic Control Signs PCMS	DAY	24.000	24.000
0188	643.5000	Traffic Control	EACH	1.000	1.000
0190	644.1420.S	Temporary Pedestrian Surface Plywood	SF	1,896.000	1,896.000
0192	644.1601.S	Temporary Curb Ramp	EACH	9.000	9.000
0194	644.1616.S	Temporary Pedestrian Safety Fence	LF	368.000	368.000
0196	646.1020	Marking Line Epoxy 4-Inch	LF	685.000	685.000
0198	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	54,209.000	54,209.000
0200	646.1041.S	Marking Replace Wet Reflective Epoxy 4-Inch	LF	751.000	751.000
0202	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	15,708.000	15,708.000
0204	646.3041.S	Marking Replace Wet Reflective Epoxy 8-Inch	LF	97.000	97.000
0206	646.4505	Marking Line Same Day Paint 4-Inch	LF	6,053.000	6,053.000
0208	646.4605	Marking Line Same Day Paint 8-Inch	LF	14,072.000	14,072.000
0210	646.5020	Marking Arrow Epoxy	EACH	75.000	75.000
0212	646.5120	Marking Word Epoxy	EACH	31.000	31.000
0214	646.6120	Marking Stop Line Epoxy 18-Inch	LF	840.000	840.000
0216	646.7120	Marking Diagonal Epoxy 12-Inch	LF	571.000	571.000
0218	646.7220	Marking Chevron Epoxy 24-Inch	LF	420.000	420.000
0220	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	524.000	524.000
0222	646.8120	Marking Curb Epoxy	LF	824.000	824.000
0224	646.8220	Marking Island Nose Epoxy	EACH	12.000	12.000
0226	646.9300	Marking Removal Special Marking	EACH	9.000	9.000
0228	649.0105	Temporary Marking Line Paint 4-Inch	LF	2,810.000	2,810.000

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0230	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	3,304.000	3,304.000
0232	649.0205	Temporary Marking Line Paint 8-Inch	LF	6,524.000	6,524.000
0234	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	790.000	790.000
0236	649.0505	Temporary Marking Arrow Paint	EACH	2.000	2.000
0238	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	10.000	10.000
0240	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	80.000	80.000
0242	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	799.000	799.000
0244	650.4500	Construction Staking Subgrade	LF	1,060.000	1,060.000
0246	650.7000	Construction Staking Concrete Pavement	LF	1,060.000	1,060.000
0248	650.8000	Construction Staking Resurfacing Reference	LF	21,174.000	21,174.000
0250	650.8500	Construction Staking Electrical Installations (project) 01. 1070-04-75	LS	1.000	1.000
0252	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0254	650.9910	Construction Staking Supplemental Control (project) 01. 1070-04-75	LS	1.000	1.000
0256	650.9920	Construction Staking Slope Stakes	LF	1,933.000	1,933.000
0258	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,903.000	4,903.000
0260	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,699.000	1,699.000
0262	652.0615	Conduit Special 3-Inch	LF	4,894.000	4,894.000
0264	652.0800	Conduit Loop Detector	LF	1,774.000	1,774.000
0266	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	80.000	80.000
0268	653.0900	Adjusting Pull Boxes	EACH	11.000	11.000
0270	653.0905	Removing Pull Boxes	EACH	71.000	71.000
0272	654.0101	Concrete Bases Type 1	EACH	11.000	11.000
0274	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0276	654.0110	Concrete Bases Type 10	EACH	3.000	3.000
0278	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0280	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	5.000	5.000
0282	655.0210	Cable Traffic Signal 3-14 AWG	LF	30.000	30.000
0284	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,273.000	2,273.000
0286	655.0240	Cable Traffic Signal 7-14 AWG	LF	9,495.000	9,495.000
0288	655.0260	Cable Traffic Signal 12-14 AWG	LF	5,424.000	5,424.000
0290	655.0305	Cable Type UF 2-12 AWG Grounded	LF	6,204.000	6,204.000
0292	655.0610	Electrical Wire Lighting 12 AWG	LF	2,100.000	2,100.000
0294	655.0700	Loop Detector Lead In Cable	LF	15,470.000	15,470.000
0296	655.0800	Loop Detector Wire	LF	5,742.000	5,742.000
0298	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 157 & STH 16	LS	1.000	1.000
0300	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 157 & CTH PH	LS	1.000	1.000
0302	656.0200	Electrical Service Meter Breaker Pedestal (location) 03.	LS	1.000	1.000

Line	Item	Item Description	Unit	Total	Qty
		STH 157 & CTH SS			
0304	656.0200	Electrical Service Meter Breaker Pedestal (location) 04. STH 157 & IH 90 EB Ramp	LS	1.000	1.000
0306	656.0200	Electrical Service Meter Breaker Pedestal (location) 05. STH 157 & IH 90 WB Ramp	LS	1.000	1.000
0308	657.0100	Pedestal Bases	EACH	11.000	11.000
0310	657.0255	Transformer Bases Breakaway 11 1/2-Inch Bolt Circle	EACH	2.000	2.000
0312	657.0315	Poles Type 4	EACH	2.000	2.000
0314	657.0420	Traffic Signal Standards Aluminum 13-FT	EACH	8.000	8.000
0316	657.0425	Traffic Signal Standards Aluminum 15-FT	EACH	3.000	3.000
0318	657.0709	Luminaire Arms Truss Type 4-Inch Clamp 12-FT	EACH	3.000	3.000
0320	658.0173	Traffic Signal Face 3S 12-Inch	EACH	44.000	44.000
0322	658.0174	Traffic Signal Face 4S 12-Inch	EACH	8.000	8.000
0324	658.0416	Pedestrian Signal Face 16-Inch	EACH	2.000	2.000
0326	658.0500	Pedestrian Push Buttons	EACH	3.000	3.000
0328	658.5069	Signal Mounting Hardware (location) 01. STH 157 & STH 16	LS	1.000	1.000
0330	658.5069	Signal Mounting Hardware (location) 02. STH 157 & CTH PH	LS	1.000	1.000
0332	658.5069	Signal Mounting Hardware (location) 03. STH 157 & CTH SS	LS	1.000	1.000
0334	658.5069	Signal Mounting Hardware (location) 04. STH 157 & IH 90 EB Ramps	LS	1.000	1.000
0336	658.5069	Signal Mounting Hardware (location) 05. STH 157 & IH 90 WB Ramps	LS	1.000	1.000
0338	658.5069	Signal Mounting Hardware (location) 06. Crossing Meadows	LS	1.000	1.000
0340	659.1125	Luminaires Utility LED C	EACH	14.000	14.000
0342	661.0200	Temporary Traffic Signals for Intersections (location) 01. STH 157 & CTH SS	LS	1.000	1.000
0344	661.0200	Temporary Traffic Signals for Intersections (location) 02. CTH SS & 12th Ave	LS	1.000	1.000
0346	661.0200	Temporary Traffic Signals for Intersections (location) 03. 12th Ave & Crossing Meadows Dr	LS	1.000	1.000
0348	690.0150	Sawing Asphalt	LF	1,624.000	1,624.000
0350	690.0250	Sawing Concrete	LF	30,361.000	30,361.000
0352	740.0440	Incentive IRI Ride	DOL	15,900.000	15,900.000
0354	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	1,000.000	1,000.000
0356	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	800.000	800.000
0358	SPV.0060	Special 01. Concrete Bases Type 9 & 10 Special	EACH	7.000	7.000
0360	SPV.0060	Special 02. Install Type 9 Special Pole	EACH	1.000	1.000
0362	SPV.0060	Special 03. Install Type 10 Special Pole	EACH	6.000	6.000

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0364	SPV.0060	Special 04. Install Type 9 & 10 Special Pole Arm 40-FT	EACH	3.000	3.000
0366	SPV.0060	Special 05. Install Type 9 & 10 Special Pole Arm 45-FT	EACH	4.000	4.000
0368	SPV.0060	Special 06. Removing Traffic Signal Unit	EACH	35.000	35.000
0370	SPV.0060	Special 07. Adjusting Concrete Bases	EACH	37.000	37.000
0372	SPV.0060	Special 08. Curb Plate	EACH	1.000	1.000
0374	SPV.0060	Special 09. Install Poles Type 10	EACH	3.000	3.000
0376	SPV.0060	Special 10. Install Poles Type 13	EACH	2.000	2.000
0378	SPV.0060	Special 11. Install Monotube Arms 30-FT	EACH	3.000	3.000
0380	SPV.0060	Special 12. Install Monotube Arms 50-FT	EACH	2.000	2.000
0382	SPV.0060	Special 13. Install Luminaire Arms Steel 12-FT	EACH	11.000	11.000
0384	SPV.0090	Special 01. Longitudinal Joint Repair	LF	1,727.000	1,727.000
0386	SPV.0090	Special 02. Concrete Curb & Gutter 30-Inch Type A SHES	LF	874.000	874.000
0388	SPV.0090	Special 03. Concrete Curb & Gutter 30-Inch Type D SHES	LF	995.000	995.000
0390	SPV.0090	Special 04. Concrete Joint & Crack Cleaning	LF	4,606.000	4,606.000
0392	SPV.0180	Special 01. Concrete Pavement SHES 9-Inch	SY	138.000	138.000

3

REMOVING BUTT JOINTS

CATEGORY	STATION -	STATION	LOCATION	204.0105 REMOVING PAVEMENT BUTT JOINTS (SY)	204.0115 REMOVING ASPHALITC SURFACE BUTT JOINTS (SY)
0010	53+75 NB -	55+25 NB	STH 157 NB	595	4
	52+79 SB -	54+29 SB	STH 17 SB	617	2
	63+50 NB -	65+00 NB	STH 157 NB	857	2
	65+65 SB -	67+15 SB	STH 157 SB	12	3
	264+87 F -	266+37 F	RAMP F	591	3
	285+28 H -	285+30 H	RAMP H	0	6
	263+00 I -	263+02 I	RAMP I	0	6
	286+98 K -	287+00 K	RAMP K	0	6
			SUBTOTAL CATEGORY 0010	2672	32
0020	20+26 NB -	21+76 NB	STH 157 NB	609	0
	21+23 SB -	22+73 SB	STH 157 SB	1255	0
	10+86 C -	11+11 C	CTH PH	176	0
	-	-	OFFICE DEPOT	105	0
	95+91 M -	97+41 M	RAMP M	559	1
	94+83 N -	96+33 N	RAMP N	676	4
			SUBTOTAL CATEGORY 0020	3380	5
			PROJECT TOTALS	**6052**	**37**

REMOVING GUARDRAIL

CATEGORY	STATION -	STATION	LOCATION	204.0165 REMOVING GUARDRAIL (LF)
0010	47+11 NB -	48+27 NB	RT	116
	47+09 NB -	48+03 NB	LT	94
	45+92 SB -	46+89 SB	RT	97
	45+85 SB -	48+92 SB	LT	307
	70+93 SB -	71+96 SB	RT	103
	70+93 SB -	71+98 SB	LT	105
			SUBTOTAL FOR CATEGORY 0010	822
0020	40+28 NB -	41+27 NB	RT	99
	40+34 NB -	41+28 NB	LT	94
	40+43 SB -	41+42 SB	LT	99
	94+53 N -	95+86 N	RT	113
			SUBTOTAL FOR CATEGORY 0020	405
			PROJECT TOTALS	**1227**

REMOVING SURFACE ITEMS

CATEGORY	STATION -	STATION	LOCATION	204.0100 REMOVING PAVEMENT (SY)	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	REMARKS
0010	43+00 NB -	48+00 NB	STH 157	-	19222	-	583	-	-	
	43+00 SB -	48+00 SB	STH 157	-	17934	-	657	-	-	
	48+00 NB -	53+75 NB	STH 157	-	22518	-	375	-	-	
	53+75 NB -	55+23 NB	STH 157	-	-	-	224	-	-	
	48+00 SB -	52+75 SB	STH 157	-	23677	-	526	-	-	
	52+75 SB -	54+29 SB	STH 157	-	-	-	261	-	-	
	65+00 NB -	69+00 NB	STH 157	-	18984	-	-	-	-	
	63+52 NB -	69+00 NB	STH 157	-	-	-	579	-	-	
	67+15 SB -	69+00 SB	STH 157	-	8289	-	-	-	-	
	65+65 SB -	69+00 SB	STH 157	-	-	-	250	-	-	
	69+00 NB -	74+00 NB	STH 157	-	19008	-	596	-	-	
	69+00 SB -	74+00 SB	STH 157	-	20643	-	332	-	-	
	264+87 F -	271+25 F	RAMP F	-	17789	-	461	-	-	
	260+81 G -	264+35 G	RAMP G	-	-	-	-	381	-	
	266+00 H -	273+55.37 H	RAMP H	-	11698	-	-	-	-	
	266+00 H -	285+28 H	RAMP H	-	-	-	4159	-	-	
	263+00 I -	281+94.41 I	RAMP I	-	-	-	3925	-	-	
	274+12 I -	281+94.41 I	RAMP I	-	11878	-	-	-	-	
	278+78 K -	281+20 K	RAMP K	-	-	-	-	242	-	
	277+00 K -	281+55 K	RAMP K	-	12611	-	-	-	-	
	277+00K -	286+98 K	RAMP K	-	-	-	1897	-	-	
	SIGNAL BASE INSTALLATION			-	-	-	-	60	109	
			SUBTOTAL CATEGORY 0010	0	204250	0	14826	683	109	
0020	21+76 NB -	27+00 NB	STH 157	-	24948	-	9	-	-	
	22+73 SB -	27+00 SB	STH 157	-	17946	-	-	-	-	
	27+00 NB -	32+00 NB	STH 157	-	12065	-	473	-	-	
	27+00 SB -	32+00 SB	STH 157	-	17471	-	355	-	-	
	31+00 NB -	37+37 NB	STH 157	-	-	1504	-	179	-	DUAL LEFT TURN LANE
	32+00 NB -	37+00 NB	STH 157	-	14422	-	1734	-	-	
	32+00 SB -	37+00 SB	STH 157	-	11938	-	386	-	-	
	37+00 NB -	43+00 NB	STH 157	-	20174	-	736	-	-	
	37+00 SB -	43+00 SB	STH 157	-	20166	-	666	-	-	
	74+00 NB -	79+00 NB	STH 157	-	17974	-	631	-	-	
	74+00 SB -	79+00 SB	STH 157	-	18141	-	191	-	-	
	79+00 NB -	84+00 NB	STH 157	-	16036	-	679	-	-	
	79+00 SB -	84+00 SB	STH 157	-	17789	-	271	-	-	
	84+00 NB -	89+00 NB	STH 157	-	12831	-	694	-	-	
	84+00 SB -	89+00 SB	STH 157	-	15338	-	301	-	-	
	89+00 NB -	96+18 NB	STH 157	-	19059	-	721	-	-	
	89+00 SB -	96+44 SB	STH 157	-	18957	-	1125	-	-	
	86+40 M -	95+91 M	RAMP M	-	14279	-	208	-	-	
	81+50 N -	94+83 N	RAMP N	-	36057	-	1661	-	-	
	95+72 N -	96+22 N	RAMP N	-	-	-	-	84	-	RIGHT SIDE
	95+9 N		RAMP N	-	-	-	-	9	-	
	120+40 L		MAIN STREET	-	-	-	-	3	-	SOUTH NOSE OF MEDIAN ISLAND
	121+28 L -	121+88 L	MAIN STREET	-	-	30	-	-	-	MEDIAN ISLAND
	123+12 L -	123+74 L	MAIN STREET	-	-	34	-	-	-	MEDIAN ISLAND
	124+24 L -	124+81 L	MAIN STREET	-	-	-	-	60	-	RIGHT SIDE
	124+97 L		MAIN STREET	-	-	-	-	3	-	NORTH CORNER OF MEDIAN ISLAND
	-		RAMP N	-	-	-	-	-	42	MEDIAN ISLAND
	-		MAIN STREET	-	-	-	-	-	28	ADJACENT TO SLOPE PAVING
	345+00 A -	348+00 A	STH 16	-	-	5	-	122	47	MEDIAN ISLANDS
	50+25 Q -	52+25 Q	MALL ENTERANCE	-	38	27	-	177	-	MEDIAN ISLANDS
	SIGNAL BASE INSTALLATION			67	-	-	-	80	186	
			SUBTOTAL CATEGORY 0020	67	325629	1600	10842	717	303	

REMOVING SURFACE ITEMS (Cont)

CATEGORY	STATION - STATION	LOCATION	204.0100 REMOVING PAVEMENT (SY)	204.0109.S REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF)	204.0110 REMOVING ASPHALTIC SURFACE (SY)	204.0120 REMOVING ASPHALTIC SURFACE MILLING (SY)	204.0150 REMOVING CURB & GUTTER (LF)	204.0155 REMOVING CONCRETE SIDEWALK (SY)	REMARKS
0030	11+11 C - 12+76 C	CTH PH	-	-	-	-	165	-	LEFT SIDE
	11+11 C - 12+21 C	CTH PH	-	-	-	-	121	-	RIGHT SIDE
	12+55 C - 12+76 C	CTH PH	-	-	-	-	45	12	RIGHT SIDE
		SUBTOTAL CATEGORY 0030	0	0	0	0	331	12	
0040	10+87 E - 11+56 E	CTH SS	-	-	119	-	-	-	DRIVEWAY SOUTH SIDE
	13+23 E - 13+97 E	CTH SS	-	-	143	-	-	-	DRIVEWAY SOUTH SIDE
	11+02 E - 11+27 E	CTH SS	-	-	3	-	-	-	DRIVEWAY NORTH SIDE
	11+70 E - 12+02 E	CTH SS	-	-	3	-	-	-	DRIVEWAY NORTH SIDE
	10+80 E - 11+07 E	CTH SS	-	-	-	-	36	-	RIGHT SIDE
	11+36 E - 13+45 E	CTH SS	-	-	-	-	234	-	RIGHT SIDE
	13+80 E - 16+19 E	CTH SS	-	-	-	-	253	-	RIGHT SIDE
	12+29 E - 13+18 E	CTH SS	-	-	-	-	173	-	MEDIAN ISLAND
	13+85 E - 15+20 E	CTH SS	-	-	-	-	281	-	TURN LANE ISLAND
	14+16 E - 16+19 E	CTH SS	-	-	-	-	403	-	MEDIAN ISLAND
	11+26 E - 13+36 E	CTH SS	-	-	-	-	251	-	NORTH SIDE
	13+84 E - 16+19 E	CTH SS	-	-	-	-	260	-	
	13+25 E	CTH SS	-	-	-	-	-	11	ON CROSSING MEADOWS DR
	13+96 E	CTH SS	-	-	-	-	-	6	ON CROSSING MEADOWS DR
		SUBTOTAL CATEGORY 0040	0	0	268	0	1891	17	
0050	16+19 E - 19+71 E	CTH SS	-	-	-	-	411	-	SOUTH SIDE
	16+19 E - 19+56 E	CTH SS	-	-	-	-	672	-	MEDIAN ISLAND
	16+19 E - 19+68 E	CTH SS	-	-	-	-	373	-	NORTH SIDE
	19+49 E - 19+72 E	CTH SS	-	-	-	-	58	-	MEDIAN/TURN LANE ISLAND
		SUBTOTAL CATEGORY 0050	0	0	0	0	1514	0	
		PROJECT TOTALS	**67**	**529879**	**1868**	**25668**	**5136**	**441**	

REMOVING MISCELLANEOUS STRUCTURES

CATEGORY	STATION	LOCATION	204.0185 REMOVING MASONRY (CY)	638.3150 REMOVING OVERHEAD SIGN SUPPORTS CANTILEVER (STRUCTURE) (EACH)	204.0180 REMOVING DELINEATORS & MARKERS (EACH)	REMARKS
0020	121+07 L - 121+68 L, LT	MAIN STREET	22	-	-	
	122+14 L - 122+50 L, LT	MAIN STREET	11	-	-	
	122+97 L - 123+56 L, LT	MAIN STREET	19	-	-	
	121+73 L - 122+03 L, RT	MAIN STREET	9	-	-	
	122+47 L - 122+87 L, RT	MAIN STREET	11	-	-	
	123+32 L - 123+85 L, RT	MAIN STREET	14	-	-	
	17+31 E, LT	CTH SS	-	1	-	LIGHT POLE TO REMIAN
	17+33 E, LT	CTH SS	-	1	-	
	342+65 B - 344+32 B	STH 16	-	-	6	
		SUBTOTAL CATEGORY 0020	86	2	6	
		PROJECT TOTALS	**86**	**2**	**6**	

Division	From/To Station	Location	205.0100 Common Excavation	Unexpanded Fill	Expanded Fill	Mass Ordinate +/- (14)	Waste
			Cut (2)		Factor 1.30		
CAT 0030							
Jansen Place	10+15/10+47.92		51	0	0	51	51
CTH PH	11+12/12+74.7		440	0	0	440	440
CAT 0030 Subtotal			491	0	0	491	491
CAT 0040							
Crossing Meadows	10+50/11+15.29		175	0	0	175	175
Darling Road	05+00/05+25		59	0	0	59	59
Dual Right Turn Lanes to Crossing Meadows	05+00/06+11.07		176	0	0	176	176
Maintenance Shed Driveway	00+00/00+25		37	0	0	37	37
CTH SS Mainline	10+80.45/16+19		2,048	1	1	2,047	2,047
CAT 0040 Subtotal			2,495	1	1	2,494	2,494
CAT 0050							
Dual Right Turn Lanes to STH 157 EB	07+55/09+55		269	0	0	269	269
Right Turn Lane From STH 157 EB to CTH SS WB	00+19.25/01+80.39		178	0	0	178	178
CTH SS Mainline	16+19/19+75.8		1,477	5	6	1,471	1,471
CAT 0050 Subtotal			1,924	0	6	1,918	1,918
Project Total			4,910	1	8	4,903	4,903
Total Common Exc			4,910				

SHAPING SHOULDERS

CATEGORY	STATION	LOCATION	305.0500 SHAPING SHOULDERS (STA)
0010	50+50 NB - 55+25 NB	STH 157, RIGHT	5
	51+87 NB - 55+25 NB	STH 157, LEFT	4
	271+37 F - 271+75 F	RAMP F, RIGHT	6
	51+32 SB - 54+35 SB	STH 157, RIGHT	3
	51+38 SB - 53+74 SB	STH 157, LEFT	3
	63+00 NB - 67+75 NB	STH 157, LEFT	5
	63+00 NB - 67+74 NB	STH 157, RIGHT	5
	276+41 K - 276+68 K	RAMP K, RIGHT	3
	63+06 SB - 67+45 SB	STH 157, RIGHT	5
	63+06 SB - 67+64 SB	STH 157, LEFT	5
	SUBTOTAL CATEGORY 0010		44
0020	31+00 NB - 35+62 NB	STH 157, RIGHT	5
	37+75 NB - 39+50 NB	STH 157, RIGHT	2
	37+70 NB - 39+50 NB	STH 157, LEFT	2
	37+50 SB - 40+00 SB	STH 157, RIGHT	3
	31+00 SB - 35+87 SB	STH 157, LEFT	5
	38+25 SB - 40+00 SB	STH 157, LEFT	2
	SUBTOTAL CATEGORY 0020		19
		PROJECT TOTALS	**63**

BASE AGGREGATE DENSE

CATEGORY	STATION	STATION	LOCATION	305.0110 3/4-INCH (TON)	305.0120 1 1/4-INCH (TON)	624.0100 WATER (MGAL)
0010	43+00 NB	- 48+31 NB	LT & RT	5	-	-
	48+31 NB	- 50+39 NB	LT	1	-	-
	51+87 NB	- 55+25 NB	LT & RT	4	-	-
	43+00 SB	- 50+40 SB	LT & RT	7	-	-
	51+38 SB	- 53+72 SB	LT	2	-	-
	51+54 SB	- 54+35 SB	RT	2	-	-
	63+50 NB	- 67+77 NB	LT	2	-	-
	65+80 NB	- 67+74 NB	RT	1	-	-
	68+80 NB	- 74+00 NB	LT & RT	5	-	-
	65+70 SB	- 67+35 SB	RT	1	-	-
	65+70 SB	- 67+67 SB	LT	1	-	-
	68+85 SB	- 74+00 SB	RT	3	-	-
	71+00 SB	- 74+00 SB	LT	2	-	-
	264+86 F	- 271+75 F	RT	5	-	-
	264+87 F	- 265+81 F	LT	1	-	-
	269+95 F	- 271+57 F	LT	2	-	-
	266+00 H	- 285+30 H	RT	14	-	-
	269+33 H	- 285+30 H	LT	12	-	-
	263+00 I	- 281+94 I	LT	14	-	-
	263+00 I	- 278+85 I	RT	12	-	-
	276+47 K	- 287+00 K	LT	8	-	-
	276+56 K	- 278+78 K	RT	2	-	-
	278+78 K	- 287+00 K	RT	6	-	-
	UNDISTRIBUTED QTY		-	-	100	7
	SUBTOTAL CATEGORY 0010			112	100	7
0020	26+73 NB	- 35+69 NB	RT	5	-	-
	37+72 NB	- 43+00 NB	LT & RT	5	-	-
	28+02 SB	- 35+84 SB	LT	4	-	-
	37+51 SB	- 39+46 SB	RT	1	-	-
	39+46 SB	- 43+00 SB	LT & RT	4	-	-
	74+00 NB	- 96+20 NB	LT	10	-	-
	74+00 NB	- 81+48 NB	RT	4	-	-
	74+00 SB	- 96+30 SB	RT	11	-	-
	93+25 SB	- 96+42 SB	LT	2	-	-
	31+00 NB	- 37+00 NB	LT	-	83	4
	SUBTOTAL CATEGORY 0020			46	83	4
0030	11+12 C	- 12+76 C	CTH PH	-	440	14
	SUBTOTAL CATEGORY 0030			0	440	14
0040	10+80 E	- 16+19 E	CTH SS	-	2,178	66
	SUBTOTAL CATEGORY 0040			0	2,178	66
0050	16+19 E	- 19+75 E	CTH SS	-	1,860	56
	SUBTOTAL CATEGORY 0050			0	1,860	56
	PROJECT TOTALS			**158**	**4,661**	**147**

CONCRETE PAVEMENT

CATEGORY	STATION - STATION	LOCATION	390.0403 BASE PATCHING CONCRETE SHES (SY)	415.1085 CONCRETE PAVEMENT HES 8 1/2 -INCH (SY)	416.0160 CONCRETE DRIVEWAY 6-INCH (SY)	416.0610* DRILLED TIE BARS (EACH)	416.0620 DRILLED DOWEL BARS (EACH)	416.1710 CONCRETE PAVEMENT REPAIR (SY)	416.1720 CONCRETE PAVEMENT REPLACEMENT (SY)	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES (SY)	690.0250** SAWING CONCRETE (LF)	SPV.0180.01 CONCRETE PAVEMENT SHES 9-INCH (SY)	SPV.0090.01 LONGITUDINAL JOINT REPAIR (LF)	REMARKS
0010	43+00 NB - 48+00 NB	STH 157	216	-	-	-	-	-	-	-	2370	-	188	
	43+00 SB - 48+00 SB	STH 157	249	-	-	-	-	-	-	-	2100	-	-	
	48+00 NB - 53+75 NB	STH 157	241	-	-	-	-	-	-	-	2206	-	-	
	53+75 NB - 55+23 NB	STH 157	54	-	-	-	-	-	-	-	513	-	-	
	48+00 SB - 54+29 SB	STH 157	180	-	-	-	-	-	-	271	2298	-	-	273 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	63+52 NB - 69+00 NB	STH 157	303	-	-	-	-	-	-	-	2528	-	-	
	67+64 SB - 67+88 SB	STH 157	-	-	-	-	-	-	-	32	-	-	-	
	65+65 SB - 69+00 SB	STH 157	48	-	-	-	-	-	-	-	498	-	-	26 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	69+00 NB - 74+00 NB	STH 157	227	-	-	-	-	-	-	-	2254	-	91	
	69+00 SB - 74+00 SB	STH 157	229	-	-	-	-	-	-	-	2234	-	-	
	264+87 F - 271+25 F	RAMP F	5	-	-	-	-	-	-	355	823	-	-	309 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	260+81 G - 264+35 G	RAMP G	-	-	-	-	-	-	-	-	-	119	-	PART OF CURB REPLACEMENT
	266+00 H - 273+55.37 H	RAMP H	126	-	-	-	-	-	-	68	1221	-	-	
	277+00 K - 281+55 K	RAMP K	142	-	-	-	-	-	-	68	-	-	644	
	277+00K - 286+98 K	RAMP K	-	-	-	-	-	-	-	-	2751	-	-	
	SIGNAL BASE INSTALLATION		-	-	-	-	-	-	-	-	264	-	-	
	SUBTOTAL CATEGORY 0010		2020	0	0	0	0	0	0	794	22059	119	923	
0020	21+76 NB - 27+00 NB	STH 157	65	-	-	-	-	-	-	-	55	-	56	
	22+73 SB - 27+00 SB	STH 157	129	-	-	-	-	-	-	-	94	-	160	
	27+00 NB - 32+00 NB	STH 157	106	-	-	-	-	-	-	-	123	-	-	
	27+00 SB - 32+00 SB	STH 157	153	-	-	-	-	-	-	-	152	-	-	
	32+00 NB - 37+00 NB	STH 157	155	-	-	-	-	-	-	25	166	-	-	
	32+00 SB - 37+00 SB	STH 157	115	-	-	-	-	-	-	-	242	-	216	
	37+00 NB - 43+00 NB	STH 157	230	-	-	-	-	-	-	-	112	-	-	
	37+00 SB - 43+00 SB	STH 157	232	-	-	-	-	-	-	54	243	-	50	
	74+00 NB - 79+00 NB	STH 157	198	-	-	-	-	-	-	-	100	-	-	
	74+00 SB - 79+00 SB	STH 157	208	-	-	-	-	-	-	-	104	-	-	
	79+00 NB - 84+00 NB	STH 157	197	-	-	-	-	-	-	-	465	-	182	
	79+00 SB - 84+00 SB	STH 157	214	-	-	-	-	-	-	-	108	-	-	
	84+00 NB - 89+00 NB	STH 157	127	-	-	-	-	-	-	259	524	-	-	175 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	84+00 SB - 89+00 SB	STH 157	169	-	-	-	-	-	-	123	277	-	-	73 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	89+00 NB - 96+18 NB	STH 157	133	-	-	-	-	-	-	715	1201	-	-	485 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	89+00 SB - 96+44 SB	STH 157	-	-	-	-	-	-	-	49	109	-	-	48 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	86+40 M - 95+91 M	RAMP M	11	-	-	-	-	-	-	-	22	-	-	
	81+50 N - 94+83 N	RAMP N	-	-	-	-	-	-	-	34	-	-	-	
	95+72 N - 96+22 N	RAMP N	-	-	-	-	-	-	-	122	-	-	-	
	81+50 N - 96+18 N	RAMP N	-	-	-	-	-	-	-	-	492	-	-	79 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	82+06 N - 95+78 N	RAMP N	430	-	-	-	-	-	-	-	-	-	-	
	118+00 L - 125+05 L	MAIN STREET	-	-	-	17	532	255	55	70	1786	-	140	124 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	337+00 B - 345+00 B	STH 16	68	-	-	-	-	-	-	350	836	-	-	345 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)
	SIGNAL BASE INSTALLATION		-	-	-	46	-	-	-	-	754	19	-	
	SUBTOTAL CATEGORY 0020		2940	0	0	63	532	255	55	1801	7965	19	804	
0030	11+11 C - 12+76 C	CTH PH	-	1052	22	-	58	-	-	-	-	-	-	COMMERCIAL DRIVEWAY ENTRANCE
	SUBTOTAL CATEGORY 0030		0	1052	22	0	58	0	0	0	0	0	0	
0040	14+60 E - 16+19 E	CTH SS	-	-	88	-	-	-	-	-	-	-	-	NORTH SIDE, KWIK TRIP
	10+80 E - 16+19 E	CTH SS	-	5197	-	-	-	-	-	-	-	-	-	PAVEMENT REPLACEMENT
	SUBTOTAL CATEGORY 0040		0	5197	88	0	0	0	0	0	0	0	0	
0050	16+19 E - 19+76 E	CTH SS	-	3428	-	-	265	-	-	-	-	-	-	PAVEMENT REPLACEMENT
	SUBTOTAL CATEGORY 0050		0	3428	0	0	265	0	0	0	0	0	0	
	PROJECT TOTALS		**4960**	**9677**	**110**	**63**	**855**	**255**	**55**	**2595**	**30024**	**138**	**1727**	

*ADDITIONAL QUANTITY INCLUDED WITH CURB & GUTTER ITEMS **ADDITIONAL QUANTITY INCLUDED WITH SAWCUT ITEMS

ASPHALTIC PAVEMENT ITEMS

CATEGORY	STATION - STATION	LOCATION	LAYER THICKNESS (IN)	455.0605 TACK COAT (GAL)	460.6223 HMA PAVEMENT 3 MT 58-28 S (TON)	460.6424 HMA PAVEMENT 4 MT 58-28 H (TON)	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (TON)	465.0125 ASPHALTIC SURFACE TEMPORARY (TON)	465.0305 ASPHALTIC SURFACE SAFETY ISLANDS (TON)	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS (LF)	465.0400 ASPALTIC SHOULDER RUMBLE STRIPS (LF)
0010	43+00 NB - 55+25 NB	STH 157	1.75	449	-	629	-	-	-	2690	-
	43+00 SB - 54+29 SB	STH 157	1.75	430	-	602	-	-	-	2543	-
	63+50 NB - 74+00 NB	STH 157	1.75	413	-	578	-	-	-	1703	-
	65+65 SB - 74+00 SB	STH 157	1.75	305	-	427	-	-	-	2039	-
	264+86 F - 271+90 F	RAMP F	1.75	244	-	342	-	-	-	2065	-
	266+00 H - 285+30 H	RAMP H	1.75	382	-	534	-	-	-	-	-
	263+00 I - 281+94 I	RAMP I	1.75	373	-	522	-	-	-	-	-
	276+22 K - 287+00 K	RAMP K	1.75	265	-	371	-	-	-	746	-
	UNDISTRIBUTED QTY FOR WEDGING		-	-	-	60	-	-	-	-	-
	SUBTOTAL CATEGORY 0010			2861	0	4065	0	0	0	11786	0
											-
0020	20+14 NB - 43+00 NB	STH 157	1.75	714	-	999	-	-	-	3839	-
	42+42 NB - 42+91 NB	STH 157	4.00	-	-	-	34	-	-	-	-
	30+91 NB - 37+00 NB	STH 157	1.75	104	-	145	-	-	-	-	-
	30+91 NB - 37+00 NB	STH 157	2.25	-	186	-	-	-	-	-	-
	20+12 SB - 43+00 SB	STH 157	1.75	713	-	998	-	-	-	4586	-
	74+00 NB - 96+24 NB	STH 157	1.75	664	-	929	-	-	-	3083	-
	74+00 SB - 96+42 SB	STH 157	1.75	617	-	864	-	-	-	3637	-
	82+44 NB - 82+94 NB	STH 157	1.75	-	-	-	15	-	-	-	-
	86+40 M - 97+57 M	RAMP M	1.75	219	-	306	-	-	-	114	-
	81+50 N - 96+35 N	RAMP N	1.75	378	-	530	-	-	-	1980	-
	121+28 L - 121+89 L	MAIN STREET	3.00	-	-	-	-	-	5	-	-
	123+11 L - 123+73 L	MAIN STREET	3.00	-	-	-	-	-	6	-	-
	85+10 NB - 95+08 NB	STH 157	-	-	-	-	-	-	-	-	998
	93+25 SB - 95+38 SB	STH 157	-	-	-	-	-	-	-	-	213
	345+00 A - 347+00 A	STH 16	1.75	3	-	4	-	-	-	-	-
	345+00 A - 347+00 A	STH 16	2.25	-	5	-	-	-	-	-	-
	50+25 Q - 52+25 Q	MALL ENTRANCE	1.75	84	-	117	-	-	-	-	-
	50+25 Q - 52+25 Q	MALL ENTRANCE	2.25	-	150	-	-	-	-	-	-
	SUBTOTAL CATEGORY 0020			3409	191	4771	49	0	11	17239	998
0030	12+41 C - 12+62 C	CTH PH	4.00	-	-	-	-	5	-	-	-
	SUBTOTAL CATEGORY 0030			0	0	0	0	5	0	0	0
0040	10+80 E - 14+00 E	CTH SS	4.00	-	-	-	65	-	-	-	-
	12+00 E - 16+19 E	CTH SS	2.00	-	-	-	-	-	26	-	-
	-	CTH SS	4.00	-	-	-	-	86	-	-	-
	SUBTOTAL CATEGORY 0040			0	0	0	65	86	26	0	0
0050	16+19 E - 19+75 E	CTH SS	2.00	-	-	-	-	-	19	-	-
	-	CTH SS	4.00	-	-	-	-	86	-	-	-
	SUBTOTAL CATEGORY 0050			0	0	0	0	86	19	0	0
	PROJECT TOTAL			**6,270**	**191**	**8,836**	**114**	**177**	**56**	**29,025**	**998**

CONCRETE CURB & GUTTER

CATEGORY	STATION - STATION	LOCATION	601.0409 CONCRETE CURB & GUTTER 30-INCH TYPE A (LF)	SPV.0090.02 CONCRETE CURB & GUTTER 30-INCH TYPE A SHES (LF)	SPV.0090.03 CONCRETE CURB & GUTTER 30-INCH TYPE D SHES (LF)	416.0610* DRILLED TIE BARS (EACH)	REMARKS
0010	260+81 G - 264+37 G	RAMP G	-	356	-	143	TIE BARS, PAID SEPARATELY
	278+78 K - 281+21 K	RAMP K	-	243	-	98	TIE BARS, PAID SEPARATELY
	50+42 SB - 50+66 SB	STH 157	-	-	25	-	RIGHT, CENTER MEDIAN
	51+08 SB - 51+55 SB	STH 157	-	-	49	-	RIGHT, CENTER MEDIAN
	SIGNAL BASE INSTALLATION		-	60	-	-	
	SUBTOTAL CATEGORY 0010		0	659	74	241	
0020	95+99 N	RAMP N	-	9	-	4	ISLAND NOSE, WITH TIE BARS PAID SEPARATELY
	95+72 N - 96+22 N	RAMP N	-	-	86	-	DRIVEWAY CURB
	120+38 L	MAIN ST	-	3	-	3	ISLAND CORNER, WITH TIE BARS PAID SEPARATELY
	124+24 L - 124+81 L	MAIN ST	-	55	-	24	TIE BARS, PAID SEPARATELY
	125+02 L	MAIN ST	-	4	-	3	ISLAND CORNER, WITH TIE BARS PAID SEPARATELY
	50+38 Q - 52+03 Q	MALL ENTRANCE	-	-	169	-	MEDIAN ISLAND
	345+94 A - 346+43 A	STH 16	-	-	53	-	MEDIAN ISLAND
	346+10 A - 346+59 A	STH16	-	-	50	-	RIGHT CURB
	20+94 NB - 21+33 NB	STH 157	-	-	39	-	RIGHT CURB, WITH INLET ADJUSTMENT
	21+25 NB - 22+32 NB	STH 157	-	-	107	-	LEFT CURB
	22+73 NB - 23+03 NB	STH 157	-	-	30	-	LEFT CURB
	21+55 SB - 22+22 SB	STH 157	-	-	67	-	LEFT CURB
	24+00 SB - 25+09 SB	STH 157	-	-	109	-	LEFT CURB
	26+34 NB	STH 157	-	-	16	-	CURB AT INLET
	27+68 NB	STH 157	-	-	16	-	CURB AT INLET
	36+06 SB - 37+52 SB	STH 157	-	-	179	-	CENTER ISLAND & TURN LANE CURB
	SIGNAL BASE INSTALLATION		-	144	-	-	
	SUBTOTAL CATEGORY 0020		0	215	921	34	
0030	11+11 C - 12+76 C	LT	179	-	-	-	DRIVEWAY CURB FROM STA 12+07 C, LT - STA 12+51 C, LT
	11+11 C - 12+21 C	RT	122	-	-	-	
	12+58 C - 12+76 C	RT	45	-	-	-	
	SUBTOTAL CATEGORY 0030		346	0	0	0	
0040	10+81 E - 11+05 E	RT	36	-	-	-	
	11+39 E - 13+42 E	RT	234	-	-	-	
	11+27 E - 13+34 E	LT	251	-	-	-	
	12+31 E - 13+15 E	CENTER	173	-	-	-	MEDIAN ISLAND
	13+83 E - 16+19 E	RT	254	-	-	-	
	13+86 E - 16+19 E	LT	260	-	-	-	
	13+88 E - 15+17 E	CENTER	282	-	-	-	MEDIAN ISLAND
	14+18 E - 16+19 E	CENTER	403	-	-	-	MEDIAN ISLAND
	SUBTOTAL CATEGORY 0040		1893	0	0	0	
0050	16+19 E - 19+71 E	RT	411	-	-	-	
	16+19 E - 19+68 E	LT	373	-	-	-	
	16+19 E - 19+56 E	CENTER	672	-	-	-	MEDIAN ISLAND
	19+49 E - 19+71 E	CENTER	54	-	-	-	MEDIAN ISLAND
	SUBTOTAL CATEGORY 0050		1510	0	0	0	
	PROJECT TOTALS		**3749**	**874**	**995**	**275**	

*ADDITIONAL QUANTITY INCLUDED WITH CONCRETE PAVEMENT ITEMS

SIDEWALK

CATEGORY	LOCATION	601.0600 CONCRETE CURB PEDESTRIAN (LF)	602.0405 CONCRETE SIDEWALK 4-INCH (SF)	602.0515 CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA (SF)	REMARKS
0010	SIGNAL BASE INSTALLATION	-	977	-	MEDIAN ISLANDS
	SUBTOTAL CATEGORY 0010	0	977	0	
0020	RAMP N	-	372	-	MEDIAN ISLAND
	STH 16	-	82	-	MEDIAN ISLANDS
	DUAL LT ISLAND ON STH 157	-	164	-	MEDIAN ISLAND
	SIGNAL BASE INSTALLATION	-	1920	-	
	SUBTOTAL CATEGORY 0020	0	2538	0	
0030	CTH PH	-	208	20	
	SUBTOTAL CATEGORY 0030	0	208	20	
0040	CTH SS	26	322	20	
	SUBTOTAL CATEGORY 0040	26	322	20	
0050	CTH SS	-	135	-	
	SUBTOTAL CATEGORY 0050	0	135	0	
	PROJECT TOTALS	**26**	**4180**	**40**	

CONCRETE CURB & GUTTER

CATEGORY	LOCATION	604.0400 SLOPE PAVING CONCRETE (SY)
0020	MAIN STREET, LEFT	58
	MAIN STREET, RIGHT	50
	SUBTOTAL CATEGORY 0020	108
	PROJECT TOTALS	**108**

ADJUSTING MANHOLES & INLETS

CATEGORY	STATION	LOCATION	611.8110 ADJUSTING MANHOLE COVERS (EACH)	611.8115 ADJUSTING INLET COVERS (EACH)	SPV. 0060.08 CURB PLATE (EACH)
0020	96+15 N, 63' RT	RAMP N	-	1	-
	120+35 L, 13' RT	MAIN STREET	-	1	-
	125+05 L, 14' LT	MAIN STREET	-	1	-
	21+22 NB, 26' RT	STH 157	-	1	-
	26+34 NB, 55' RT	STH 157	-	1	-
	27+68 NB	STH 157	-	1	-
	36+47 SB	STH 157	-	1	1
	SUBTOTAL CATEGORY 0020		0	7	1
0030	11+94 C, 25' RT	CTH PH	-	1	-
	12+60 C, 19' LT	CTH PH	-	1	-
	12+62 C, 22' RT	CTH PH	-	1	-
	12+67 C, CL	CTH PH	1	-	-
	SUBTOTAL CATEGORY 0030		1	3	0
0040	11+38 E,44' LT	CTH SS	-	1	-
	11+49 E, 5' RT	CTH SS	1	-	-
	12+19 E, 36' LT	CTH SS	1	-	-
	12+64 E, 14' RT	CTH SS	1	-	-
	12+68 E, 13'RT	CTH SS	1	-	-
	13+52 E, 68' LT	CTH SS	1	-	-
	14+14 E, 31' RT	CTH SS	-	1	-
	14+27 E, 63' LT	CTH SS	-	1	-
	14+92 E, 58' LT	CTH SS	1	-	-
	15+65 E, 58' LT	CTH SS	1	-	-
	SUBTOTAL CATEGORY 0040		7	3	0
0050	16+42 E, 55' LT	CTH SS	-	1	-
	16+43 E, CL	CTH SS	-	1	-
	16+61 E, 45' LT	CTH SS	1	-	-
	SUBTOTAL CATEGORY 0050		1	2	0
	PROJECT TOTALS		**9**	**15**	**1**

GUARDRAIL ITEMS

CATEGORY	STATION	-	STATION	LOCATION	614.2300 MGS GUARDRAIL 3 (LF)	614.2330 MGS GUARDRAIL 3 K (LF)	614.2610 MGS TERMINAL EAT (EACH)	614.2620 MGS TERMINAL TYPE 2 (EACH)
0010	46+81 NB	-	48+29 NB	RT	-	92.25	1	1
	46+81 NB	-	48+26 NB	LT	-	92.25	1	1
	45+61 SB	-	47+07 SB	RT	-	92.25	1	1
	45+61 SB	-	49+15 SB	LT	-	304.75	1	1
	70+63 SB	-	71+96 SB	RT	-	79.75	1	1
	70+64 SB	-	71+98 SB	LT	-	79.75	1	1
	SUBTOTAL CATEGORY 0010				0	741.00	6	6
0020	39+70 NB	-	41+54 NB	RT	-	92.25	1	1
	39+72 NB	-	41+54 NB	LT	-	92.25	1	1
	39+82 SB	-	41+62 SB	LT	92.25	-	1	1
	94+54 N	-	95+97 N	RAMP N	92.25	-	1	1
	SUBTOTAL CATEGORY 0020				184.50	184.50	4	4
	PROJECT TOTAL				**184.5**	**925.5**	**10**	**10**

EROSION CONTROL

CATEGORY	STATION	LOCATION	628.1504 SILT FENCE (LF)	628.7010 INLET PROTECTION TYPE B (EACH)	628.7015 INLET PROTECTION TYPE C (EACH)	628.7570 ROCK BAGS (EACH)
0020	21+24 NB	STH 157	-	-	1	-
	23+28 NB, RT	STH 157	-	-	1	-
	26+33 NB	STH 157	-	-	1	-
	26+33 NB, RT	STH 157	-	-	1	-
	27+68 NB	STH 157	-	-	1	-
	36+57 NB, LT	STH 157	-	-	1	-
	21+13 SB, RT	STH 157	-	-	1	-
	21+15 SB, LT	STH 157	-	-	-	2
	26+21 SB, RT	STH 157	-	-	1	-
	27+56 SB, RT	STH 157	-	-	1	-
	33+13 SB, RT	STH 157	-	-	1	-
	36+06 SB, RT	STH 157	-	-	1	-
	36+51 SB, RT	STH 157	-	-	1	-
	120+79 L, LT	MAIN ST	-	-	1	-
	120+81 L, RT	MAIN ST	-	-	1	-
	122+29 L, LT	MAIN ST	-	-	1	-
	122+31 L, RT	MAIN ST	-	-	1	-
	122+96 L, RT	MAIN ST	-	-	1	-
	122+97 L, LT	MAIN ST	-	-	1	-
	123+05 L, LT	MAIN ST	-	-	1	-
	123+06 L, RT	MAIN ST	-	-	1	-
	123+14 L, LT & RT	MAIN ST	-	-	1	-
	125+05 L, LT	MAIN ST	-	-	1	-
	125+20 L, RT	MAIN ST	-	-	1	-
	125+58 L, RT	MAIN ST	-	-	1	-
	50+28 Q, RT	MALL	-	1	-	-
	50+44 Q, LT	MALL	-	-	1	-
	UNDISTRIBUTED QUANTITY		0	1	7	1
	SUBTOTAL CATEGORY 0020		0	2	32	3
0030	11+94 C, RT	CTH PH	-	-	1	-
	12+58 C, RT	CTH PH	-	1	-	-
	12+60 C, LT	CTH PH	-	-	1	-
	10+90 C - 12+18 C, LT	CTH PH	128	-	-	-
	10+92 C - 12+20 C, RT	CTH PH	139	-	-	-
	12+49 C - 12+78 C, LT	CTH PH	41	-	-	-
	12+67 C - 12+80 C, RT	CTH PH	27	-	-	-
	UNDISTRIBUTED QUANTITY		84	1	1	0
	SUBTOTAL CATEGORY 0030		419	2	3	0
0040	11+38 E, LT	CTH SS	-	-	1	-
	14+14 E, RT	CTH SS	-	-	1	-
	14+28 E LT	CTH SS	-	-	1	-
	10+70 E - 11+09 E, RT	CTH SS	48	-	-	-
	10+73 E - 11+03 E, LT	CTH SS	30	-	-	-
	11+21 E - 11+71 E, LT	CTH SS	48	-	-	-
	11+35 E - 11+88 E, RT	CTH SS	62	-	-	-
	12+01 E - 13+20 E, LT	CTH SS	139	-	-	-
	12+91 E - 13+44 E, RT	CTH SS	62	-	-	-
	13+86 E - 16+19 E, RT	CTH SS	238	-	-	-
	UNDISTRIBUTED QUANTITY		157	0	1	0
	SUBTOTAL CATEGORY 0040		784	0	4	0
0050	16+42 E, LT	CTH SS	-	-	1	-
	16+43 E	CTH SS	-	-	1	-
	16+19 E - 19+67 E, RT	CTH SS	412	-	-	-
	16+18 E - 19+64 E, LT	CTH SS	352	-	-	-
	UNDISTRIBUTED QUANTITY		191	0	1	0
	SUBTOTAL CATEGORY 0050		955	0	3	0
	PROJECT TOTALS		**2158**	**4**	**42**	**3**

MOBILIZATION - EROSION CONTROL

CATEGORY	628.1905 MOBILIZATION EROSION CONTROL (EACH)	628.1910 MOBILIZATION EMERGENCY EROSION CONTROL (EACH)
0020	4	2
SUBTOTAL CATEGORY 0020	4	2
PROJECT TOTAL	**4**	**2**

LANDSCAPING

CATEGORY	STATION	LOCATION	625.0500 SALVAGED TOPSOIL (SY)	628.2006 EROSION MAT URBAN CLASS 1 TYPE A (SY)	629.0210 FERTILIZER TYPE B (CWT)	630.0120 SEEDING MIXTURE NO. 20 (LB)	630.0140 SEEDING MIXTURE NO. 40 (LB)	630.0200 SEEDING TEMPORARY (LB)
0010	260+80 G - 264+38 G, LT	RAMP G	233.2	233.2	0.2	6.3	-	6.3
	SIGNAL BASE INSTALLATION		406.5	406.5	0.3	-	7.4	11
	UNDISTRIBUTED QUANTITY		160	160	1	2	2	5
	SUBTOTAL CATEGORY 0010		800	800	1.5	8.3	9.4	22.3
0020	121+00 L - 121+53 L, LT	MAIN ST	129.2	129.2	0.1	-	2.4	3.5
	121+65 L - 121+97 L, RT	MAIN ST	72.8	72.8	0.1	-	1.4	2
	123+11 L - 123+63 L, LT	MAIN ST	127	127	0.1	-	2.3	3.5
	123+46 L - 123+91 L, RT	MAIN ST	58.3	58.3	0.1	-	1.1	1.6
	124+24 L - 124+79 L, RT	MAIN ST	30.4	30.4	0.1	-	0.6	0.9
	95+72 N - 96+19 N	RAMP N	48.6	48.6	0.1	1.4	-	1.4
	50+38 Q - 52+02 Q	MALL	145.8	145.8	0.1	-	2.7	4
	SIGNAL BASE INSTALLATION		577	577	0.4	-	10.4	15.6
	UNDISTRIBUTED QUANTITY		298	298	1	1	6	9
	SUBTOTAL CATEGORY 0020		1488	1488	2.1	2.4	26.9	41.5
0030	11+11 C - 12+16 C, LT	CTH PH	69.4	69.4	0.1	-	1.3	1.9
	11+11 C - 12+22 C, RT	CTH PH	78.2	78.2	0.1	-	1.5	2.2
	12+45 C - 12+79 C, LT	CTH PH	48.9	48.9	0.1	-	0.9	1.4
	12+58 C - 12+76 C, RT	CTH PH	16.5	16.5	0.1	-	0.3	0.5
	UNDISTRIBUTED QUANTITY		54	54	1	-	1	2
	SUBTOTAL CATEGORY 0030		267	267	1.4	0	5	8
0040	10+78 E - 11+05 E, RT	CTH SS	23.9	23.9	0.1	-	0.5	0.7
	11+18 E - 11+72 E, LT	CTH SS	38.5	38.5	0.1	-	0.7	1.1
	11+38 E - 13+43 E, RT	CTH SS	237.4	237.4	0.2	-	4.3	6.5
	12+00 E - 13+27 E, LT	CTH SS	106.5	106.5	0.1	-	2	2.9
	13+26 E - 13+33 E, LT	CTH SS	33.3	33.3	0.1	-	0.6	0.9
	13+82 E - 16+19 E, RT	CTH SS	210.4	210.4	0.2	-	3.8	5.7
	13+86 E - 13+92 E, LT	CTH SS	6.4	6.4	0.1	-	0.2	0.2
	13+97 E - 14+60 E, LT	CTH SS	48.3	48.3	0.1	-	0.9	1.4
	UNDISTRIBUTED QUANTITY		177	177	1	-	4	5
	SUBTOTAL CATEGORY 0040		882	882	2	0	17	24.4
0050	16+19 E - 19+72 E, RT	CTH SS	358.6	358.6	0.3	-	6.5	9.7
	16+19 E - 19+69 E, LT	CTH SS	428.4	428.4	0.3	-	7.8	11.6
	CENTER MEDIAN	STH 157	107.1	107.1	0.1	-	2	2.9
	UNDISTRIBUTED QUANTITY		224	224	1	0	5	7
	SUBTOTAL CATEGORY 0050		1119	1119	1.7	0	21.3	31.2
	PROJECT TOTALS		**4556**	**4556**	**8.7**	**10.7**	**79.6**	**127.4**

MARKERS MEDIAN

CATEGORY	LOCATION	633.5400 MARKERS MEDIAN (EACH)
0020	STA 342+65 B - 344+32 B	6
	SUBTOTAL CATEGORY 0020	6
	PROJECT TOTALS	**6**

PERMANENT SIGNING

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0010	2-44R	45+78 SB	LT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	2-45	46+25 SB	LT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	2-46	46+25 SB	RT	R2-2	SPEED LIMIT 46	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	2-47	46+30 NB	RT	J3-1	DIRECTIONAL ASSEMBLY	36" X 84"	21.00	-	-	-	-	-	1	-	-	-	-	
	2-48R	46+30 NB	RT	-	RAMP SPEED 20 MPH	-	-	-	-	-	-	-	-	-	-	1	1	
	2-49	47+51 NB	RT	W13-3	RAMP SPEED 20 MPH	36" X 48"	-	-	12.00	-	1	-	-	-	-	-	-	
	2-50R	47+78 NB	RT	-	DIRECTIONAL ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	2-51	48+47 SB	LT	J4-2	REASSURANCE ASSEMBLY	48" X 36"	12.00	-	-	-	-	2	-	-	-	-	-	
	2-52R	48+90 SB	LT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	2-53R	48+90 SB	LT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	2-54R	48+90 SB	RT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	3-01	50+63 SB	LT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-02R	50+66 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	
	3-03	50+66 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-04	50+66 SB	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-05	50+65 SB	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-06	50+62 NB	LT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-07R	50+66 NB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	
	3-08	50+66 NB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-09	50+67 NB	RT	-	-	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-10R	50+71 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	3-11	50+71 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-12	51+03 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-13R	51+03 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	3-14	51+04 NB	RT	-	ONE WAY SIGN	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-15	51+12 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-16	51+13 SB	LT	-	NO RIGHT TURN	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-17	51+17 SB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-18R	51+09 SB	RT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	3-19	51+09 SB	RT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	3-20	51+21 SB	RT	-	NO LEFT TURN	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	3-21	51+51 SB	RT	R5-1	DO NOT ENTER	36" X 36"	9.00	-	-	-	-	1	-	-	-	-	-	
	3-22	51+90 NB	RT	E5-1	EXIT (ARROW)	60" X 48"	20.00	-	-	-	-	2	-	-	-	-	-	
	3-23R	51+90 NB	RT	-	EXIT (ARROW)	-	-	-	-	-	-	-	-	-	-	1	2	
	3-24 R	52+10 SB	RT	-	DO NOT ENTER	-	-	-		-	-	-	-	-	-	1	1	
	3-25R	53+28 SB	RT	-	EXIT (ARROW)	-	-	-	-	-	-	-	-	-	-	1	2	
	3-26	53+28 SB	RT	E5-1	EXIT (ARROW)	60" X 48"	20.00	-	-	-	-	2	-	-	-	-	-	
	3-27	53+35 NB	RT	J4-2	REASSURANCE ASSEMBLY	48" X 36"	12.00	-	-	-	-	-	2	-	-	-	-	
	3-28R	53+35 NB	RT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	2	
	3-29	53+52 SB	RT	R5-1A	WRONG WAY	36" X 24"	6.00	-	-	-	1	-	-	-	-	-	-	
	3-30R	53+70 SB	RT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	1	1	
	3-31	55+35 NB	LT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	3-32R	55+35 NB	LT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	3-33	55+34 NB	RT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	3-34R	55+34 NB	RT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	3-35	56+99 NB	RT	M6-2	ARROW TILT RIGHT	30" X 30"	6.25	-	-	-	-	1	-	-	-	-	-	
				I5-1	AIRPORT SYMBOL	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	
	3-36R	56+99 NB	RT	-	ARROW TILT RIGHT	-	-	-	-	-	-	-	-	-	-	1	1	
				-	AIRPORT SYMBOL	-	-	-	-	-	-	-	-	-	-	-	-	
	3-37	58+72 NB	RT	W13-3B	ADVISORY RAMP SPEED	36" X 60"	-	-	15.00	-	-	-	2	-	-	-	-	
	3-38R	58+72 NB	RT	-	ADVISORY RAMP SPEED	-	-	-	-	-	-	-	-	-	-	1	2	
	3-39	60+78 SB	LT	W13-3B	ADVISORY RAMP SPEED	36" X 60"	-	-	15.00	-	-	-	2	-	-	-	-	
	3-40R	60+78 SB	LT	-	ADVISORY RAMP SPEED	-	-	-	-	-	-	-	-	-	-	1	2	

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0010	3-41R	62+46 SB	RT	-	ENHANCED REFERENCE MARKER	-	-	-	-	-	-	-	-	-	-	1	1	
	3-42	62+46 SB	RT	D10-5	ENHANCED REFERENCE MARKER	21" X 60"	8.75	-	-	-	-	1	-	-	-	-	-	
	3-43R	62+40 NB	LT	-	ENHANCED REFERENCE MARKER	-	-	-	-	-	-	-	-	-	-	1	1	
	3-44	62+40 NB	LT	D10-5	ENHANCED REFERENCE MARKER	21" X 60"	8.75	-	-	-	-	1	-	-	-	-	-	
	4-01R	64+57 SB	LT	-	STATE ROUTE MARKER	-	-	-	-	-	-	-	-	-	-	1	1	
	4-02	64+98 SB	RT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	4-03	65+00 SB	LT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	4-04	65+69 NB	LT	R5-1A	WRONG WAY	42" X 30"	8.75	-	-	-	1	-	-	-	-	-	-	
	4-05R	66+02 NB	LT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	1	1	
	4-06	66+21 NB	RT	E5-1	EXIT (ARROW)	60" X 48"	20.00	-	-	-	-	2	-	-	-	-	-	
	4-07R	66+21 NB	RT	-	EXIT (ARROW)	-	-	-	-	-	-	-	-	-	-	1	2	
	4-08	67+00 SB	LT	J4-1	STATE ROUTE MARKER	36" X 54"	13.50	-	-	-	-	-	1	-	-	-	-	
	4-09R	67+32 NB	LT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	1	
	4-10	67+69 NB	LT	R5-1	DO NOT ENTER	36" X 36"	9.00	-	-	-	1	-	-	-	-	-	-	
	4-11	67+95 NB	LT	R3-18	NO LEFT/U-TURN SYMBOL	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	4-12R	68+07 NB	RT	-	NO RIGHT TURN	-	-	-	-	-	-	-	-	-	-	1	1	
	4-13	68+07 NB	RT	R3-1	NO RIGHT TURN	24" X 24"	4.00	-	-	1	-	-	-	-	-	-	-	
	4-14R	68+13 SB	LT	-	EXIT (ARROW)	-	-	-	-	-	-	-	-	-	-	1	2	
	4-15	68+13 SB	LT	E5-1	EXIT (ARROW)	60" X 48"	20.00	-	-	-	-	2	-	-	-	-	-	
	4-16	68+13 NB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-17R	68+13 NB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	
	4-18	68+13 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-19R	68+13 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-20R	68+29 SB	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-21	68+29 SB	LT	R6-2L	ONE WAY	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-22R	68+26 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-23	68+26 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-24	68+50 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-25R	68+50 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-26	68+54 SB	RT	R3-2	NO LEFT TURN	24" X 24"	4.00	-	-	-	1	-	-	-	-	-	-	
	4-27R	68+54 SB	RT	-	NO LEFT TURN	-	-	-	-	-	-	-	-	-	-	1	1	
	4-28R	68+63 NB	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-29	68+63 NB	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-30R	68+63 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-31	68+63 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-32	68+63 NB	RT	R6-3	DIVIDED HIGHWAY	30" X 24"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-33R	68+63 NB	RT	-	DIVIDED HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-34	68+64 NB	RT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	4-35R	68+64 NB	RT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	4-36	68+90 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	4-37R	68+90 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	4-38	70+90 NB	RT	J4-3	REASSURANCE ASSEMBLY	108" X 54"	40.50	-	-	-	-	-	2	-	-	-	-	
	4-39R	70+95 NB	RT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	4-40R	70+95 NB	RT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	4-41R	70+95 NB	RT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
					SUBTOTAL CATEGORY 0010		343.00	89.52	46.00	2.00	5.00	20.00	10.00	0.00	0.00	43.00	36.00	

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0020	1-01	20+04 NB	RT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	1-02R	20+04 NB	RT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	1-03	20+07 NB	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-04R	20+07 NB	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-05	20+07 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-06R	20+07 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-07	20+26 SB	LT	R6-2L	ONE WAY	24" X 30"	5	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-08R	20+26 SB	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-09	20+37 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-10R	20+37 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-11	20+35 SB	LT	J2-3	ROUTE TURN ASSEMBLY	72" X 57"	28.50	-	-	-	-	-	2	-	-	-	-	
	1-12	20+25 SB	RT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-13R	20+25 SB	RT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-14	20+25 SB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-15R	20+25 SB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1+16	20+30 SB	LT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-17R	20+30 SB	LT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-18	20+30 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-19R	20+30 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-20	20+30 SB	LT	R6-3	DIVIDED HIGHWAY	30" X 24"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-21R	20+30 SB	LT	-	DIVIDED HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-22	20+45 SB	LT	W4-3R	MERGE-FROM RIGHT	30" X 30"	-	-	6.25	-	1	-	-	-	-	-	-	
	1-23R	20+45 SB	LT	-	MERGE-FROM RIGHT	-	-	-	-	-	-	-	-	-	-	1	1	
	1-24	20+77 SB	LT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	1-25R	20+77 SB	LT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	1-26	21+27 NB	RT	J4-2	REASSURANCE ASSEMBLY	48" X 36"	12.00	-	-	-	1	-	-	-	-	-	-	
	1-27R	21+40 NB	RT	-	SPEED LIMIT 35	-	-	-	-	-	-	-	-	-	-	1	1	
	1-28R	21+40 NB	RT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-29R	21+40 NB	RT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-30R	21+40 SB	RT	-	PARK & RIDE	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO LIGHT POLE
	1-31	21+50 SB	LT	W4-6R	MERGE-FROM RIGHT	36" X 36"	-	-	9.00	-	1	-	-	-	-	-	-	
	1-32R	21+50 SB	LT	-	MERGE-FROM RIGHT	-	-	-	-	-	-	-	-	-	-	1	1	
	1-33R	22+13 SB	LT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-34	22+13 SB	LT	R5-1A	WRONG WAY	36" X 24"	6	-	-	-	1	-	-	-	-	-	-	
	1-35R	22+18 SB	LT	-	STATE TRAIL/ARROW RIGHT	-	-	-	-	-	-	-	-	-	-	1	2	
	1-36	22+18 SB	LT	D7-95R	STATE TRAIL/ARROW RIGHT	78" X 36"	19.50	-	-	-	2	-	-	-	-	-	-	
	1-37R	22+19 SB	LT	-	DIRECTIONAL ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-38R	22+46 NB	RT	-	ADOPT A HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-39	22+51 NB	RT	R2-1	SPEED LIMIT 35	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	1-40R	22+54 NB	RT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-41R	22+63 NB	LT	-	ROUTE & LOCATION INFO	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO LIGHT POLE
	1-42	22+77 nb	LT	R3-5L	ARROW UP LEFT/ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	1-43	22+77 NB	LT	R3-5L	ARROW UP LEFT/ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	1-44	22+68 SB	LT	R3-8WW	LT ONLY/LT ONLY/AHEAD ONLY/RT ONLY	72" X 30"	15.00	-	-	-	2	-	-	-	-	-	-	
	1-45	22+80 NB	LT	R3-8WW	LT ONLY/LT ONLY/AHEAD ONLY/RT ONLY	72" X 30"	15.00	-	-	-	2	-	-	-	-	-	-	
	1-46	22+92 NB	RT	R5-1A	WRONG WAY	36" X 24"	6.00	-	-	-	1	-	-	-	-	-	-	
	1-47E	23+26 SB	LT	-	TRIPLE DESTINATION/ARROW	-	-	-	-	-	-	-	-	-	-	1	3	
	1-48	23+26 SB	LT	D1-3	TRIPLE DESTINATION/ARROW	126" X 42 '	36.75	-	-	-	-	3	-	-	-	-	-	
	1-49	23+64 SB	RT	R3-7S	LEFT 2 LANES MUST TURN LEFT	48" X 30"	10.00	-	-	-	1	-	-	-	-	-	-	
	1-50	23+74 NB	RT	I55-56	ADOPT A HIGHWAY	30" X 36"	7.50	-	-	-	1	-	-	-	-	-	-	
	1-51R	24+38 SB	LT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-52	24+56 SB	LT	J2-3	ROUTE TURN ASSEMBLY	72" X 57"	28.50	-	-	-	-	-	2	-	-	-	-	
	1-53R	24+86 SB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	1	

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0020	1-54	24+86 SB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-55	24+86 SB	RT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
			RT	R3-4	NO U TURN	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-56R	24+86 SB	RT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
				-	NO U TURN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-57R	24+96 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-58	24+96 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-59R	24+96 NB	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-60	24+96 NB	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-61	25+10 SB	LT	R6-2L	ONE WAY	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-62R	25+10 SB	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-63	25+10 SB	LT	R6-3	DIVIDED HIGHWAY	30" X 24"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-64R	25+10 SB	LT	-	DIVIDED HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-65	25+10 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-66R	25+10 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-67	25+99 NB	RT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-68R	25+99 NB	RT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-69	25+99 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-70R	25+99 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-71	25+99 NB	RT	R6-3	DIVIDED HIGHWAY	30" X 24"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-72R	25+99 NB	RT	-	DIVIDED HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-73	25+99 NB	RT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	1-74R	25+99 NB	RT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	-	
	1-75R	25+99 NB	RT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-76	25+99 NB	RT	R6-2L	ONE WAY	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-77	26+14 SB	LT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-78R	26+14 SB	LT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-79	26+14 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-80R	26+14 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-81R	26+33 NB	LT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-82	26+33 NB	LT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-83	26+33 NB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	1-84R	26+33 NB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-85	28+02 SB	LT	R5-1A	WRONG WAY	36" X 24"	6.00	-	-	-	1	-	-	-	-	-	-	SAME POST FOR 1-85 & 1-86
	1-86	28+02 SB	LT	R2-1	SPEED LIMIT 35	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	SAME POST FOR 1-85 & 1-86
	1-87R	28+16 NB	RT	-	SPEED LIMIT 35	-	-	-	-	-	-	-	-	-	-	1	1	
	1-88	28+16 NB	RT	R2-1	SPEED LIMIT 35	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	1-89R	28+43 SB	LT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	-	-	
	1-90	29+97 SB	LT	J1-2	JUNCTION OR END ASSEMBLY	48" X 39"	13.00	-	-	-	1	-	-	-	-	-	-	
	1-91	31+02 NB	LT	R3-20L	BEGIN LEFT TURN LANE	24" X 36"	6.00	-	-	-	1	-	-	-	-	-	-	
	1-92R	31+75 NB	LT	-	BEGIN LEFT TURN LANE	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	1-93R	32+54 SB	LT	-	JUNCTION OR END ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	1-94R	32+87 NB	RT	-	JUNCTION OR END ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	2-01	34+65 SB	LT	R2-1	SPEED LIMIT 35	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-02R	34+65 SB	LT	-	SPEED LIMIT 35	-	-	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-03	34+95 NB	RT	J1-1	JUNCTION OR END ASSEMBLY	24" X 39"	6.50	-	-	-	1	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-04R	34+95 NB	RT	-	JUNCTION OR END ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-05R	35+71 NB	LT	-	BEGIN LEFT TURN LANE	-	-	-	-	-	-	-	-	-	-	1	1	
	2-06	36+44 SB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-07R	36+44 SB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-08	36+53 NB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-09R	36+53 NB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0020	2-10	36+53 NB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-11R	36+53 NB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-12R	19+52 E	RT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	2-13	19+52 E	RT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	2-14R	19+53 E	LT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	1	
	2-15	19+53 E	LT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	2-16	37+41 SB	LT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-17R	37+41 SB	LT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-18	37+41 SB	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-19R	37+41 SB	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-20R	37+45 SB	RT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	1	
	2-21	37+45 SB	RT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	2-22	37+45 SB	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-23R	37+45 SB	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-24R	37+45 SB	RT	-	NO LEFT TURN	-	-	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-25	37+45 SB	RT	R3-2	NO LEFT TURN	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-26	37+45 SB	RT	R3-4	NO U TURN	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	2-27R	37+45 SB	RT	-	NO U TURN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-28	37+50 SB	LT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	2-29R	37+50 SB	LT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	2-30	37+67 SB	LT	R1-2	YIELD	36" X 31"	3.88	-	-	-	1	-	-	-	-	-	-	
	2-31R	37+67 SB	LT	-	YIELD	-	-	-	-	-	-	-	-	-	-	1	1	
	2-32R	37+80 NB	RT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	2-33	38+10 NB	LT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	1	-	-	-	-	-	-	
	2-34	38+13 NB	RT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	1	-	-	-	-	-	-	
	2-35R	38+89 NB	LT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	2-36	39+25 SB	RT	R5-1A	WRONG WAY	42" X 30"	8.75	-	-	-	1	-	-	-	-	-	-	
	2-37R	39+25 SB	RT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	-	-	
	2-38	40+61 SB	LT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	-	-	14.00	-	-	-	-	-	-	-	-	MOUNT ON EX. OVERHEAD SIGN SUPPORT
	2-39R	40+61 SB	LT	-	ARROW UP RIGHT ONLY	-	-	-	-	-	-	-	-	-	-	1	-	MOUNTED ON OVERHEAD SIGN SUPPORT
	2-40R	42+44 NB	LT	-	NO U TURN	-	-	-	-	-	-	-	-	-	-	1	1	SAME POST FOR 2-40 & 2-41
	2-41R	42+44 NB	LT	-	NO U TURN	-	-	-	-	-	-	-	-	-	-	1	-	SAME POST FOR 2-40 & 2-41
	2-42	42+45 SB	RT	R3-4B	NO U TURN	36" X 48"	12.00	-	-	-	1	-	-	-	-	-	-	
	2-43	42+93 NB	LT	R3-4B	NO U TURN	36" X 48"	12.00	-	-	-	1	-	-	-	-	-	-	
	4-42R	74+11 SB	LT	-	RAMP SPEED 25 MPH	-	-	-	-	-	-	-	-	-	-	1	1	
	4-43	74+11 SB	LT	W13-3	RAMP SPEED 25 MPH	36" X 48"	-	-	12.00	-	-	1	-	-	-	-	-	
	4-44R	74+35 NB	RT	-	PEDESTRIANS ETC, PROHIBITED	-	-	-	-	-	-	-	-	-	-	1	1	
	4-45	74+35 NB	RT	R5-57	PEDESTRIANS ETC, PROHIBITED	36" X 36"	9.00	-	-	-	-	1	-	-	-	-	-	
	4-46	75+63 SB	LT	M6-2	ARROW TILT RIGHT	30" X 30"	6.25	-	-	-	-	1	-	-	-	-	-	
				I5-1	AIRPORT SYMBOL	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	
	4-47R	77+16 SB	LT	-	AIRPORT	-	-	-	-	-	-	-	-	-	-	1	2	
	4-48	77+16 SB	LT	W3-3	SIGNAL AHEAD	36" X 36"	-	-	9.00	-	-	1	-	-	-	-	-	
	4-49R	77+16 SB	LT	-	SIGNAL AHEAD	-	-	-	-	-	-	-	-	-	-	1	1	
	4-50	77+12 SB	RT	W3-3	SIGNAL AHEAD	36" X 36"	-	-	9.00	-	-	1	-	-	-	-	-	
	4-51R	77+12 SB	RT	-	SIGNAL AHEAD	-	-	-	-	-	-	-	-	-	-	1	1	
	5-01	79+49 NB	LT	J3-1	DIRECTIONAL ASSEMBLY	36" X 84"	21.00	-	-	-	-	-	1	-	-	-	-	
	5-02	82+00 SB	LT	J1-1	JUNCTION OR END ASSEMBLY	36" X 57"	14.25	-	-	-	-	-	1	-	-	-	-	
	5-03	82+45 SB	RT	R3-4B	NO U TURN SIGN COMBINED WITH MAINT.	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	5-04R	82+50 NB	LT	-	NO U TURN SIGN	-	-	-	-	-	-	-	-	-	-	1	1	SAME POST FOR 5-04 & 5-05
	5-05R	82+48 SB	RT	-	NO U TURN SIGN	-	-	-	-	-	-	-	-	-	-	1	-	SAME POST FOR 5-06 & 5-07
	5-06	82+91 NB	LT	R3-4B	NO U TURN SIGN COMBINED WITH MAINT.	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	5-07R	84+39 NB	LT	-	DIRECTIONAL ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0020	5-08R	85+04 SB	LT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	5-09	85+04 SB	LT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	5-10R	85+05 SB	RT	-	SPEED LIMIT 45	-	-	-	-	-	-	-	-	-	-	1	1	
	5-11	85+05 SB	RT	R2-1	SPEED LIMIT 45	36" X 48"	12.00	-	-	-	-	1	-	-	-	-	-	
	5-12	86+51 NB	RT	E5-1A	EXIT NUMBER W/NO LETTERS (ARROW)	72" X 60"	30.00	-	-	-	-	-	2	-	-	-	-	
	5-13R	86+51 NB	RT	-	EXIT NUMBER W/NO LETTERS (ARROW)	-	-	-		-	-	-	-	-	-	1	2	
	5-14R	88+13 M	LT	-	JUNCTION OR END ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	5-15R	88+91 SB	RT	-	ENHANCED REFERENCE MARKER	-	-	-	-	-	-	-	-	-	-	1	1	
	5-16	88+91 SB	RT	D10-5	ENHANCED REFERENCE MARKER	21" X 60"	8.75	-	-	-	-	1	-	-	-	-	-	
	5-17	88+95 NB	LT	D10-5	ENHANCED REFERENCE MARKER	21" X 60"	8.75	-	-	-	-	1	-	-	-	-	-	
	5-18R	88+95 NB	LT	-	ENHANCED REFERENCE MARKER	-	-	-	-	-	-	-	-	-	-	1	1	
	5-19	89+15 NB	RT	R2-1	SPEED LIMIT 65	48" X 60"	20.00	-	-	-	-	2	-	-	-	-	-	
	5-20R	89+15 NB	RT	-	SPEED LIMIT 65	-	-	-	-	-	-	-	-	-	-	1	2	
	5-21R	93+20 M	RT	-	MERGE-FROM RIGHT	-	-	-	-	-	-	-	-	-	-	1	2	
	5-22	93+20 M	RT	W4-3R	MERGE-FROM RIGHT	48" X 48"	-	-	16.00	-	-	2	-	-	-	-	-	
	6-01	94+98 SB	RT	W3-5	SPEED LIMIT 45 AHEAD ARROW	36" X 36"	-	-	9.00	-	2	-	-	-	-	-	-	
	6-02	95+00 SB	LT	W3-5	SPEED LIMIT 45 AHEAD ARROW	36" X 36"	-	-	9.00	-	2	-	-	-	-	-	-	
	6-03R	95+19 SB	LT	-	ADOPT A HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	1	
	6-04	96+09 SB	LT	I55-56	ADOPT A HIGHWAY	30" X 36"	7.50	-	-	-	1	-	-	-	-	-	-	
	6-05R	98+33 SB	RT	-	SPEED LIMIT 45 AHEAD ARROW	-	-	-	-	-	-	-	-	-	-	1	2	
	6-06R	98+40 SB	LT	-	SPEED LIMIT 45 AHEAD ARROW	-	-	-	-	-	-	-	-	-	-	1	2	
	6-07	98+54 NB	RT	I55-56	ADOPT A HIGHWAY	30" X 36"	7.50	-	-	-	1	-	-	-	-	-	-	
	6-08R	98+54 NB	RT	-	ADOPT A HIGHWAY	-	-	-	-	-	-	-	-	-	-	1	1	
	7-02R	11+53 C	LT	-	LEFT ONLY/AHEAD ONLY/ RIGHT ONLY	-	-	-	-	-	-	-	-	-	-	1	1	
	7-03	11+99 C	LT	R3-8W	LEFT ONLY/AHEAD ONLY/ RIGHT ONLY	54" X 30"	11.25	-	-	-	2	-	-	-	-	-	-	
	8-26R	14+81 E	RT	-	LT ONLY/LT ONLY/RT ONLY/RT ONLY	-	-	-	-	-	-	-	-	-	-	1	2	
	8-29	15+93 E	RT	R3-8BBB	LT ONLY/LT ONLY/RT ONLY/RT ONLY	72" X 30"	15.00	-	-	-	2	-	-	-	-	-	-	
	8-30	16+75 E	LT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	1	-	-	-	-	-	-	
	8-31	16+58 E	LT	R3-6L	ARROW LEFT & AHEAD	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-32	16+58 E	LT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-33	16+58 E	LT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-34	16+58 E	RT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-35	16+58 E	RT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-36	16+58 E	RT	R3-5L	ARROW UP LEFT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-37	16+58 E	RT	R3-5L	ARROW UP LEFT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-	ON NEW OVERHEAD SIGN SUPPORT
	8-38	16+97 E	LT	I2-3	ONALASKA POP. SIGN	66" X 24"	-	-	11.00	-	-	2	-	-	-	-	-	-
	9-01R	86+84 N	RT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	9-02	88+00 N	LT	W3-3	SIGNAL AHEAD	36" X 36"	-	-	9.00	-	1	-	-	-	-	-	-	
	9-03	88+00 N	RT	W3-3	SIGNAL AHEAD	36" X 36"	-	-	9.00	-	1	-	-	-	-	-	-	
	9-04R	88+96 N	LT	-	SIGNAL AHEAD	-	-	-	-	-	-	-	-	-	-	1	1	
	9-05R	89+01 N	RT	-	SIGNAL AHEAD	-	-	-	-	-	-	-	-	-	-	1	1	
	9-06	89+99 N	RT	J2-1	ROUTE TURN ASSEMBLY	24" X 57"	9.50	-	-	-	-	1	-	-	-	-	-	
	9-07R	92+95 N	LT	-	LT ONLY/LT, AHEAD/RT ONLY	-	-	-	-	-	-	-	-	-	-	1	2	
	9-08	92+95 N	LT	R3-8P	LT ONLY/LT, AHEAD/RT ONLY	54" X 30"	11.25	-	-	2	-	-	-	-	-	-	-	
	9-09R	92+95 N	LT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	1	-	SAME POLE AS 9-07
	9-10R	93+05 N	RT	-	LT ONLY/LT, AHEAD/RT ONLY	-	-	-	-	-	-	-	-	-	-	1	2	
	9-11	93+05 N	RT	R3-8P	LT ONLY/LT, AHEAD/RT ONLY	54" X 30"	11.25	-	-	2	-	-	-	-	-	-	-	
	9-12R	93+05 N	RT	-	WRONG WAY	-	-	-	-	-	-	-	-	-	-	1	-	SAME POLE AS 9-10
	9-13	93+96 N	RT	R5-1A	WRONG WAY	36" X 24"	6.00	-	-	1	-	-	-	-	-	-	-	
	9-14	93+99 N	LT	R5-1A	WRONG WAY	36" X 24"	6.00	-	-	1	-	-	-	-	-	-	-	
	10-01R	94+83 M	LT	-	PEDESTRIANS ETC. PROHIBITED	-	-	-	-	-	-	-	-	-	-	1	1	
	10-02	94+83M	LT	R5-57	PEDESTRIANS ETC. PROHIBITED	36" X 36"	9.00	-	-	-	1	-	-	-	-	-	-	

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0020	10-03	96+44 M	LT	J4-1	REASSURANCE ASSEMBLY	24" X 36"	6.00	-	-	-	1	-	-	-	-	-	-	
	10-04R	96+44 M	LT	-	REASSURANCE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	10-05	97+06 M	LT	R1-2	YIELD	36" X 31"	3.88	-	-	-	1	-	-	-	-	-	-	
	10-06R	97+06 M	LT	-	YIELD	-	-	-	-	-	-	-	-	-	-	1	1	
	11-01	117+46 L	RT	-	OAK FOREST DR/ 17 AVE S	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-02	117+46 L	LT	-	MAIN ST/ 17 AVE N	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-03	117+46 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-04	118+10 L	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-05R	118+35 L	RT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	11-06	118+42 L	RT	J2-3	ROUTE TURN ASSEMBLY	72" X 57"	28.50	-	-	-	-	-	2	-	-	-	-	
	11-07	118+90 L	LT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-08	118+90 L	LT	-	ROUTE ASSEMBLY	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-09	119+12 L	LT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-10R	119+27 L	LT	-	ONALASKA, POP.	-	-	-	-	-	-	-	-	-	-	1	2	SAME POSTS, 11-10,11-11,11-12
	11-11	119+27 L	LT	I2-3	ONALASKA, POP.	66" X 24"	11.00	-	-	-	2	-	-	-	-	-	-	SAME POSTS, 11-10,11-11,11-12
	11-13	119+80L	RT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-14	120+11 L	LT	-	YIELD	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-15	120+17 L	RT	-	DOUBLE DOWN ARROW	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-16	120+33 L	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	11-17R	120+33 L	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	11-18	120+33 L	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-19	120+42 L	LT	-	DOUBLE DOWN ARROW	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-20	120+42 L	LT	-	MAIN ST.	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-21	120+42 L	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-22R	120+35 L	LT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	11-23R	120+35 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	11-24	120+35 L	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	11-25	120+35 L	LT	-	NO LEFT TURN	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-26	120+74 L	LT	-	NO RIGHT TURN	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	11-27	120+83 L	RT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-28	120+90 L	LT	J2-2	ROUTE TURN ASSEMBLY	48" X 57"	19.00	-	-	-	-	1	-	-	-	-	-	
	11-29	120+85 L	LT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-30	120+85 L	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	11-31R	120+85 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	11-32	121+07 L	LT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	-	-	TO REMAIN/ BANDED TO SIGNAL POLE
	11-33	121+07 L	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	11-34R	121+07 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	11-35	120+97 L	RT	J2-1	ROUTE TURN ASSEMBLY	24" X 57"	9.50	-	-	-	-	1	-	-	-	-	-	
	11-36R	121+94 L	RT	-	HOLMEN/GALESVILLE	-	-	-	-	-	-	-	-	-	-	1	2	
	11-37	121+94 L	RT	D1-1	DESINATION/HOLMEN	60" X 15"	6.25	-	-	-	2	-	-	-	-	-	-	
	11-38	122+31 L	LT	D1-1	DESINATION/LACROSSE	72" X 15"	7.50	-	-	-	2	-	-	-	-	-	-	
	11-39	121+83 L	LT	W5-52L	CLEARANCE STRIPER DOWN RIGHT	12" X 36"	-	-	3.00	-	1	-	-	-	-	-	-	BRIDGE MARKER
	12-01R	123+33 L	LT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	2	
	12-02	123+33 L	LT	J2-3	ROUTE TURN ASSEMBLY	72" X 57"	28.50	-	-	-	-	2	-	-	-	-	-	
	12-03R	124+16 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-04	124+16 L	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-05	124+16 L	LT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-06R	124+16 L	LT	-	KEEP RIGHT	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-07R	124+36 L	RT	-	NO RIGHT TURN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-08	124+36 L	RT	R3-1	NO RIGHT TURN	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0020	12-09R	124+36 L	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-10	124+36 L	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-11R	124+36 L	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-12	124+36 L	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-13	124+35 L	RT	J3-1	ROUTE TURN ASSEMBLY	24" X 57"	9.50	-	-	-	-	1	-	-	-	-	-	
	12-14R	124+55 L	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-15	124+55 L	LT	R6-2L	ONE WAY	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-16R	124+75 L	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-17	124+75 L	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-18	124+75 L	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-										BANDED TO SIGNAL POLE
	12-19R	124+75 L	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-20R	125+15 L	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-21	125+15 L	RT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-22R	125+15 L	RT	-	DO NOT ENTER	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-23	125+15 L	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-24R	125+15 L	RT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-25	125+15 L	RT	R6-2L	ONE WAY	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-26	125+18 L	RT	W12-D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	12-27R	125+18 L	RT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	12-28R	125+11 L	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	1	
	12-29	125+11 L	LT	R6-2L	ONE WAY	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	12-30R	125+05 L	LT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-31R	125+05 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-32	125+05 L	LT	R1-1F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-33R	125+13 L	LT	-	DOUBLE DOWN ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	12-34	125+13 L	LT	W12-1D	DOUBLE DOWN ARROWS	24" X 24"	-	-	4.00	1	-	-	-	-	-	-	-	
	12-35R	125+19 L	RT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	12-36	125+19 L	RT	J3-1	ROUTE TURN ASSEMBLY	24" X 57"	9.50	-	-	-	-	1	-	-	-	-	-	
	12-37	125+18 L	LT	R1-2	YIELD	36" X 31"	3.88	-	-	-	-	-	-	-	-	-	-	BANDED TO LIGHT POLE
	12-38R	125+18 L	LT	-	YIELD	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO LIGHT POLE
	12-39	125+17 L	LT	R3-2	NO LEFT TURN	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-40R	125+17 L	LT	-	NO LEFT TURN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-41R	125+17 L	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	12-42	125+17 L	LT	R1-F	STOP SIGN	36" X 36"	-	7.46	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	12-43R	125+49 L	RT	-	ROUTE TURN ASSEMBLY	-	-	-	-	-	-	-	-	-	-	1	1	
	12-44	125+49 L	RT	J3-1	ROUTE TURN ASSEMBLY	24" X 57"	9.50	-	-	-	-	1	-	-	-	-	-	
	12-45	125+56 L	RT	R1-2	YIELD	36" X 31"	3.88	-	-	-	1	-	-	-	-	-	-	
	12-46R	125+56 L	RT	-	YIELD	-	-	-	-	-	-	-	-	-	-	1	1	
	12-47	123+18 L	LT	W5-52L	CLEARANCE STRIPER DOWN RIGHT	12" X 36"	-	-	3.00	-	1	-	-	-	-	-	-	BRIDGE MARKER
					SUBTOTAL CATEGORY 0020		1002.02	186.50	156.25	13.00	53.00	28.00	10.00	0.00	0.00	125.00	80.00	
0030																		
	7-01	11+35 C	RT	R2-1	SPEED LIMIT 25	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	7-04R	12+61 C	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	1	
	7-05	12+61 C	RT	R1-1	STOP SIGN	30" X 30"	5.18	-	-	-	1	-	-	-	-	-	-	
	7-06R	12+74 C	RT	-	NO TRUCKS	-	-	-	-	-	-	-	-	-	-	1	1	
	7-07	12+74 C	RT	R5-2	NO TRUCKS	24" X 24"	4.00	-	-	-	1	-	-	-	-	-	-	
	7-08R	12+74 C	RT	-	SPEED BUMPS	-	-	-	-	-	-	-	-	-	-	1	-	
	7-09	13+24 C	RT	W17-1	SPEED BUMPS	30" X 30"	-	-	6.25	-	-	1	-	-	-	-	-	
		13+24 C	RT	W57-51	NEXT_ MILES	30" X 15"	-	-	3.13	-	-	-	-	-	-	-	-	
					SUBTOTAL CATEGORY 0030		14.18	0.00	9.38	0	3	1	0	0	0	3	2	

3

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210 SIGNS TYPE II REFLECTIVE H (SF)	637.2215 SIGNS TYPE II REFLECTIVE H FOLDING (SF)	637.2230 SIGNS TYPE II REFLECTIVE F (SF)	634.0612 POSTS WOOD 4X6-INCH 12-FT (EACH)	634.0614 POSTS WOOD 4X6-INCH 14-FT (EACH)	634.0616 POSTS WOOD 4X6-INCH 16-FT (EACH)	634.0618 POSTS WOOD 4X6-INCH 18-FT (EACH)	634.0814 POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
0040	8-01	10+47 E	LT	R3-9B	CENTER LANE LEFT TURN ONLY	24" X 36"	6.00	-	-	-	-	-	-	1	-	-	-	
		10+47 E	LT	R3-9C	BEGIN	24" X 6"	1.00	-	-	-	-	-	-	-	-	-	-	
	8-02R	10+47 E	LT	-	CENTER LANE/SPEED LIMIT	-	-	-	-	-	-	-	-	-	-	1	1	
	8-03R	11+57 E	RT	-	LANE DESIGNATION ARROWS	-	-	-	-	-	-	-	-	-	-	1	1	
	8-04	12+18 E	LT	R2-1	SPEED LIMIT 25	24" X 30"	5.00	-	-	-	-	-	-	1	-	-	-	
	8-05	12+44 E	LT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	8-06	13+14 E	LT	R1-1F	STOP SIGN	30" X 30"	-	5.18	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-07R	13+14 E	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-08R	13+14 E	LT	-	KEEP RIGHT	-		-						-		1		BANDED TO SIGNAL POLE
	8-09R	13+14 E	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-10	13+14 E	RT	R1-1F	STOP SIGN	30" X 30"	-	5.18	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-11	13+14 E	RT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-12R	13+06 E	LT	-	NO TURN ON RED	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-13	13+06 E	LT	R10-11B	NO TURN ON RED	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-14R	13+30 E	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-15	13+30 E	LT	R1-1F	STOP SIGN	30" X 30'	-	5.18	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-16	13+94 E	RT	R1-1F	STOP SIGN	30" X 30"	-	5.18	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-17R	13+94 E	RT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-18	13+96 E	RT	-	NO TRESPASSING	-	-	-	-	-	-	-	-	-	-	-	-	SIGN TO REMAIN
	8-19	14+17 E	LT	R10-10L	LEFT TURN SIGNAL	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-20	14+17 E	LT	R4-7	KEEP RIGHT	24" X 30"	5.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-21	14+17 E	LT	R1-1F	STOP SIGN	30" X 30"	-	5.18	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-22R	14+17 E	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-23	14+27 E	LT	R5-1	DO NOT ENTER	30" X 30"	6.25	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-24	14+27 E	LT	R1-1F	STOP SIGN	30" X 30"	-	5.18	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
		14+27 E	LT	R10-11B	NO TURN ON RED	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	BANDED TO SIGNAL POLE
	8-25R	14+27 E	LT	-	STOP SIGN	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO SIGNAL POLE
	8-27R	15+81 E	LT	-	ONE WAY	-	-	-	-	-	-	-	-	-	-	1	-	BANDED TO LIGHT POLE
	8-28	15-93 E	LT	R6-2R	ONE WAY	24" X 30"	5.00	-	-	-	1	-	-	-	-	-	-	
	8-41	-	-	M4-5	TO	24" X 12"	2.00	-	-	-	-	-	-	-	2	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M4-5	TO	24" X 12"	2.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M3-2	EAST	24" X 12"	2.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M3-4	WEST	24" X 12"	2.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M1-6	STH 157	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M1-6	STH 157	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M4-20L	USE LEFT LANE	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	8-41	-	-	M4-20R	USE RIGHT LANE	24" X 24"	4.00	-	-	-	-	-	-	-	-	-	-	CROSSING MEADOWS DRIVE
	11-12M	119+27 L	LT	-	ALT. SIDE PARKING	-	-	-	-	-	-	-	-	-	-	-	-	MOVED BY OTHERS
					SUBTOTAL CATEGORY 0040		76.50	31.08	0.00	0	2	0	0	2	2	11	2	
					PROJECT TOTALS		1435.70	307.1	211.63	15	63	49	20	2	2	182	120	

3

TRAFFIC CONTROL

Category	Stage	Location	Approx. Service Period (DAYS)	643.0300 TRAFFIC CONTROL DRUMS		643.0410 TRAFFIC CONTROL BARRICADES TYPE II		643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C		643.0800 TRAFFIC CONTROL ARROW BOARDS		643.0900 TRAFFIC CONTROL SIGNS		643.0910 TRAFFIC CONTROL COVERING SIGNS TYPE I			643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II			643.1000 TRAFFIC CONTROL SIGNS FIXED MESSAGE	643.1050 TRAFFIC CONTROL SIGNS PCMS	
				Qty.	Days	Qty.	Days	Qty.	Days	Qty.	Days	Qty.	Days	Qty.	Days	Qty.	Days	No. of Cycles	No. of Signs	EACH	No. of Cycles	No. of Signs	EACH	SF	Qty.	Days
0010	Stage 2/3	STH 157 (CTH PH - Main St)	40	130	5200	-	-	6	240	12	480	-	-	-	-	23	920	-	-	-	-	-	-	-	-	-
	Stage 1	Ramps H & J	5	55	275	-	-	8	40	8	40	-	-	-	-	102	510	5	4	20	5	1	5	-	-	-
	Stage 2	Ramp K	5	35	175	-	-	4	20	4	20	-	-	-	-	44	220	7	2	14	7	1	7	-	1	5
	Stage 2	Ramps G & I	5	72	360	-	-	8	40	8	40	-	-	-	-	76	380	2	3	6	2	5	10	-	-	-
	Stage 2	Ramp F	5	25	125	-	-	7	35	14	70	-	-	2	10	36	180	-	-	-	5	9	45	-	-	-
		Subtotal Category 0010			6135		0		375		650		0		10		2210			40			67	0		5
0020	Stage 1	STH 157 (STH 16 - CTH PH)	20	28	560	-	-	20	400	26	520	-	-	-	-	38	760	-	-	-	20	15	300	-	-	14
	Stage 2/3	STH 157 (CTH PH - Main St)	40	265	10600	-	-	14	560	28	1120	16	640	2	80	38	1520	-	-	-	-	-	-	-	-	-
	Stage 2	Ramp M	5	12	60	-	-	4	20	4	20	-	-	-	-	64	320	-	-	-	5	8	40	-	1	5
	Stage 2	Ramp N	5	166	830	-	-	8	40	16	80	-	-	-	-	8	40	-	-	-	-	-	-	-	-	-
	Stage 1	HWY 16 & Mall Entrance	5	57	285	2	10	8	40	16	80	20	100	1	5	18	90	-	-	-	-	-	-	-	-	-
	Stage 3	STH 157 (Dual Left Turn Lane)	2	10	20	-	-	2	4	6	12	-	-	-	-	1	2	-	-	-	5	1	5	-	-	-
	Stage 2	Main Street	5	222	1110	2	10	18	90	16	80	0	0	2	10	18	90	-	-	-	-	-	-	-	-	-
	Stage 4	STH 157	14	-	-	-	-	-	-	-	-	-	-	-	-	35	490	-	-	-	-'	-	-	-	-	-
		Subtotal Category 0020			13465		20		1154		1912		740		95		2822			0			345	0		19
0030	Stage 5A	CTH PH	8	22	176	-	-	3	24	2	16	-	-	-	-	1	8	-	-	-	-	-	-	-	-	-
	Stage 5B	CTH PH	19	15	285	-	-	4	76	2	38	-	-	-	-	1	19	-	-	-	-	-	-	-	-	-
	Stage 5C	CTH PH	8	15	120	4	32	8	64	6	48	-	-	-	-	7	56	-	-	-	-	-	-	-	-	-
	ALL	CTH PH	35	6	210	-	-	1	35	2	70	-	-	-	-	11	385	-	-	-	-	-	-	-	-	-
		Subtotal Category 0030			581		32		164		102		0		0		83			0			0	0		0
0040	Stage 6A	CTH SS	7	8	56	-	-	2	14	2	14	4	28	1	7	2	14	-	-	-	-	-	-	-	-	-
	Stage 6B	CTH SS	20	25	500	1	20	8	160	2	40	2	40	-	-	6	120	-	-	-	1	1	1	-	-	-
	Stage 6C	CTH SS	21	30	630	3	63	5	105	3	63	5	105	1	21	13	273	-	-	-	1	1	1	-	-	-
	Stage 6D	CTH SS	10	8	80	-	-	2	20	2	20	4	40	1	10	2	20	-	-	-	-	-	-	-	-	-
	Stage 6	Crossing Meadows	60	28	1680	-	-	2	120	4	240	-	-	-	-	6	360	-	-	-	-	-	-	10	-	-
		Subtotal Category 0040			2946		83		419		377		213		38		787			0			2	10		0
0050	Stage 6A	CTH SS	7	8	56	-	-	2	14	2	14	4	28	1	7	2	14	-	-	-	-	-	-	-	-	-
	Stage 6B	CTH SS	20	25	500	1	20	8	160	2	40	3	60	-	-	6	120	-	-	-	1	1	1	-	-	-
	Stage 6C	CTH SS	21	30	630	3	63	4	84	3	63	5	105	-	-	13	273	1	1	1	1	1	1	-	-	-
	Stage 6D	CTH SS	10	8	80	-	-	2	20	2	20	4	40	1	10	2	20	-	-	-	-	-	-	-	-	-
		Subtotal Category 0050			1266		83		278		137		233		17		427			1			2	0		0
		PROJECT TOTALS			24393		218		2390		3178		1186		160		6329			41			416	10		24

OVERHEAD SIGN SUPPORT

CATEGORY	LOCATION	641.8100 OVERHEAD SIGN SUPPORT (STRUCTURE) (LS)	REMARKS
0020	22+65 SB	1	S-32-69
	17+03 E	1	S-32-70
	17+03 E	1	S-32-71
SUBTOTAL CATEGORY 0020		3	
	PROJECT TOTALS	**3**	

PEDESTRIAN ACOMMODATIONS

CATEGORY	LOCATION	644.1420.S TEMPORARY PEDESTRIAN SURFACE PLYWOOD (SF)	644.1601.S TEMPORARY CURB RAMP (EACH)	644.1616.S TEMPORARY PEDESTRIAN SAFETY FENCE (LF)
0020	120+89 L - 122+05 L, RT	464	-	-
	123+27 L - 124+32 L, RT	420	-	-
	120+91 L, LT/RT	-	2	-
	124+29 L, LT/RT	-	2	-
	MALL ENTRANCE	680	2	340
	SUBTOTAL CATEGORY 0020	1564	6	340
0030	CTH PH	96	-	28
	SUBTOTAL CATEGORY 0030	96	0	28
0040	CTH SS/ CROSSING MEADOWS	236	3	-
	SUBTOTAL CATEGORY 0040	236	3	0
	PROJECT TOTALS	**1896**	**9**	**368**

MARKING ITEMS

CATEGORY	STATION	LOCATION	646.5120 MARKING WORD EPOXY WHITE EACH	646.5020 MARKING ARROW EPOXY WHITE EACH	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	REMARKS
0010	50+64 SB	4' RT	-	-	17	-	CENTER MEDIAN
	51+10 SB	6' RT	-	-	32	-	CENTER MEDIAN
	68+17 NB	5' LT	-	-	27	-	CENTER MEDIAN
	68+62 NB	3' LT	-	-	16	-	CENTER MEDIAN
	68+71 NB	46' RT	-	-	27	-	TURN LANE MEDIAN
	268+10 F	15' RT	1	-	-	-	ONLY
	268+10 F	4' RT	-	1	-	-	TYPE 2, LEFT
	268+10 F	8' LT	-	1	-	-	TYPE 2, LEFT
	268+48 F	15' RT	-	1	-	-	TYPE 2, RIGHT
	270+87 F	15' RT	1	-	-	-	ONLY
	271+20 F	4' RT	-	1	-	-	TYPE 2, LEFT
	271+20 F	8' LT	-	1	-	-	TYPE 2, LEFT
	271+27 F	15' RT	-	1	-	-	TYPE 2, RIGHT
	271+80 F	23' RT	-	-	29	-	TURN LANE MEDIAN
	276+94 K	7' RT	-	1	-	-	TYPE 2, LEFT
	276+94 K	18' RT	-	1	-	-	TYPE 2, LEFT
	276+94 K	6' LT	-	1	-	-	TYPE 2, RIGHT
	277+34 K	6' LT	1	-	-	-	ONLY
	278+50 K	6' RT	-	1	-	-	TYPE 2, LEFT
	278+50 K	18' RT	-	1	-	-	TYPE 2, LEFT
	279+15 K	6' LT	-	1	-	-	TYPE 2, RIGHT
	279+56 K	6' LT	1	-	-	-	ONLY
SUBTOTAL CATEGORY 0010			4	12	148	0	
0020	50+76 Q	18' LT	-	1	44	-	TYPE 1, STRAIGHT
	50+76 Q	29' LT	-	1	-	-	TYPE 1, STRAIGHT
	50+67 Q	4' RT	-	1	-	-	TYPE 2, LEFT
	345+96 A	20' LT	-	-	16	1	CENTER MEDIAN, STH 16
	20+39 NB	17' LT	-	-	57	-	CENTER MEDIAN
	23+40 NB	30' RT	-	1	-	-	TYPE 2, RIGHT
	24+14 NB	30' RT	1	-	-	-	ONLY
	24+57 NB	30' RT	-	1	-	-	TYPE 2, RIGHT
	24+52 NB	6' LT	-	1	-	-	TYPE 2, LEFT
	24+95 NB	16' LT	-	-	15	-	CENTER MEDIAN
	20+50 SB	42' LT	-	-	39	-	TURN LANE MEDIAN
	20+91 SB	6' RT	-	1	-	-	TYPE 2, LEFT
	20+91 SB	6' LT	-	1	-	-	TYPE 2, LEFT
	20+91 SB	18' LT	-	1	-	-	TYPE 1, STRAIGHT
	21+30 SB	6' RT	1	-	-	-	ONLY
	21+30 SB	6' LT	1	-	-	-	ONLY
	21+30 SB	18' LT	1	-	-	-	ONLY
	21+85 SB	30' LT	-	1	-	-	TYPE 2, RIGHT
	22+25 SB	30' LT	1	-	-	-	ONLY
	22+39 SB	6' RT	-	1	-	-	TYPE 2, LEFT

MARKING ITEMS (Cont)

CATEGORY	STATION	LOCATION	646.5120 MARKING WORD EPOXY WHITE EACH	646.5020 MARKING ARROW EPOXY WHITE EACH	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	REMARKS
0020	22+39 SB	6' LT	-	1	-	-	TYPE 2, LEFT
	22+39 SB	18' LT	-	1	-	-	TYPE 1, STRAIGHT
	23+17 SB	30' LT	-	1	-	-	TYPE 2, RIGHT
	26+07 NB	36' RT	-	-	36	1	TURN LANE MEDIAN
	26+30 NB	5' LT	-	-	17	1	CENTER MEDIAN
	26+61 SB	30' LT	-	1	-	-	TYPE 2, RIGHT
	26+79 SB	6' RT	-	1	-	-	TYPE 2, LEFT
	27+01 SB	30' LT	1	-	-	-	ONLY
	27+20 SB	6' RT	1	-	-	-	ONLY
	27+79 SB	30' LT	-	1	-	-	TYPE 2, RIGHT
	29+86 SB	6' RT	-	1	-	-	TYPE 2, LEFT
	33+93 NB	9' LT	1	-	-	-	ONLY
	33+93 NB	18' LT	1	-	-	-	ONLY
	34+45 NB	11' LT	-	1	-	-	TYPE 2, LEFT
	34+46 NB	19' LT	-	1	-	-	TYPE 2, LEFT
	36+11 NB	16' LT	-	1	-	-	TYPE 2, LEFT
	36+11 NB	25' LT	-	1	-	-	TYPE 2, LEFT
	36+53 SB	5' RT	-	-	14	1	CENTER MEDIAN
	36+61 NB	7' LT	-	-	19	1	TURN LANE MEDIAN
	37+26 SB	10' RT	-	-	53	-	CENTER MEDIAN
	37+97 SB	33' LT	-	1	-	-	TYPE 2, RIGHT
	38+35 SB	32' LT	1	-	-	-	ONLY
	40+90 SB	30' LT	-	1	-	-	TYPE 2, RIGHT
	41+30 SB	30' LT	1	-	-	-	ONLY
	96+15 N	23' RT	-	-	29	-	TURN LANE MEDIAN
	121+67 L	11' LT	-	1	-	-	TYPE 2, LEFT
	121+70 L	11' RT	-	1	-	-	TYPE 2, LEFT
	122+99 L	11' LT	-	1	-	-	TYPE 2, LEFT
	123+65 L	11' RT	-	1	-	-	TYPE 2, LEFT
	120+26 L	44' RT	-	-	25	-	TURN LANE MEDIAN
	120+38 L	-	-	-	42	-	CENTER MEDIAN
	120+40 L	53' LT	-	-	21	-	TURN LANE MEDIAN
	121+00 L	-	-	-	20	1	CENTER MEDIAN
	124+21 L	-	-	-	20	1	CNETER MEDIAN
	125+02 L	-	-	-	48	-	CENTER MEDIAN
	125+08 L	49' LT	-	-	30	-	TURN LANE MEDIAN
SUBTOTAL CATEGORY 0020			11	28	545	7	
0030	10+60 C	6' LT	-	1	-	-	TYPE 2, LEFT
	10+60 C	18' LT	-	1	-	-	TYPE 1, STRAIGHT
	10+79 C	34' LT	-	1	-	-	TYPE 2, RIGHT
	11+37 C	6' LT	-	1	-	-	TYPE 2, LEFT
	11+37 C	18' LT	-	1	-	-	TYPE 1, STRAIGHT
	11+38 C	30' LT	-	1	-	-	TYPE 2, RIGHT
SUBTOTAL CATEGORY 0030			0	6	0	0	

MARKING ITEMS (Cont)

CATEGORY	STATION	LOCATION	646.5120 MARKING WORD EPOXY WHITE EACH	646.5020 MARKING ARROW EPOXY WHITE EACH	646.8120 MARKING CURB EPOXY YELLOW LF	646.8220 MARKING ISLAND NOSE EPOXY YELLOW EACH	REMARKS
0040	13+13 E	5' LT	-	-	17	1	CENTER MEDIAN
	12+53 E	6' RT	-	1	-	-	TYPE 2, LEFT
	12+96 E	6' RT	-	1	-	-	TYPE 2, LEFT
	12+53 E	18' RT	-	1	-	-	TYPE 1, ST, RT
	12+96 E	18'RT	-	1	-	-	TYPE 1, ST, RT
	14+20 E	4' LT	-	-	19	1	CENTER MEDIAN
	14+38 E	16' LT	-	1	-	-	TYPE 3, LEFT/STRAIGHT
	14+48 E	35' LT	-	1	-	-	TYPE 2, RIGHT
	14+48 E	48' LT	-	1	-	-	TYPE 2, RIGHT
	14+55 E	27' LT	-	-	29	-	TURN LANE MEDIAN
	14+89 E	35' LT	1	-	-	-	ONLY
	14+89 E	48' LT	1	-	-	-	ONLY
	17+33 E	15' LT	-	1	-	-	TYPE 3, LEFT/STRAIGHT
	17+33 E	32' LT	-	1	-	-	TYPE 2, RIGHT
	17+33 E	44' LT	-	1	-	-	TYPE 2, RIGHT
	17+73 E	32' LT	1	-	-	-	ONLY
	17+73 E	44' LT	1	-	-	-	ONLY
	CROSSING MEADOWS DR		1	4	-	-	TYPE 2, LEFT, TYPE 3, LT, ST, RT
SUBTOTAL CATEGORY 0040			5	14	65	2	
0050	15+26 E	6' RT	-	1	-	-	TYPE 2, LEFT
	15+26 E	18' RT	-	1	-	-	TYPE 2, LEFT
	15+26 E	32' RT	-	1	-	-	TYPE 2, RIGHT
	15+92 E	6' RT	1	-	-	-	ONLY
	15+92 E	18' RT	1	-	-	-	ONLY
	15+92 E	38' RT	1	-	-	-	ONLY
	16+67 E	6' RT	-	1	-	-	TYPE 2, LEFT
	16+67 E	18' RT	-	1	-	-	TYPE 2, LEFT
	16+67 E	30' RT	-	1	-	-	TYPE 2, RIGHT
	16+67 E	42' RT	-	1	-	-	TYPE 2, RIGHT
	17+90 E	6' RT	1	-	-	-	ONLY
	17+90 E	18' RT	1	-	-	-	ONLY
	17+90 E	30' RT	1	-	-	-	ONLY
	17+90 E	42' RT	1	-	-	-	ONLY
	18+30 E	6' RT	-	1	-	-	TYPE 2, LEFT
	18+30 E	18' RT	-	1	-	-	TYPE 2, LEFT
	18+30 E	30' RT	-	1	-	-	TYPE 2, RIGHT
	18+30 E	42' RT	-	1	-	-	TYPE 2, RIGHT
	18+96 E	6' RT	1	-	-	-	ONLY
	18+96 E	18' RT	1	-	-	-	ONLY
	18+94 E	35' RT	1	-	-	-	ONLY
	18+94 E	48' RT	1	-	-	-	ONLY
	19+36 E	6' RT	-	1	-	-	TYPE 2, LEFT
	19+36 E	18' RT	-	1	-	-	TYPE 2, LEFT
	19+32 E	41' RT	-	1	-	-	TYPE 2, RIGHT
	19+28 E	53' RT	-	1	-	-	TYPE 2, RIGHT
	19+53 E	4' LT	-	-	18	1	CENTER MEDIAN
	19+60 E	32' RT	-	-	22	-	TURN LANE MEDIAN
	19+65 E	47' LT	-	-	26	2	TURN LANE MEDIAN
SUBTOTAL CATEGORY 0050			11	15	66	3	
PROJECT TOTALS			**31**	**75**	**824**	**12**	

3

MARKING LINE ITEMS

CATEGORY	STATION - STATION	646.1020 MARKING LINE EPOXY 4-INCH			646.1040 MARKING LINE GROOVED WET REF EPOXY 4-INCH					646.3040 MARKING LINE GROOVED WET REF EPOXY 8-INCH					REMARKS
		SOLID WHITE (LF)	SKIPS (12.5') WHITE (LF)	SOLID YELLOW (LF)	SOLID WHITE (LF)	SKIPS (12.5') WHITE (LF)	SOLID YELLOW (LF)	SKIPS YELLOW (LF)	SKIPS (2') WHITE (LF)	SOILD WHITE (LF)	SKIPS (12.5') WHITE (LF)	SKIPS (3') WHITE (LF)	SKIPS (2') (WHITE) (LF)	SKIPS (2') (YELLOW) (LF)	
0010	43+00 NB - 51+00 NB	-	-	-	513	297	760	-	-	-	70	-	-	-	
	43+00 SB - 51+00 SB	-	-	-	737	378	761	-	21	-	-	-	-	-	
	51+00 NB - 55+25 NB	-	-	-	425	89	355	-	21	-	89	-	-	-	
	51+00 SB - 54+29 SB	-	-	-	319	160	319	-	-	-	-	-	-	-	
	55+25 NB - 63+50 NB	-	-	-	282	-	825	-	-	1,078	-	-	-	-	I-90 BRIDGE
	54+29 SB - 65+65 SB	-	-	-	972	-	1,131	-	-	-	-	24	-	-	I-90 BRIDGE
	63+50 NB - 68+50 NB	-	-	-	-	114	454	-	-	715	-	-	-	-	
	65+65 SB - 68+50 SB	-	-	-	284	98	196	-	-	-	-	-	-	-	
	68+50 NB - 74+00 NB	-	-	-	517	263	550	-	-	-	-	-	-	-	
	68+50 SB - 74+00 SB	-	-	-	275	274	544	-	-	-	-	-	-	-	
	264+33 F -271+84 F	-	-	-	733	246	749	-	-	440	-	-	-	-	IH 90 EB OFF RAMP @ STH 157
	257+00 G - 267+83 G	-	-	-	1,101	-	901	-	-	360	-	-	-	-	IH 90 EB ON RAMP @ STH 157
	265+60 H - 285+91 H	-	-	-	2,038	-	1,661	-	-	657	-	-	-	-	IH 90 EB ON RAMP @ STH 157
	262+86 I - 281+94 I	-	-	-	1,935	-	1,601	-	-	621	-	-	-	-	IH 90 WB ON RAMP @ STH 157
	277+07 J - 291+08 J	-	-	-	1,962	-	1,326	-	-	1,355	-	-	-	-	IH 90 WB ON RAMP @ STH 157
	276+37 K - 290+48 K	-	-	-	1,408	59	1,413	-	40	390	-	-	-	-	IH 90 WB OFF RAMP @ STH 157
	SUBTOTAL CATEGORY 0010	0	0	0	13,501	1,978	13,546	0	82	5,616	159	24	0	0	
0020	20+00 NB - 26+00 NB	-	-	-	487	108	426	-	-	263	-	-	-	-	
	20+00 SB - 26+00 SB	-	-	-	450	-	447	-	-	858	-	90	-	-	
	26+00 NB - 36+75 NB	-	-	-	981	357	1,020	-	32	592	-	-	-	-	
	26+00 SB - 36+75 SB	-	-	-	1,051	265	1,027	-	-	584	-	-	12	-	
	36+75 NB - 43+00 NB	-	-	-	578	256	516	-	-	-	-	-	40	-	
	36+75 SB - 43+00 SB	-	-	-	560	178	564	-	-	463	-	-	34	-	
	74+00 NB - 96+18 NB	-	-	-	1805	739	2218	-	-	-	-	-	-	-	
	74+00 SB - 96+44 SB	-	-	-	1740	917	2239	-	-	-	-	-	-	-	
	88+16 M - 97+40 M	-	-	-	935	-	357	-	-	1,095	-	-	-	-	53 SB ON RAMP 2 MAIN ST
	81+50 N - 96+20 N	-	-	-	1,456	371	1,068	-	-	1,208	-	-	-	-	53 NB OFF RAMP 2 MAIN ST
	119+00 L - 126+50 L	-	217	-	-	-	-	-	30	801	-	-	-	-	MAIN STREET
	98+19 O - 99+58 O	127	-	106	-	-	-	-	-	74	-	-	-	-	53 SB OFF RAMP @ MAIN ST
	96+64 P - 98+00 P	118	-	117	-	-	-	-	-	-	-	-	-	-	53 NB ON RAMP@ MAIN ST
	337+00 B - 345+00B	-	-	-	569	-	-	-	-	354	-	138	-	-	
	STH 157/STH 16/MALL INTRSEC.	-	-	-	-	-	-	-	34	392	-	-	38	36	
	SUBTOTAL CATEGORY 0020	245	217	223	10612	3191	9882	0	96	6684	0	228	124	36	
0030	10+32 C - 12+00 C	-	-	-	188	-	369	-	-	293	-	-	-	-	DOUBLE YELLOW
	SUBTOTAL CATEGORY 0030	0	0	0	188	0	369	0	0	293	0	0	0	0	
0040	10+00 E - 19+00 E	-	-	-	-	41	642	81	-	1,529	-	18	42	-	
	SUBTOTAL CATEGORY 0040	0	0	0	0	41	642	81	0	1,529	0	18	42	0	
0050	16+00 E- 20+00 E	-	-	-	-	-	-	-	-	712	-	153	90	-	
	SUBTOTAL CATEGORY 0050	0	0	0	0	0	0	0	0	712	0	153	90	0	
	PROJECT TOTALS		**685**				**54,209**					**15,708**			

3

MARKING LINE ITEMS (Cont)

CATEGORY	STATION - STATION	646.7420 MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH SOLID WHITE (LF)	646.6120 MARKING STOP LINE EPOXY 18-INCH SOLID WHITE (LF)	646.7120 MARKING DIAGONAL EPOXY 12-INCH SOLID WHITE (LF)	646.7220 MARKING CHEVRON EPOXY 24-INCH SOLID WHITE (LF)	646.1041.S MARKING REPLACE LINE WET REFLECTIVE EPOXY 4-INCH SKIPS (12.5') WHITE (LF)	646.3041.S MARKING REPLACE LINE WET REFLECTIVE EPOXY 8-INCH SKIPS (12.5') WHITE (LF)	646.3041.S MARKING REPLACE LINE WET REFLECTIVE EPOXY 8-INCH SKIPS (3') WHITE (LF)	REMARKS
0010	43+00 NB - 51+00 NB	-	36	-	-	-	-	-	
	51+00 SB - 54+29 SB	-	35	-	-	-	-	-	
	55+25 NB - 63+50 NB	-	-	-	-	206	72	-	I-90 BRIDGE
	54+29 SB - 65+65 SB	-	-	-	-	545	-	25	I-90 BRIDGE
	63+50 NB - 68+50 NB	-	35	342	-	-	-	-	
	68+50 SB - 74+00 SB	-	36	-	-	-	-	-	
	264+33 F -271+84 F	-	43	-	-	-	-	-	IH 90 EB OFF RAMP @ STH 157
	257+00 G - 267+83 G	-	-	58	-	-	-	-	IH 90 EB ON RAMP @ STH 157
	277+07 J - 291+08 J	-	-	-	289	-	-	-	IH 90 WB ON RAMP @ STH 157
	276+37 K - 290+48 K	-	41	-	-	-	-	-	IH 90 WB OFF RAMP @ STH 157
	SUBTOTAL CATEGORY 0010	0	226	400	289	751	72	25	
0020	20+00 NB - 26+00 NB	-	71	-	-	-	-	-	
	20+00 SB - 26+00 SB	-	37	-	-	-	-	-	
	26+00 NB - 36+75 NB	-	27	65	-	-	-	-	
	26+00 SB - 36+75 SB	-	46	-	-	-	-	-	
	36+75 SB - 43+00 SB	-	25	-	-	-	-	-	
	81+50 N - 96+20 N	-	25	-	-	-	-	-	53 NB OFF RAMP 2 MAIN ST
	119+00 L - 126+50 L	-	121	-	-	-	-	-	MAIN STREET
	98+19 O - 99+58 O	83	16	-	-	-	-	-	53 SB OFF RAMP @ MAIN ST
	96+64 P - 98+00 P	90	-	-	-	-	-	-	53 NB ON RAMP@ MAIN ST
	50+25 Q - 52+00 Q	222	56	59	-	-	-	-	
	SUBTOTAL CATEGORY 0020	395	424	124	0	0	0	0	
0030	10+32 C - 12+00 C	-	37	47	-	-	-	-	
	SUBTOTAL CATEGORY 0030	0	37	47	0	0	0	0	
0040	10+00 E - 19+00 E	129	92	-	131	-	-	-	
	SUBTOTAL CATEGORY 0040	129	92	0	131	0	0	0	
0050	16+00 E- 20+00 E	-	61	-	-	-	-	-	
	SUBTOTAL CATEGORY 0050	0	61	0	0	0	0	0	
	PROJECT TOTALS	**524**	**840**	**571**	**420**	**751**		**97**	

SAME DAY MARKING ITEMS

CATEGORY	STATION - STATION	646.4505 MARKING LINE SAME DAY PAINT 4-INCH SKIPS (12.5') WHITE (LF)	SKIPS (3') WHITE (LF)	SOLID YELLOW (LF)	SKIPS (12.5') YELLOW (LF)	646.4605 MARKING LINE SAME DAY PAINT 8-INCH SOLID WHITE (LF)	SKIPS (12.5') WHITE (LF)	SKIPS (3') WHITE (LF)	REMARKS
0010	43+00 NB - 51+00 NB	297	-	-	-	-	70	-	12.5' SKIPS, 50' C-C
	43+00 SB - 51+00 SB	378	21	-	-	-	-	-	12.5' SKIPS, 50' C-C /3' SKIPS, 12' C-C
	51+00 NB - 55+25 NB	89	21	-	-	-	89	-	12.5' SKIPS, 50' C-C /3' SKIPS, 12' C-C
	51+00 SB - 54+29 SB	160.0	-	-	-	-	-	-	12.5' SKIPS, 50' C-C
	55+25 NB - 63+50 NB	-	-	-	-	1078	-	-	
	63+50 NB - 68+50 NB	114	-	-	-	715	-	-	12.5' SKIPS, 50' C-C
	65+65 SB - 68+50 SB	98	-	-	-	-	-	-	12.5' SKIPS, 50' C-C
	68+50 NB - 74+00 NB	263	-	-	-	-	-	-	12.5' SKIPS, 50' C-C
	68+50 SB - 74+00 SB	274	-	-	-	-	-	-	12.5' SKIPS, 50' C-C
	264+33 F -271+84 F	246	-	-	-	440	-	-	12.5' SKIPS, 50' C-C
	257+00 G - 267+83 G	-	-	-	-	360	-	-	
	265+60 H - 285+91 H	-	-	-	-	657	-	-	
	262+86 I - 281+94 I	-	-	-	-	621	-	-	
	277+07 J - 291+08 J	-	-	-	-	1,355	-	-	
	276+37 K - 290+48 K	59	-	-	-	390	-	-	12.5' SKIPS, 50' C-C
	SUBTOTAL CATEGORY 0010	1978	42	0	0	5616	159	0	
0020	20+00 NB - 26+00 NB	108	-	-	-	263	-	-	12.5' SKIPS, 50' C-C
	20+00 SB - 26+00 SB	-	-	-	-	858	-	89	3' SKIPS, 12' C-C
	26+00 NB - 36+75 NB	357	24	-	-	592	-	-	12.5' SKIPS, 50' C-C /3' SKIPS, 12' C-C
	26+00 SB - 36+75 SB	265	13	-	-	584	-	-	12.5' SKIPS, 50' C-C /3' SKIPS, 12' C-C
	36+75 NB - 43+00 NB	256	33	-	-	-	-	-	12.5' SKIPS, 50' C-C /3' SKIPS, 12' C-C
	36+75 SB - 43+00 SB	178	-	-	-	463	-	-	12.5' SKIPS, 50' C-C
	74+00 NB - 96+18 NB	739	-	-	-	-	-	-	12.5' SKIPS, 50' C-C
	74+00 SB - 96+44 SB	917	-	-	-	-	-	-	12.5' SKIPS, 50' C-C
	88+16 M - 97+40 M	-	-	-	-	1,095	-	-	
	81+50 N - 96+20 N	371	-	-	-	1,208	-	-	12.5' SKIPS, 50' C-C
	MALL ENTRANCE	-	-	-	-	392	-	-	
	SUBTOTAL CATEGORY 0020	3191	70	0	0	5455	0	89	
0030	10+32 C - 12+00 C	-	-	369	-	254	-	-	
	SUBTOTAL CATEGORY 0030	0	0	369	0	254	0	0	
0040	10+00 E - 19+00 E	-	-	322	81	1,406	-	-	
	SUBTOTAL CATEGORY 0040	0	0	322	81	1406	0	0	
0050	16+00 E- 20+00 E	-	-	-	-	712	-	381	3' SKIPS, 12' C-C
	SUBTOTAL CATEGORY 0050	0	0	0	0	712	0	381	
	PROJECT TOTALS		**6053**				**14072**		

MARKING ITEMS REMOVALS

CATEGORY	LOCATION	646.9300 MARKING REMOVAL SPECIAL MARKING (EACH)	REMARKS
0030	CTH PH	4	SB LANES (3 ARROWS, 1 WORD)
	SUBTOTAL CATEGORY 0030	4	
0040	CTH SS	3	WB LANES (2 ARROWS, 1 WORD)
	SUBTOTAL CATEGORY 0040	3	
0050	CTH SS	2	WB LANES (1 ARROW, 1 WORD)
	SUBTOTAL CATEGORY 0050	2	
	PROJECT TOTALS	**9**	

TEMPORARY MARKING ITEMS

CATEGORY	STATION / STAGE	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH SKIPS (4') WHITE (LF)	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH SOLID YELLOW (LF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH SOLID YELLOW (LF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH SKIPS (12.5') WHITE (LF)	649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH SKIPS (3') WHITE (LF)	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH SOLID WHITE (LF)	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH SKIPS (4') WHITE (LF)	649.0205 TEMPORARY MARKING LINE PAINT 8-INCH SKIPS (3') WHITE (LF)	649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH SOLID WHITE (LF)	649.0505 TEMPORARY MARKING ARROW PAINT (EACH)	649.0805 TEMPORARY MARKING STOP LINE PAINT 18-INCH (LF)	649.0850 TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH (LF)	649.0960 TEMPORARY MARKING REMOVABLE MASK OUT TAPE 6-INCH (LF)	REMARKS
0010	43+00 NB - 51+00 NB	95	-	-	-	-	-	23	-	-	-	-	-	-	4' SKIPS, 50' C-C
	43+00 SB - 51+00 SB	121	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	51+00 NB - 55+25 NB	29	-	-	-	-	-	29	-	-	-	-	-	-	4' SKIPS, 50' C-C
	51+00 SB - 54+29 SB	52	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	63+50 NB - 68+50 NB	37	-	-	-	-	-	37	-	-	-	-	-	-	4' SKIPS, 50' C-C
	65+65 SB - 68+50 SB	32	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	68+50 NB - 74+00 NB	84	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	68+50 SB - 74+00 SB	88	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	264+33 F -271+84 F	79	-	-	-	-	440	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	257+00 G - 267+83 G	-	-	-	-	-	-	-	-	-	-	-	-	-	
	265+60 H - 285+91 H	-	-	-	-	-	657	-	-	-	-	-	-	-	
	262+86 I - 281+94 I	-	-	-	-	-	-	-	-	-	-	-	-	-	
	277+07 J - 291+08 J	-	-	-	-	-	-	-	-	-	-	-	-	-	
	276+37 K - 290+48 K	19	-	-	-	-	32	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	SUBTOTAL CATEGORY 0010	636	0	0	0	0	1129	89	0	0	0	0	0	0	
0020	20+00 NB - 26+00 NB	35	-	-	-	-	263	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	20+00 SB - 26+00 SB	-	-	-	-	-	858	-	89	-	-	-	-	-	3' SKIPS, 12' C-C
	26+00 NB - 36+75 NB	115	-	-	-	-	592	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	26+00 SB - 36+75 SB	85	-	-	-	-	584	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	36+75 NB - 43+00 NB	82	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	36+75 SB - 43+00 SB	57	-	-	-	-	463	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	74+00 NB - 96+18 NB	237	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	74+00 SB - 96+44 SB	294	-	-	-	-	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	88+16 M - 97+40 M	-	-	-	-	-	1095	-	-	-	-	-	-	-	
	81+50 N - 96+20 N	119	-	-	-	-	1208	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	124+20 L, RT	-	-	-	-	-	-	-	-	-	-	-	12	-	MAIN STREET
	124+52 L, RT	-	-	-	-	-	-	-	-	-	-	-	-	75	MAIN STREET
	120+91 L, LT/RT	-	-	-	-	-	-	-	-	164	-	-	-	-	MAIN STREET
	124+29 L, LT/RT	-	-	-	-	-	-	-	-	164	-	-	-	-	MAIN STREET
	SUBTOTAL CATEGORY 0020	1024	0	0	0	0	5063	0	89	328	0	0	12	75	
0030	STAGE 5A	-	-	376	-	-	-	-	-	-	-	-	-	-	
	STAGE 5B	-	-	562	-	-	-	-	-	24	-	-	-	-	
	SUBTOTAL CATEGORY 0030	0	0	938	0	0	0	0	0	24	0	0	0	0	
0040	STAGE 6B	-	575	164	-	19	77	-	-	-	1	5	12	244	
	STAGE 6C	-	-	940	38	22	-	-	-	219	-	-	22	118	
	SUBTOTAL CATEGORY 0040	0	575	1104	38	41	77	0	0	219	1	5	34	362	
0050	STAGE 6B	-	575	164	-	19	77	-	-	-	1	5	12	244	
	STAGE 6C	-	-	940	38	22	-	-	-	219	-	-	22	118	
	SUBTOTAL CATEGORY 0050	0	575	1104	38	41	77	0	0	219	1	5	34	362	
	PROJECT TOTALS	**2810**		**3304**			**6524**			**790**	**2**	**10**	**80**	**799**	

3

CONSTRUCTION STAKING

CATEGORY	STATION	LOCATION	650.4500 CONSTRUCTION STAKING SUBGRADE (LF)	650.7000 CONSTRUCTION STAKING CONCRETE PAVEMENT (LF)	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	650.9000 CONSTRUCTION STAKING CURB RAMPS (EACH)	650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) (LS)	650.9920 CONSTRUCTION STAKING SLOPE STAKES (LF)	REMARKS
0010	43+00 NB - 74+00 NB	STH 157	-	-	3,100	-	1	-	
	43+00 SB - 74+00 SB	STH 157	-	-	3,100	-	-	-	
	264+86 F - 271+91 F	RAMP F	-	-	705	-	-	-	
	266+00 H - 285+30 H	RAMP H	-	-	1,930	-	-	-	
	263+00 I - 281+95 I	RAMP I	-	-	1,895	-	-	-	
	276+22 K - 287+00 K	RAMP J	-	-	1,078	-	-	-	
	86+40 M - 97+58 M	RAMP M	-	-	1,118	-	-	-	
	81+50 N - 96+35 N	RAMP N	-	-	1485	-	-	-	
	SUBTOTAL CATEGORY 0010		0	0	14411	0	1	0	
0020	30+91 NB - 37+37 NB	STH 157	-	-	-	-	-	-	DUAL LEFT TURN LANE, TO CTH SS
	20+14 NB - 43+00 NB	STH 157	-	-	2251	-	-	-	
	20+12 SB - 43+00 SB	STH 157	-	-	2,288	-	-	-	
	74+00 NB - 96+24 NB	STH 157	-	-	2,224	-	-	-	
	74+00 SB - 96+43 SB	STH 157	-	-	2243	-	-	-	
	SUBTOTAL CATEGORY 0020		0	0	6763	0	0	0	
0030	11+11 C - 12+76 C	CTH PH	164	164	-	2	-	305	
	SUBTOTAL CATEGORY 0030		164	164	0	2	0	305	
0040	10+80 E - 16+19 E	CTH SS	448	448	-	2	-	844	
	SUBTOTAL CATEGORY 0040		448	448	0	2	0	844	
0050	16+19 E - 19+76 E	CTH SS	448	448	-	-	-	784	
	SUBTOTAL CATEGORY 0050		448	448	0	0	0	784	
	PROJECT TOTALS		**1060**	**1060**	**21174**	**4**	**1**	**1933**	

3

TEMPORARY TRAFFIC SIGNALS

CATEGORY	LOCATION	661.0200 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) (LS)
0020	STH 157 & CTH SS	1
	SUBTOTAL CATEGORY 0020	1
0040	12TH AVE & CROSSING MEADOWS DR	1
	SUBTOTAL CATEGORY 0040	1
0050	CTH SS & 12TH AVE	1
	SUBTOTAL CATEGORY 0050	1
	PROJECT TOTALS	**3**

SAWCUT

CATEGORY	LOCATION	690.0150 SAWING ASPHALT (LF)	690.0250** SAWING CONCRETE (LF)
0020	MALL ENTRANCE	834	79
	SUBTOTAL CATEGORY 0020	834	79
0030	CTH PH	349	56
	SUBTOTAL CATEGORY 0030	349	56
0040	CTH SS	430	187
	SUBTOTAL CATEGORY 0040	430	187
0050	CTH SS	11	15
	SUBTOTAL CATEGORY 0050	11	15
	PROJECT TOTALS	**1624**	**337**

**ADDITIONAL QUANTITY INCLUDED WITH CONCRETE PAVEMENT ITEMS

CONCRETE JOINT & CRACK CLEANING

CATEGORY	STATION	LOCATION	SPV. 0090.04 CONCRETE JOINT & CRACK CLEANING (LF)
0010	43+00 NB - 74+00 NB	STH 157, LT & RT	486
	43+00 SB - 74+00 SB	STH 157, LT & RT	459
		SUBTOTAL CATEGORY 0010	945
0020	20+00 NB - 43+00 NB	STH 157, LT & RT	1943
	20+00 SB - 43+00 SB	STH 157, LT & RT	1618
	95+50 N - 96+50 N	RAMP N	100
		SUBTOTAL CATEGORY 0020	3661
		PROJECT TOTALS	**4606**

Electrical Conduit

Category	Station		Station	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch LF	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch LF	652.0615 Conduit Special 3-Inch LF	652.0800 Conduit Loop Detector LF	Description
0010	47 157NB + 2						106	LOOP EB61 - PB74
0010	47 157NB + 2						84	LOOP EB62 - PB74
0010	47 157NB + 2						62	LOOP EB63 - PB74
0010	54 157NB + 72						56	LOOP EB21 - PB77
0010	54 157NB + 72						80	LOOP EB22 - PB77
0010	54 157NB + 72						70	LOOP EB23 - PB76
0010	54 157NB + 72						48	LOOP EB24 - PB76
0010	64 157NB + 44						12	LOOP WB61 - PB94
0010	64 157NB + 44						24	LOOP WB62 - PB94
0010	64 157NB + 46						22	LOOP WB63 - PB93
0010	64 157NB + 46						10	LOOP WB64 - PB93
0010	72 157NB + 13						10	LOOP WB21 - PB97
0010	72 157NB + 13						22	LOOP WB22 - PB97
0010	72 157NB + 10						24	LOOP WB23 - PB96
0010	72 157NB + 10						12	LOOP WB24 - PB96
0010	51 157NB + 13	to	51 157NB + 07		27			SC4 to PB61
0010	51 157NB + 07	to	51 157NB + 20			139		PB61 to PB62
0010	51 157NB + 20	to	51 157NB + 50		79			PB62 to PB63
0010	51 157NB + 50	to	51 157NB + 45			117		PB63 to PB64
0010	51 157NB + 45	to	51 157NB + 04		83			PB64 to PB65
0010	51 157NB + 04	to	50 157NB + 66		77			PB65 to PB66
0010	50 157NB + 66	to	50 157NB + 49			118		PB66 to PB68
0010	50 157NB + 49	to	50 157NB + 53		49			PB68 to PB69
0010	50 157NB + 53	to	50 157NB + 53			134		PB69 to PB70
0010	50 157NB + 53	to	51 157NB + 01			99		PB70 to PB72
0010	51 157NB + 01	to	51 157NB + 13		37			PB72 to SC4
0010	50 157NB + 66	to	50 157NB + 57	32				PB66 to PB67
0010	50 157NB + 53	to	50 157NB + 31	33				PB70 to PB71
0010	50 157NB + 49	to	47 157NB + 94	256				PB68 to PB73
0010	47 157NB + 94	to	47 157NB + 02	93				PB73 to PB74
0010	51 157NB + 20	to	53 157NB + 10	191				PB62 to PB75
0010	53 157NB + 10	to	54 157NB + 72	163				PB75 to PB76
0010	54 157NB + 72	to	54 157NB + 72			66		PB76 to PB77
0010	51 157NB + 07	to	51 157NB + 10	16				PB61 to Existing SB161
0010	51 157NB + 20	to	51 157NB + 09	12				PB62 to Existing SB162
0010	51 157NB + 50	to	51 157NB + 62	15				PB63 to Existing SB163
0010	51 157NB + 45	to	51 157NB + 59	15				PB64 to SB10
0010	51 157NB + 04	to	50 157NB + 96	9				PB65 to Existing SB165
0010	50 157NB + 66	to	50 157NB + 69	4				PB66 to Existing SB166
0010	50 157NB + 57	to	50 157NB + 38	20				PB67 to Existing SB167
0010	50 157NB + 49	to	50 157NB + 58	12				PB68 to Existing SB168
0010	50 157NB + 53	to	50 157NB + 48	8				PB69 to Existing SB169
0010	50 157NB + 53	to	49 157NB + 95	59				PB69 to Existing SB170
0010	50 157NB + 53	to	50 157NB + 52	11				PB70 to SB11
0010	50 157NB + 53	to	50 157NB + 58	9				PB70 to Existing SB173
0010	50 157NB + 31	to	50 157NB + 16	16				PB71 to Existing SB172
0010	51 157NB + 01	to	50 157NB + 98	13				PB72 to Existing SB174
0010	67 157NB + 99	to	68 157NB + 06		22			SC5 to PB81
0010	68 157NB + 06	to	67 157NB + 95			137		PB81 to PB82
0010	67 157NB + 95	to	67 157NB + 64		82			PB82 to PB83
0010	67 157NB + 64	to	67 157NB + 70			129		PB83 to PB84
0010	67 157NB + 70	to	68 157NB + 33		127			PB84 to PB85
0010	68 157NB + 33	to	68 157NB + 65			135		PB85 to PB87
0010	68 157NB + 65	to	68 157NB + 78		65			PB87 to PB88
0010	68 157NB + 78	to	68 157NB + 70			133		PB88 to PB89
0010	68 157NB + 70	to	68 157NB + 11			120		PB89 to PB91
0010	68 157NB + 11	to	67 157NB + 99		37			PB91 to SC5
0010	68 157NB + 33	to	68 157NB + 59			38		PB85 to PB86
0010	68 157NB + 70	to	68 157NB + 93			34		PB89 to PB90
0010	67 157NB + 95	to	66 157NB + 26	339				PB82 to PB92
0010	66 157NB + 26	to	64 157NB + 46	361				PB92 to PB93
0010	64 157NB + 46	to	64 157NB + 44			64		PB93 to PB94
0010	68 157NB + 65	to	70 157NB + 89	225				PB87 to PB95
0010	70 157NB + 89	to	72 157NB + 10	122				PB95 to PB96
0010	72 157NB + 10	to	72 157NB + 13			66		PB96 to PB97
0010	68 157NB + 06	to	68 157NB + 06	14				PB81 to Existing SB181
0010	67 157NB + 95	to	68 157NB + 08	14				PB82 to Existing SB182
0010	67 157NB + 70	to	67 157NB + 62	11				PB84 to SB12
0010	68 157NB + 33	to	68 157NB + 23	12				PB85 to Existing SB185
0010	68 157NB + 33	to	68 157NB + 40	10				PB85 to Existing SB186
0010	68 157NB + 59	to	68 157NB + 81	23				PB86 to Existing SB187
0010	68 157NB + 65	to	68 157NB + 53	13				PB87 to Existing SB188
0010	68 157NB + 78	to	69 157NB + 22	45				PB88 to Existing SB190
0010	68 157NB + 70	to	68 157NB + 65	6				PB89 to SB13
0010	68 157NB + 93	to	69 157NB + 07	17				PB90 to Existing SB192
0010	68 157NB + 11	to	68 157NB + 20	15				PB91 to Existing SB194
			CAT 0010 Total	**2214***	**685***	**1529***	**642***	

Pull Boxes

Category	Station	Dir	Location	653.0164 Pull Boxes Non-Conductive 24x42-Inch EACH	Description
0010	51 157NB + 7	LEFT	109	1	PB61
0010	51 157NB + 20	LEFT	41	1	PB62
0010	51 157NB + 50	LEFT	15	1	PB63
0010	51 157NB + 45	RIGHT	43	1	PB64
0010	51 157NB + 4	RIGHT	44	1	PB65
0010	50 157NB + 66	RIGHT	43	1	PB66
0010	50 157NB + 57	RIGHT	73	1	PB67
0010	50 157NB + 49	LEFT	13	1	PB68
0010	50 157NB + 53	LEFT	37	1	PB69
0010	50 157NB + 53	LEFT	104	1	PB70
0010	50 157NB + 31	LEFT	129	1	PB71
0010	51 157NB + 1	LEFT	115	1	PB72
0010	47 157NB + 94	LEFT	18	1	PB73
0010	47 157NB + 2	LEFT	11	1	PB74
0010	53 157NB + 10	LEFT	43	1	PB75
0010	54 157NB + 72	LEFT	44	1	PB76
0010	54 157NB + 72	LEFT	109	1	PB77
0010	68 157NB + 6	RIGHT	57	1	PB81
0010	67 157NB + 95	LEFT	10	1	PB82
0010	67 157NB + 64	LEFT	37	1	PB83
0010	67 157NB + 70	LEFT	101	1	PB84
0010	68 157NB + 33	LEFT	101	1	PB85
0010	68 157NB + 59	LEFT	128	1	PB86
0010	68 157NB + 65	LEFT	41	1	PB87
0010	68 157NB + 78	LEFT	12	1	PB88
0010	68 157NB + 70	RIGHT	54	1	PB89
0010	68 157NB + 93	RIGHT	79	1	PB90
0010	68 157NB + 11	RIGHT	62	1	PB91
0010	66 157NB + 26	LEFT	5	1	PB92
0010	64 157NB + 46	LEFT	6	1	PB93
0010	64 157NB + 44	RIGHT	57	1	PB94
0010	70 157NB + 89	LEFT	33	1	PB95
0010	72 157NB + 10	LEFT	41	1	PB96
0010	72 157NB + 13	LEFT	106	1	PB97
		CAT 0010 Total		**34***	

* - Additional quantities elsewhere in plan

3

Signal Bases

Category	Station	Dir	Location	SPV.0060.01 Concrete Bases Type 9 & 10 Special EACH	Description
0010	51 157NB + 59	RIGHT	47	1	SB10
0010	50 157NB + 52	LEFT	94	1	SB11
0010	67 157NB + 62	LEFT	94	1	SB12
0010	68 157NB + 65	RIGHT	50	1	SB13
		CAT 0010 Total		**4***	

Electrical Items

Category	Station	Dir	Location	656.0200.04 Electrical Service Meter Breaker Pedestal IH 90 EB Ramps LS	656.0200.05 Electrical Service Meter Breaker Pedestal IH 90 WB Ramps LS	658.5069.04 Signal Mounting Hardware IH 90 EB Ramps LS	658.5069.05 Signal Mounting Hardware IH 90 WB Ramps LS	654.0217 Concrete Control Cabinet Bases Type 9 Special EACH	Description
0010	51 + 13	LEFT	115	1		1		1	SC4
0010	67 + 99	RIGHT	59		1		1	1	SC5
		CAT 0010 Total		**1**	**1**	**1**	**1**	**2***	

3

Poles, Arms & Equipment

Category	Station	Dir	Location	SPV.0060.02 Install Type 9 Special Pole EACH	SPV.0060.03 Install Type 10 Special Pole EACH	SPV.0060.04 Install Type 9 & 10 Special Pole Arm 40-FT EACH	SPV.0060.05 Install Type 9 & 10 Special Pole Arm 45-FT EACH	SPV.0060.13 Install Luminaire Arms Steel 12-FT EACH	658.0173 Traffic Signal Face 3S 12-Inch EACH	659.1125 Luminaires Utility LED C EACH	Desc
0010	51 + 59	RIGHT	46.9		1		1	1	3	1	SB10
0010	50 + 52	LEFT	93.7	1		1			3		SB11
0010	67 + 62	LEFT	94.1		1	1		1	3	1	SB12
0010	68 + 65	RIGHT	50.4		1		1	1	4	1	SB13
		CAT 0010 Total		**1**	**3***	**2***	**2***	**3***	**13***	**3***	

* - Additional quantities elsewhere in plan

Signal Wire

Category	Station		to Station	655.0230 Cable Traffic Signal 5-14 AWG LF	655.0240 Cable Traffic Signal 7-14 AWG LF	655.0260 Cable Traffic Signal 12-14 AWG LF	655.0305 Cable Type UF 2-12 AWG Grounded LF	655.0610 Electrical Wire Traffic Lighting 12 AWG LF	655.0700 Loop Dectector Lead in Cable LF	655.0800 Loop Detector Wire LF	Description
0010	047 157NB	+ 02								328	PB74 LOOP EB61
0010	047 157NB	+ 02								262	PB74 LOOP EB62
0010	047 157NB	+ 02								196	PB74 LOOP EB63
0010	054 157NB	+ 72								178	PB77 LOOP EB21
0010	054 157NB	+ 72								250	PB77 LOOP EB22
0010	054 157NB	+ 72								220	PB76 LOOP EB23
0010	054 157NB	+ 72								154	PB76 LOOP EB24
0010	064 157NB	+ 44								46	PB94 LOOP WB61
0010	064 157NB	+ 44								82	PB94 LOOP WB62
0010	064 157NB	+ 46								76	PB93 LOOP WB63
0010	064 157NB	+ 46								40	PB93 LOOP WB64
0010	072 157NB	+ 13								40	PB97 LOOP WB21
0010	072 157NB	+ 13								76	PB97 LOOP WB22
0010	072 157NB	+ 10								82	PB96 LOOP WB23
0010	072 157NB	+ 10								46	PB96 LOOP WB24
0010	51 157NB	+ 59		183				150			SB10 - Up Pole
0010	50 157NB	+ 52		168							SB11 - Up Pole
0010	67 157NB	+ 62		168				150			SB12 - Up Pole
0010	68 157NB	+ 65		203				150			SB13 - Up Pole
0010	051 157NB	+ 13	to 051 157NB + 59		244						SC4 to SB10
0010	051 157NB	+ 13	to 050 157NB + 52		105						SC4 to SB11
0010	051 157NB	+ 13	to 051 157NB + 10		46						SC4 to Existing SB161
0010	051 157NB	+ 13	to 051 157NB + 9		122						SC4 to Existing SB162
0010	051 157NB	+ 13	to 051 157NB + 62		175						SC4 to Existing SB163
0010	051 157NB	+ 13	to 050 157NB + 96		290						SC4 to Existing SB165
0010	051 157NB	+ 13	to 050 157NB + 69			334					SC4 to Existing SB166
0010	051 157NB	+ 13	to 050 157NB + 58		218						SC4 to Existing SB168
0010	051 157NB	+ 13	to 050 157NB + 48		179						SC4 to Existing SB169
0010	051 157NB	+ 13	to 049 157NB + 95		230						SC4 to Existing SB170
0010	051 157NB	+ 13	to 050 157NB + 16		153						SC4 to Existing SB172
0010	051 157NB	+ 13	to 050 157NB + 58		103						SC4 to Existing SB173
0010	051 157NB	+ 13	to 050 157NB + 98		47						SC4 to Existing SB174
0010	051 157NB	+ 13	to 051 157NB + 9				122				SC4 to Existing SB162
0010	051 157NB	+ 13	to 051 157NB + 62				175				SC4 to Existing SB163
0010	051 157NB	+ 13	to 050 157NB + 38				337				SC4 to Existing SB167
0010	051 157NB	+ 13	to 050 157NB + 58				218				SC4 to Existing SB168
0010	051 157NB	+ 13	to 050 157NB + 58				103				SC4 to Existing SB173
0010	051 157NB	+ 13	to 054 157NB + 72						556		SC4 to PB77
0010	051 157NB	+ 13	to 054 157NB + 72						556		SC4 to PB77
0010	051 157NB	+ 13	to 054 157NB + 72						480		SC4 to PB76
0010	051 157NB	+ 13	to 054 157NB + 72						480		SC4 to PB76
0010	051 157NB	+ 13	to 047 157NB + 2						571		SC4 to PB74
0010	051 157NB	+ 13	to 047 157NB + 2						571		SC4 to PB74
0010	051 157NB	+ 13	to 047 157NB + 2						571		SC4 to PB74
0010	067 157NB	+ 99	to 067 157NB + 62		245						SC5 to SB12
0010	067 157NB	+ 99	to 068 157NB + 65			110					SC5 to SB13
0010	067 157NB	+ 99	to 068 157NB + 6		43						SC5 to Existing SB181
0010	067 157NB	+ 99	to 068 157NB + 8		122						SC5 to Existing SB182
0010	067 157NB	+ 99	to 068 157NB + 23		320						SC5 to Existing SB185
0010	067 157NB	+ 99	to 068 157NB + 40			318					SC5 to Existing SB186
0010	067 157NB	+ 99	to 068 157NB + 53		237						SC5 to Existing SB188
0010	067 157NB	+ 99	to 069 157NB + 22		226						SC5 to Existing SB190
0010	067 157NB	+ 99	to 069 157NB + 7		165						SC5 to Existing SB192
0010	067 157NB	+ 99	to 068 157NB + 20		49						SC5 to Existing SB194
0010	067 157NB	+ 99	to 064 157NB + 44						549		SC5 to PB94
0010	067 157NB	+ 99	to 064 157NB + 44						549		SC5 to PB94
0010	067 157NB	+ 99	to 064 157NB + 46						475		SC5 to PB93
0010	067 157NB	+ 99	to 064 157NB + 46						475		SC5 to PB93
0010	067 157NB	+ 99	to 072 157NB + 13						663		SC5 to PB97
0010	067 157NB	+ 99	to 072 157NB + 13						663		SC5 to PB97
0010	067 157NB	+ 99	to 072 157NB + 10						587		SC5 to PB96
0010	067 157NB	+ 99	to 072 157NB + 10						587		SC5 to PB96
0010	067 157NB	+ 99	to 068 157NB + 8				122				SC5 to Existing SB182
0010	067 157NB	+ 99	to 067 157NB + 62				245				SC5 to SB12
0010	067 157NB	+ 99	to 068 157NB + 81				379				SC5 to Existing SB187
0010	067 157NB	+ 99	to 068 157NB + 53				237				SC5 to Existing SB188
0010	067 157NB	+ 99	to 069 157NB + 22				226				SC5 to Existing SB190
0010	067 157NB	+ 99	to 068 157NB + 65				110				SC5 to SB13
			CAT 0010 Total	**722***	**3319***	**762***	**2274***	**450***	**8333***	**2076***	

Removals

Category	Station		Dir	Location	653.0905 Removing Pull Box EACH	SPV.0060.06 Removing Traffic Signal Unit EACH	204.0195 Removing Concrete Bases EACH	SPV.0060.07 Adjusting Concrete Bases EACH	Description
0010	51 157NB	+ 3	LEFT	111	1				Existing PB161
0010	51 157NB	+ 15	LEFT	39	1				Existing PB162
0010	51 157NB	+ 45	LEFT	13	1				Existing PB163
0010	51 157NB	+ 45	RIGHT	48	1				Existing PB164
0010	50 157NB	+ 63	RIGHT	43	1				Existing PB165
0010	50 157NB	+ 52	RIGHT	74	1				Existing PB166
0010	50 157NB	+ 51	LEFT	9	1				Existing PB167
0010	50 157NB	+ 58	LEFT	42	1				Existing PB168
0010	50 157NB	+ 51	LEFT	100	1				Existing PB169
0010	50 157NB	+ 27	LEFT	126	1				Existing PB170
0010	68 157NB	+ 13	RIGHT	55	1				Existing PB181
0010	68 157NB	+ 0	LEFT	12	1				Existing PB182
0010	67 157NB	+ 68	LEFT	38	1				Existing PB183
0010	67 157NB	+ 81	LEFT	97	1				Existing PB184
0010	68 157NB	+ 30	LEFT	96	1				Existing PB185
0010	68 157NB	+ 59	LEFT	128	1				Existing PB186
0010	68 157NB	+ 59	LEFT	40	1				Existing PB187
0010	68 157NB	+ 72	LEFT	12	1				Existing PB188
0010	68 157NB	+ 70	RIGHT	46	1				Existing PB189
0010	68 157NB	+ 98	RIGHT	80	1				Existing PB190
0010	271 F	+ 70	RIGHT	38	1				Existing PB210
0010	271 F	+ 75	RIGHT	6	1				Existing PB211
0010	271 F	+ 75	LEFT	6	1				Existing PB212
0010	276 K	+ 54	RIGHT	18	1				Existing PB213
0010	276 K	+ 54	RIGHT	6	1				Existing PB214
0010	276 K	+ 38	LEFT	37	1				Existing PB215
0010	51 157NB	+ 10	LEFT	94				1	Existing SB161
0010	51 157NB	+ 9	LEFT	44				1	Existing SB162
0010	51 157NB	+ 62	LEFT	6		1	1		Existing SB163
0010	51 157NB	+ 52	RIGHT	46		1	1		Existing SB164
0010	50 157NB	+ 96	RIGHT	43				1	Existing SB165
0010	50 157NB	+ 69	RIGHT	43				1	Existing SB166
0010	50 157NB	+ 38	RIGHT	76				1	Existing SB167
0010	50 157NB	+ 58	LEFT	6				1	Existing SB168
0010	50 157NB	+ 48	LEFT	43		1	1		Existing SB169
0010	49 157NB	+ 95	LEFT	39				1	Existing SB170
0010	50 157NB	+ 44	LEFT	94		1	1		Existing SB171
0010	50 157NB	+ 16	LEFT	124				1	Existing SB172
0010	50 157NB	+ 58	LEFT	98				1	Existing SB173
0010	50 157NB	+ 98	LEFT	103				1	Existing SB174
0010	68 157NB	+ 6	RIGHT	44				1	Existing SB181
0010	68 157NB	+ 8	LEFT	6				1	Existing SB182
0010	67 157NB	+ 60	LEFT	43		1	1		Existing SB183
0010	67 157NB	+ 74	LEFT	95		1	1		Existing SB184
0010	68 157NB	+ 23	LEFT	94				1	Existing SB185
0010	68 157NB	+ 40	LEFT	94				1	Existing SB186
0010	68 157NB	+ 81	LEFT	125				1	Existing SB187
0010	68 157NB	+ 53	LEFT	45				1	Existing SB188
0010	68 157NB	+ 66	LEFT	7		1	1		Existing SB189
0010	69 157NB	+ 22	LEFT	9				1	Existing SB190
0010	68 157NB	+ 77	RIGHT	45		1	1		Existing SB191
0010	69 157NB	+ 7	RIGHT	69				1	Existing SB192
0010	68 157NB	+ 65	RIGHT	50		1	1		Existing SB193
0010	68 157NB	+ 20	RIGHT	51				1	Existing SB194
0010	51 157NB	+ 13	LEFT	116			1		Existing SC4
0010	67 157NB	+ 99	RIGHT	60			1		Existing SC5
			CAT 0010 Total		**26***	**9***	**11***	**19***	

* - Additional quantities elsewhere in plan

Electrical Conduit

Category	Station		to	Station		652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch LF	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch LF	652.0615 Conduit Special 3-Inch LF	652.0800 Conduit Loop Detector LF	Description
0020	28 157NB	+ 79							62	LOOP 21PH - PB31
0020	28 157NB	+ 65							76	LOOP 22PH - Existing PB135
0020	41 157NB	+ 2							100	LOOP SS21 - PB57
0020	41 157NB	+ 2							76	LOOP SS22 - PB57
0020	41 157NB	+ 2							52	LOOP SS23 - PB57
0020	33 157NB	+ 21							64	LOOP SS61 - PB59
0020	33 157NB	+ 21							92	LOOP SS62 - PB59
0020	36 157NB	+ 94							68	LOOP SS81 - Existing PB202
0020	36 157NB	+ 94							52	LOOP SS82 - Existing PB202
0020	36 157NB	+ 49							60	LOOP SSA1 - PB50
0020	36 157NB	+ 49							76	LOOP SSA2 - PB50
0020	35 157NB	+ 31							58	LOOP SYS1 - PB201
0020	35 157NB	+ 31							84	LOOP SYS2 - PB201
0020	344 16NB	+ 74	to	344 16NB	+ 80		28			SC1 to PB1
0020	344 16NB	+ 80	to	346 16NB	+ 10			287		PB1 to PB2
0020	346 16NB	+ 10	to	344 16NB	+ 62			297		PB2 to PB3
0020	344 16NB	+ 62	to	344 16NB	+ 34			84		PB3 to PB4
0020	344 16NB	+ 34	to	344 16NB	+ 50			96		PB4 to PB5
0020	344 16NB	+ 50	to	345 16NB	+ 02			114		PB5 to PB6
0020	345 16NB	+ 02	to	345 16NB	+ 80			157		PB6 to PB8
0020	345 16NB	+ 80	to	345 16NB	+ 87			142		PB8 to PB9
0020	345 16NB	+ 87	to	346 16NB	+ 23			155		PB9 to PB10
0020	346 16NB	+ 23	to	346 16NB	+ 08		47			PB10 to PB11
0020	346 16NB	+ 08	to	344 16NB	+ 87			243		PB11 to PB12
0020	344 16NB	+ 87	to	344 16NB	+ 74		40			PB12 to SC1
0020	345 16NB	+ 02	to	345 16NB	+ 58			65		PB6 to PB7
0020	344 16NB	+ 80	to	344 16NB	+ 72	11				PB1 to SB14
0020	346 16NB	+ 10	to	344 16NB	+ 75	136				PB2 to SB15
0020	344 16NB	+ 34	to	344 16NB	+ 44	11				PB4 to SB1
0020	344 16NB	+ 34	to	344 16NB	+ 59	50				PB4 to SB16
0020	344 16NB	+ 50	to	345 16NB	+ 05	56				PB5 to SB17
0020	344 16NB	+ 50	to	345 16NB	+ 07	68				PB5 to SB18
0020	344 16NB	+ 50	to	344 16NB	+ 86	158				PB5 to Existing PB113
0020	345 16NB	+ 02	to	345 16NB	+ 57	82				PB6 to SB2
0020	345 16NB	+ 02	to	345 16NB	+ 69	76				PB6 to SB19
0020	345 16NB	+ 58	to	345 16NB	+ 45	34				PB7 to SB20
0020	345 16NB	+ 80	to	345 16NB	+ 74	70				PB8 to SB21
0020	346 16NB	+ 23	to	346 16NB	+ 35	16				PB10 to SB3
0020	346 16NB	+ 23	to	346 16NB	+ 03	25				PB10 to SB22
0020	344 16NB	+ 87	to	344 16NB	+ 97	51				PB12 to SB4
0020	25 157NB	+ 33	to	25 157NB	+ 25		45			SC2 to PB21
0020	25 157NB	+ 25	to	24 157NB	+ 70		113			PB21 to PB22
0020	24 157NB	+ 70	to	24 157NB	+ 74			118		PB22 to PB23
0020	24 157NB	+ 74	to	24 157NB	+ 76			102		PB23 to PB24
0020	24 157NB	+ 76	to	25 157NB	+ 24		97			PB24 to PB25
0020	25 157NB	+ 24	to	26 157NB	+ 20			193		PB25 to PB26
0020	26 157NB	+ 20	to	26 157NB	+ 53			141		PB26 to PB27
0020	26 157NB	+ 53	to	26 157NB	+ 06			127		PB27 to PB28
0020	26 157NB	+ 06	to	25 157NB	+ 31			155		PB28 to PB30
0020	25 157NB	+ 31	to	25 157NB	+ 33		33			PB30 to SC2
0020	25 157NB	+ 25	to	25 157NB	+ 12	18				PB21 to Existing SB121
0020	25 157NB	+ 24	to	25 157NB	+ 02	23				PB25 to SB6
0020	25 157NB	+ 24	to	25 157NB	+ 30	9				PB25 to Existing SB124
0020	26 157NB	+ 20	to	26 157NB	+ 02	21				PB26 to Existing SB125
0020	26 157NB	+ 20	to	26 157NB	+ 17	6				PB26 to Existing SB126
0020	26 157NB	+ 53	to	26 157NB	+ 76	24				PB27 to Existing SB128
0020	26 157NB	+ 06	to	26 157NB	+ 13	9				PB28 to SB7
0020	26 157NB	+ 06	to	26 157NB	+ 01	6				PB28 to Existing SB130
0020	26 157NB	+ 29	to	26 157NB	+ 39	18				PB29 to Existing SB131
0020	25 157NB	+ 31	to	25 157NB	+ 35	5				PB30 to Existing SB132
0020	26 157NB	+ 53	to	27 157NB	+ 15		63			PB27 to Existing PB134
0020	26 157NB	+ 20	to	28 157NB	+ 79	260				PB26 to PB31
0020	37 157NB	+ 45	to	37 157NB	+ 49		49			SC3 to PB41
0020	37 157NB	+ 49	to	37 157NB	+ 39			150		PB41 to PB42
0020	37 157NB	+ 39	to	37 157NB	+ 39		47			PB42 to PB43
0020	37 157NB	+ 39	to	37 157NB	+ 26			108		PB43 to PB44
0020	37 157NB	+ 26	to	36 157NB	+ 63		127			PB44 to PB45
0020	36 157NB	+ 63	to	36 157NB	+ 45			103		PB45 to PB46
0020	36 157NB	+ 45	to	36 157NB	+ 22			76		PB46 to PB47
0020	36 157NB	+ 22	to	36 157NB	+ 07			123		PB47 to PB48
0020	36 157NB	+ 07	to	36 157NB	+ 21		49			PB48 to PB49
0020	36 157NB	+ 21	to	36 157NB	+ 84			131		PB49 to PB52
0020	36 157NB	+ 84	to	37 157NB	+ 41			117		PB52 to PB53
0020	37 157NB	+ 41	to	37 157NB	+ 45		41			PB53 to SC3
0020	37 157NB	+ 49	to	37 157NB	+ 22			38		PB41 to PB54
0020	36 157NB	+ 21	to	36 157NB	+ 52			43		PB49 to PB51
0020	37 157NB	+ 39	to	37 157NB	+ 21	19				PB42 to Existing SB142
0020	37 157NB	+ 26	to	37 157NB	+ 46	21				PB44 to SB8
0020	37 157NB	+ 26	to	37 157NB	+ 06	21				PB44 to Existing SB145
0020	36 157NB	+ 63	to	36 157NB	+ 58	6				PB45 to Existing SB146
0020	36 157NB	+ 45	to	36 157NB	+ 55	11				PB46 to Existing SB147
0020	36 157NB	+ 22	to	36 157NB	+ 32	11				PB47 to Existing SB148
0020	36 157NB	+ 22	to	36 157NB	+ 03	20				PB47 to Existing SB149
0020	36 157NB	+ 07	to	35 157NB	+ 99	9				PB48 to SB9
0020	36 157NB	+ 21	to	36 157NB	+ 12	16				PB49 to Existing SB150
0020	036 157NB	+ 52	to	36 157NB	+ 50	8				PB51 to Existing SB151
0020	037 157NB	+ 22	to	37 157NB	+ 22	6				PB54 to Existing SB141
0020	037 157NB	+ 49	to	38 157NB	+ 30	83				PB41 to Existing PB157
0020	037 157NB	+ 39	to	38 157NB	+ 90	152				PB42 to PB55
0020	038 157NB	+ 90	to	39 157NB	+ 87	98				PB55 to PB56
0020	039 157NB	+ 87	to	41 157NB	+ 02	116				PB56 to PB57
0020	036 157NB	+ 63	to	35 157NB	+ 06	158				PB45 to PB58
0020	035 157NB	+ 06	to	33 157NB	+ 21	186				PB58 to PB59
0020	036 157NB	+ 22	to	35 157NB	+ 10	113				PB47 to Existing PB152
0020	036 157NB	+ 07	to	35 157NB	+ 31	79				PB48 to PB201
0020	036 157NB	+ 21	to	36 157NB	+ 49	128				PB49 to PB50
0020	036 157NB	+ 84	to	36 157NB	+ 86	62				PB52 to Existing PB201
0020	035 157NB	+ 31	to	34 157NB	+ 72	60				PB201 to PB202
0020	034 157NB	+ 72	to	34 157NB	+ 67	7				PB202 to Existing SB152
					CAT 0020 Total	2633*	779*	3365*	920*	

Pull Boxes

Category	Station		Dir	Location	653.0164 Pull Boxes Non-Conductive 24x42-Inch EACH	Description
0020	344 16NB	+ 80	RIGHT	40	1	PB1
0020	346 16NB	+ 10	LEFT	20	1	PB2
0020	344 16NB	+ 62	LEFT	18	1	PB3
0020	344 16NB	+ 34	LEFT	49	1	PB4
0020	344 16NB	+ 50	LEFT	94	1	PB5
0020	345 16NB	+ 2	LEFT	117	1	PB6
0020	345 16NB	+ 58	LEFT	85	1	PB7
0020	345 16NB	+ 80	LEFT	114	1	PB8
0020	345 16NB	+ 87	LEFT	44	1	PB9
0020	346 16NB	+ 23	RIGHT	24	1	PB10
0020	346 16NB	+ 8	RIGHT	42	1	PB11
0020	344 16NB	+ 87	RIGHT	48	1	PB12
0020	25 157NB	+ 25	RIGHT	53	1	PB21
0020	24 157NB	+ 70	RIGHT	42	1	PB22
0020	24 157NB	+ 74	LEFT	17	1	PB23
0020	24 157NB	+ 76	LEFT	67	1	PB24
0020	25 157NB	+ 24	LEFT	69	1	PB25
0020	26 157NB	+ 20	LEFT	67	1	PB26
0020	26 157NB	+ 53	LEFT	5	1	PB27
0020	26 157NB	+ 6	RIGHT	37	1	PB28
0020	26 157NB	+ 29	RIGHT	71	1	PB29
0020	25 157NB	+ 31	RIGHT	55	1	PB30
0020	28 157NB	+ 79	LEFT	59	1	PB31
0020	37 157NB	+ 49	LEFT	108	1	PB41
0020	37 157NB	+ 39	LEFT	34	1	PB42
0020	37 157NB	+ 39	LEFT	11	1	PB43
0020	37 157NB	+ 26	RIGHT	42	1	PB44
0020	36 157NB	+ 63	RIGHT	42	1	PB45
0020	36 157NB	+ 45	LEFT	6	1	PB46
0020	36 157NB	+ 22	LEFT	36	1	PB47
0020	36 157NB	+ 7	LEFT	95	1	PB48
0020	36 157NB	+ 21	LEFT	115	1	PB49
0020	36 157NB	+ 49	LEFT	239	1	PB50
0020	36 157NB	+ 52	LEFT	85	1	PB51
0020	36 157NB	+ 84	LEFT	98	1	PB52
0020	37 157NB	+ 41	LEFT	111	1	PB53
0020	37 157NB	+ 22	LEFT	82	1	PB54
0020	38 157NB	+ 90	LEFT	36	1	PB55
0020	39 157NB	+ 87	LEFT	33	1	PB56
0020	41 157NB	+ 2	LEFT	43	1	PB57
0020	35 157NB	+ 6	RIGHT	52	1	PB58
0020	33 157NB	+ 21	RIGHT	37	1	PB59
0020	35 157NB	+ 31	LEFT	75	1	PB201
0020	34 157NB	+ 72	LEFT	79	1	PB202
			CAT 0020 Total		44*	

* - Additional quantities elsewhere in plan

Signal Bases

Category	Station	Dir	Location	654.0101 Concrete Bases Type 1 EACH	654.0110 Concrete Bases Type 10 EACH	SPV.0060.01 Concrete Bases Type 9 & 10 Special EACH	654.0113 Concrete Bases Type 13 EACH	Description
0020	344 16NB + 44	LEFT	44		1			SB1
0020	345 16NB + 57	LEFT	57		1			SB2
0020	346 16NB + 35	RIGHT	35		1			SB3
0020	344 16NB + 97	RIGHT	97				1	SB4
0020	25 157NB + 2	LEFT	63				1	SB6
0020	26 157NB + 13	RIGHT	32			1		SB7
0020	37 157NB + 46	RIGHT	43			1		SB8
0020	35 157NB + 99	LEFT	91			1		SB9
0020	344 16NB + 72	RIGHT	33	1				SB14
0020	344 16NB + 75	LEFT	19	1				SB15
0020	344 16NB + 59	LEFT	92	1				SB16
0020	345 16NB + 5	LEFT	104	1				SB17
0020	345 16NB + 7	LEFT	129	1				SB18
0020	345 16NB + 69	LEFT	82	1				SB19
0020	345 16NB + 45	LEFT	116	1				SB20
0020	345 16NB + 74	LEFT	45	1				SB21
0020	346 16NB + 3	RIGHT	38	1				SB22
	CAT 0020 Total			**9***	**3**	**3***	**2**	

Electrical Items

Category	Station	Dir	Location	656.0200.01 Electrical Service Meter Breaker Pedestal STH 16 LS	656.0200.02 Electrical Service Meter Breaker Pedestal CTH PH LS	656.0200.03 Electrical Service Meter Breaker Pedestal CTH SS LS	650.8500 Construction Staking Electrical Installations 1070-04-75 LS	658.5069.01 Signal Mounting Hardware STH 16 LS	658.5069.02 Signal Mounting Hardware CTH PH LS	658.5069.03 Signal Mounting Hardware CTH SS LS	654.0217 Concrete Control Cabinet Bases Type 9 Special EACH	Description
0020	344 + 74	RIGHT	47	1				1			1	SC1
0020	25 + 33	RIGHT	66		1				1		1	SC2
0020	37 + 45	LEFT	124			1				1	1	SC3
0020	344 + 74	RIGHT	47				1					Project
	CAT 0020 Total			**1**	**1**	**1**	**1**	**1**	**1**	**1**	**3***	

Poles, Arms & Equipment

Category	Station	Dir	Location	SPV.0060.09 Install Poles Type 10 EACH	SPV.0060.03 Install Type 10 Special Pole EACH	SPV.0060.10 Install Poles Type 13 EACH	SPV.0060.11 Install Monotube Arms 30-FT EACH	SPV.0060.04 Install Type 9 & 10 Special Pole Arm 40-FT EACH	SPV.0060.05 Install Type 9 & 10 Special Pole Arm 45-FT EACH	SPV.0060.12 Install Monotube Arms 50-FT EACH	SPV.0060.13 Install Luminaire Arms Steel 12-FT EACH	657.0100 Pedestal Bases EACH	657.0420 Traffic Signal Standard Aluminum 13' EACH	657.0425 Traffic Signal Standard Aluminum 15' EACH	658.0173 Traffic Signal Face 3S 12-Inch EACH	658.0174 Traffic Signal Face 4S 12-Inch EACH	658.0500 Pedestrian Push Button EACH	658.0416 Pedestrian Signal Face Ped 16-inch EACH	659.1125 Luminaires Utility LED C EACH	Desc
0020	344 + 44	LEFT	44.3	1			1				1				2				1	SB1
0020	345 + 57	LEFT	56.5	1			1				1				2				1	SB2
0020	346 + 35	RIGHT	34.9	1			1				1				2			1	1	SB3
0020	344 + 97	RIGHT	97.2			1				1	1				2	2			1	SB4
0020	25 + 2	LEFT	62.8			1				1	1				2	1			1	SB6
0020	26 + 13	RIGHT	31.9		1				1		1				2	1			1	SB7
0020	37 + 46	RIGHT	43.3		1			1			1				3				1	SB8
0020	35 + 99	LEFT	91.3		1				1		1				2				1	SB9
0020	344 + 72	RIGHT	32.9									1	1		2		1	1		SB14
0020	344 + 75	LEFT	18.9									1	1		2					SB15
0020	344 + 59	LEFT	91.5									1		1	1	1				SB16
0020	345 + 5	LEFT	103.6									1		1		2				SB17
0020	345 + 7	LEFT	129.4									1	1		1					SB18
0020	345 + 69	LEFT	82.4									1	1		2					SB19
0020	345 + 45	LEFT	116.1									1	1		1					SB20
0020	345 + 74	LEFT	44.9									1	1		1					SB21
0020	346 + 3	RIGHT	37.8									1	1		1		1			SB22
	CAT 0020 Total			**3**	**3***	**2**	**3**	**1***	**2***	**2**	**8***	**9***	**7***	**2***	**28***	**7***	**2***	**2**	**8***	

* - Additional quantities elsewhere in plan

Signal Wire

Category	Station		to Station	655.0210 Cable Traffic Signal 3-14 AWG LF	655.0230 Cable Traffic Signal 5-14 AWG LF	655.0240 Cable Traffic Signal 7-14 AWG LF	655.0260 Cable Traffic Signal 12-14 AWG LF	655.0305 Cable Type UF 2-12 AWG Grounded LF	655.0610 Electrical Wire Traffic Lighting 12 AWG LF	655.0700 Loop Dectector Lead in Cable LF	655.0800 Loop Detector Wire LF	Description
0020	028 157NB + 79										196	PB31 LOOP 21PH
0020	028 157NB + 65										238	Existing PB1: LOOP 22PH
0020	041 157NB + 02										410	PB57 LOOP SS21
0020	041 157NB + 02										238	PB57 LOOP SS22
0020	041 157NB + 02										166	PB57 LOOP SS23
0020	033 157NB + 21										202	PB59 LOOP SS61
0020	033 157NB + 21										286	PB59 LOOP SS62
0020	036 157NB + 94										214	Existing PB2(LOOP SS81
0020	036 157NB + 94										166	Existing PB2(LOOP SS82
0020	036 157NB + 49										190	PB50 LOOP SSA1
0020	036 157NB + 49										238	PB50 LOOP SSA2
0020	035 157NB + 31										184	PB201 LOOP SYS1
0020	035 157NB + 31										262	PB201 LOOP SYS2
0020	344 16NB + 44				104				150			SB1 - Up Pole
0020	345 16NB + 57				104				150			SB2 - Up Pole
0020	346 16NB + 35			15	104				150			SB3 - Up Pole
0020	344 16NB + 97				218				150			SB4 - Up Pole
0020	25 157NB + 2				198				150			SB6 - Up Pole
0020	26 157NB + 13				183				150			SB7 - Up Pole
0020	37 157NB + 46				168				150			SB8 - Up Pole
0020	35 157NB + 99				134				150			SB9 - Up Pole
0020	344 16NB + 72			15	36							SB14 - Up Pole
0020	344 16NB + 75				36							SB15 - Up Pole
0020	344 16NB + 59				40							SB16 - Up Pole
0020	345 16NB + 5				40							SB17 - Up Pole
0020	345 16NB + 7				18							SB18 - Up Pole
0020	345 16NB + 69				36							SB19 - Up Pole
0020	345 16NB + 45				18							SB20 - Up Pole
0020	345 16NB + 74				18							SB21 - Up Pole
0020	346 16NB + 3				18							SB22 - Up Pole
0020	344 16NB + 74	to	344 16NB + 44			407						SC1 to SB1
0020	344 16NB + 74	to	345 16NB + 57			541						SC1 to SB2
0020	344 16NB + 74	to	346 16NB + 35			217						SC1 to SB3
0020	344 16NB + 74	to	344 16NB + 97				86					SC1 to SB4
0020	344 16NB + 74	to	344 16NB + 72			42						SC1 to SB14
0020	344 16NB + 74	to	344 16NB + 75				321					SC1 to SB15
0020	344 16NB + 74	to	344 16NB + 59				446					SC1 to SB16
0020	344 16NB + 74	to	345 16NB + 5				510					SC1 to SB17
0020	344 16NB + 74	to	345 16NB + 7			522						SC1 to SB18
0020	344 16NB + 74	to	345 16NB + 69				535					SC1 to SB19
0020	344 16NB + 74	to	345 16NB + 45			568						SC1 to SB20
0020	344 16NB + 74	to	345 16NB + 74			440						SC1 to SB21
0020	344 16NB + 74	to	346 16NB + 3			174						SC1 to SB22
0020	344 16NB + 74	to	344 16NB + 44					407				SC1 to SB1
0020	344 16NB + 74	to	345 16NB + 57					541				SC1 to SB2
0020	344 16NB + 74	to	346 16NB + 35					217				SC1 to SB3
0020	344 16NB + 74	to	344 16NB + 97					86				SC1 to SB4
0020	025 157NB + 33	to	025 157NB + 2				315					SC2 to SB6
0020	025 157NB + 33	to	026 157NB + 13				129					SC2 to SB7
0020	025 157NB + 33	to	025 157NB + 12				54					SC2 to Existing SB121
0020	025 157NB + 33	to	025 157NB + 30				301					SC2 to Existing SB124
0020	025 157NB + 33	to	026 157NB + 2			420						SC2 to Existing SB125
0020	025 157NB + 33	to	026 157NB + 17			405						SC2 to Existing SB126
0020	025 157NB + 33	to	026 157NB + 76			218						SC2 to Existing SB128
0020	025 157NB + 33	to	026 157NB + 1				126					SC2 to Existing SB130
0020	025 157NB + 33	to	026 157NB + 39			189						SC2 to Existing SB131
0020	025 157NB + 33	to	025 157NB + 35			37						SC2 to Existing SB132
0020	025 157NB + 33	to	025 157NB + 2					315				SC2 to SB6
0020	025 157NB + 33	to	026 157NB + 2					420				SC2 to Existing SB125
0020	025 157NB + 33	to	026 157NB + 13					129				SC2 to SB7
0020	025 157NB + 33	to	025 157NB + 35					37				SC2 to Existing SB132
0020	025 157NB + 33	to	026 157NB + 76					218				SC2 to Existing SB128
0020	025 157NB + 33	to	028 157NB + 79						541			SC2 to PB31
0020	025 157NB + 33	to	028 157NB + 65						423			SC2 to Existing PB135
0020	037 157NB + 45	to	037 157NB + 46			242						SC3 to SB8
0020	037 157NB + 45	to	035 157NB + 99			224						SC3 to SB9
0020	037 157NB + 45	to	037 157NB + 22				92					SC3 to Existing SB141
0020	037 157NB + 45	to	037 157NB + 21				142					SC3 to Existing SB142
0020	037 157NB + 45	to	037 157NB + 6			242						SC3 to Existing SB145
0020	037 157NB + 45	to	036 157NB + 58				301					SC3 to Existing SB146
0020	037 157NB + 45	to	036 157NB + 55				346					SC3 to Existing SB147
0020	037 157NB + 45	to	036 157NB + 32				298					SC3 to Existing SB148
0020	037 157NB + 45	to	036 157NB + 3			307						SC3 to Existing SB149
0020	037 157NB + 45	to	036 157NB + 12			196						SC3 to Existing SB150
0020	037 157NB + 45	to	036 157NB + 50			241						SC3 to Existing SB151
0020	037 157NB + 45	to	037 157NB + 21					142				SC3 to Existing SB142
0020	037 157NB + 45	to	037 157NB + 46					242				SC3 to SB8
0020	037 157NB + 45	to	036 157NB + 55					346				SC3 to Existing SB147
0020	037 157NB + 45	to	035 157NB + 99					224				SC3 to SB9
0020	037 157NB + 45	to	041 157NB + 2						515			SC3 to PB57
0020	037 157NB + 45	to	041 157NB + 2						515			SC3 to PB57
0020	037 157NB + 45	to	041 157NB + 2						515			SC3 to PB57
0020	037 157NB + 45	to	033 157NB + 21						655			SC3 to PB59
0020	037 157NB + 45	to	033 157NB + 21						655			SC3 to PB59
0020	037 157NB + 45	to	036 157NB + 94						254			SC3 to Existing PB202
0020	037 157NB + 45	to	036 157NB + 94						254			SC3 to Existing PB202
0020	037 157NB + 45	to	036 157NB + 49						314			SC3 to PB50
0020	037 157NB + 45	to	036 157NB + 49						314			SC3 to PB50
0020	037 157NB + 45	to	035 157NB + 31						300			SC3 to PB201
0020	037 157NB + 45	to	035 157NB + 31						300			SC3 to PB201
	CAT 0020 Total			30	1473*	5632*	4002*	3324*	1200*	5555*	2990*	

* - Additional quantities elsewhere in plan

Removals

Category	Station	Dir	Location	653.0900 Adjusting Pull Box EACH	653.0905 Removing Pull Box EACH	SPV.0060.06 Removing Traffic Signal Unit EACH	204.0195 Removing Concrete Bases EACH	SPV.0060.07 Adjusting Concrete Bases EACH	Description
0020	344 16NB + 83	RIGHT	46		1				Existing PB101
0020	344 16NB + 67	LEFT	18		1				Existing PB102
0020	344 16NB + 40	LEFT	48		1				Existing PB103
0020	344 16NB + 56	LEFT	86		1				Existing PB104
0020	345 16NB + 6	LEFT	112		1				Existing PB105
0020	345 16NB + 64	LEFT	84		1				Existing PB106
0020	345 16NB + 83	LEFT	112		1				Existing PB107
0020	345 16NB + 80	LEFT	44		1				Existing PB108
0020	345 16NB + 99	LEFT	19		1				Existing PB109
0020	346 16NB + 16	RIGHT	29		1				Existing PB110
0020	345 16NB + 40	RIGHT	41		1				Existing PB111
0020	343 16NB + 75	LEFT	48	1					Existing PB112
0020	344 16NB + 86	LEFT	164	1					Existing PB113
0020	25 157NB + 29	RIGHT	51		1				Existing PB121
0020	24 157NB + 75	RIGHT	41		1				Existing PB122
0020	24 157NB + 78	LEFT	17		1				Existing PB123
0020	24 157NB + 80	LEFT	63		1				Existing PB124
0020	25 157NB + 18	LEFT	73		1				Existing PB125
0020	26 157NB + 7	LEFT	71		1				Existing PB126
0020	26 157NB + 48	LEFT	5		1				Existing PB127
0020	26 157NB + 5	RIGHT	33		1				Existing PB128
0020	26 157NB + 32	RIGHT	64		1				Existing PB129
0020	26 157NB + 56	LEFT	15		1				Existing PB130
0020	26 157NB + 13	RIGHT	57		1				Existing PB131
0020	25 157NB + 88	RIGHT	34		1				Existing PB132
0020	25 157NB + 76	RIGHT	34		1				Existing PB133
0020	27 157NB + 15	LEFT	5	1					Existing PB134
0020	28 157NB + 65	LEFT	5	1					Existing PB135
0020	37 157NB + 44	LEFT	107		1				Existing PB141
0020	37 157NB + 22	LEFT	83		1				Existing PB142
0020	37 157NB + 34	LEFT	32		1				Existing PB143
0020	37 157NB + 34	LEFT	9		1				Existing PB144
0020	37 157NB + 20	RIGHT	45		1				Existing PB145
0020	36 157NB + 69	RIGHT	46		1				Existing PB146
0020	36 157NB + 53	LEFT	6		1				Existing PB147
0020	36 157NB + 29	LEFT	36		1				Existing PB148
0020	36 157NB + 16	LEFT	110		1				Existing PB149
0020	36 157NB + 53	LEFT	85		1				Existing PB150
0020	36 157NB + 84	LEFT	103		1				Existing PB151
0020	35 157NB + 10	LEFT	33	1					Existing PB152
0020	34 157NB + 15	LEFT	32	1					Existing PB153
0020	33 157NB + 37	RIGHT	37		1				Existing PB154
0020	35 157NB + 74	LEFT	5		1				Existing PB155
0020	35 157NB + 51	LEFT	8		1				Existing PB156
0020	38 157NB + 30	LEFT	95	1					Existing PB157
0020	40 157NB + 32	LEFT	97		1				Existing PB158
0020	38 157NB + 89	LEFT	31		1				Existing PB159
0020	39 157NB + 81	LEFT	30		1				Existing PB160
0020	36 157NB + 86	LEFT	160	1					Existing PB201
0020	36 157NB + 94	LEFT	231	1					Existing PB202
0020	35 157NB + 47	LEFT	73		1				Existing PB203
0020	34 157NB + 71	LEFT	75		1				Existing PB204
0020	344 16NB + 72	RIGHT	33			1	1		Existing SB101
0020	344 16NB + 75	LEFT	19			1	1		Existing SB102
0020	344 16NB + 47	LEFT	49			1	1		Existing SB103
0020	344 16NB + 50	LEFT	84			1	1		Existing SB104
0020	344 16NB + 58	LEFT	92			1	1		Existing SB105
0020	345 16NB + 5	LEFT	104			1	1		Existing SB106
0020	345 16NB + 6	LEFT	129			1	1		Existing SB107
0020	345 16NB + 56	LEFT	91			1	1		Existing SB108
0020	345 16NB + 69	LEFT	83			1	1		Existing SB109
0020	345 16NB + 75	LEFT	116			1	1		Existing SB110
0020	345 16NB + 74	LEFT	45			1	1		Existing SB111
0020	345 16NB + 92	LEFT	19			1	1		Existing SB112
0020	346 16NB + 27	RIGHT	18			1	1		Existing SB113
0020	346 16NB + 3	RIGHT	38			1	1		Existing SB114
0020	345 16NB + 44	RIGHT	42			1	1		Existing SB115
0020	344 16NB + 95	RIGHT	56			1	1		Existing SB116
0020	25 16NB + 12	RIGHT	42					1	Existing SB121
0020	24 16NB + 89	LEFT	17			1	1		Existing SB122
0020	25 16NB + 11	LEFT	63			1	1		Existing SB123
0020	25 16NB + 30	LEFT	74					1	Existing SB124
0020	26 16NB + 2	LEFT	76					1	Existing SB125
0020	26 16NB + 17	LEFT	62					1	Existing SB126
0020	26 16NB + 36	LEFT	5			1	1		Existing SB127
0020	26 157NB + 76	LEFT	6					1	Existing SB128
0020	26 157NB + 13	RIGHT	32			1	1		Existing SB129
0020	26 157NB + 1	RIGHT	40					1	Existing SB130
0020	26 157NB + 39	RIGHT	57					1	Existing SB131
0020	25 157NB + 35	RIGHT	55					1	Existing SB132
0020	37 157NB + 22	LEFT	77					1	Existing SB141
0020	37 157NB + 21	LEFT	36					1	Existing SB142
0020	37 157NB + 44	LEFT	7			1	1		Existing SB143
0020	37 157NB + 37	RIGHT	42			1	1		Existing SB144
0020	37 157NB + 6	RIGHT	43					1	Existing SB145
0020	36 157NB + 58	RIGHT	41					1	Existing SB146
0020	36 157NB + 55	LEFT	7					1	Existing SB147
0020	36 157NB + 32	LEFT	36					1	Existing SB148
0020	36 157NB + 3	LEFT	35					1	Existing SB149
0020	36 157NB + 12	LEFT	103					1	Existing SB150
0020	36 157NB + 50	LEFT	78					1	Existing SB151
0020	34 157NB + 67	LEFT	75					1	Existing SB152
0020	344 16NB + 76	RIGHT	47				1		Existing SC1
0020	25 157NB + 33	RIGHT	70				1		Existing SC2
0020	37 157NB + 45	LEFT	126				1		Existing SC3
	CAT 0020 Total			9*	43*	22*	25*	18*	

3

Pull Boxes

Category	Station	Dir	Location	653.0164 Pull Boxes Non-Conductive 24x42-Inch EACH	Description
0040	14 SS + 19	LEFT	26	1	PB402
0040	14 SS + 31	LEFT	4	1	PB403
	CAT 0040 Total			**2***	

Electrical Conduit

Category	Station	to	Station	652.0225 Conduit Rigid Nonmetallic Schedule 40 2-Inch LF	652.0235 Conduit Rigid Nonmetallic Schedule 40 3-Inch LF	652.0800 Conduit Loop Detector LF	Description
0040	15 SS + 91					42	LOOP CM21 - Existing PB407
0040	15 SS + 66					54	LOOP CM61 - Existing PB406
0040	15 SS + 66					46	LOOP CMA1 - Existing PB406
0040	11 SS + 73					70	LOOP CMA2 - Existing PB411
0040	14 SS + 23	to	14 SS + 13	14			Existing PB401 to SB401
0040	14 SS + 19	to	14 SS + 31		90		Existing PB404 to PB403
0040	14 SS + 31	to	14 SS + 19		50		PB403 to PB402
0040	14 SS + 19	to	14 SS + 23		95		PB402 to Existing PB401
0040	14 SS + 31	to	14 SS + 27	5			PB403 to SB404
0040	14 SS + 19	to	13 SS + 93	27			PB402 to SB402
0040	14 SS + 19	to	14 SS + 28	10			PB402 to SB403
	CAT 0040 Total			**56***	**235***	**212***	

Poles, Arms & Equipment

Category	Station	Dir	Location	657.0100 Pedestal Bases EACH	657.0255 Transformer Bases Breakaway 11 1/2 Inch Bolt Circle EACH	657.0420 Traffic Signal Standard Aluminum 13' EACH	657.0425 Traffic Signal Standard Aluminum 15' EACH	657.0315 Poles Type 4 EACH	657.0709 Luminaire Arms Truss Member 4-Inch Clamp 12-FT EACH	658.0173 Traffic Signal Face 3S 12-Inch EACH	658.0174 Traffic Signal Face 4S 12-Inch EACH	658.0500 Pedestrian Push Button EACH	659.1125 Luminaires Utility LED C EACH	Desc
0040	14 + 13	LEFT	82.3		1			1	1			1	1	SB401
0040	13 + 93	LEFT	32.2	1			1			1	1			SB402
0040	14 + 28	LEFT	25.3	1		1				1				SB403
0040	14 + 27	LEFT	4.3		1			1	2	1			2	SB404
	CAT 0040 Total			**2***	**2**	**1***	**1***	**2**	**3**	**3***	**1***	**1***	**3***	

Signal Bases

Category	Station	Dir	Location	654.0101 Concrete Bases Type 1 EACH	654.0102 Concrete Bases Type 2 EACH	Description
0040	14 SS + 13	LEFT	82		1	SB401
0040	13 SS + 93	LEFT	32	1		SB402
0040	14 SS + 28	LEFT	25	1		SB403
0040	14 SS + 27	LEFT	4		1	SB404
	CAT 0040 Total			**2***	**2**	

Electrical Items

Category	Station	Dir	Location	658.5069.06 Signal Mounting Hardware Crossing Meadows LS	Description
0040	12 + 94	RIGHT	43	1	Existing SC401
	CAT 0040 Total			**1**	

* - Additional quantities elsewhere in plan

Signal Wire

Category	Station		to Station		655.0230 Cable Traffic Signal 5-14 AWG LF	655.0240 Cable Traffic Signal 7-14 AWG LF	655.0260 Cable Traffic Signal 12-14 AWG LF	655.0305 Cable Type UF 2-12 AWG Grounded LF	655.0610 Electrical Wire Traffic Lighting 12 AWG LF	655.0700 Loop Dectector Lead in Cable LF	655.0800 Loop Detector Wire LF	Description
0040	015 SS	+ 91									136	Existing PB407 LOOP CM21
0040	015 SS	+ 66									172	Existing PB406 LOOP CM61
0040	015 SS	+ 66									148	Existing PB406 LOOP CMA1
0040	011 SS	+ 73									220	Existing PB411 LOOP CMA2
0040	14 SS	+ 13							150			SB401 - Up Pole
0040	13 SS	+ 93			40							SB402 - Up Pole
0040	14 SS	+ 28			18							SB403 - Up Pole
0040	14 SS	+ 27			20				300			SB404 - Up Pole
0040	012 SS	+ 94	to 014 SS	+ 27		252						Existing SC401 to SB404
0040	012 SS	+ 94	to 014 SS	+ 28		292						Existing SC401 to SB403
0040	012 SS	+ 94	to 013 SS	+ 93			309					Existing SC401 to SB402
0040	012 SS	+ 94	to 014 SS	+ 30			351					Existing SC401 to Existing SB405
0040	012 SS	+ 94	to 014 SS	+ 27				252				Existing SC401 to SB404
0040	012 SS	+ 94	to 014 SS	+ 13				354				Existing SC401 to SB401
0040	012 SS	+ 94	to 015 SS	+ 91						414		Existing SC401 to Existing PB407
0040	012 SS	+ 94	to 015 SS	+ 66						502		Existing SC401 to Existing PB406
0040	012 SS	+ 94	to 015 SS	+ 66						502		Existing SC401 to Existing PB406
0040	012 SS	+ 94	to 011 SS	+ 73						164		Existing SC401 to Existing PB411
				CAT 0040 Total	78*	544*	660*	606*	450*	1582*	676*	

Removals

Category	Station		Dir	Location	653.0900 Adjusting Pull Box EACH	653.0905 Removing Pull Box EACH	SPV.0060.06 Removing Traffic Signal Unit EACH	204.0195 Removing Concrete Bases EACH	Description
0040	14 SS	+ 23	LEFT	73	1				Existing PB401
0040	14 SS	+ 19	LEFT	26		1			Existing PB402
0040	14 SS	+ 31	LEFT	4		1			Existing PB403
0040	14 SS	+ 19	RIGHT	39	1				Existing PB404
0040	14 0	+ 1	LEFT	90			1	1	Existing SB401
0040	13 SS	+ 93	LEFT	32			1	1	Existing SB402
0040	14 SS	+ 28	LEFT	25			1	1	Existing SB403
0040	14 SS	+ 27	LEFT	4			1	1	Existing SB404
				CAT 0040 Total	2*	2*	4*	4*	

* - Additional quantities elsewhere in plan



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
TRANSPORTATION PROJECT PLAT TITLE SHEET
1070-04-25
LA CROSSE - SPARTA
STH 157 INTERCHANGE
IH 90
LA CROSSE COUNTY

CONVENTIONAL SYMBOLS

SECTION LINE
QUARTER LINE
SIXTEENTH LINE
NEW REFERENCE LINE
NEW R/W LINE
EXISTING R/W OR HE LINE
PROPERTY LINE
LOT, TIE & OTHER MINOR LINES
SLOPE INTERCEPT
CORPORATE LIMITS
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)
TEMPORARY LIMITED EASEMENT AREA
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)
TRANSMISSION STRUCTURES
BUILDING TO BE REMOVED
BRIDGE

SECTION CORNER SYMBOL
SECTION CORNER MONUMENT
GEODETIC SURVEY MONUMENT
SIXTEENTH CORNER MONUMENT
SIGN
R/W MONUMENT (TO BE SET)
NON-MONUMENTED R/W POINT
FOUND IRON PIN (1-INCH UNLESS NOTED) IP
OFF-PREMISE SIGN

	COMPENSABLE	NON-COMPENSABLE
ELECTRIC POLE		
TELEPHONE POLE		
PEDESTAL (LABEL TYPE) (TV, TEL, ELEC, ETC.)		

ACCESS RESTRICTED BY ACQUISITION
NO ACCESS (BY STATUTORY AUTHORITY)
ACCESS RESTRICTED (BY PREVIOUS PROJECT OR CONTROL)
NO ACCESS (NEW HIGHWAY)
PARCEL NUMBER 25
UTILITY NUMBER 40
PARALLEL OFFSETS

CONVENTIONAL ABBREVIATIONS

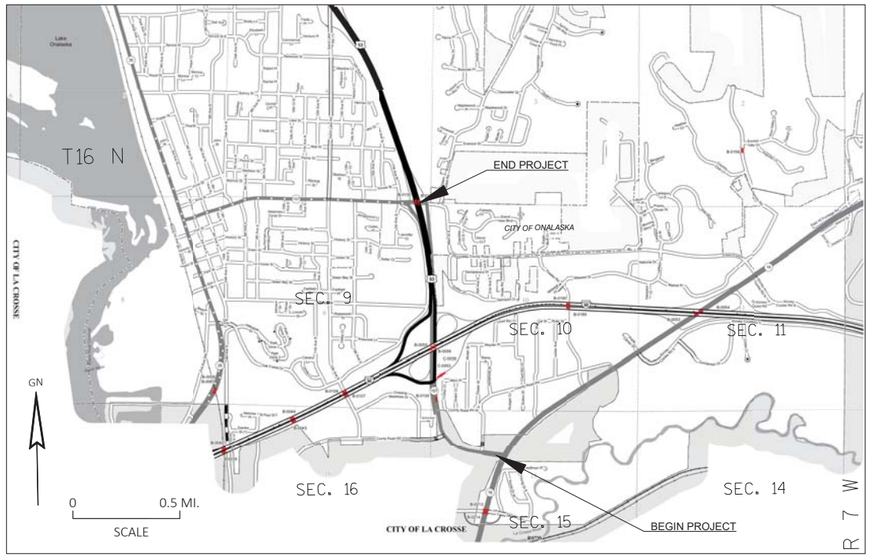
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT EASEMENT	RDE
CENTERLINE	C/L	RIGHT	RT
CERTIFIED SURVEY MAP	CSM	RIGHT OF WAY	R/W
CONCRETE	CONC	SECTION	SEC
COUNTY	CO	SEPTIC VENT	SEPV
COUNTY TRUNK HIGHWAY	CTH	SQUARE FEET	SF
DISTANCE	DIST	STATE TRUNK HIGHWAY	STH
CORNER	COR	STATION	STA
DOCUMENT NUMBER	DOC	TELEPHONE PEDESTAL	TP
EASEMENT	EASE	TEMPORARY LIMITED EASEMENT	TLE
EXISTING	EX	TRANSPORTATION PROJECT PLAT	TPP
GAS VALVE	GV	UNITED STATES HIGHWAY	USH
GRID NORTH	GN	VOLUME	V
HIGHWAY EASEMENT	HE		
IDENTIFICATION	ID		
LAND CONTRACT	LC		
LEFT	LT		
MONUMENT	MON		
NATIONAL GEODETIC SURVEY	NGS		
NUMBER	NO		
OUTLOT	OL		
PAGE	P		
POINT OF TANGENCY	PT		
PERMANENT LIMITED EASEMENT	PLE		
POINT OF BEGINNING	PB		
POINT OF ENDING	EP		
POINT OF CURVATURE	PC		
POINT OF COMPOUND CURVE	PCC		

CURVE DATA

LONG CHORD	LCH
LONG CHORD BEARING	LCB
RADIUS	R
DEGREE OF CURVE	D
CENTRAL ANGLE	Δ/DELTA
LENGTH OF CURVE	L
TANGENT	T
DIRECTION AHEAD	DA
DIRECTION BACK	DB

CONVENTIONAL UTILITY SYMBOLS

WATER
GAS
TELEPHONE
OVERHEAD TRANSMISSION LINES
ELECTRIC
CABLE TELEVISION
FIBER OPTIC
SANITARY SEWER
STORM SEWER



THE NOTES,CONVENTIONAL SIGNS, AND ABBREVIATIONS ARE ASSOCIATED WITH EACH TRANSPORTATION PROJECT PLAT FOR PROJECT 1070-04-25

NOTES:

POSITIONS SHOWN ON THIS PLAT ARE WISCONSIN COUNTY COORDINATES, LA CROSSE 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.

ALL NEW RIGHT-OF-WAY MONUMENTS WILL BE TYPE 2 (TYPICALLY 3/4" X 24" IRON REBARS), UNLESS OTHERWISE NOTED, AND WILL BE PLACED PRIOR TO THE COMPLETION OF THE PROJECT.

ALL RIGHT-OF-WAY LINES DEPICTED IN THE NON-ACQUISITION AREAS ARE INTENDED TO RE-ESTABLISH EXISTING RIGHT-OF-WAY LINES AS DETERMINED FROM PREVIOUS PROJECTS, OTHER RECORDED DOCUMENTS, OR FROM CENTERLINE OF EXISTING PAVEMENTS.

RIGHT-OF-WAY BOUNDARIES ARE DEFINED WITH COURSES OF THE PERIMETER OF THE HIGHWAY LANDS REFERENCED TO THE U.S. PUBLIC LAND SURVEY SYSTEM OR OTHER "SURVEYS" OF PUBLIC RECORD.

DIMENSIONING FOR THE NEW RIGHT-OF-WAY IS MEASURED ALONG AND PERPENDICULAR TO THE NEW REFERENCE LINES.

A TEMPORARY LIMITED EASEMENT (TLE) IS A RIGHT FOR CONSTRUCTION PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON, THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE. ALL (TLEs) ON THIS PLAT EXPIRE AT THE COMPLETION OF THE CONSTRUCTION PROJECT FOR WHICH THIS INSTRUMENT IS GIVEN.

A PERMANENT LIMITED EASEMENT (PLE) IS A RIGHT FOR CONSTRUCTION AND MAINTENANCE PURPOSES, AS DEFINED HEREIN, INCLUDING THE RIGHT TO OPERATE NECESSARY EQUIPMENT THEREON AND THE RIGHT OF INGRESS AND EGRESS, AS LONG AS REQUIRED FOR SUCH PUBLIC PURPOSE, INCLUDING THE RIGHT TO PRESERVE, PROTECT, REMOVE, OR PLANT THEREON ANY VEGETATION THAT THE HIGHWAY AUTHORITIES MAY DEEM DESIRABLE, BUT WITHOUT PREJUDICE TO THE OWNER'S RIGHTS TO MAKE OR CONSTRUCT IMPROVEMENTS ON SAID LANDS OR TO FLATTEN THE SLOPES, PROVIDING SAID ACTIVITIES WILL NOT IMPAIR OR OTHERWISE ADVERSELY AFFECT THE HIGHWAY FACILITIES.

PROPERTY LINES SHOWN ON THIS PLAT ARE DRAWN FROM DATA DERIVED FROM MAPS AND DOCUMENTS OF PUBLIC RECORD AND/OR EXISTING OCCUPATIONAL LINES. THIS PLAT MAY NOT BE A TRUE REPRESENTATION OF EXISTING PROPERTY LINES, EXCLUDING RIGHT-OF-WAY, AND SHOULD NOT BE USED AS A SUBSTITUTE FOR AN ACCURATE FIELD SURVEY.

FOR THE LATEST ACCESS/DRIVEWAY INFORMATION, CONTACT THE PLANNING UNIT OF THE WISCONSIN DEPARTMENT OF TRANSPORTATION OFFICE IN LA CROSSE

PARCEL IDENTIFICATION NUMBERS MAY NOT POINT TO ALL AREAS OF ACQUISITION, AS NOTED ON THE SCHEDULE OF LANDS & INTERESTS REQUIRED.

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1070-04-25 - 4.01
SHEET 2 OF 2

FILE NAME : P:\STATE\I90\10700405\CAD\RWPLAT_PLAT DEVELOPMENT\C3D\1070-04_4.01 TPP.DWG
LAYOUT NAME: TITLE SHEET
PLOT DATE : 9/16/2015 3:04 PM PLOT BY : FELDBINDER, JOERG PLOT NAME : _____
APPRAISAL PLAT DATE : _____ 4.___

4

TRANSPORTATION PROJECT PLAT NO: 1070-04-25 - 4.01

PART OF THE NORTHEAST QUARTER OF THE NORTHWEST QUARTER OF SECTION 15, TOWNSHIP 16 NORTH, RANGE 7 WEST, CITY OF LA CROSSE, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER IH 90, LA CROSSE - SPARTA STH 157 INTERCHANGE, LA CROSSE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

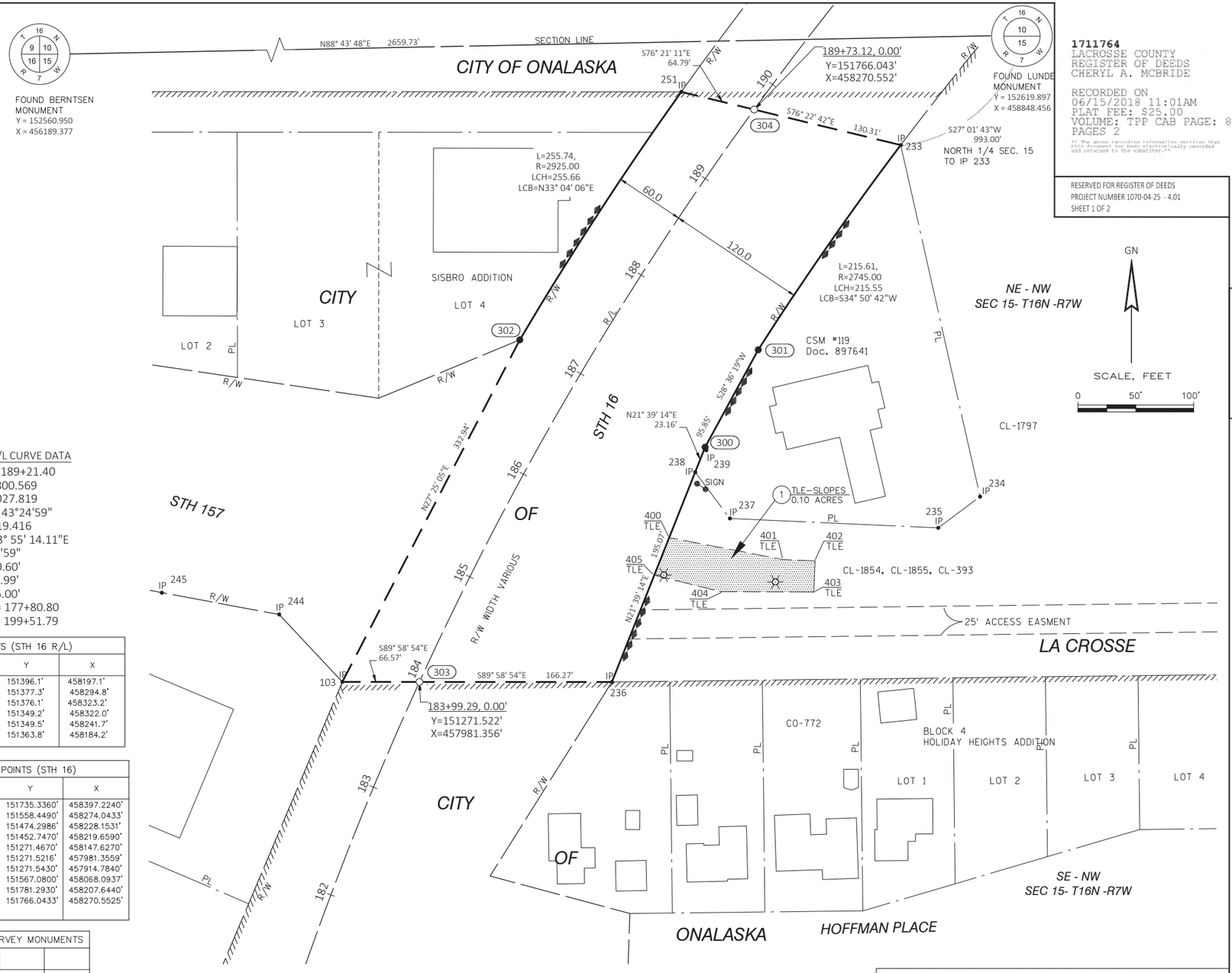
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT. 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING ACCESS CONTROL ALONG STH 16 HAS BEEN ESTABLISHED FROM PLAT OF RIGHT OF WAY PROJECT T 018-1(16) AND ACCESS POINT Doc V.635-P.857

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: PREVIOUS PROJECT T 018-1(16) AND DJ-5513. HOLIDAY HEIGHTS ADDITION, SISBRO ADDITION, CSM# 119 Doc.897641; PLAT OF SURVEYS: CL-1854, CL-1855, C0-393, CL-1779, CO-772

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN LA CROSSE COUNTY, AS SHEET 2 OF 2 OF THIS DOCUMENT.



1711764
LACROSSE COUNTY
REGISTER OF DEEDS
CHERYL A. MCBRIDE

RECORDED ON
06/15/2018 11:01AM
PLAT FEE: $25.00
VOLUME: TPP CAB PAGE: 88B
PAGES 2

** The above recording information verifies that this document has been electronically recorded and returned to the submitter.**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1070-04-25 - 4.01
SHEET 1 OF 2

4

4

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
100	Xcel Energy (Northern States Power Co.) (Elec)	RELEASE OF RIGHTS
101	City of La Crosse (Water, Sewer)	RELEASE OF RIGHTS

STH 16 R/L CURVE DATA

PI STA = 189+21.40
Y = 151800.569
X = 458027.819
DELTA = 43°24'59"
LCH=2119.416
LCB=N33° 55' 14.11"E
D = 1°59'59"
T = 1140.60'
L = 2170.99'
R = 2865.00'
PC STA = 177+80.80
PT STA = 199+51.79

EASEMENT TABLE

OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #
Northern States Power Company	V.625, PG591 Doc#894090	1
CITY LA CROSSE	V. 648, PG 220–245	1

COORDINATE TABLE – TLE POINTS (STH 16 R/L)

PT.#	STATION	OFFSET	Y	X
400	186+12.80	136.798' RT	151396.1'	458197.1'
401	186+46.13	231.303' RT	151377.3'	458294.8'
402	186+60.30	256.622' RT	151376.1'	458323.2'
403	186+33.97	268.803' RT	151349.2'	458322.0'
404	185+92.00	198.309' RT	151349.5'	458241.7'
405	185+76.47	140.941' RT	151363.8'	458184.2'

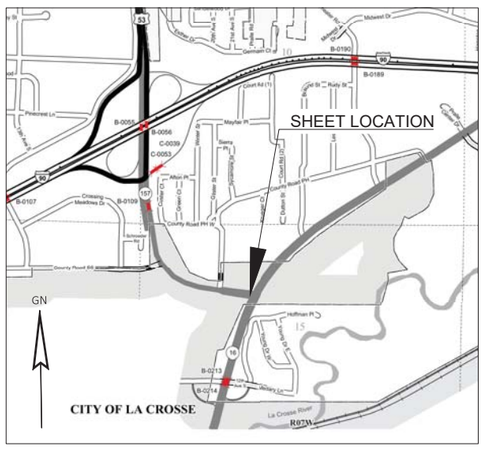
COORDINATE TABLE – R/W POINTS (STH 16)

PT.#	STATION	OFFSET	Y	X
233	190+25.03	120.029' RT	151735.3360'	458397.2240'
301	188+00.00	120.000' RT	151558.4490'	458274.0433'
300	187+00.00	125.000' RT	151474.2986'	458228.1531'
238	186+76.05	128.562' RT	151452.7470'	458219.6590'
236	184+72.24	150.345' RT	151271.4670'	458147.6270'
303	183+99.29	0.000'	151271.5216'	457981.3559'
103	183+72.19	60.678' LT	151271.5430'	457914.7840'
302	186+98.43	60.000' LT	151567.0800'	458068.0937'
251	189+48.93	59.937' LT	151781.2930'	458207.6440'
304	189+73.12	0.000'	151766.0433'	458270.5525'

COORDINATE TABLE – FOUND SURVEY MONUMENTS

PT.#	Y	X		
103	151271.5430'	457914.7840'		
233	151735.3360'	458397.2240'		
234	151431.5940'	458465.7540'		
235	151404.6300'	458429.6020'		
236	151271.4670'	458147.6270'		
237	151412.7320'	458249.5710'		
238	151452.7470'	458219.6590'		
239	151471.6250'	458229.2050'		
244	151329.7770'	457860.1630'		
245	151348.5650'	457758.7310'		
251	151781.2930'	458207.6440'		

NOTE: ALL FOUND SURVEY MONUMENTS ARE TYPE 2 IRON BARS AS SURVEYED BY THE WISCONSIN DEPT. OF TRANSPORTATION.



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED NEW	EXISTING	TOTAL	T.L.E. ACRES	P.L.E. ACRES
1	PR VALLEY VIEW LIMITED PARTNERSHIP INC.	T.L.E.	--	--	--	0.10	--

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

I, JOERG FELDBINDER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

WISCONSIN JOERG FELDBINDER 2991-8 SOLDIERS GROVE WISCONSIN LAND SURVEYOR

SIGNATURE: _____ DATE: 6/11/2018
PRINT NAME: JOERG FELDBINDER
REGISTRATION NUMBER: S-2991

THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTH-WEST REGION
SIGNATURE: _____ DATE: 6/11/2018
PRINT NAME: CORY SCHLAGEL

FILE NAME : P:\STATE\I90\10700405\CAD\RWPLAT_PLAT DEVELOPMENT\C3D\1070-04_4.01 TPP.DWG
APPRAISAL PLAT DATE : _____
PLOT DATE : 6/11/2018 1:02 PM PLOT BY : FELDBINDER, JOERG PLOT NAME : PLOT SCALE : 1 IN:100 FT
1070-04-25 4.01
1:0.5

TRANSPORTATION PROJECT PLAT NO: 1070-04-25 - 4.02

PART OF LOT 1 OF BLOCK 1 OF PRALLE'S ADDITION LOCATED IN THE NORTHEAST QUARTER OF THE NORTHEAST QUARTER OF SECTION 16, TOWNSHIP 16 NORTH, RANGE 7 WEST, CITY OF ONALASKA, LA CROSSE COUNTY, WISCONSIN.

RELOCATION ORDER IH 90, LA CROSSE - SPARTA STH 157 INTERCHANGE, LA CROSSE COUNTY

TO PROPERLY ESTABLISH, LAY OUT, WIDEN, ENLARGE, EXTEND, CONSTRUCT, RECONSTRUCT, IMPROVE, OR MAINTAIN A PORTION OF THE HIGHWAY DESIGNATED ABOVE, THE STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION DEEMS IT NECESSARY TO RELOCATE OR CHANGE SAID HIGHWAY AND ACQUIRE CERTAIN LANDS AND INTERESTS OR RIGHTS IN LANDS FOR THE ABOVE PROJECT.

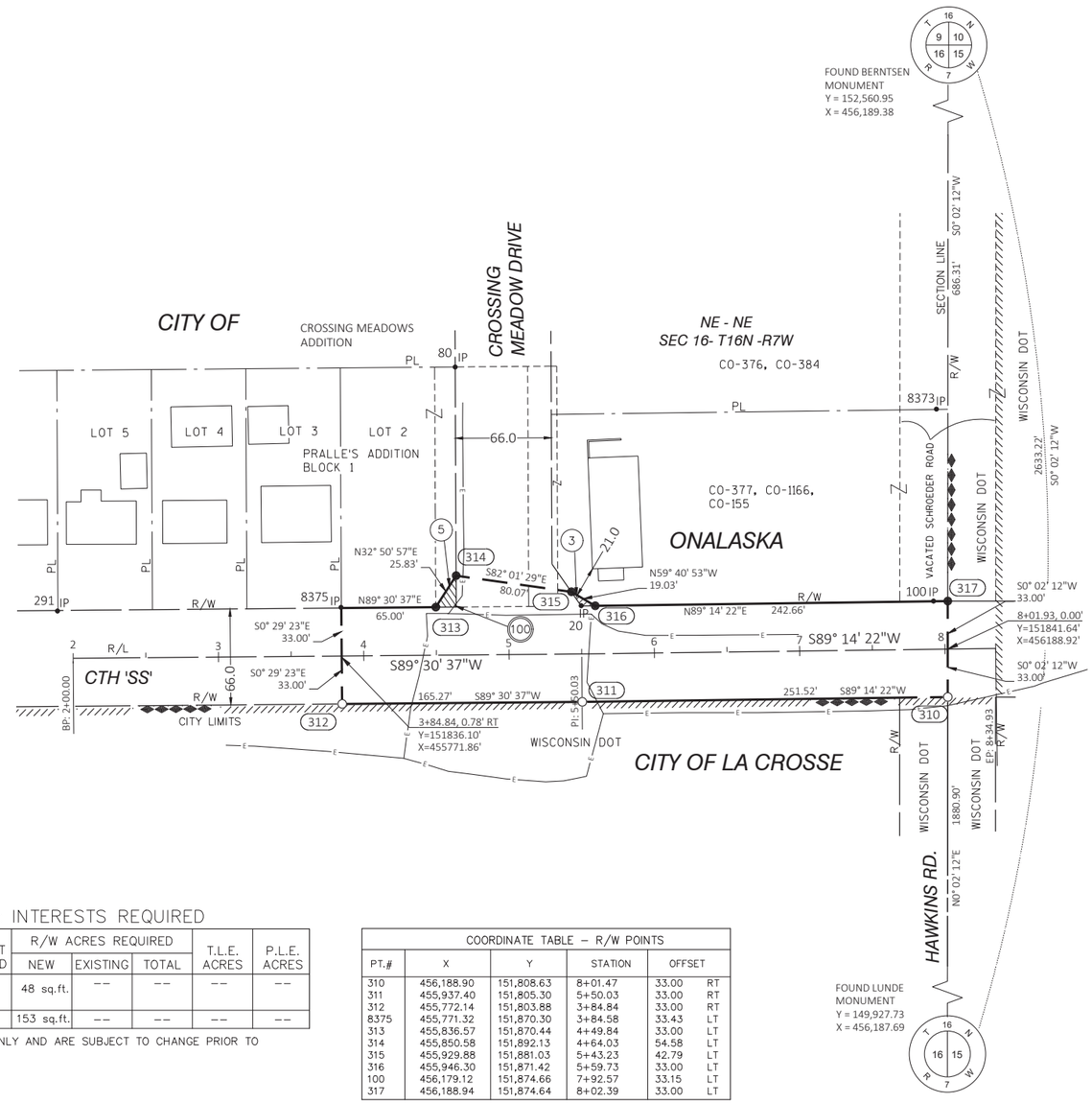
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

1. THAT PORTION OF SAID HIGHWAY AS SHOWN ON THIS PLAT IS LAID OUT AND ESTABLISHED TO THE LINES AND WIDTHS AS SO SHOWN FOR THE ABOVE PROJECT. 2. THE LANDS OR INTERESTS OR RIGHTS IN LANDS AS SHOWN ON THIS PLAT ARE REQUIRED BY THE DEPARTMENT FOR THE ABOVE PROJECT AND SHALL BE ACQUIRED IN THE NAME OF THE STATE OF WISCONSIN, PURSUANT TO THE PROVISIONS OF SECTION 84.09 (1) OR (2), WISCONSIN STATUTES.

EXISTING ACCESS CONTROL ALONG STH 157 HAS BEEN ESTABLISHED FROM PLAT OF RIGHT OF WAY PROJECT T 1070-01-21

EXISTING HIGHWAY RIGHT-OF-WAY SHOWN HEREIN IS BASED ON THE FOLLOWING POINTS OF REFERENCE: PREVIOUS PROJECT 1070-01-21, PRALLES ADDITION, CROSSING MEADOWS ADDITION, CO-377, CO-155, CO-377, CO-376, CO-384, CO-1166 AND VACATION RESOLUTION NO. 22-90 VOL. 881 PAGE 515

FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN LA CROSSE COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #1711764 AND FILED IN VOLUME TPP CAB PAGE 88B.

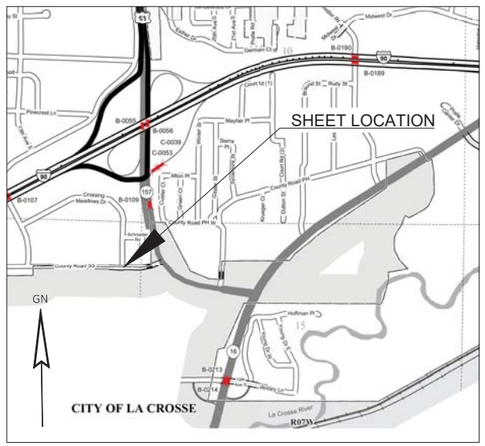


1712405
LACROSSE COUNTY
REGISTER OF DEEDS
CHERYL A. MCBRIDE

RECORDED ON
06/28/2018 01:56PM
PLAT FEE: $25.00
VOLUME: TPP CAB PAGE: 89A
PAGES 1

** The above recording information verifies that this document has been electronically recorded and returned to the submitter.**

RESERVED FOR REGISTER OF DEEDS
PROJECT NUMBER 1070-04-25 - 4.02



SCHEDULE OF LANDS & INTERESTS REQUIRED

PARCEL NUMBER	OWNER (S)	INTEREST REQUIRED	R/W ACRES REQUIRED			T.L.E. ACRES	P.L.E. ACRES
			NEW	EXISTING	TOTAL		
3	KT REAL ESTATE HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY	FEE	48 sq.ft.	--	--	--	--
5	ACRE FIVE, LLC	FEE	153 sq.ft.	--	--	--	--

NOTE: OWNER'S NAMES ARE SHOWN FOR REFERENCE PURPOSES ONLY AND ARE SUBJECT TO CHANGE PRIOR TO THE TRANSFER OF LAND INTERESTS TO THE DEPARTMENT.

UTILITY INTERESTS REQUIRED

UTILITY NUMBER	OWNER (S)	INTEREST REQUIRED
100	Xcel Energy (Northern States Power Co.) (Elec)	RELEASE OF RIGHTS

EASEMENT TABLE		
OWNER	RECORDING INFORMATION	LOCATED IN R/W PARCEL #
Northern States Power Company	V.238, PG347 Doc#574239	5

COORDINATE TABLE – R/W POINTS					
PT.#	X	Y	STATION	OFFSET	
310	456,188.90	151,808.63	8+01.47	33.00	RT
311	455,937.40	151,805.30	5+50.03	33.00	RT
312	455,772.14	151,803.88	3+84.84	33.00	RT
8375	455,771.32	151,870.30	3+84.58	33.43	LT
313	455,836.57	151,870.44	4+49.84	33.00	LT
314	455,850.58	151,892.13	4+64.03	54.58	LT
315	455,929.88	151,881.03	5+43.23	42.79	LT
316	455,946.30	151,871.42	5+59.73	33.00	LT
100	456,179.12	151,874.66	7+92.57	33.15	LT
317	456,188.94	151,874.64	8+02.39	33.00	LT

COORDINATE TABLE – FOUND SURVEY MONUMENTS				
PT.#	X	Y		
20	455,936.73	151,871.31		
80	455,849.96	152,035.72		
291	455,576.22	151,867.83		
8373	456,181.06	152,006.53		

NOTE: ALL FOUND SURVEY MONUMENTS ARE TYPE 2 IRON BARS AS SURVEYED BY THE WISCONSIN DEPT. OF TRANSPORTATION.

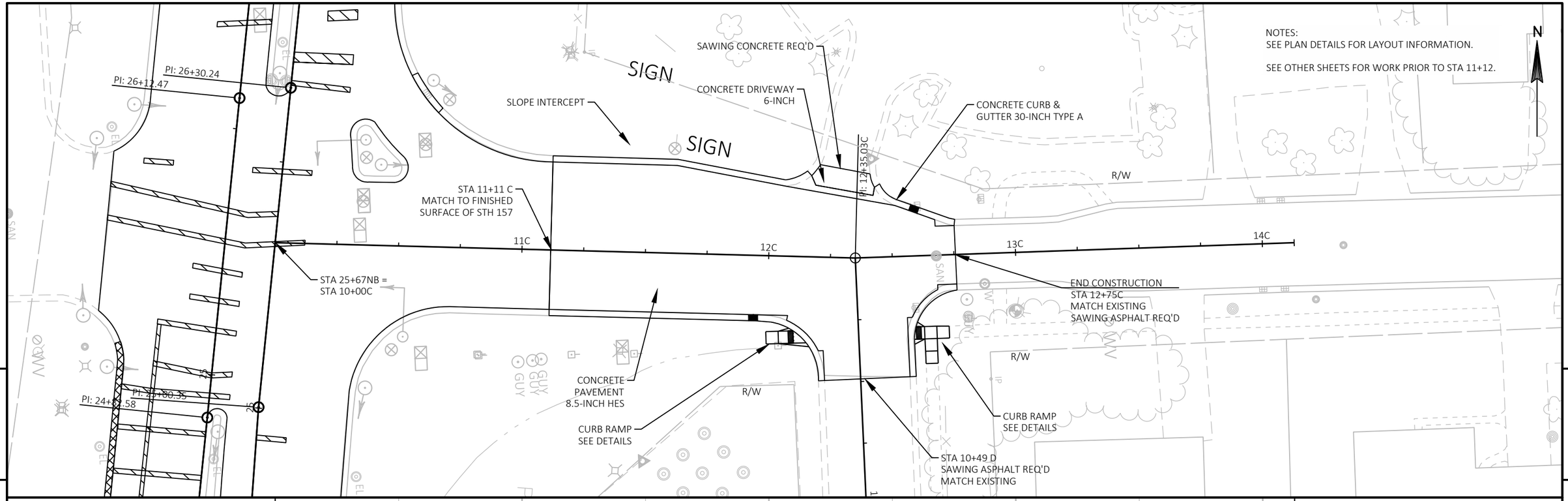
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

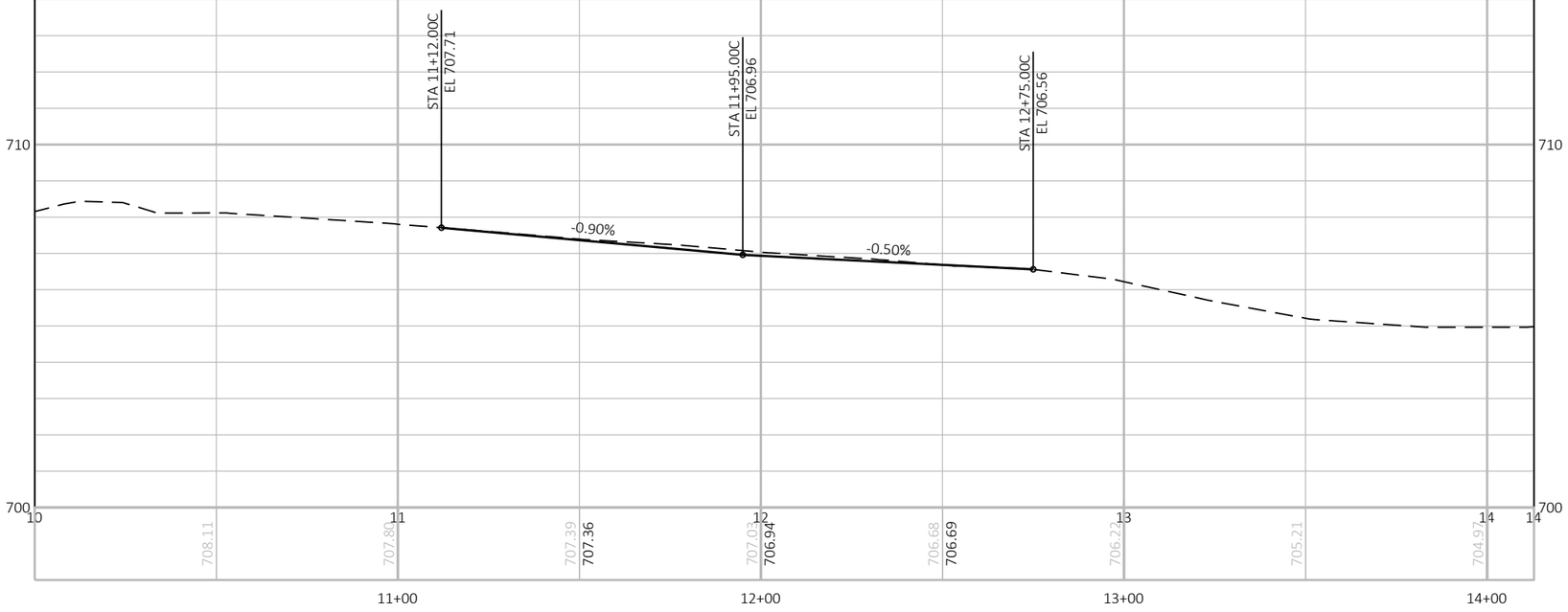
I, JOERG FELDBINDER PROFESSIONAL LAND SURVEYOR, HEREBY CERTIFY THAT IN FULL COMPLIANCE WITH THE PROVISIONS OF SECTION 84.095 OF THE WISCONSIN STATUTES AND UNDER THE DIRECTION OF THE DEPARTMENT OF TRANSPORTATION, I HAVE MAPPED THIS TRANSPORTATION PROJECT PLAT AND SUCH PLAT CORRECTLY REPRESENTS ALL EXTERIOR BOUNDARIES OF THE SURVEYED LAND.

SIGNATURE: _____ DATE: 6/26/2018
PRINT NAME: JOERG FELDBINDER
REGISTRATION NUMBER: S-2991

JOERG FELDBINDER 2991-8 SOLDIERS GROVE WISCONSIN — LAND SURVEYOR

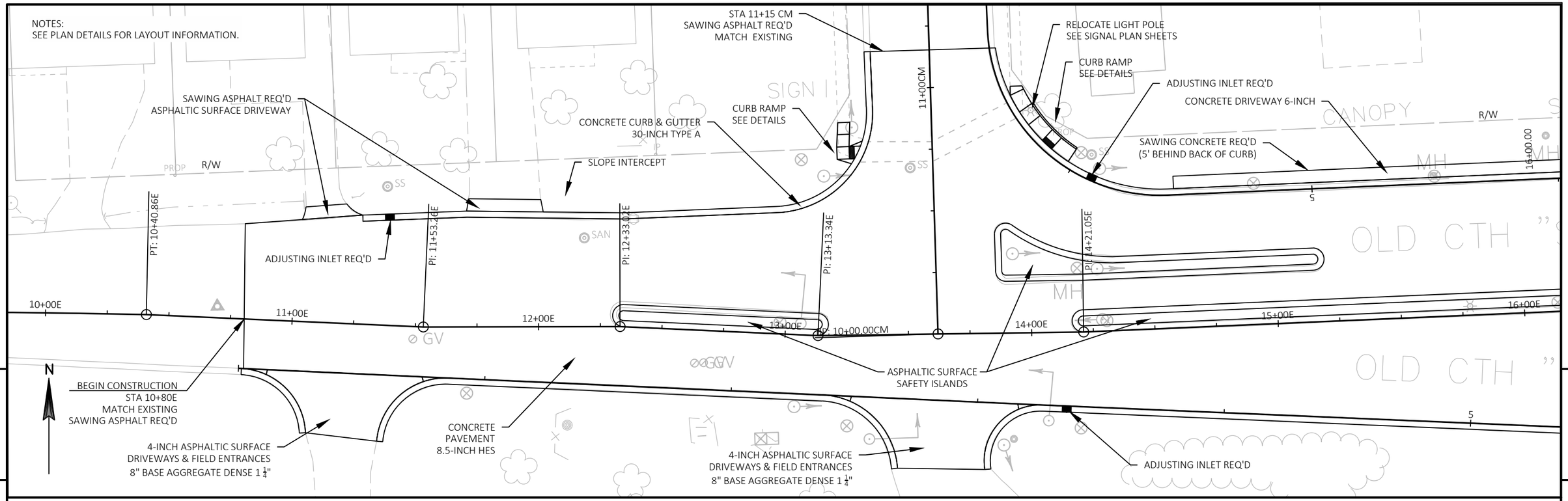
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION
SOUTH-WEST REGION
SIGNATURE: _____ DATE: 6/26/2018
PRINT NAME: CORY SCHLAGEL

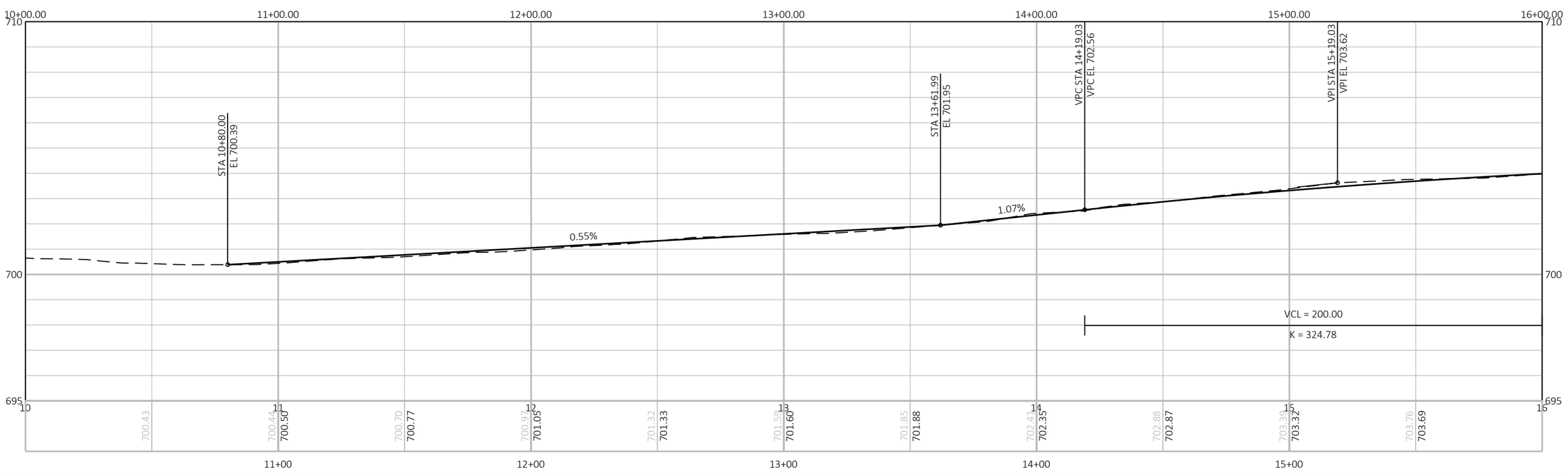




PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH PH	SHEET 154	E

NOTES:
SEE PLAN DETAILS FOR LAYOUT INFORMATION.





PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SS	SHEET 155	E

NOTES:
SEE PLAN DETAILS FOR LAYOUT INFORMATION AND AREAS NOT SHOWN ON THIS SHEET.

N

ADJUSTING INLET REQ'D

SLOPE INTERCEPT

ISLAND TO REMAIN
MATCH PAVEMENT TO EXISTING CURB

PC: 16+93.35E

PCC: 16+90.23E

P.I.: 19+56.20E

P.I.: 20+00.00E

STA 36+97 =
STA 20+00E

REMOVE CONCRETE SURFACE
PARTIAL DEPTH & HMA OVERLAY

16+00E

17+00E

18+00E

19+00E

20+00E

ASPHALTIC SURFACE SAFETY ISLANDS

CONCRETE SIDEWALK 4-INCH
CONCRETE CURB & GUTTER
30-INCH TYPE A

STA 19+76 E
MATCH TO FINISHED SURFACE OF STH 157

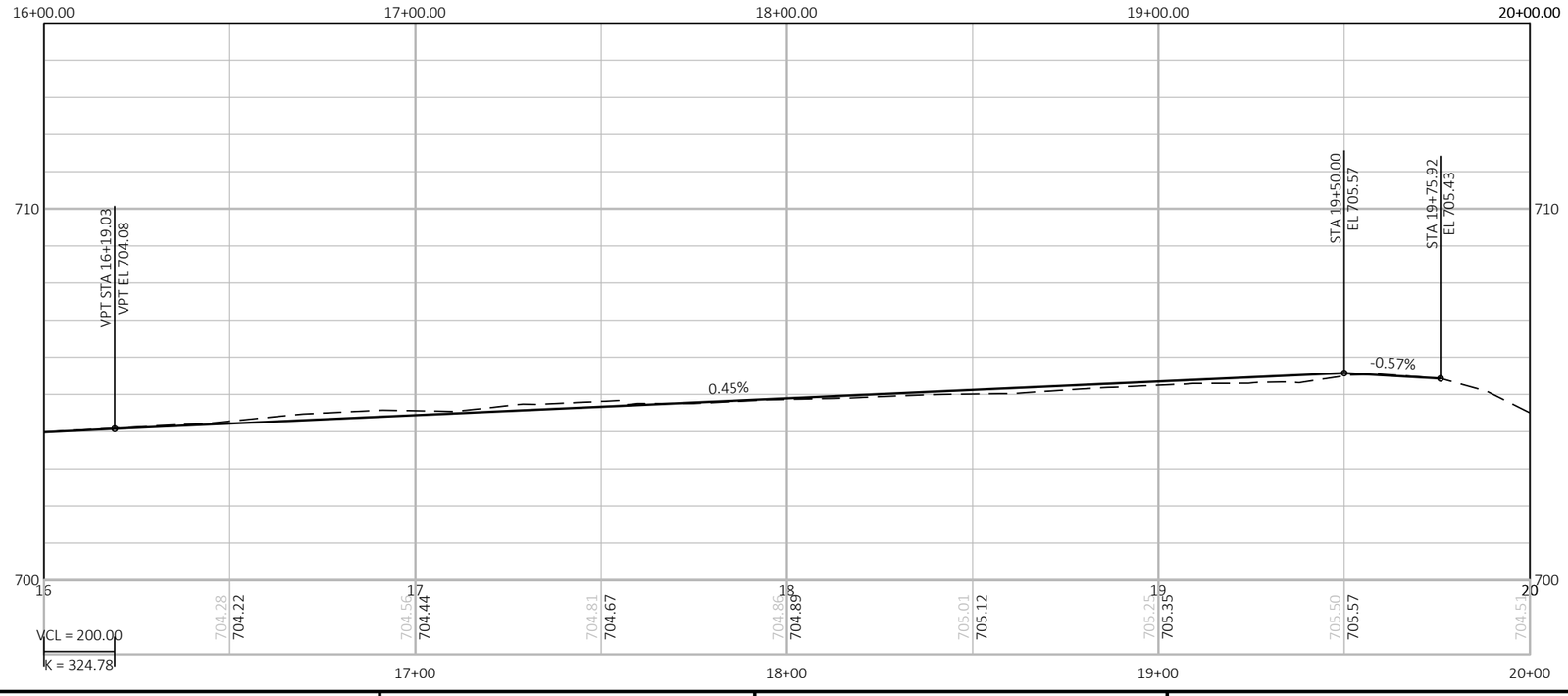
ADJUSTING INLET REQ'D

CONCRETE CURB & GUTTER
30-INCH TYPE A

CONCRETE PAVEMENT 8.5-INCH HES

5

5



PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SS	SHEET 156	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050101_PP.DWG
LAYOUT NAME - 050103_pp

PLOT DATE : 4/23/2019 10:46 AM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:40 FT

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

BEGIN PROJECT
STA 20+14 NB
MATCH EXISTING

STH 16

STH 157

CTH PH

REMOVING PAVEMENT
BUTT JOINTS

REMOVING PAVEMENT
BUTT JOINTS

REMOVING PAVEMENT
BUTT JOINTS

N

5

5

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

STH 157

N

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 157	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050201_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

CTH SS

STH 157

MGS GUARDRAIL 3 AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 46' LT OF SB ALIGN

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 6' RT

STA BACK = 39+88.49
STA AHEAD = 40+25.00

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 46' RT

34NB 35SB 35NB 36SB 36NB 37SB 37NB 38SB 38NB 39SB 39NB 40SB 41SB 41NB 42SB 42NB

5

5

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 45.5' TO 48' LT OF SB ALIGN

4" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STH 157

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 6' RT OF SB ALIGN

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 6.5' LT

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EATs
OFFSET 51.5' TO 63' RT

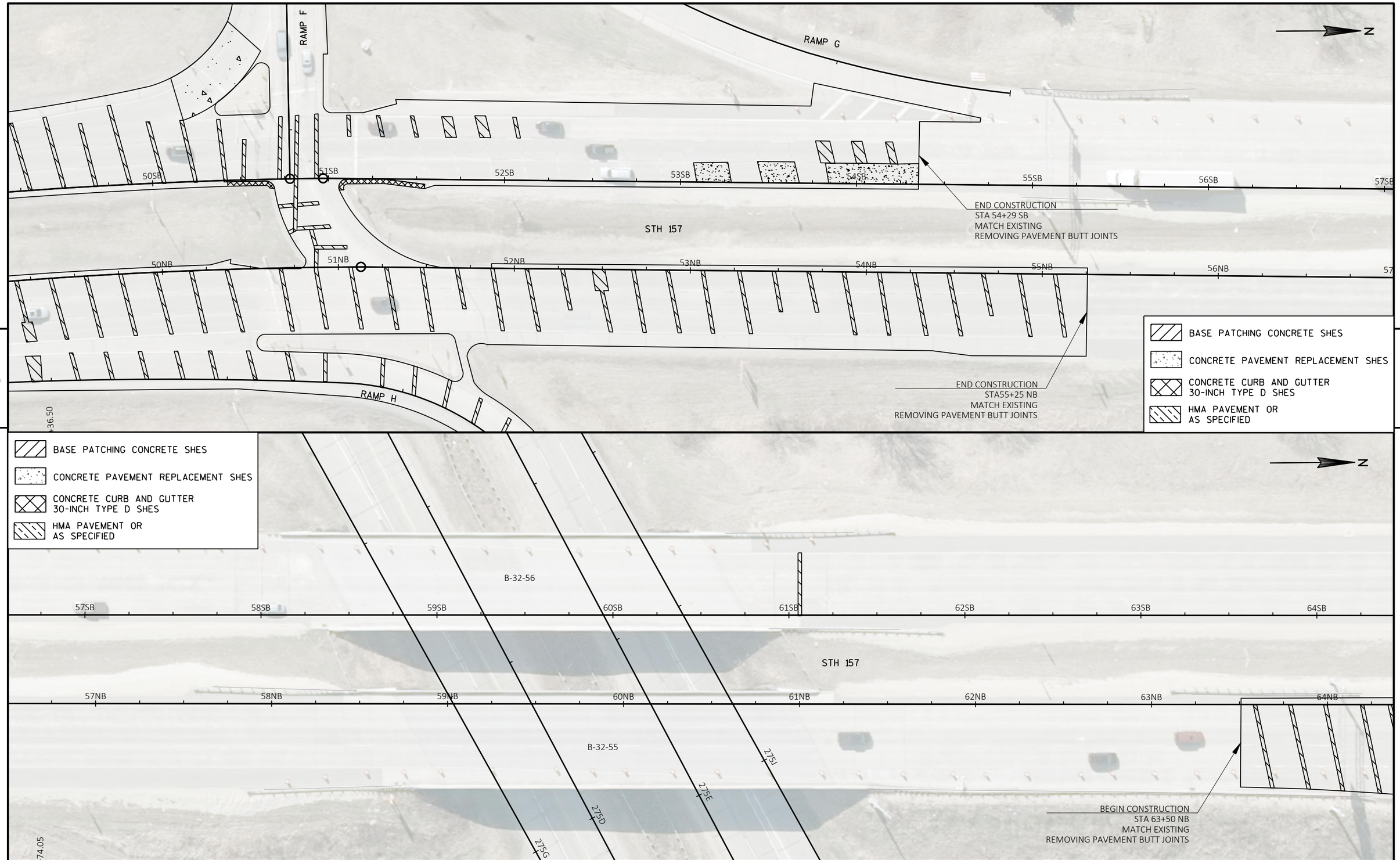
42SB 43SB 44SB 45SB 46SB 47SB 48SB 49SB

42NB 43NB 44NB 45NB 46NB 47NB 48NB 49NB

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 158	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050202_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########



5

5

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 159	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050203_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

RAMP I

2801

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EAT's
OFFSET 58' TO 63' LT OF SB ALIGN

N

64SB 65SB 66SB 67SB 68SB 69SB 70SB 71SB

BEGIN CONSTRUCTION
STA 65+65 SB
MATCH EXISTING
REMOVING PAVEMENT BUTT JOINTS

STH 157

MGS GUARDRAIL 3 K AND
MGS GUARDRAIL TERMINAL EAT's
OFFSET 6.5' TO 8' RT OF SB ALIGN

64NB 65NB 66NB 67NB 68NB 69NB 70NB 71NB

5

5

REMOVING PAVEMENT BUTT JOINT

RAMP J

2901

1.55

RAMP K

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

N

72SB 73SB 74SB 75SB 76SB 77SB 78SB 79SB

STH 157

72NB 73NB 74NB 75NB 76NB 77NB 78NB 79NB

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 160	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050204_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE D SHES

HMA PAVEMENT OR AS SPECIFIED

N

EXISTING GUARDRAIL TO REMAIN

79SB 80SB 81SB 82SB 83SB 84SB 85SB 86SB

EXISTING GUARDRAIL TO REMAIN

1.75" ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STH 157

79NB 80NB 81NB 82NB 83NB 84NB 85NB 86NB

BEGIN ASPHALTIC SHOULDER RUMBLE STRIPS

85N

RAMP N

5

5

86.55

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE D SHES

HMA PAVEMENT OR AS SPECIFIED

N

RAMP M

90M

BEGIN ASPHALTIC SHOULDER RUMBLE STRIPS

6SB 87SB 88SB 89SB 90SB 91SB 92SB 93SB

STH 157

B 87NB 88NB 89NB 90NB 91NB 92NB 93NB

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 161	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050205_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

NOTES: NO WORK ON STRUCTURES. AVOID IMPACTS TO BRIDGE APPROACH SLAB. PAVEMENT REPAIRS ARE ON MAIN STREET.

END CONSTRUCTION
STA 96+44 SB
MATCH EXISTING

94SB 95SB 96SB 97SB 98SB 99SB 100SB 101SB

B-32-130

END ASPHALTIC SHOULDER RUMBLE STRIPS

STH 157

REMOVING PAVEMENT BUTT JOINTS

94NB 95NB 96NB 97NB 98NB 99NB 100NB 101NB

B-32-129

END PROJECT
STA 96+18 NB
MATCH EXISTING

5

5

55

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

345A

STH 16

350

SEE CONSTRUCTION DETAILS

MALL ENTRANCE

510

520

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 162	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050206_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########



5

5

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 163	E

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES

HMA PAVEMENT OR AS SPECIFIED

5

5

265G

260G

RAMP G

STA 260+81G

52NB

53SB

STH 157

51NB

53SB

CONCRETE CURB & GUTTER 30-INCH TYPE D SHES

60SB

270F

STA 264+35G

RAMP F

265F

CONCRETE CURB & GUTTER 30-INCH TYPE A SHES

N

END CONSTRUCTION
STA 264+87F
REMOVING PAVEMENT BUTT JOINTS

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 164	E

1070-04-75

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050208_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

270H

HMA PAVEMENT WEDGE
STA 273+55H

RAMP H

275H

5

5

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

285D

RAMP H

285H

280H

END CONSTRUCTION
STA 285+30H

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 165	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050209_pn

PLOT DATE : 7/30/2019 2:57 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########



5 5

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 166	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050210_pn

PLOT DATE : 7/30/2019 2:58 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES

HMA PAVEMENT OR AS SPECIFIED

N

280K

STA 278+78K

CONCRETE CURB & GUTTER 30-INCH TYPE A SHES

285J

HMA PAVEMENT WEDGE
STA 281+55K

STA 281+20K

RAMP K

5

5

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES

HMA PAVEMENT OR AS SPECIFIED

N

RAMP K

285K

END CONSTRUCTION
STA 287+00K

290K

290E

290D

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 167	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050211_pn

PLOT DATE : 7/30/2019 2:58 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES

HMA PAVEMENT OR AS SPECIFIED

STH 157

88NB

89NB

90NB

90N

RAMP N

N

5

5

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER 30-INCH TYPE D

HMA PAVEMENT OR AS SPECIFIED

NB

90N

RAMP N

85N

N

CONCRETE CURB & GUTTER 30-INCH TYPE A SHES

MGS GUARDRAIL 3 AND MGS GUARDRAIL TERMINAL EATs OFFSET 30.5' TO 46' RT OF N ALIGN

CONCRETE CURB & GUTTER 30-INCH TYPE D SHES

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 168	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050212_pn

PLOT DATE : 7/30/2019 2:58 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

5

5

91SB

92SB

93SB

94SB

92NB

93NB

STH 157

95M

RAMP M

120L

NOTES: NO WORK ON STRUCTURES. PAVEMENT
REPAIRS ARE ON MAIN STREET.

BEGIN CONSTRUCTION
STA 118+00

SLOPE PAVING CONCRETE

98SB

98NB

REMOVING PAVEMENT BUTT JOINT

MAIN STREET

125L

CONCRETE
SIDEWALK
4-INCH

REMOVE GUARDRAIL AND
INSTALL BRIDGE MARKERS

97SB

97NB

CONCRETE CURB & GUTTER
30-INCH TYPE A SHES

CONCRETE CURB & GUTTER
30-INCH TYPE A SHES

END CONSTRUCTION
STA 126+05

SLOPE PAVING CONCRETE

96SB

96NB

STH 157

RAMP M

RAMP N

CONCRETE CURB & GUTTER 30-INCH
TYPE D SHES (DRIVEWAY CURB)

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE A SHES

HMA PAVEMENT OR
AS SPECIFIED

CONCRETE PAVEMENT REPAIR

CONCRETE PAVEMENT REPLACEMENT

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET 169	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\050201_PN.DWG
LAYOUT NAME - 050213_pn

PLOT DATE : 7/30/2019 2:58 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : ##########

WISDOT/CADDS SHEET 44

Standard Detail Drawing List

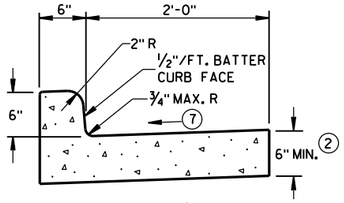
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-19A	CURB RAMPS TYPES 1 AND 1-A
08D05-19B	CURB RAMPS TYPES 2 AND 3
08D05-19C	CURB RAMPS TYPES 4A AND 4A1
08D05-19D	CURB RAMPS TYPE 4B AND 4B1
08D05-19E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-19F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-19G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B02-10	CONDUIT
09B04-11	PULL BOX
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-08	CONCRETE BASES, TYPES 1, 2, 5, & 6
09C03-04	TRANSFORMER/PEDESTAL BASES
09C06-07	CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL
09C11-10	CONCRETE BASE TYPE 10
09C12-09A	CONCRETE BASE TYPE 13
09C12-09B	CONCRETE BASE TYPE 13
09D01-05	CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)
09E03-06	NON-FREEWAY LIGHTING UNIT POLE WIRING
09E06-05	TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.
09E08-08B	TYPE 10 POLE 15'-30' MONOTUBE ARM
09E08-08D	TYPE 13 POLE 35'-55' MONOTBE ARM
09E08-08E	GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
09G01-04A	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04B	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04C	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04D	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04E	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04F	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
09G01-04G	SPAN WIRE TEMPORARY TRAFFIC SIGNAL
11A01-05	MAINTENANCE CROSSOVER FOR FREEWAYS
11B02-02	CONCRETE MEDIAN NOSE
12A04-03	STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES & OVERHEAD SIGN SUPPORTS & TRAFFIC SIGNALS
13A10-02A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-02C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-15A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-15C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C14-07A	BASE PATCHING CONCRETE
13C14-07B	BASE PATCHING CONCRETE
13C14-07C	BASE PATCHING CONCRETE
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
13C18-07G	CONCRETE PAVEMENT JOINTING ACCELERATION/DECELERATION LANE
14B42-06A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-06C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B47-02A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-02C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A04-04A	FLEXIBLE DELINEATOR POST
15C02-07A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-07B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-07C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-07D	ON RAMP LANE CLOSURE
15C02-07E	OFF RAMP LANE CLOSURE

6

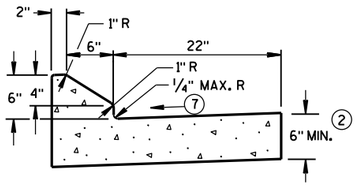
Standard Detail Drawing List

15C02-07F	ADVANCED WIDTH RESTRICTION SIGNING
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-14B	PAVEMENT MARKING WORDS
15C07-14C	PAVEMENT MARKING ARROWS
15C08-19A	LONGITUDINAL MARKING (MAINLINE)
15C08-19B	PAVEMENT MARKING (TURN LANES)
15C08-19C	PAVEMENT MARKING (TURN LANES)
15C11-07A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-06	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-04	MEDIAN ISLAND MARKING
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C24-04	36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE
15C27-03B	PAVEMENT MARKING (ISLANDS)
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
15C35-03A	PAVEMENT MARKING (INTERSECTIONS)
15D12-07A	TRAFFIC CONTROL, LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-06	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-03	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-06	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D30-04A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-04B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-04C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D40-01	TRAFFIC CONTROL, LANE SHIFT, MULTILANE DIVIDED OR ONE WAY ROAD

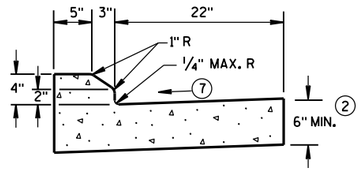
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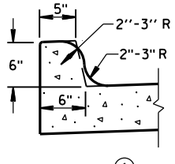
TYPES A (1) & D



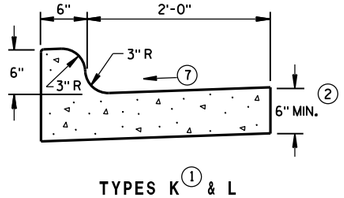
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

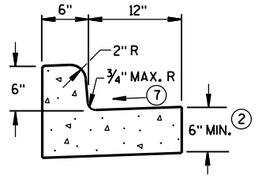


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



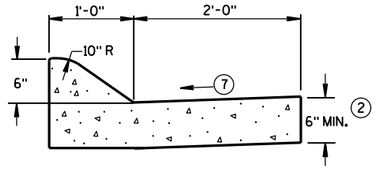
TYPES K (1) & L

CONCRETE CURB & GUTTER 30"

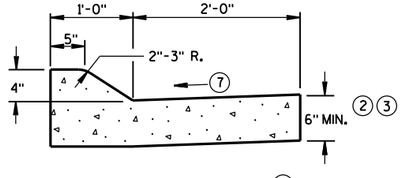


TYPES A (1) & D

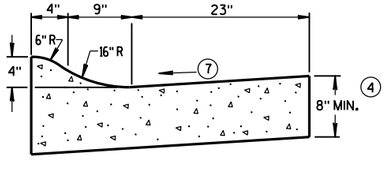
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A (1) & D

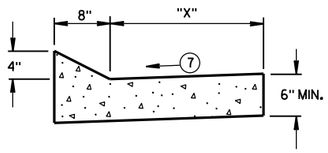


4" SLOPED CURB TYPES A (1) & D



4" SLOPED CURB TYPES R (1) & T (5)

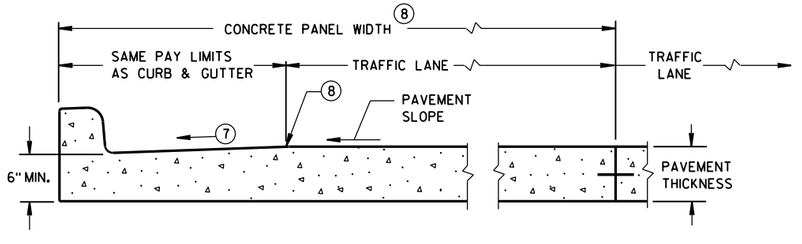
CONCRETE CURB & GUTTER 36"



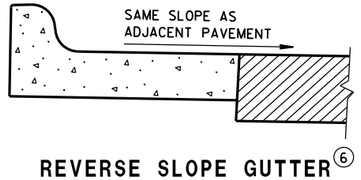
TYPES TBT & TBTT (1)

CONCRETE CURB & GUTTER

TBT & TBTT	"X"
30"	22"
36"	28"



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

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

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

CONCRETE CURB & GUTTER

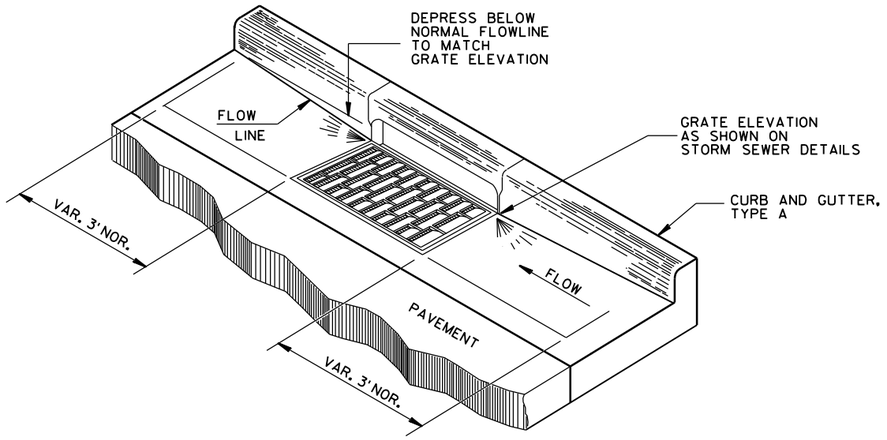
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO...

6

S.D.D. 8 D 1-20a

6

S.D.D. 8 D 1-20a



DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

GENERAL NOTES

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

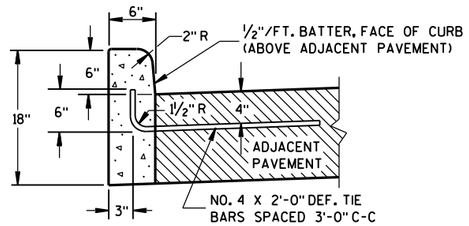
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

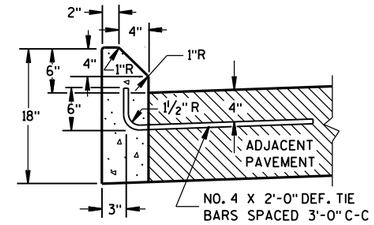
(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(9) REFER TO SDD 8D18 AND SDD 8D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

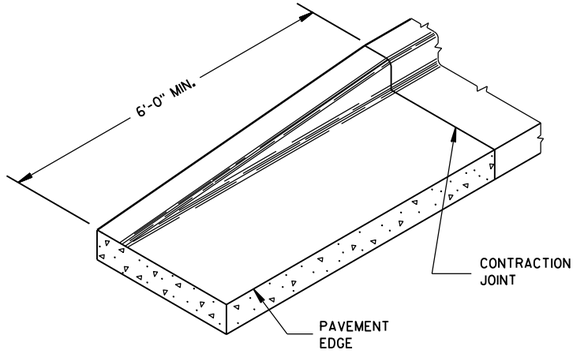


TYPES A (1) & D

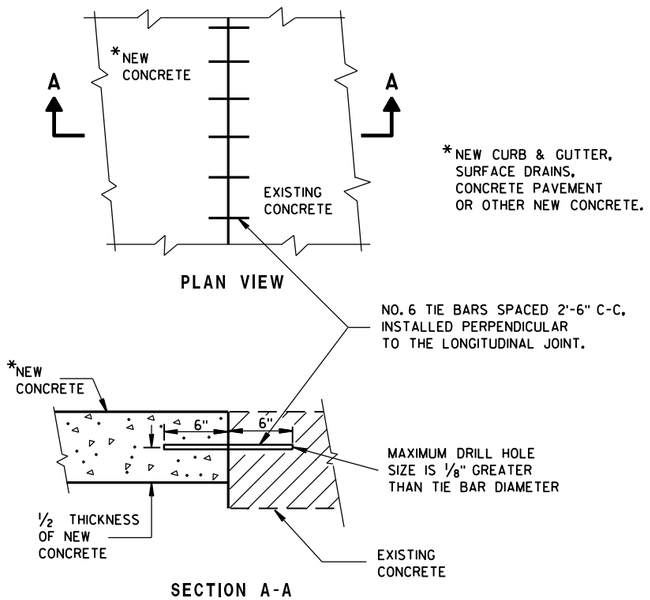


TYPES G (1) & J

CONCRETE CURB



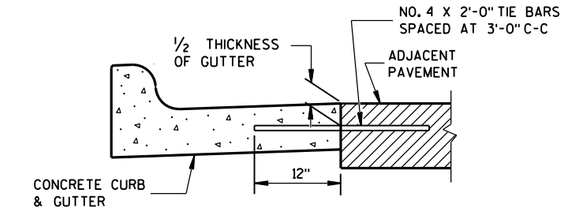
END SECTION CURB & GUTTER



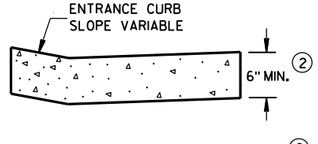
PLAN VIEW

SECTION A-A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (9)

(WHEN DIRECTED BY THE ENGINEER)

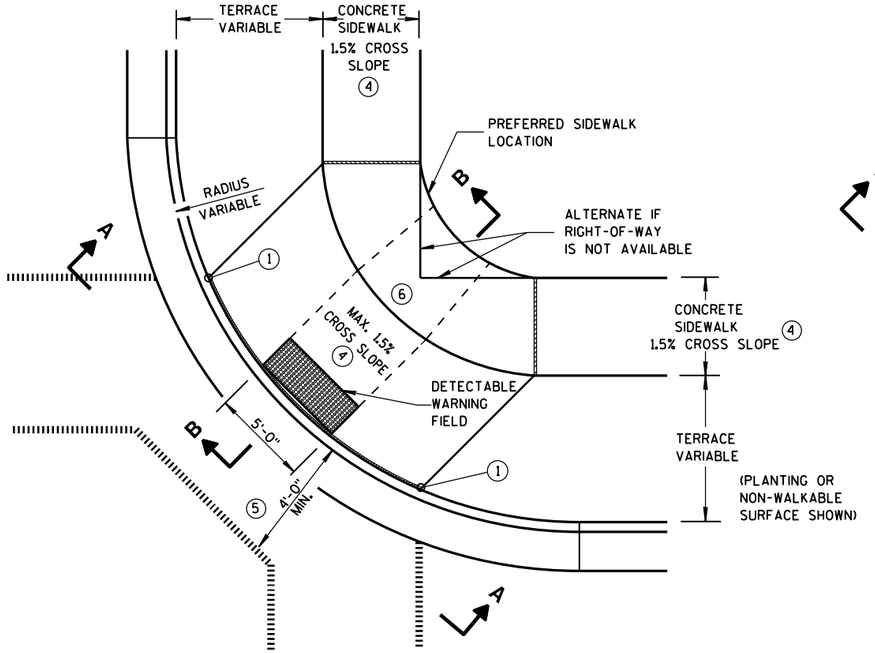
CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor
ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6

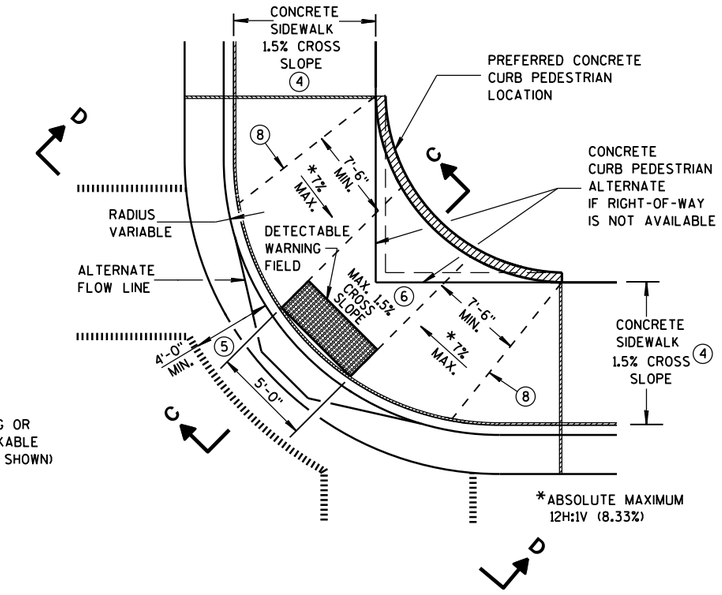
S.D.D. 8 D 1-20b



PLAN VIEW

TYPE 1 RAMP

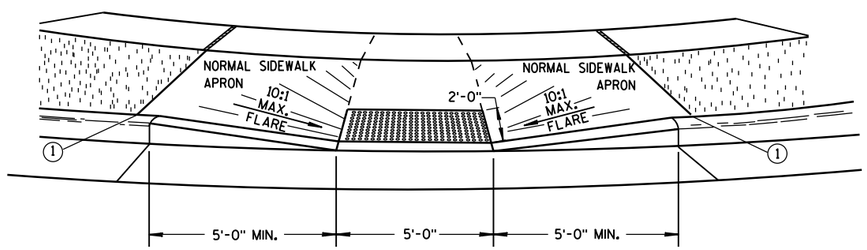
(CENTER OF CORNER RADIUS)



PLAN VIEW

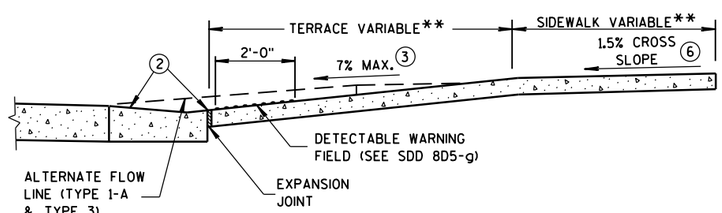
TYPE 1-A RAMP

(NO TERRACE)

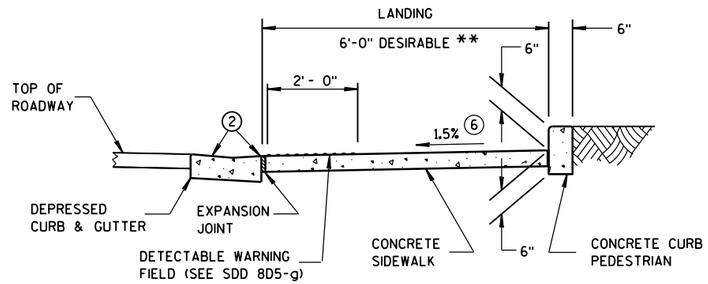


VIEW A-A

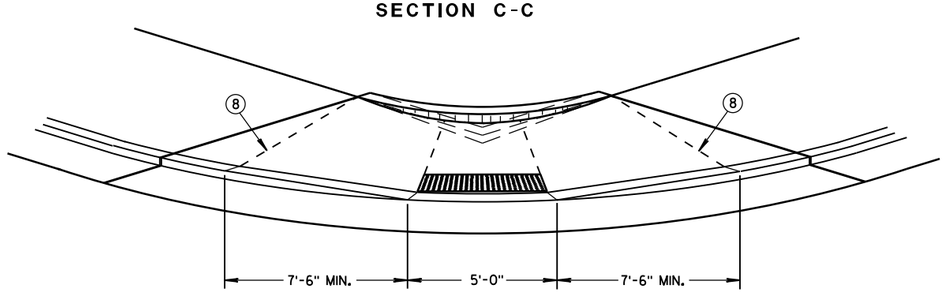
** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B



SECTION C-C



VIEW D-D

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

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.

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

(1) THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(5) PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

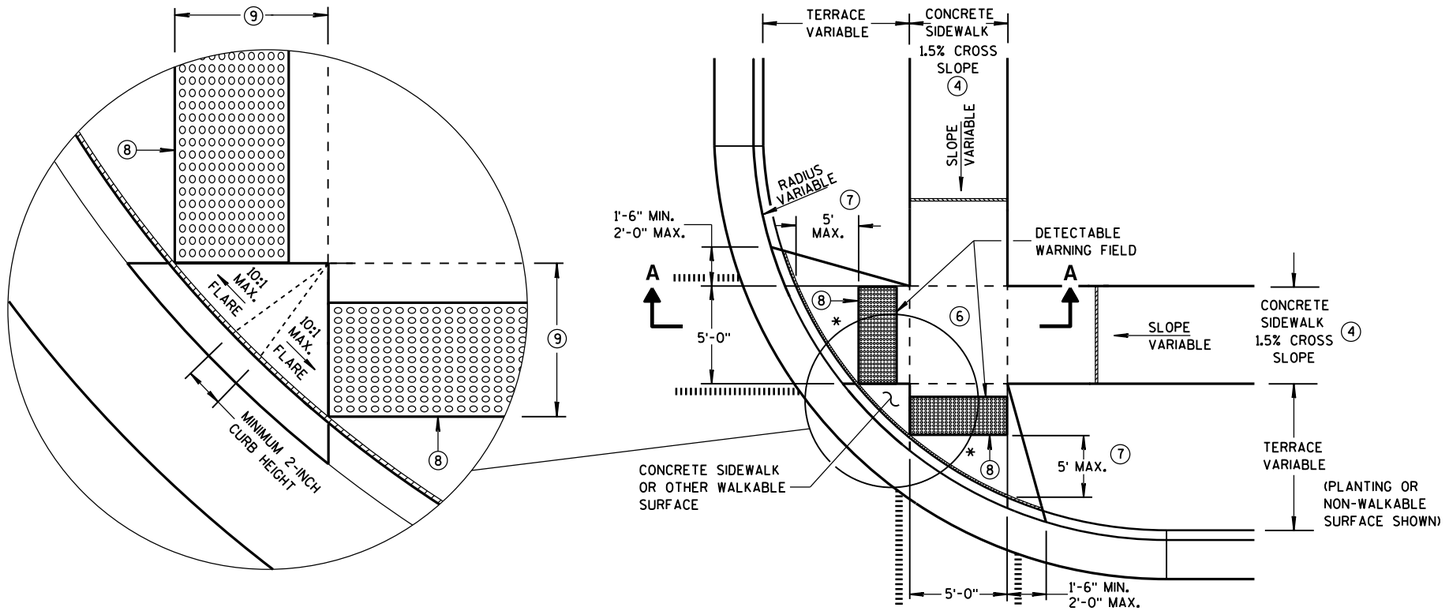
- 1/2" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

CURB RAMPS TYPES 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

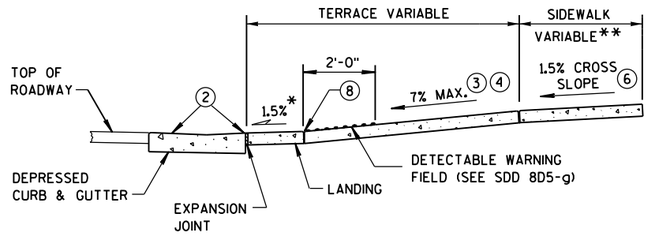
6

S.D.D. 8 D 5-19a



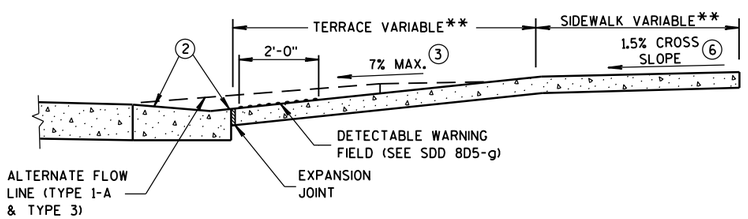
PLAN VIEW
TYPE 2 RAMP
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



SECTION A-A

** WIDTH SHOWN ELSEWHERE IN THE PLANS



SECTION B-B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

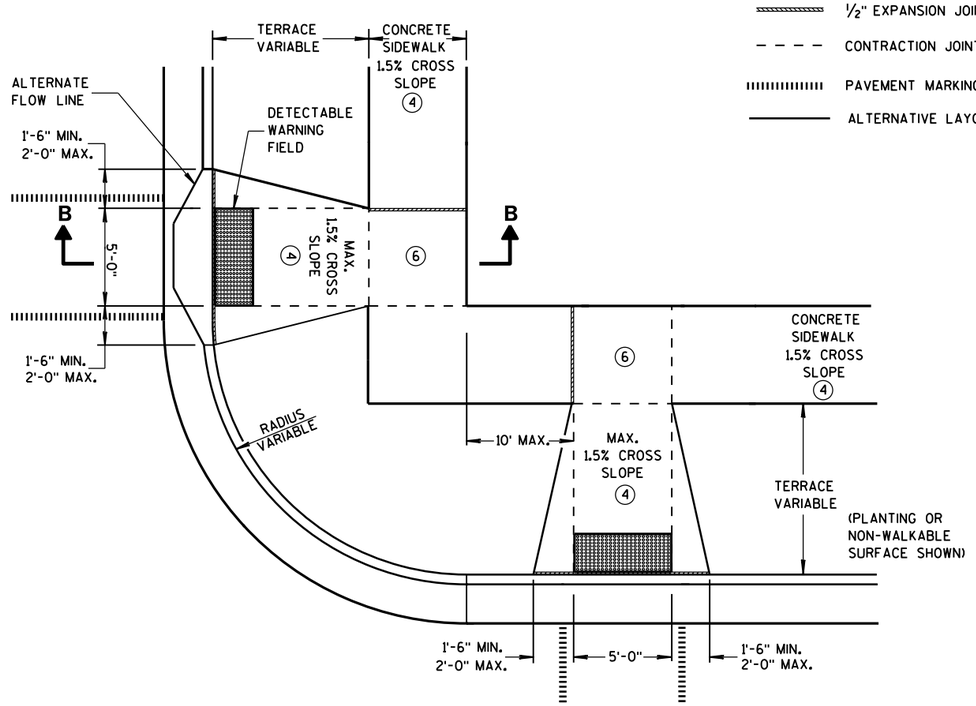
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(9) WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



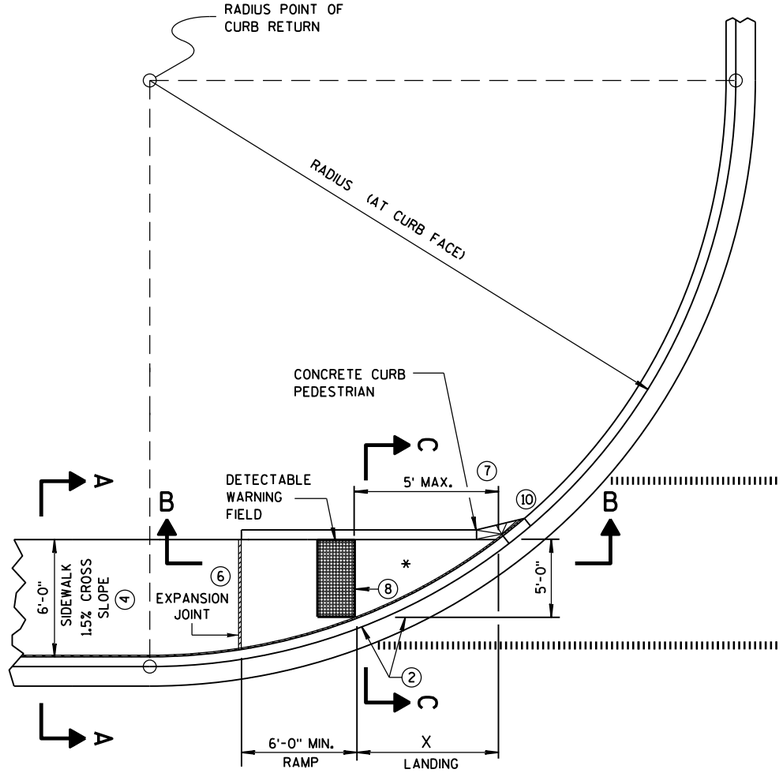
PLAN VIEW
TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

CURB RAMPS TYPES 2 AND 3

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

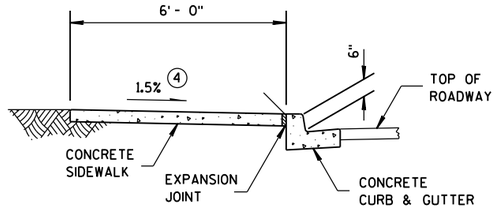
S.D.D. 8 D 5-19b



CURB RAMP TYPE 4A
PLAN VIEW

RADIUS (AT CURB FACE)	X
10 FEET	4'-7"
15 FEET	6'-5½"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A-A FOR TYPE 4A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

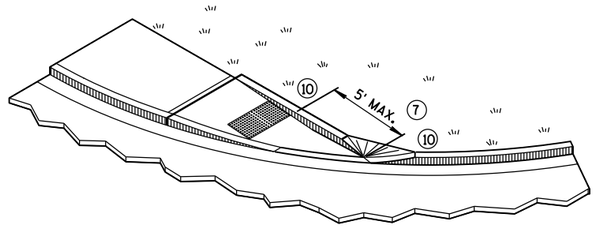
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

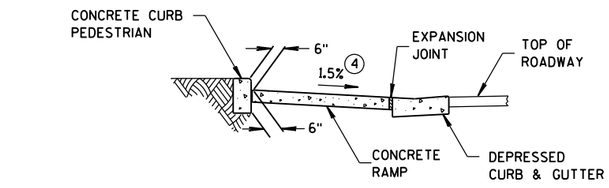
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

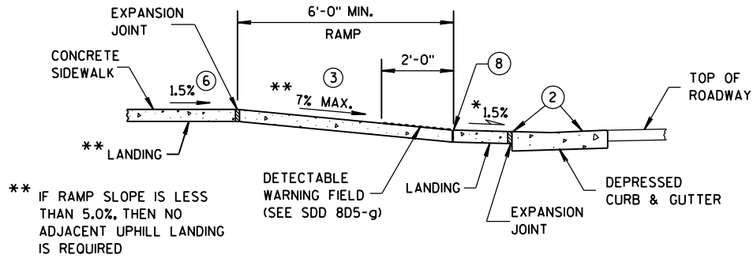
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



ISOMETRIC VIEW FOR TYPE 4A



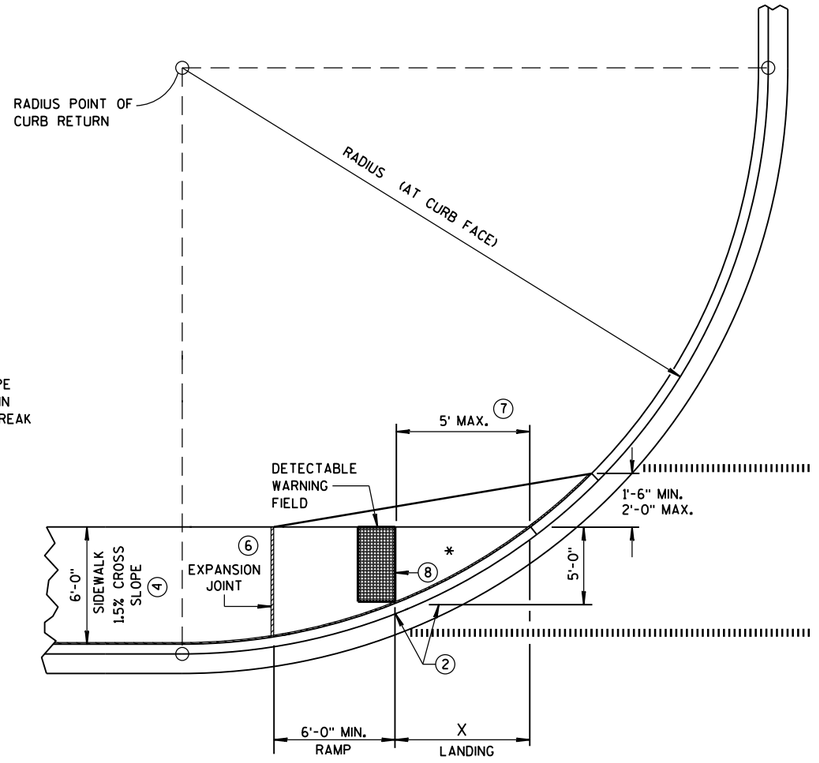
SECTION C-C FOR TYPE 4A



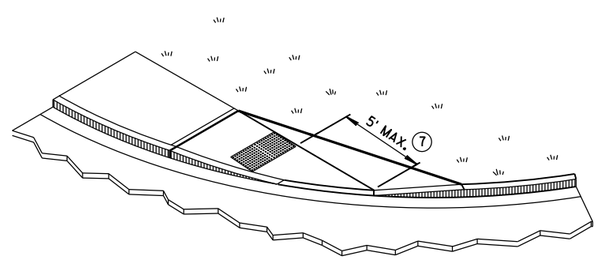
** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

SECTION B-B FOR TYPE 4A

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK



CURB RAMP TYPE 4A1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4A1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

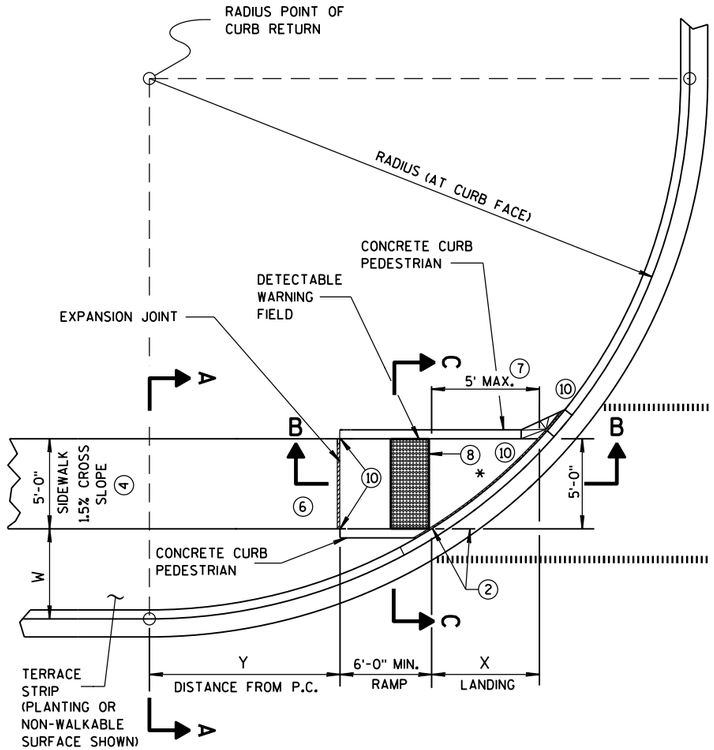
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 4A AND 4A1

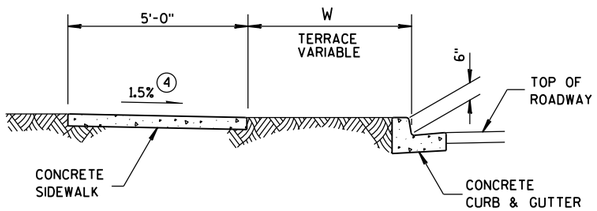
STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

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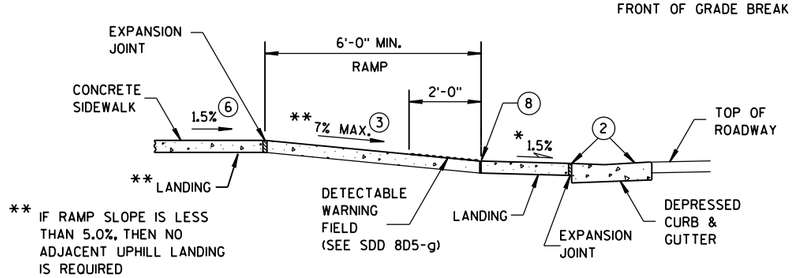
S.D.D. 8 D 5-19c



CURB RAMP TYPE 4B
PLAN VIEW



SECTION A-A FOR TYPE 4B

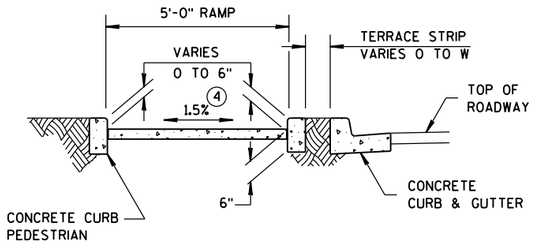


* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

SECTION B-B FOR TYPE 4B

RADIUS (AT CURB FACE)	W = 3'-0"		W = 4'-0"		W = 5'-0"		W = 6'-0"		W = 7'-0"		W = 8'-0"		W = 9'-0"		W = 10'-0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2'-10¼"	0'-5"	2'-1"	1'-4½"	1'-5"	2'-1"	0'-10"	2'-7½"	0'-3¼"	3'-0¼"						
15 FEET	4'-6¾"	2'-1¾"	3'-9"	3'-5¼"	3'-1¼"	4'-6"	2'-6¾"	5'-4½"	2'-1"	6'-1"	1'-8"	6'-8½"	1'-3¼"	7'-2½"	0'-10¾"	7'-7¼"
20 FEET	5'-9¾"	3'-6½"	4'-11½"	5'-1¾"	4'-3¼"	6'-5½"	3'-8¾"	7'-7"	3'-3"	8'-6½"	2'-10"	9'-4½"	2'-5½"	10'-1¼"	2'-1¼"	10'-9"
30 FEET			6'-9¼"	7'-11¼"	6'-0¼"	9'-8"	5'-5"	11'-1¾"	4'-10¾"	12'-5¾"	4'-5½"	13'-7¾"	4'-0¾"	14'-8½"	3'-8½"	15'-8¼"
40 FEET									6'-1¾"	15'-8½"	5'-8"	17'-2"	5'-3"	18'-5¾"	4'-10¾"	19'-8¼"
50 FEET															5'-10¼"	23'-2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



SECTION C-C FOR TYPE 4B

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

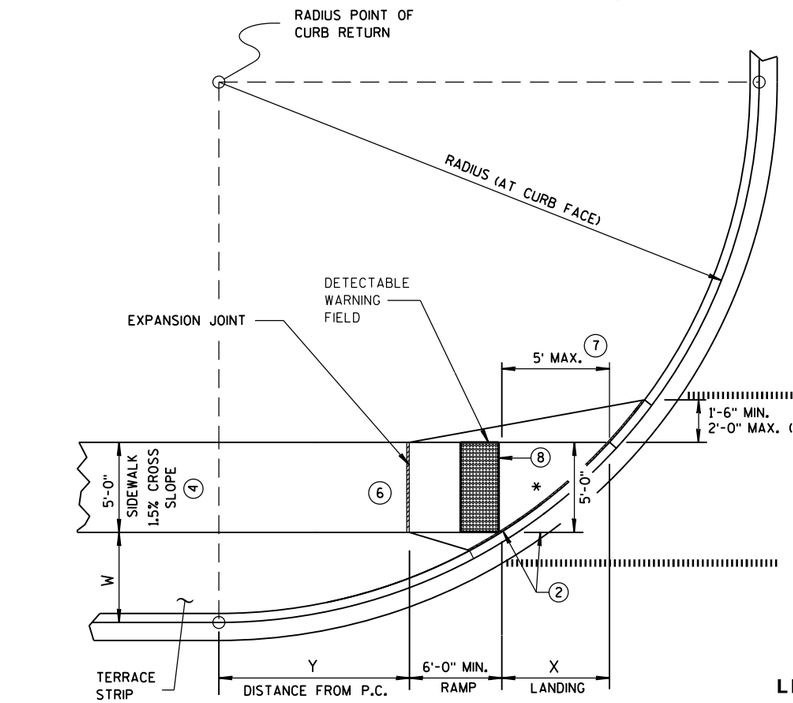
(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

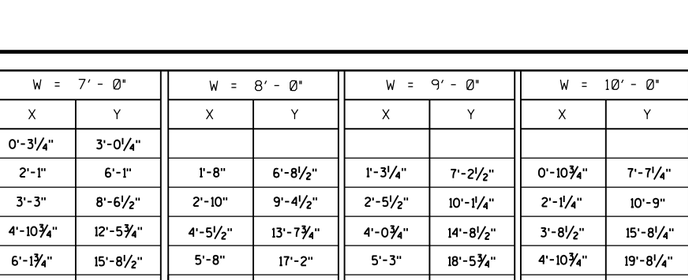
(7) WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.

(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

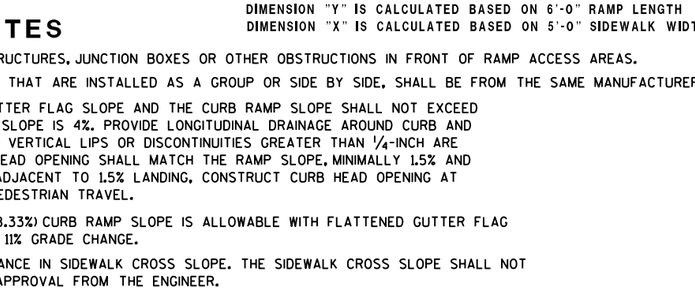
(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.



CURB RAMP TYPE 4B1
PLAN VIEW



ISOMETRIC VIEW FOR TYPE 4B



ISOMETRIC VIEW FOR TYPE 4B1

LEGEND

½" EXPANSION JOINT-SIDEWALK

CONTRACTION JOINT FIELD LOCATED

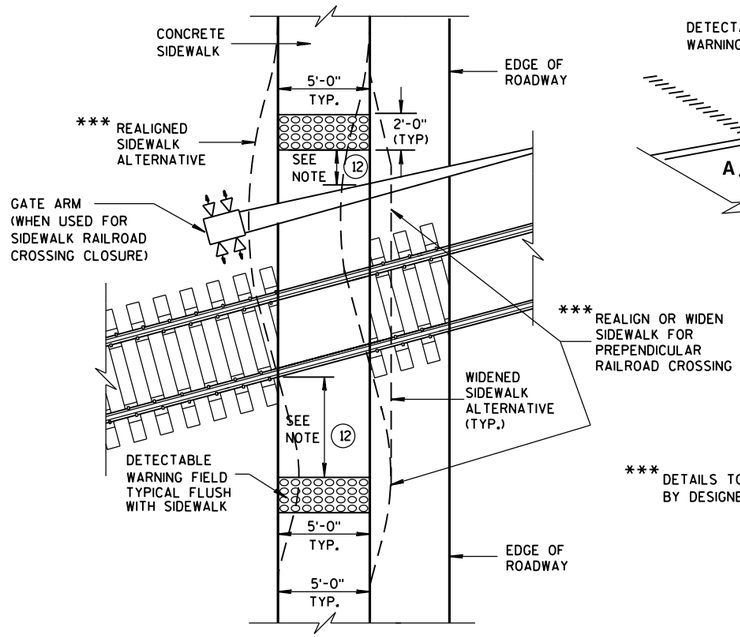
PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

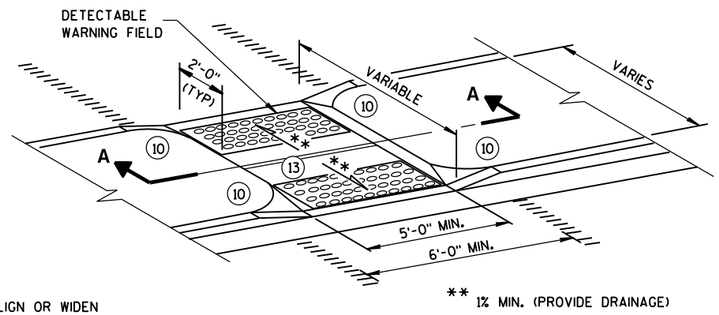
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S.D.D. 8 D 5-19d



*** DETAILS TO BE DETERMINED BY DESIGNER

TYPE 8
DETECTABLE WARNINGS AT RAILROAD CROSSING



** 1% MIN. (PROVIDE DRAINAGE)

MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING
TYPE 5

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

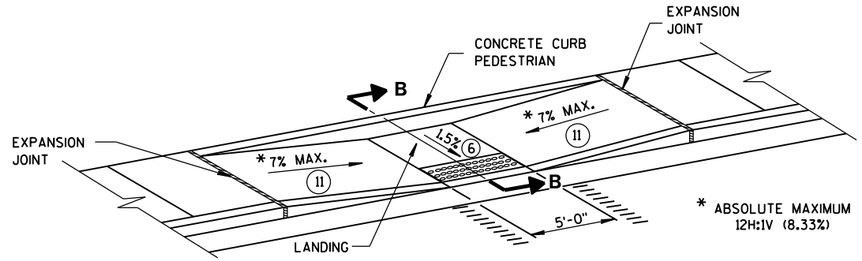
(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

(10) INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

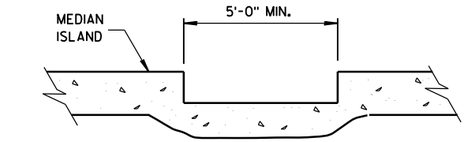
(11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.

(12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.

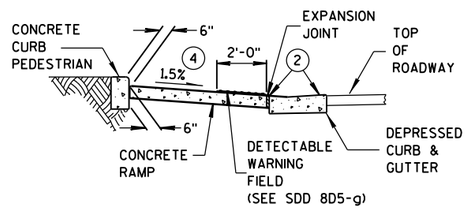
(13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STREET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2-FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.



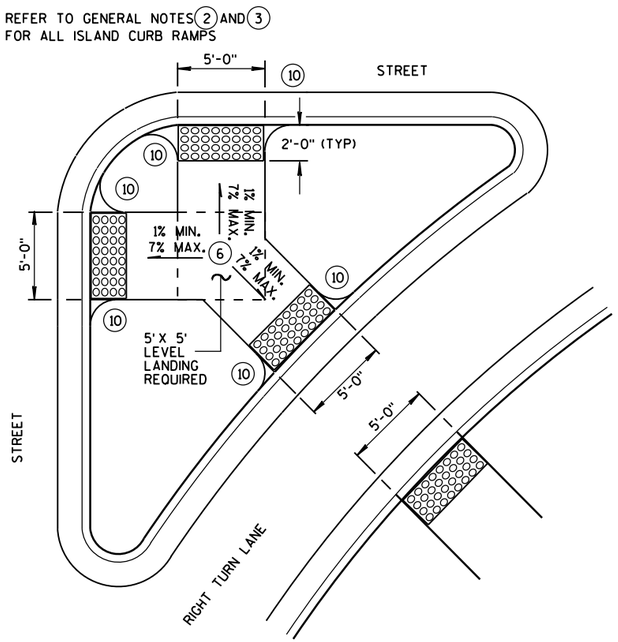
MID-BLOCK CROSSING
TYPE 7A



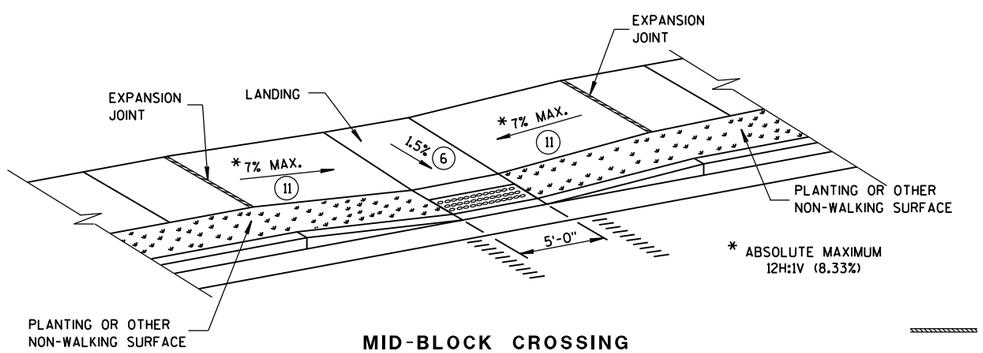
SECTION A-A



SECTION B-B



TYPE 6
DETECTABLE WARNING AT ISLANDS



MID-BLOCK CROSSING
TYPE 7B

NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

LEGEND

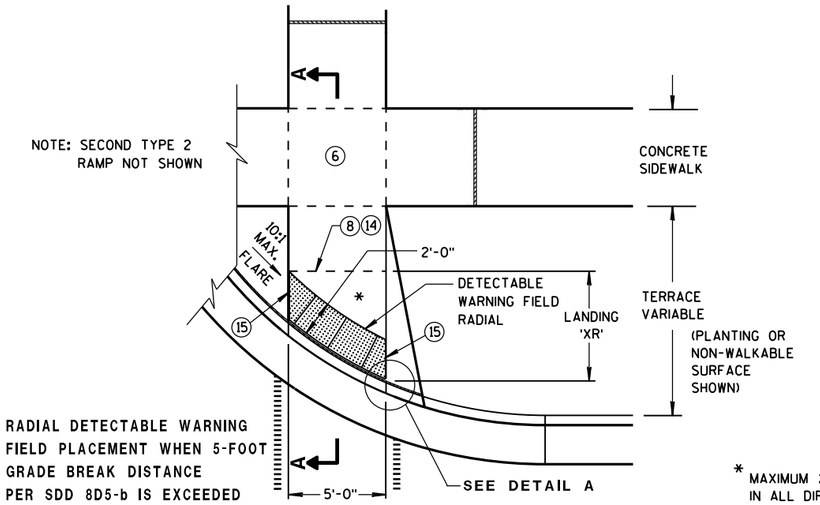
- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS
TYPES 5, 6, 7A, 7B & 8

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

S.D.D. 8 D 5-19e

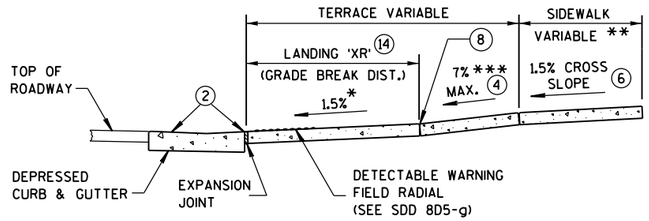


TYPE 2 RAMP
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

LEGEND

- ½" EXPANSION JOINT-SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)



** WIDTH SHOWN ELSEWHERE IN THE PLANS

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION A-A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS (DWFs) THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

(2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN ¼-INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.

(3) ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

(4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

(6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET.

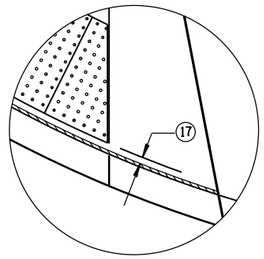
(8) PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

(14) CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION 'XR') REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.

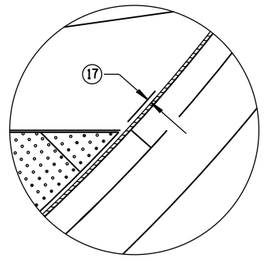
(15) FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

(16) USE 1'X 2' RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2'-0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.

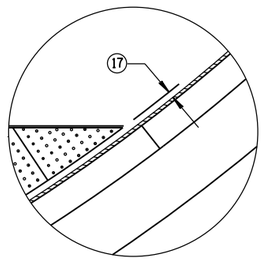
(17) A MAXIMUM 3-INCH CONCRETE BORDER WIDTH IS ALLOWABLE IN FRONT OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.



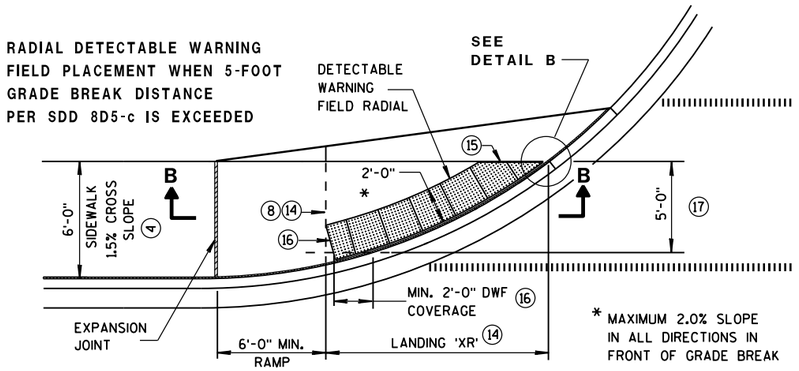
DETAIL A



DETAIL C

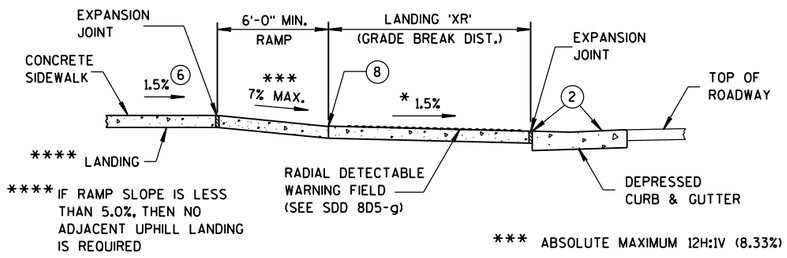


DETAIL B



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

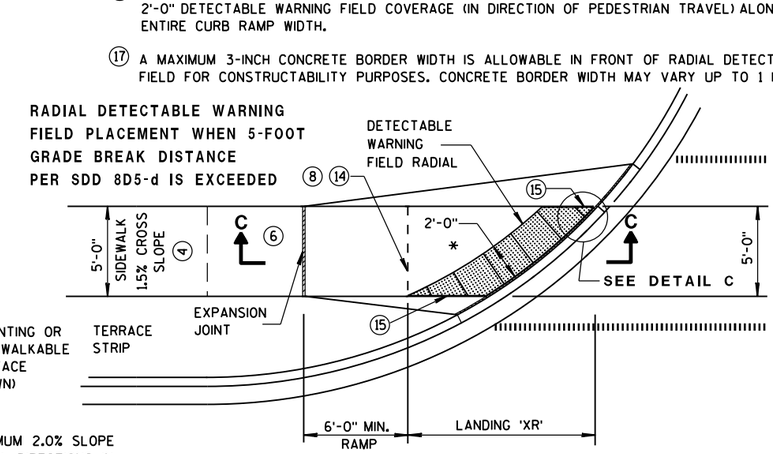
CURB RAMP TYPE 4A1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

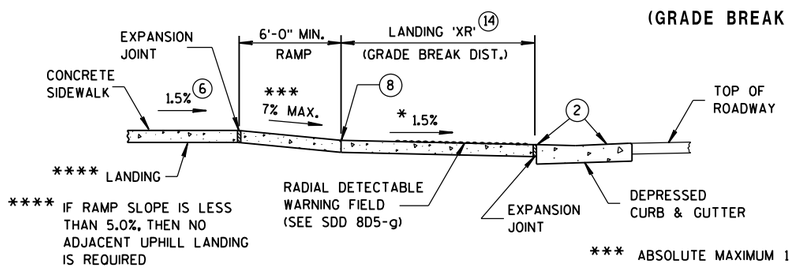
*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION B-B FOR TYPE 4A1



* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

CURB RAMP TYPE 4B1
PLAN VIEW
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



**** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

*** ABSOLUTE MAXIMUM 12H:1V (8.33%)

SECTION C-C FOR TYPE 4B1

CURB RAMPS
RADIAL DETECTABLE WARNING FIELD APPLICATIONS

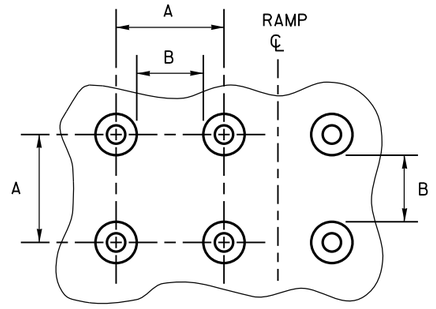
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

6

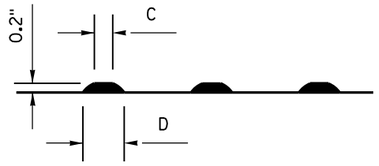
S.D.D. 8 D 5-19f

	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

* THE C DIMENSION IS 50% TO 65% OF THE D DIMENSION.



PLAN VIEW



ELEVATION VIEW

TRUNCATED DOMES

DETECTABLE WARNING PATTERN DETAIL

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FIELD ARE PROHIBITED.

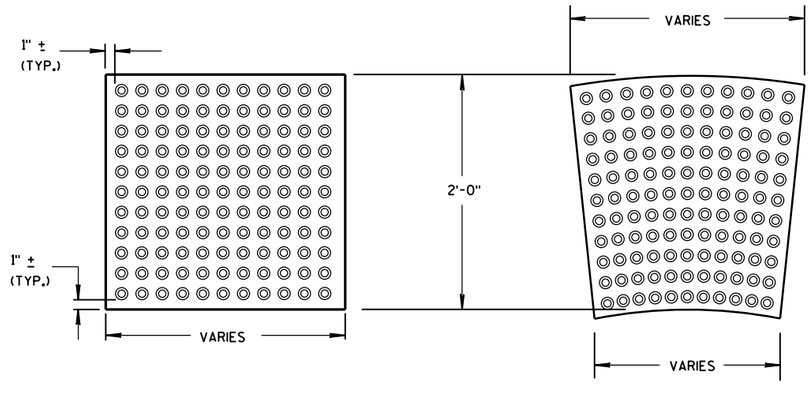
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGES IN COMBINATION WITH SQUARE PANELS ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.

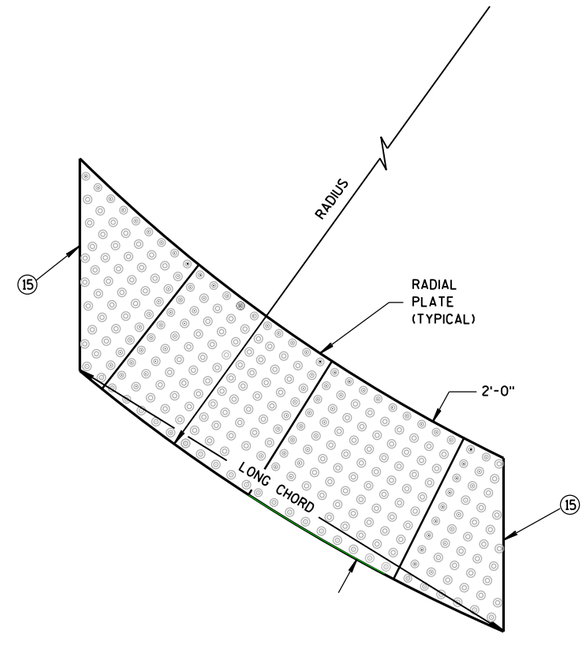


RECTANGULAR PLATES

RADIAL PLATES

DETECTABLE WARNING FIELDS (TYPICAL)

PLAN VIEW



RADIAL DETECTABLE WARNING FIELD ATTRIBUTES

CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERV
FHWA

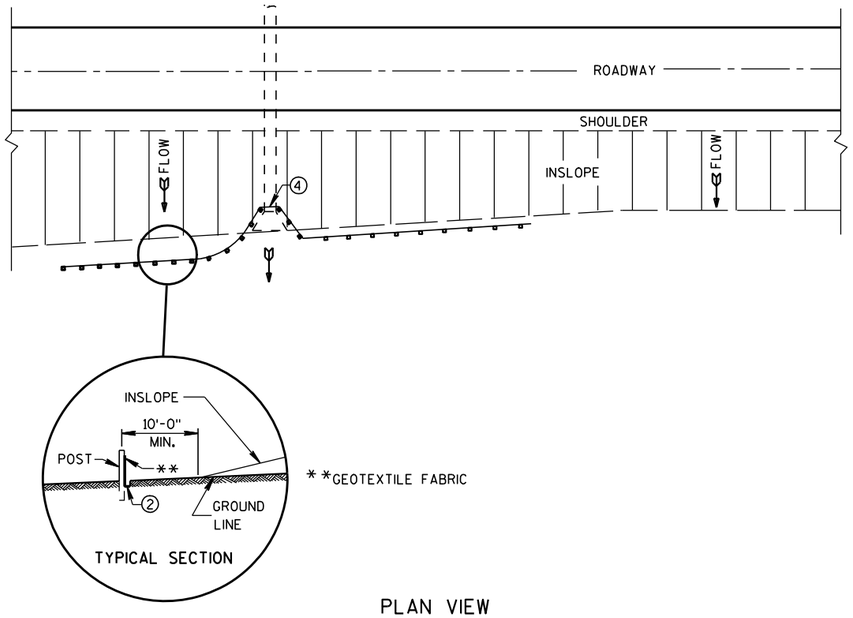
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S.D.D. 8 D 5-19g

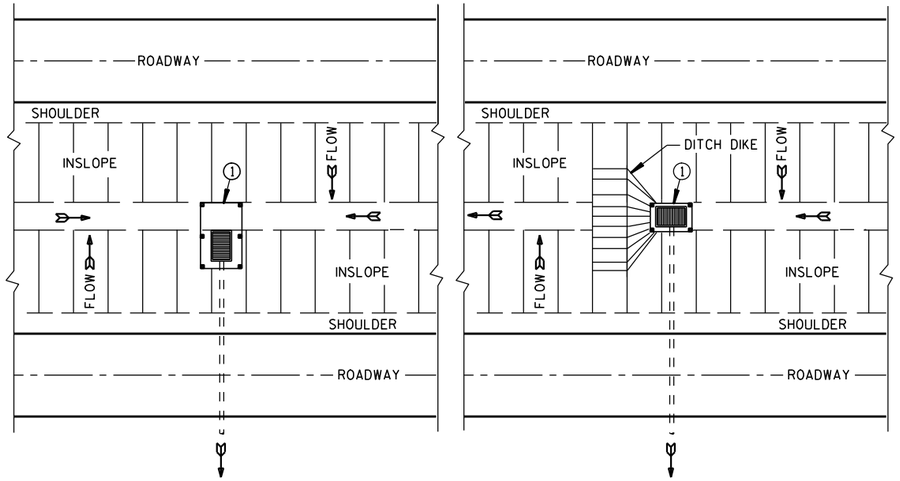
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S.D.D. 8 D 5-19g



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



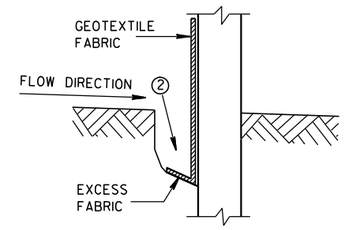
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

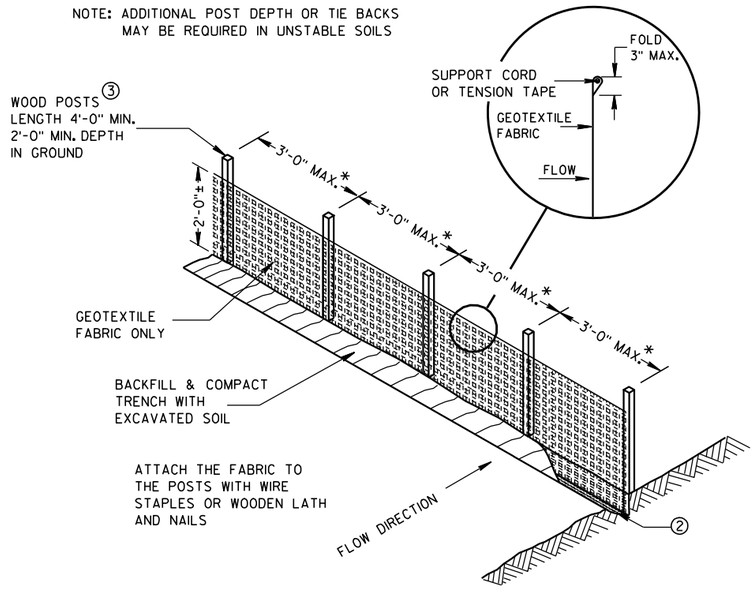
GENERAL NOTES

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

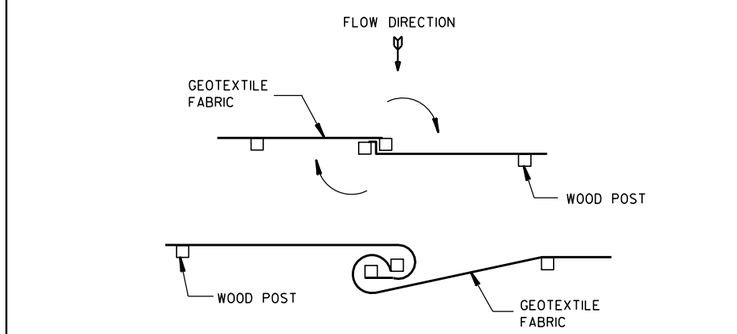
1. HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
3. WOOD POSTS SHALL BE A MINIMUM SIZE OF 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



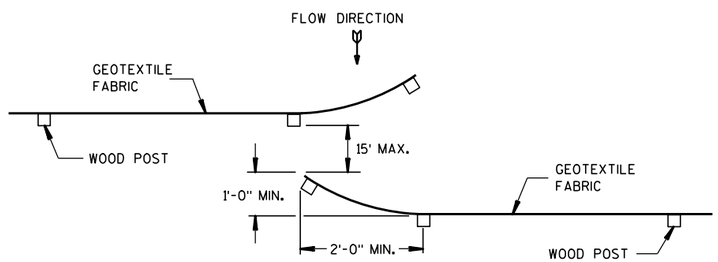
TRENCH DETAIL



SILT FENCE

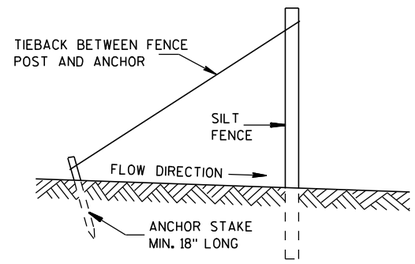


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

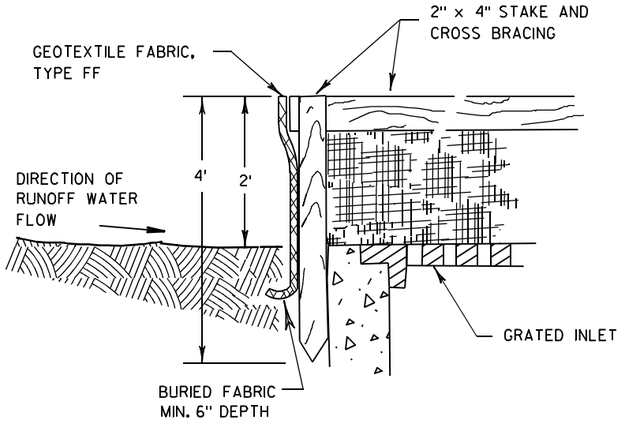
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

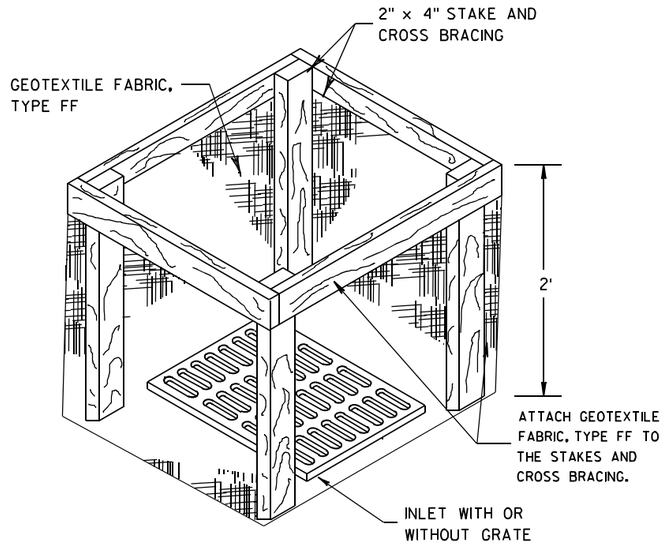
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S.D.D. 8 E 9-6

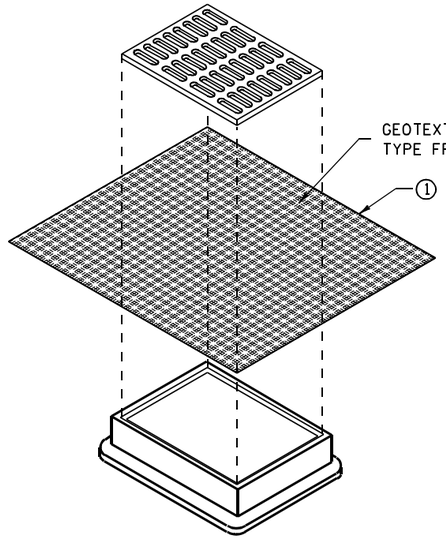
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S.D.D. 8 E 9-6



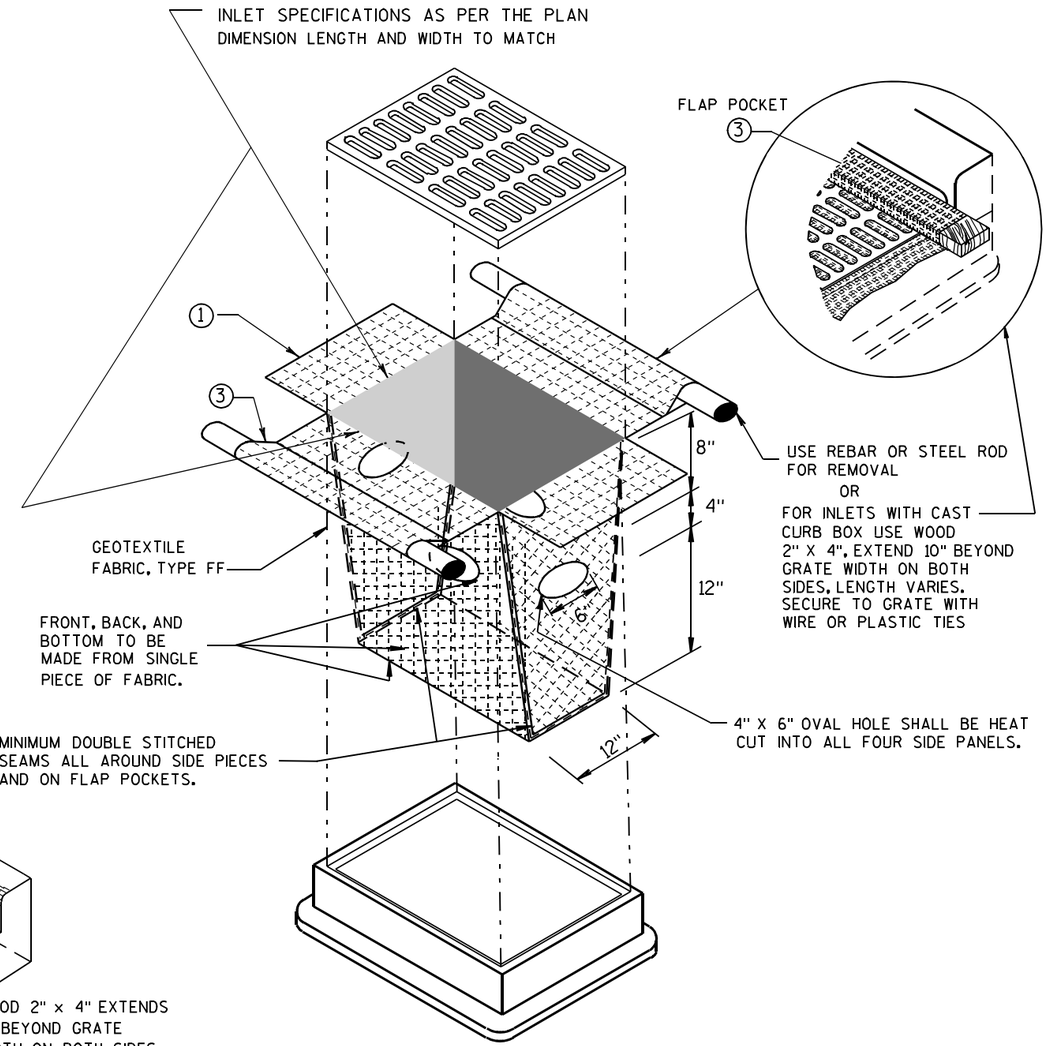


INLET PROTECTION, TYPE A



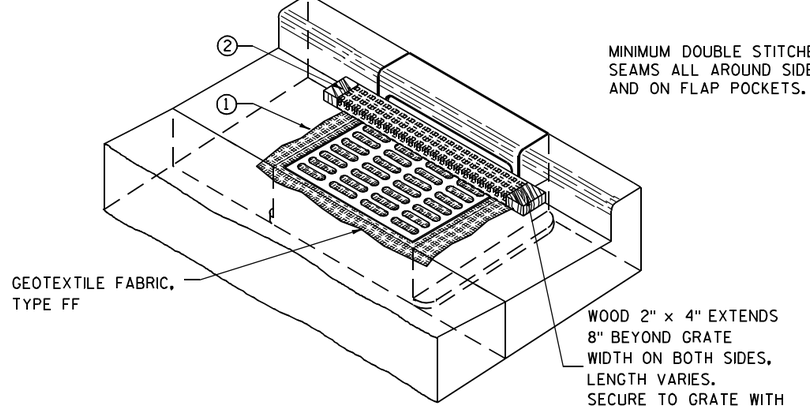
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

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



INLET PROTECTION, TYPE 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.

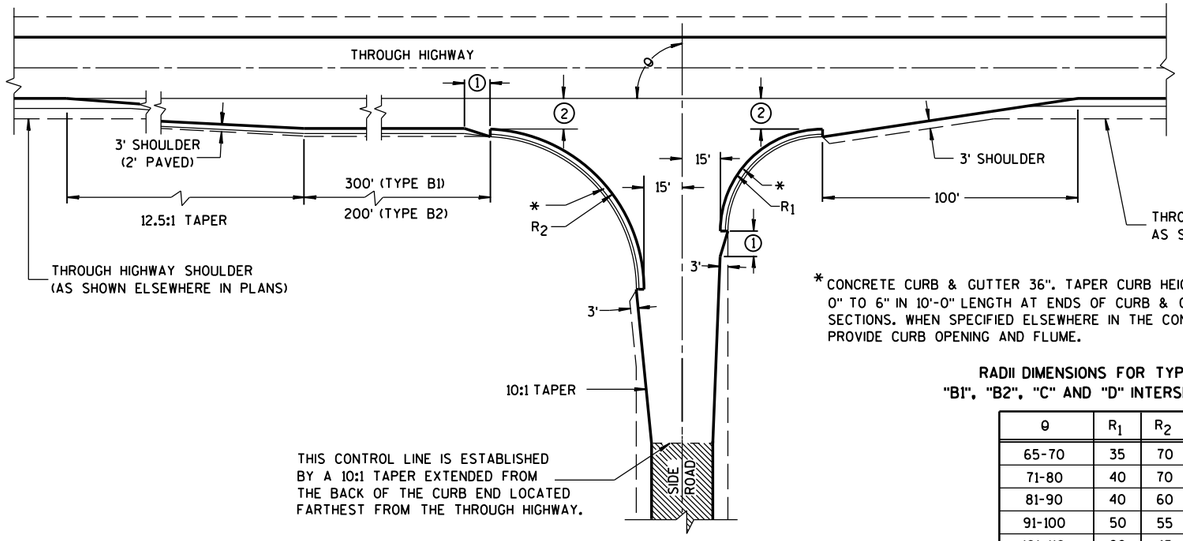
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE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

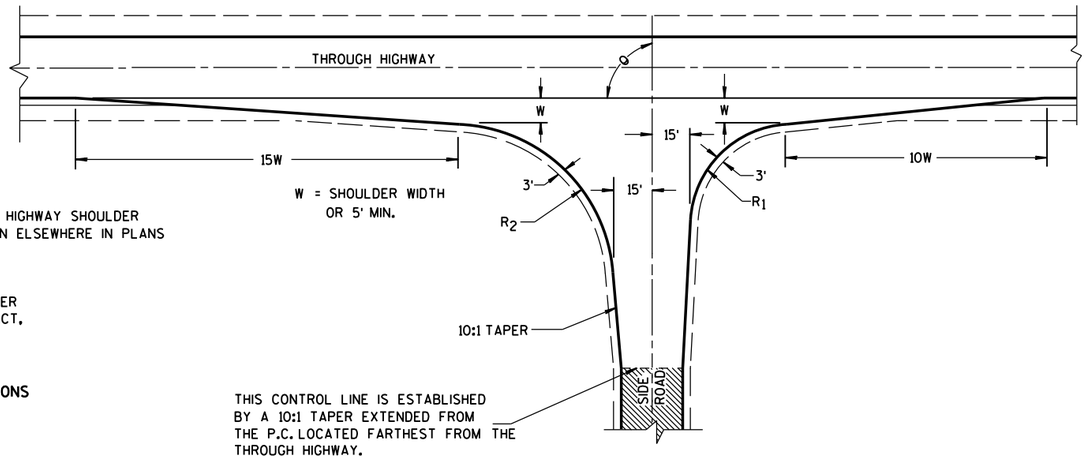


TYPE "B1" AND "B2"

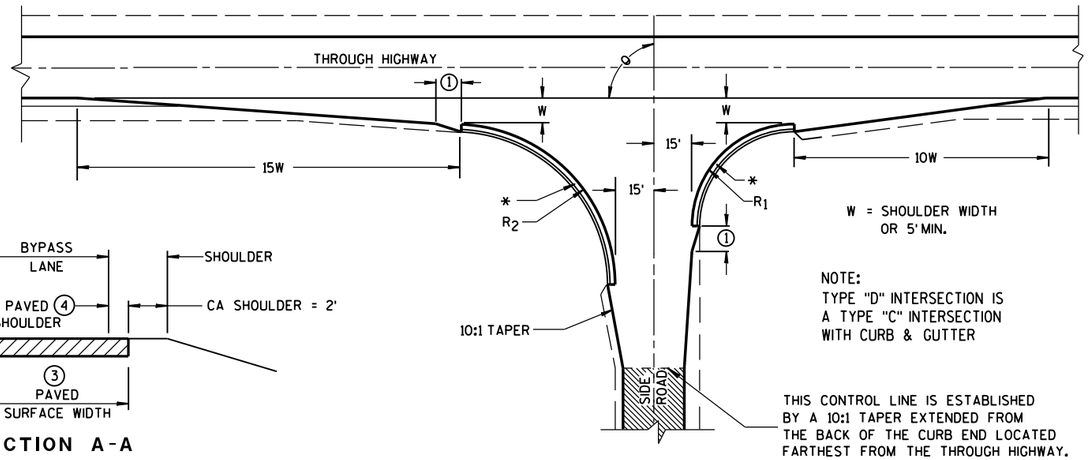
*CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

RADII DIMENSIONS FOR TYPES "B1", "B2", "C" AND "D" INTERSECTIONS

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



TYPE "C"



TYPE "D"

GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING PAVED SURFACE

BYPASS LANE

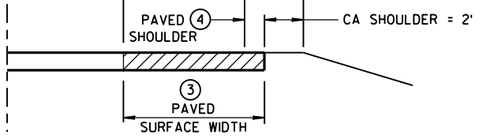
(1) 10-FT TYPICAL.

(2) 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

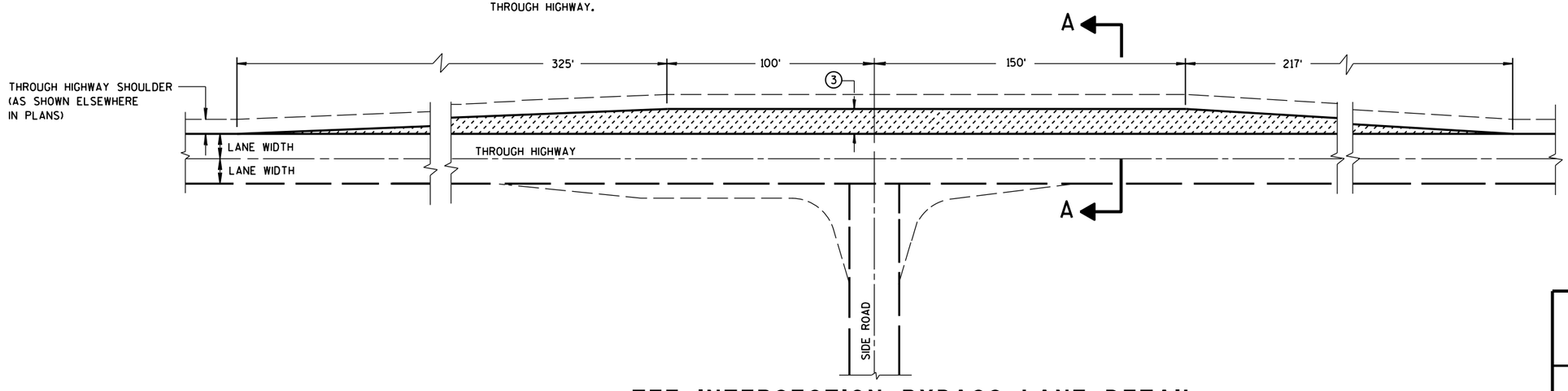
**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.

(3) BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.

(4) BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.



SECTION A-A
(SHOWING BYPASS LANE AND SHOULDER)



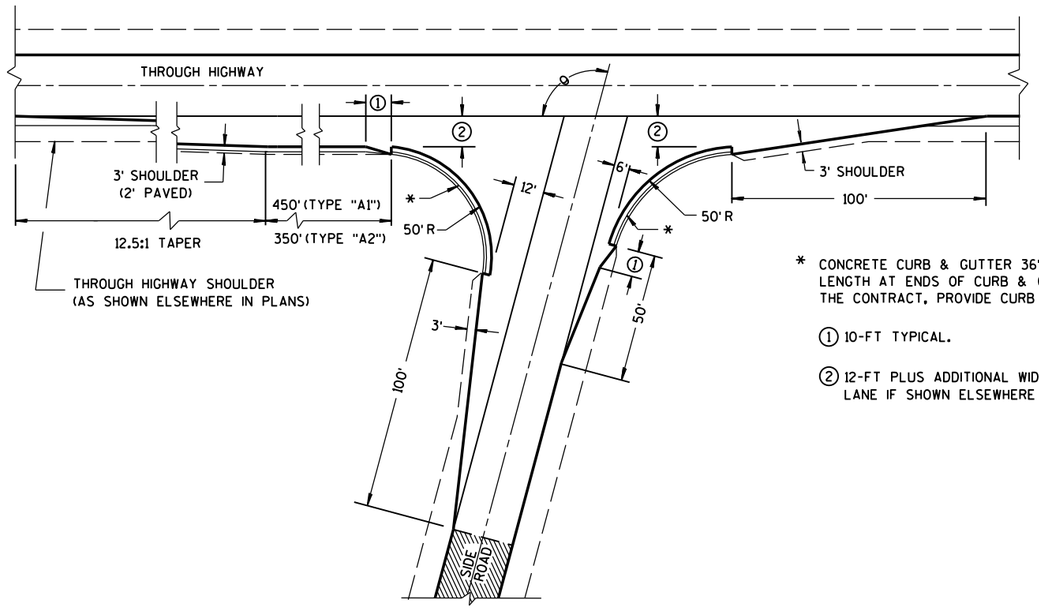
TEE INTERSECTION BYPASS LANE DETAIL

AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND "D" AND TEE INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

6

S.D.D. 9 A 1-13a



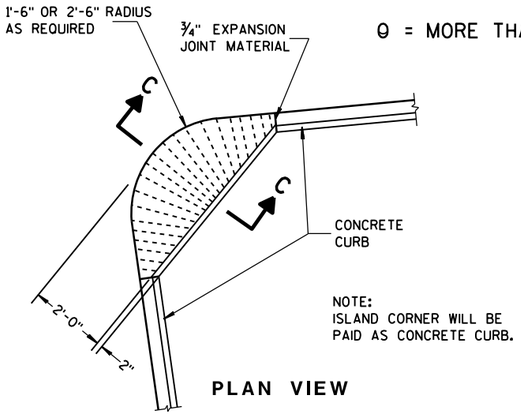
θ = MORE THAN 80°

* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

① 10-FT TYPICAL.

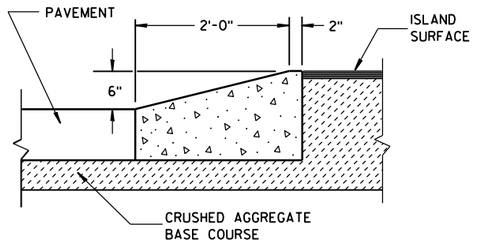
② 12-FT PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLANS.

EXISTING PAVED SURFACE



NOTE:
ISLAND CORNER WILL BE PAID AS CONCRETE CURB.

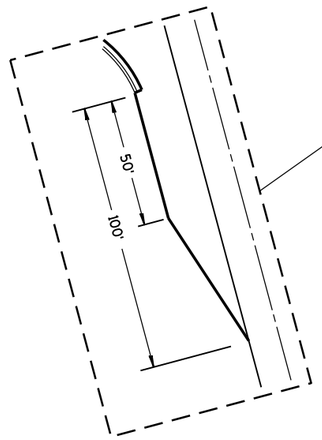
PLAN VIEW

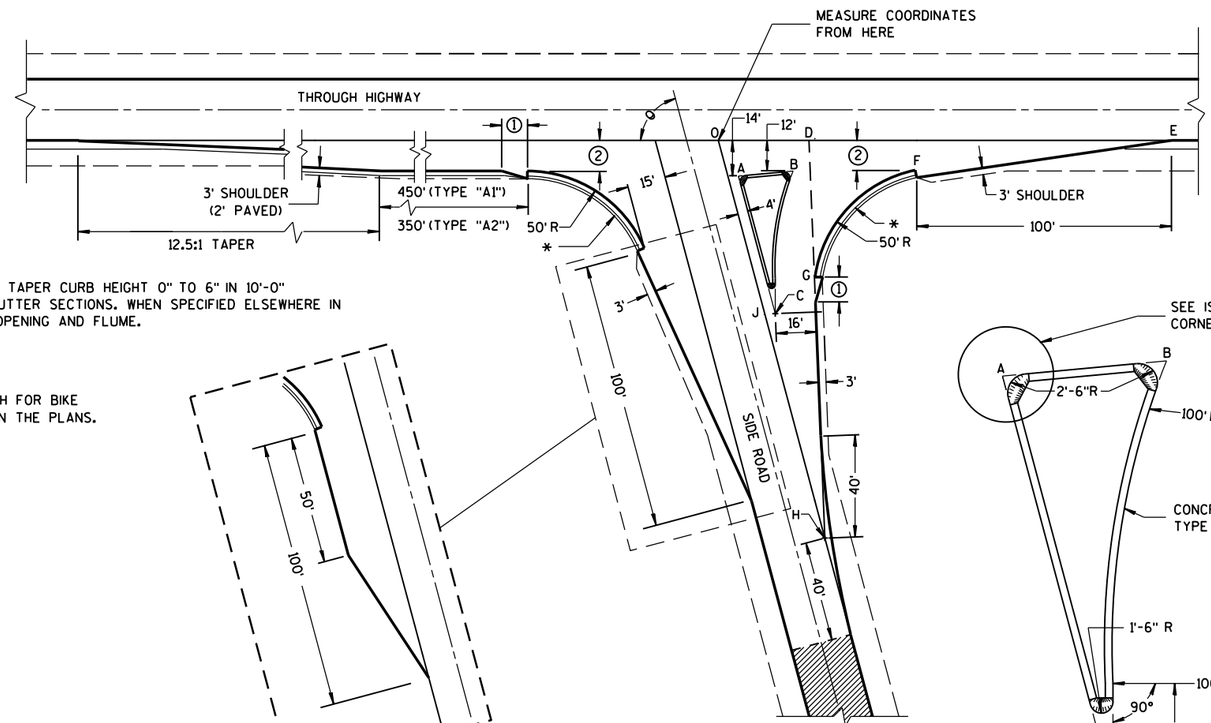


SECTION C-C

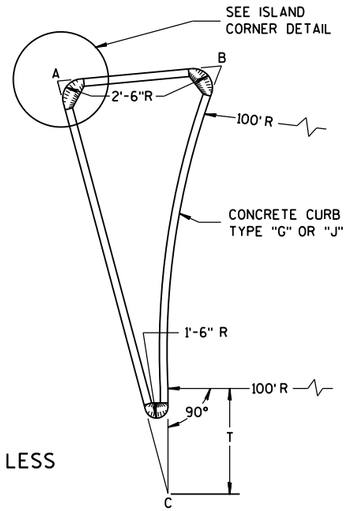
ISLAND CORNER DETAIL

(TO BE CONSTRUCTED AT ALL ISLAND CORNERS)





θ = ACUTE ANGLES 80° OR LESS



SIDE ROAD WIDENING AND TAPER REQUIRED WHERE THE THROUGH HIGHWAY CARRIES TWO-WAY TRAFFIC
θ = ACUTE ANGLES 70° OR LESS

TABLE OF DIMENSIONS FOR VARIABLE SIDE ROAD INTERSECTION ANGLES

(INTERPOLATE VALUES FOR ANGLES NOT SHOWN)

ANGLE θ DEGREES	COORDINATES IN FEET (MEASURED FROM POINT "O") X / Y								LENGTH IN FEET				
	A	B	C	D	E	F	G	H	AB	AC	T	OJ	OH
60	12.7 / -14.0	44.9 / -12.0	46.4 / -72.4	41.9 / 0.0	205.0 / 0.0	104.6 / -12.0	64.0 / -75.5	85.0 / -147.1	32.3	67.4	4.9	85.9	169.9
65	10.9 / -14.0	39.0 / -12.0	37.8 / -71.6	39.4 / 0.0	196.1 / 0.0	95.7 / -12.0	54.1 / -71.5	70.5 / -151.3	28.2	63.6	8.5	80.9	166.9
70	9.4 / -14.0	33.9 / -12.0	29.8 / -70.1	37.4 / 0.0	188.3 / 0.0	87.8 / -12.0	45.6 / -67.5	56.1 / -154.2	24.6	59.7	11.5	76.1	164.1
75	7.9 / -14.0	29.3 / -12.0	22.3 / -67.9	35.7 / 0.0	181.2 / 0.0	80.7 / -12.0	38.2 / -63.4	41.8 / -155.9	21.5	55.8	13.8	71.4	161.4
80	6.5 / -14.0	25.4 / -12.0	15.6 / -65.2	34.4 / 0.0	174.8 / 0.0	74.4 / -12.0	31.8 / -59.3	27.6 / -156.5	18.9	52.0	15.6	66.9	158.9

TYPE "A1" & "A2" SIDE ROAD INTERSECTION DETAILS

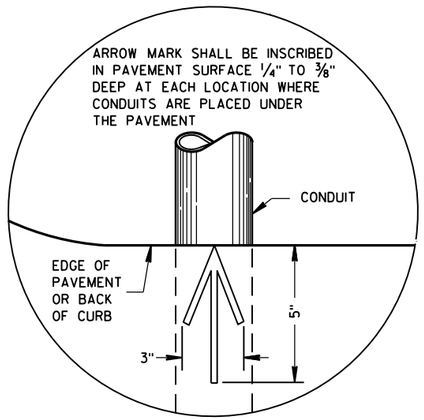
AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/18/12 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

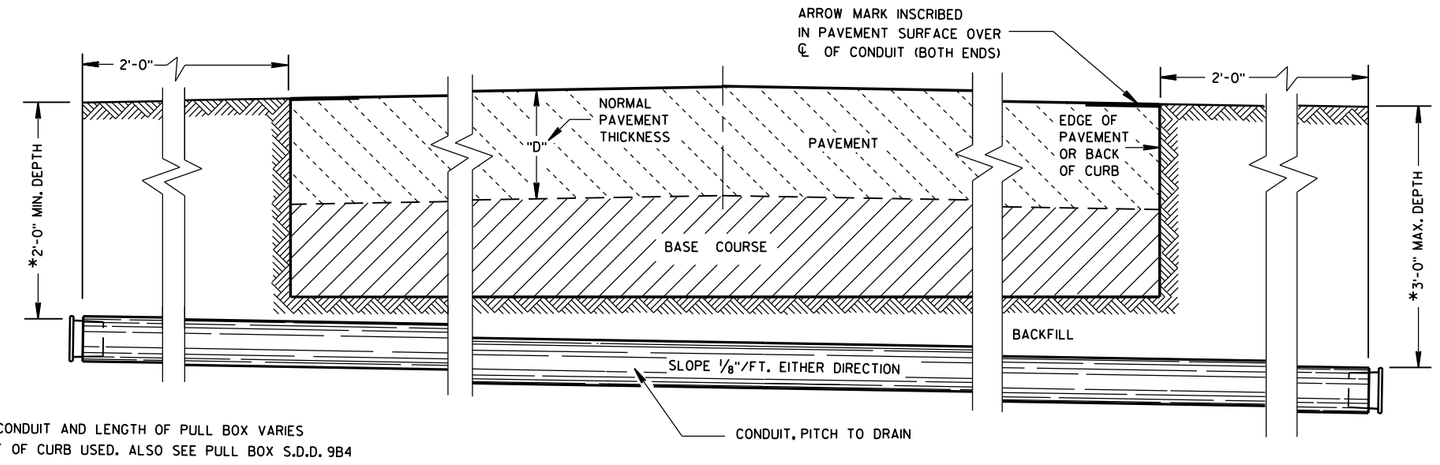
S.D.D. 9 A 1-13b

S.D.D. 9 A 1-13b



PLAN VIEW

ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION

DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

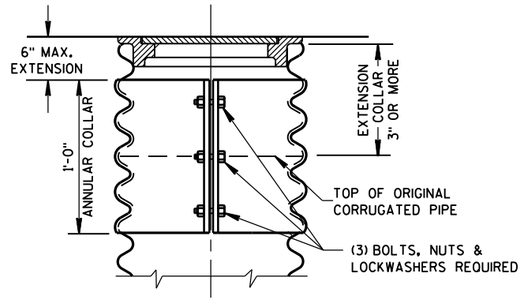
S.D.D. 9 B 2-10

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

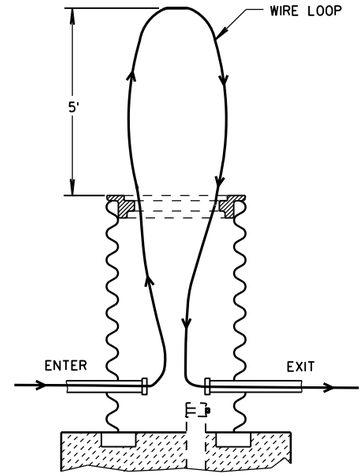
DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

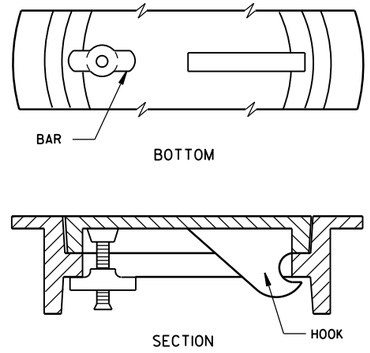
** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.



CORRUGATED PIPE EXTENDER

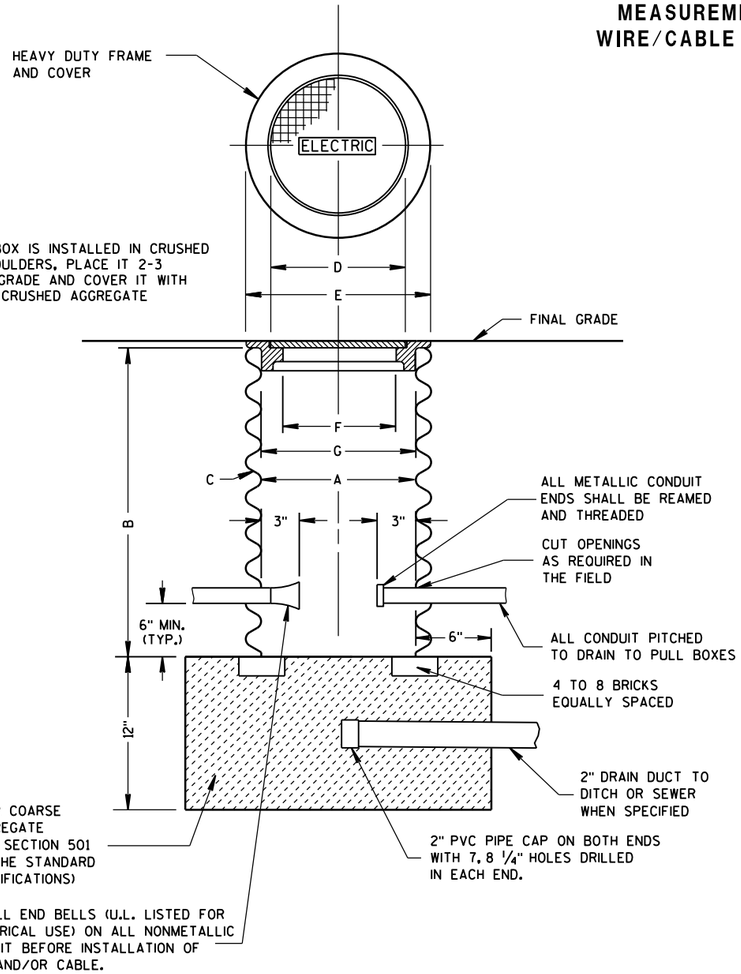


MEASUREMENT DETAIL FOR WIRE/CABLE IN THE PULL BOX



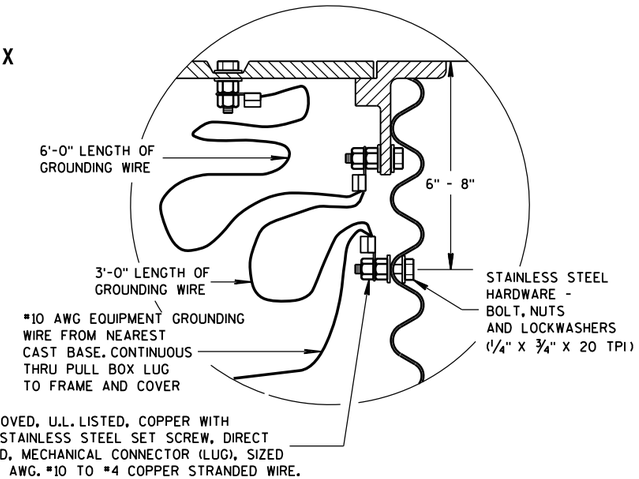
ALTERNATE COVER (LOCKING)

TIGHTENING BAR TYPE

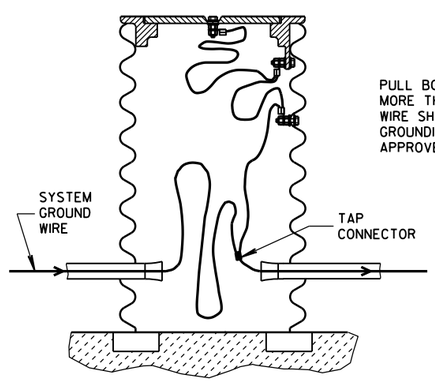


WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

PULL BOX



EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES



PULL BOX TO NEAREST BASE DISTANCE MORE THAN 20 FEET. PULL BOX GROUND WIRE SHALL CONNECT AT SYSTEM GROUNDING WIRE. USE DEPARTMENT APPROVED TAP CONNECTOR.

EQUIPMENT GROUNDING LUG AND LOCATION IN STEEL PULL BOXES

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

PULL BOX

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

6

S.D.D. 9 B 4-11

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		NON-CONDUCTIVE PULL BOX	
BOX DIAMETER ** (INSIDE)	A	24	24
BOX OVERALL OUTSIDE DIAMETER	B	27	27
BOX LENGTH	C	36	42
FRAME OPENING	D	22 1/2	22 1/2
WEIGHT IN POUNDS *			
COVER		50	50
BOX ONLY		75	85

* THE ACTUAL WEIGHT OF THE COVER OR BOX ONLY MAY VARY NOT TO EXCEED 100 LBS INDIVIDUALLY.

** DIAMETER VARIES FROM TOP TO BOTTOM WITH THE DIAMETER LARGER AT THE BOTTOM TO PREVENT FROST HEAVE

GENERAL NOTES

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

ALL BOXES, FRAMES AND COVERS SHALL BE SUITABLE FOR TIER 15 LOADING AS SPECIFIED IN ANSI/SCTE 77.

PROVIDE AN OPENING FOR TOOL ASSISTED COVER REMOVAL NOT LARGE ENOUGH TO PERMIT PASSAGE OF A SPHERE MORE THAN 1/2" DIAMETER

ENSURE COVER SURFACE IS SKID RESISTANT WITH A COEFFICIENT OF FRICTION OF AT LEAST 0.5 AND VERTICAL SURFACE DICONTINUITIES LESS THAN 1/4".

COVER SHALL BE MAGNETICALLY LOCATABLE.

BOXES AND EXTENSIONS ARE TRIMMABLE FOR CUSTOM LENGTHS. TRIMMED PIECES SHALL MAINTAIN A UNIFORM LENGTH.

ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

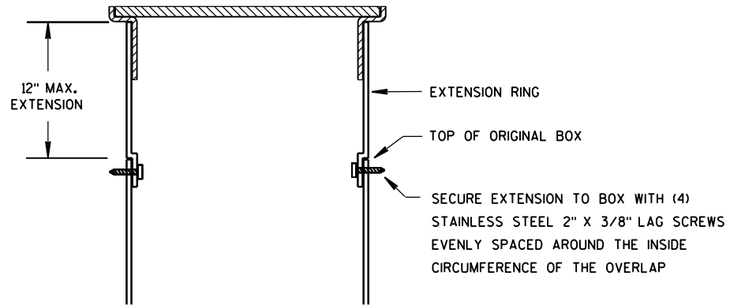
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

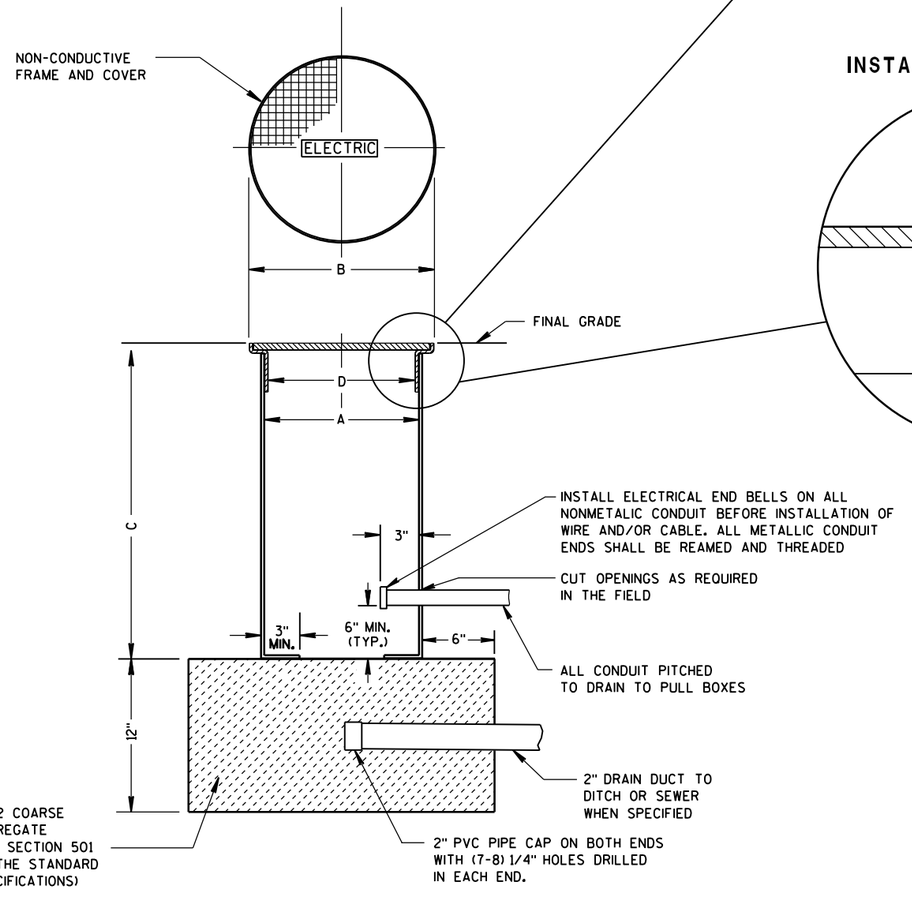
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

WHEN A PULL BOX IS INSTALLED IN CRUSHED AGGREGATE SHOULDERS, PLACE IT 2-3 INCHES BELOW GRADE AND COVER IT WITH 2-3 INCHES OF CRUSHED AGGREGATE

LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.

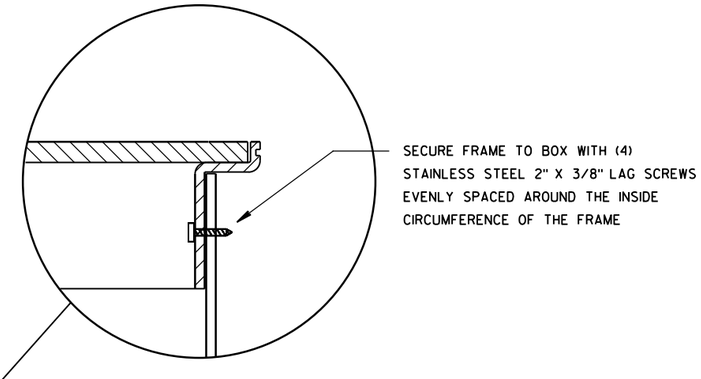


BOX EXTENSION

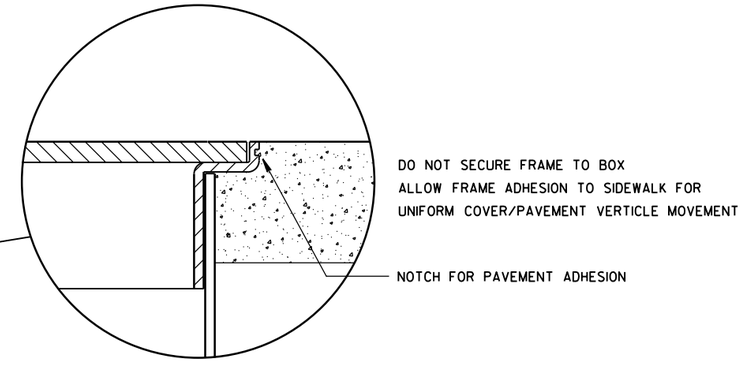


NON-CONDUCTIVE PULL BOX

INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



PULL BOX
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2017
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL

FHWA

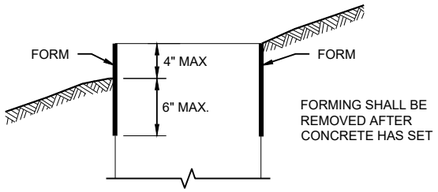
6

S.D.D. 9 B 16-1

6

S.D.D. 9 B 16-1

FORM DEPTH SHALL BE NO MORE THAN 6" BELOW GRADE ON THE LOWER SIDE OF BASE



FORMING DETAIL

QUANTITY REQUIREMENTS	CONCRETE BASE TYPE		
	1	2	5 & 6
APPROX. CUBIC YARDS OF CONCRETE	0.40	0.57	0.40
LBS. OF HOOP BAR STEEL	NONE	23	16
LBS. OF VERTICAL BAR STEEL	NONE	60	18

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE SHOWN ON THE PLANS

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN A THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FRO FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 1 INCH. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NON-METALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL BENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION.

WHEN REQUIRED TO CONNECT NON-METALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD) FOR TYPE 1, TYPE 2, TYPE 5 AND TYPE 6 BASES.

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER ALL BASE TYPES THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

ANCHOR RODS SHALL BE THREADED 12" IN LENGTH ON EACH END OF THE ROD. ANCHOR RODS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 654.2.1 OF THE STANDARD SPECIFICATIONS.

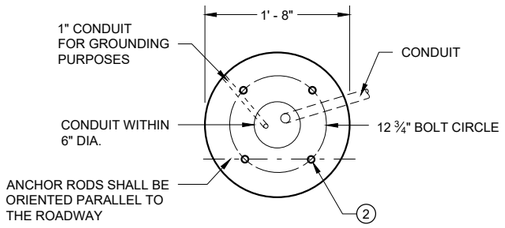
WASHERS AND LOCK WASHERS ARE REQUIRED ON ALL ANCHOR RODS.

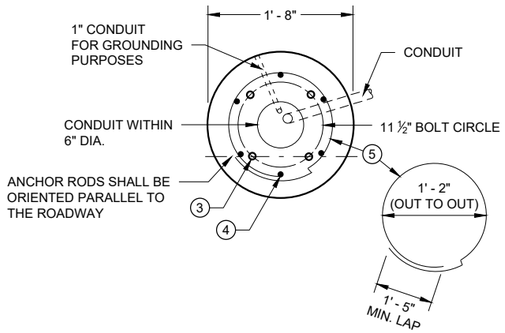
WHEN ANCHOR RODS USING THE ALTERNATE "L" BEND ARE FURNISHED, THE 4 INCH"L" BEND SHALL BE IN ADDITION TO THE SPECIFIED ANCHOR ROD BAR LENGTH. THE "L" BEND SHALL NOT BE THREADED.

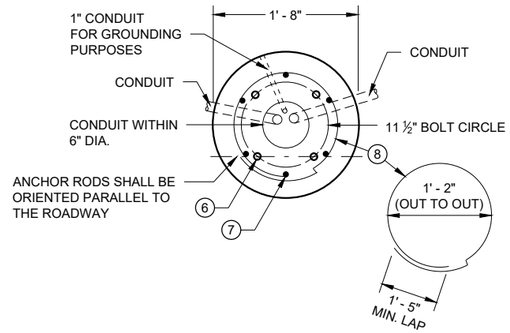
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

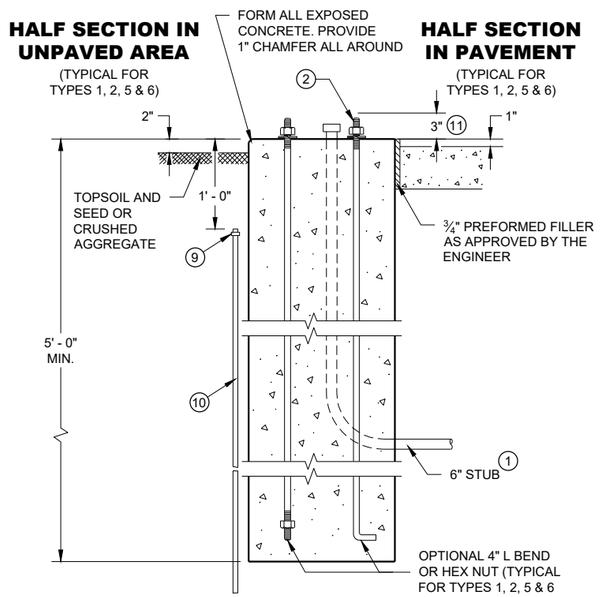
WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TIE WIRES SHALL BE USED.

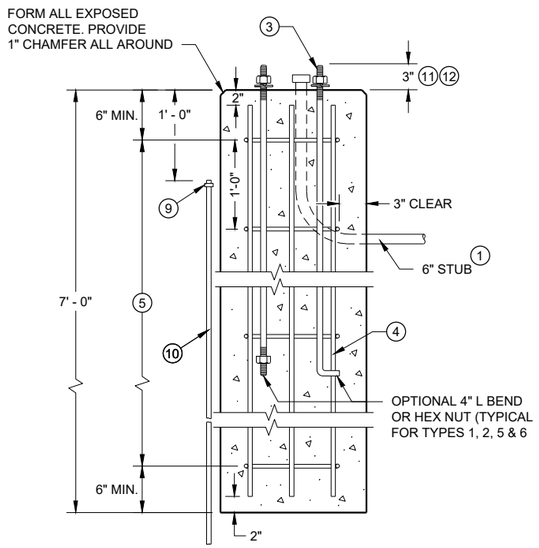
BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

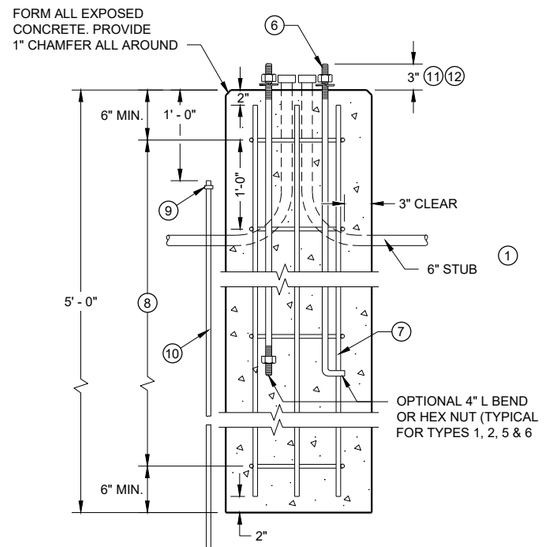












1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN APPROVAL OF THE ENGINEER.

2 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

3 (4) 1" DIA. X 5' - 0" ANCHOR RODS.

4 (6) NO. 6 X 6' - 8" BAR STEEL REINFORCEMENT.

5 (7) NO. 4 X 5' - 1" BAR STEEL REINFORCEMENT @ 1' - 0" C - C.

6 (4) 1" DIA. X 3' - 6" ANCHOR RODS.

7 (6) NO. 4 X 4' - 8" BAR STEEL REINFORCEMENT.

8 (5) NO. 4 X 5' - 1" BAR STELL REINFORCEMENT @ 1' - 0" C -C.

9 EXOTHERMIC CONNECTION TO EUIPMENT GROUNDING CONDUCTOR

10 ⅝" DIA. X 8' -0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED

11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 ¾" OR LONGER THAN 3 ¼" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTORS EXPENSE.

12 FOR NON - BREAKAWAY INSTALLATIONS, 4 ½" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

CONCRETE BASES

CONCRETE BASES TYPES 1, 2, 5, & 6

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGI 188
FHWA

6
SDD 09C02 - 08

GENERAL NOTES

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

FOUR (4) BOLTS SHALL BE FURNISHED WITH EACH TRANSFORMER BASE. BOLTS SHALL BE 1" DIAMETER, 4" IN LENGTH, WITH WASHERS, LOCK WASHERS AND NUTS. BOLTS, NUTS AND WASHERS SHALL BE MANUFACTURED IN ACCORDANCE WITH SECTION 641.2.2 OF THE STANDARD SPECIFICATIONS.

LEVELING SHIMS, IF NEEDED, SHALL BE DESIGNED FOR THE PURPOSE AND USED UNDER CAST BASES WHEN PLUMBING POLES OR STANDARDS DURING INSTALLATION. THE USE OF WASHERS IN LIEU OF PROPER LEVELING SHIMS IS NOT ACCEPTABLE.

SHIM LENGTH SHALL BE LONG ENOUGH TO COMPLETELY COVER THE AREA UNDER THE LENGTH AND WIDTH OF THE BASE MOUNTING FLANGE.

DOUBLE NUTTING IS NOT ACCEPTABLE FOR LEVELING OR MOUNTING PURPOSES.

A NEMA APPROVED, U.L. LISTED, COPPER WITH BRASS OR STAINLESS STEEL SET SCREW, DIRECT BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE SHALL BE FURNISHED AND INSTALLED IN THE PEDESTAL AND TRANSFORMER BASES.

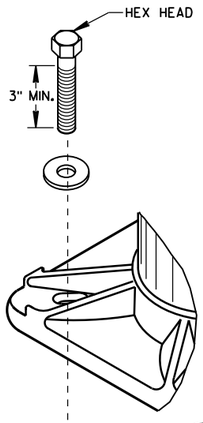
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

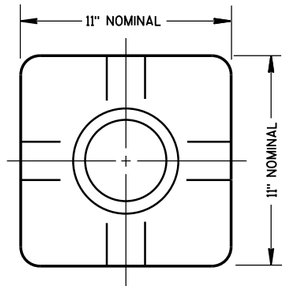
SHOULD THE MANNER OF ATTACHMENT OF THE LUG REQUIRE WASHERS, HEX NUTS, LOCK WASHER - THEY SHALL BE STAINLESS STEEL AS IS THE BOLT. THE MANNER OF ATTACHMENT SHALL NOT BLOCK ACCESSIBILITY TO WIRE PLACEMENT IN THE CONNECTOR.

PEDESTAL BASE COLLAR THREADING SHALL BE TAPERED AND IN ACCORDANCE WITH NATIONAL PIPE THREADING DIMENSIONS.

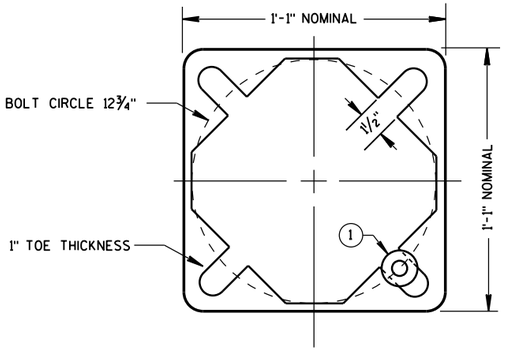
BASE COLLAR THREADING SHALL EXTEND INTO THE BASE COLLAR WITH SUFFICIENT DEPTH TO ACCEPT THE INSTALLATION OF TRAFFIC SIGNAL STANDARDS TO A DEPTH OF 1 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.

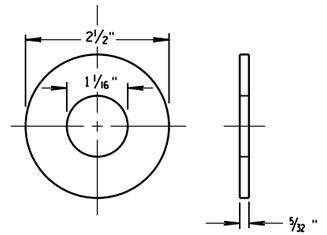




TOP VIEW
(PEDESTAL BASE)

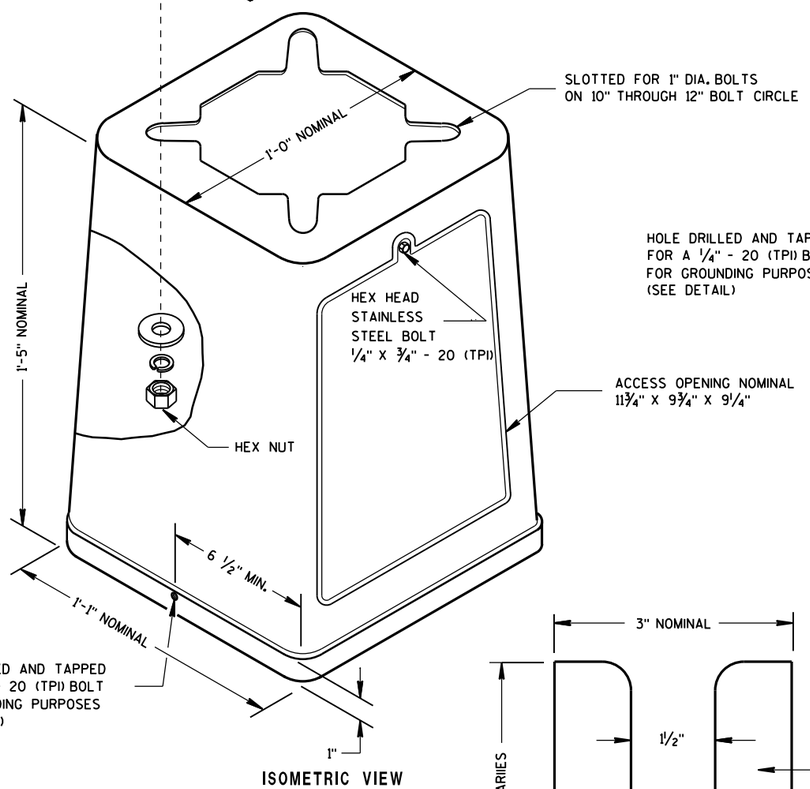


BOTTOM VIEW
(PEDESTAL BASE)

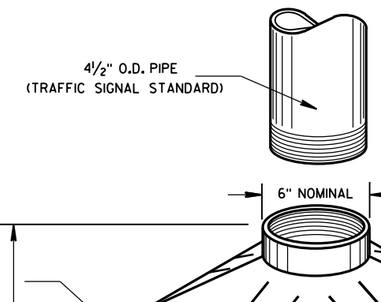


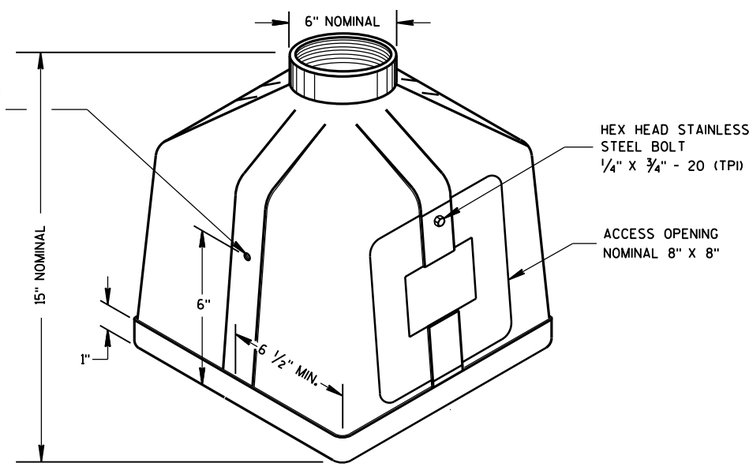
ZINC COATED STEEL WASHER
TO BE PROVIDED BY THE CONTRACTOR

PEDESTAL BASE WASHER (1)

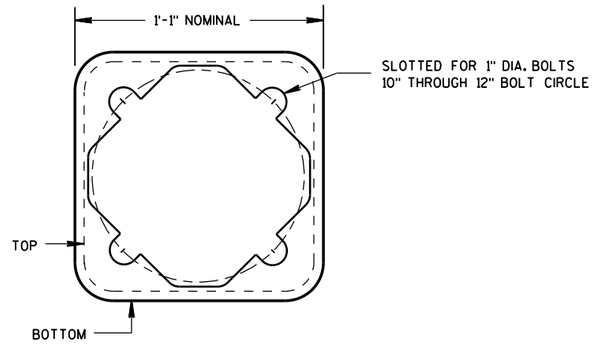


ISOMETRIC VIEW

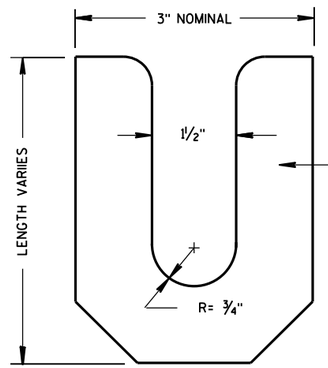




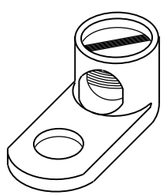
ISOMETRIC VIEW
PEDESTAL BASE



BOTTOM VIEW
(TRANSFORMER BASE)



LEVELING SHIM



TYPICAL MECHANICAL
CONNECTOR LUG
TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE
INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

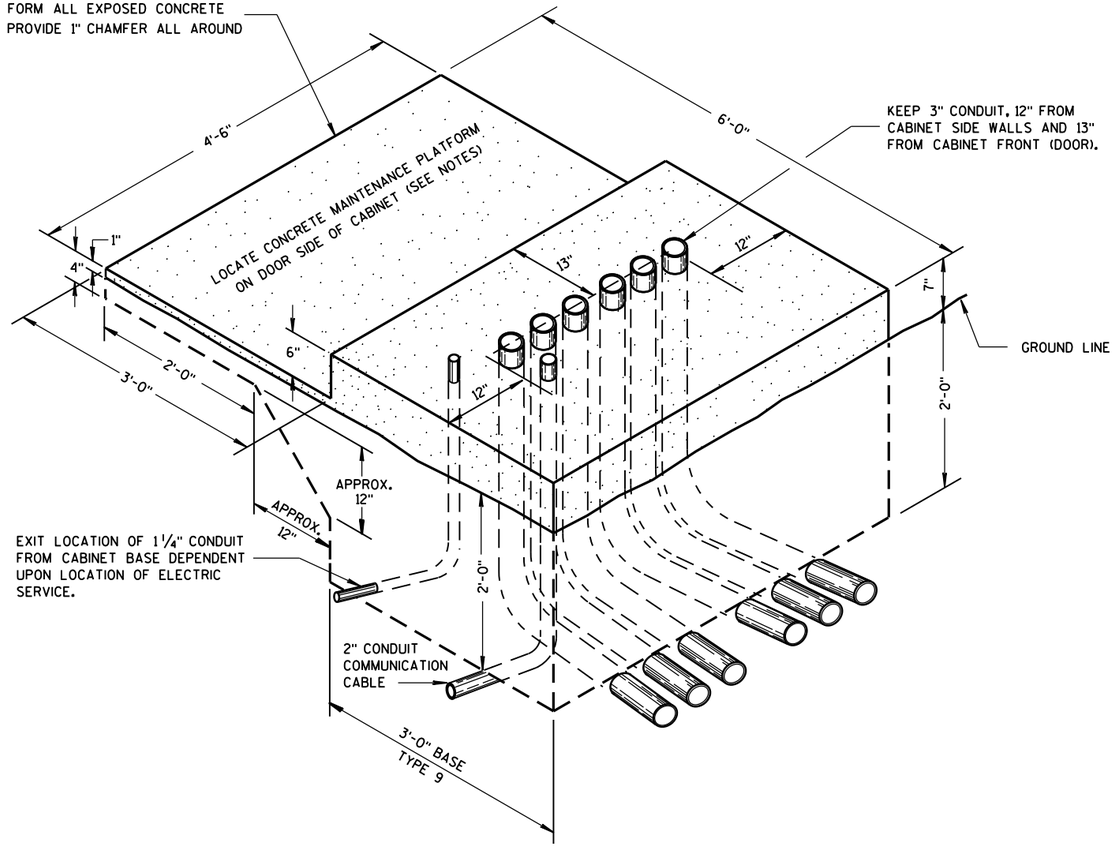
APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 C 3-4

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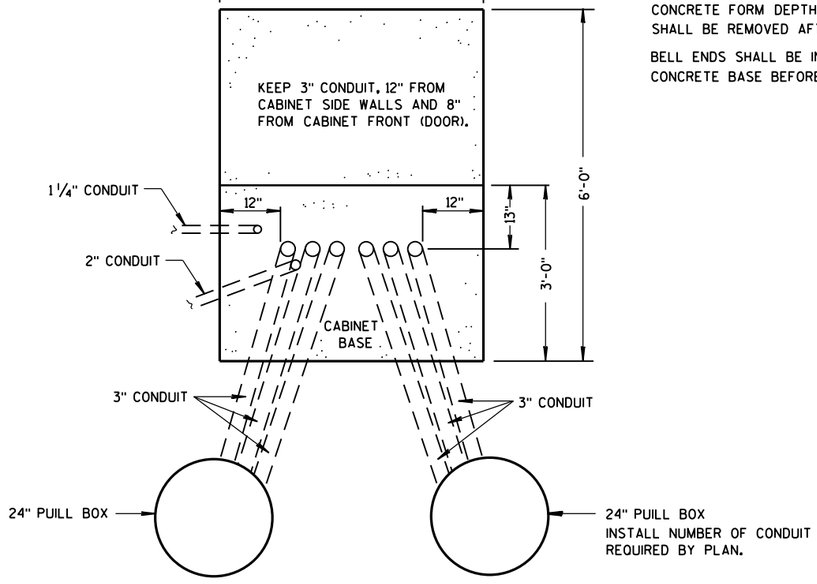
S.D.D. 9 C 3-4



ISOMETRIC VIEW

TYPE 9, SPECIAL

(C.Y. CONCRETE = APPROX. 1.56)



PLAN VIEW

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

GENERAL NOTES

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

INSTALL FOUR ½ INCH MINIMUM DIAMETER X 4 INCH MINIMUM LENGTH STAINLESS STEEL APPROVED CONCRETE MASONRY ANCHORS WITH A PULLOUT STRENGTH OF 9,000 LBS. TO ANCHOR THE CABINET TO TYPE 6, 7, 8, AND 9 BASES. THE ANCHOR STUDS SHALL BE LOCATED AS DIRECTED BY THE ENGINEER TO PROPERLY ANCHOR THE CONTROL CABINET TO THE BASE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

CONDUIT HEIGHT ABOVE THE CONCRETE BASE SHALL BE 1 INCH.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

CONTROL CABINET BASE TOP SURFACE SHALL BE TROWEL FINISHED SMOOTH AND LEVEL.

MAINTENANCE PLATFORM SHALL BE FLOAT OR BROOM FINISHED AND BE LEVEL.

MAINTENANCE PLATFORMS ARE NOT REQUIRED WHEN THE SURROUNDING AREA IS PAVED.

MINIMUM BENDING RADIUS OF CONDUIT = 6 X THE DIAMETER.

ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED.

CAP ALL BELOW GRADE METALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

PLUG ALL BELOW GRADE NONMETALLIC CONDUIT ENDS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

CONDUIT EXITING THE CONCRETE BASE (SIX THREE INCH) SHALL TERMINATE IN PULL BOXES AS SHOWN ON THE PLANS.

CONCRETE FORM DEPTH BELOW FINISHED GRADE SHALL BE 6" MAXIMUM. CONCRETE FORMS SHALL BE REMOVED AFTER CONCRETE HAS SET.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF THE CONCRETE BASE BEFORE INSTALLATION OF CABLE OR WIRE.

CONCRETE CONTROL CABINET BASE, TYPE 9, SPECIAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

GENERAL NOTES

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

BASES SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

TOP SURFACES OF CONCRETE BASES SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZES AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

THE FINAL OR TERMINATING CONCRETE BASE IN A CONDUIT RUN SHALL HAVE A 6" EXIT STUB INSTALLED FOR FUTURE CABLING USE. THE EXIT STUB SHALL BE SIZED AS USED THROUGHOUT THE CONDUIT RUN AS SHOWN AT THE ENTRANCE OF THE BASE.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASES SHALL BE 4 INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL END INSTALLED. ALL CONDUIT SHALL BE SLOPED TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF CONCRETE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUIT IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR FUTURE USE SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTER FITTINGS, U.L. LISTED FOR ELECTRICAL USE, SHALL BE USED.

IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL ENTER THE BASE THROUGH A 1 INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4 FOOT COIL OF WIRE ABOVE THE CONCRETE BASE. THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

WELDING OF THE ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS (LATEST EDITION).

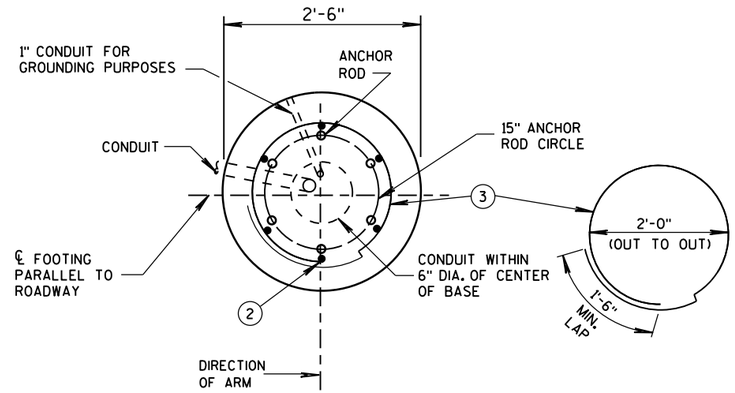
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

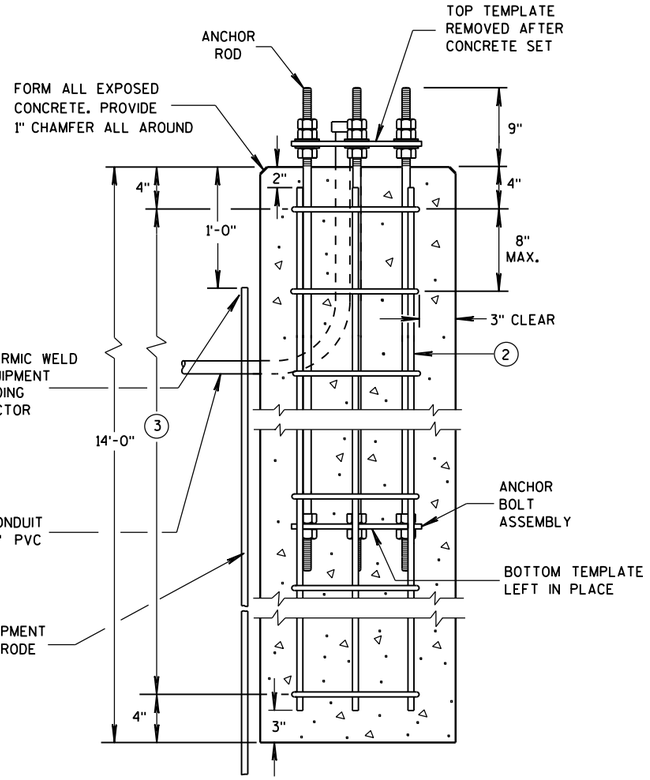
(1) THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES. (GREATER THAN 36 INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH WRITTEN APPROVAL BY THE ENGINEER.

(2) (6) NO. 6 X 13'-7" BAR STEEL REINFORCEMENT.

(3) (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATION)	fy=55,000 p.s.i.
TEMPLATES, ASTM, A709 GRADE 36	fy=36,000 p.s.i.

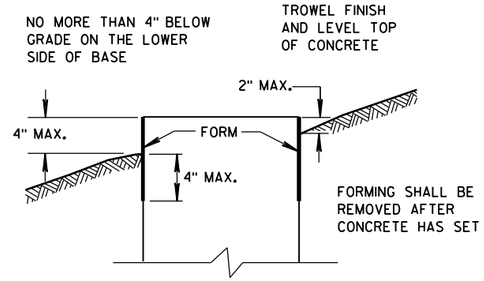




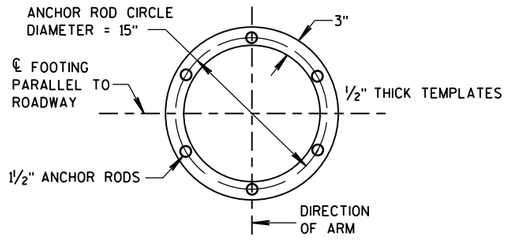
CONCRETE BASE TYPE 10

(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

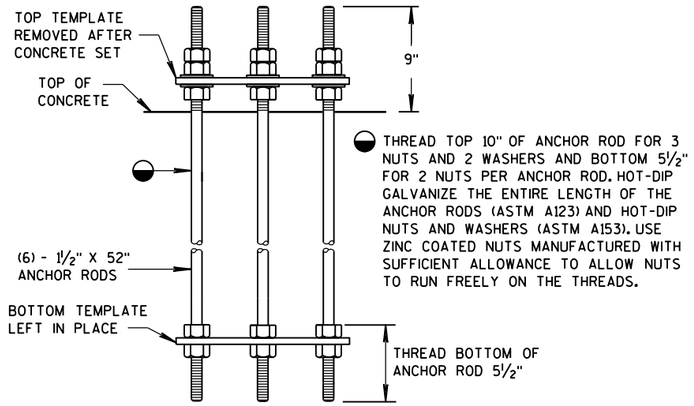
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 10 ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

CONCRETE BASE TYPE 10

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DEPARTMENT OF TRANSPORTATION

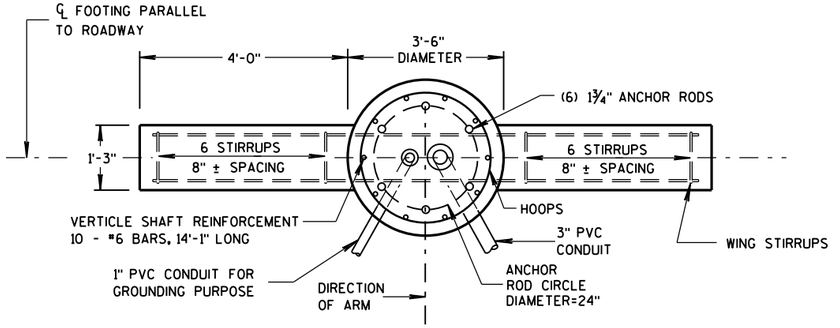
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May 2017 — DATE
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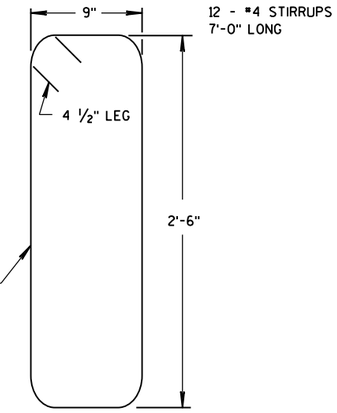
S.D.D. 9 C 11-10

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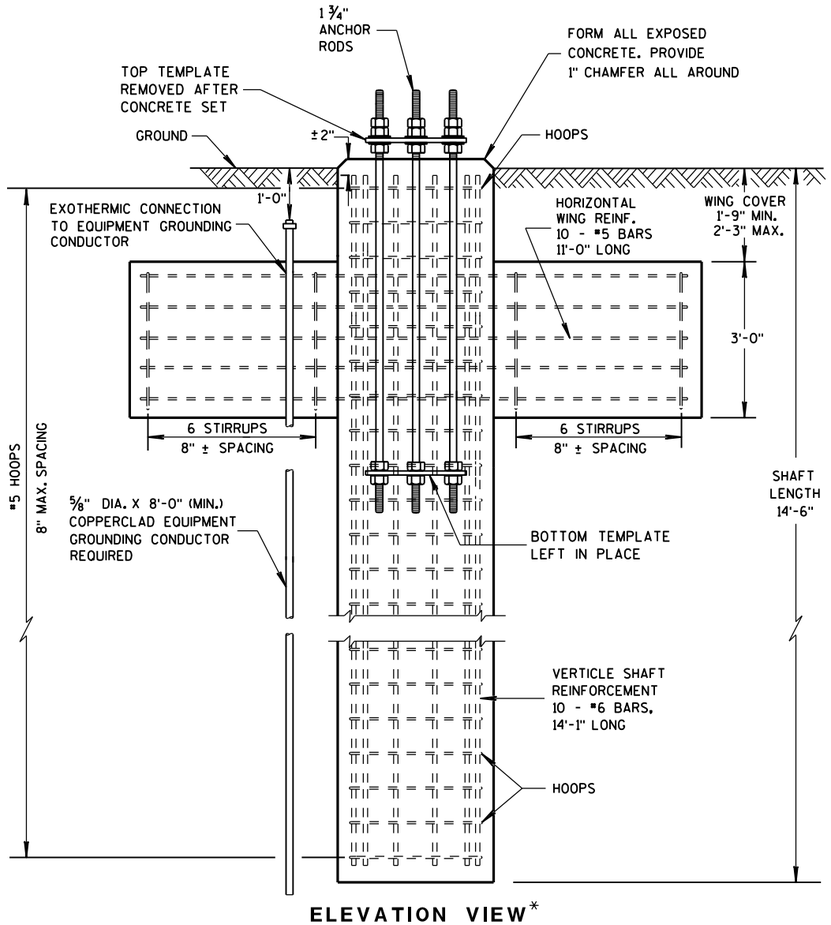
S.D.D. 9 C 11-10



PLAN VIEW

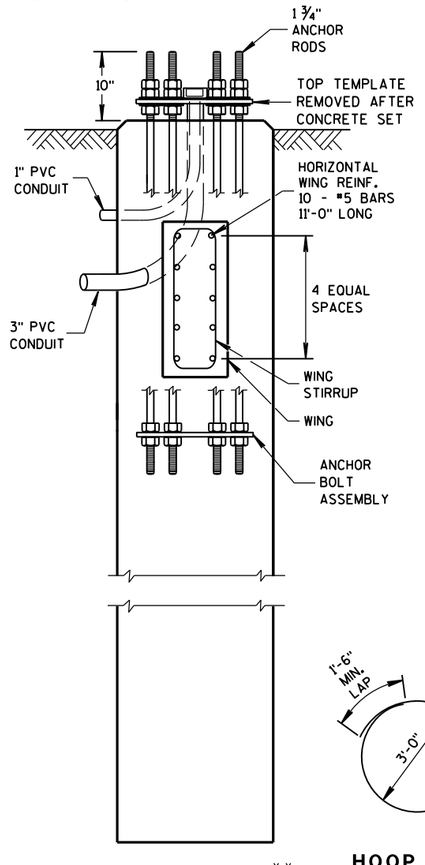


WING STIRRUP



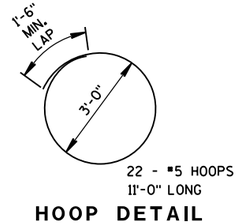
ELEVATION VIEW*

* CONDUITS ARE NOT SHOWN ON THIS VIEW FOR CLARITY



SIDE VIEW**

** HOOPS AND VERTICAL SHAFT REINFORCEMENT NOT SHOWN ON THIS VIEW FOR CLARITY



HOOP DETAIL

GENERAL NOTES

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

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD PROJECTION ABOVE TOP OF CONCRETE FOOTING BASE PER THIS SHEET.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF THE UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

WELDING OF ANCHOR RODS TO THE CAGE IS UNACCEPTABLE. TEMPLATES SHALL BE USED.

BASES (SHAFT), BELOW THE WING, SHALL BE EXCAVATED BY THE USE OF A CIRCULAR AUGER. IF A BASE REQUIRES A DEEP FORM BECAUSE OF LOOSE SOIL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUNG THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

TOP SURFACE OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

CONDUIT SIZE AND LOCATIONS SHALL BE AS SHOWN ON THE PLANS.

MINIMUM BENDING RADIUS OF CONDUIT IS EQUAL TO 6 X THE DIAMETER.

CONDUIT HEIGHT ABOVE CONCRETE BASE SHALL BE 4½" INCHES. ALL METALLIC CONDUIT ENDS SHALL BE REAMED AND THREADED. NONMETALLIC CONDUIT SHALL HAVE BELL ENDS INSTALLED. ALL CONDUIT SHALL SLOPE TO PULL BOX.

ALL CONDUIT ENDS AT THE TOP OF THE BASES SHALL BE CAPPED IF METALLIC OR PLUGGED IF NONMETALLIC IMMEDIATELY AFTER PLACEMENT AND BEFORE CONCRETE IS POURED. CONDUITS IN WHICH WIRE OR CABLE IS NOT INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BELL ENDS SHALL BE INSTALLED ON ALL PVC CONDUIT EXPOSED AT THE TOP OF CONCRETE BASES BEFORE INSTALLATION OF CABLE OR WIRE.

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY ADAPTOR FITTINGS, UL LISTED FOR ELECTRICAL USE, SHALL BE USED.

A NO. 4 AWG, STRANDED COPPER EQUIPMENT GROUNDING CONDUCTOR SHALL BE EXOTHERMICALLY WELDED TO THE EQUIPMENT GROUNDING ELECTRODE (GROUND ROD).

THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE FURNISHED AND INSTALLED TO ENTER THE BASE THROUGH A 1-INCH CONDUIT INSTALLED FOR GROUNDING PURPOSES, LEAVING A 4-FOOT COIL OF WIRE ABOVE THE CONCRETE BASE, THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE NEATLY COILED AND THE COILS TIED TOGETHER.

BAR STEEL REINFORCEMENT SHALL BE COATED WITH POWDERED EPOXY RESIN IN ACCORDANCE WITH SECTION 505 OF THE STANDARD SPECIFICATIONS.

THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVEL WAY SHALL BE 24-INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18-INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36-INCHES, (GREATER THAN 36-INCHES IF INSTALLED IN BREAKER-RUN), EXCEPT WITH THE WRITTEN APPROVAL OF THE ENGINEER.

ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	fy=36,000 p.s.i.

(FOR TYPE 12 & 13 & OVER HEIGHT (OH) POLES)

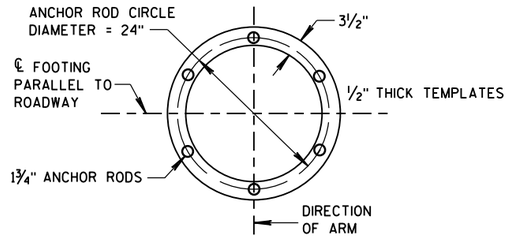
CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

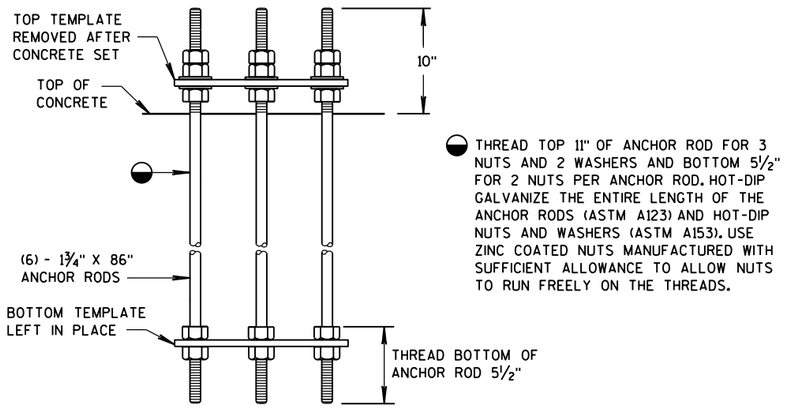
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
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S.D.D. 9 C 12-9a

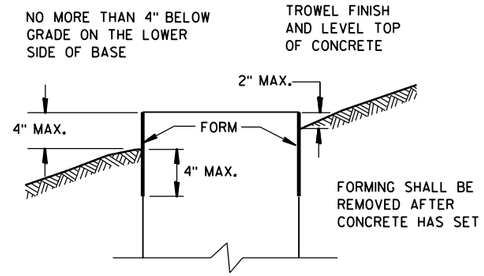


TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

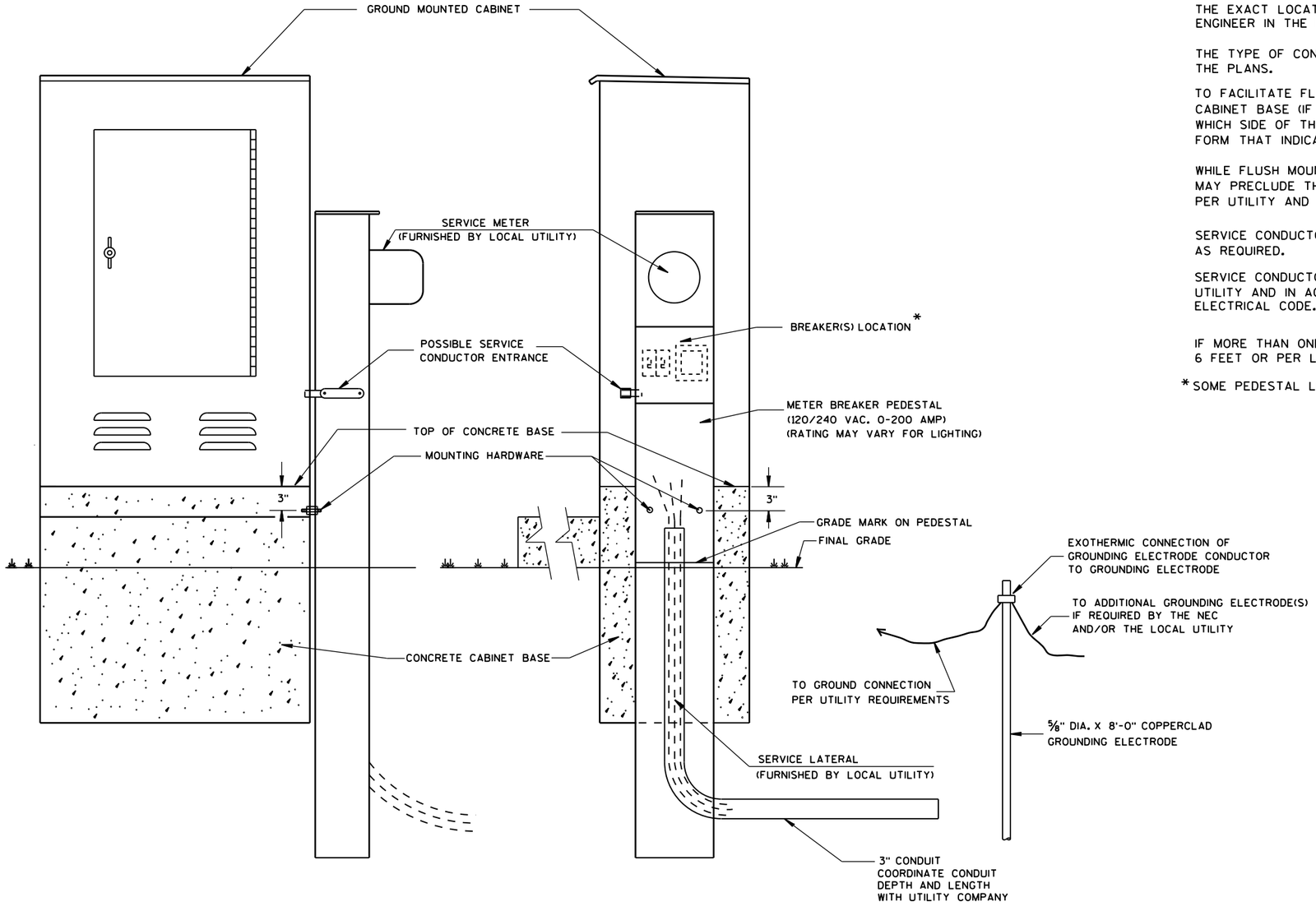
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May 2017 — DATE
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S.D.D. 9 C 12-9b

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S.D.D. 9 C 12-9b



TYPICAL CABINET SERVICE INSTALLATION

GENERAL NOTES

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

THE EXACT LOCATION OF THE METER BREAKER PEDESTAL SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

THE TYPE OF CONCRETE CABINET BASE TO BE INSTALLED SHALL BE AS CALLED FOR IN THE PLANS.

TO FACILITATE FLUSH MOUNTING OF THE METER BREAKER PEDESTAL AGAINST THE SIDE OF THE CABINET BASE (IF FLUSH MOUNTING POSSIBLE. CONFER WITH THE LOCAL UTILITY TO DETERMINE WHICH SIDE OF THE CONCRETE BASE THE ELECTRICAL SERVICE LATERAL WILL APPROACH. THEN FORM THAT INDICATED SIDE FOR FULL SIDE DEPTH.

WHILE FLUSH MOUNTING IS THE MOST DESIRABLE MOUNTING CONFIGURATION UTILITY REQUIREMENTS MAY PRECLUDE THIS OPTION. CONTRACTOR MUST PROVIDE UTILITY APPROVED PEDESTAL AND INSTALL PER UTILITY AND MANUFACTURERS REQUIREMENTS.

SERVICE CONDUCTOR ENTRANCES SHALL BE RIGID METALLIC CONDUIT, NIPPLES AND/OR CONDULETS AS REQUIRED.

SERVICE CONDUCTOR ENTRANCES SHALL BE SIZED AND LOCATED AS REQUIRED BY THE LOCAL UTILITY AND IN ACCORDANCE WITH APPROPRIATE ARTICLES OF THE LATEST ACCEPTED NATIONAL ELECTRICAL CODE.

IF MORE THAN ONE GROUNDING ELECTRODE IS REQUIRED, THE DISTANCE APART SHALL BE 6 FEET OR PER LOCAL UTILITY REGULATIONS.

* SOME PEDESTAL LIGHTING PLANS SHOW MAIN LUGS ONLY.

CABINET SERVICE INSTALLATION (METER BREAKER PEDESTAL)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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/S/ Ahmet Demirbilek — STATE ELECTRICAL
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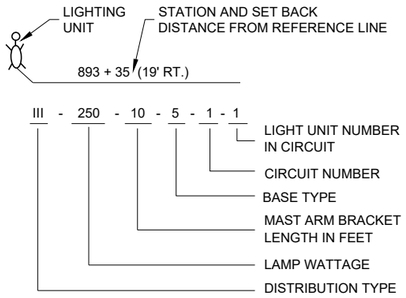
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S.D.D. 9 D 1-5

GENERAL NOTES

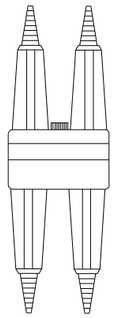
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

THE EQUIPMENT GROUND CONNECTOR SHALL BE TAPED WITH 3 WRAPS (MINIMUM) OF APPROVED RUBBER TAPE AND 3 WRAPS (MINIMUM) OF APPROVED VINYL TAPE TO COVER SHARP WIRE ENDS AFTER THE CONNECTION IS COMPLETED.

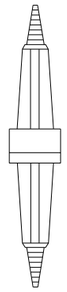
WHEN TRANSFORMER BASES ARE USED, ALL WIRING CONNECTIONS SHALL OCCUR WITHIN THE TRANSFORMER BASES.



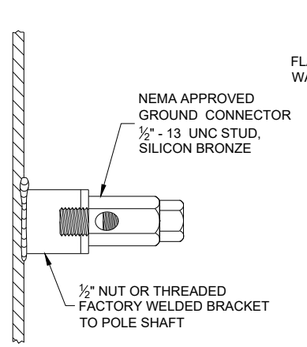
LIGHTING UNIT CODE
(TYPICAL)



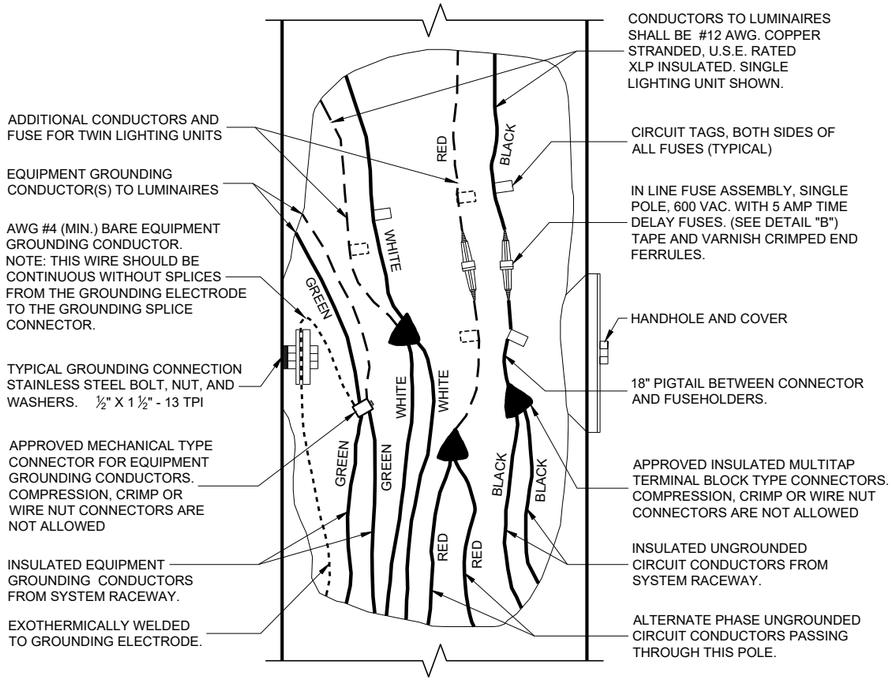
DETAIL "A"
BREAKAWAY DOUBLE POLE WITH WATERPROOF INSULATING BOOT



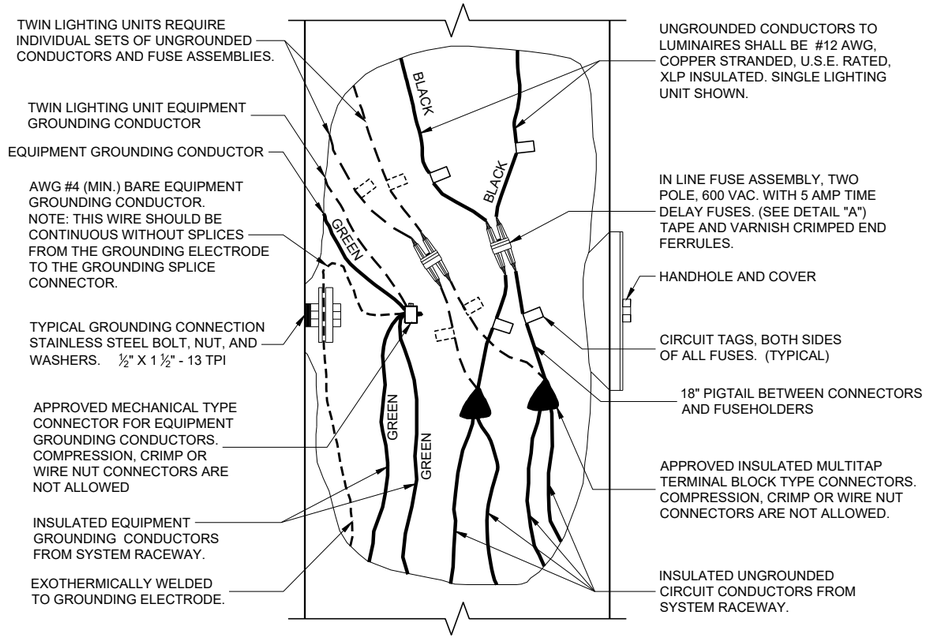
DETAIL "B"
BREAKAWAY SINGLE POLE WITH WATERPROOF INSULATING BOOT



TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



3 WIRE - 120, 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH GROUNDING CONDUCTOR AND EQUIPMENT GROUNDING CONDUCTOR



2 WIRE - 240 OR 480 VAC (UNGROUNDED CONDUCTORS) WITH EQUIPMENT GROUNDING CONDUCTOR

NON - FREEWAY LIGHTING UNIT POLE WIRING

STATE OF WISCONSIN
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APPROVED
November 2018
DATE
/S/ Ahmet Demirbilek
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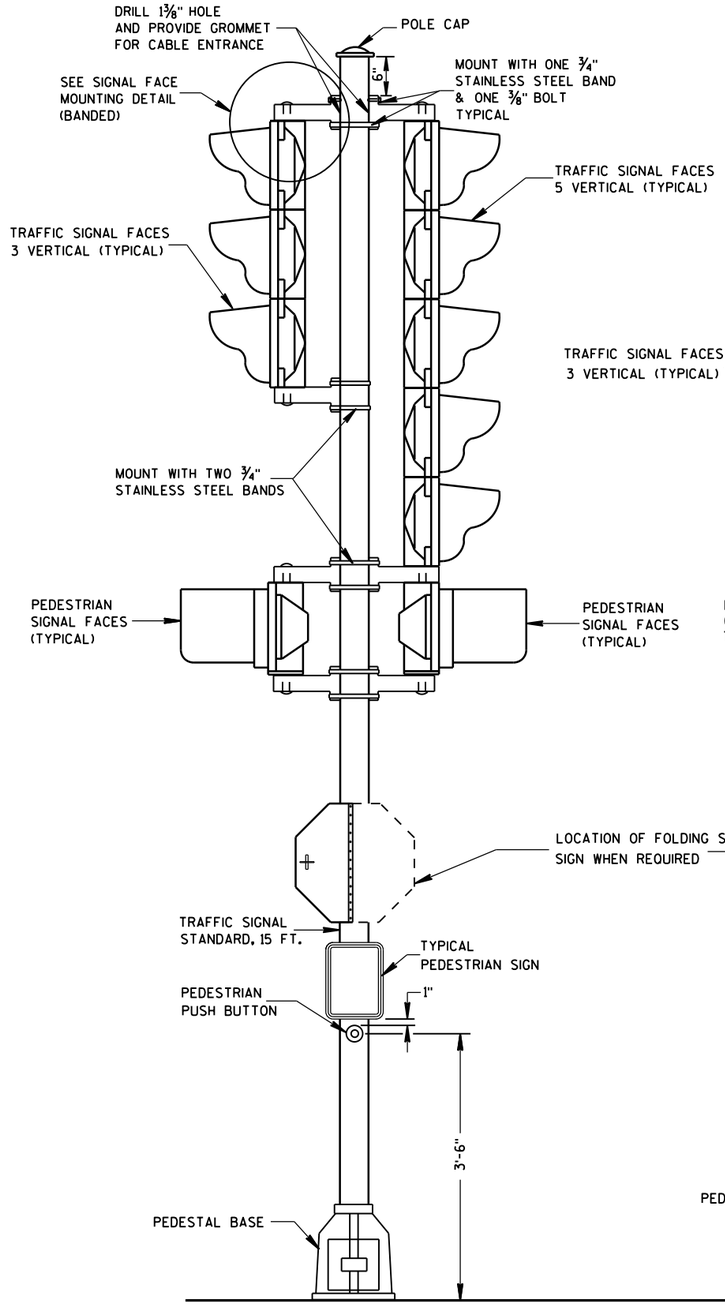
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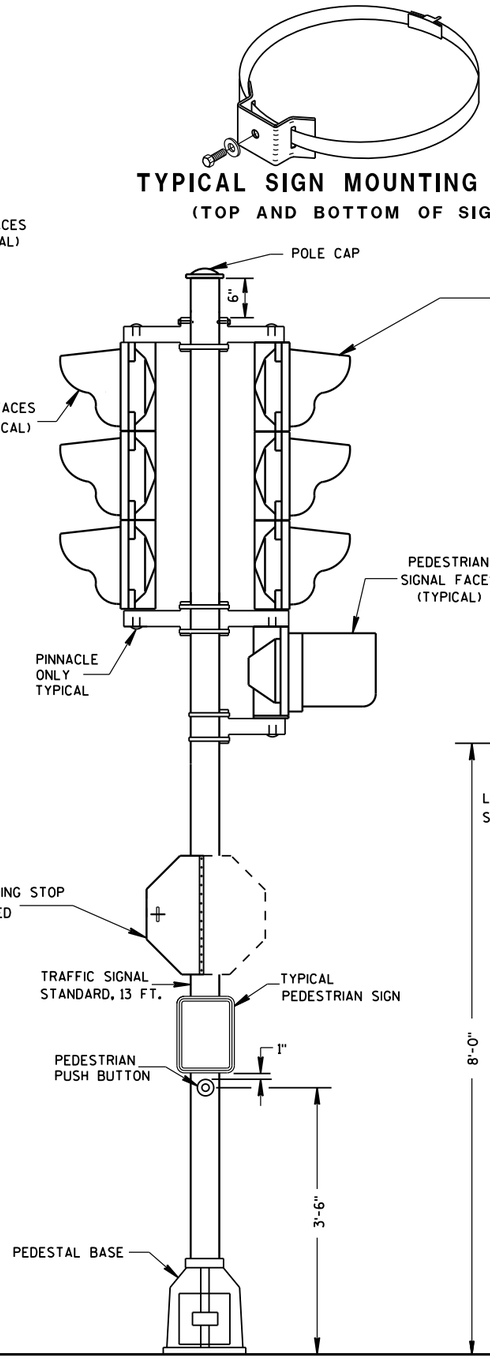
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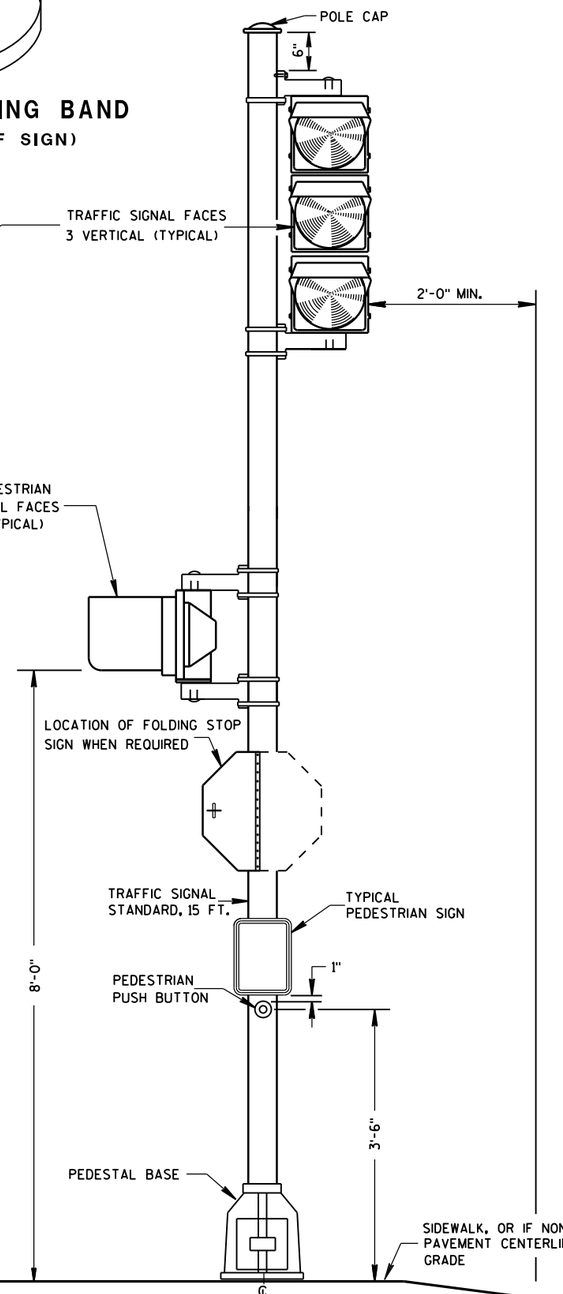


TRAFFIC SIGNAL STANDARD-15 FT.



TRAFFIC SIGNAL STANDARD-13 FT.

TYPICAL SIGN MOUNTING BAND
(TOP AND BOTTOM OF SIGN)



TRAFFIC SIGNAL STANDARD-15 FT.
3M MOUNTING (TYPICAL)

GENERAL NOTES

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

SEE THE SIGNAL PLAN FOR REQUIRED SIGNAL FACE SIZES.

ALL PEDESTAL BASES SHALL BE MOUNTED ON CONCRETE BASE - TYPE 1.

FOR APPROVED MOUNTING HARDWARE, SEE THE CONTRACT SPECIAL PROVISIONS.

POLYCARBONATE MOUNTING BRACKETS SHALL BE USED.

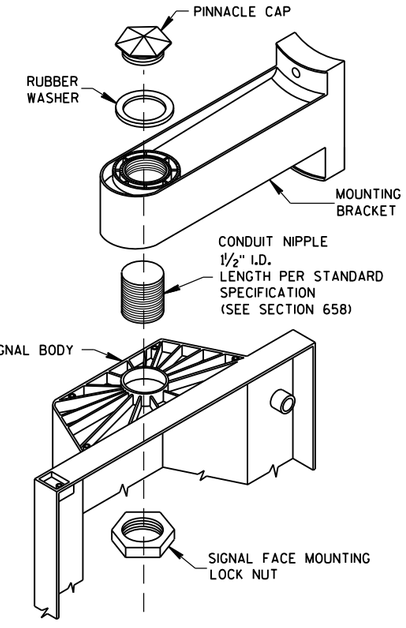
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

OPTICALLY PROGRAMMED SIGNAL FACES SHALL BE MASKED IN ACCORDANCE WITH MANUFACTURERS INSTRUCTIONS, AND UNDER THE DIRECTIONS OF THE REGION TRAFFIC ENGINEER.

FOLDING STOP SIGNS SHALL BE IN ACCORDANCE WITH THE MUTCD AND/OR THE LATEST WISCONSIN SUPPLEMENT. THE SIGNS SHALL BE SIZED AND LOCATED AS CALLED FOR IN IN THE PLANS.

PEDESTRIAN SIGNS SHALL BE AS DESIGNATED IN THE PLANS.

FURNISH AND INSTALL VENTILATED, CAST, METALLIC (ALUMINUM ALLOY) CAPS. FASTEN CAPS WITH ONE (1) ¼" X ¾" - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



SIGNAL FACE MOUNTING DETAIL
(BANDED)

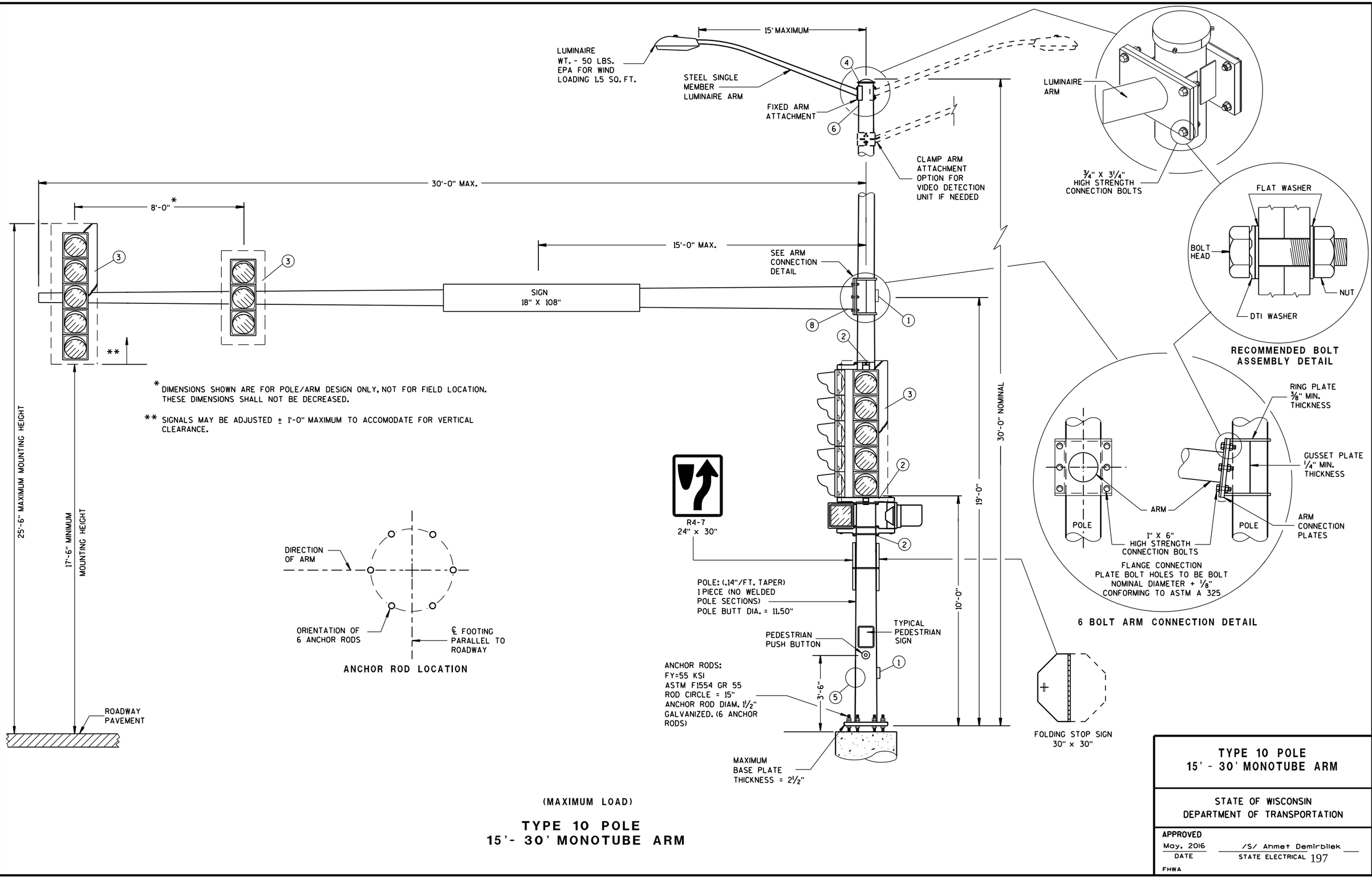
TRAFFIC SIGNAL STANDARD POLY BRACKET MOUNTINGS (TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013 — DATE
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S.D.D. 9 E 6-5



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

(MAXIMUM LOAD)

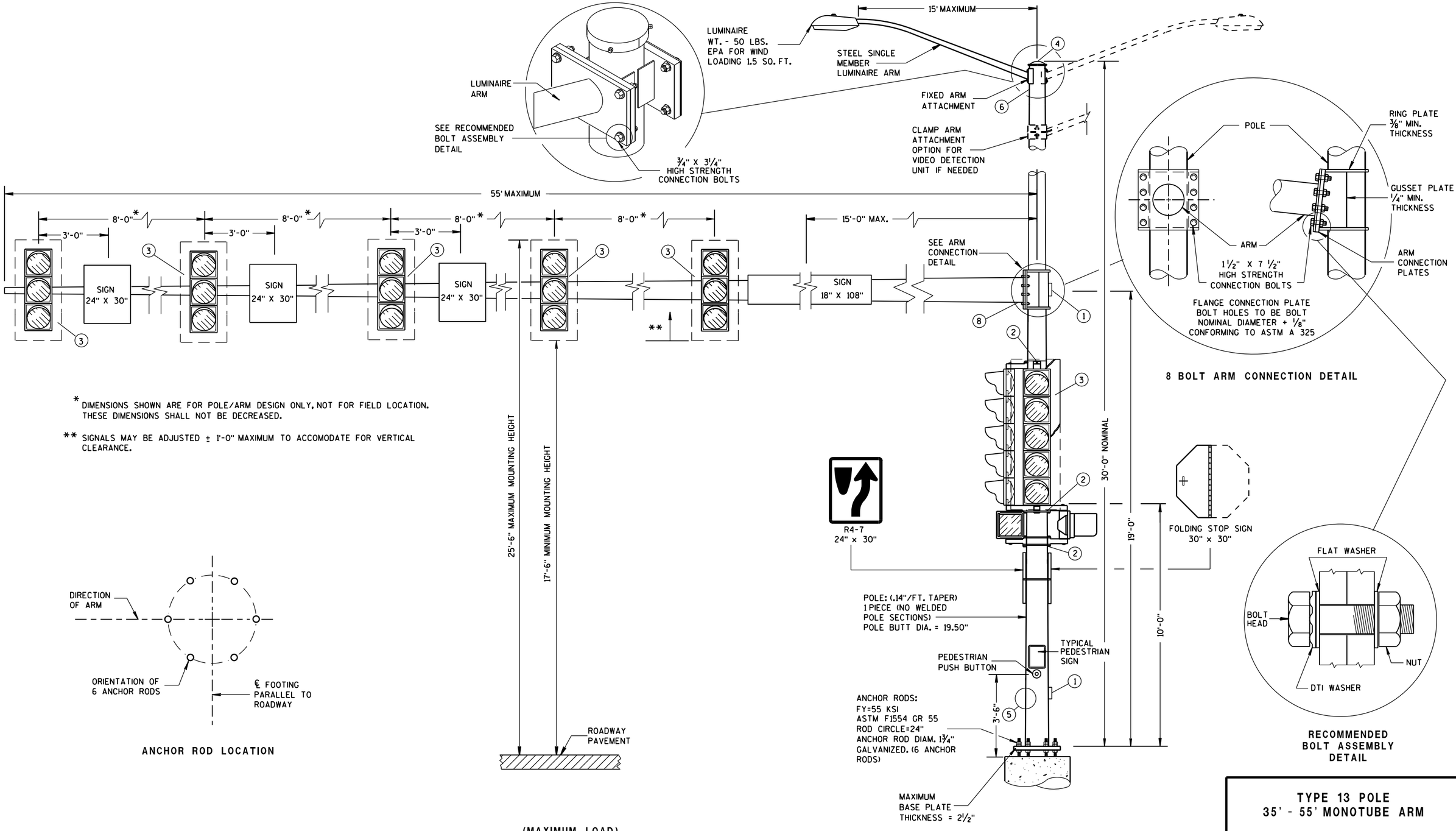
TYPE 10 POLE
15'- 30' MONOTUBE ARM

TYPE 10 POLE
15' - 30' MONOTUBE ARM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May, 2016 — DATE
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S.D.D. 9 E 8-8b



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED ± 1'-0" MAXIMUM TO ACCOMODATE FOR VERTICAL CLEARANCE.

8 BOLT ARM CONNECTION DETAIL

RECOMMENDED BOLT ASSEMBLY DETAIL

ANCHOR ROD LOCATION

(MAXIMUM LOAD)

TYPE 13 POLE 35'- 55' MONOTUBE ARM

TYPE 13 POLE 35' - 55' MONOTUBE ARM	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2016 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL
FHWA	

6
S.D.D. 9 E 8-8d

GENERAL NOTES

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

POLE TYPES 9 AND 10 ARE FOR ARM LENGTHS 15-FOOT TO 30-FOOT.

POLE TYPES 12 AND 13 ARE FOR ARM LENGTHS 35-FOOT TO 55-FOOT.

MONOTUBE POLE AND ARM SHALL BE GALVANIZED STEEL.

RING-STIFFENED BUILT-UP BOX TYPE OF ATTACHMENT FOR TRAFFIC SIGNAL ARM.

ONE (1) PIECE POLE CONSTRUCTION (NO WELDED POLE SECTIONS).

STANDARD STRAIGHT ARM DESIGN (3 % ± RISE).

SECTION 657, POLES OF THE STANDARD SPECIFICATIONS SHALL APPLY TO THIS DRAWING.

PROVIDE WIREWAY THRU POLE WALL AND ARM CONNECTION PLATES. PROVIDE ROUND, SMOOTH INSIDE SURFACE.

MANUFACTURER'S SUBMITTED POLE DESIGNS AND DRAWINGS SHALL BE SIGNED AND STAMPED BY A REGISTERED PROFESSIONAL ENGINEER AND CERTIFIED AS BEING IN COMPLIANCE WITH THE AASHTO 2013 6TH EDITION AND ALL PERTINENT WISDOT SPECIFICATIONS AND DRAWINGS FOR TRAFFIC AND LIGHTING STRUCTURES AND AS FOLLOWS:

- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 90 MPH (3-SECOND GUST) WIND SPEED AND A 50 YEAR DESIGN LIFE.

SECURE THE OPENING BELOW THE BASE PLATE WITH STAINLESS STEEL OR GALVANIZED STEEL MESH AND SECURE THE MESH WITH ¾" S.S. BANDING AROUND THE LEVELING NUTS.

INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

SIGNAL FACE SHALL BE MOUNTED 6 INCHES (NOMINAL) FROM THE END OF THE MONOTUBE ARM OR AS SHOWN ON THE PLAN CONSTRUCTION DETAIL OR AS DIRECTED BY THE PROJECT ENGINEER/ELECTRICAL OPERATIONS PERSONNEL. MOUNT ALL LIKE HEADS AT SAME ELEVATION.

SIGN MOUNTING BRACKETS SHALL BE FURNISHED IN ACCORDANCE WITH SECTION 637 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.

(1) DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.

(2) SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).

(3) SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.

(4) THE TOP OF THE POLE SHAFT AND THE END OF THE MONOTUBE ARM SHALL BE EQUIPPED WITH A REMOVABLE, VENTILATED CAP HELD SECURELY IN PLACE WITH SET SCREWS.

(5) FACTORY-WELDED BRACKET FOR GROUNDING LUG, OPPOSITE HANDHOLE, (LUG AND HARDWARE PAID UNDER SEPARATE ITEM). PROVIDE HOLE IN BRACKET FOR ¼" X ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLT.

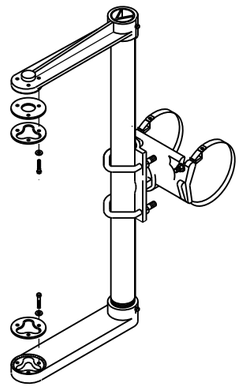
(6) FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.

(7) INSTALL STRUCTURAL IDENTIFICATION PLAQUES.

STRUCTURAL IDENTIFICATION PLAQUES SHALL BE PLACED ON THE POLES IN THE SAME DIRECTION AS THE ARM.

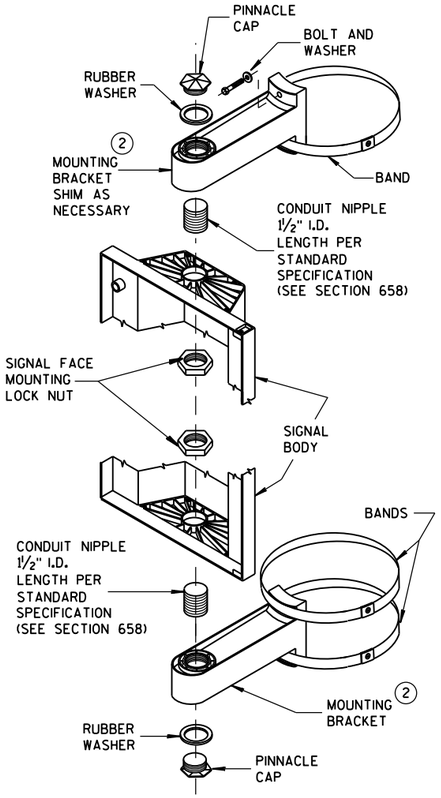
MOUNTING HEIGHT SHALL BE 6'-0" ABOVE THE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL BE OBSTRUCTED.

(8) FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

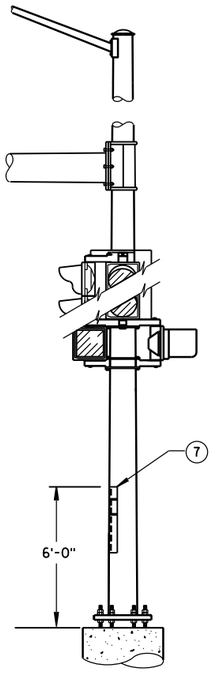


SIGNAL FACE MOUNTING BRACKET DETAIL FOR MONOTUBE ARM

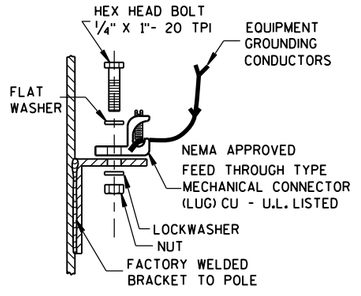
(MOUNT PER MANUFACTURER'S RECOMMENDATION)



SIGNAL FACE VERTICAL MOUNTING DETAIL

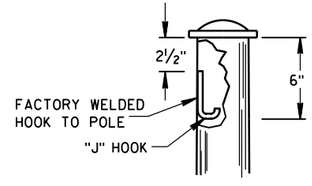


STRUCTURAL IDENTIFICATION PLAQUE PLACEMENT



TYPICAL GROUNDING CONNECTIONS (5)

NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL



"J" HOOK WIRE SUPPORT (6)

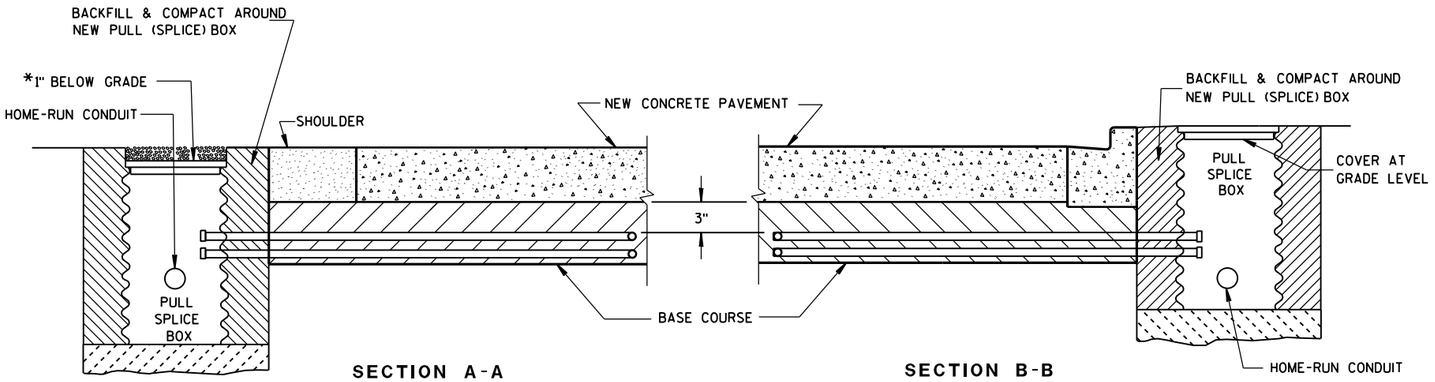
GENERAL NOTES AND HARDWARE DETAILS FOR TYPE 9, 10, 12 & 13 POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2016 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 E 8-8e



SECTION A-A
NO CURB & GUTTER

SECTION B-B
CURB & GUTTER

*RECESS PULL (SPLICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

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

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

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

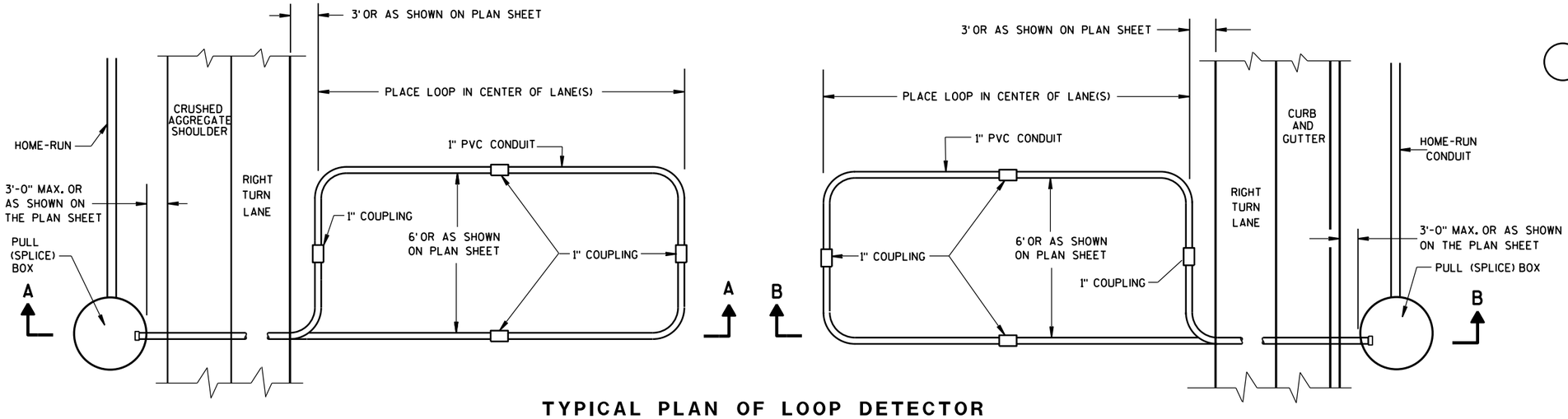
THE #12 AWG. LOOP WIRE IN THE PULL (SPLICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

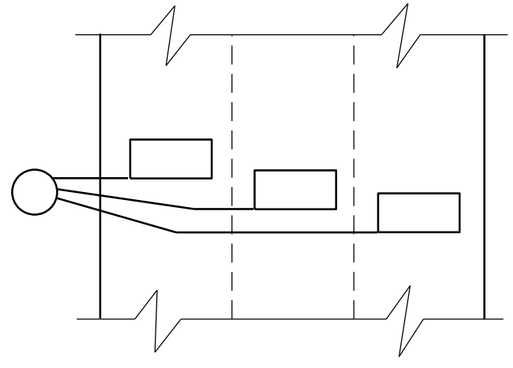
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPLICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPLICE) BOX, AND BE INSTALLED IN ONE, NON-SPLICED CONTINUOUS LENGTH.

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

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



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPLICE) BOX



MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED Sept. 2014 — DATE /S/ Ahmet Demirbilek — STATE ELECTRICAL FHWA

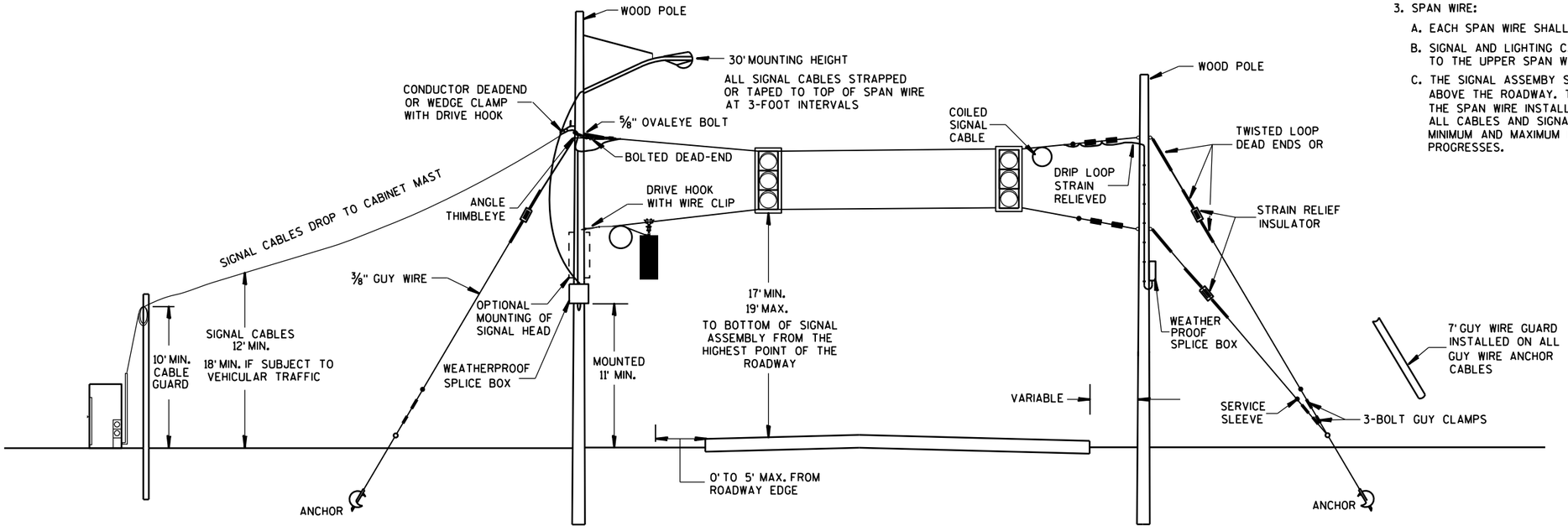
GENERAL NOTES

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

1. WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.

2. SIGNAL FACES:
   A. ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
   B. EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.

3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.



SPAN WIRE
TEMPORARY SIGNALS

MINIMUM POLE LENGTHS	POLE BURIEL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

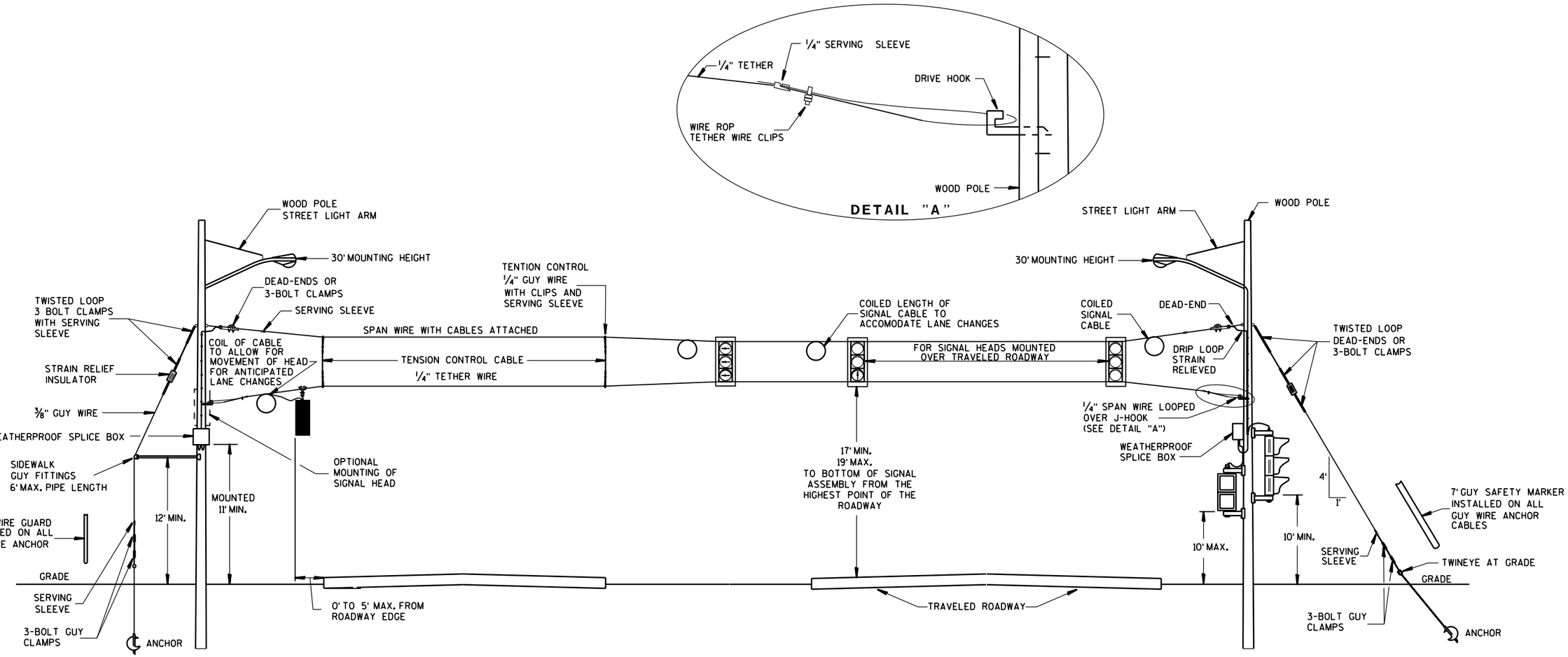
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4a



GENERAL NOTES

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

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   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
3. SPAN WIRE:
   A. EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED.
   B. SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

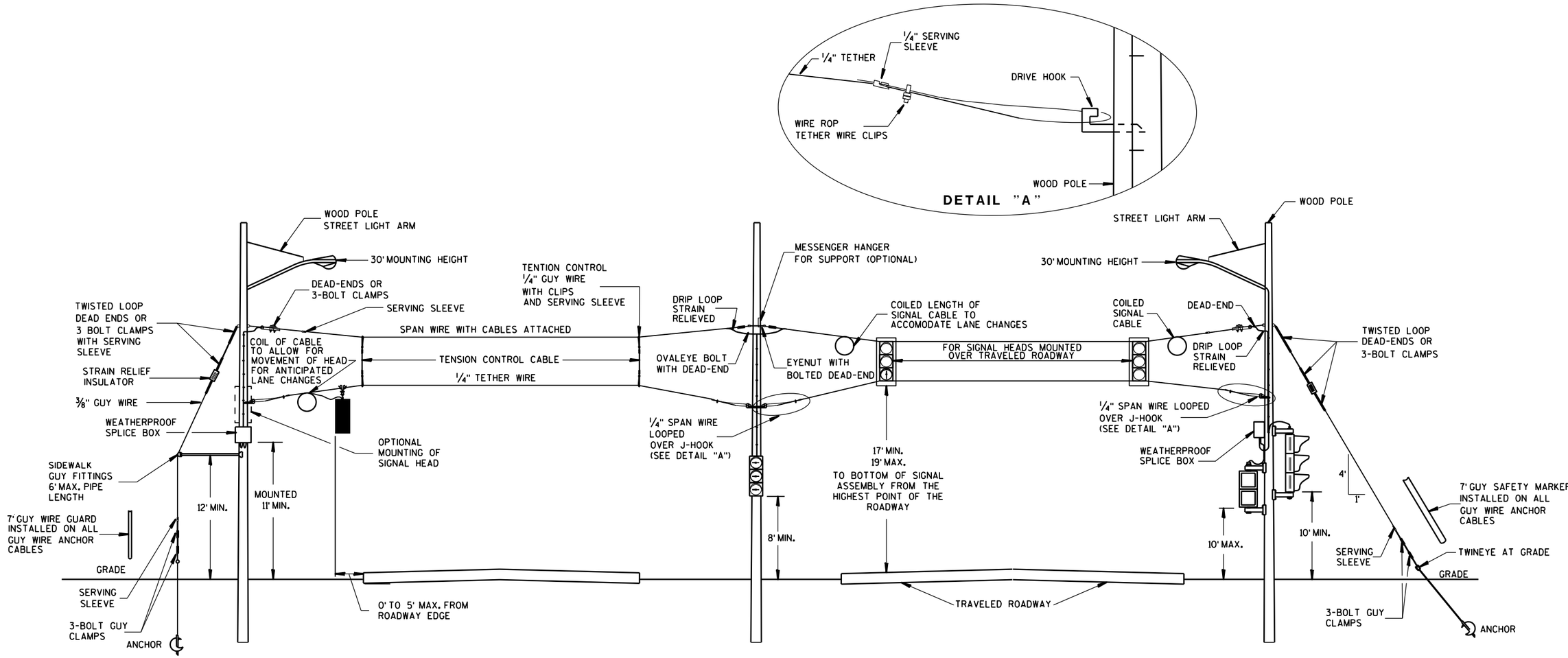
SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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S.D.D. 9 G 1-4b



SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

GENERAL NOTES

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   C. EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
   D. NEAR RIGHT SIGNAL FACE SUSPENDED ON THE TETHER (NO BACKPLATE) SHALL NOT BE OVER THE TRAVELED WAY. IF THE POLE IS WITHIN 5 FEET OF THE TRAVELED WAY MOUNT THE SIGNAL FACE ON THE WOOD POLE WITH BACKPLATE.
   E. FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.

3. SPAN WIRE:
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   C. THE SIGNAL ASSEMBY SHALL HAVE A 17' MIN. HEIGHT ABOVE THE ROADWAY. THIS SHALL BE MEASURED AFTER THE SPAN WIRE INSTALLATION IS COMPLETED WITH ALL CABLES AND SIGNAL FACES IN PLACE. MAINTAIN MINIMUM AND MAXIMUM HEIGHTS AS ROADWAY WORK PROGRESSES.

MINIMUM POLE LENGTHS	CLASS	MIN. BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

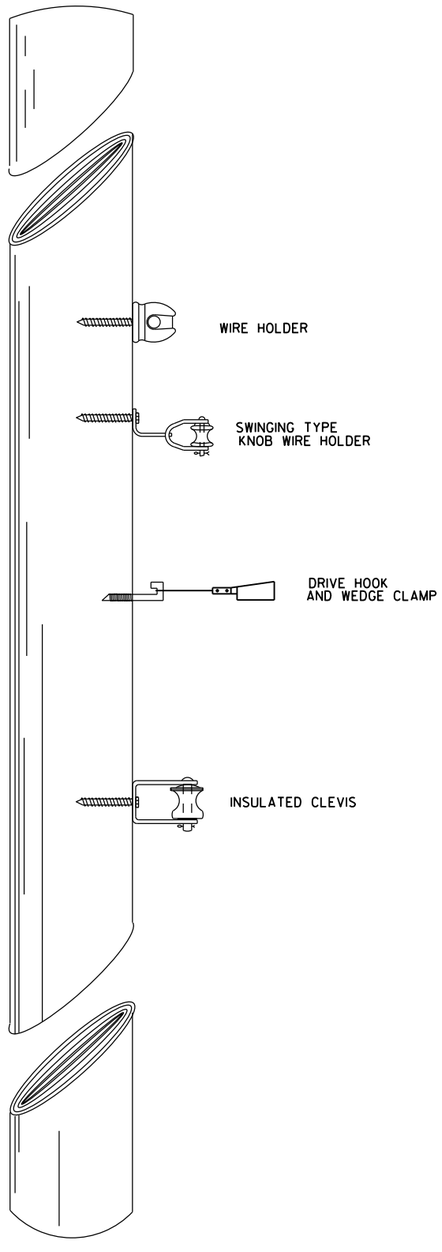
SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

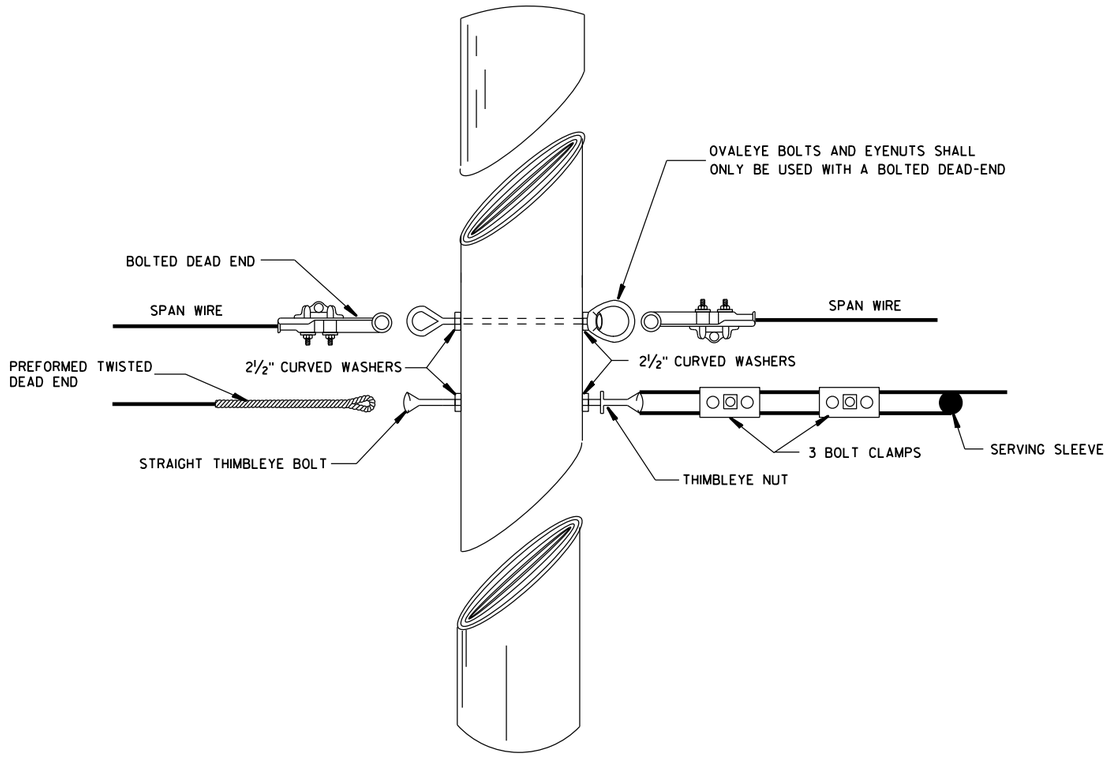
APPROVED
June. 2015 — DATE
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S.D.D. 9 G 1-4c



TYPICAL CABLE HANGERS



TYPICAL DEAD-ENDING

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June, 2015
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL

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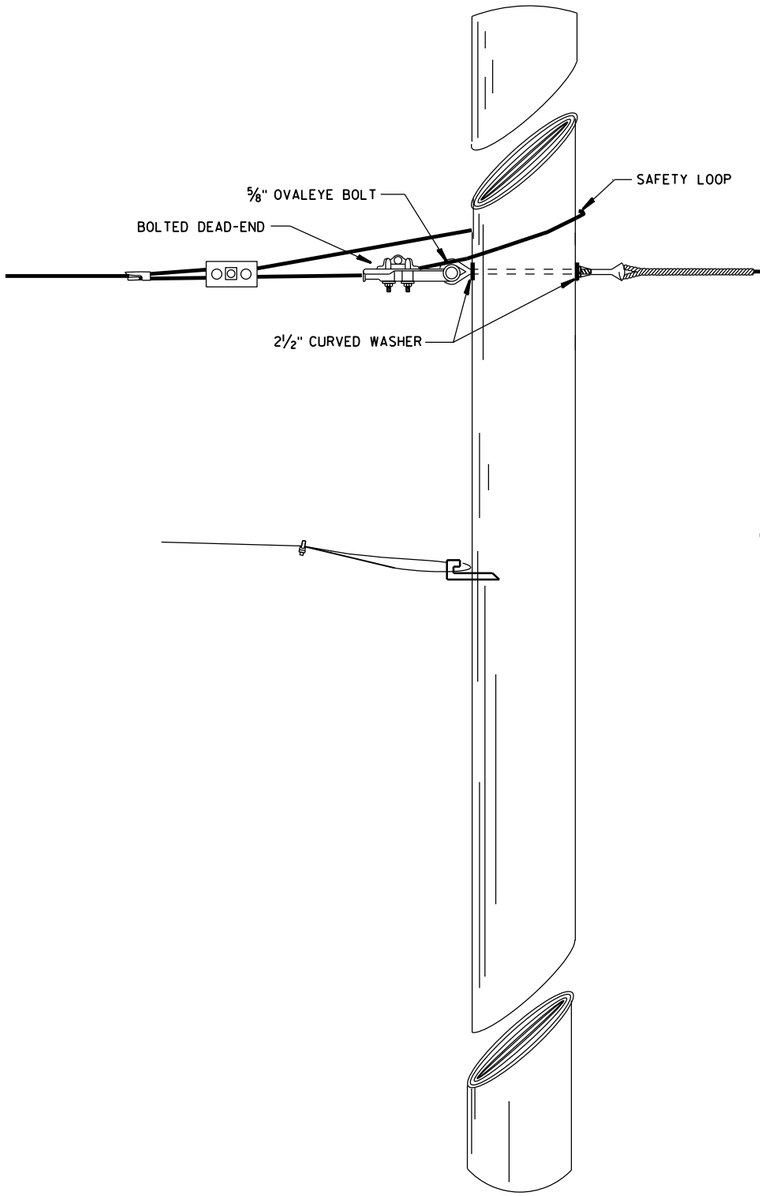
S.D.D. 9 G 1-4d

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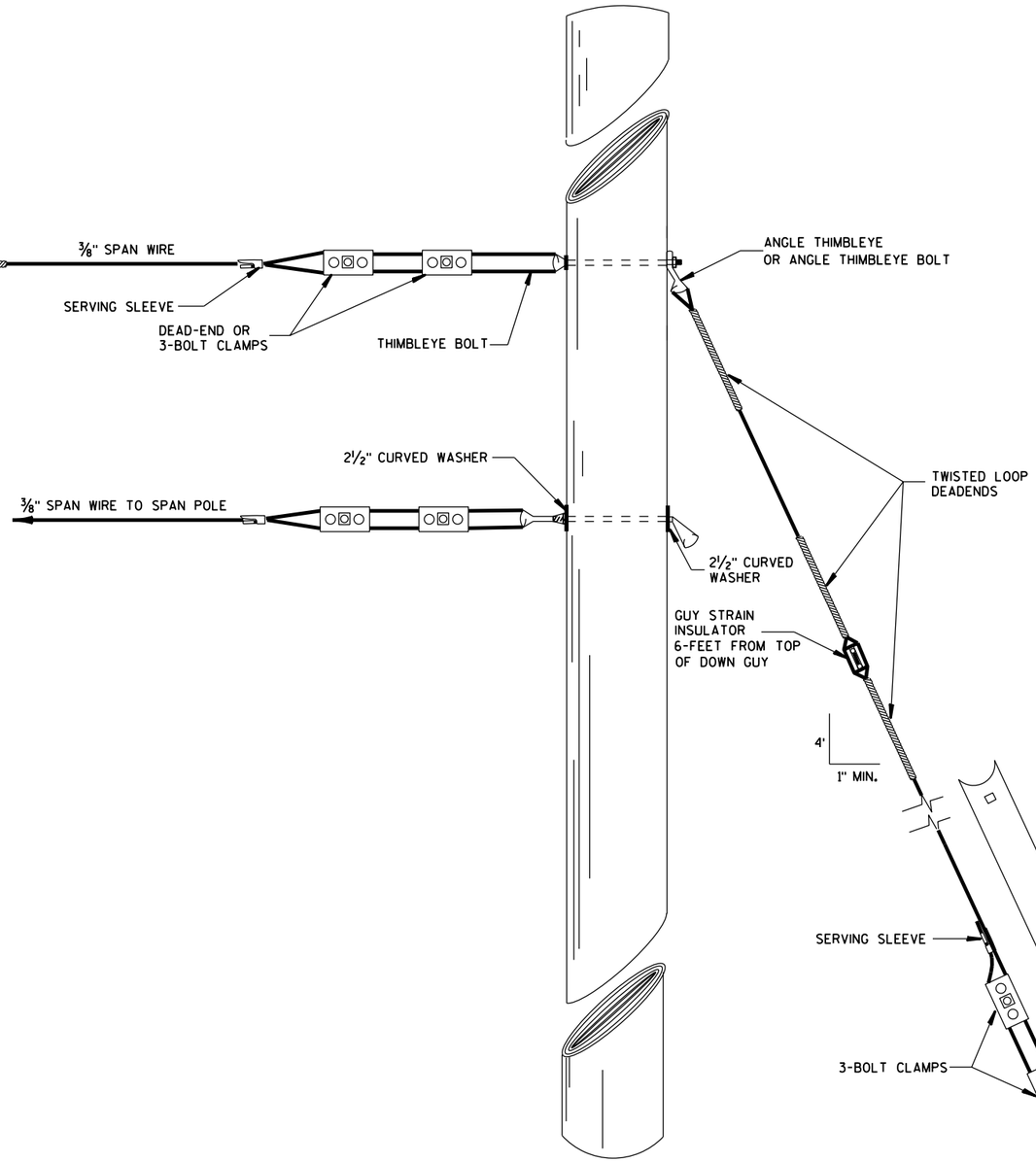
S.D.D. 9 G 1-4d

GENERAL NOTES

1. USE ¾" DRILL IN WOOD POLE TO PROVIDE HOLE FOR ⅝" BOLTS.
2. SAFTY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.



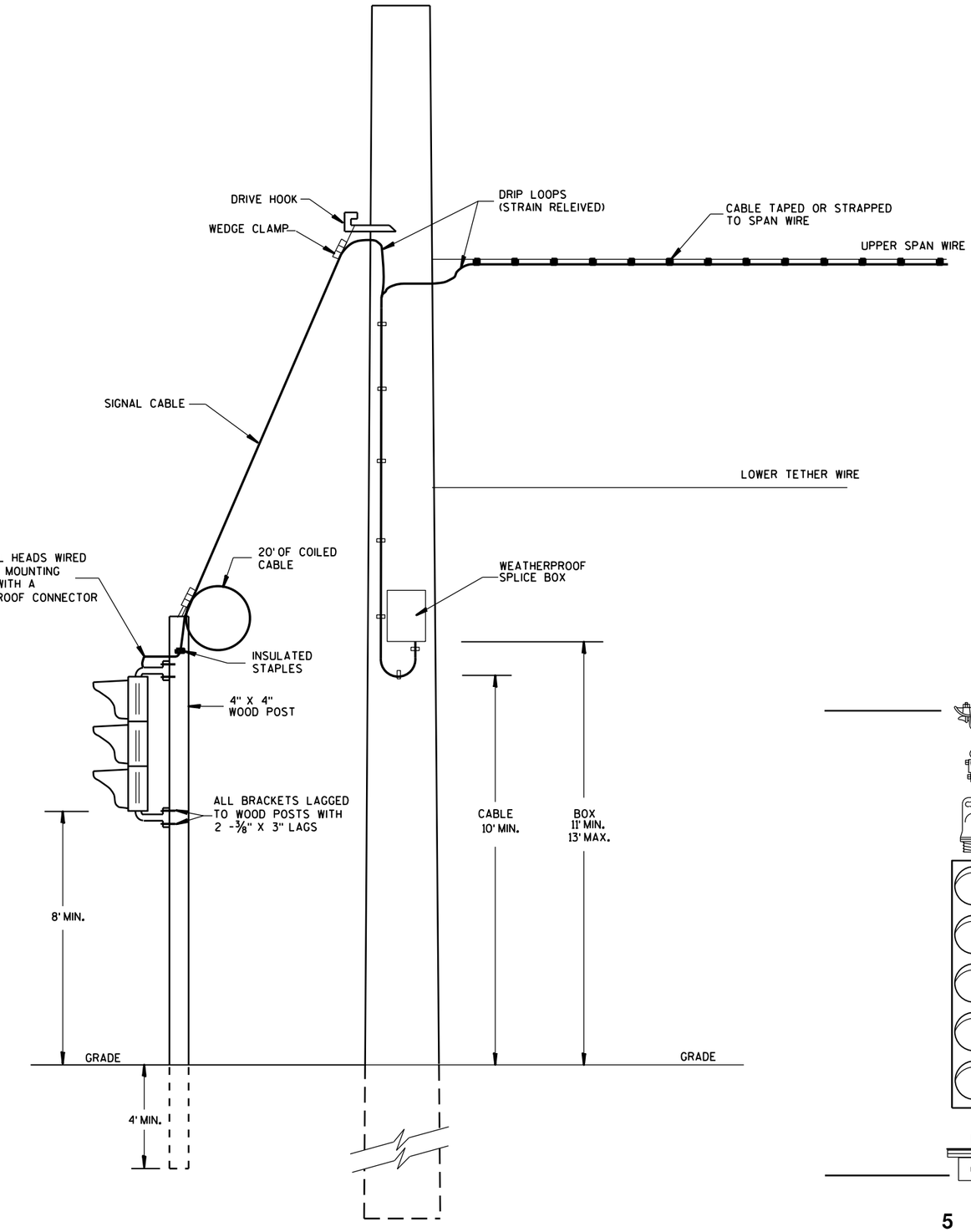
SPAN WIRE POLE



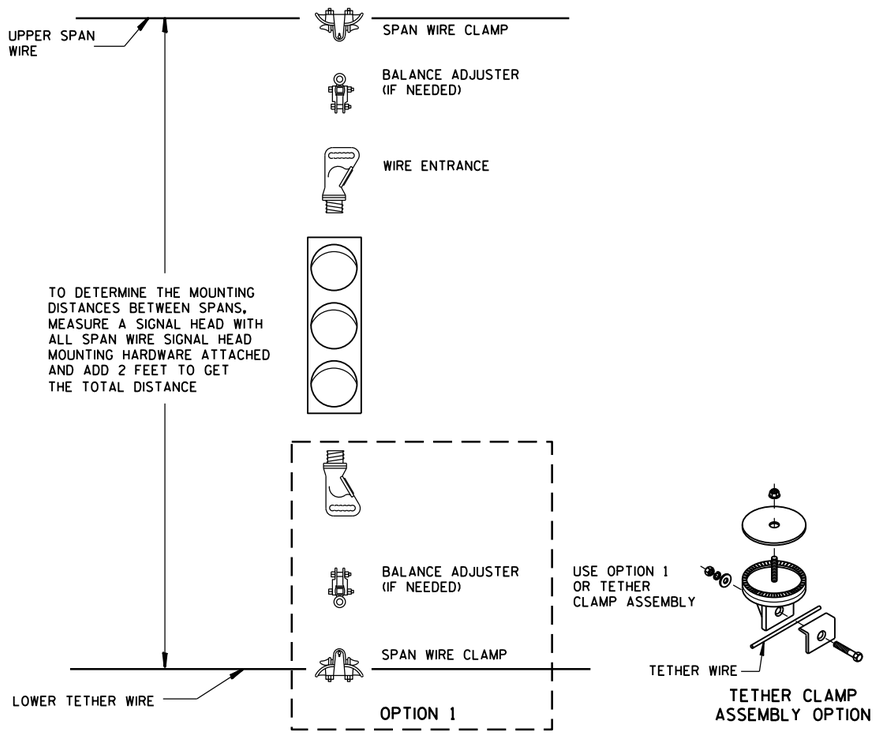
GUY POLE

TYPICAL DEAD-ENDINGS OR GUYING

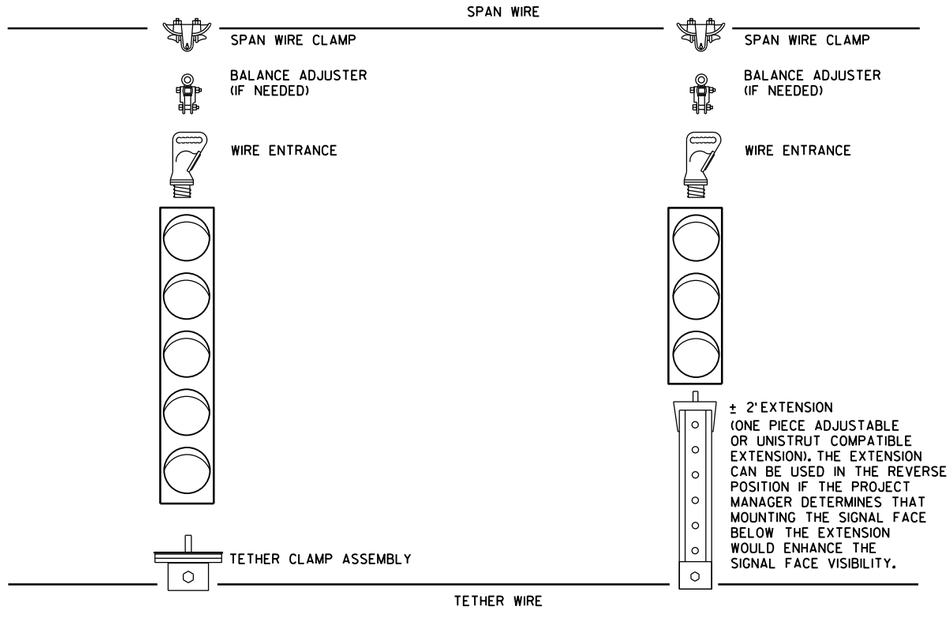
SPAN WIRE TEMPORARY TRAFFIC SIGNAL
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION
APPROVED June. 2015 (DATE) — /S/ Ahmet Demirbilek (STATE ELECTRICAL) FHWA



TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



TYPICAL SPAN WIRE MOUNTING HARDWARE



5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June. 2015 — DATE

/S/ Ahmet Demirbilek — STATE ELECTRICAL

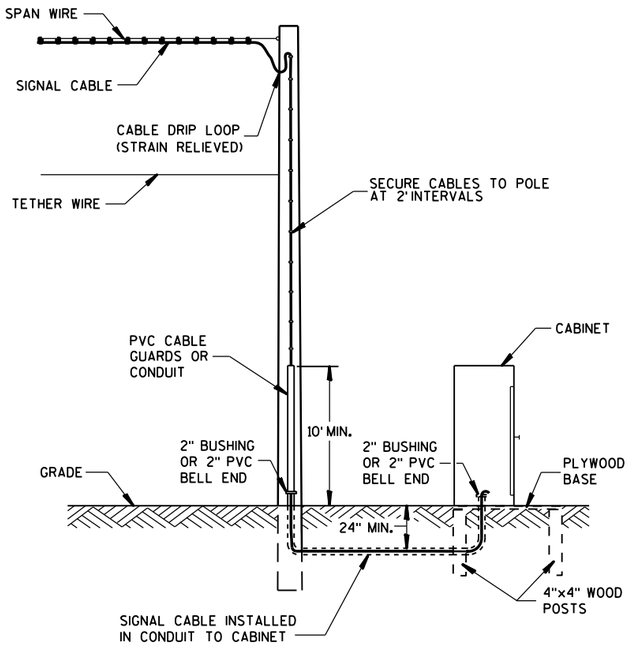
FHWA

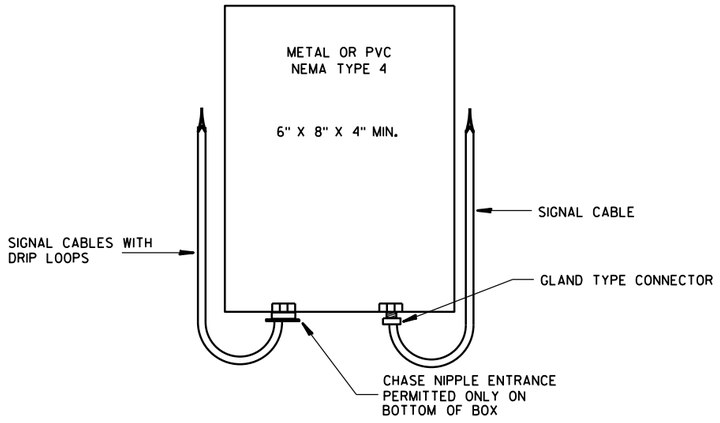
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S.D.D. 9 G 1-4f

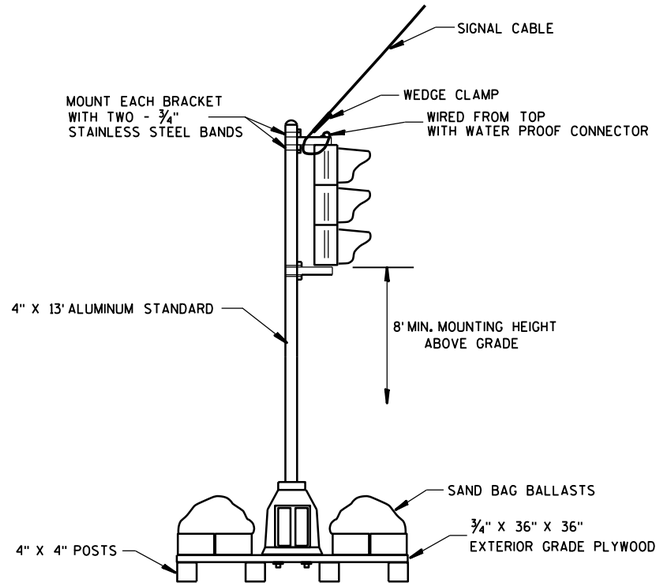
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S.D.D. 9 G 1-4f

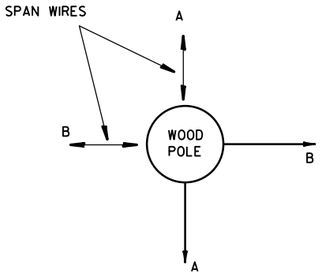




SPLICE BOX

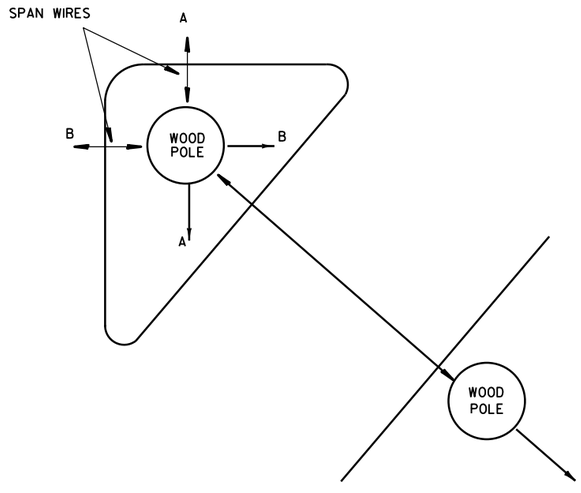


TYPICAL SKID TYPE TEMPORARY

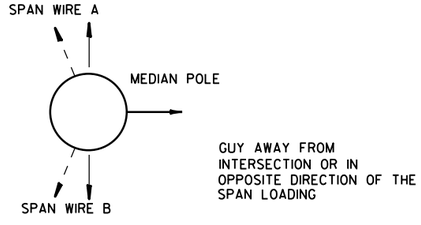


ALL DOWN OR SIDEWALK GUYS
SHALL BE INSTALLED IN THE
OPPOSITE DIRECTION OF THE
STRAIN OF THE SPAN WIRE

CORNER POLES



ISLAND POLES



GUY AWAY FROM
INTERSECTION OR IN
OPPOSITE DIRECTION OF THE
SPAN LOADING

MEDIAN POLES

SPAN WIRE
TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

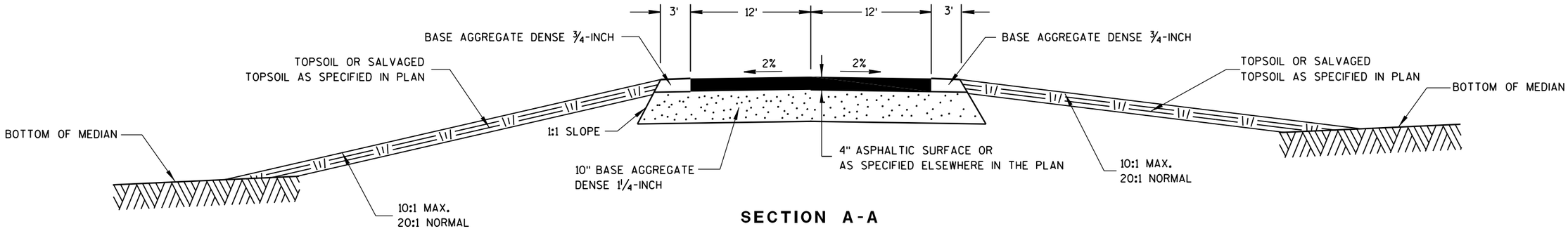
APPROVED
June, 2015 — DATE
/S/ Ahmet Demirbilek — STATE ELECTRICAL
FHWA

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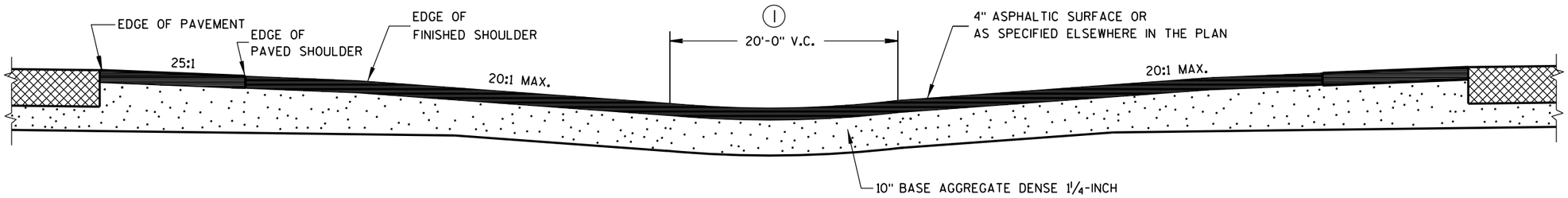
S.D.D. 9 G 1-4g

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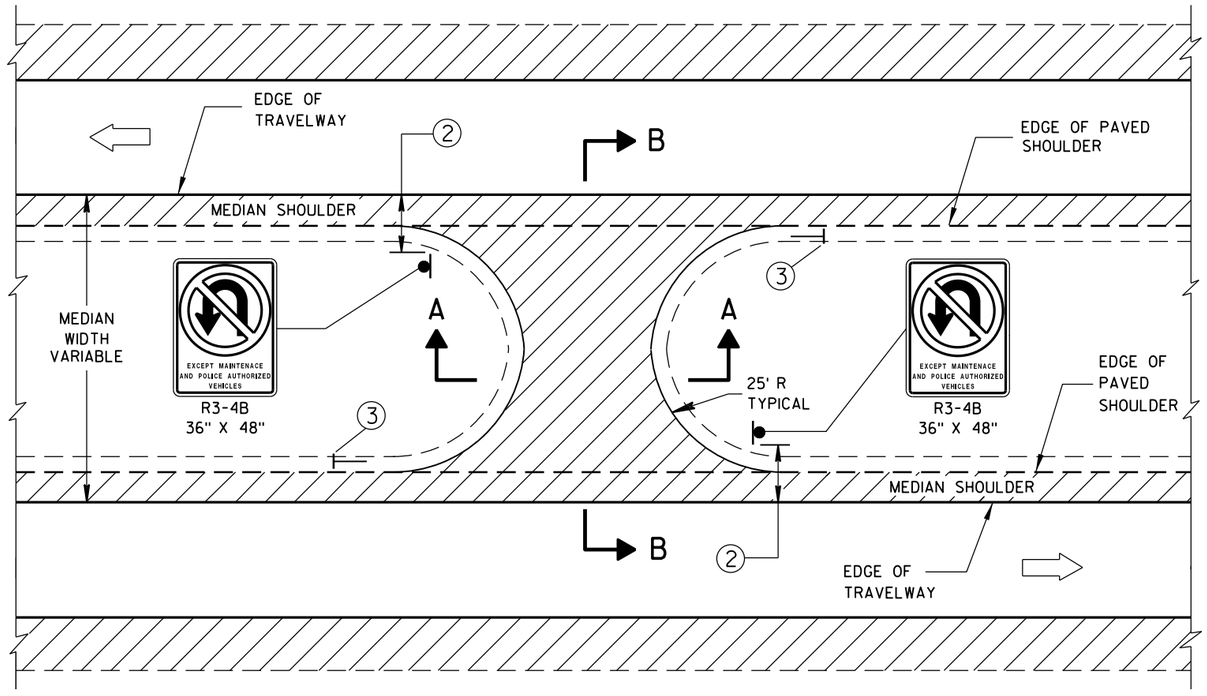
S.D.D. 9 G 1-4g



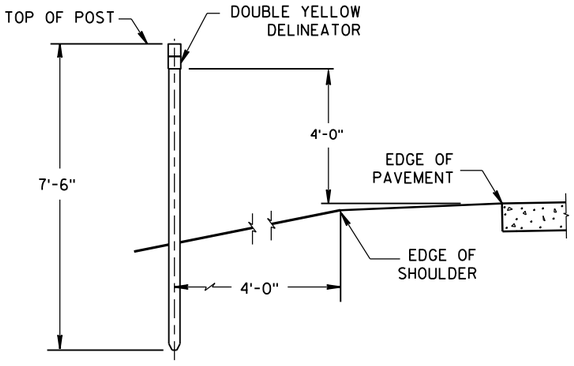
SECTION A-A



SECTION B-B



PLAN VIEW



DOUBLE YELLOW DELINEATOR INSTALLATION

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

(2) SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

(3) INSTALL DOUBLE YELLOW DELINEATOR. SEE STANDARD DETAIL DRAWING 15A2.

MAINTENANCE CROSSOVER FOR FREEWAYS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER

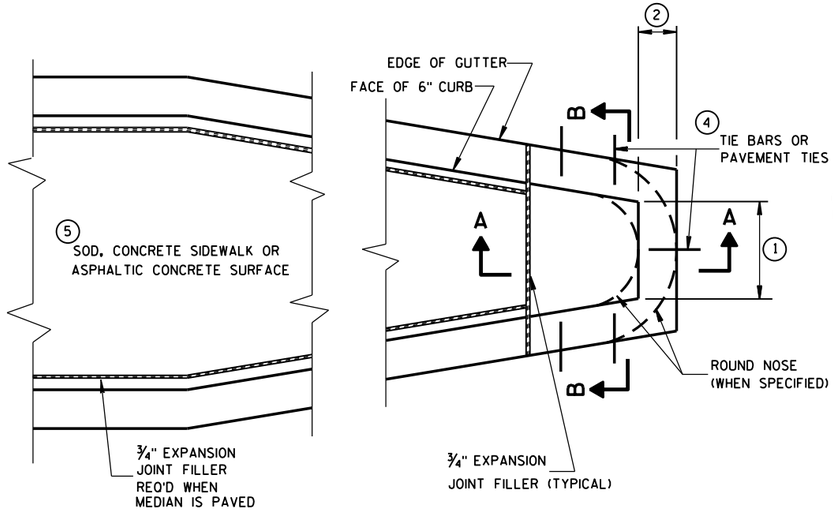
FHWA

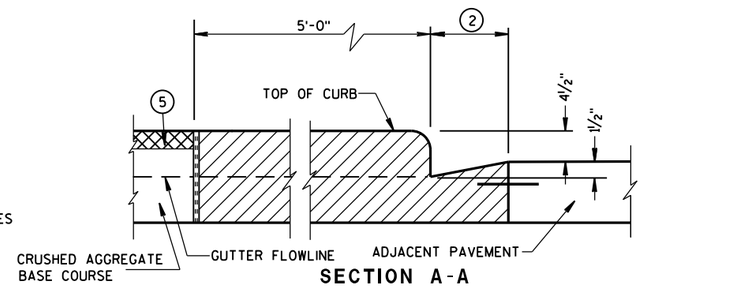
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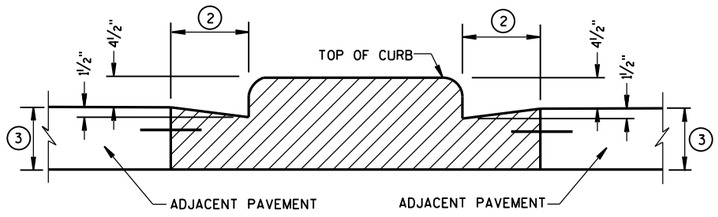
S.D.D. 11 A 1-5

6

S.D.D. 11 A 1-5







CONCRETE MEDIAN BLUNT NOSE 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.

(1) SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).

(2) WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.

(3) DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:

(1) NEW OR EXISTING CONCRETE PAVEMENT.

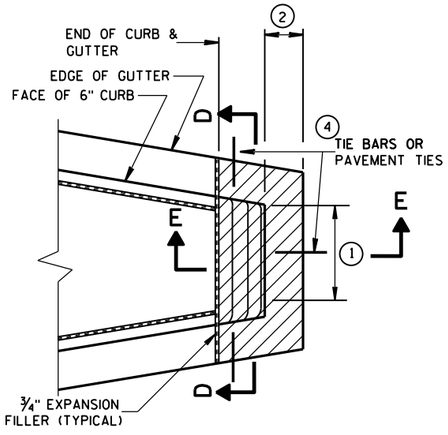
(2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.

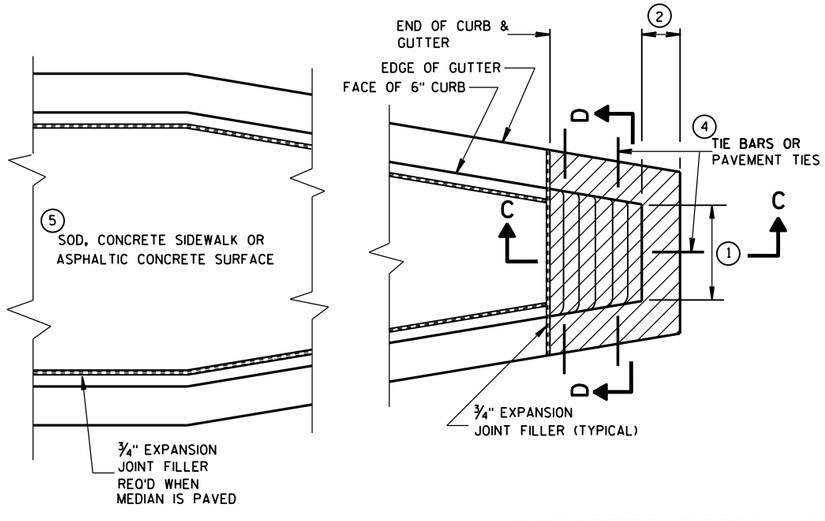
(3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

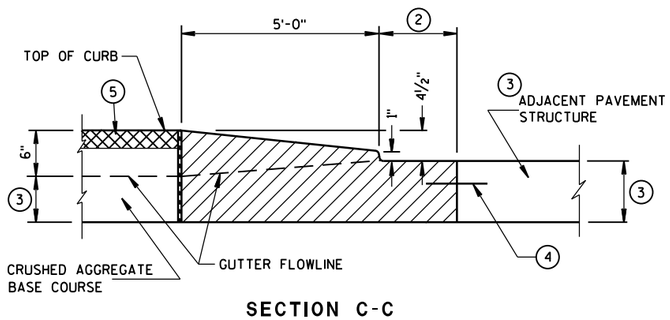
(4) TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

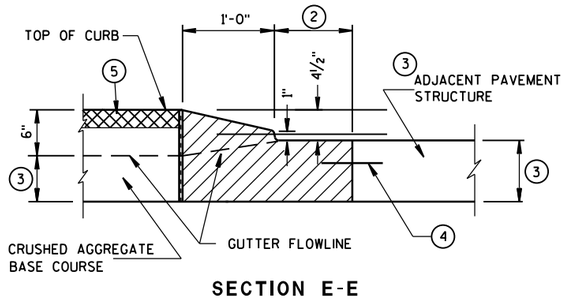
PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

(5) SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.



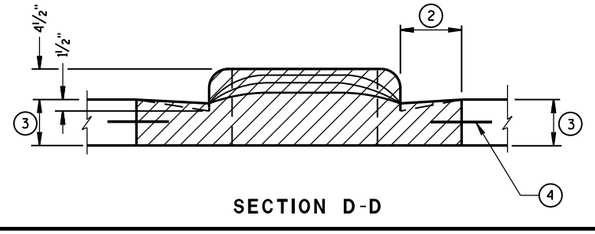






CONCRETE MEDIAN SLOPED NOSE TYPE 2

CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

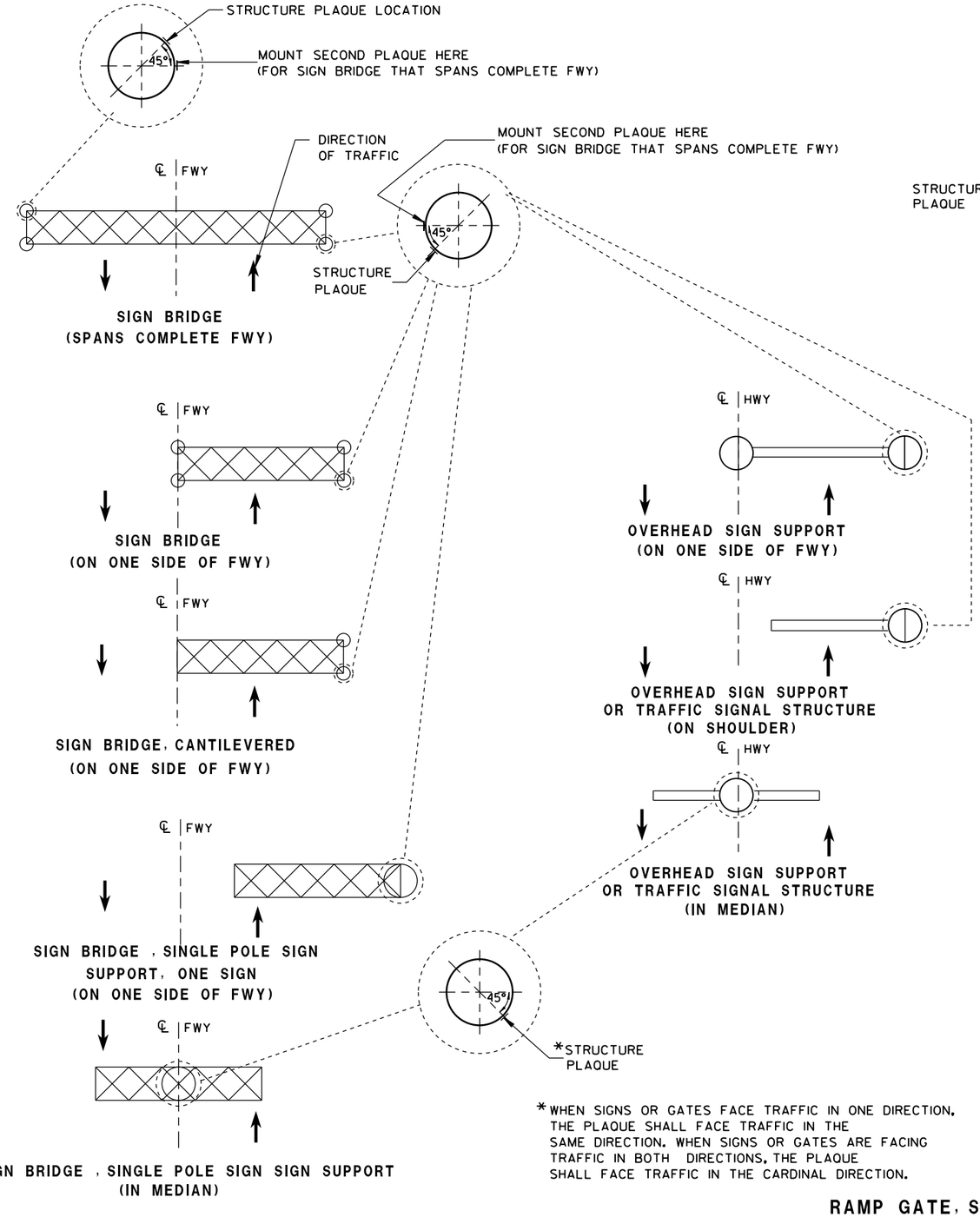
APPROVED
6/8/2006
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS D ENGINEER
FHWA

6

S.D.D. 11 B 2-2

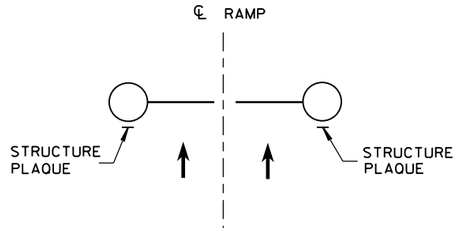
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S.D.D. 11 B 2-2

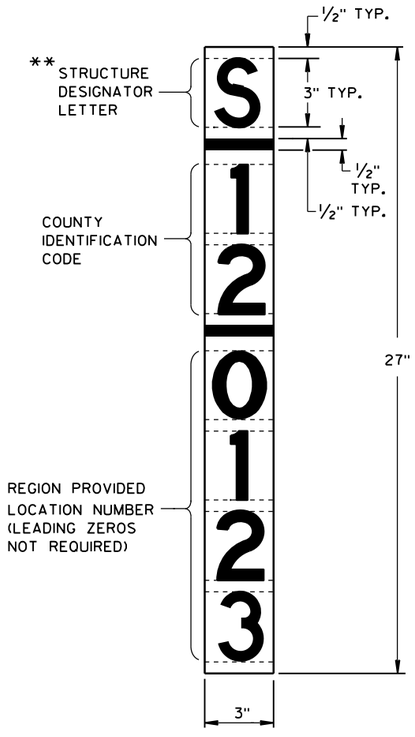


*WHEN SIGNS OR GATES FACE TRAFFIC IN ONE DIRECTION, THE PLAQUE SHALL FACE TRAFFIC IN THE SAME DIRECTION. WHEN SIGNS OR GATES ARE FACING TRAFFIC IN BOTH DIRECTIONS, THE PLAQUE SHALL FACE TRAFFIC IN THE CARDINAL DIRECTION.

LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES



RAMP GATE
(ACROSS FWY ON-RAMP)



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT AND TRAFFIC SIGNAL STRUCTURE PLAQUE FOR SIGN BRIDGES AND OVERHEAD SIGN SUPPORT WHICH ARE NOT STRUCTURE MOUNTED

GENERAL NOTES

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

PLAQUES SHALL BE INCIDENTAL TO ALL NEW INSTALLATIONS.

IF THE PROPOSED SIGN BRIDGE OR OVERHEAD SIGN SUPPORT IS REPLACING AN EXISTING SIGN BRIDGE OR OVERHEAD SIGN SUPPORT, A NEW IDENTIFICATION PLAQUE WILL BE REQUIRED.

FASTEN TOP, CENTER AND BOTTOM OF PLAQUE TO POLE OR OTHER LOCATION AS FOLLOWS:

GALVANIZED STEEL SHAFT - 3 STAINLESS STEEL POP RIVETS

A588 STEEL SHAFT - SHIM FOR DRAINAGE WITH STAINLESS WASHERS; FASTEN WITH STAINLESS SELF-TAPPING SCREWS

ALUMINUM SHAFTS - 3 ALUMINUM POP RIVETS

MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

BASE - SHEET ALUMINUM, 0.060" THICK.

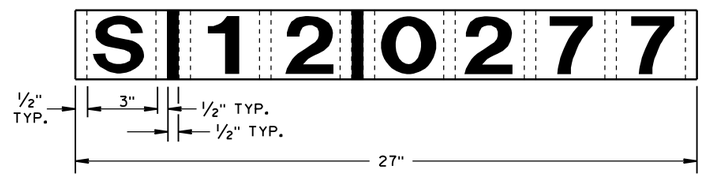
FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE

LINES - BLACK, ½" WIDE, SELF-ADHESIVE

CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND THE FACE ADHERED DIRECTLY TO THE ALUMINUM SURFACE. PRIOR TO ADHERING THE MATERIAL, THE ALUMINUM SURFACE SHALL BE SMOOTH, CLEAN AND DRY.

WHERE SIGN BRIDGE ILLUMINATION IS PROVIDED, THE STRUCTURE MUST ALSO HAVE A SIGN BRIDGE CIRCUIT PLAQUE AS SHOWN IN THE ELECTRICAL DETAILS.



IDENTIFICATION PLAQUE FOR SIGN BRIDGE, STRUCTURE MOUNTED

STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, & TRAFFIC SIGNALS

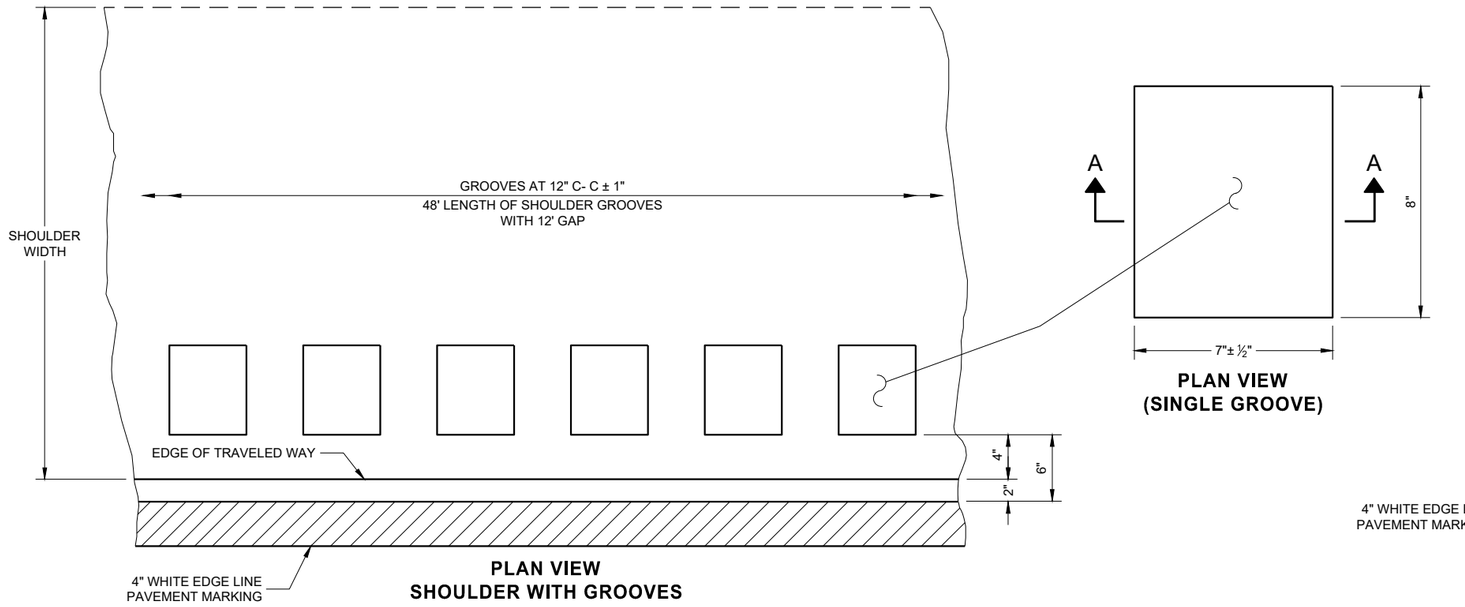
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
12/4/2012 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

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S.D.D. 12 A 4-3



PLAN VIEW
SHOULDER WITH GROOVES

PLAN VIEW
(SINGLE GROOVE)

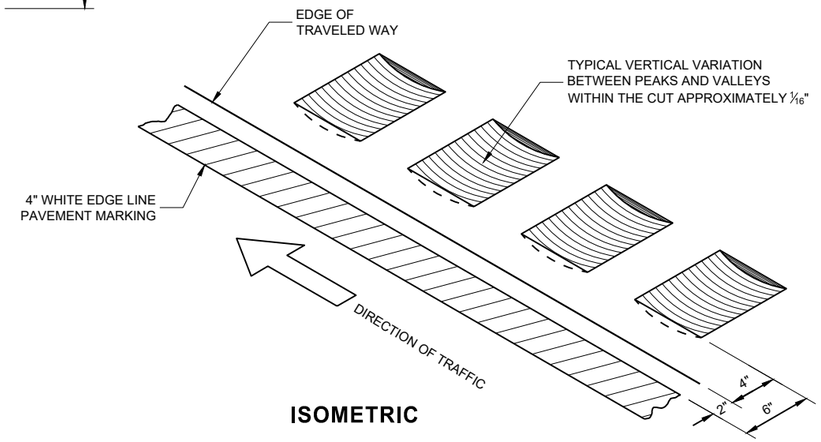
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

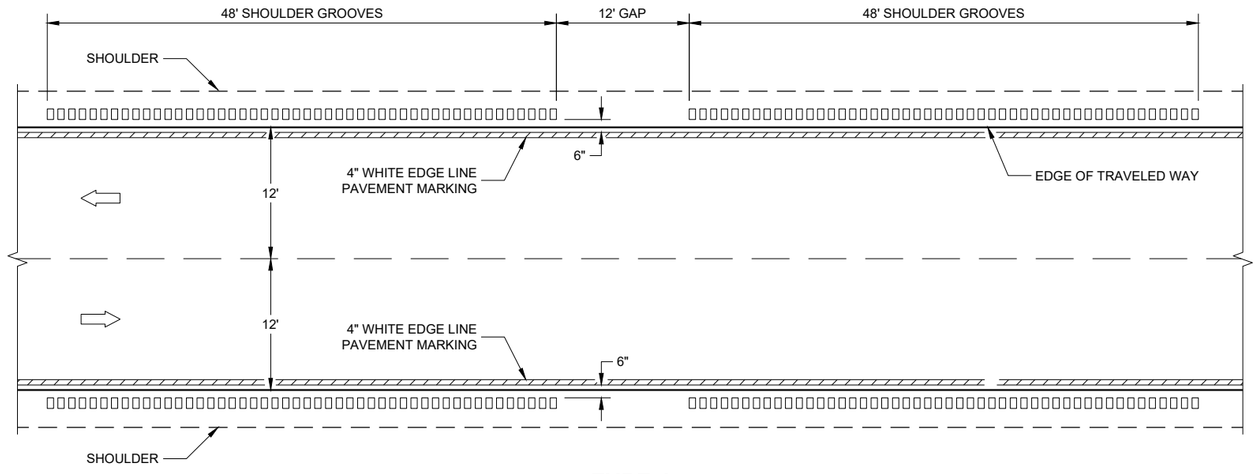
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

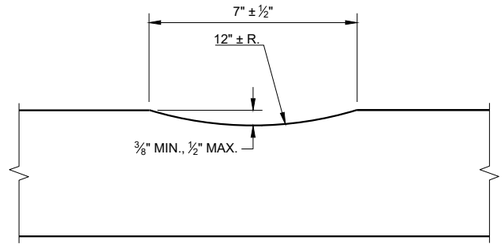
(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.



ISOMETRIC



TYPE 1
2 - LANE SHOULDER RUMBLE STRIP



SECTION A - A

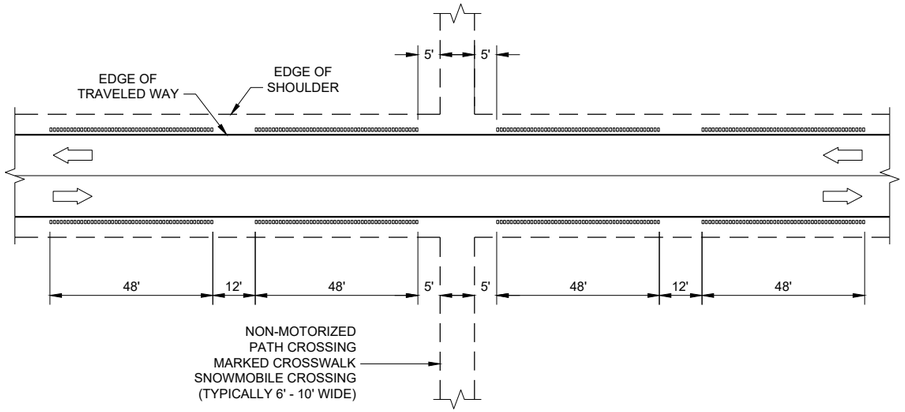
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

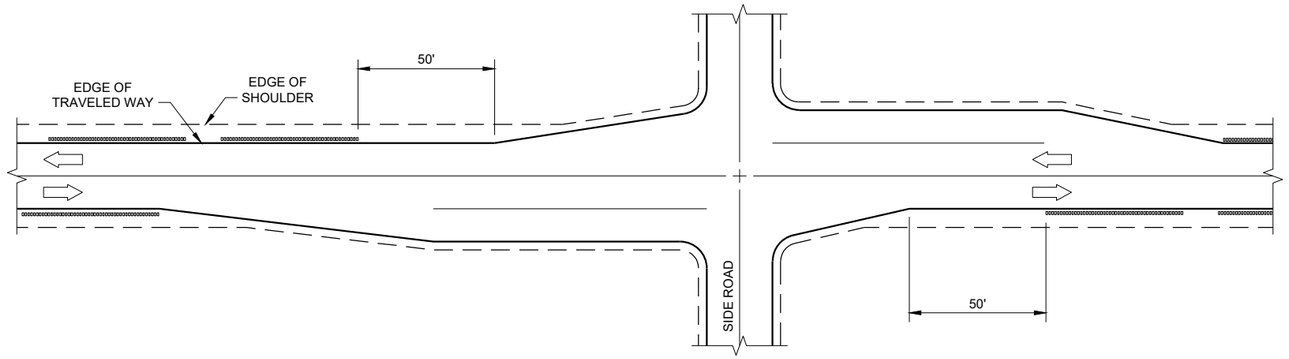
SDD 13A10 - 02a

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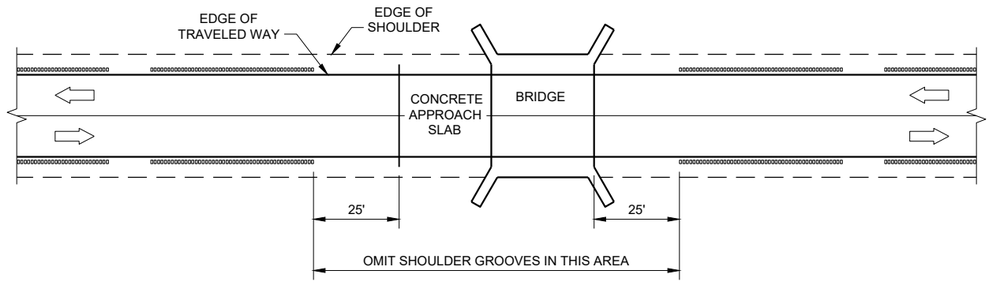
SDD 13A10 - 02a



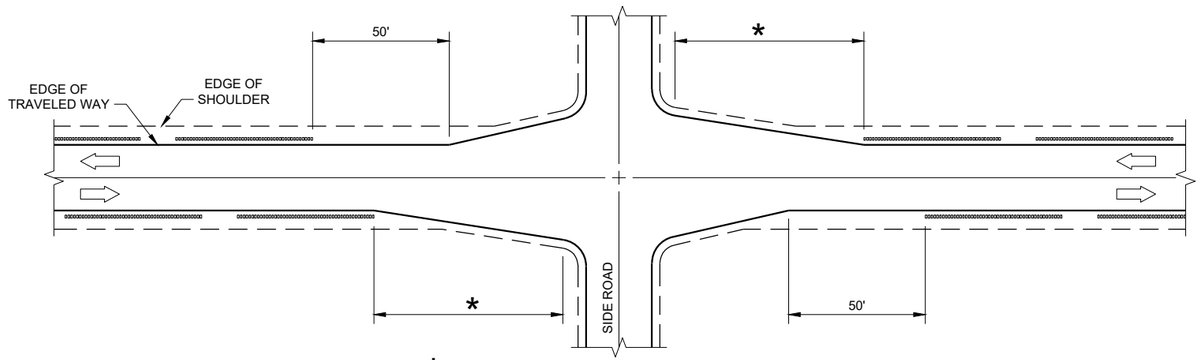
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



SHOULDER GROOVES AT RIGHT TURN LANE

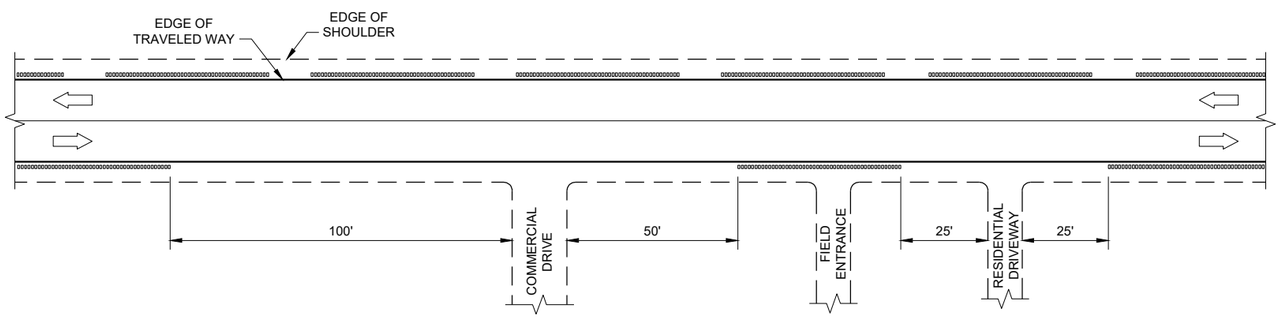


SHOULDER GROOVES AT BRIDGES



* GREATER OF 100' OR APPROACH TAPER LENGTH

SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER



SHOULDER GROOVES AT DRIVEWAYS (1)

GENERAL NOTES

(1) SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

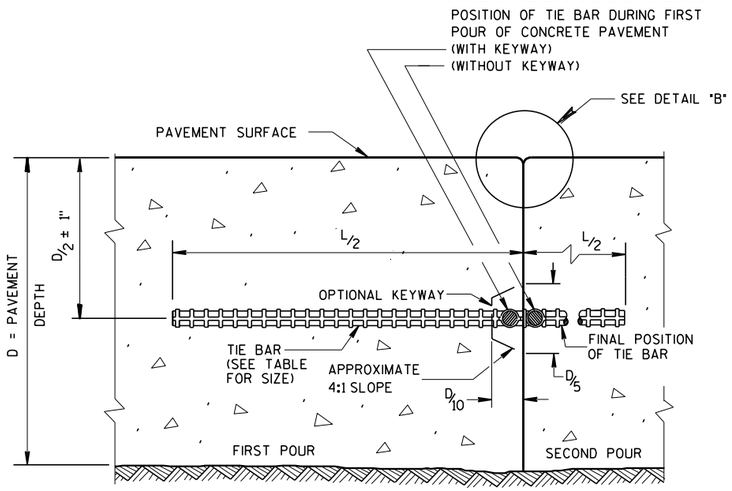
2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

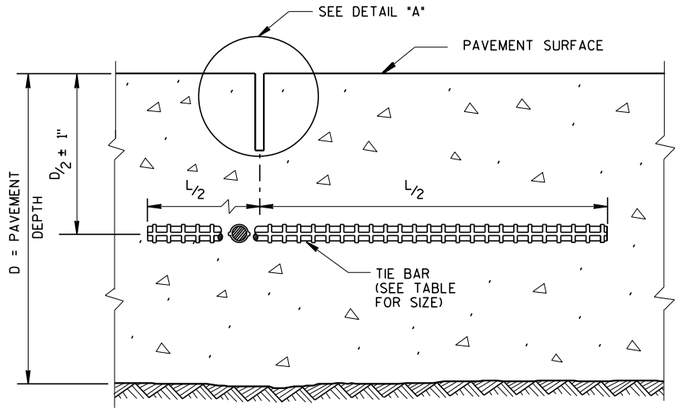
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SDD 13A10 - 02c

SDD 13A10 - 02c



CONSTRUCTION JOINT



SAWED JOINT

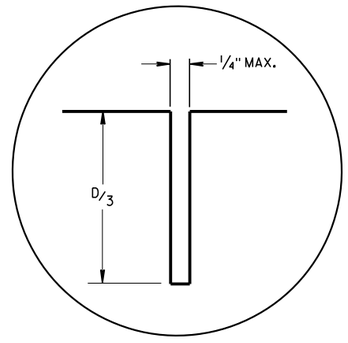
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

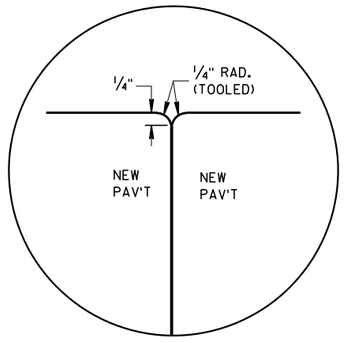
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

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

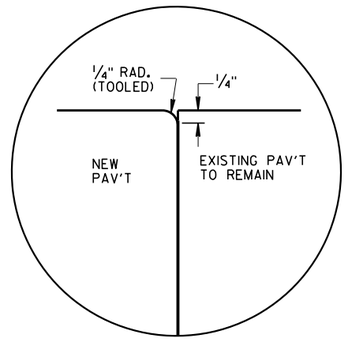
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



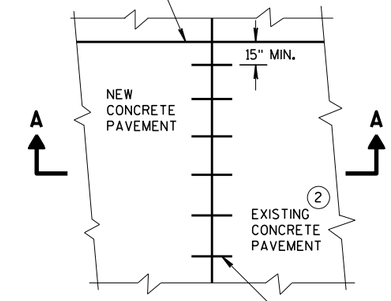
DETAIL "A"



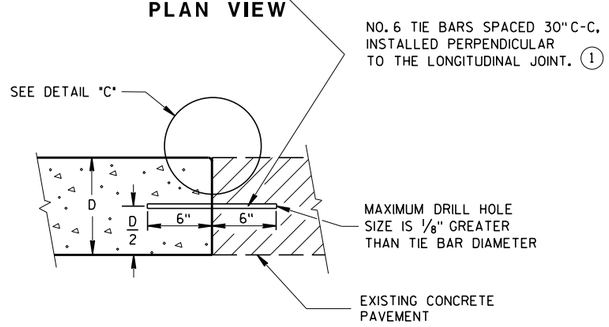
DETAIL "B"



DETAIL "C"



PLAN VIEW



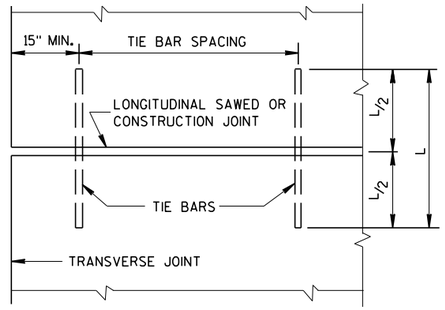
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPE
FHWA

6

S.D.D. 13 C 1-19

6

S.D.D. 13 C 1-19

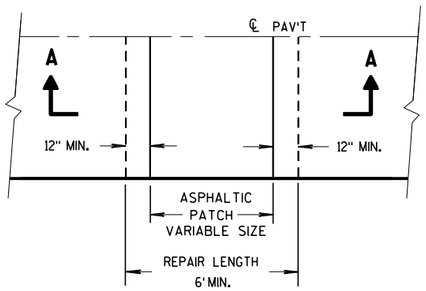
GENERAL NOTES

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.

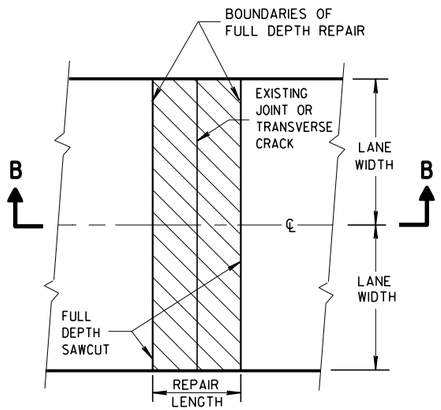
PROVIDE A 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK IN THE SAME LANE.

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.

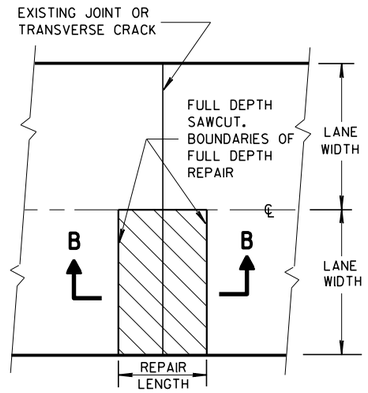
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

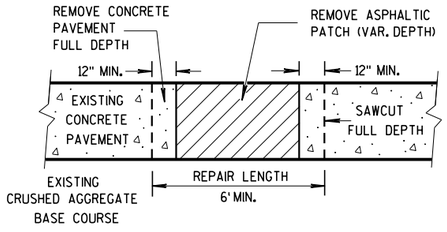


PLAN VIEW
(DOUBLE LANE REPAIR)



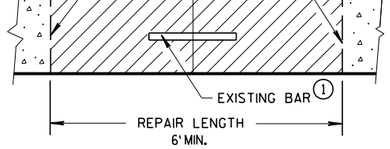
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

6

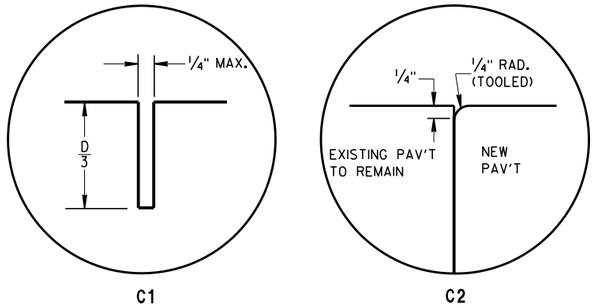
6

S.D.D. 13 C 9-15a

S.D.D. 13 C 9-15a

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



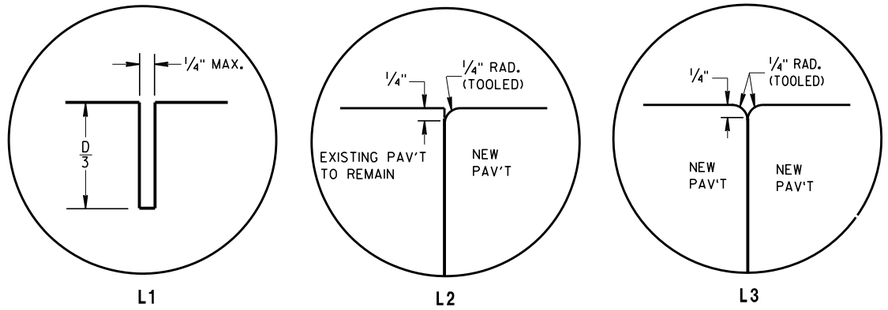
TRANSVERSE JOINTS

TIE BAR TABLE

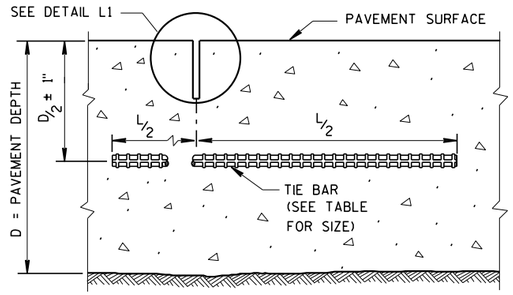
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24"**

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

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



LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT

GENERAL NOTES

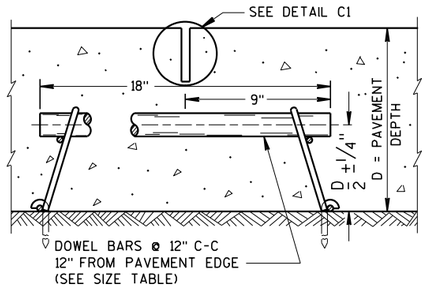
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

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

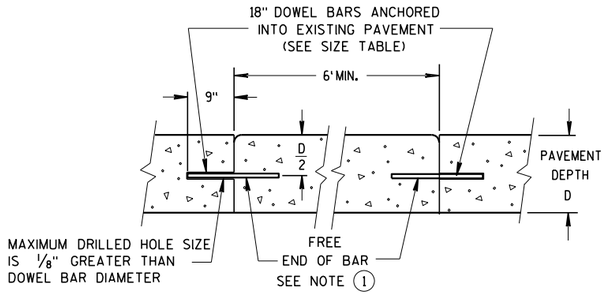
FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

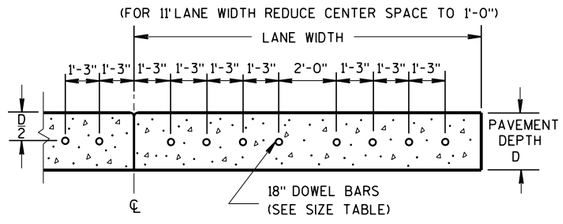


SECTION F-F

CONTRACTION JOINT



SECTION D-D

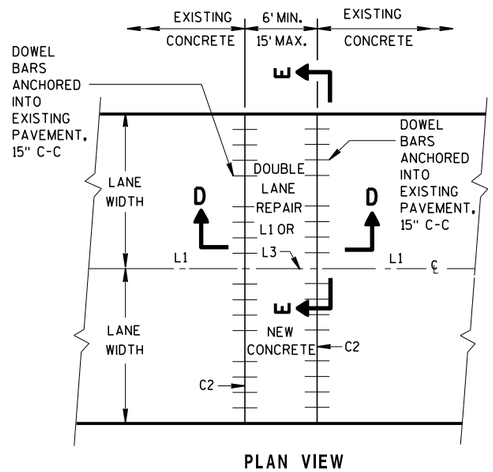


SECTION E-E

DRILLED DOWEL BAR CONSTRUCTION JOINT

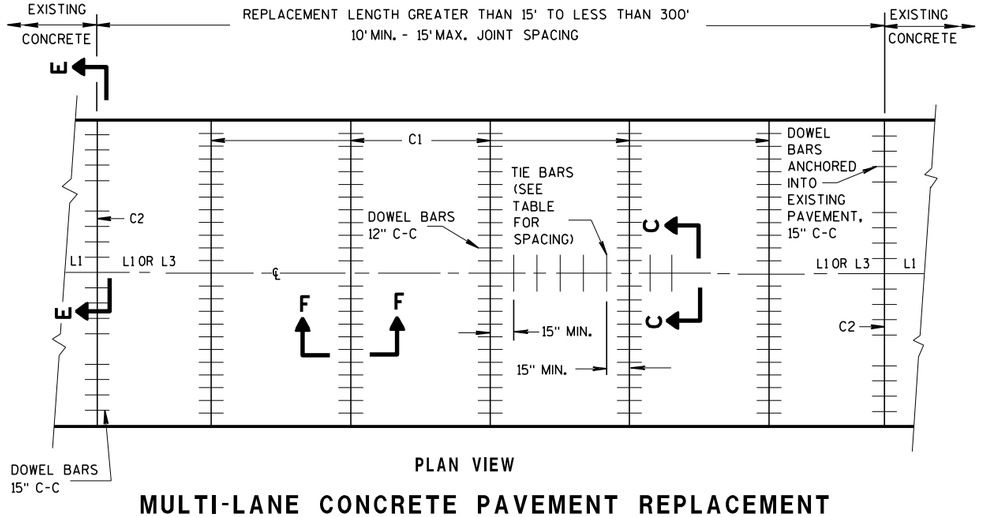
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'



PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPAIR



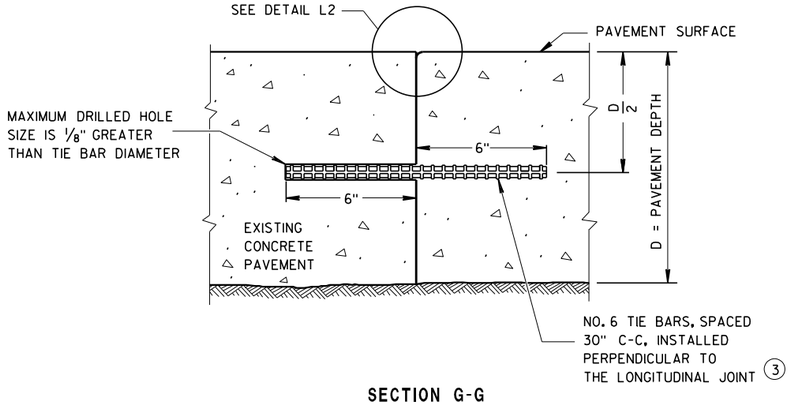
PLAN VIEW

MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
S.D.D. 13 C 9-15b



SECTION G-G

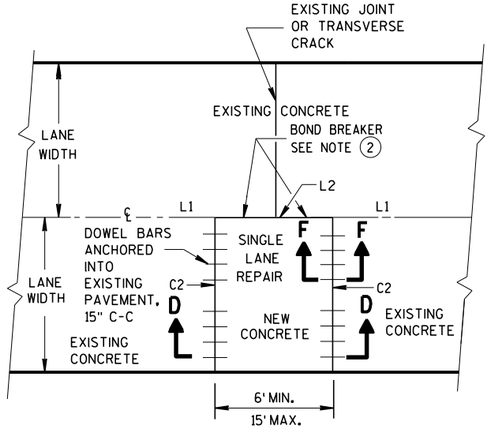
TIE BARS ANCHORED INTO EXISTING PAVEMENT

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.

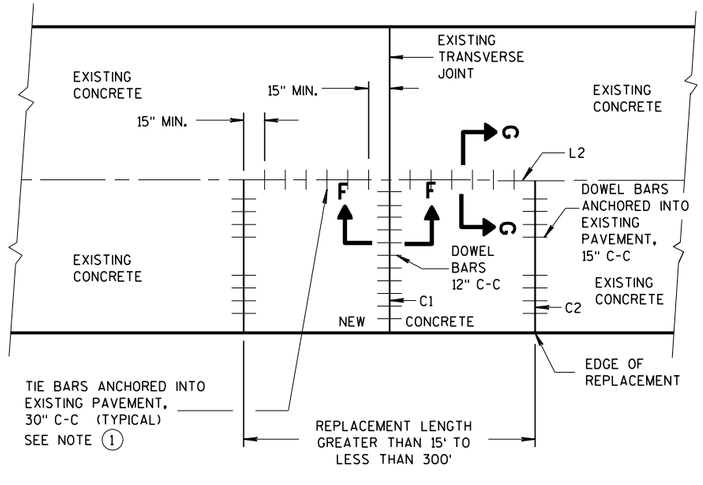
(2) USE AN ENGINEER-APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.

(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 2018 — DATE

/S/ Peter Ken... P.E. — PAVEMENT SUPE...

FHWA

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S.D.D. 13 C 9-15c

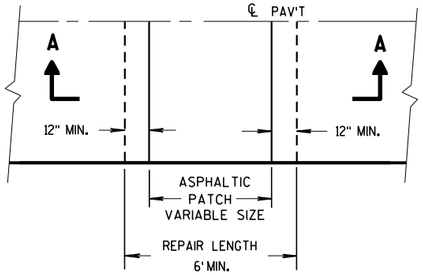
GENERAL NOTES

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.

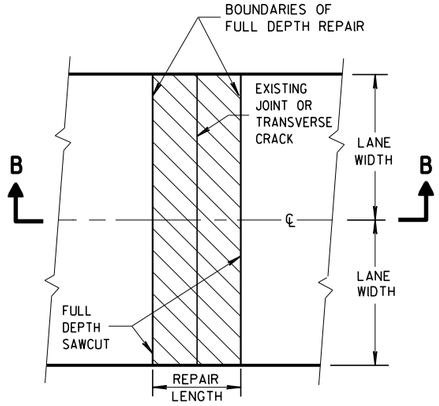
PROVIDE 6-FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREAS TO ADJACENT TRANSVERSE JOINT OR CRACK.

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

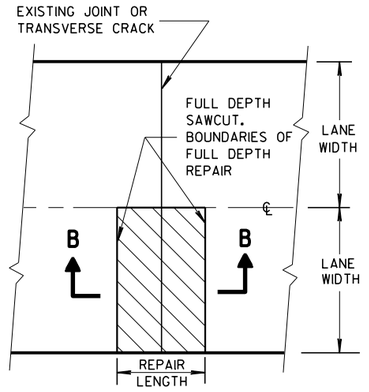
(1) DOWEL BARS MIGHT NOT EXIST.



PLAN VIEW

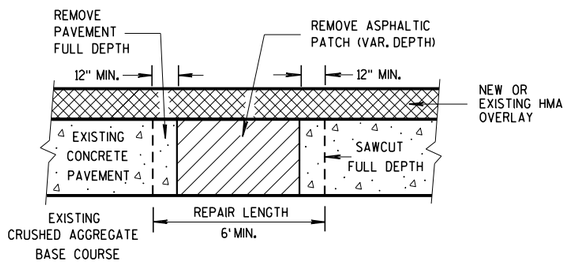


PLAN VIEW
(DOUBLE LANE REPAIR)



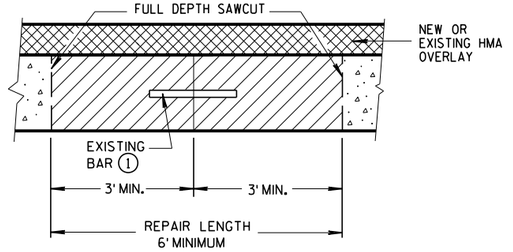
PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION A-A

HMA PATCH REMOVAL



SECTION B-B

CONCRETE REMOVAL

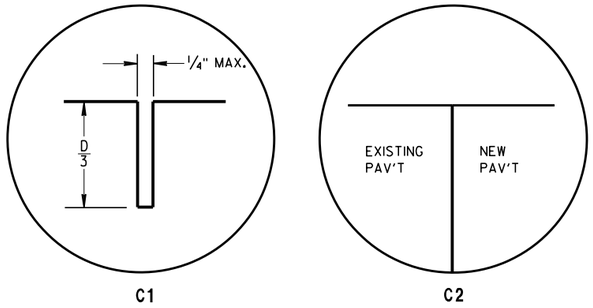
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S.D.D. 13 C 14-7a

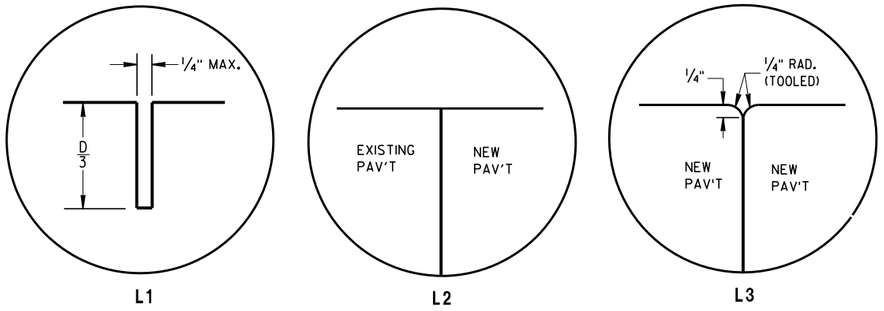
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S.D.D. 13 C 14-7a

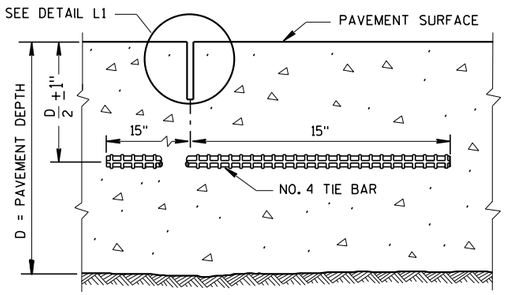
BASE PATCHING CONCRETE



TRANSVERSE JOINTS

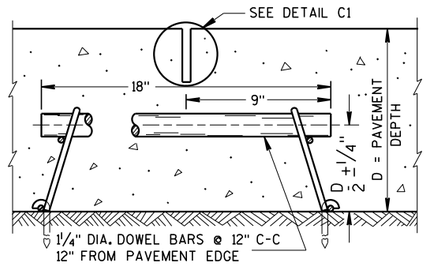


LONGITUDINAL JOINTS



SECTION C-C

SAWED LONGITUDINAL JOINT



SECTION F-F

CONTRACTION JOINT

GENERAL NOTES

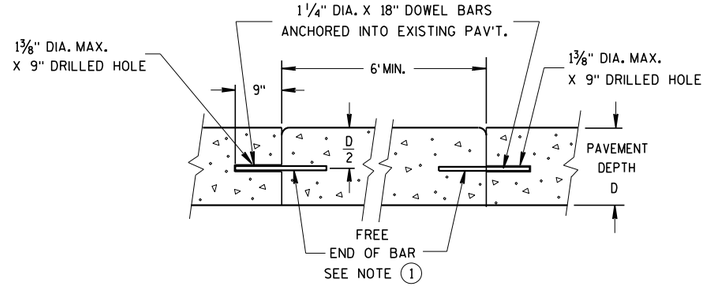
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

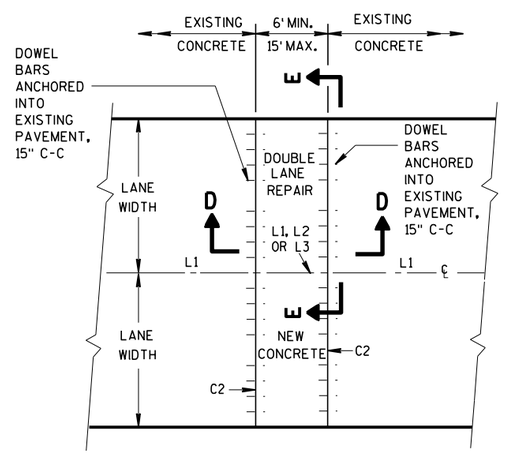
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

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

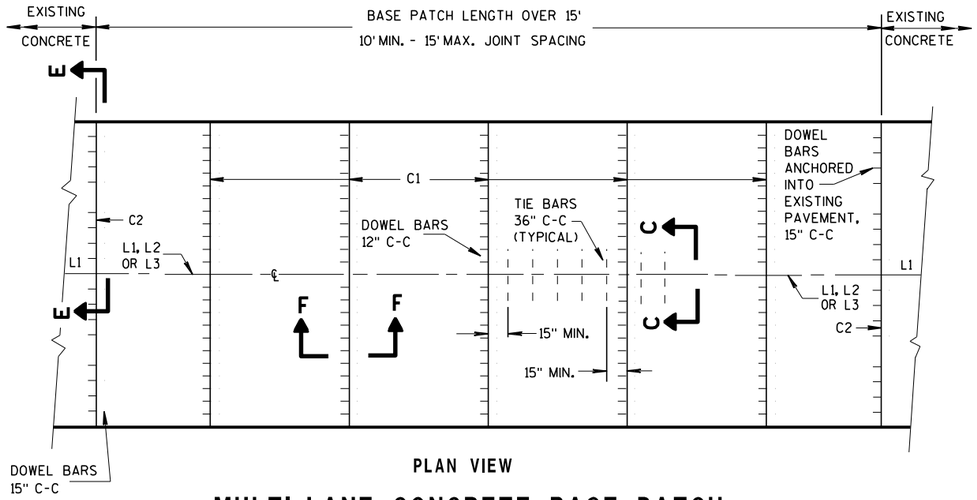


SECTION D-D



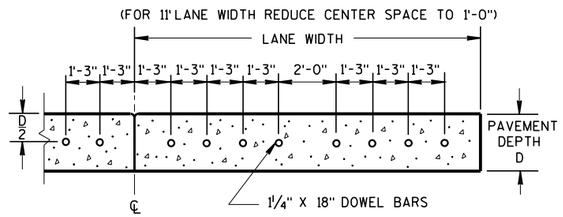
PLAN VIEW

MULTI-LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

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

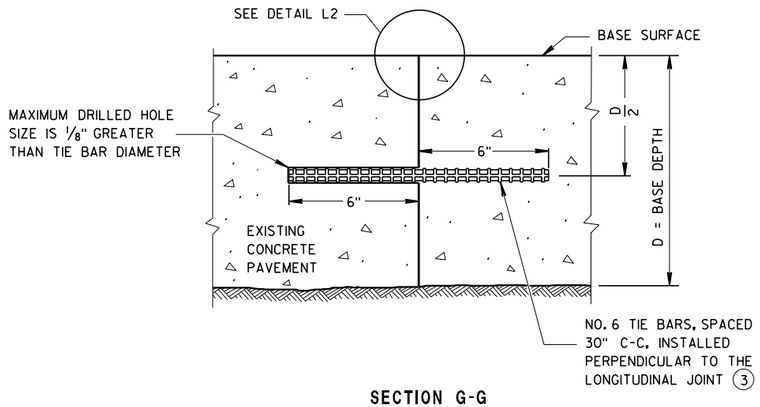


SECTION E-E

SPACING OF DOWEL BARS ANCHORED INTO EXISTING PAVEMENT

BASE PATCHING CONCRETE

6
S.D.D. 13 C 14-7b



SECTION G-G

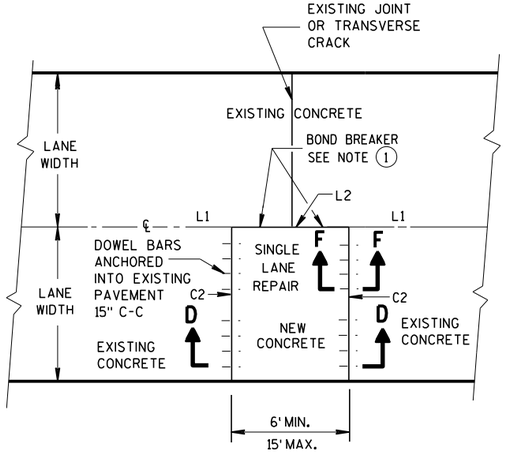
TIE BARS ANCHORED INTO EXISTING PAVEMENT

GENERAL NOTES

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

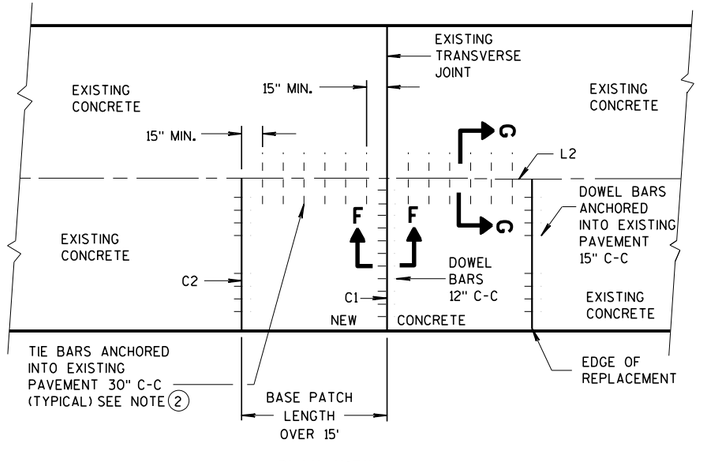
(2) WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, DRILLED TIE BARS MAY BE INSTALLED ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO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

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



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH 15' MAXIMUM LENGTH



PLAN VIEW

SINGLE LANE CONCRETE BASE PATCH GREATER THAN 15' IN LENGTH

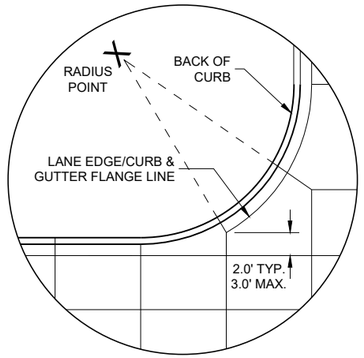
BASE PATCHING CONCRETE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

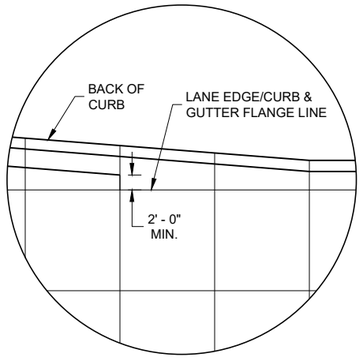
APPROVED
March 2018 — DATE
/S/ Peter Kemp P.E. — PAVEMENT SUPERVISOR
FHWA

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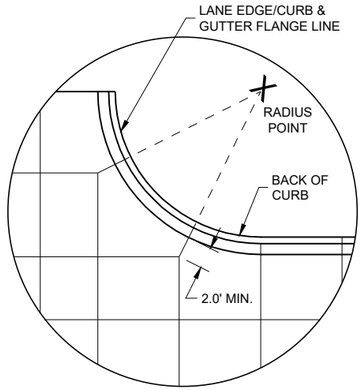
S.D.D. 13 C 14-7c



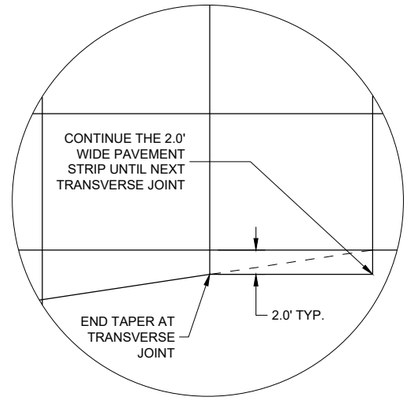
DETAIL "A"



DETAIL "B"



DETAIL "C"



DETAIL "D"

GENERAL NOTES

THE PRIMARY ROADWAY CONTROLS THE TRANSVERSE JOINT PATTERN.

ALIGN NEW JOINTS WITH EXISTING JOINTS OR CRACKS.

CONSTRUCT TRANSVERSE JOINTS PERPENDICULAR TO THE ROADWAY.

ADJUST TRANSVERSE JOINTS TO ALIGN WITH UTILITY FIXTURES (E.G MANHOLES AND INLETS) IN THE PAVEMENT STRUCTURE WHEN POSSIBLE. WATER VALVES DO NOT REQUIRE JOINT ADJUSTMENT.

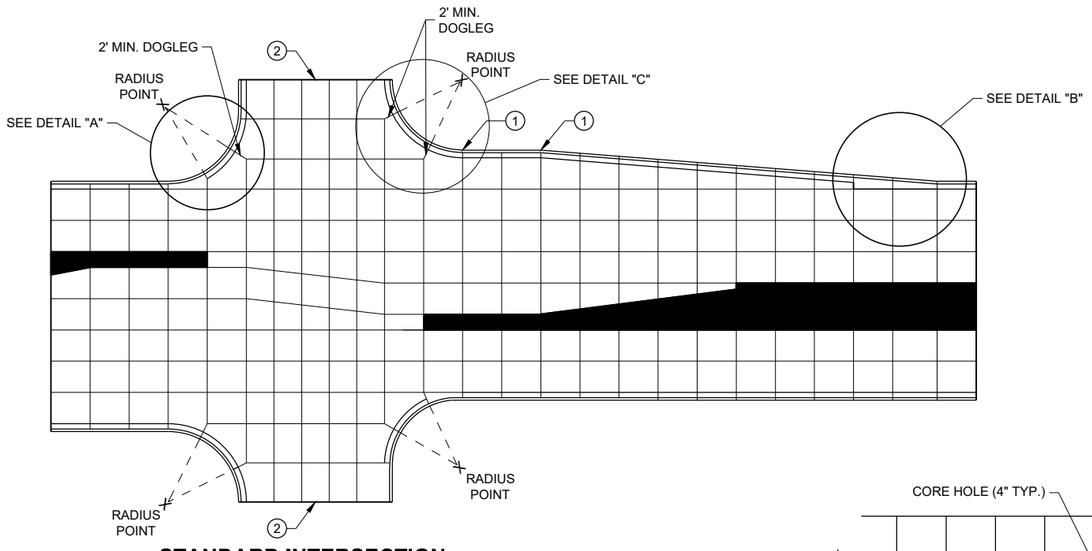
AVOID SLABS LESS THAN 2 FEET WIDE OR GREATER THAN 15 FEET WIDE.

SEE TABLE FOR TRANSVERSE JOINT SPACING. JOINT SPACING SPECIFIED IS MAXIMUM AND ACTUAL SPACING CAN BE ADJUSTED TO ACCOMMODATE INTERSECTIONS.

AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

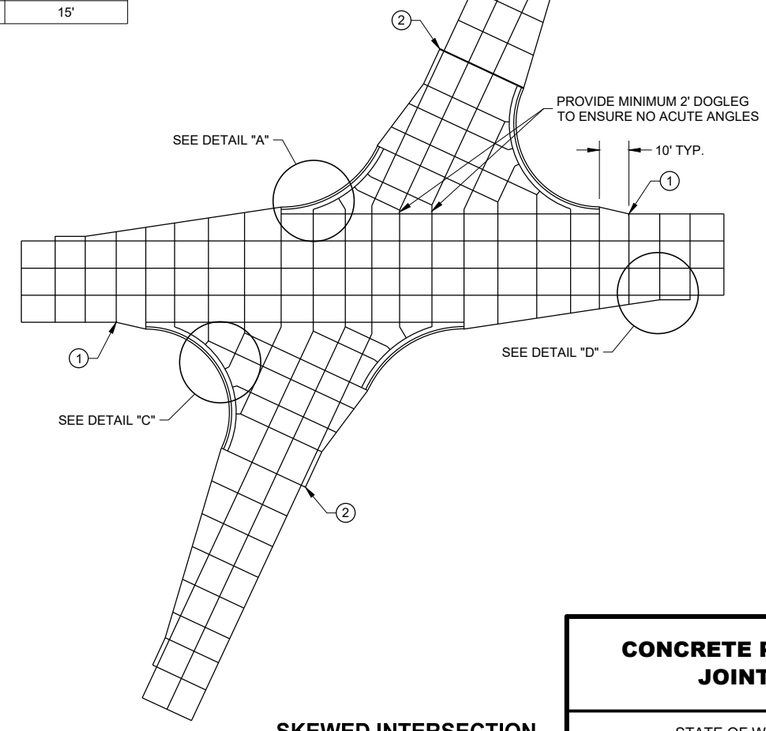
1. PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.
2. CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITHEDGE OF RADIUS.
3. THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



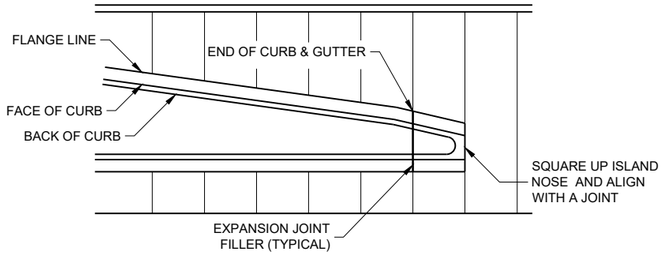
STANDARD INTERSECTION

PAVEMENT DEPTH AND JOINT SPACING TABLE

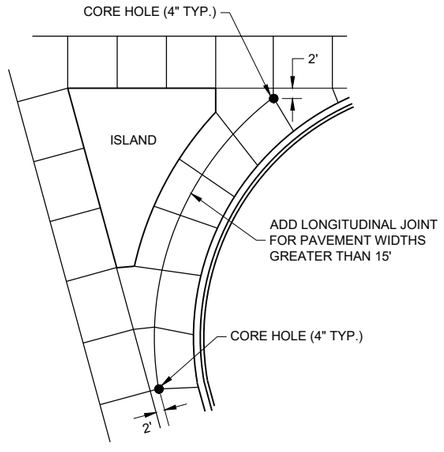
PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 ½"	12'
7", 7 ½"	14'
8" & ABOVE	15'



SKEWED INTERSECTION



APPROACH TO MEDIAN



LARGE RIGHT TURN

CONCRETE PAVEMENT JOINTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 13C18 - 07a

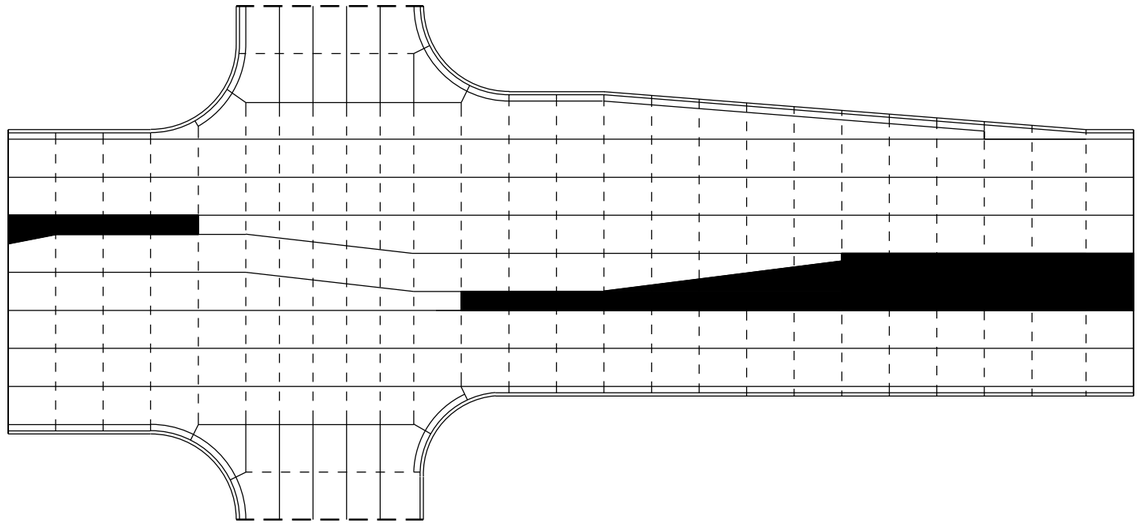
SDD 13C18 - 07a

LEGEND

POTENTIAL DOWELED EXPANSION JOINT

DOWELED JOINT

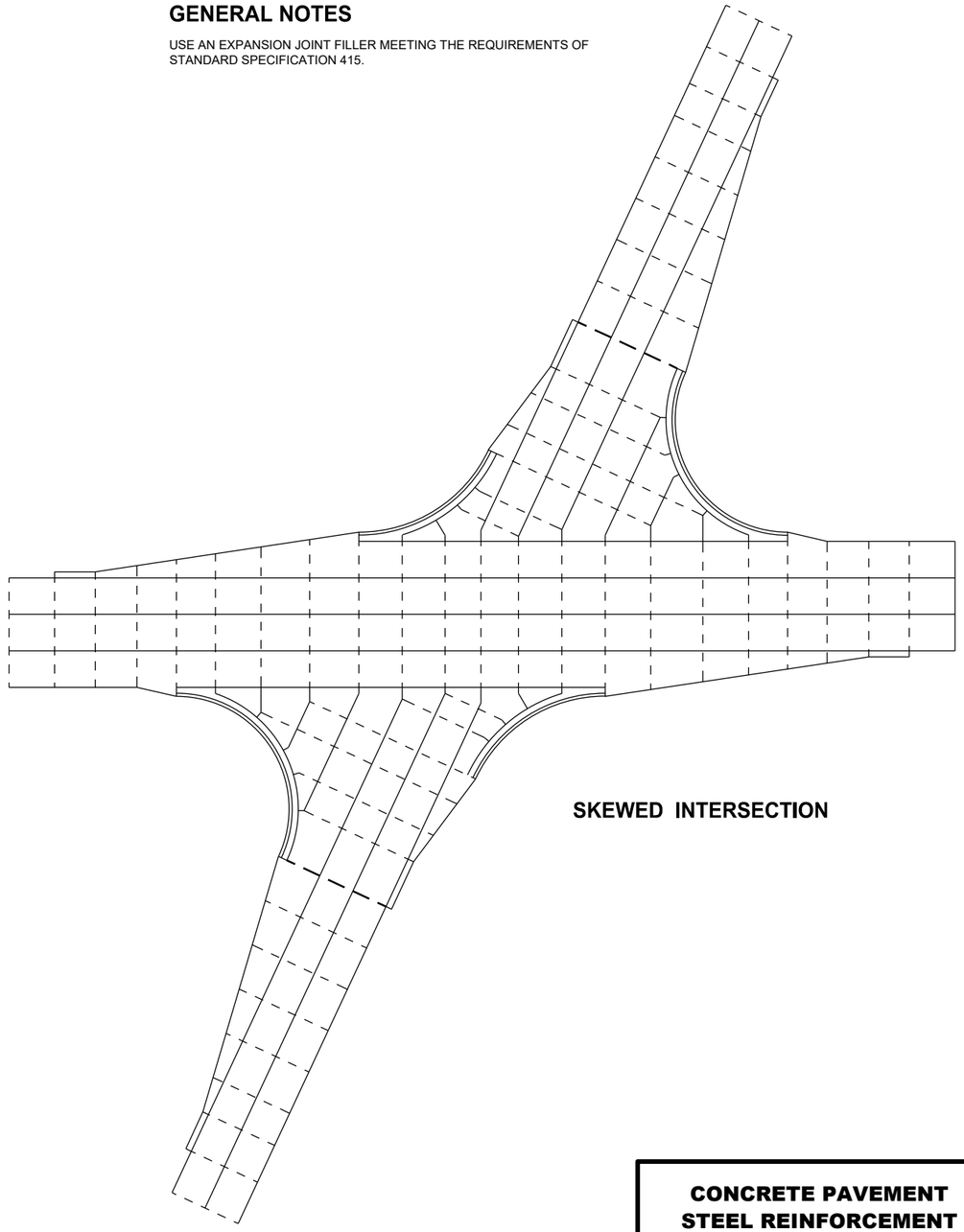
TIED JOINT



STANDARD INTERSECTION

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



SKEWED INTERSECTION

6

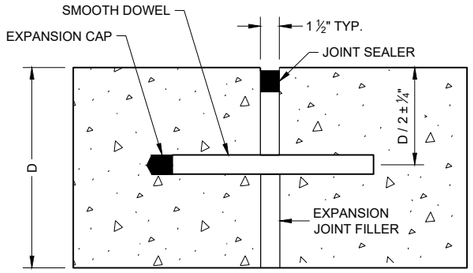
SDD 13C18 - 07b

CONCRETE PAVEMENT STEEL REINFORCEMENT

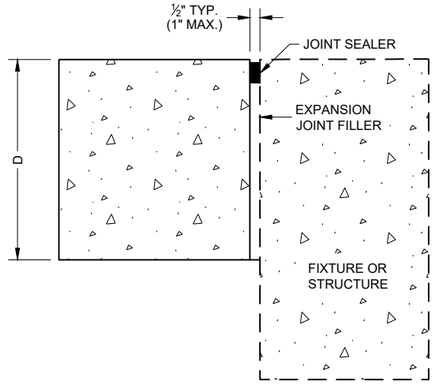
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07b



DOWELED TRANSVERSE (1)



UNTIED - LONGITUDINAL

EXPANSION JOINTS

TIE BAR TABLE

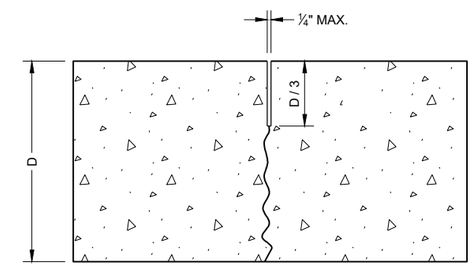
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4*	30"	24"**

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

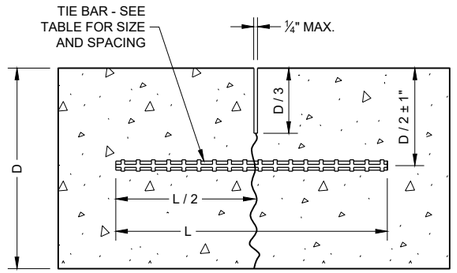
** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

GENERAL NOTES

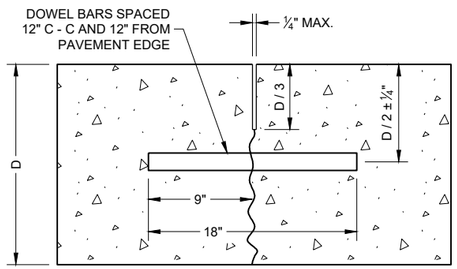
1. USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATETHE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
2. SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
3. LOCATE CONSTRUCTION JOINTS A MINIMUM OF 6 FEET FROM THE NEAREST CONTRACTION JOINT AND ALIGN PARALLEL TO CONTRACTION JOINTS.
4. CONSTRUCTION JOINTS CAN BE FORMED OR SAWED.
5. IF JOINT IS FORMED, PROVIDE A ¼" RADIUS.
6. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



UNDOWELED TRANSVERSE

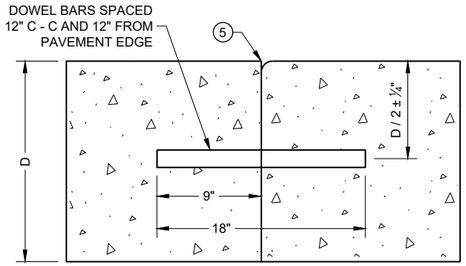


TIED LONGITUDINAL

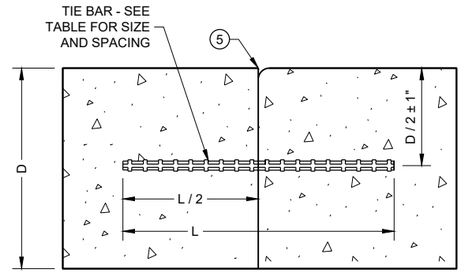


DOWELED TRANSVERSE

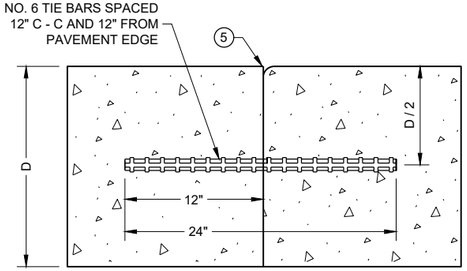
CONTRACTION JOINTS (2)



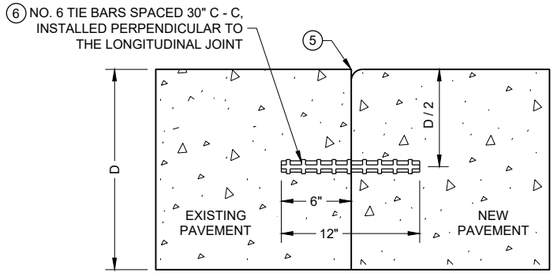
DOWELED TRANSVERSE (3)



TIED LONGITUDINAL



TIED TRANSVERSE (3)
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



TIED LONGITUDINAL TO EXISTING

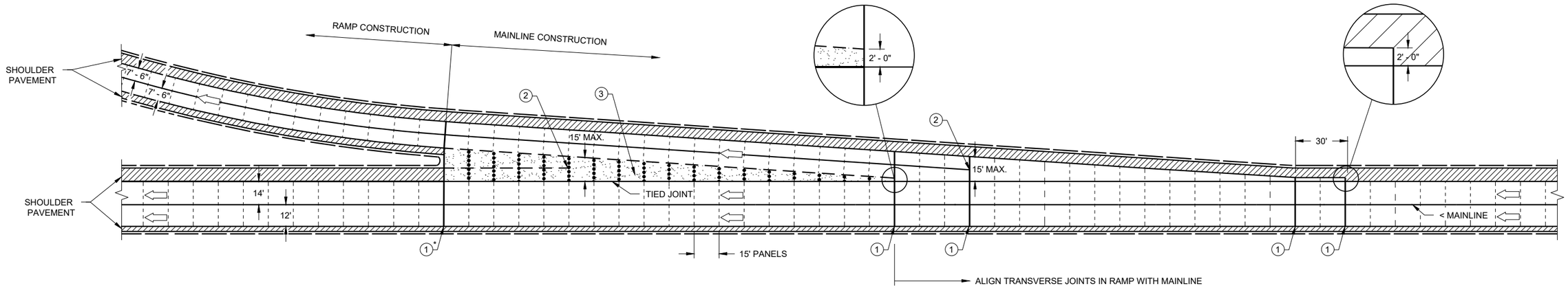
CONSTRUCTION JOINTS (4)

CONCRETE PAVEMENT JOINT TYPES

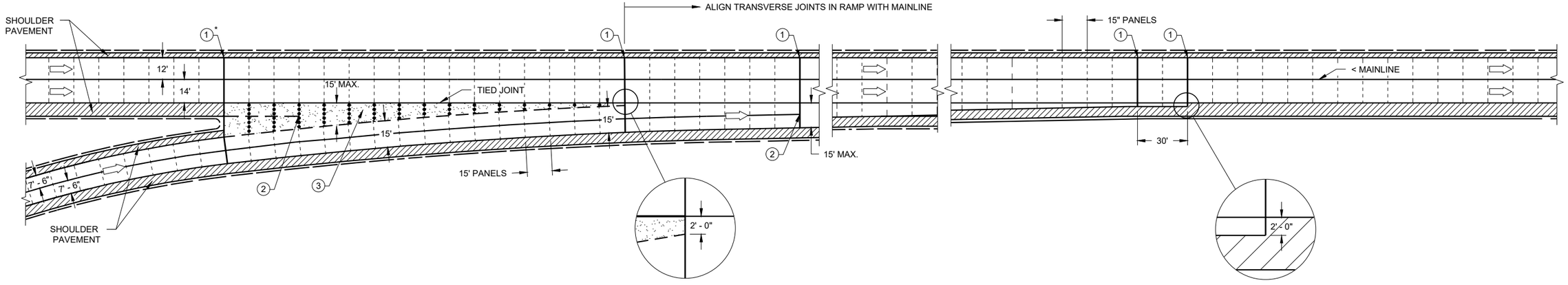
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C18 - 07c
SDD 13C18 - 07c



DECELERATION LANE



ACCELERATION LANE

GENERAL NOTES

PAVEMENT AND BASE THICKNESS, PANEL LENGTHS, JOINTS AND REINFORCEMENT FOR THE DECELERATION AND ACCELERATION LANES, INCLUDING TAPERS, SHALL BE THE SAME AS THE MAINLINE, EXCEPT WHERE OTHERWISE NOTED.

ALL REINFORCEMENT BARS SHALL BE EPOXY COATED CONFORMING TO SUBSECTION 505.2.6 OF THE STANDARD SPECIFICATIONS.

LANE AND SHOULDER WIDTHS MAY VARY FROM SHOWN. SEE CONSTRUCTION PLANS FOR ACTUAL PROPOSED WIDTHS.

(1) CRITICAL TRANSVERSE JOINT LOCATIONS AT PAVEMENT WIDTH CHANGES. ((1)* IS NOT A CRITICAL TRANSVERSE JOINT WHEN ASPHALTIC GORE IS INSTALLED).

(2) STOP LONGITUDINAL JOINT WITH CORE HOLE (2" TYP.) WHEN IT MEETS THE FIRST TRANSVERSE JOINT LESS THAN 15' WIDE OR STOP LONGITUDINAL JOINT WHEN IT MEETS 2' AWAY FROM THE TIED JOINT OF THE MAINLINE.

(3) DISREGARD THE JOINT DETAILS IN AND AROUND THE GORE WHEN ASPHALTIC GORE IS INSTALLED.

LEGEND

- DOWELED JOINT
- UNDOWELED JOINT
- TIED JOINT
- UNTIED JOINT
- GORE
- DIRECTION OF TRAVEL

CONCRETE PAVEMENT JOINTING ACCELERATION/ DECELERATION LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Peter Kemp P.E.
ROADWAY STANDARDS DEVE ENGINEER

FHWA

6

SDD13C18 - 07g

6

SDD13C18 - 07g

(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

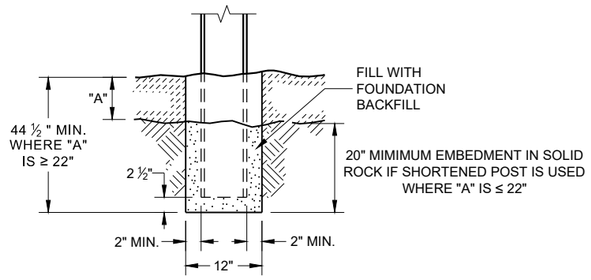
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

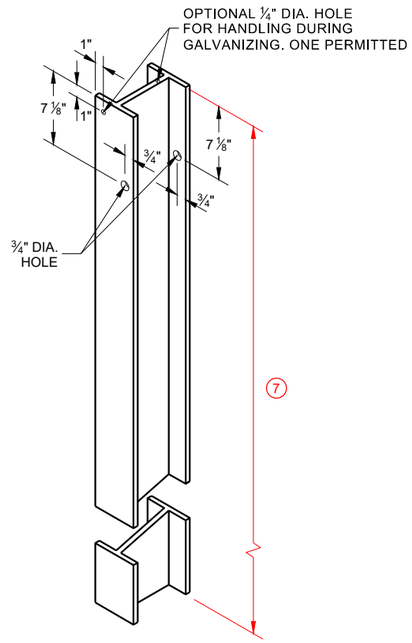
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

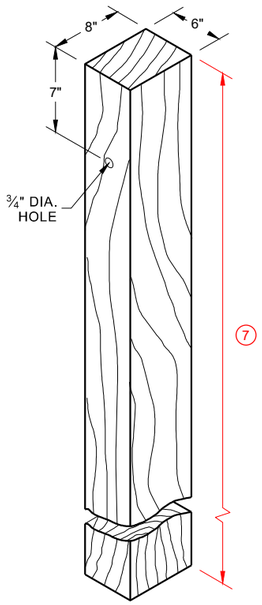
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



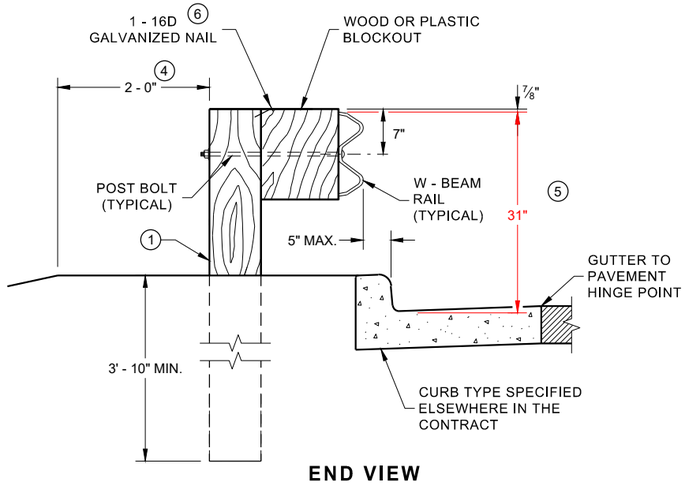
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



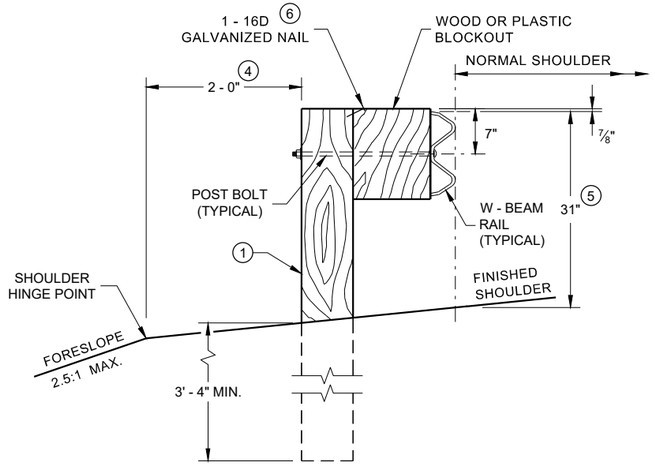
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



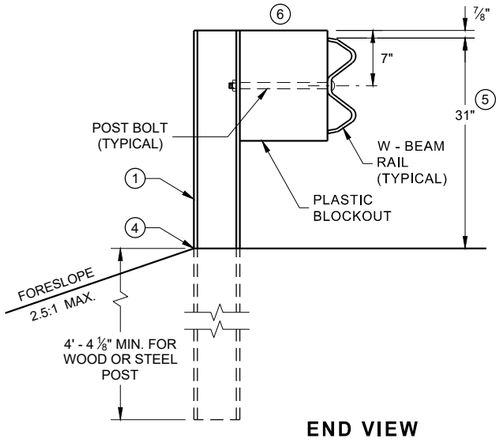
WOOD POST (6" X 8") NOMINAL (1)



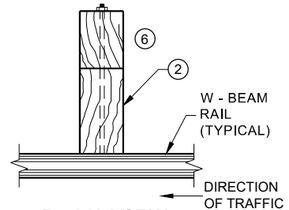
END VIEW
LOCATED ALONG A CURBED ROADWAY



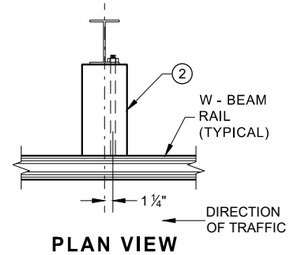
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



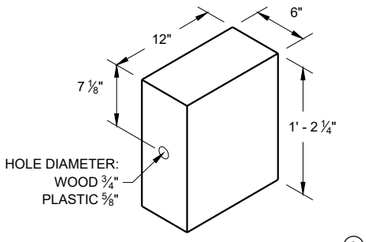
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



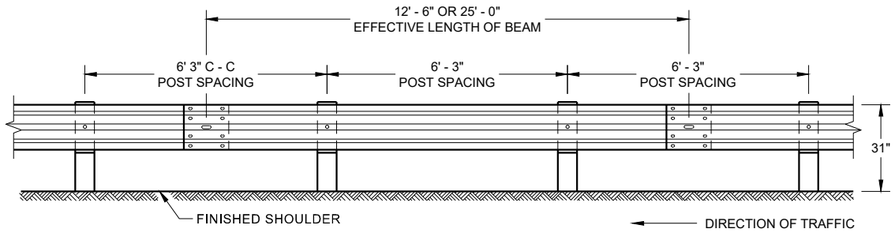
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

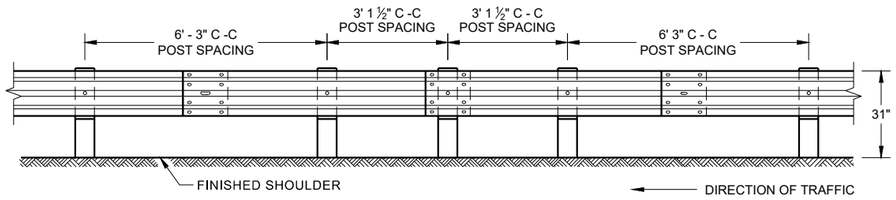
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B42 - 06a

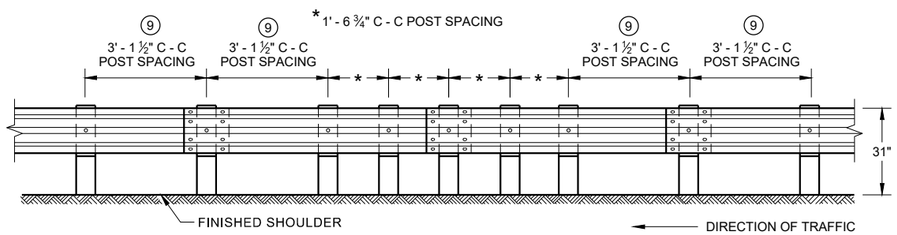
SDD 14B42 - 06a



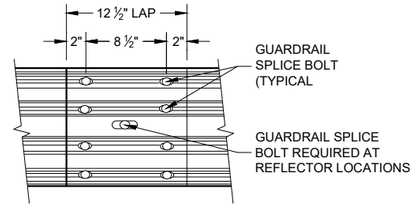
FRONT VIEW
POST SPACING STANDARD INSTALLATION



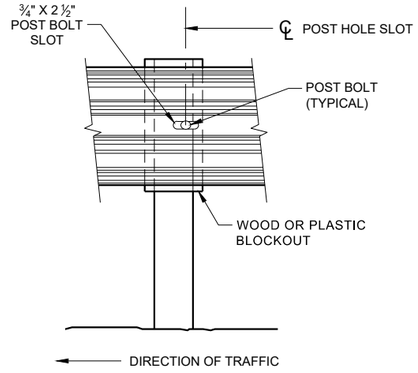
FRONT VIEW
HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)



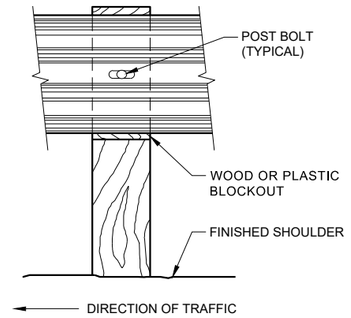
FRONT VIEW
QUARTER POST SPACING (QS)



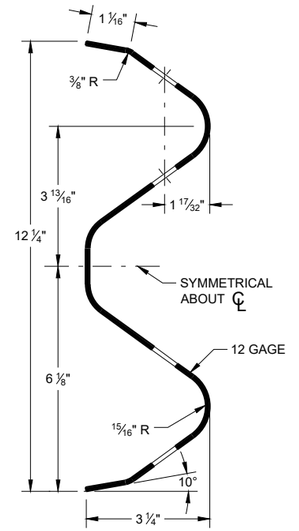
FRONT VIEW
MID-SPAN BEAM SPLICE



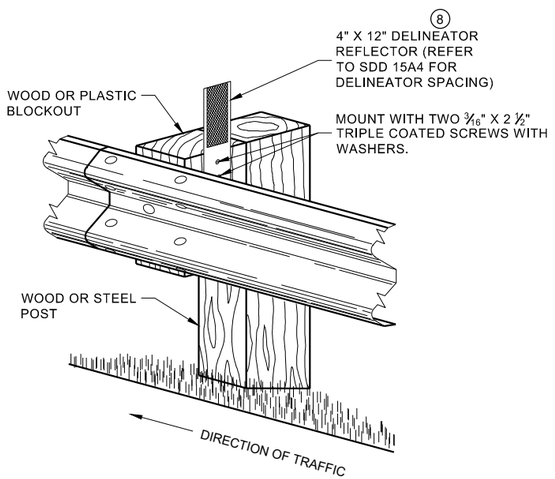
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

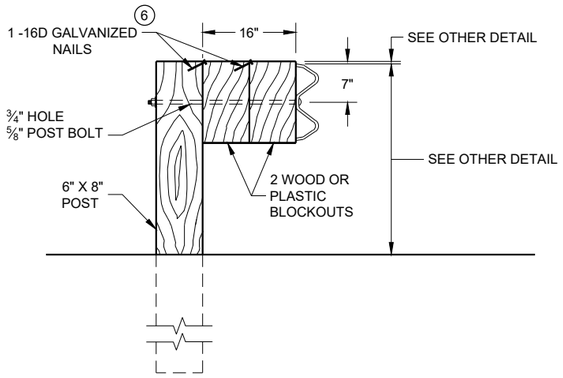
POST BOLTS ARE A ¾" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 14B42 - 06b

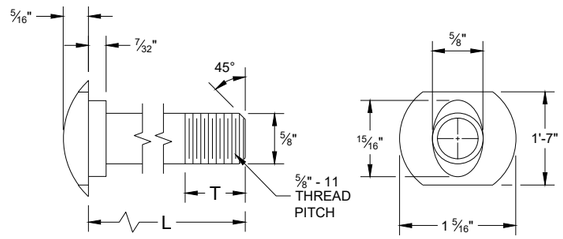


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

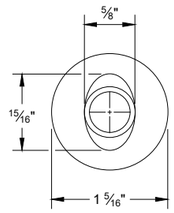
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3/16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

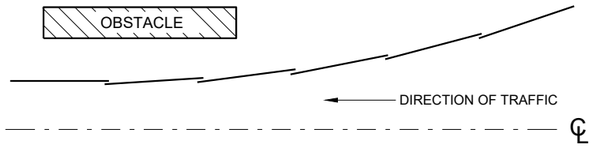


POST BOLT TABLE

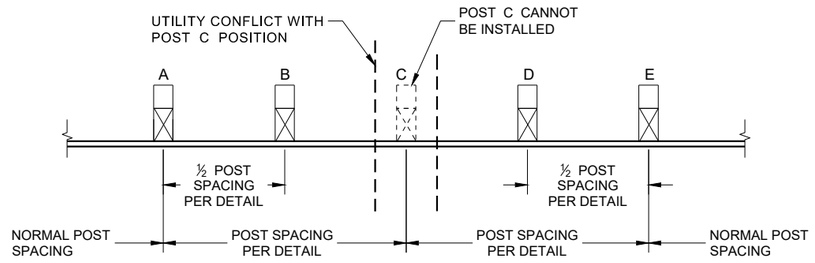
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



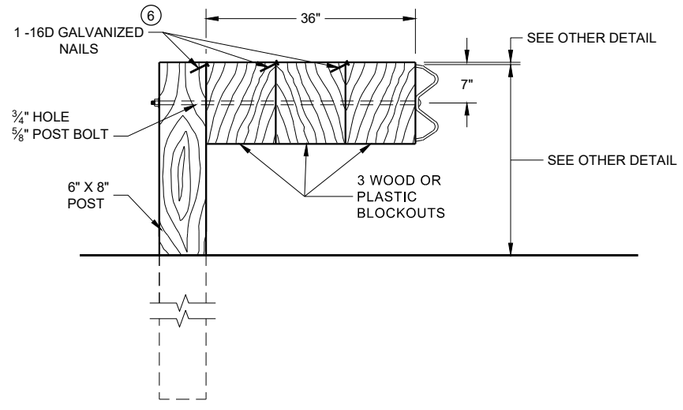
ALTERNATE BOLT HEAD



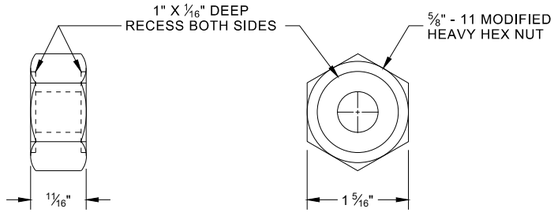
PLAN VIEW
BEAM LAPPING DETAIL



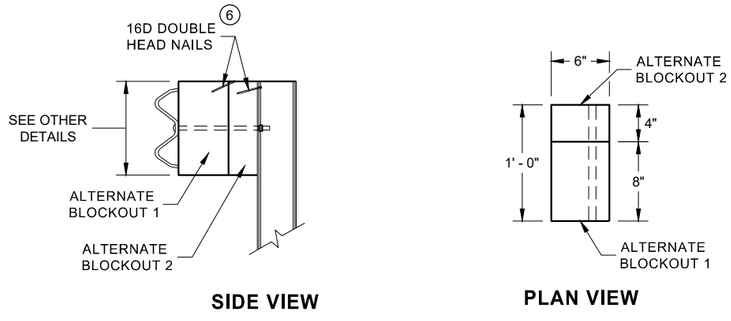
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW

PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

6

SDD 14B42 - 06c

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

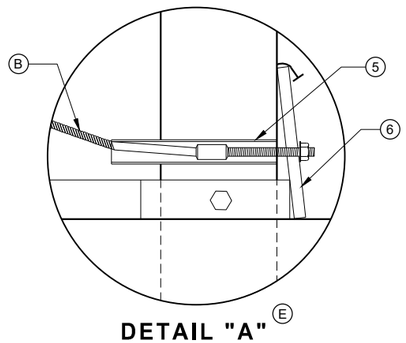
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

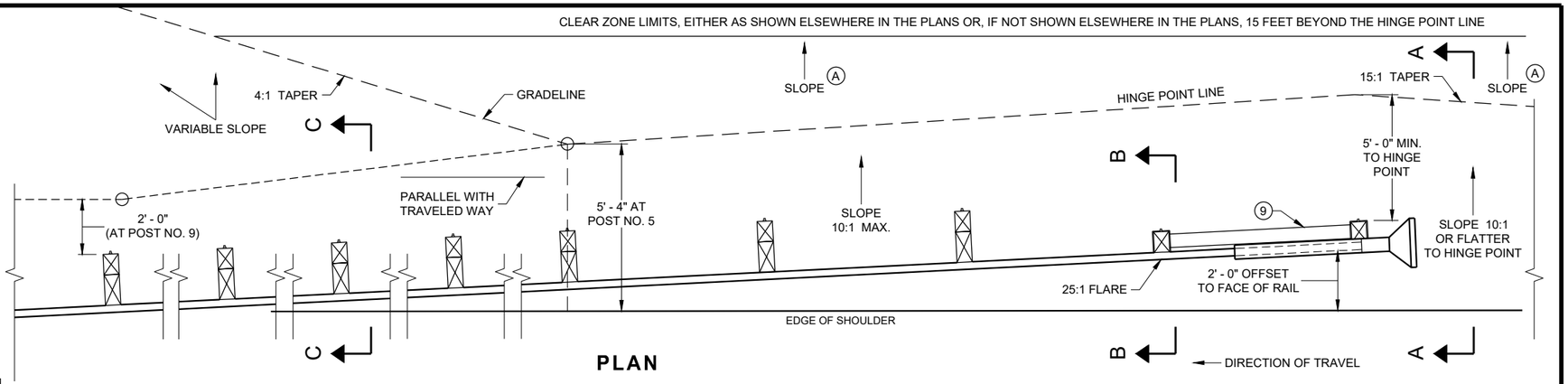
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

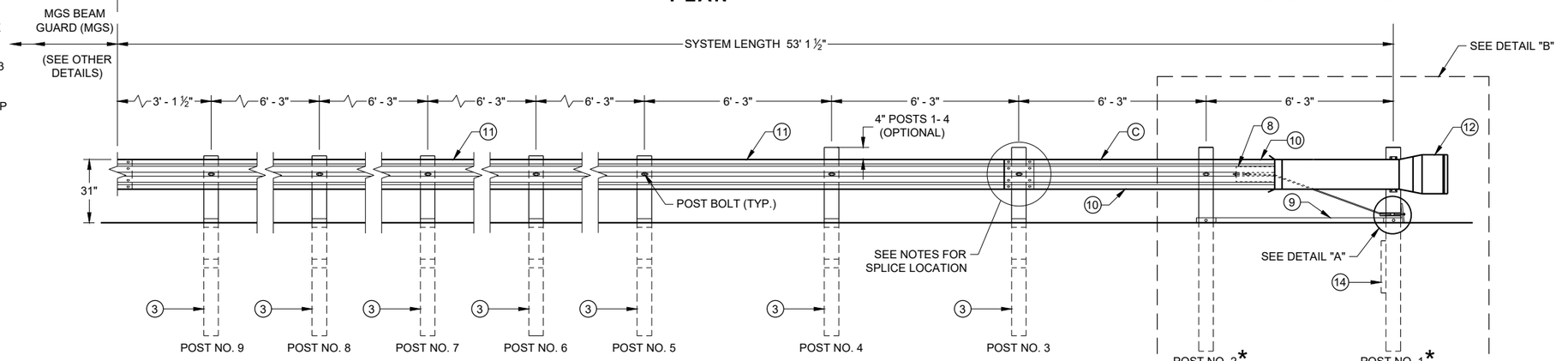
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



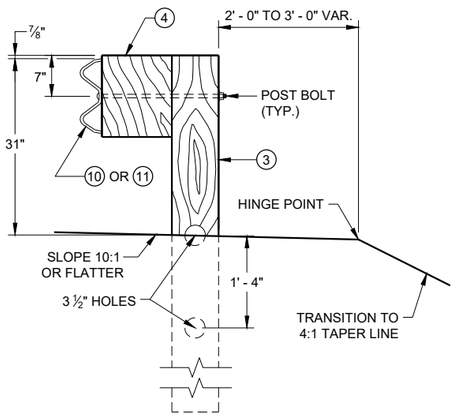
DETAIL "A" (E)



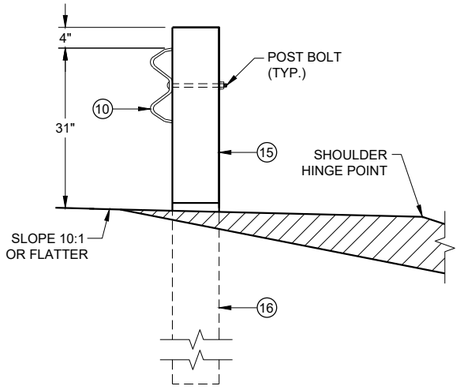
PLAN



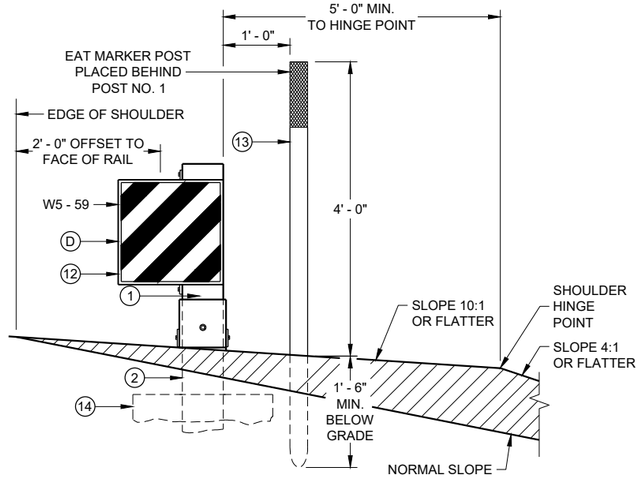
ELEVATION



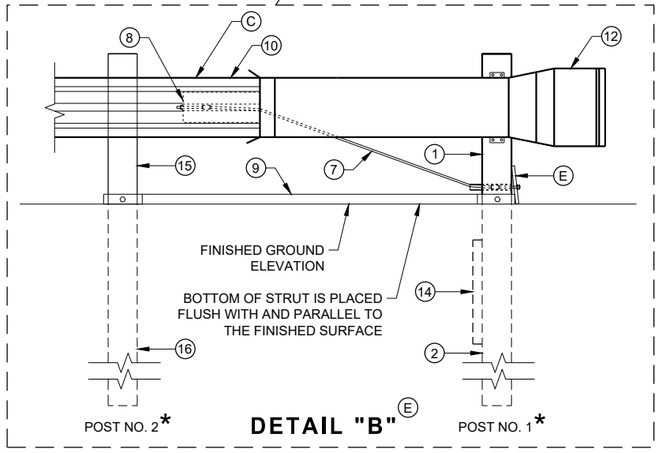
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

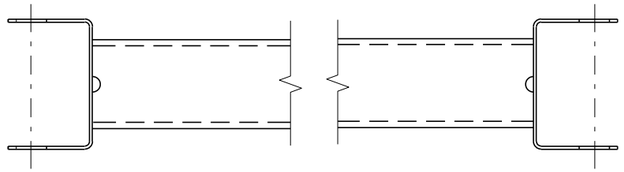
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

SDD 14B44 - 04a

6

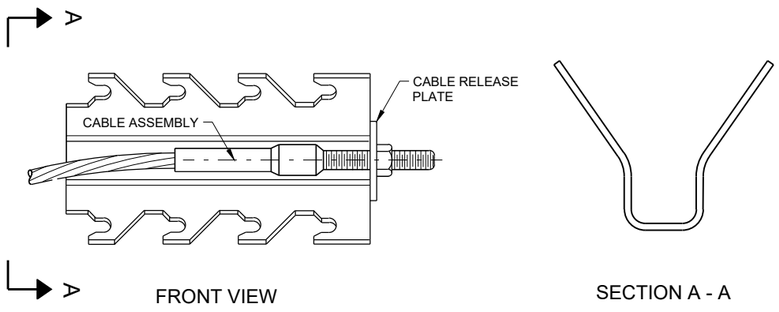
6



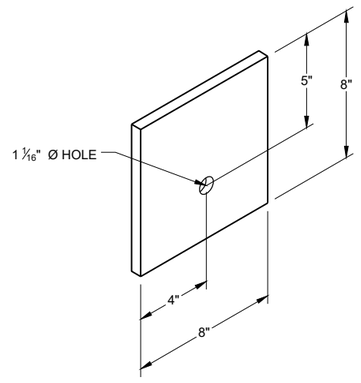
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

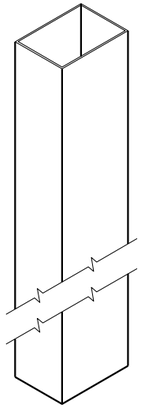
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SDD 14B44 - 04b

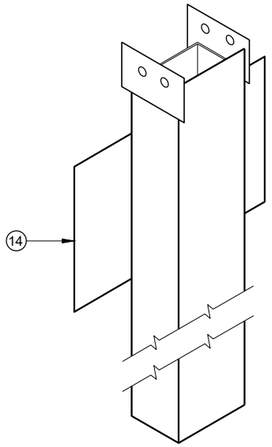
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

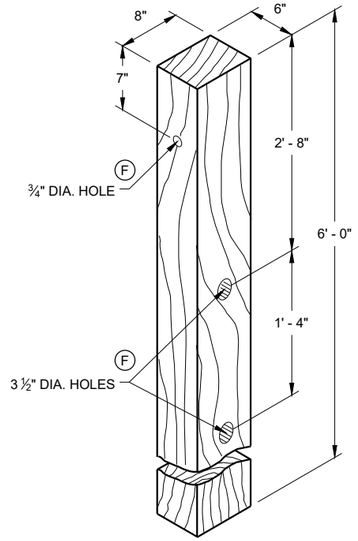
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



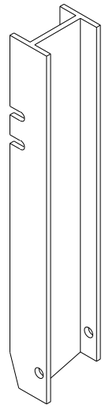
UPPER POST NO. 1 (1) (E)



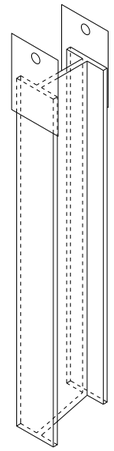
LOWER POST NO. 1 (2) (E)



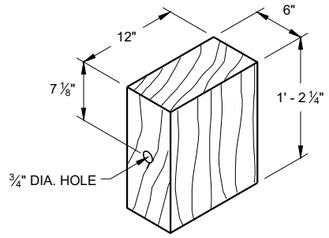
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



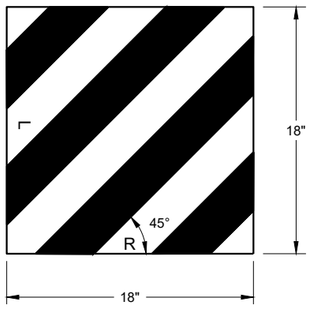
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

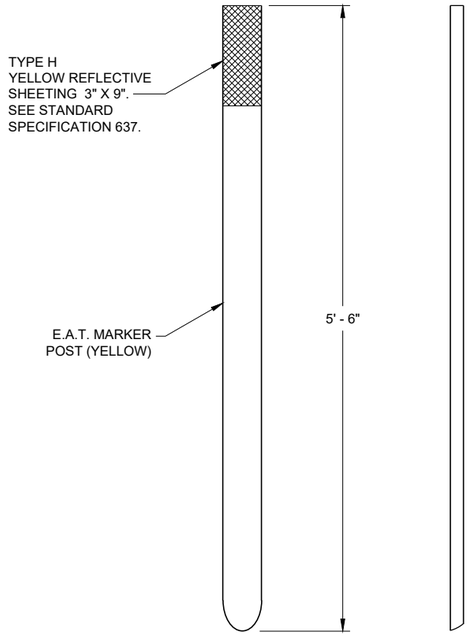


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



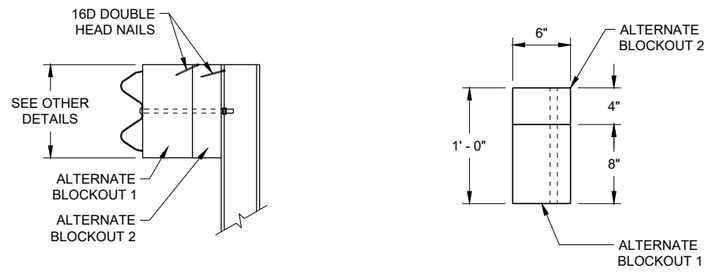
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

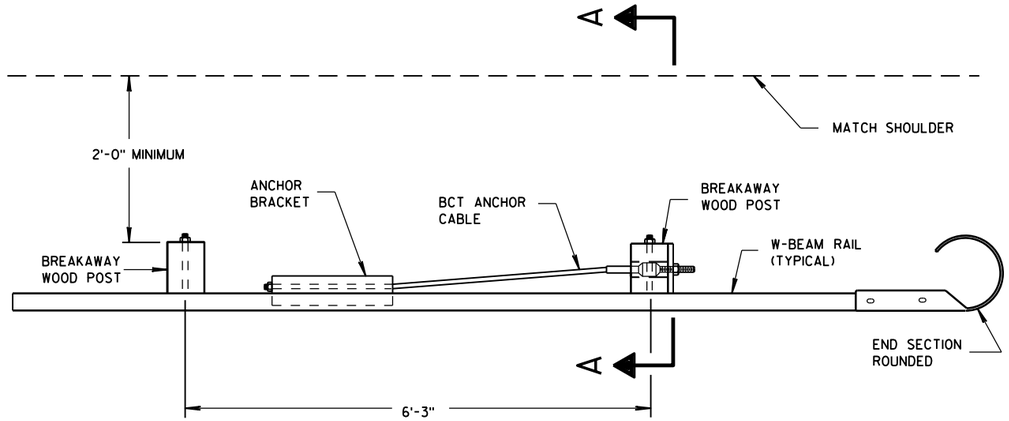
MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

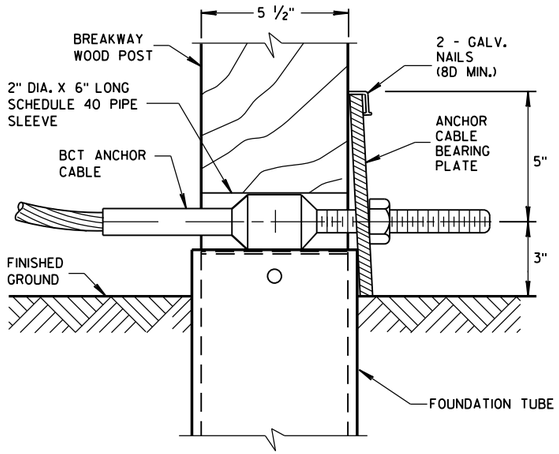
APPROVED
7/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE UNIT SUPERVISOR
FHWA

6

SDD 14B44 - 04c



PLAN VIEW



DETAIL A

POST NO. 1
GROUNG STRUT NOT SHOWN FOR CLARITY.

GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

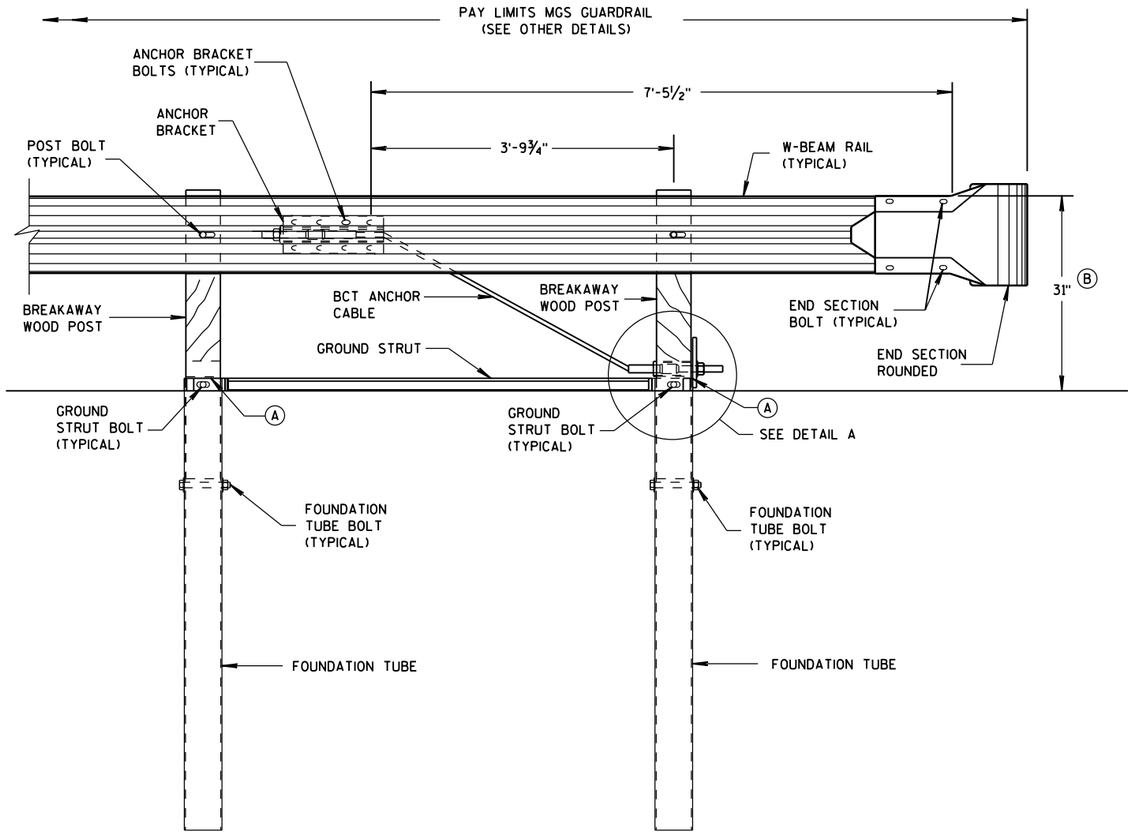
FOUNDATION TUBE BOLTS ARE ⅞" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅞" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A ⅝" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 ⅝" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

W-BEAM END SECTION ROUNDED HAS THE SAME MATERIAL PROPERTIES AS STANDARD STEEL RAIL.

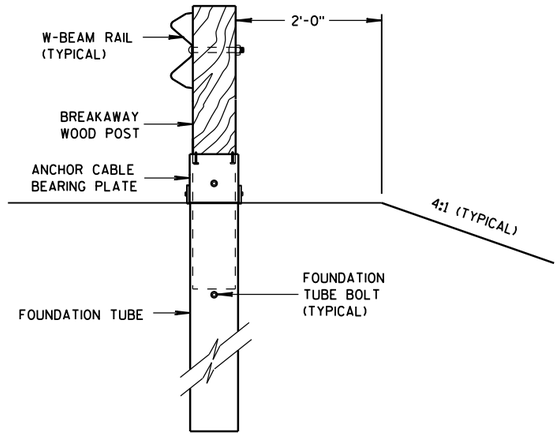
(A) TOP OF FOUNDATION TUBE SHALL BE NO MORE THAN 3" ABOVE FINISHED GROUND.

(B) FOR NEW CONSTRUCTION TOP OF RAIL IS 31" ± 1".
FOR EXISTING INSTALLATIONS TOP OF RAIL IS BETWEEN 27¾" TO 32" ± 1".

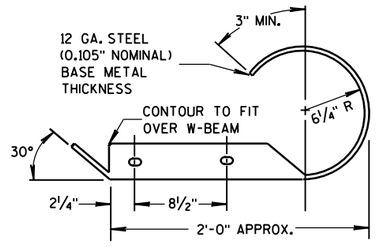


FRONT VIEW

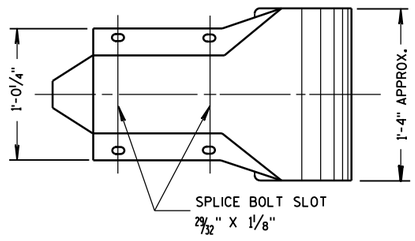
END RAIL DETAIL



SECTION A-A



PLAN VIEW



FRONT VIEW

W BEAM END SECTION ROUNDED

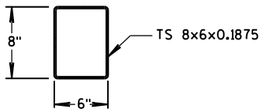
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPO

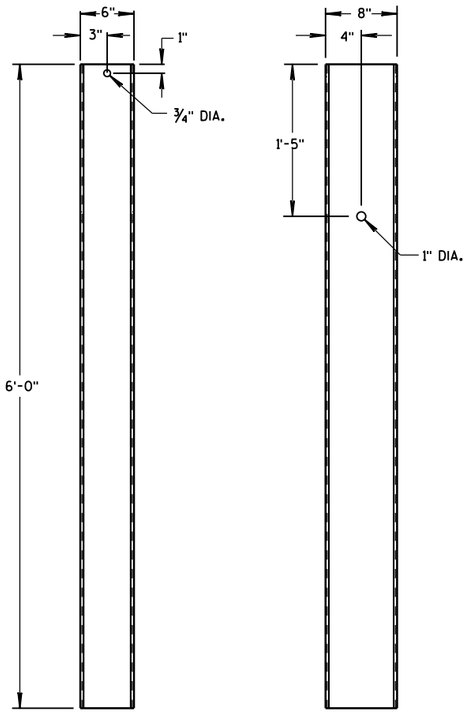
6
S.D.D. 14 B 47-2a

GENERAL NOTES

BCT ANCHOR CABLE IS A ¾" DIAMETER 6X19 IWRC IPS GALVANIZED WIRE ROPE. THE SWAGED FITTINGS AND STUD ARE REQUIRED. END FITTING SHALL BE MACHINED FROM HOT-ROLLED CARBON STEEL CONFORMING TO ASTM A576 GRADE 1035 AND GALVANIZED ACCORDING TO ASTM A123. TREADED STUD SHALL CONFORM TO ASTM A325 OR SAE GRADE 5. MINIMUM BREAKING STRENGTH OF WIRE ROPE IS 43,000 LB. WIRE ROPE IS TO BE TAUT.

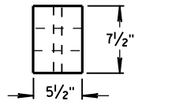


PLAN VIEW

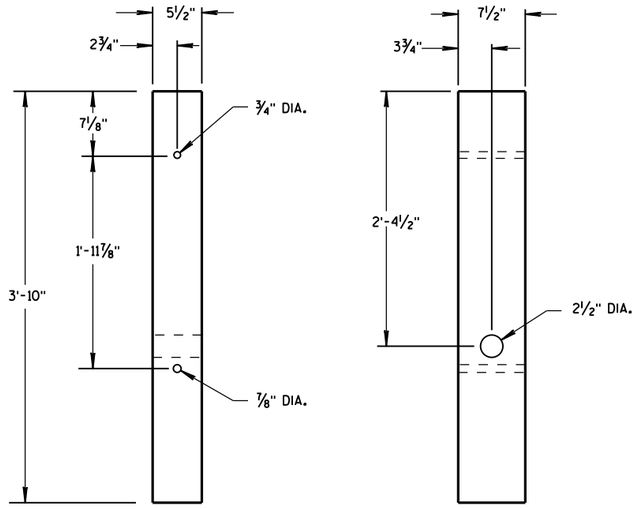


FRONT VIEW SIDE VIEW

FOUNDATION TUBE

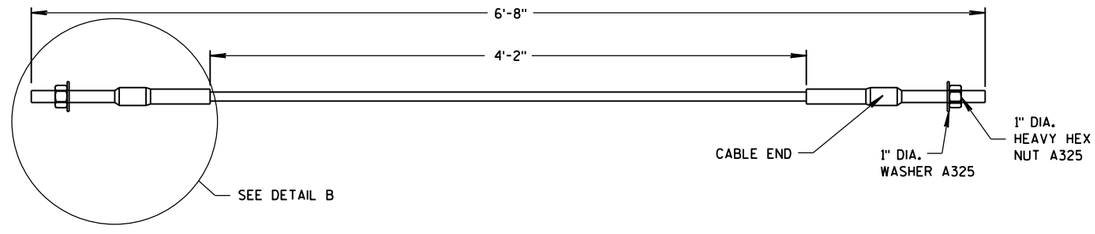


PLAN VIEW

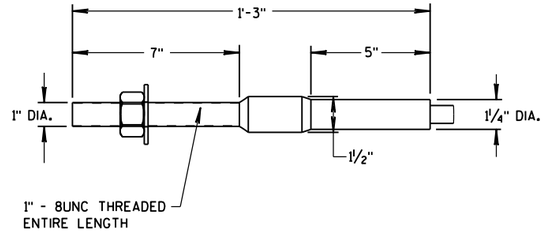


FRONT VIEW SIDE VIEW

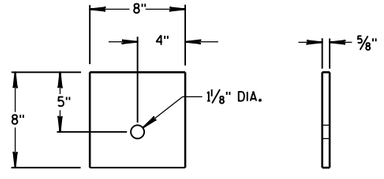
BREAKAWAY WOOD POST



BCT ANCHOR CABLE



DETAIL B



SIDE VIEW FRONT VIEW

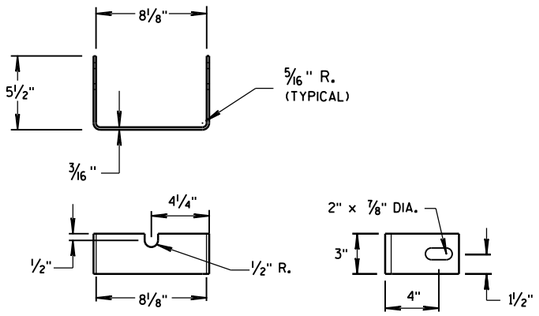
ANCHOR CABLE
BEARING PLATE

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

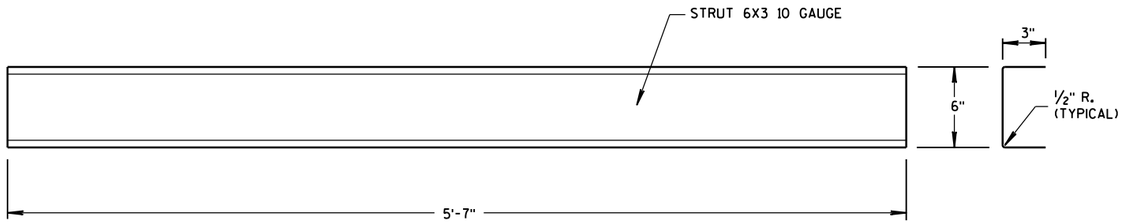
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

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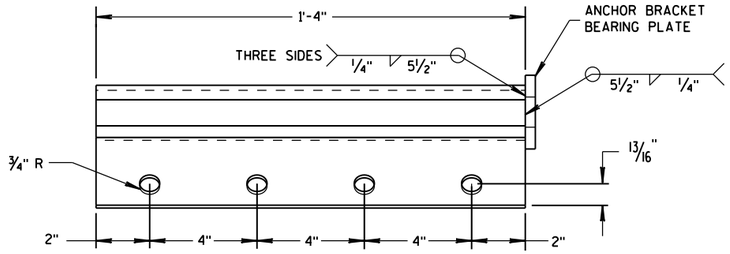
S.D.D. 14 B 47-2b

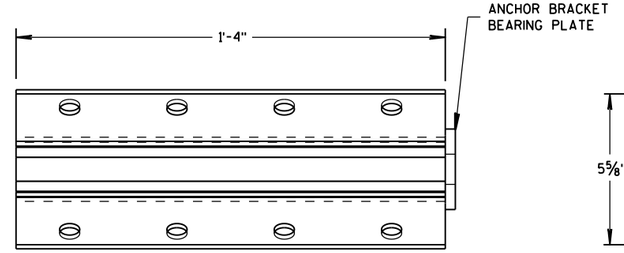


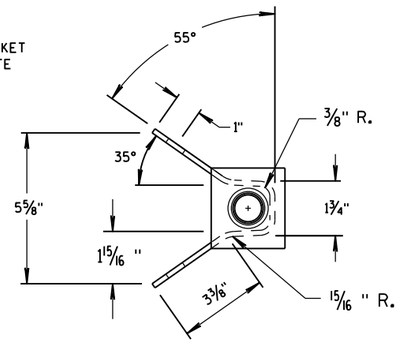
YOKE DETAIL



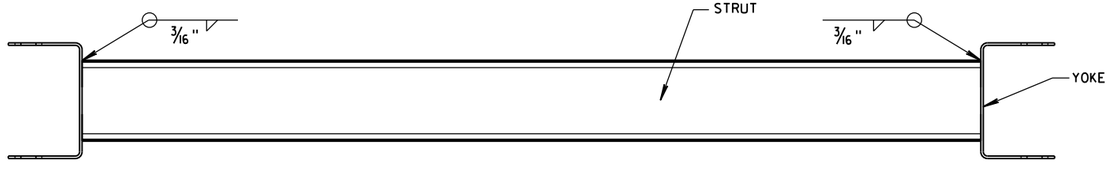
STRUT DETAIL



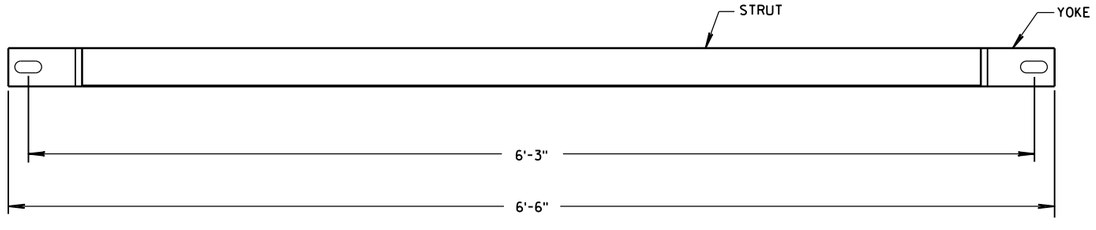




ANCHOR BRACKET

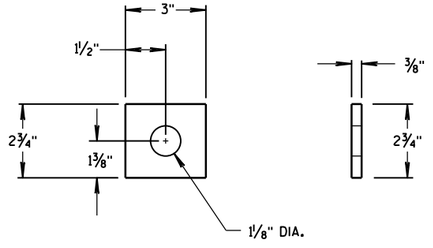


PLAN VIEW



FRONT VIEW

GROUND STRUT DETAIL



ANCHOR BRACKET BEARING PLATE

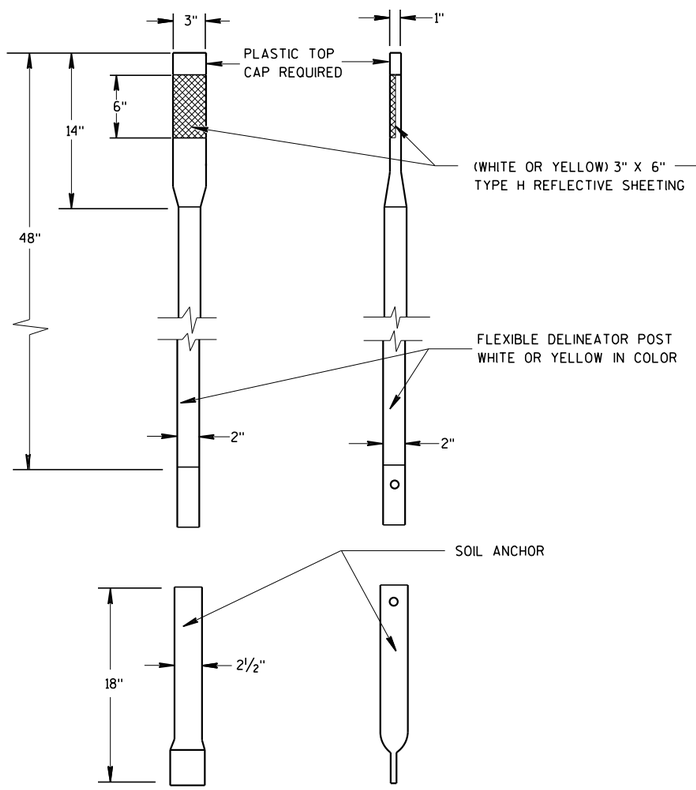
MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

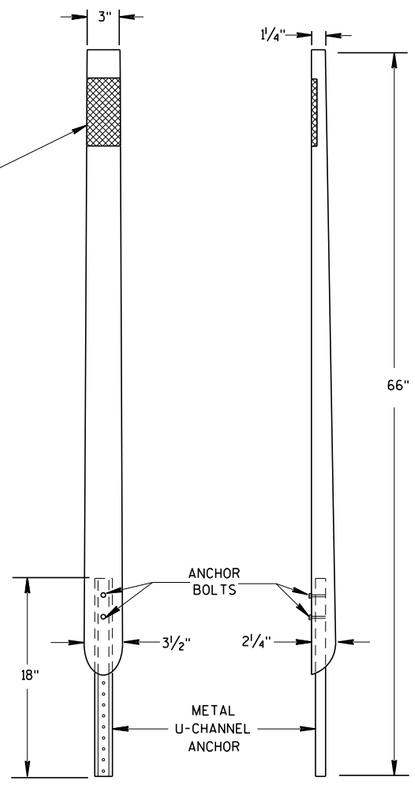
APPROVED
June 2014
DATE
/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER
FHWA

6

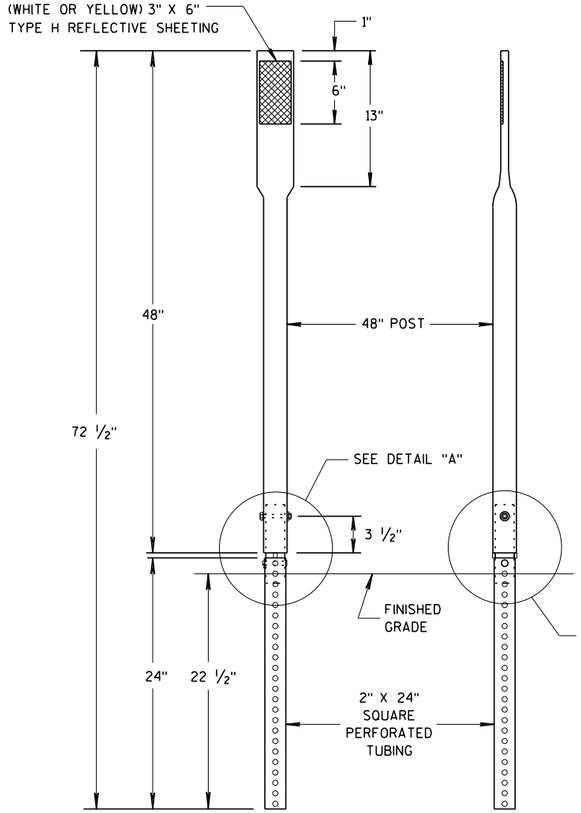
S.D.D. 14 B 47-2c



ALTERNATE 1



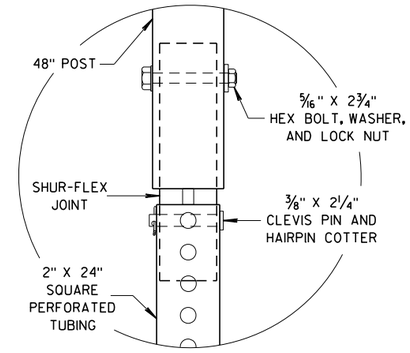
ALTERNATE 2
FLEXIBLE DELINEATOR POSTS



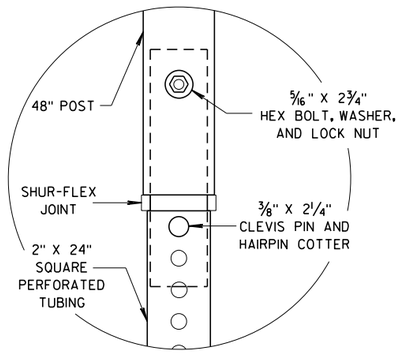
ALTERNATE 3

GENERAL NOTES

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



DETAIL A

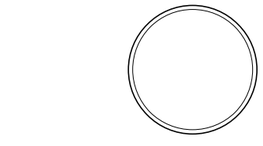


DETAIL B

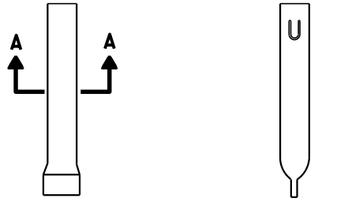
REFLECTOR SPACING TABLE

REFLECTOR SPACING	LOCATION
*100' C-C	RAMPS
400' C-C	MAINLINE

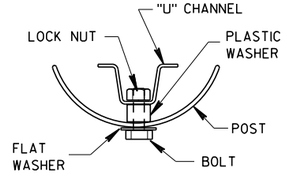
*START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



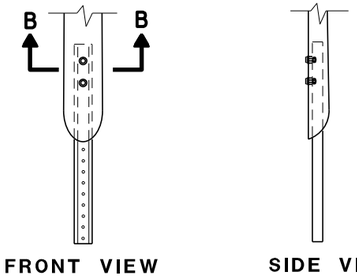
SECTION A-A



ALTERNATE 1

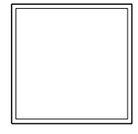


SECTION B-B

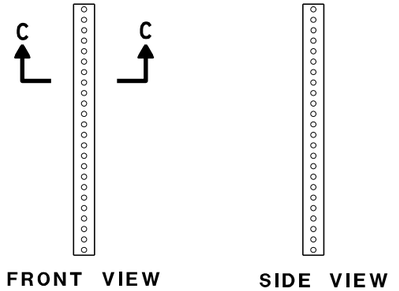


ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



SECTION C-C



ALTERNATE 3

FLEXIBLE DELINEATOR POST

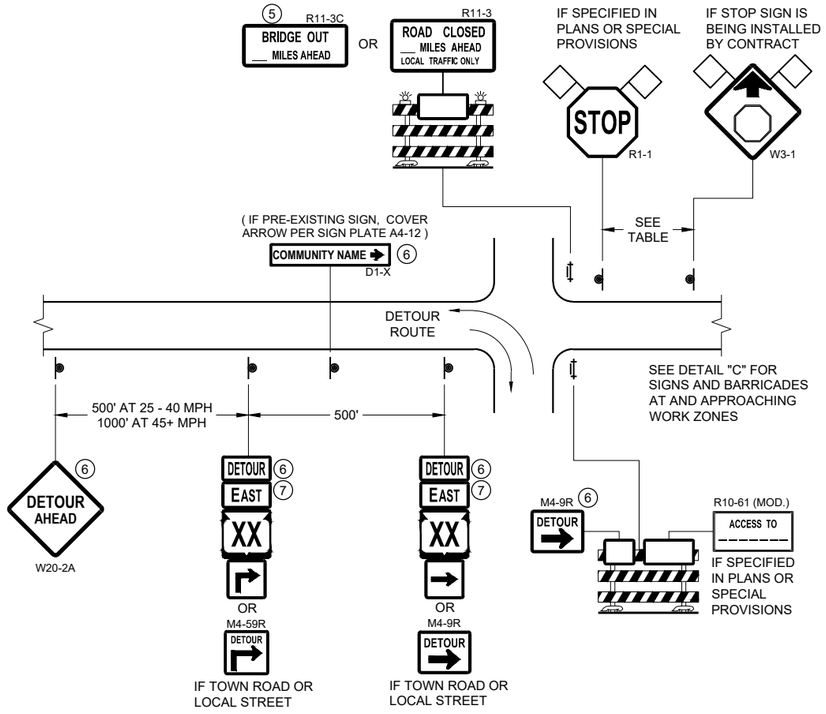
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Matt Rauch — STATE SIGNING AND MARKING ENGINEER
FHWA

6

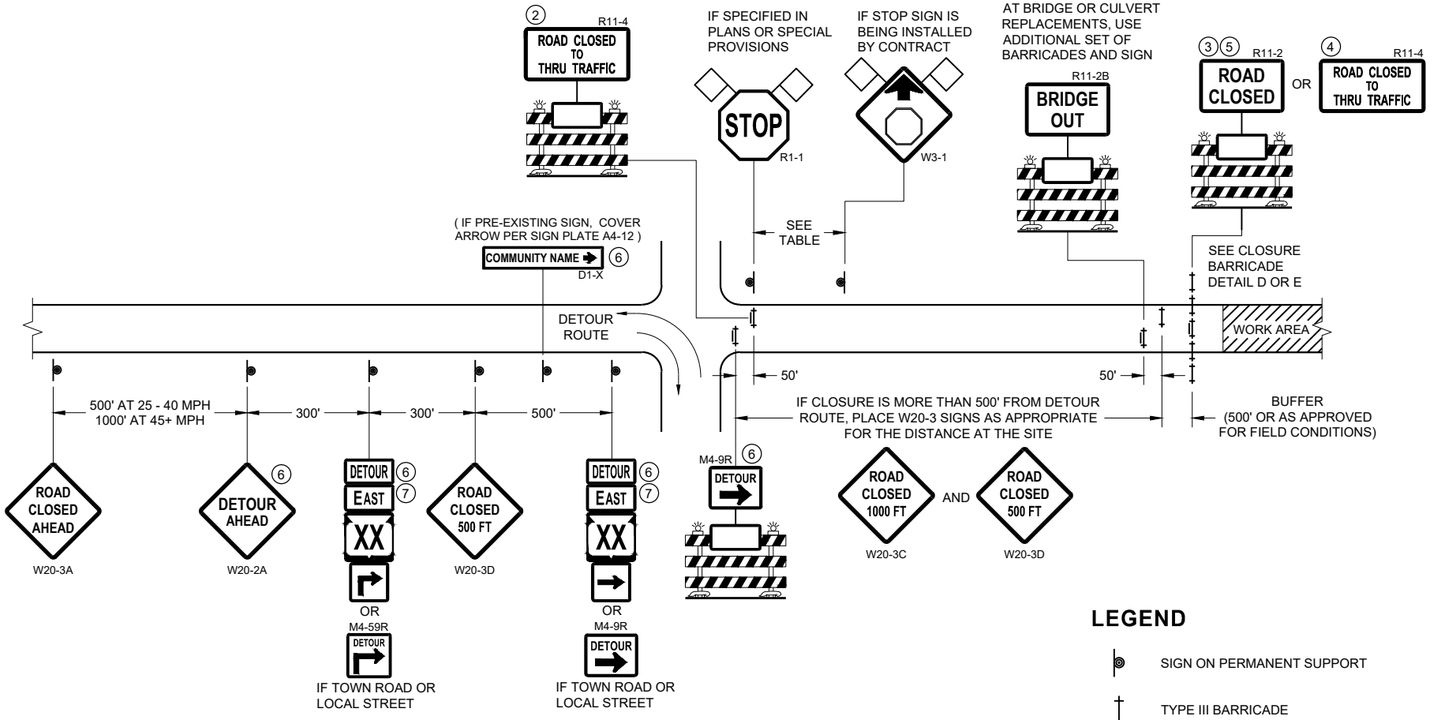
S.D.D. 15 A 4-4a

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



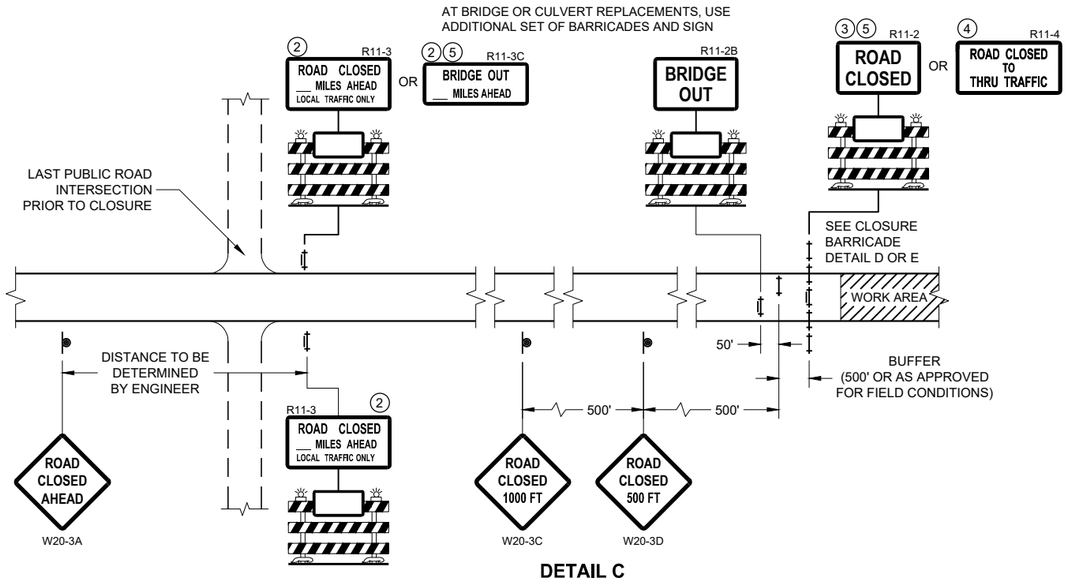
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

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



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR

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



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
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

DETOUR M4 - 8
EAST M3 - X
XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A
M05 - 1 OR M06 - 1

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

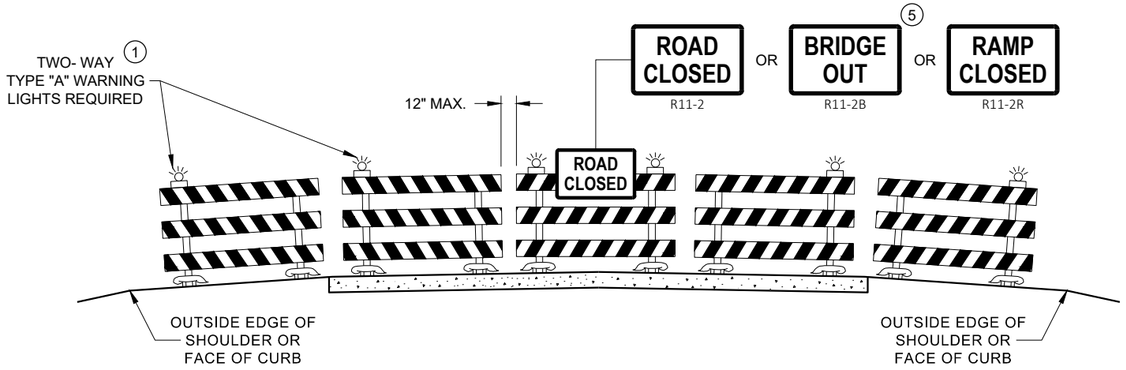
APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

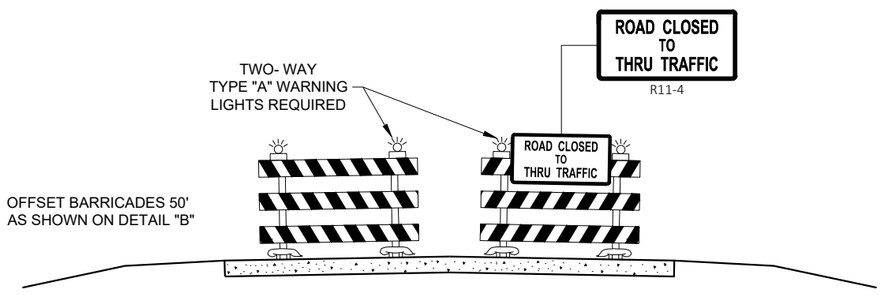
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SDD 15C02 - 07a

SDD 15C02 - 07a



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

(3) FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

(4) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

(5) FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

(6) INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.

(7) "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6

SDD 15C02 - 07b

6

SDD 15C02 - 07b

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- DETOUR — M4 - 8
- EAST — M3 - X
- XX — M1 - 4
- OR XX — M1 - 6
- OR COUNTY X — M1 - 5A
- M05 - 1
- OR M06 - 1
- OR M06 - 1

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

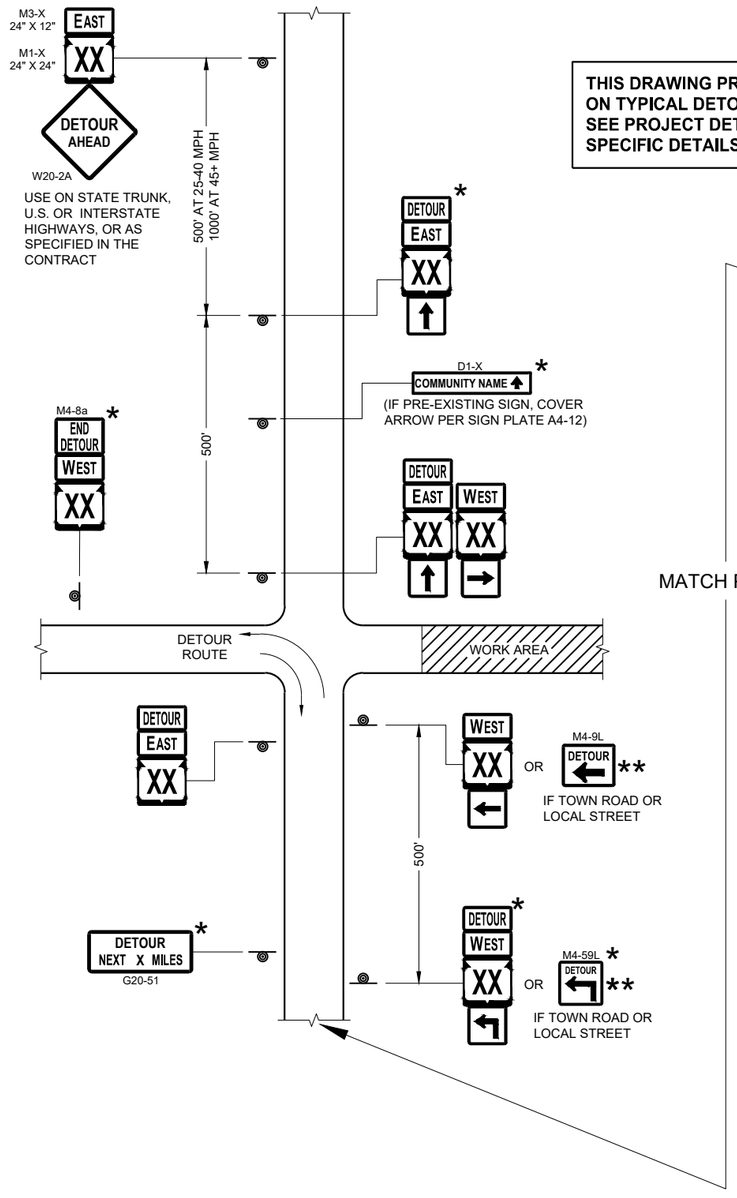
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

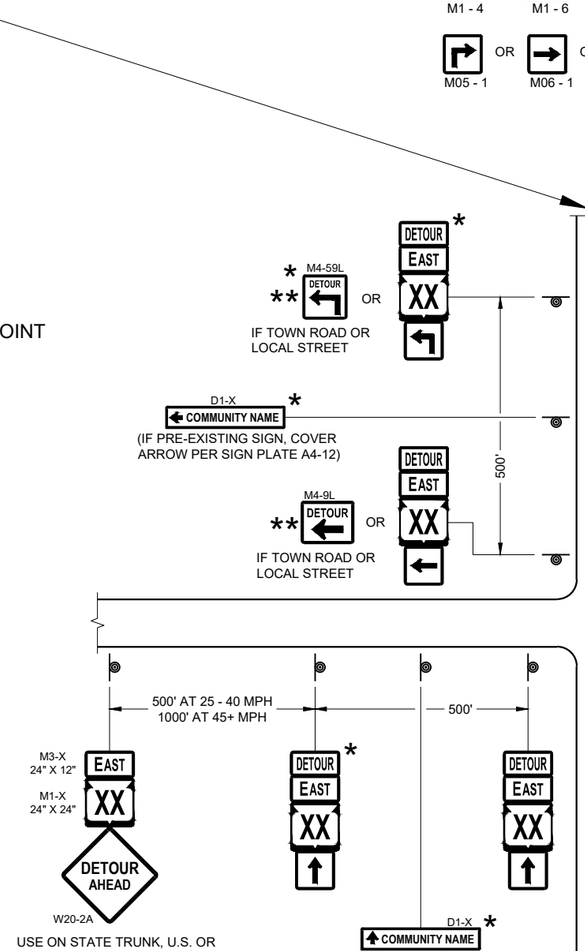
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-59 SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2 SHALL BE 48" X 48"
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

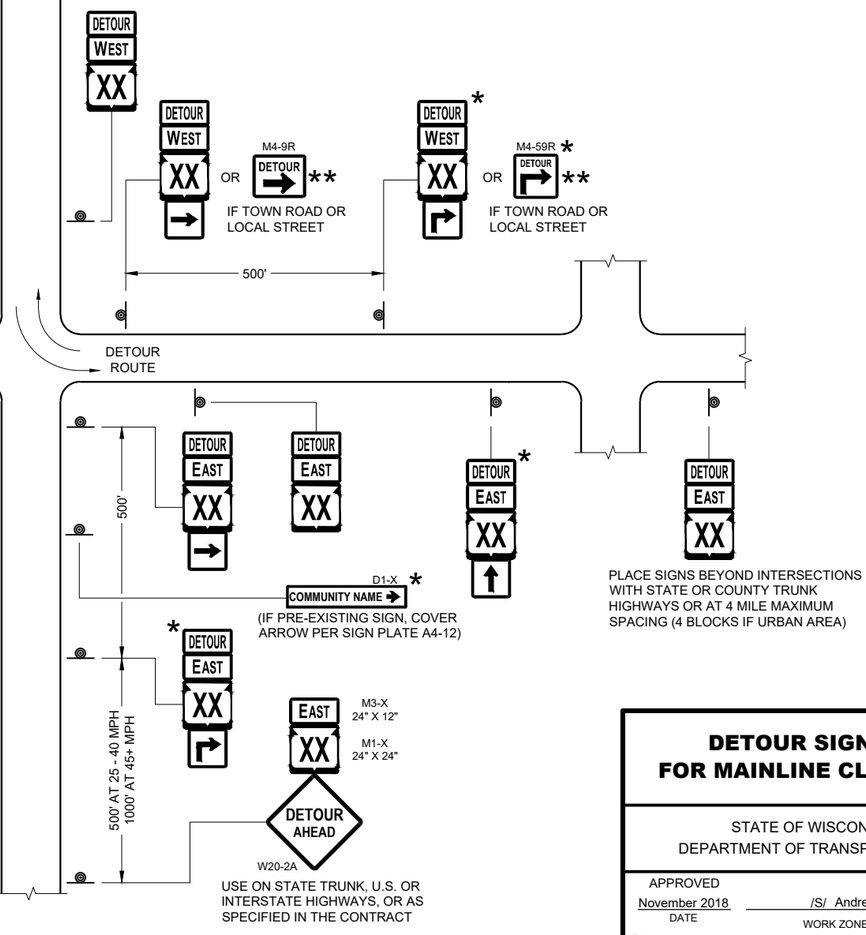
* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



MATCH POINT





SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

DETAIL F
DETOUR SIGNING

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

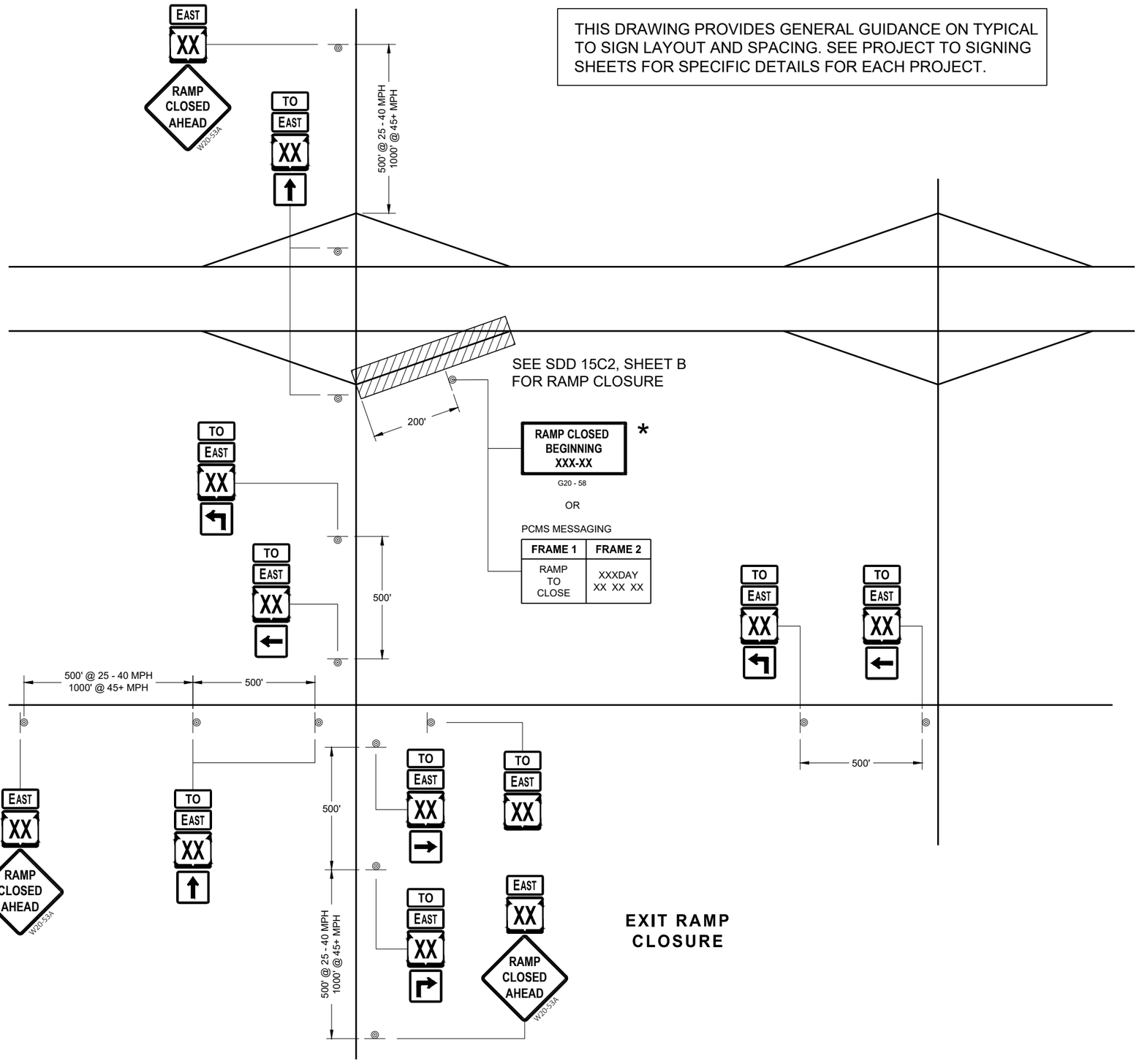
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15C02 - 07c

SDD 15C02 - 07c

6



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

SIGN ON PERMANENT SUPPORT

TO / EAST — M4 - 5, M3 - X

XX — M1 - 6 OR XX — M1 - 4 OR INTERSTATE XX — M1 - 1

M05 - 1 OR M06 - 1 OR M06 - 1

GENERAL NOTES

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOW:
- M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
- M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
- MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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November 2018
DATE

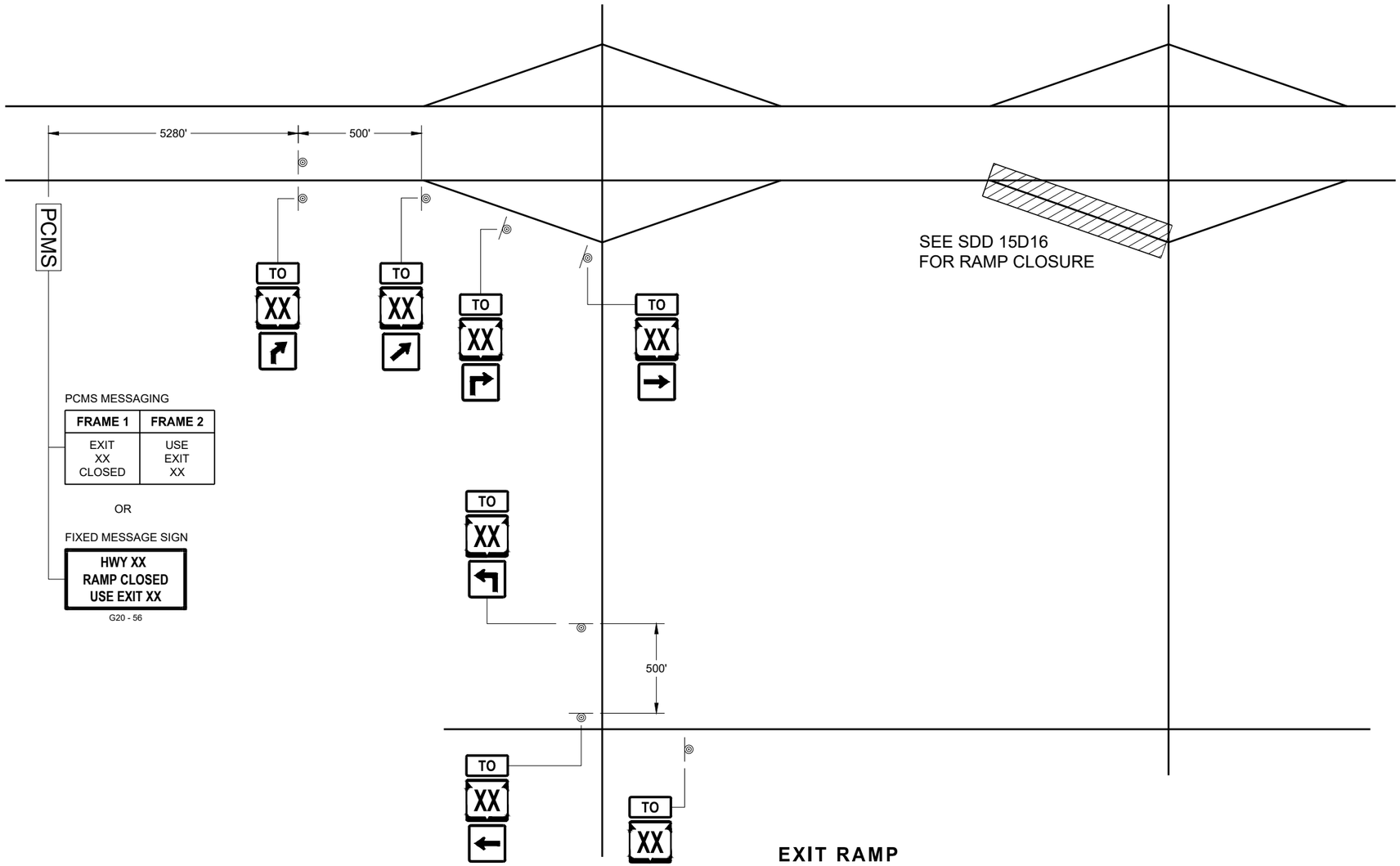
/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15C02 - 07d

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.



PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

G20 - 56

EXIT RAMP CLOSURE

LEGEND

SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN

TO M4 - 5

XX M1 - 4 OR XX M1 - 6 OR COUNTY X M1 - 5A

M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2

GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

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

SIGN SIZES SHALL BE AS FOLLOW:

M4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

OFF RAMP LANE CLOSURE

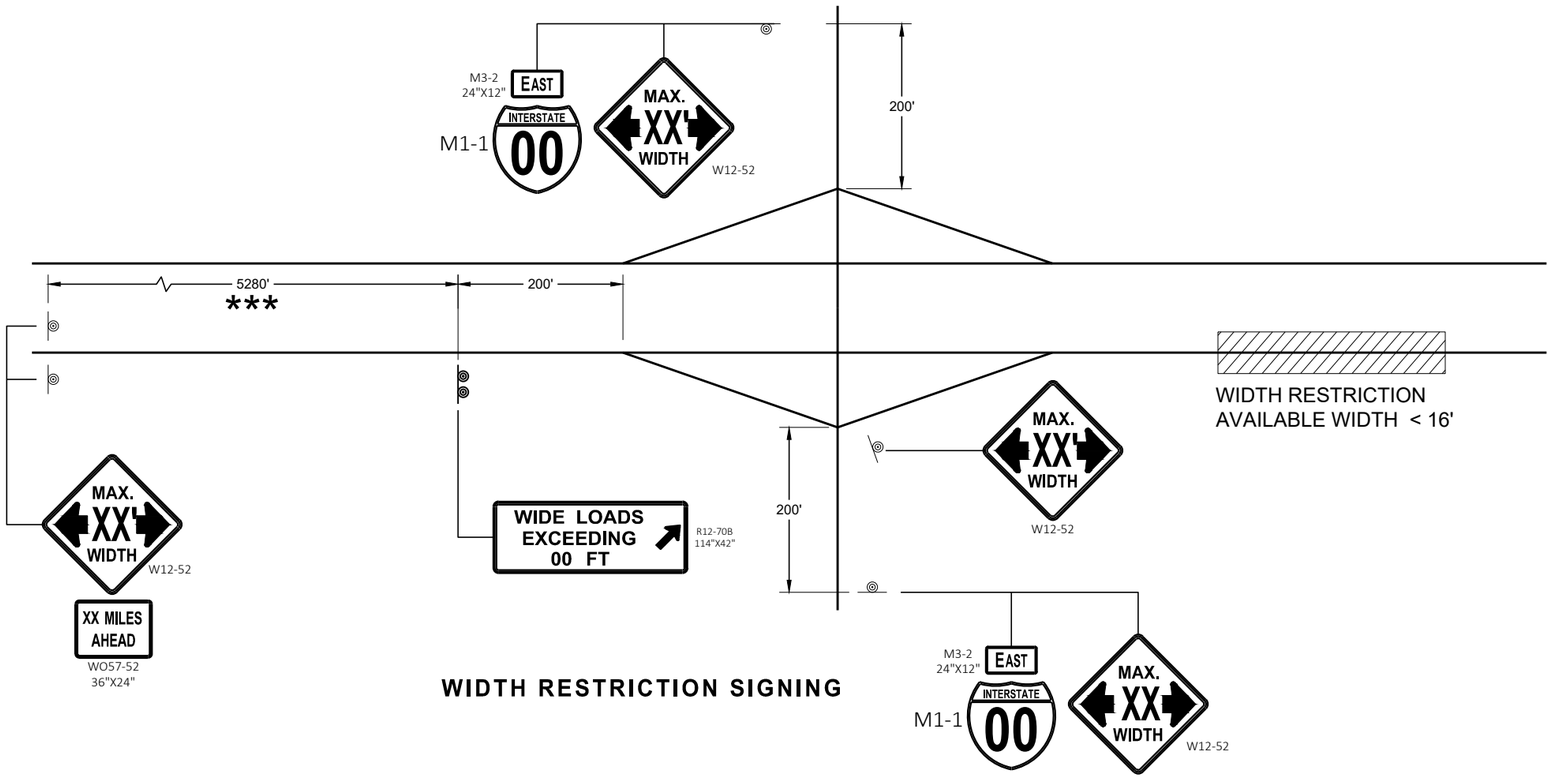
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 DATE
/S/ Andrew Heidtke WORK ZONE ENGINEE

FHWA

SDD 15C02 - 07e

SDD 15C02 - 07e



WIDTH RESTRICTION SIGNING

LEGEND

SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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

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

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

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

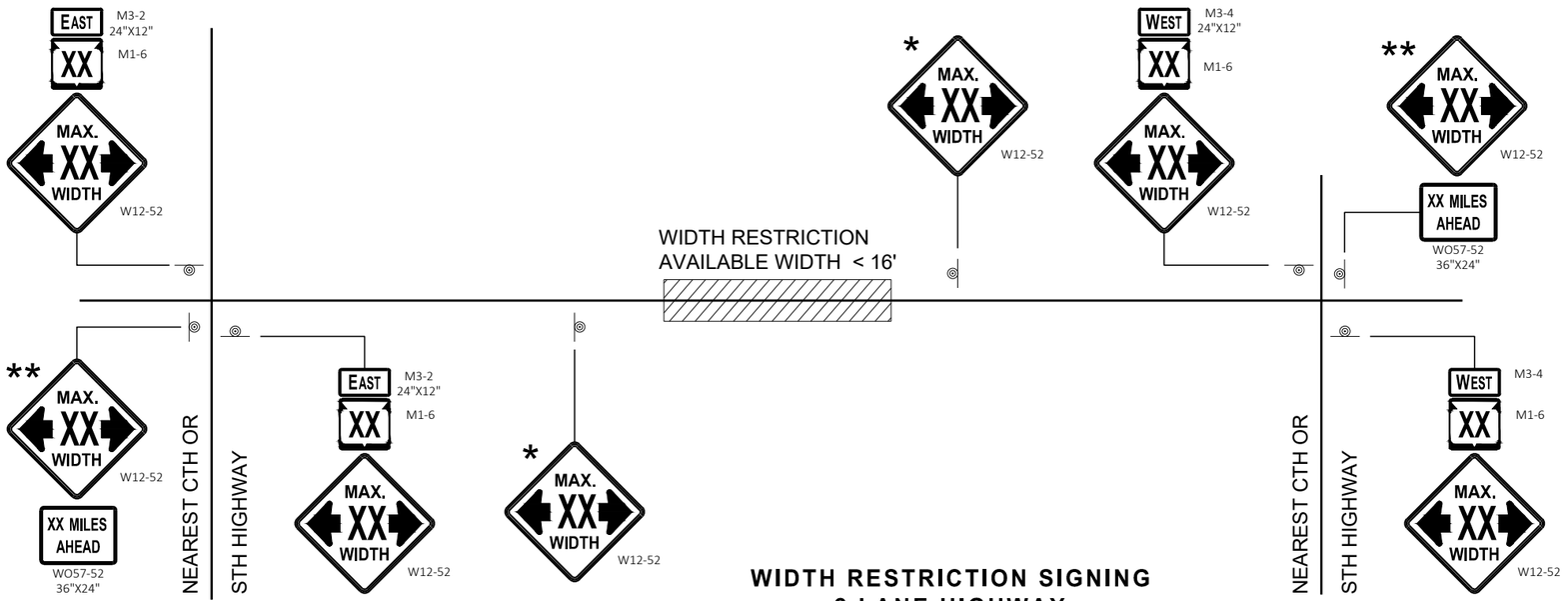
* PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

** SIGN SHALL BE VISIBLE FROM ROADWAY.

*** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

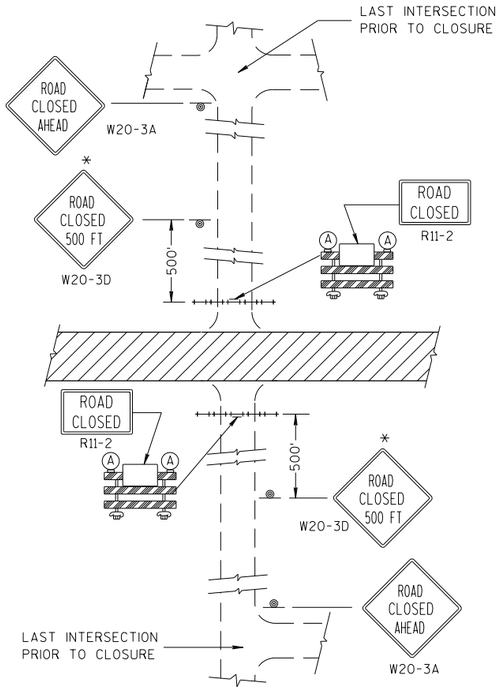
APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

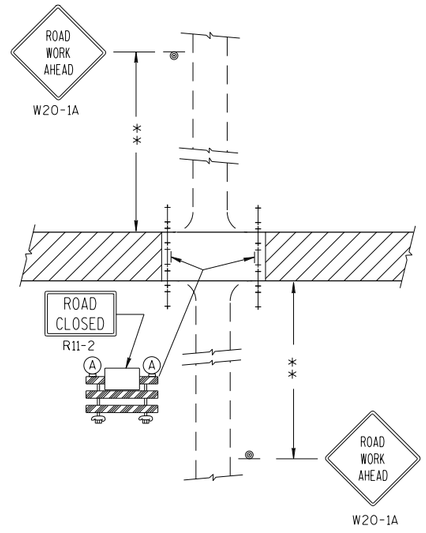
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SDD 15C02 - 07f



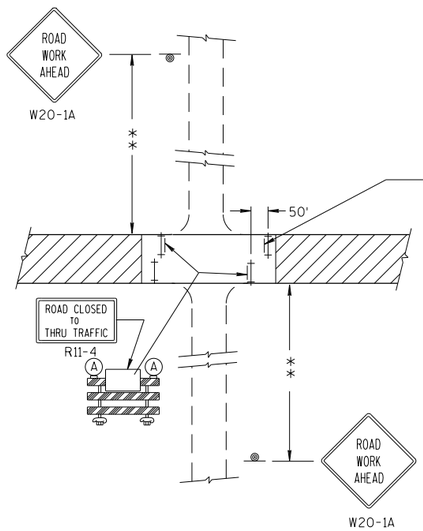
DETAIL 1

(NO ACCESS TO PROJECT)



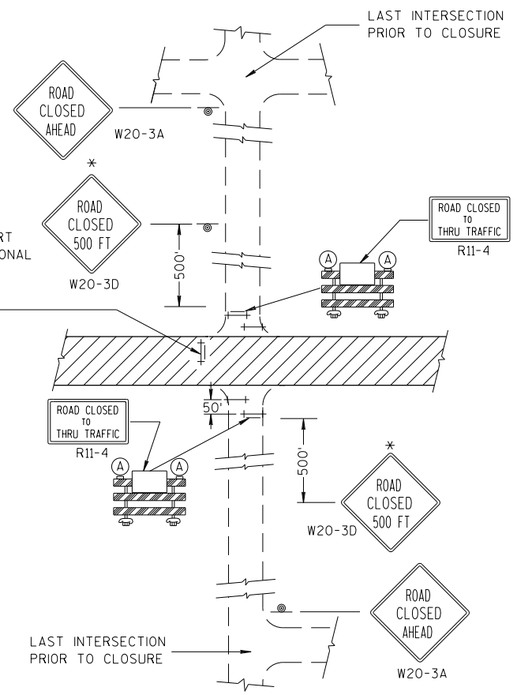
DETAIL 2

(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).



DETAIL 3

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



DETAIL 4

(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

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

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

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGI

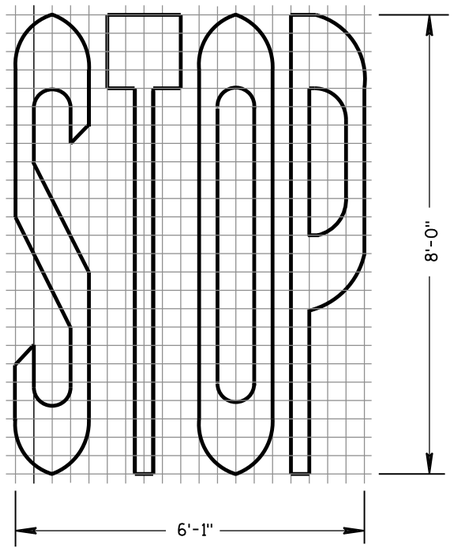
FHWA

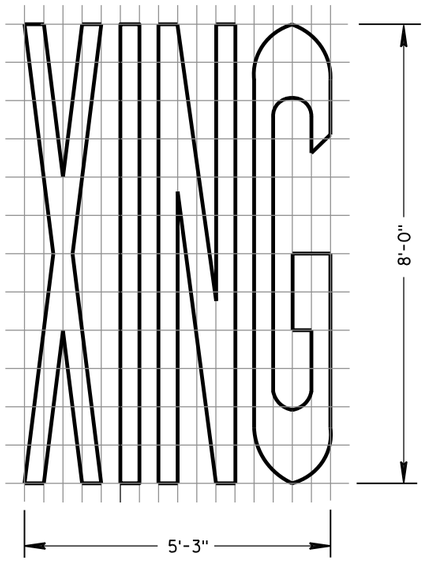
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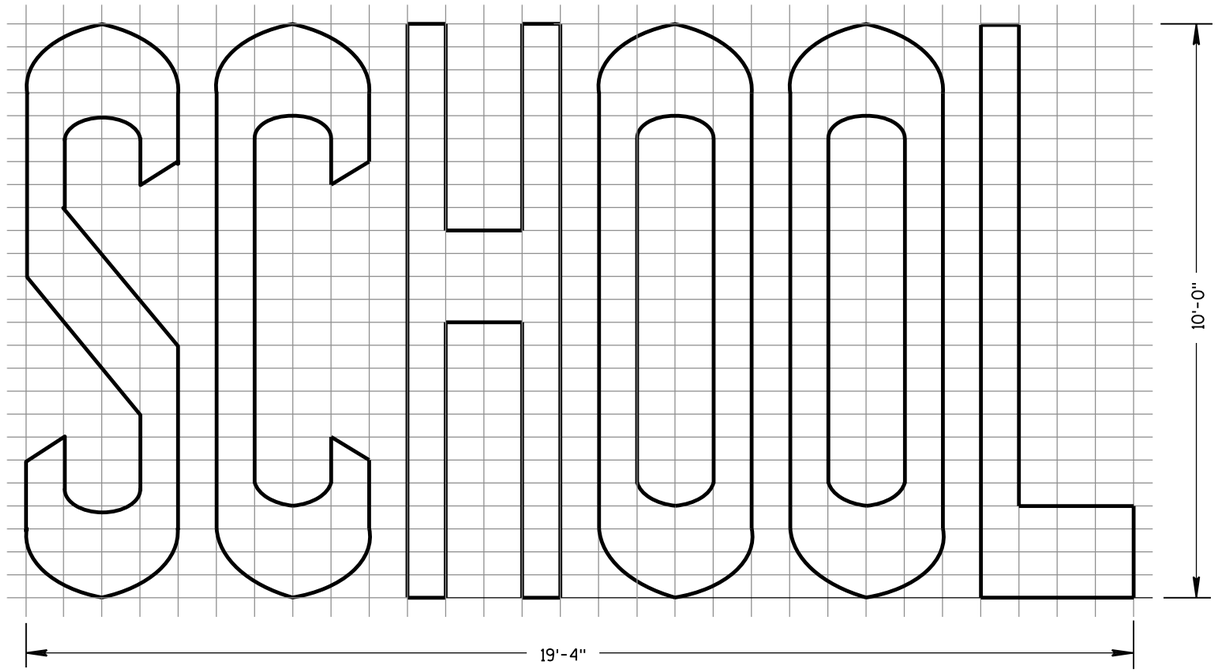
S.D.D. 15 C 3-5

GENERAL NOTES

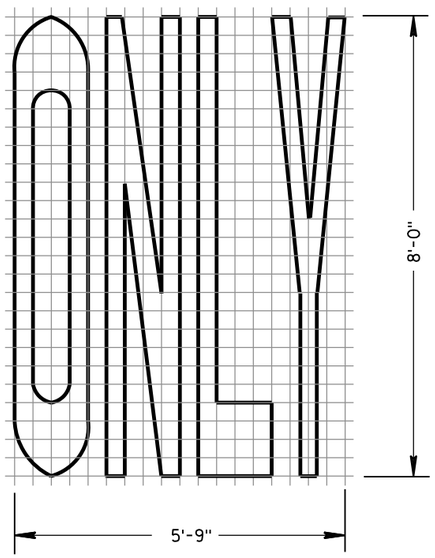
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

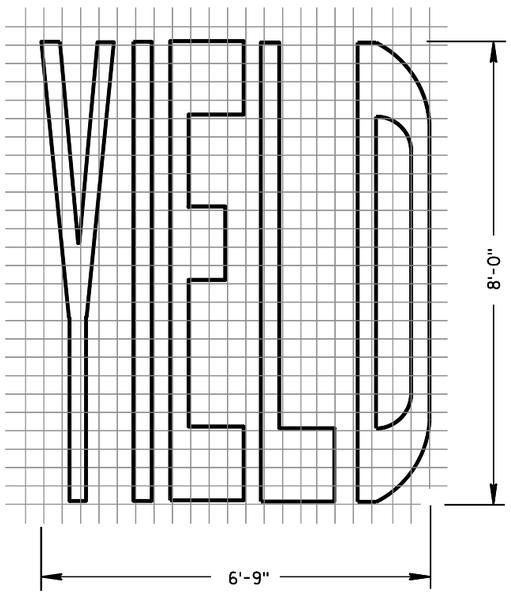


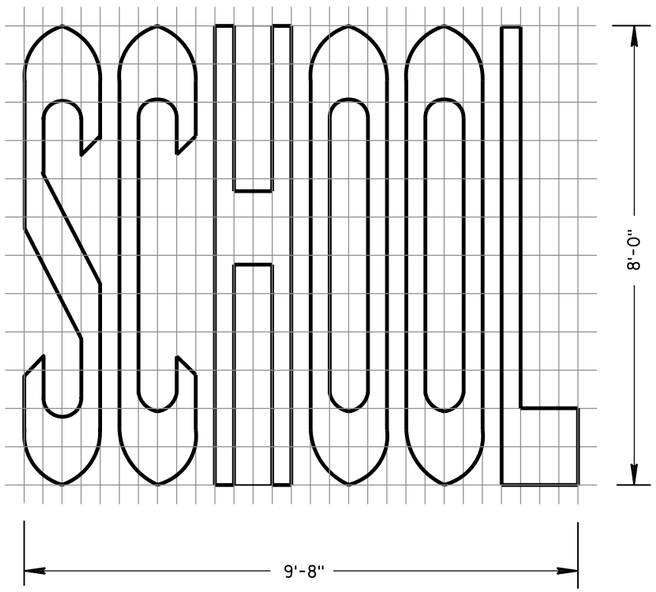




TWO-LANE







SINGLE-LANE

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Matthew R. Rauch — STATE SIGNING AND MARK
EER
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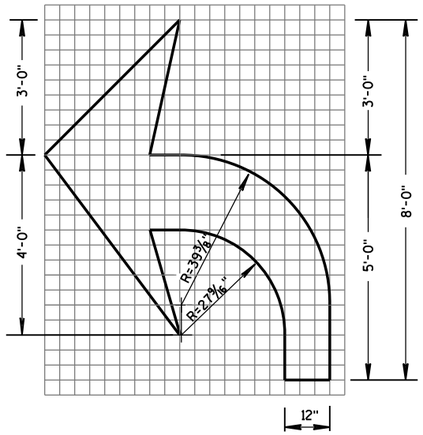
S.D.D. 15 C 7-14b

6

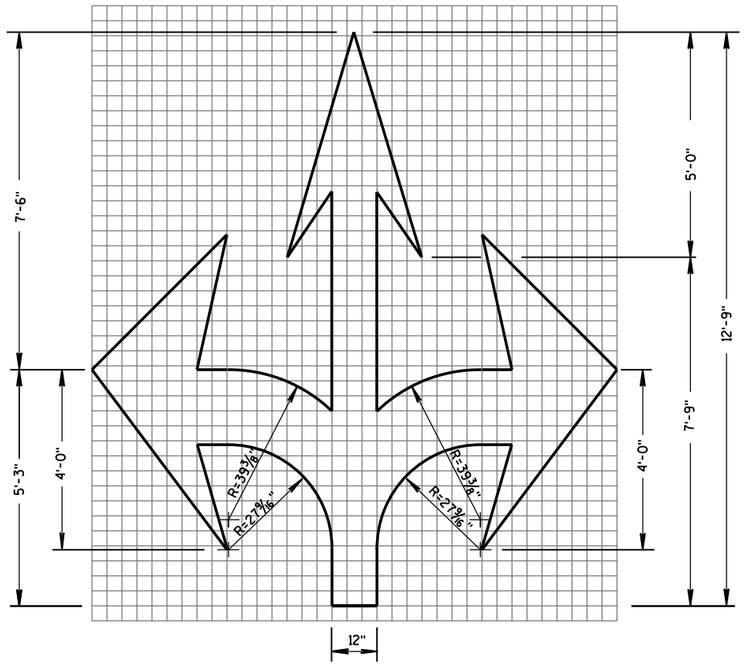
S.D.D. 15 C 7-14b

GENERAL NOTES

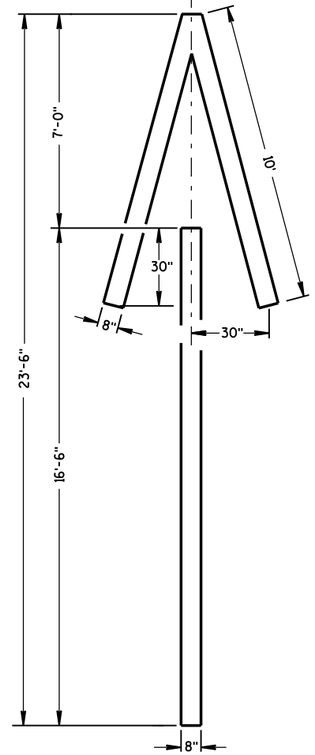
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



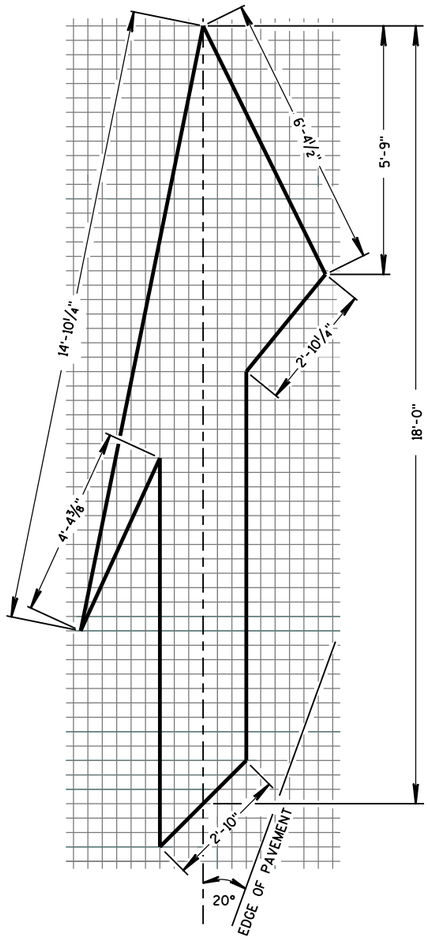
TYPE 2



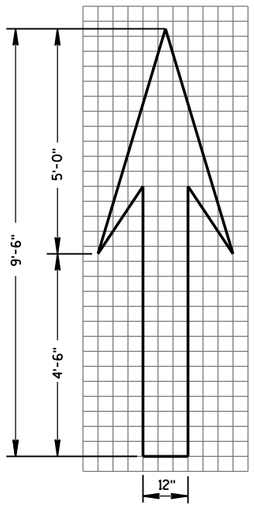
TYPE 6



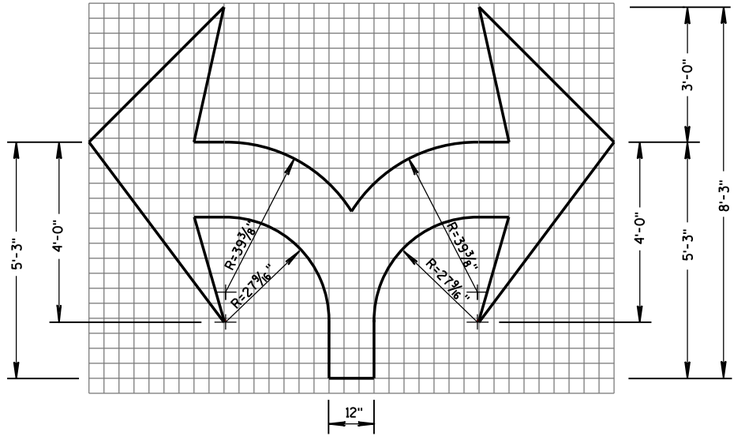
TYPE 4



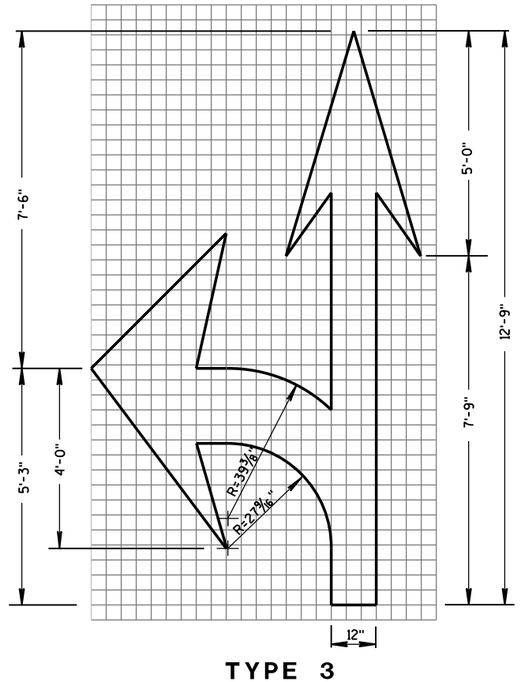
TYPE 5 LANE DROP ARROW



TYPE 1



TYPE 7



TYPE 3

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

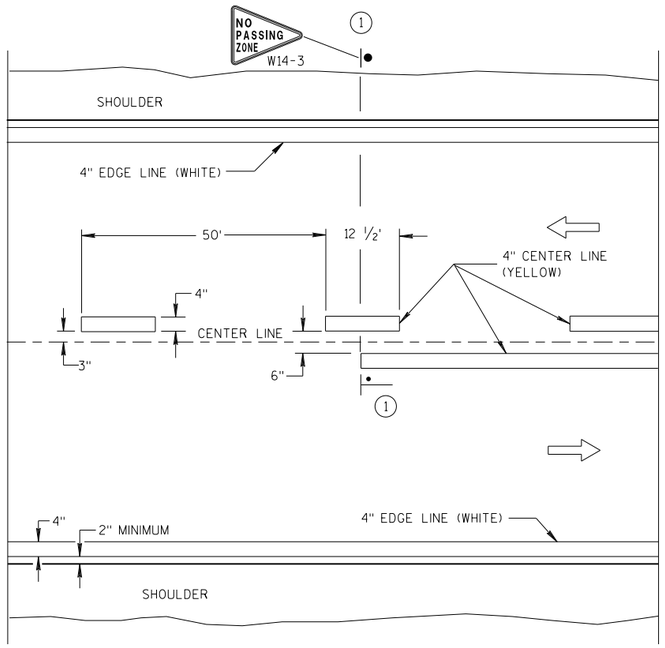
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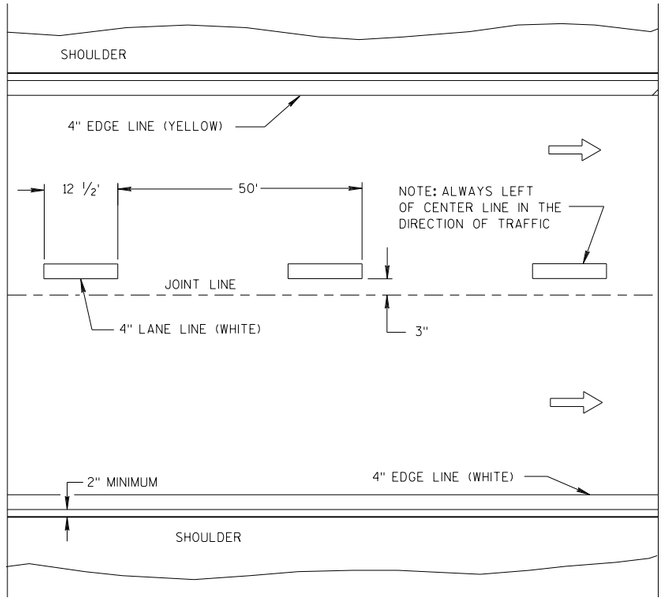
S.D.D. 15 C 7-14c

6

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.

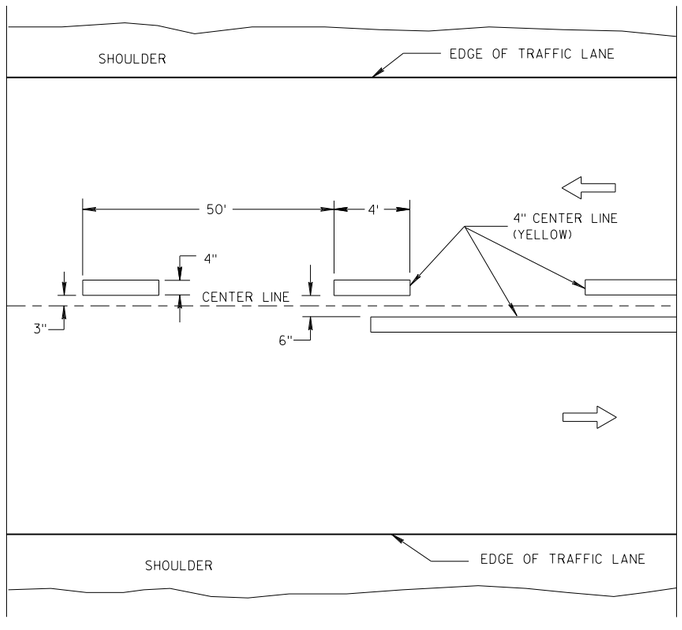
NOTE

ARROW SYMBOL (⇨) SHOWS DIRECTION OF TRAVEL

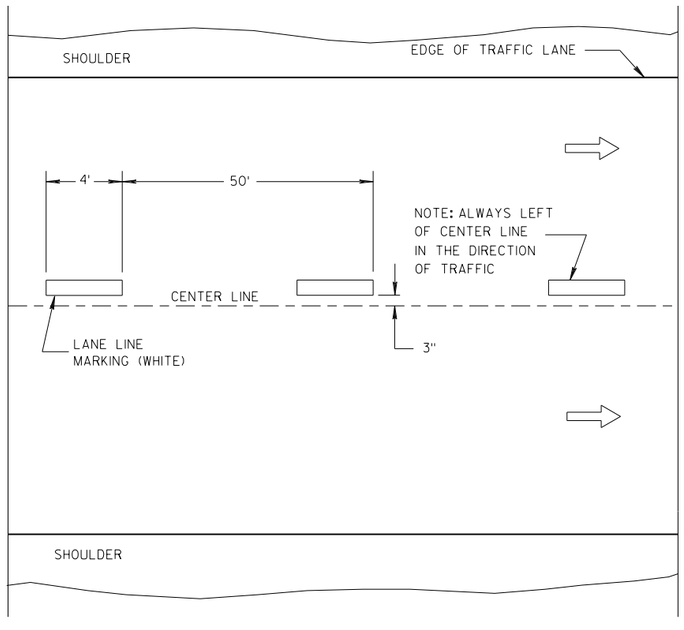
LEGEND

"T" MARKING

POST MOUNTED SIGN



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

LONGITUDINAL MARKING (MAINLINE)

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S.D.D. 15 C 8-19a

6

S.D.D. 15 C 8-19a

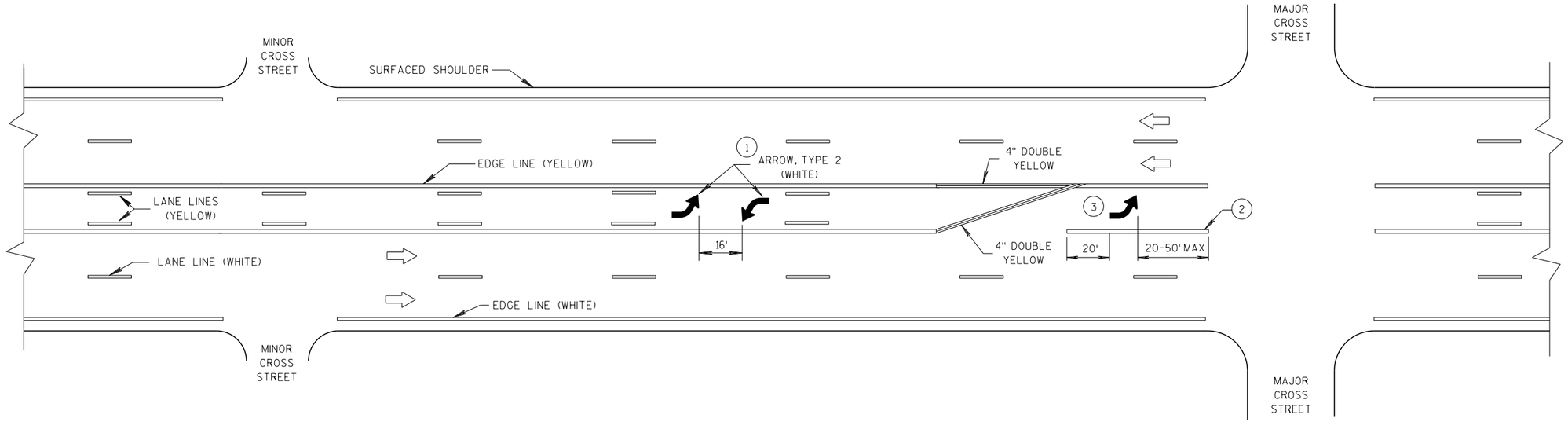
GENERAL NOTES

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

(2) 8" WHITE

(3) TURN BAY LENGTH OF LESS THAN 48'DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT

DIRECTION OF TRAFFIC



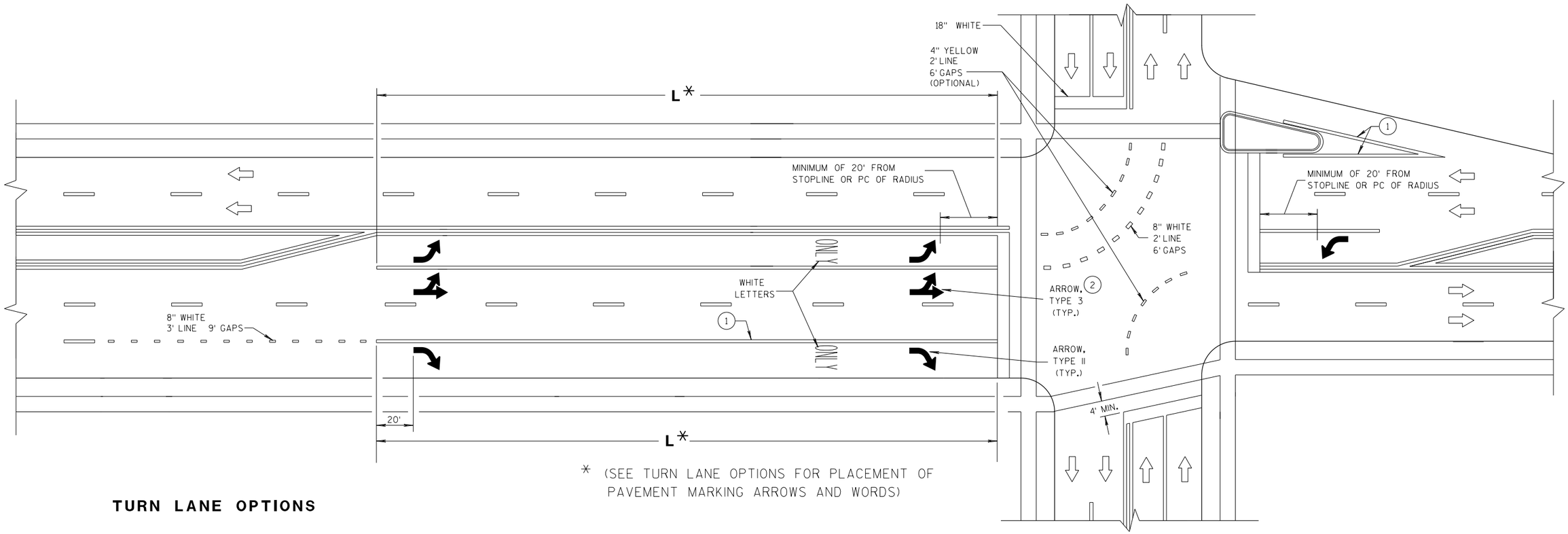
TWO WAY LEFT TURN LANE

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

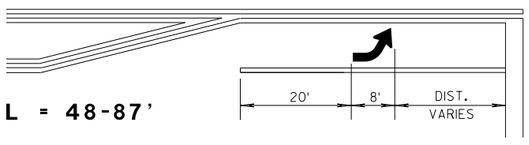
S.D.D. 15 C 8-19b



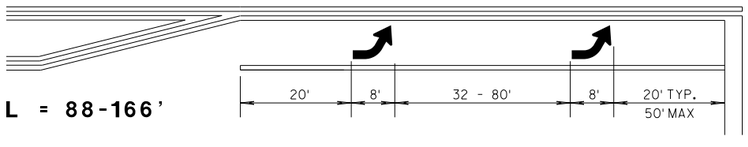
* (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

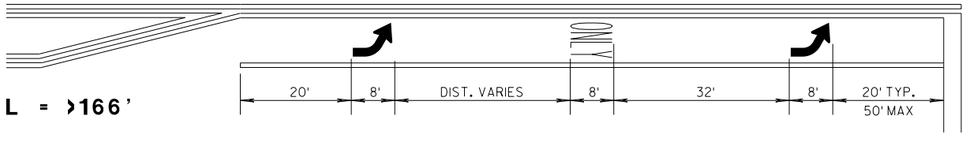
LENGTH OF TURN BAY (**L**) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



L = 48-87'



L = 88-166'



L = >166'

GENERAL NOTES

1. 8" WHITE
2. QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

⇨ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

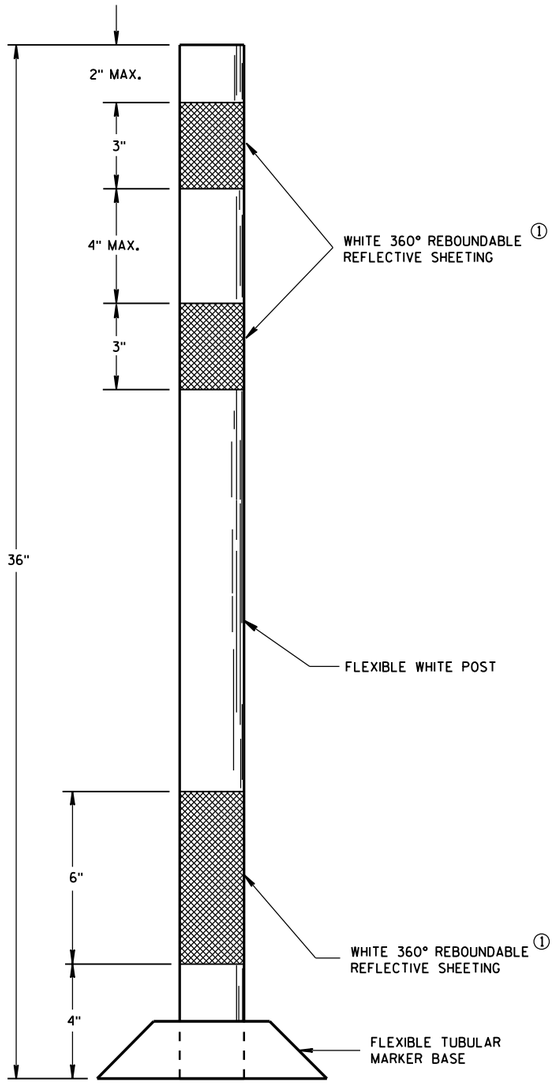
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORT

6

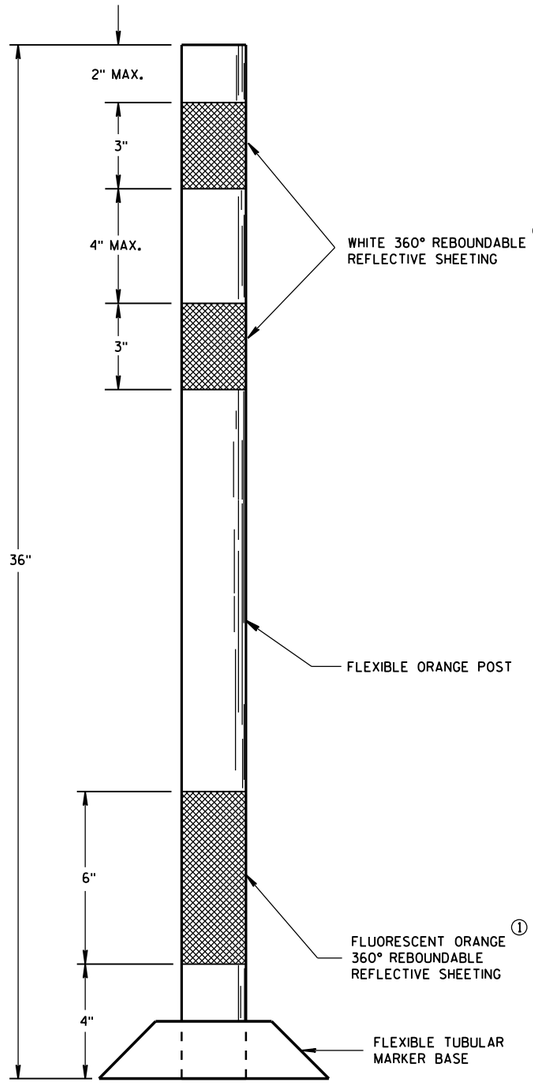
S.D.D. 15 C 8-19c

6

S.D.D. 15 C 8-19c



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.

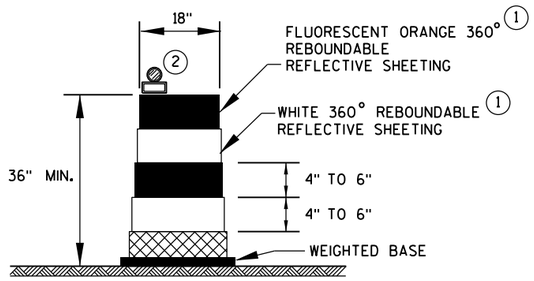
CHANNELIZING DEVICES
FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

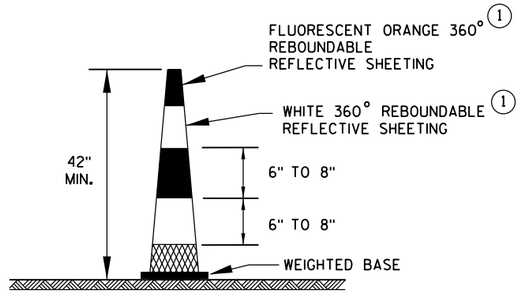
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S.D.D. 15 C 11-7a



DRUM

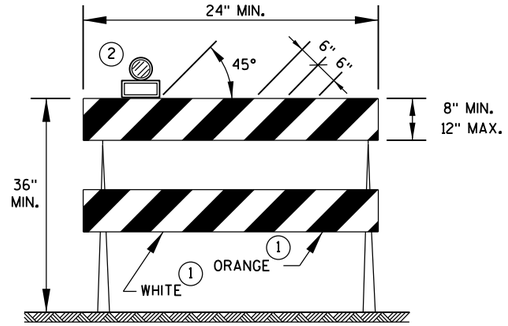


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

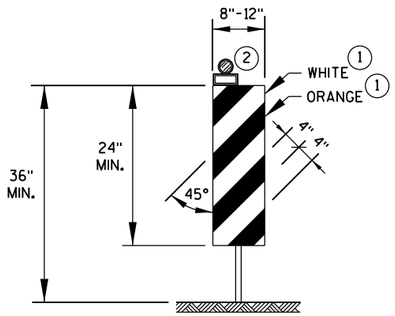
GENERAL NOTES

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.



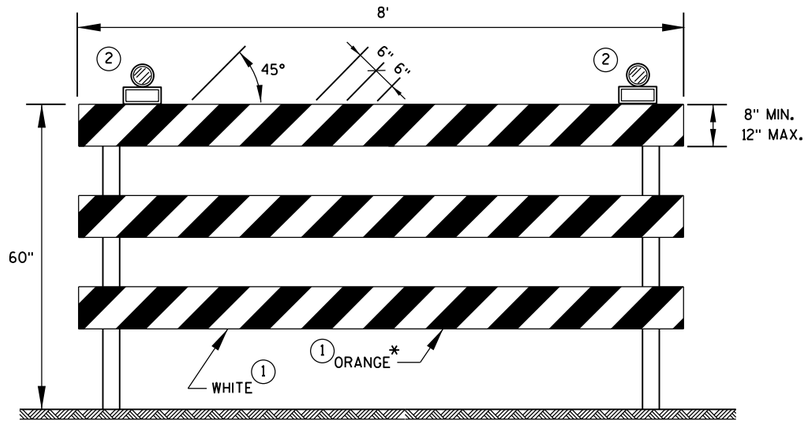
TYPE 2 BARRICADE

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

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

LEGEND

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

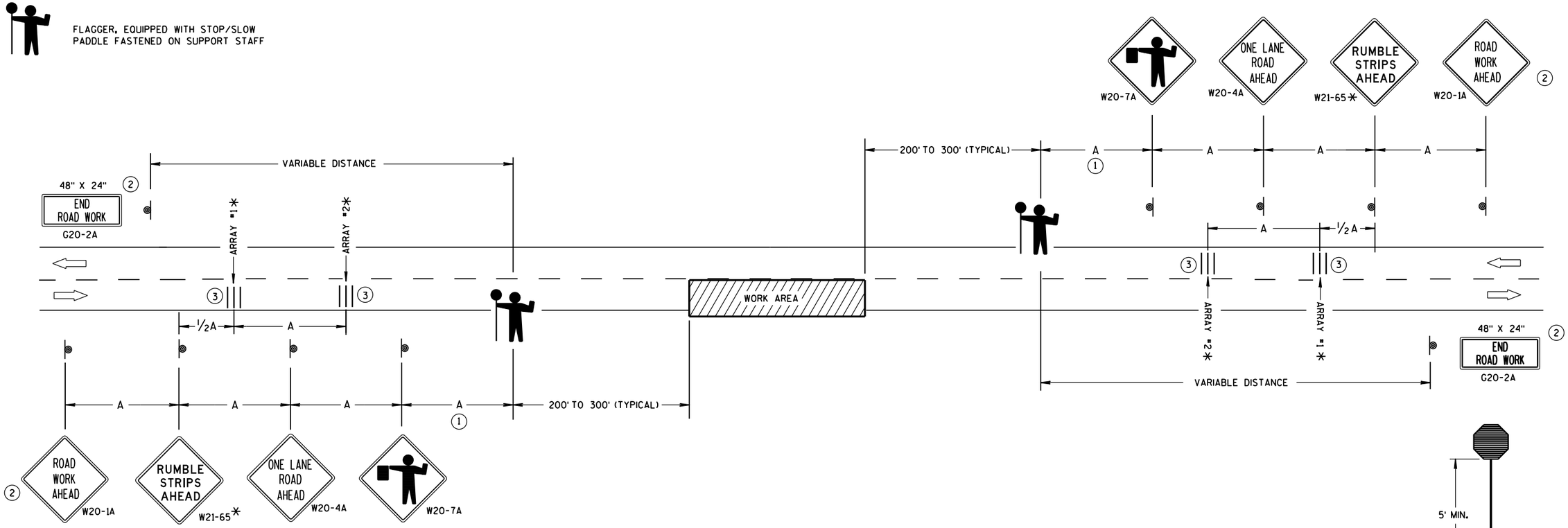
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'

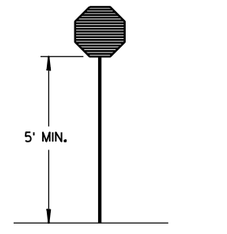


W03-4

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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION



STOP/SLOW PADDLE ON SUPPORT STAFF

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

* UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.

(1) FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

(3) EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017
DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

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S.D.D. 15 C 12-6

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

SIGN SUPPORTS SHALL BE LOCATED NORMAL TO ROADWAY.

THE CONTRACTOR IS RESPONSIBLE FOR MAKING HIS OWN DETERMINATION AS TO THE TYPE AND LOCATION OF UNDERGROUND UTILITIES AS MAY BE NECESSARY TO AVOID DAMAGE THERETO.

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EXCAVATION OF MATERIALS NOT OCCUPIED BY CONCRETE SHALL BE MINIMIZED TO REDUCE DISTURBANCE OF THE SURROUNDING SOILS.

THE BOTTOM OF THE DRILLED HOLE SHALL BE FIRM AND THOROUGHLY CLEANED SO NO LOOSE OR COMPRESSIBLE MATERIALS ARE PRESENT AT THE TIME OF THE CONCRETE PLACEMENT.

IF THE DRILLED HOLE CONTAINS STANDING WATER, THE CONCRETE SHALL BE PLACED USING A TREMIE TO DISPLACE THE WATER.

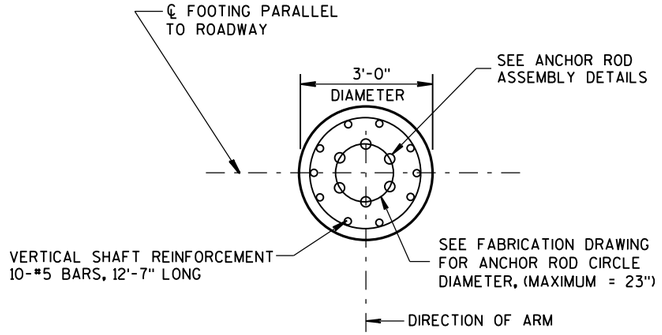
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH ¾" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

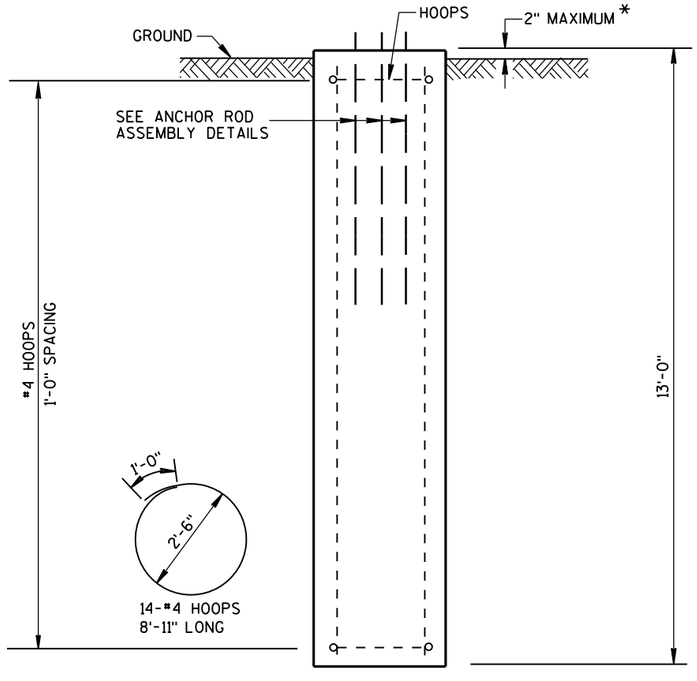
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

CONCRETE MASONRY	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554, GRADE 55	fy=55,000 p.s.i.
ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
PLATES, ASTM A709, GRADE 36	fy=36,000 p.s.i.

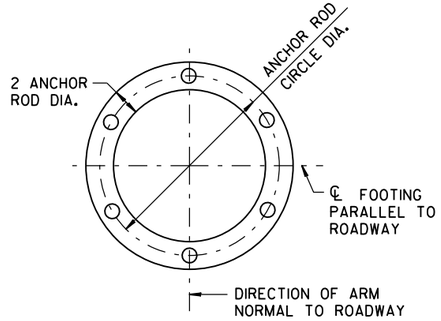
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



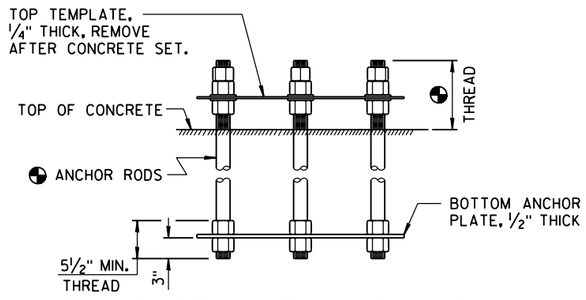
PLAN VIEW



ELEVATION VIEW



TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

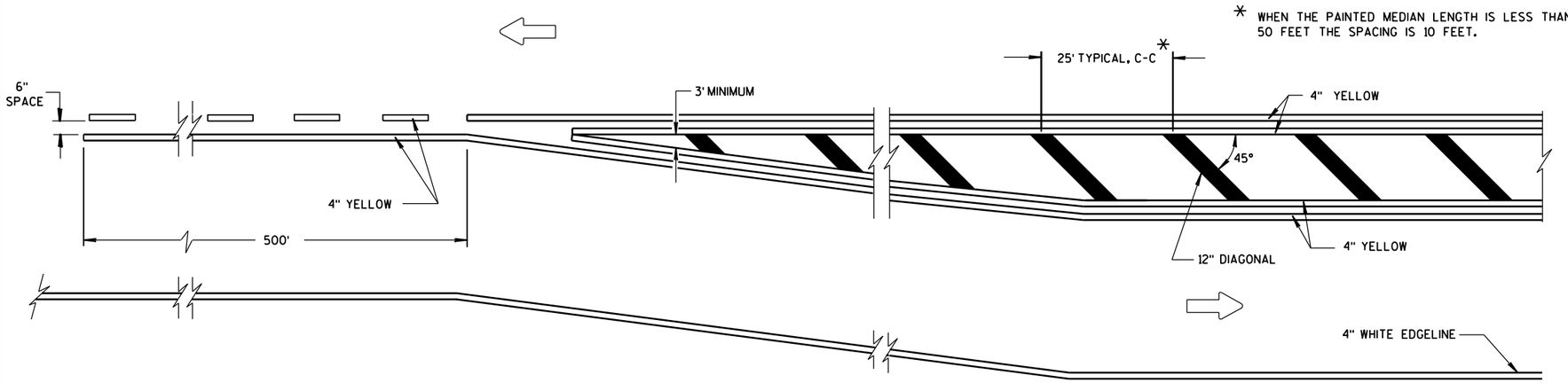
36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
/S/ Vu Thao — WIND LOADED STRU PROGRAM LEA
FHWA

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S.D.D. 15 C 15-5

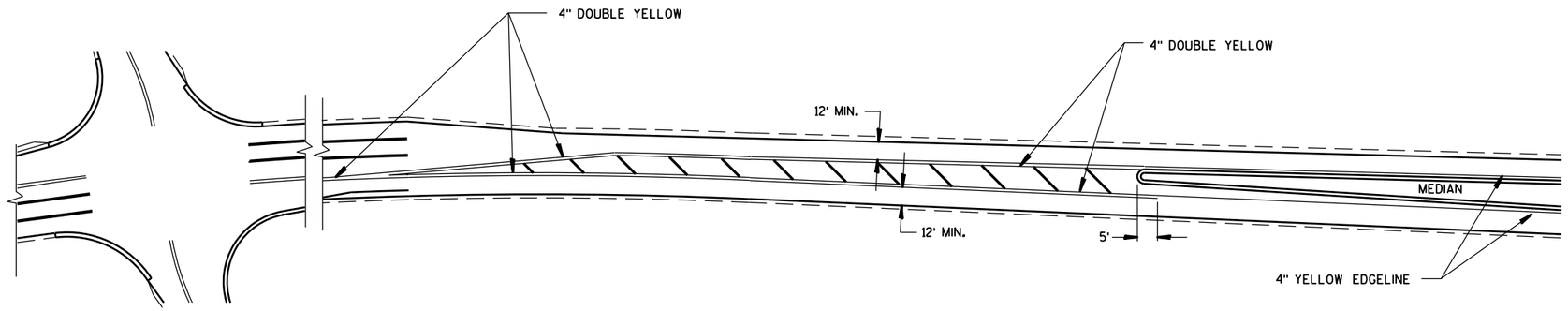


MEDIAN ISLAND DETAIL

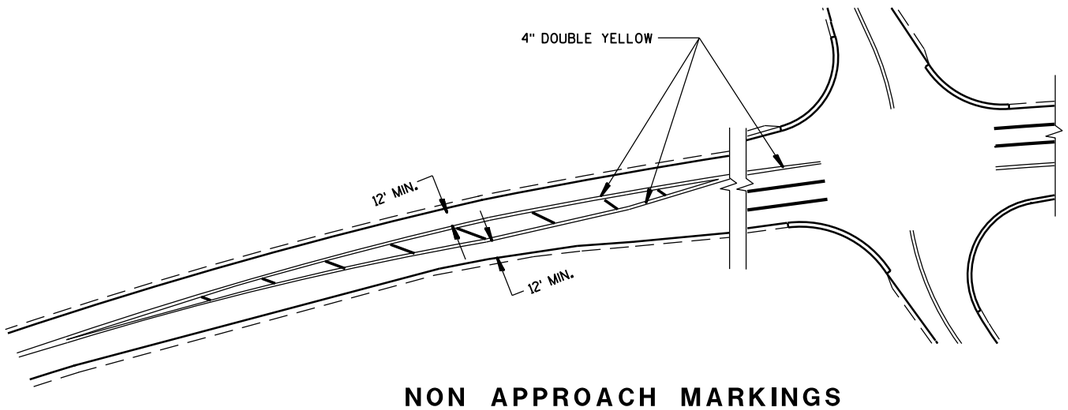
GENERAL NOTE

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

DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

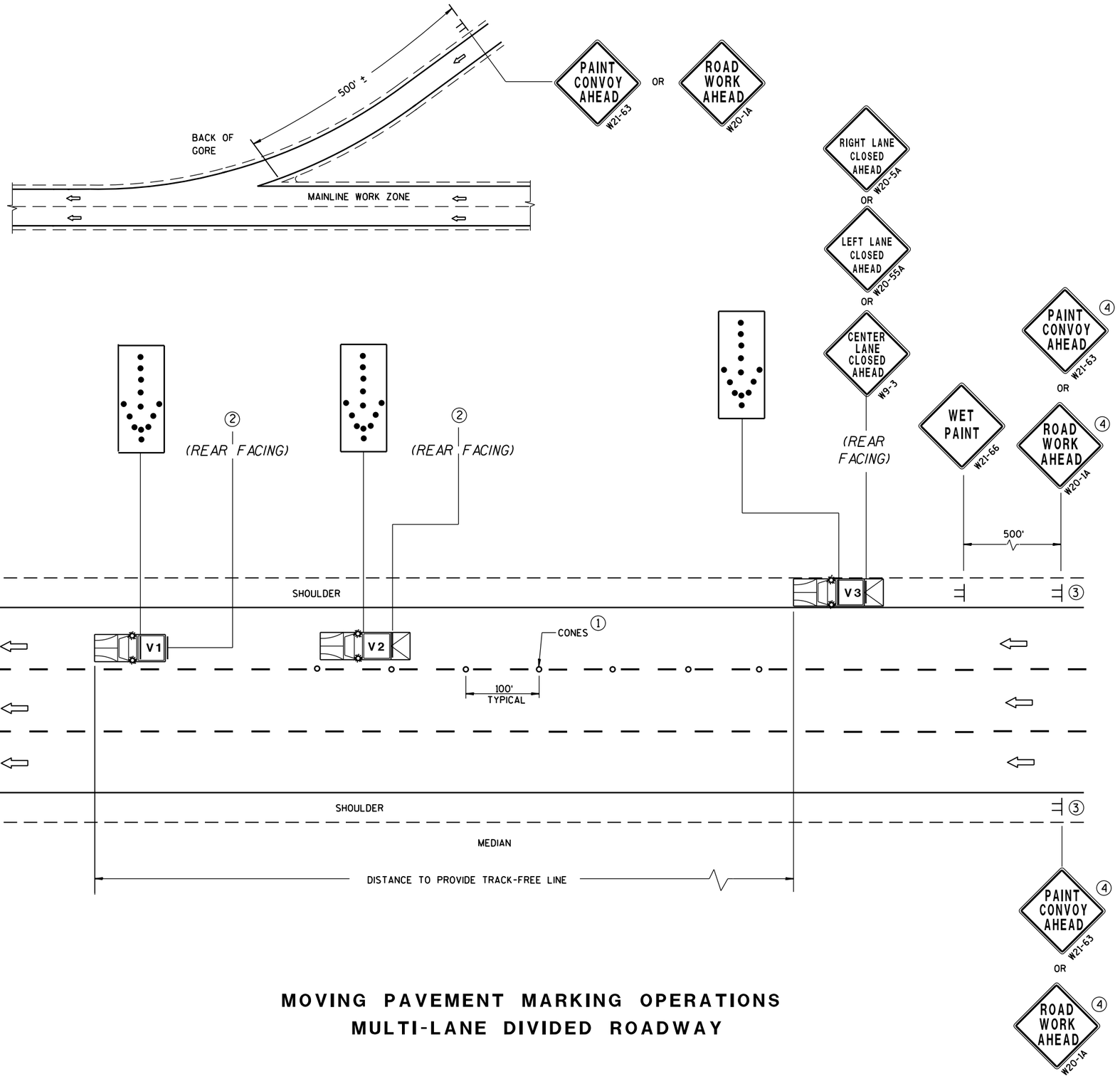
MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew Rauch STATE SIGNING AND MARK 250 EER
FHWA	

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S.D.D. 15 C 18-4

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S.D.D. 15 C 18-4



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

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

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

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

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

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

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

④ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

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

MOVING PAVEMENT MARKING OPERATION
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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S.D.D. 15 C 19-5c

6

S.D.D. 15 C 19-5c

GENERAL NOTES

ORIENT ANCHOR RODS IN FOOTING AND PROVIDE ANCHOR ROD STICK OUT ABOVE TOP OF CONCRETE FOOTING BASE PER FABRICATION DRAWING.

BENDING DIMENSIONS FOR REINFORCING BARS ARE OUT TO OUT.

USE 3" CLEAR FOR ALL REINFORCEMENT UNLESS NOTED OTHERWISE.

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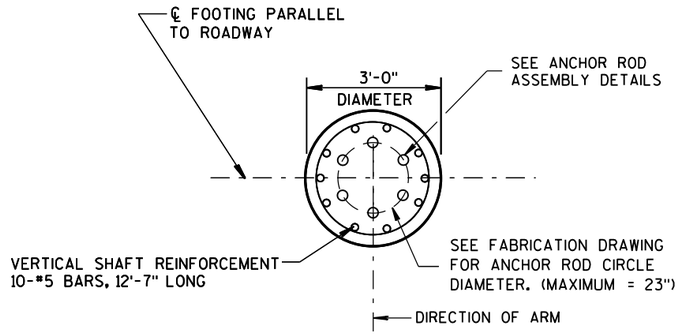
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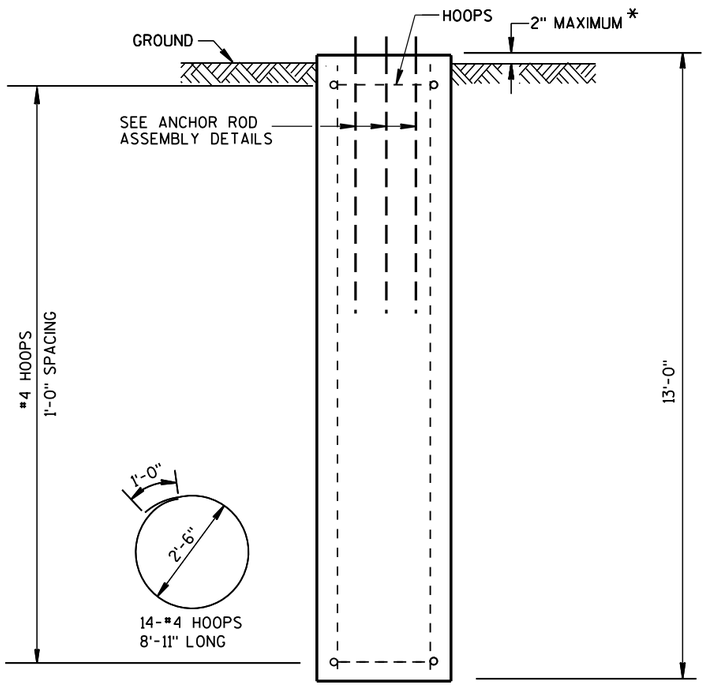
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ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.	
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THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).

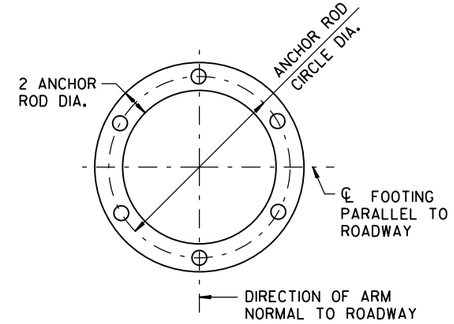


PLAN VIEW

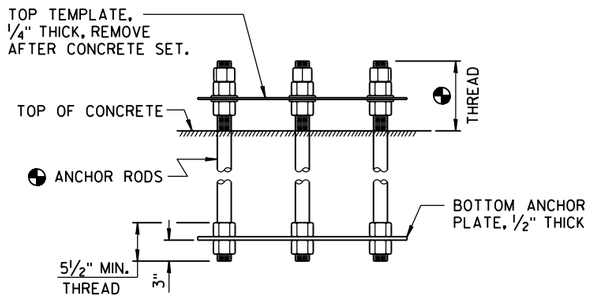


ELEVATION VIEW

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TOP TEMPLATE AND BOTTOM ANCHOR PLATE



ANCHOR ROD ASSEMBLY DETAILS

⊕ MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

36" DIAMETER CANTILEVER OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 — DATE
FHWA

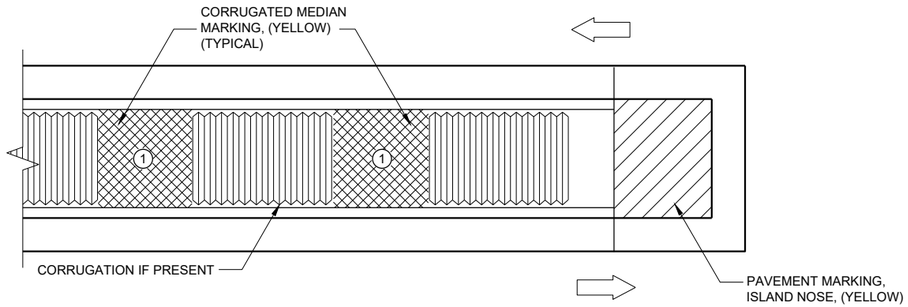
/S/ Vu Thao
WIND LOADED STRU PROGRAM LEAD

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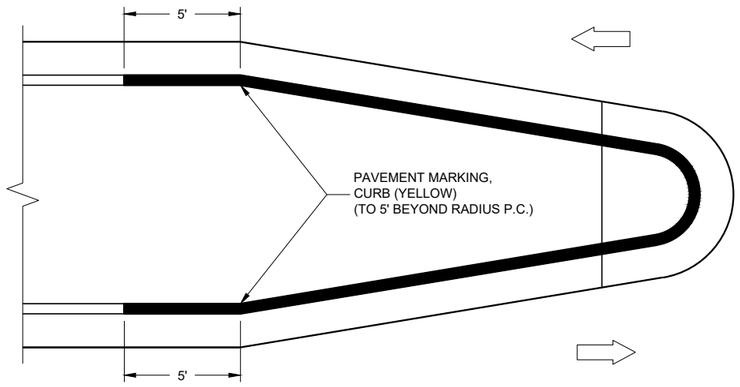
S.D.D. 15 C 24-4

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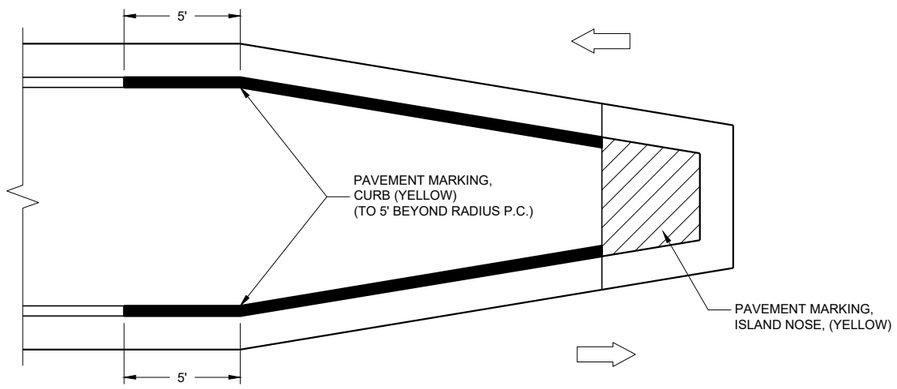
S.D.D. 15 C 24-4



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

ISLAND NOSE MARKING

CURB MARKING

CORRUGATED MEDIAN MARKING

DIRECTION OF TRAVEL

PAVEMENT MARKINGS
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

7/2018
DATE

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

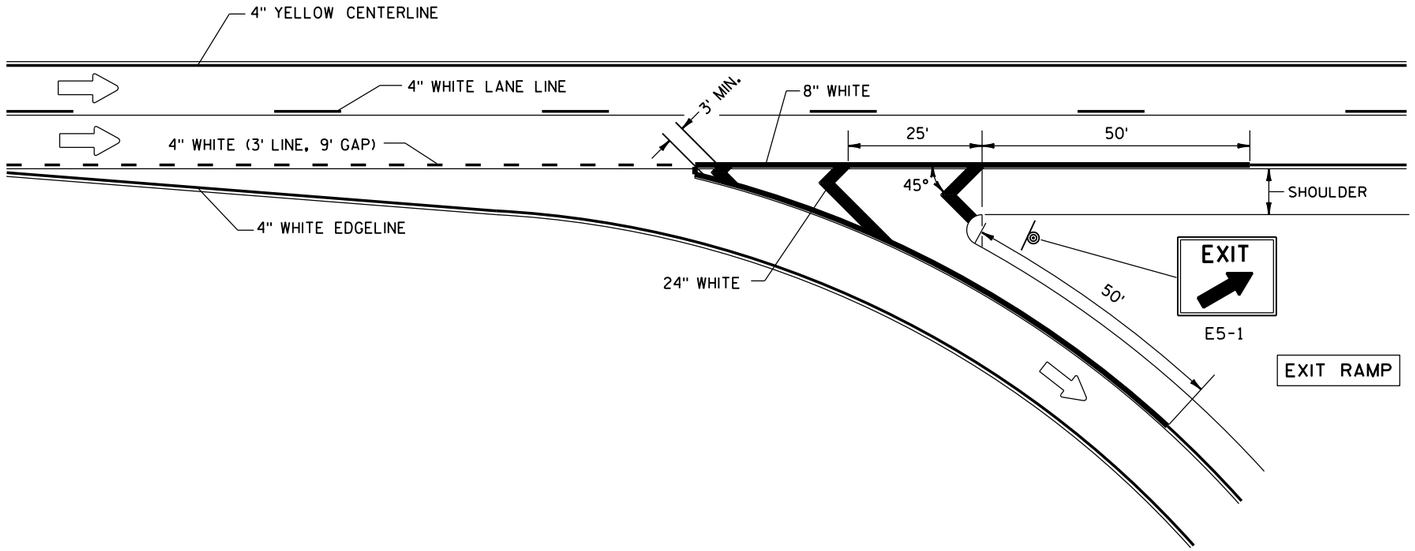
FHWA

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SDD 15C27 - 03b

SDD15C27 - 03b



PAVEMENT MARKING FOR EXIT RAMP

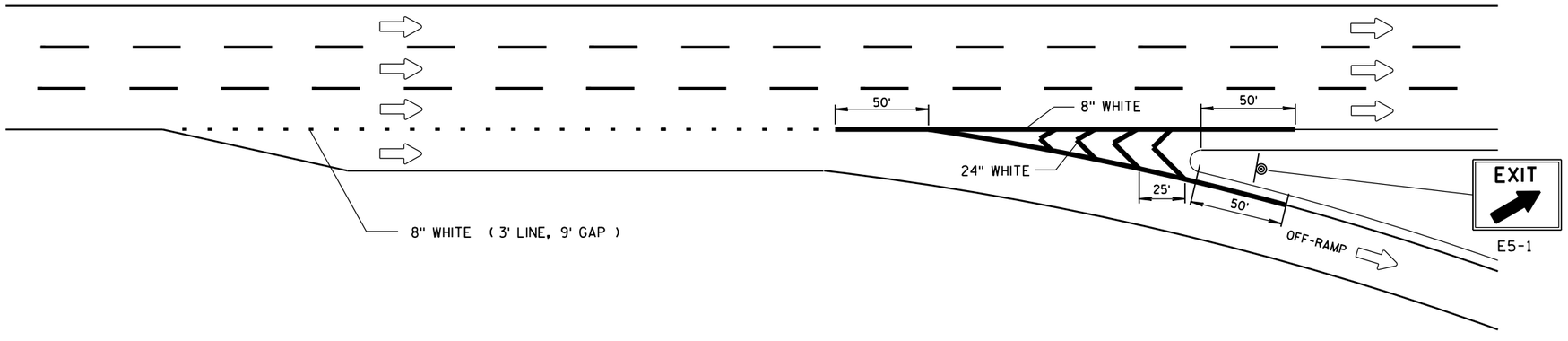
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

SIGN ON PERMANENT SUPPORT



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

6

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

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

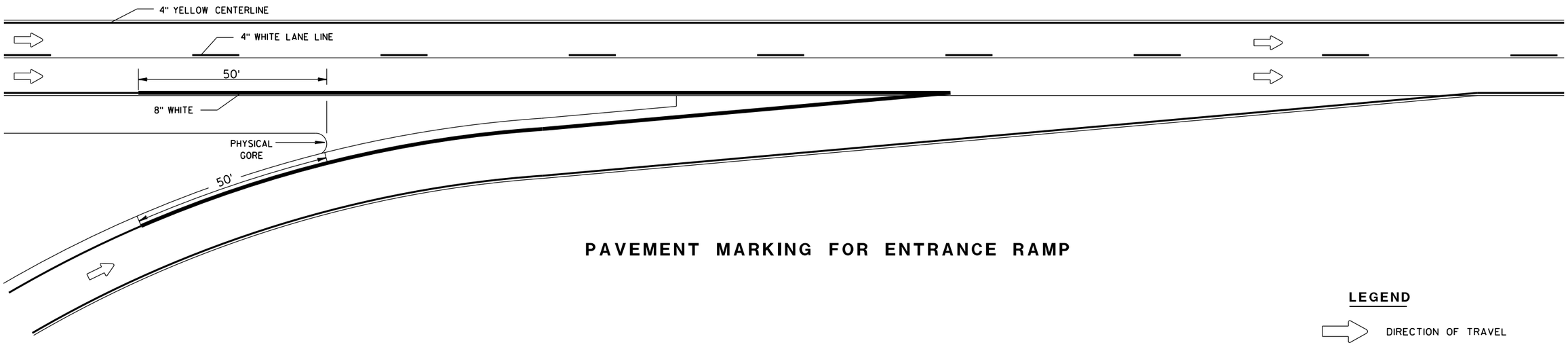
PAVEMENT MARKING (RAMPS AND GORES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOI

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

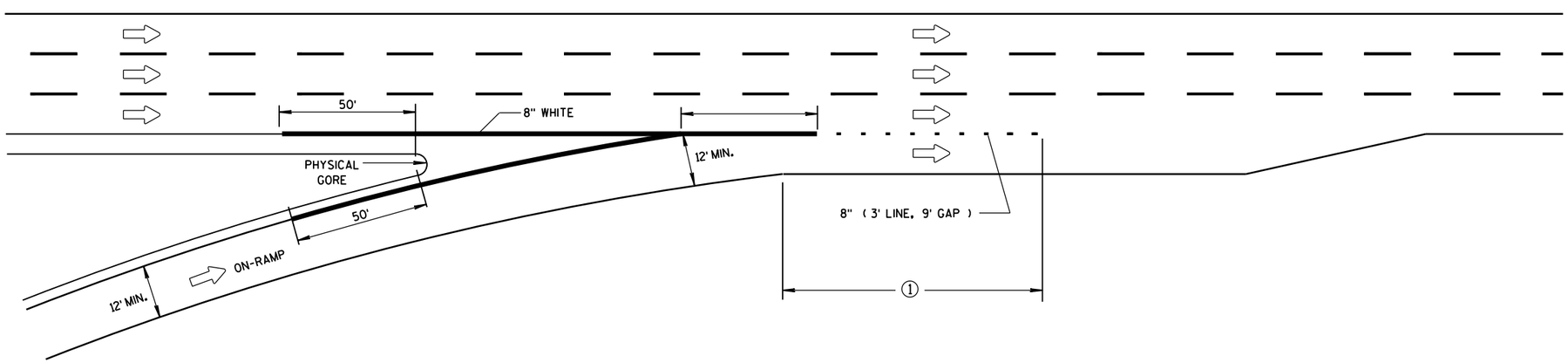
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.



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

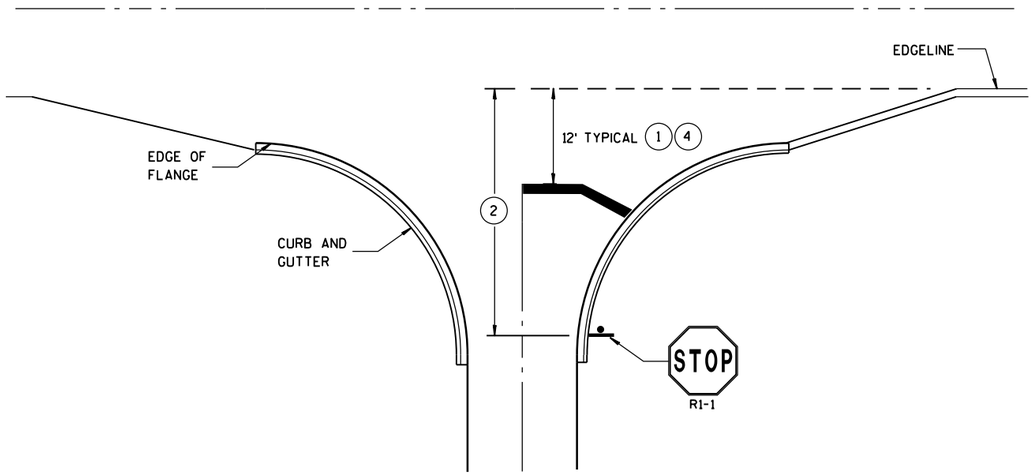
FHWA

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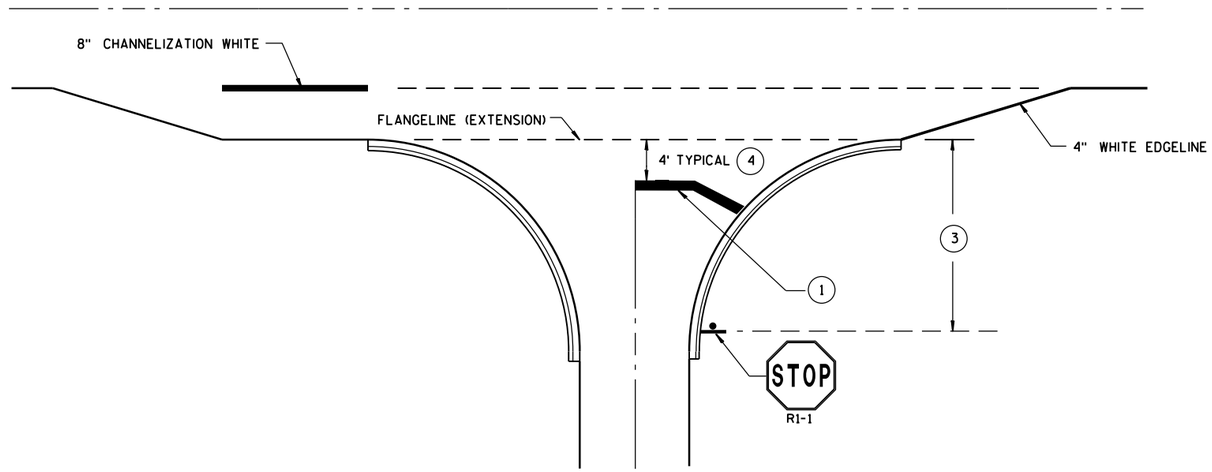
S.D.D. 15 C 31-3c

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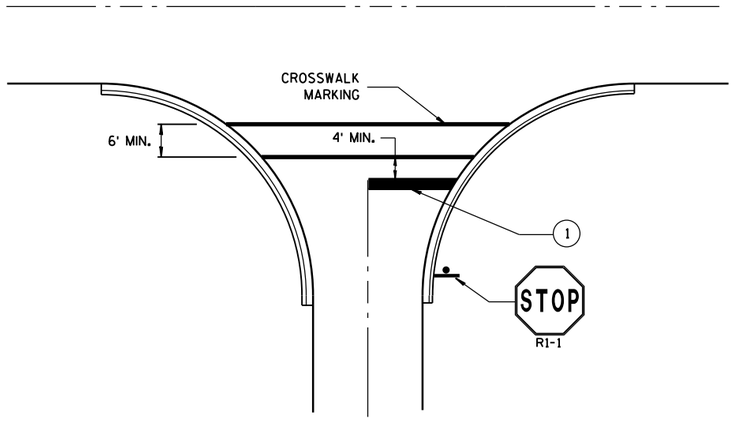
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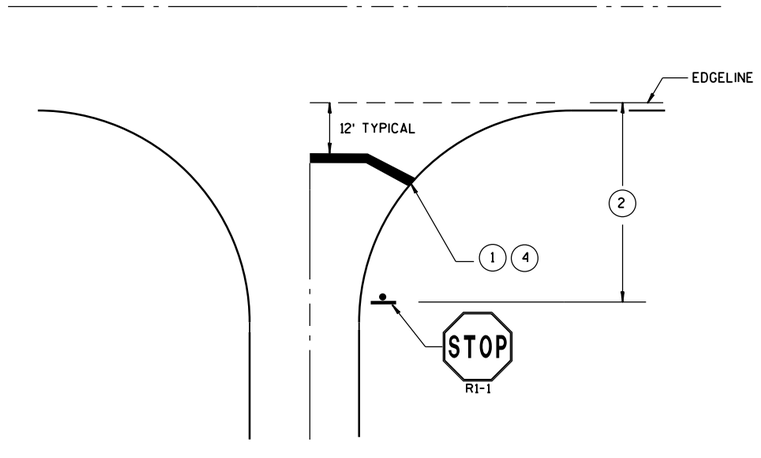
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



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

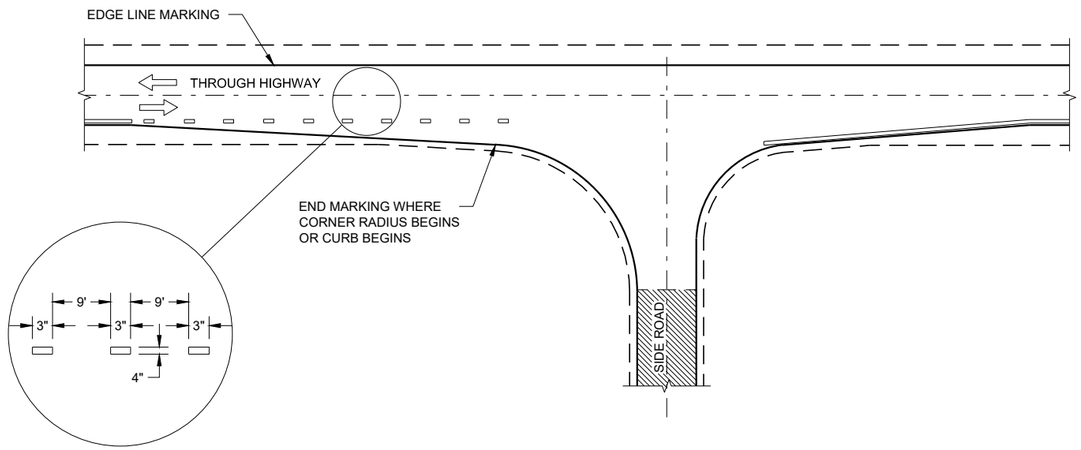
Sept., 2017 — DATE

/S/ Matthew R. Rauch — STATE SIGNING AND MAR 256 ...NEER

FHWA

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S.D.D. 15 C 33-3



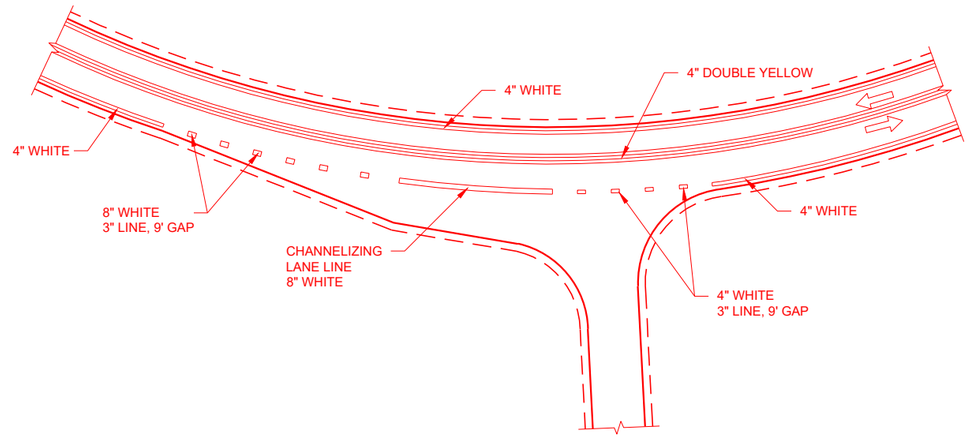
MINOR INTERSECTION

GENERAL NOTES

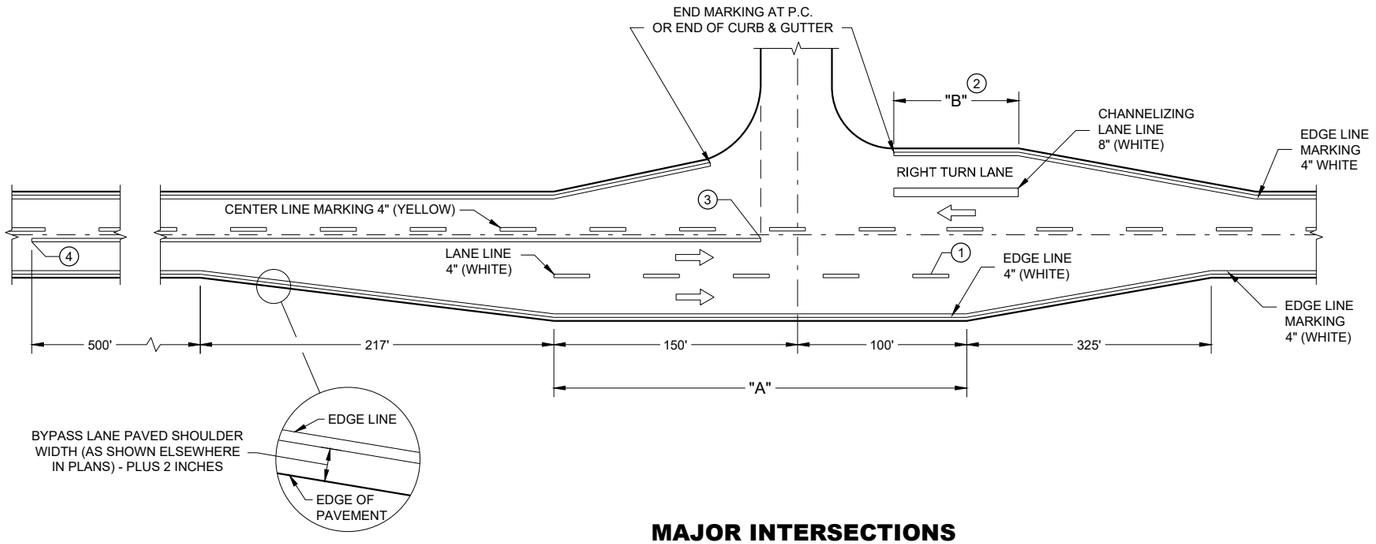
OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

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



INTERSECTION ON OUTSIDE OF CURVE



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

PAVEMENT MARKING (INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C35 - 03a

SDD 15C35 - 03a

GENERAL NOTES

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

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

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

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

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

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

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

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

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

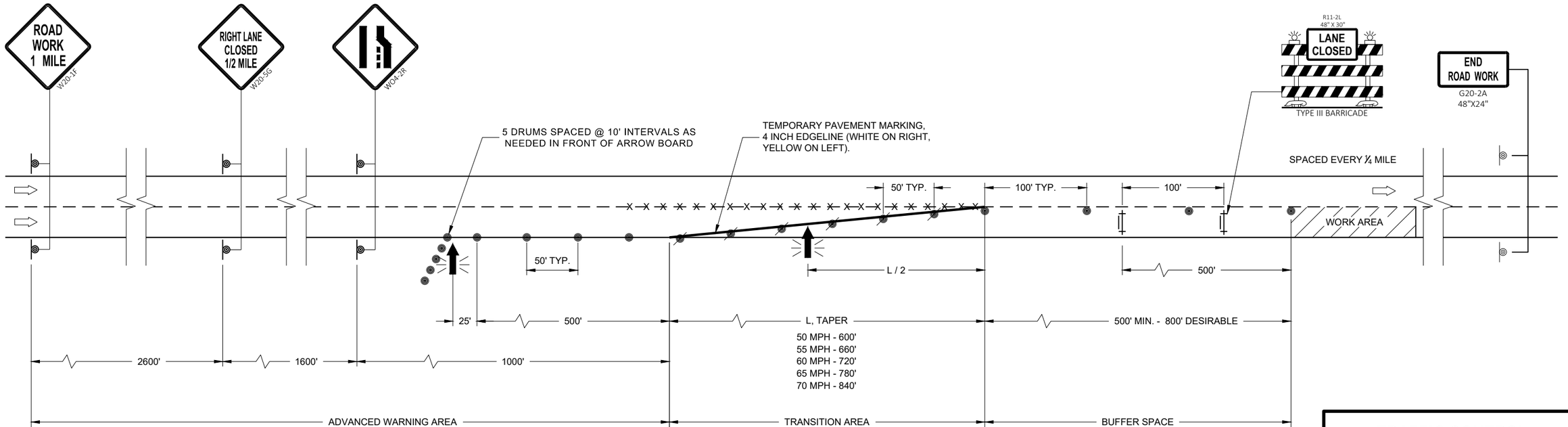
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

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



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D12 - 07a

6

SDD 15D12 - 07a

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

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

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

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

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

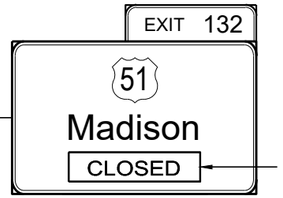
* W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

** PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.



G20 - 60
108" X 24"

OR



G20 - 60
108" X 24"

PLACE SIGN G20 - 60 OVER MILEAGE ON EXISTING E1 - 1A SIGN



COVER ARROW ON EXISTING E4 - 1 SIGN (COVERING SIGNS TYPE I)

G20 - 61
120 ' X 30"

OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

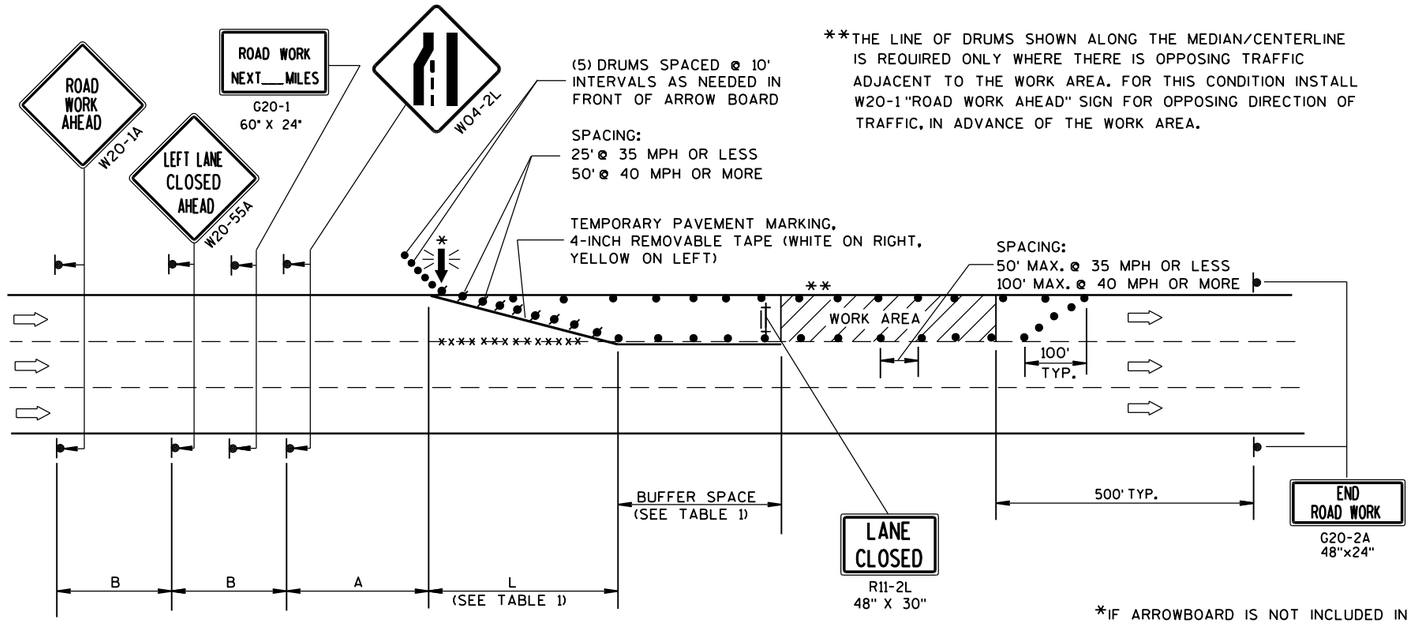
APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D16 - 04

6
SDD 15D16 - 04



**THE LINE OF DRUMS SHOWN ALONG THE MEDIAN/CENTERLINE IS REQUIRED ONLY WHERE THERE IS OPPOSING TRAFFIC ADJACENT TO THE WORK AREA. FOR THIS CONDITION INSTALL W20-1 "ROAD WORK AHEAD" SIGN FOR OPPOSING DIRECTION OF TRAFFIC, IN ADVANCE OF THE WORK AREA.

B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.

W01-6
48"x24"

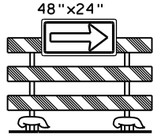


TABLE 1
TAPER AND BUFFER SPACE FOR 12' LANE WIDTH

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

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

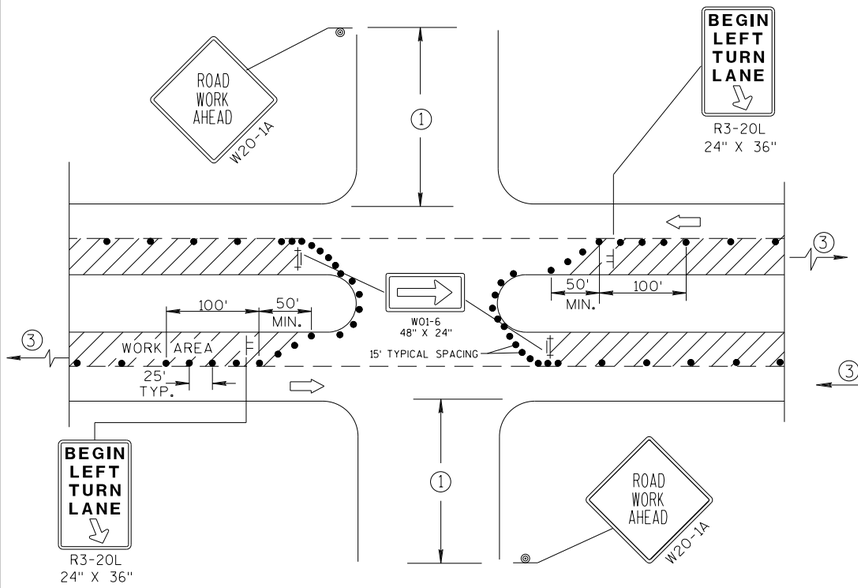
APPROVED
June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE SAFETY ENGINEER
FHWA

6

S.D.D. 15 D 20-4

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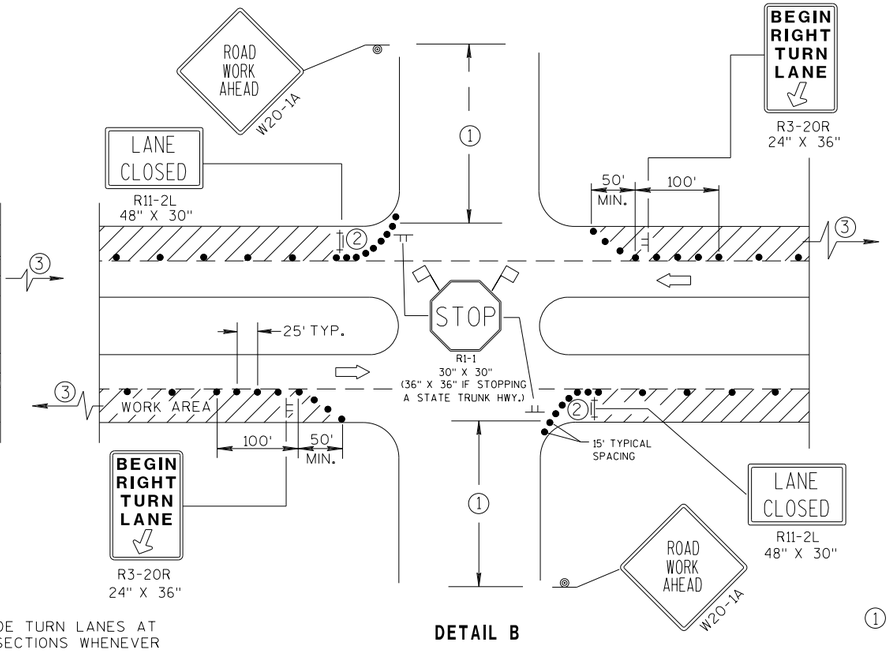
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DETAIL A

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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



DETAIL B

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

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

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

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

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

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

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

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

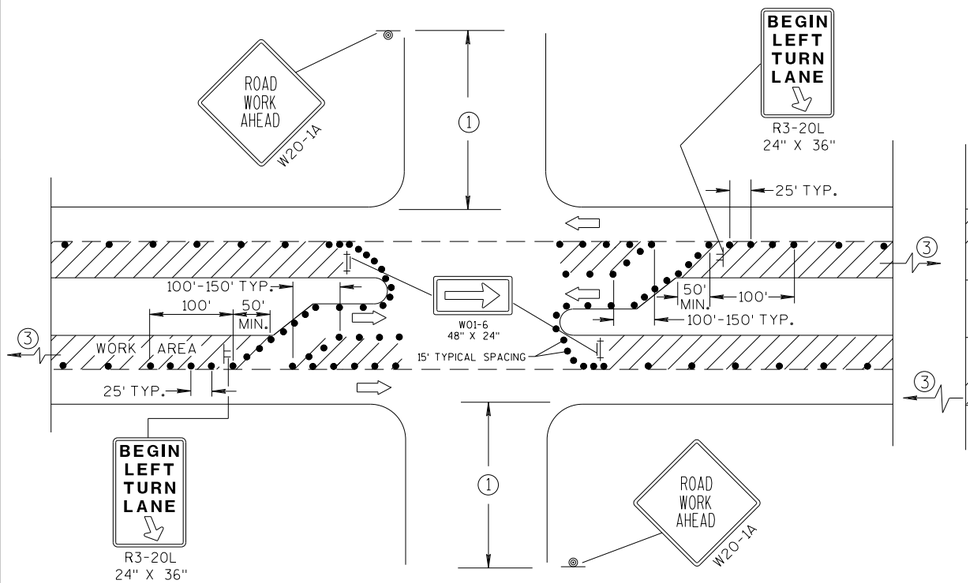
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

(1) 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35-40 MPH.
200' IF 25-30 MPH.

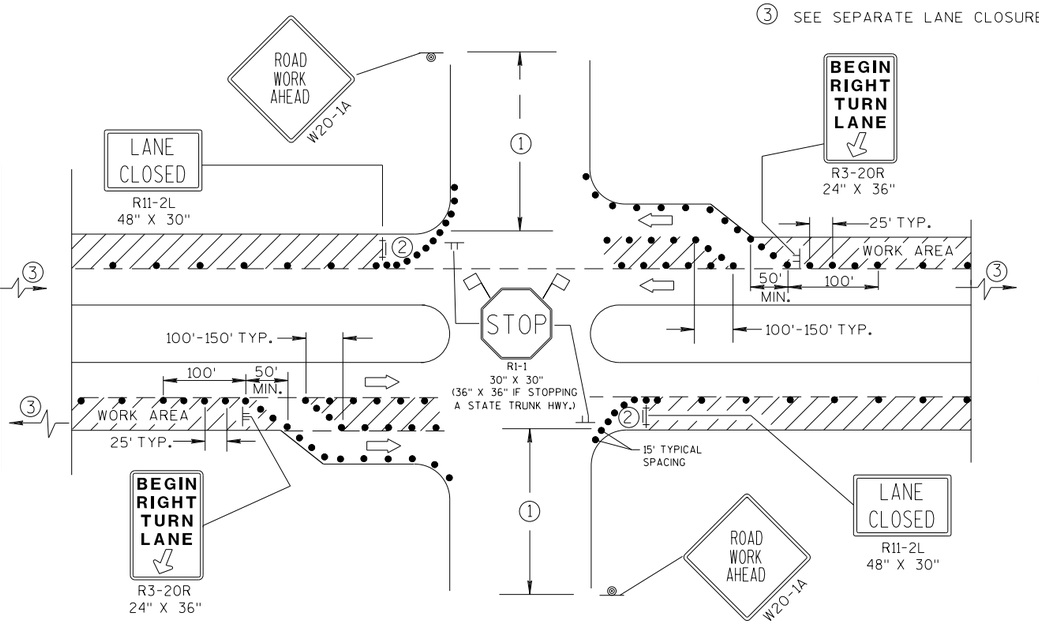
(2) ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

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



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

7/2018
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

FHWA

6

S.D.D. 15 D 21-6

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

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

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

TYPE III BARRICADE

TYPE III BARRICADE WITH ATTACHED SIGN

SIGN ON PERMANENT SUPPORT

SIGN ON TEMPORARY SUPPORT

TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT

TRAFFIC CONTROL DRUM

FLASHING ARROW BOARD

DIRECTION OF TRAFFIC

REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)

WORK AREA

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

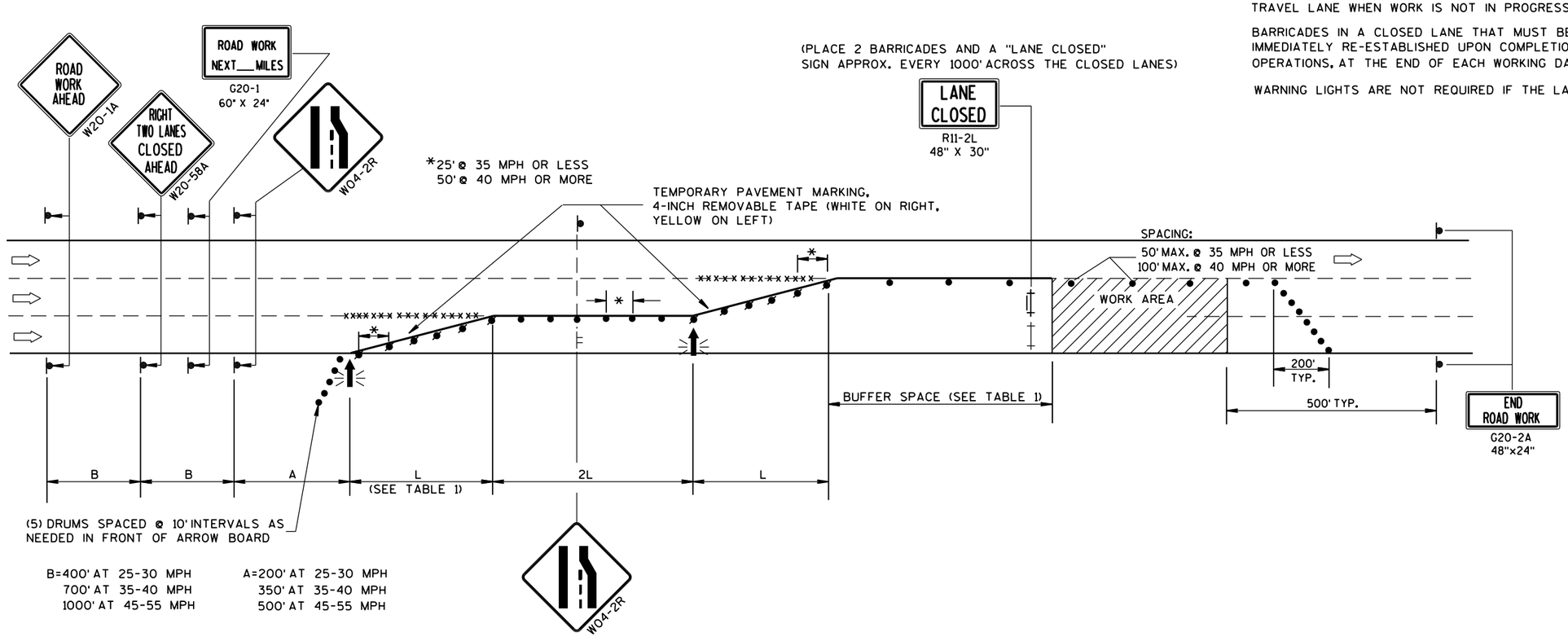
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

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

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

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

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



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

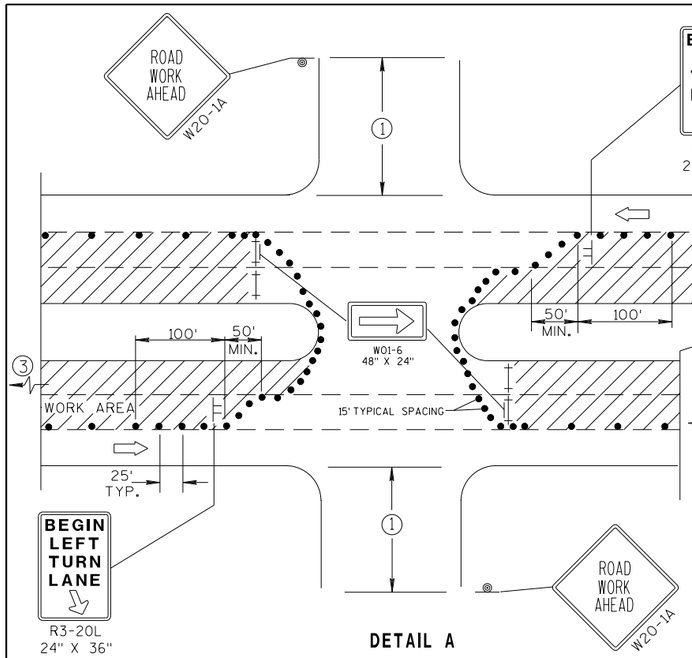
A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

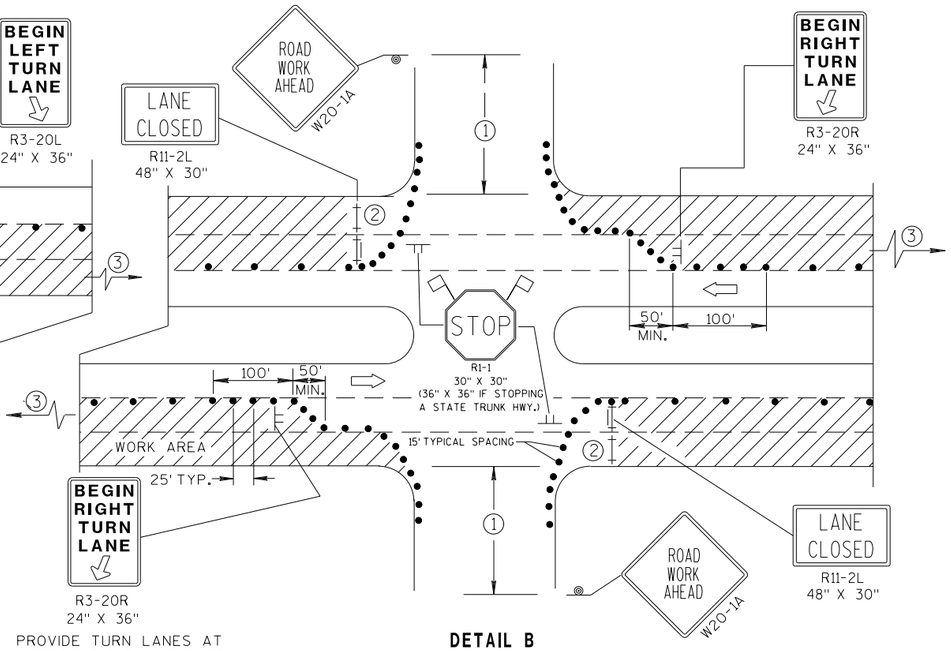
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June 2016 — DATE
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6
S.D.D. 15 D 22-3



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.

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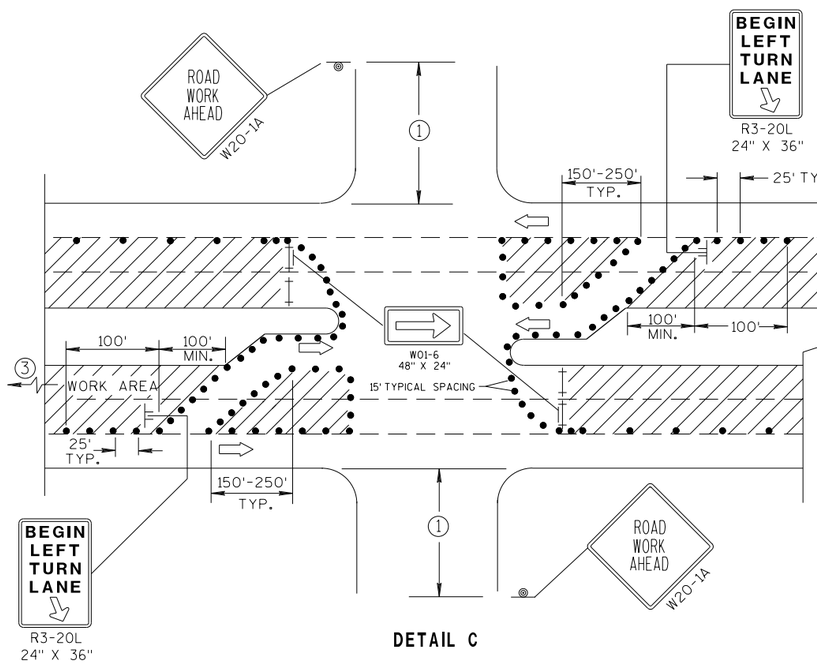
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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 FEET TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350 FEET IF 35-40 MPH.
200 FEET IF 25-30 MPH.

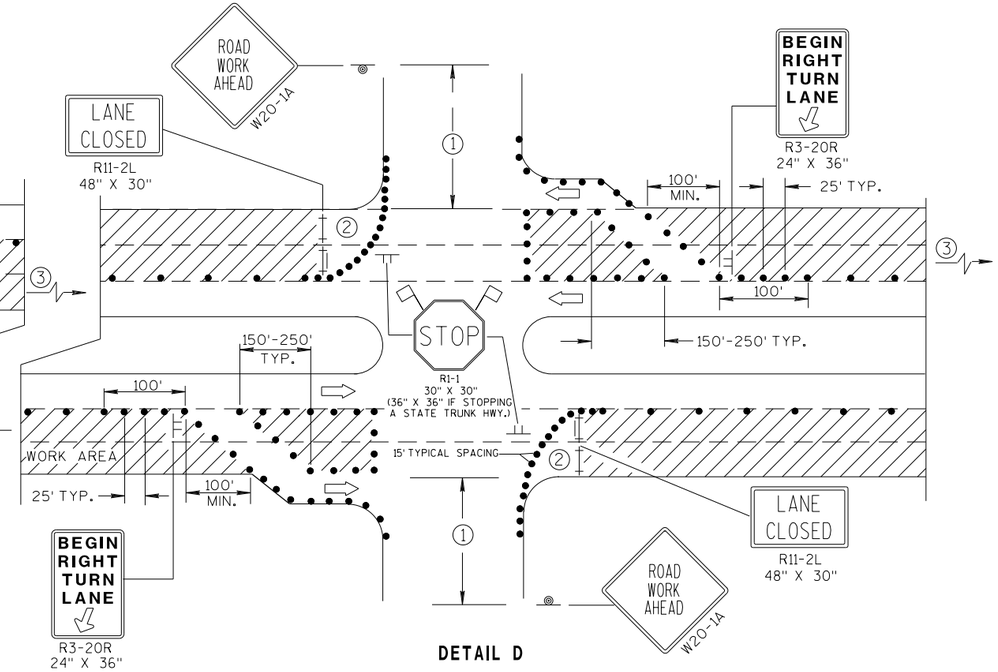
② ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.

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
7/2018 DATE
/S/ Andrew Heldtke
WORK ZONE ENG
FHWA

6

S.D.D. 15 D 23-6

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

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

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

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

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

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

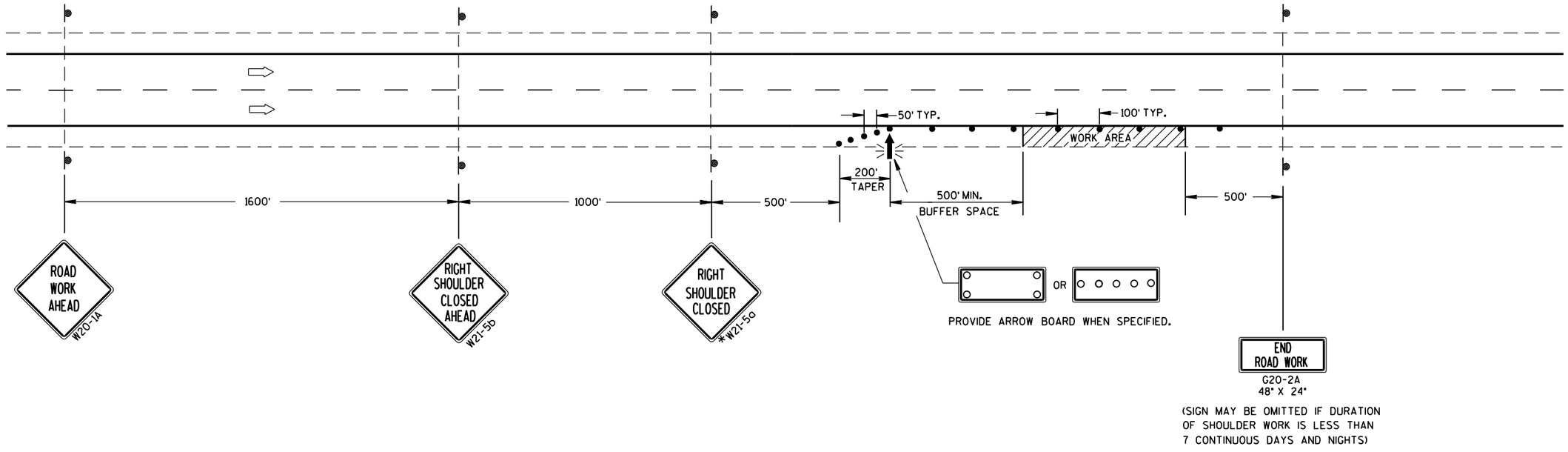
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

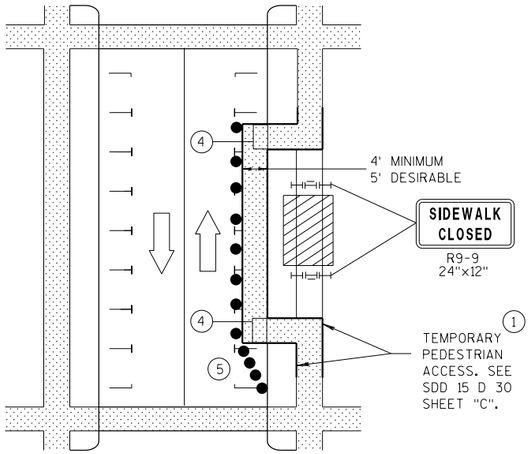
/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

6

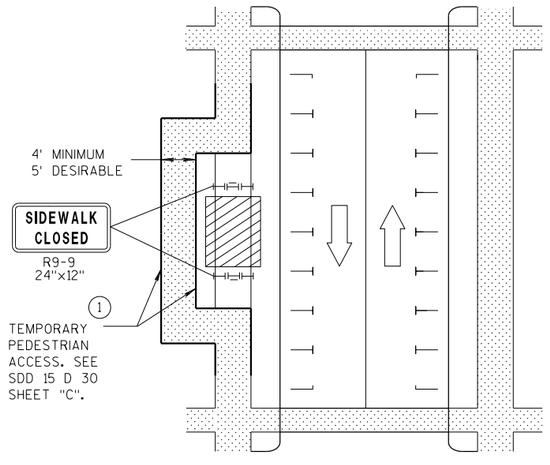
S.D.D. 15 D 27-3

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

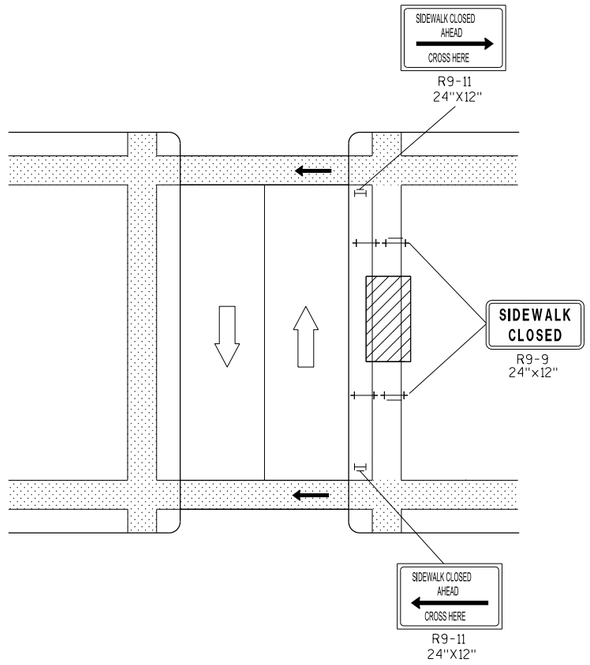


MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

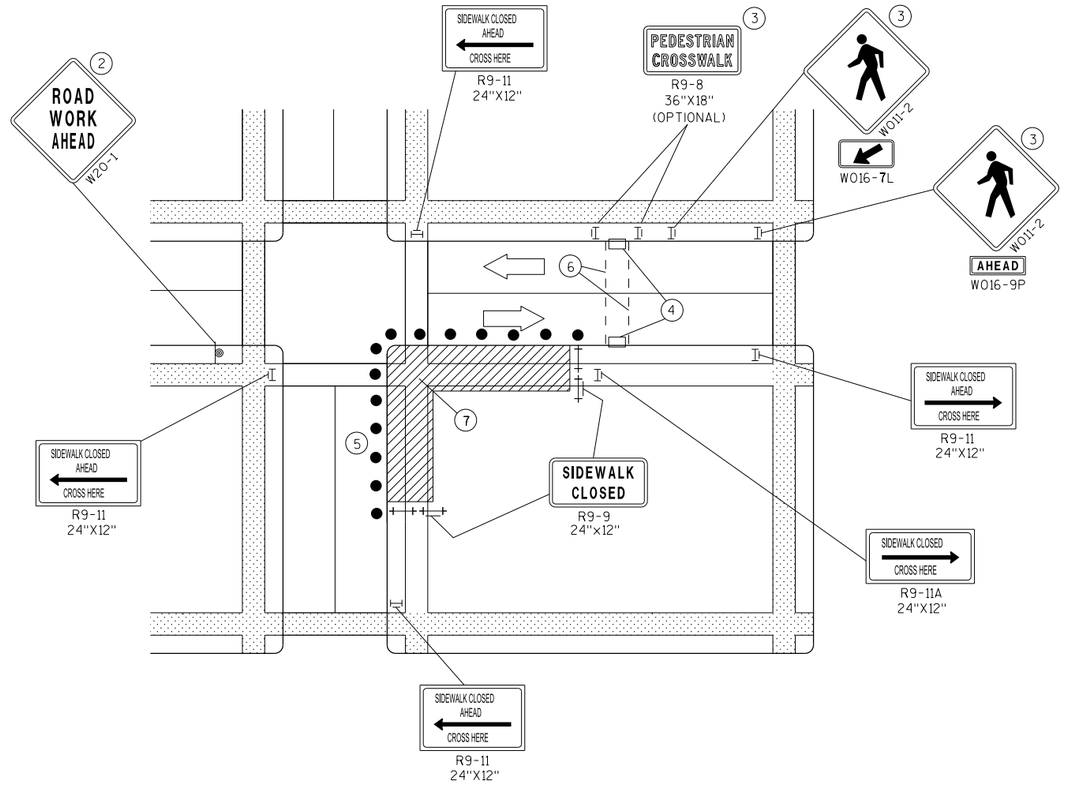
NOTE: LAYOUT SAME AS ABOVE.



SIDEWALK DIVERSION



MID-BLOCK SIDEWALK CLOSURE



CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

GENERAL NOTES

WHEN CLOSING OR RELOCATING CROSSWALKS OR SIDEWALKS, PROVIDE DETECABLE TEMPORARY FACILITIES AND INCLUDE ACCESSIBILITY FEATURES CONSISTENT WITH EXISTING PEDESTRIAN FACILITIES.

TEMPORARY TRAFFIC CONTROL DEVICES FOR PEDESTRIANS ARE SHOWN. OTHER DEVICES MAY BE NECESSARY TO CONTROL VEHICULAR TRAFFIC. STAGE WORK, AS NECESSARY, TO PROVIDE A TEMPORARY PEDESTRIAN ACCESS ROUTE AT ALL TIMES. FOR ROADWAYS WITH NO AVAILABLE DETOURS, MAINTAIN ONE OPEN SIDEWALK AT ALL TIMES.

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

FOR NIGHTTIME CLOSURE USE TYPE "A" FLASHING WARNING LIGHTS ON BARRICADES, SUPPORTING SIGNS AND CLOSING SIDEWALK. USE TYPE "C" STEADY BURN LIGHTS ON CHANNELIZING DEVICES SEPARATING THE WORK AREA FROM VEHICULAR TRAFFIC.

PEDESTRIAN TRAFFIC SIGNAL DISPLAY CONTROLLING CLOSED CROSSWALK SHALL BE COVERED OR DEACTIVATED.

POST MOUNTED SIGNS LOCATED ADJACENT TO A SIDEWALK SHALL HAVE A 7 FOOT MINIMUM CLEARANCE FROM THE BOTTOM OF THE SIGN TO THE SIDEWALK SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

(1) IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE.

(2) "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR IF THE WORK AREA AND EQUIPMENT ARE MORE THAN 2 FEET BEHIND THE CURB.

(3) IF TEMPORARY PEDESTRIAN CROSSWALK IS NOT PROVIDED, OMIT R9-8 AND W011-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.

(4) TEMPORARY CURB RAMPS. SEE SDD 15 D 30 SHEET "B".

(5) DRUMS OR BARRICADES AT 25 FOOT SPACING. STREET PARKING SHALL BE PROHIBITED FOR AT LEAST 50 FEET IN ADVANCE OF THE MID-BLOCK CROSSWALK.

(6) TEMPORARY PAVEMENT MARKING FOR CROSSWALK LINES.

(7) LIMIT WORK TO ONE QUADRANT AT A TIME TO MINIMIZE PEDESTRIAN DISRUPTION.

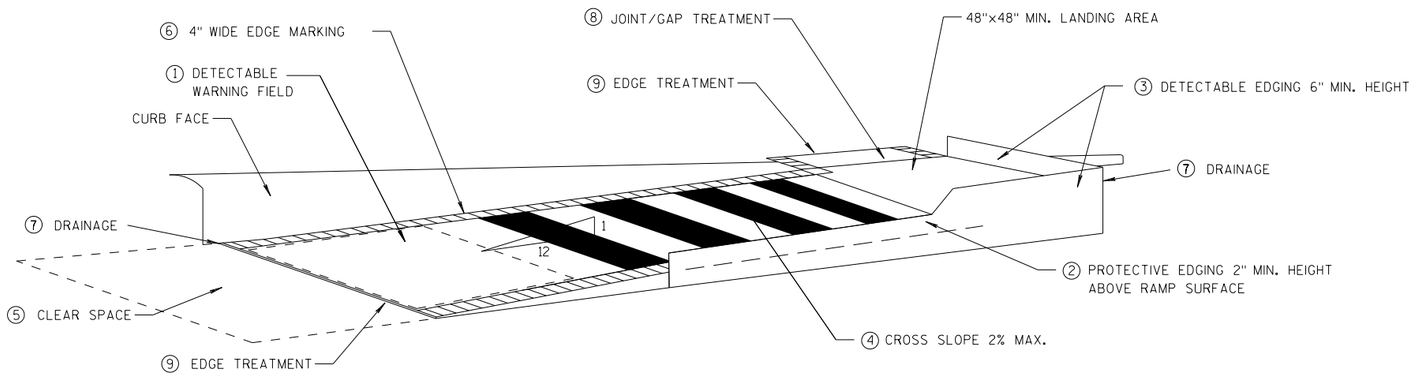
LEGEND

- SIGN ON PERMANENT SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW-INTENSITY FLASHING)
- DIRECTION OF TRAFFIC
- TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

6

S.D.D. 15 D 30-4a



TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

① CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".

② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

④ CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

⑤ CLEAR SPACE OF 48"X48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

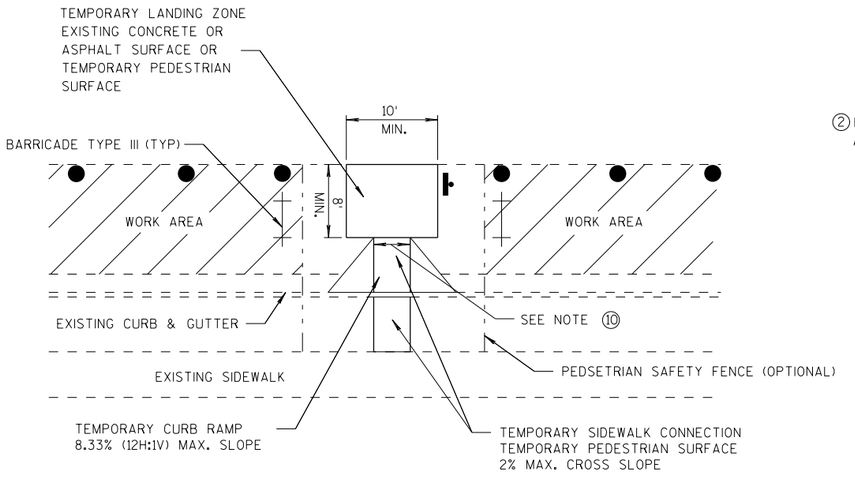
⑥ THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.

⑦ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.

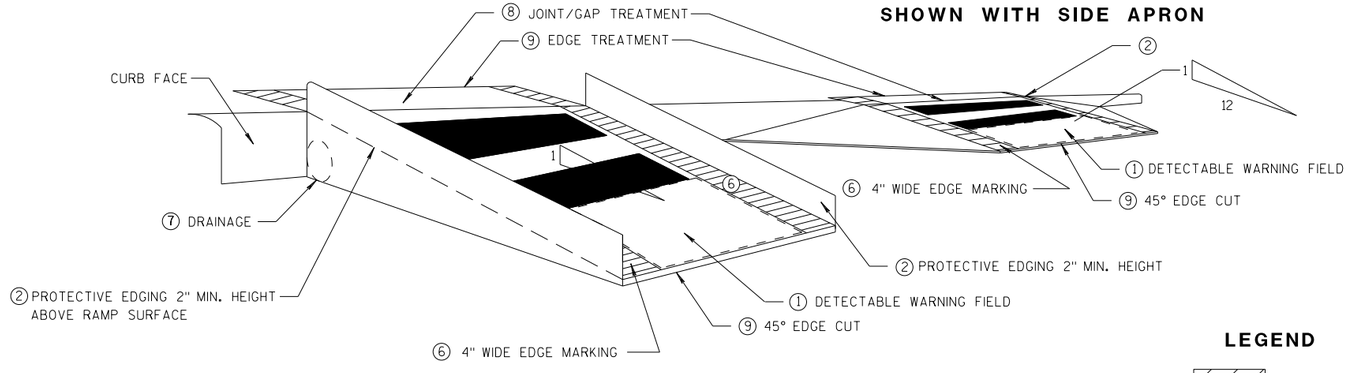
⑧ LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

⑨ CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

⑩ 5' WIDE MIN. WITH PEDSETRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH SIDE APRON

SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

WORK AREA

TYPE III BARRICADE

TRAFFIC CONTOL DRUM

TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

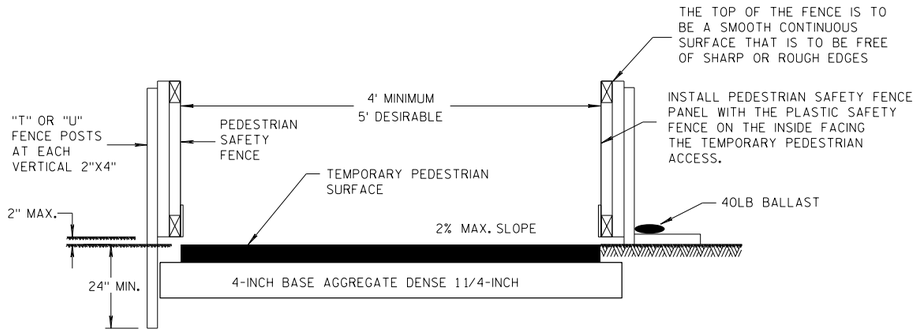
7/2018 DATE

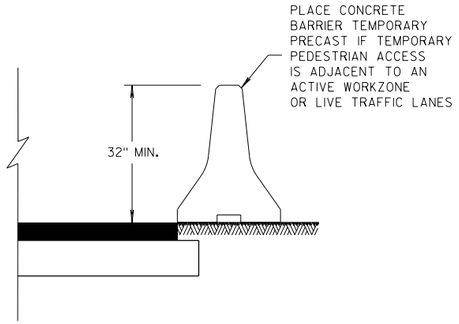
/S/ Andrew Heidtke
WORK ZONE ENG

FHWA

6

S.D.D. 15 D 30-4b

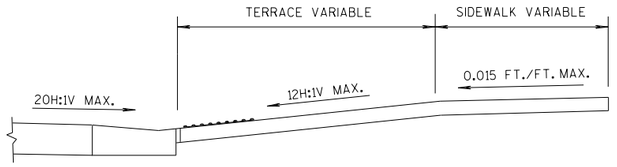




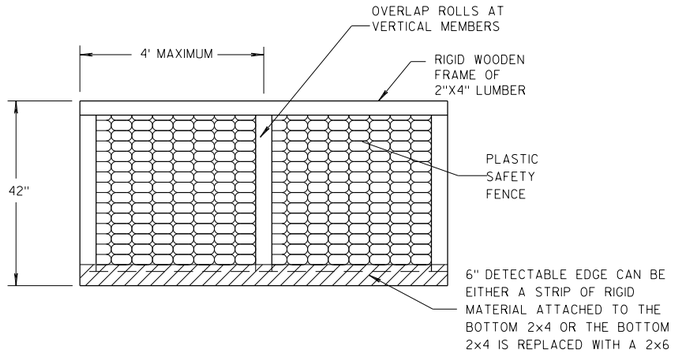
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

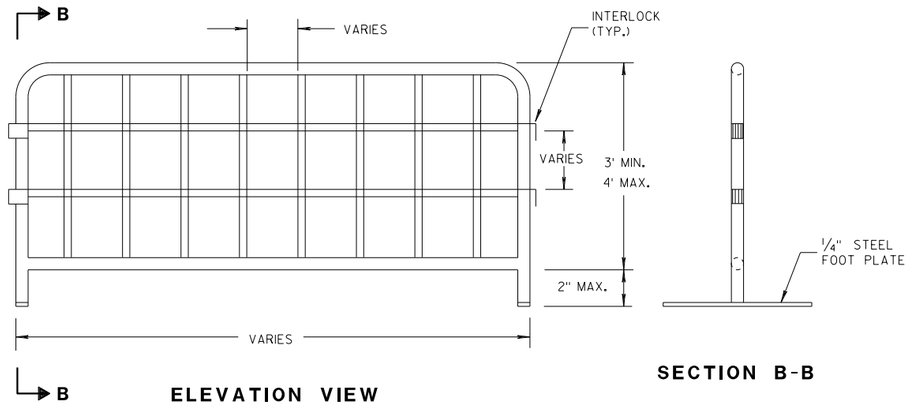
(1) INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



SECTION A-A



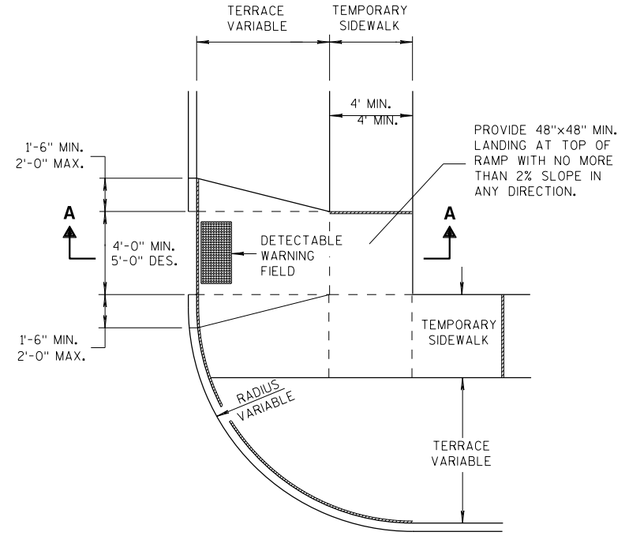
PEDESTRIAN SAFETY FENCE



ELEVATION VIEW

SECTION B-B

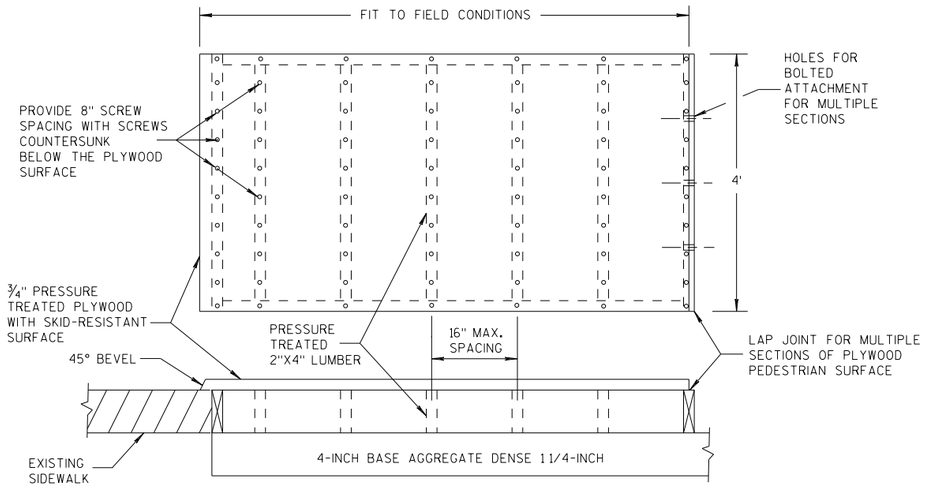
TEMPORARY PEDESTRIAN STEEL BARRICADE (1)



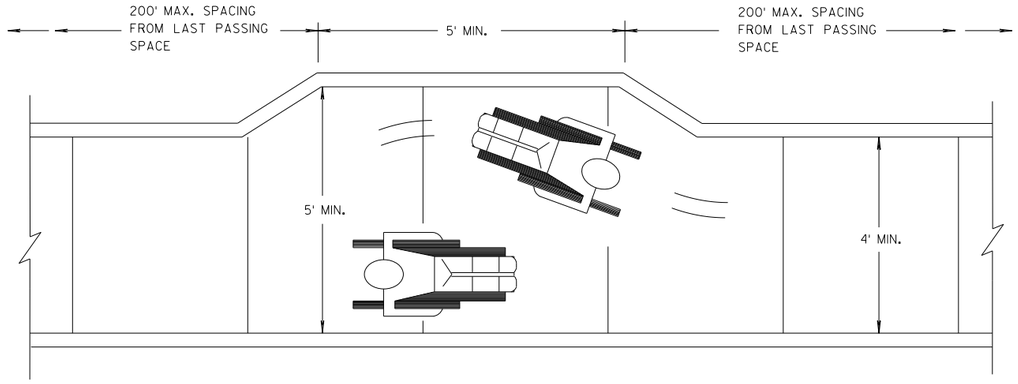
PLAN VIEW

TEMPORARY TYPE 3 RAMP

(OUTSIDE OF CROSSWALK AREA)



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

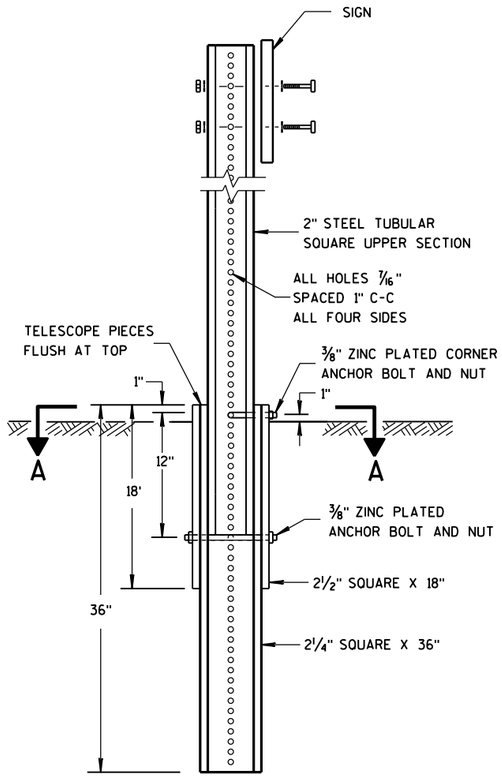
APPROVED

7/2018
DATE

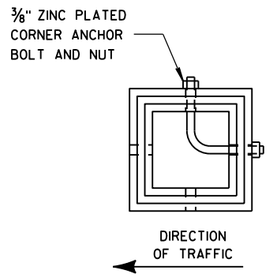
/S/ Andrew Heidtke
WORK ZONE ENG

FHWA

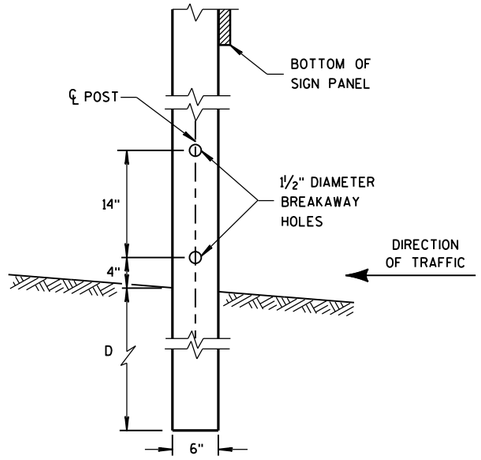
6
S.D.D. 15 D 30-4c



DETAIL OF TUBULAR STEEL SIGN POST



SECTION A-A



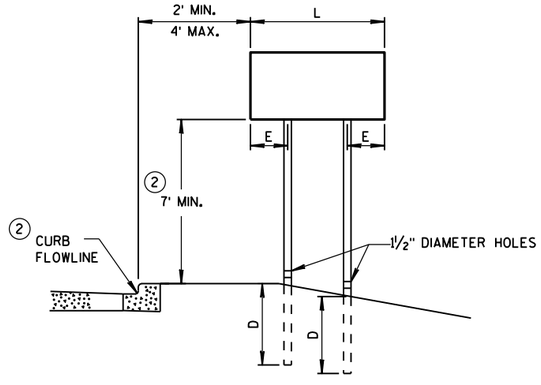
4"x6" WOOD POST MODIFICATION

GENERAL NOTES

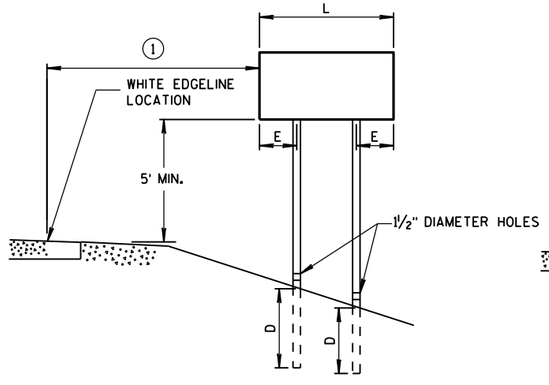
(1) 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.

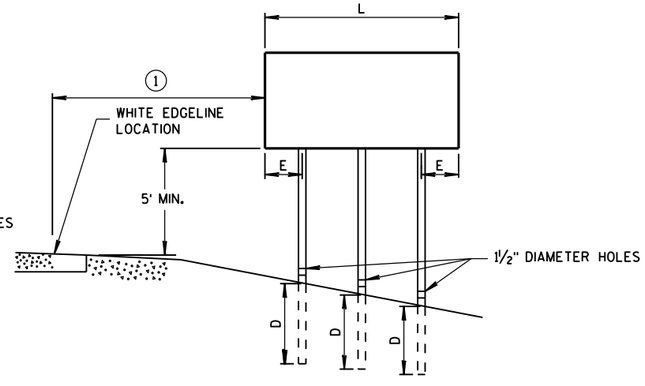
(2) THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK 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

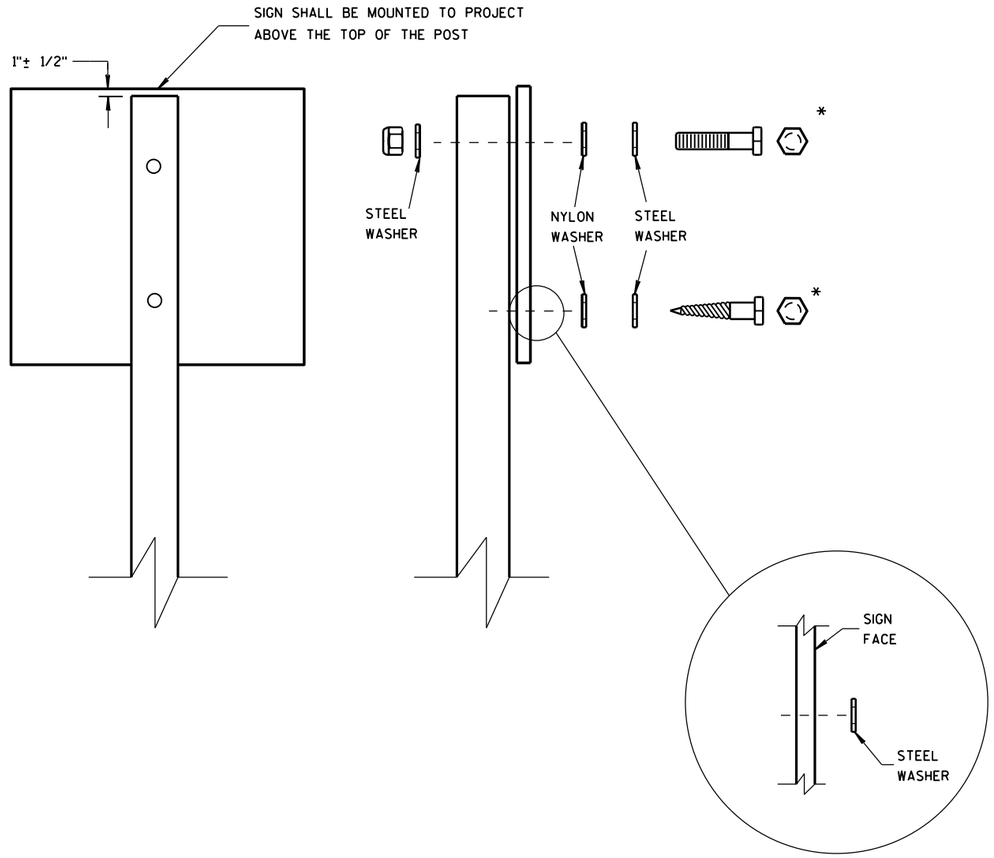
SEE NOTE (3)

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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

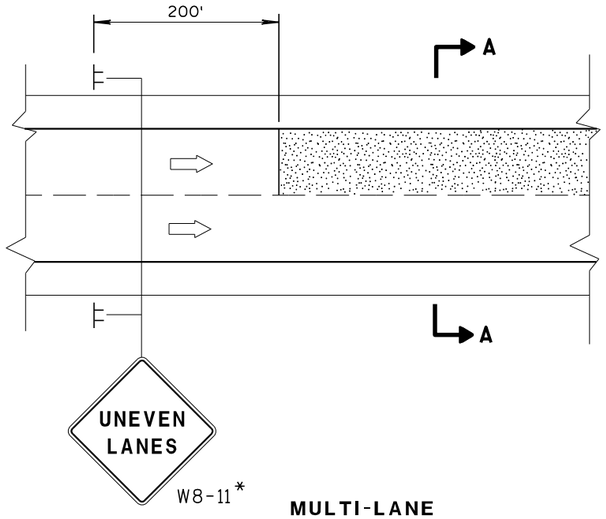
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

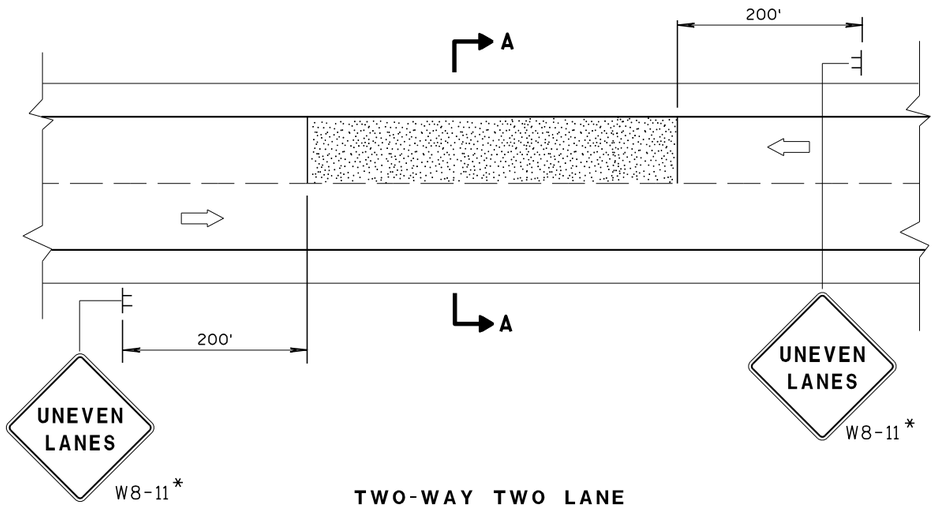
June 2017
DATE

/S/ Andrew Heldtke
WORK ZONE ENG

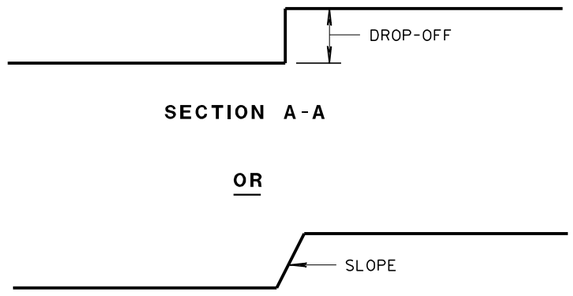
FHWA



MULTI-LANE



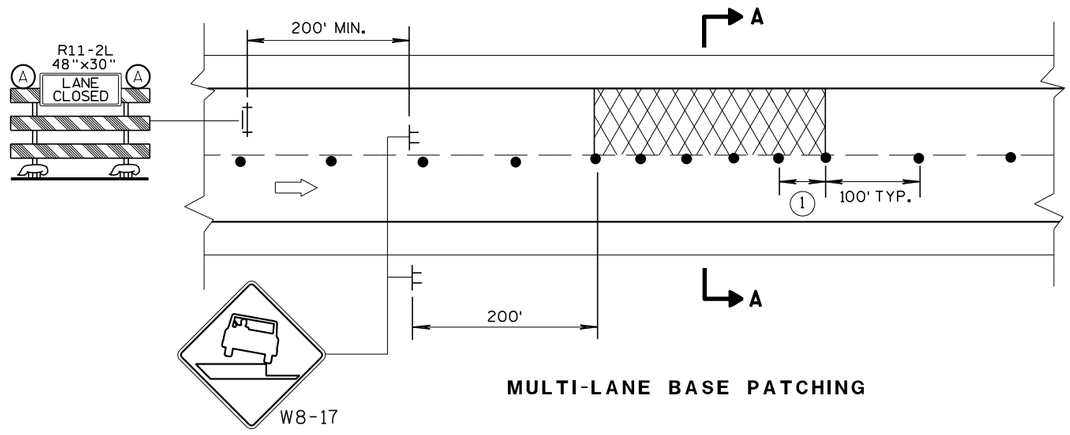
TWO-WAY TWO LANE



SECTION A-A

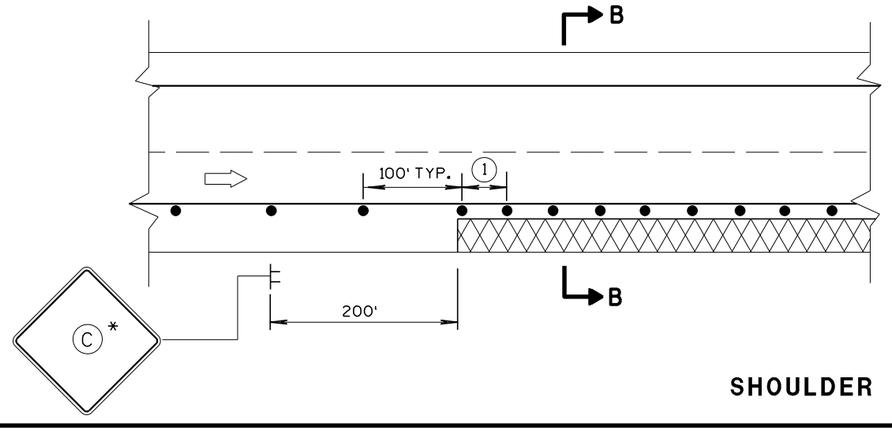
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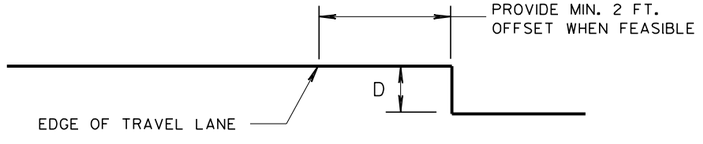
SECTION A-A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS





SECTION B-B

SHOULDER DROP-OFFS

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.

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

* IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EACH ENTRANCE RAMP.

(1) USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- (A) TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
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 2018
DATE
/S/ Andrew H
WORK ZONE EN
270
FHWA

6

S.D.D. 15 D 39-2

6

S.D.D. 15 D 39-2

LEGEND

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

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR SHIFTING RIGHT LANE - REVERSE FOR SHIFTING 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.

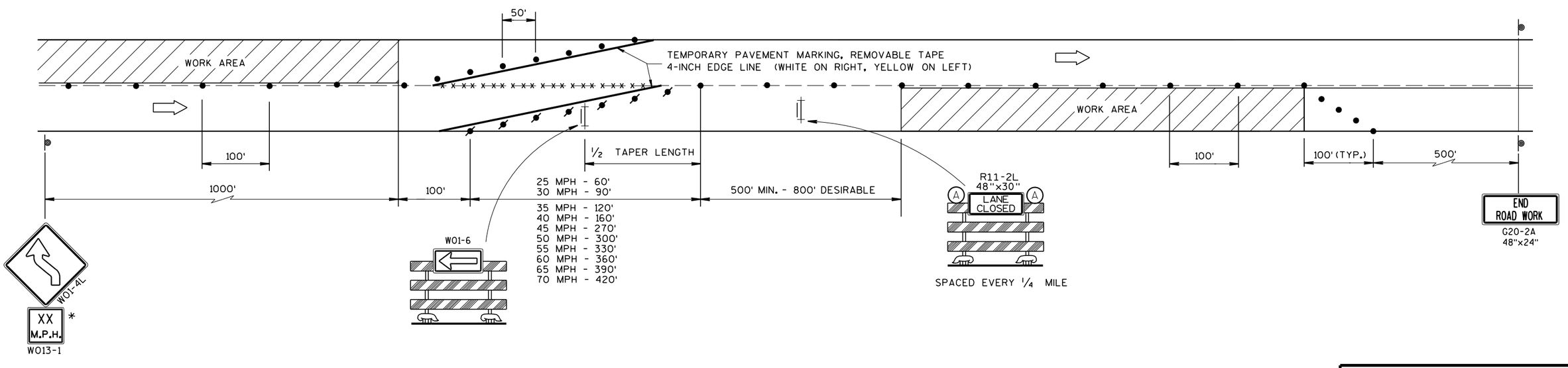
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.



* USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED

LANE SHIFT MULTI-LANE DIVIDED OR ONE WAY ROAD

TRAFFIC CONTROL, LANE SHIFT, MULTI-LANE DIVIDED OR ONE WAY ROAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 — DATE
/S/ Andrew I — WORK ZONE E
FHWA

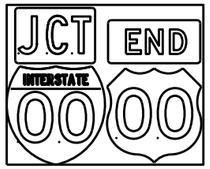
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S.D.D. 15 D 40-1

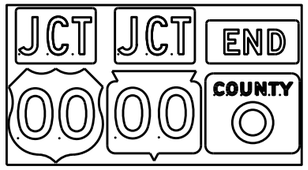
TYPICAL ASSEMBLIES



J1-1



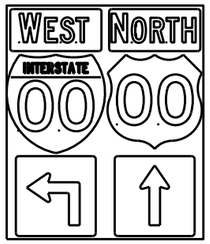
J1-2



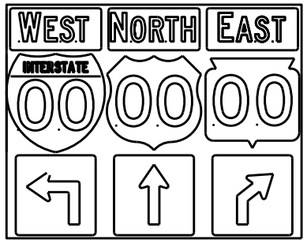
J1-3



J2-1



J2-2

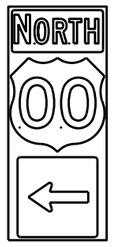


J2-3

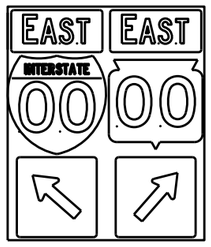


JV

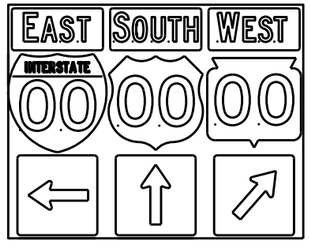
(Typical Vertical J-Assembly
See Note 10 and 11)



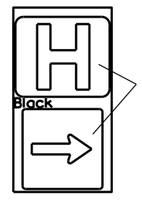
J3-1



J3-2



J3-3

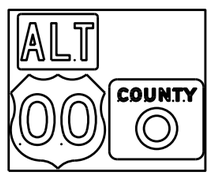


Blue Background

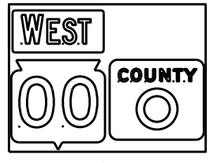
JH-1



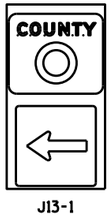
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1

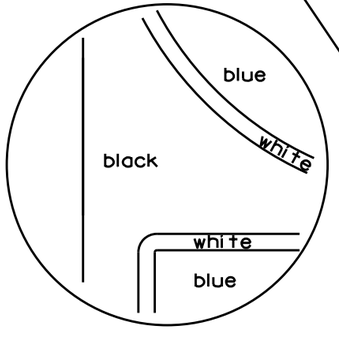


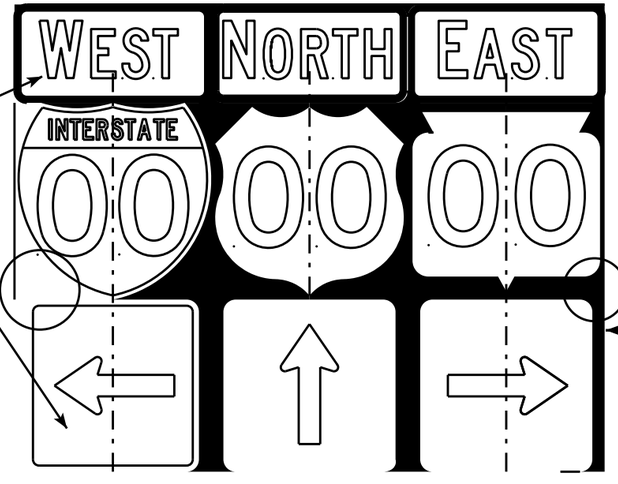
J23-1

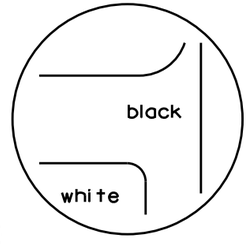


J22-1

[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

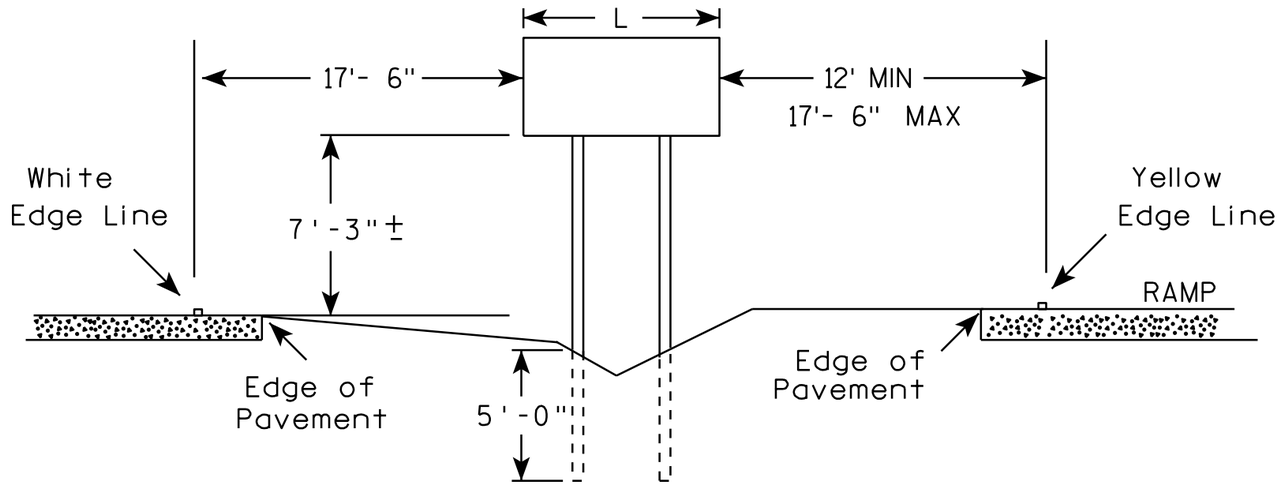
APPROVED Matthew R Rauch
for State Traffic Engineer

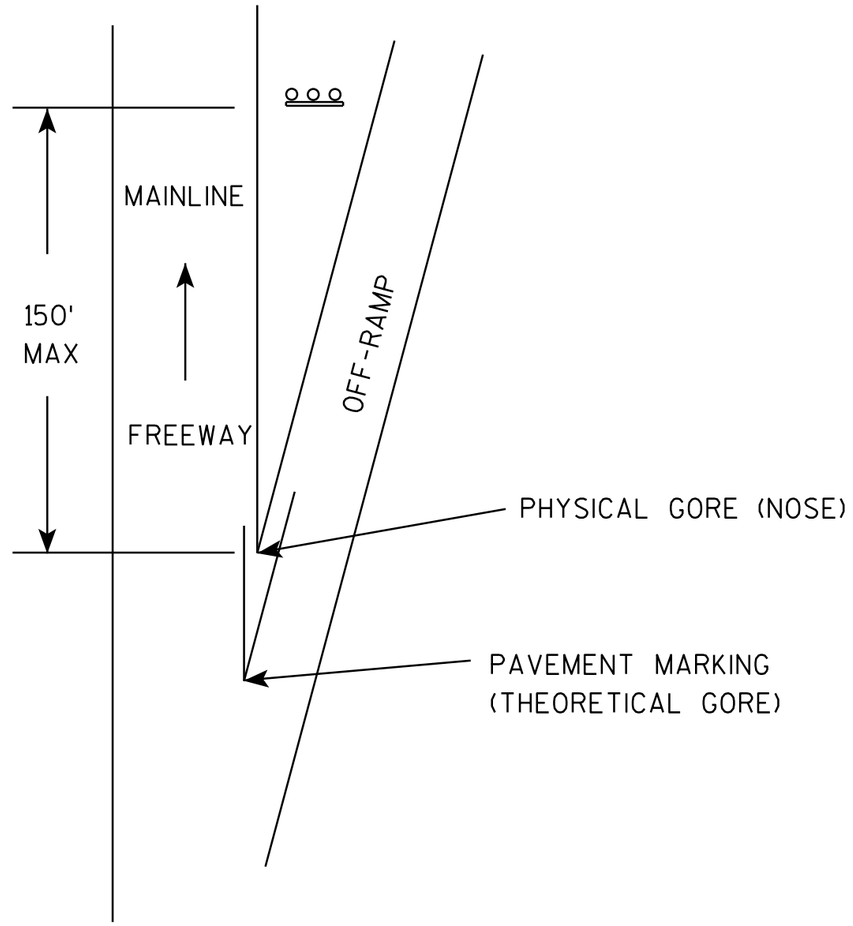
DATE 2/06/14 PL... A2-1S.8

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

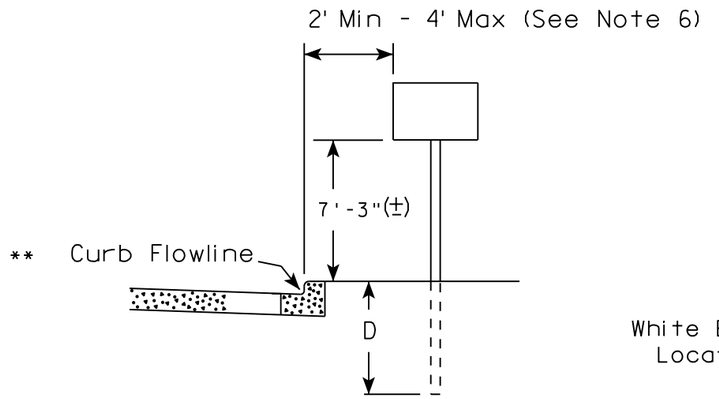
DATE 2/06/14 PLA 273 A4-2.3

PROJECT NO: | SHEET NO: E

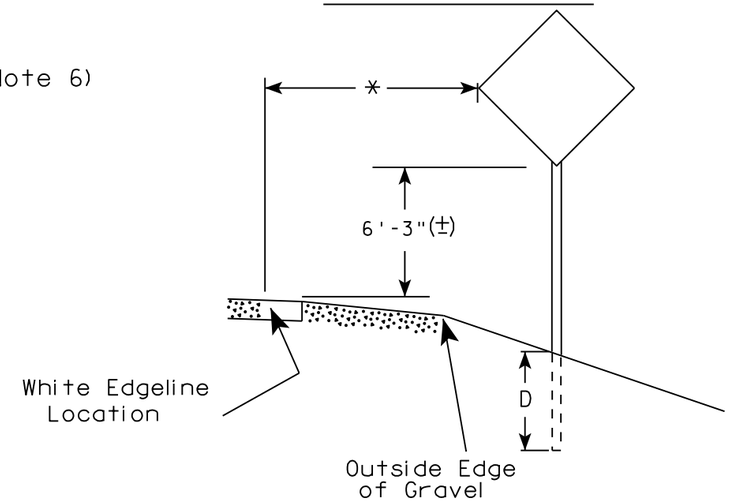
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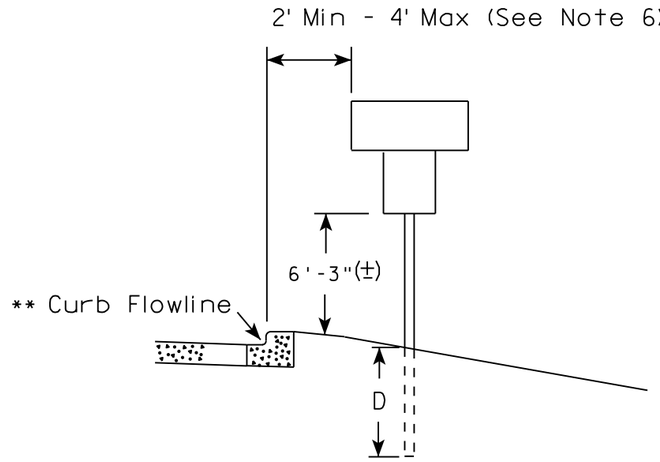
WISDOT/CADDS SHEET 42

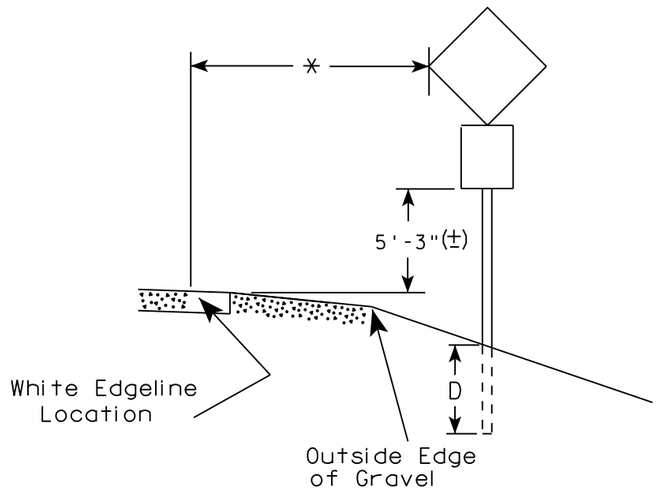
URBAN AREA



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" (±).

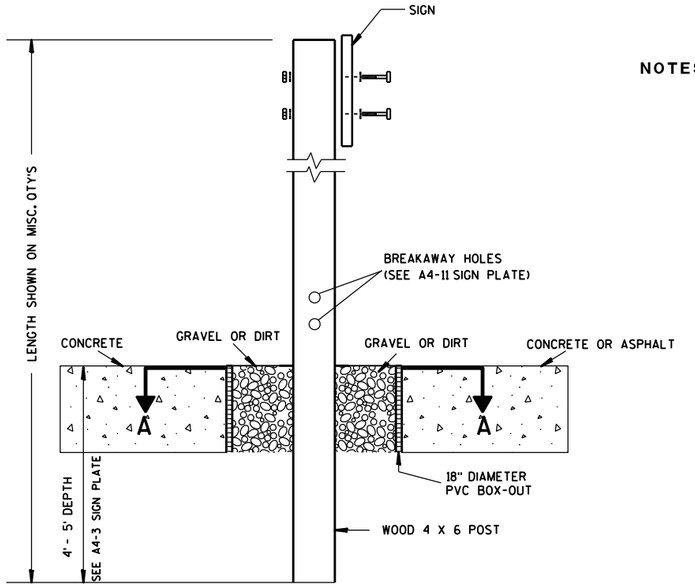
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-3.21

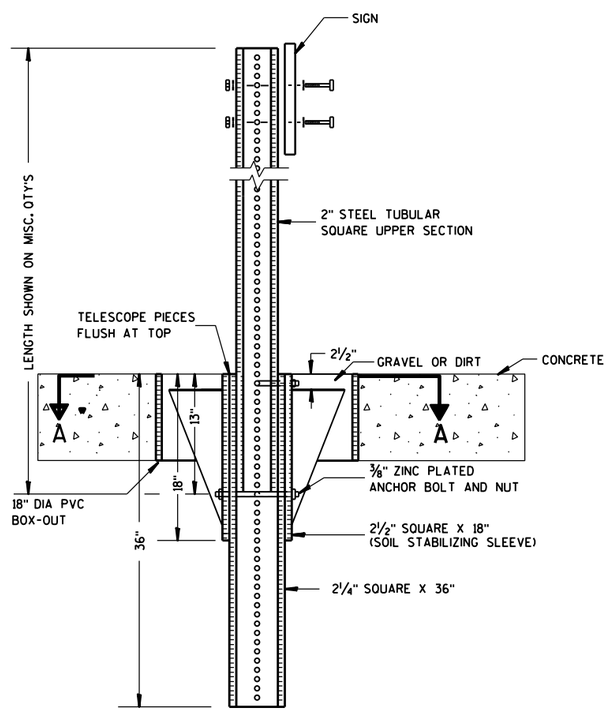
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 274	E



ELEVATION VIEW

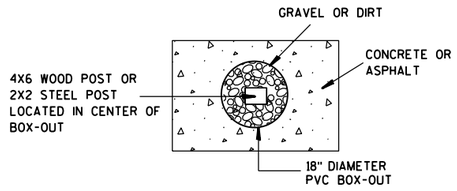
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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

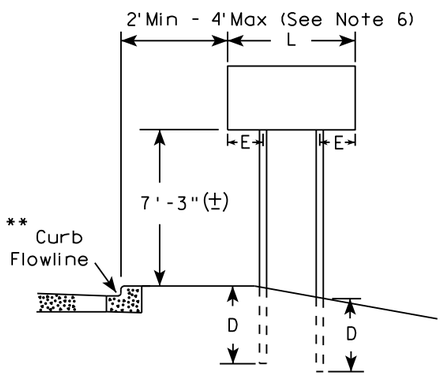
APPROVED Matthew R Rauch
for State Traffic Engineer

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

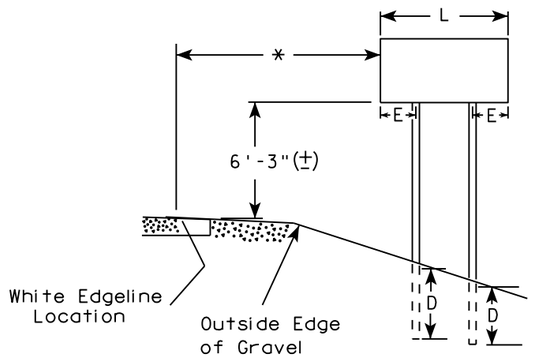
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

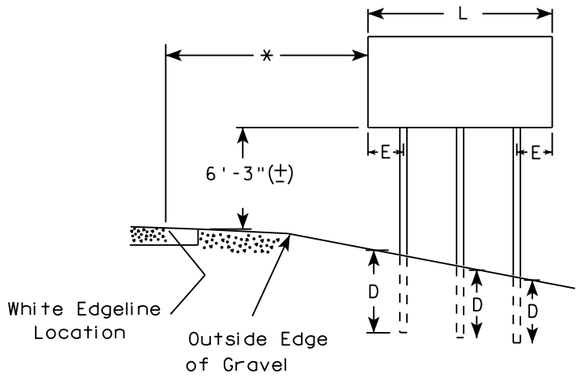
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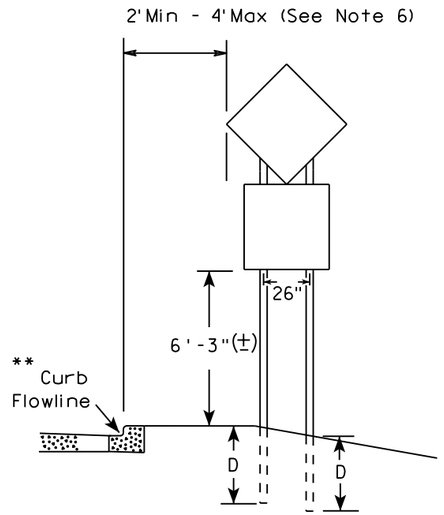
URBAN AREA



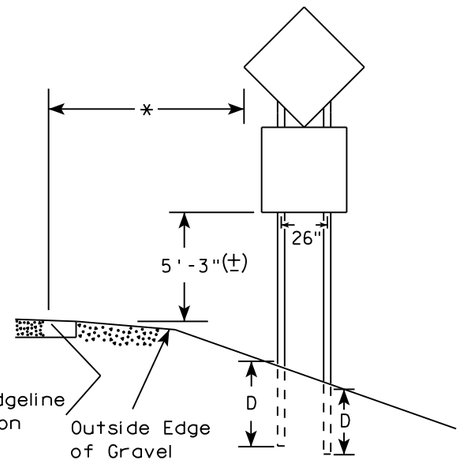
RURAL AREA (See Note 3)







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

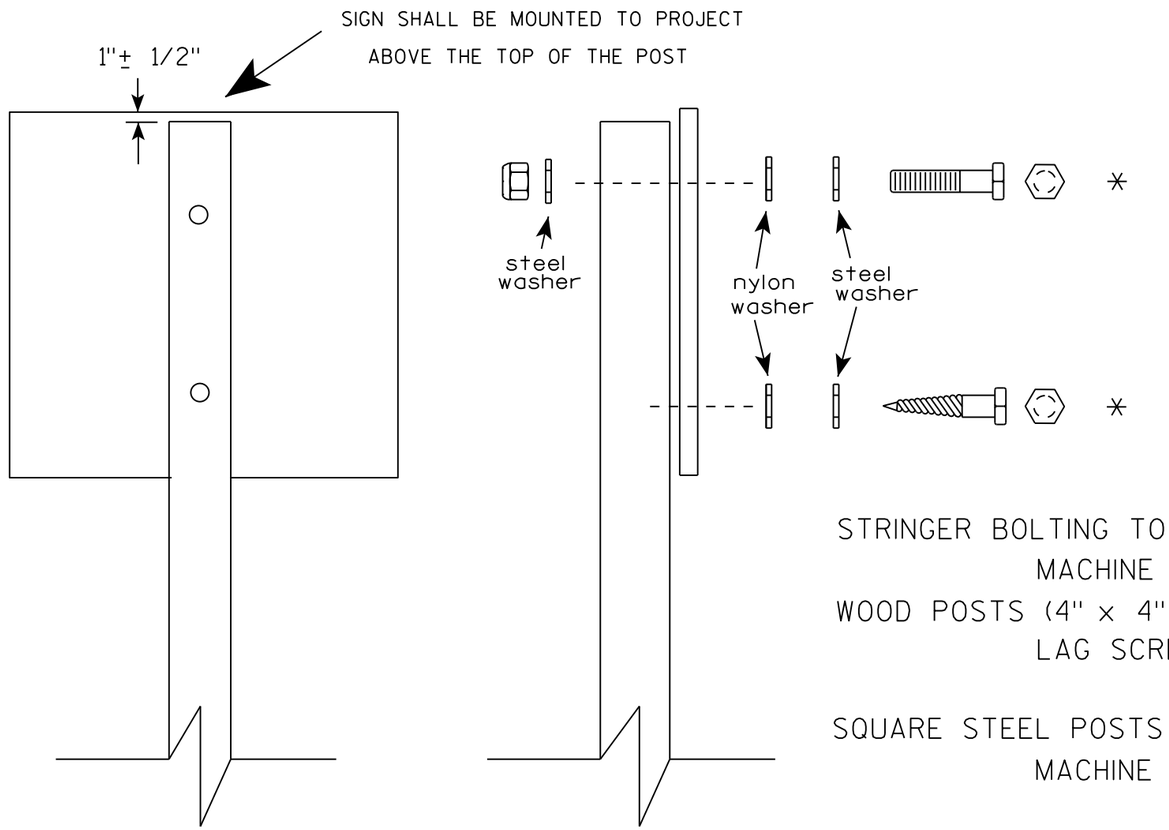
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15

7

7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 276 | 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

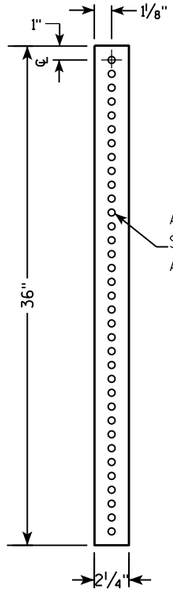
DATE 8/11/16 PLATE NO. A4-8.8

PROJECT NO: SHEET NO: E

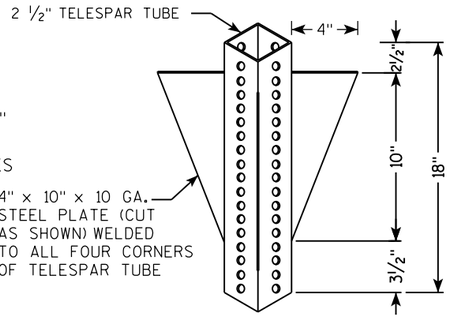
FILE NAME : C:\CADfiles\Projects\tr_stdplate\A48.DGN PLOT DATE : 11-AUG-2016 11:35 PLOT BY : $$ plotuser $$

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

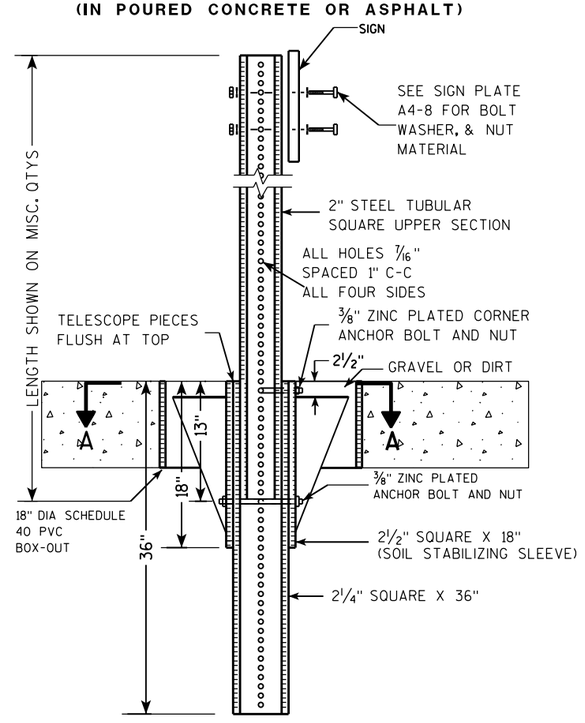
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



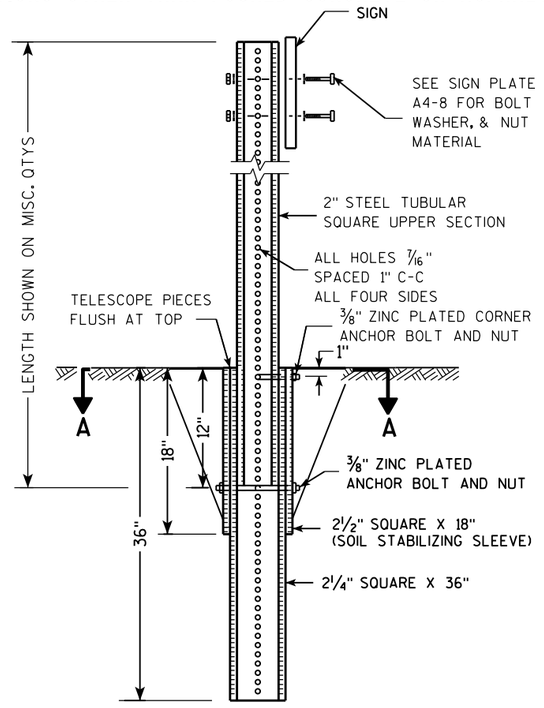
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

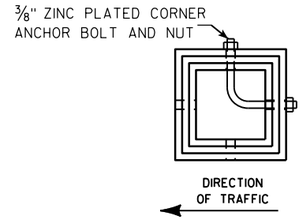


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



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

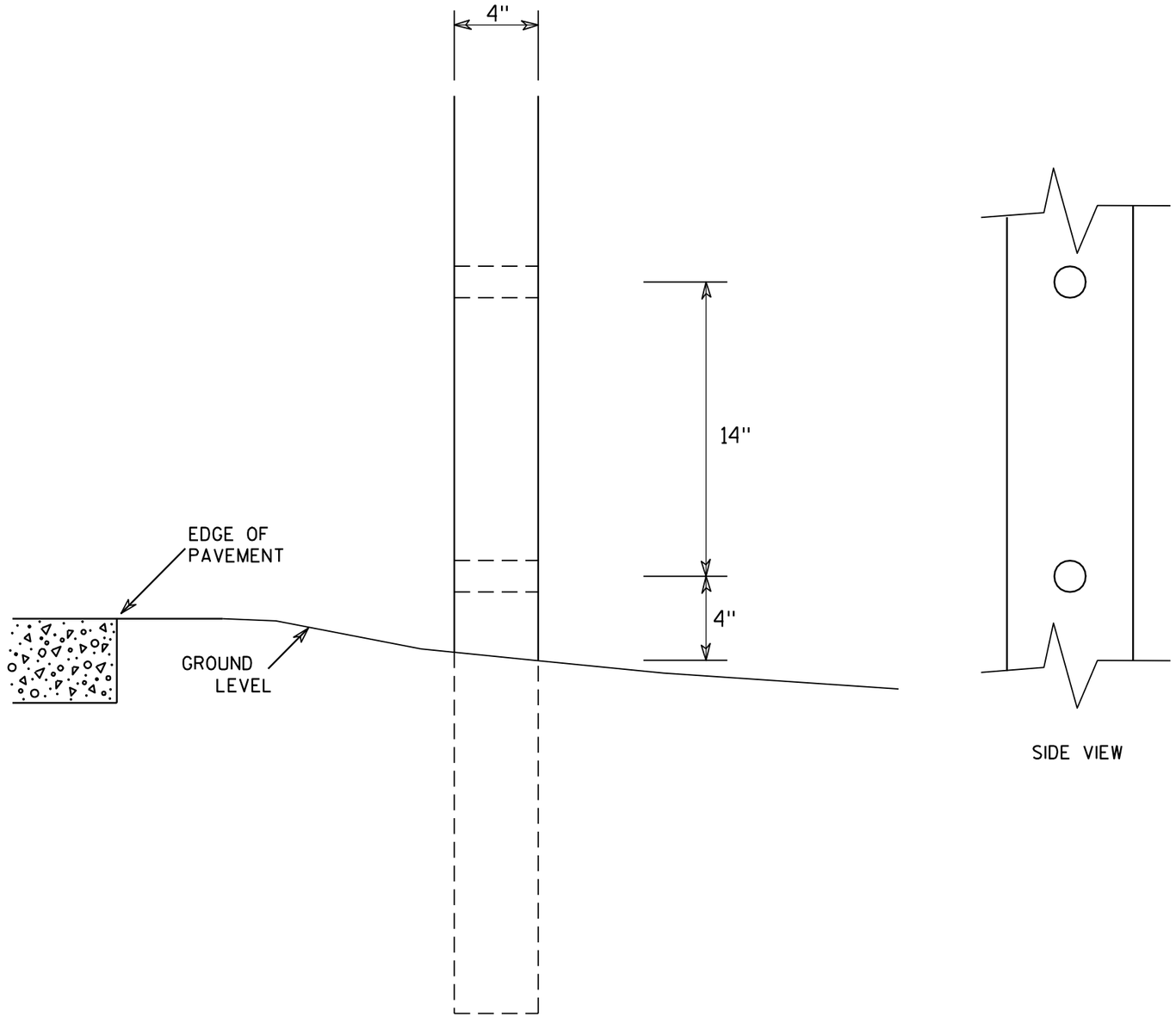
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 278 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.

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7

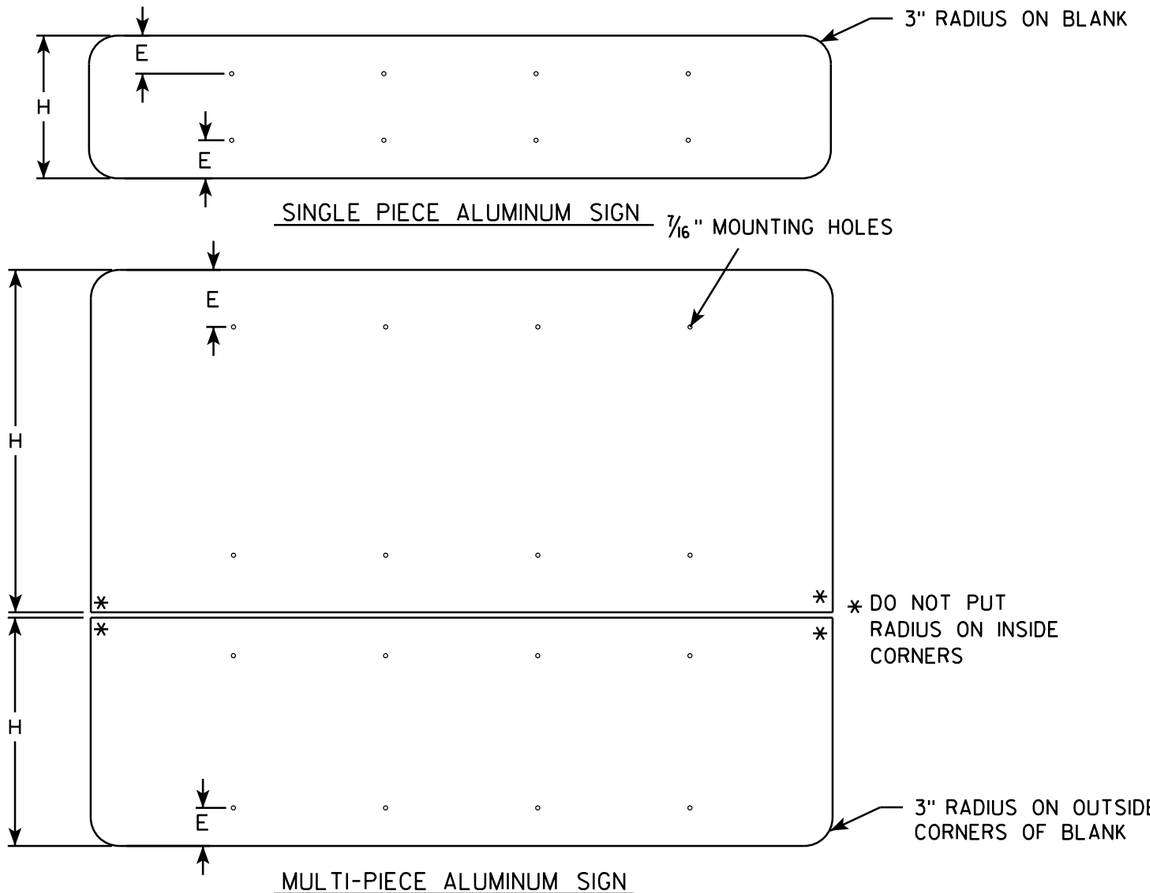
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

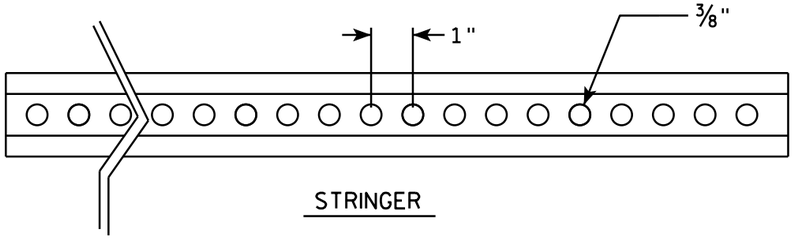
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 279	E



GENERAL NOTES

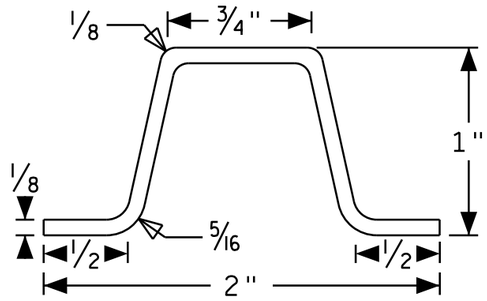
- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 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"

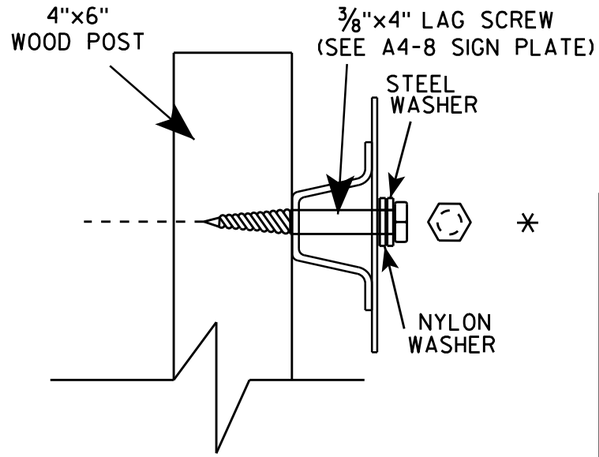


STRINGER

CROSS SECTION VIEW OF CHANNEL



POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

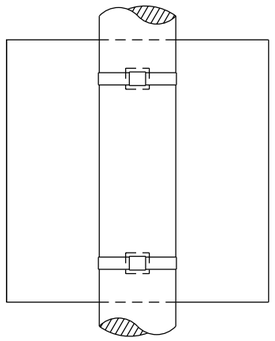
DATE 4/26/16 PLATE NO A4-18.1

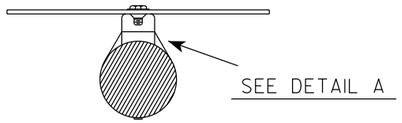
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

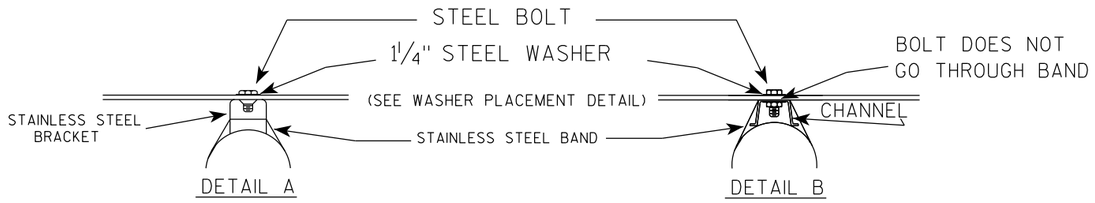
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A418.dgn PLOT DATE : 27-APR-2016 13:56 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 41.805205:1.000000 WISDOT/CADDS SHEET 42

BANDING

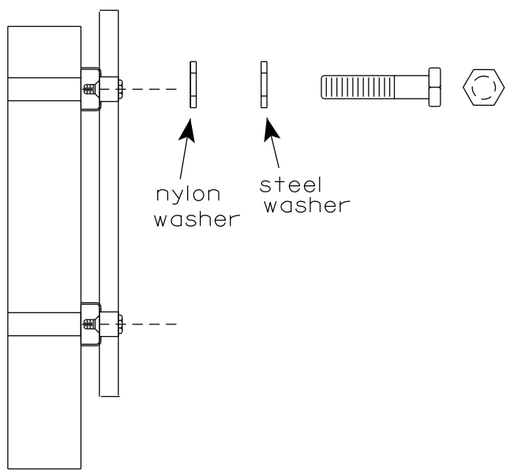
SINGLE SIGN







WASHER PLACEMENT

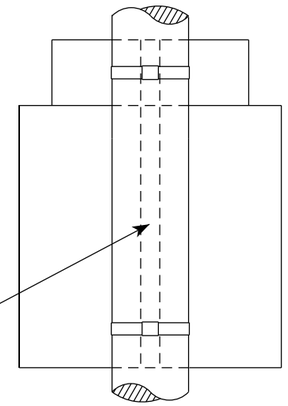


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

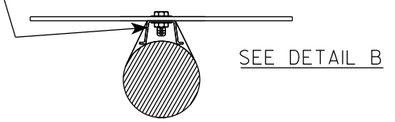
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

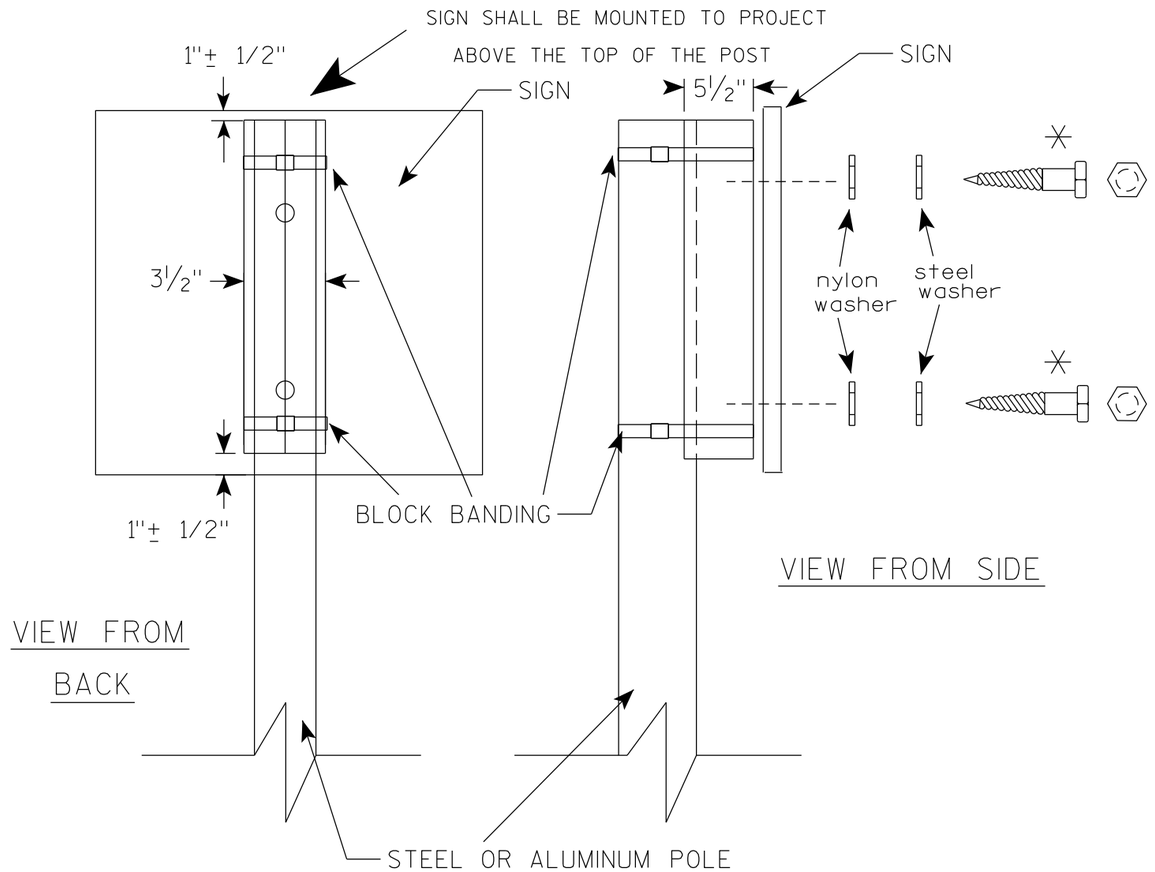
DATE 6/10/19 PLATE NO. A5-9.4

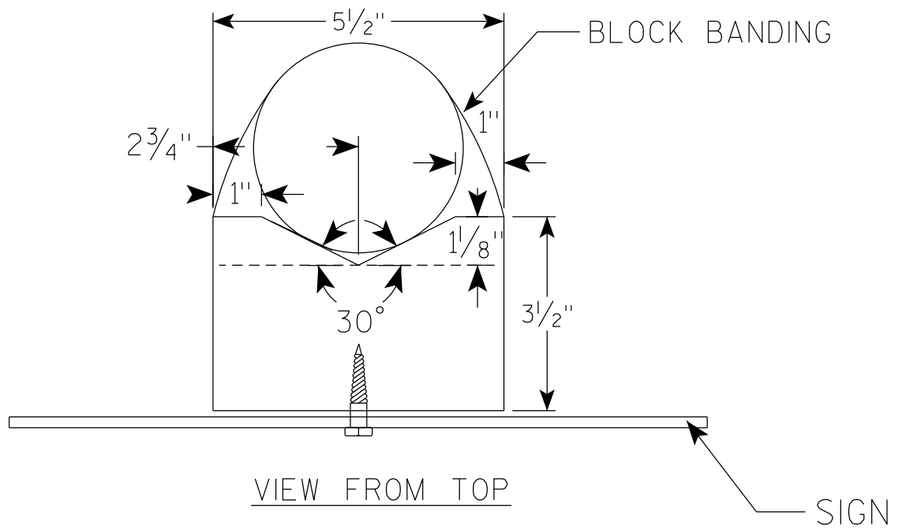
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 281	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

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GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

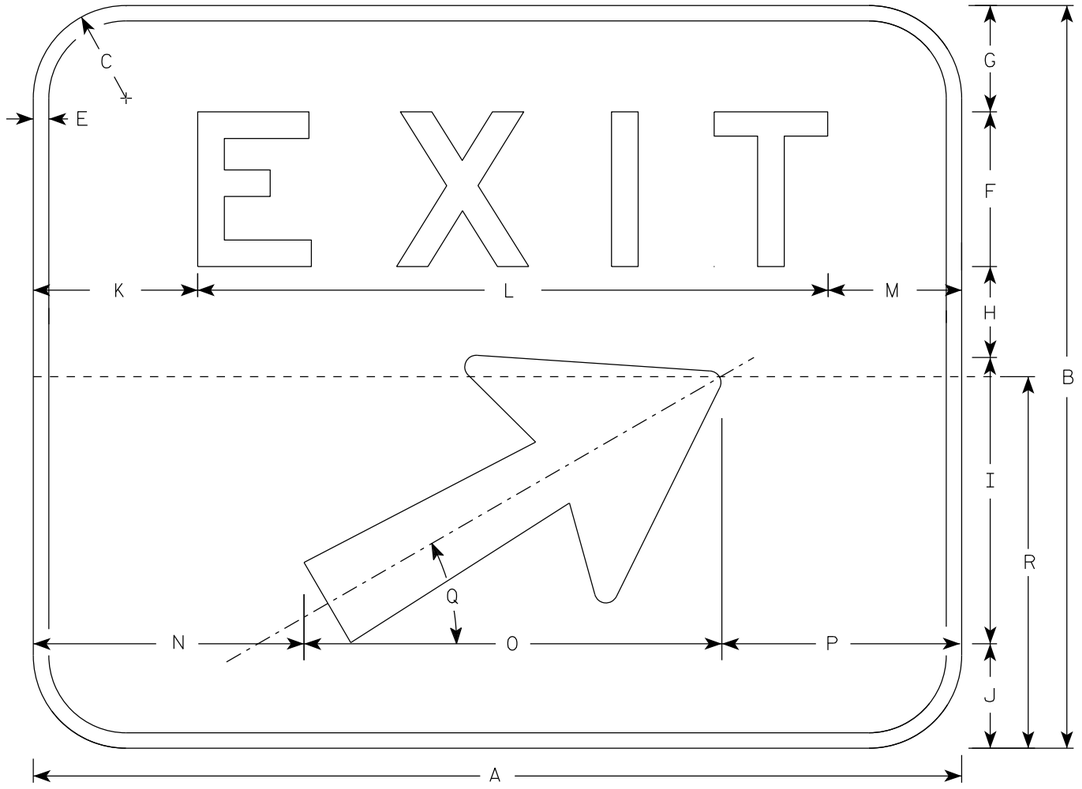
BLOCK BANDING DETAIL (V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO: | SHEET NO: 282 | E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
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. When Base material for this sign is plywood sign shall be split into two seperate pieces for the 72 x 60 size as shown on the detail by the dashed line (----------).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.
8. Size 3 E5-1 shall only be used in a Work Zone application with a Temporary Sign Support

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	48	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	8 1/2	31 1/8	8 3/8	11 1/2	27	9 1/2	30°	30									16.0
4	60	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	6		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

STANDARD SIGN
E5-1

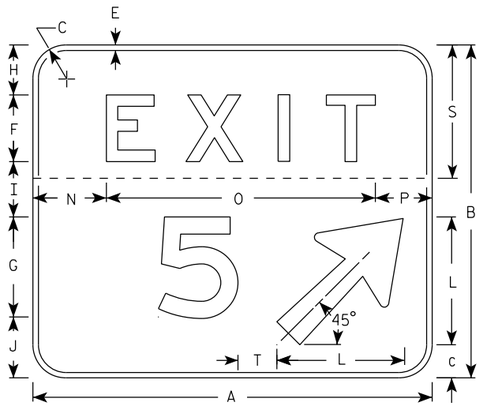
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

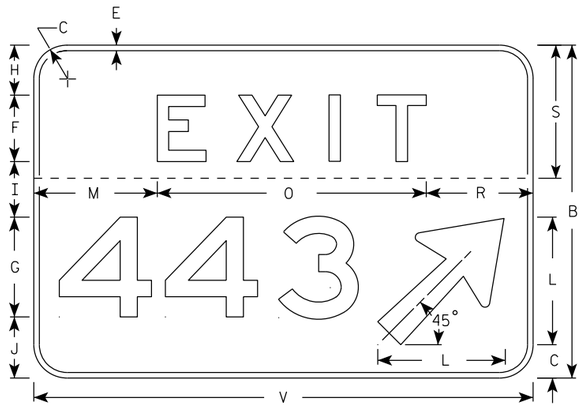
DATE 7/26/18 PLATE NO. E5-1.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 283 | E

7

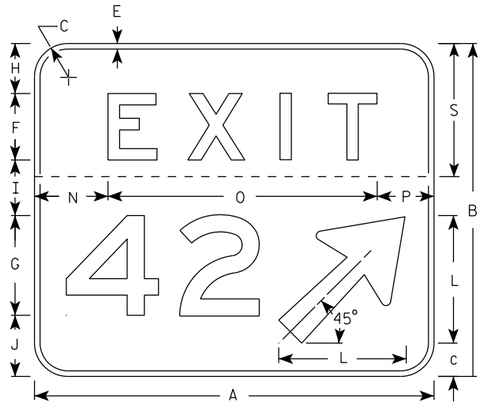


NOTE: T diminision shall be measured from the back of the number to the front of the arrow

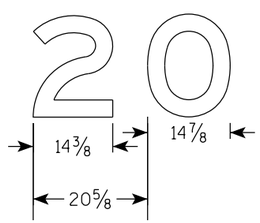


NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Corners may be square or rounded but the corners shall be rounded when base material is metal.
5. Sign 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.



EXAMPLE FOR USING SPACING CHART



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

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
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

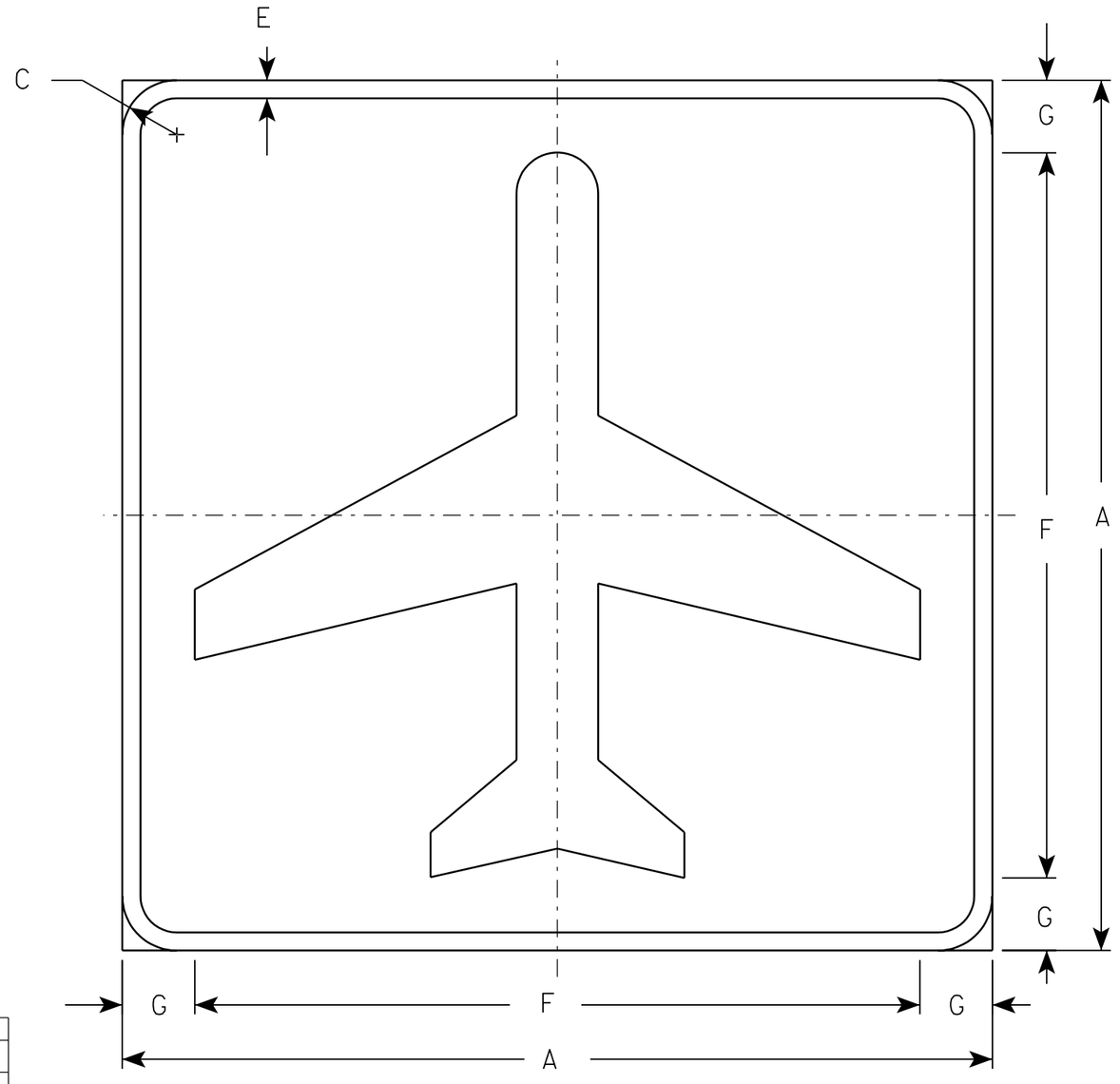
STANDARD SIGN
E5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. E5-1A.13

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 284	E



I5 - 1

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Green
   Message - White - Type H Reflective
3. 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	450 mm X 450 mm
2	600 mm X 600 mm
3	750 mm X 750 mm
4	
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.	Area m2
1	18		1 1/8		3/8	15	1 1/2																				2.25	0.20
2	24		1 1/2		1/2	20	2																				4.0	0.37
3	30		2 1/4		3/4	25	2 1/2																				6.25	0.58
4																												
5																												

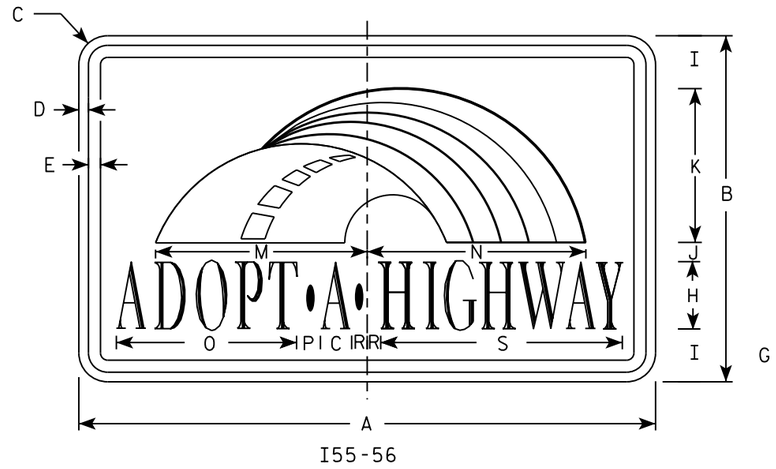
STANDARD SIGN
I5-1

WISCONSIN DEPT OF TRANSPORTATION

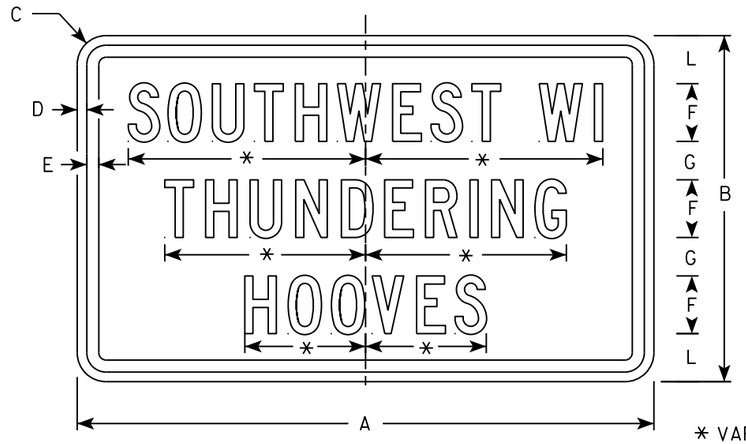
APPROVED Chester J Spang for State Traffic Engineer

DATE 1/25/02 PLATE NO. I5-1.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 285	E



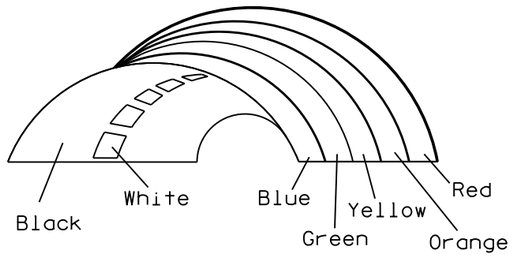
I55-56



I55-56P

* VARIES

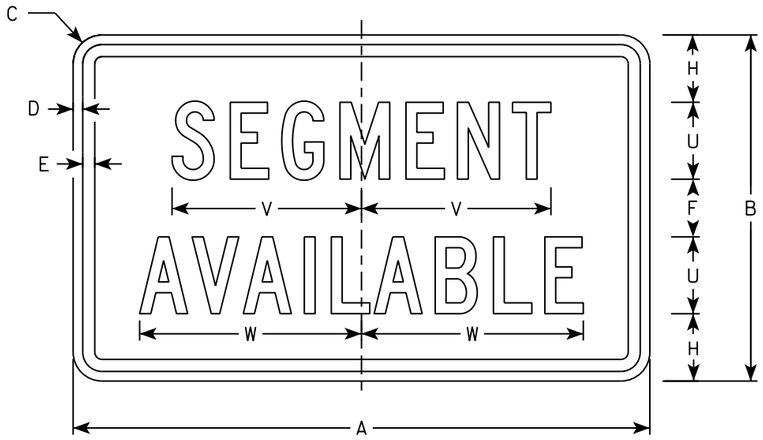
Background Colors of Symbol*



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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
   Adopt a Highway - Red
   All other Text - Blue
5. Adopt a Highway - Dutch 8011L
   All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



I55-56S

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	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/20/18 PLATE NO. I55-56.4

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 286 | E

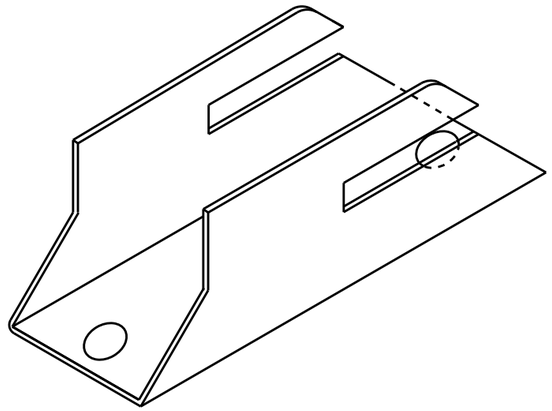
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556.DGN PLOT DATE : 20-FEB-2018 16:54 PLOT BY : $$...plotuser...$$ PLOT NAME : PLOT SCALE : 7.880043:1.000000

WISDOT/CADDS SHEET 42

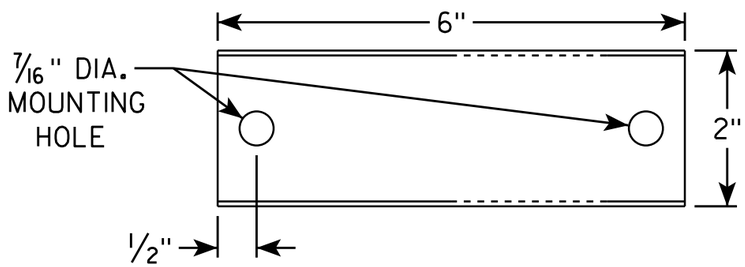
7

7

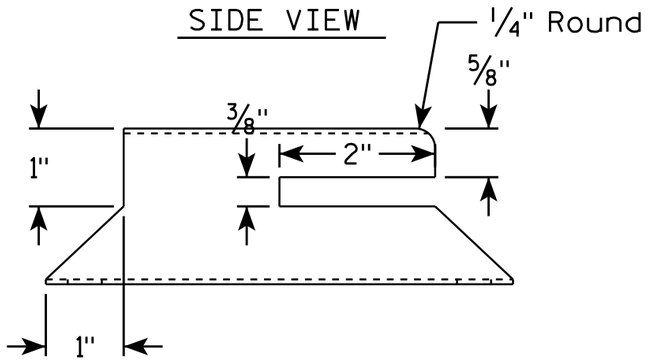
ISOMETRIC VIEW



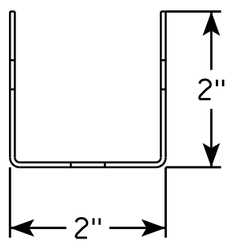
TOP VIEW



SIDE VIEW



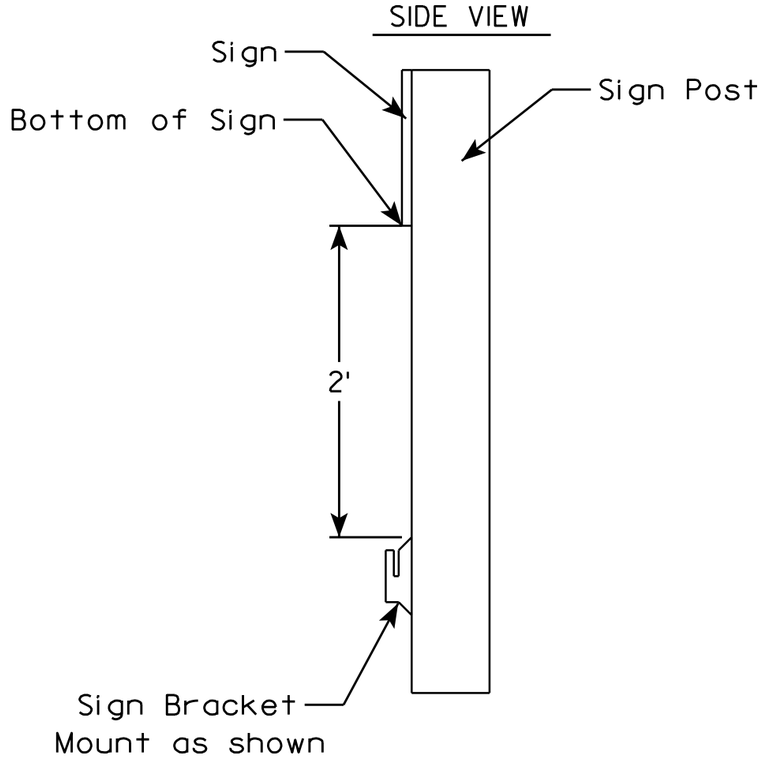
END VIEW



NOTES

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

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

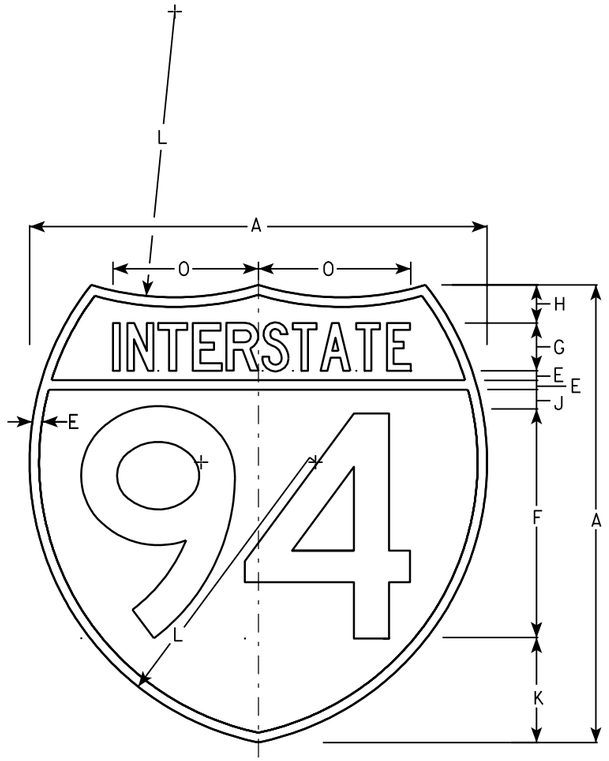
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

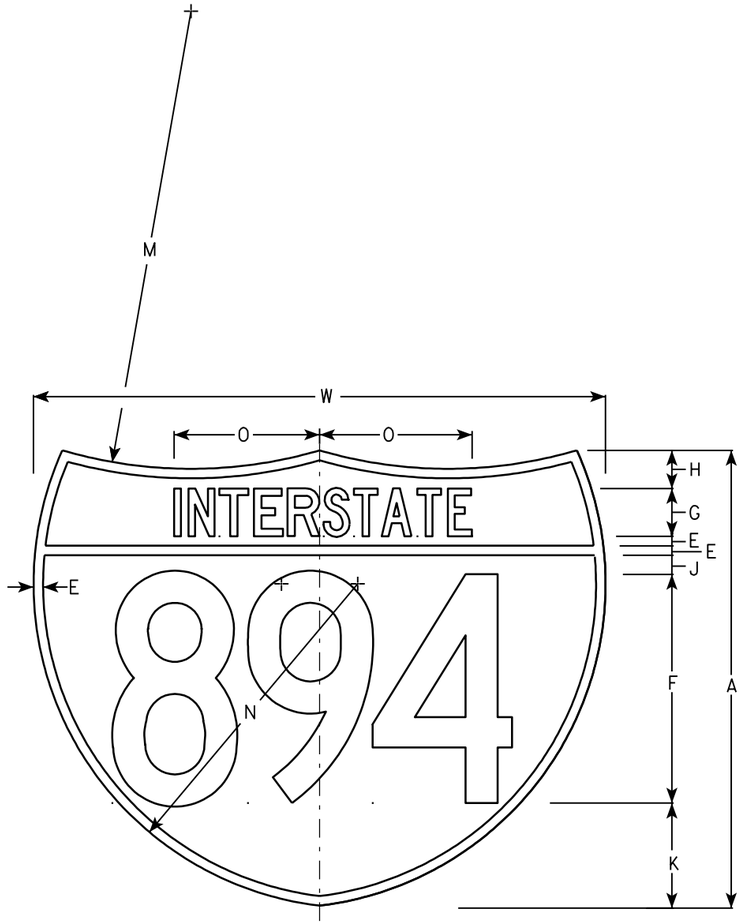
DATE 4/26/16 PLATE I55-56B.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\I5556B.DGN PLOT DATE : 26-APR-2016 17:29 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 1.945842:1.000000
WISDOT/CADDS SHEET 42



M1-1



M1-1A

NOTES

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

Metric equivalent for these signs are:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	M1-1 Area sq. ft.	M1-1A Area sq. ft.	M1-1 Area m2	M1-1A Area m2
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

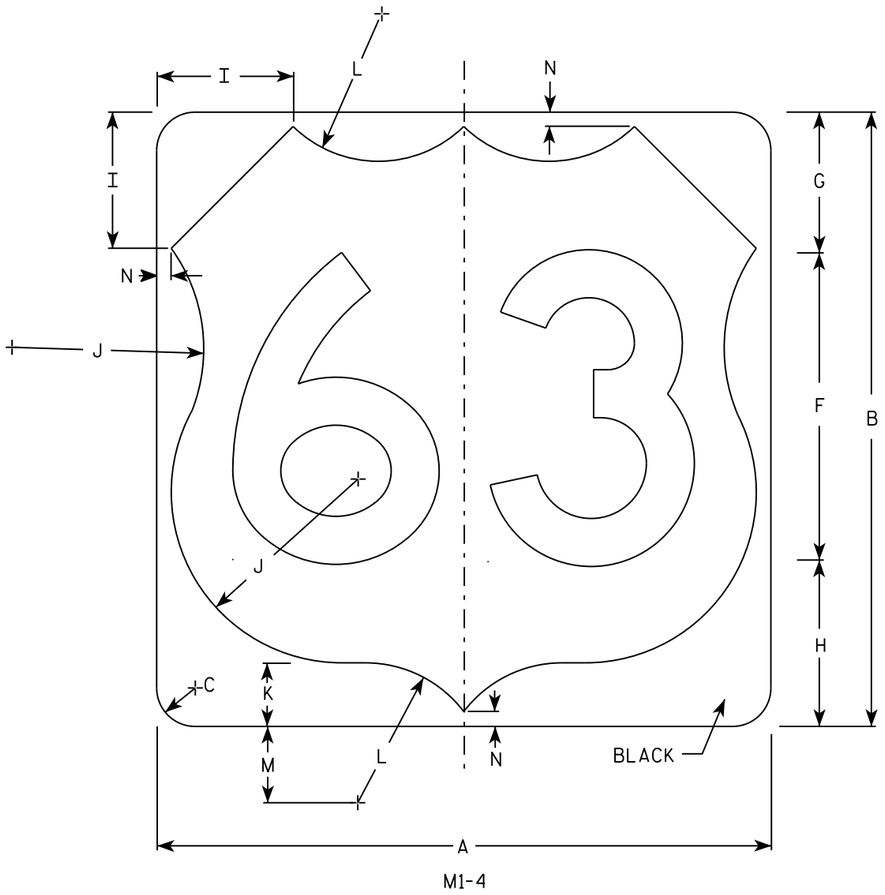
APPROVED Matthew R Rauch
for State Traffic Engineer

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

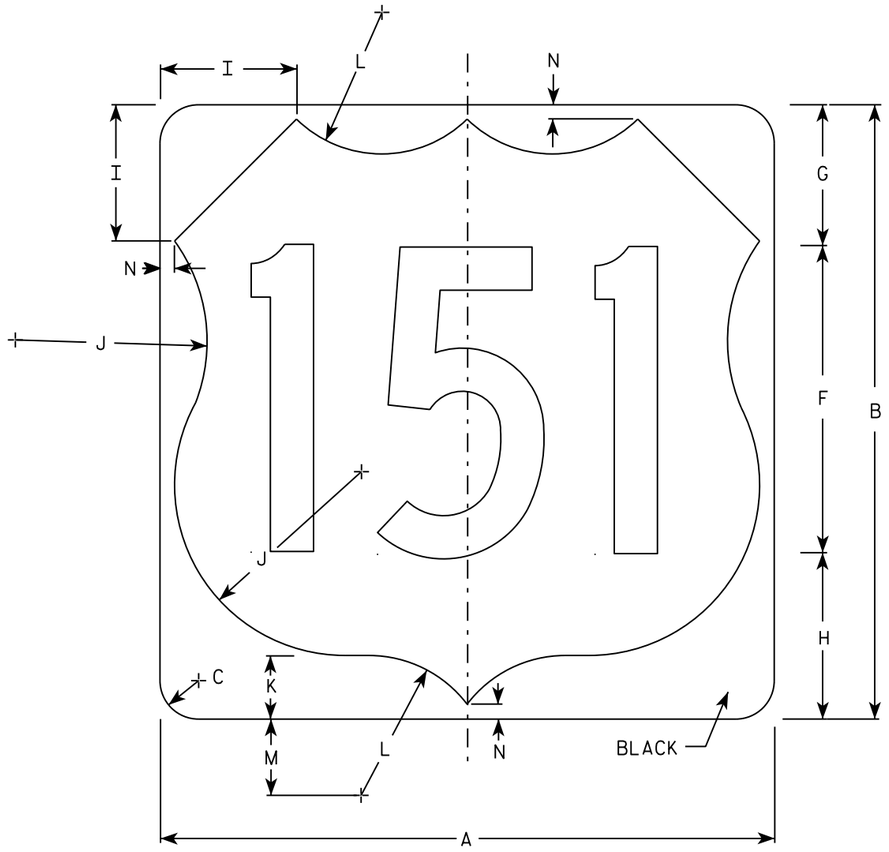
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 288	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
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.



M1-4



M1-4

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	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
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
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
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

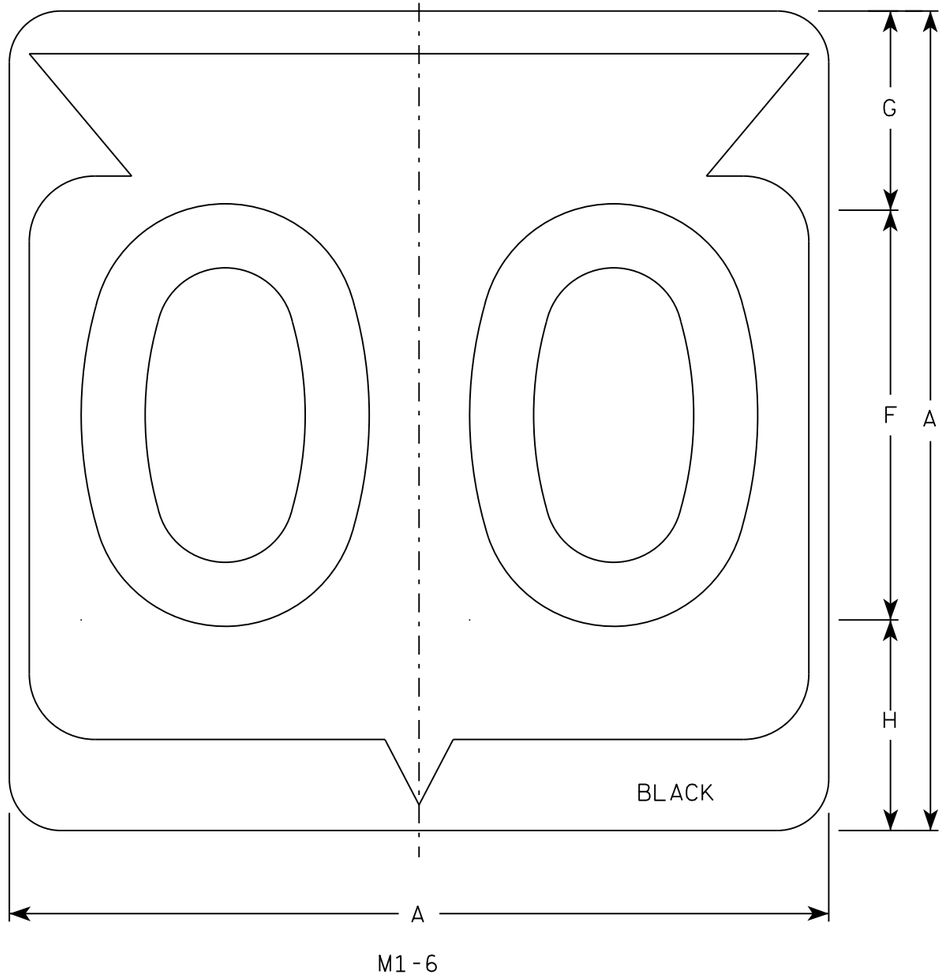
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

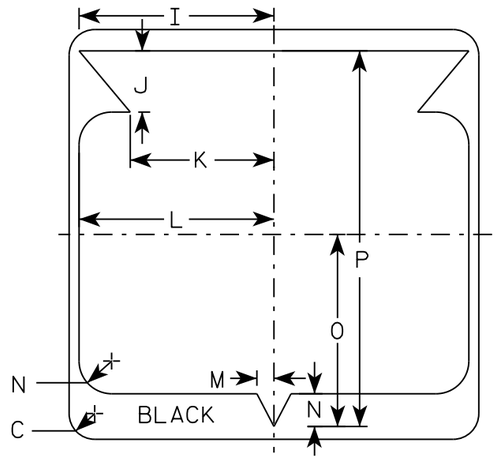
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 289 | E



M1-6

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D except 3 number signs Series C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



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

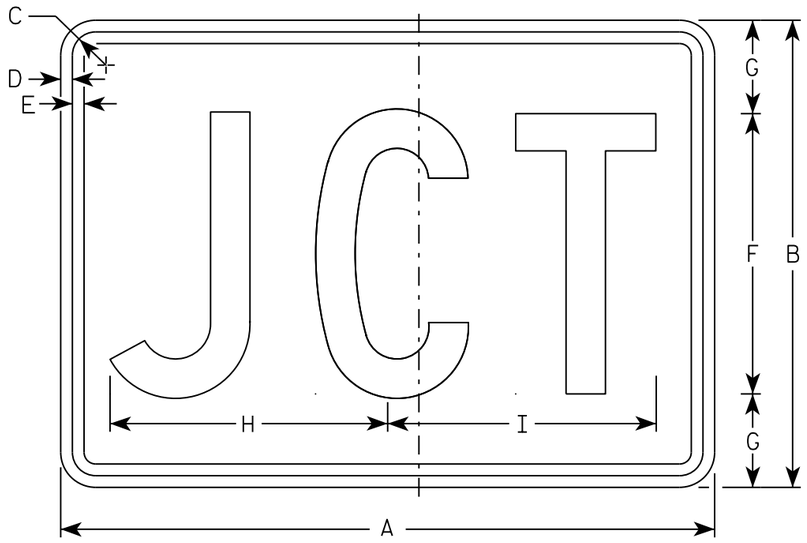
STATE ROUTE MARKER M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

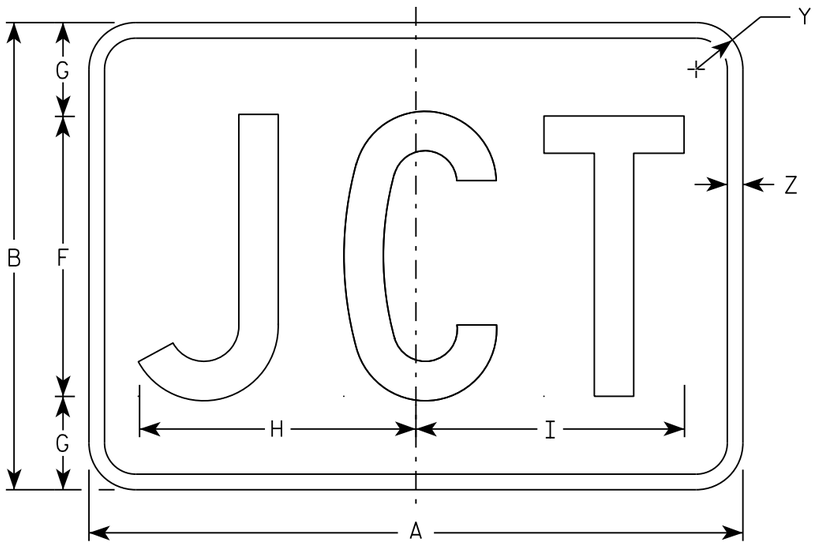
APPROVED Matthew R Rauch for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 290 | 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

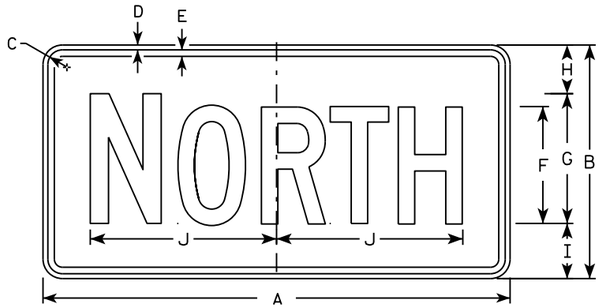
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

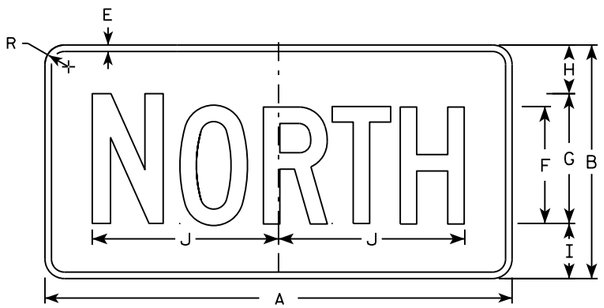
DATE 10/15/15 PLATE 291 12-1.12

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



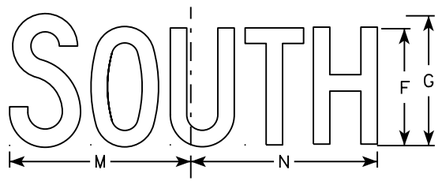
MB3-1
MK3-1
MN3-1



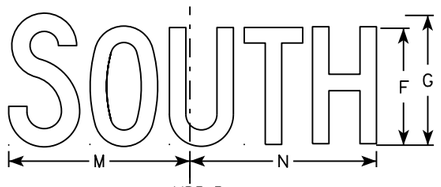
M3-2
MM3-2
MP3-2



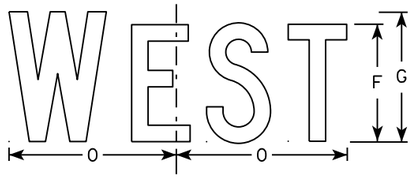
MB3-2
MK3-2
MN3-2



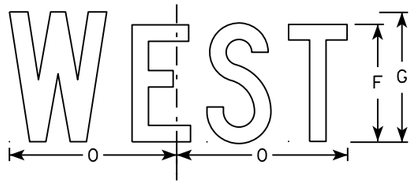
M3-3
MM3-3
MP3-3



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

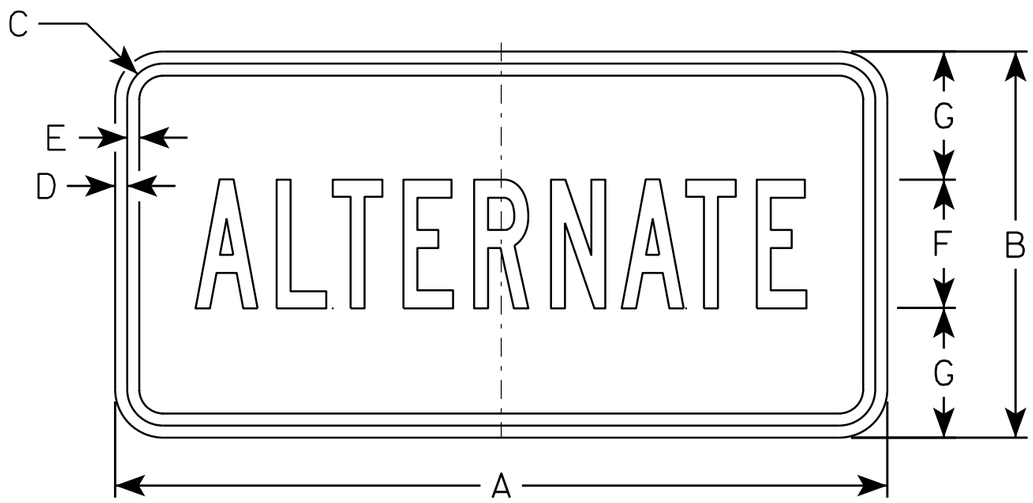
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew P Rauch for State Traffic Engineer

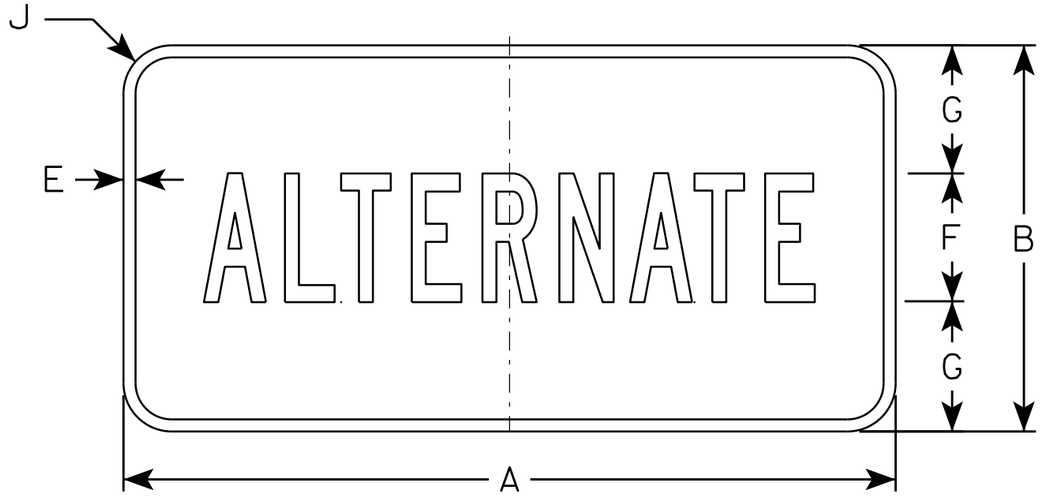
DATE 10/15/15 PLATE NO M3-1.14

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



M4-1
M04-1



MB4-1

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:
   Background - See Note 5
   Message - See note 5
3. Message Series - B
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-1 Background - White
   Message - Black

   MB4-1 Background - Blue
   Message - White

   M04-1 Background - Orange - Type F
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN
M4-1

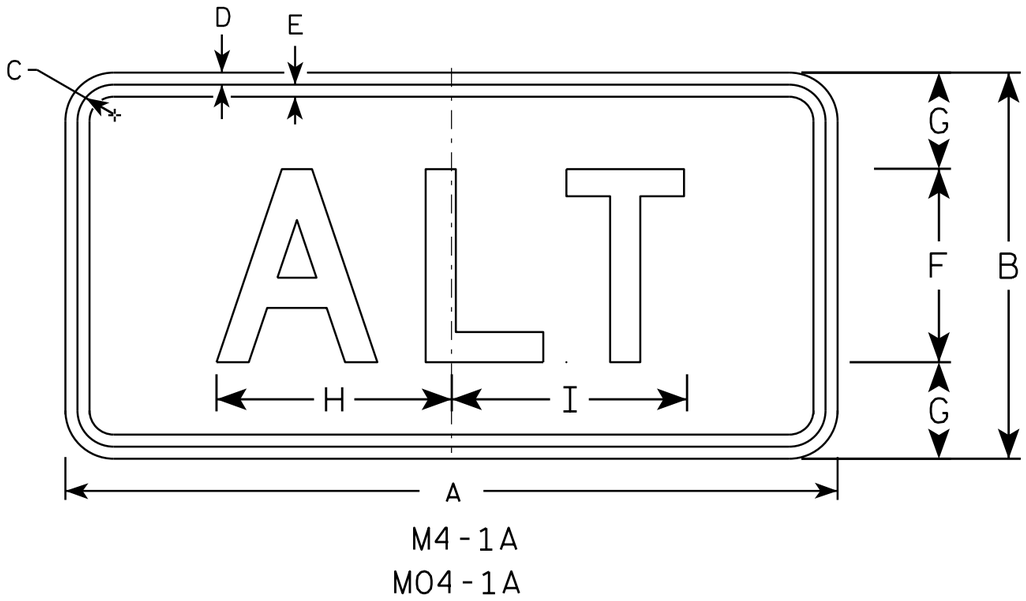
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/30/14 PLATE 14-1.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

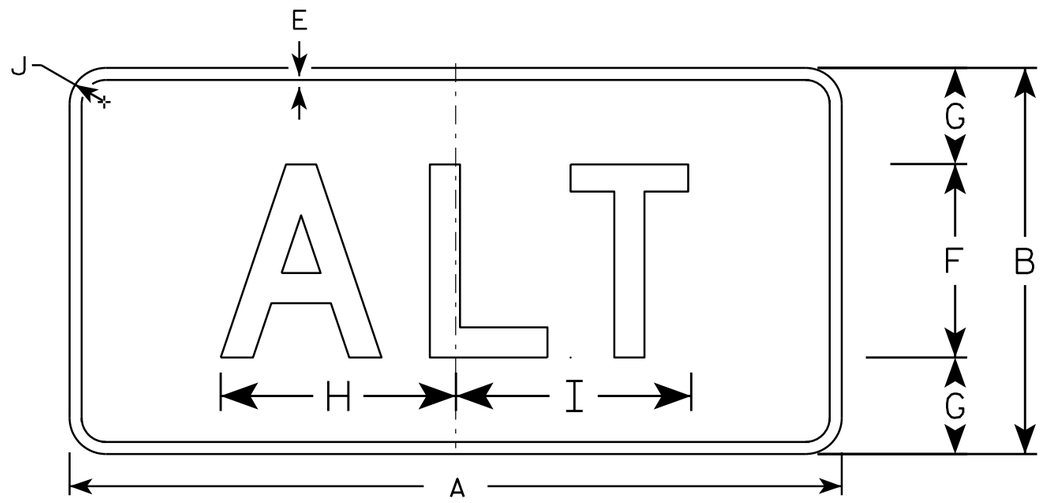
FILE NAME : C:\CAEFiles\Projects\tr_stdplate\M41.DGN PLOT DATE : 30-JUN-2014 15:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 4.708937:1.000000 WISDOT/CADDS SHEET 42



M4-1A
M04-1A

NOTES

1. Sign is Type II - Type H except as Shown
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. M4-1A Background - White
   Message - Black
   MB4-1A Background - Blue
   Message - White
   M04-1A Background - Orange - Type F
   Message - Black



MB4-1A

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 1/4	7 3/8	1 1/8																	2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	11	11 1/8	1 1/8																	4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	11	11 1/8	1 1/8																	4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	11	11 1/8	1 1/8																	4.5

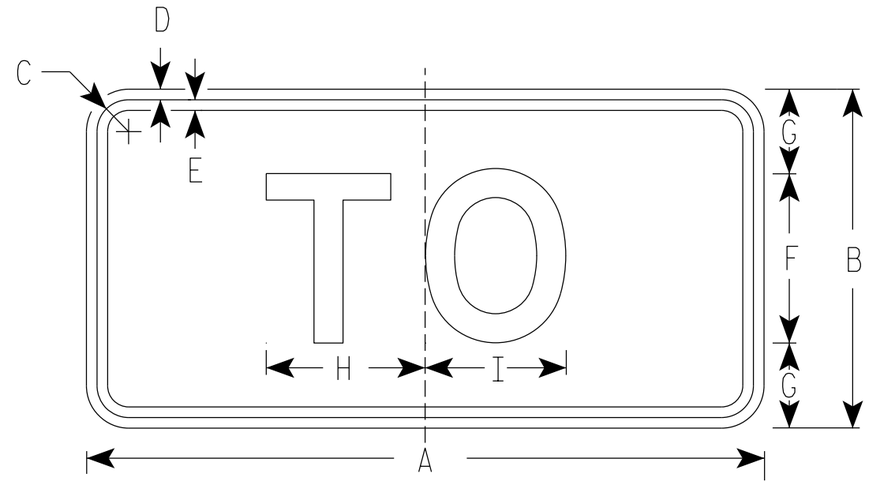
STANDARD SIGN
M4-1A

WISCONSIN DEPT OF TRANSPORTATION

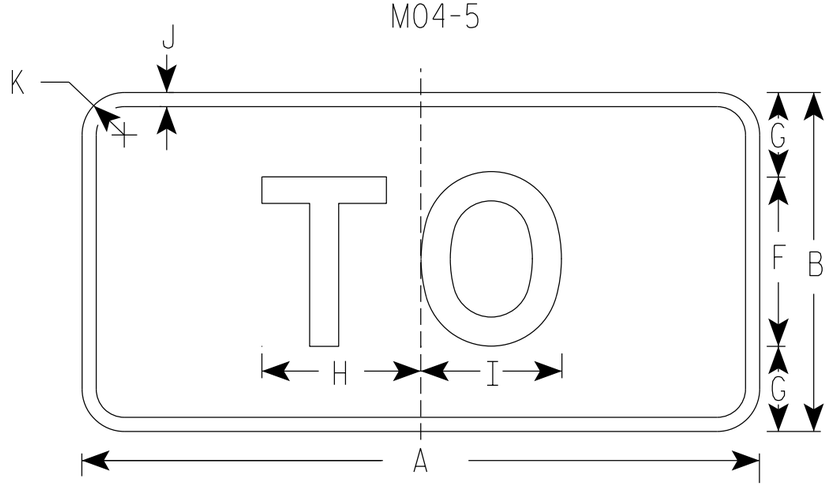
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 6/30/14 PLATE 294 M4-1A.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

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

   MB4-5 Background - Blue
   Message - White

   MK4-5 Background - Green
   Message - White

   MM4-5 Background - White
   Message - Green

   MN4-5 Background - Brown
   Message - White

   MP4-5 Background - White
   Message - Blue

   M04-5 Background - Orange Type F Reflective
   Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	3	5 3/8	5 1/4	1/2	1 1/2																2.00
3	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
4	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5
5	36	18	1 3/8	3/8	1/2	9	4 1/2	8 1/4	8 3/8	1/2	1 1/2																4.5

STANDARD SIGN
M4-5

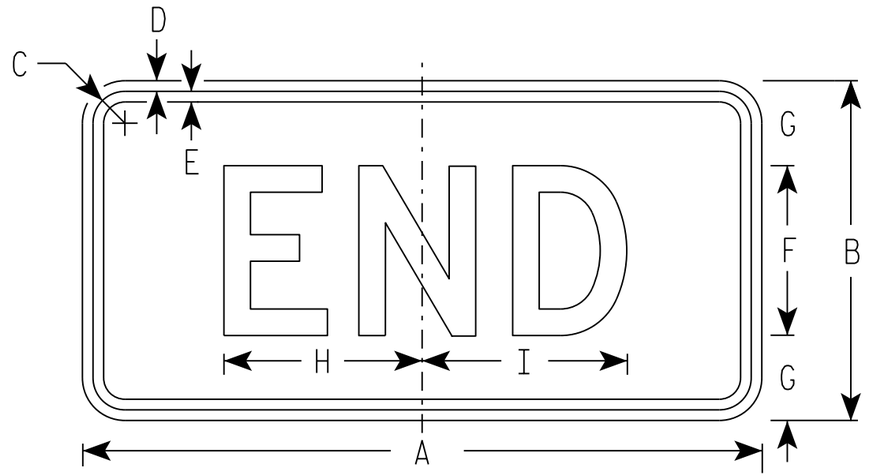
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

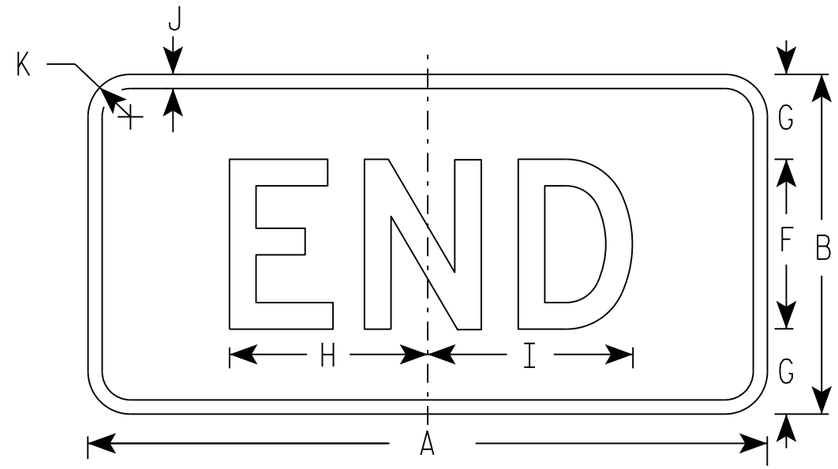
DATE 03/7/19 PLATE NO. M4-5.9

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 295 | E

7



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

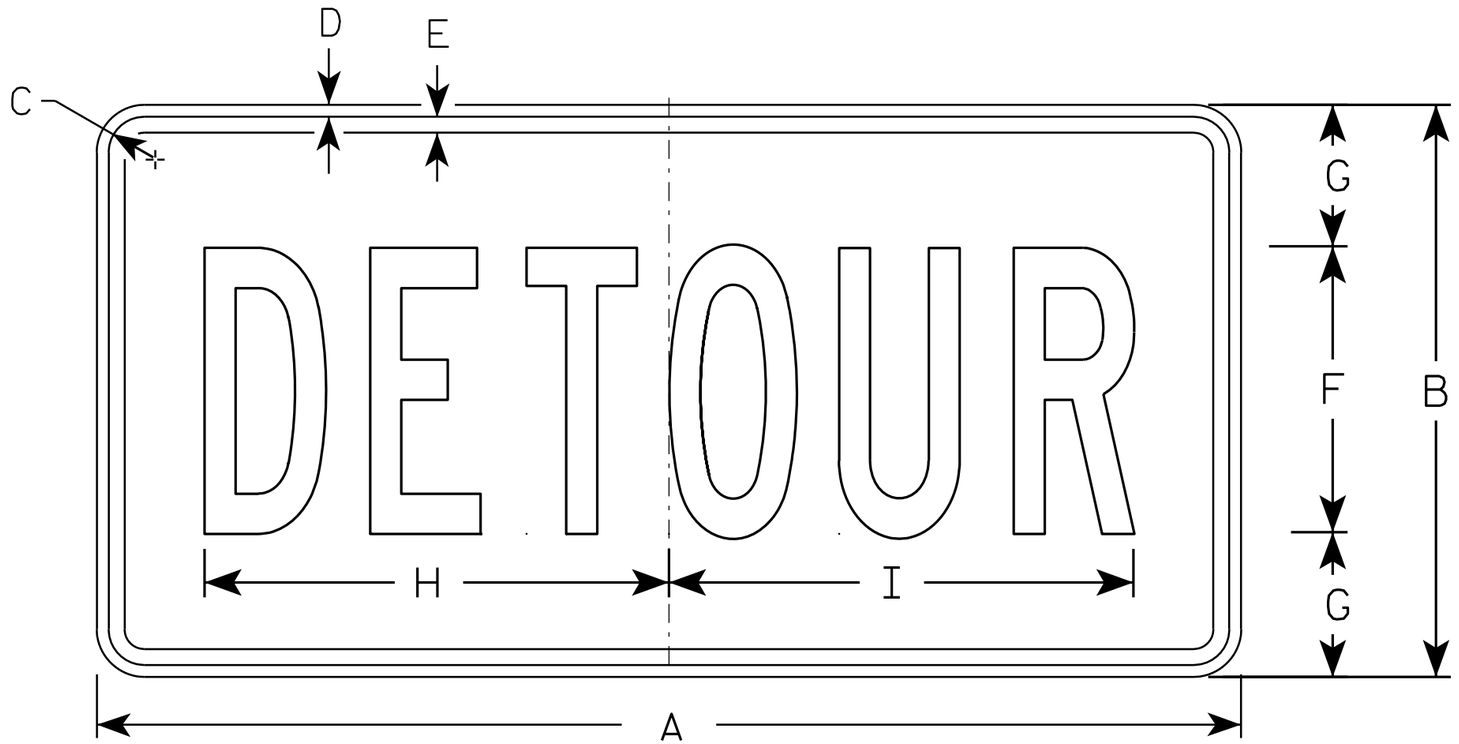
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 296 '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



M4-8

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

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	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

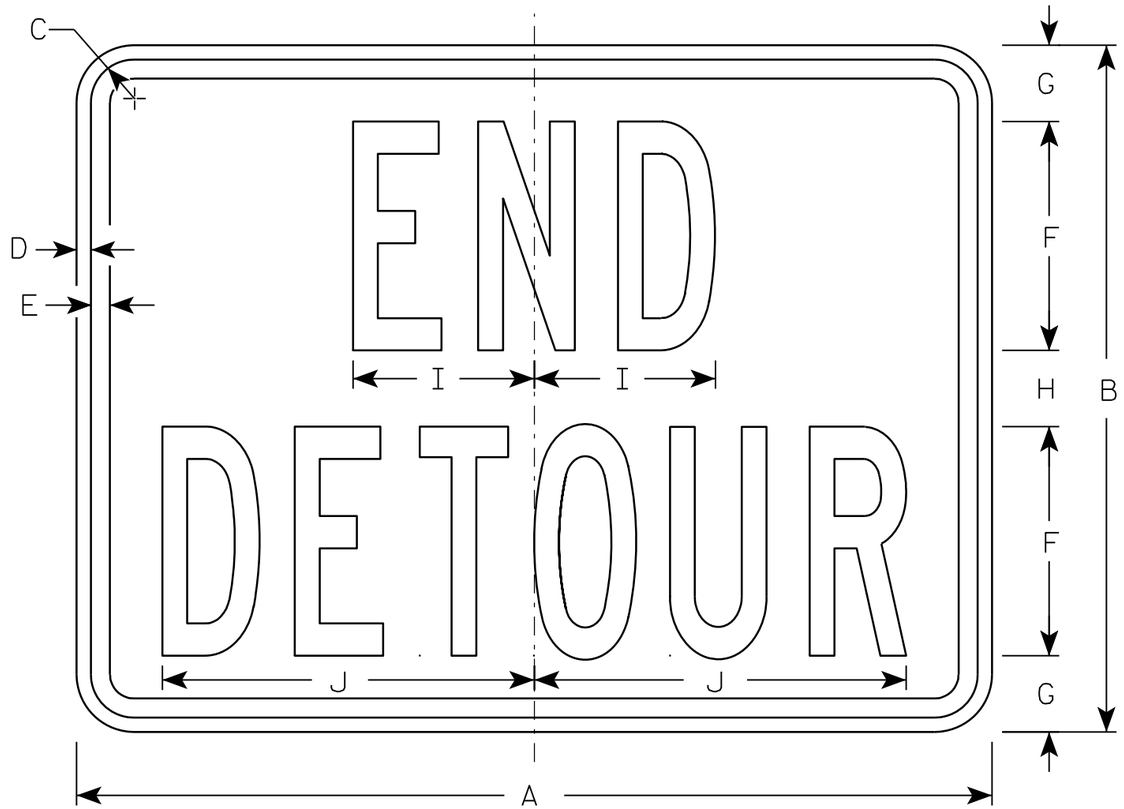
STANDARD SIGN
M4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 297	E



M4-8A

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

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	18	1 1/8	3/8	1/2	6	2	2	4 3/4	9 3/4																	3.0
3	30	24	1 1/8	3/8	1/2	8	2 1/2	3	6 3/4	13																	5.0
4																											
5																											

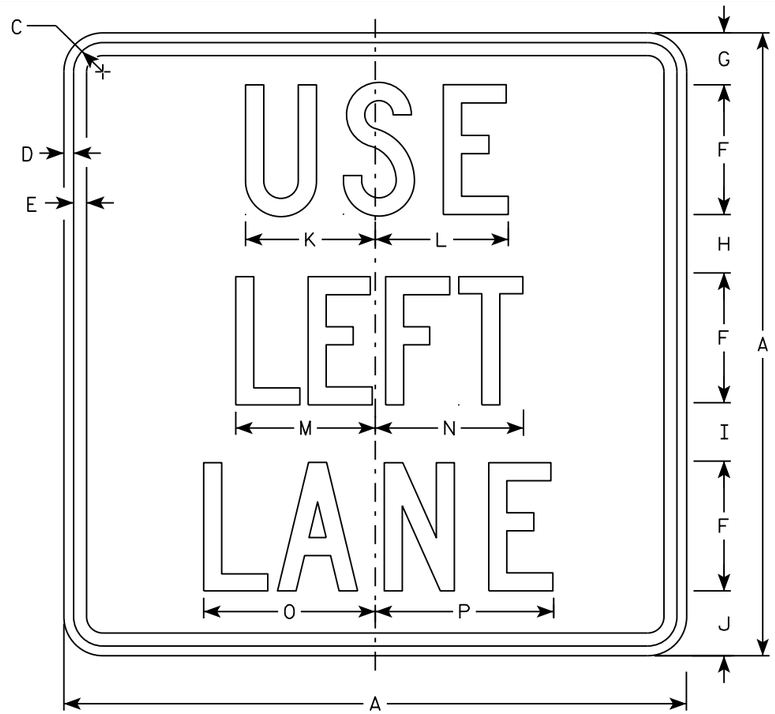
STANDARD SIGN
M4-8A

WISCONSIN DEPT OF TRANSPORTATION

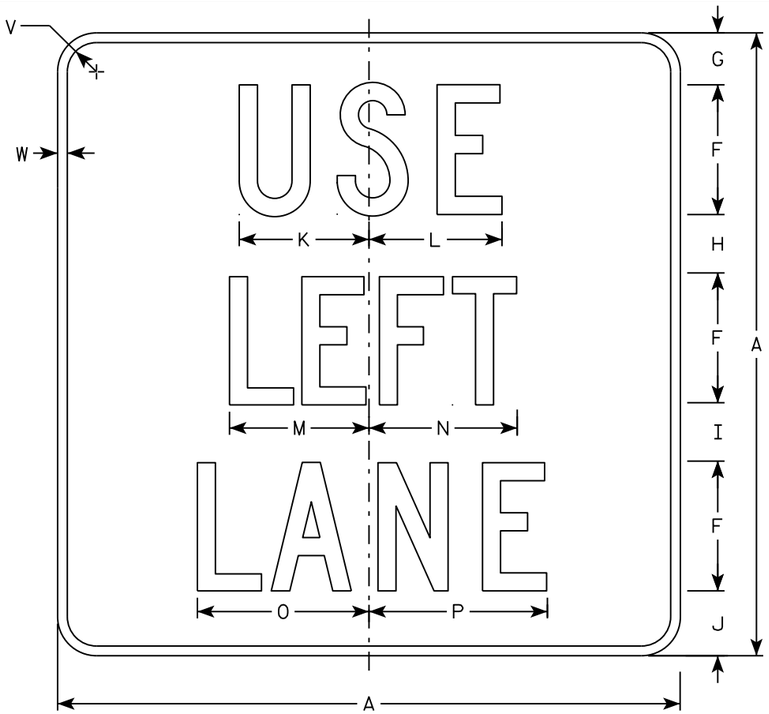
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/9/11 PLATE NO. M4-8A.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 298	E



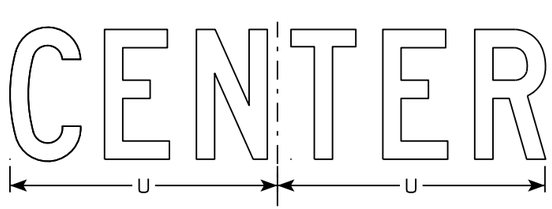
M4-20L



MB4-20L

M4-20L
MM4-20L
M04-20L
MP4-20L

MB4-20L
MK4-20L
MN4-20L
MR4-20L



M4-20C
MB4-20C
MK4-20C
MM4-20C
MN4-20C
M04-20C
MP4-20C
MR4-20C



M4-20R
MB4-20R
MK4-20R
MM4-20R
MN4-20R
M04-20R
MP4-20R
MR4-20R

NOTES

1. Sign is Type II - Type H except as Shown
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. M4-20 Background - White
   Message - Black
   MB4-20 Background - Blue
   Message - White
   MK4-20 Background - Green
   Message - White
   MM4-20 Background - White
   Message - Green
   MN4-20 Background - Brown
   Message - White
   M04-20 Background - Orange - Type F Reflective
   Message - Black
   MP4-20 Background - White
   Message - Blue
   MR4-20 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		1 1/8	3/8	1/2	5	2	2 1/4	2 1/4	2 1/2	5	5 1/8	5 3/8	5 3/4	6 5/8	6 7/8			7	7 5/8	10 1/4	1 1/2	1/2				4.0
3	36		1 5/8	5/8	3/4	7	4	3	3 1/2	4 1/2	7 1/2	7 3/4	8	8 5/8	9 7/8	10 1/4			10 3/8	11 3/8	14 3/8	1 7/8	1/2				9.0
4																											
5																											

STANDARD SIGN
M4-20

WISCONSIN DEPT OF TRANSPORTATION

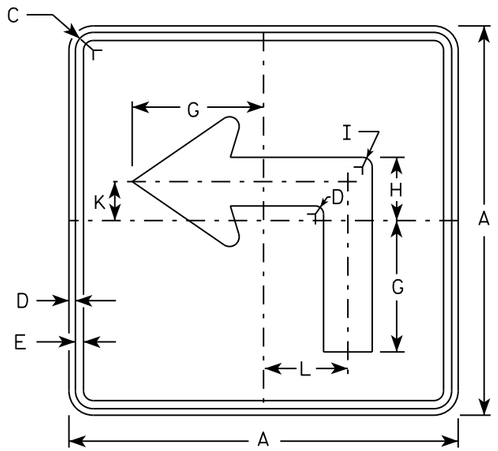
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 10/15/15 PLATE NO M4-20.5

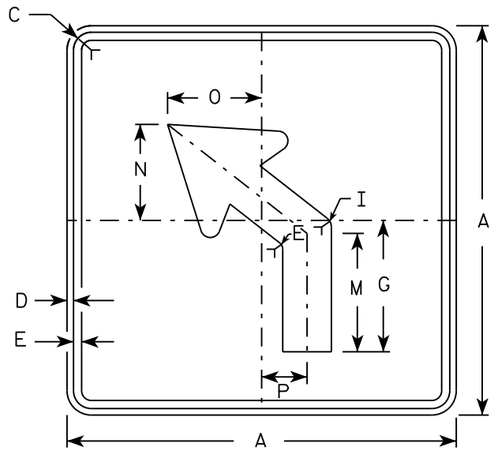
299

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

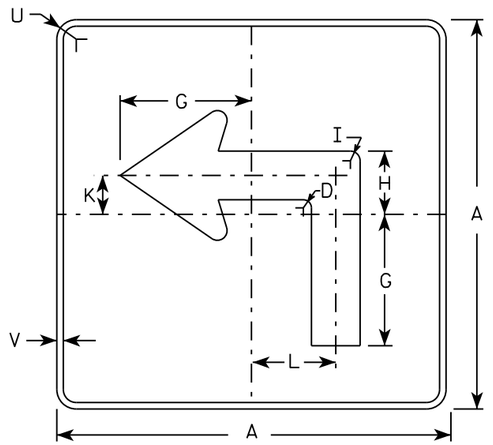
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M420.DGN PLOT DATE : 01-DEC-2015 18:03 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 5.837526:1.000000



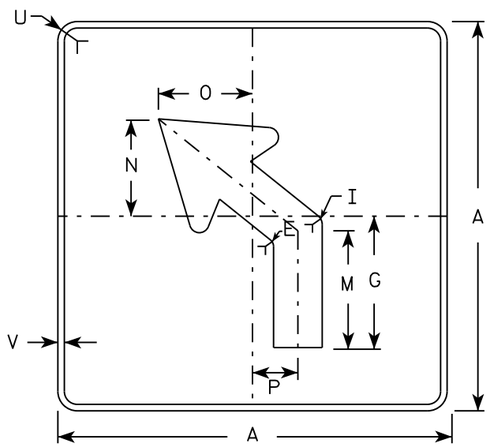
M5-1L
MM5-1L
MO5-1L
MP5-1L



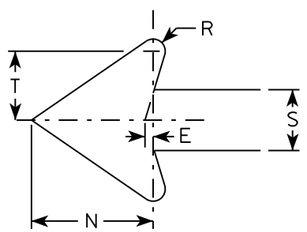
M5-2L
MM5-2L
MO5-2L
MP5-2L



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



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



NOTES

1. Signs are Type II - Type H reflective except as shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M5-1 and M5-2 Background - White
   Message - Black
   MB5-1 and MB5-2 Background - Blue
   Message - White
   MK5-1 and MK5-2 Background - Green
   Message - White
   MM5-1 and MM5-2 Background - White
   Message - Green
   MN5-1 and MN5-2 Background - Brown
   Message - White
   MO5-1 and MO5-2 Background - Orange - Type F Reflective
   Message - Black
   MP5-1 and MP5-2 Background - White - Type H Reflective
   Message - Blue
   MR5-1 and MR5-2 Background - Brown
   Message - Yellow
5. M5-1R same as M5-1L except arrow points right.
6. M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

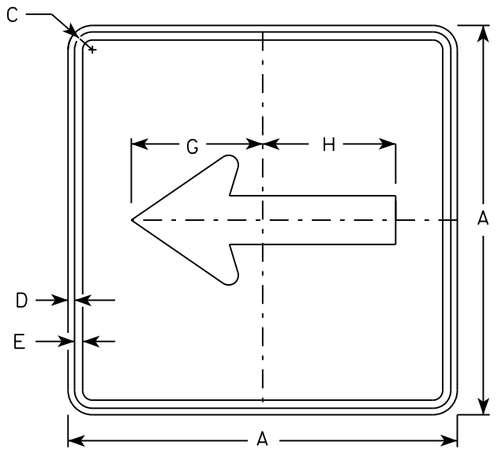
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

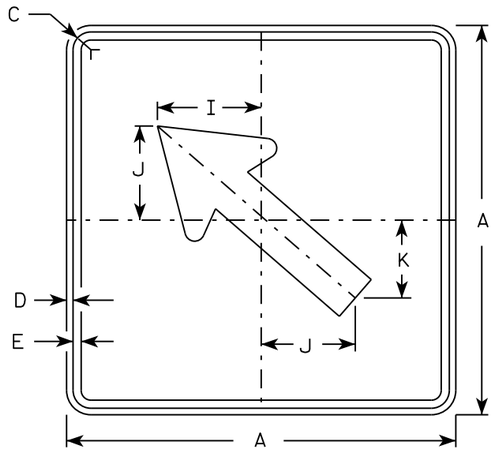
DATE 10/15/15 PLATE NO. M5-1.13

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M51.DGN PLOT DATE : 01-DEC-2015 18:07 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000



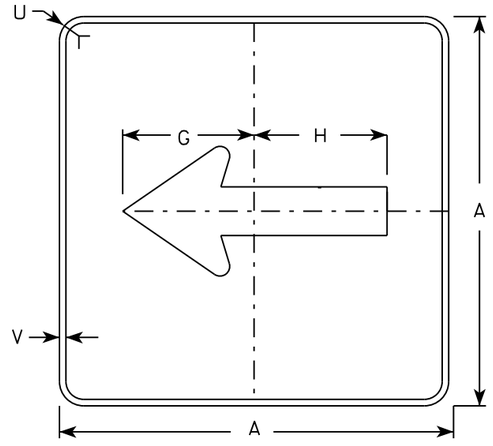
M6-1
MM6-1
MO6-1
MP6-1



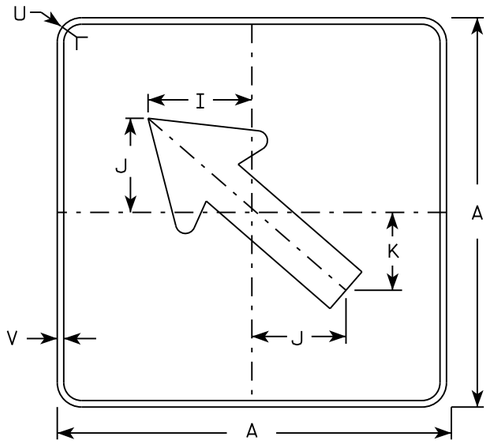
M6-2
MM6-2
MO6-2
MP6-2

NOTES

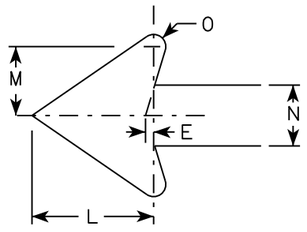
1. Signs are Type II - Type H except as Shown
2. Color:
   Background - See note 4
   Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. M6-1 and M6-2 Background - 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

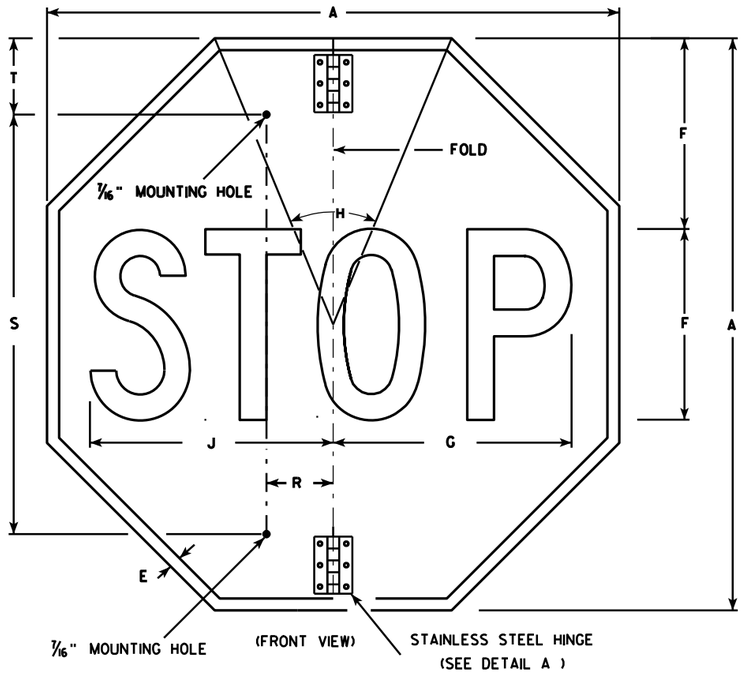
WISCONSIN DEPT OF TRANSPORTATION

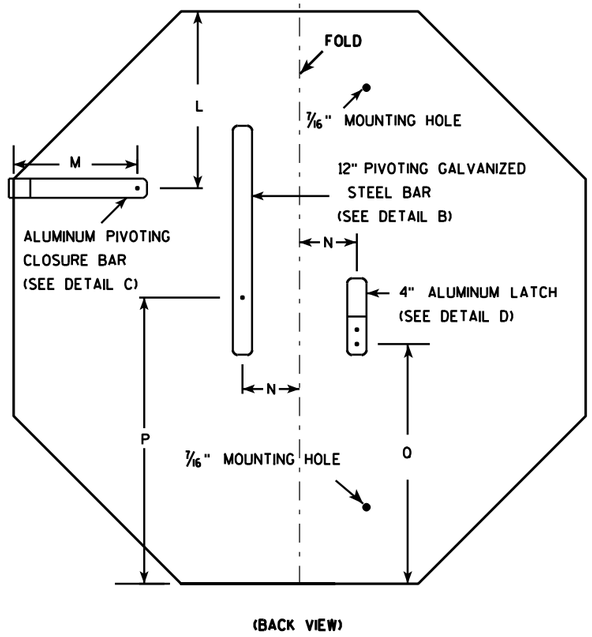
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE 301 M6-1.15

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

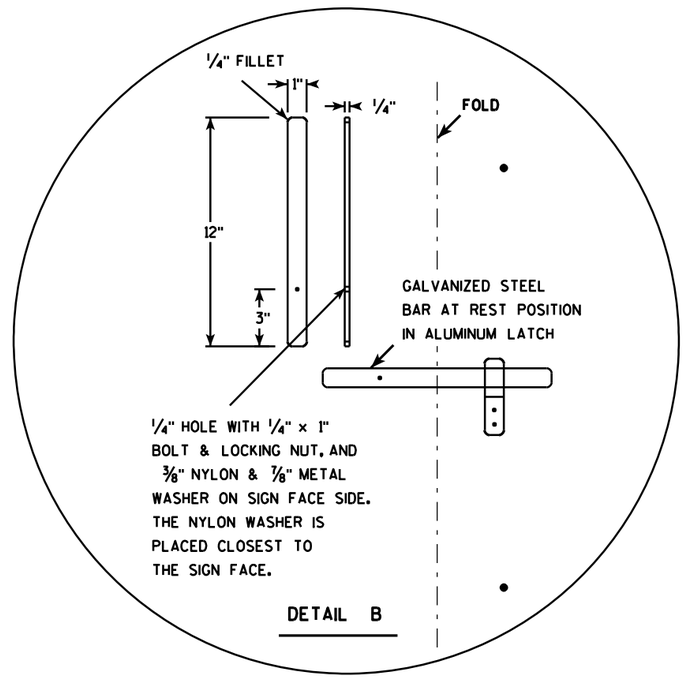
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\M61.DGN PLOT DATE : 01-DEC-2015 17:57 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 11.675051:1.000000

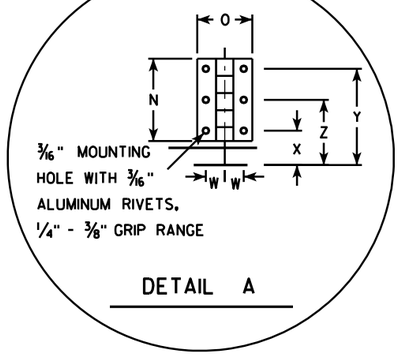


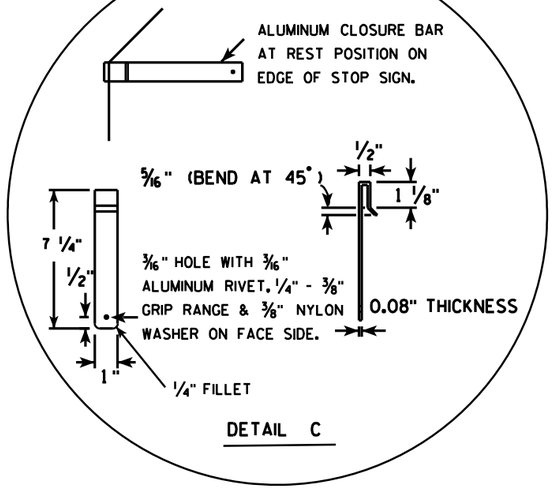


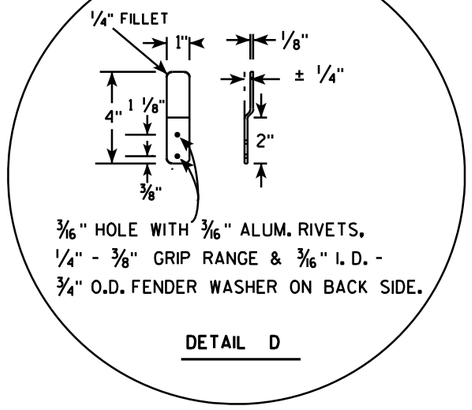
NOTES

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
4. All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.









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	30				5/8	10	12 1/2	45		12 3/4		9 1/4	6 1/2	3	2	15	12 3/8	2 1/2	22	5			11/16	1 1/4	3 1/2	2 3/8	5.18
2M	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
3	36				3/4	12	15	45		15 3/8		11	6 1/2	3	2	18	15 3/8	2 1/2	26	5			11/16	1 1/4	3 1/2	2 3/8	7.46
4																											
5																											

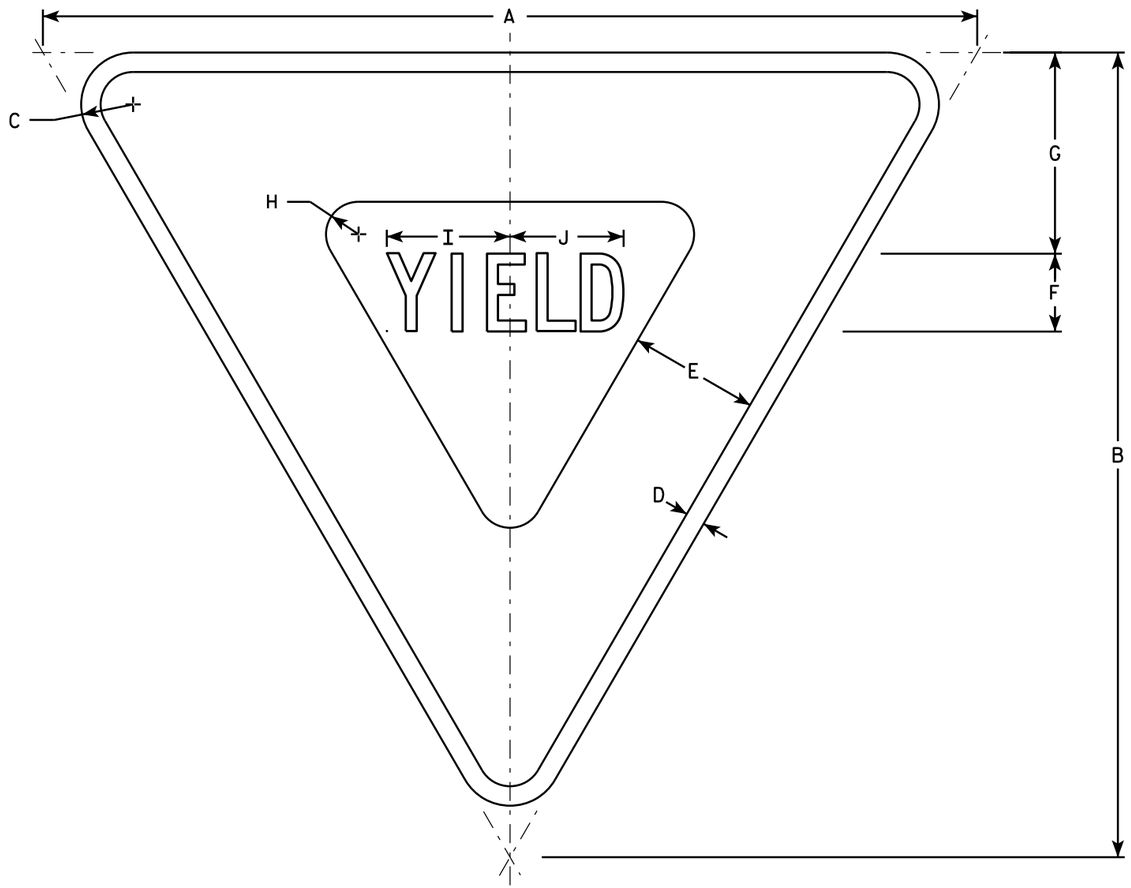
STANDARD SIGN
R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 302 | E



R1-2

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 - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

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

STANDARD SIGN
R1-2

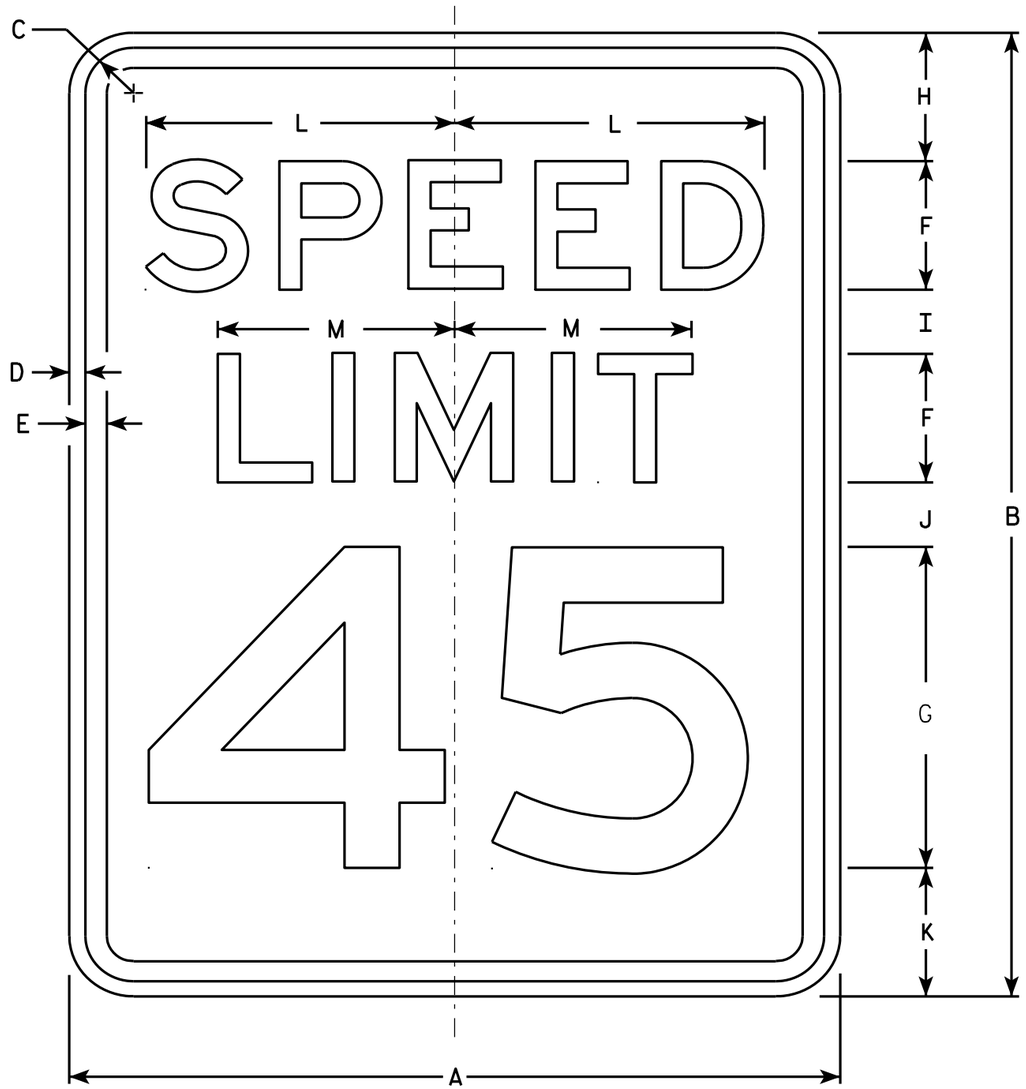
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 10/13/14 PLATE P1-2.12

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\R12.DGN PLOT DATE : 13-OCT-2014 15:12 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.837526:1.000000
WISDOT/CADDS SHEET 42



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

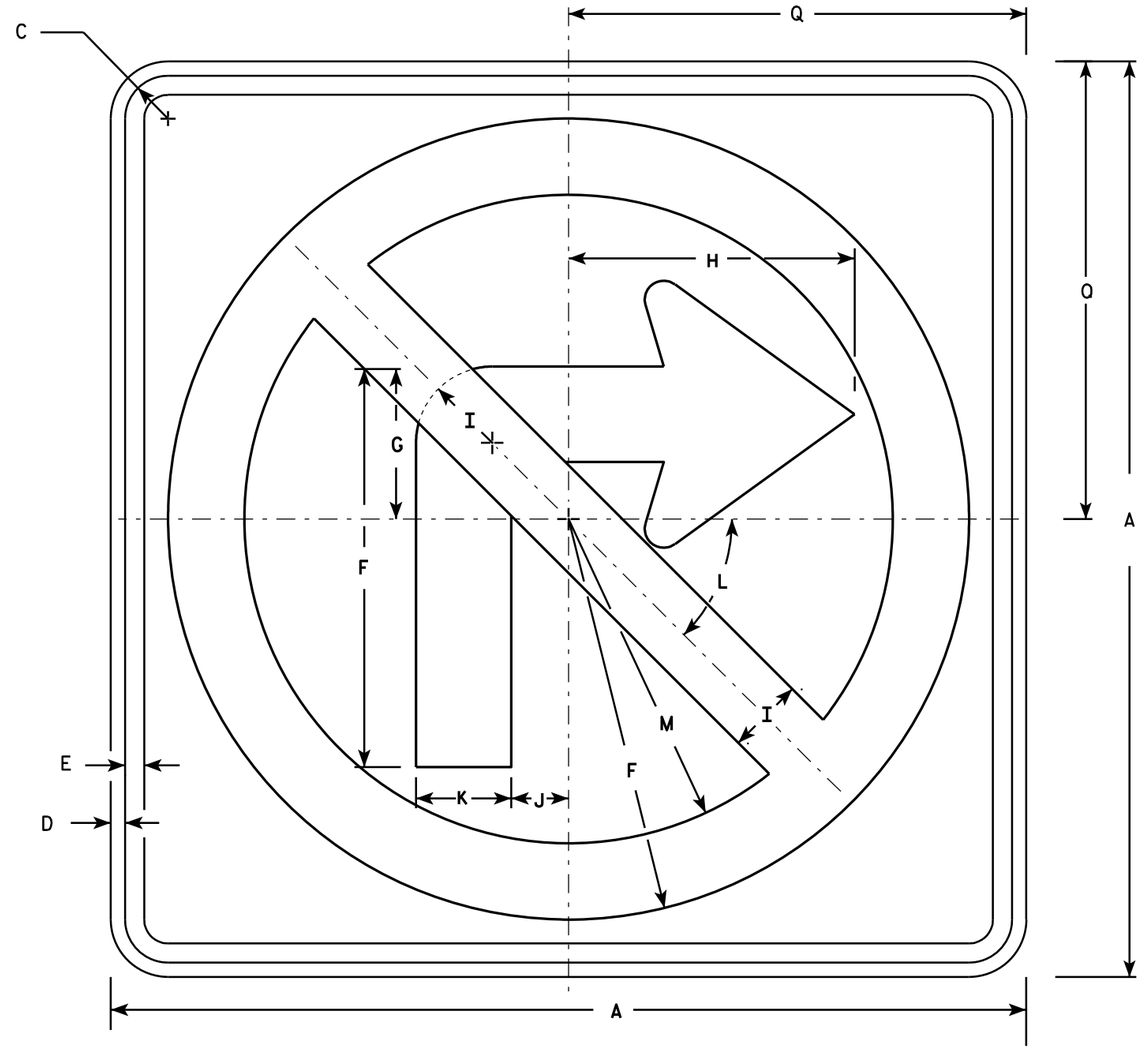
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 304 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R21.DGN PLOT DATE : 28-MAY-2010 08:32 PLOT BY : ditjph PLOT NAME : PLOT SCALE : 4.717577:1.000000

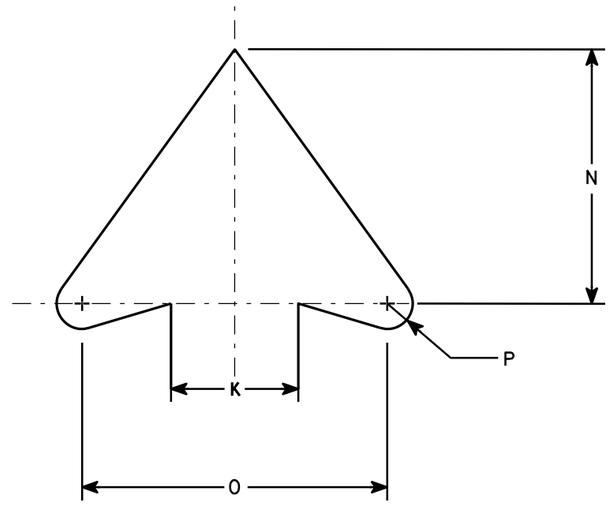
WISDOT/CADDS SHEET 42



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

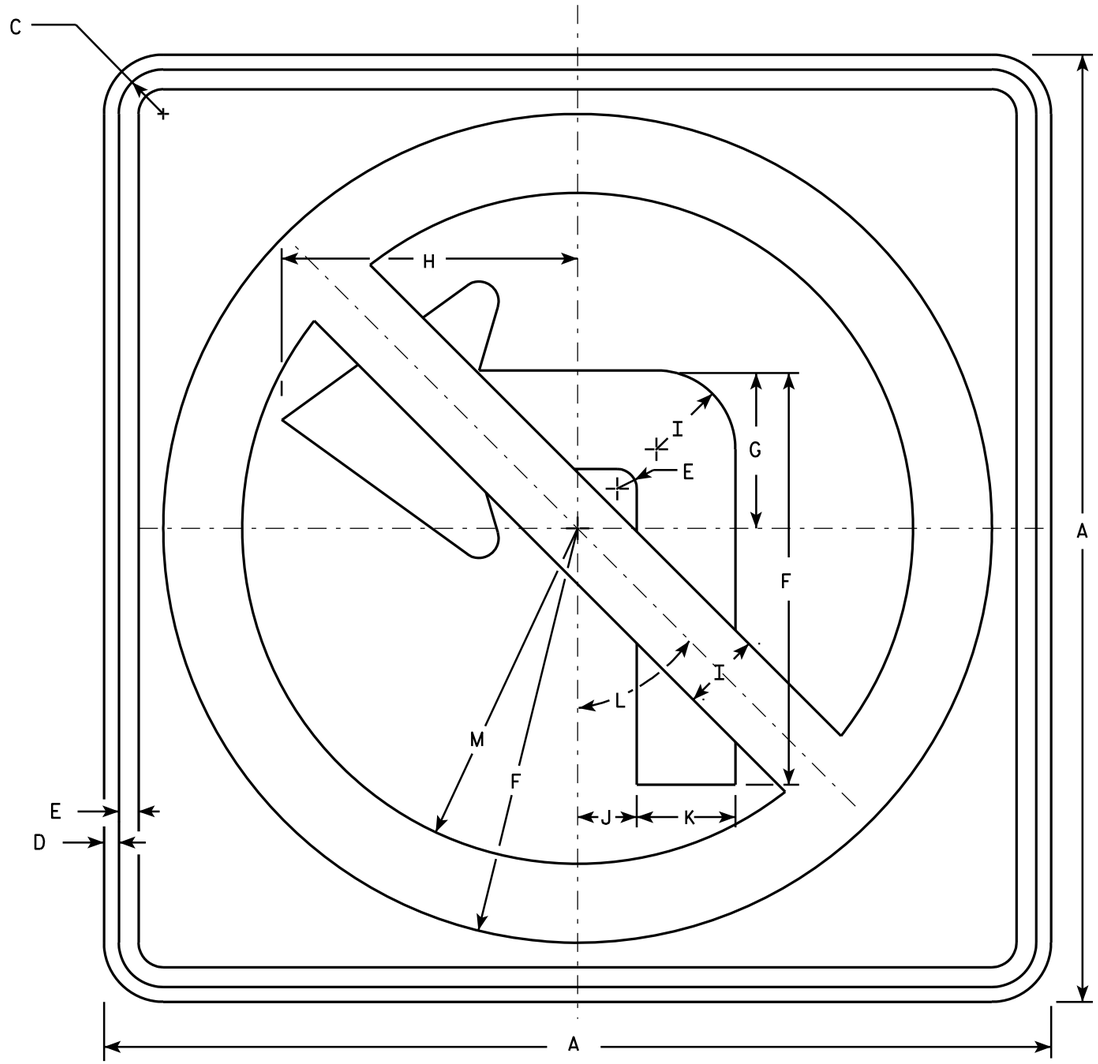
STANDARD SIGN
R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

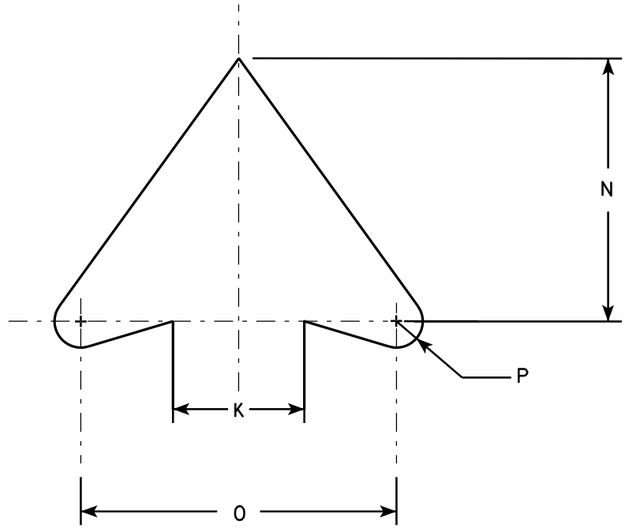
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 305	E



R3-2

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 - 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											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											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											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											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											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

STANDARD SIGN
R3-2

WISCONSIN DEPT OF TRANSPORTATION

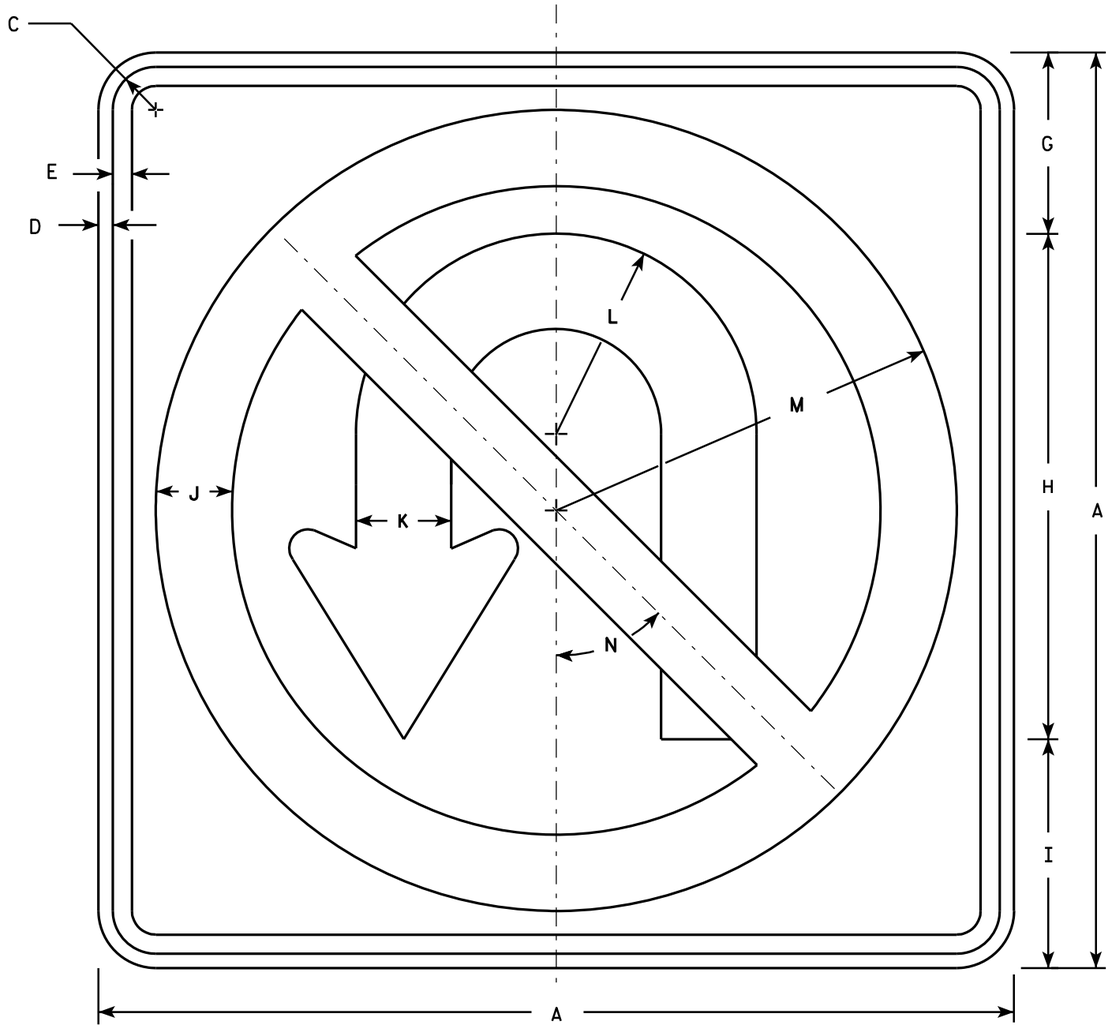
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 306	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R32.DGN PLOT DATE : 08-DEC-2010 14:41 PLOT BY : dotsja PLOT NAME : PLOT SCALE : 5.760408:1.000000

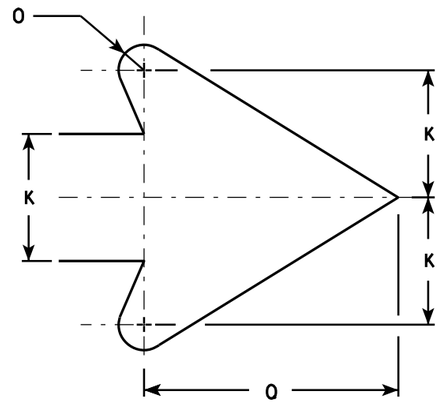
WISDOT/CADDS SHEET 42



R3-4

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	24		1 1/8	3/8	1/2		4 3/4	13 1/4	6	2	2 1/2	5 1/4	10 1/2	45°	1/2		5										4.0
2M	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
3	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
4	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0
5	36		1 5/8	5/8	3/4		7 1/8	19 7/8	9	3	3 3/4	7 7/8	15 3/4	45°	3/4		7 5/8										9.0

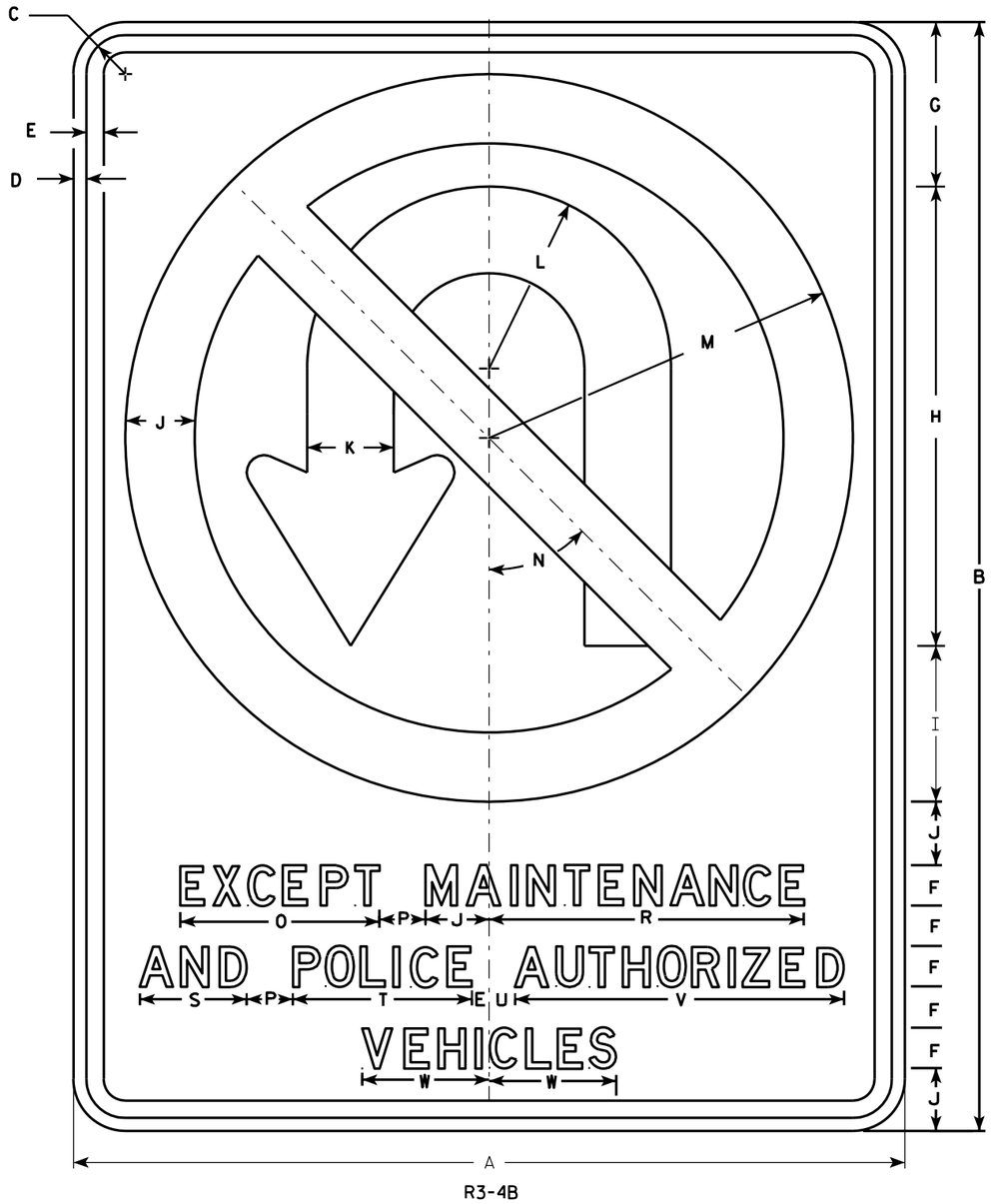
STANDARD SIGN
R3-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-4.11

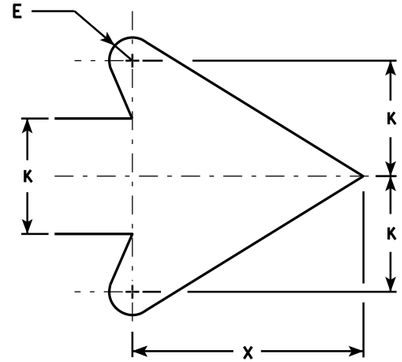
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 307	E



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

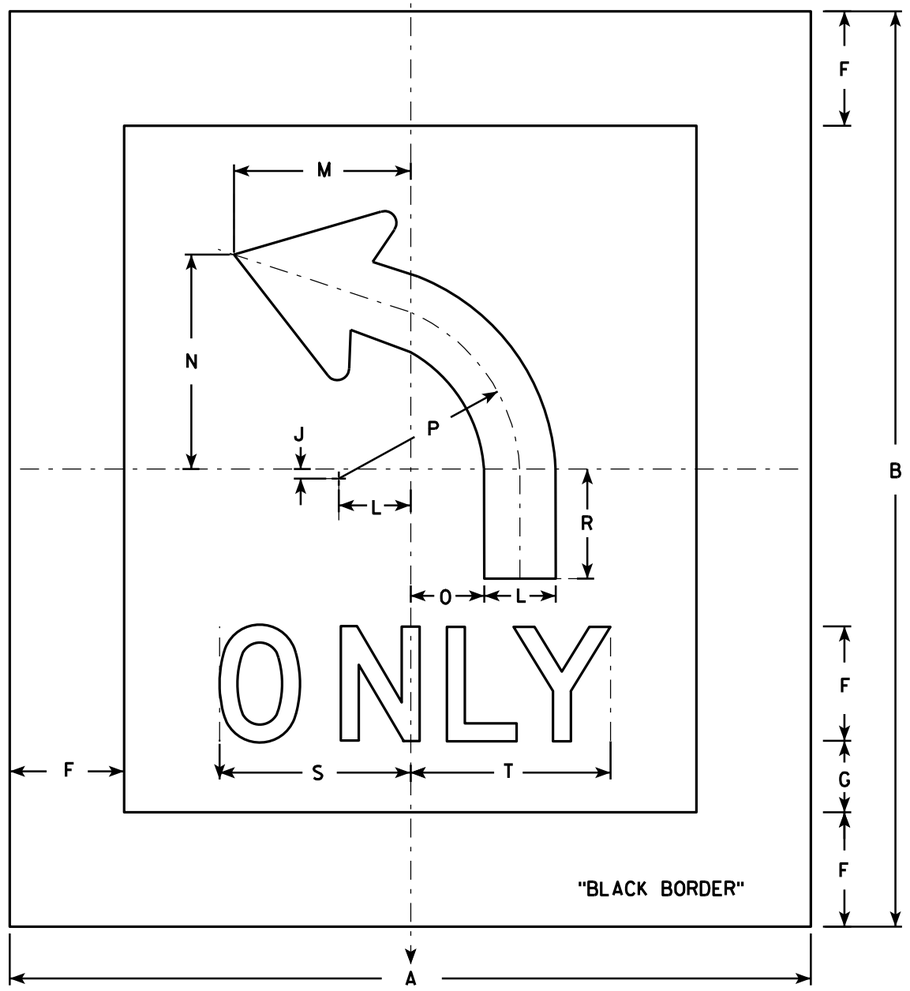
STANDARD SIGN
R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

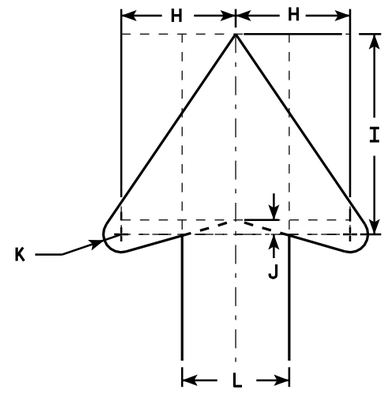
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 308	E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



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	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
2M	42	48				6	3 3/4	4	7	1/2	5/8	3 3/4	9 1/4	11 1/4	3 7/8	9 1/2		5 3/4	10	10 1/2							1.26
3																											
4																											
5																											

STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6

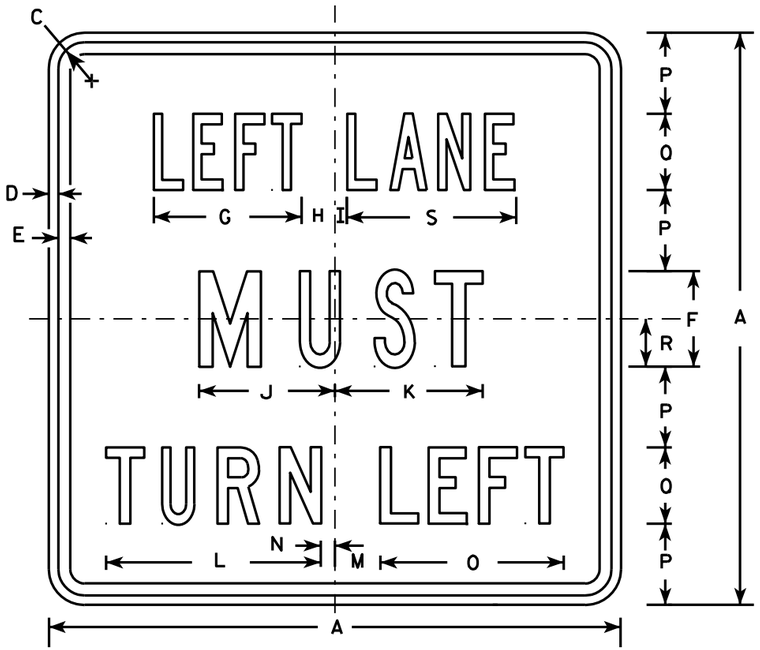
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 309	E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R35.DGN PLOT DATE : 24-FEB-2011 14:53 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

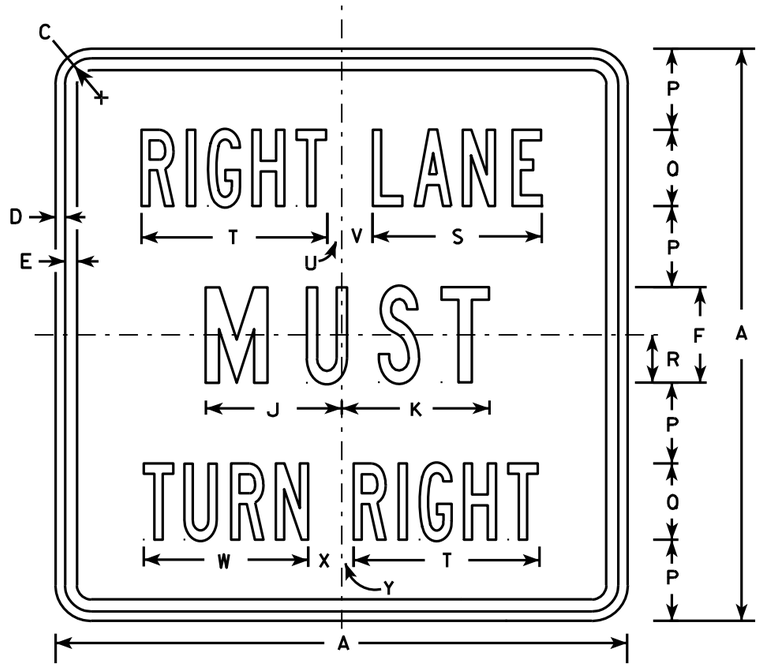
WISDOT/CADDS SHEET 42

7

7



R3-7L



R3-7R

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 - Line 1 is Series B.
   Line 2 is Series C.
   Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

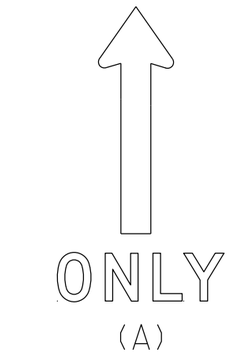
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 310 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R37.DGN PLOT DATE : 18-MAR-2011 09:43 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 7.945391:1.000000

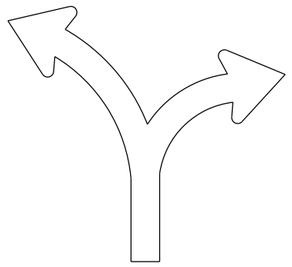
WISDOT/CADDS SHEET 42

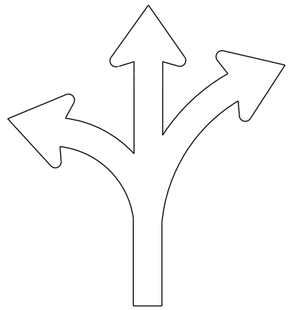


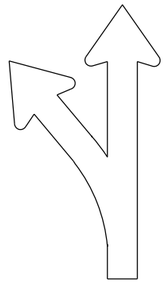
(A)

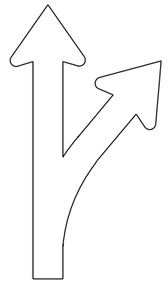


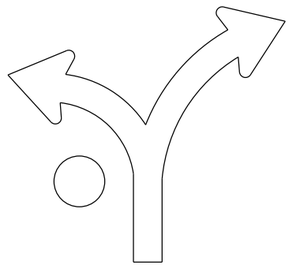
(B)

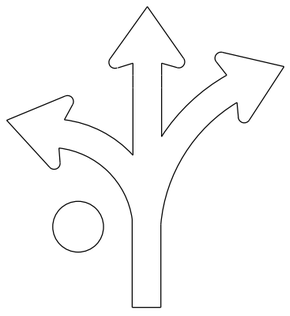

(C)

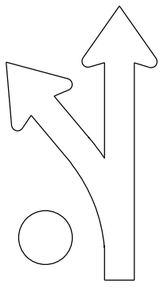

(D)


(E)


(F)

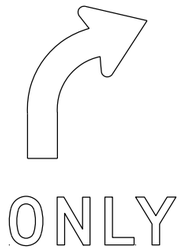

(G)


(H)

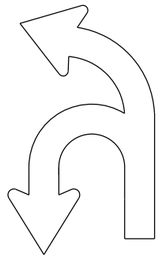

(I)



(L)



(R)


(U)

NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
   Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1	Letter =	3.75 sq ft for Size 2
		6.0 sq ft for Size 3
		10.0 sq ft for Size 4 or 5
2	Letters =	7.5 sq ft for Size 2
		12.0 sq ft for Size 3
		20.0 sq ft for Size 4 or 5
3	Letters =	11.25 sq ft for Size 2
		18.0 sq ft for Size 3
		30.0 sq ft for Size 4 or 5
4	Letters =	15.0 sq ft for Size 2
		24.0 sq ft for Size 3
		40.0 sq ft for Size 4 or 5
5	Letters =	18.75 sq ft for Size 2
		30.0 sq ft for Size 3
		50.0 sq ft for Size 4 or 5
6	Letters =	22.5 sq ft for Size 2
		36.0 sq ft for Size 3
		60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq. Ft. changes.
   Add the amounts when these letters are used:
   1.25 sq ft for Size 2
   1.5 sq ft for Size 3
   2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

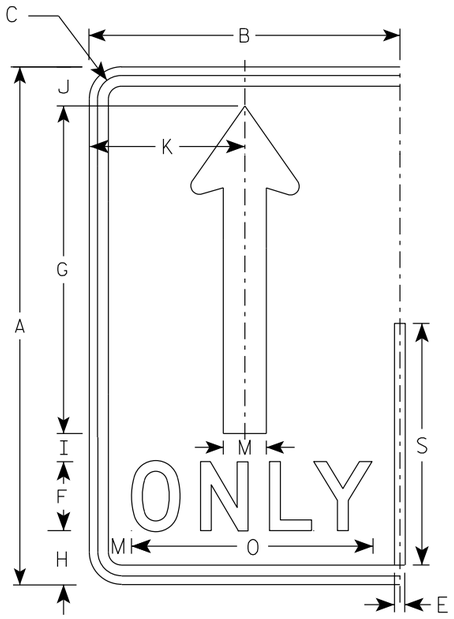
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

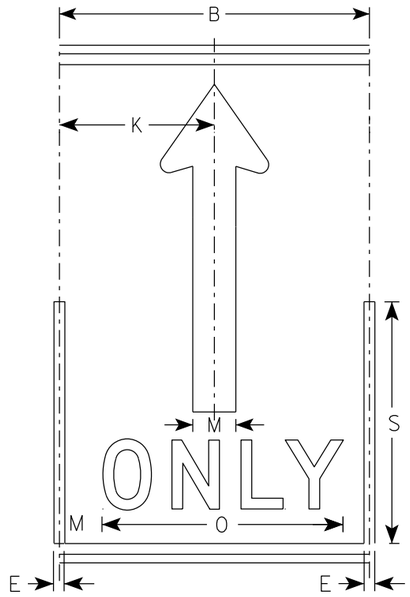
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

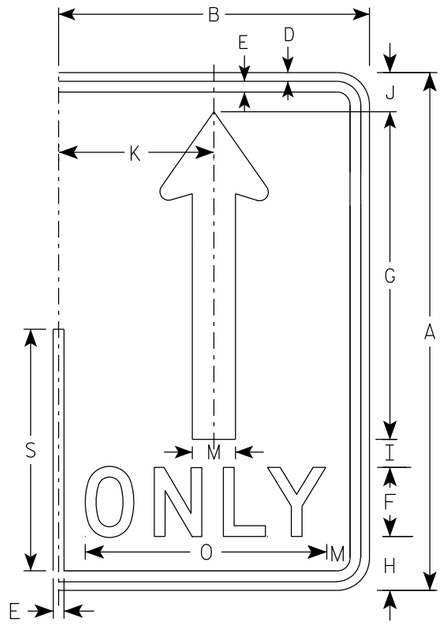
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



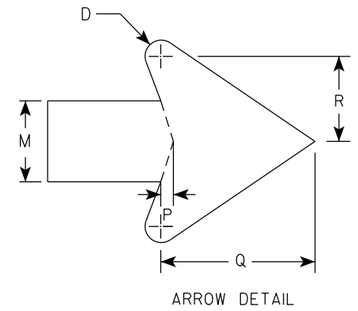
(A)



(A)



(A)



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	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8	4	19	3 1/8	1 5/8	2 1/4	9		2 1/2		14	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8	5	22 3/4	3 3/4	1 3/4	2 3/4	12		3		17 5/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1	6	30 3/8	5 1/8	2 7/8	3 5/8	15		4		21 3/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

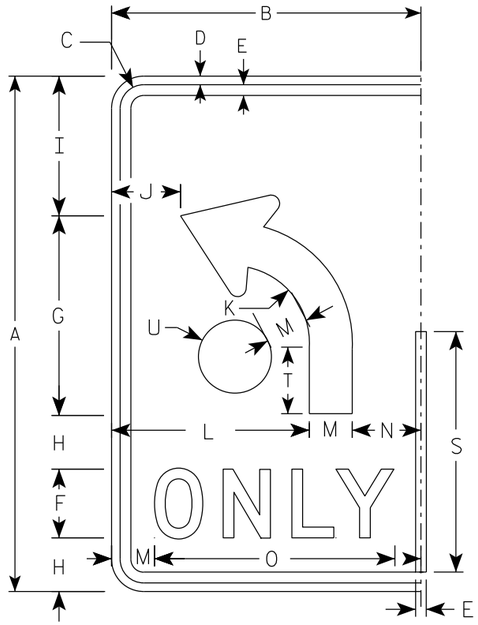
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

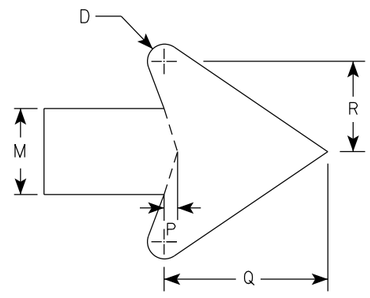
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 312 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
   Message Series - D



(B)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8	2 1/8						3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8	2 1/2						6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4	3 3/8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

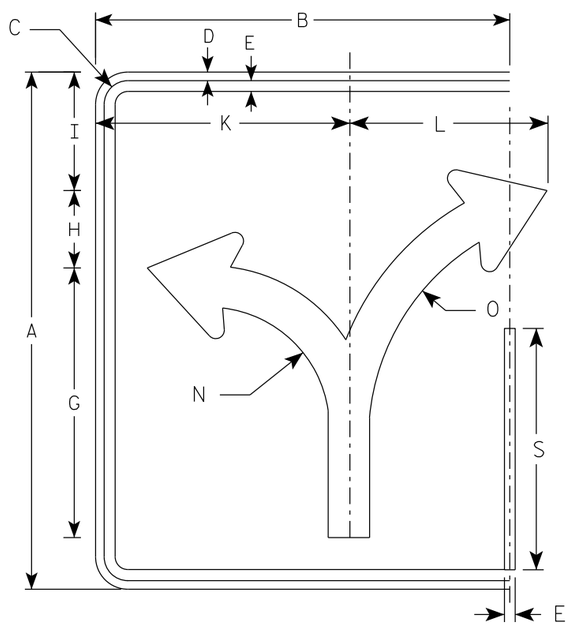
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

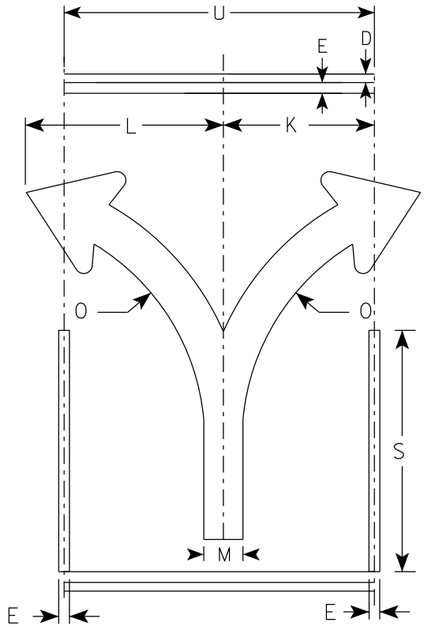
SHEET NO: 313 E

NOTES

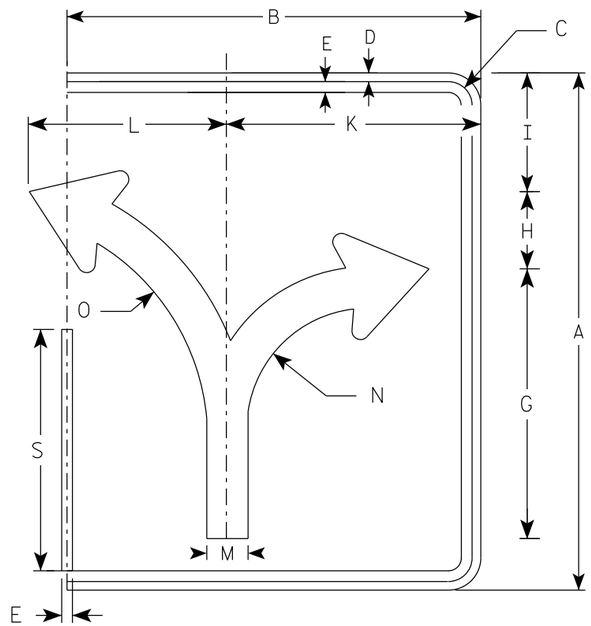
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



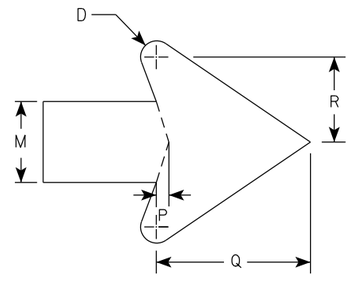
(C)



(C)



(C)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (C) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

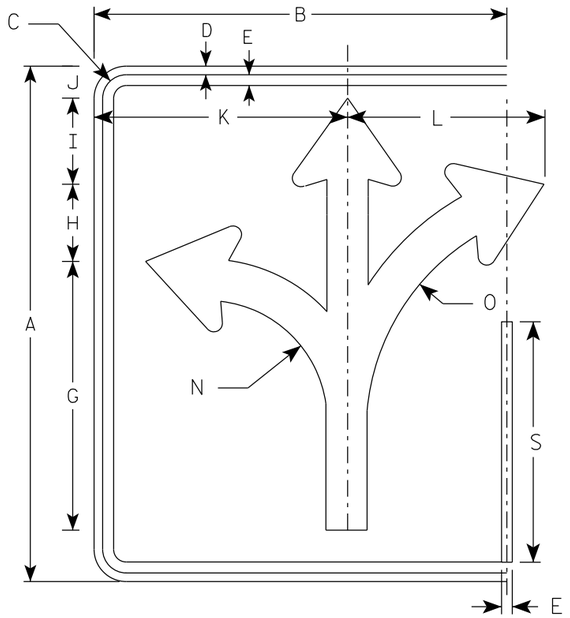
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 314 | E

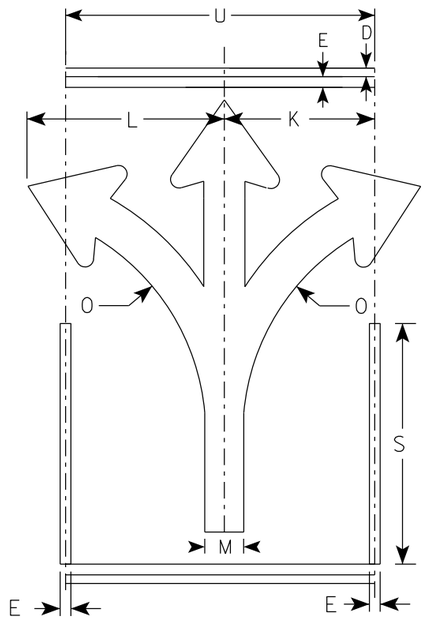
FILE NAME : C:\CAEfiles\Projects\stdplate_R38.dgn PLOT DATE : 21-MAY 2019 4:38 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

NOTES

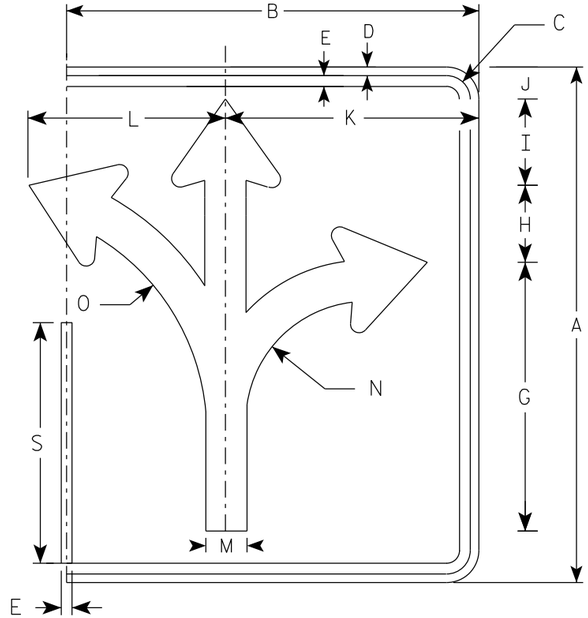
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



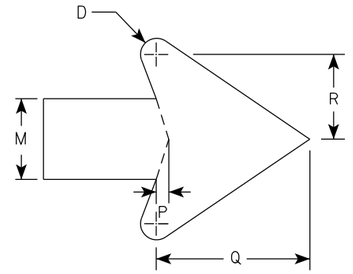
(D)



(D)



(D)



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	ENDS Area sq. ft.	MIDDLE Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

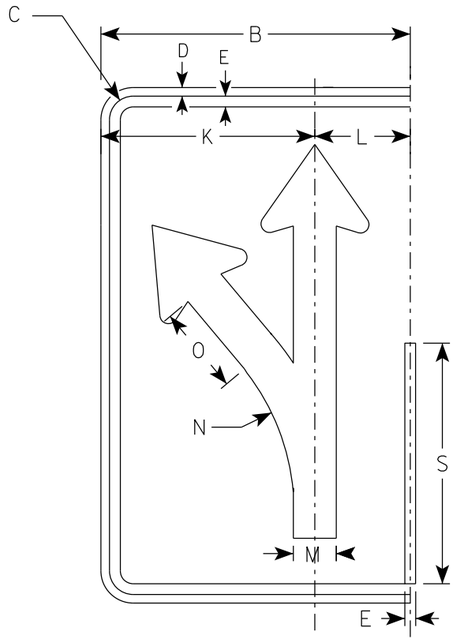
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

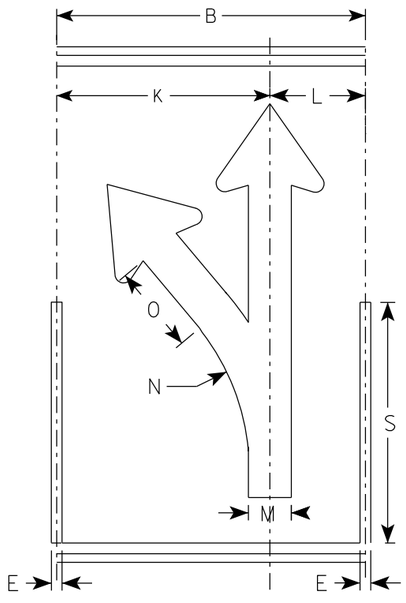
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 315 | E

NOTES

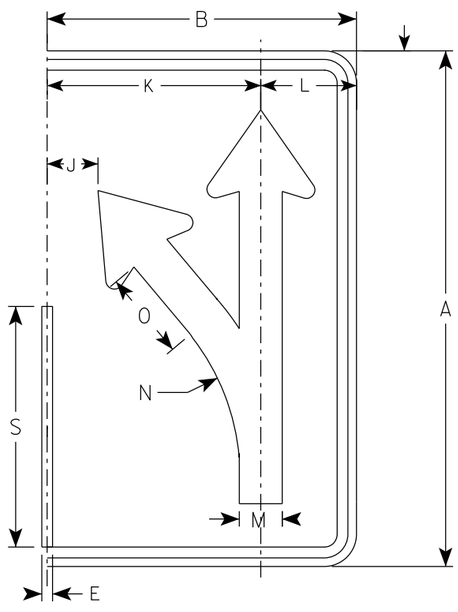
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



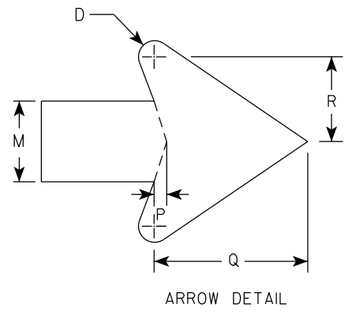
(E)



(E)



(E)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

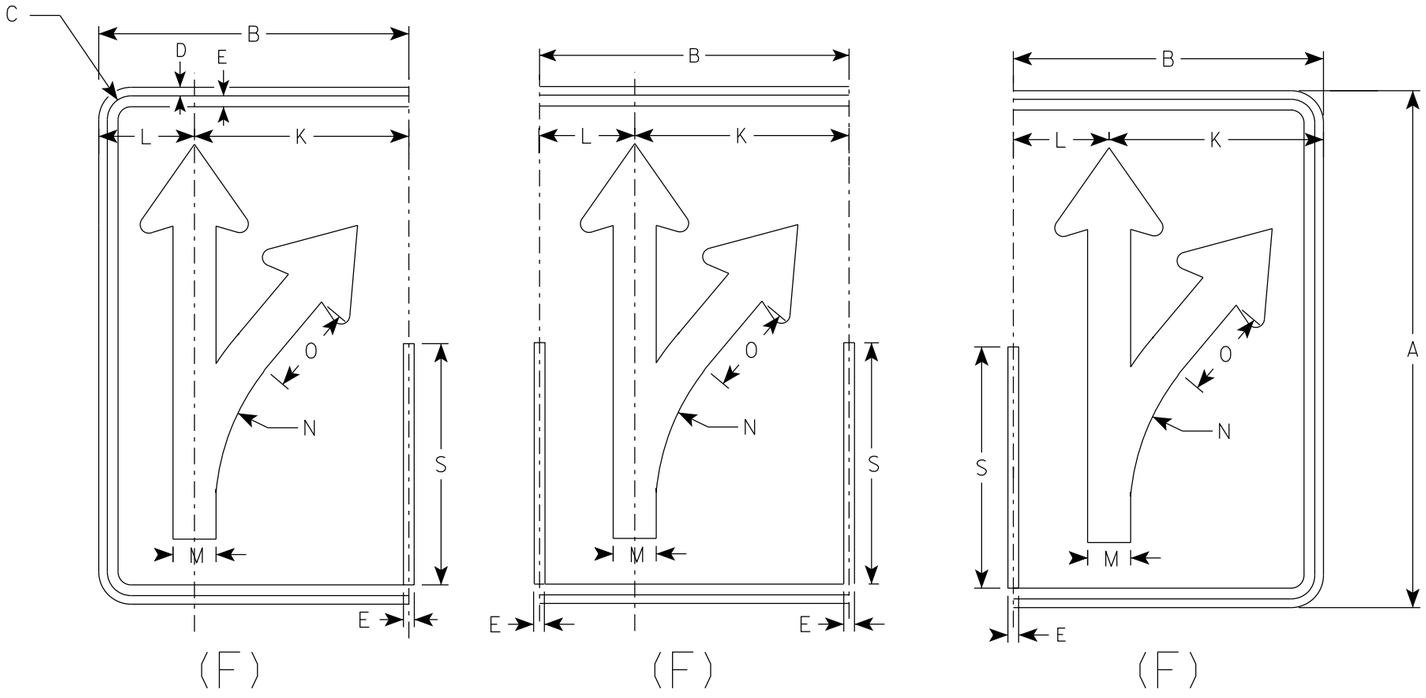
APPROVED Matthew R Rauch
For State Traffic Engineer

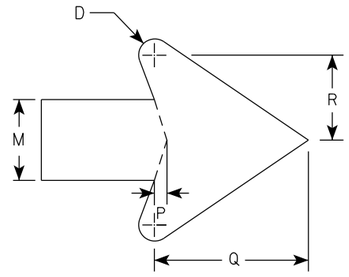
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 316 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None





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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14								3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4								6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8								10.0

STANDARD SIGN
R3-8 (F) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

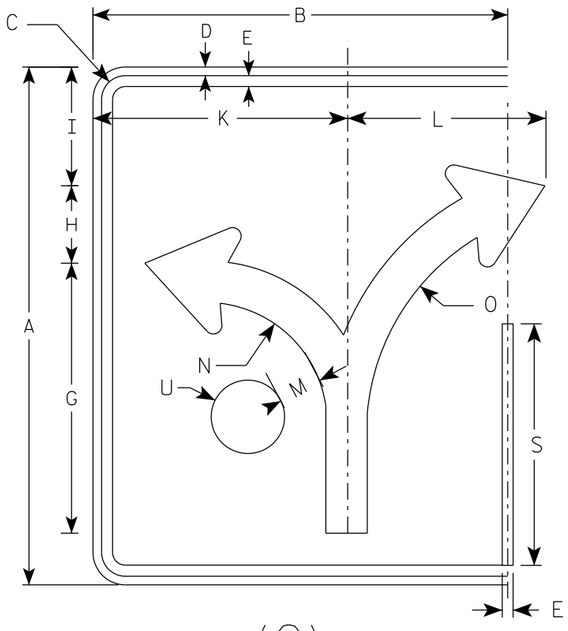
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 317 | E

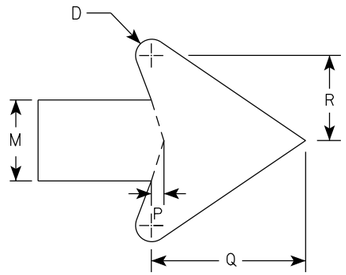
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(G)



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	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	6 7/8		14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	8 1/4		17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	11		23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (G) Arrow

WISCONSIN DEPT OF TRANSPORTATION

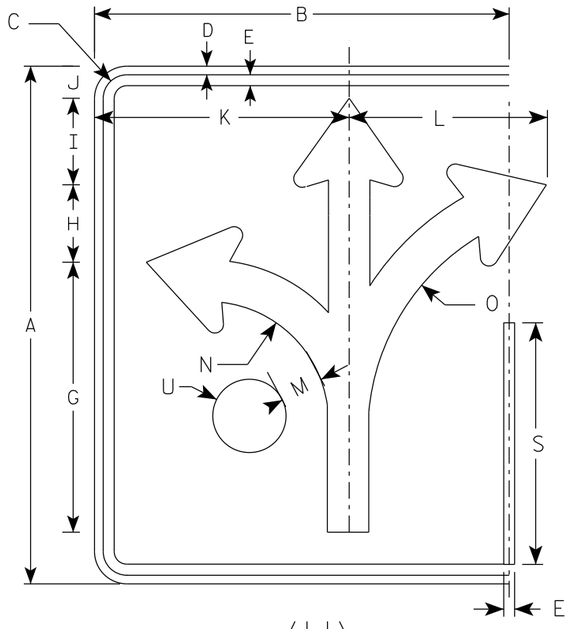
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

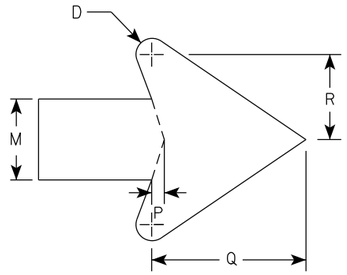
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 318 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(H)



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	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		2 1/8						5.0
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	3 1/8	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		2 1/2						7.5
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		3 3/8						12.0

STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

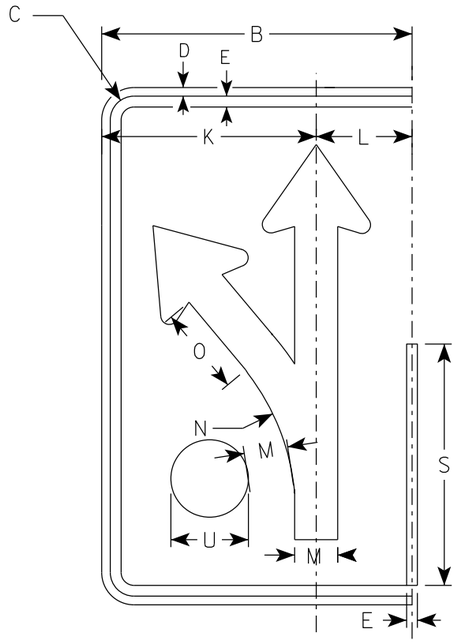
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

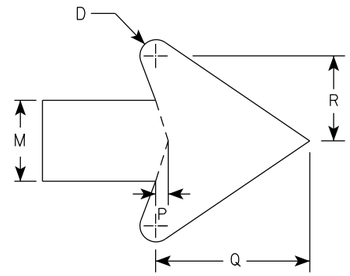
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 319	E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(I)



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	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
2M	30	18	1 3/8	1/2	5/8		18 1/4	4 3/4	3 1/4	3	12 1/2	5 1/2	2 1/2	13 1/4	5 1/8	3/8	4 3/4	2 5/8	14		2 1/8						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	5 5/8	4	4 7/8	16 1/8	7 3/4	3	15 7/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4		2 1/2						6.0
4	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0
5	48	30	2 1/4	3/4	1		29 1/8	7 1/2	5 1/4	5 3/8	20 1/2	9 1/2	4	21 1/4	8 1/4	5/8	7 5/8	4 1/4	22 3/8		3 3/8						10.0

STANDARD SIGN
R3-8 (I) Arrow

WISCONSIN DEPT OF TRANSPORTATION

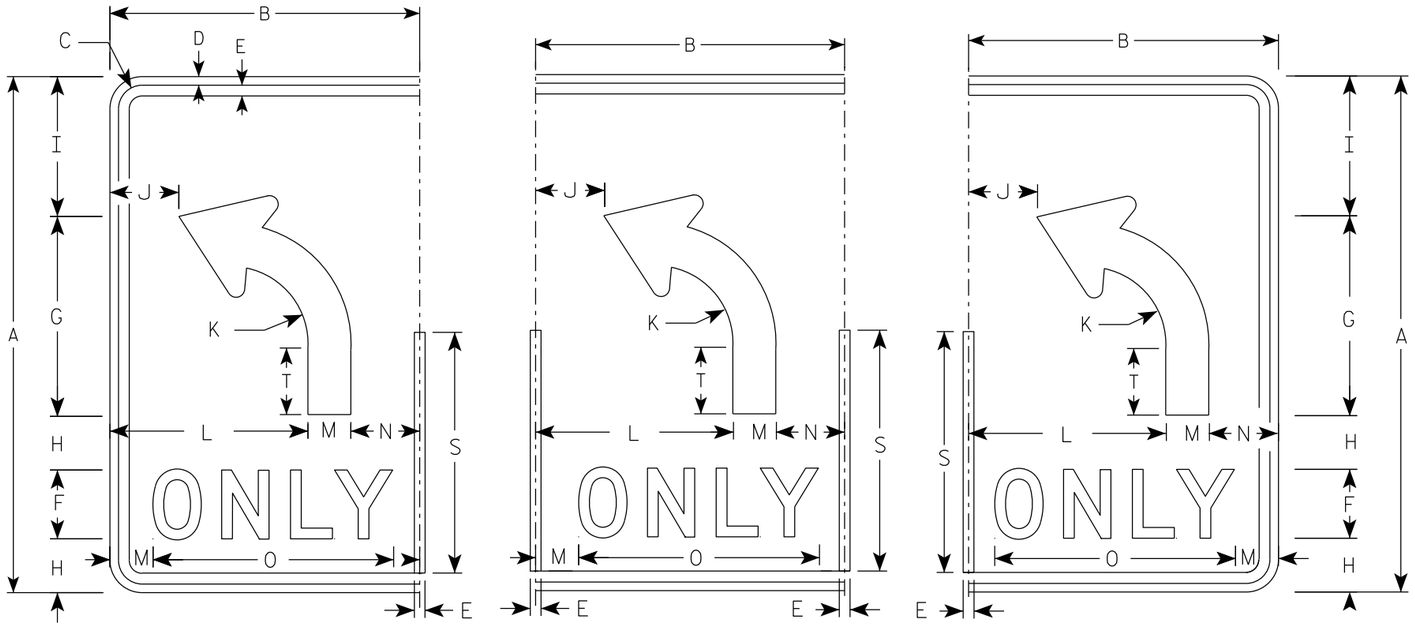
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

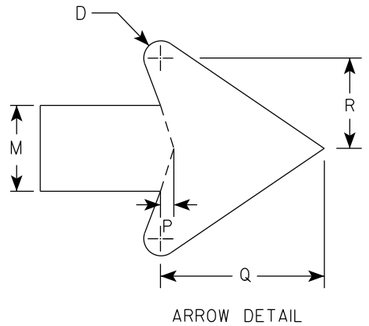
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 320 | E

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



(L) (L) (L)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4		5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (L) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

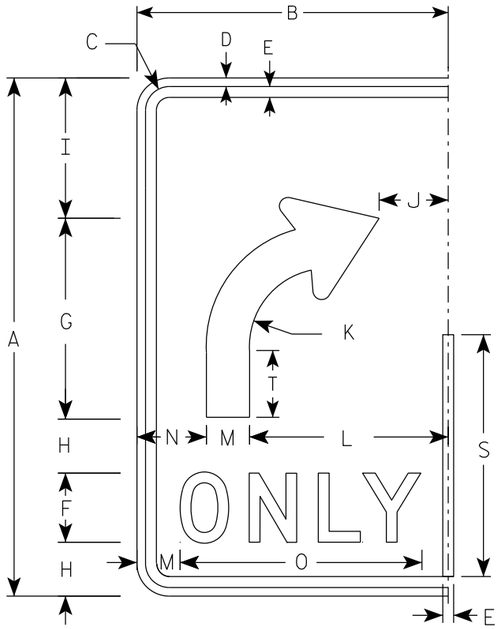
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

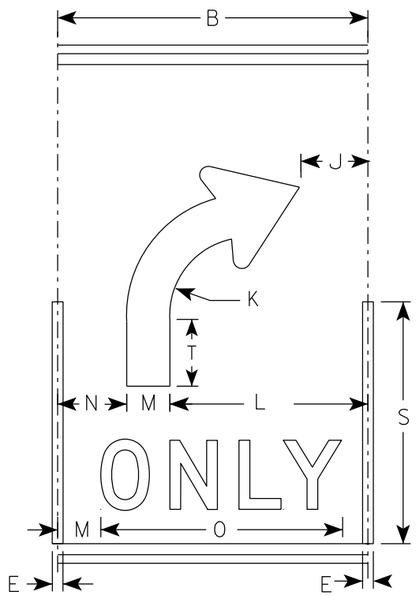
SHEET NO: 321 E

NOTES

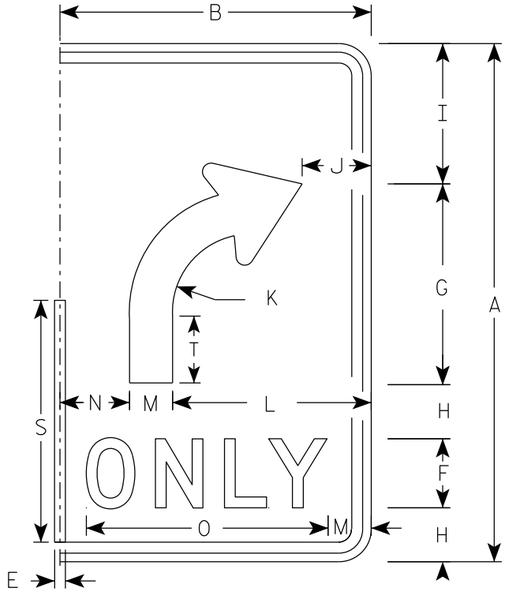
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D



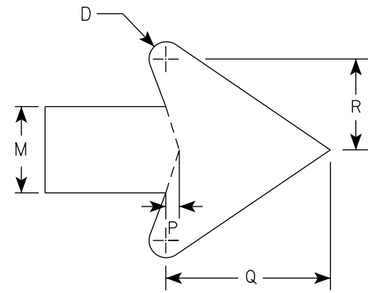
(R)



(R)



(R)



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	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
2M	30	18	1 3/8	1/2	5/8	4	11 5/8	3 1/8	8 1/8	4	4 1/2	11 1/2	2 1/2	4	14	3/8	4 3/4	2 5/8	14	3 7/8							3.75
3	36	24	1 3/8	1/2	5/8	5	14	3 1/2	9 3/4	6	5 3/8	15	3	6	17 5/8	1/2	5 3/4	3 1/8	16 3/4	4 5/8							6.0
4	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0
5	48	30	2 1/4	3/4	1	6	18 5/8	5 1/8	13 1/8	6 1/8	7 1/4	18	4	8	21 3/4	5/8	7 5/8	4 1/4	22 3/8	6 1/4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

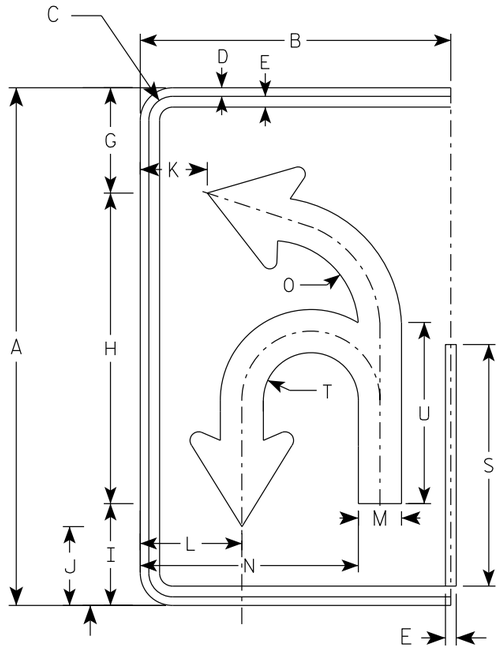
DATE 5/21/19 PLATE NO. R3-8.1

PROJECT NO:

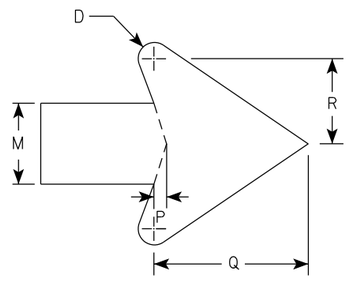
SHEET NO: 322 **E**

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - None



(U)



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	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
2M	30	18	1 3/8	1/2	5/8		6 1/8	18	5 7/8	4 5/8	3 7/8	5 7/8	2 1/2	12 5/8	5 1/8	3/8	4 3/4	2 5/8	14	2 3/4	10 1/2						3.75
3	36	24	1 3/8	1/2	5/8		21 7/8	21 5/8	7 1/8	5 1/2	5 7/8	8 1/4	3	16 3/8	6 1/8	1/2	5 3/4	3 1/8	16 3/4	3 1/4	12 5/8						6.0
4	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0
5	48	30	2 1/4	3/4	1		29 1/8	28 3/4	9 3/8	7 1/4	6 7/8	10	4	20 7/8	8 1/8	5/8	7 5/8	4 1/4	22 3/8	4 3/8	16 3/4						10.0

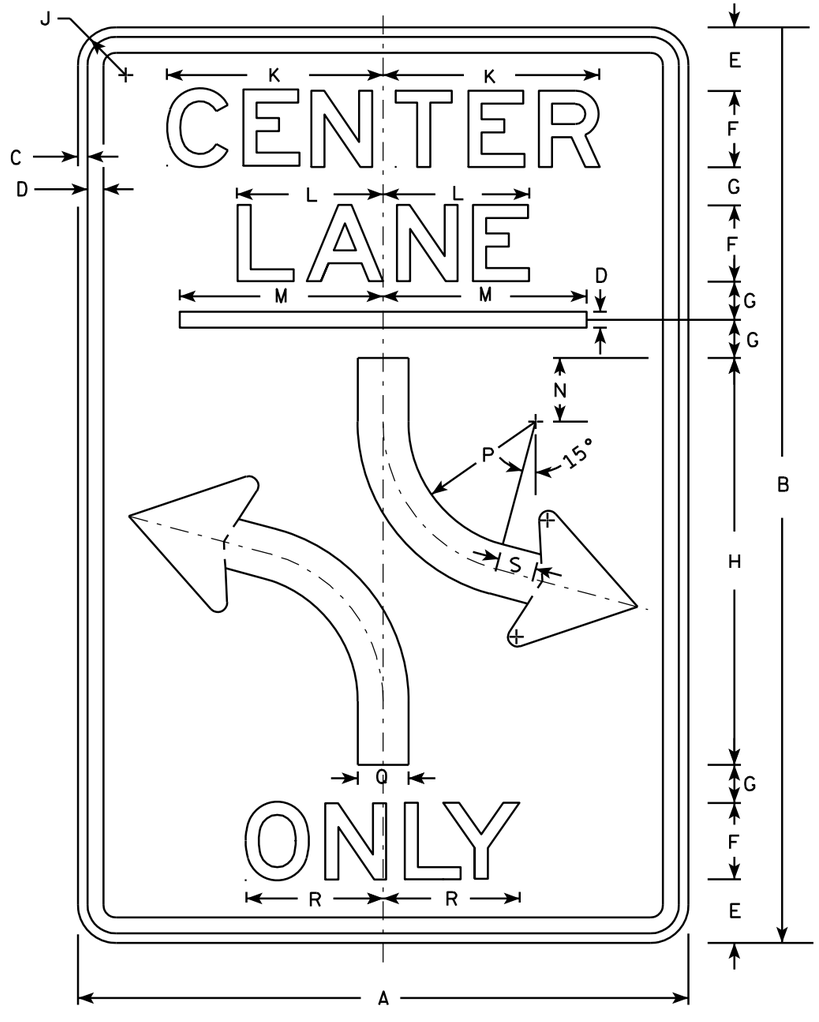
STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

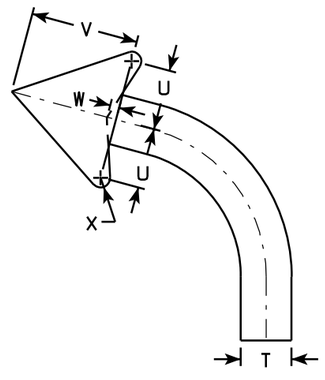
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 323 | E



R3-9B

NOTES

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



ARROW DETAIL

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

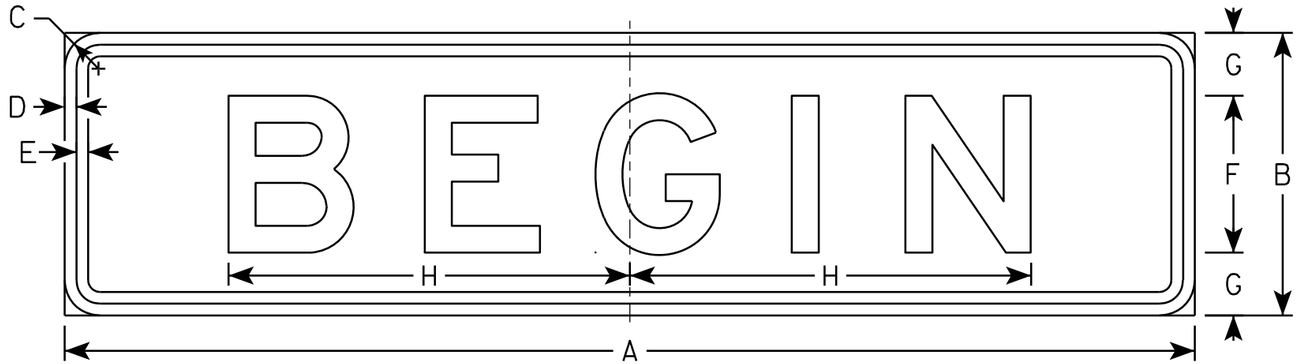
STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

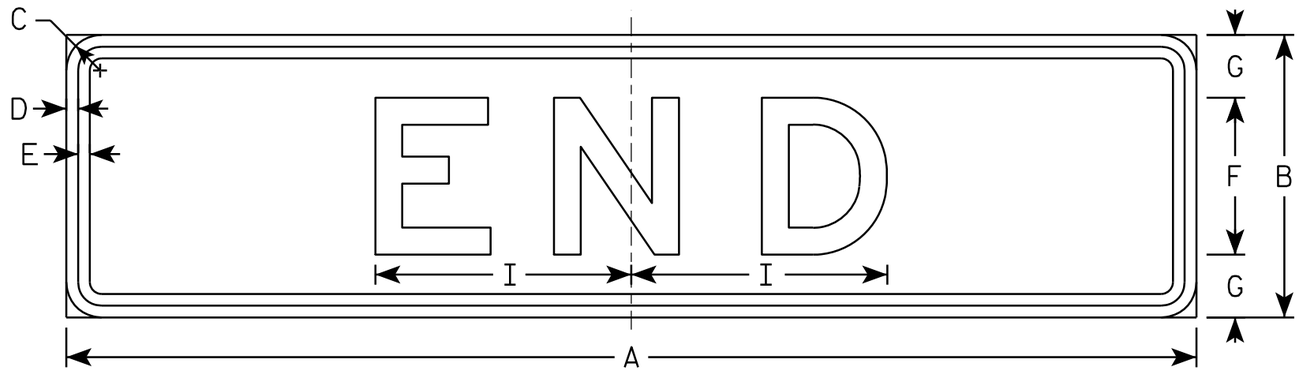
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 324 | E



R3-9C

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.



R3-9D

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

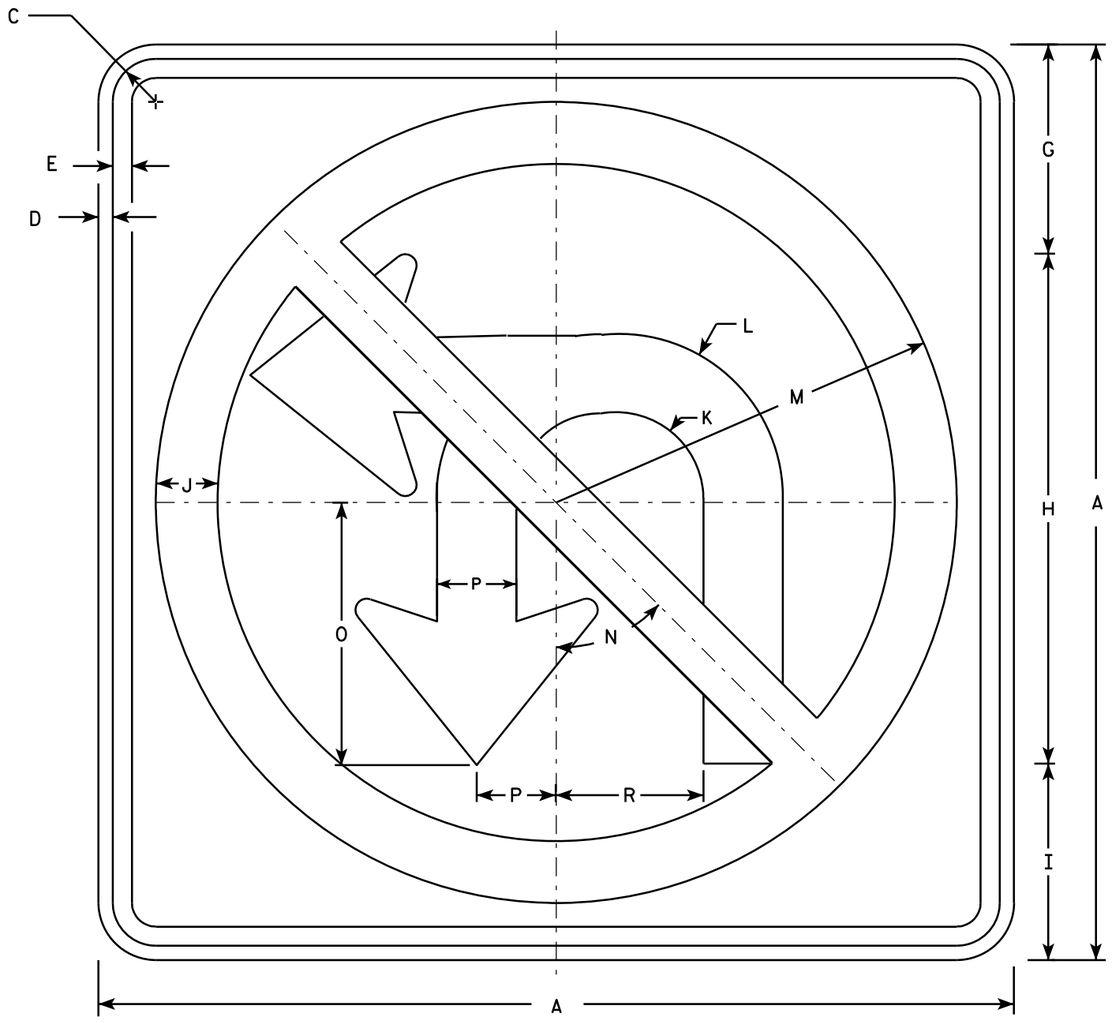
STANDARD SIGN
R3-9C & R3-9D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9C.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 325	E



R3-18

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.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	3/8	1/2		5 1/2	13 3/8	5 1/8	1 5/8	2 1/4	4 1/4	10 1/2	45°	6 7/8	2 1/8		3 7/8									4.0
2M	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45°	10 3/8	3 1/8		5 3/4									9.0
3	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
4	36		1 5/8	5/8	3/4		8 1/4	20	7 3/4	2 1/2	3 3/8	6 1/2	15 3/4	45	10 3/8	3 1/8		5 3/4									9.0
5	48		2 1/4	3/4	1		11	26 3/4	10 1/4	3 1/4	4 5/8	8 5/8	21	45°	13 3/4	4 1/8		7 3/4									16.0

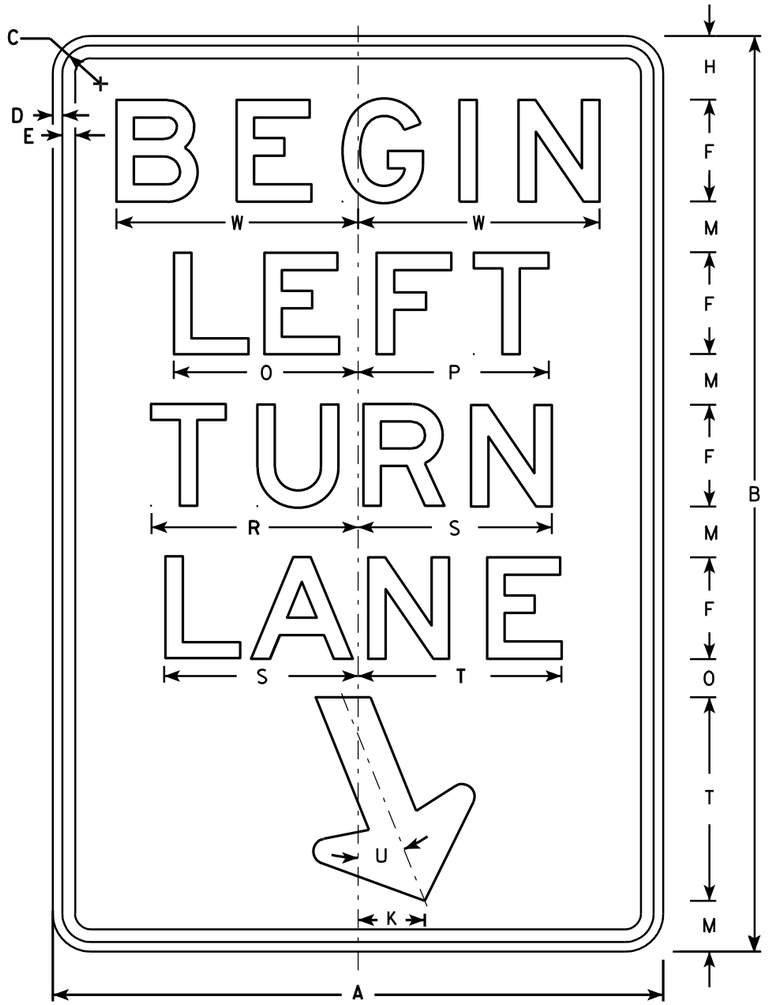
STANDARD SIGN
R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/21/10 PLATE NO. R3-18.2

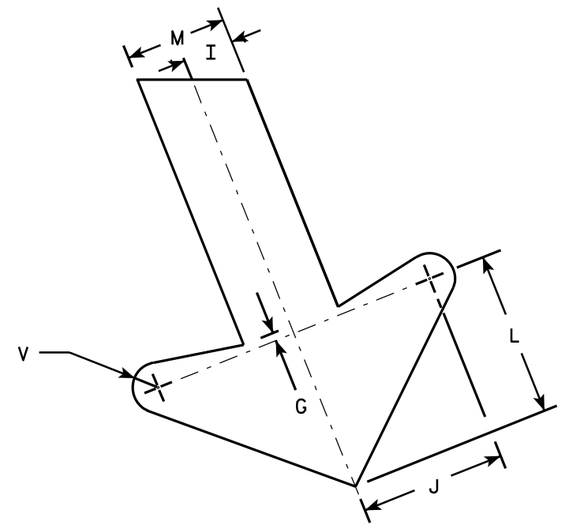
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 326	E



R3-20L

NOTES

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



ARROW DETAIL

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

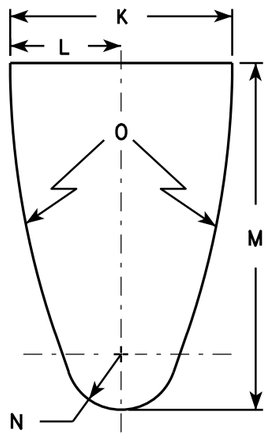
STANDARD SIGN
R3-20L

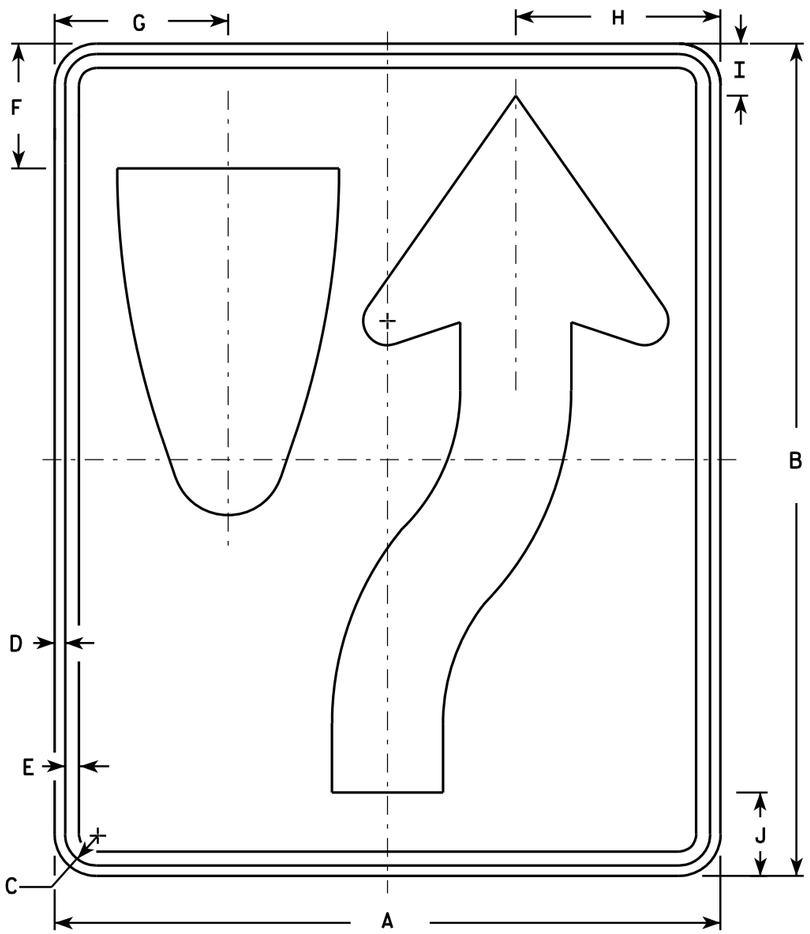
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 327 | E

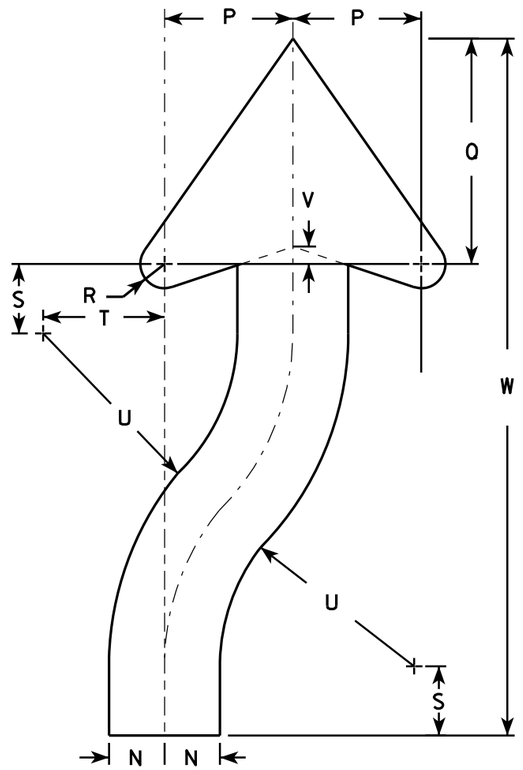




R4-7

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

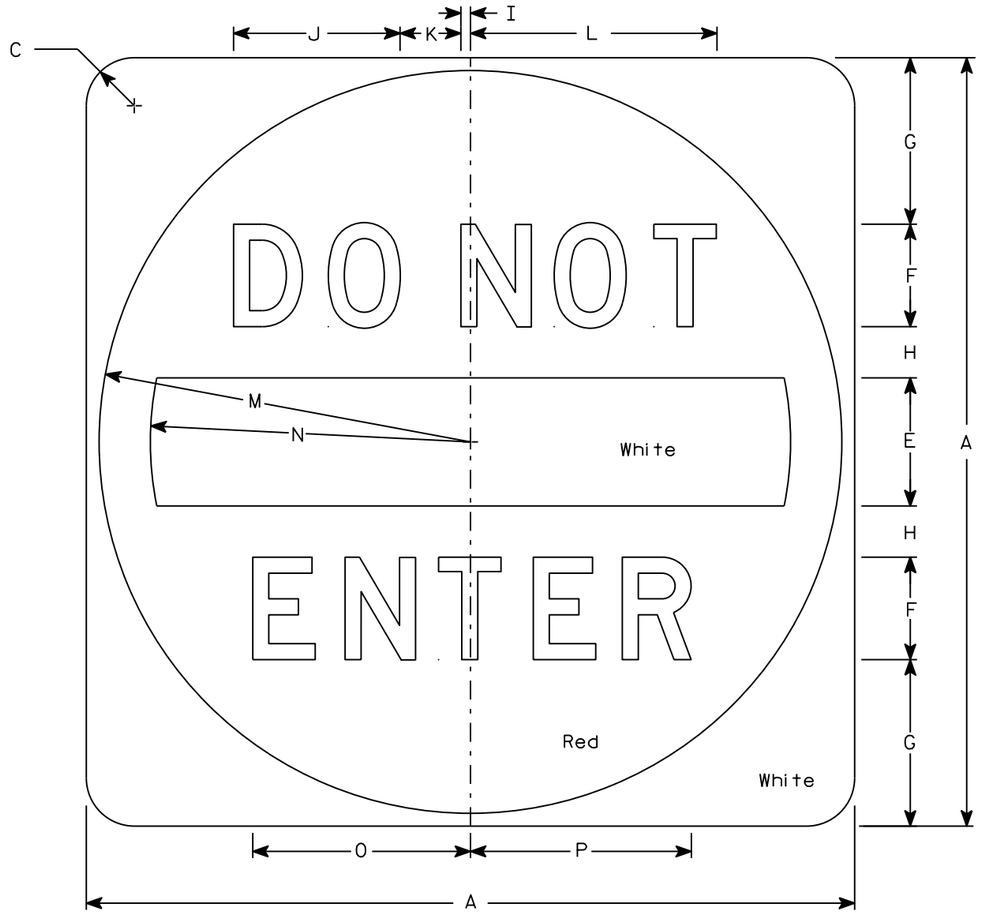
STANDARD SIGN
R4-7 & R4-8

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: 328	E



R5-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - See detail
   Message - White
3. Message Series - D

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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											6.25
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

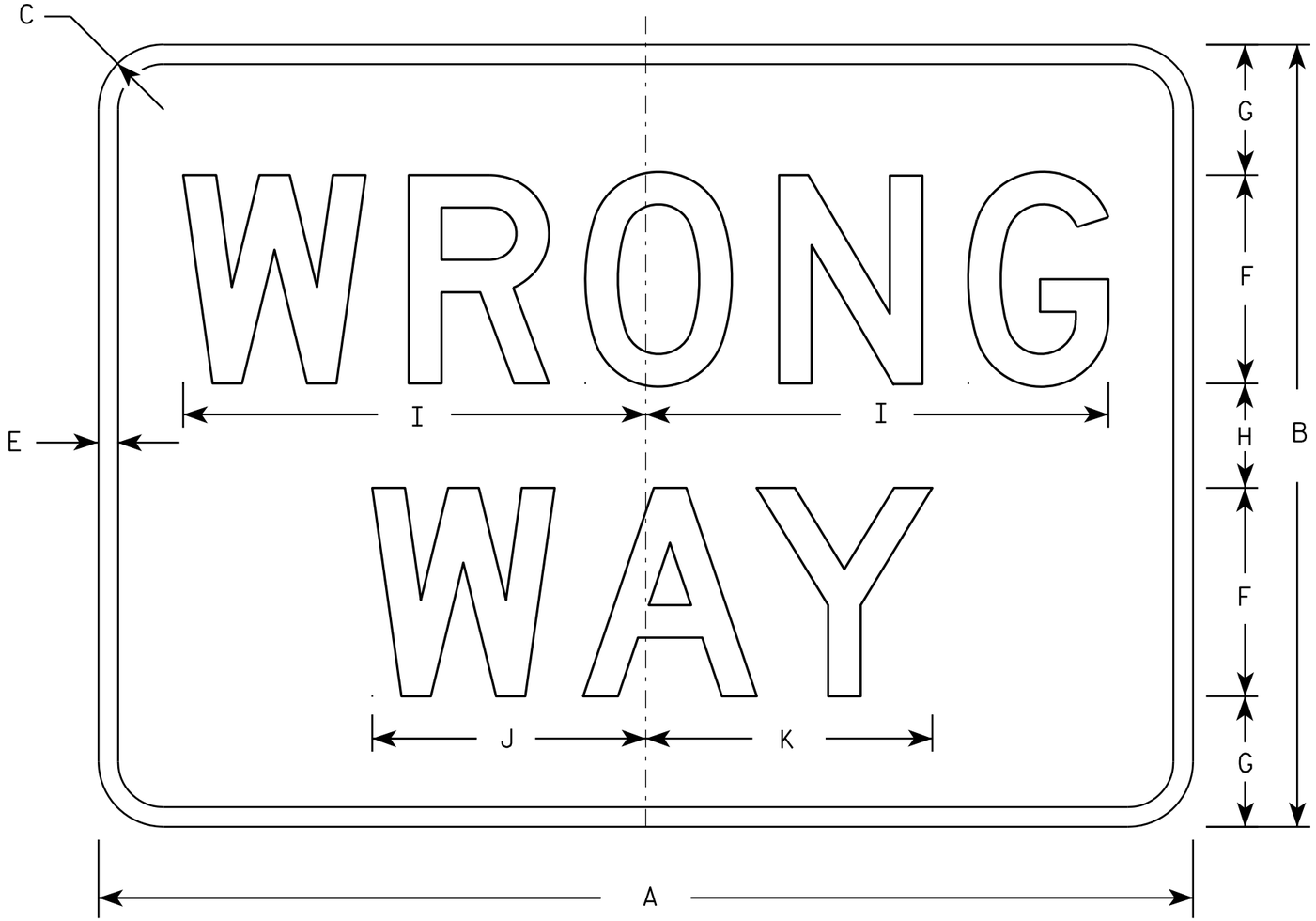
STANDARD SIGN
R5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. R5-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 329 | 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: 330 | E



R5-57

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
   Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

STANDARD SIGN
R5-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

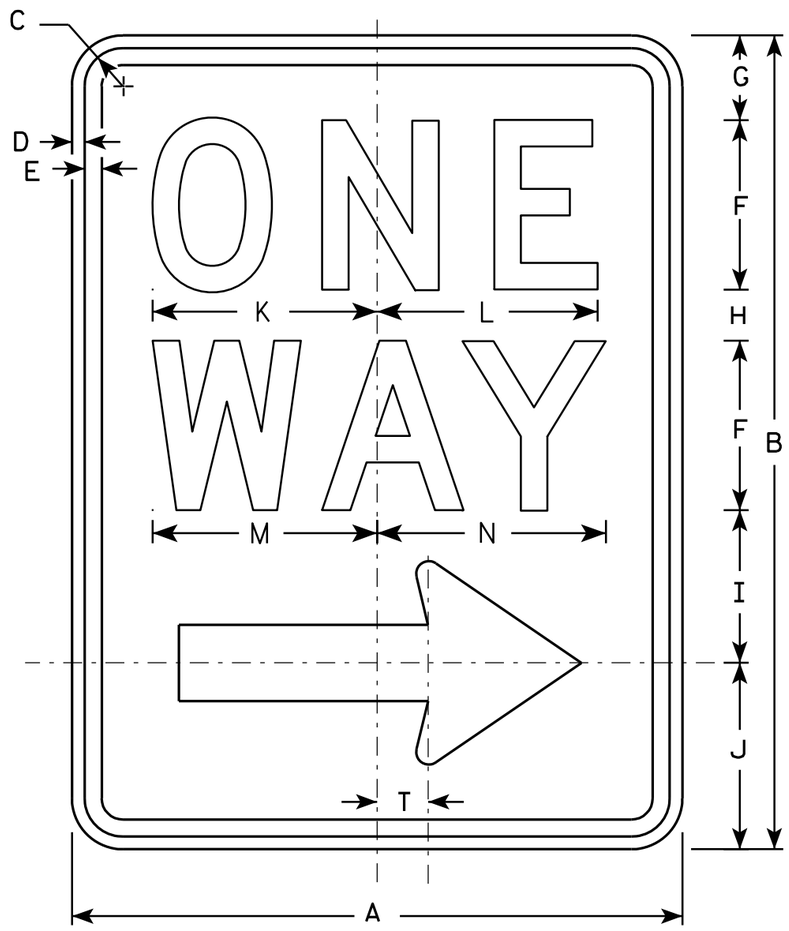
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 331 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\R557.DGN PLOT DATE : 29-MAR-2011 14:38 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 5.959043:1.000000

WISDOT/CADDS SHEET 42

7

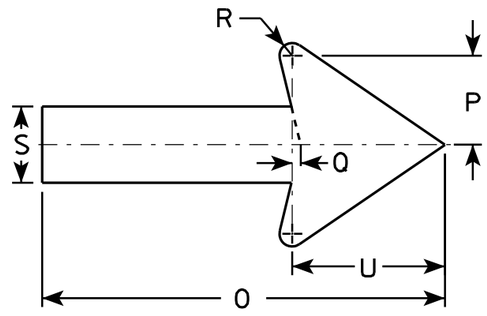
7



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																										

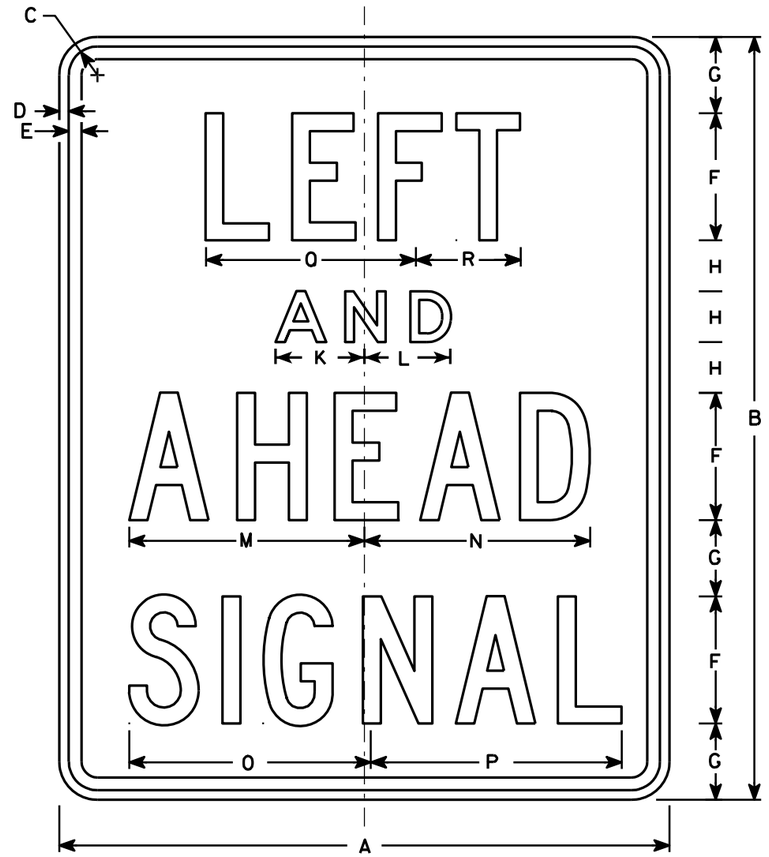
STANDARD SIGN
R6-2 R&L

WISCONSIN DEPT OF TRANSPORTATION

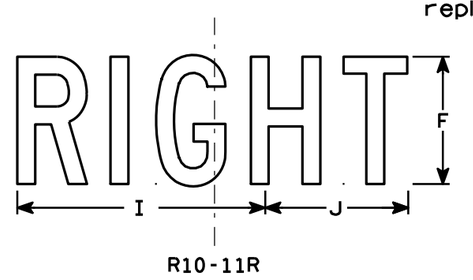
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 332	E



R10-11L



R10-11R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - White
   Message - Black
3. Message Series - C except line 2 is 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. R10-11L is identical to R10-11R except LEFT replaces RIGHT.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	30	1 1/8	3/8	1/2	5	3	2	7 3/4	7 5/8	3 1/2	3 3/8	9 1/4	8 7/8	9 1/2	9 7/8	6 1/4	6 1/8									5.0
2M	24	30	1 1/8	3/8	1/2	5	3	2	7 3/4	7 5/8	3 1/2	3 3/8	9 1/4	8 7/8	9 1/2	9 7/8	6 1/4	6 1/8									5.0
3																											
4																											
5																											

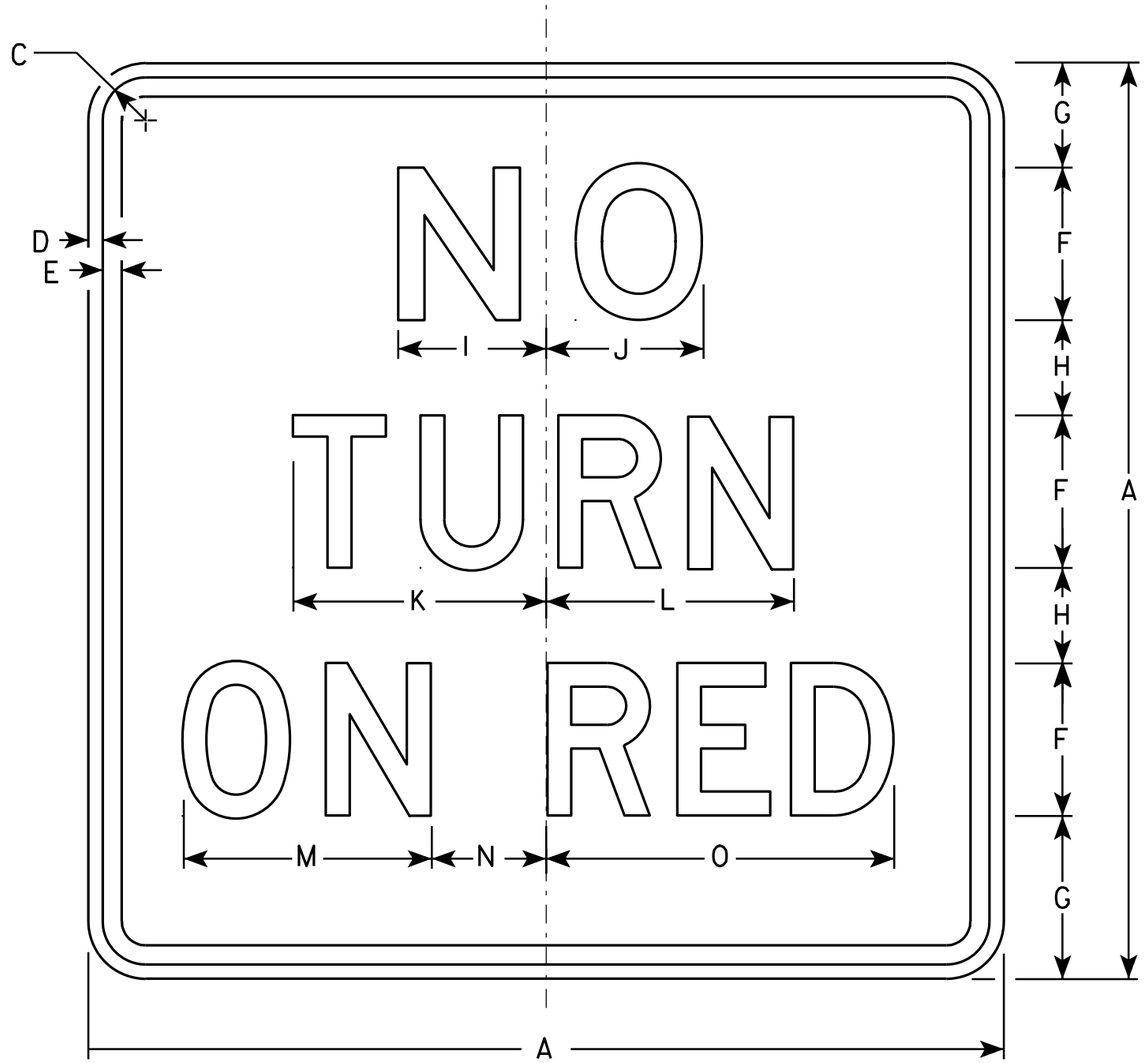
STANDARD SIGN
R10-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/4/11 PLATE NO. R10-11.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 333 | E



R10-11B

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 E.
   Lines 2 and 3 are Series D.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18		1 1/8	3/8	3/8	3	2 3/4	1 3/4	3	3 1/8	5	4 7/8	5 1/4	1 7/8	7 1/8												2.25
2S	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
2M	24		1 1/8	3/8	1/2	4	3 1/2	2 1/2	3 7/8	4 1/8	6 5/8	6 1/2	6 1/2	3	9 1/8												4.0
3	30		1 3/8	1/2	5/8	5	4 1/2	3	4 7/8	5 1/4	8 1/4	8 1/8	7 3/4	4 1/8	11 7/8												6.25
4																											
5																											

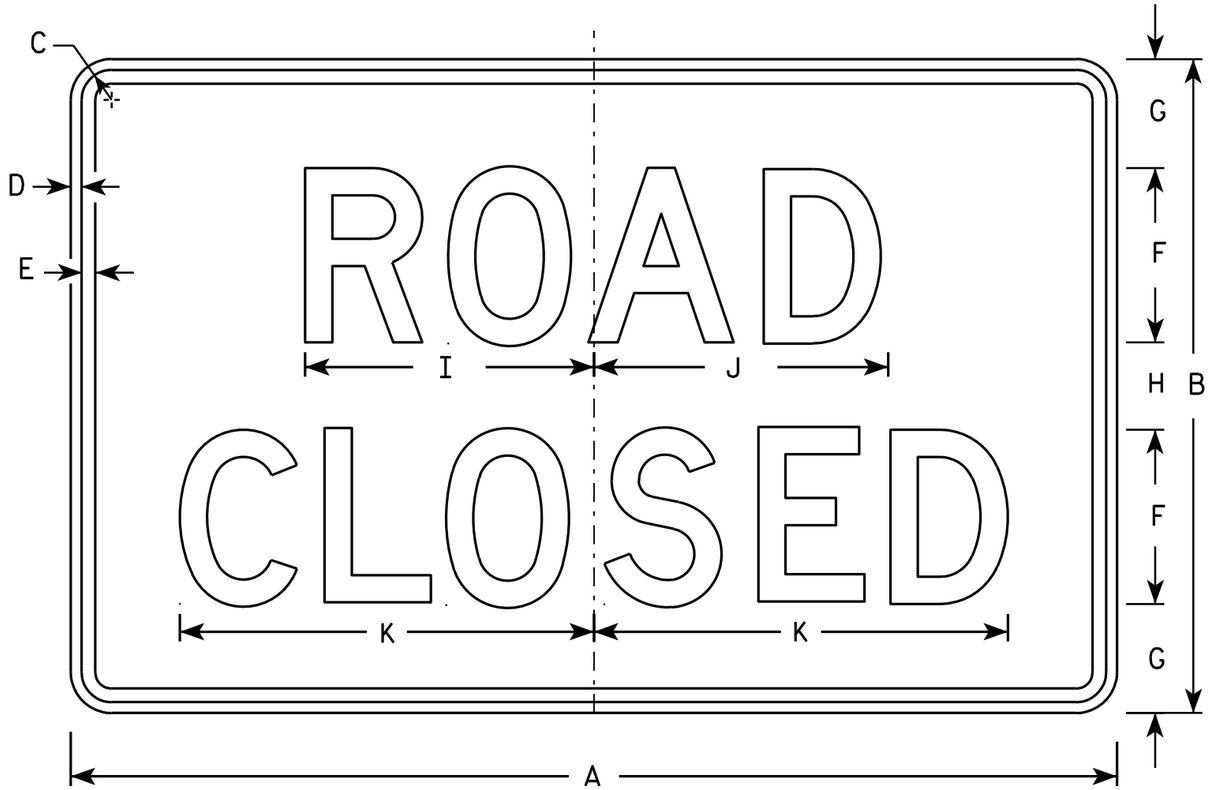
STANDARD SIGN
R10-11B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

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

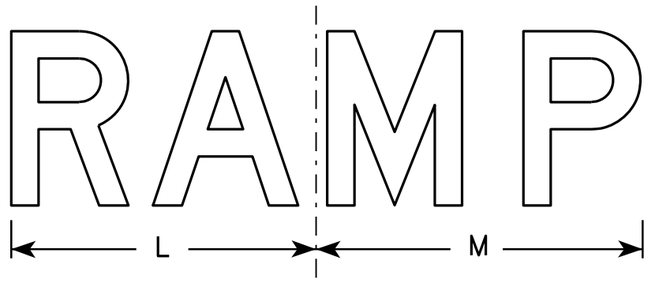
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 334 | E



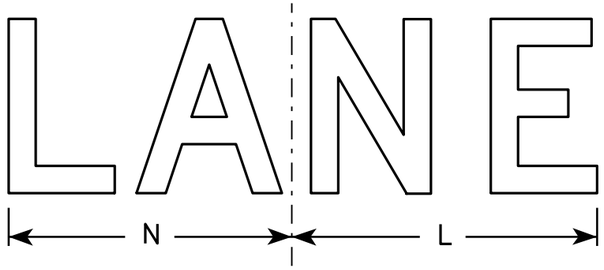
R11-2

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

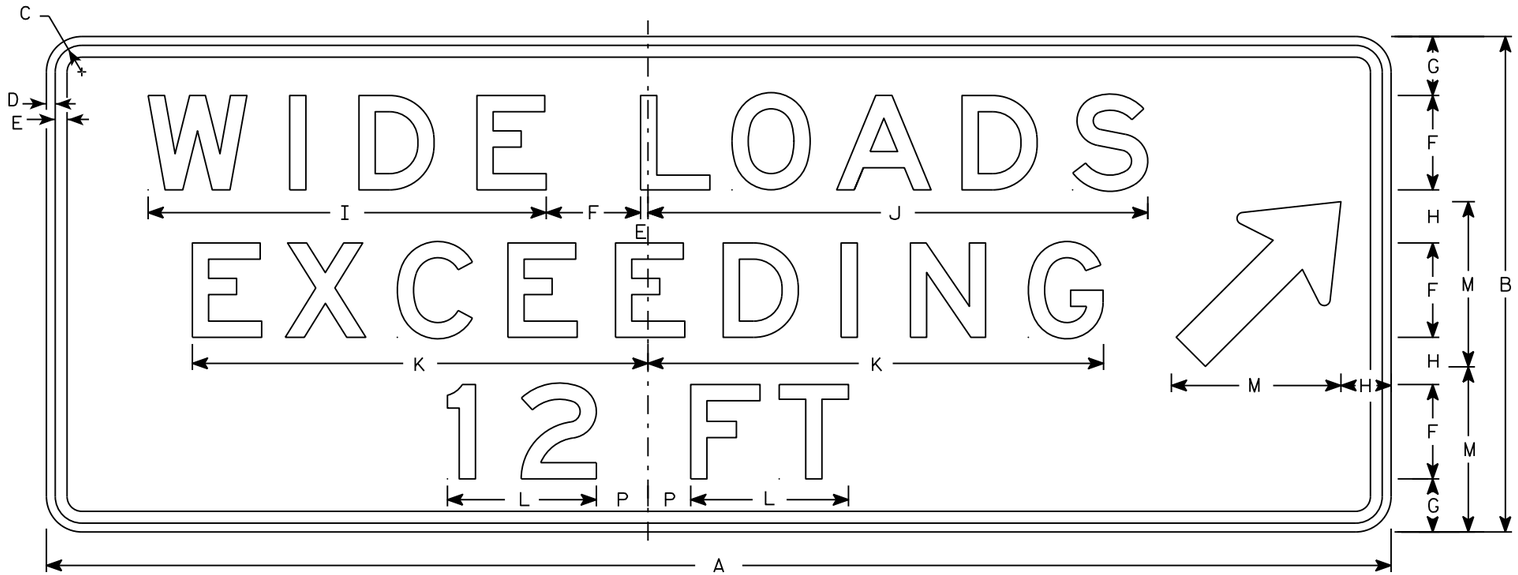
APPROVED Matthew R Rauch
for State Traffic Engineer

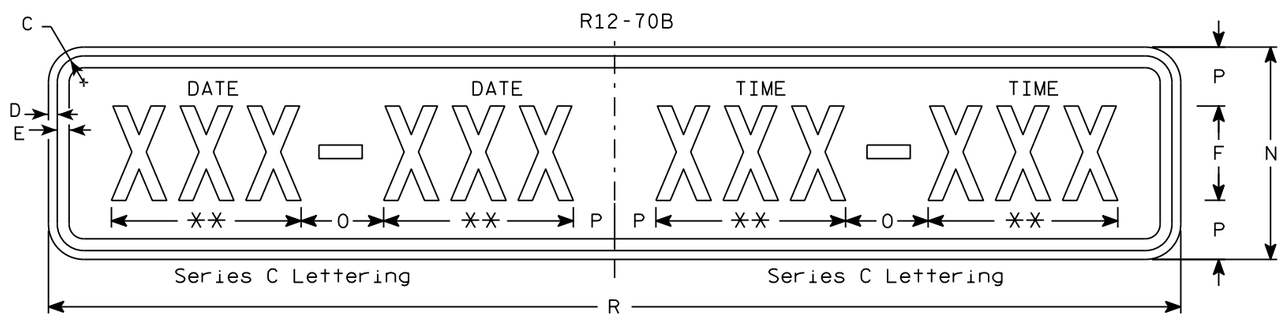
DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 335	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





R12-70C

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	R12-70 Area sq. ft.	R12-70C Area sq. ft.
1																												
2S	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
2M	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5
3																												
4	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0
5	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0

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

TYPICAL SIGN
R12-70B

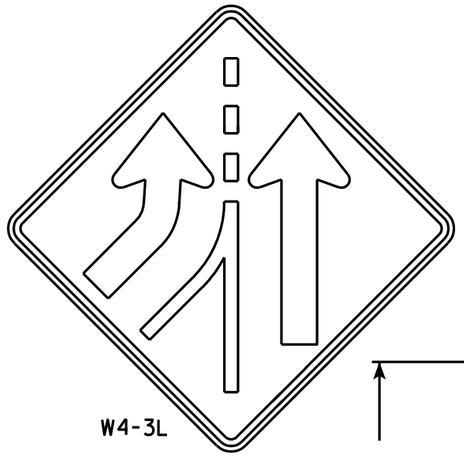
WISCONSIN DEPT OF TRANSPORTATION

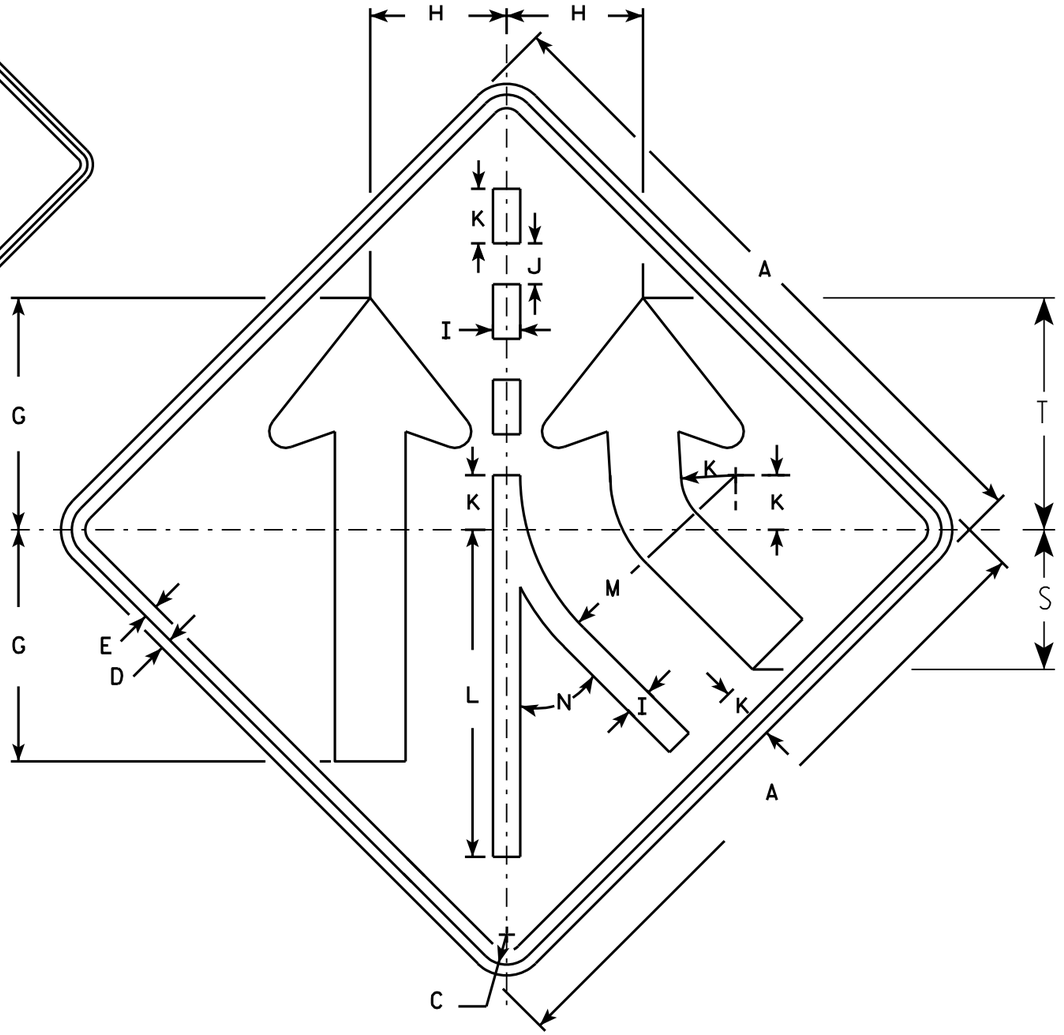
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/10/15 PLATE NO R12-70B.3

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E

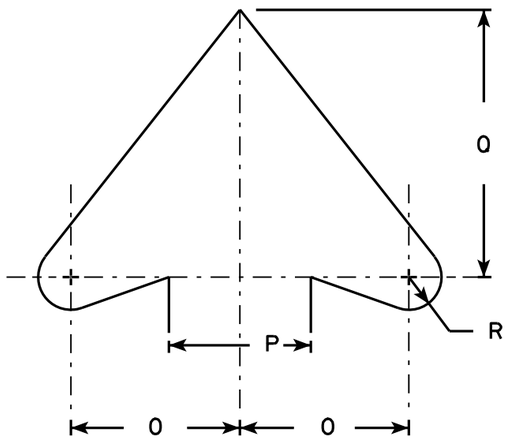
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R1270B.DGN PLOT DATE : 01-DEC-2015 18:10 PLOT BY : $$ plotuser $$ PLOT NAME : PLOT SCALE : 12.842555:1.000000





NOTES

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



ARROW DETAIL

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

STANDARD SIGN
W4-3

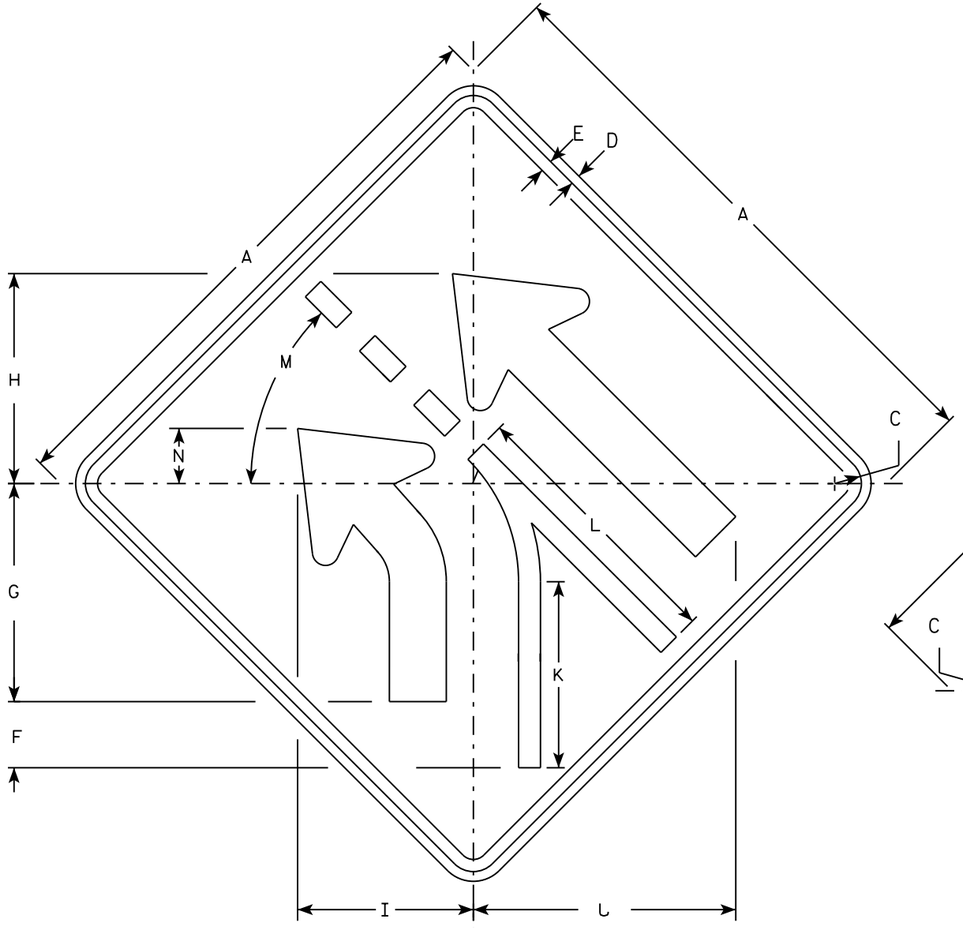
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

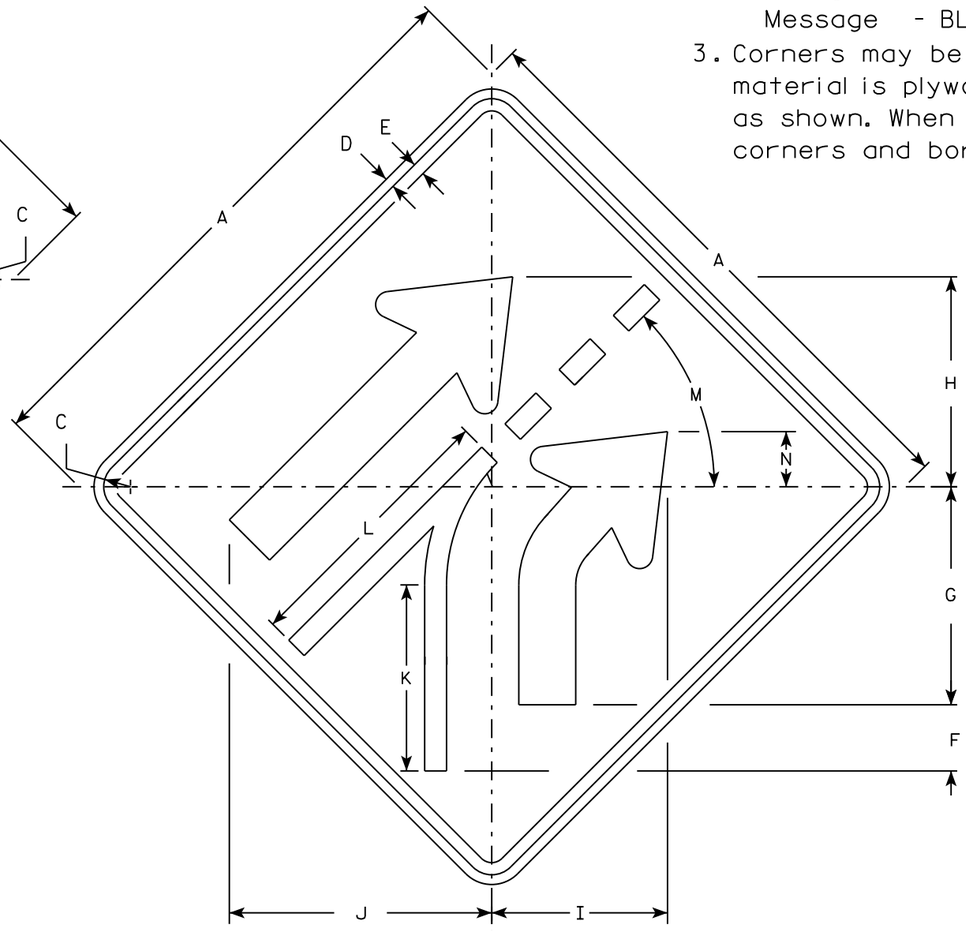
DATE 03/12/13 PLATE NO. W4-3.8

PROJECT NO:

SHEET NO: 337 E



W4-6L



W4-6R

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.

* Scale and Rotate W4-3 and make modifications.

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	3 3/8	11 1/4	10 3/4	9	13 1/2	9 1/2	14	45°	2 7/8													6.25
2S	36		1 5/8	5/8	3/4	4	13 1/2	13	10 7/8	16 1/4	11 1/2	16 7/8	45°	3 3/8													9.0
2M	36		1 5/8	5/8	3/4	4	13 1/2	13	10 7/8	16 1/4	11 1/2	16 7/8	45°	3 3/8													9.0
3																											
4	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0
5	48		2 1/4	3/4	1	5 3/8	18	17 1/4	14 1/2	21 5/8	15 1/4	22 1/2	45°	4 1/2													16.0

STANDARD SIGN
W4-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/9/16 PLATE W4-6.4

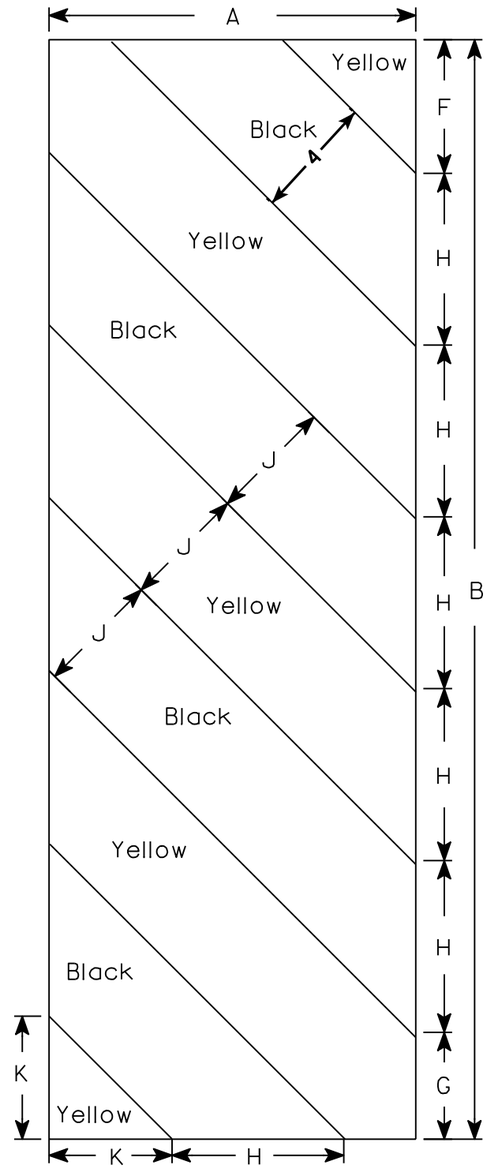
338

PROJECT NO:

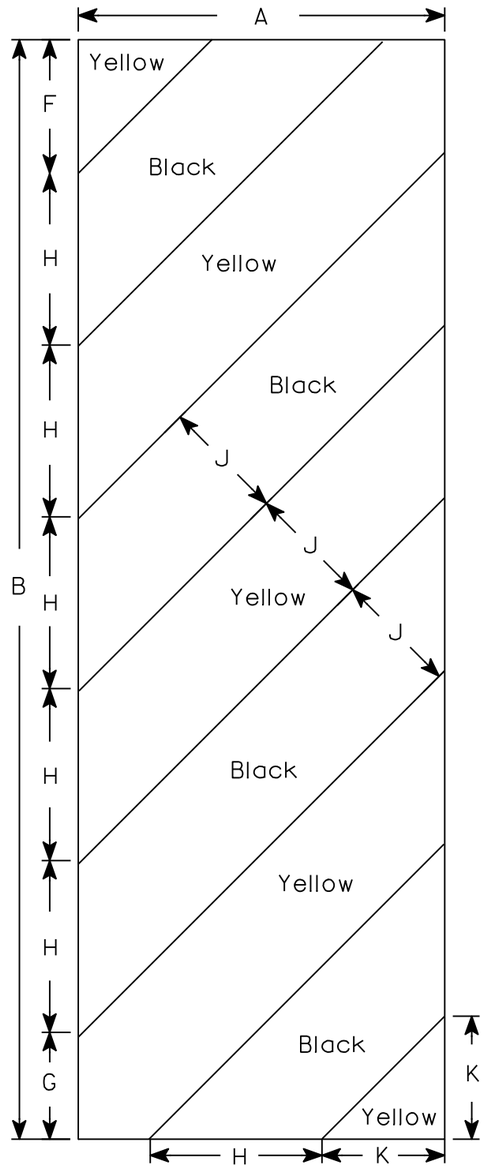
SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W46.DGN PLOT DATE : 09-FEB-2016 10:16 PLOT BY : $$ platuser $$

7



W5-52L



W5-52R

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. Alternate colors of stripes as shown.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
2M	12	36				4 3/8	3 1/2	5 5/8	45°	4	4																3.0
3	18	54				6	5 1/2	8 1/2	45°	6	6 9/16																6.75
4																											
5																											

STANDARD SIGN

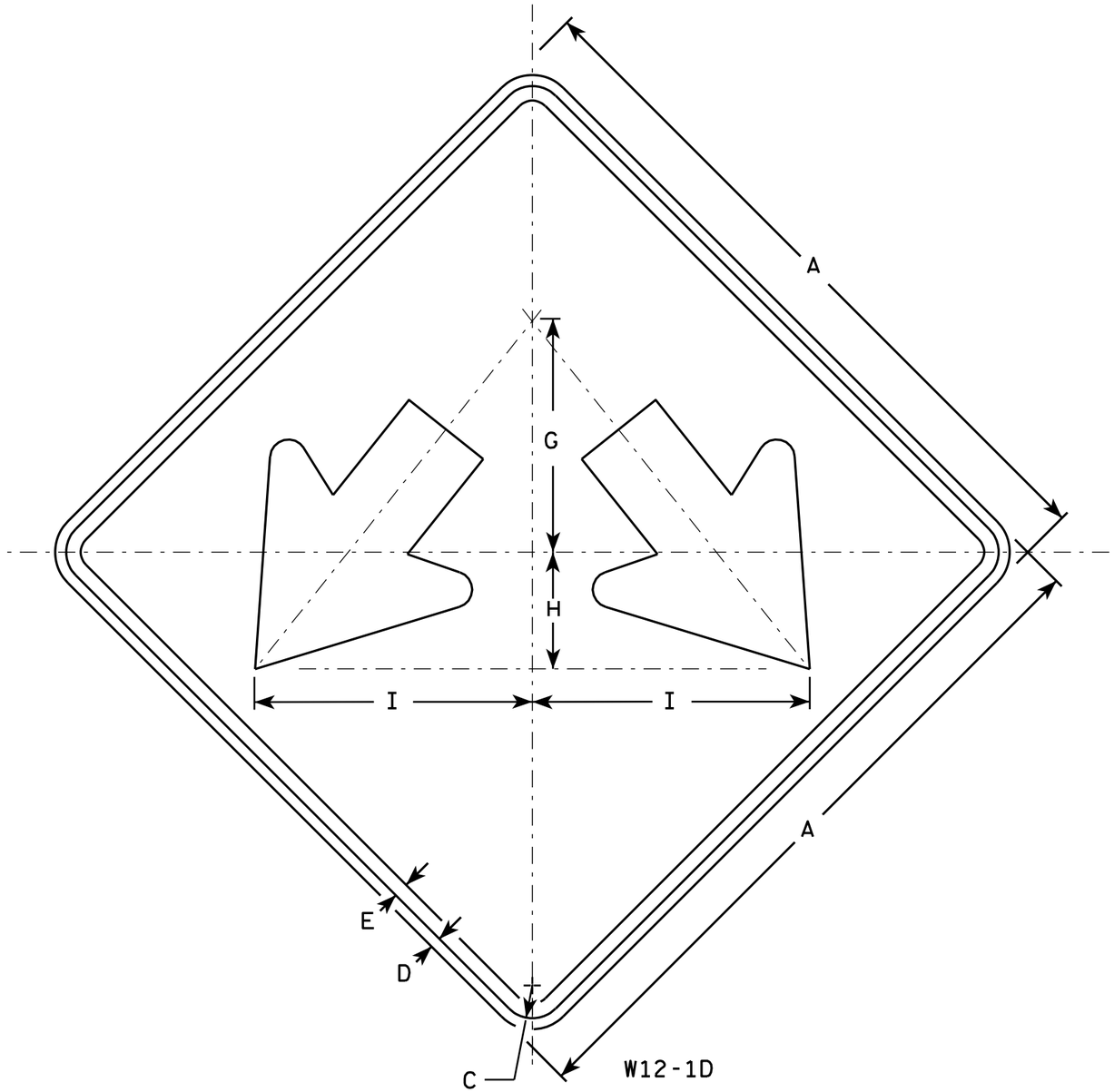
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

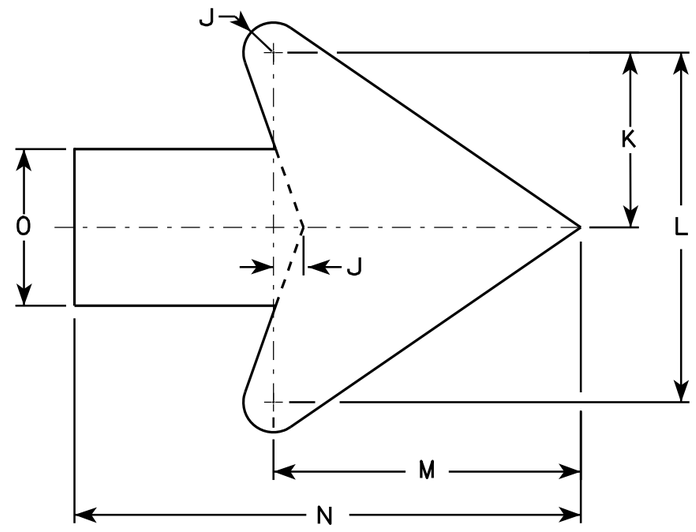
DATE 5/29/12 PLATE NO. W5-52.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 339	E



NOTES

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



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

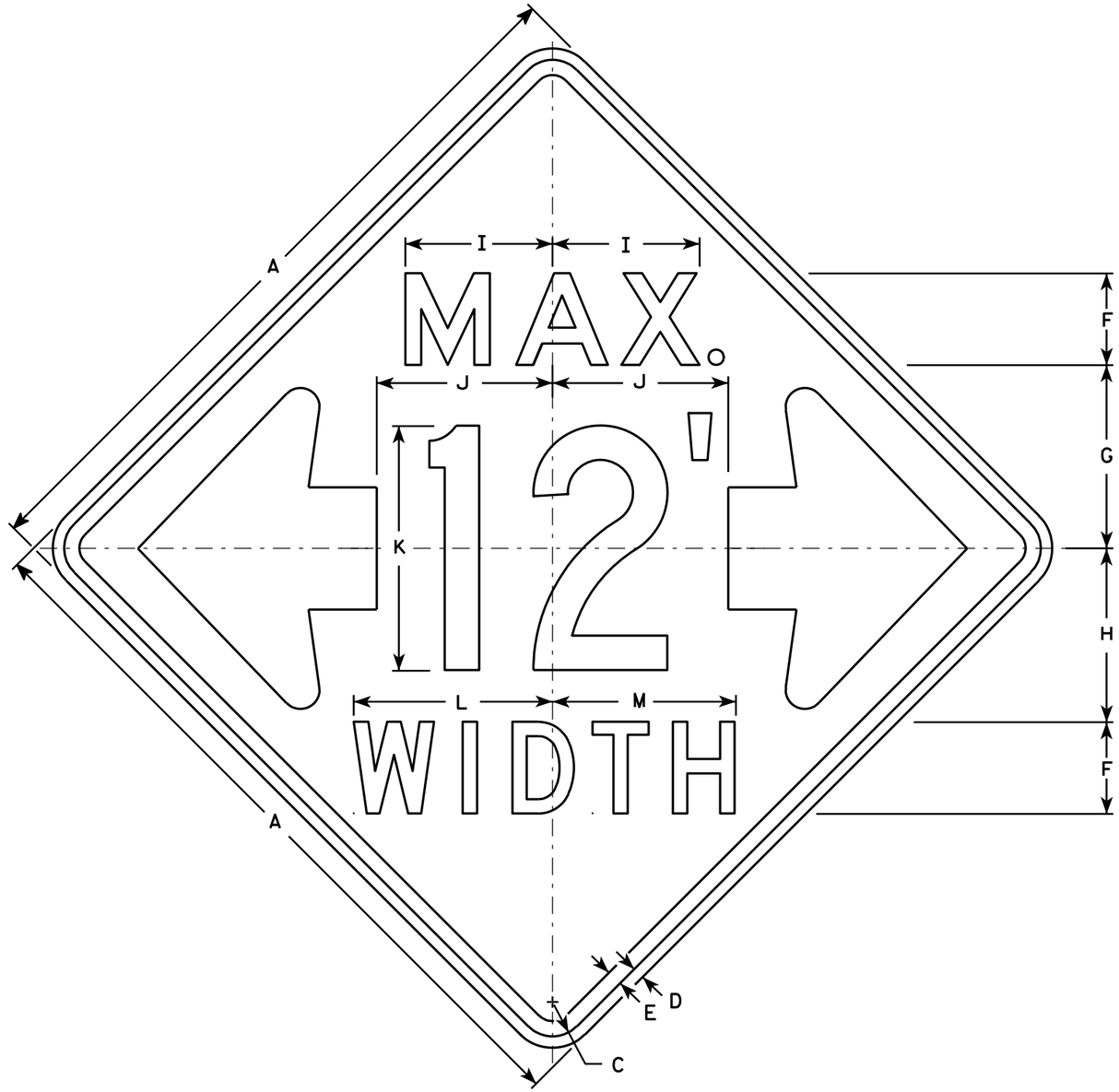
STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15

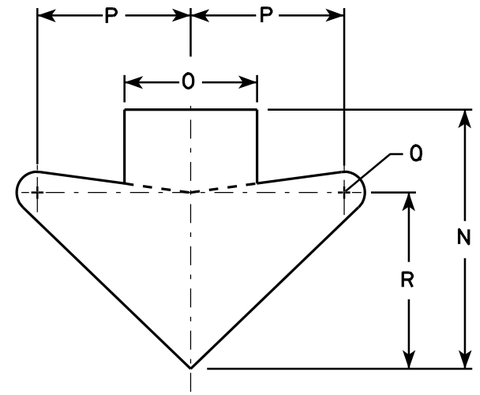
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 340 | E



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

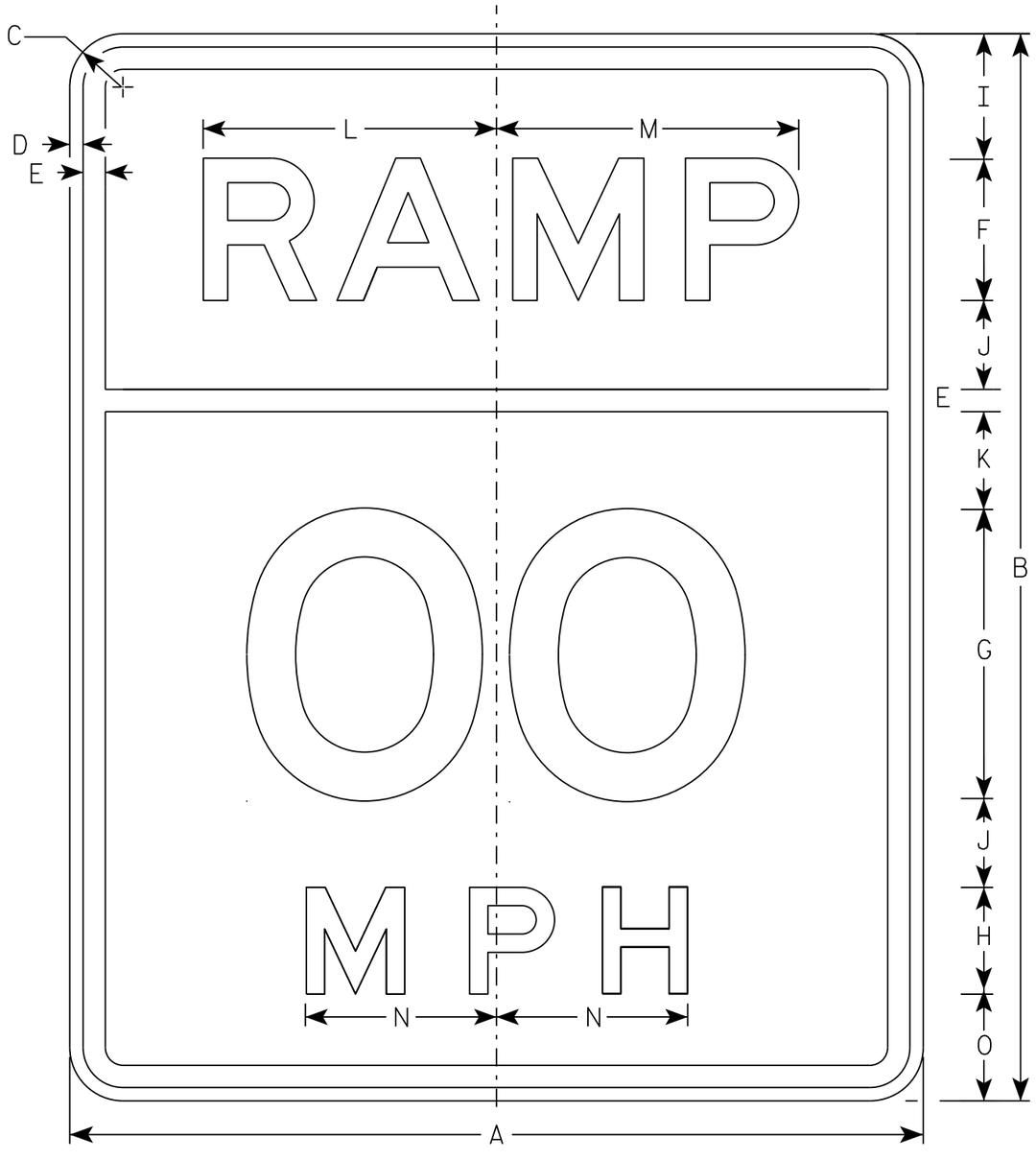
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 341 | E

7

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W1252.DGN PLOT DATE : 16-MAR-2011 14:45 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.137199:1.000000
WISDOT/CADDS SHEET 42



W13-3

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
2S	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
2M	24	30	1 1/8	3/8	5/8	4	8	3	3 1/2	2 1/2	2 7/8	8 1/4	8 1/2	5 3/8	3												5.0
3	36	48	1 5/8	5/8	7/8	6	12	4	6	4 1/8	5 1/8	13 1/2	13 5/8	7 1/8	6												12.0
4	36	48	1 5/8	5/8	7/8	6	12	4	6	4 1/8	5 1/8	13 1/2	13 5/8	7 1/8	6												12.0
5	48	60	2 1/4	3/4	1 1/4	8	16	6	7	5	5 3/4	16 1/2	17	10 5/8	6												20.0

STANDARD SIGN
W13-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

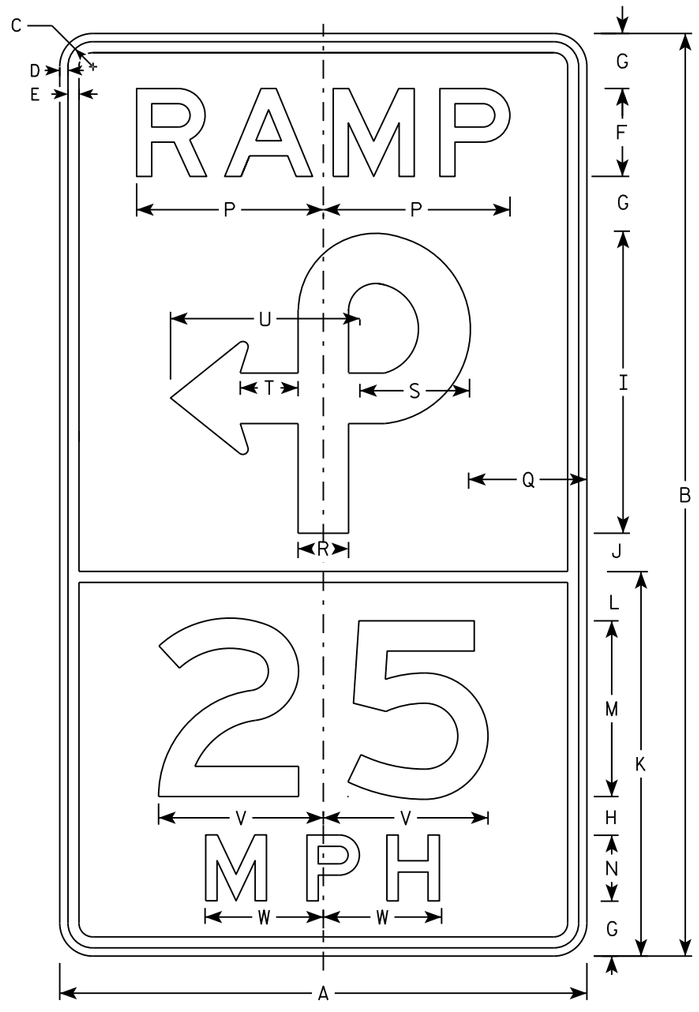
DATE 8/1/16 PLATE NO W13-3.10

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W133.DGN PLOT DATE : 01-AUG-2016 09:57 PLOT BY : $$ platuser $$ PLOT NAME : PLOT SCALE : 4.086268:1.000000

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - E



W13-3B

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	60	1 5/8	3/4	5/8	6	3 1/2	3	19 3/4	2 1/4	25	3 1/2	10	5		12 3/4	8	3 1/2	7 1/2	4	13	10	8 1/2				15.0
2M	36	60	1 5/8	3/4	5/8	6	3 1/2	3	19 3/4	2 1/4	25	3 1/2	10	5		12 3/4	8	3 1/2	7 1/2	4	13	10	8 1/2				15.0
3																											
4	48	84	2 1/4	3/4	1	8	5	3 1/2	27 1/2	3 1/2	35	4 1/2	16	6		17	10 3/4	4 5/8	10	5 1/4	17 1/4	15	10 3/4				28.0
5	48	84	2 1/4	3/4	1	8	5	3 1/2	27 1/2	3 1/2	35	4 1/2	16	6		17	10 3/4	4 5/8	10	5 1/4	17 1/4	15	10 3/4				28.0

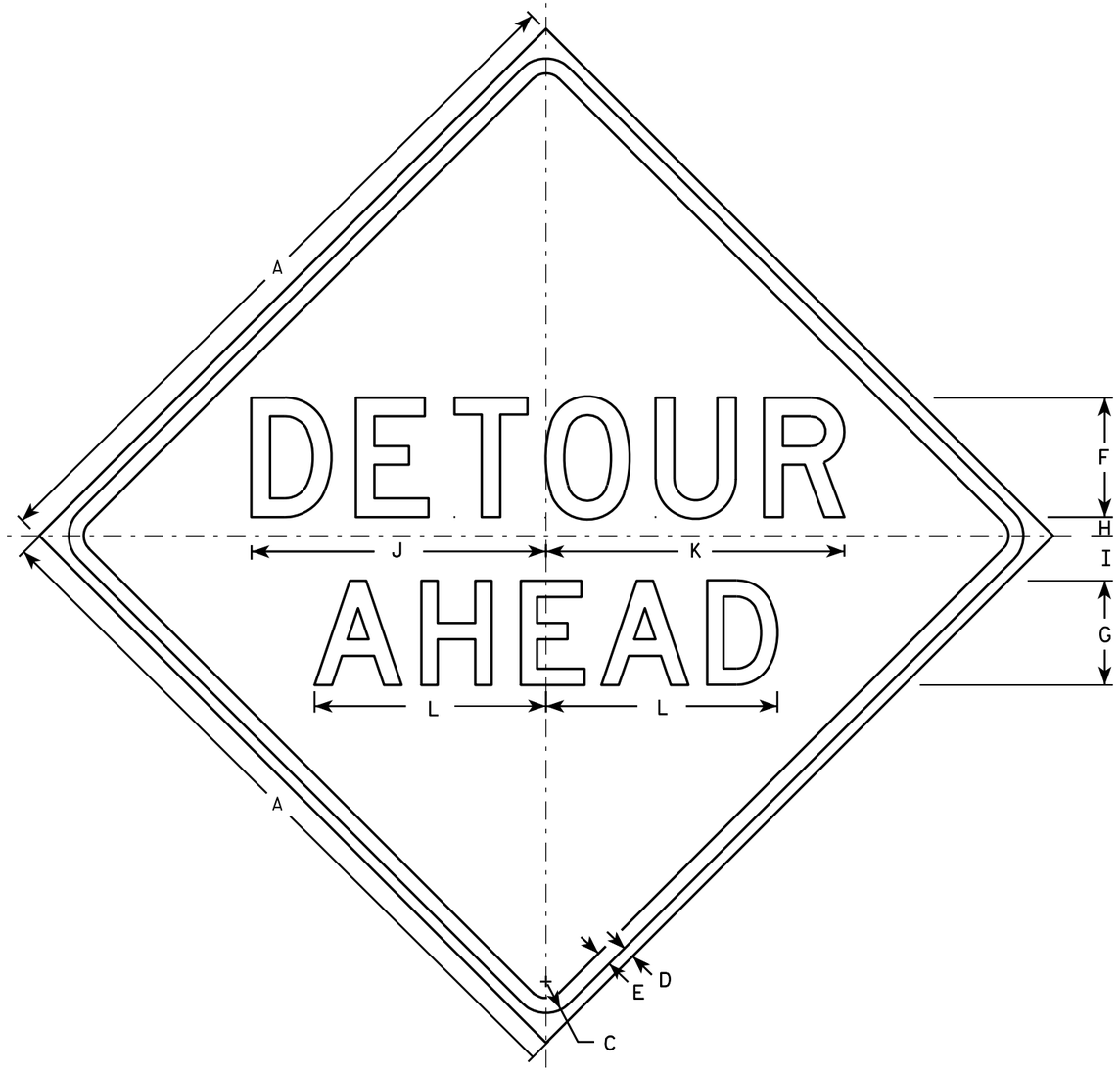
STANDARD SIGN
W13-3B

WISCONSIN DEPT OF TRANSPORTATION

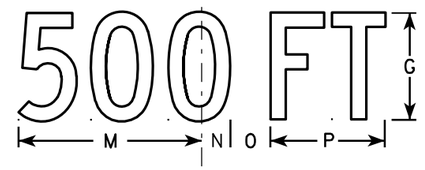
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/15/18 PLATE NO. W13-3B.2

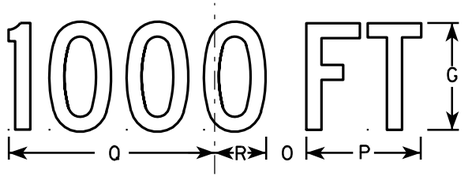
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 343 | E



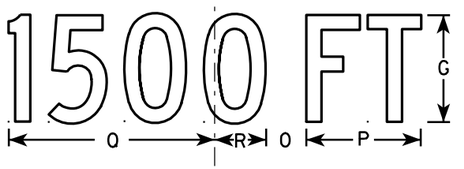
W20-2A



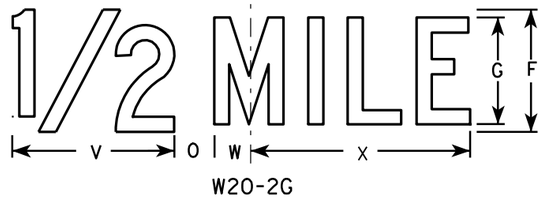
W20-2D



W20-2C



W20-2B



W20-2G



W20-2F

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. Line 1 is Series D.
   Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

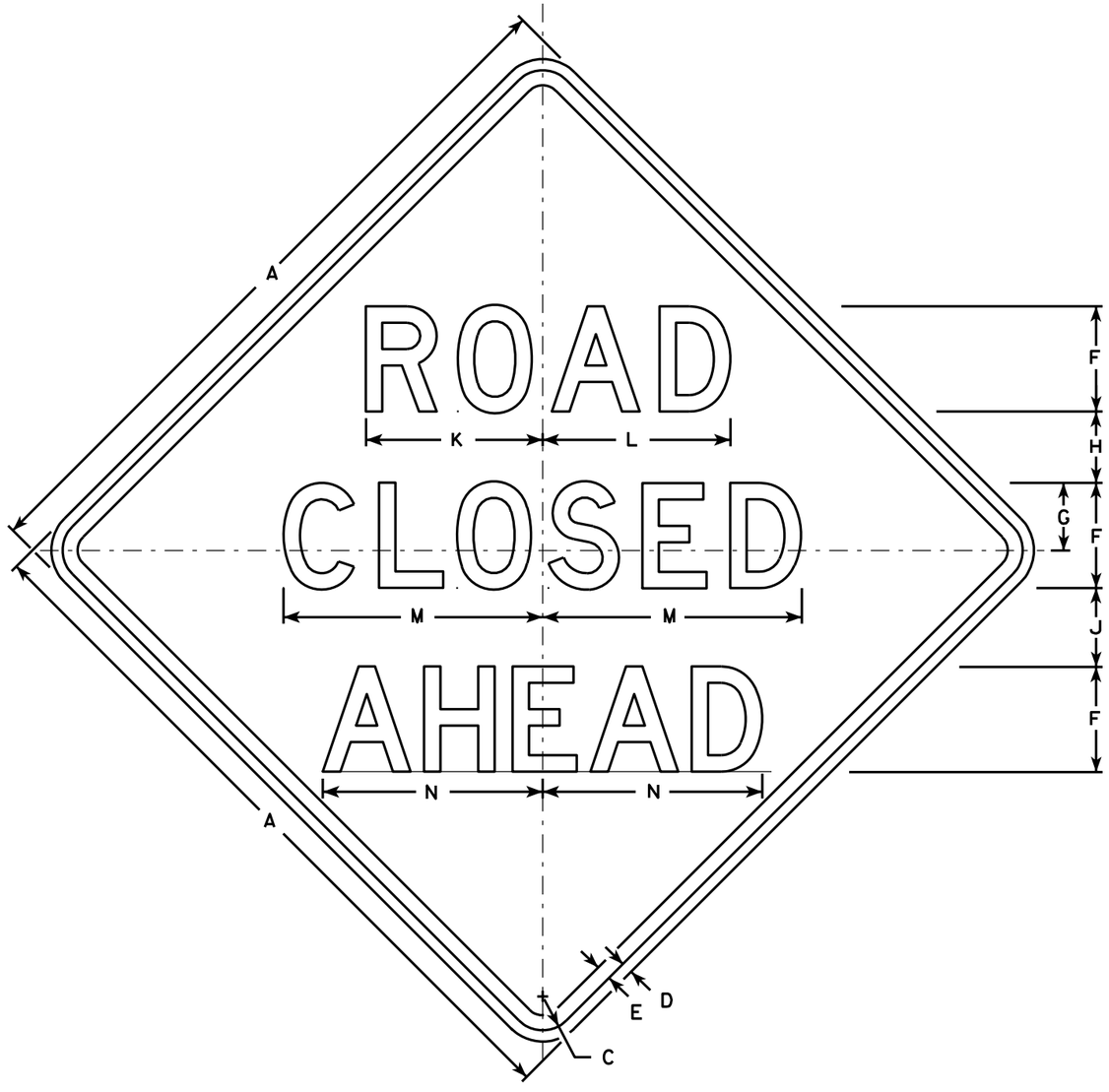
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

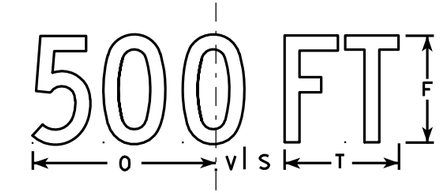
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

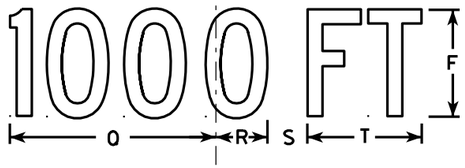
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 344	E



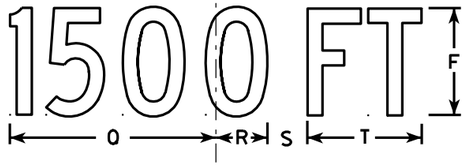
W20-3A



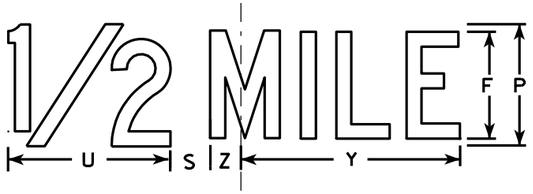
W20-3D



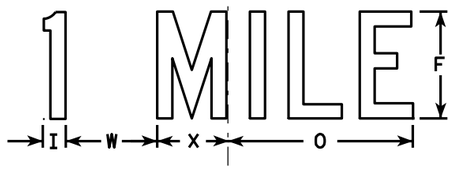
W20-3C



W20-3B



W20-3G



W20-3F

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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-3A, B, C, D, F & G

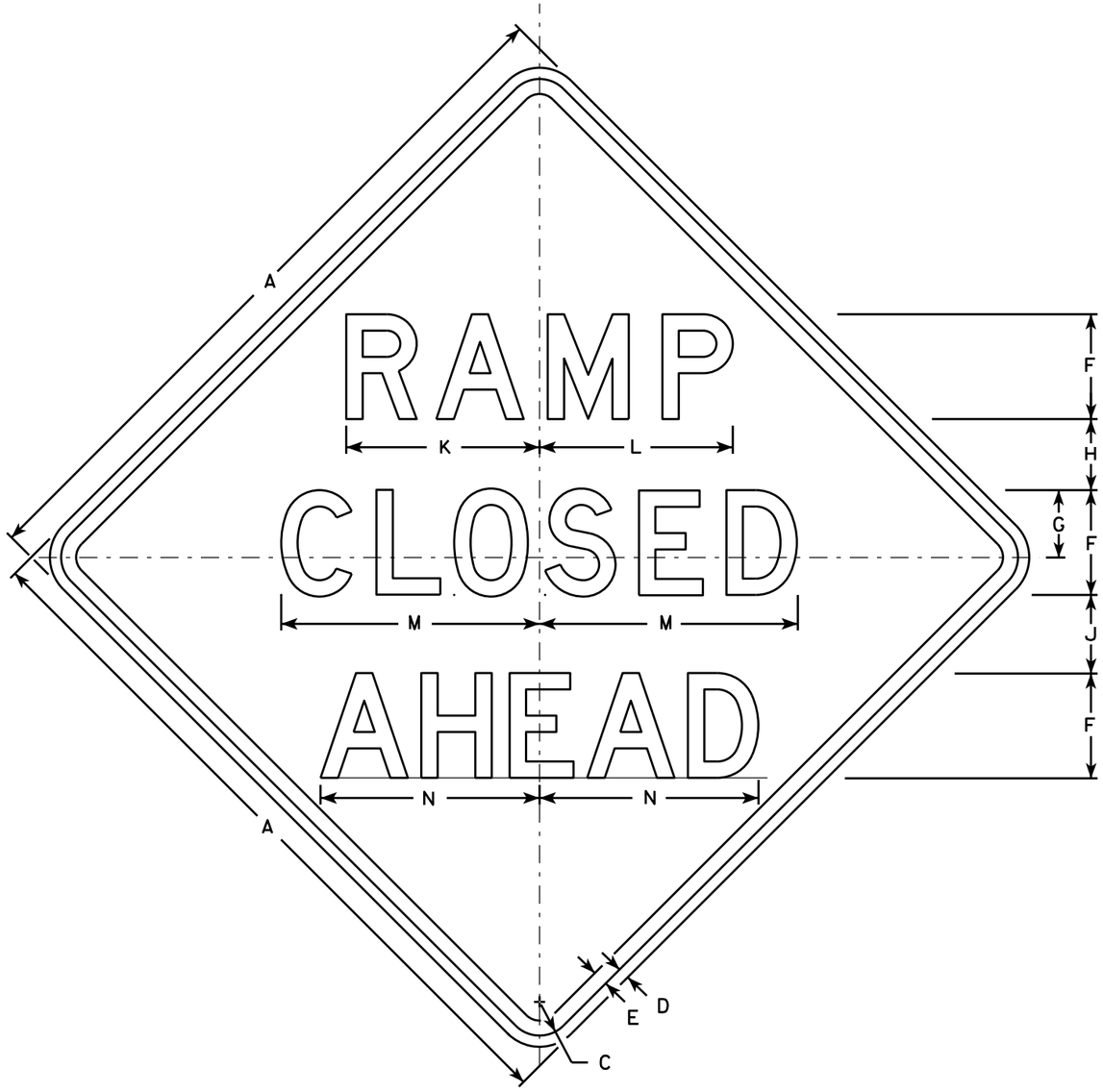
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer
DATE 3/18/11 PLATE NO. W20-3.7

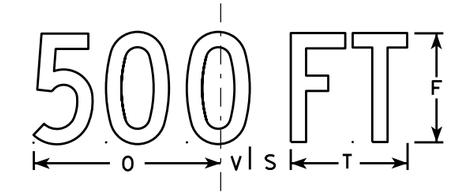
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 345 | E

7

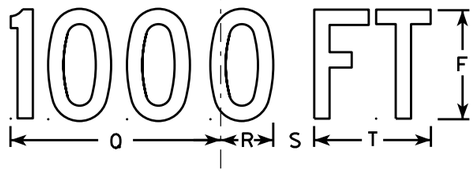
FILE NAME : C:\Users\PROJECTS\tr_stdplate\W203.DGN PLOT DATE : 18-MAR-2011 12:08 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.931739:1.000000
WISDOT/CADDS SHEET 42



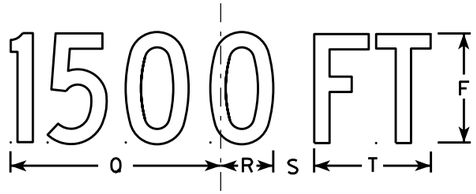
W20-53A



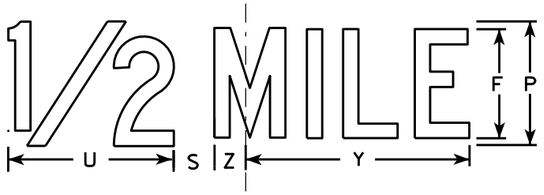
W20-53D



W20-53C



W20-53B



W20-53G



W20-53F

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. Lines 1 and 2 are Series D.
   Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-53A,B,C,D,F,G

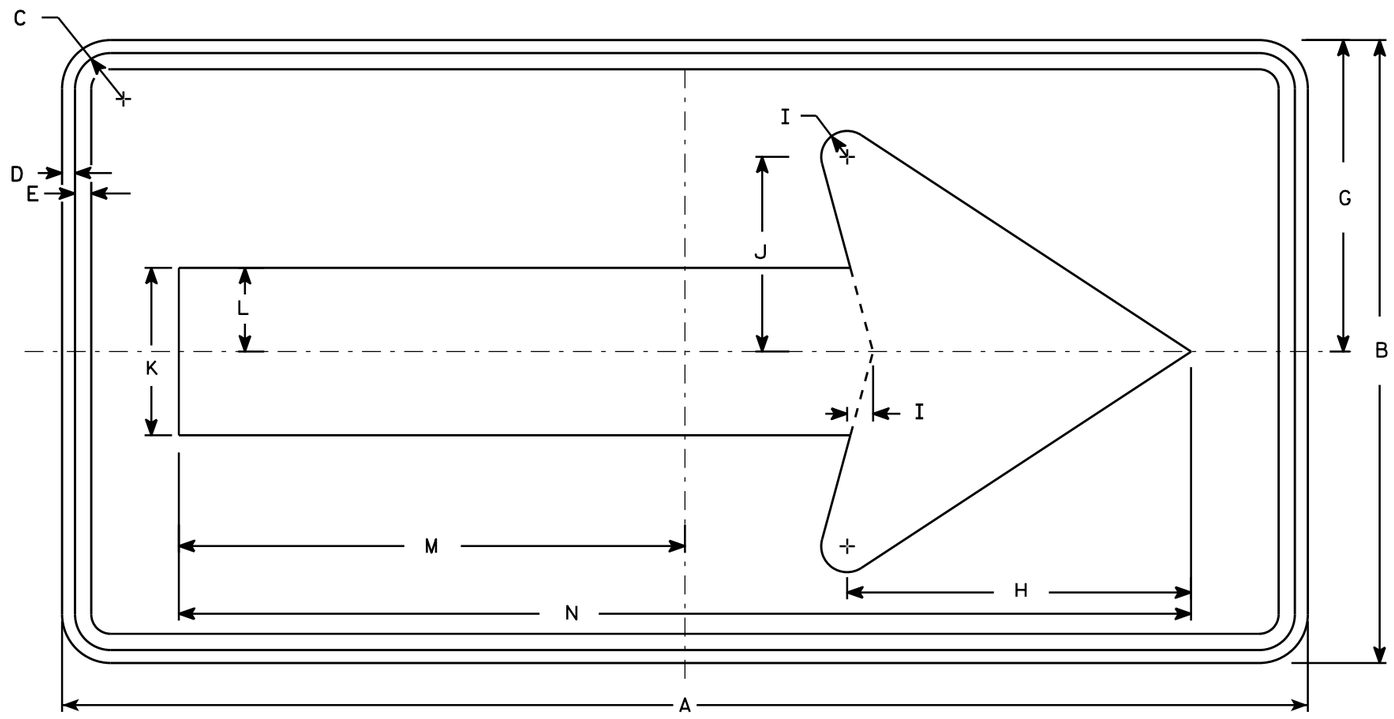
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2053.DGN PLOT DATE : 27-MAY-2015 19:40 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 9.729210:1.000000
WISDOT/CADDS SHEET 42



W01-6

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.

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		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

STANDARD SIGN
W01-6

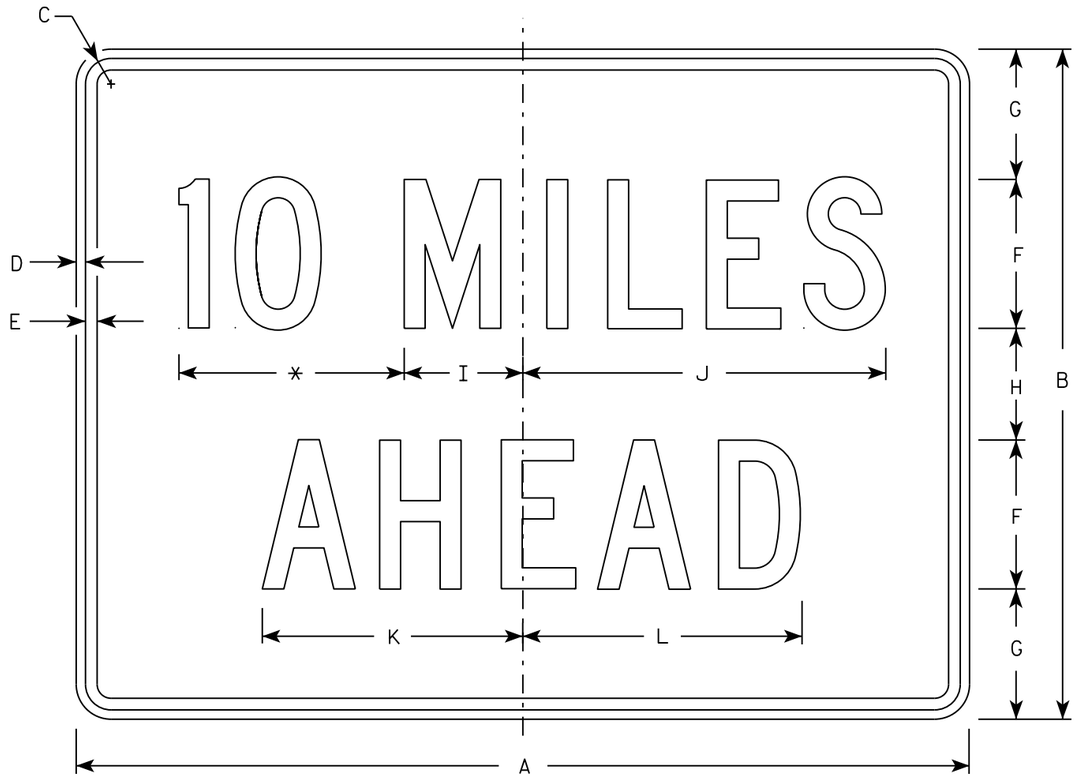
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

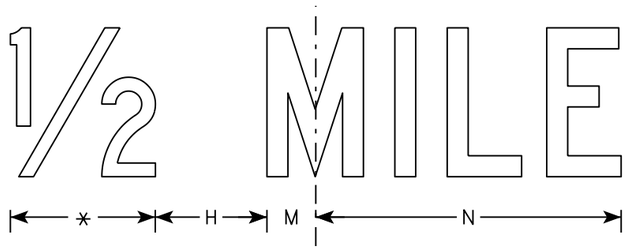
DATE 11/18/13 PLATE NO. W01-6.1

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

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W016.DGN PLOT DATE : 28-FEB-2014 11:37 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : 5.837526:1.000000 WISDOT/CADDS SHEET 42



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

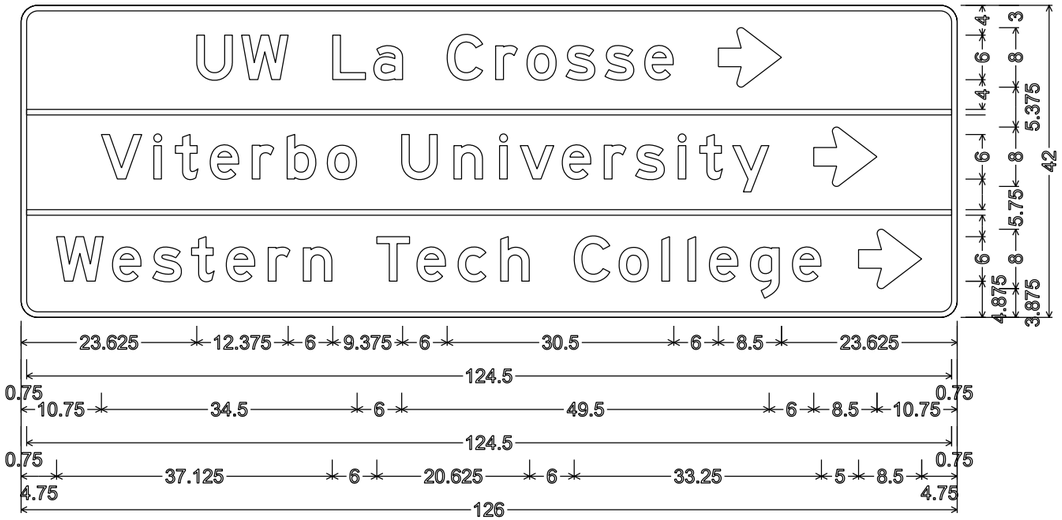
STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

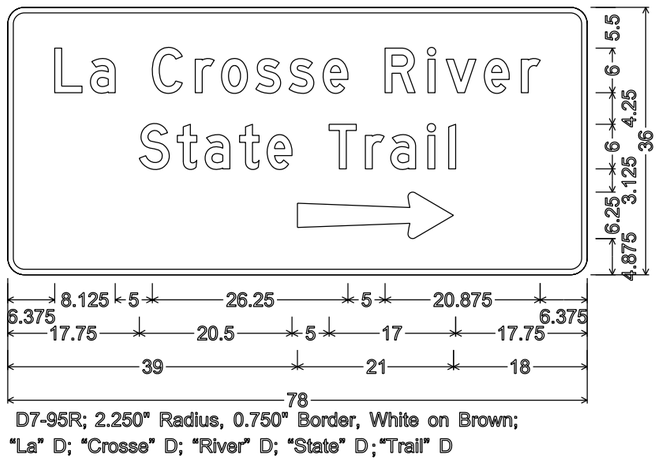
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 348	E



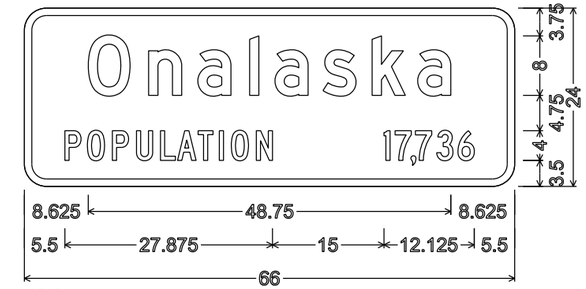
D1-3; 2.250" Radius, 0.750" Border



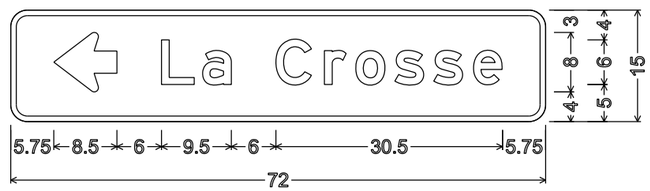
D7-95R; 2.250" Radius, 0.750" Border, White on Brown;
"La" D; "Crosse" D; "River" D; "State" D; "Trail" D

NOTES

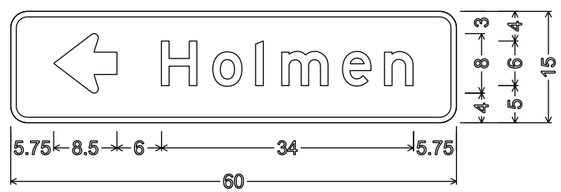
1. All Signs Type II - Type H Reflective
2. Color:
   Background - Green except as noted
   Message - White
3. Message Series - E except as noted



I2-3; 3.000" Radius, 1.000" Border,
"Onalaska" D; "POPULATION"; "17,736" C



Identifier : D1-1; 2.250" Radius, 0.750" Border



D1-1; 2.250" Radius, 0.750" Border

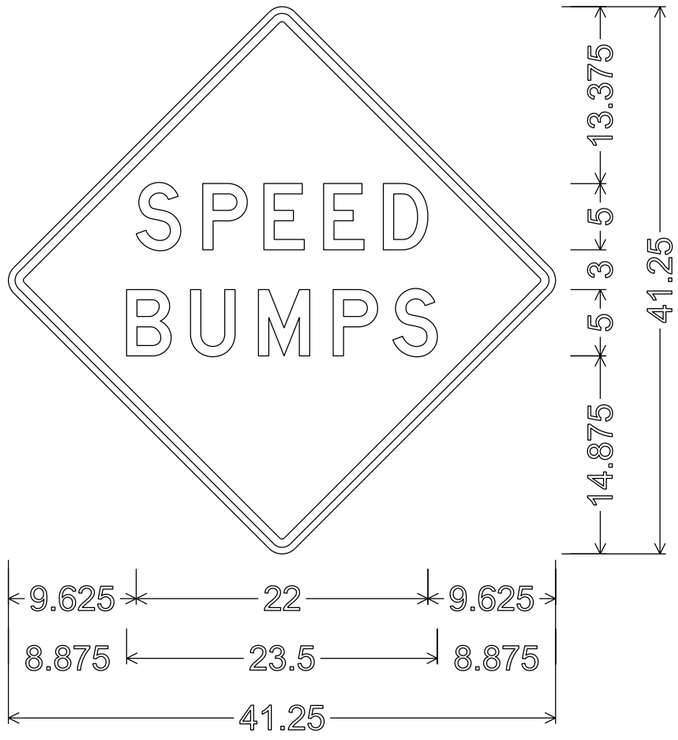
7

7

PROJECT NO: 1070-04-75	HWY: STH 157	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET NO: 349	E

NOTES

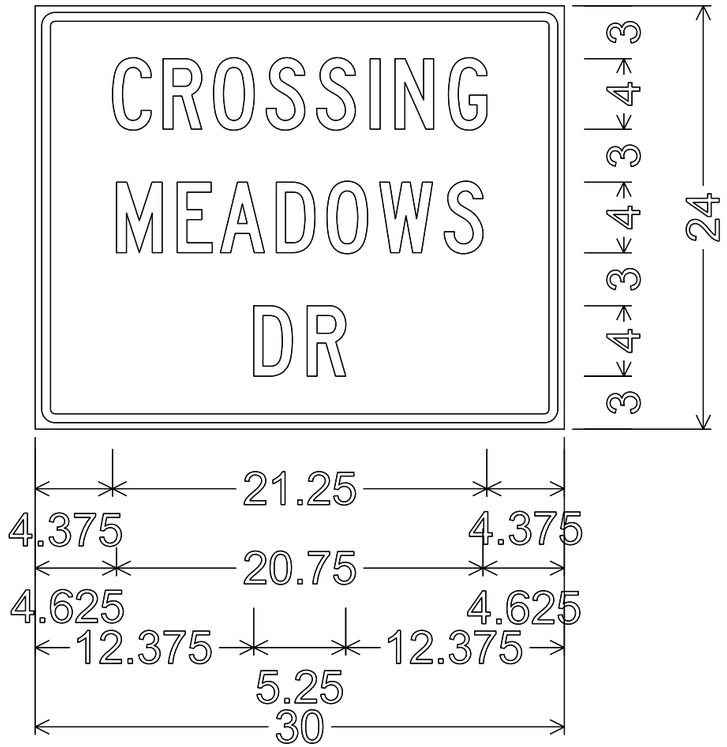
1. All Signs Type II - Type F Reflective
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - D



30.000" across sides 1.375" Radius, 0.625" Border, 0.500" Indent

NOTES

1. All Signs Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C



1.125" Radius, 0.500" Border, 0.375" Indent

CAT 0030
JANSEN PLACE

STATION	Real Station	Distance	AREA (SF) Cut	Incremental Vol (CY) (Unadjusted) Cut	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.30	Mass Ordinate
10+15	1015.00	0.00	8.20	0	0	0	0	0
10+20	1020.00	5.00	21.04	3	0	3	0	3
10+25	1025.00	5.00	33.36	5	0	8	0	8
10+30	1030.00	5.00	46.53	7	0	15	0	15
10+35	1035.00	5.00	57.77	10	0	25	0	25
10+40	1040.00	5.00	55.12	10	0	35	0	35
10+45	1045.00	5.00	55.08	10	0	45	0	45
10+47.92	1047.92	2.92	56.33	6	0	51	0	51
SUBTOTALS				51	0			
CTH PH								
11+12	1112.00	0.00	80.00	0	0	0	0	0
11+50	1150.00	38.00	83.04	115	0	115	0	115
11+62.5	1162.50	12.50	84.31	39	0	153	0	153
12+00	1200.00	37.50	79.85	114	0	267	0	267
12+05	1205.00	5.00	79.20	15	0	282	0	282
12+10	1210.00	5.00	79.30	15	0	297	0	297
12+15	1215.00	5.00	78.69	15	0	312	0	312
12+20	1220.00	5.00	71.53	14	0	325	0	325
12+25	1225.00	5.00	64.38	13	0	338	0	338
12+30	1230.00	5.00	56.92	11	0	349	0	349
12+35	1235.00	5.00	48.03	10	0	359	0	359
12+40	1240.00	5.00	50.25	9	0	368	0	368
12+45	1245.00	5.00	53.39	10	0	378	0	378
12+50	1250.00	5.00	57.88	10	0	388	0	388
12+55	1255.00	5.00	63.29	11	0	399	0	399
12+60	1260.00	5.00	67.04	12	0	411	0	411
12+65	1265.00	5.00	52.93	11	0	422	0	422
12+70	1270.00	5.00	47.41	9	0	432	0	432
12+74.7	1274.70	4.70	43.41	8	0	440	0	440
				440	0			

9

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CAT 0040
CTH SS

STATION	Real Station	Distance	AREA (SF) Cut	Incremental Vol (CY) (Unadjusted) Cut	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.30	Mass Ordinate
10+80.45	1080.45	0.00	0.00	0	0	0	0	0
10+85	1085.00	4.55	75.91	6	0	6	0	6
10+90	1090.00	5.00	76.09	14	0	20	0	20
10+95	1095.00	5.00	80.08	14	0	35	0	35
11+00	1100.00	5.00	81.27	15	0	50	0	50
11+05	1105.00	5.00	81.14	15	0	65	0	65
11+10	1110.00	5.00	79.34	15	0	80	0	80
11+15	1115.00	5.00	77.16	14	0	94	0	94
11+20	1120.00	5.00	74.21	14	0	108	0	108
11+21.72	1121.72	1.72	72.83	5	0	113	0	113
11+25	1125.00	3.28	74.33	9	0	122	0	122
11+30	1130.00	5.00	82.51	15	0	136	0	136
11+35	1135.00	5.00	86.28	16	0	152	0	152
11+40	1140.00	5.00	89.81	16	0	168	0	168
11+45	1145.00	5.00	93.42	17	0	185	0	185
11+50	1150.00	5.00	87.30	17	0	202	0	202
11+55	1155.00	5.00	84.07	16	0	218	0	218
11+60	1160.00	5.00	83.96	16	0	233	0	233
11+62.05	1162.05	2.05	87.37	6	0	240	0	239
12+00	1200.00	37.95	85.34	121	0	361	1	360
12+50	1250.00	50.00	95.45	167	0	529	1	528
12+93.38	1293.38	43.38	97.40	155	0	684	1	683
12+95	1295.00	1.62	97.71	6	0	690	1	689
13+00	1300.00	5.00	99.49	18	0	708	1	707
13+05	1305.00	5.00	99.26	18	0	726	1	725
13+10	1310.00	5.00	102.14	19	0	745	1	744
13+15	1315.00	5.00	154.65	24	0	769	1	768
13+20	1320.00	5.00	106.86	24	0	793	1	792
13+25	1325.00	5.00	115.03	21	0	813	1	812
13+30	1330.00	5.00	130.27	23	0	836	1	835
13+35	1335.00	5.00	128.36	24	0	860	1	859
13+40	1340.00	5.00	122.56	23	0	883	1	882
13+45	1345.00	5.00	114.80	22	0	905	1	904
13+50	1350.00	5.00	106.51	20	0	926	1	925
13+55	1355.00	5.00	98.78	19	0	945	1	944
13+60	1360.00	5.00	91.21	18	0	962	1	961
13+61.19	1361.19	1.19	89.49	4	0	966	1	965
13+64.14	1364.14	2.95	88.40	10	0	976	1	975
13+65	1365.00	0.86	88.81	3	0	979	1	978
13+70	1370.00	5.00	91.14	17	0	996	1	995
13+75	1375.00	5.00	93.41	17	0	1,013	1	1,012
13+80	1380.00	5.00	96.07	18	0	1,030	1	1,029
13+85	1385.00	5.00	98.95	18	0	1,048	1	1,047
13+85.35	1385.35	0.35	99.17	1	0	1,049	1	1,049
13+90	1390.00	4.65	108.97	18	0	1,067	1	1,067
13+95	1395.00	5.00	106.59	20	0	1,087	1	1,086
14+00	1400.00	5.00	100.91	19	0	1,107	1	1,106
14+05	1405.00	5.00	95.65	18	0	1,125	1	1,124
14+10	1410.00	5.00	91.07	17	0	1,142	1	1,141
14+15	1415.00	5.00	87.92	17	0	1,159	1	1,158
14+20	1420.00	5.00	89.71	16	0	1,175	1	1,174
14+25	1425.00	5.00	91.88	17	0	1,192	1	1,191
14+30	1430.00	5.00	91.90	17	0	1,209	1	1,208
14+35	1435.00	5.00	93.36	17	0	1,226	1	1,225
14+40	1440.00	5.00	94.09	17	0	1,243	1	1,243
14+45	1445.00	5.00	95.29	18	0	1,261	1	1,260
14+50	1450.00	5.00	95.68	18	0	1,279	1	1,278
14+55	1455.00	5.00	95.82	18	0	1,296	1	1,295
14+56.82	1456.82	1.82	96.18	6	0	1,303	1	1,302
15+00	1500.00	43.18	103.92	160	0	1,463	1	1,462
15+19.57	1519.57	19.57	105.37	76	0	1,539	1	1,538
15+50	1550.00	30.43	145.17	141	0	1,680	1	1,679
16+00	1600.00	50.00	143.46	267	0	1,947	1	1,946
16+19	1619.00	19.00	143.33	101	0	2,048	1	2,047
SUBTOTALS				2048	1	2,048	1	

CAT 0040
MAINTENANCE SHED DRIVEWAY

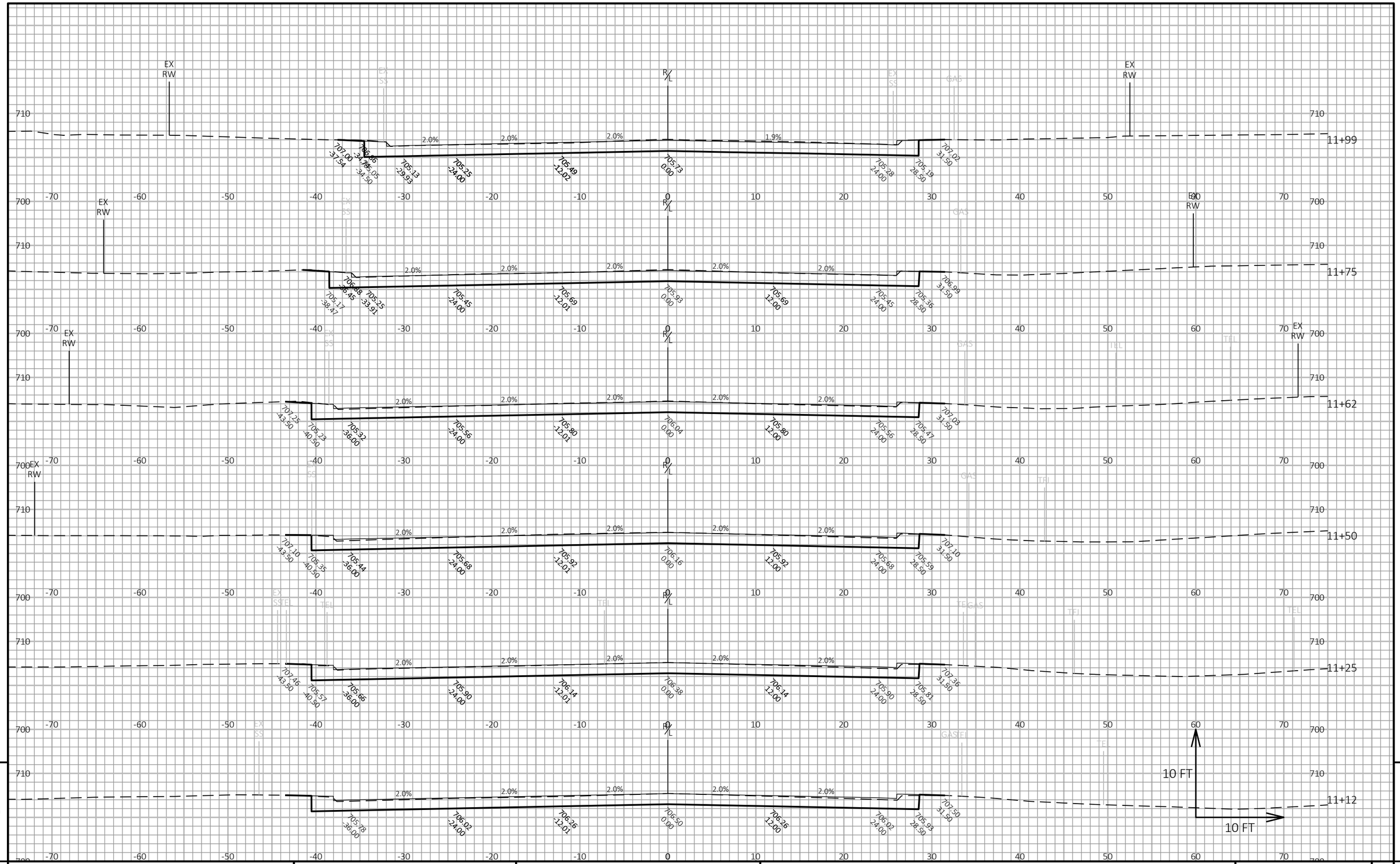
STATION	Real Station	Distance	AREA (SF) Cut	Fill	Incremental Vol (CY) (Unadjusted) Cut	Fill	Cumulative Vol (CY) Cut 1.00	Expanded Fill 1.30	Mass Ordinate
00+00	0.00	0.00	27.96	0.00	0	0	0	0	0
00+05	5.00	5.00	56.21	0.00	8	0	8	0	8
00+10	10.00	5.00	59.93	0.00	11	0	19	0	19
00+15	15.00	5.00	45.71	0.00	10	0	28	0	28
00+20	20.00	5.00	23.42	0.00	6	0	35	0	35
00+25	25.00	5.00	3.18	0.00	2	0	37	0	37
SUBTOTALS					37	0	37	0	
DARLING ROAD									
05+00	500.00	0.00	33.26	0.00	0	0	0	0	0
05+05	505.00	5.00	68.93	0.00	9	0	9	0	9
05+10	510.00	5.00	73.74	0.00	13	0	23	0	23
05+15	515.00	5.00	80.18	0.00	14	0	37	0	37
05+20	520.00	5.00	68.81	0.00	14	0	51	0	51
05+25	525.00	5.00	25.99	0.00	9	0	59	0	59
SUBTOTALS					59	0	59	0	
CROSSING MEADOWS									
10+50	1050.00	0.00	34.95	0.00	0	0	0	0	0
10+55	1055.00	5.00	46.31	0.00	8	0	8	0	8
10+60	1060.00	5.00	57.07	0.00	10	0	17	0	17
10+65	1065.00	5.00	67.16	0.00	12	0	29	0	29
10+70	1070.00	5.00	77.42	0.00	13	0	42	0	42
10+75	1075.00	5.00	89.83	0.00	15	0	57	0	57
10+80	1080.00	5.00	90.16	0.00	17	0	74	0	74
10+85	1085.00	5.00	85.41	0.00	16	0	90	0	90
10+90	1090.00	5.00	78.64	0.00	15	0	106	0	106
10+95	1095.00	5.00	75.15	0.00	14	0	120	0	120
11+00	1100.00	5.00	73.06	0.00	14	0	134	0	134
11+05	1105.00	5.00	72.35	0.00	13	0	147	0	147
11+10	1110.00	5.00	72.22	0.00	13	0	160	0	160
11+15	1115.00	5.00	72.54	0.00	13	0	174	0	174
11+15.29	1115.29	0.29	68.60	0.00	1	0	175	0	175
SUBTOTALS					175	0	175	0	175
DUAL RIGHT TURN LANES FROM CTH SS WB TO CROSSING MEADOWS DRIVE									
05+00	500.00	0.00	35.78	0.00	0	0	0	0	0
05+05	505.00	5.00	36.45	0.00	7	0	7	0	7
05+10	510.00	5.00	37.10	0.00	7	0	13	0	13
05+15	515.00	5.00	37.79	0.00	7	0	20	0	20
05+20	520.00	5.00	38.39	0.00	7	0	27	0	27
05+25	525.00	5.00	38.93	0.00	7	0	35	0	35
05+30	530.00	5.00	39.50	0.00	7	0	42	0	42
05+35	535.00	5.00	40.21	0.00	7	0	49	0	49
05+40	540.00	5.00	41.01	0.00	8	0	57	0	57
05+45	545.00	5.00	41.72	0.00	8	0	64	0	64
05+50	550.00	5.00	41.83	0.00	8	0	72	0	72
05+55	555.00	5.00	41.45	0.00	8	0	80	0	80
05+60	560.00	5.00	43.49	0.00	8	0	88	0	88
05+65	565.00	5.00	43.67	0.00	8	0	96	0	96
05+70	570.00	5.00	44.57	0.00	8	0	104	0	104
05+75	575.00	5.00	45.65	0.00	8	0	112	0	112
05+80	580.00	5.00	47.32	0.00	9	0	121	0	121
05+85	585.00	5.00	48.57	0.00	9	0	130	0	130
05+90	590.00	5.00	49.48	0.00	9	0	139	0	139
05+95	595.00	5.00	48.95	0.00	9	0	148	0	148
06+00	600.00	5.00	47.80	0.00	9	0	157	0	157
06+05	605.00	5.00	45.71	0.00	9	0	166	0	166
06+10	610.00	5.00	44.57	0.00	8	0	174	0	174
06+11.07	611.07	1.07	45.82	0.00	2	0	176	0	176
SUBTOTALS					176	0	176	0	

CAT 0050
STH SS

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.30	Mass Ordinate
16+19	1619.00	0.00	143.33	0.91	0	0	0	0	0
16+50	1650.00	31.00	149.53	0.91	168	1	168	1	167
17+00	1700.00	50.00	146.34	0.88	274	2	442	4	439
17+50	1750.00	50.00	128.07	0.19	254	1	696	5	691
18+00	1800.00	50.00	115.47	0.79	225	1	922	6	916
18+09.07	1809.07	9.07	114.20	0.21	39	0	960	6	954
18+50	1850.00	40.93	73.68	0.00	142	0	1,103	6	1,096
19+00	1900.00	50.00	70.52	0.00	134	0	1,236	6	1,230
19+50	1950.00	50.00	84.39	0.00	143	0	1,380	6	1,373
19+75.8	1975.80	25.80	120.25	0.00	98	0	1,477	6	1,471
SUBTOTALS					1,477	5	1,477	6	
RIGHT TURN LANE FROM STH 157 EB TO CTH SS WB									
00+19.25	19.25	0.00	9.77	0.00	0	0	0	0	0
00+20	20.00	0.75	24.25	0.00	0	0	0	0	0
00+25	25.00	5.00	25.58	0.00	5	0	5	0	5
00+30	30.00	5.00	26.27	0.00	5	0	10	0	10
00+35	35.00	5.00	27.12	0.00	5	0	15	0	15
00+40	40.00	5.00	28.33	0.00	5	0	20	0	20
00+45	45.00	5.00	28.89	0.00	5	0	25	0	25
00+50	50.00	5.00	29.37	0.00	5	0	31	0	31
00+55	55.00	5.00	30.04	0.00	6	0	36	0	36
00+60	60.00	5.00	30.73	0.00	6	0	42	0	42
00+65	65.00	5.00	30.55	0.00	6	0	47	0	47
00+70	70.00	5.00	32.17	0.00	6	0	53	0	53
00+75	75.00	5.00	37.26	0.00	6	0	60	0	60
00+80	80.00	5.00	41.11	0.00	7	0	67	0	67
00+85	85.00	5.00	47.35	0.00	8	0	75	0	75
00+90	90.00	5.00	56.77	0.00	10	0	85	0	85
00+95	95.00	5.00	69.82	0.00	12	0	97	0	97
01+00	100.00	5.00	54.87	0.00	12	0	108	0	108
01+05	105.00	5.00	46.61	0.00	9	0	117	0	117
01+10	110.00	5.00	39.35	0.00	8	0	125	0	125
01+15	115.00	5.00	33.07	0.00	7	0	132	0	132
01+20	120.00	5.00	29.61	0.00	6	0	138	0	138
01+25	125.00	5.00	26.57	0.00	5	0	143	0	143
01+30	130.00	5.00	23.84	0.00	5	0	148	0	148
01+35	135.00	5.00	22.45	0.00	4	0	152	0	152
01+40	140.00	5.00	20.59	0.00	4	0	156	0	156
01+45	145.00	5.00	18.47	0.00	4	0	160	0	160
01+50	150.00	5.00	16.75	0.00	3	0	163	0	163
01+55	155.00	5.00	15.66	0.00	3	0	166	0	166
01+60	160.00	5.00	13.76	0.00	3	0	169	0	169
01+65	165.00	5.00	12.04	0.00	2	0	171	0	171
01+70	170.00	5.00	10.84	0.00	2	0	173	0	173
01+75	175.00	5.00	9.62	0.00	2	0	175	0	175
01+80	180.00	5.00	8.55	0.00	2	0	177	0	177
01+80.39	180.39	0.39	117.75	0.00	1	0	178	0	178
SUBTOTALS					178	0	178	0	

CAT 0050
DUAL RIGHT TURN FROM CTH SS EB TO STH 157 EB

STATION	Real Station	Distance	AREA (SF) Cut	AREA (SF) Fill	Incremental Vol (CY) (Unadjusted) Cut	Incremental Vol (CY) (Unadjusted) Fill	Cumulative Vol (CY) Cut 1.00	Cumulative Vol (CY) Expanded Fill 1.30	Mass Ordinate
07+55	755.00	0.00	32.68	0.16	0	0	0	0	0
07+60	760.00	5.00	33.35	0.16	6	0	6	0	6
07+65	765.00	5.00	33.97	0.05	6	0	12	0	12
07+70	770.00	5.00	34.57	0.00	6	0	19	0	19
07+75	775.00	5.00	34.88	0.00	6	0	25	0	25
07+80	780.00	5.00	35.02	0.00	6	0	32	0	32
07+85	785.00	5.00	35.26	0.00	7	0	38	0	38
07+90	790.00	5.00	35.63	0.00	7	0	45	0	45
07+95	795.00	5.00	36.08	0.00	7	0	51	0	51
08+00	800.00	5.00	36.71	0.00	7	0	58	0	58
08+05	805.00	5.00	37.18	0.00	7	0	65	0	65
08+10	810.00	5.00	37.67	0.00	7	0	72	0	72
08+15	815.00	5.00	38.28	0.00	7	0	79	0	79
08+20	820.00	5.00	39.35	0.00	7	0	86	0	86
08+25	825.00	5.00	40.38	0.00	7	0	93	0	93
08+30	830.00	5.00	41.34	0.00	8	0	101	0	101
08+35	835.00	5.00	41.67	0.00	8	0	109	0	109
08+40	840.00	5.00	41.63	0.00	8	0	116	0	116
08+45	845.00	5.00	41.53	0.00	8	0	124	0	124
08+50	850.00	5.00	41.55	0.00	8	0	132	0	132
08+55	855.00	5.00	41.52	0.00	8	0	139	0	139
08+60	860.00	5.00	41.42	0.00	8	0	147	0	147
08+65	865.00	5.00	41.07	0.00	8	0	155	0	155
08+70	870.00	5.00	40.69	0.00	8	0	162	0	162
08+75	875.00	5.00	40.86	0.00	8	0	170	0	170
08+80	880.00	5.00	41.36	0.00	8	0	178	0	178
08+85	885.00	5.00	40.83	0.00	8	0	185	0	185
08+90	890.00	5.00	40.30	0.00	8	0	193	0	193
08+95	895.00	5.00	38.95	0.00	7	0	200	0	200
09+00	900.00	5.00	39.32	0.00	7	0	207	0	207
09+05	905.00	5.00	39.86	0.00	7	0	215	0	215
09+10	910.00	5.00	39.91	0.00	7	0	222	0	222
09+15	915.00	5.00	41.20	0.00	8	0	229	0	229
09+20	920.00	5.00	38.54	0.00	7	0	237	0	237
09+25	925.00	5.00	32.65	0.00	7	0	243	0	243
09+30	930.00	5.00	28.02	0.00	6	0	249	0	249
09+35	935.00	5.00	24.20	0.00	5	0	254	0	254
09+40	940.00	5.00	21.31	0.00	4	0	258	0	258
09+45	945.00	5.00	19.30	0.00	4	0	262	0	262
09+50	950.00	5.00	18.66	0.00	4	0	265	0	265
09+55	955.00	5.00	18.77	0.00	3	0	269	0	269
SUBTOTALS					269	0	269	0	



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PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH PH	SHEET 355	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-PH.DWG
LAYOUT NAME - 01

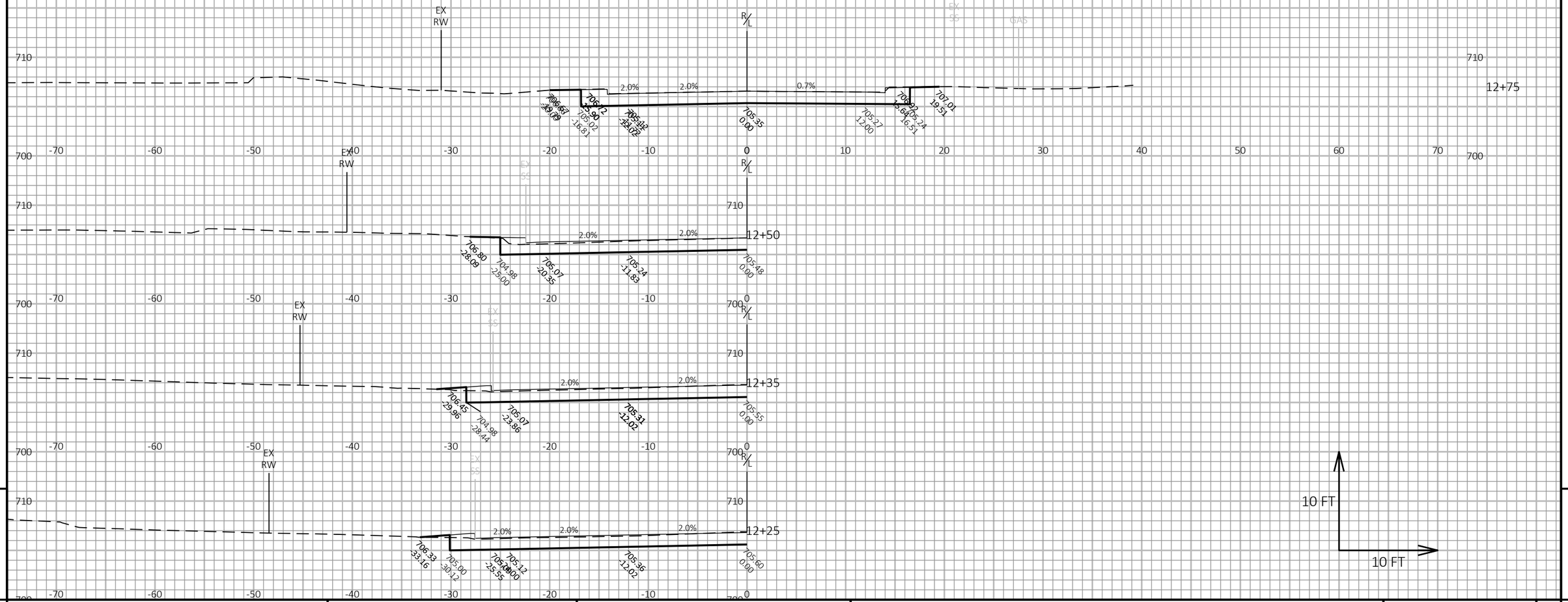
PLOT DATE : 4/12/2019 2:59 PM

PLOT BY : TOREY R. LEONARD

PLOT NAME :

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

WISDOT/CADDS SHEET 49



9

9

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH PH	SHEET 356	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-PH.DWG
LAYOUT NAME - 02

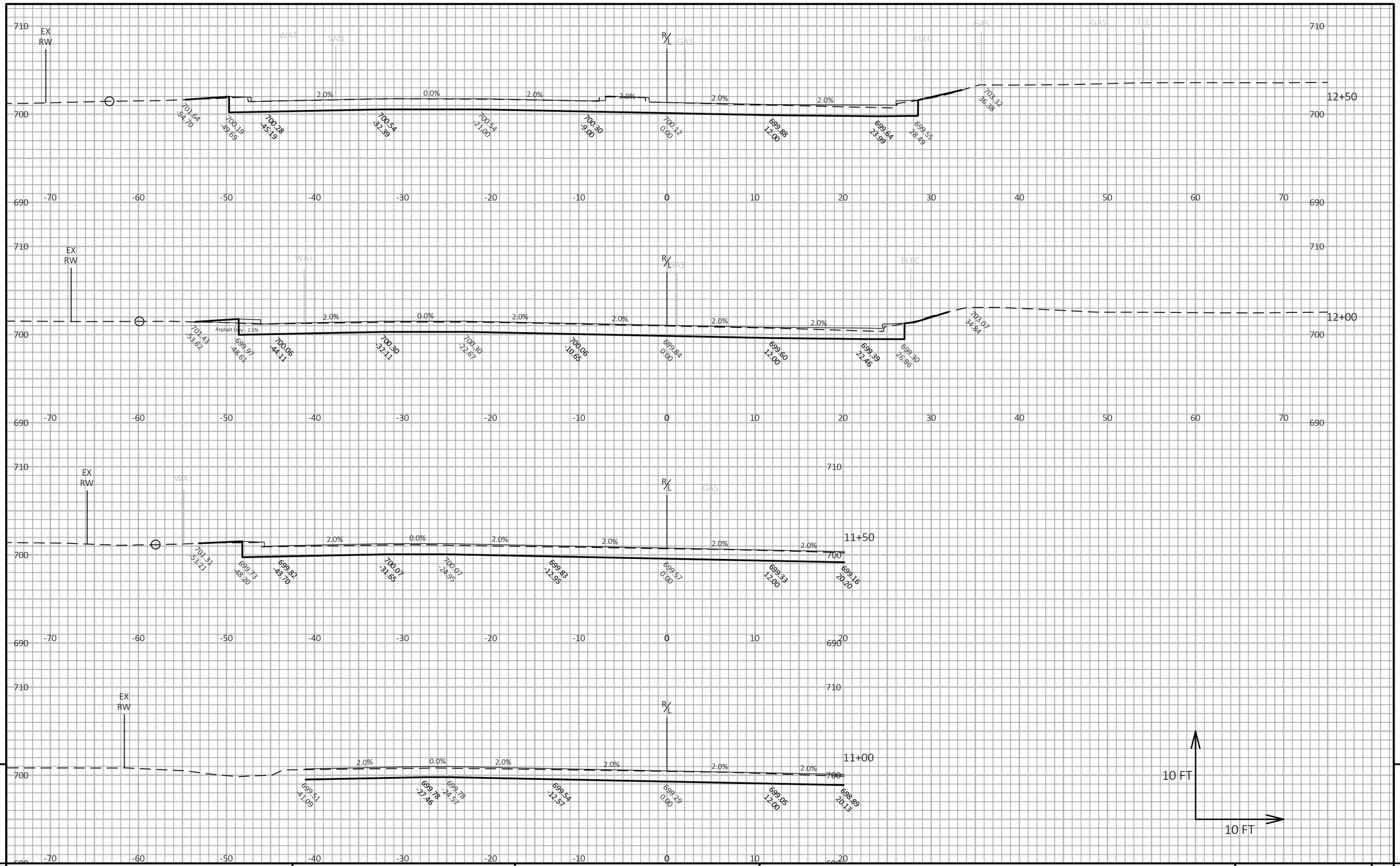
PLOT DATE : 4/12/2019 2:59 PM

PLOT BY : TOREY R. LEONARD

PLOT NAME :

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

WISDOT/CADDS SHEET 49



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PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (MAINLINE)	SHEET 357	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - 01

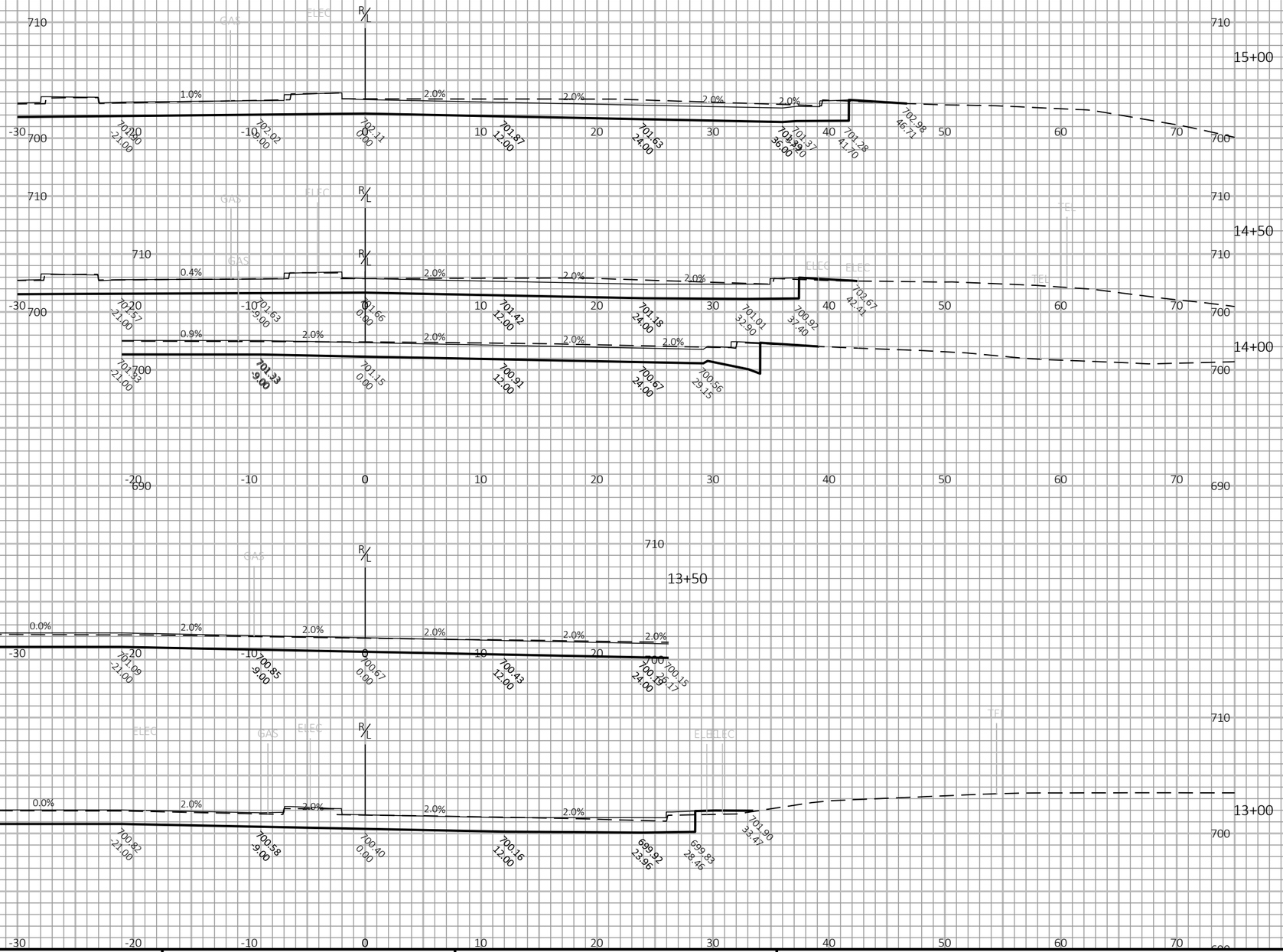
PLOT DATE : 4/12/2019 3:01 PM

PLOT BY : TOREY R. LEONARD

PLOT NAME :

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

WISDOT/CADDS SHEET 49

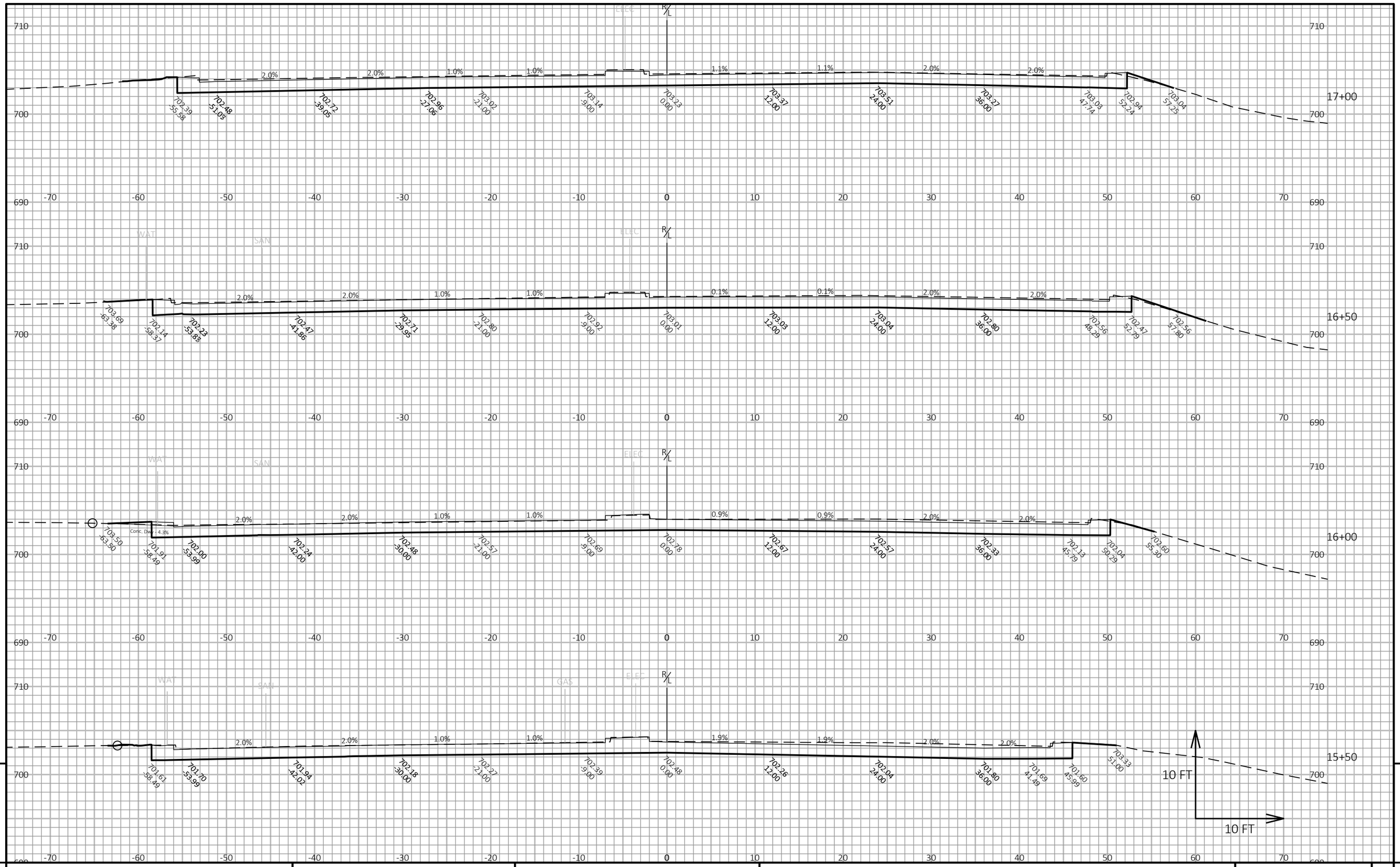


PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (MAINLINE)	SHEET 358 E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - 02

PLOT DATE : 4/12/2019 3:01 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

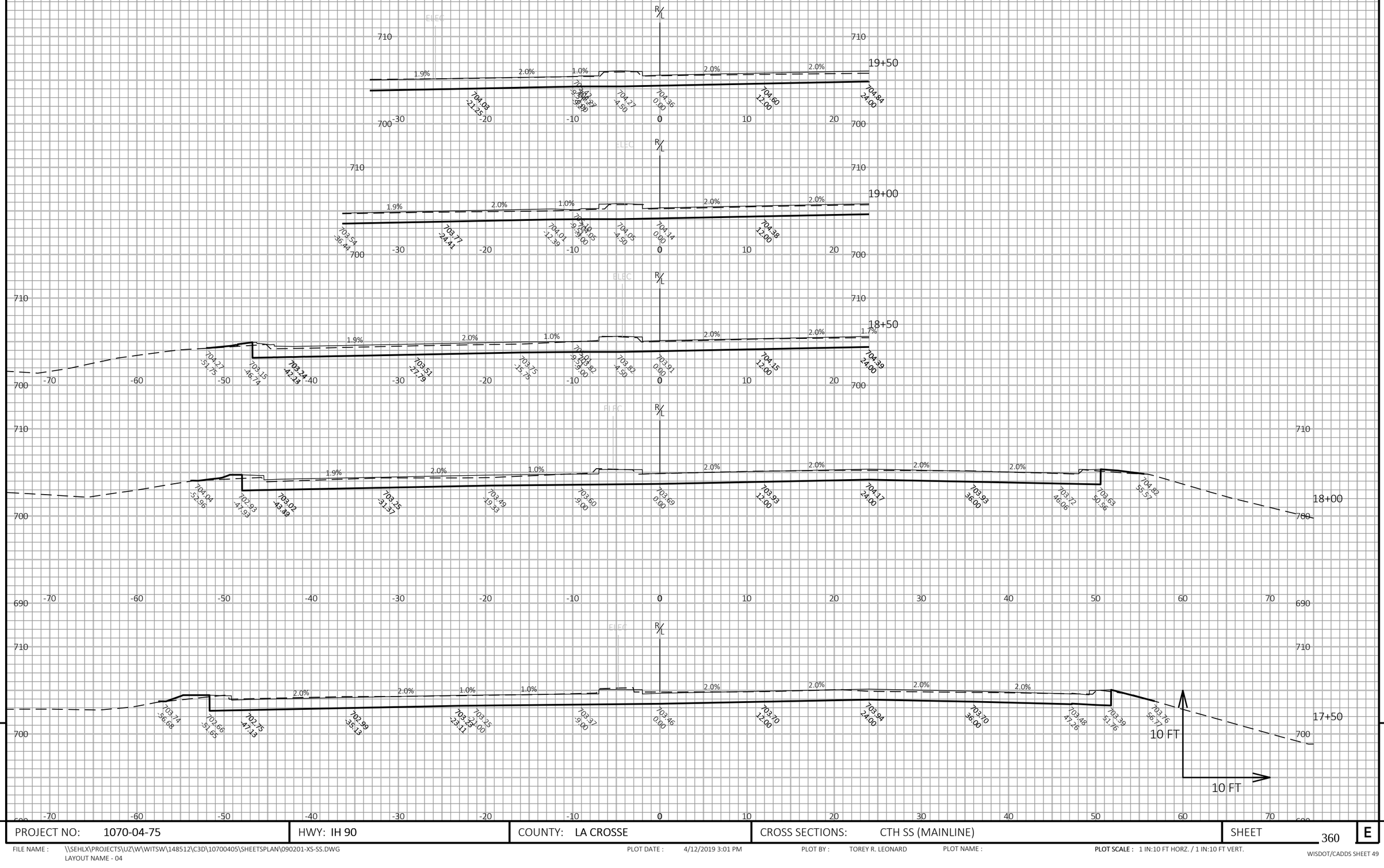


PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (MAINLINE)	SHEET 359	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - 03

PLOT DATE : 4/12/2019 3:01 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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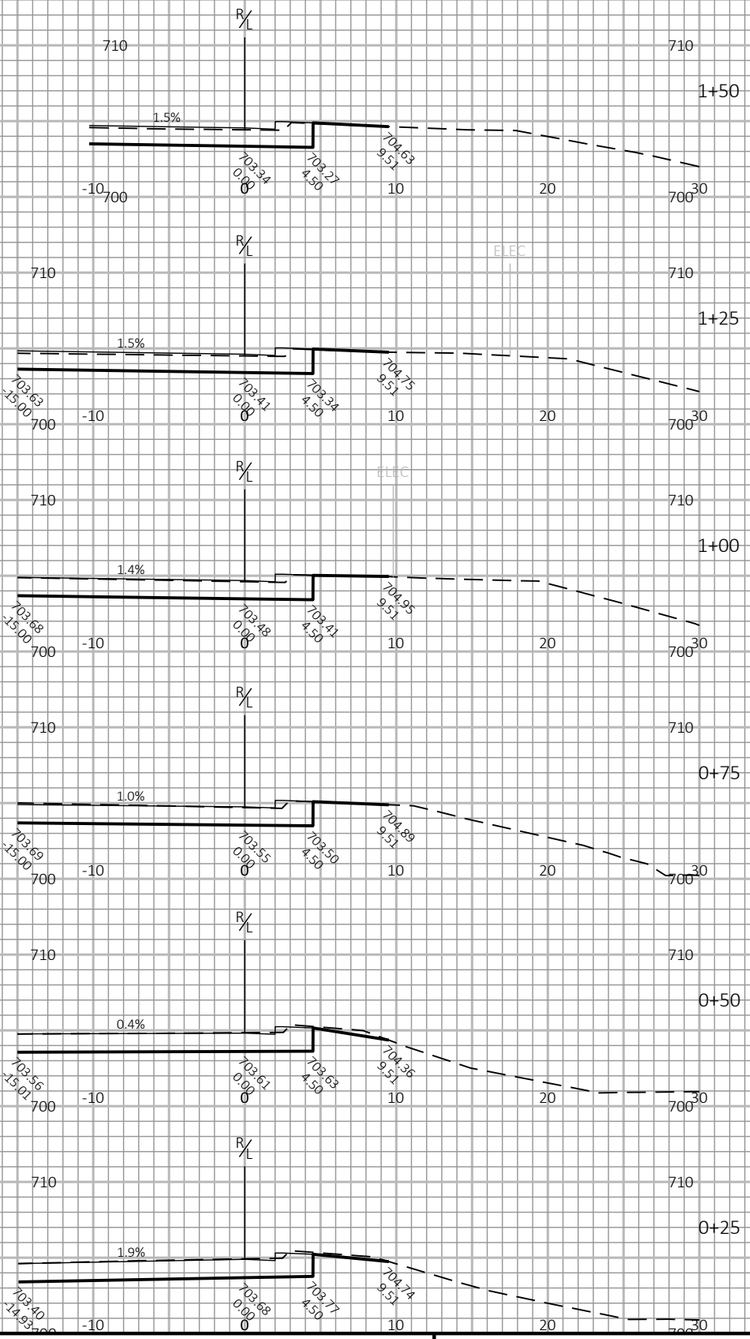
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PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (MAINLINE)	SHEET 360	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - 04

PLOT DATE : 4/12/2019 3:01 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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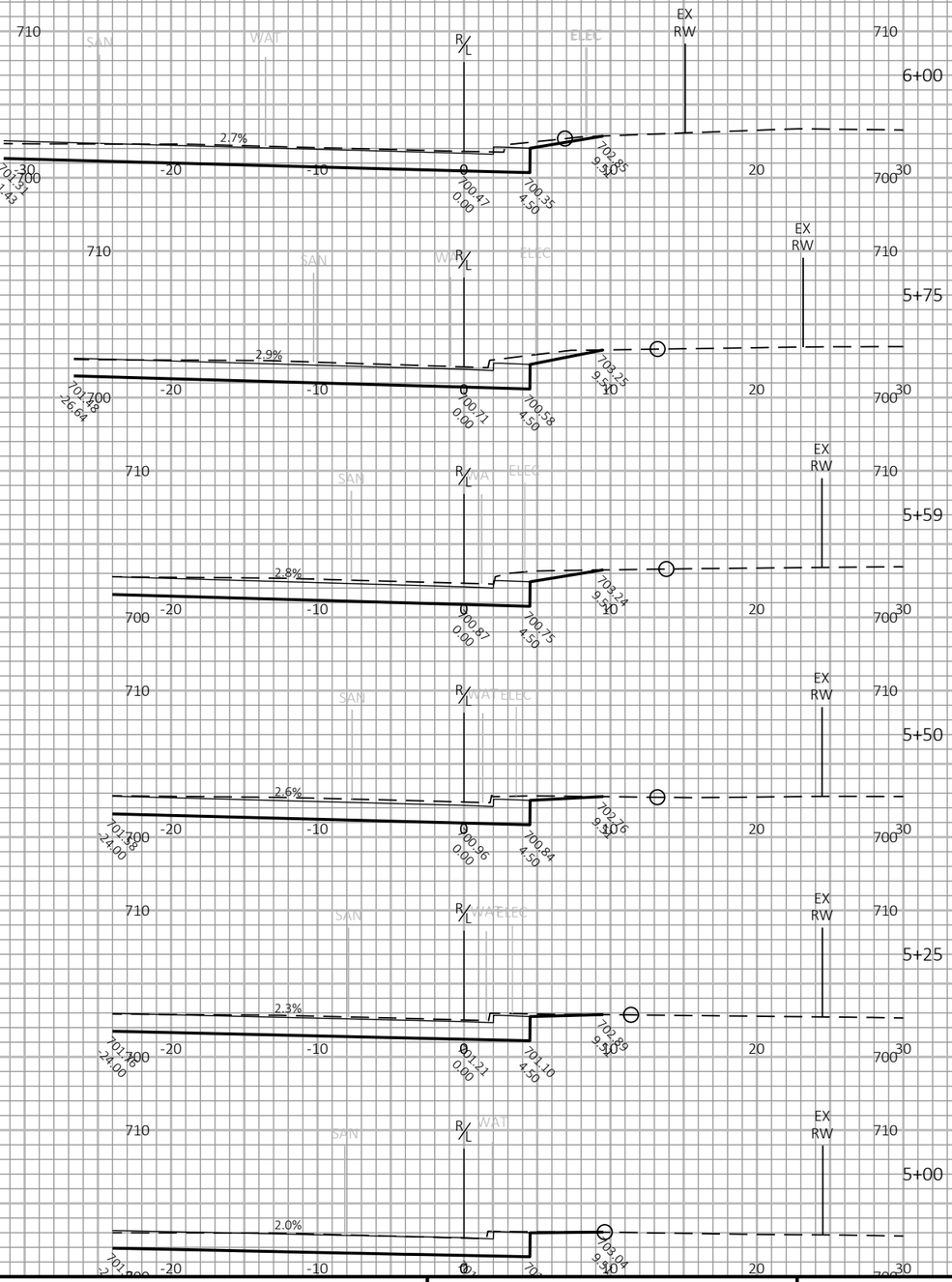
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PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (RT TURN FROM STH 157 EB)	SHEET 361	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - A-01

PLOT DATE : 4/12/2019 3:01 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



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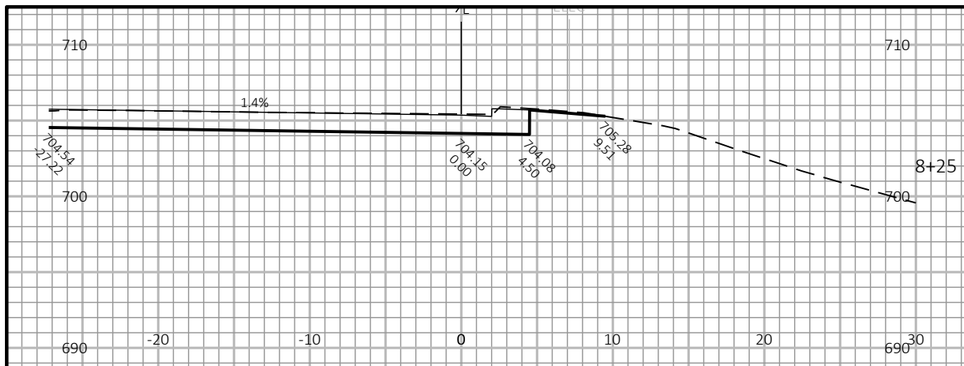
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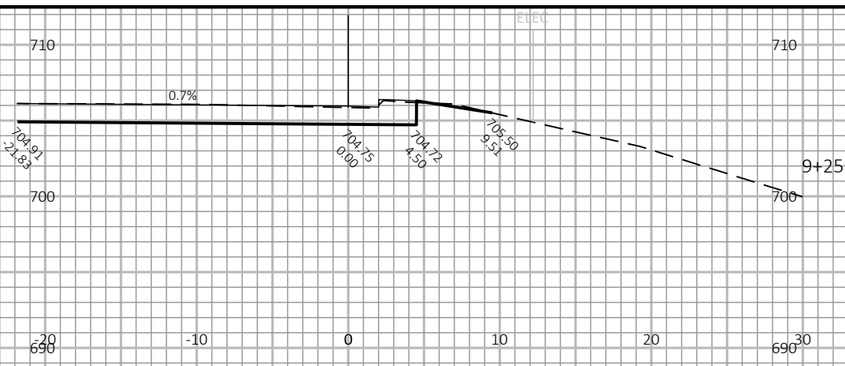
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (RT TURN TO CROSSING MEADOWS DR)	SHEET 362	E

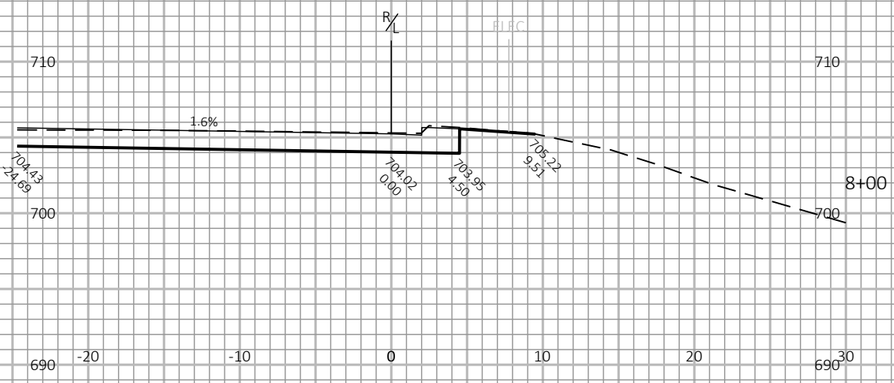
FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - B-01

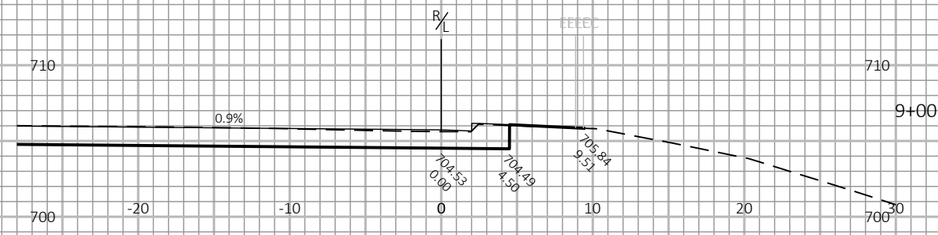
PLOT DATE : 4/12/2019 3:01 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

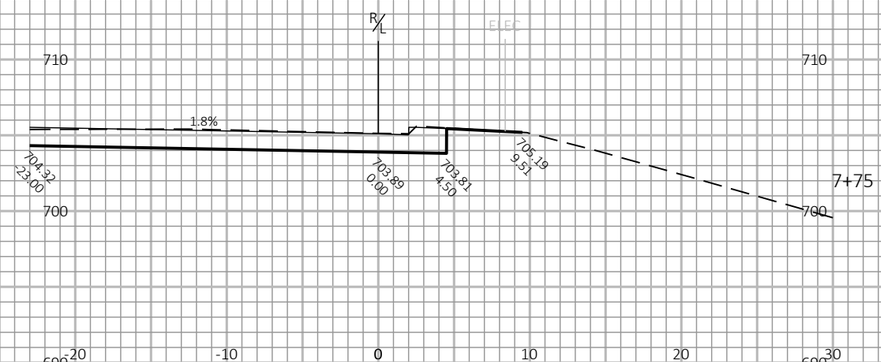
WISDOT/CADDS SHEET 49

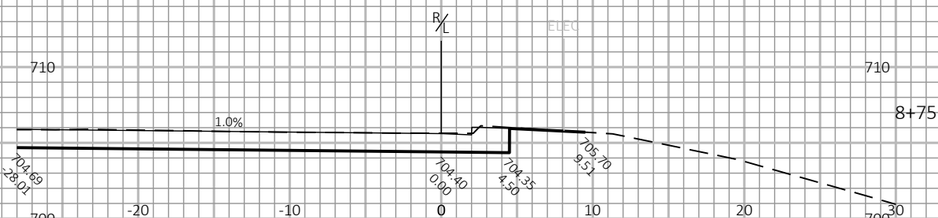


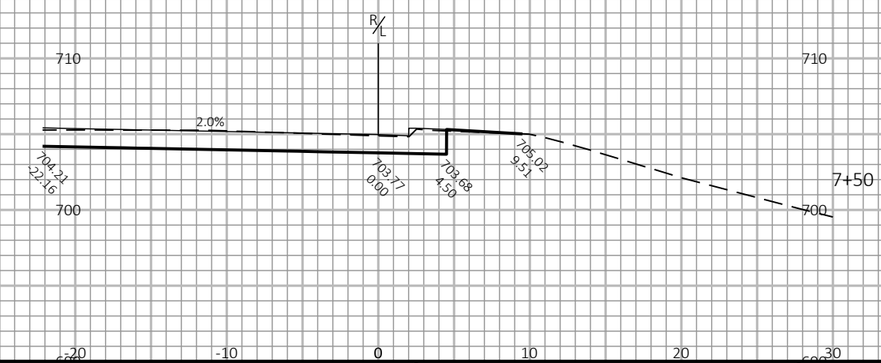


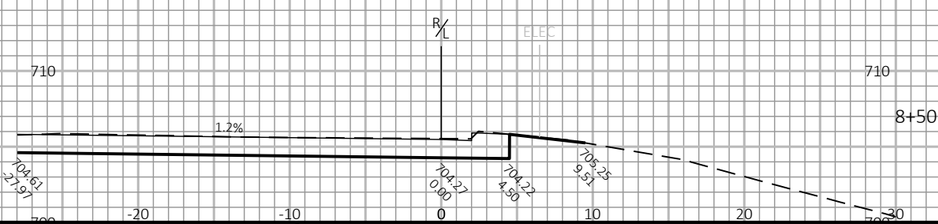


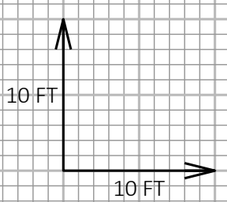












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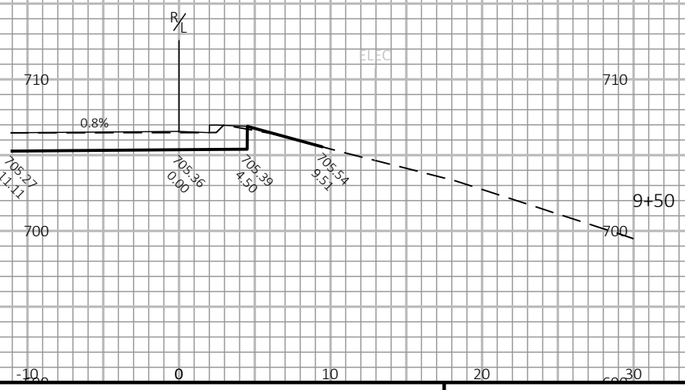
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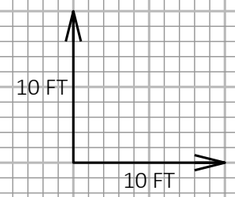
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (RT TURN TO STH 157 EB)	SHEET 363	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - C-01

PLOT DATE : 4/12/2019 3:01 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49





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PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (RT TURN TO STH 157 EB)	SHEET 364	E

FILE NAME : \\SEHLX\PROJECTS\UZ\W\WITSW\148512\C3D\10700405\SHEETSPLAN\090201-XS-SS.DWG
LAYOUT NAME - C-02

PLOT DATE : 4/12/2019 3:02 PM PLOT BY : TOREY R. LEONARD PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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