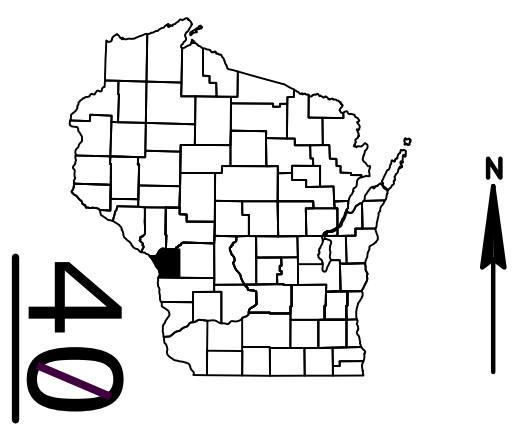


LAX
PROJECT ID: 1070-04-75
WITH: N/A
COUNTY: LA CROSSE

FEBRUARY 2020
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 = 364

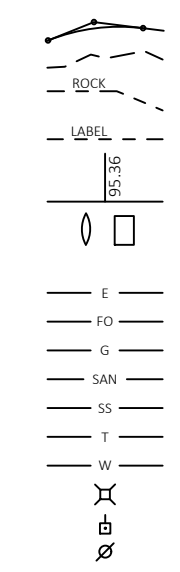


STH 157
DESIGN DESIGNATION
A.A.D.T. 2020 = 41100
A.A.D.T. 2030 = 46100
D.H.V. = 4702
D.D. = 60/40
T. = 7.6%
DESIGN SPEED = 35-65 MPH
ESALS = 7,300,000

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
 - EXISTING CULVERT
 - PROPOSED CULVERT (Box or Pipe)
 - COMBUSTIBLE FLUIDS
 - MARSH AREA
 - WOODED OR SHRUB AREA

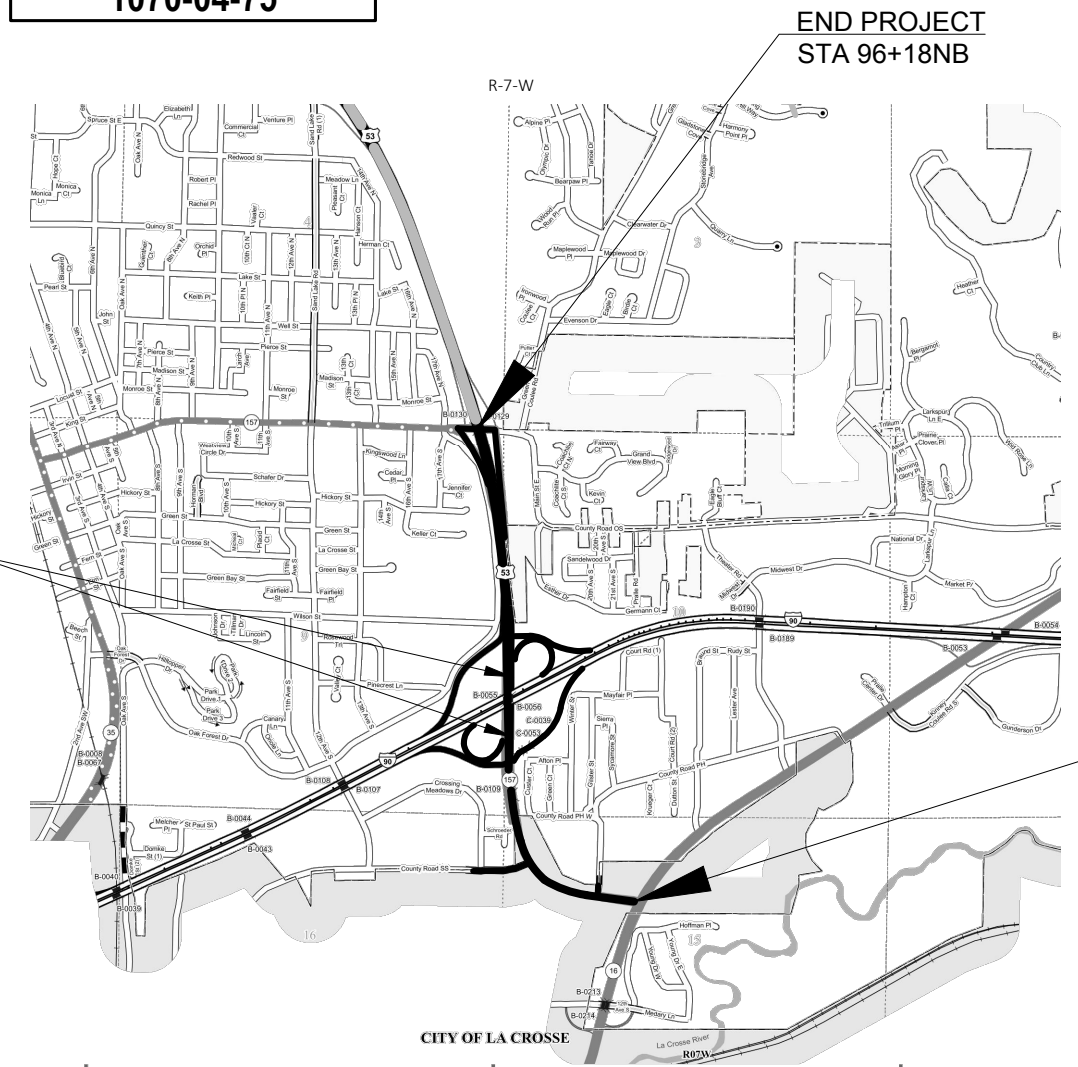
- PROFILE
- GRADE LINE
 - ORIGINAL GROUND
 - MARSH OR ROCK PROFILE (To be noted as such)
 - SPECIAL DITCH
 - GRADE ELEVATION
 - CULVERT (Profile View)
 - UTILITIES
 - ELECTRIC
 - FIBER OPTIC
 - GAS
 - SANITARY SEWER
 - STORM SEWER
 - TELEPHONE
 - WATER
 - UTILITY PEDESTAL
 - POWER POLE
 - TELEPHONE POLE



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

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



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.

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

END PROJECT
STA 96+18NB

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

ORIGINAL PLANS PREPARED BY

SEH

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

12/02/19 (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: 12/02/19 *Todd Waldo* (Signature)

E

ENVIRONMENTAL CONTACT

KAREN KALVELAGE
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
SOUTH CENTRAL REGION
3550 MORMON COULEE RD
LA CROSSE, WI 54601
PHONE: 608-785-9115
Email: karen.Kalvelage@wisconsin.gov

DESIGN CONTACTS

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

TODD WALDO
PROJECT MANAGER
WISDOT SW REGION
3550 MORMON COULEE ROAD
LA CROSSE, WI 54601
PHONE: 608-785-9462
EMAIL: Todd.Waldo@dot.wi.gov

JEREMY TOMESH
PROJECT DESIGNER
SEH, INC.
329 JAY ST., STE 301
LA CROSSE, WI 54601
PHONE: 608-498-4947
EMAIL: jtomesh@sehinc.com

DIGGERS



HOTLINE

Dial



or (800)242-8511

www.DiggersHotline.com

UTILITY CONTACTS

ALTRA FEDERAL CREDIT UNION
COMMUNICATION LINE
CHARLIE VOGT
1700 OAK FOREST DRIVE
ONALASKA, WI 54650
(920)428-4329
cvogt@altra.org

CENTURY LINK, COMMUNICATION LINE
RYAN NIEMEIER
333 N FRONT ST
LA CROSSE, WI 54601
(608)796-5190
ryan.niemeier@centurylink.com

CITY OF LA CROSSE - SEWER
RANDY TURTENWALD
400 LA CROSSE ST
LA CROSSE, WI 54601
(608)789-7505
turtenwaldr@cityoflacrosse.com

CITY OF ONALASKA - SEWER
KEVIN SCHUBERT
415 MAIN ST
ONALASKA, WI 54650
(608)781-9537
(608)769-6061 (cell)
kschubert@cityofonalaska.com

LA CROSSE WATER UTILITY - WATER
RANDY TURTENWALD
400 LA CROSSE ST
LA CROSSE, WI 54601
(608)789-7505
turtenwaldr@cityoflacrosse.com

WISCONSIN INDEPENDENT NETWORK, LLC
COMMUNICATION LINE
DICK HAMMETTER
800 WISCONSIN AVE, STE 219
EAU CLAIRE, WI 54703-3612
(715)838-4406
hammetter@wins.net

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

CITY OF ONALASKA - ROAD FACILITY
KEVIN SCHUBERT
415 MAIN ST
ONALASKA, WI 54650
(608)781-9537
(608)769-6061 (cell)
kschubert@cityofonalaska.com

CITY OF ONALASKA - WATER
KEVIN SCHUBERT
415 MAIN ST
ONALASKA, WI 54650
(608)781-9537
(608)769-6061 (cell)
kschubert@cityofonalaska.com

XCEL ENERGY - ELECTRICITY-TRANSMISSION
PAM TAYLOR
PO BOX 8
EAU CLAIRE, WI 54702
(715)737-1306
Pamela.L.Taylor@excelenergy.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

XCEL ENERGY - ELECTRICITY
SCOTT ROBERTS
3215 COMMERCE ST
LA CROSSE, WI 54603
(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

XCEL ENERGY - GAS/PETROLEUM
SCOTT ROBERTS
3215 COMMERCE ST
LA CROSSE, WI 54603
(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.

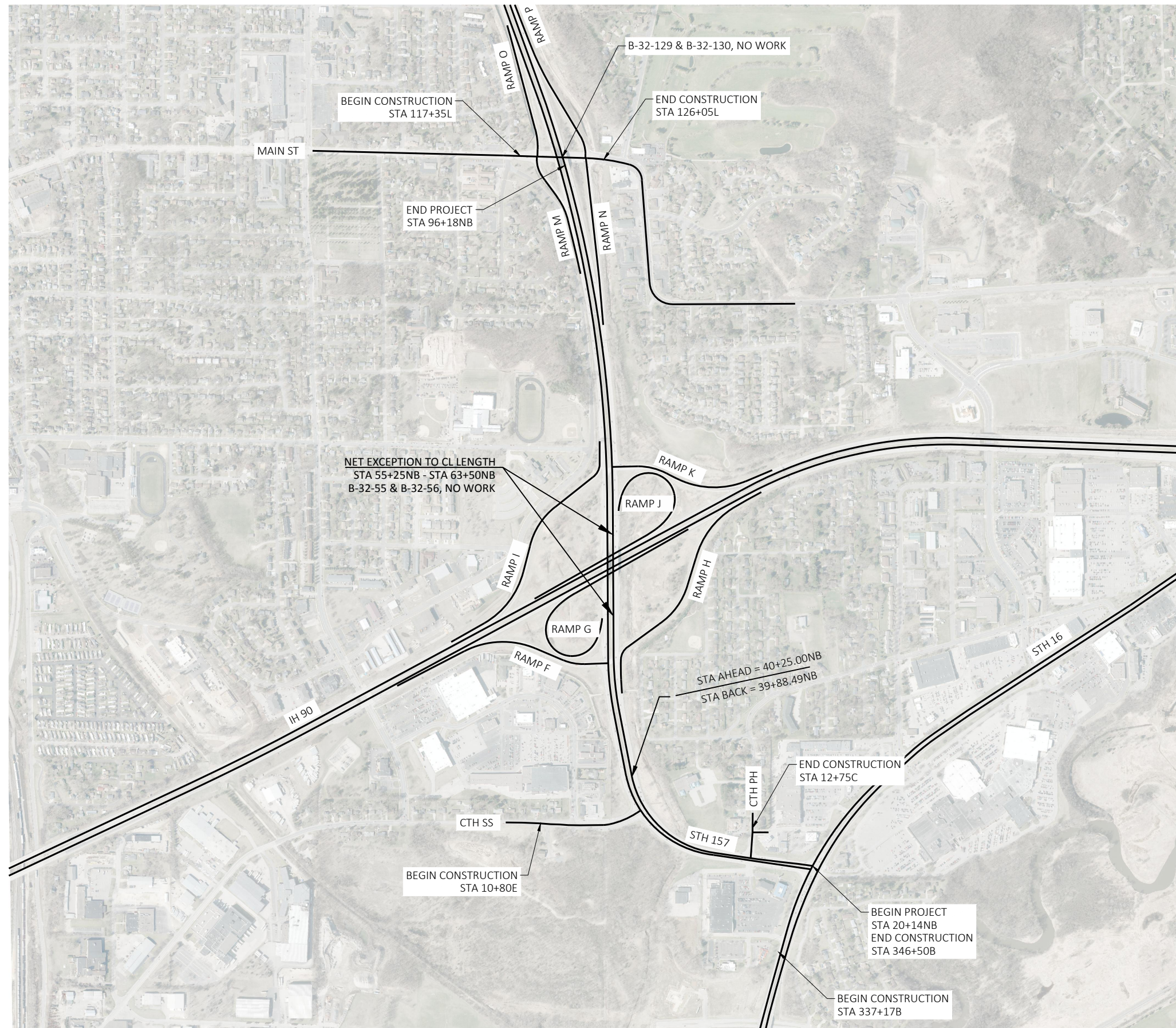
PLACE 1.75" HMA PAVEMENT IN ONE LAYER. HMA PAVEMENT GREATER THAN 1.75" PLACE IN MULTIPLE LIFTS.

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



PROJECT NO: 1070-04-75

HWY: IH 90

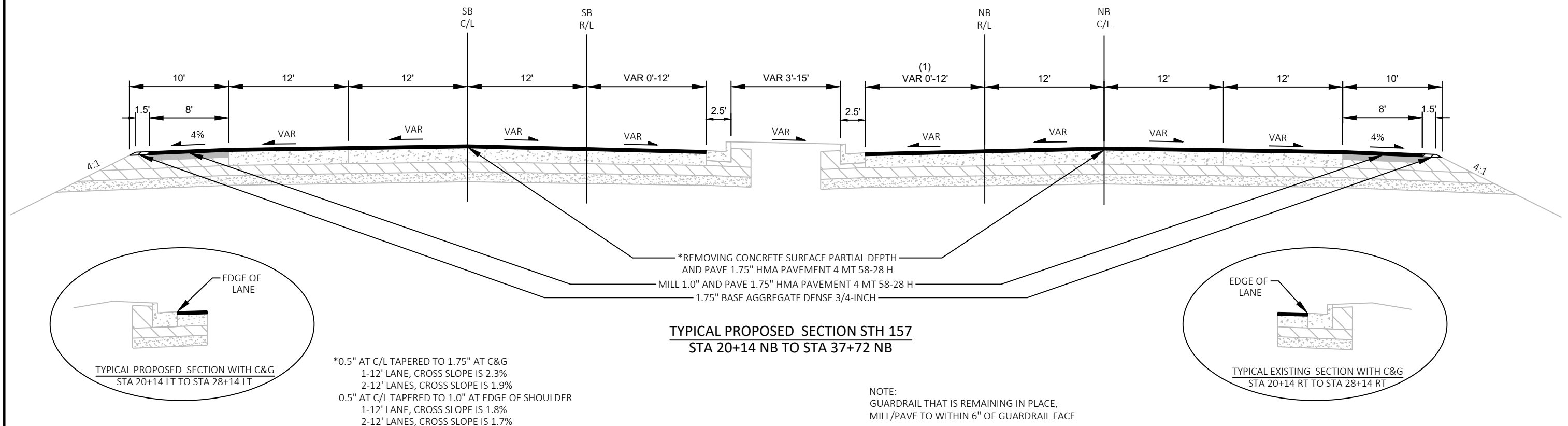
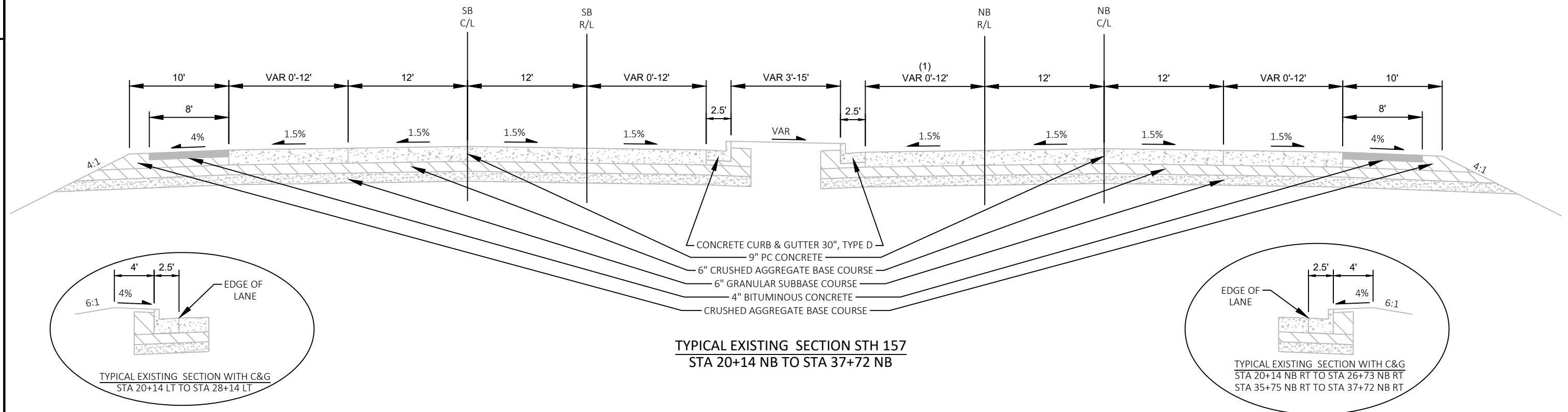
COUNTY: LA CROSSE

PROJECT OVERVIEW

SHEET

E

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



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

E

FILE NAME: P:\UZ\W\WITSW\148512\C3D\10700405\SHEETSP\020301_TS.DWG
LAYOUT NAME: 020301_ts

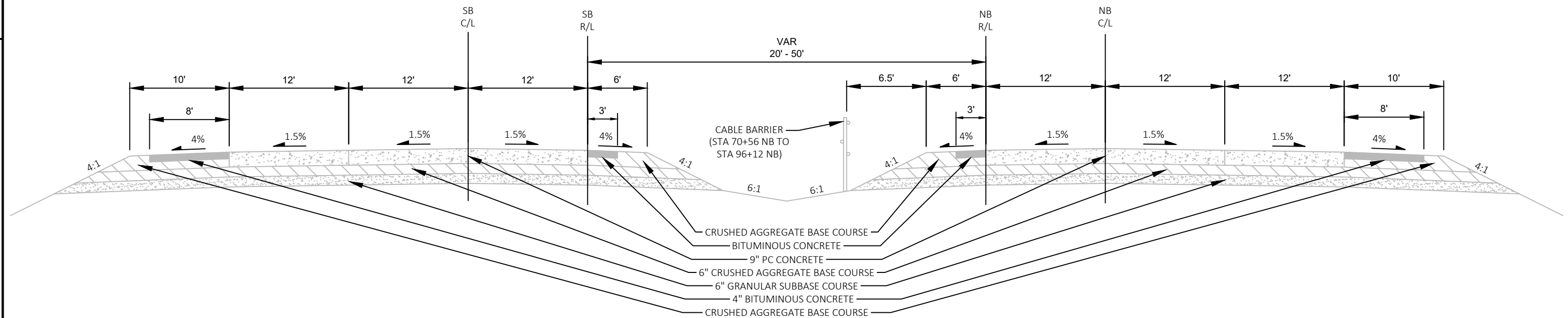
PLOT DATE: 11/25/2019 3:59 PM

PLOT BY: CLARISSA M. HOETH

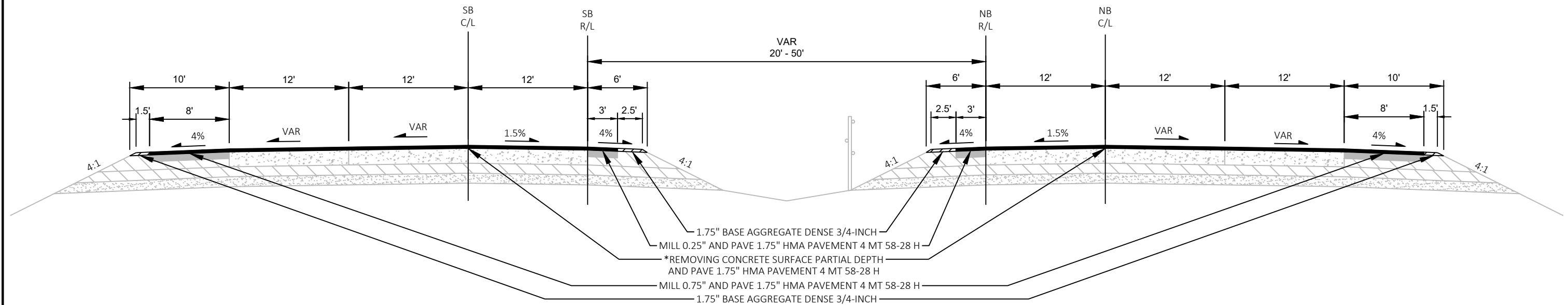
PLOT NAME:

PLOT SCALE: 1 IN:10 FT

WISDOT/CADDs SHEET 42



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

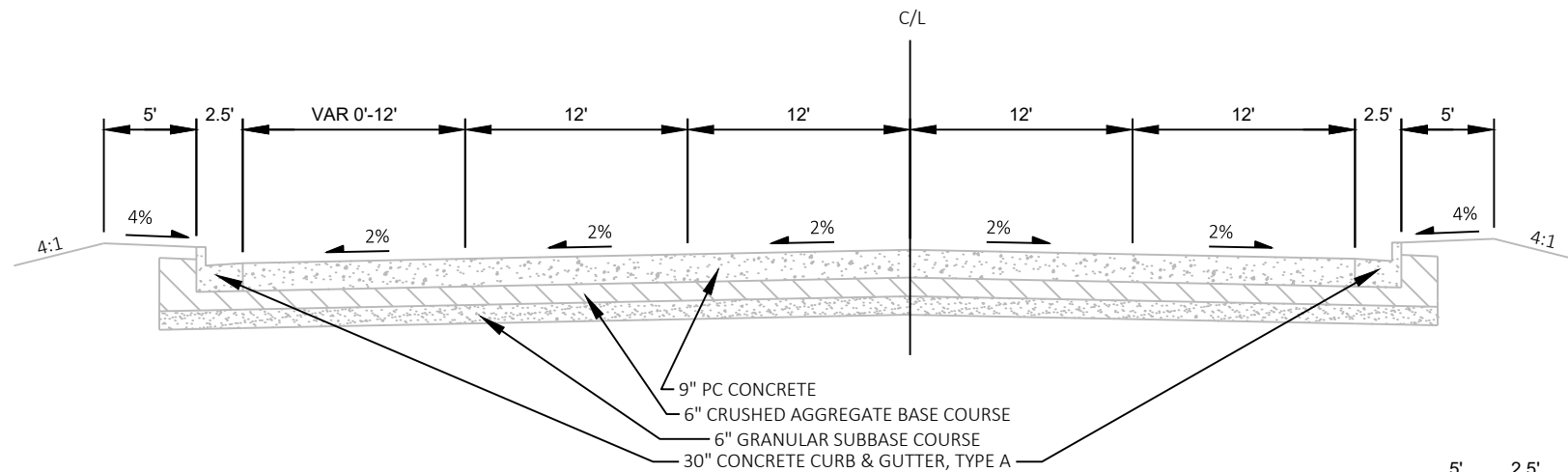


TYPICAL PROPOSED SECTION STH 157
STA 37+72 NB TO STA 55+25 NB
STA 63+50 NB TO STA 96+44 NB

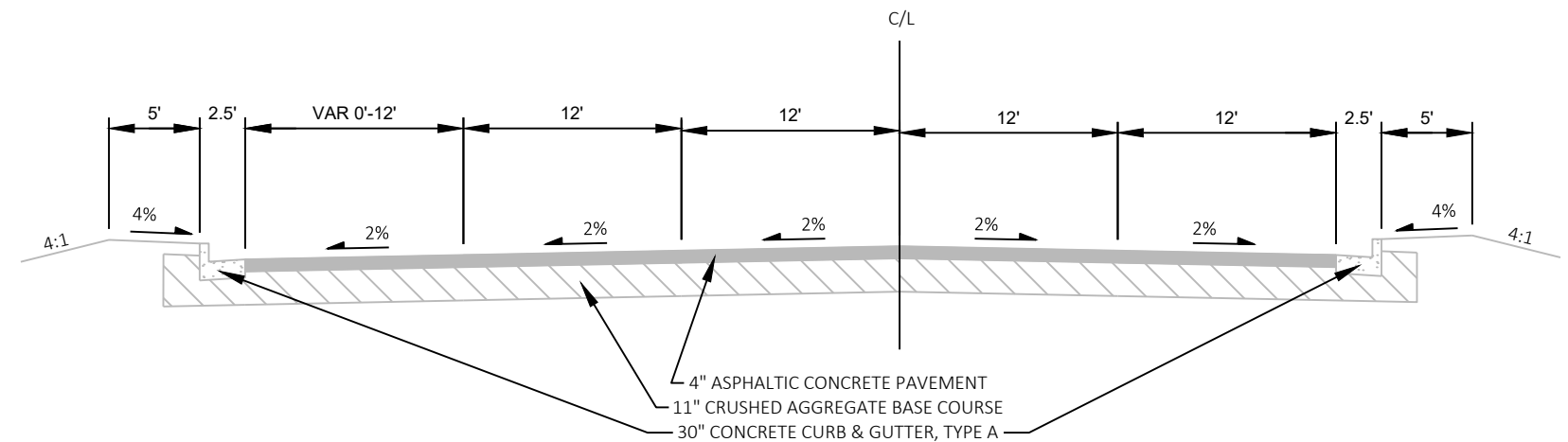
*0.25" AT C/L TAPERED TO 0.75" AT EDGE OF OUTSIDE SHOULDER
1-12' LANE, CROSS SLOPE IS 1.8%
2-12' LANES, CROSS SLOPE IS 1.7%

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

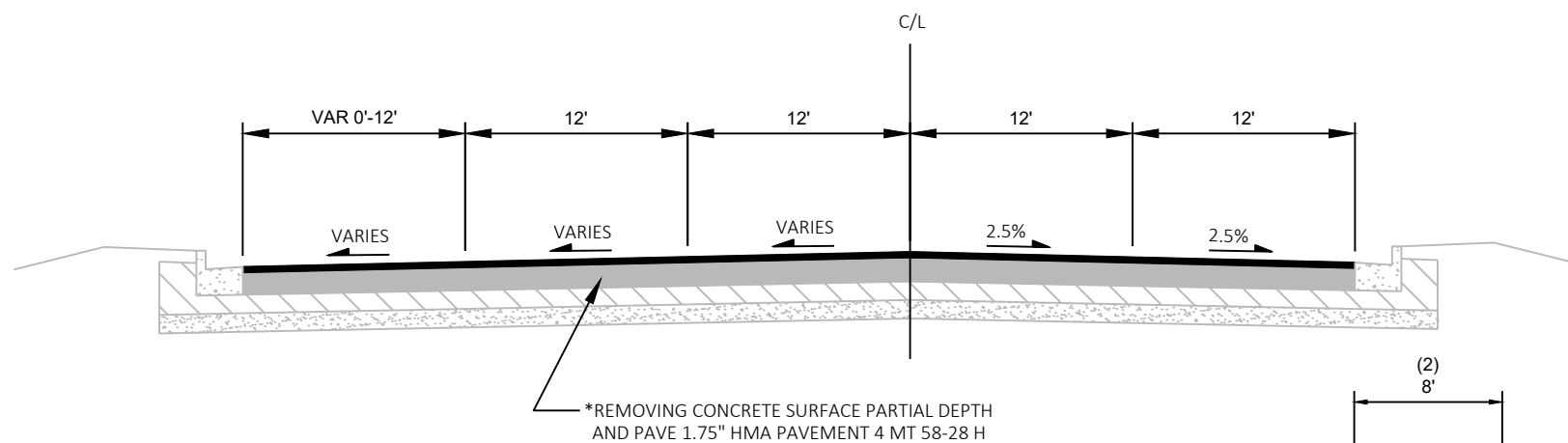
NOTE:
GUARDRAIL THAT IS REMAINING IN PLACE,
MILL/PAVE TO WITHIN 6" OF GUARDRAIL FACE
SUPERELEVATION RANGES FROM 1.5% TO 4%



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



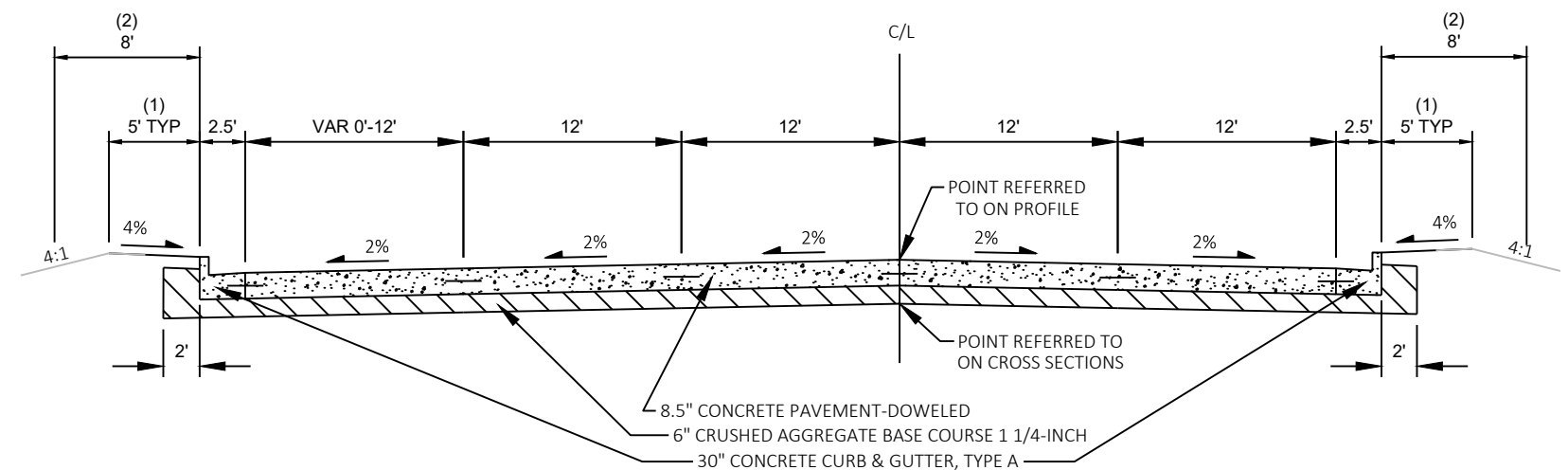
TYPICAL EXISTING SECTION CTH PH
STA 11+12C TO STA 12+75C



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

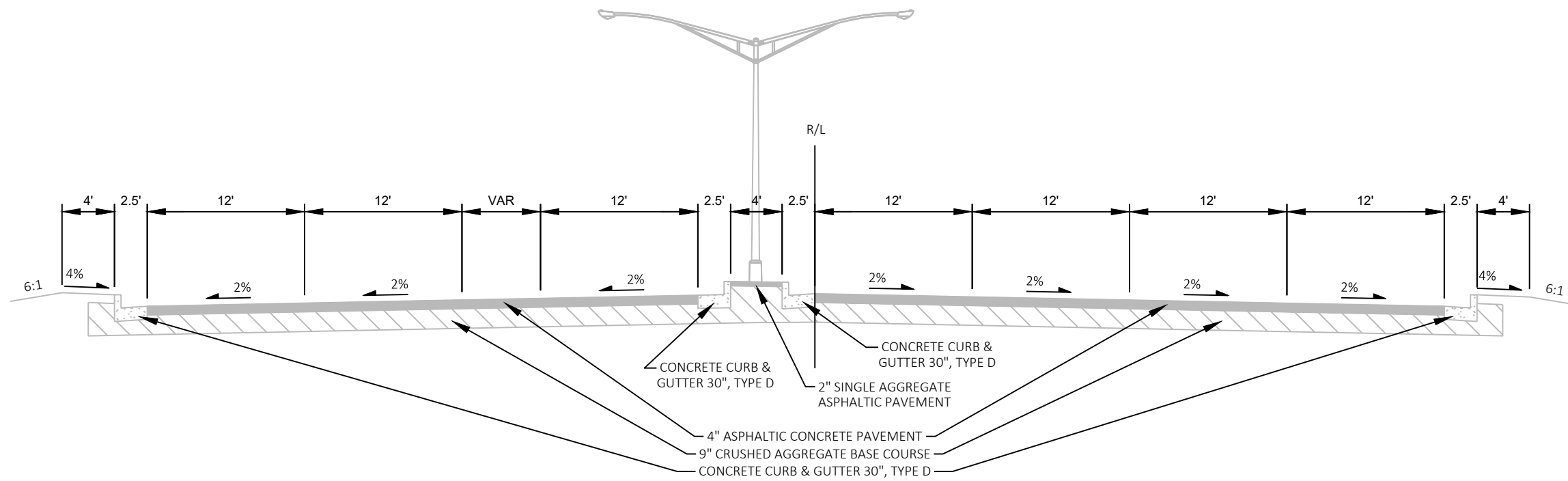
*REMOVING CONCRETE SURFACE PARTIAL DEPTH
AND PAVE 1.75" HMA PAVEMENT 4 MT 58-28 H

*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%

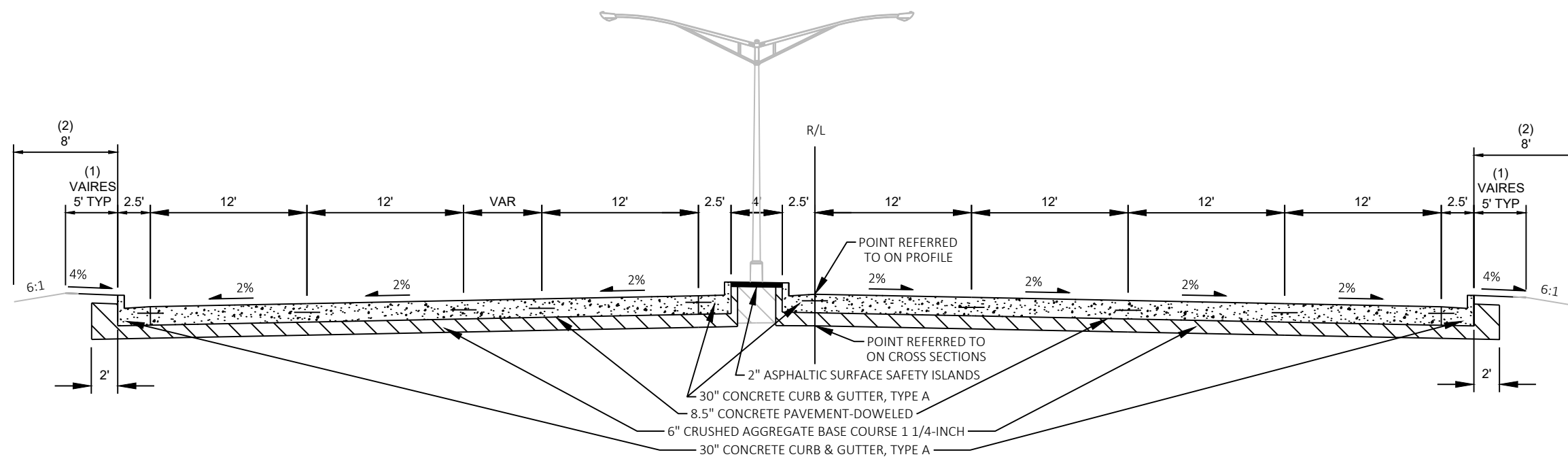


TYPICAL PROPOSED SECTION CTH PH
STA 11+12C TO STA 12+75C

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

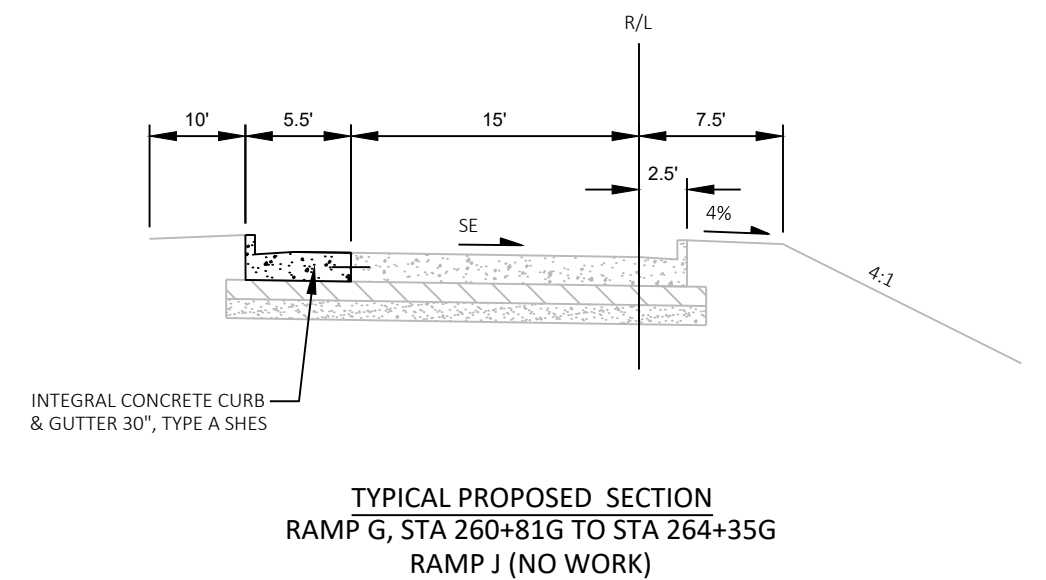
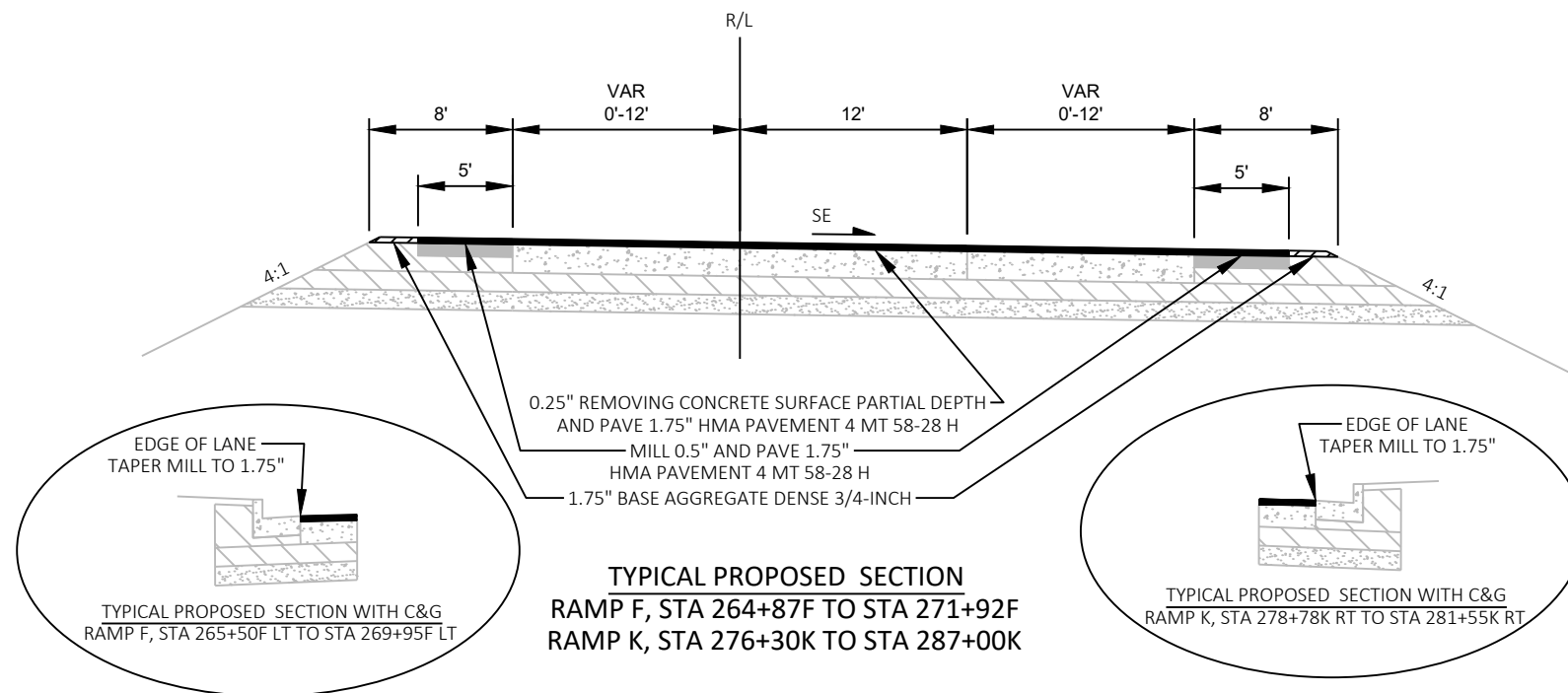
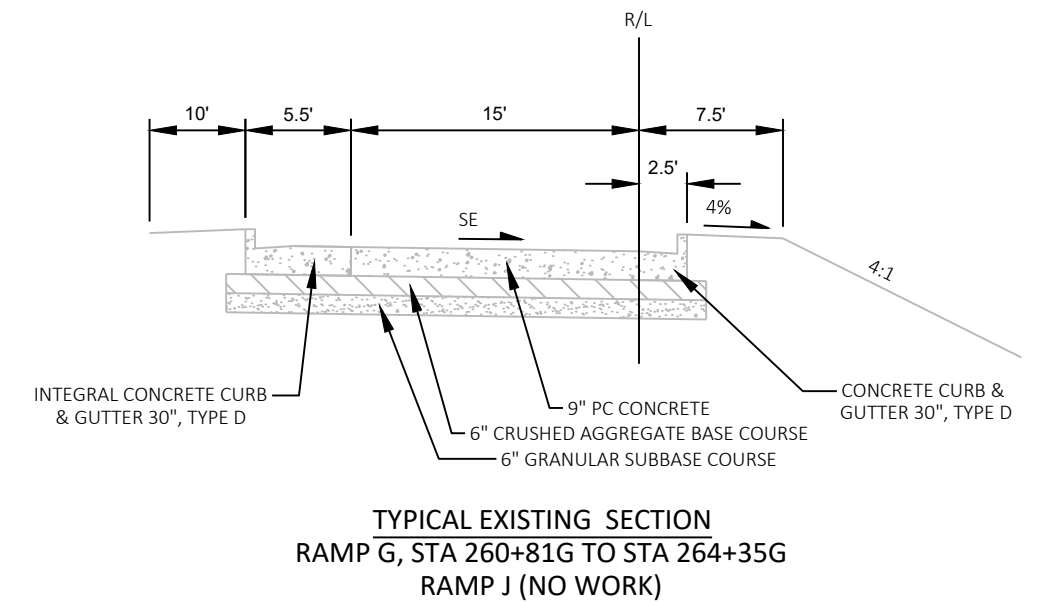
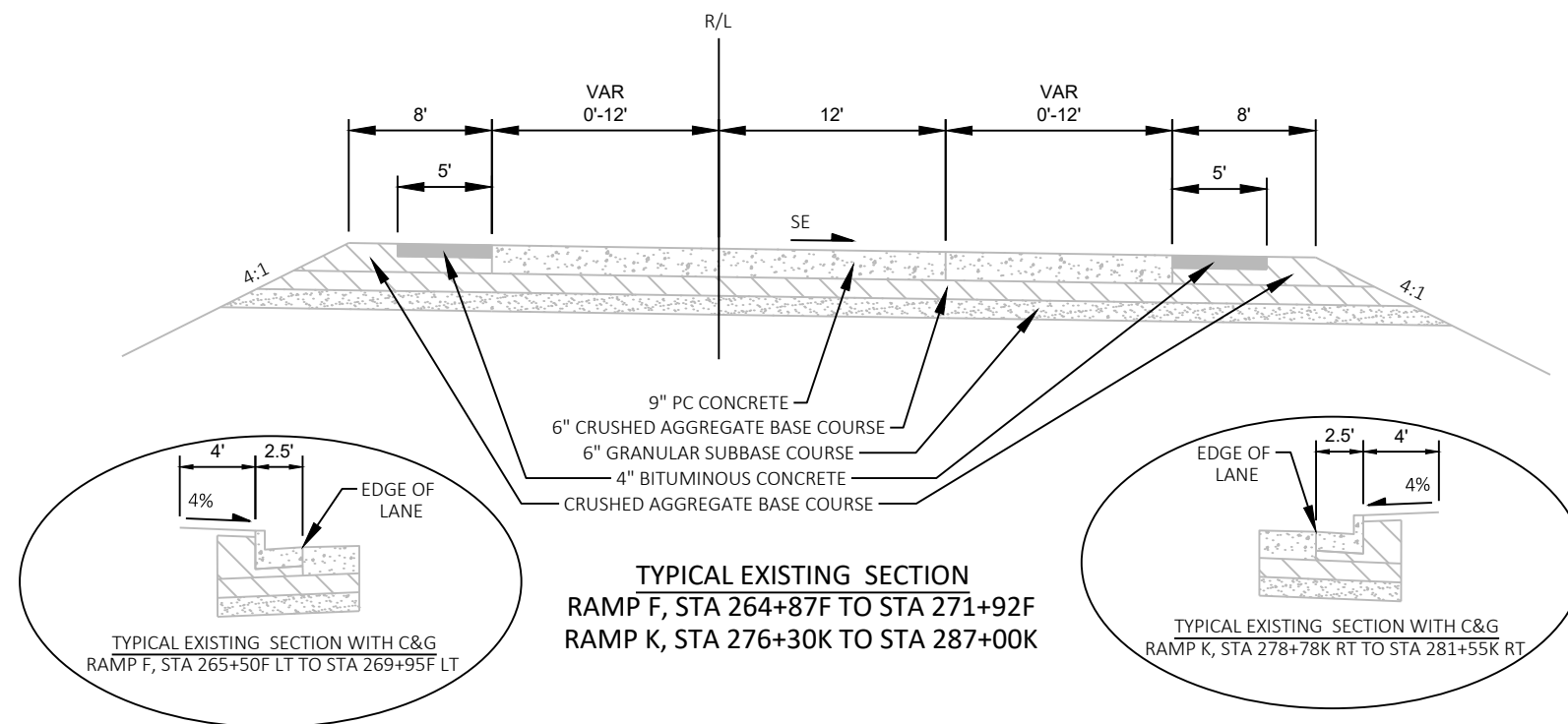


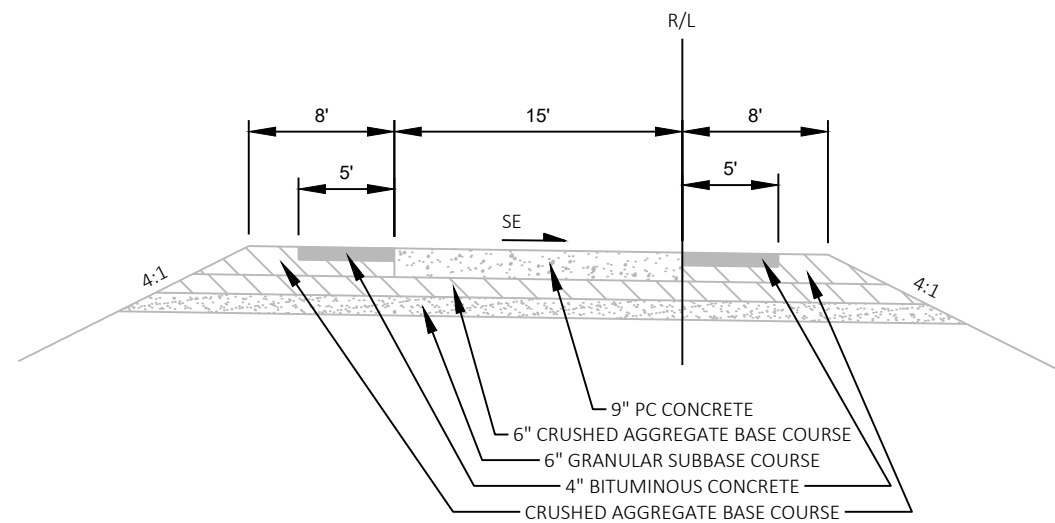
TYPICAL EXISTING SECTION CTH SS
STA 10+80E TO STA 19+76E



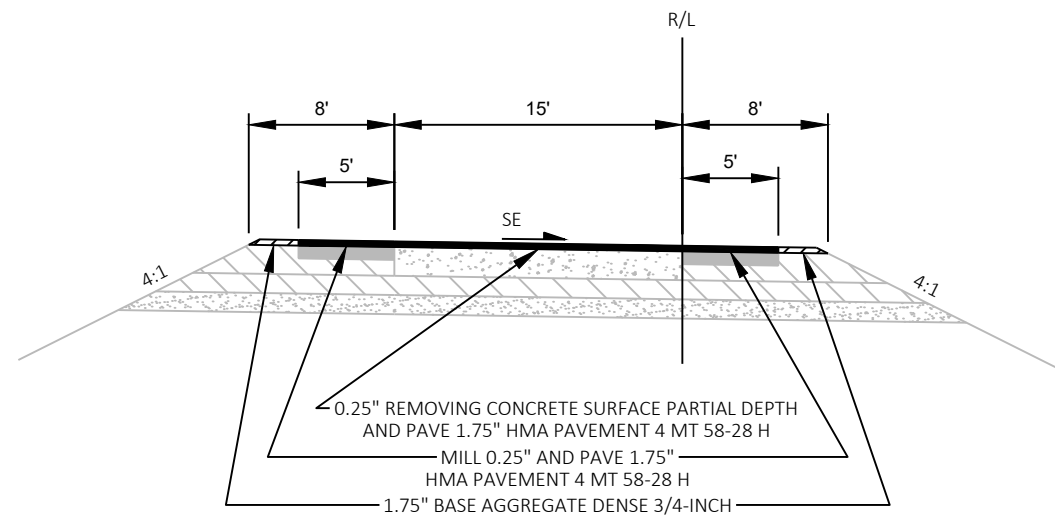
TYPICAL PROPOSED SECTION CTH SS
STA 10+80E TO STA 19+76E

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

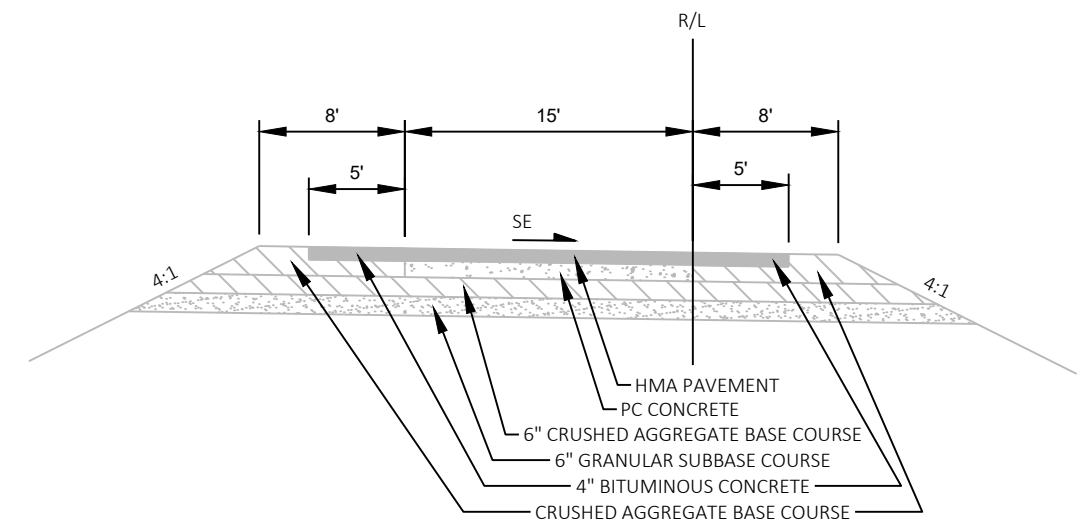




TYPICAL EXISTING SECTION
RAMP I, STA 274+12I TO STA 279+50I
RAMP H, STA 269+30H TO STA 273+55H

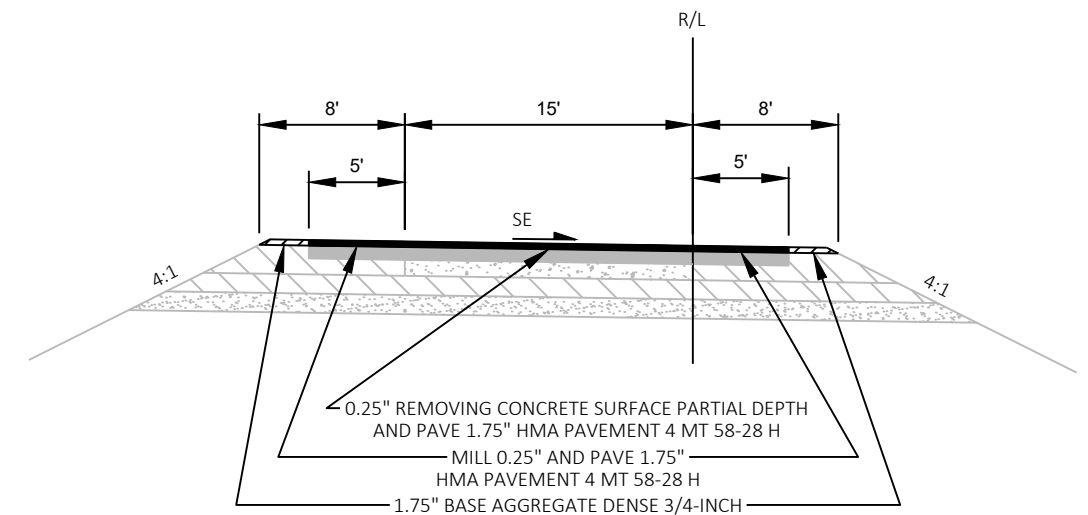


TYPICAL PROPOSED SECTION
RAMP I, STA 274+12I TO STA 279+50I
RAMP H, STA 269+30H TO STA 273+55H

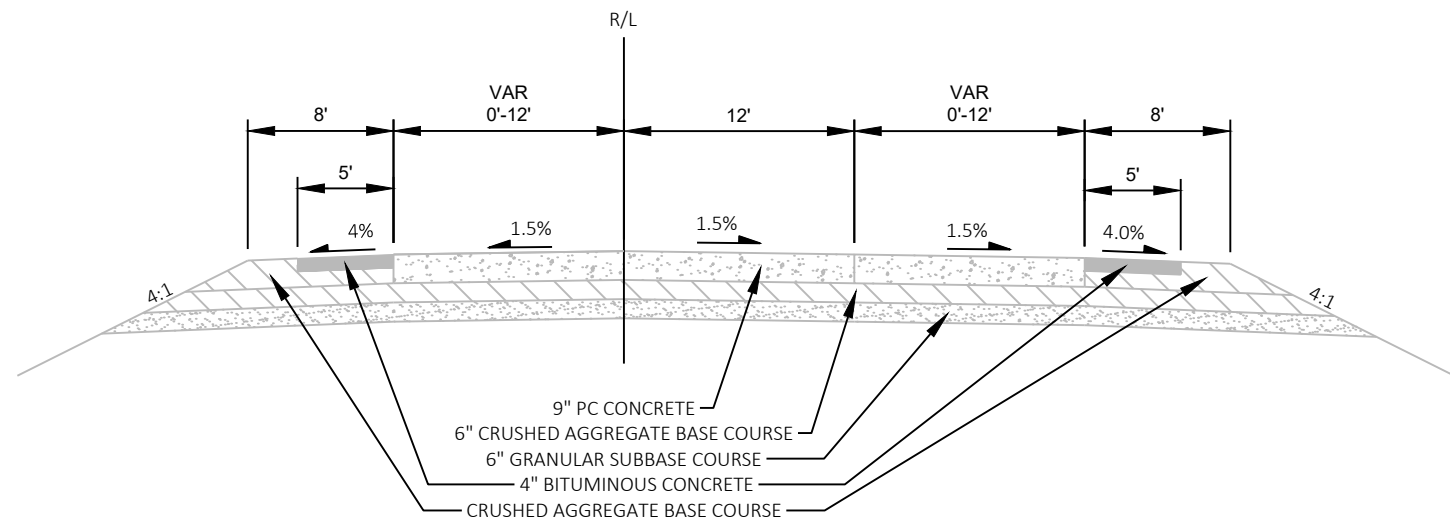


TYPICAL EXISTING SECTION
RAMP I, STA 263+00I TO STA 274+12I
RAMP H, 273+55H TO STA 285+30H

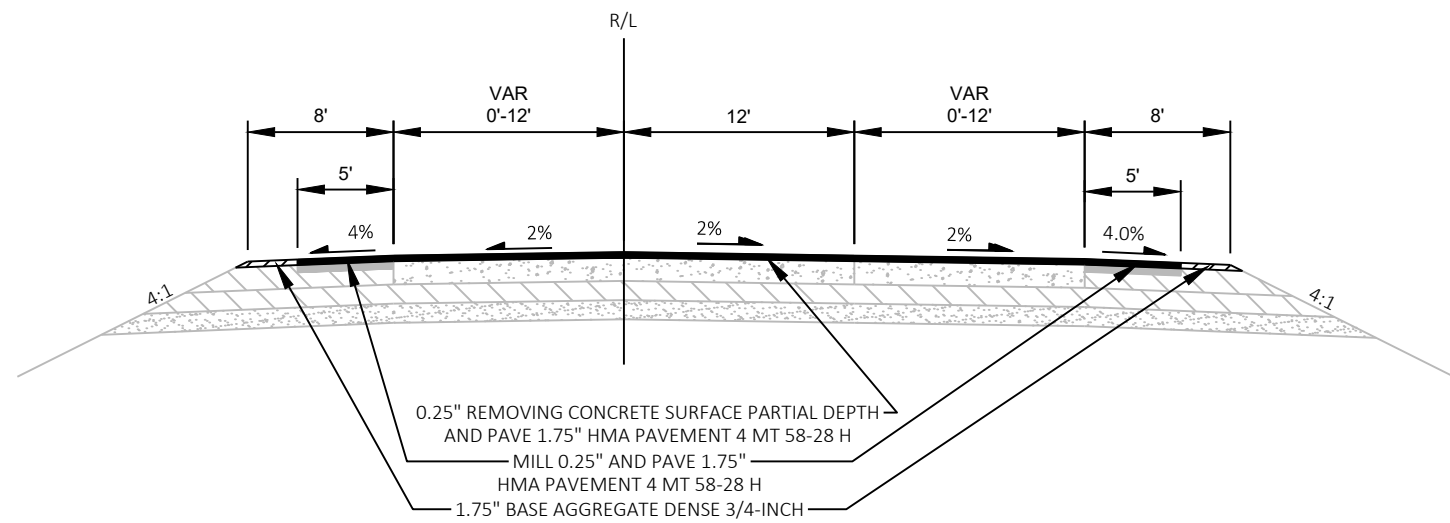
NOTE: PAVEMENT
STRUCTURE UNKNOWN



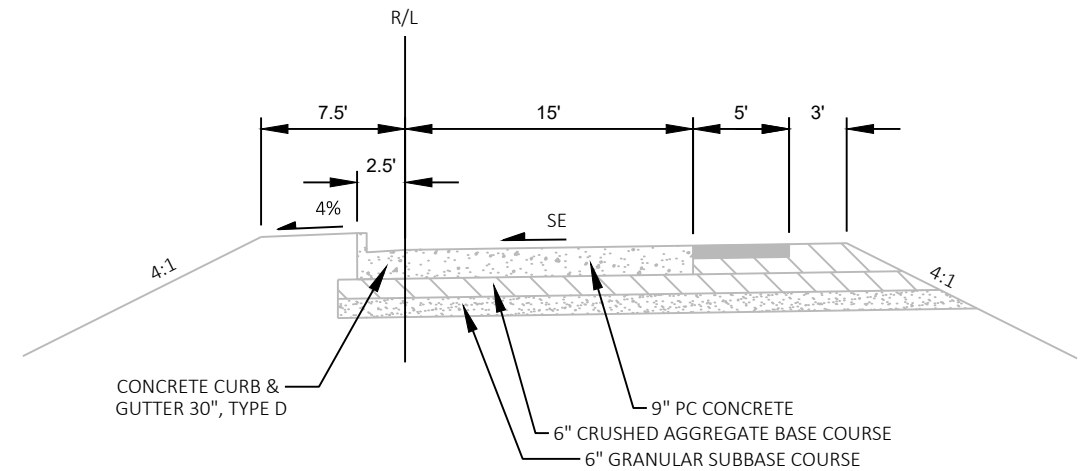
TYPICAL PROPOSED SECTION
RAMP I, STA 263+00I TO STA 274+12I
RAMP H, 273+55H TO STA 285+30H



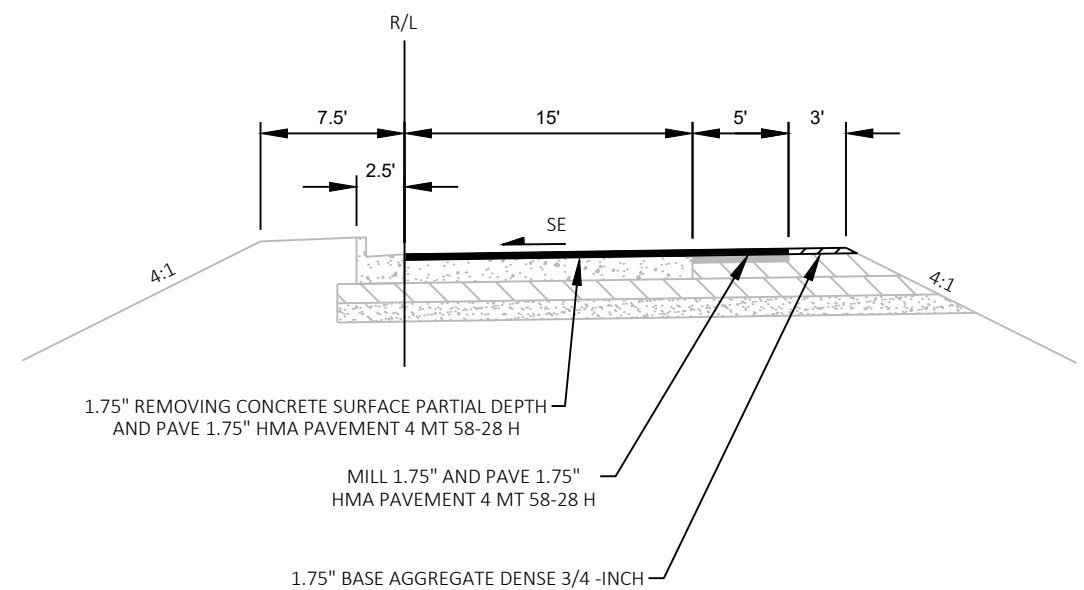
TYPICAL EXISTING SECTION
RAMP N, STA 81+50N TO STA 96+33N



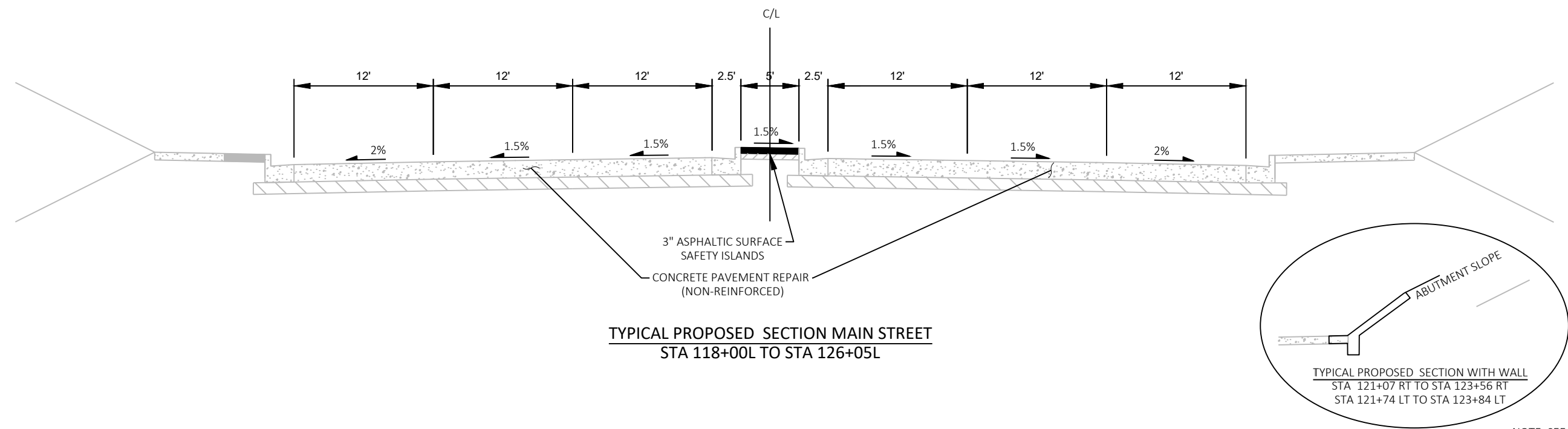
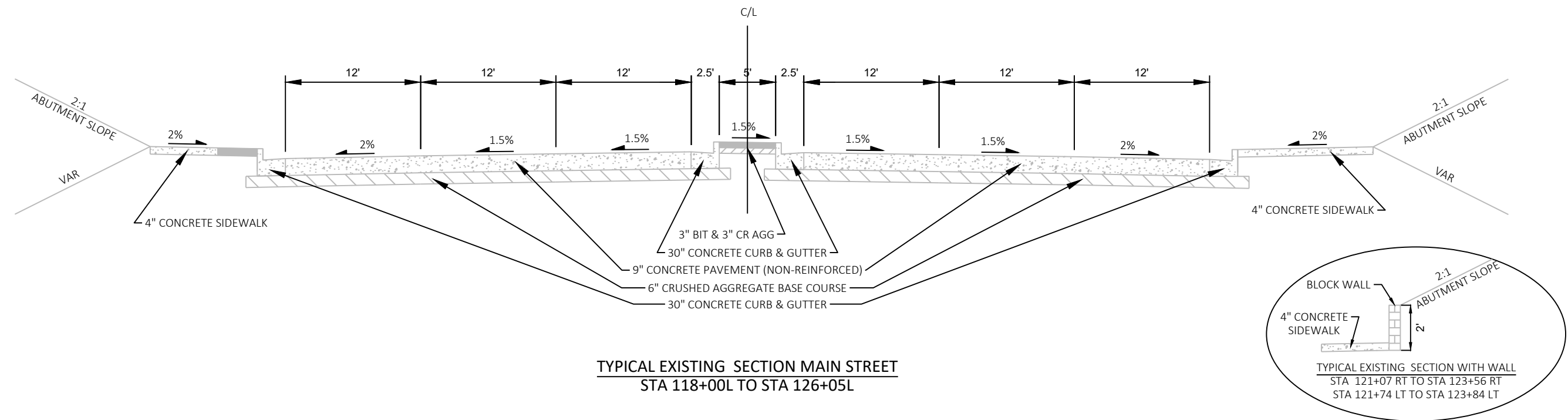
TYPICAL PROPOSED SECTION
RAMP N, STA 81+50N TO STA 96+33N



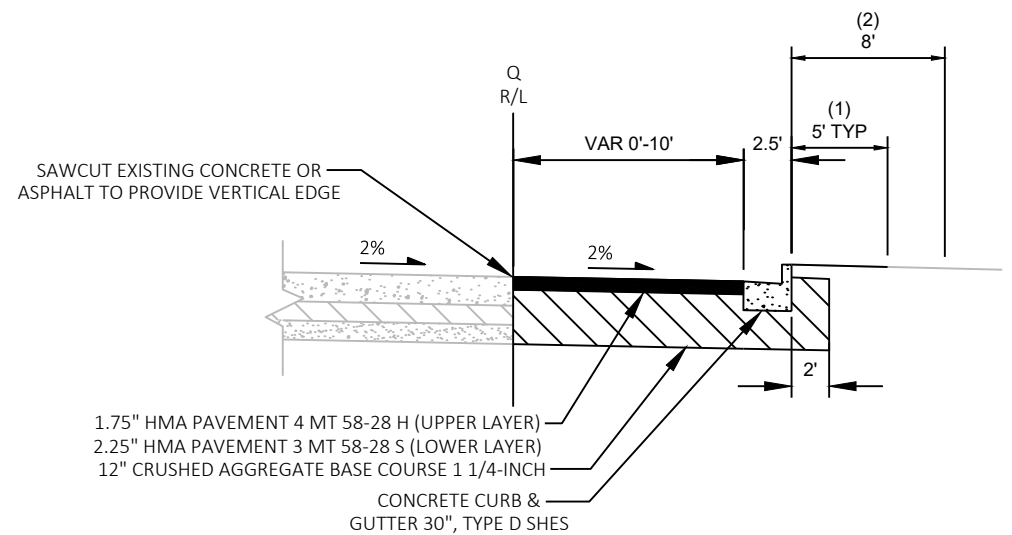
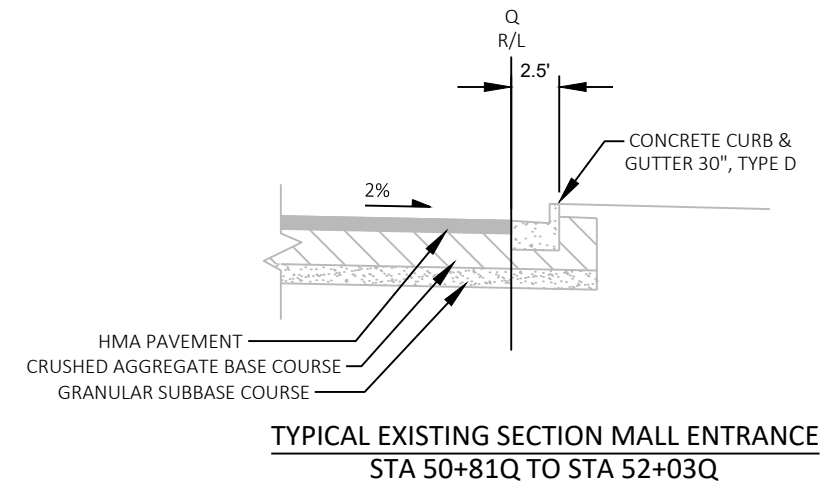
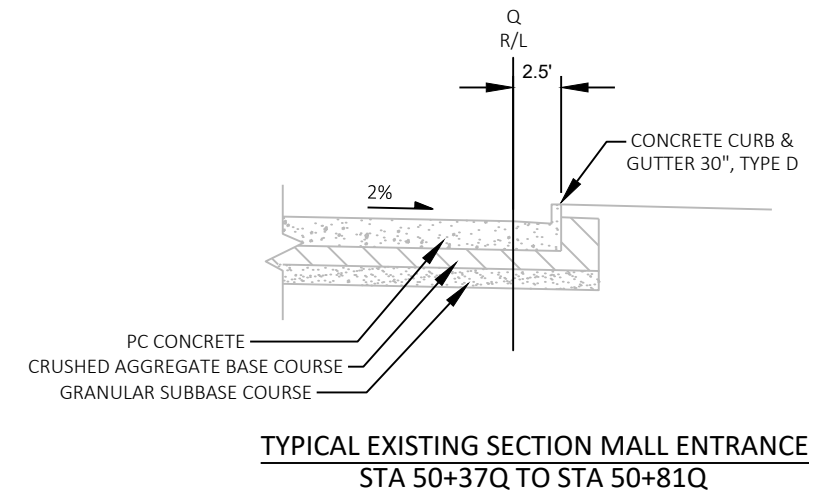
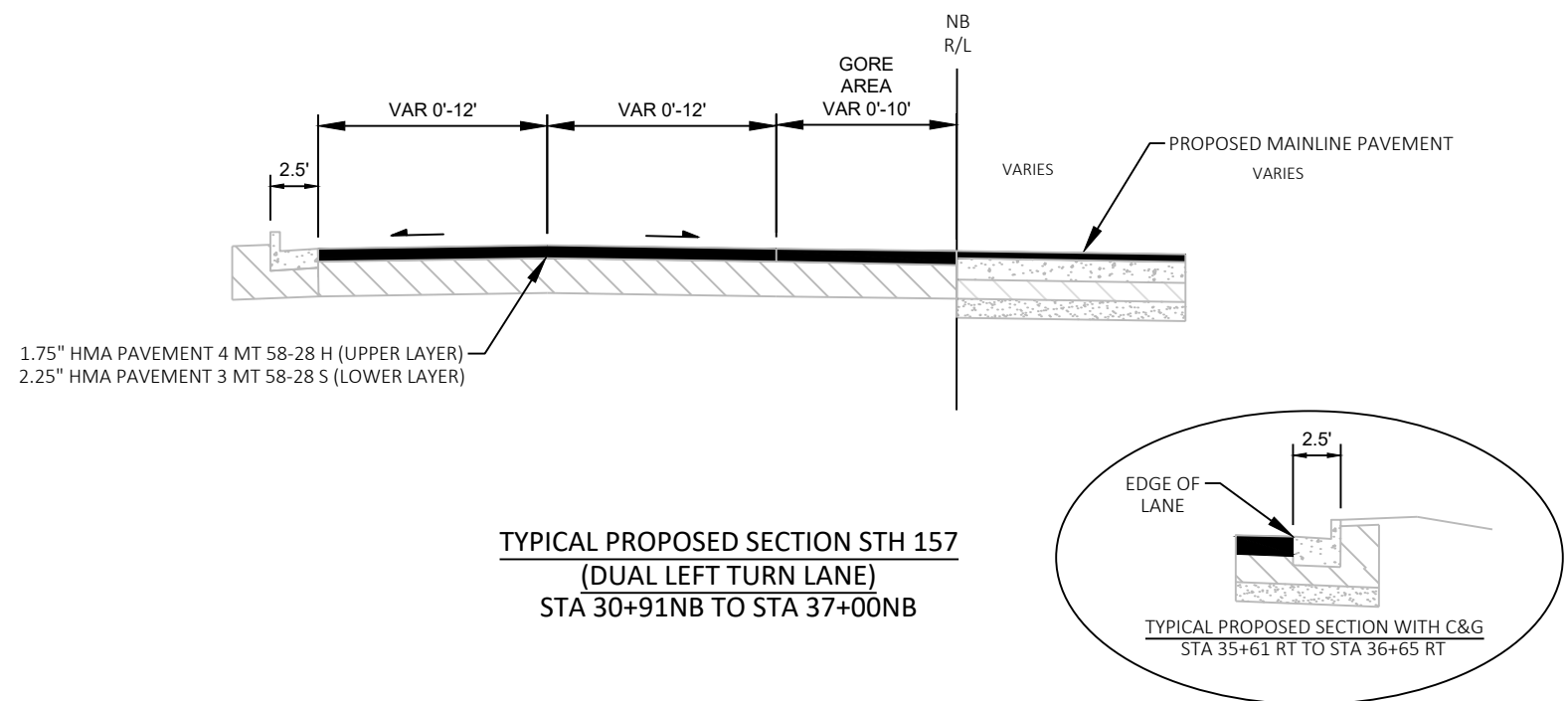
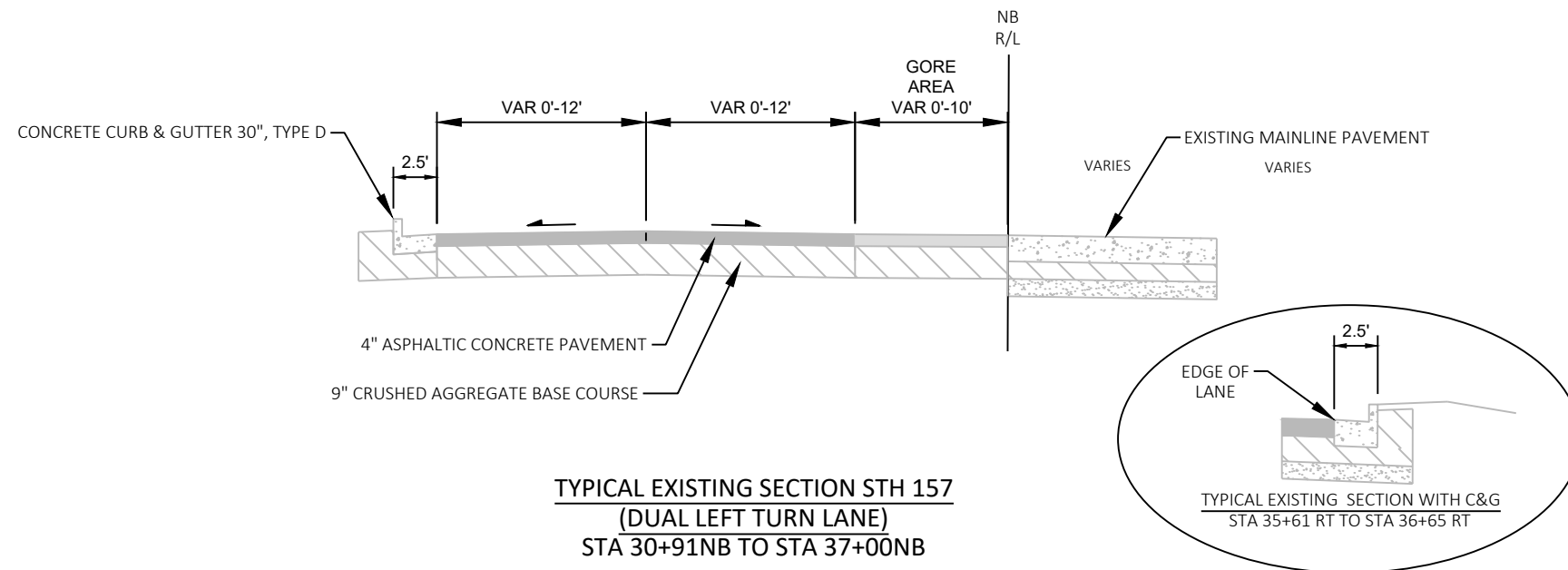
TYPICAL EXISTING SECTION
RAMP M, STA 86+50M TO STA 97+58M



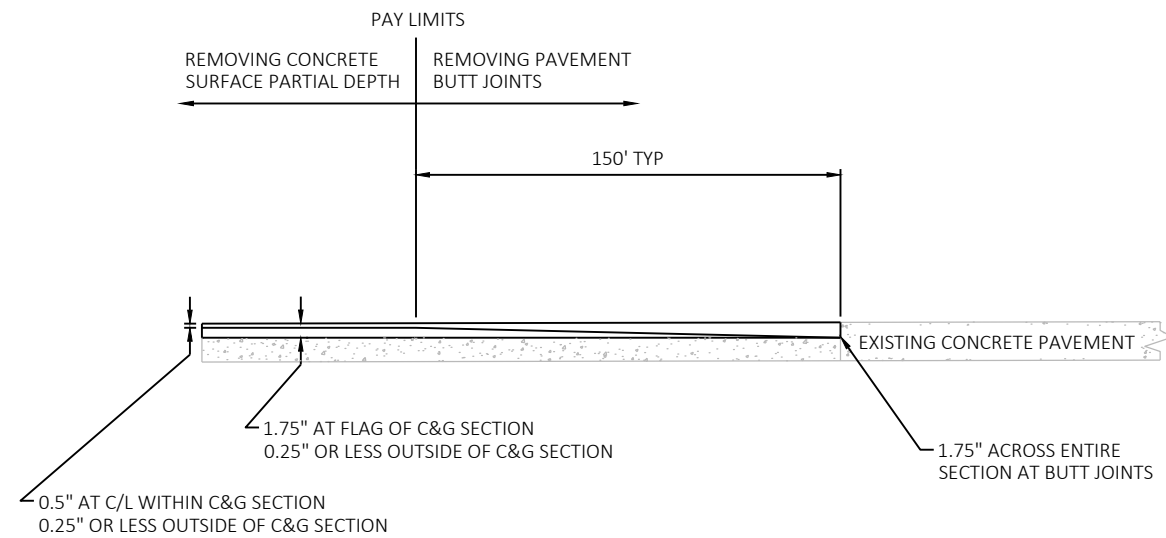
TYPICAL PROPOSED SECTION
RAMP M, STA 86+50M TO STA 97+58M



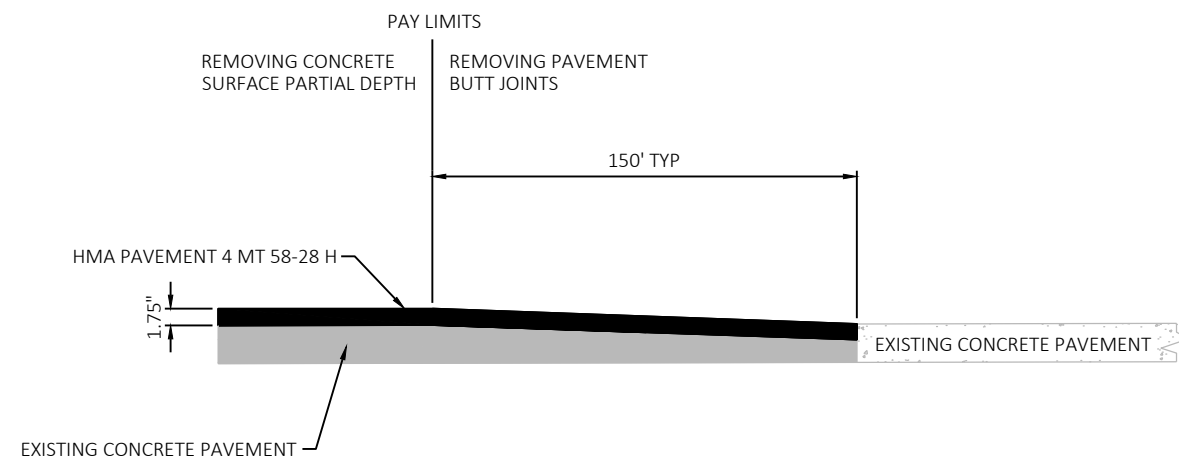
NOTE: SEE CONSTRUCTION
DETAIL "SLOPE PAVING
CONCRETE" FOR
ADDITIONAL INFORMATION



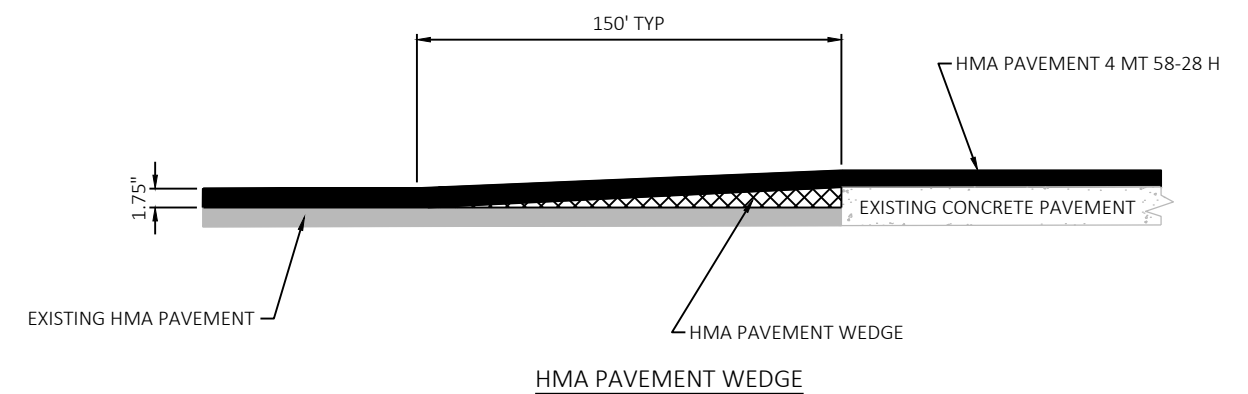
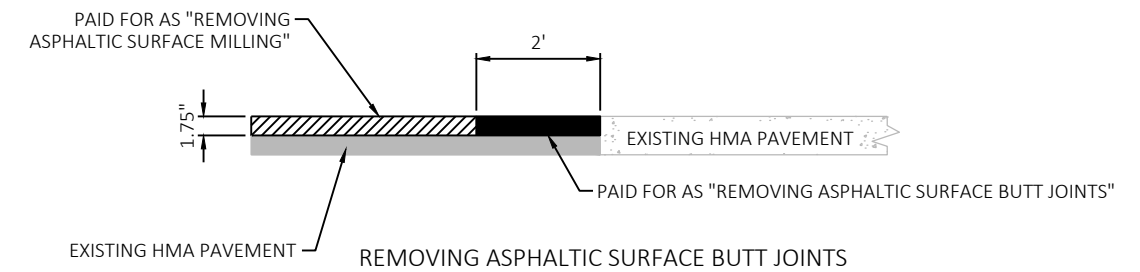
- (1) SALVAGED TOPSOIL
(2) SEEDING, FERTILIZER, EROSION MAT

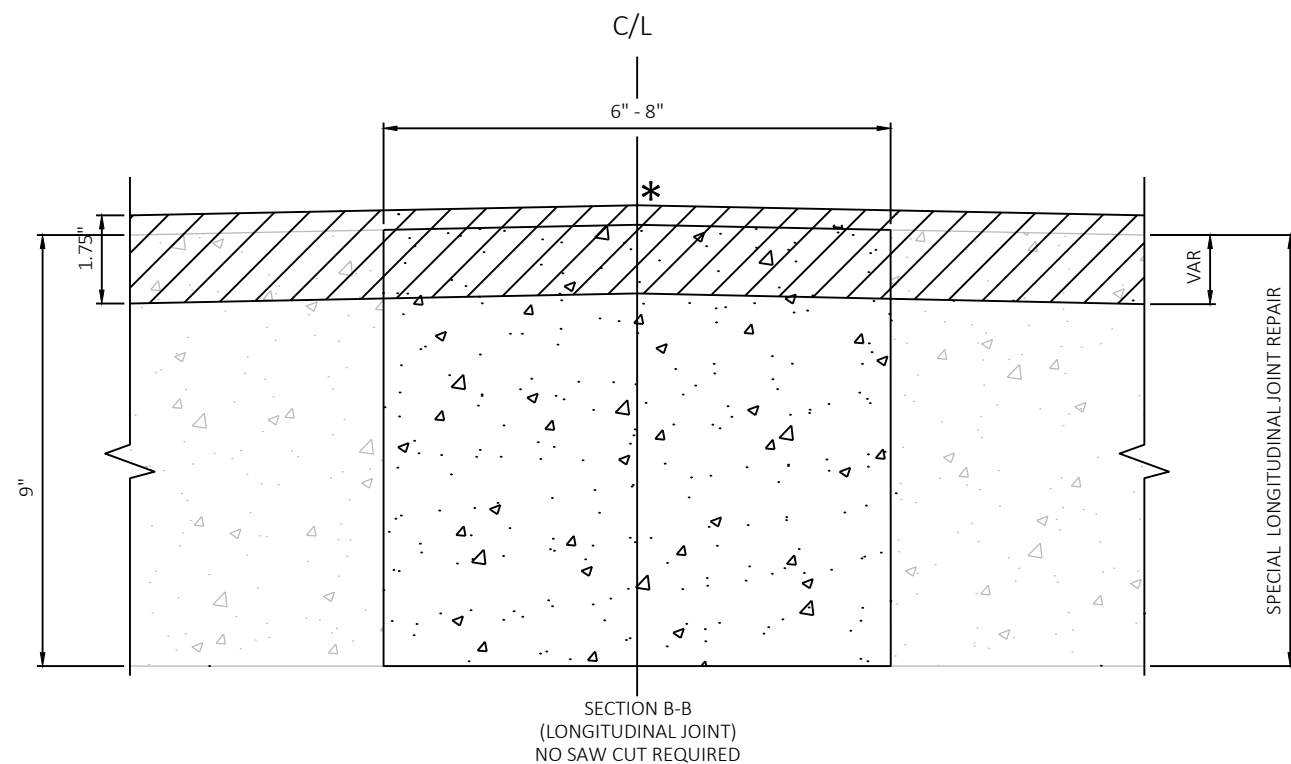
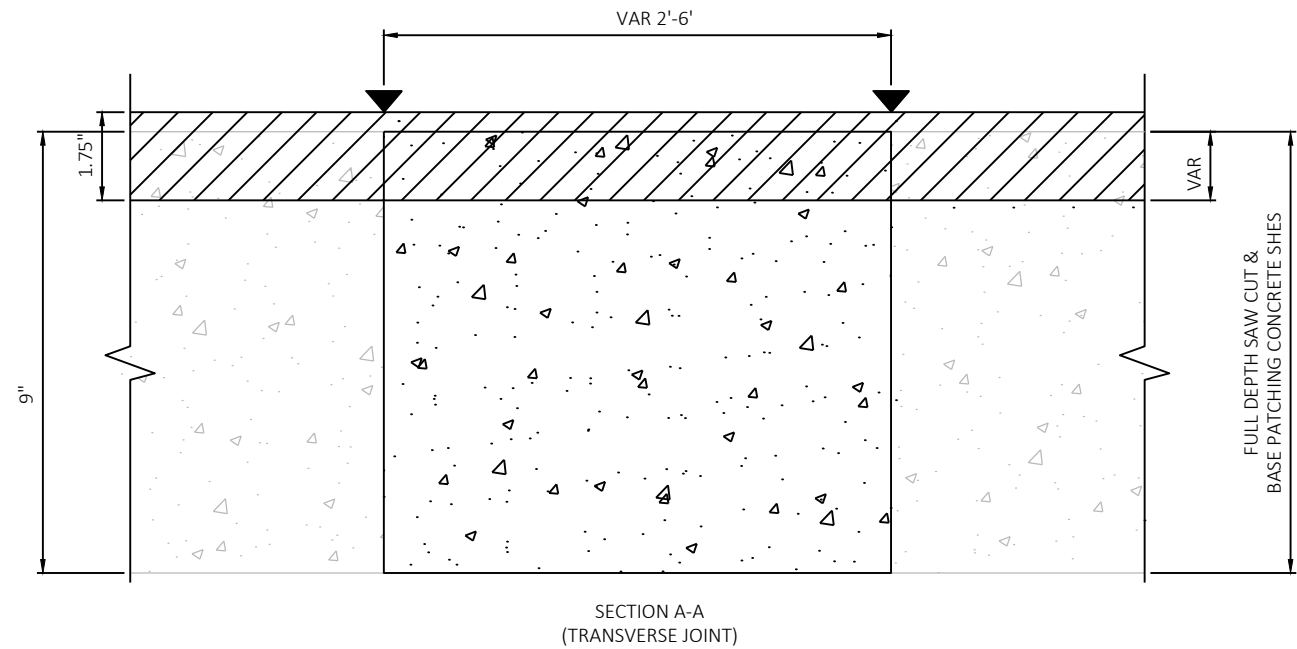
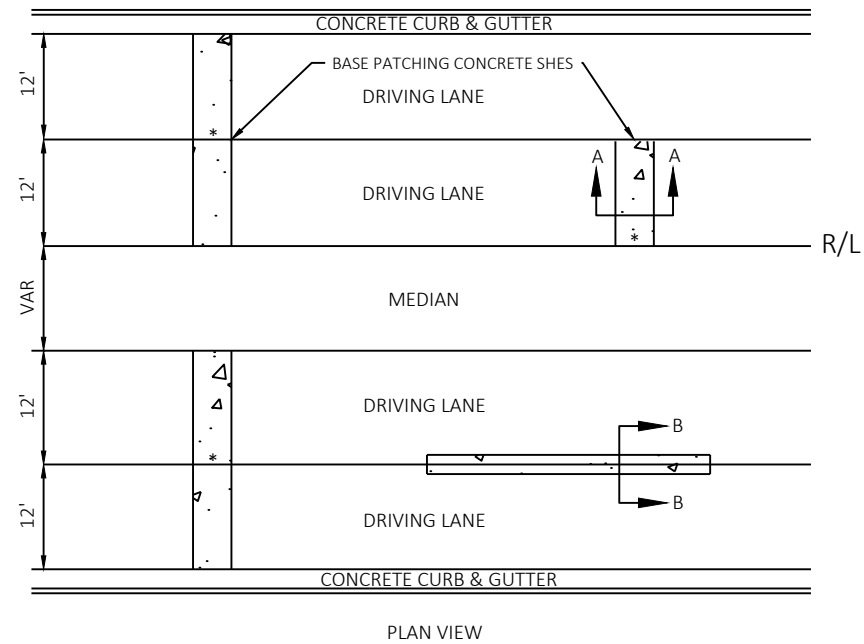
MILLED SECTION

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 SECTIONREMOVING PAVEMENT BUTT JOINTS

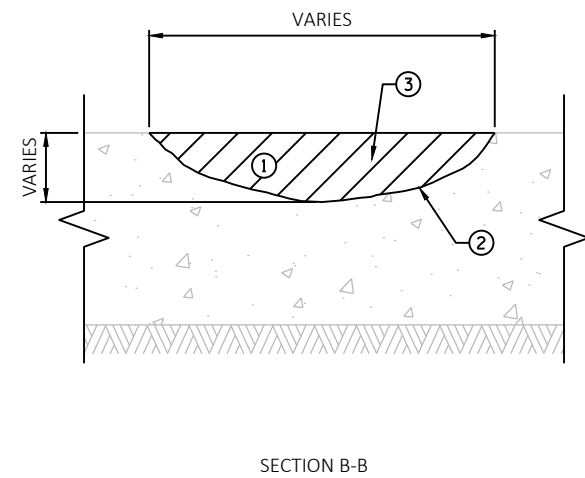
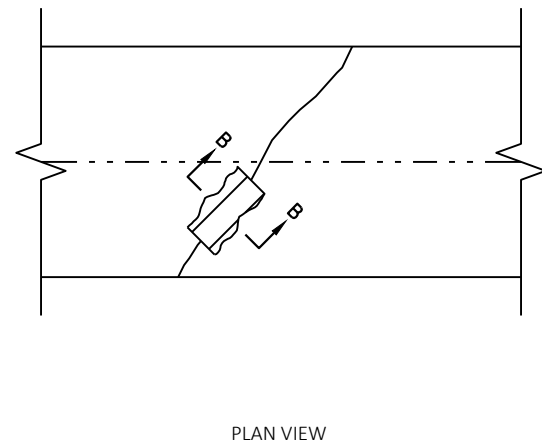
MAINLINE = 150'
RAMPS = 150'
MALL ENTRANCE = 12'
CTH PH = 25'
MAIN STREET = 150'





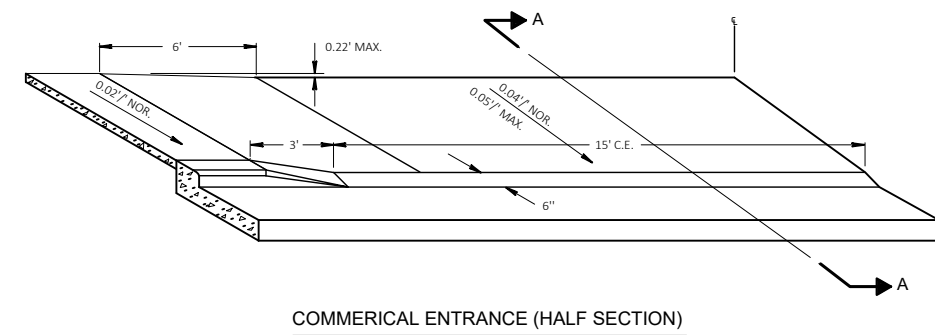
-  REMOVING CONCRETE SURFACE PARTIAL DEPTH AND REPLACE WITH HMA PAVEMENT 4 MT 58-28 H
-  HMA PAVEMENT 4 MT 58-28 H
-  BASE PATCHING CONCRETE SHES OR SPECIAL LONGITUDINAL JOINT REPAIR
-  EXISTING CONCRETE PAVEMENT
-  FULL DEPTH SAW CUT
-  HAND-TOOLED JOINT - 3" DEPTH

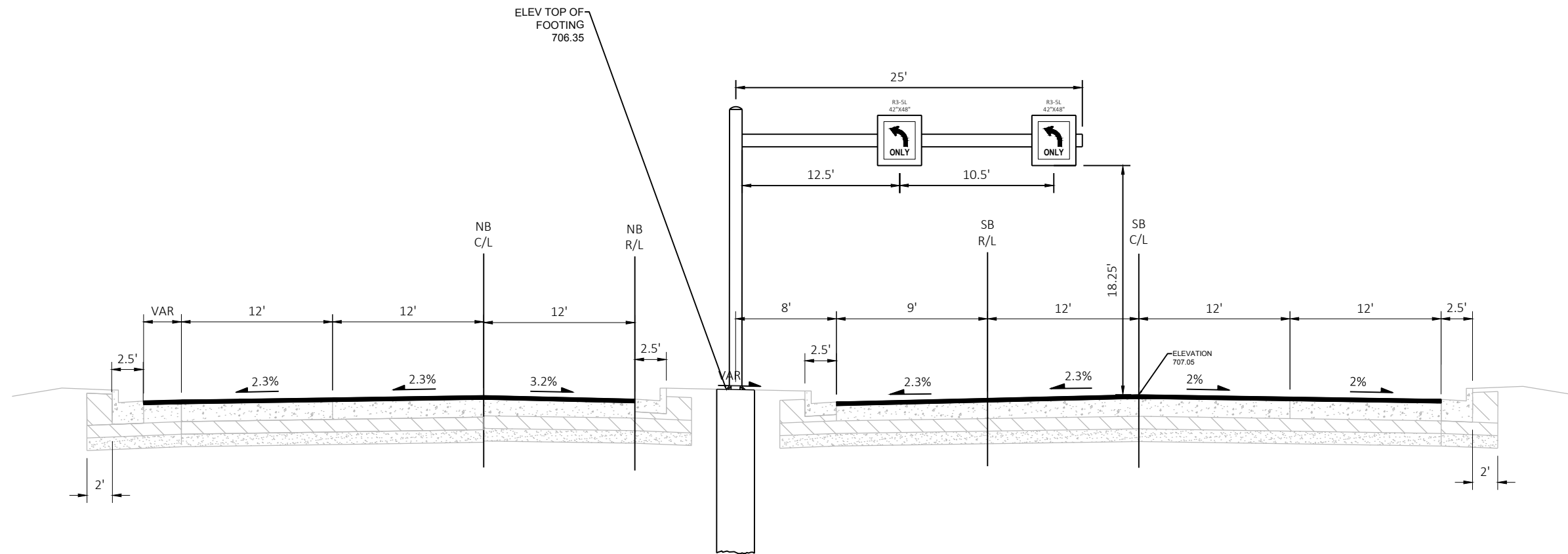
BASE PATCHING CONCRETE



- 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

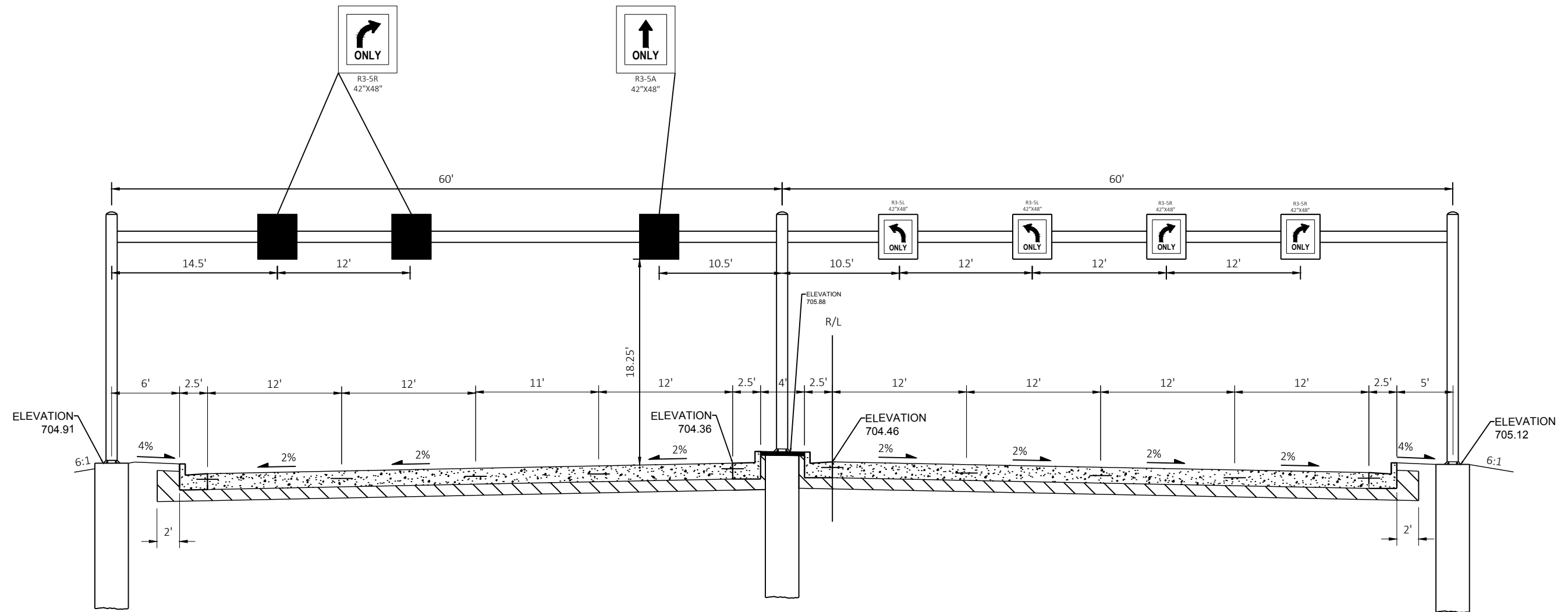




OVERHEAD SIGN SUPPORT (S-32-69)
STA 22+65 SB, 17' LT
STH 157

NOTES:

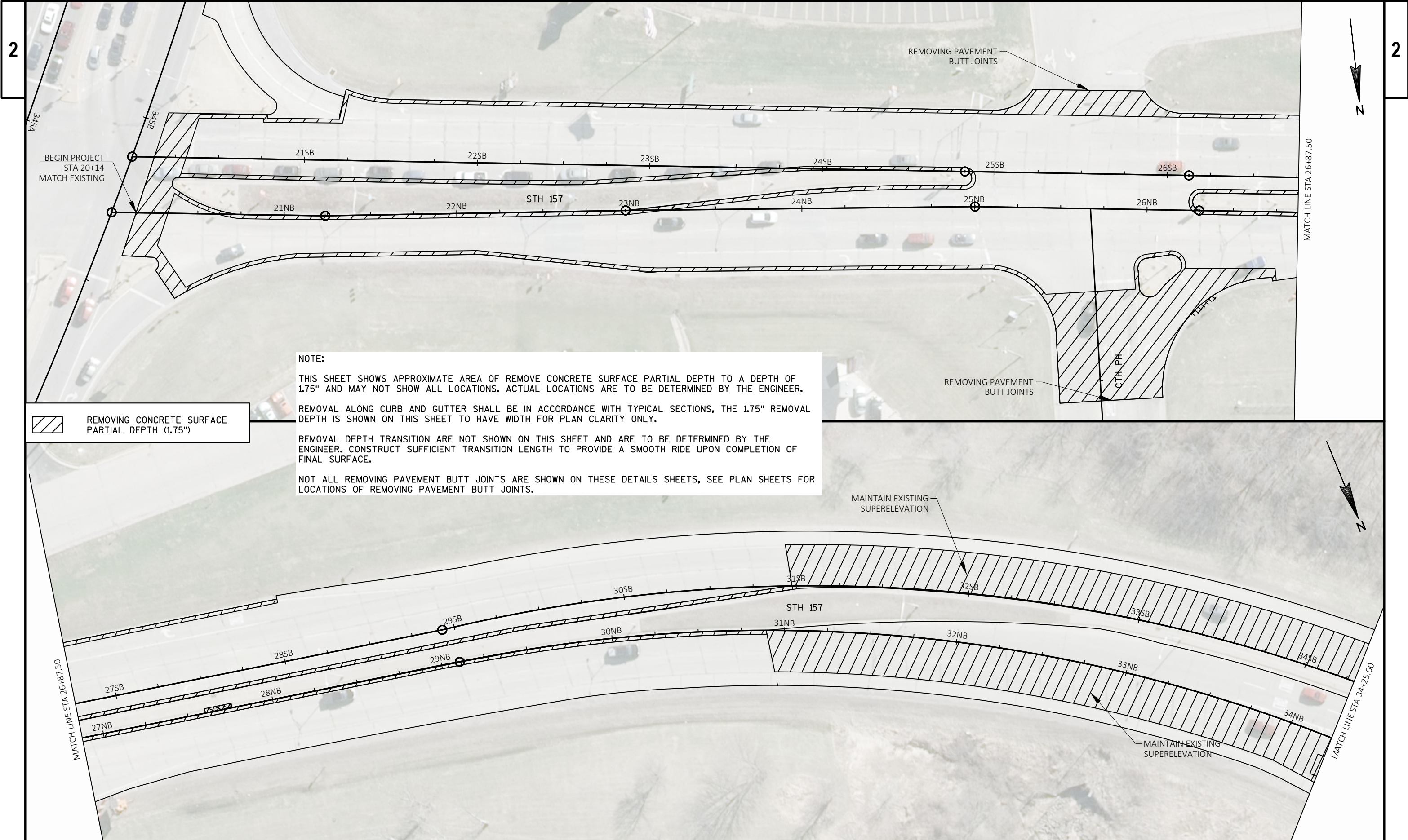
1. PROVIDE AN IDENTIFICATION PLAQUE FOR ALL OVERHEAD SIGN SUPPORT AS SPECIFIED IN STANDARD SPEC 641.3.1.4 AND SHOWN IN SDD 12A4 STRUCTURE IDENTIFICATION PLAQUES, RAMP GATES, SIGN BRIDGES, OVERHEAD SIGN SUPPORTS AND TRAFFIC SIGNALS
2. DESIGN NEW OVERHEAD SIGN SUPPORTS ACCORDING TO AASHTO "STANDARD SPECIFICATIONS 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



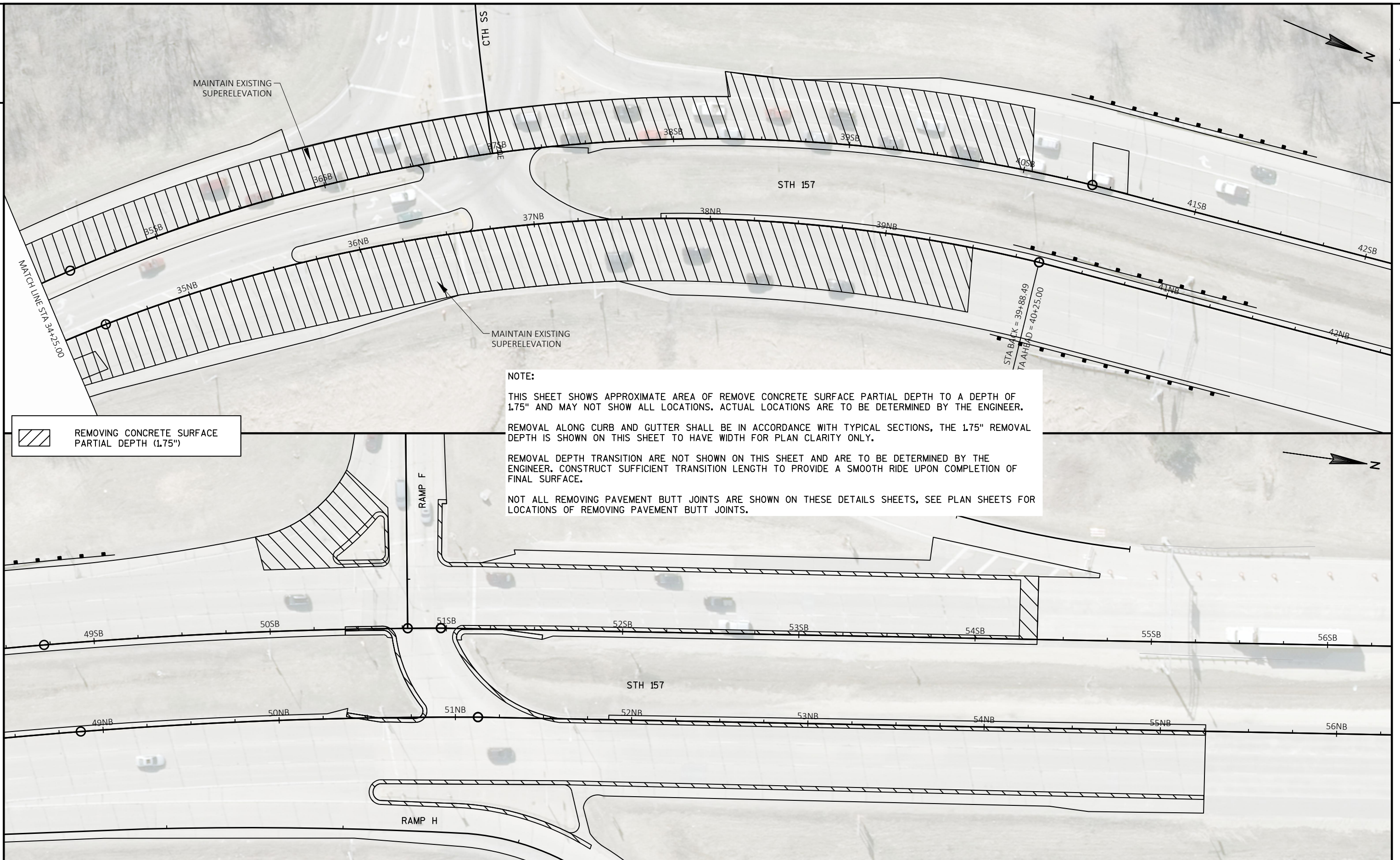
OVERHEAD SIGN SUPPORT (S-32-70 and S-32-71)
STA 17+03 RT/LT
CTH SS

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



 REMOVING CONCRETE SURFACE PARTIAL DEPTH (1.75")



PROJECT NO: 1070-04-75

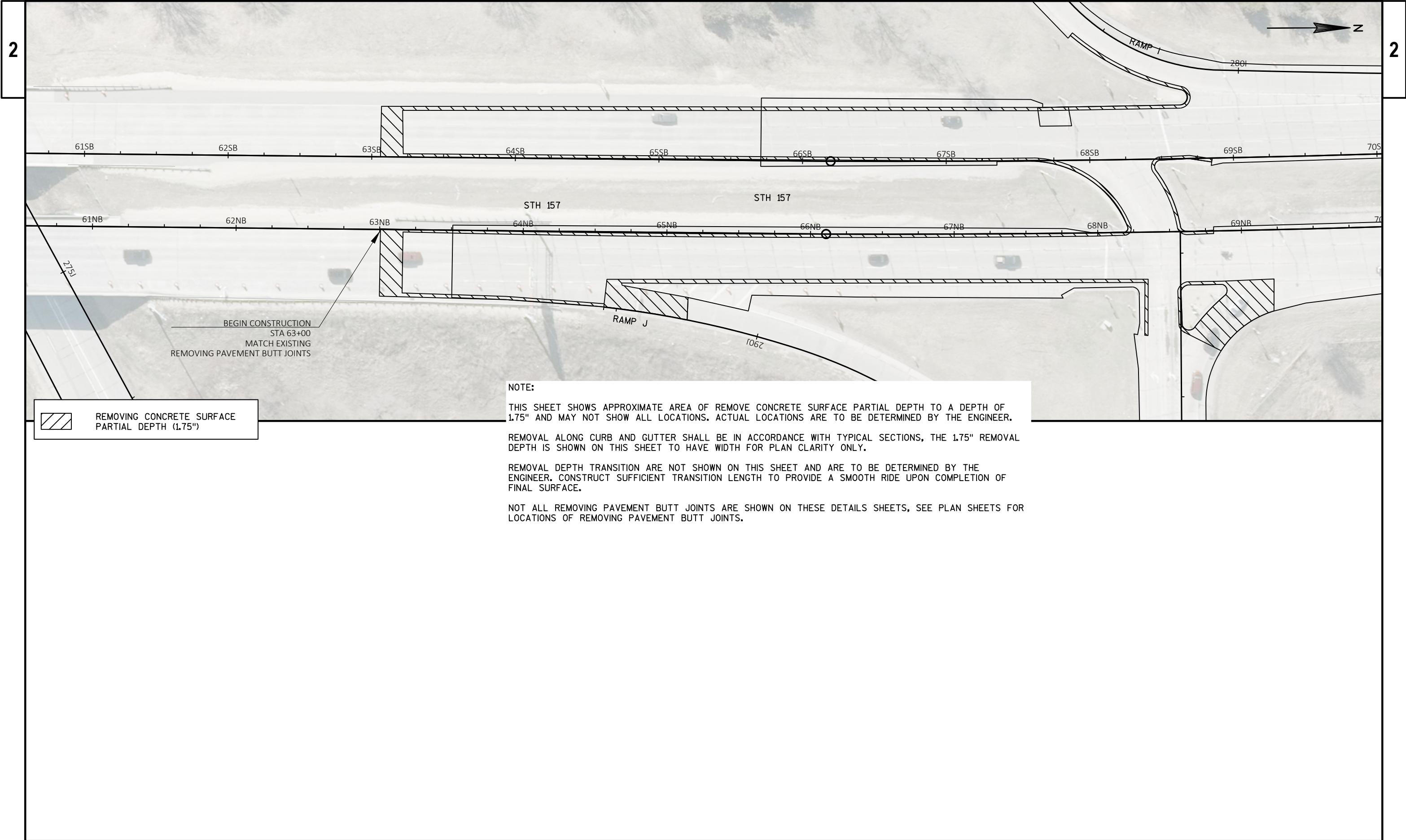
HWY: IH 90

COUNTY: LA CROSSE

CONSTRUCTION DETAILS - PARTIAL DEPTH MILLING

SHEET

E



 REMOVING CONCRETE SURFACE
PARTIAL DEPTH (1.75")

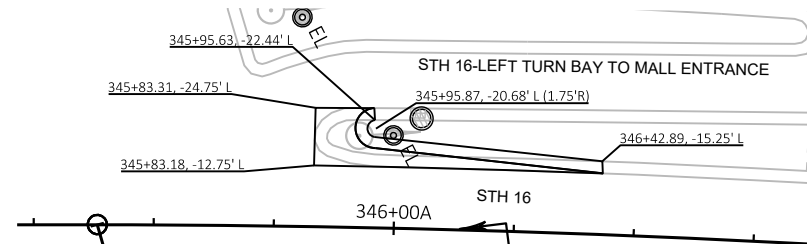
NOTE:

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.

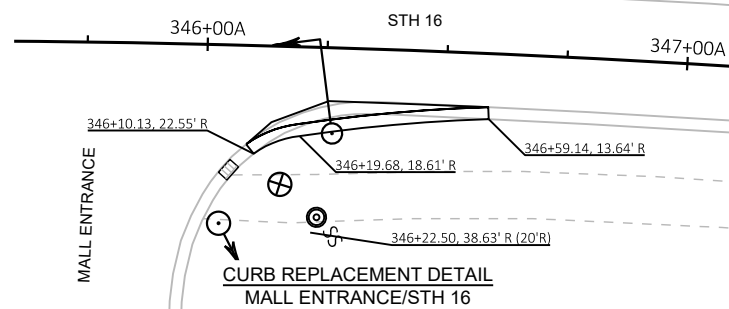
REMOVAL ALONG CURB AND GUTTER SHALL BE IN ACCORDANCE WITH TYPICAL SECTIONS, THE 1.75" REMOVAL DEPTH IS SHOWN ON THIS SHEET TO HAVE WIDTH FOR PLAN CLARITY ONLY.

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.

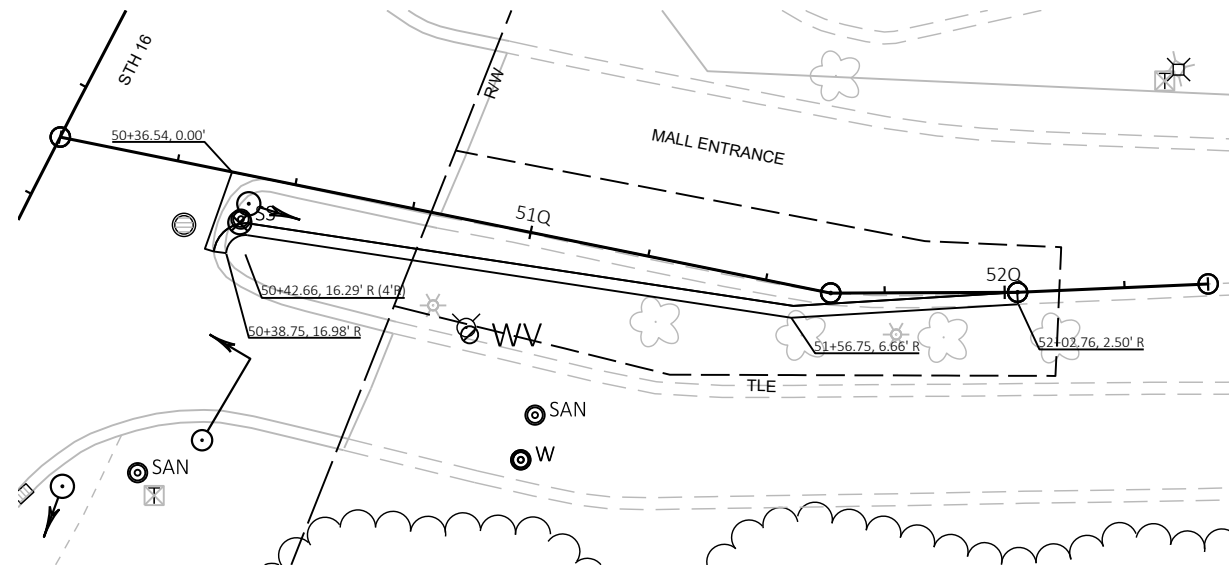
NOT ALL REMOVING PAVEMENT BUTT JOINTS ARE SHOWN ON THESE DETAILS SHEETS, SEE PLAN SHEETS FOR LOCATIONS OF REMOVING PAVEMENT BUTT JOINTS.



CURB REPLACEMENT DETAIL
STH 16 ISLAND NOSE



CURB REPLACEMENT DETAIL
MALL ENTRANCE/STH 16



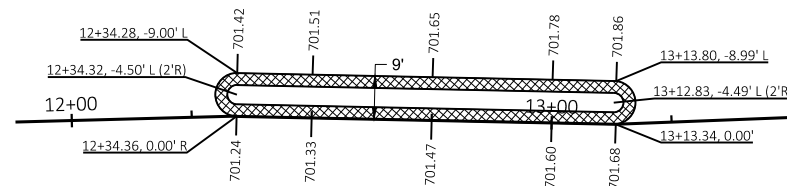
CURB REPLACEMENT DETAIL
MALL ENTRANCE



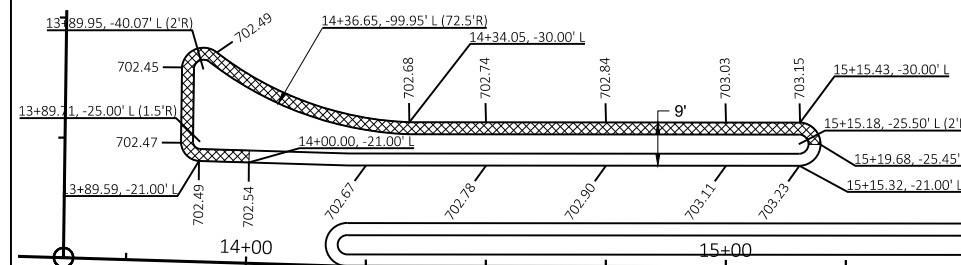
REJECT GUTTER

NOTES:

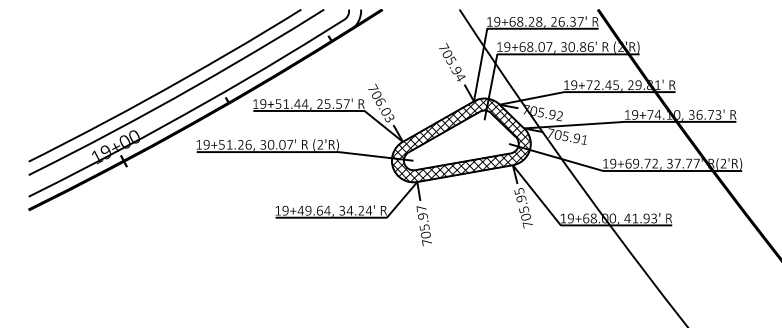
- ALL CURB ELEVATIONS ARE TO FLAG
- ALL RADIUS POINTS/RADII ARE TO BACK OF CURB
- FACE OF CURB/FLOWLINE NOT SHOWN FOR CLARITY
- UTILITIES NOT SHOWN FOR CLARITY
- ALL CONCRETE CURB & GUTTER IS 30-INCH TYPE D SHES, UNLESS OTHERWISE NOTED ON THIS SHEET OR TYPICAL SECTIONS



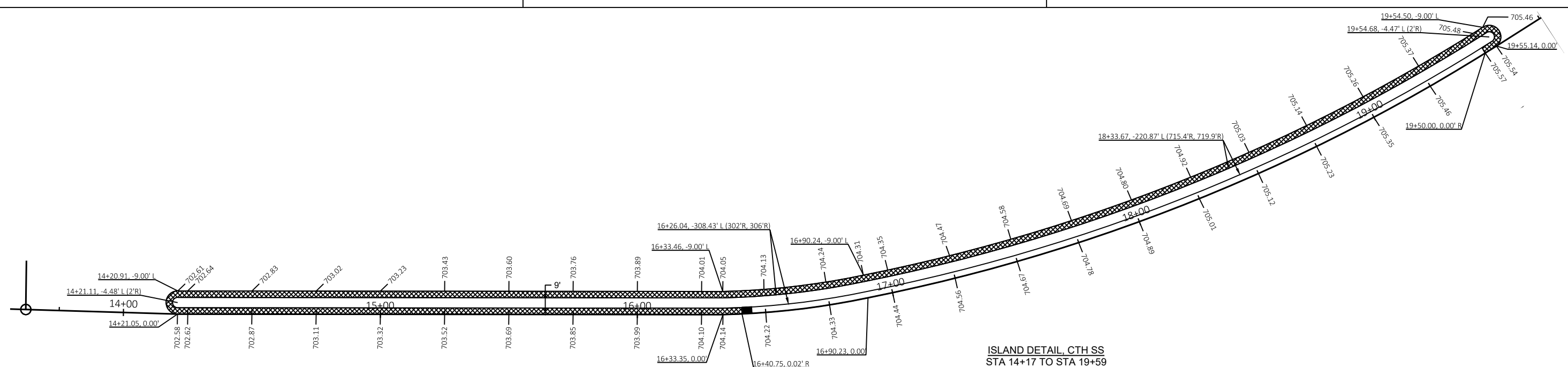
ISLAND DETAIL, CTH SS
STA 12+30 TO STA 13+17



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

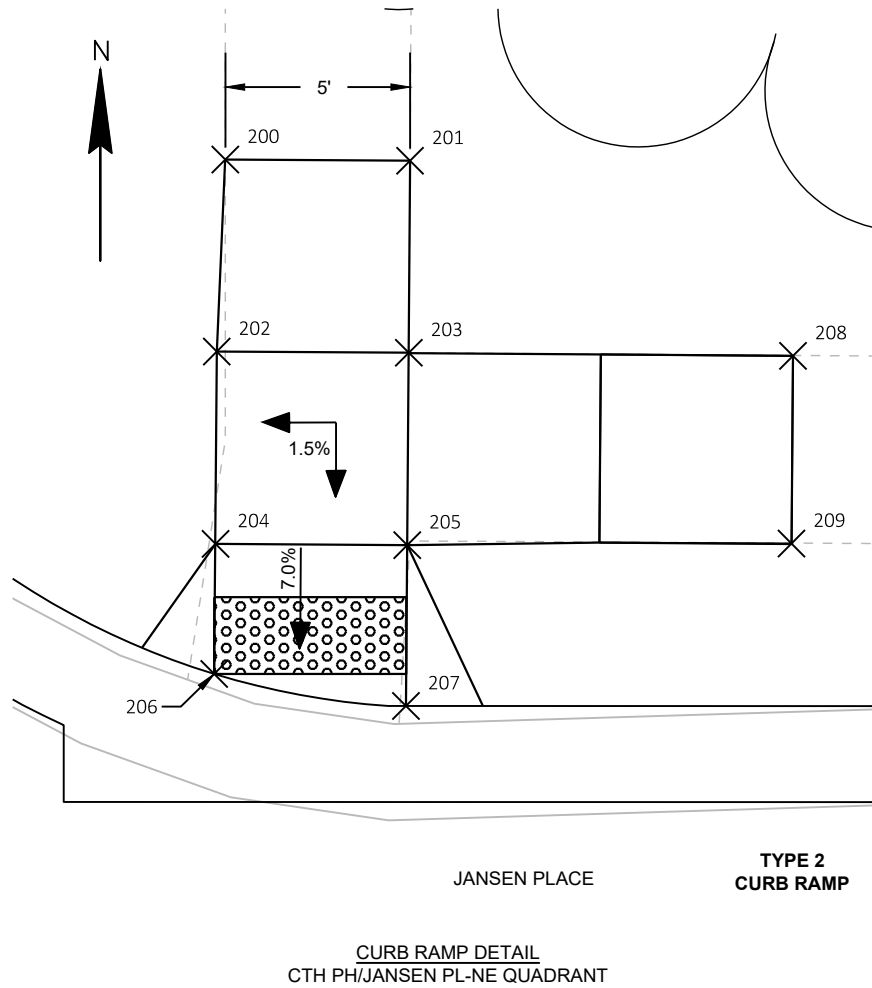
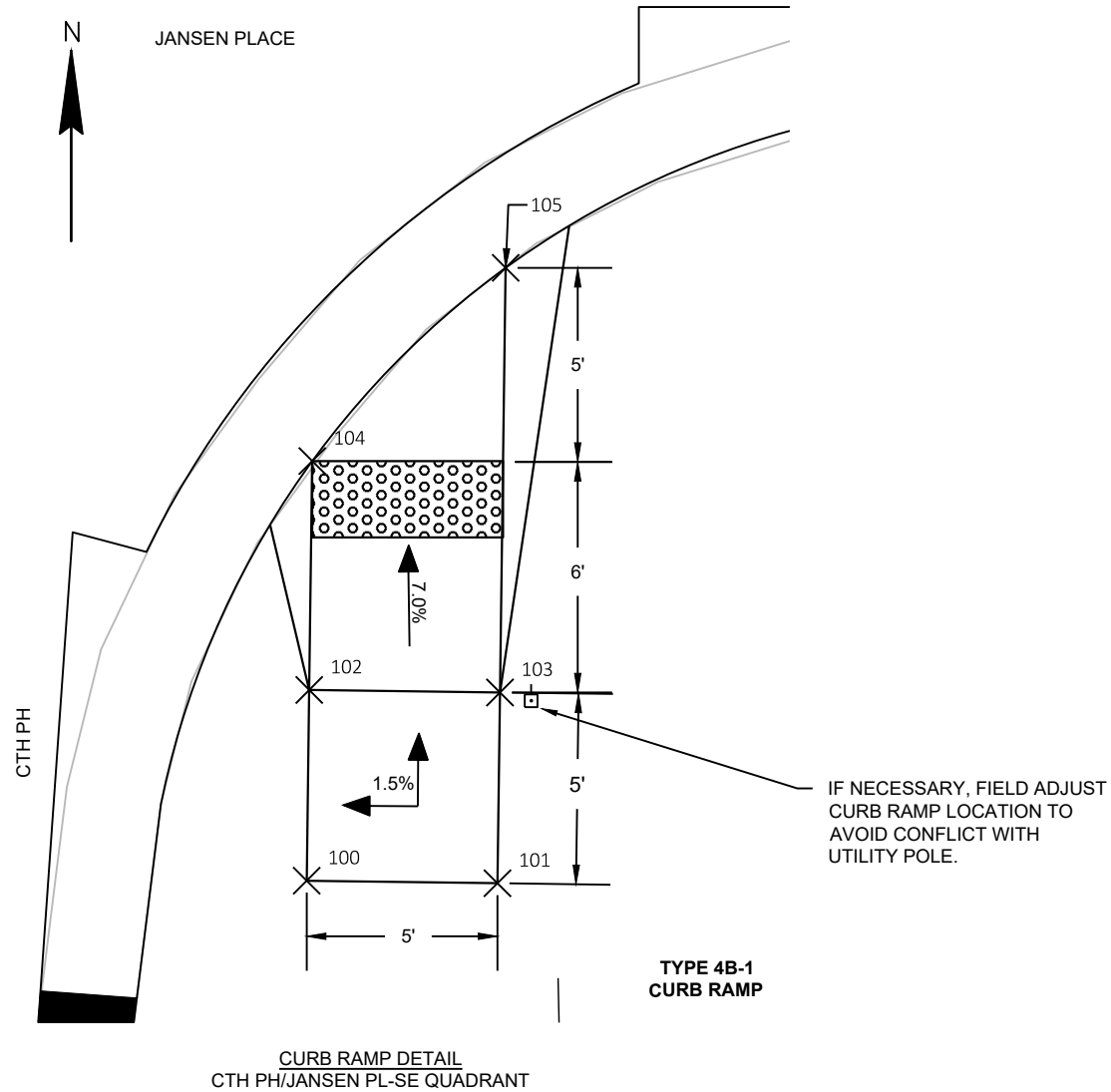
CONSTRUCTION DETAILS

SHEET

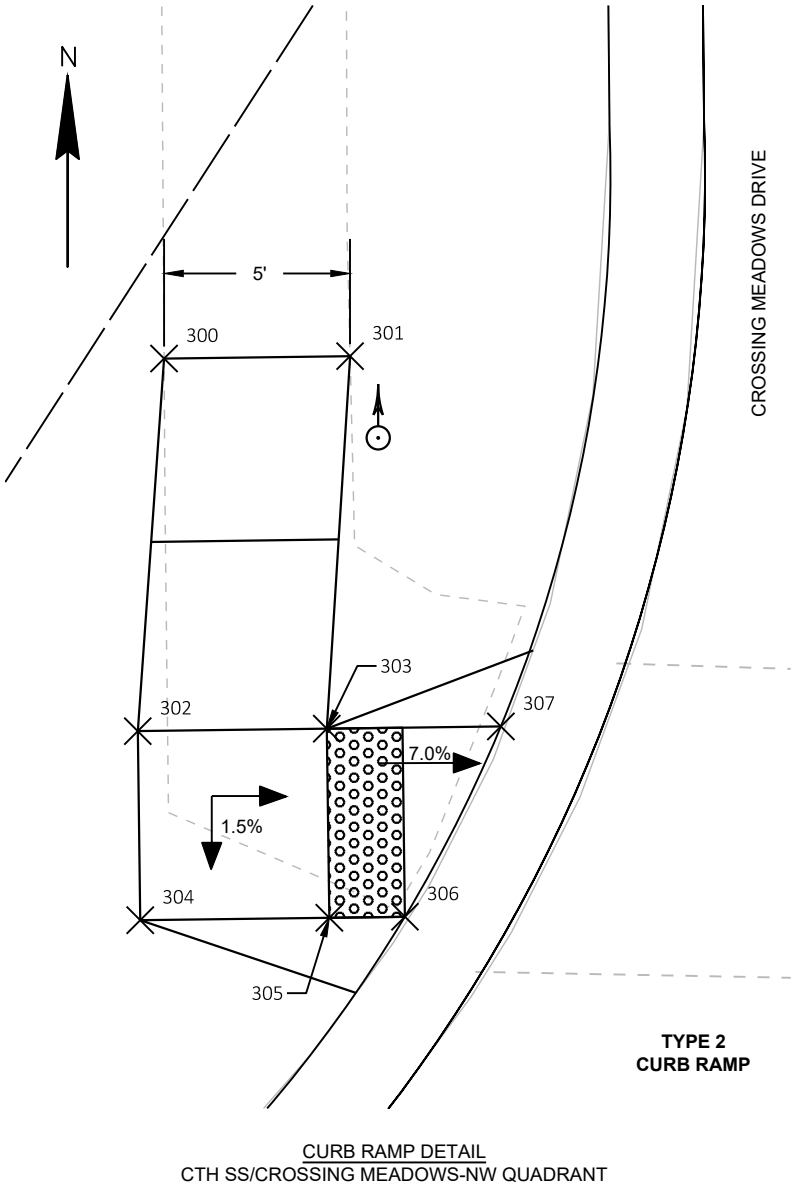
E

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	

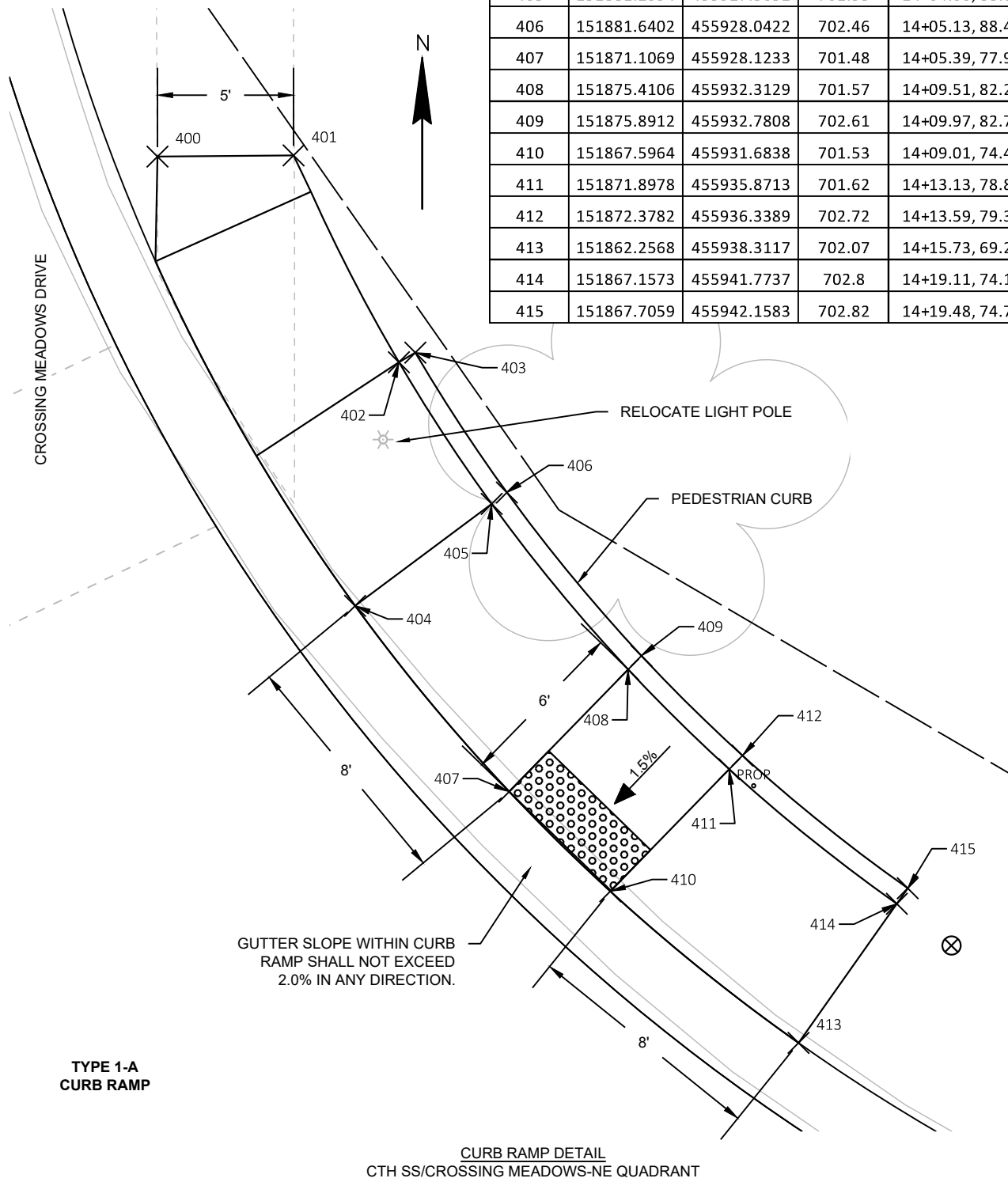
POINT NUMBER	NORTHING	EASTING	ELEVATION	STA, OFFSET	REMARKS
200	151765.518	457538.9349	706.82	12+72.09, 28.87' RT	MATCH INTO EXISTING SIDEWALK
201	151765.4871	457543.7439	706.89	12+72.11, 33.68' RT	MATCH INTO EXISTING SIDEWALK
202	151760.5194	457538.7119	706.92	12+67.09, 28.70' RT	
203	151760.4872	457543.7118	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

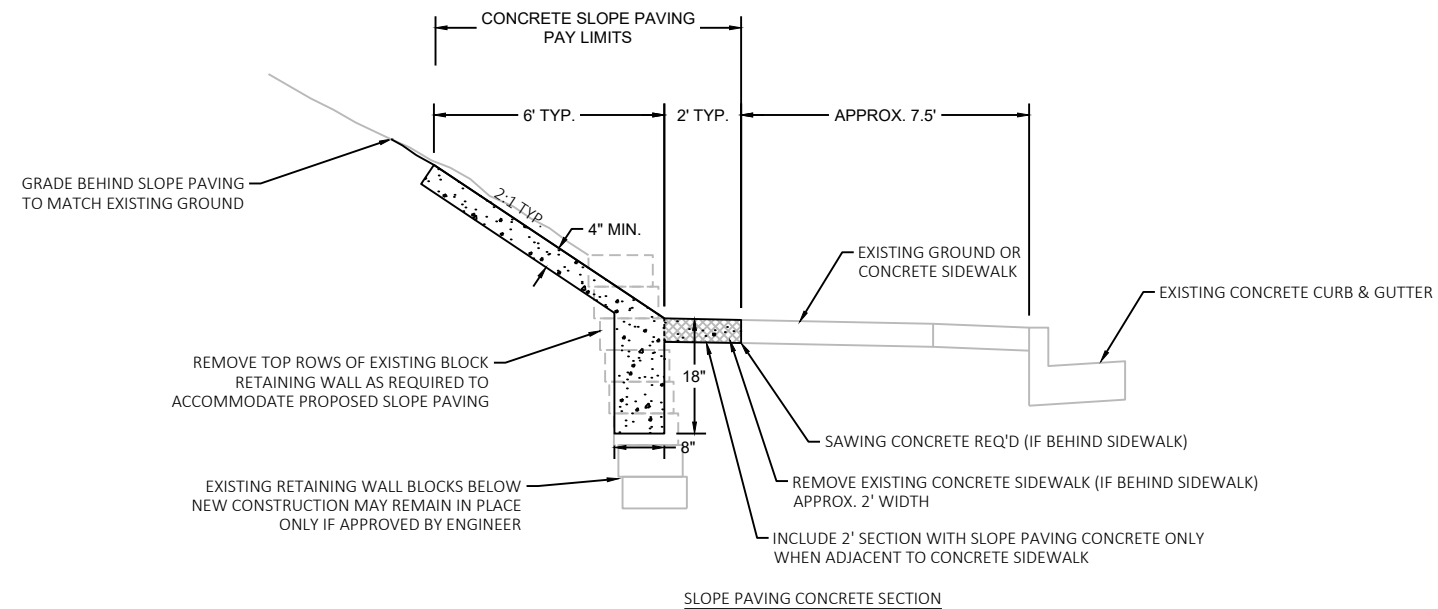


POINT NUMBER	NORTHING	EASTING	ELEVATION	STA, OFFSET	REMARKS
300	151880.8482	455845.3926	701.7	13+22.51, 86.25' LT	MATCH INTO EXISTING SIDEWALK
301	151880.9122	455850.3107	701.6	13+27.43, 86.40' LT	MATCH INTO EXISTING SIDEWALK
302	151870.9948	455844.6968	701.57	13+21.98, 76.38' LT	
303	151871.0598	455849.6964	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	



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





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.

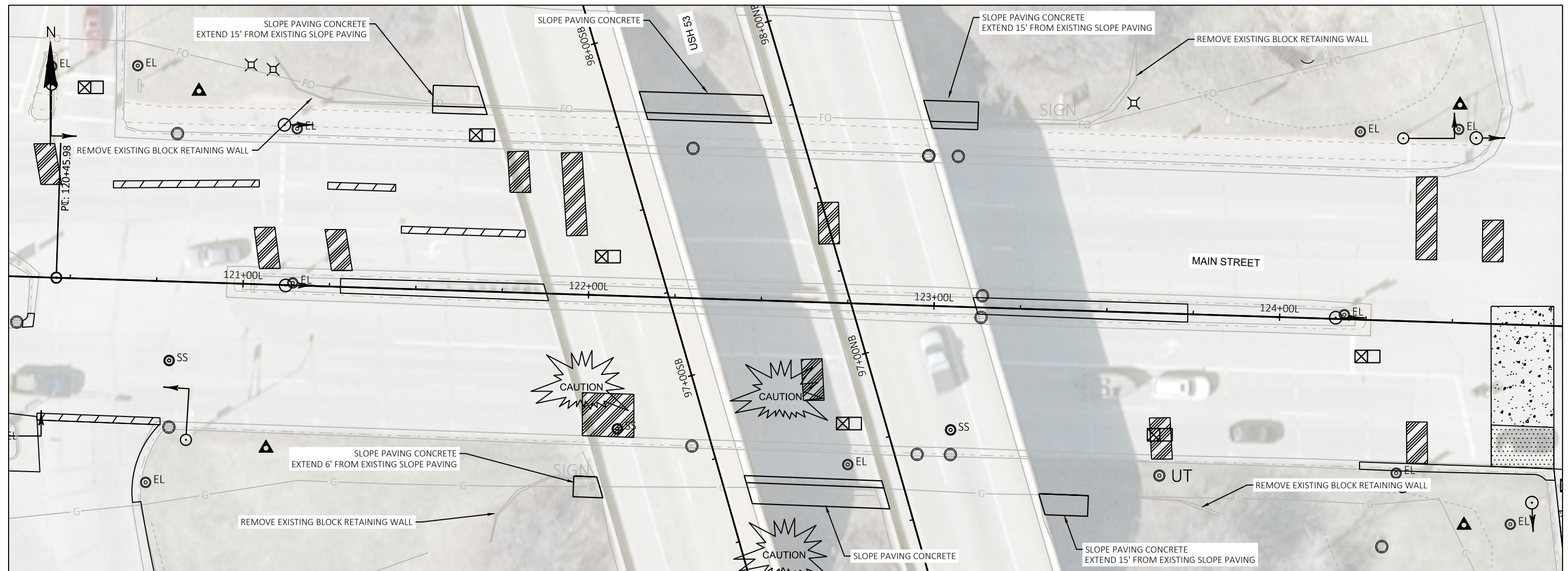
REMOVAL OF EXISTING RETAINING WALLS TO BE PAID AS "REMOVING MASONRY".

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

E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETPLAN\021003_CD.DWG
LAYOUT NAME - 04

PLOT DATE : 7/30/2019 2:13 PM

PLOT BY : TOREY R. LEONARD

PLOT NAME :

PLOT SCALE : #####

WISDOT/CADDs SHEET 42

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.

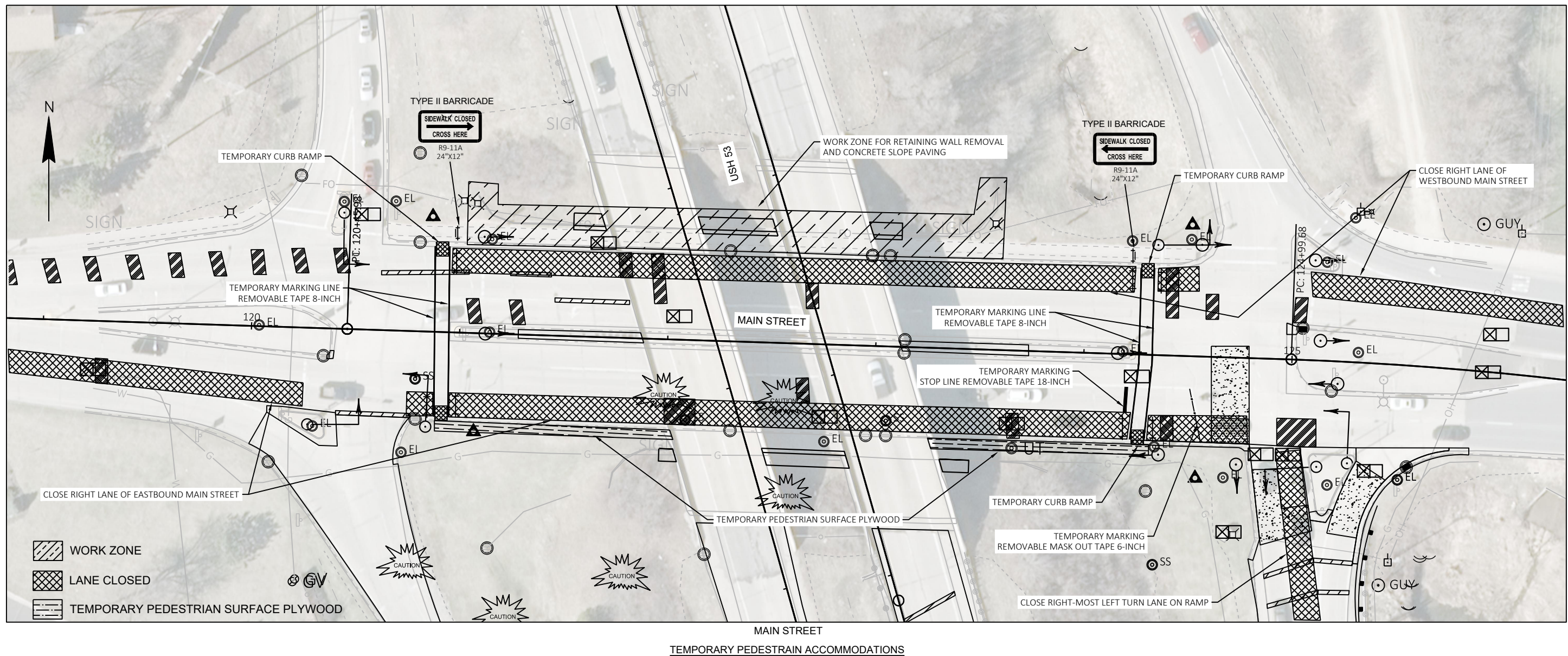
CLOSE AND DIVERT SIDEWALK IN ACCORDANCE WITH SDD 15D30 "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION".

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.



PROJECT NO: 1070-04-75

HWY: IH 90

COUNTY: LA CROSSE

CONSTRUCTION DETAILS - TEMPORARY PEDESTRIAN ACCOMMODATIONS

SHEET

E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEETS\PLAN\021003_CD.DWG
LAYOUT NAME - 05

PLOT DATE : 4/22/2019 3:19 PM

PLOT BY : TOREY R. LEONARD

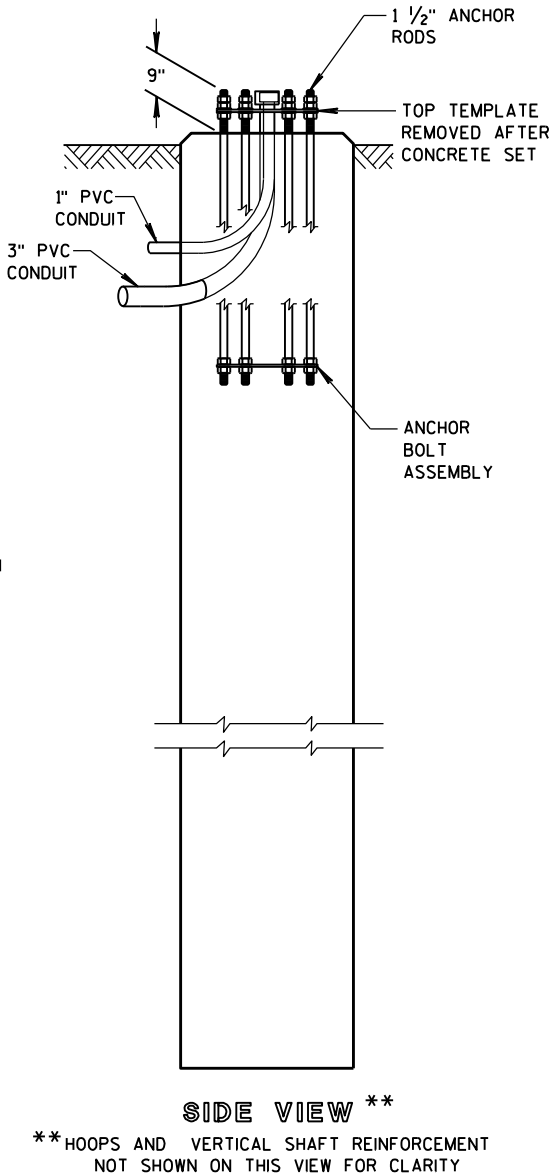
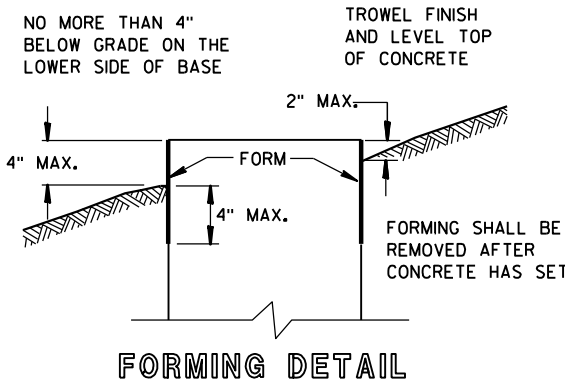
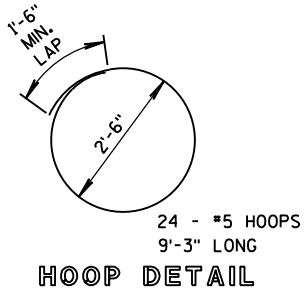
PLOT NAME :

PLOT SCALE : #####

WISDOT/CADDs SHEET 42

GENERAL NOTES

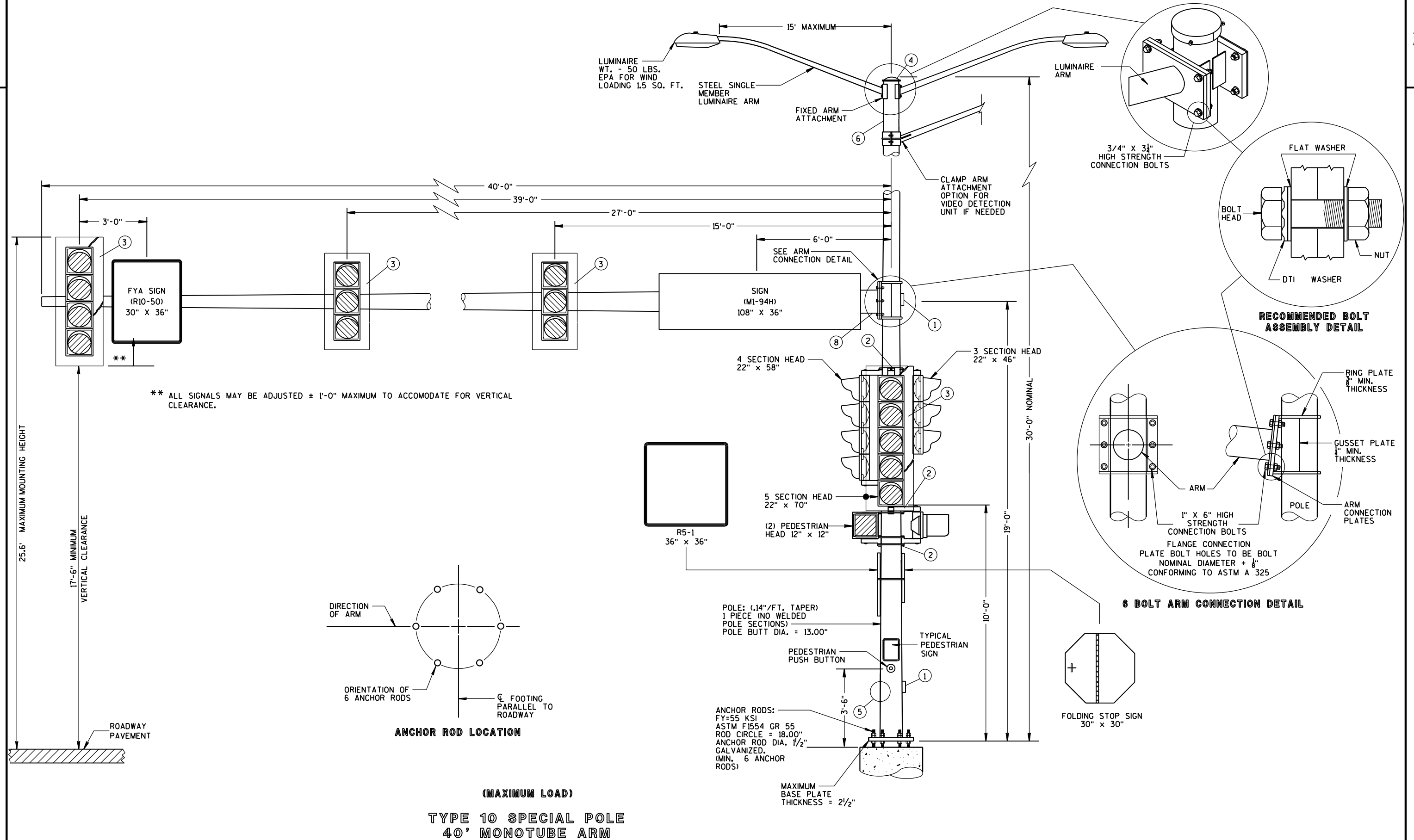
CONCRETE MASONRY	-	fc=3,500 p.s.i.
HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60	-	fy=60,000 p.s.i.
ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 6412.2.3 OF THE STANDARD SPECIFICATIONS	-	fy=55,000 p.s.i.
TEMPLATES, ASTM A709 GRADE 36	-	fy=36,000 p.s.i.

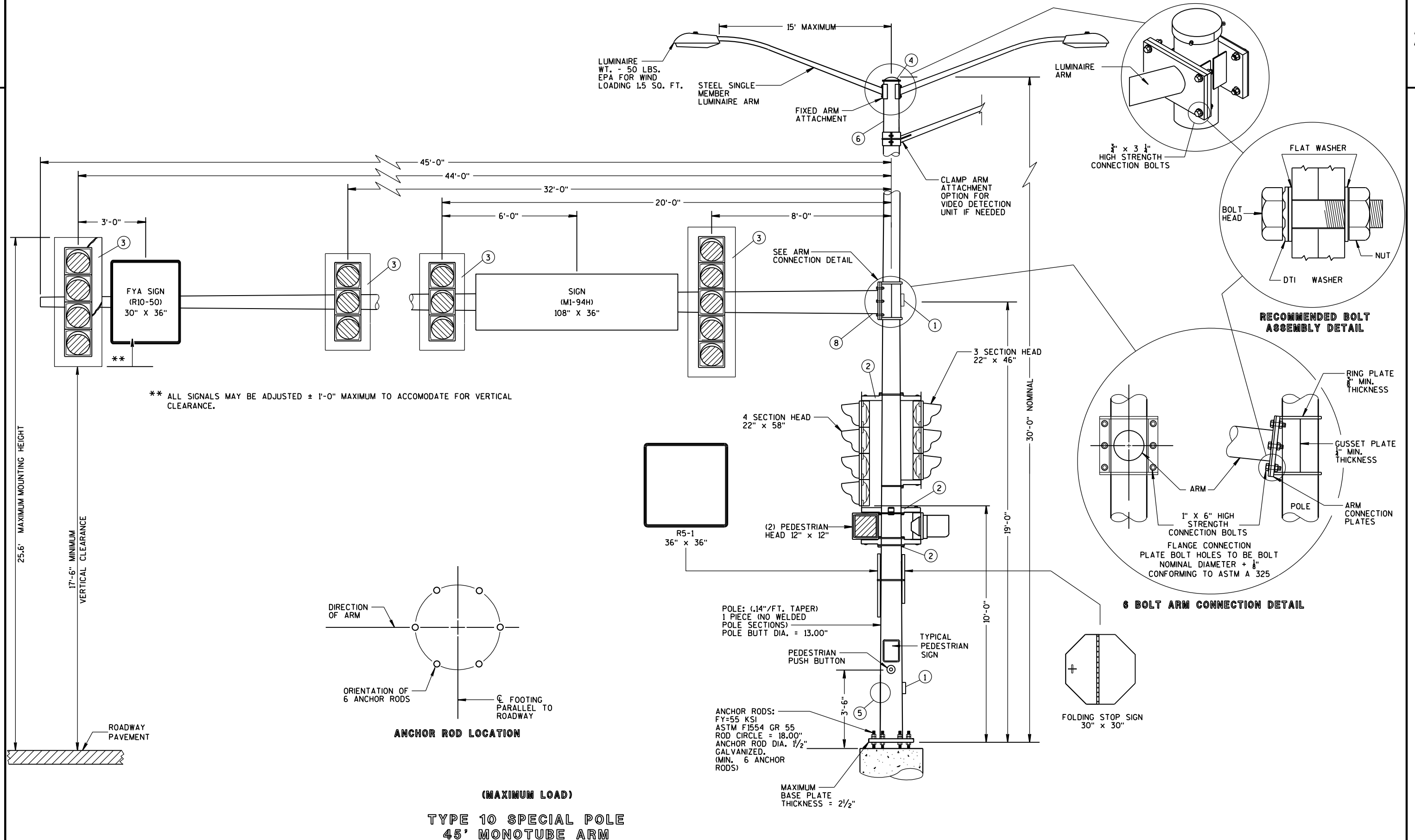


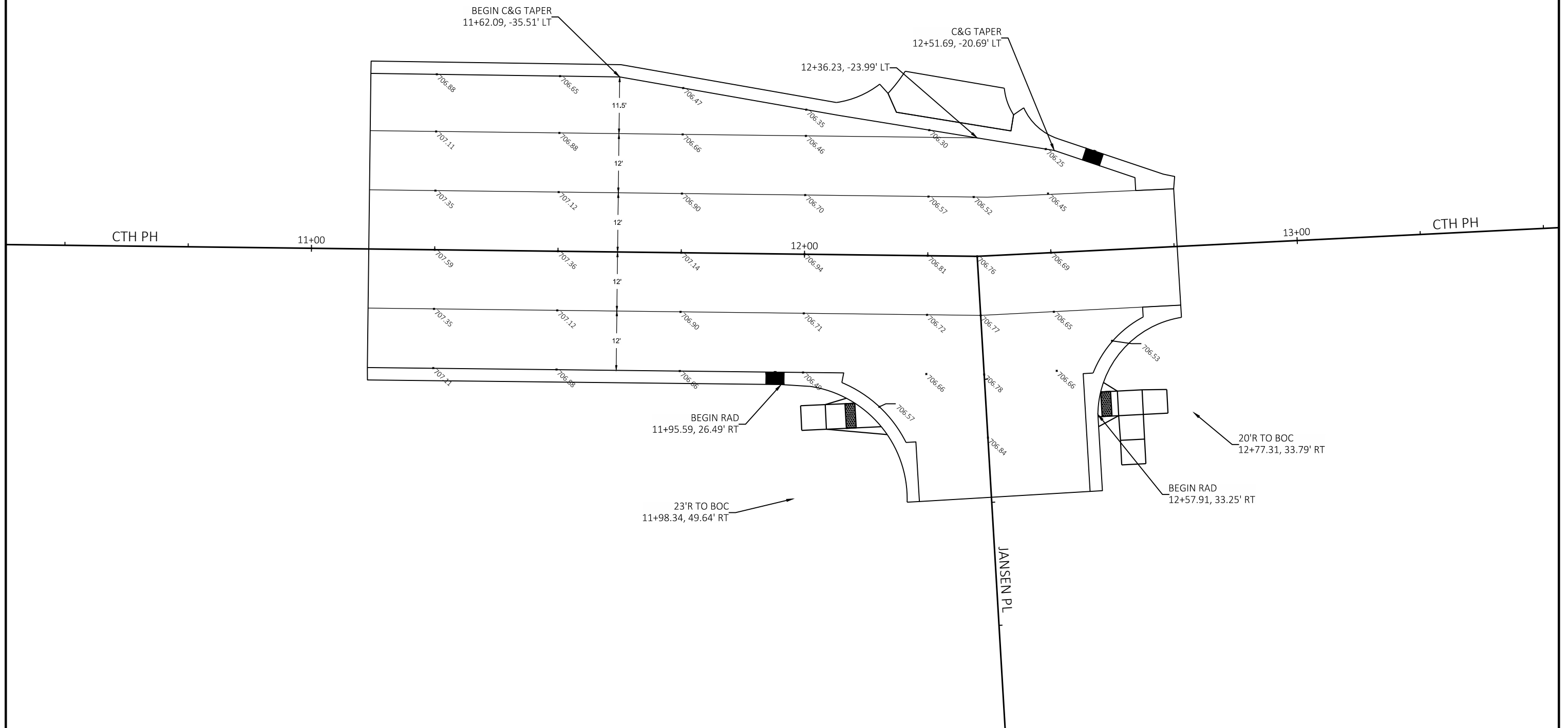
CONCRETE = 4.6 C.Y.
H.S. REINFORCEMENT = 779 LBS.

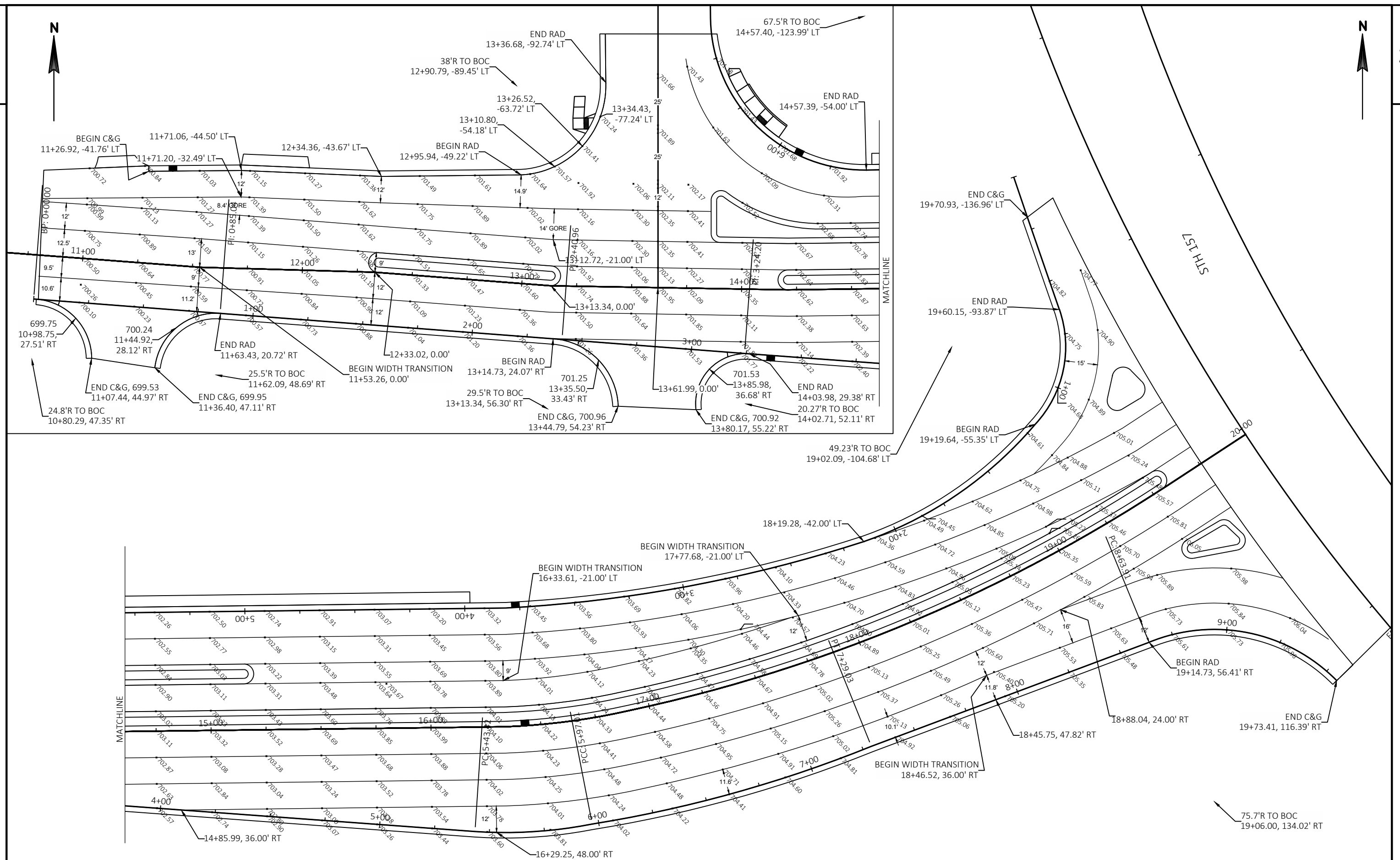
TO BE USED WHEN GROUND ELEVATION, AT BASE, EQUALS
OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.

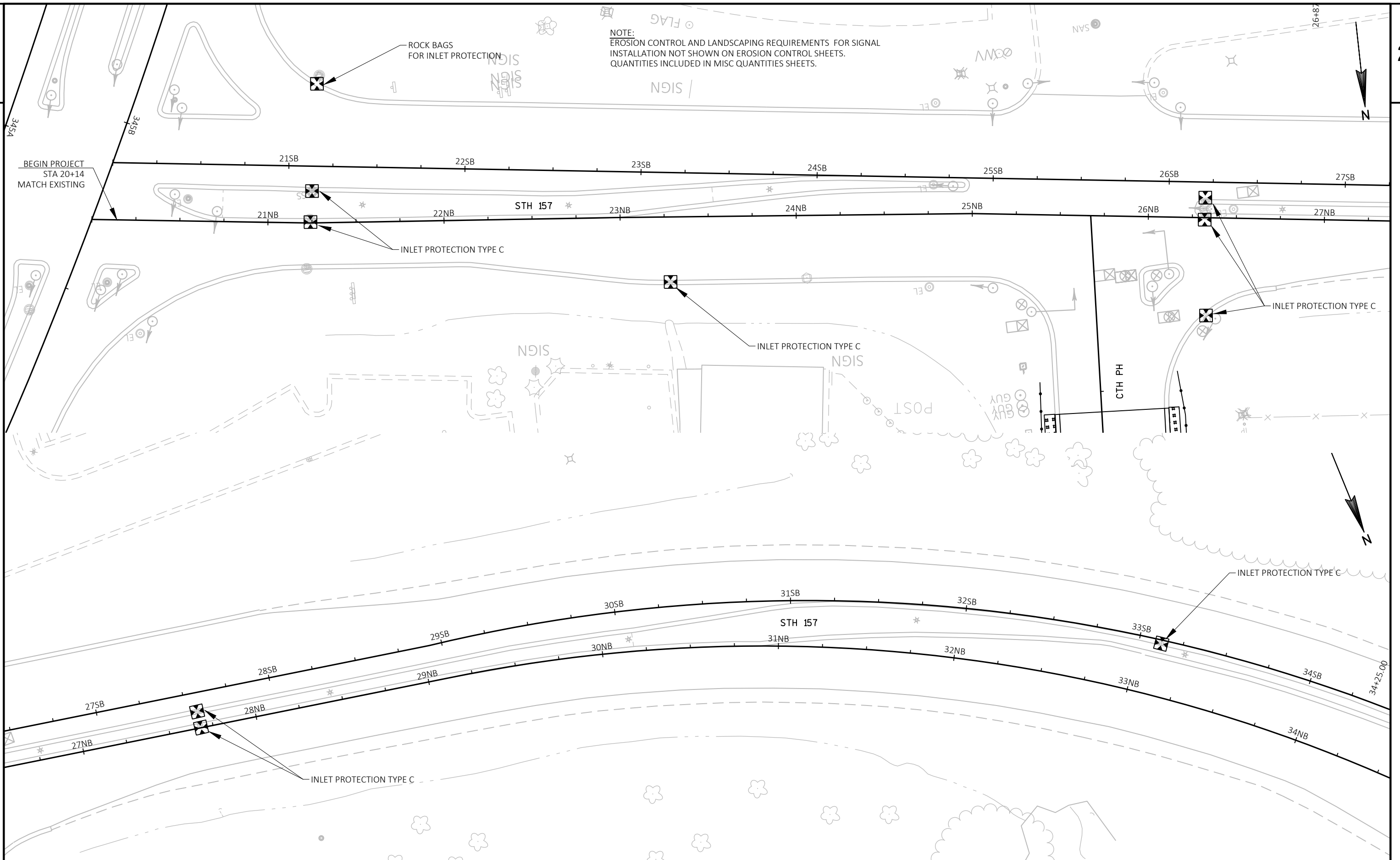


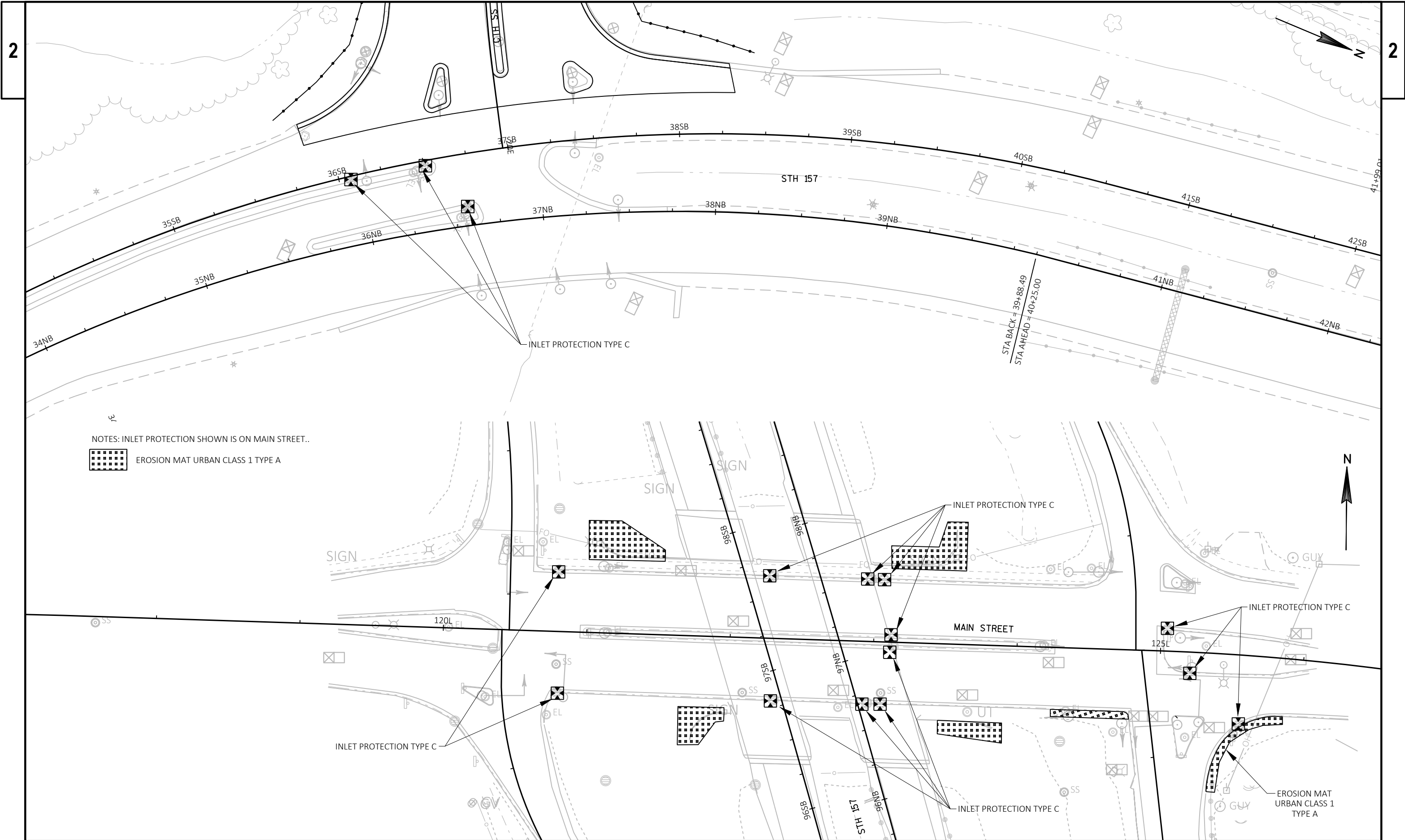




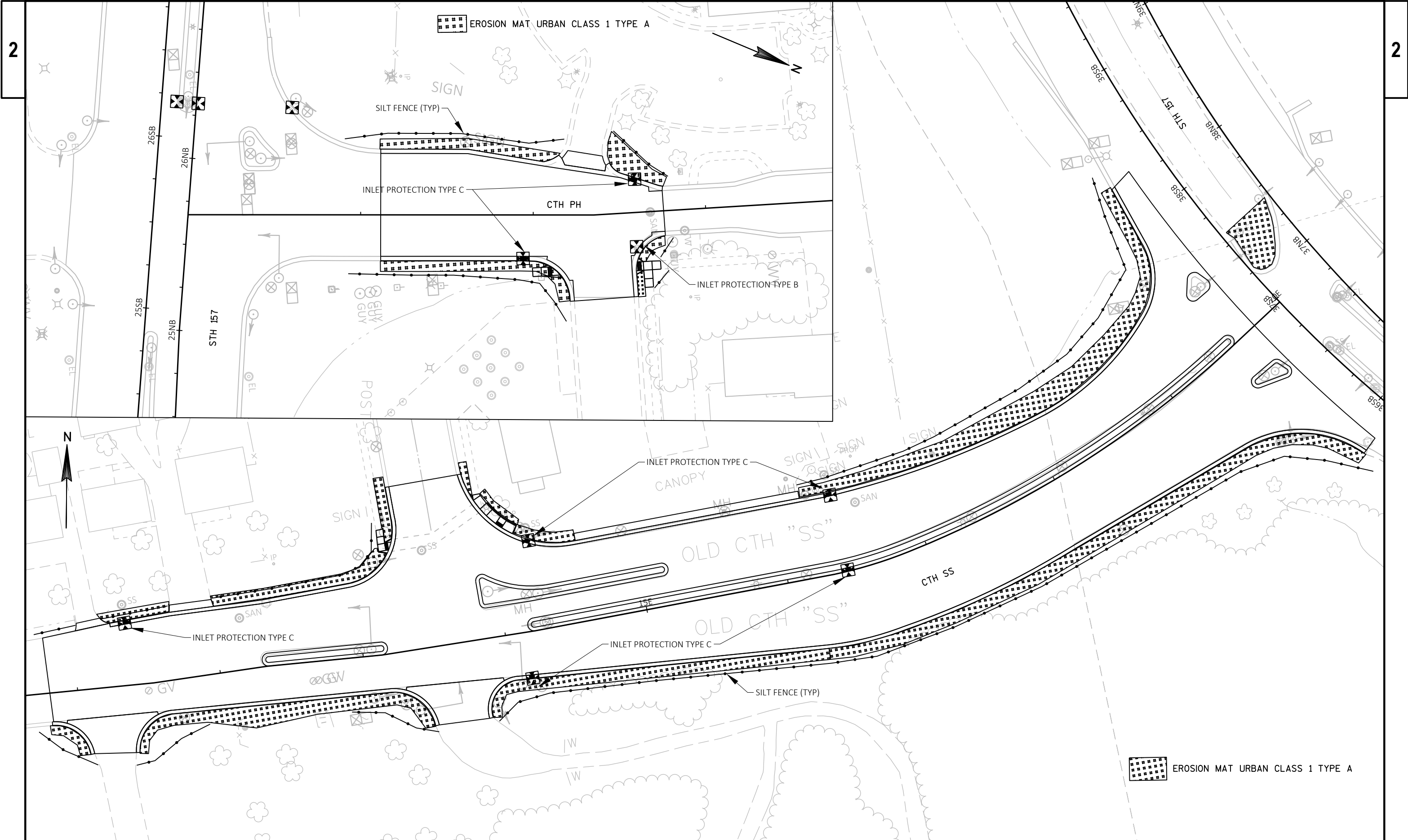






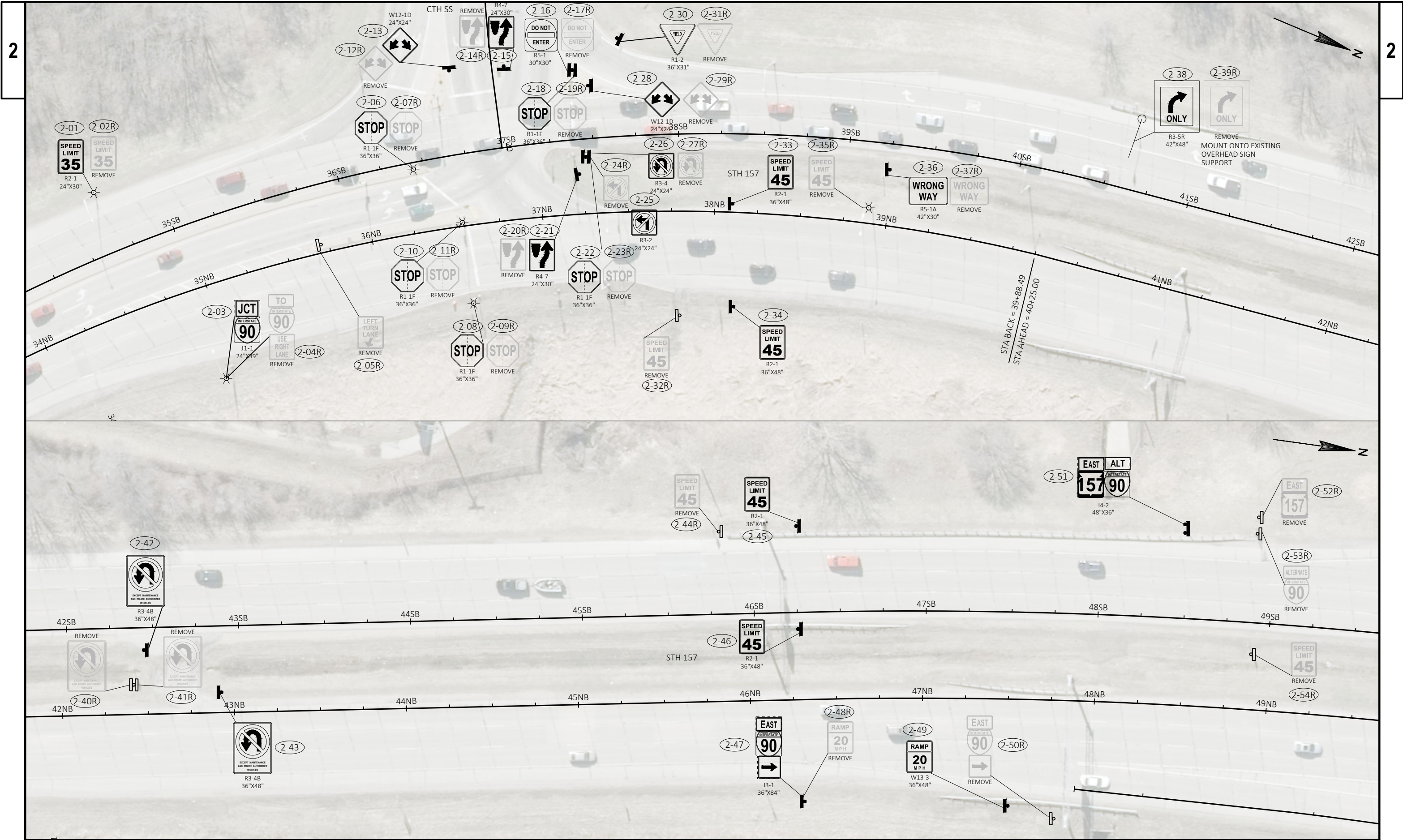


PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	EROSION CONTROL	SHEET	E
------------------------	------------	-------------------	-----------------	-------	---

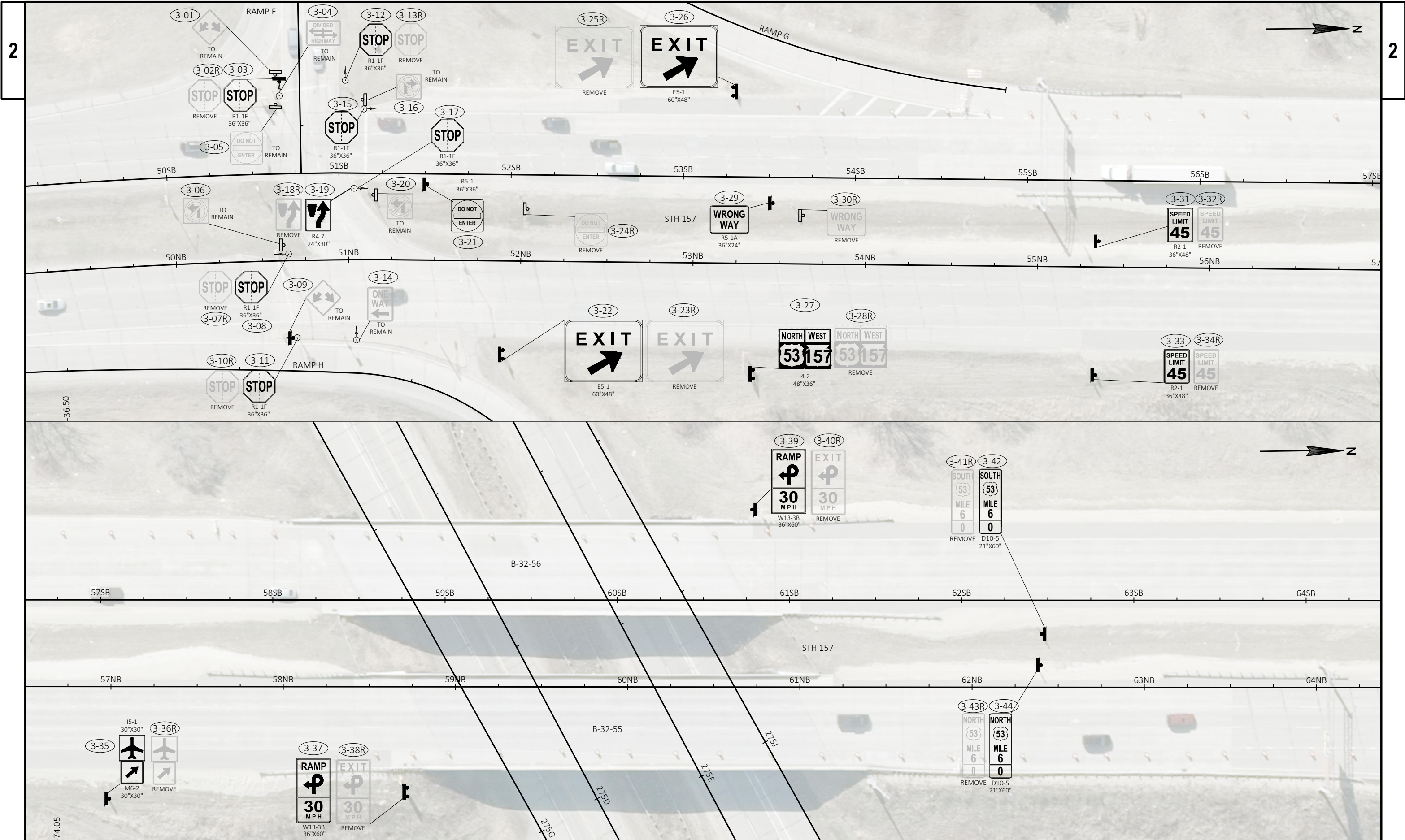


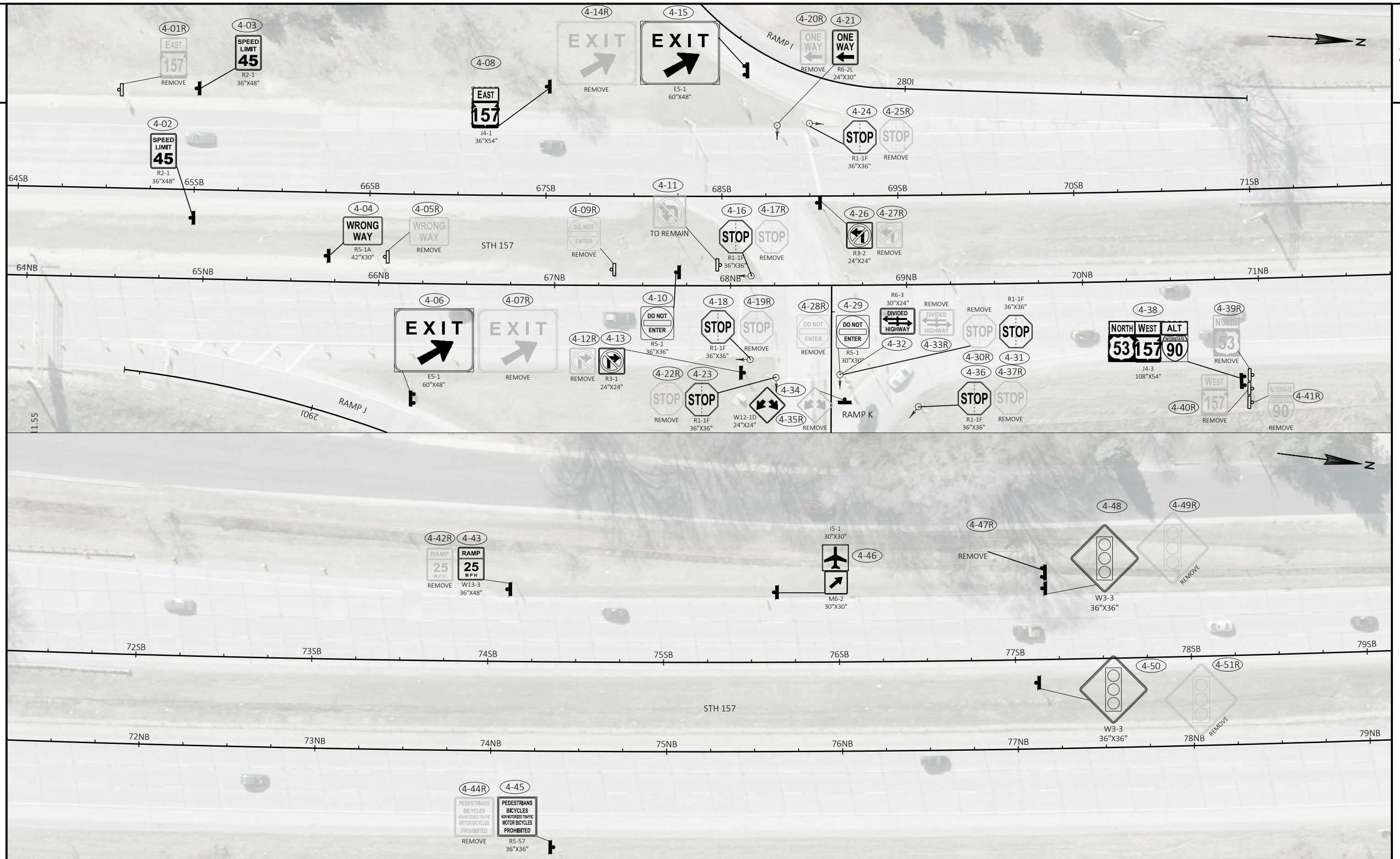


PROJECT NO:	1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET	E
-------------	------------	------------	-------------------	-------------------	-------	---



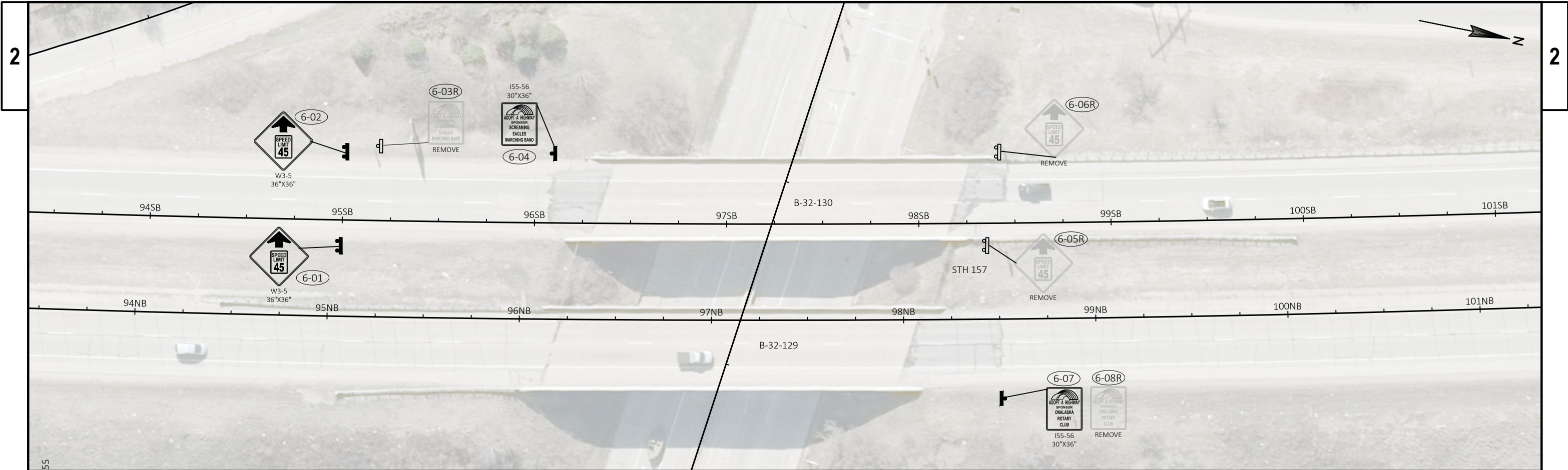
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET	E
------------------------	------------	-------------------	-------------------	-------	---

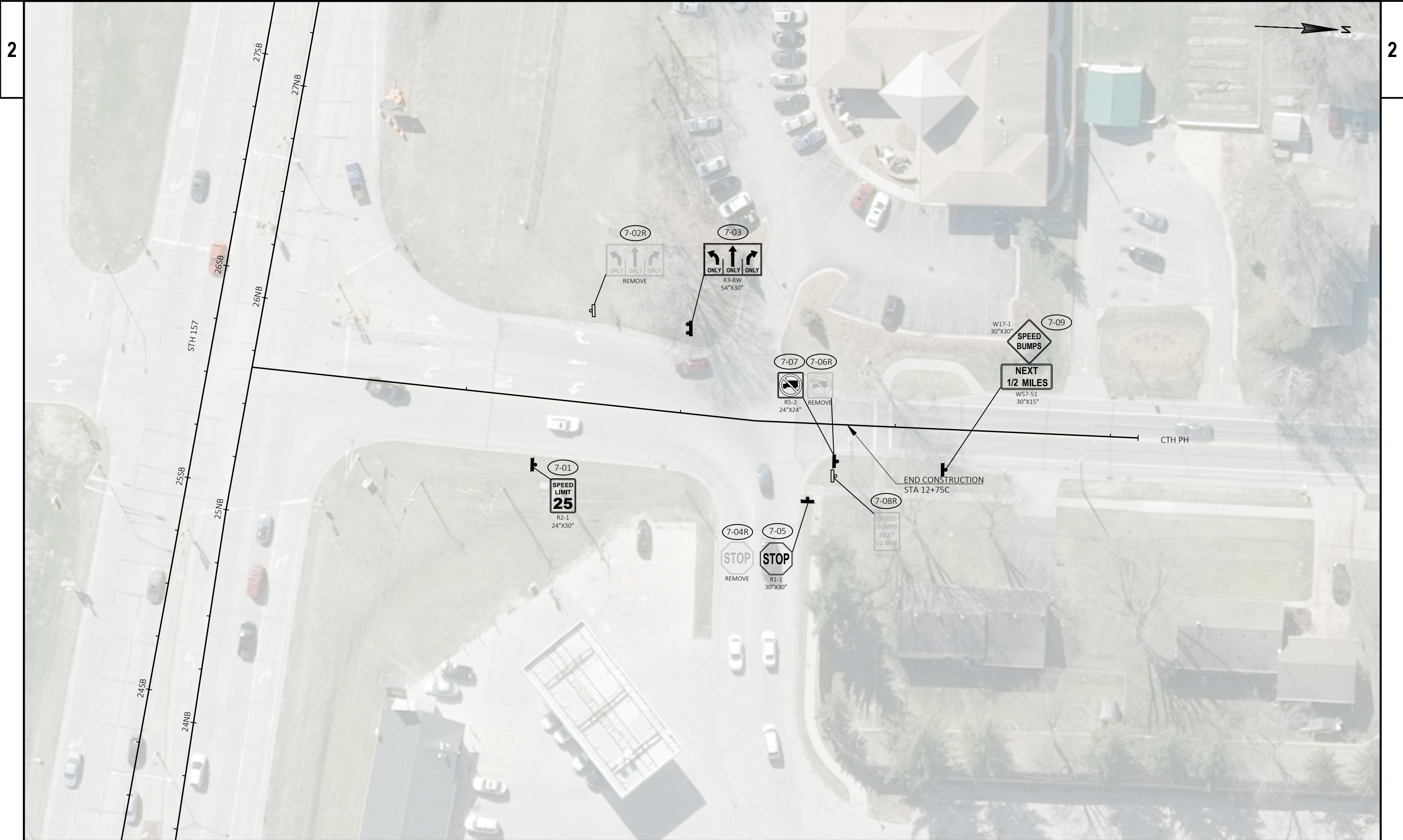


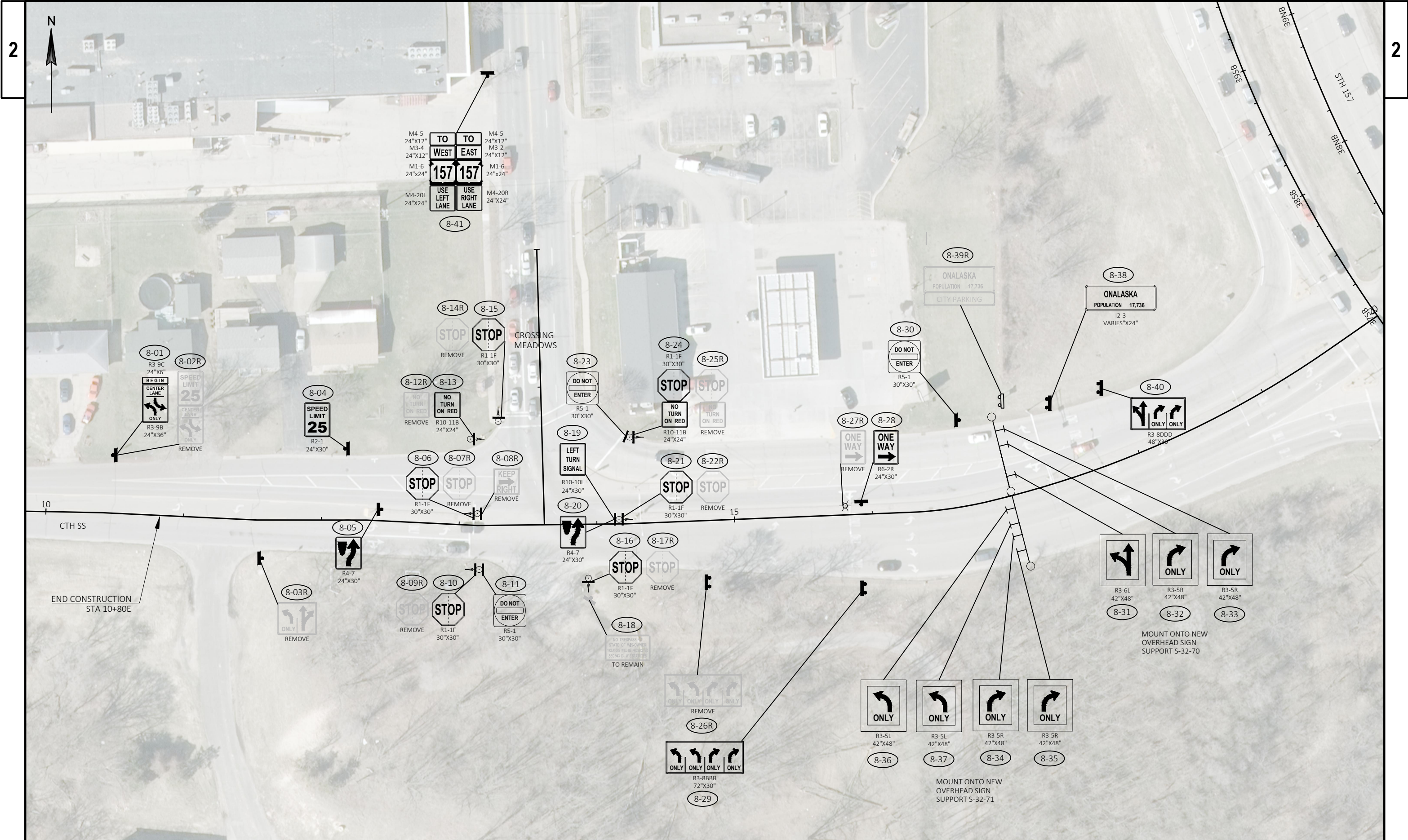




PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET	E
------------------------	------------	-------------------	-------------------	-------	---

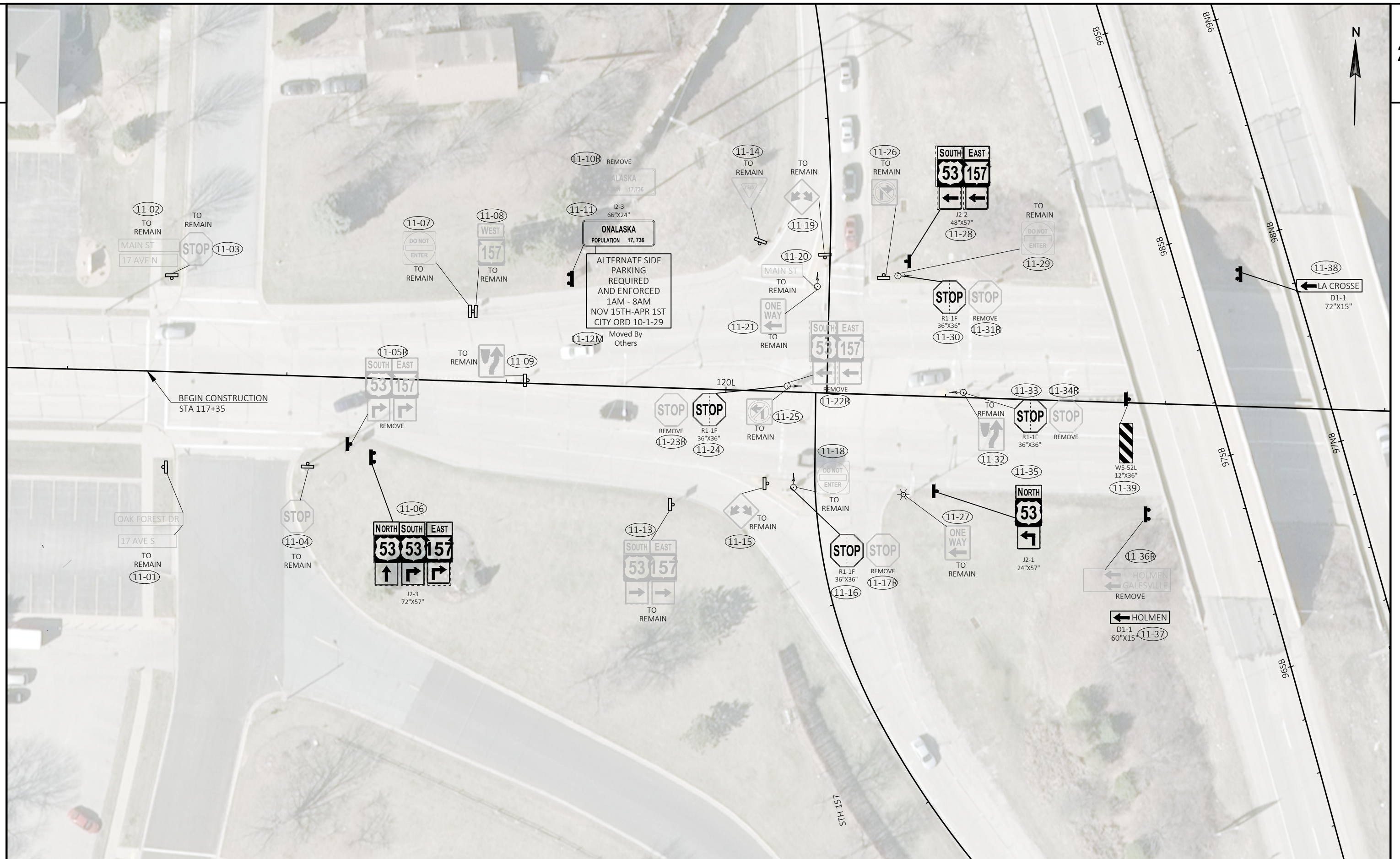












PROJECT NO: 1070-04-75

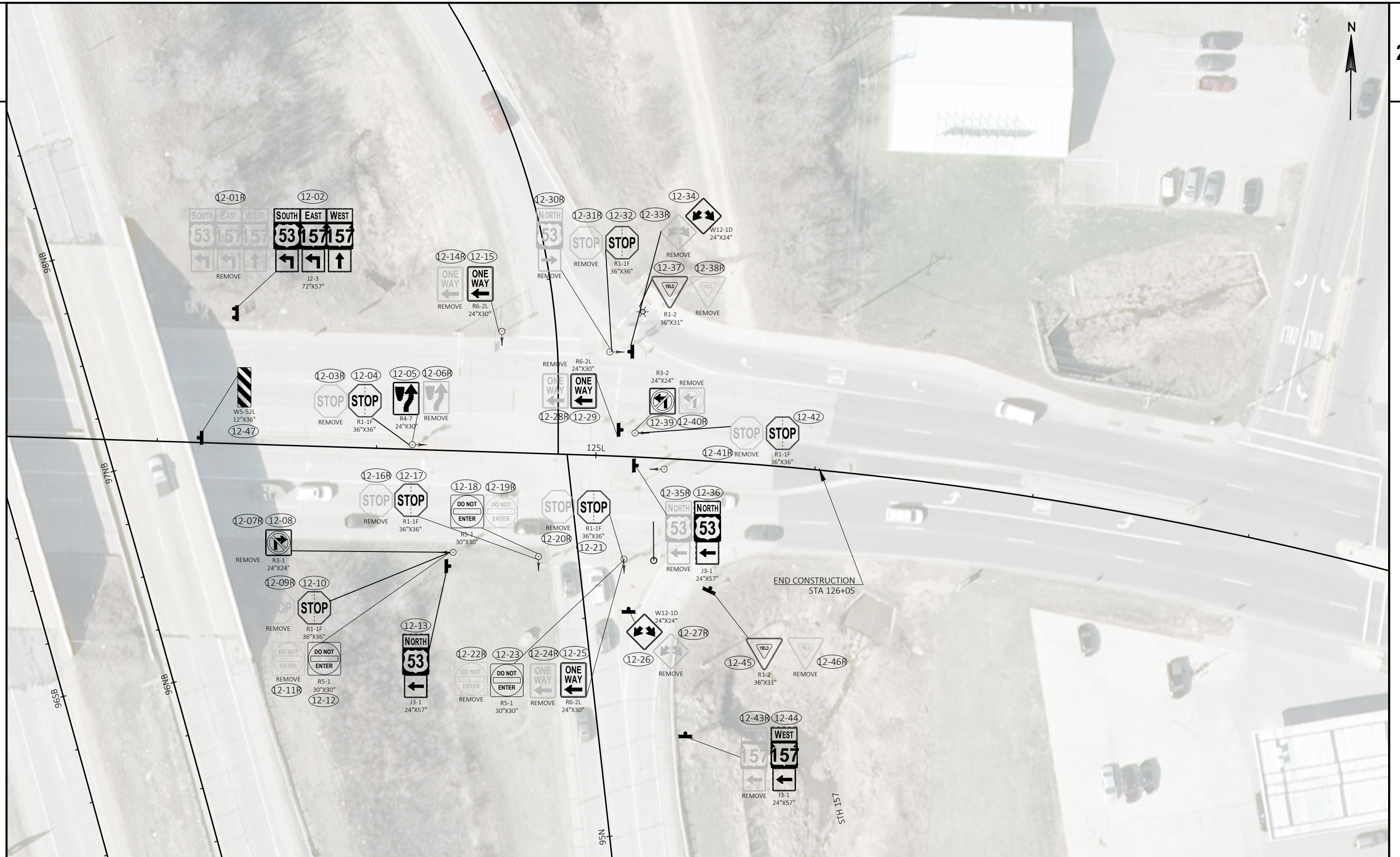
HWY: IH 90

COUNTY: LA CROSSE

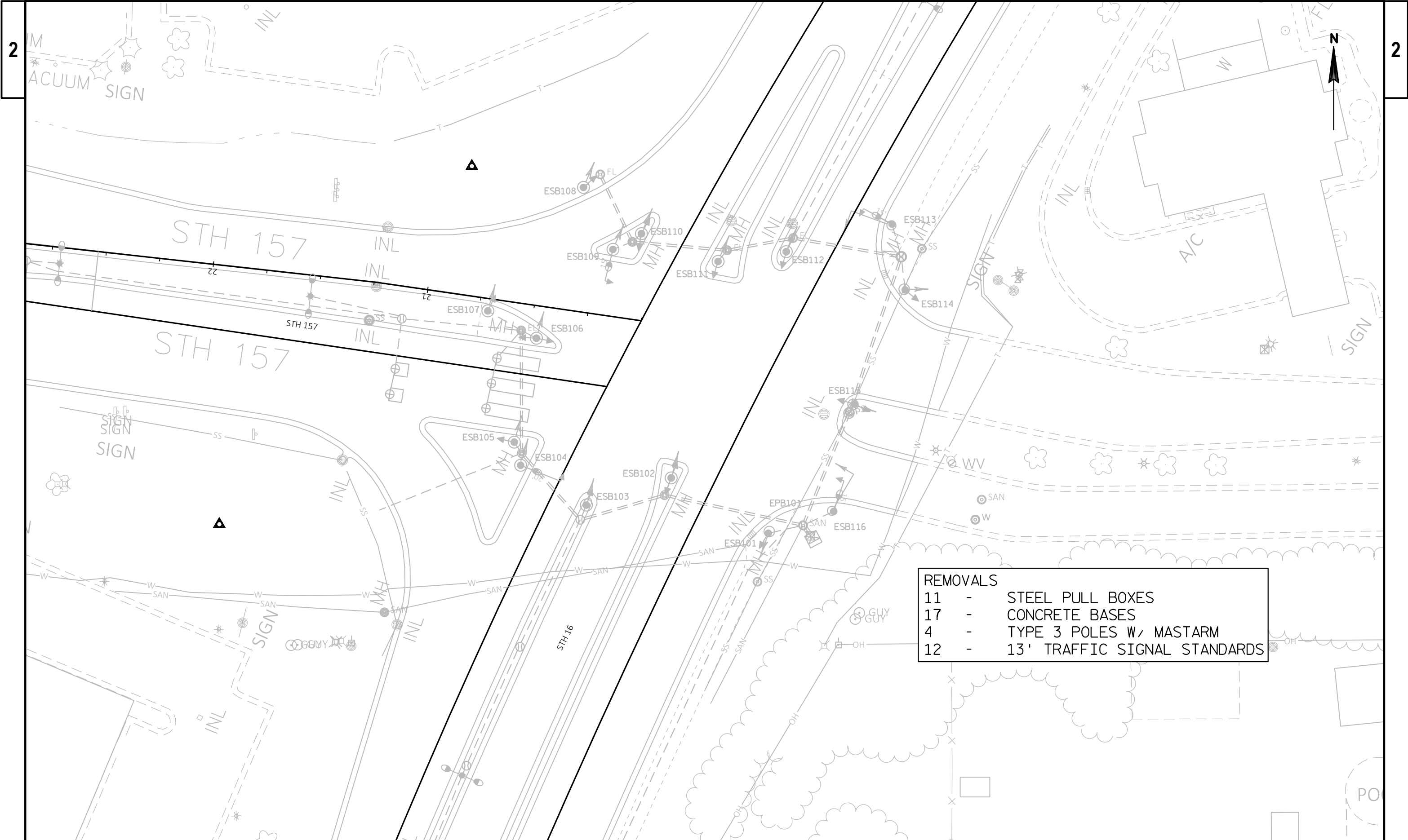
PERMANENT SIGNING

SHEET

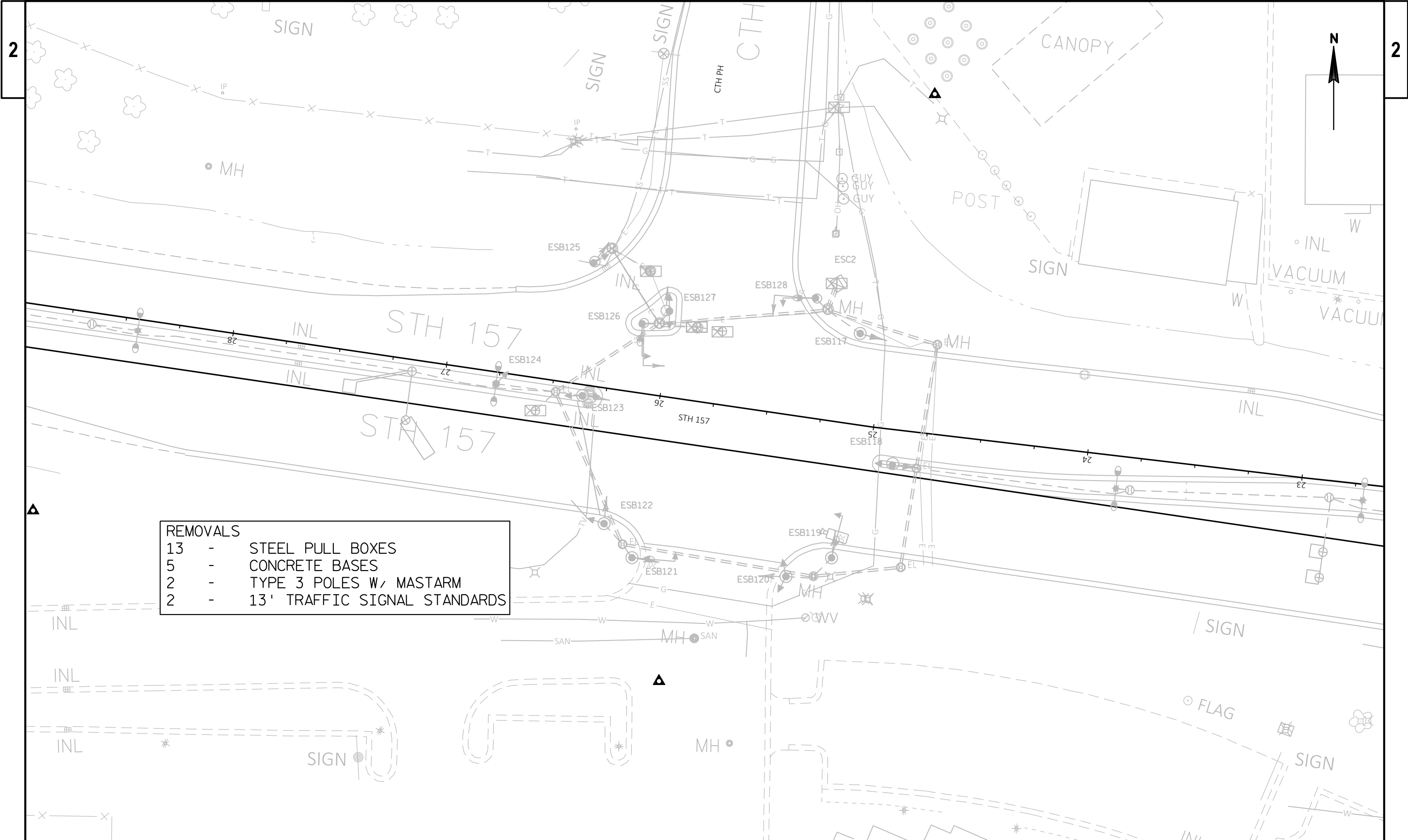
E



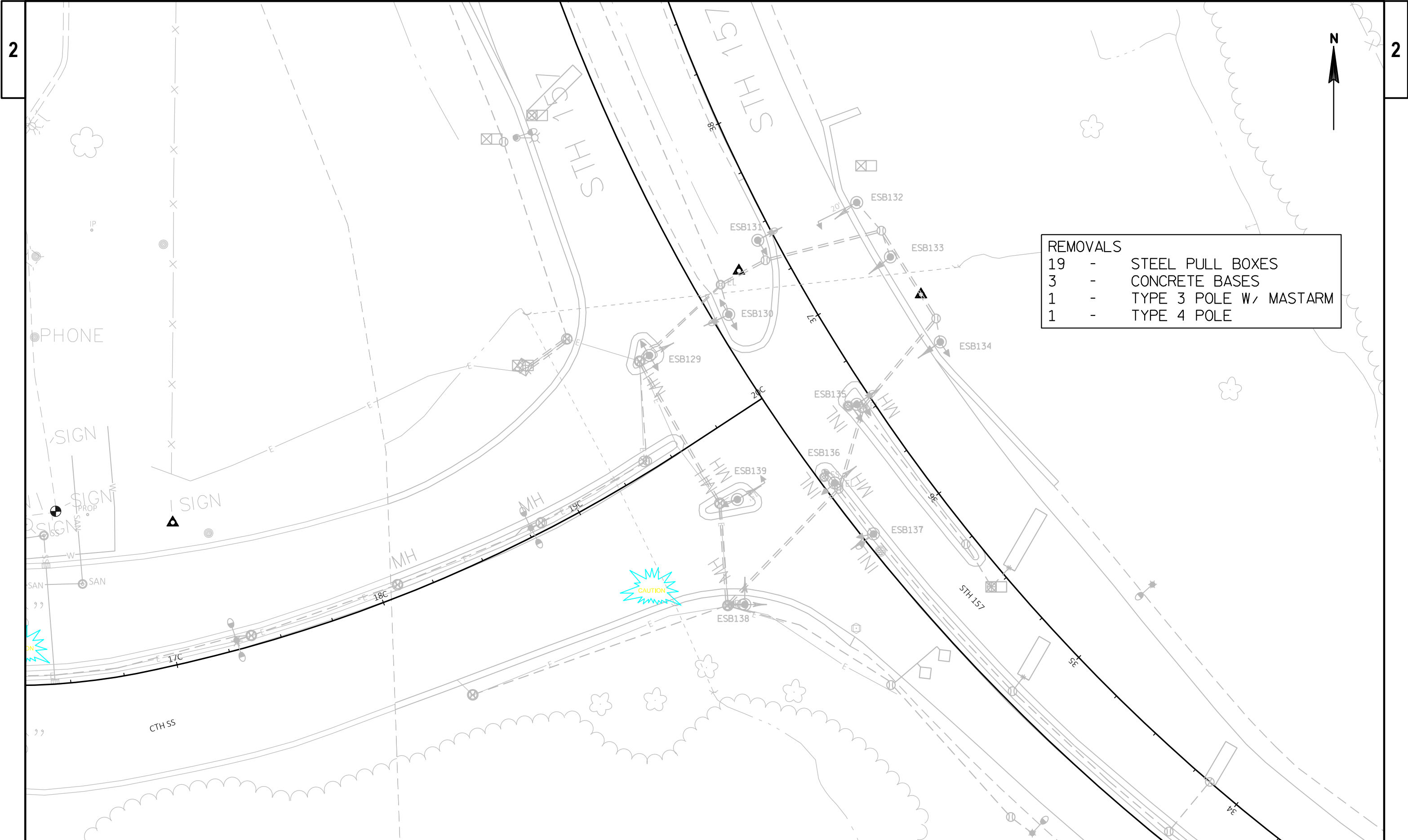
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PERMANENT SIGNING	SHEET	E
------------------------	------------	-------------------	-------------------	-------	---



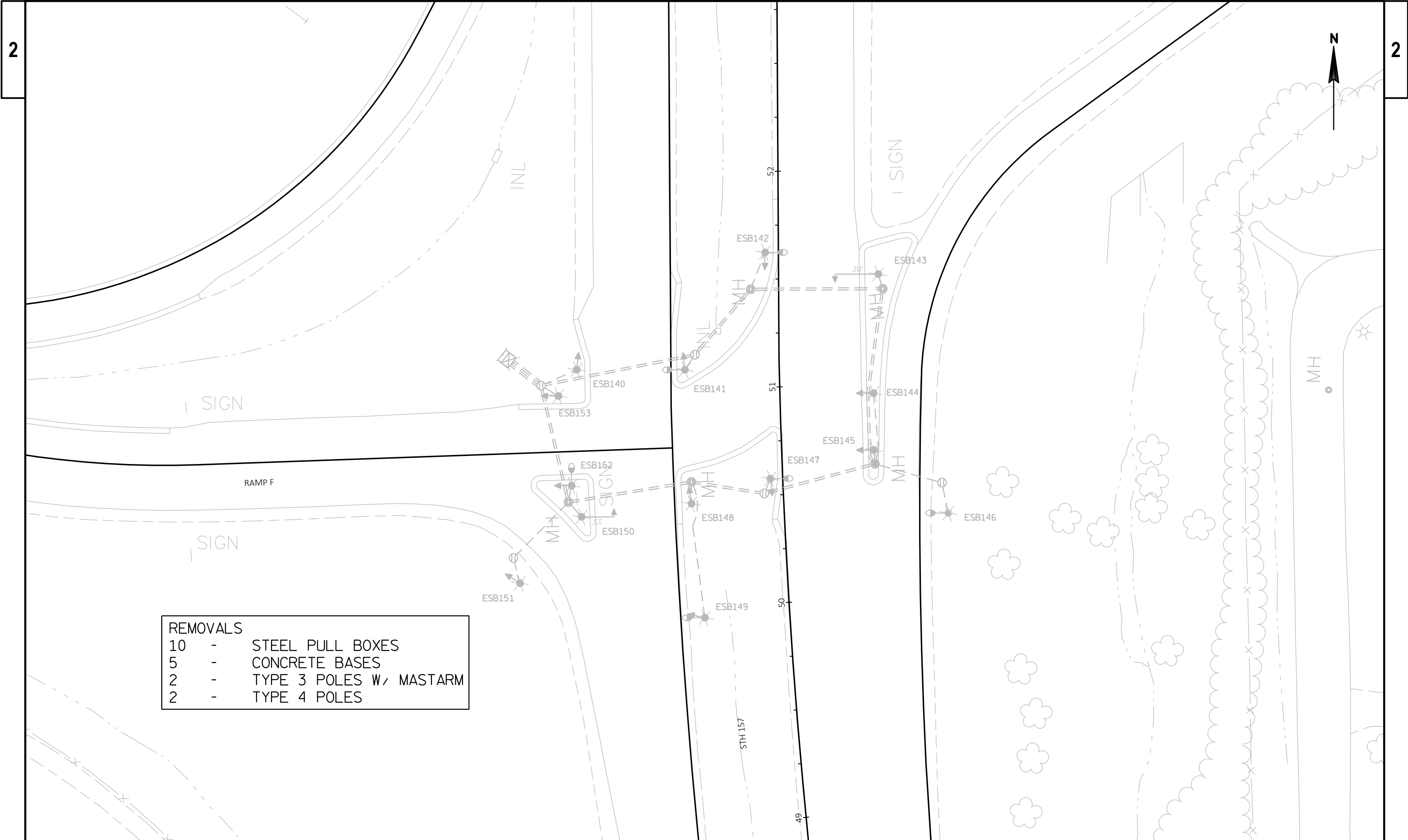
- REMOVALS**
- 11 - STEEL PULL BOXES
 - 17 - CONCRETE BASES
 - 4 - TYPE 3 POLES W/ MASTARM
 - 12 - 13' TRAFFIC SIGNAL STANDARDS



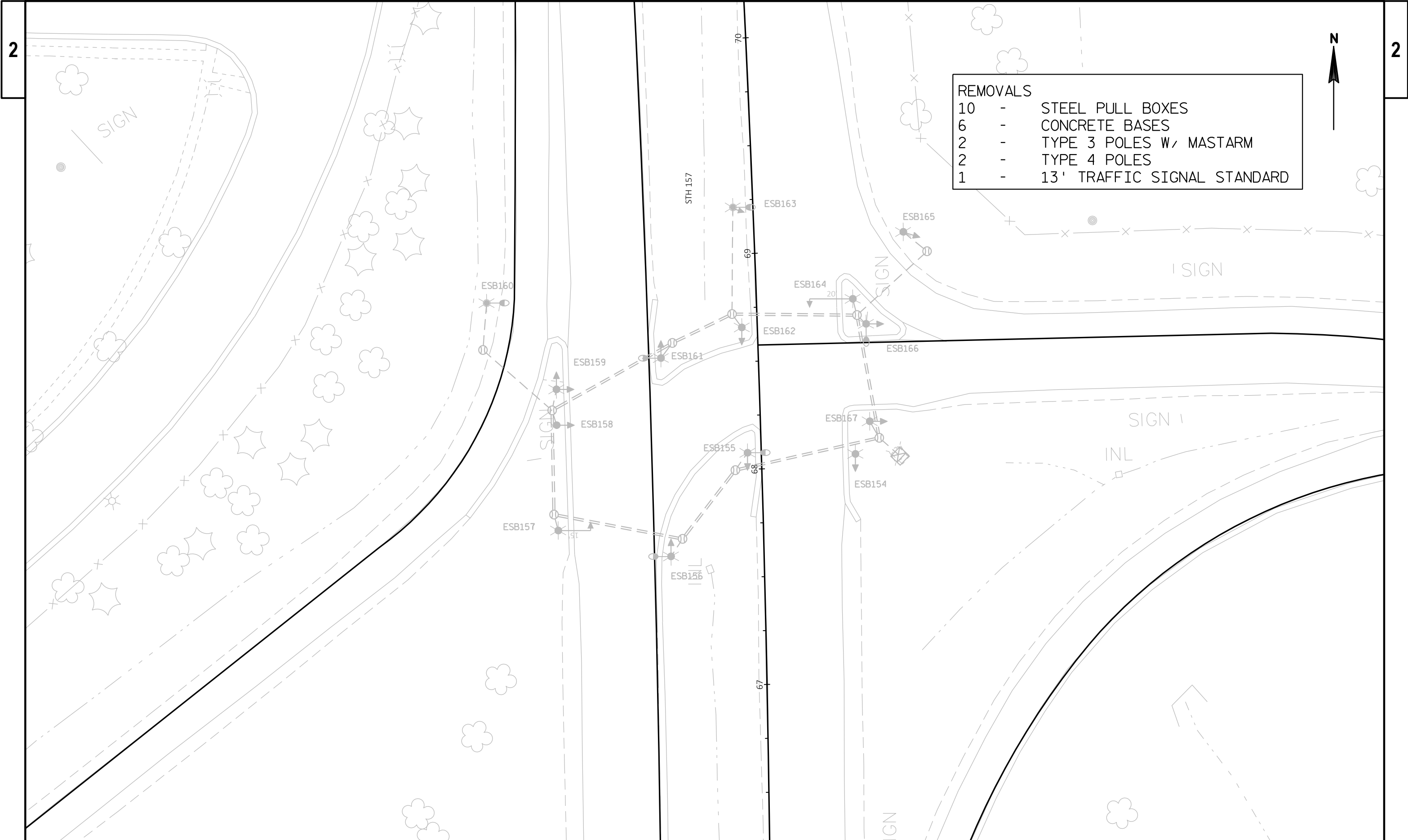
- REMOVALS
- 13 - STEEL PULL BOXES
 - 5 - CONCRETE BASES
 - 2 - TYPE 3 POLES W/ MASTARM
 - 2 - 13' TRAFFIC SIGNAL STANDARDS

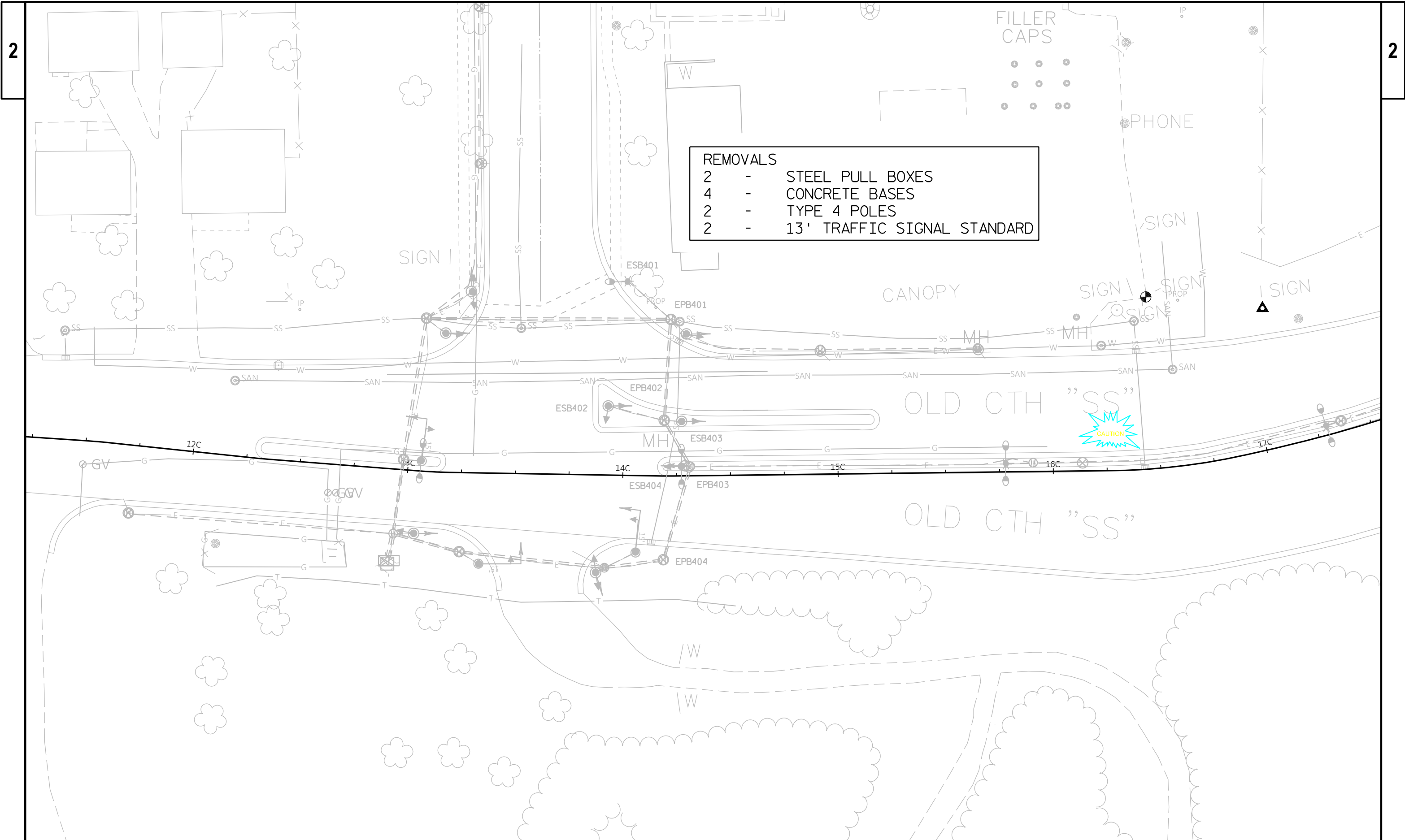


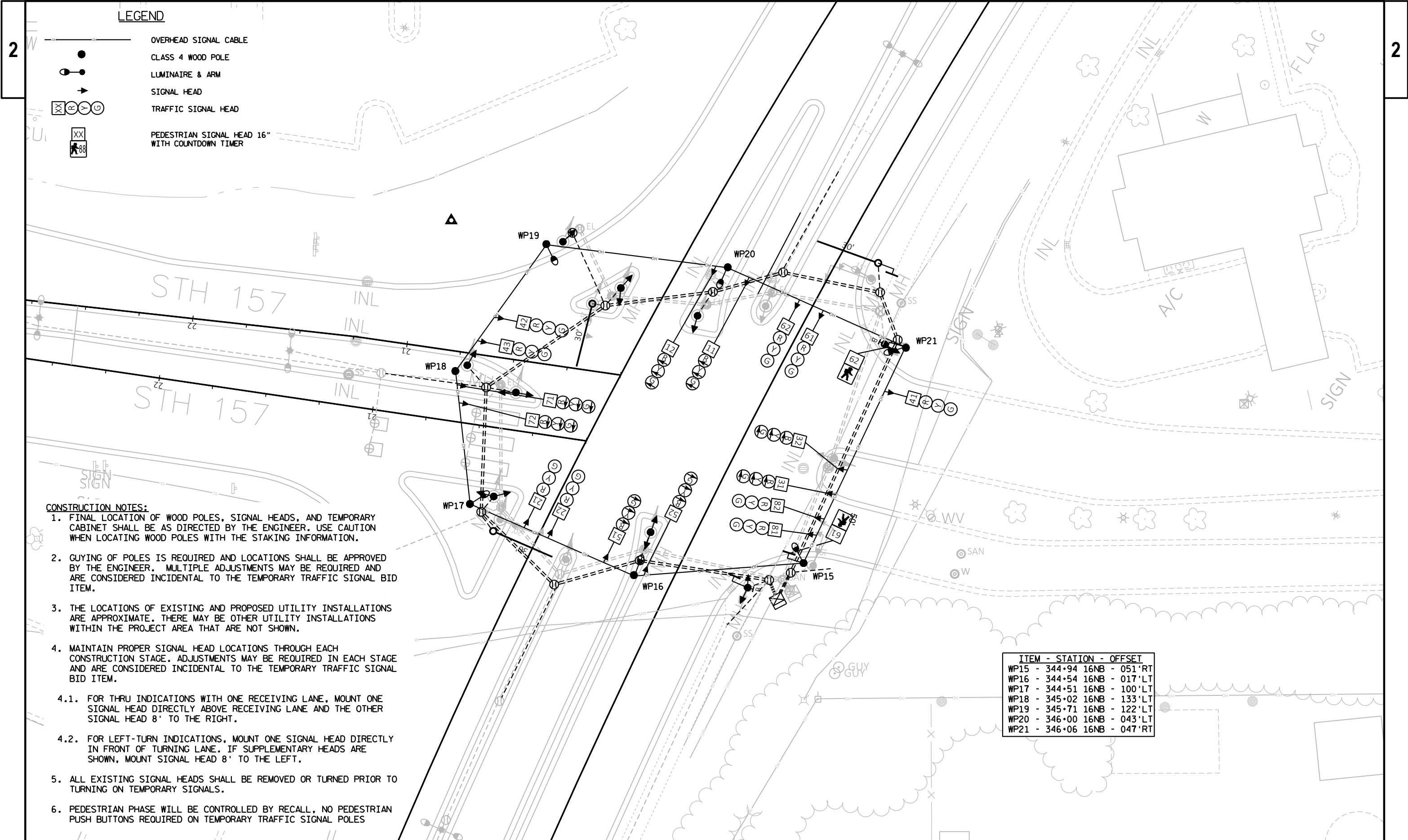
- REMOVALS
- 19 - STEEL PULL BOXES
 - 3 - CONCRETE BASES
 - 1 - TYPE 3 POLE W/ MASTARM
 - 1 - TYPE 4 POLE



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







LEGEND

- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD
- PEDESTRIAN SIGNAL HEAD 16" WITH COUNTDOWN TIMER

CONSTRUCTION NOTES:

1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING WOOD 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.
6. PEDESTRIAN PHASE WILL BE CONTROLLED BY RECALL, NO PEDESTRIAN PUSH BUTTONS REQUIRED ON TEMPORARY TRAFFIC SIGNAL POLES

ITEM - STATION - OFFSET		
WP15	- 344+94 16NB	- 051'RT
WP16	- 344+54 16NB	- 017'LT
WP17	- 344+51 16NB	- 100'LT
WP18	- 345+02 16NB	- 133'LT
WP19	- 345+71 16NB	- 122'LT
WP20	- 346+00 16NB	- 043'LT
WP21	- 346+06 16NB	- 047'RT

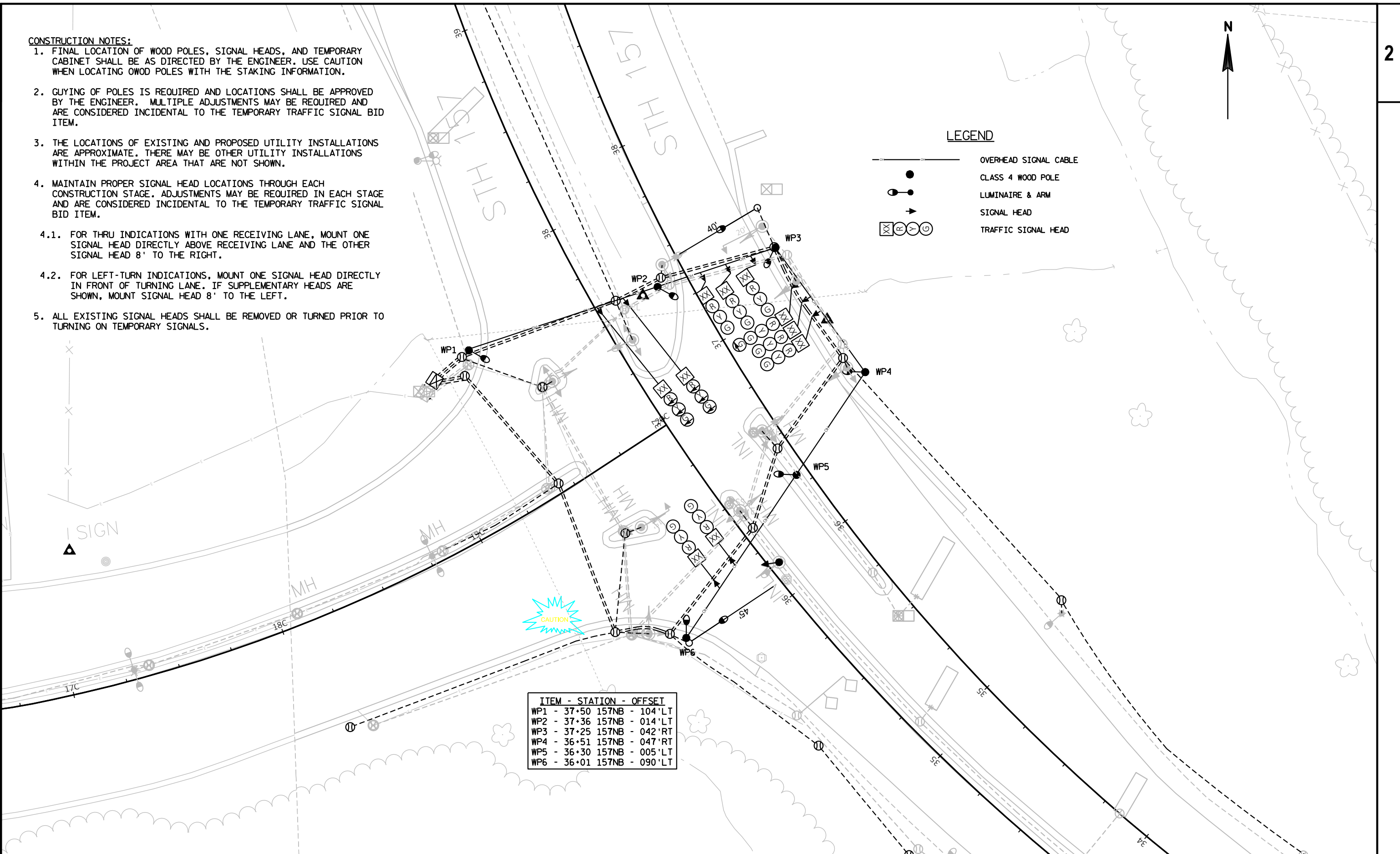
CONSTRUCTION NOTES:

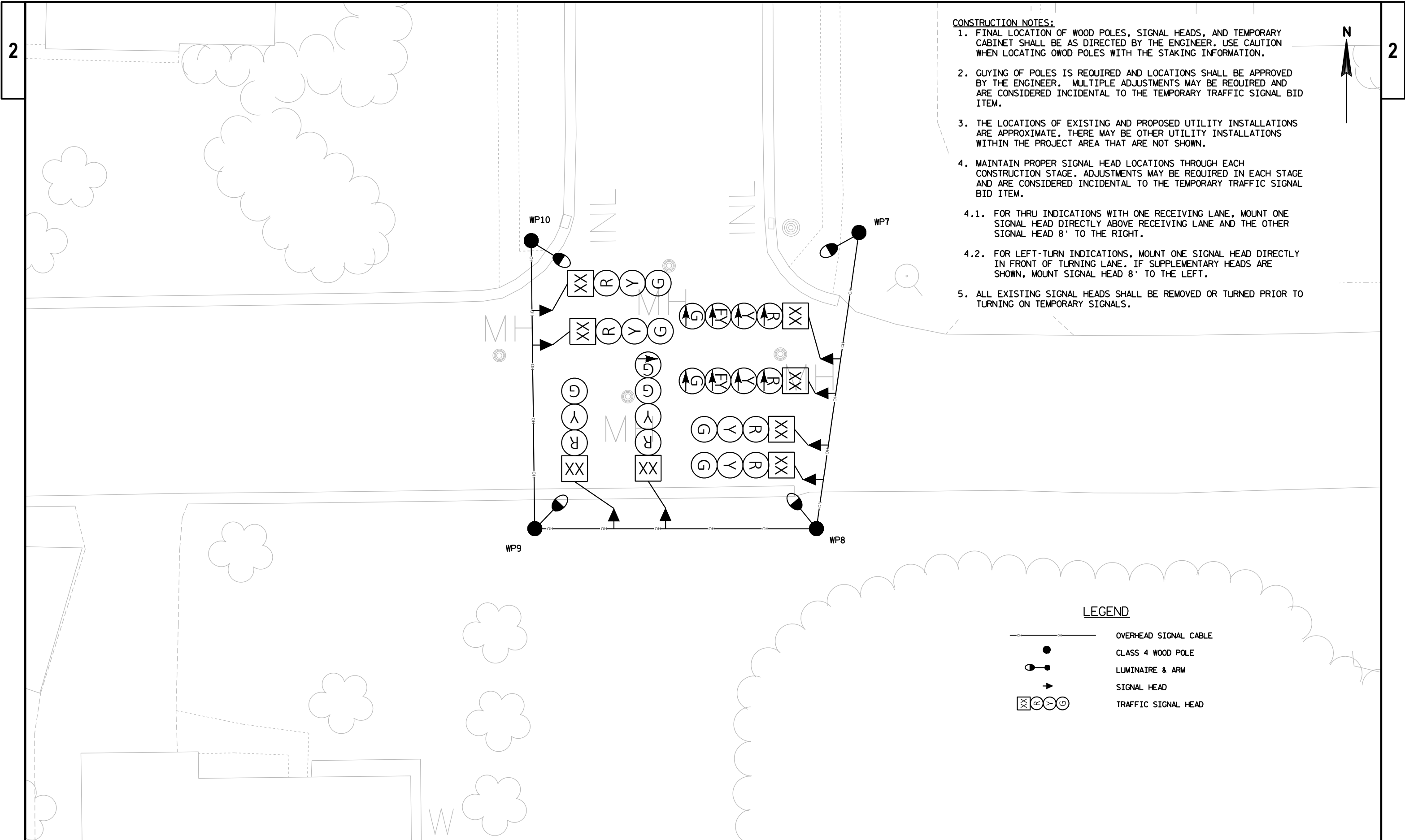
1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING OWOD POLES WITH THE STAKING INFORMATION.
2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY BE REQUIRED AND ARE CONSIDERED 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.

LEGEND

- OVERHEAD SIGNAL CABLE
● CLASS 4 WOOD POLE
—○— LUMINAIRE & ARM
→ SIGNAL HEAD
⊗ ⊙ ⊕ ⊖ TRAFFIC SIGNAL HEAD

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

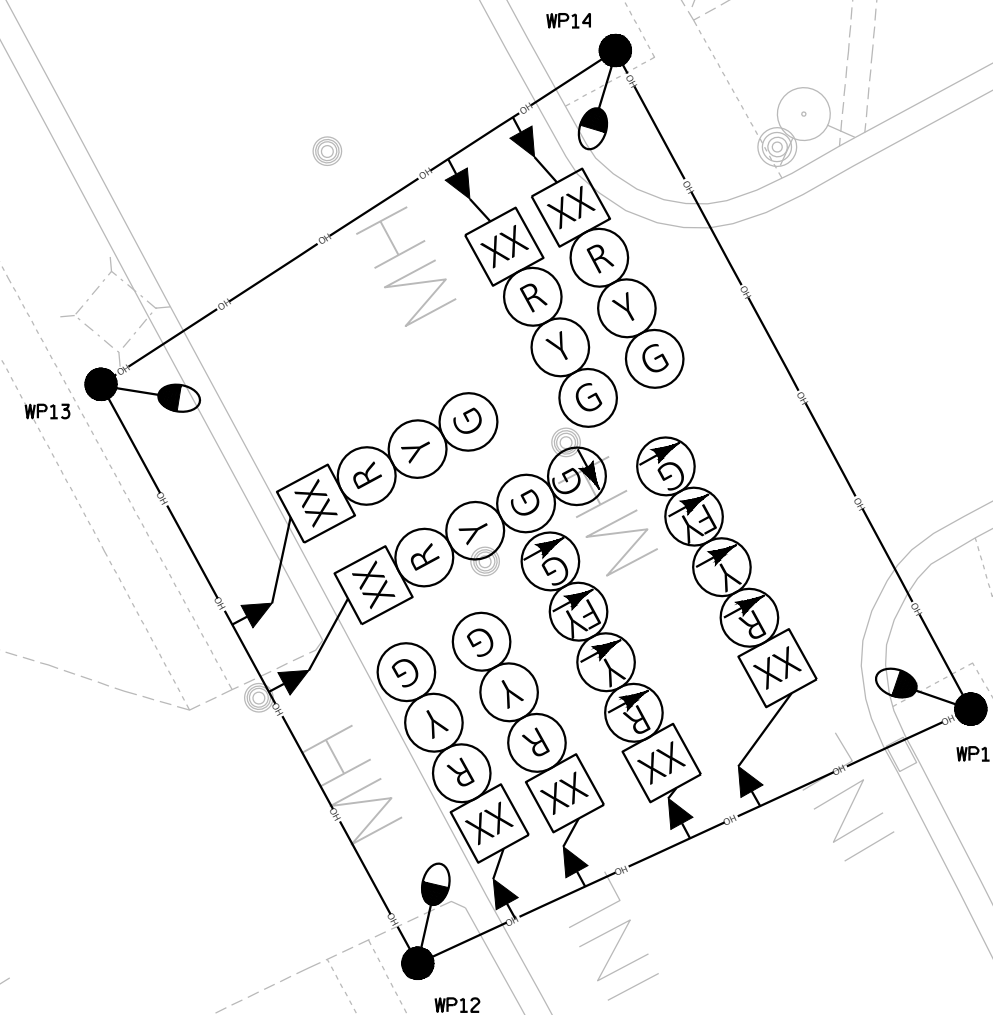




- CONSTRUCTION NOTES:
1. FINAL LOCATION OF WOOD POLES, SIGNAL HEADS, AND TEMPORARY CABINET SHALL BE AS DIRECTED BY THE ENGINEER. USE CAUTION WHEN LOCATING OWOD POLES WITH THE STAKING INFORMATION.
 2. GUYING OF POLES IS REQUIRED AND LOCATIONS SHALL BE APPROVED BY THE ENGINEER. MULTIPLE ADJUSTMENTS MAY 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.

LEGEND

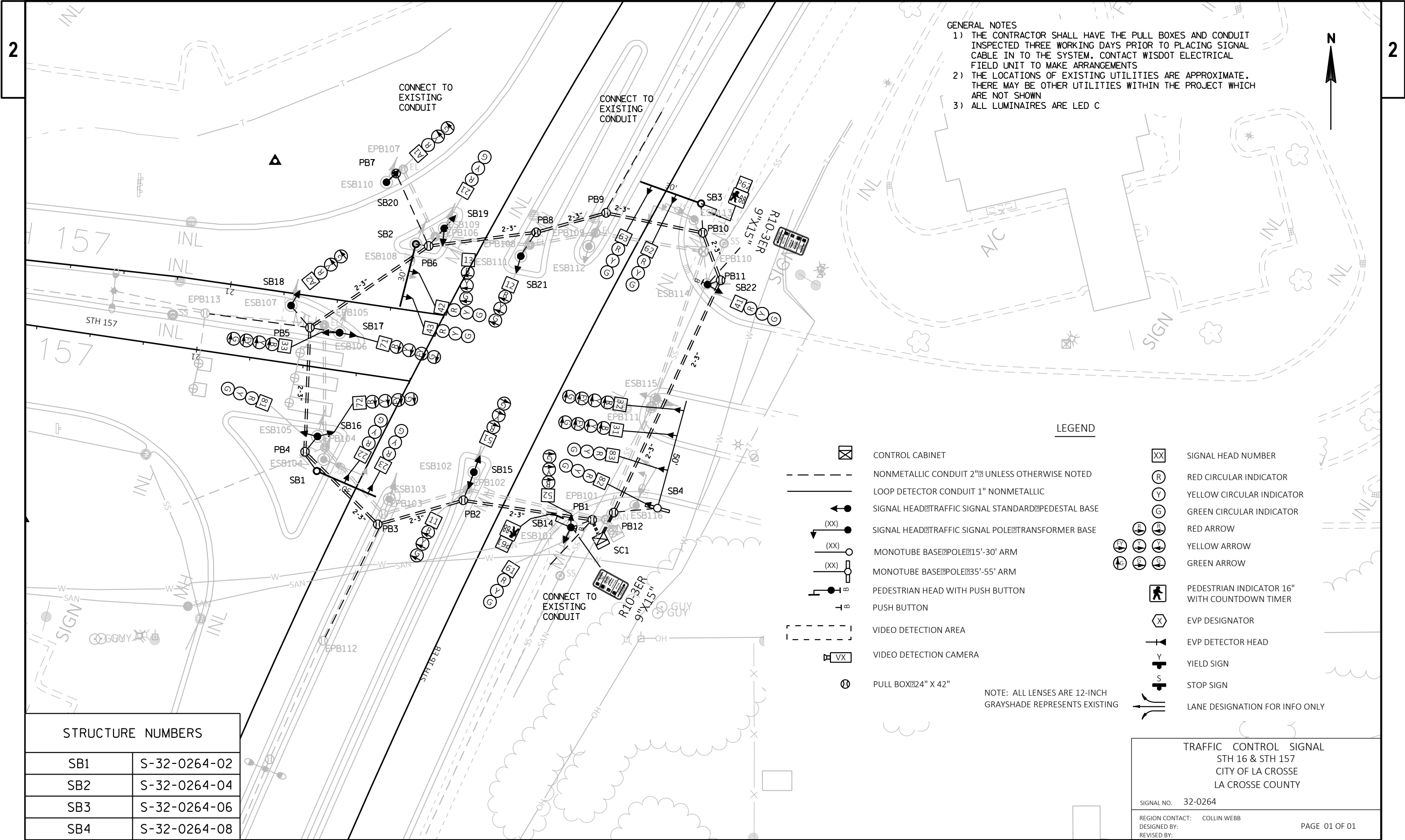
- OVERHEAD SIGNAL CABLE
- CLASS 4 WOOD POLE
- LUMINAIRE & ARM
- SIGNAL HEAD
- TRAFFIC SIGNAL HEAD

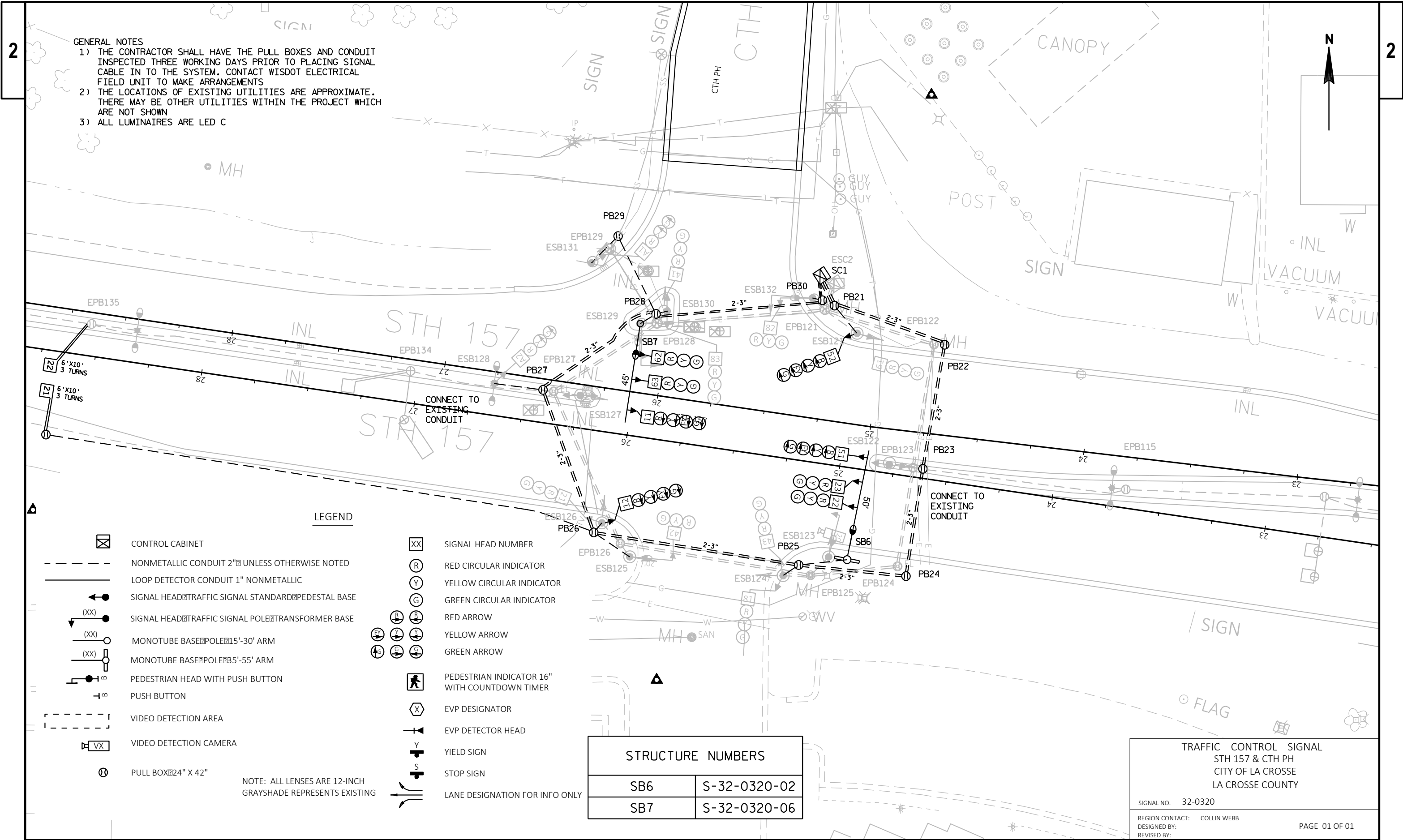
**LEGEND**

	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 WOOD 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.





PROJECT NO: 1070-04-75

HWY: IH 90

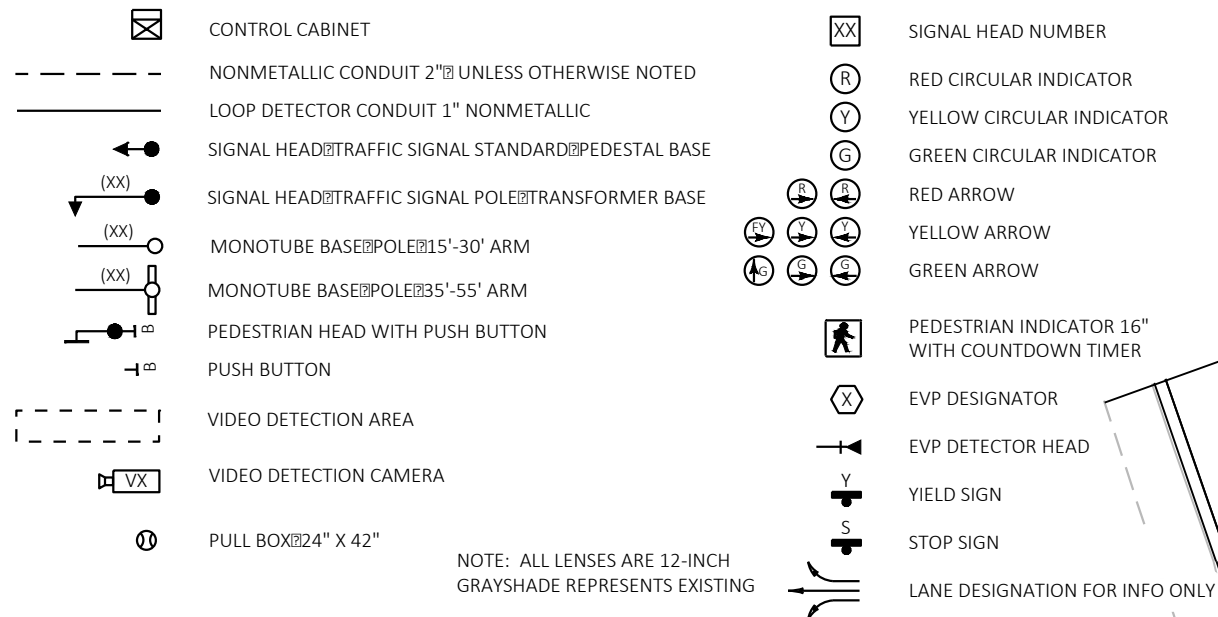
COUNTY: LA CROSSE

TRAFFIC SIGNAL PLAN

SHEET

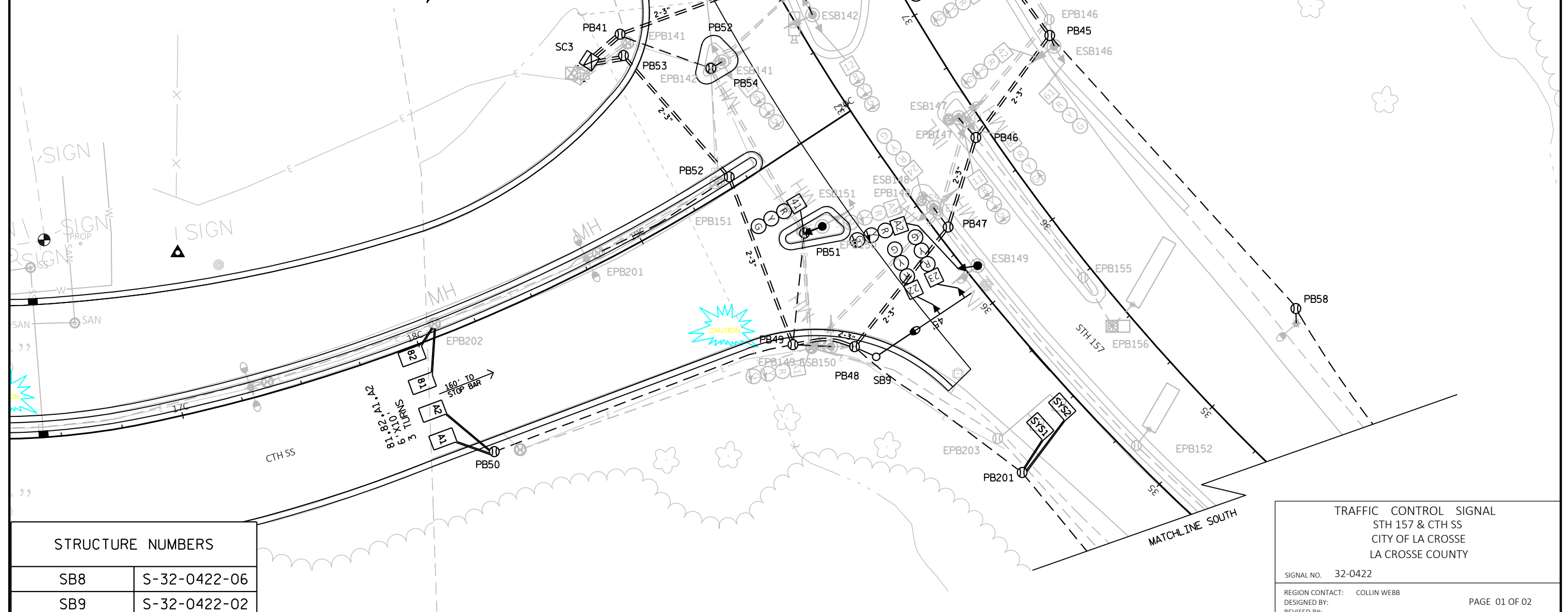
E

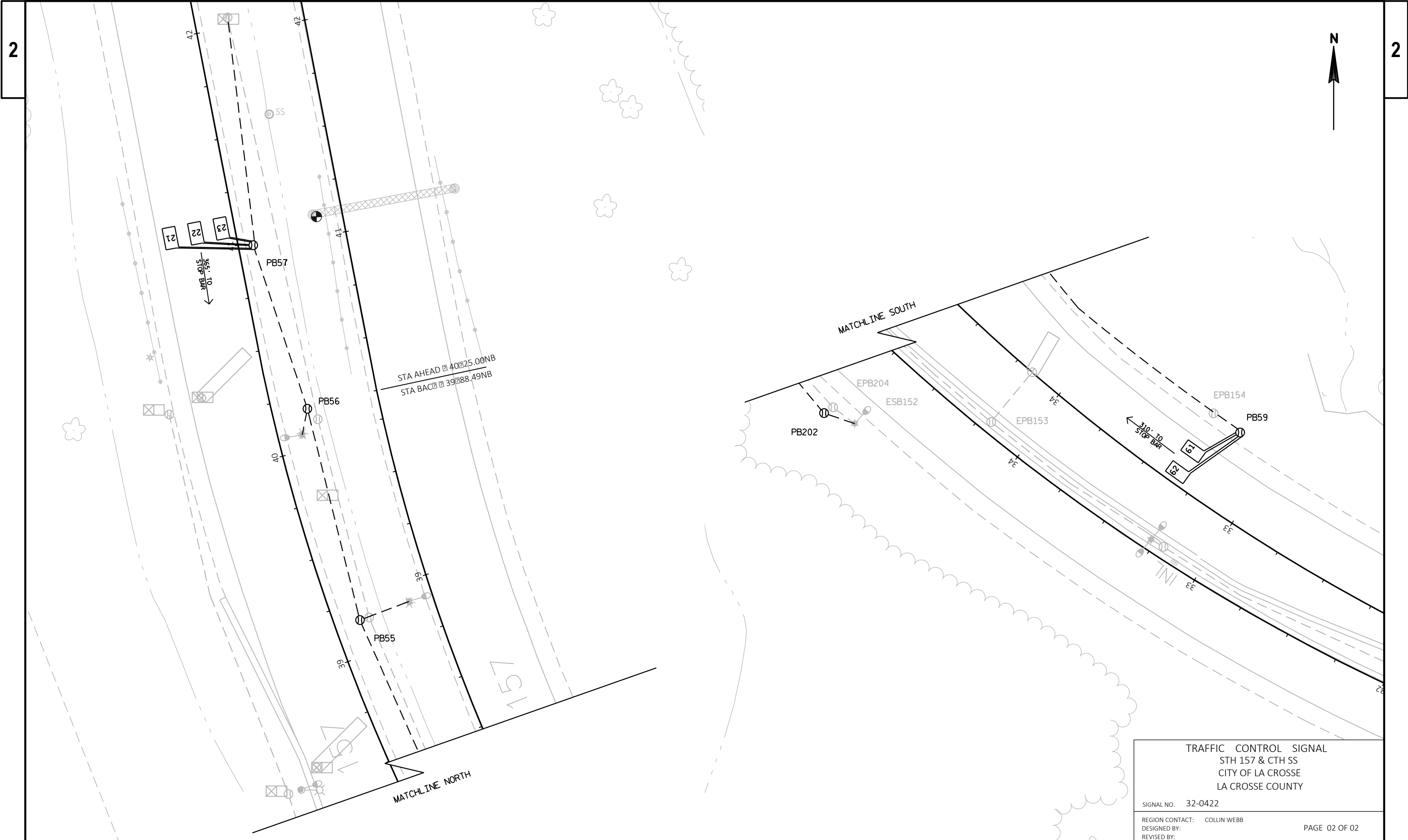
LEGEND



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 STH 157 & CTH SS CITY OF LA CROSSE LA CROSSE COUNTY	
SIGNAL NO.	32-0422
REGION CONTACT:	COLLIN WEBB
DESIGNED BY:	
REVISED BY:	
PAGE 02 OF 02	



MATCHLINE NORTH

MATCHLINE SOUTH

LEGEND

- CONTROL CABINET
- NONMETALLIC CONDUIT 2" UNLESS OTHERWISE NOTED
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- SIGNAL HEAD TRAFFIC SIGNAL STANDARD PEDESTAL BASE
- SIGNAL HEAD TRAFFIC SIGNAL POLE TRANSFORMER BASE
- MONOTUBE BASE POLE 15'-30' ARM
- MONOTUBE BASE POLE 35'-55' ARM
- PEDESTRIAN HEAD WITH PUSH BUTTON
- PUSH BUTTON
- VIDEO DETECTION AREA
- VIDEO DETECTION CAMERA
- PULL BOX 24" X 42"
- SIGNAL HEAD NUMBER
- RED CIRCULAR INDICATOR
- YELLOW CIRCULAR INDICATOR
- GREEN CIRCULAR INDICATOR
- RED ARROW
- YELLOW ARROW
- GREEN ARROW
- PEDESTRIAN INDICATOR 16" WITH COUNTDOWN TIMER
- EVP DESIGNATOR
- EVP DETECTOR HEAD
- YIELD SIGN
- STOP SIGN
- LANE DESIGNATION FOR INFO ONLY
- NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

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

STRUCTURE NUMBERS

SB10	S-32-0321-06
SB11	S-32-0321-02

PROJECT NO: 1070-04-75

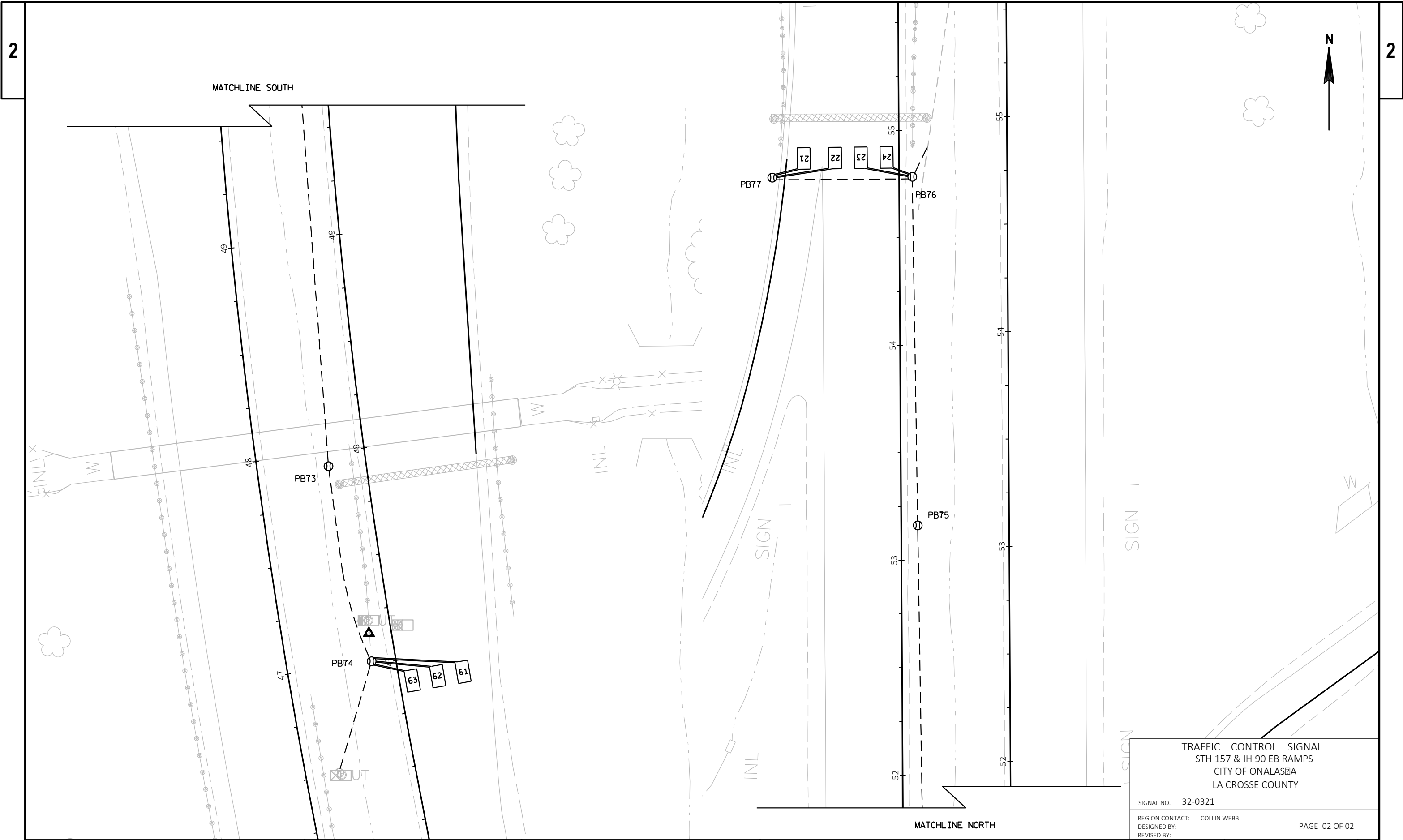
HWY: IH 90

COUNTY: LA CROSSE

TRAFFIC SIGNAL PLAN

SHEET

E

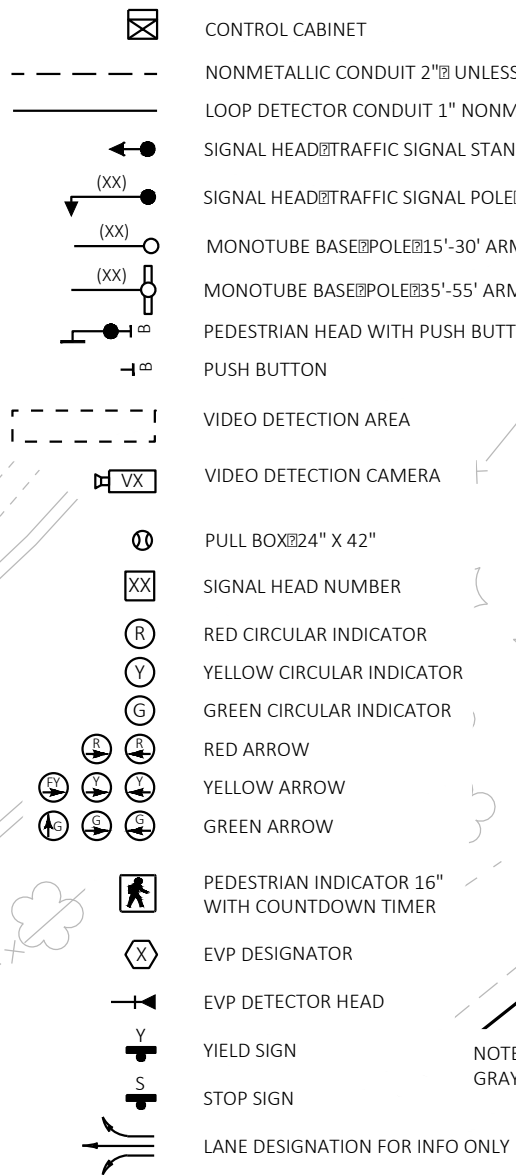


TRAFFIC CONTROL SIGNAL STH 157 & IH 90 EB RAMPs CITY OF ONALASKA LA CROSSE COUNTY	
SIGNAL NO. 32-0321	
REGION CONTACT: COLLIN WEBB	PAGE 02 OF 02
DESIGNED BY:	
REVISED BY:	



MATCHLINE NORTH

LEGEND



NOTE: ALL LENSES ARE 12-INCH
GRAYSHADE REPRESENTS EXISTING

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

MATCHLINE SOUTH

STRUCTURE NUMBERS

SB12	S-32-0322-02
SB13	S-32-0322-06

TRAFFIC CONTROL SIGNAL
STH 157 & IH 90 WB RAMP
CITY OF ONALASCA
LA CROSSE COUNTY

SIGNAL NO. 32-0322

REGION CONTACT: COLLIN WEBB

DESIGNED BY:

REVISED BY:

PAGE 01 OF 02

PROJECT NO: 1070-04-75

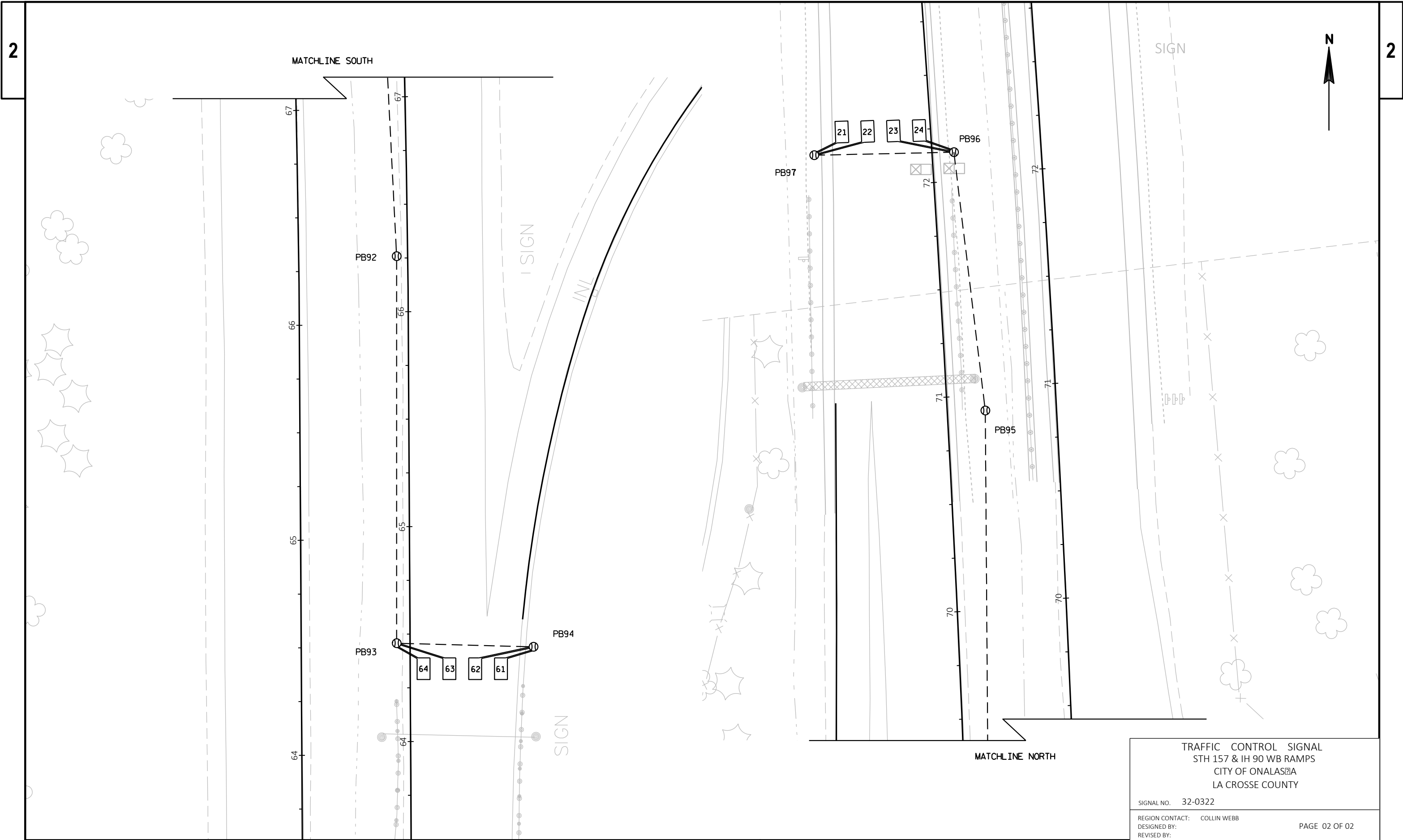
HWY: IH 90

COUNTY: LA CROSSE

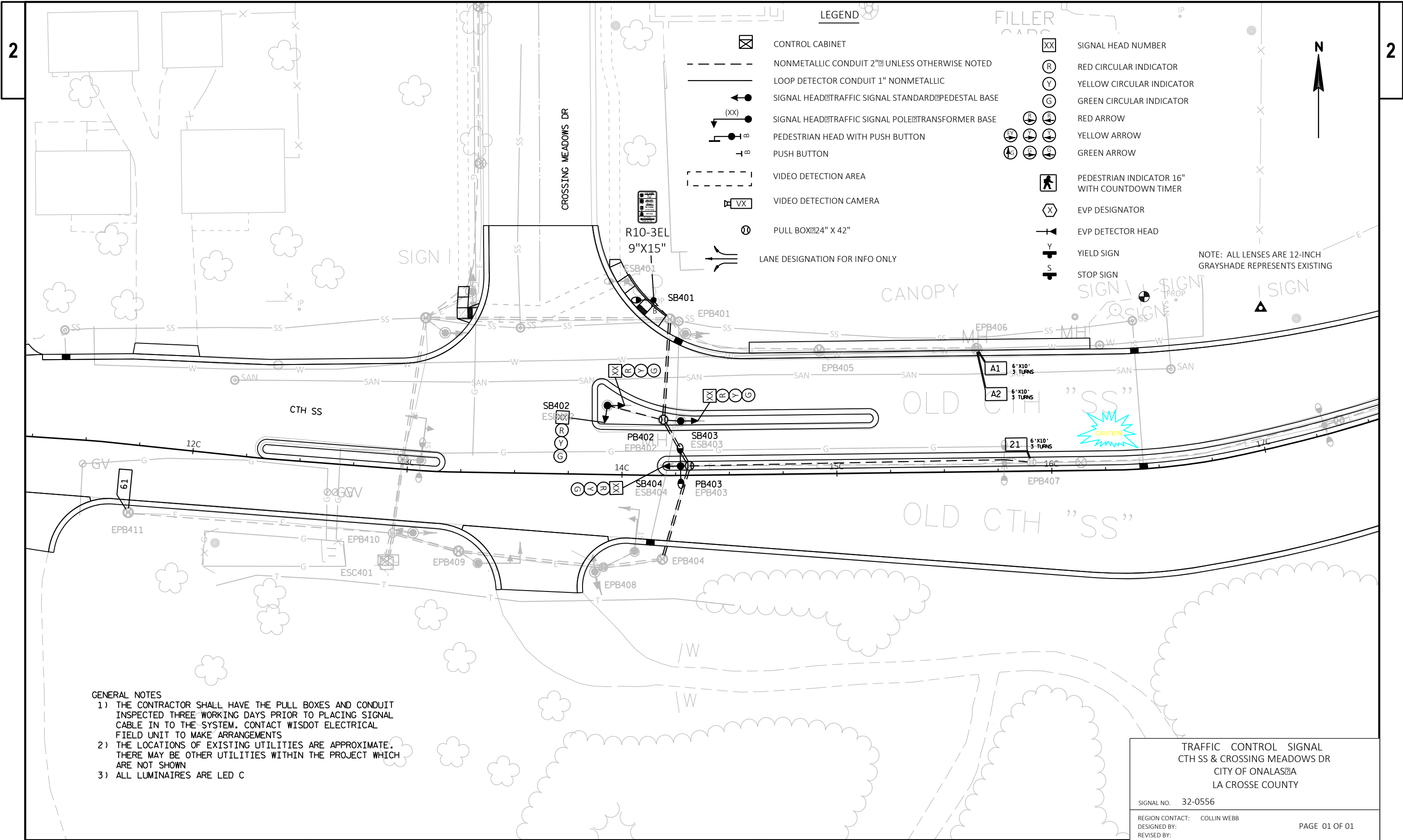
TRAFFIC SIGNAL PLAN

SHEET

E



TRAFFIC CONTROL SIGNAL	
STH 157 & IH 90 WB RAMP	
CITY OF ONALASKA	
LA CROSSE COUNTY	
SIGNAL NO. 32-0322	
REGION CONTACT: COLLIN WEBB	PAGE 02 OF 02
DESIGNED BY:	
REVISED BY:	



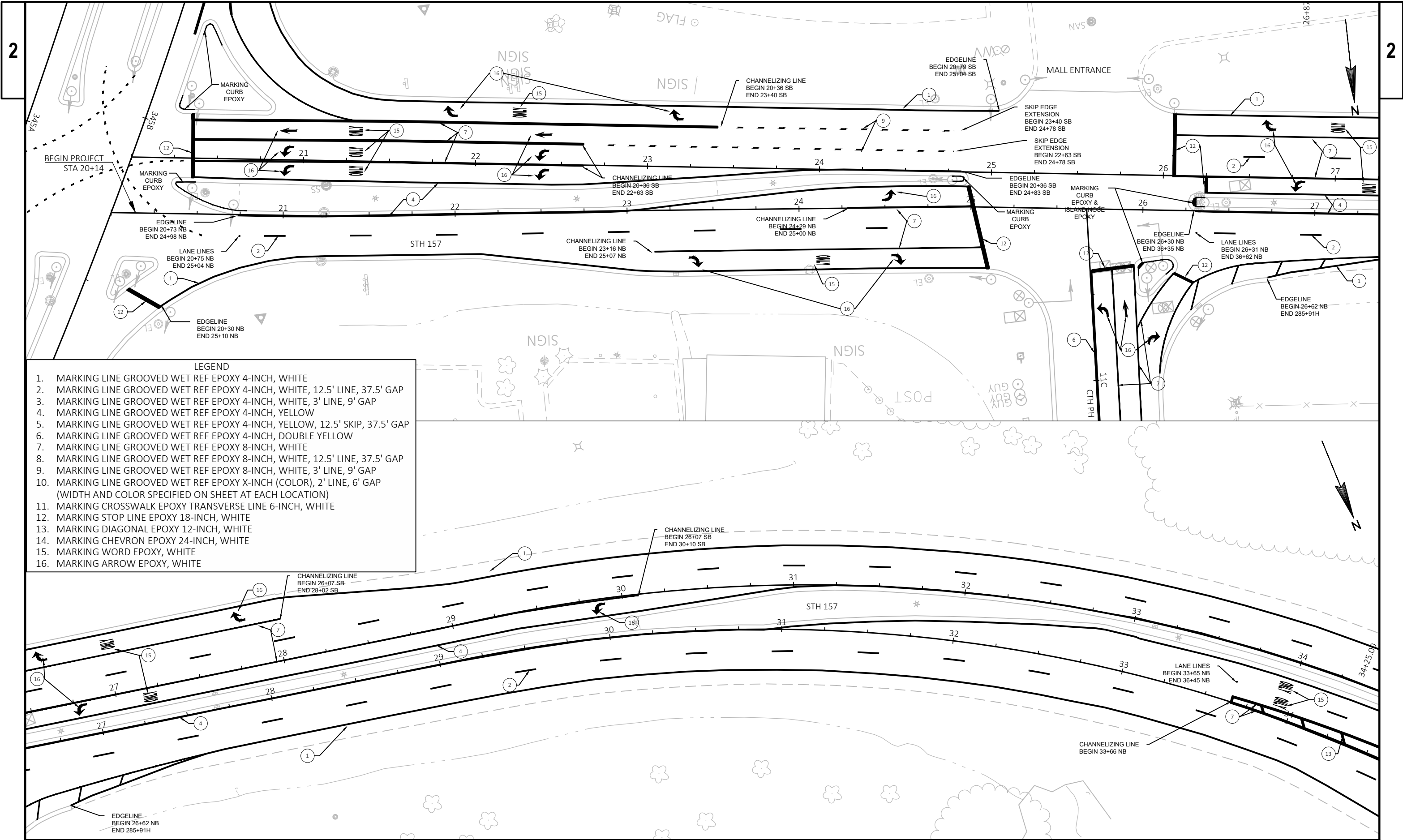
- GENERAL NOTES
- 1) THE CONTRACTOR SHALL HAVE THE PULL BOXES AND CONDUIT INSPECTED THREE WORKING DAYS PRIOR TO PLACING SIGNAL CABLE IN TO THE SYSTEM. CONTACT WISDOT ELECTRICAL FIELD UNIT TO MAKE ARRANGEMENTS
 - 2) THE LOCATIONS OF EXISTING UTILITIES ARE APPROXIMATE. THERE MAY BE OTHER UTILITIES WITHIN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

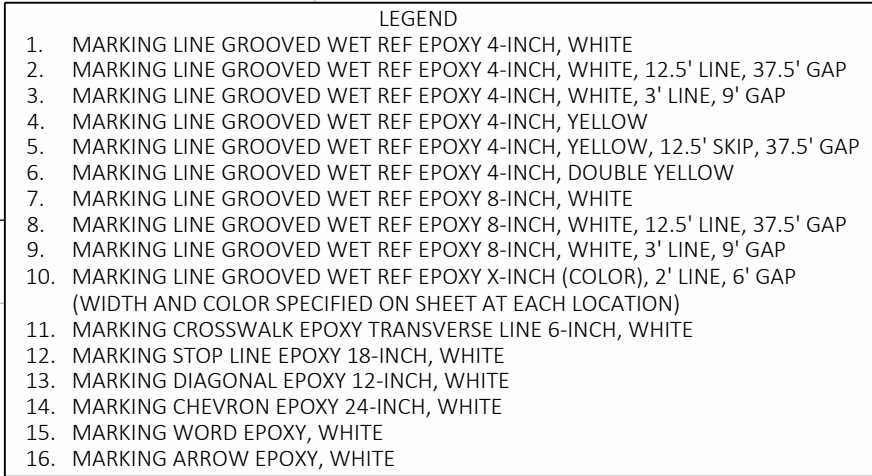
TRAFFIC CONTROL SIGNAL
CTH SS & CROSSING MEADOWS DR
CITY OF ONALASKA
LA CROSSE COUNTY

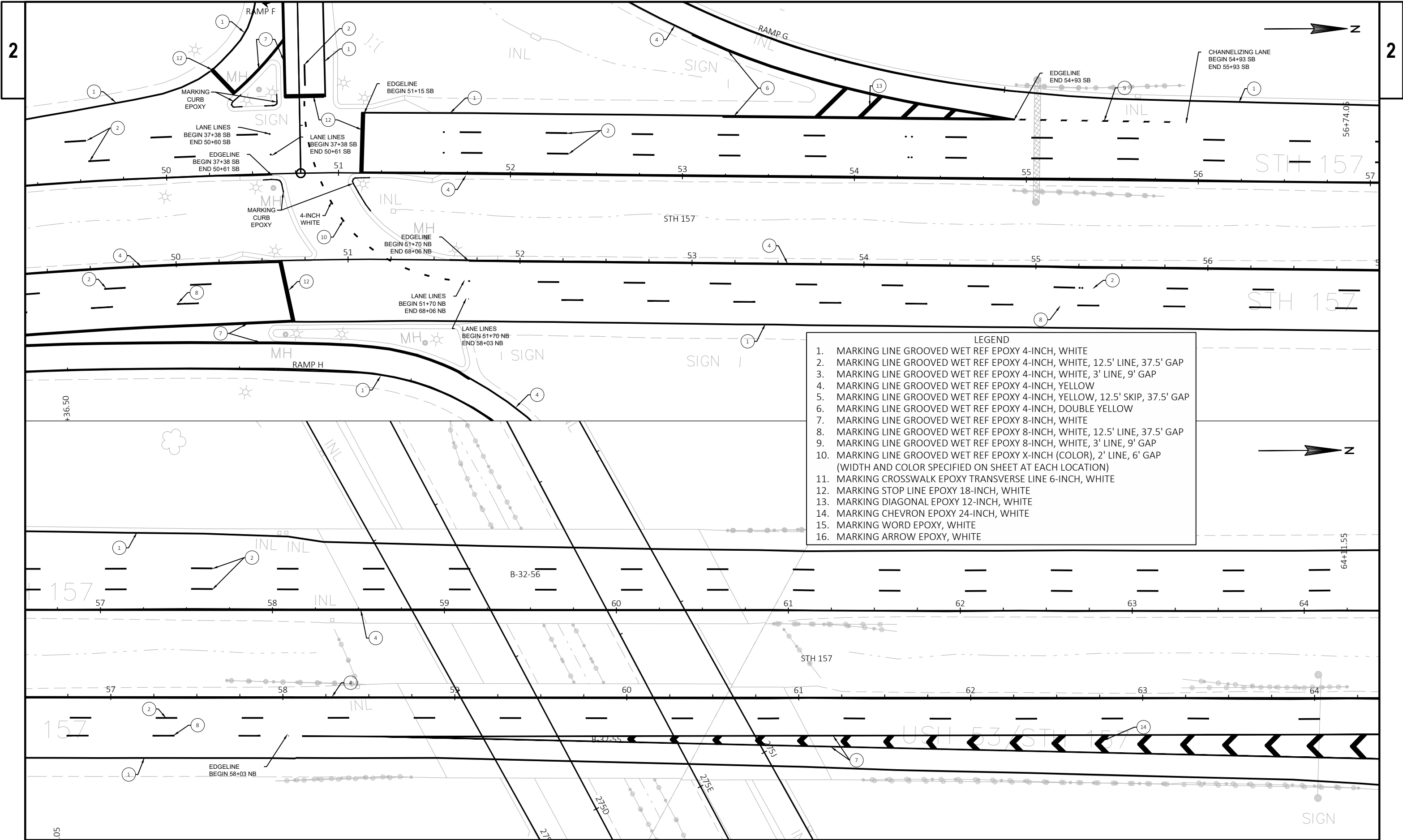
SIGNAL NO. 32-0556

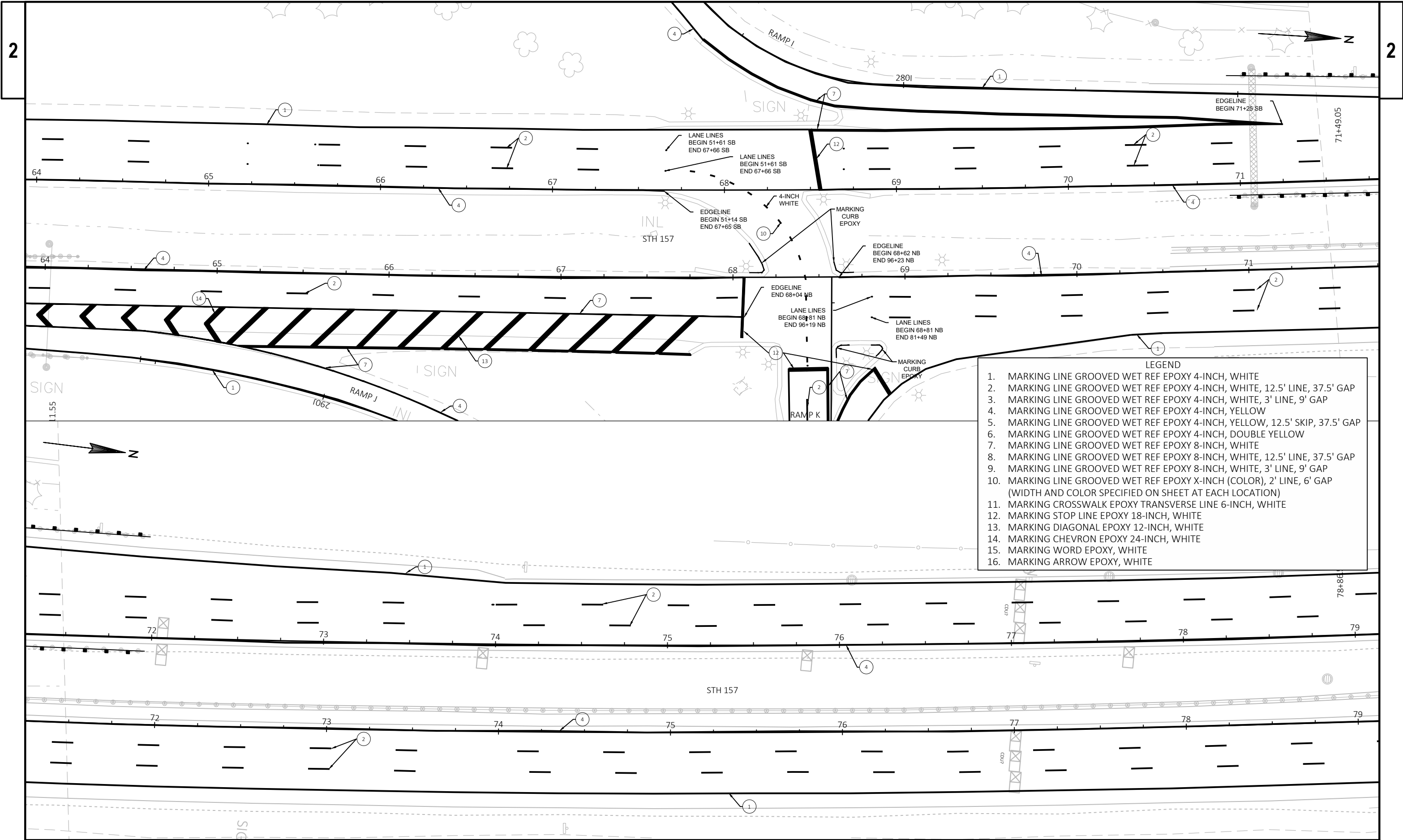
REGION CONTACT: COLLIN WEBB
DESIGNED BY:
REVISED BY:

PAGE 01 OF 01

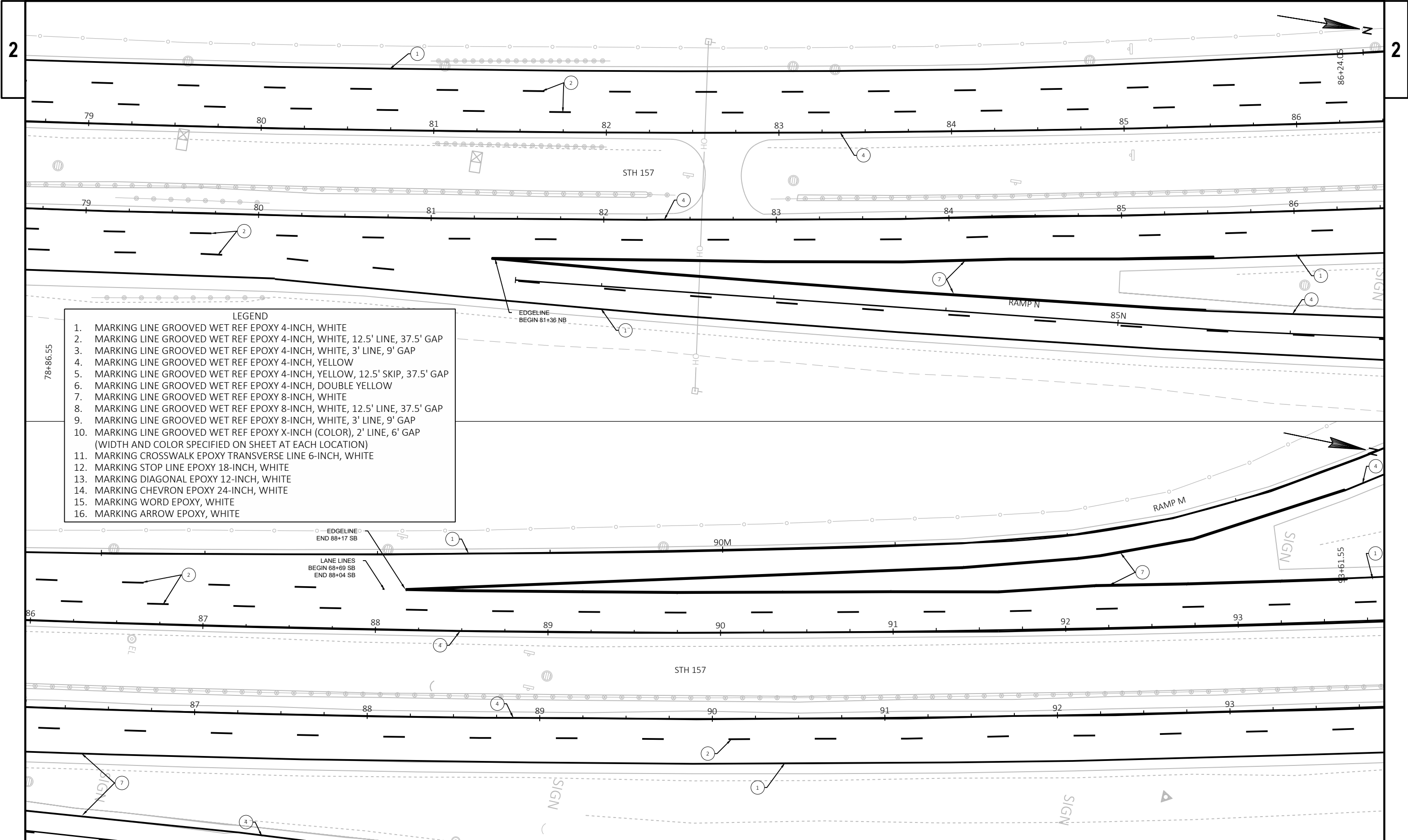




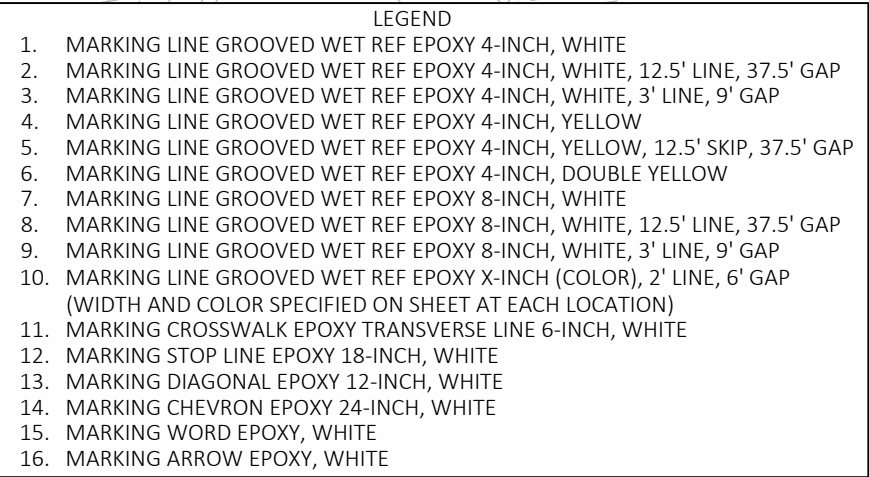


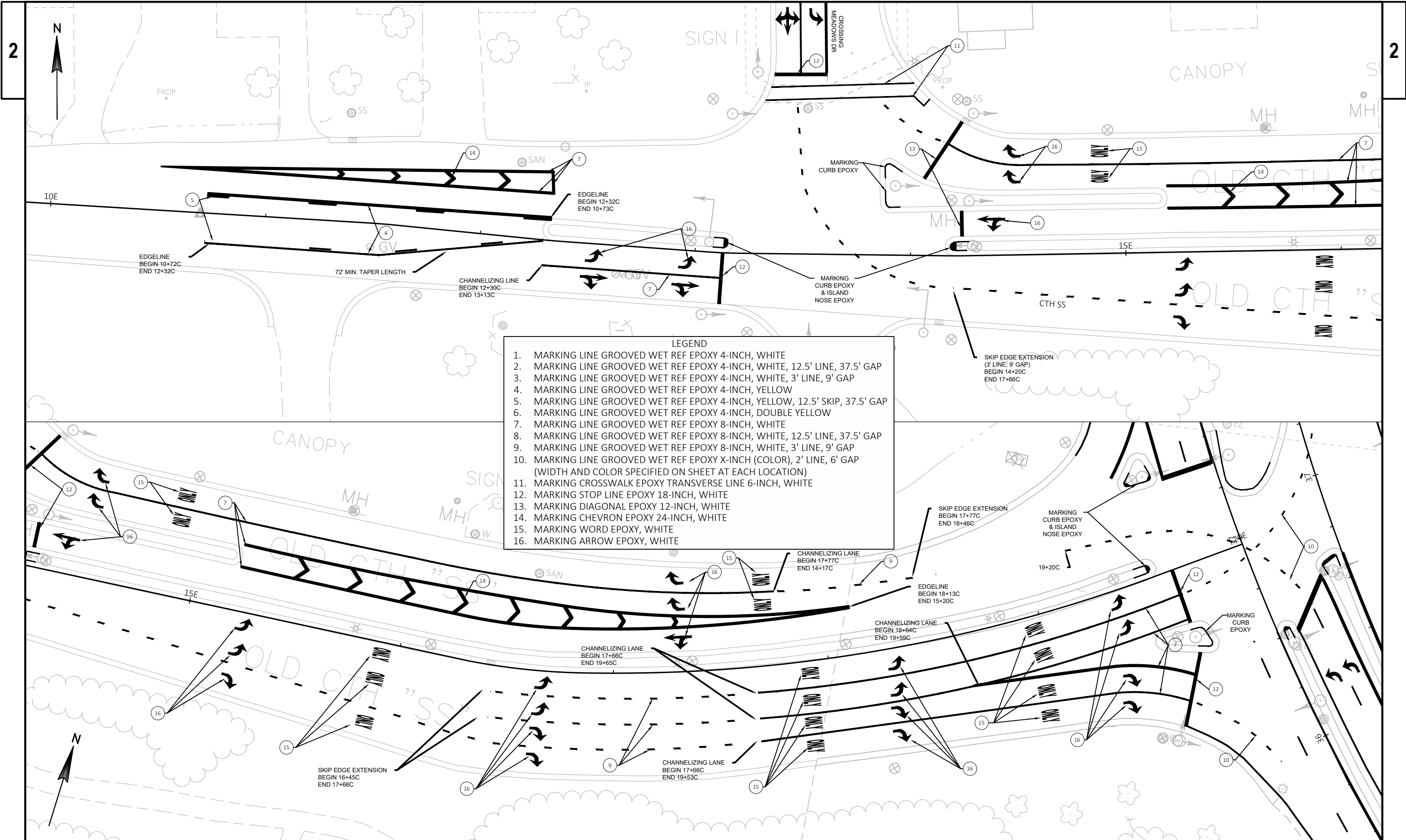


- LEGEND
1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
 2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
 3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
 4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
 5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, 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

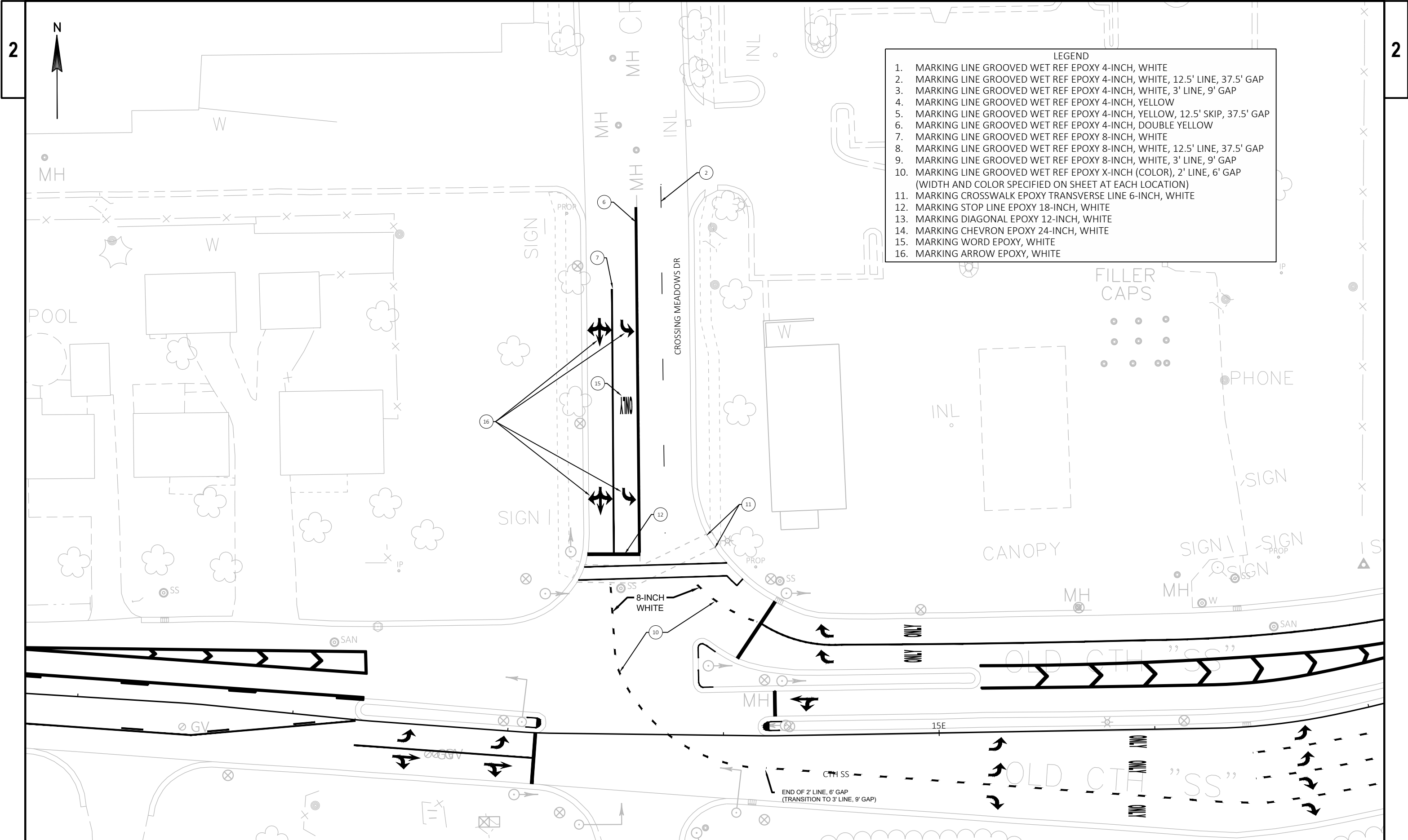


- LEGEND
- 1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
 - 2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
 - 3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
 - 4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
 - 5. MARKING LINE GROOVED WET REF 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

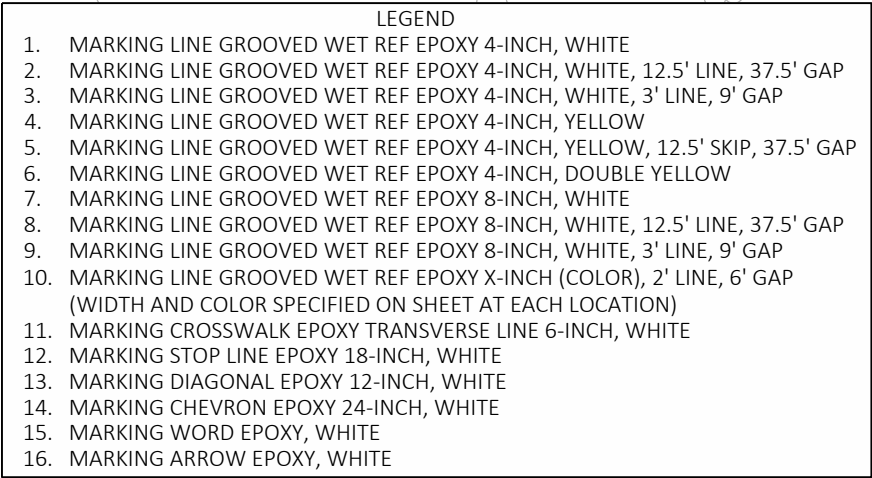




- LEGEND
1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
 2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
 3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
 4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
 5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, 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



- 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



2

2

7

270H

4

RAMP H

1

275H

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

8

280H

4

RAMP H

1

285D

285H

EDGELINE
END 285+91H

SIGN

BASKETBALL COURT

2

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

270H

RAMP H

275H

280H

RAMP H

285D

285H

SIGN

SIGN

BASKETBALL COURT

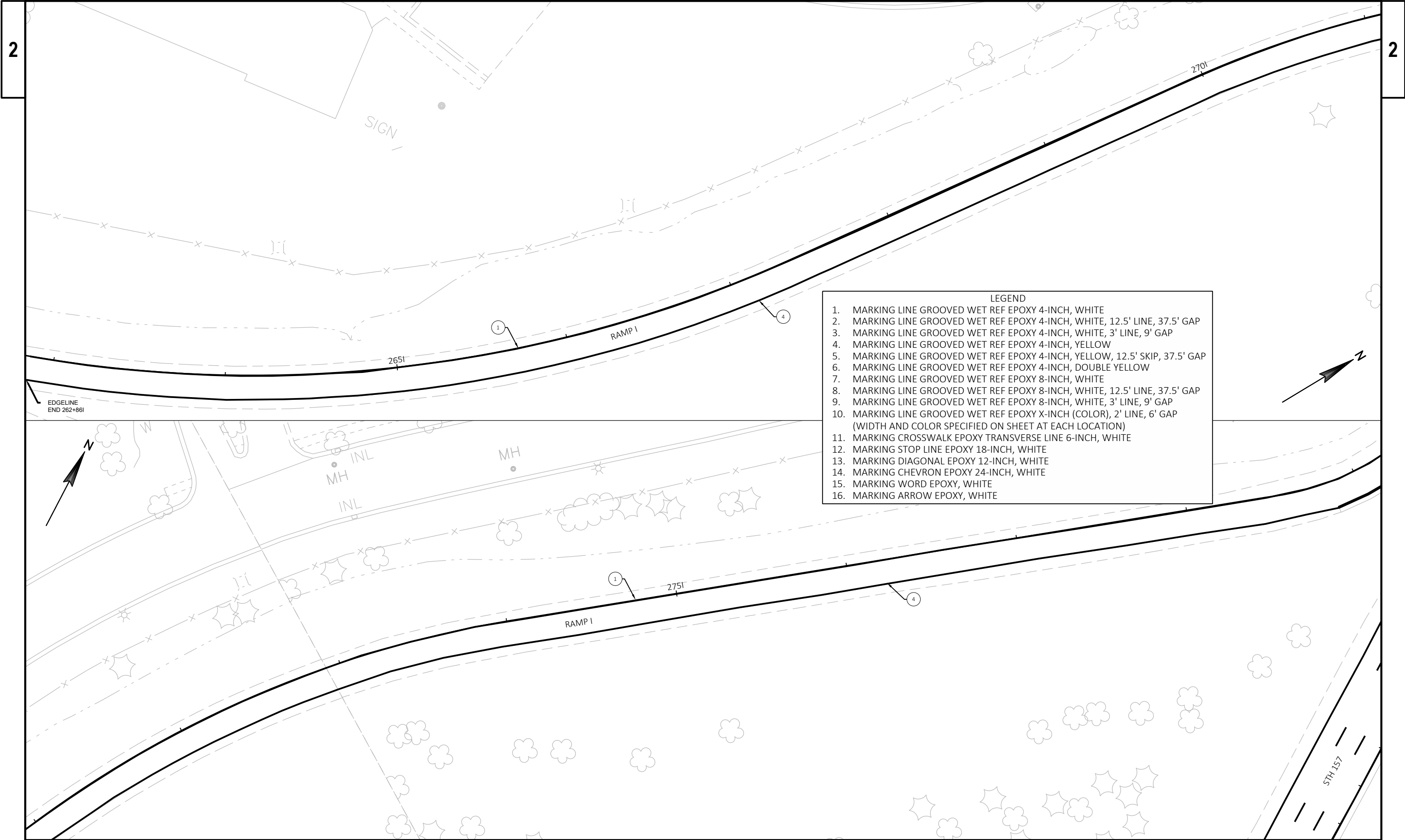
EDGE LINE END 285+91H

2

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

-
-
-

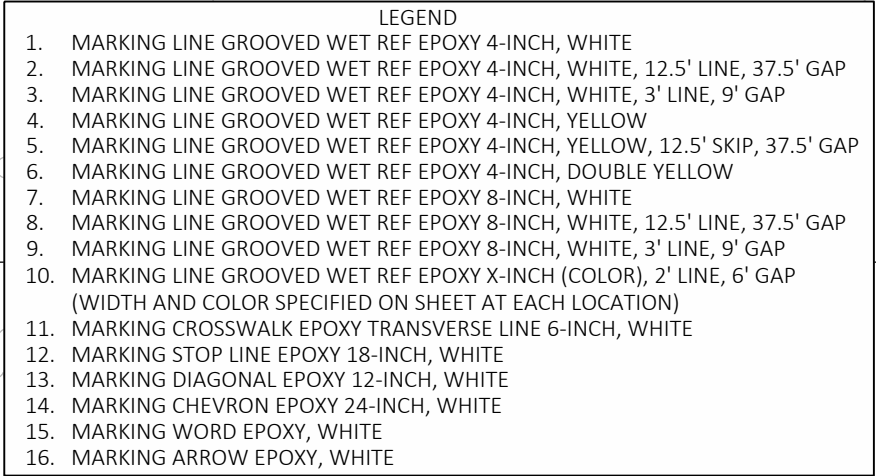
WISDOT/CADDS SHEET 42

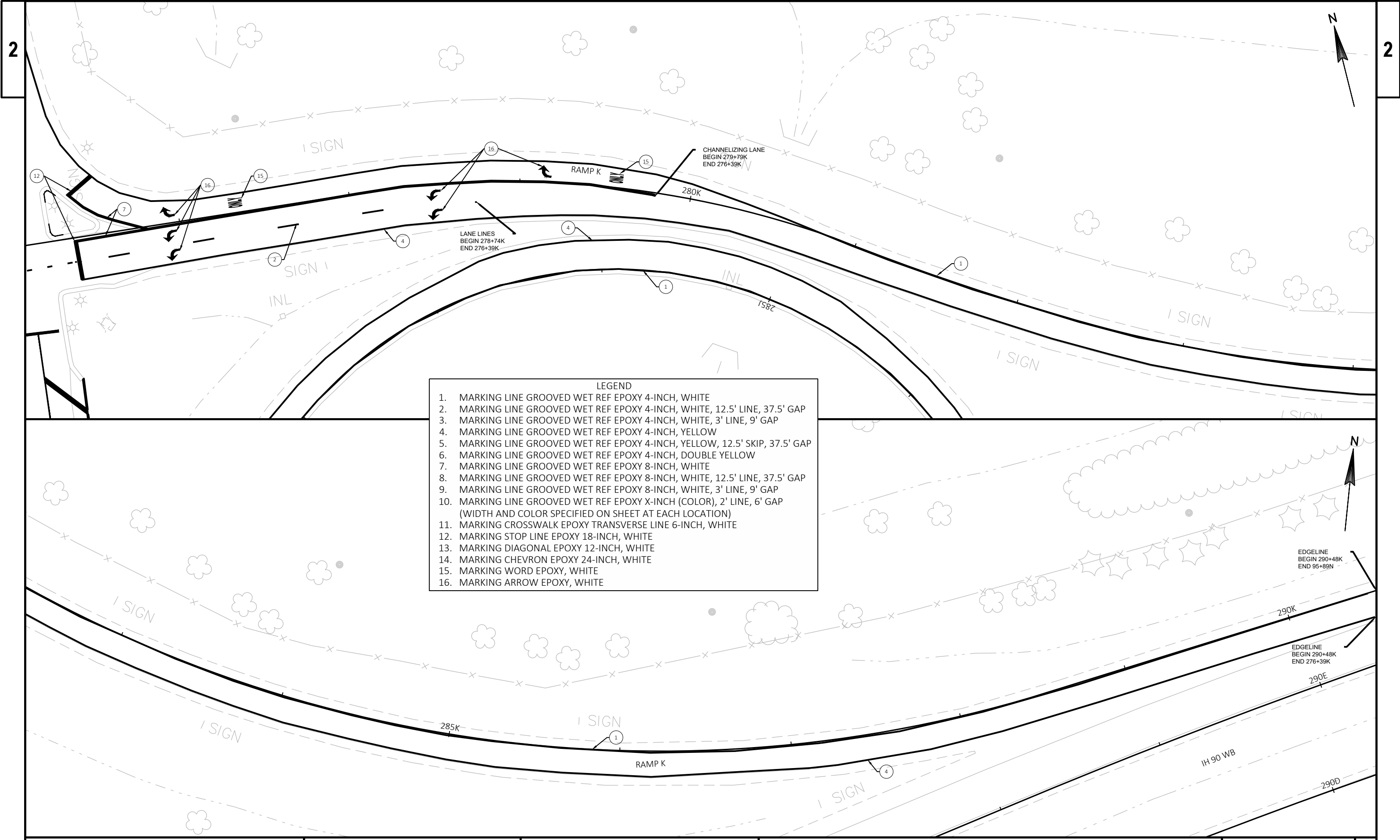


2

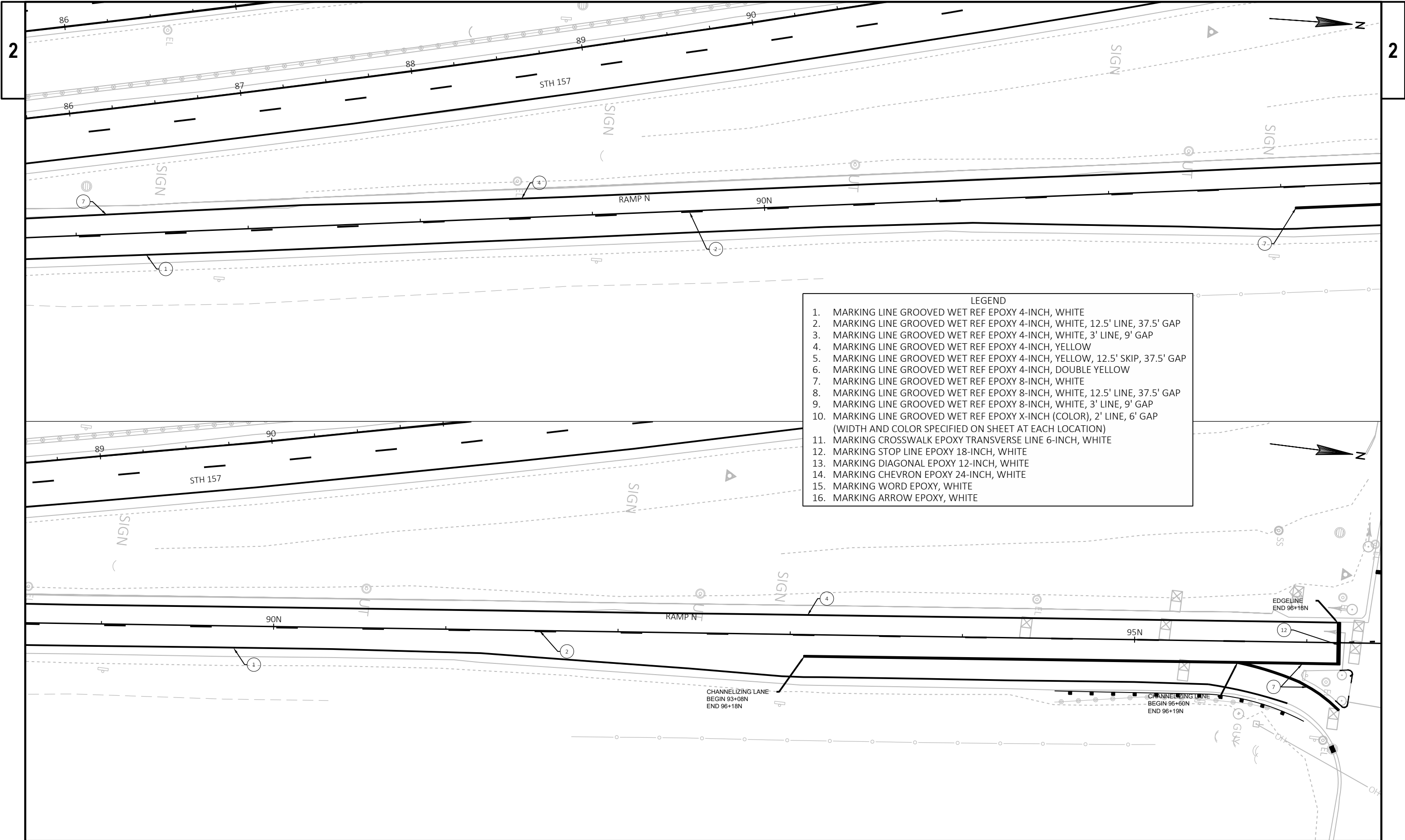
2

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





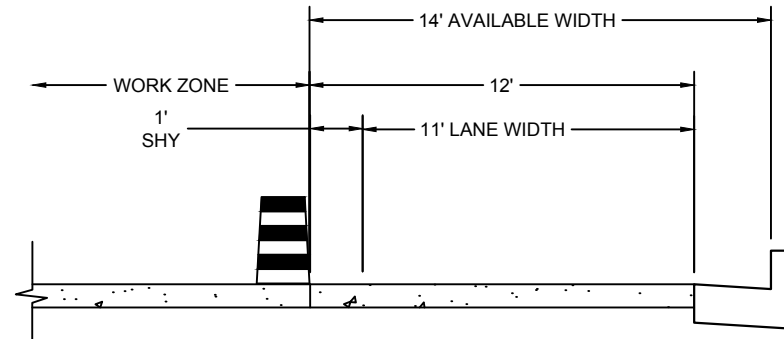
- LEGEND
- 1. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE
 - 2. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 12.5' LINE, 37.5' GAP
 - 3. MARKING LINE GROOVED WET REF EPOXY 4-INCH, WHITE, 3' LINE, 9' GAP
 - 4. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW
 - 5. MARKING LINE GROOVED WET REF EPOXY 4-INCH, YELLOW, 12.5' SKIP, 37.5' GAP
 - 6. MARKING LINE GROOVED WET REF EPOXY 4-INCH, DOUBLE YELLOW
 - 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	E
------------------------	------------	-------------------	------------------	-------	---

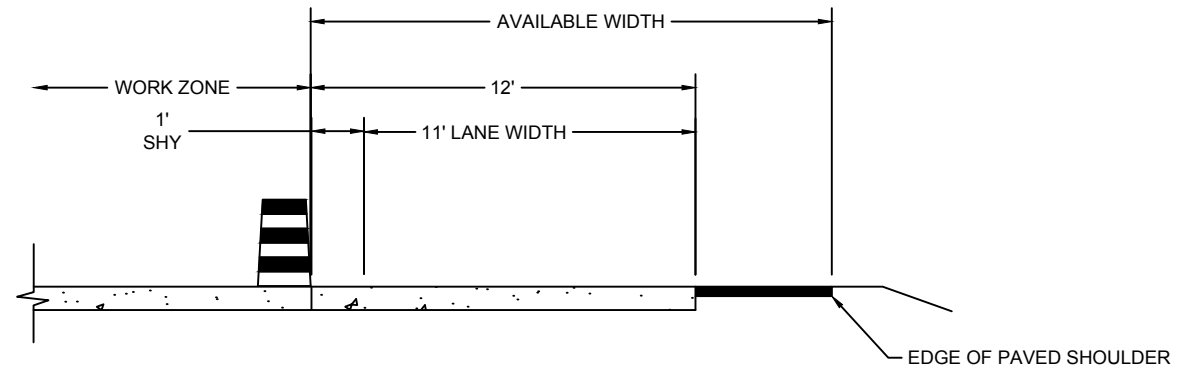
-

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



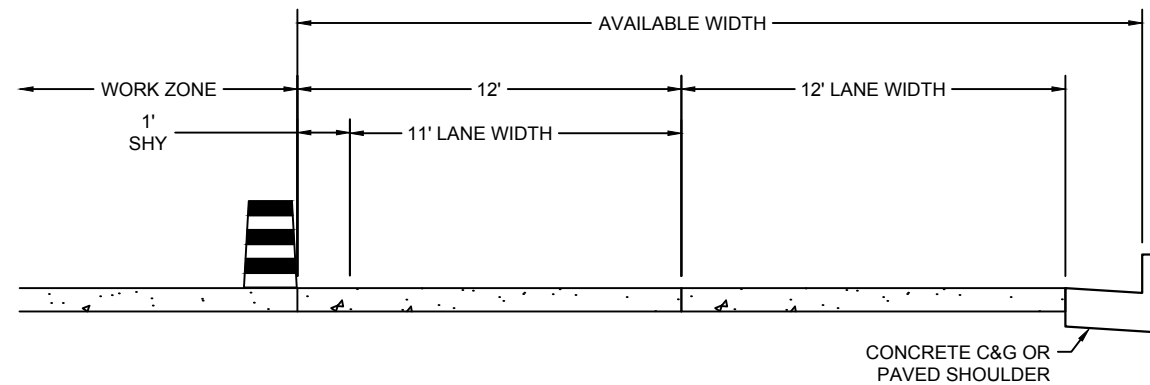
- ADVANCED WIDTH RESTRICTION SIGNING REQUIRED
- WIDTH RESTRICTION SIGNING TO READ "MAX 13' WIDTH"
- SEE SDD 15C2, TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING FOR FURTHER INFORMATION

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

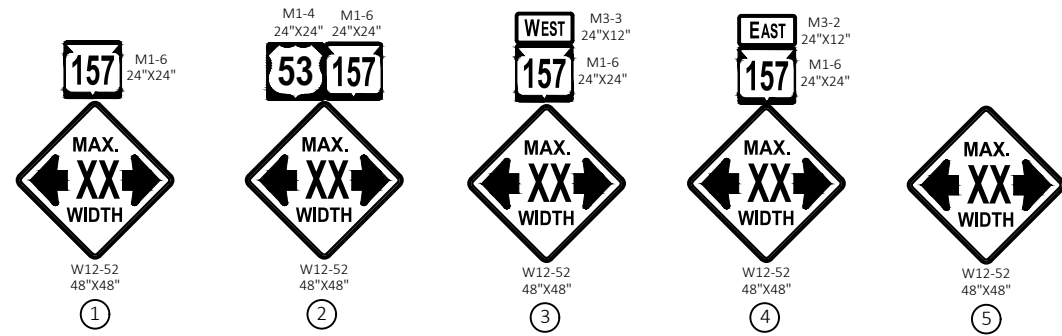


- ADVANCED WIDTH RESTRICTION SIGNING REQUIRED WHEN AVAILABLE WIDTH IS LESS THAN 16 FEET
- WIDTH RESTRICTION SIGNING TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH
- SEE SDD 15C2, TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING FOR FURTHER INFORMATION

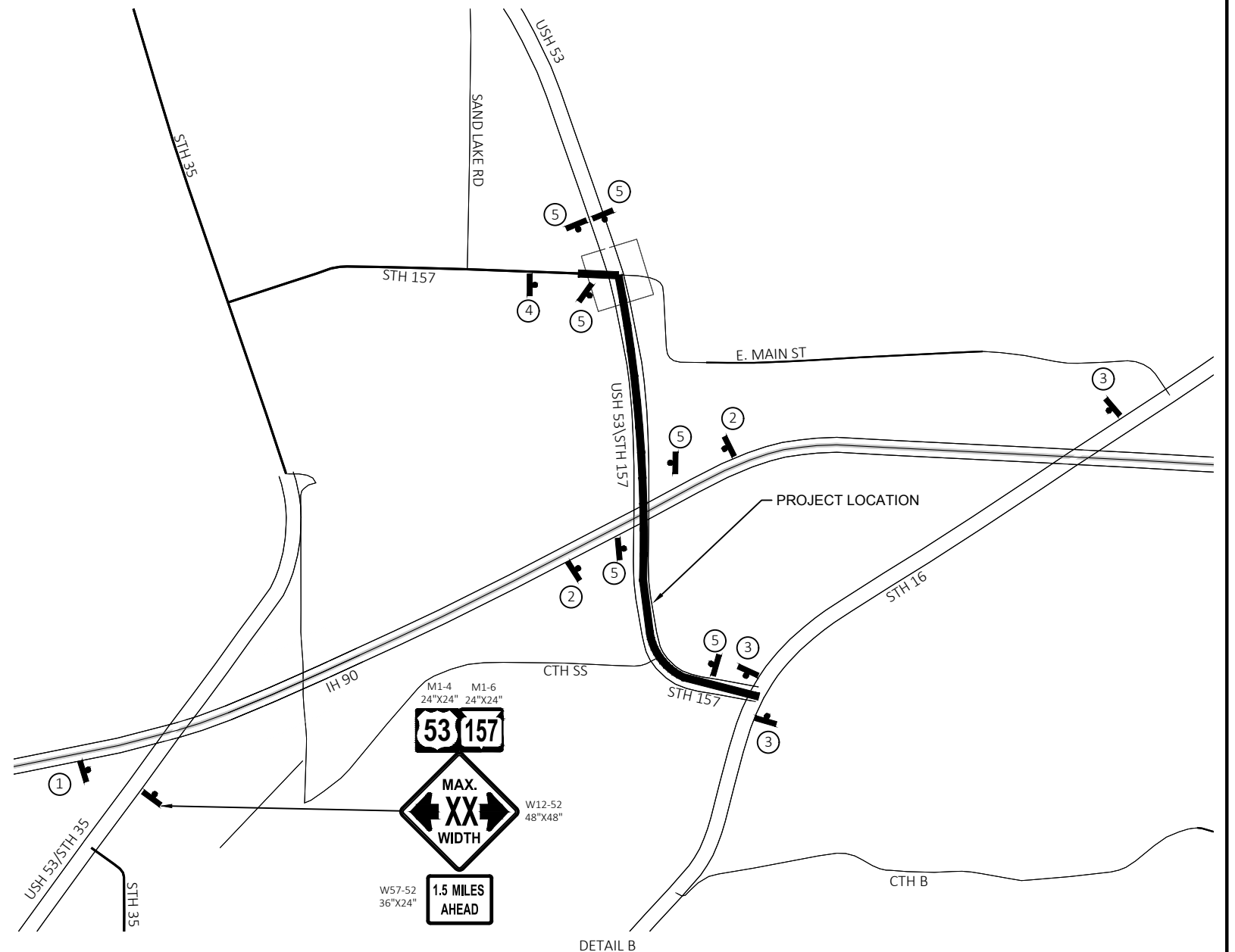
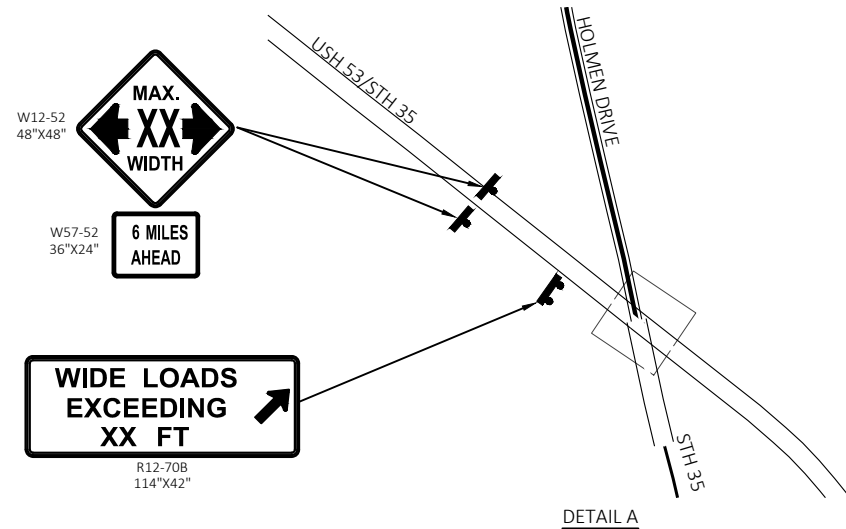
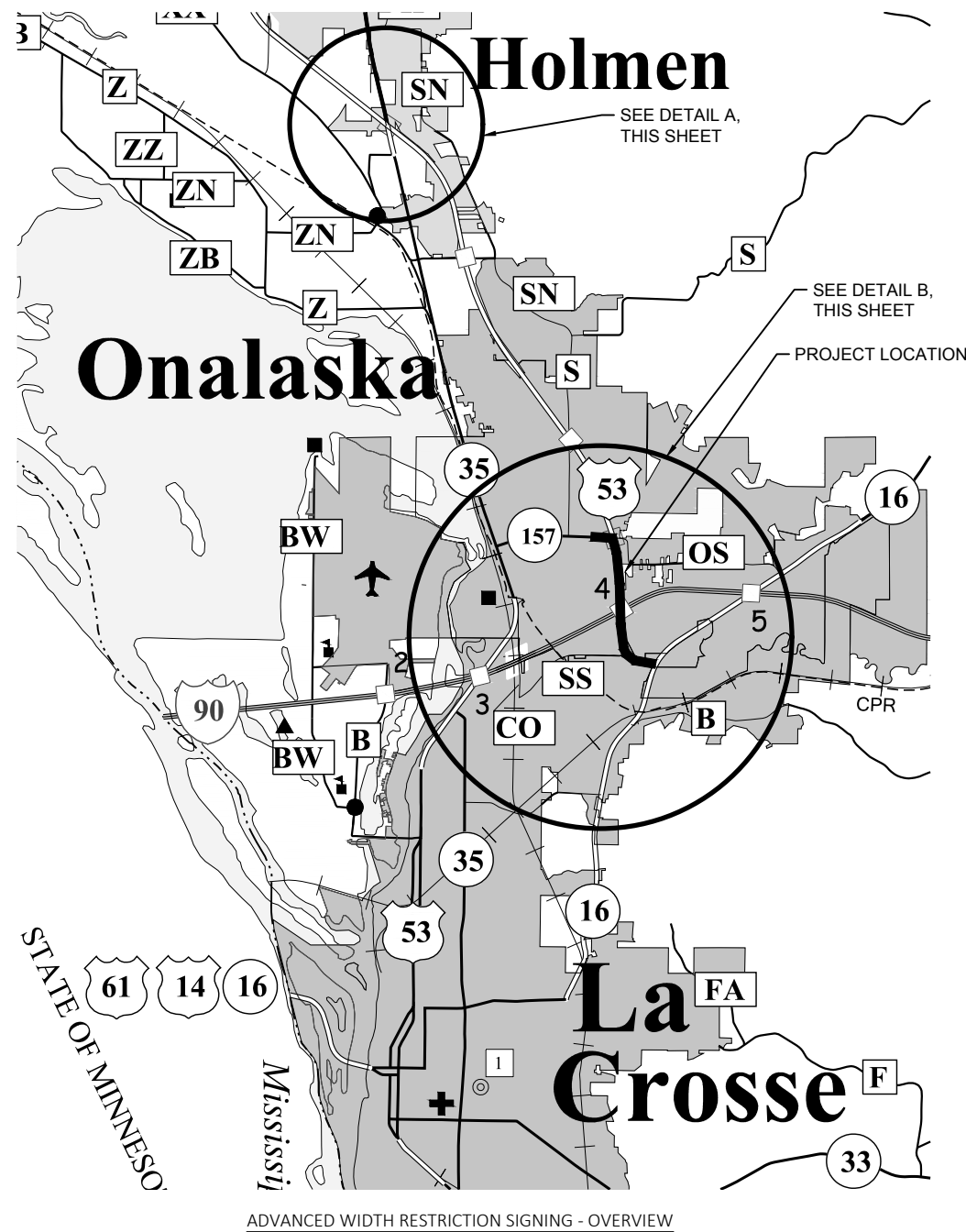
WORK ZONE TYPICAL SECTION
TWO OPEN TRAVEL LANES

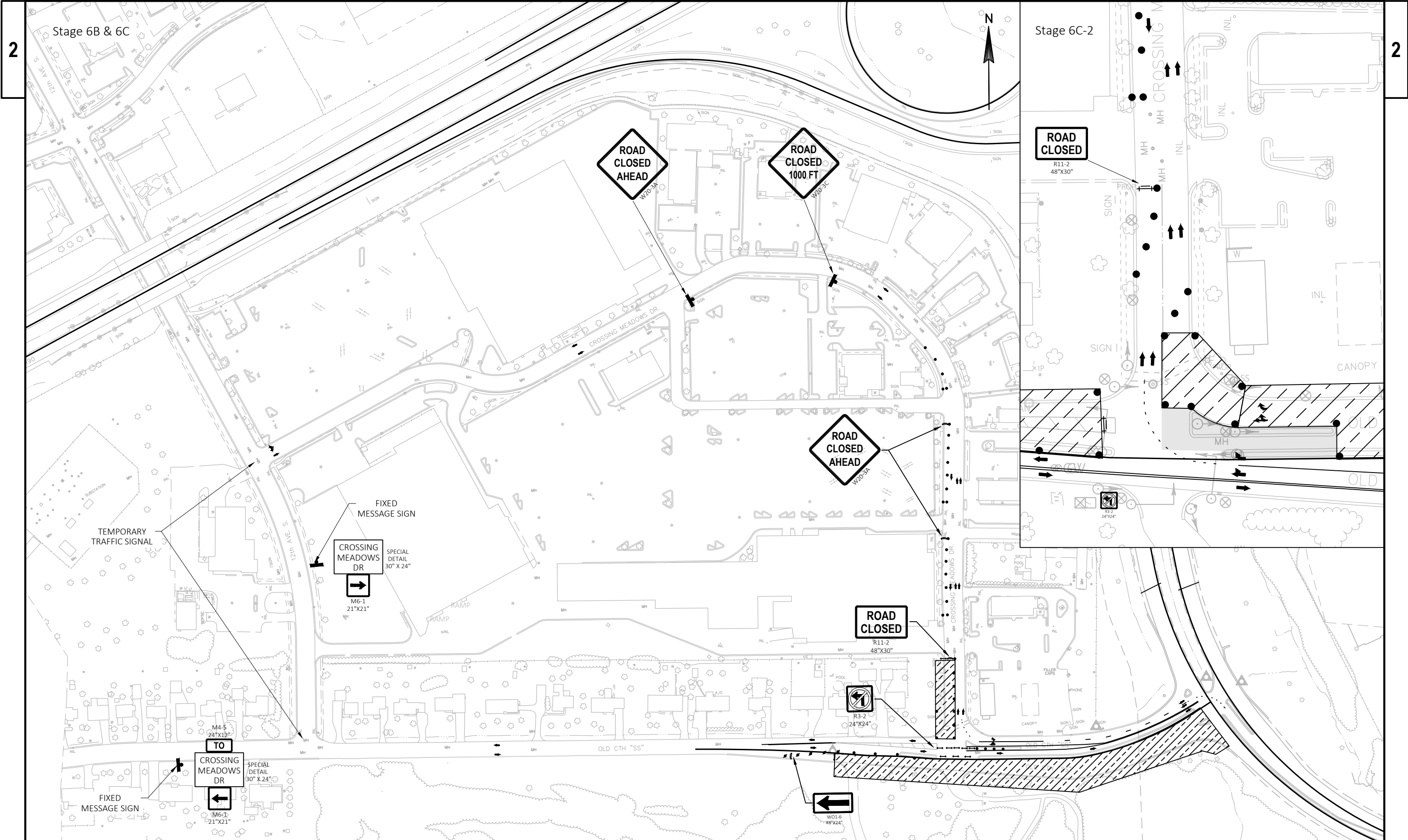


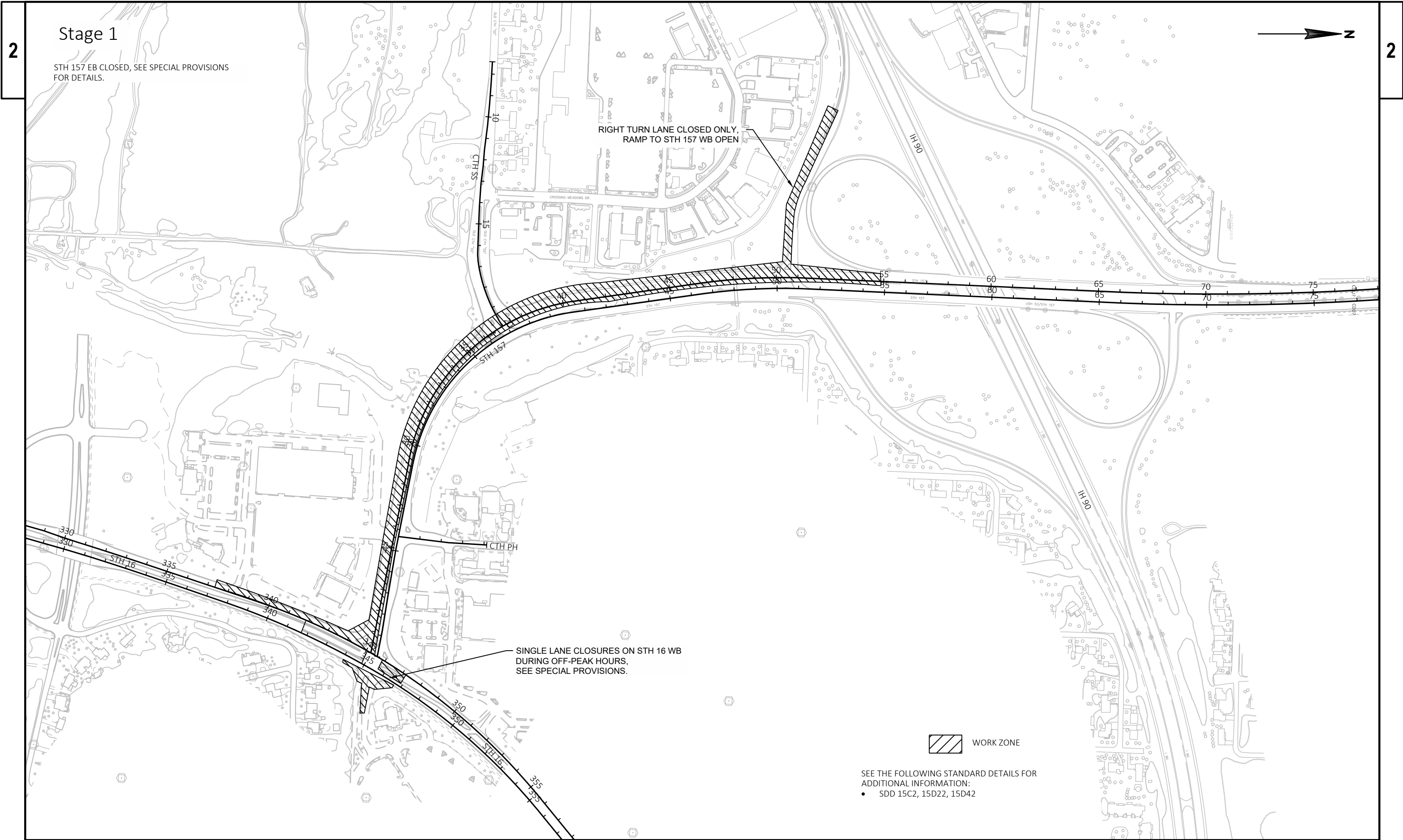
- ADVANCED WIDTH RESTRICTION SIGNING NOT REQUIRED



NOTES:
SEE SDD15C2, "TRAFFIC CONTROL, ADVANCED WIDTH RESTRICTION SIGNING" FOR ADDITIONAL INFORMATION.
CONTRACTOR TO DETERMINE SIGN SPACING AND POSTED AVAILABLE WIDTH DEPENDING ITS OPERATIONS.







Stage 1

STH 157 EB CLOSED, SEE SPECIAL PROVISIONS FOR DETAILS.

RIGHT TURN LANE CLOSED ONLY,
RAMP TO STH 157 WB OPEN

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

 WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR
ADDITIONAL INFORMATION:
• SDD 15C2, 15D22, 15D42

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

Stage 2

STH 157 WB CLOSED, INCLUDING STH 157 WB
RAMP TO IH 90 EB & STH 157 WB RAMP TO IH 90
WB. SEE SPECIAL PROVISIONS FOR DETAILS.

LEFT TURN LANES CLOSED ONLY,
RAMP OPEN TO STH 157 EB

RAMPS CLOSED

LEFT TURN LANES TO
STH 157 WB CLOSED

WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:

- 15C2, 15D22, 15D42

PROJECT NO: 1070-04-75

HWY: IH 90

COUNTY: LA CROSSE

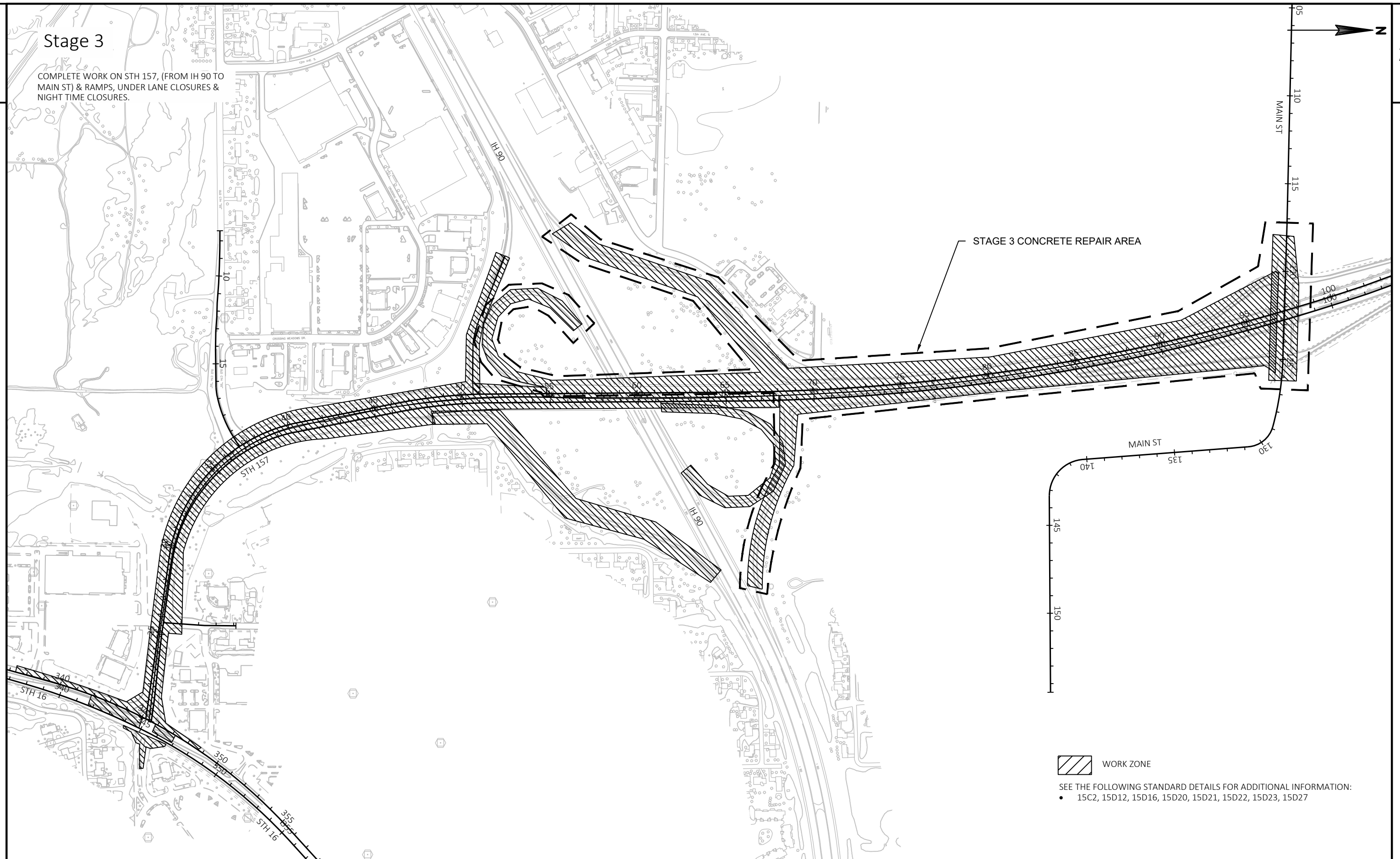
STAGE CONSTRUCTION (STAGE 2, STH 157)

SHEET

E

Stage 3

COMPLETE WORK ON STH 157, (FROM IH 90 TO MAIN ST) & RAMPS, UNDER LANE CLOSURES & NIGHT TIME CLOSURES.



 WORK ZONE

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
• 15C2, 15D12, 15D16, 15D20, 15D21, 15D22, 15D23, 15D27

PROJECT NO: 1070-04-75

HWY: IH 90

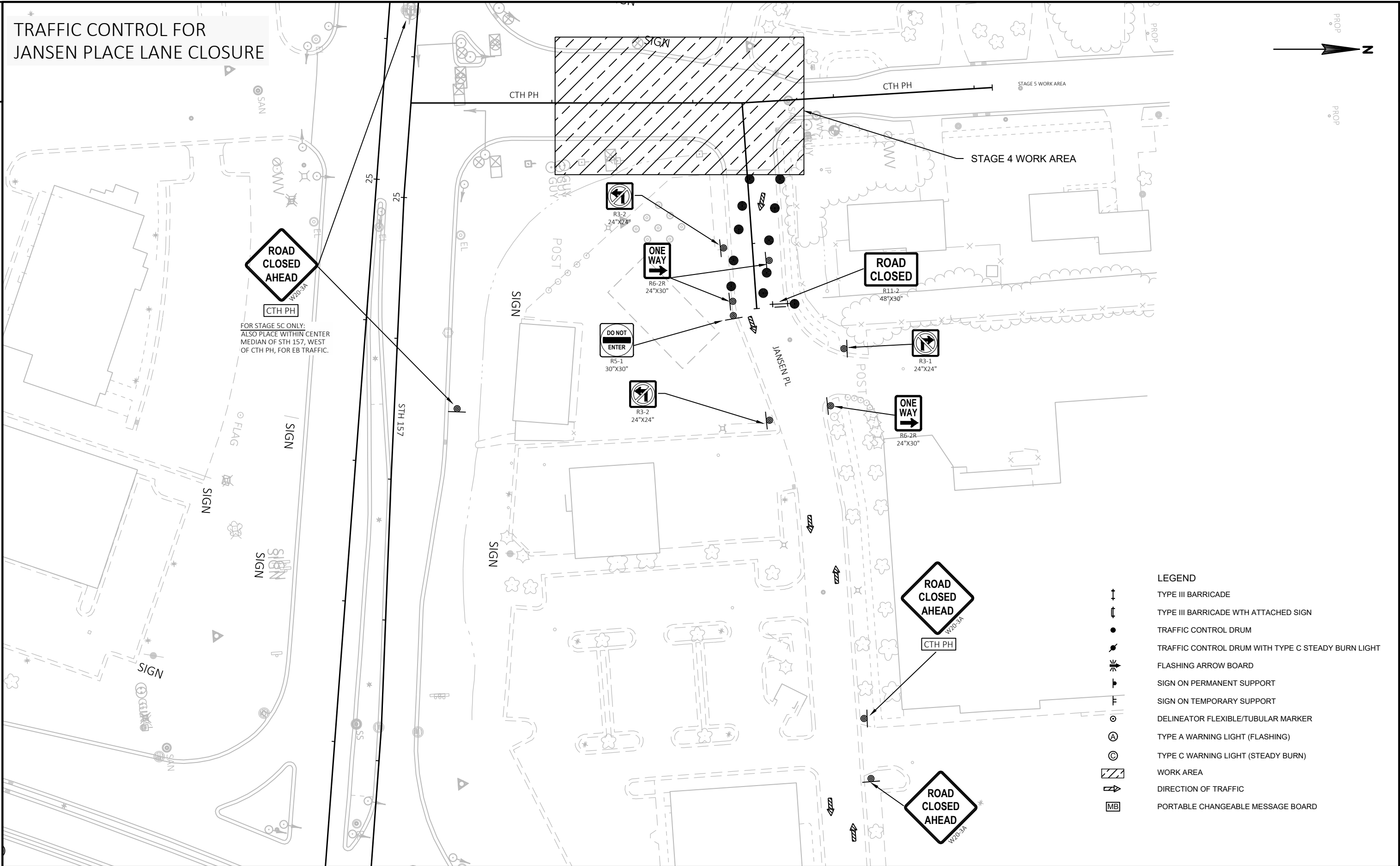
COUNTY: LA CROSSE

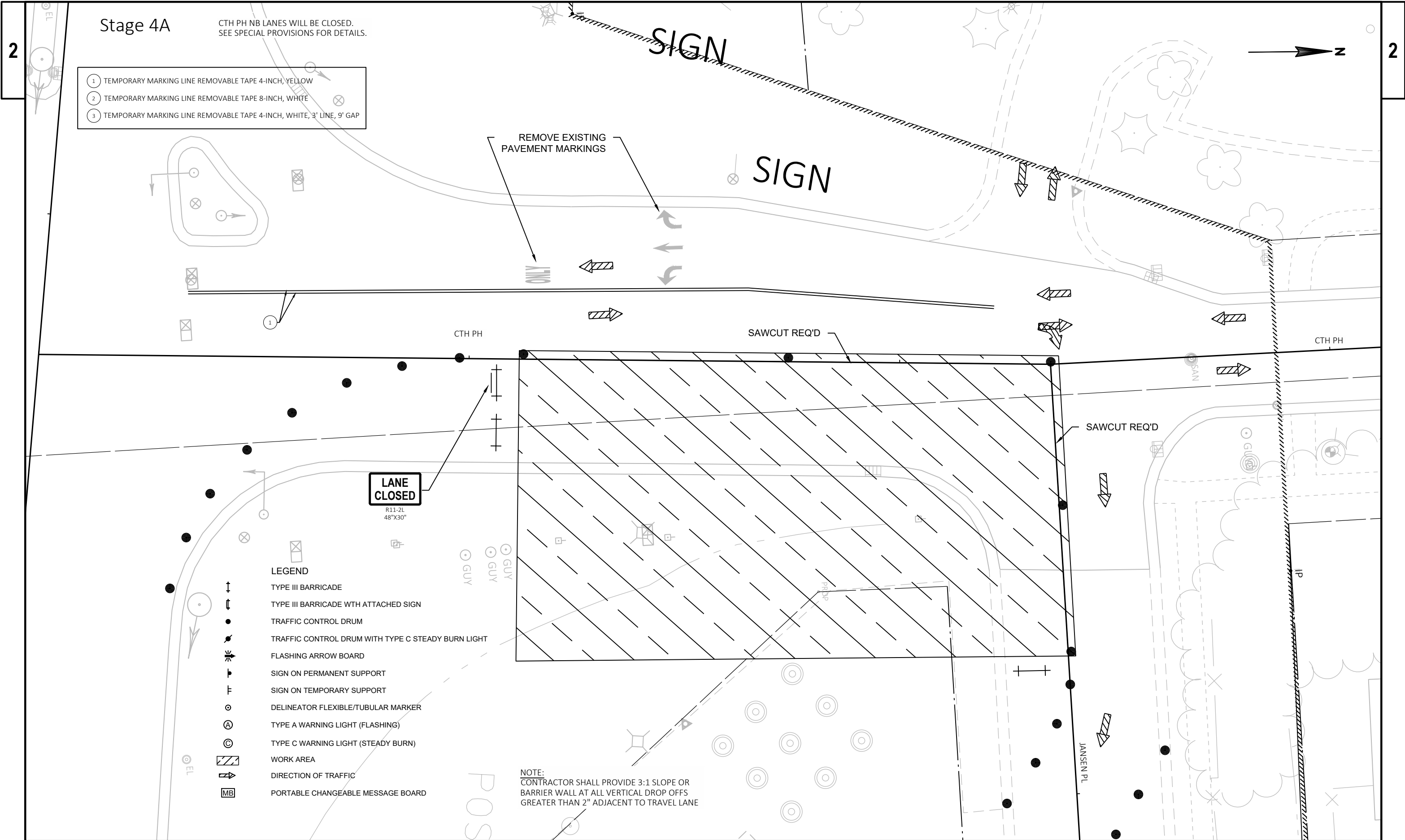
STAGE CONSTRUCTION (STAGE 3, STH 157)

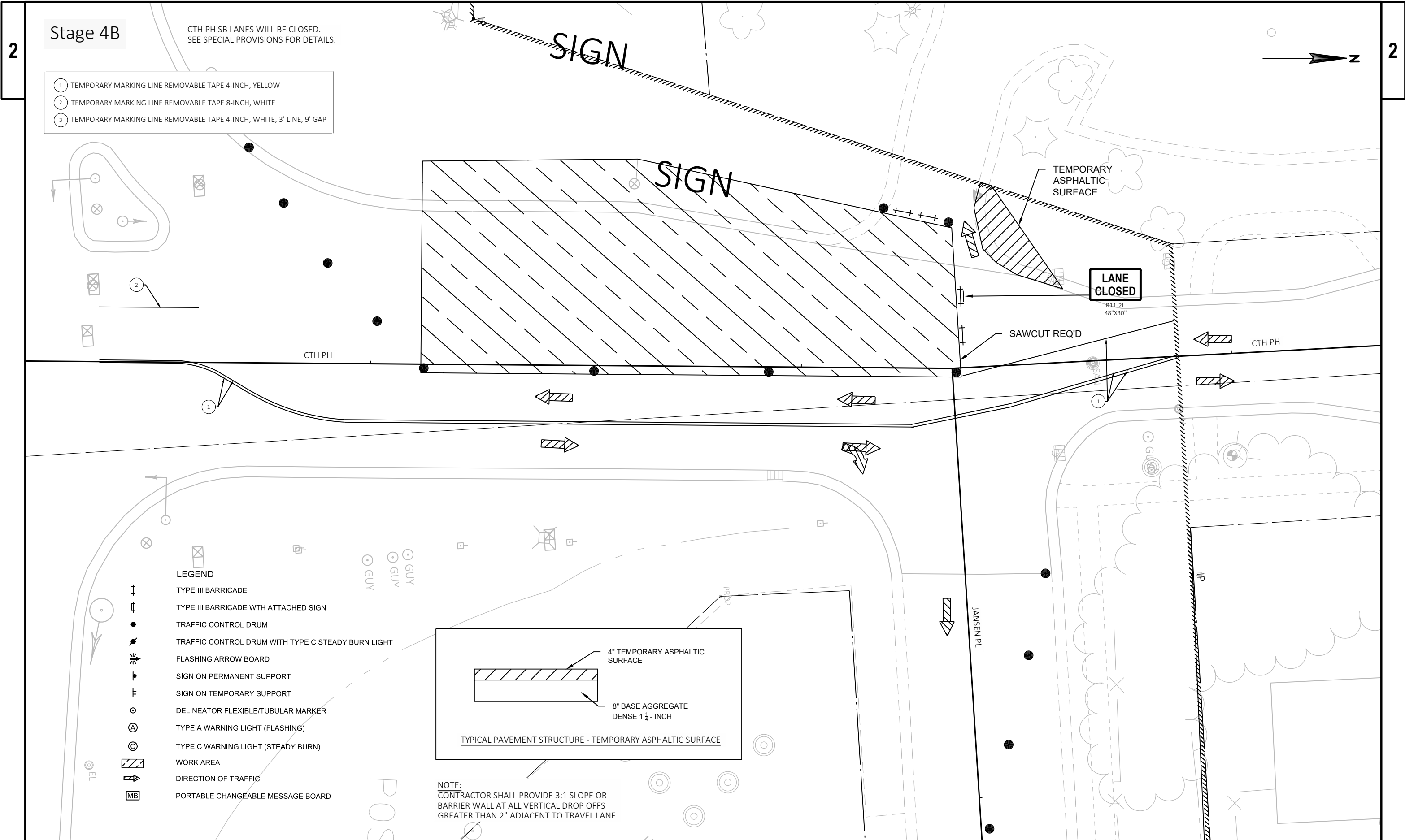
SHEET

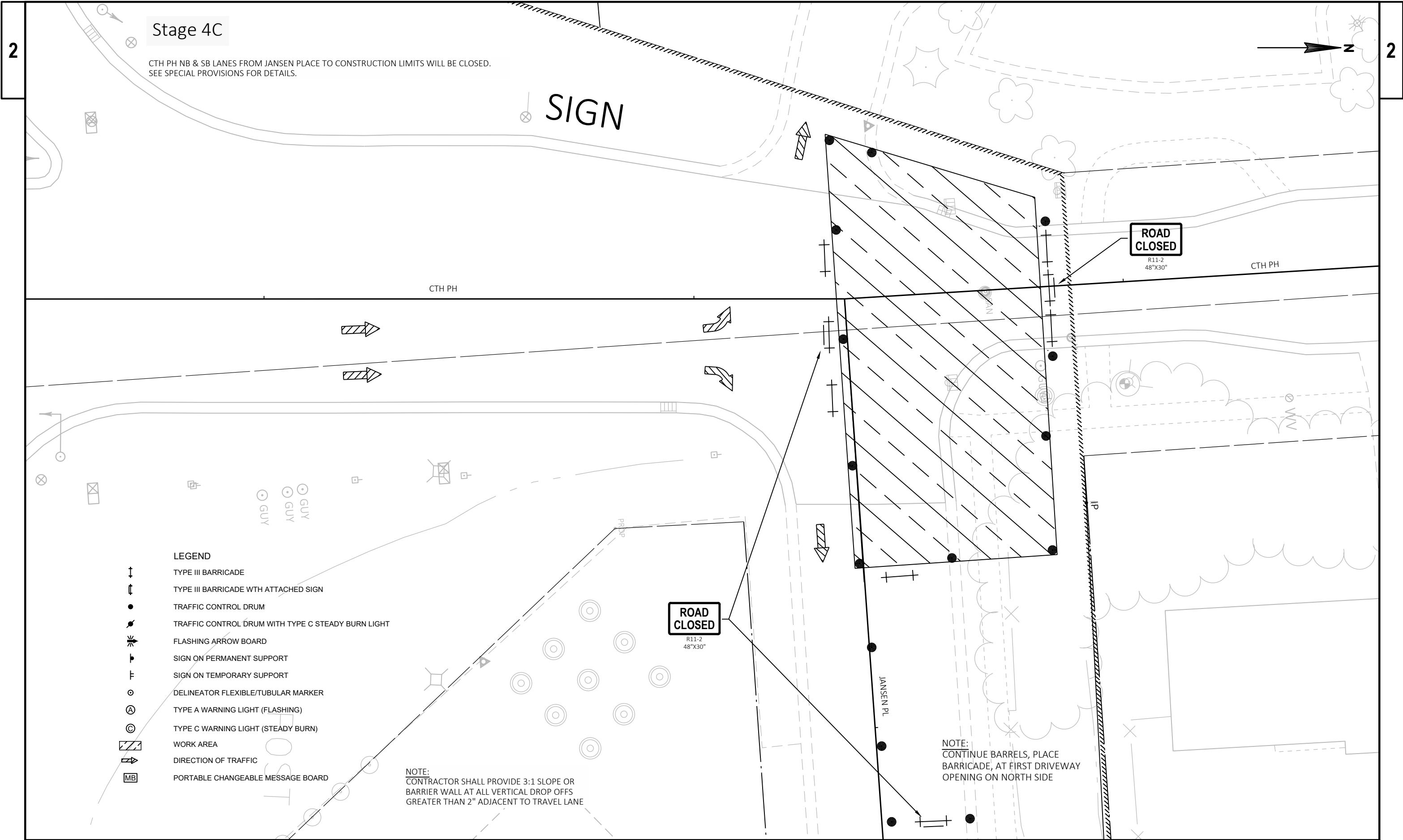
E

TRAFFIC CONTROL FOR
JANSEN PLACE LANE CLOSURE









Stage 4C

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

SIGN

ROAD
CLOSED

R11-2
48"x30"

CTH PH

CTH PH

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH 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

ROAD
CLOSED

R11-2
48"x30"

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

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

E

FILE NAME : P:\UZ\W\WITSW\148512\C3D\10700405\SHEET5PLAN\026101_52.DWG
LAYOUT NAME - 03

PLOT DATE : 11/25/2019 1:00 PM

PLOT BY : CLARISSA M. HOETH

PLOT NAME :

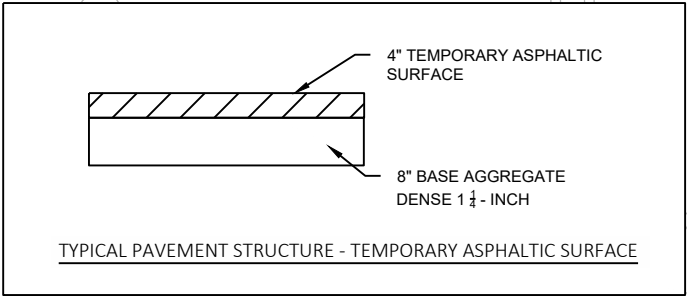
PLOT SCALE : 1 IN:20 FT

WISDOT/CADDs SHEET 42

2

Stage 5A

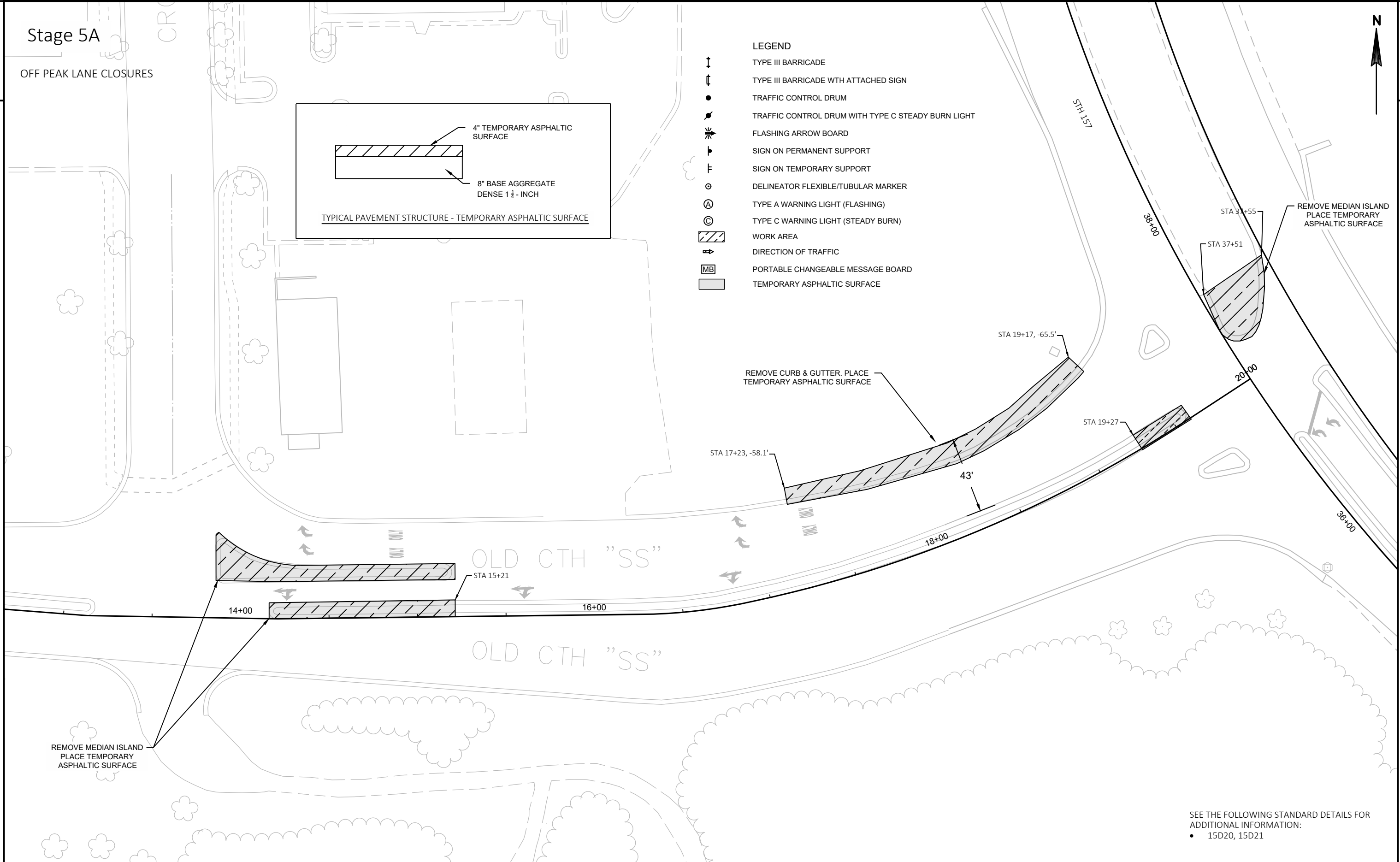
OFF PEAK LANE CLOSURES



- | LEGEND | |
|---|--|
|  | TYPE III BARRICADE |
|  | TYPE III BARRICADE WITH 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 |

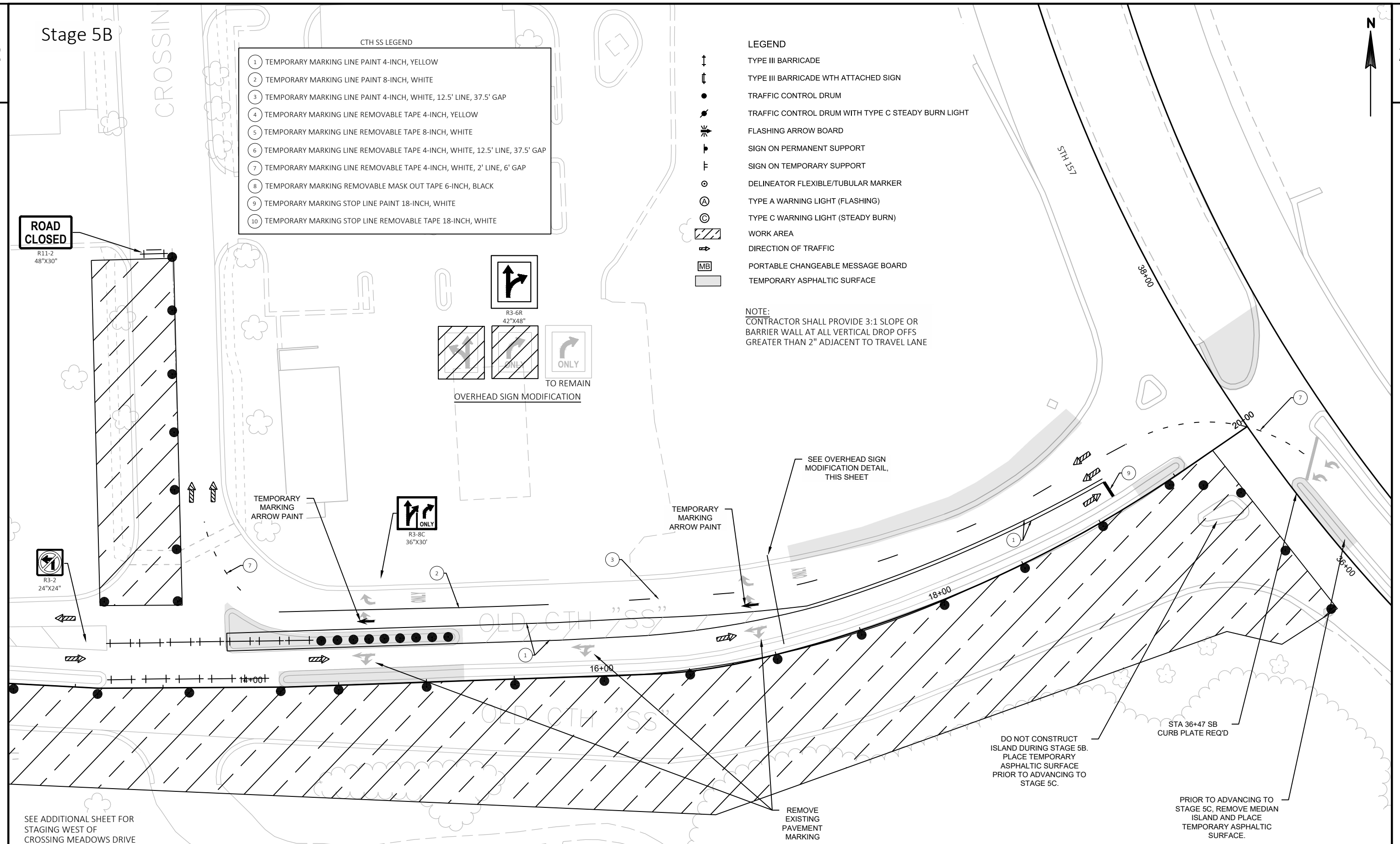


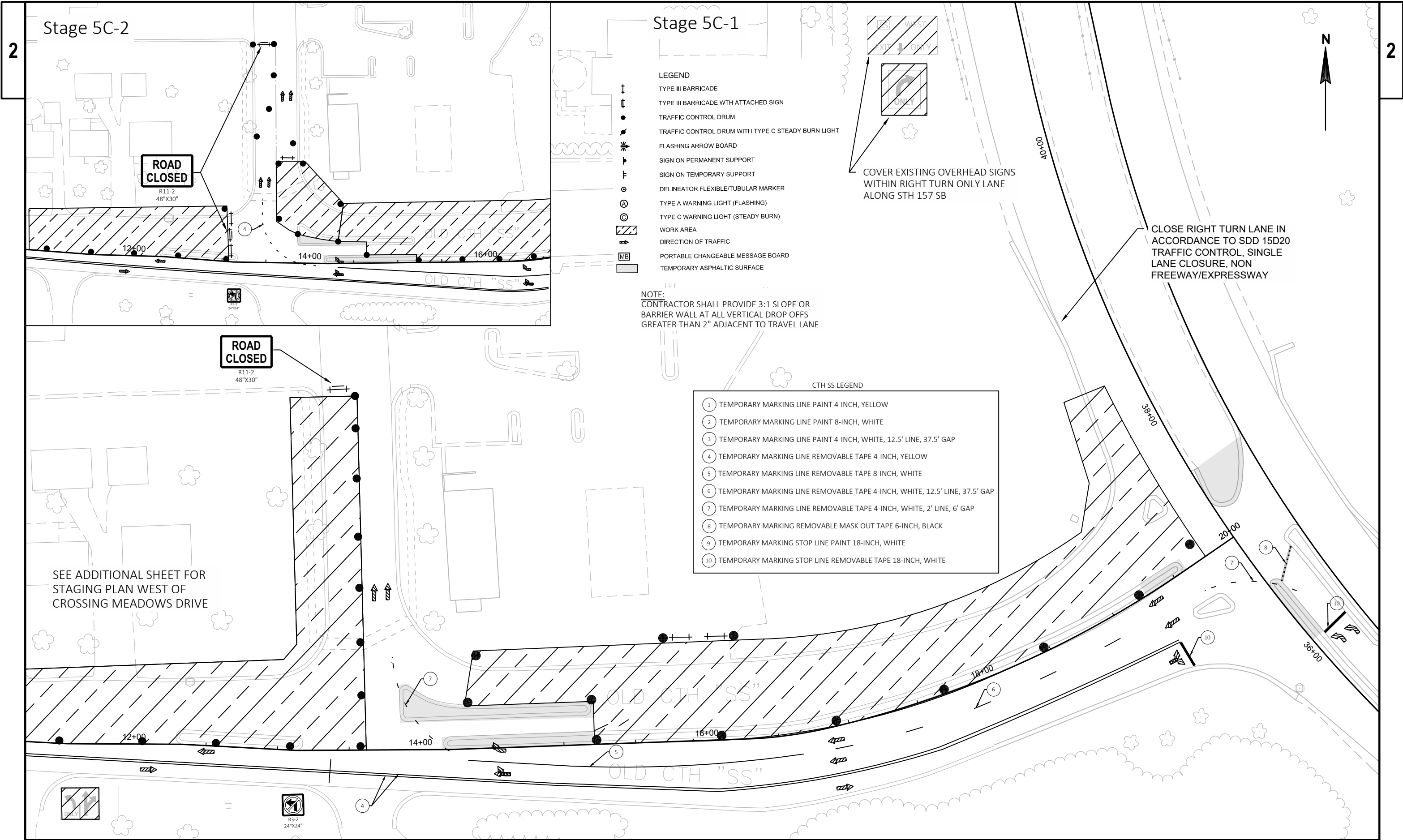
2

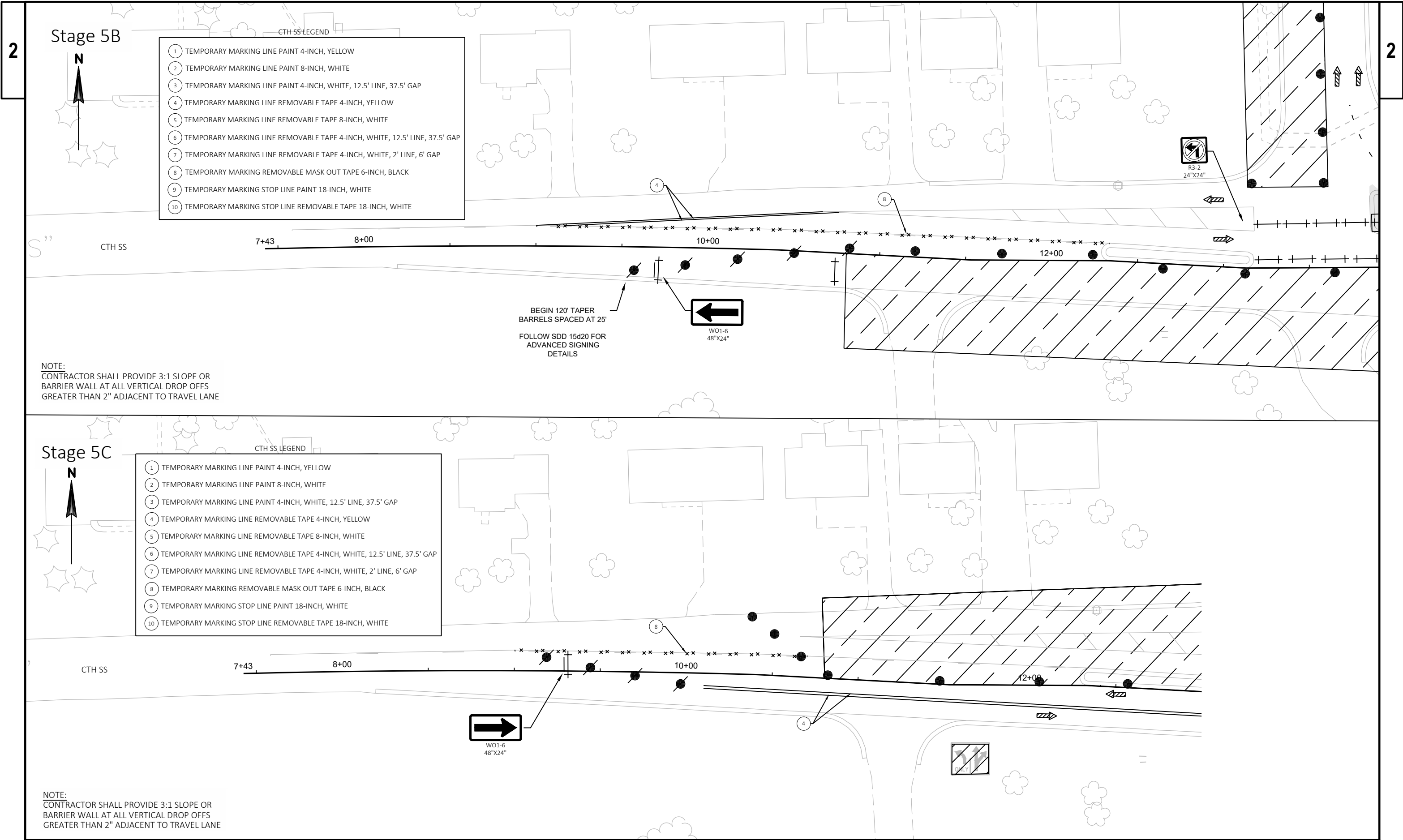


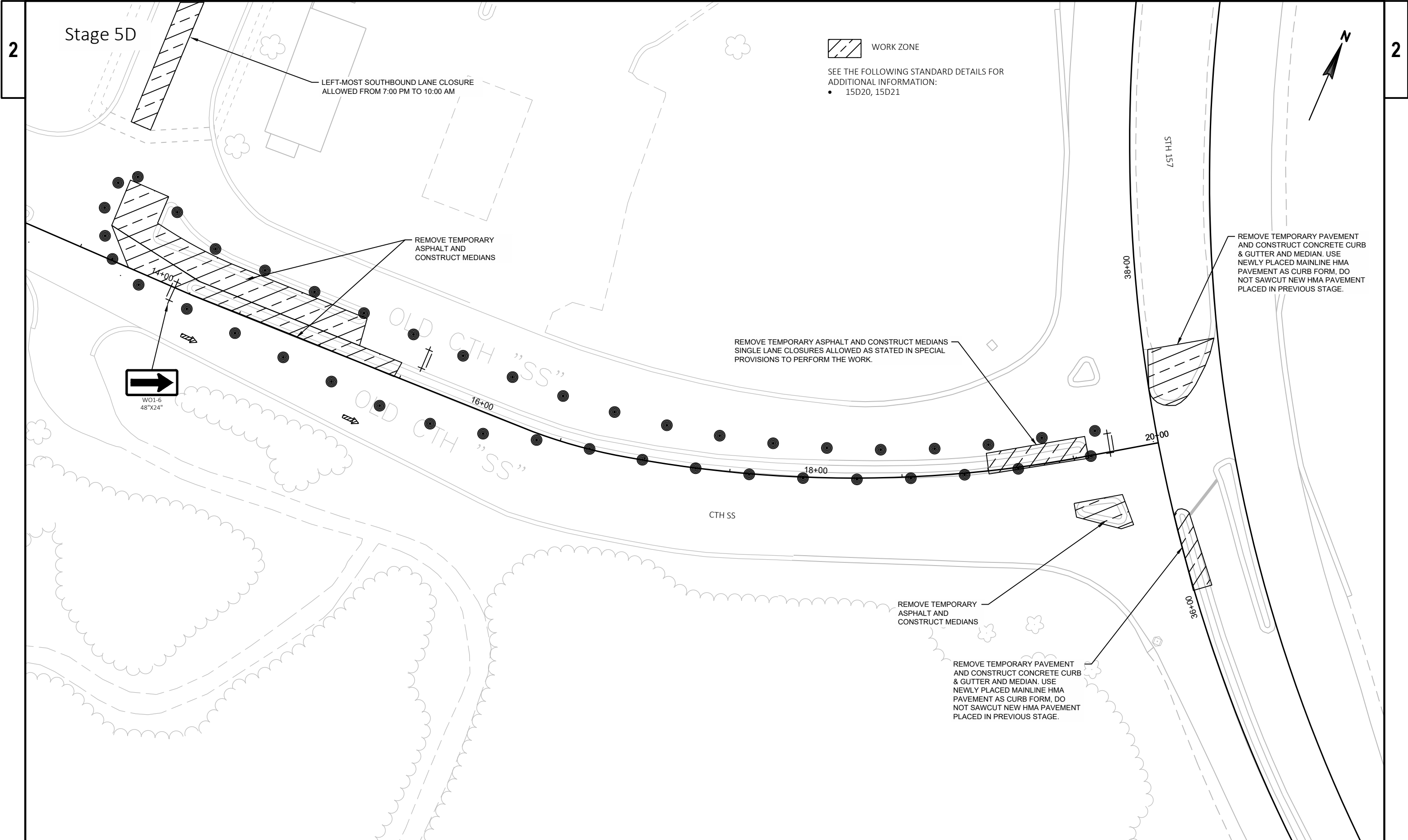
SEE THE FOLLOWING STANDARD DETAILS FOR
ADDITIONAL INFORMATION:

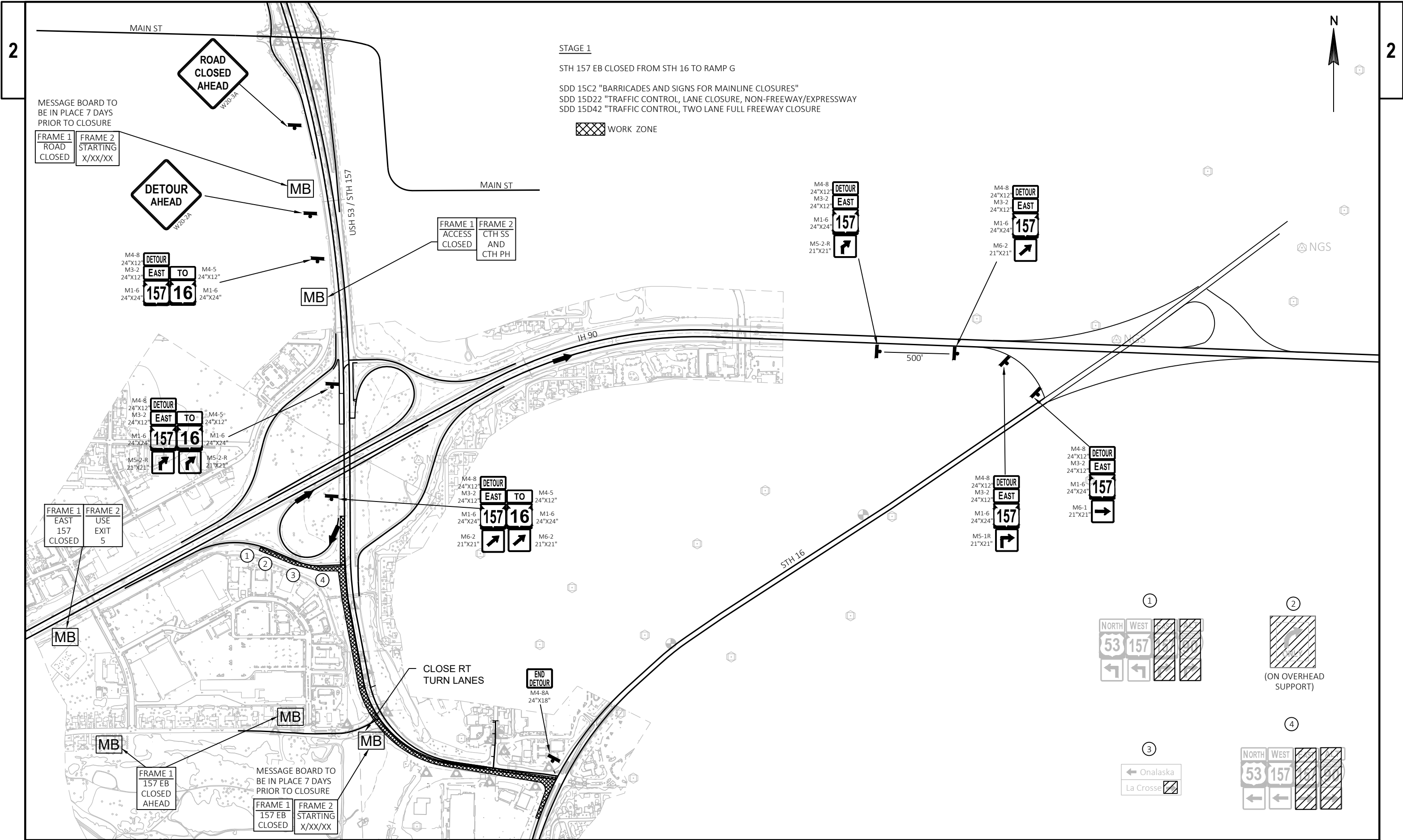
- 15D20, 15D21

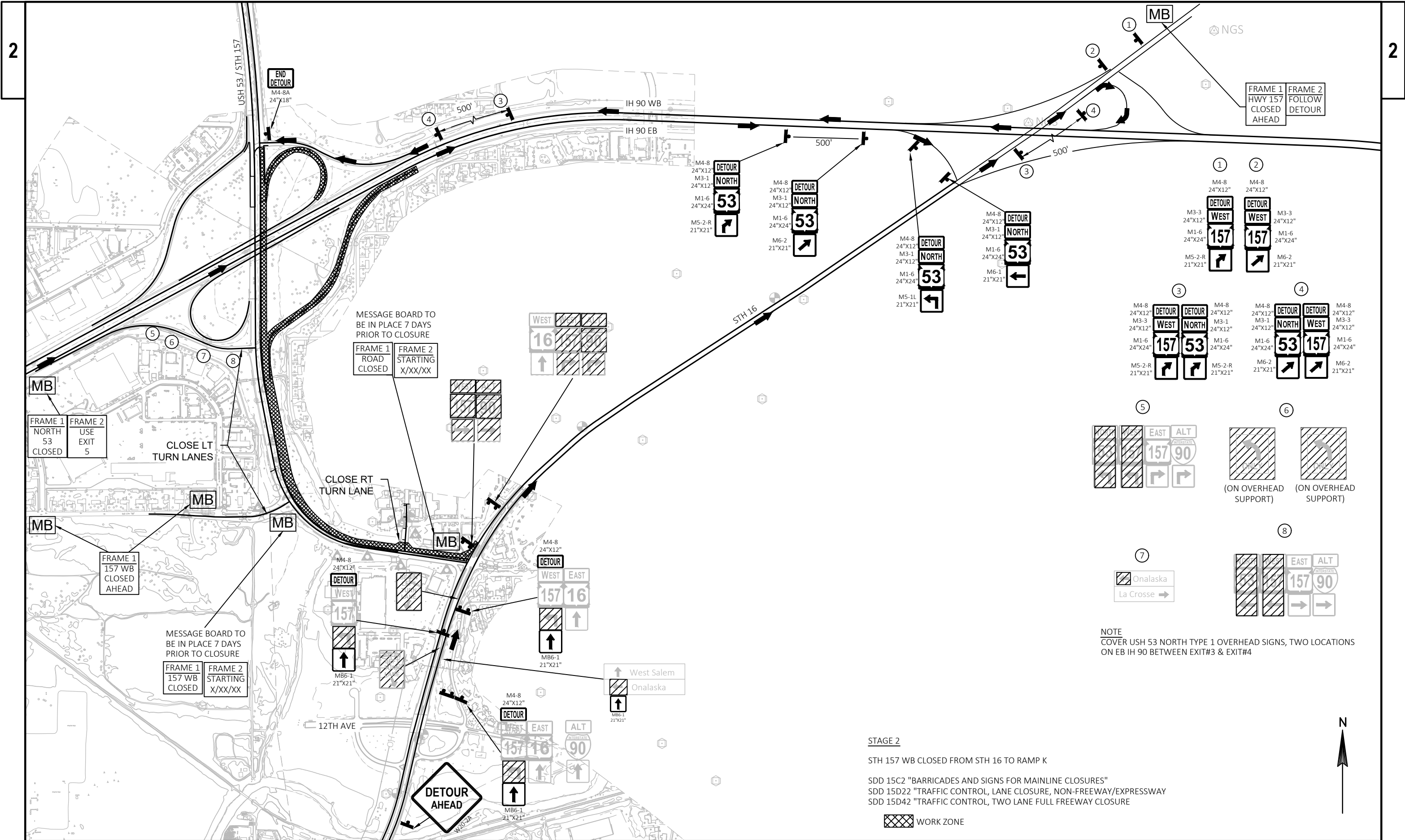












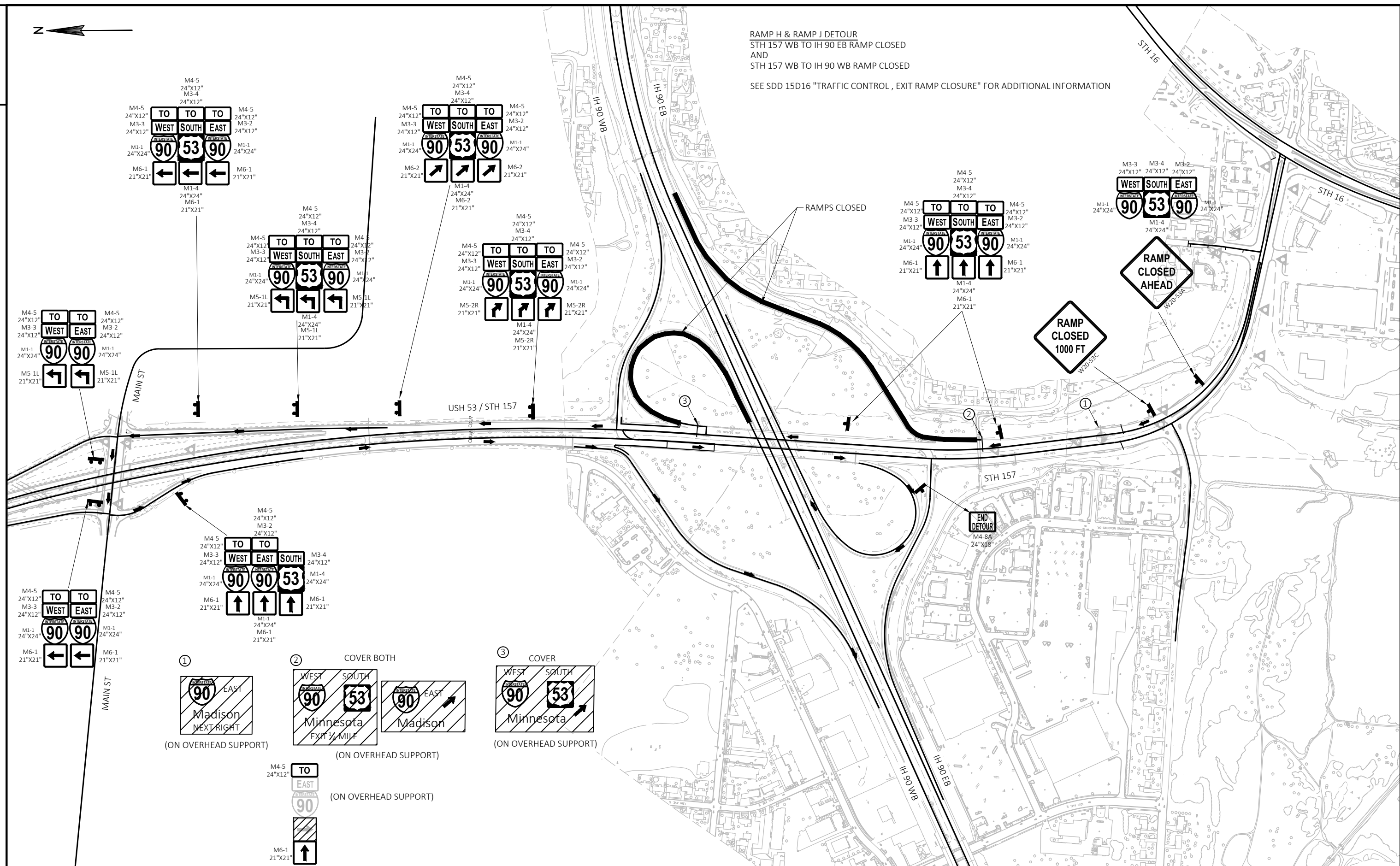
NOTE
COVER USH 53 NORTH TYPE 1 OVERHEAD SIGNS, TWO LOCATIONS
ON EB IH 90 BETWEEN EXIT#3 & EXIT#4

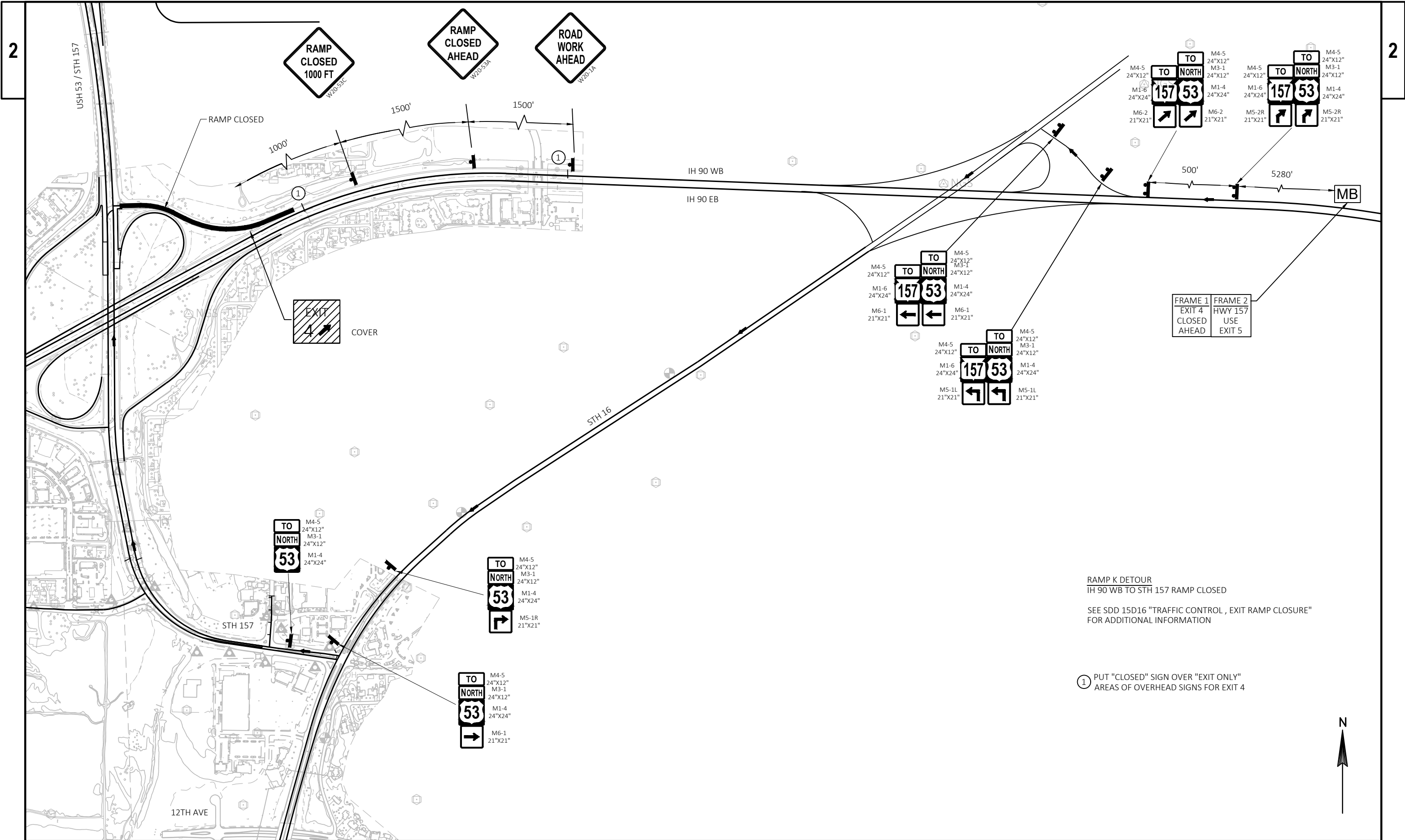
STAGE 2

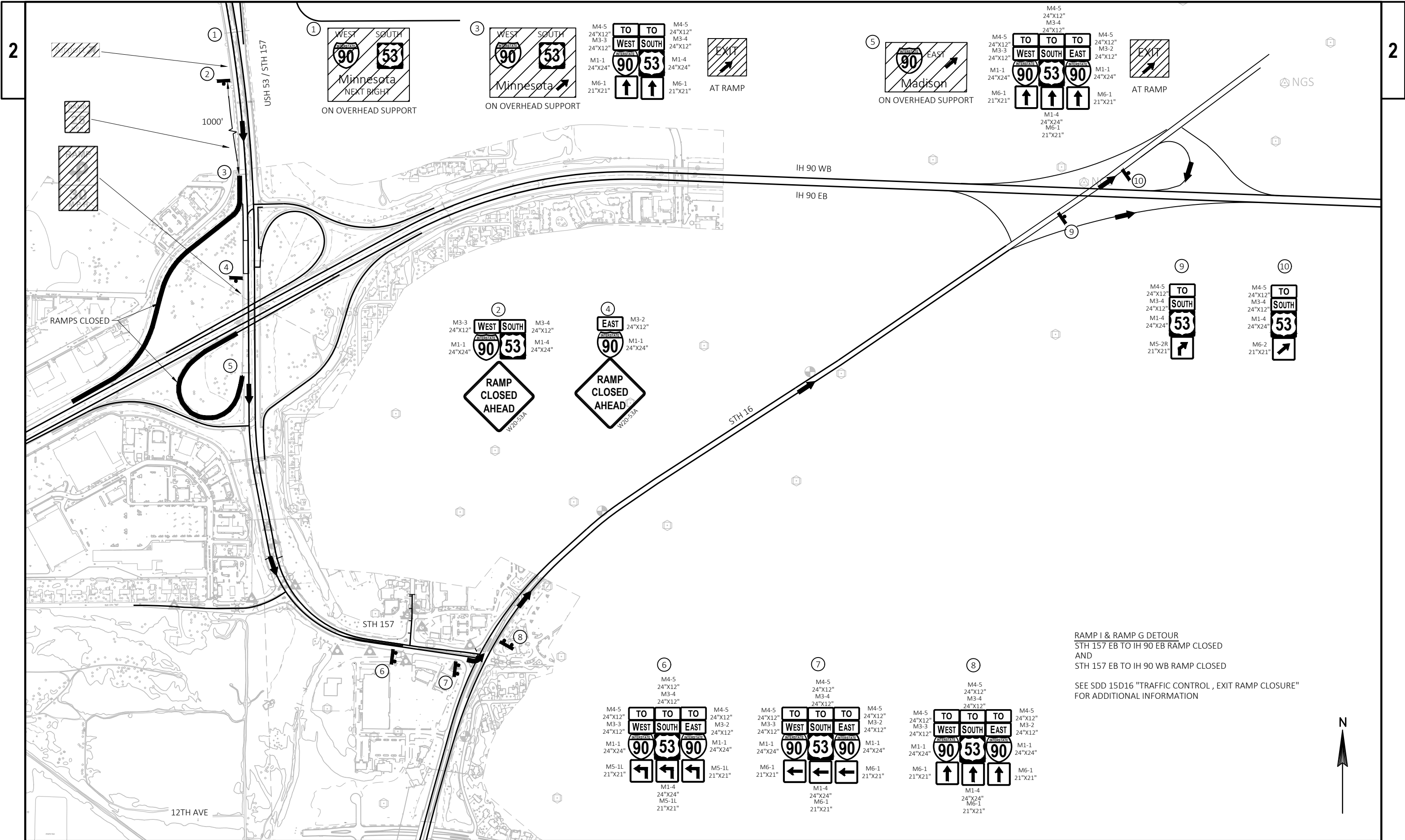
STH 157 WB CLOSED FROM STH 16 TO RAMP K

SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
SDD 15D22 "TRAFFIC CONTROL, LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"
SDD 15D42 "TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE"

WORK ZONE

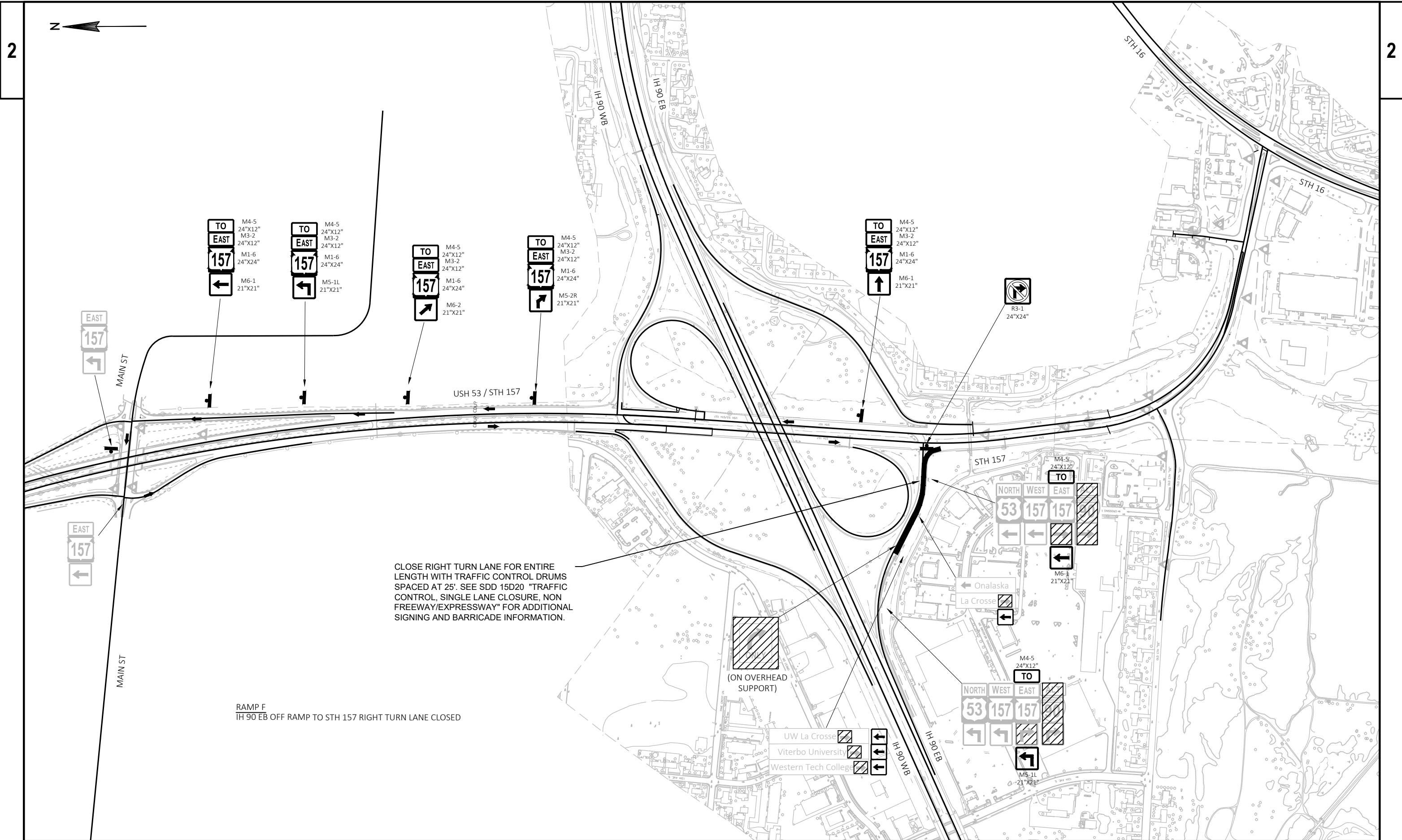


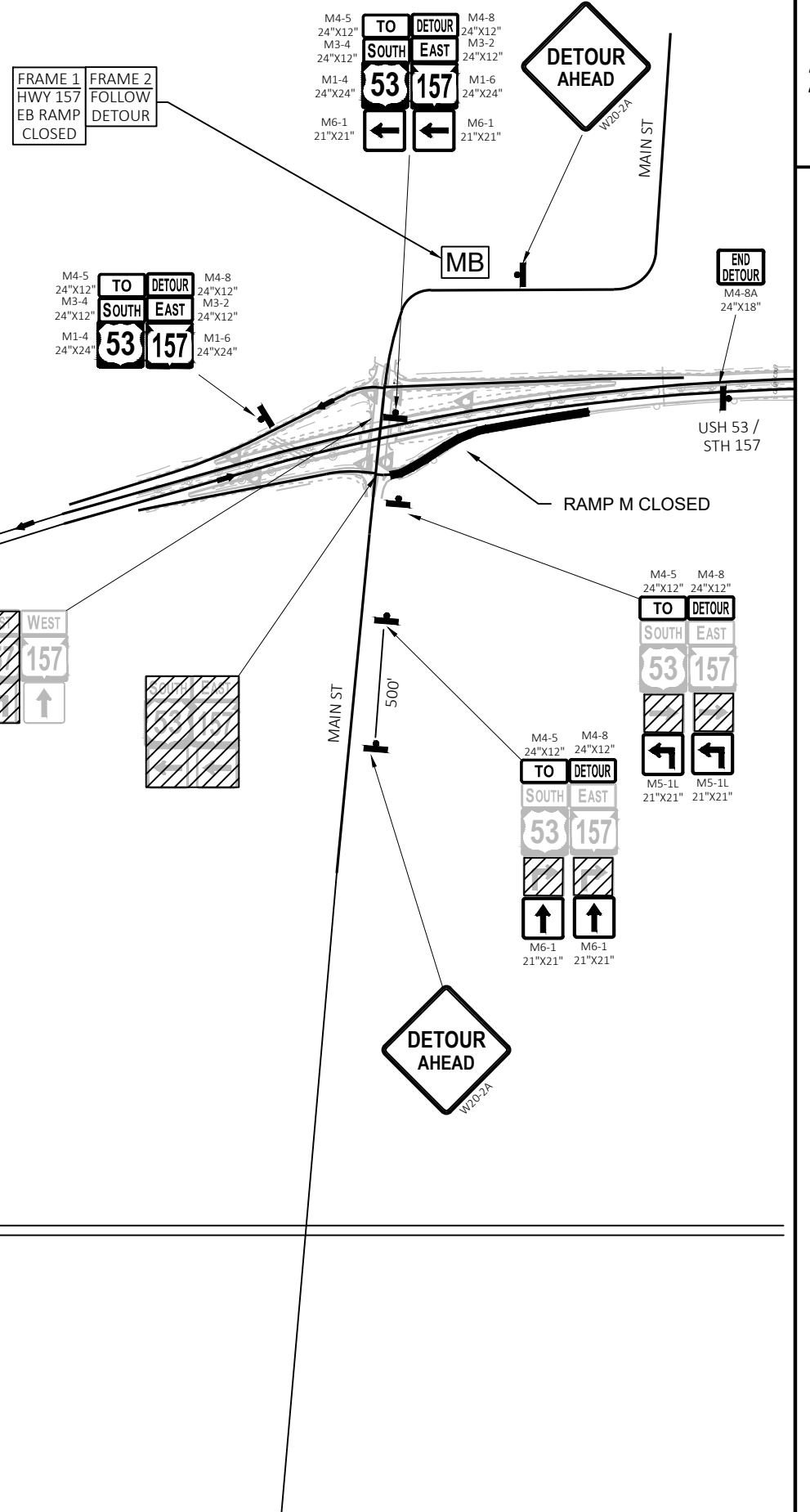
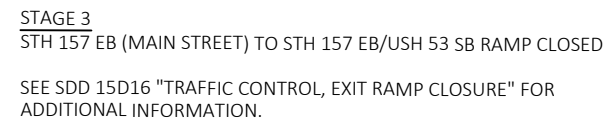


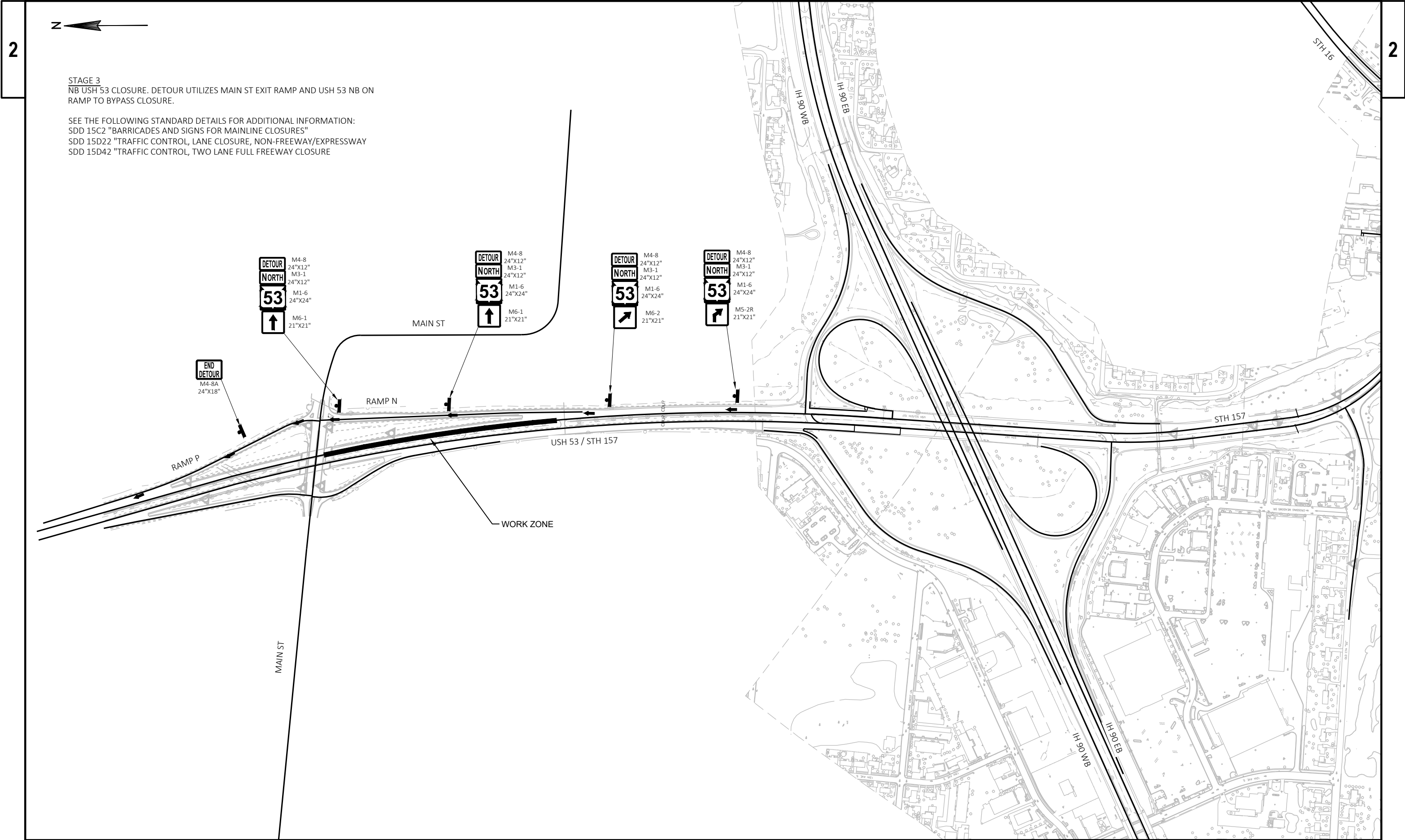


RAMP I & RAMP G DETOUR
STH 157 EB TO IH 90 EB RAMP CLOSED
AND
STH 157 EB TO IH 90 WB RAMP CLOSED

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





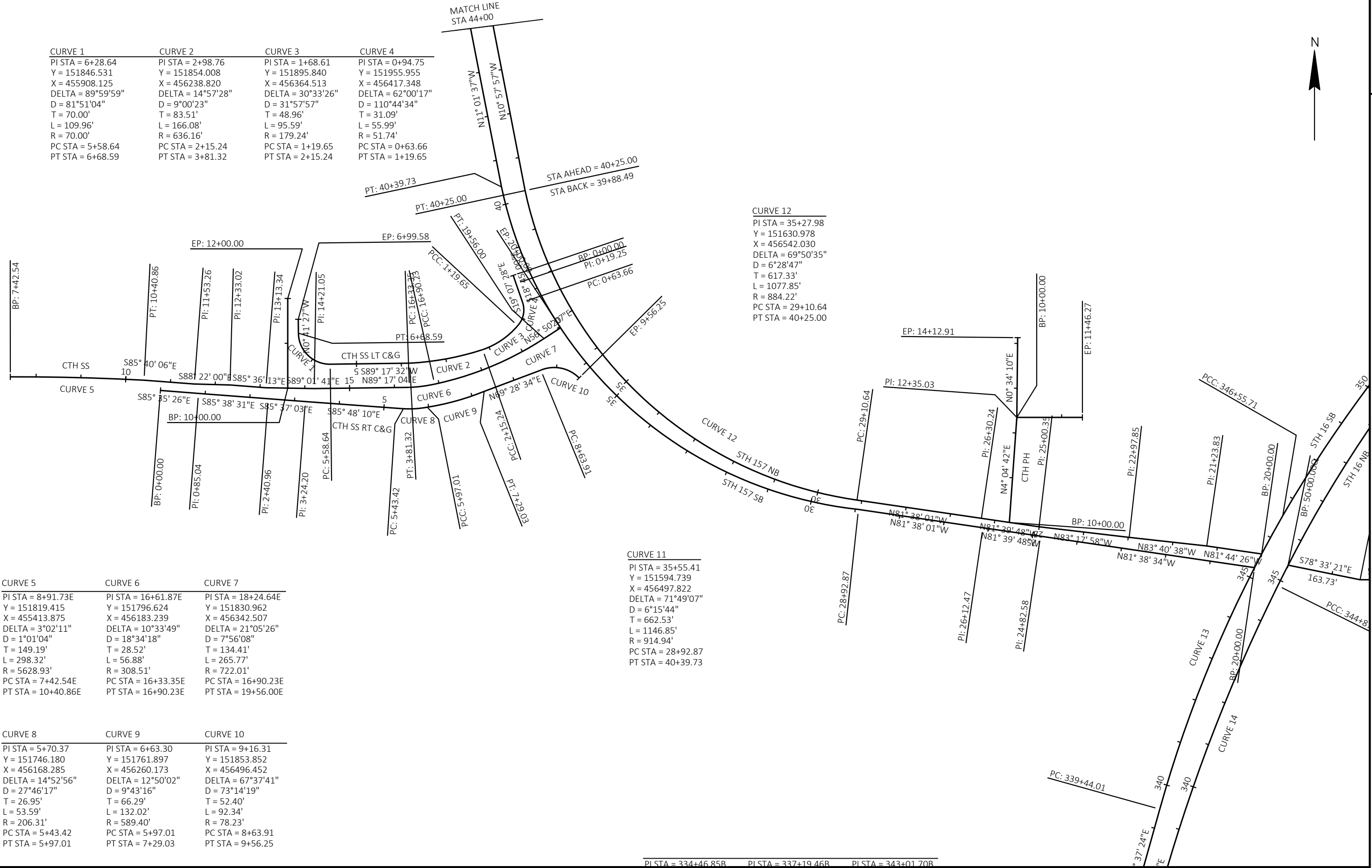


STAGE 3
NB USH 53 CLOSURE. DETOUR UTILIZES MAIN ST EXIT RAMP AND USH 53 NB ON RAMP TO BYPASS CLOSURE.

SEE THE FOLLOWING STANDARD DETAILS FOR ADDITIONAL INFORMATION:
SDD 15C2 "BARRICADES AND SIGNS FOR MAINLINE CLOSURES"
SDD 15D22 "TRAFFIC CONTROL, LANE CLOSURE, NON-FREEWAY/EXPRESSWAY"
SDD 15D42 "TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE"



CURVE 1	CURVE 2	CURVE 3	CURVE 4
PI STA = 6+28.64	PI STA = 2+98.76	PI STA = 1+68.61	PI STA = 0+94.75
Y = 151846.531	Y = 151854.008	Y = 151895.840	Y = 151955.955
X = 455908.125	X = 456238.820	X = 456364.513	X = 456417.348
DELTA = 89°59'59"	DELTA = 14°57'28"	DELTA = 30°33'26"	DELTA = 62°00'17"
D = 81°51'04"	D = 9°00'23"	D = 31°57'57"	D = 110°44'34"
T = 70.00'	T = 83.51'	T = 48.96'	T = 31.09'
L = 109.96'	L = 166.08'	L = 95.59'	L = 55.99'
R = 70.00'	R = 636.16'	R = 179.24'	R = 51.74'
PC STA = 5+58.64	PC STA = 2+15.24	PC STA = 1+19.65	PC STA = 0+63.66
PT STA = 6+68.59	PT STA = 3+81.32	PT STA = 2+15.24	PT STA = 1+19.65



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

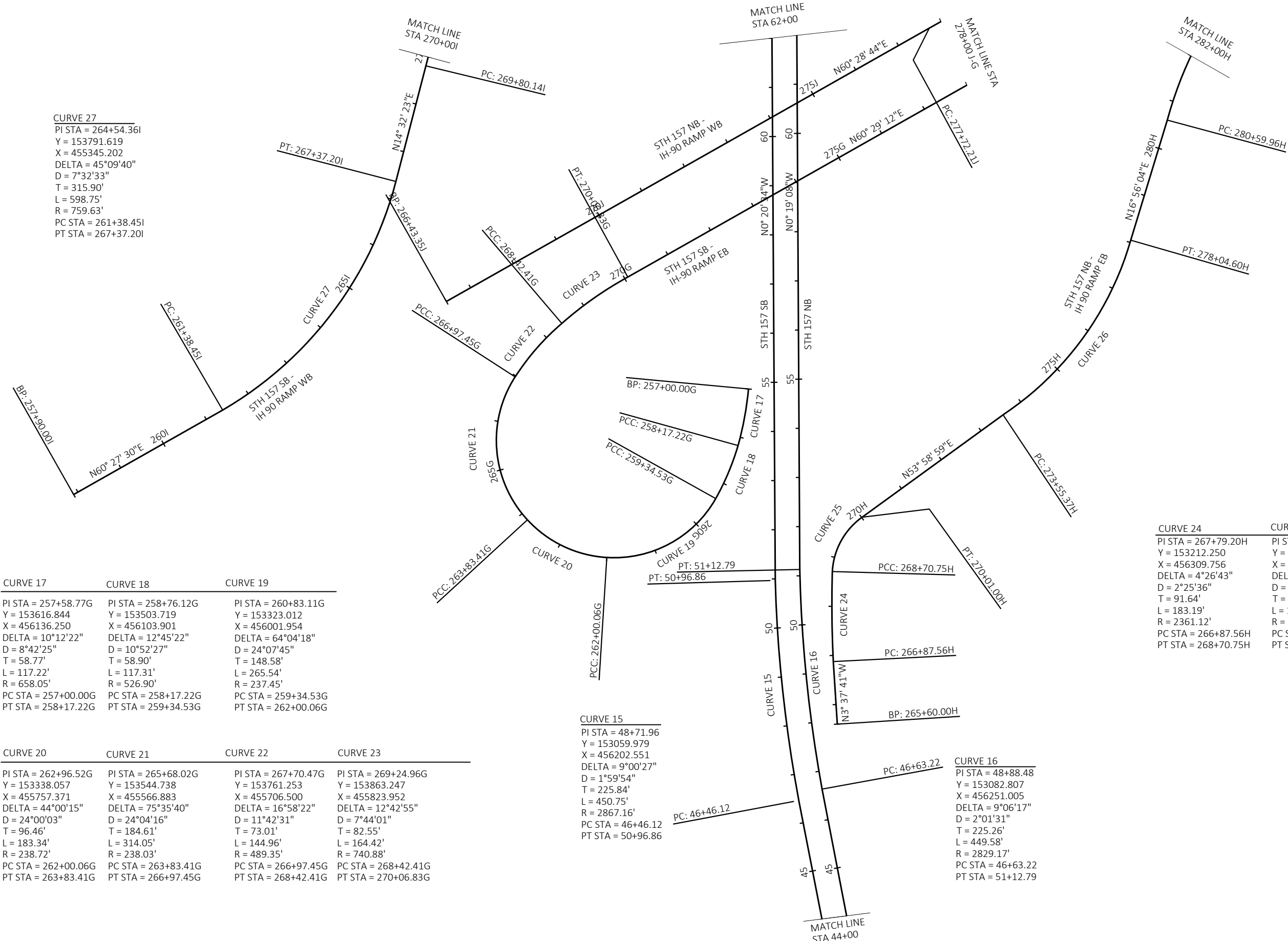
CURVE 5	CURVE 6	CURVE 7
PI STA = 8+91.73E	PI STA = 16+61.87E	PI STA = 18+24.64E
Y = 151819.415	Y = 151796.624	Y = 151830.962
X = 455413.875	X = 456183.239	X = 456342.507
DELTA = 3°02'11"	DELTA = 10°33'49"	DELTA = 21°05'26"
D = 1°01'04"	D = 18°34'18"	D = 7°56'08"
T = 149.19'	T = 28.52'	T = 134.41'
L = 298.32'	L = 56.88'	L = 265.77'
R = 5628.93'	R = 308.51'	R = 722.01'
PC STA = 7+42.54E	PC STA = 16+33.35E	PC STA = 16+90.23E
PT STA = 10+40.86E	PT STA = 16+90.23E	PT STA = 19+56.00E

CURVE 8	CURVE 9	CURVE 10
PI STA = 5+70.37	PI STA = 6+63.30	PI STA = 9+16.31
Y = 151746.180	Y = 151761.897	Y = 151853.852
X = 456168.285	X = 456260.173	X = 456496.452
DELTA = 14°52'56"	DELTA = 12°50'02"	DELTA = 67°37'41"
D = 27°46'17"	D = 9°43'16"	D = 73°14'19"
T = 26.95'	T = 66.29'	T = 52.40'
L = 53.59'	L = 132.02'	L = 92.34'
R = 206.31'	R = 589.40'	R = 78.23'
PC STA = 5+43.42	PC STA = 5+97.01	PC STA = 8+63.91
PT STA = 5+97.01	PT STA = 7+29.03	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

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

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

CURVE 20	CURVE 21	CURVE 22	CURVE 23
PI STA = 262+96.52G Y = 153338.057 X = 455757.371 DELTA = 44°00'15" D = 24°00'03" T = 96.46' L = 183.34' R = 238.72' PC STA = 262+00.06G PT STA = 263+83.41G	PI STA = 265+68.02G Y = 153544.738 X = 455566.883 DELTA = 75°35'40" D = 24°04'16" T = 184.61' L = 314.05' R = 238.03' PC STA = 263+83.41G PT STA = 266+97.45G	PI STA = 267+70.47G Y = 153761.253 X = 455706.500 DELTA = 16°58'22" D = 11°42'31" T = 73.01' L = 144.96' R = 489.35' PC STA = 266+97.45G PT STA = 268+42.41G	PI STA = 269+24.96G Y = 153863.247 X = 455823.952 DELTA = 12°42'55" D = 7°44'01" T = 82.55' L = 164.42' R = 740.88' PC 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 Y = 153212.250 X = 456309.756 DELTA = 4°26'43" D = 2°25'36" T = 91.64' L = 183.19' R = 2361.12' PC STA = 266+87.56H PT STA = 268+70.75H	PI STA = 269+40.58H Y = 153373.576 X = 456316.166 DELTA = 51°09'52" D = 39°16'54" T = 69.83' L = 130.25' R = 145.86' PC STA = 268+70.75H PT STA = 270+01.00H	PI STA = 275+89.69H Y = 153752.732 X = 456854.438 DELTA = 40°13'59" D = 8°57'21" T = 234.33' L = 449.24' R = 639.76' PC STA = 273+55.37H PT STA = 278+04.60H



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

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

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

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

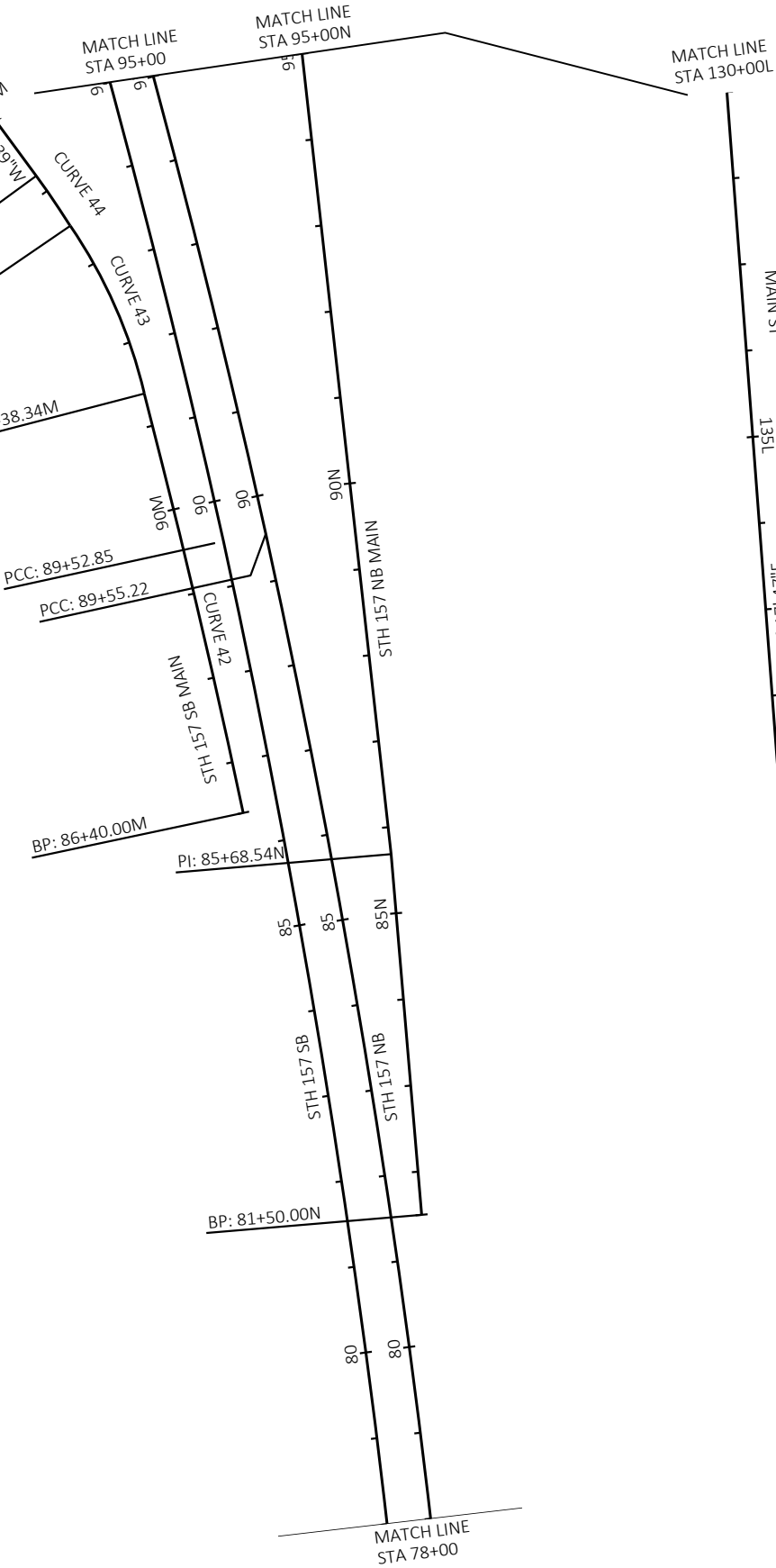
SHEET

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



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

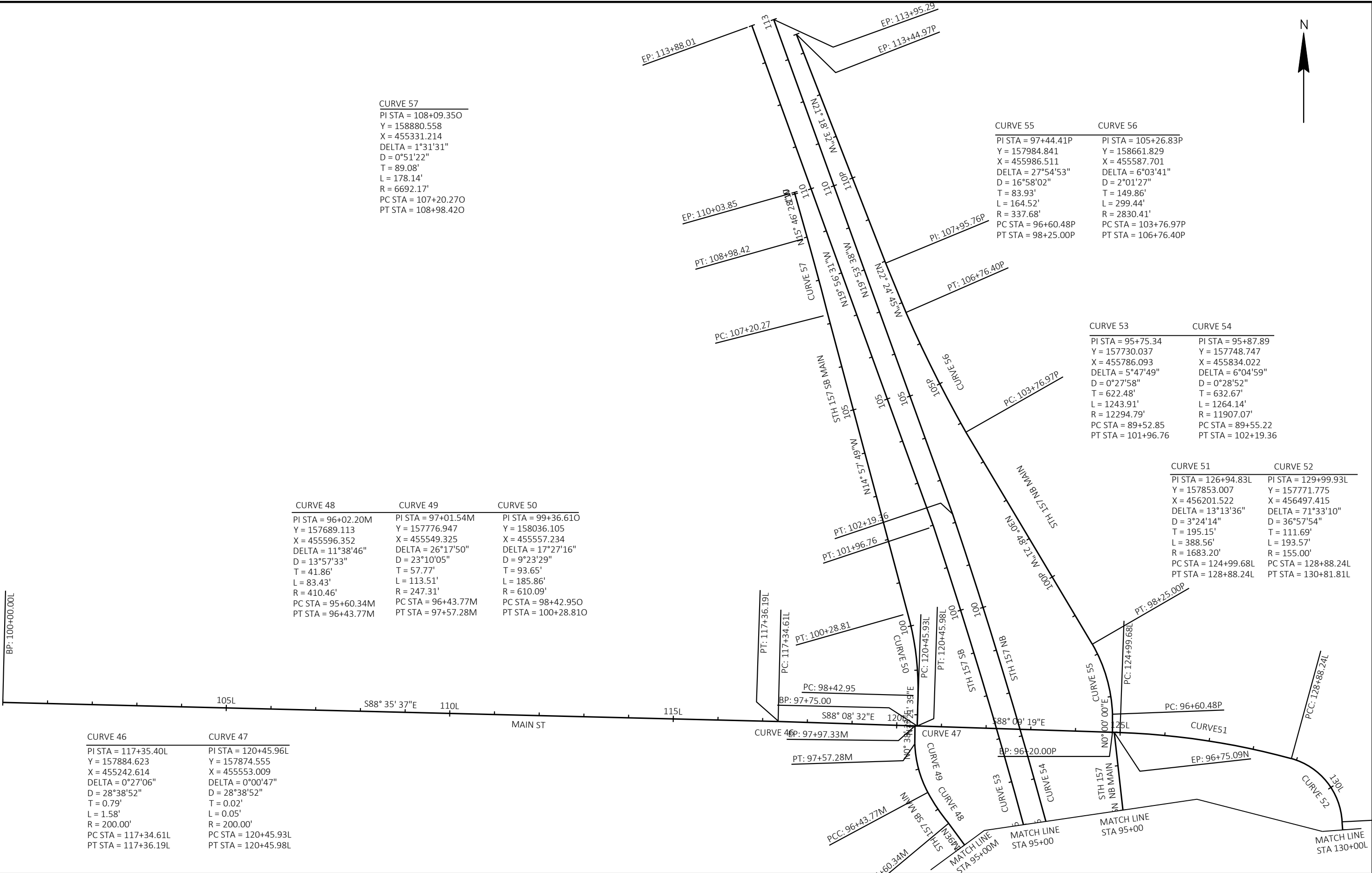
CURVE 55	CURVE 56
PI STA = 97+44.41P	PI STA = 105+26.83P
Y = 157984.841	Y = 158661.829
X = 455986.511	X = 455587.701
DELTA = 27°54'53"	DELTA = 6°03'41"
D = 16°58'02"	D = 2°01'27"
T = 83.93'	T = 149.86'
L = 164.52'	L = 299.44'
R = 337.68'	R = 2830.41'
PC STA = 96+60.48P	PC STA = 103+76.97P
PT STA = 98+25.00P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

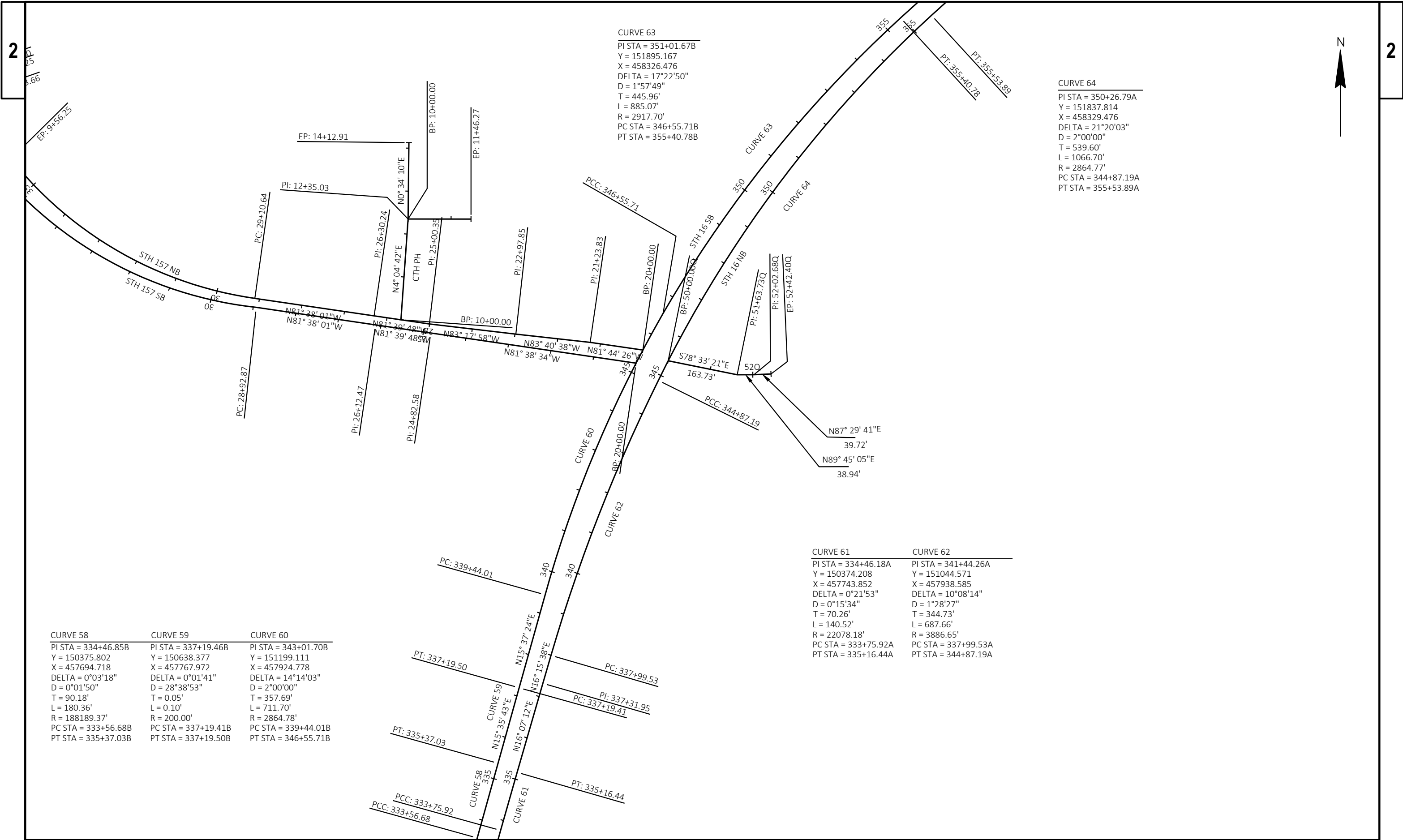
CURVE 53	CURVE 54
PI STA = 95+75.34	PI STA = 95+87.89
Y = 157730.037	Y = 157748.747
X = 455786.093	X = 455834.022
DELTA = 5°47'49"	DELTA = 6°04'59"
D = 0°27'58"	D = 0°28'52"
T = 622.48'	T = 632.67'
L = 1243.91'	L = 1264.14'
R = 12294.79'	R = 11907.07'
PC STA = 89+52.85	PC STA = 89+55.22
PT STA = 101+96.76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



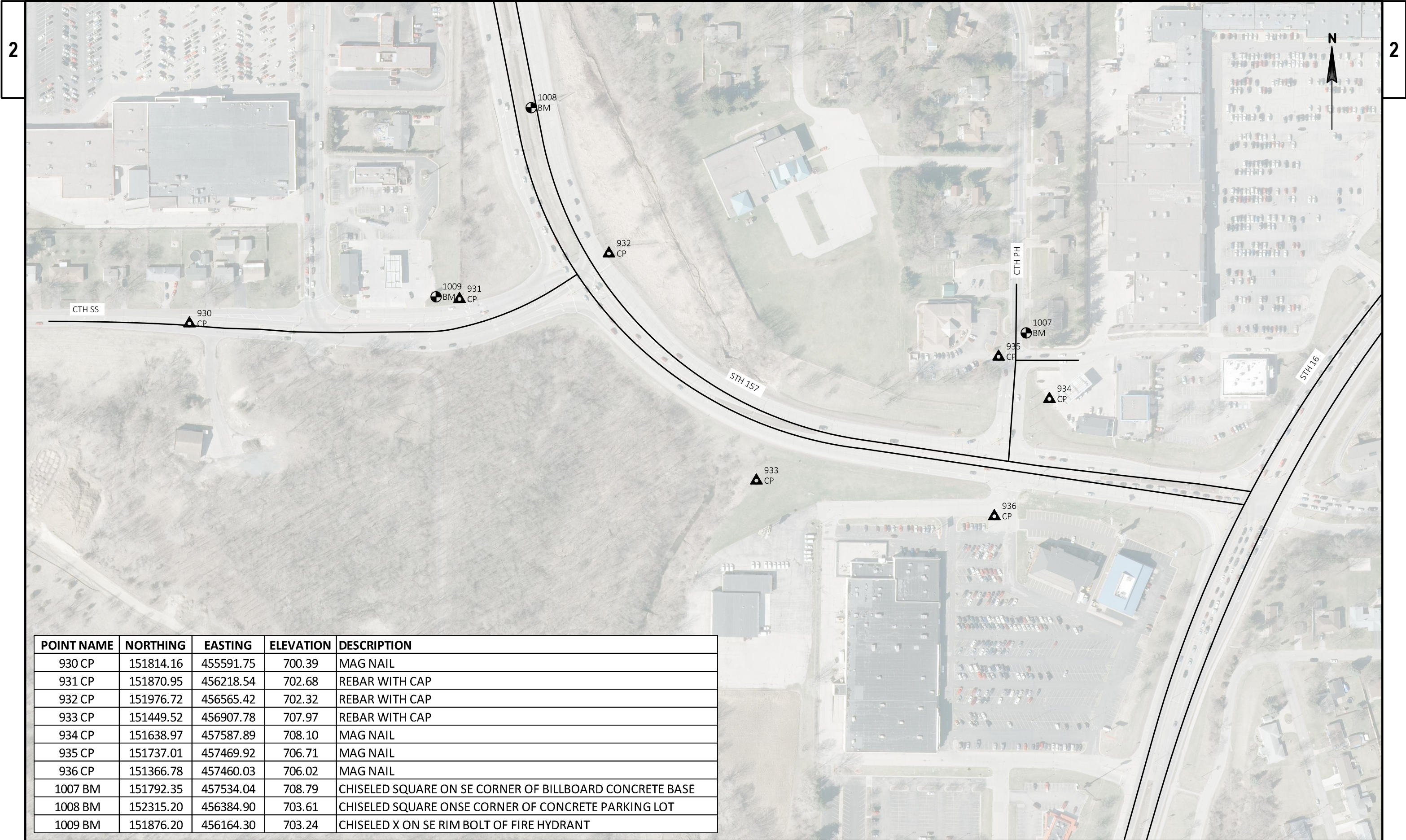


CURVE 58	CURVE 59	CURVE 60
PI STA = 334+46.85B	PI STA = 337+19.46B	PI STA = 343+01.70B
Y = 150375.802	Y = 150638.377	Y = 151199.111
X = 457694.718	X = 457767.972	X = 457924.778
DELTA = 0°03'18"	DELTA = 0°01'41"	DELTA = 14°14'03"
D = 0°01'50"	D = 28°38'53"	D = 2°00'00"
T = 90.18'	T = 0.05'	T = 357.69'
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 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 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 ONS E CORNER OF CONCRETE PARKING LOT
1009 BM	151876.20	456164.30	703.24	CHISELED X ON SE RIM BOLT OF FIRE HYDRANT

Estimate Of Quantities

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0002	108.3100.S	Incentive/Disincentive for Interim Completion of Work	CD	8.000	8.000
0004	204.0100	Removing Pavement	SY	67.000	67.000
0006	204.0105	Removing Pavement Butt Joints	SY	6,052.000	6,052.000
0008	204.0109.S	Removing Concrete Surface Partial Depth	SF	529,879.000	529,879.000
0010	204.0110	Removing Asphaltic Surface	SY	1,868.000	1,868.000
0012	204.0115	Removing Asphaltic Surface Butt Joints	SY	37.000	37.000
0014	204.0120	Removing Asphaltic Surface Milling	SY	25,668.000	25,668.000
0016	204.0150	Removing Curb & Gutter	LF	5,136.000	5,136.000
0018	204.0155	Removing Concrete Sidewalk	SY	441.000	441.000
0020	204.0165	Removing Guardrail	LF	1,227.000	1,227.000
0022	204.0180	Removing Delineators and Markers	EACH	6.000	6.000
0024	204.0185	Removing Masonry	CY	86.000	86.000
0026	204.0195	Removing Concrete Bases	EACH	40.000	40.000
0028	205.0100	Excavation Common	CY	4,910.000	4,910.000
0030	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 1070-04-75	LS	1.000	1.000
0032	213.0100	Finishing Roadway (project) 01. 1070-04-75	EACH	1.000	1.000
0034	305.0110	Base Aggregate Dense 3/4-Inch	TON	158.000	158.000
0036	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	4,661.000	4,661.000
0038	305.0500	Shaping Shoulders	STA	63.000	63.000
0040	390.0403	Base Patching Concrete Shes	SY	6,462.000	6,462.000
0042	415.0085	Concrete Pavement 8 1/2-Inch	SY	9,677.000	9,677.000
0044	415.5110.S	Concrete Pavement Joint Layout 01. CTH PH	LS	1.000	1.000
0046	415.5110.S	Concrete Pavement Joint Layout 02. CTH SS & Crossing Meadows Dr	LS	1.000	1.000
0048	415.5110.S	Concrete Pavement Joint Layout 03. CTH SS & STH 157	LS	1.000	1.000
0050	416.0160	Concrete Driveway 6-Inch	SY	110.000	110.000
0052	416.0610	Drilled Tie Bars	EACH	338.000	338.000
0054	416.0620	Drilled Dowel Bars	EACH	855.000	855.000
0056	416.1710	Concrete Pavement Repair	SY	255.000	255.000
0058	416.1720	Concrete Pavement Replacement	SY	55.000	55.000
0060	416.1725	Concrete Pavement Replacement SHES	SY	2,595.000	2,595.000
0062	455.0605	Tack Coat	GAL	6,270.000	6,270.000
0064	460.2000	Incentive Density HMA Pavement	DOL	5,780.000	5,780.000
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

Estimate Of Quantities

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	4,568.000	4,568.000
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	4,568.000	4,568.000
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	12.000	12.000
0126	630.0140	Seeding Mixture No. 40	LB	92.000	92.000
0128	630.0200	Seeding Temporary	LB	138.000	138.000
0130	630.0500	Seed Water	MGAL	118.000	118.000
0132	633.5400	Markers Median	EACH	6.000	6.000
0134	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	15.000	15.000
0136	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	63.000	63.000
0138	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	49.000	49.000
0140	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	20.000	20.000
0142	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	2.000	2.000
0144	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	2.000	2.000
0146	637.2210	Signs Type II Reflective H	SF	1,435.700	1,435.700
0148	637.2215	Signs Type II Reflective H Folding	SF	307.100	307.100
0150	637.2230	Signs Type II Reflective F	SF	211.630	211.630
0152	638.2602	Removing Signs Type II	EACH	182.000	182.000

Estimate Of Quantities

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0154	638.3000	Removing Small Sign Supports	EACH	120.000	120.000
0156	638.3150	Removing Overhead Sign Supports Cantilever (structure) 01. 17+31E	EACH	1.000	1.000
0158	638.3150	Removing Overhead Sign Supports Cantilever (structure) 02. 17+33E	EACH	1.000	1.000
0160	641.8100	Overhead Sign Support (structure) 01. S-32-69	LS	1.000	1.000
0162	641.8100	Overhead Sign Support (structure) 02. S-32-70	LS	1.000	1.000
0164	641.8100	Overhead Sign Support (structure) 03. S-32-71	LS	1.000	1.000
0166	642.5001	Field Office Type B	EACH	1.000	1.000
0168	643.0300	Traffic Control Drums	DAY	19,818.000	19,818.000
0170	643.0410	Traffic Control Barricades Type II	DAY	228.000	228.000
0172	643.0420	Traffic Control Barricades Type III	DAY	2,780.000	2,780.000
0174	643.0705	Traffic Control Warning Lights Type A	DAY	3,198.000	3,198.000
0176	643.0715	Traffic Control Warning Lights Type C	DAY	1,690.000	1,690.000
0178	643.0800	Traffic Control Arrow Boards	DAY	205.000	205.000
0180	643.0900	Traffic Control Signs	DAY	4,812.000	4,812.000
0182	643.0910	Traffic Control Covering Signs Type I	EACH	43.000	43.000
0184	643.0920	Traffic Control Covering Signs Type II	EACH	398.000	398.000
0186	643.1000	Traffic Control Signs Fixed Message	SF	10.000	10.000
0188	643.1050	Traffic Control Signs PCMS	DAY	34.000	34.000
0190	643.5000	Traffic Control	EACH	1.000	1.000
0192	644.1420	Temporary Pedestrian Surface Plywood	SF	1,896.000	1,896.000
0194	644.1601	Temporary Pedestrian Curb Ramp	DAY	84.000	84.000
0196	644.1810	Temporary Pedestrian Barricade	LF	368.000	368.000
0198	646.1020	Marking Line Epoxy 4-Inch	LF	685.000	685.000
0200	646.1040	Marking Line Grooved Wet Ref Epoxy 4-Inch	LF	54,209.000	54,209.000
0202	646.1041.S	Marking Replace Line Wet Reflective Epoxy 4-Inch	LF	751.000	751.000
0204	646.3040	Marking Line Grooved Wet Ref Epoxy 8-Inch	LF	15,708.000	15,708.000
0206	646.3041.S	Marking Replace Line Wet Reflective Epoxy 8-Inch	LF	97.000	97.000
0208	646.4505	Marking Line Same Day Paint 4-Inch	LF	6,053.000	6,053.000
0210	646.4605	Marking Line Same Day Paint 8-Inch	LF	14,072.000	14,072.000
0212	646.5020	Marking Arrow Epoxy	EACH	75.000	75.000
0214	646.5120	Marking Word Epoxy	EACH	31.000	31.000
0216	646.6120	Marking Stop Line Epoxy 18-Inch	LF	840.000	840.000
0218	646.7120	Marking Diagonal Epoxy 12-Inch	LF	571.000	571.000
0220	646.7220	Marking Chevron Epoxy 24-Inch	LF	420.000	420.000
0222	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	524.000	524.000
0224	646.8120	Marking Curb Epoxy	LF	824.000	824.000
0226	646.8220	Marking Island Nose Epoxy	EACH	12.000	12.000
0228	646.9300	Marking Removal Special Marking	EACH	9.000	9.000

Estimate Of Quantities

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0230	649.0105	Temporary Marking Line Paint 4-Inch	LF	2,810.000	2,810.000
0232	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	3,304.000	3,304.000
0234	649.0205	Temporary Marking Line Paint 8-Inch	LF	7,291.000	7,291.000
0236	649.0250	Temporary Marking Line Removable Tape 8-Inch	LF	790.000	790.000
0238	649.0505	Temporary Marking Arrow Paint	EACH	14.000	14.000
0240	649.0805	Temporary Marking Stop Line Paint 18-Inch	LF	10.000	10.000
0242	649.0850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	80.000	80.000
0244	649.0960	Temporary Marking Removable Mask Out Tape 6-Inch	LF	799.000	799.000
0246	650.4500	Construction Staking Subgrade	LF	1,060.000	1,060.000
0248	650.7000	Construction Staking Concrete Pavement	LF	1,060.000	1,060.000
0250	650.8000	Construction Staking Resurfacing Reference	LF	21,174.000	21,174.000
0252	650.8500	Construction Staking Electrical Installations (project) 01. 1070-04-75	LS	1.000	1.000
0254	650.9000	Construction Staking Curb Ramps	EACH	4.000	4.000
0256	650.9910	Construction Staking Supplemental Control (project) 01. 1070-04-75	LS	1.000	1.000
0258	650.9920	Construction Staking Slope Stakes	LF	1,933.000	1,933.000
0260	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	4,903.000	4,903.000
0262	652.0235	Conduit Rigid Nonmetallic Schedule 40 3-Inch	LF	1,699.000	1,699.000
0264	652.0615	Conduit Special 3-Inch	LF	4,894.000	4,894.000
0266	652.0800	Conduit Loop Detector	LF	1,774.000	1,774.000
0268	653.0164	Pull Boxes Non-Conductive 24x42-Inch	EACH	80.000	80.000
0270	653.0900	Adjusting Pull Boxes	EACH	11.000	11.000
0272	653.0905	Removing Pull Boxes	EACH	71.000	71.000
0274	654.0101	Concrete Bases Type 1	EACH	11.000	11.000
0276	654.0102	Concrete Bases Type 2	EACH	2.000	2.000
0278	654.0110	Concrete Bases Type 10	EACH	3.000	3.000
0280	654.0113	Concrete Bases Type 13	EACH	2.000	2.000
0282	654.0217	Concrete Control Cabinet Bases Type 9 Special	EACH	5.000	5.000
0284	655.0210	Cable Traffic Signal 3-14 AWG	LF	30.000	30.000
0286	655.0230	Cable Traffic Signal 5-14 AWG	LF	2,273.000	2,273.000
0288	655.0240	Cable Traffic Signal 7-14 AWG	LF	9,495.000	9,495.000
0290	655.0260	Cable Traffic Signal 12-14 AWG	LF	5,424.000	5,424.000
0292	655.0305	Cable Type UF 2-12 AWG Grounded	LF	6,204.000	6,204.000
0294	655.0610	Electrical Wire Lighting 12 AWG	LF	2,100.000	2,100.000
0296	655.0700	Loop Detector Lead In Cable	LF	15,470.000	15,470.000
0298	655.0800	Loop Detector Wire	LF	5,742.000	5,742.000
0300	656.0200	Electrical Service Meter Breaker Pedestal (location) 01. STH 157 & STH 16	LS	1.000	1.000
0302	656.0200	Electrical Service Meter Breaker Pedestal (location) 02. STH 157 & CTH PH	LS	1.000	1.000

Estimate Of Quantities

1070-04-75

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

Estimate Of Quantities

1070-04-75

Line	Item	Item Description	Unit	Total	Qty
0362	SPV.0060	Special 01. Concrete Bases Type 9 & 10 Special	EACH	7.000	7.000
0364	SPV.0060	Special 02. Install Type 9 Special Pole	EACH	1.000	1.000
0366	SPV.0060	Special 03. Install Type 10 Special Pole	EACH	6.000	6.000
0368	SPV.0060	Special 04. Install Type 9 & 10 Special Pole Arm 40-FT	EACH	3.000	3.000
0370	SPV.0060	Special 05. Install Type 9 & 10 Special Pole Arm 45-FT	EACH	4.000	4.000
0372	SPV.0060	Special 06. Removing Traffic Signal Unit	EACH	35.000	35.000
0374	SPV.0060	Special 07. Adjusting Concrete Bases	EACH	37.000	37.000
0376	SPV.0060	Special 08. Curb Plate	EACH	1.000	1.000
0378	SPV.0060	Special 09. Install Poles Type 10	EACH	3.000	3.000
0380	SPV.0060	Special 10. Install Poles Type 13	EACH	2.000	2.000
0382	SPV.0060	Special 11. Install Monotube Arms 30-FT	EACH	3.000	3.000
0384	SPV.0060	Special 12. Install Monotube Arms 50-FT	EACH	2.000	2.000
0386	SPV.0060	Special 13. Install Luminaire Arms Steel 12-FT	EACH	11.000	11.000
0388	SPV.0090	Special 01. Longitudinal Joint Repair	LF	1,727.000	1,727.000
0390	SPV.0090	Special 02. Concrete Curb & Gutter 30-Inch Type A SHES	LF	874.000	874.000
0392	SPV.0090	Special 03. Concrete Curb & Gutter 30-Inch Type D SHES	LF	995.000	995.000
0394	SPV.0090	Special 04. Concrete Joint & Crack Cleaning	LF	4,606.000	4,606.000
0396	SPV.0180	Special 01. Concrete Pavement SHES 9-Inch	SY	138.000	138.000

REMOVING BUTT JOINTS

				204.0105	204.0115
				REMOVING PAVEMENT BUTT JOINTS (SY)	REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)
CATEGORY	STATION -	STATION	LOCATION	(SY)	(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
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	204.0109.S	204.0110	204.0120	204.0150	204.0155	REMARKS
			REMOVING PAVEMENT (SY)	REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF)	REMOVING ASPHALTIC SURFACE (SY)	REMOVING ASPHALTIC SURFACE MILLING (SY)	REMOVING CURB & GUTTER (LF)	REMOVING CONCRETE SIDEWALK (SY)	
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	204.0109.S	204.0110	204.0120	204.0150	204.0155	REMARKS
			REMOVING PAVEMENT (SY)	REMOVING CONCRETE SURFACE PARTIAL DEPTH (SF)	REMOVING ASPHALTIC SURFACE (SY)	REMOVING ASPHALTIC SURFACE MILLING (SY)	REMOVING CURB & GUTTER (LF)	REMOVING CONCRETE SIDEWALK (SY)	
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	638.3150	204.0180	REMARKS
			REMOVING	REMOVING OVERHEAD	REMOVING	
			<u>MASONRY</u>	<u>CANTILEVER (STRUCTURE)</u>	<u>DELINEATORS</u>	
			(CY)	(EACH)	(EACH)	
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)				
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	305.0120	624.0100
				3/4-INCH (TON)	1 1/4-INCH (TON)	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	415.0085	416.0160	416.0610*	416.0620	416.1710	416.1720	416.1725	690.0250**	SPV.0180.01	SPV.0090.01	REMARKS		
			BASE PATCHING	CONCRETE	CONCRETE	DRILLED	DRILLED	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE	CONCRETE		CONCRETE	LONGITUDINAL
			CONCRETE SHES	8 1/2 -INCH	6-INCH	BARS	BARS	REPAIR	REPLACEMENT	REPLACEMENT SHES	CONCRETE	SHES 9-INCH	REPAIR			
			(SY)	(SY)	(SY)	(EACH)	(EACH)	(SY)	(SY)	(SY)	(LF)	(SY)	(LF)			
0010	43+00 NB - 48+00 NB	STH 157	281	-	-	-	-	-	-	-	2370	-	188			
	43+00 SB - 48+00 SB	STH 157	325	-	-	-	-	-	-	-	2100	-	-			
	48+00 NB - 53+75 NB	STH 157	314	-	-	-	-	-	-	-	2206	-	-			
	53+75 NB - 55+23 NB	STH 157	70	-	-	-	-	-	-	-	513	-	-			
	48+00 SB - 54+29 SB	STH 157	234	-	-	-	-	-	-	271	2298	-	-	273 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)		
	63+52 NB - 69+00 NB	STH 157	394	-	-	-	-	-	-	-	2528	-	-			
	67+64 SB - 67+88 SB	STH 157	-	-	-	-	-	-	-	32	-	-	-			
	65+65 SB - 69+00 SB	STH 157	63	-	-	-	-	-	-	-	498	-	-	26 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)		
	69+00 NB - 74+00 NB	STH 157	295	-	-	-	-	-	-	-	2254	-	91			
	69+00 SB - 74+00 SB	STH 157	298	-	-	-	-	-	-	-	2234	-	-			
	264+87 F - 271+25 F	RAMP F	7	-	-	-	-	-	-	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 F	RAMP H	165	-	-	-	-	-	-	68	1221	-	-			
	277+00 K - 281+55 K	RAMP K	186	-	-	-	-	-	-	68	-	-	644			
	277+00K - 286+98 K	RAMP K	-	-	-	-	-	-	-	-	2751	-	-			
	SIGNAL BASE INSTALLATION			-	-	-	-	-	-	-	264	-	-			
SUBTOTAL CATEGORY 0010			2632	0	0	0	0	0	0	794	22059	119	923			
0020	21+76 NB - 27+00 NB	STH 157	85	-	-	-	-	-	-	-	55	-	56			
	22+73 SB - 27+00 SB	STH 157	168	-	-	-	-	-	-	-	94	-	160			
	27+00 NB - 32+00 NB	STH 157	138	-	-	-	-	-	-	-	123	-	-			
	27+00 SB - 32+00 SB	STH 157	200	-	-	-	-	-	-	-	152	-	-			
	32+00 NB - 37+00 NB	STH 157	202	-	-	-	-	-	-	25	166	-	-			
	32+00 SB - 37+00 SB	STH 157	150	-	-	-	-	-	-	-	242	-	216			
	37+00 NB - 43+00 NB	STH 157	300	-	-	-	-	-	-	-	112	-	-			
	37+00 SB - 43+00 SB	STH 157	302	-	-	-	-	-	-	54	243	-	50			
	74+00 NB - 79+00 NB	STH 157	258	-	-	-	-	-	-	-	100	-	-			
	74+00 SB - 79+00 SB	STH 157	271	-	-	-	-	-	-	-	104	-	-			
	79+00 NB - 84+00 NB	STH 157	256	-	-	-	-	-	-	-	465	-	182			
	79+00 SB - 84+00 SB	STH 157	278	-	-	-	-	-	-	-	108	-	-			
	84+00 NB - 89+00 NB	STH 157	165	-	-	-	-	-	-	259	524	-	-	175 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)		
	84+00 SB - 89+00 SB	STH 157	221	-	-	-	-	-	-	123	277	-	-	73 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)		
	89+00 NB - 96+18 NB	STH 157	173	-	-	-	-	-	-	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	15	-	-	-	-	-	-	-	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	559	-	-	-	-	-	-	-	-	-	-			
	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	89	-	-	-	-	-	-	350	836	-	-	345 LF SAWING CONCRETE TO SATISFY SPEC 690.4.(2)		
	SIGNAL BASE INSTALLATION			-	-	-	46	-	-	-	754	19	-			
SUBTOTAL CATEGORY 0020			3830	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			6462	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	455.0605		460.6223	460.6424	465.0120	465.0125	465.0305	465.0400
				LAYER THICKNESS	TACK COAT	HMA PAVEMENT	HMA PAVEMENT	ASPHALTIC SURFACE	ASPHALTIC	ASPHALTIC	ASPAITIC
				(IN)	(GAL)	3 MT 58-28 S	4 MT 58-28 H	DRIVEWAYS AND	SURFACE	SURFACE	SHOULDER
						(TON)	(TON)	FIELD ENTRANCES	TEMPORARY	SAFETY ISLANDS	RUMBLE STRIPS
								(TON)	(TON)	(TON)	(LF)
0010	43+00 NB -	55+25 NB	STH 157	1.75	449	-	629	-	-	-	-
	43+00 SB -	54+29 SB	STH 157	1.75	430	-	602	-	-	-	-
	63+50 NB -	74+00 NB	STH 157	1.75	413	-	578	-	-	-	-
	65+65 SB -	74+00 SB	STH 157	1.75	305	-	427	-	-	-	-
	264+86 F -	271+90 F	RAMP F	1.75	244	-	342	-	-	-	-
	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	-	-	-	-
	UNDISTRIBUTED QTY FOR WEDGING				-	-	60	-	-	-	-
	SUBTOTAL CATEGORY 0010				2861	0	4065	0	0	0	0
0020	20+14 NB -	43+00 NB	STH 157	1.75	714	-	999	-	-	-	-
	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	-	-	-	-
	74+00 NB -	96+24 NB	STH 157	1.75	664	-	929	-	-	-	-
	74+00 SB -	96+42 SB	STH 157	1.75	617	-	864	-	-	-	-
	82+44 NB -	82+94 NB	STH 157	1.75	-	-	-	15	-	-	-
	86+40 M -	97+57 M	RAMP M	1.75	219	-	306	-	-	-	-
	81+50 N -	96+35 N	RAMP N	1.75	378	-	530	-	-	-	-
	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	998
0030	12+41 C -	12+62 C	CTH PH	4.00	-	-	-	-	5	-	-
	SUBTOTAL CATEGORY 0030				0	0	0	0	5	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
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
PROJECT TOTAL					6,270	191	8,836	114	177	56	998

CONCRETE CURB & GUTTER								
CATEGORY	STATION - STATION	LOCATION	601.0409	SPV.0090.02	SPV.0090.03	416.0610*	REMARKS	
			CONCRETE	CONCRETE	CONCRETE	DRILLED		
			CURB & GUTTER	CURB & GUTTER	CURB & GUTTER	TIE		
			30-INCH TYPE A	30-INCH TYPE A SHES	30-INCH TYPE D SHES	BARS		
			(LF)	(LF)	(LF)	(EACH)		
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	602.0405	602.0515	REMARKS
		CONCRETE	CONCRETE	CURB RAMP	
		CURB	SIDEWALK	DETECTABLE	
		PEDESTRIAN	4-INCH	NATURAL PATINA	
		(LF)	(SF)	(SF)	
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 SLOPE PAVING

CONCRETE SLOPE PAVING		
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

			611.8110	611.8115	SPV. 0060.08
			ADJUSTING	ADJUSTING	CURB
			MANHOLE	INLET	PLATE
CATEGORY	STATION	LOCATION	COVERS	COVERS	PLATE
			(EACH)	(EACH)	(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

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

EROSION CONTROL

			628.1504	628.7010	628.7015	628.7570
			SILT	INLET	INLET	ROCK
			FENCE	PROTECTION	PROTECTION	BAGS
CATEGORY	STATION	LOCATION	(LF)	(EACH)	(EACH)	(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	-
0030	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
	11+94 C, RT	CTH PH	-	-	1	-
	12+58 C, RT	CTH PH	-	1	-	-
	12+60 C, LT	CTH PH	-	-	1	-
0040	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
	11+38 E, LT	CTH SS	-	-	1	-
0050	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

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

LANDSCAPING									
CATEGORY	STATION	LOCATION	628.2006		629.0210		630.0120	630.0140	630.0500
			625.0500	EROSION MAT	FERTILIZER	MIXTURE	MIXTURE	SEEDING	
			SALVAGED	URBAN CLASS 1	TYPE B	NO. 20	NO. 40	TEMPORARY	
			TOPSOIL	TYPE A	(CWT)	(LB)	(LB)	(LB)	
			(SY)	(SY)					(MGAL)
0010	260+80 G - 264+38 G, LT	RAMP G	234	234	0.2	7	-	7	6
	SIGNAL BASE INSTALLATION		407	407	0.3	-	8	11	10
	UNDISTRIBUTED QUANTITY		161	161	1.0	2	2	5	4
	SUBTOTAL CATEGORY 0010		802	802	1.5	9	10	23	20
0020	121+00 L - 121+53 L, LT	MAIN ST	130	130	0.1	-	3	4	3
	121+65 L - 121+97 L, RT	MAIN ST	73	73	0.1	-	2	2	2
	123+11 L - 123+63 L, LT	MAIN ST	127	127	0.1	-	3	4	3
	123+46 L - 123+91 L, RT	MAIN ST	59	59	0.1	-	2	2	2
	124+24 L - 124+79 L, RT	MAIN ST	31	31	0.1	-	1	1	1
	95+72 N - 96+19 N	RAMP N	49	49	0.1	2	-	2	2
	50+38 Q - 52+02 Q	MALL	146	146	0.1	-	3	4	4
	SIGNAL BASE INSTALLATION		577	577	0.4	-	11	16	13
	UNDISTRIBUTED QUANTITY		298	298	1.0	1	7	9	7
	SUBTOTAL CATEGORY 0020		1490	1490	2.1	3	32	44	37
0030	11+11 C - 12+16 C, LT	CTH PH	70	70	0.1	-	2	2	2
	11+11 C - 12+22 C, RT	CTH PH	79	79	0.1	-	2	3	2
	12+45 C - 12+79 C, LT	CTH PH	49	49	0.1	-	1	2	2
	12+58 C - 12+76 C, RT	CTH PH	17	17	0.1	-	1	1	1
	UNDISTRIBUTED QUANTITY		54	54	1.0	-	2	2	2
	SUBTOTAL CATEGORY 0030		269	269	1.4	0	8	10	9
0040	10+78 E - 11+05 E, RT	CTH SS	24	24	0.1	-	1	1	1
	11+18 E - 11+72 E, LT	CTH SS	39	39	0.1	-	1	2	1
	11+38 E - 13+43 E, RT	CTH SS	238	238	0.2	-	5	7	6
	12+00 E - 13+27 E, LT	CTH SS	107	107	0.1	-	2	3	3
	13+26 E - 13+33 E, LT	CTH SS	34	34	0.1	-	1	1	1
	13+82 E - 16+19 E, RT	CTH SS	211	211	0.2	-	4	6	5
	13+86 E - 13+92 E, LT	CTH SS	7	7	0.1	-	1	1	1
	13+97 E - 14+60 E, LT	CTH SS	49	49	0.1	-	1	2	2
	UNDISTRIBUTED QUANTITY		178	178	1.0	-	4	6	4
	SUBTOTAL CATEGORY 0040		887	887	2	0	20	29	24
0050	16+19 E - 19+72 E, RT	CTH SS	359	359	0.3	-	7	10	9
	16+19 E - 19+69 E, LT	CTH SS	429	429	0.3	-	8	12	10
	CENTER MEDIAN	STH 157	108	108	0.1	-	2	3	3
	UNDISTRIBUTED QUANTITY		224	224	1.0	0	5	7	6
	SUBTOTAL CATEGORY 0050		1120	1120	1.7	0	22	32	28
PROJECT TOTALS			4568	4568	8.7	12	92	138	118

MARKERS MEDIAN		
		633.5400
		MARKERS
		MEDIAN
		(EACH)
CATEGORY	LOCATION	
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	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS	
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 12-FT (EACH)	POSTS WOOD 4X6-INCH 14-FT (EACH)	POSTS WOOD 4X6-INCH 16-FT (EACH)	POSTS WOOD 4X6-INCH 18-FT (EACH)	TUBULAR STEEL 2X2-INCH 14-FT (EACH)	TUBULAR STEEL 2X2-INCH 18-FT (EACH)	REMOVING SIGNS TYPE II (EACH)	REMOVING SMALL SIGN SUPPORTS (EACH)		
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	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 12-FT (EACH)	POSTS WOOD 4X6-INCH 14-FT (EACH)	POSTS WOOD 4X6-INCH 16-FT (EACH)	POSTS WOOD 4X6-INCH 18-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	SIGNS REMOVING TYPE II (EACH)	SIGNS SMALL SIGN SUPPORTS (EACH)	
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	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 12-FT (EACH)	POSTS WOOD 4X6-INCH 14-FT (EACH)	POSTS WOOD 4X6-INCH 16-FT (EACH)	POSTS WOOD 4X6-INCH 18-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	SIGNS REMOVING TYPE II (EACH)	SIGNS REMOVING SMALL SIGN SUPPORTS (EACH)	
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	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 12-FT (EACH)	POSTS WOOD 4X6-INCH 14-FT (EACH)	POSTS WOOD 4X6-INCH 16-FT (EACH)	POSTS WOOD 4X6-INCH 18-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	REMOVING SIGNS TYPE II (EACH)	REMOVING SMALL SIGN SUPPORTS (EACH)	
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

PROJECT NO: 1070-04-75

HWY: IH 90

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES

SHEET

E

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 12-FT (EACH)	POSTS WOOD 4X6-INCH 14-FT (EACH)	POSTS WOOD 4X6-INCH 16-FT (EACH)	POSTS WOOD 4X6-INCH 18-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	REMOVING SIGNS TYPE II (EACH)	REMOVING SMALL SIGN SUPPORTS (EACH)	
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	

3

PERMANENT SIGNING (Cont)																	
CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H FOLDING (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 12-FT (EACH)	POSTS WOOD 14-FT (EACH)	POSTS WOOD 16-FT (EACH)	POSTS WOOD 18-FT (EACH)	POSTS TUBULAR STEEL 14-FT (EACH)	POSTS TUBULAR STEEL 18-FT (EACH)	SIGNS REMOVING TYPE II (EACH)	SIGNS REMOVING SMALL SIGN SUPPORTS (EACH)
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	-	-	-	-	-	-	-	-	-	-
	8-32	16+58 E	LT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-
	8-33	16+58 E	LT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-
	8-34	16+58 E	RT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-
	8-35	16+58 E	RT	R3-5R	ARROW UP RIGHT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-
	8-36	16+58 E	RT	R3-5L	ARROW UP LEFT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-
	8-37	16+58 E	RT	R3-5L	ARROW UP LEFT ONLY	42" X 48"	14.00	-	-	-	-	-	-	-	-	-	-
	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	-
	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	-
	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	-	-	-	-	-	-

3

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H (SF)		POSTS WOOD 12-FT (EACH)	POSTS WOOD 14-FT (EACH)	POSTS WOOD 16-FT (EACH)	POSTS WOOD 18-FT (EACH)	POSTS TUBULAR STEEL 14-FT (EACH)	POSTS TUBULAR STEEL 18-FT (EACH)	SIGNS TYPE II (EACH)	REMOVING SMALL SIGN SUPPORTS (EACH)	
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)

																		634.0814	634.0818
																		POSTS	POSTS
																		TUBULAR	TUBULAR
																		STEEL	STEEL
																		REMOVING	REMOVING
																		SMALL	SMALL
																		SUPPORTS	SUPPORTS
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 TUBULAR STEEL 2X2-INCH 14-FT (EACH)	634.0818 TUBULAR STEEL 2X2-INCH 18-FT (EACH)	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN (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		

PROJECT NO: 1070-04-75

HWY: IH 90

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES

SHEET

E

PERMANENT SIGNING (Cont)

CATEGORY	SIGN NO.	STATION	LOCATION	SIGN CODE	SIGN MESSAGE	SIZE W" X H"	637.2210	637.2215	637.2230	634.0612	634.0614	634.0616	634.0618	634.0814	634.0818	638.2602	638.3000	REMARKS
							SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE H (SF)	SIGNS TYPE II REFLECTIVE F (SF)	POSTS WOOD 4X6-INCH 12-FT (EACH)	POSTS WOOD 4X6-INCH 14-FT (EACH)	POSTS WOOD 4X6-INCH 16-FT (EACH)	POSTS WOOD 4X6-INCH 18-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 14-FT (EACH)	POSTS TUBULAR STEEL 2X2-INCH 18-FT (EACH)	REMOVING SIGNS TYPE II (EACH)	REMOVING SMALL SIGN SUPPORTS (EACH)	
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	

TRAFFIC CONTROL																										
				643.0300		643.0410		643.0420		643.0705		643.0715		643.0800		643.0900		643.0910			643.0920			643.1000	643.1050	
				TRAFFIC CONTROL DRUMS		TRAFFIC CONTROL BARRICADES TYPE II		TRAFFIC CONTROL BARRICADES TYPE III		TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL ARROW BOARDS		TRAFFIC CONTROL SIGNS		TRAFFIC CONTROL COVERING SIGNS TYPE I			TRAFFIC CONTROL COVERING SIGNS TYPE II			SIGNS FIXED MESSAGE	TRAFFIC CONTROL SIGNS PCMS	
Category	Stage	Location	Approx. Service Period (DAYS)	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 1	STH 157 EB (Ramp G - STH 16)	10	100	1000	-	-	24	240	10	100	24	240	2	20	10	100	-	-	-	1	6	6	-	1	10
	Stage 2	STH 157 WB (STH 16 - Ramp K)	10	79	790	-	-	23	230	19	190	3	30	1	10	8	80	-	-	-	1	4	4	-	-	-
	Stage 3	STH 157 EB & WB (Repairs)	10	113	1130	-	-	8	80	15	150	24	240	3	30	17	170	-	-	-	-	-	-	-	-	-
	Stage 3	STH 157 EB & WB (Mill & Pave)	16	137	2192	-	-	12	192	23	368	6	96	1	16	14	224	-	-	-	-	-	-	-	-	-
	Stage 3	Ramps H & J	2	55	110	-	-	8	16	10	20	-	-	-	-	102	204	5	4	20	5	1	5	-	-	-
	Stage 3	Ramp K	7	35	245	-	-	4	28	5	35	-	-	-	-	44	308	7	2	14	7	1	7	-	1	7
	Stage 3	Ramps G & I	3	72	216	-	-	8	24	10	30	-	-	-	-	76	228	2	3	6	2	5	10	-	-	-
	Stage 3	Ramp F (Right Turn Lane)	2	42	84	-	-	2	4	4	8	-	-	1	2	36	72	-	-	-	2	9	18	-	-	-
	Stage 3	Ramp F (Left Turn Lanes)	4	42	168	-	-	2	8	4	16	-	-	1	4	2	8	1	2	2	-	-	-	-	-	-
Subtotal Category 0010				5935		0		822		917		606		82		1394		42			50			0	17	
0020	Stage 1	STH 157 EB (Ramp G - STH 16)	10	28	280	-	-	20	200	26	260	-	-	-	-	38	380	-	-	-	20	15	300	-	-	14
	Stage 2	STH 157 WB (STH 16 - Ramp K)	10	79	790	-	-	23	230	19	190	3	30	1	10	8	80	-	-	-	1	4	4	-	-	-
	Stage 3	Ramp M	3	12	36	-	-	4	12	5	15	-	-	-	-	64	192	-	-	-	5	8	40	-	1	3
	Stage 3	Ramp N	5	166	830	-	-	8	40	16	80	-	-	-	-	8	40	-	-	-	-	-	-	-	-	-
	Stage 3	HWY 16 & Mall Entrance	10	57	570	2	20	8	80	16	160	20	200	1	10	18	180	-	-	-	-	-	-	-	-	-
	Stage 3	Main Street	5	222	1110	2	10	18	90	16	80	0	0	2	10	18	90	-	-	-	-	-	-	-	-	-
	Stage 3	STH 157 WB (North End Repairs)	4	125	500	-	-	3	12	6	24	38	152	3	12	28	112	-	-	-	-	-	-	-	-	-
	Stage 3	STH 157 EB & WB (Repairs)	10	38	380	-	-	3	30	5	50	8	80	1	10	23	230	-	-	-	-	-	-	-	-	-
	Stage 3	STH 157 EB & WB (Mill & Pave)	16	274	4384	-	-	23	368	46	736	11	176	1	16	27	432	-	-	-	-	-	-	-	-	-
Subtotal Category 0020				8880		30		1062		1595		638		68		1736		0			344			0	17	
0030	Stage 4A	CTH PH	8	22	176	-	-	3	24	2	16	-	-	-	-	1	8	-	-	-	-	-	-	-	-	-
	Stage 4B	CTH PH	19	15	285	-	-	4	76	2	38	-	-	-	-	1	19	-	-	-	-	-	-	-	-	-
	Stage 4C	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				791		32		199		172		0		0		468		0			0			0	0	
0040	Stage 5A	CTH SS	7	8	56	-	-	2	14	2	14	4	28	1	7	2	14	-	-	-	-	-	-	-	-	-
	Stage 5B	CTH SS	20	25	500	1	20	8	160	2	40	2	40	-	-	6	120	-	-	-	1	1	1	-	-	-
	Stage 5C	CTH SS	21	30	630	3	63	5	105	3	63	5	105	1	21	13	273	-	-	-	1	1	1	-	-	-
	Stage 5D	CTH SS	10	8	80	-	-	2	20	2	20	4	40	1	10	2	20	-	-	-	-	-	-	-	-	-
	Stage 5	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 5A	CTH SS	7	8	56	-	-	2	14	2	14	4	28	1	7	2	14	-	-	-	-	-	-	-	-	-
	Stage 5B	CTH SS	20	25	500	1	20	8	160	2	40	3	60	-	-	6	120	-	-	-	1	1	1	-	-	-
	Stage 5C	CTH SS	21	30	630	3	63	4	84	3	63	5	105	-	-	13	273	1	1	1	1	1	1	-	-	-
	Stage 5D	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				19818		228		2780		3198		1690		205		4812		43			398			10	34	

OVERHEAD SIGN SUPPORT

641.8100 OVERHEAD SIGN SUPPORT (STRUCTURE)			
CATEGORY	LOCATION	(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

644.1420 TEMPORARY PEDESTRIAN SURFACE PLYWOOD				
644.1601 TEMPORARY CURB RAMP				
644.1810 TEMPORARY PEDESTRIAN BARRICADE				
CATEGORY	LOCATION	(SF)	(DAY)	(LF)
0020	120+89 L - 122+05 L, RT	464	-	-
	123+27 L - 124+32 L, RT	420	-	-
	120+91 L, LT/RT	-	10	-
	124+29 L, LT/RT	-	10	-
	MALL ENTRANCE	680	10	340
	SUBTOTAL CATEGORY 0020	1564	30	340
0030	CTH PH	96	-	28
	SUBTOTAL CATEGORY 0030	96	0	28
0040	CTH SS/ CROSSING MEADOWS	236	54	-
	SUBTOTAL CATEGORY 0040	236	54	0
PROJECT TOTALS		1896	84	368

MARKING ITEMS

646.5120 MARKING WORD EPOXY							
646.5020 MARKING ARROW EPOXY							
646.8120 MARKING CURB EPOXY							
646.8220 MARKING ISLAND NOSE EPOXY							
CATEGORY	STATION	LOCATION	WHITE EACH	WHITE EACH	YELLOW LF	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	646.5020	646.8120	646.8220	REMARKS
			MARKING	MARKING	MARKING	MARKING	
			WORD	ARROW	CURB	ISLAND NOSE	
			EPOXY	EPOXY	EPOXY	EPOXY	
			WHITE	WHITE	YELLOW	YELLOW	
			EACH	EACH	LF	EACH	
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	646.5020	646.8120	646.8220	REMARKS
			MARKING	MARKING	MARKING	MARKING	
			WORD	ARROW	CURB	ISLAND NOSE	
			EPOXY	EPOXY	EPOXY	EPOXY	
			WHITE	WHITE	YELLOW	YELLOW	
			EACH	EACH	LF	EACH	
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	

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					

MARKING LINE ITEMS (Cont)									
CATEGORY	STATION - STATION	646.7420	646.6120	646.7120	646.7220	646.1041.S	646.3041.S	REMARKS	
		MARKING CROSSWALK	MARKING	MARKING	MARKING	MARKING	MARKING		
		EPOXY TRANSVERSE	STOP LINE	DIAGONAL	CHEVRON	REPLACE LINE	REPLACE LINE		
		LINE 6-INCH	EPOXY 18-INCH	EPOXY 12-INCH	EPOXY 24-INCH	WET REFLECTIVE	WET REFLECTIVE		
		EPOXY 4-INCH	EPOXY 8-INCH						
		SOLID	SOLID	SOLID	SOLID	SKIPS (12.5')	SKIPS (12.5')	SKIPS (3')	
		WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	WHITE	
		(LF)	(LF)	(LF)	(LF)	(LF)	(LF)	(LF)	
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

		646.4505 MARKING LINE SAME DAY PAINT 4-INCH				646.4605 MARKING LINE SAME DAY PAINT 8-INCH			
CATEGORY	STATION - STATION	SKIPS (12.5')	SKIPS (3')	SOLID	SKIPS (12.5')	SOLID	SKIPS (12.5')	SKIPS (3')	REMARKS
		WHITE (LF)	WHITE (LF)	YELLOW (LF)	YELLOW (LF)	WHITE (LF)	WHITE (LF)	WHITE (LF)	
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	-	-	-	-	-	-	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	-	-
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			

TEMPORARY MARKING ITEMS																
CATEGORY	STATION / STAGE	649.0105 TEMPORARY MARKING LINE PAINT 4-INCH		649.0150 TEMPORARY MARKING LINE REMOVABLE TAPE 4-INCH			649.0205 TEMPORARY MARKING LINE PAINT 8-INCH			649.0250 TEMPORARY MARKING LINE REMOVABLE TAPE 8-INCH		649.0505	649.0805	649.0850	649.0960	REMARKS
		SKIPS (4') WHITE (LF)	SOLID YELLOW (LF)	SOLID YELLOW (LF)	SKIPS (12.5') WHITE (LF)	SKIPS (3') WHITE (LF)	SOLID WHITE (LF)	SKIPS (4') WHITE (LF)	SKIPS (3') WHITE (LF)	SOLID WHITE (LF)	TEMPORARY MARKING ARROW PAINT (EACH)	STOP LINE PAINT 18-INCH (LF)	STOP LINE REMOVABLE TAPE 18-INCH (LF)	REMOVABLE MASK OUT TAPE 6-INCH (LF)		
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	0
0020	20+00 NB - 26+00 NB	35	-	-	-	-	263	-	-	-	-	-	-	-	-	4' SKIPS, 50' C-C
	20+00 SB - 26+00 SB	-	-	-	-	-	1625	-	89	-	12	-	-	-	-	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	5830	0	89	328	12	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		7291			790	14	10	80	799		

CONSTRUCTION STAKING									
			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)	
CATEGORY	STATION	LOCATION							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	

TEMPORARY TRAFFIC SIGNALS		
661.0200 TEMPORARY TRAFFIC SIGNALS FOR INTERSECTIONS (LOCATION) (LS)		
CATEGORY	LOCATION	
0020	STH 16 & STH 157	1
	STH 157 & CTH SS	1
	SUBTOTAL CATEGORY 0020	2
0040	12TH AVE & CROSSING MEADOWS DR	1
	SUBTOTAL CATEGORY 0040	1
0050	CTH SS & 12TH AVE	1
	SUBTOTAL CATEGORY 0050	1
PROJECT TOTALS		4

SAWCUT			
690.0150 690.0250** SAWING SAWING ASPHALT CONCRETE (LF) (LF)			
CATEGORY	LOCATION		
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			
			SPV. 0090.04
			CONCRETE
			JOINT & CRACK
			<u>CLEANING</u>
CATEGORY	STATION	LOCATION	(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				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
Category	Station	to	Station					
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				653.0164 Pull Boxes Non-Conductive 24x42-Inch EACH	Description
Category	Station	Dir	Location		
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

				SPV.0060.01 Concrete Bases Type 9 & 10 Special	Description
Category	Station	Dir	Location	EACH	
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

				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
Category	Station	Dir	Location						
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

				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
Category	Station	Dir	Location								
0010	51 + 59	RIGHT	46.9	1	1	1	1	1	3	1	SB10
0010	50 + 52	LEFT	93.7						3		SB11
0010	67 + 62	LEFT	94.1		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

3

Signal Wire										Removals				653.0905	SPV.0060.06	204.0195	SPV.0060.07	Description			
														Removing Pull Box	Removing Traffic Signal Unit	Removing Concrete Bases	Adjusting Concrete Bases				
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	Category	Station	Dir	Location	EACH	EACH	EACH	EACH			
0010	047 157NB + 02									328	PB74	LOOP	EB61	0010	51 157NB + 3	LEFT	111	1			Existing PB161
0010	047 157NB + 02									262	PB74	LOOP	EB62	0010	51 157NB + 15	LEFT	39	1			Existing PB162
0010	047 157NB + 02									196	PB74	LOOP	EB63	0010	51 157NB + 45	LEFT	13	1			Existing PB163
0010	054 157NB + 72									178	PB77	LOOP	EB21	0010	51 157NB + 45	RIGHT	48	1			Existing PB164
0010	054 157NB + 72									250	PB77	LOOP	EB22	0010	50 157NB + 63	RIGHT	43	1			Existing PB165
0010	054 157NB + 72									220	PB76	LOOP	EB23	0010	50 157NB + 52	RIGHT	74	1			Existing PB166
0010	054 157NB + 72									154	PB76	LOOP	EB24	0010	50 157NB + 51	LEFT	9	1			Existing PB167
0010	064 157NB + 44									46	PB94	LOOP	WB61	0010	50 157NB + 58	LEFT	42	1			Existing PB168
0010	064 157NB + 44									82	PB94	LOOP	WB62	0010	50 157NB + 51	LEFT	100	1			Existing PB169
0010	064 157NB + 46									76	PB93	LOOP	WB63	0010	50 157NB + 27	LEFT	126	1			Existing PB170
0010	064 157NB + 46									40	PB93	LOOP	WB64	0010	68 157NB + 13	RIGHT	55	1			Existing PB181
0010	072 157NB + 13									40	PB97	LOOP	WB21	0010	68 157NB + 0	LEFT	12	1			Existing PB182
0010	072 157NB + 13									76	PB97	LOOP	WB22	0010	67 157NB + 68	LEFT	38	1			Existing PB183
0010	072 157NB + 10									82	PB96	LOOP	WB23	0010	67 157NB + 81	LEFT	97	1			Existing PB184
0010	072 157NB + 10									46	PB96	LOOP	WB24	0010	68 157NB + 30	LEFT	96	1			Existing PB185
0010	51 157NB + 59			183				150			SB10 - Up Pole			0010	68 157NB + 59	LEFT	128	1			Existing PB186
0010	50 157NB + 52			168							SB11 - Up Pole			0010	68 157NB + 59	LEFT	40	1			Existing PB187
0010	67 157NB + 62			168				150			SB12 - Up Pole			0010	68 157NB + 72	LEFT	12	1			Existing PB188
0010	68 157NB + 65			203				150			SB13 - Up Pole			0010	68 157NB + 70	RIGHT	46	1			Existing PB189
0010	051 157NB + 13 to 051 157NB + 59		244								SC4 to SB10			0010	68 157NB + 98	RIGHT	80	1			Existing PB190
0010	051 157NB + 13 to 050 157NB + 52		105								SC4 to SB11			0010	271 F + 70	RIGHT	38	1			Existing PB210
0010	051 157NB + 13 to 051 157NB + 10		46								SC4 to Existing SB161			0010	271 F + 75	RIGHT	6	1			Existing PB211
0010	051 157NB + 13 to 051 157NB + 9		122								SC4 to Existing SB162			0010	271 F + 75	LEFT	6	1			Existing PB212
0010	051 157NB + 13 to 051 157NB + 62		175								SC4 to Existing SB163			0010	276 K + 54	RIGHT	18	1			Existing PB213
0010	051 157NB + 13 to 050 157NB + 96		290								SC4 to Existing SB165			0010	276 K + 54	RIGHT	6	1			Existing PB214
0010	051 157NB + 13 to 050 157NB + 69				334						SC4 to Existing SB166			0010	276 K + 38	LEFT	37	1			Existing PB215
0010	051 157NB + 13 to 050 157NB + 58		218								SC4 to Existing SB168			0010	51 157NB + 10	LEFT	94			1	Existing SB161
0010	051 157NB + 13 to 050 157NB + 48		179								SC4 to Existing SB169			0010	51 157NB + 9	LEFT	44			1	Existing SB162
0010	051 157NB + 13 to 049 157NB + 95		230								SC4 to Existing SB170			0010	51 157NB + 62	LEFT	6				Existing SB163
0010	051 157NB + 13 to 050 157NB + 16		153								SC4 to Existing SB172			0010	51 157NB + 52	RIGHT	46		1		Existing SB164
0010	051 157NB + 13 to 050 157NB + 58		103								SC4 to Existing SB173			0010	50 157NB + 96	RIGHT	43				Existing SB165
0010	051 157NB + 13 to 050 157NB + 98		47								SC4 to Existing SB174			0010	50 157NB + 69	RIGHT	43				Existing SB166
0010	051 157NB + 13 to 051 157NB + 9						122				SC4 to Existing SB162			0010	50 157NB + 38	RIGHT	76				Existing SB167
0010	051 157NB + 13 to 051 157NB + 62						175				SC4 to Existing SB163			0010	50 157NB + 58	LEFT	6				Existing SB168
0010	051 157NB + 13 to 050 157NB + 38						337				SC4 to Existing SB167			0010	50 157NB + 48	LEFT	43		1		Existing SB169
0010	051 157NB + 13 to 050 157NB + 58						218				SC4 to Existing SB168			0010	49 157NB + 95	LEFT	39				Existing SB170
0010	051 157NB + 13 to 050 157NB + 58						103				SC4 to Existing SB173			0010	50 157NB + 44	LEFT	94		1		Existing SB171
0010	051 157NB + 13 to 054 157NB + 72								556		SC4 to PB77			0010	50 157NB + 16	LEFT	124				Existing SB172
0010	051 157NB + 13 to 054 157NB + 72								556		SC4 to PB77			0010	50 157NB + 58	LEFT	98				Existing SB173
0010	051 157NB + 13 to 054 157NB + 72								480		SC4 to PB76			0010	50 157NB + 98	LEFT	103				Existing SB174
0010	051 157NB + 13 to 054 157NB + 72								480		SC4 to PB76			0010	68 157NB + 6	RIGHT	44				Existing SB181
0010	051 157NB + 13 to 047 157NB + 2								571		SC4 to PB74			0010	68 157NB + 8	LEFT	6				Existing SB182
0010	051 157NB + 13 to 047 157NB + 2								571		SC4 to PB74			0010	67 157NB + 60	LEFT	43		1		Existing SB183
0010	051 157NB + 13 to 047 157NB + 2								571		SC4 to PB74			0010	67 157NB + 74	LEFT	95		1		Existing SB184
0010	067 157NB + 99 to 067 157NB + 62		245								SC5 to SB12			0010	68 157NB + 23	LEFT	94				Existing SB185
0010	067 157NB + 99 to 068 157NB + 65				110						SC5 to SB13			0010	68 157NB + 40	LEFT	94				Existing SB186
0010	067 157NB + 99 to 068 157NB + 6		43								SC5 to Existing SB181			0010	68 157NB + 81	LEFT	125				Existing SB187
0010	067 157NB + 99 to 068 157NB + 8		122								SC5 to Existing SB182			0010	68 157NB + 53	LEFT	45				Existing SB188
0010	067 157NB + 99 to 068 157NB + 23		320								SC5 to Existing SB185			0010	68 157NB + 66	LEFT	7		1		Existing SB189
0010	067 157NB + 99 to 068 157NB + 40										SC5 to Existing SB186			0010	69 157NB + 22	LEFT	9				Existing SB190
0010	067 157NB + 99 to 068 157NB + 53		237								SC5 to Existing SB188			0010	68 157NB + 77	RIGHT	45		1		Existing SB191
0010	067 157NB + 99 to 069 157NB + 22		226								SC5 to Existing SB190			0010	69 157NB + 7	RIGHT	69				Existing SB192
0010	067 157NB + 99 to 069 157NB + 7		165								SC5 to Existing SB192			0010	68 157NB + 65	RIGHT	50		1		Existing SB193
0010	067 157NB + 99 to 068 157NB + 20		49								SC5 to Existing SB194										

Electrical Conduit										Pull Boxes										653.0164 Pull Boxes Non-Conductive 24x42-Inch		
				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						EACH		Description						
Category	Station	to	Station							Category	Station	Dir	Location									
0020	28 157NB + 79						62	LOOP 21PH -	PB31	0020	344 16NB + 80	RIGHT	40	1		PB1						
0020	28 157NB + 65						76	LOOP 22PH -	Existing PB135	0020	346 16NB + 10	LEFT	20	1		PB2						
0020	41 157NB + 2						100	LOOP SS21 -	PB57	0020	344 16NB + 62	LEFT	18	1		PB3						
0020	41 157NB + 2						76	LOOP SS22 -	PB57	0020	344 16NB + 34	LEFT	49	1		PB4						
0020	41 157NB + 2						52	LOOP SS23 -	PB57	0020	344 16NB + 50	LEFT	94	1		PB5						
0020	33 157NB + 21						64	LOOP SS61 -	PB59	0020	345 16NB + 2	LEFT	117	1		PB6						
0020	33 157NB + 21						92	LOOP SS62 -	PB59	0020	345 16NB + 58	LEFT	85	1		PB7						
0020	36 157NB + 94						68	LOOP SS81 -	Existing PB202	0020	345 16NB + 80	LEFT	114	1		PB8						
0020	36 157NB + 94						52	LOOP SS82 -	Existing PB202	0020	345 16NB + 87	LEFT	44	1		PB9						
0020	36 157NB + 49						60	LOOP SSA1 -	PB50	0020	346 16NB + 23	RIGHT	24	1		PB10						
0020	36 157NB + 49						76	LOOP SSA2 -	PB50	0020	346 16NB + 8	RIGHT	42	1		PB11						
0020	35 157NB + 31						58	LOOP SYS1 -	PB201	0020	344 16NB + 87	RIGHT	48	1		PB12						
0020	35 157NB + 31						84	LOOP SYS2 -	PB201	0020	25 157NB + 25	RIGHT	53	1		PB21						
0020	344 16NB + 74	to	344 16NB + 80		28			SC1 to	PB1	0020	24 157NB + 70	RIGHT	42	1		PB22						
0020	344 16NB + 80	to	346 16NB + 10			287		PB1 to	PB2	0020	24 157NB + 74	LEFT	67	1		PB23						
0020	346 16NB + 10	to	344 16NB + 62			297		PB2 to	PB3	0020	25 157NB + 24	LEFT	69	1		PB24						
0020	344 16NB + 62	to	344 16NB + 34			84		PB3 to	PB4	0020	26 157NB + 20	LEFT	67	1		PB25						
0020	344 16NB + 34	to	344 16NB + 50			96		PB4 to	PB5	0020	26 157NB + 53	LEFT	5	1		PB26						
0020	344 16NB + 50	to	345 16NB + 02			114		PB5 to	PB6	0020	26 157NB + 79	RIGHT	37	1		PB27						
0020	345 16NB + 02	to	345 16NB + 80			157		PB6 to	PB8	0020	26 157NB + 29	RIGHT	71	1		PB28						
0020	345 16NB + 80	to	345 16NB + 87			142		PB8 to	PB9	0020	25 157NB + 31	RIGHT	55	1		PB29						
0020	345 16NB + 87	to	346 16NB + 23			155		PB9 to	PB10	0020	28 157NB + 79	LEFT	59	1		PB30						
0020	346 16NB + 23	to	346 16NB + 08		47			PB10 to	PB11	0020	37 157NB + 49	LEFT	108	1		PB31						
0020	346 16NB + 08	to	344 16NB + 87			243		PB11 to	PB12	0020	37 157NB + 39	LEFT	34	1		PB32						
0020	344 16NB + 87	to	344 16NB + 74		40			PB12 to	SC1	0020	37 157NB + 39	LEFT	11	1		PB33						
0020	345 16NB + 02	to	345 16NB + 58			65		PB6 to	PB7	0020	37 157NB + 26	RIGHT	42	1		PB34						
0020	344 16NB + 80	to	344 16NB + 72	11				PB1 to	SB14	0020	36 157NB + 63	RIGHT	42	1		PB35						
0020	346 16NB + 10	to	344 16NB + 75	136				PB2 to	SB15	0020	36 157NB + 45	LEFT	6	1		PB36						
0020	344 16NB + 34	to	344 16NB + 44	11				PB4 to	SB1	0020	36 157NB + 22	LEFT	36	1		PB37						
0020	344 16NB + 34	to	344 16NB + 59	50				PB4 to	SB16	0020	36 157NB + 7	LEFT	95	1		PB38						
0020	344 16NB + 50	to	345 16NB + 05	56				PB5 to	SB17	0020	36 157NB + 21	LEFT	115	1		PB39						
0020	344 16NB + 50	to	345 16NB + 07	68				PB5 to	SB18	0020	36 157NB + 49	LEFT	239	1		PB40						
0020	344 16NB + 50	to	344 16NB + 86	158				PB5 to	Existing PB113	0020	36 157NB + 52	LEFT	85	1		PB41						
0020	345 16NB + 02	to	345 16NB + 57	82				PB6 to	SB2	0020	36 157NB + 84	LEFT	98	1		PB42						
0020	345 16NB + 02	to	345 16NB + 69	76				PB6 to	SB19	0020	37 157NB + 41	LEFT	111	1		PB43						
0020	345 16NB + 58	to	345 16NB + 45	34				PB7 to	SB20	0020	37 157NB + 22	LEFT	82	1		PB44						
0020	345 16NB + 80	to	345 16NB + 74	70				PB8 to	SB21	0020	38 157NB + 90	LEFT	36	1		PB45						
0020	346 16NB + 23	to	346 16NB + 35	16				PB10 to	SB3	0020	39 157NB + 87	LEFT	33	1		PB46						
0020	346 16NB + 23	to	346 16NB + 03	25				PB10 to	SB22	0020	41 157NB + 2	LEFT	43	1		PB47						
0020	344 16NB + 87	to	344 16NB + 97	51				PB12 to	SB4	0020	35 157NB + 6	RIGHT	52	1		PB48						
0020	25 157NB + 33	to	25 157NB + 25		45			SC2 to	PB21	0020	33 157NB + 21	RIGHT	37	1		PB49						
0020	25 157NB + 25	to	24 157NB + 70		113			PB21 to	PB22	0020	35 157NB + 31	LEFT	75	1		PB50						
0020	24 157NB + 70	to	24 157NB + 74			118		PB22 to	PB23	0020	34 157NB + 72	LEFT	79	1		PB51						
0020	24 157NB + 74	to	24 157NB + 76			102		PB23 to	PB24	CAT 0020 Total							44*					
0020	24 157NB + 76	to	25 157NB + 24		97			PB24 to	PB25	* - Additional quantities elsewhere in plan												
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					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 SB													

3

Signal Bases					654.0101 Concrete Bases	654.0110 Concrete Bases	SPV.0060.01 Concrete Bases Type 9 & 10 Special	654.0113 Concrete Bases	Description
Category	Station	Dir	Location		Type 1 EACH	Type 10 EACH	EACH	Type 13 EACH	
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	

Poles, Arms & Equipment

				SPV.0060.09 Install Poles Type 10	SPV.0060.03 Install Type 10 Special Pole	SPV.0060.10 Install Poles Type 13	SPV.0060.11 Install Monotube Arms 30-FT	SPV.0060.04 Install Type 9 & 10 Special Pole Arm 40-FT	SPV.0060.05 Install Type 9 & 10 Special Pole Arm 45-FT	SPV.0060.12 Install Monotube Arms 50-FT	SPV.0060.13 Install Luminaire Arms Steel 12-FT	657.0100 Pedestal Bases	657.0420 Traffic Signal Standard Aluminum 13'	657.0425 Traffic Signal Standard Aluminum 15'	658.0173 Traffic Signal Face 3S 12-Inch	658.0174 Traffic Signal Face 4S 12-Inch	658.0500 Pedestrian Push Button	658.0416 Pedestrian Signal Face Ped 16-inch	659.1125 Luminaires Utility LED C	Desc
Category	Station	Dir	Location	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	EACH	
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			2		1			SB14
0020	344 + 75	LEFT	18.9									1	1		2					SB15
0020	344 + 59	LEFT	91.5									1			1					SB16
0020	345 + 5	LEFT	103.6									1		1		1				SB17
0020	345 + 7	LEFT	129.4									1			1	2				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

STATE PROJECT NO: 1070-04-75

HWY: IH 90

COUNTY: LA CROSSE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

ORG DATE : _____

ORIGINATOR : DIST _

PLOT SCALE : 1:1

3

3

Signal Wire										Removals				653.0900	653.0905	SPV.0060.06	204.0195	SPV.0060.07	Description
														Adjusting Pull Box	Removing Pull Box	Removing Traffic Signal Unit	Removing Concrete Bases	Adjusting Concrete Bases	
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 Detector Lead in Cable LF	655.0800 Loop Detector wire LF	Category Station Dir Location				EACH	EACH	EACH	EACH	
0020	028 157NB + 79									196	PB31	LOOP 21PH				1			Existing PB101
0020	028 157NB + 65									238	Existing PB1	LOOP 22PH				1			Existing PB102
0020	041 157NB + 02									410	PB57	LOOP SS21				1			Existing PB103
0020	041 157NB + 02									238	PB57	LOOP SS22				1			Existing PB104
0020	041 157NB + 02									166	PB57	LOOP SS23				1			Existing PB105
0020	033 157NB + 21									202	PB59	LOOP SS61				1			Existing PB106
0020	033 157NB + 21									286	PB59	LOOP SS62				1			Existing PB107
0020	036 157NB + 94									214	Existing PB2	(LOOP SS81				1			Existing PB108
0020	036 157NB + 94									166	Existing PB2	(LOOP SS82				1			Existing PB109
0020	036 157NB + 49									190	PB50	LOOP SSA1		1		1			Existing PB110
0020	036 157NB + 49									238	PB50	LOOP SSA2		1		1			Existing PB111
0020	035 157NB + 31									184	PB201	LOOP SYS1		1		1			Existing PB112
0020	035 157NB + 31									262	PB201	LOOP SYS2		1		1			Existing PB113
0020	344 16NB + 44			104							SB1 - Up Pole					1			Existing PB121
0020	345 16NB + 57			104				150			SB2 - Up Pole					1			Existing PB122
0020	346 16NB + 35	15		104				150			SB3 - Up Pole					1			Existing PB123
0020	344 16NB + 97			218				150			SB4 - Up Pole					1			Existing PB124
0020	25 157NB + 2			198				150			SB6 - Up Pole					1			Existing PB125
0020	26 157NB + 13			183				150			SB7 - Up Pole					1			Existing PB126
0020	37 157NB + 46			168				150			SB8 - Up Pole					1			Existing PB127
0020	35 157NB + 99			134				150			SB9 - Up Pole					1			Existing PB128
0020	344 16NB + 72	15		36							SB14 - Up Pole					1			Existing PB129
0020	344 16NB + 75			36							SB15 - Up Pole					1			Existing PB130
0020	344 16NB + 59			40							SB16 - Up Pole					1			Existing PB131
0020	345 16NB + 5			40							SB17 - Up Pole					1			Existing PB132
0020	345 16NB + 7			18							SB18 - Up Pole			1					Existing PB133
0020	345 16NB + 69			36							SB19 - Up Pole			1					Existing PB134
0020	345 16NB + 45			18							SB20 - Up Pole								Existing PB135
0020	345 16NB + 74			18							SB21 - Up Pole								Existing PB141
0020	346 16NB + 3			18							SB22 - Up Pole								Existing PB142
0020	344 16NB + 74	to 344 16NB + 44			407						SC1 to SB1								Existing PB143
0020	344 16NB + 74	to 345 16NB + 57			541						SC1 to SB2								Existing PB144
0020	344 16NB + 74	to 346 16NB + 35			217						SC1 to SB3								Existing PB145
0020	344 16NB + 74	to 344 16NB + 97				86					SC1 to SB4								Existing PB146
0020	344 16NB + 74	to 344 16NB + 72									SC1 to SB14								Existing PB147
0020	344 16NB + 74	to 344 16NB + 75				321					SC1 to SB15								Existing PB148
0020	344 16NB + 74	to 344 16NB + 59				446					SC1 to SB16								Existing PB149
0020	344 16NB + 74	to 345 16NB + 5									SC1 to SB17								Existing PB150
0020	344 16NB + 74	to 345 16NB + 7				510					SC1 to SB18								Existing PB151
0020	344 16NB + 74	to 345 16NB + 69									SC1 to SB19								Existing PB152
0020	344 16NB + 74	to 345 16NB + 45				535					SC1 to SB20								Existing PB153
0020	344 16NB + 74	to 345 16NB + 74									SC1 to SB21								Existing PB154
0020	344 16NB + 74	to 346 16NB + 3									SC1 to SB22								Existing PB155
0020	344 16NB + 74	to 344 16NB + 44					407				SC1 to SB1								Existing PB156
0020	344 16NB + 74	to 345 16NB + 57					541				SC1 to SB2								Existing PB157
0020	344 16NB + 74	to 346 16NB + 35					217				SC1 to SB3								Existing PB158
0020	344 16NB + 74	to 344 16NB + 97					86				SC1 to SB4								Existing PB159
0020	025 157NB + 33	to 025 157NB + 2				315					SC2 to SB6								Existing PB160
0020	025 157NB + 33	to 026 157NB + 13				129					SC2 to SB7								Existing PB201
0020	025 157NB + 33	to 025 157NB + 12				54					SC2 to Existing SB121								Existing PB202
0020	025 157NB + 33	to 025 157NB + 30				301					SC2 to Existing SB124								Existing PB203
0020	025 157NB + 33	to 026 157NB + 2			420						SC2 to Existing SB125								Existing PB204
0020	025 157NB + 33	to 026 157NB + 17			405						SC2 to Existing SB126								Existing SB101
0020	025 157NB + 33	to 026 157NB + 76			218						SC2 to Existing SB128								Existing SB102
0020	025 157NB + 33	to 026 157NB + 1				126					SC2 to Existing SB130								Existing SB103
0020	025 157NB + 33	to 026 157NB + 39									SC2 to Existing SB131								Existing SB104
0020	025 157NB + 33	to 025 157NB + 35			189						SC2 to Existing SB132								Existing SB105
0020	025 157NB + 33	to 025 157NB + 2			37						SC2 to Existing SB133								Existing SB106
0020	025 157NB + 33	to 026 157NB + 13					315				SC2 to Existing SB125								Existing SB107
0020	025 157NB + 33	to 026 157NB + 35					420				SC2 to SB7								Existing SB108
0020	025 157NB + 33	to 025 157NB + 35					129				SC2 to Existing SB132								Existing SB109
0020	025 157NB + 33	to 026 157NB + 76					37				SC2 to Existing SB128								Existing SB110
0020	025 157NB + 33	to 028 157NB + 79					218				SC2 to Existing SB132								Existing SB111
0020	025 157NB + 33	to 028 157NB + 65							541		SC2 to Existing SB133								Existing SB112
0020	025 157NB + 33	to 028 157NB + 65							423		SC2 to Existing PB135								Existing SB113
0020	037 157NB + 45	to 037 157NB + 46			242						SC3 to SB8								Existing SB114
0020	037 157NB + 45	to 035 157NB + 99			224						SC3 to SB9								Existing SB115
0020	037 157NB + 45	to 037 157NB + 22				92					SC3 to Existing SB141								Existing SB116
0020	037 157NB + 45	to 037 157NB + 21				142					SC3 to Existing SB142								Existing SB121
0020	037 157NB + 45	to 037 157NB + 6			242						SC3 to Existing SB145								Existing SB122
0020	037 157NB + 45	to 036 157NB + 58					301				SC3 to Existing SB146								Existing SB123
0020	037 157NB + 45	to 036 157NB + 55					346				SC3 to Existing SB147								Existing SB124
0020	037 157NB + 45	to 036 157NB + 32					298				SC3 to Existing SB148								Existing SB125
0020	037 157NB + 45	to 036 157NB + 3									SC3 to Existing SB149								Existing SB126
0020	037 157NB + 45	to 036 157NB + 12									SC3 to Existing SB150								Existing SB127
0020	037 157NB + 45	to 036 157NB + 50									SC3 to Existing SB151								Existing SB128
0020	037 157NB + 45	to 037 157NB + 21			241						SC3 to Existing SB151								Existing SB129
0020	037 157NB + 45	to 037 157NB + 46					142				SC3 to Existing SB142								Existing SB130
0020	037 157NB + 45	to 037 157NB + 46					242				SC3 to SB8								Existing SB131
0020	037 157NB + 45	to 036 157NB + 55					346				SC3 to Existing SB147								Existing SB132
0020	037 157NB + 45	to 035 157NB + 99					224				SC3 to SB9								Existing SB141
0020	037 157NB + 45	to 041 157NB + 2							515		SC3 to PB57								Existing SB142
0020	037 157NB + 45	to 041 157NB + 2							515		SC3 to PB57								Existing SB143
0020	037 157NB + 45	to 041 157NB + 2							515		SC3 to PB57								Existing SB144
0020	037 157NB + 45	to 033 157NB + 21							655		SC3 to PB59								Existing SB145
0020	037 157NB + 45	to 033 157NB + 21							655		SC3 to PB59								Existing SB146
0020	037 157NB + 45	to 036 157NB + 94							254		SC3 to Existing PB202								Existing SB147
0020	037 157NB + 45	to 036 157NB + 94							254		SC3 to Existing PB202								Existing SB148
0020	037 157NB + 45	to 036 157NB + 49							314		SC3 to PB50								Existing SB149
0020	037 157NB + 45	to 036 157NB + 49							314		SC3 to PB50								Existing SB15

3

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

Electrical Conduit						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
Category	Station	to	Station						
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				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
Category	Station	Dir	Location											
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*	

* - Additional quantities elsewhere in plan

Signal Bases				654.0101 Concrete Bases Type 1 EACH	654.0102 Concrete Bases Type 2 EACH	Description
Category	Station	Dir	Location			
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				658.5069.06 Signal Mounting Hardware Crossing Meadows LS	Description
Category	Station	Dir	Location		
0040	12 + 94	RIGHT	43	1	Existing SC401
CAT 0040 Total				1	

3

3

Signal wire						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 Grouded 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
Category	Station	to Station											
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					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
Category	Station	Dir	Location						
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	---	SECTION CORNER SYMBOL		R/W MONUMENT (TO BE SET)	•
QUARTER LINE	----	SECTION CORNER MONUMENT		NON-MONUMENTED R/W POINT	o
SIXTEENTH LINE	-----	GEODETIC SURVEY MONUMENT		FOUND IRON PIN (1-INCH UNLESS NOTED)	IP •
NEW REFERENCE LINE	=====	SIXTEENTH CORNER MONUMENT		OFF-PREMISE SIGN	
NEW R/W LINE	=====	SIGN			
EXISTING R/W OR HE LINE	-----				
PROPERTY LINE	-----				
LOT, TIE & OTHER MINOR LINES	-----				
SLOPE INTERCEPT	-----				
CORPORATE LIMITS	////				
UNDERGROUND FACILITY (COMMUNICATIONS, ELECTRIC, ETC)	W (TYPE)				
NEW R/W (FEE OR HE) (HATCHING VARIES BY OWNER)					
TEMPORARY LIMITED EASEMENT AREA					
EASEMENT AREA (PERMANENT LIMITED OR RESTRICTED DEVELOPMENT)					
TRANSMISSION STRUCTURES					
BUILDING					
BRIDGE					

CONVENTIONAL ABBREVIATIONS

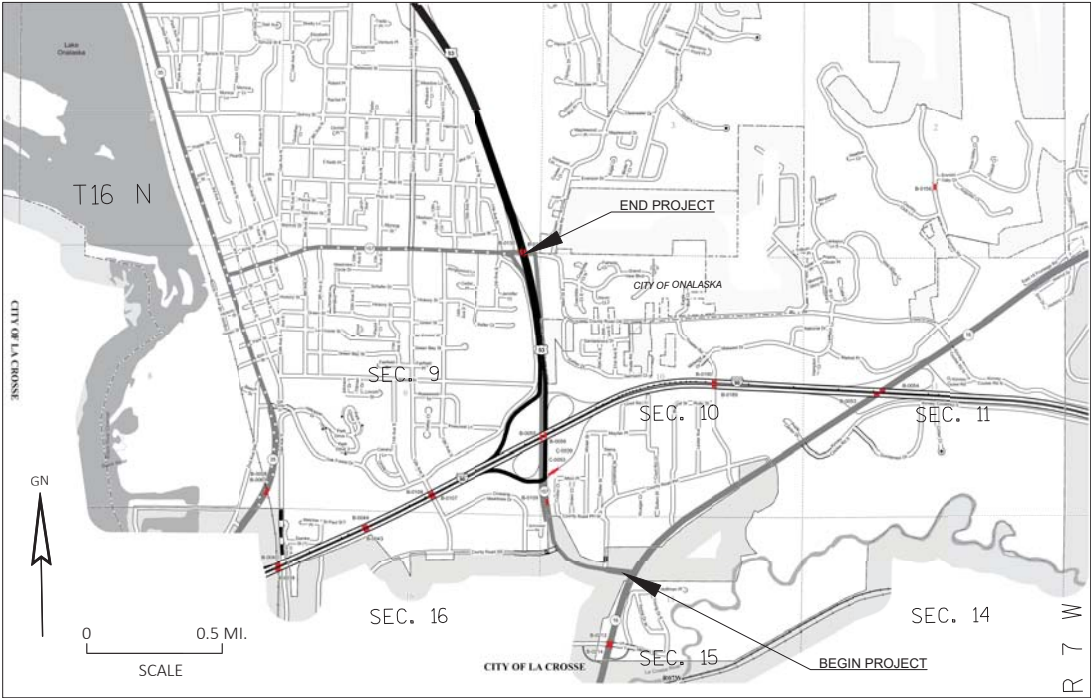
ACCESS RIGHTS	AR	POINT OF INTERSECTION	PI
ACRES	AC	PROPERTY LINE	PL
AHEAD	AH	RECORDED AS	(100')
ALUMINUM	ALUM	REEL / IMAGE	R/I
AND OTHERS	ET AL	REFERENCE LINE	R/L
BACK	BK	REMAINING	REM
BLOCK	BLK	RESTICTIVE DEVELOPMENT	RDE
CENTERLINE	C/L	EASEMENT	
CERTIFIED SURVEY MAP	CSM	RIGHT	RT
CONCRETE	CONC	RIGHT OF WAY	R/W
COUNTY	CO	SECTION	SEC
COUNTY TRUNK HIGHWAY	CTH	SEPTIC VENT	SEPV
DISTANCE	DIST	SQUARE FEET	SF
CORNER	COR	STATE TRUNK HIGHWAY	STH
DOCUMENT NUMBER	DOC	STATION	STA
EASEMENT	EASE	TELEPHONE PEDESTAL	TP
EXISTING	EX	TEMPORARY LIMITED EASEMENT	TLE
GAS VALVE	GV	TRANSPORTATION PROJECT	TPP
GRID NORTH	GN	PLAT	
HIGHWAY EASEMENT	HE	UNITED STATES HIGHWAY	USH
IDENTIFICATION	ID	VOLUME	V
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

W	WATER
G	GAS
T	TELEPHONE
OH	OVERHEAD
E	TRANSMISSION LINES
TV	ELECTRIC
FO	CABLE TELEVISION
SS	FIBER OPTIC
SS	SANITARY SEWER
SS	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.

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, CO-393, CL-1779, CO-772

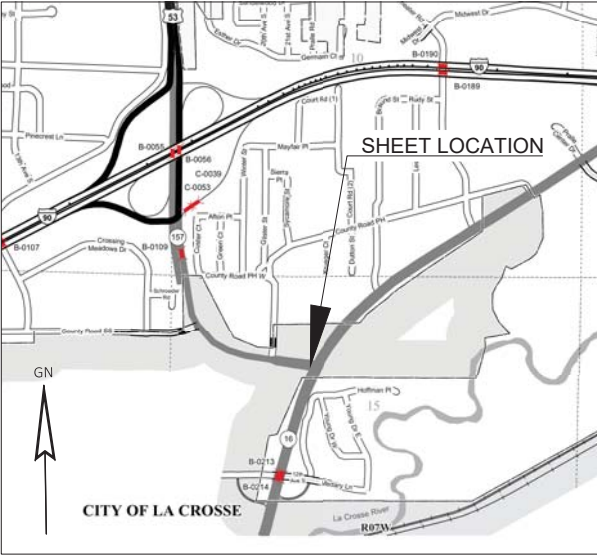
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN LA CROSSE COUNTY, AS SHEET 2 OF 2 OF THIS DOCUMENT.

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

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



0 0.5 MI.
SCALE

STH 16 R/L CURVE DATA

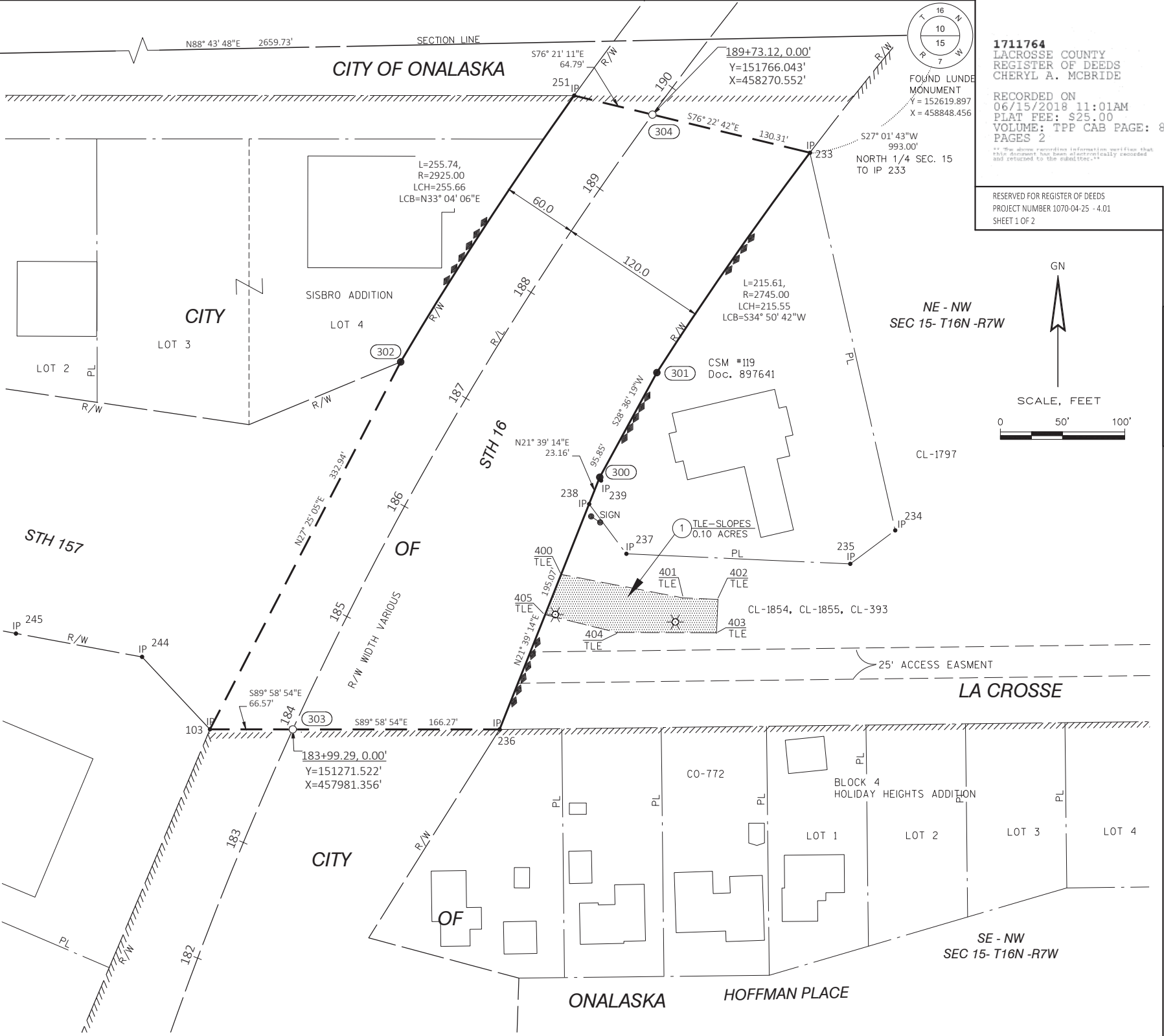
PI STA = 189+21.40
Y = 151800.569
X = 458027.819
DELTA = 43°24'59"
LCH=2119.416
LCB=N33° 55' 14.11"E
D = 1°59'59"
T = 1140.60'
L = 2170.99'
R = 2865.00'
PC STA = 177+80.80
PT STA = 199+51.79

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			T.L.E. ACRES	P.L.E. ACRES
			NEW	EXISTING	TOTAL		
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.

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

GN
SCALE, FEET
0 50' 100'

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: *Joerg Feldbinder* 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: *Cory Schlager* DATE: 6/11/2018

PRINT NAME: CORY SCHLAGEL



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.

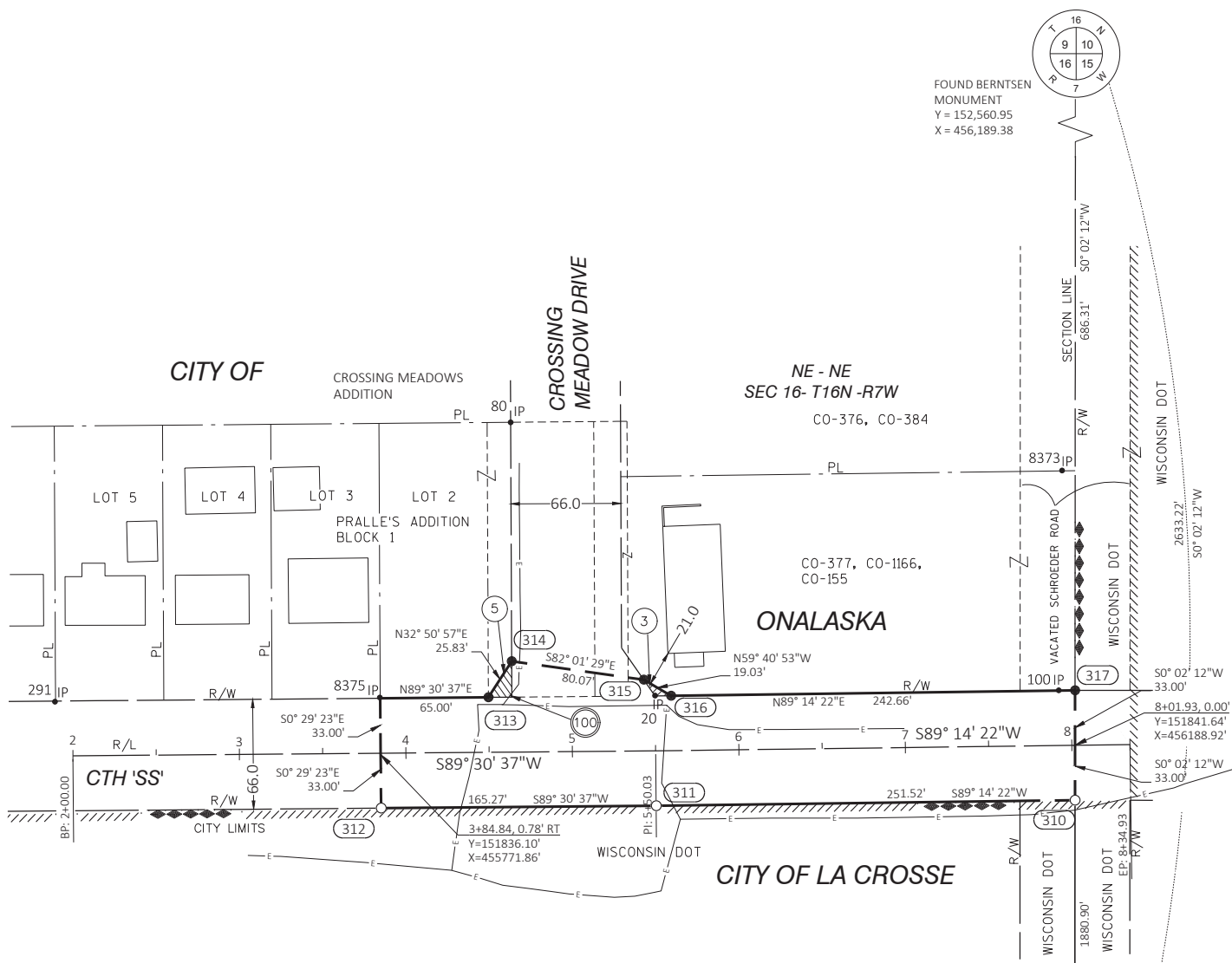
TO EFFECT THIS CHANGE, PURSUANT TO AUTHORITY GRANTED UNDER SECTION 84.02 (3), 84.09, AND 84.30, WISCONSIN STATUTES, THE DEPARTMENT OF TRANSPORTATION HEREBY ORDERS THAT:

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

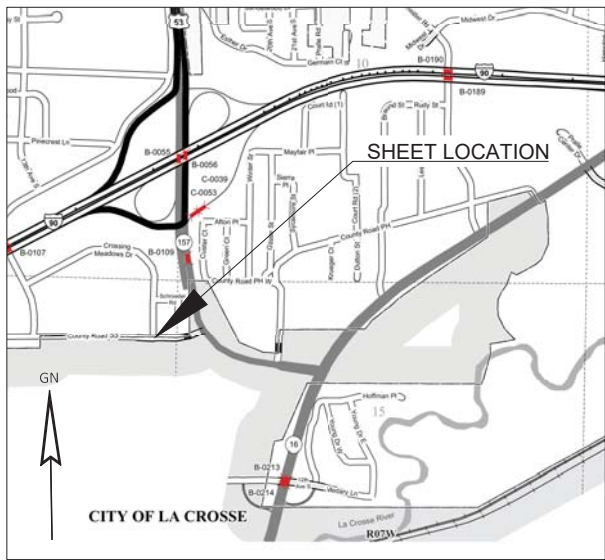
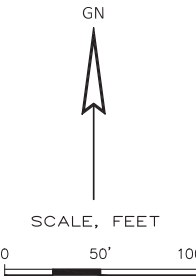
FOR ADDITIONAL INFORMATION REFER TO THE TITLE SHEET, RECORDED IN THE OFFICE OF THE REGISTER OF DEEDS, IN LA CROSSE COUNTY, AS SHEET 2 OF 2 OF DOCUMENT #1711764 AND FILED IN VOLUME TPP CAB PAGE 88B.



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
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

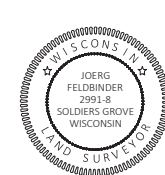
COORDINATE TABLE - R/W POINTS				
PT.#	X	Y	STATION	OFFSET
310	456,188.90	151,808.63	8+01.47	33.00 RT
311	455,937.40	151,805.30	5+50.03	33.00 RT
312	455,772.14	151,803.88	3+84.84	33.00 RT
8375	455,771.32	151,870.30	3+84.58	33.43 LT
313	455,836.57	151,870.44	4+49.84	33.00 LT
314	455,850.58	151,892.13	4+64.03	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.

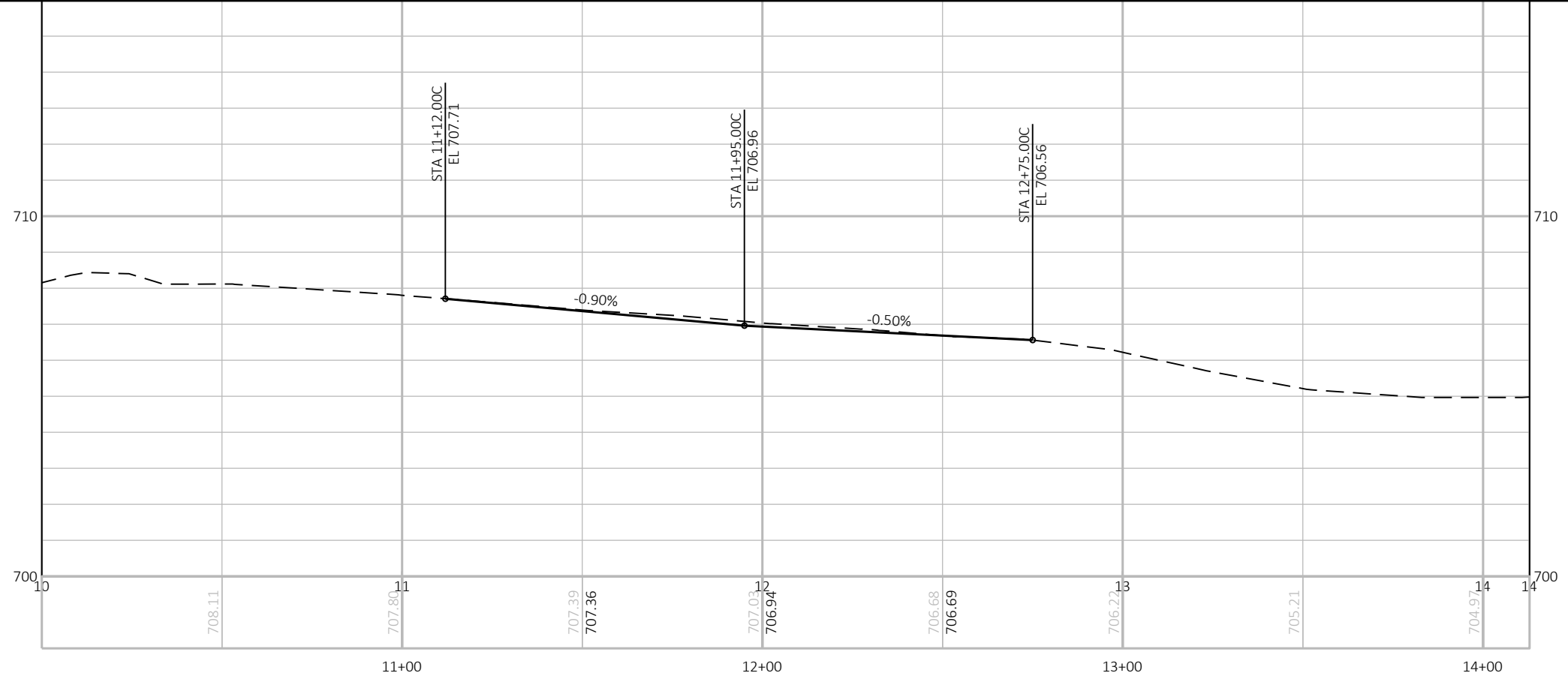
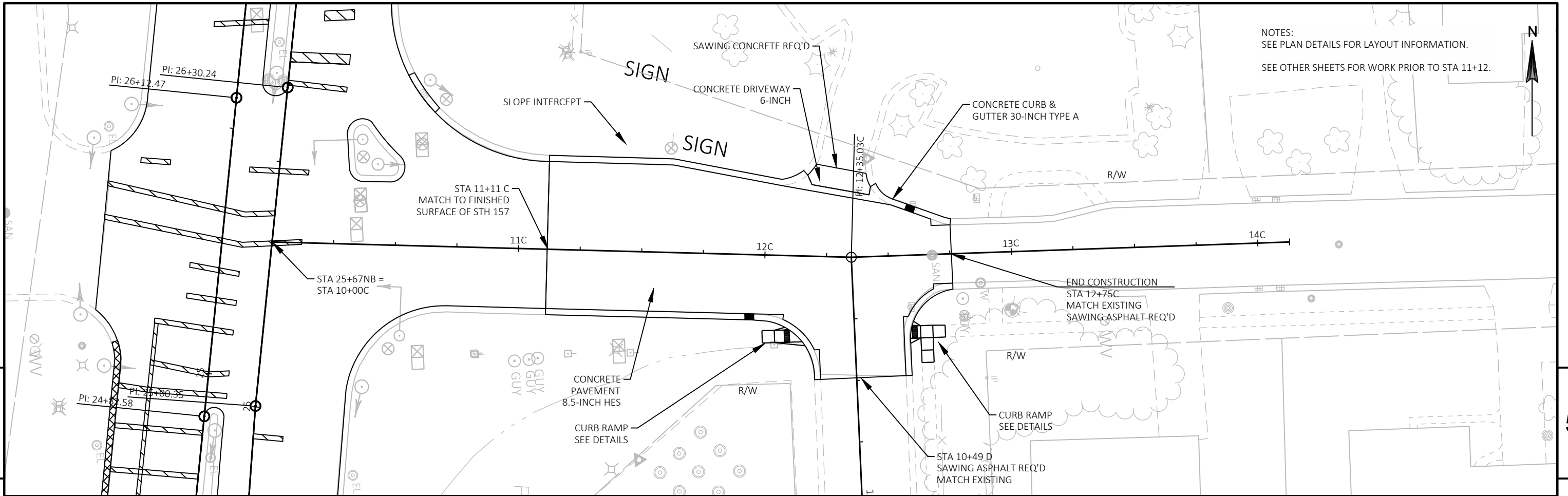
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

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.

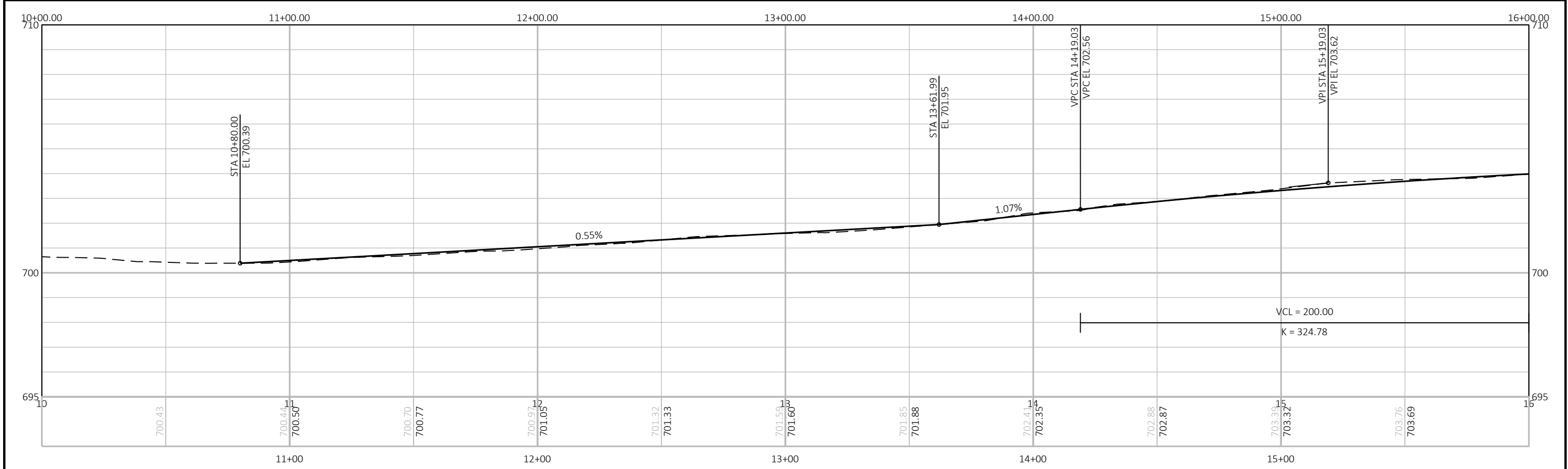
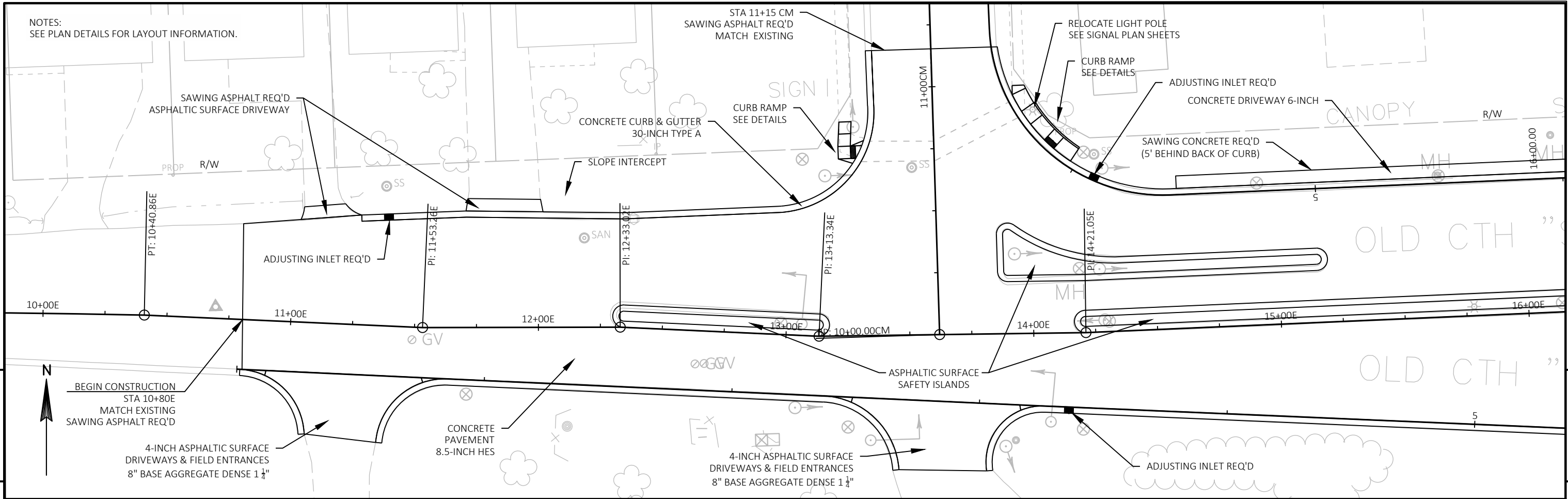


SIGNATURE: *Joerg Feldbinder* DATE: 6/26/2018
PRINT NAME: JOERG FELDBINDER
REGISTRATION NUMBER: S-2991

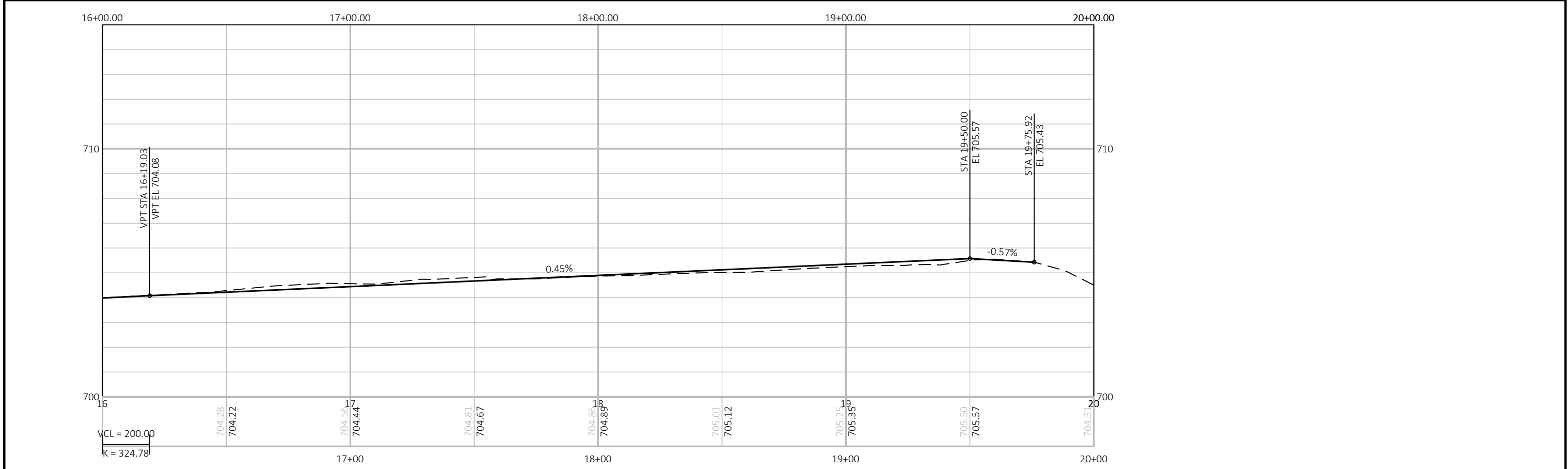
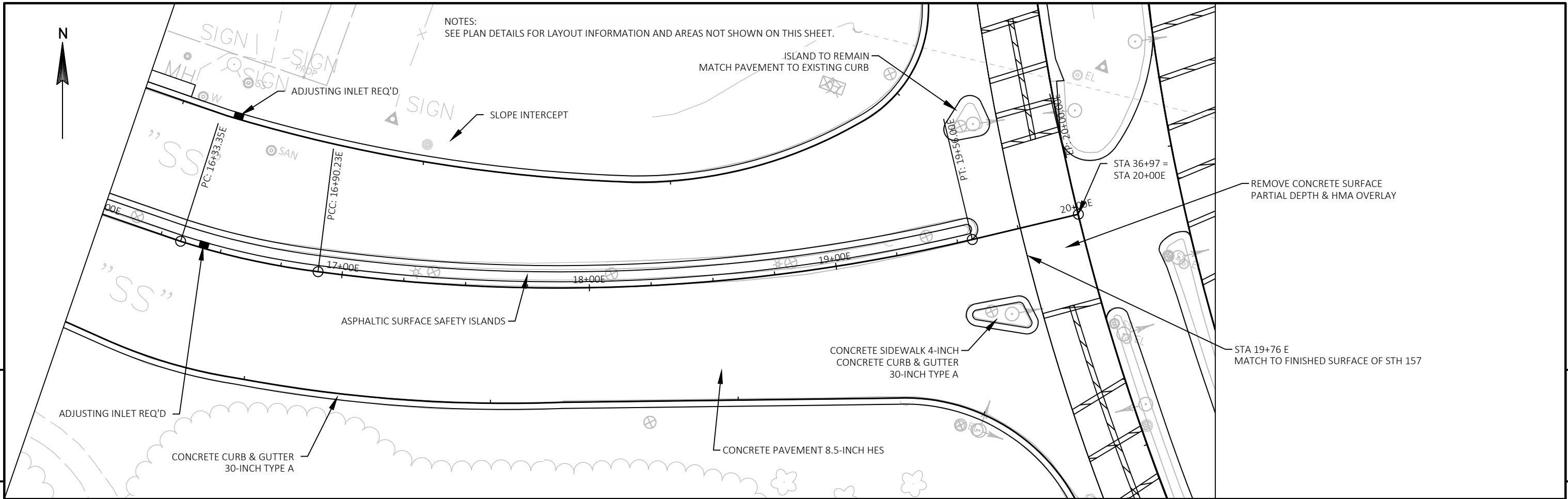
THIS PLAT AND RELOCATION ORDER ARE APPROVED FOR THE WISCONSIN DEPARTMENT OF TRANSPORTATION SOUTH-WEST REGION
SIGNATURE: *Cory Schlager* DATE: 6/26/2018
PRINT NAME: CORY SCHLAGEL



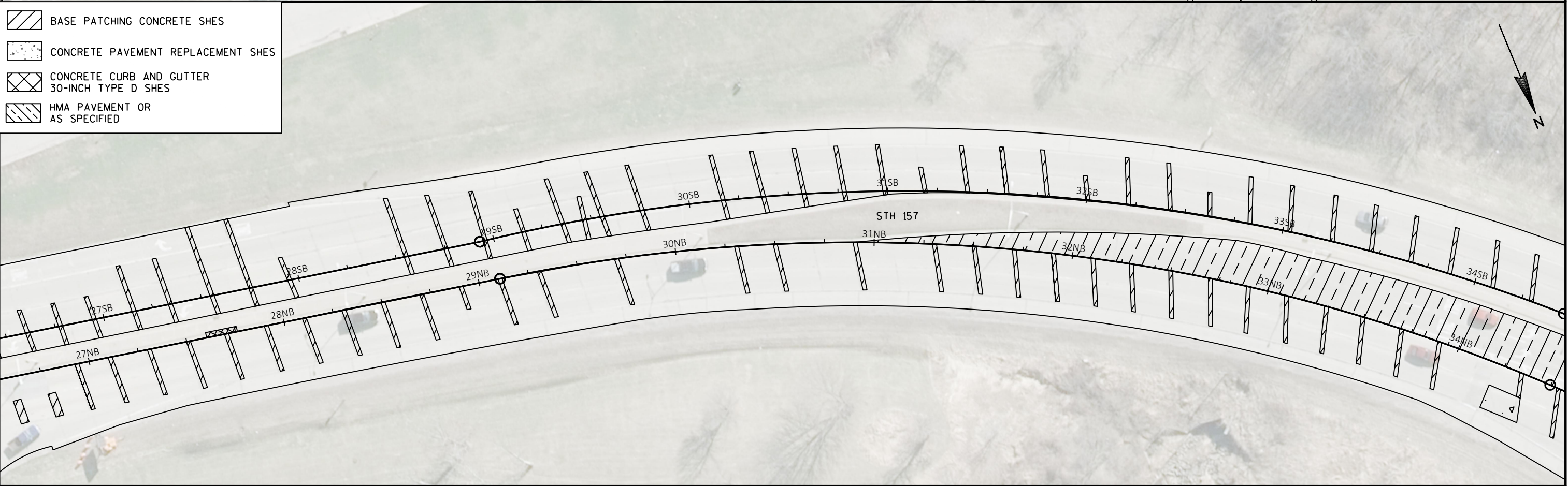
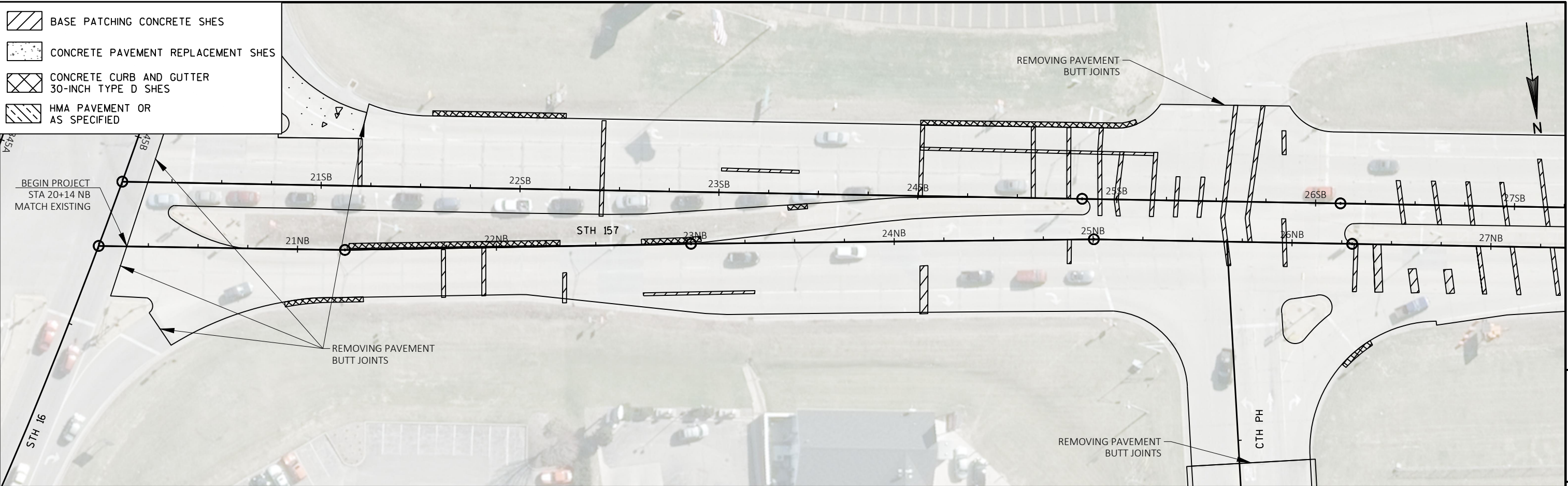
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH PH	SHEET	E
------------------------	------------	-------------------	--------------------------	-------	---



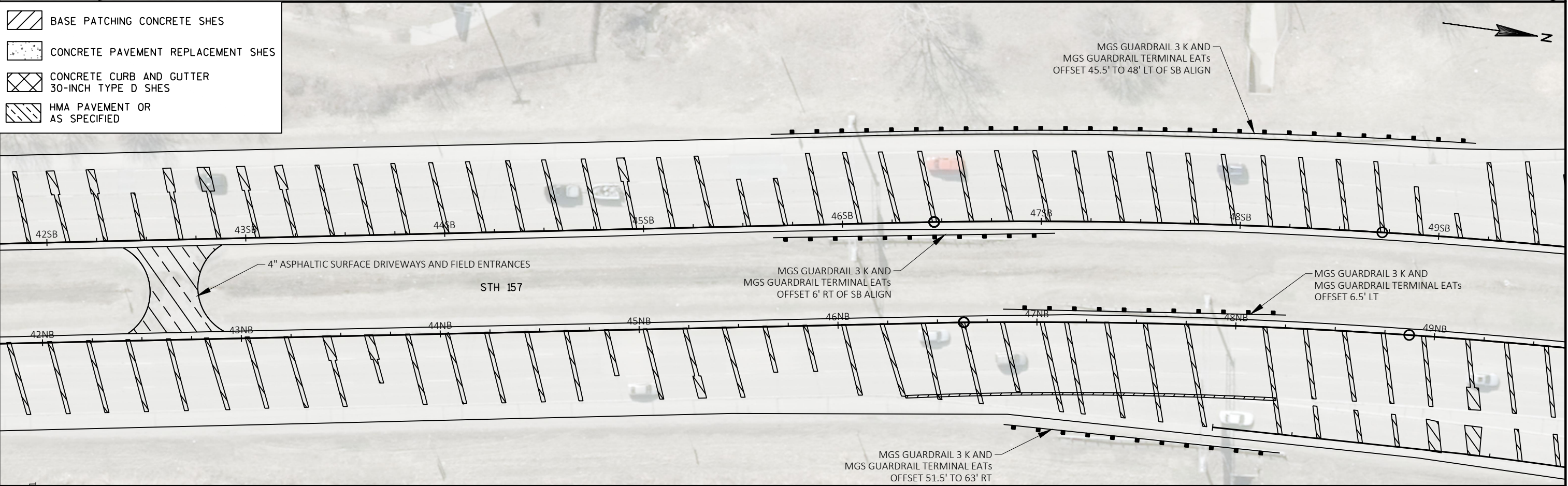
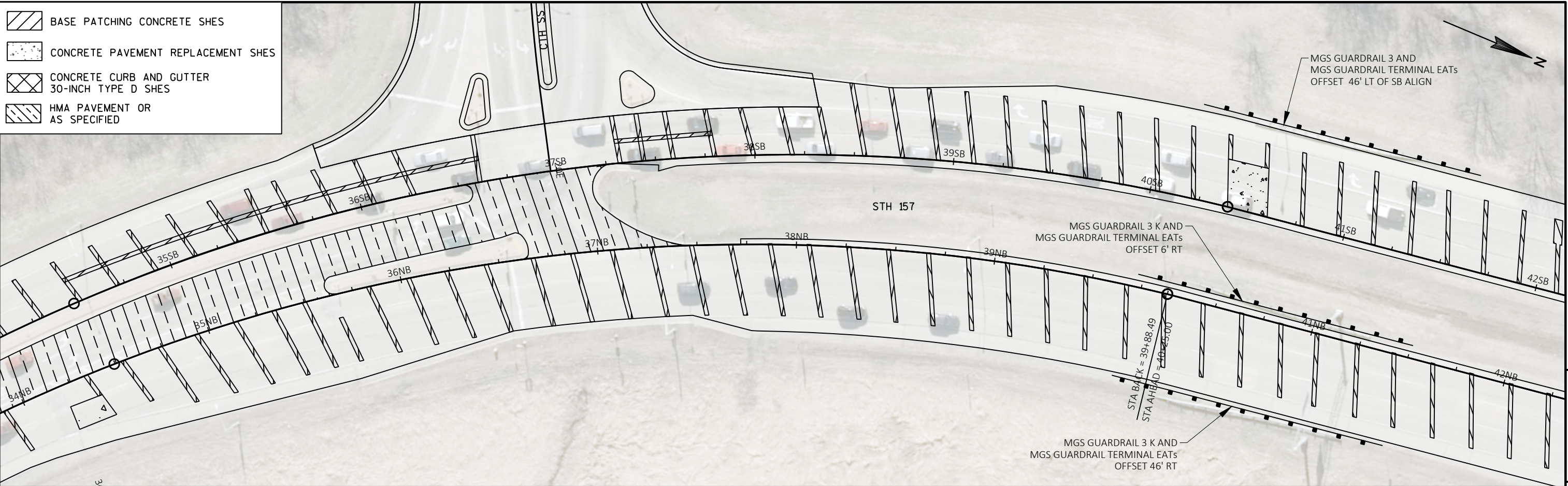
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SS	SHEET	E
------------------------	------------	-------------------	--------------------------	-------	---



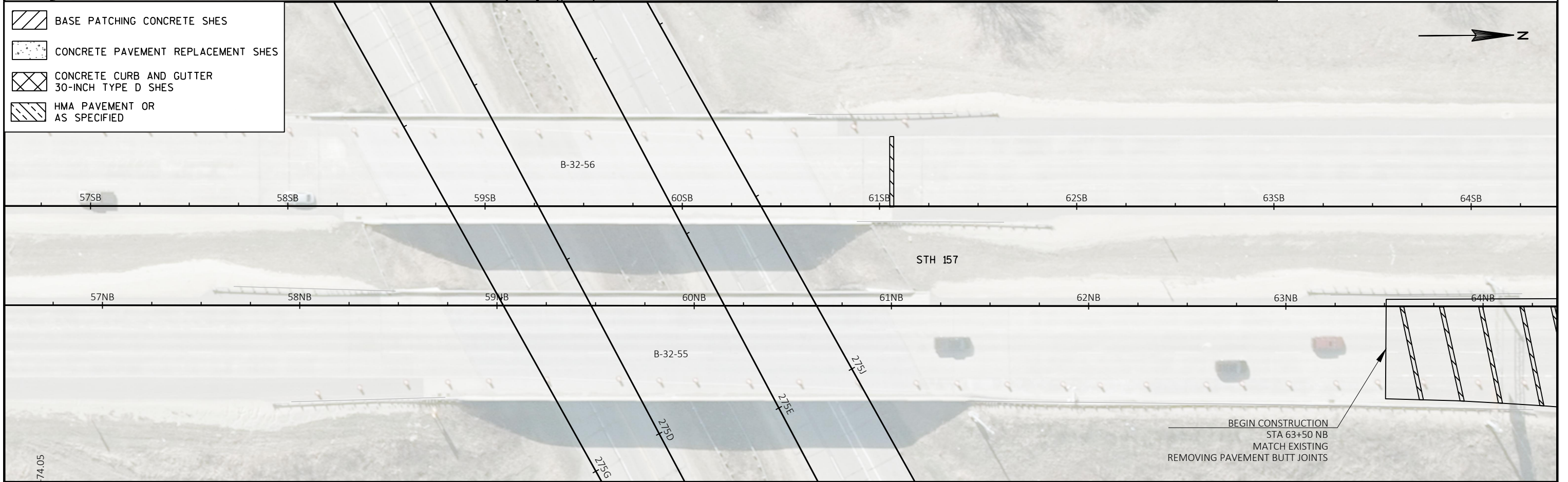
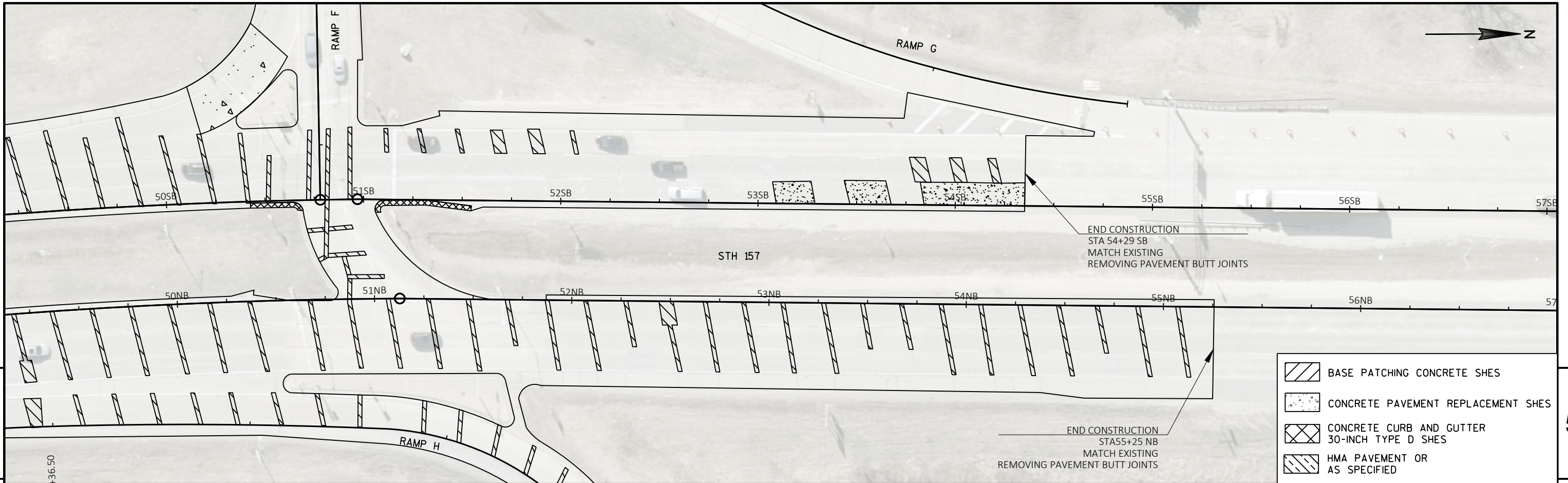
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN AND PROFILE: CTH SS	SHEET	E
------------------------	------------	-------------------	--------------------------	-------	---



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



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



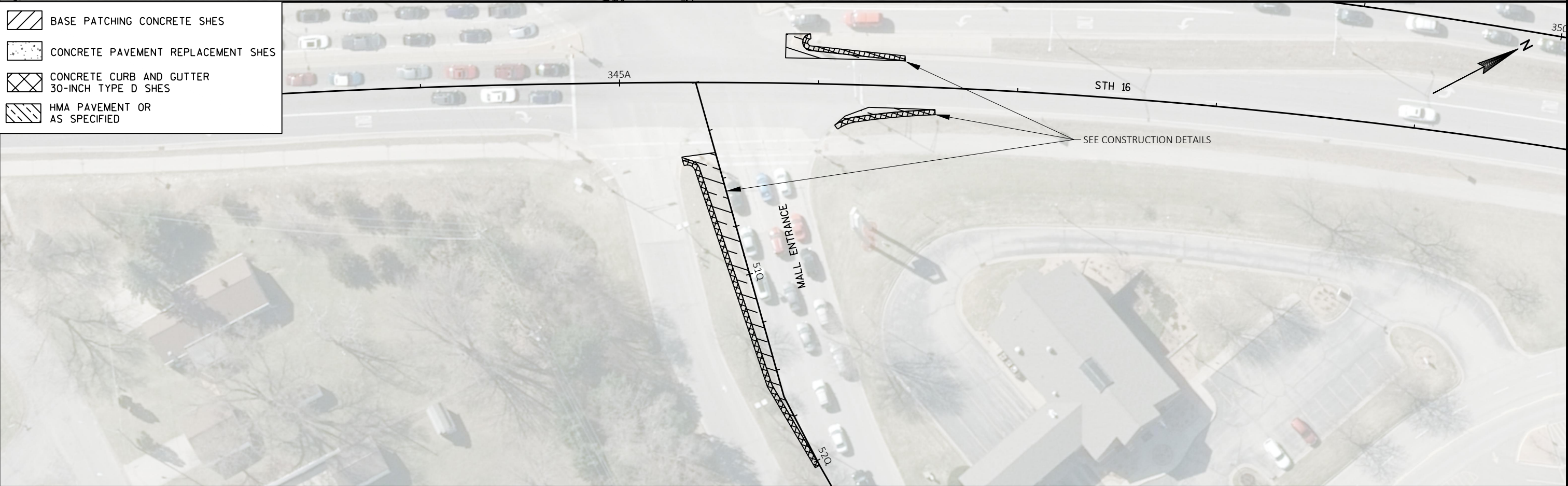
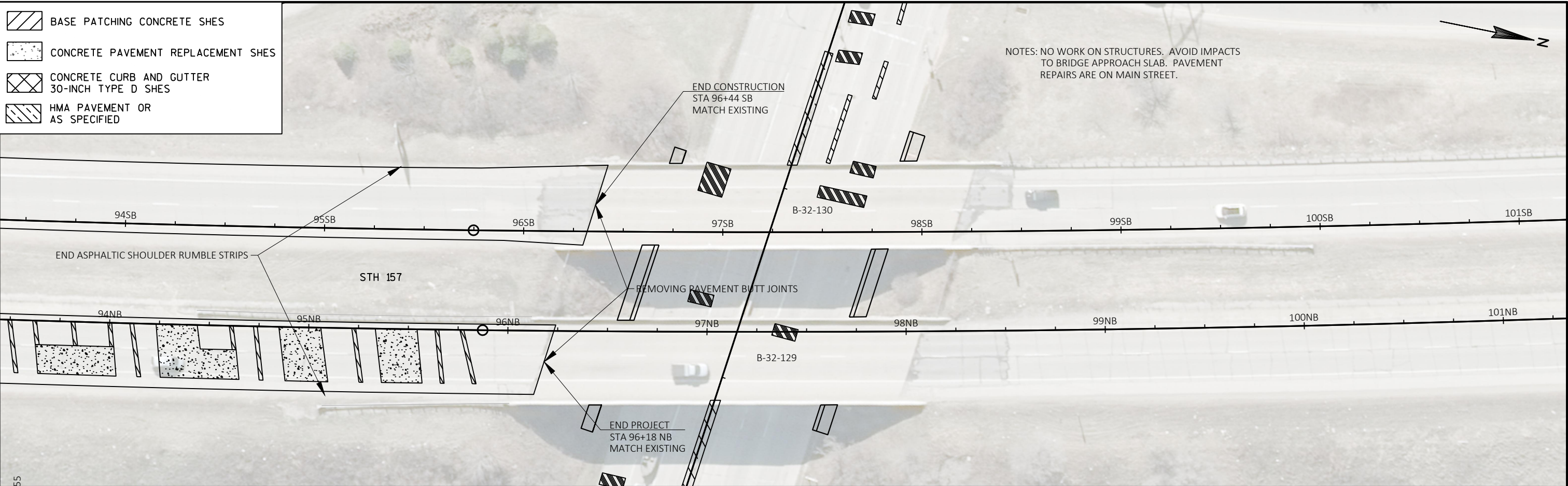
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET	E
------------------------	------------	-------------------	-------------	-------	---



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



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



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

BASE PATCHING CONCRETE SHES

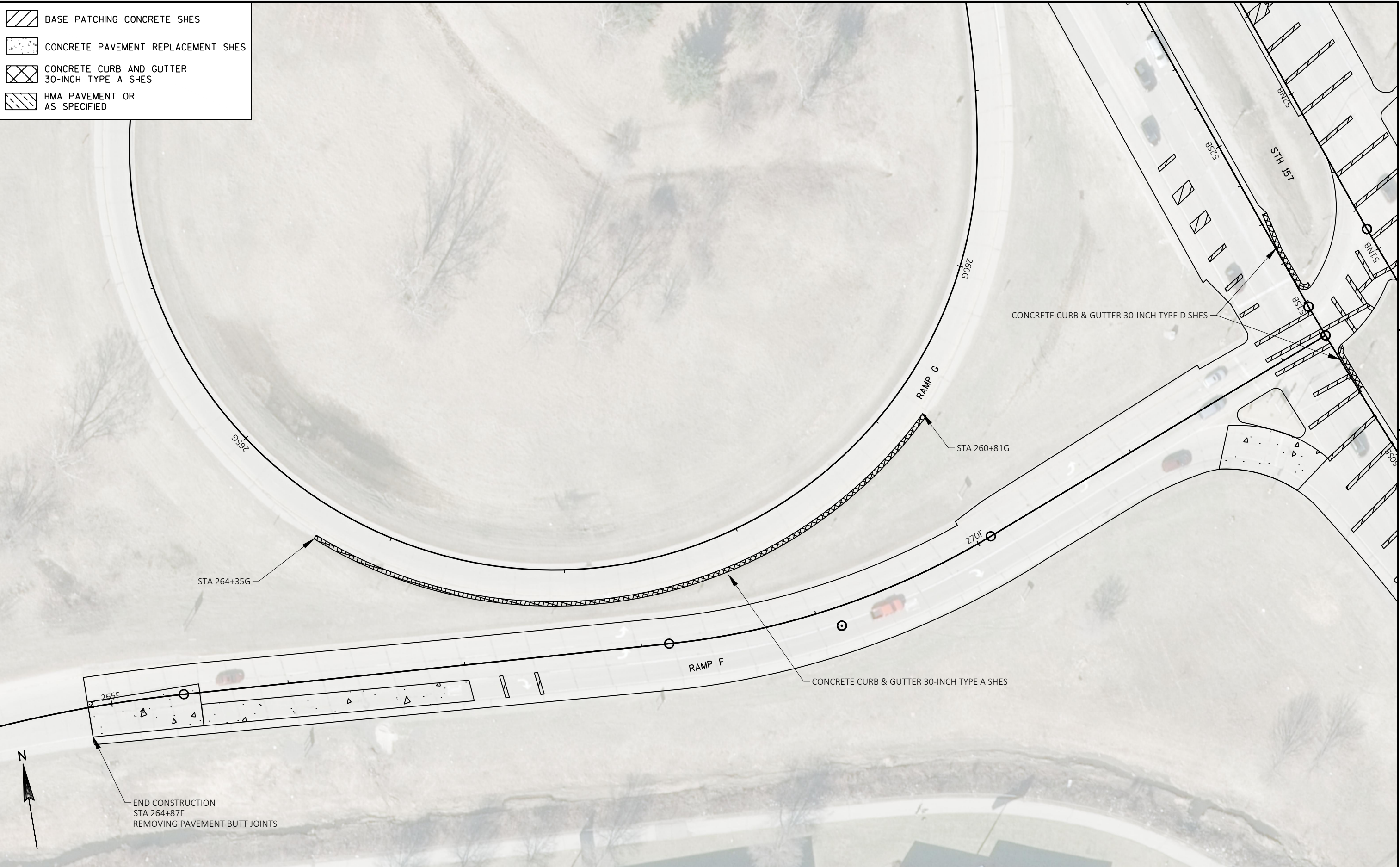
CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED



- BASE PATCHING CONCRETE SHES
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES
- HMA PAVEMENT OR AS SPECIFIED

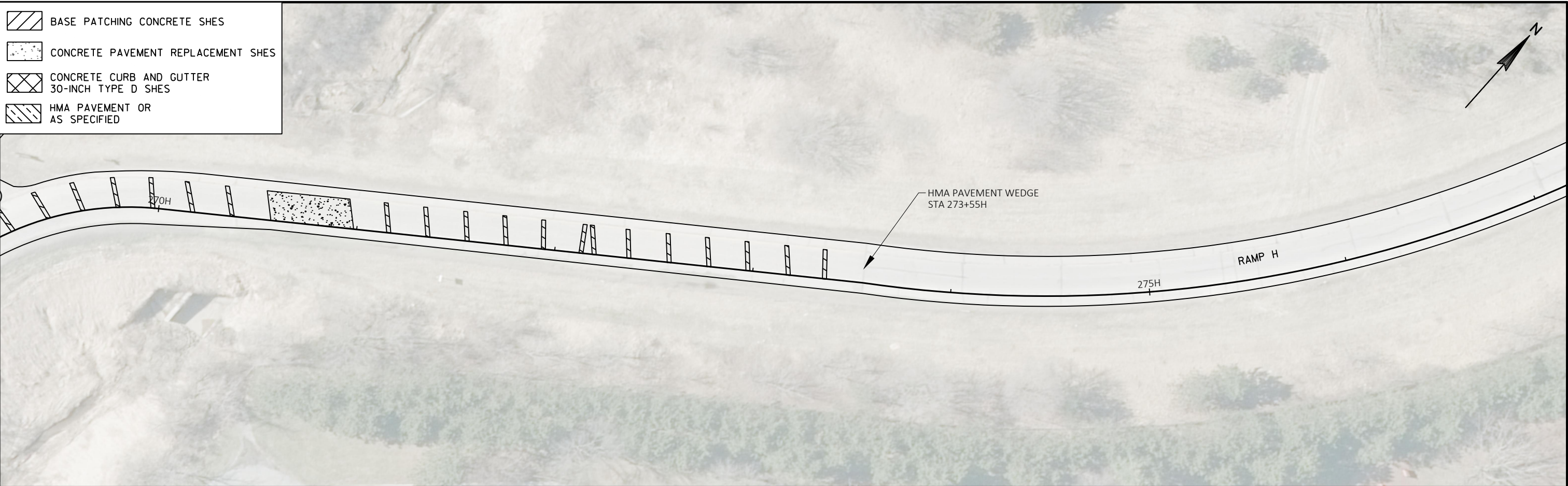


BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED

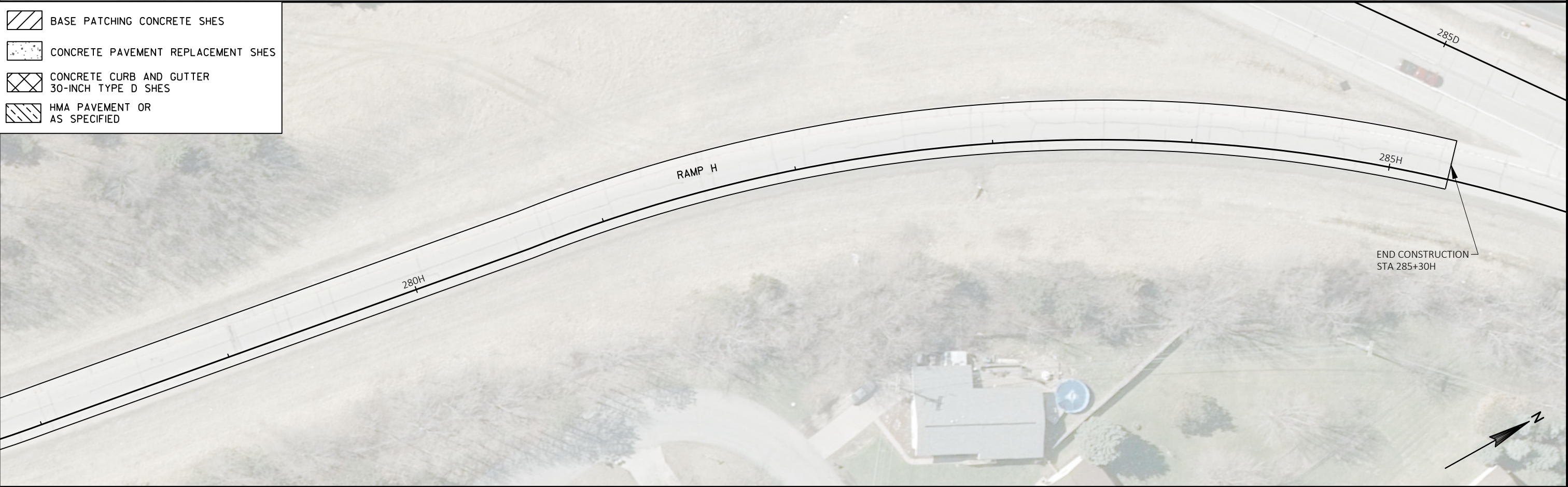


BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED



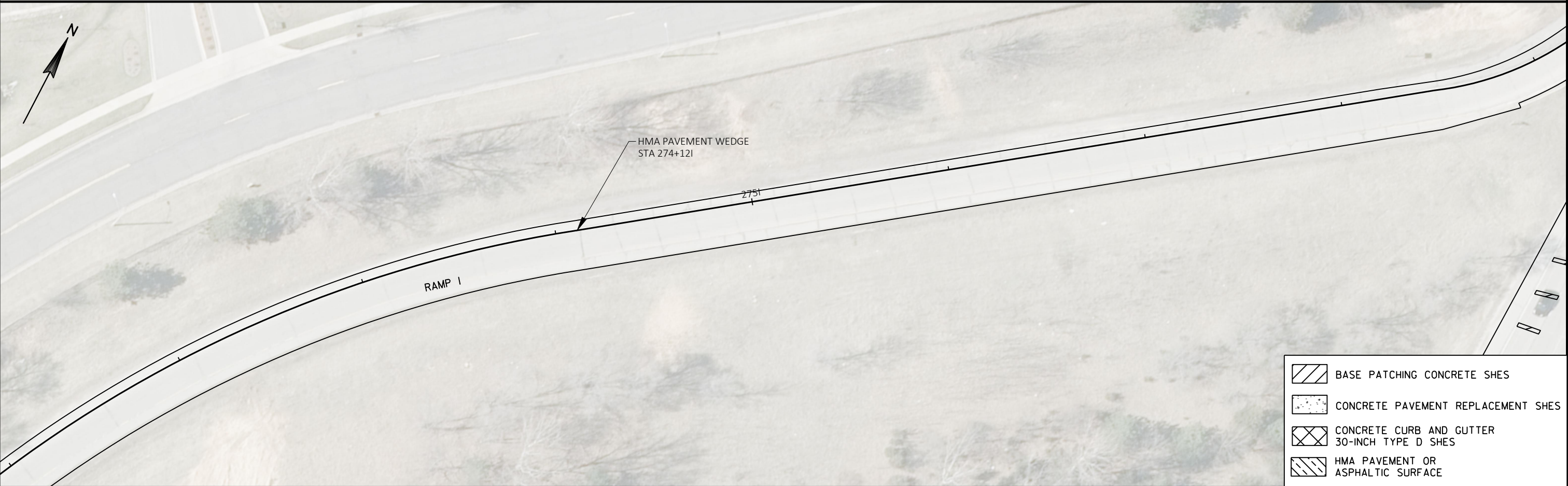
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	PLAN SHEETS	SHEET	E
------------------------	------------	-------------------	-------------	-------	---

BASE PATCHING CONCRETE SHES

CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
AS SPECIFIED



BASE PATCHING CONCRETE SHES

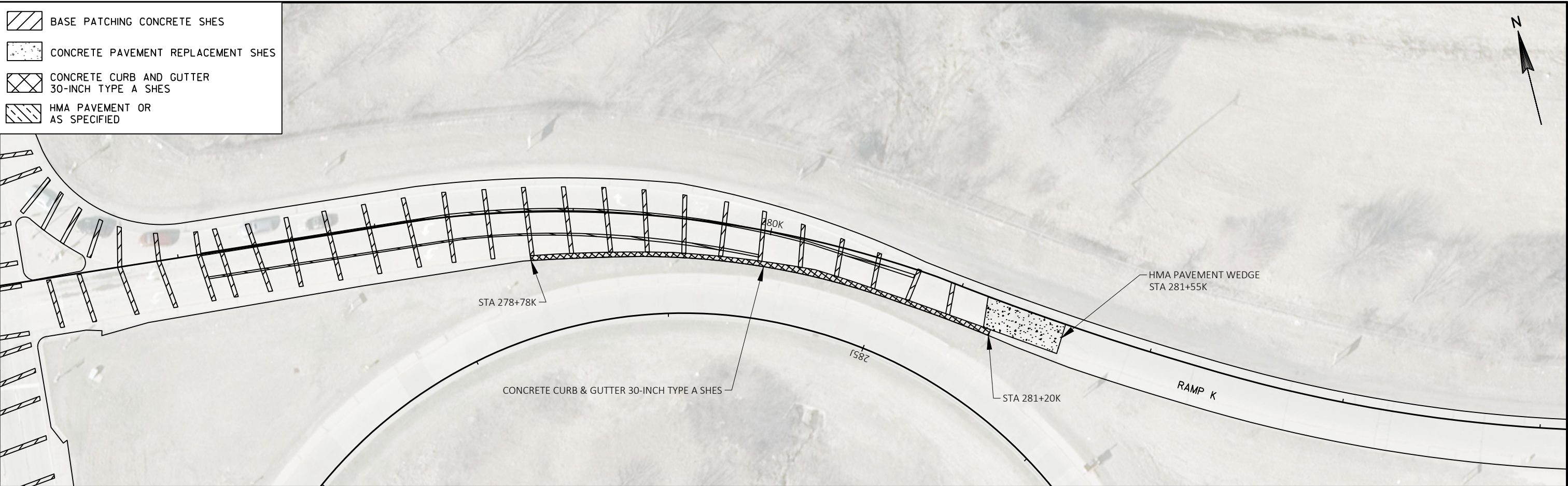
CONCRETE PAVEMENT REPLACEMENT SHES

CONCRETE CURB AND GUTTER
30-INCH TYPE D SHES

HMA PAVEMENT OR
ASPHALTIC SURFACE

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

- BASE PATCHING CONCRETE SHES
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES
- HMA PAVEMENT OR AS SPECIFIED



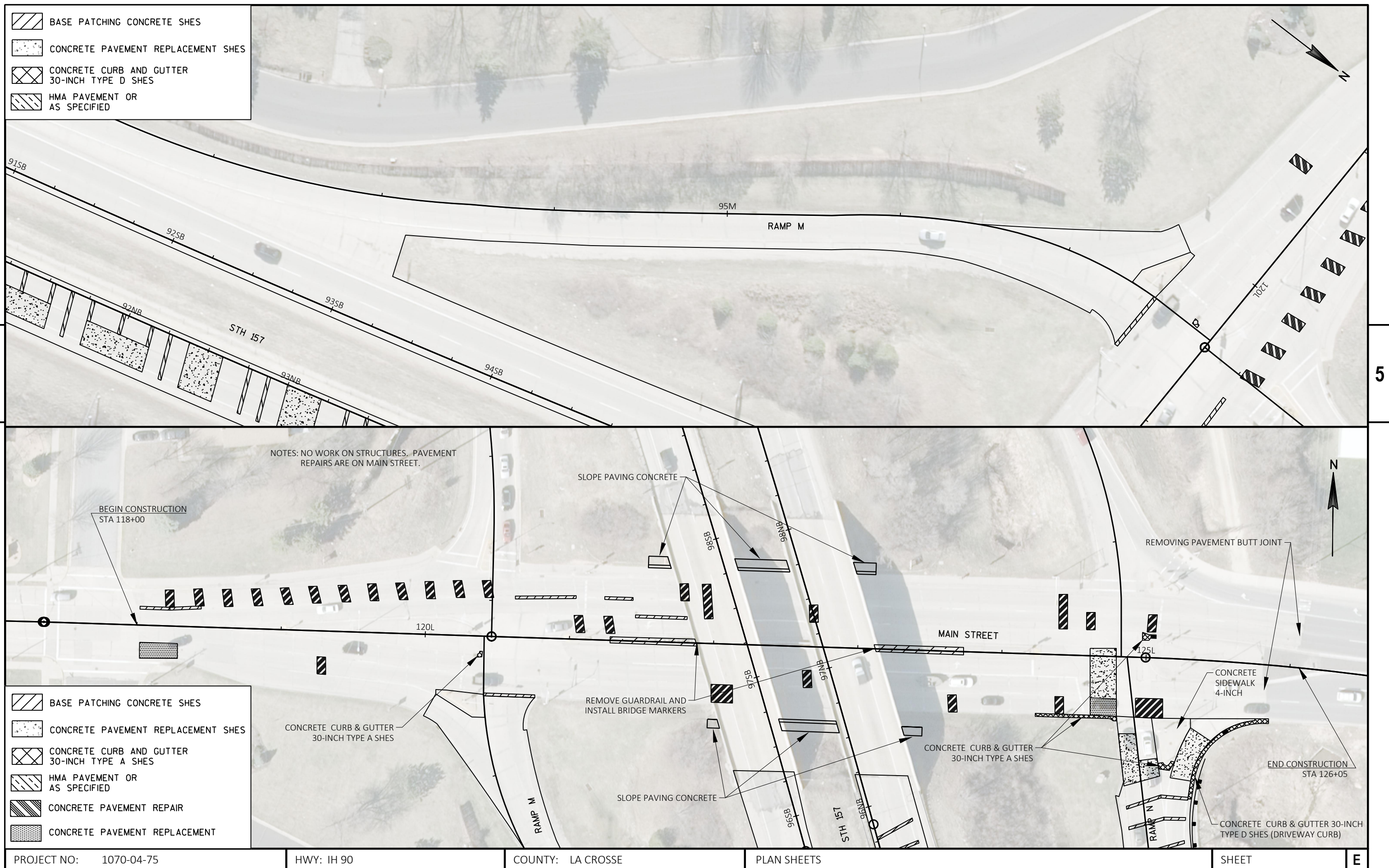
- BASE PATCHING CONCRETE SHES
- CONCRETE PAVEMENT REPLACEMENT SHES
- CONCRETE CURB AND GUTTER 30-INCH TYPE A SHES
- HMA PAVEMENT OR AS SPECIFIED



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



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

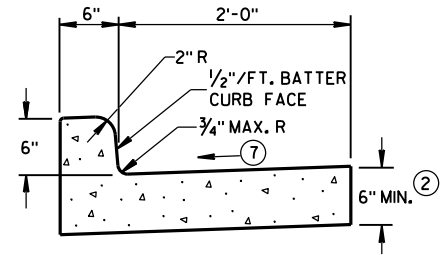


Standard Detail Drawing List

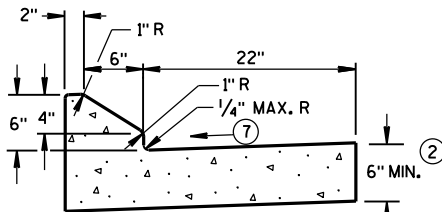
08D01-20A	CONCRETE CURB & GUTTER
08D01-20B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09A01-13B	AT-GRADE SIDE ROAD INTERSECTION, TYPE "A1" & "A2"
09B02-10	CONDUIT
09B04-11	PULL BOX
09B16-01	PULL BOX NON-CONDUCTIVE
09C02-09	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
13C18-07A	CONCRETE PAVEMENT JOINTING
13C18-07B	CONCRETE PAVEMENT STEEL REINFORCEMENT
13C18-07C	CONCRETE PAVEMENT JOINT TYPES
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
15A04-05A	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
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

Standard Detail Drawing List

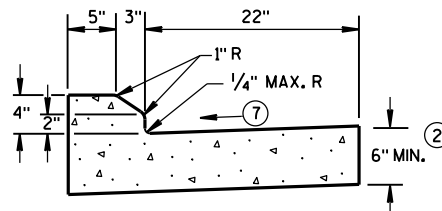
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C15-05	36" DIAMETER FULL SPAN OVERHEAD SIGN SUPPORT BASE
15C18-04	MEDIAN ISLAND MARKING
15C19-05C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
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
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-03	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-06A	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D23-06B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D30-05A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-05B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-05C	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
15D42-01	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D43-01	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D44-01	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



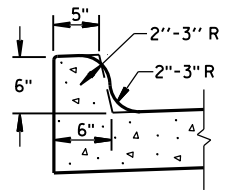
TYPES A^① & D



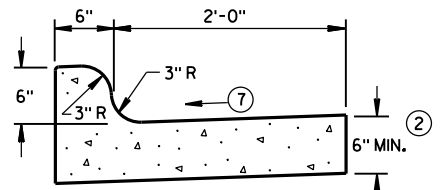
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

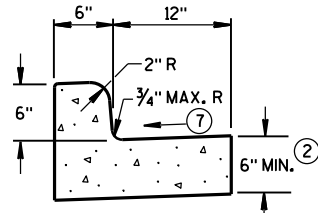


TYPES K^① & L
(OPTIONAL CURB SHAPE)



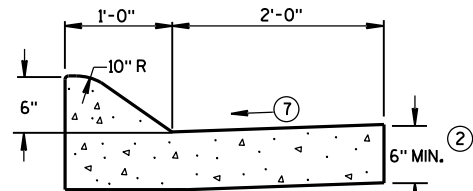
TYPES K^① & L

CONCRETE CURB & GUTTER 30"

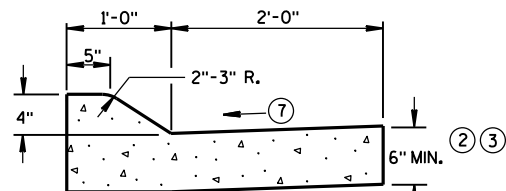


TYPES A^① & D

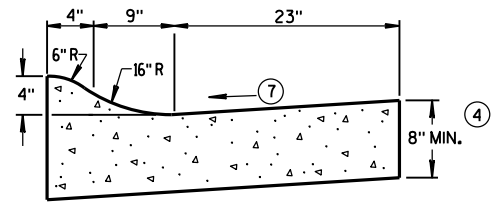
CONCRETE CURB & GUTTER 18"



6" SLOPED CURB TYPES A^① & D

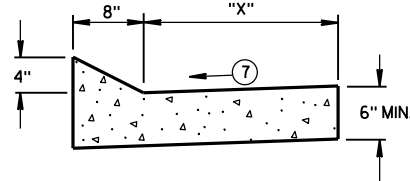


4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

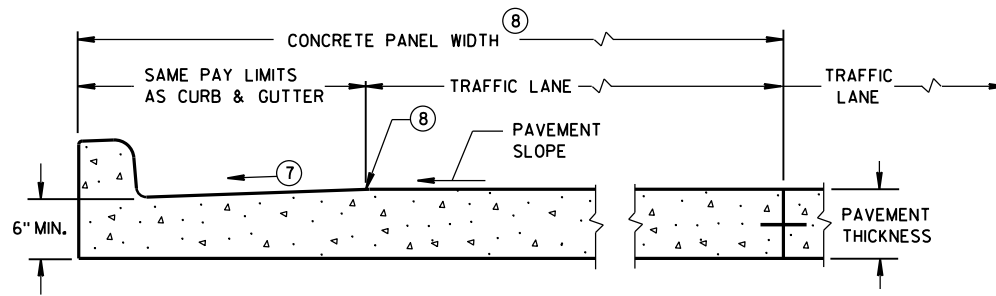
CONCRETE CURB & GUTTER 36"



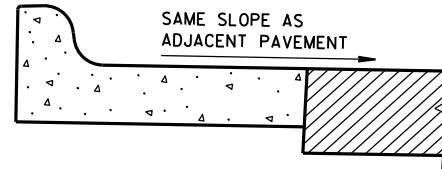
TYPES TBT & TBTT^①

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.

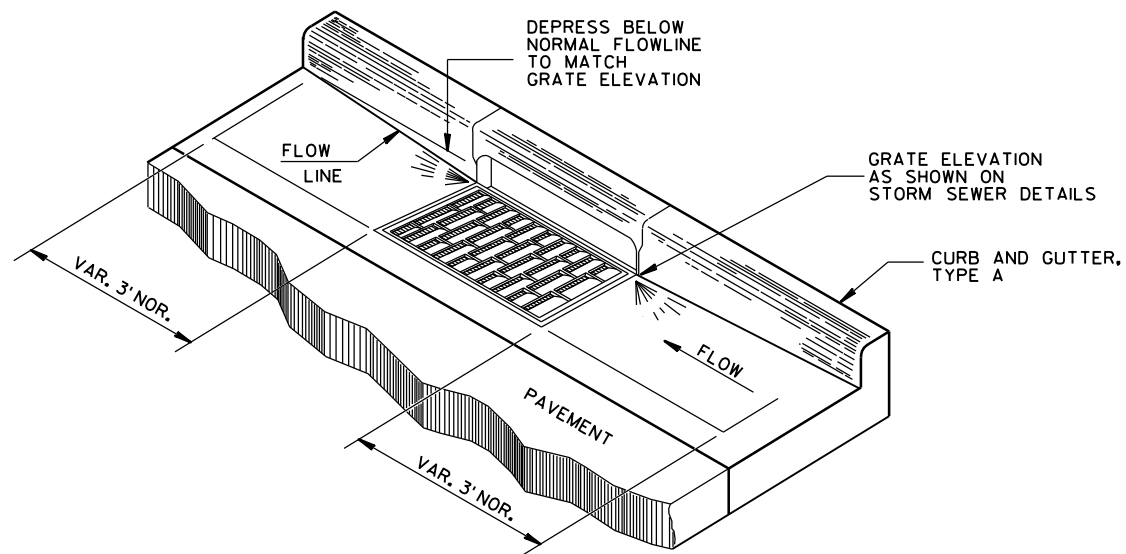
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'

* BIKE LANE IS NOT SHOWN.

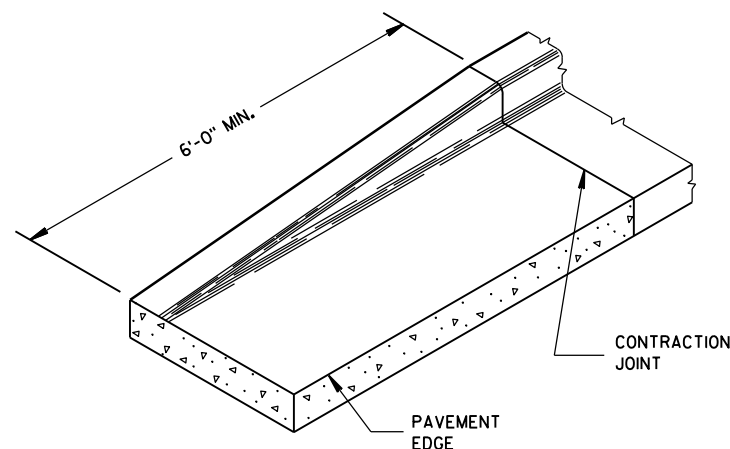
CONCRETE CURB & GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

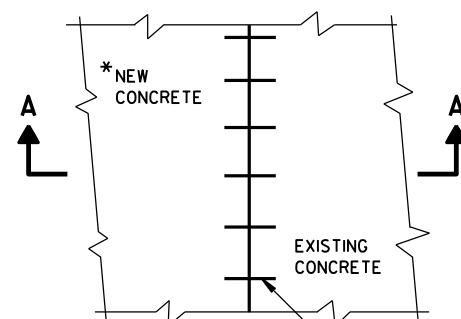


DETAIL OF CURB AND GUTTER AT INLETS

(TYPE H INLET COVER SHOWN)

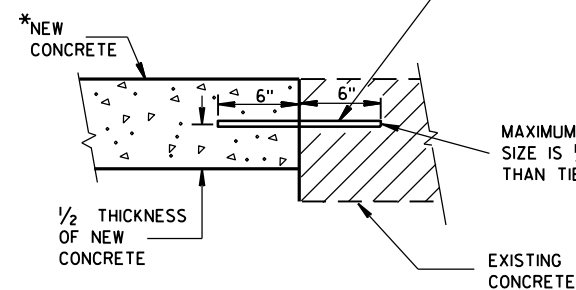


END SECTION CURB & GUTTER



PLAN VIEW

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

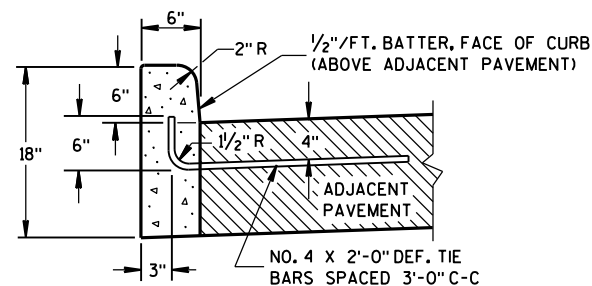


**SECTION A-A
TIE BARS DRILLED
INTO EXISTING PAVEMENT**

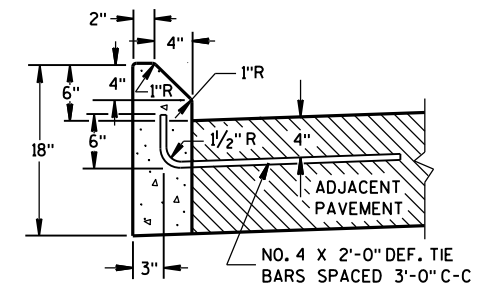
NO. 6 TIE BARS SPACED 2'-6" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT.

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

EXISTING CONCRETE



TYPES A^① & D



TYPES G^① & J

GENERAL NOTES

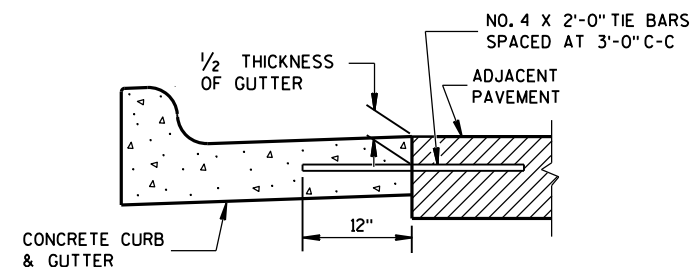
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

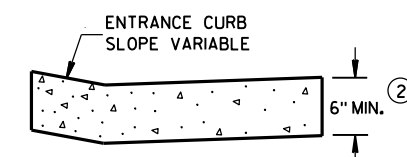
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2'-0" BEHIND THE BACK OF CURBS.

- 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.

CONCRETE CURB



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

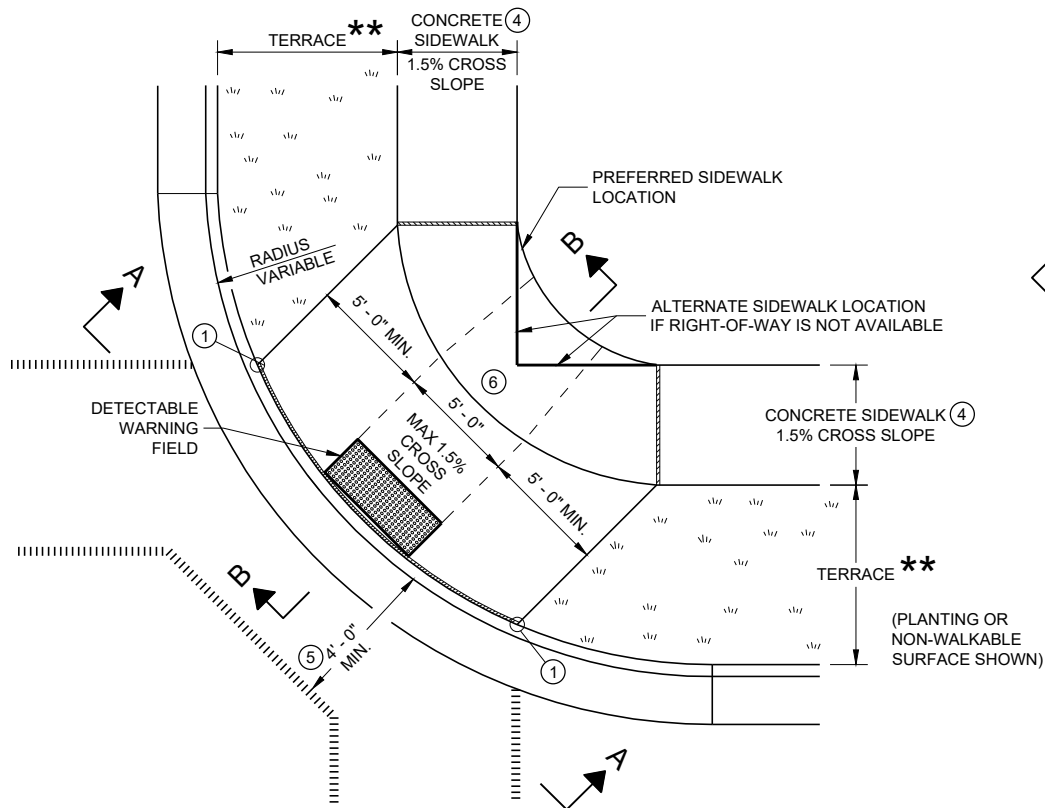
DATE

FHWA

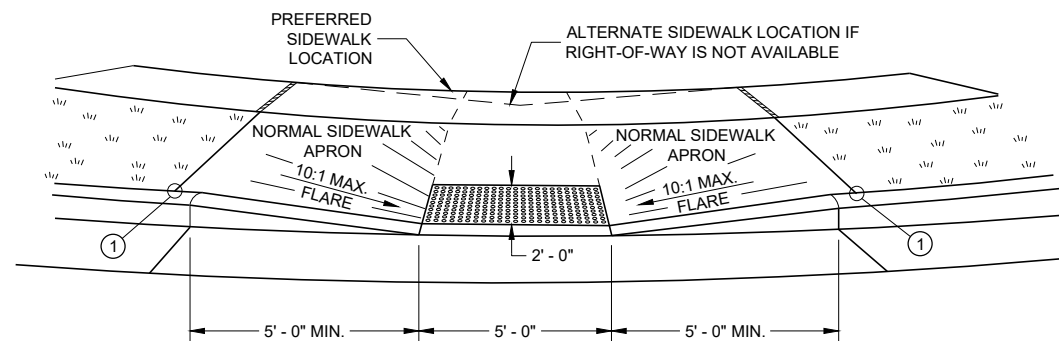
/S/ Rodney Taylor

ROADWAY STANDARDS DEVELOPMENT

UNIT SUPERVISOR

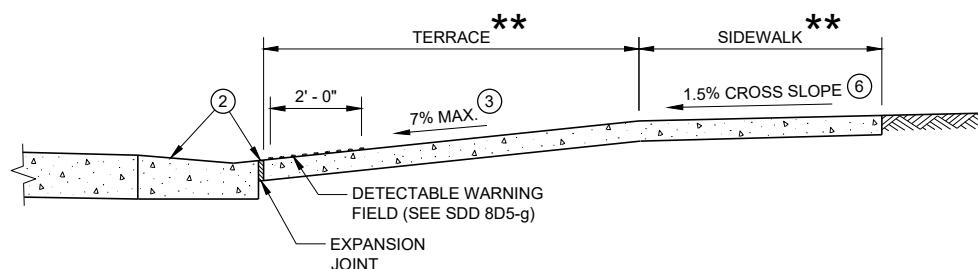


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

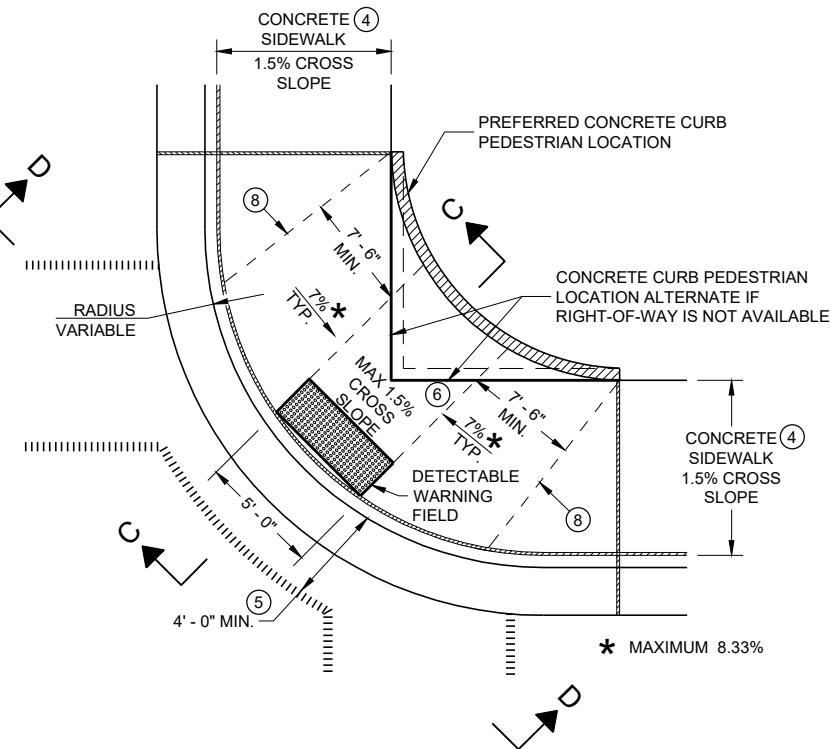


VIEW A - A FOR TYPE 1

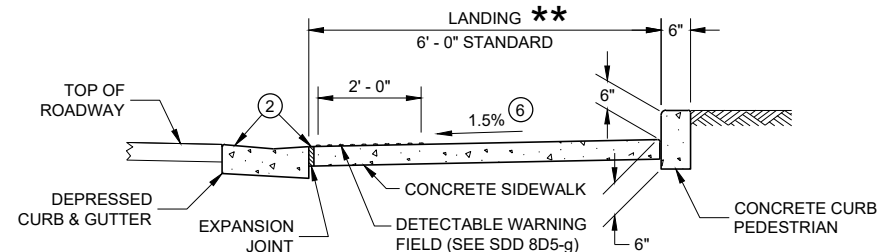
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



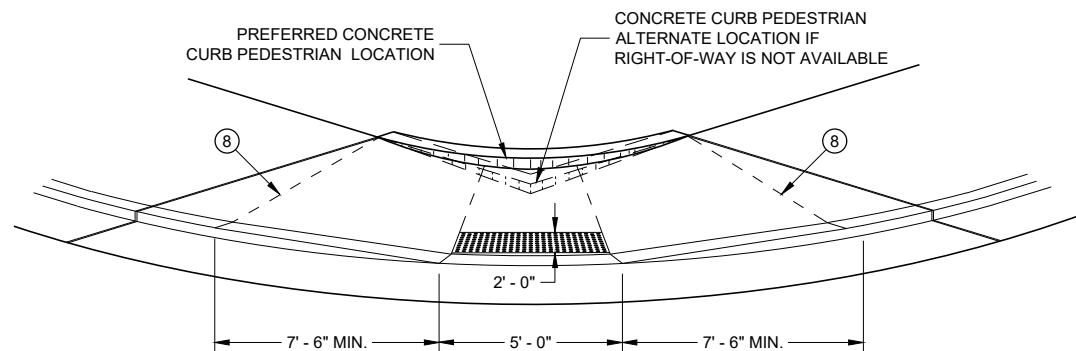
SECTION B - B FOR TYPE 1



PLAN VIEW
CURB RAMP TYPE 1 - A
(NO TERRACE)



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

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 CURB 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 LINEAR 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.

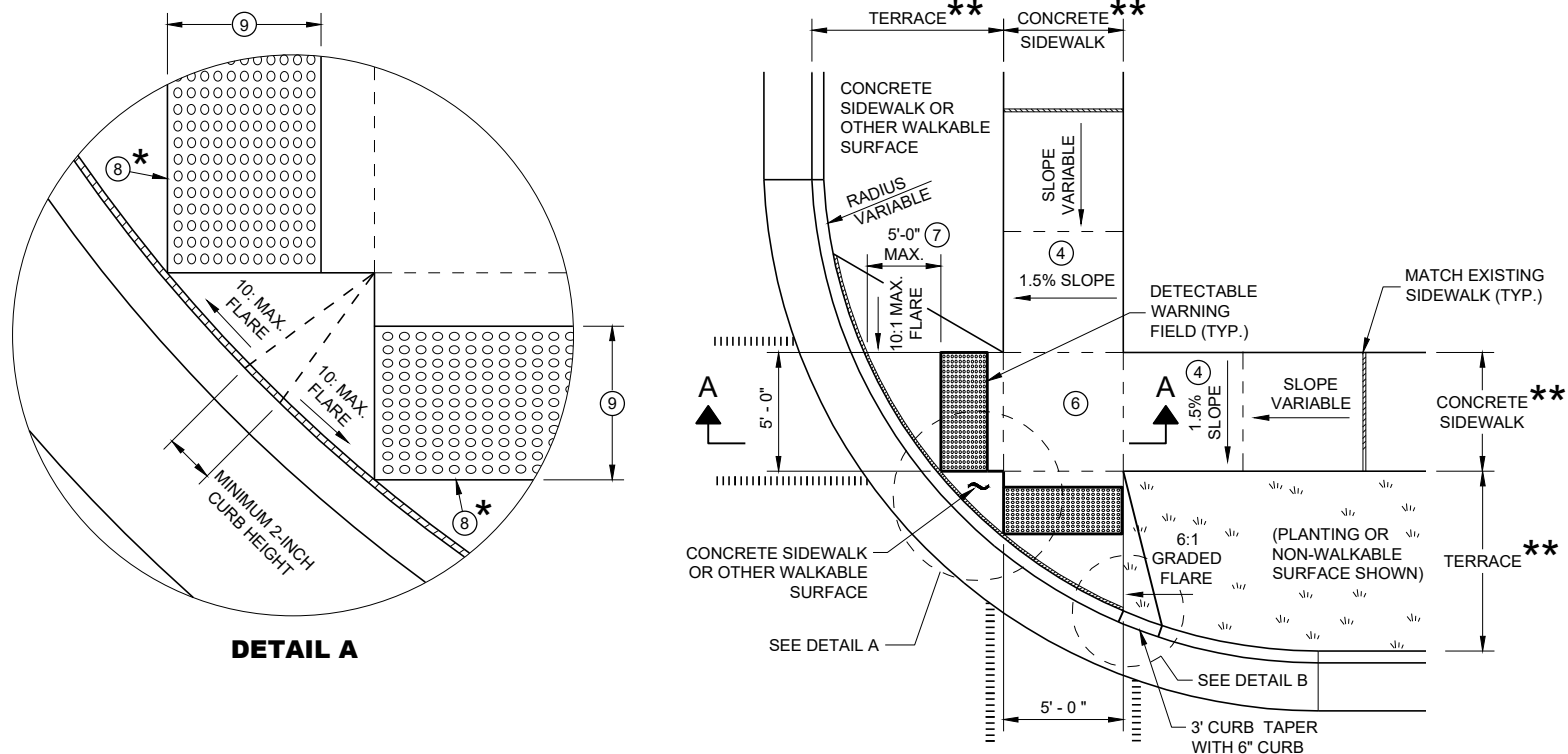
- THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM 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.
- MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 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.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

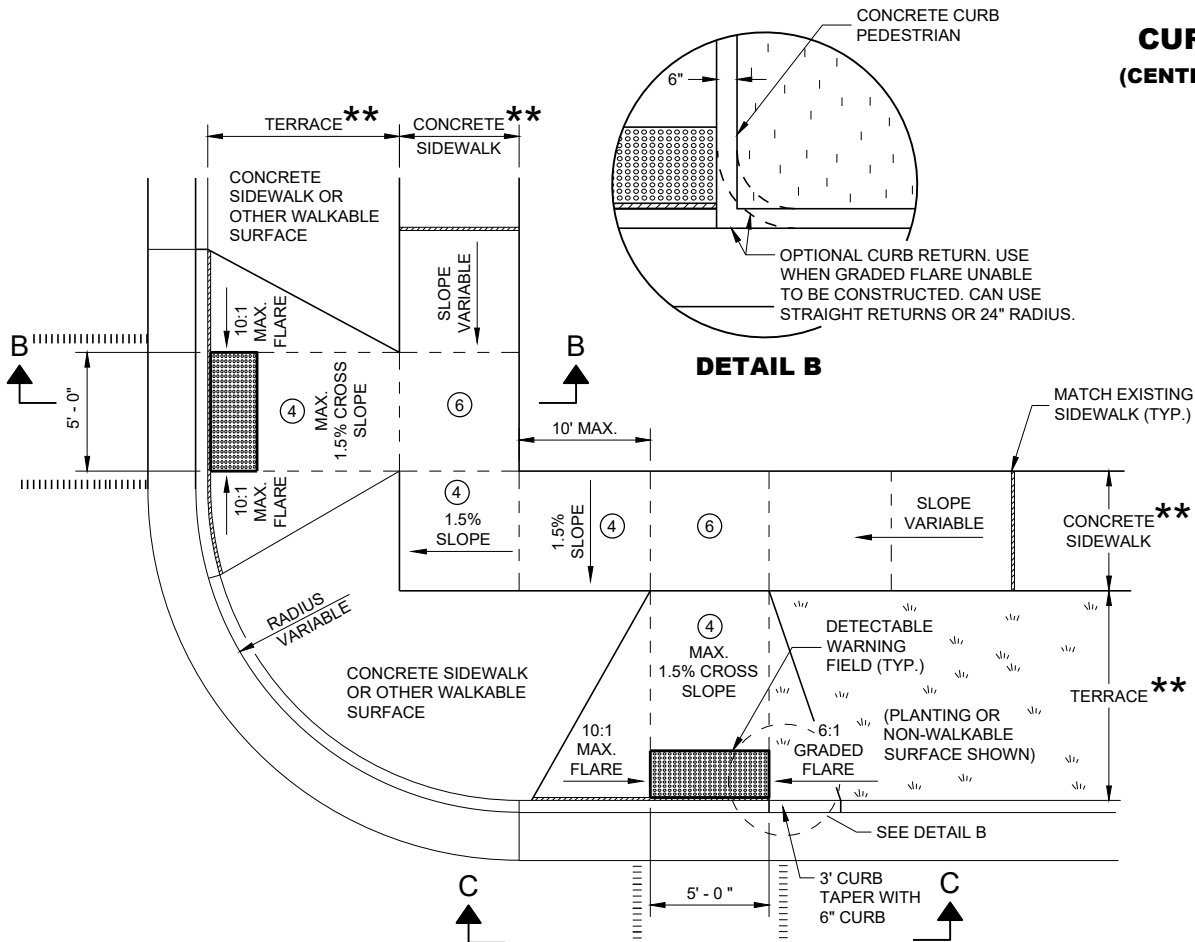
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



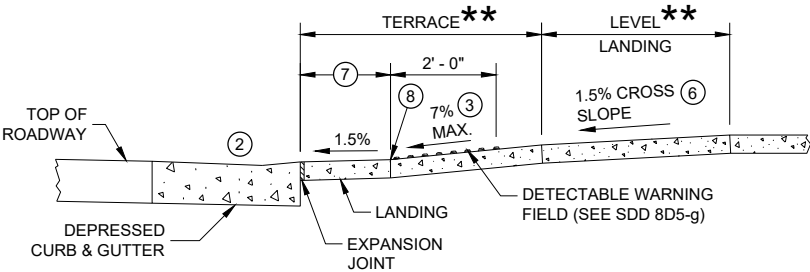
**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



**PLAN VIEW
CURB RAMP TYPE 3
(OUTSIDE OF CROSSWALK AREA)**

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.
- 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 AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) 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 LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
 - ⑦ WHEN 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 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.



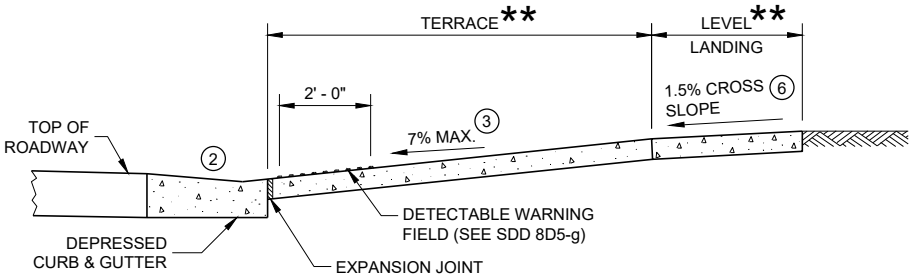
SECTION A - A FOR TYPE 2

* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

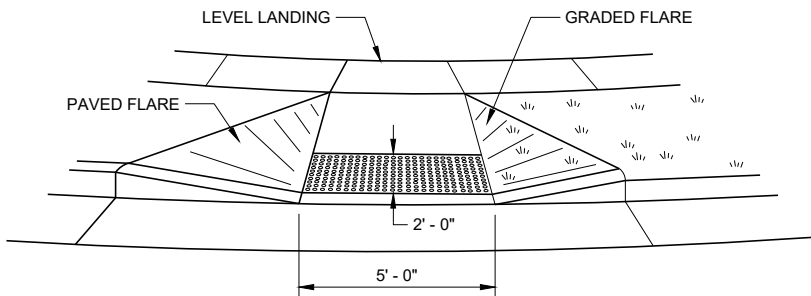
** WIDTH SHOWN ELSEWHERE IN THE PLANS

LEGEND

- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)



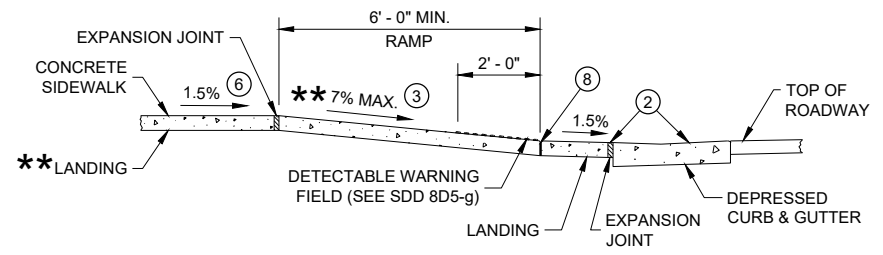
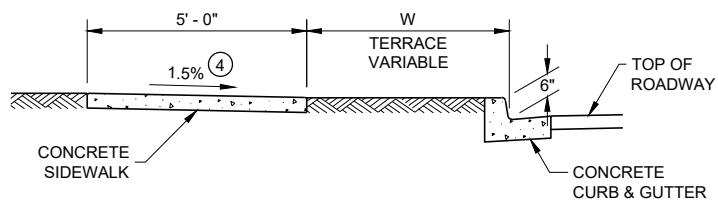
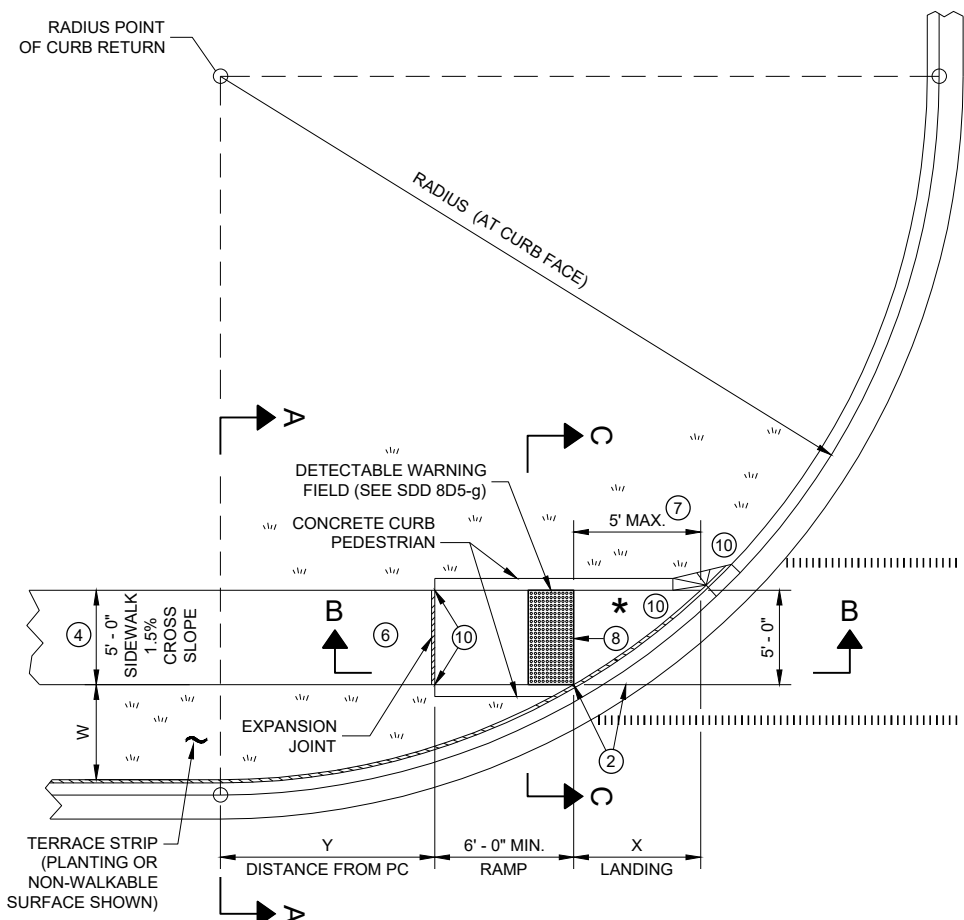
SECTION B - B FOR TYPE 3



VIEW C - C FOR TYPE 3

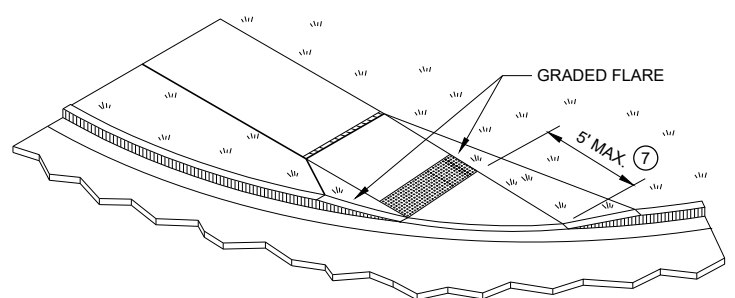
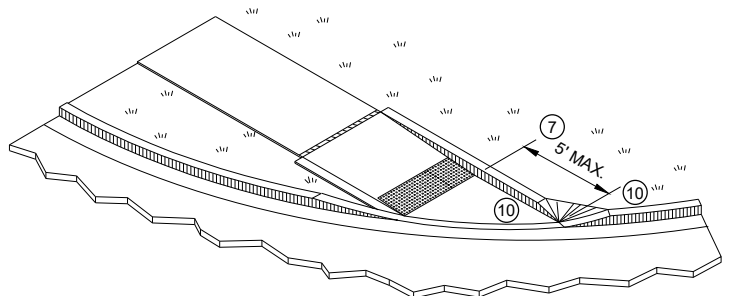
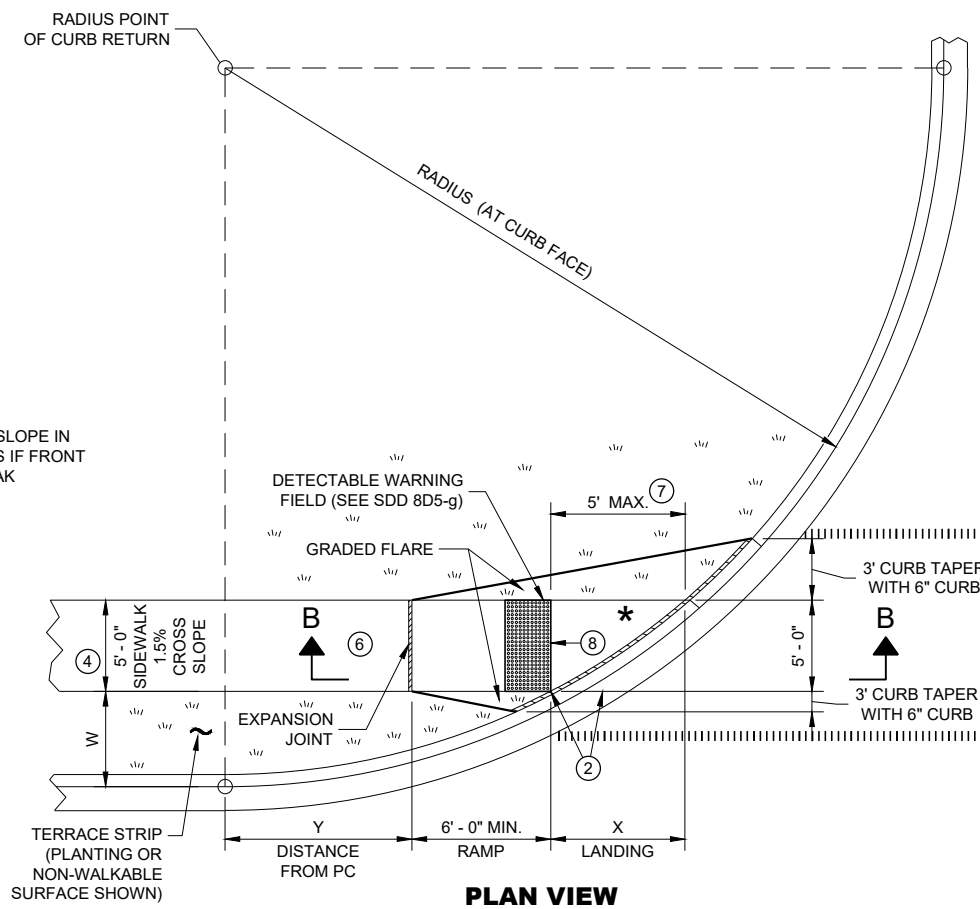
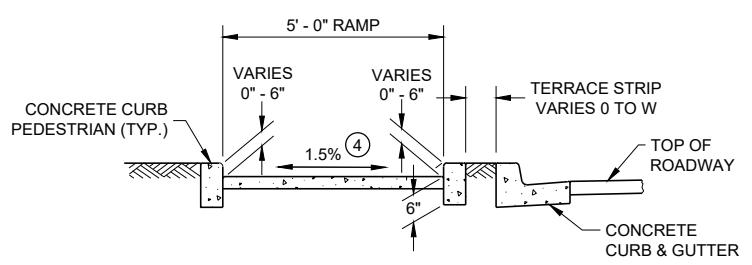
**CURB RAMPS
TYPE 2 AND 3**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 1/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 1/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	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



- LEGEND**
- 1/2" EXPANSION JOINT SIDEWALK
 - CONTRACTION JOINT SIDEWALK
 - PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

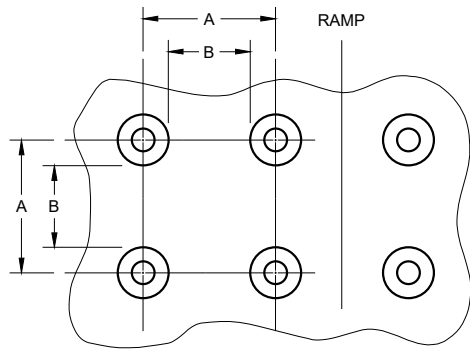
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- 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.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

**CURB RAMPS
TYPE 4B AND 4B1**

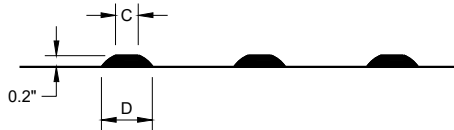
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

	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.

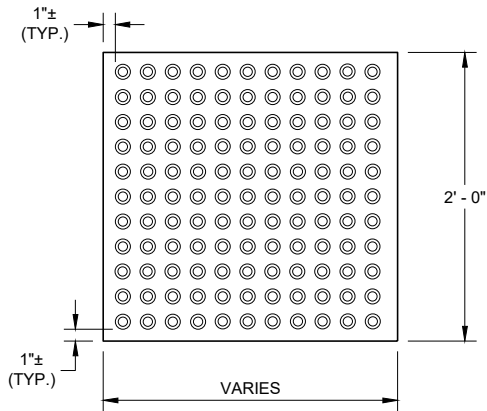


PLAN VIEW

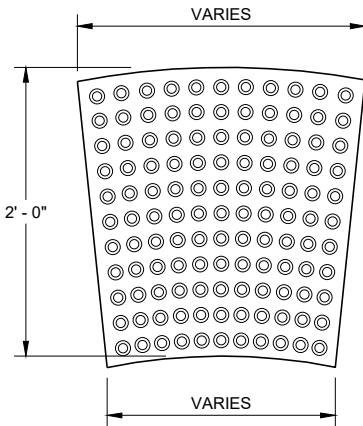


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL

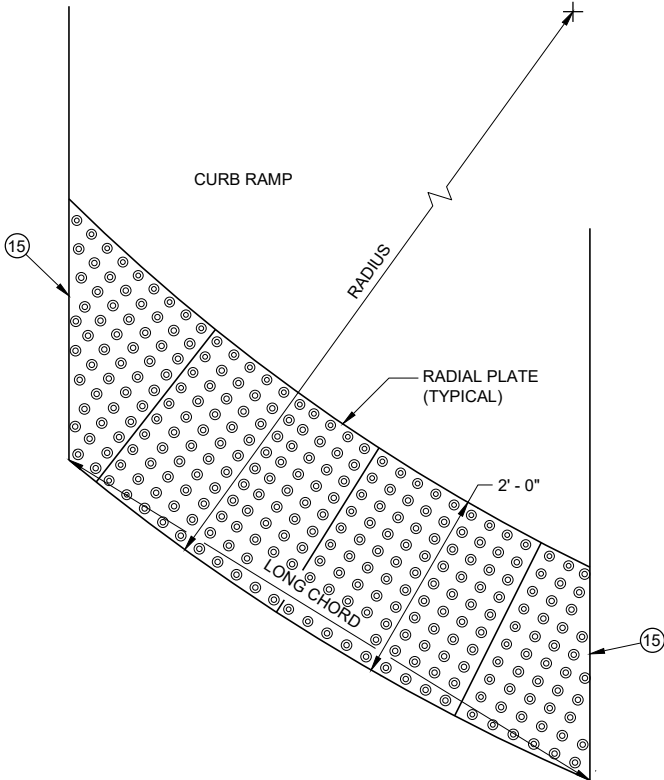


RECTANGULAR
PLATES

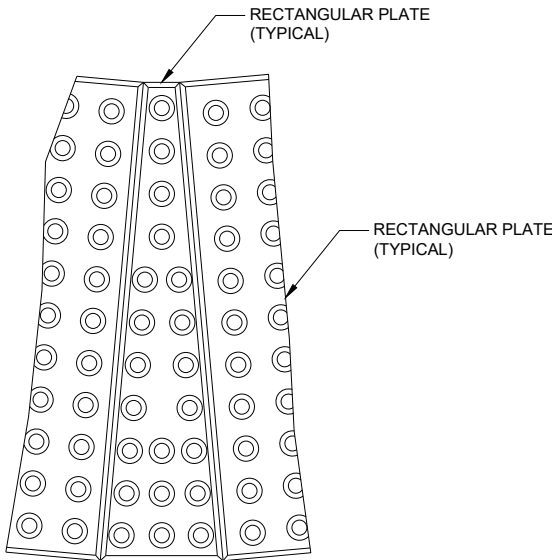


RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

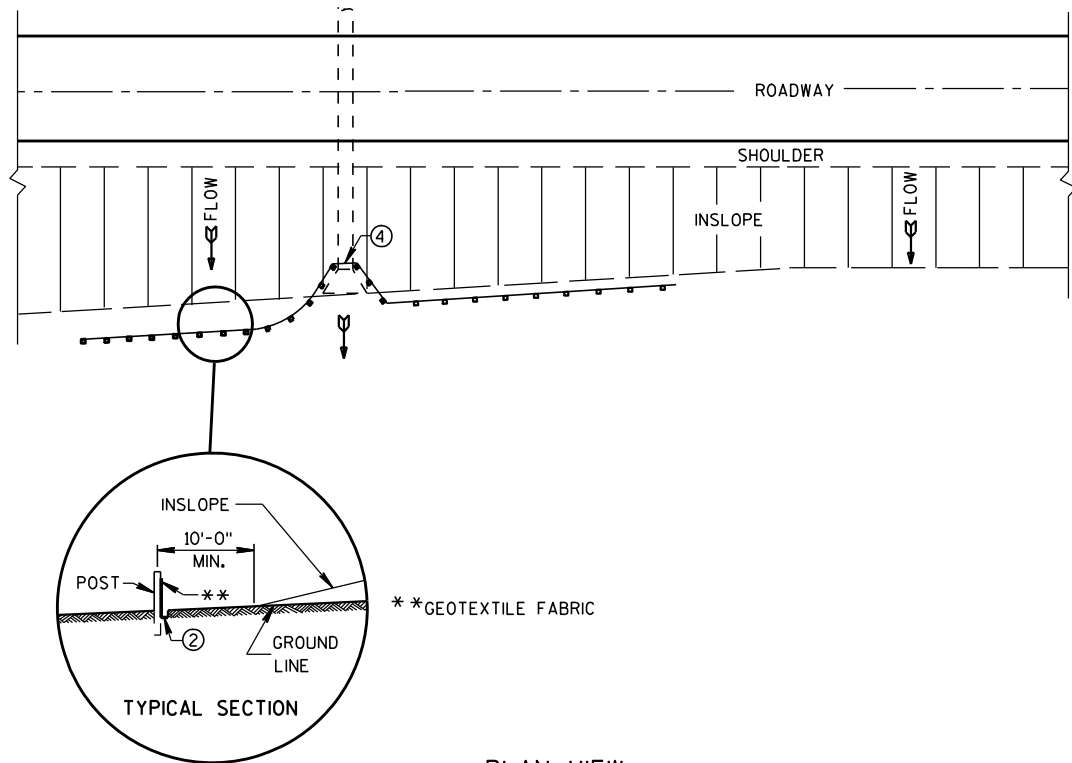
GENERAL NOTES

- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP 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 FILED 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 WEDGE PLATES IN COMBINATION WITH SQUARE PLATES 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.

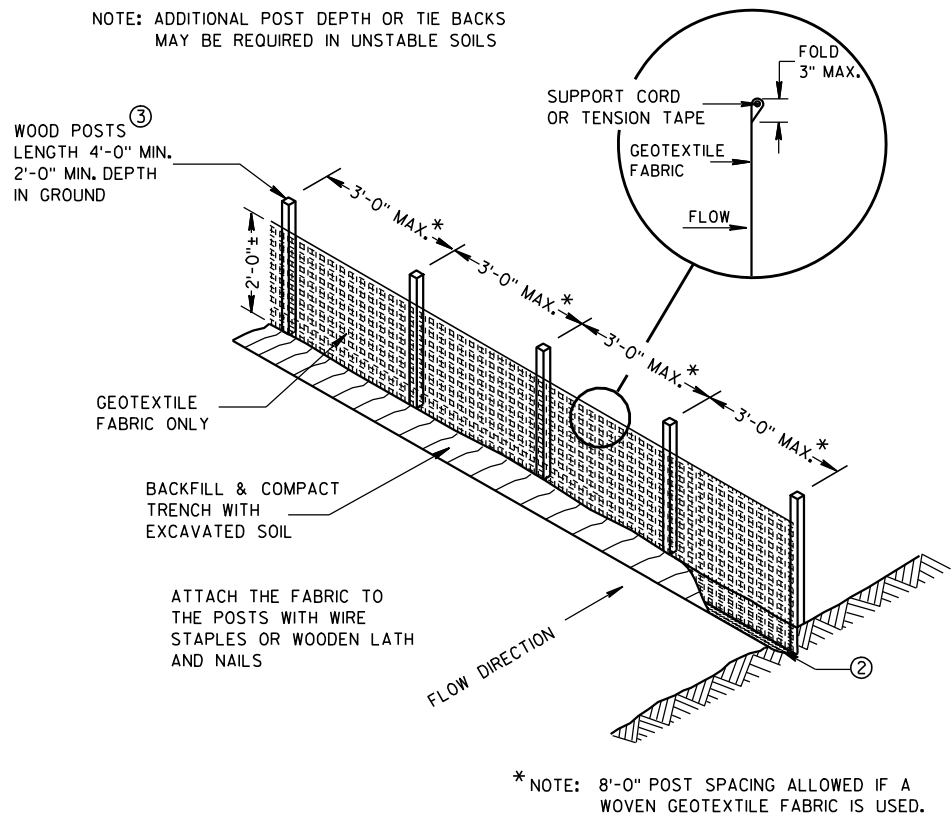
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

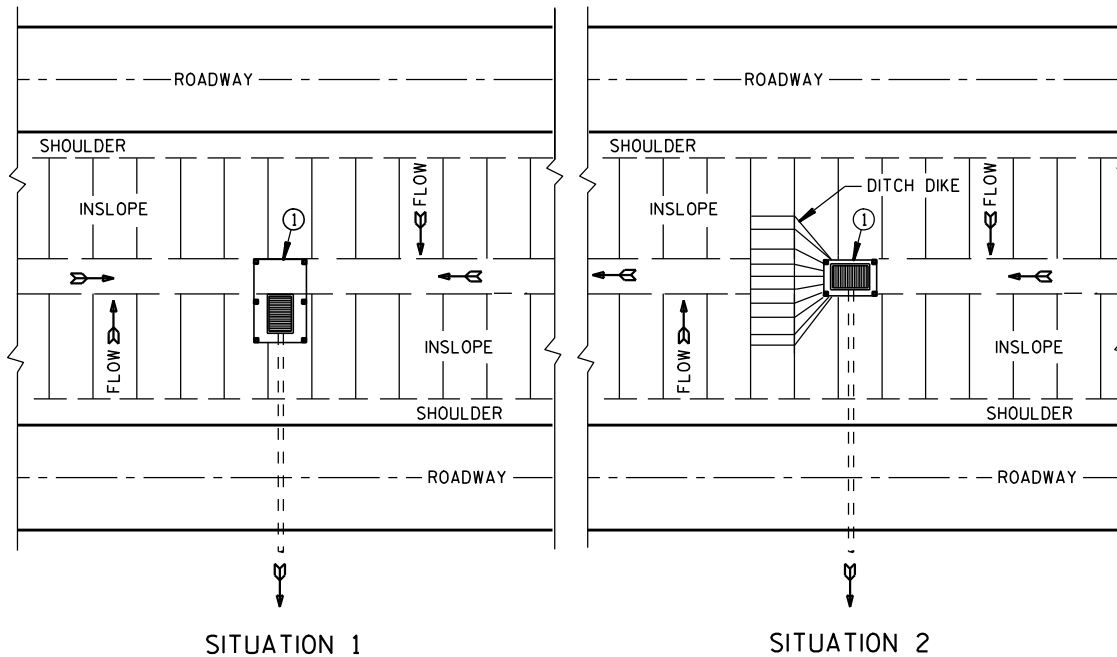
APPROVED
May 2019
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA



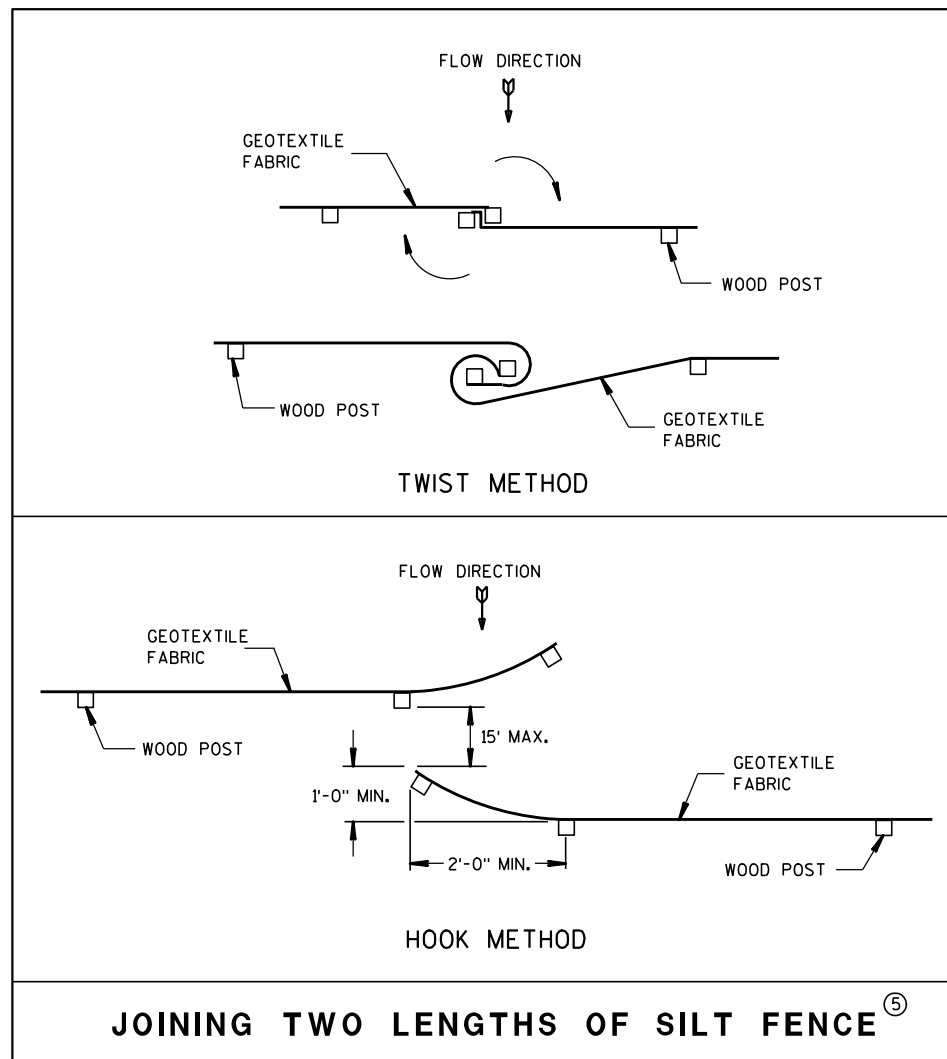
PLAN VIEW
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS

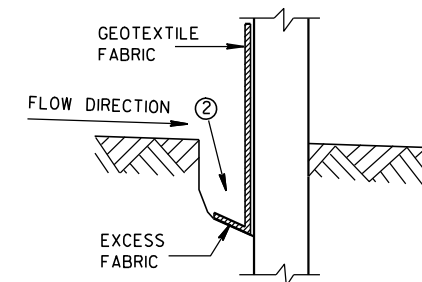


JOINING TWO LENGTHS OF SILT FENCE ⑤

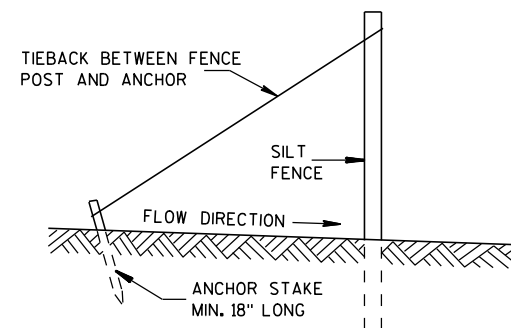
GENERAL NOTES

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 1 1/8" X 1 1/8" 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.

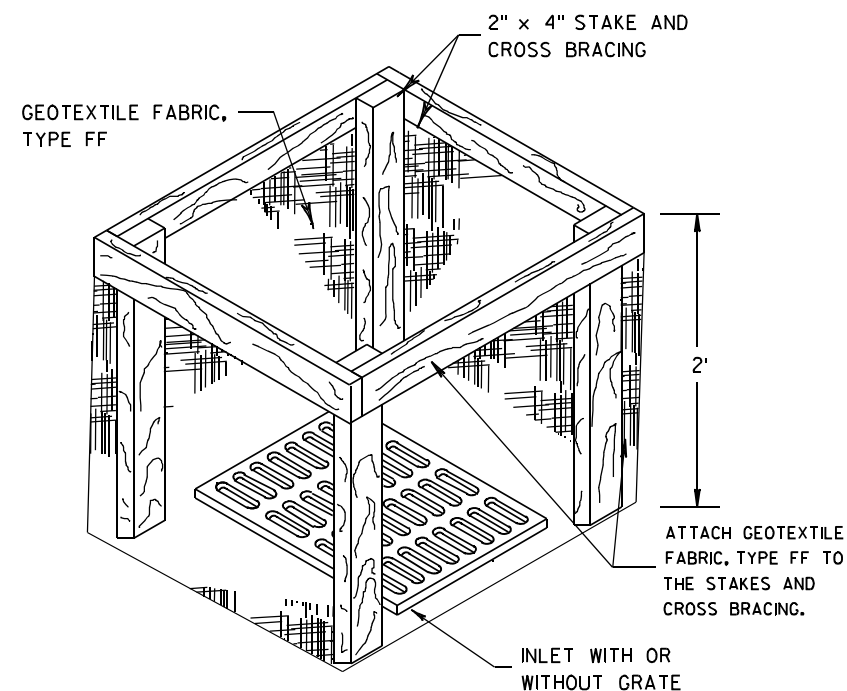
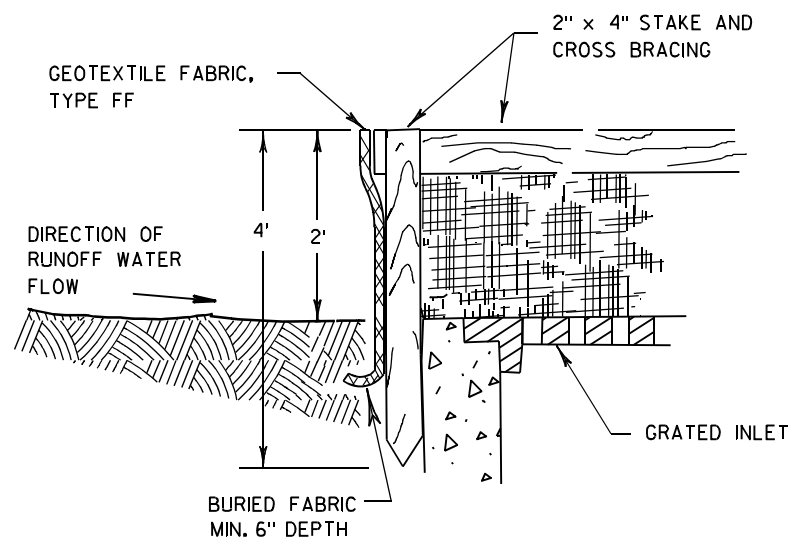


TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-29-05 DATE	/S/ Beth Canestra CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA	



INLET PROTECTION, TYPE A

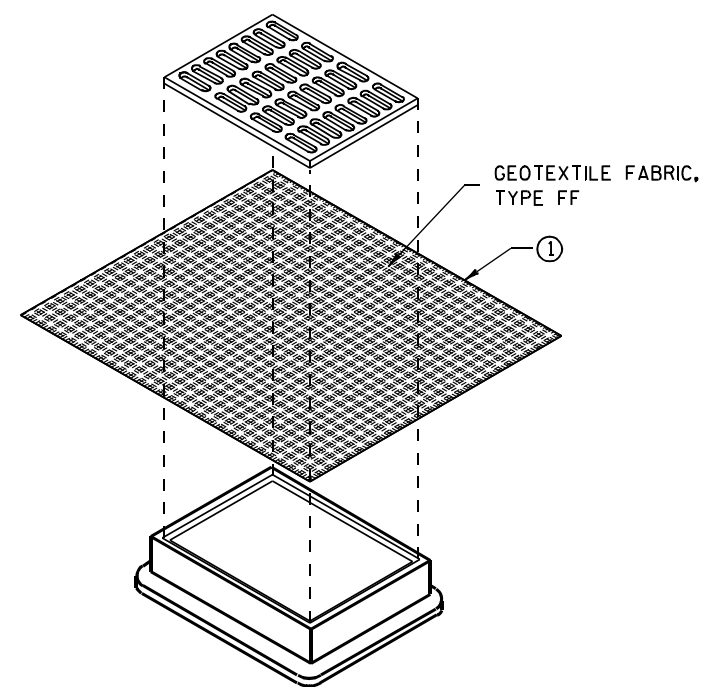
GENERAL NOTES

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

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

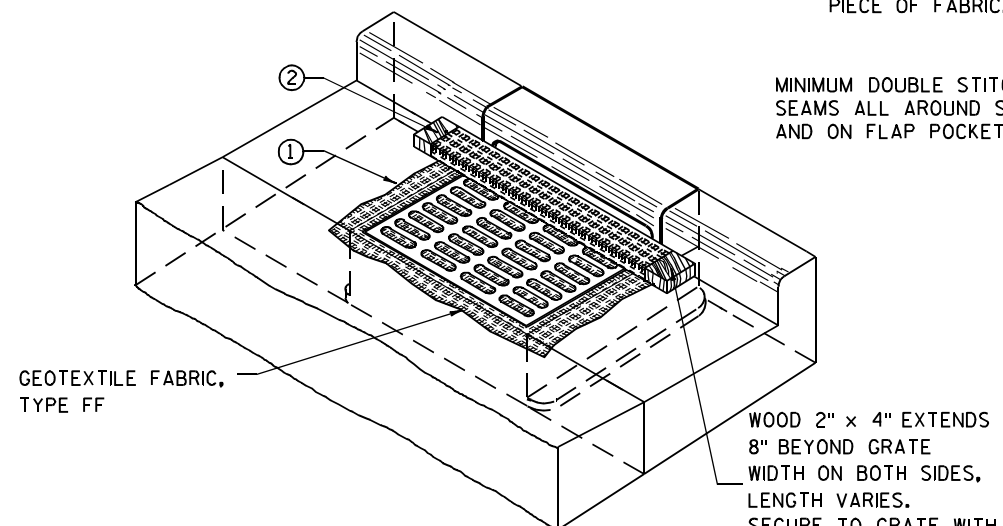
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

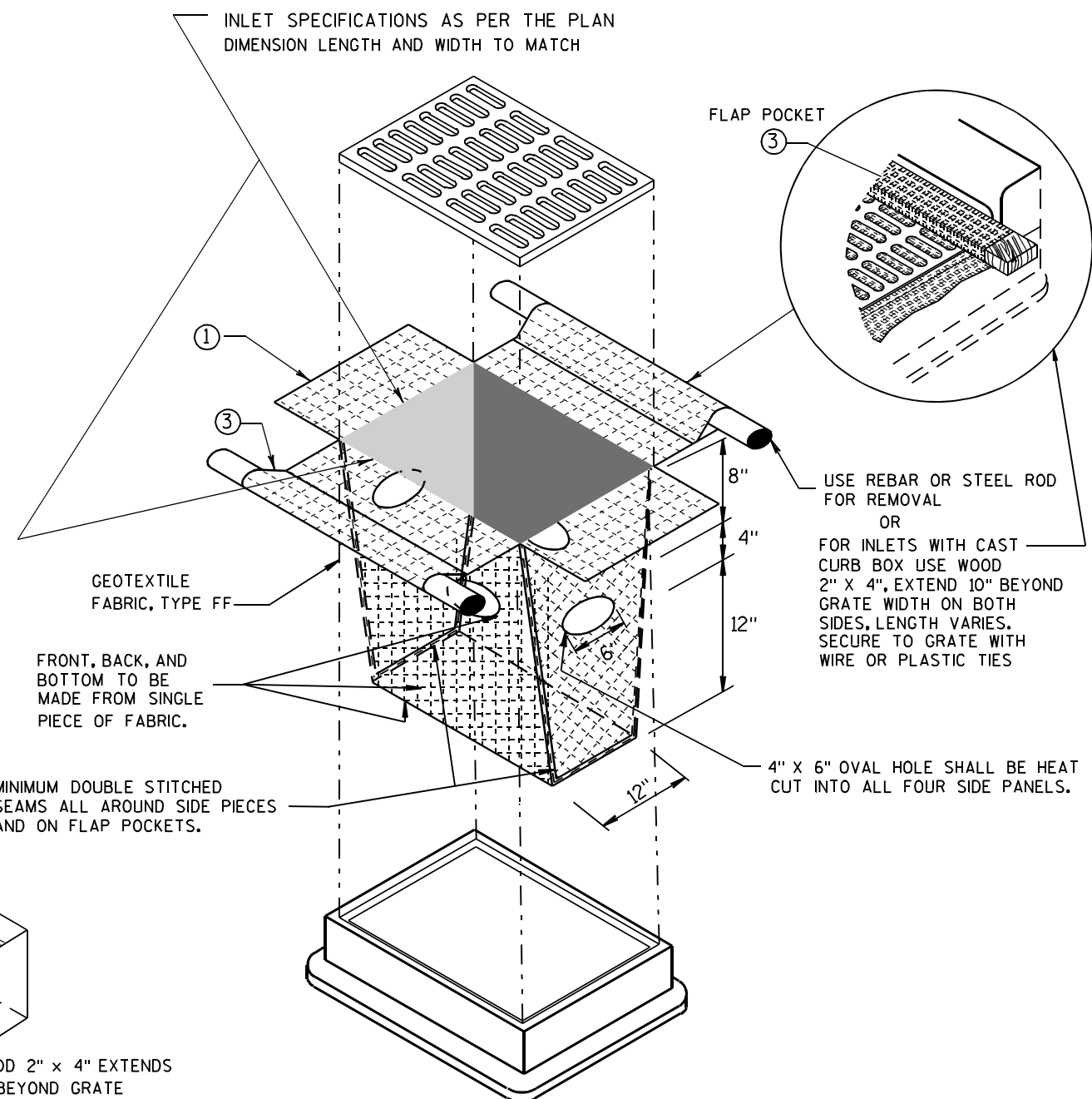
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



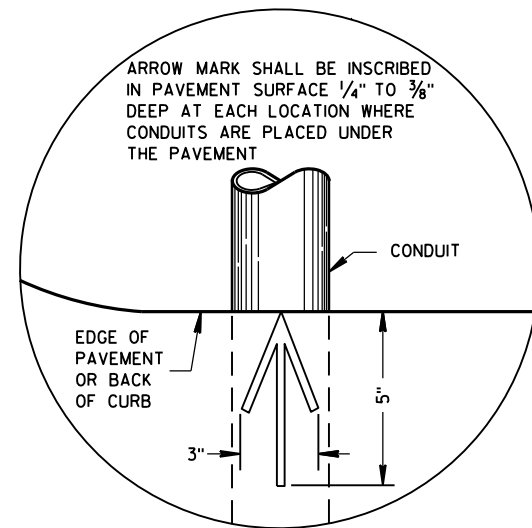
INLET PROTECTION, TYPE D

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

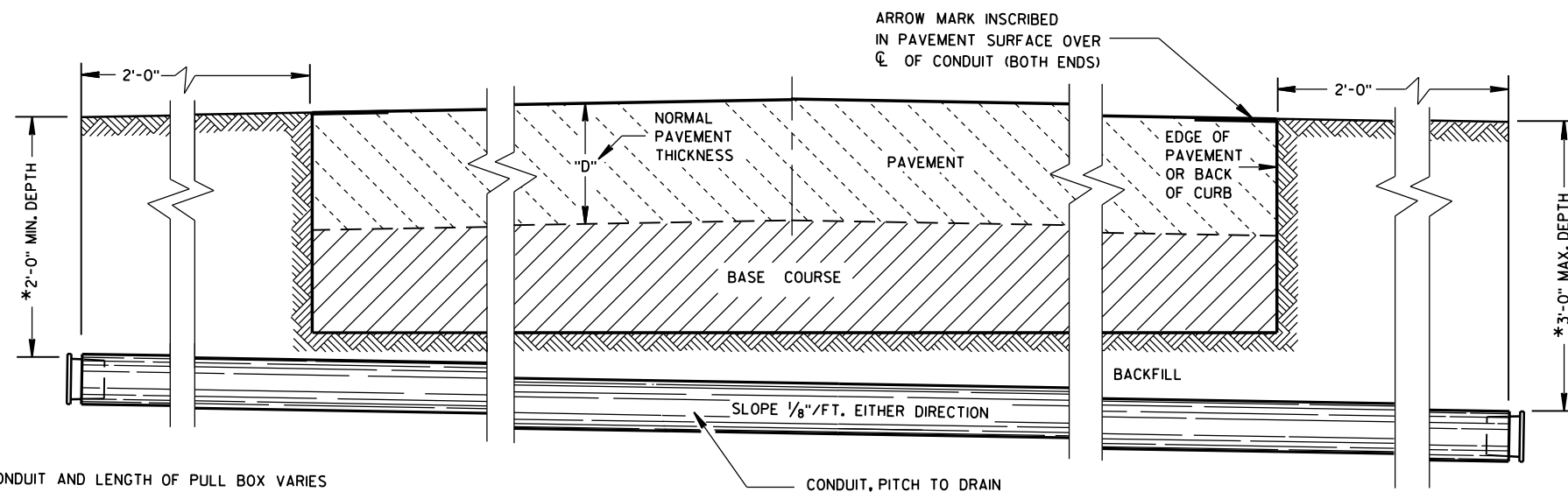
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

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 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA

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.

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.

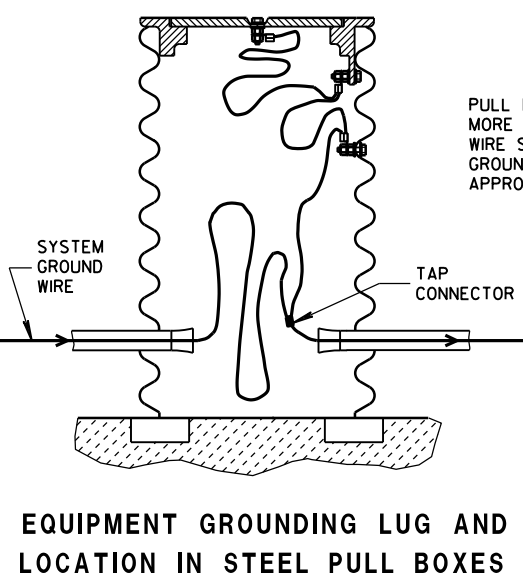
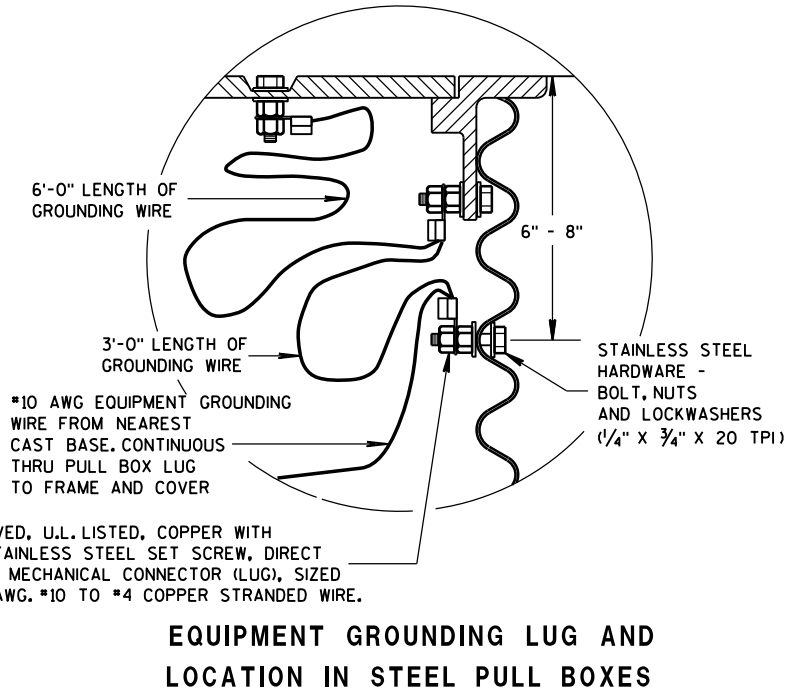
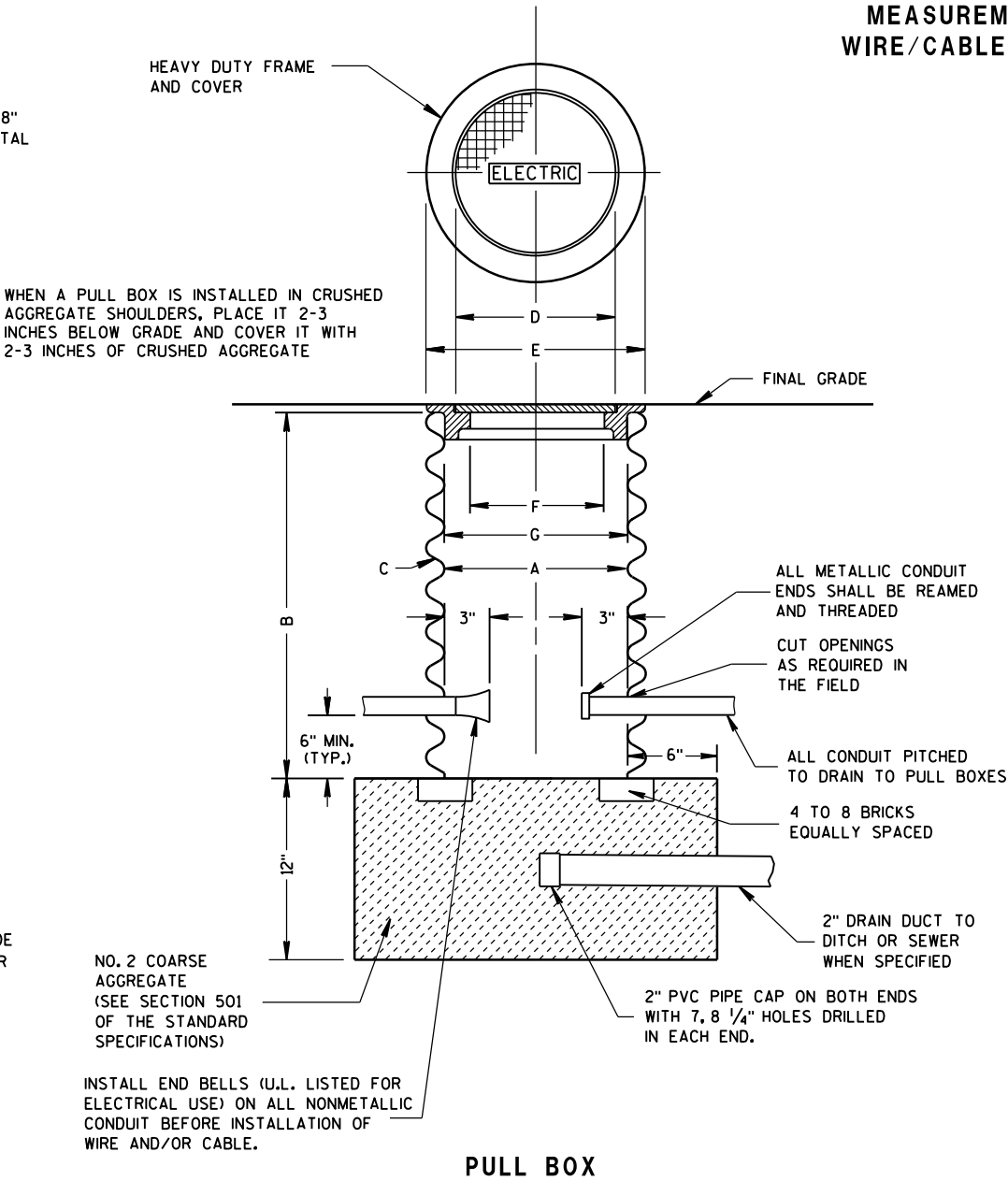
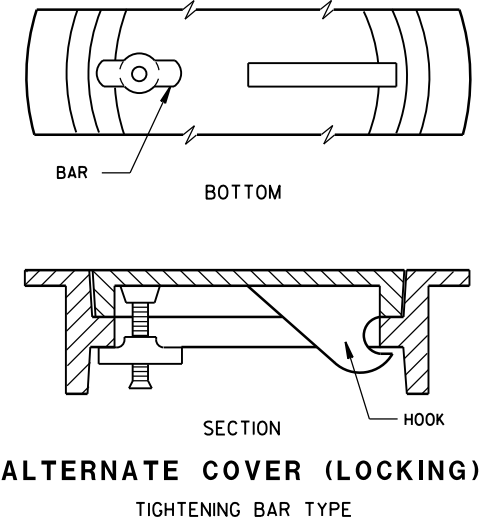
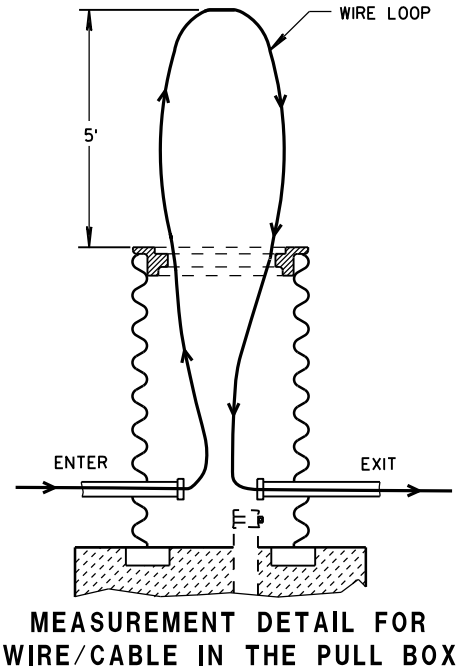
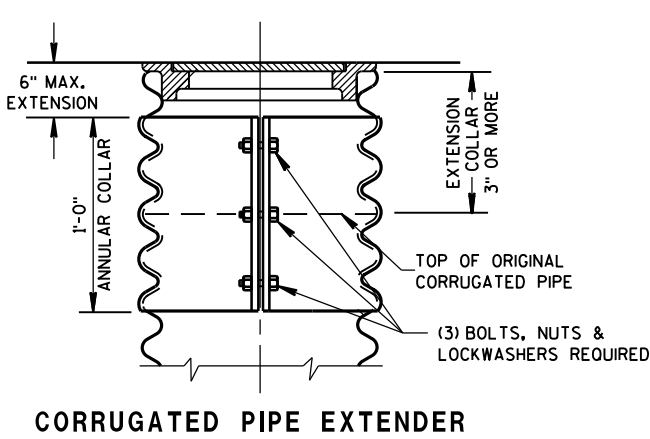
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

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 ENGINEER
FHWA	

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 DISCONTINUITIES 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".

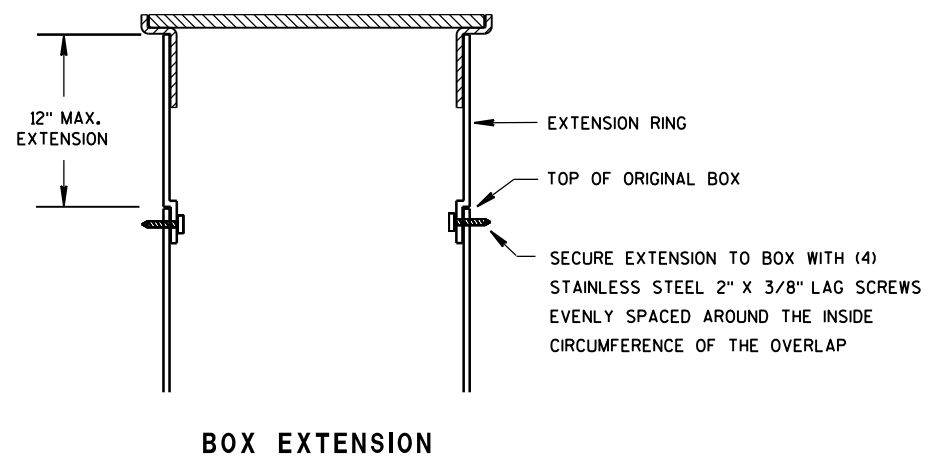
THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

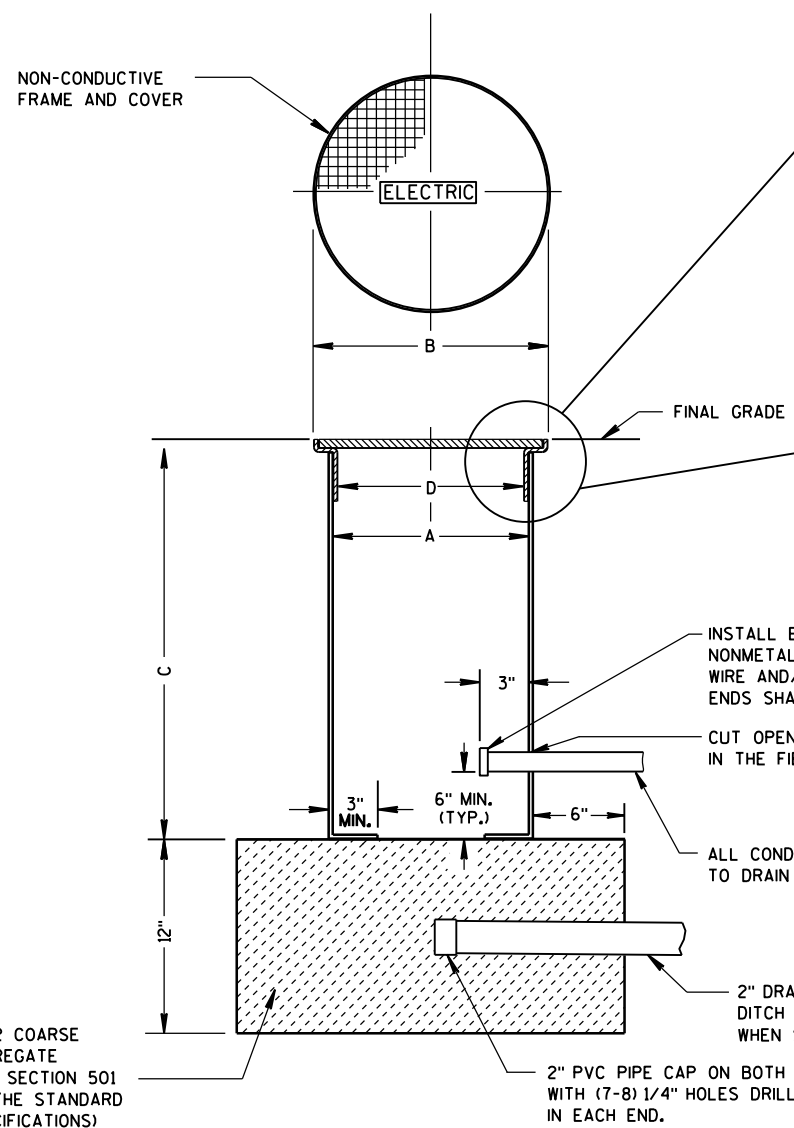
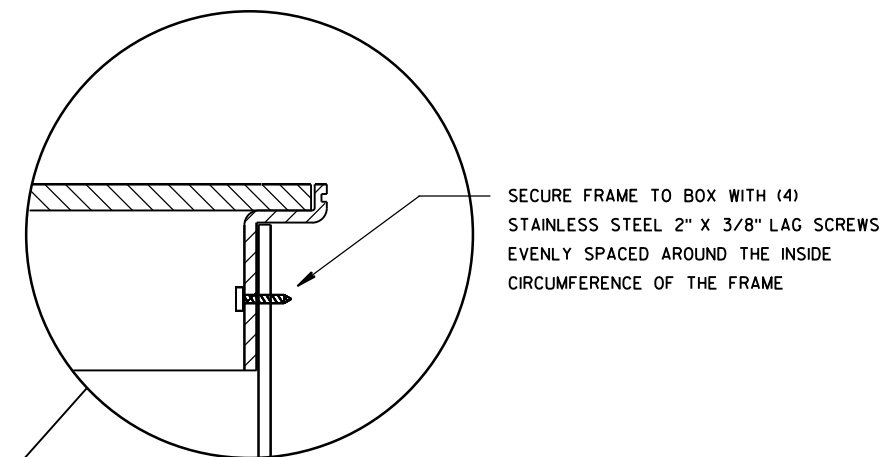
ENTIRE BOX MUST BE CONSTRUCTED OF NON-CONDUCTIVE MATERIALS WITH THE EXCEPTION OF STAINLESS STEEL FASTENERS AND MAGNETIC LOCATABLE DEVICE.

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

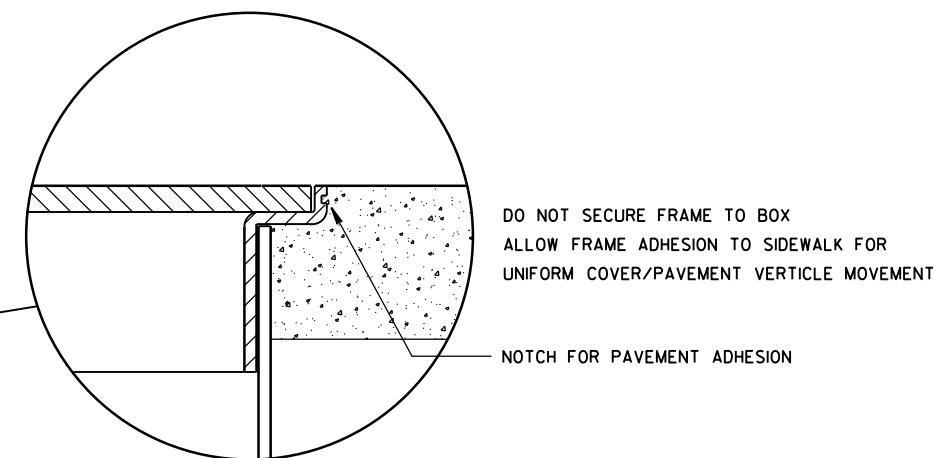
LABEL ON COVER SHALL READ "ELECTRIC" FOR SIGNAL AND LIGHTING SYSTEMS, "WISDOT ITS" FOR COMMUNICATIONS AND ITS EQUIPMENT SYSTEMS.



INSTALLED IN SOD OR CRUSHED AGGREGATE



INSTALLED IN SIDEWALK



NON-CONDUCTIVE PULL BOX

PULL BOX
NON-CONDUCTIVE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

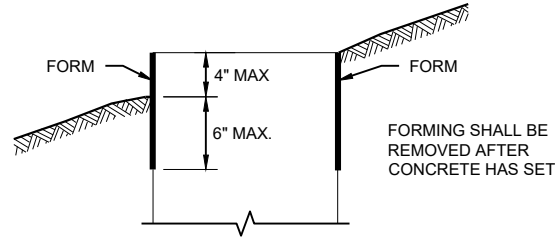
APPROVED

May 2017
DATE

FHWA

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

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

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 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 AT THE ENTRANCE OF THE BASE.

ENDS OF CONDUIT INSTALLED BELOW GRADE FOR 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.

GENERAL NOTES

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 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.

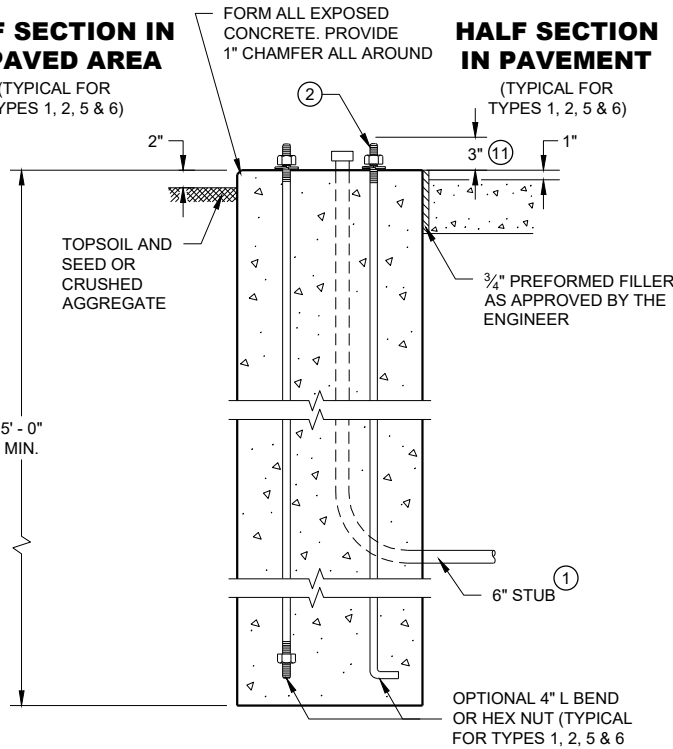
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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).

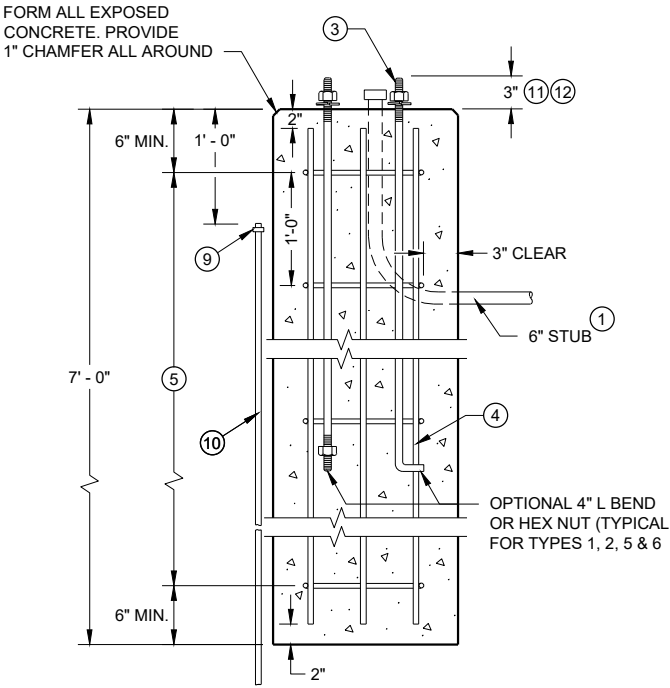
- 1 THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE AND INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES. THE MINIMUM DEPTH OF CONDUIT EXITING THE CONCRETE BASE THAT IS NOT INSTALLED BELOW THE TRAVELED WAY SHALL BE 18 INCHES. THE MAXIMUM DEPTH OF ALL CONDUIT SHALL BE 36 INCHES EXCEPT WITH WRITTEN 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 STEEL REINFORCEMENT @ 1' - 0" C - C.
- 9 EXOTHERMIC CONNECTION TO EQUIPMENT GROUNDING CONDUCTOR
- 10 5/8" DIA. X 8' - 0" COPPERCLAD EQUIPMENT GROUNDING ELECTRODE REQUIRED
- 11 ANY ANCHOR ROD PROJECTION SHORTER THAN 2 3/4" OR LONGER THAN 3 1/2" SHALL REQUIRE THE BASE TO BE REMOVED AND REPLACED AT THE CONTRACTOR'S EXPENSE.
- 12 FOR NON - BREAKAWAY INSTALLATIONS, 4 1/2" ± ANCHOR ROD PROJECTION WITH THE USE OF LEVELING NUTS. RODENT SCREEN REQUIRED.

HALF SECTION IN UNPAVED AREA



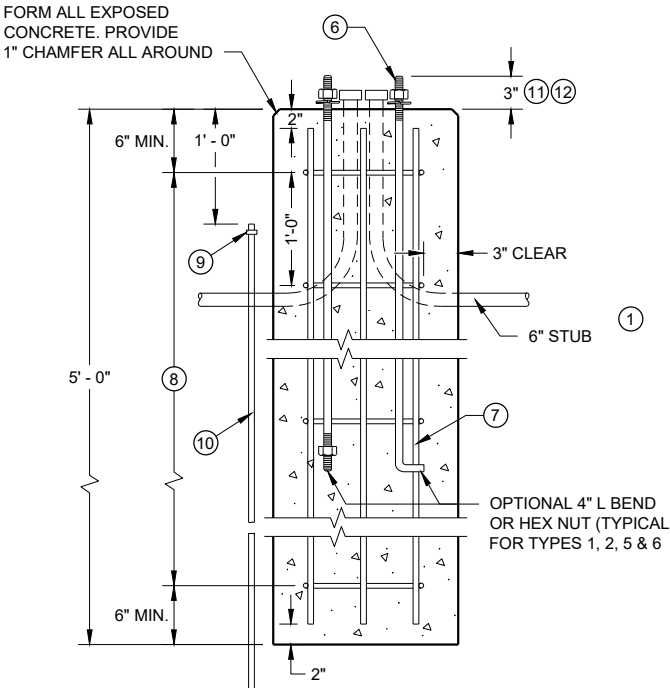
TYPE 1

HALF SECTION IN PAVEMENT



TYPE 2

CONCRETE BASES



TYPE 5 & 6

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.

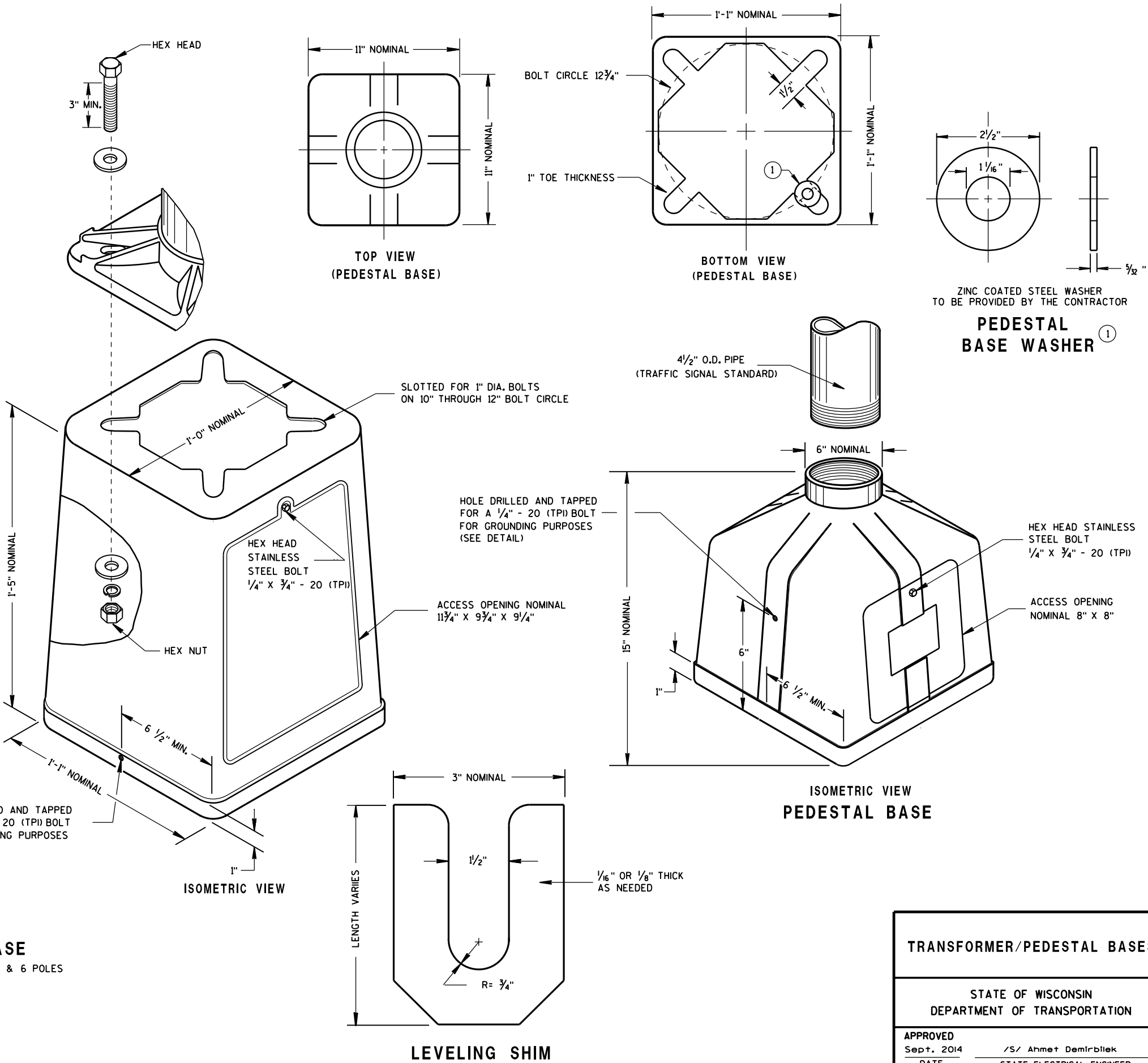
THE MECHANICAL CONNECTOR SHALL BE INSTALLED USING A 1/4" - 20 (TPI) STAINLESS STEEL HEX HEAD BOLT OF SUFFICIENT LENGTH TO FIRMLY ATTACH THE LUG TO THE BASE.

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 1/2", THEN TIGHTENING TO A POINT OF BEING IMMOVABLE.

THE ACCESS DOOR SHALL BE OF THE SAME MATERIAL AS THE BASE.



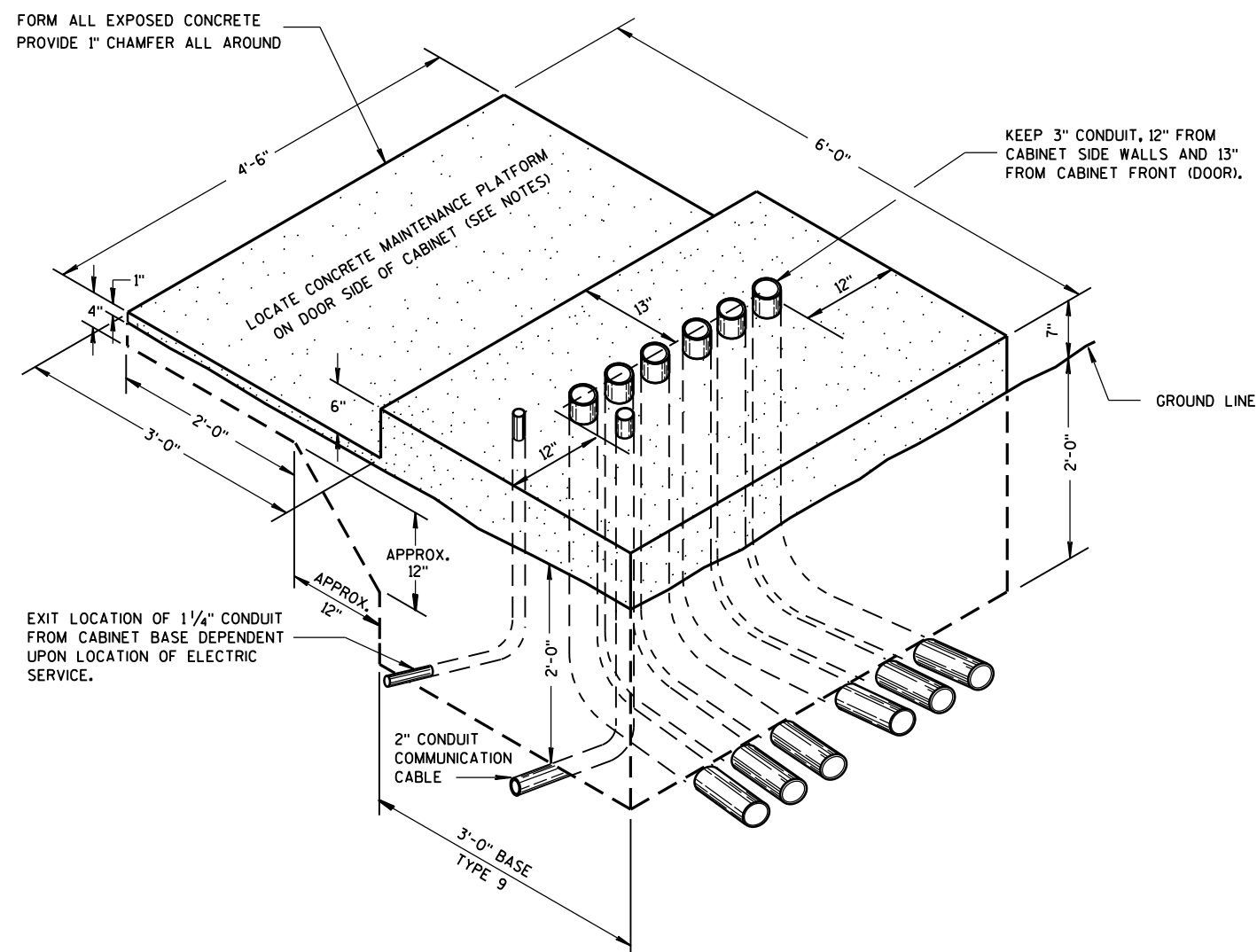
TYPICAL MECHANICAL CONNECTOR LUG TO BE FURNISHED WITH EACH BASE

TRANSFORMER BASE INTENDED FOR USE WITH TYPE 2, 3, 4, 5 & 6 POLES

TRANSFORMER/PEDESTAL BASES

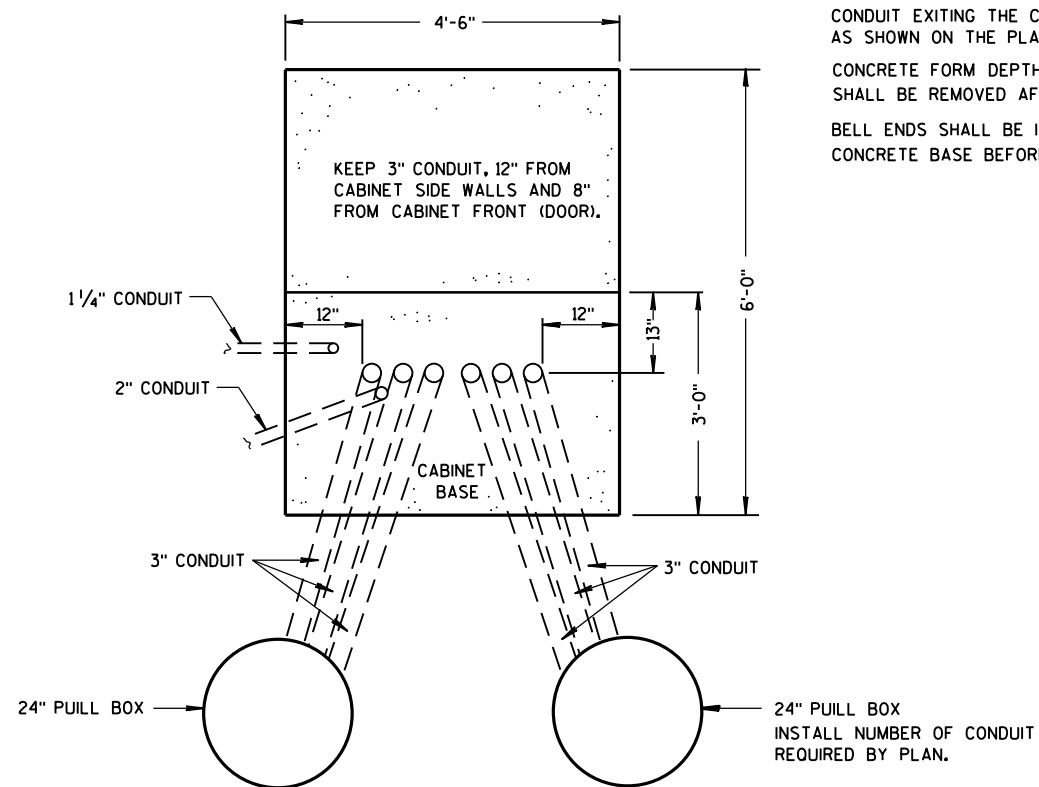
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED Sept. 2014 DATE /S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER FHWA



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 1/2 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
FHWA

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

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).

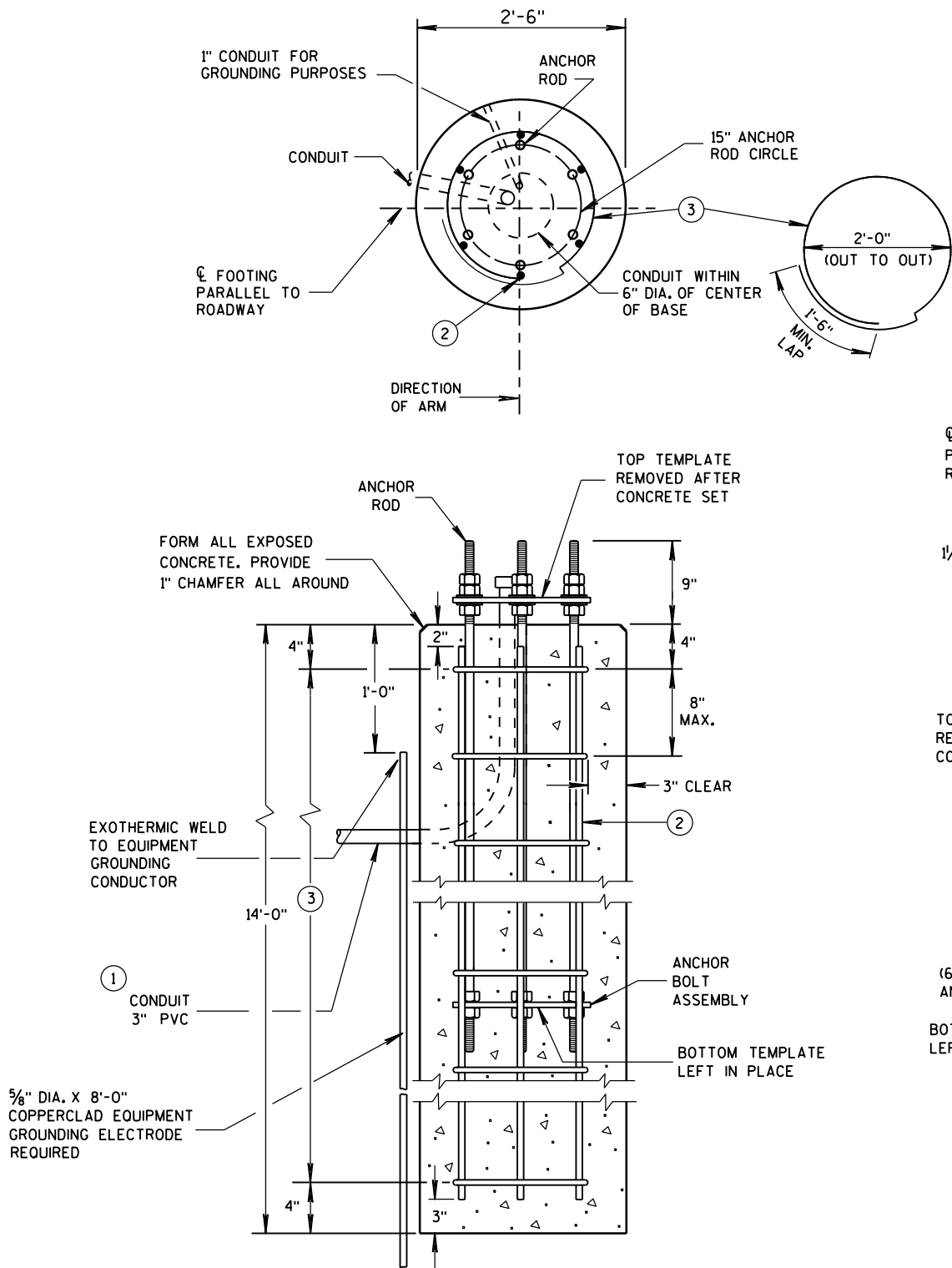
ANCHOR RODS SHALL BE INSTALLED WITH MISALIGNMENTS OF LESS THAN 1:40 FROM VERTICAL.

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.

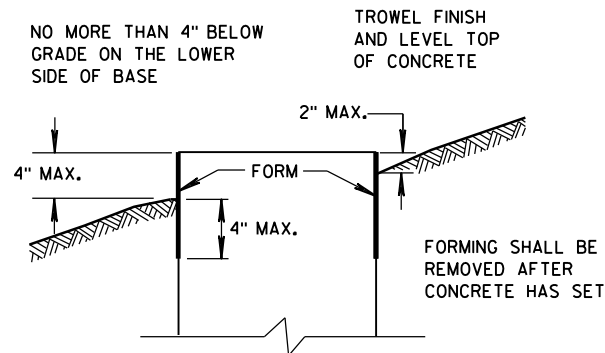
③ (21) NO. 5 X 7'-10" BAR STEEL REINFORCEMENT @ 8" MAX. C-C.

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.

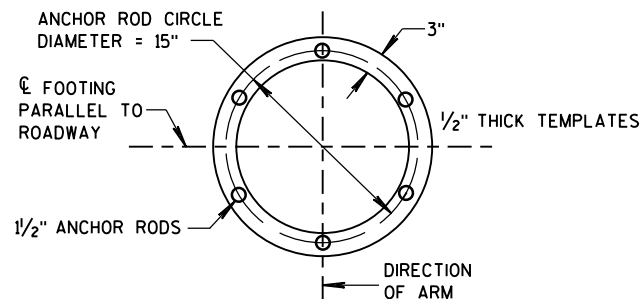


CONCRETE BASE TYPE 10
(FOR TYPE 9 & 10 & OVER HEIGHT (OH) POLES)

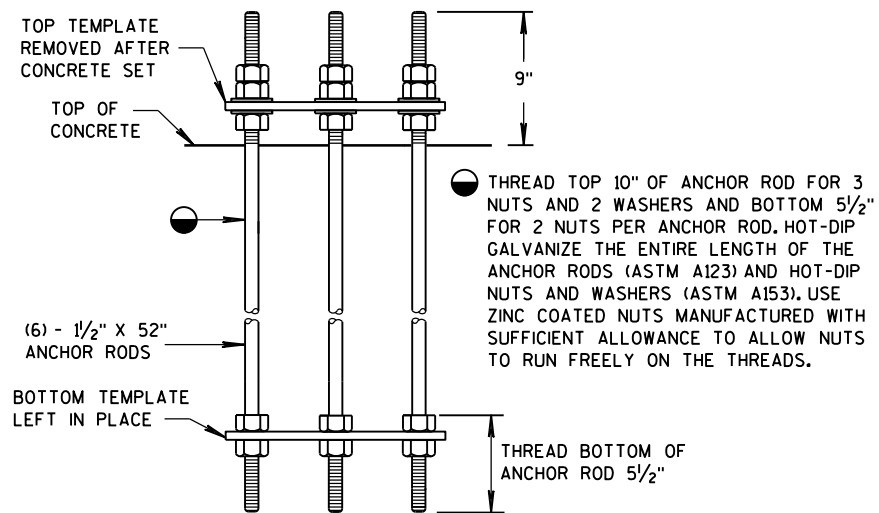
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION. SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.



FORMING DETAIL



TOP AND BOTTOM TEMPLATES



ANCHOR BOLT ASSEMBLY DETAIL

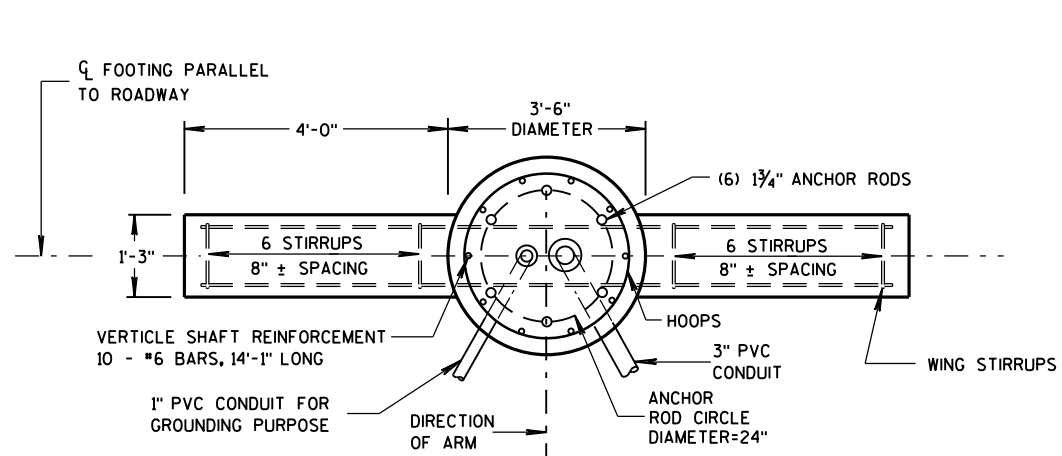
CONCRETE BASE TYPE 10
ANCHOR ASSEMBLY

QUANTITY REQUIREMENTS	
APPROX. CUBIC YARDS OF CONCRETE	2.5
LBS. OF HOOP BAR STEEL	172
LBS. OF VERTICAL BAR STEEL	122

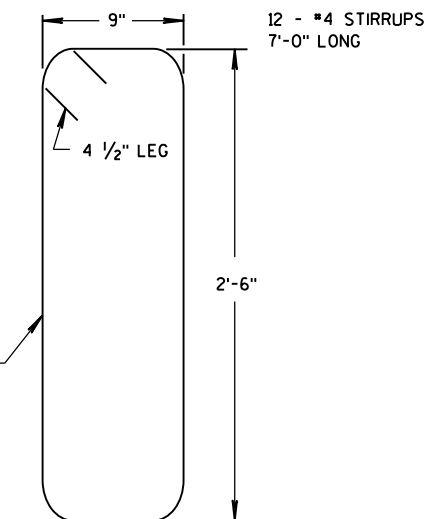
CONCRETE BASE TYPE 10

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

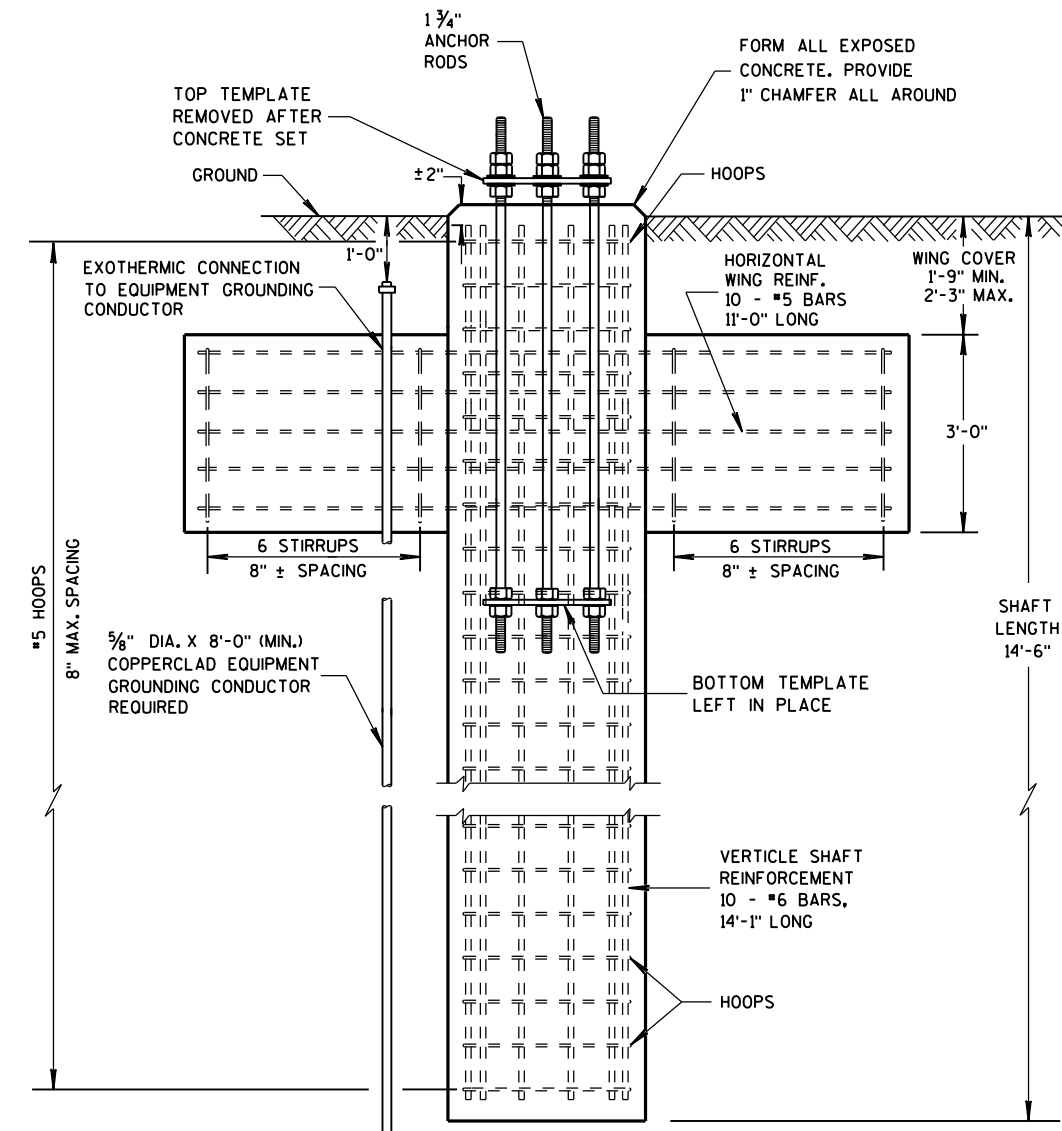
APPROVED
May 2017 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA



PLAN VIEW

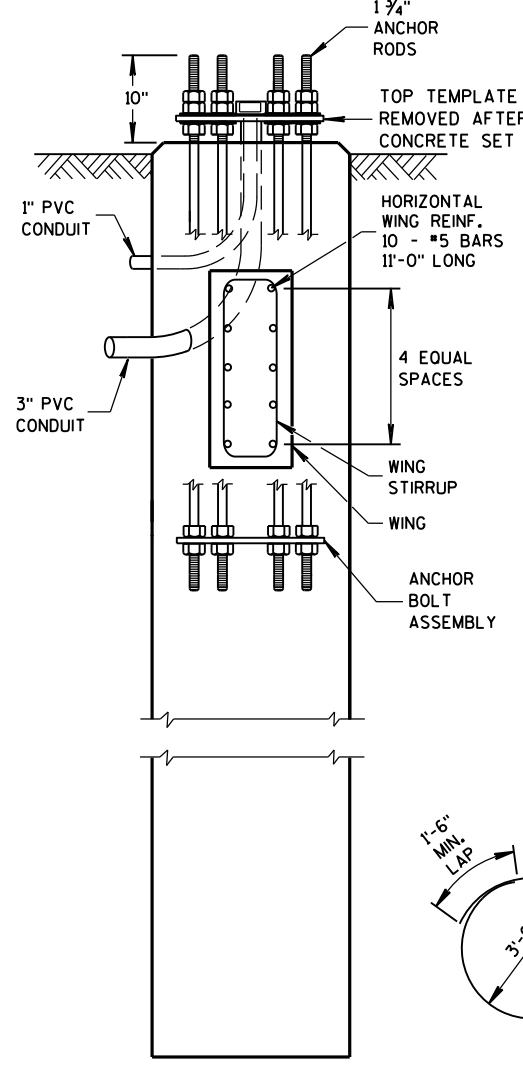


WING STIRRUP



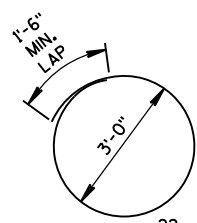
ELEVATION VIEW*

* 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 AROUND 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 4 1/2" 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 $f_c=3,500$ p.s.i.

HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 $f_y=60,000$ p.s.i.

ANCHOR RODS, ASTM F1554 GRADE 55 (IN ACCORDANCE WITH SECTION 641.2.2.3 OF THE STANDARD SPECIFICATIONS $f_y=55,000$ p.s.i.

TEMPLATES, ASTM A709 GRADE 36 $f_y=36,000$ p.s.i.

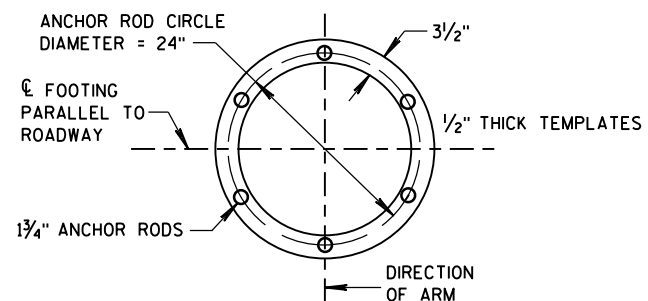
(FOR TYPE 12 & 13 & OVER HEIGHT (OH) POLES)

CONCRETE = 6.3 C.Y.
H.S. REINFORCEMENT = 635 LBS.

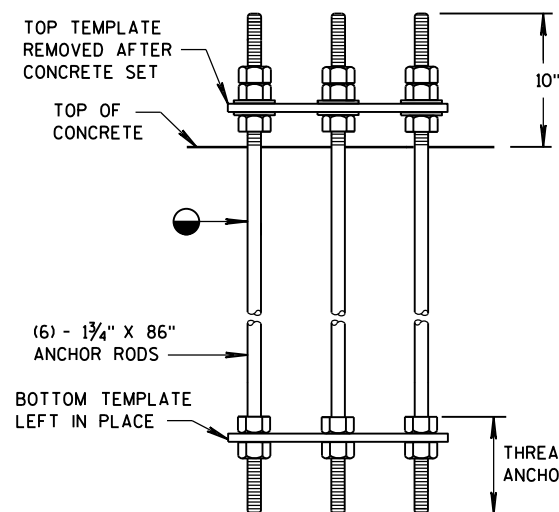
TO BE USED WHEN GROUND ELEVATION AT BASE EQUALS OR IS GREATER THAN HIGH POINT OF ROADWAY ELEVATION.
SEE S.D.D. 9C13-2 WHEN GROUND ELEVATION AT BASE IS LOWER THAN HIGH POINT OF ROADWAY ELEVATION.

CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TOP AND BOTTOM TEMPLATES

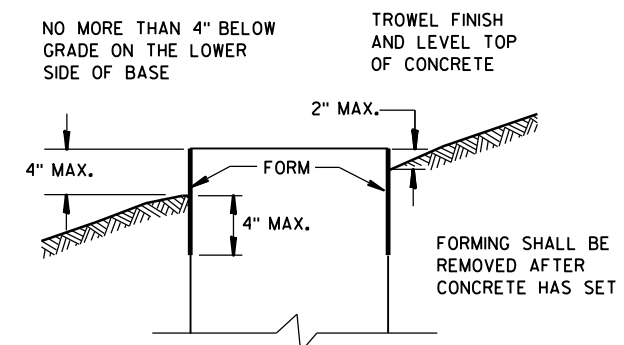


ANCHOR BOLT ASSEMBLY DETAIL

● THREAD TOP 11" OF ANCHOR ROD FOR 3 NUTS AND 2 WASHERS AND BOTTOM 5 1/2" FOR 2 NUTS PER ANCHOR ROD. HOT-DIP GALVANIZE THE ENTIRE LENGTH OF THE ANCHOR RODS (ASTM A123) AND HOT-DIP NUTS AND WASHERS (ASTM A153). USE ZINC COATED NUTS MANUFACTURED WITH SUFFICIENT ALLOWANCE TO ALLOW NUTS TO RUN FREELY ON THE THREADS.

● THREAD BOTTOM OF ANCHOR ROD 5 1/2"

CONCRETE BASE TYPE 13 ANCHOR ASSEMBLY



FORMING DETAIL

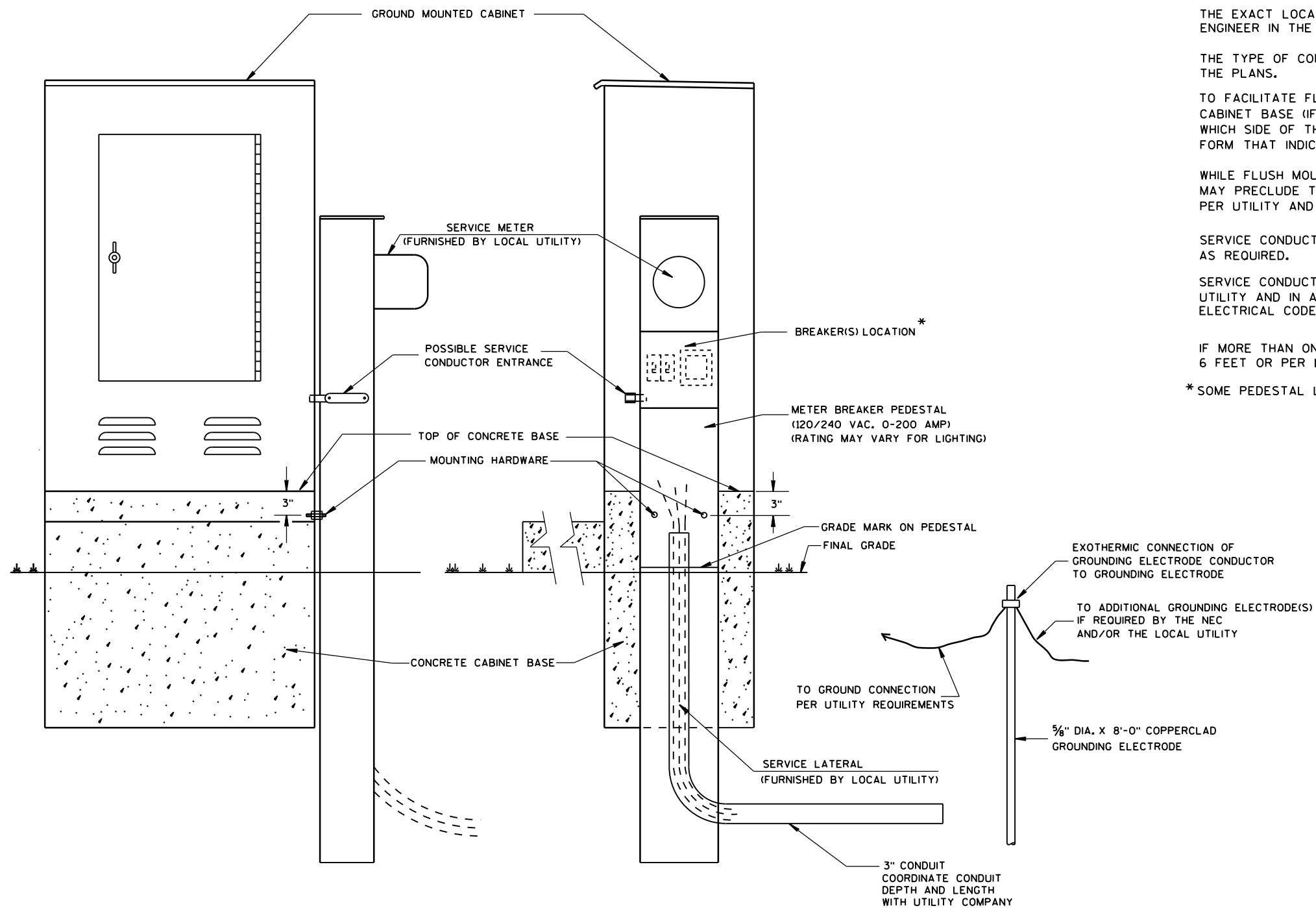
CONCRETE BASE TYPE 13

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2017
DATE/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA



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

APPROVED
Sept. 2014
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

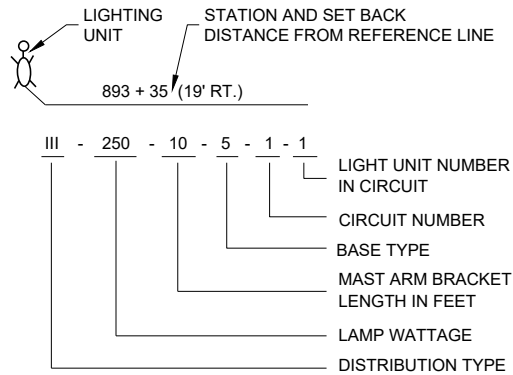
FHWA

GENERAL NOTES

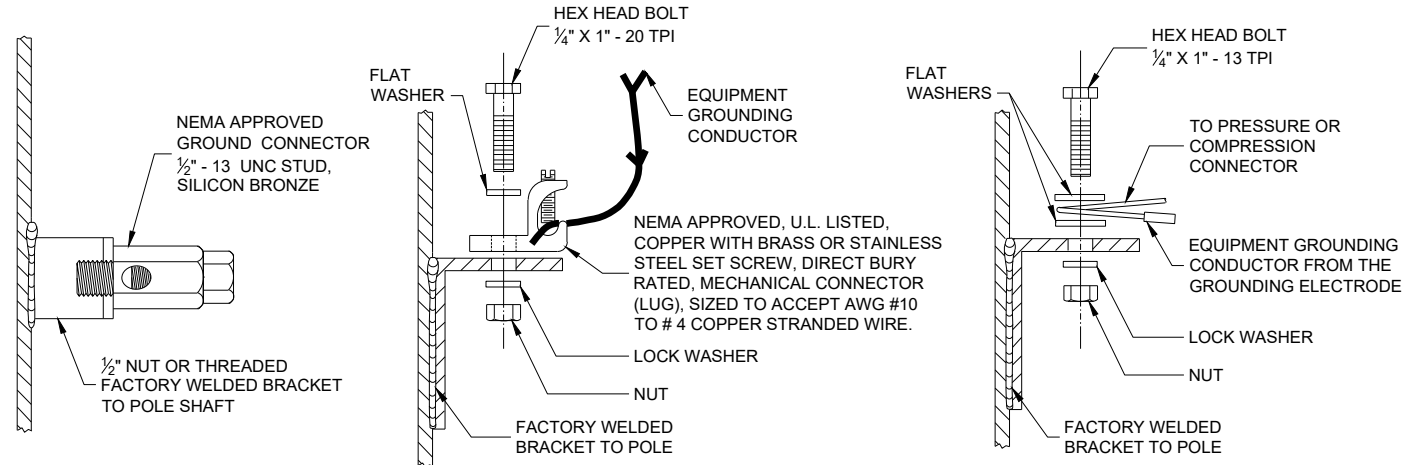
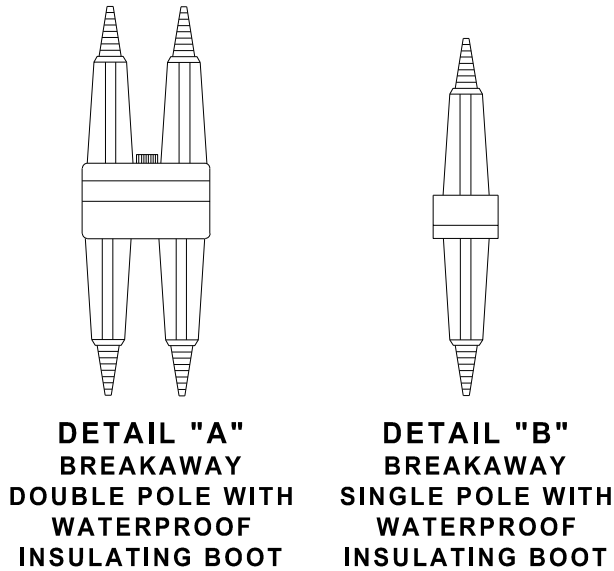
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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.

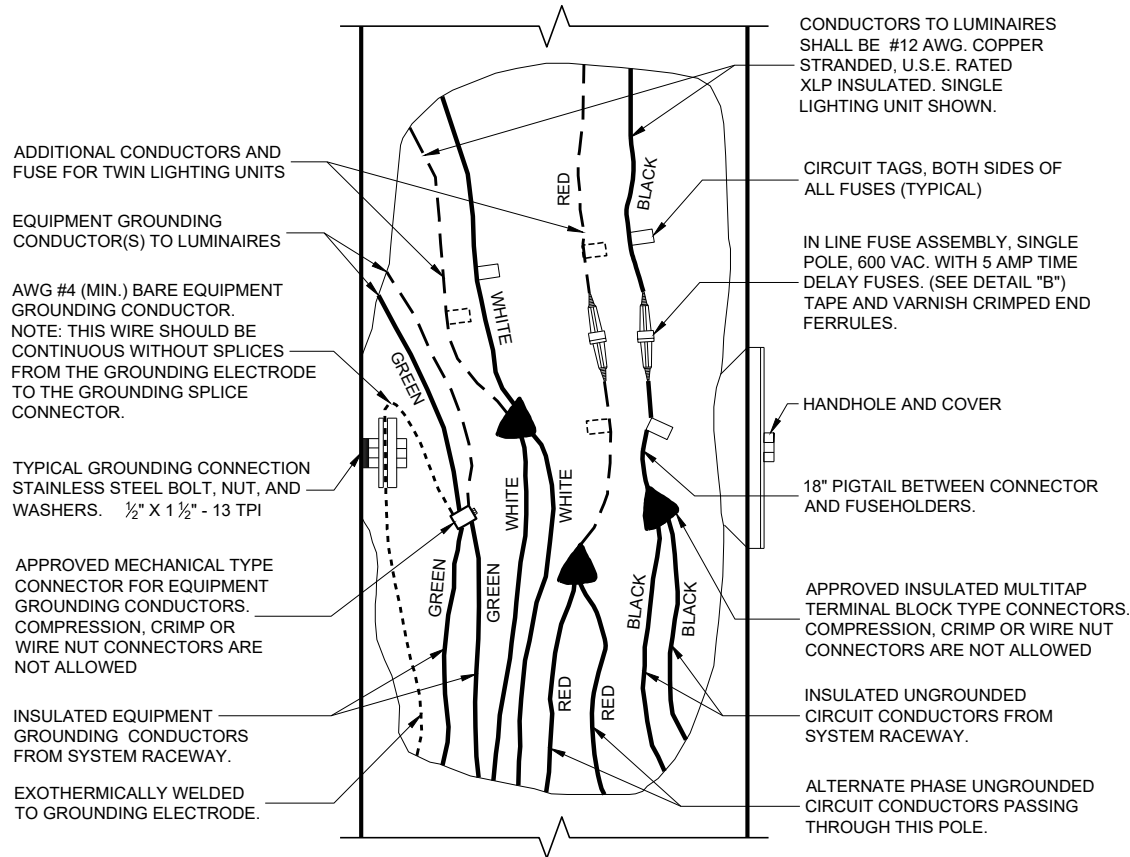


LIGHTING UNIT CODE (TYPICAL)

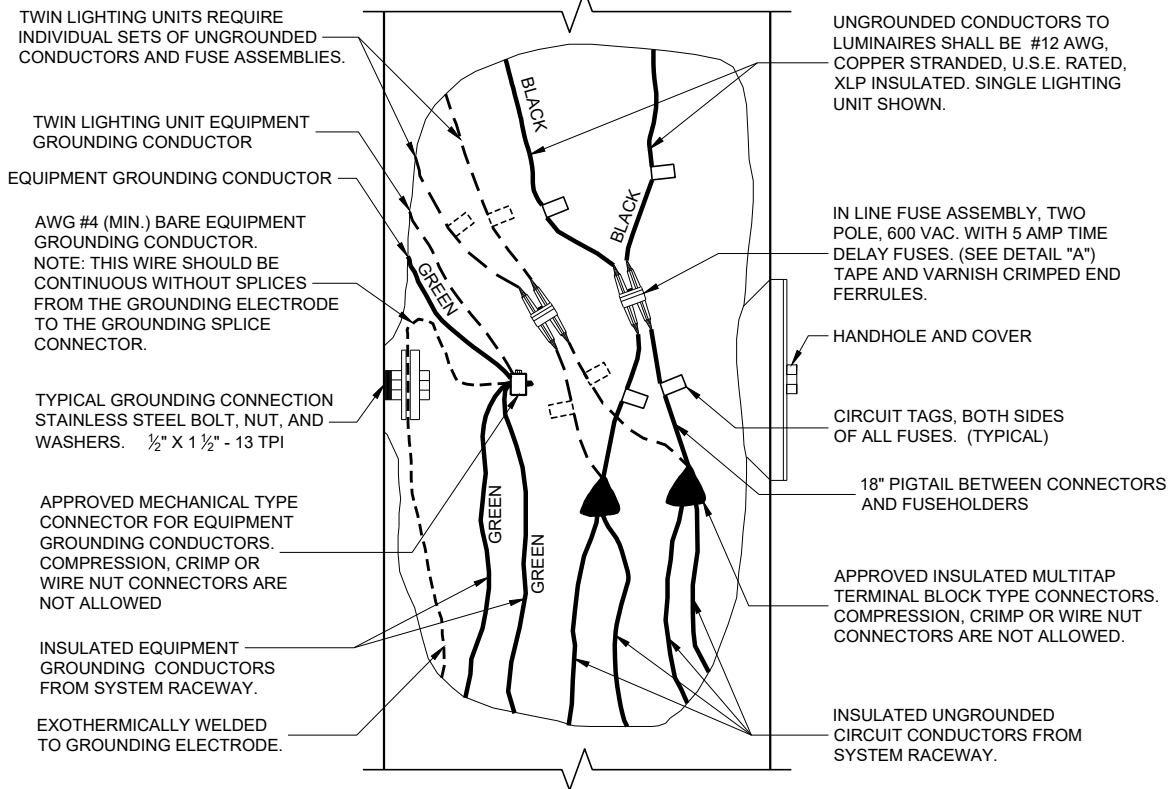


TYPICAL GROUNDING CONNECTIONS
NUT, BOLT AND WASHERS SHALL BE STAINLESS STEEL

6



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

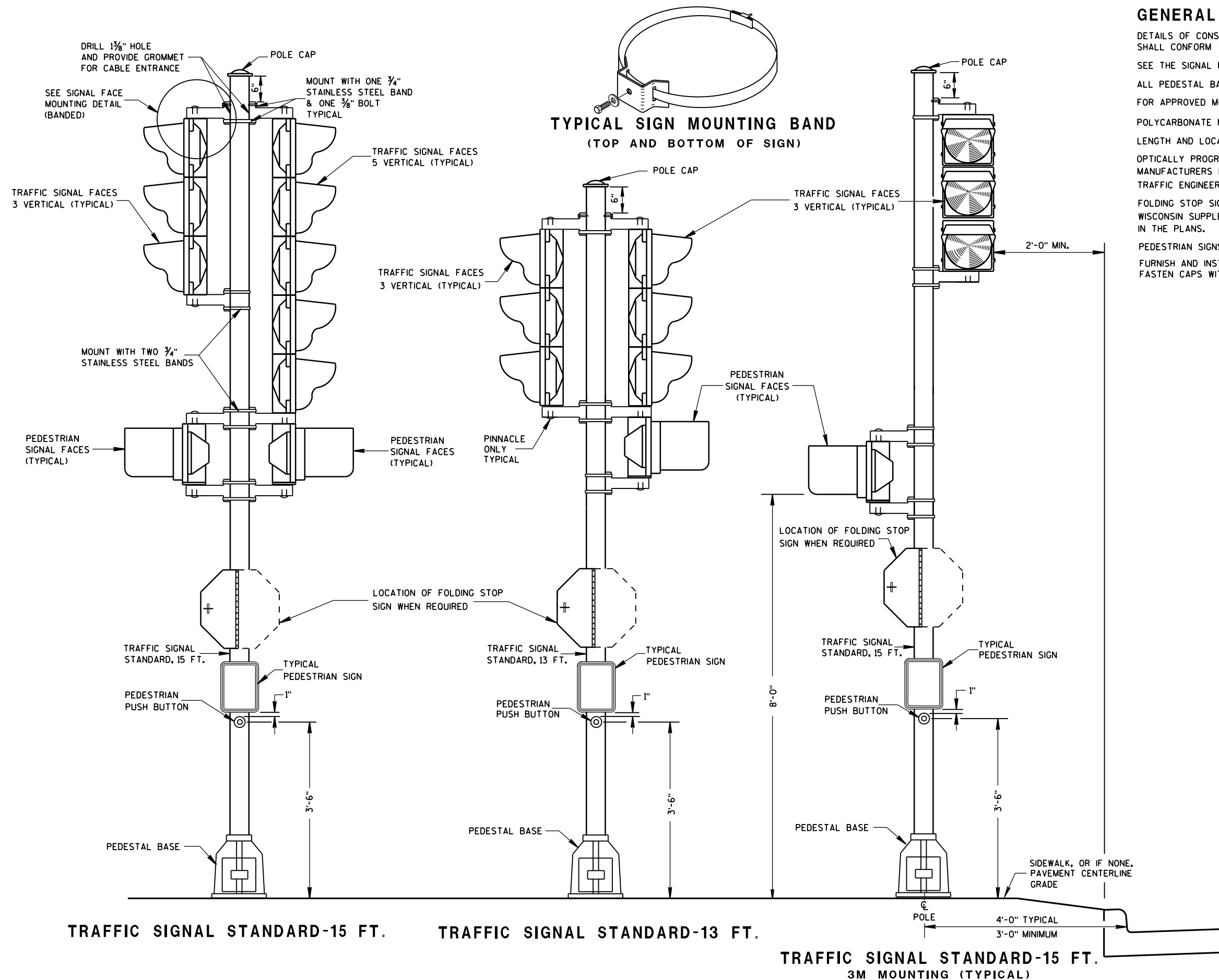
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA

SDD 09E03 - 06

SDD 09E03 - 06

6



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.

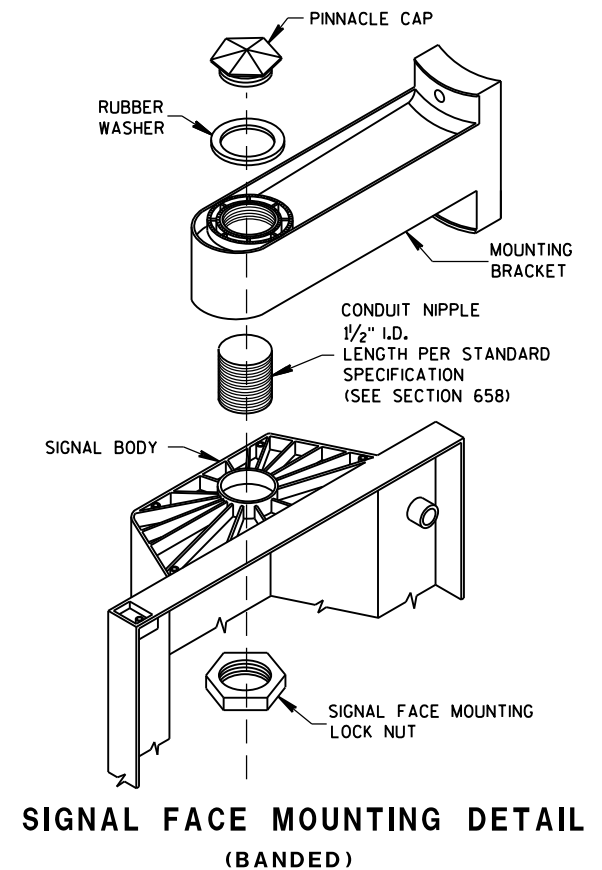
LENGTH AND LOCATION OF TRAFFIC SIGNAL STANDARDS SHALL BE AS SHOWN ON THE PLANS.

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 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) $\frac{1}{4}$ " X $\frac{3}{4}$ " - 20 TPI STAINLESS STEEL, HEX HEAD BOLT.



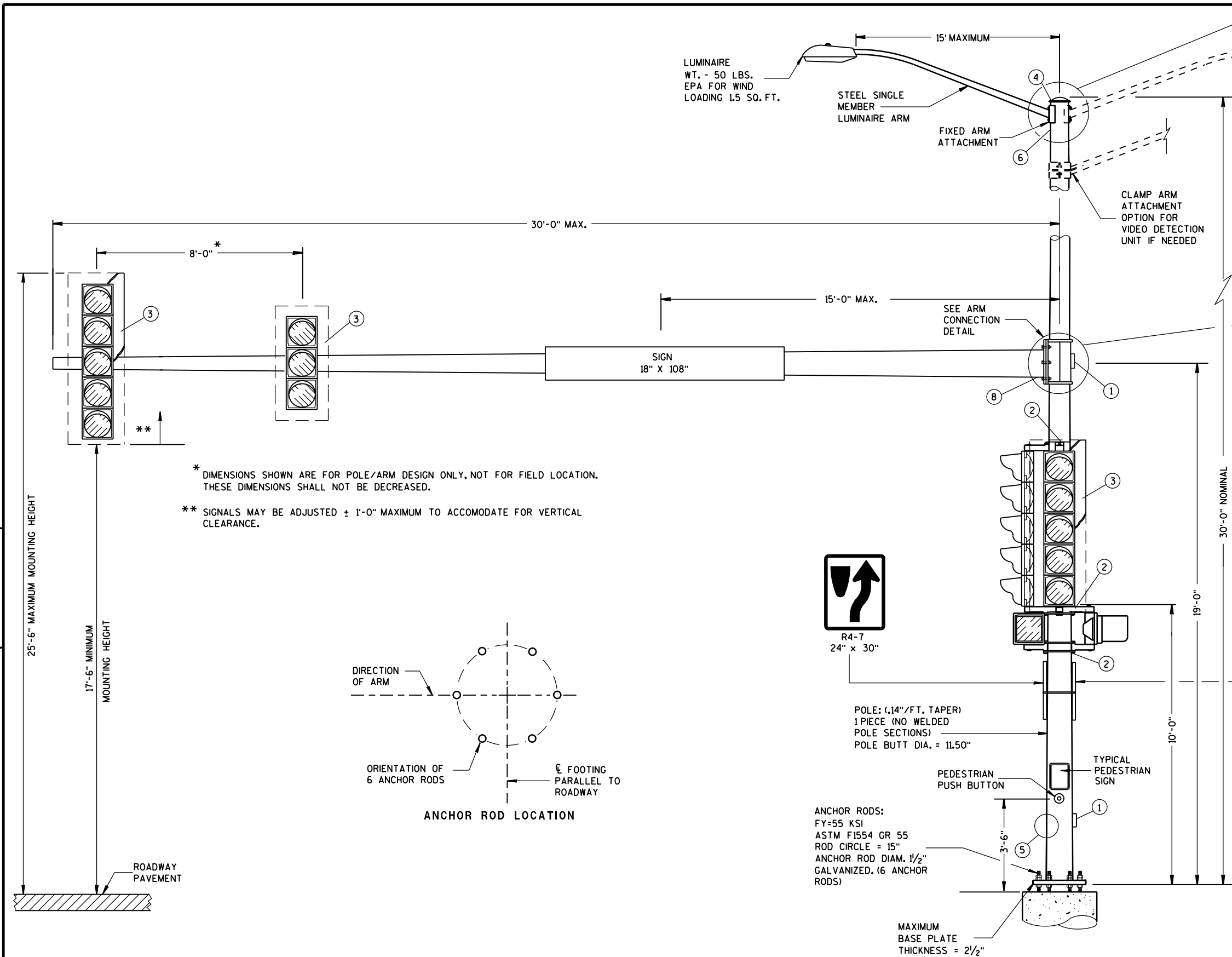
TRAFFIC SIGNAL STANDARD
POLY BRACKET MOUNTINGS
(TYPICAL) 13 FT. OR 15 FT.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/28/2013
DATE

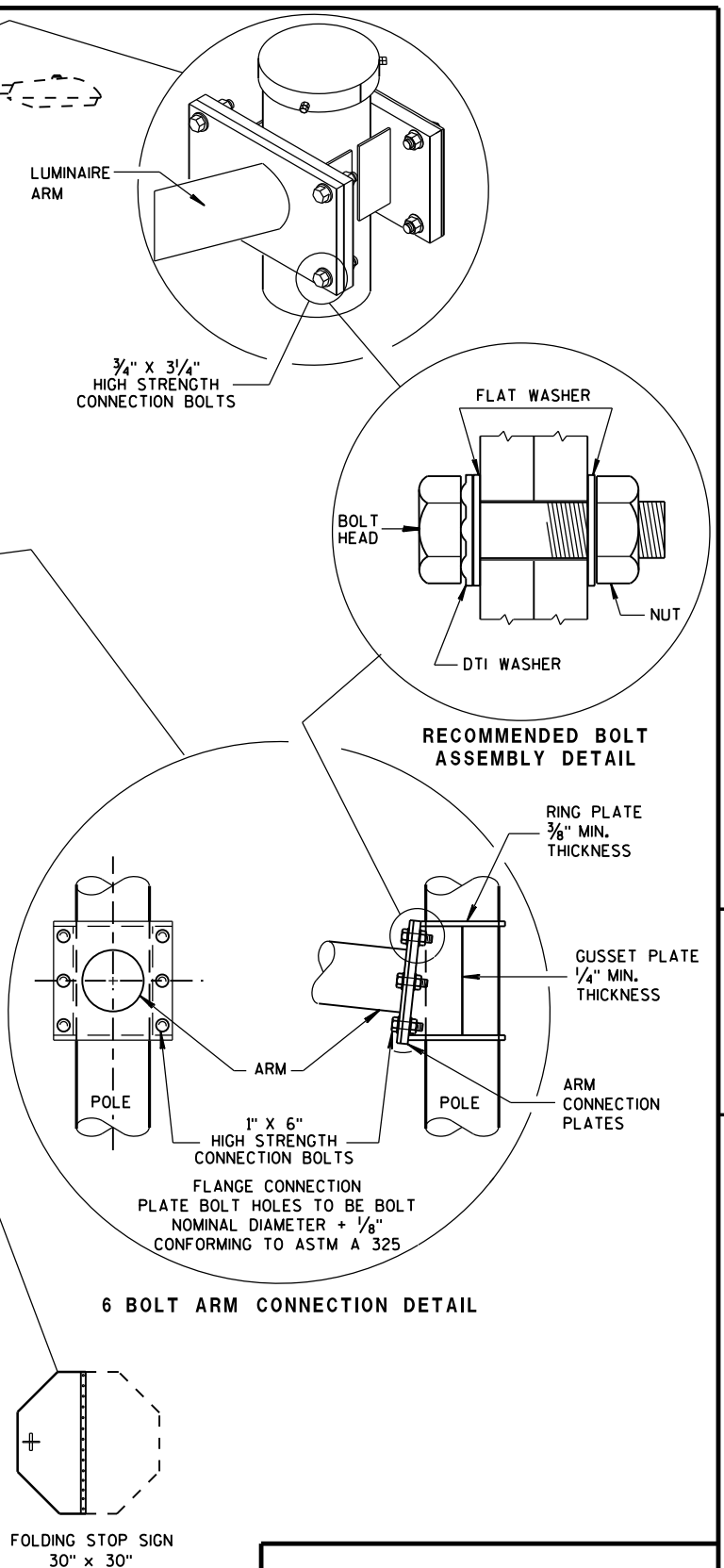
/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA



* DIMENSIONS SHOWN ARE FOR POLE/ARM DESIGN ONLY, NOT FOR FIELD LOCATION. THESE DIMENSIONS SHALL NOT BE DECREASED.

** SIGNALS MAY BE ADJUSTED $\pm$ 1'-0" MAXIMUM TO ACCOMMODATE 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

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

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 ¼ ± 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:

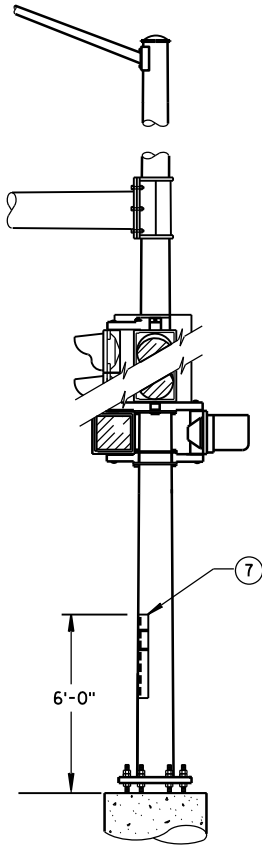
- CATEGORY III FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 9 AND TYPE 10 STRUCTURES.
- CATEGORY II FATIGUE LOADS OF GALLOPING, TRUCK GUSTS (AT 45 MPH VEHICLE VELOCITY) AND NATURAL WIND GUSTS FOR DESIGN OF TYPE 12 AND TYPE 13 STRUCTURES.
- 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.

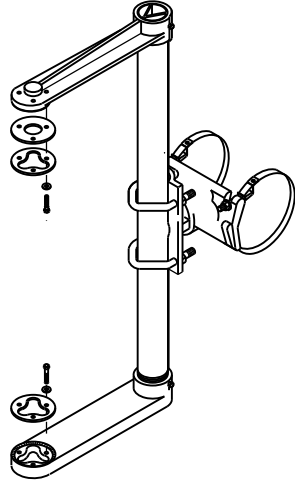
INDENT PRINT (NOMINAL ½" HIGH) THE POLE LENGTH AND FIRST TWO LETTERS OF THE MANUFACTURERS NAME ON TWO SIDES OF THE BASE PLATE 180 DEGREES APART, BEFORE GALVANIZING. THE ARM SHALL BE IDENTIFIED WITH THE SAME INFORMATION BY INDENT PRINT.

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.

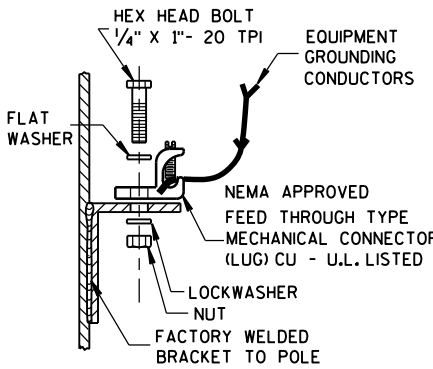


STRUCTURAL IDENTIFICATION
PLAQUE PLACEMENT



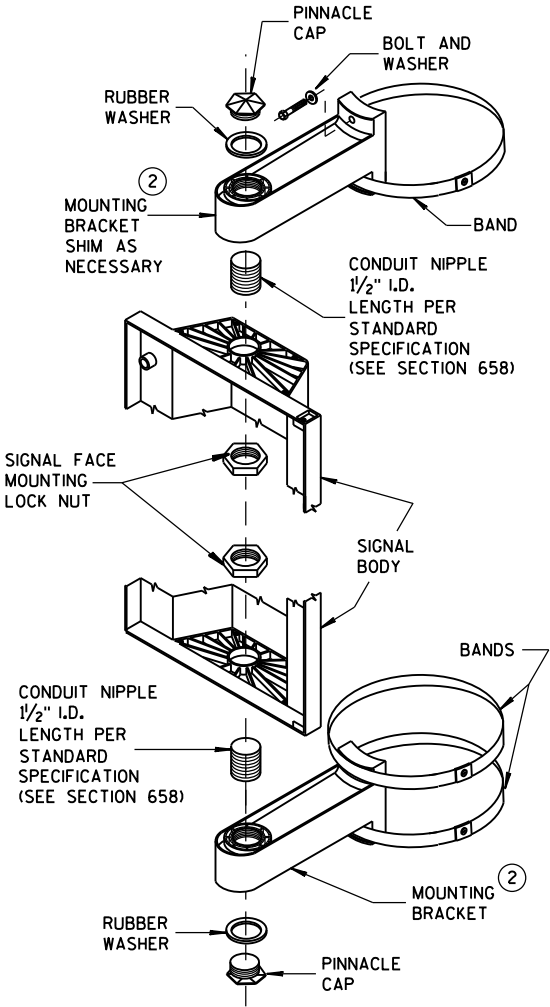
SIGNAL FACE MOUNTING BRACKET
DETAIL FOR MONOTUBE ARM

(MOUNT PER MANUFACTURER'S RECOMMENDATION)

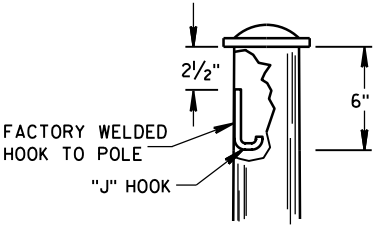


TYPICAL GROUNDING CONNECTIONS

NUT, BOLT AND WASHERS SHALL
BE STAINLESS STEEL



SIGNAL FACE
VERTICAL MOUNTING DETAIL



"J" HOOK WIRE SUPPORT

- DESIGN FOR MAXIMUM ALLOWABLE HANDHOLE WITH COVER ASSEMBLY WITH TWO ¼" x ¾" - 20 TPI STAINLESS STEEL HEX HEAD BOLTS.
- SIGNAL MOUNTING BRACKETS FOR POLE MOUNTING, MOUNT WITH CAP SCREW AND BANDING, (SEE SPECIFICATIONS SEC. 658).
- SECURELY MOUNT BACKPLATES, PROJECTING 5" BEYOND ALL SIDES OF THE SIGNAL FACE HOUSING, PER MANUFACTURERS RECOMMENDATIONS.
- 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.
- 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.
- FACTORY-WELDED "J" HOOK FOR STRAIN RELIEF FOR POLE LUMINAIRE WIRE.
- 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.

- FACTORY DRILLED ½" DRAIN HOLE 2" FROM FLANGE CONNECTION PLATE.

GENERAL NOTES AND HARDWARE
DETAILS FOR TYPE 9, 10, 12 & 13
POLES WITH MONOTUBE ARMS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

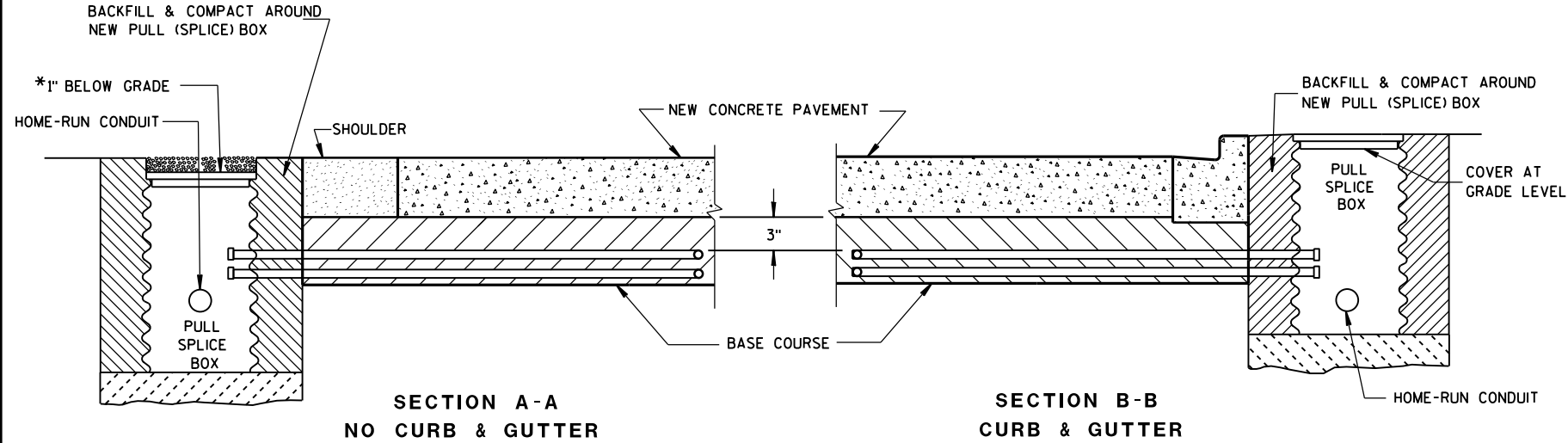
APPROVED

May 2016

DATE

FHWA

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER



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

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

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

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

SPICES SHALL BE INSTALLED BY USING CAST IN PLACE SPICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPICE KIT.

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

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

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

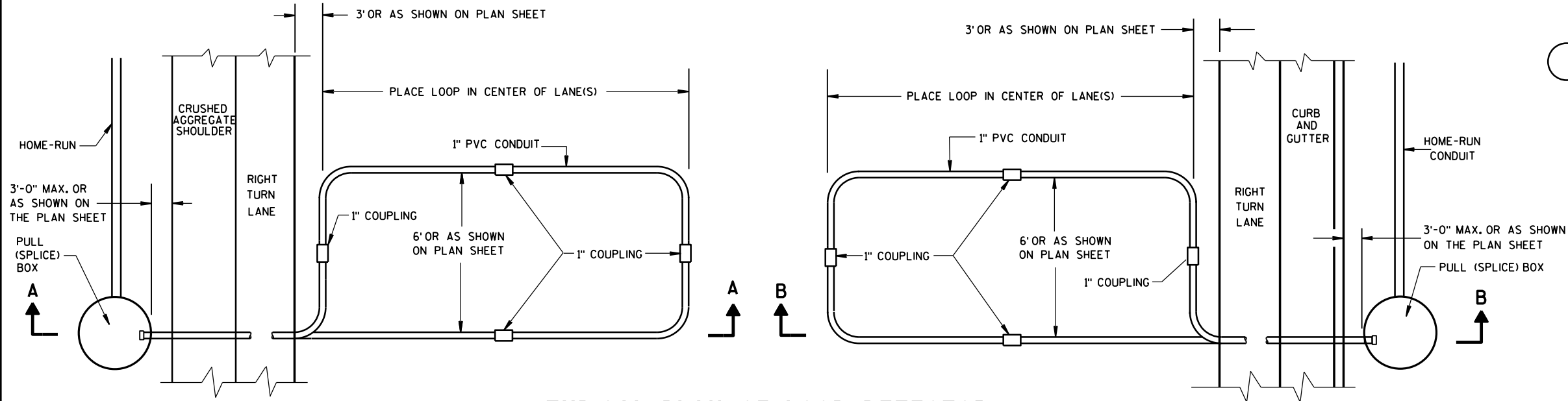
THE #12 AWG. LOOP WIRE IN THE PULL (SPlice) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPliced TO THE LOOP LEAD-IN CABLE.

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

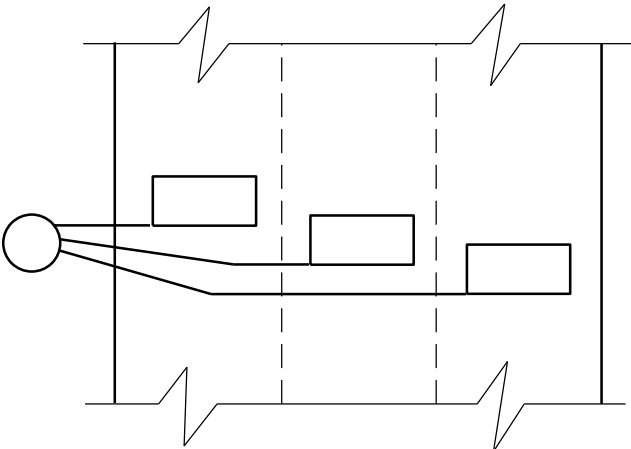
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPlice) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPlice) BOX, AND BE INSTALLED IN ONE, NON-SPliced CONTINUOUS LENGTH.

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\"



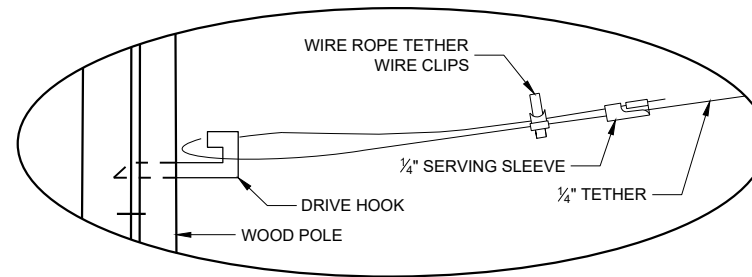
MULTI-LANE INSTALLATION

LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE
/S/ Ahmet Demirelek
STATE ELECTRICAL ENGINEER
FHWA

MINIMUM POLE LENGTHS	POLE BURIAL DEPTHS
25'	5'
30'	6'
35'	7'
40'	8'
45'	9'

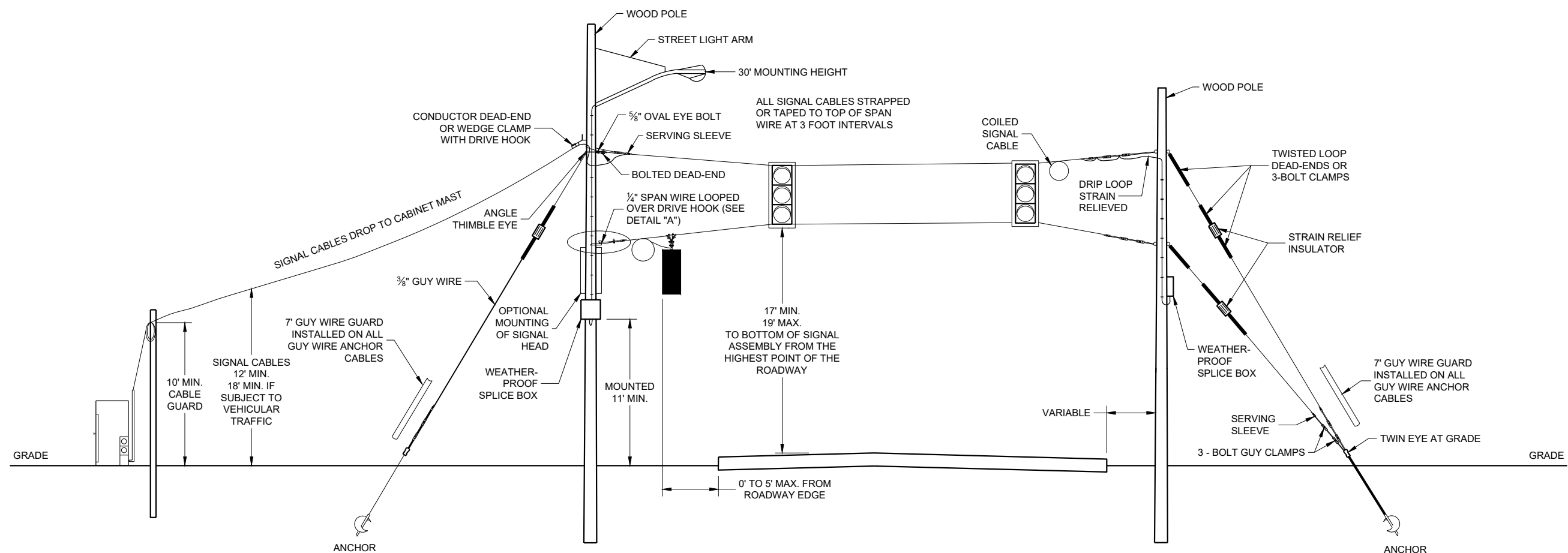


DETAIL "A"

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 ASSEMBLY 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

**SPAN WIRE TEMPORARY
TRAFFIC SIGNAL**

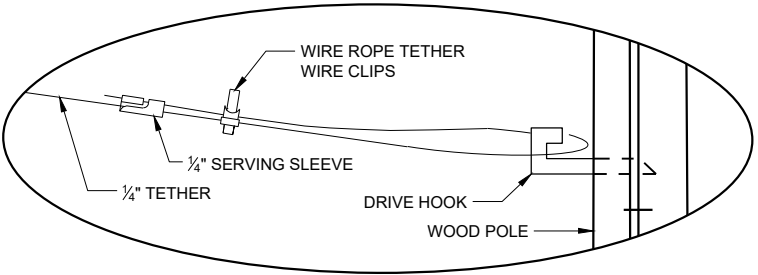
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE

/S/ Ahmet Demerbilek
STATE ELECTRICAL ENGINEER

FHWA

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

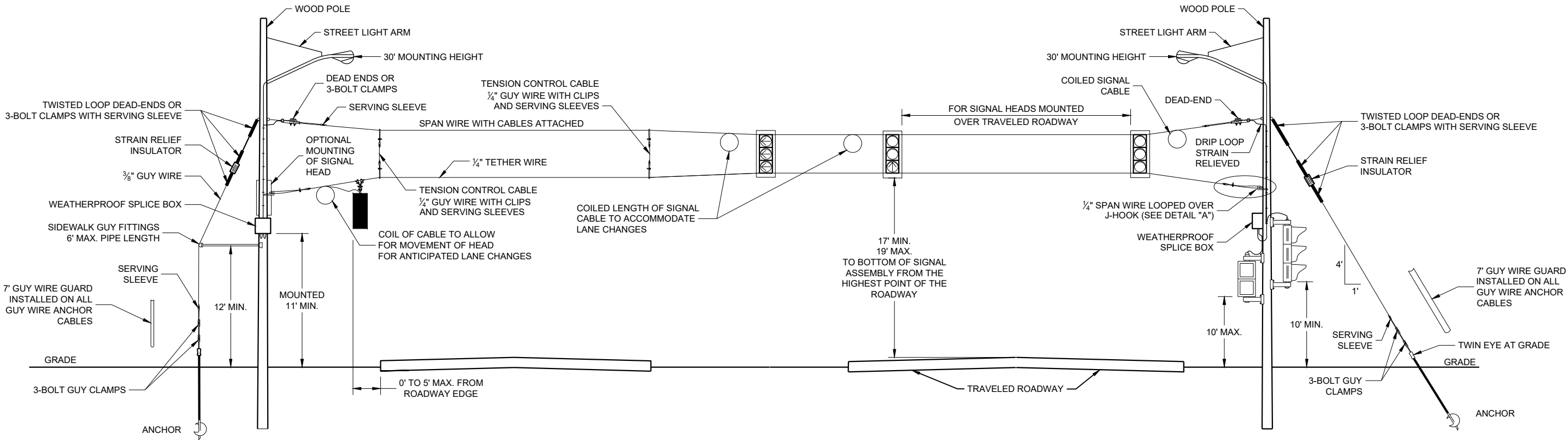


DETAIL "A"

GENERAL NOTES

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

- WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
- SIGNAL FACES:
 - ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - 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.
 - FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
- SPAN WIRE:
 - EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
 - SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - THE SIGNAL ASSEMBLY 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

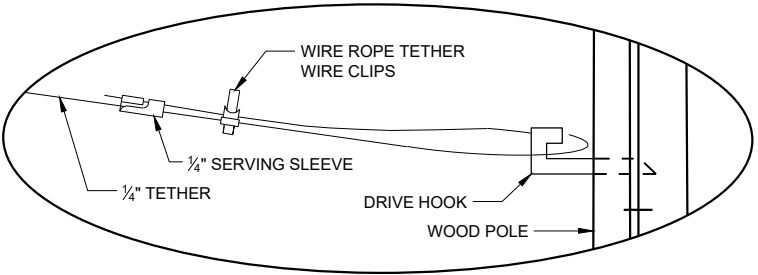
SPAN WIRE TEMPORARY
TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGINEER

FHWA

MINIMUM POLE LENGTHS	CLASS	POLE BURIAL DEPTHS
25'	V	5'
30'	V	6'
35'	IV	7'
40'	IV	8'
45'	IV	9'

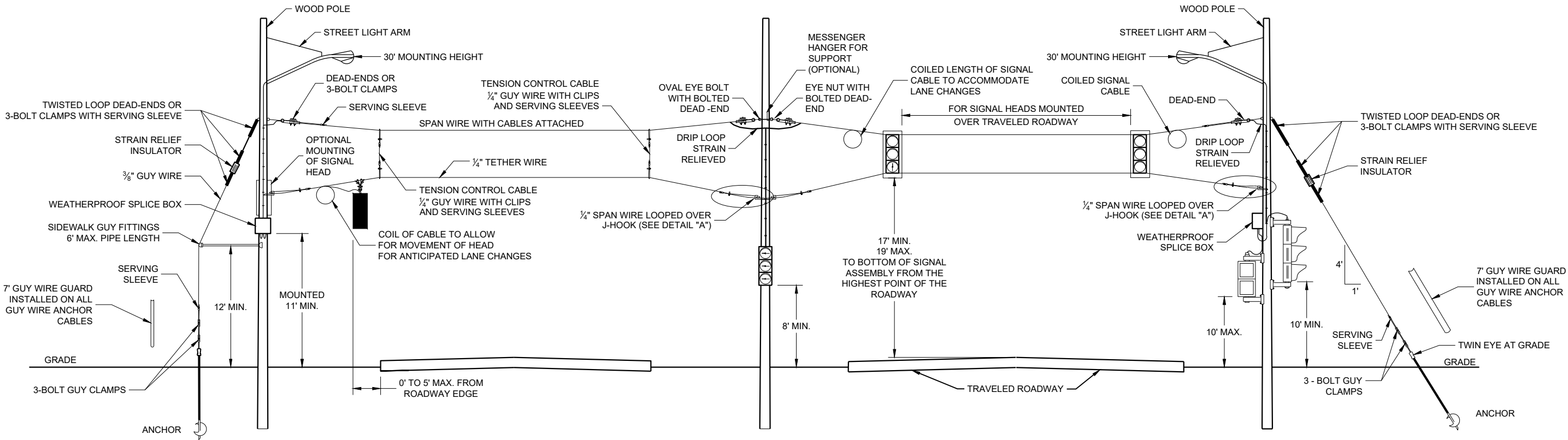


DETAIL "A"

GENERAL NOTES

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

- WOOD POLES SHALL BE CLASS 4. LENGTH DETERMINED BY SIGNAL PLAN.
- SIGNAL FACES:
 - ALL SECTIONS SHALL BE 12" AND POLYCARBONATE.
 - EACH SHALL CONTAIN A 5" WIDE DULL BLACK POLYCARBONATE BACKPLATE.
 - EACH SHALL BE WIRED FROM THE TOP SIGNAL MOUNTING BRACKET.
 - 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.
 - FAR INDICATION SHALL BE MAINTAINED OVER CENTER OF TRAFFIC LANE.
- SPAN WIRE:
 - EACH SPAN WIRE SHALL BE INDIVIDUALLY DOWN GUYED
 - SIGNAL AND LIGHTING CABLES SHALL ONLY BE ATTACHED TO THE UPPER SPAN WIRE.
 - THE SIGNAL ASSEMBLY 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.



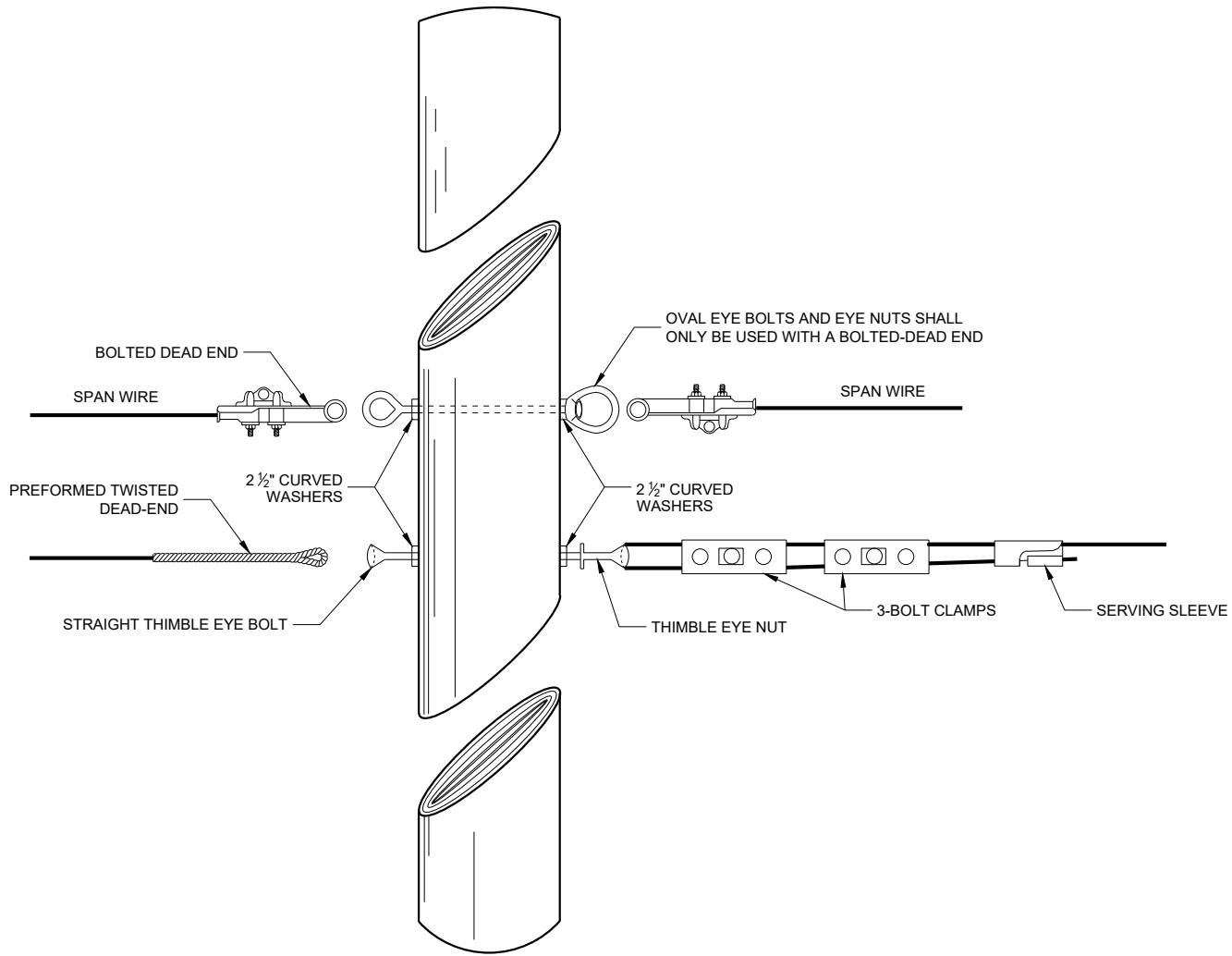
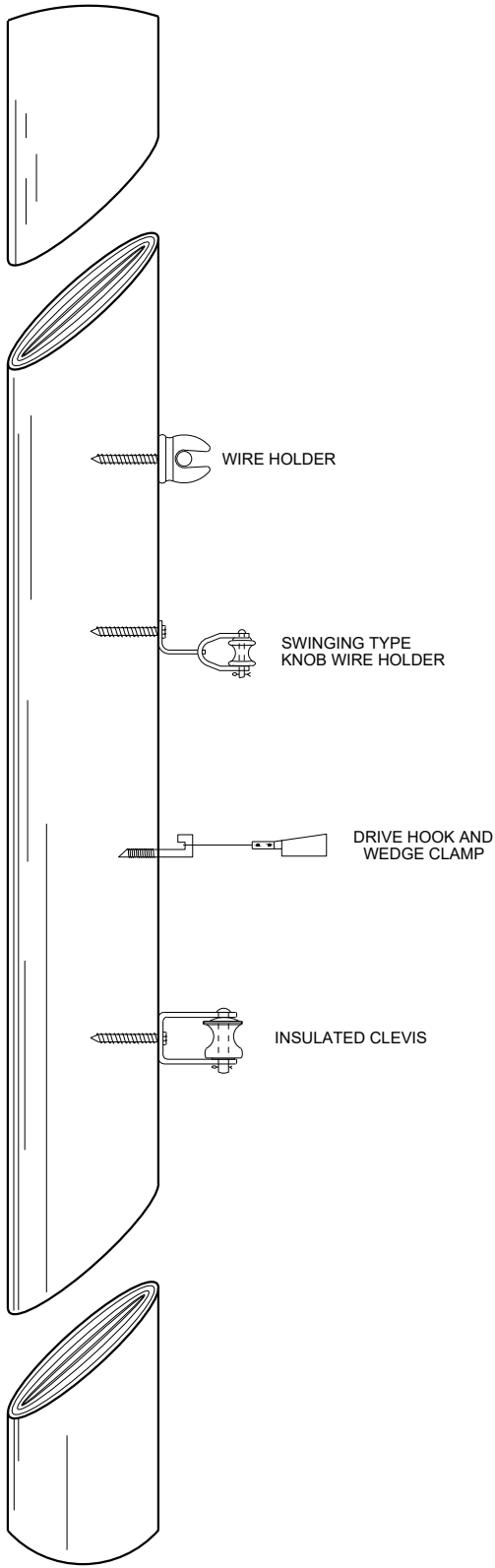
SPAN WIRE
TEMPORARY SIGNALS
4 LANE ROADWAYS

SPAN WIRE TEMPORARY
TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE STATE ELECTRICAL ENGINEER

FHWA

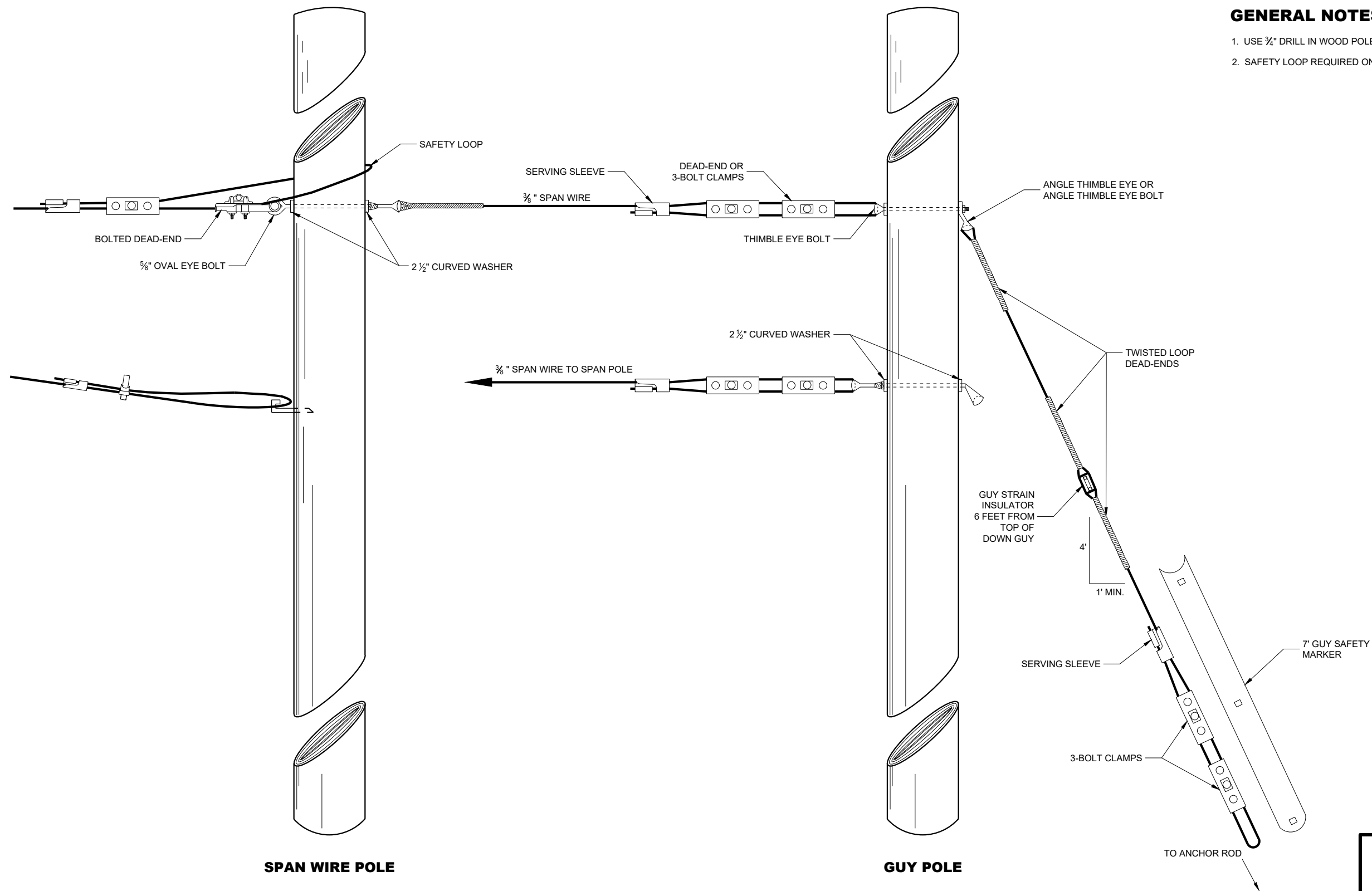


**SPAN WIRE TEMPORARY
TRAFFIC SIGNAL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015 /S/ Ahmet Demerbilek
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA

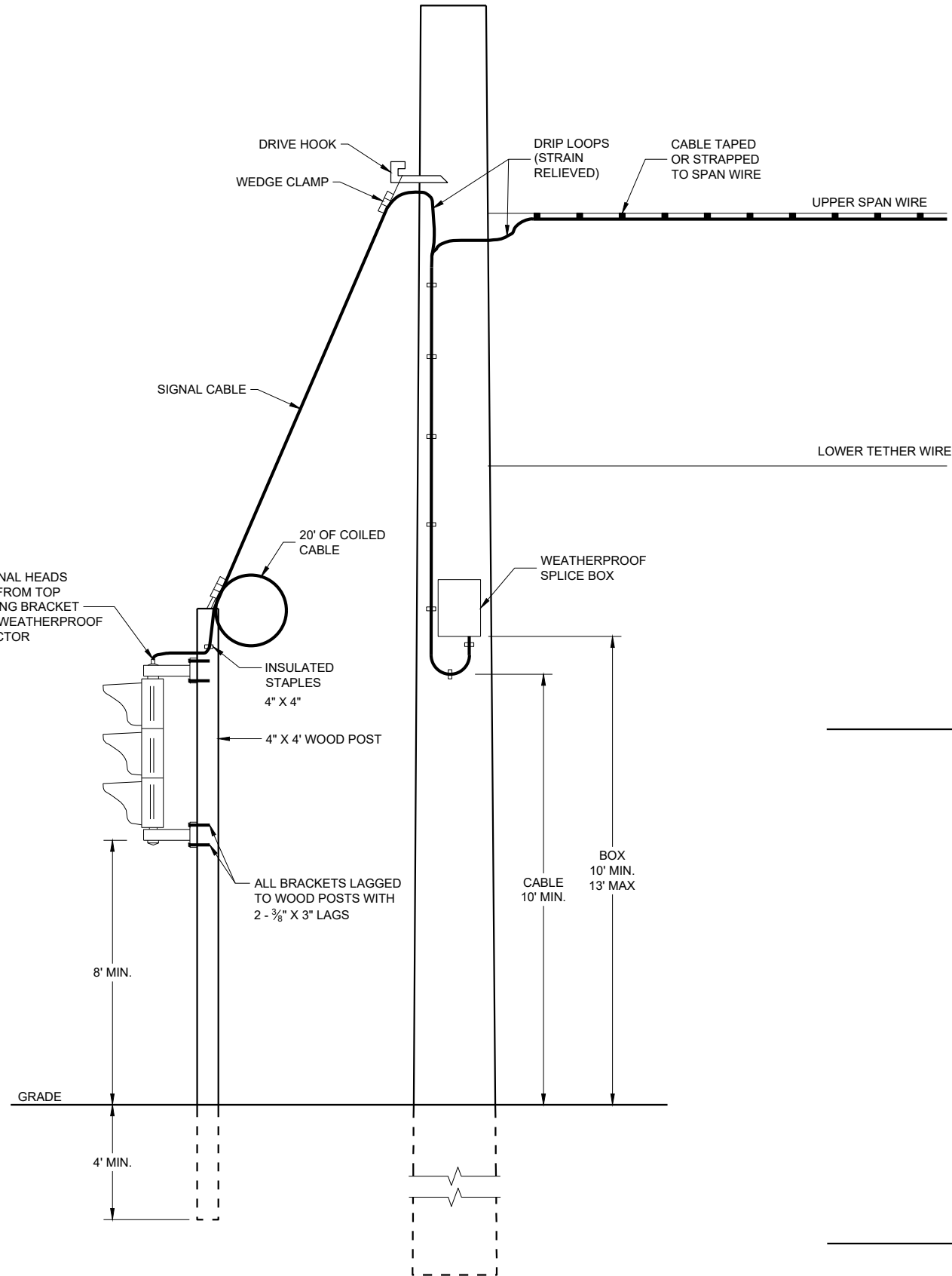


TYPICAL DEAD-ENDINGS OR GUYING

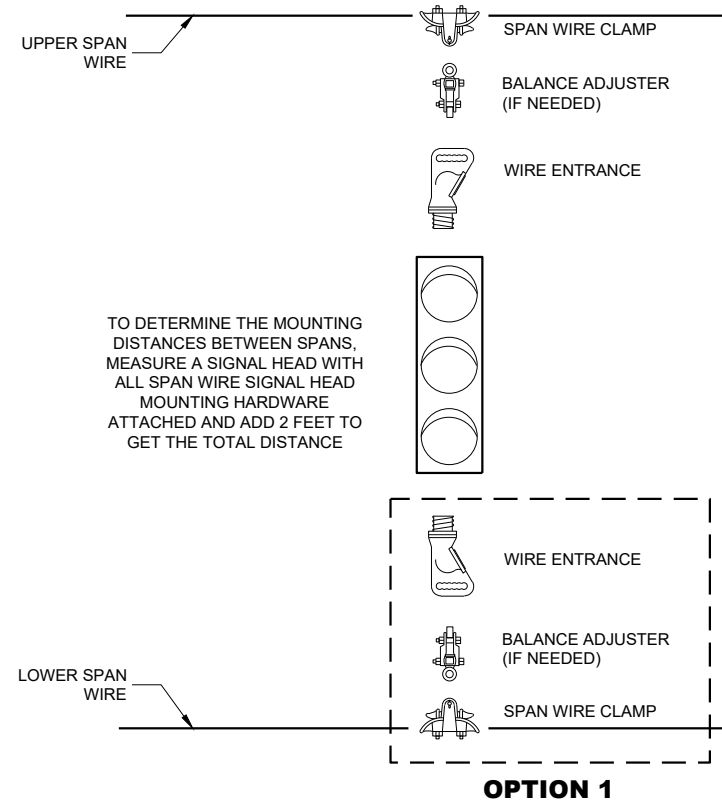
GENERAL NOTES

1. USE 3/4" DRILL IN WOOD POLE TO PROVIDE FOR 5/8" BOLTS.
2. SAFETY LOOP REQUIRED ON EACH END OF ALL SPAN WIRES.

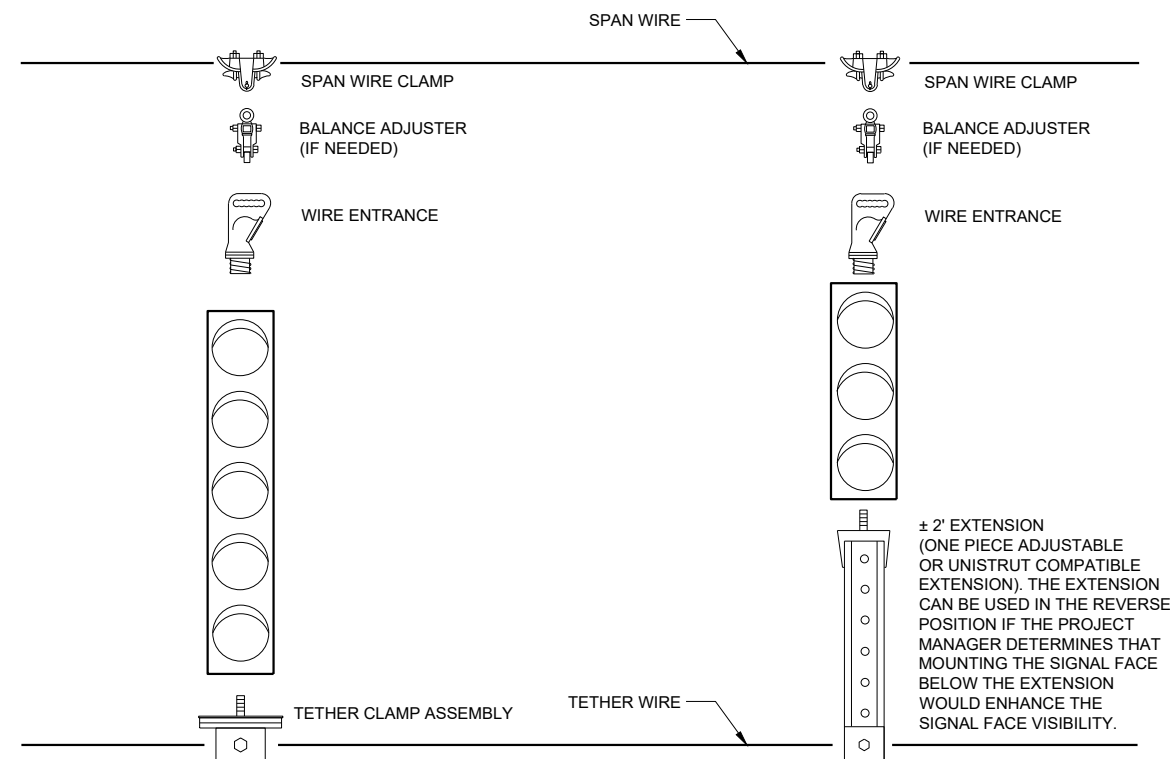
SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



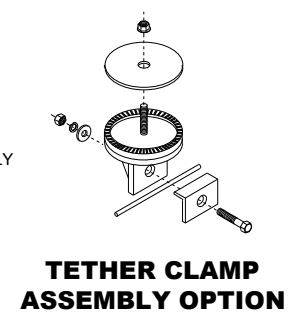
TYPICAL DROP TO TEMPORARY MOVEABLE SIGNAL



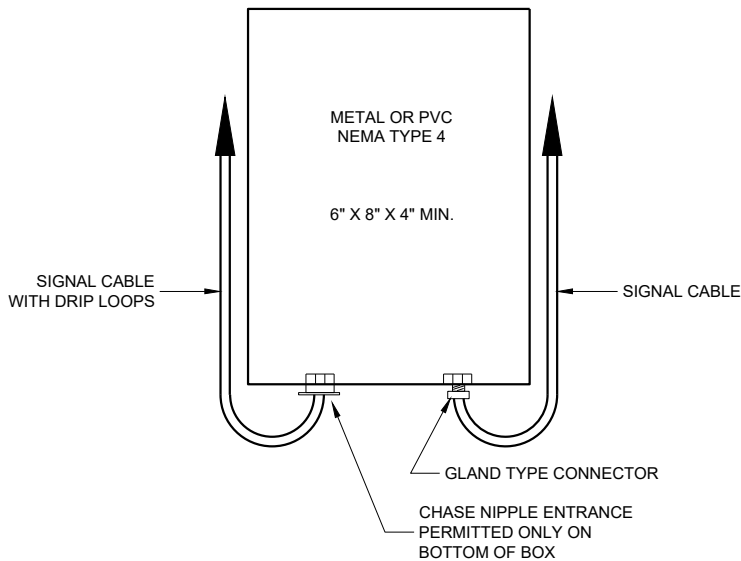
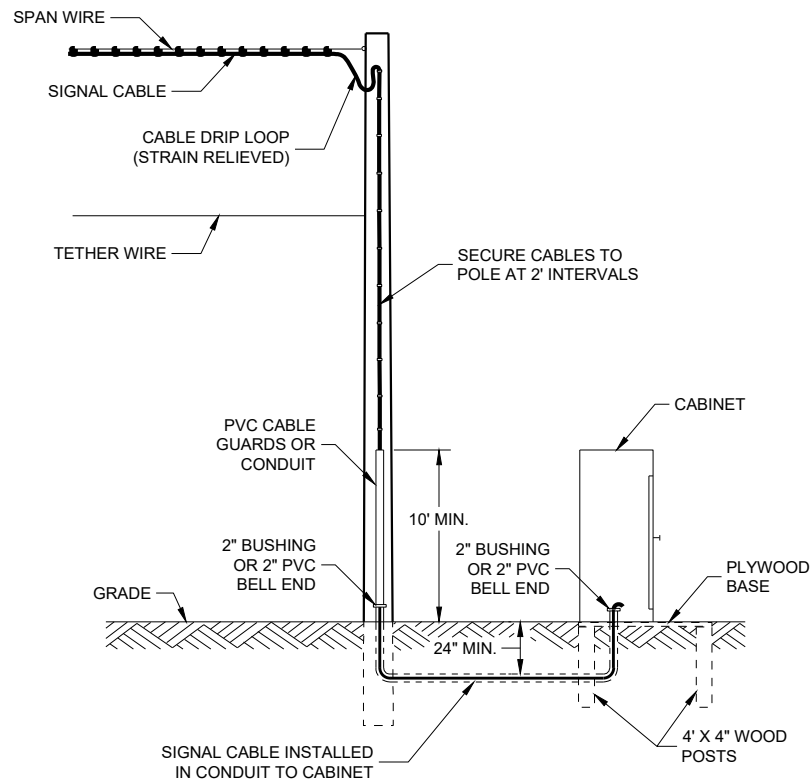
TYPICAL SPAN WIRE MOUNTING HARDWARE



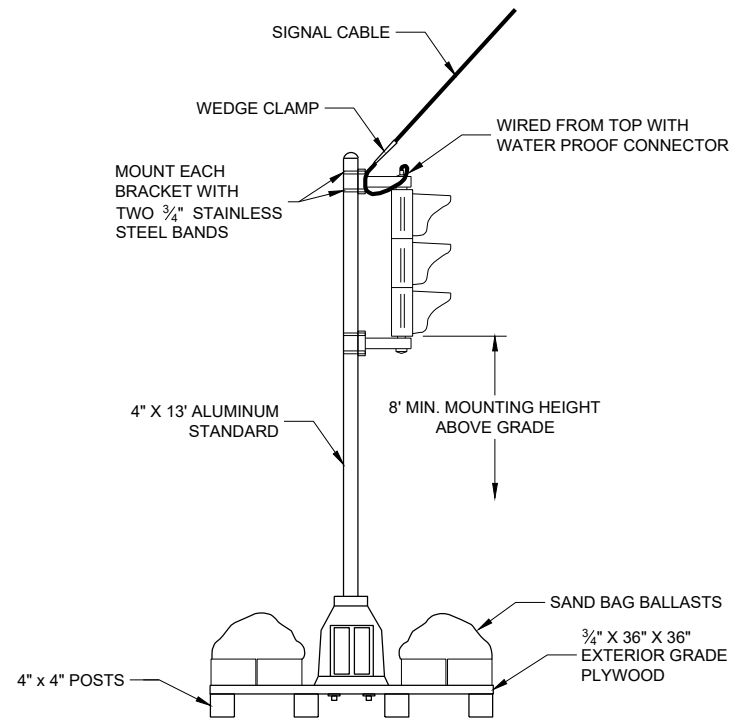
5 SECTION VERTICAL WITH 3 SECTION VERTICAL ON ONE SPAN WIRE



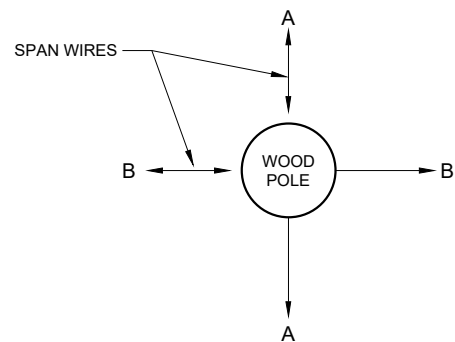
SPAN WIRE TEMPORARY TRAFFIC SIGNAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2015 DATE	/S/ Ahmet Demerbilek ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	



SPLICE BOX

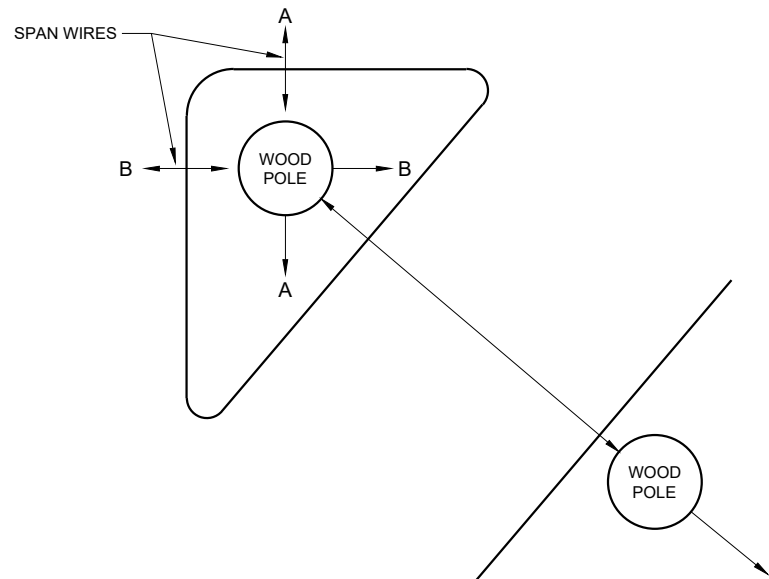


TYPICAL SKID TYPE TEMPORARY

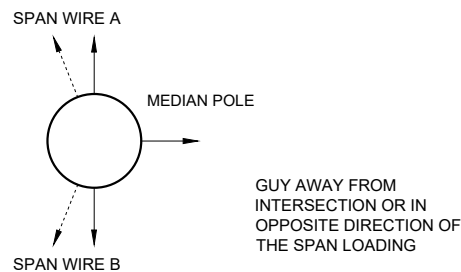


CORNER POLES

ALL DOWN OR SIDEWALK GUYS SHALL BE INSTALLED IN THE OPPOSITE DIRECTION OF THE STRAIN OF THE SPAN WIRE



ISLAND POLES



MEDIAN POLES

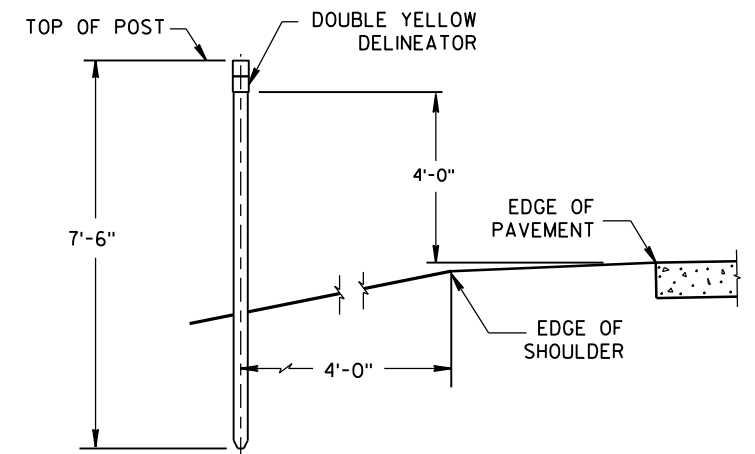
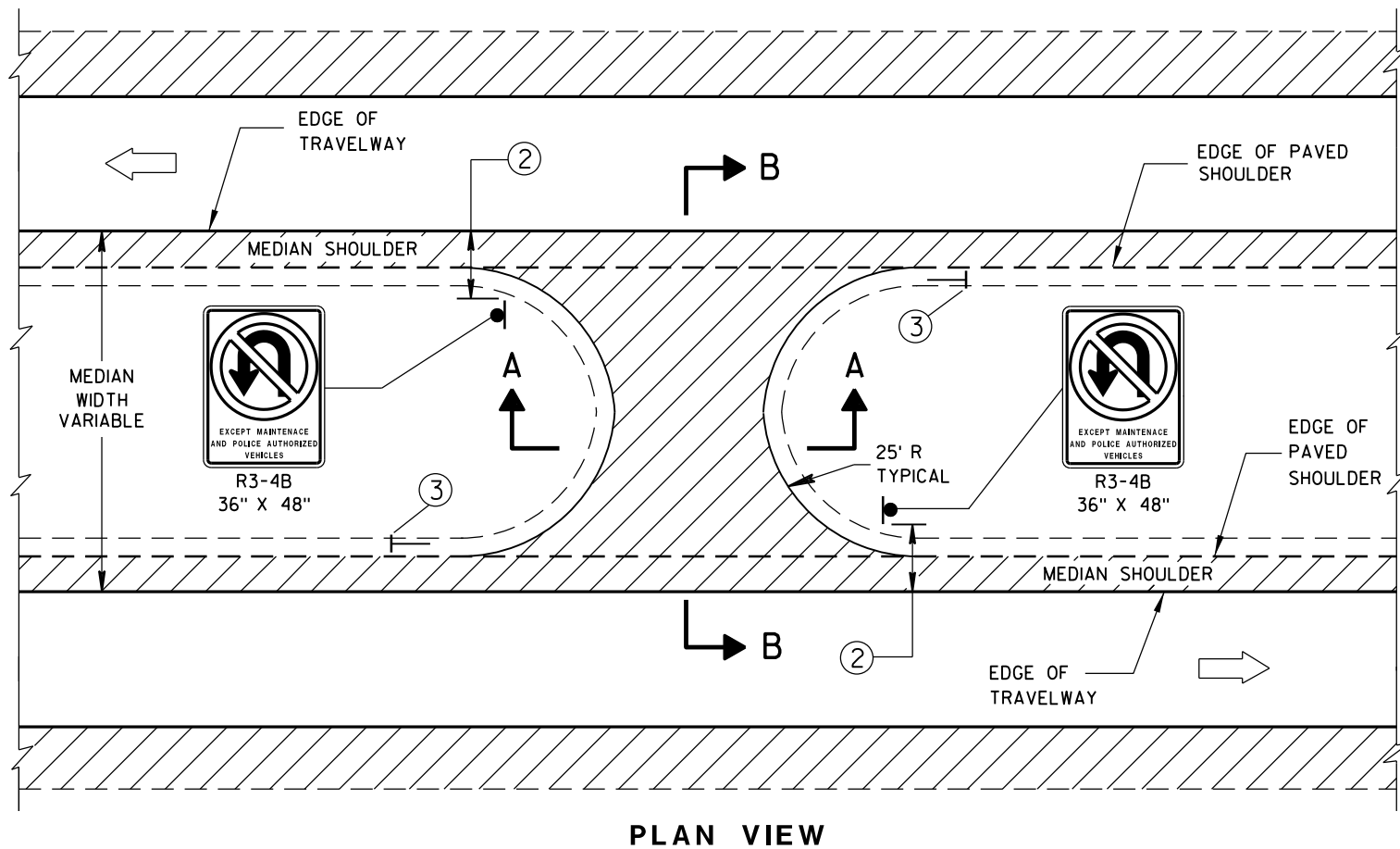
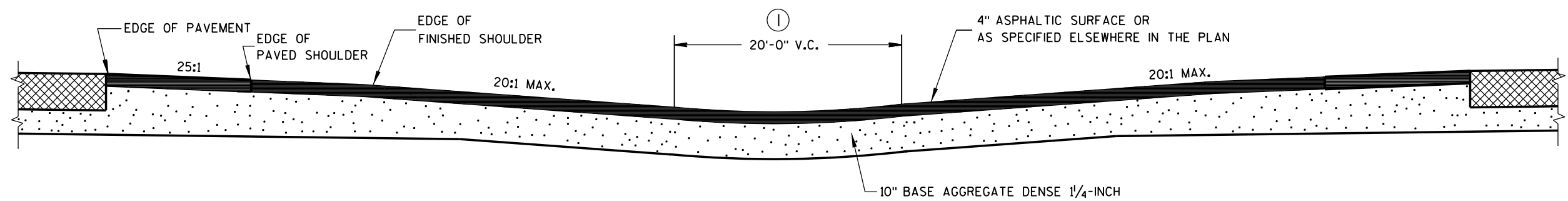
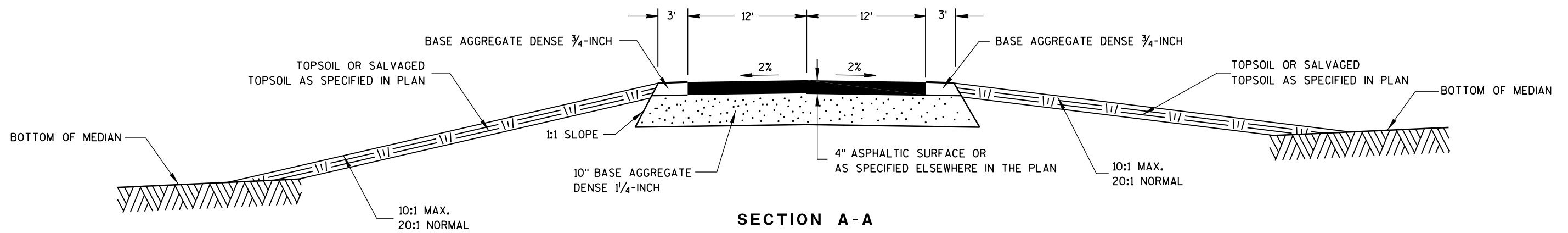
GUY AWAY FROM INTERSECTION OR IN OPPOSITE DIRECTION OF THE SPAN LOADING

SPAN WIRE TEMPORARY TRAFFIC SIGNAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2015
DATE
/S/ Ahmet Demerbilek
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA



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

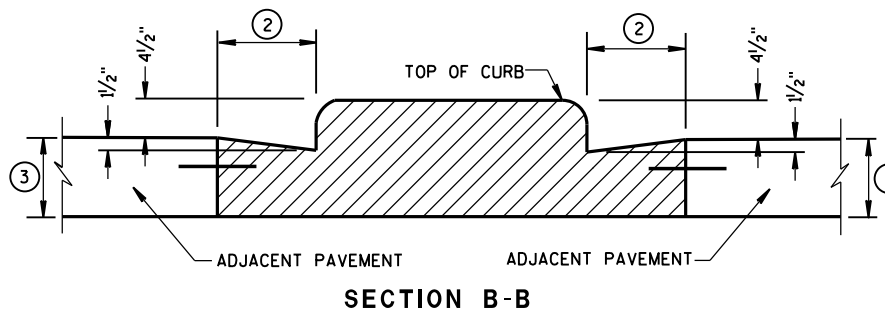
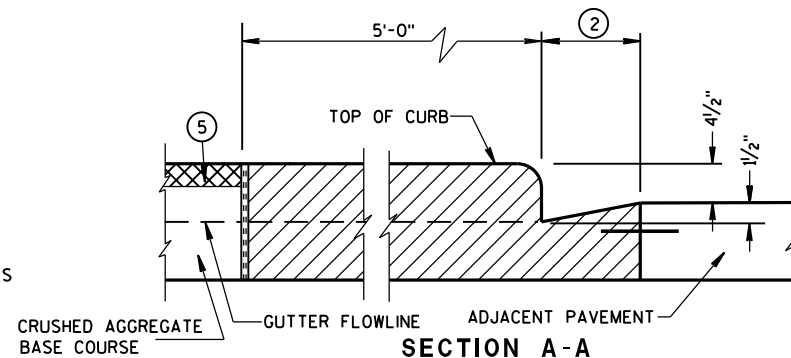
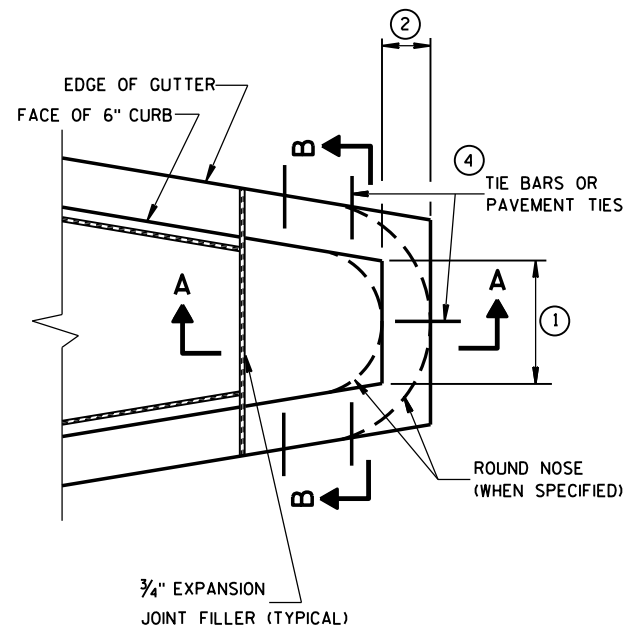
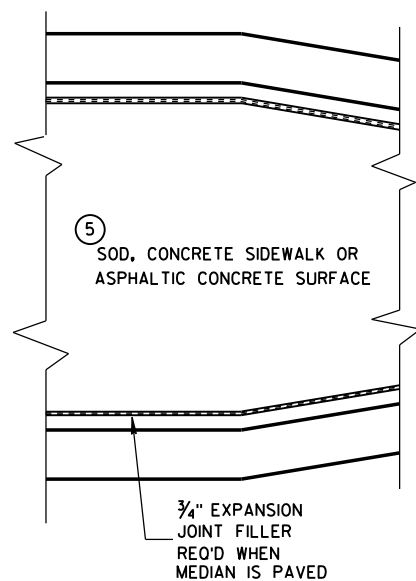
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

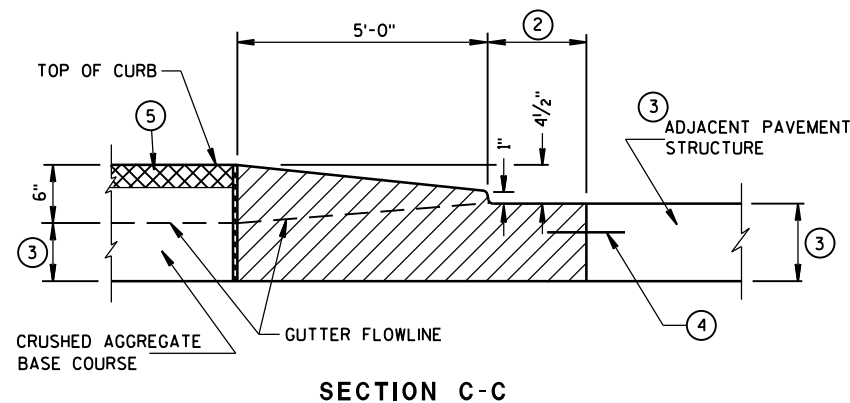
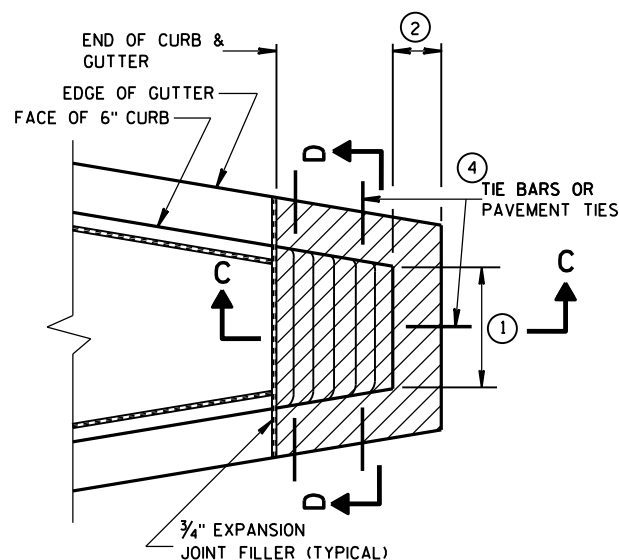
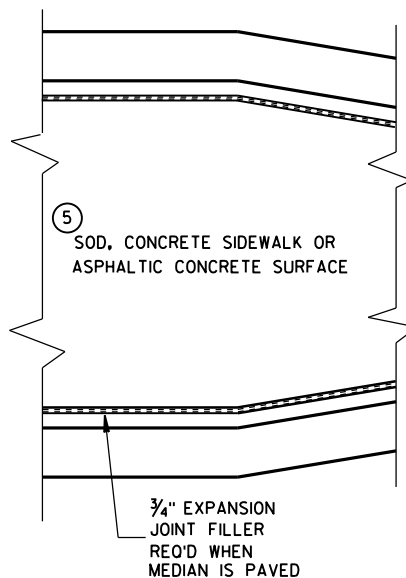
8/2013
DATE

FHWA

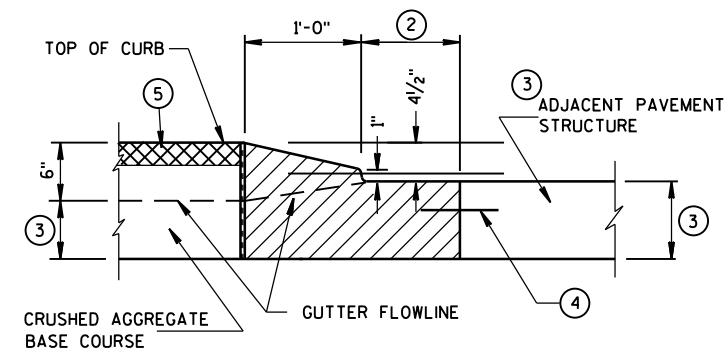
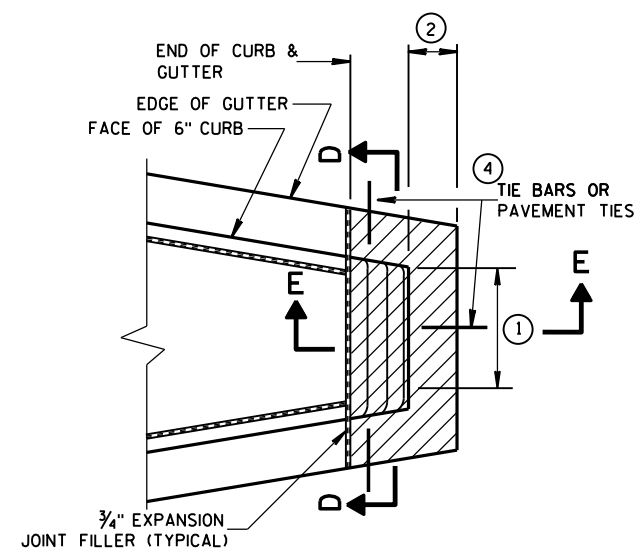
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



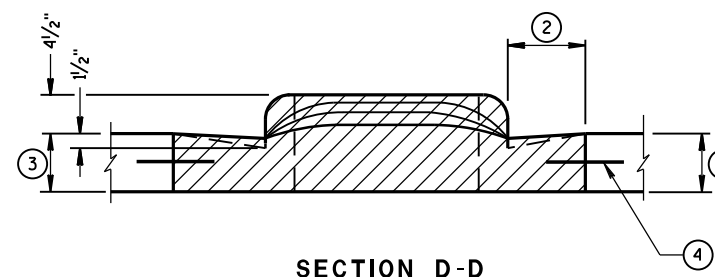
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



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 NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

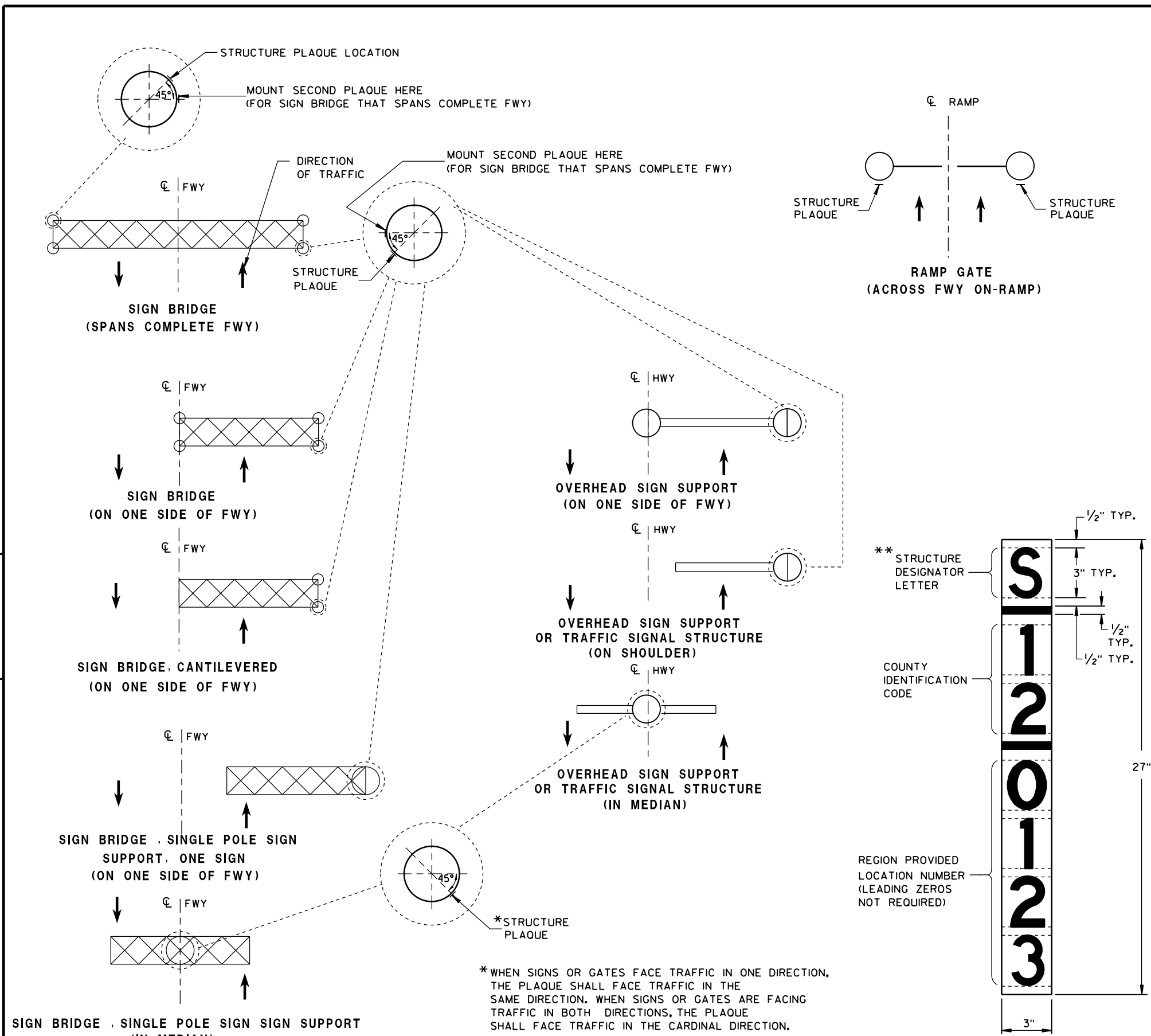
APPROVED

6/8/2006

DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



LOCATION OF RAMP GATE, SIGN BRIDGE, OVERHEAD SIGN SUPPORT & TRAFFIC SIGNAL STRUCTURE PLAQUES

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

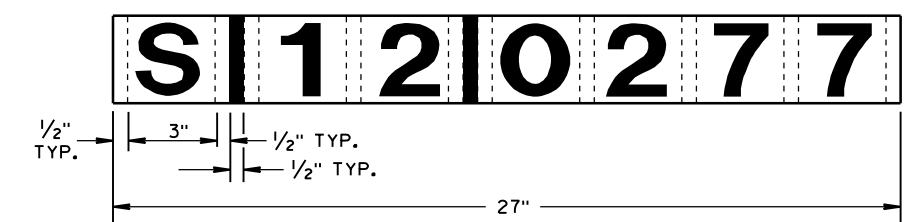
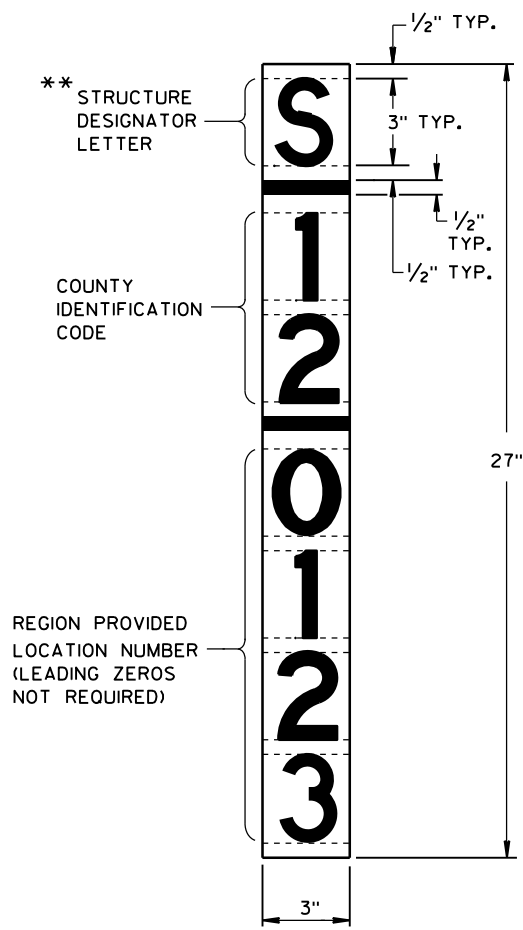
MOUNTING HEIGHT SHALL BE APPROXIMATELY 5.0' ABOVE CURB OR SHOULDER. ADJUST IF IT IS KNOWN THAT REQUIRED TRAFFIC SIGNS WILL OBSTRUCT.

PLAQUE MATERIALS:

- BASE - SHEET ALUMINUM, 0.060" THICK.
- FACE - WHITE, SELF-ADHESIVE VINYL SHEETING, NON-RETROREFLECTIVE
- LINES - BLACK, 1/2" WIDE, SELF-ADHESIVE
- CHARACTERS:- BLACK, SELF ADHESIVE, SERIES "D", SIZE AS SHOWN.

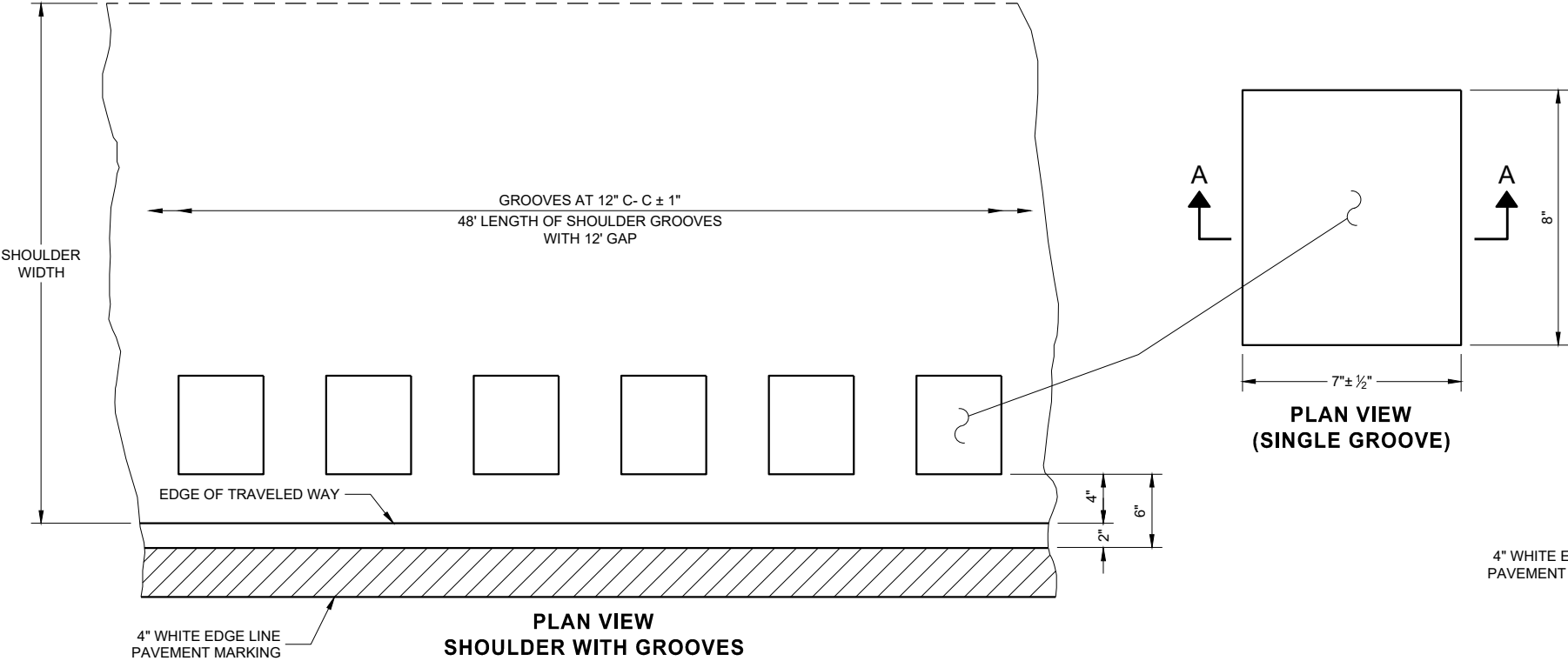
FOR SIGN BRIDGES, STRUCTURE MOUNTED, THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY AS SHOWN ON THE DRAWING. THE STRUCTURE PLAQUE SHALL BE MOUNTED HORIZONTALLY TO THE BACK OF THE SIGN, BETWEEN THE ALUMINUM EXTRUSIONS, NEAR THE TOP LEFT HAND CORNER OF THE SIGN. THE BASE MATERIAL SHALL BE OMITTED AND 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.



** LETTER "G" UTILIZED FOR RAMP GATES. LETTER "S" UTILIZED FOR SIGN BRIDGES, OVERHEAD SIGN SUPPORTS, AND TRAFFIC SIGNALS.

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 OF DESIGN
FHWA	



6

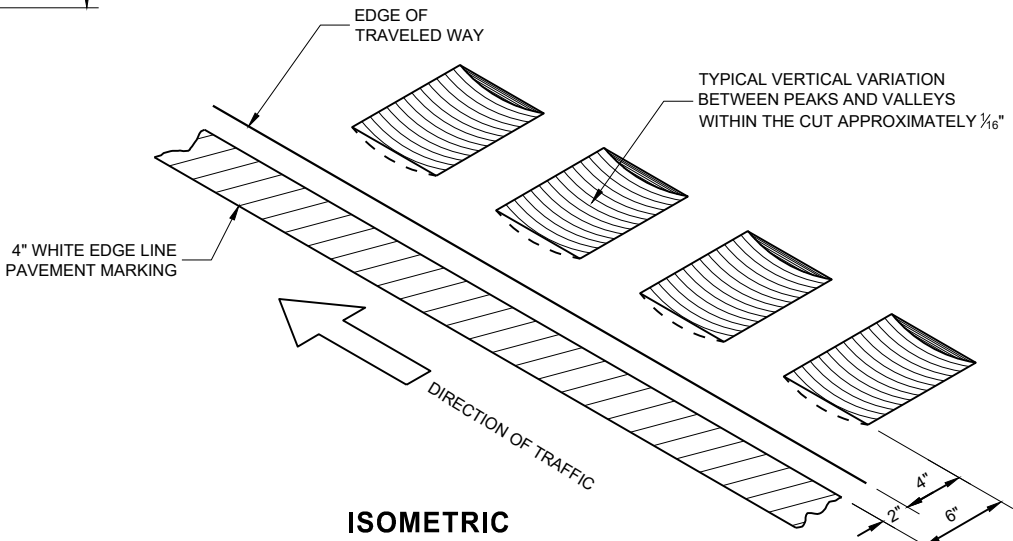
PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP

GENERAL NOTES

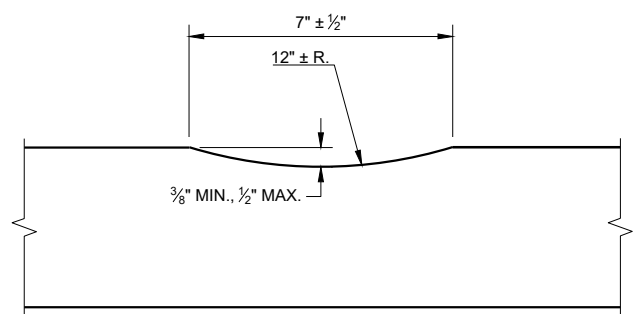
DETAILS OF CONSTRUCTION NO SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

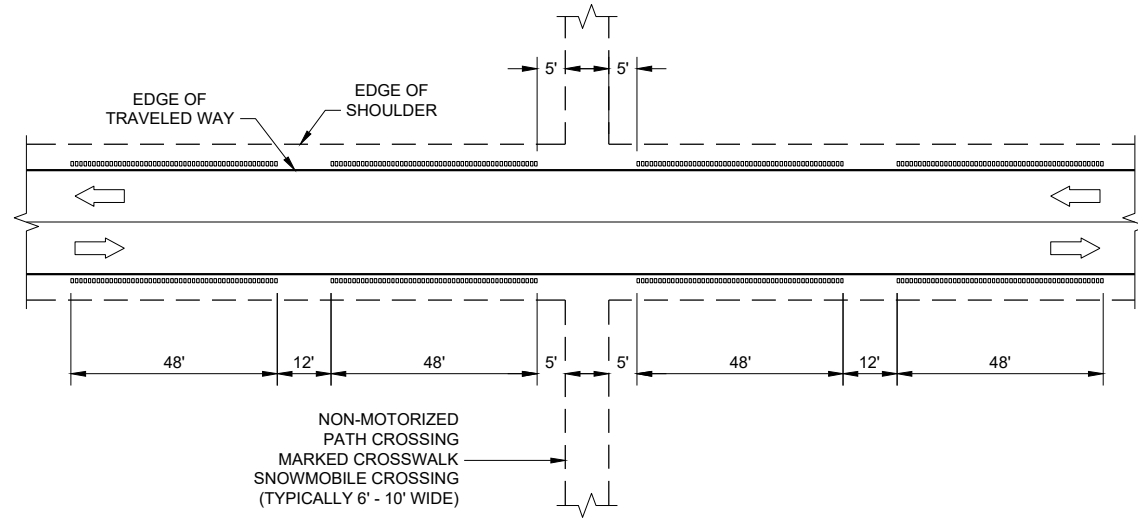


SECTION A - A

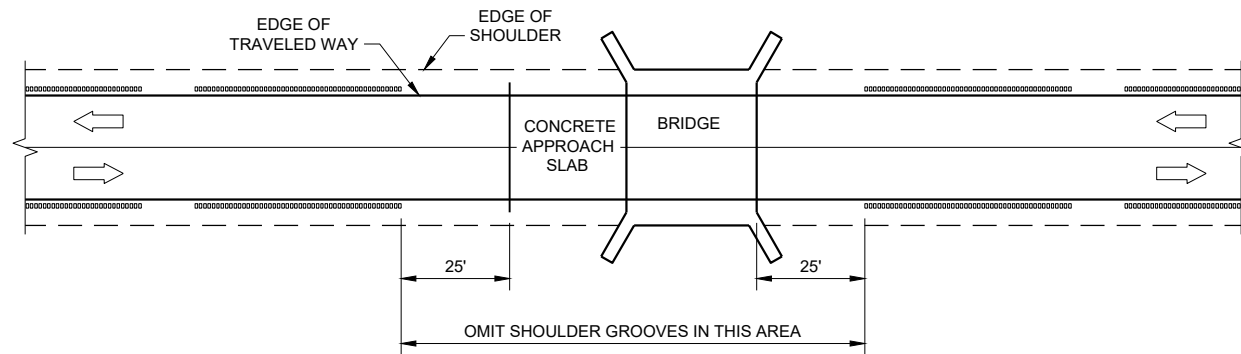
TYPE 1
2 - LANE SHOULDER RUMBLE STRIP

2-LANE RURAL SHOULDER
RUMBLE STRIP, MILLING

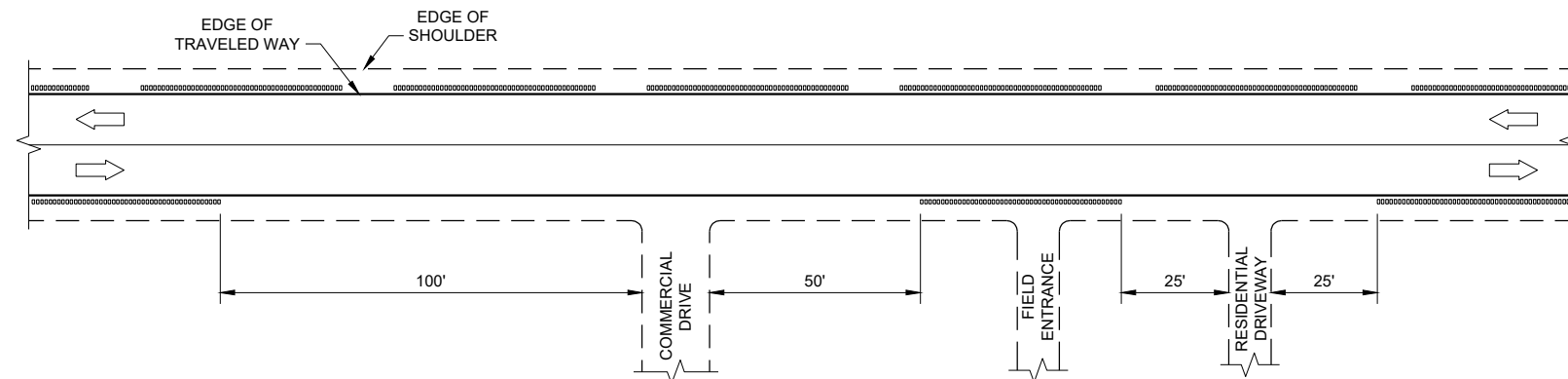
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



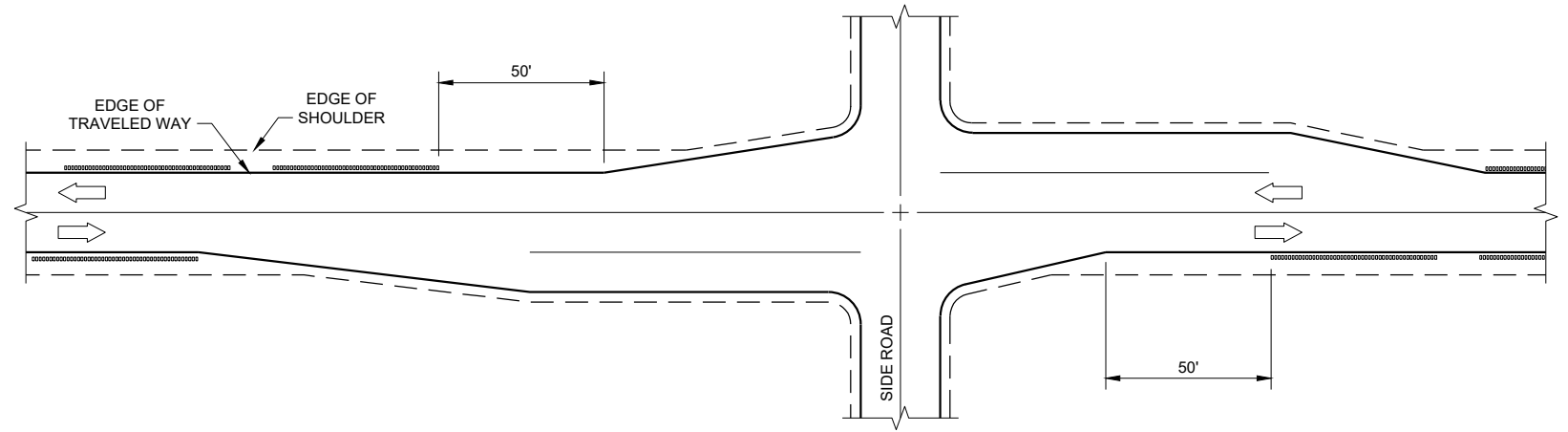
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



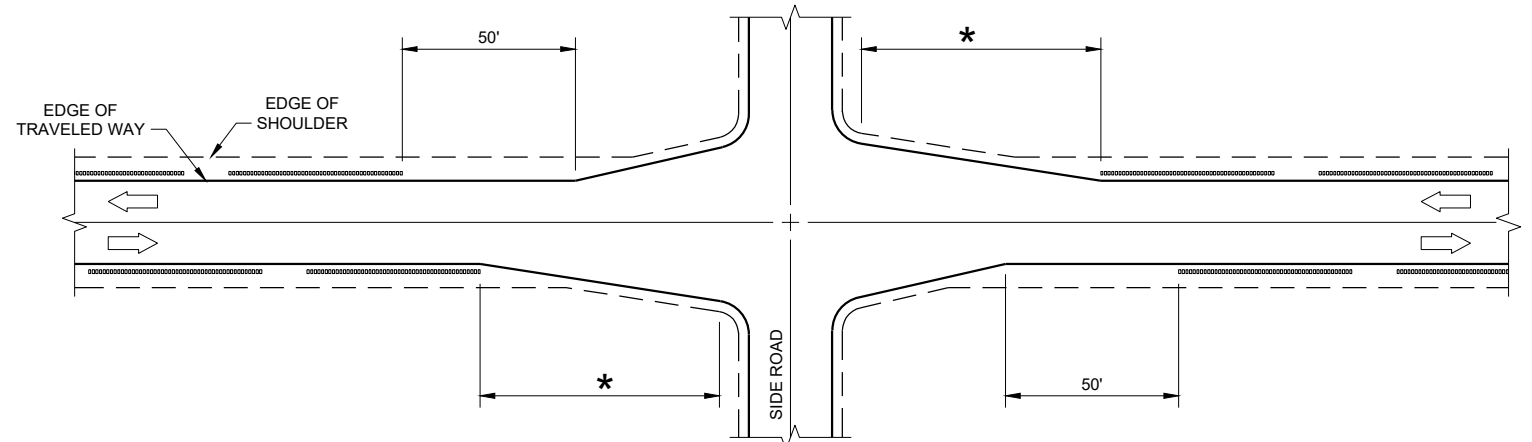
SHOULDER GROOVES AT BRIDGES



SHOULDER GROOVES AT DRIVEWAYS^①



SHOULDER GROOVES AT RIGHT TURN LANE



* GREATER OF 100' OR APPROACH TAPER LENGTH

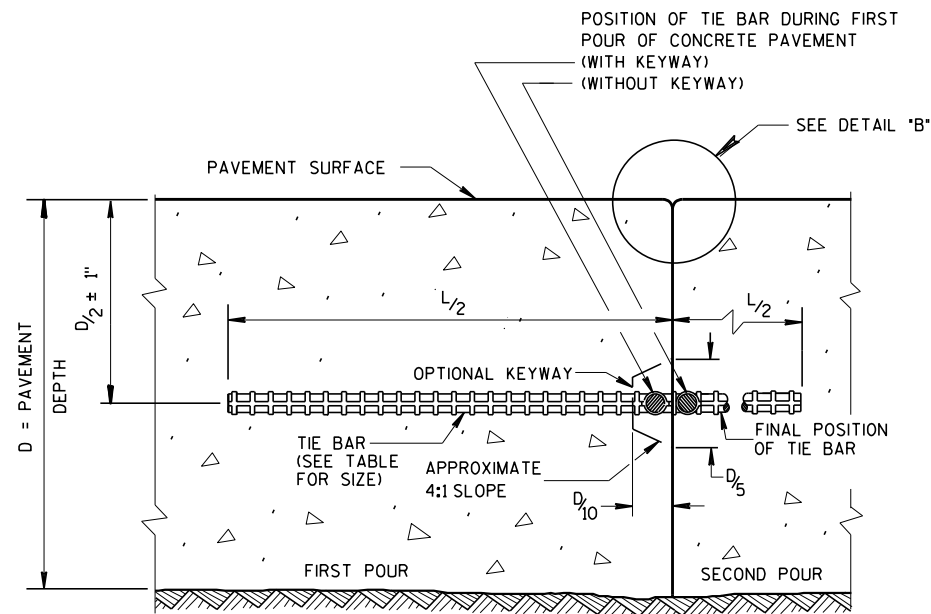
SHOULDER GROOVES AT INTERSECTIONS WITH APPROACH TAPER

GENERAL NOTES

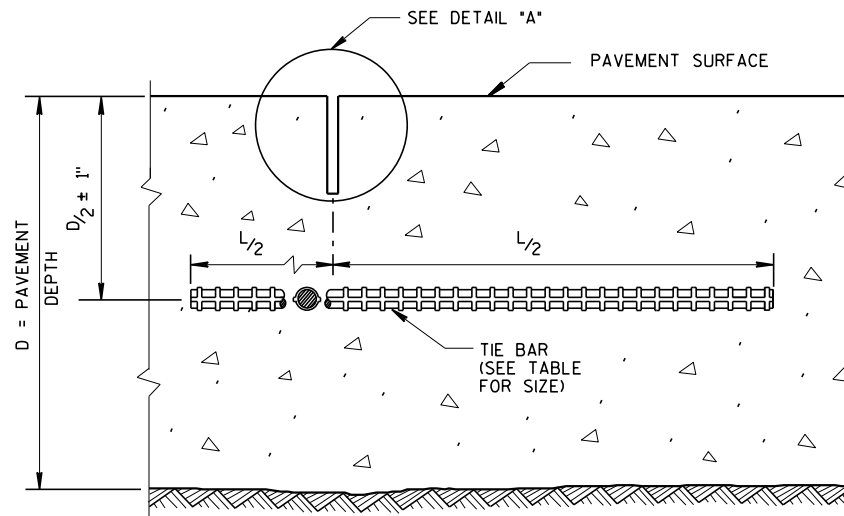
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

**2-LANE RURAL SHOULDER
RUMBLE STRIP, MILLING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CONSTRUCTION JOINT



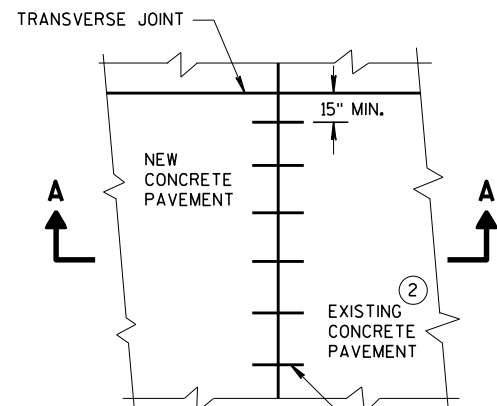
SAWED JOINT

GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

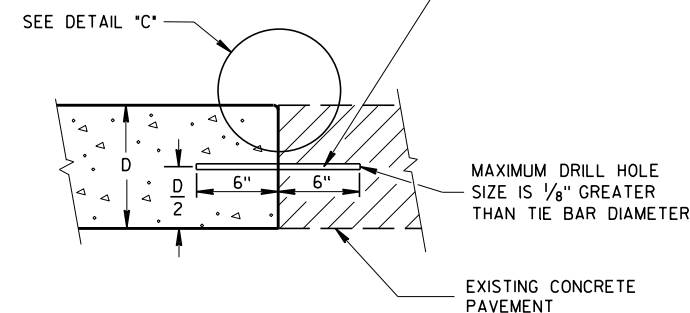
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

- ① ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.
- ② PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.

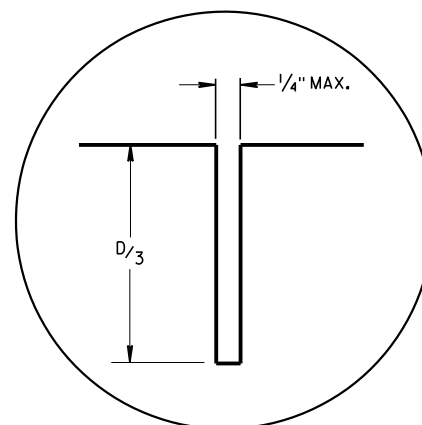


PLAN VIEW

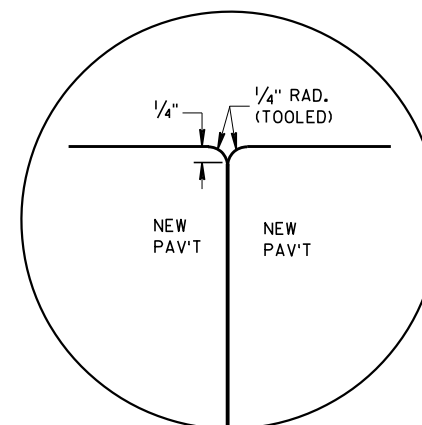
NO. 6 TIE BARS SPACED 30" C-C, INSTALLED PERPENDICULAR TO THE LONGITUDINAL JOINT. ①



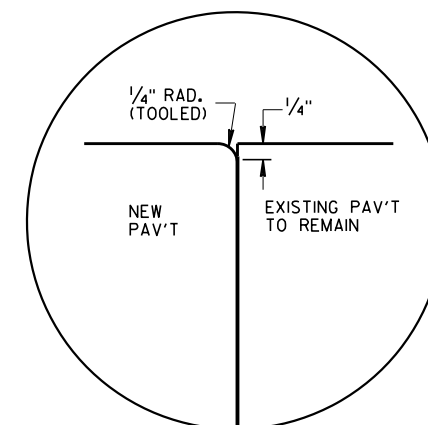
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT
TIE BARS ANCHORED
INTO EXISTING PAVEMENT



DETAIL "A"



DETAIL "B"



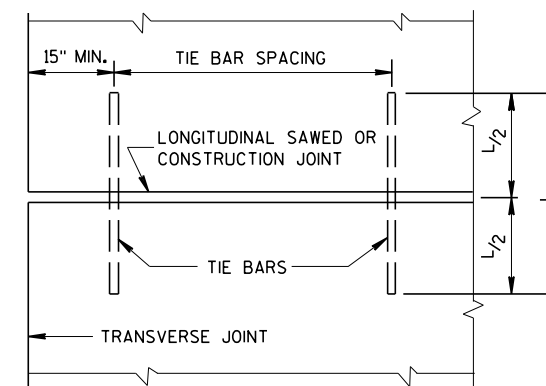
DETAIL "C"

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" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

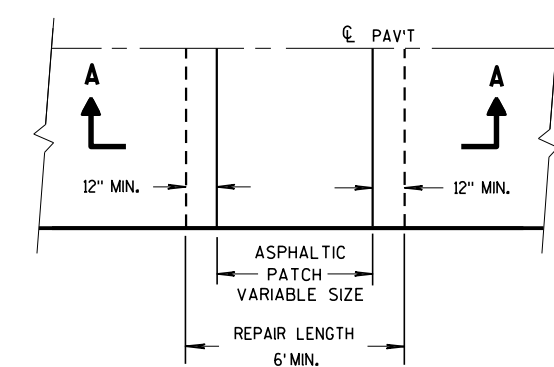


PLAN VIEW
SHOWING LOCATION OF TIE BARS

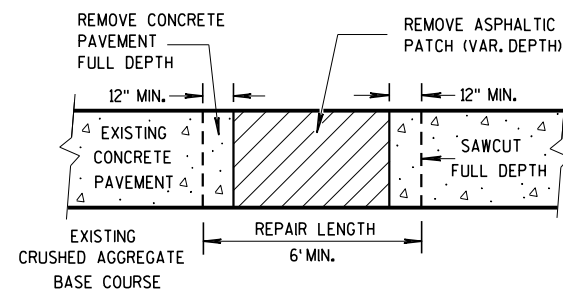
CONCRETE PAVEMENT
LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018 /S/ Peter Kemp, P.E.
DATE PAVEMENT SUPERVISOR
FHWA

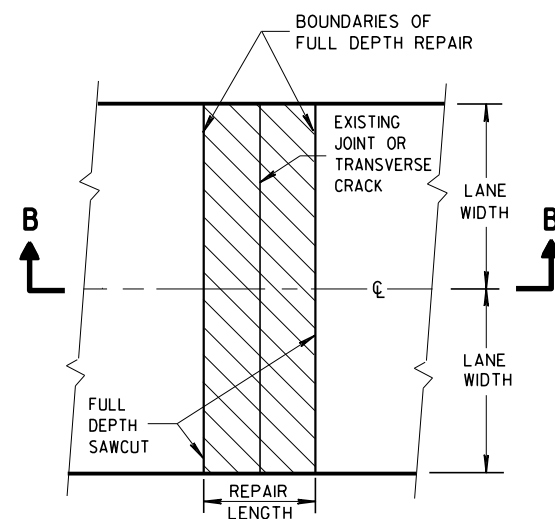
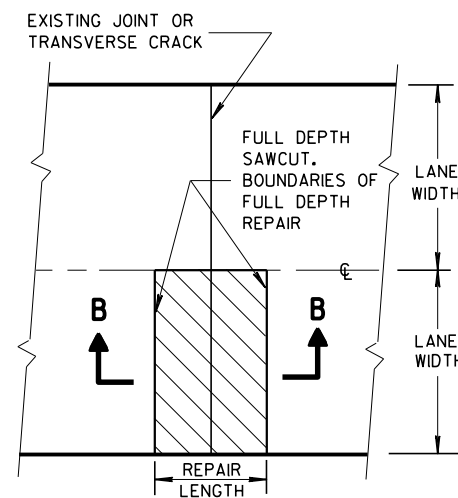


PLAN VIEW



SECTION A-A

HMA PATCH REMOVAL

PLAN VIEW
(DOUBLE LANE REPAIR)PLAN VIEW
(SINGLE LANE REPAIR)

FULL DEPTH CONCRETE PAVEMENT REMOVAL

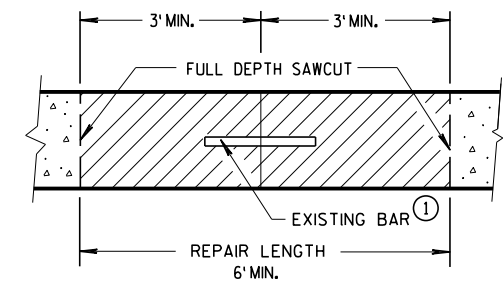
GENERAL NOTES

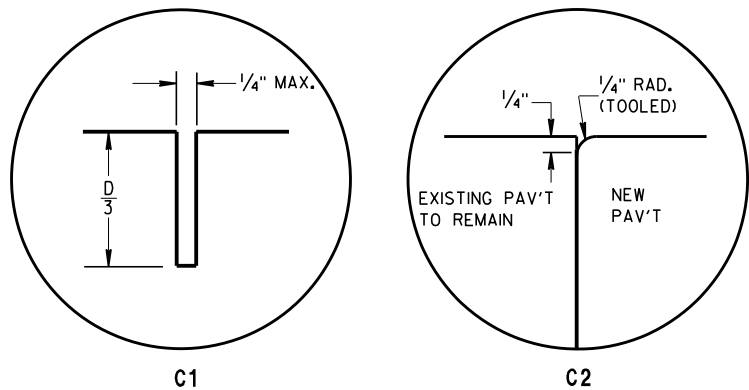
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

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

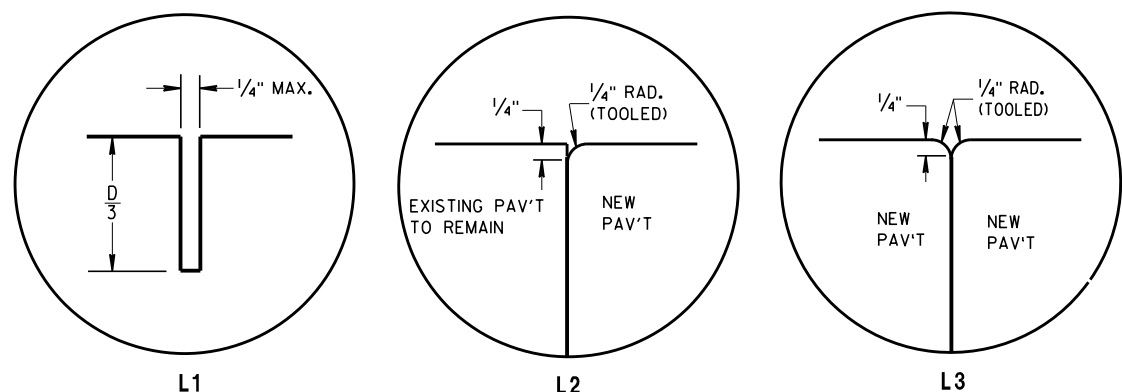
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MIGHT NOT EXIST.

SECTION B-B
CONCRETE REMOVALCONCRETE PAVEMENT REPAIR
AND REPLACEMENTSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TRANSVERSE JOINTS

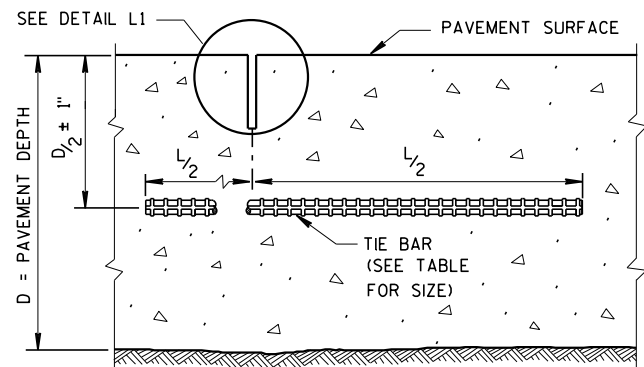


LONGITUDINAL JOINTS

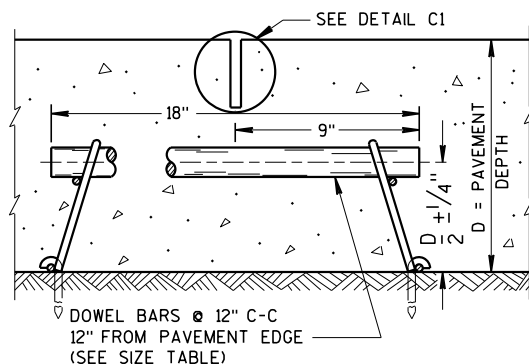
TIE BAR TABLE			
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

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

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



SECTION C-C
SAWED LONGITUDINAL JOINT



SECTION F-F
CONTRACTION JOINT

GENERAL NOTES

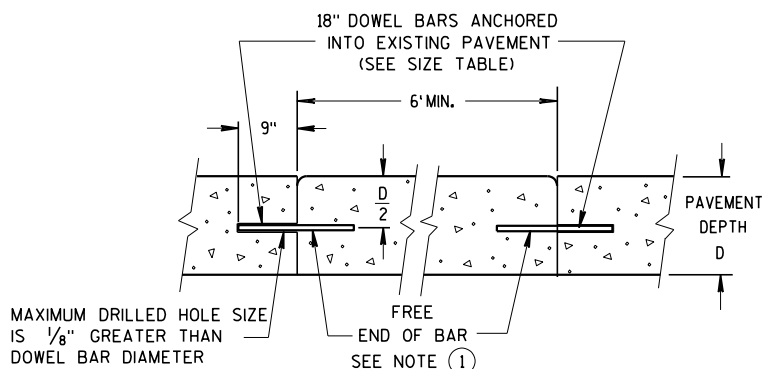
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

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

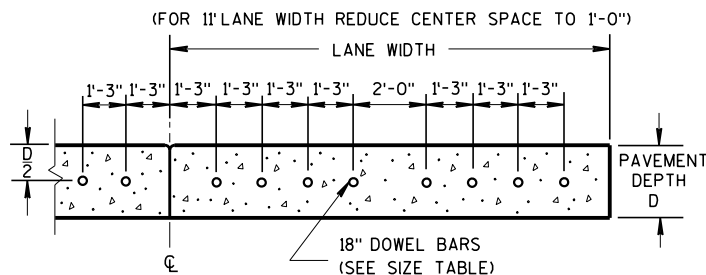
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

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 D-D



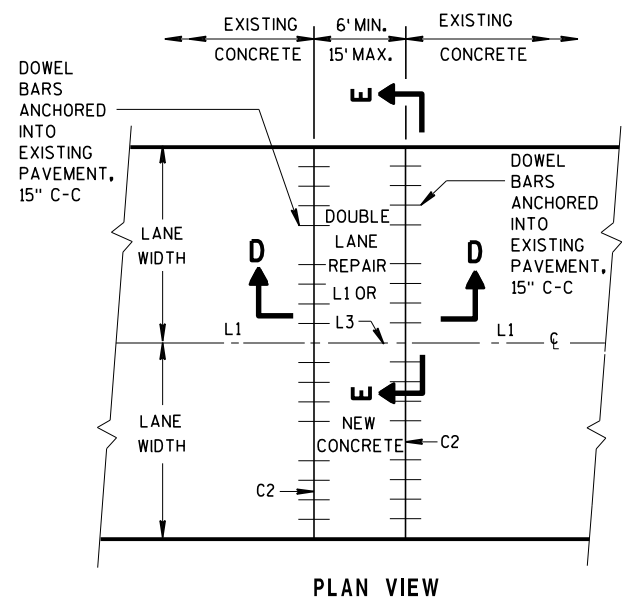
SECTION E-E
DRILLED DOWEL BAR CONSTRUCTION JOINT

PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

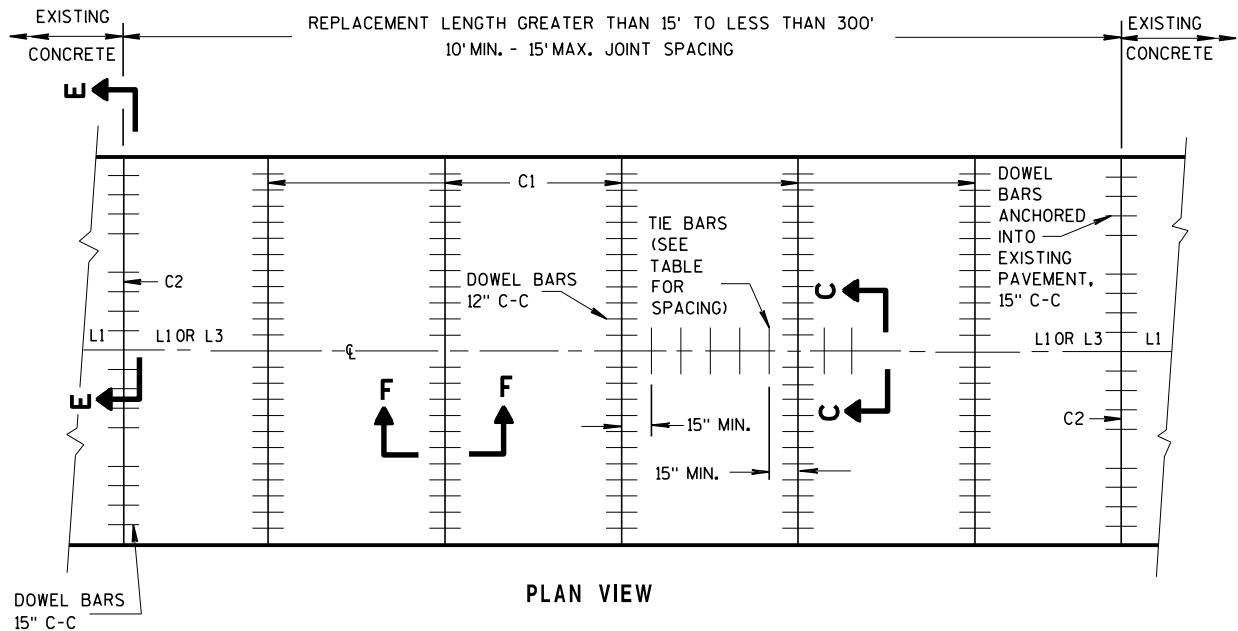
PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
5 1/2", 6", 6 1/2"	NONE	NONE	12'
7", 7 1/2"	1"	1"	14'
8", 8 1/2"	1 1/4"	1 1/4"	15'
9", 9 1/2"	1 1/4"	1 1/4"	15'
10" & ABOVE	1 1/2"	1 1/4"	15'

CONCRETE PAVEMENT
REPAIR AND REPLACEMENT

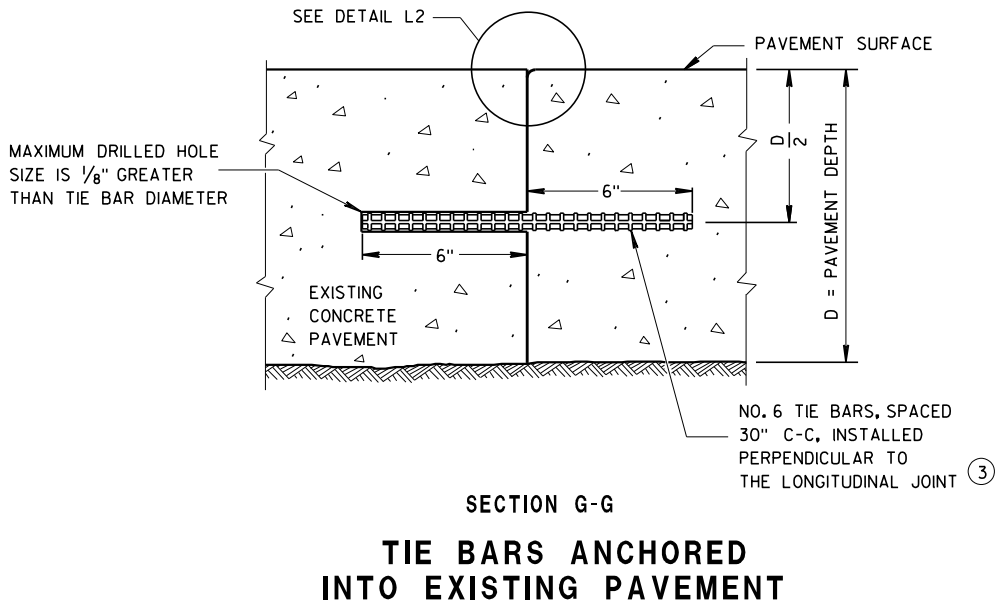
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MULTI-LANE CONCRETE PAVEMENT REPAIR

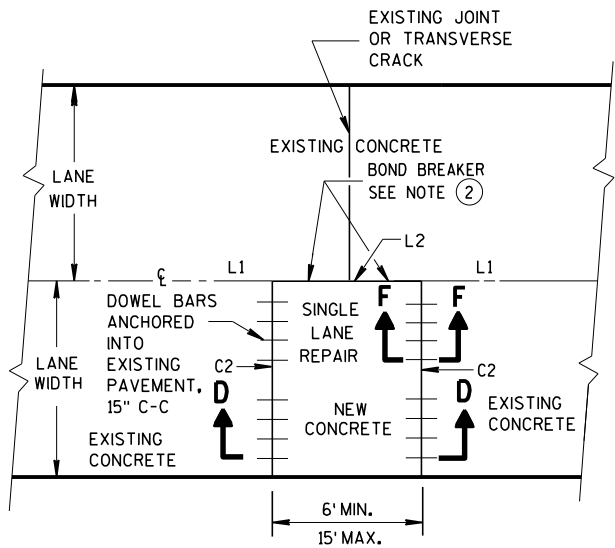


MULTI-LANE CONCRETE PAVEMENT REPLACEMENT

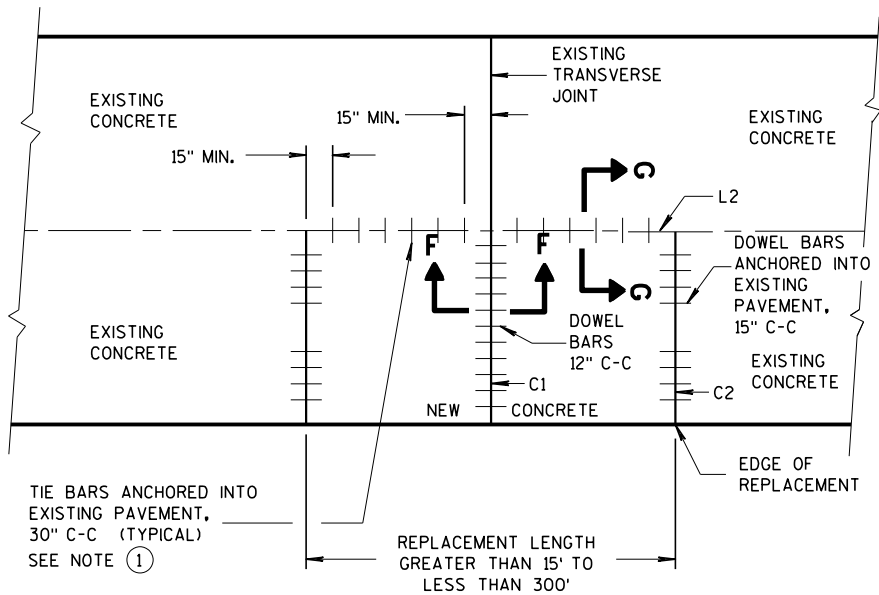


GENERAL NOTES

- 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.

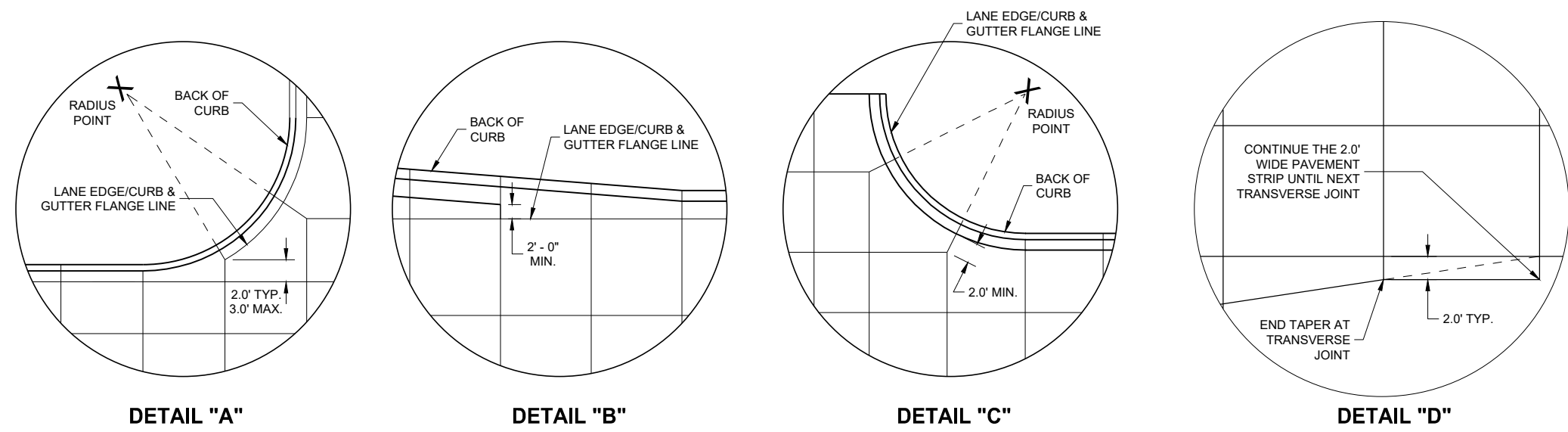


PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPAIR



PLAN VIEW
SINGLE LANE
CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED	
March 2018 DATE	/S/ Peter Kemp, P.E. PAVEMENT SUPERVISOR
FHWA	



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.

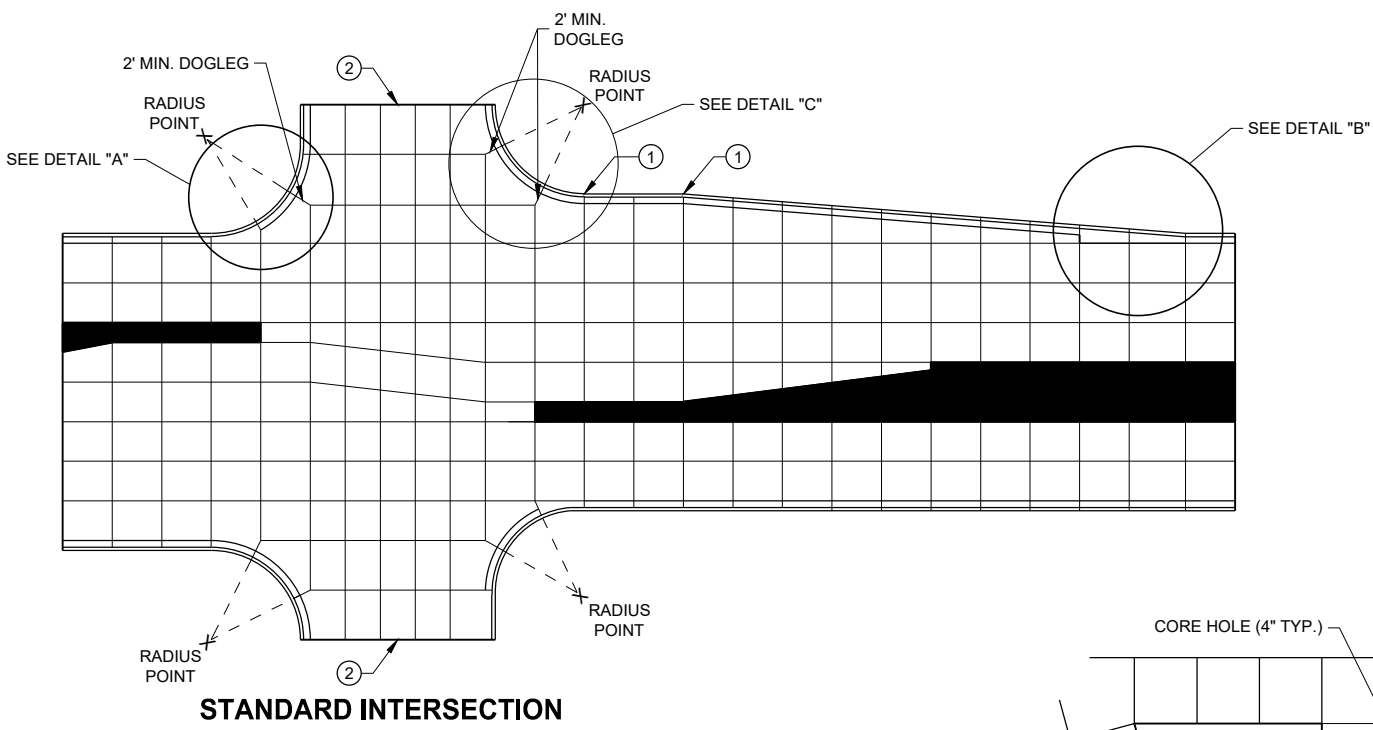
AVOID ANGLES LESS THAN 60° BY DOGLEGGING JOINTS THROUGH CURVE RADIUS POINTS. USE 90° ANGLES WHEN POSSIBLE.

CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

① PROVIDE TRANSVERSE JOINTS AT ALL PAVEMENT WIDTH CHANGES.

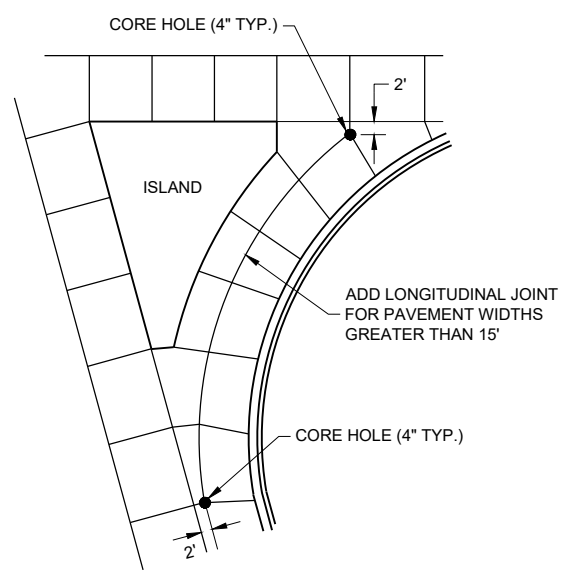
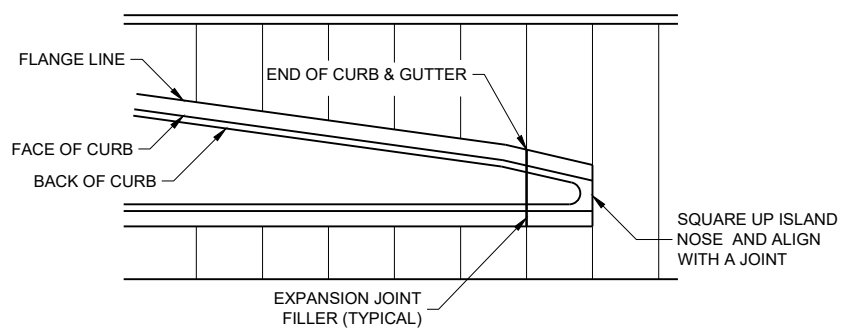
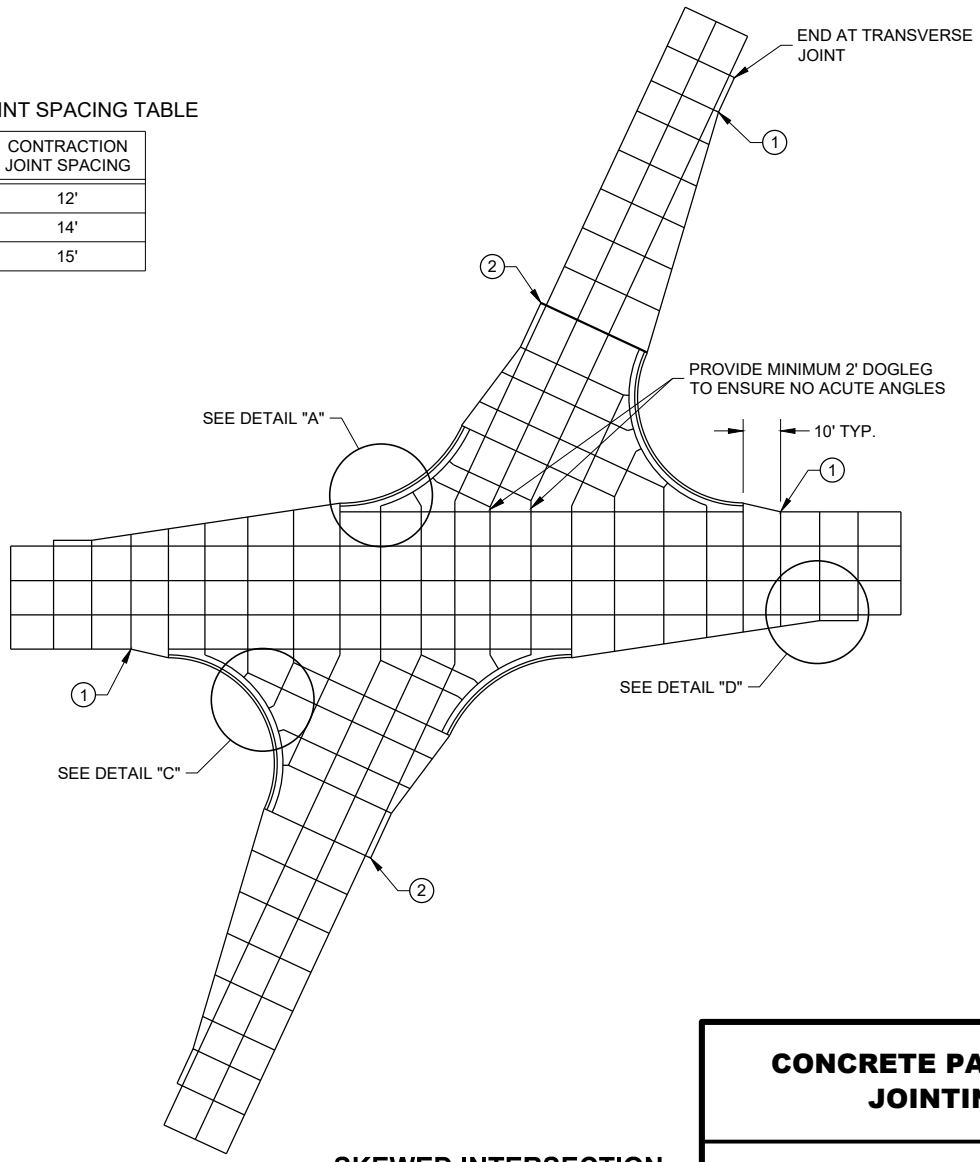
② CONSTRUCT DOWELED EXPANSION JOINT ON THE SIDE ROAD OF AN INTERSECTION IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH. ALIGN EXPANSION JOINT WITH HEDGE OF RADIUS.

③ THE ENGINEER MAY APPROVE SLIGHT VARIATIONS FROM THESE JOINTING DETAILS.



PAVEMENT DEPTH AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	CONTRACTION JOINT SPACING
6", 6 1/2"	12'
7", 7 1/2"	14'
8" & ABOVE	15'



CONCRETE PAVEMENT JOINTING

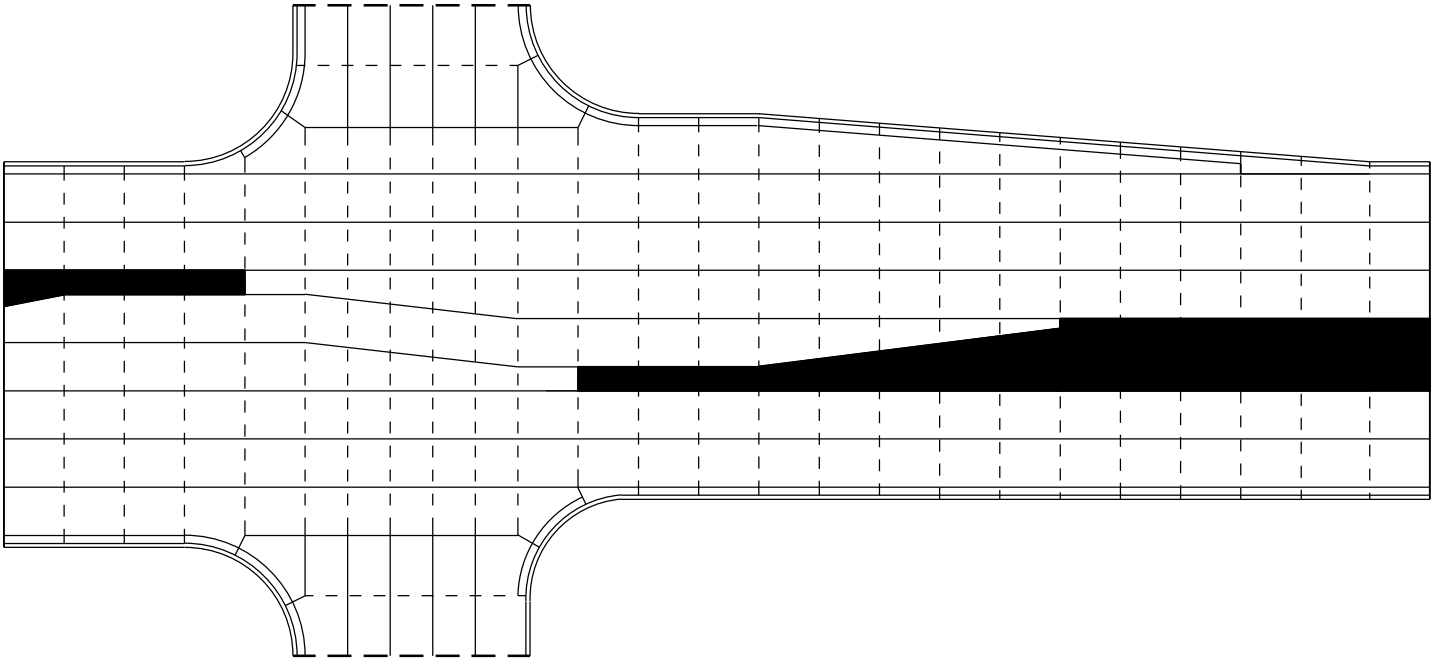
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

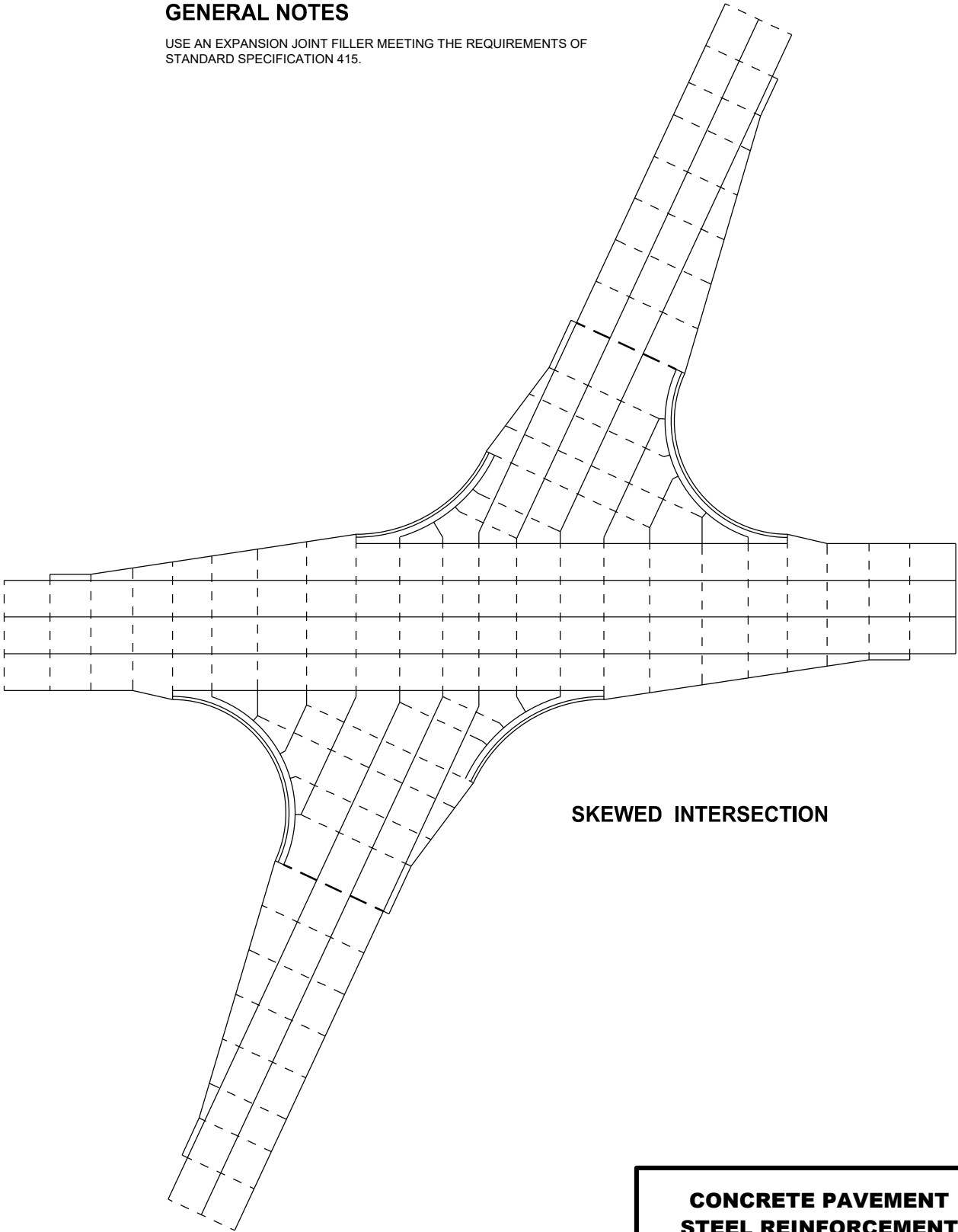
- POTENTIAL DOWELED EXPANSION JOINT
- DOWELED JOINT
- TIED JOINT

GENERAL NOTES

USE AN EXPANSION JOINT FILLER MEETING THE REQUIREMENTS OF STANDARD SPECIFICATION 415.



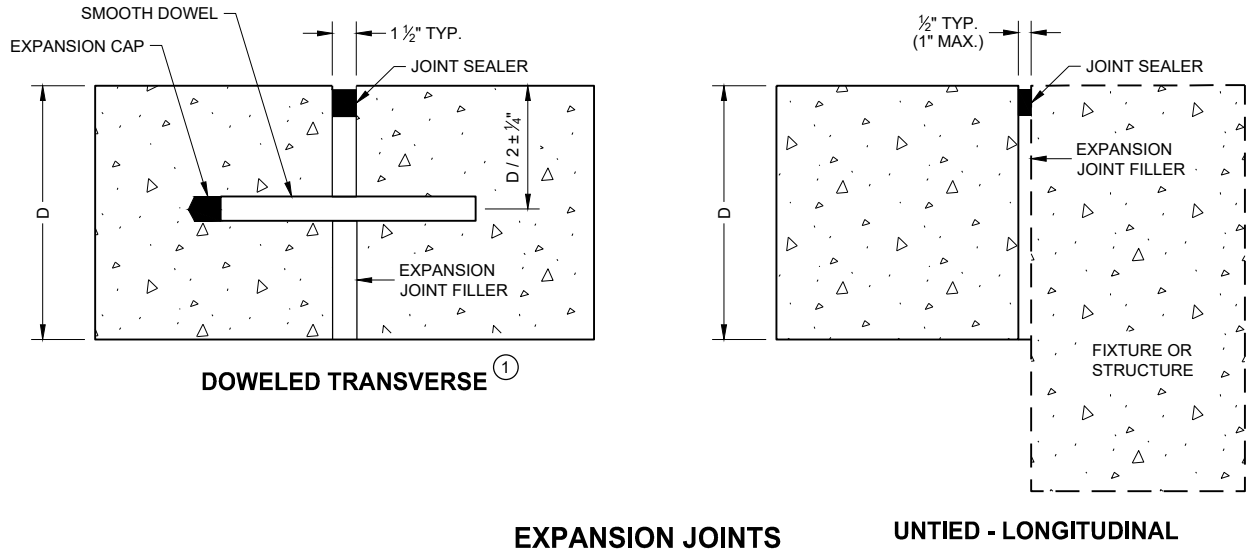
STANDARD INTERSECTION



SKEWED INTERSECTION

CONCRETE PAVEMENT
STEEL REINFORCEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



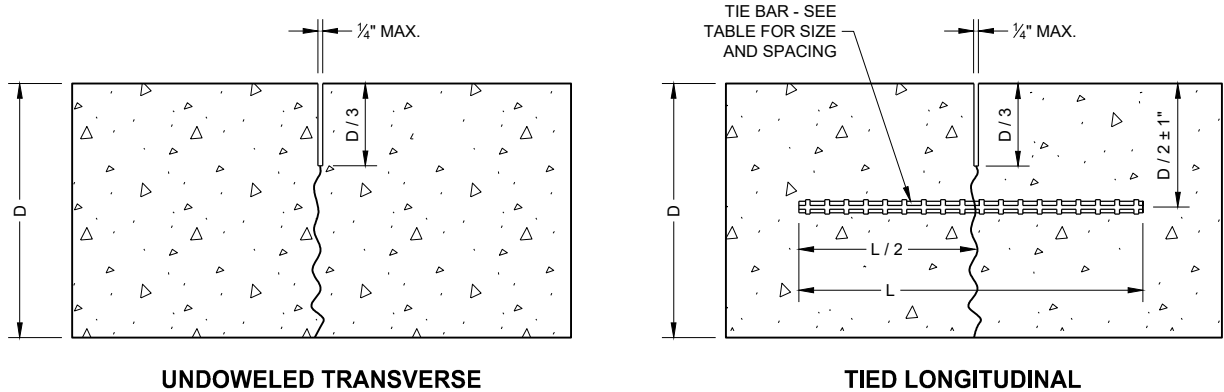
EXPANSION JOINTS

TIE BAR TABLE			
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
$< 10\frac{1}{2}"$	NO. 4	30"	36"
$\geq 10\frac{1}{2}"$	NO. 5	36"	36"
	NO. 4 *	30"	24" **

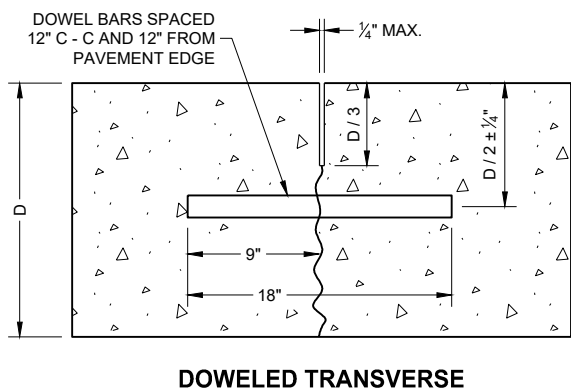
* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

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

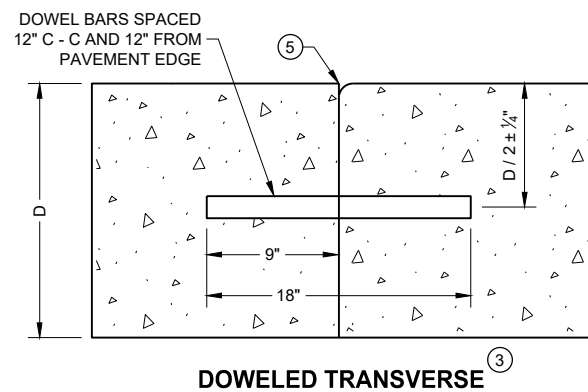
- GENERAL NOTES**
- ① USE DOWELED EXPANSION JOINTS ON SIDE ROADS AT INTERSECTIONS (TO ISOLATE THE SIDE ROAD FROM THE THROUGH STREET) IF THE SIDE ROAD IS CONCRETE PAVEMENT AND GREATER THAN 300 FEET IN LENGTH.
 - ② SPACE CONTRACTION JOINTS IN ACCORDANCE WITH SDD 13C4, 13C11 OR 13C13.
 - ③ LOCATE CONSTRUCTION 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 $\frac{1}{4}"$ RADIUS.
 - ⑥ ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



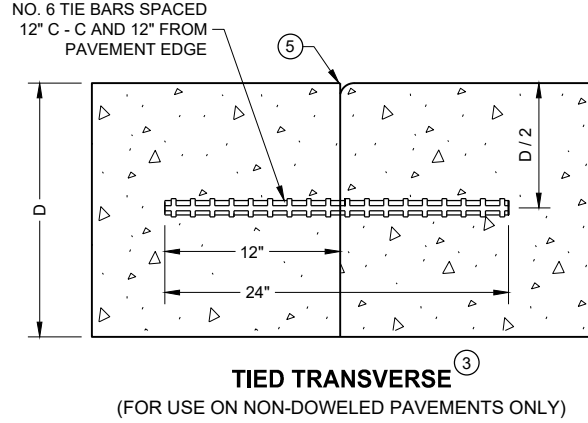
CONTRACTION JOINTS



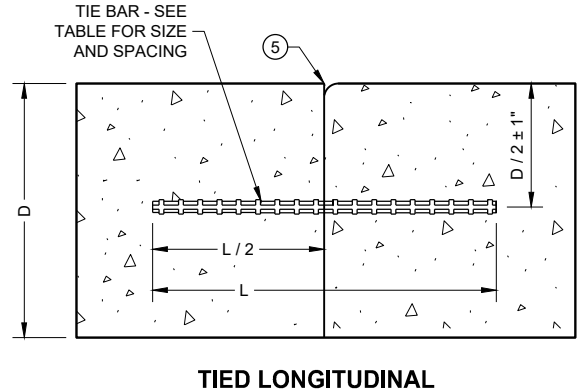
CONSTRUCTION JOINTS ②



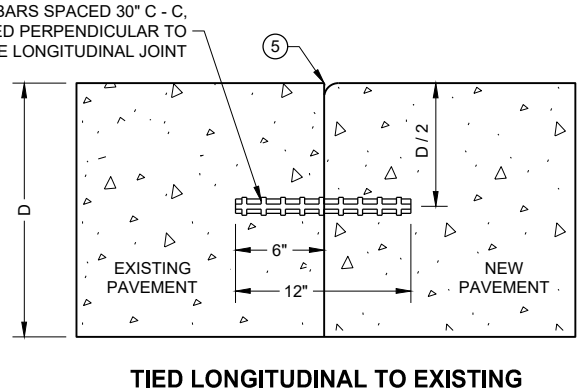
CONSTRUCTION JOINTS ③



TIED TRANSVERSE ③
(FOR USE ON NON-DOWELED PAVEMENTS ONLY)



CONSTRUCTION JOINTS ④

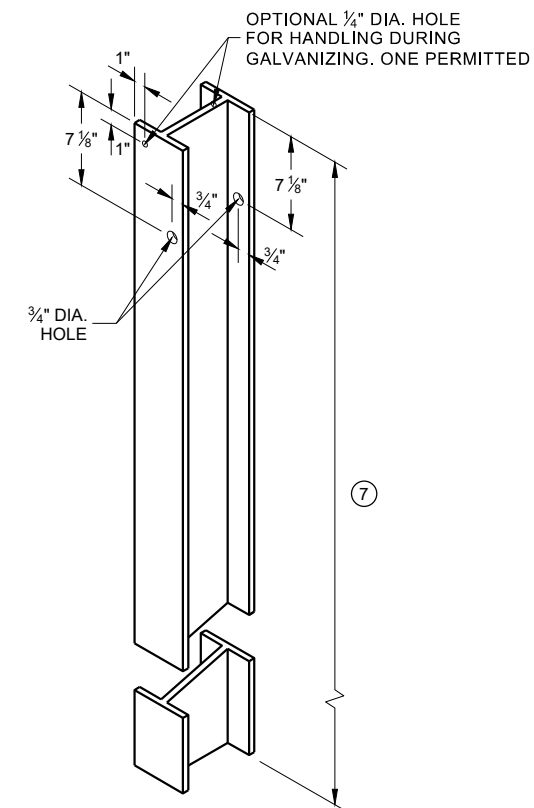
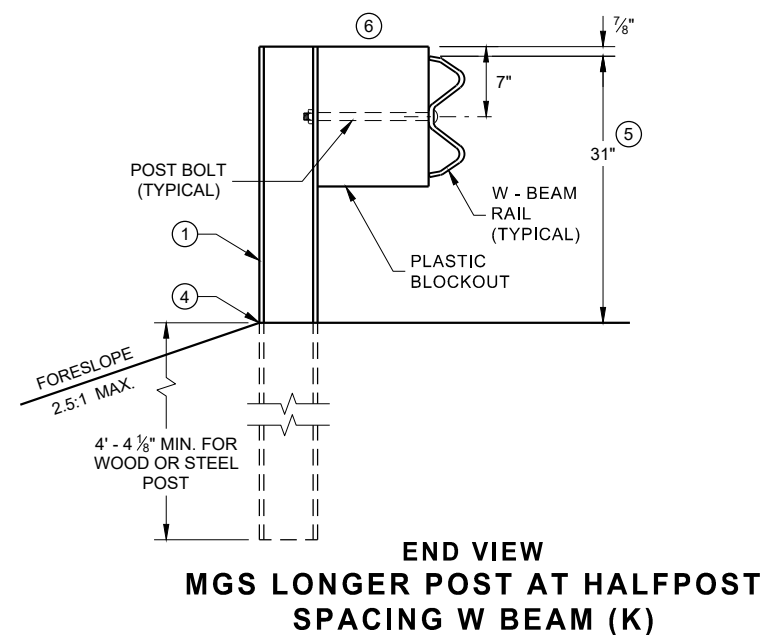
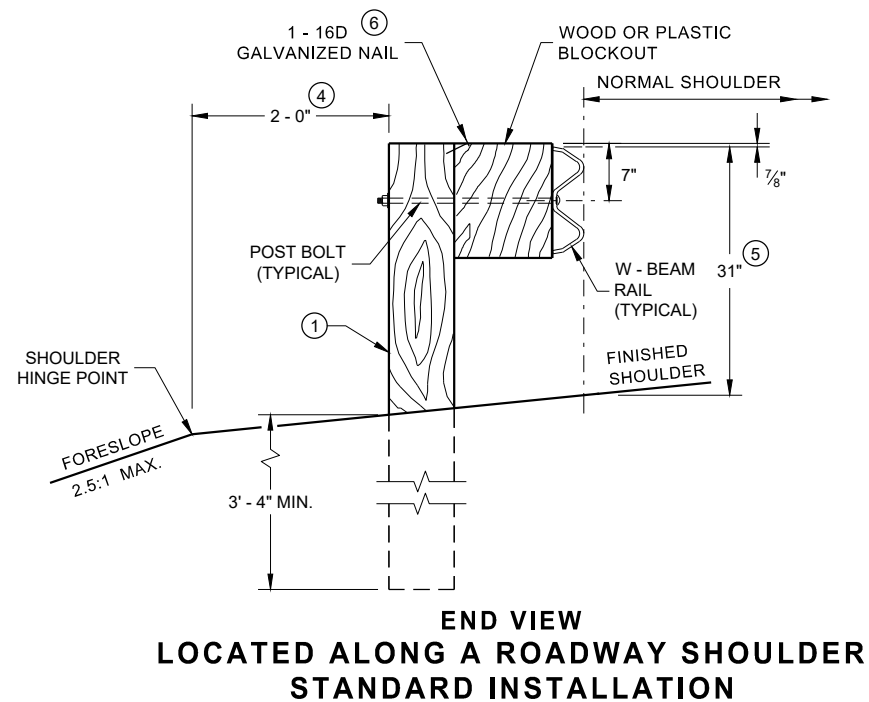
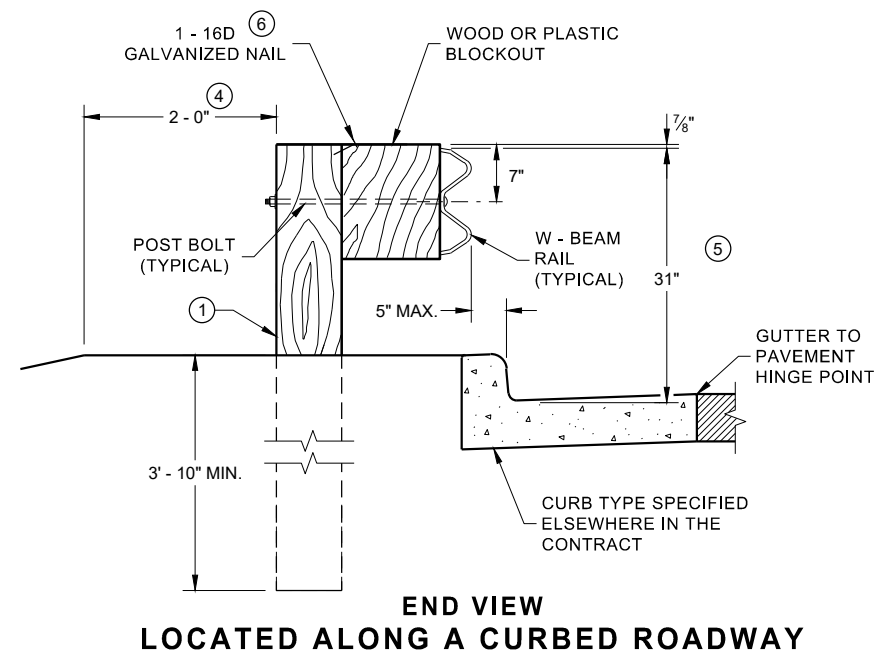
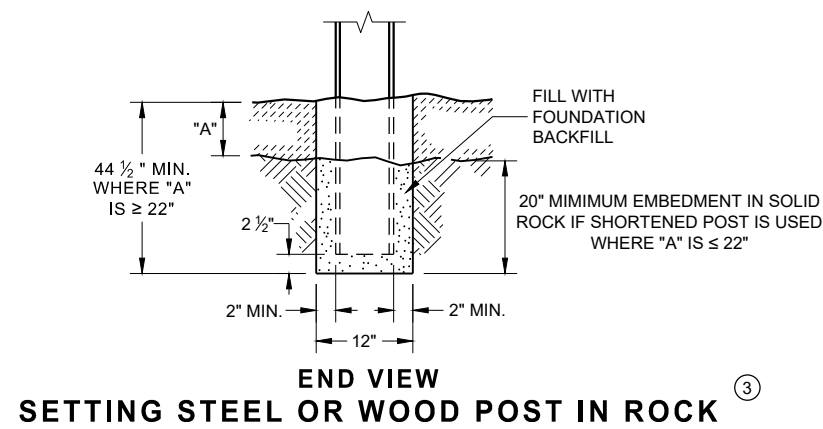


TIED LONGITUDINAL TO EXISTING

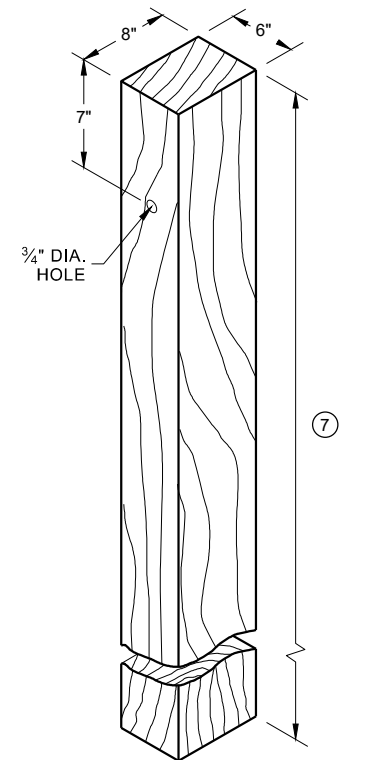
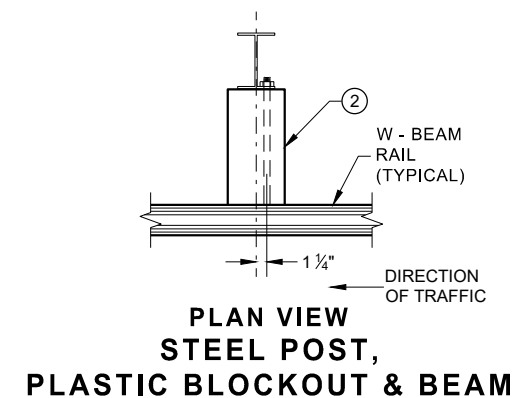
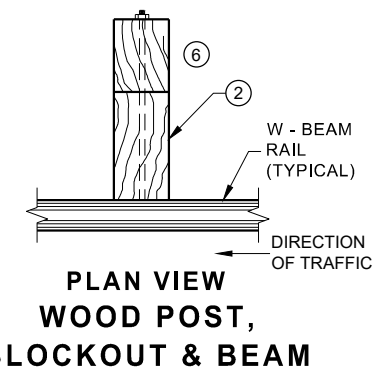
CONCRETE PAVEMENT
JOINT TYPES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

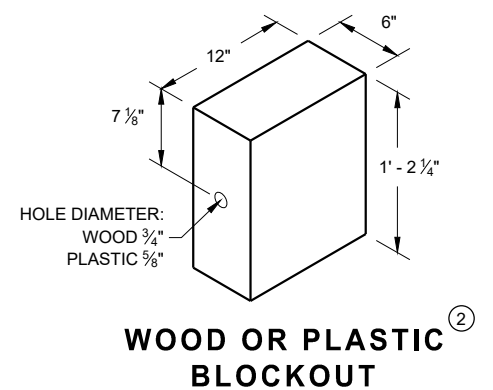
- ① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
- ② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- ③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 30 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS TO LENGTH AND 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 3/4" 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".

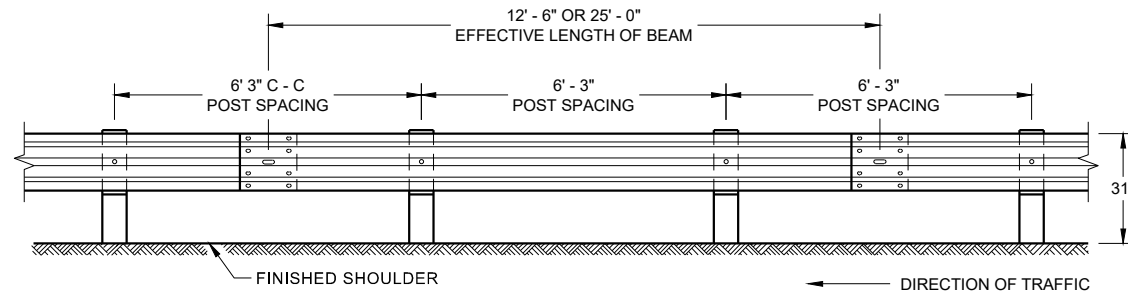


**STEEL POST & HOLE
PUNCHING DETAIL
(W 6 X 9) ①**

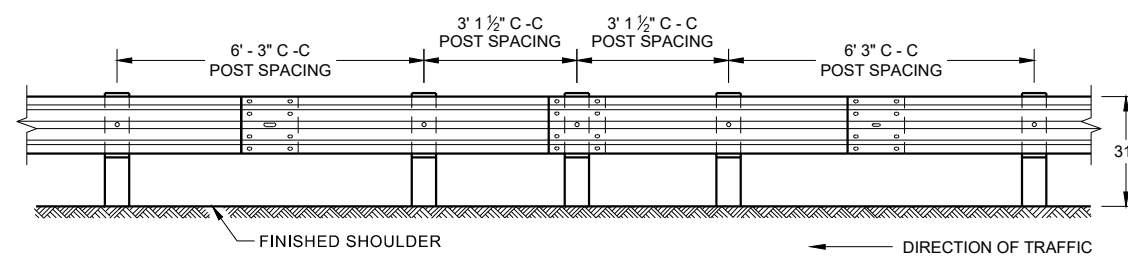


WOOD POST (6" X 8") NOMINAL ^①

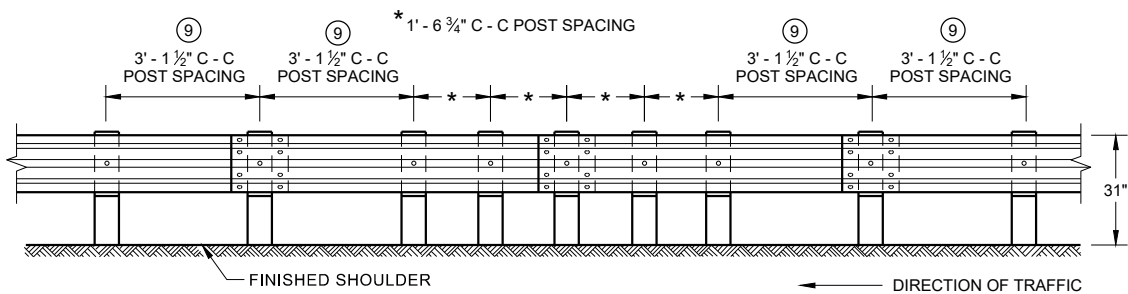




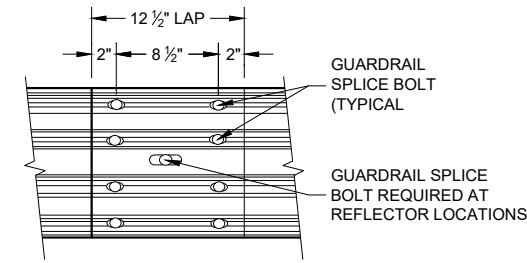
**FRONT VIEW
POST SPACING STANDARD INSTALLATION**



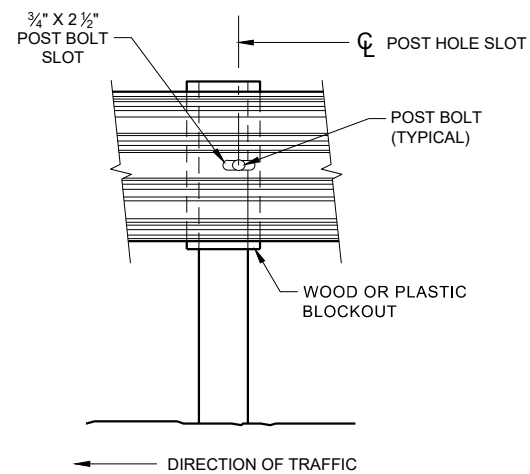
**FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)**



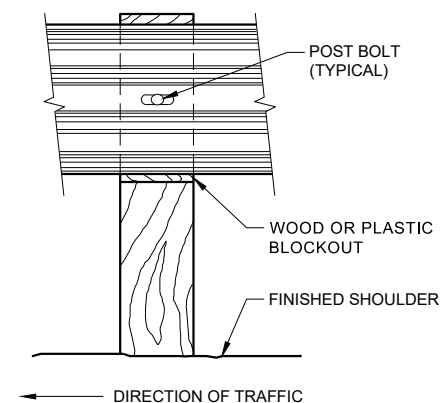
**FRONT VIEW
QUARTER POST SPACING (QS)**



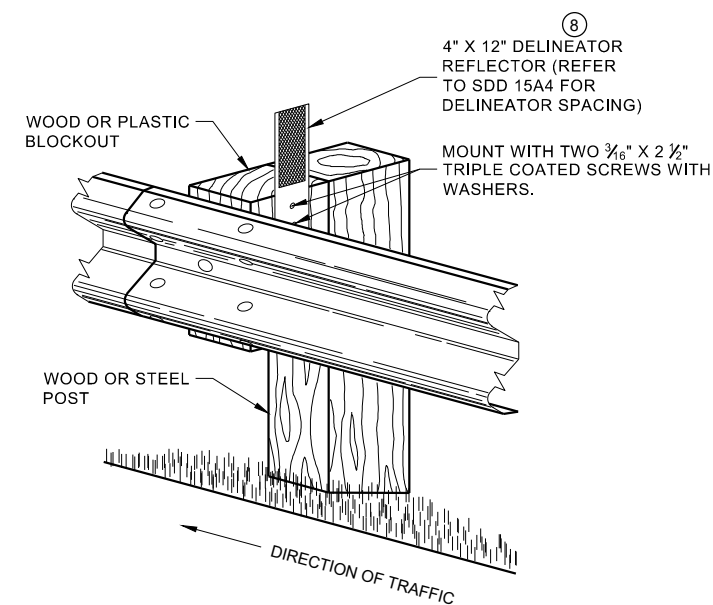
**FRONT VIEW
MID-SPAN BEAM SPLICE**



FRONT VIEW AT STEEL POST



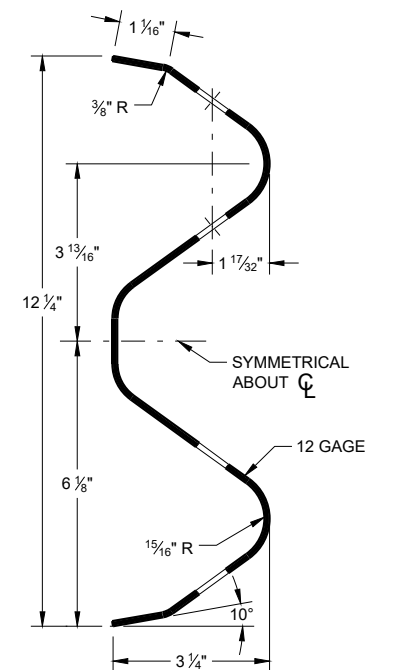
FRONT VIEW AT WOOD POST



**ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION**

GENERAL NOTES

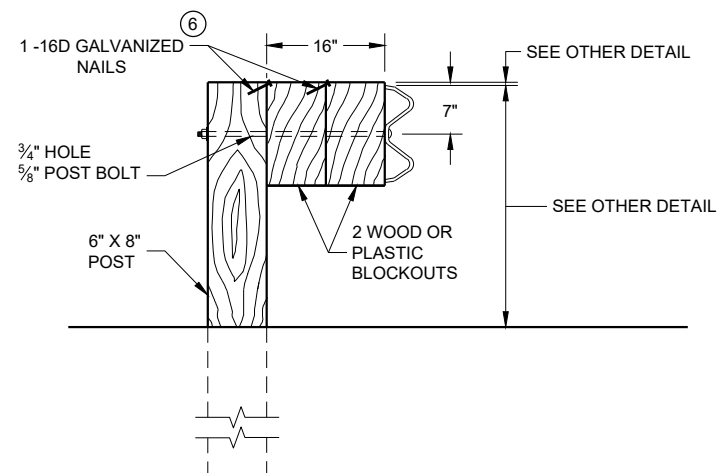
- 8 DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.
 - 9 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.
- POST BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND 3/4" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.
- GUARD RAIL SPLICE BOLTS ARE A 3/8" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES 3/4" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.



SECTION THRU W-BEAM RAIL

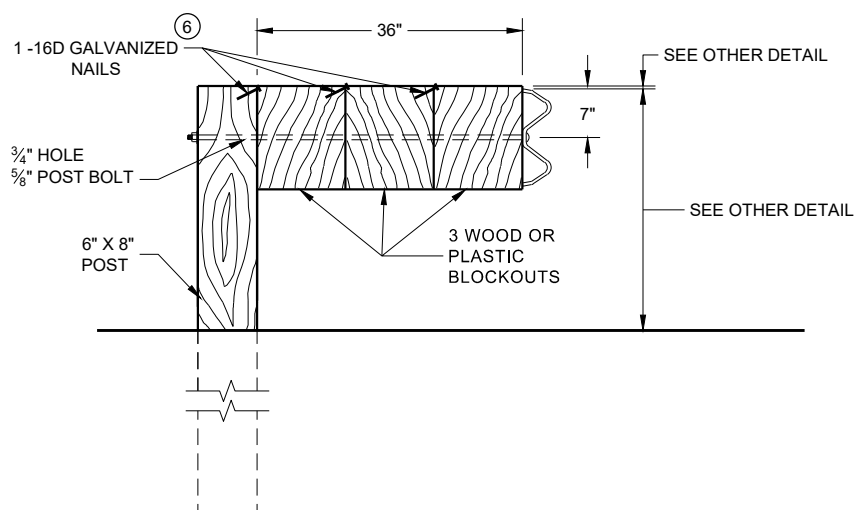
**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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.



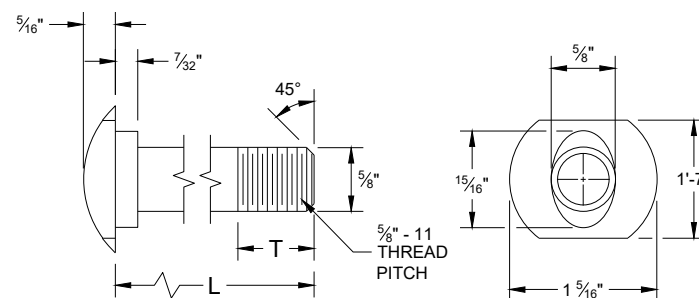
DETAIL FOR 36" BLOCKOUT DEPTH

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.

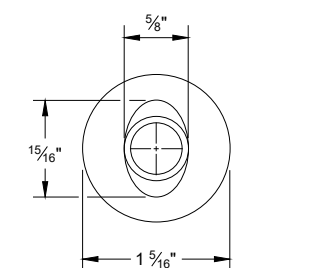
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF $\frac{3}{16}$ ".
2. IF THE BOLT EXTENDS MORE THAN $\frac{1}{4}$ " FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

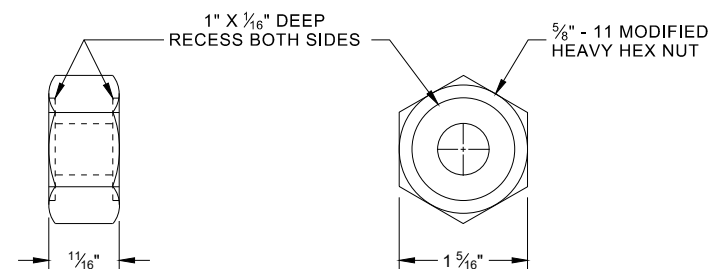


POST BOLT TABLE

L	T (MIN.)
1 ¼"	1 ½"
2"	1 ¾"
10"	4"
14"	4 ⅙"
18"	4"
21"	4 ⅙"
25"	4"

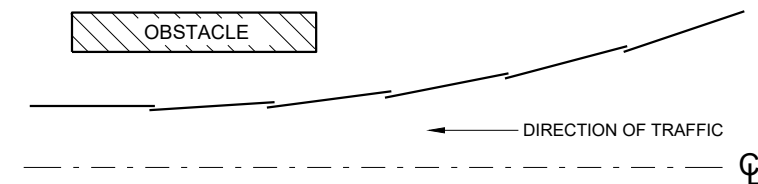


ALTERNATE BOLT HEAD

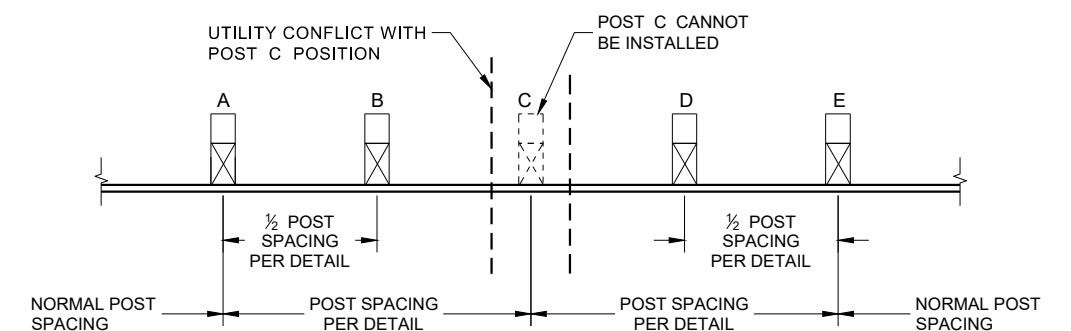


POST BOLT, SPLICE BOLT AND RECESS NUT

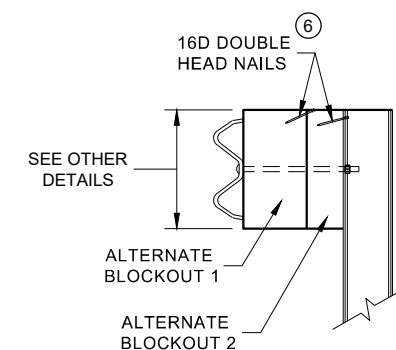
⑥ WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



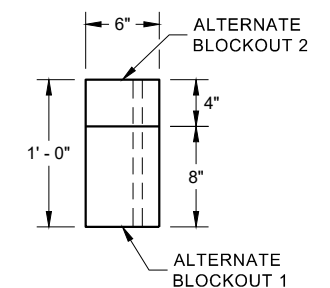
**PLAN VIEW
BEAM LAPPING DETAIL**



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

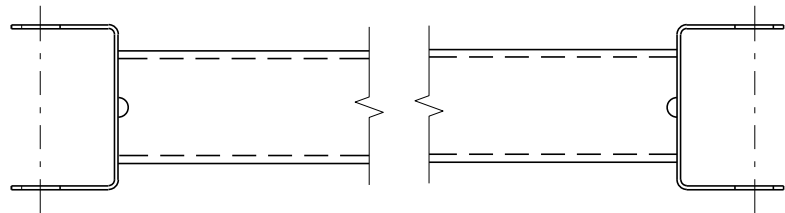
- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- (B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED
- (C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. 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.

THE CENTER OF THE UPPER 3 1/2" 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.

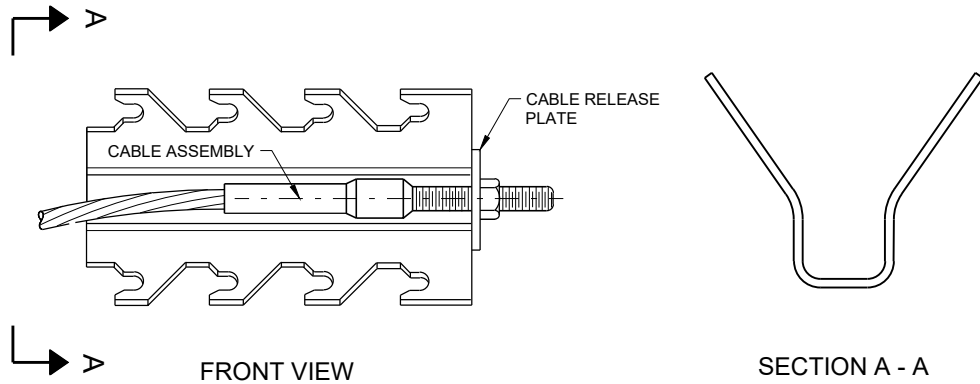


STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

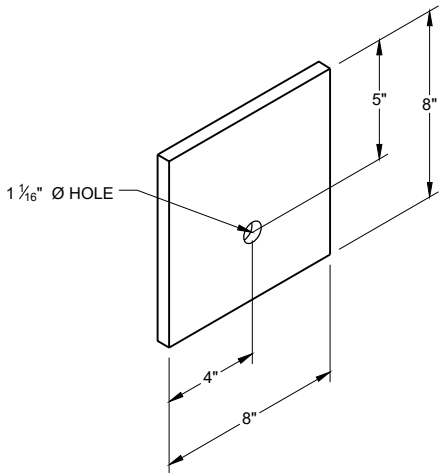


GENERIC GROUND STRUT⁹ ^E

BILL OF MATERIALS	
PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'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



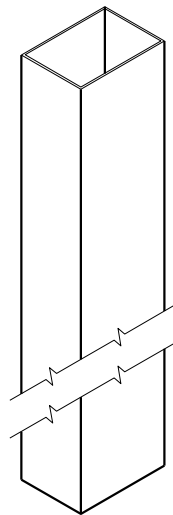
GENERIC ANCHOR CABLE BOX⁹ ^E



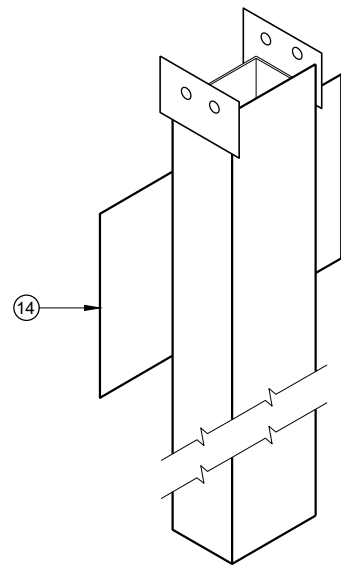
BEARING PLATE⁶ ^E

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

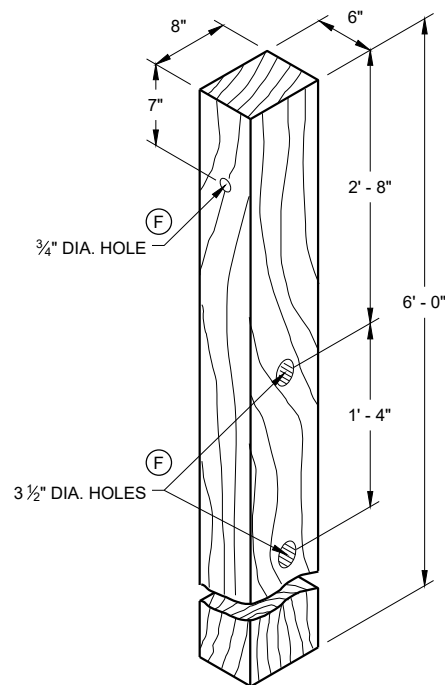
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



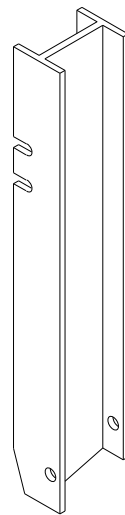
UPPER POST NO. 1^{(1) (E)}



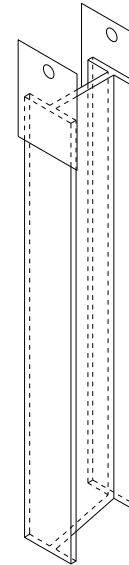
LOWER POST NO. 1^{(2) (E)}



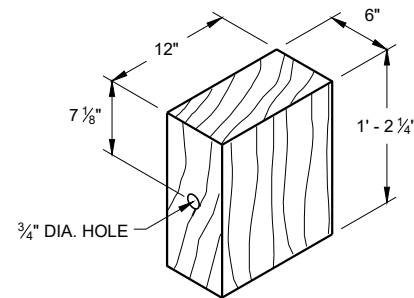
WOOD CRT POST^{(3) (E)}
POSTS NUMBER 3-9



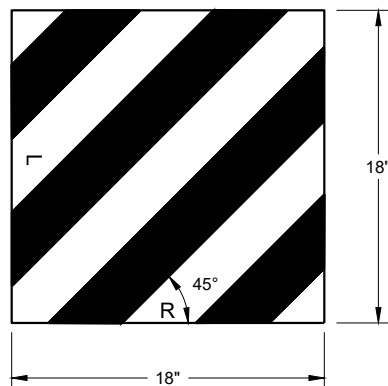
UPPER POST NO. 2^{(15) (E)}



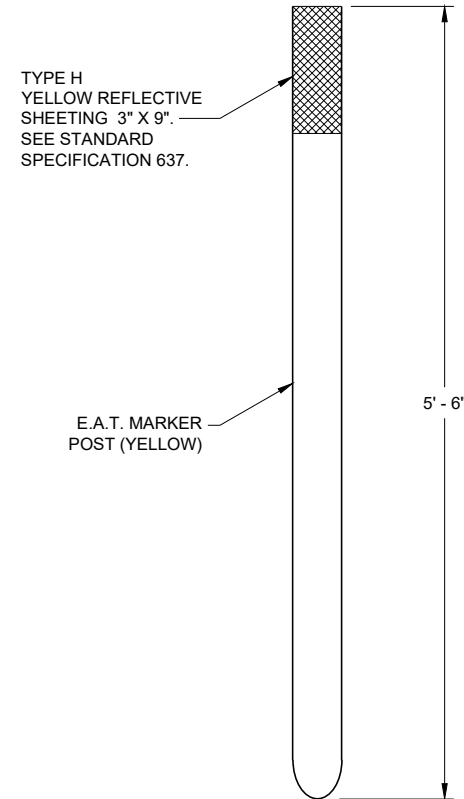
LOWER POST NO. 2^{(16) (E)}



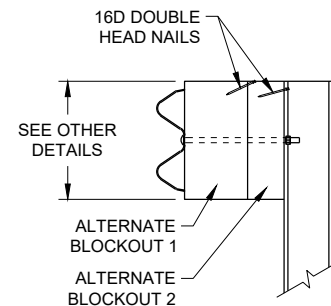
WOOD BLOCKOUT⁽⁴⁾
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



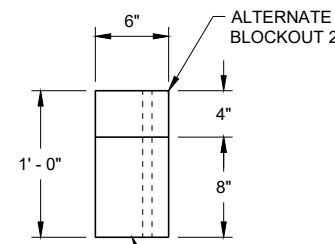
REFLECTIVE SHEETING DETAIL^(E)



E.A.T. MARKER POST⁽¹³⁾



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

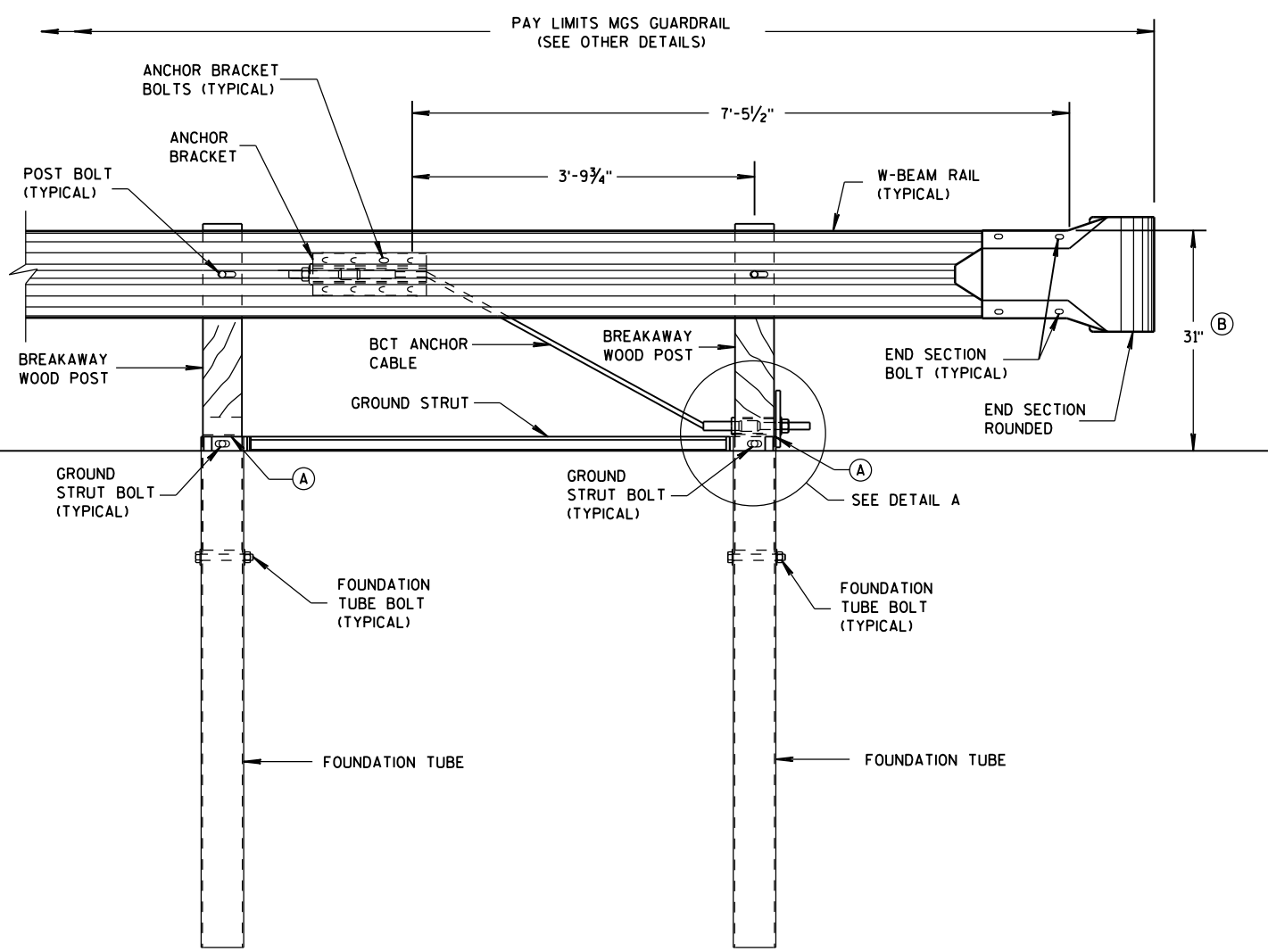
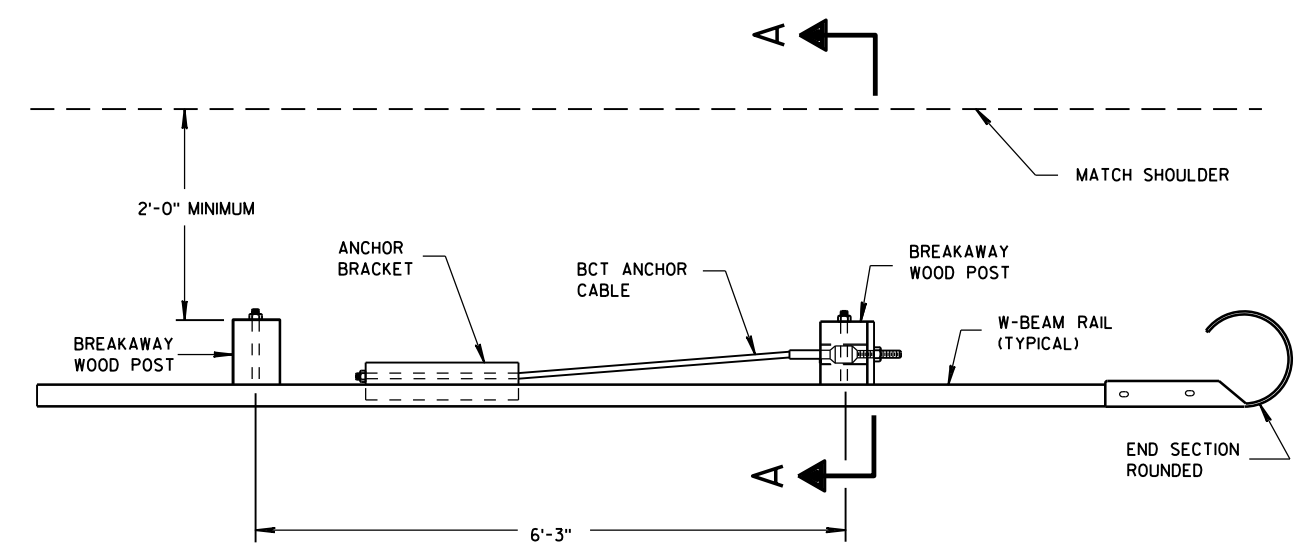
**MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

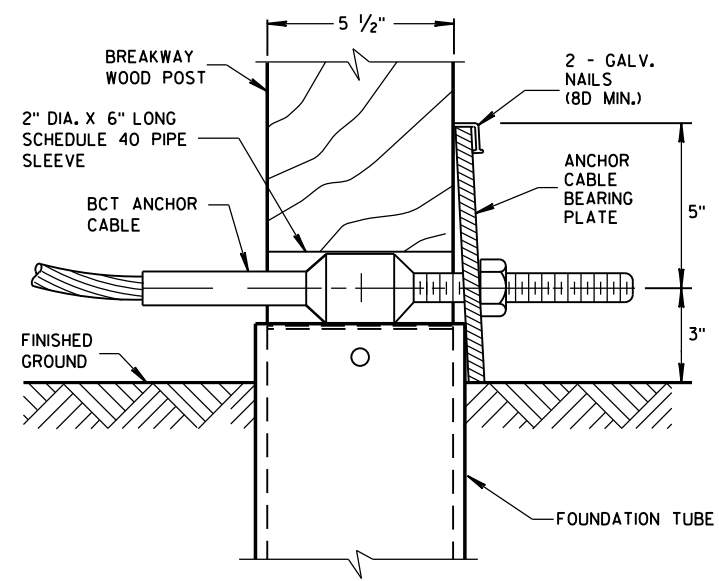
APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR
FHWA

6

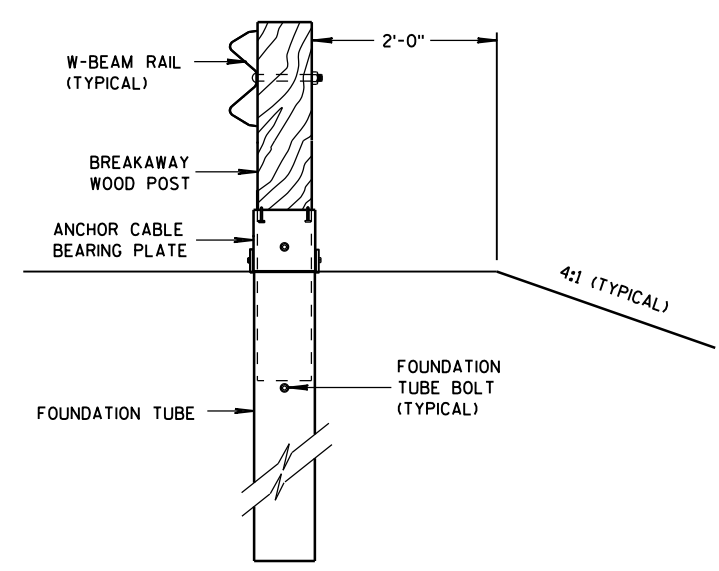
S.D.D. 14 B 47-2a



END RAIL DETAIL



POST NO. 1
GROUND STRUT NOT SHOWN FOR CLARITY.



GENERAL NOTES

SEE SDD 14 B 42 FOR MORE INFORMATION.

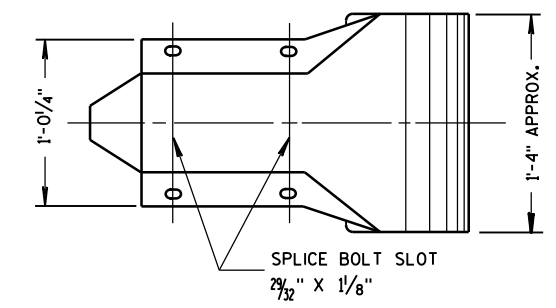
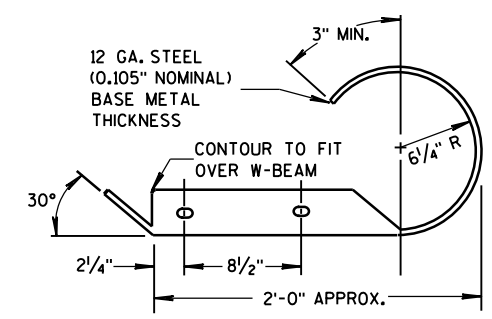
END SECTION BOLTS AND NUTS HAVE THE SAME MATERIAL REQUIREMENTS AS SPLICE BOLTS.

FOUNDATION TUBE BOLTS ARE 7/8" DIAMETER ASTM A307 HEX HEAD BOLT. FOUNDATION TUBE BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 7/8" DIAMETER FLAT WASHERS. INSTALL ONE WASHER UNDER BOLT HEAD AND ONE WASHER UNDER NUT.

ANCHOR BRACKET AND GROUND STRUT BOLTS ARE A 5/8" DIAMETER ASTM A307 HEX HEAD BOLT. ANCHOR BRACKET BOLTS REQUIRE ASTM A563 A NUT AND TWO ASTM F844 5/8" 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 27 3/4" TO 32" ± 1".



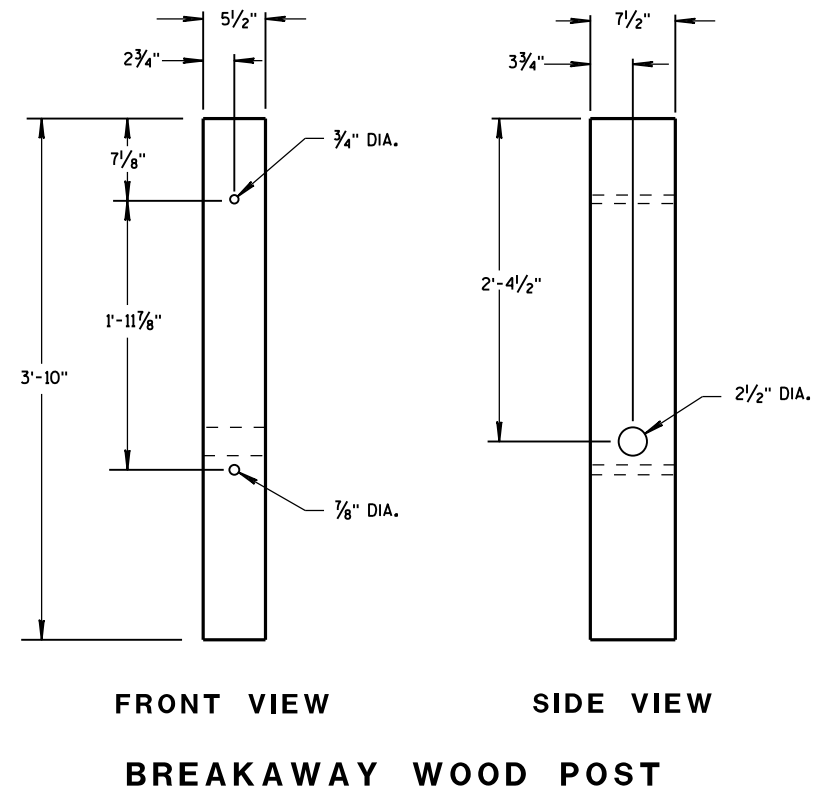
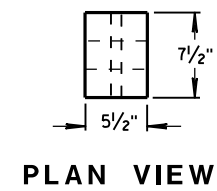
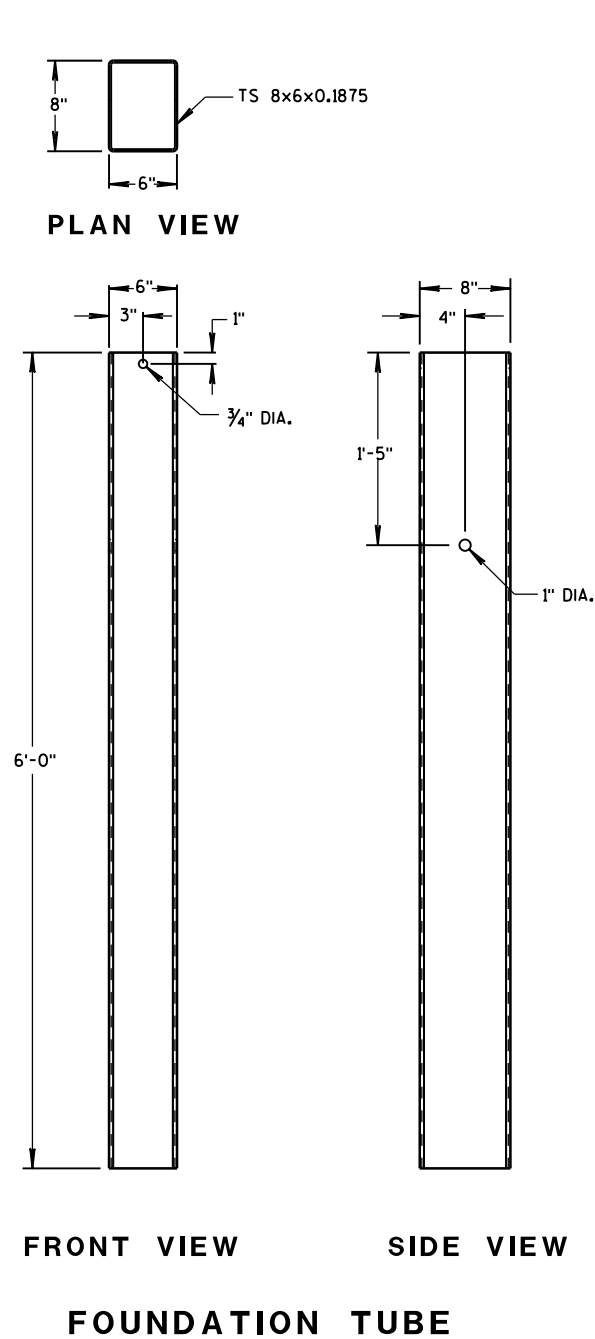
W BEAM END
SECTION ROUNDED

MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

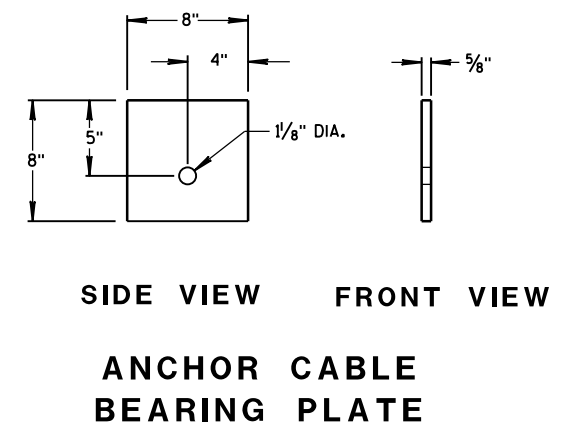
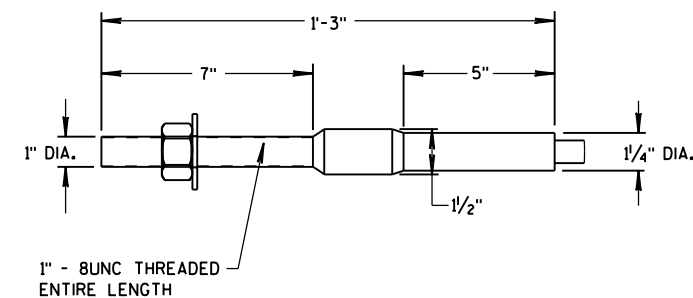
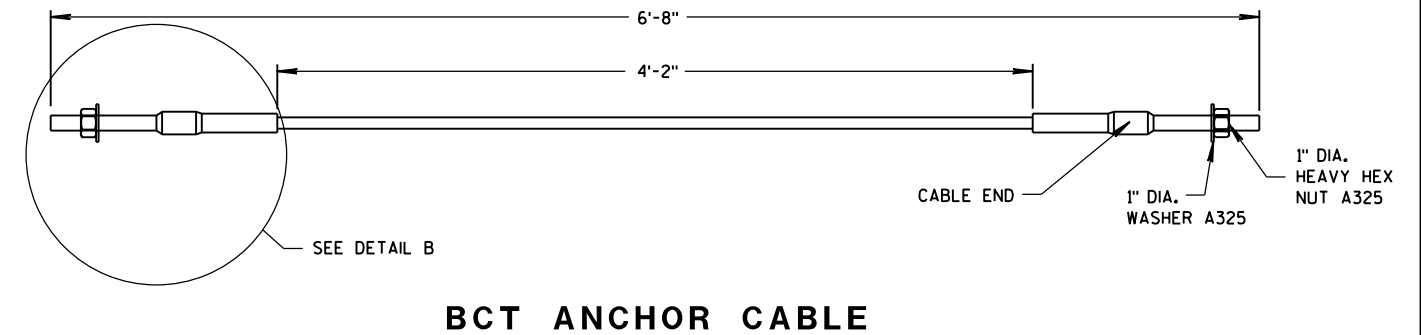
6

S.D.D. 14 B 47-2a



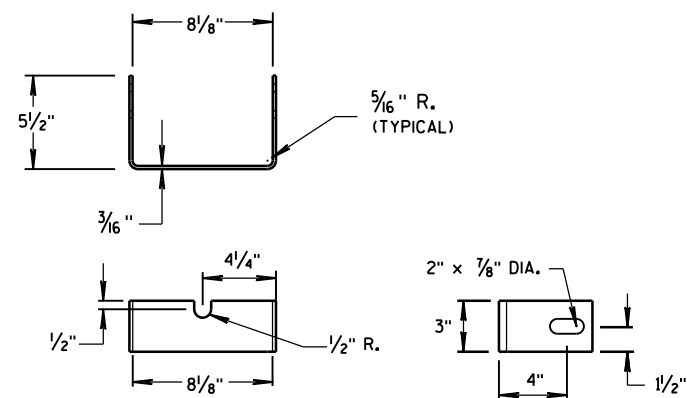
GENERAL NOTES

BCT ANCHOR CABLE IS A 3/4" 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.

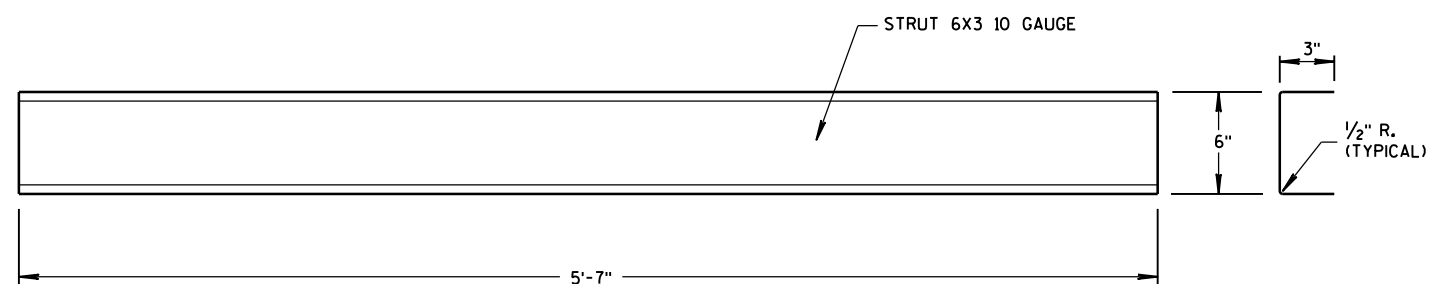


MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

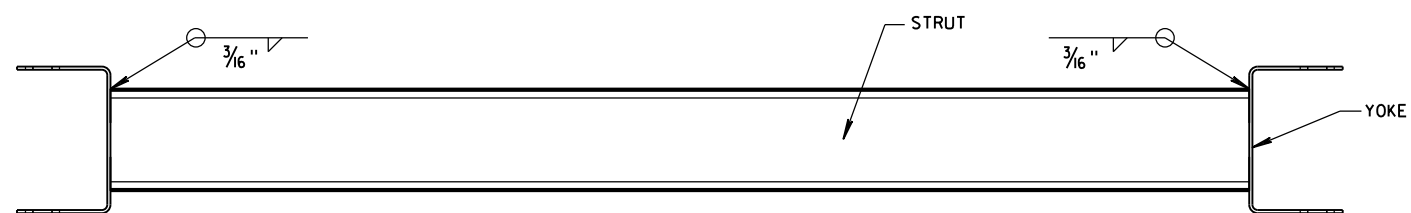
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



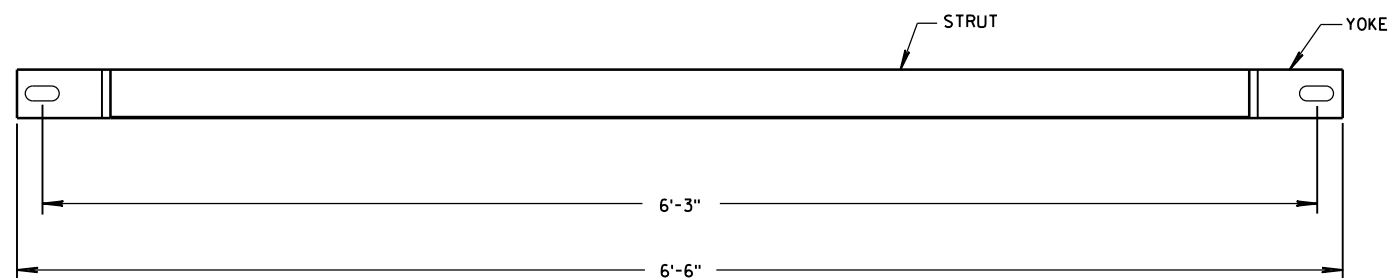
YOKE DETAIL



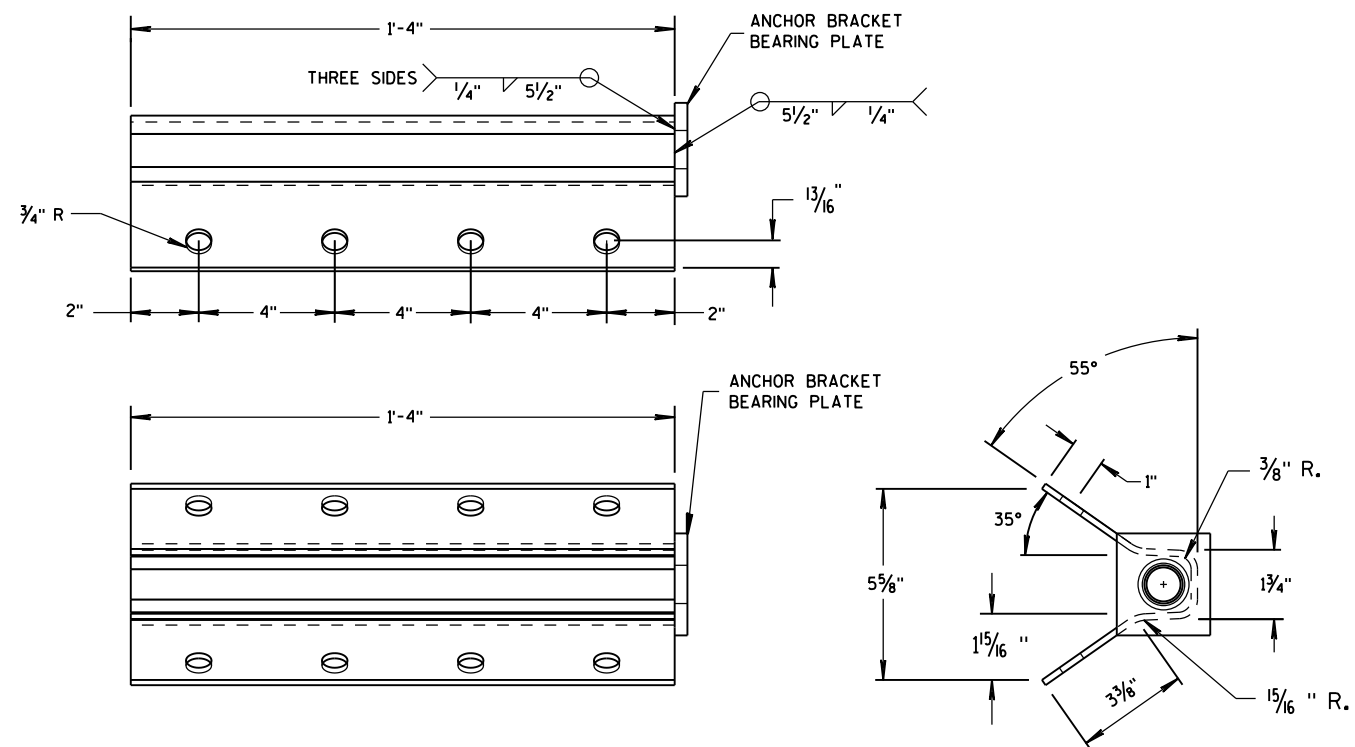
STRUT DETAIL



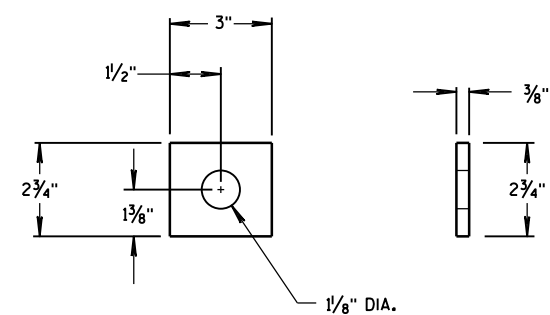
PLAN VIEW



FRONT VIEW
GROUND STRUT DETAIL



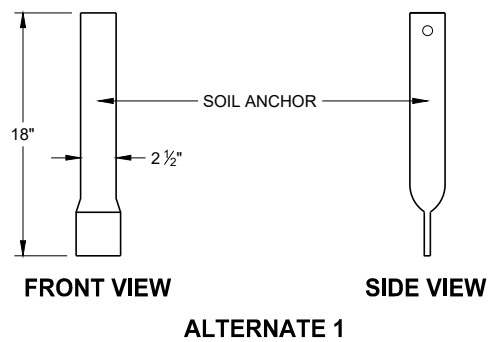
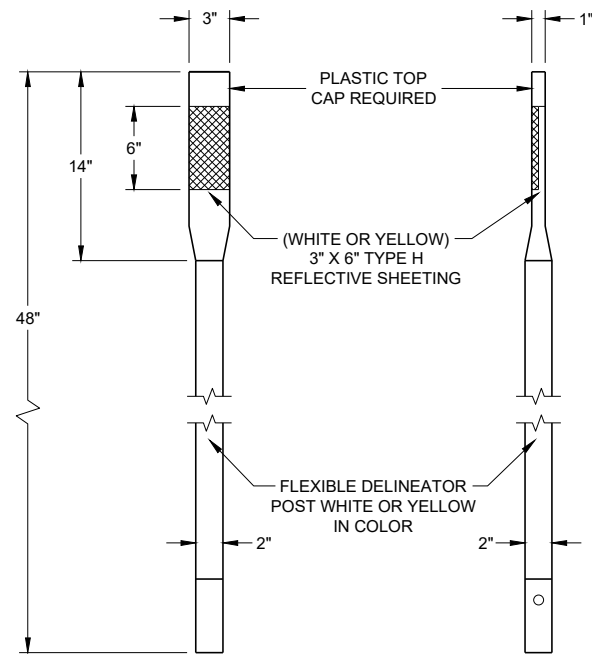
ANCHOR BRACKET

ANCHOR BRACKET
BEARING PLATE

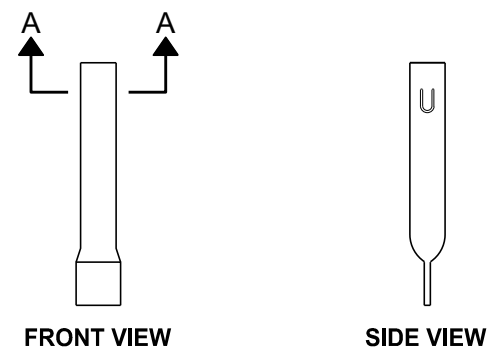
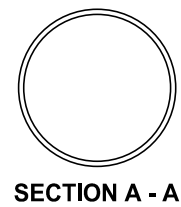
MIDWEST GUARDRAIL
SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

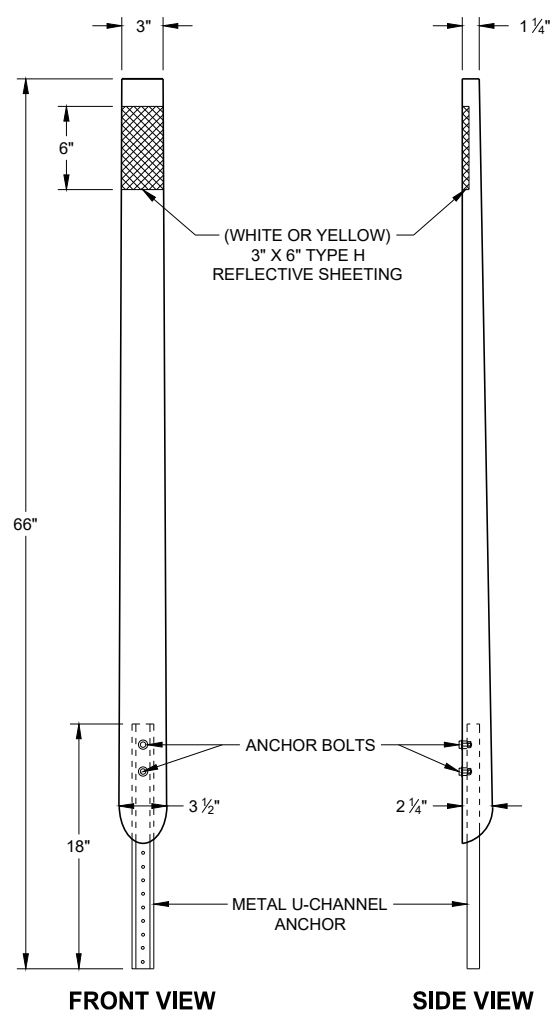
APPROVED
June 2014 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



ALTERNATE 1

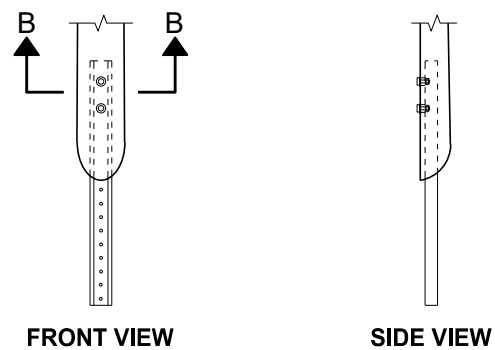
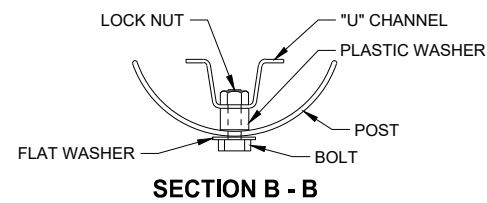


ALTERNATE 1



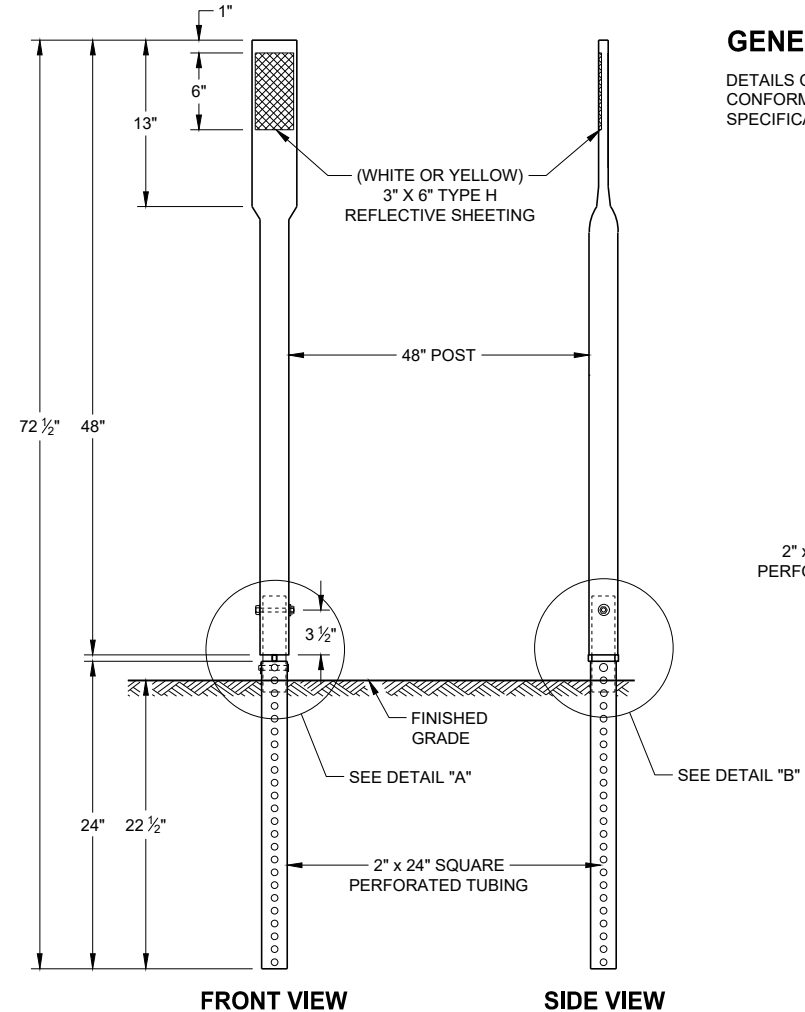
ALTERNATE 2

FLEXIBLE DELINEATOR POSTS



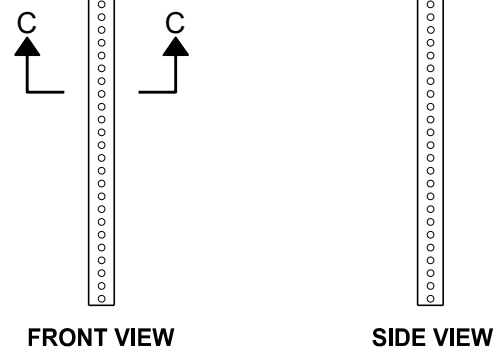
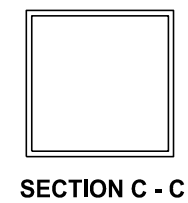
ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



ALTERNATE 3

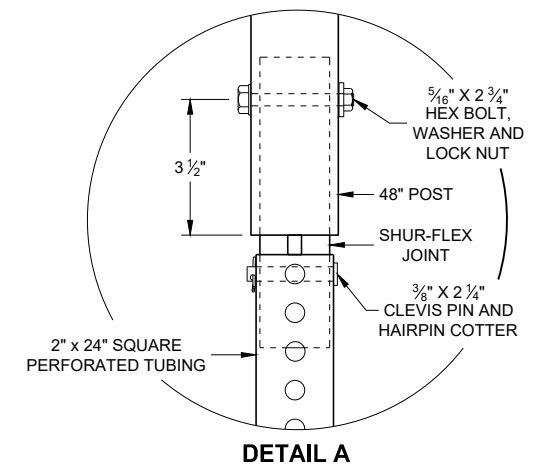
FLEXIBLE DELINEATOR POSTS



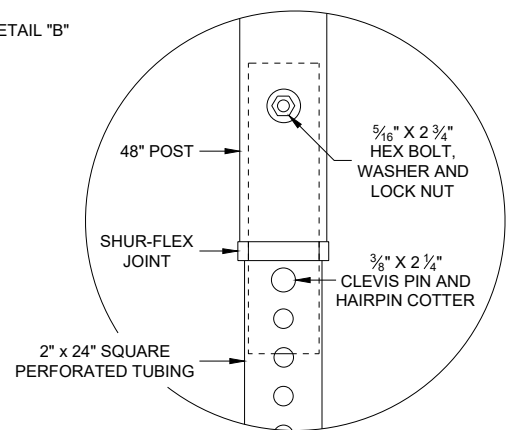
ALTERNATE 3

GENERAL NOTES

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



DETAIL A



DETAIL B

REFLECTOR SPACING TABLE

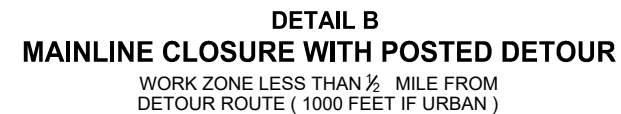
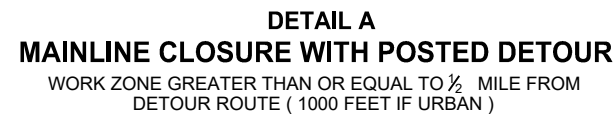
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA

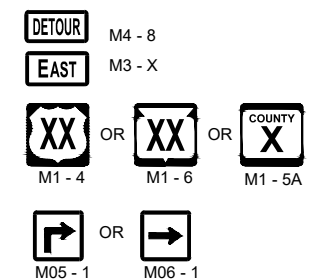


SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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



	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)



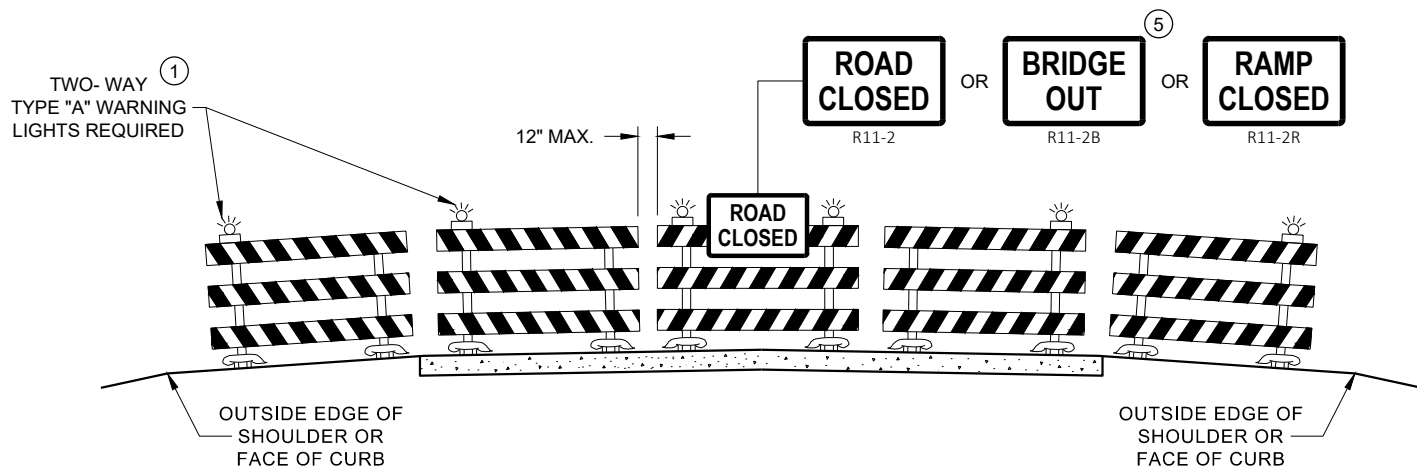
BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

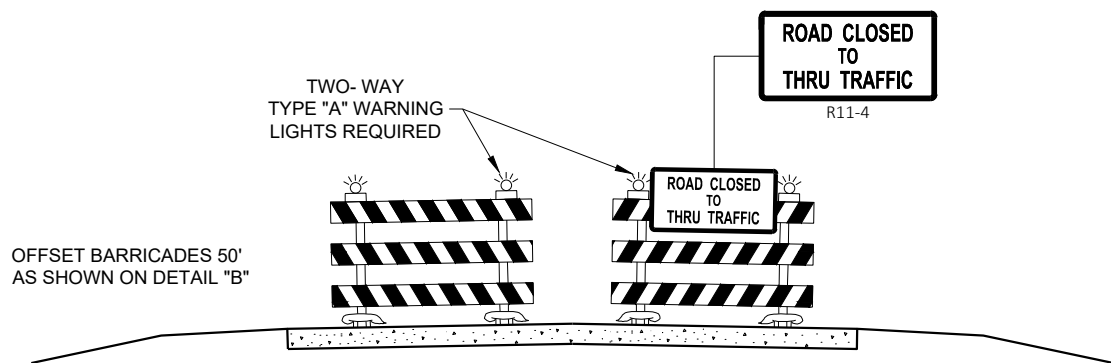
APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON 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"

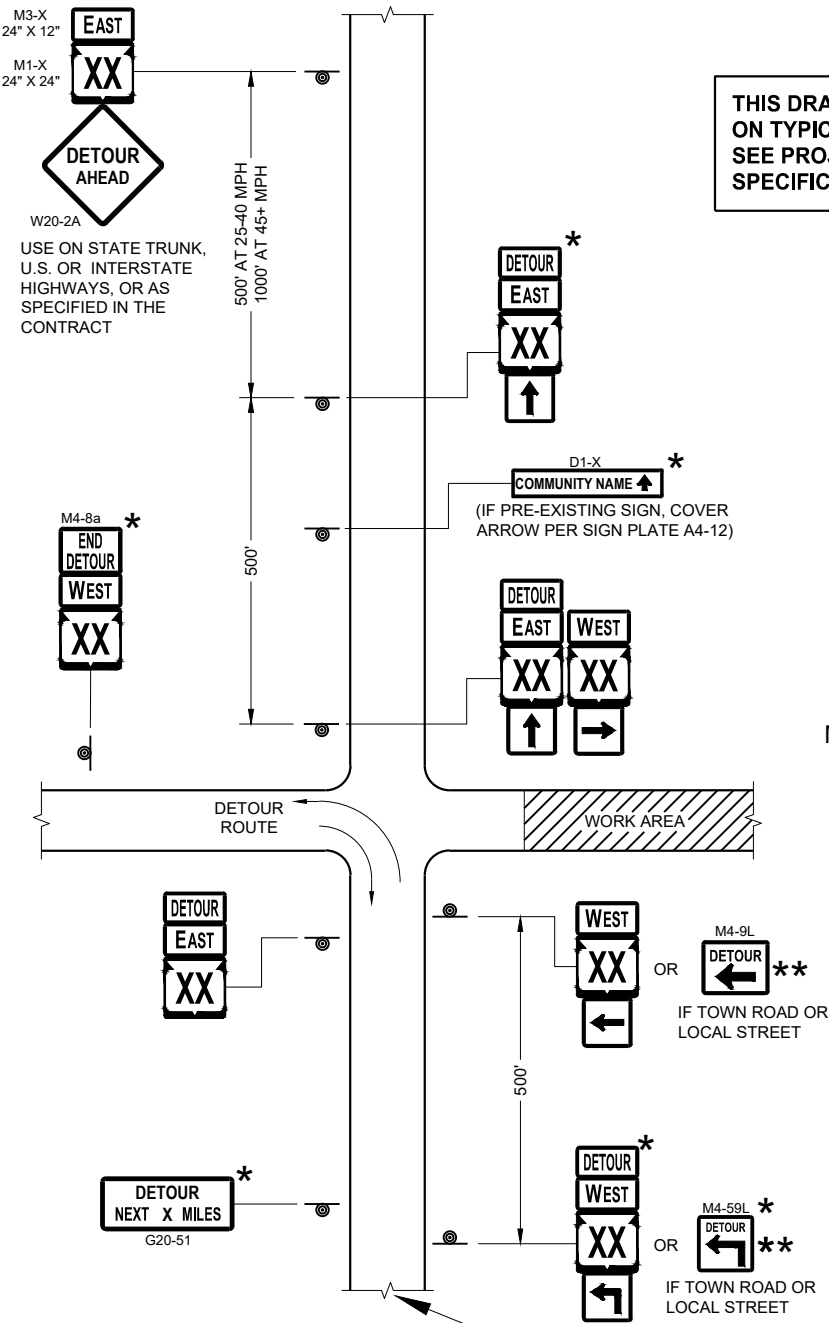
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS 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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

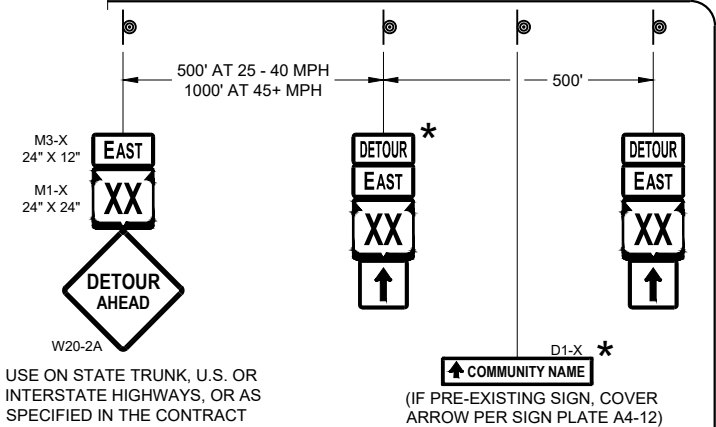
FHWA



SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

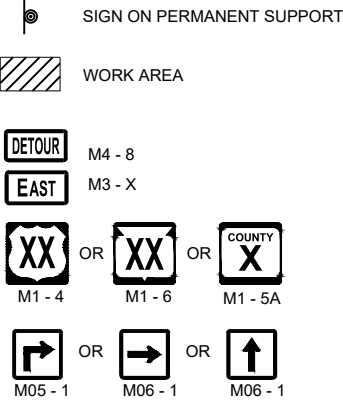
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



DETAIL F
DETOUR SIGNING

LEGEND



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.

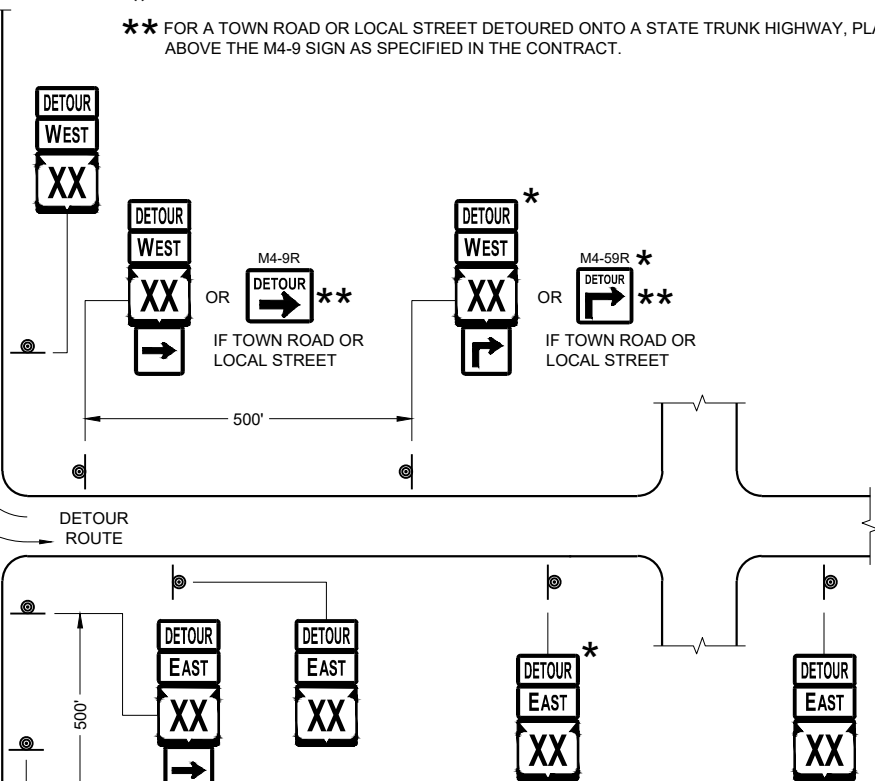
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

"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" (36" X 18" 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"
- W20-2A 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.



PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

EXIT RAMP
CLOSURE

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL
TO SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING
SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

SEE SDD 15D16
FOR RAMP CLOSURE

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  PORTABLE CHANGEABLE MESSAGE SIGN

-  MO4 - 5
-  M1 - 4 OR  M1 - 6 OR  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.

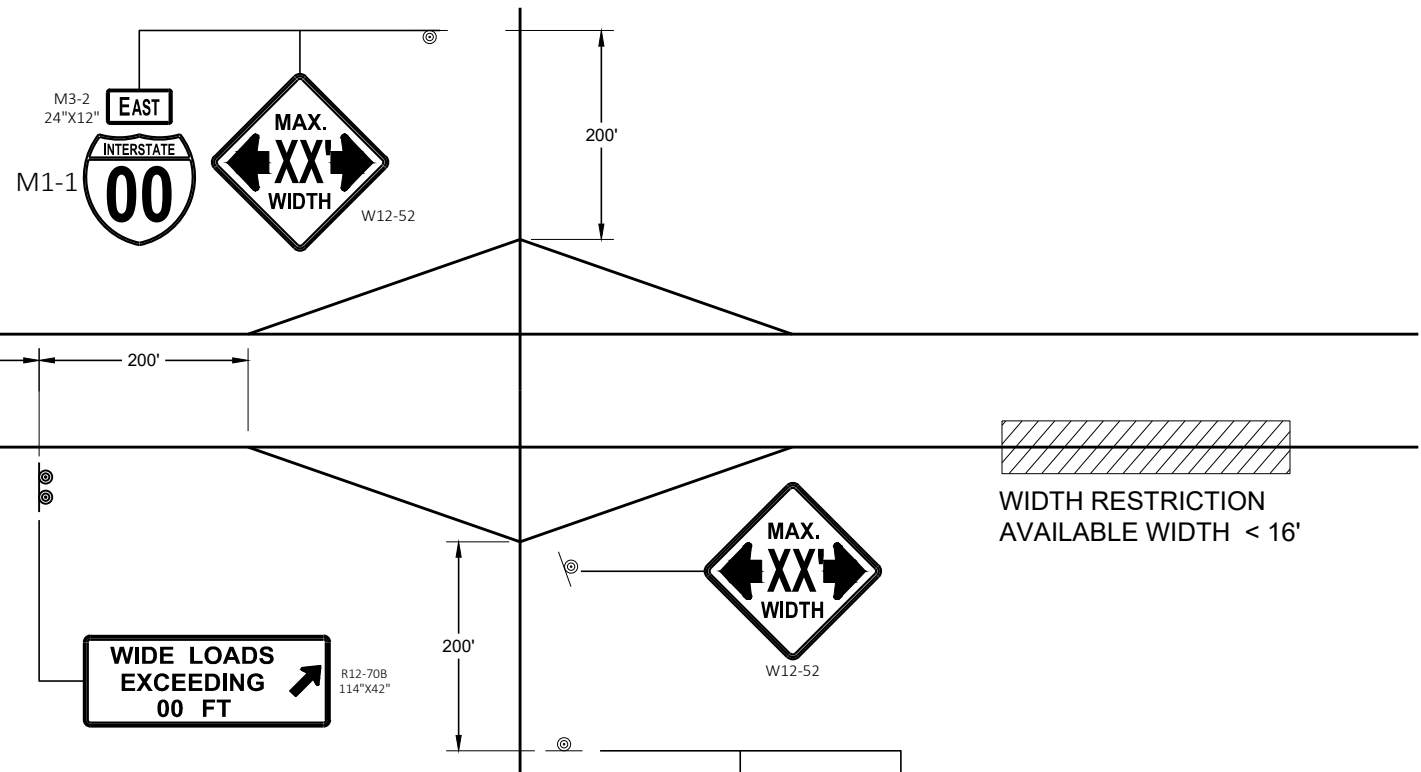
SIGN SIZES SHALL BE AS FOLLOW:
MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH
EXISTING SIGNS).
MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO
MATCH EXISTING SIGNS).

OFF RAMP
LANE CLOSURE

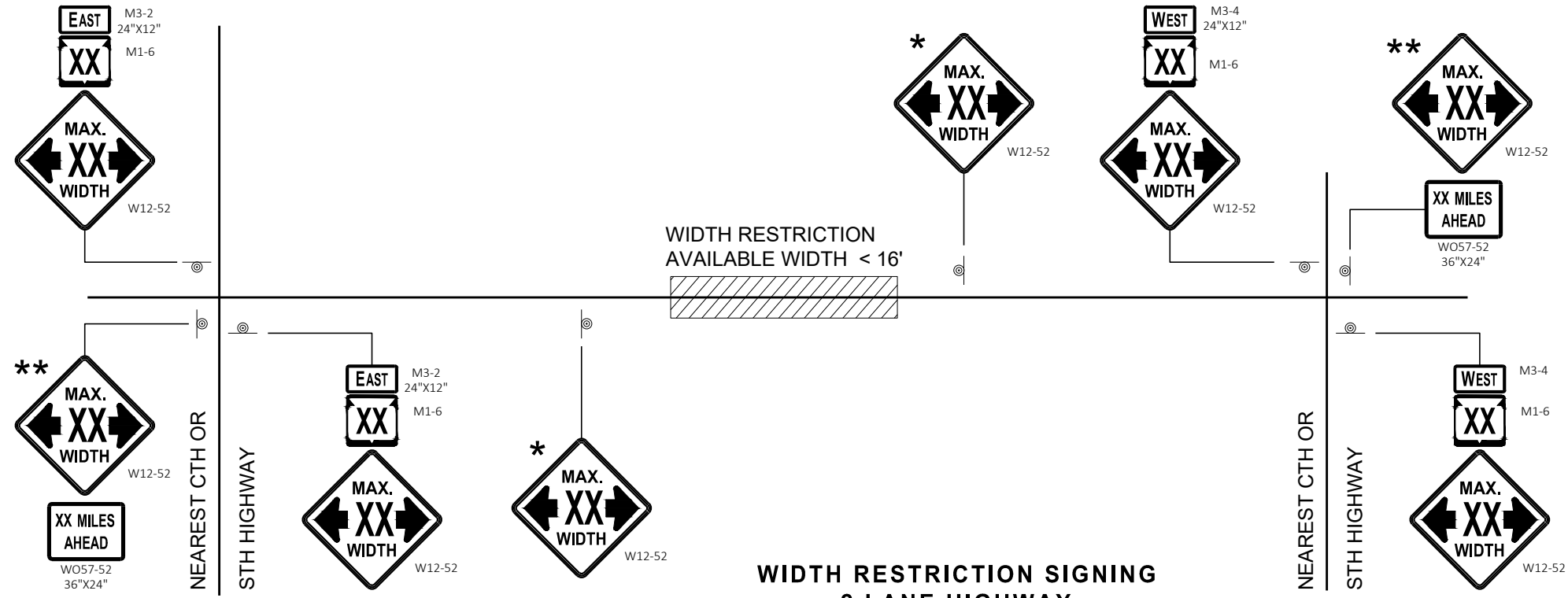
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



WIDTH RESTRICTION SIGNING



WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY

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.

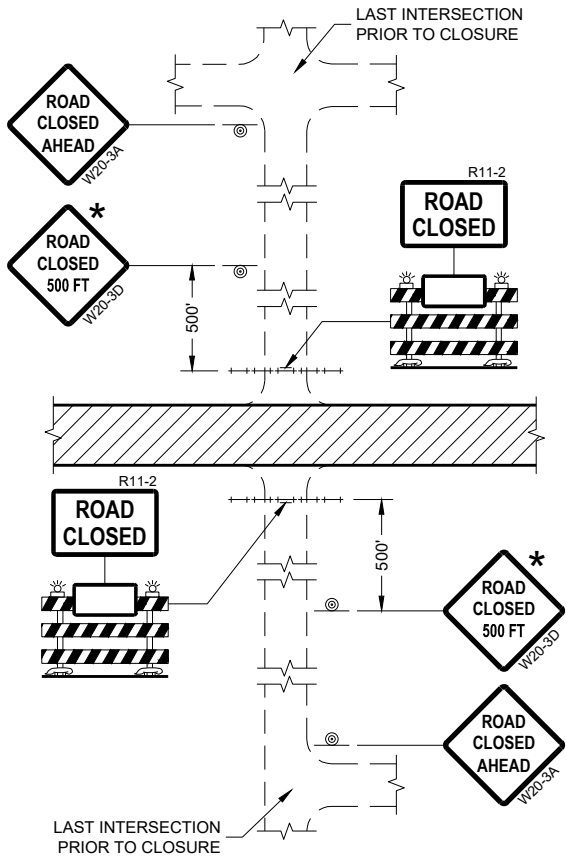
"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

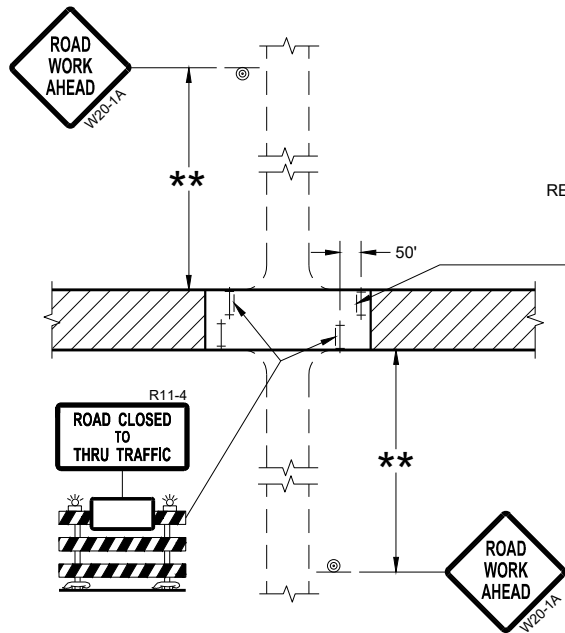
- * PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE - CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE. FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.
- ** SIGN SHALL BE VISIBLE FROM ROADWAY.
- *** ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.



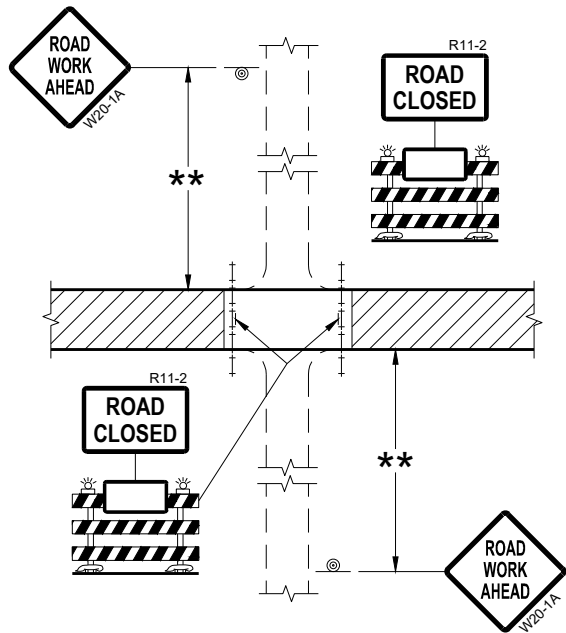
ADVANCED WIDTH RESTRICTION SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2018 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



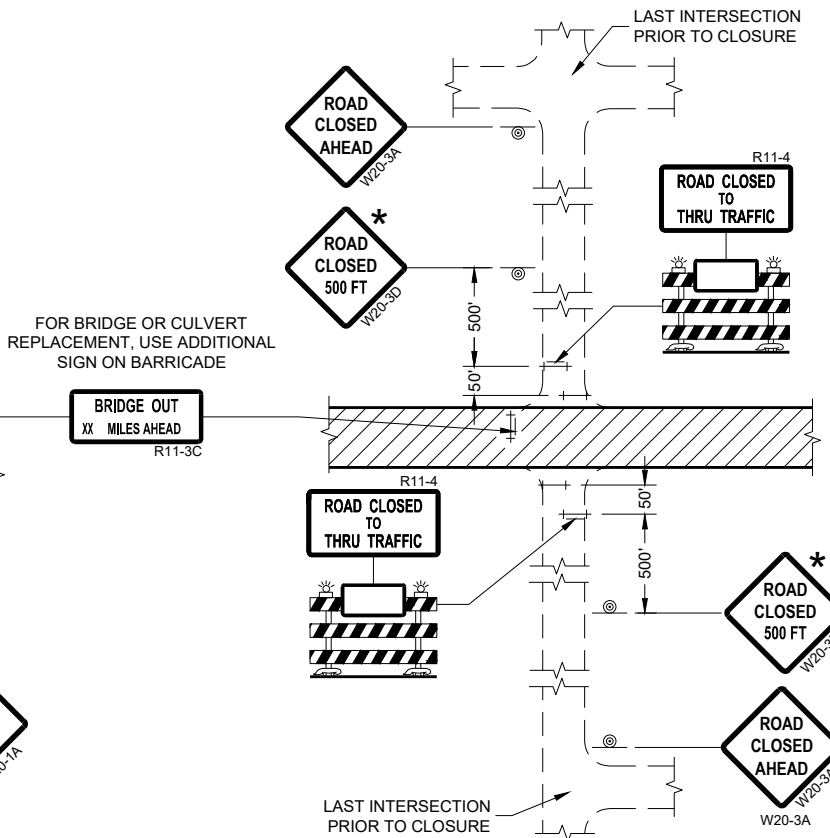
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE (500 FEET DESIRABLE) 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 REESTABLISHED.

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

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

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

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

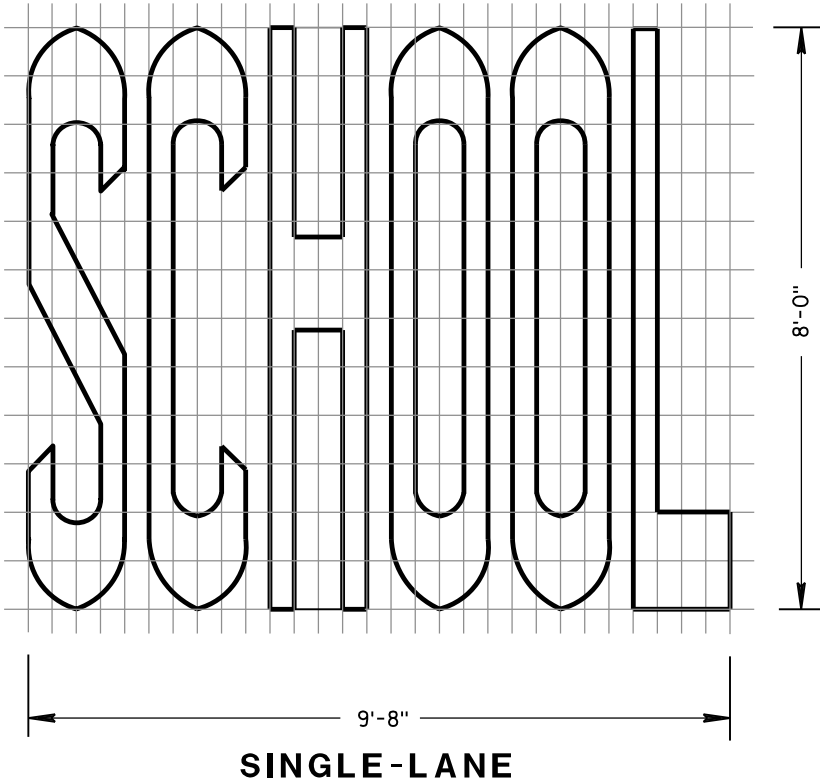
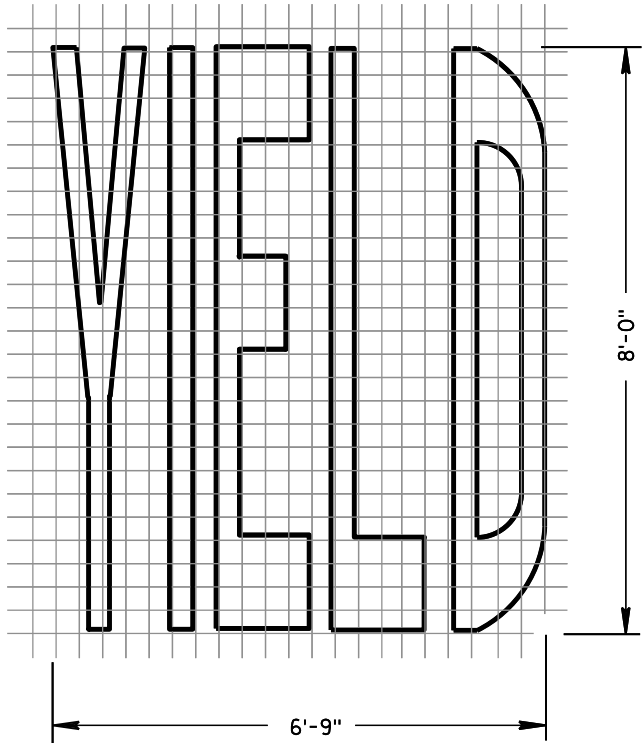
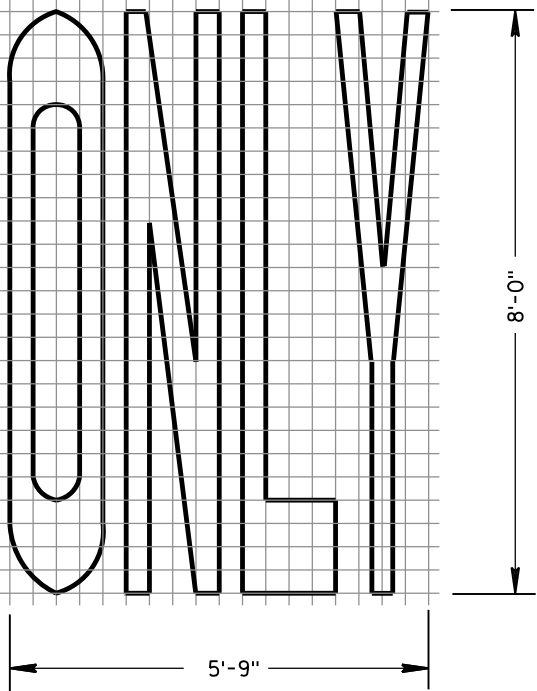
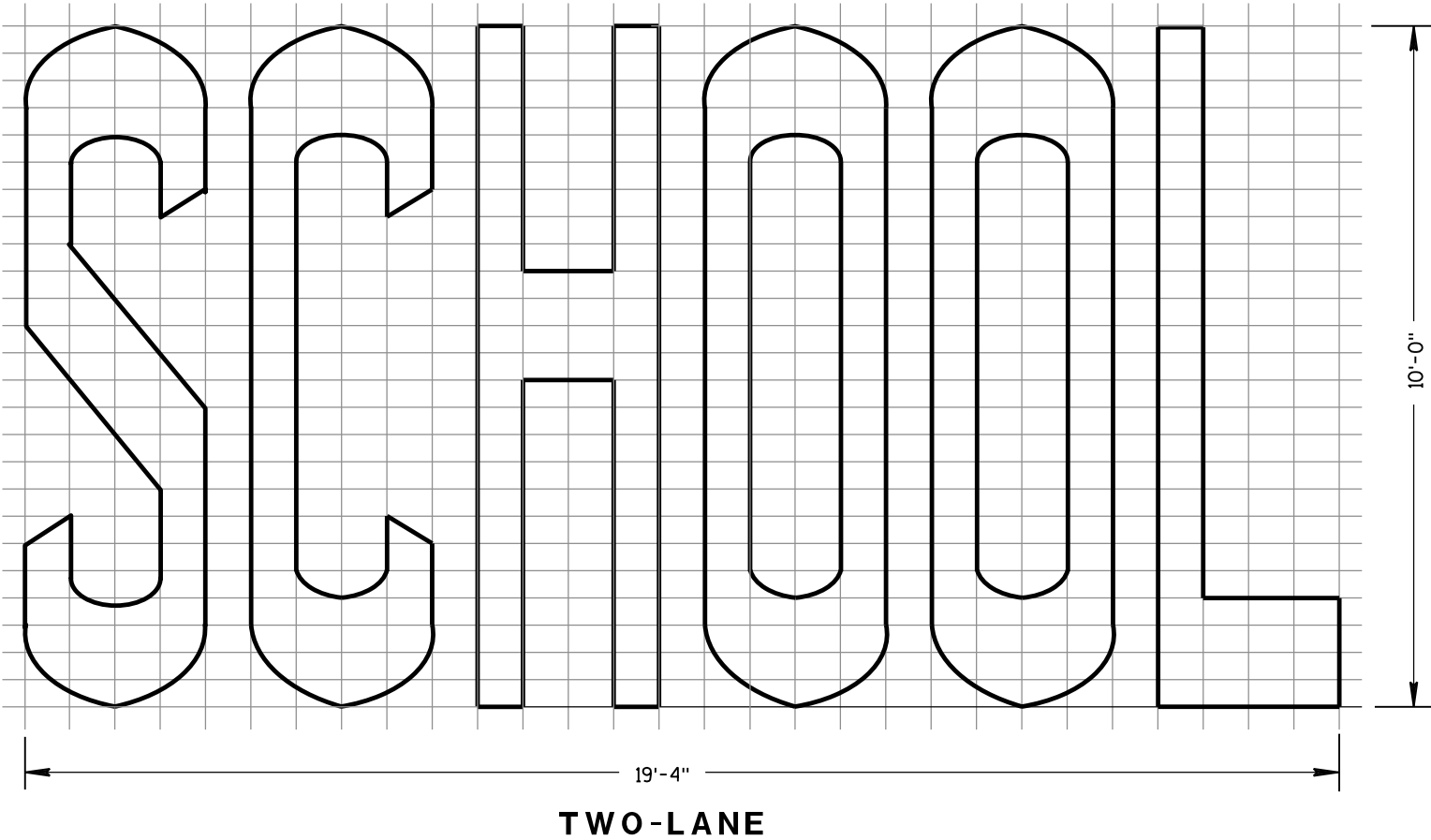
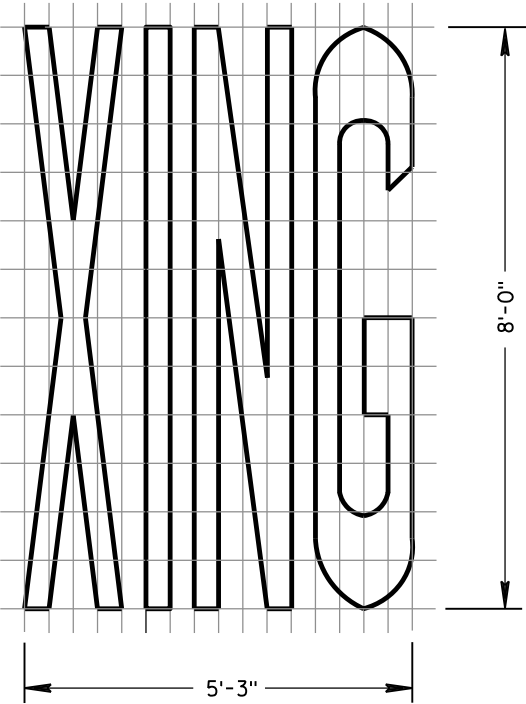
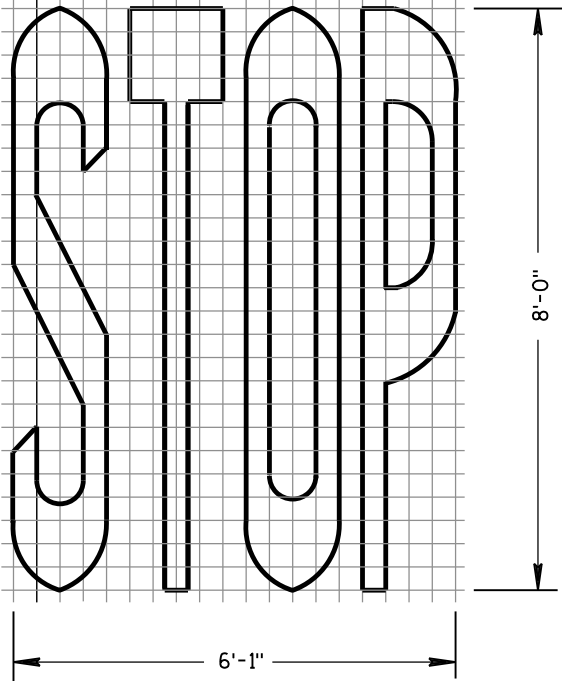
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

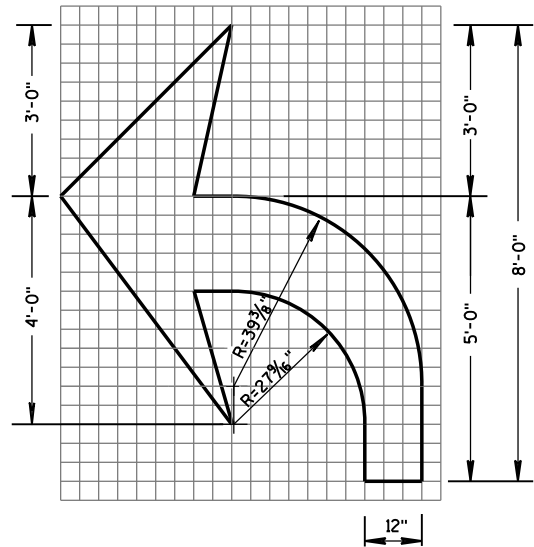
FHWA

GENERAL NOTES

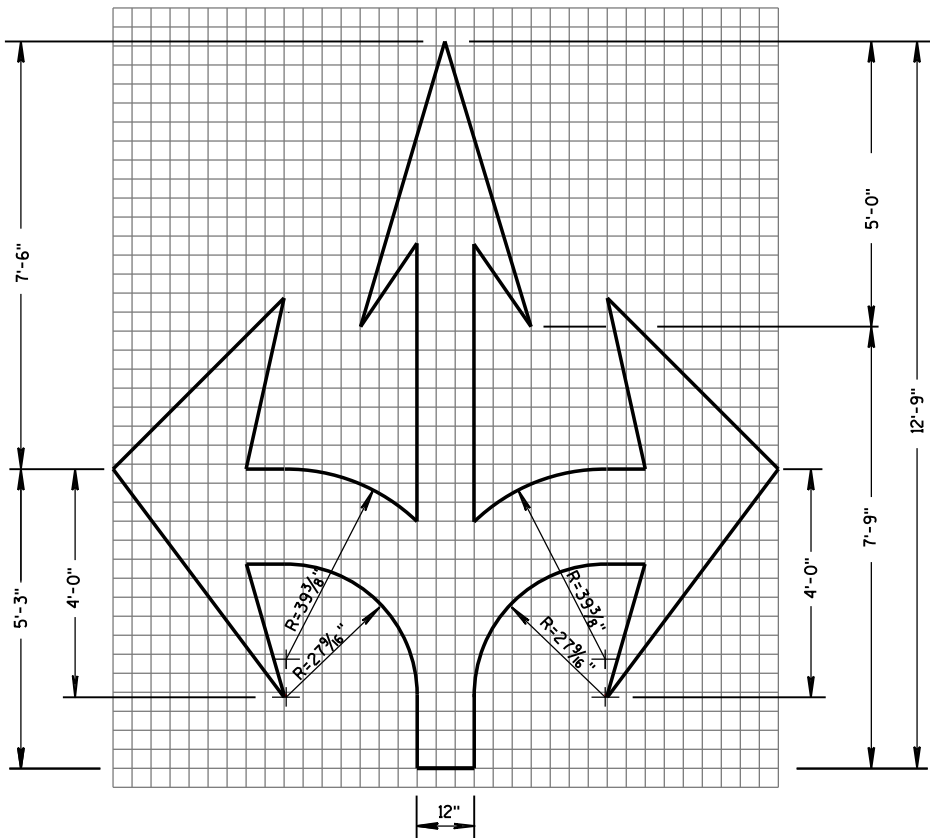
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



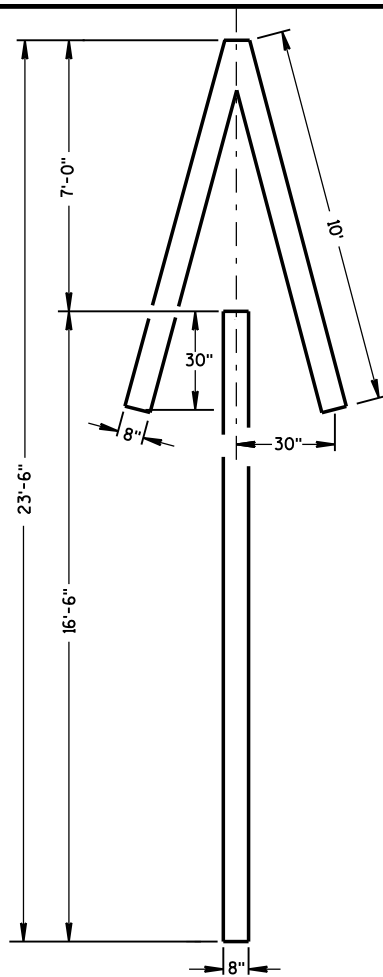
PAVEMENT MARKING WORDS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



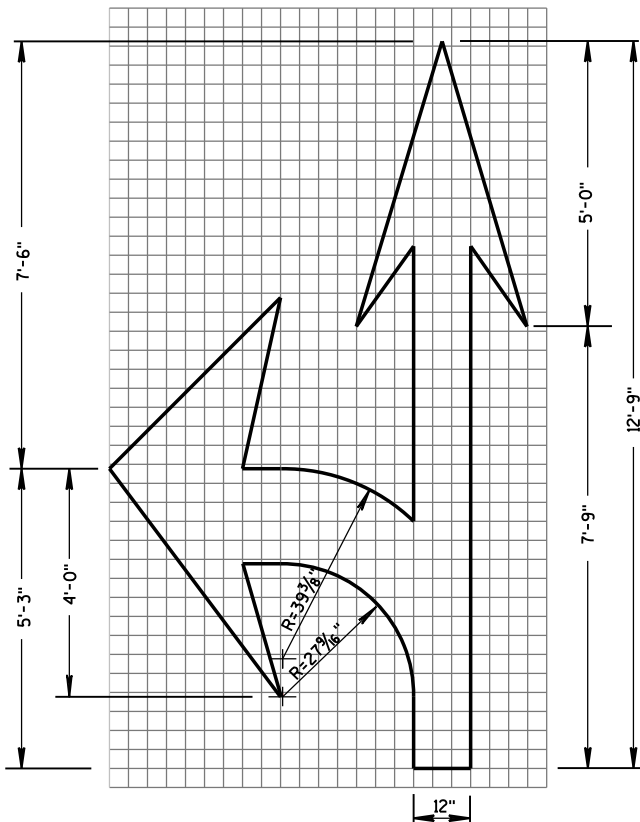
TYPE 2



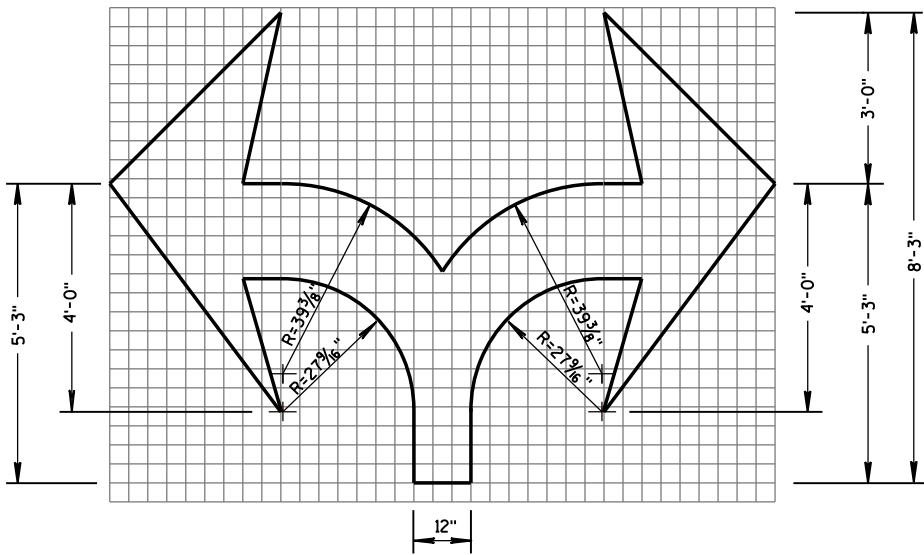
TYPE 6



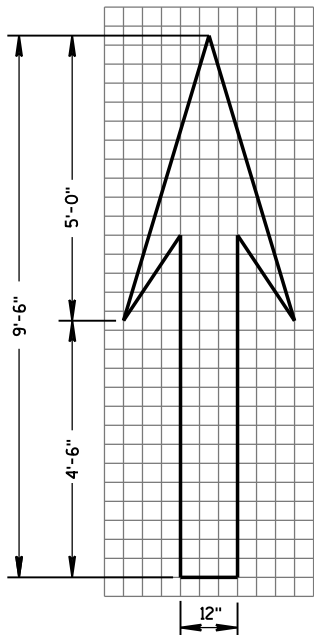
TYPE 4



TYPE 3



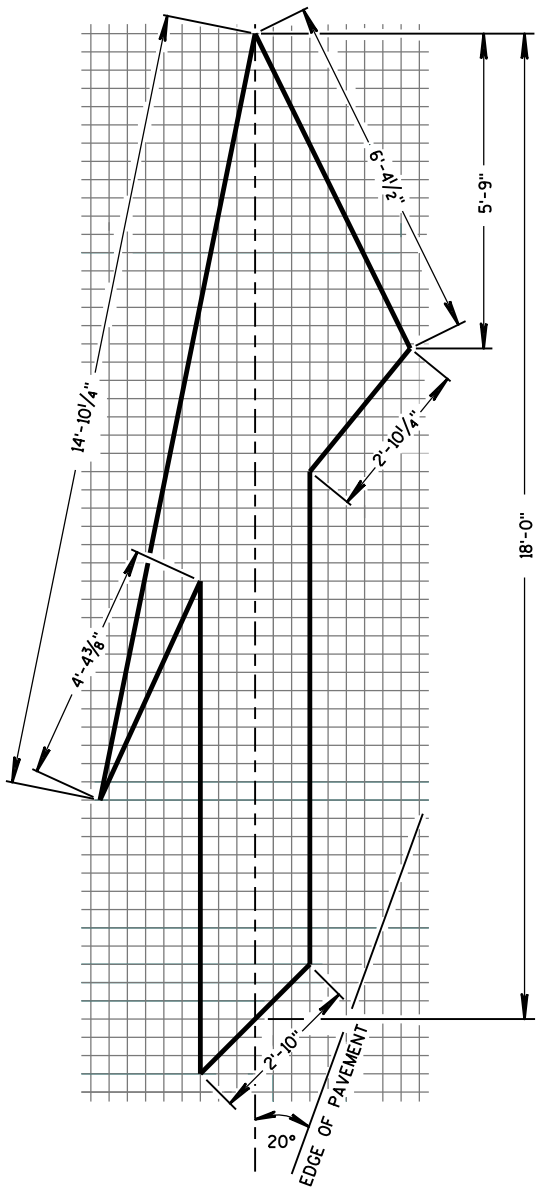
TYPE 7



TYPE 1

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.

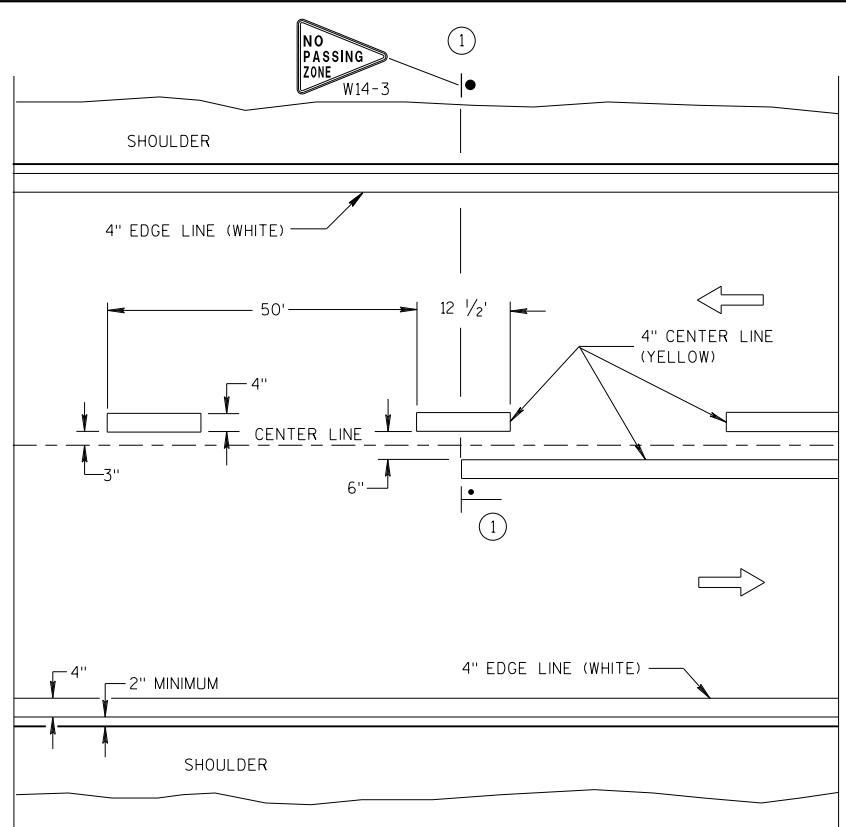


TYPE 5 LANE DROP ARROW

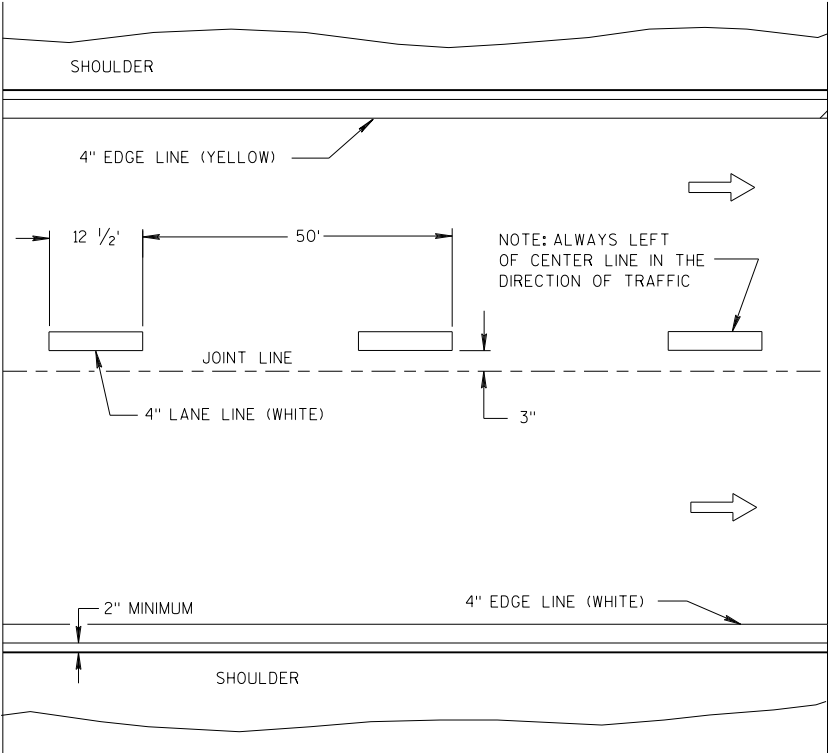
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

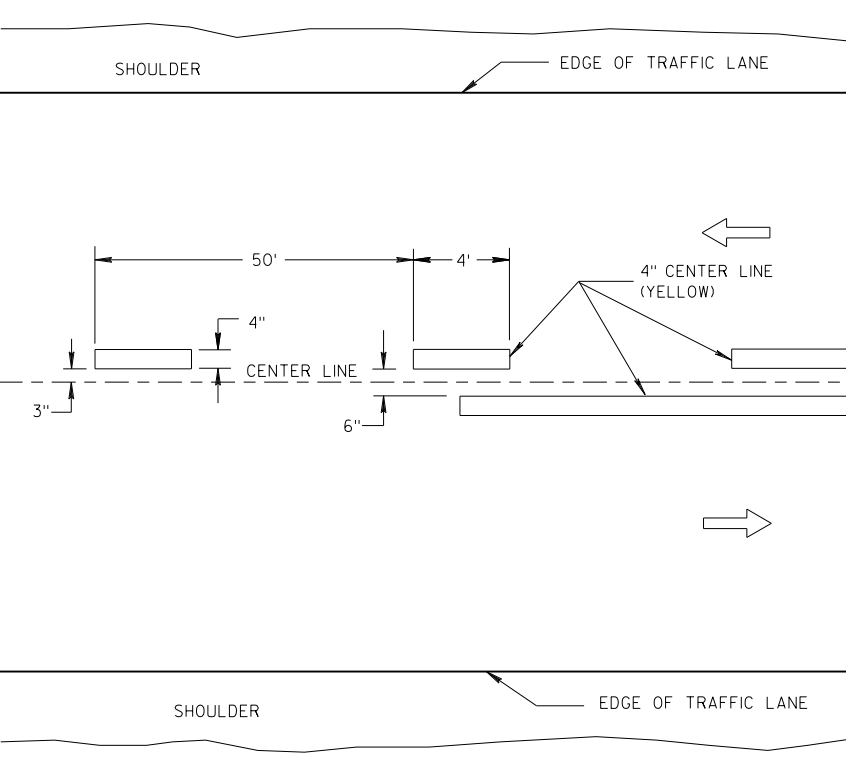


TWO WAY TRAFFIC

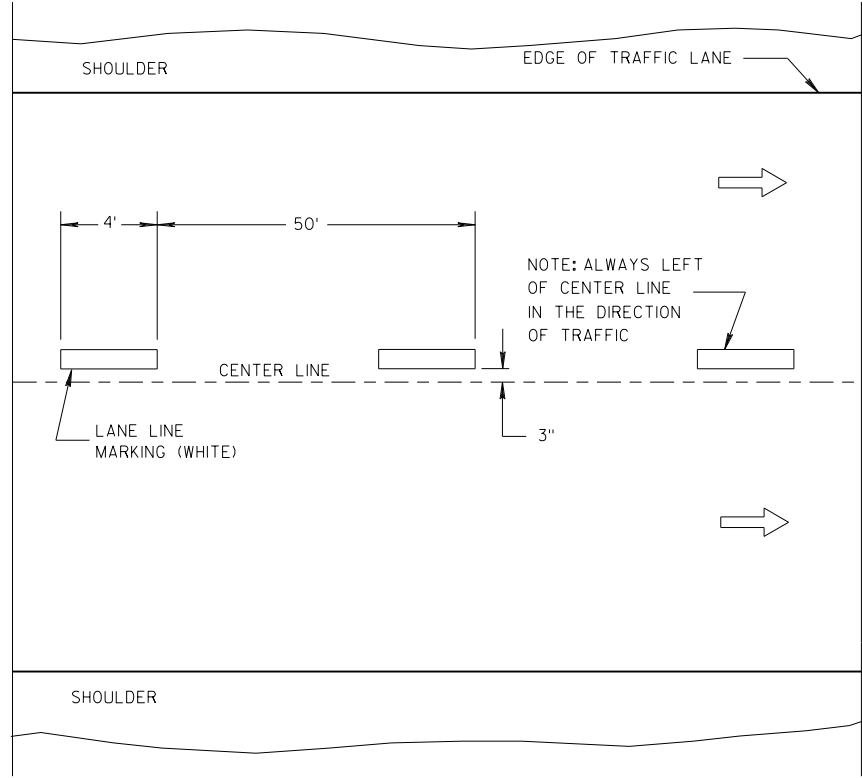


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY 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

LONGITUDINAL MARKING (MAINLINE)

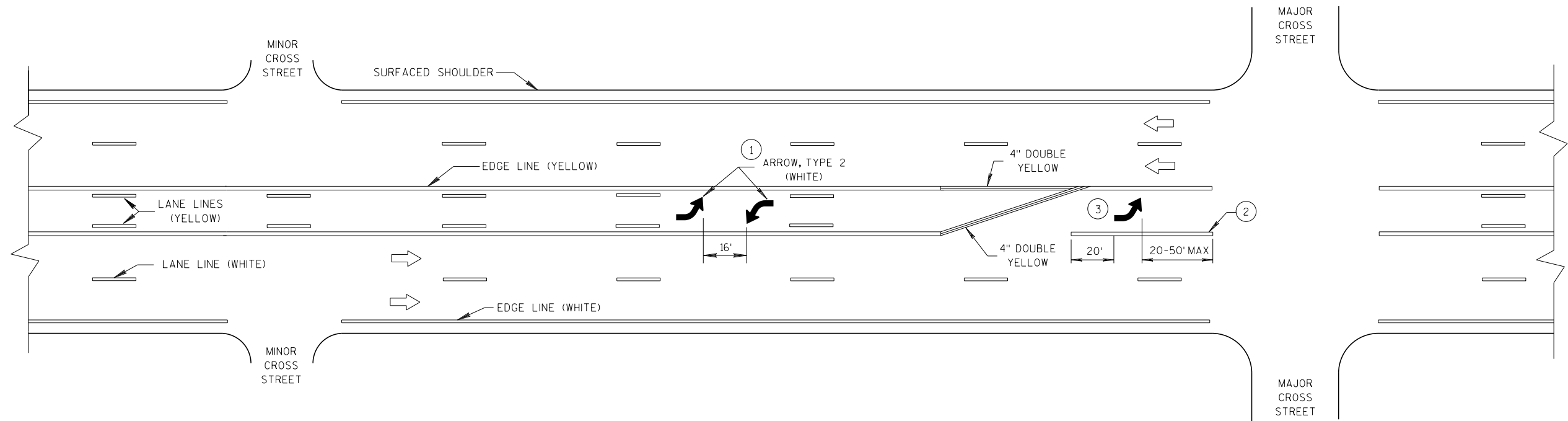
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA

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



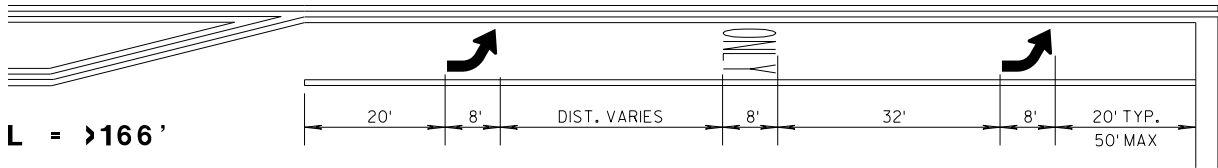
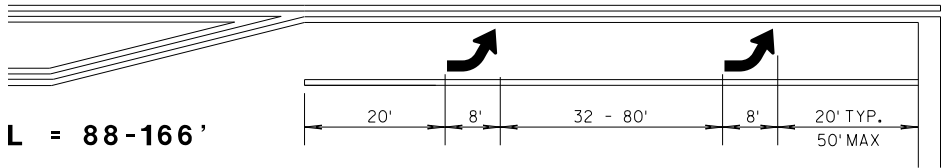
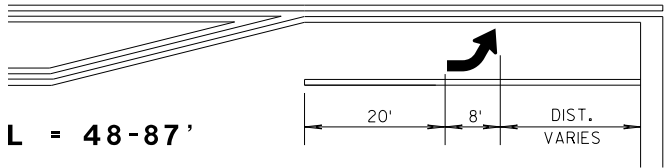
TWO WAY LEFT TURN LANE

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

TURN LANE OPTIONS

LENGTH OF TURN BAY (L) OF 0-47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



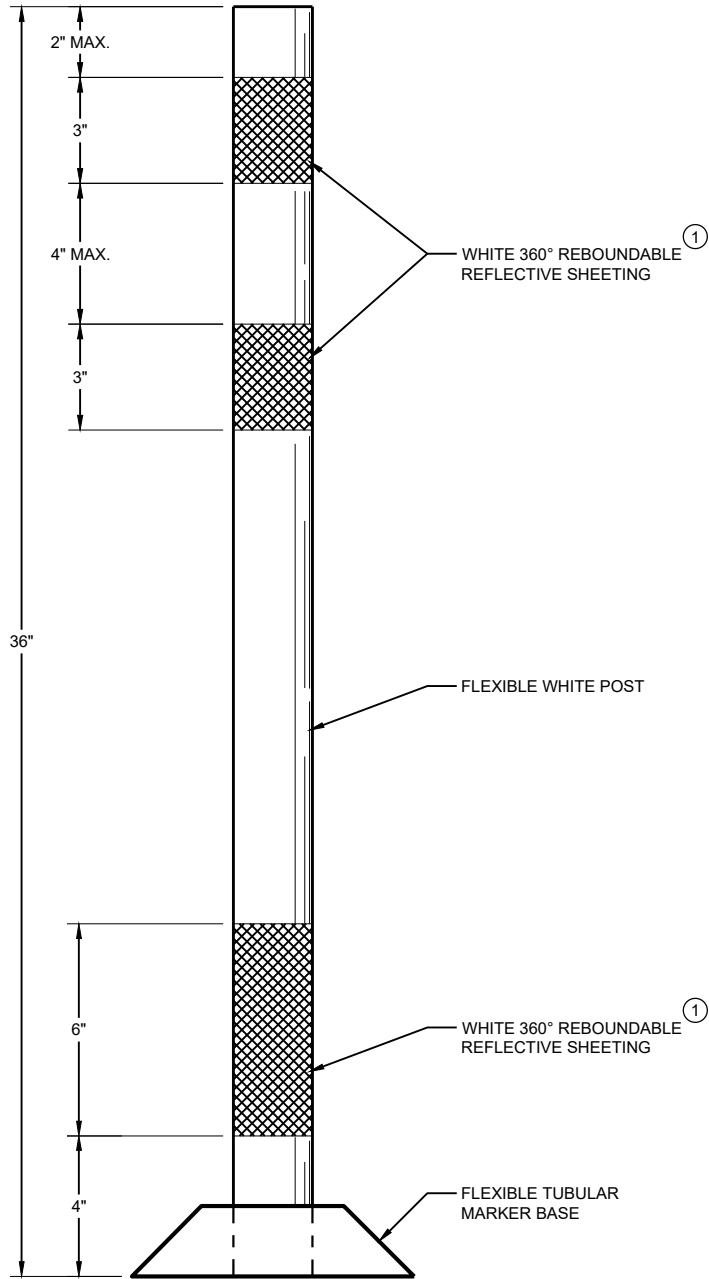
*(SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

GENERAL NOTES

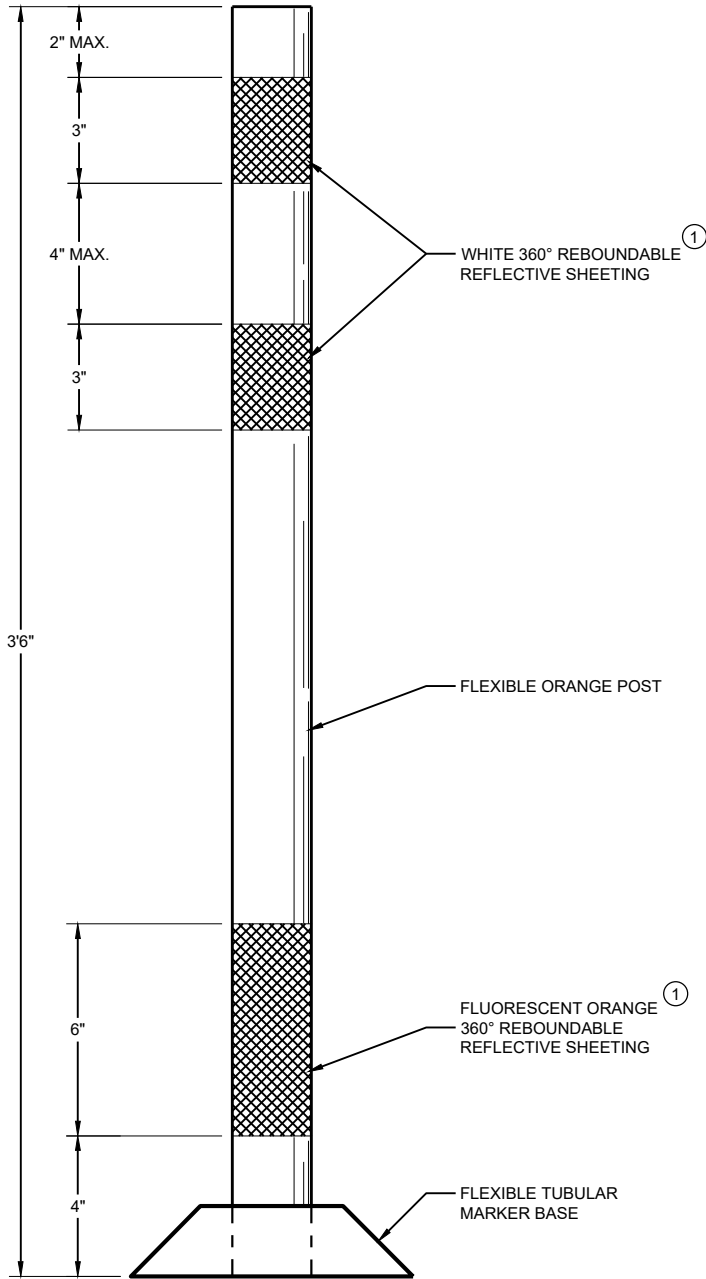
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROW ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION, THE ARROWS AND ONLY MARKING ARE ELIMINATED.

➡ DIRECTION OF TRAFFIC
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



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 THE 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.

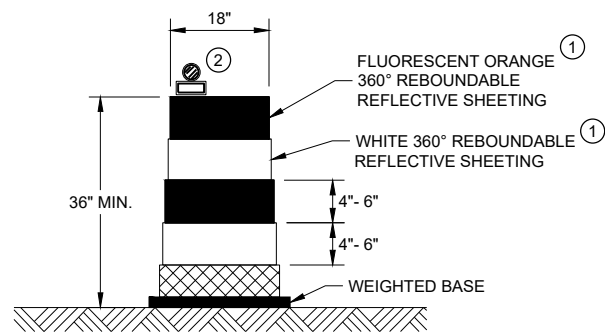
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

**CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST**

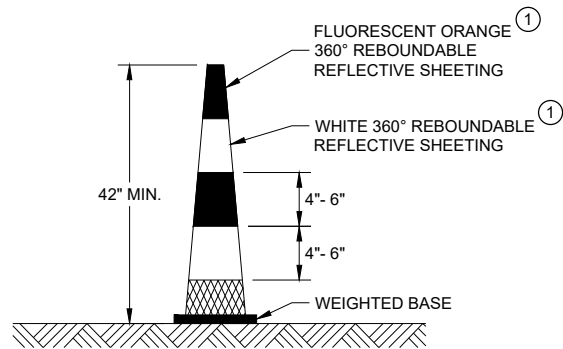
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

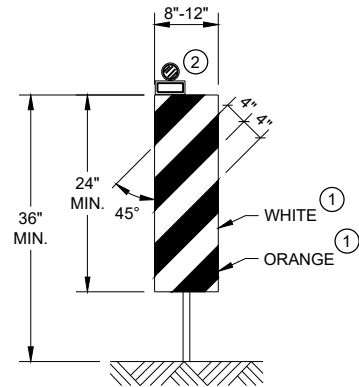


DRUM



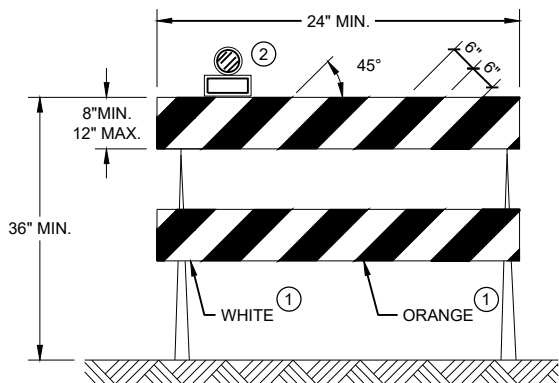
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



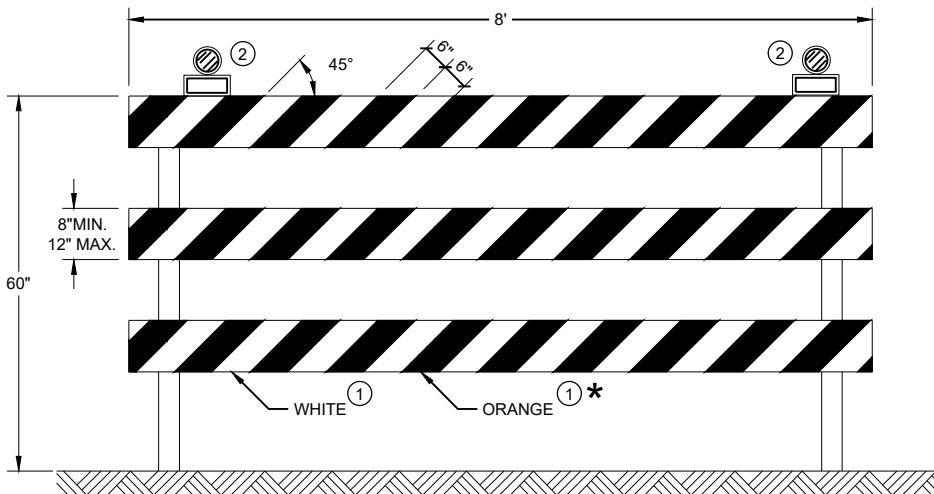
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III 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.

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.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  TEMPORARY PORTABLE RUMBLE STRIP ARRAY
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED 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.

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

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

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

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

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

FLAGGING

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 PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' 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.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

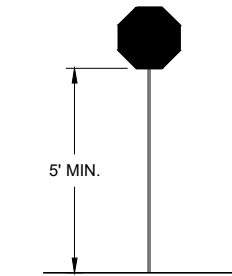
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



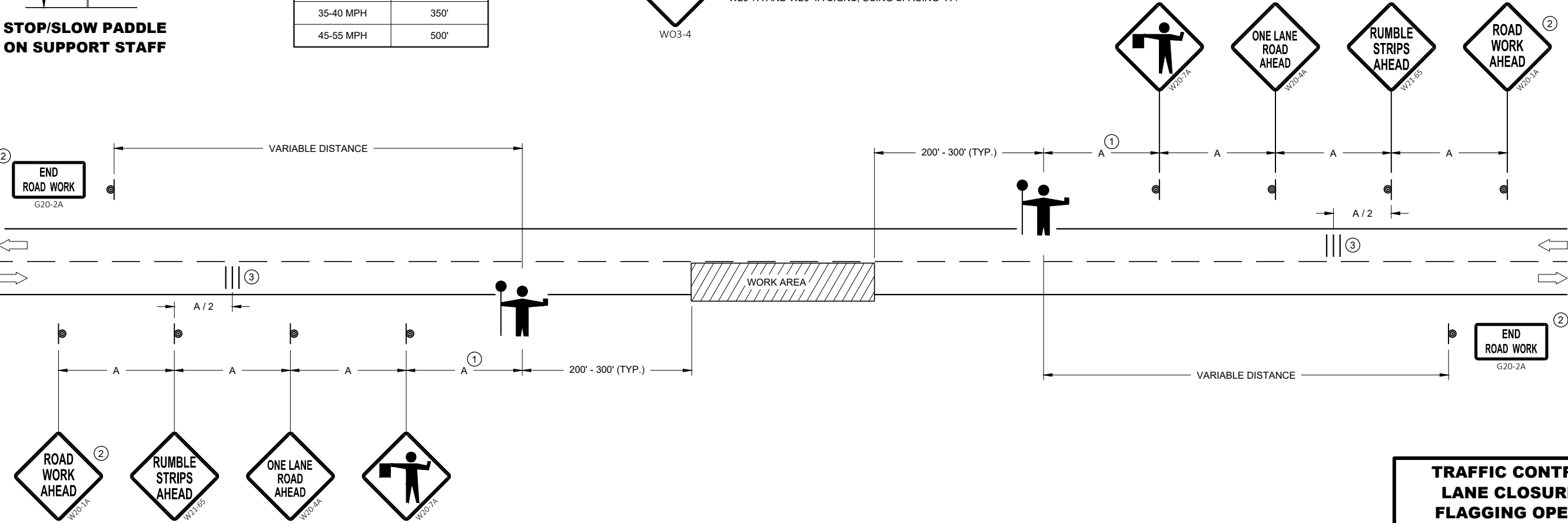
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 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

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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.

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

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 BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

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.

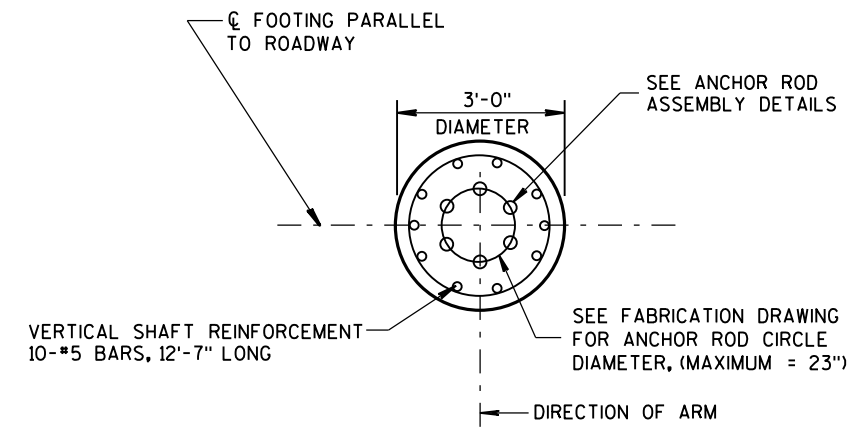
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH 3/4" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

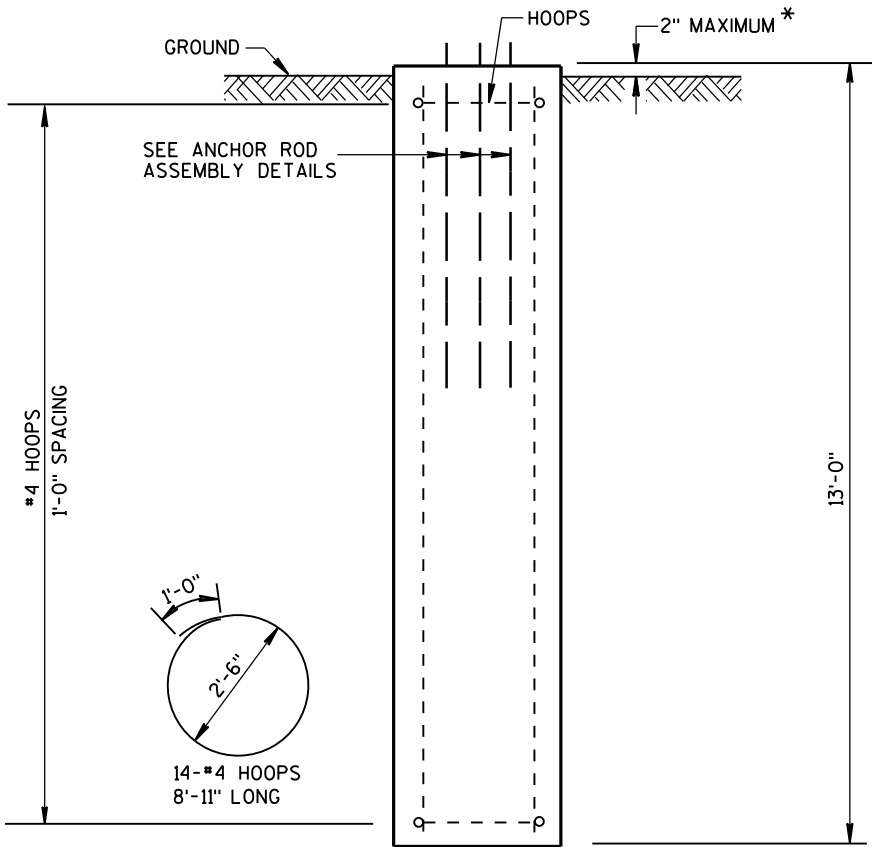
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

- CONCRETE MASONRY ----- $f_c=3,500$ p.s.i.
- HIGH STRENGTH BAR STEEL REINFORCEMENT, GRADE 60 ----- $f_y=60,000$ p.s.i.
- ANCHOR RODS, ASTM F1554, GRADE 55 ----- $f_y=55,000$ p.s.i.
- ASTM A563A HEAVY HEX NUTS, AND ASTM F436 WASHERS.
- PLATES, ASTM A709, GRADE 36 ----- $f_y=36,000$ 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).



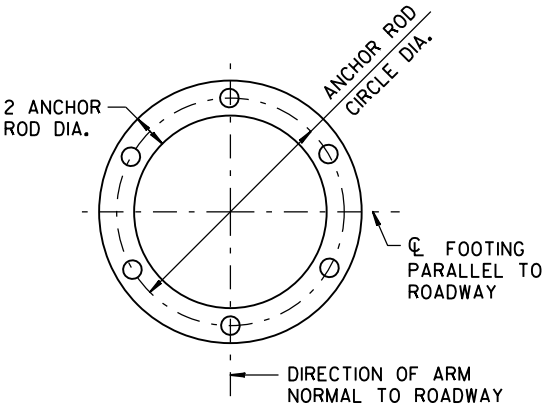
PLAN VIEW



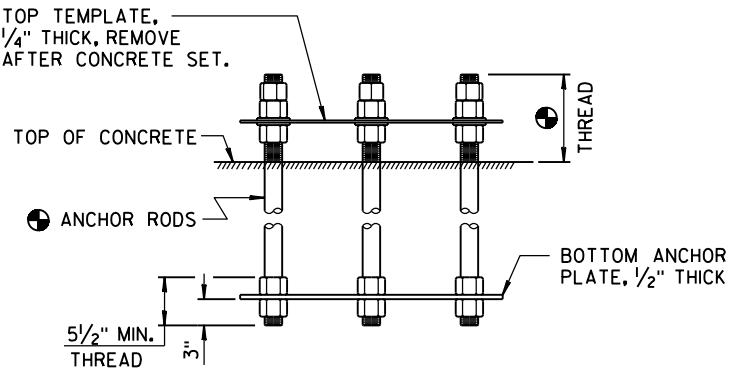
ELEVATION VIEW

* 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



TOP TEMPLATE AND
BOTTOM ANCHOR PLATE



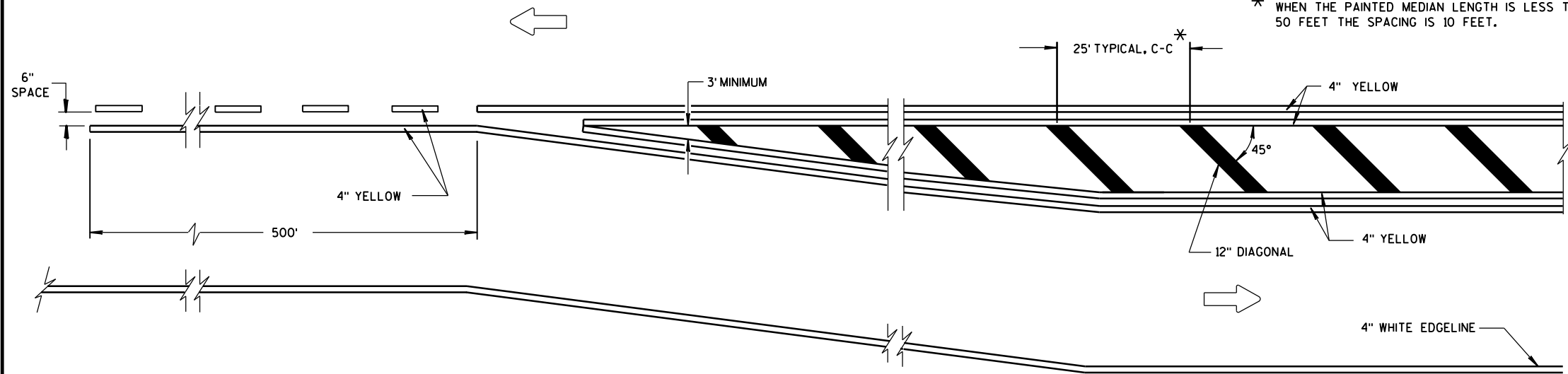
ANCHOR ROD ASSEMBLY DETAILS

MINIMUM OF 6 ANCHOR RODS, EXACT NUMBER, SIZE, DIMENSION AND ORIENTATION AS SHOWN ON FABRICATION DRAWING.

36" DIAMETER FULL SPAN
OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 DATE /S/ Vu Thao
FHWA WIND LOADED STRUCTURES PROGRAM LEADER

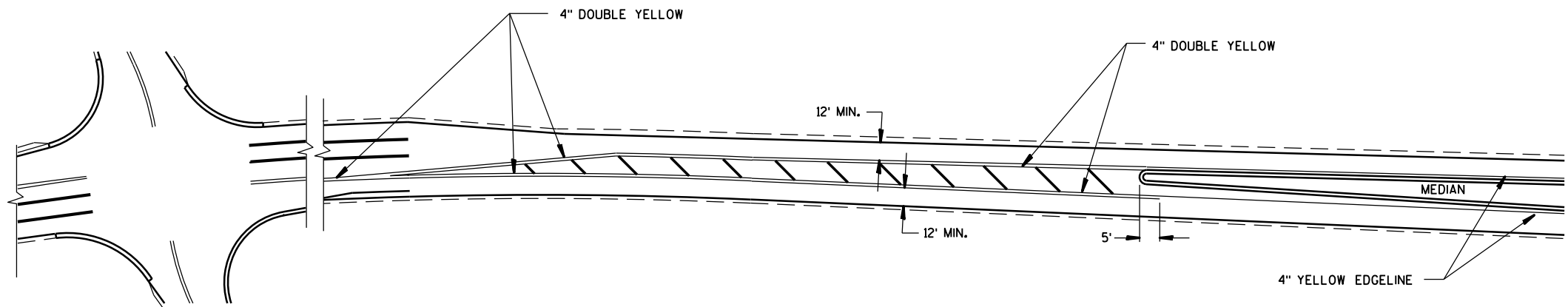


MEDIAN ISLAND DETAIL

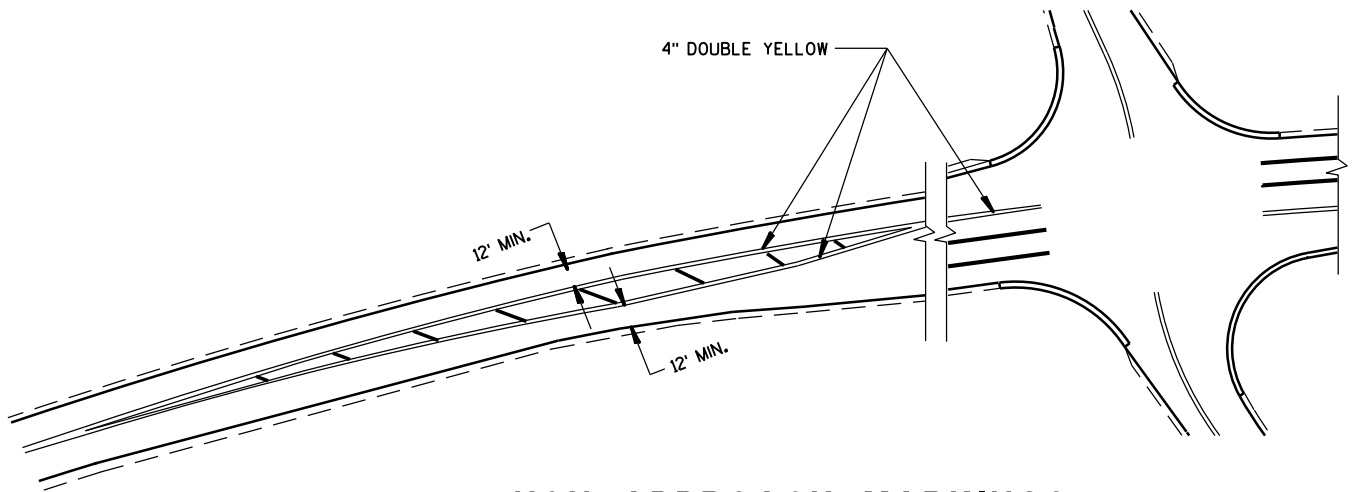
GENERAL NOTE

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

➡ DIRECTION OF TRAVEL

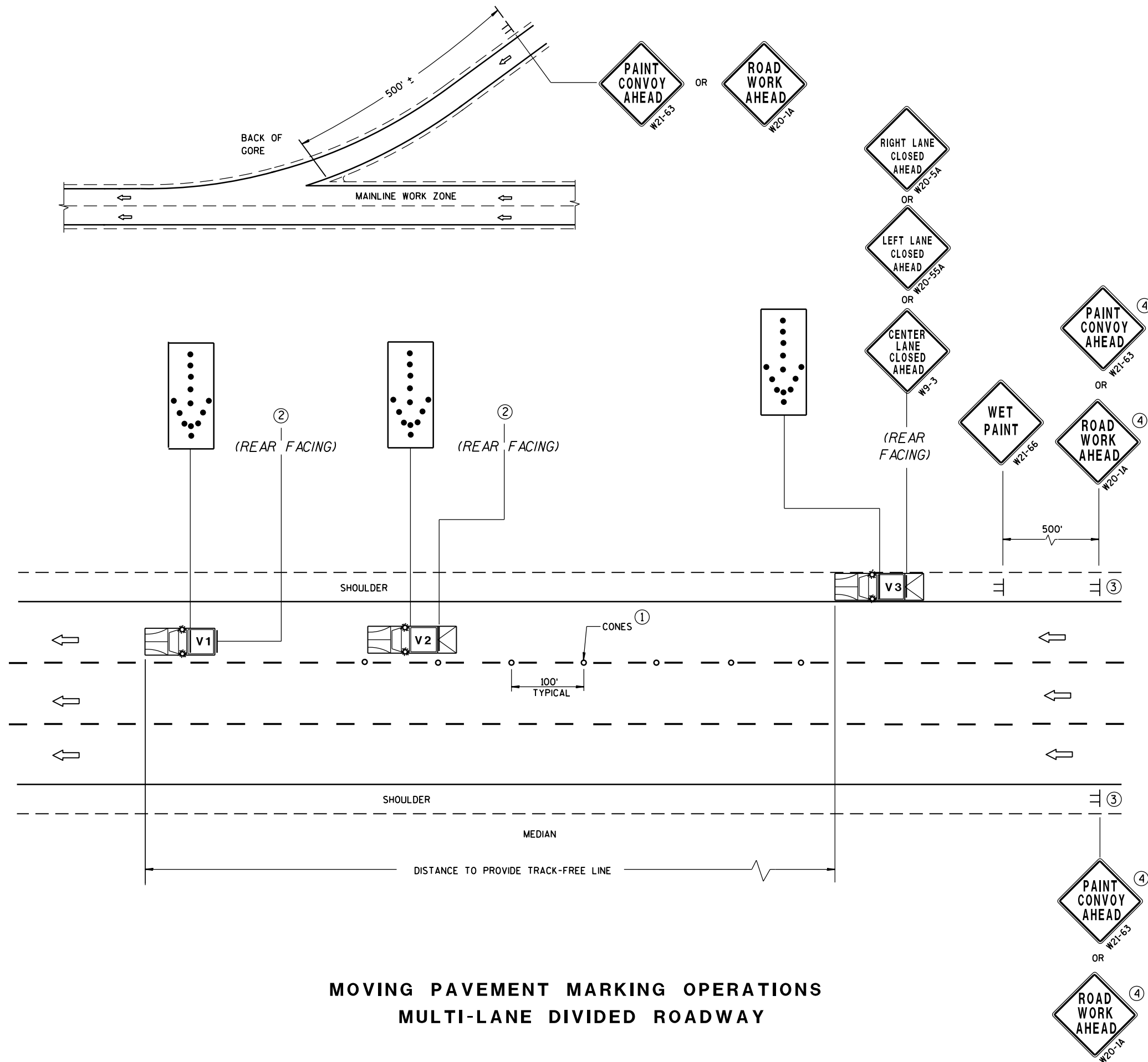


APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER FHWA



GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

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

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

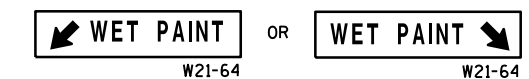
USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR 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.



- 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
FLASH-SENSITIVE AREA
ARROW

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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.

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

BAR CAGE TO BE ASSEMBLED USING TIE WIRES ONLY, NO WELDING.

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 BACK FILLING AROUND THE BASE. ANY REQUIRED BACKFILL SHALL BE WELL COMPACTED IN LAYERS OF 1 FOOT OR LESS. COMPACTION SHALL BE BY MECHANICAL MEANS. CARE SHALL BE TAKEN SO NO DAMAGE OCCURS TO THE CONCRETE BASE DURING COMPACTION.

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.

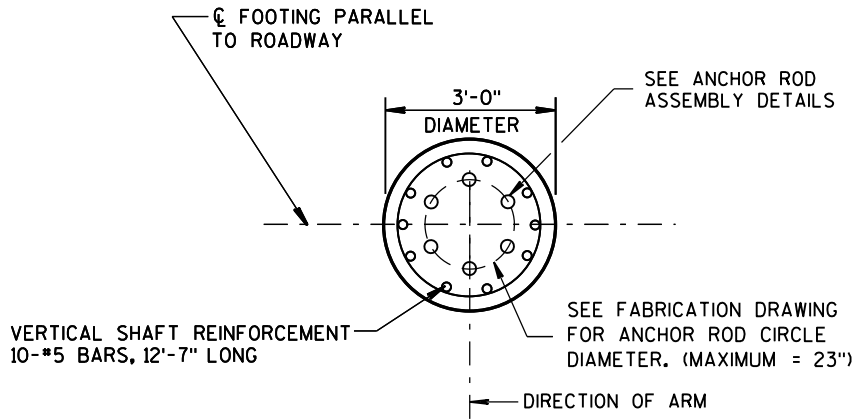
THE REINFORCEMENT AND ANCHOR RODS SHALL BE ADEQUATELY SUPPORTED IN THE PROPER POSITIONS SO NO MOVEMENT OCCURS DURING CONCRETE PLACEMENT.

FORM ALL EXPOSED CONCRETE CORNERS WITH 3/4" CHAMFER ALL AROUND. TOP OF THE CONCRETE BASE SHALL BE TROWEL FINISHED AND LEVEL.

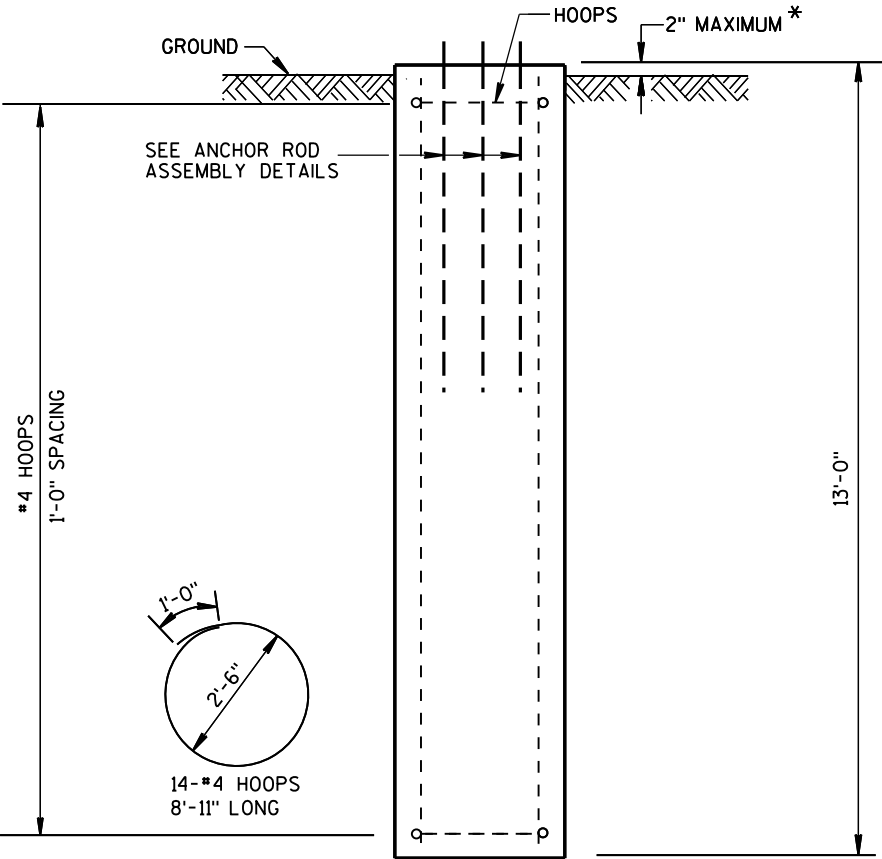
ANY DAMAGE TO THE CONCRETE BASE AND ANCHOR RODS DURING CONSTRUCTION OPERATIONS SHALL BE REPAIRED AT THE ENGINEER'S DIRECTION, AT THE EXPENSE OF THE CONTRACTOR.

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.

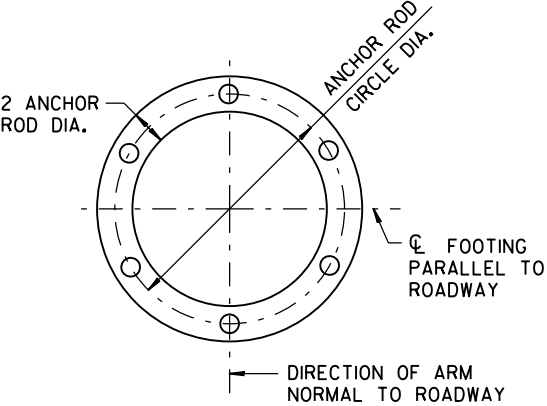
THIS FOOTING HAS BEEN DESIGNED FOR SITES WHERE SOILS EXHIBIT A PHI-ANGLE GREATER THAN OR EQUAL TO 20 DEGREES (GRANULAR SOILS), OR A COHESION VALUE GREATER THAN OR EQUAL TO 350 PSF (COHESIVE SOILS).



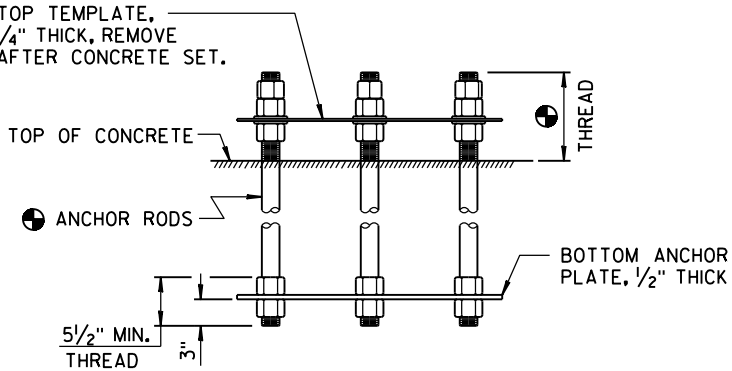
PLAN VIEW



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.

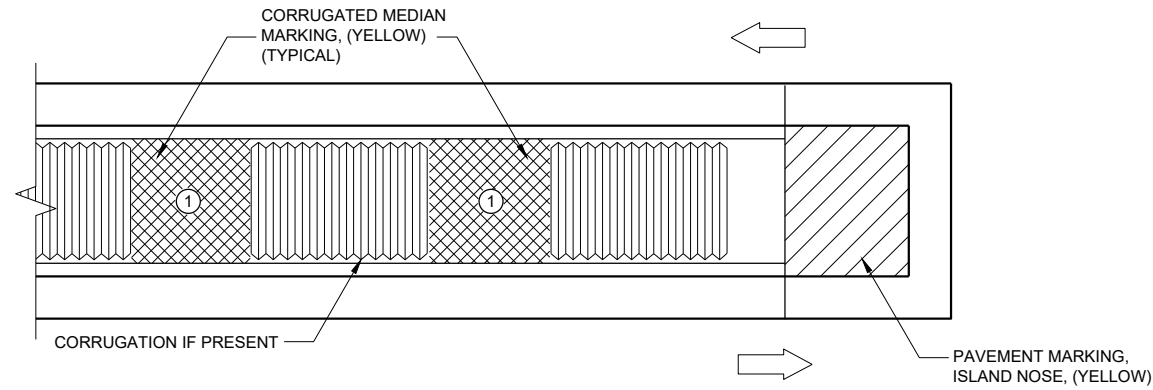
* FOR OVERHEAD SIGN SUPPORTS THAT ARE INSTALLED ADJACENT TO SIDEWALKS, THE TOP OF THE BASE SHALL BE POURED FLUSH WITH THE GROUND.

CONCRETE - 3.4 C.Y. PER FOOTING
H.S. REINFORCEMENT - 215 LBS. PER FOOTING

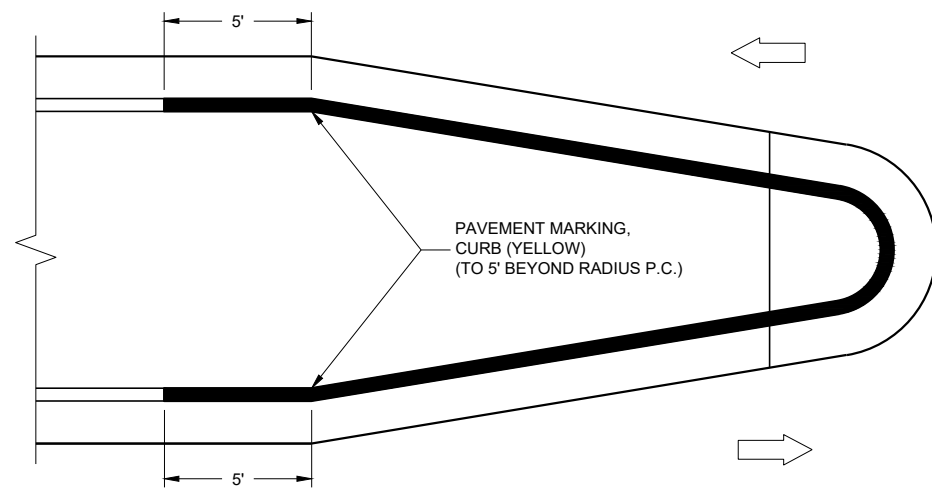
36" DIAMETER CANTILEVER
OVERHEAD SIGN SUPPORT BASE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

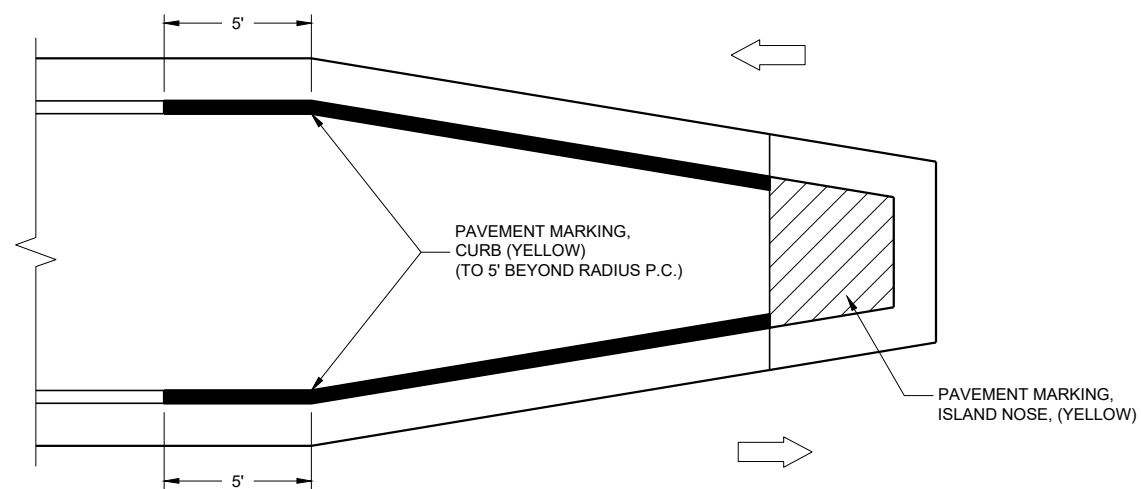
APPROVED
June 2016
DATE /S/ Vu Thao
WIND LOADED STRUCTURES
PROGRAM LEADER
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT 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

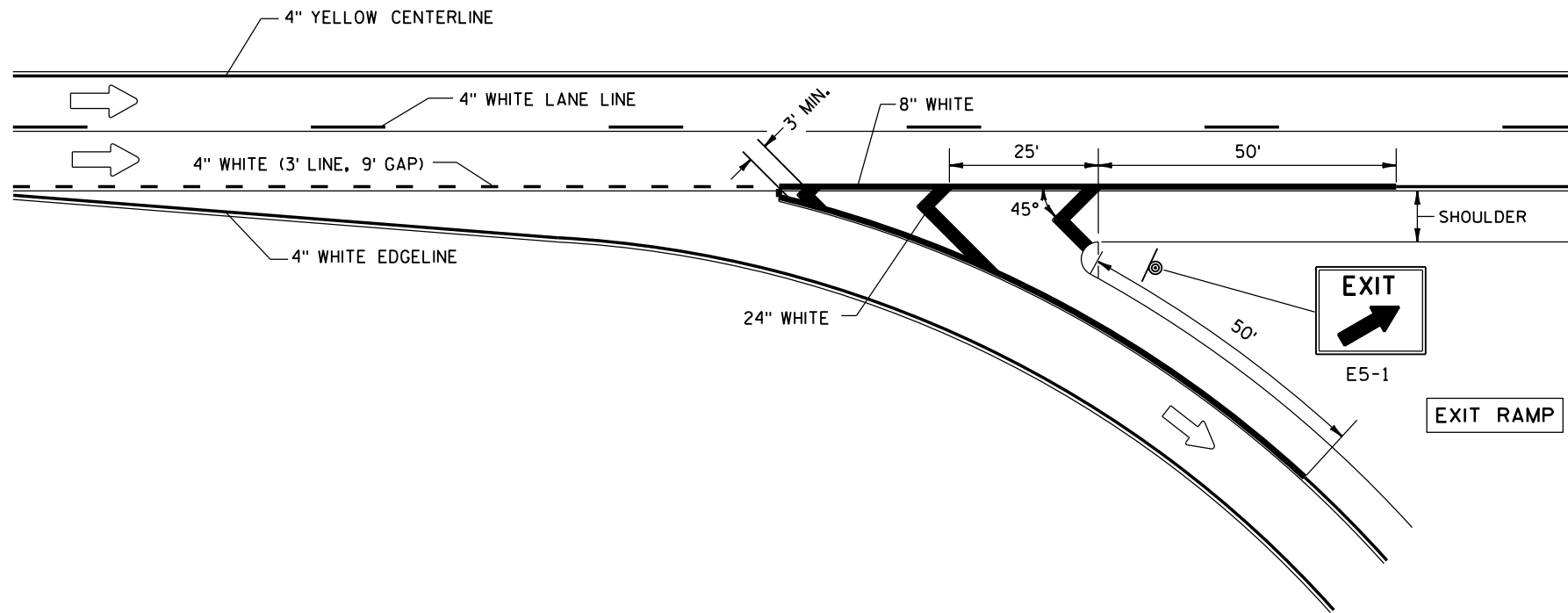
PAVEMENT MARKINGS (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE

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

FHWA



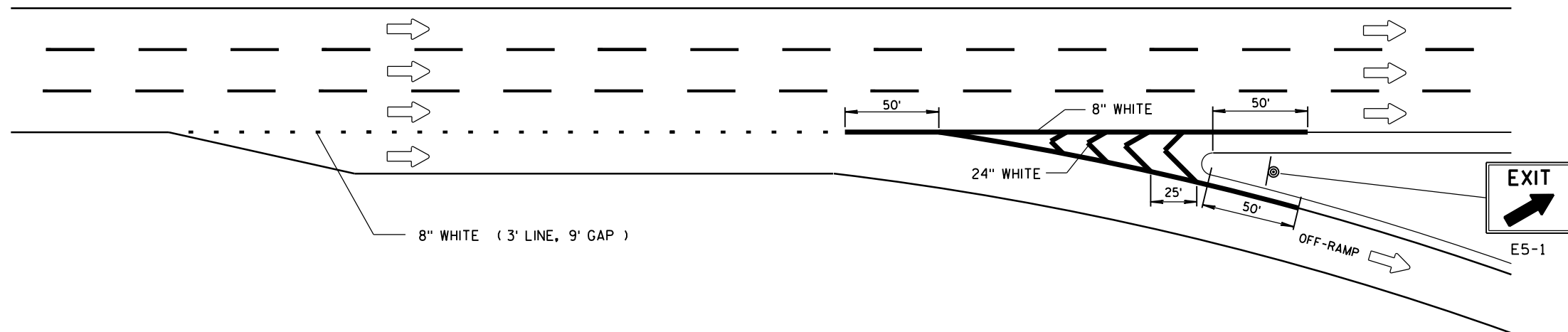
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

- DIRECTION OF TRAVEL
- SIGN ON PERMANENT SUPPORT

PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT-RAMP

PAVEMENT MARKING
(RAMPS AND GOES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

① 1/2 LENGTH OF FULL WIDTH ACCELERATION LANE.

PAVEMENT MARKING FOR ENTRANCE RAMP

LEGEND

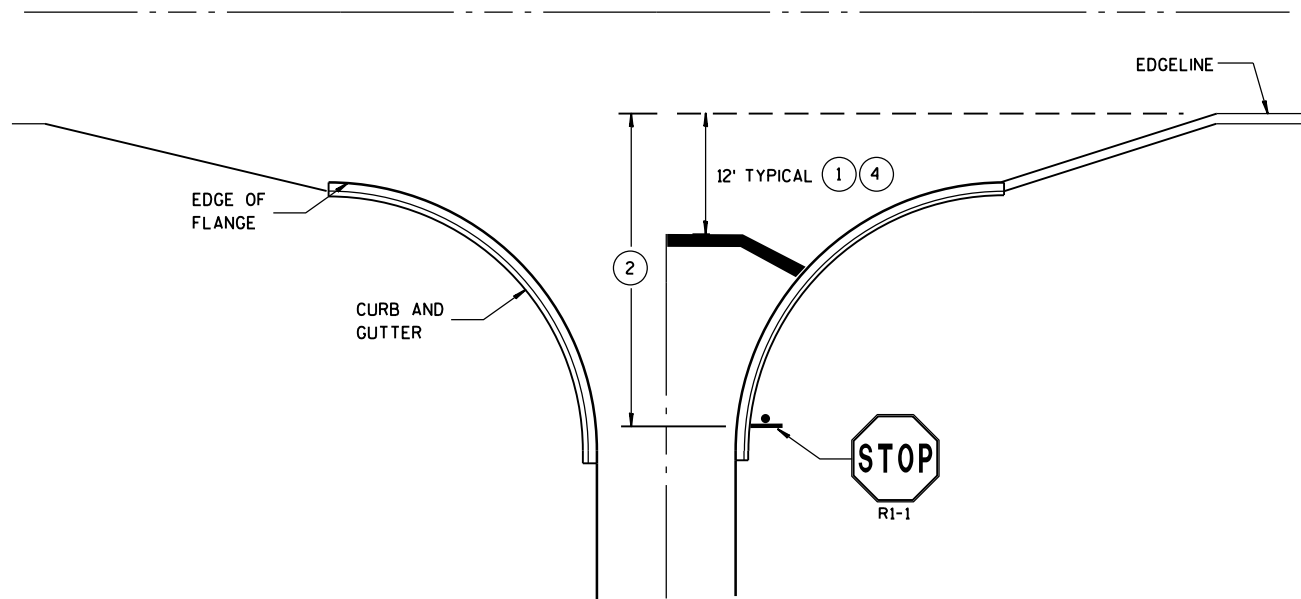
➡ DIRECTION OF TRAVEL

SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE-RAMP

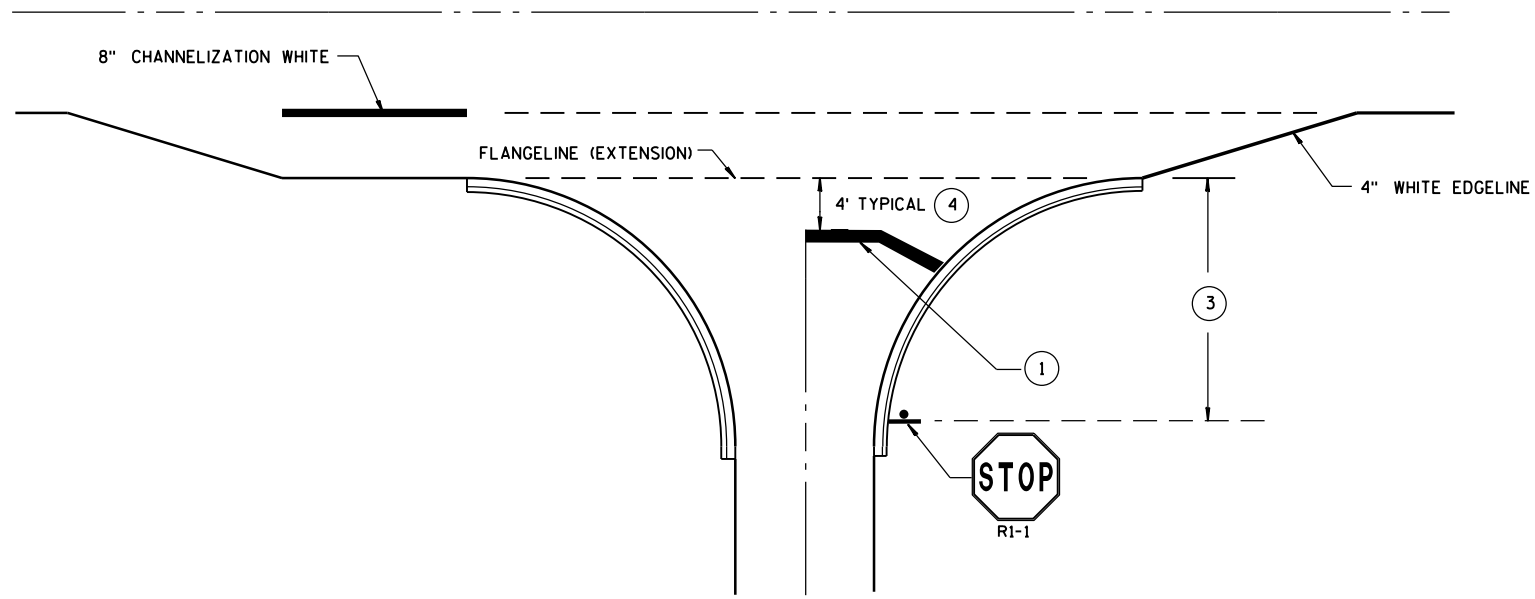
**PAVEMENT MARKING FOR
PARALLEL ON-RAMP AND
PARALLEL OFF-RAMP**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER
FHWA



TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER

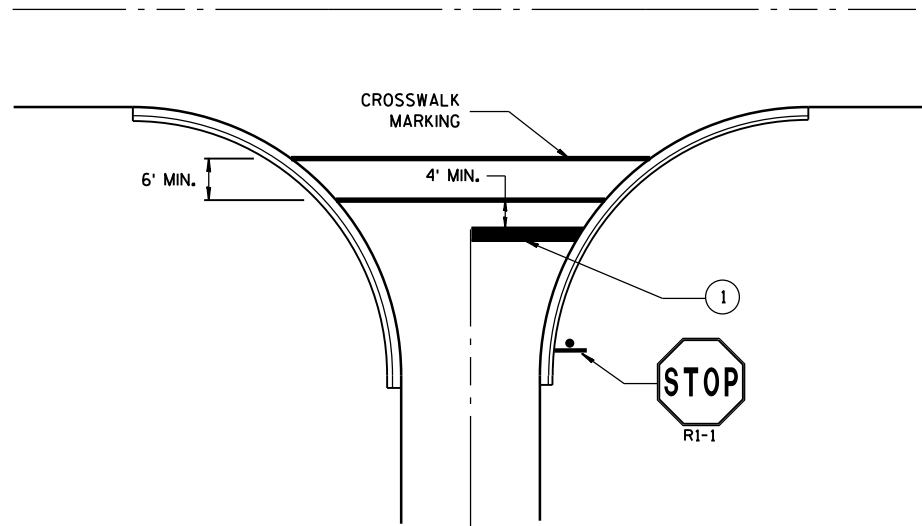


TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH RIGHT TURN LANE

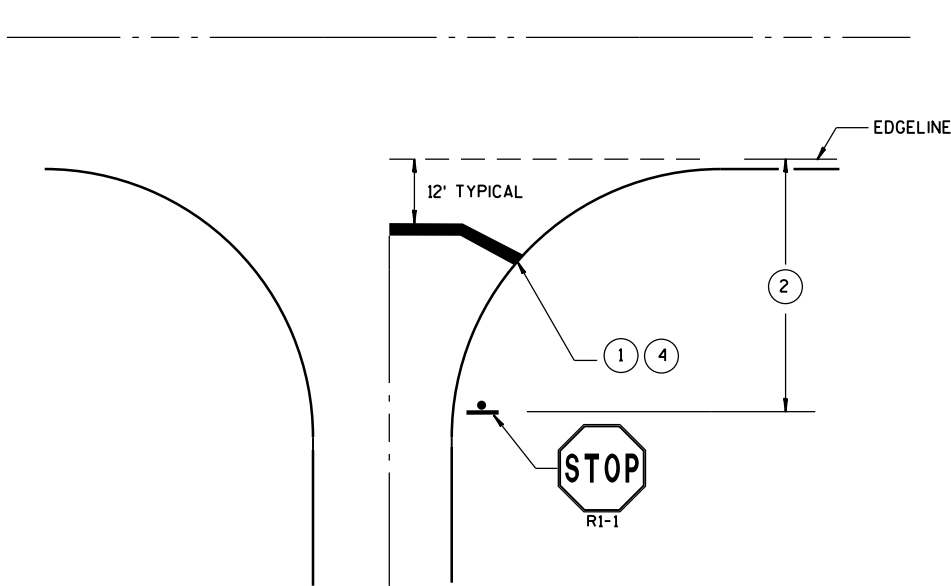
GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE 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 EDGE LINE THAN NO STOP LINE IS REQUIRED.
- 3 IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- 4 MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES. (NO CLOSER THAN 4 FEET).

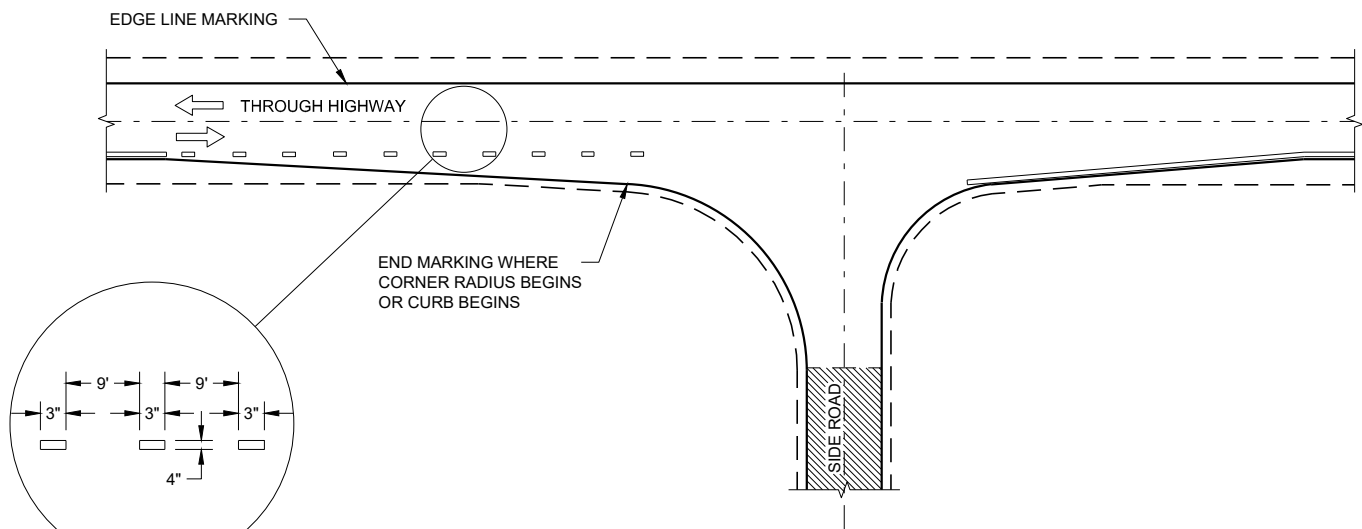


TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDEROADS WITH CROSSWALK MARKING

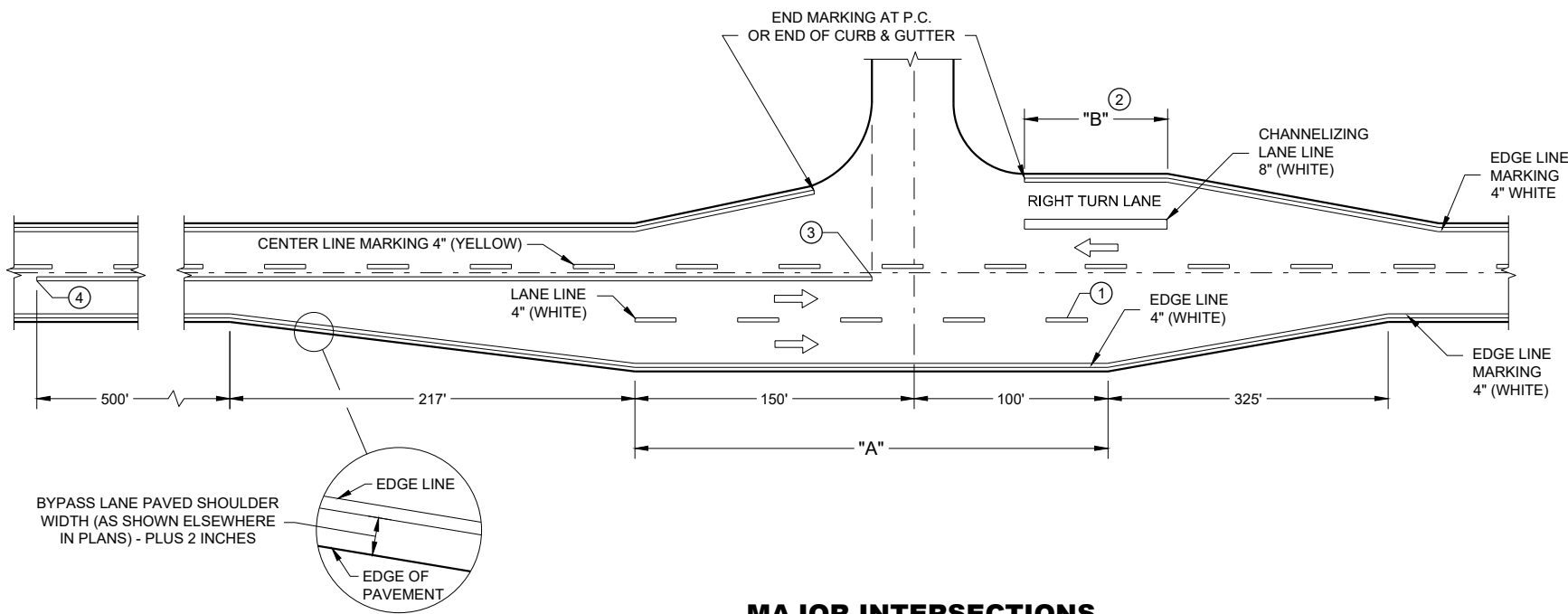


TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE	/S/ Matthew R. Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



MINOR INTERSECTION



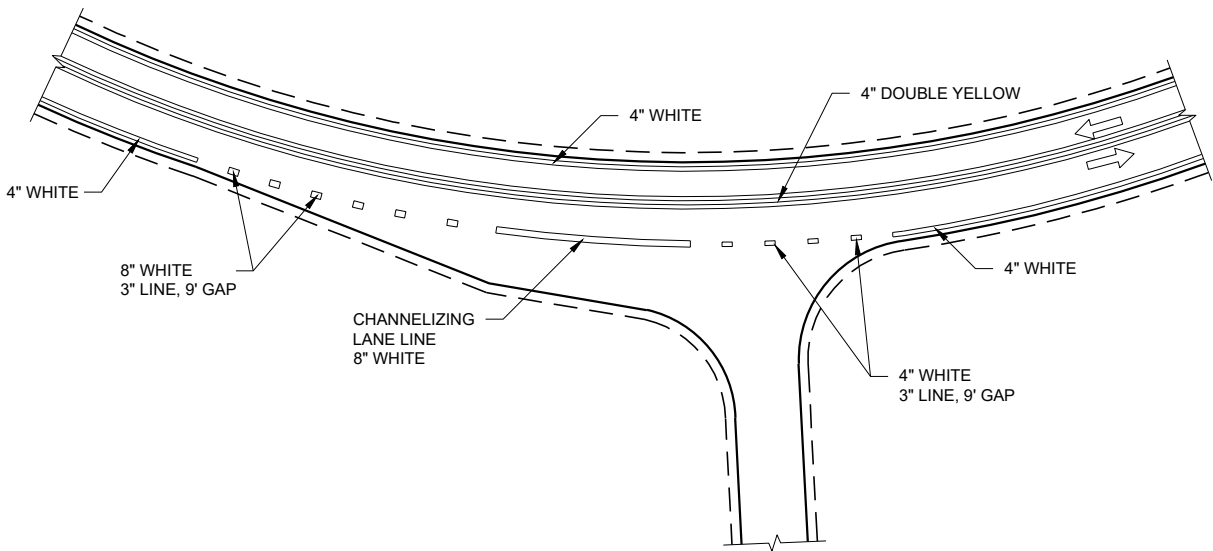
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

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

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

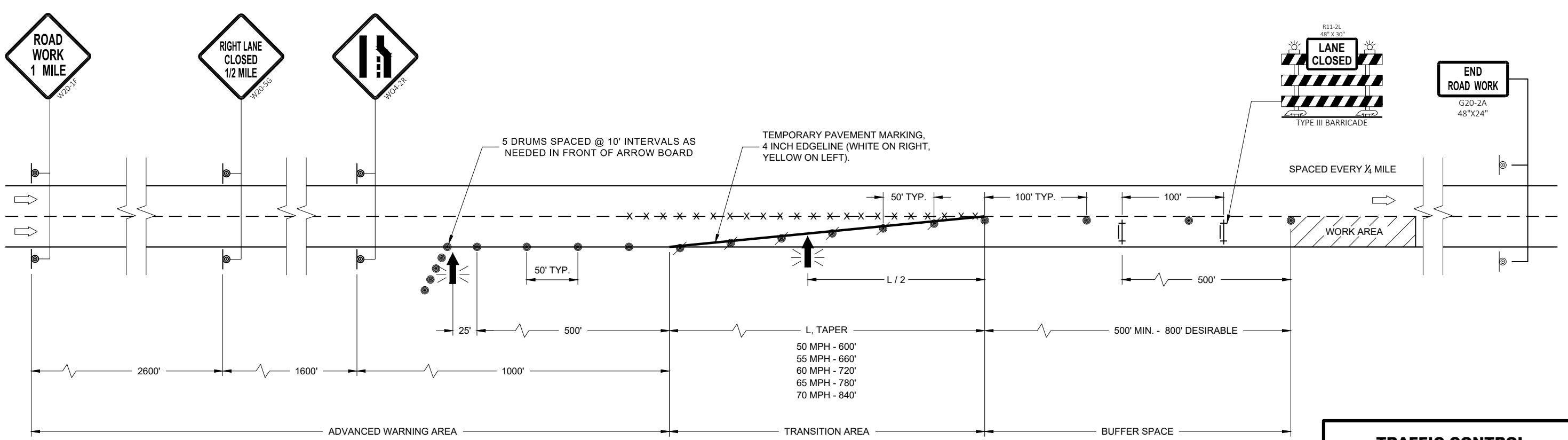
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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.

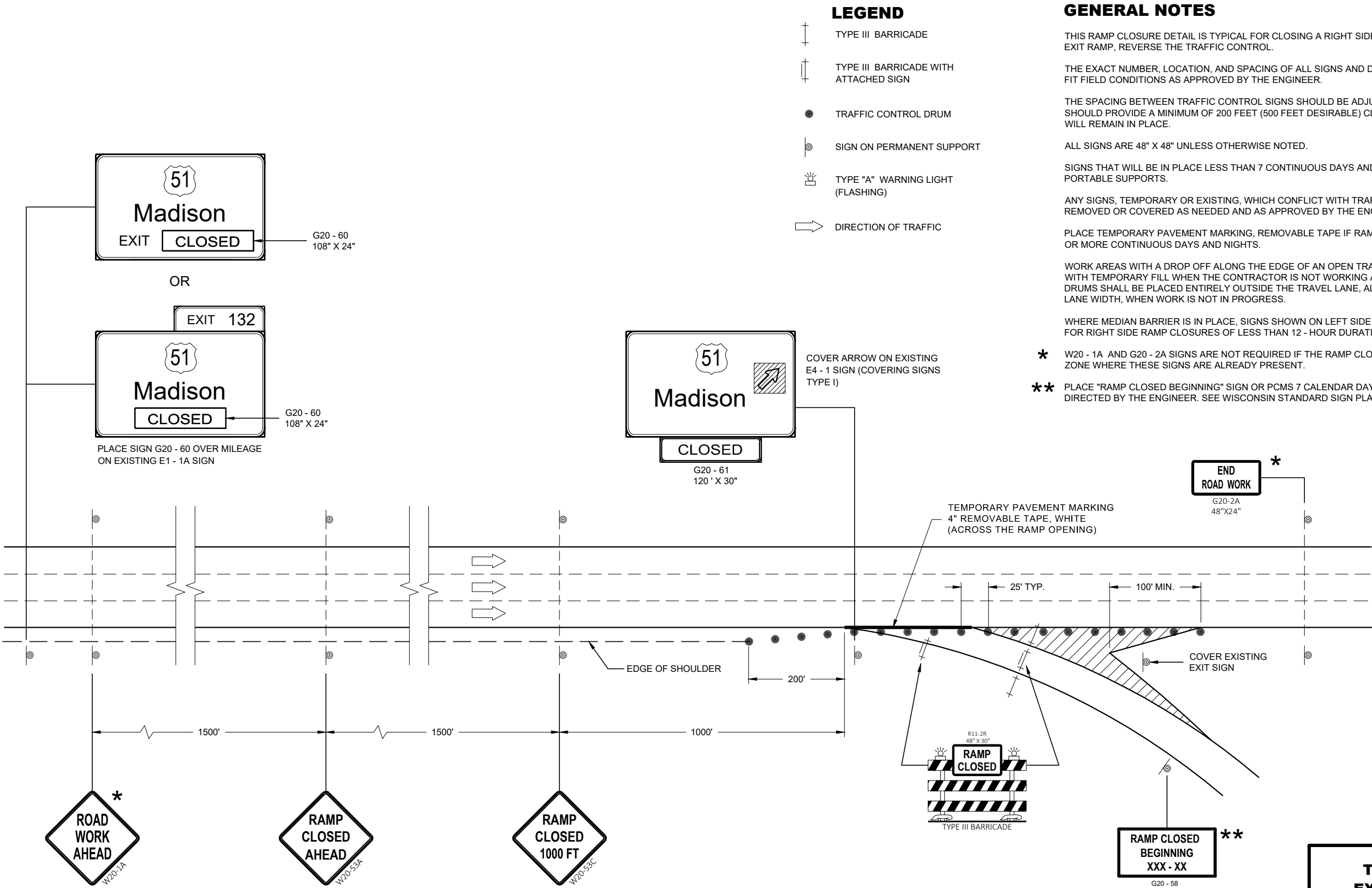
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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	



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.

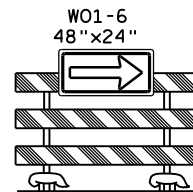
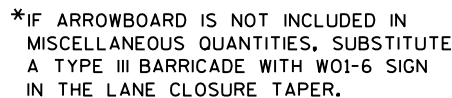
TRAFFIC CONTROL
EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



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'

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

	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

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.

"W0" 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.

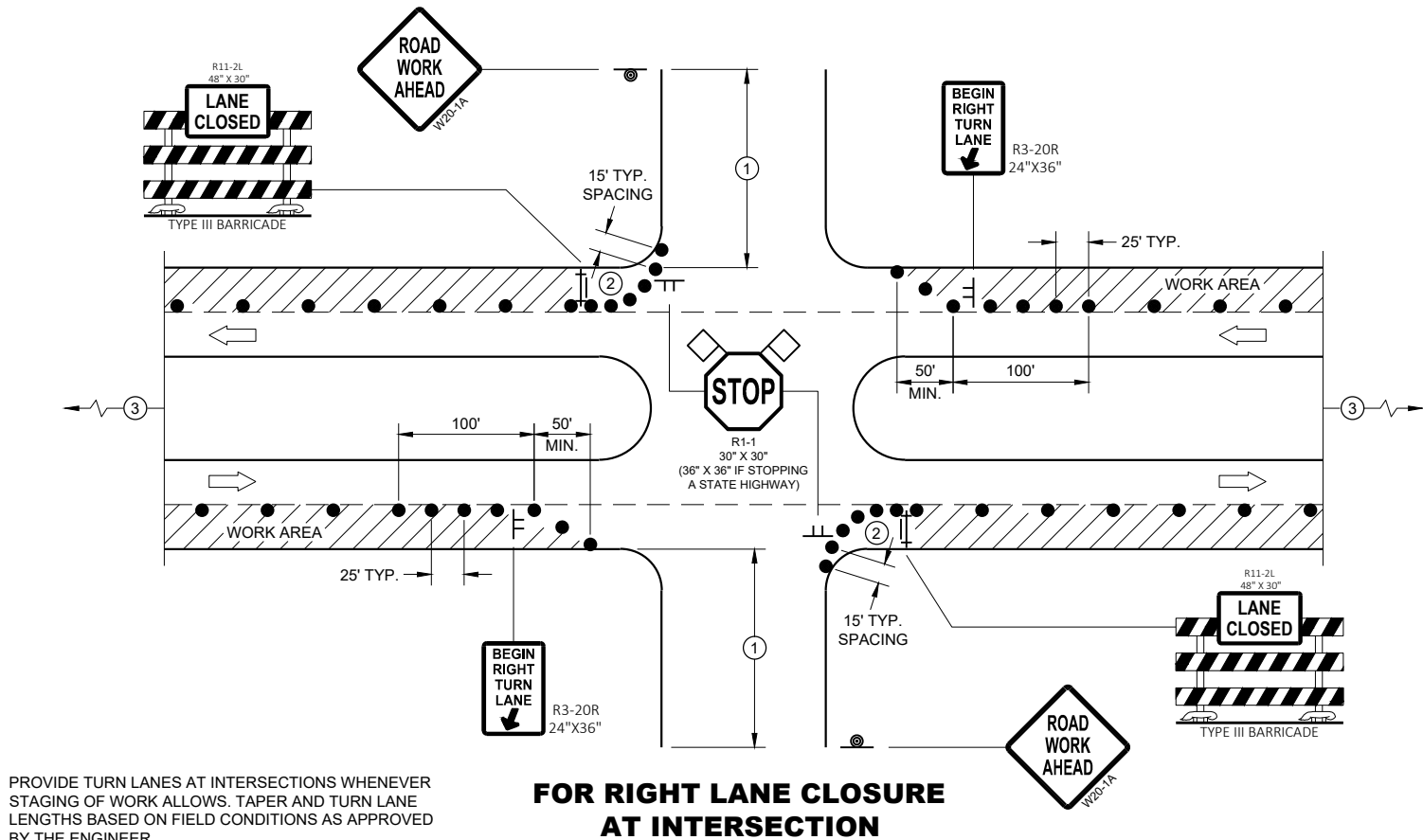
PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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.

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



GENERAL NOTES

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

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

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

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

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

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

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

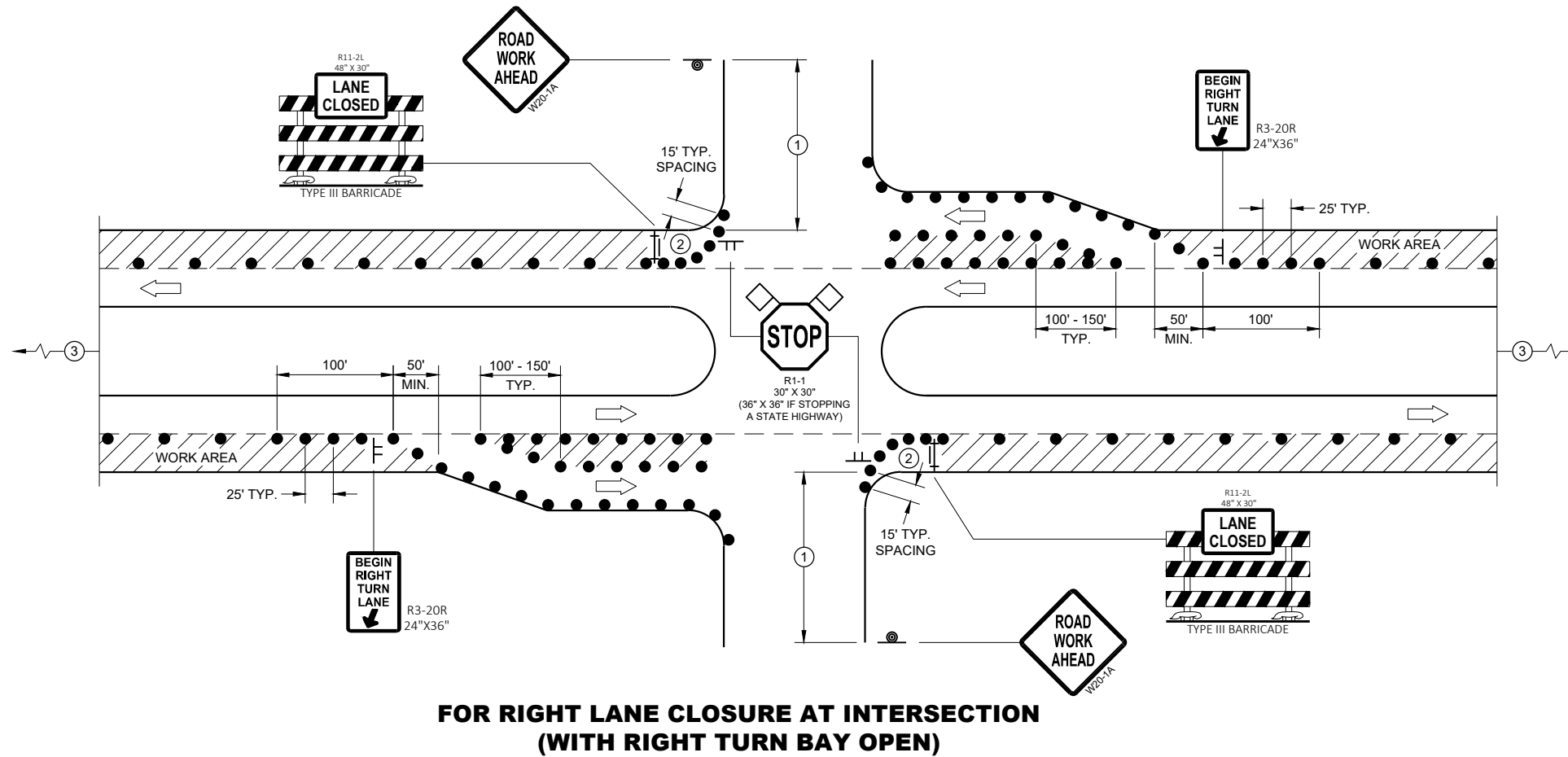
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

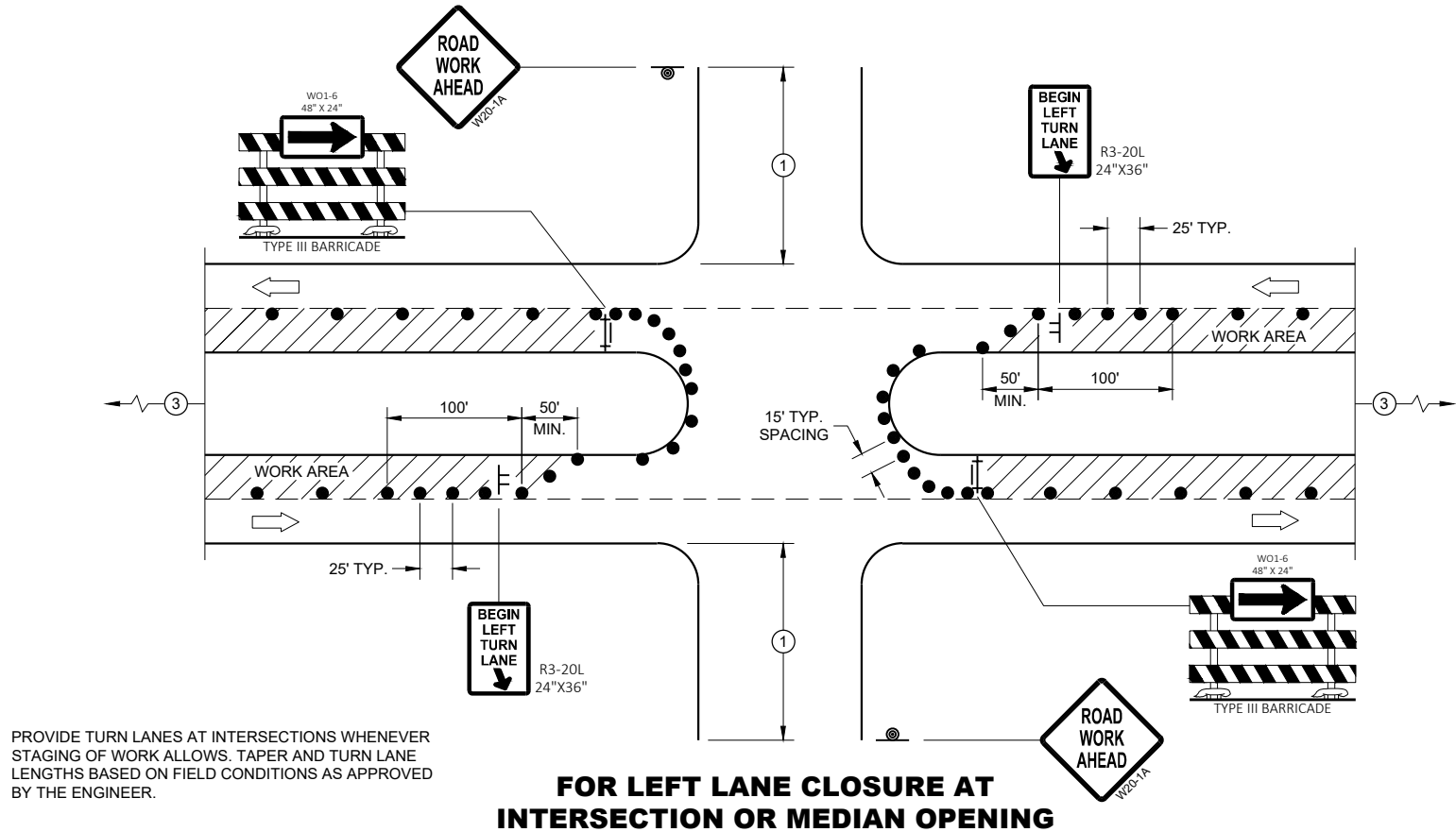
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA



**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

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

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

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

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

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

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

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

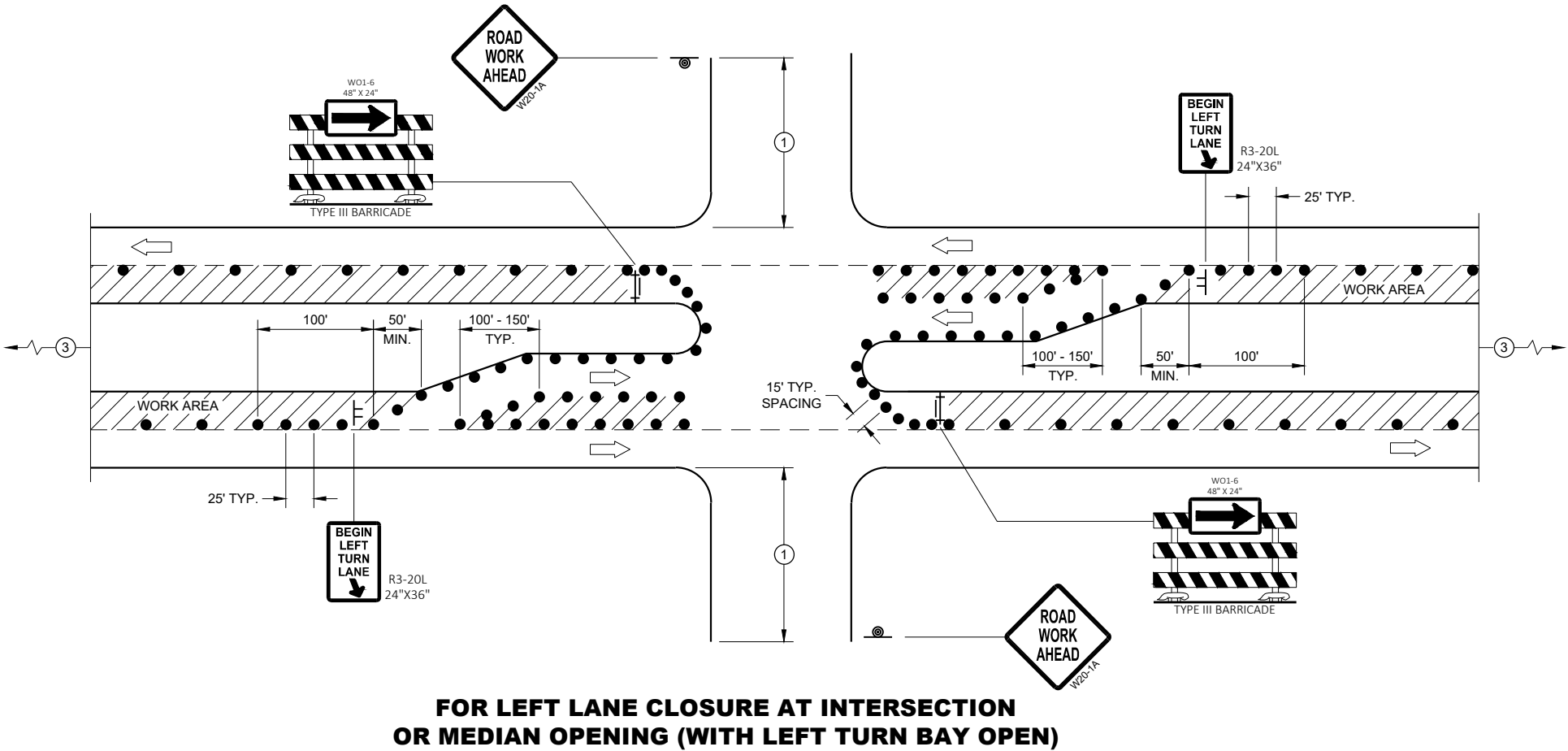
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA



TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

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

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

W20-1A, 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.

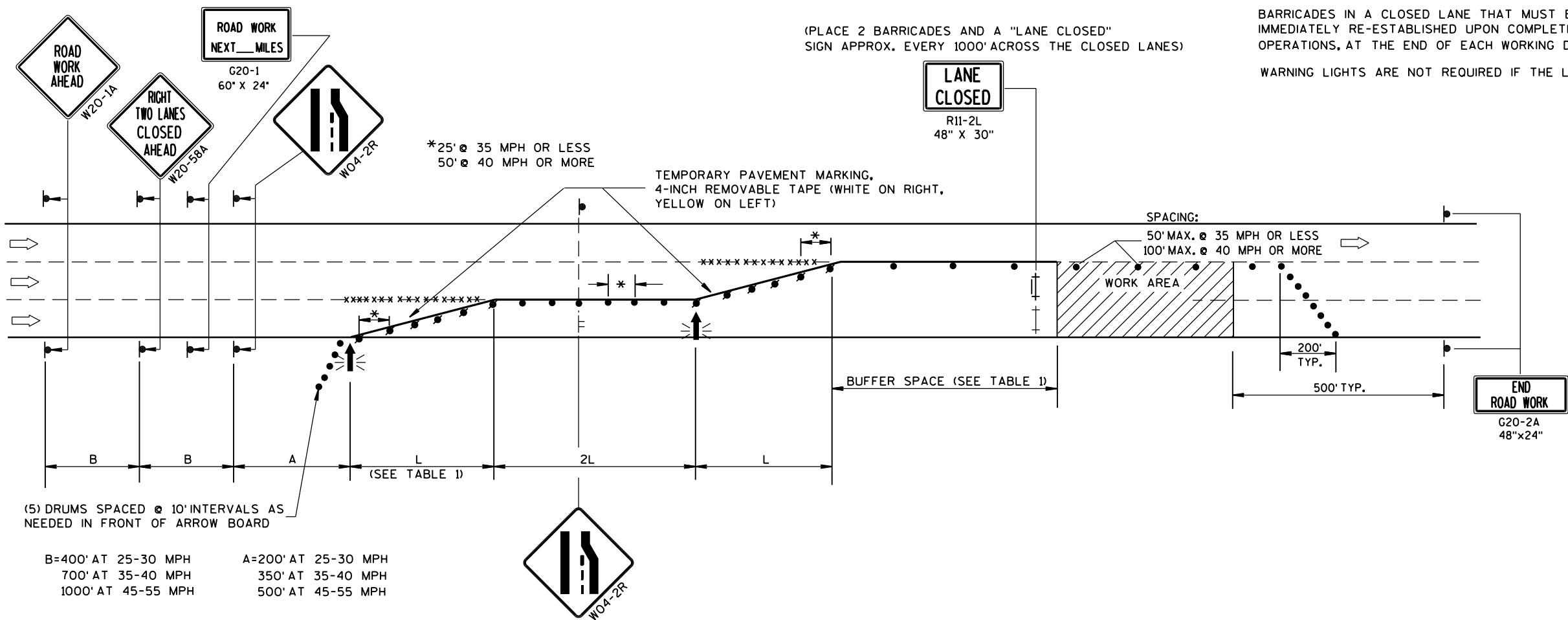
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

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.

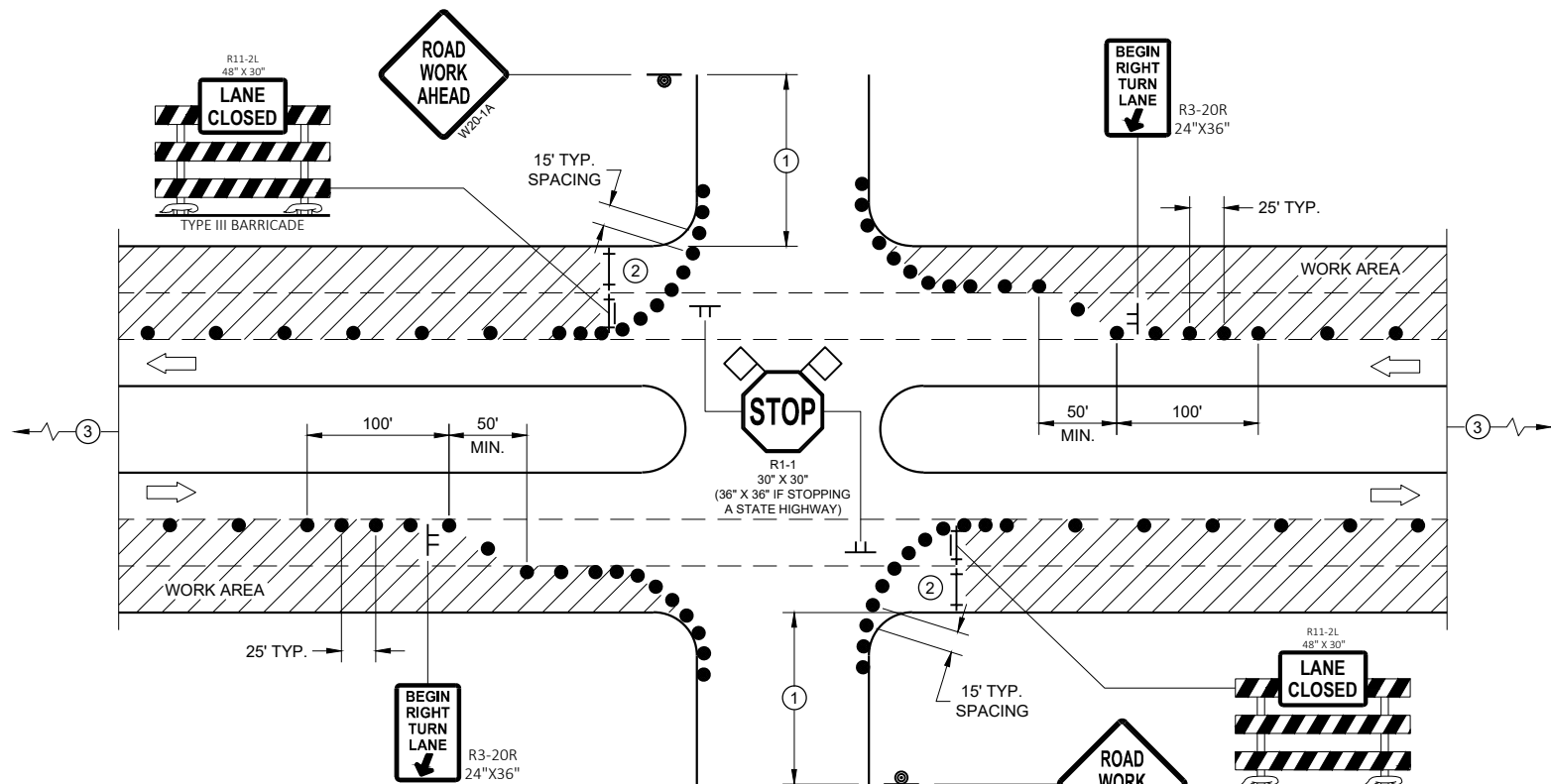


TRAFFIC CONTROL,
TWO LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

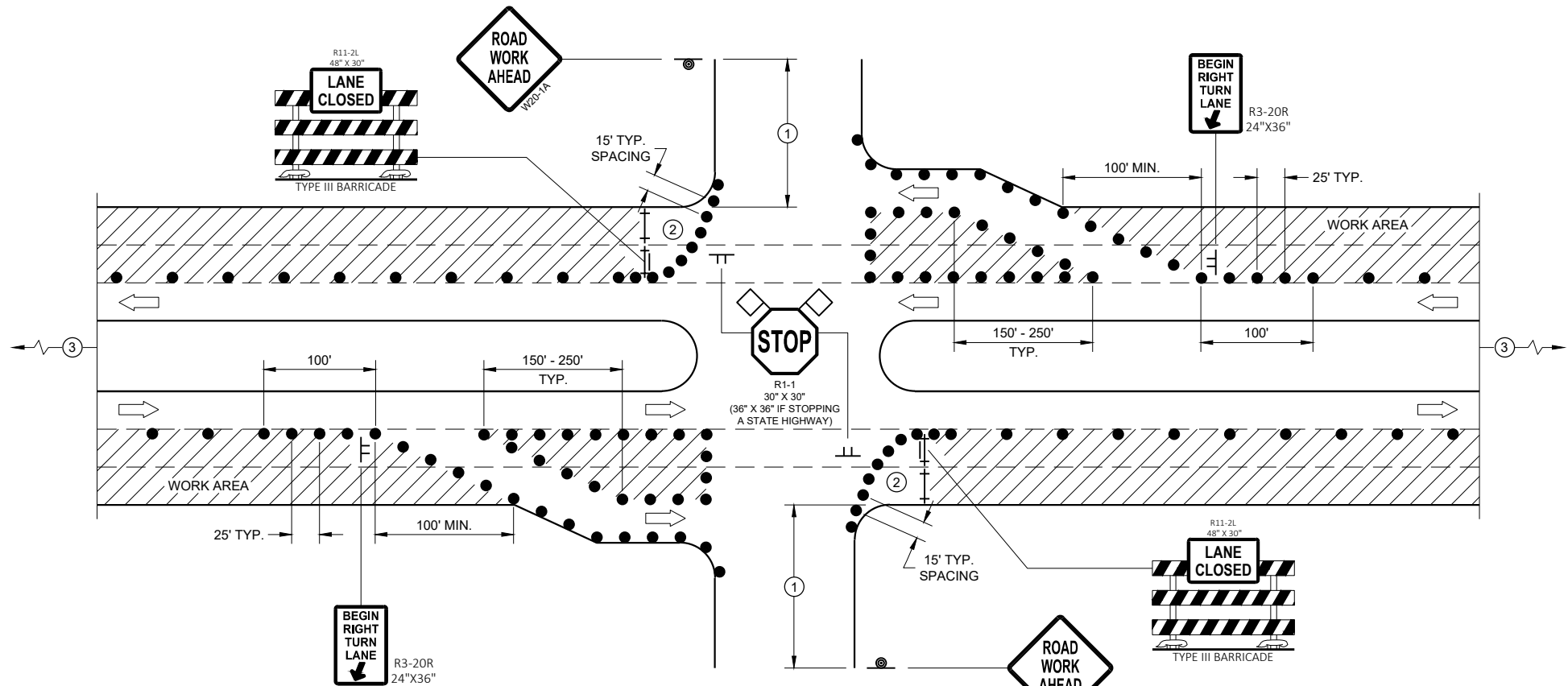
APPROVED
June 2016
DATE
FHWA

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER



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

FOR RIGHT TWO LANES
CLOSED AT INTERSECTION



FOR RIGHT TWO LANES CLOSED AT
INTERSECTION (WITH RIGHT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

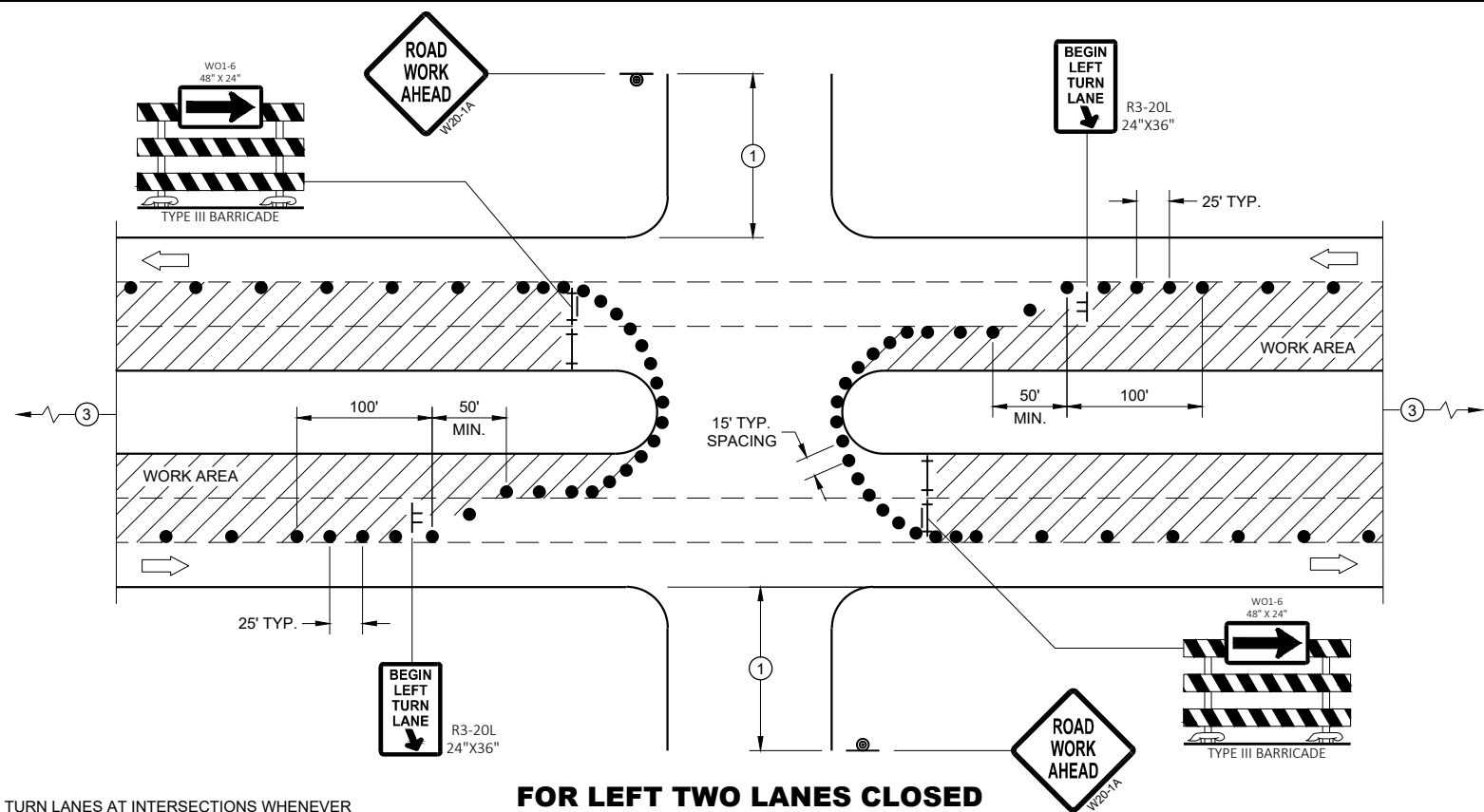
- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

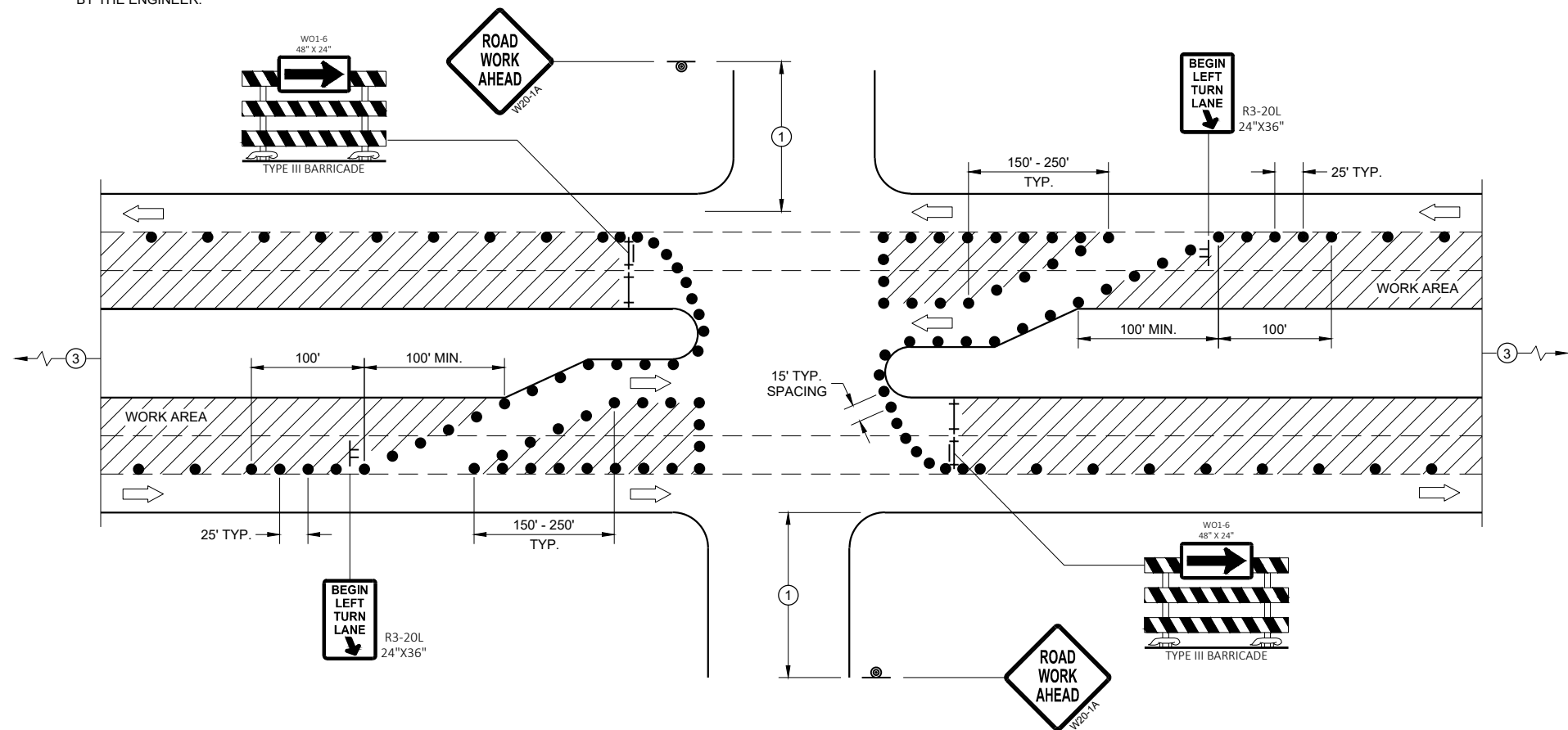
TRAFFIC CONTROL,
INTERSECTION WITHIN
TWO RIGHT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

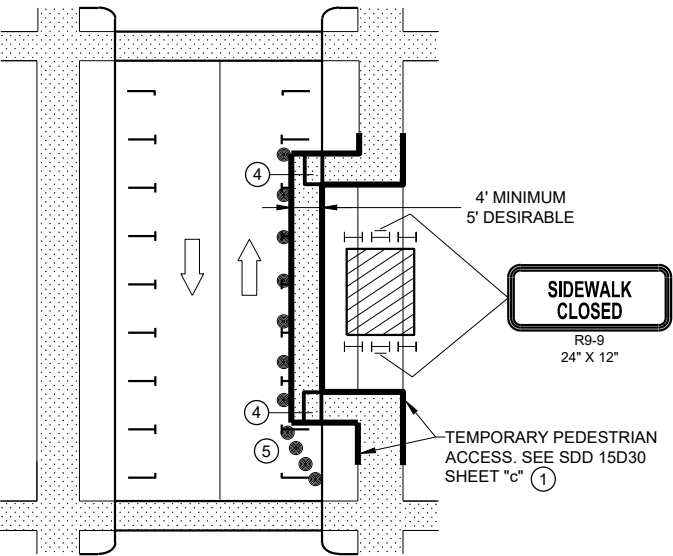
TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

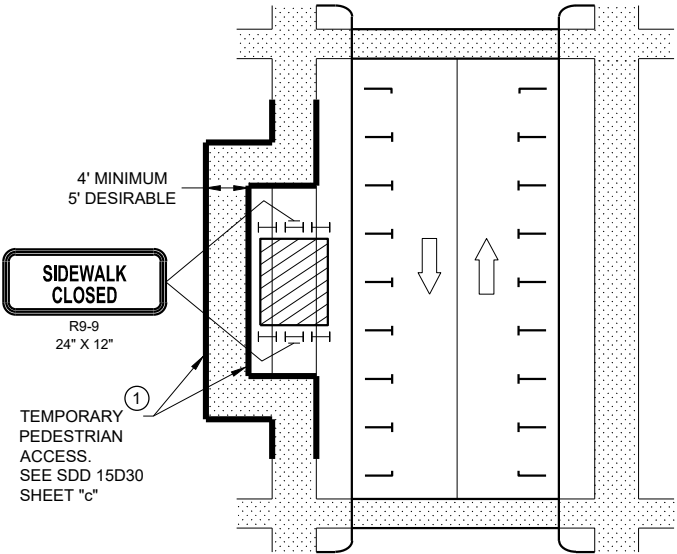
FHWA

NOTE: MAY BE USED ON ROADWAY WITH POSTED SPEED OF LESS THAN 40 MPH.

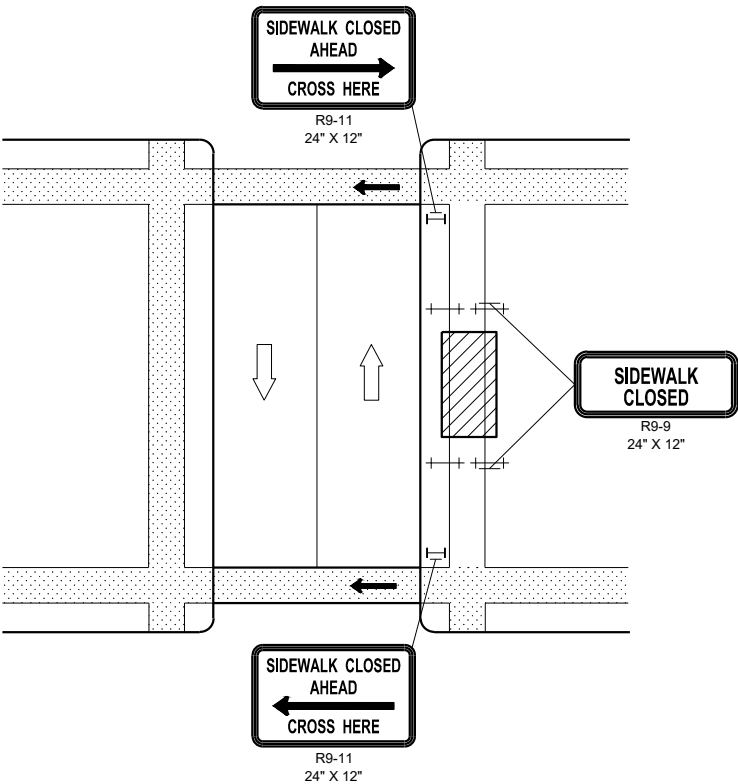


MID-BLOCK SIDEWALK CLOSURE
IN PARKING LANE

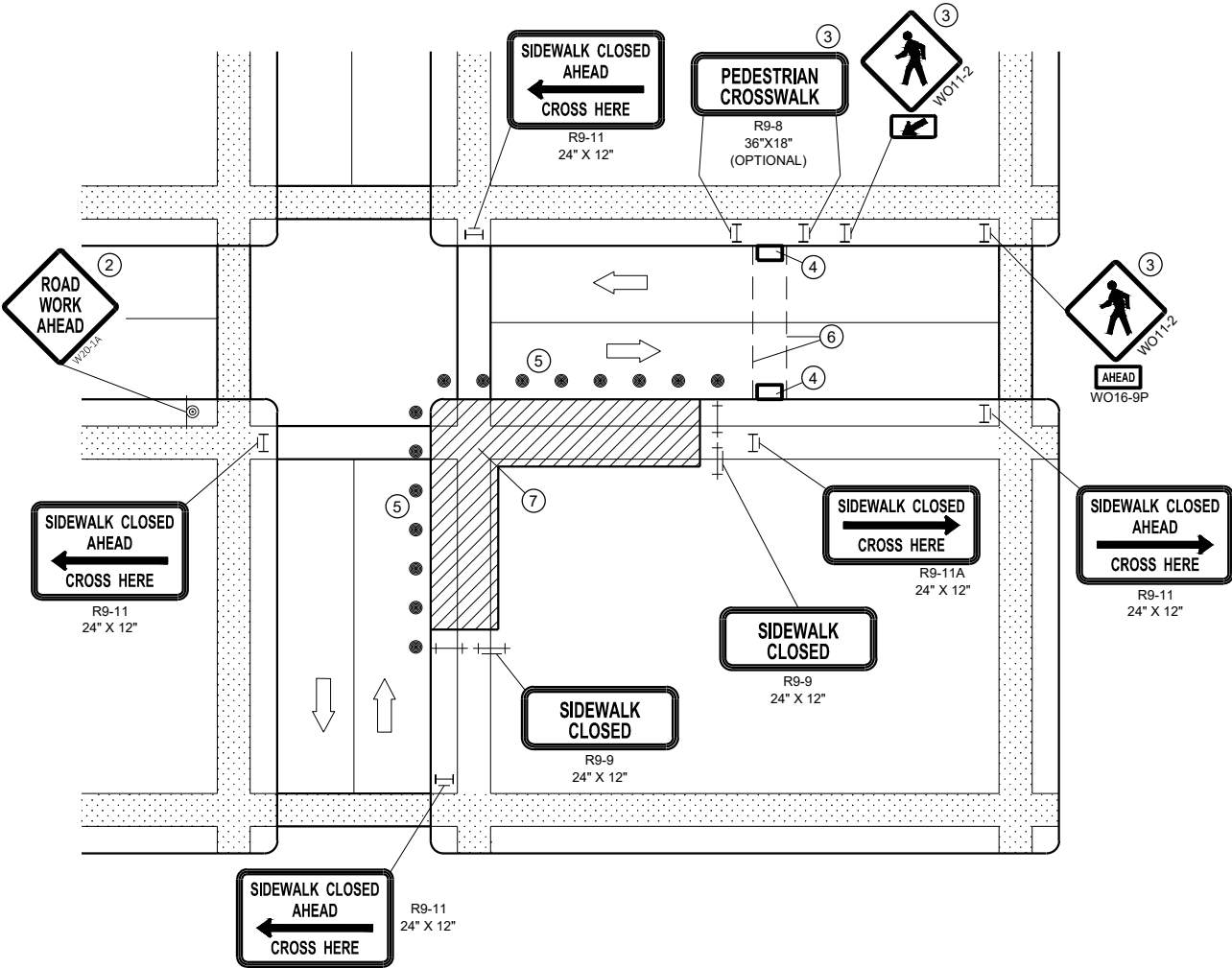
NOTE: LAYOUT SAME AS ABOVE.



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.

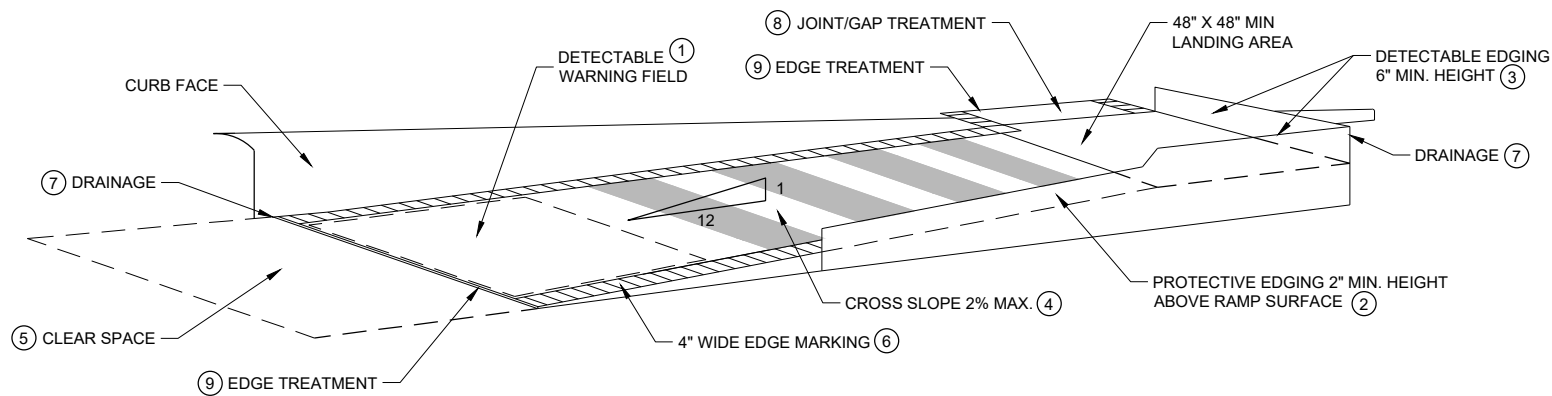
- ① IF SIDEWALK CLOSURE AFFECTS AN ACCESSIBLE AND DETECTABLE FACILITY, MAINTAIN ACCESSIBILITY AND DETECTABILITY ALONG THE ALTERNATE PEDESTRIAN ROUTE
- ② "ROAD WORK AHEAD" SIGNS ARE NOT REQUIRED IF THE SIDEWALK CLOSURE OCCURS WITHIN A LARGER WORK ZONE WHERE ADVANCE WARNING SIGNS ARE ALREADY PRESENT, OR 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 WO11-2 SIGN ASSEMBLIES. IF PROVIDED INCLUDE ON BOTH SIDES OF THE CROSSWALK.
- ④ TEMPORARY CURB RAMPS. SEE SDD 15D30 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

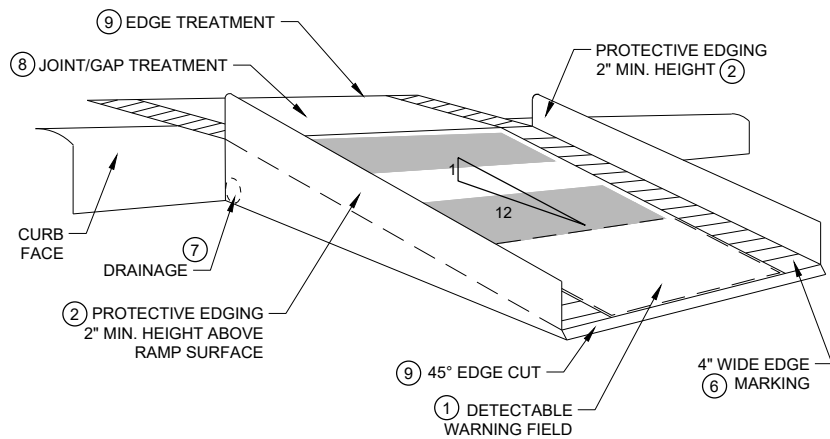
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE II BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- TYPE III BARRICADE WITH/WITHOUT SIGN (ALL WITH ONE WARNING LIGHT, TYPE A, LOW INTENSITY FLASHING)
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- PEDESTRIAN CHANNELIZATION DEVICE
- DIRECTION OF TRAFFIC

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

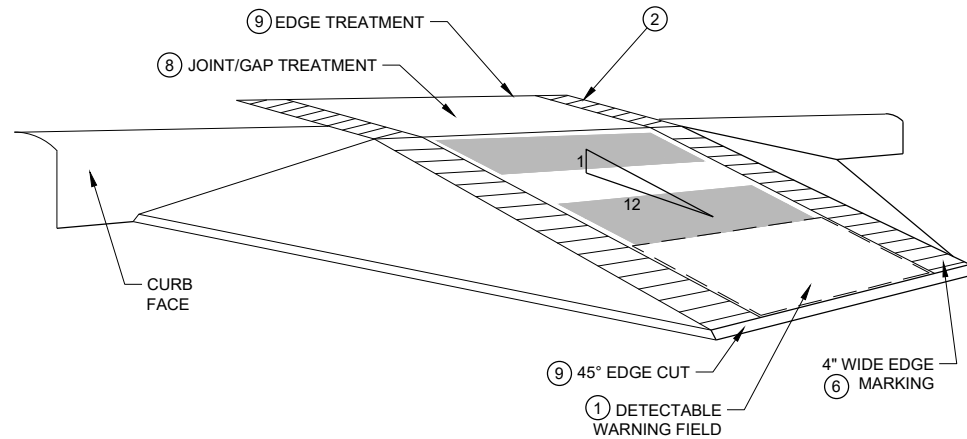
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

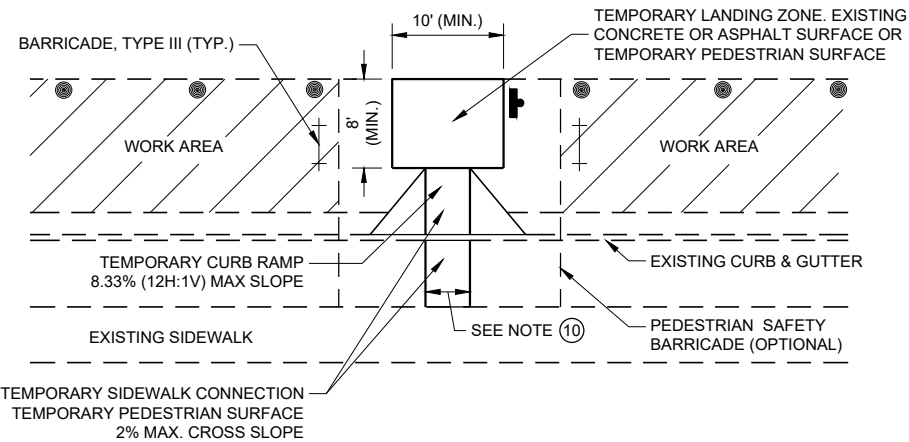
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

LEGEND

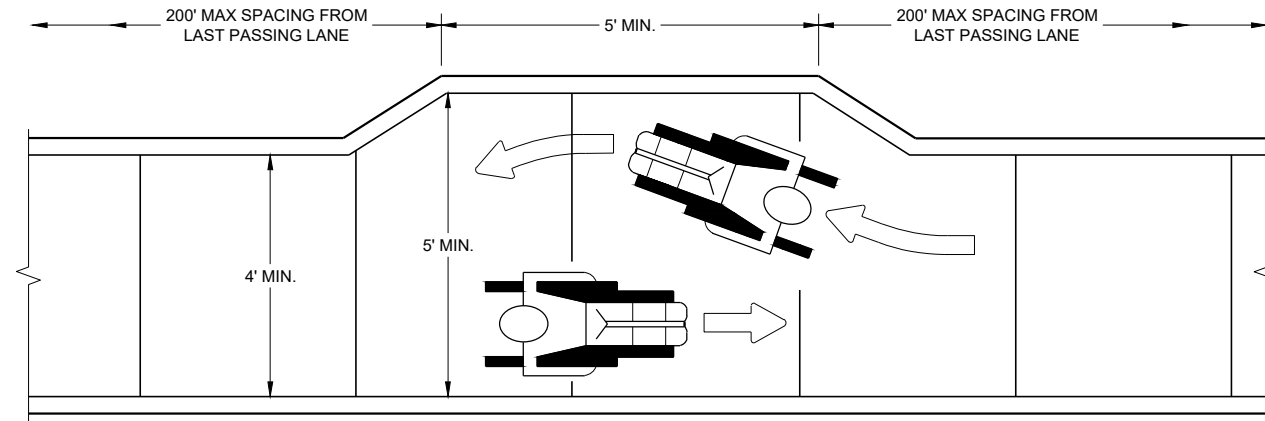
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

GENERAL NOTES

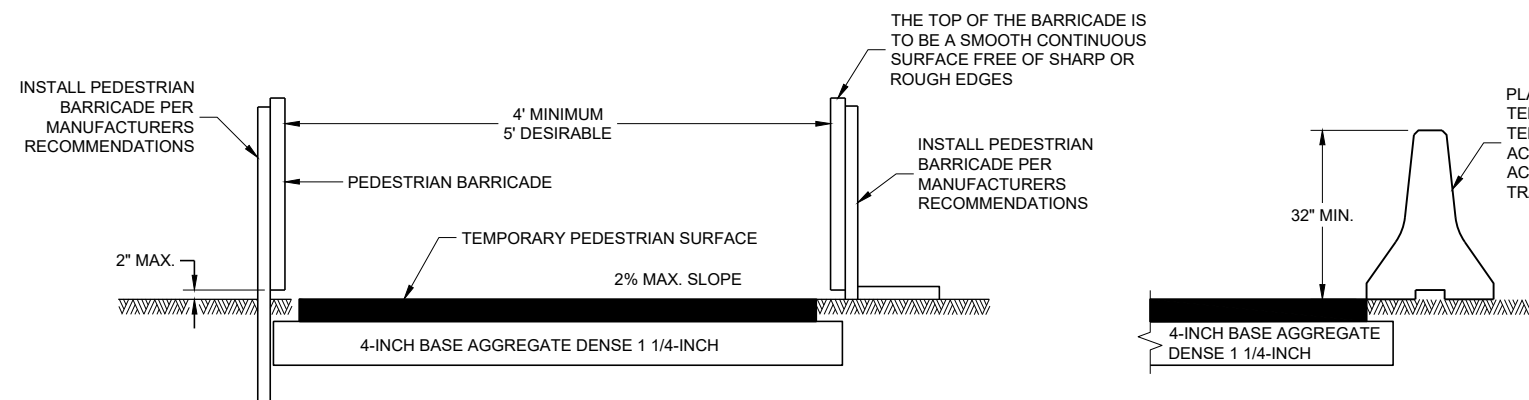
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.
- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
 - 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.
 - DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
 - CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
 - CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
 - THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
 - DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
 - LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
 - 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".
 - 5' WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



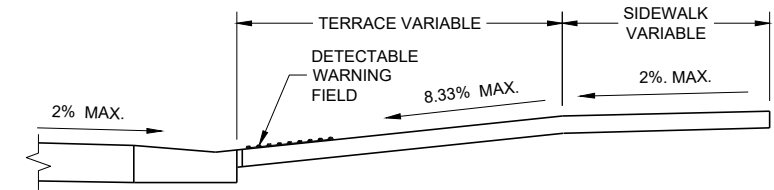
TEMPORARY BUS STOP PAD



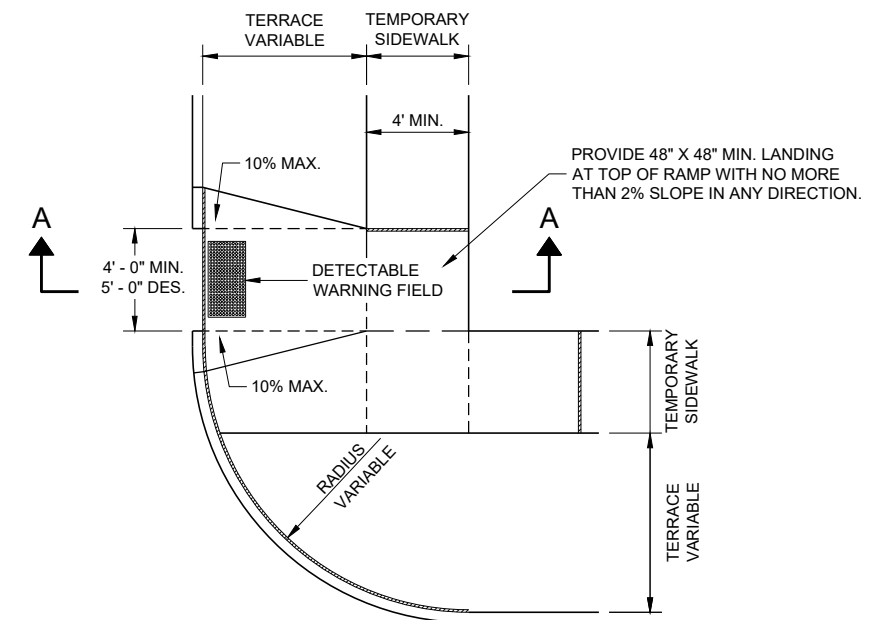
NARROW SIDEWALK PASSING DETAIL



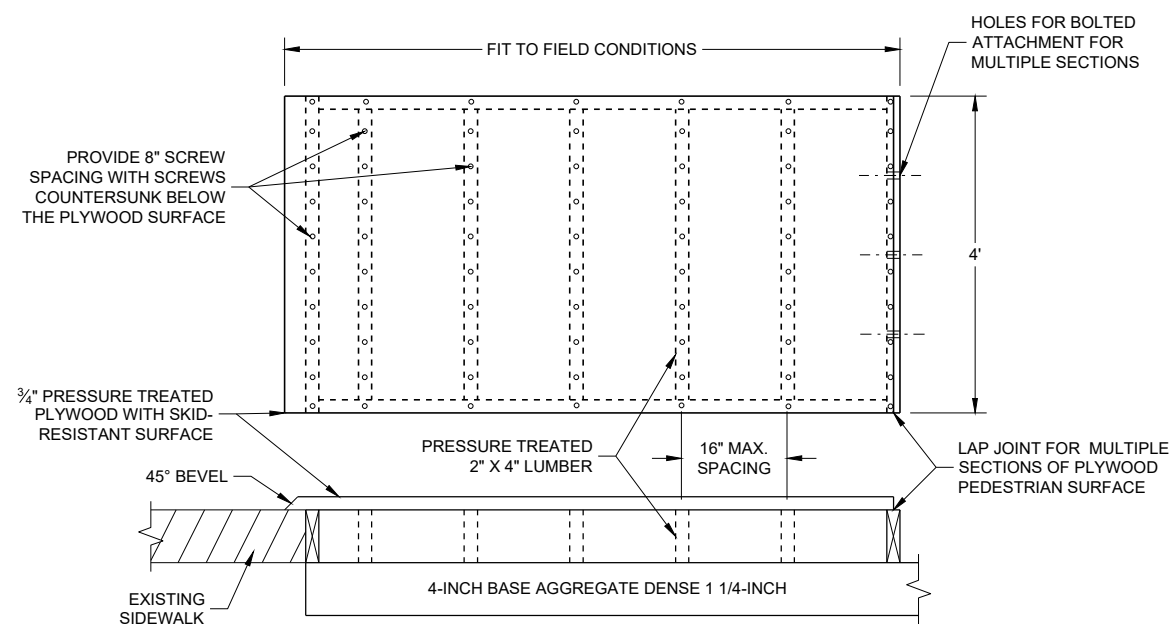
TEMPORARY PEDESTRIAN ACCESS



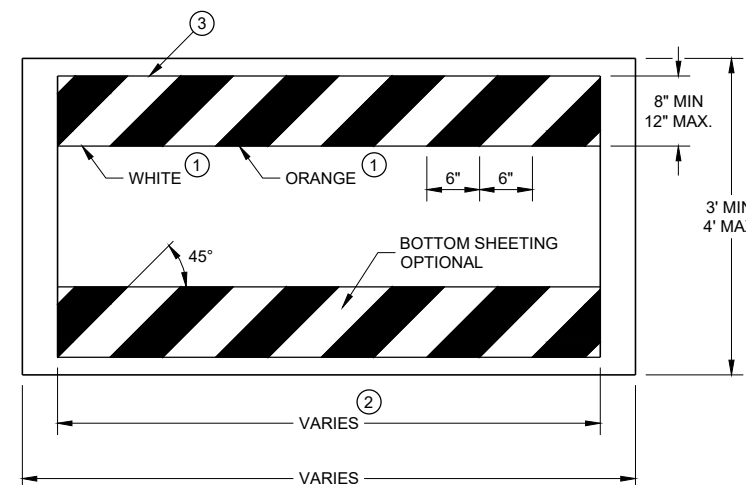
SECTION A - A



**PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)**



TEMPORARY PEDESTRIAN SURFACE PLYWOOD

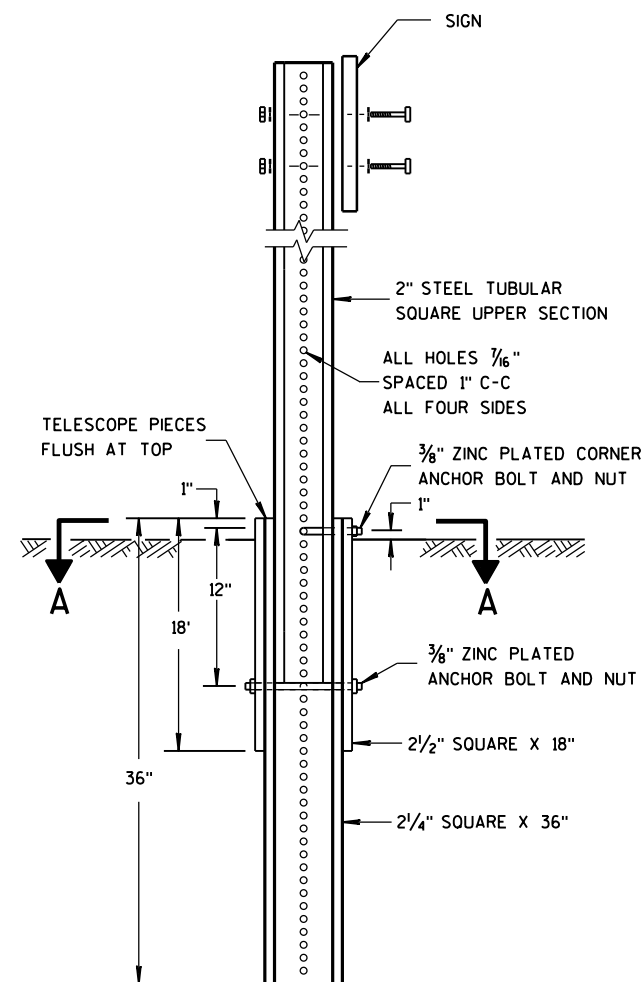


TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

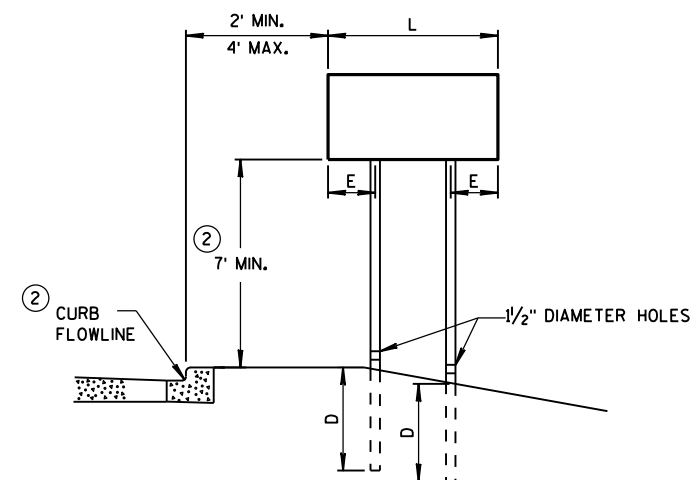
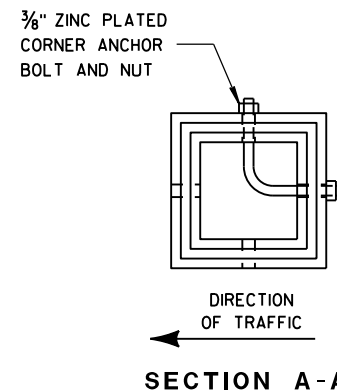


DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

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

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

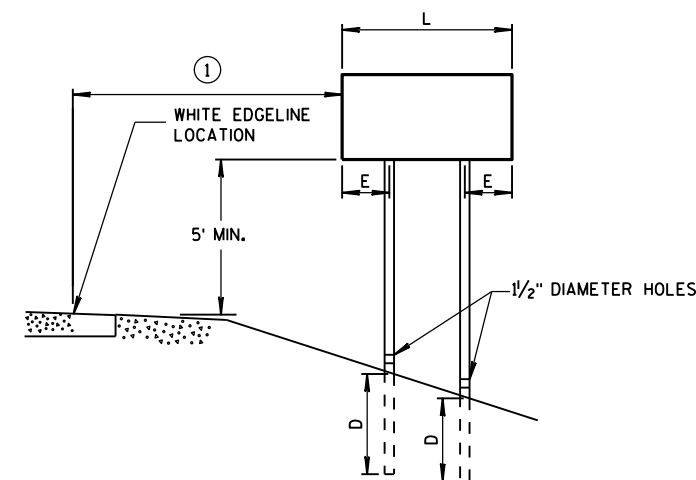
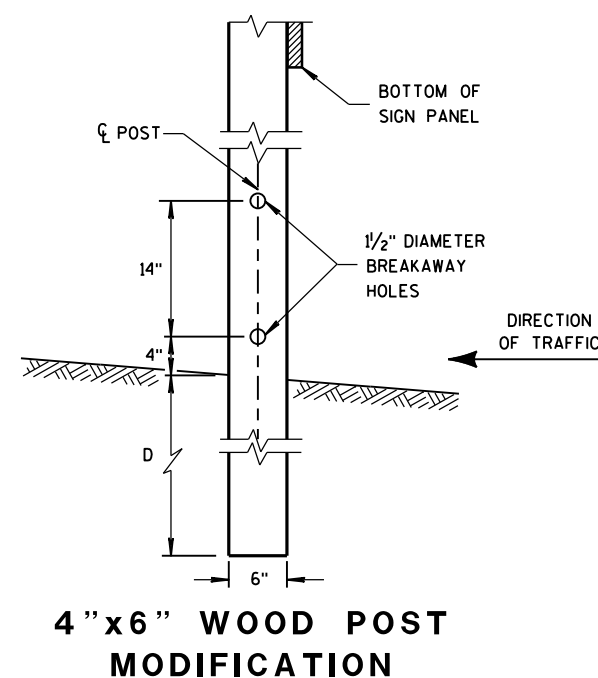


URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST
EMBEDMENT DEPTH

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



RURAL AREA

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

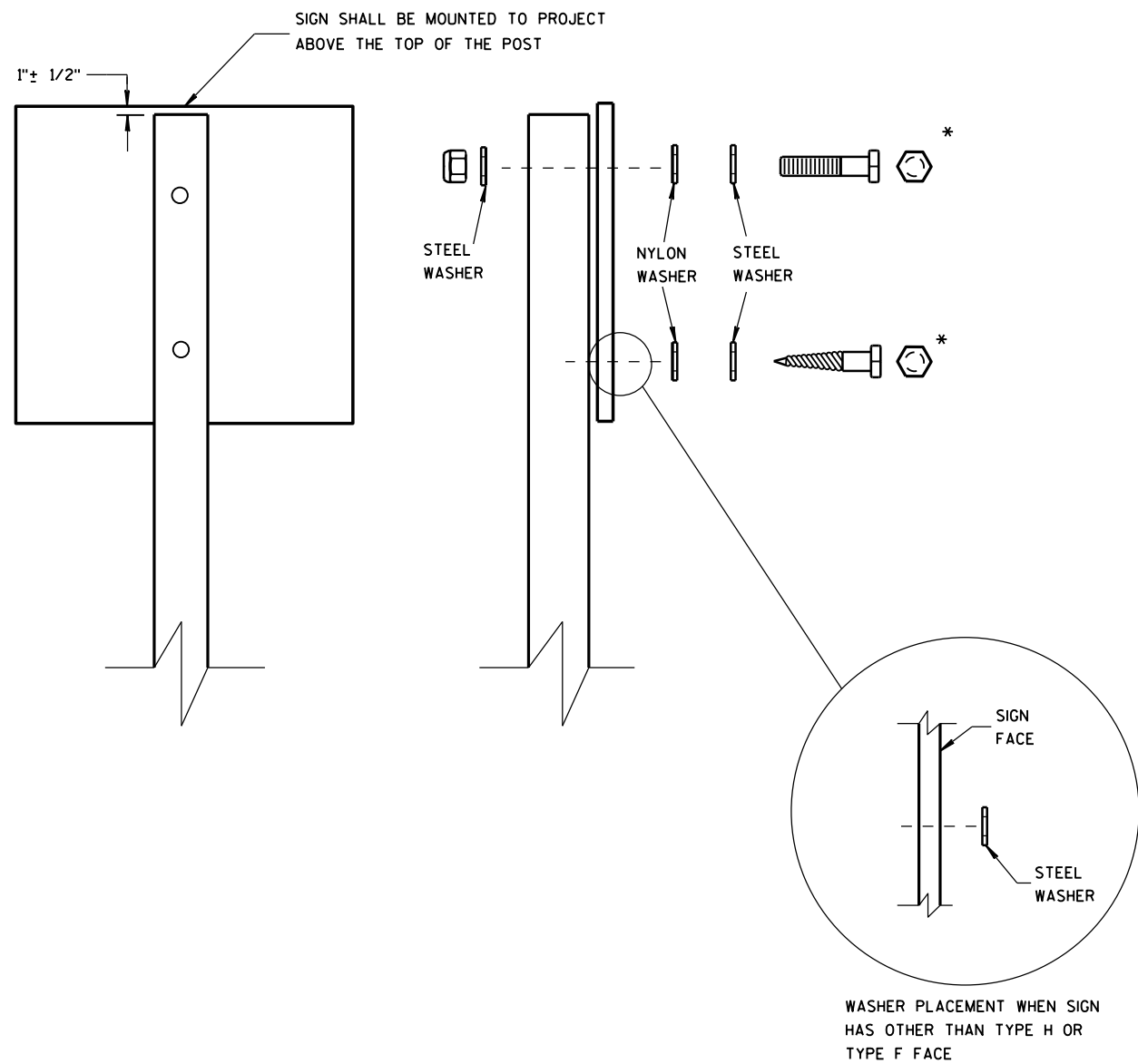
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

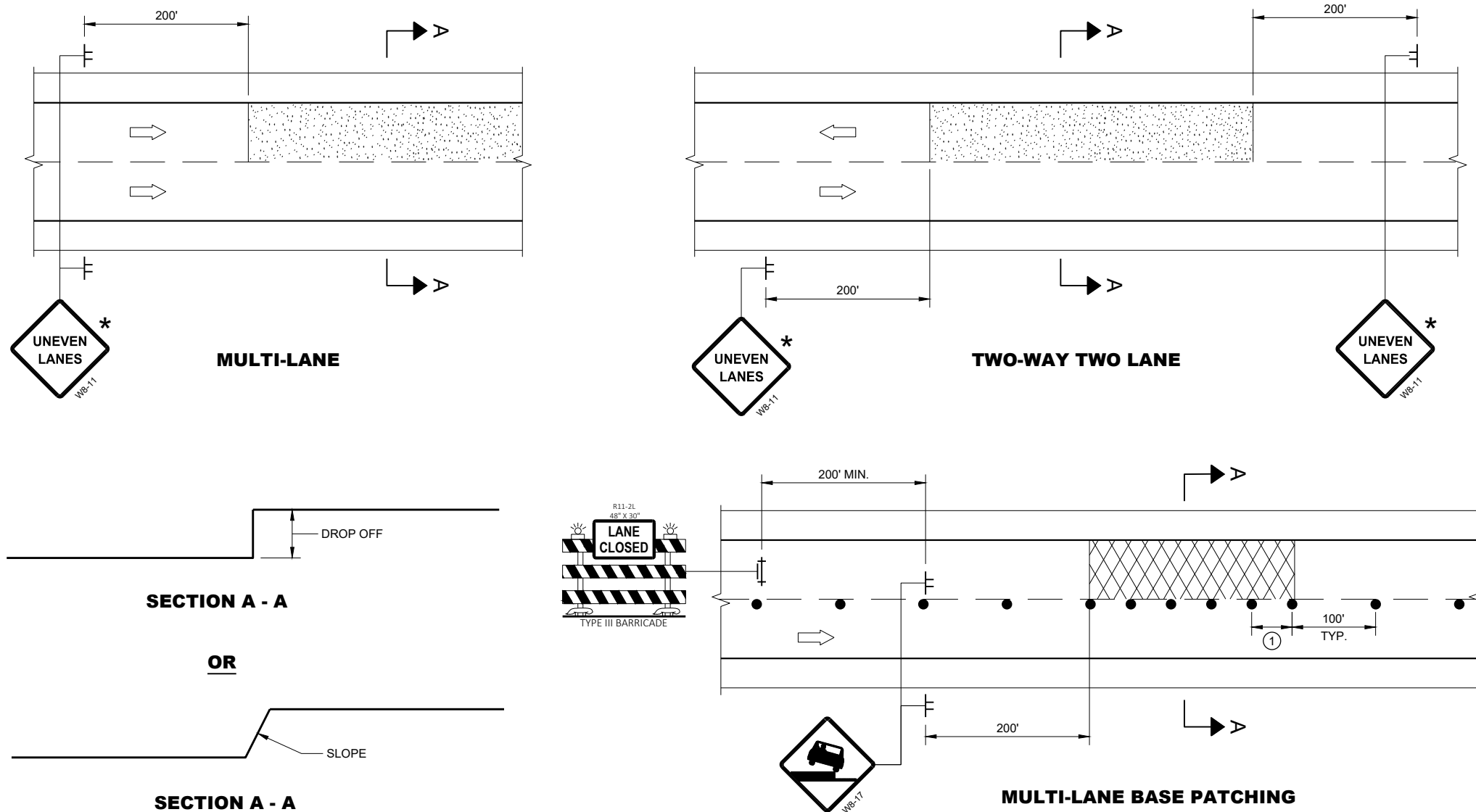
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" x 3"
 - MACHINE BOLTS - 5/16" x 6-1/2" OR 7" LENGTH W/ NUTS

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

- WASHERS (ALL POSTS) -
- 1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
 - 1-1/4" O.D. x 3/8" I.D. x .080 NYLON FOR ALL TYPE H SIGNS

* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

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

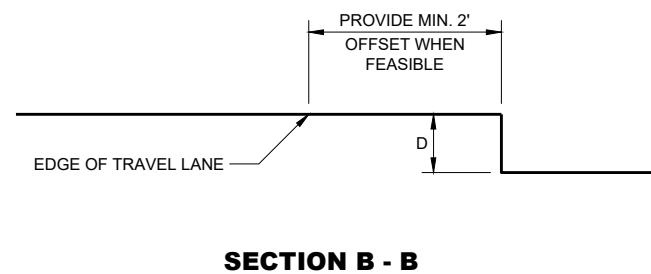
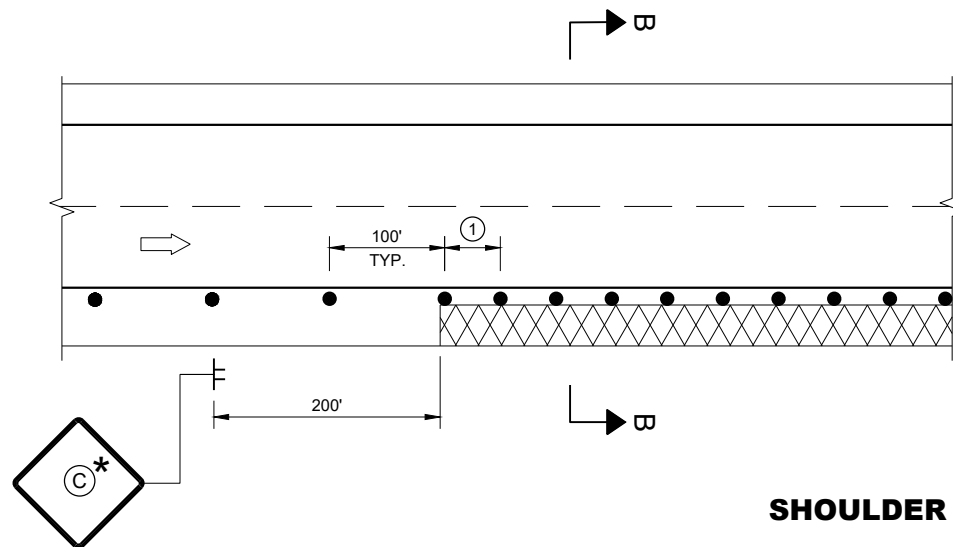


GENERAL NOTES

- 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 EVERY ENTRANCE RAMP.
- ① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- 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 Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- 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"x48" UNLESS OTHERWISE NOTED.

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

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

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

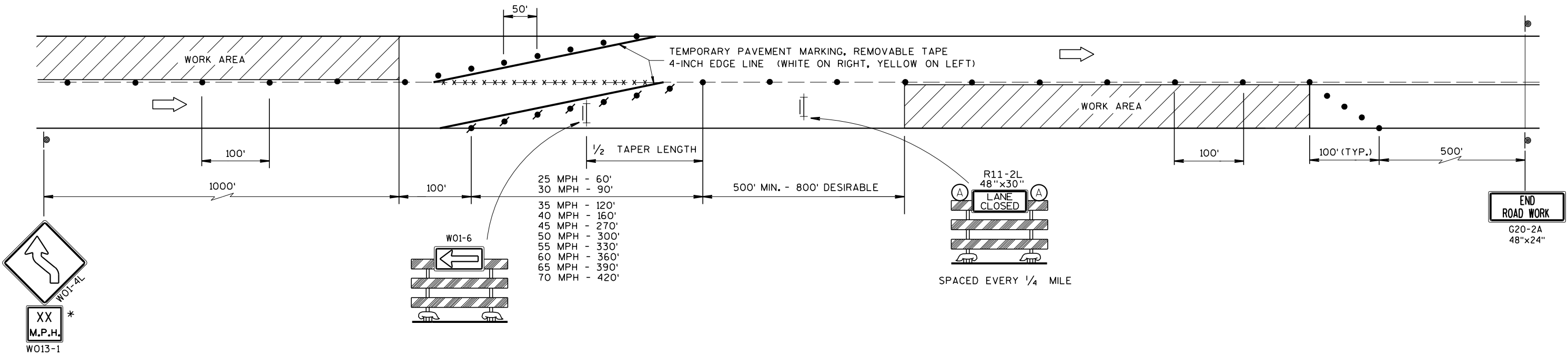
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



* 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 Heidtke WORK ZONE ENGINEER
FHWA	

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	SIGN ON TEMPORARY SUPPORT
	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
	TRAFFIC CONTROL DRUM
	TYPE "A" WARNING LIGHT (FLASHING)
	DIRECTION OF TRAFFIC
	WORK AREA
	FLASHING ARROW BOARD
	PORTABLE CHANGEABLE MESSAGE SIGN

RIGHT CLOSURE SHOWN (LEFT LANE CLOSURE SIMILAR)

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

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

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

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

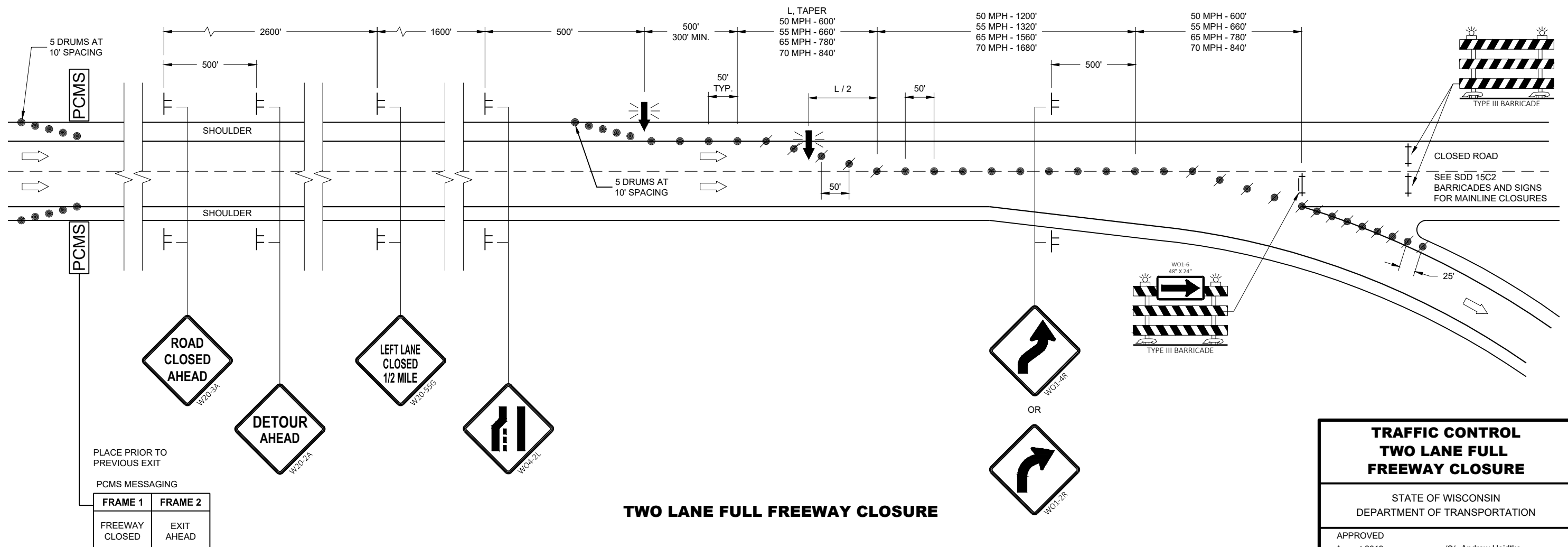
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS EACH CLOSED LANE TO HELP REINFORCE THE DRUM LINE.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

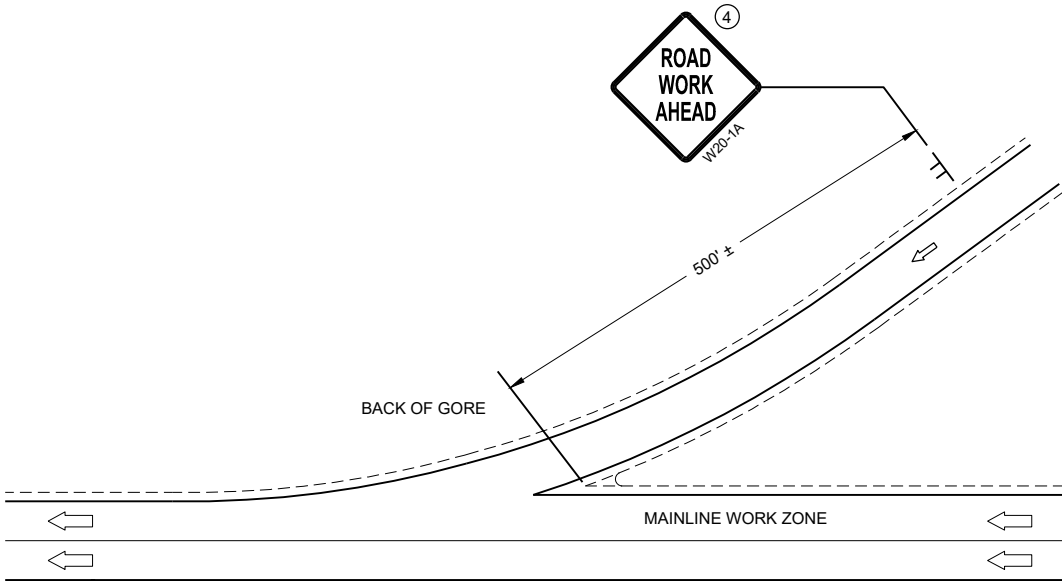
REFER TO DETOUR ROUTES FOR TRAFFIC GUIDANCE SIGNING.

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.



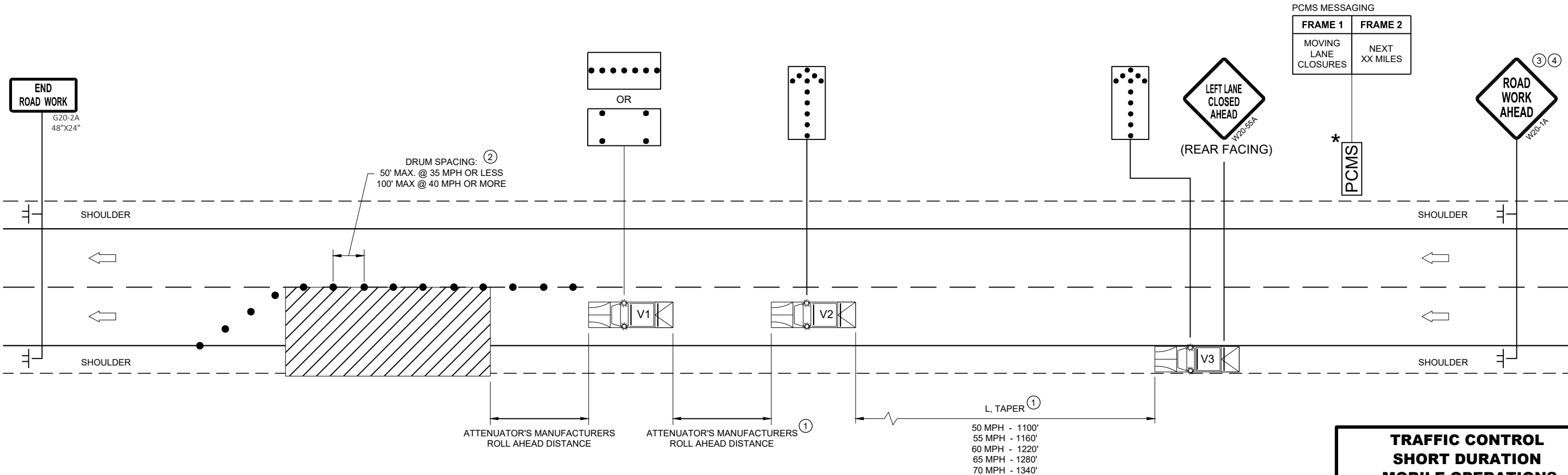
LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- TRAFFIC CONTROL DRUM
- ☐ TRUCK MOUNTED ATTENUATOR (TMA)
- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ▨ WORK AREA



GENERAL NOTES

- SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.
- MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.
- 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.
- WHEN WORK ACTIVITY BLOCKS THE RIGHT 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 DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC
- ① DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE 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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
 - ② DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
 - ③ WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.
 - ④ SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ★ PCMS OPTIONAL



**TRAFFIC CONTROL
SHORT DURATION
MOBILE OPERATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2019
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

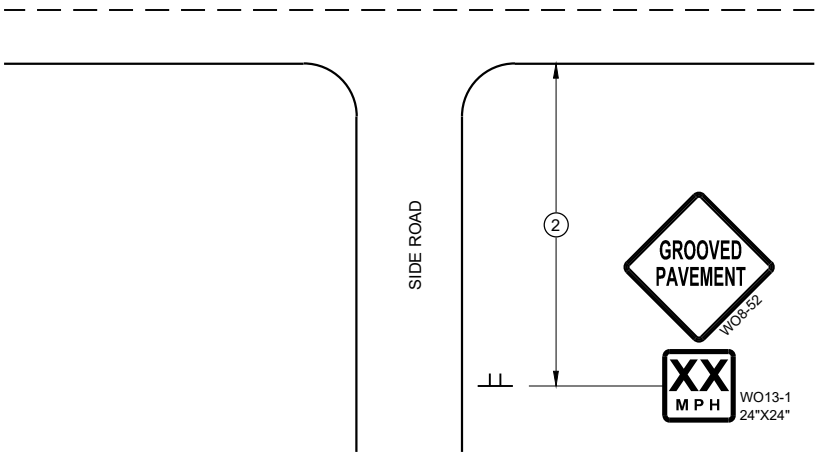
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

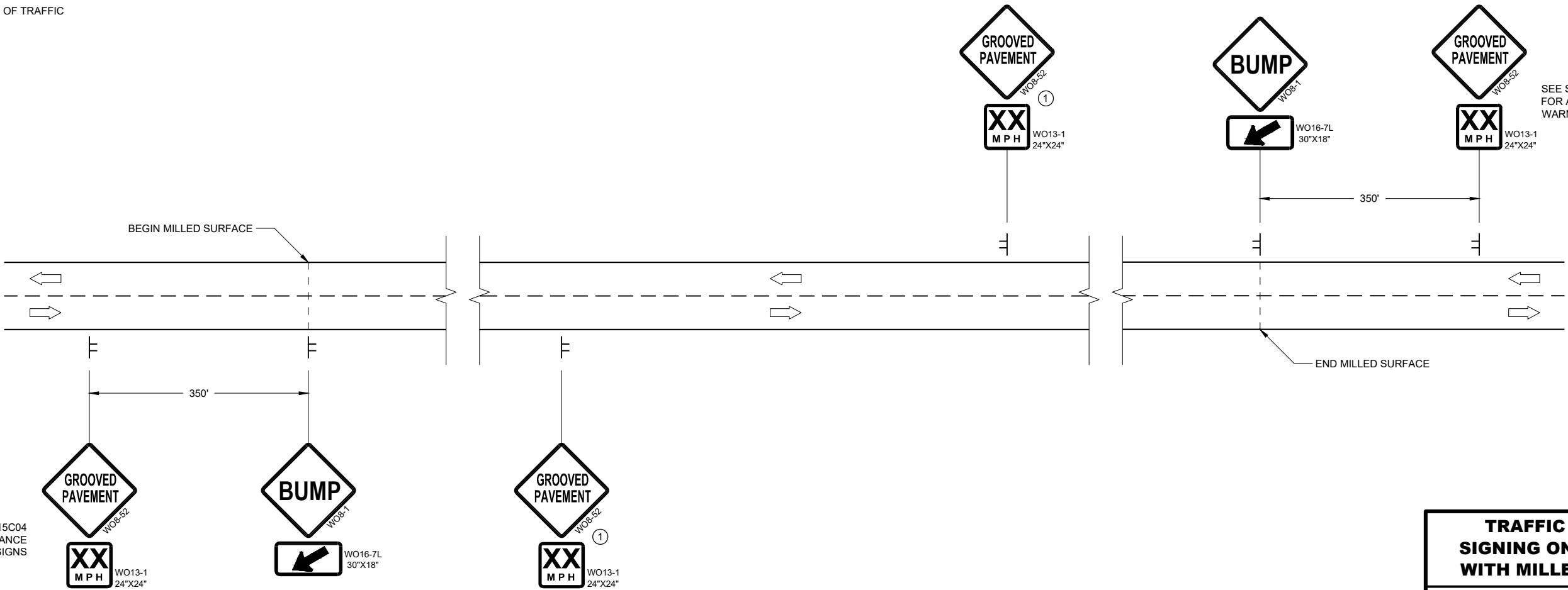
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



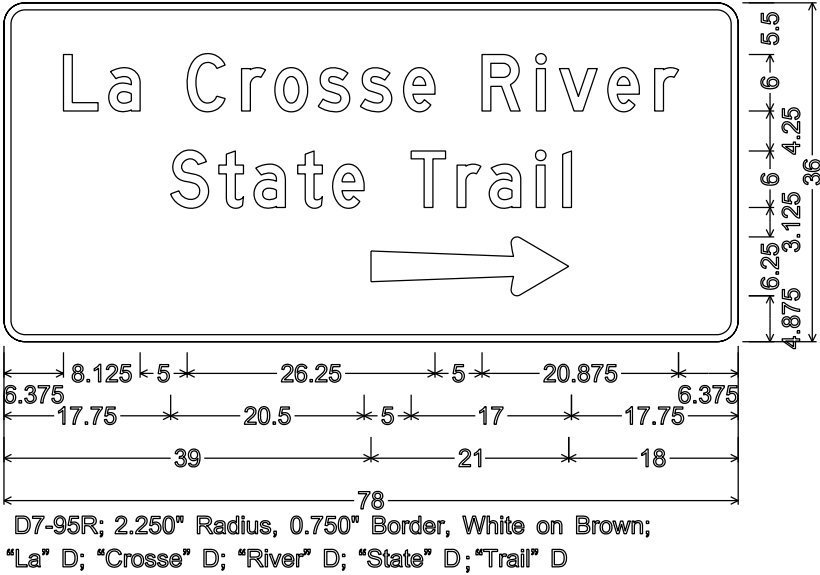
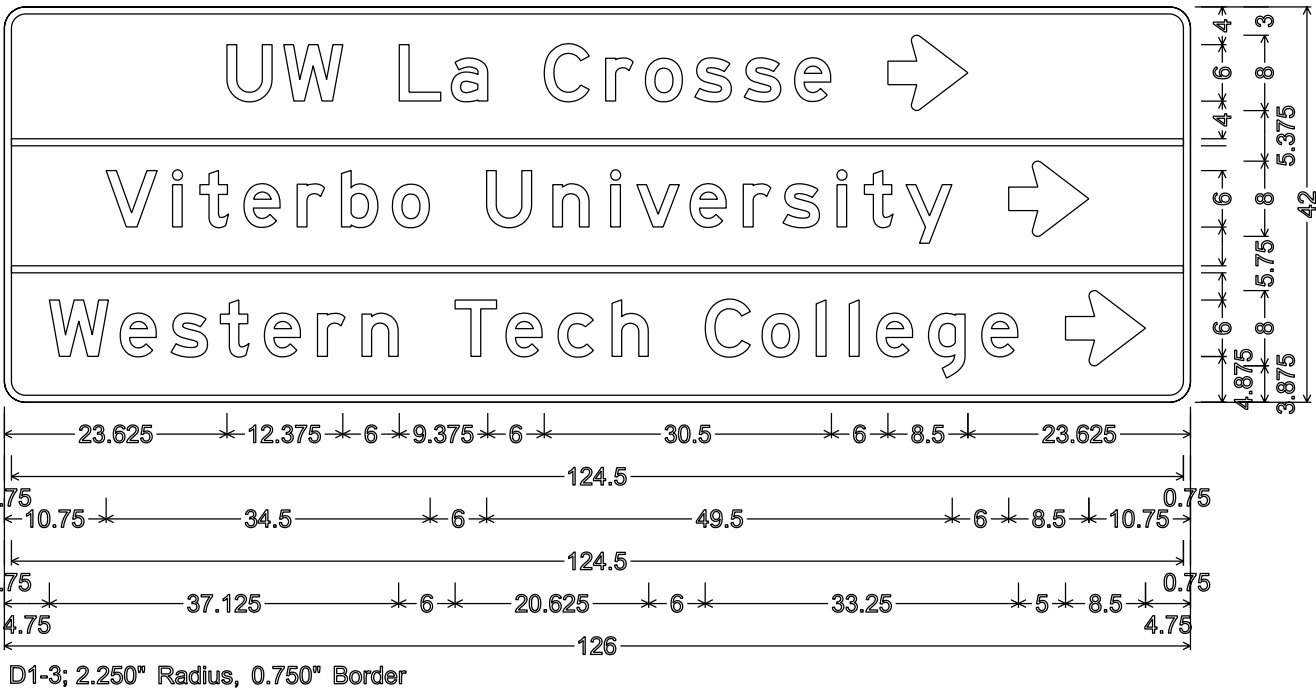
DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

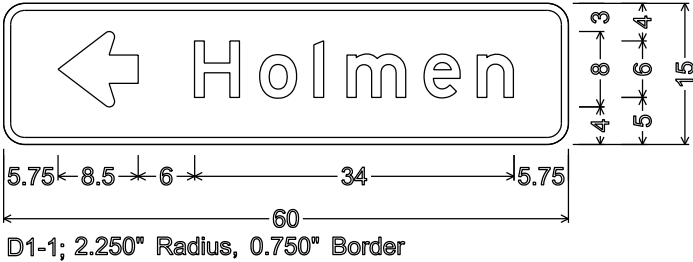
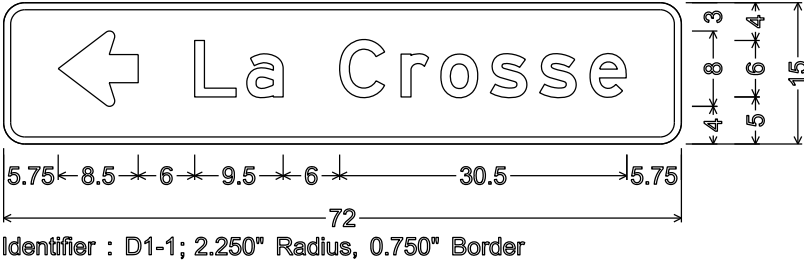
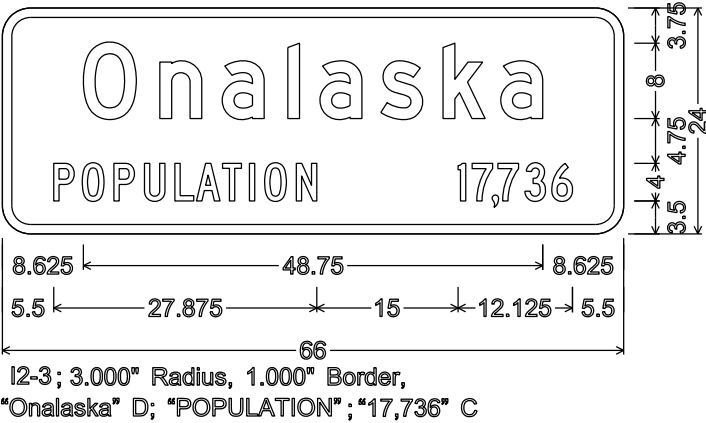
APPROVED
August 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



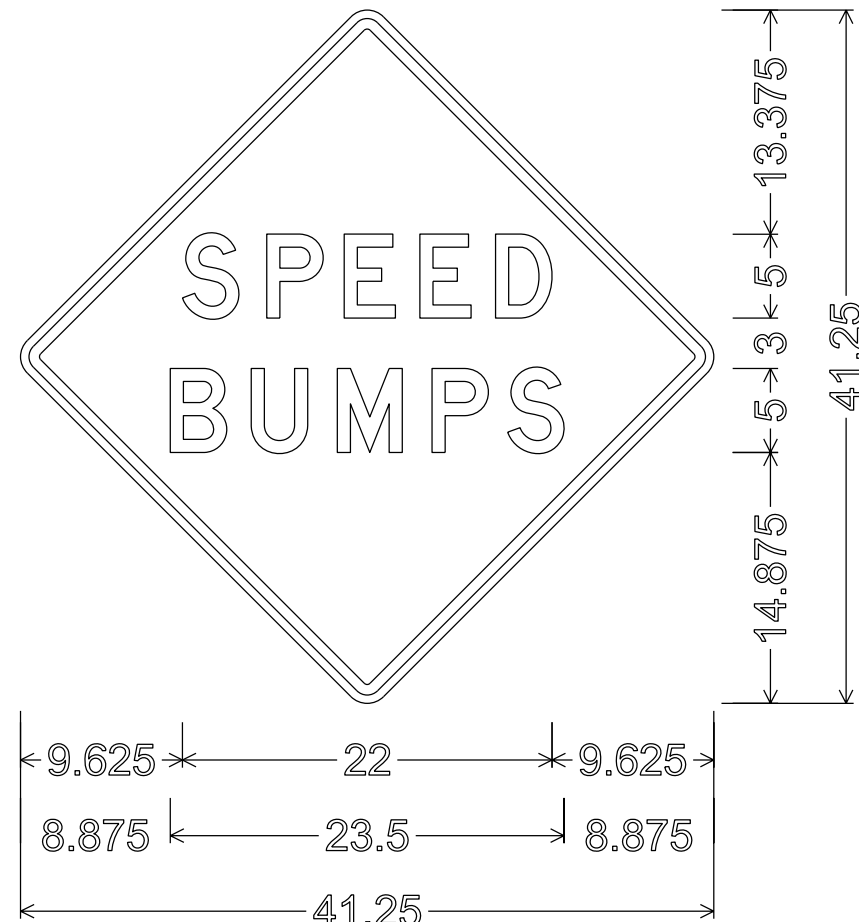
NOTES

- 1. All Signs Type II - Type H Reflective
- 2. Color:
Background - Green except as noted
Message - White
- 3. Message Series - E except as noted



NOTES

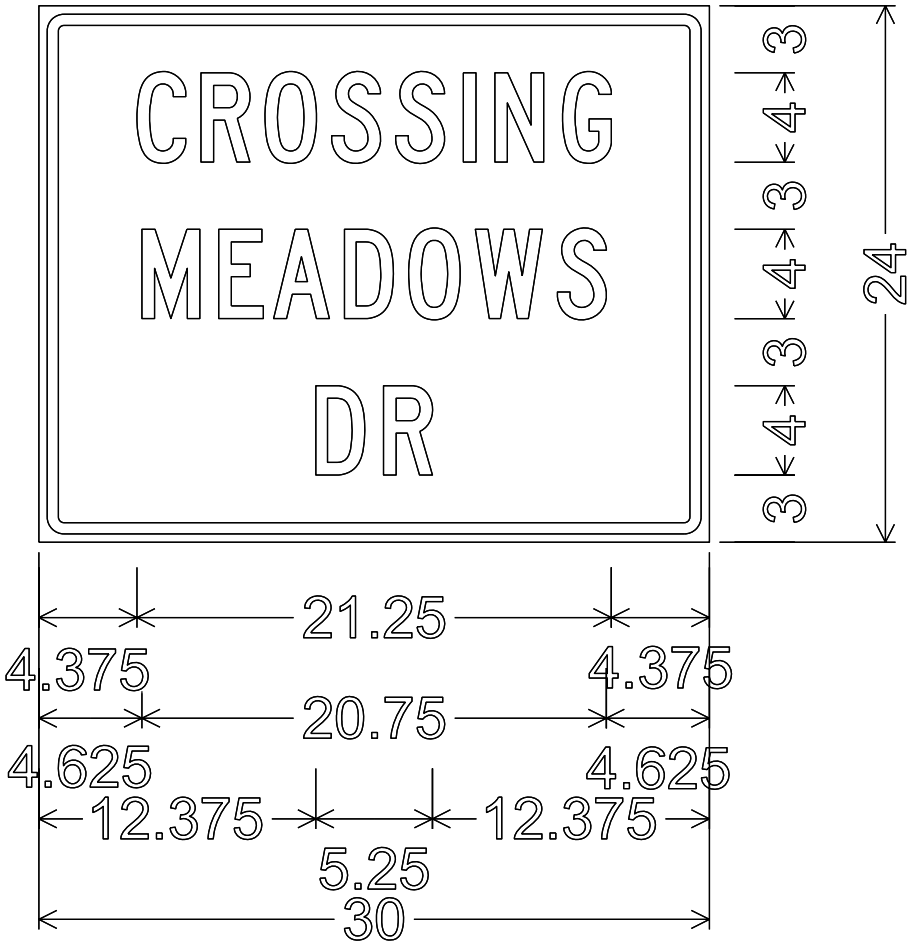
1. All Signs Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Message Series - D



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

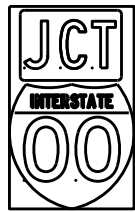


1.125" Radius, 0.500" Border, 0.375" Indent

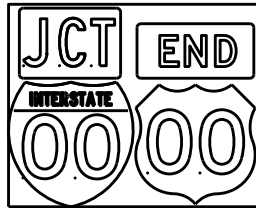
7

7

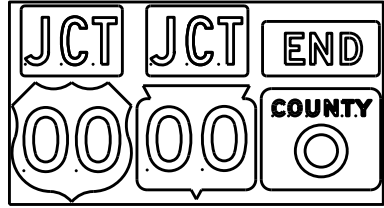
TYPICAL ASSEMBLIES



J1-1



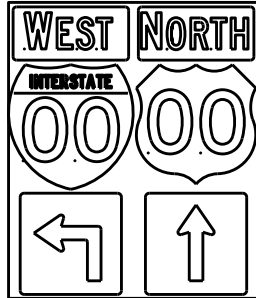
J1-2



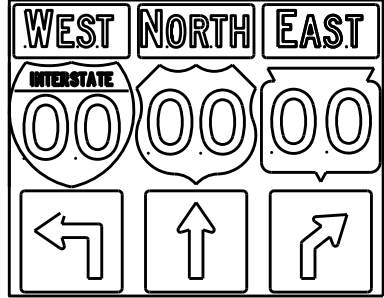
J1-3



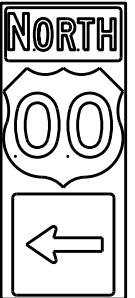
J2-1



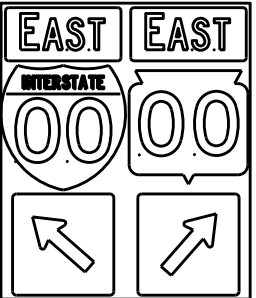
J2-2



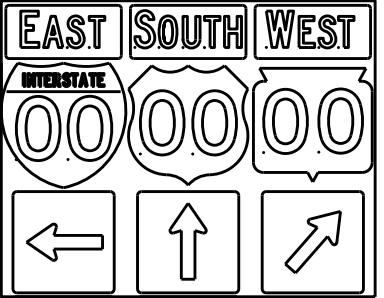
J2-3



J3-1



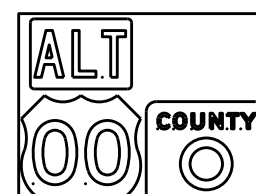
J3-2



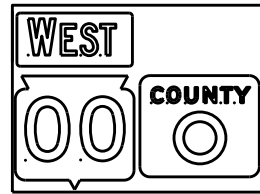
J3-3



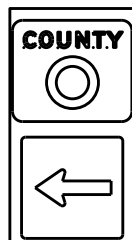
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

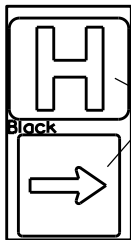


J22-1



JV

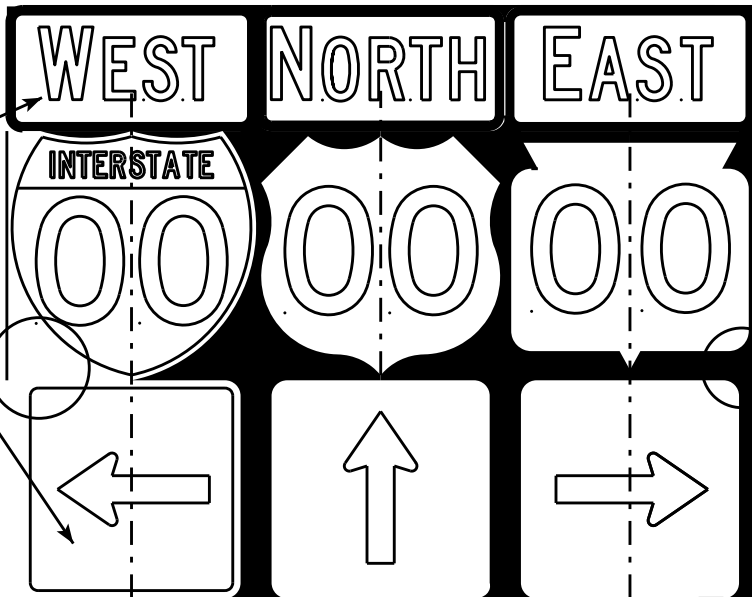
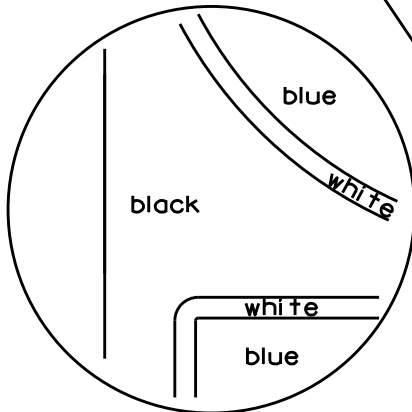
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

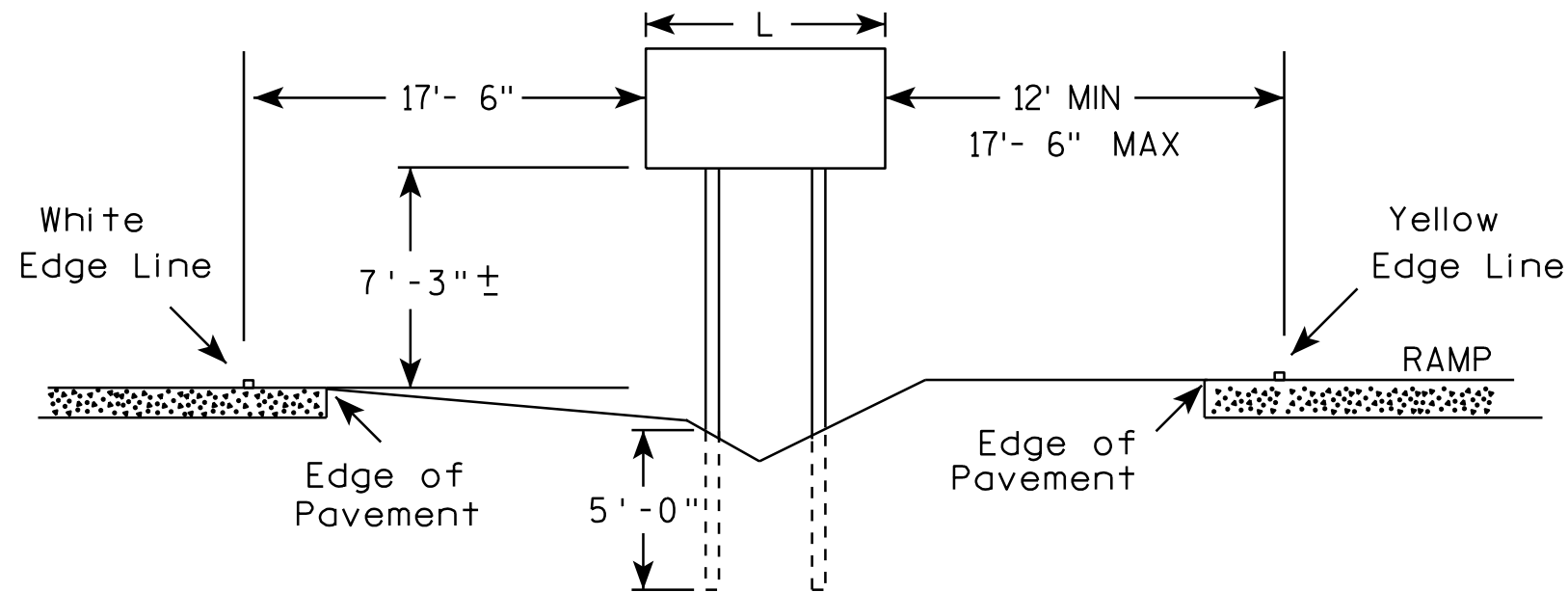
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

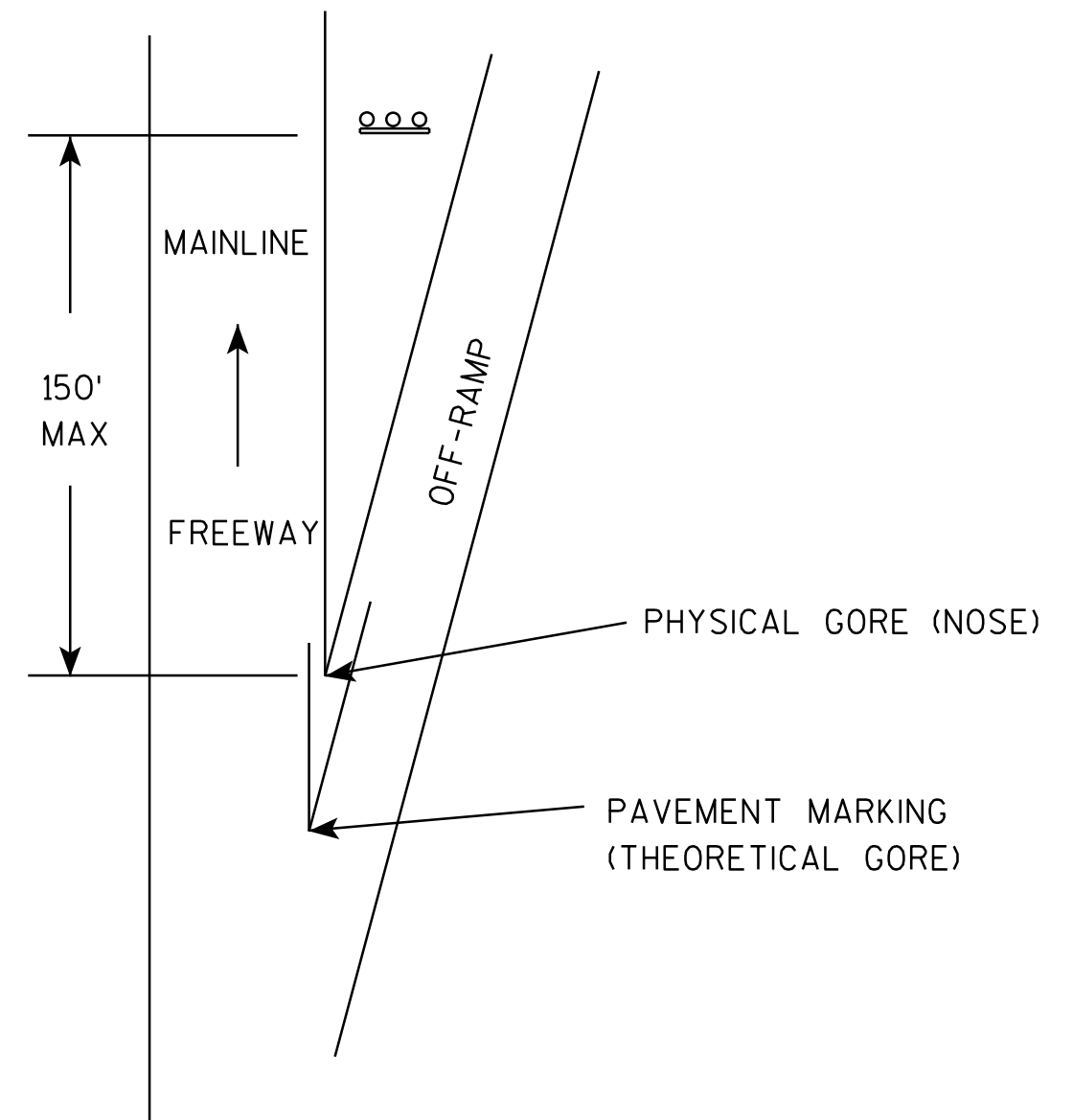
NOTES

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



GENERAL NOTES

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



TYPICAL INSTALLATION
OF TYPE II SIGNS ON
WOOD POSTS IN GORE

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

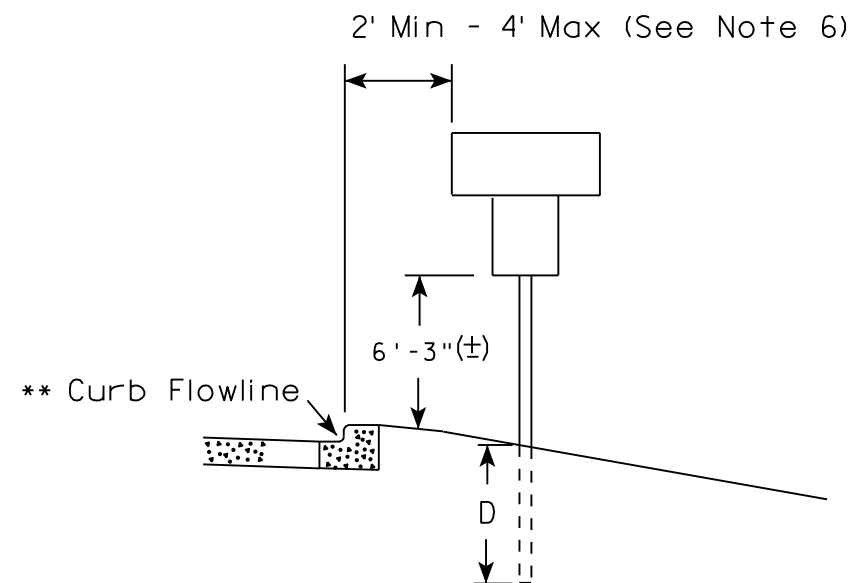
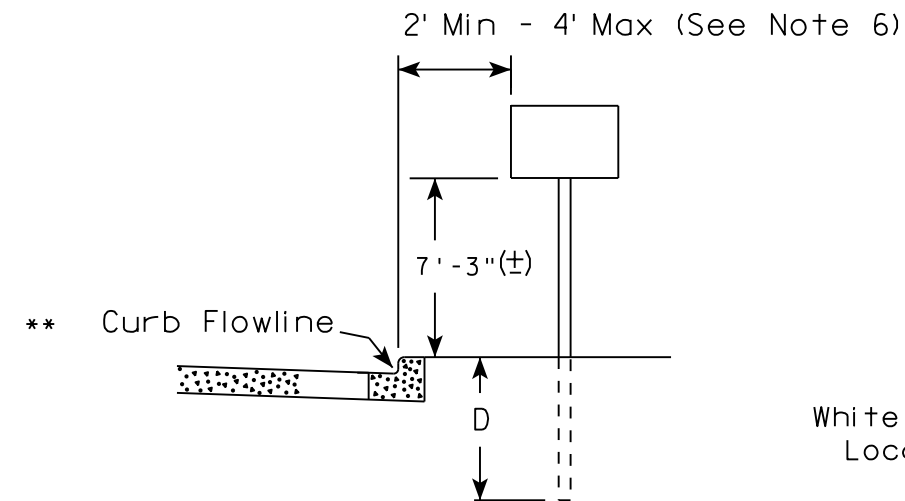
DATE 2/06/14 PLATE NO. A4-2.3

PROJECT NO:

SHEET NO:

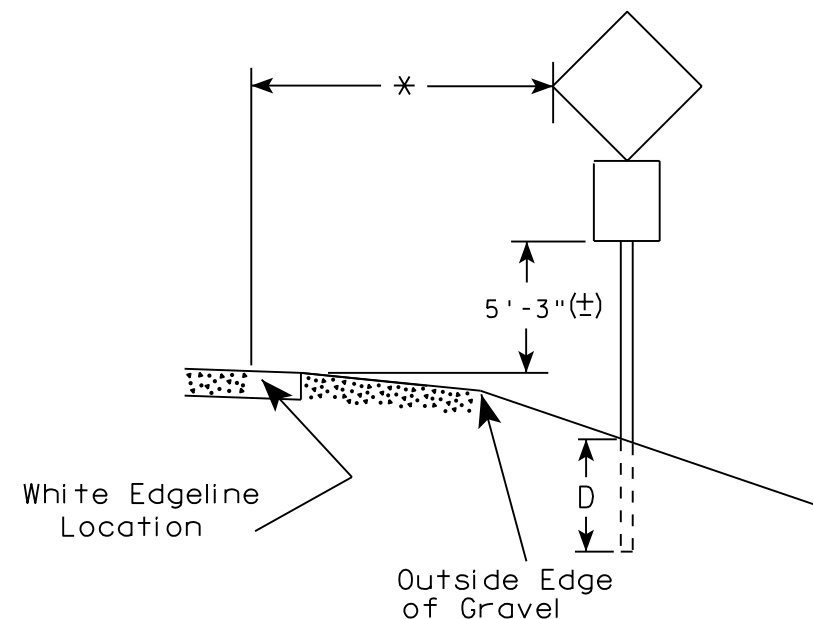
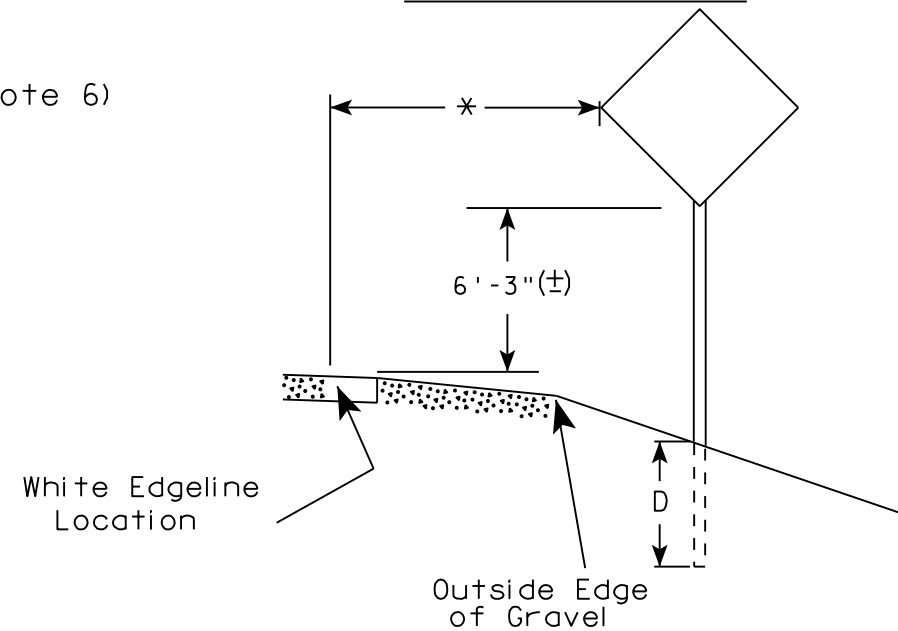
E

URBAN AREA



✱✱ 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.

RURAL AREA (See Note 2)



✱ 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

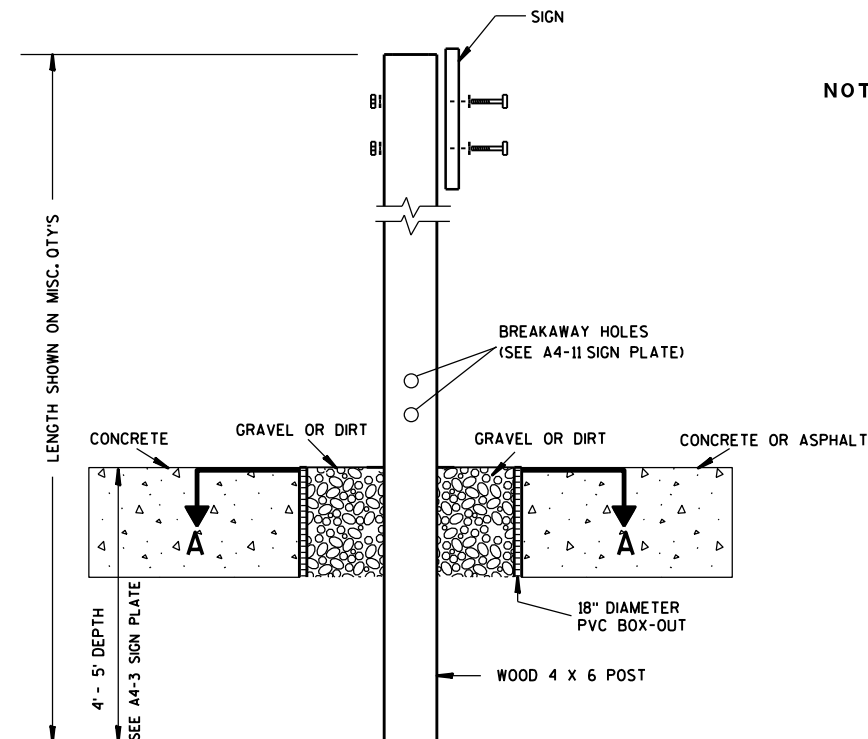
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies 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 directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), 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

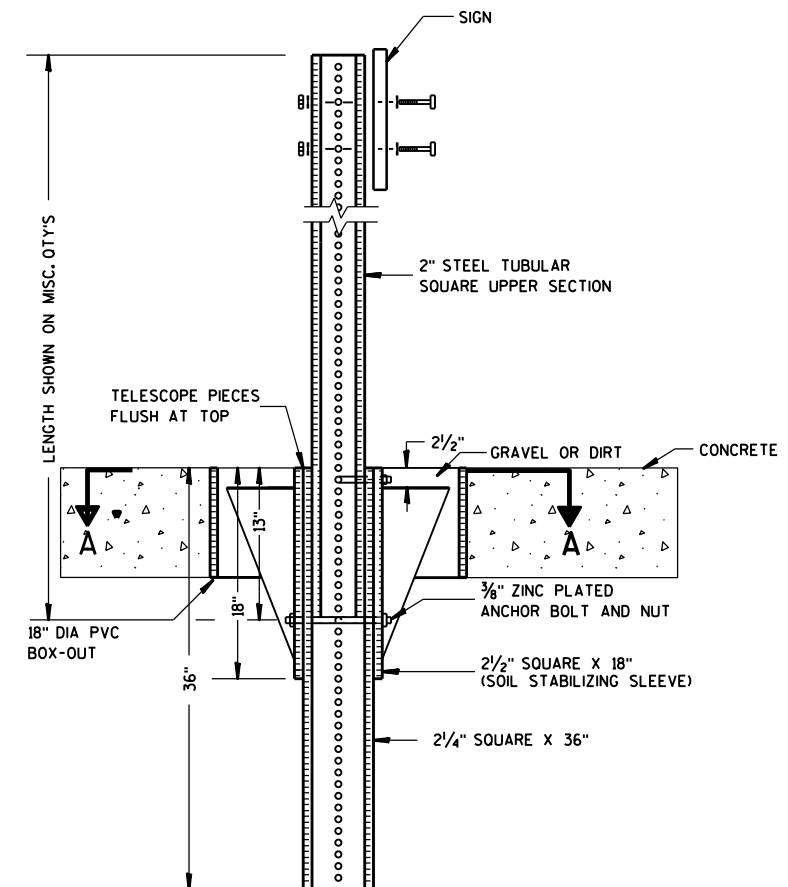
DATE 8/21/17 PLATE NO. A4-3.21



ELEVATION VIEW

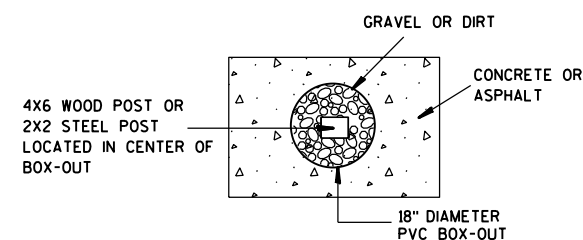
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

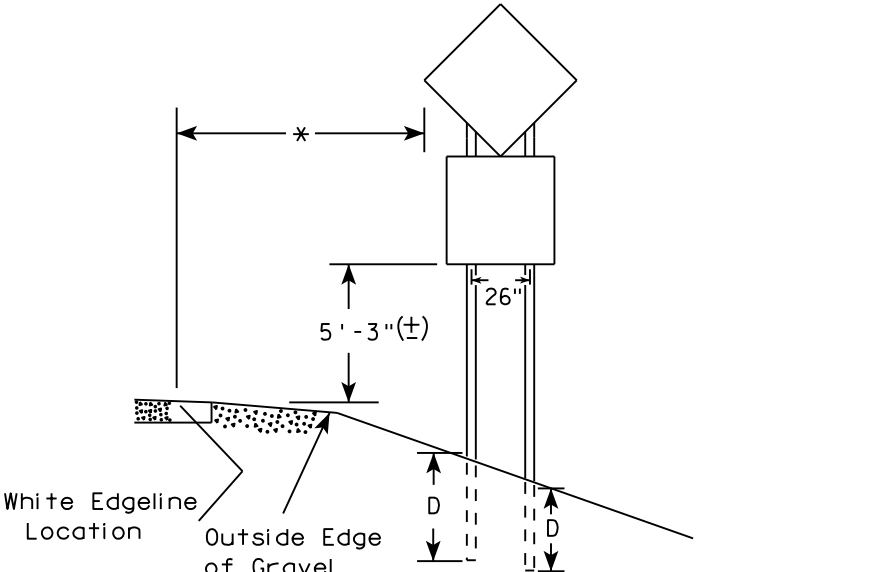
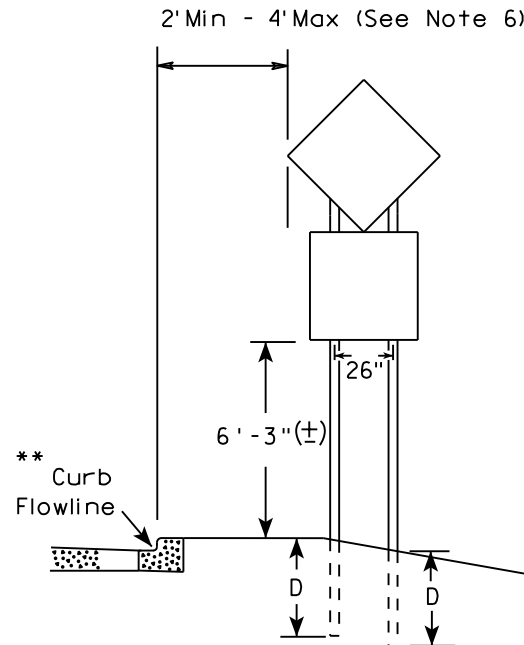
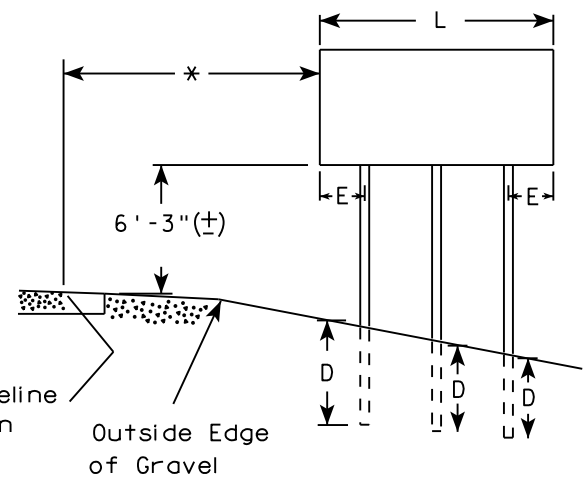
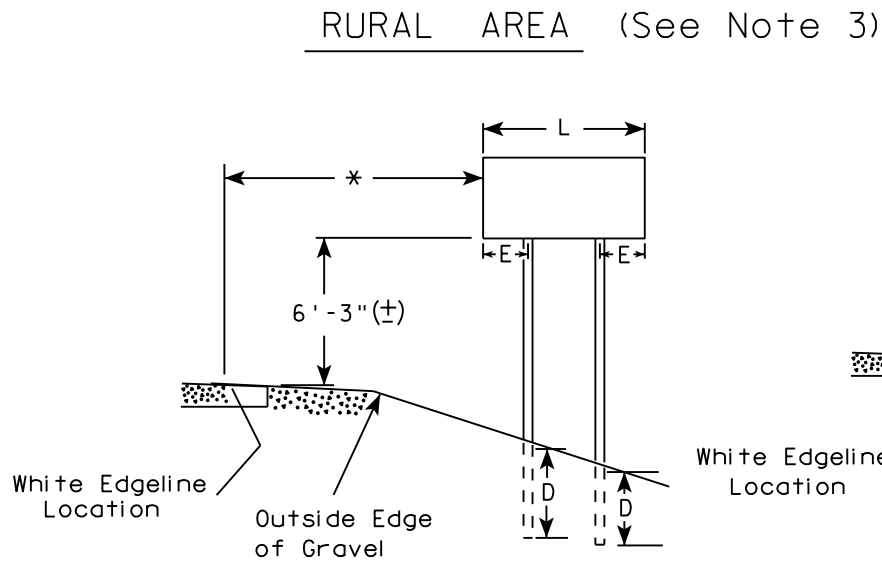
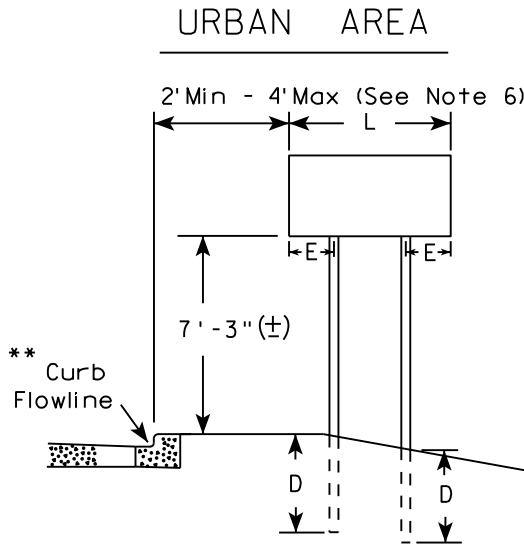
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- GENERAL NOTES
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
 2. See tables below for required number of posts.
 3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
 4. The (±) tolerance for mounting height is 3 inches.
 5. 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.

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"

POST EMBEDMENT DEPTH

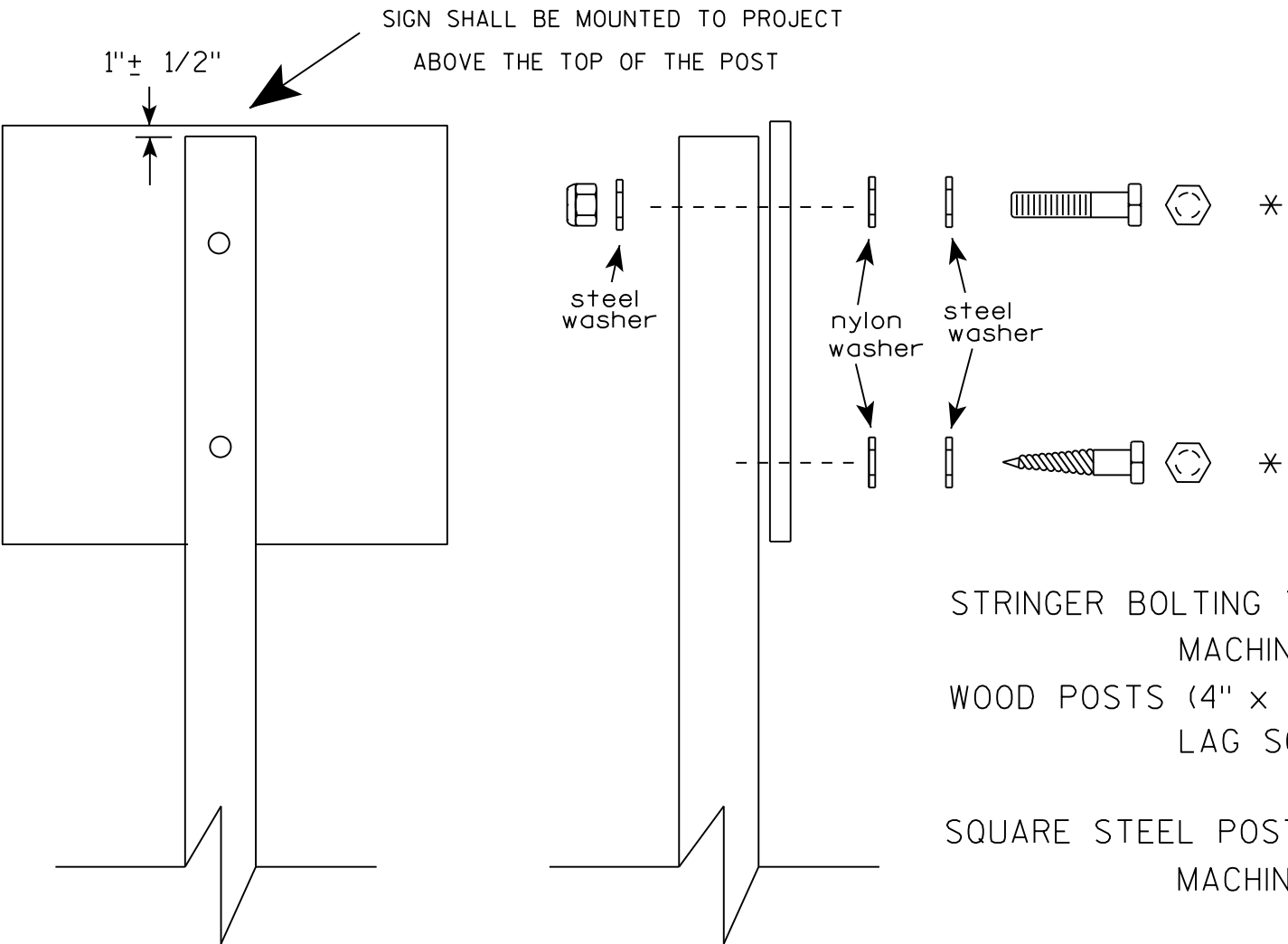
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



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.

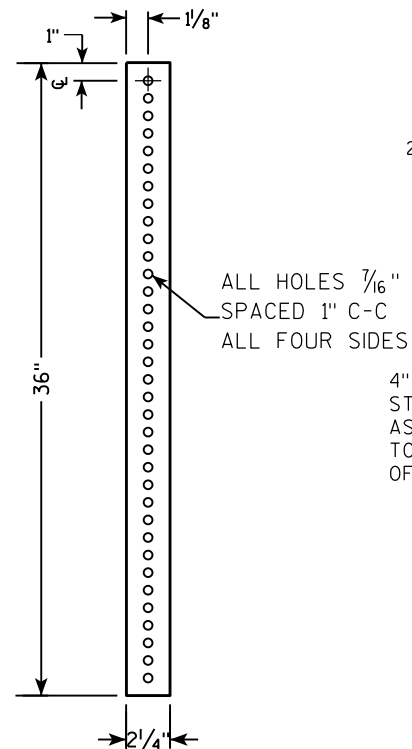
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

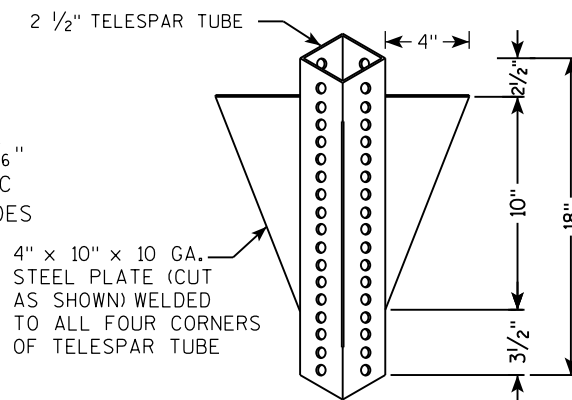
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE <u>8/11/16</u>	PLATE NO. <u>A4-8.8</u>

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



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



LENGTH SHOWN ON MISC. QTY'S

18" DIA SCHEDULE 40 PVC BOX-OUT

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

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

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

2 1/2" GRAVEL OR DIRT

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

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

SIGN

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

36"

18"

13"

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

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

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

1"

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

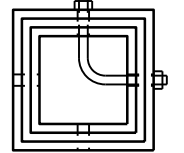
2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

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

SIGN

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT



DIRECTION
OF TRAFFIC

SECTION A-A

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch

for State Traffic Engineer

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

PROJECT NO:

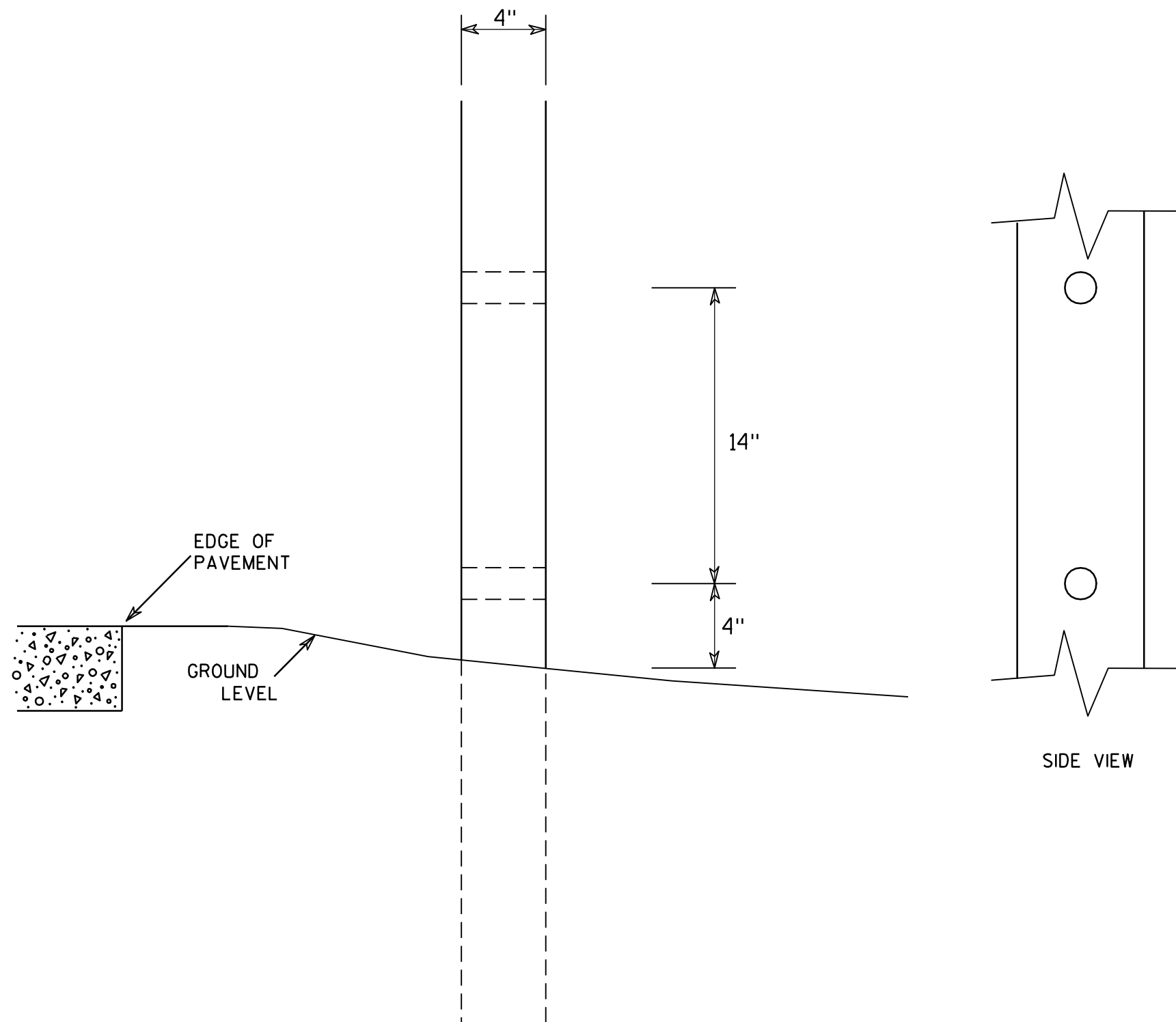
HWY:

COUNTY:

SHEET NO:

11

7



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

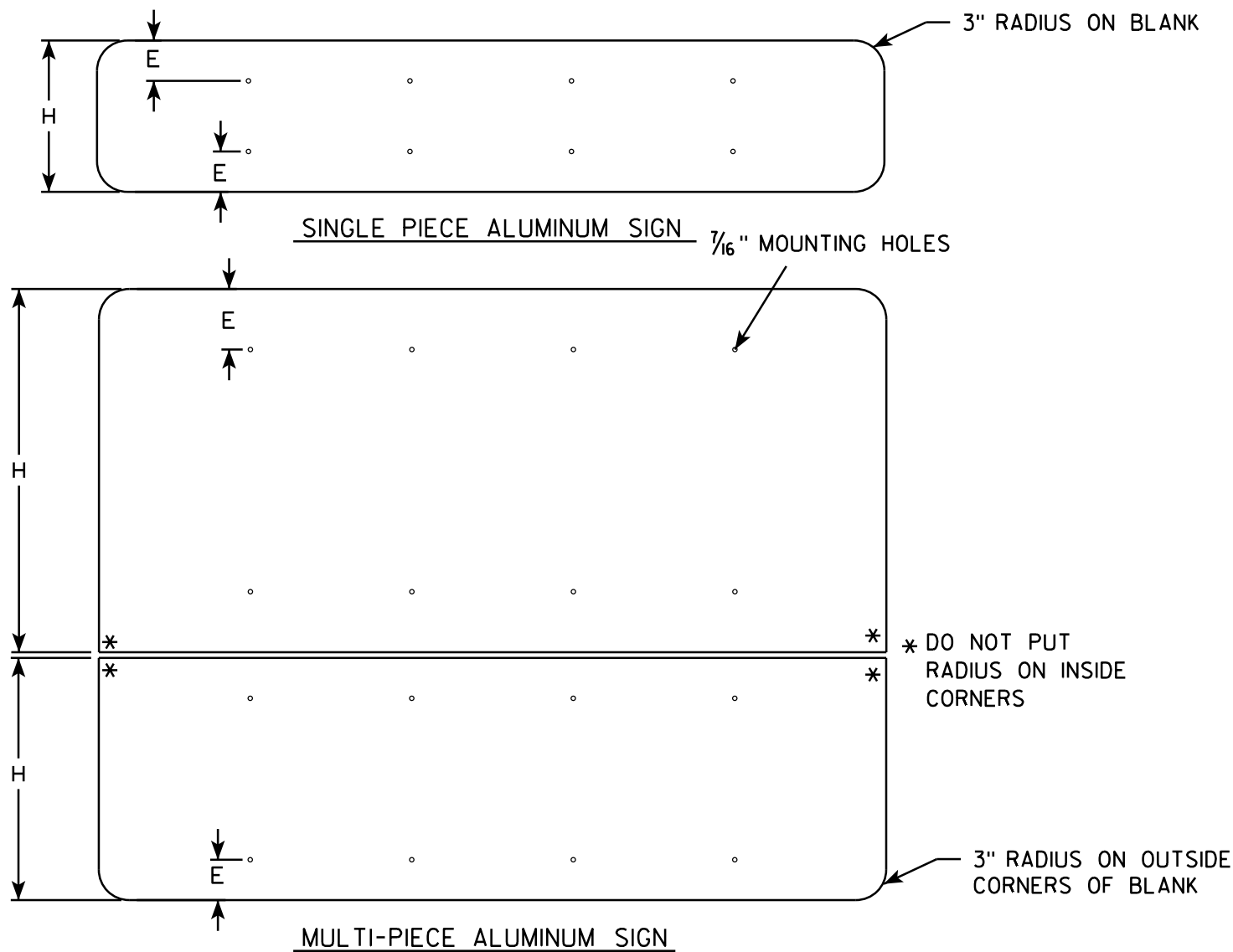
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

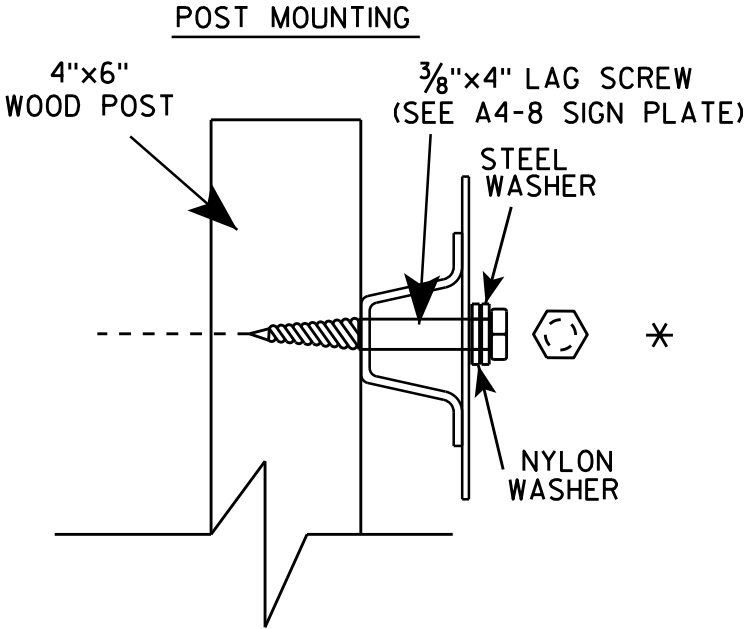
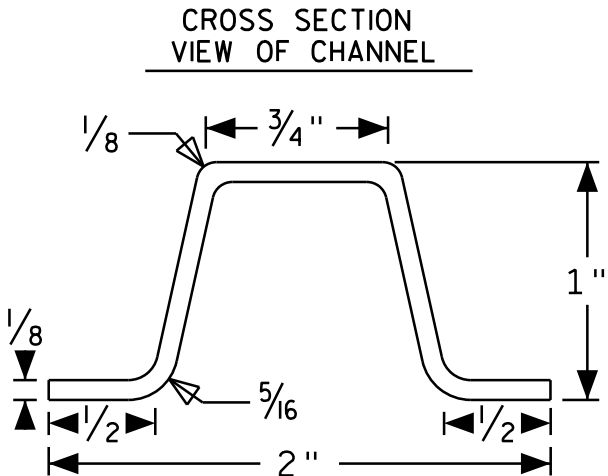
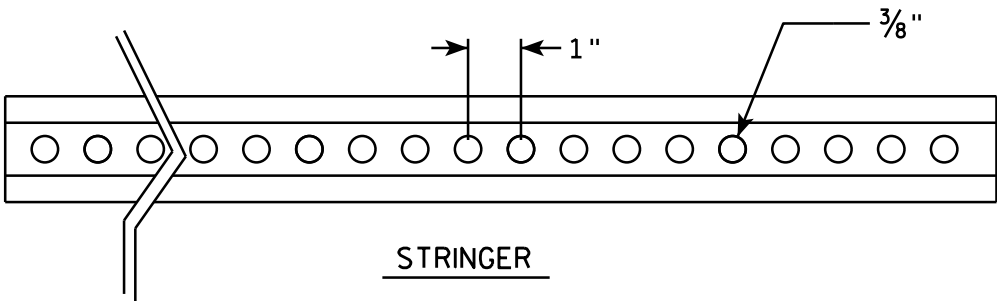
E



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"	16 1/2"	33 1/2"	50 1/2"	67 1/2"
90"	72"	2	18"	18"	36"	54"	72"
96"	90"	2	19"	19 1/2"	38 1/2"	57 1/2"	76 1/2"
102"	90"	2	20"	21"	41"	61"	81"
108"	90"	2	21"	22 1/2"	43 1/2"	64 1/2"	85 1/2"
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"



SIGN STRINGER
MOUNTING REQUIREMENTS

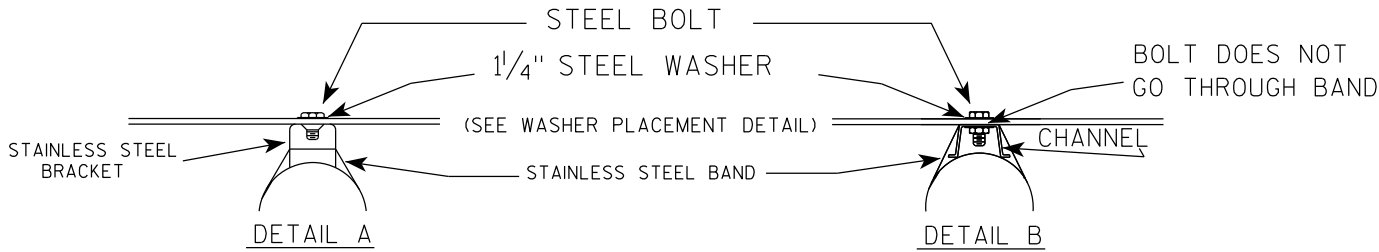
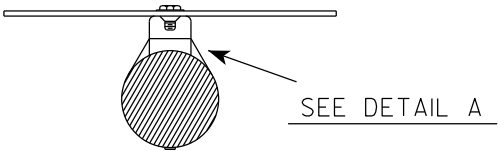
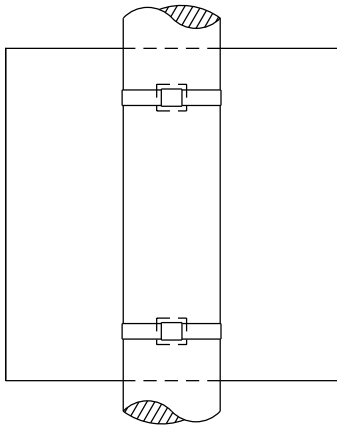
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

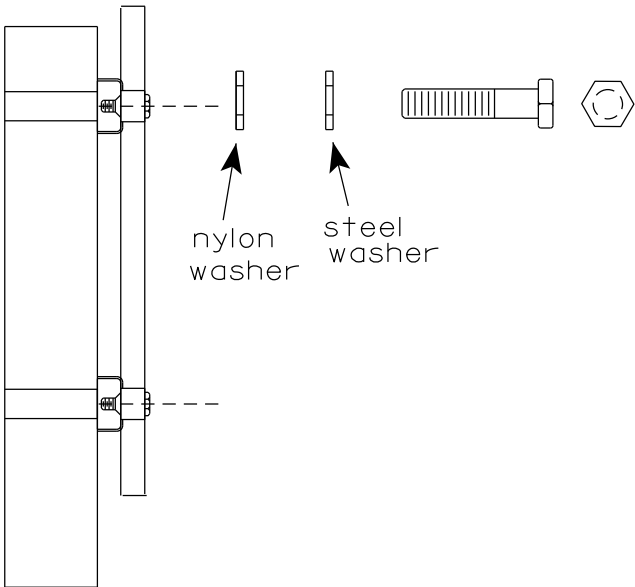
DATE 4/26/16 PLATE NO. A4-18.1

BANDING

SINGLE SIGN



WASHER PLACEMENT

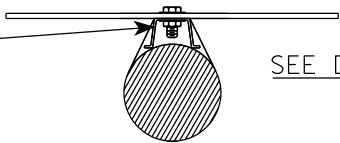
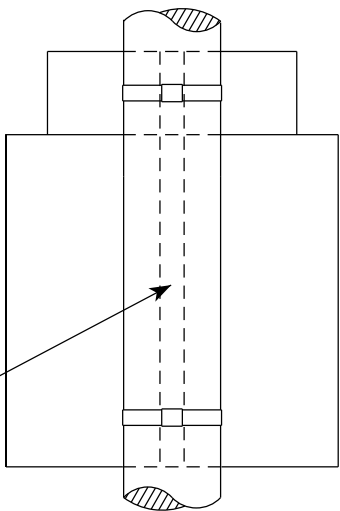


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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 3/4" 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

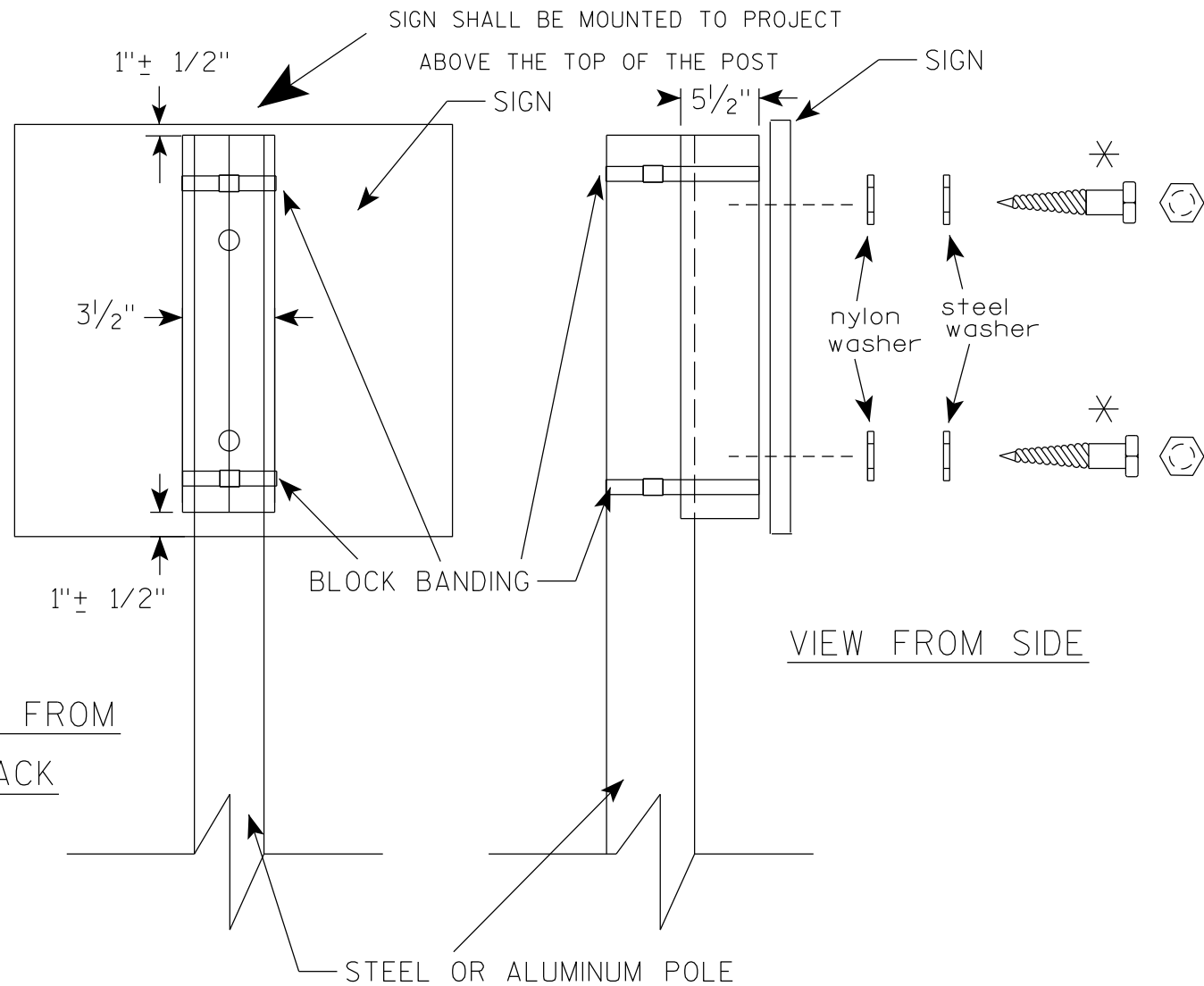


STANDARD SIGN
SIGN BANDING DETAILS

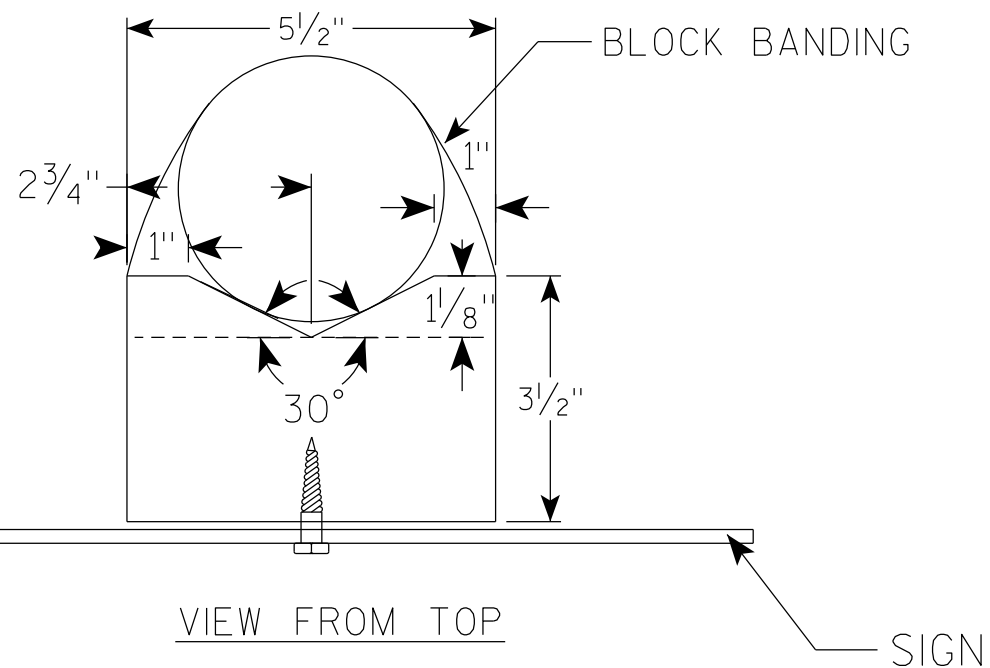
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4

VIEW FROM
BACK



VIEW FROM SIDE



GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

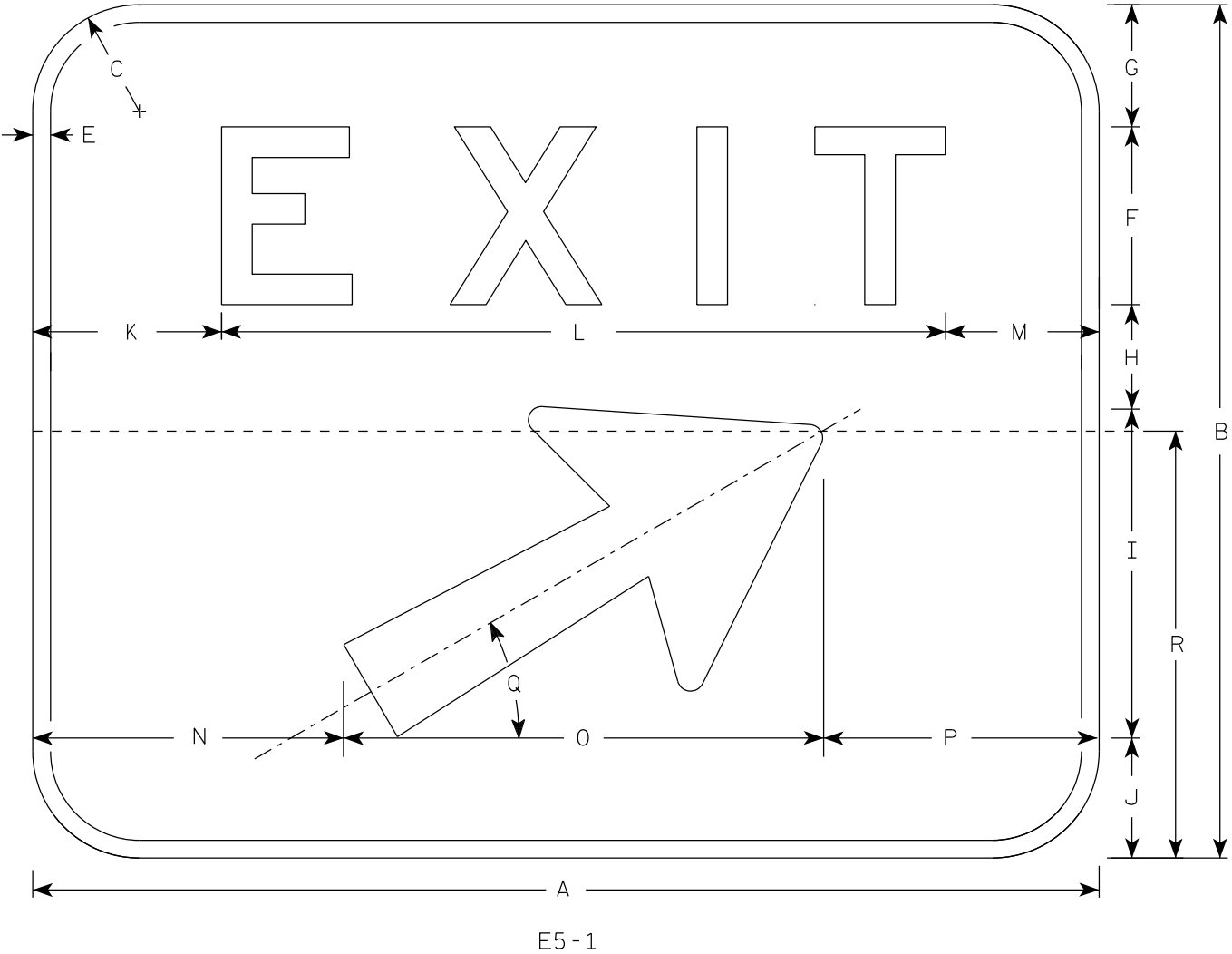
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E



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 separate 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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
E5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

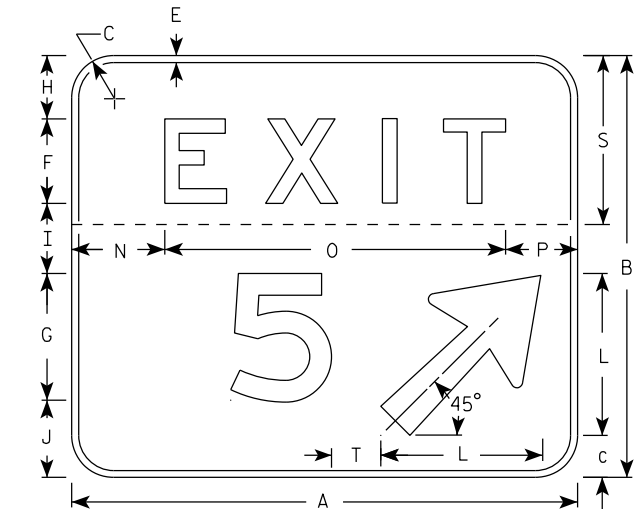
DATE 7/26/18 PLATE NO. E5-1.10

NOTES

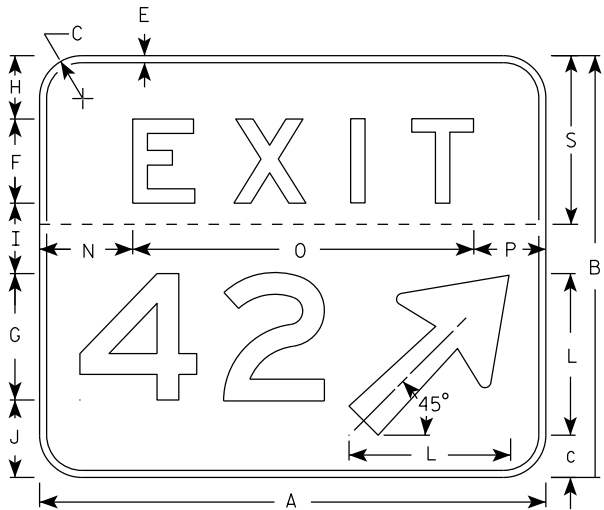
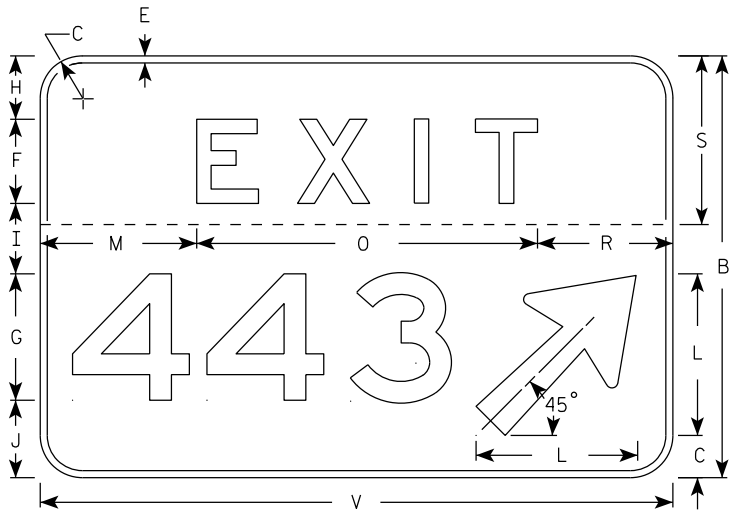
1. Sign is Type II - Type H reflective
2. Color:

Background - Green

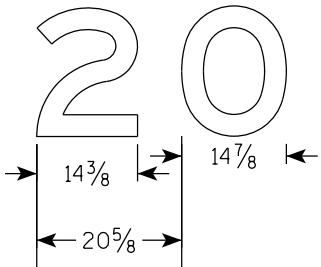
Message - White
3. Message Series - E
4. Corners may be square or rounded but the corners shall be rounded when base material is metal.
5. Sign shall be split into two seperate pieces as shown on each detail by the dashed line (-----).
6. Arrow is Type "A" from sign plate A1-1.
7. Substitute appropriate 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.



NOTE: T diminision shall be measured from the back of the number to the front of the arrow



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 P. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. E5-1A.13

PROJECT NO:

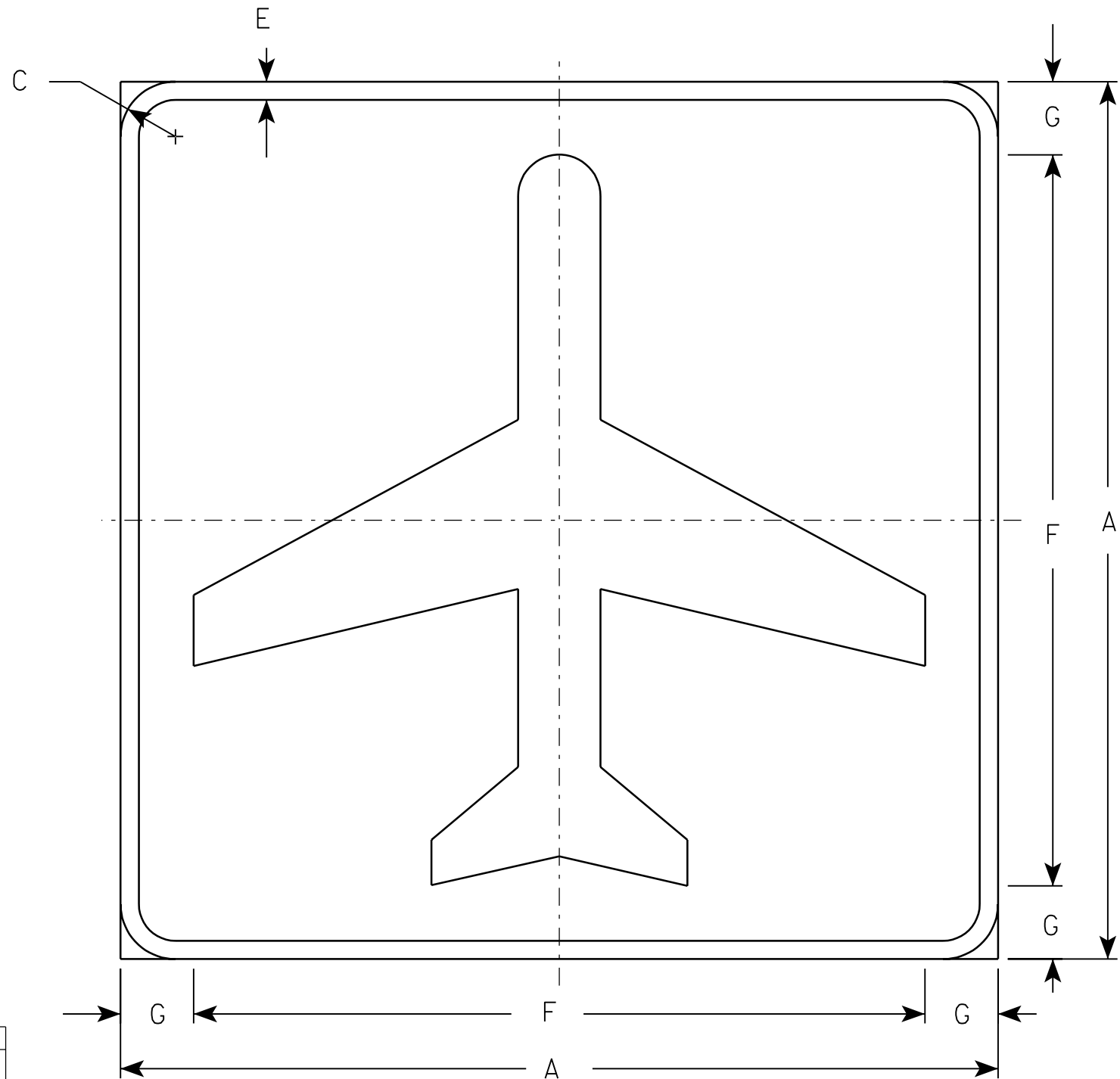
HWY:

COUNTY:

SHEET NO:

E

7



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																												

NOTES

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

7

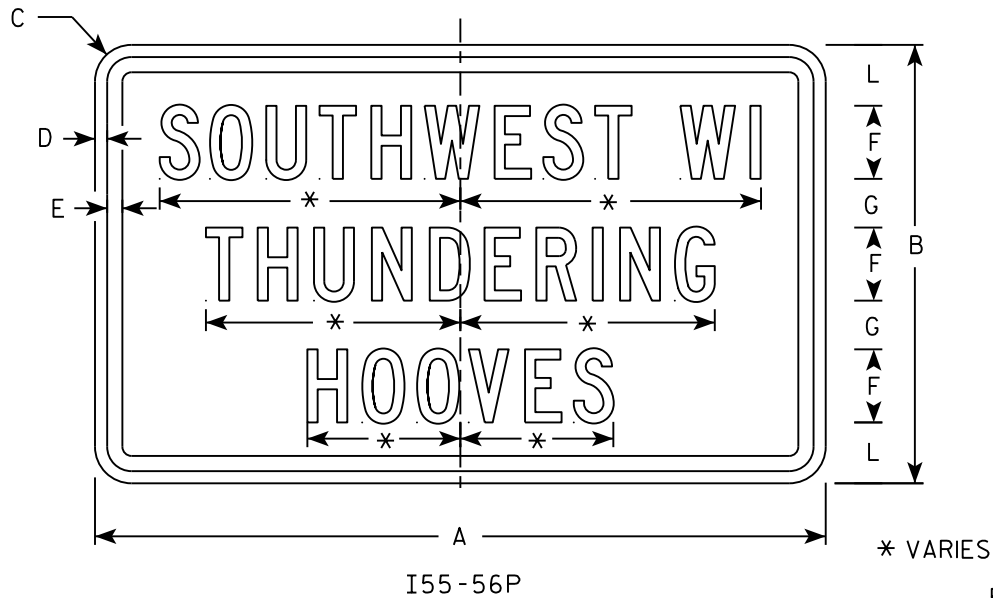
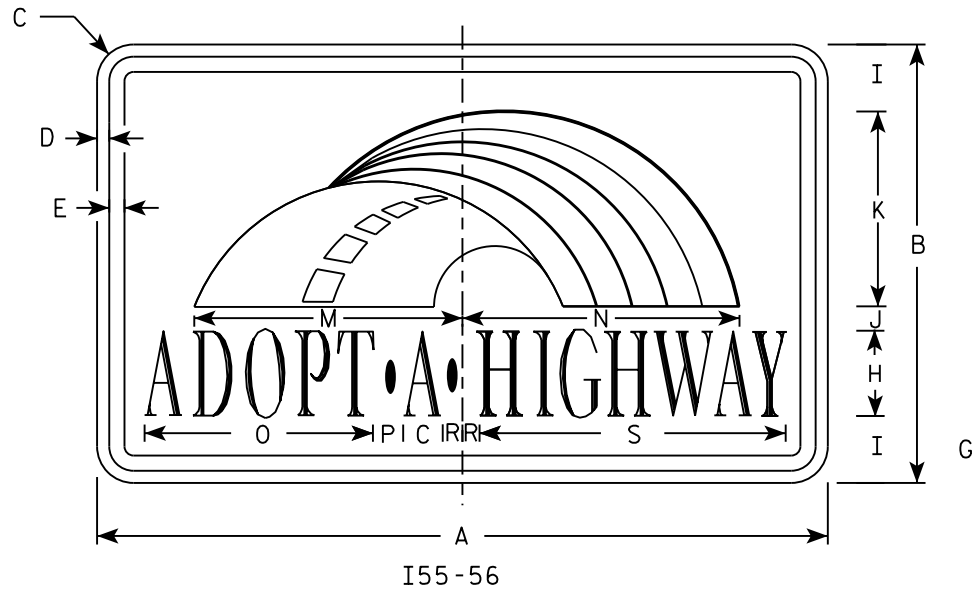
PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
-------------	------	---------	--	-----------	---

STANDARD SIGN
I5-1

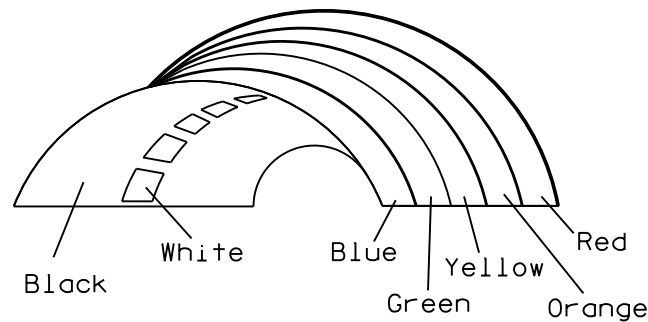
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Christa J Spang*
for State Traffic Engineer

DATE 1/25/02 PLATE NO. 15-1.3



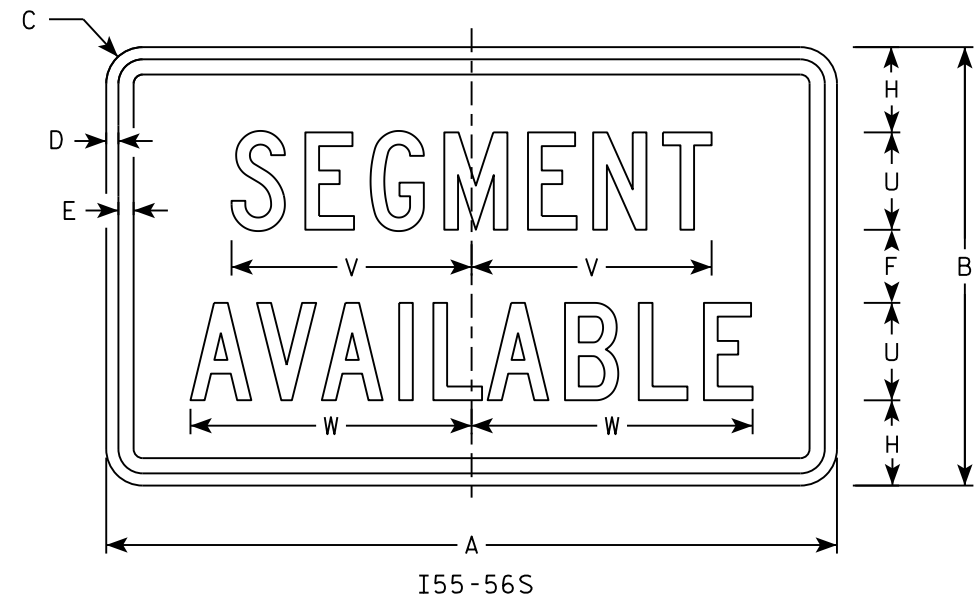
Background Colors of Symbol*



*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.



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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

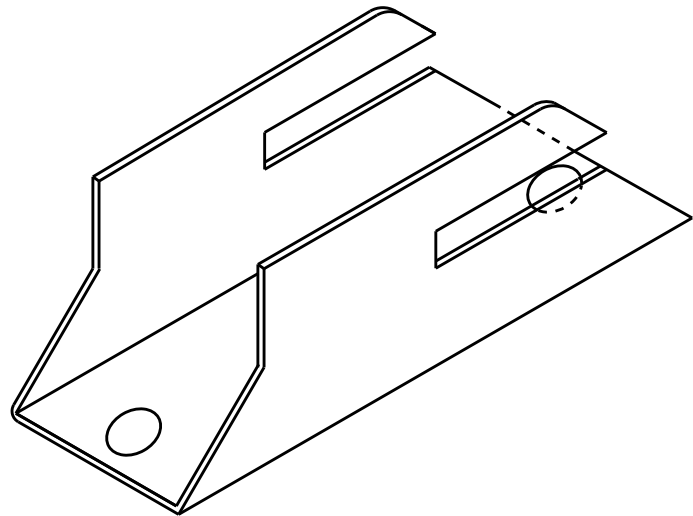
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

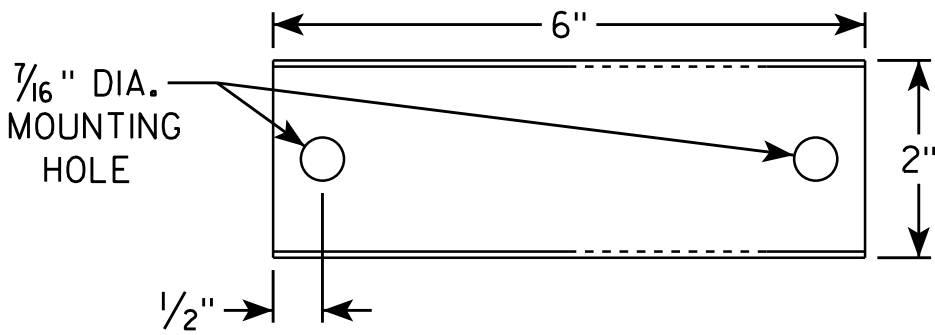
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/20/18 PLATE NO. I55-56.4

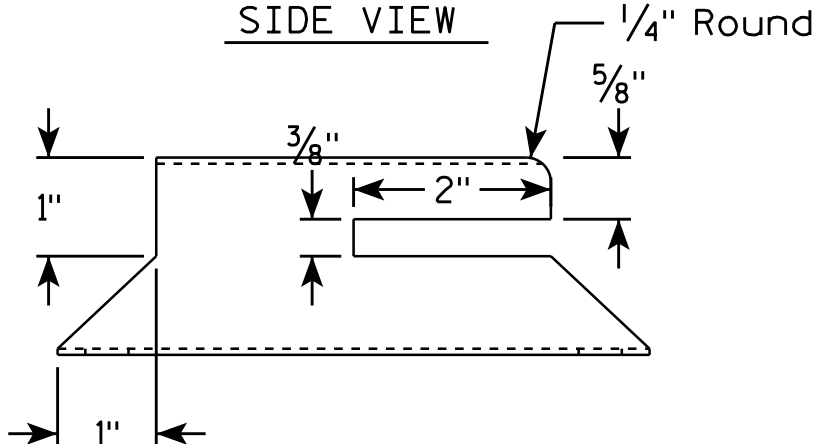
ISOMETRIC VIEW



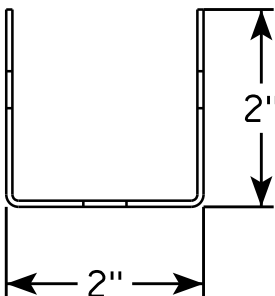
TOP VIEW



SIDE VIEW



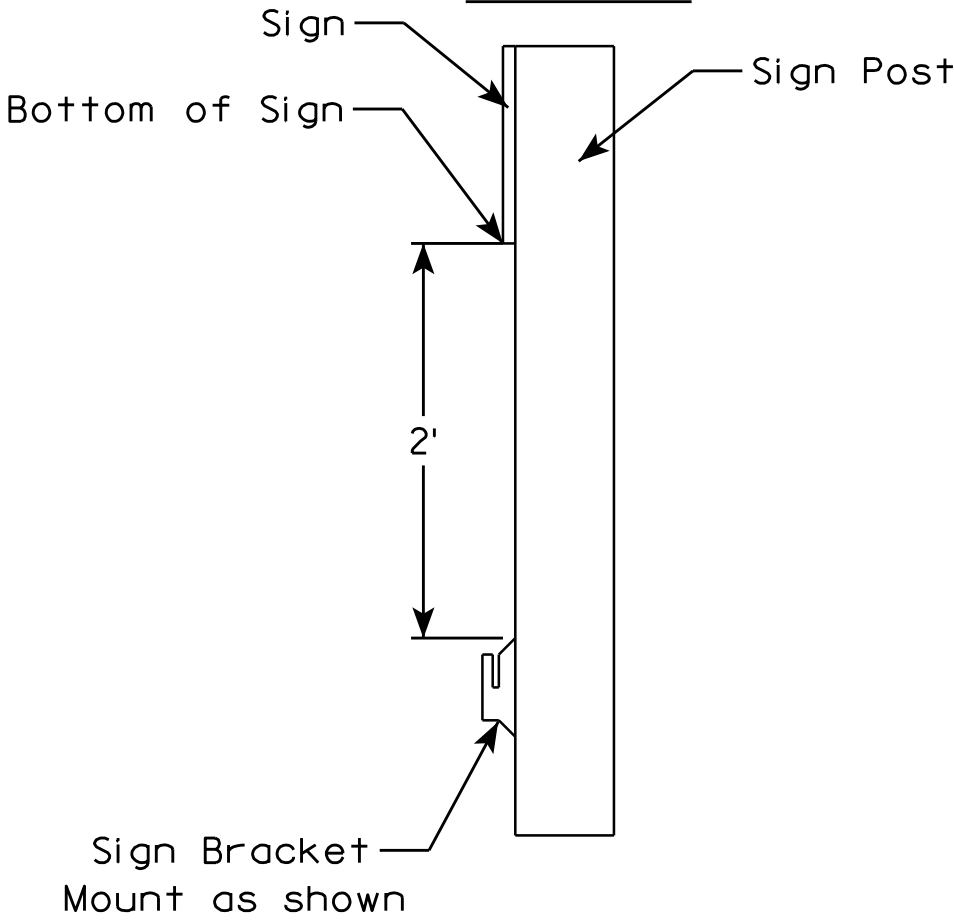
END VIEW



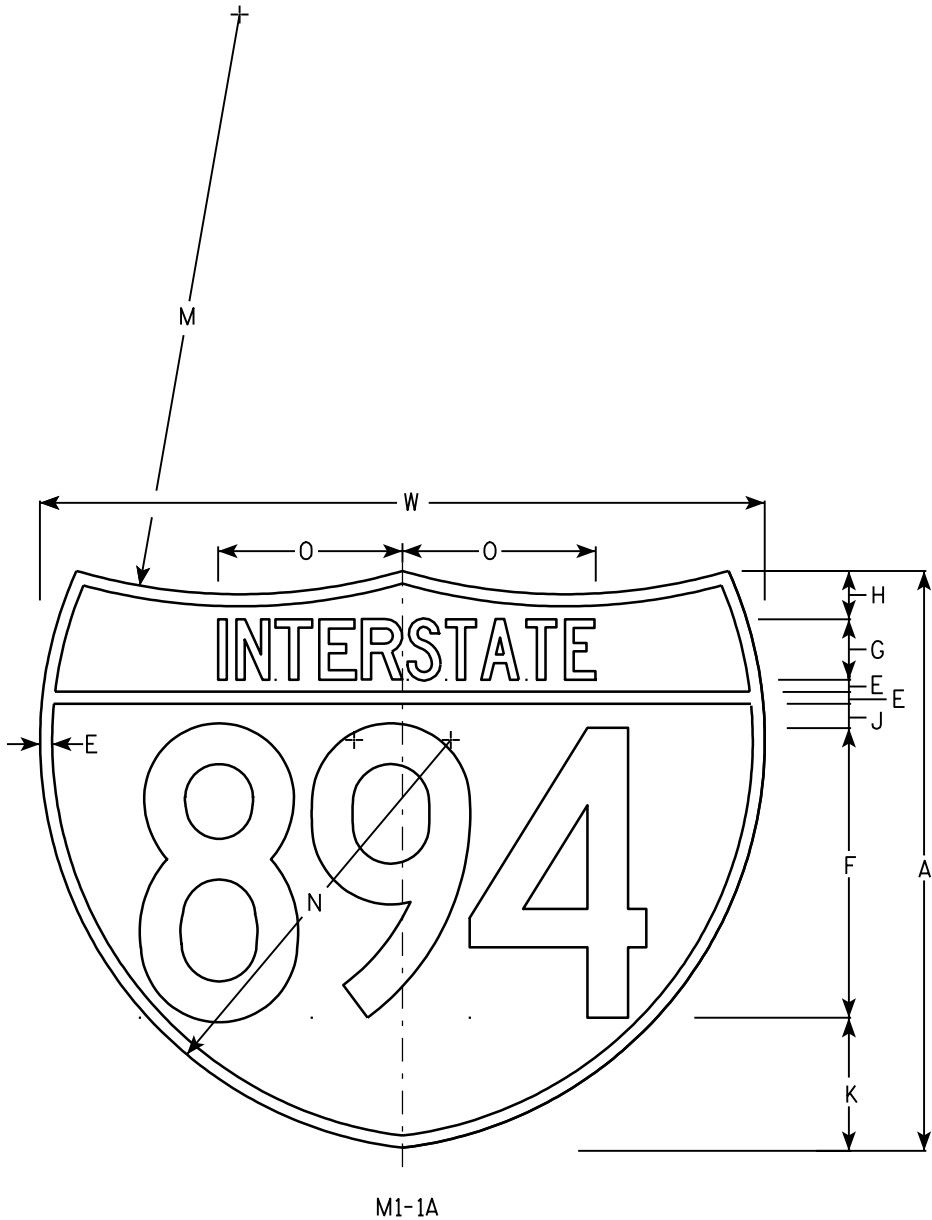
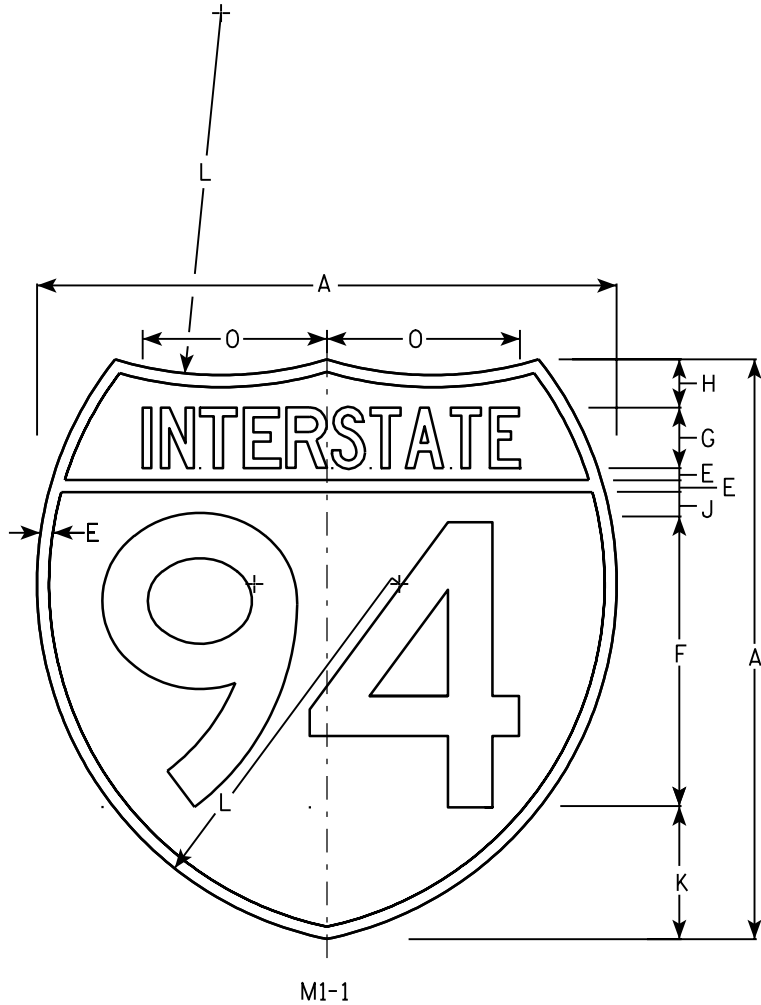
NOTES

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/26/16	PLATE NO. I55-56B.2



NOTES

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

Metric equivalent for these signs are:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Area sq. ft.	Area sq. ft.	Area m ²	Area m ²
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

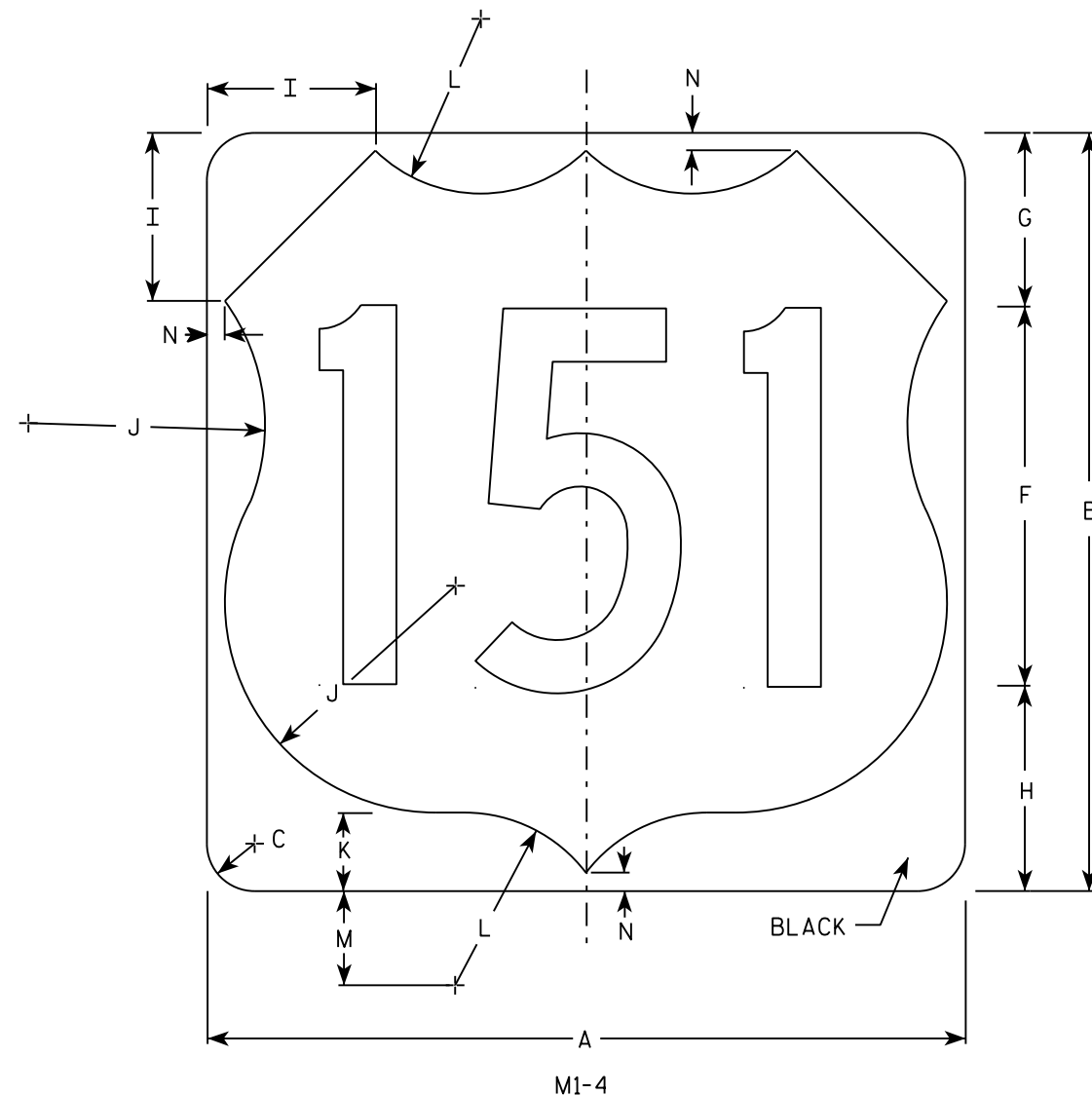
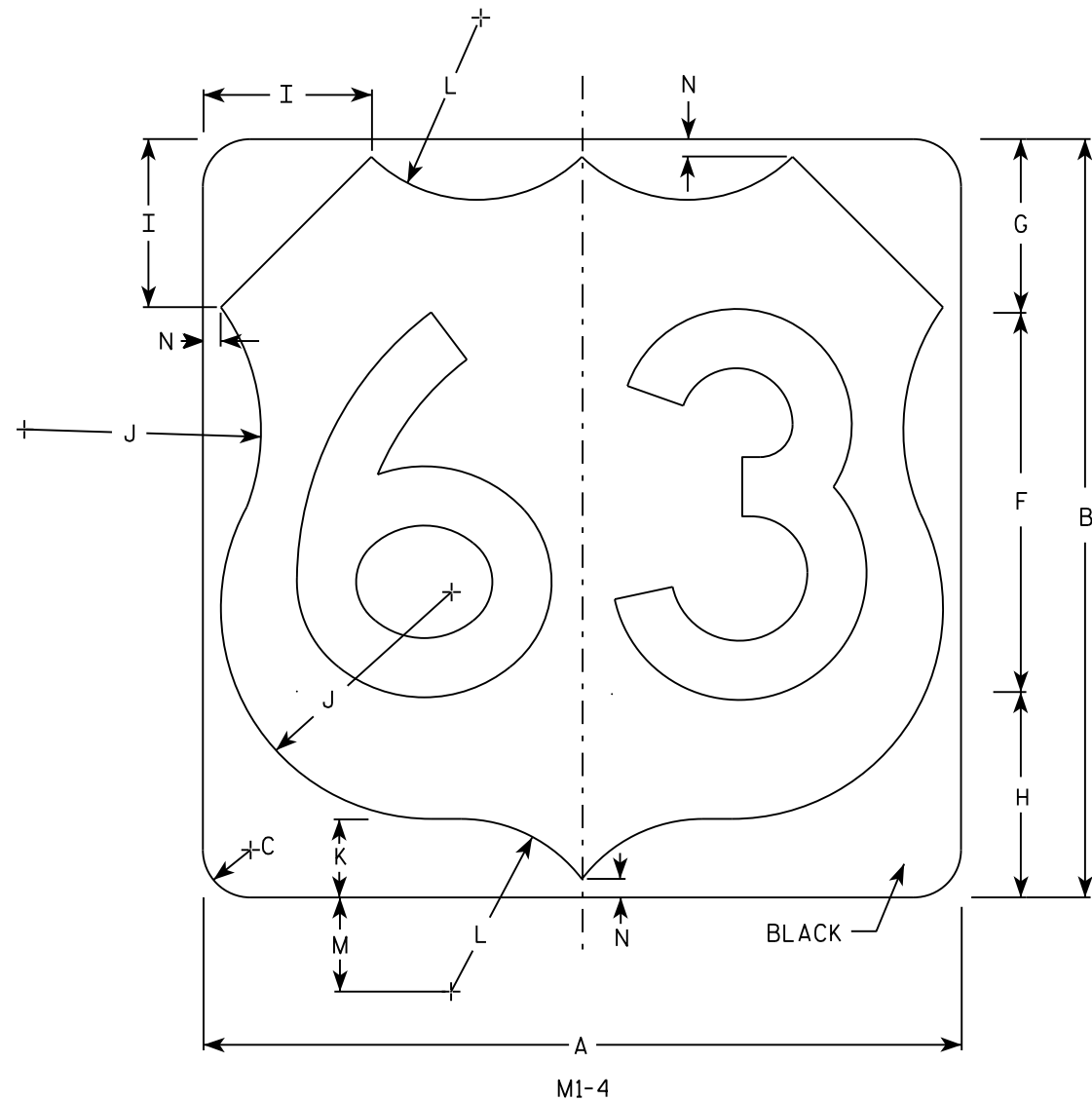
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

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	Areq. 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

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

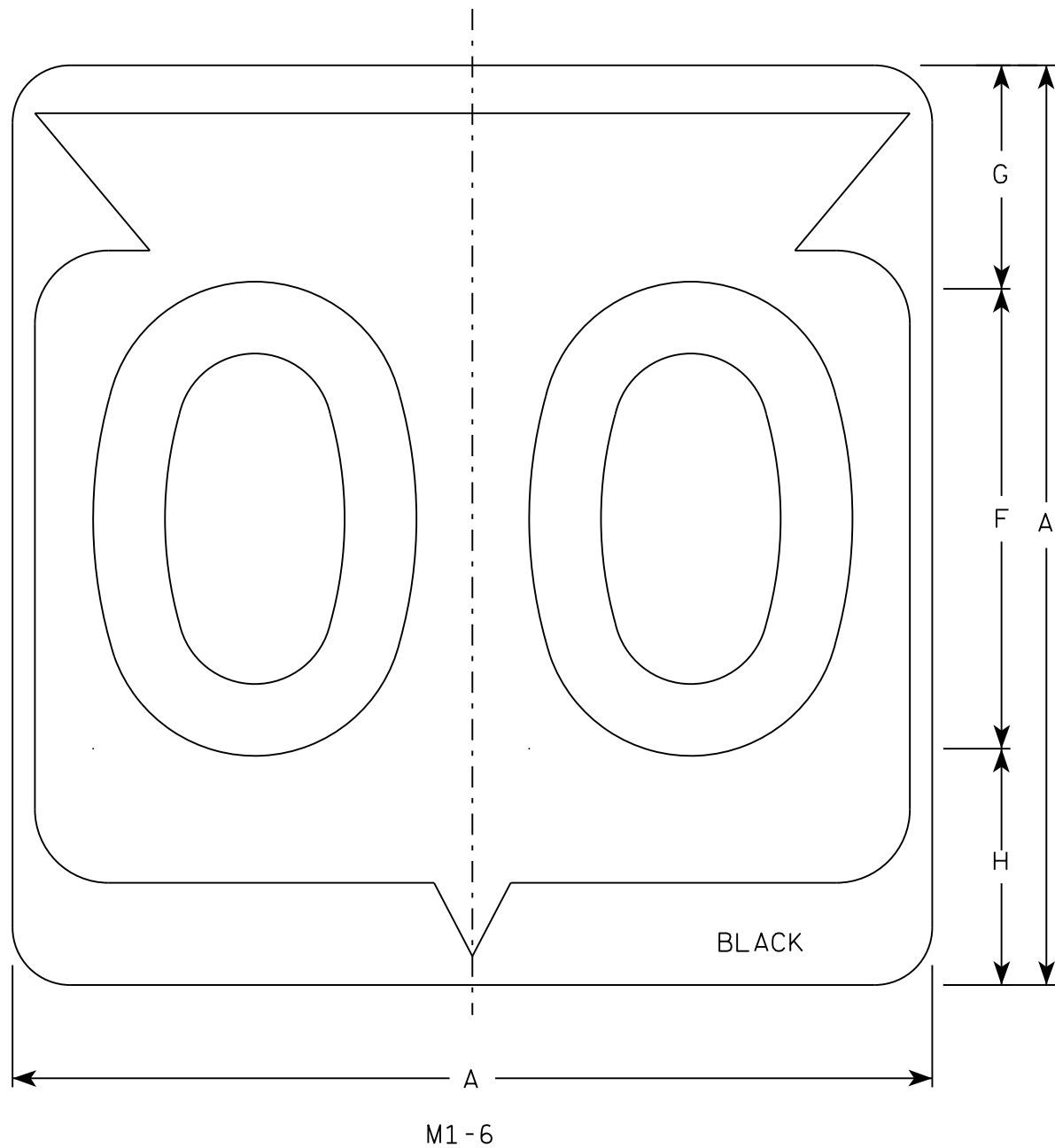
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

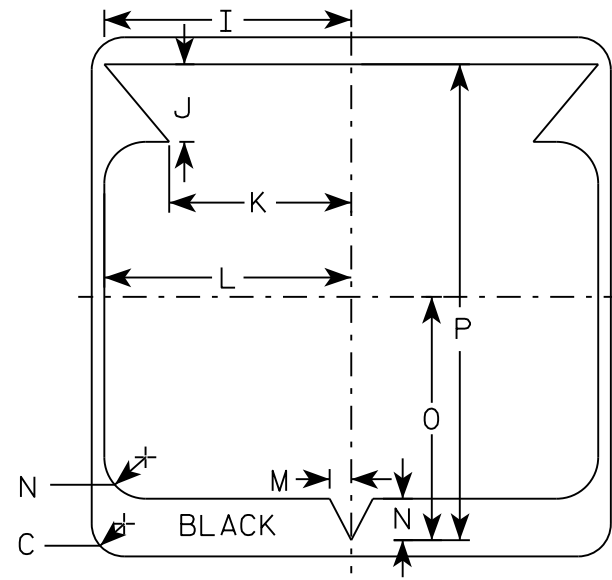
DATE 3/16/18 PLATE NO. M1-4.10

7



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.



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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

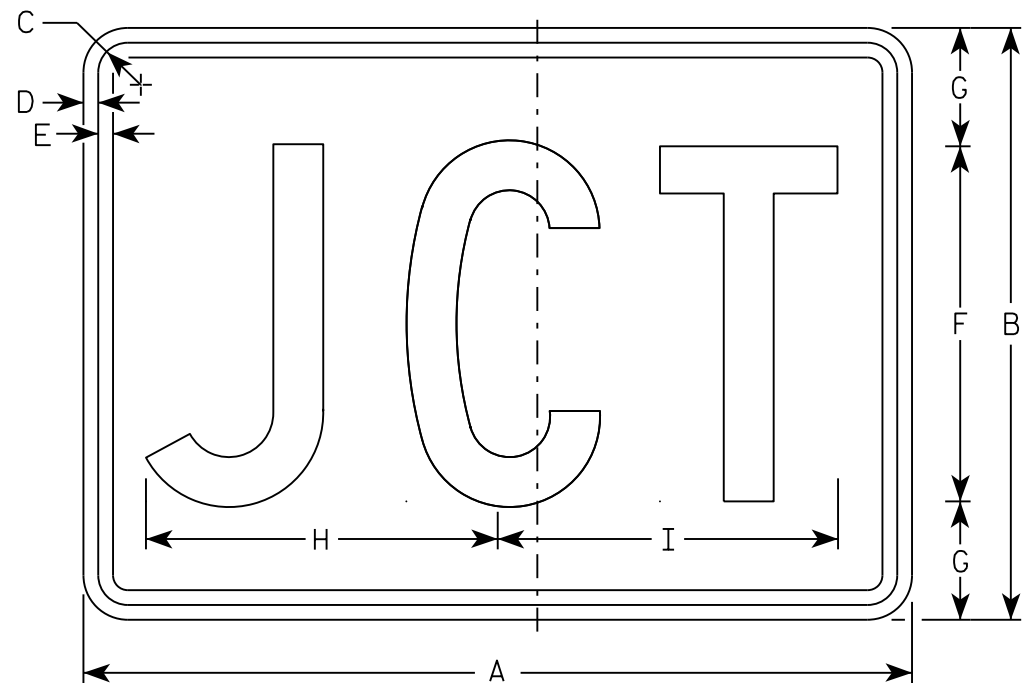
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

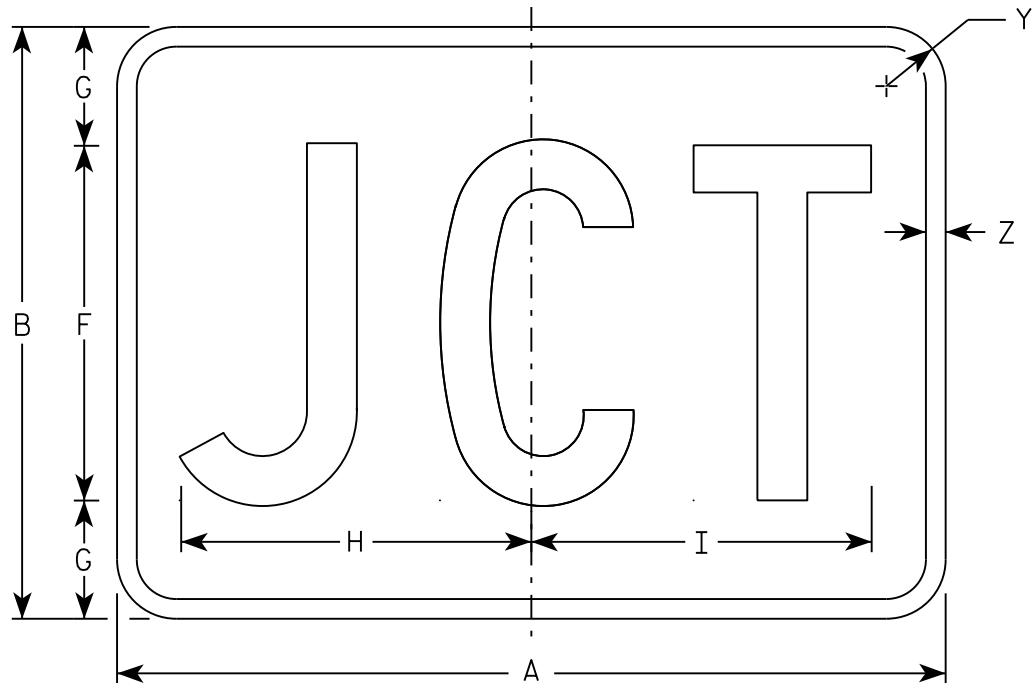
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10



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

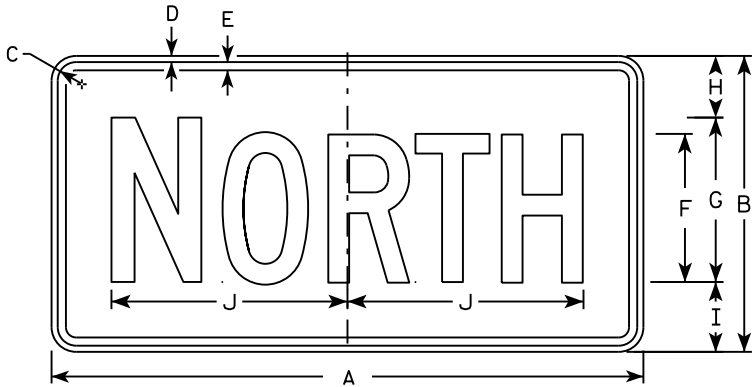
APPROVED

Matthew R. Rauch

For State Traffic Engineer

DATE 10/15/15

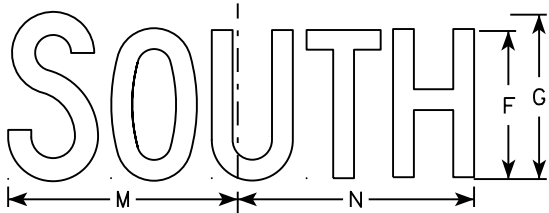
PLATE NO. M2-1.12



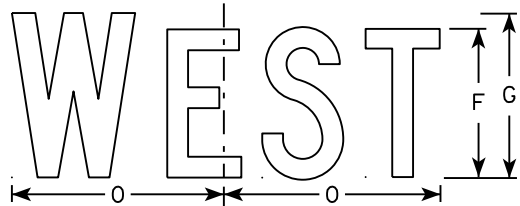
M3-1
MM3-1
MP3-1



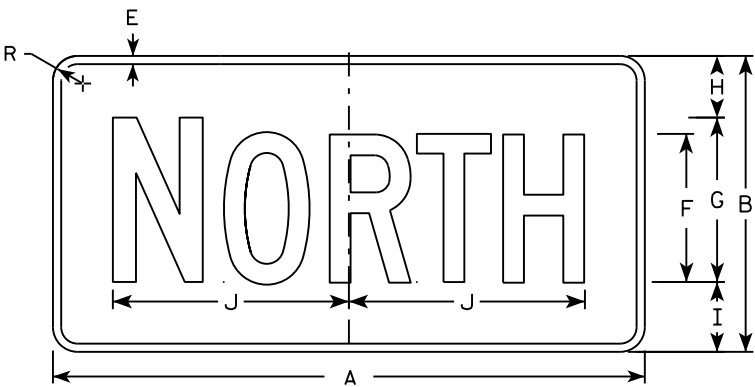
M3-2
MM3-2
MP3-2



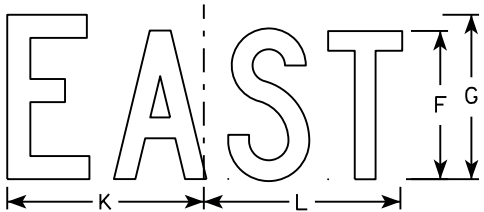
M3-3
MM3-3
MP3-3



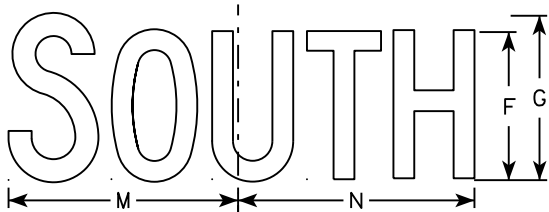
M3-4
MM3-4
MP3-4



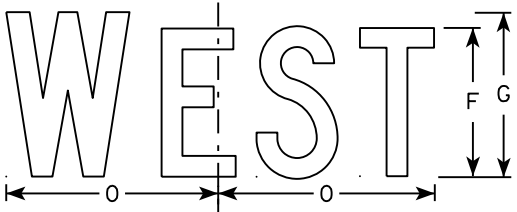
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS
M3-1 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

NOTES

1. Sign is Type II - Type H 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



M4 - 1
M04 - 1



MB4 - 1

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																											
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						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

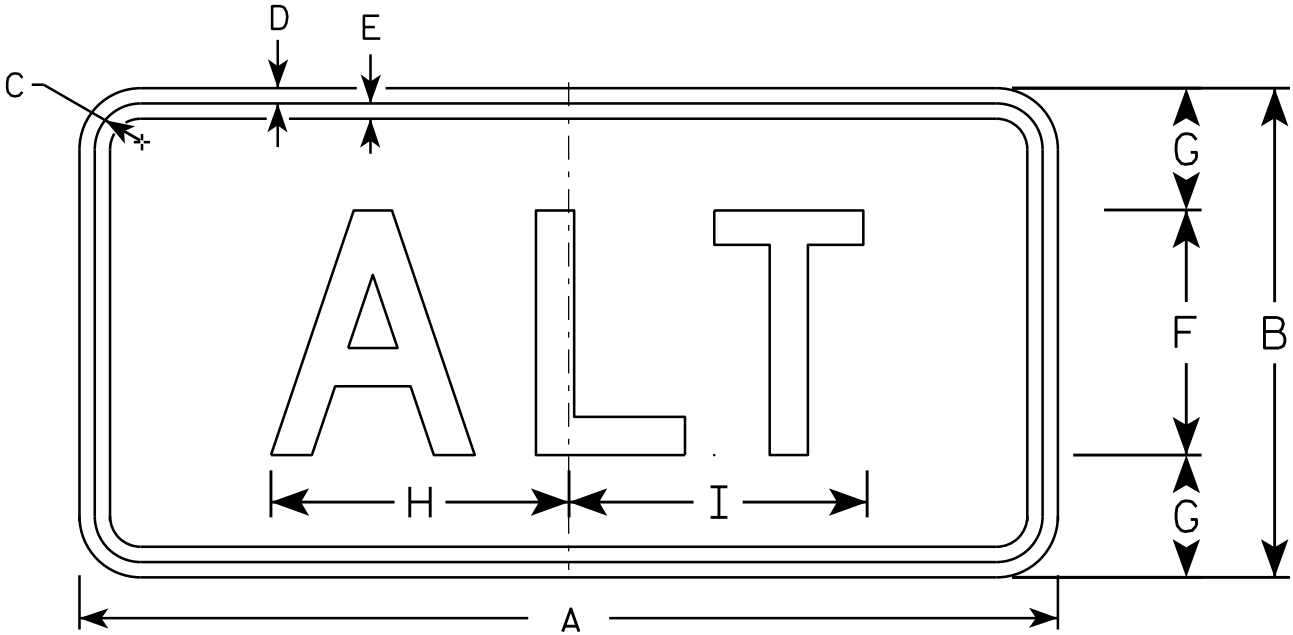
for State Traffic Engineer

DATE 6/30/14

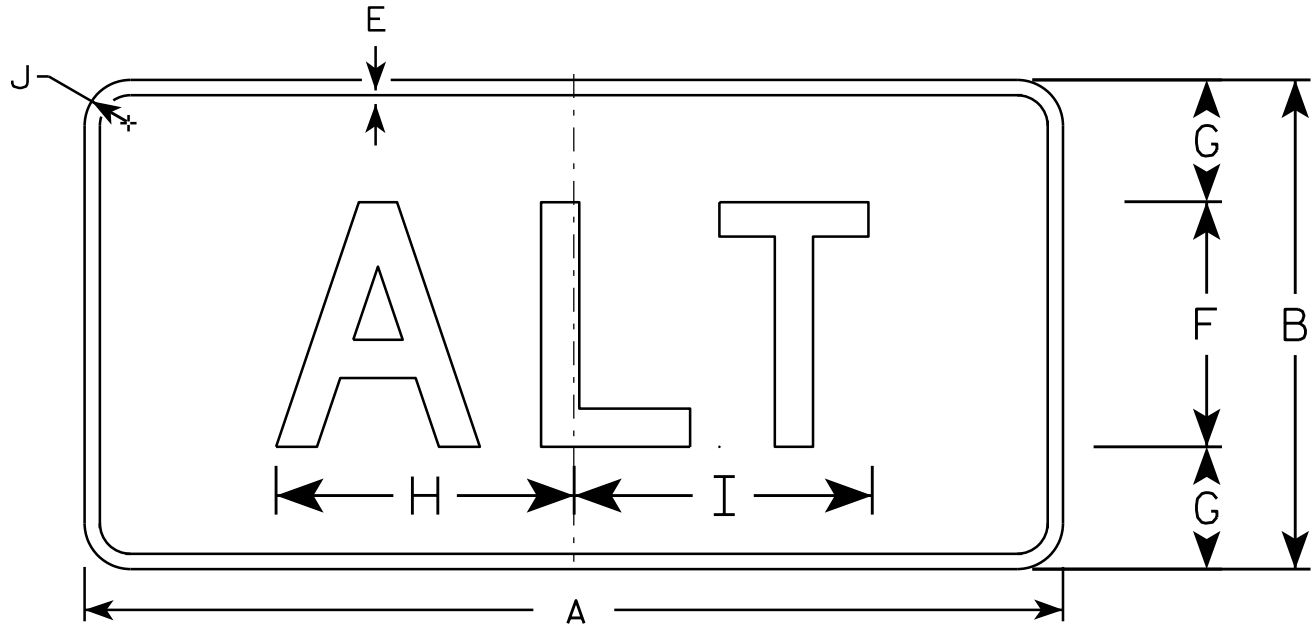
PLATE NO. M4-1.8

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



M4 - 1A
M04 - 1A



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

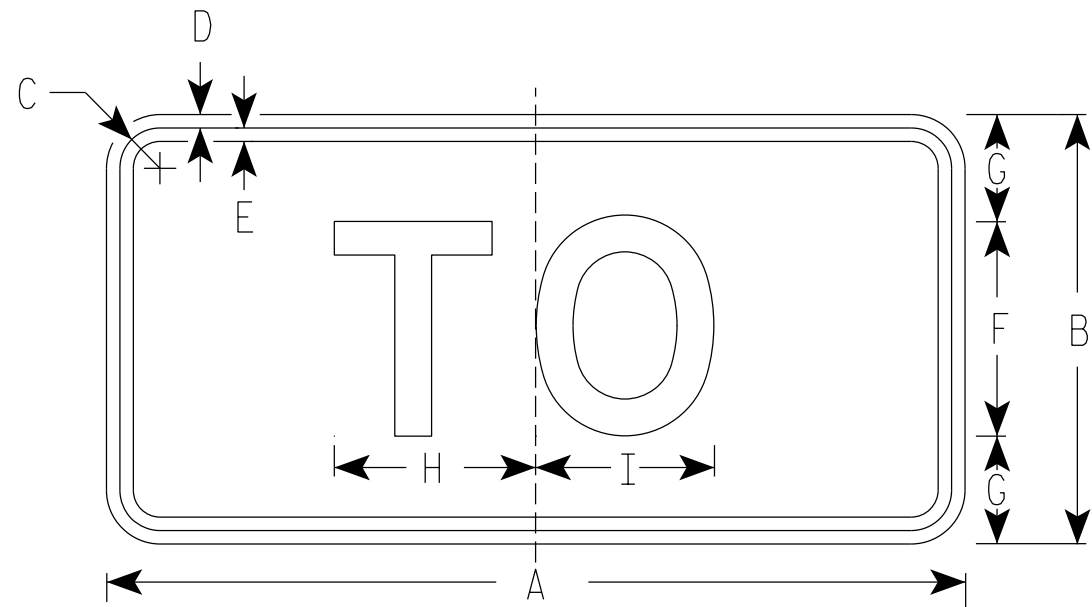
M4 - 1A

WISCONSIN DEPT OF TRANSPORTATION

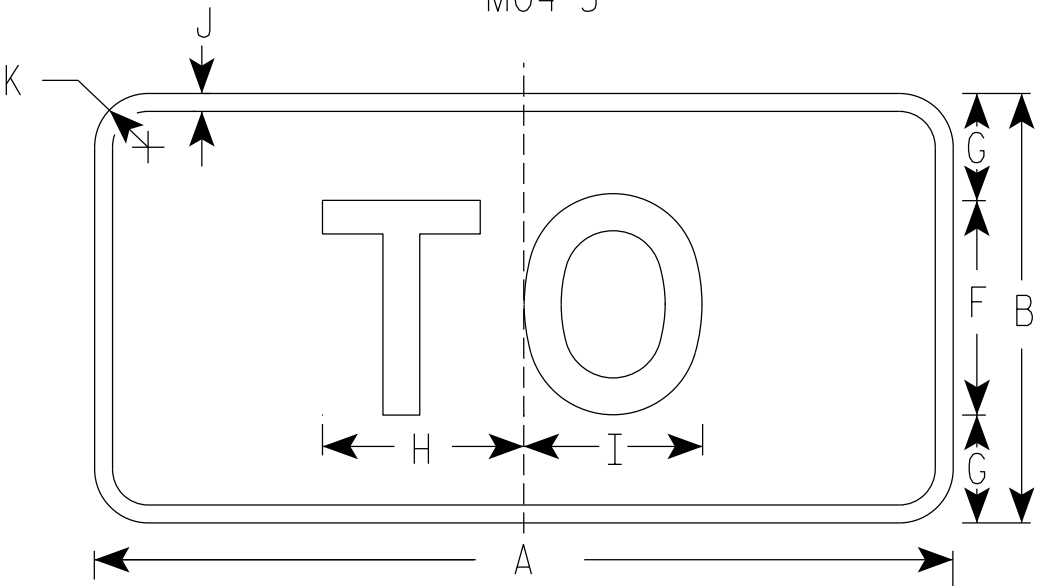
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/30/14 PLATE NO. M4-1A.3

7



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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

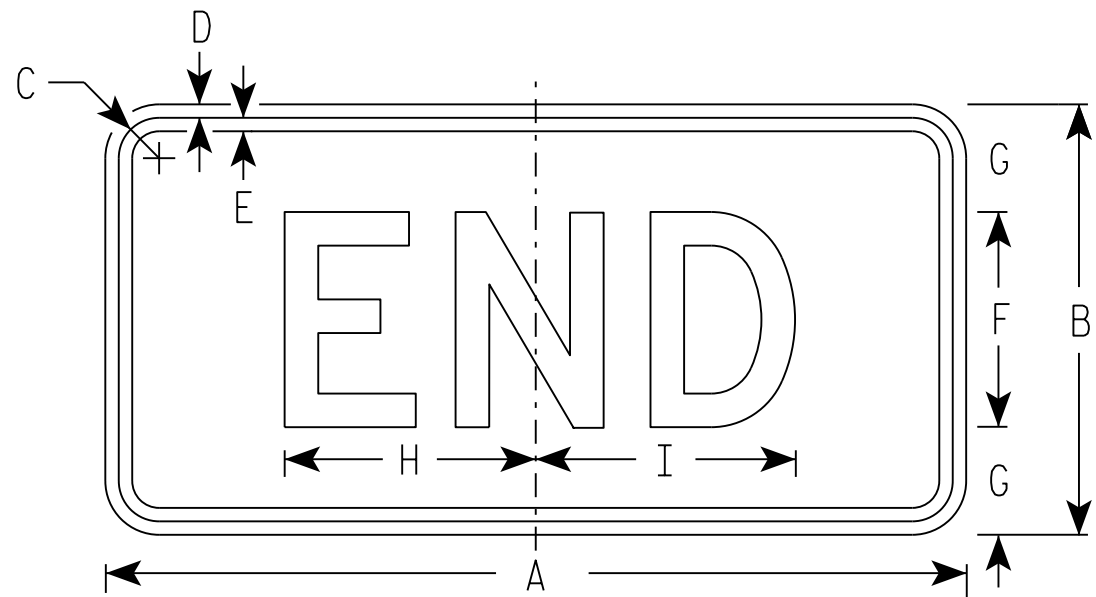
E

STANDARD SIGN
M4-5

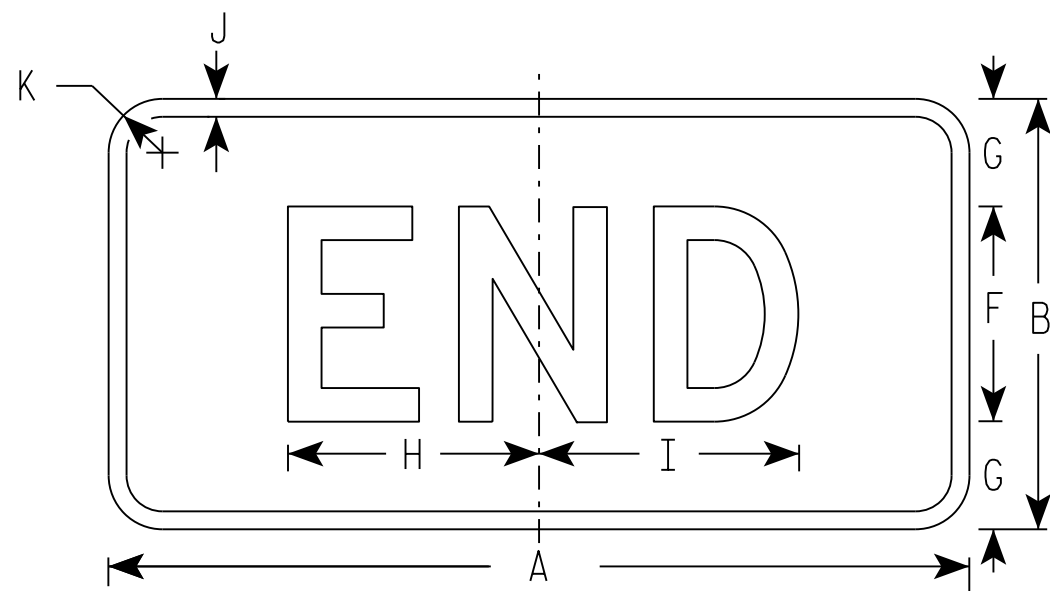
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

- Sign is Type II - Type H
- Color:
Background - See note 5
Message - See note 5
- Message Series - D
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 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

PROJECT NO: HWY: COUNTY: SHEET NO: E

STANDARD SIGN
M4-6

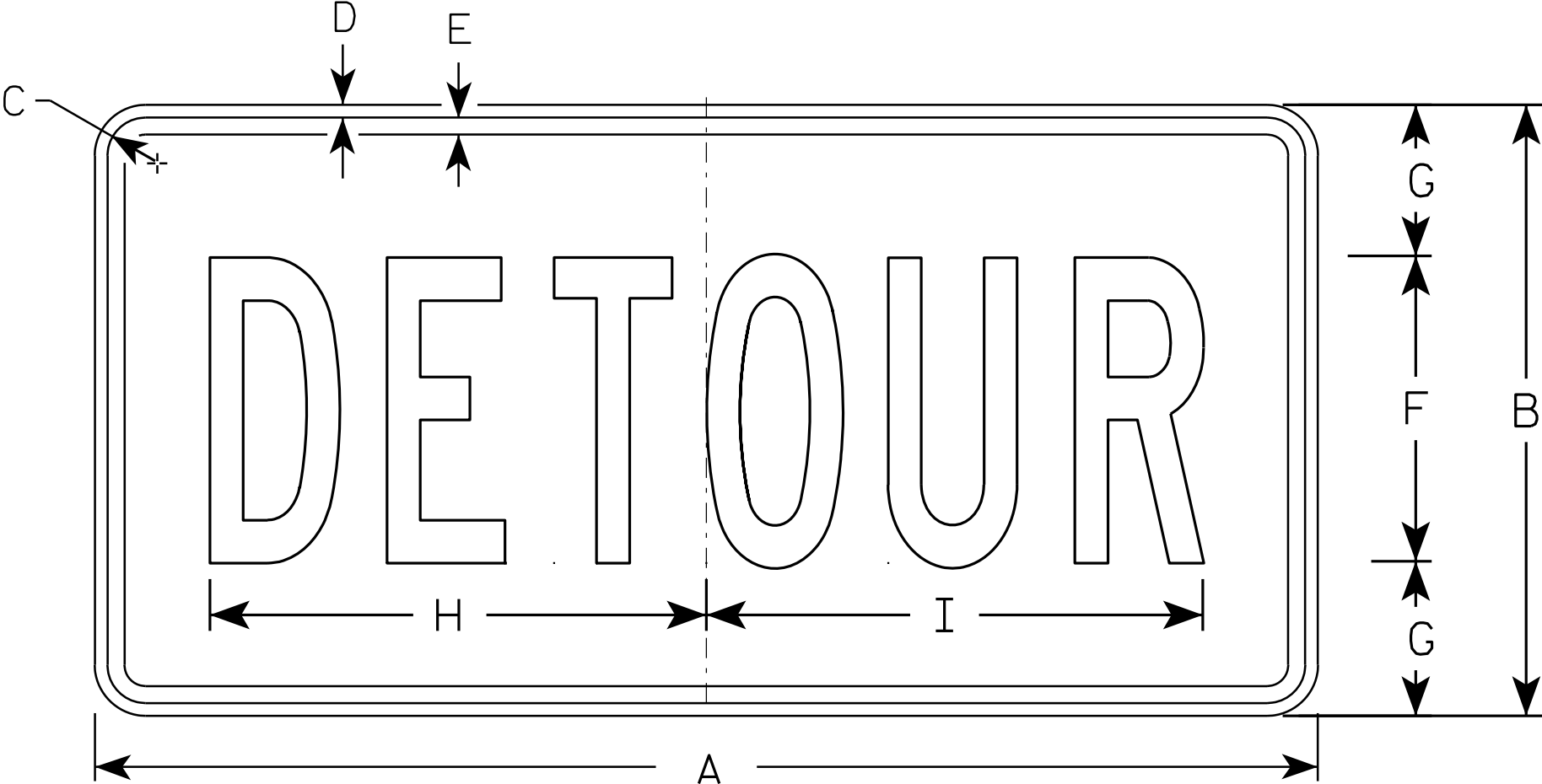
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M4-7.9

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.



M4 - 8

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	Areg. 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																											

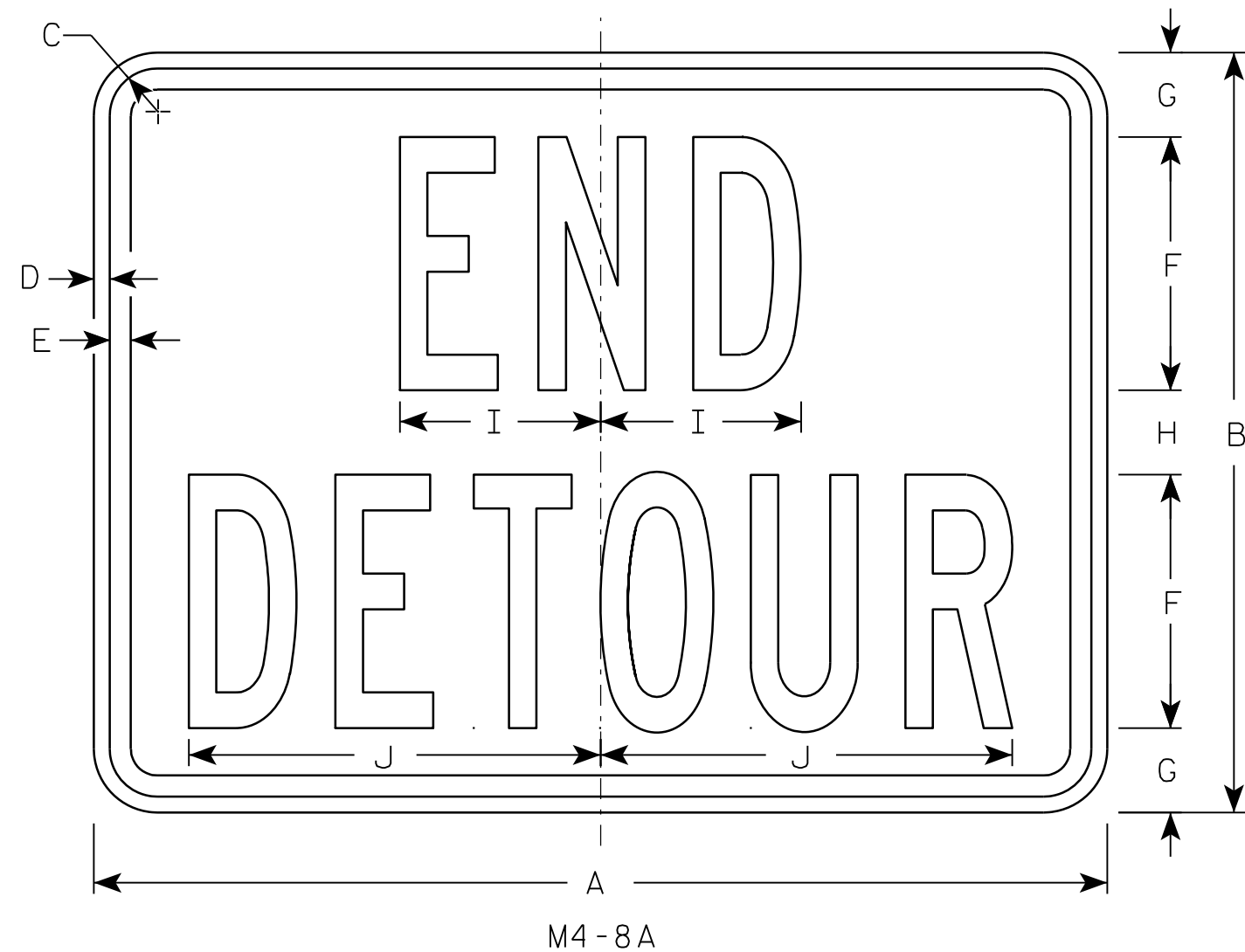
STANDARD SIGN
M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

7



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.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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																											

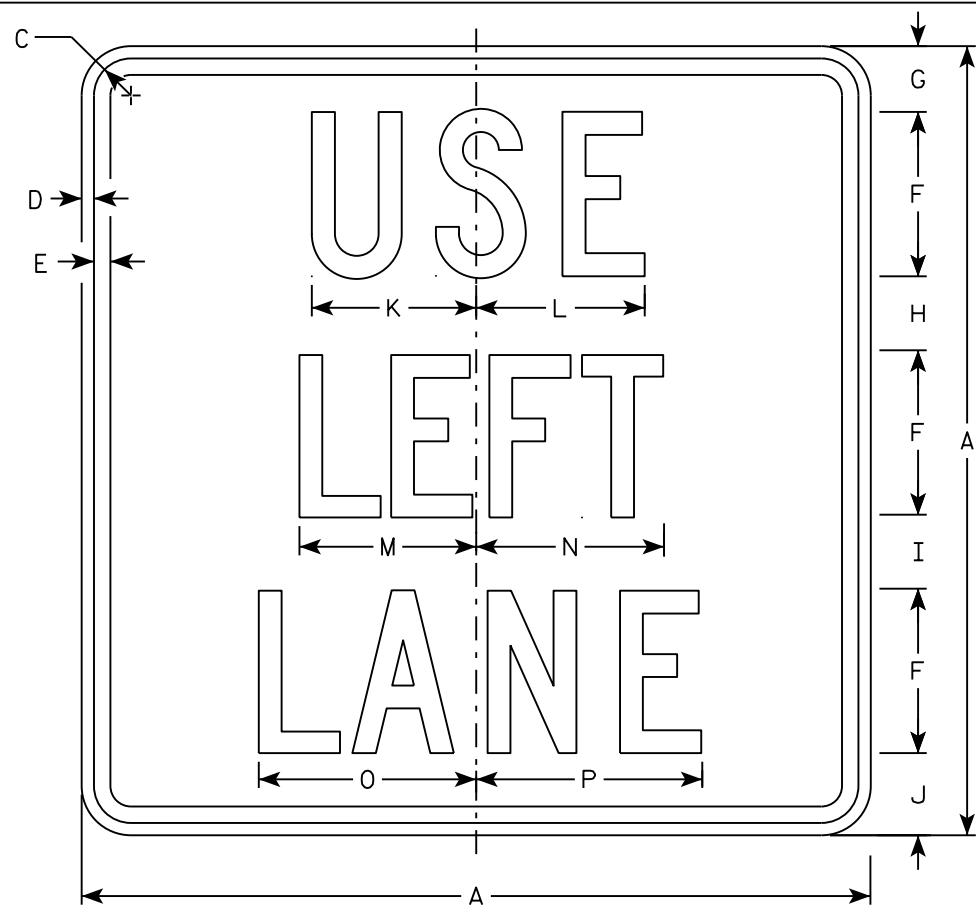
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---

STANDARD SIGN
M4-8A

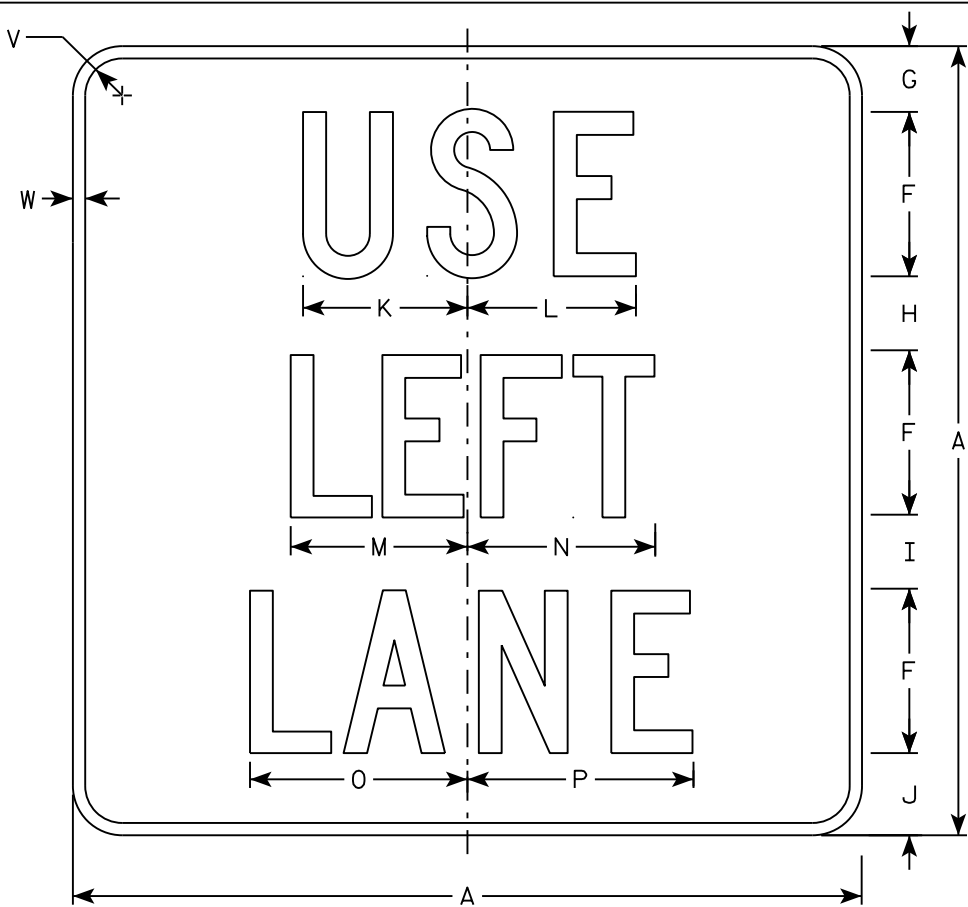
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

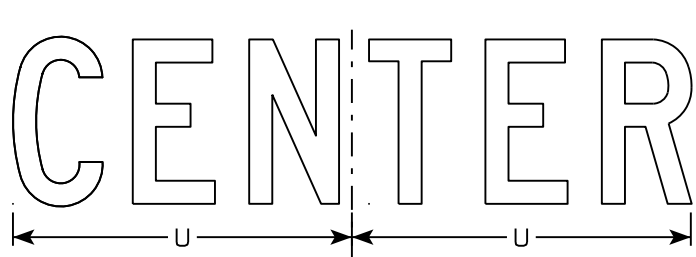
DATE 3/9/11 PLATE NO. M4-8A.2



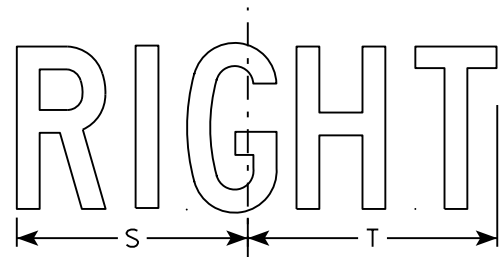
M4-20L
MM4-20L
M04-20L
MP4-20L



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

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																											

NOTES

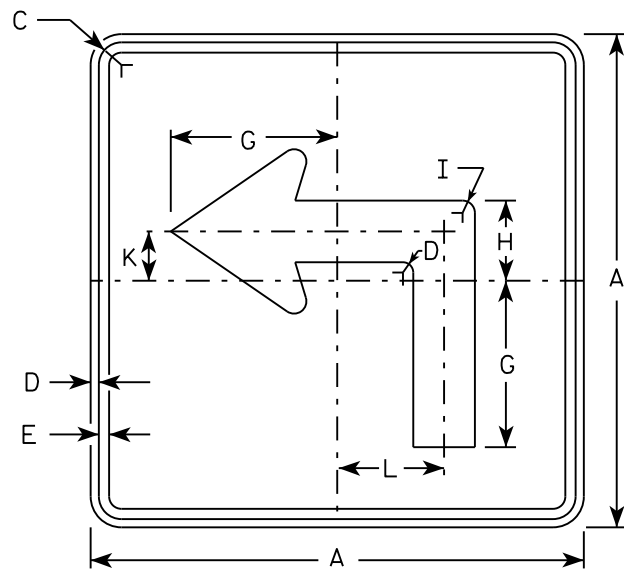
- Sign is Type II - Type H except as Shown
- Color:
Background - See note 5
Message - See note 5
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M4-20 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

STANDARD SIGN
M4-20

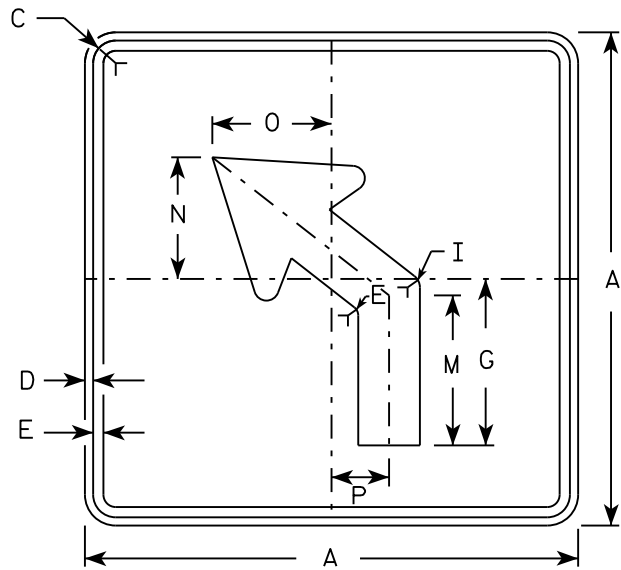
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

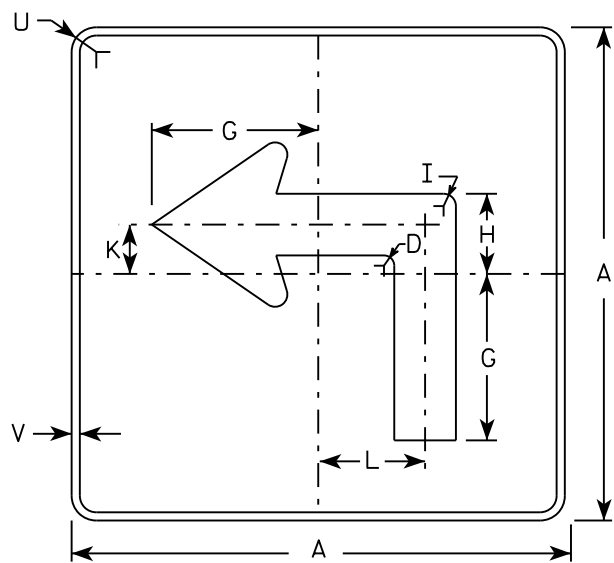
DATE 10/15/15 PLATE NO. M4-20.5



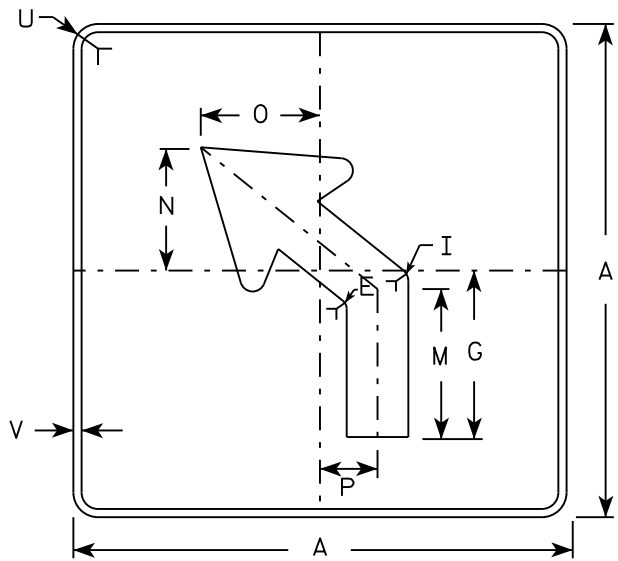
M5-1L
MM5-1L
M05-1L
MP5-1L



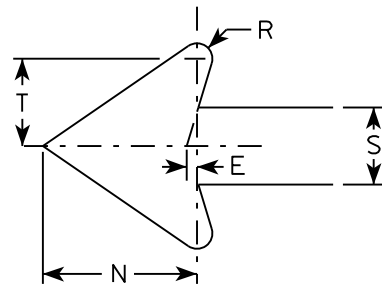
M5-2L
MM5-2L
M05-2L
MP5-2L



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



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



NOTES

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

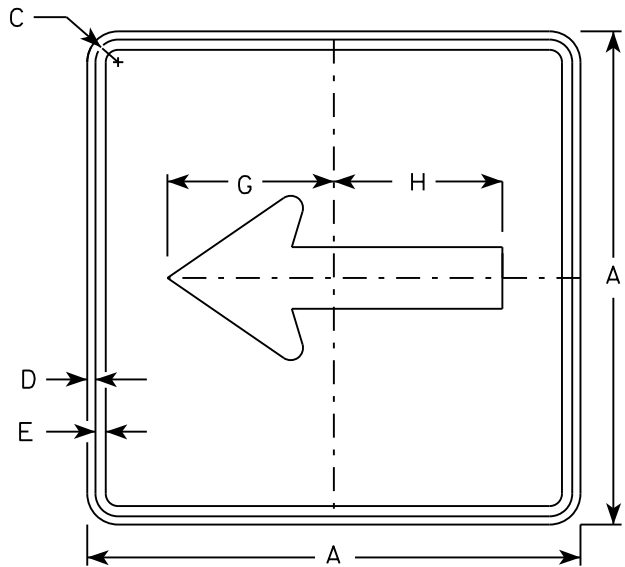
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

STANDARD SIGN
M5-1 & M5-2

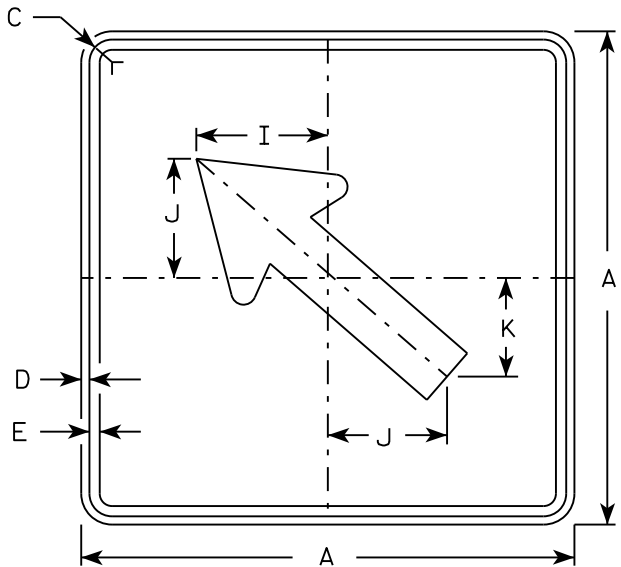
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

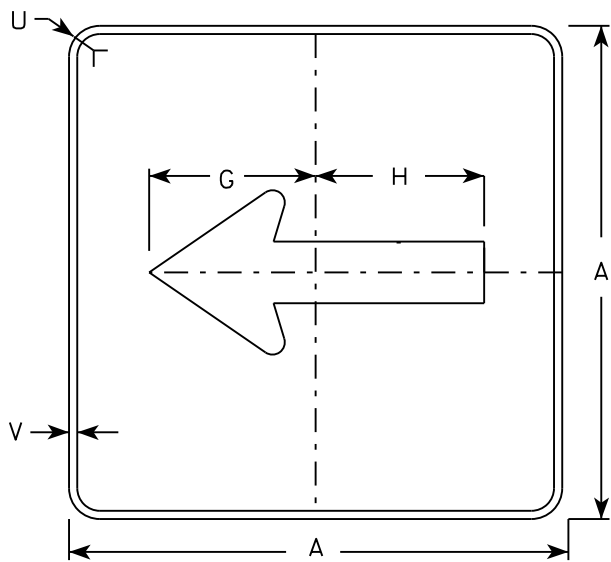
DATE 10/15/15 PLATE NO. M5-1.13



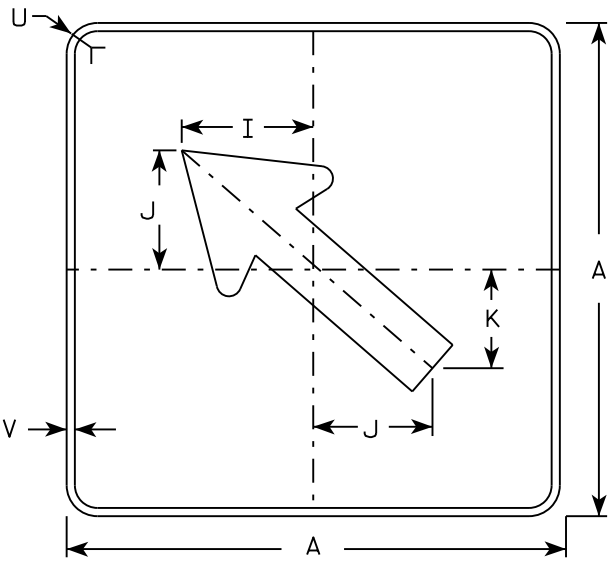
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



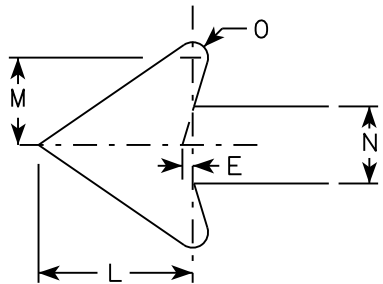
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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



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



NOTES

- Signs are Type II - Type H except as Shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

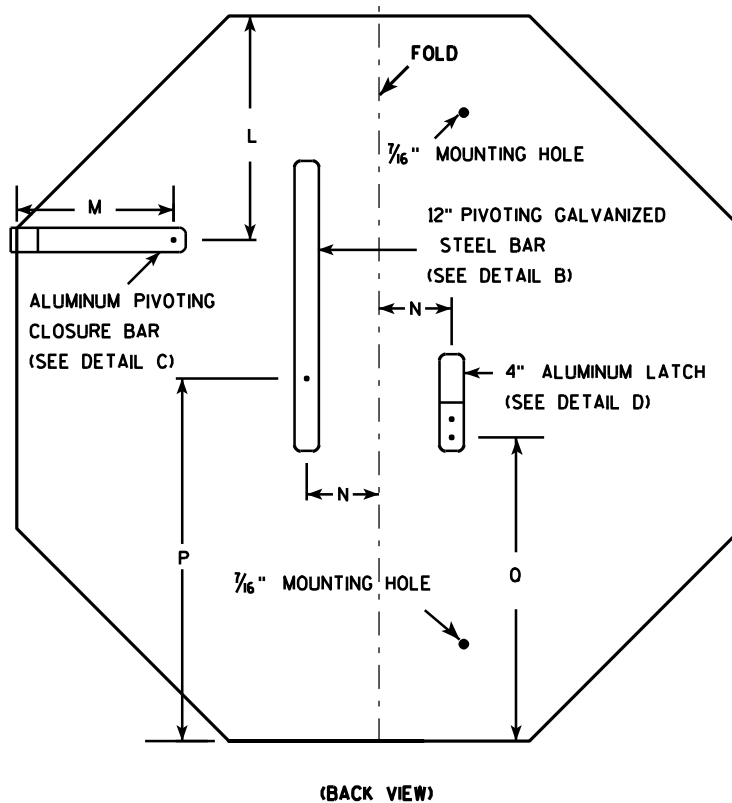
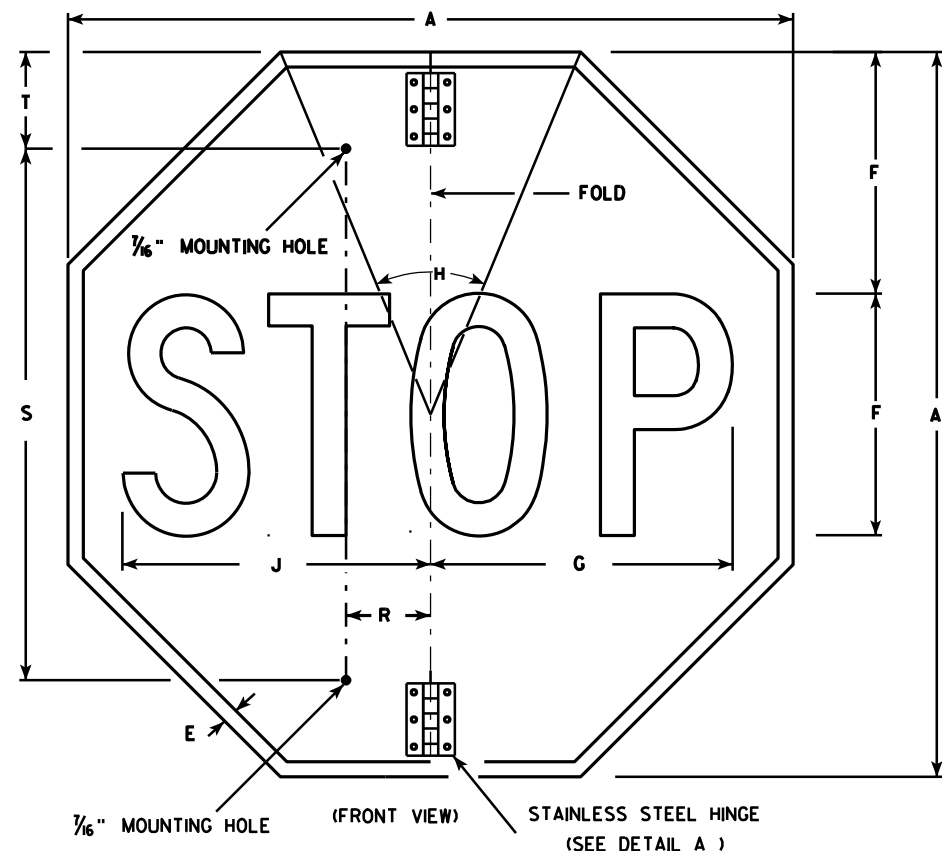
E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

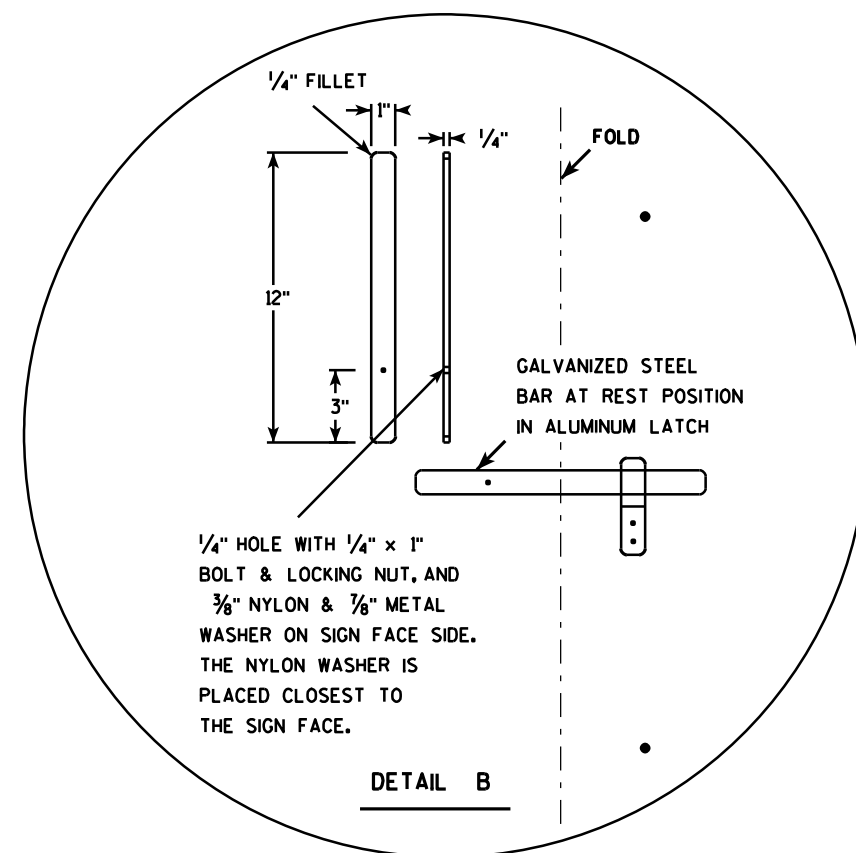
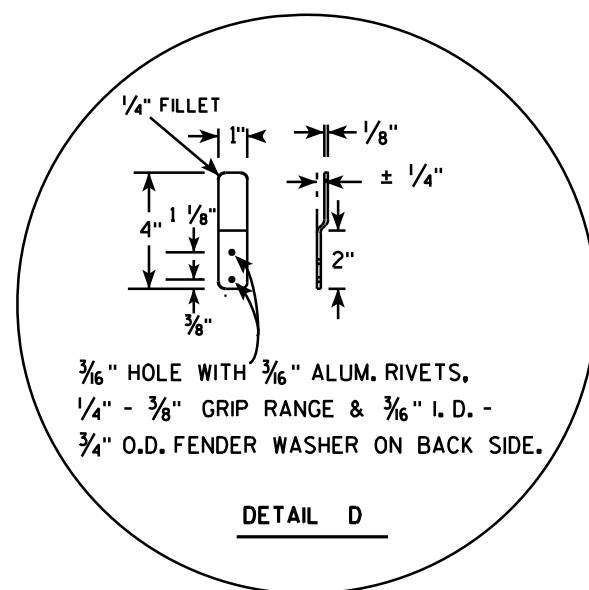
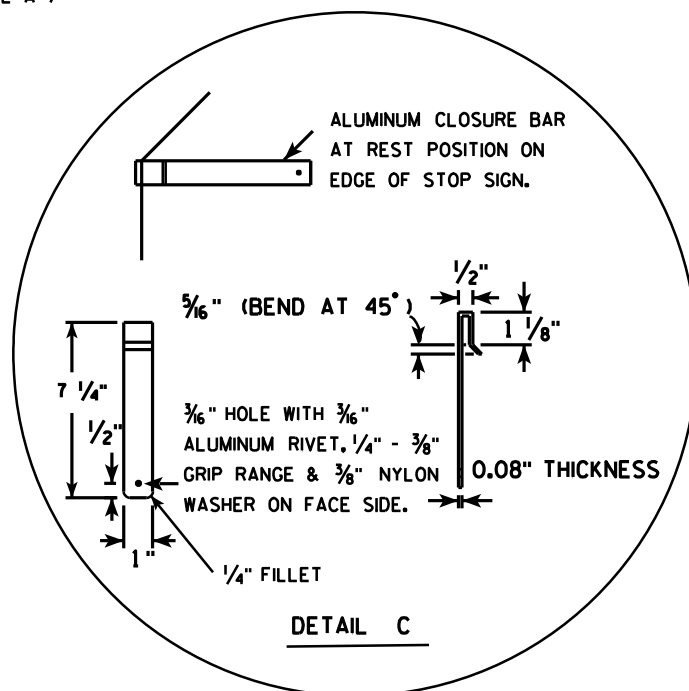
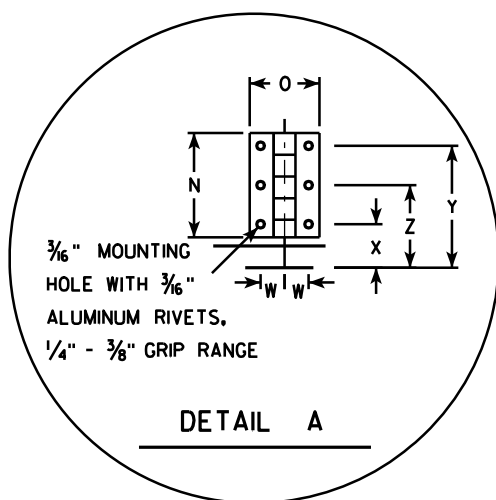
APPROVED
Matthew R. Rauch
for State Traffic Engineer

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



NOTES

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

PROJECT NO:

HWY:

COUNTY:

STANDARD SIGN
R1-1F

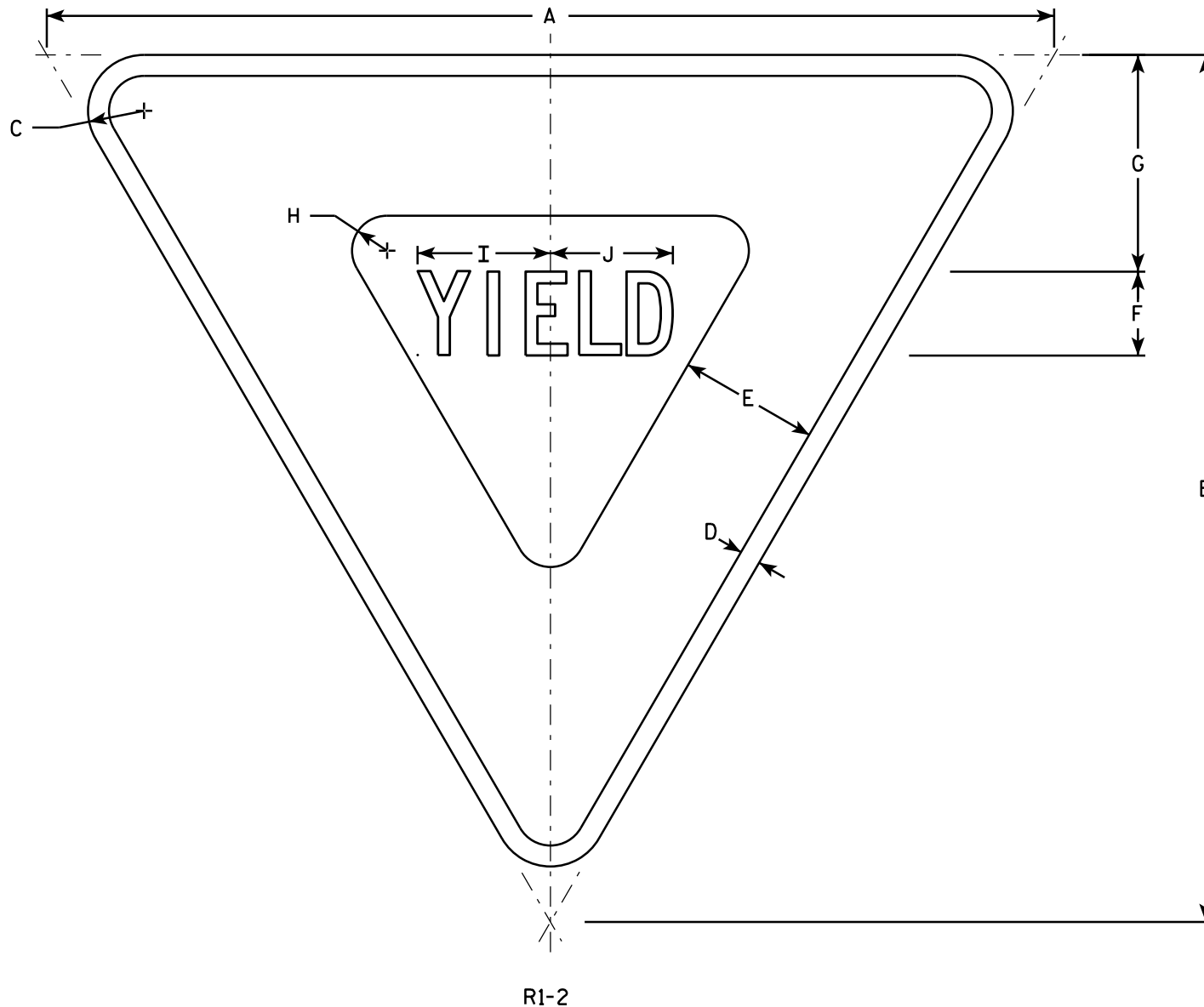
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/03/10 PLATE NO. R1-1F.3

SHEET NO:

E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.

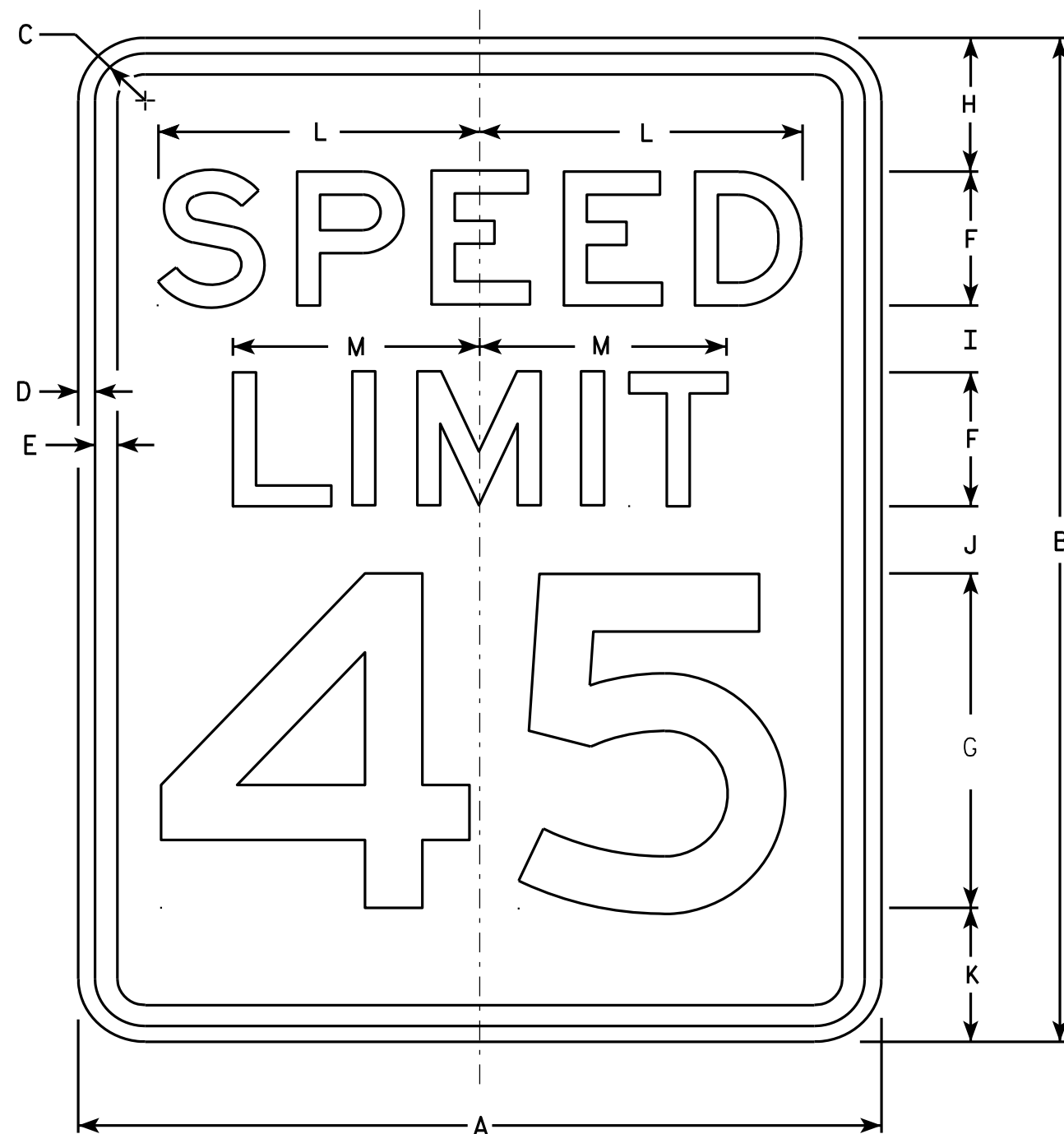
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8								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

STANDARD SIGN
R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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.

R2-1

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

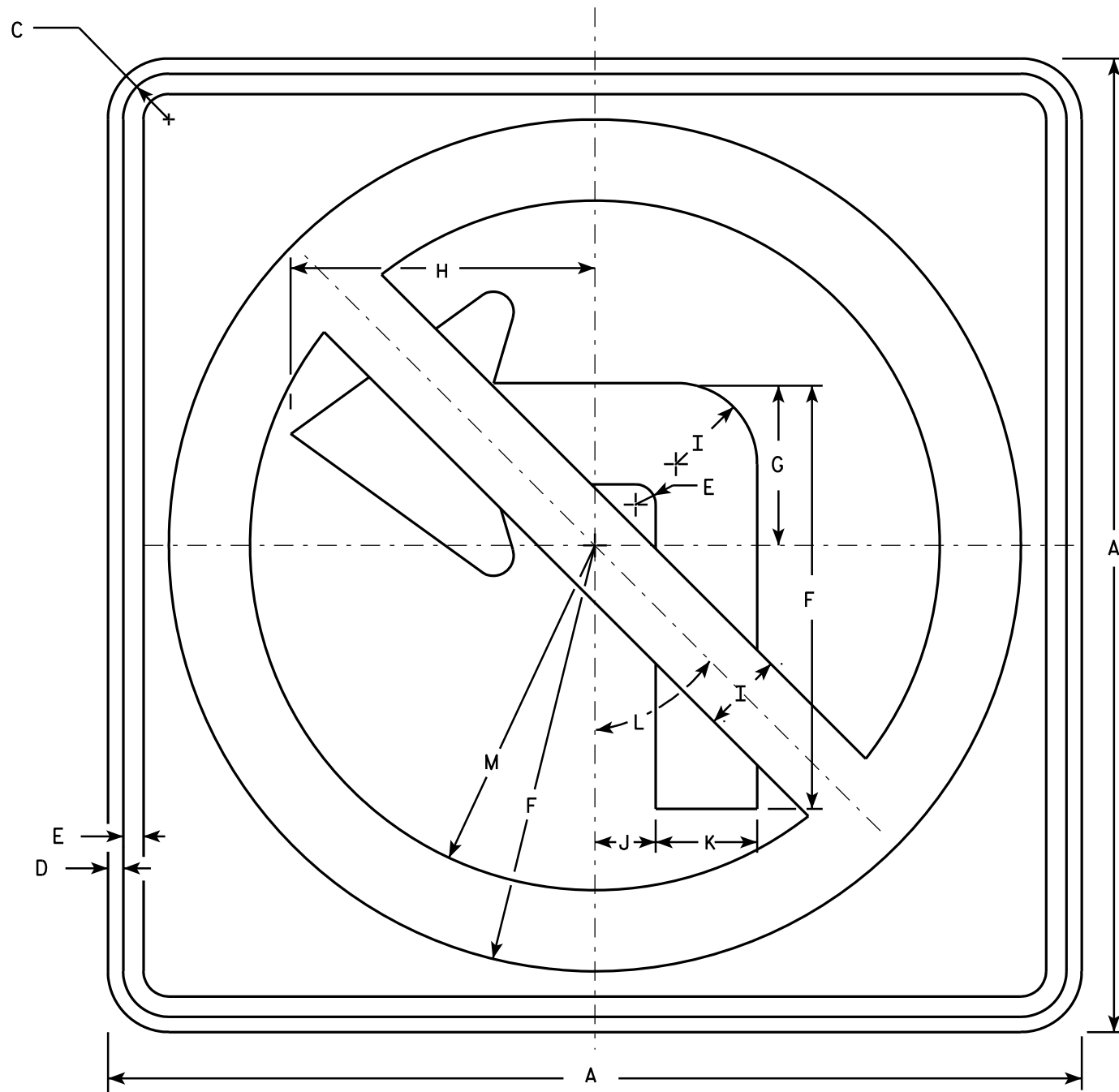
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

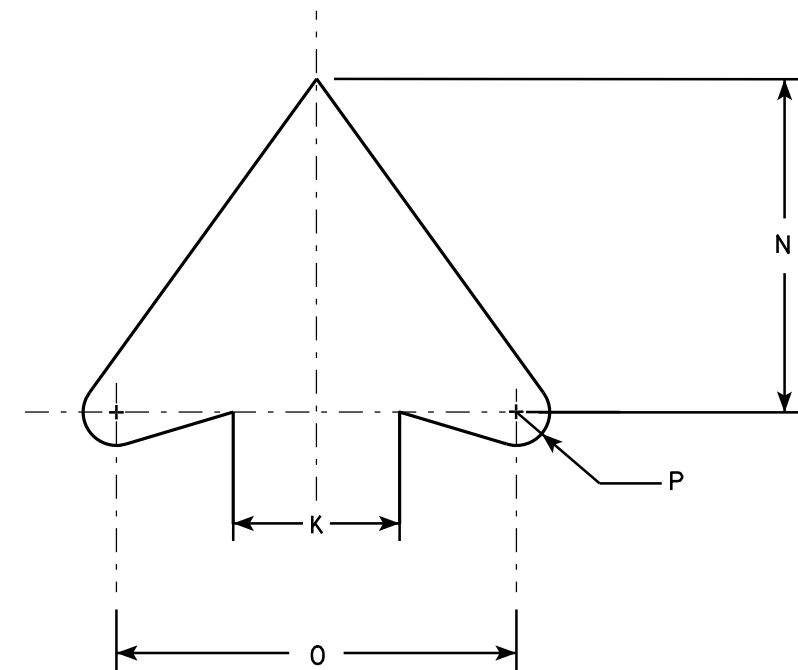
E



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

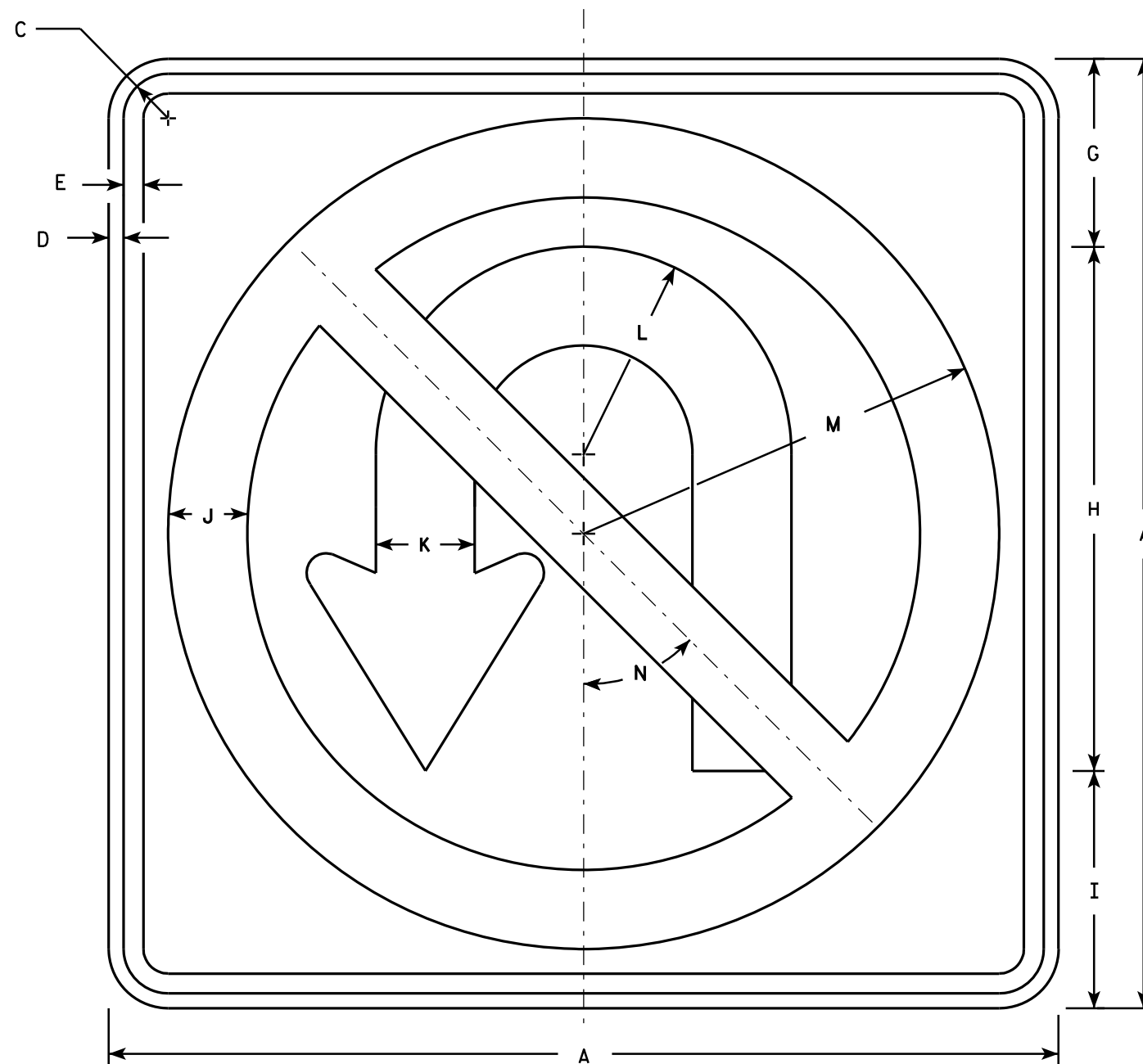
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

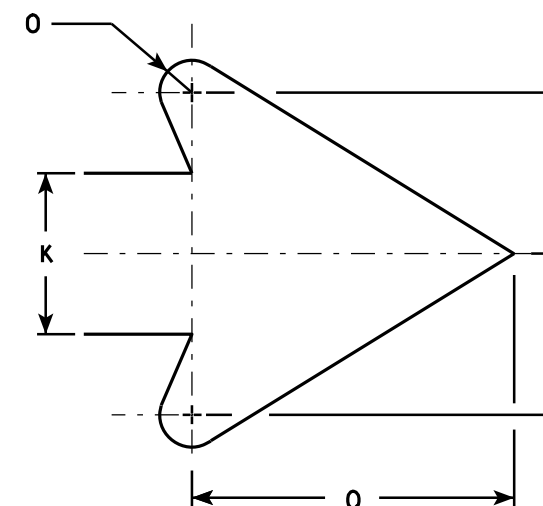
E



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.

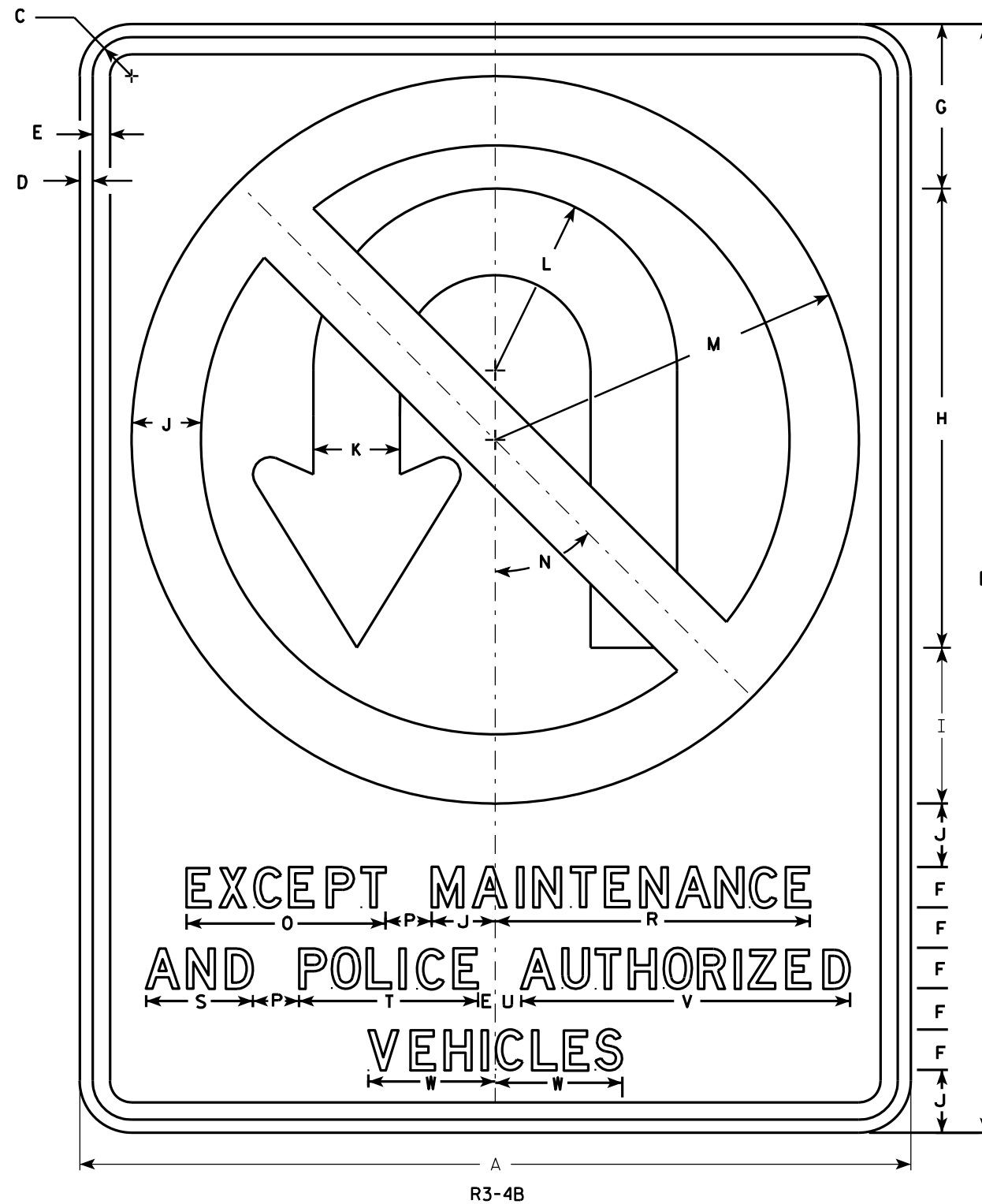


ARROW DETAIL

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

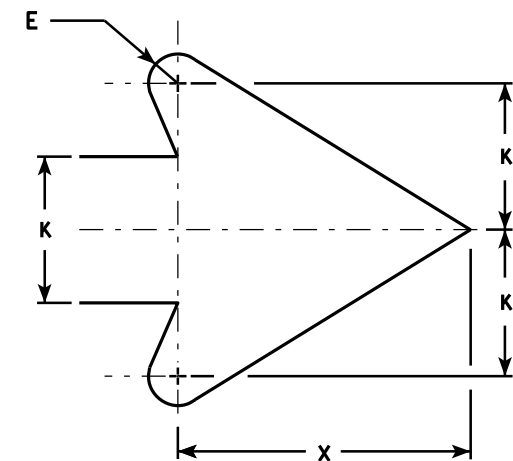
STANDARD SIGN	
R3-4	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/08/10	PLATE NO. R3-4.11

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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - 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	¾	1 ¾	7 1⁄8	19 7⁄8	6 ¾	2 ¾	3 ¾	7 7⁄8	15 ¾	45°	8 5⁄8	2		13 5⁄8	4 5⁄8	7 ¾	1 1⁄8	14 1⁄4	5 1⁄2	7 5⁄8			12.0
5	36	48	1 5⁄8	5⁄8	¾	1 ¾	7 1⁄8	19 7⁄8	6 ¾	2 ¾	3 ¾	7 7⁄8	15 ¾	45°	8 5⁄8	2		13 5⁄8	4 5⁄8	7 ¾	1 1⁄8	14 1⁄4	5 1⁄2	7 5⁄8			12.0

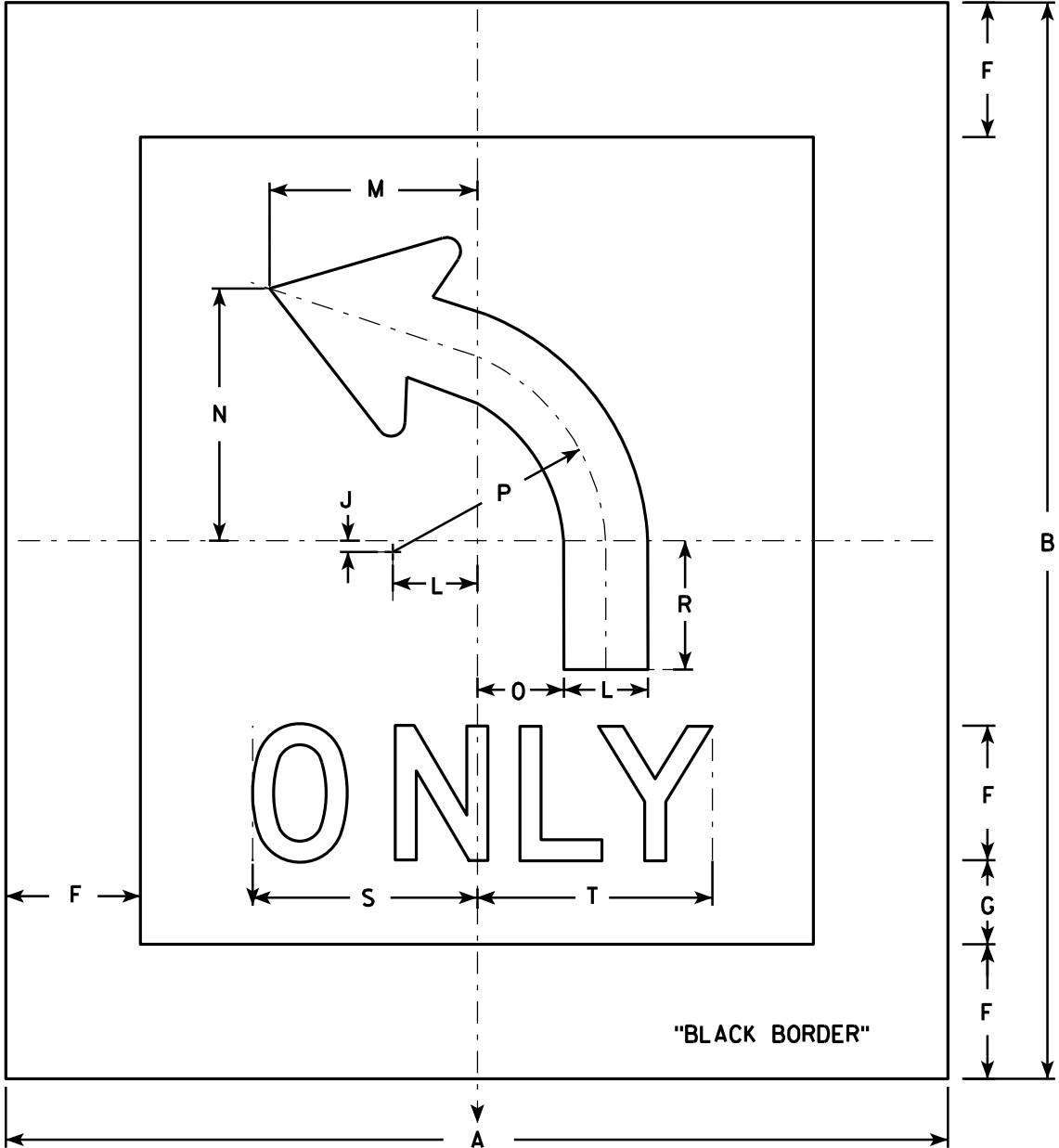
STANDARD SIGN R3-4B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-4B.2

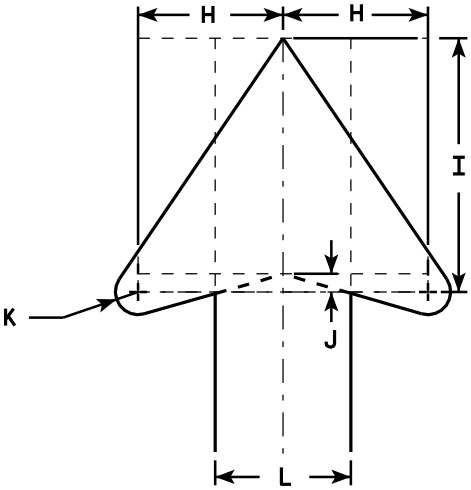
PROJECT NO: HWY: COUNTY: SHEET NO: E



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 ¾	4	7	½	⅝	3 ¾	9 ¼	11 ¼	3 ⅞	9 ½		5 ¾	10	10 ½							1.26
2M	42	48				6	3 ¾	4	7	½	⅝	3 ¾	9 ¼	11 ¼	3 ⅞	9 ½		5 ¾	10	10 ½							1.26
3																											
4																											
5																											

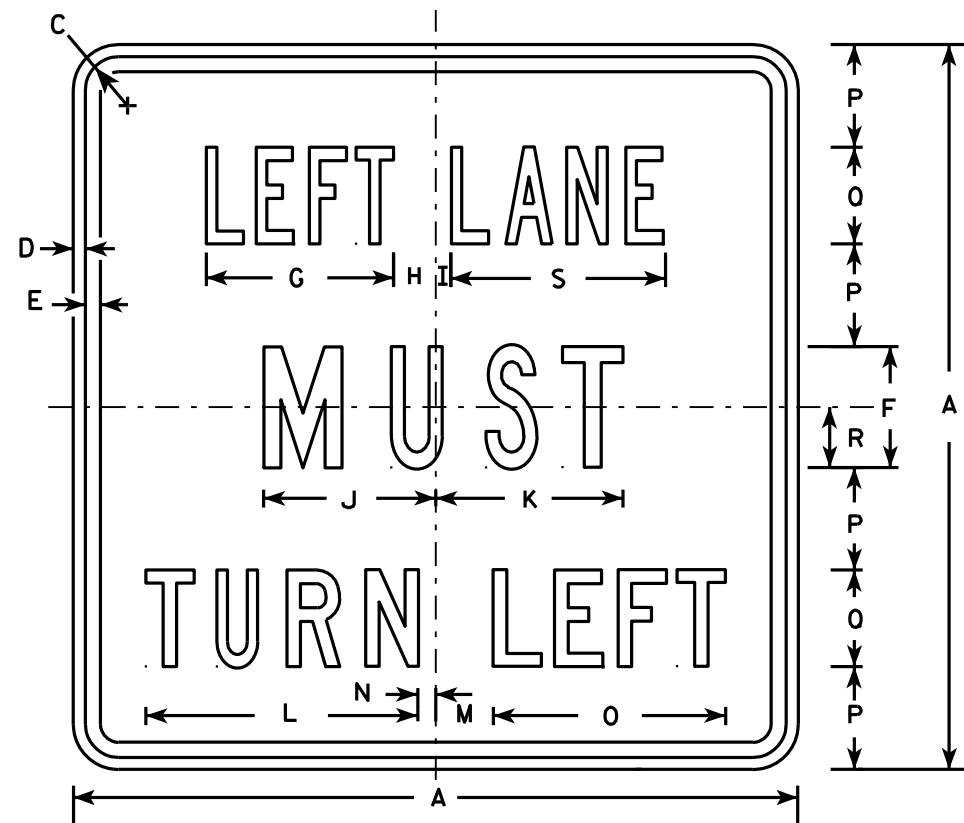
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
-------------	------	---------	-----------	---

STANDARD SIGN
R3-5

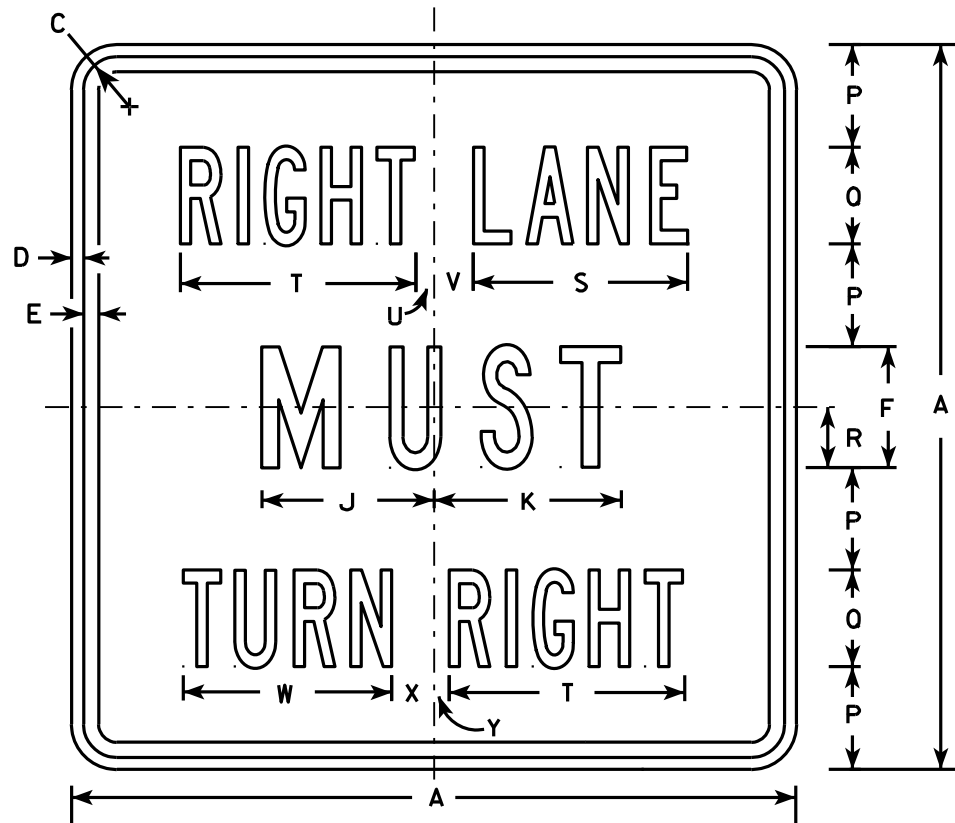
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rasch*
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5.6



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	O	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																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

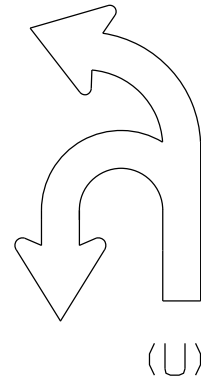
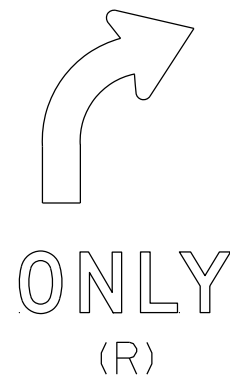
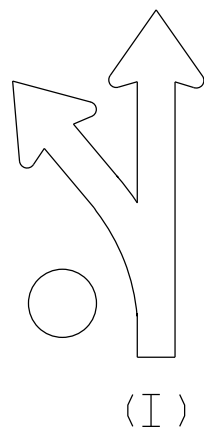
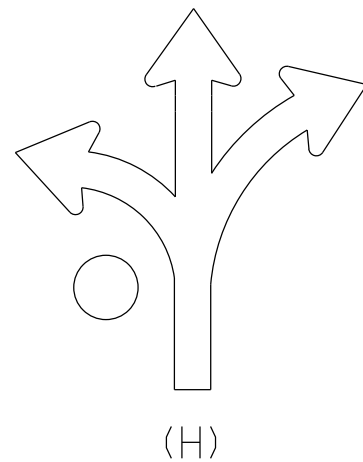
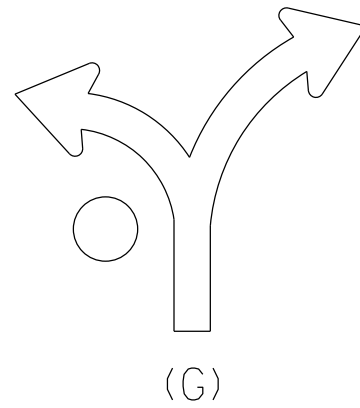
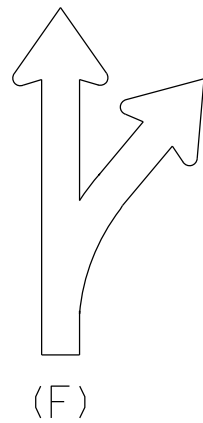
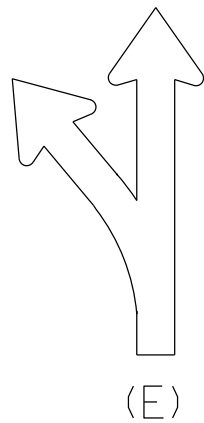
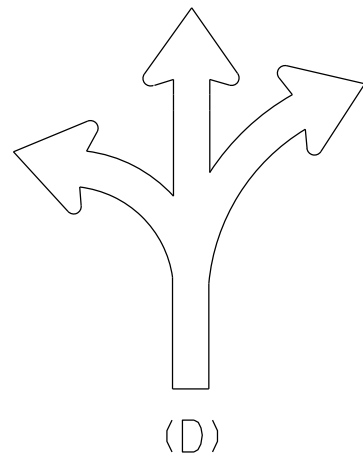
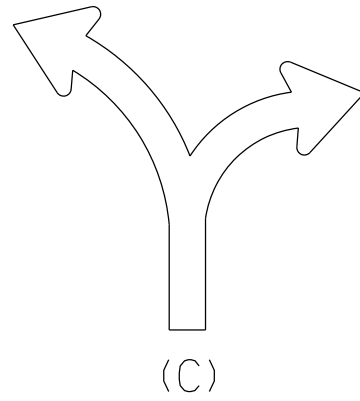
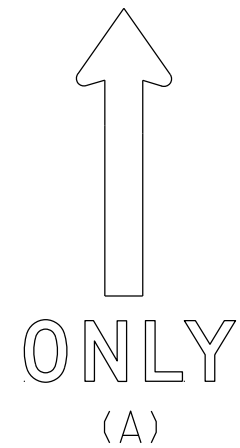
E

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



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

PROJECT NO:

SHEET NO:

E

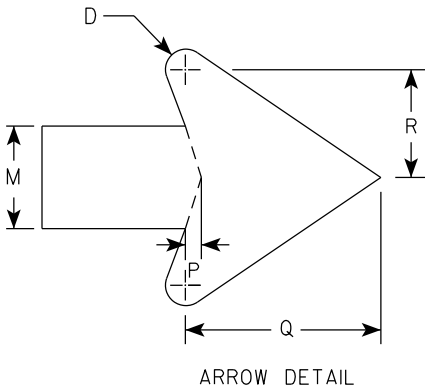
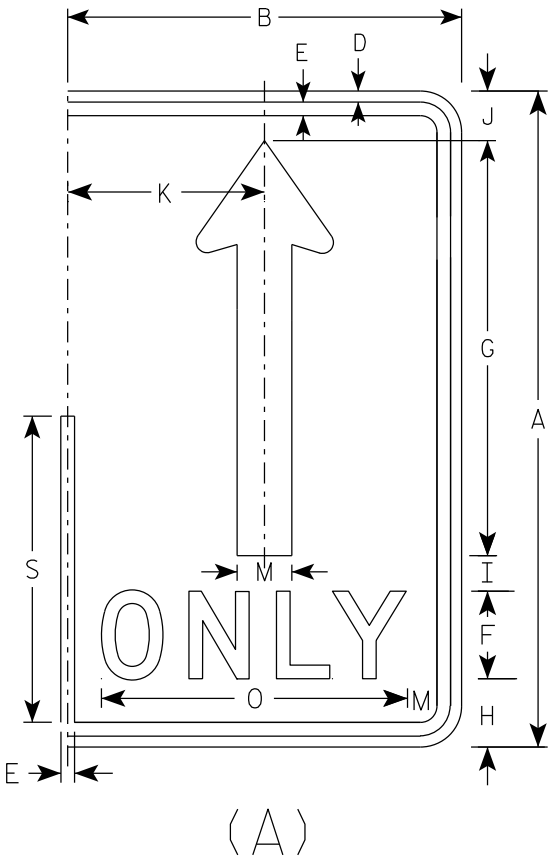
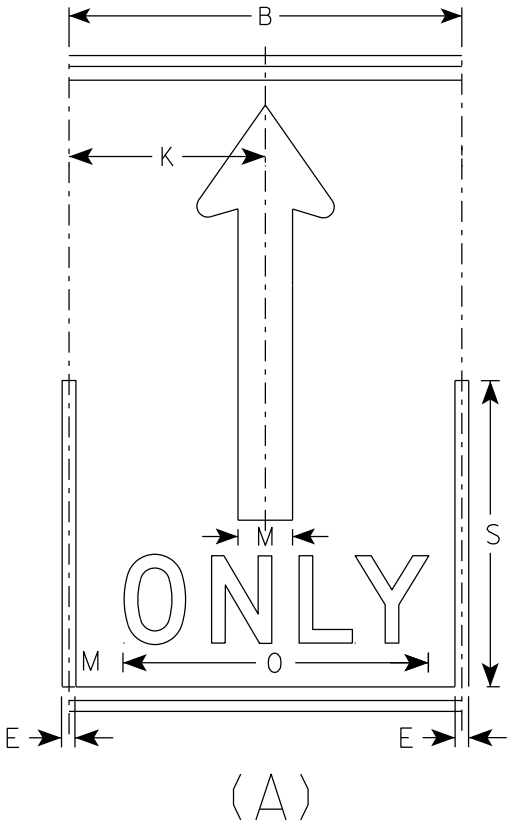
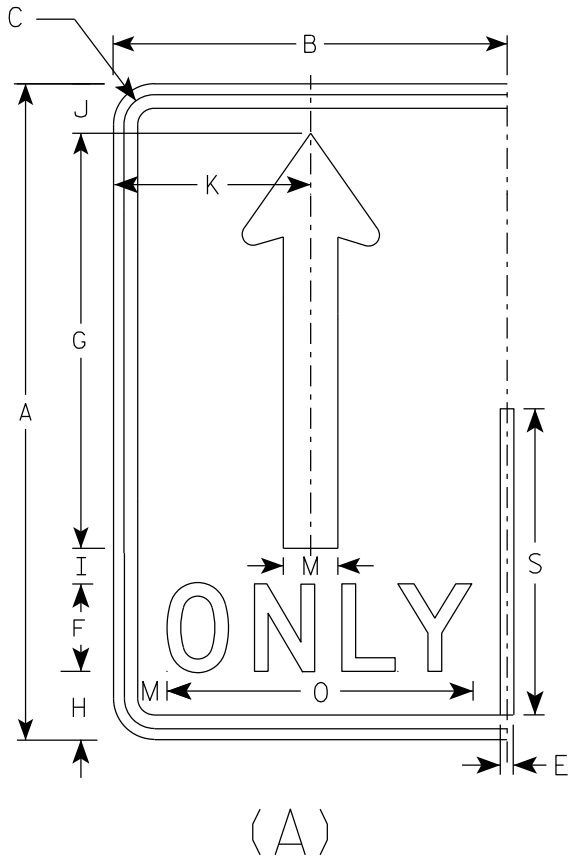
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
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	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

7

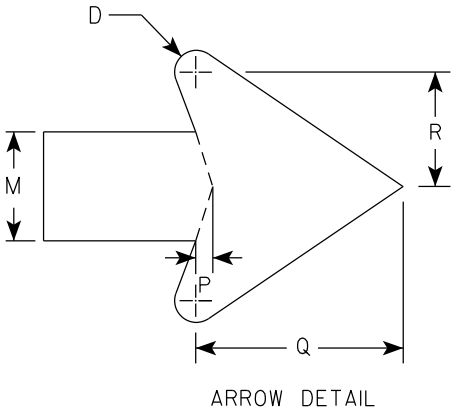
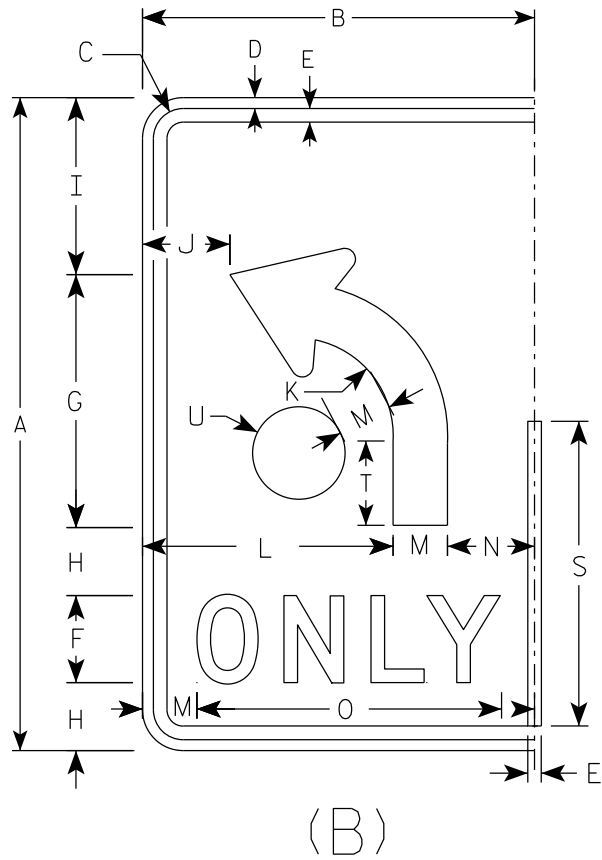
NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black

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	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

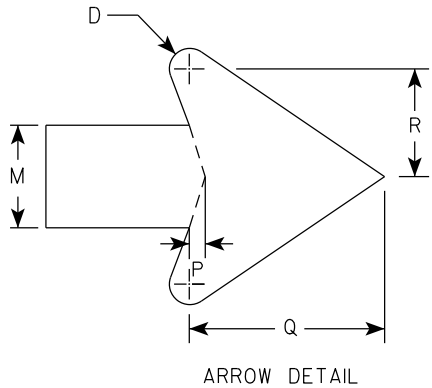
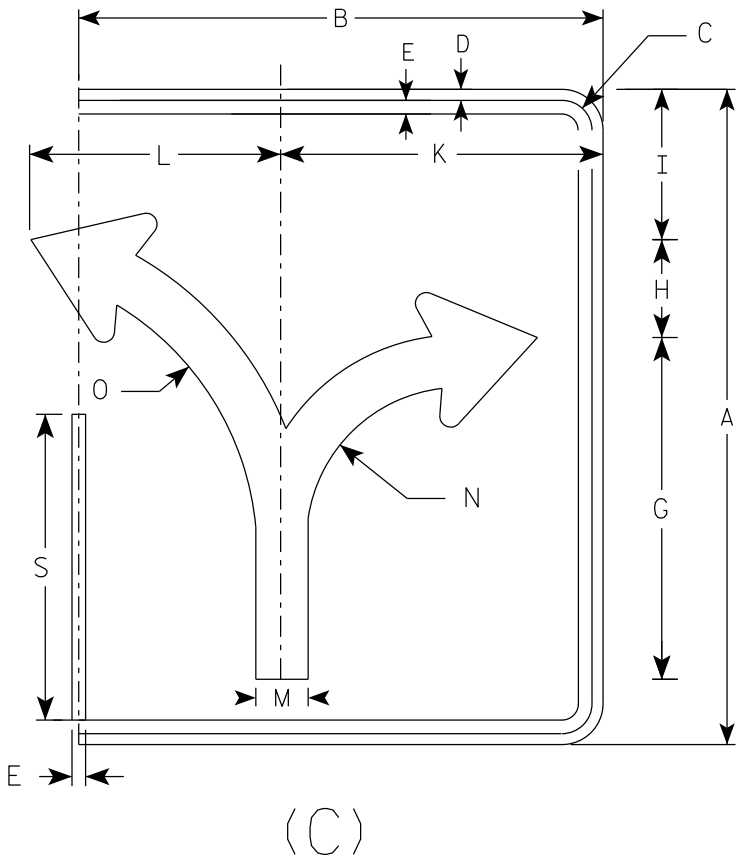
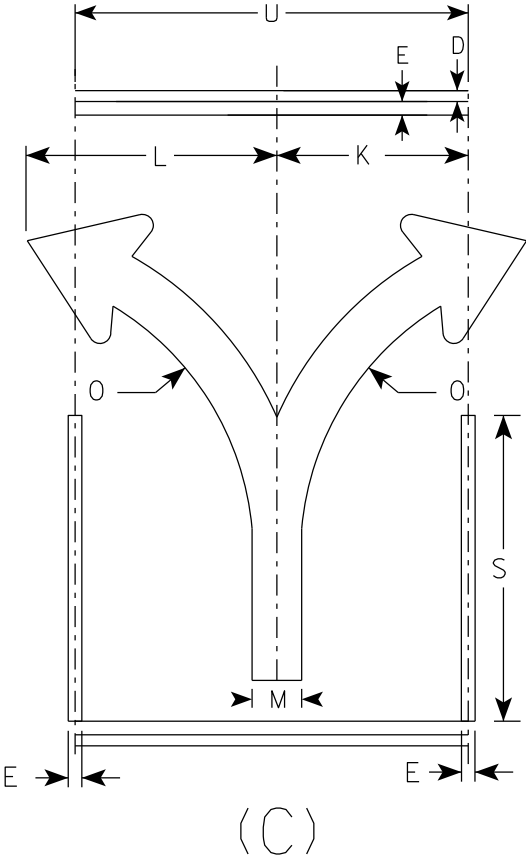
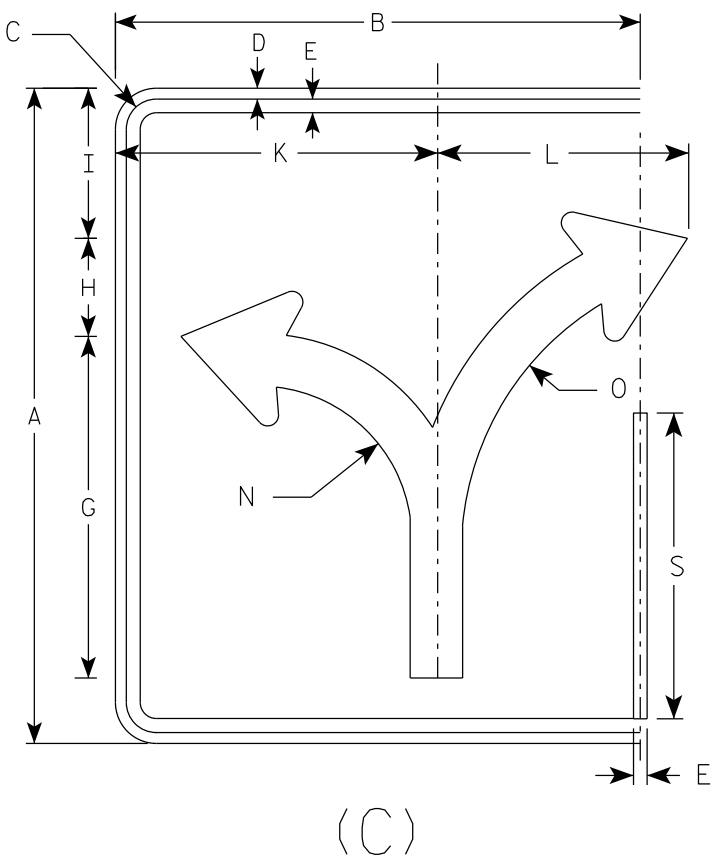
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



7

																											ENDS	MIDDLE
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 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

PROJECT NO:

HWY:

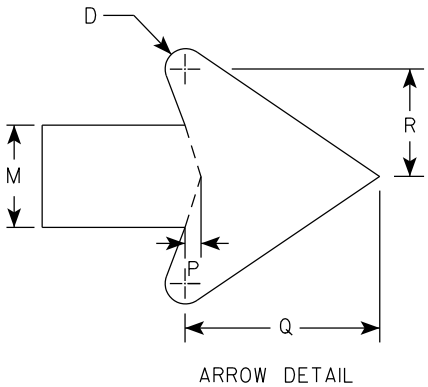
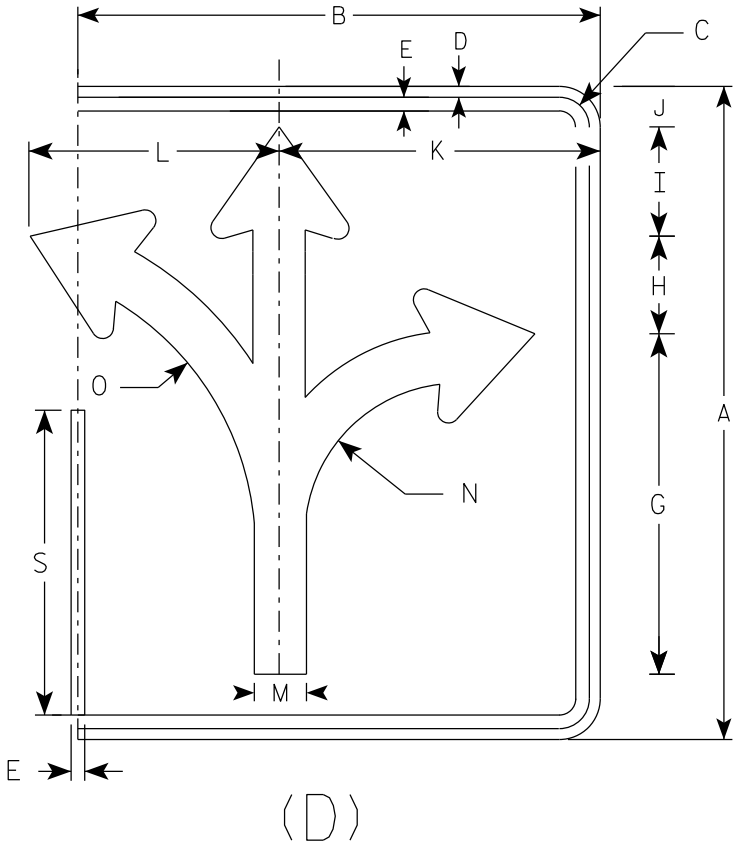
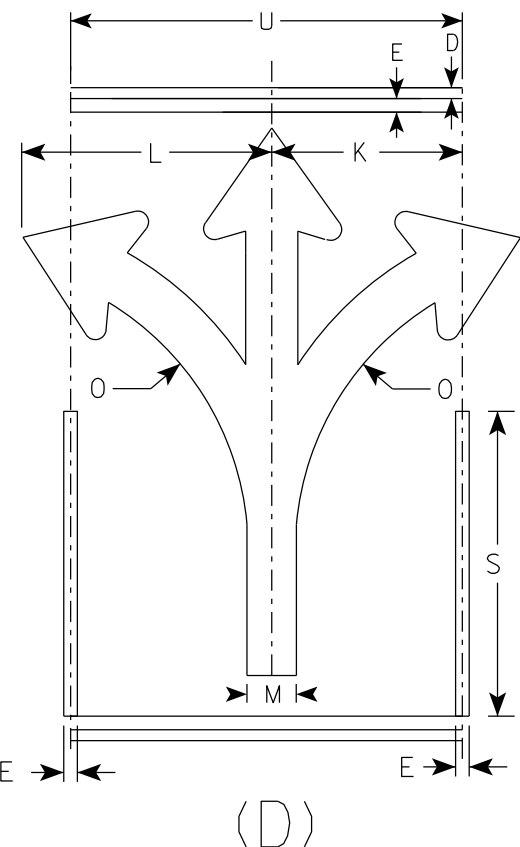
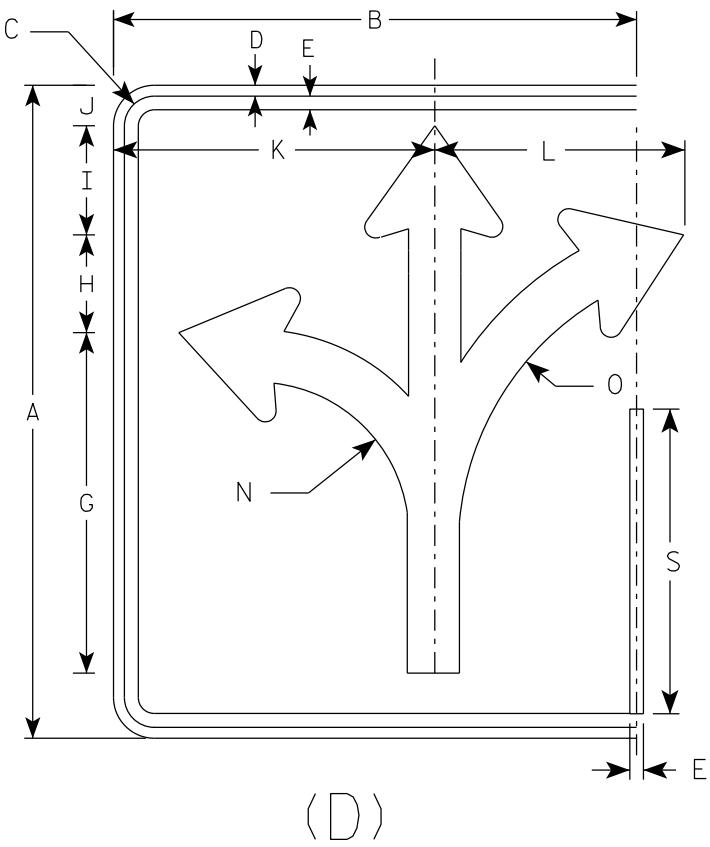
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



																											ENDS	MIDDLE
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 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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R3-8 (D) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

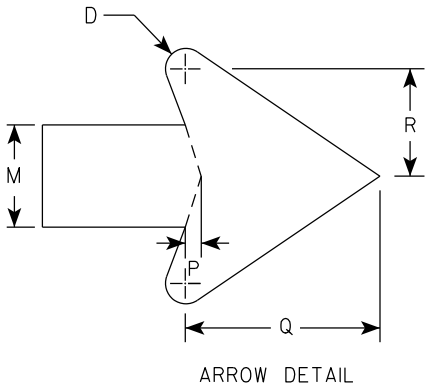
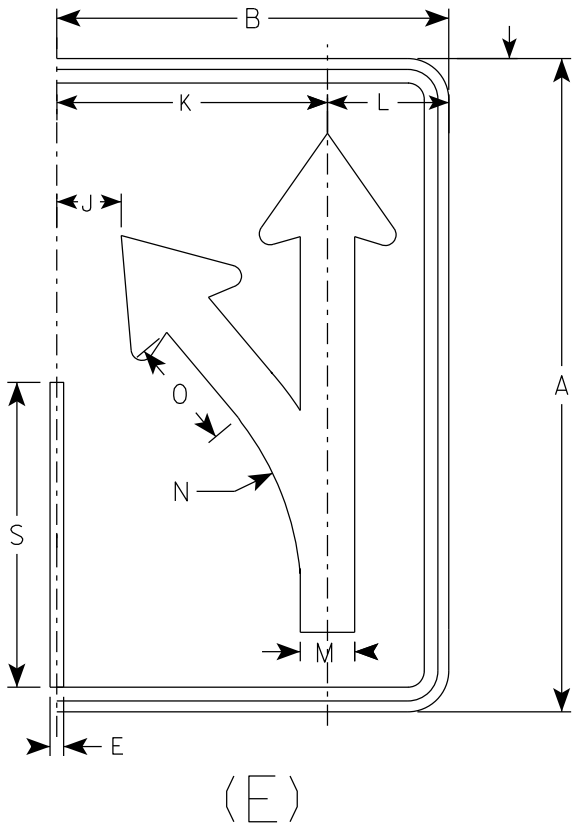
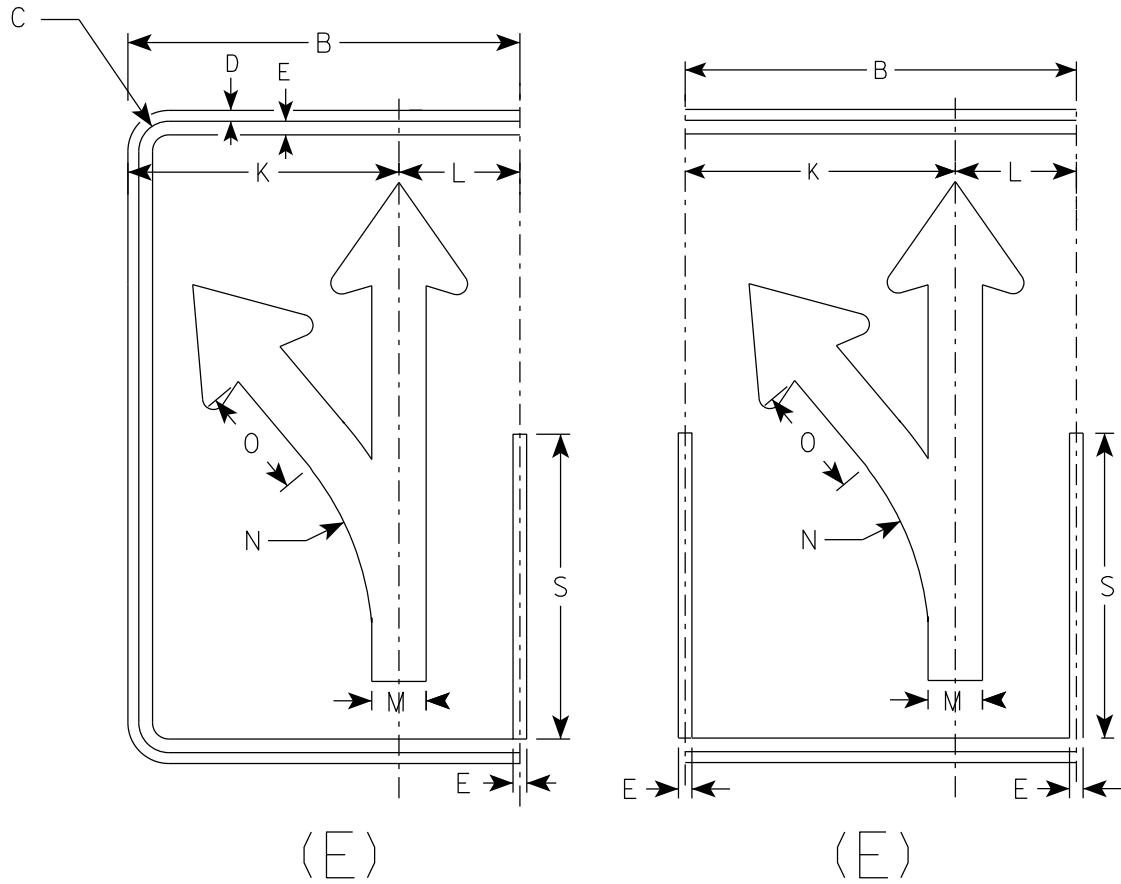
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN

R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

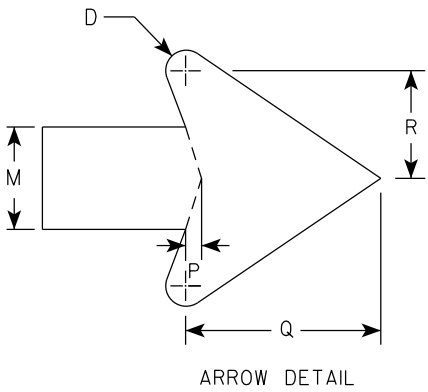
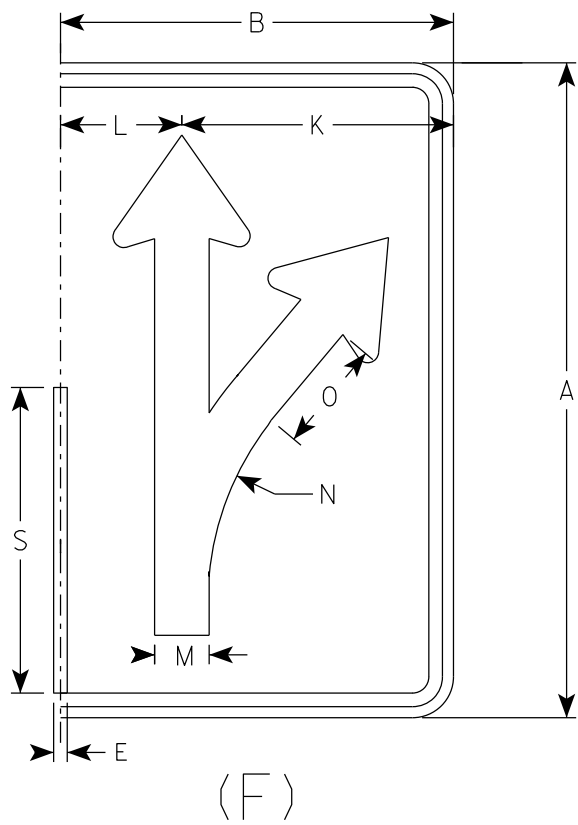
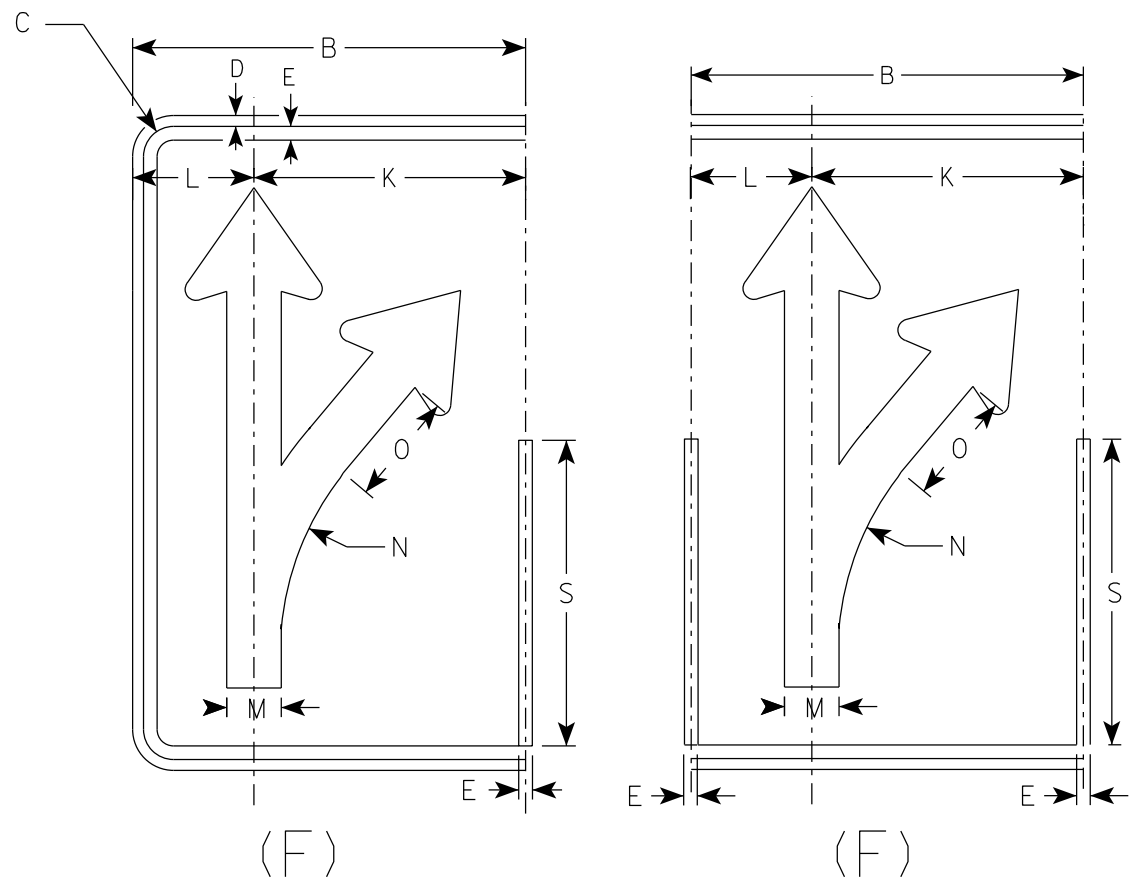
APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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

PROJECT NO:

HWY:

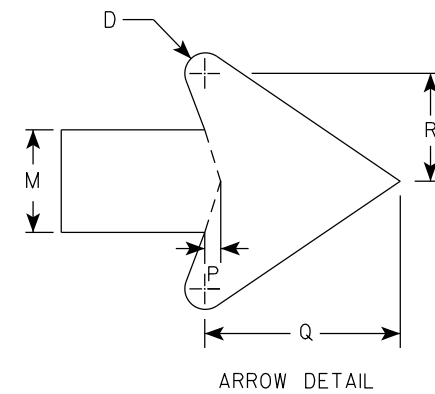
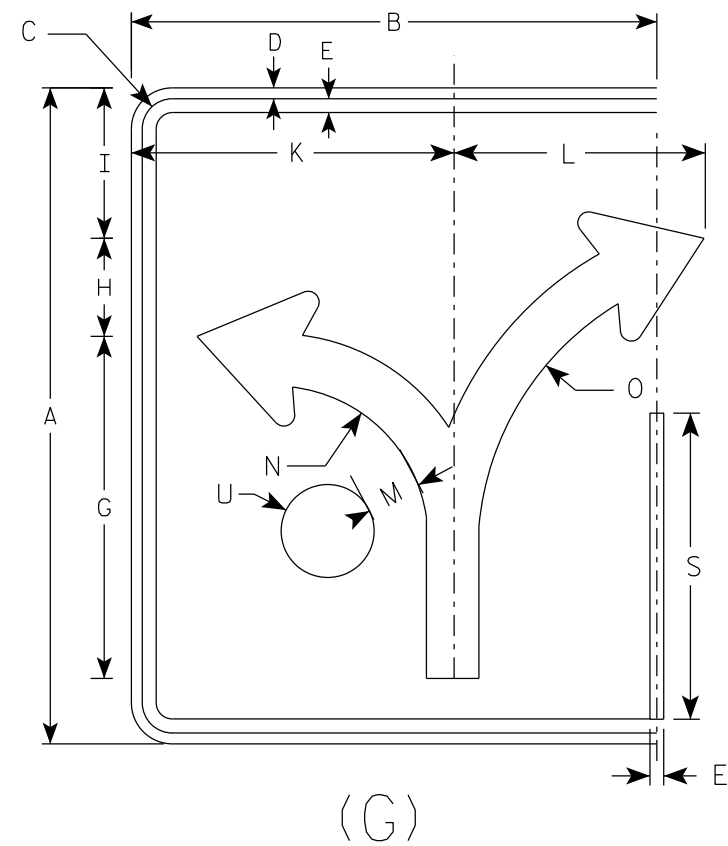
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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

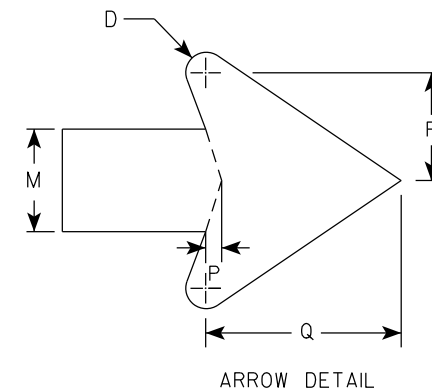
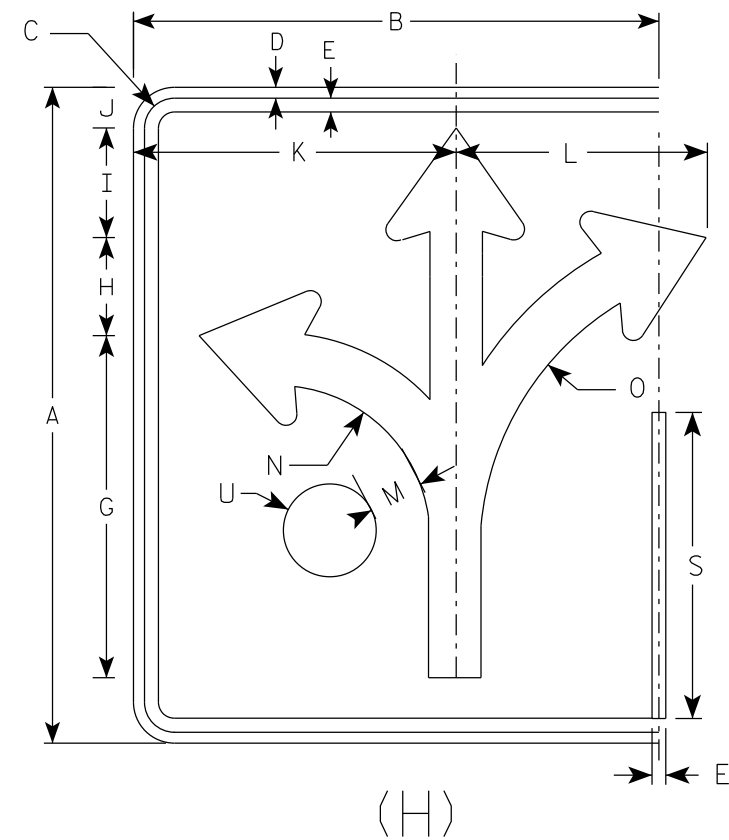
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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

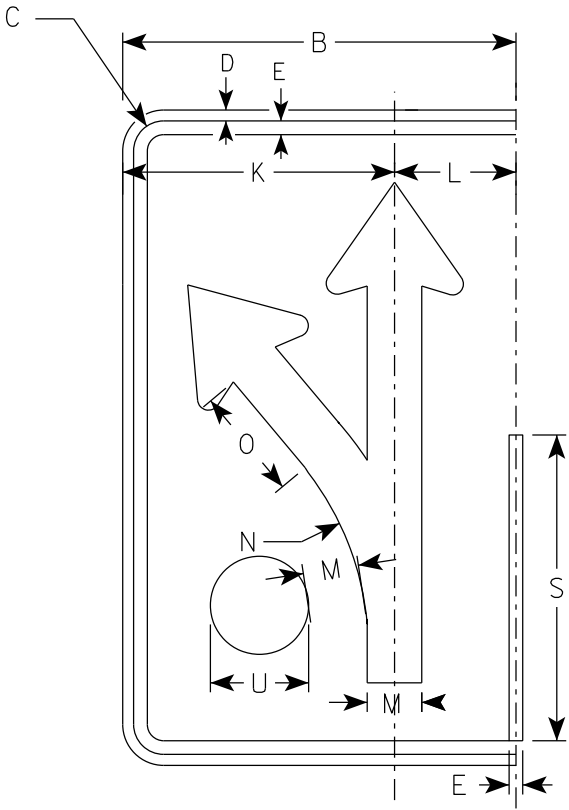
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

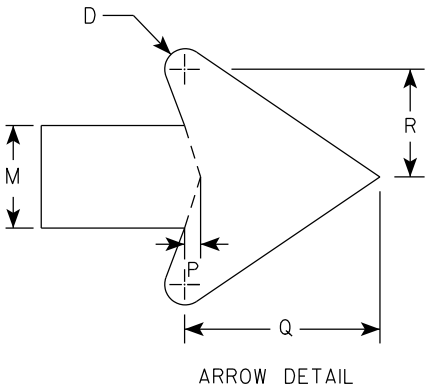
1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



(I)



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

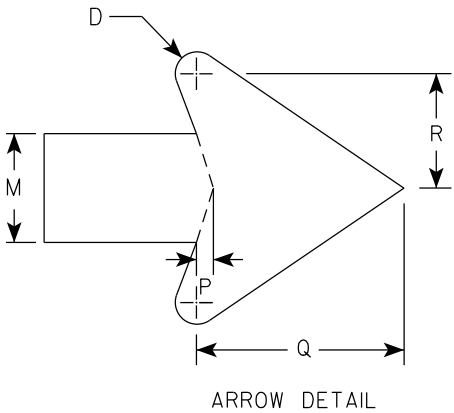
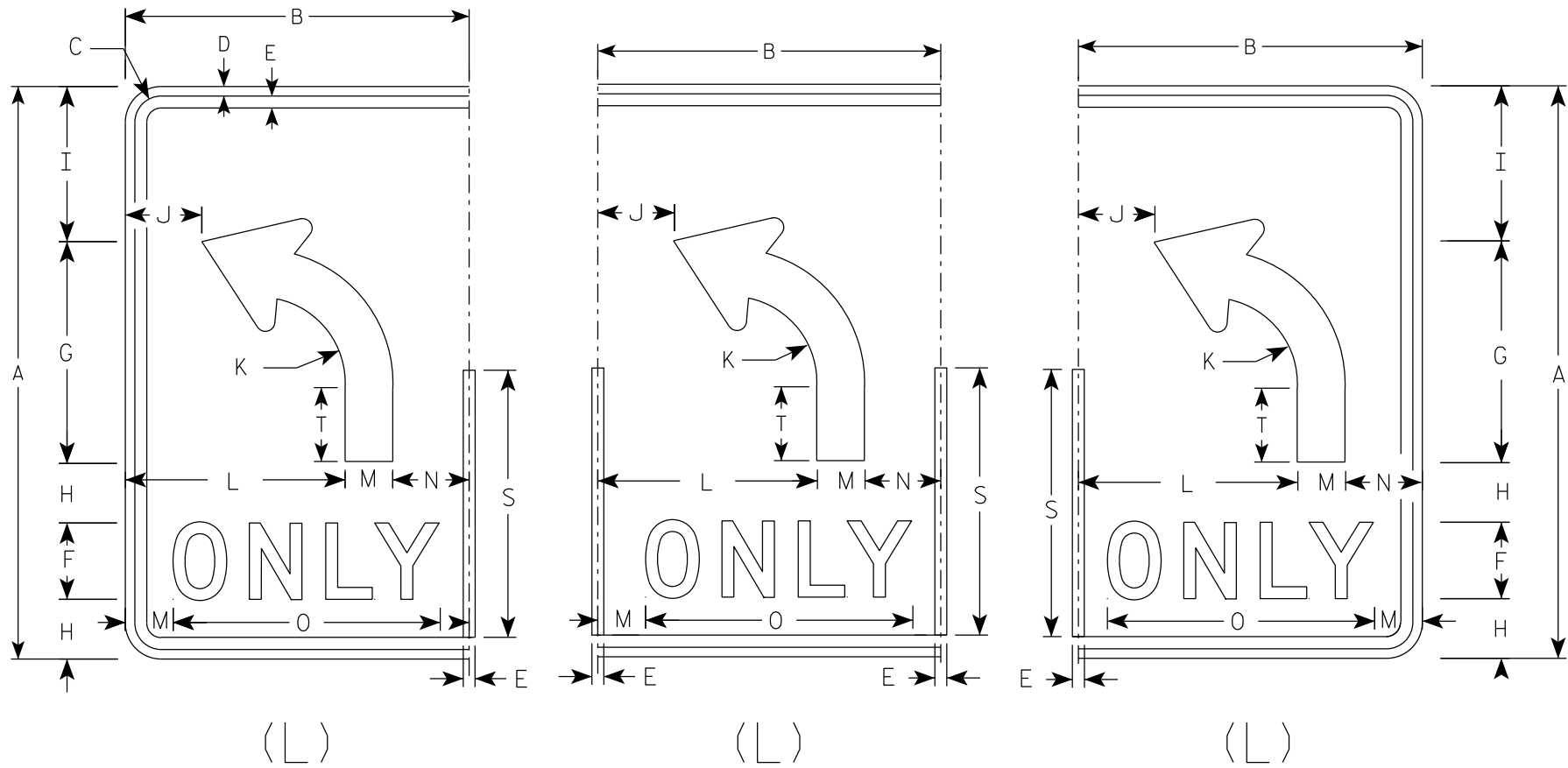
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 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	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*

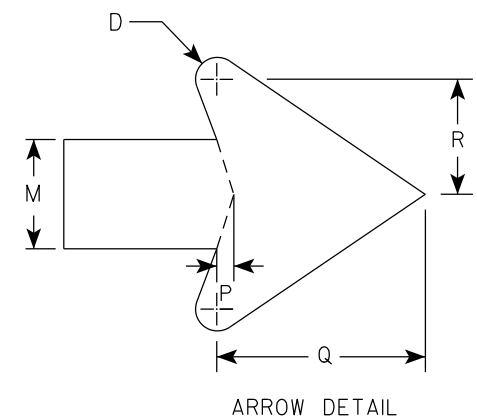
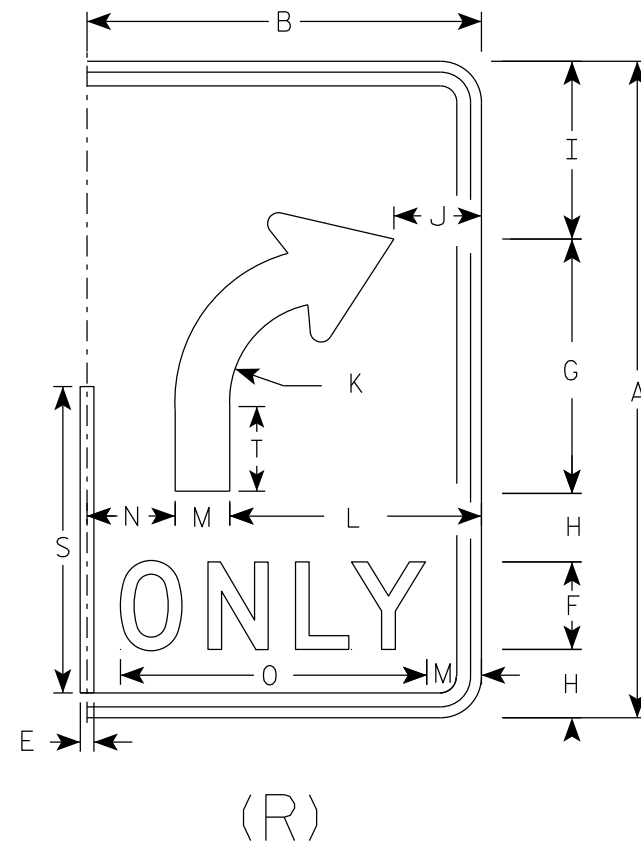
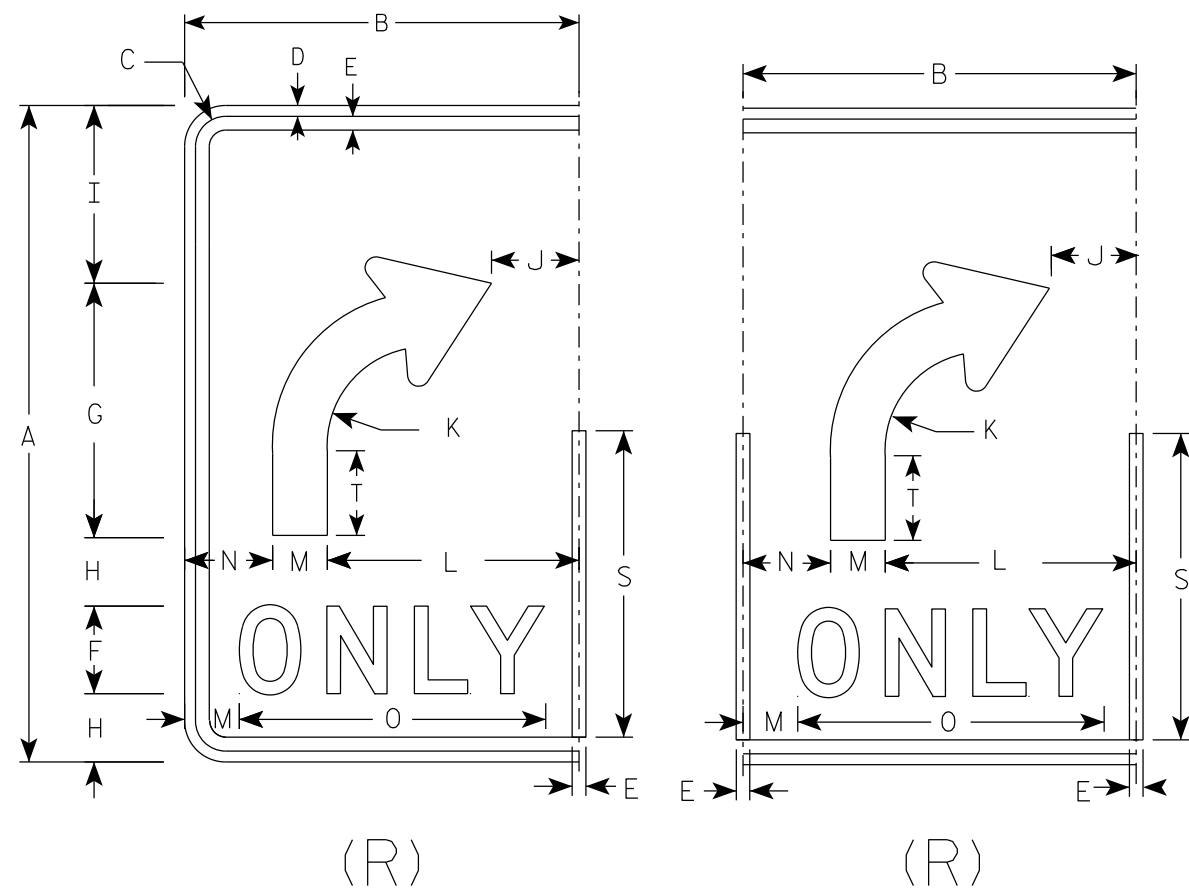
for State Traffic Engineer

DATE 5/21/19

PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 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	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

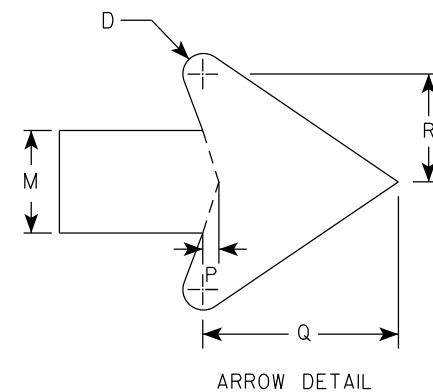
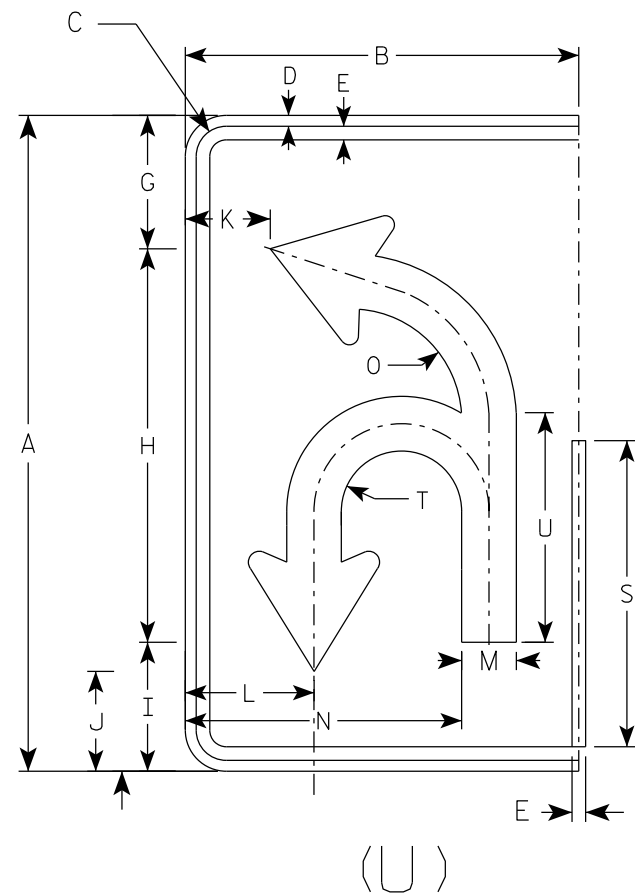
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



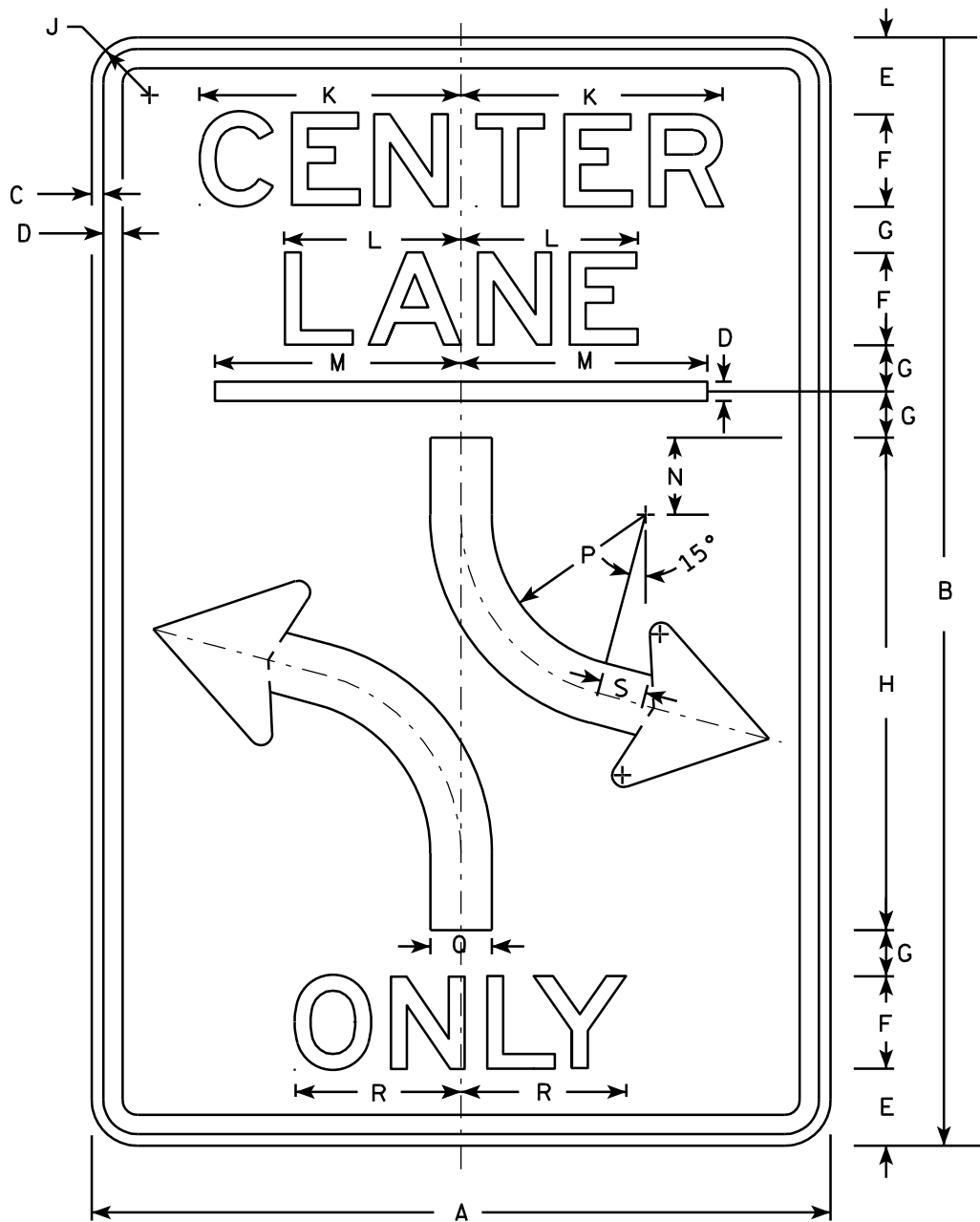
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 3⁄8	½	5⁄8		6 1⁄8	18	5 7⁄8	4 5⁄8	3 7⁄8	5 7⁄8	2 ½	12 5⁄8	5 1⁄8	3⁄8	4 ¾	2 5⁄8	14	2 ¾	10 ½						3.75
2M	30	18	1 3⁄8	½	5⁄8		6 1⁄8	18	5 7⁄8	4 5⁄8	3 7⁄8	5 7⁄8	2 ½	12 5⁄8	5 1⁄8	3⁄8	4 ¾	2 5⁄8	14	2 ¾	10 ½						3.75
3	36	24	1 3⁄8	½	5⁄8		21 7⁄8	21 5⁄8	7 1⁄8	5 ½	5 7⁄8	8 ¼	3	16 3⁄8	6 1⁄8	½	5 ¾	3 1⁄8	16 ¾	3 ¼	12 5⁄8						6.0
4	48	30	2 ¼	¾	1		29 1⁄8	28 ¾	9 3⁄8	7 ¼	6 7⁄8	10	4	20 7⁄8	8 1⁄8	5⁄8	7 5⁄8	4 ¼	22 3⁄8	4 3⁄8	16 ¾						10.0
5	48	30	2 ¼	¾	1		29 1⁄8	28 ¾	9 3⁄8	7 ¼	6 7⁄8	10	4	20 7⁄8	8 1⁄8	5⁄8	7 5⁄8	4 ¼	22 3⁄8	4 3⁄8	16 ¾						10.0

STANDARD SIGN
R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

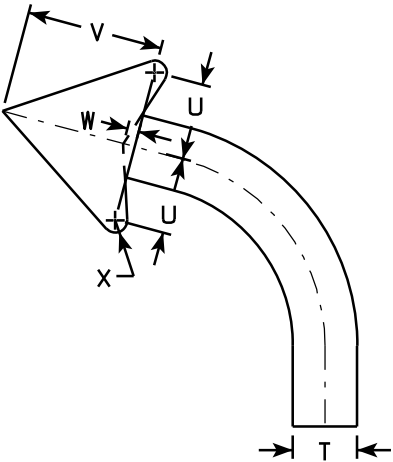
DATE 5/21/19 PLATE NO. R3-8.1



R3-9B

NOTES

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



ARROW DETAIL

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R3-9B

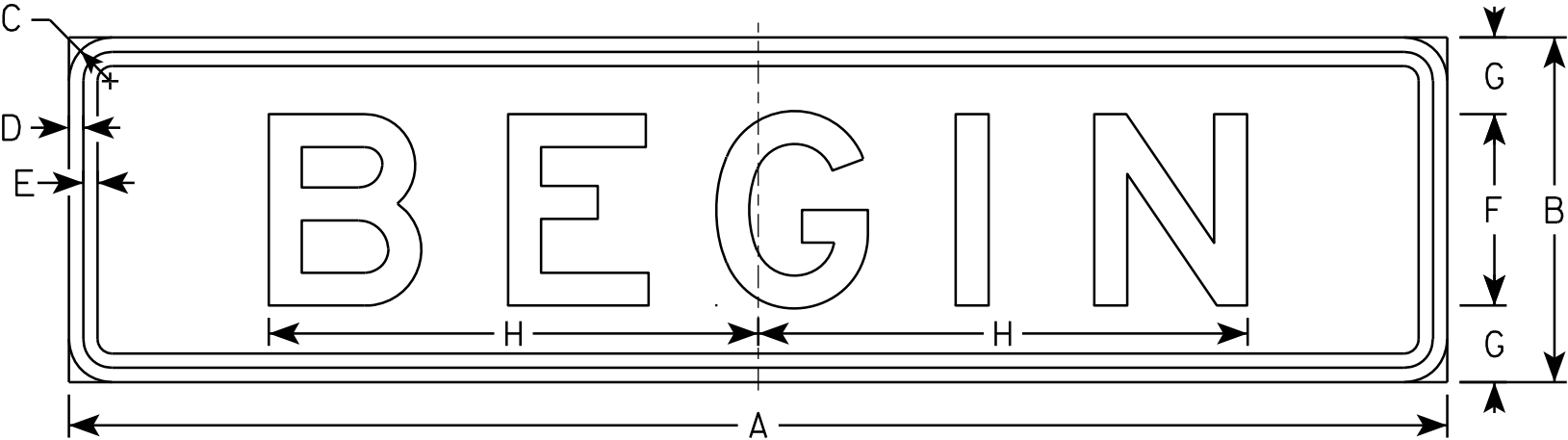
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

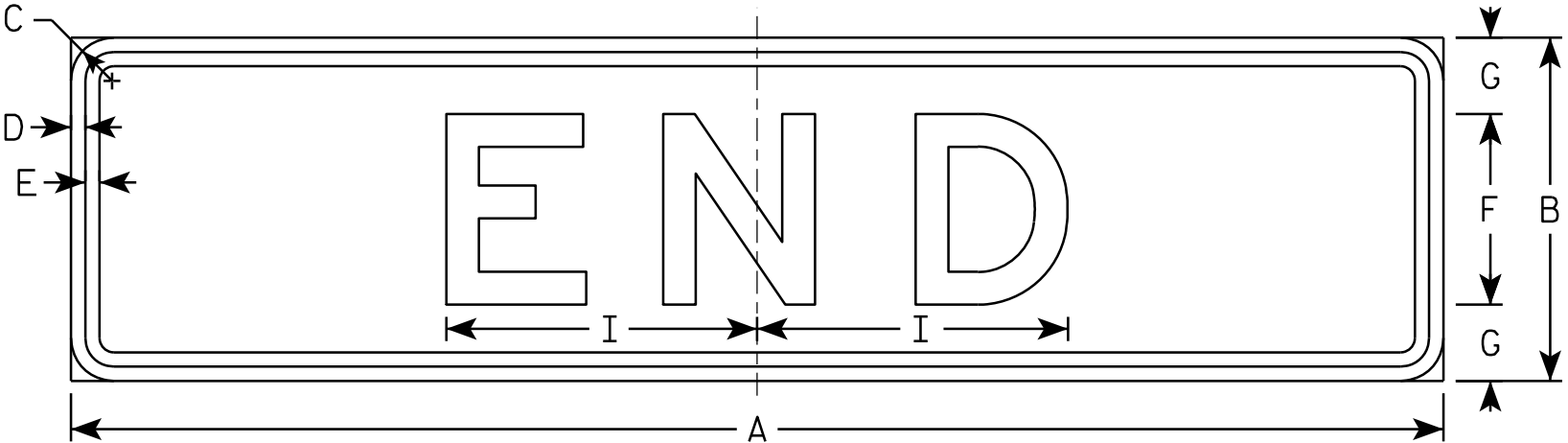
DATE 3/24/2011 PLATE NO. R3-9B.5

NOTES

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



R3-9C



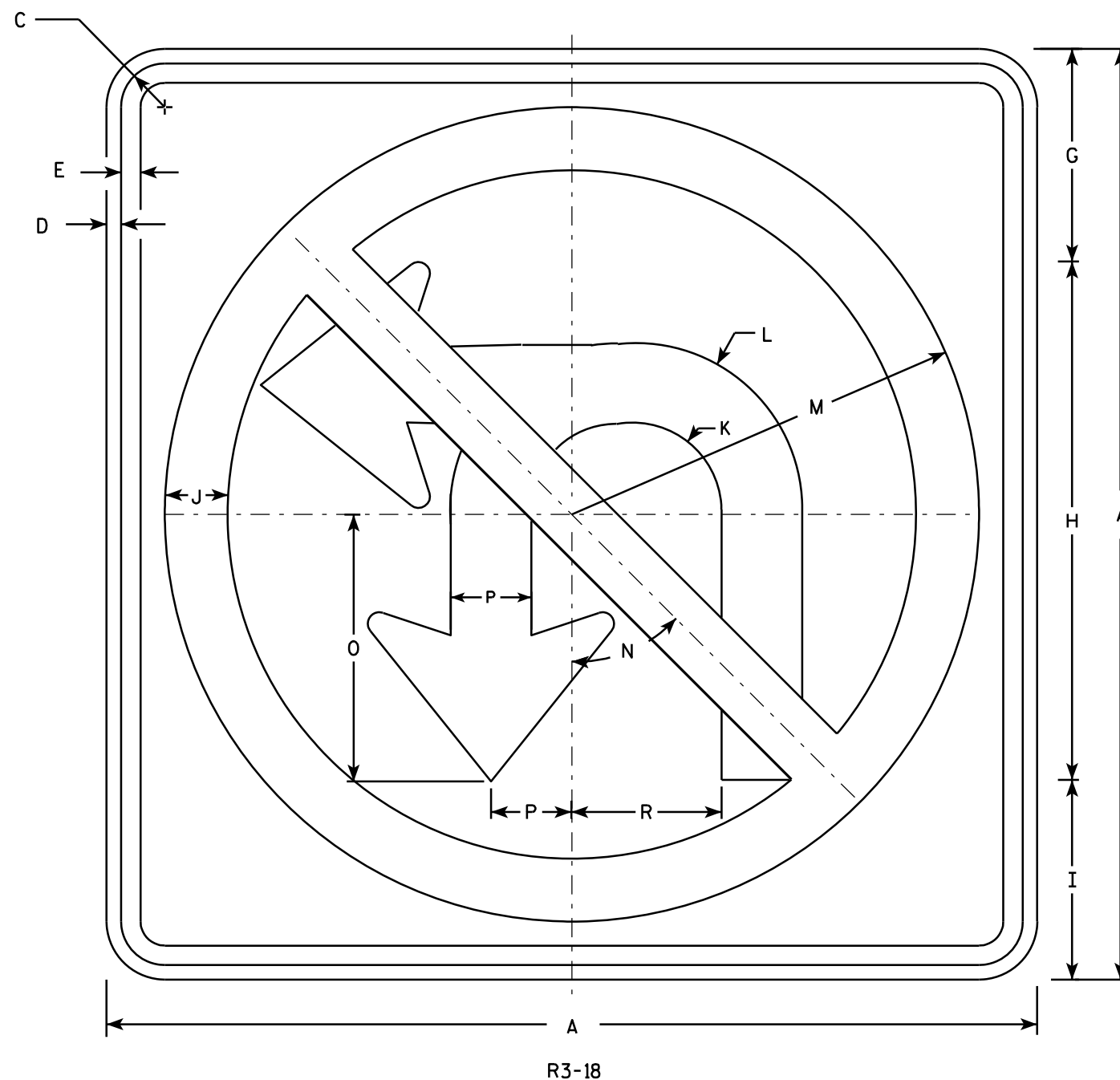
R3-9D

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



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

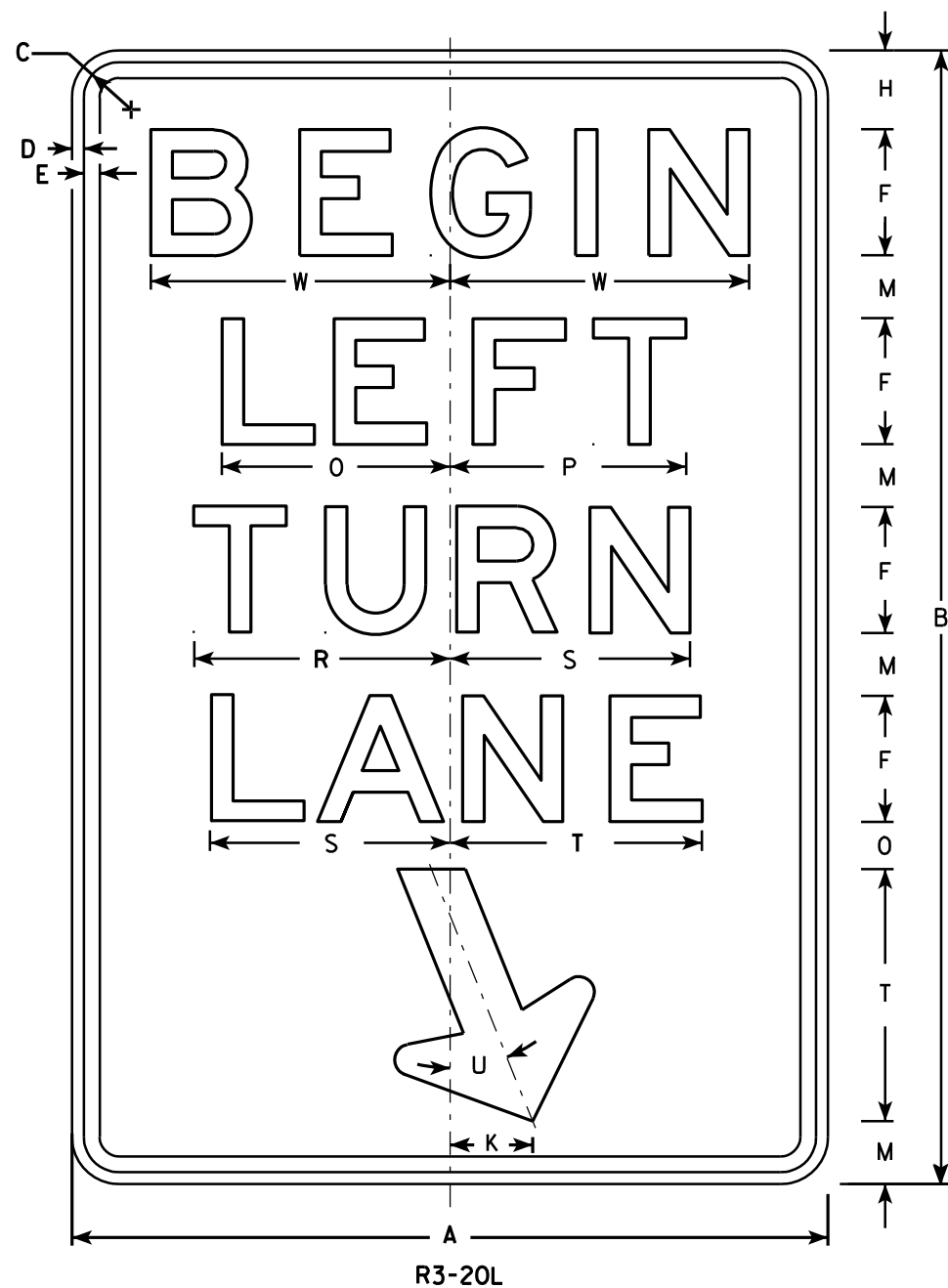
STANDARD SIGN R3-18

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

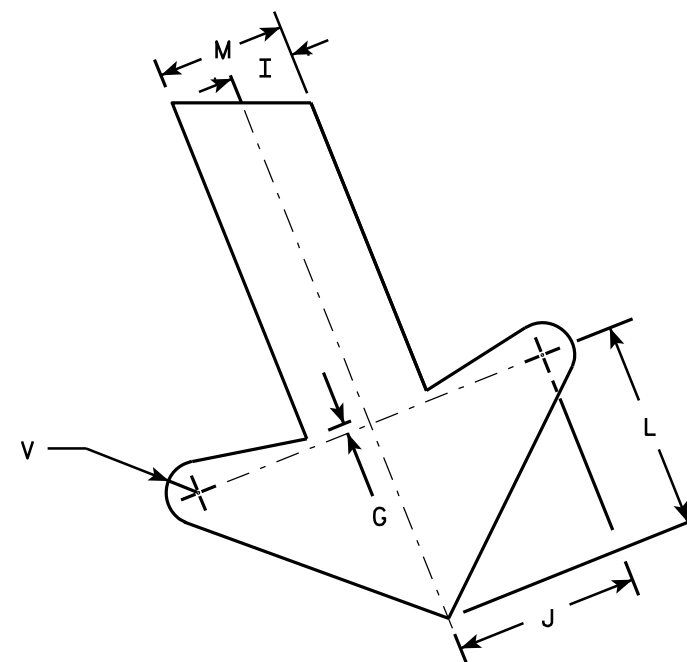
DATE 11/21/10 PLATE NO. R3-18.2

PROJECT NO: HWY: COUNTY: SHEET NO: E



NOTES

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



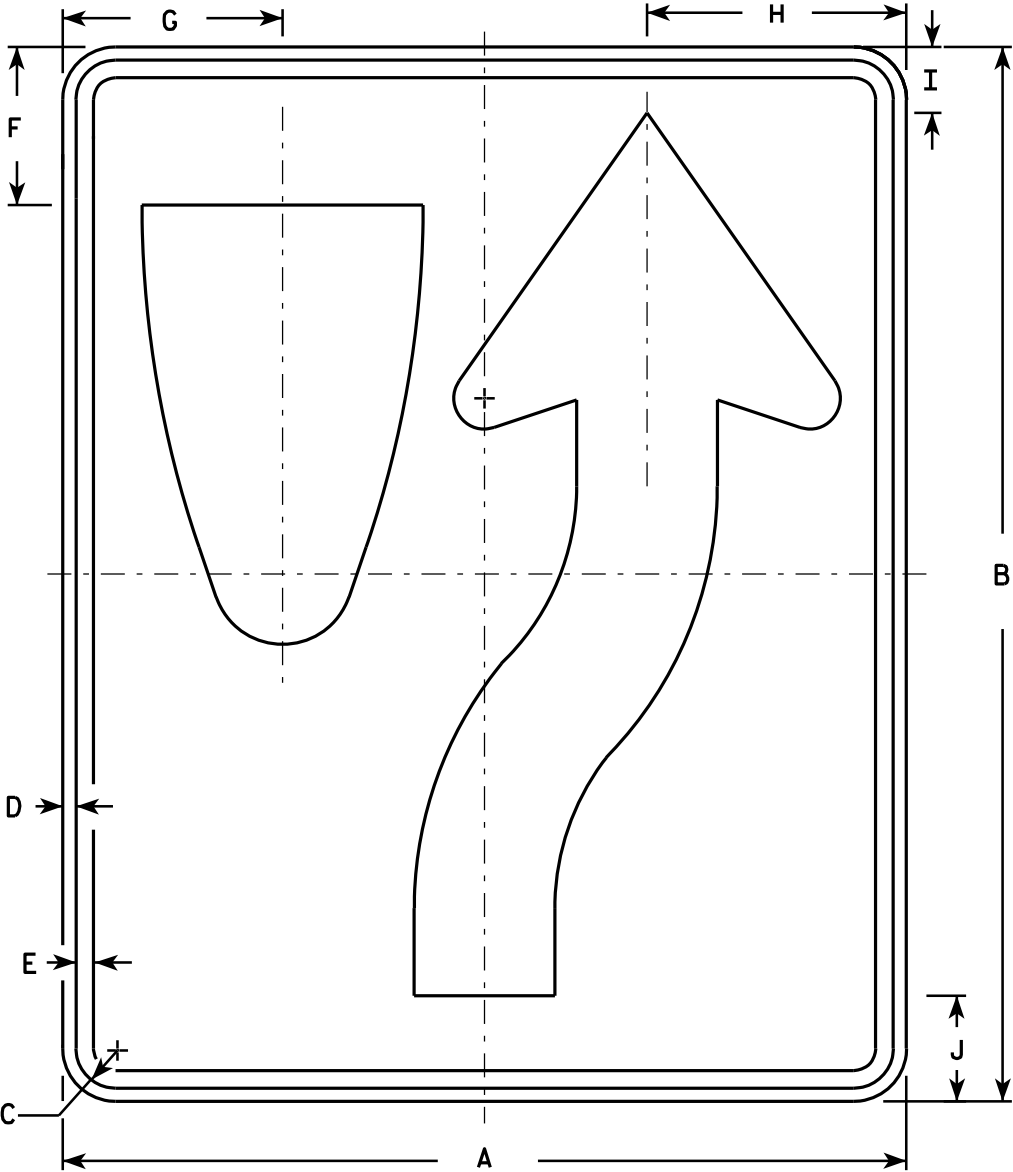
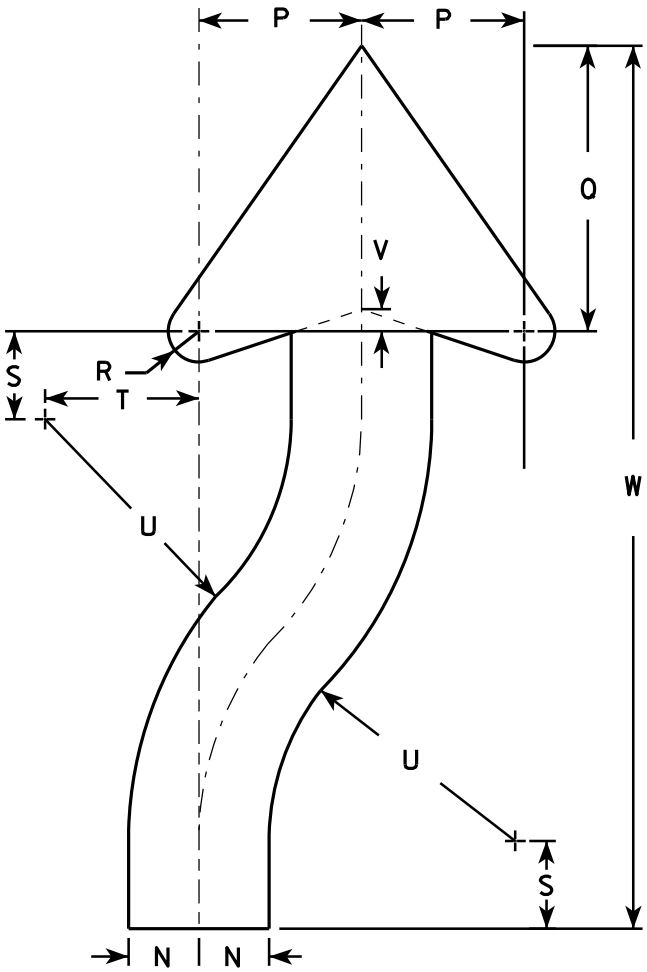
ARROW DETAIL

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

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



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

STANDARD SIGN
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

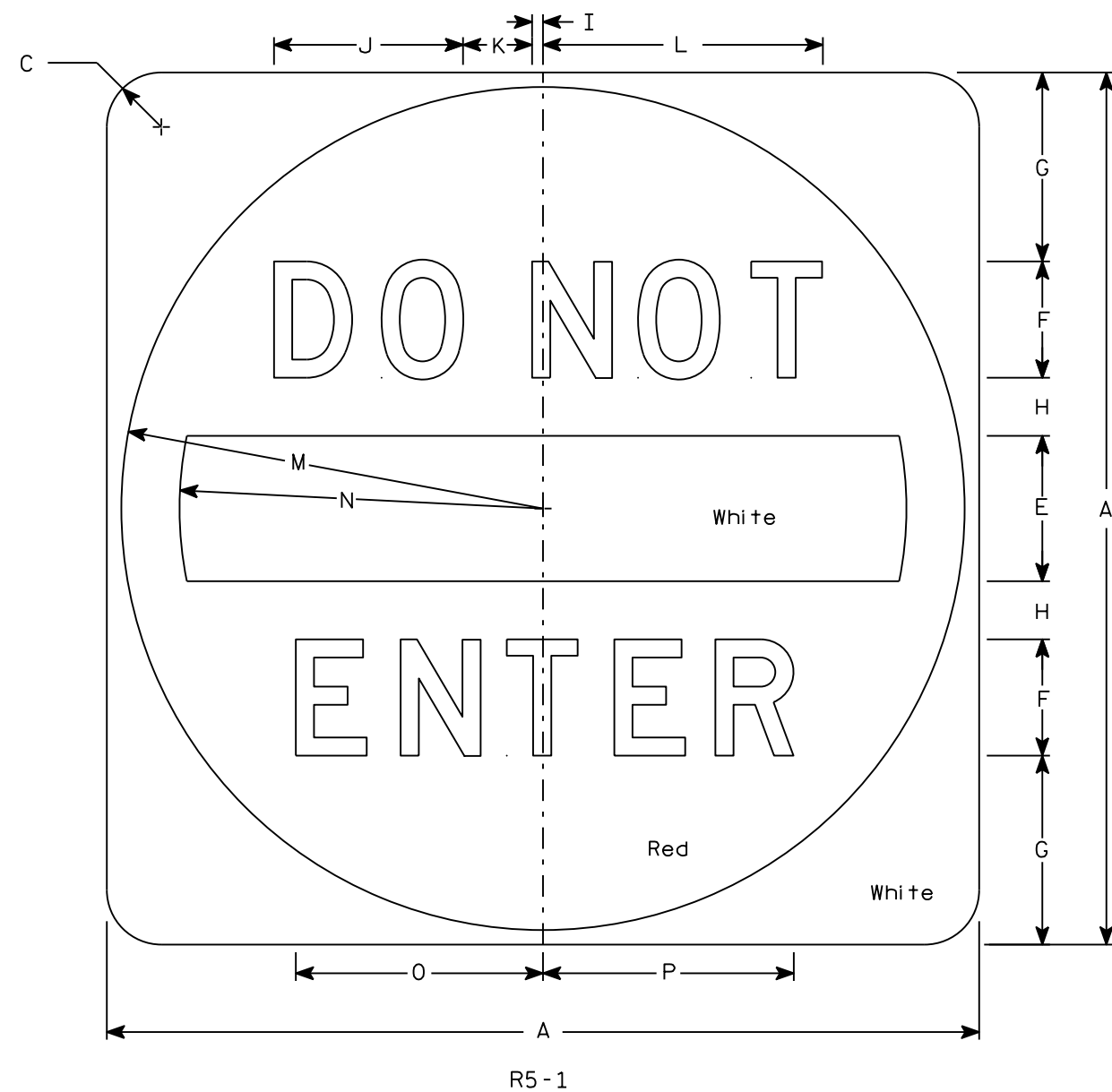
HWY:

COUNTY:

SHEET NO:

E

7



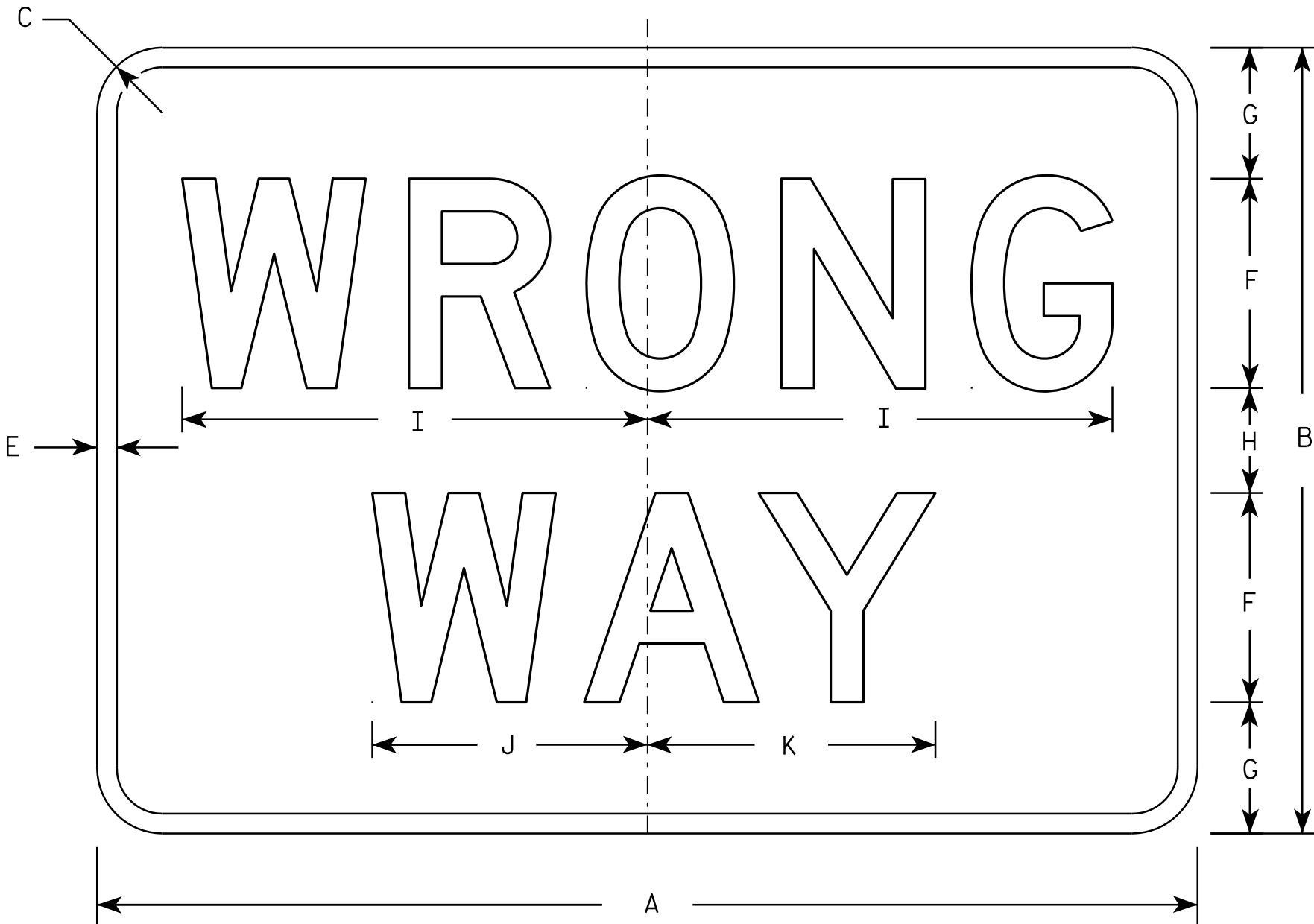
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See detail
Message - White
3. Message Series - D

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16



R5-1A

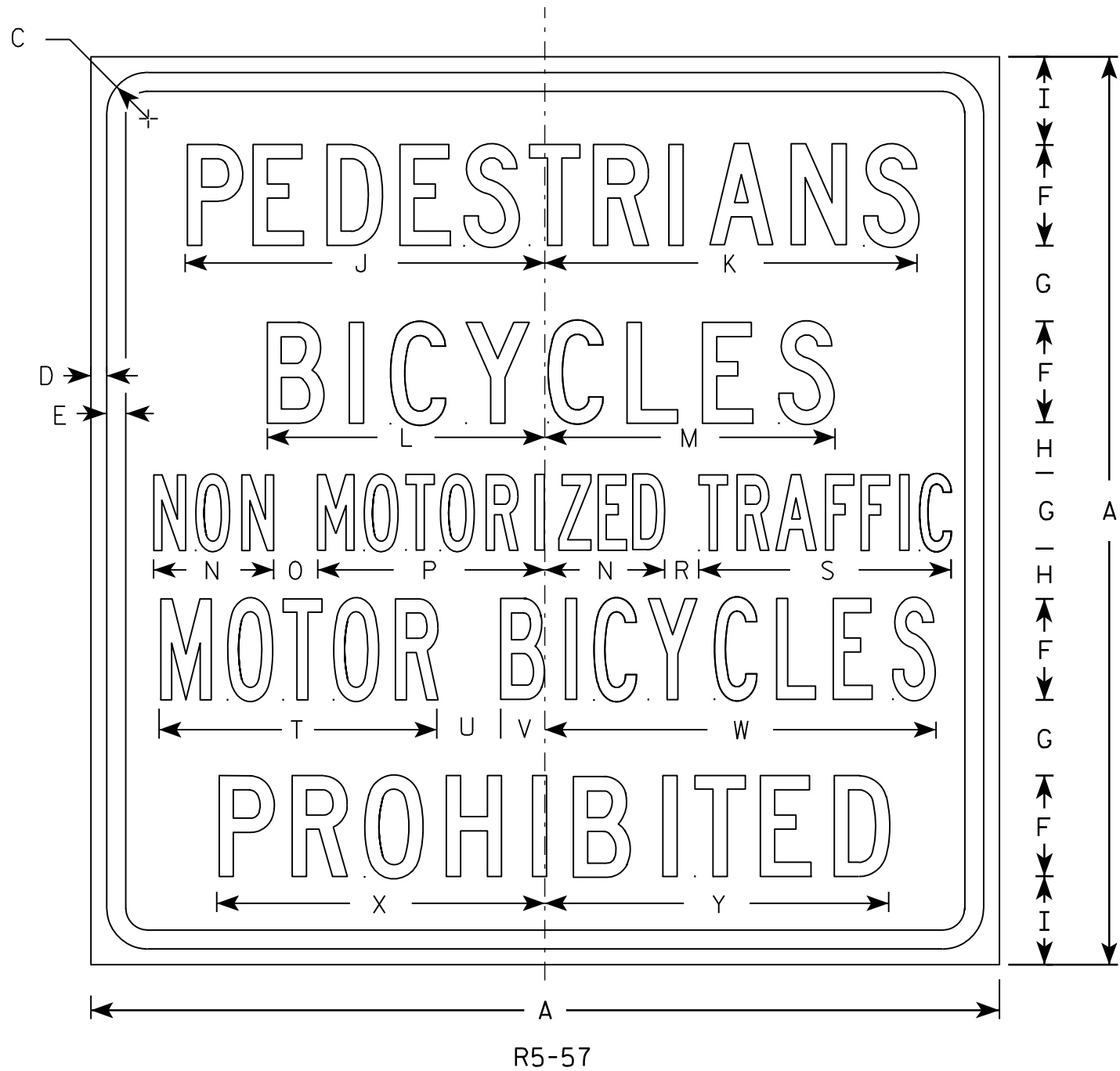
NOTES

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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/17/10	PLATE NO. R5-1A.2

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

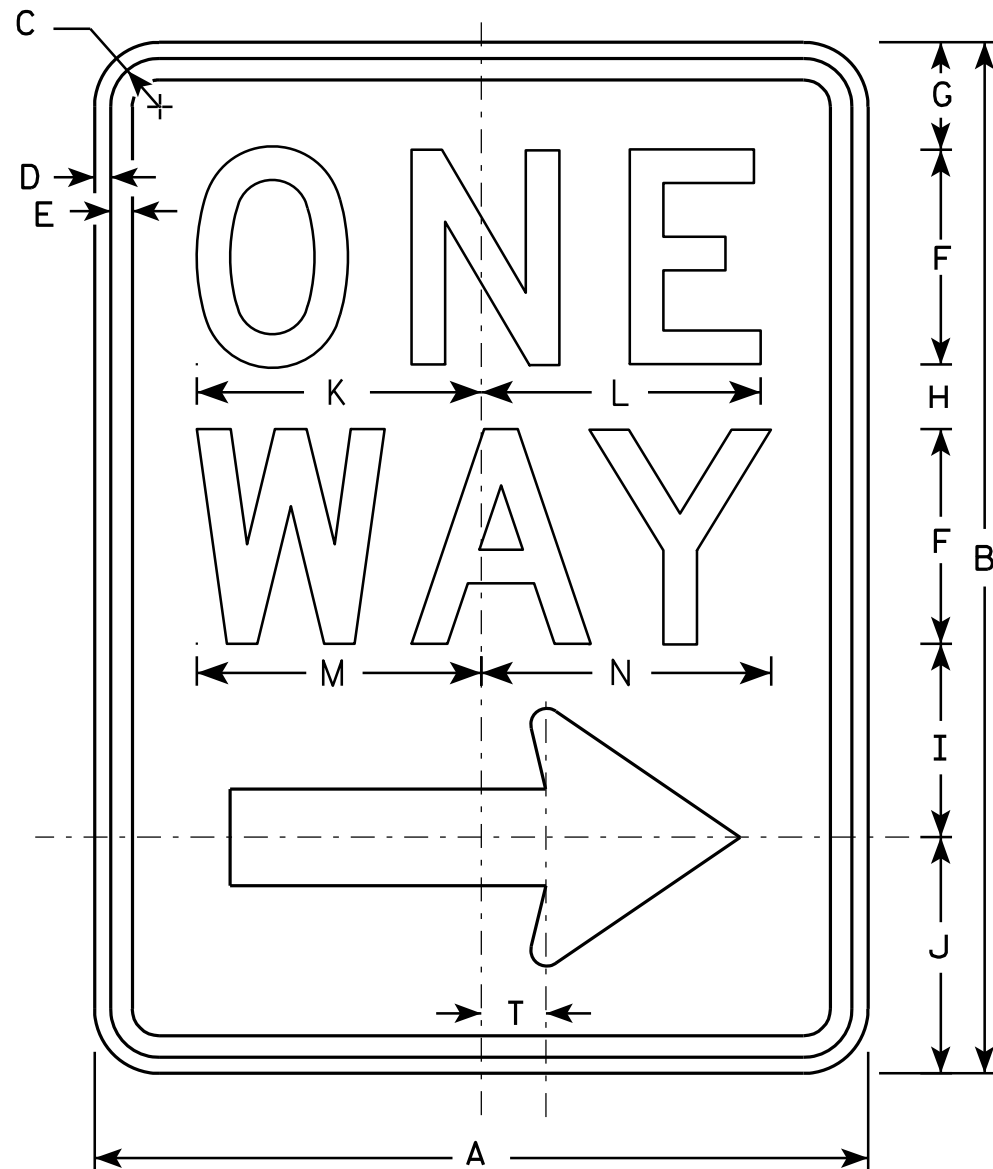


NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - Lines 1, 2, and 5 are Series C.
Lines 3 and 4 are Series B.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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

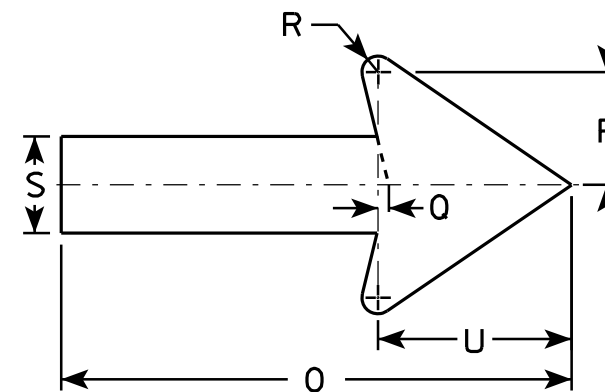
STANDARD SIGN R5-57	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/29/2011	PLATE NO. R5-57.10



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	O	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																										

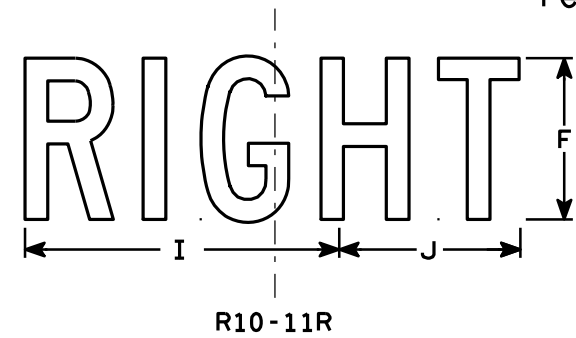
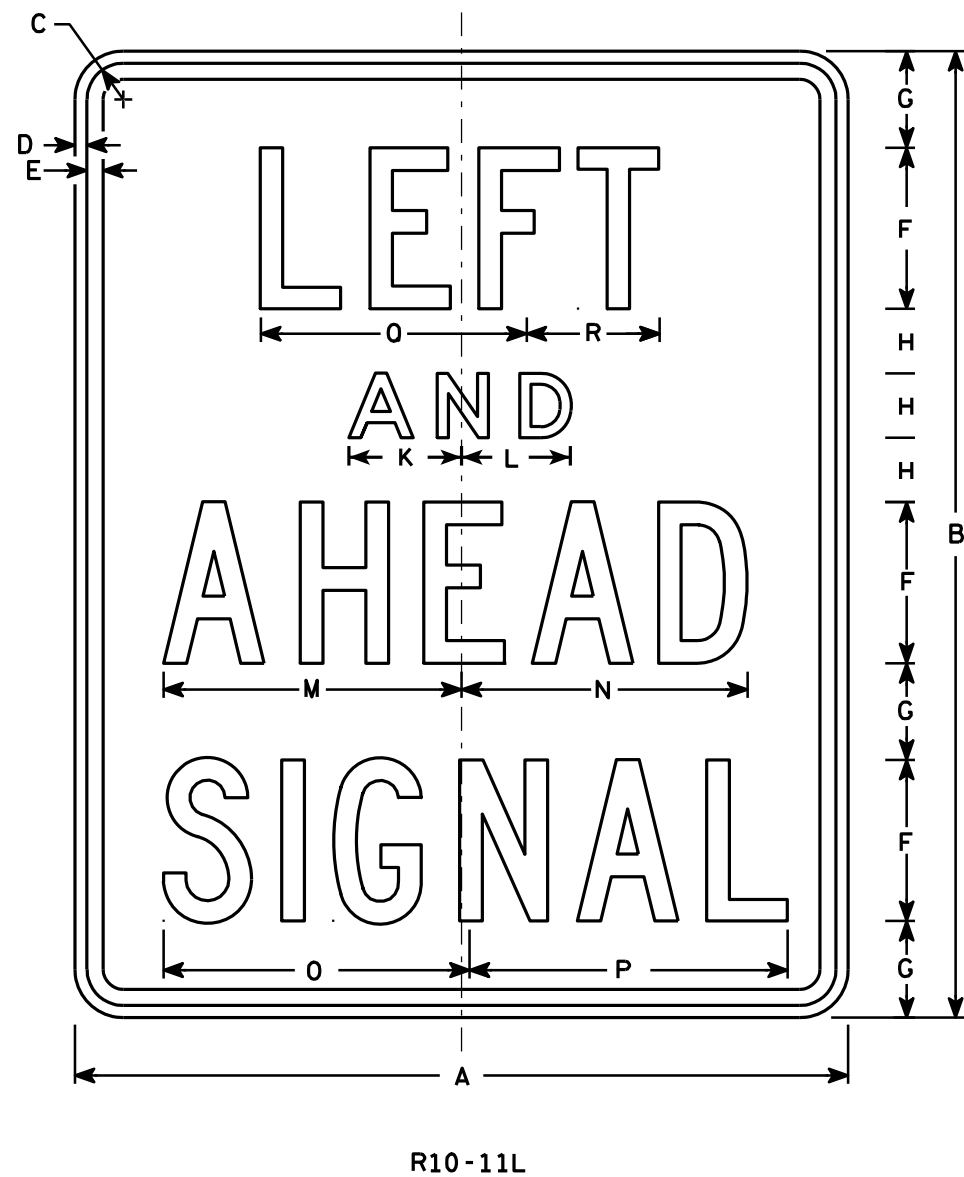
STANDARD SIGN
R6-2 R&L

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: E



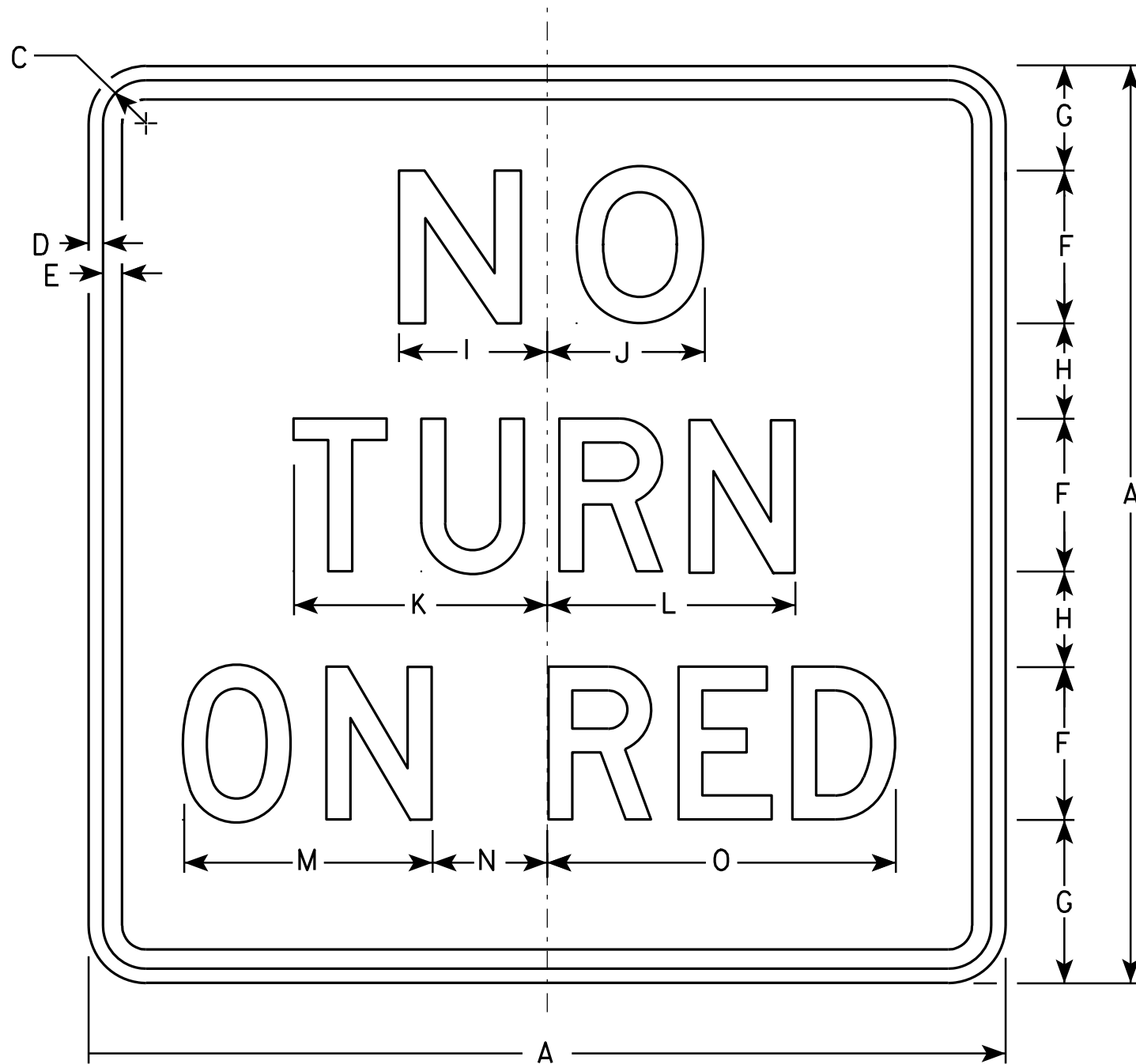
NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C 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	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/4/11	PLATE NO. R10-11.5

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



R10-11B

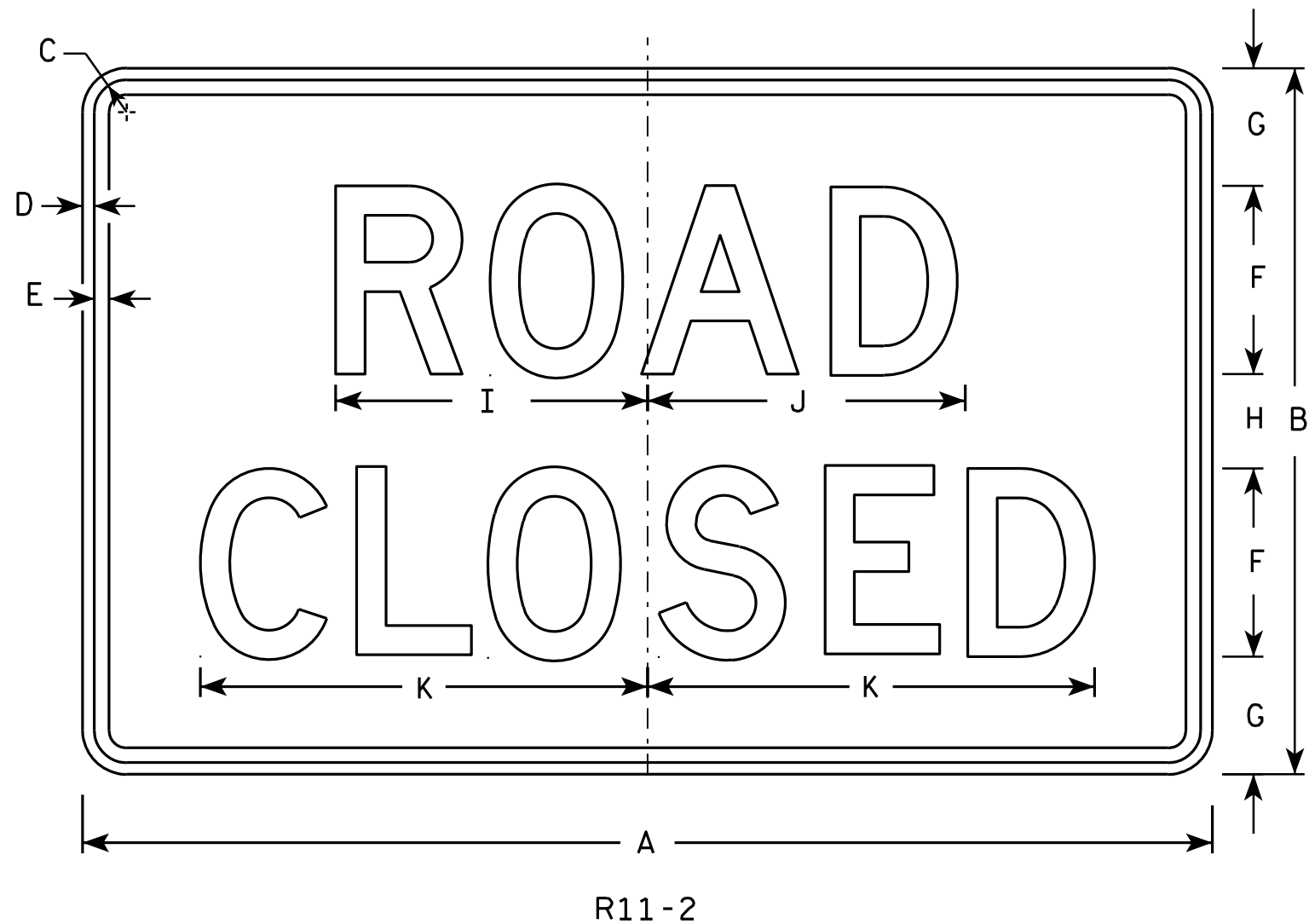
NOTES

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																											

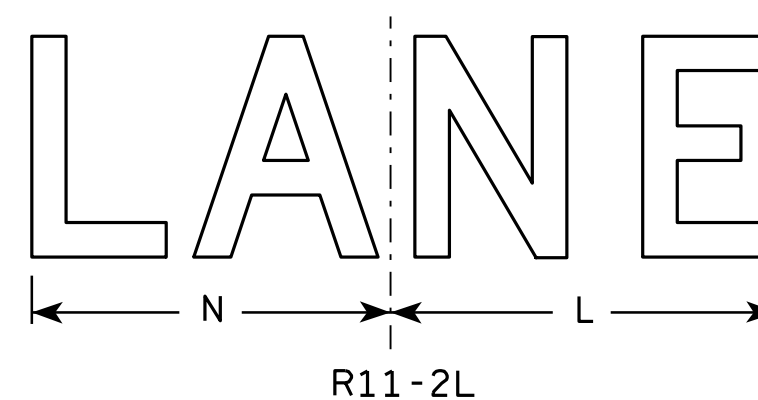
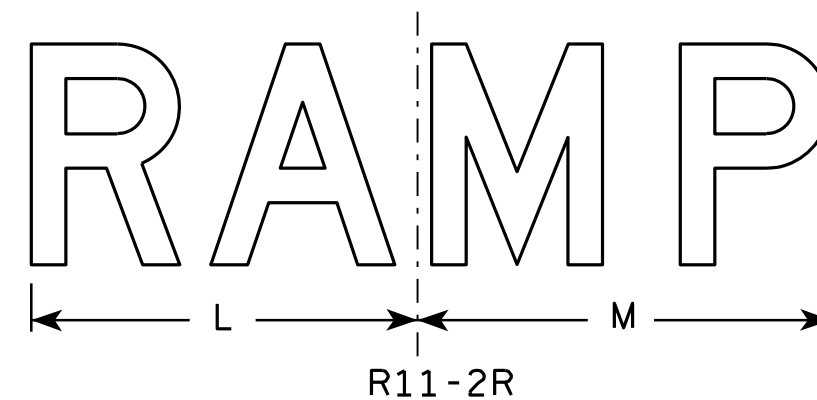
STANDARD SIGN R10-11B	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/5/11	PLATE NO. R10-11B.4

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



NOTES

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



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:

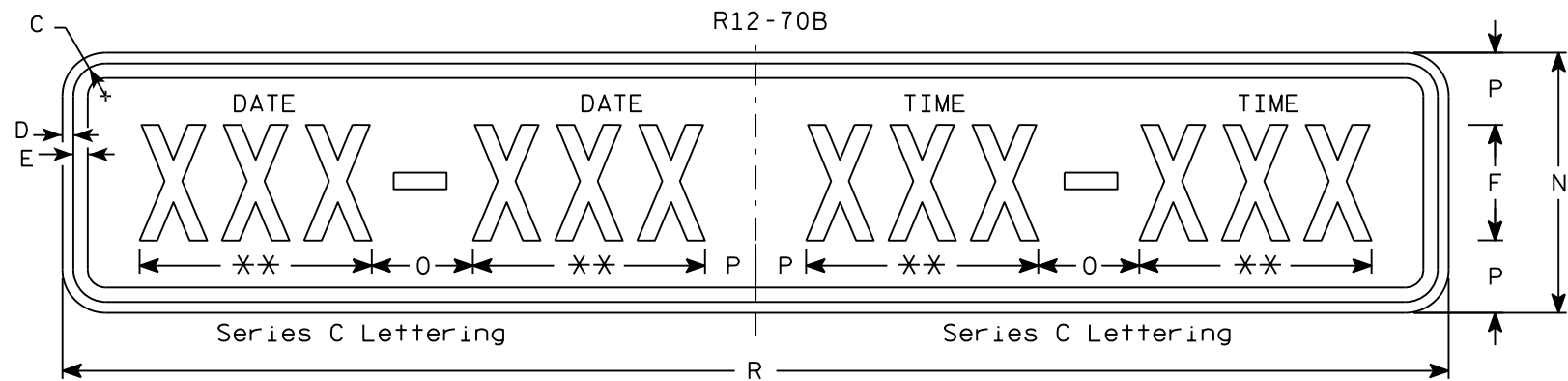
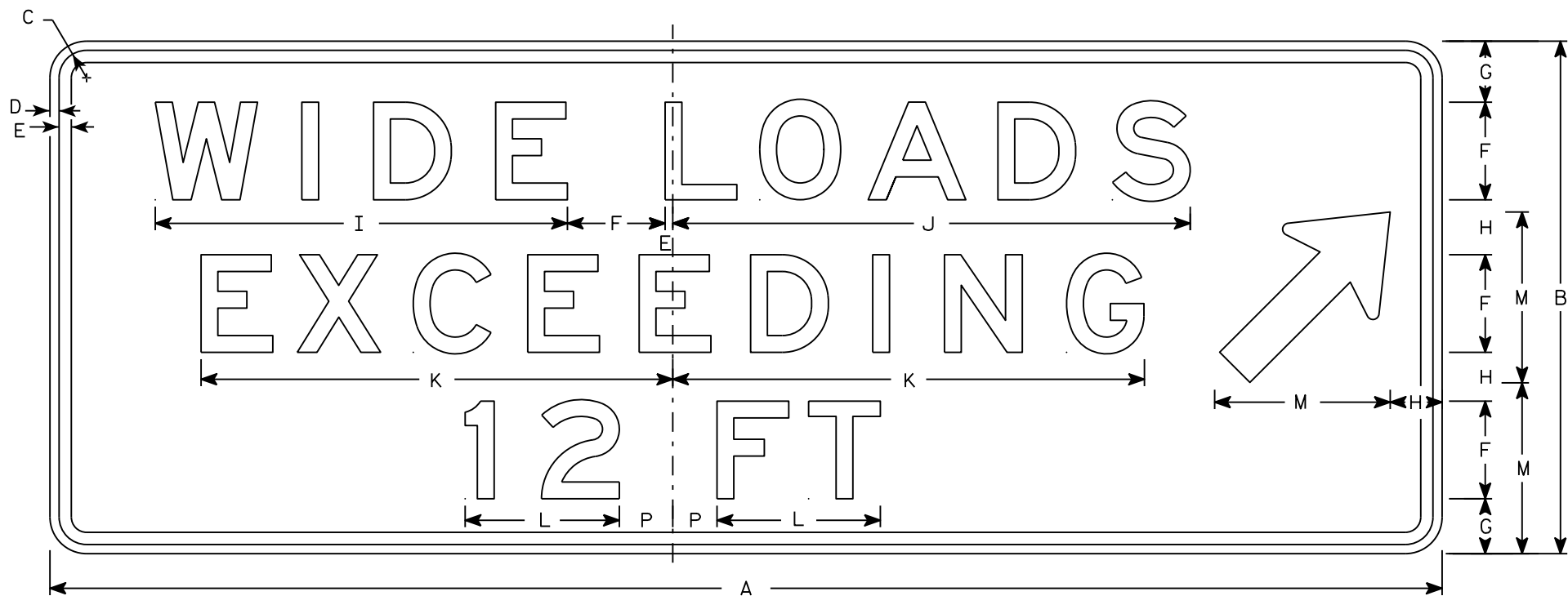
COUNTY:

SHEET NO:

E

NOTES

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



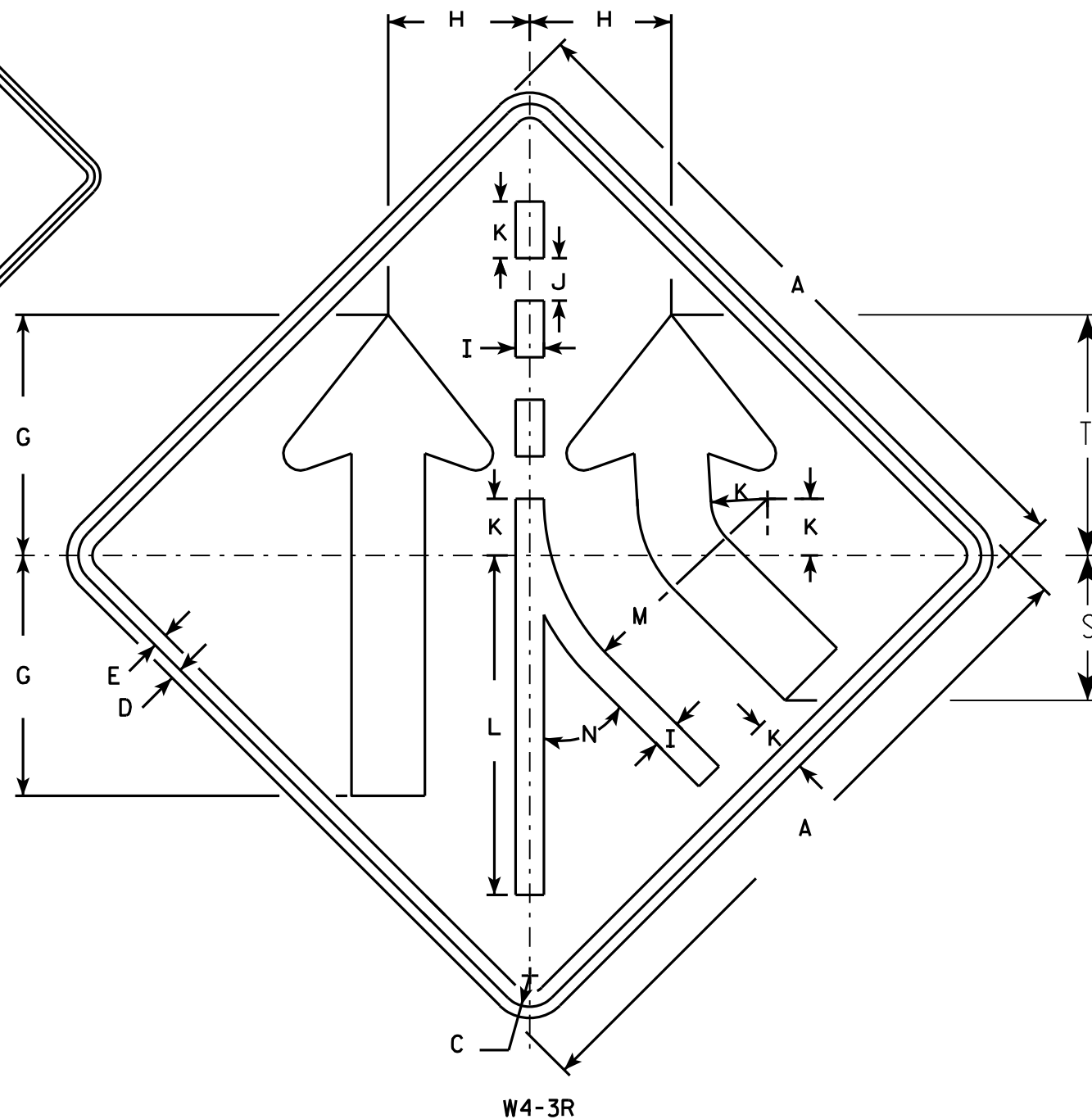
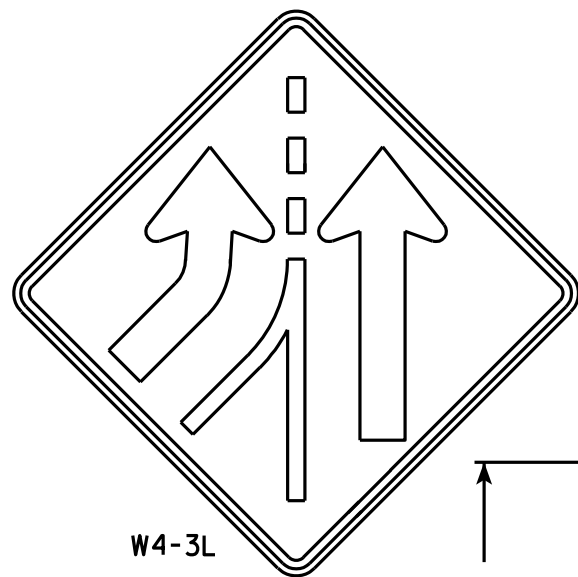
R12-70C																												R12-70	R12-70C
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.	
1																													
2S	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5	
2M	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	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	

TYPICAL SIGN
R12-70B

WISCONSIN DEPT OF TRANSPORTATION

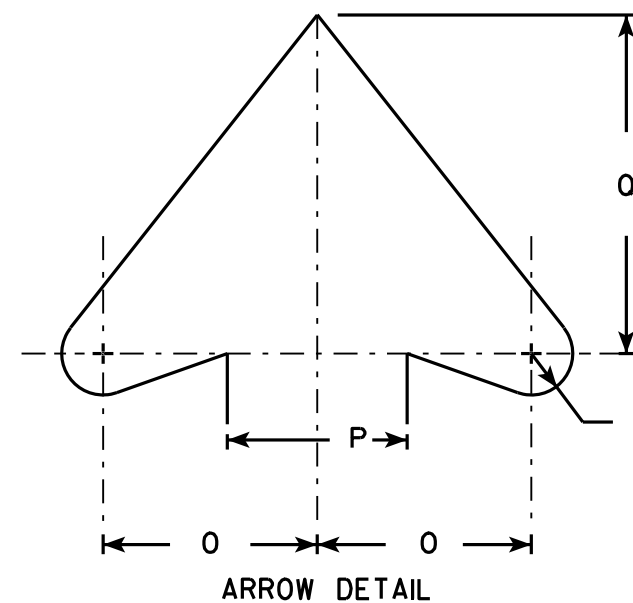
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/15 PLATE NO. R12-70B.3



NOTES

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



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

PROJECT NO:

STANDARD SIGN
W4-3

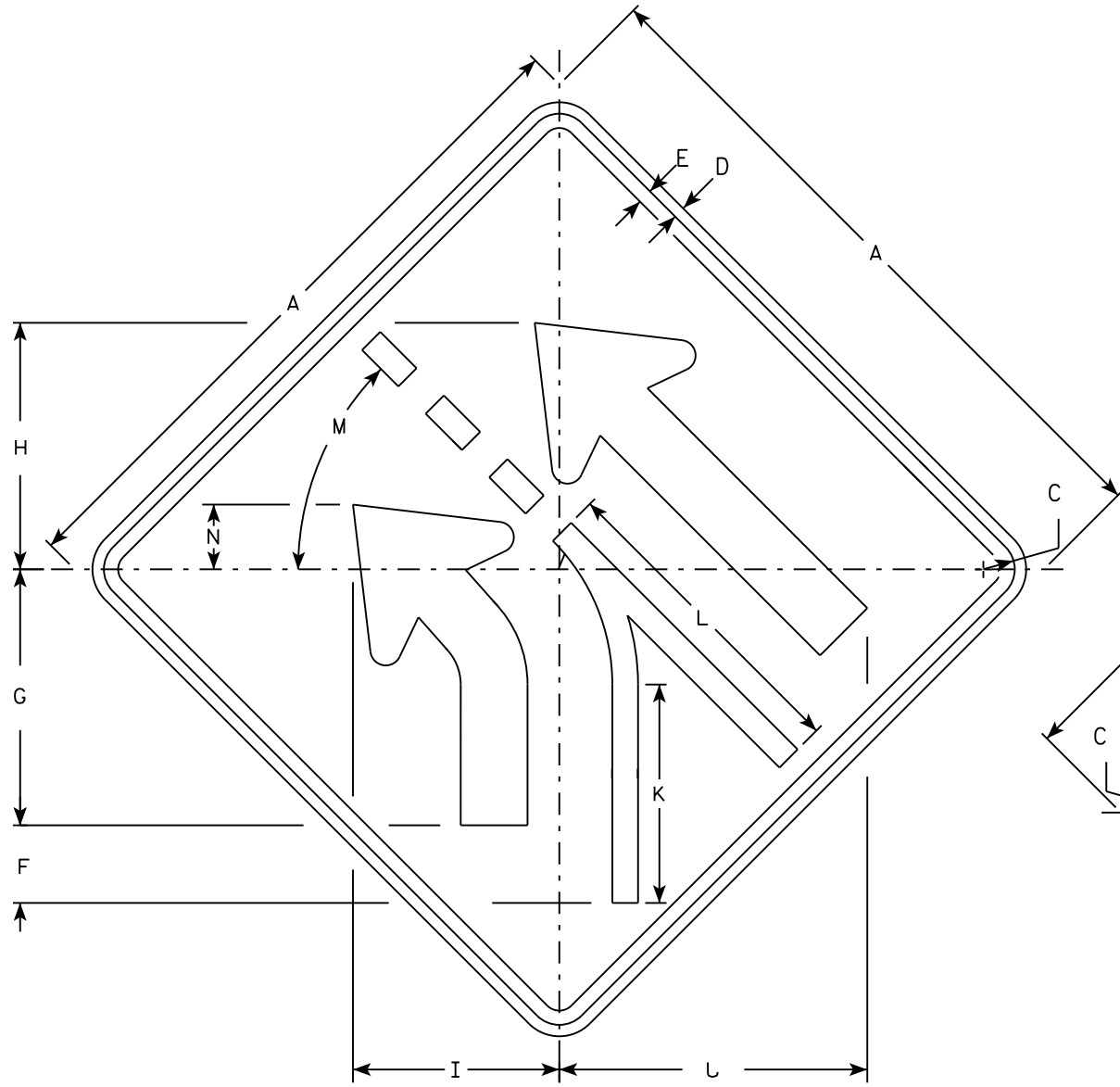
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

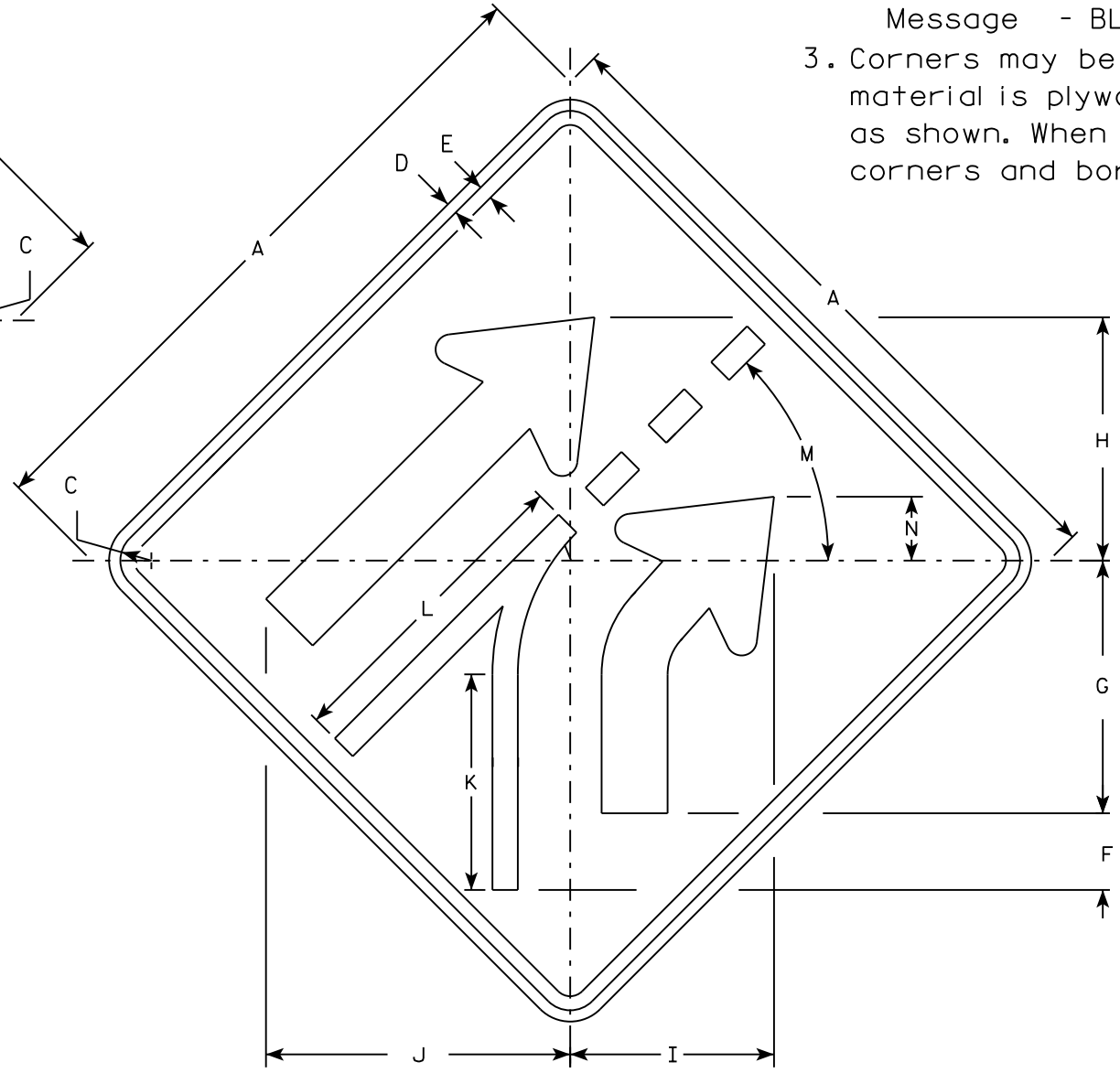
DATE 03/12/13 PLATE NO. W4-3.8

SHEET NO:

E



W4-6L



W4-6R

* Scale and Rotate W4-3 and make modifications.

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	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

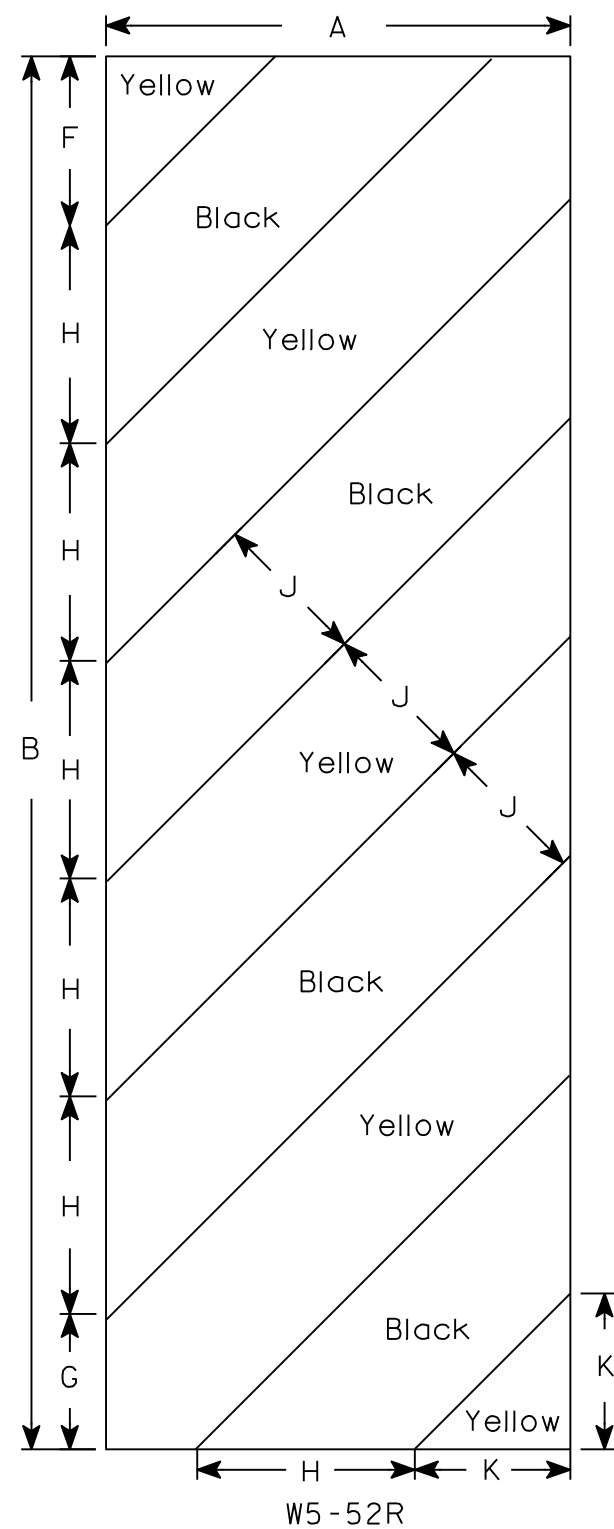
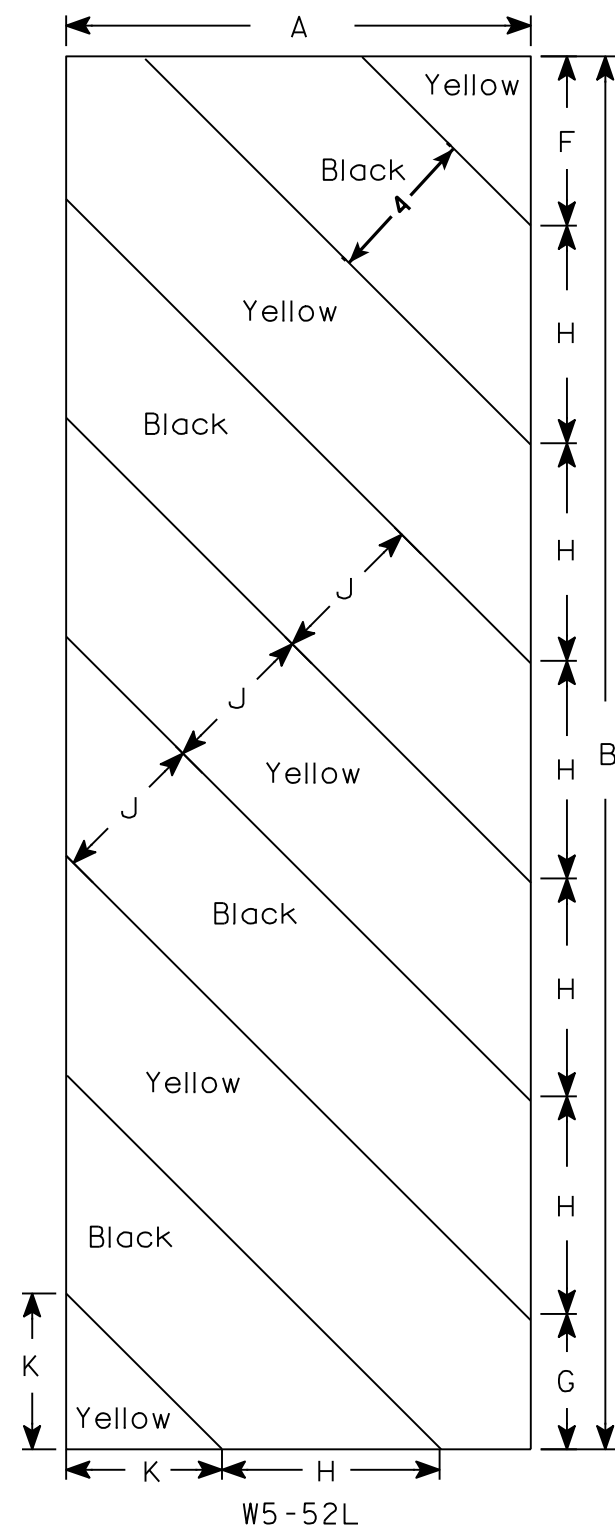
STANDARD SIGN

W4-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/9/16 PLATE NO. W4-6.4



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.

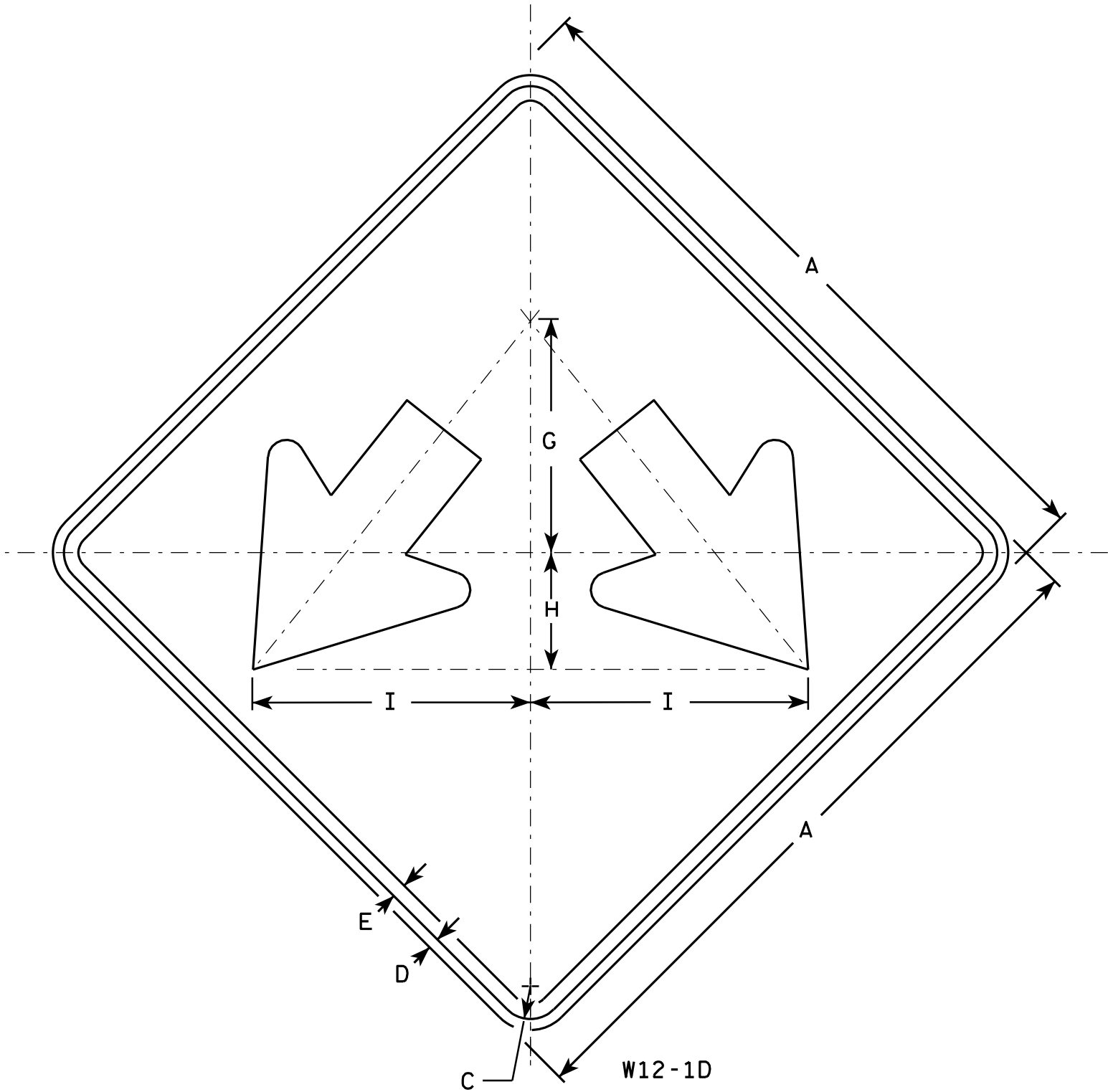
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3⁄8	3 1⁄2	5 5⁄8	45°	4	4																3.0
2M	12	36				4 3⁄8	3 1⁄2	5 5⁄8	45°	4	4																3.0
3	18	54				6	5 1⁄2	8 1⁄2	45°	6	6 5⁄6																6.75
4																											
5																											

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

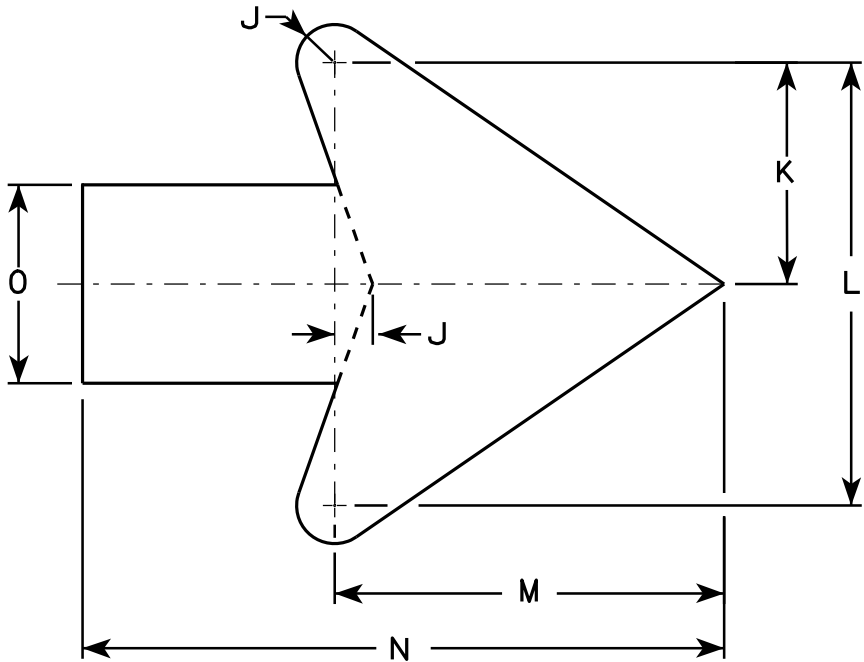
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9



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

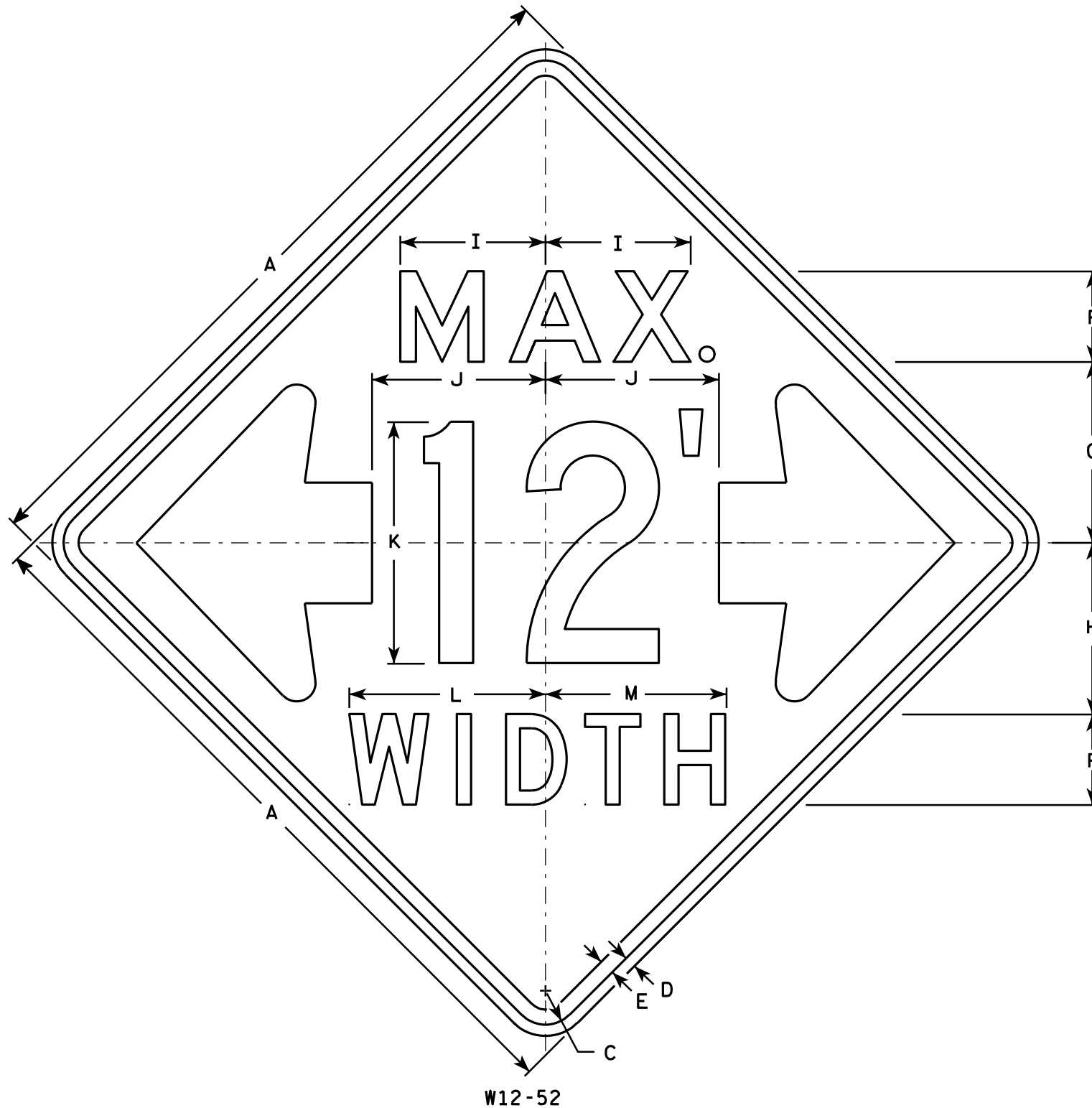
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 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

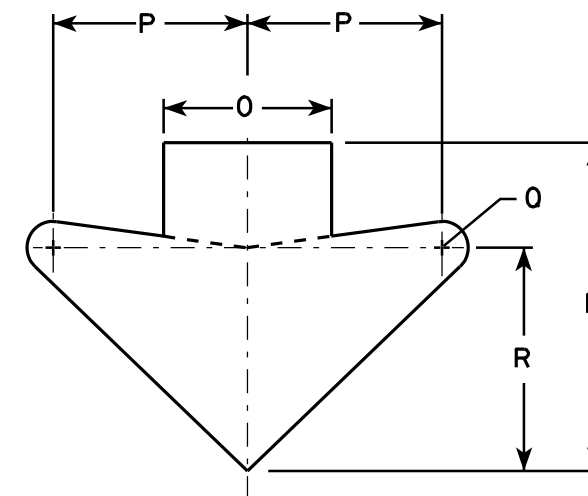
APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15



NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Orange
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- The top line is series E, the numerals are series C, and the bottom line is series D.
- 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

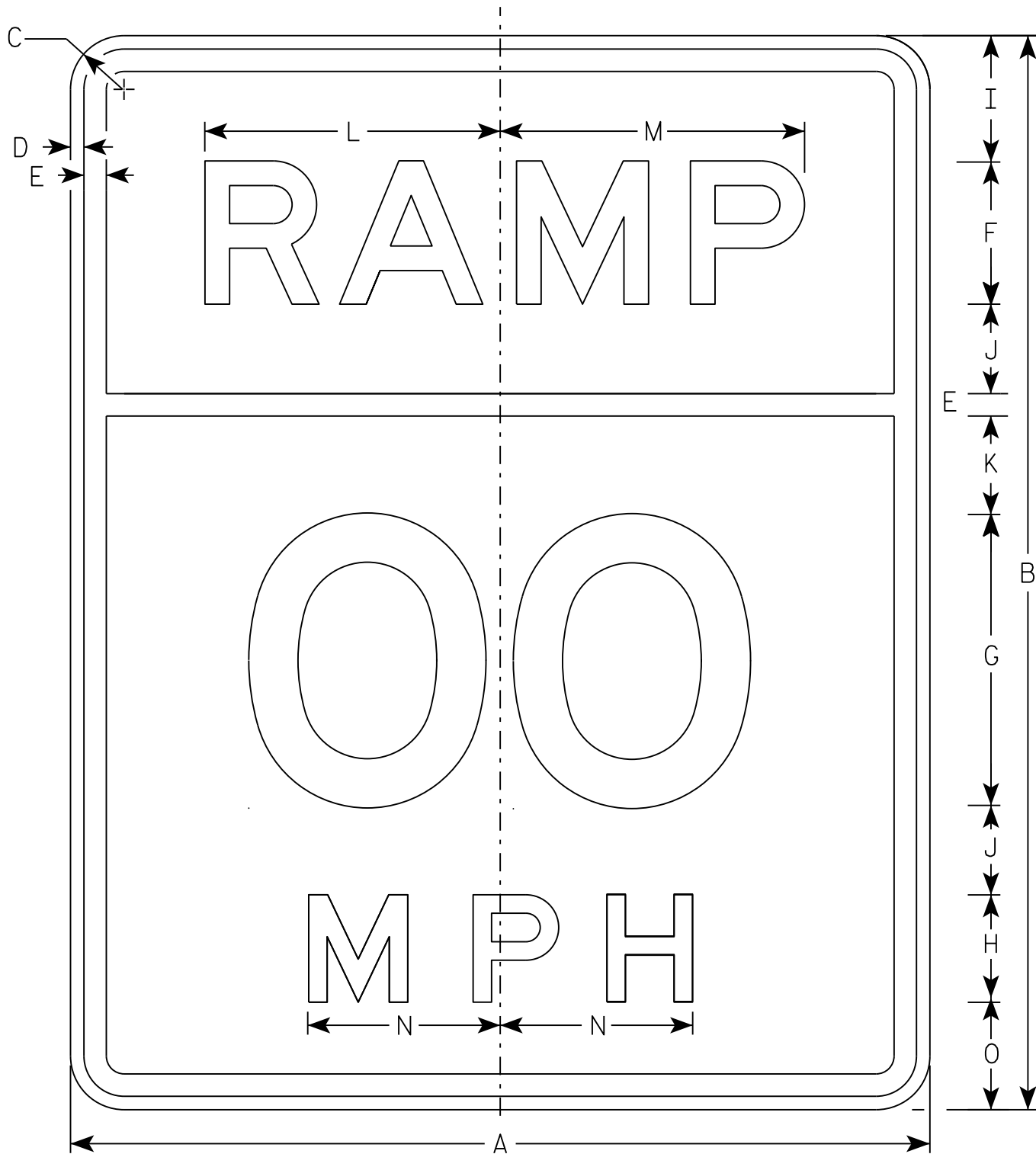
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

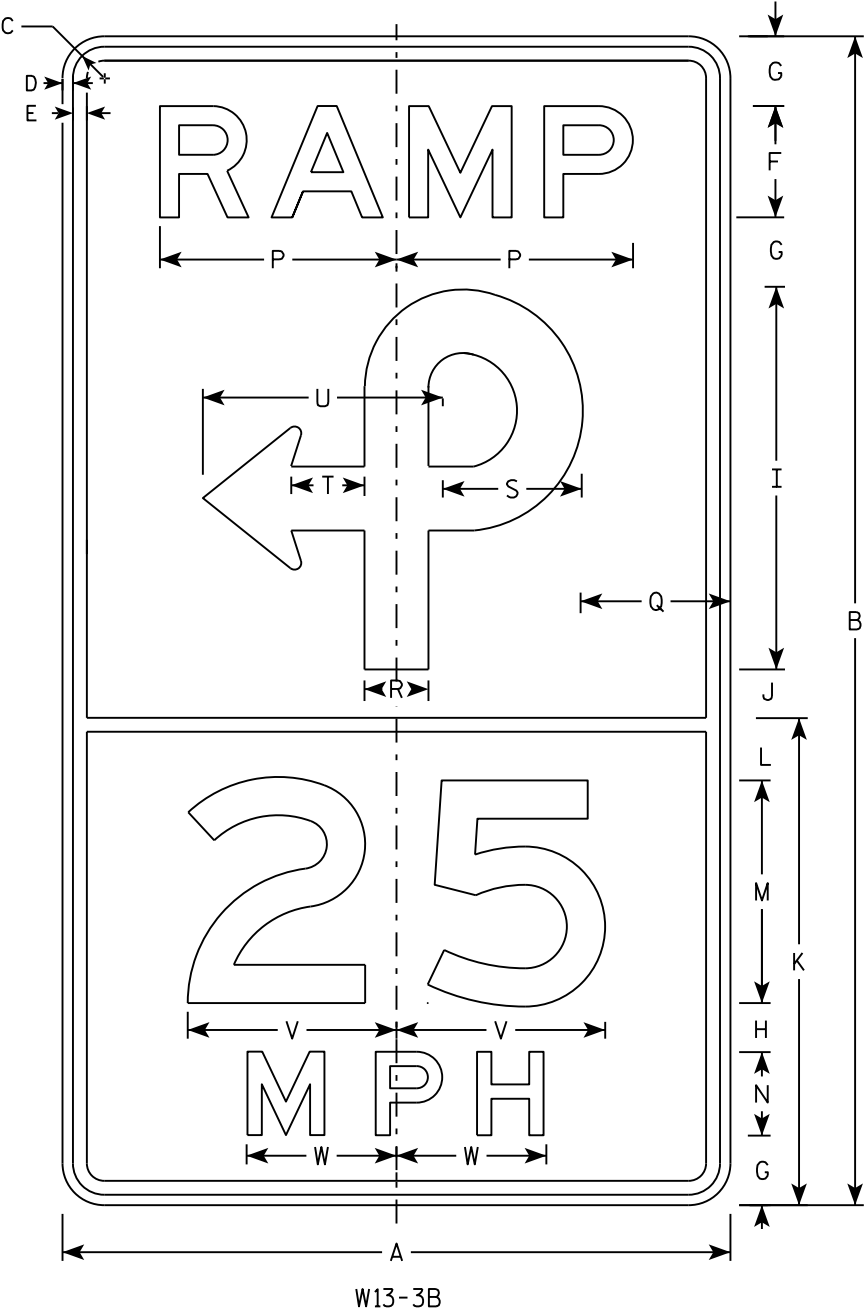
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/1/16 PLATE NO. W13-3.10

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - E



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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

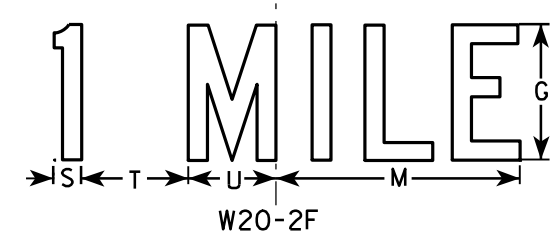
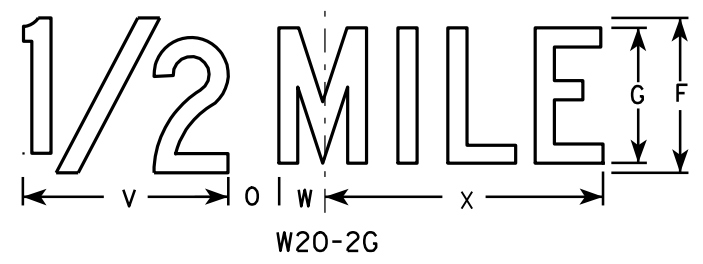
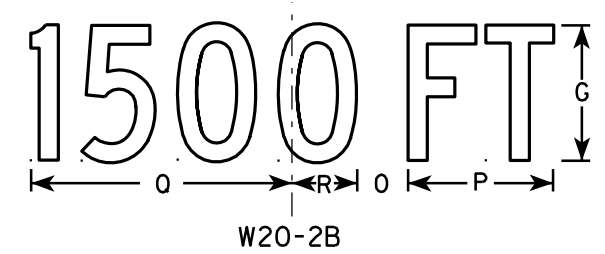
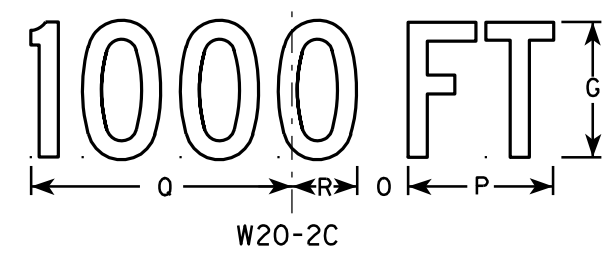
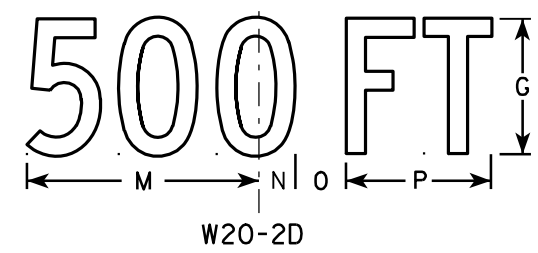
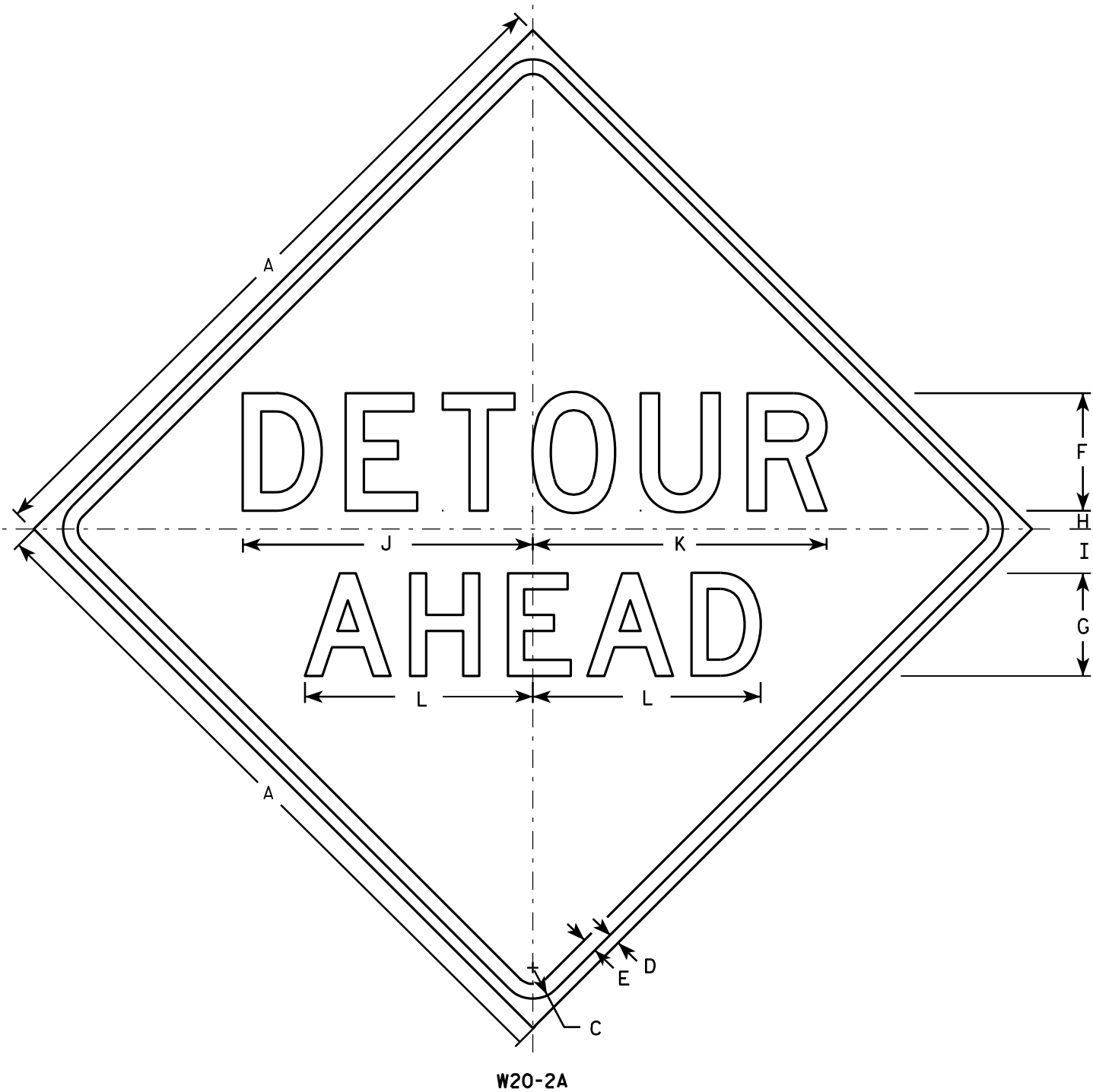
E

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



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	Q	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

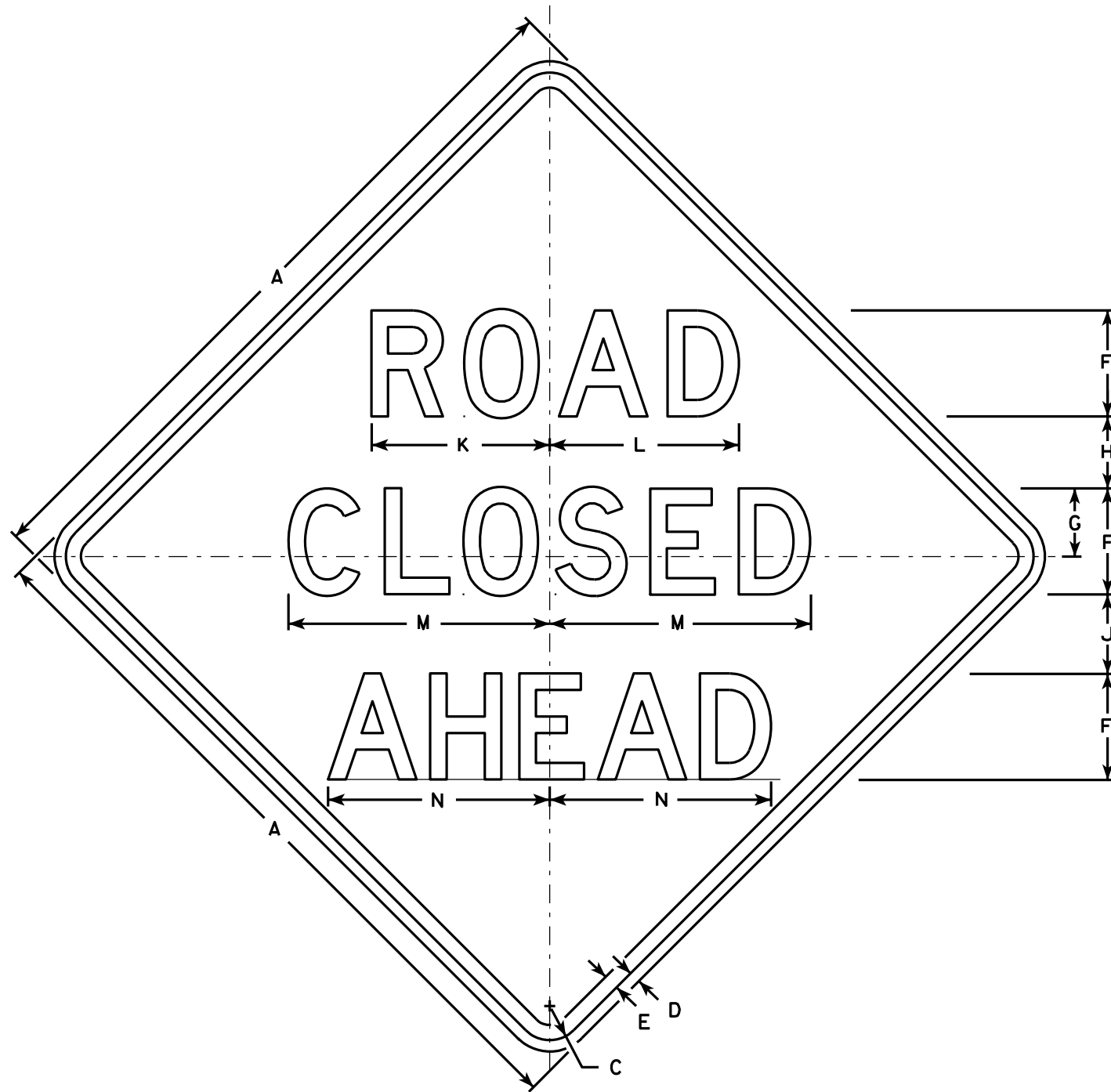
STANDARD SIGN
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

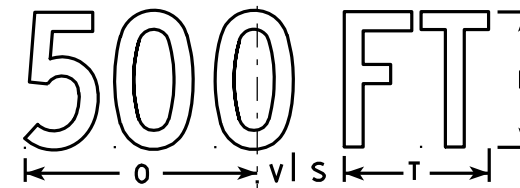
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

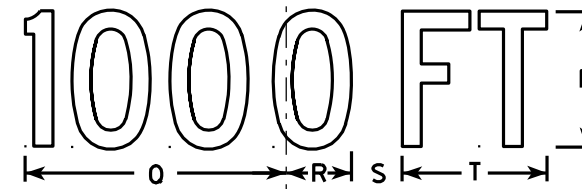
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



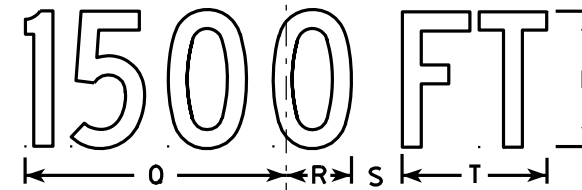
W20-3A



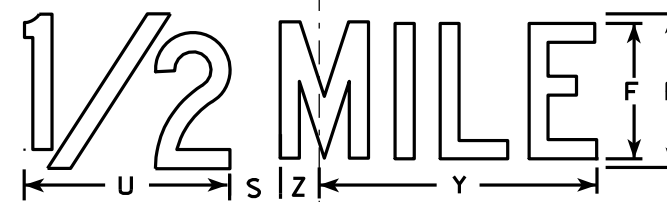
W20-3D



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

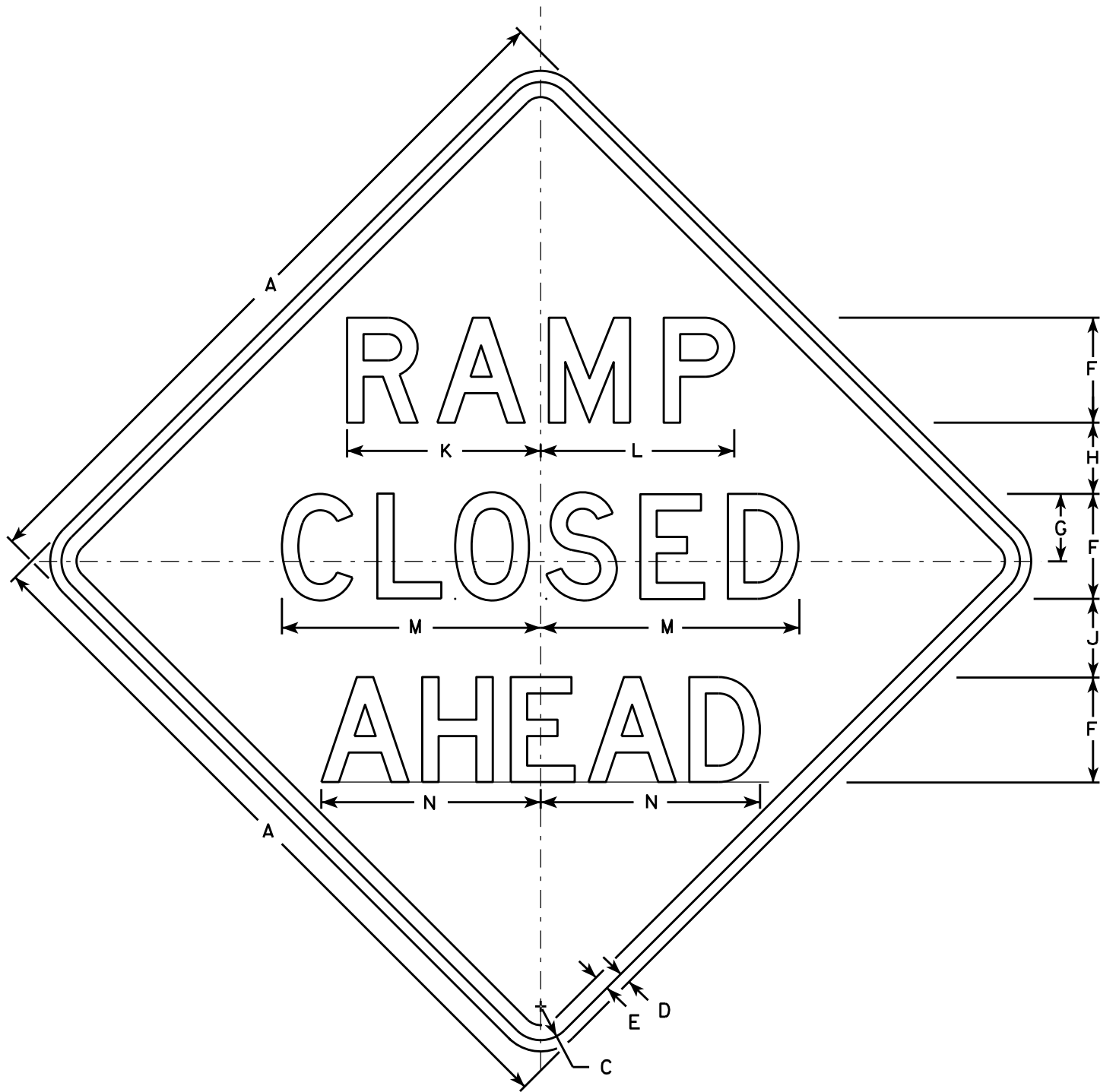
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

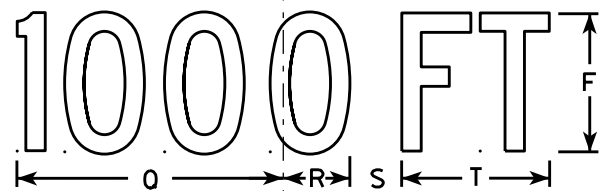
E



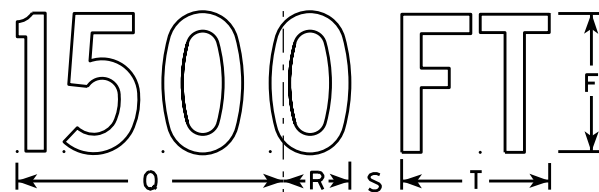
W20-53A



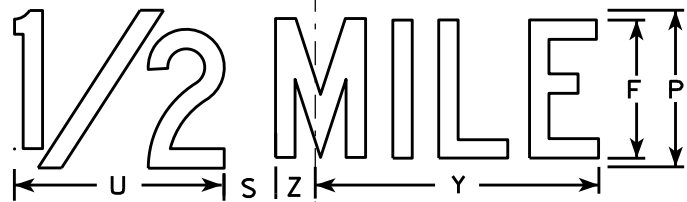
W20-53D



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

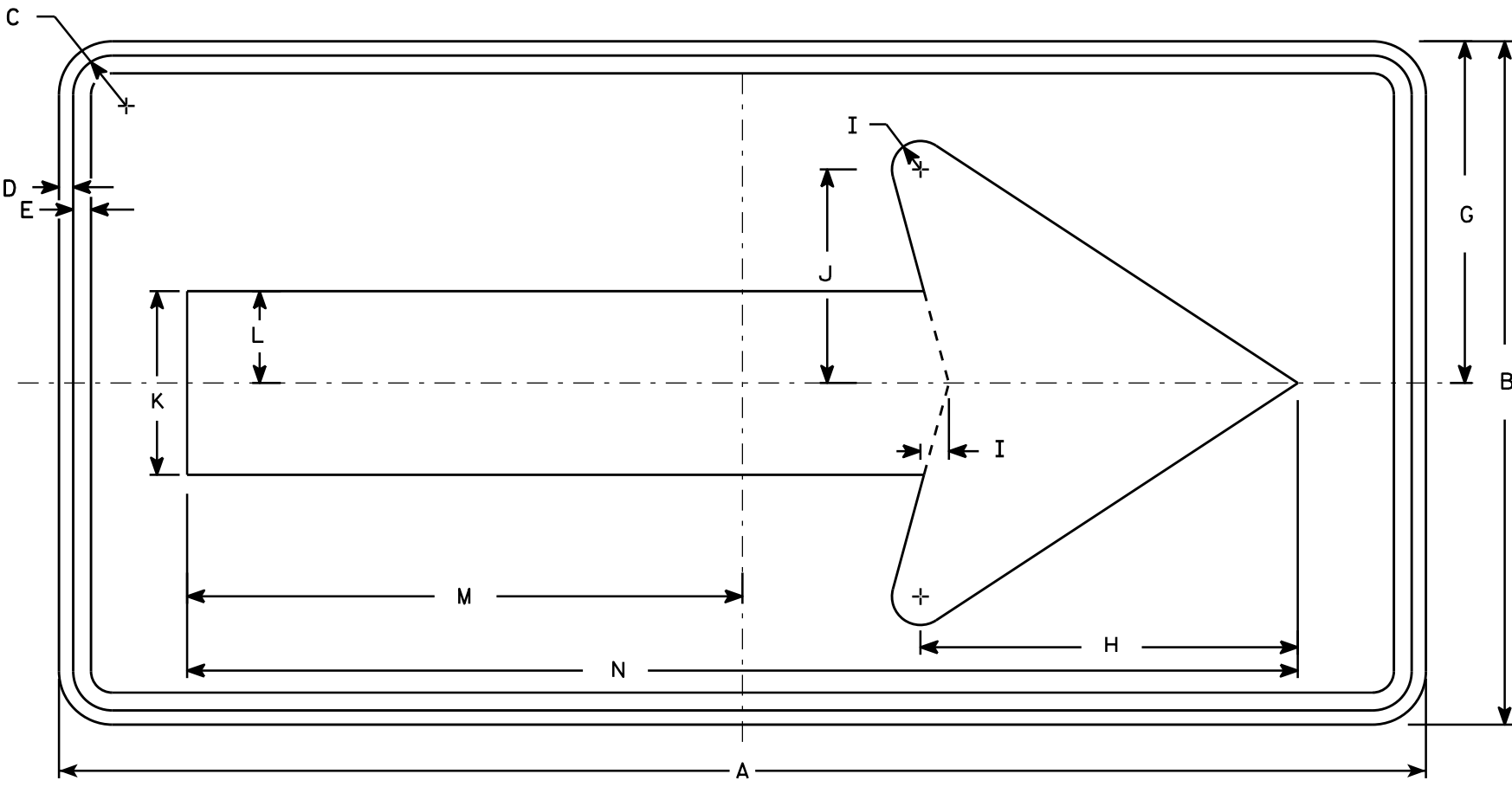
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/27/15 PLATE NO. W20-53.1

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.



W01-6

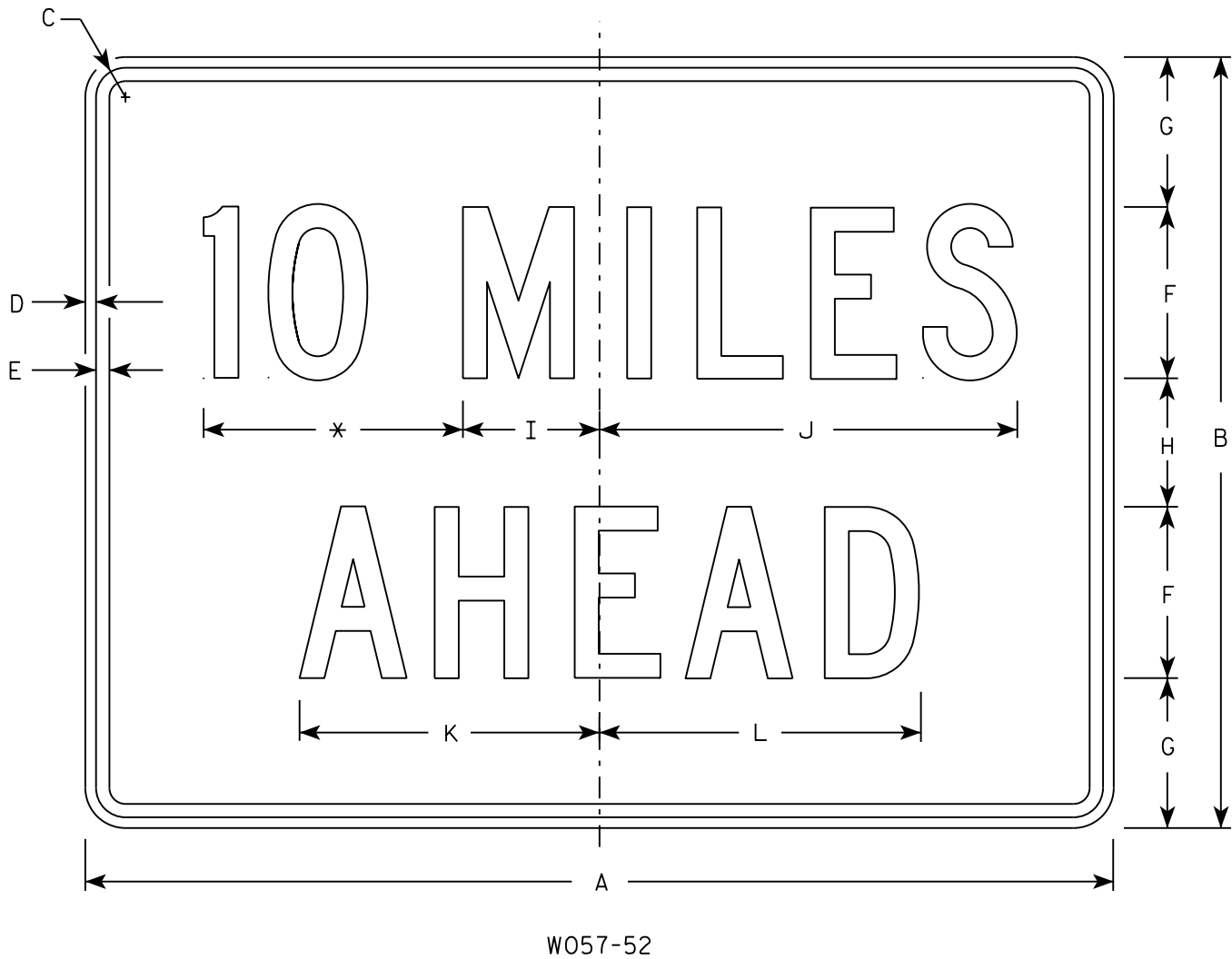
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
2M	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
3	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	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

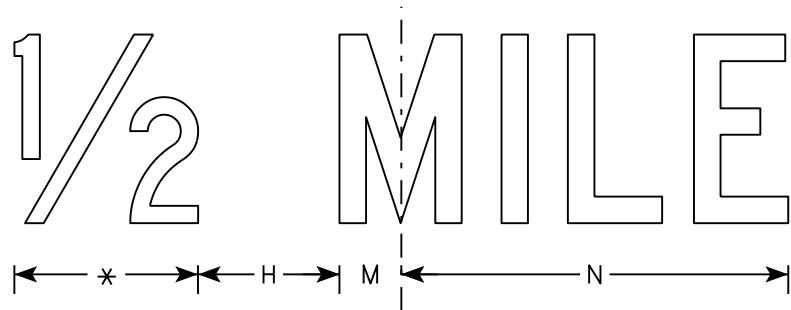
APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1



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

for State Traffic Engineer

DATE 3/21/17 PLATE NO. W057-52.2

CAT 0030
JANSEN PLACE

STATION	Real Station	Distance	AREA (SF)	Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
			Cut	Cut	Fill	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			

CAT 0040
CTH SS

STATION	Real Station	Distance	AREA (SF)	Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
			Cut	Cut	Fill	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)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
			Cut	Fill	Cut	Fill	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	

PROJECT NO: 1070-04-75

HWY: IH 90

COUNTY: LA CROSSE

EARTHWORK: CTH SS

SHEET

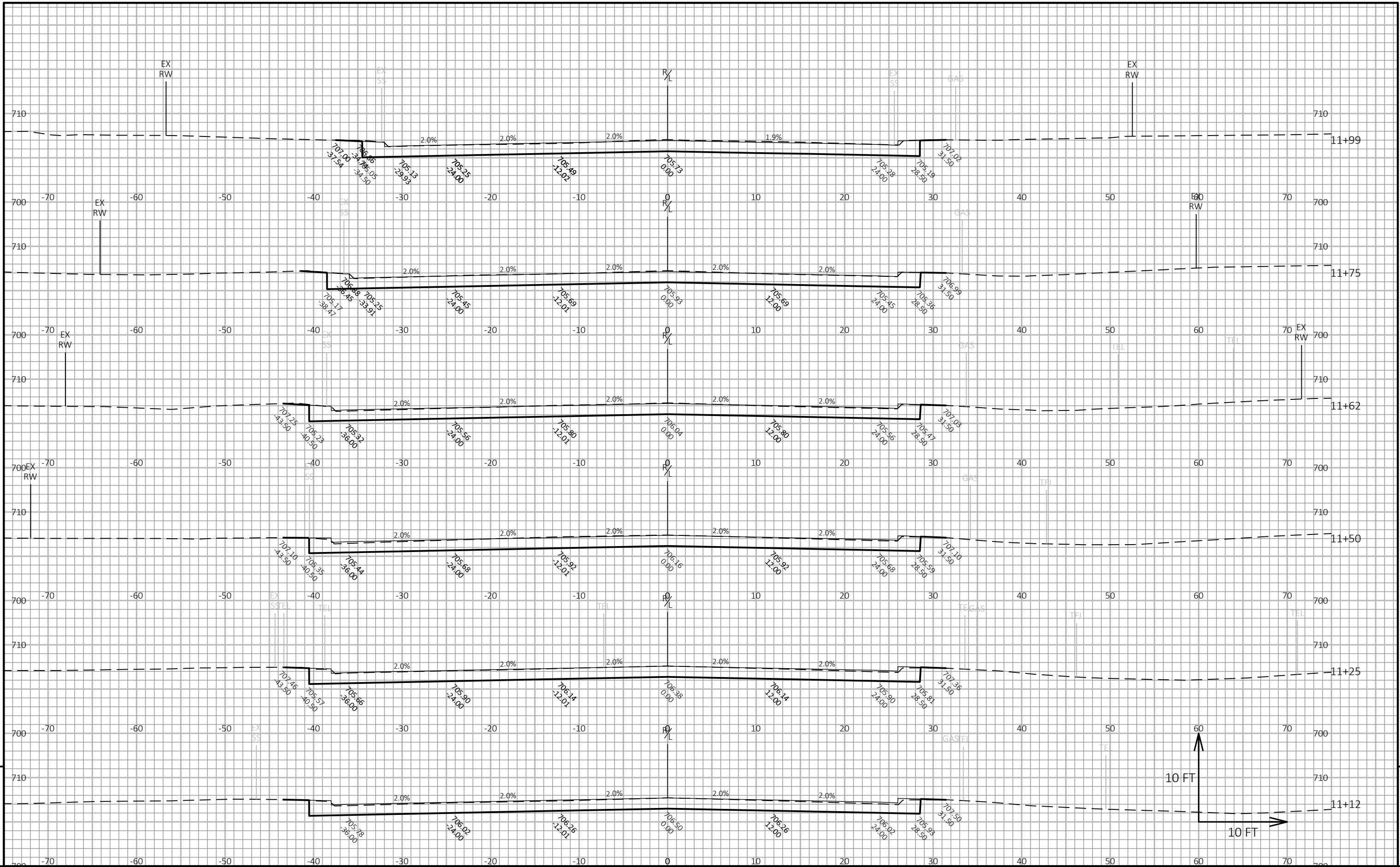
E

CAT 0050
STH SS

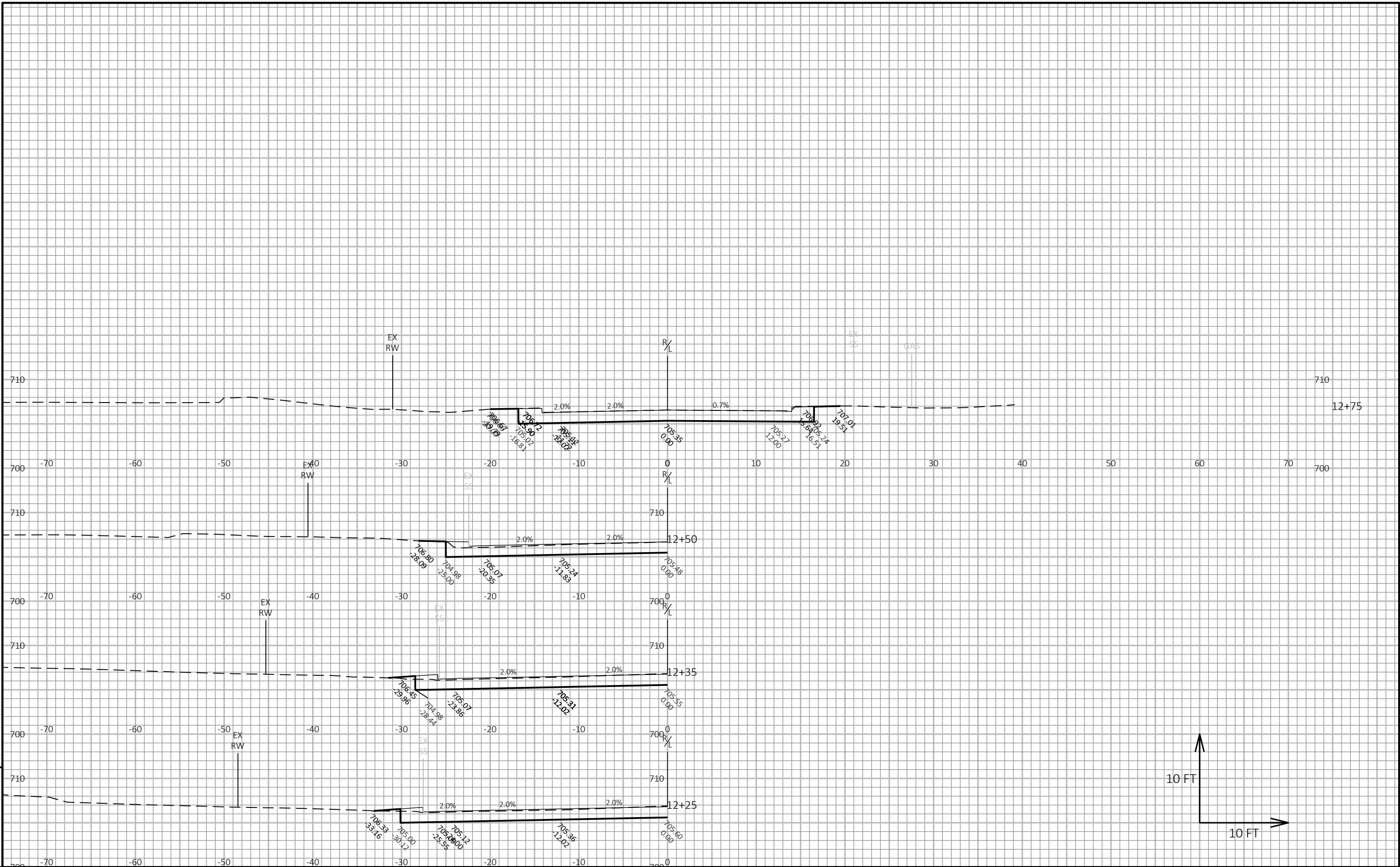
STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.30	Mass Ordinate
16+19	1619.00	0.00	143.33	0.91	0	0	0	0	0
16+50	1650.00	31.00	149.53	0.91	168	1	168	1	167
17+00	1700.00	50.00	146.34	0.88	274	2	442	4	439
17+50	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	

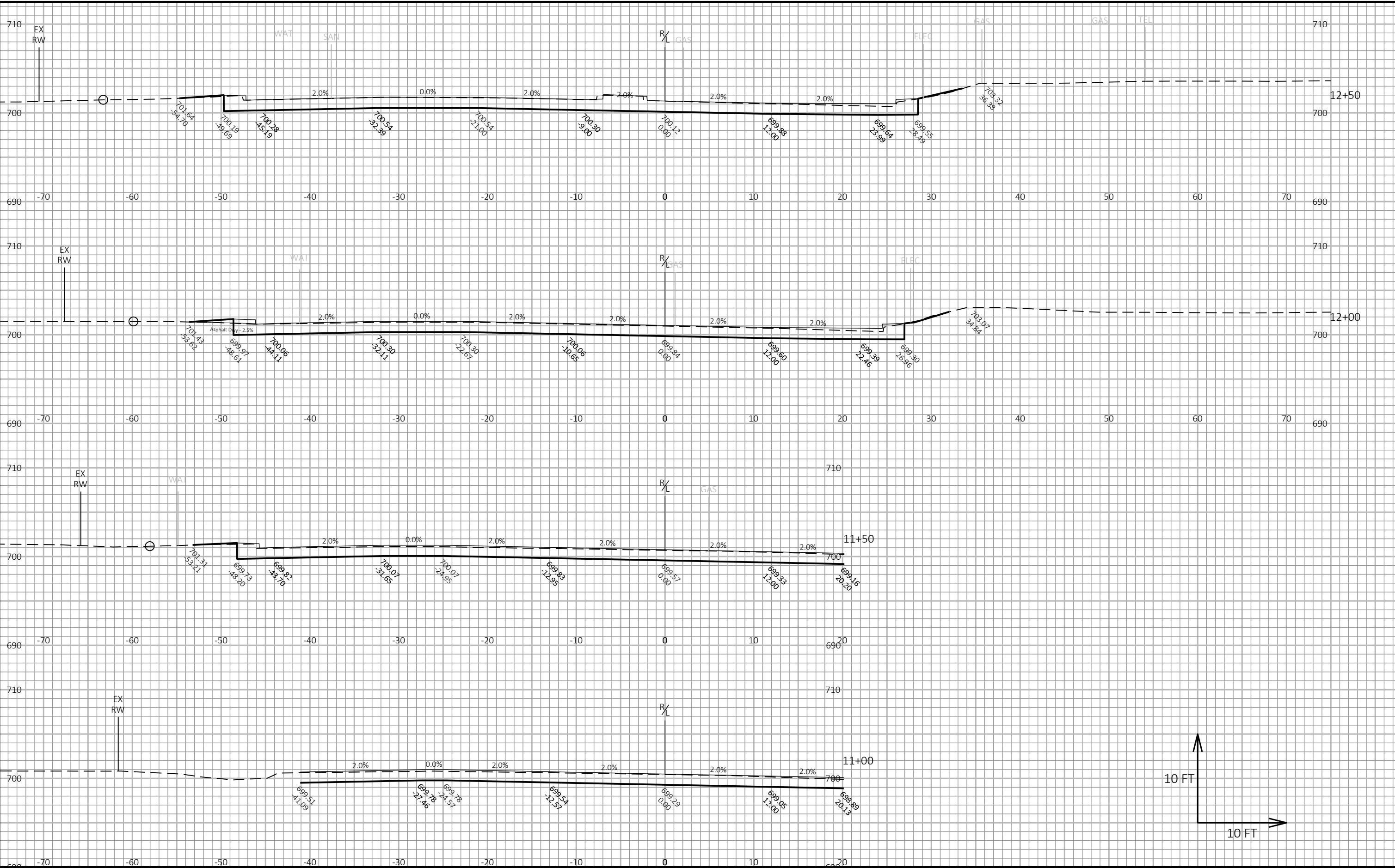
CAT 0050
DUAL RIGHT TURN FROM CTH SS EB TO STH 157 EB

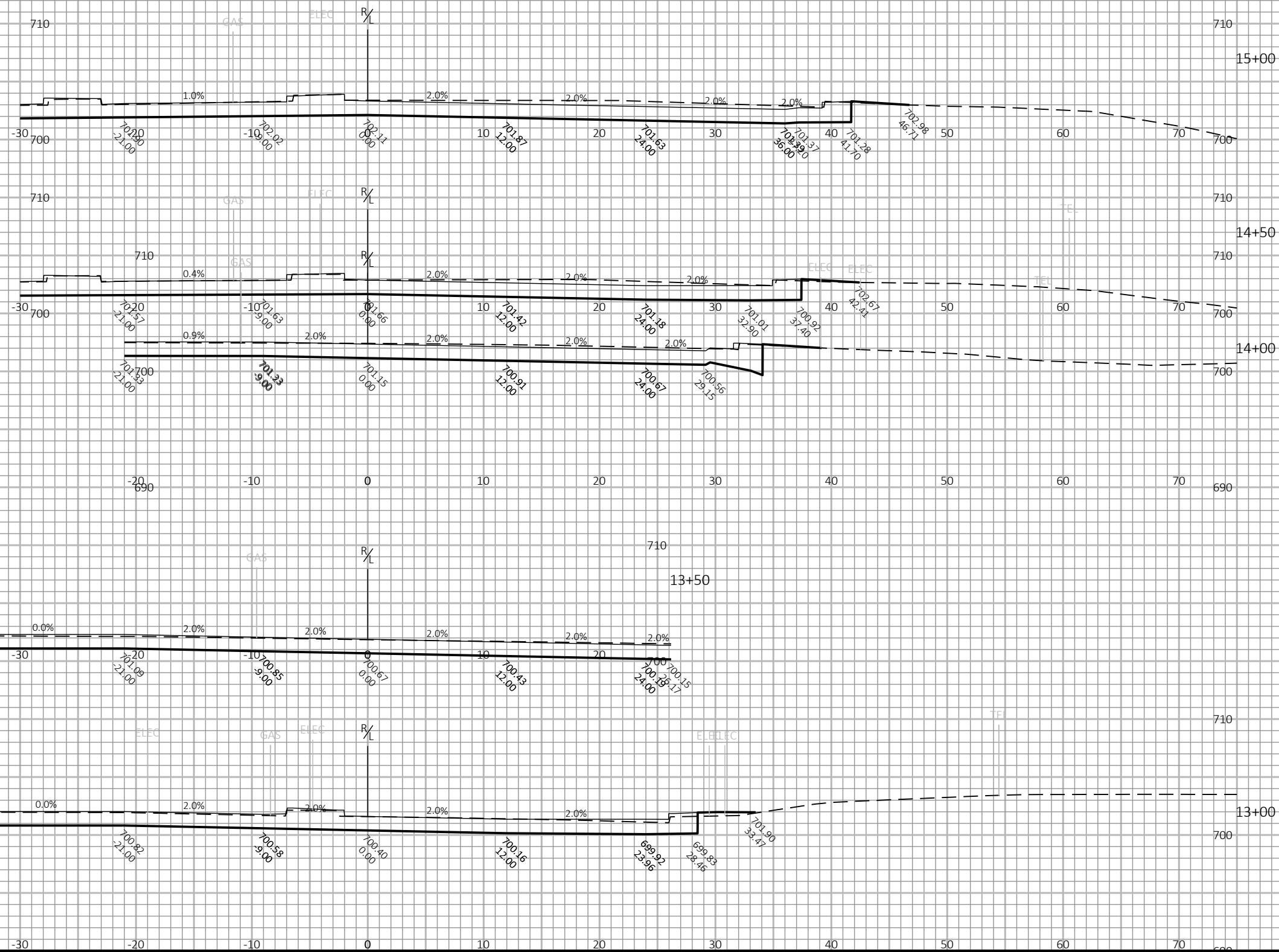
STATION	Real Station	Distance	AREA (SF)		Incremental Vol (CY) (Unadjusted)		Cumulative Vol (CY)		
			Cut	Fill	Cut	Fill	Cut 1.00	Expanded Fill 1.30	Mass Ordinate
07+55	755.00	0.00	32.68	0.16	0	0	0	0	0
07+60	760.00	5.00	33.35	0.16	6	0	6	0	6
07+65	765.00	5.00	33.97	0.05	6	0	12	0	12
07+70	770.00	5.00	34.57	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	



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



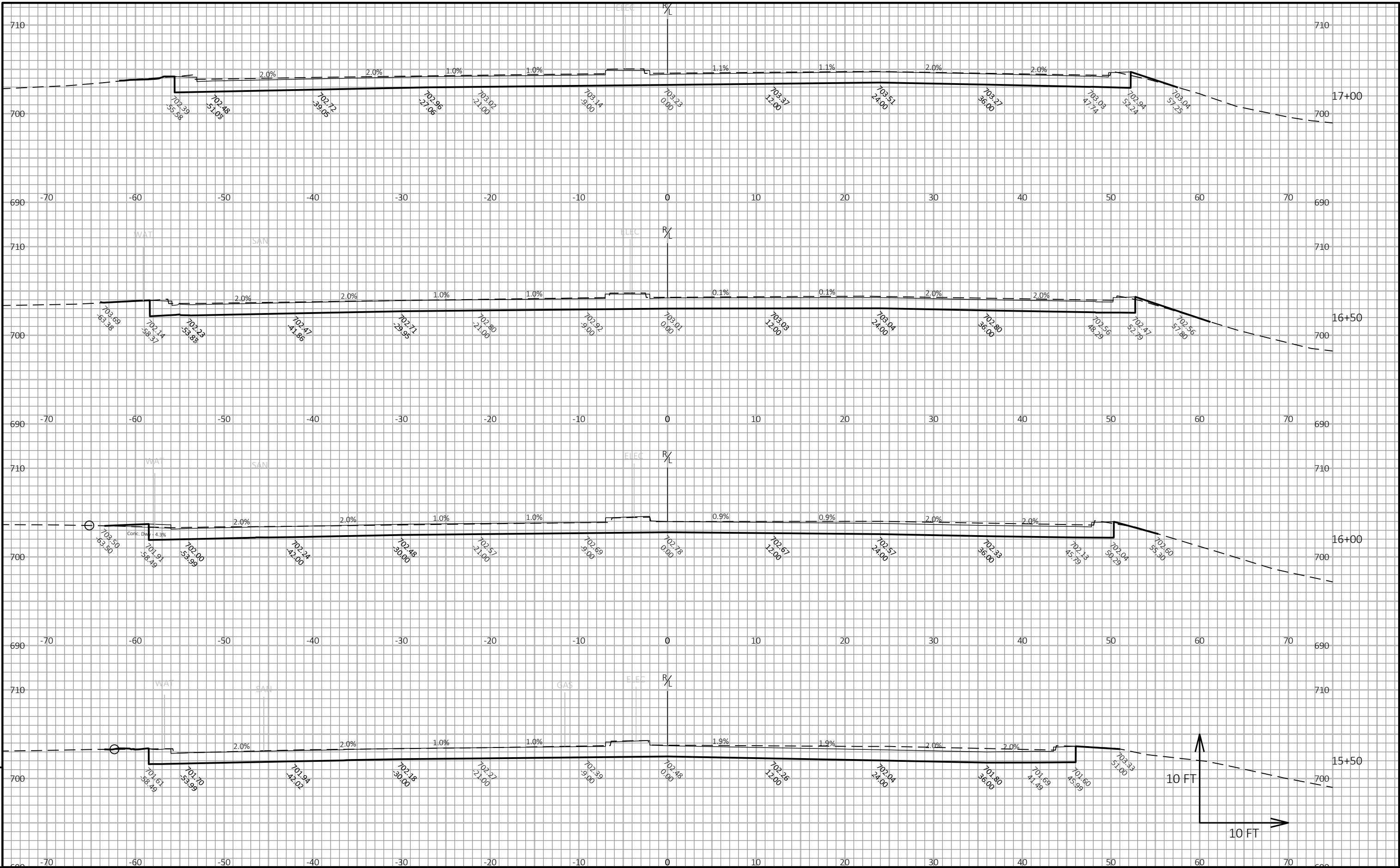


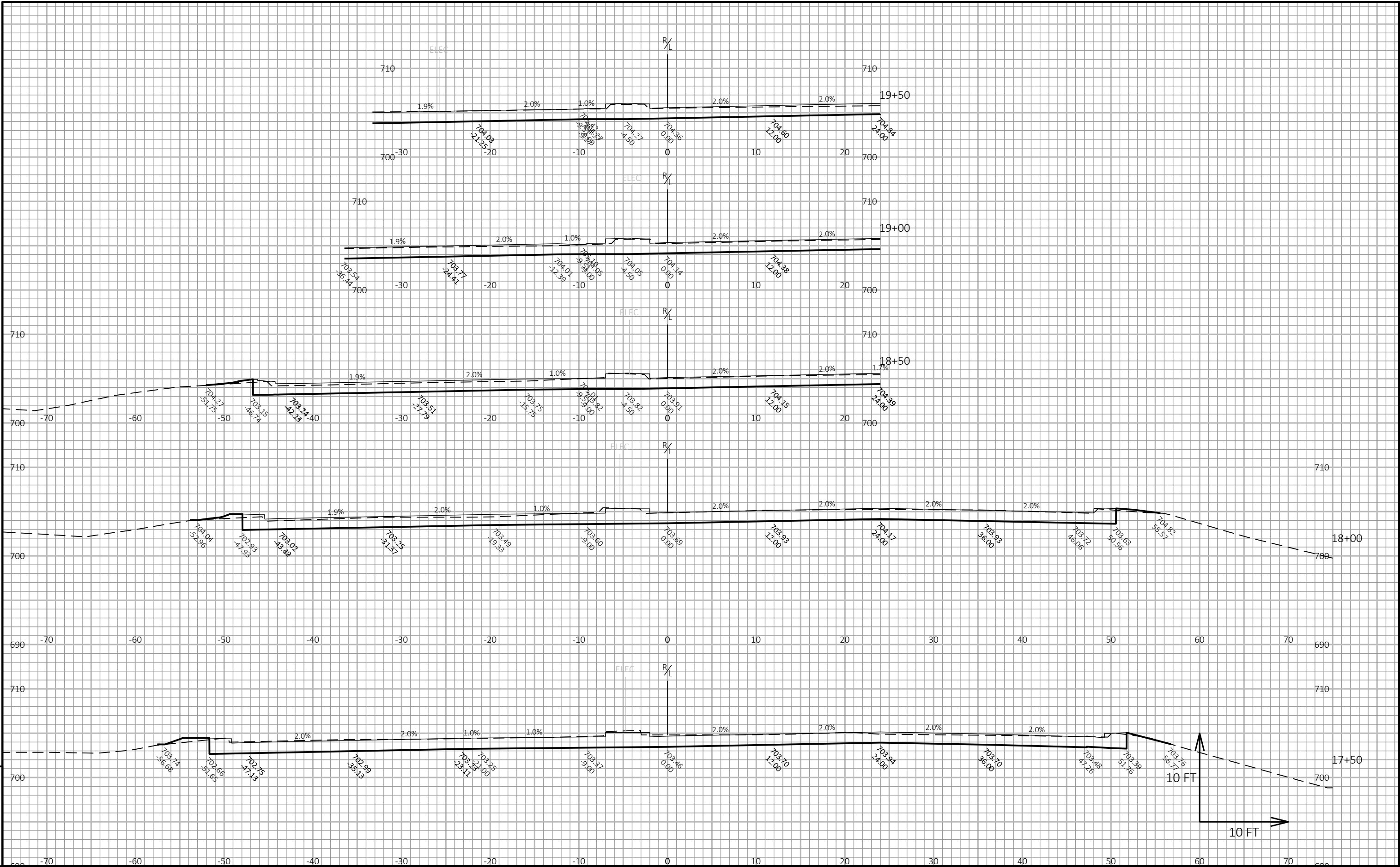


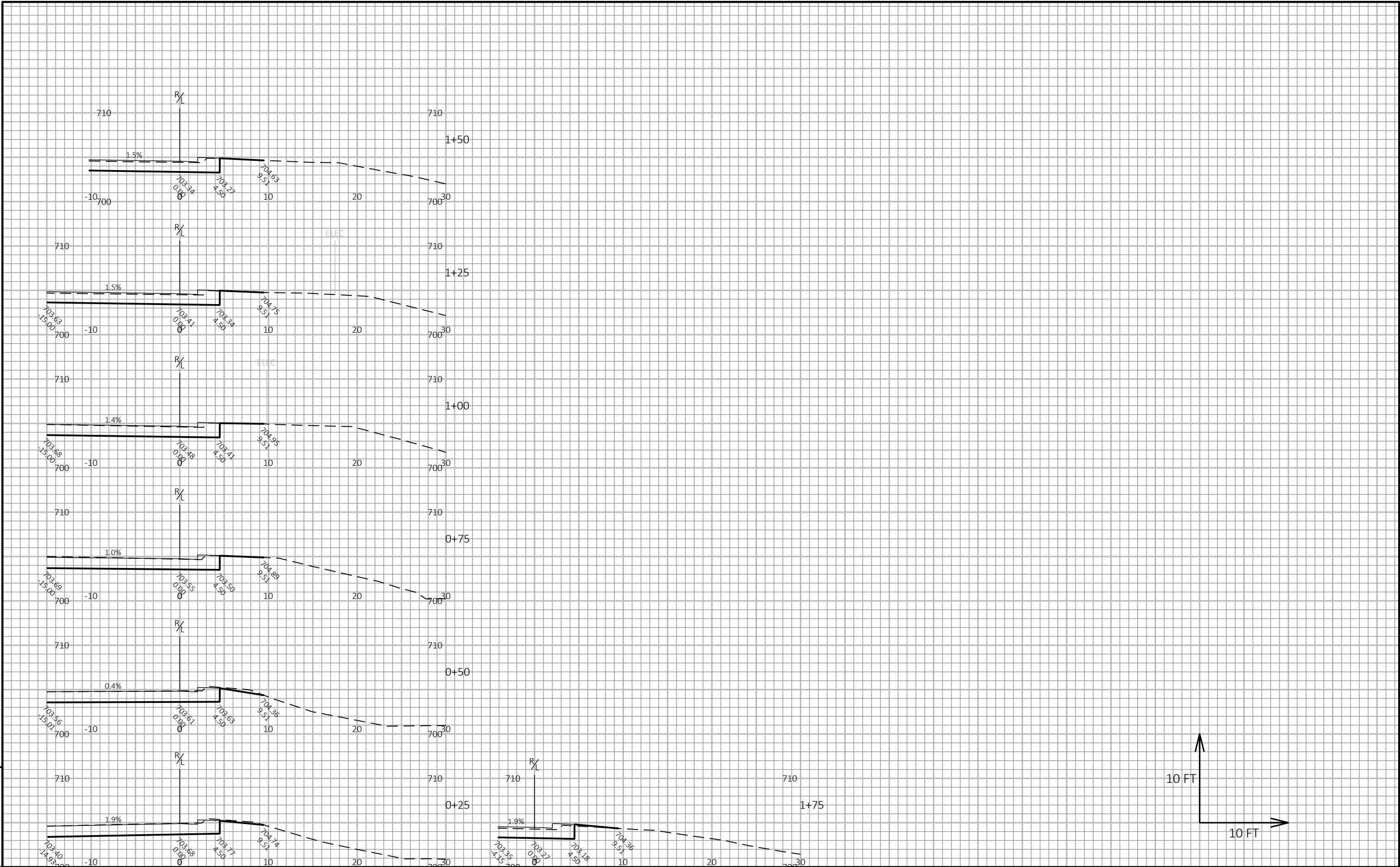
9

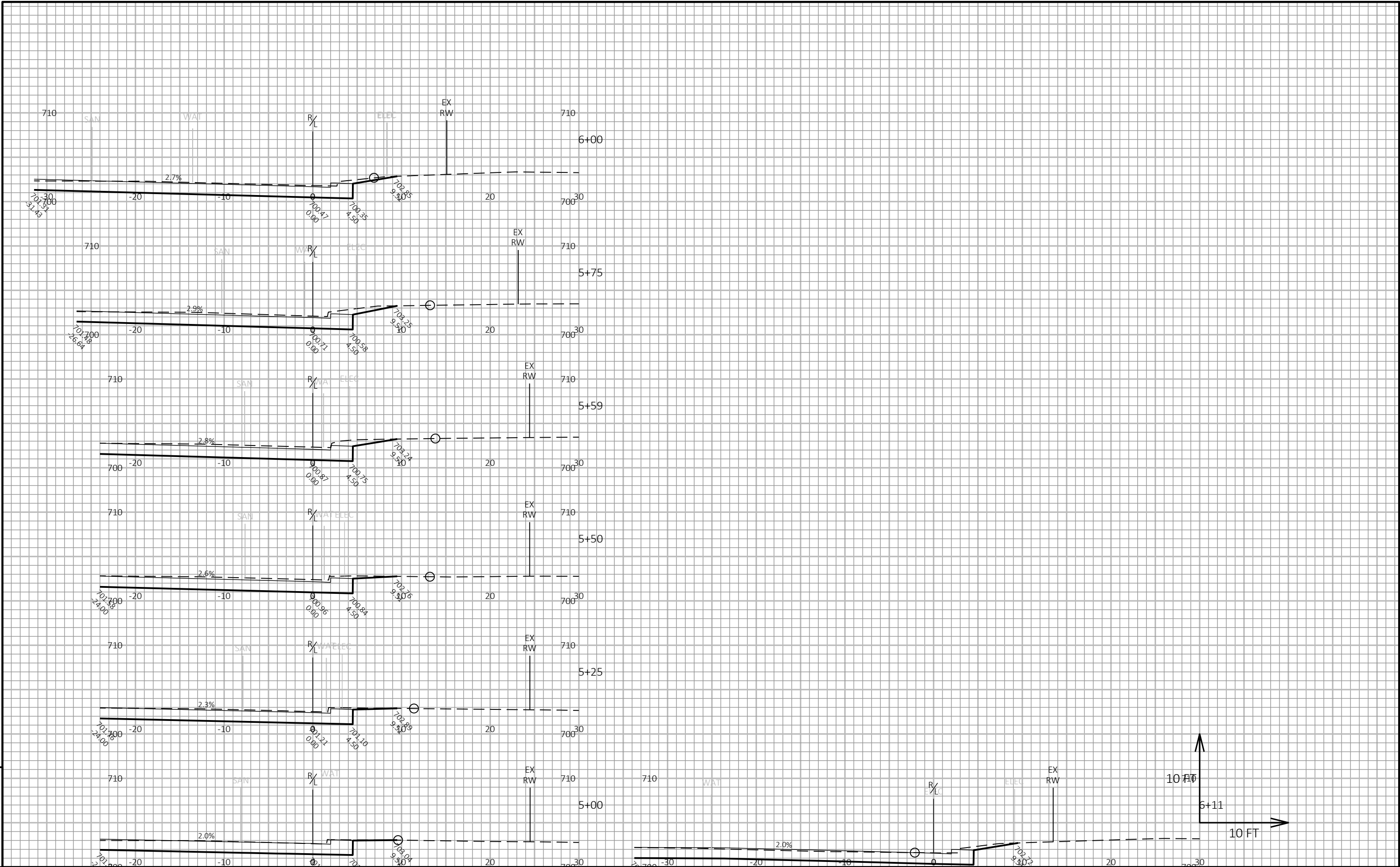
9

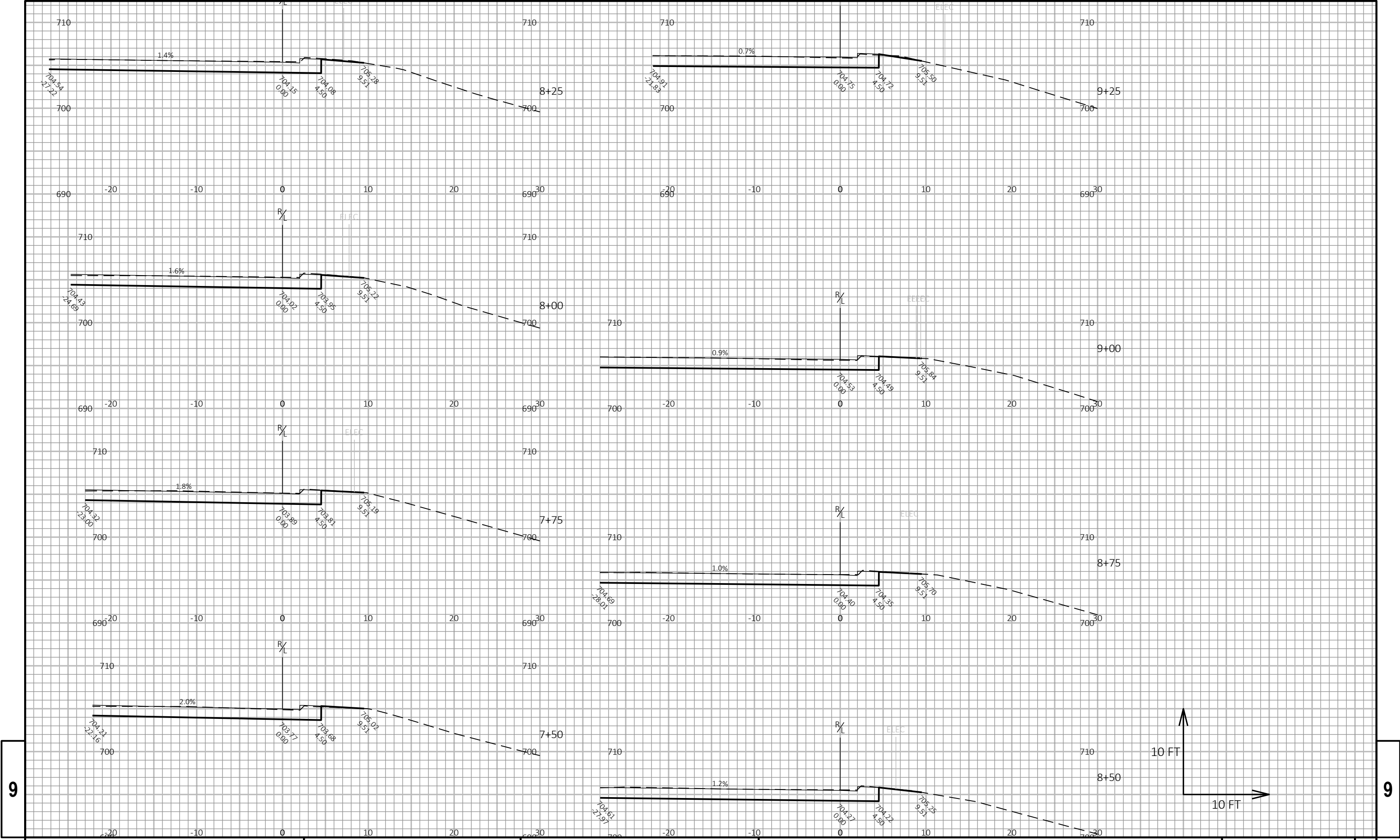
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (MAINLINE)	SHEET E
------------------------	------------	-------------------	-----------------------------------	---------









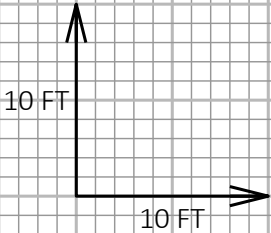
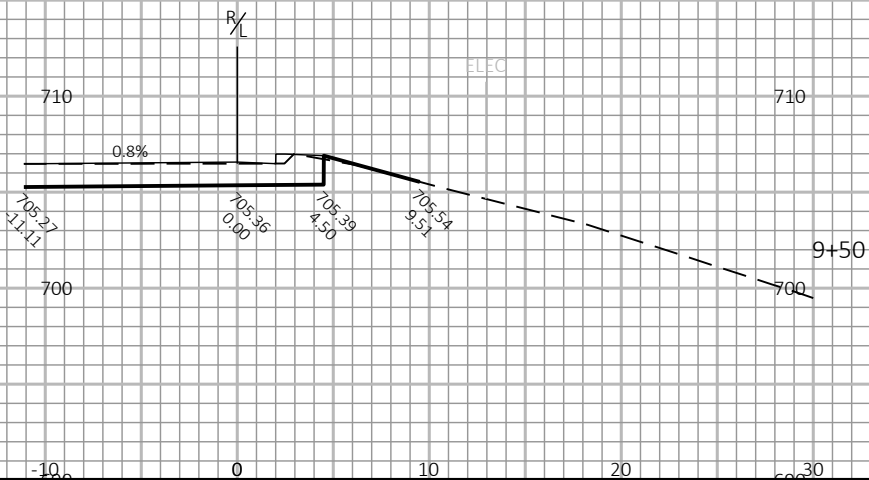


9

9

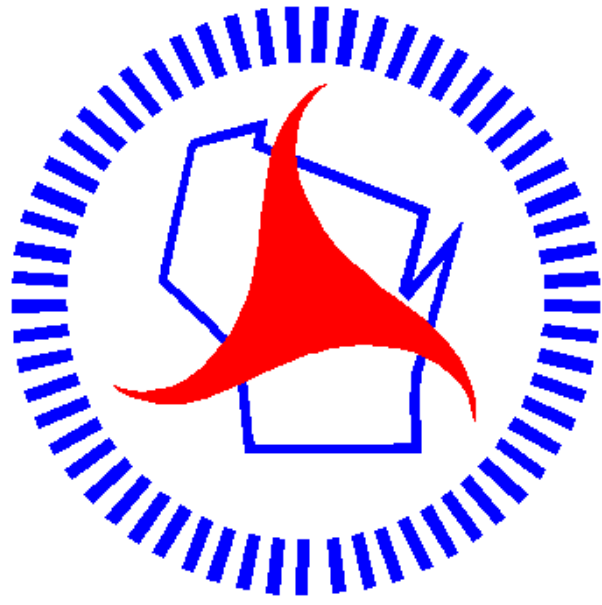
PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (RT TURN TO STH 157 EB)	SHEET E
------------------------	------------	-------------------	--	---------

9



9

PROJECT NO: 1070-04-75	HWY: IH 90	COUNTY: LA CROSSE	CROSS SECTIONS: CTH SS (RT TURN TO STH 157 EB)	SHEET E
------------------------	------------	-------------------	--	---------



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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