

GENERAL NOTES

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

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

ALL HOLES OR OPENINGS BELOW SUBGRADE RESULTING FROM THE ABANDONMENT OR REMOVAL OF EXISTING STRUCTURES SHALL BE BACKFILLED WITH GRANULAR MATERIAL.

REMOVING PAVEMENT QUANTITIES ARE NOT INCLUDED IN THE YARDAGE COMPUTATIONS AS FILL.

FILL AS SHOWN ON THE PLAN PERTAINS TO EMBANKMENT CONSTRUCTION FROM UNCLASSIFIED EXCAVATION. THE EXPANSION FACTOR USED TO COMPUTE THE VOLUME OF MATERIAL NECESSARY TO COMPLETE THE FILL IS 15% FOR BORROW EXCAVATION BASED ON THE VOLUME OF THE FILL AND IS 30% FOR UNCLASSIFIED EXCAVATION BASED ON ITS ORIGINAL POSITION.

THE EXPANSION VARIABLE FOR SELECTED BORROW IS 30%.

EXCAVATION BELOW SUBGRADE (EBS) IS SHOWN ON THE CROSS SECTIONS. EBS SHALL BE MEASURED AND PAID FOR AS UNCLASSIFIED EXCAVATION. ADDITIONAL LOCATIONS FOR EBS WILL BE DETERMINED BY THE ENGINEER.

ELEVATIONS SHOWN ON CROSS SECTIONS ARE FINISH GRADE.

DRIVEWAYS SHALL BE REPLACED IN KIND. CRUSHED LIMESTONE, IF NECESSARY, WILL BE PAID FOR AS CRUSHED AGGREGATE BASE COURSE.

THE EXACT LOCATION OF PRIVATE ENTRANCES IS TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

ALL CURB AND GUTTER DIMENSIONS SHOWN ARE TO THE FACE OF CURB.

MATCH CURB AND GUTTER PERPENDICULAR JOINT SPACING TO THE CONCRETE PAVEMENT TRANSVERSE JOINTS.

TRANSVERSE CONTRACTION JOINTS SHALL BE PLACED IN CONCRETE BARRIER, SINGLE-FACED TO MATCH ADJACENT JOINT SPACING IN CONCRETE SHOULDER. WHERE CONCRETE BARRIER IS ADJACENT TO ASPHALTIC SHOULDER THE TRANSVERSE CONTRACTION JOINT SPACING SHALL BE 20 FT. CONTRACTION JOINTS SHALL BE 3/4" TOOLED OR 3/4" SAWED JOINT (1/4" MAX WIDTH).

SEED MIXTURE NO. 30 SHALL BE USED ON ALL CUT AND FILL SLOPES.

MULCHING QUANTITIES ARE ESTIMATED AT 2.25 TONS PER ACRE.

ALL SILT FENCE REQUIRED FOR THIS PROJECT SHALL MEET THE REQUIREMENTS FOR SILTY SOILS.

IMMEDIATELY AFTER CONSTRUCTION OF ANY INLET, CONTRACTOR SHALL CONSTRUCT SILT FENCE AROUND THE INLET IN ACCORDANCE WITH THE DETAIL SHOWN ON THE PLANS TO MINIMIZE SEDIMENTATION IN THE INLET AND STORM SEWER.

THE LAST 3 JOINTS OF R.C.C.P. AND R.C.H.E.C.P. SHALL BE TIED. TIES ARE INCIDENTAL TO ITEM OF R.C.C.P. AND R.C.H.E.C.P. RESPECTIVELY.

CURVE DATA BASED ON ARC DEFINITION.

BEARINGS SHOWN ON THIS PLAN ARE GRID BEARINGS.

CONVERSION FACTOR = 0.999945.

PLAN ELEVATIONS = USGS DATUM.

THE WISCONSIN DEPARTMENT OF TRANSPORTATION WILL FURNISH THE CONTRACTOR A BRASS MONUMENT WHICH SHALL BE SET IN THE STRUCTURE AS DESIGNATED BY THE ENGINEER.

LIST OF ABBREVIATIONS

BFS	BEGIN FULL SUPERELEVATION
CE	COMMERCIAL ENTRANCE
DGBC	DENSE GRADED BASE COURSE
EOP	EDGE OF PAVEMENT
EFS	END FULL SUPERELEVATION
LT	LEFT
MAX	MAXIMUM
MIN	MINIMUM
NTS	NOT TO SCALE
OGBC	OPEN GRADED BASE COURSE
PL	PROPERTY LINE
SDG	SPECIAL DITCH GRADE

UTILITIES

SANITARY SEWER & WATER

CITY OF NEENAH
CITY ADMINISTRATION BLDG.
P.O. BOX 426
211 WALNUT STREET
NEENAH, WI 54957-0246
SANITARY SEWER
ATTN: MR. CHARLES MANEY
414-751-4625
WATER
ATTN: MR. TIM HAMBLIN
414-751-4622

TELEPHONE

WISCONSIN BELL, INC.
ATTN: MR. MIKE LOOMIS
P.O. BOX 2159
APPLETON, WI 54913
414-735-3240

TELEVISION

WARNER COMMUNICATIONS
ATTN: MR. GARY DIXON
304 HIGH AVENUE
OSHKOSH, WI 54901
414-725-4883

ELECTRIC

WISCONSIN ELECTRIC POWER COMPANY
ATTN: BUDGET ENGINEERING SUPERVISOR
P.O. BOX 1639
APPLETON, WI 54913
414-735-8445

SANITARY SEWER & WATER

TOWN OF MENASHA
SANITARY DISTRICT #4
2340 AMERICAN DRIVE
NEENAH, WI 54956
WATER:
ATTN: MR. CURT WEIBEL
SANITARY SEWER:
ATTN: MR. STEVE LAABES
414-739-5128

GAS

WISCONSIN NATURAL GAS COMPANY
ATTN: MR. JERRY G. HERB
800 SOUTH LYNDALE
P.O. BOX 907
APPLETON, WI 54912
414-735-8357

RAILROAD

WISCONSIN CENTRAL LTD.
ATTN: MR. G.J. GUTHRIE
P.O. BOX 348
STEVENS POINT, WI 54481
715-344-1910

COUNTY SURVEYOR

WINNEBAGO COUNTY COURT HOUSE
ATTN: MR. DAVID SCHMIDT
415 JACKSON STREET
OSHKOSH, WI 54902
414-426-2800



TO OBTAIN LOCATION OF
PARTICIPANTS' UNDERGROUND
FACILITIES BEFORE YOU
DIG IN WISCONSIN

CALL DIGGERS HOTLINE
1-800-242-8511
TOLL FREE

WIS. STATUTE 182.0175 (1974)
REQUIRES MIN. OF 3 WORK DAYS
NOTICE BEFORE YOU EXCAVATE.

SIGNS

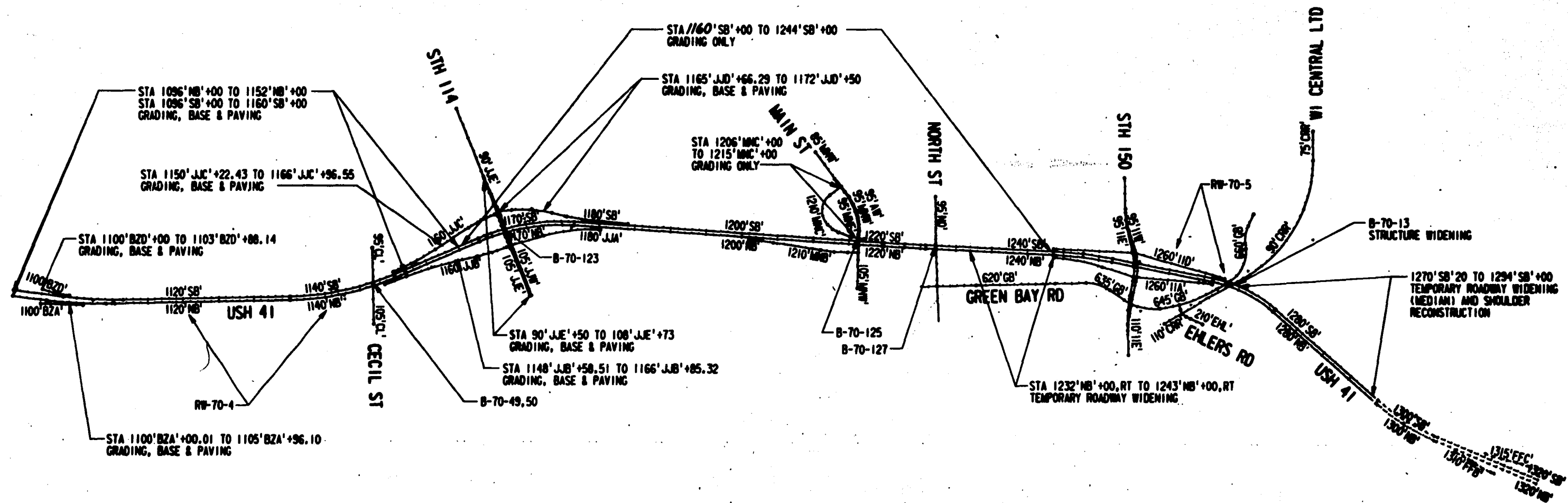
WISCONSIN HIGHWAY BUSINESS SIGNS
ATTN: ROBERT W. KLUG
P.O. BOX 13555
MILWAUKEE, WI 53213
1-800-345-5772

TYPICAL SECTION & DETAIL SHEET INDEX

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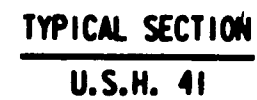
STANDARD DETAIL DRAWINGS

8A5-8A & 8B	INLET COVERS
8A5-8C	INLET AND MANHOLE COVERS
8B6-3	MANHOLES, TYPE 1
8B7-3	MANHOLES, TYPES 2 AND 3
8C1-4	INLETS, TYPES 1, 2 AND 3
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8C3-1	CONCRETE CURB, CONCRETE CURB AND GUTTER AND PAVEMENT TIES
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8E9-3	SILT FENCE
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12A1-2	NAMEPLATE - STRUCTURES
12A3-4	CONCRETE SHOULDERS
13A3-3	ASPHALTIC SHOULDER RUMBLE STRIPS
13A4-3	CONCRETE PAVEMENT APPROACH SLAB
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13C12-1	DONELED NON-REINFORCED CONCRETE PAVEMENT (TRANSVERSE JOINTS AT 20' AND NORMAL)
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14B3-2	CONCRETE BARRIER, SINGLE-FACED
14B6-3 A & B	TEMPORARY PRECAST CONCRETE BARRIER
14B7-8A	PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION
14B7-8B	CLASS "A" STEEL PLATE BEAM GUARD, INSTALLATION AND ELEMENTS
14B15-1A	CLASS "A" STEEL PLATE BEAM GUARD END TREATMENT WITH ANCHORAGE TYPE 1 & 2
14B16-1 A & B	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-2A	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARED END AND VERTICAL FACED PARAPETS
14B20-2B	CLASS "A" STEEL PLATE BEAM GUARD (AT BRIDGES, OBSTACLES AND SIDEWALKS/DRIVEWAYS)
14B18-1A	CHAIN LINK FENCE
15B3-9 A & B	BARRICADES AND TRAFFIC CONTROL FOR ROAD CLOSURES
15C2-2	PAVEMENT MARKING SYMBOLS
15C7-1	PAVEMENT MARKING (MAINLINE & INTERSECTIONS)
15C8-4A	PAVEMENT MARKING (RAMPS & CORES)
15C8-4B	RAISED PAVEMENT MARKERS (MAINLINE)
15C10-2A	RAISED PAVEMENT MARKERS (RAMPS & ARROWS)
15C10-2B	RAISED PAVEMENT MARKERS (CASTING & SAWCUT DETAIL)
15C10-2C	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
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**GRADING, BASE
& PAVING**

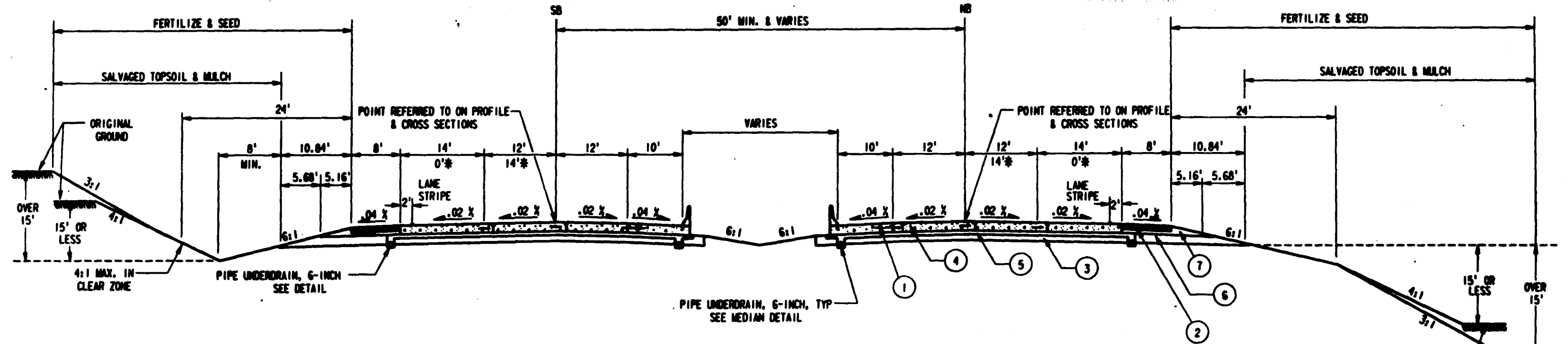
- 2 5" RECYCLED ASPHALTIC SURFACE, TYPE WW W/ RUMBLE STRIP
- 3 6" CRUSHED AGGREGATE BASE COURSE
- 4 11" CONCRETE PAVEMENT - DOWELLED AND TIED
- 5 4" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.2
- 6 10" CRUSHED AGGREGATE BASE COURSE
- 7 CRUSHED AGGREGATE BASE COURSE, SHOULDERS

T TIE BAR

THE PORTION OF THE SOUTHBOUND OUTSIDE SHOULDER USED AS A TEMPORARY ROADWAY (STA 1096'SB'+00 - STA 1152'SB'+00) SHALL BE PAVED WITHOUT THE RUMBLE STRIP. AFTER TRAFFIC IS SHIFTED ONTO THE PERMANENT ROADWAYS, THE SHOULDER SHALL BE MILLED TO A 2" DEPTH AND REPAVED WITH THE RUMBLE STRIP.

designed by : PTR
checked by : VW
graphics by : PTS

DONHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433



TYPICAL SECTION
U.S.H. 41

NB	1100'NB'+79.74 TO 1104'NB'+44.98	GRADING, BASE & PAVING
SB	1100'SB'+79.74 TO 1102'SB'+92.36	GRADING, BASE & PAVING
*	FROM 1100'NB'+79.74 TO 1103'NB'+30 FROM 1100'SB'+79.74 TO 1102'SB'+20	

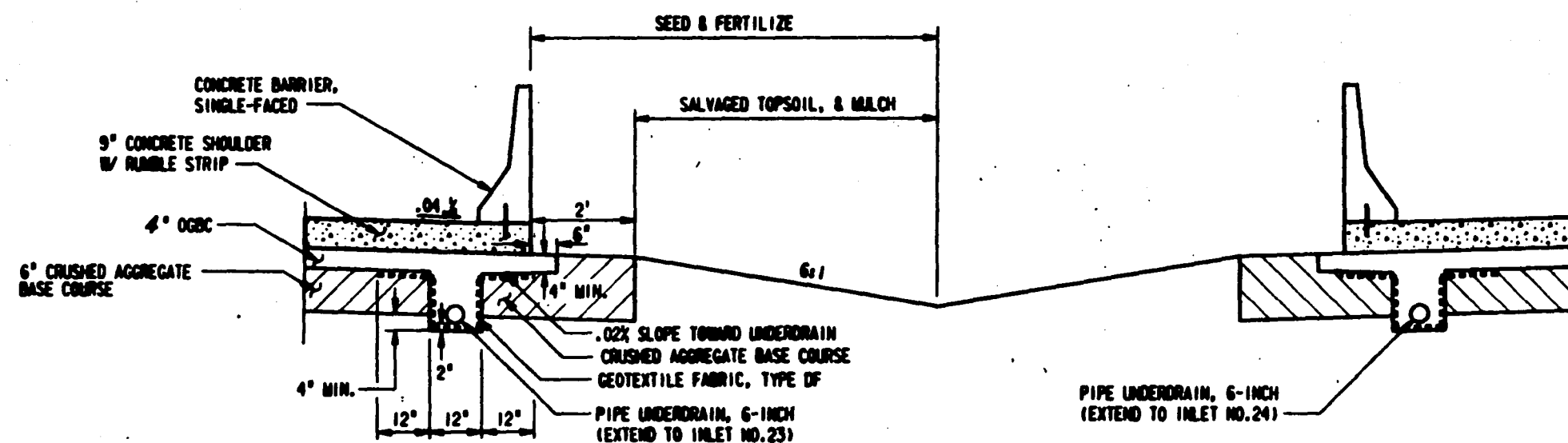
LEGEND

- ① 9" CONCRETE SHOULDER W/ RUMBLE STRIP
- ② 5" RECYCLED ASPHALTIC SURFACE, TYPE IV W/ RUMBLE STRIP
- ③ 6" CRUSHED AGGREGATE BASE COURSE
- ④ 11" CONCRETE PAVEMENT - DOWELLED AND TINED
- ⑤ 4" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.2
- ⑥ 10" CRUSHED AGGREGATE BASE COURSE
- ⑦ CRUSHED AGGREGATE BASE COURSE, SHOULDERS
- T TIE BAR

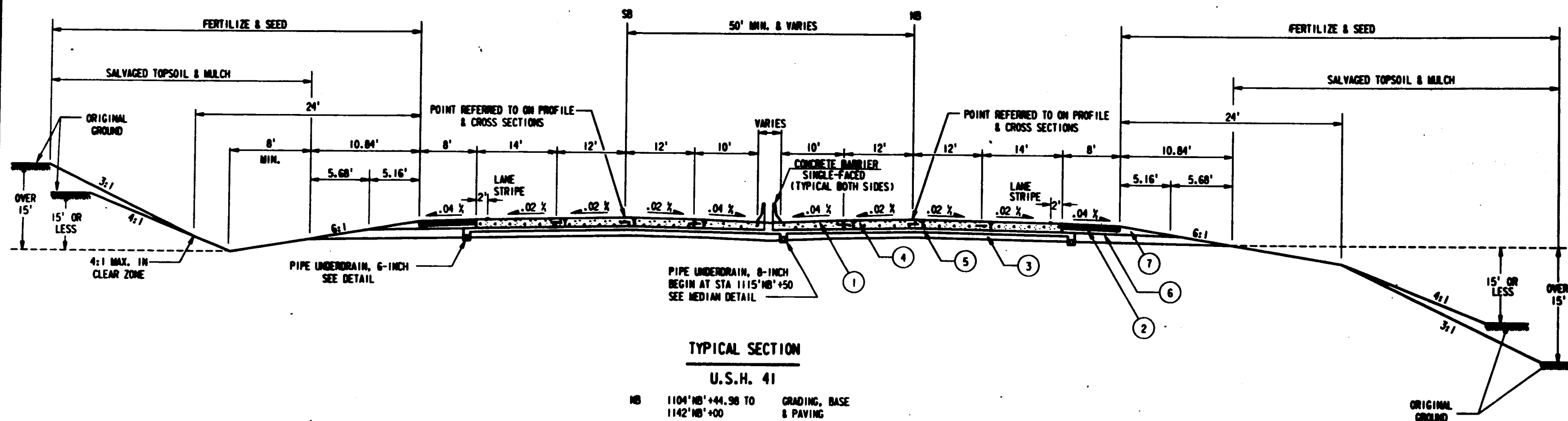
NOTE:

CLEAR ZONE = 34' MEASURED FROM THE EDGE OF THE TRAVELLED WAY

THE PORTION OF THE SOUTHBOUND OUTSIDE SHOULDER USED AS A TEMPORARY ROADWAY (STA 1096'SB'+00 - STA 1152'SB'+00) SHALL BE PAVED WITHOUT THE RUMBLE STRIP. AFTER TRAFFIC IS SHIFTED ONTO THE PERMANENT ROADWAYS, THE SHOULDER SHALL BE MILLED TO A 2" DEPTH AND REPAVED WITH THE RUMBLE STRIP.



MEDIAN DETAIL



TYPICAL SECTION

U.S.H. 41

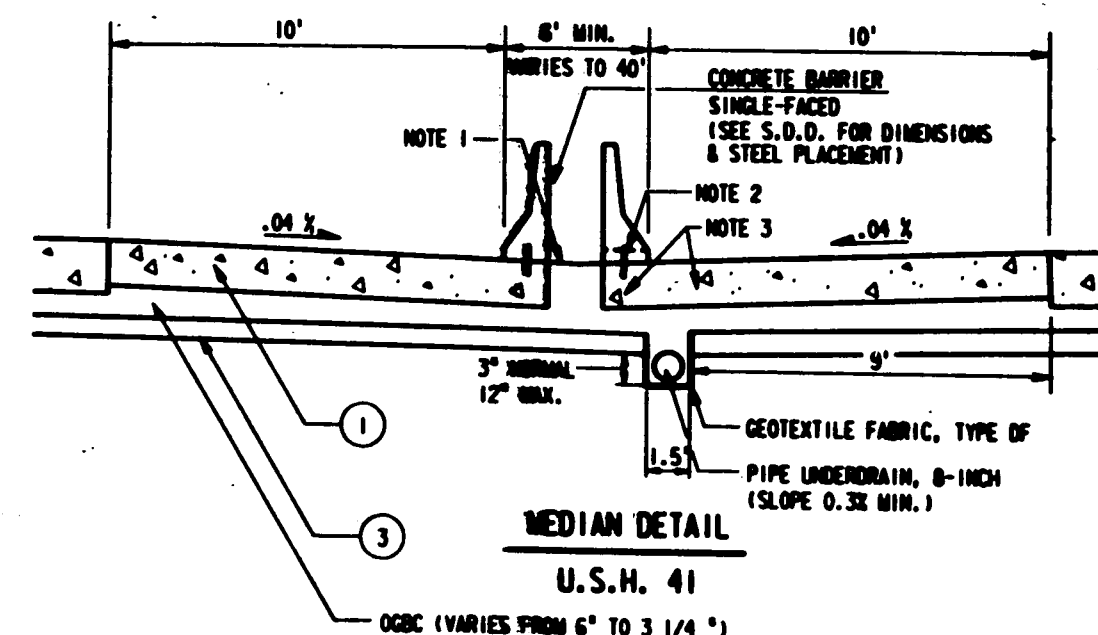
NB	1104'NB'+44.98 TO 1142'NB'+00	GRADING, BASE & PAVING
SB	1102'SB'+92.36 TO 1135'SB'+00	GRADING, BASE & PAVING
	1160'SB'+00 TO 1217'SB'+01.68	GRADING ONLY

NOTE:

CLEAR ZONE = 34' MEASURED FROM THE EDGE OF THE TRAVELLED WAY

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION WHEN SUPERELEVATION IS GREATER THAN 0.04%. IF SUPERELEVATION IS LESS THAN OR EQUAL TO 0.04%, THE LOW SIDE SHOULDER SLOPE IS 0.04%. HIGH SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS SUPERELEVATION.

THE PORTION OF THE SOUTHBOUND OUTSIDE SHOULDER USED AS A TEMPORARY ROADWAY (STA 1096'SB'+00 - STA 1152'SB'+00) SHALL BE PAVED WITHOUT THE RUMBLE STRIP. AFTER TRAFFIC IS SHIFTED ONTO THE PERMANENT ROADWAYS, THE SHOULDER SHALL BE MILLED TO A 2" DEPTH AND REPAVED WITH THE RUMBLE STRIP.



U.S.H. 41

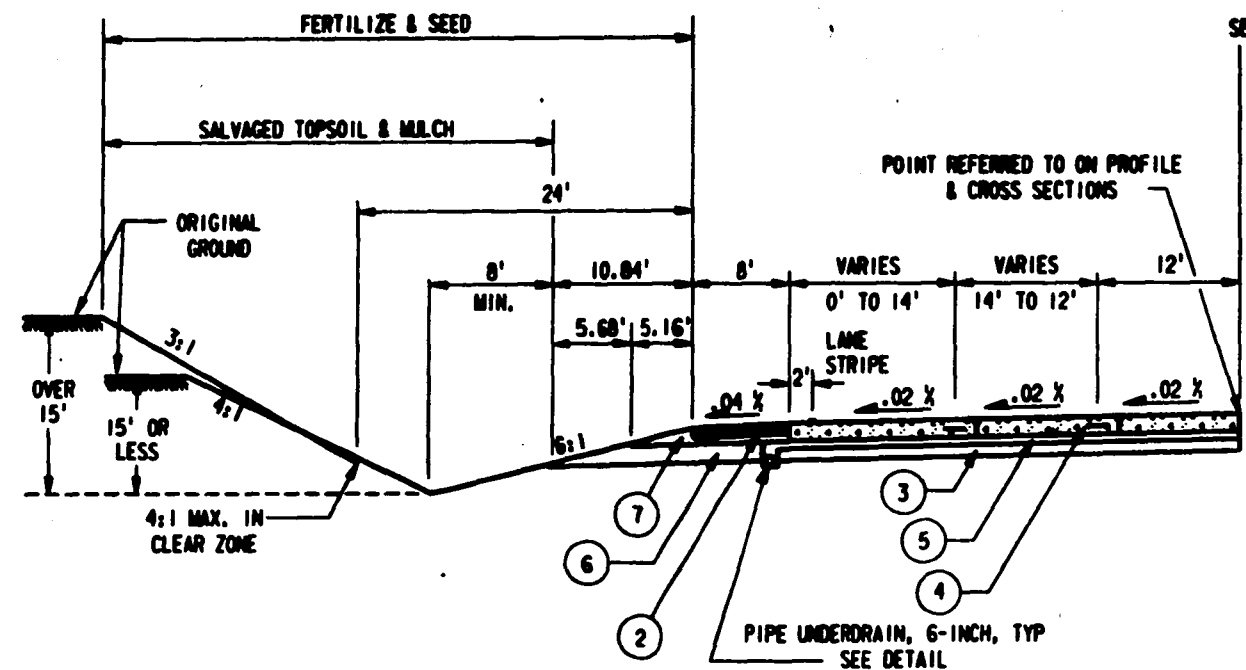
OCBC (VARIES FROM 6" TO 3 1/4")

NOTES:

1. MINIMUM LONGITUDINAL SLOPE SHALL BE 0.3%.
2. OPENINGS (3" I.D.) FOR DRAINAGE SHALL BE PLACED AT VERTICAL CURVE SAGS.
3. 10' SHOULDER WIDTH IS PAID FOR AS CONCRETE SHOULDER, 9-INCH. REMAINDER OF SLAB IS THE FOOTING FOR THE BARRIER AND IS INCLUDED IN THE PRICE OF CONCRETE BARRIER, SINGLE-FACED.
4. DO NOT PLACE 7# BARS IN CONCRETE BARRIER FOOTING FROM STA 1119'NB'+00 TO 1126'NB'+00 & STA 1119'SB'+00 TO 1126'SB'+00

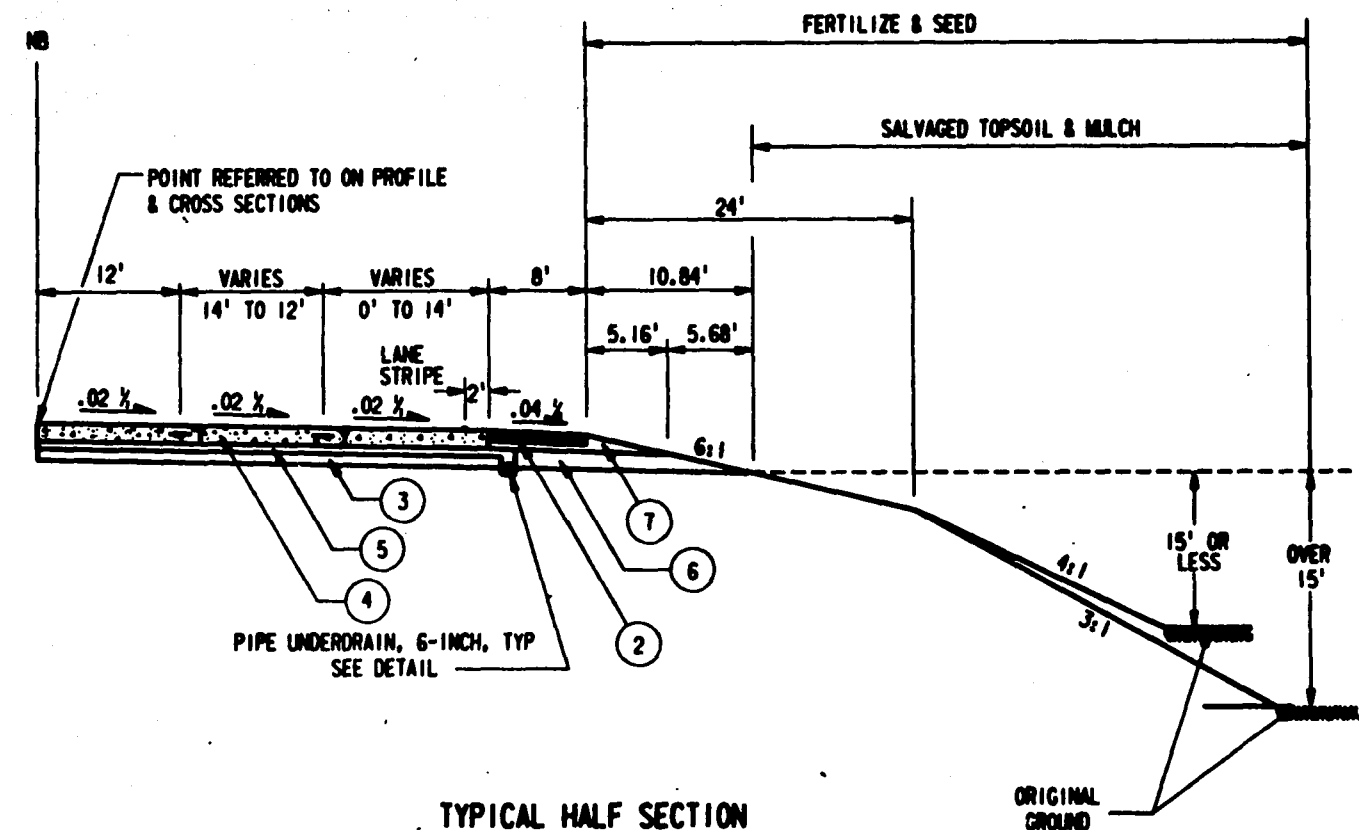
LEGEND

- ① 9" CONCRETE SHOULDER W/ RUMBLE STRIP
- ② 5" RECYCLED ASPHALTIC SURFACE, TYPE IV W/ RUMBLE STRIP
- ③ 6" CRUSHED AGGREGATE BASE COURSE
- ④ 11" CONCRETE PAVEMENT - DOWELLED AND TIED
- ⑤ 4" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.2
- ⑥ 10" CRUSHED AGGREGATE BASE COURSE
- ⑦ CRUSHED AGGREGATE BASE COURSE, SHOULDERS
- T TIE BAR



TYPICAL HALF SECTION
U.S.H. 41

SB 1135'SB'+00 TO 1160'SB'+00	GRADING, BASE & PAVING
SB 1217'SB'+01.68 TO 1244'SB'+00	GRADING ONLY

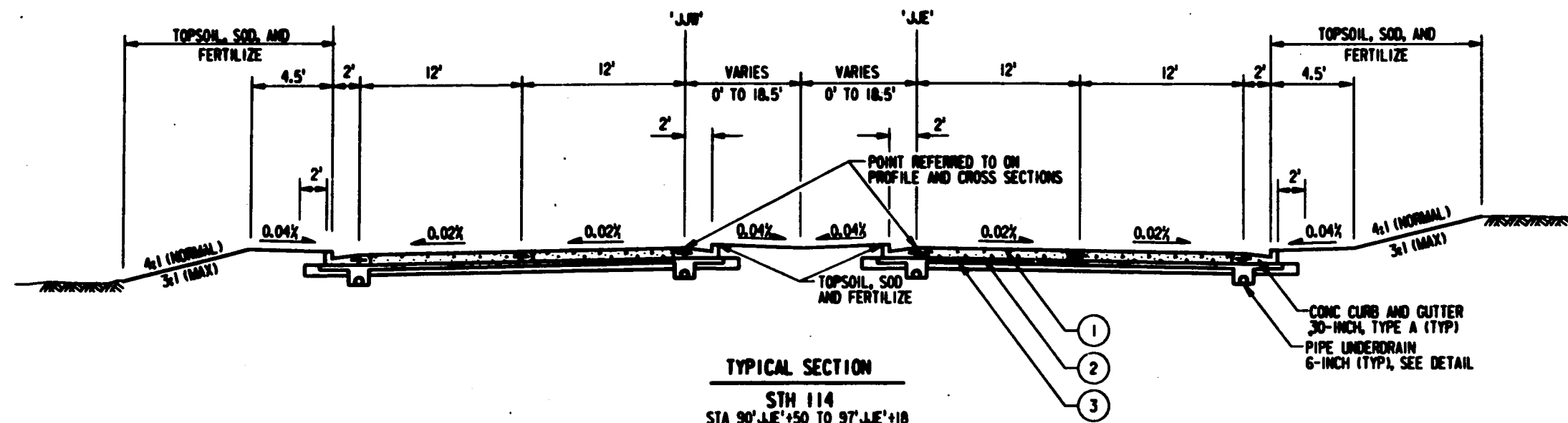


TYPICAL HALF SECTION
U.S.H. 41

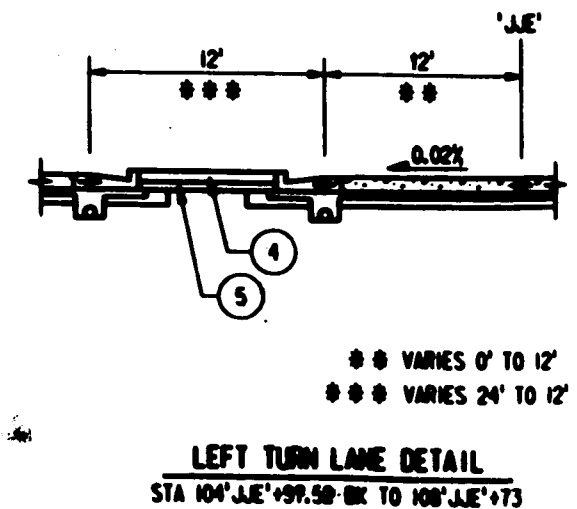
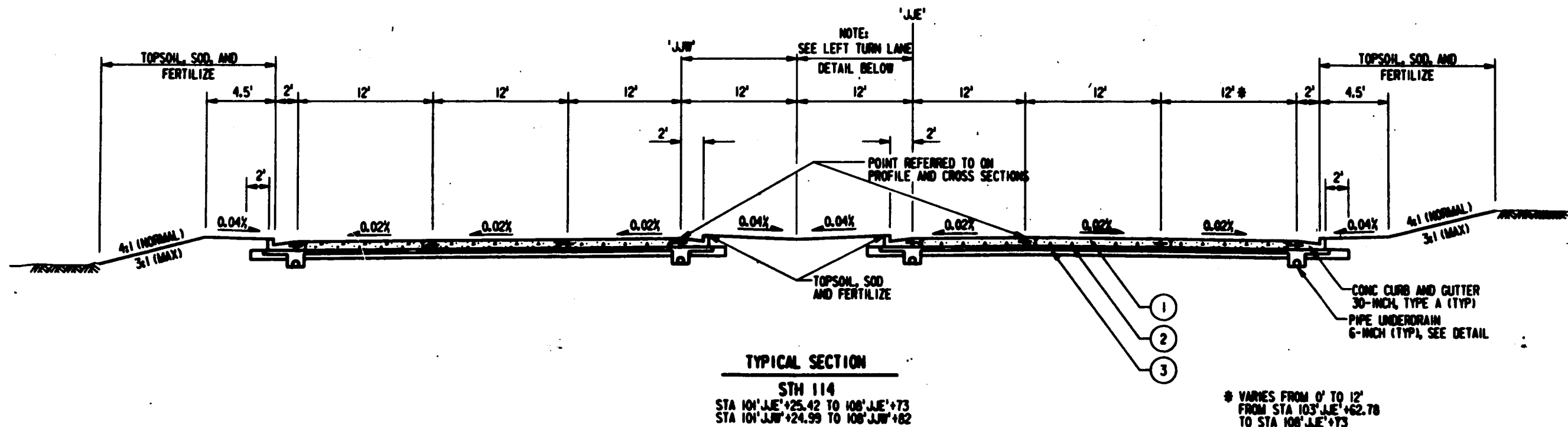
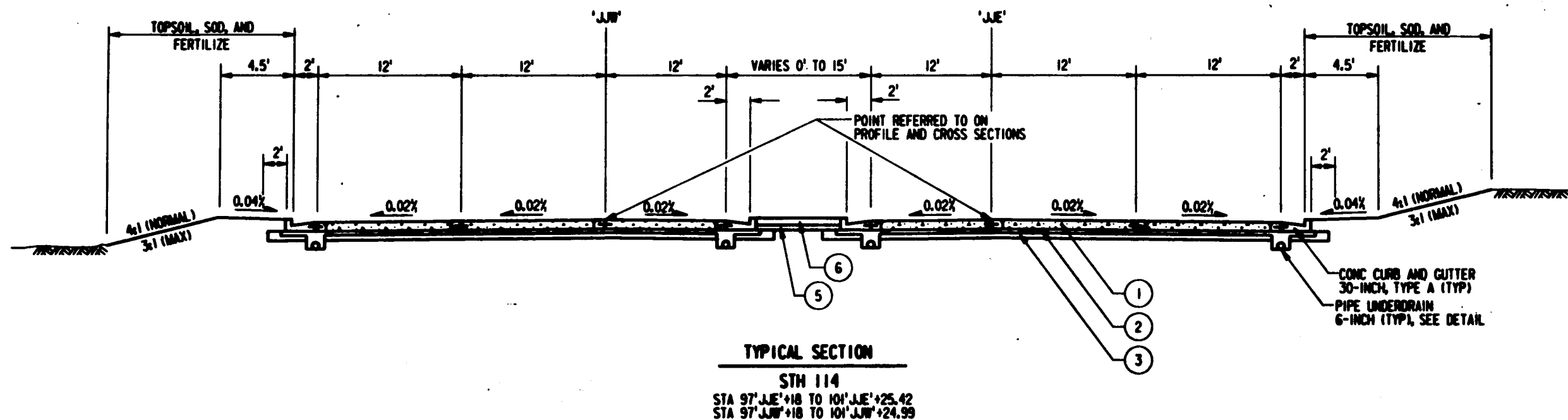
NB 1142'NB'+00 TO 1152'NB'+00	GRADING, BASE & PAVING
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LEGEND

- | | |
|---|--|
| 2 | 5" RECYCLED ASPHALTIC SURFACE, TYPE MW W/ RUMBLE STRIP |
| 3 | 6" CRUSHED AGGREGATE BASE COURSE |
| 4 | 11" CONCRETE PAVEMENT - DONELLED AND TINED |
| 5 | 4" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.2 |
| 6 | 10" CRUSHED AGGREGATE BASE COURSE |
| 7 | CRUSHED AGGREGATE BASE COURSE, SHOULDERS |
| T | TIE BARS |



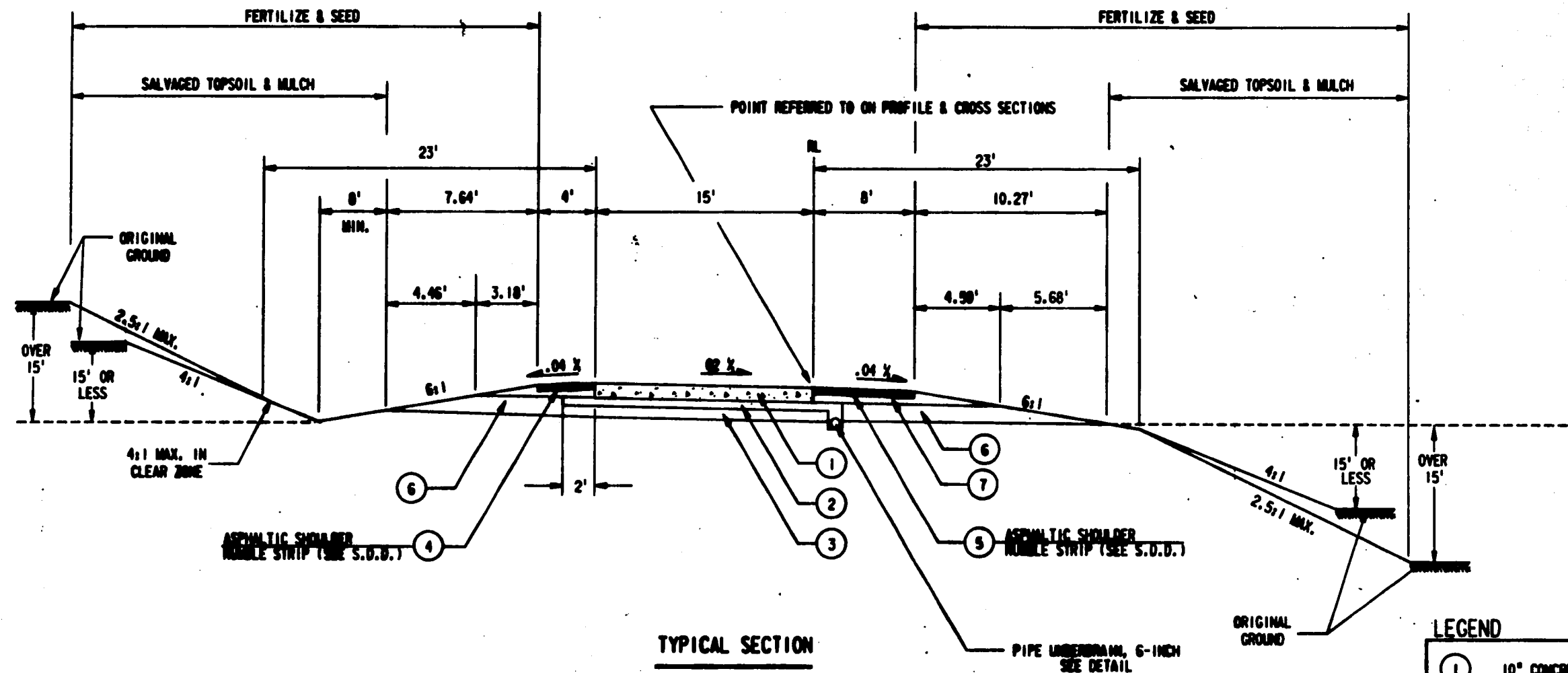
- LEGEND**
- ① 10' CONCRETE PAVEMENT - DOWELLED AND NOT TIED
 - ② 4' OPEN GRADED BASE COURSE NO.2
 - ③ 6' CRUSHED AGGREGATE BASE COURSE
 - ④ 5' CONCRETE SIDEWALK
 - ⑤ 3' CRUSHED AGGREGATE BASE COURSE
 - ⑥ FUTURE 5' CONCRETE SIDEWALK
 - T TIE BARS



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 checked by: VM
 graphics by: PTS

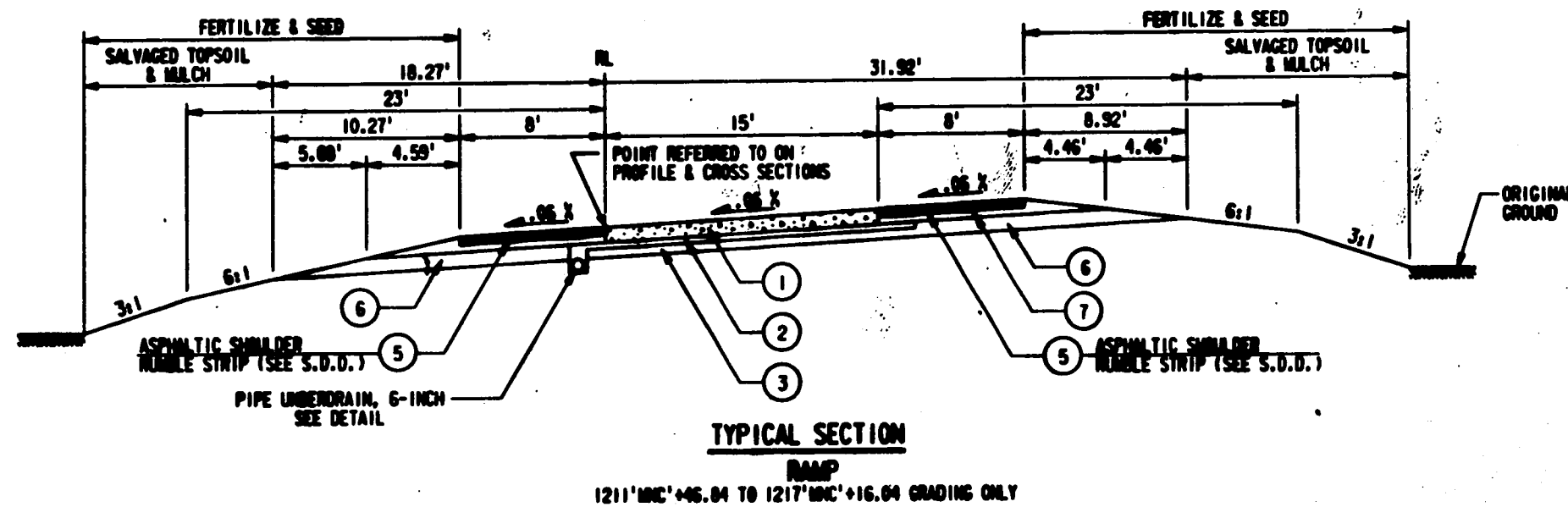


TYPICAL SECTION
RAMP

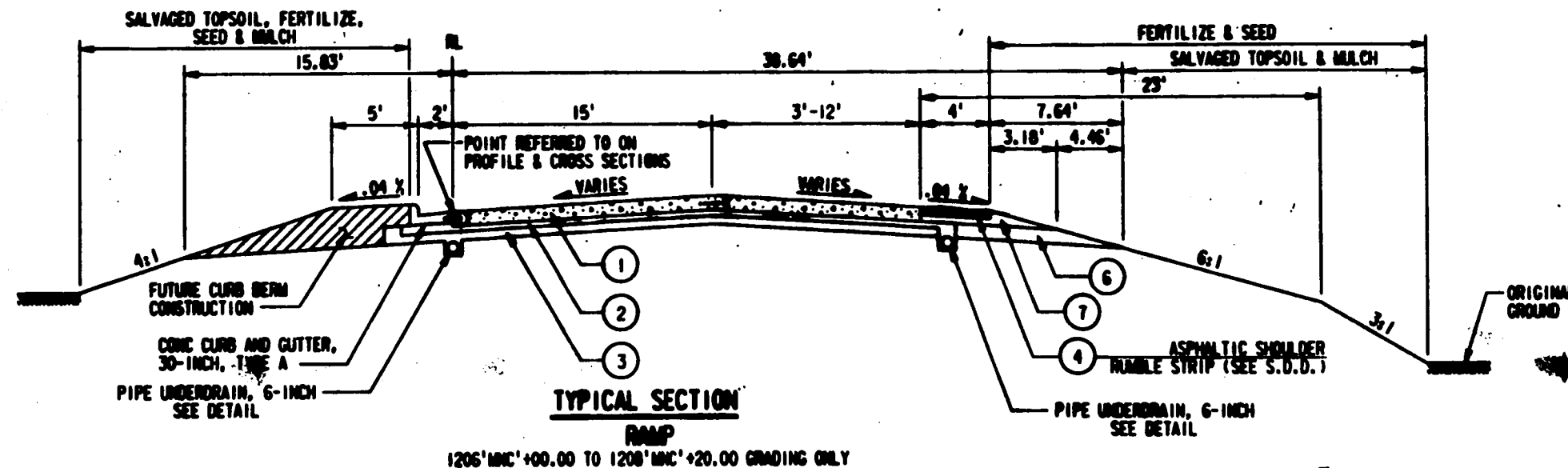
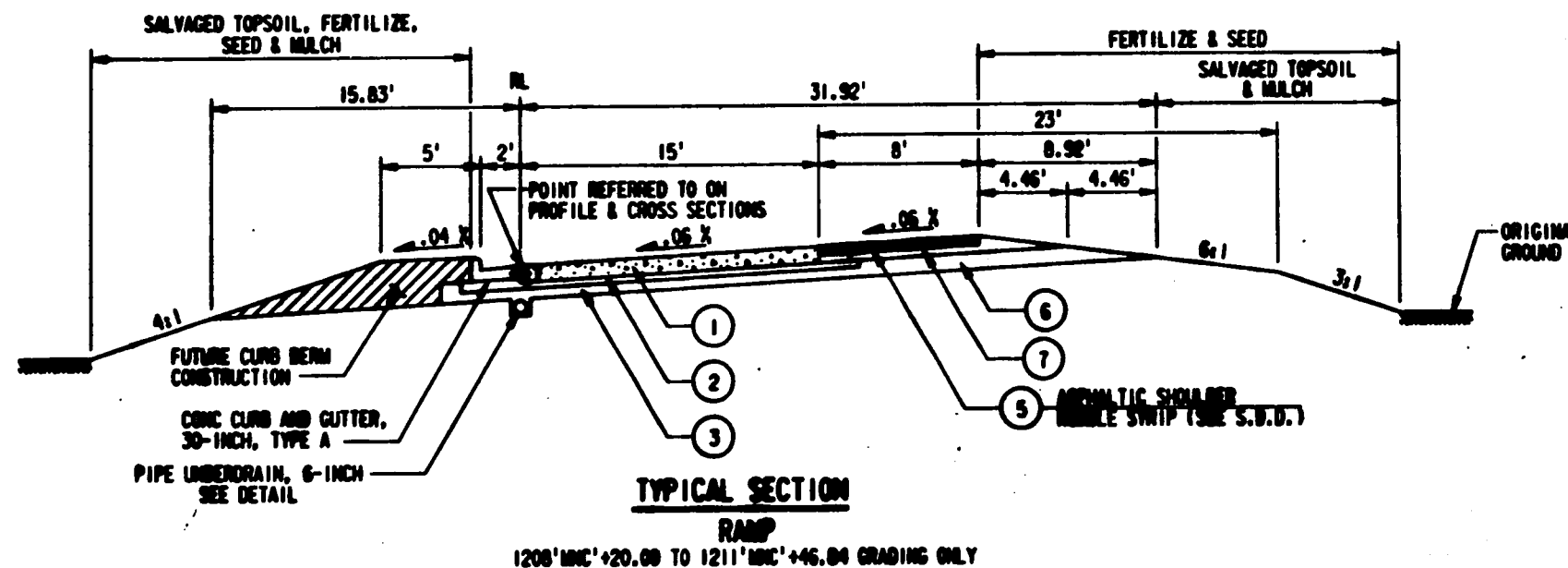
BZA	1100' BZA' +08.01 TO 1105' BZA' +96.10	GRADING, BASE & PAVING
BZD	1100' BZD' +00.00 TO 1103' BZD' +88.14	GRADING, BASE & PAVING
JJB	1148' JJB' +58.51 TO 1166' JJB' +85.32	GRADING, BASE & PAVING
JJC	1150' JJC' +22.43 TO 1166' JJC' +96.55	GRADING, BASE & PAVING
JJD	1165' JJD' +68.29 TO 1172' JJD' +50.00 1173' JJD' +80.00 1172' JJD' +50.00 TO 1184' JJD' +88.13 1181' JJD' +80.00	GRADING, BASE & PAVING GRADING ONLY

LEGEND

- ① 10" CONCRETE PAVEMENT - DOWELLED AND TIED
- ② 4" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.2
- ③ 6" CRUSHED AGGREGATE BASE COURSE
- ④ 3 1/2" RECYCLED ASPHALTIC SURFACE, TYPE IV
- ⑤ 5" RECYCLED ASPHALTIC SURFACE, TYPE IV
- ⑥ 10" CRUSHED AGGREGATE BASE COURSE
- ⑦ CRUSHED AGGREGATE BASE COURSE, SHOULDERS



- LEGEND**
- ① 10" CONCRETE PAVEMENT - DOWELLED AND TIED
 - ② 4" CRUSHED AGGREGATE BASE COURSE, OPEN GRADED NO.2
 - ③ 6" CRUSHED AGGREGATE BASE COURSE
 - ④ 3 1/2" RECYCLED ASPHALTIC SURFACE, TYPE MW
 - ⑤ 5" RECYCLED ASPHALTIC SURFACE, TYPE MW
 - ⑥ 10" CRUSHED AGGREGATE BASE COURSE
 - ⑦ CRUSHED AGGREGATE BASE COURSE, SHOULDERS
 - T TIE BARS



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ASPHALTIC PAVEMENT CORING LOG

CORE NUMBER	STATION	LOCATION	DEPTH (INCHES)
S2	1098 'NB'+50	3.5' LT	3
P4	1120 'NB'+00	18' LT	4 1/2
P5	1140 'SB'+00	14' LT	2 3/4
P6	1148 'NB'+00	16' LT	4 1/2
S9A & B	1192 'SB'+00	4' LT	1 7/8 & 1 3/8
P11	1221 'SB'+00	14' LT	3

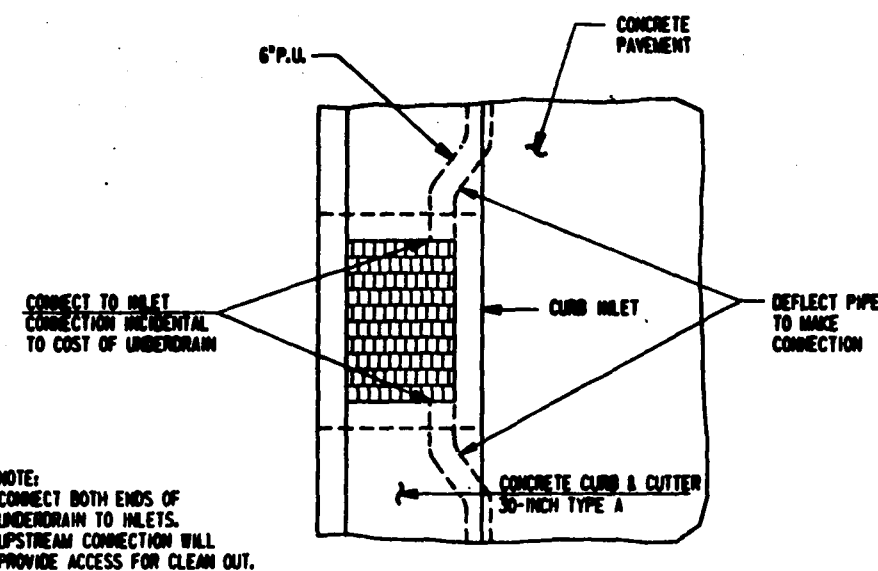
*AS MEASURED FROM OUTER EDGE OF BLACKTOP SHOULDER.

REPORT OF TESTS ON ASPHALTIC PAVEMENT

PERCENT BY WEIGHT PASSING SIEVE

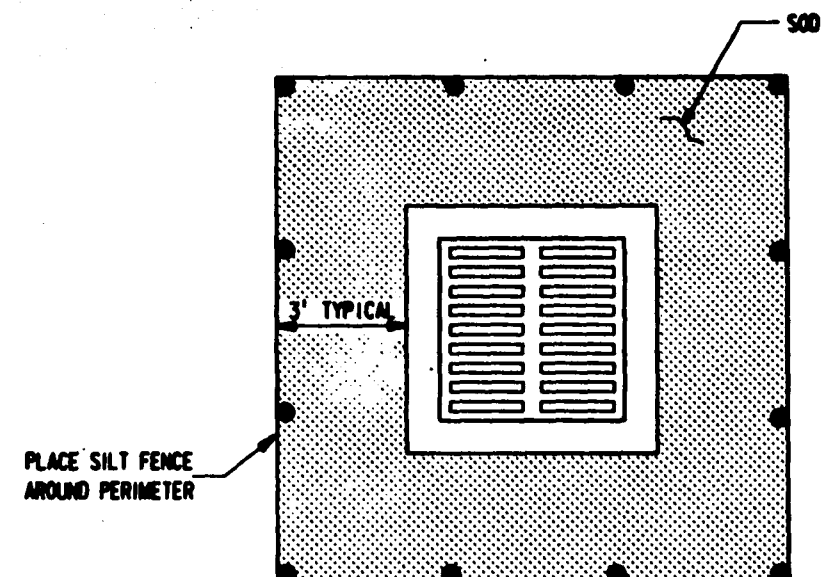
SIEVE SIZE	339-55-90	339-56-90	339-57-90	339-58-90	339-59-90
1 INCH	--	--	--	--	--
3/4 INCH	100	100	100	100	100
1/2 INCH	91	96	93	90	95
3/8 INCH	81	88	85	78	87
No. 4	56	66	59	56	68
No. 8	39	46	41	41	53
No. 50	18	14	19	18	27
No. 200	10.5	5.2	10.5	9.3	11.6
PENETRATION (77F)	16	35	40	37	38
ASPHALTIC CONTENT (%)	5.0	4.8	5.2	5.0	5.8
PORTION OF CORE TESTED	FULL 3" TOP 2 1/4"	FULL 3" TOP 2 1/4"	FULL 3" TOP 2 1/4"	FULL 3" TOP 2 1/4"	FULL 3" TOP 2 1/4"
CORE NO.	2	4	4	5	6

SIEVE SIZE	339-60-90	339-62-90	339-63-90	339-66-90
1 INCH	--	--	--	--
3/4 INCH	100	100	100	100
1/2 INCH	98	100	96	96
3/8 INCH	94	92	90	89
No. 4	79	71	68	66
No. 8	60	51	48	49
No. 50	25	22	23	22
No. 200	12.6	13.1	13.4	12.4
PENETRATION (77F)	31	29	14	35
ASPHALTIC CONTENT (%)	5.6	5.5	4.9	4.8
PORTION OF CORE TESTED	BOT 1 1/4" FULL 1 7/8"	BOT 1 1/4" FULL 1 7/8"	BOT 1 1/4" FULL 1 3/8"	BOT 1 1/4" FULL 1 3/8"
CORE NO.	6	9A	9B	11

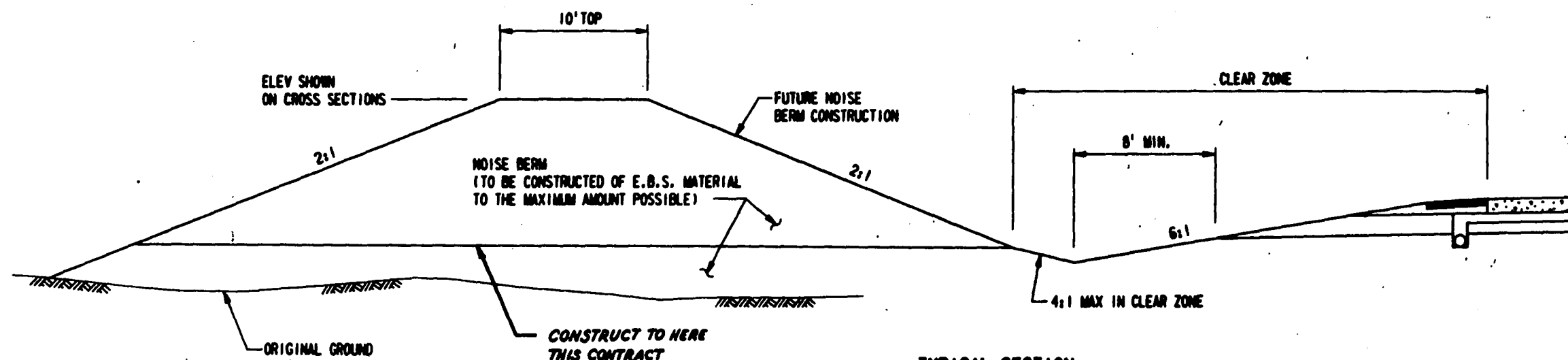


NOTE:
CONNECT BOTH ENDS OF UNDERDRAIN TO INLETS.
UPSTREAM CONNECTION WILL PROVIDE ACCESS FOR CLEAN OUT.

PU CONNECTION TO INLET FOR STH 114



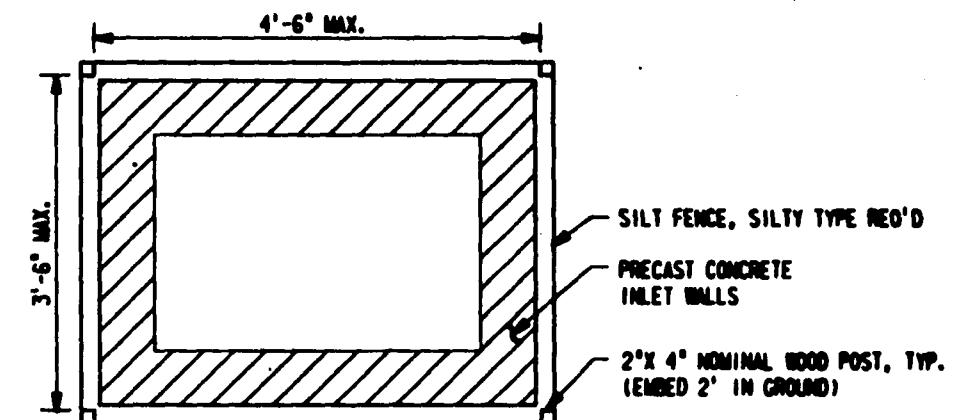
EROSION CONTROL DETAIL AT TYPE 8 INLETS



TYPICAL SECTION

NOISE BERM

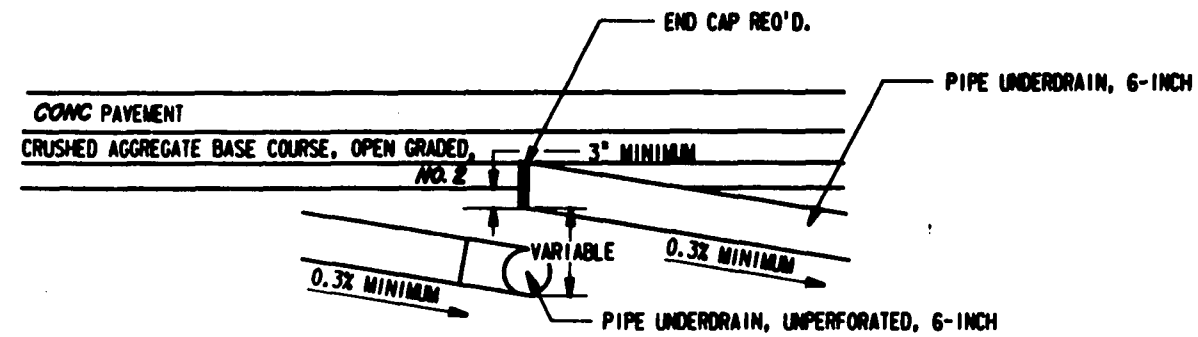
STA 1135'SB'+00 TO 1165'SB'+00,LT
STA 1228'SB'+00 TO 1244'SB'+00,LT



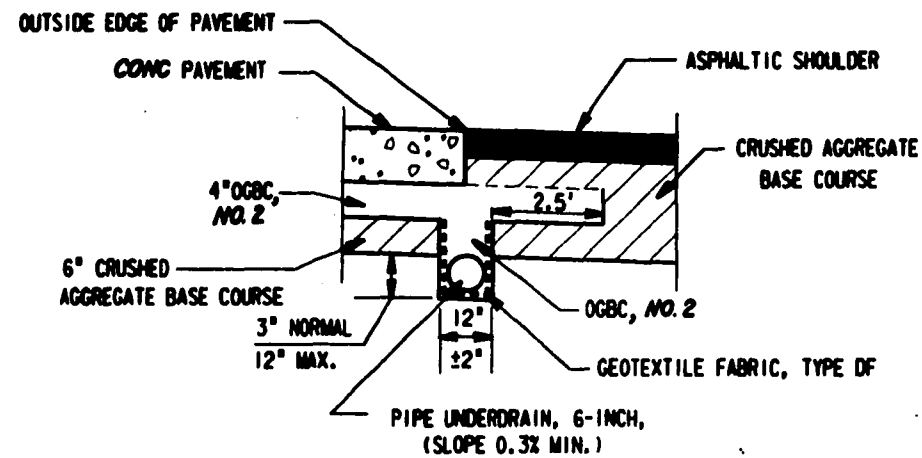
SILT FENCE AT TYPE 1 AND 3 INLETS

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Levels = 50.59
REFERENCE FILE 03 = border.dgn
Levels = 50.59

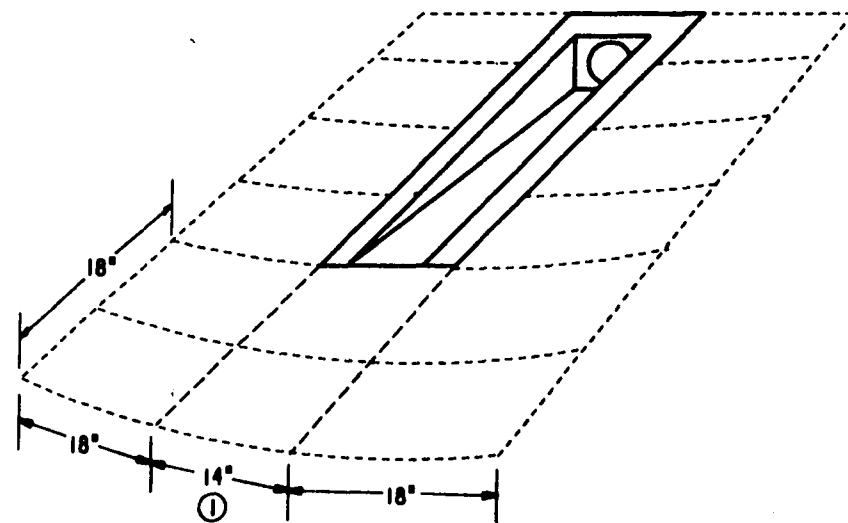
PCN TABLE: 010110101
Levels = 50.59
REFERENCE FILE 02 = border.dgn
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REFERENCE FILE 03 = border.dgn
Levels = 50.59



DETAIL OF INTERMEDIATE PU DISCHARGE
TO BE USED WHERE ROADWAY GRADE IS LESS THAN 0.3%

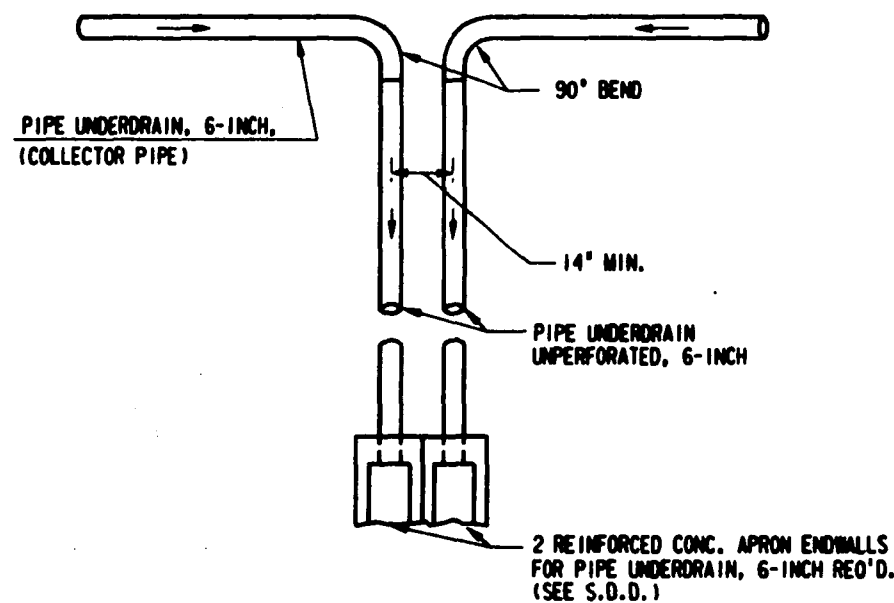


LONGITUDINAL DRAIN DETAIL
PRE-PAVING INSTALLATION OPTION

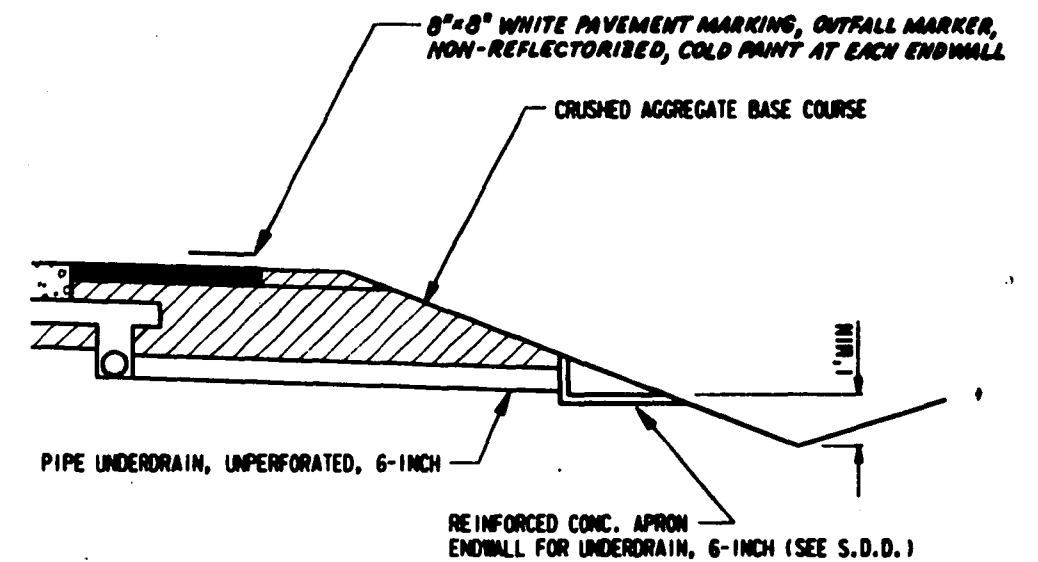


TYPICAL SOD PLACEMENT DETAIL
(FOR REINF. CONC. APRON ENDWALLS
FOR PIPE UNDERDRAIN, 6-INCH)

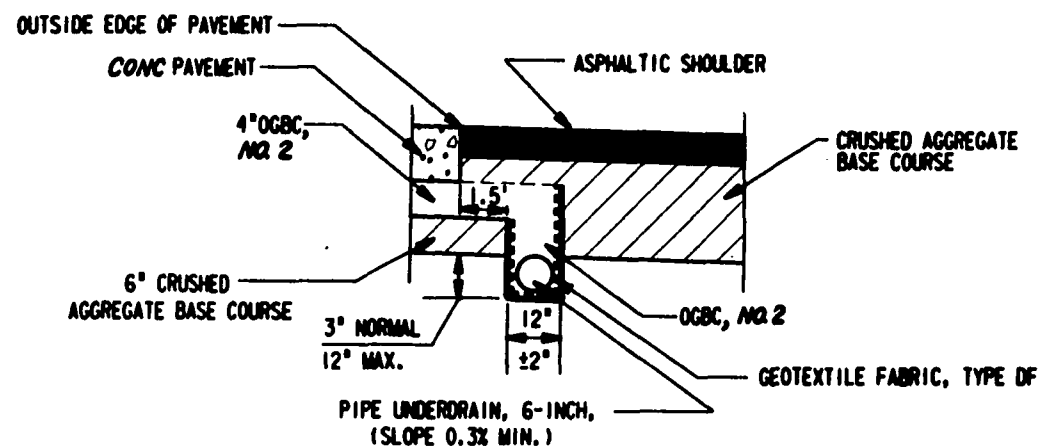
① 28" MIN. FOR DOUBLE ENDWALL INSTALLATIONS



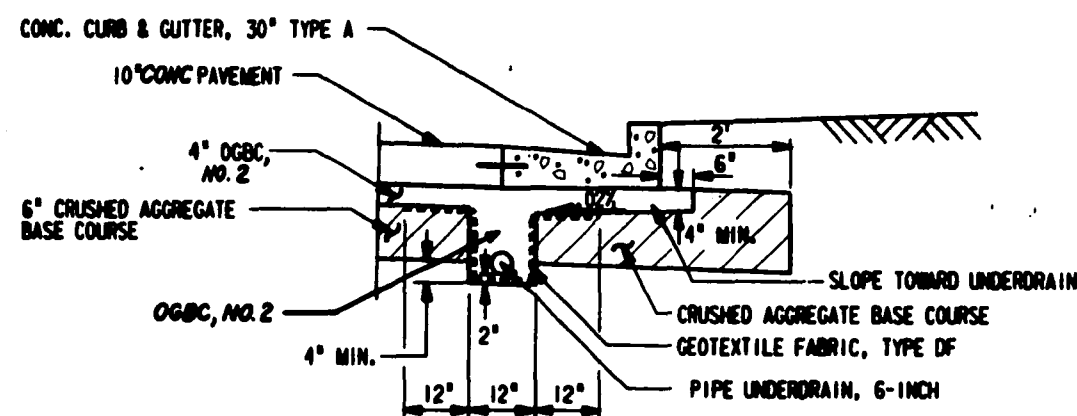
PU DISCHARGE DETAIL
TO BE USED AT ALL SAG POINT LOCATIONS



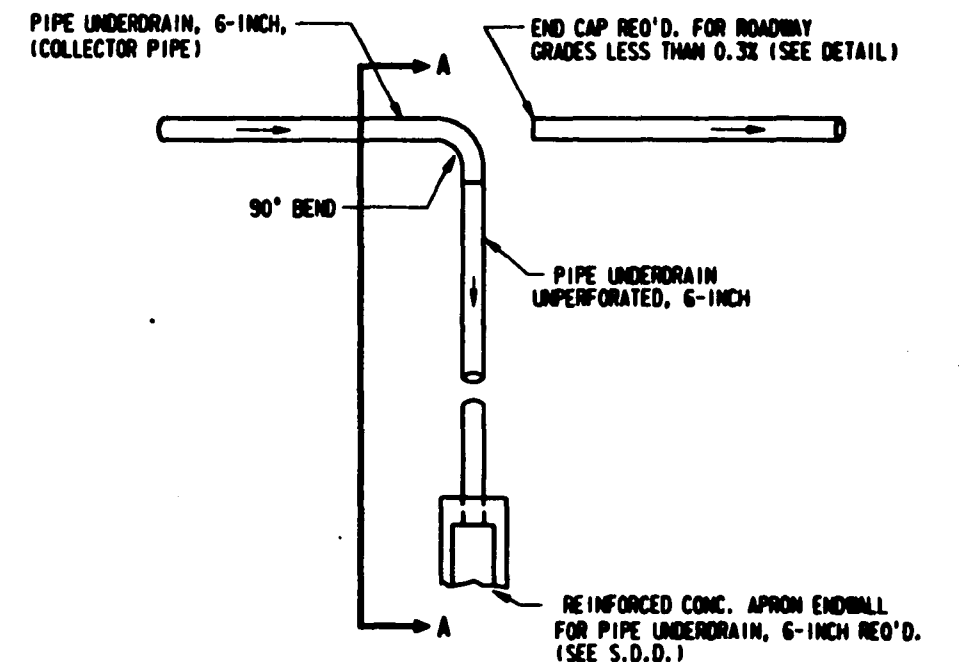
SECTION A-A
SPACING OF OUTLETS SHALL BE 200'-400'.
LOCATIONS ARE LISTED IN MISCELLANEOUS QUANTITIES



LONGITUDINAL DRAIN DETAIL
POST PAVING INSTALLATION OPTION
(QUANTITIES ARE BASED ON THIS DETAIL)



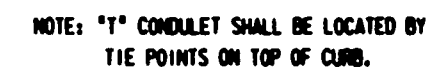
PIPE UNDERDRAIN DETAIL FOR STH 114



PU DISCHARGE DETAIL
TO BE USED AT ALL INTERMEDIATE LOCATIONS



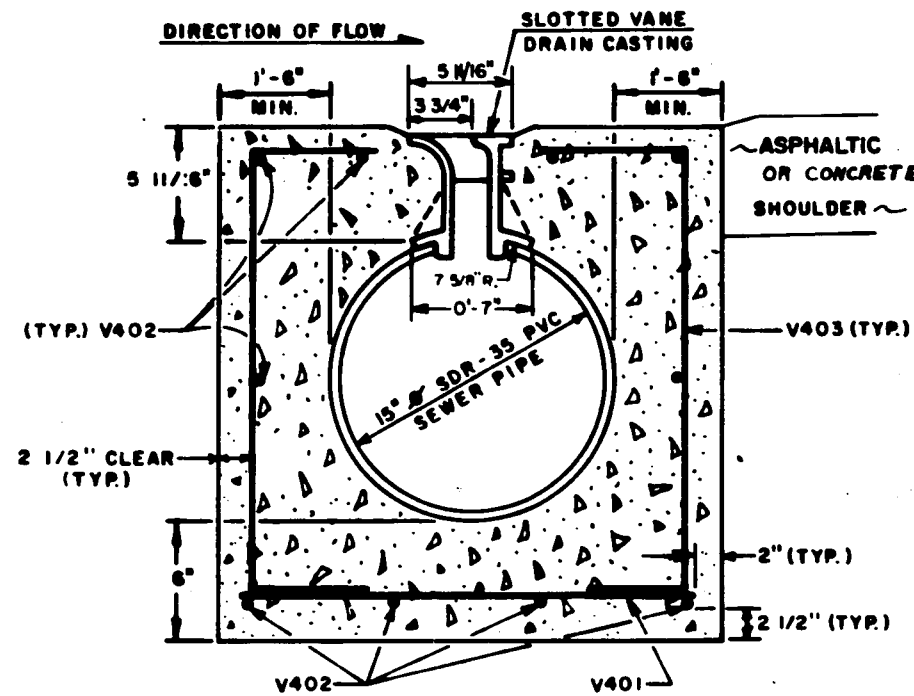
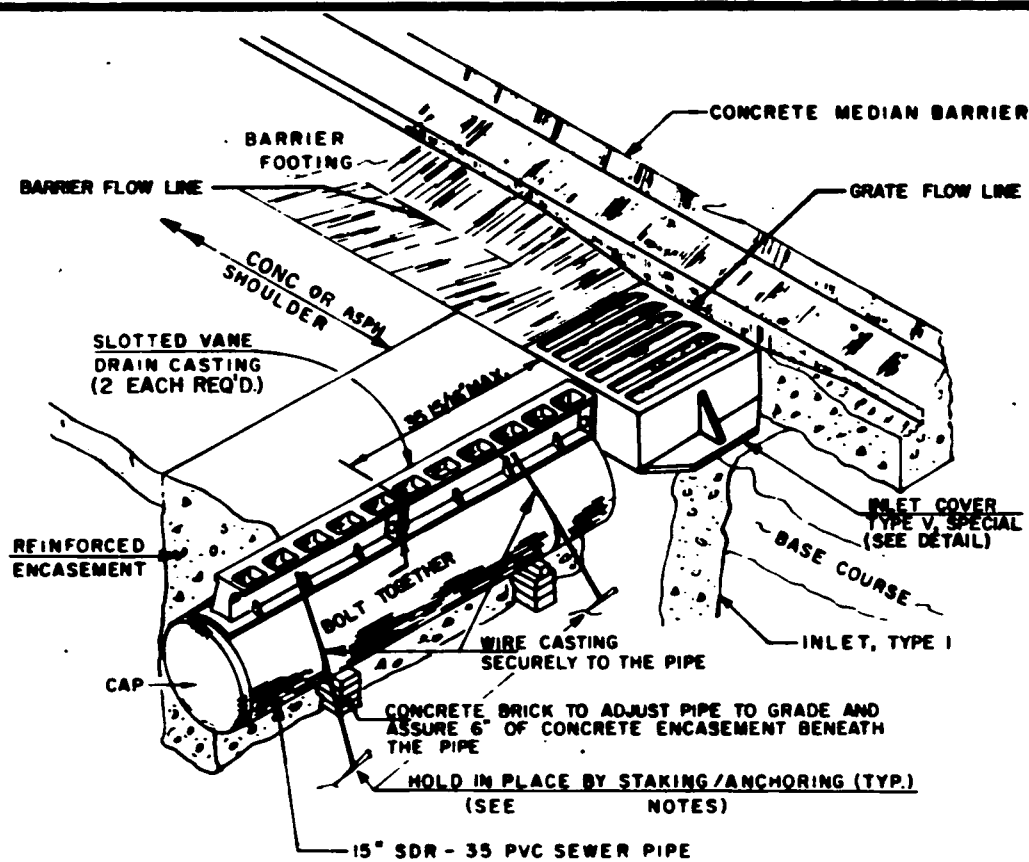
designed by :
checked by :
graphics by :
DOMHUE COMPUTER AIDED DESIGN & DRAFTING



A cross-sectional diagram of a concrete pavement edge repair. The diagram shows a concrete pavement slab on the right, which is connected to a repair section on the left. The repair section consists of a layer of crushed aggregate base course, topped with a 2-inch clearance from the surface, which is backfilled with compacted crushed aggregate base course. A pull box is shown at the edge of the concrete pavement, connected to the repair section by a horizontal pipe. The pipe is secured by #5 steel wire 'hold down' pins bent as shown. The diagram is labeled with the following text:

- 2" CLEARANCE FROM SURFACE - BACKFILL WITH COMPACTED CRUSHED AGGREGATE BASE COURSE
- CONCRETE PAVEMENT
- PULL BOX
- CRUSHED AGGREGATE BASE COURSE
- #5 STEEL WIRE "HOLD DOWN" PINS BENT AS SHOWN

1" P.V.C. LOOP INSTALLATION IN CRUSHED AGGREGATE BASE COURSE



SECTION B-B

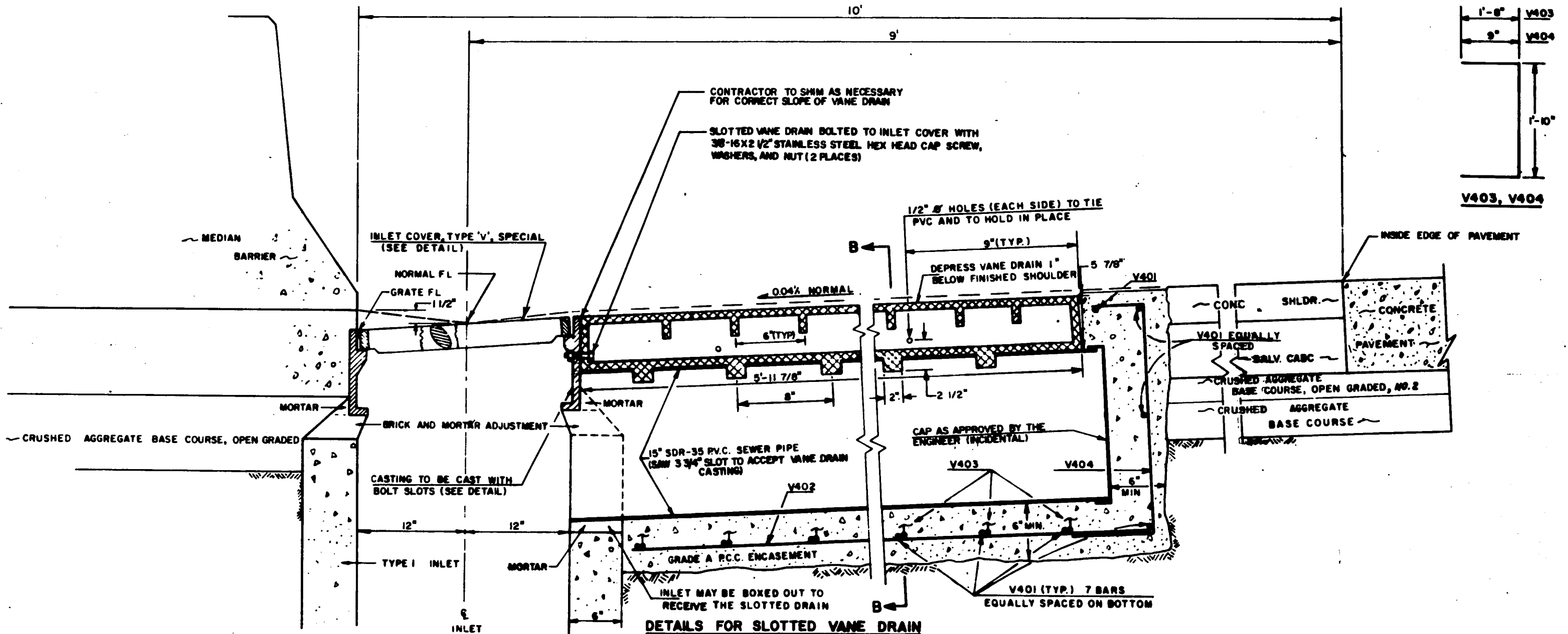
*BILL OF BARS (1 DRAIN)

MARK	NO. REQ'D	LENGTH	BENT	LOCATION
V401	10	3'-11"		HORIZ. - END/BOTTOM
V402	10	5'-9"		HORIZ. - SIDES/TOP/BOTTOM
V403	12	5'-2"	X	VERTICAL - SIDES
V404	3	3'-4"	X	VERTICAL - END

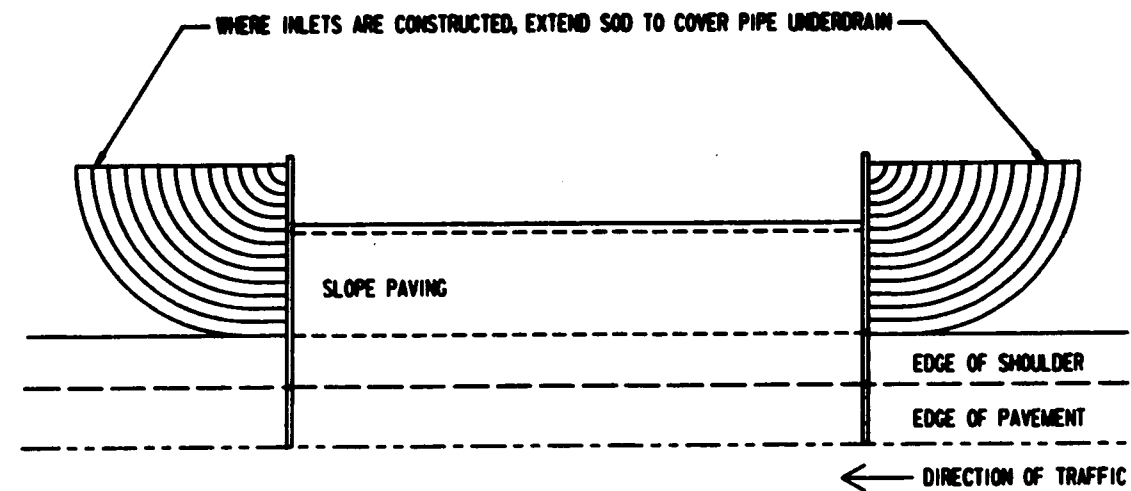
* INCIDENTAL TO THE ITEM OF SLOTTED VANE DRAIN

NOTES:

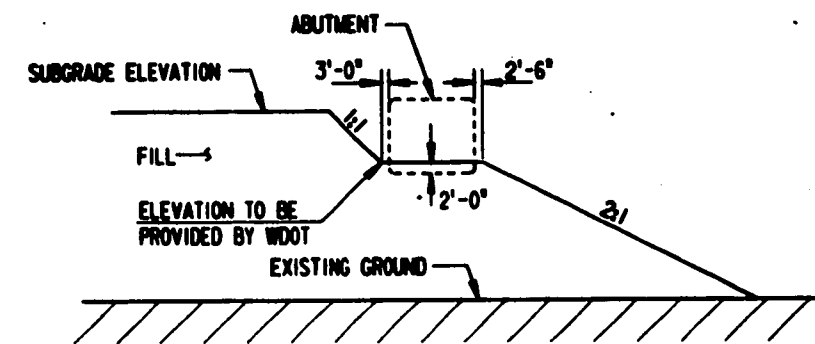
THE FIRST DIGIT OF BAR MARK SIGNIFIES THE BAR SIZE.
ALL DIMENSIONS ARE OUT TO OUT OF BAR.
APPROX. WEIGHT OF SLOTTED VANE DRAIN CASTING = 87 POUNDS.
THE CASTING AND PVC SHALL BE SECURELY STAKED/ANCHORED INTO PLACE DURING THE POURING OF THE CONCRETE ENCASUREMENT.



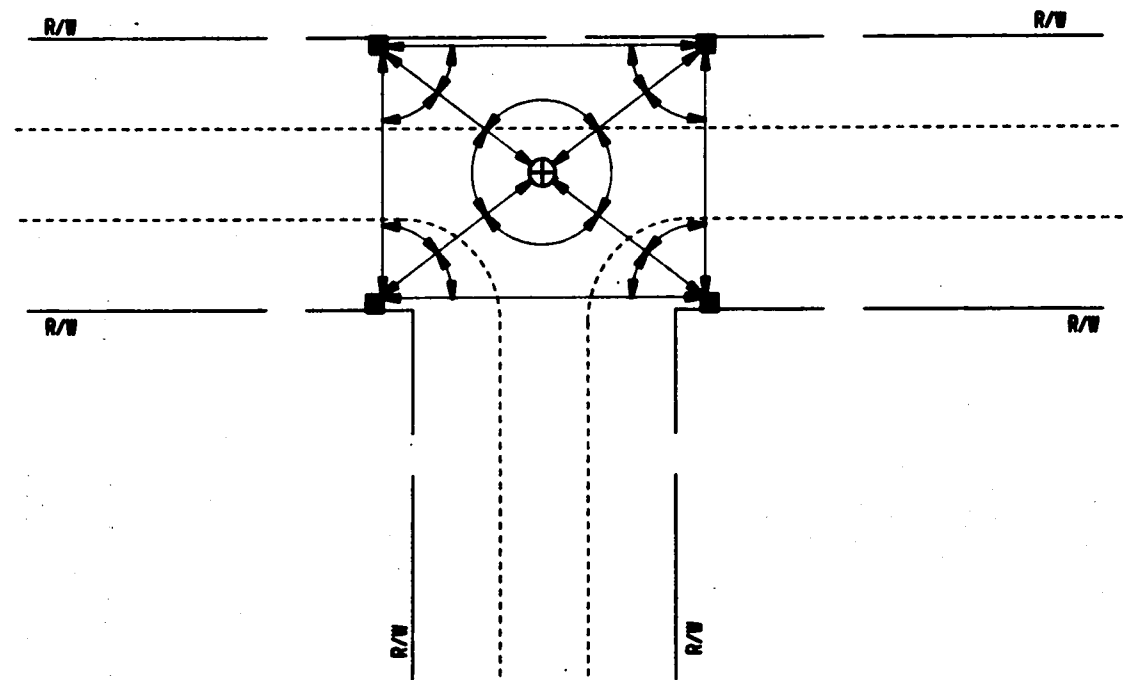
DETAILS FOR SLOTTED VANE DRAIN



DETAIL OF SOD SLOPES AT STRUCTURES

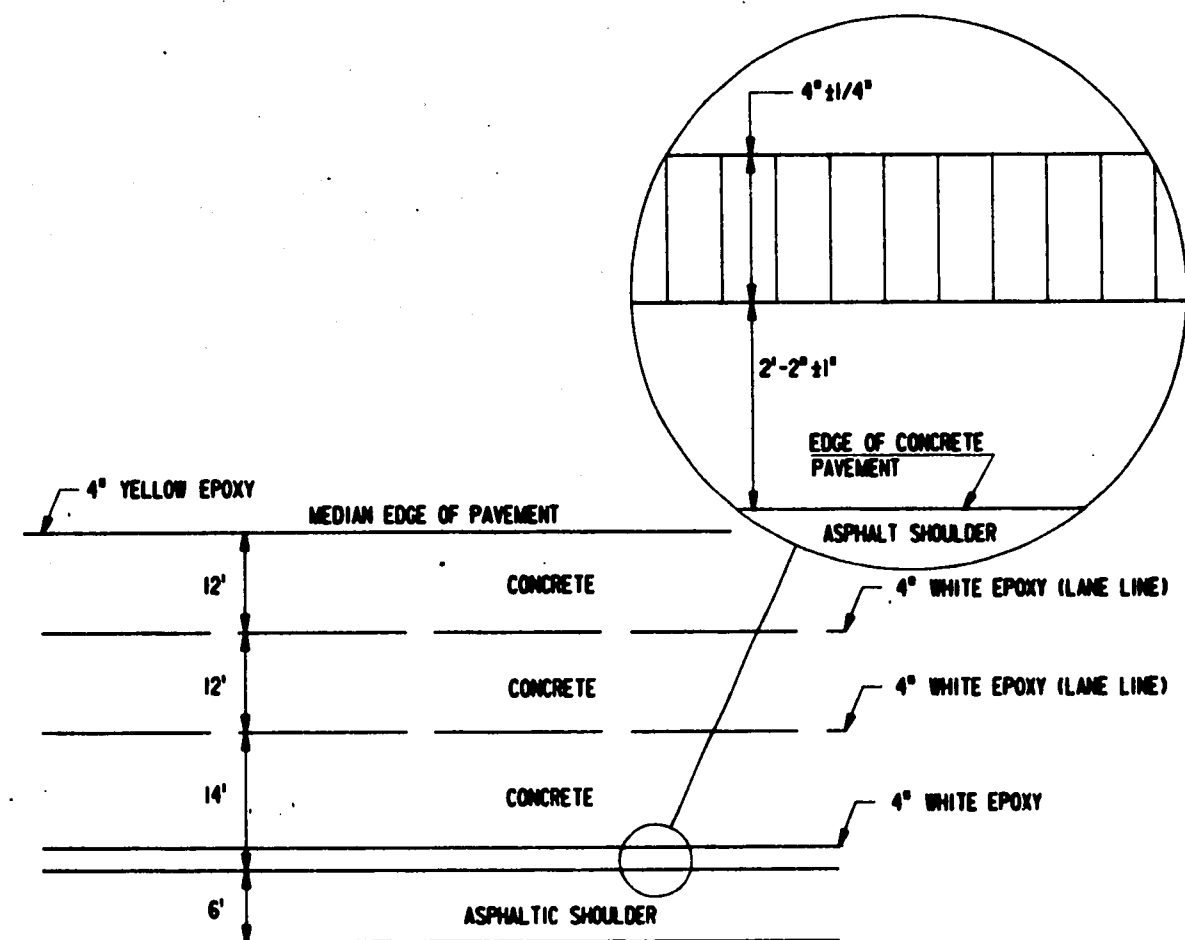


ABUTMENT FILL DETAIL



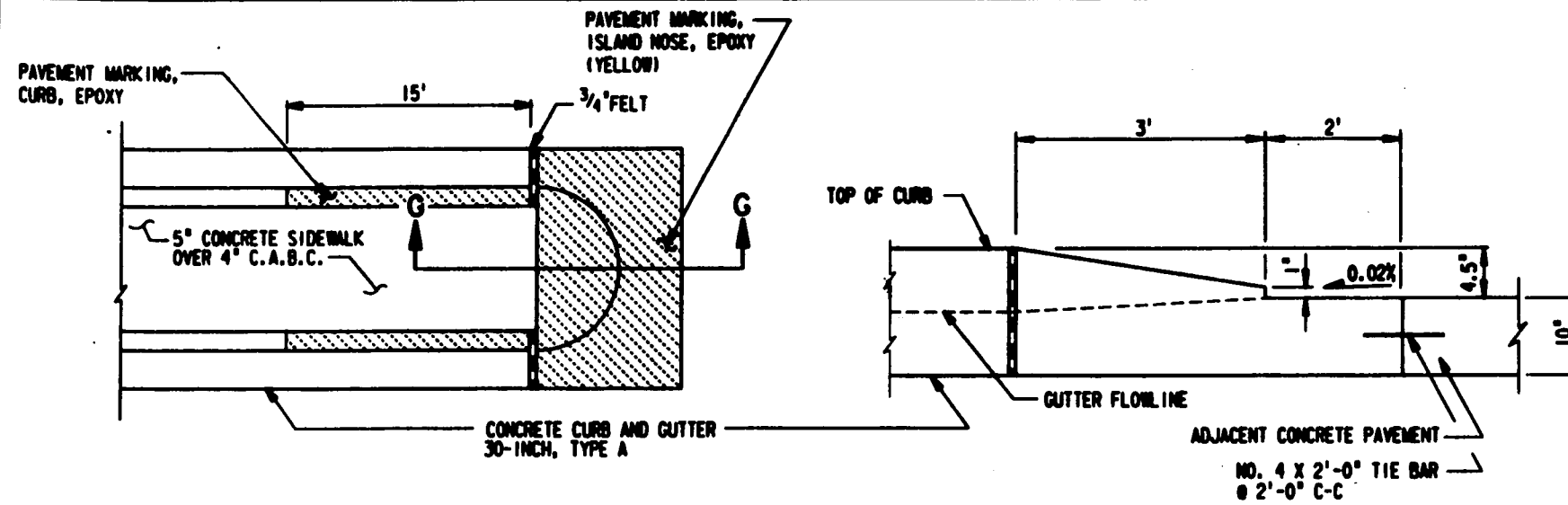
TYPICAL LAYOUT FOR LANDMARK REFERENCE MONUMENTS

- LEGEND**
- ⊕ LANDMARK MONUMENT TO BE REFERENCED (TYPE A OR D EXCEPT WITHIN TRAVELLED ROADWAY) (BY OTHERS)
 - LANDMARK REFERENCE MONUMENT (NEW OR EXISTING) (TYPE A, C, OR D)
 - ↔ DISTANCES TO BE MEASURED
 - ↗ ANGLES TO BE MEASURED



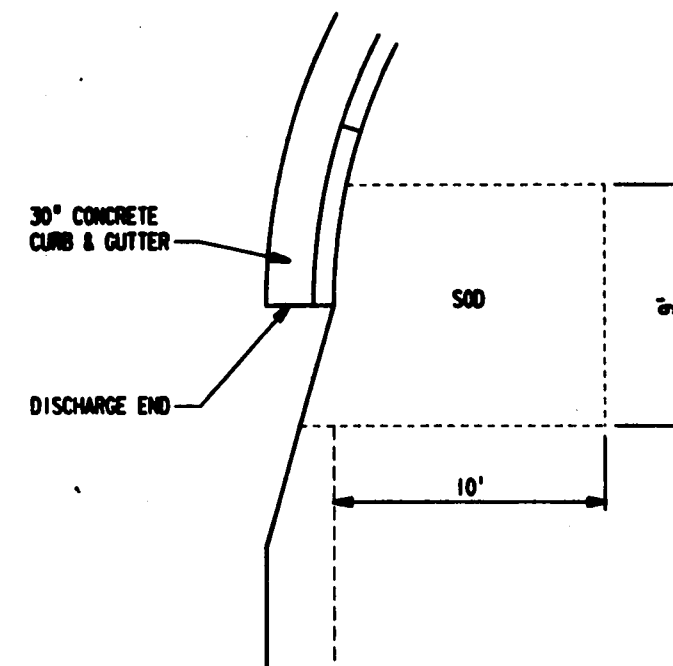
PAVEMENT MARKING DETAIL
(FOR FREEWAY ONLY)

PEN TABLE: 10/10/100
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 REFERENCE FILE 06: border.dgn
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 REFERENCE FILE 07: border.dgn
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 REFERENCE FILE 08: border.dgn
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 REFERENCE FILE 09: border.dgn
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 REFERENCE FILE 16: border.dgn
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 REFERENCE FILE 100: border.dgn
 Levels: 50.59

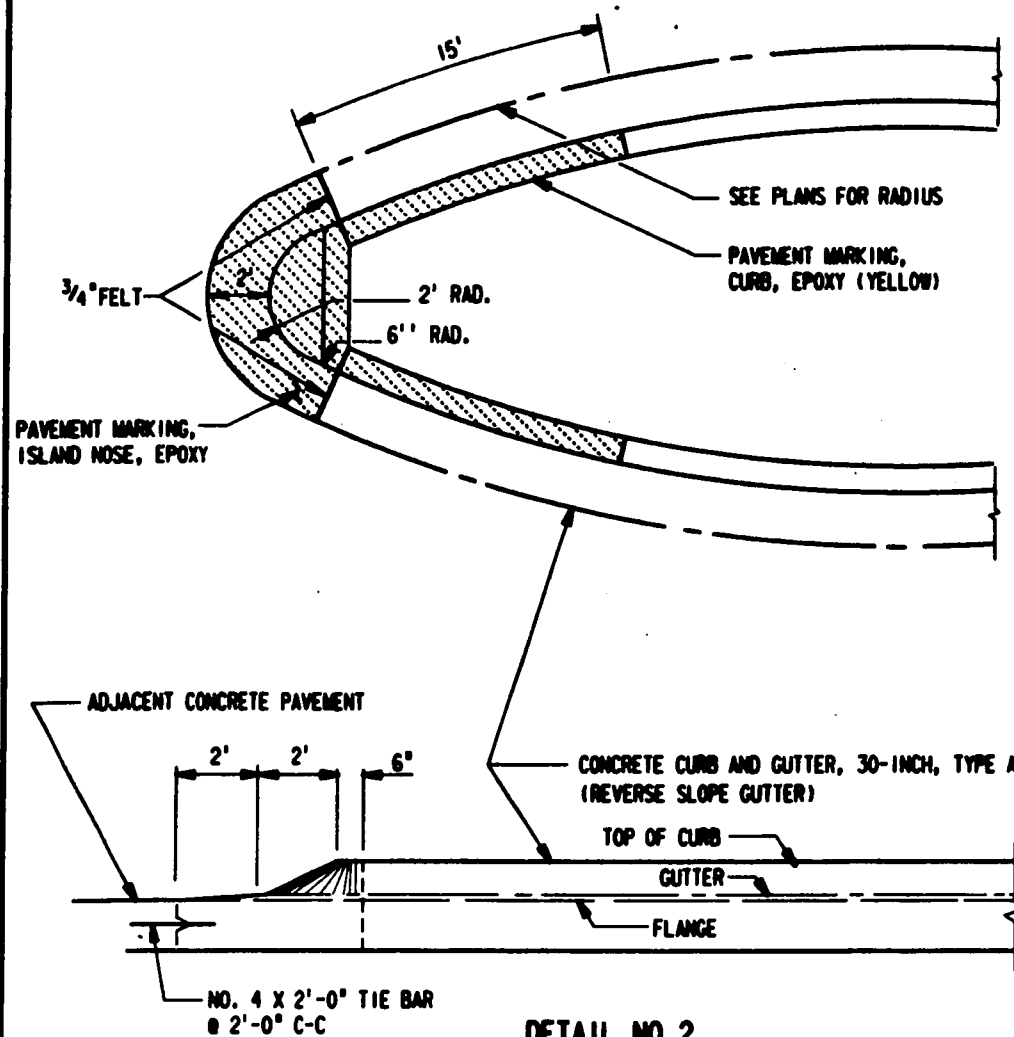


DETAIL NO. 1
DETAIL OF MEDIAN ISLAND NOSE
(TO BE PAID FOR BY LIN. FT. OF CONCRETE CURB AND GUTTER, 30-INCH, TYPE A, MEASURED AROUND FACE OF CURB)

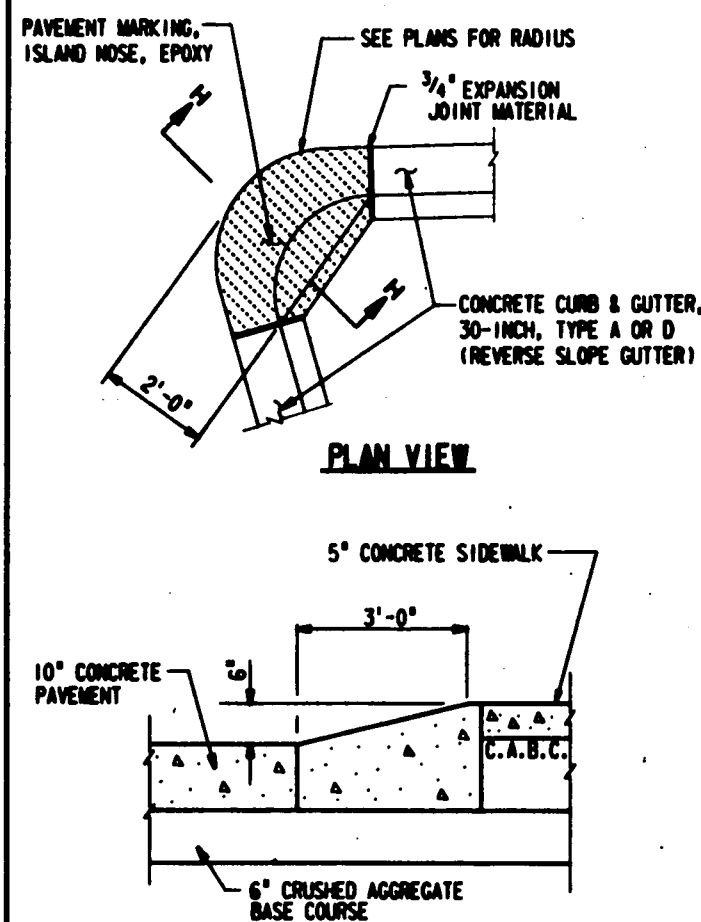
SECTION G-G



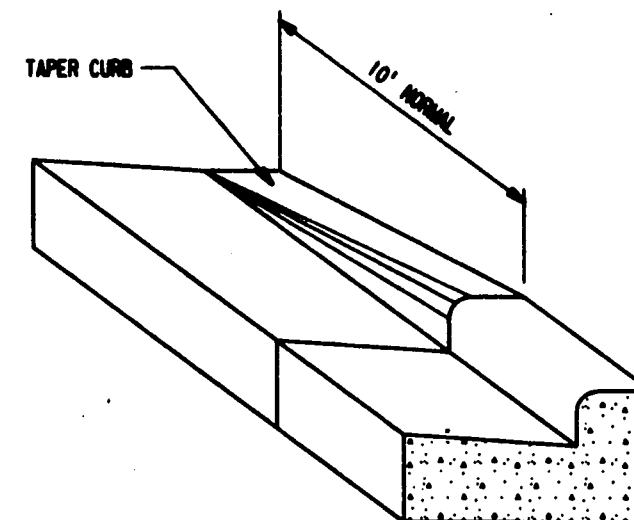
SOD FLUME DETAIL



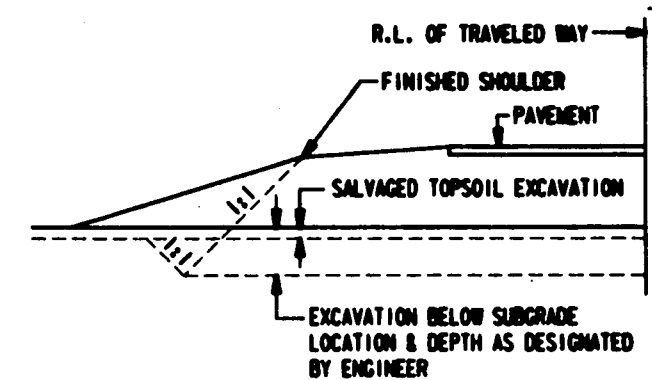
DETAIL NO. 2
DETAIL OF MEDIAN ISLAND NOSE
(TO BE PAID FOR BY LIN. FT. OF CONCRETE CURB AND GUTTER, 30-INCH, TYPE A, MEASURED AROUND FACE OF CURB)



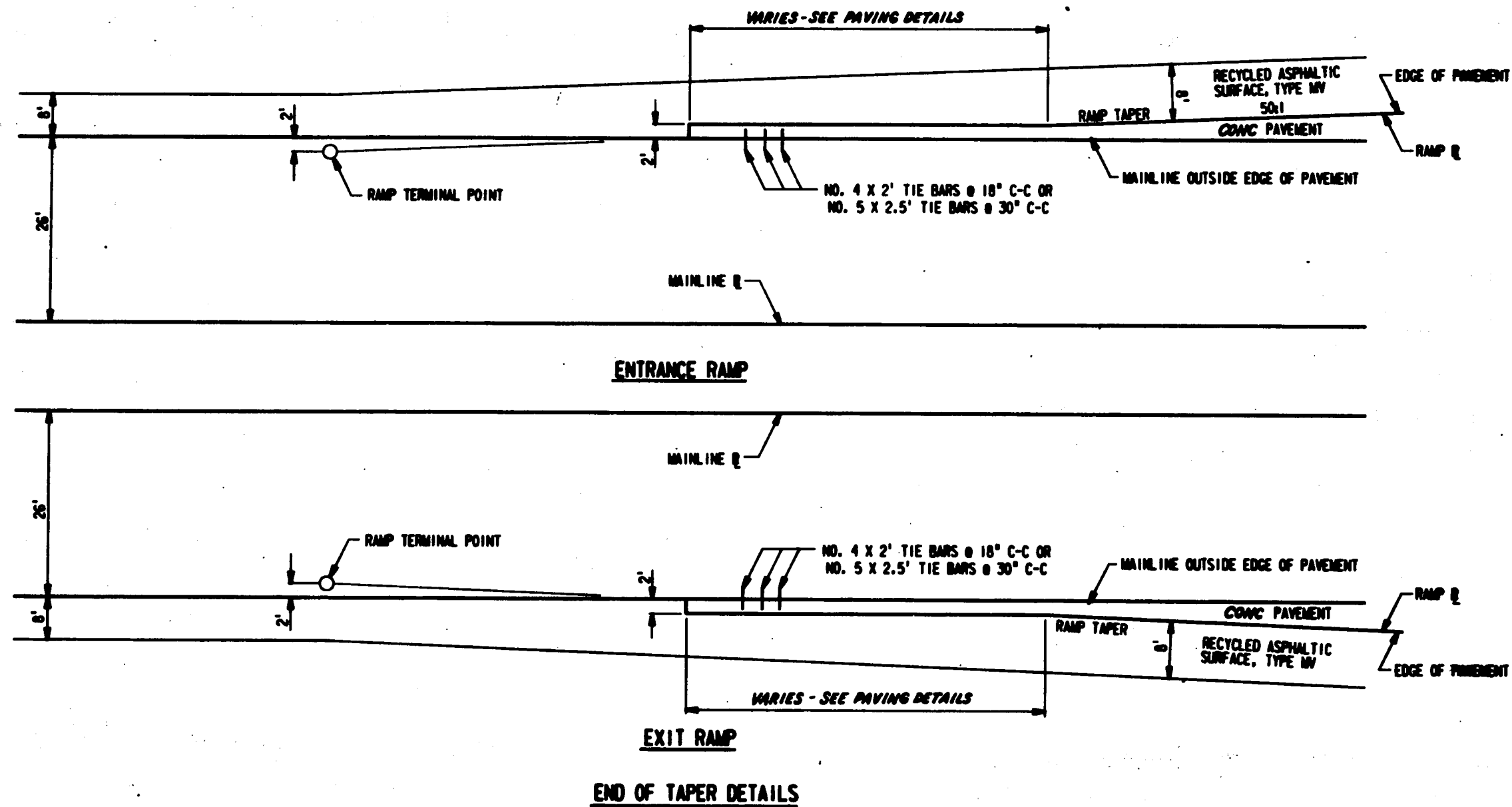
DETAIL NO. 3
ISLAND CORNER DETAIL
(TO BE PAID FOR AS CONCRETE CURB & GUTTER, 30-INCH, TYPE A OR D)



DETAIL OF CURB & GUTTER TERMINI

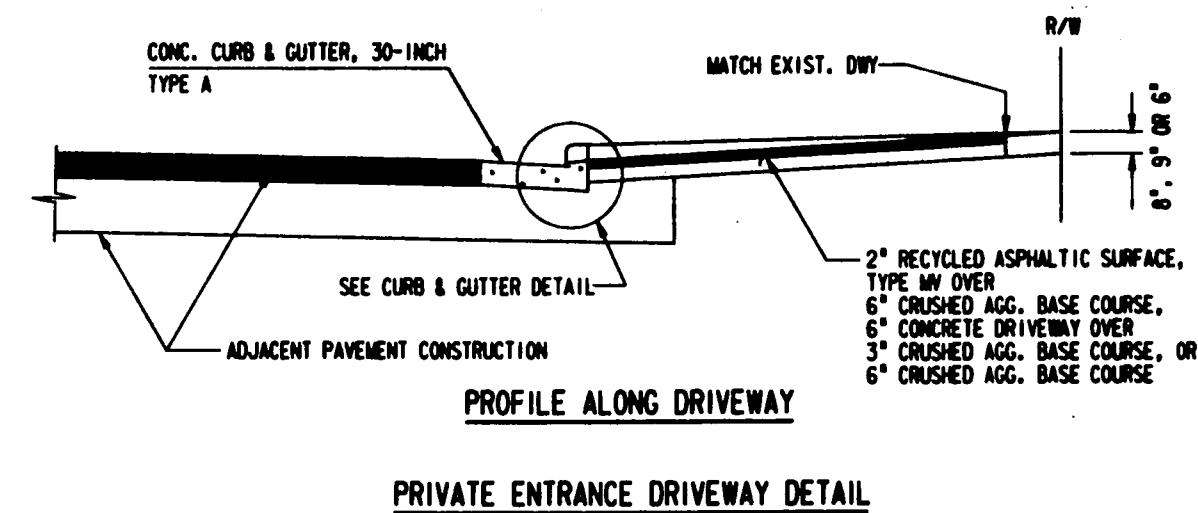
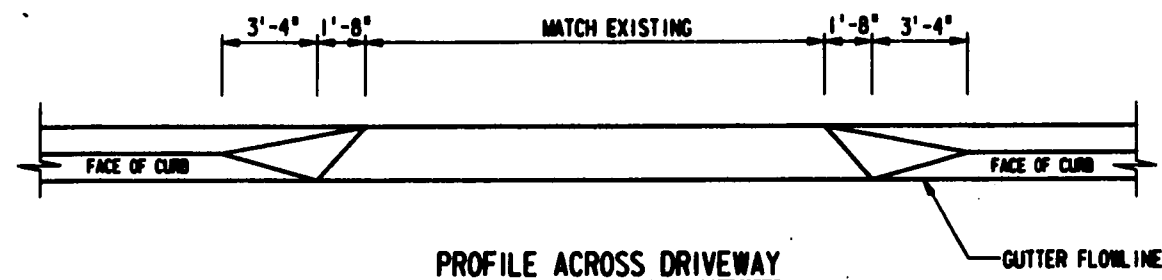
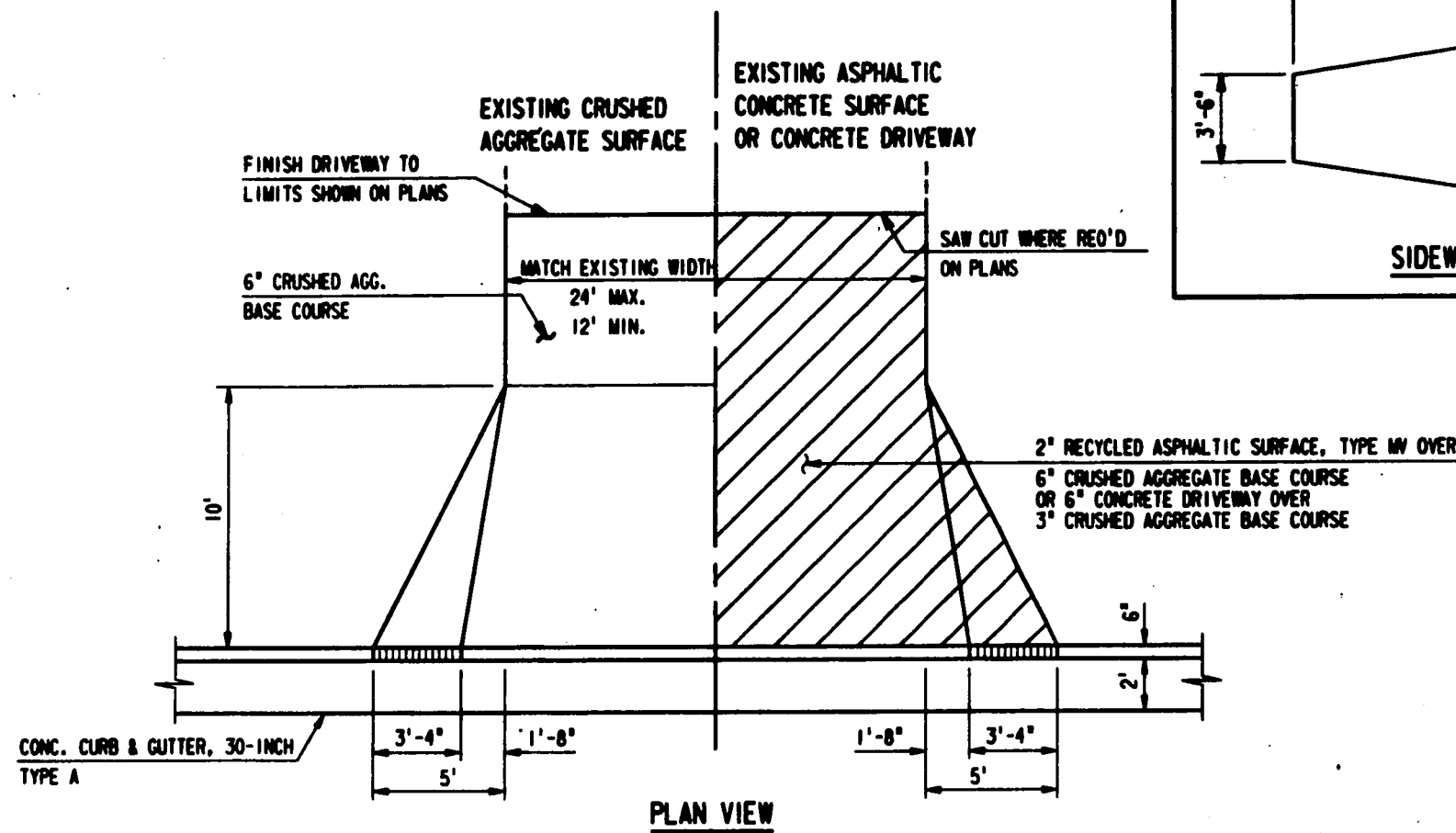


DETAIL FOR EXCAVATION BELOW SUBGRADE

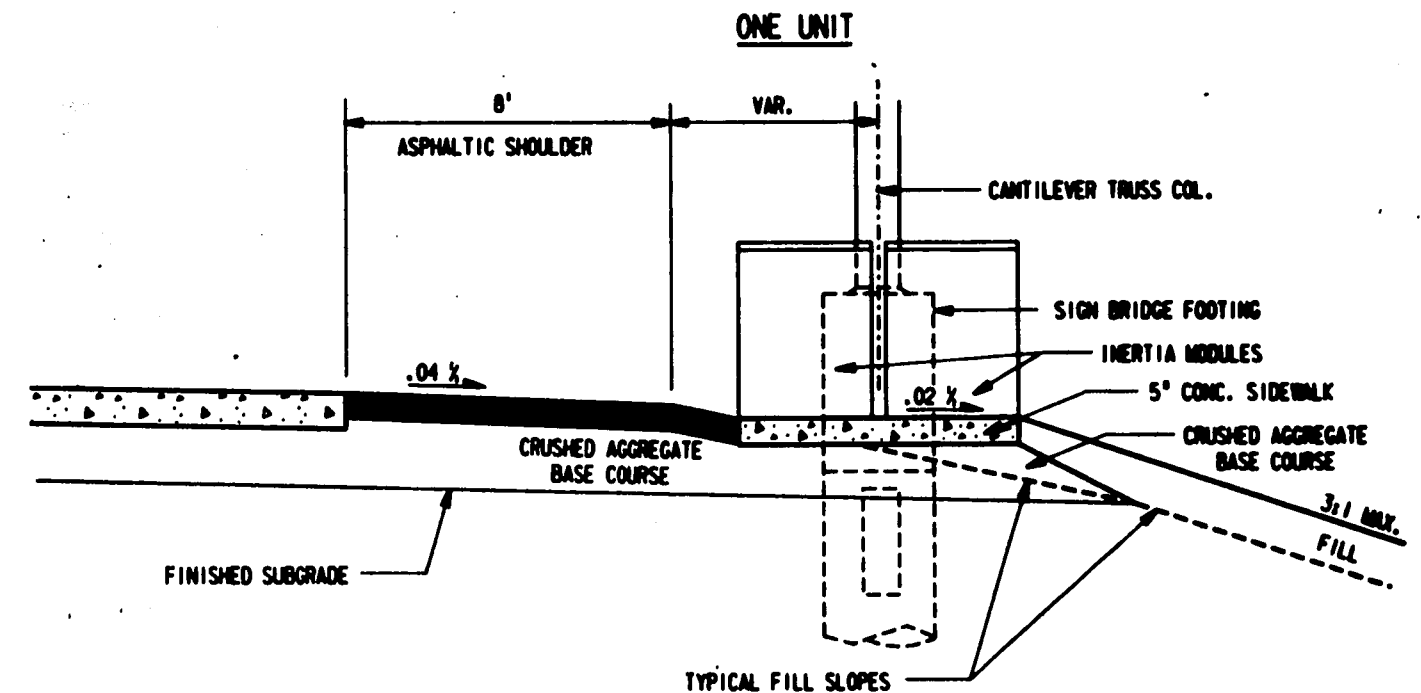
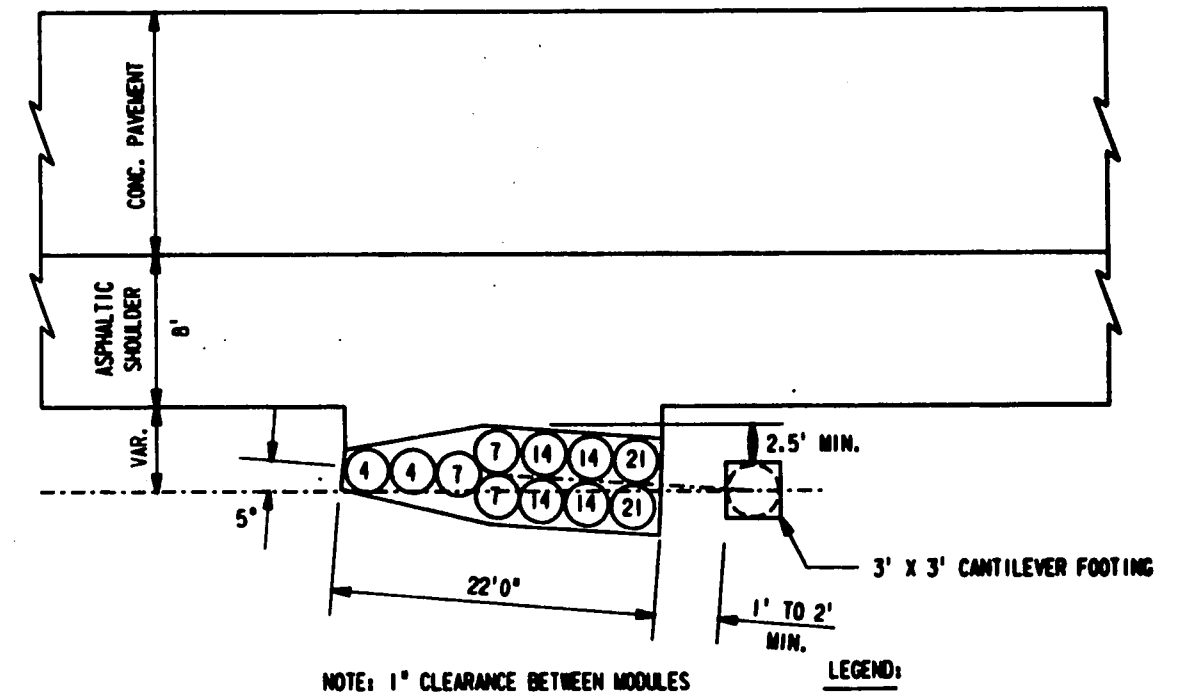
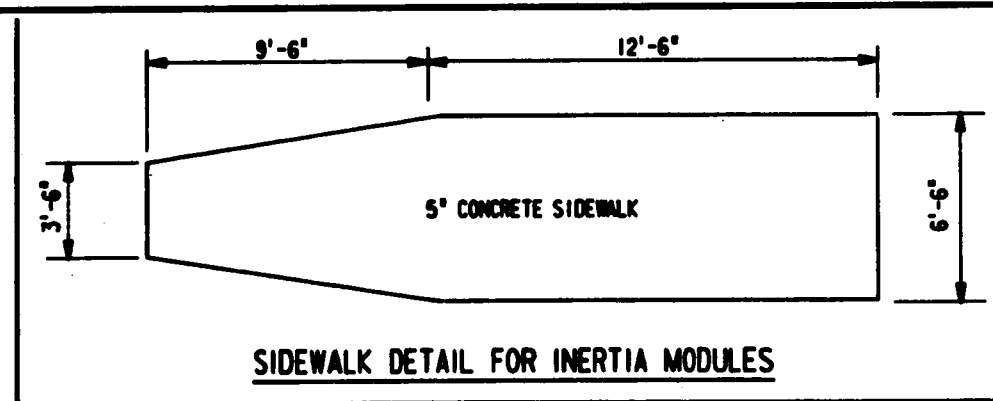


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REFERENCE FILE 02 = border.dgn
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DWT: \\p101\project\20000307\150x100.dgn

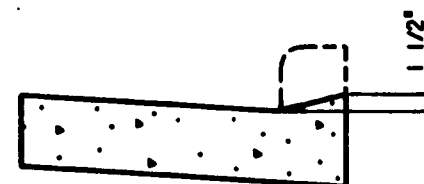


PRIVATE ENTRANCE DRIVEWAY DETAIL

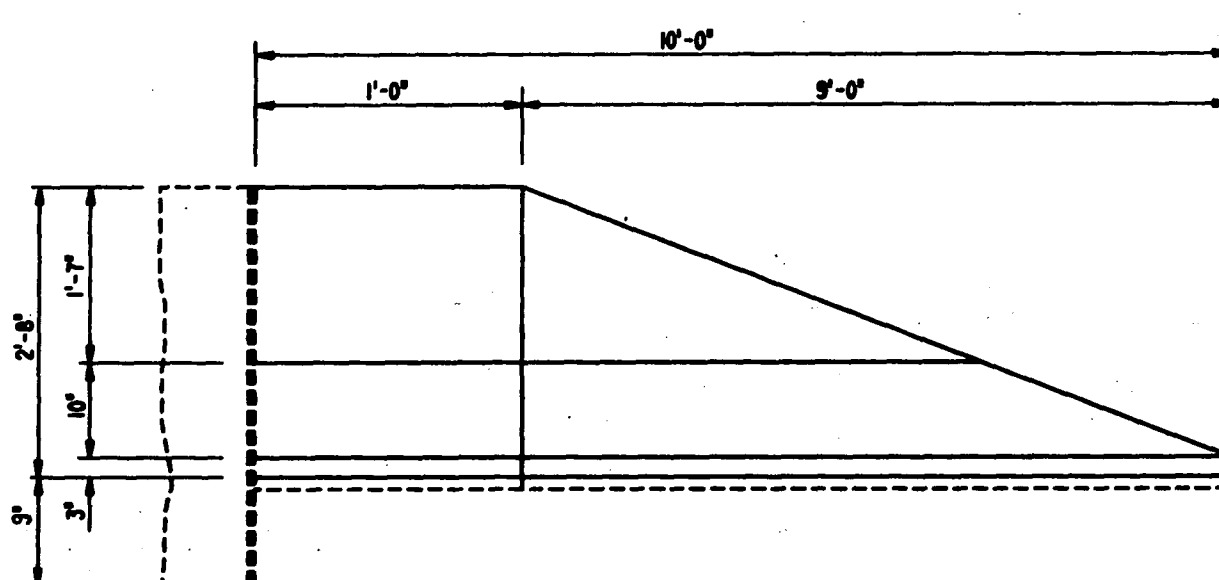
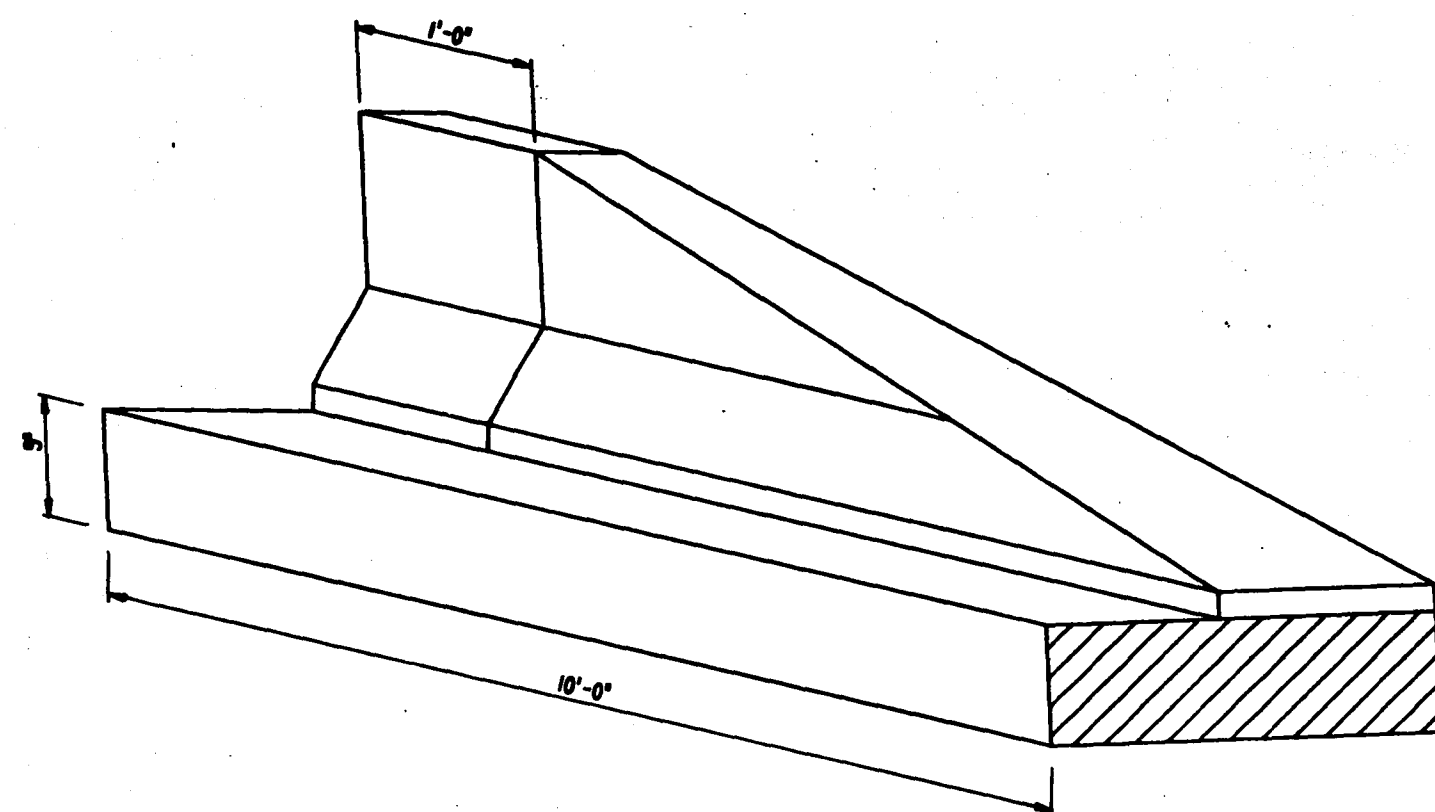


TYPICAL INSTALLATION OF INERTIA MODULES AT IMPACT ATTENUATOR UNITS

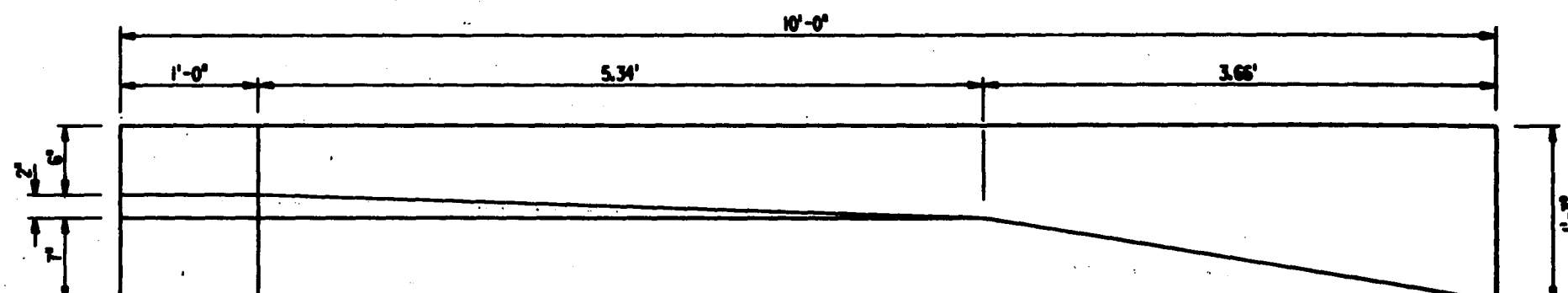
NOTE: CURB AND GUTTER DETAIL COMMON TO ALL PRIVATE ENTRANCE DRIVEWAYS



NOTE: ANY EXCAVATION REQUIRED FOR THE PLACEMENT OF THE CONCRETE SIDEWALK AND CRUSHED AGGREGATE BASE COURSE SHALL BE CONSIDERED INCIDENTAL TO THE ITEMS OF CONCRETE SIDEWALK AND CRUSHED AGGREGATE BASE COURSE.



ELEVATION VIEW

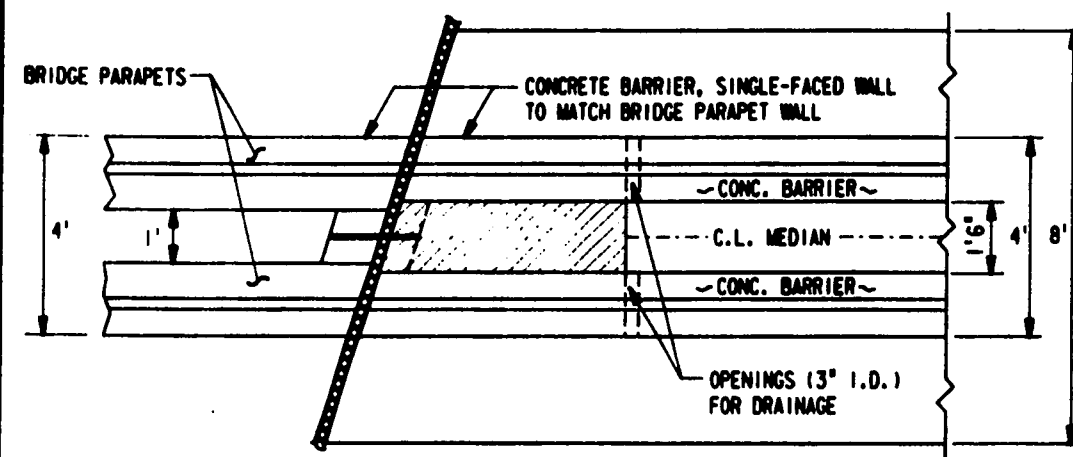


PLAN VIEW

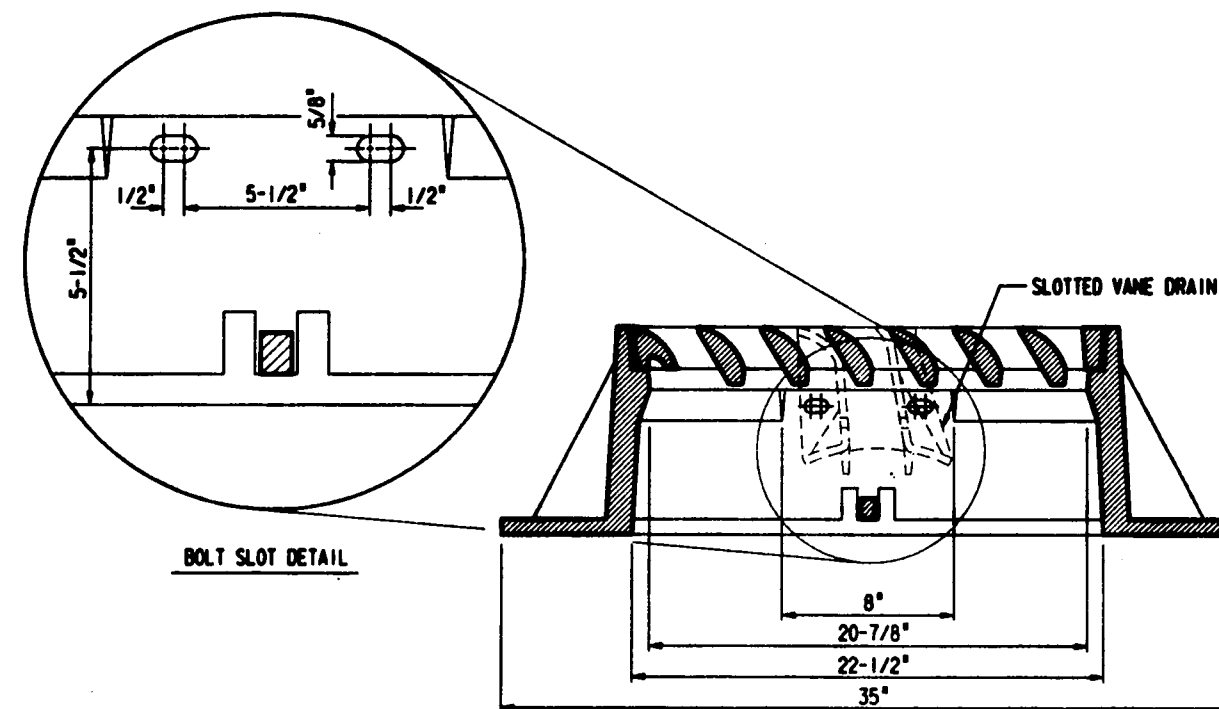
CONCRETE BARRIER, SINGLE FACED TRANSITION

NOTE:
BARRIER TRANSITION TO BE
PAID FOR AS CONCRETE BARRIER,
SINGLE-FACED.

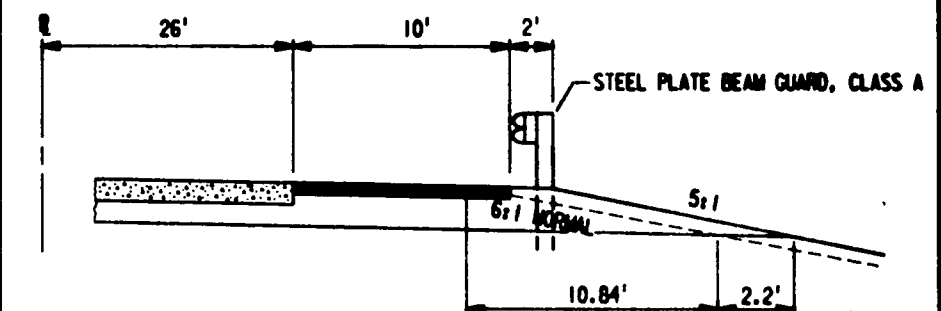
User: Is project
PCH TML: 10/10/10 10:00:00 10/10/10
Levels: 1-43
DWG: 10/10/10 10:00:00 10/10/10
DATE: 10/10/10 10:00:00 10/10/10
DWG: 10/10/10 10:00:00 10/10/10



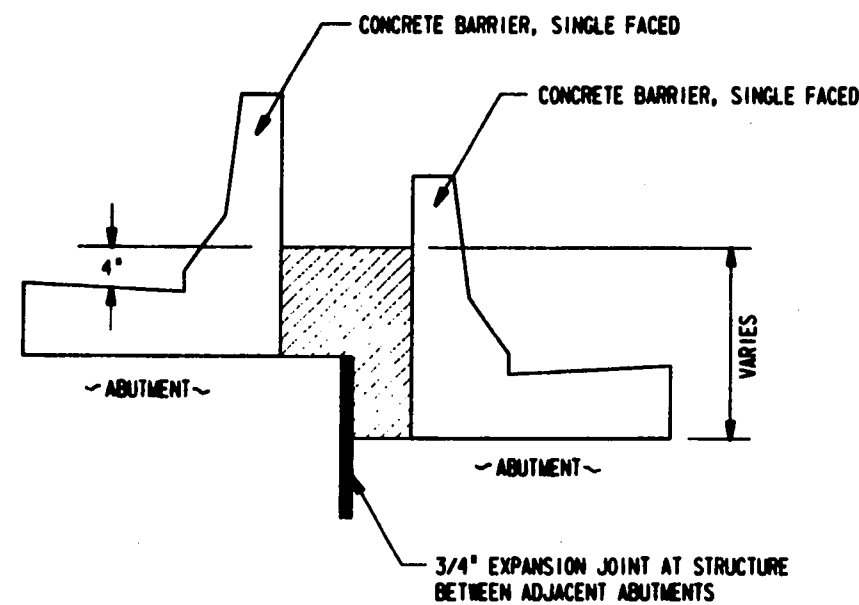
PLAN VIEW



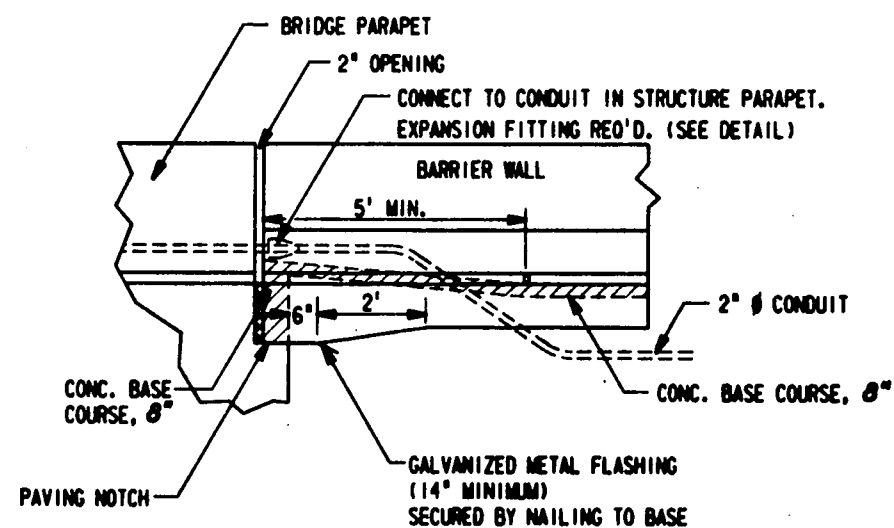
DETAIL FOR INLET COVER, TYPE V, SPECIAL
SEE S.D.D. "INLET COVERS" FOR DIMENSIONS AND DETAILS NOT SHOWN



STEEL PLATE BEAM GUARD DETAIL



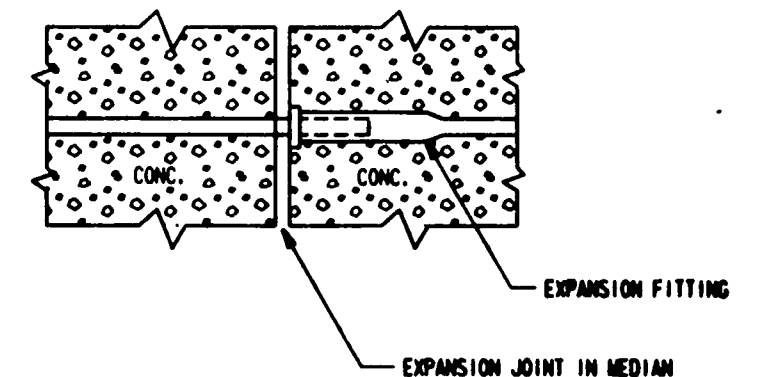
END VIEW (TYPICAL)
AT 2-INCH OPENING



SIDE VIEW (TYPICAL)

DETAILS FOR CONCRETE BARRIER, SINGLE FACED AT STRUCTURES

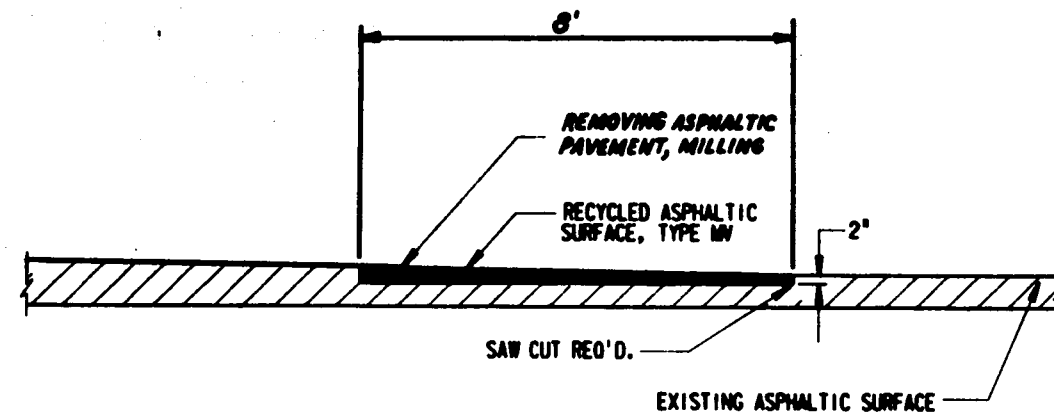
NOTE: INCIDENTAL TO THE ITEM OF 2" Ø CONDUIT



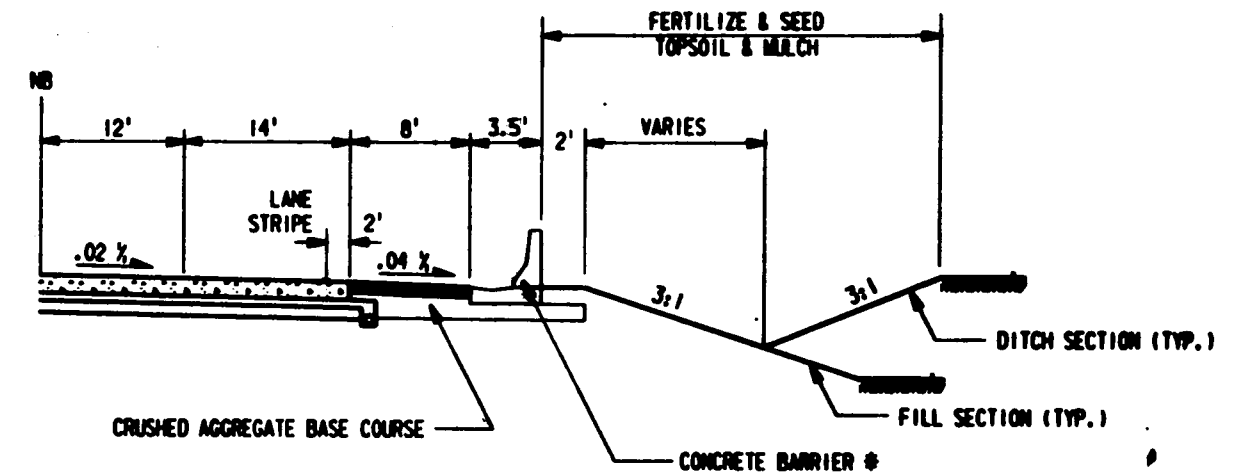
EXPANSION FITTING DETAIL

LEGEND

- 2-INCH EXPANSION JOINT FILLER (INCIDENTAL TO THE BID ITEM CONCRETE BARRIER, SINGLE FACED)
- CONCRETE BASE COURSE, 8" PLACED BETWEEN BARRIERS AND SLOPED TO DRAIN AWAY FROM STRUCTURES MINIMUM SLOPE = 0.05%



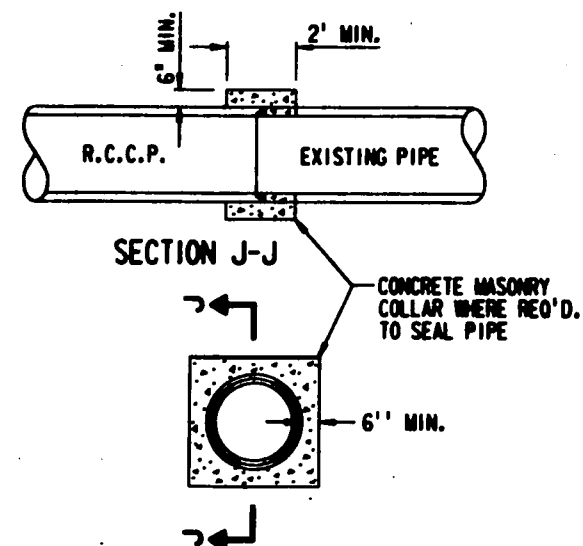
DETAIL OF REMOVING ASPHALTIC PAVEMENT, MILLING
STA 1096 'SB'+00 TO STA 1152 'SB'+00 SHOULDER



**TYPICAL FOR
OUTSIDE CONCRETE BARRIER
U.S.H. 41**

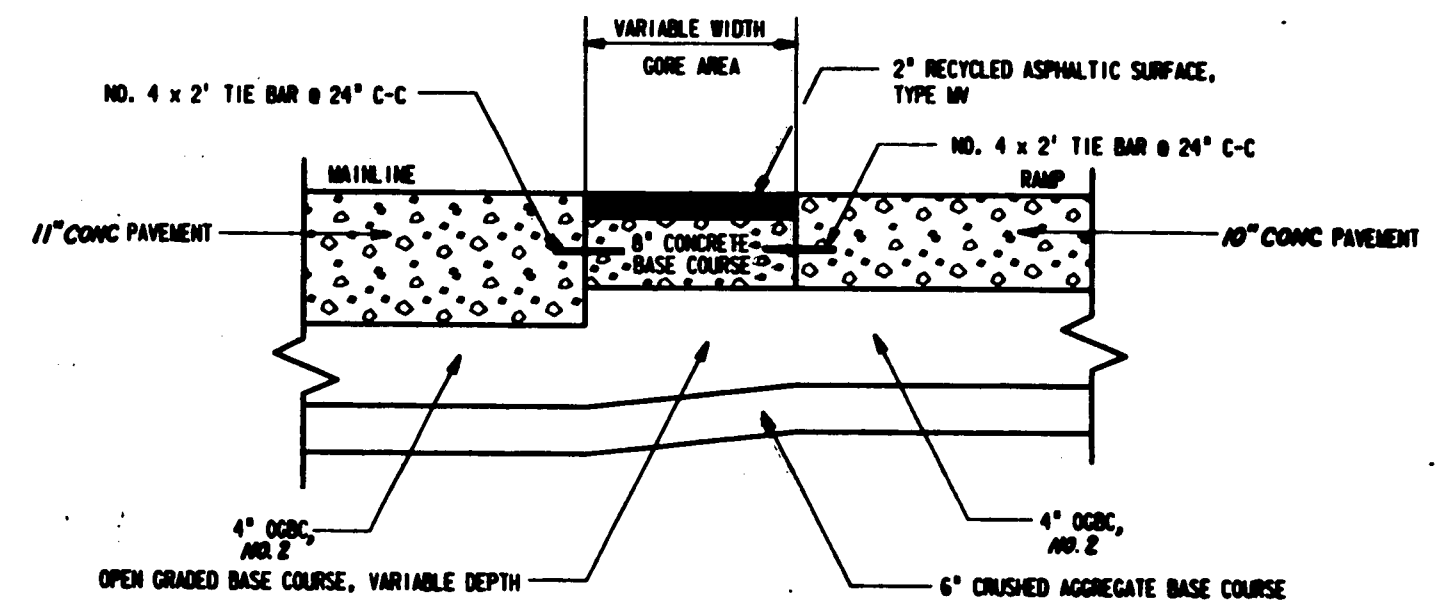
* STA. 1111'NB'+50 - 1121'NB'+00 CONCRETE BARRIER, SINGLE-FACED, MODIFIED
* STA. 1139'NB'+95.56 - 1145'NB'+96 CONCRETE BARRIER, SINGLE-FACED

NOTE: SEE MAINLINE TYPICAL SECTION
FOR PAVEMENT AND BASE COURSE DEPTHS.



ALL COSTS OF MATERIAL, LABOR, TOOLS AND
EQUIPMENT NECESSARY TO MAKE THE
CONNECTION SHALL BE INCIDENTAL TO
BID ITEM OF R.C.C.P.

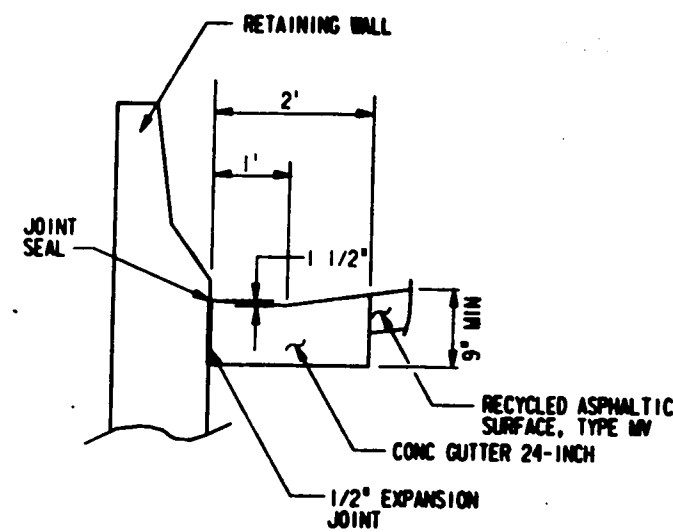
CONNECTION DETAIL - R.C.C.P. TO EXISTING PIPE



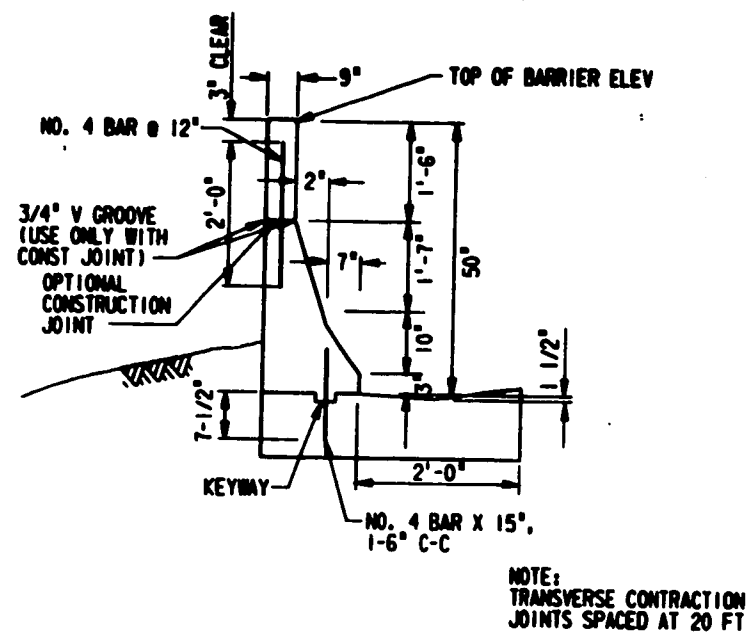
TYPICAL AT GORE AREA

REFERENCE FILE 01 = border.dgn
Levels = 56.59
REFERENCE FILE 02 = border.dgn
Levels = 56.59
REFERENCE FILE 03 = border.dgn
Levels = 56.59

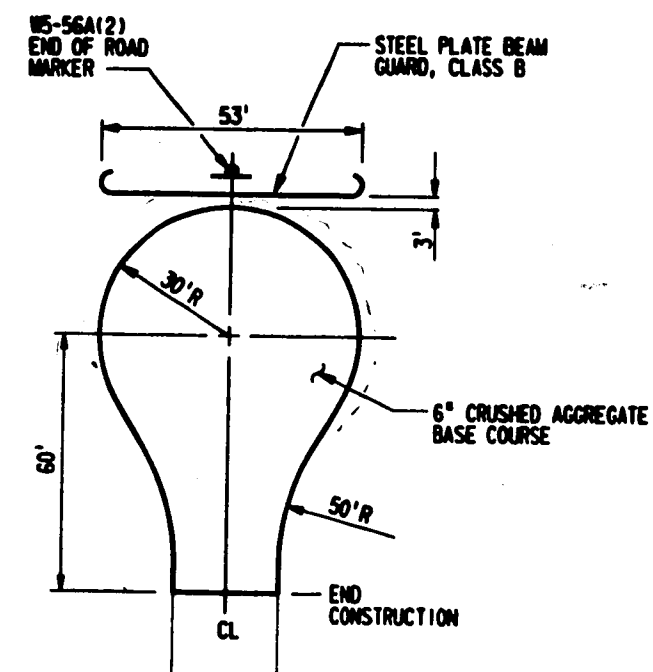
User: jls dtd/10030
PEN TABLE: \\p0101\10030\10030\10030.dgn
Levels: 56.59
DATE: 11/13/2011 11:32:11
DWM: 7/10/31/2011/10030/10030.dgn



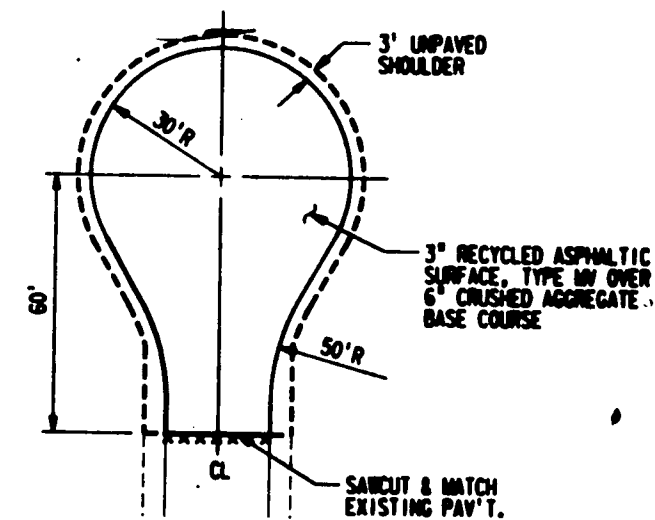
CONCRETE GUTTER, 24-INCH
STA 1121 'NB'+00 TO 1139 'NB'+95.56, RT



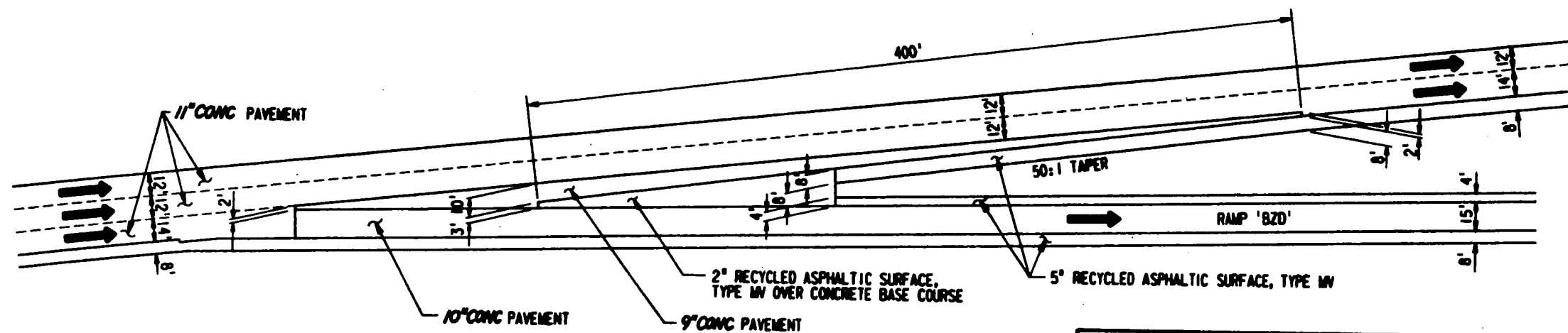
CONCRETE BARRIER, SINGLE-FACED, MODIFIED



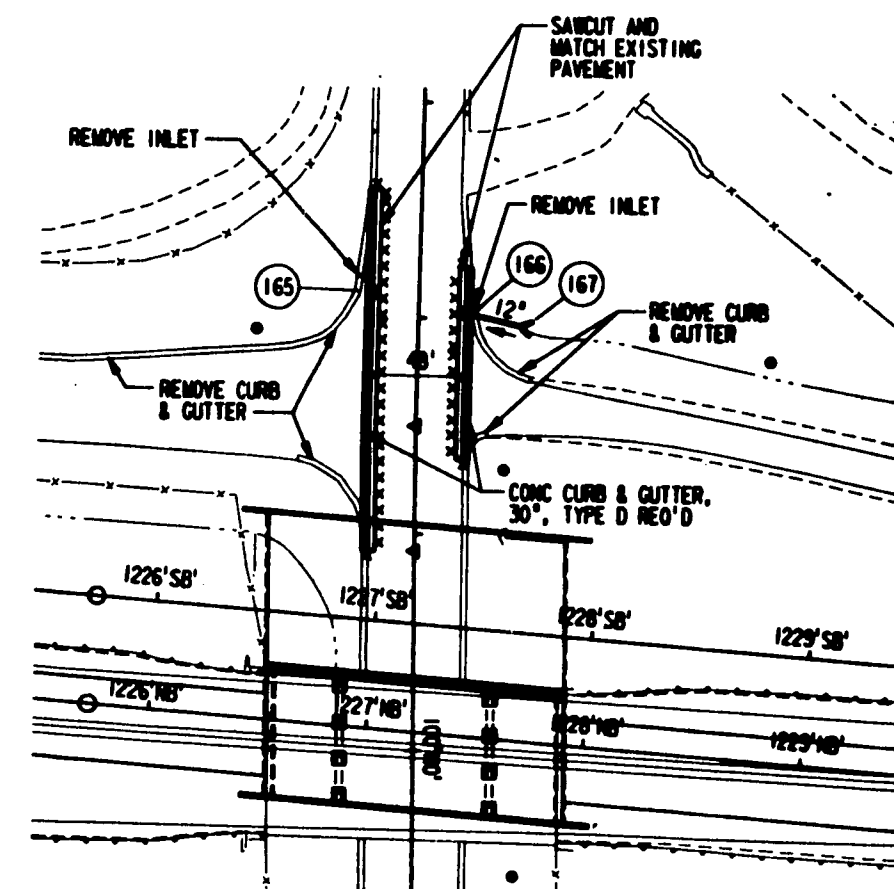
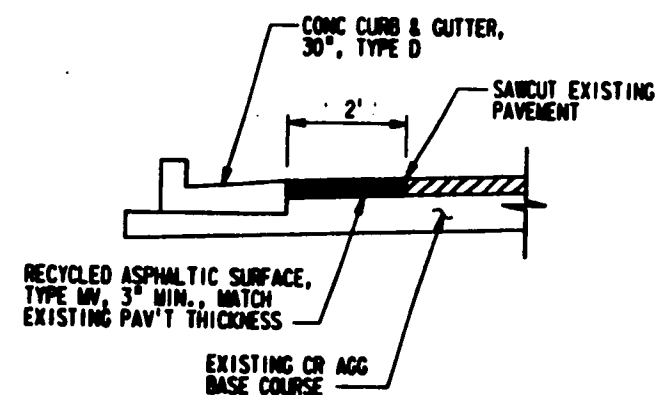
PLUMMER COURT CUL-DE-SAC DETAIL



VIOLA STREET CUL-DE-SAC DETAIL

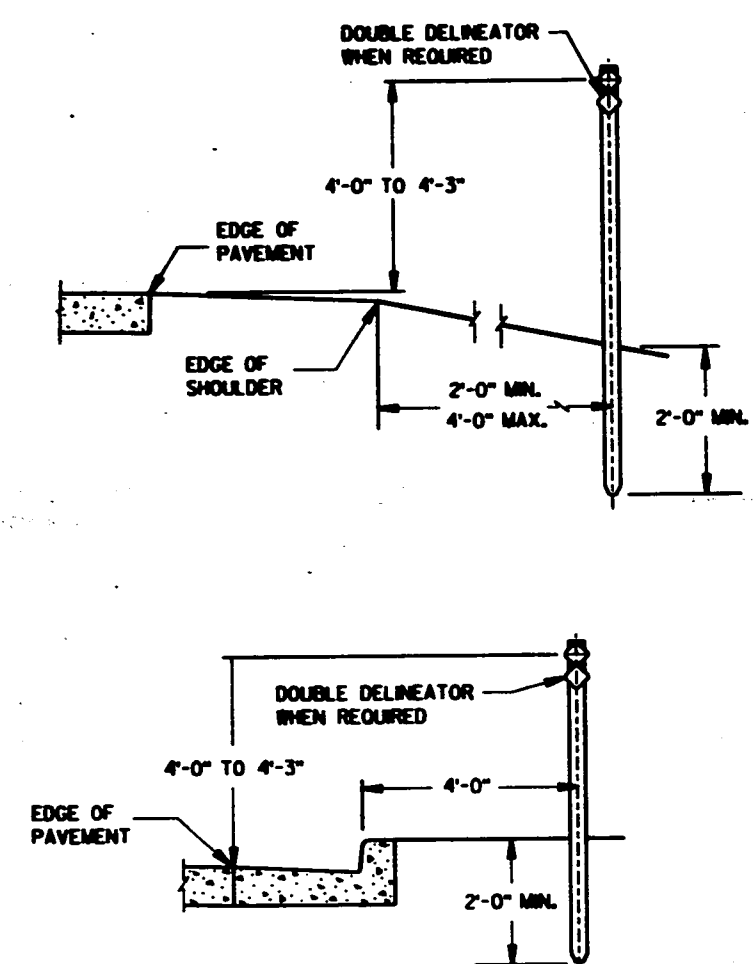
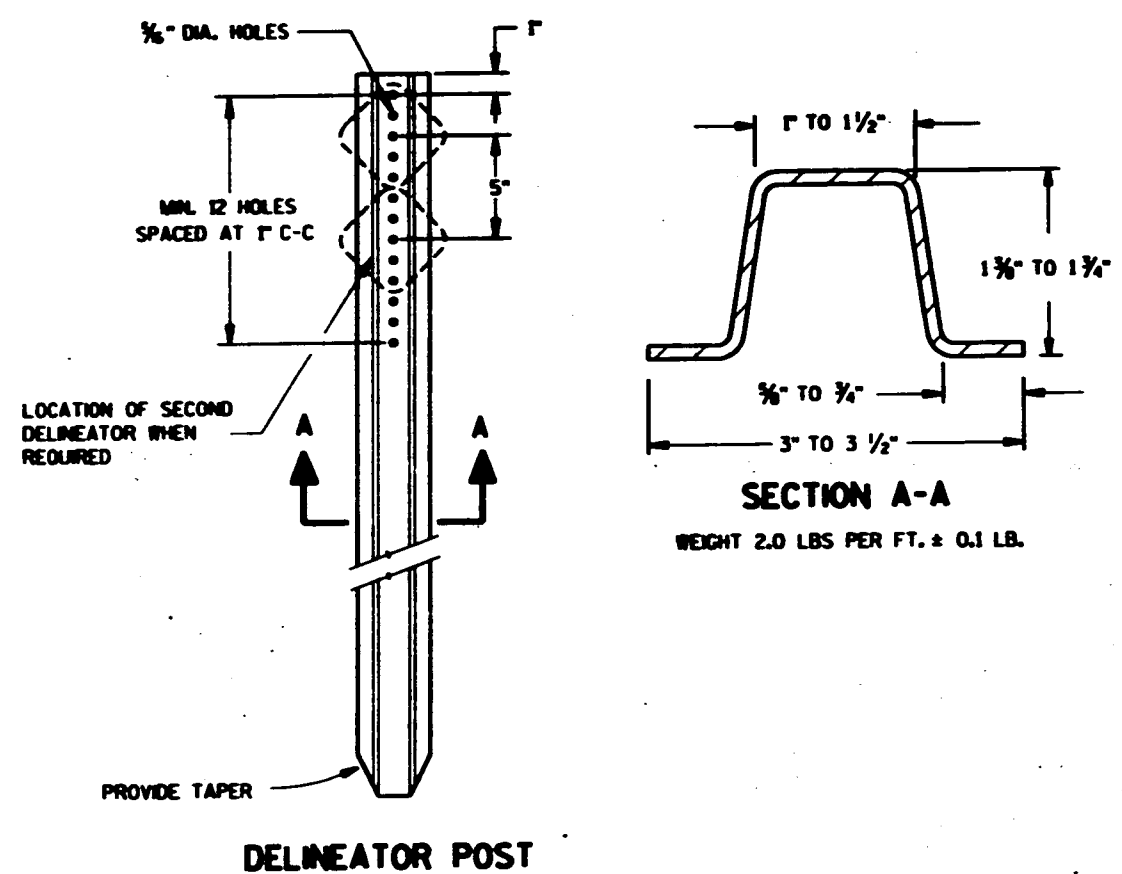


AUXILIARY LANE DROP DETAIL
STA 1096'SB'+00 TO 1102'SB'+20
(BREEZEWOOD SB OFF RAMP)



NORTH ST. CURB & GUTTER DETAIL

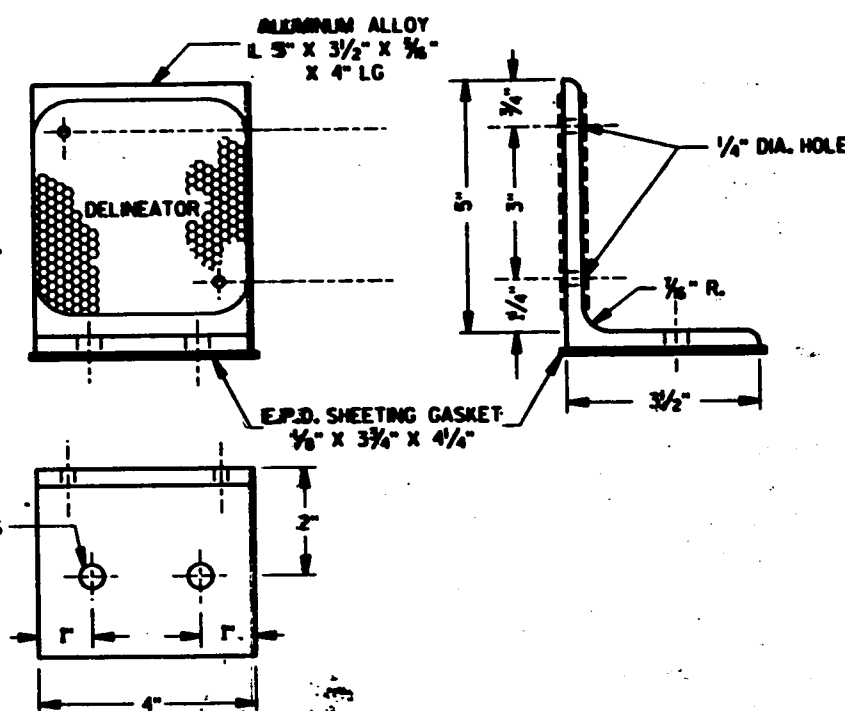
DELINEATOR POST, DELINEATOR
BRACKET AND DELINEATOR



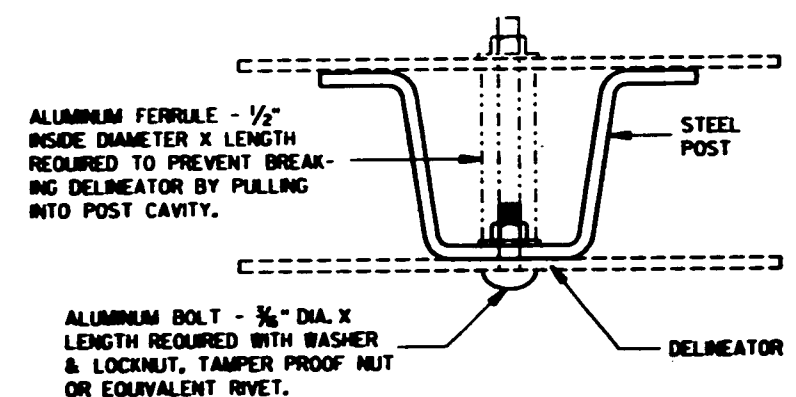
GENERAL NOTES

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

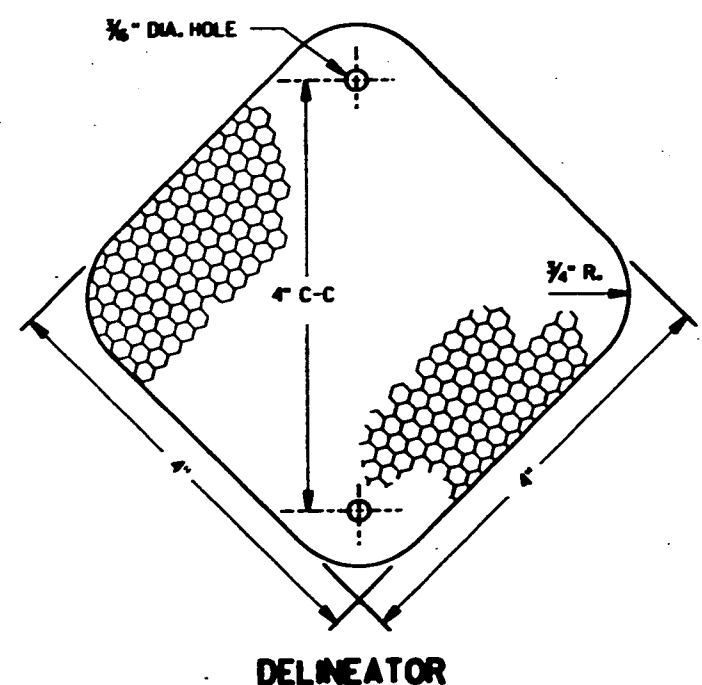
NOTE:
FASTEN DELINEATOR
TO BRACKET WITH
BOLTS 3/8" DIA.
X LENGTH REQD.
WITH WASHER AND
LOCKNUT OR
EQUIVALENT RIVETS.



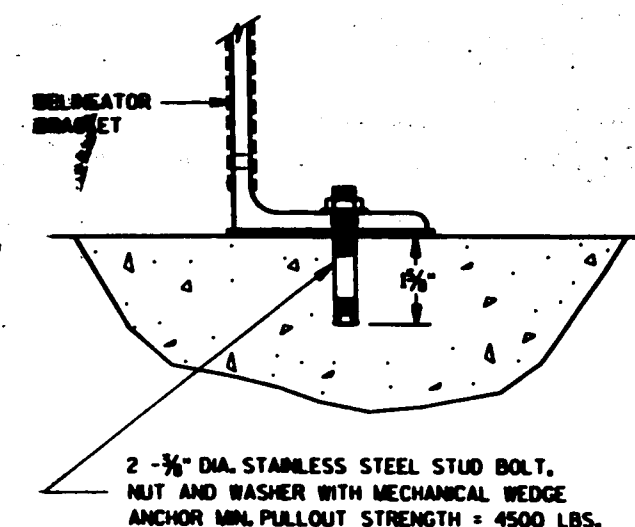
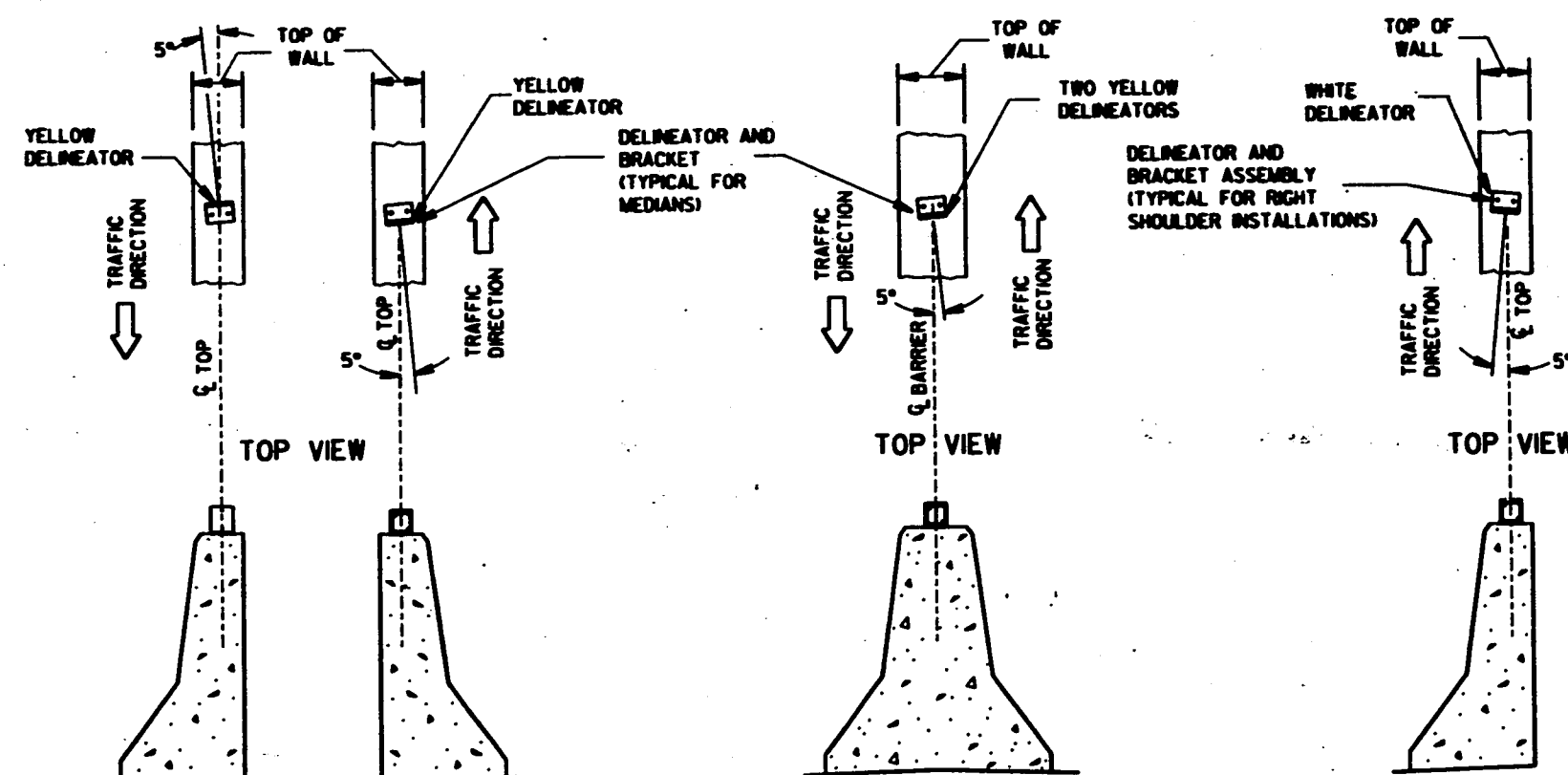
DELINEATOR BRACKET



MOUNTING DETAIL FOR DELINEATOR



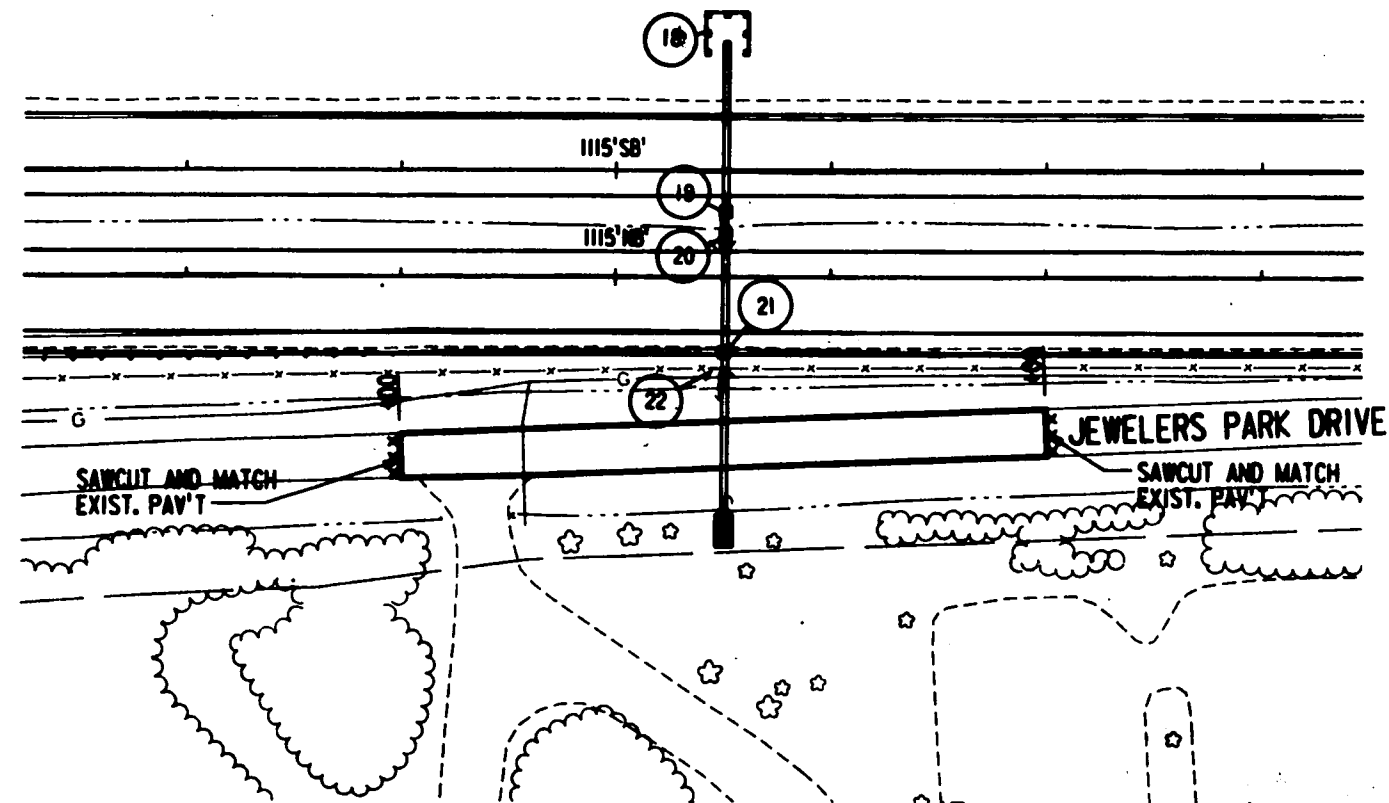
TYPICAL INSTALLATIONS OF DELINEATOR POSTS



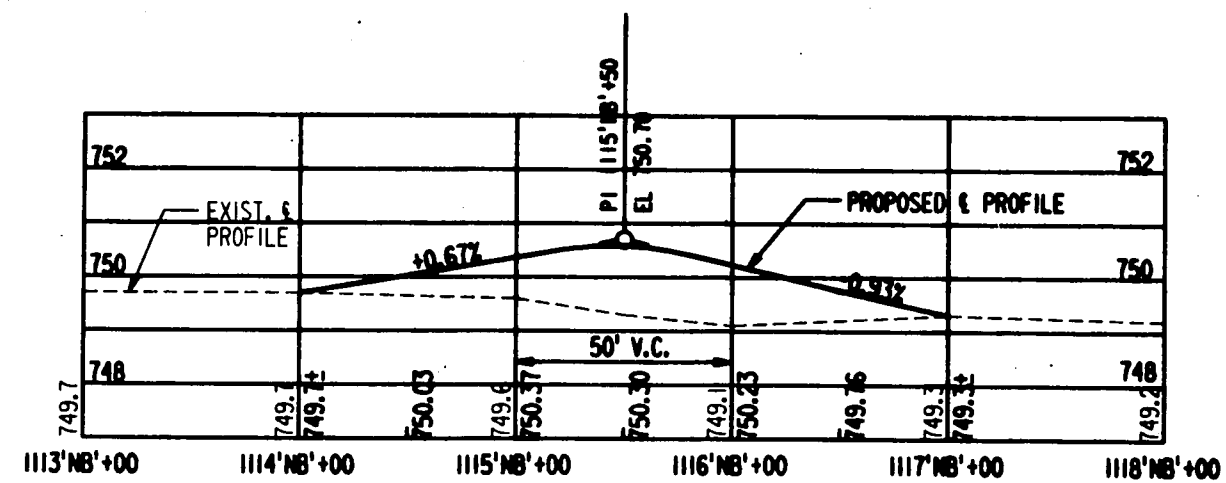
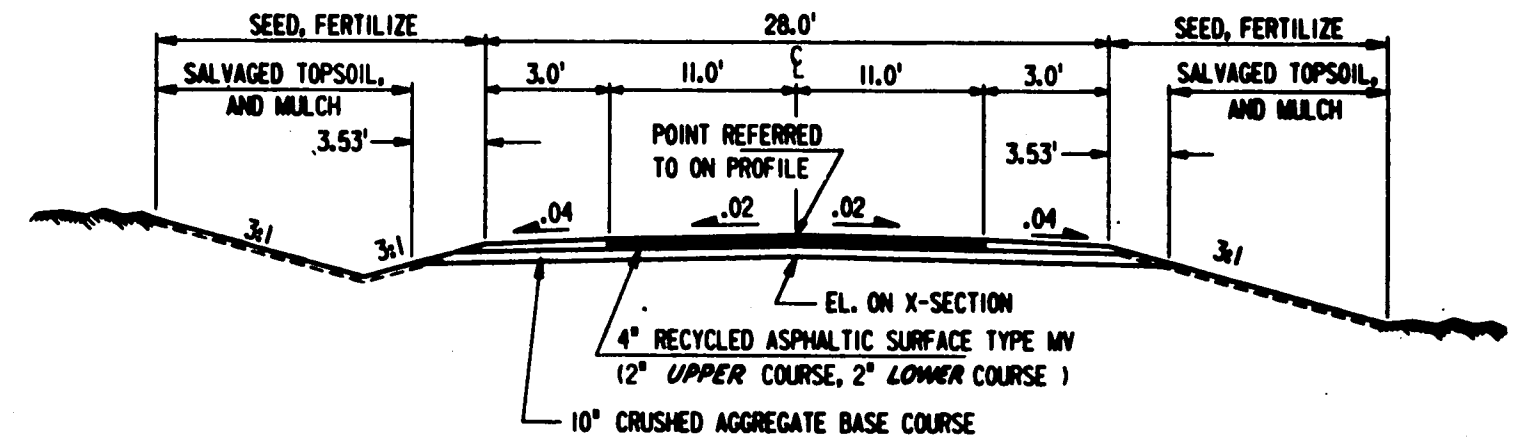
DELINEATOR BRACKET MOUNTING DETAIL

LOCATION AND AIMING DETAILS FOR DELINEATORS MOUNTED ON CONCRETE BARRIERS

LEVELS ON - 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

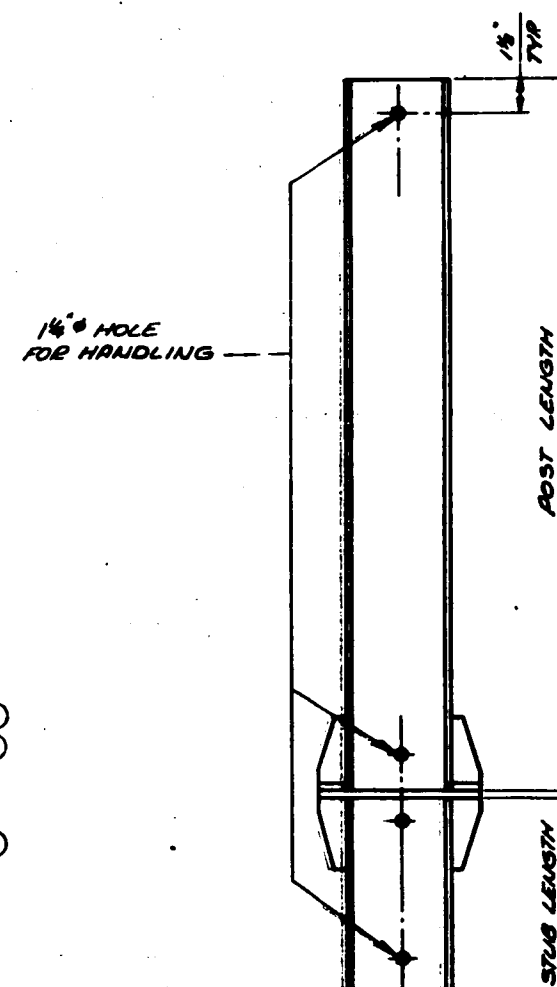
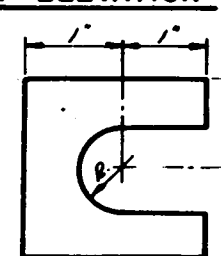


JEWELLERS PARK DRIVE RECONSTRUCTION DETAIL



REFERENCE FILE 01 = border.dgn
Levels = 50, 50
REFERENCE FILE 02 = border.dgn
Levels = 50, 50
REFERENCE FILE 03 = border.dgn
Levels = 50, 50

User: Is project
PEN Table: Not visible
Levels are 1-53
Date: Thu Oct 29 15:00:57 1992
DGN: /usr3/project/210030/7500104.dgn

**SECTION BB**

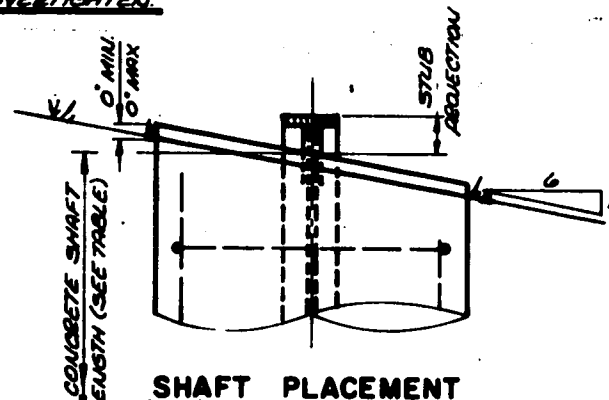
SHIM DETAIL

STRUCTURAL CARBON STEEL PAY WTS. (1 POST) = K +
(POST LENGTH x POST WT). "K" INCLUDES STUB, BASE
PLATES, STIFFS, BOLTS, AND WASHERS.

BOLTING PROCEDURE - BASE CONNECTION

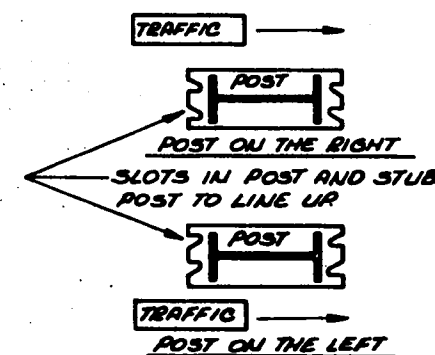
1. ASSEMBLE SIGN POST TO STUB POST WITH BOLTS AND ONE OF THE FLAT WASHERS ON EACH BOLT BETW. PLATES.
2. SHIM AS REQUIRED TO PLUMB POST.
3. TIGHTEN ALL BOLTS THE MAXIMUM POSSIBLE WITH 12" OR 15" WRENCH TO BED WASHERS & SHIMS AND TO CLEAN BOLT THREADS, THEN LOOSEN EACH BOLT IN TURN AND RETIGHTEN IN A SYSTEMATIC ORDER TO THE PRESCRIBED TORQUE. (SEE TABLE)
4. BUILD THREADS AT JUNCTION WITH NUT USING A CENTER PUNCH TO PREVENT NUT LOOSENING.

**NOTE: TIGHTEN THE HIGH STRENGTH BOLTS
TO THE TORQUE SHOWN. DO NOT
OVERTIGHTEN.**



SHAFT PLACEMENT

REIN.F.		
TYPE	#3	#4
A	004'5	506'3
B	006'5	706'3
C	006'11	706'3
D	007'5	006'3



POST SLOT ORIENTATION

DESIGN DATA

WIND PRESSURE = 75 M.P.H.
WIND COMPONENTS - NORMAL - 1.0 TRANSVERSE - 0.0
ICE LOAD - 3 P.S.F.

<u>SNOW LOADS</u>	<u>PERCENT OF ALLOWABLE STRESS</u>
I DEAD	100
II DEAD & WIND	140
III DEAD, ICE & 1/2 WIND*	140 * 25 P.S.F. MIN.

ALLOWABLE SOIL PRESSURE - 1 1/2 T/30 FT.
WIND LOAD WAS APPLIED TO THE AREA OF THE SIGN AND TO THE SUPPORTING MEMBERS.
ICE LOAD WAS APPLIED TO ONE FACE OF THE SIGN AND AROUND THE SURFACE OF THE SUPPORTING MEMBERS.

GENERAL NOTES

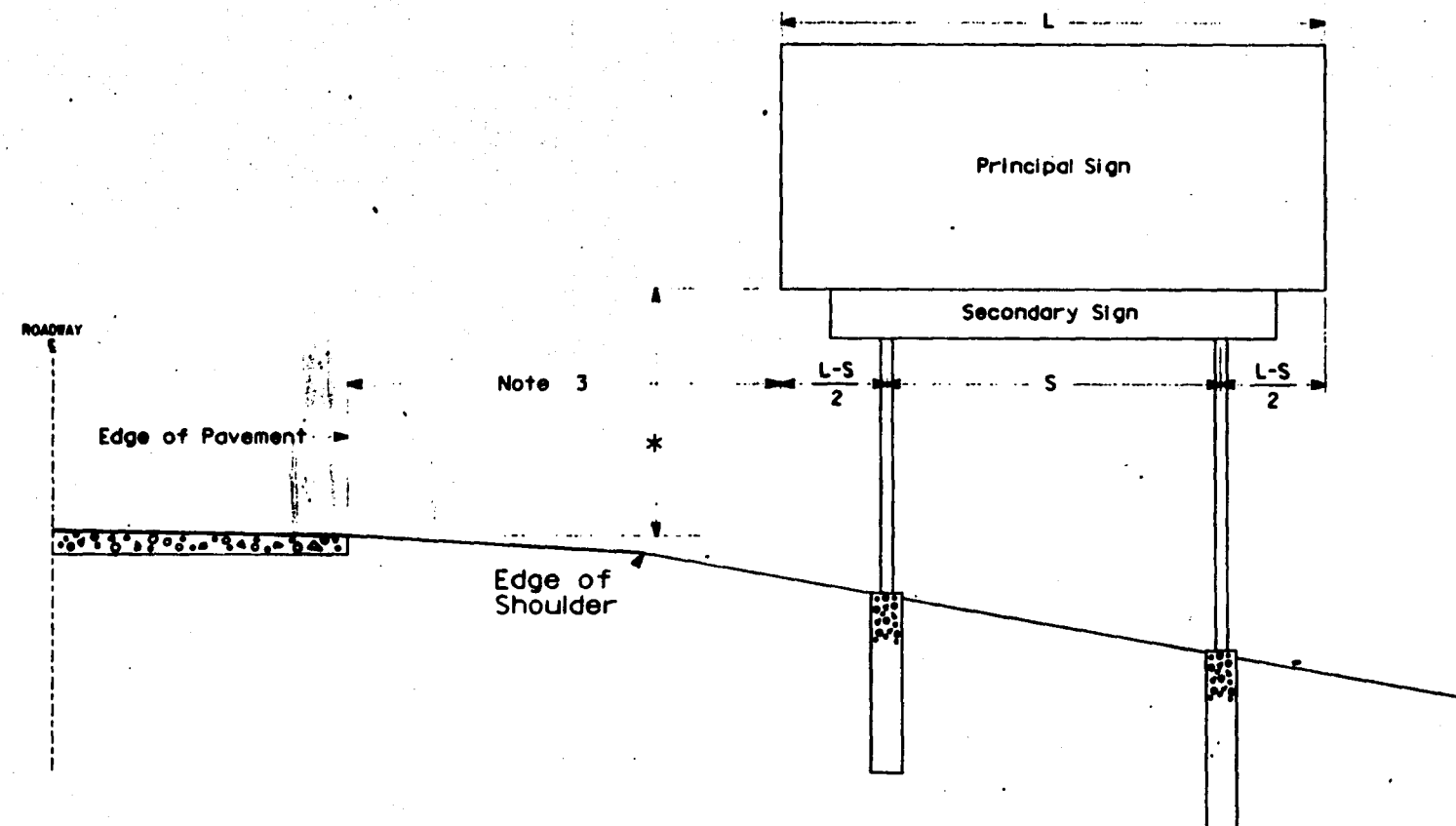
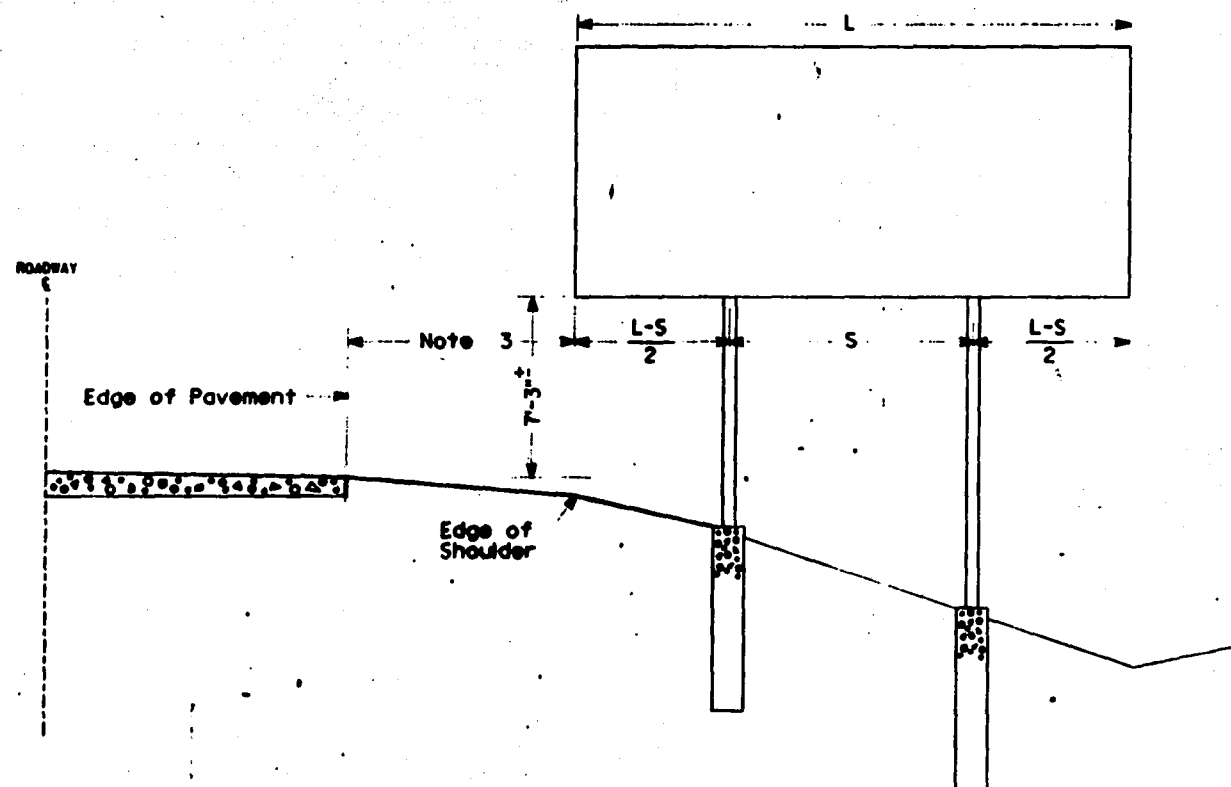
DRAWINGS SHALL NOT BE SCALED.
DESIGN CONFORMS WITH A.R.S.N.T.O. SPECIFICATIONS
1975.

ALL POSTS, POST STUDS & ATTACHMENTS SHALL BE EITHER
① A572 GRADE 50 OR A588.
IF A572 MATERIAL IS USED, THE POST, BASE PLATES, UPPER
SIX INCHES OF STUD POST, FLANGE SPICE R. AND FUSE R.
SHALL BE GALVANIZED AFTER FABRICATION.
H.B. BOLTS, WASHERS & NUTS SHALL BE A588 TYPE & NOT
GALVANIZED, THIS APPLIES TO A572 AS WELL AS A588 POSTS.

⑥	8-24-78	BASE CONN. WELD	
⑤	10-13-78	BASE CONN. WELD	
④	10-19-79	ADST A & B, A572 GR. 50, 8 K	
③	11-28-78	"K" ⑤ 10-23-79 TYPE 'E'	
②	5-6-78	1, 2, & 4,	
No.	Date	Revision	By

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

TYPE A, B, C, D & E			
Count Date: 1978	DR: R. J. G.	DATE: 1-31-77	Price Checked <i>FOM</i>
FOOTING & SIGN SUPPORT DETAILS. GROUND MOUNT BREAK-AWAY SIGNS SHT 1 OF 1			



GENERAL NOTES

1. For a 2 post installation, S equals $3L/5$, but shall not be less than 9ft.
2. For a 3 post installation, S equals $5L/7$, but shall not be less than 18ft, and the space between any two posts shall not be less than 9ft.
3. The sign offset distance shall be as listed in the plan.
4. The (±) tolerance shown on this sheet is 3in.
5. The vertical sign height clearance detailed is measured from the bottom of the sign to the near edge of pavement.

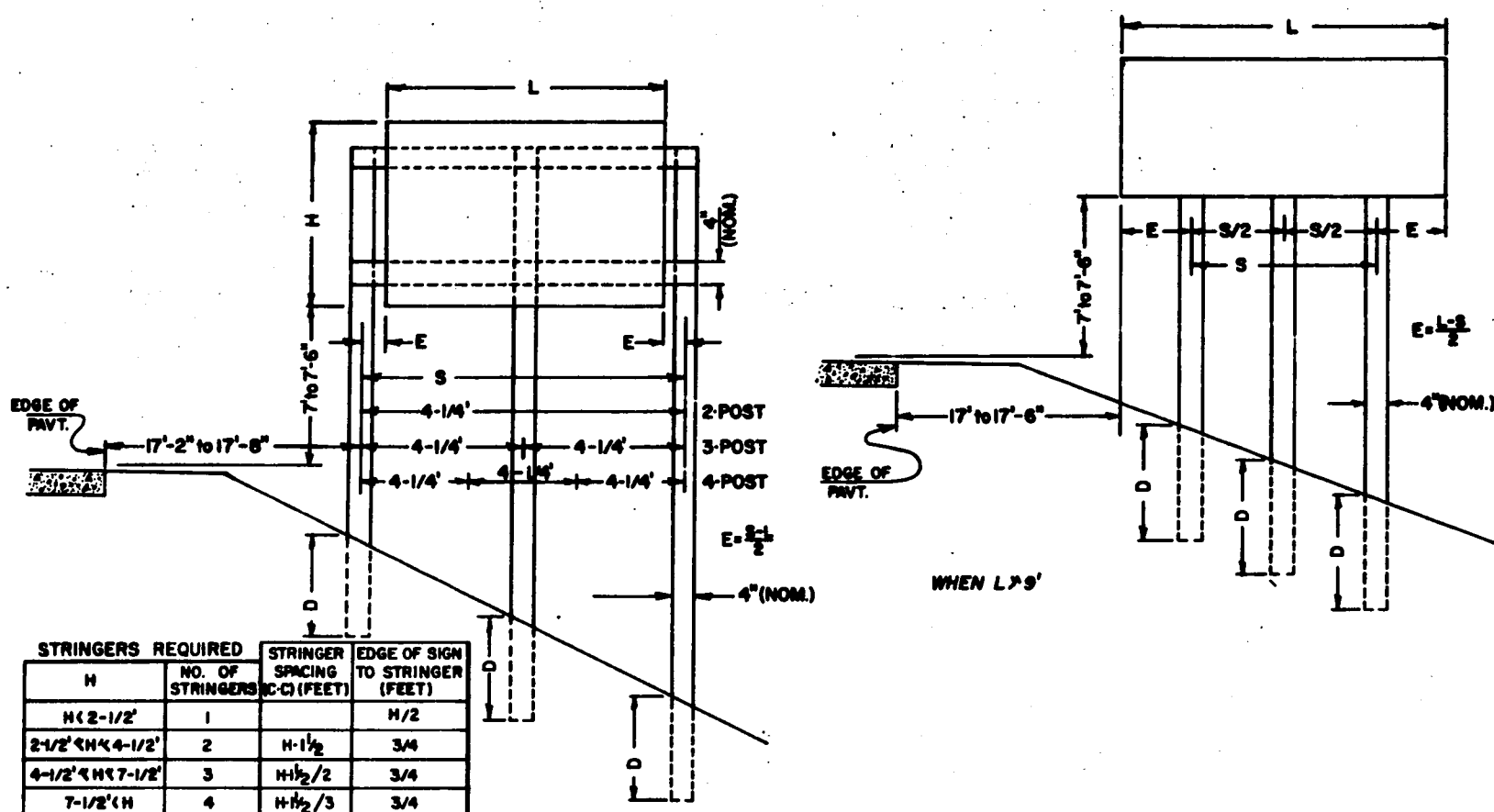
* Clearance is 8'-3" (±) when the secondary sign is 3ft or less in height. For secondary signs larger than 3ft, the clearance to the bottom of the secondary sign shall be 5'-3" (±).

DATE DRAWN 6-4-87	DATE REDRAWN
DATE REVISED 4-21-89	
TYPICAL INSTALLATION OF TYPE I SIGNS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	State Traffic Engineer
DATE 9-29-89	PLATE NO. A4-L5

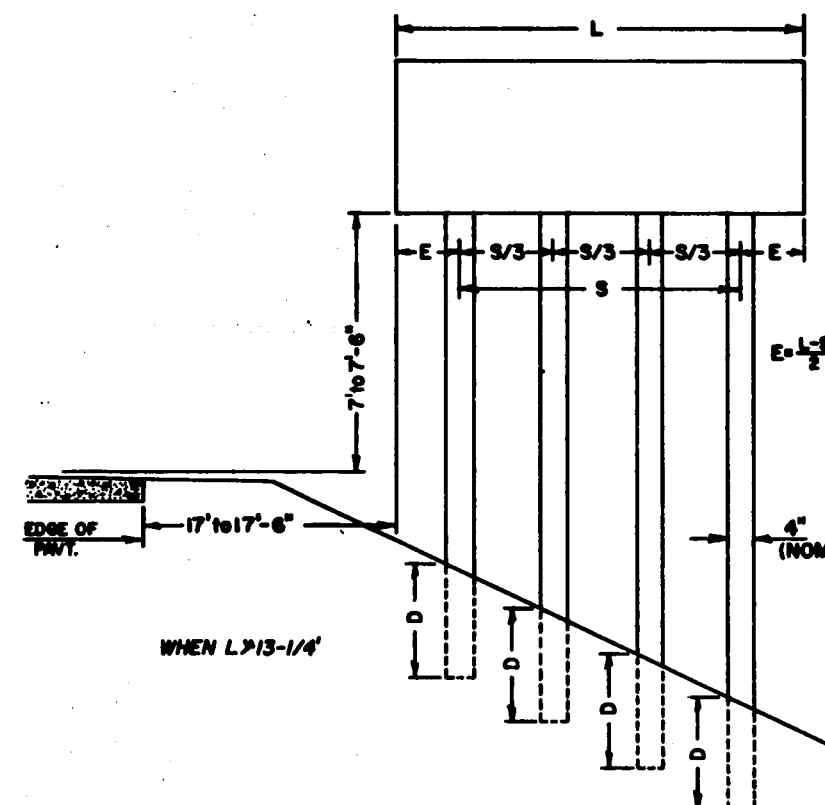
TABLE OF POST SPACING

L (FEET)	TWO POSTS DIAMOND SHAPE SIGNS S (FEET - INCHES)	TWO POSTS SIGNS OTHER THAN DIAMOND SHAPE S (FEET)	THREE POSTS S (FEET)	FOUR POSTS S (FEET)
L<3		4-1/4		
3<L<5	1'-6"	L-2		
5<L<6	2'-0"			
6<L<7	3L/5		8-1/2'	
7<L<9	3L/5	3L/5		
9<L<13				12-3/4
13<L<15				
15<L<17			2L/3	
17<L<18				3L/4
18<L<24				3L/4

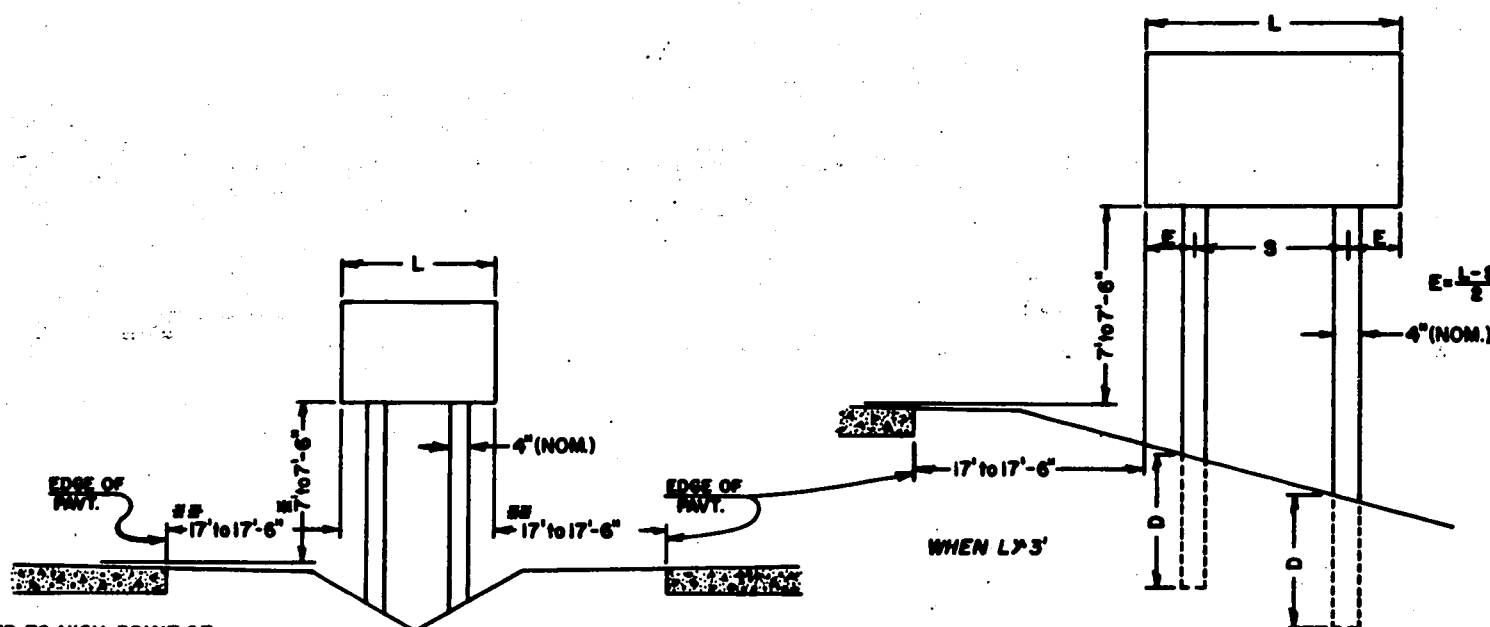
L= HORIZONTAL DIMENSION OF SIGN S= SPACE BETWEEN OUTSIDE POSTS (C-C)



WHEN L<3' (TWO POST INSTALLATION)
OR L<9' (THREE POST INSTALLATION)
OR L<13' (FOUR POST INSTALLATION)



WHEN L>13-1/4'



MEASURED TO HIGH POINT OF MAINLINE PAVEMENT
MEASURED TO THE EDGE OF SIGN OR TO EDGE OF NEAREST POST WHICHEVER IS CLOSER TO THE PAVEMENT.

SIGN IN GORE
SPACING OF POSTS IS DEPENDENT ON THEIR NUMBER; SEE OTHER LAYOUTS ON THIS PAGE.

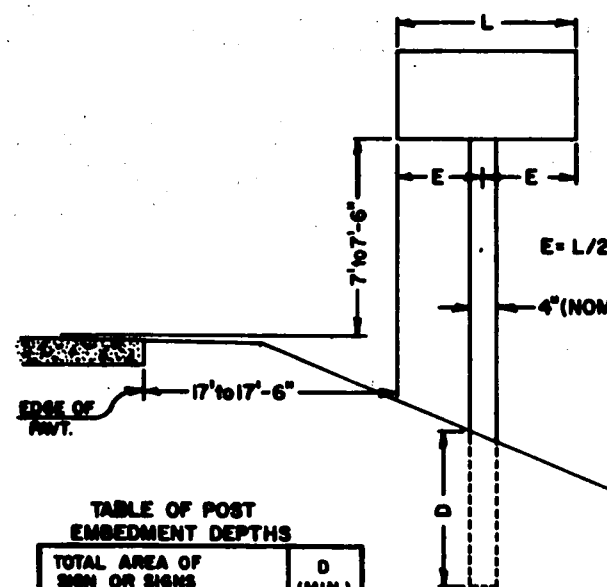


TABLE OF POST EMBEDMENT DEPTHS

TOTAL AREA OF SIGN OR SIGNS IN INSTALLATION (SQ. FT.)	D (MIN.) (FEET)
NOT OVER 20	3-1/2
OVER 20 BUT NOT OVER 50	4
OVER 50	5

Date Drawn - 1-20-77

Date Revised -

TYPICAL INSTALLATION OF TYPE
III SIGNS ON WOOD POSTS

WISCONSIN DIVISION OF HIGHWAYS

APPROVED

DATE 1-26-77 PLATE NO. 44-2.1

URBAN AREA

RURAL AREA

GENERAL NOTES

- 1. Sign assemblies wider than 4 feet or larger than 20 sq. ft. shall be mounted on multiple posts. See plate A4-4 for typical installations.

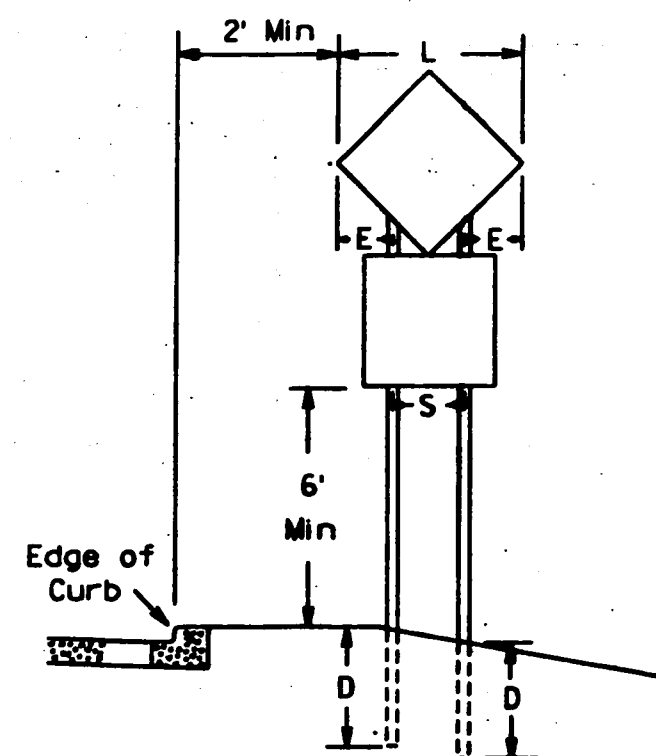
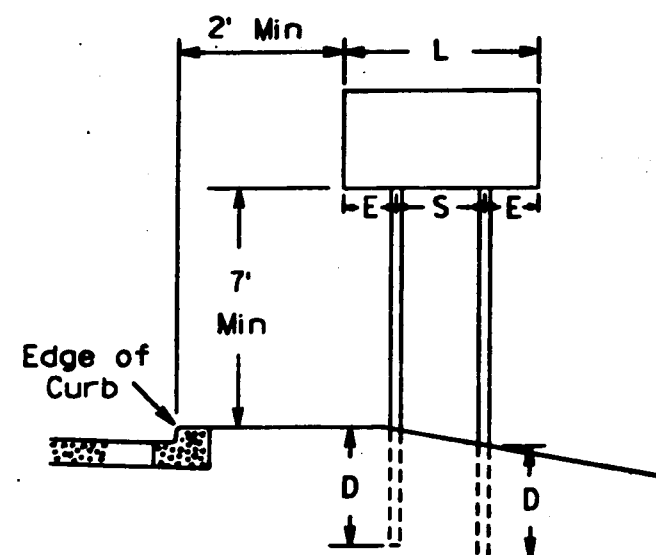
POST EMBEDMENT DEPTH

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

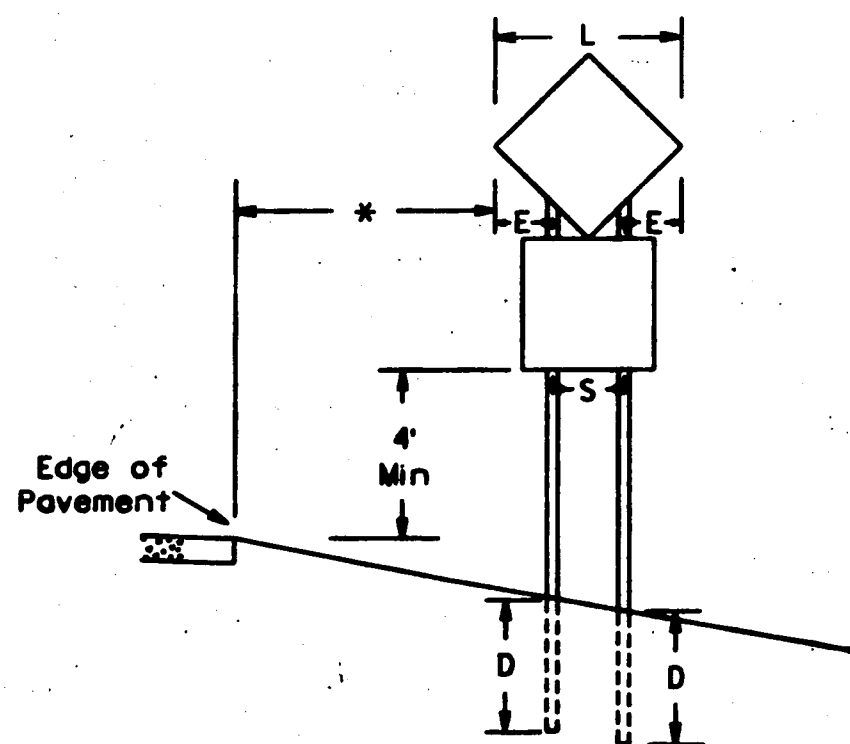
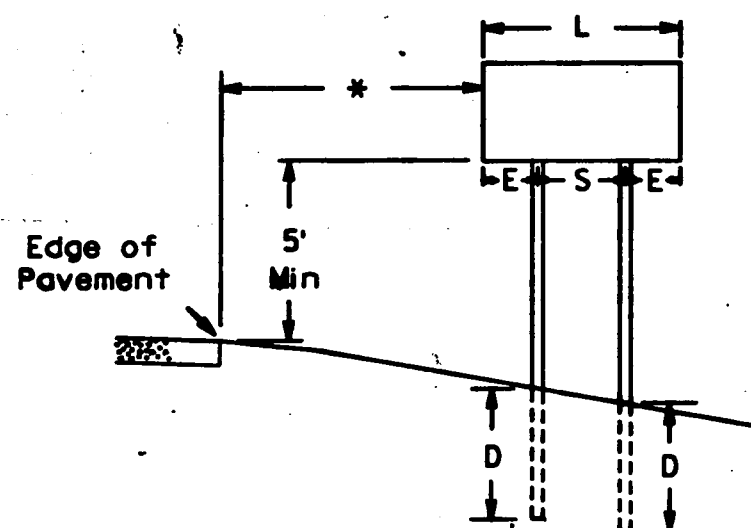
* 12 feet minimum from edge of pavement.
Where there is a paved shoulder, 6' minimum from edge of paved shoulder, but at least 12 feet from edge of pavement.

DATE DRAWN 9-12-91	DATE REDRAWN
DATE REVISED 1-14-92	
TYPICAL INSTALLATION OF TYPE II SIGNS ON SINGLE POSTS	
WISCONSIN DEPT. OF TRANSPORTATION	
APPROVED	<i>Peter F. Quach</i> State Engineer
DATE 1/21/92	A4-3.8

URBAN AREA



RURAL AREA



SIGN SHAPE OTHER THAN DIAMOND

L	S	E
Less than 60"	L-24"	12"
60" or more	3 L/5	L/5

DIAMOND SHAPED SIGNS

L	S	E
Less than 60"	20"	L/2 - 10
60"--72"	32"	L/2 - 16
Greater than 72"	3 L/5	L/5

GENERAL NOTES

1. For 3 post installations, post spacing is S/2 and S must be greater than 8'-6"
2. For 4 post installations, post spacing is S/3 and S must be greater than 12'-9"

POST EMBEDMENT DEPTH

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

* 12 feet minimum from edge of pavement.
Where there is a paved shoulder, 6' minimum from edge of paved shoulder, but at least 12 feet from edge of pavement.

DATE DRAWN 6-3-87 DATE REDRAWN 10-1-91

DATE REVISED 1-14-92

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

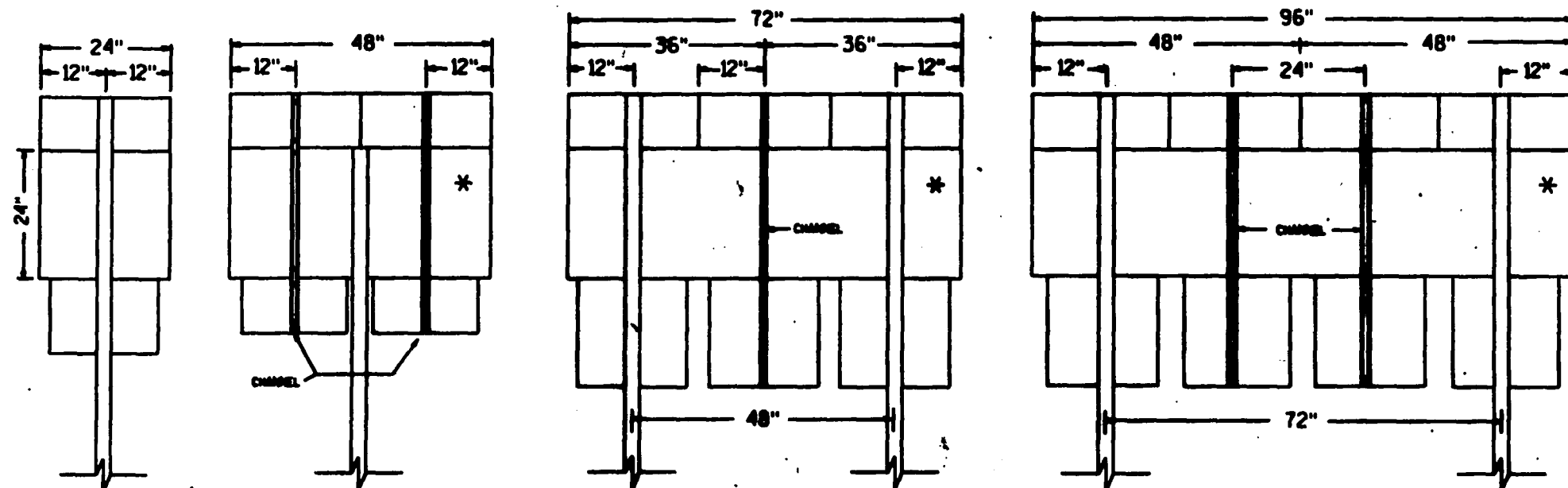
WISCONSIN DEPT OF TRANSPORTATION

APPROVED


State Traffic Engineer

DATE 1/21/92

PLATE NO. A4-42

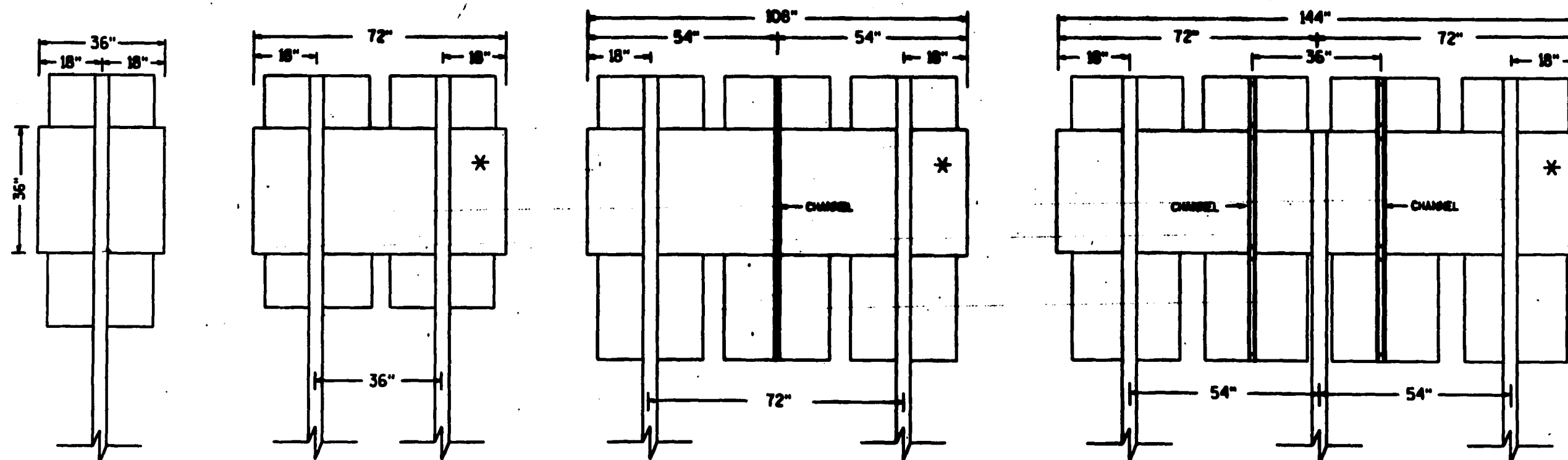
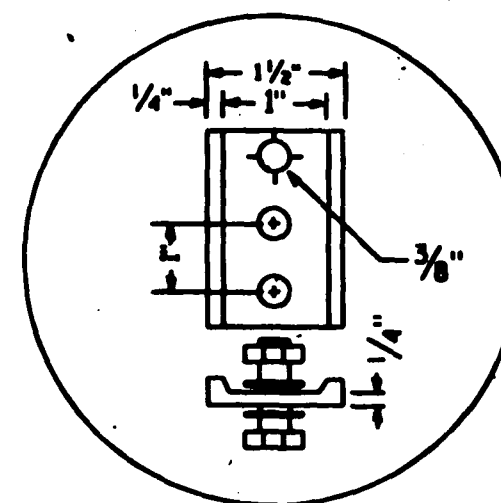
NOTES:

1. Post spacing shall be according to this detail but post embedment depth shall be in accordance with A4-4.
2. Channel material shall be as specified in Section 633 of Std. Specs. and weight shall be approx. 1.4 lbs/ft.
3. Base material for a multiple marker head panel (*) shall be one piece high density overlay plywood. All other materials within the assembly can be either plywood or aluminum.

CHANNEL HARDWARE:

Aluminum Sign components: $\frac{1}{4}$ " x $\frac{3}{4}$ " bolt and $\frac{1}{4}$ " flat washers

Plywood Sign Components: $\frac{1}{4}$ " x $1\frac{1}{4}$ " bolt and $\frac{1}{4}$ " flat washers

CHANNEL DETAIL

DATE DRAWN 6-3-87 DATE REDRAWN 10-3-91
DATE REVISED

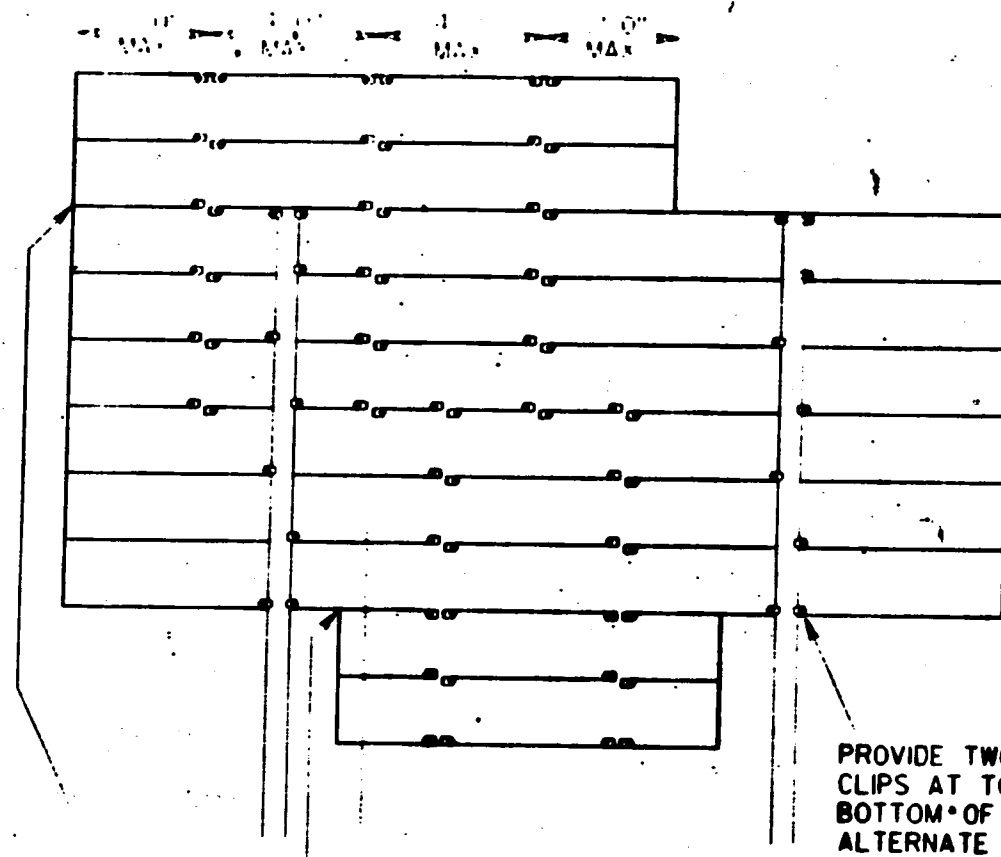
TYPICAL PANEL INSTALLATION
FOR J TYPE ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
DATE 11/5/91
STATE Traffic Engineer
PLATE NO. A4-5.3

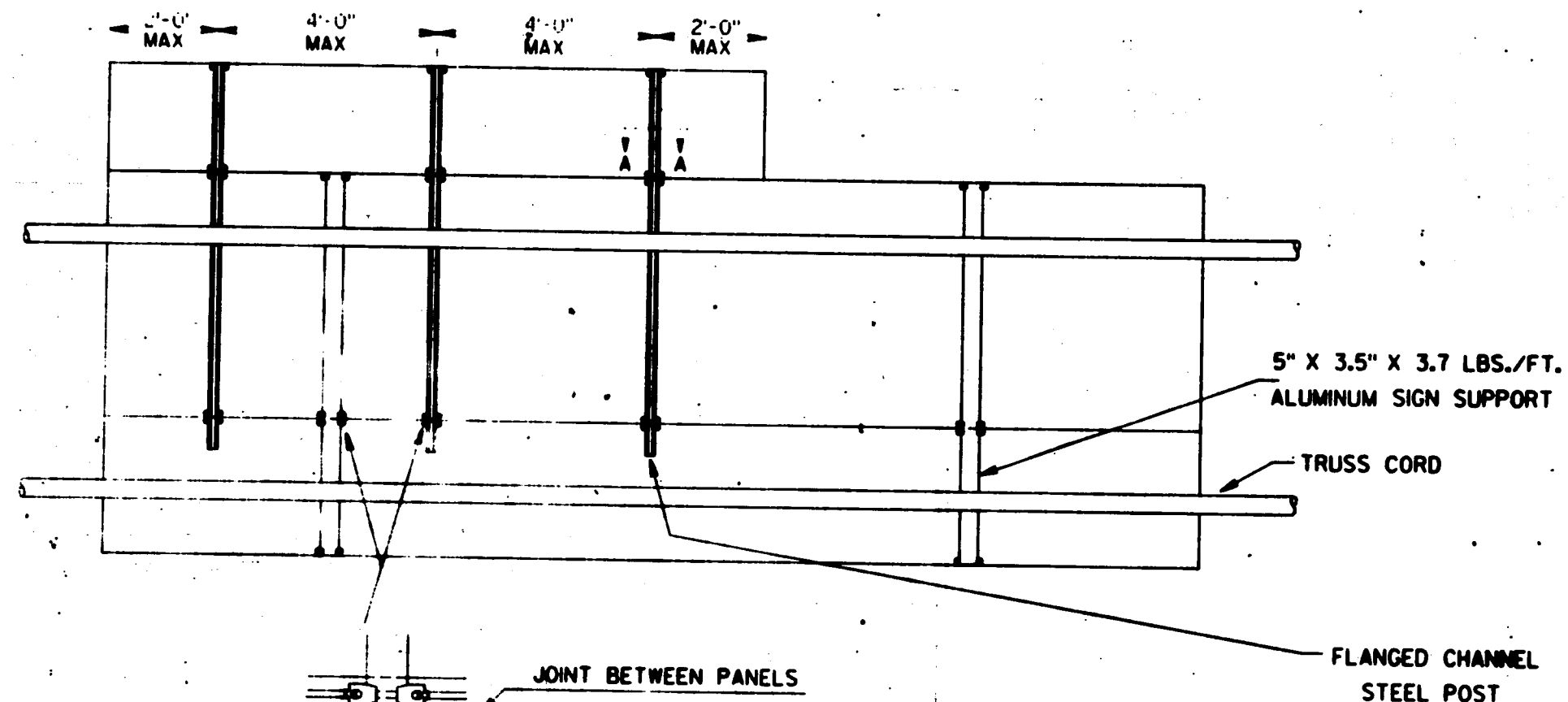
TYPE I SIGN

TYPE IV SIGN



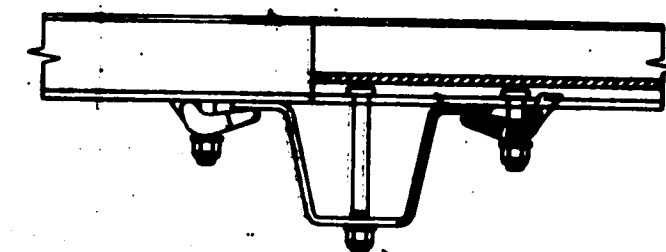
PROVIDE TWO (2) POST CLIPS AT TOP AND BOTTOM OF EACH SIGN. ALTERNATE INTERIOR CLIPS.

IF THE BOLT HOLES IN THE TOP PANEL (EXIT NUMBER), OR SUB PANEL (NEXT EXIT) LINE UP WITH HOLES IN MAIN SIGN, PANEL STITCH BOLTS SHALL BE USED IN ADDITION TO THE CHANNELS.



JOINT BETWEEN PANELS

PROVIDE TWO (2) POST CLIPS AT EVERY BOLT SLOT ALONG THE VERTICAL HEIGHT OF SIGN



SECTION A-A

INSTALL ONE CENTER BOLT ON EACH FLANGED CHANNEL STEEL POST AT ANY HORIZONTAL SIGN BOLT SLOT ALONG THE LENGTH OF THE POST (FOR OVERHEAD SIGN INSTALLATIONS ONLY)

GENERAL NOTES

1. Flanged channel steel posts shall conform to section 633 of STANDARD SPECIFICATIONS and shall be furnished and paid for under a separate item or if not, as incidental to other items in the contract.
2. Number of steel channel supports varies with length of panel.
 PANEL LENGTH 8'-0" OR LESS = 2 SUPPORT CHANNELS
 PANEL LENGTH 9'-0" - 12'-0" = 3 SUPPORT CHANNELS
 PANEL LENGTH 13'-0" OR MORE = 4 SUPPORT CHANNELS
3. If the flanged channel steel posts can not be horizontally spaced as shown, they can be moved so as to securely hold the top sign.
4. The EXIT NUMBER PANEL shall normally be positioned above the guide sign aligned with the right edge of the guide sign.
5. If the guide sign indicates a left exit, the EXIT NUMBER PANEL shall be aligned with the left edge of the guide sign.

DATE DRAWN 5-11-87 DATE REDRAWN _____
 DATE REVISED _____

INSTALLATION OF EXIT
 NUMBER PANELS OR
 SUB SIGN PANELS

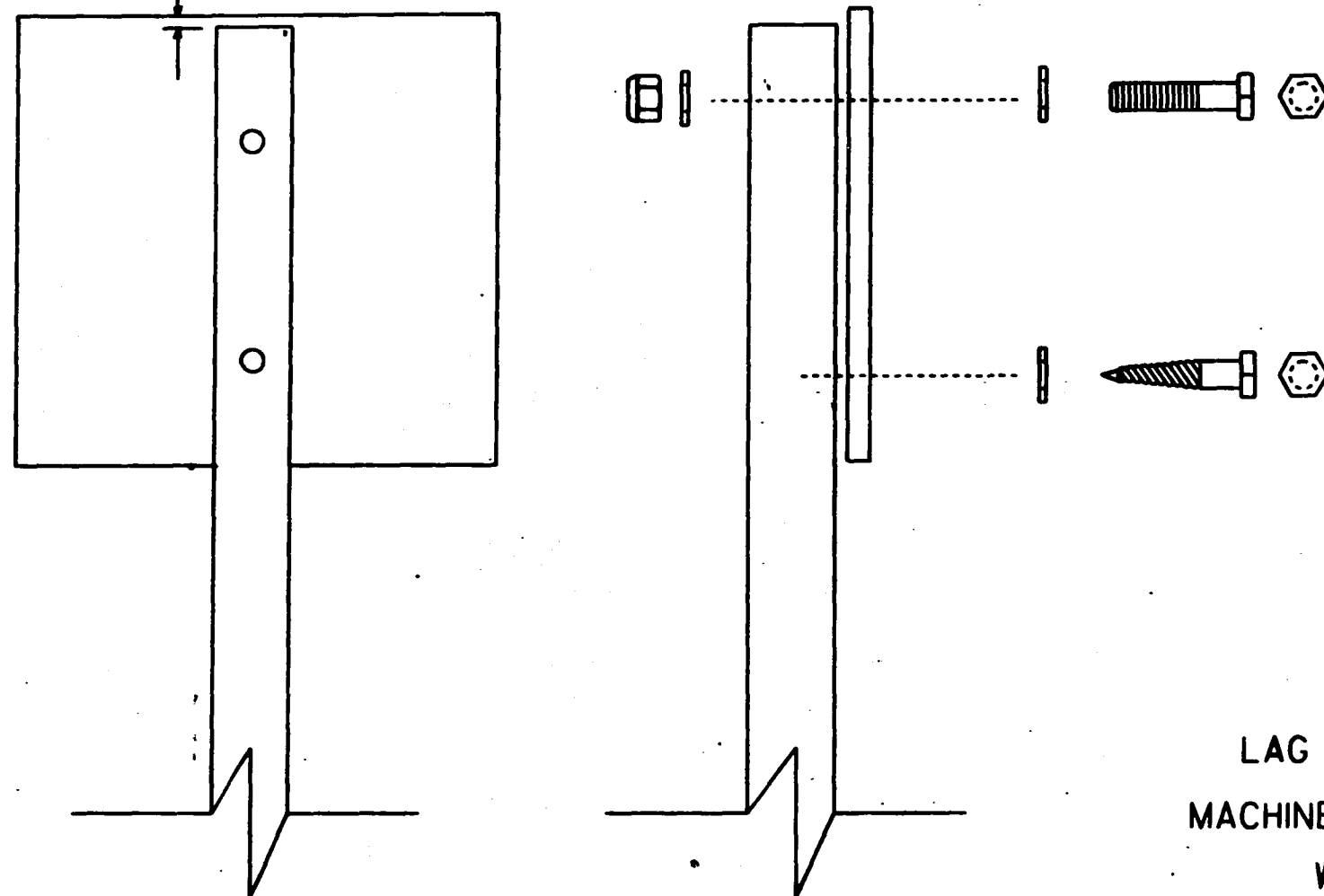
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

DATE 9-29-89

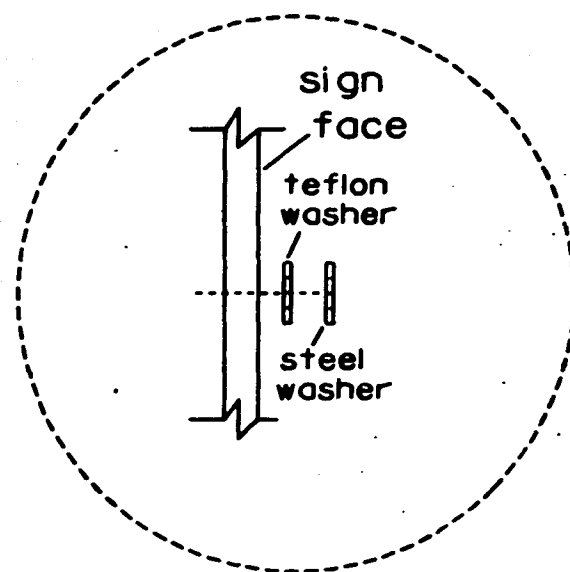
PLATE NO. A4-6.6

1" ± 1/2"



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.

1-1/4" O.D. X 3/8" I.D. X .080 TEFLON for all Type H signs.



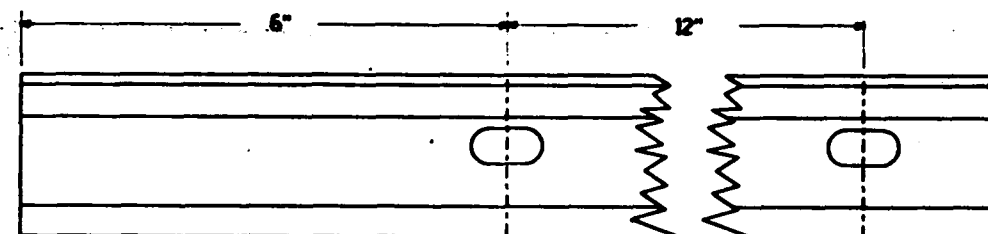
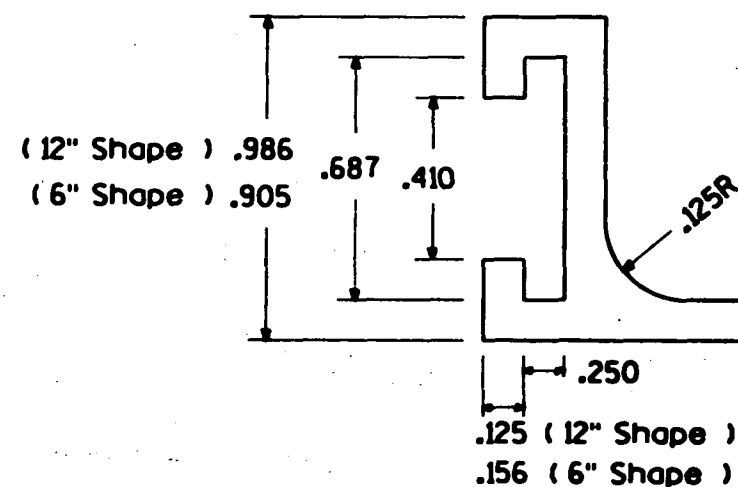
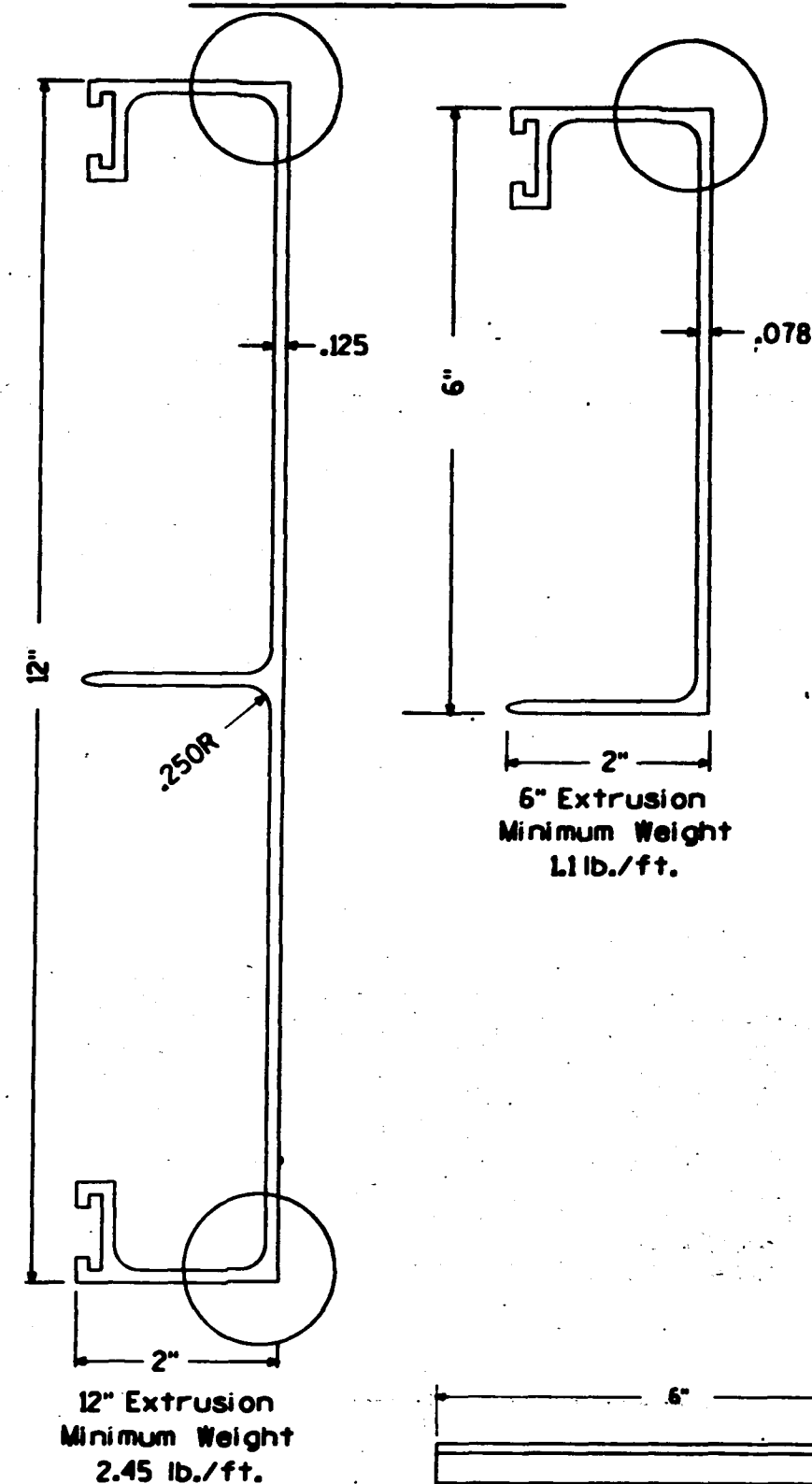
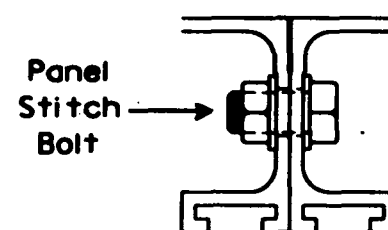
Washer Placement when Sign Has Type H Face

DATE DRAWN: 1-29-92 OF 11 DRAWN _____
DATE RE-USED _____
ATTACHMENT OF SIGNS
TO WOOD POSTS
WELDONSON & PETERSON DRAWING CORPORATION
APPROVED _____
DATE 2-1-92 DATE NO. A4-8.2

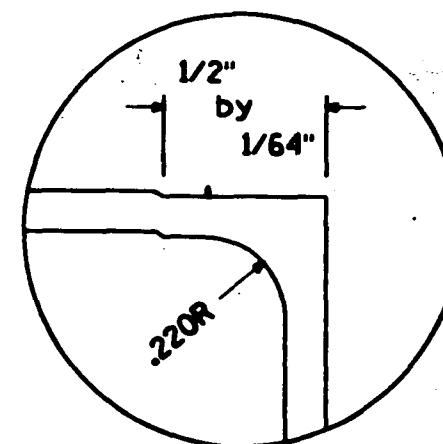
Extruded ShapeHardwareSTITCH BOLT, WASHER & NUT

The hardware includes:

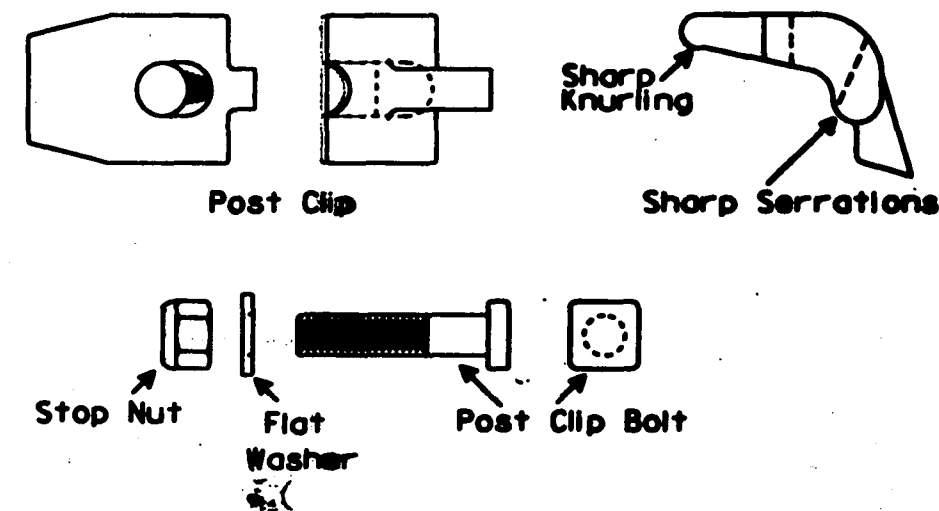
- 3/8" - 16 X 3/4" Economy Bolt 2024-T4 alloy
 3/8" - 16 Hex Nut, 6061-T6 alloy.
 3/8" X .064 Flat Washers, Alclad 2024-T4 alloy



Punch 7/16" x 7/8" oval holes beginning 5" in from end of extrusion 12" CC on both edges of 6" and 12" panels.

POST CLIP, POST CLIP BOLT, WASHER & NUT

Post Clip shall be Alum. Alloy 356-T6
 Post Clip Bolt shall be Alum. Alloy 2024-T4
 Flat washer shall be 3/8" X .091, Alclad 2024-T4 alloy.
 Stop nut shall be stainless steel.

NOTES

1. The contractor may select any brand of extrusion that conforms to the illustrations or meets with the approval of the engineer, but all extrusions used on this contract shall be of the same brand.
2. Panel Stitch Bolts shall be used to assemble adjacent panels. Maximum stitch bolt spacing shall be 24" C-C, and a minimum of 4 bolts shall be used to connect any two extrusions.
3. Post Clips shall be used to attach the sign panel to the sign support.

DATE DRAWN 5-2-97 DATE REVISION
 DATE REVED 8-2-92

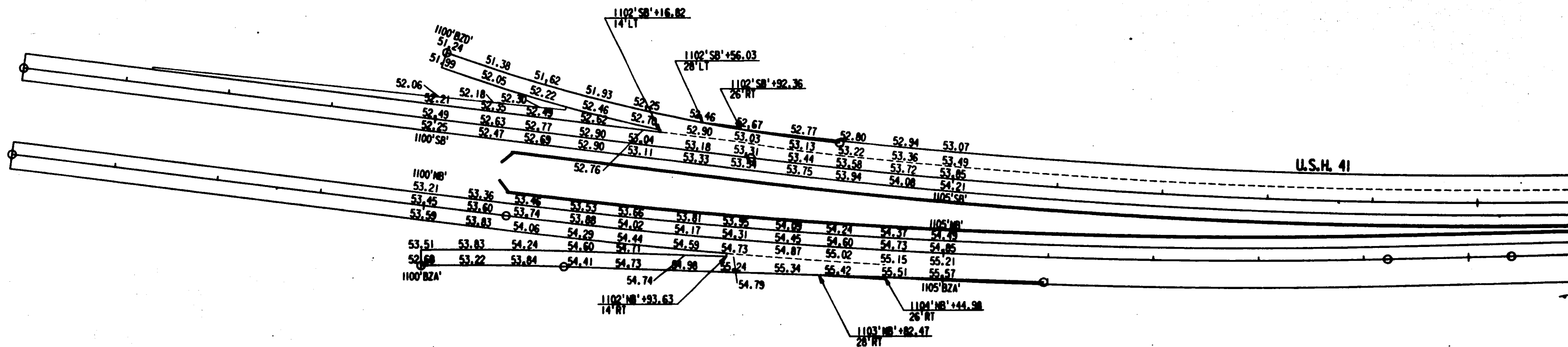
ALUMINUM EXTRUSIONS FOR
 TYPE I SIGNS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Robert J. Pank
 State Traffic Engineer

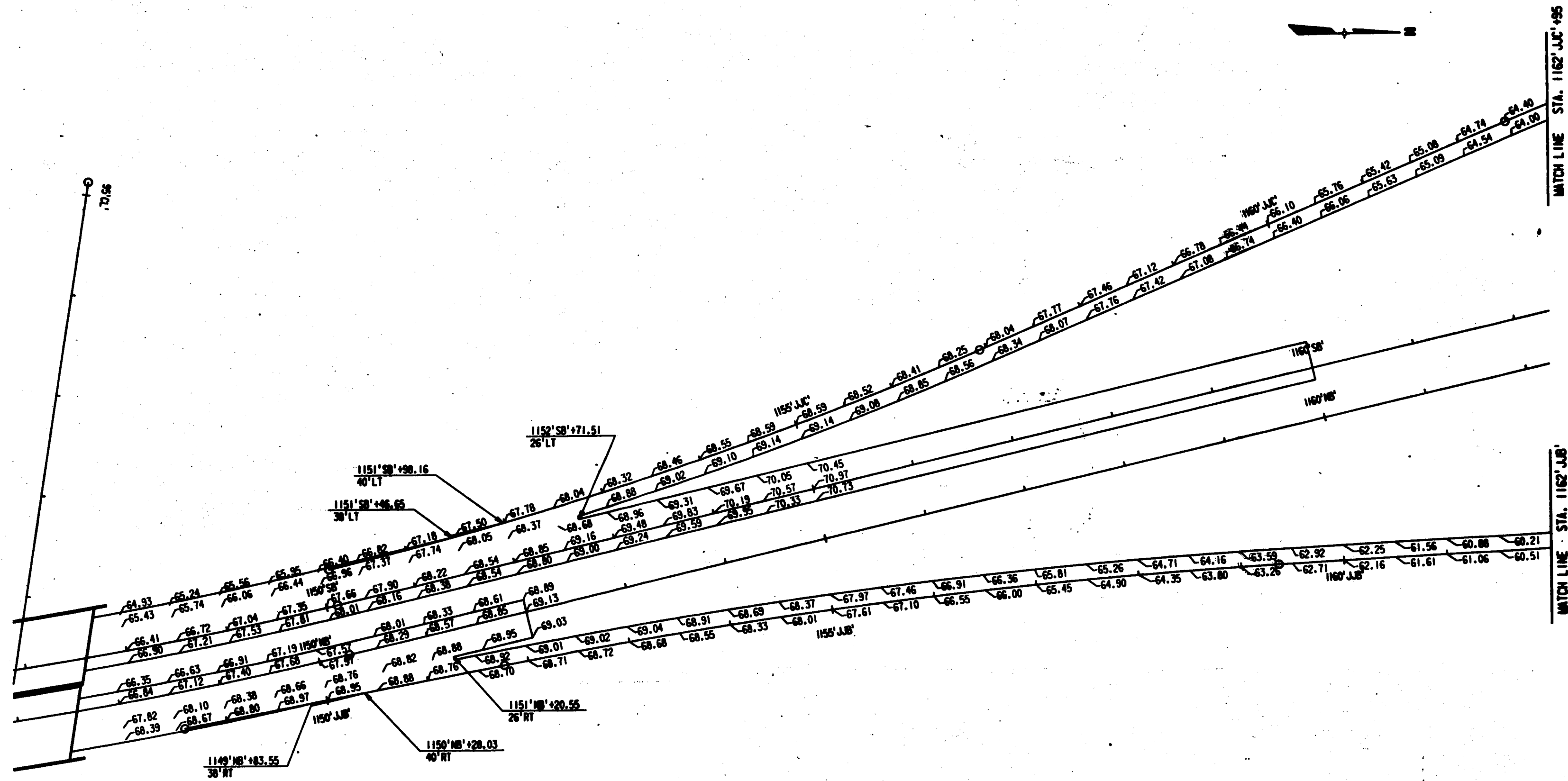
DATE 11/6/92 PLATE NO. AS-2.7



U.S.H. 41

REFERENCE FILE 01 = align.dgn
Levels = 22.50
REFERENCE FILE 02 = proposed.dgn
Levels = 26.30, 36.42, 46
REFERENCE FILE 03 = border.dgn
Levels = 58.50

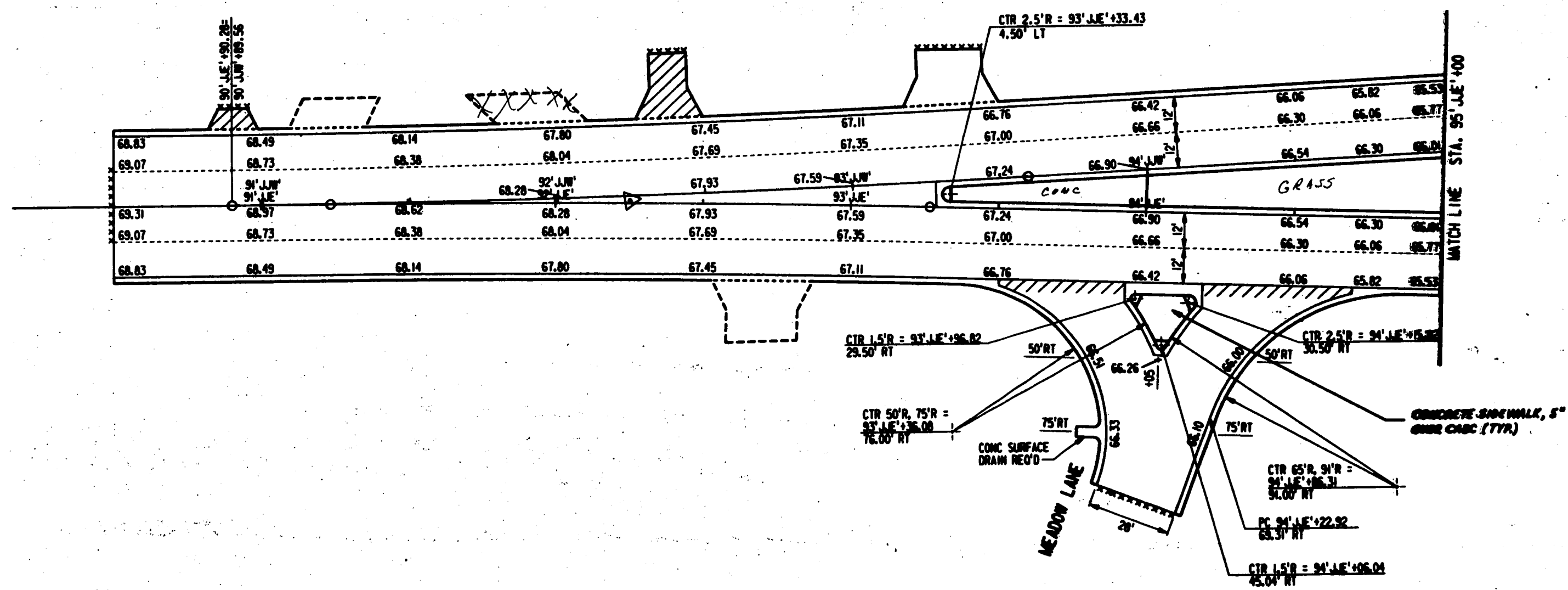
User is project
PEN TABLE = plot1.tbl
Levels are 1-44, 46-53
PRF = /usr3/002/0030/dzpor.prf
DATE = Fri Oct 30 14:56:56 1992
DGN = /usr3/project/210030/dzpor.dgn



User is 64210043
 PER TITLE: 11/11/1983
 Levels are 1-44, 46-53
 PMS = 11/11/1983
 DATE: 11/11/1983
 DCA: 11/11/1983

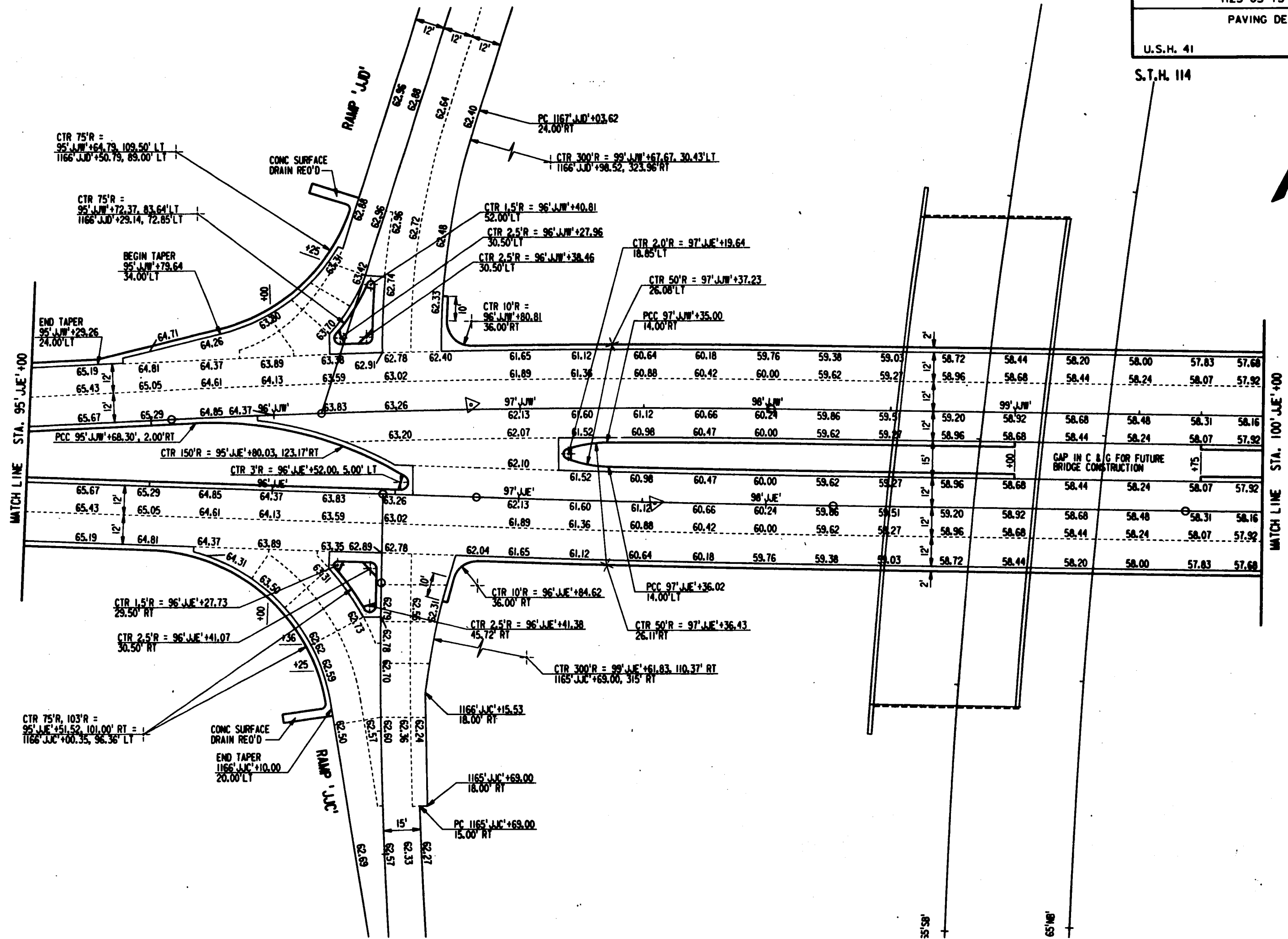
REFERENCE FILE 01 = proposed.dgn
 Levels = 26, 28, 30, 32, 34, 36
 REFERENCE FILE 02 = all.dgn
 Levels = 22, 24, 26
 REFERENCE FILE 03 = piling.dgn
 Levels = 34

S.T.H. 114



User is daz10030
 PEN TABLE: \\p01\tables\200206\3.101
 Levels are 1-44, 46-53
 PAF = J:\paf01.prf
 DATE=Fri Oct 30 10:14:47 1992
 DCM = \\usr3\project\210030\j\paf01.dgn
 REFERENCE FILE 01 = all.gn.dgn
 Levels = 22-24, 53
 REFERENCE FILE 02 = proposed.dgn
 Levels = 26, 28, 30, 36, 37, 40, 55
 REFERENCE FILE 03 = j\paf01.dgn
 Levels = 22, 52, 53
 REFERENCE FILE 04 = out200.dgn
 Levels =
 REFERENCE FILE 05 = border.dgn
 Levels = 58, 59

S.T.H. 114



REFERENCE FILE 01 = align.dgn
Levels = 22-24.53
REFERENCE FILE 02 = proposed.dgn
Levels = 26.30, 35.37, 40.55
REFERENCE FILE 03 = jipave.dgn
Levels = 22.52, 53

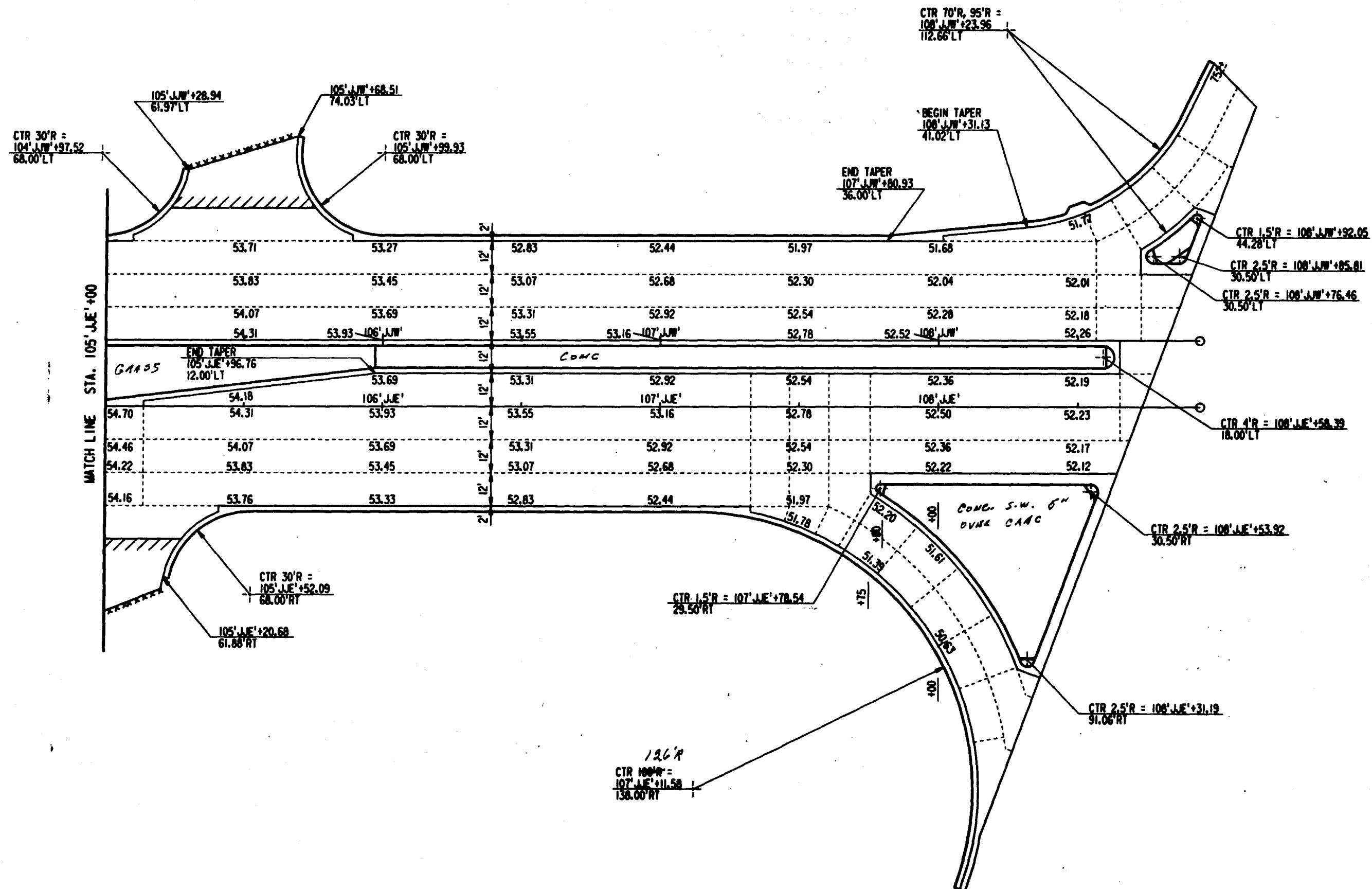
User: 15 0620030
PEN TABLE: 150101001
Levels are 1-44, 46-53
PRT: 150101001
DATE: Mon Nov 2 16:12:42 1992
DCA: 150101001/150101001/150101001



designed by : DVC
checked by : VM
graphics by : PTS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
407 ECI NO. : 18433

S.T.H. 114

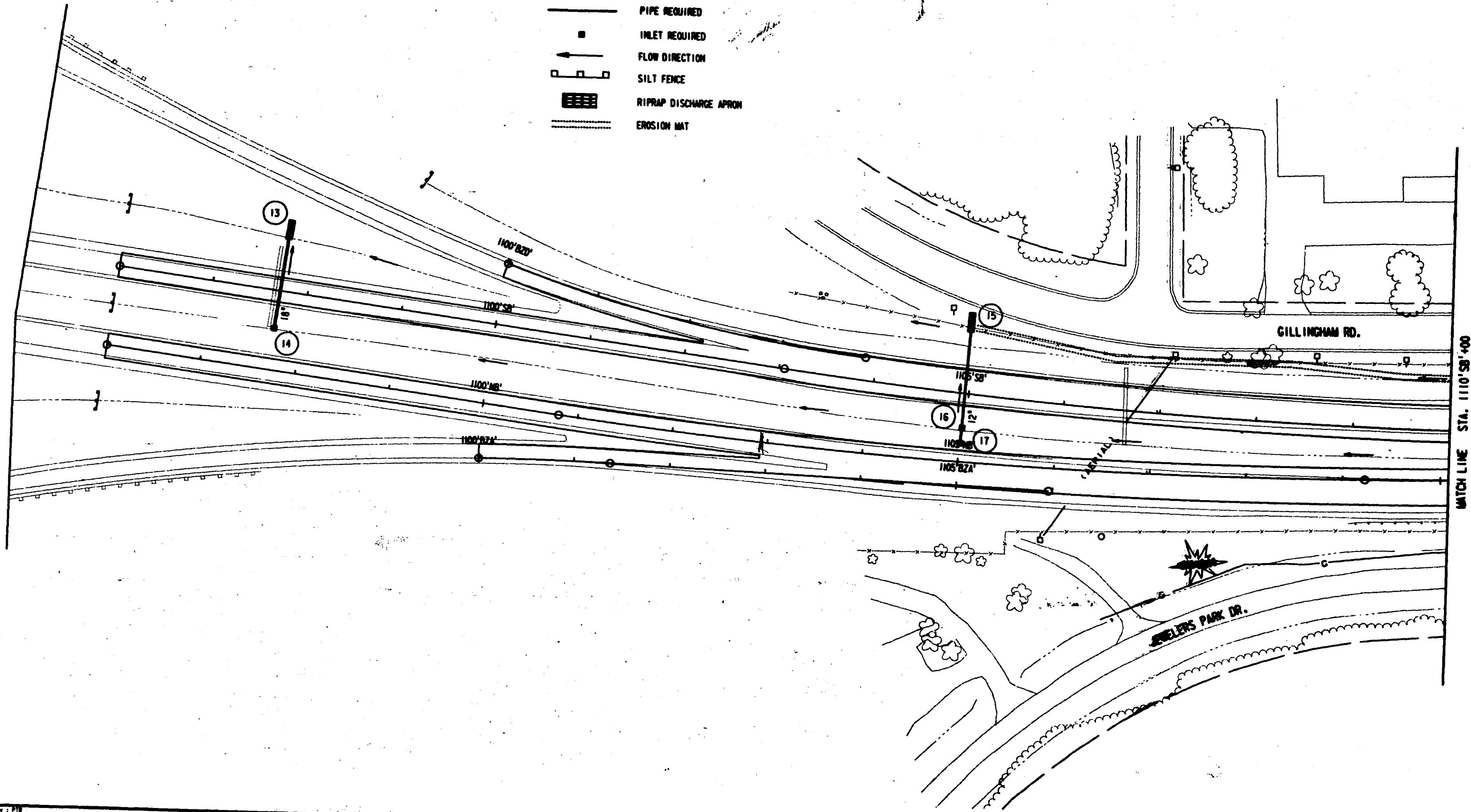


REFERENCE FILE 1123-05-75.dgn
 Levels = 22-24.53
 REFERENCE FILE 02 = proposed.dgn
 Levels = 26.26, 30.35, 31.40, 55
 REFERENCE FILE 03 = 1123-05-75.dgn
 Levels = 22-24.53

DESIGNED BY: DVC
 CHECKED BY: VM
 GRAPHICS BY: PTS
 DONOHUE COMPUTER AIDED DESIGN & DRAFTING
 PROJECT NO. 118433

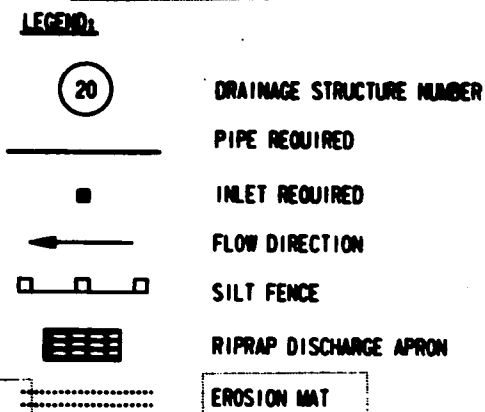
LEGEND

- (20) DRAINAGE STRUCTURE NUMBER
- PIPE REQUIRED
- INLET REQUIRED
- FLOW DIRECTION
- SILT FENCE
- ▤ RIPRAP DISCHARGE APRON
- EROSION MAT



REFERENCE FILE 01 = bcomp10.dgn
Levels = 11-13, 15, 17-19
REFERENCE FILE 02 = bcomp10.dgn
Levels = 1-3, 11-13
REFERENCE FILE 03 = d1.dgn
Levels = 22-24, 30
REFERENCE FILE 04 = pcomp10.dgn
Levels = 25, 26, 30, 31, 35, 36
REFERENCE FILE 05 = pcomp10.dgn
Levels = 15
REFERENCE FILE 06 = s1.dgn
Levels =
REFERENCE FILE 07 = pcomp10.dgn
Levels = 23, 25
REFERENCE FILE 08 = cul10.dgn
Levels =
REFERENCE FILE 09 = util.dgn
Levels = 21, 30, 31, 37, 38, 40, 50-54, 57-59
REFERENCE FILE 10 = border.dgn
Levels = 58, 59
REFERENCE FILE 11 = drain.dgn
Levels = 14-16

User: is 02/10/20
PEN TABLE: \\p01\10\10\10\10\10
Levels are 1-13
PLOT: dcomp10.dgn
DATE: Thu Oct 29 06:11:05 1992
DGN: s1\10\10\10\10\10\10



GILLINGHAM RD.

JEWELERS PARK DR.

MATCH LINE STA. 1110'SB'+00

MATCH LINE STA. 1125+00

REFERENCE FILE 10: util.dgn
Levels: 21, 30, 31, 37, 38, 40, 50, 54, 57, 59
REFERENCE FILE 11: border.dgn
Levels: 59, 59
REFERENCE FILE 12: DRAIN.DGN
Levels: 14, 18

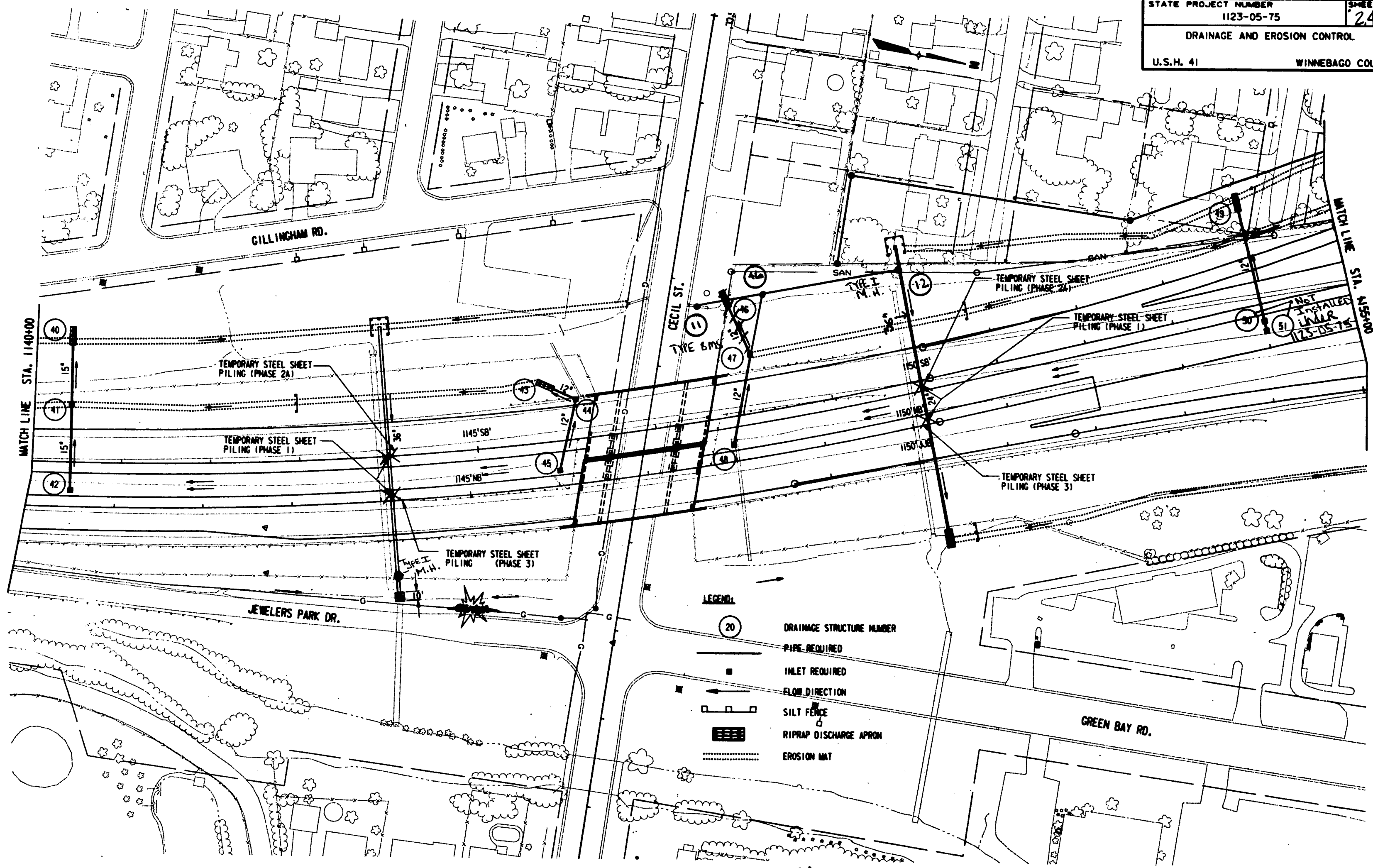
REFERENCE FILE 07: sldp.dgn
Levels: 21, 30, 31, 37, 38, 40, 50, 54, 57, 59
REFERENCE FILE 08: r.dgn
Levels: 23, 25
REFERENCE FILE 09: cutiso.dgn
Levels: 14, 18

REFERENCE FILE 04: d11.dgn
Levels: 22, 24, 50
REFERENCE FILE 05: proposed.dgn
Levels: 25, 26, 30, 31, 35, 36
REFERENCE FILE 06: pipes.dgn
Levels: 15

REFERENCE FILE 01: 11-13, 15, 17-19
Levels: 1-63
REFERENCE FILE 02: dmapic.dgn
Levels: 1-63
REFERENCE FILE 03: dmapic.dgn
Levels: 1-63

USER: 15 02/10/01
PEN TABLE: 1-63
PRP: dmapic.dgn
DATE: Thu Oct 29 01:17 1992
DGN: 1123-05-75.dgn

LEVELS: 11-13, 15, 17-19
REFERENCE FILE 02 = baseplan.dgn
LEVELS: 16
REFERENCE FILE 03 = drain.dgn
LEVELS: 14-18
LEVELS: 22-24, 50
REFERENCE FILE 05 = proposed.dgn
LEVELS: 25, 26, 30, 31, 35, 36
REFERENCE FILE 06 = pipes.dgn
LEVELS: 15
LEVELS: 21, 30, 31, 37, 38, 40, 50-54, 57-59
REFERENCE FILE 11 = border.dgn
LEVELS: 58, 59
REFERENCE FILE 10 = utility.dgn
LEVELS: 21, 30, 31, 37, 38, 40, 50-54, 57-59
REFERENCE FILE 11 = border.dgn
LEVELS: 58, 59
REFERENCE FILE 08 = rd.dgn
LEVELS: 21, 25
REFERENCE FILE 09 = culv.dgn
LEVELS: 15
PEN TABLE: plot1a.tbl
Levels are 1-63
PRF = drc/drc05.plt
DATE: Thu Oct 29 08:35:00 1992
DGN = rev10030\mrc05.dgn



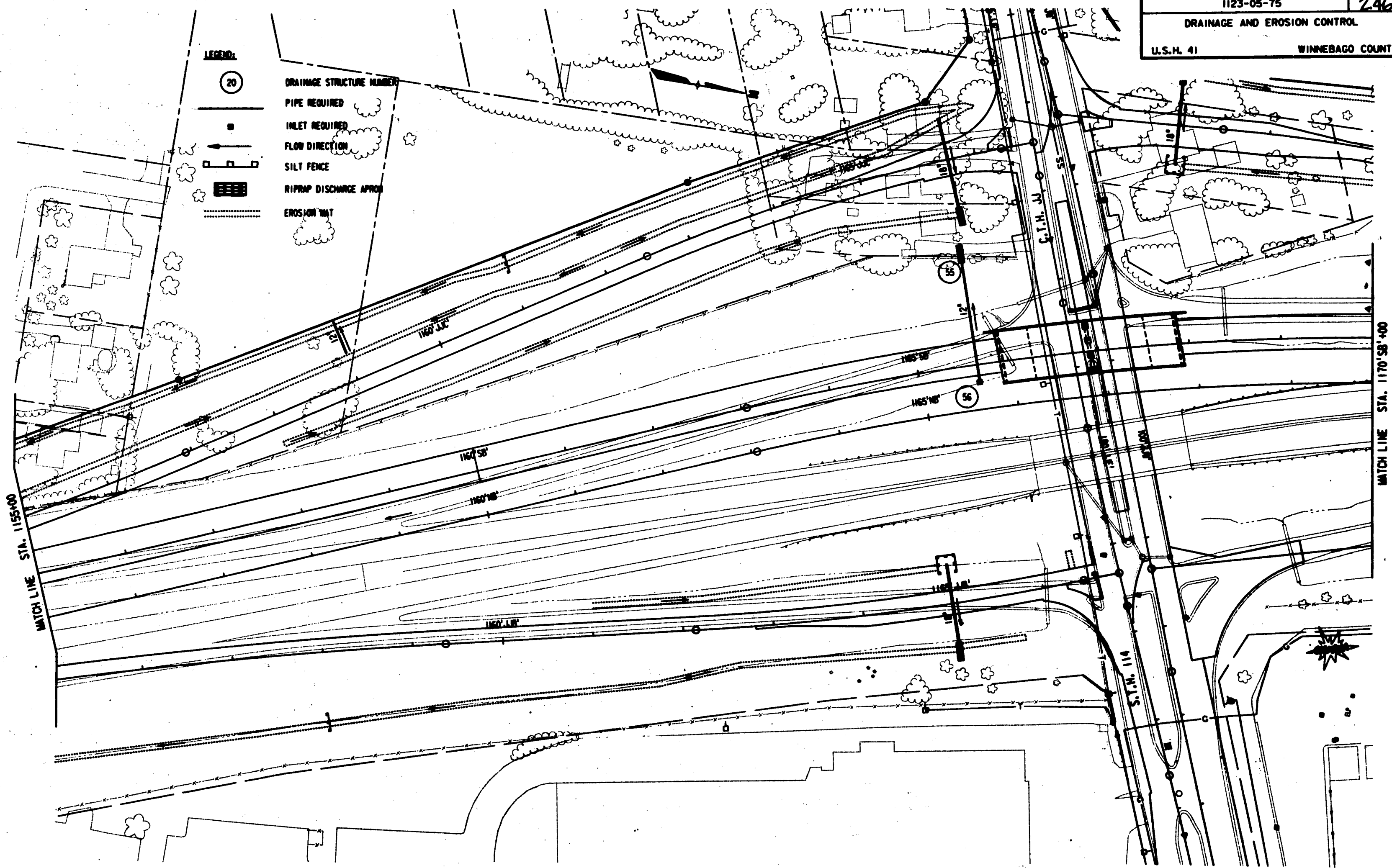
REFERENCE FILE 10 = ut11.dgn
 Levels = 21,30,31,37,39,40,50-54,57-59
 REFERENCE FILE 11 = border.dgn
 Levels = 58,59

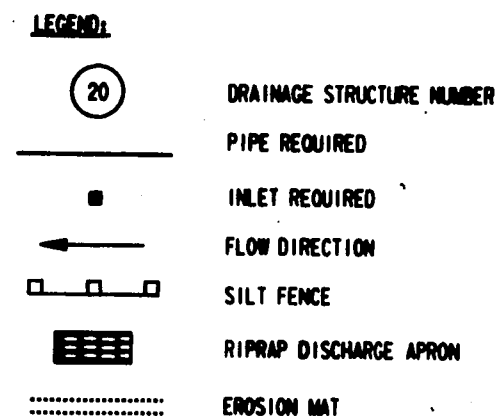
REFERENCE FILE 07 = alpat.dgn
 Levels =
 REFERENCE FILE 08 = ra.dgn
 Levels = 23,25
 REFERENCE FILE 09 = cutiso.dgn
 Levels =

REFERENCE FILE 04 = al1gn.dgn
 Levels = 22-24,50
 REFERENCE FILE 05 = proposed.dgn
 Levels = 25,26,30,31,35,36
 REFERENCE FILE 06 = pipes.dgn
 Levels = 15

REFERENCE FILE 01 = hampic.dgn
 Levels = 11-13,15,17-19
 REFERENCE FILE 02 = hampic.dgn
 Levels = 10
 REFERENCE FILE 03 = cwin.dgn
 Levels = 14-18

User is gdt/0030
 File name: ut11border.dgn, 161
 Levels are 11,20-22,24,25
 Date: 06/25/92
 Date: 06/25/92
 Date: 06/25/92





MATCH LINE STA. 1170'SB'+00

MATCH LINE STA. 1185+00

TEMPORARY STEEL SHEET
PILING (PHASE 2)

designed by : PTR
checked by : VM
graphics by : DJB

DONHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433.656

- LEGEND:
- (20) DRAINAGE STRUCTURE NUMBER
 - PIPE REQUIRED
 - INLET REQUIRED
 - FLOW DIRECTION
 - SILT FENCE
 - RIPRAP DISCHARGE APRON
 - EROSION MAT

MATCH LINE STA. 1185+00

MATCH LINE STA. 1200+00

PLUMER CT.

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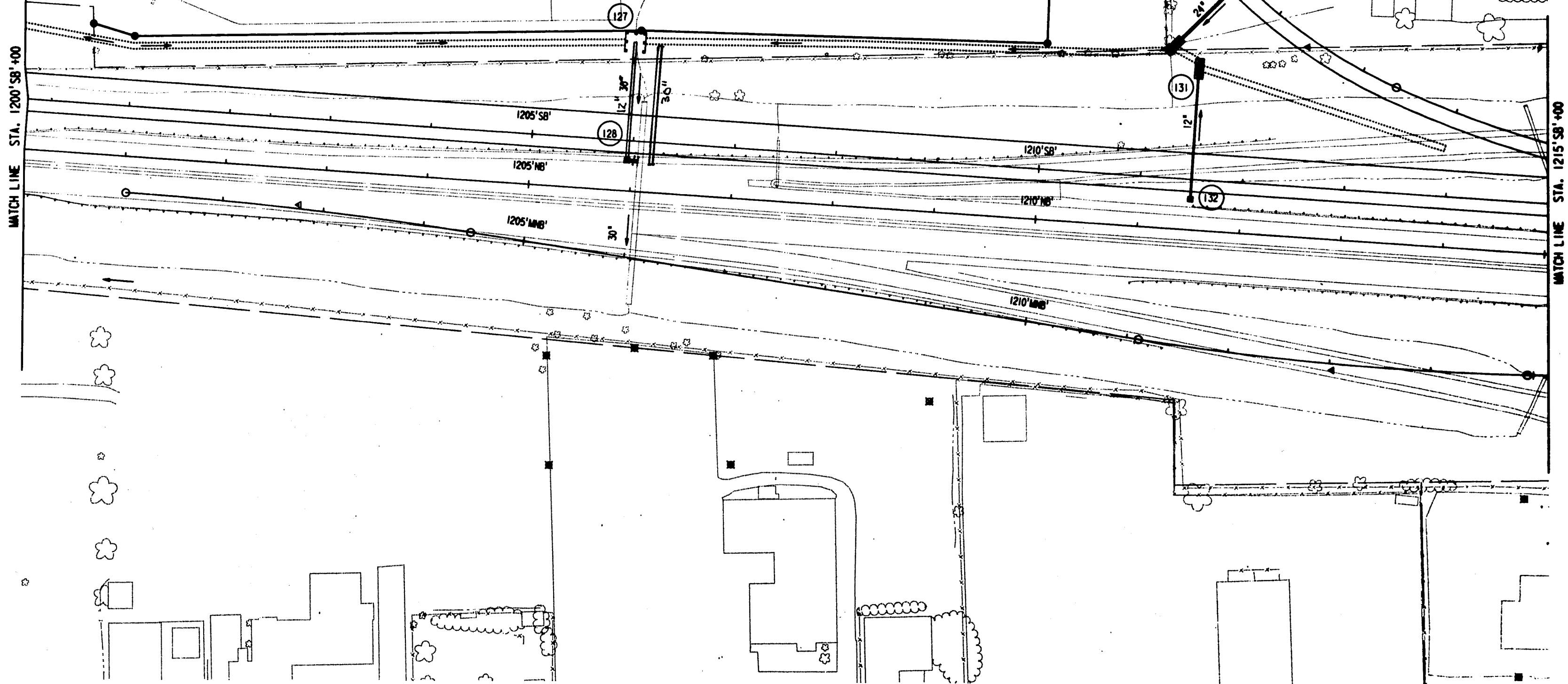
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LEGEND:

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|-------|---------------------------|
| (20) | DRAINAGE STRUCTURE NUMBER |
| — | PIPE REQUIRED |
| ■ | INLET REQUIRED |
| → | FLOW DIRECTION |
| □ | SILT FENCE |
| ▤ | RIPRAP DISCHARGE APRON |
| | EROSION MAT |



USER: J5.dwg (J5)
 PEN TABLE: J5.dwg (J5)
 REFERENCE FILE 10 = util.dgn
 Levels = 21.30, 31.37, 38.40, 50.54, 57.59
 REFERENCE FILE 11 = border.dgn
 Levels = 58.59
 REFERENCE FILE 07 = slm.dgn
 Levels =
 REFERENCE FILE 08 = rm.dgn
 Levels = 23.25
 REFERENCE FILE 09 = cul50.dgn
 Levels =
 REFERENCE FILE 04 = oil.dgn
 Levels = 22.24, 50
 REFERENCE FILE 05 = proposed.dgn
 Levels = 25.28, 30.31, 35.36
 REFERENCE FILE 06 = pipes.dgn
 Levels = 15
 REFERENCE FILE 02 = dsm.dgn
 Levels = 11-13, 15, 17-19
 REFERENCE FILE 03 = drain.dgn
 Levels = 14-18
 REFERENCE FILE 01 = m1.tbl
 Levels are 17.20, 22.24, 59
 PRE = dnc/dnc09.dgn
 DATE: Thu Oct 23 08:29:07 1992
 DON = 12/00/00/dnc09.dgn

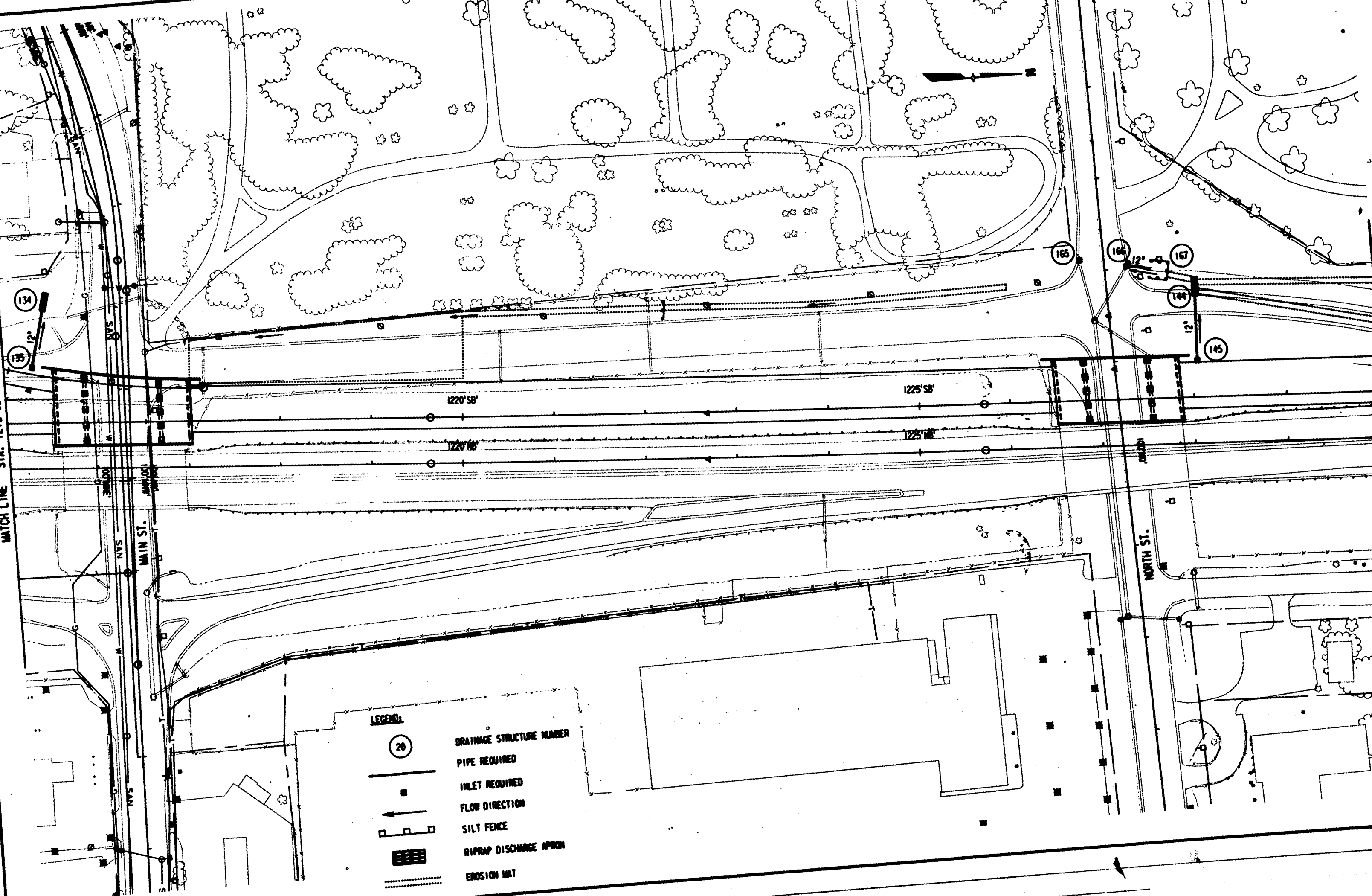
MATCH LINE STA. 1215'SB'+00

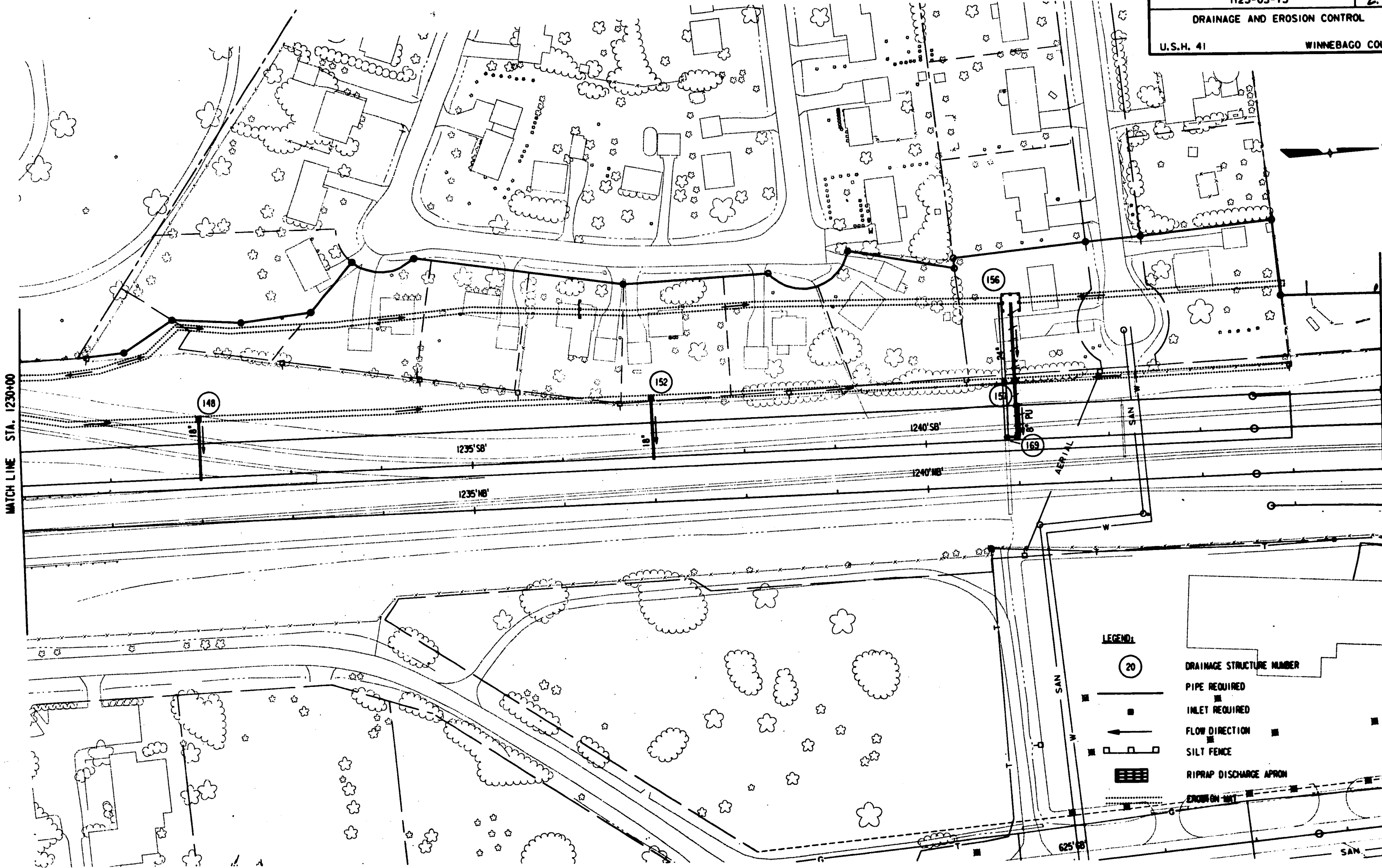
MATCH LINE STA. 1230+00

REFERENCE FILE 10 = bar.dwg.dgn
Levels = 54.59
REFERENCE FILE 11 = drain.dgn
Levels = 14-16
REFERENCE FILE 07 = rad.dgn
Levels = 23.25
REFERENCE FILE 08 = outiso.dgn
Levels =
REFERENCE FILE 09 = util.dgn
Levels = 21.30, 31.37, 36.40, 50-54, 57-59
REFERENCE FILE 04 = proposed.dgn
Levels = 25.26, 30.31, 35.36
REFERENCE FILE 05 = plow.dgn
Levels = 15
REFERENCE FILE 06 = rippl.dgn
Levels =
REFERENCE FILE 01 = basemap.dgn
Levels = 11-13, 15, 17-19
REFERENCE FILE 02 = basemap.dgn
Levels = 18
REFERENCE FILE 03 = align.dgn
Levels = 22-24.50
User: 16 6421030
PEN: 16 6421030
Level: 16 6421030
Date: Thu Oct 29 08:40:34 1992
DGN: aa-1210030.dwg

LEGEND:

- (20) DRAINAGE STRUCTURE NUMBER
- PIPE REQUIRED
- INLET REQUIRED
- FLOW DIRECTION
- SILT FENCE
- ▢ RIPRAP DISCHARGE APRON
- EROSION MAT





LEGEND:

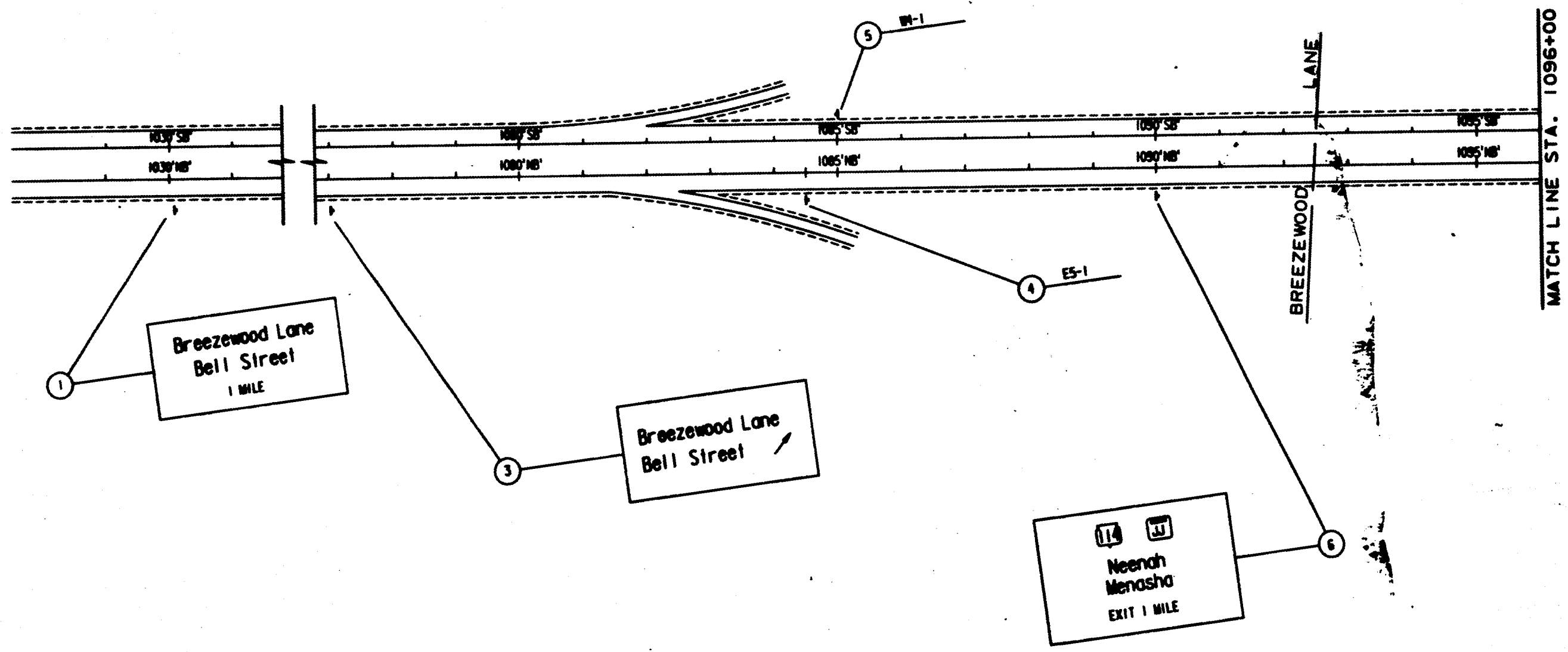
- (20) DRAINAGE STRUCTURE NUMBER
- PIPE REQUIRED
- INLET REQUIRED
- FLOW DIRECTION
- SILT FENCE
- ▤ RIPRAP DISCHARGE APRON

EROSION MAT

625'±

SAN

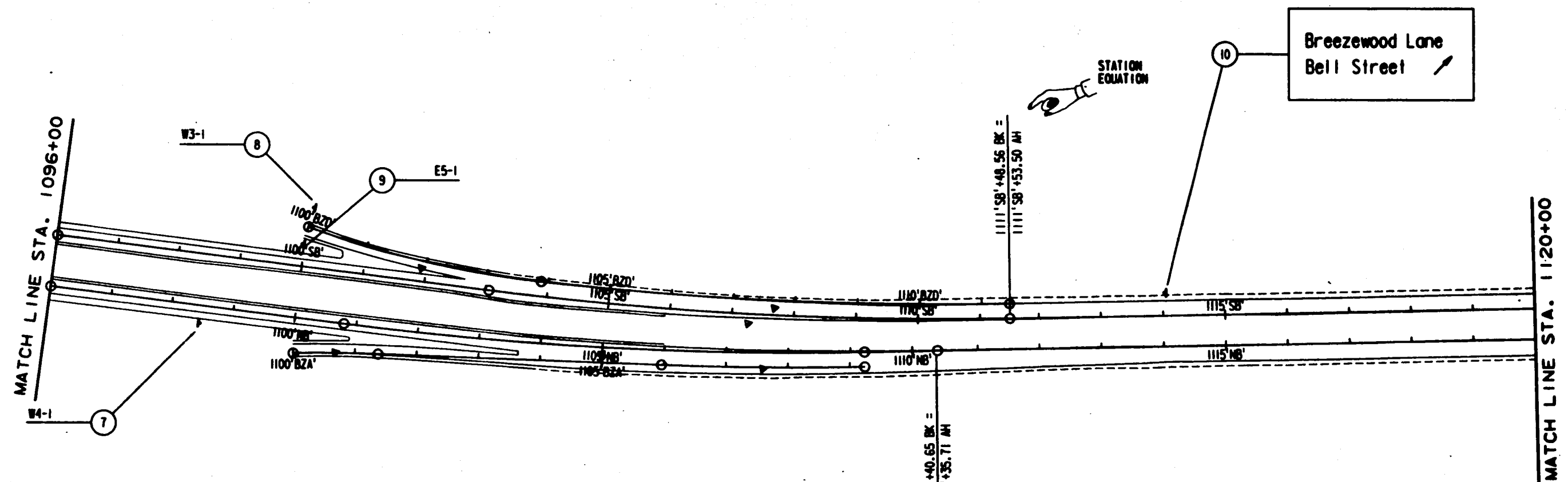
REFERENCE FILE 10 = util.dgn
Levels = 21.30, 31.37, 38.40, 50.54, 57.57
REFERENCE FILE 11 = border.dgn
Levels = 50.59
REFERENCE FILE 01 = 81p1.dgn
Levels =
REFERENCE FILE 08 = ru.dgn
Levels = 23.25
REFERENCE FILE 09 = culs50.dgn
Levels =
REFERENCE FILE 05 = proposed.dgn
Levels = 22-24.50
REFERENCE FILE 06 = pipes.dgn
Levels = 25.26, 30.31, 35.36
Levels = 15
Levels = 11-13, 15, 17-19
REFERENCE FILE 02 = bomp2c.dgn
Levels = 18
REFERENCE FILE 03 = drain.dgn
Levels = 14-18
PEN TABLE: g:\p1\c1\c1\m1-1b1
Levels are 17, 20, 22, 25
PRF = drc/drc11.prf
DATE: Thu Oct 29 09:14:11 1992
DGN = s1210030\drcl1.dgn



WINNEBAGO COUNTY
PROJECT NO. 1123-05-75
SHEET NO. 252

DATE: 10/1/80
BY: J. L. H. / J. L. H.
CHECKED: J. L. H. / J. L. H.
APPROVED: J. L. H. / J. L. H.
SCALE: 1" = 40'

JOHN L. H. / J. L. H.
DESIGN & DRAFTING



```

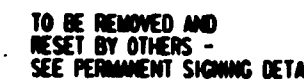
REFERENCE FILE 01 = allgn.dgn
Levels = 22-24,51
REFERENCE FILE 02 = slgray.dgn
Levels = 14,54
REFERENCE FILE 03 = baseaplo.dgn
Levels = 11
    REFERENCE FILE 04 = border.dgn
    Levels = 58,59

```

User is d0210030
OPEN TABLE: p10110d1
Levels are l-44,46-63
PRF = signing/srnm01.prf
DATE=Mon Sep 28 09:08:46 1992
DCN = e:\210030\srrnm01.dgn

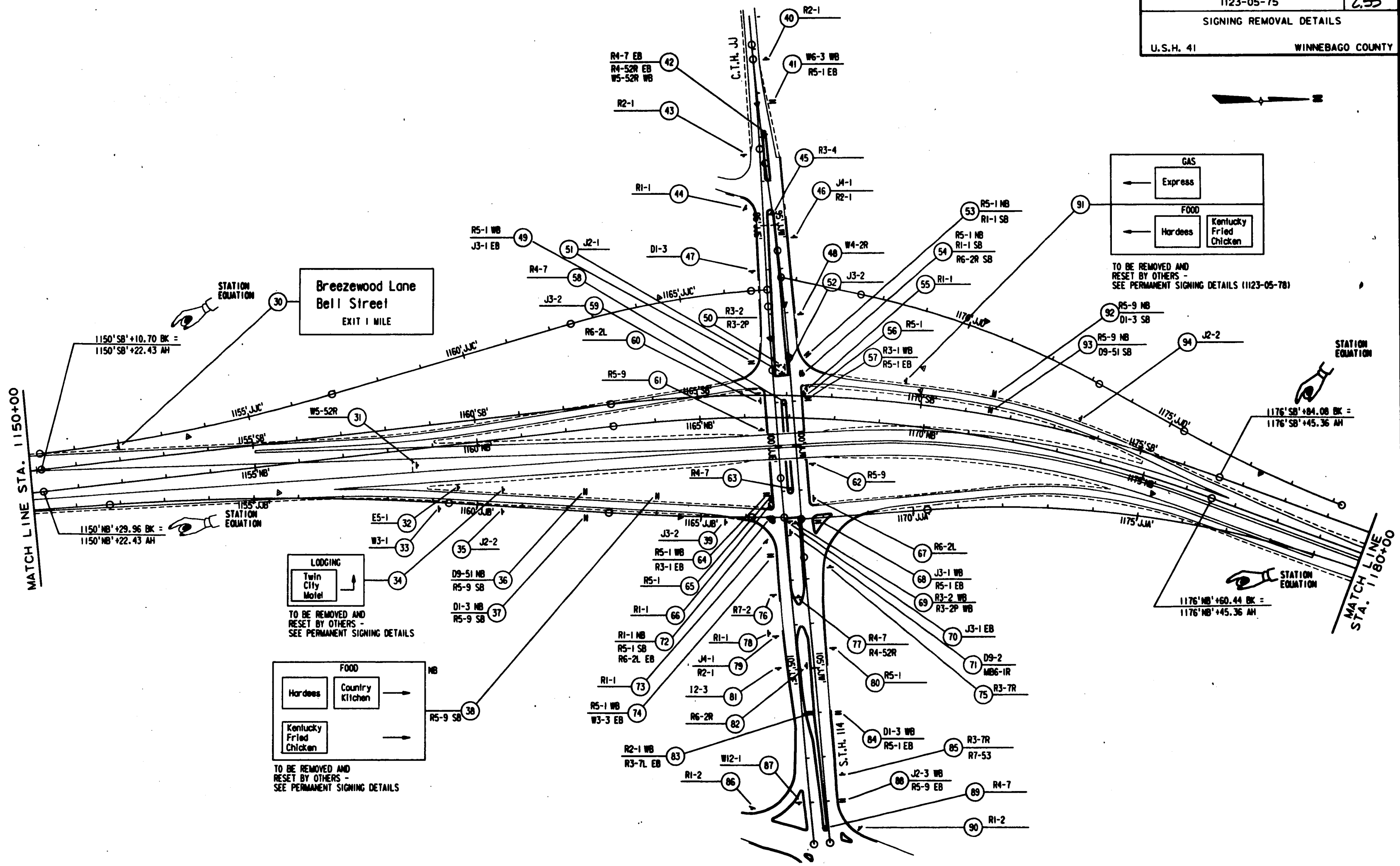
designed by : WLF
checked by : WLF
graphics by : DUB

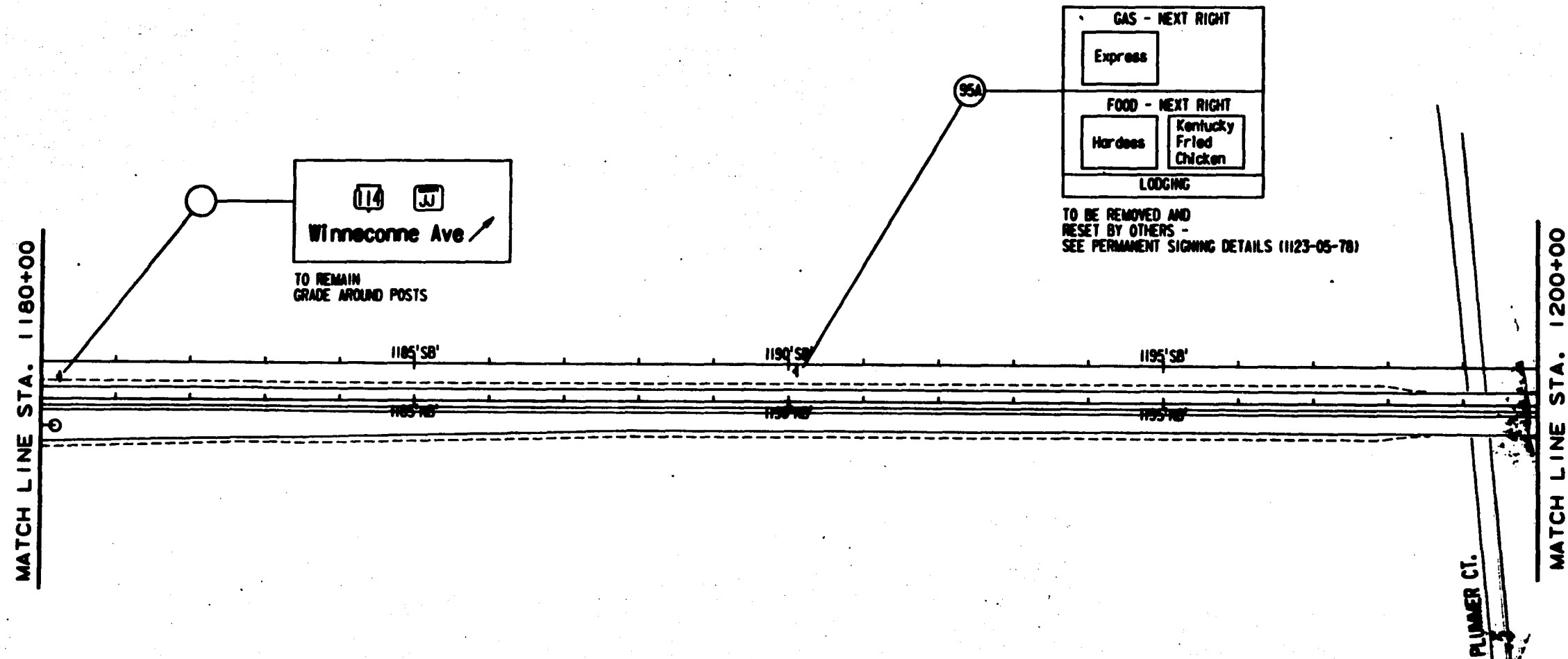
DONHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433



designed by : MJE
checked by : JH
graphics by : DJB

DONOHUE COMPUTER AIDED DESIGN & DRAFTING





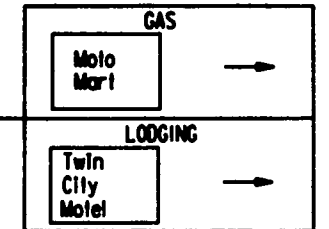
User: 15 60210030
PEN Table: \\p01\lives\default.tbl
Levels are 1-44, 46-53
PLOT = signing\winnebago.plt
DATE: Fri Oct 2 13:46:40 1992
DCL = 151210030\winnebago.dgn

REFERENCE FILE 01 = al1gn.dgn
Levels = 22-24, 51
REFERENCE FILE 02 = SIGNDEL.dgn
Levels = 14, 54
REFERENCE FILE 03 = border.dgn
Levels = 50, 55

REFERENCE FILE 04 = BASIMP11.dgn
Levels = 11
REFERENCE FILE 05 = BASIMP21.dgn
Levels = 11

Winneconne Ave
EXIT 3/4 MILE

TO REMAIN
GRADE AROUND POSTS



TO BE REMOVED,
MODIFIED AS SHOWN,
AND RESET BY OTHERS -
SEE PERMANENT SIGNING DETAILS (1123-05-78)

STATION
EQUATION

STATION
EQUATION

$$\frac{1225'NB' + 71.65 BK = 1225'NB' + 71.93 AH}$$

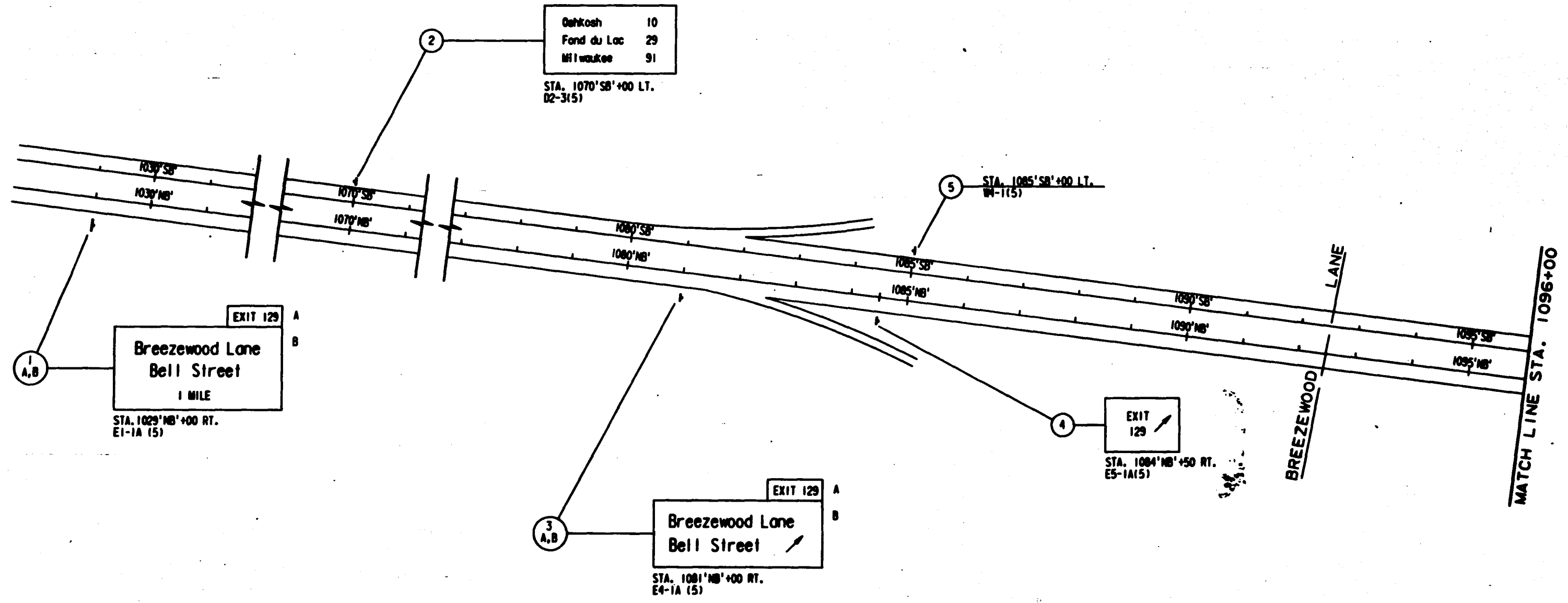
MATCH LINE STA. 1200+00

MATCH LINE STA. 1230+00

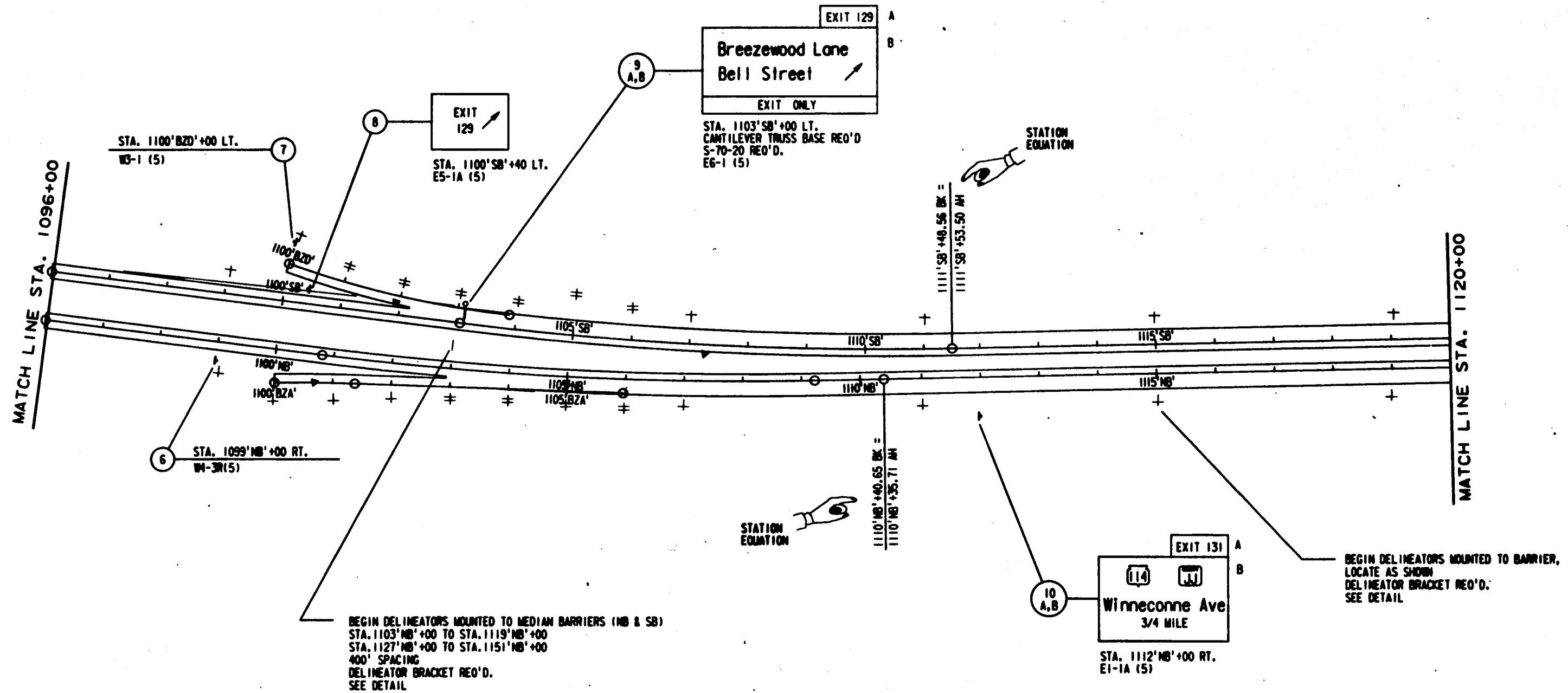
MAIN ST.

NORTH ST.

PCN: 1123-05-75-257.dgn
Levels: 14.54
REFERENCE FILE 02 = border.dgn
Levels: 58.59
REFERENCE FILE 03 = bsmapp2a.dgn
Levels: 11
PCN: 1123-05-75-257.dgn
Levels: 22-24, 51
REFERENCE FILE 02 = border.dgn
Levels: 58.59
REFERENCE FILE 03 = bsmapp2a.dgn
Levels: 11
PCN: 1123-05-75-257.dgn
Levels: 14.54
REFERENCE FILE 02 = border.dgn
Levels: 58.59
REFERENCE FILE 03 = bsmapp2a.dgn
Levels: 11



User: 15 000000
 PDI: 15 000000
 Level: 15 000000
 Date: 15 000000
 DDI: 15 000000

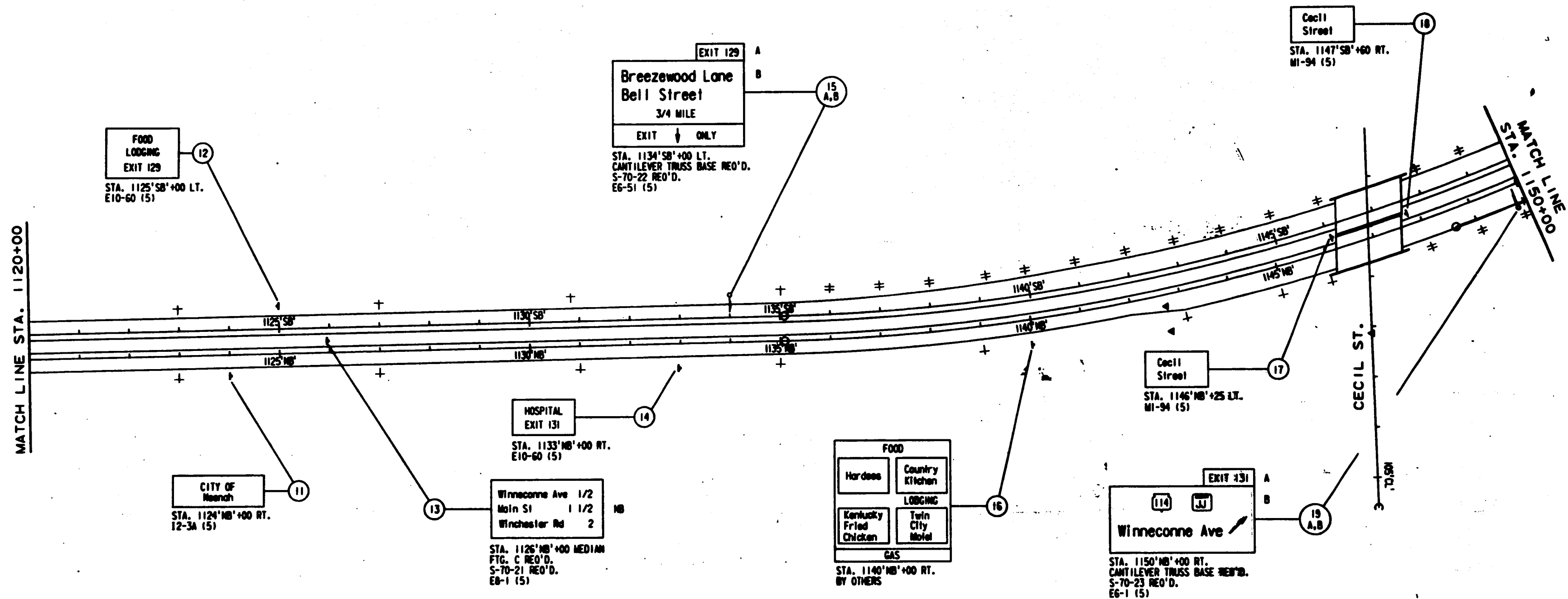


LEGEND

- + STANDARD SINGLE-UNIT DELINEATOR
- = STANDARD DOUBLE-UNIT DELINEATOR

REFERENCE FILE 04 = border.dgn
Levels = 58.59
REFERENCE FILE 01 = 01.dgn
Levels = 22.24, 51
REFERENCE FILE 02 = proposed.dgn
Levels = 30.46
REFERENCE FILE 03 = signperm.dgn
Levels = 14.54

User: 1600030
PEN TABLE: 16001103
Levels are 1-44, 46-63
DWG: signperm.dgn
DATE: Tue Oct 27 18:54:34 1992
DWG: 1600030.dgn



LEGEND

- + STANDARD SINGLE-UNIT DELINEATOR
- = STANDARD DOUBLE-UNIT DELINEATOR

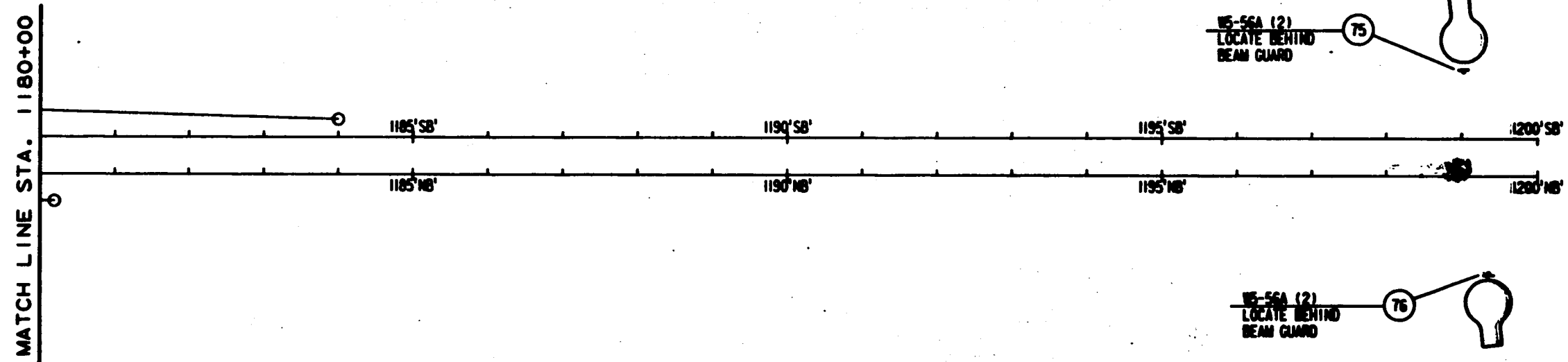
REFERENCE FILE 01 = alignment
Levels = 14.54

REFERENCE FILE 02 = proposed
Levels = 22.24, 51

REFERENCE FILE 03 = border
Levels = 26.30, 46

Levels = 54.50

User is 00210030
FILE TABLE: \\p01\l\tables\table1.tbl
Levels are 1-44, 46-53
PMS: signing\signing2.pr1
DATE: Mon Oct 26 20:11:32 1992
DCL: 01\210030\signing2.dgn



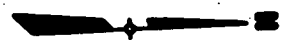
W14-1 (2)
LOCATE 150' E. OF TULLAR RD.
ON S. SIDE OF PLUMMER CT.

W5-56A (2)
LOCATE BEHIND
BEAM GUARD

W5-56A (2)
LOCATE BEHIND
BEAM GUARD

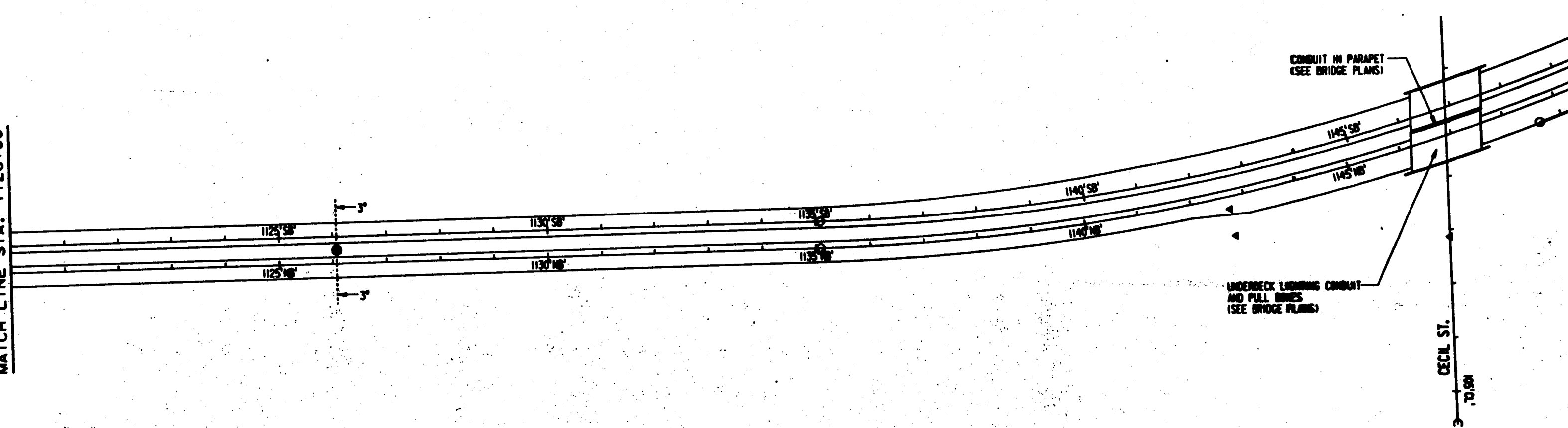
W14-1 (2)
LOCATE 150' W. OF GREEN BAY RD.
ON N. SIDE OF PLUMMER CT.

10/15/92
1-14 (14) 1-14 (14) 1-14 (14)
Levels are 1-14, 1-14, 1-14
PRF = signing/signing.prf
DATE: 10/26/92 21:09:02
DGN: 10/26/92 21:09:02



MATCH LINE STA. 1120+00

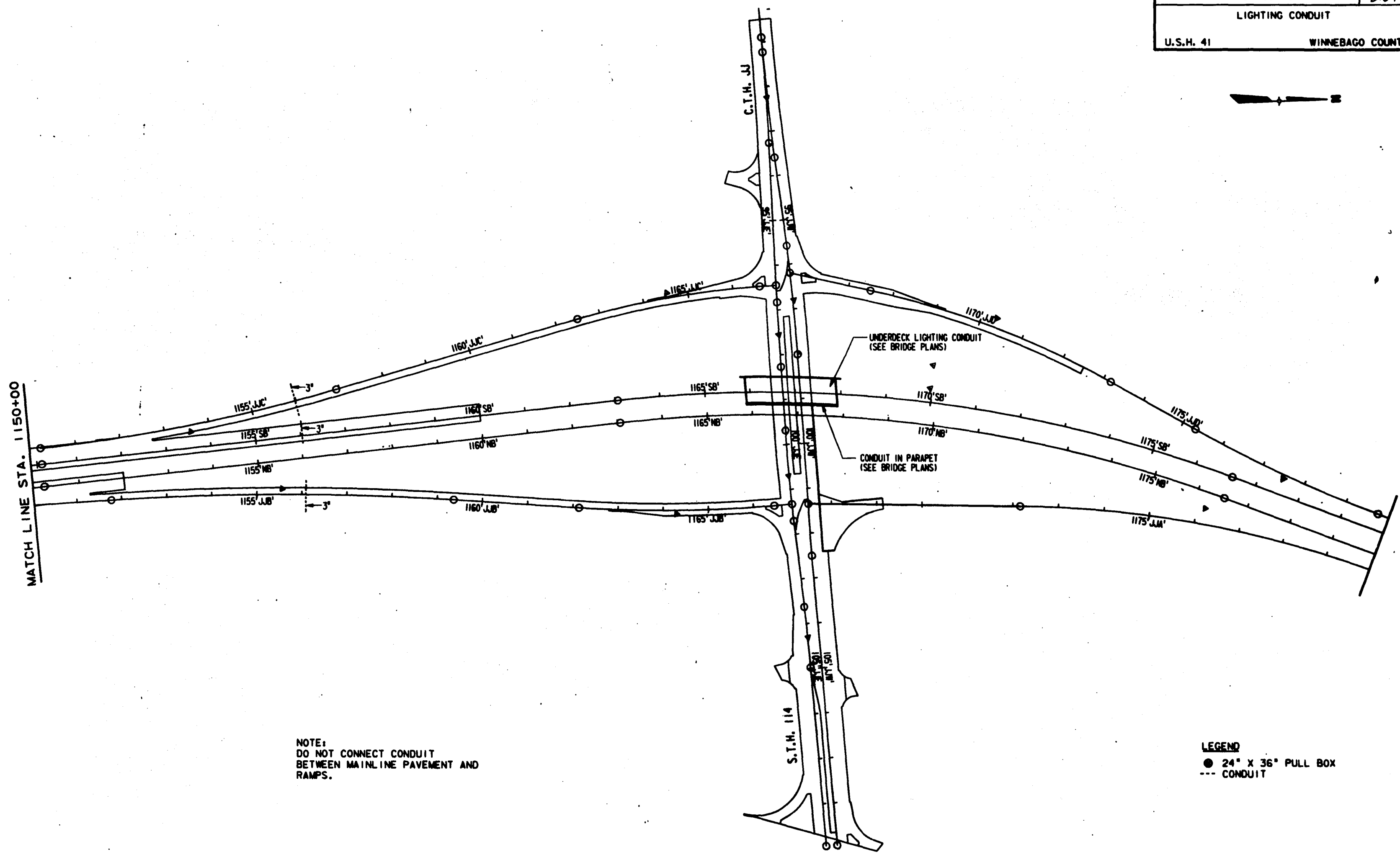
MATCH LINE
STA. 1150+00



LEGEND
● 24" x 36" PULL BOX
--- CONDUIT

REFERENCE FILE 01 = 01100.dgn
Levels = 22-24, 51
REFERENCE FILE 02 = 02100.dgn
Levels = 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36
REFERENCE FILE 03 = 03100.dgn
Levels = 40, 50
REFERENCE FILE 04 = 04100.dgn
Levels = 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

USER: 1123-05-75
PROJECT: 1123-05-75
DATE: 11/11/11
DRAWN BY: 1123-05-75
CHECKED BY: 1123-05-75
DESIGNED BY: 1123-05-75



NOTE:
DO NOT CONNECT CONDUIT
BETWEEN MAINLINE PAVEMENT AND
RAMPS.

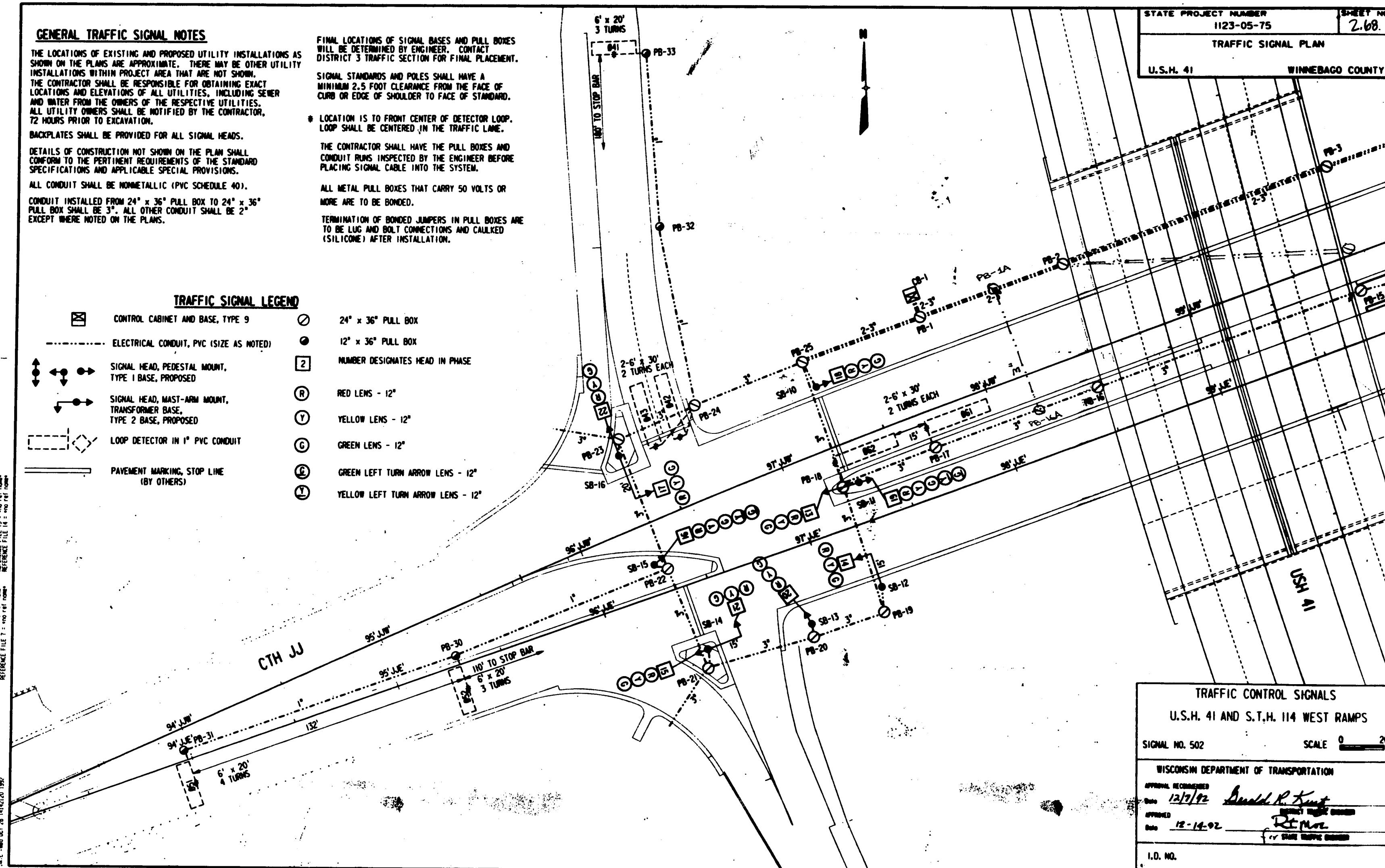
LEGEND
● 24" X 36" PULL BOX
--- CONDUIT

User: is 002/0030
PLOT TABLE: \\plot\table\table1.tbl
Levels are 1-13, 15-44, 46-54, 56-63
PLOT = 11/01/92 11:03:03
DATE: Oct 26 21:37:07 1992
DIA: re: 120030111003.dgn
REFERENCE FILE 01 = align.dgn
Levels = 22-24, 51
REFERENCE FILE 02 = proposed.dgn
Levels = 26, 28, 30-32, 36, 38, 40, 42, 44
REFERENCE FILE 03 = 111003.dgn
Levels = 40, 50
REFERENCE FILE 04 = border.dgn
Levels = 58, 59
REFERENCE FILE 05 = out100.dgn
Levels =

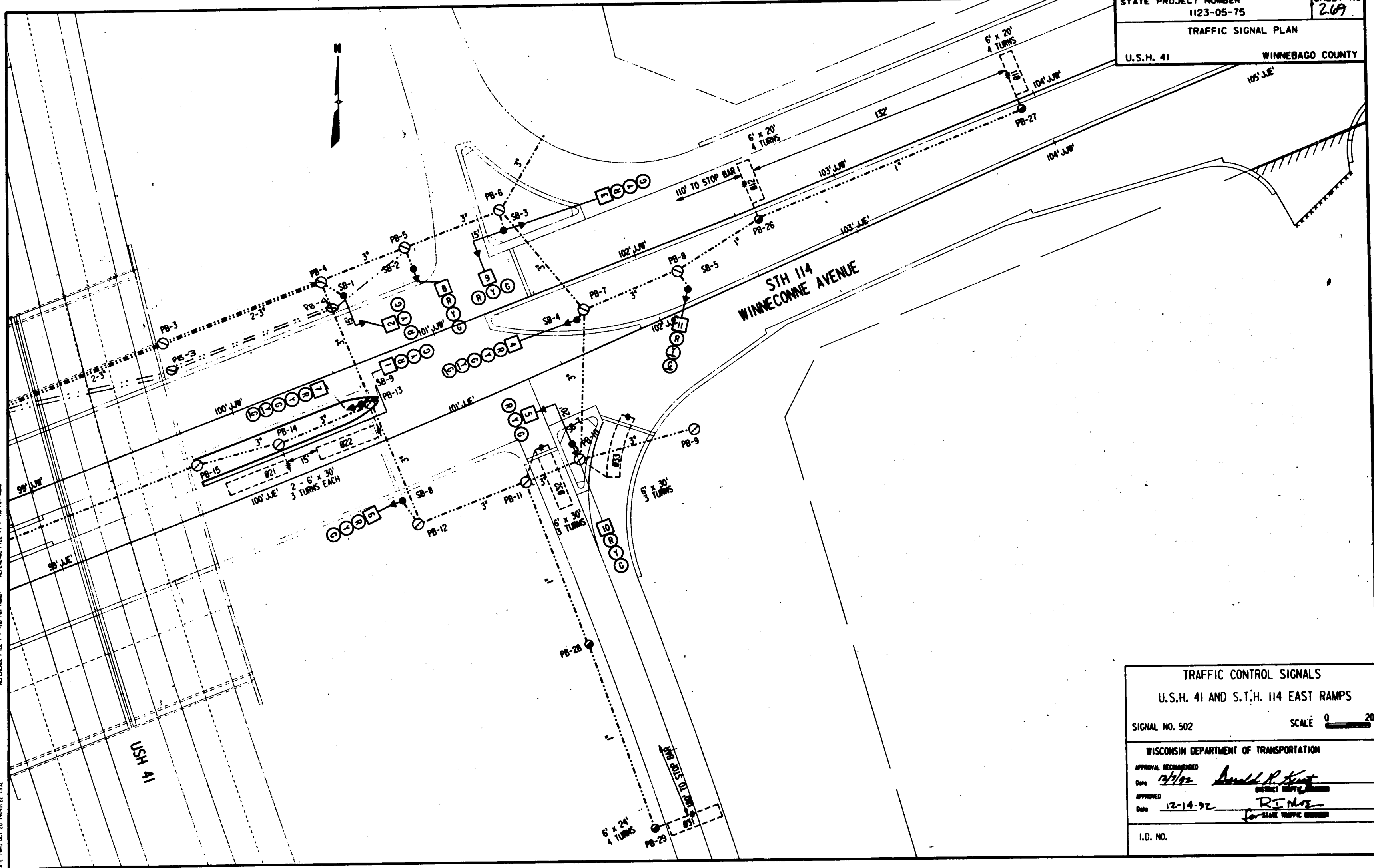
STATE PROJECT NUMBER	SHEET NO.
1123-05-75	2.68.
TRAFFIC SIGNAL PLAN	
U.S.H. 41	WINNEBAGO COUNTY

TERMINATION OF BONDED JUMPERS IN PULL BOXES ARE TO BE LUG AND BOLT CONNECTIONS AND CAULKED (SILICONE) AFTER INSTALLATION.

	CONTROL CABINET AND BASE, TYPE 9		24" x 36" PULL BOX
	ELECTRICAL CONDUIT, PVC (SIZE AS NOTED)		12" x 36" PULL BOX
	SIGNAL HEAD, PEDESTAL MOUNT, TYPE 1 BASE, PROPOSED		NUMBER DESIGNATES HEAD IN PHASE
	SIGNAL HEAD, MAST-ARM MOUNT, TRANSFORMER BASE, TYPE 2 BASE, PROPOSED		RED LENS - 12"
	LOOP DETECTOR IN 1" PVC CONDUIT		YELLOW LENS - 12"
	PAVEMENT MARKING, STOP LINE (BY OTHERS)		GREEN LENS - 12"
			GREEN LEFT TURN ARROW LENS - 12"
			YELLOW LEFT TURN ARROW LENS - 12"



I.D. NO.



REFERENCE FILE 1 = 400 REF NUMBER
REFERENCE FILE 2 = 400 REF NUMBER
REFERENCE FILE 3 = 400 REF NUMBER
REFERENCE FILE 4 = 400 REF NUMBER
REFERENCE FILE 5 = 400 REF NUMBER
REFERENCE FILE 6 = 400 REF NUMBER
REFERENCE FILE 7 = 400 REF NUMBER
REFERENCE FILE 8 = 400 REF NUMBER
REFERENCE FILE 9 = 400 REF NUMBER
REFERENCE FILE 10 = 400 REF NUMBER
REFERENCE FILE 11 = 400 REF NUMBER
REFERENCE FILE 12 = 400 REF NUMBER
REFERENCE FILE 13 = 400 REF NUMBER
REFERENCE FILE 14 = 400 REF NUMBER
REFERENCE FILE 15 = 400 REF NUMBER
REFERENCE FILE 16 = 400 REF NUMBER

USER: IS 21035
PLOT: 41001.DPT
DATE: 12/14/92
TIME: 14:05:22
FILE: 1123-05-75-2.69

TRAFFIC CONTROL SIGNALS	
U.S.H. 41 AND S.T.H. 114 EAST RAMP	
SIGNAL NO. 502	SCALE 0 20
WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVAL RECOMMENDED Date 12/14/92	<i>Donald R. King</i> DISTRICT TRAFFIC ENGINEER
APPROVED Date 12-14-92	<i>R. J. Moe</i> STATE TRAFFIC ENGINEER
I.D. NO.	

U.S.H. 41 AND S.T.H. 114 RAMPS

SEQUENCE OF OPERATION

OL"B" ← → OL"A" → OL"A" OL"B" OL"C" OL"B" OL"D" OL"A" OL"C"																	
PHASE	HEAD NOS.	01			02			03			04			FLASH			
		CLEAR TO			CLEAR TO			CLEAR TO			CLEAR TO						
		R/W	*	*	R/W	*	*	R/W	*	*	R/W	*	*				
01	1,2,3	G	Y	R	R	R	R	R	R	R	R	R	R	Y			
02	4,7	-	-	-	G	Y	-	-	-	-	-	-	-	.			
03	8,9,10,11	R	R	R	R	R	R	G	Y	R	R	R	R	R			
04	20,21,22	R	R	R	R	R	R	R	R	R	G	Y	R	R			
05	13,14,15	R	R	R	R	R	R	R	R	R	R	R	R	Y			
06	16,19	-	-	-	-	-	-	-	-	-	-	-	-	-			
OL"A"	4,5,6,7	G	Y	R	G	Y	R	R	R	R	G	Y	R	Y			
OL"B"	16,17,18,19	G	Y	R	G	Y	R	G	Y	R	R	R	R	Y			
OL"C"	4,7	-	-	-	G	Y	-	-	-	-	G	Y	-	-			
OL"D"	16,19	-	-	-	-	-	-	G	Y	-	-	-	-	-			

PHASE	HEAD NO.	05				06				07				08			
		CLEAR TO				CLEAR TO				CLEAR TO				CLEAR TO			
		R/W	*	*	*	R/W	*	*	*	R/W	*	*	*	R/W	*	*	*
01	1,2,3	R	R	R		R	R										
02	4,7	-	-	-		-	-										
03	8,9,10,11	R	R	R		R	R										
04	20,21,22	R	R	R		R	R										
05	13,14,15	G	Y	R		R	R										
06	16,19	-	-	-		G	Y	-									
OL "A"	4,5,6,7	G	Y	R		G	Y	R									
OL "B"	16,17,18,19	G	Y	R		G	Y	R									
OL "C"	4,7	-	-	-		-	-	-									
OL "D"	16,19	-	-	-		G	Y	-									

** CLEARANCE TO A PHASE IN CONFLICT WITH THIS PHASE ON (SEE CHART 1 AT RIGHT)

DETECTOR LOGIC

DETECTOR NUMBER	AMPLIFIER/ CHANNEL NUMBER	DETECTOR OPERATION			PHASE CALLED	PHASE EXTENDED	DETECTOR DISCONNECT	CALLING DELAY	EXTENSION STRETCH
		CALLS & EXTENDS	CALLS ONLY	EXTENDS ONLY					
11	1			X		1			X
12	2	X			1	1			
21	3	X			2	2			
22	3	X			2	2			
31	4			X		3			X
32	5	X			3	3			
33	6	X			3	3		X	
41	7			X		4			X
42	8	X			4	4			
43	8	X			4	4			
51	9			X		5			X
52	10	X			5	5			
61	11	X			6	6			
62	11	X			6	6			

CHART 1

PHASE ON	NONCONFLICTING PHASE ALLOWED TO TIME CONCURRENTLY	PHASES IN CONFLICT WITH PHASE ON
01	5,6	2,3,4
02	5,6	1,3,4
03	NONE	1,2,4,5,6
04	NONE	1,2,3,5,6
05	1,2	3,4,6
06	1,2	3,4,5

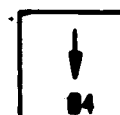
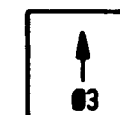
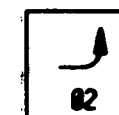
CONTROLLER LOGIC

PHASE NO.	PHASE LOCKING	DUAL ENTRY	PHASE TERMINATION	PHASE RECALL
1				MIN
2				
3				
4				
5				MIN
6				

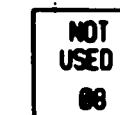
OVERLAPS

O.L. "A" = 01,02,04,05,06
O.L. "B" = 01,02,03,05,06
O.L. "C" = 02,04
O.L. "D" = 03,06

RING 1



RING 2



BARRIER

NOTES:

1. ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL. (SEE CHART 1).
3. DETECTORS ARE MOTORCYCLE SENSITIVE.

WEST RAMPS

SIGNAL CABLE

<u>FROM</u>	<u>TO</u>	<u>CONDUCTOR SIZE</u>	<u>NO. OF CONDUCTORS*</u>
-------------	-----------	-----------------------	---------------------------

STH 114			
CB-1	SB-10	NO. 14	12/C
SB-10	SB-11	NO. 14	12/C
SB-11	SB-12	NO. 14	7/C
SB-10	SB-16	NO. 14	12/C
SB-16	SB-15	NO. 14	12/C
SB-15	SB-14	NO. 14	7/C

SOUTHBOUND RAMP

CB-1 SB-16	NO. 14	9/C
SB-16 SB-14	NO. 14	9/C
SB-14 SB-13	NO. 14	9/C

• CONDUCTOR COLOR

<u>APPROACH</u>	<u>SIGNAL FACE</u>	<u>CONDUCTOR COLOR</u>
EASTBOUND	RED YELLOW GREEN	RED ORANGE GREEN
WESTBOUND	RED YELLOW GREEN	RED W/BLACK TR. ORANGE W/BLACK TR. GREEN W/BLACK TR.
WESTBOUND LEFT	YELLOW ARROW GREEN ARROW	BLACK BLUE
NORTHBOUND RAMP	RED YELLOW GREEN	RED ORANGE GREEN

BONDED JUMPERS

• 10 XLP (STRANDED)

PB 1	-	CB 1
PB 2	-	CB 1
PB 18	-	SB 11
PB 19	-	SB 12
PB 20	-	SB 13
PB 21	-	SB 14
PB 22	-	SB 15
PB 23	-	SB 16
PB 24	-	SB 16
PB 25	-	SB 10

BONDING & NEUTRAL (1 EACH)

• 10 XLP (STRANDED)

CB 1 - SB - 10
SB 10 - SB - 11
SB 11 - SB - 12
SB 12 - SB - 13
SB 13 - SB - 14
SB 14 - SB - 15
SB 15 - SB - 16
SB 16 - CB - 1

EAST RAMPS

SIGNAL CABLE

<u>FROM</u>	<u>TO</u>	<u>CONDUCTOR SIZE</u>	<u>NO. OF CONDUCTORS*</u>
-------------	-----------	-----------------------	---------------------------

<u>STH 114</u>			
CB-1	SB-1	NO. 12	12/C
SB-1	SB-9	NO. 14	12/C
SB-9	SB-8	NO. 14	7/C
SB-8	SB-7	NO. 14	7/C
SB-1	SB-3	NO. 14	12/C
SB-3	SB-4	NO. 14	7/C

<u>NORTHBOUND RAMP</u>			
CB-1	SB-2	NO. 12	9/C
SB-2	SB-3	NO. 14	9/C
SB-3	SB-5	NO. 14	9/C
SB-5	SB-7	NO. 14	7/C

• CONDUCTOR COLOR

<u>APPROACH</u>	<u>SIGNAL FACE</u>	<u>CONDUCTOR COLOR</u>
EASTBOUND	RED YELLOW GREEN	RED ORANGE GREEN
WESTBOUND	RED YELLOW GREEN	RED W/BLACK TR. ORANGE W/BLACK TR. GREEN W/BLACK TR.
EASTBOUND LEFT	YELLOW ARROW GREEN ARROW	BLACK BLUE
NORTHBOUND RAMP	RED YELLOW GREEN	RED ORANGE GREEN

BONDED JUMPERS

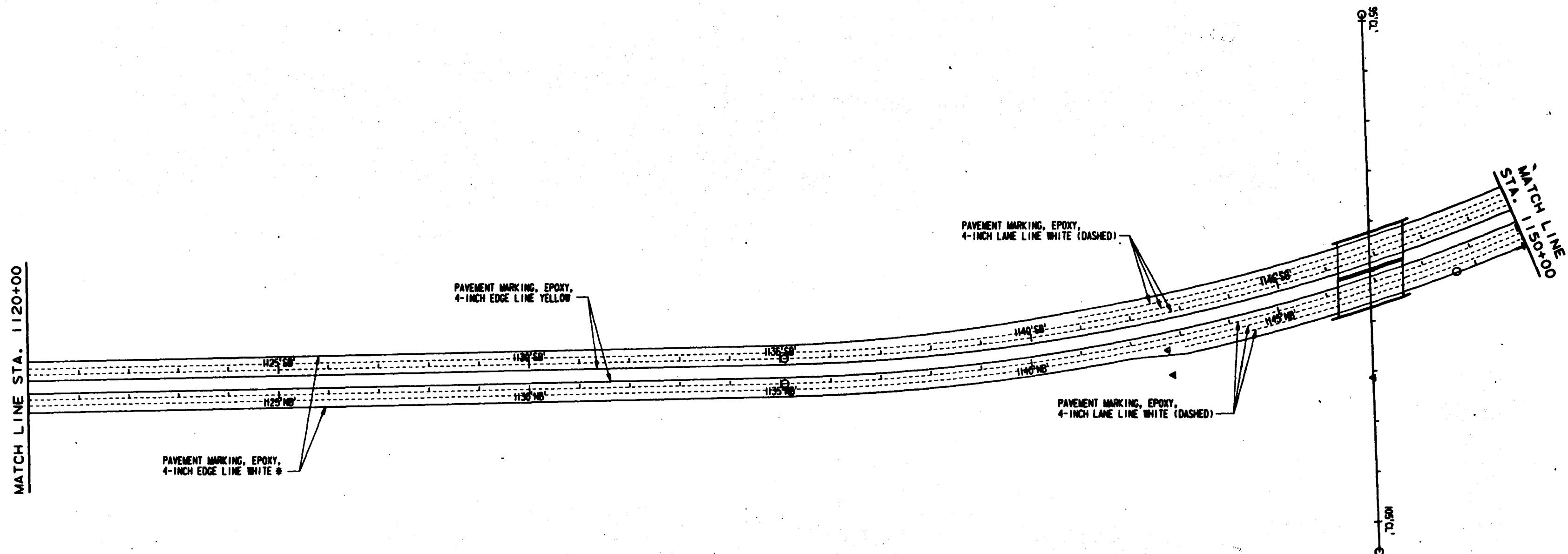
• 10 XLP (STRANDED)

PB 3	-	SB 1
PB 4	-	SB 1
PB 5	-	SB 2
PB 6	-	SB 3
PB 7	-	SB 4
PB 8	-	SB 5
PB 9	-	SB 7
PB 10	-	SB 7
PB 11	-	SB 7
PB 12	-	SB 8
PB 13	-	SB 9

BONDING & NEUTRAL (1 EACH)

- 10 XLP (STRANDED)

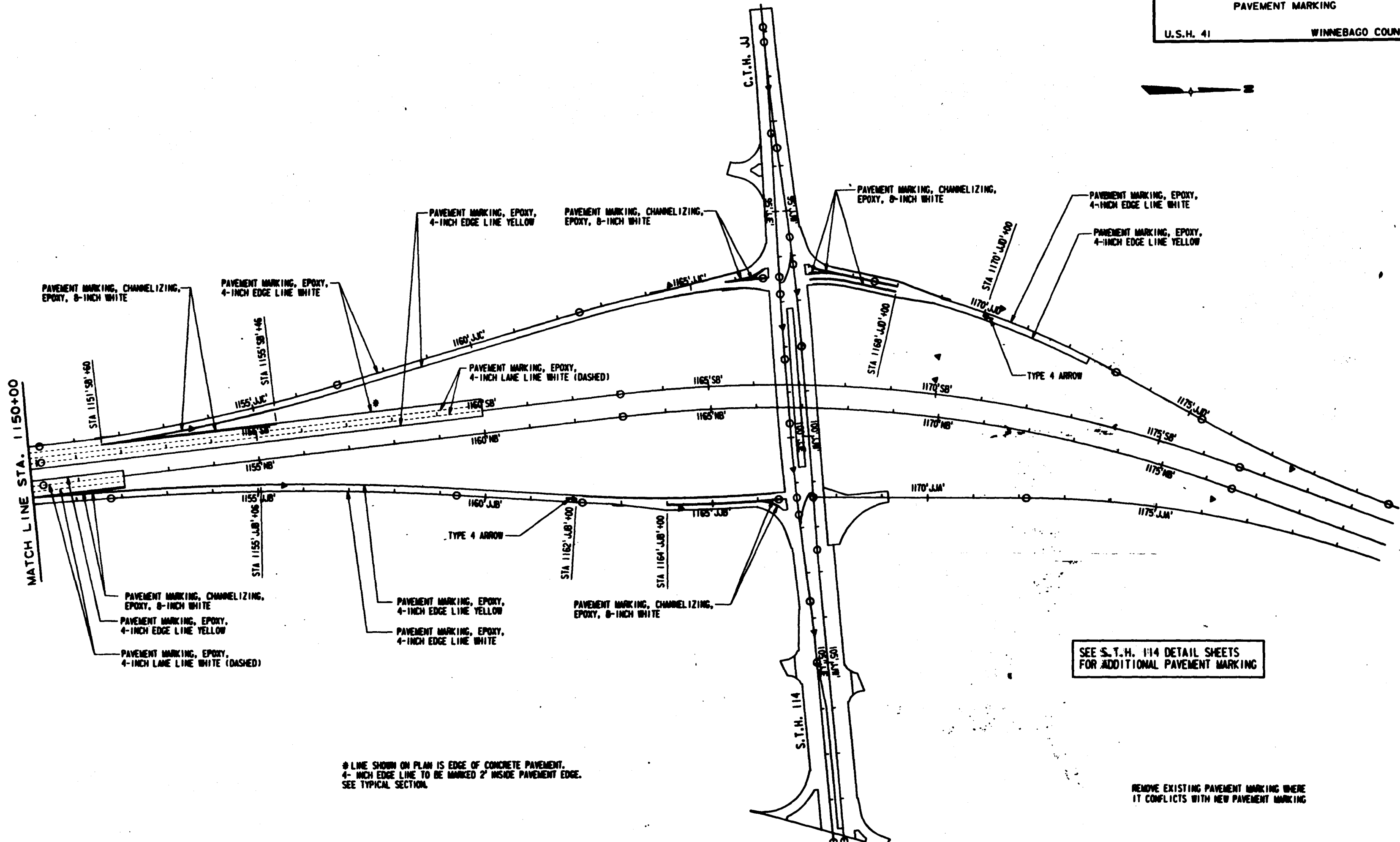
CB 1 - SB - 1
 SB 1 - SB - 2
 SB 2 - SB - 3
 SB 3 - SB - 4
 SB 4 - SB - 5
 SB 5 - SB - 7
 SB 7 - SB - 8
 SB 8 - SB - 9
 SB 9 - CB - 1



* LINE SHOWN ON PLAN IS EDGE OF CONCRETE PAVEMENT.
4- INCH EDGE LINE TO BE MARKED 2' INSIDE PAVEMENT EDGE.
SEE TYPICAL SECTION.

designed by: M.E
checked by: J.W
printed by: J.C

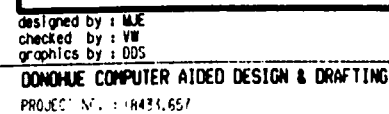
CONCHUE COMPUTER AIDED DESIGN & DRAFTING
PO BOX 1000

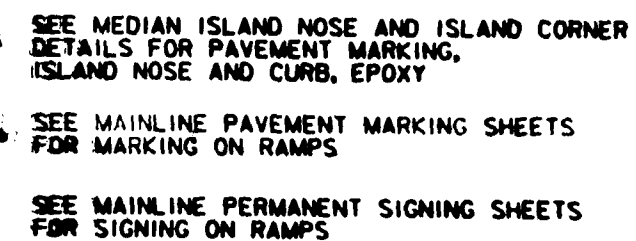


* LINE SHOWN ON PLAN IS EDGE OF CONCRETE PAVEMENT.
4- INCH EDGE LINE TO BE MARKED 2' INSIDE PAVEMENT EDGE.
SEE TYPICAL SECTION.

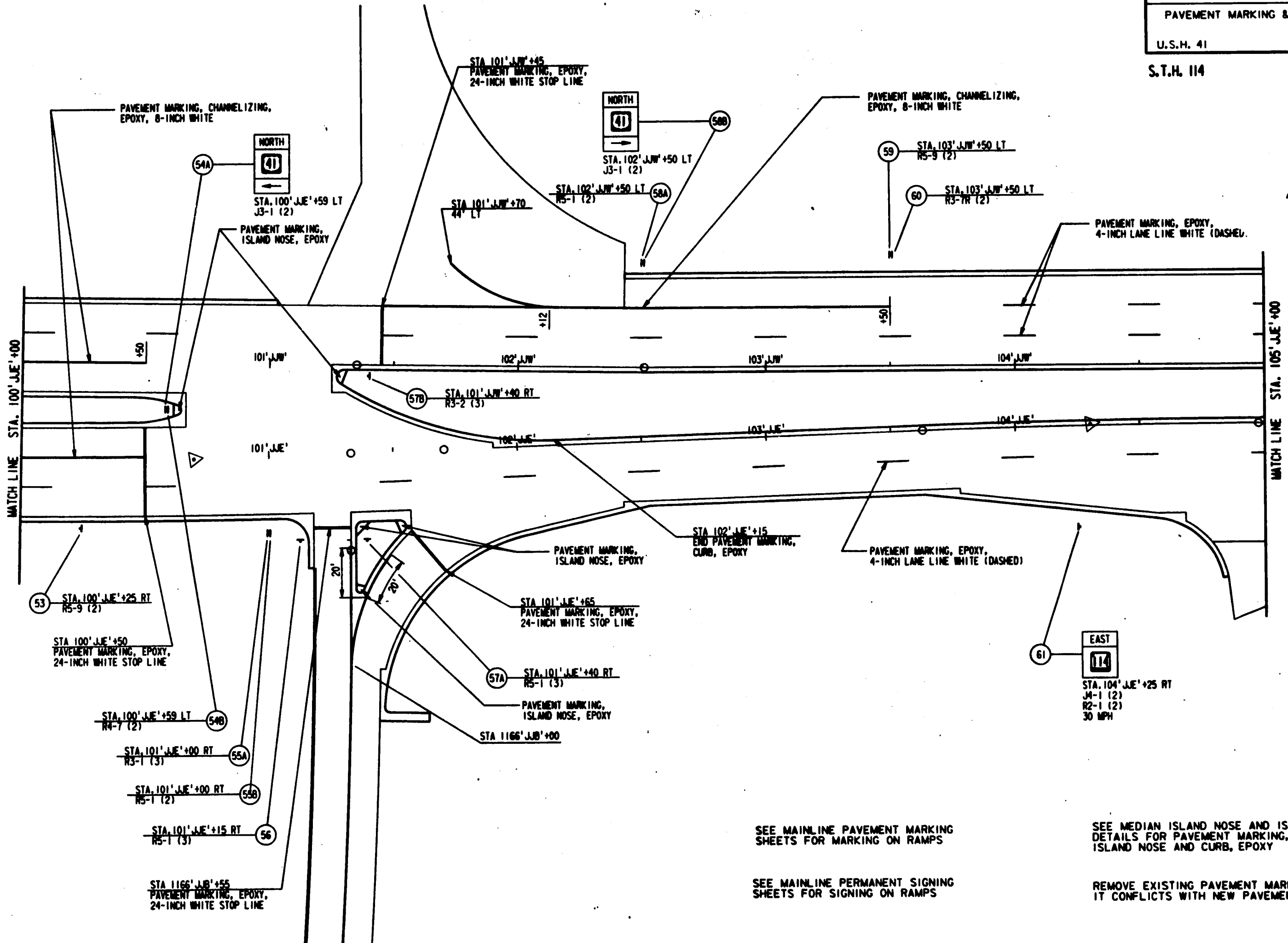
SEE S.T.H. 114 DETAIL SHEETS
FOR ADDITIONAL PAVEMENT MARKING

REMOVE EXISTING PAVEMENT MARKING WHERE
IT CONFLICTS WITH NEW PAVEMENT MARKING





S.T.H. 114



SEE MAINLINE PAVEMENT MARKING
SHEETS FOR MARKING ON RAMPS

SEE MAINLINE PERMANENT SIGNING
SHEETS FOR SIGNING ON RAMPS

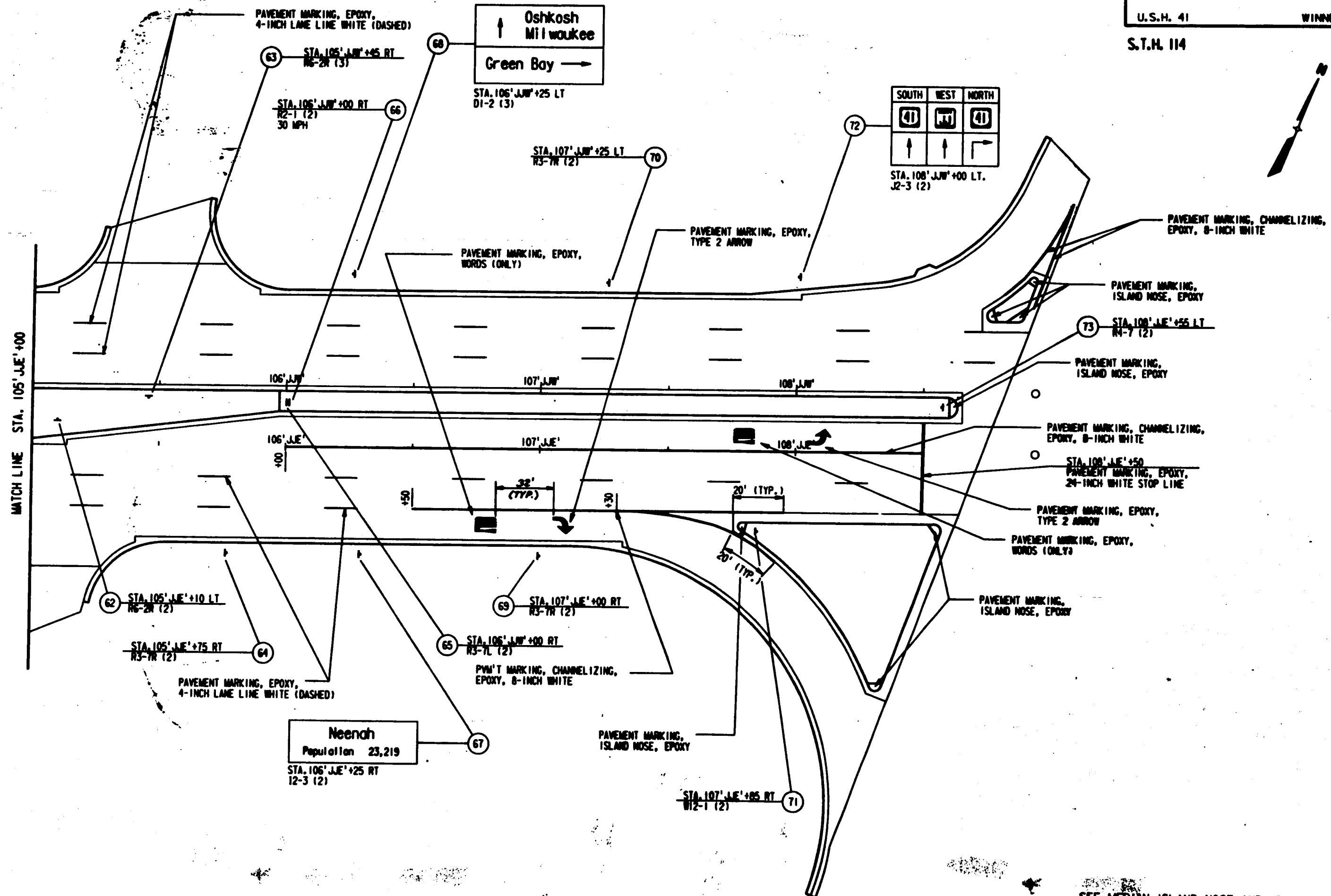
SEE MEDIAN ISLAND NOSE AND ISLAND CORNER
DETAILS FOR PAVEMENT MARKING,
ISLAND NOSE AND CURB, EPOXY

REMOVE EXISTING PAVEMENT MARKING WHERE
IT CONFLICTS WITH NEW PAVEMENT MARKING

LEVELS = 53
REFERENCE FILE 02 = proposed.dgn
Levels = 30.36, 37.52, 54
REFERENCE FILE 03 = signpost.dgn
Levels = 44, 46

DESIGNED BY: MJE
CHECKED BY: VW
GRAPHICS BY: DUS
PROJECT NO.: 18477-57

S.T.H. 114



SEE MEDIAN ISLAND NOSE AND ISLAND CORNER
DETAILS FOR PAVEMENT MARKING,
ISLAND NOSE AND CURB, EPOXY

```

REFERENCE FILE 01 = allign.dgn
Levels = 53

REFERENCE FILE 02 = proposed.dgn
Levels = 36-39,52,54

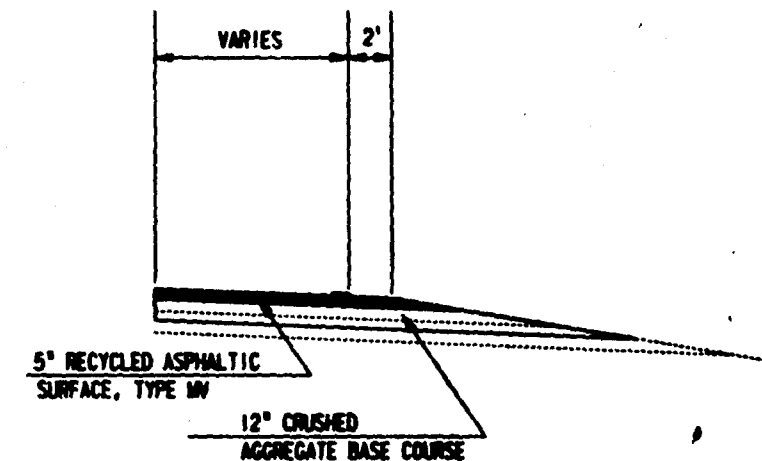
REFERENCE FILE 03 = signperm.dgn
Levels = 44-46

REFERENCE FILE 04 = out20.dgn
Levels =

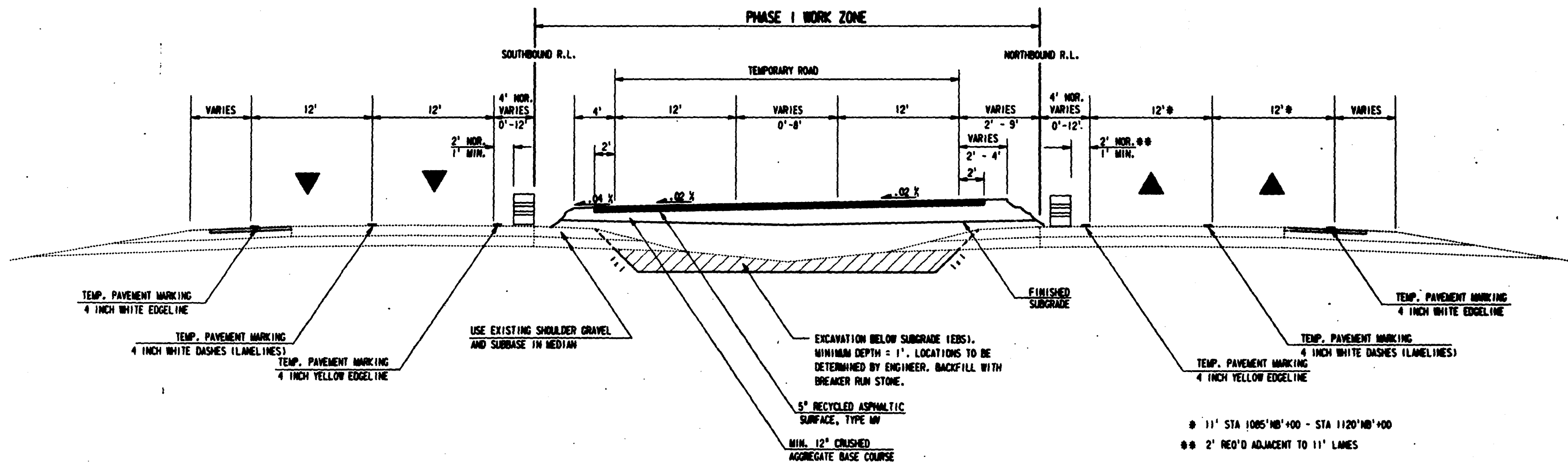
REFERENCE FILE 05 = border.dgn
Levels = 50,59

```

```
User is project
OPEN TABLE= \\p01\tables\default.tbl
levels are 1-44,46-63
pgf = pgj04.prf
DATE=Sat Oct 31 16:48:28 1992
DCH = e:\210030\pgj04.dgn
```



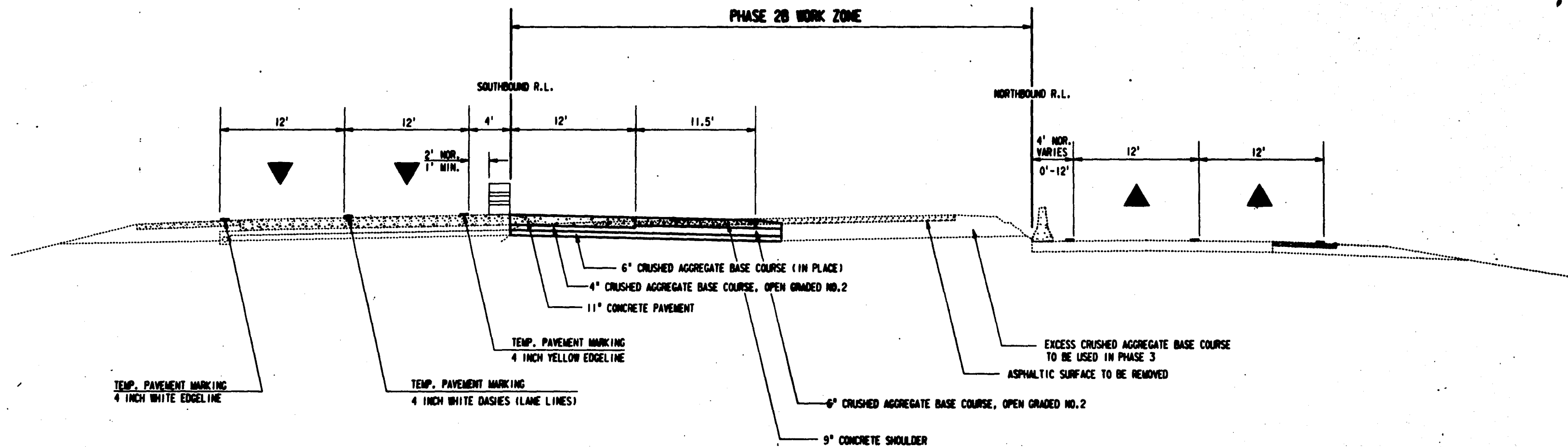
STA 1231'NB'+00 - STA 1243'NB'+00



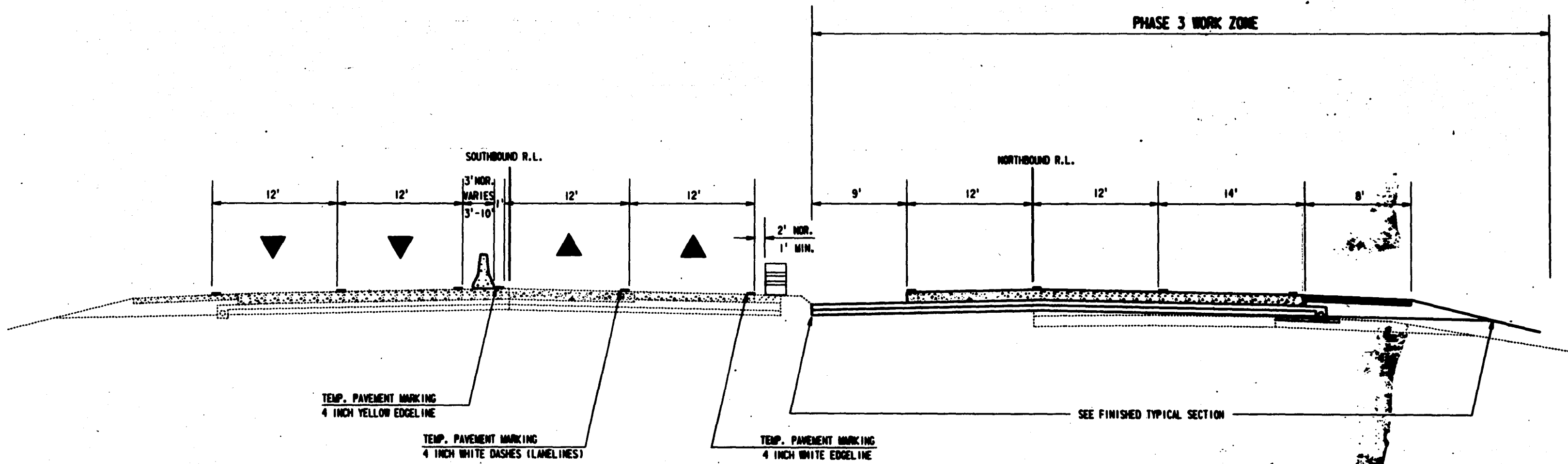
STA 1098'SB'+00 - STA 1152'SB'+00

User: 15-00210003
 Plot: 15-00210003
 Levels: 1-63
 Plotter: 15-00210003
 Date: 15-00210003

SEE TRAFFIC CONTROL PLAN FOR LOCATIONS OF BARRELS AND TEMP. CONCRETE BARRIER

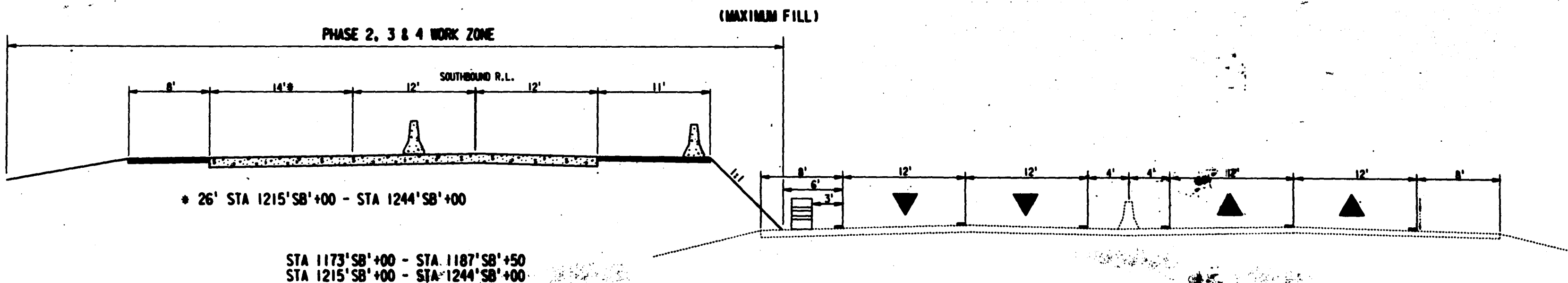
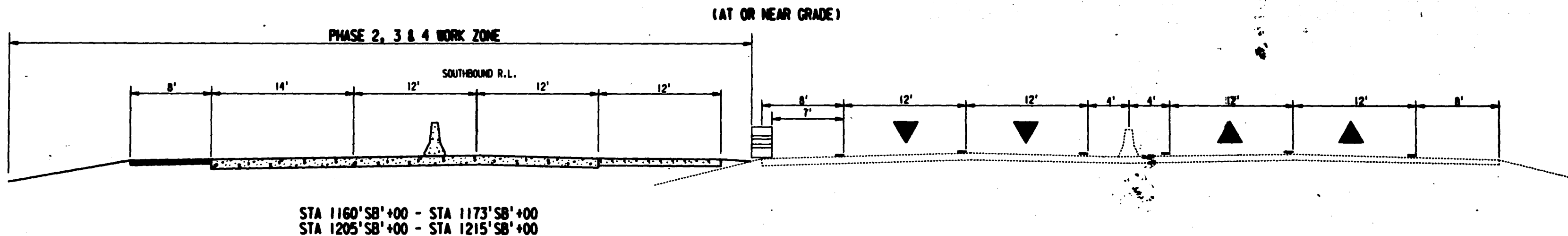
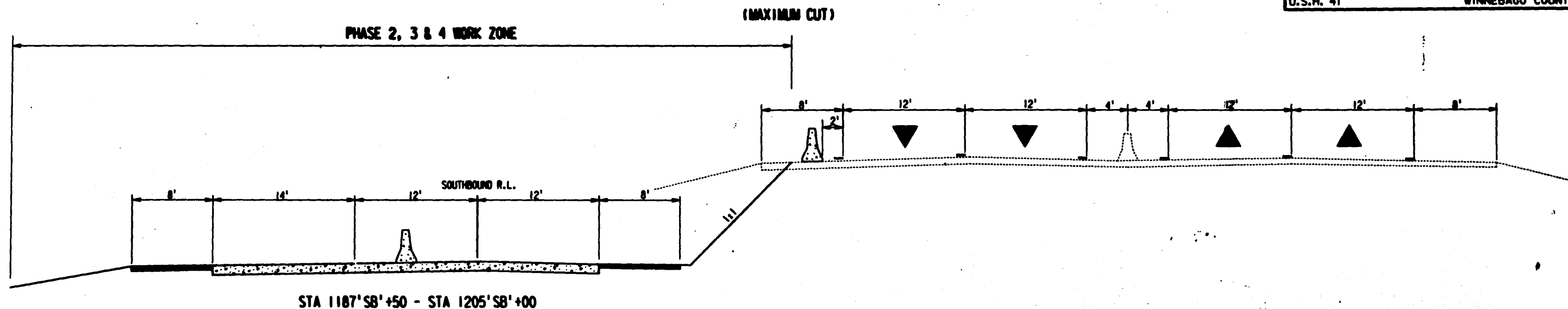


STA 1125'SB'+00 - STA 1152'SB'+00



STA 1098'NB'+00 - STA 1152'NB'+00

D:\a:\2100301\traffic\p1\p1e1p02.dgn
 User: jg210030
 Plot: 11/11/2003 1:45
 Plotter: HP DesignJet 500
 No Pen Table
 DATE:

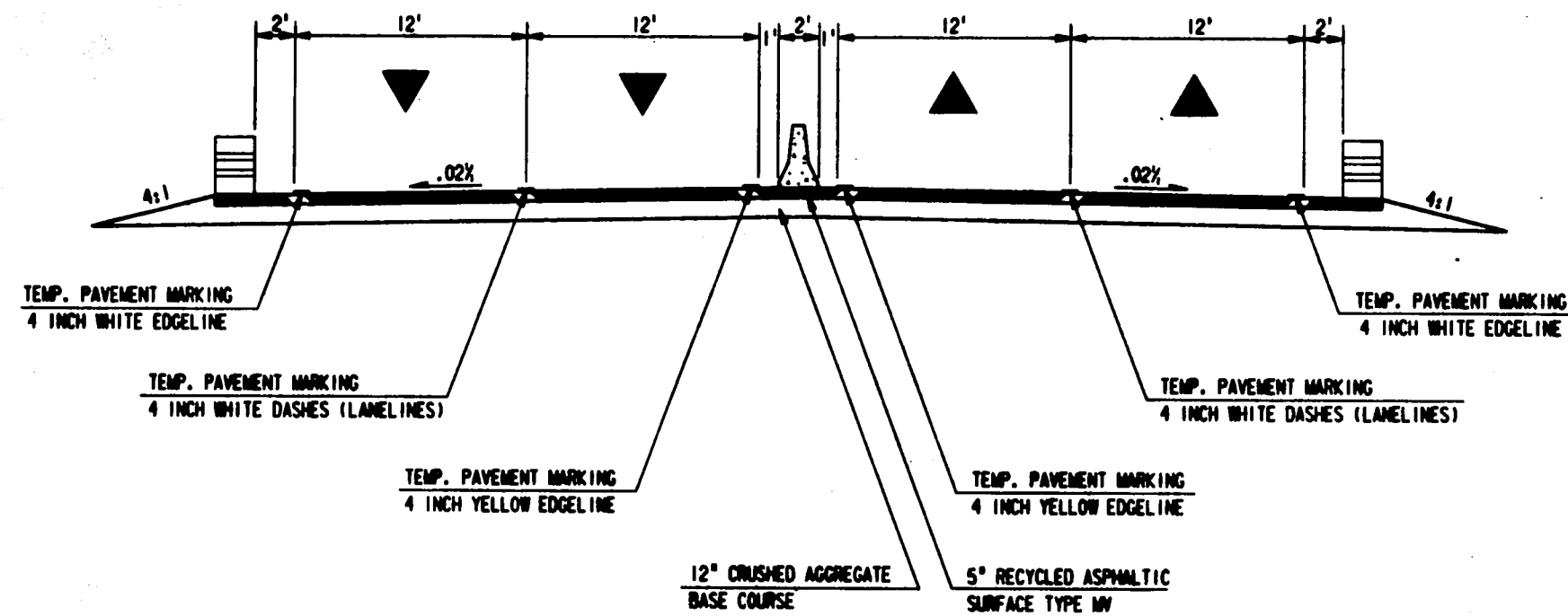


STA 1160'SB'+00 TO STA 1244'SB'+00

NOTE: SOUTHBOUND PAVEMENT LAYOUT IS SHOWN FOR INFORMATION ONLY AND IS NOT INCLUDED IN THIS CONTRACT.

DO NOT SCALE
DATE: 11/11/05
PLOTTER: HP DesignJet 500
No Pen Table
Level: 1-43
Scale: 1/4" = 1'-0"
File: 1123-05-75-204.dgn

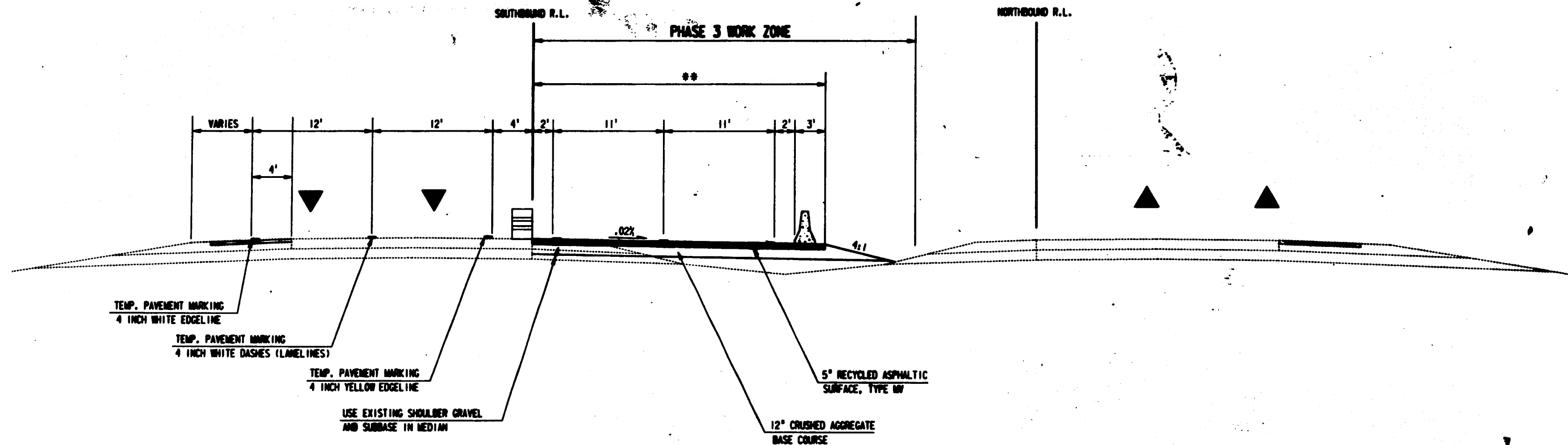
designed by: RGL
checked by: VIB
graphics by: DGS



STA 1152'SB'+00 - STA 1156'SB'+00

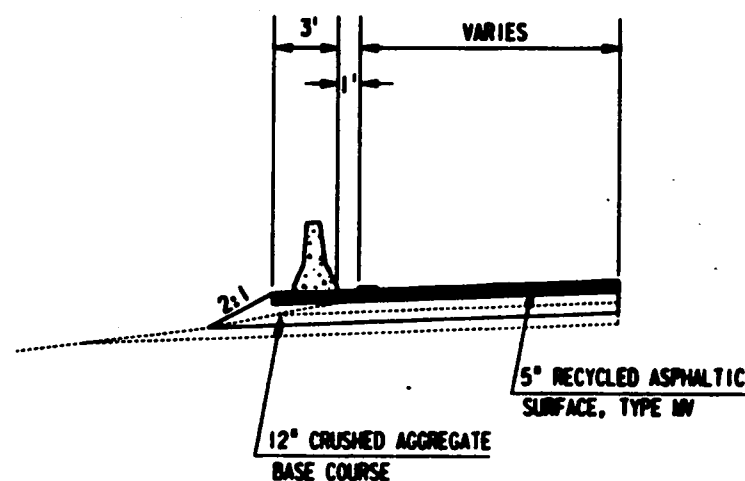
PHASE 3

DCM - 12/10/2010 11:00 AM
User: is 02/10/2010
Pkg: Traffic/IC/SP3C
Levels are 1-63
Author: J. L. B. 10/10/10
Date: 10/10/10



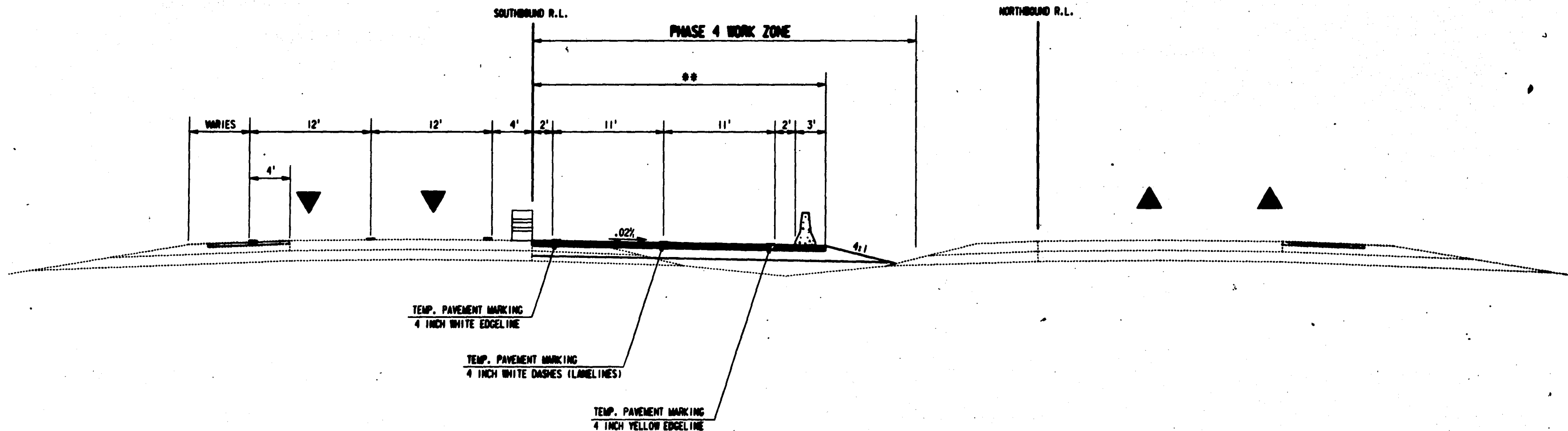
** VARIES STA 1270'SB'+00 - STA 1275'SB'+00
SEE TRAFFIC CONTROL PLAN

STA 1270'SB'+00 - STA 1294'SB'+00



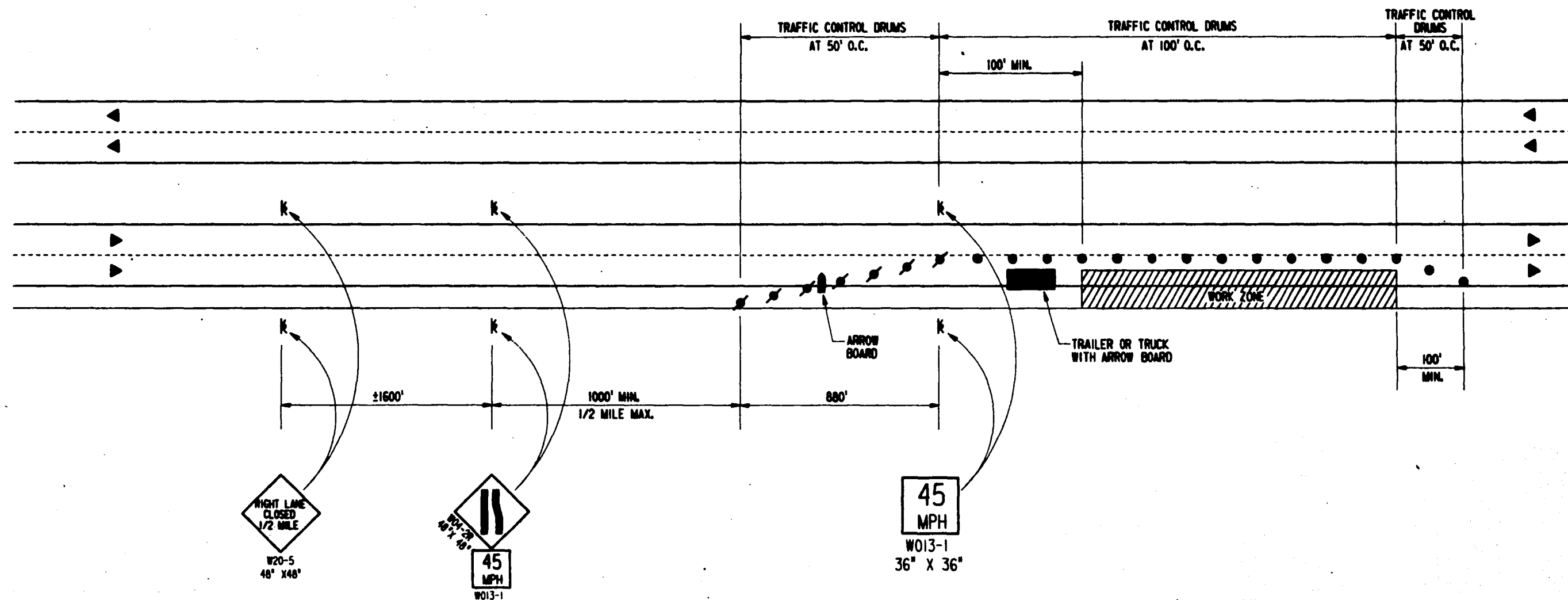
STA 1264'SB'+00 - STA 1274'SB'+00

DO NOT SCALE
DATE = 12/08/01
DESIGNED BY: RGL
CHECKED BY: VB
GRAPHICS BY: DGS
PROJECT NO.: 18433



** VARIES STA 1270'SB'+00 - STA 1275'SB'+00
SEE TRAFFIC CONTROL PLAN

STA 1270'SB'+00 - STA 1294'SB'+00



LEGEND

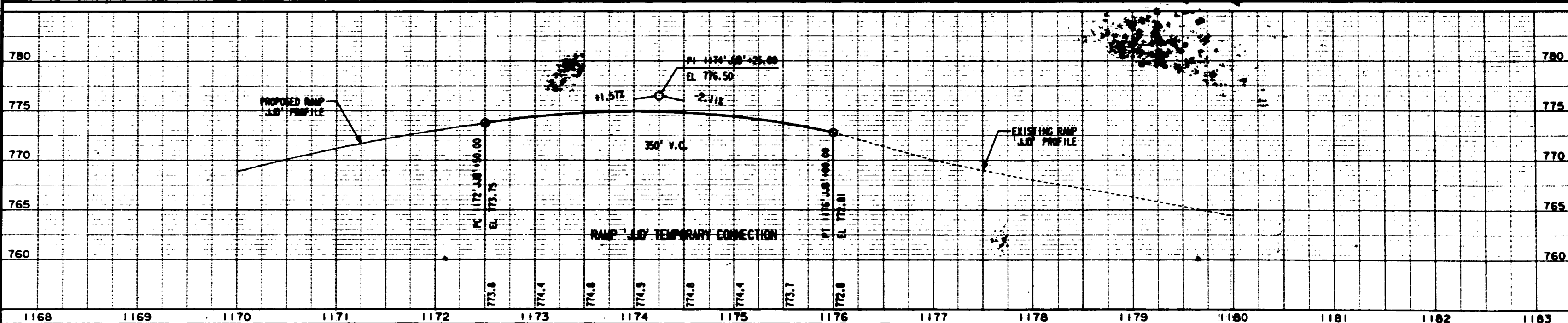
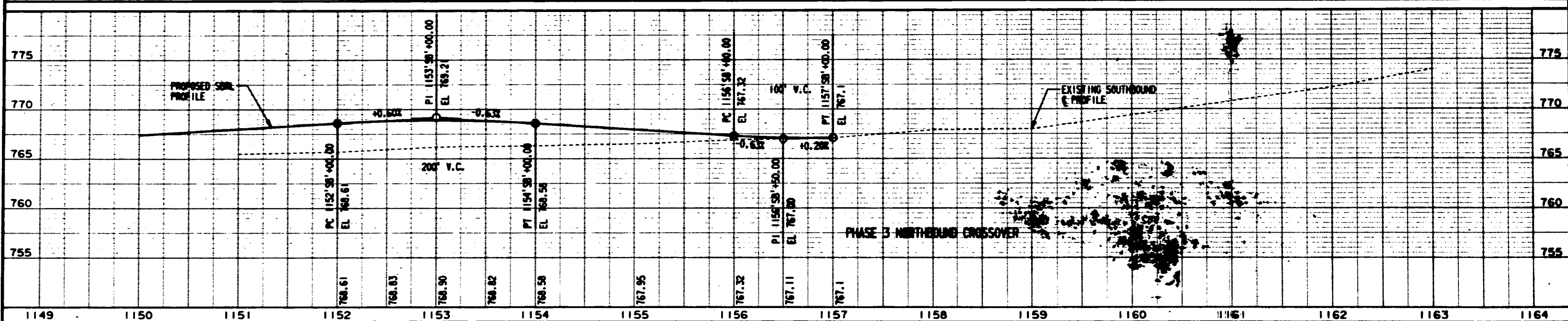
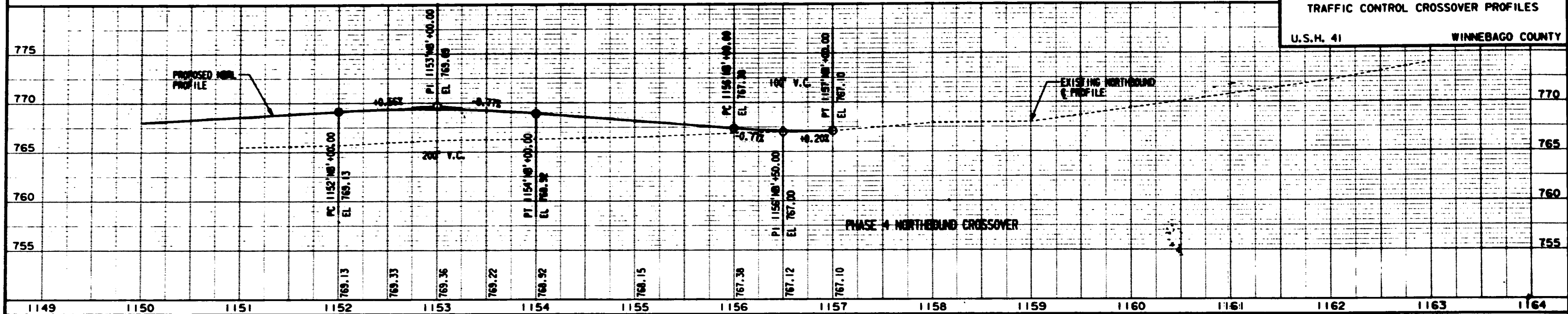
- ☛ TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- ◄ DIRECTION OF TRAFFIC
- ⌞ SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL DRUM

NOTE:

1. LANE CLOSURE WILL BE PERMITTED ONLY DURING THE TIMES INDICATED IN THE SPECIAL PROVISIONS.
2. TRAFFIC CONTROL DRUMS TO BE PULLED BACK OFF PAVEMENT AND SHOULDER AT CONCLUSION OF EACH WORK DAY TO PROVIDE FOR TWO LANES OF TRAFFIC.

TRAFFIC CONTROL CROSSOVER PROFILES

U.S.H. 41

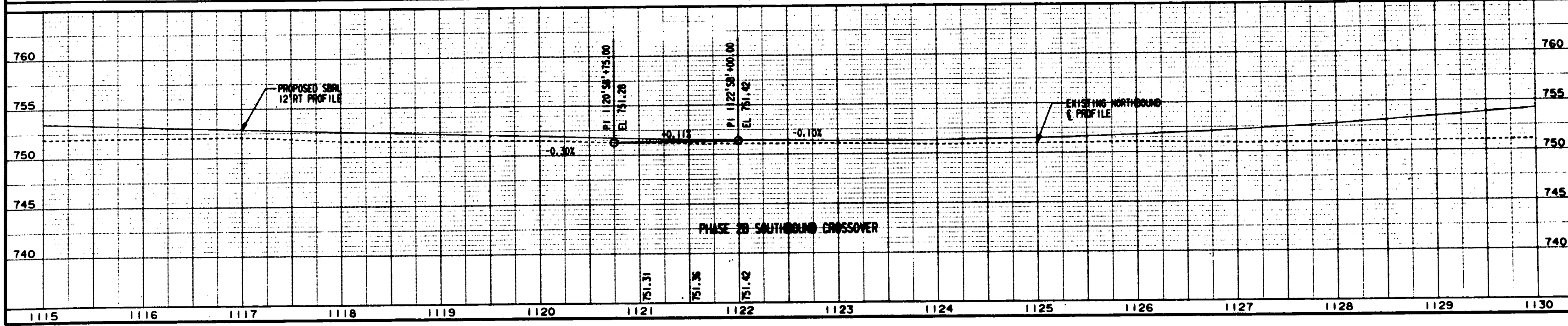
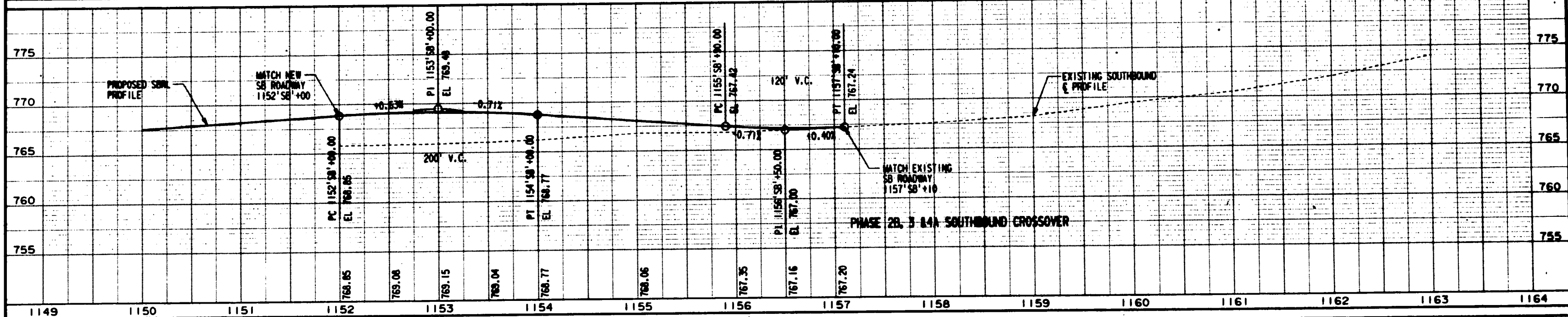
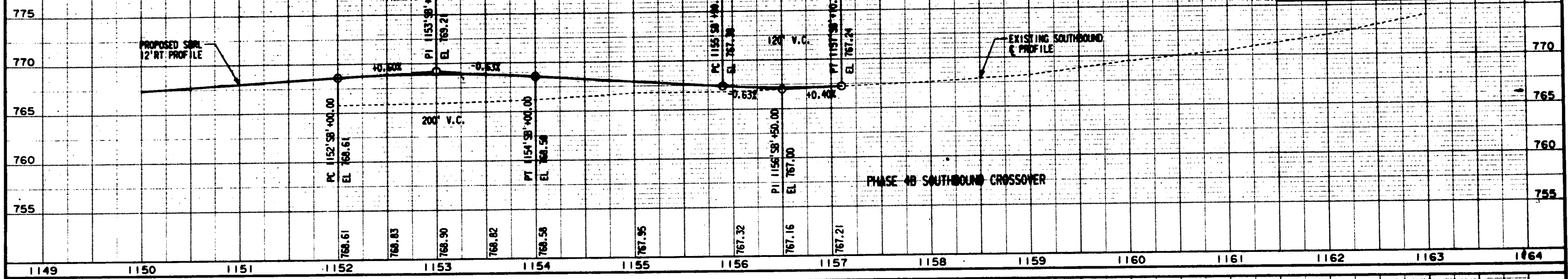
WINNEBAGO COUNTY

REFERENCE FILE 01 : border.dgn
Levels : 50,59

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evla are 1-63
OFF = trafcan/tcprof02.pr1
DATE=Fri Oct 30 18:24:11 1992
PCN = /user/project/210030/tcprof02.dgn
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designed by : HQ
checked by : VJ
graphics by : SK

DOUBLE COMPUTER AIDED DESIGN & DRAFTING



User: 11-20210030
 FOR TABLE: 11-20210030
 Levels: 58.59
 Date: 11-20210030
 DCA: 11-20210030
 designed by: ROL
 checked by: VA
 graphics by: SR
 DONOHUE COMPUTER AIDED DESIGN & DRAFTING

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND



AREA UNDER CONSTRUCTION



TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C



TRAFFIC CONTROL DRUM



LANE AND DIRECTION OF FLOW



TRAFFIC CONTROL WARNING LIGHT, TYPE A



TRAFFIC CONTROL ARROW BOARD



SIGN ON WOOD POST / BARRICADE AS FEASIBLE



TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN



TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL

Y	YELLOW
W	WHITE



NEW CULVERT PIPE OR STORM SEWER



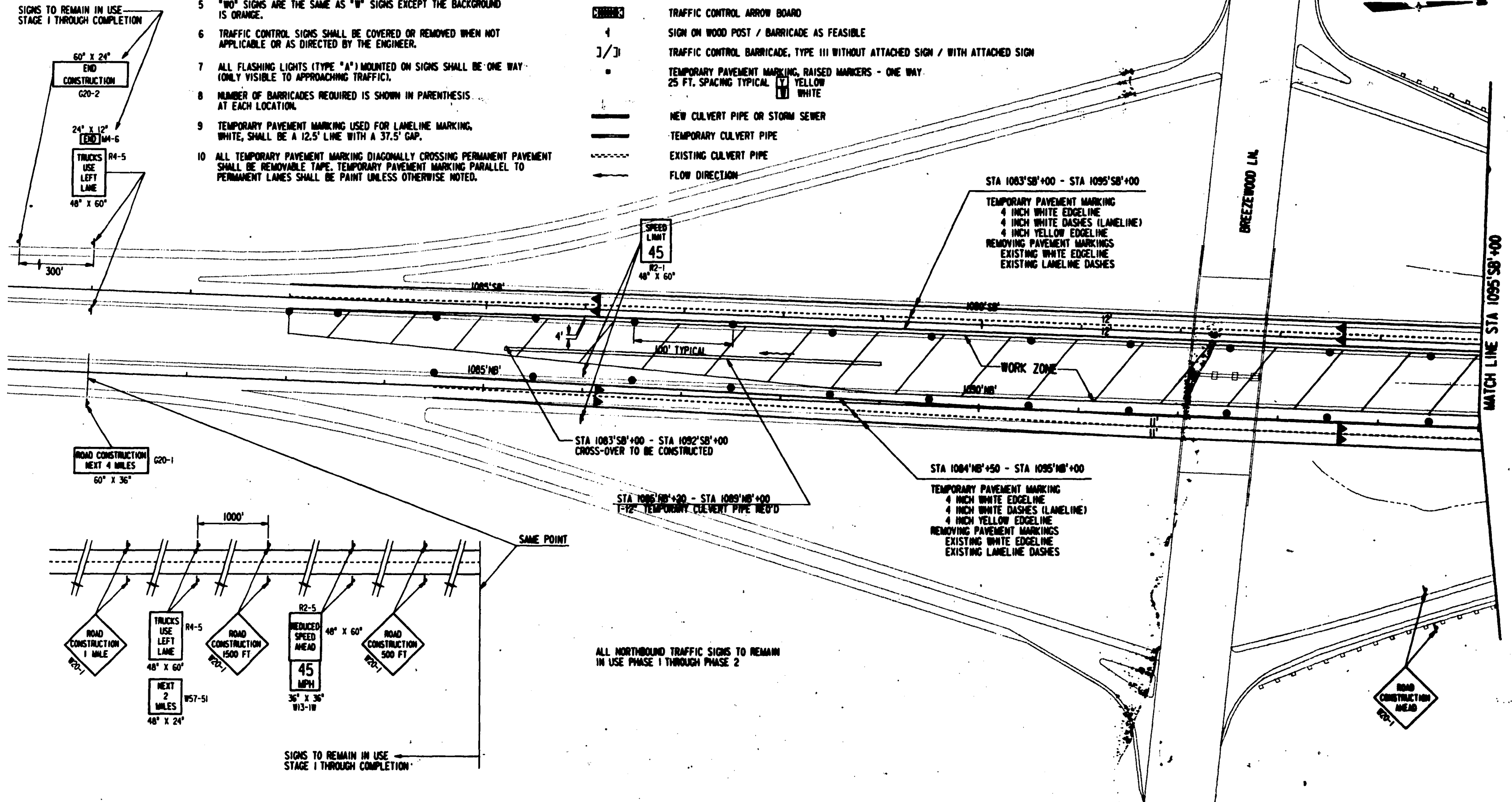
TEMPORARY CULVERT PIPE



EXISTING CULVERT PIPE



FLOW DIRECTION



REFERENCE FILE 07 = phosol.dgn
Levels = 29-31,53
REFERENCE FILE 08 = border.dgn
Levels = 50,59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culs50.dgn
Levels =

REFERENCE FILE 01 = basamp1a.dgn
Levels = 11-15, 17-19

REFERENCE FILE 02 = 1cm11w.dgn
Levels = 1, 24, 55

REFERENCE FILE 03 = all1gn.dgn
Levels = 21-24, 50

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Levels are 21,22,28,30,59
PDF = conf75\c75101.pr1
DATE=Mon Dec 14 10:26:03 1992
DCW =e:\210030\c75101.dgn
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designed by : RGL
checked by : VM
graphics by : DOS

DOMINUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 2451

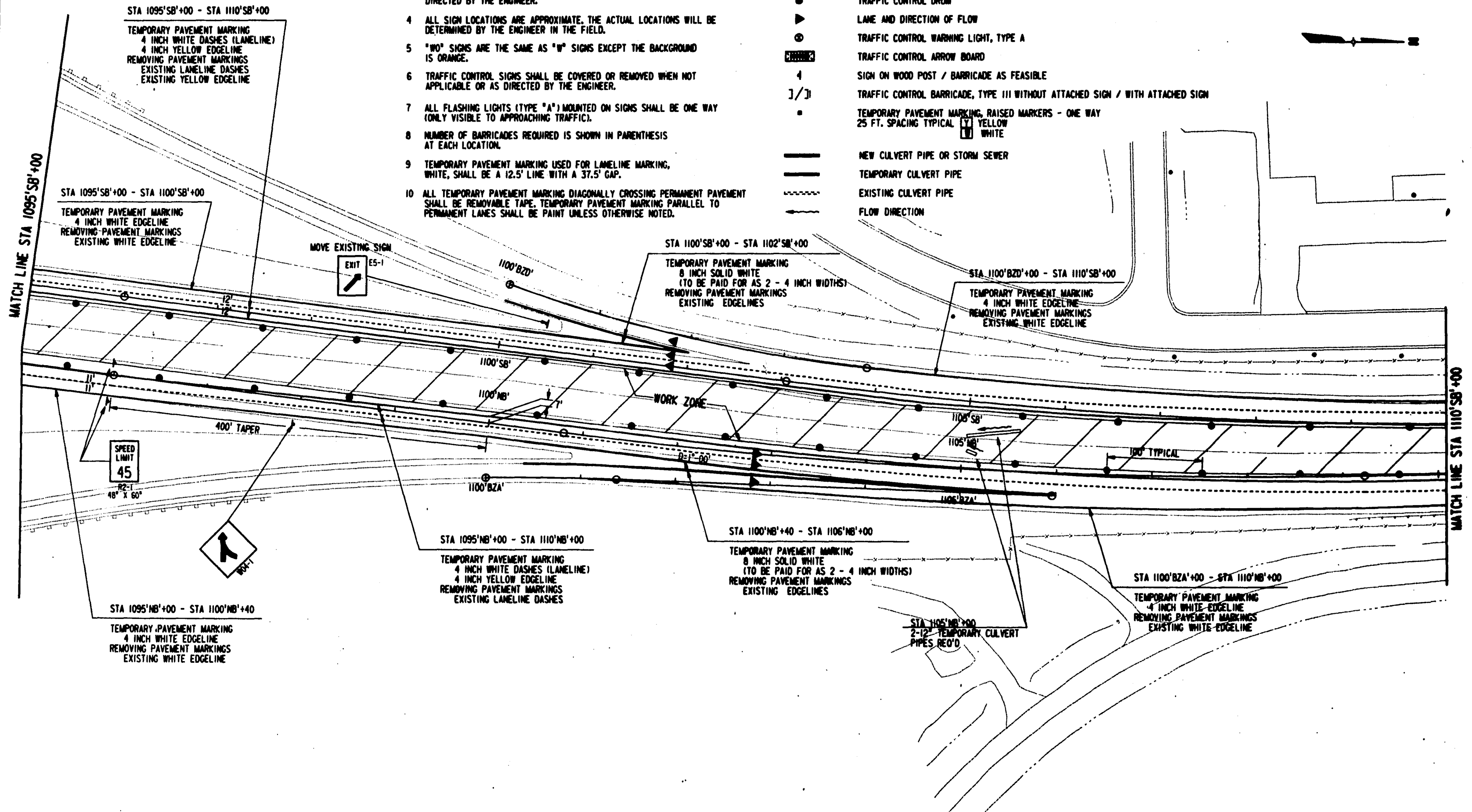
PHASE I

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "V" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



REFERENCE FILE 07 = phase1.dgn
Levels = 29-31, 53
REFERENCE FILE 08 = border.dgn
Levels = 58, 59
REFERENCE FILE 09 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culverts.dgn
Levels =
REFERENCE FILE 02 = loc11a.dgn
Levels = 11-15, 17-19
REFERENCE FILE 03 = loc11a.dgn
Levels = 1, 24, 55
REFERENCE FILE 04 = loc11a.dgn
Levels = 21-24, 50

DESIGNED BY: RGL
CHECKED BY: VW
GRAPHICS BY: DDS
DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO.: 18433

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
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LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER
1123-05-75

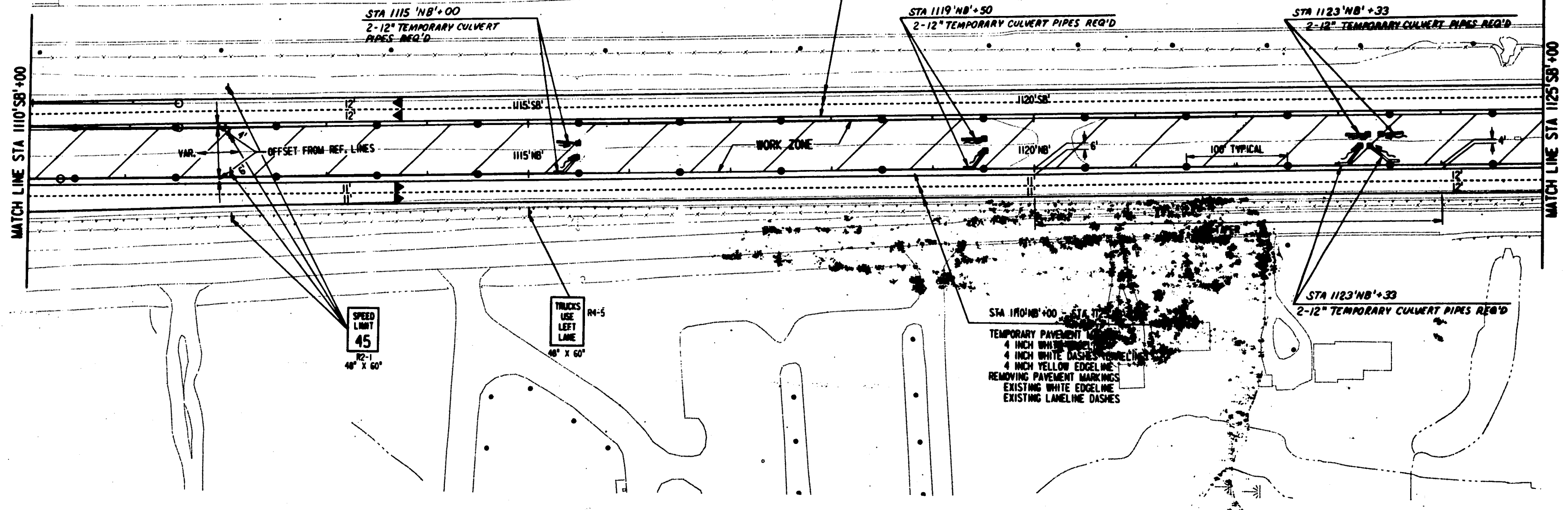
SHEET NO
294

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41

WINNEBAGO COUNTY

PHASE I



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Levels = 29-31, 53
REFERENCE FILE 08 = border.dgn
Levels = 50, 59

REFERENCE FILE 04 = Proposed.dgn
Levels =
REFERENCE FILE 05 = Pipes.dgn
Levels =
REFERENCE FILE 06 = CULV.DGN
Levels =

REFERENCE FILE 01 = DRAINAGE.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = Callouts.dgn
Levels = 1, 24, 56
REFERENCE FILE 03 = align.dgn
Levels = 22-24, 50

User: 15-02-0030
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Levels are 1-63
PRF: \\p01\c01\c01\c01\c01\c01
DATE: 5-01-2005 08:38:51
DGN: 15-02-0030\15-02-0030.dgn

designed by: RGL
checked by: VM
graphics by: DGS

DONOR: COMPUTER AIDED DESIGN & DRAFTING

PROJECT NO.: 18433

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
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LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL
	YELLOW
	WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

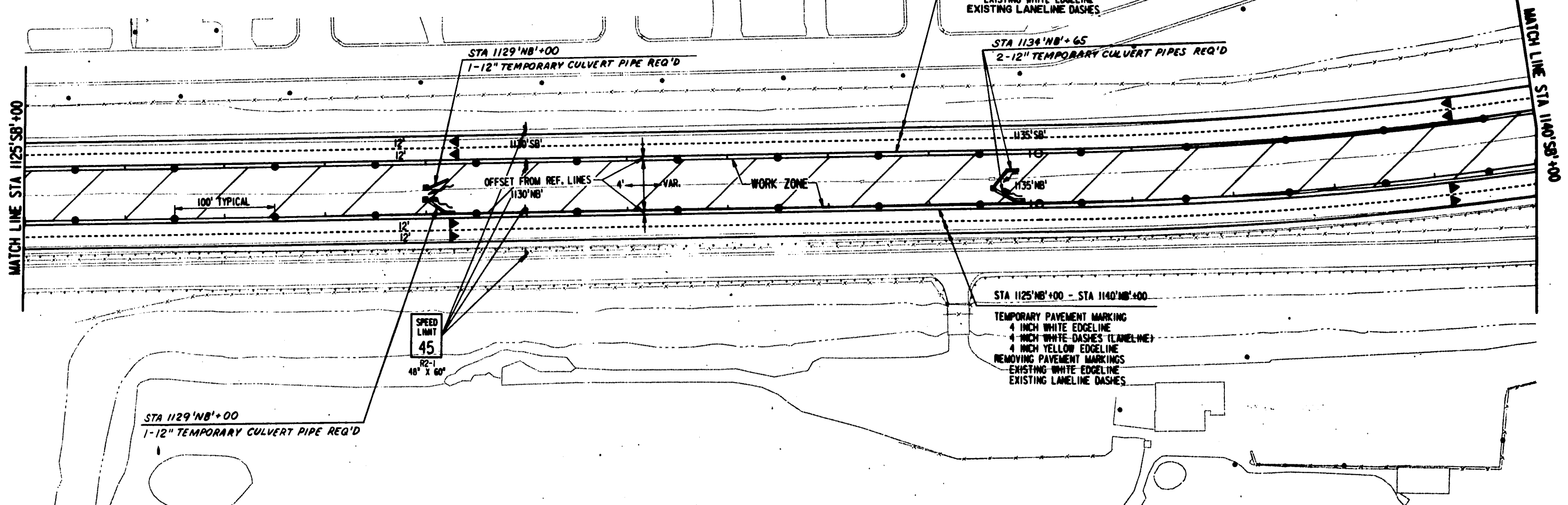
STATE PROJECT NUMBER
1123-05-75

SHEET NO
295

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE I



REFERENCE FILE 07 = phase1.dgn
Levels = 25-31.53
REFERENCE FILE 08 = border.dgn
Levels = 50.59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culs50.dgn
Levels =

REFERENCE FILE 01 = locamp10.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = locamp11.dgn
Levels = 1, 24, 55
REFERENCE FILE 03 = align.dgn
Levels = 22-24, 50

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PRE: 10/01/1981
DATE: 10/01/1981
DGN: 10/01/1981

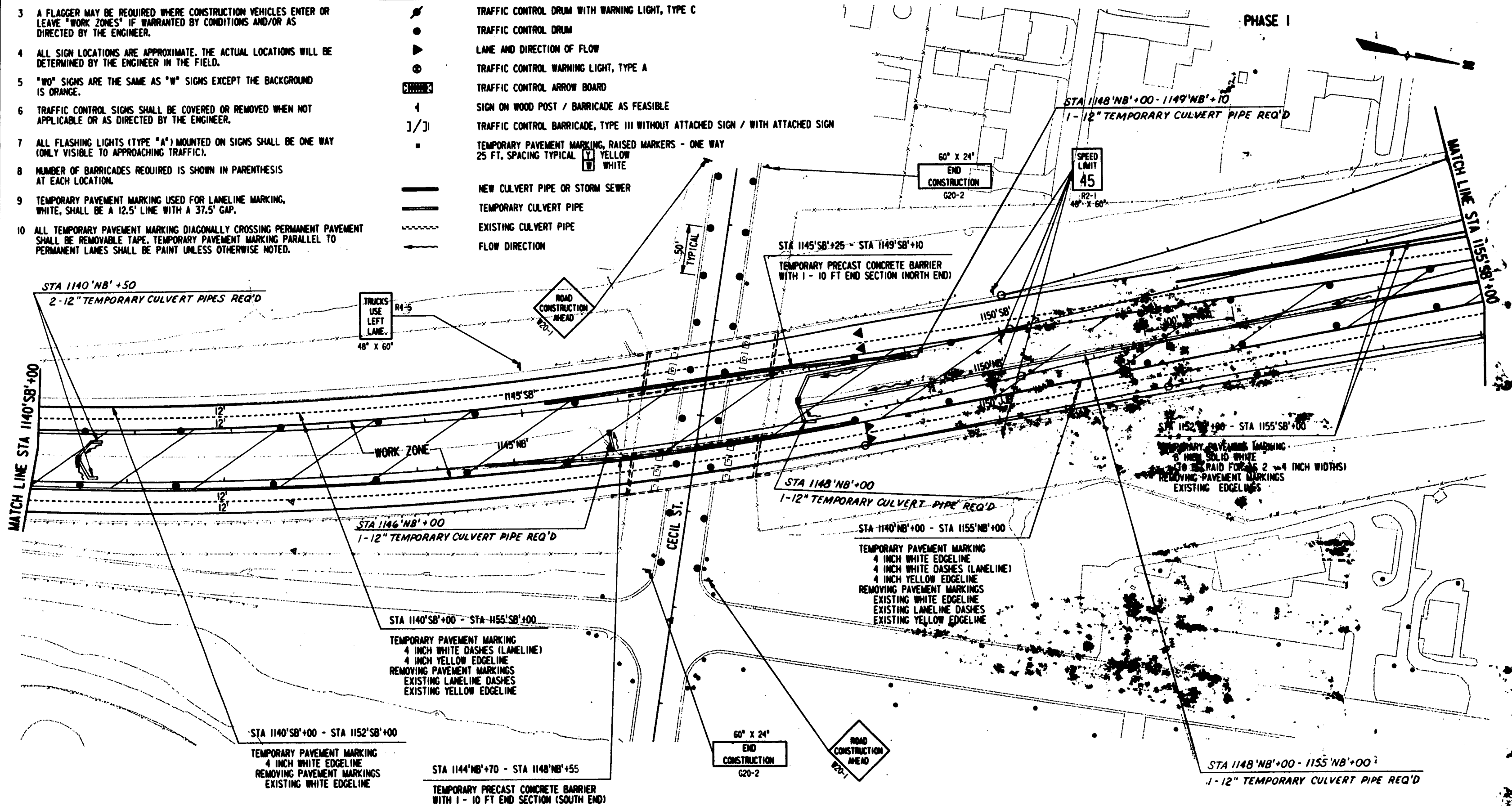
GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
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- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
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LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

PHASE I



User: ts 002/0030
 PEN TABLE: \\p101\1\ad es\usm1.tbl
 Levels are 1-63
 PNF: \\p101\1\ad es\usm1.tbl
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GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

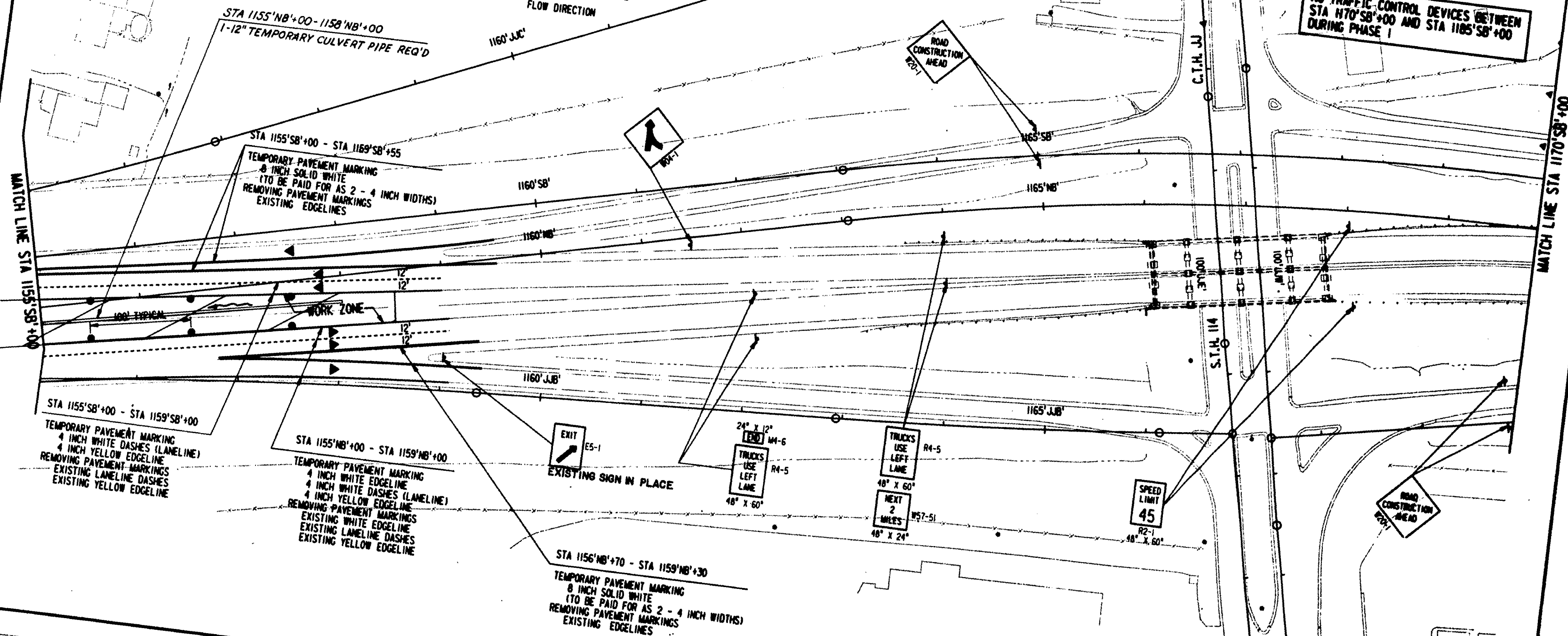
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
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- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
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LEGEND

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
- 25 FT. SPACING TYPICAL
- YELLOW
- WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-25
TRAFFIC CONTROL AND TEMPORARY DRAINAGE
U.S.H. 41
WINNEBAGO COUNTY
SHEET NO 297
PHASE I

NO TRAFFIC CONTROL DEVICES BETWEEN
STA 1170'SB+00 AND STA 1185'SB+00
DURING PHASE I



REFERENCE FILE 01: 11-15, 17-19
Levels: 11-15, 17-19
REFERENCE FILE 02: 12-24, 26
Levels: 12-24, 26
REFERENCE FILE 03: 01-19, 21-24, 26
Levels: 01-19, 21-24, 26
REFERENCE FILE 04: 11-15, 17-19
Levels: 11-15, 17-19
REFERENCE FILE 05: 12-24, 26
Levels: 12-24, 26
REFERENCE FILE 06: 01-19, 21-24, 26
Levels: 01-19, 21-24, 26
REFERENCE FILE 07: 11-15, 17-19
Levels: 11-15, 17-19
REFERENCE FILE 08: 12-24, 26
Levels: 12-24, 26
REFERENCE FILE 09: 01-19, 21-24, 26
Levels: 01-19, 21-24, 26

designed by: RGL
checked by: VM
graphics by: DGS
DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO.: 118433

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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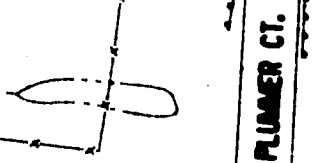
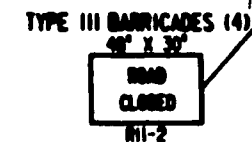
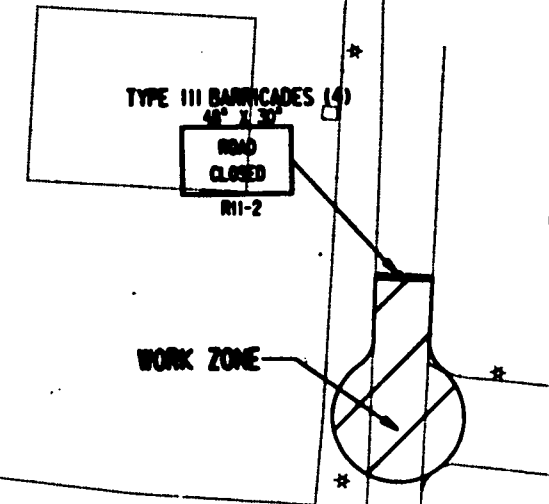
LEGEND

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
YELLOW
WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

MATCH LINE STA 1185'SB'+00

MATCH LINE STA 1200'SB'+00

NO TRAFFIC CONTROL DEVICES BETWEEN
STA 1170'SB'+00 AND STA 1185'SB'+00
DURING PHASE I



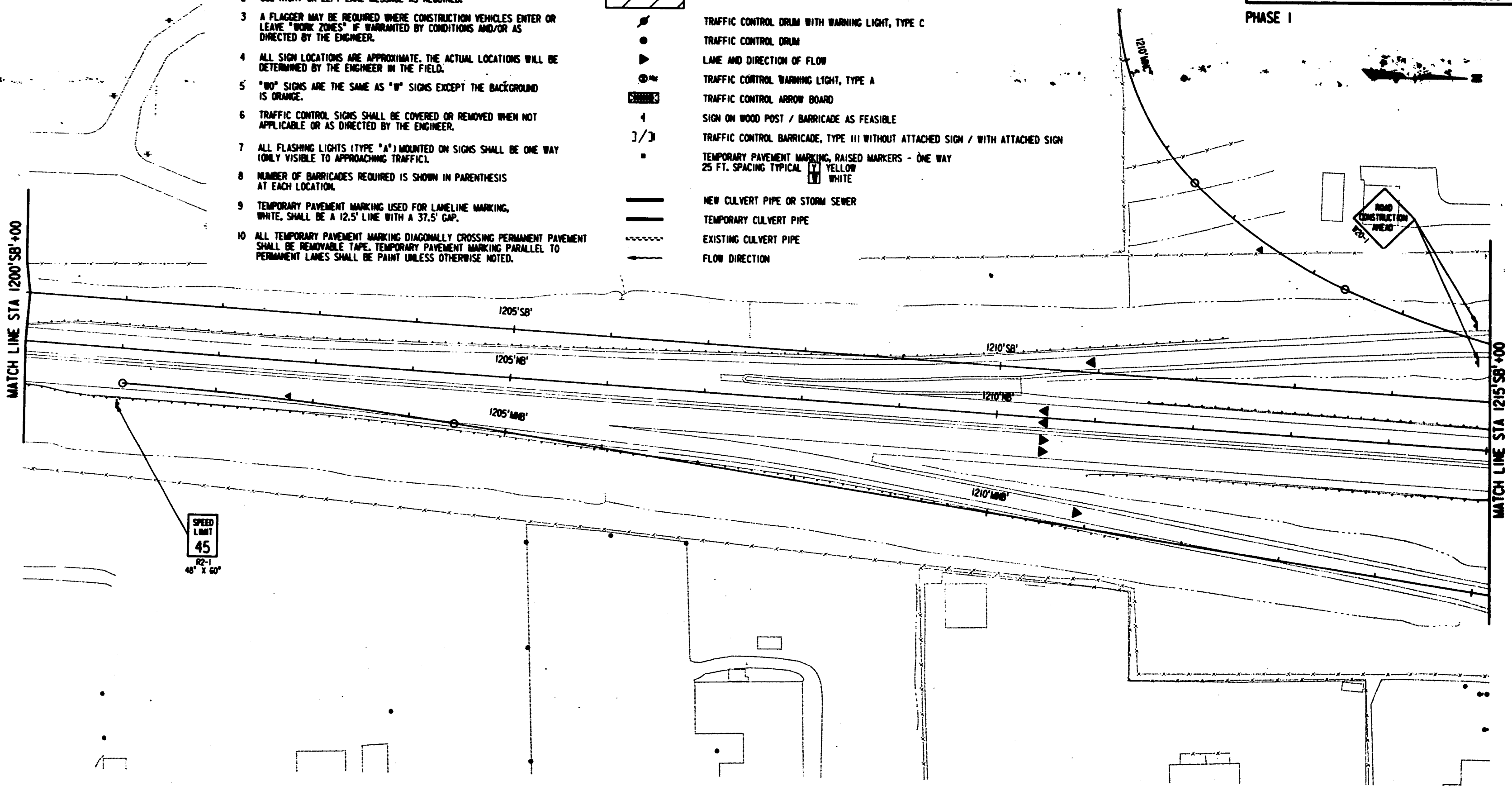
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REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culs50.dgn
Levels = 58, 59
REFERENCE FILE 07 = basecamp20.dgn
Levels = 11-15, 17-19
REFERENCE FILE 08 = phase1.dgn
Levels = 29-31, 53
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Levels are 1-63
PLOT: con175\\c175108.plt
DATE: Mon Dec 14 10:50:56 1992
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GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
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LEGEND

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
- YELLOW
WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION



REFERENCE FILE 07 = phaset1.dgn
Levels = 29-31.53
REFERENCE FILE 08 = border.dgn
Levels = 58.53

REFERENCE FILE 04 = proposed.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = 1cmlw.dgn
Levels = 1, 24.55
REFERENCE FILE 03 = align.dgn
Levels = 22-24.50

REFERENCE FILE 05 = plan.dgn
Levels = 29-31.53
REFERENCE FILE 06 = culvss.dgn
Levels = 58.53

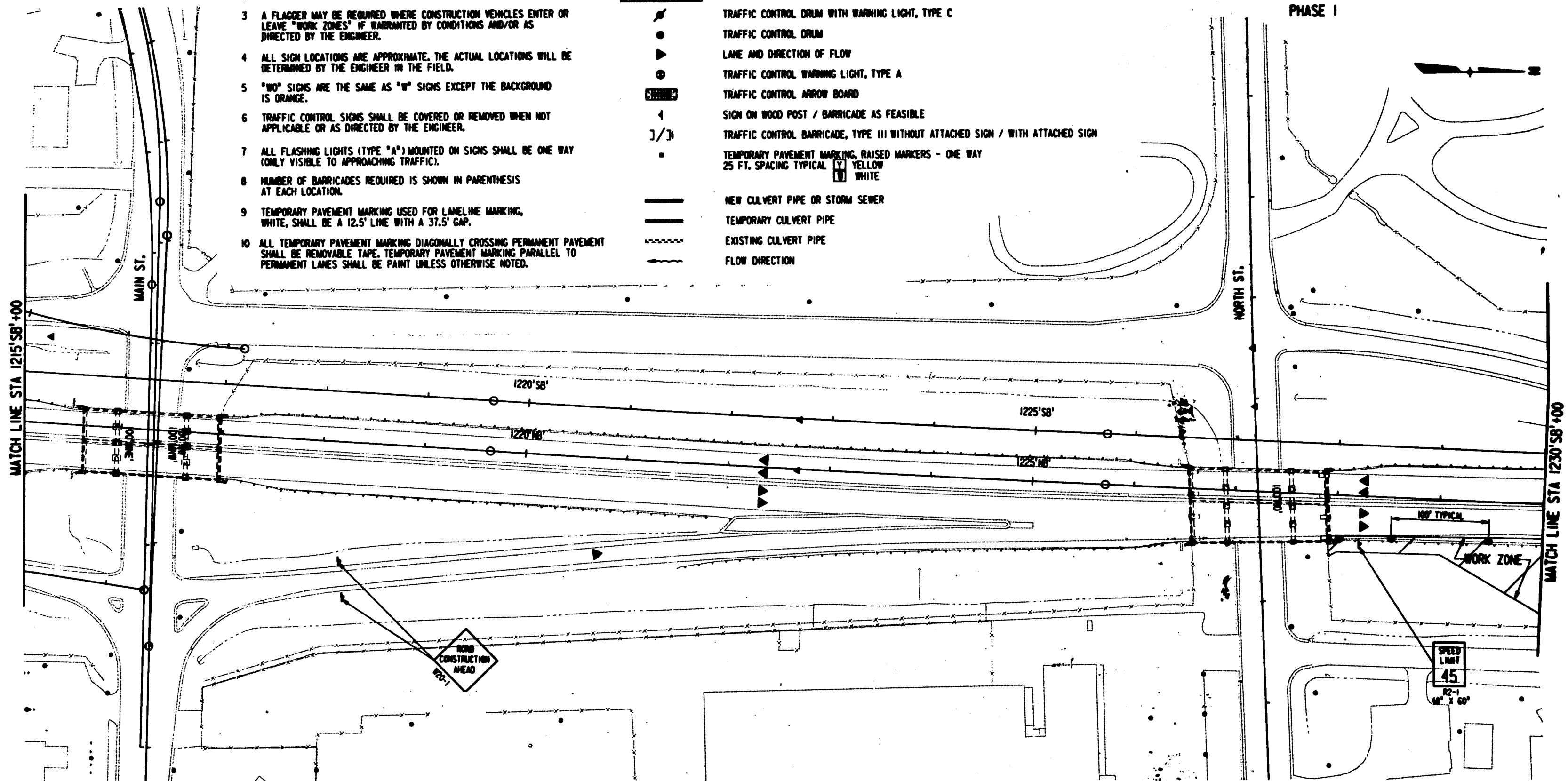
USER: 15.00/10/10
FILE NAME: 101011.dgn
DATE: 10/10/10
TIME: 10:10:10
PROJECT: 101011.dgn
DRAWN: 10/10/10
CHECKED: 10/10/10
DESIGNED: 10/10/10

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL
	YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



REFERENCE FILE 07 = phase1.dgn
Levels = 29-31.53

REFERENCE FILE 08 = border.dgn
Levels = 58.59

```
REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = cul's50.dgn
Levels =
```

REFERENCE FILE 01 = basamp20.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = 1callw.dgn
Levels = 1, 24, 55
REFERENCE FILE 03 = allgn.dgn
Levels = 22-24, 50

```
User is daz10030
OPEN TABLE= \\plot\\tables\\ustw41.tbl
levels are 1-53
PRF = \\rafcom\\1c75110.pr1
DATE=Sat Sep 26 09:02:53 1992
DOM = e:\\210030\\1c75110.dgn
```

designed by : RGL
checked by : VM
graphics by : DOS

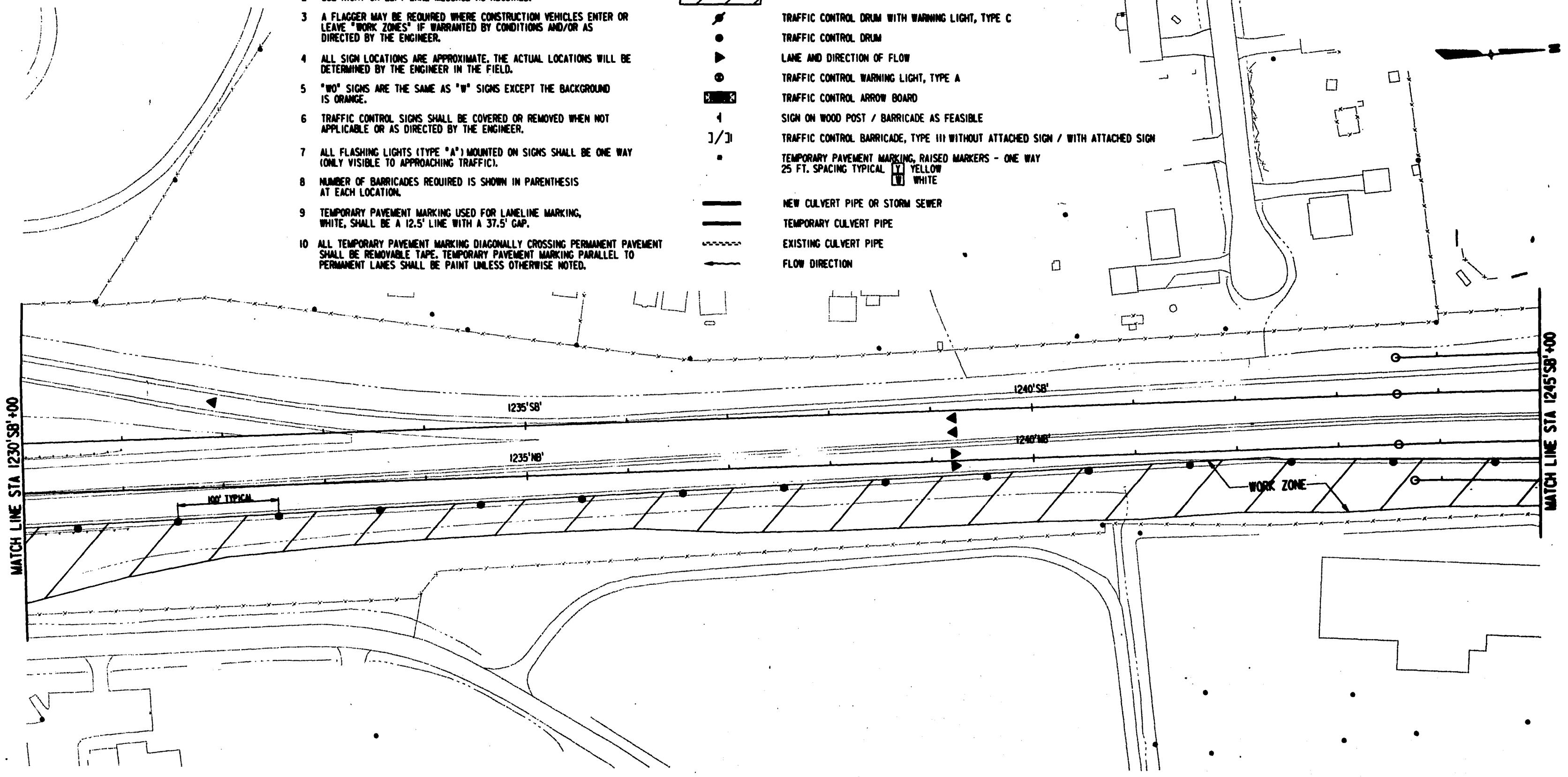
DONOHUE COMPUTER AIDED DESIGN & DRAFTING

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION



REFERENCE FILE 01 = phase1.dgn
Levels = 25-31.53
REFERENCE FILE 02 = border.dgn
Levels = 50.59
REFERENCE FILE 03 = proposed.dgn
Levels = 25-31.53
REFERENCE FILE 04 = pipes.dgn
Levels = 50.59
REFERENCE FILE 05 = culv.dgn
Levels = 22-24.50
REFERENCE FILE 06 = callouts.dgn
Levels = 11-15.17-19
REFERENCE FILE 07 = callouts.dgn
Levels = 1.24.55
REFERENCE FILE 08 = callouts.dgn
Levels = 22-24.50

User is 00210030
PEN TABLE: vpl0110
Levels are 1-63
Pkg = Projcom/1075111.pr1
DATE: Sat Sep 26 09:06:44 1992
DGN = 12100301075111.dgn

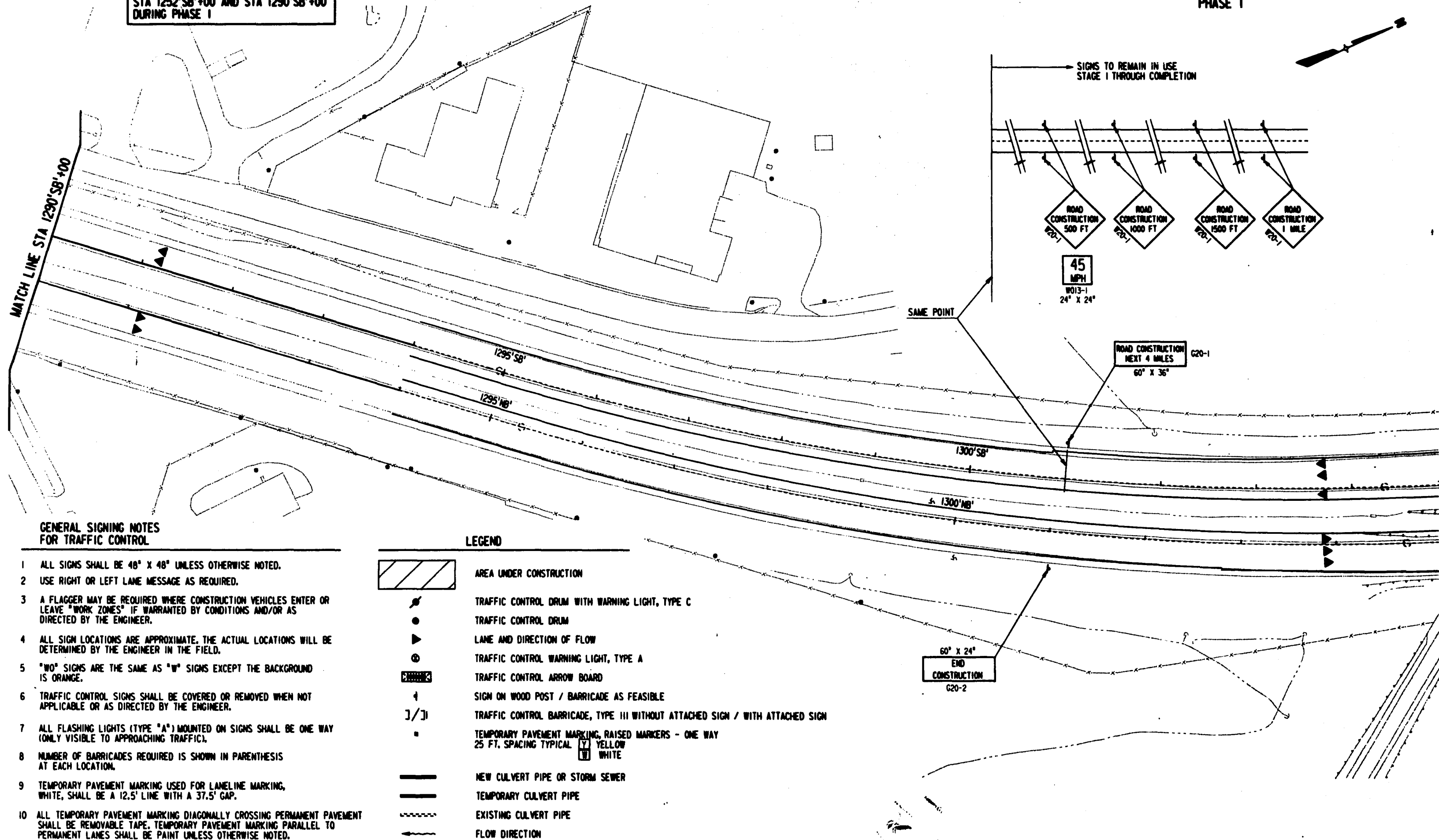
NO TRAFFIC CONTROL DEVICES BETWEEN
STA 1252'SB'+00 AND STA 1290'SB'+00
DURING PHASE I



-

PHASE I

NO TRAFFIC CONTROL DEVICES BETWEEN
STA 1252'SB+00 AND STA 1290'SB+00
DURING PHASE I



GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "R" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- | | |
|--|---|
| | AREA UNDER CONSTRUCTION |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL YELLOW
WHITE |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |

PHASE 2

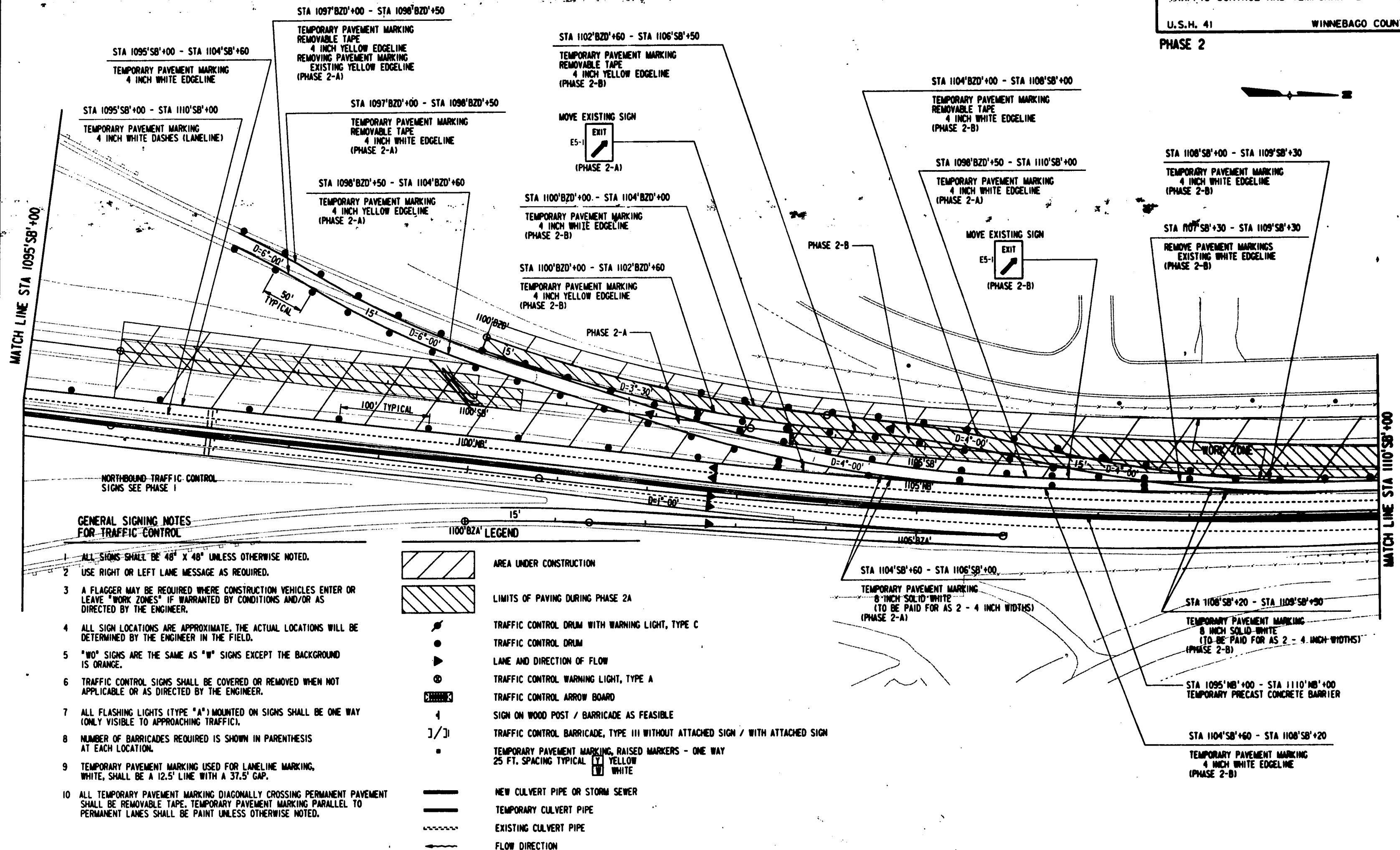


- ## LEGEND

designed by : RGL
checked by : VM
printed by : JDS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING

PHASE 2



REFERENCE FILE 07 = phase2.dgn
Levels = 29-32.53
REFERENCE FILE 08 = border.dgn
Levels = 58.59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = cuts50.dgn
Levels =

REFERENCE FILE 01 = basmap1a.dgn
Levels = 11-15,17-19
REFERENCE FILE 02 = fcmlw.dgn
Levels = 2,3,7,24,55
REFERENCE FILE 03 = align.dgn
Levels = 21-24,50

user is aa210043
OPEN TABLE = :plattab1
levels are 1-63
PRF = con1751c75202.prf
DATE=Mon Dec 14 08:22:31 1992
DOWN = :V10039N1c75202.dgn

designed by: RS.
checked by: JM
graphics by: JDS

DONOVUE COMPUTER AIDED DESIGN & DRAFTING

PROJECT NO. : 18422

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

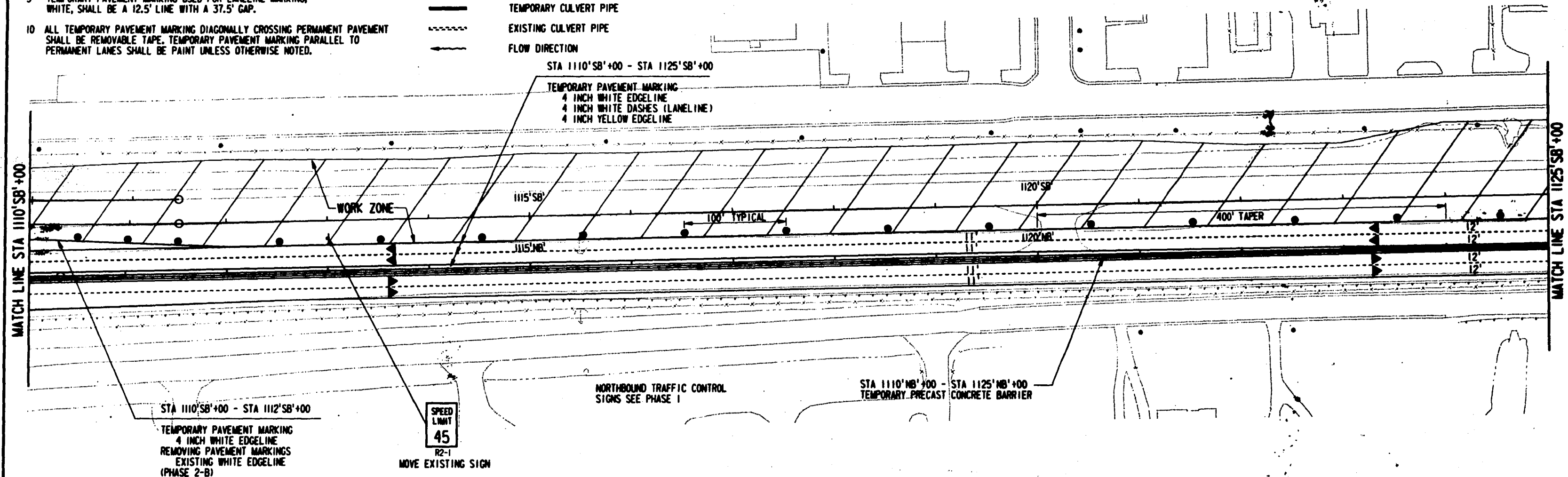
	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL Y YELLOW W WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-75 SHEET NO 2106

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE 2A



REFERENCE FILE 01 = baseplan.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = 1cm1w.dgn
Levels = 2, 3, 7, 24, 55
REFERENCE FILE 03 = at1gn.dgn
Levels = 22-24, 50
REFERENCE FILE 04 = proposed.dgn
Levels = 29-31, 53
REFERENCE FILE 05 = pipes.dgn
Levels = 58, 59
REFERENCE FILE 06 = cul550.dgn
Levels =

User is gdl0030
C:\P10\1\101\es\map11.tbl
Levels are 1-63
Project is 10/25/93
Date is 10/25/93
User is gdl0030

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

STATE PROJECT NUMBER	SHEET NO
1123-05-75	2.107

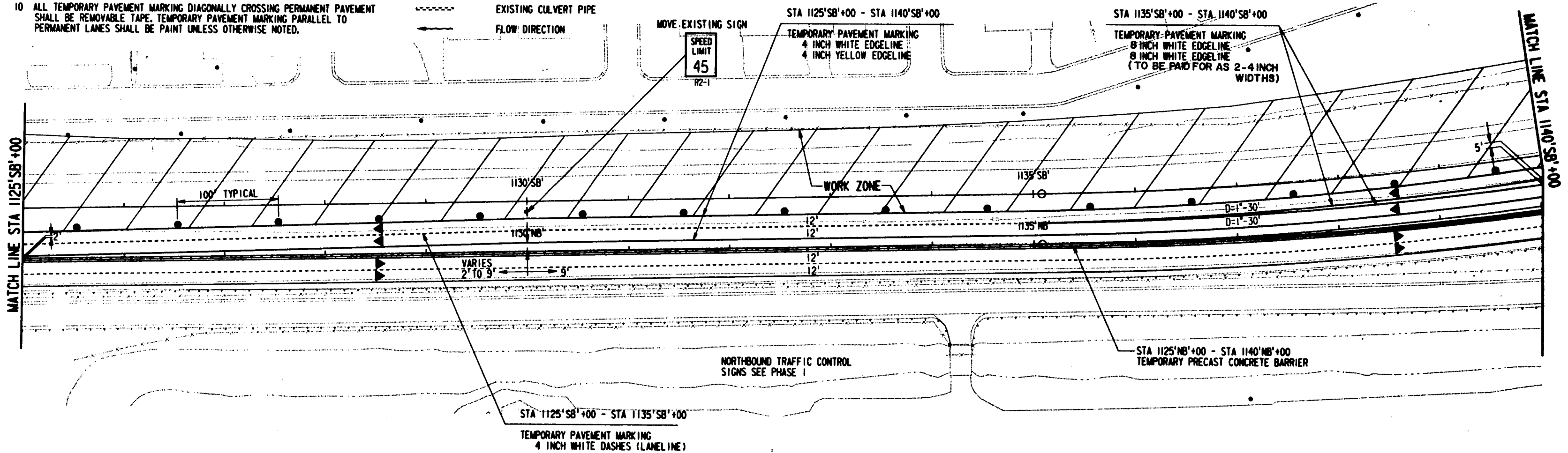
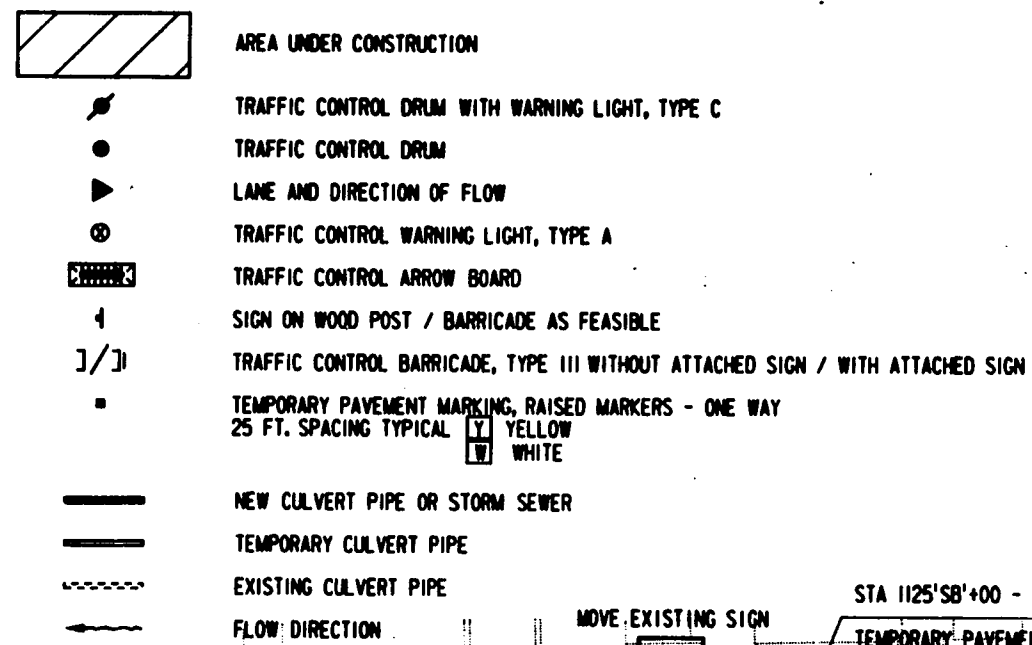
TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE 2A'

LEGEND

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "R" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
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- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.



REFERENCE FILE 07 = phase2.dgn
Levels = 29-31,53
REFERENCE FILE 08 = border.dgn
Levels = 58,59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culs50.dgn
Levels =

```

REFERENCE FILE 01 = DUSMPL01.dgn
Levels = 11-15,17-19
REFERENCE FILE 02 = ICM11W.dgn
Levels = 2,3,7,24,55
REFERENCE FILE 03 = ALIGN.dgn
Levels = 22-24,50

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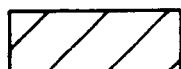
User is 00210030
 PW TABLE= vplattest\csm1.tbl
 Levels are 1-63
 PRF = lrafc001\c75204.prf
 DATE= Sat Sep 26 10:11:26 1992
 DOW = c:\210030\c75204.dgn

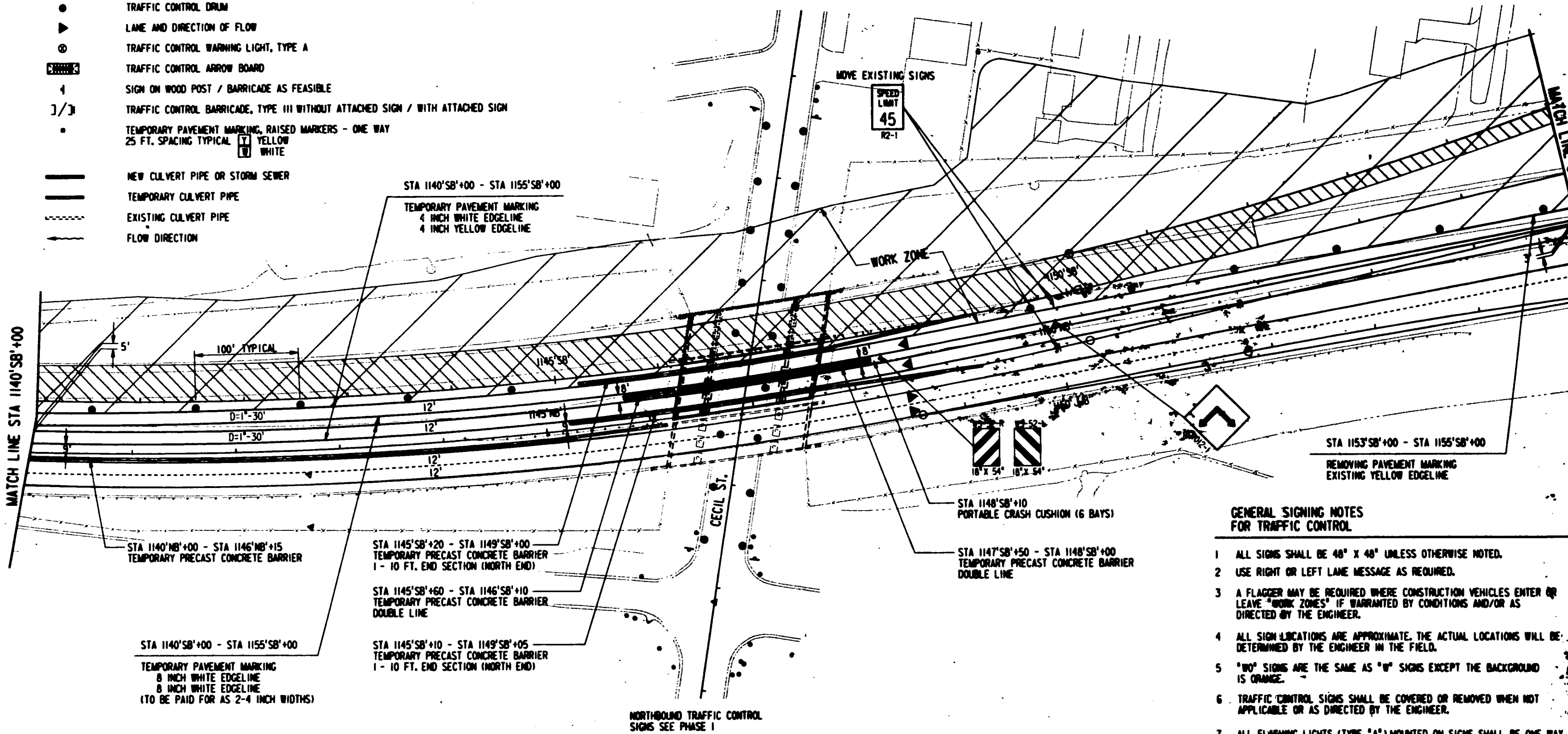
designed by : PGL
checked by : JH
graphics by : DGT

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

PHASE 2A

LEGEND

-  AREA UNDER CONSTRUCTION
-  LIMITS OF PAVING DURING PHASE 2A
-  TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
-  TRAFFIC CONTROL DRUM
-  LANE AND DIRECTION OF FLOW
-  TRAFFIC CONTROL WARNING LIGHT, TYPE A
-  TRAFFIC CONTROL ARROW BOARD
-  SIGN ON WOOD POST / BARRICADE AS FEASIBLE
-  TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
-  TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE
-  NEW CULVERT PIPE OR STORM SEWER
-  TEMPORARY CULVERT PIPE
-  EXISTING CULVERT PIPE
-  FLOW DIRECTION

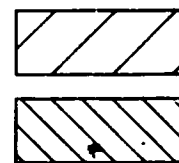


GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

User: jz_d0710043
 PLOT TABLE: \\plott\clients\usm\1123-05-75\1123-05-75-05-05.dgn
 Levels: 1-63
 Plot: 11/15/1992 14:44:14
 Date: 11/15/1992 14:44:14
 Dwg: 1123-05-75-05-05.dgn
 Reference File 01: 11-15-19-19
 Levels: 1-63
 Reference File 02: 11-15-19-19
 Levels: 1-63
 Reference File 03: 11-15-19-19
 Levels: 1-63
 Reference File 04: 11-15-19-19
 Levels: 1-63
 Reference File 05: 11-15-19-19
 Levels: 1-63
 Reference File 06: 11-15-19-19
 Levels: 1-63
 Reference File 07: 11-15-19-19
 Levels: 1-63
 Reference File 08: 11-15-19-19
 Levels: 1-63
 Reference File 09: 11-15-19-19
 Levels: 1-63
 Reference File 10: 11-15-19-19
 Levels: 1-63

LEGEND



AREA UNDER CONSTRUCTION

LIMITS OF PAVING DURING PHASE 2A

TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C

TRAFFIC CONTROL DRUM

LANE AND DIRECTION OF FLOW

TRAFFIC CONTROL WARNING LIGHT, TYPE A

TRAFFIC CONTROL ARROW BOARD

SIGN ON WOOD POST / BARRICADE AS FEASIBLE

TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN

TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL

Y
W

 YELLOW
WHITE

NEW CULVERT PIPE OR STORM SEWER

TEMPORARY CULVERT PIPE

EXISTING CULVERT PIPE

FLOW-DIRECTION

NOTE: SEE STH 114 TRAFFIC CONTROL
SHEET FOR DETAILS ON STH 114

TYPE III BARRICADES (4)

ROAD
CLOSED
R11-2
48" X 30"

PHASE 2A

SHEET NO
2.109

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

654.541

WINNEBAGO COUNTY

MAJCH LINE STA 1170'SB'400



GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

1. ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
2. USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
3. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
4. ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
5. "W" SIGNS ARE THE SAME AS "V" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
6. TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
7. ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
8. NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
9. TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
10. ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

**NORTHBOUND TRAFFIC CONTROL
SIGNS SEE PHASE I**

STA 1155'SB'+00 - STA 1159'SB'+00

TEMPORARY PAVEMENT MARKING
4 INCH WHITE EDGELINE
4 INCH YELLOW EDGELINE

STA 1159'SB'+00 - STA 1160'SB'+00

TEMPORARY PAVEMENT MARKING
4 INCH WHITE EDGELINE
4 INCH WHITE DASHES (LANELINE)
4 INCH YELLOW EDGELINE

STA 1155'SB'+00 - STA 1159'SB'+00

TEMPORARY PAVEMENT MARKING
8 INCH WHITE EDGELINE
8 INCH WHITE EDGELINE
(TO BE PAID FOR AS 2-4 INCH WIDTHS)

STA 1155'SB'+00 - STA 1160'SB'+00

REMOVING PAVEMENT MARKINGS
EXISTING WHITE EDGELINE
EXISTING LANELINE DASHES
EXISTING YELLOW EDGELINE

STA 1161'SB'+00

1 - 15' TEMPORARY CULVERT
PIPE REQ'D

```

USER = user100403
MAIL FILE = /var/mail/100403
MAIL FILE 01 = 01
Levels = 1-63
WWW = conf15/c15206.prf
DATE1=Mon Dec 14 08:39:51 1992
BOOK = e1:2100N01c15206.dgn

REFERENCE FILE 07 = phase2.dgn
Levels = 29-32,53
REFERENCE FILE 08 = border.dgn
Levels = 58,59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culs50.dgn
Levels =

REFERENCE FILE 02 = canal.dgn
Levels = 2,3,7,24,55
REFERENCE FILE 03 = align.dgn
Levels = 22-24,50

REFERENCE FILE 01 = dosmap10.dgn
Levels = 11-15,17-19
REFERENCE FILE 05 = 05
Levels = 2,3,7,24,55
REFERENCE FILE 03 = align.dgn
Levels = 22-24,50

```

designed by : RGL
checked by : VM
graphics by : DGS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
560 ECL NO. • 2433

FLOW DIRECTION





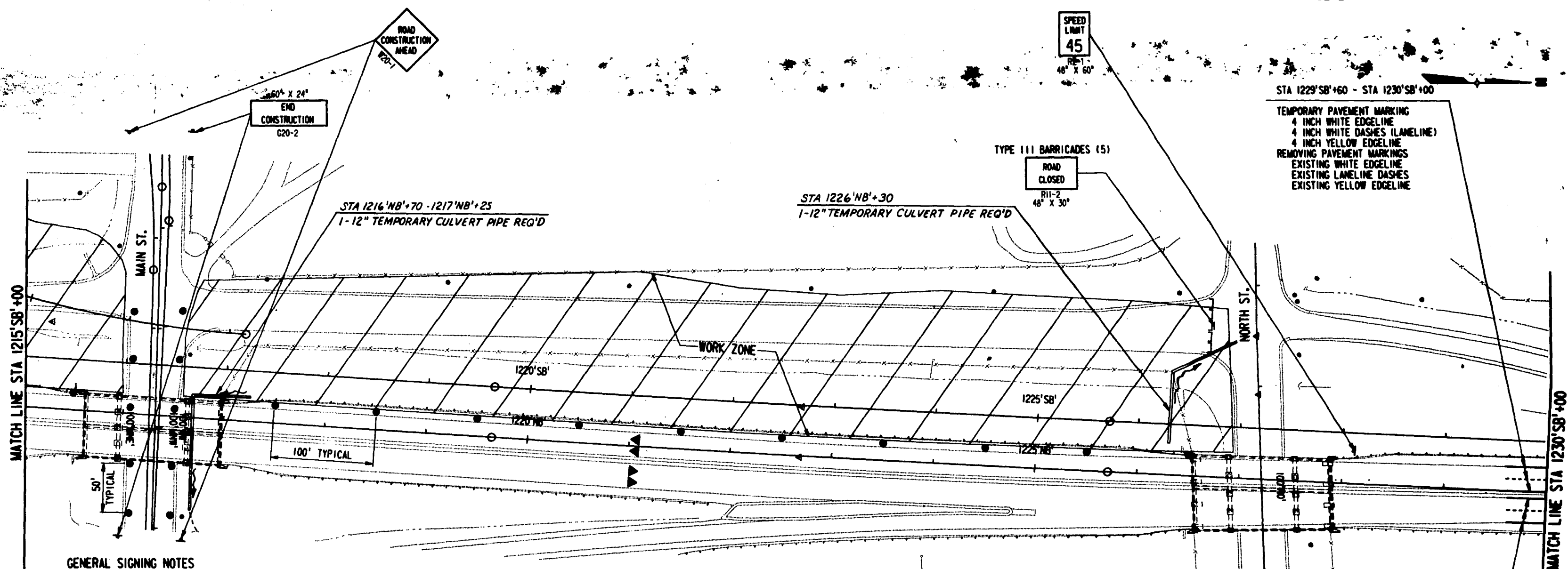
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL

Y
W

 YELLOW
WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

PHASE 2



GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "A" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STA 1229'NB'+60 - STA 1230'NB'+00

TEMPORARY PAVEMENT MARKING
 4 INCH WHITE EDGELINE
 4 INCH WHITE DASHES (LANELINE)
 4 INCH YELLOW EDGELINE
 REMOVING PAVEMENT MARKINGS
 EXISTING WHITE EDGELINE
 EXISTING LANELINE DASHES
 EXISTING YELLOW EDGELINE

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 Levels = 29-31.53
 REFERENCE FILE 08 = border.dgn
 Levels = 50.59

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 Levels = 29-31.53
 REFERENCE FILE 05 = pipes.dgn
 Levels = 50.59
 REFERENCE FILE 06 = culv50.dgn
 Levels = 50.59

REFERENCE FILE 01 = basemap20.dgn
 Levels = 11-15.17-19
 REFERENCE FILE 02 = trail1.dgn
 Levels = 21.17-24
 REFERENCE FILE 03 = allign.dgn
 Levels = 22-24.50

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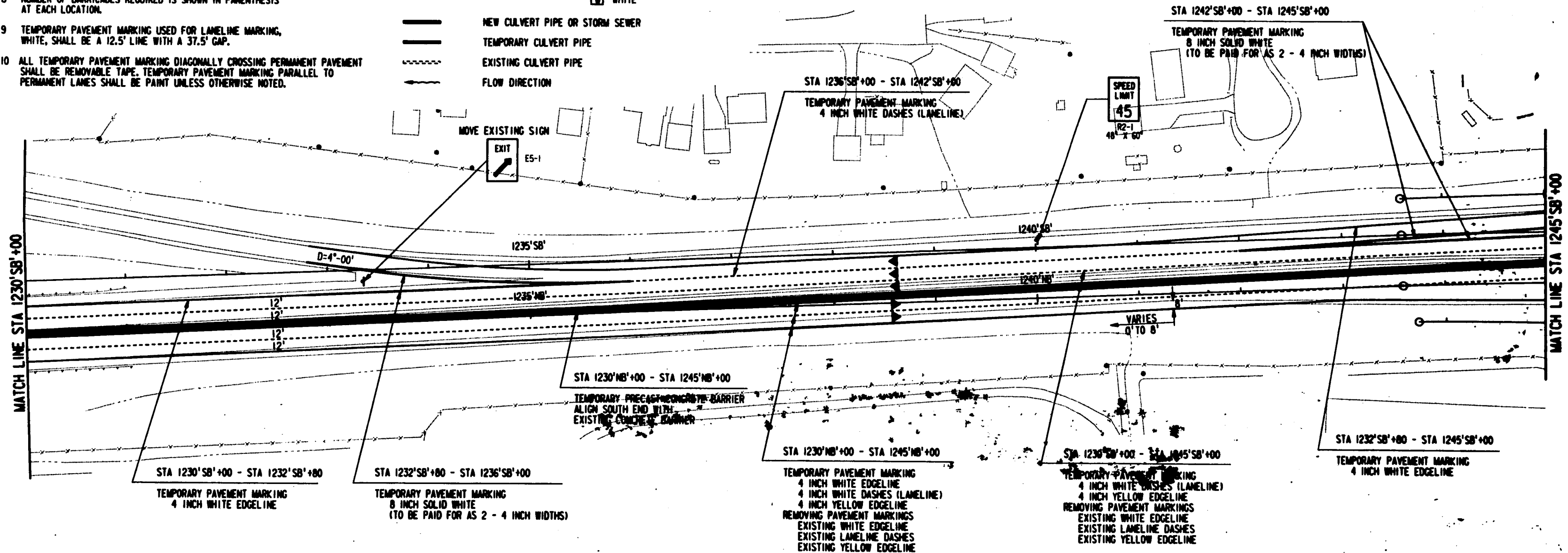
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Levels = 11-15,17-19
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Levels = 2,3,7,24,55
REFERENCE FILE 03 = o11gn.dgn
Levels = 22-24,50
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Levels =
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Levels =
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Levels = 29-31,53
REFERENCE FILE 08 = border.dgn
Levels = 50,55

```

- designed by : RGL
checked by : VM
graphics by : DGS
-
- DONOHUE COMPUTER AIDED DESIGN & DRAFTING**
PROJECT NO. : 12473

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL
	Y YELLOW W WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



PHASE 2

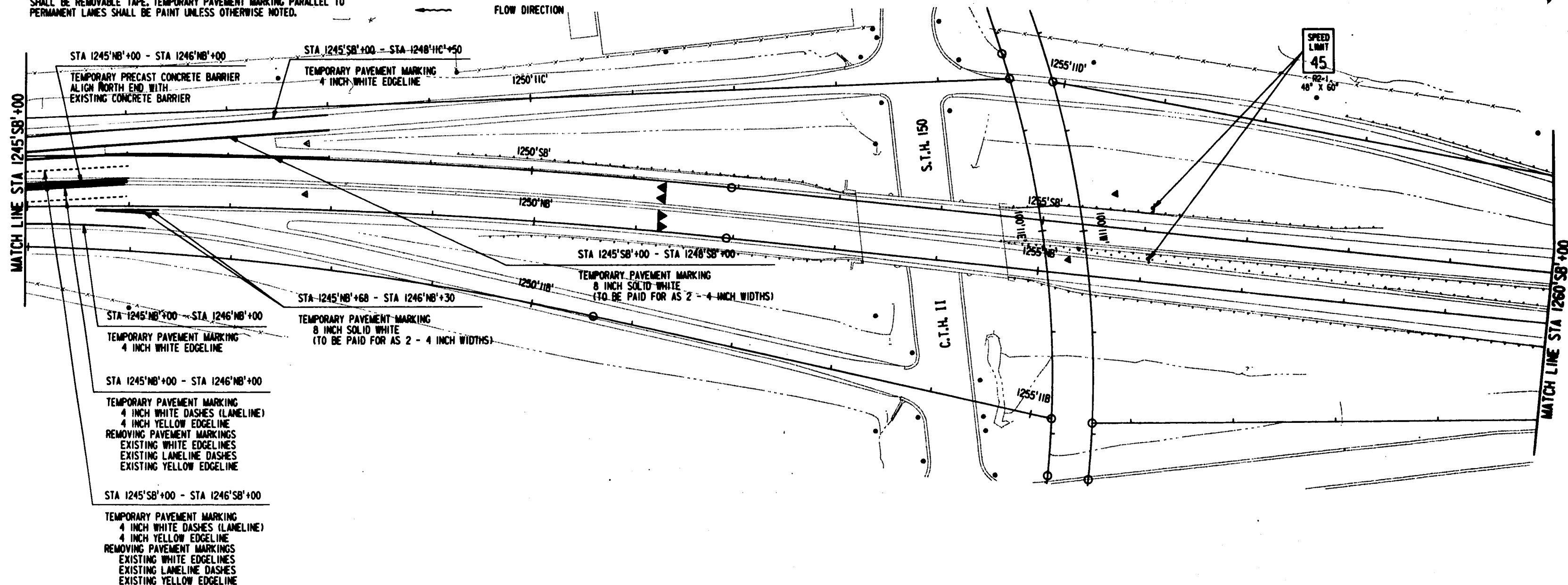
PHASE 2

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "V" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



AREA UNDER CONSTRUCTION

- 



TRAFFIC CONTROL CONFORMING TO
MOVING WORK ZONE DETAIL

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

designed by : RGL
checked by : VM
graphics by : OOS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

```
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REF: 15 OUTP07014.dgn
PCN LABELS: 07014, 1, 1b1
Levels are 1-63
PRR : 1r0t/cm1/c75214.cpr
DATE/Sat Sep 28 11:56:14 1992
DON -e:V20030N/c75214.dgn

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Levels = 29-31,53
REFERENCE FILE 08 = border.dgn
Levels = 50-59

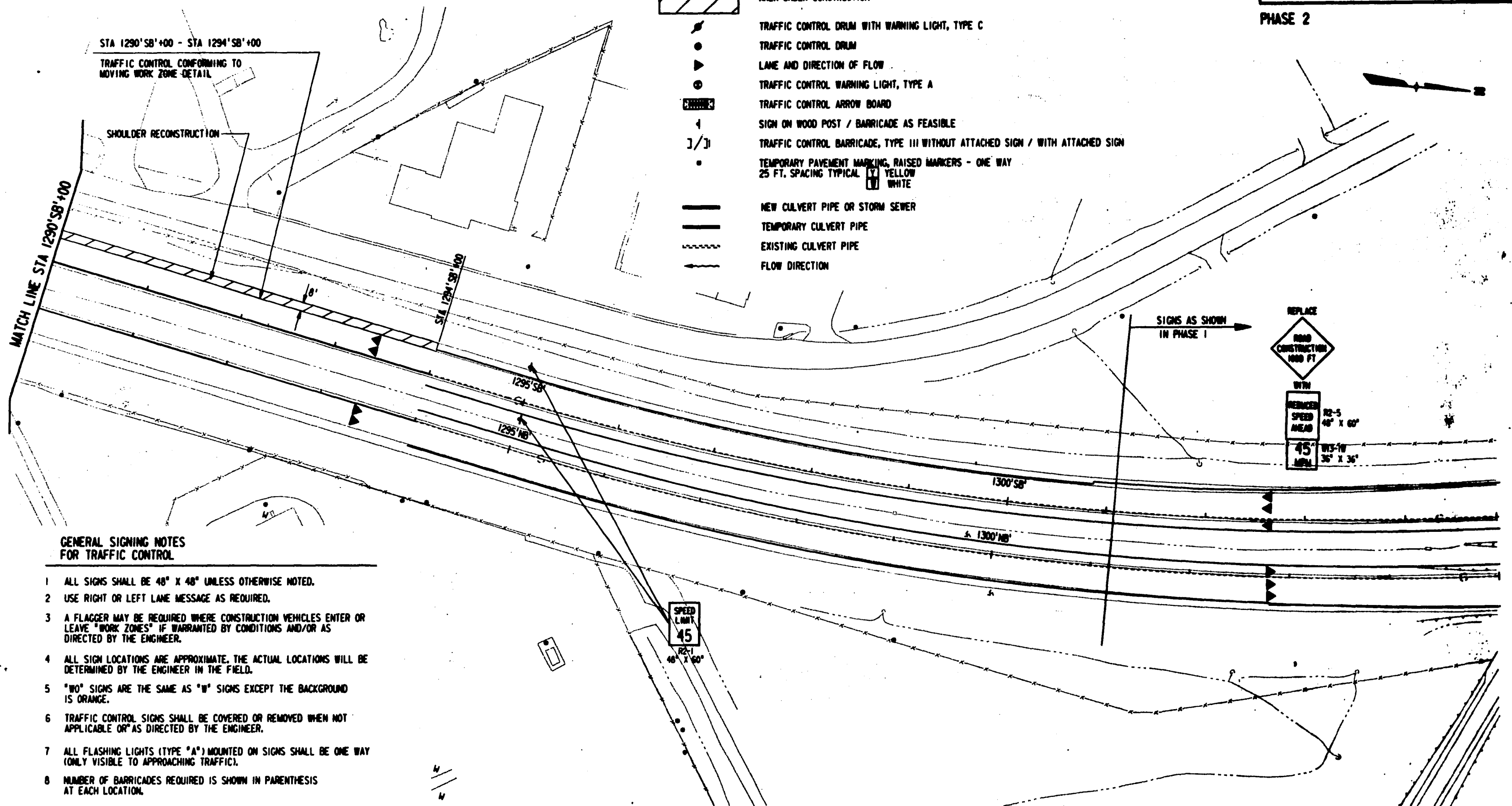
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Levels = 
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Levels = 

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Levels = 11-15, 17-19
Levels = 2,3,12,24,55
REFERENCE FILE 03 : o11p.dgn
Levels = 22-24,50
```

PHASE 2

LEGEND

-  AREA UNDER CONSTRUCTION
-  TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
-  TRAFFIC CONTROL DRUM
-  LANE AND DIRECTION OF FLOW
-  TRAFFIC CONTROL WARNING LIGHT, TYPE A
-  TRAFFIC CONTROL ARROW BOARD
-  SIGN ON WOOD POST / BARRICADE AS FEASIBLE
-  TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
-  TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
-  25 FT. SPACING TYPICAL YELLOW WHITE
-  NEW CULVERT PIPE OR STORM SEWER
-  TEMPORARY CULVERT PIPE
-  EXISTING CULVERT PIPE
-  FLOW DIRECTION



GENERAL SIGNING NOTES
 FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

REFERENCE FILE 07 = bounap3u.dgn
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 REFERENCE FILE 08 = phase2.dgn
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REFERENCE FILE 04 = proposed.dgn
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 REFERENCE FILE 05 = pipes.dgn
 Levels =
 REFERENCE FILE 06 = culv50.dgn
 Levels =

REFERENCE FILE 01 = bounap20.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 02 = callu.dgn
 Levels = 2, 3, 7, 24, 55
 REFERENCE FILE 03 = align.dgn
 Levels = 22-24, 50

User: j0210043
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 Log: -cont151c15215.prl
 Date: Mon Dec 14 10:36:46 1992
 Job: m12100301c15215.dgn

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "A" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

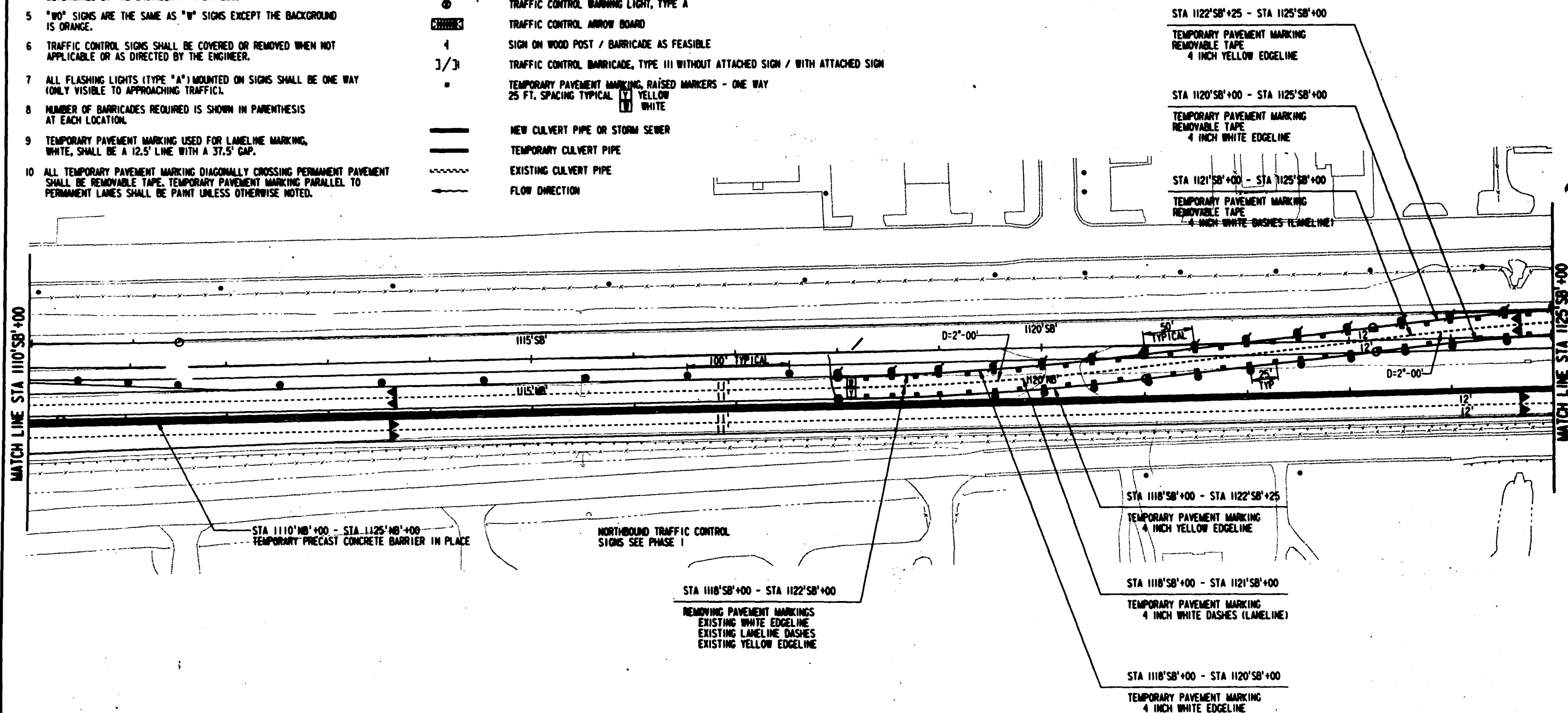
STATE PROJECT NUMBER
1123-05-75

SHEET NO
2.119

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE 2B



Levels: 11-15, 17-19
REFERENCE FILE 02 = locatn.dgn
Levels: 24, 43, 55
REFERENCE FILE 03 = align.dgn
Levels: 22-24, 50
REFERENCE FILE 04 = curbs.dgn
Levels: 19-21
REFERENCE FILE 05 = pipes.dgn
Levels: 58, 59
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Levels: 1-63
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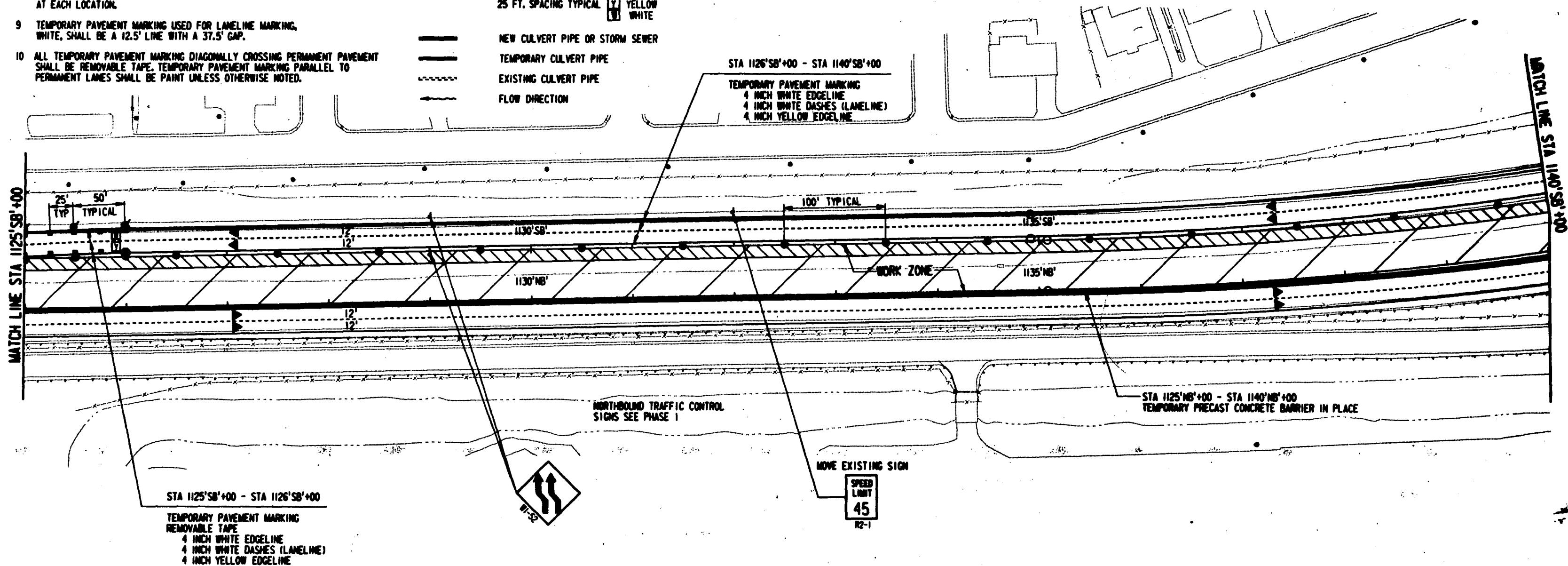
GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	LIMITS OF PAVING DURING PHASE 2B
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-75 SHEET NO 2120
TRAFFIC CONTROL AND TEMPORARY DRAINAGE
U.S.H. 41 WINNEBAGO COUNTY
PHASE 2B

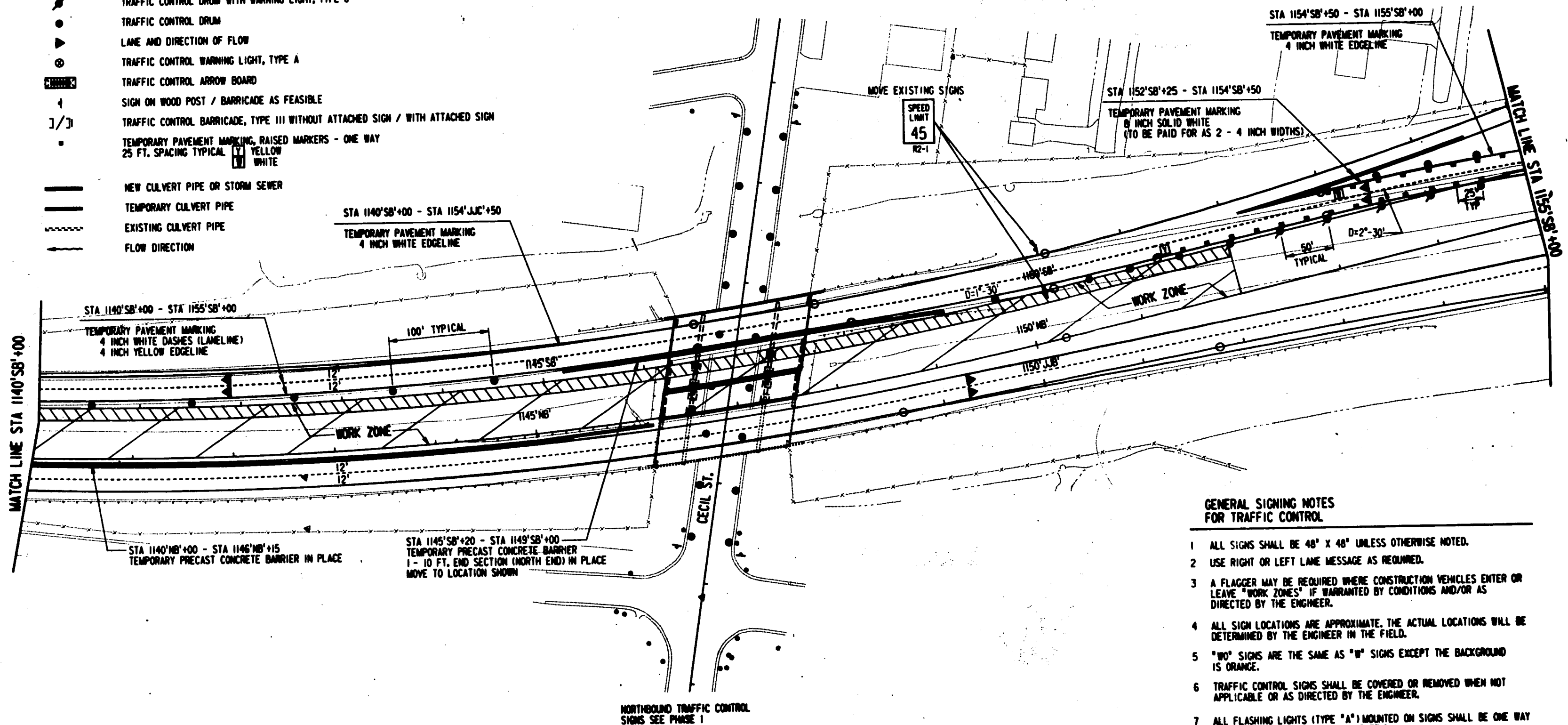
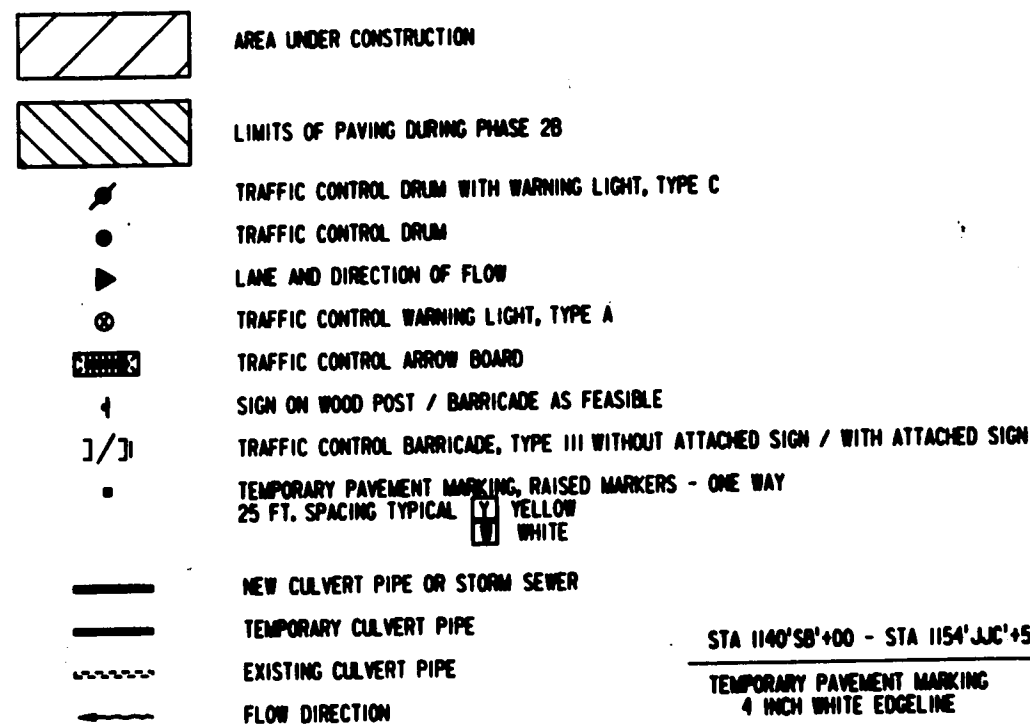


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Levels = 56-59
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Levels = 22-24, 50

REFERENCE FILE 07 = phase2.dgn
Levels = 19-21
REFERENCE FILE 08 = border.dgn
Levels = 56-59

LEGEND



GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "B" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

NORTHBOUND TRAFFIC CONTROL
SIGNS SEE PHASE 1

DESIGNED BY: RGL
CHECKED BY: VML
GRAPHICS BY: DOS

DATE: 05/01/92

PROJECT NO.: 18433

WINNEBAGO COUNTY, ILL.

U.S. HIGHWAY 41

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

PHASE 2B

LEGEND

AREA UNDER CONSTRUCTION

LIMITS OF PAVING DURING PHASE 2B

TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C

TRAFFIC CONTROL DRUM

LANE AND DIRECTION OF FLOW

TRAFFIC CONTROL WARNING LIGHT, TYPE A

TRAFFIC CONTROL ARROW BOARD

SIGN ON WOOD POST / BARRICADE AS FEASIBLE

TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN

TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
Y YELLOW
W WHITE

NEW CULVERT PIPE OR STORM SEWER

TEMPORARY CULVERT PIPE

EXISTING CULVERT PIPE

FLOW DIRECTION

STA 1140'SB+00 - STA 1155'SB+00
TEMPORARY PAVEMENT MARKING
4 INCH WHITE DASHES (LANELINE)
4 INCH YELLOW EDGELINE

100' TYPICAL

1145'SB

1145'NB

1150'NB

1150'SB

1155'SB

1155'SB+00

1140'SB+00

1140'NB+00 - STA 1146'NB+15
TEMPORARY PRECAST CONCRETE BARRIER
1 - 10 FT. END SECTION (NORTH END) IN PLACE
MOVE TO LOCATION SHOWN

CECIL ST.

WORK ZONE

WORK ZONE

TEMPORARY PAVEMENT MARKING
4 INCH SOLID WHITE
(TO BE PAID FOR AS 2 - 4 INCH WIDTHS)

STA 1152'SB+25 - STA 1154'SB+50

STA 1154'SB+50 - STA 1155'SB+00
TEMPORARY PAVEMENT MARKING
4 INCH WHITE EDGELINE

MATCH LINE STA 1155'SB+00

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "B" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

NORTHBOUND TRAFFIC CONTROL
SIGNS SEE PHASE 1

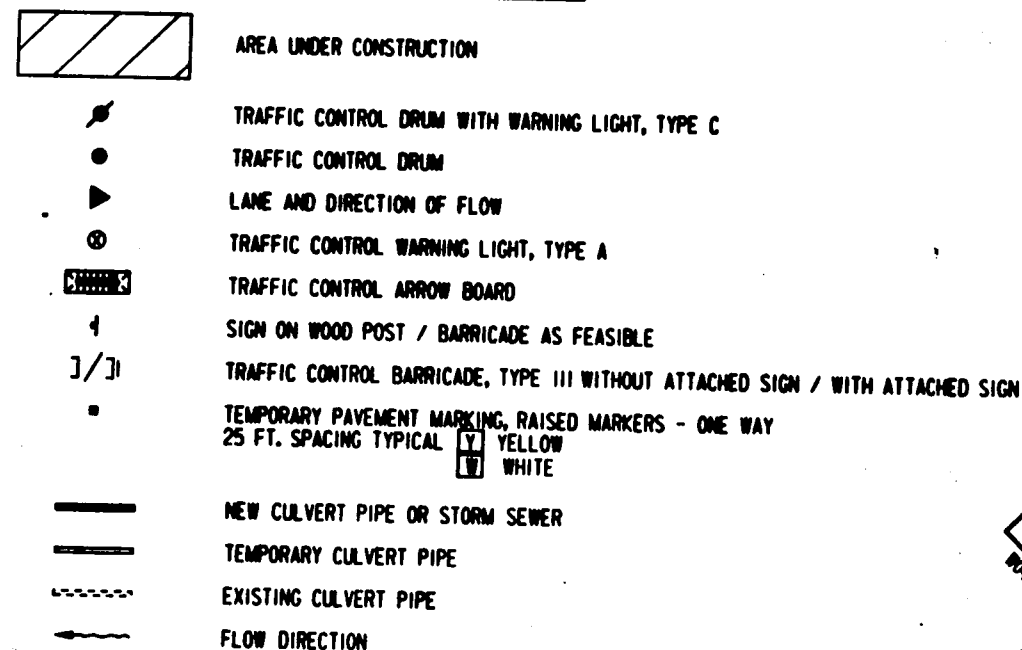
STATE PROJECT NUMBER	SHEET NO.
1123-05-75	2.122
TRAFFIC CONTROL AND TEMPORARY DRAINAGE	
U.S.H. 41	WINNEBAGO COUNTY

PHASE 2B

WINNEBAGO COUNTY

PHASE 2B

NOTE: SEE STH 114 TRAFFIC CONTROL SHEET FOR DETAILS ON STH 114.



STA 1155'SB'+00 - STA 1161'SB'+00

TEMPORARY PAVEMENT MARKING
4 INCH WHITE EDGELINE
4 INCH WHITE DASHES (LANELINE)
4 INCH YELLOW EDGELINE

WORK ZONE

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "D" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

**NORTHBOUND TRAFFIC CONTROL
SIGNS SEE PHASE 1**

STA 1158'SB'+00 - STA 1161'SB'+00

REMOVING PAVEMENT MARKINGS
EXISTING YELLOW EDGELINE
EXISTING LANELINE DASHES
EXISTING WHITE EDGELINE

designed by : RCL -
checked by : VW
graphics by : DOS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

STATE PROJECT NUMBER 1123-05-75	SHEET NO. 2123.
TRAFFIC CONTROL AND TEMPORARY DRAINAGE	
U.S.H. 41	WINNEBAGO COUNTY

- ## LEGEND



AREA UNDER CONSTRUCTION



TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C



TRAFFIC CONTROL DRUM



LANE AND DIRECTION OF FLOW



TRAFFIC CONTROL WARNING LIGHT, TYPE A



TRAFFIC CONTROL ARROW BOARD



SIGN ON WOOD POST / BARRICADE AS FEASIBLE



TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN

TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL



NEW CULVERT PIPE OR STORM SEWER



TEMPORARY CULVERT PIPE



EXISTING CULVERT PIPE



FLOW DIRECTION



designed by : RGL
checked by : VM
graphics by : DOS

DOMINUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

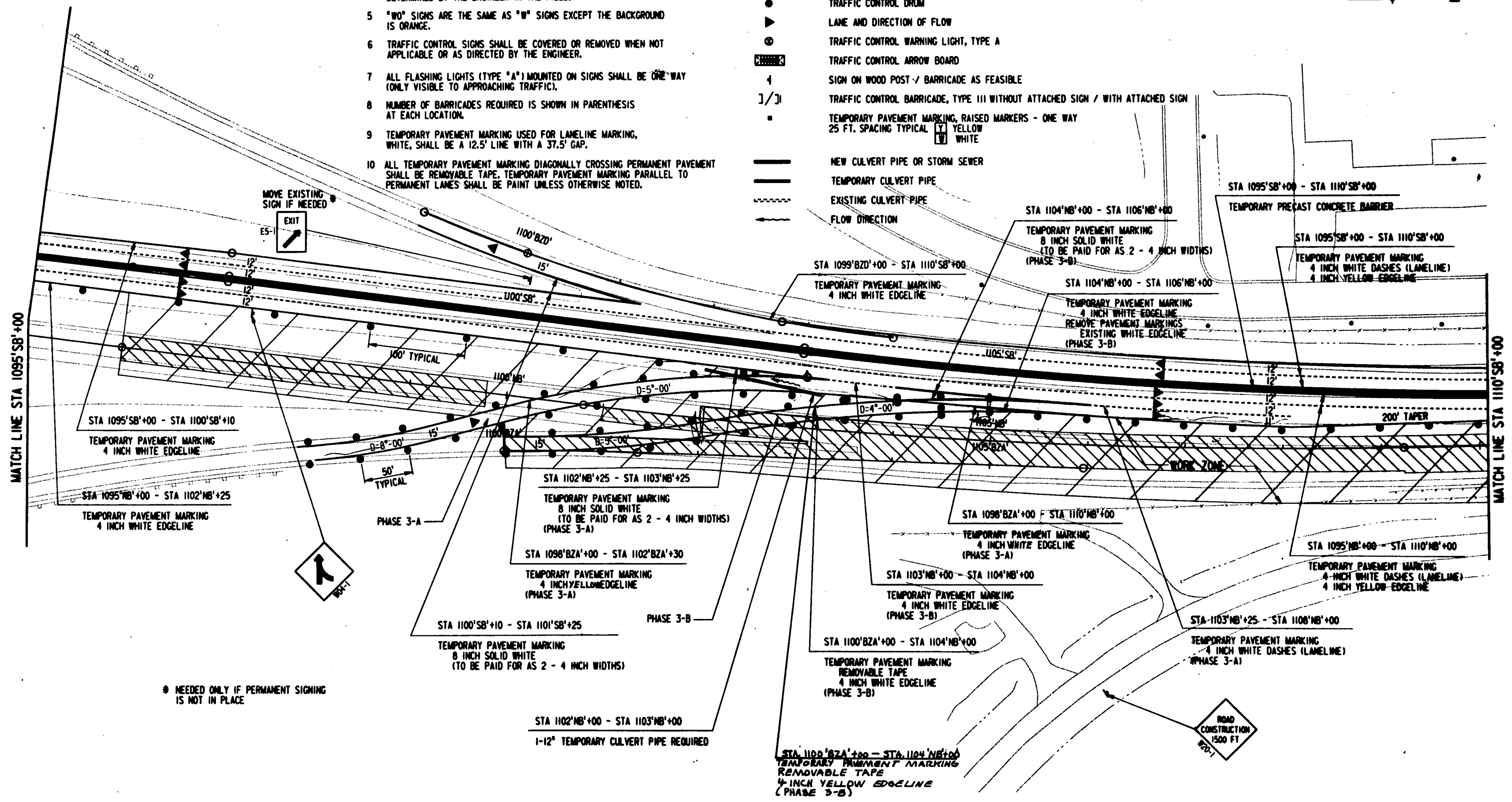
PHASE 3

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- | | |
|--|---|
| | AREA UNDER CONSTRUCTION |
| | LIMITS OF PAVING DURING PHASE 3-A |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
YELLOW
WHITE |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |



* NEEDED ONLY IF PERMANENT SIGNING IS NOT IN PLACE

Levels = 28-31.53
REFERENCE FILE 06 = border.dgn
Levels = 50.55
Levels = 11-15, 17-19
REFERENCE FILE 02 = 10m1a.dgn
Levels = 4.5, 8, 24.55
REFERENCE FILE 03 = align.dgn
Levels = 21-24.50
PEN TABLE: 01011001es05m1.lbi
Levels are 1-63
PRF: 11/21/1992 12:47:03
DATE: Mon Oct 26 22:47:03 1992
DGN: es:21003011675302.dgn

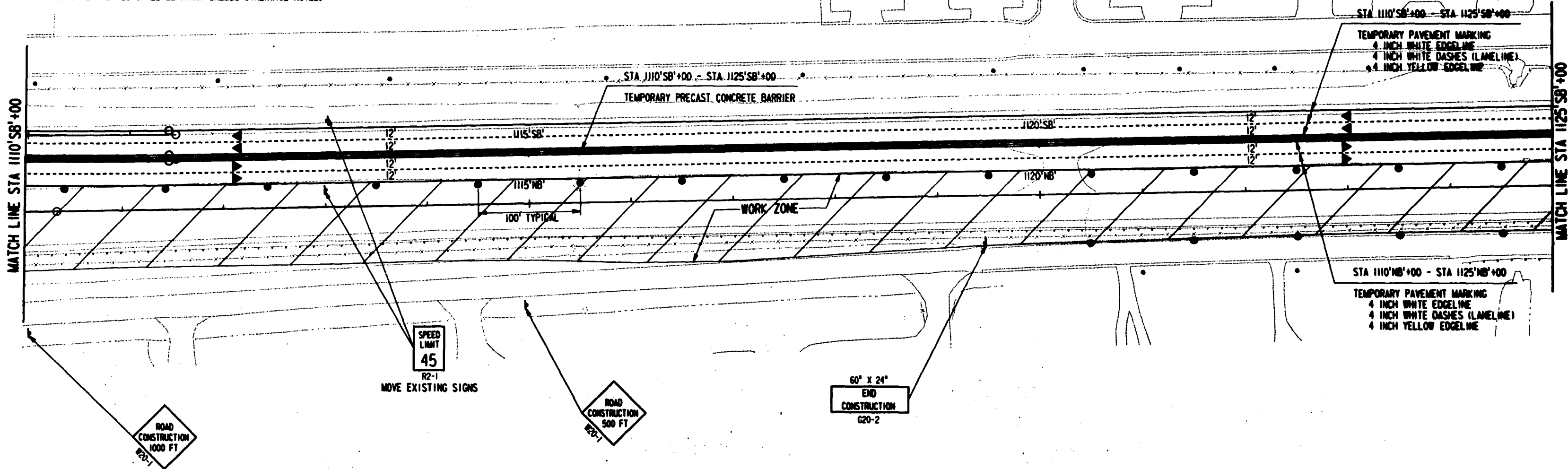
PHASE 3

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



REFERENCE FILE 01 = proposed.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 02 = 1111w.dgn
 Levels = 4.5, 8, 24, 55
 REFERENCE FILE 03 = 0111n.dgn
 Levels = 22-24, 50
 REFERENCE FILE 04 = 1111w.dgn
 Levels = 29-31, 53
 REFERENCE FILE 05 = 1111w.dgn
 Levels = 29-31, 53
 REFERENCE FILE 06 = 0111n.dgn
 Levels = 29-31, 53
 REFERENCE FILE 07 = 1111w.dgn
 Levels = 29-31, 53
 REFERENCE FILE 08 = 0111n.dgn
 Levels = 29-31, 53
 REFERENCE FILE 09 = 1111w.dgn
 Levels = 29-31, 53
 REFERENCE FILE 10 = 0111n.dgn
 Levels = 29-31, 53

DESIGNED BY: RGL
 CHECKED BY: VM
 GRAPHICS BY: DGS
 DATE: 11/15/92
 DRAWN BY: RGL
 DATE: 11/15/92
 PROJECT NO.: 118433

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

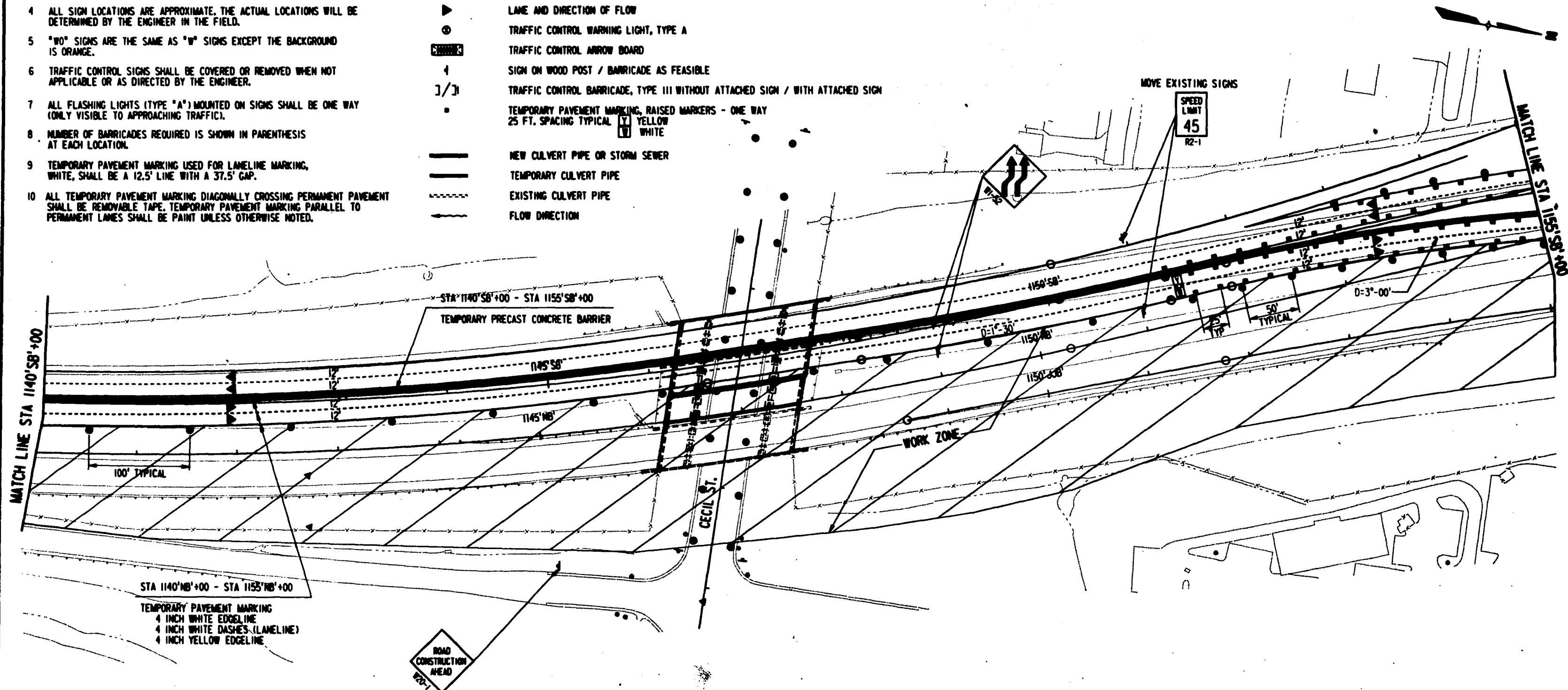
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "V" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-75 SHEET NO. 2.121
TRAFFIC CONTROL AND TEMPORARY DRAINAGE
U.S.H. 41 WINNEBAGO COUNTY

PHASE 3



REFERENCE FILE 01 = photo.dgn
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REFERENCE FILE 08 = border.dgn
Levels = 50, 53

REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = culv.dgn
Levels =

Levels = 11-15, 17-19
REFERENCE FILE 02 = tool.m.dgn
Levels = 4, 5, 6, 24, 55
REFERENCE FILE 03 = all.dgn
Levels = 22-24, 50

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Levels are 1-43
DATE: 11/01/92
DGN: 11/01/92

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Level: = 4,5,6,24,55
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Level: = 22-24,50

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Level: =
REFERENCE FILE 06 : culss0.dgn
Level: =

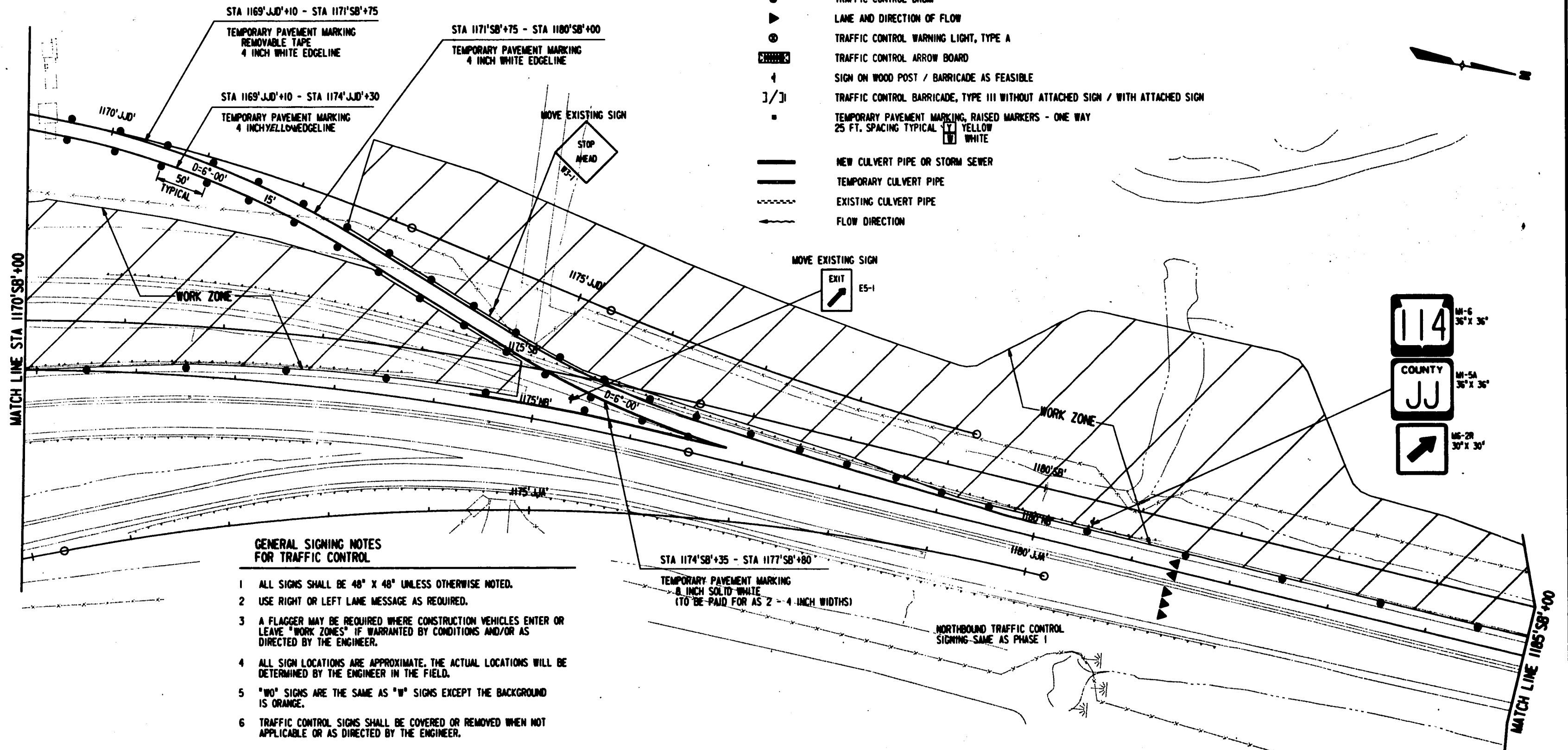
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REFERENCE FILE 08 : border.dgn
Level: = 50,59
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PHASE 3

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

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REFERENCE FILE 08 = border.dgn
Levels = 50.59

REFERENCE FILE 09 = proposal.dgn
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REFERENCE FILE 06 = cu150.dgn
Levels = 22-24.50

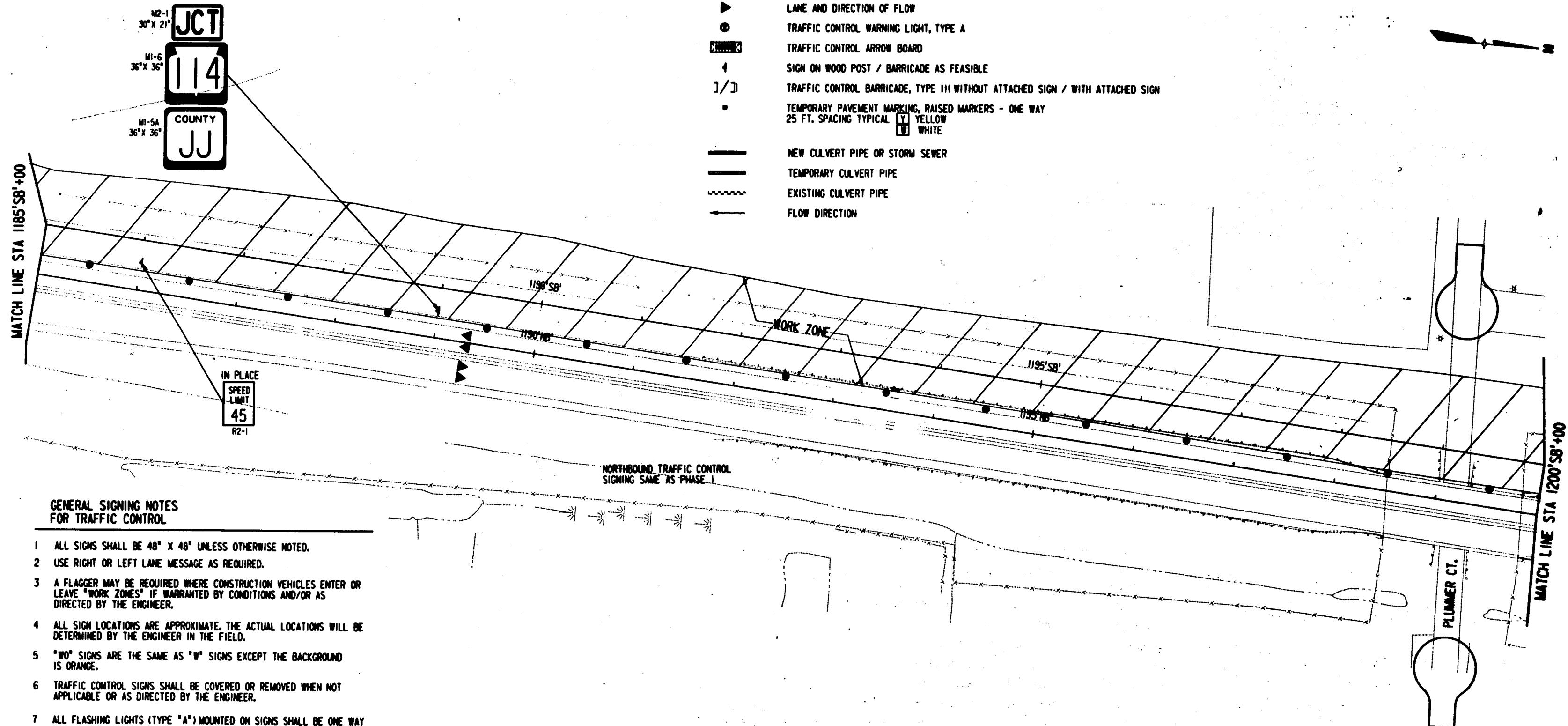
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REFERENCE FILE 02 = 11-15.17-19
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Levels = 11-15.17-19

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PRF = 10101010
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PHASE 3

LEGEND

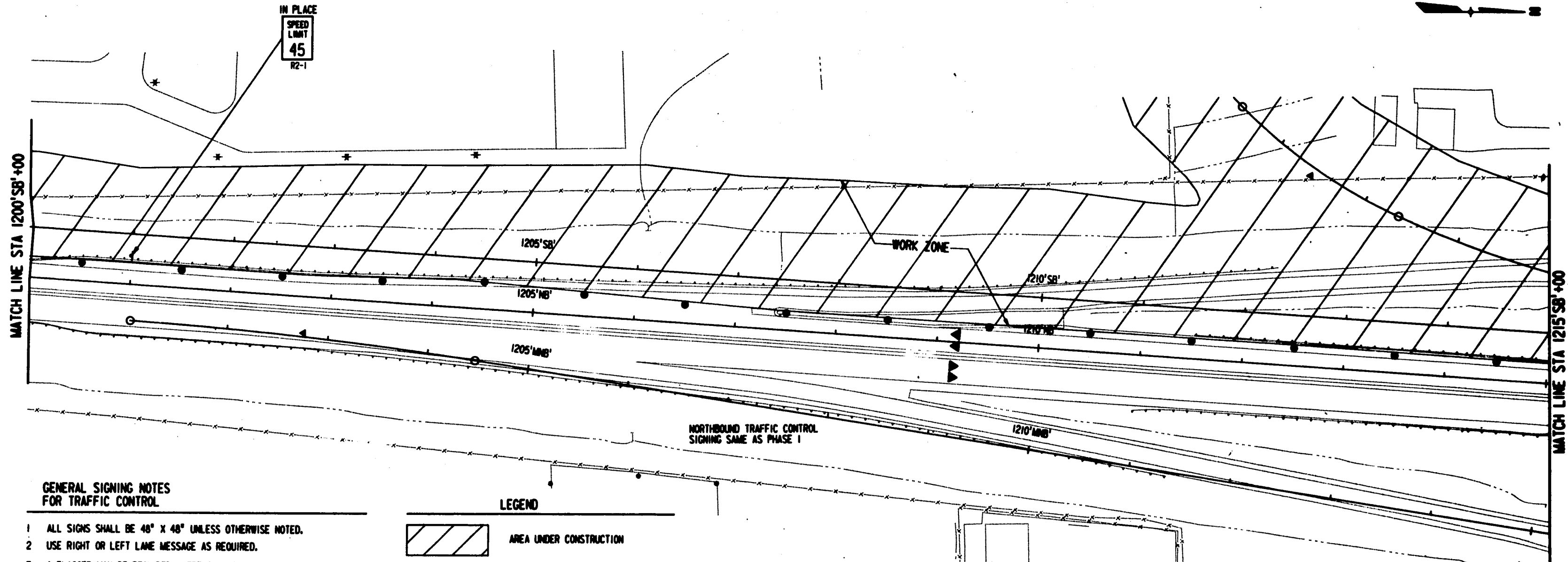
- | | |
|---|--|
|  | AREA UNDER CONSTRUCTION |
|  | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
|  | TRAFFIC CONTROL DRUM |
|  | LANE AND DIRECTION OF FLOW |
|  | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
|  | TRAFFIC CONTROL ARROW BOARD |
|  | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
|  | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
|  | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE |
|  | NEW CULVERT PIPE OR STORM SEWER |
|  | TEMPORARY CULVERT PIPE |
|  | EXISTING CULVERT PIPE |
|  | FLOW DIRECTION |



GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

PHASE 3



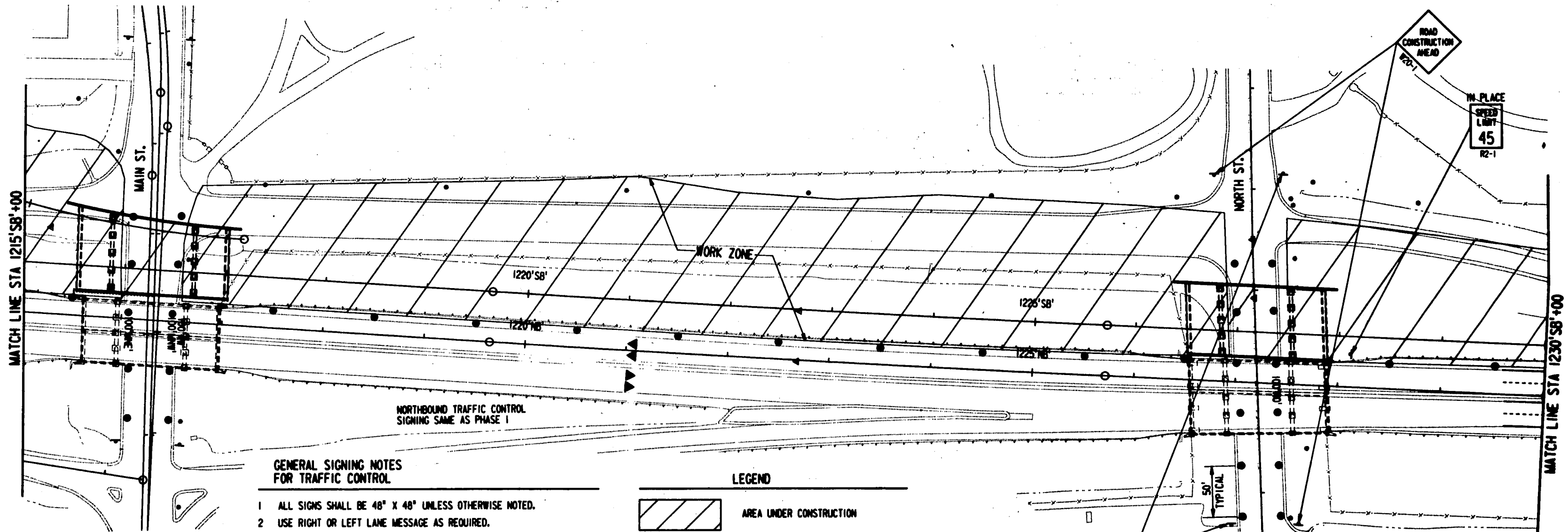
GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- | | |
|--|---|
| | AREA UNDER CONSTRUCTION |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL YELLOW
WHITE |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |

PHASE 3



GENERAL SIGNING NOTES
 FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "A" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

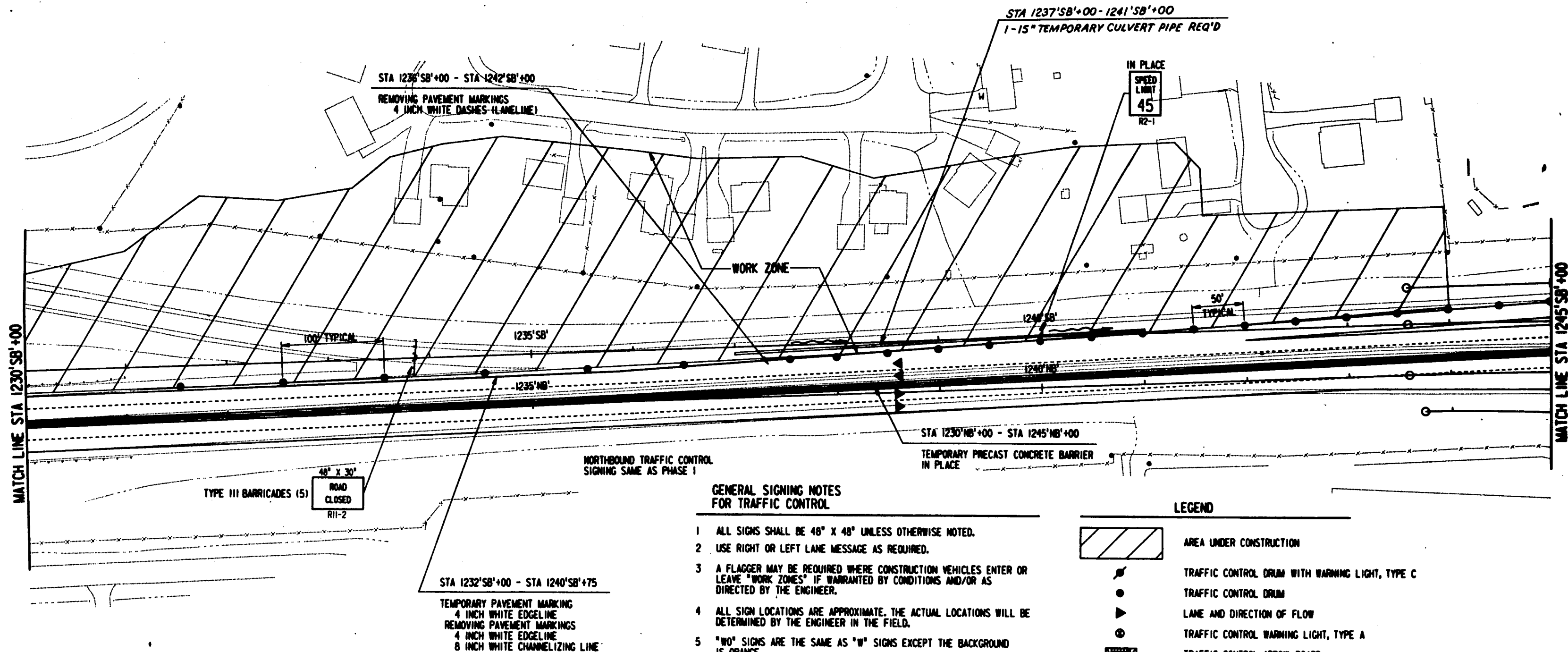
LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

24" X 60"
 END
 CONSTRUCTION
 G20-2

50'
 TYPICAL

User: 10/20/00
 PEN TABLE: 10/20/00
 Levels are 1-63
 PRR: 10/20/00
 DATE: 10/20/00
 DON: 10/20/00



GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "A" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- | | |
|--|--|
| | AREA UNDER CONSTRUCTION |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE II) WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |

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 Levels = 11-15, 17-19
 REFERENCE FILE 02 = 100cm/1075311.dgn
 Levels = 4-5, 8, 24, 55
 REFERENCE FILE 03 = 011cm/1075311.dgn
 Levels = 22-24, 50
 REFERENCE FILE 04 = 100cm/1075311.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 05 = 100cm/1075311.dgn
 Levels = 4-5, 8, 24, 55
 REFERENCE FILE 06 = 011cm/1075311.dgn
 Levels = 22-24, 50
 REFERENCE FILE 07 = 100cm/1075311.dgn
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 Levels = 50-59

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

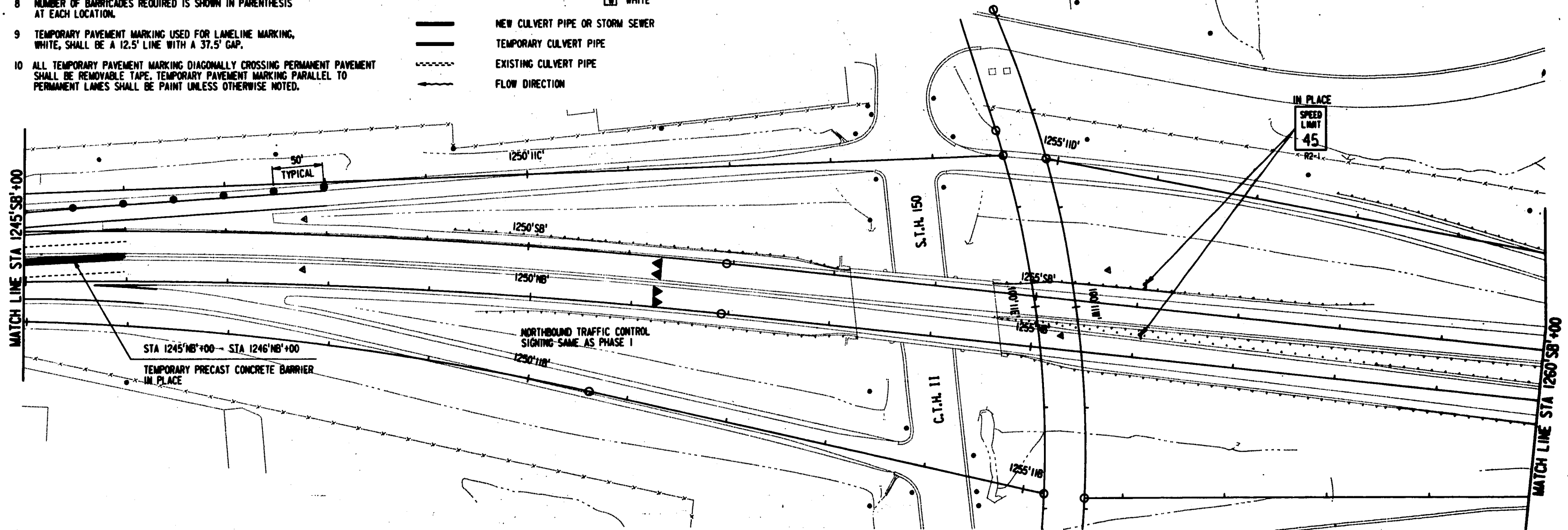
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

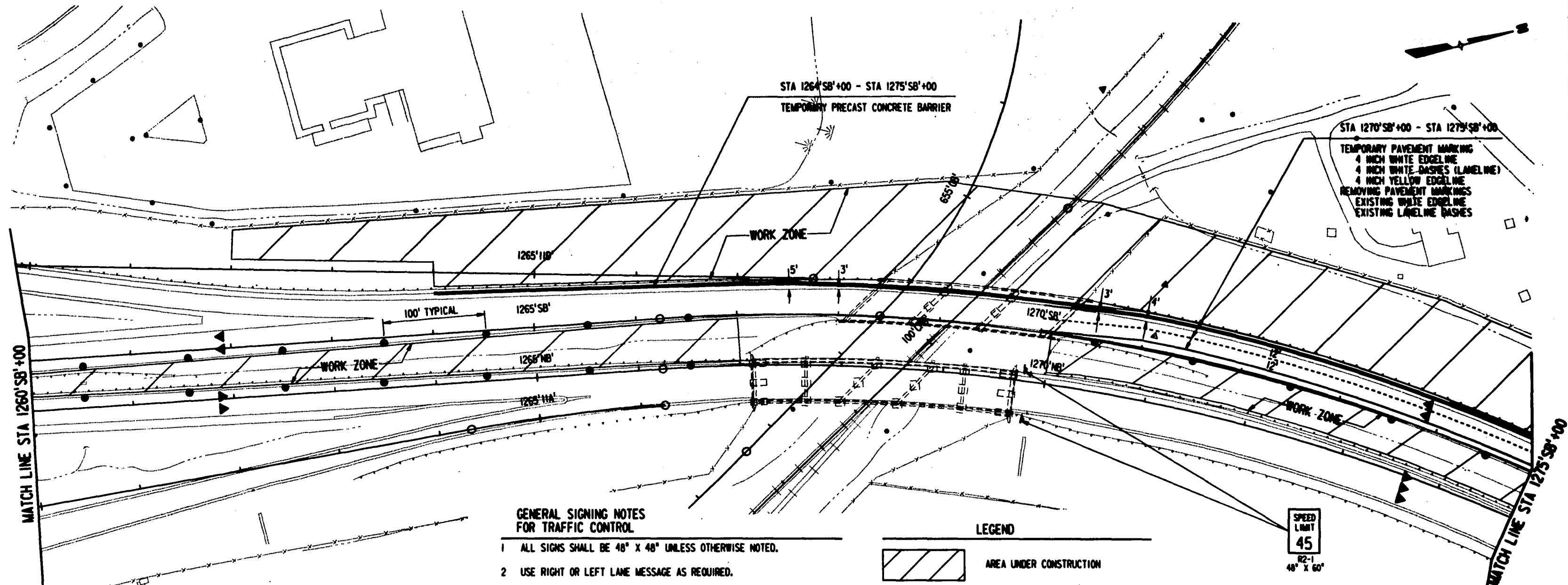
STATE PROJECT NUMBER 1123-05-75 SHEET NO 2134
TRAFFIC CONTROL AND TEMPORARY DRAINAGE
U.S.H. 41 WINNEBAGO COUNTY

PHASE 3



REFERENCE FILE 01 = proposed.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = local.dgn
Levels = 4, 5, 6, 24, 55
REFERENCE FILE 03 = oil.dgn
Levels = 22-24, 50
REFERENCE FILE 04 = proposed.dgn
Levels = 11-15, 17-19
REFERENCE FILE 05 = p1.dgn
Levels = 4, 5, 6, 24, 55
REFERENCE FILE 06 = oil.dgn
Levels = 22-24, 50
REFERENCE FILE 07 = phase3.dgn
Levels = 29-31, 53
REFERENCE FILE 08 = border.dgn
Levels = 56, 59
User is d0210030
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DATE: Sat Sep 26 12:02:41 1992
D01 = \\p0101\p0101\p0101.tbl

PHASE 3



GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "A" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANE LINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION



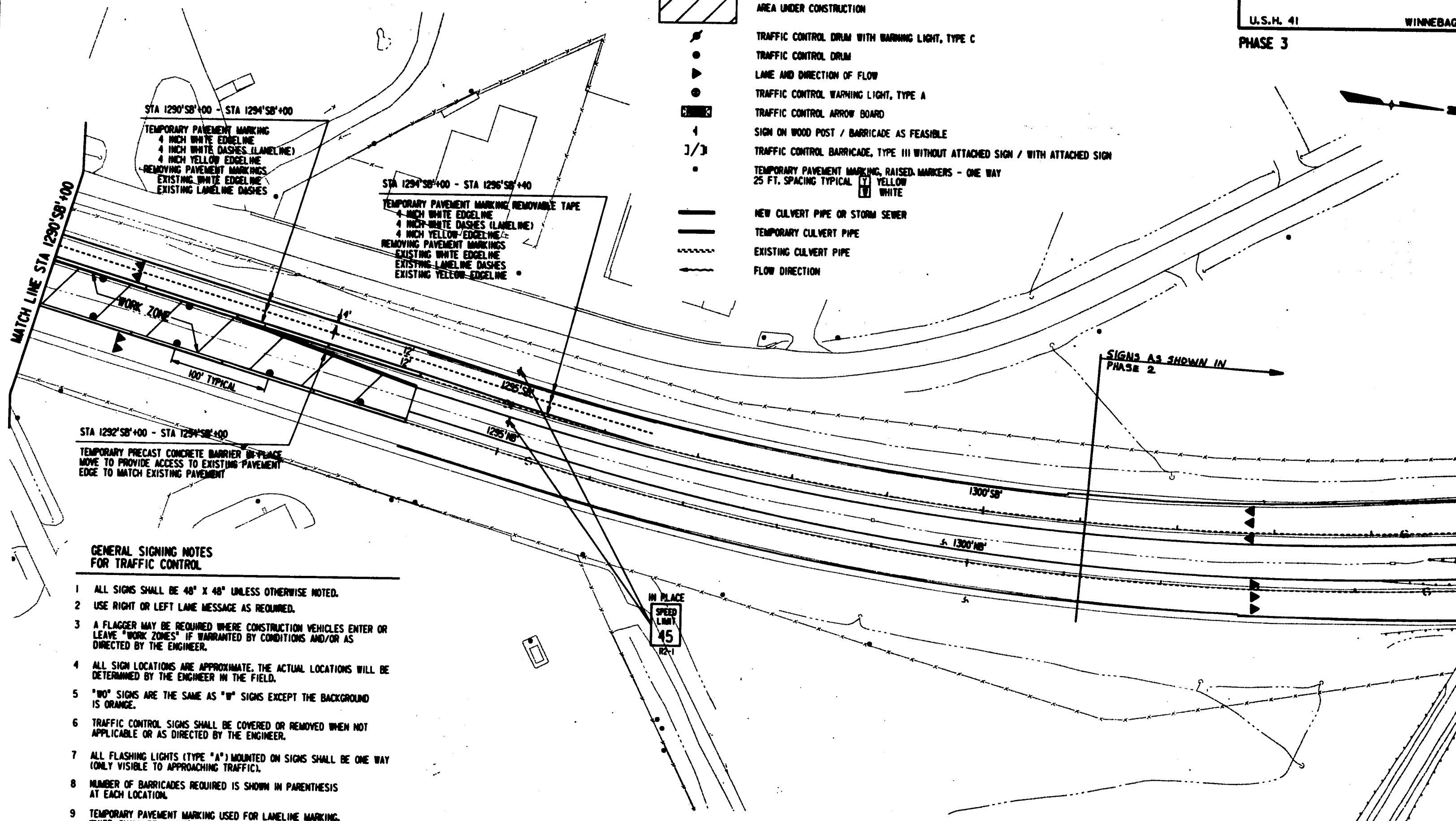
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Levels = 29-31.53
REFERENCE FILE 08 = border.dgn
Levels = 50.59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = plans.dgn
Levels =
REFERENCE FILE 06 = cut&fill.dgn
Levels =

REFERENCE FILE 01 = base&sub.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = 10' fill.dgn
Levels = 4, 5, 8, 24, 55
REFERENCE FILE 03 = align.dgn
Levels = 22-24, 50

User: jg, 02/03/00
PEN: jg, 02/03/00
Levels: 0, 1-53
PLOT: 10/03/00
DATE: 10/03/00
DGN: 10/03/00

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
- | | |
|---|--------|
| Y | YELLOW |
| W | WHITE |
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION



GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "V" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

PHASE 4

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

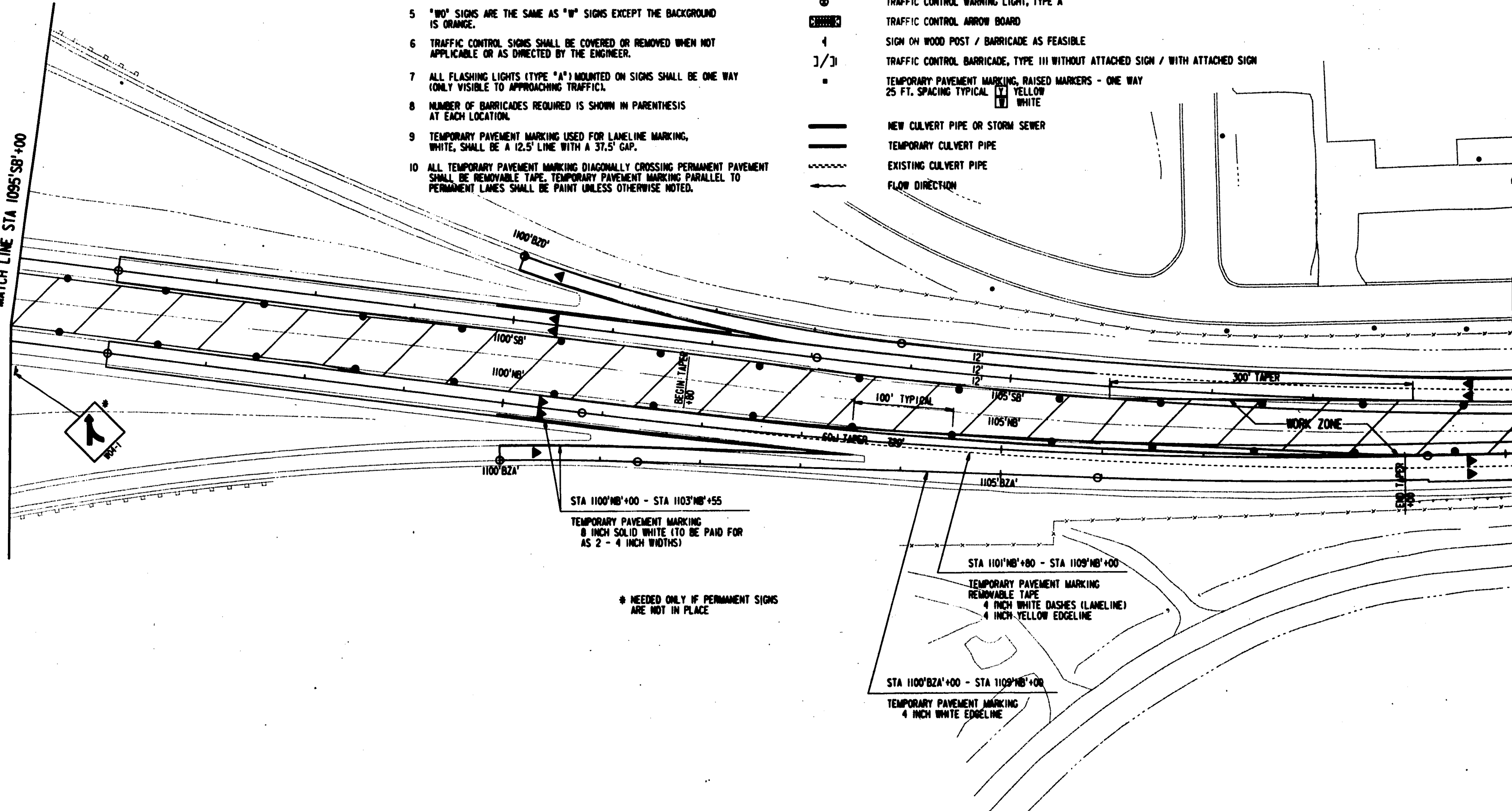
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
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- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

-  AREA UNDER CONSTRUCTION
-  TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
-  TRAFFIC CONTROL DRUM
-  LANE AND DIRECTION OF FLOW
-  TRAFFIC CONTROL WARNING LIGHT, TYPE A
-  TRAFFIC CONTROL ARROW BOARD
-  SIGN ON WOOD POST / BARRICADE AS FEASIBLE
-  TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
-  TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE
-  NEW CULVERT PIPE OR STORM SEWER
-  TEMPORARY CULVERT PIPE
-  EXISTING CULVERT PIPE
-  FLOW DIRECTION

MATCH LINE STA 1095'SB+00

MATCH LINE STA 1110'SB+00



STA 1100'NB+00 - STA 1103'NB+55
TEMPORARY PAVEMENT MARKING
8 INCH SOLID WHITE (TO BE PAID FOR
AS 2 - 4 INCH WIDTHS)

* NEEDED ONLY IF PERMANENT SIGNS
ARE NOT IN PLACE

STA 1101'NB+80 - STA 1109'NB+00

TEMPORARY PAVEMENT MARKING
REMOVABLE TAPE
4 INCH WHITE DASHES (LANELINE)
4 INCH YELLOW EDGELINE

STA 1100'BZA+00 - STA 1109'NB+00

TEMPORARY PAVEMENT MARKING
4 INCH WHITE EDGELINE

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REFERENCE FILE 06 = border.dgn
Levels = 56.59

REFERENCE FILE 04 = phase4.dgn
Levels = 29-31.53
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Levels = 56.59
REFERENCE FILE 06 = phase4.dgn
Levels = 56.59

Levels = 11-15.17-19
REFERENCE FILE 02 = 10m11w.dgn
Levels = 9-11.55
REFERENCE FILE 03 = 10m11w.dgn
Levels = 21-24.50

DESIGNED BY: RGL
CHECKED BY: VM
GRAPHICS BY: DDS
DATE: 10/21/92
DGN: 101200301025402.dgn

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

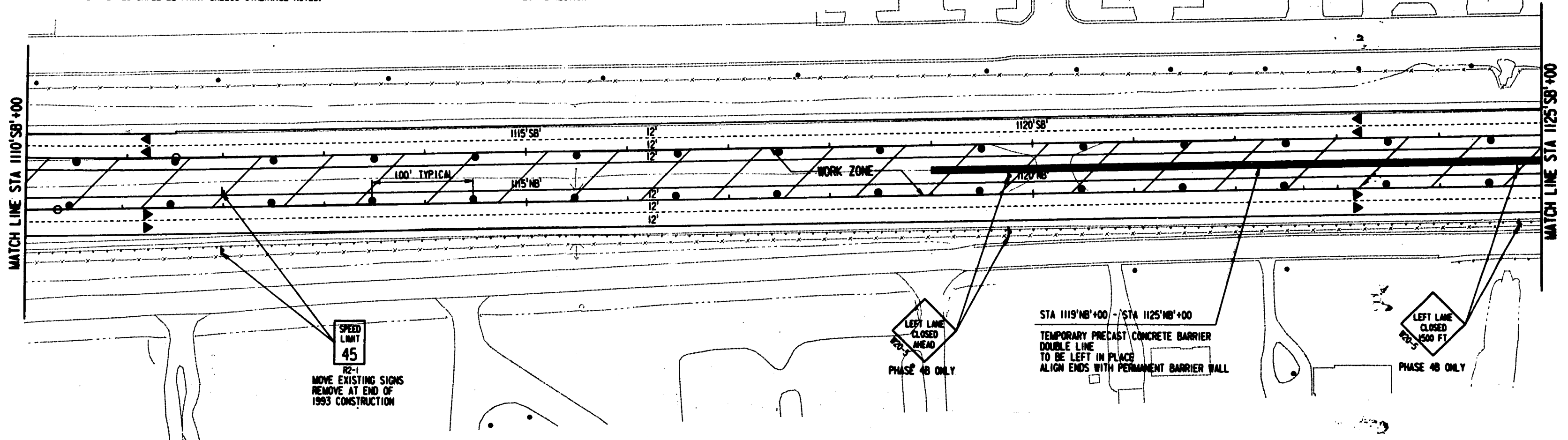
	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-75 SHEET NO 2.140.

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE 4



REFERENCE FILE 10 = util.dgn
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REFERENCE FILE 12 = border.dgn
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Levels =
REFERENCE FILE 06 = pipes.dgn
Levels =

REFERENCE FILE 01 = comp1a.dgn
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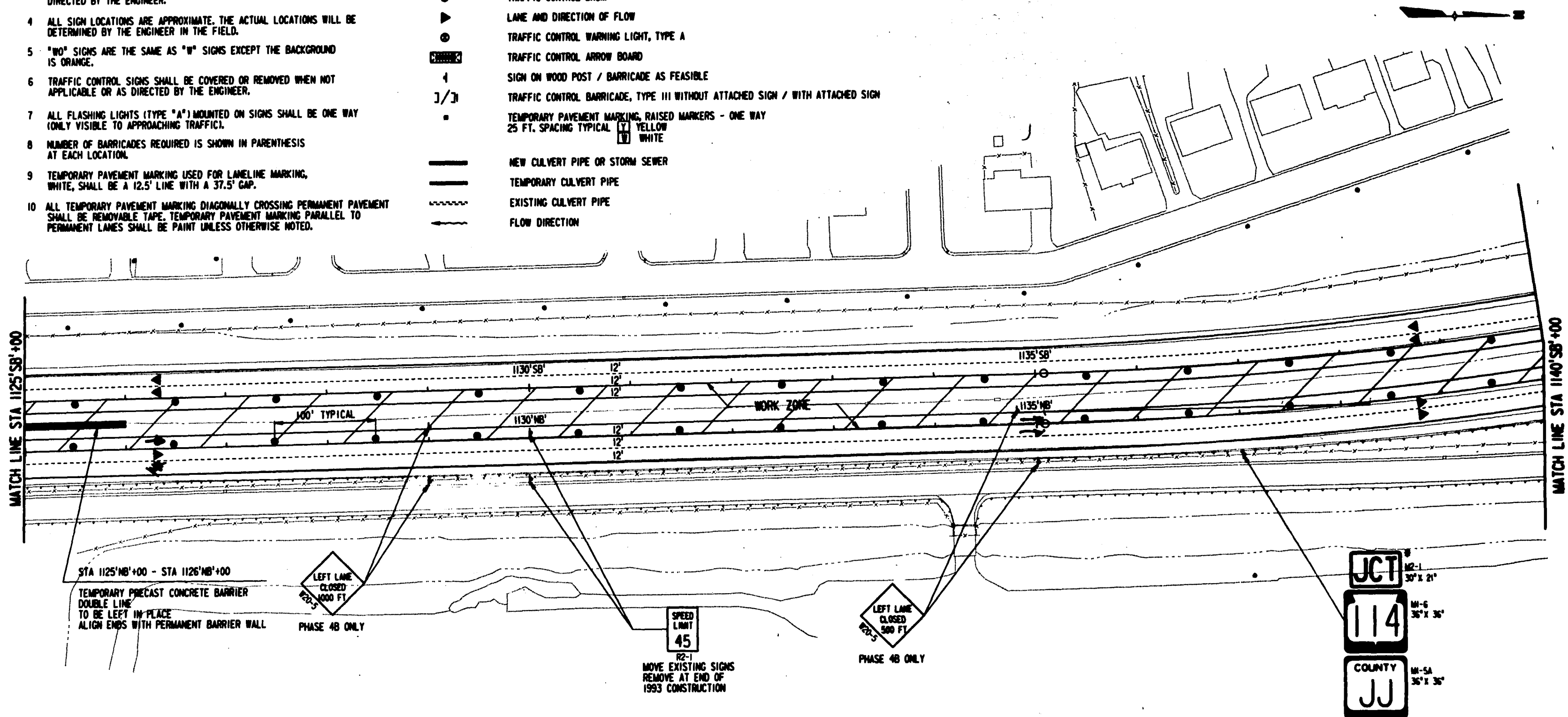
GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
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- 5 "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

PHASE 4



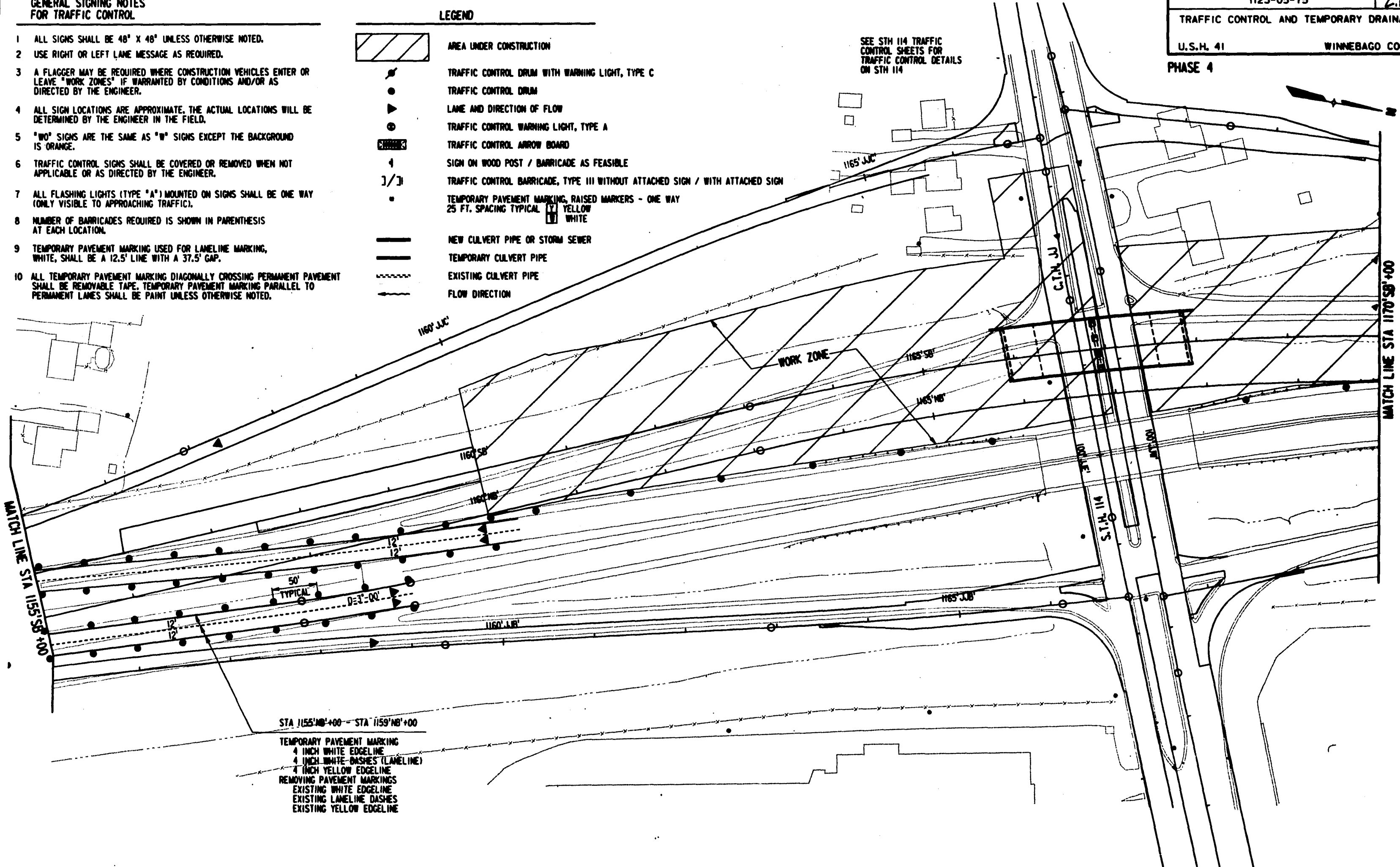
* NEEDED ONLY IF PERMANENT SIGNS ARE NOT IN PLACE

DESIGNED BY: RGL
 CHECKED BY: VHS
 GRAPHICS BY: DGS
 ODDHUE COMPUTER AIDED DESIGN & DRAFTING
 PLOT FILE NO. 10477

STATE PROJECT NUMBER 1123-05-75	SHEET NO. 2143
TRAFFIC CONTROL AND TEMPORARY DRAINAGE	
U.S.H. 41	WINNEBAGO COUNTY

- # LEGEND
- | | |
|--|--|
|  | AREA UNDER CONSTRUCTION |
|  | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
|  | TRAFFIC CONTROL DRUM |
|  | LANE AND DIRECTION OF FLOW |
|  | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
|  | TRAFFIC CONTROL ARROW BOARD |
|  | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
|  | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
|  | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE |
|  | NEW CULVERT PIPE OR STORM SEWER |
|  | TEMPORARY CULVERT PIPE |
|  | EXISTING CULVERT PIPE |
|  | FLOW DIRECTION |

PHASE 4

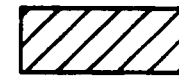


TEMPORARY PAVEMENT MARKING
4 INCH WHITE EDGELINE
4 INCH WHITE DASHES (LANELINE)
4 INCH YELLOW EDGELINE
REMOVING PAVEMENT MARKINGS
EXISTING WHITE EDGELINE
EXISTING LANELINE DASHES
EXISTING YELLOW EDGELINE

designed by : RCL
checked by : VM
graphics by : DDS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

LEGEND



AREA UNDER CONSTRUCTION



TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C



TRAFFIC CONTROL DRUM



LANE AND DIRECTION OF FLOW



TRAFFIC CONTROL WARNING LIGHT, TYPE A



TRAFFIC CONTROL ARROW BOARD



SIGN ON WOOD POST / BARRICADE AS FEASIBLE



TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN



TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL



NEW CULVERT PIPE OR STORM SEWER



TEMPORARY CULVERT PIPE



EXISTING CULVERT PIPE



FLOW DIRECTION

STA 1171' JJD'+00 - STA 1175' JJD'+00

TEMPORARY PRECAST CONCRETE BARRIER
WITH 1 - 10 FT END SECTION (NORTH END)
TO BE LEFT IN PLACE

STA 1172'JD'+00 - STA 1185'NB'+00

**TEMPORARY PRECAST CONCRETE BARRIER
TO BE LEFT IN PLACE**

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

**TRAFFIC CONTROL SIGNS AND DEVICES
TO REMAIN IN PLACE UNTIL START OF
CONSTRUCTION ON PROJECT 1123-05-78
UNLESS OTHERWISE NOTED**

REFERENCE FILE 07 = phase4.dgn
Levels = 29-31.53
REFERENCE FILE 08 = border.dgn
Levels = 58.59

REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = pipes.dgn
Levels =
REFERENCE FILE 06 = cut&50.dgn
Levels =

REFERENCE FILE 01 = basep1a.dgn
Levels = 11-15,17-19
REFERENCE FILE 02 = tool1w.dgn
Levels = 9-11,55
REFERENCE FILE 03 = o11gn.dgn
Levels = 22-24,50

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PHASE 4

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

MATCH LINE STA 1185'SB'+00

STA 1185'SB'+00 - STA 1187'SB'+00
TEMPORARY PRECAST CONCRETE BARRIER
WITH 1 - 10 FT END SECTION (NORTH END)
TO BE LEFT IN PLACE

SPEED
LIMIT
45

R2-1
IN PLACE
CHANGE "45" TO "55" AT END OF 1993 CONSTRUCTION
CHANGE "55" TO "45" AT START OF 1994 CONSTRUCTION

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "R" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

STA 1187'SB'+00 - STA 1190'SB'+50

TEMPORARY PRECAST CONCRETE BARRIER
INSTALL AT START OF 1994 CONSTRUCTION

TRAFFIC CONTROL SIGNS AND DEVICES
TO REMAIN IN PLACE UNTIL START OF
CONSTRUCTION ON PROJECT 1123-05-78
UNLESS OTHERWISE NOTED

PLUMMER CT.

MATCH LINE STA 1200'SB'+00

STA 1199'SB'+05 - STA 1200'SB'+00

TEMPORARY PRECAST CONCRETE BARRIER
INSTALL AT START OF 1994 CONSTRUCTION

PHASE 4

TRAFFIC CONTROL SIGNS AND DEVICES
TO REMAIN IN PLACE UNTIL START OF
CONSTRUCTION ON PROJECT 1123-05-78
UNLESS OTHERWISE NOTED

SPEED
LIMIT
45
R2-1
IN PLACE
CHANGE "45" TO "55" AT END OF 1993 CONSTRUCTION
CHANGE "55" TO "45" AT START OF 1994 CONSTRUCTION

MATCH LINE STA 1200'SB'+00

MATCH LINE STA 1215'SB'+00

STA 1200'NB'+00 - STA 1205'NB'+00

TEMPORARY PRECAST CONCRETE BARRIER
WITH 1 - 10 FT END SECTION (NORTH END)
INSTALL AT START OF 1994 CONSTRUCTION

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "W" SIGNS ARE THE SAME AS "R" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- | | |
|--|---|
| | AREA UNDER CONSTRUCTION |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
YELLOW
WHITE |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |

REFERENCE FILE 01 = proposed.dgn
Levels = 29-31, 53
REFERENCE FILE 02 = border.dgn
Levels = 50, 55
REFERENCE FILE 03 = culvert.dgn
Levels = 22-24, 50
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Levels = 29-31, 53
REFERENCE FILE 05 = pipes.dgn
Levels = 50, 55
REFERENCE FILE 06 = culvert.dgn
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DGN: is: 11230578.dgn

TRAFFIC CONTROL SIGNS AND DEVICES TO REMAIN IN PLACE UNTIL START OF CONSTRUCTION ON PROJECT 1123-05-78 UNLESS OTHERWISE NOTED

STA 1230'SB'+00 - STA 1244'SB'+00

TEMPORARY PRECAST CONCRETE BARRIER WITH 1 - 10 FT END SECTION (NORTH END) TO BE LEFT IN PLACE

SPEED LIMIT 45

R2-1 IN PLACE CHANGE "45" TO "55" AT END OF 1993 CONSTRUCTION CHANGE "55" TO "45" AT START OF 1994 CONSTRUCTION

WORK ZONE

STA 1230'NB'+00 - STA 1245'NB'+00

TEMPORARY PRECAST CONCRETE BARRIER IN PLACE

MATCH LINE STA 1230'SB'+00

MATCH LINE STA 1245'SB'+00

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL [Y] YELLOW [W] WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

DESIGNED BY: RGL
CHECKED BY: VW
GRAPHICS BY: DGS
DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. 1123-05-75

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

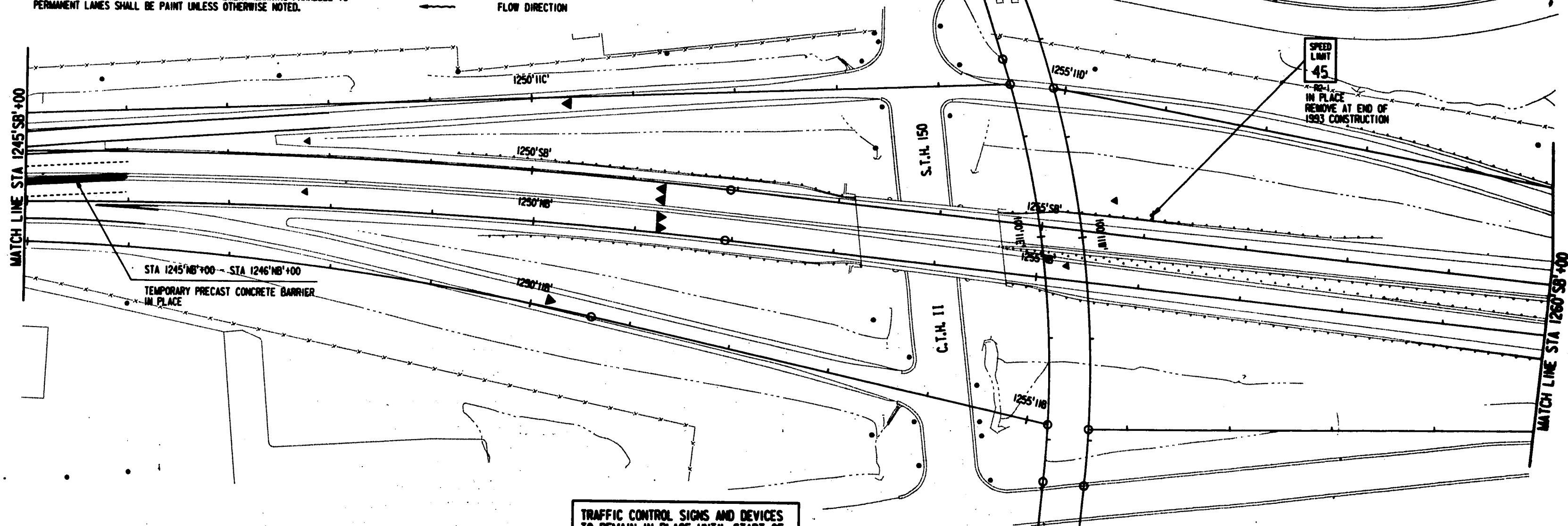
- ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- "W" SIGNS ARE THE SAME AS "V" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-75
TRAFFIC CONTROL AND TEMPORARY DRAINAGE
U.S.H. 41 WINNEBAGO COUNTY

PHASE 4



REFERENCE FILE 01 = project.dgn
Levels = 25-31.53
REFERENCE FILE 02 = border.dgn
Levels = 58.53

REFERENCE FILE 03 = plan.dgn
Levels = 58.53
REFERENCE FILE 04 = plan.dgn
Levels = 58.53
REFERENCE FILE 05 = plan.dgn
Levels = 58.53
REFERENCE FILE 06 = plan.dgn
Levels = 58.53

REFERENCE FILE 07 = plan.dgn
Levels = 58.53
REFERENCE FILE 08 = plan.dgn
Levels = 58.53
REFERENCE FILE 09 = plan.dgn
Levels = 58.53
REFERENCE FILE 10 = plan.dgn
Levels = 58.53

DESIGNED BY: RCL
CHECKED BY: VW
GRAPHICS BY: DGS
DATE: 10/11/93
DRAWN BY: 10/11/93

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

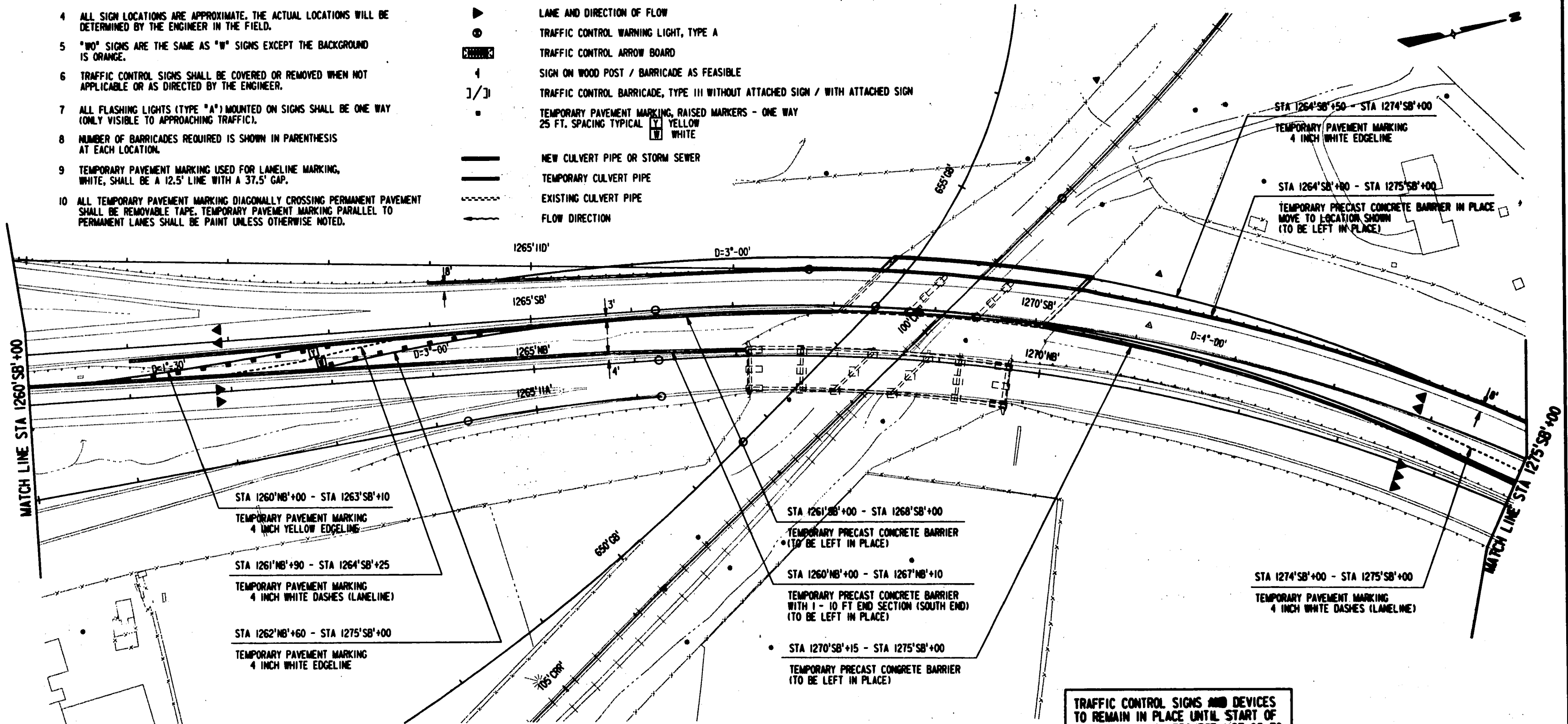
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL [Y] YELLOW [W] WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER 1123-05-75 SHEET NO 2.150
TRAFFIC CONTROL AND TEMPORARY DRAINAGE
U.S.H. 41 WINNEBAGO COUNTY

PHASE 4



TRAFFIC CONTROL SIGNS AND DEVICES
TO REMAIN IN PLACE UNTIL START OF
CONSTRUCTION ON PROJECT 1123-05-78
UNLESS OTHERWISE NOTED

REFERENCE FILE 07 = phase4.dgn
Levels = 29-31.53
REFERENCE FILE 08 = border.dgn
Levels = 58.59
REFERENCE FILE 09 = proposed.dgn
Levels = 24
REFERENCE FILE 10 = p/pos.dgn
Levels = 58.59
REFERENCE FILE 11 = out50.dgn
Levels =
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REFERENCE FILE 13 = 12-11, 13-15
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REFERENCE FILE 232 = 231-11, 15-19
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REFERENCE FILE 233 = 232-11, 15-19
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REFERENCE FILE 235 = 234-11, 15-19
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REFERENCE FILE 245 = 244-11, 15-19
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Levels = 280-11, 15-19
REFERENCE FILE 282 = 281-11, 15-19
Levels = 281-11, 15-19
REFERENCE FILE 283 = 282-11, 15-19
Levels = 282-11, 15-19
REFERENCE FILE 284 = 283-11, 1

PHASE 4

LEGEND

	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL YELLOW WHITE
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

MATCH LINE STA 1275'SB'+00

STA 1275'SB'+00 - STA 1276'SB'+25

TEMPORARY PRECAST CONCRETE BARRIER IN PLACE
MOVE TO LOCATION SHOWN
ALIGN NORTH END WITH EXISTING BEAMGUARD

SPEED
LIMIT
45
R2-1
IN PLACE
REMOVE AT END OF
1993 CONSTRUCTION

STA 1275'SB'+00 - STA 1290'SB'+00

TEMPORARY PAVEMENT MARKING
4 INCH YELLOW EDGE LINE
4 INCH WHITE DASHES (LANE LINE)
4 INCH WHITE EDGE LINE

MATCH LINE STA 1290'SB'+00

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

TRAFFIC CONTROL SIGNS AND DEVICES
TO REMAIN IN PLACE UNTIL START OF
CONSTRUCTION ON PROJECT 1123-05-78
UNLESS OTHERWISE NOTED

STA 1275'SB'+00 - STA 1290'SB'+00

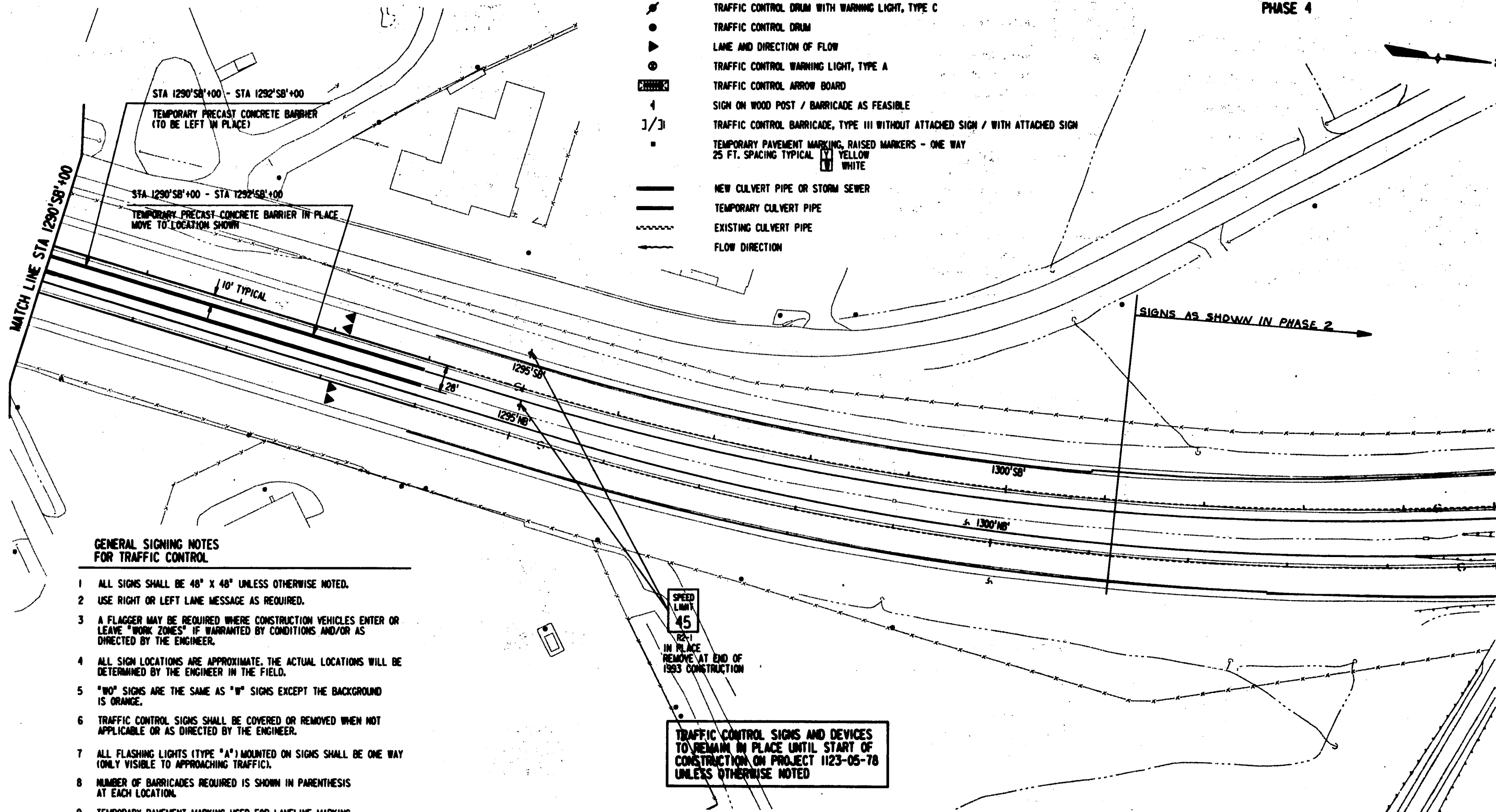
TEMPORARY PRECAST CONCRETE BARRIER
(TO BE LEFT IN PLACE)

REFERENCE FILE 01 = phase4.dgn
Levels = 29-31.53
REFERENCE FILE 06 = border.dgn
Levels = 50.59
REFERENCE FILE 05 = p1.pst.dgn
Levels =
REFERENCE FILE 06 = caliso.dgn
Levels =
REFERENCE FILE 02 = trail.w.dgn
Levels = 8-11.74.55
REFERENCE FILE 03 = oil.tn.dgn
Levels = 22-24.50
PEN TABLE = vplot11
Levels are 1-63
PLOT = I:\dcm\11\1615141.prt
DATE=Sat Sep 26 13:46:13 1992
DGN = 612100001615141.dgn

PHASE 4

LEGEND

-  AREA UNDER CONSTRUCTION
-  TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
-  TRAFFIC CONTROL DRUM
-  LANE AND DIRECTION OF FLOW
-  TRAFFIC CONTROL WARNING LIGHT, TYPE A
-  TRAFFIC CONTROL ARROW BOARD
-  SIGN ON WOOD POST / BARRICADE AS FEASIBLE
-  TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
-  TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE
-  NEW CULVERT PIPE OR STORM SEWER
-  TEMPORARY CULVERT PIPE
-  EXISTING CULVERT PIPE
-  FLOW DIRECTION



GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "A" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

REFERENCE FILE 01 = bounp3a.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 04 = proposed.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 05 = d1pos.dgn
 Levels = 25-31, 53
 REFERENCE FILE 06 = cut&so.dgn
 Levels = 50, 59

REFERENCE FILE 01 = bounp3a.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 02 = 10m1w.dgn
 Levels = 11-15, 17-19, 55
 REFERENCE FILE 03 = allign.dgn
 Levels = 22-24, 50

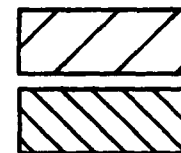
REFERENCE FILE 01 = bounp3a.dgn
 Levels = 11-15, 17-19
 REFERENCE FILE 02 = 10m1w.dgn
 Levels = 11-15, 17-19, 55
 REFERENCE FILE 03 = allign.dgn
 Levels = 22-24, 50

User: ls 02/03/91
 PEN TAB: 02/03/91 es:um41.tbl
 Levels are 1-63
 PRF = 10m1w.dgn 02/03/91
 DATE: Mon Oct 26 22:42:03 1992
 DGN = 02/03/91 02/03/91

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
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- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND



AREA UNDER CONSTRUCTION

LIMITS OF PAVING DURING PHASE 4B



TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C



TRAFFIC CONTROL DRUM



LANE AND DIRECTION OF FLOW



TRAFFIC CONTROL WARNING LIGHT, TYPE



TRAFFIC CONTROL ARROW BOARD



SIGN ON WOOD POST / BARRICADE AS



TRAFFIC CONTROL BARRICADE, TYPE II



TEMPORARY PAVEMENT MARKING, RAISE
25 FT. SPACING TYPICAL  YELLOW
WHITE



NEW CULVERTY PIPE OR STORM SEWER



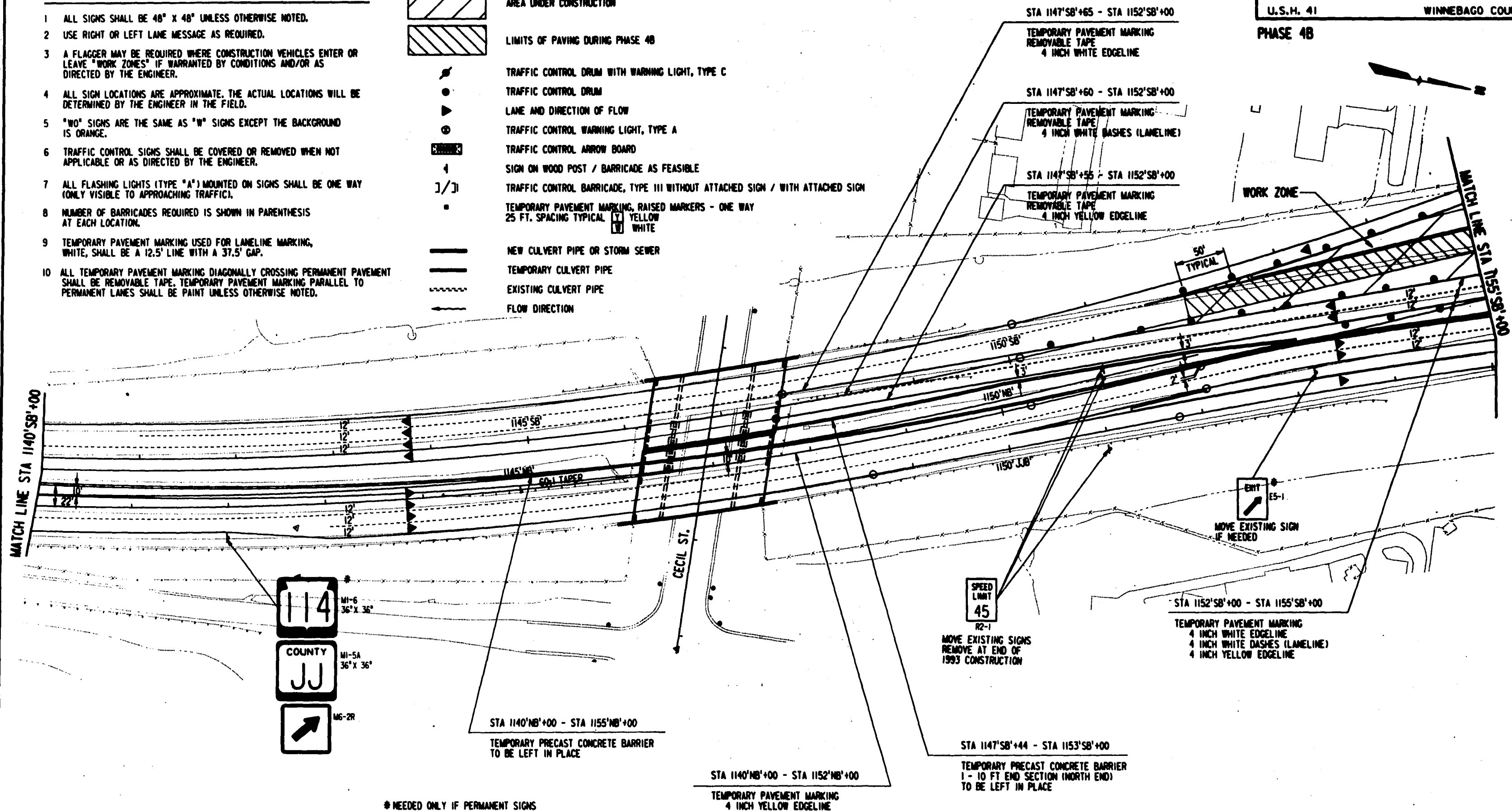
TEMPORARY CULVERT PIPE



EXISTING CULVERT PIPE



FLOW DIRECTION



* NEEDED ONLY IF PERMANENT SIGNS
ARE NOT IN PLACE

DONOHUE COMPUTER AIDED DESIGN & DRAFTING

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "U" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANE LINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND



AREA UNDER CONSTRUCTION



LIMITS OF PAVING DURING PHASE 4B



TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C



TRAFFIC CONTROL DRUM



LANE AND DIRECTION OF FLOW



TRAFFIC CONTROL WARNING LIGHT, TYPE A



TRAFFIC CONTROL ARROW BOARD



SIGN ON WOOD POST / BARRICADE AS FEASIBLE



TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN



TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL



NEW CULVERT PIPE OR STORM SEWER



TEMPORARY CULVERT PIPE



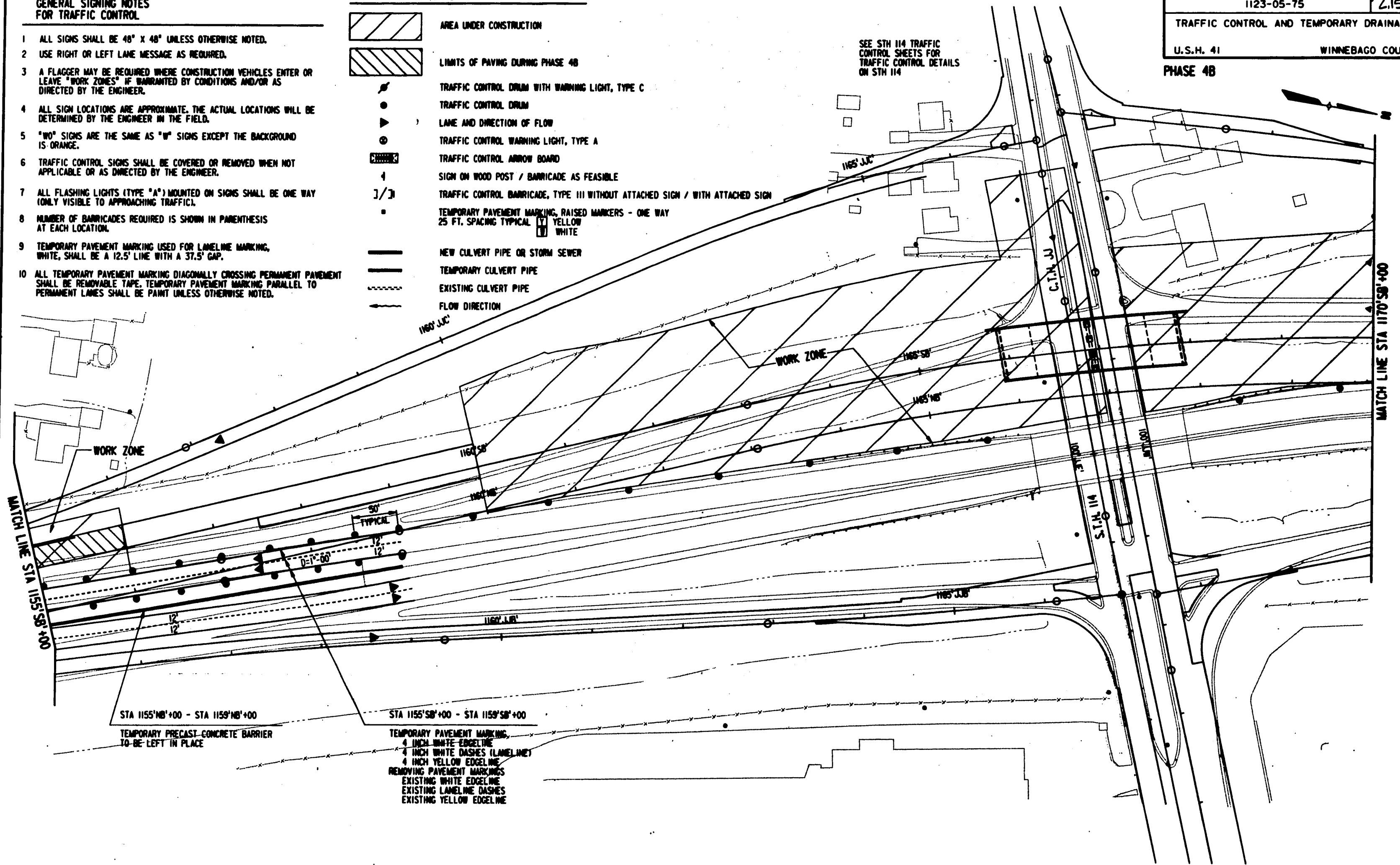
EXISTING CULVERT PIPE



EXISTING CULVERT PIPE
FLOW DIRECTION



FLOW DIRECTION



STATE PROJECT NUMBER 1123-05-75	SHEET NO 2154
TRAFFIC CONTROL AND TEMPORARY DRAINAGE	
U.S.H. 41	WINNEBAGO COUNTY

PHASE 4B

SEE STH 114 TRAFFIC
CONTROL SHEETS FOR
TRAFFIC CONTROL DETAILS
ON STH 114

MATCH LINE STA 1170'SB'+00

STA 1155'NB'+00 - STA 1159'NB'+00

~~TEMPORARY PRECAST CONCRETE BARRIER
TO BE LEFT IN PLACE~~

STA 1155'SB'+00 - STA 1159'SB'+00

TEMPORARY PAVEMENT MARKING
 4 INCH WHITE EDGELINE
 4 INCH WHITE DASHES (LANE LINE)
 4 INCH YELLOW EDGELINE
 REMOVING PAVEMENT MARKINGS
 EXISTING WHITE EDGELINE
 EXISTING LANE LINE DASHES
 EXISTING YELLOW EDGELINE

```

REFERENCE FILE 01 = bouamp.ta.dgn
Levels = 11-15, 17-19
REFERENCE FILE 02 = foal.w.dgn
Levels = 9, 44, 55
REFERENCE FILE 03 = al1.gn.dgn
Levels = 22-24, 50
REFERENCE FILE 04 = proposed.dgn
Levels =
REFERENCE FILE 05 = p1.pes.dgn
Levels = 56, 59
REFERENCE FILE 06 = cu150.dgn
Levels =
REFERENCE FILE 07 = phase2.dgn
Levels = 19-21
REFERENCE FILE 08 = border.dgn
Levels = 56, 59

```

```
User 16 da210030
OPEN TABLE= \plot\tables\ush41.tbl
Levels are 1-63
PRF = 1rofcon1/c75406b.prf
DATE=Sat Sep 26 13:13:04 1992
OCN = e:210030/c75406b.dgn
```

designed by : RGL
checked by : VM
graphics by : DOS

DONDHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

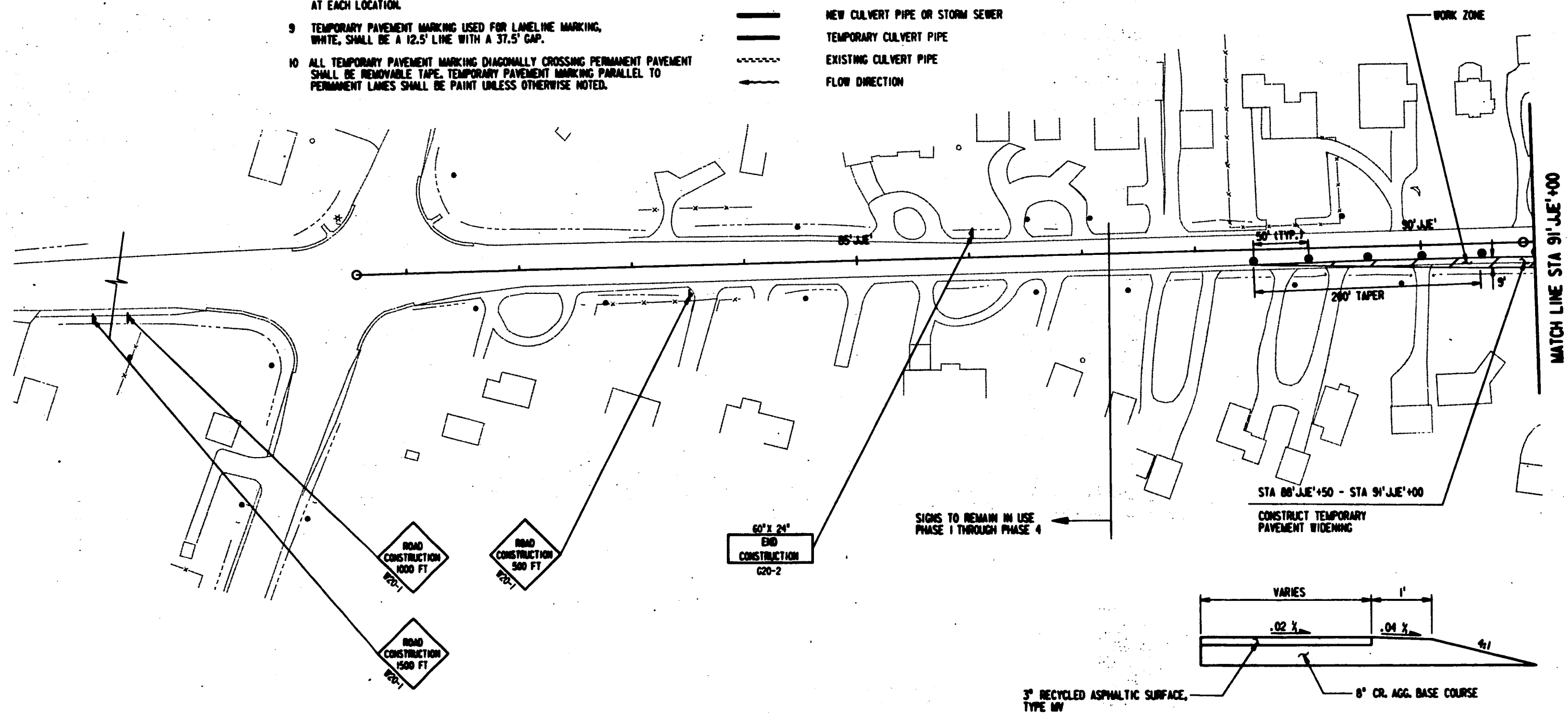
PHASE I

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- | | |
|--|---|
| | AREA UNDER CONSTRUCTION |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
YELLOW
WHITE |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |



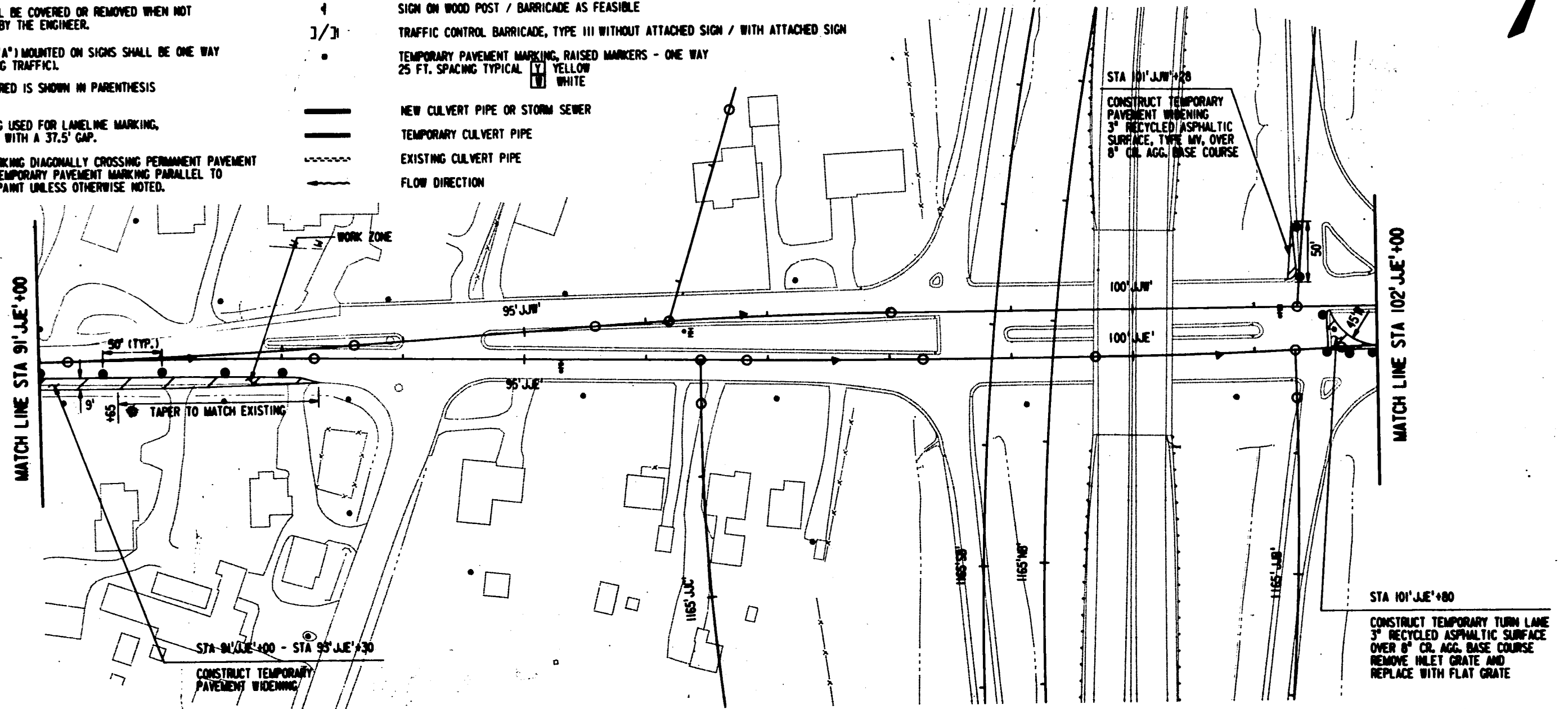
TYPICAL SECTION
TEMPORARY PAVEMENT WIDENING

User: 15 02/00/90
 PEN TABLE: 10/01/90
 Levels: 1-4, 5-63
 PLOT: 10/01/90 10/01/90
 DATE: 10/01/90 10/01/90
 DOW: 10/01/90 10/01/90
 REFERENCE FILE 01 = border.dgn
 Levels: 50, 55
 REFERENCE FILE 04 = cul50.dgn
 Levels: 1-21
 REFERENCE FILE 02 = baseamp.dgn
 Levels: 1-4, 5-63
 REFERENCE FILE 03 = all.dgn
 Levels: 22-24, 50
 REFERENCE FILE 05 = final.dgn
 Levels: 55
 REFERENCE FILE 06 = phase1.dgn
 Levels: 30-42

STATE PROJECT NUMBER 1123-05-75		SHEET NO 2.156
TRAFFIC CONTROL AND TEMPORARY DRAINAGE		
U.S.H. 41		WINNEBAGO COUNTY

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
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- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

 TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
 TRAFFIC CONTROL DRUM
 LANE AND DIRECTION OF FLOW
 TRAFFIC CONTROL WARNING LIGHT, TYPE A
 TRAFFIC CONTROL ARROW BOARD
 SIGN ON WOOD POST / BARRICADE AS FEASIBLE
 TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
 TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL  YELLOW
 WHITE
 NEW CULVERT PIPE OR STORM SEWER
 TEMPORARY CULVERT PIPE
 EXISTING CULVERT PIPE
 FLOW DIRECTION



STA 101' JJE' +80

CONSTRUCT TEMPORARY TURN LANE
3" RECYCLED ASPHALTIC SURFACE
OVER 6" CR. AGG. BASE COURSE
REMOVE INLET GRATE AND
REPLACE WITH FLAT GRATE

REFERENCE FILE 07 = border.dgn
Levels = 50.59

REFERENCE FILE 04 = cut150.dgn
Levels =
REFERENCE FILE 05 = loc1.w.dgn
Levels =
REFERENCE FILE 06 = phase1.dgn
Levels = 39-42

REFERENCE FILE 01 = uasamp/a.dgn
Levels = 1-21
REFERENCE FILE 02 = basamp/c.dgn
Levels =
REFERENCE FILE 03 = allgn.dgn
Levels = 22-24, 50

```
User is daz10030
OPEN TABLE= \plot\tables\uswh41.tbl
Levels are 1-63
PRF = trafcont/cj1102.pr1
DATE=Fri Oct 30 12:16:06 1992
DCN = e:\210030\cj1102.dgn
```

designed by :
checked by :
graphics by :
DONOHUE COMPUTER AIDED DESIGN & DRAFTING

designed by :
checked by :
graphics by :
DONDUKE COMPUTER AIDED DESIGN & DRAFTING

STATE PROJECT NUMBER 1123-05-75	SHEET NO. 2158
TRAFFIC CONTROL AND TEMPORARY DRAINAGE	
U.S.H. 41	WINNEBAGO COUNTY

- ## LEGEND



AREA UNDER CONSTRUCTION



TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C



TRAFFIC CONTROL DRUM



LANE AND DIRECTION OF FLOW



TRAFFIC CONTROL WARNING LIGHT, TYPE A



TRAFFIC CONTROL ARROW BOARD



SIGN ON WOOD POST / BARRICADE AS FEASIBLE



TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN



TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL

Y	YELLOW
W	WHITE



NEW CULVERT PIPE OR STORM SEWER



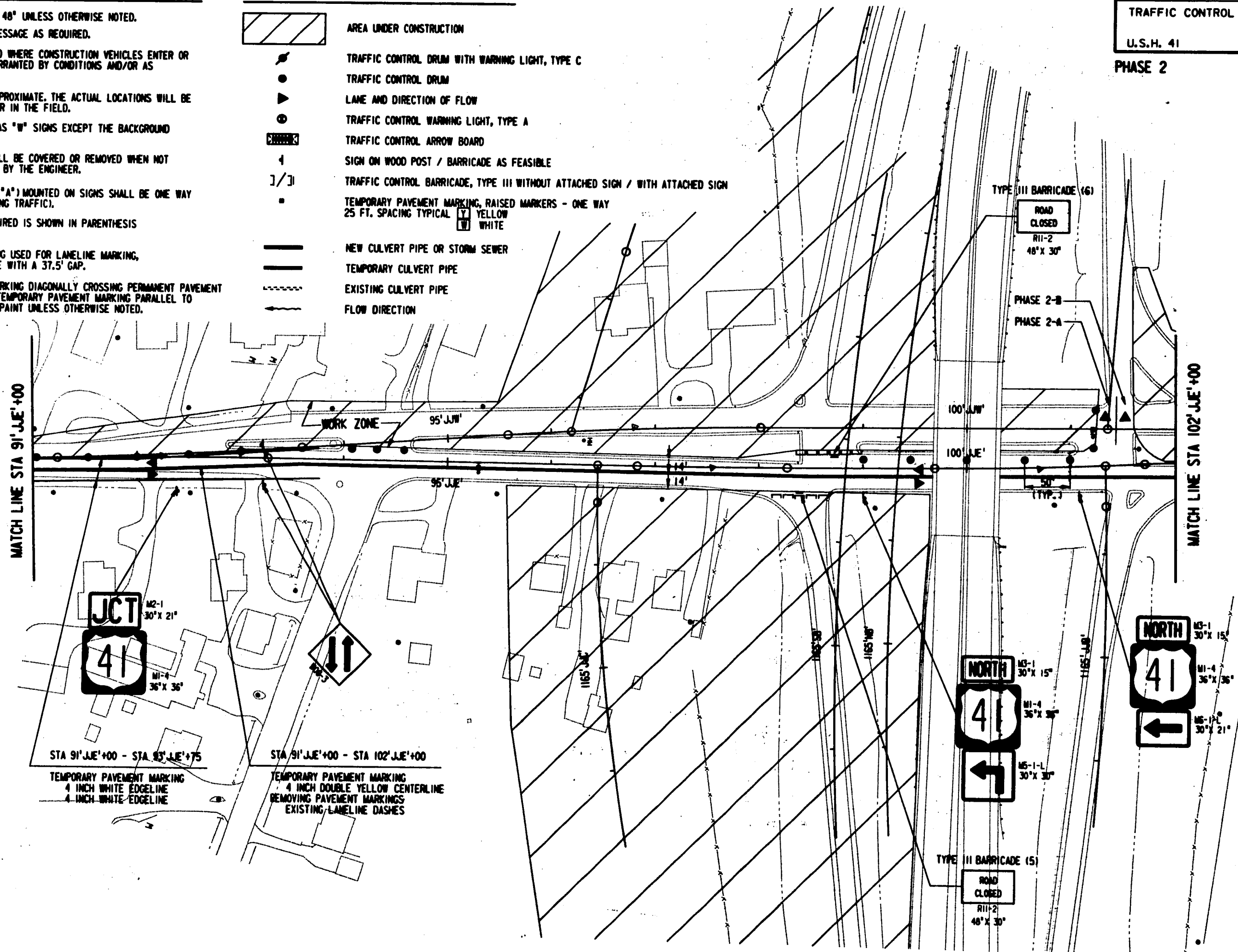
TEMPORARY CULVERT PIPE



EXISTING CULVERT PIPE



FLOW DIRECTION



REFERENCE FILE 07 = border.dgn
Levels = 58,59

REFERENCE FILE 04 = cute50.dgn
Levels =
REFERENCE FILE 05 = 1cal1w.dgn
Levels = 56
REFERENCE FILE 06 = phase2.dgn
Levels = 39-42

```
REFERENCE FILE 01 = bosamp1a.dgn
Levels = 1-21
REFERENCE FILE 02 = bosamp1c.dgn
Levels =
REFERENCE FILE 03 = align.dgn
Levels = 22-24,50
```

```
User is da210030
OPEN TABLE= \plot\tables\usm1.tbl
Levels are 1-63
PRF = 1rofcon1c1j202.pr
DATE=Fri Oct 30 12:25:46 1992
DOW = e:\210030\c1j202.dgn
```

designed by :
checked by :
graphics by :
DONHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. : 18433

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
- 2 USE RIGHT OR LEFT LANE MESSAGE AS REQUIRED.
- 3 A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK ZONES" IF WARRANTED BY CONDITIONS AND/OR AS DIRECTED BY THE ENGINEER.
- 4 ALL SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD.
- 5 "W" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- 6 TRAFFIC CONTROL SIGNS SHALL BE COVERED OR REMOVED WHEN NOT APPLICABLE OR AS DIRECTED BY THE ENGINEER.
- 7 ALL FLASHING LIGHTS (TYPE "A") MOUNTED ON SIGNS SHALL BE ONE WAY (ONLY VISIBLE TO APPROACHING TRAFFIC).
- 8 NUMBER OF BARRICADES REQUIRED IS SHOWN IN PARENTHESIS AT EACH LOCATION.
- 9 TEMPORARY PAVEMENT MARKING USED FOR LANELINE MARKING, WHITE, SHALL BE A 12.5' LINE WITH A 37.5' GAP.
- 10 ALL TEMPORARY PAVEMENT MARKING DIAGONALLY CROSSING PERMANENT PAVEMENT SHALL BE REMOVABLE TAPE. TEMPORARY PAVEMENT MARKING PARALLEL TO PERMANENT LANES SHALL BE PAINT UNLESS OTHERWISE NOTED.

LEGEND

- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
- 25 FT. SPACING TYPICAL
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

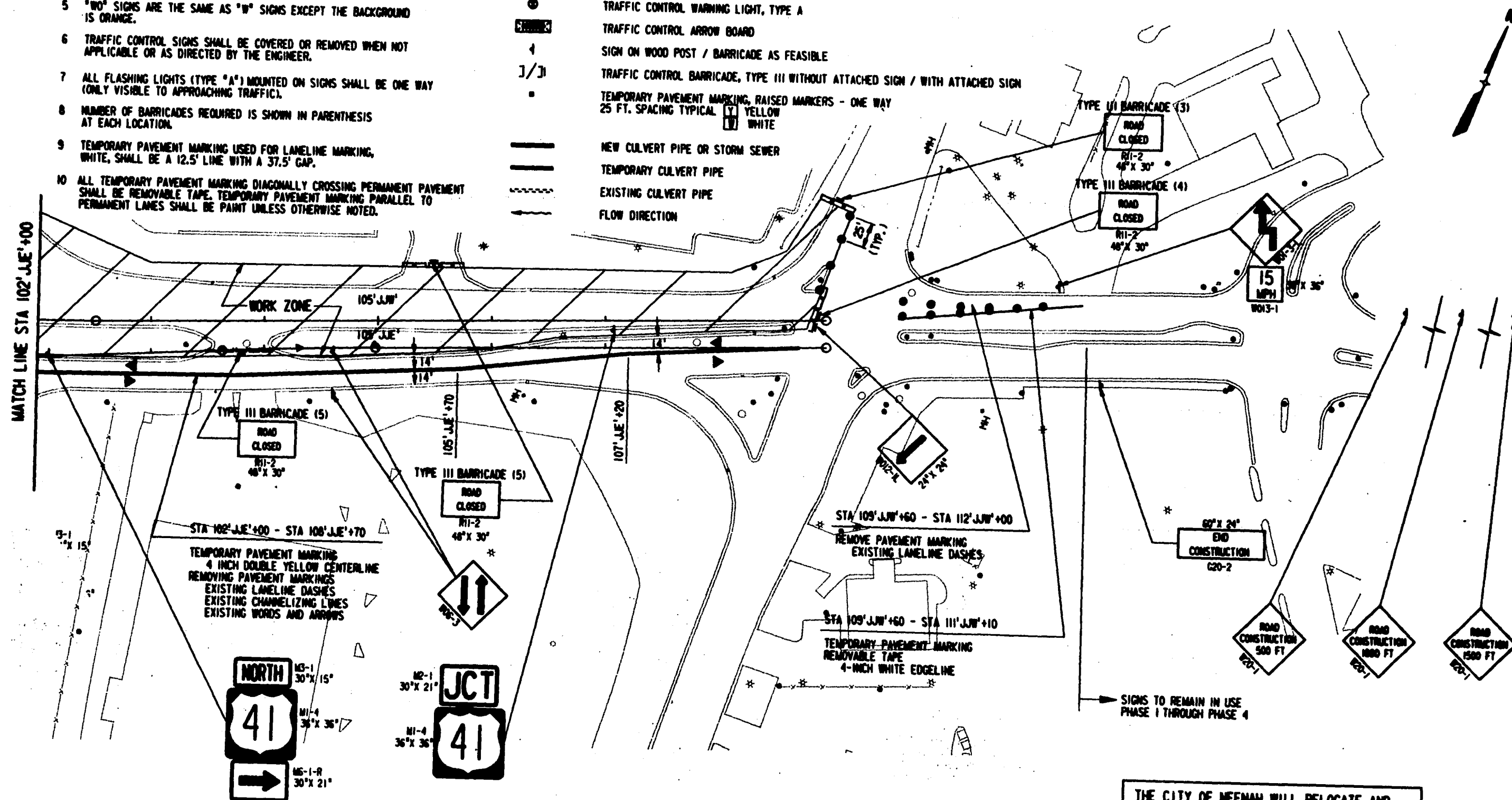
STATE PROJECT NUMBER
1123-05-75

SHEET NO
2159

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE 2



THE CITY OF NEENAH WILL RELOCATE AND ADJUST THE TRAFFIC SIGNAL TO COORDINATE WITH THE TRAFFIC CONTROL. CONTACT MIKE JURGENSEN (414) 751-4625 TO HAVE THIS WORK PERFORMED.

REFERENCE FILE 01: border.dgn
Levels: 50, 50

REFERENCE FILE 02: d1150.dgn
Levels: 1, 2

REFERENCE FILE 03: d1150.dgn
Levels: 1, 2

REFERENCE FILE 04: d1150.dgn
Levels: 1, 2

REFERENCE FILE 05: d1150.dgn
Levels: 1, 2

REFERENCE FILE 06: d1150.dgn
Levels: 1, 2

REFERENCE FILE 07: d1150.dgn
Levels: 1, 2

REFERENCE FILE 08: d1150.dgn
Levels: 1, 2

REFERENCE FILE 09: d1150.dgn
Levels: 1, 2

REFERENCE FILE 10: d1150.dgn
Levels: 1, 2

REFERENCE FILE 11: d1150.dgn
Levels: 1, 2

REFERENCE FILE 12: d1150.dgn
Levels: 1, 2

REFERENCE FILE 13: d1150.dgn
Levels: 1, 2

REFERENCE FILE 14: d1150.dgn
Levels: 1, 2

REFERENCE FILE 15: d1150.dgn
Levels: 1, 2

REFERENCE FILE 16: d1150.dgn
Levels: 1, 2

REFERENCE FILE 17: d1150.dgn
Levels: 1, 2

REFERENCE FILE 18: d1150.dgn
Levels: 1, 2

REFERENCE FILE 19: d1150.dgn
Levels: 1, 2

REFERENCE FILE 20: d1150.dgn
Levels: 1, 2

REFERENCE FILE 21: d1150.dgn
Levels: 1, 2

REFERENCE FILE 22: d1150.dgn
Levels: 1, 2

REFERENCE FILE 23: d1150.dgn
Levels: 1, 2

REFERENCE FILE 24: d1150.dgn
Levels: 1, 2

REFERENCE FILE 25: d1150.dgn
Levels: 1, 2

REFERENCE FILE 26: d1150.dgn
Levels: 1, 2

REFERENCE FILE 27: d1150.dgn
Levels: 1, 2

REFERENCE FILE 28: d1150.dgn
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REFERENCE FILE 30: d1150.dgn
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REFERENCE FILE 32: d1150.dgn
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REFERENCE FILE 33: d1150.dgn
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Levels: 1, 2

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REFERENCE FILE 36: d1150.dgn
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REFERENCE FILE 38: d1150.dgn
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REFERENCE FILE 39: d1150.dgn
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REFERENCE FILE 40: d1150.dgn
Levels: 1, 2

REFERENCE FILE 41: d1150.dgn
Levels: 1, 2

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Levels: 1, 2

REFERENCE FILE 43: d1150.dgn
Levels: 1, 2

REFERENCE FILE 44: d1150.dgn
Levels: 1, 2

REFERENCE FILE 45: d1150.dgn
Levels: 1, 2

REFERENCE FILE 46: d1150.dgn
Levels: 1, 2

REFERENCE FILE 47: d1150.dgn
Levels: 1, 2

REFERENCE FILE 48: d1150.dgn
Levels: 1, 2

REFERENCE FILE 49: d1150.dgn
Levels: 1, 2

REFERENCE FILE 50: d1150.dgn
Levels: 1, 2

REFERENCE FILE 51: d1150.dgn
Levels: 1, 2

REFERENCE FILE 52: d1150.dgn
Levels: 1, 2

REFERENCE FILE 53: d1150.dgn
Levels: 1, 2

REFERENCE FILE 54: d1150.dgn
Levels: 1, 2

REFERENCE FILE 55: d1150.dgn
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REFERENCE FILE 56: d1150.dgn
Levels: 1, 2

REFERENCE FILE 57: d1150.dgn
Levels: 1, 2

REFERENCE FILE 58: d1150.dgn
Levels: 1, 2

REFERENCE FILE 59: d1150.dgn
Levels: 1, 2

REFERENCE FILE 60: d1150.dgn
Levels: 1, 2

REFERENCE FILE 61: d1150.dgn
Levels: 1, 2

REFERENCE FILE 62: d1150.dgn
Levels: 1, 2

REFERENCE FILE 63: d1150.dgn
Levels: 1, 2

REFERENCE FILE 64: d1150.dgn
Levels: 1, 2

REFERENCE FILE 65: d1150.dgn
Levels: 1, 2

REFERENCE FILE 66: d1150.dgn
Levels: 1, 2

REFERENCE FILE 67: d1150.dgn
Levels: 1, 2

REFERENCE FILE 68: d1150.dgn
Levels: 1, 2

REFERENCE FILE 69: d1150.dgn
Levels: 1, 2

REFERENCE FILE 70: d1150.dgn
Levels: 1, 2

REFERENCE FILE 71: d1150.dgn
Levels: 1, 2

REFERENCE FILE 72: d1150.dgn
Levels: 1, 2

REFERENCE FILE 73: d1150.dgn
Levels: 1, 2

REFERENCE FILE 74: d1150.dgn
Levels: 1, 2

REFERENCE FILE 75: d1150.dgn
Levels: 1, 2

REFERENCE FILE 76: d1150.dgn
Levels: 1, 2

REFERENCE FILE 77: d1150.dgn
Levels: 1, 2

REFERENCE FILE 78: d1150.dgn
Levels: 1, 2

REFERENCE FILE 79: d1150.dgn
Levels: 1, 2

REFERENCE FILE 80: d1150.dgn
Levels: 1, 2

REFERENCE FILE 81: d1150.dgn
Levels: 1, 2

REFERENCE FILE 82: d1150.dgn
Levels: 1, 2

REFERENCE FILE 83: d1150.dgn
Levels: 1, 2

REFERENCE FILE 84: d1150.dgn
Levels: 1, 2

REFERENCE FILE 85: d1150.dgn
Levels: 1, 2

REFERENCE FILE 86: d1150.dgn
Levels: 1, 2

REFERENCE FILE 87: d1150.dgn
Levels: 1, 2

REFERENCE FILE 88: d1150.dgn
Levels: 1, 2

REFERENCE FILE 89: d1150.dgn
Levels: 1, 2

REFERENCE FILE 90: d1150.dgn
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REFERENCE FILE 91: d1150.dgn
Levels: 1, 2

REFERENCE FILE 92: d1150.dgn
Levels: 1, 2

REFERENCE FILE 93: d1150.dgn
Levels: 1, 2

REFERENCE FILE 94: d1150.dgn
Levels: 1, 2

REFERENCE FILE 95: d1150.dgn
Levels: 1, 2

REFERENCE FILE 96: d1150.dgn
Levels: 1, 2

REFERENCE FILE 97: d1150.dgn
Levels: 1, 2

REFERENCE FILE 98: d1150.dgn
Levels: 1, 2

REFERENCE FILE 99: d1150.dgn
Levels: 1, 2

REFERENCE FILE 100: d1150.dgn
Levels: 1, 2

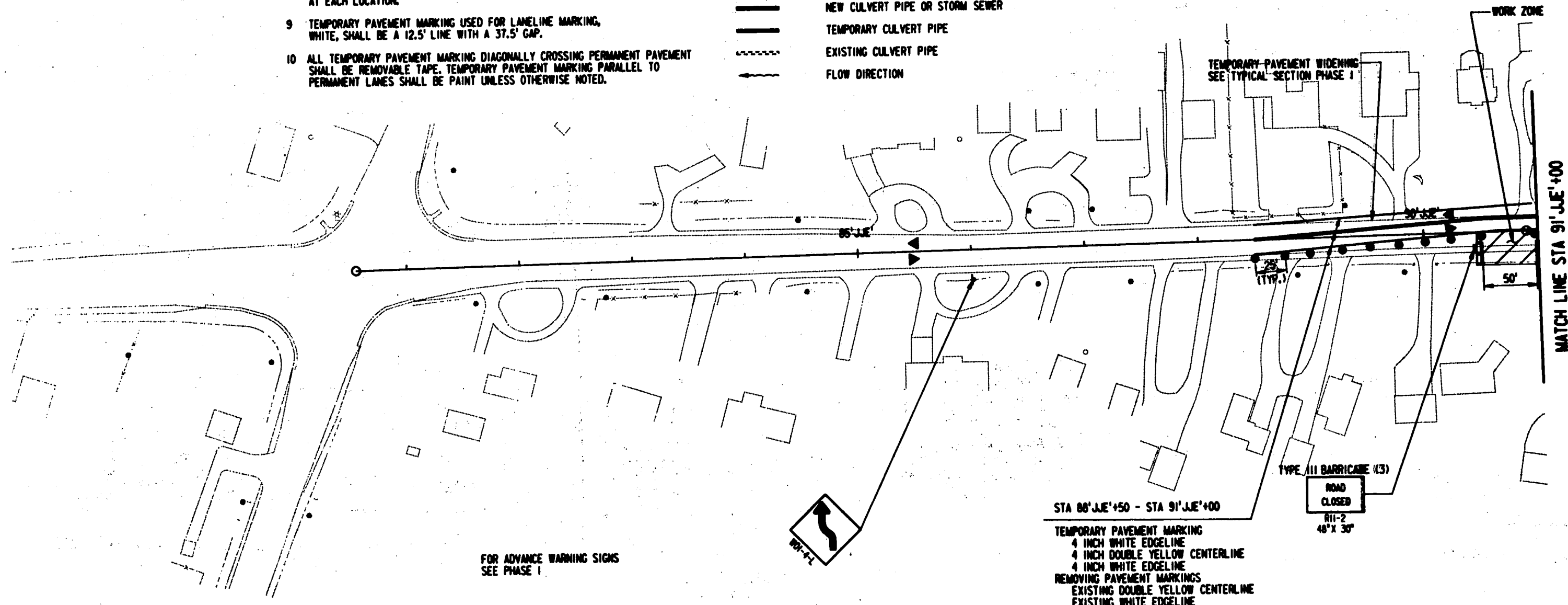
PHASE 3

GENERAL SIGNING NOTES
FOR TRAFFIC CONTROL

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LEGEND

- | | |
|--|--|
| | AREA UNDER CONSTRUCTION |
| | TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C |
| | TRAFFIC CONTROL DRUM |
| | LANE AND DIRECTION OF FLOW |
| | TRAFFIC CONTROL WARNING LIGHT, TYPE A |
| | TRAFFIC CONTROL ARROW BOARD |
| | SIGN ON WOOD POST / BARRICADE AS FEASIBLE |
| | TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN |
| | TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL |
| | NEW CULVERT PIPE OR STORM SEWER |
| | TEMPORARY CULVERT PIPE |
| | EXISTING CULVERT PIPE |
| | FLOW DIRECTION |



REFERENCE FILE 01 : 010101.dgn
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 REFERENCE FILE 04 : 040404.dgn
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 REFERENCE FILE 52 : 525252.dgn
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 REFERENCE FILE 81 : 818181.dgn
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 REFERENCE FILE 96 : 969696.dgn
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 REFERENCE FILE 98 : 989898.dgn
 REFERENCE FILE 99 : 999999.dgn
 REFERENCE FILE 100 : 100100.dgn

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

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LEGEND

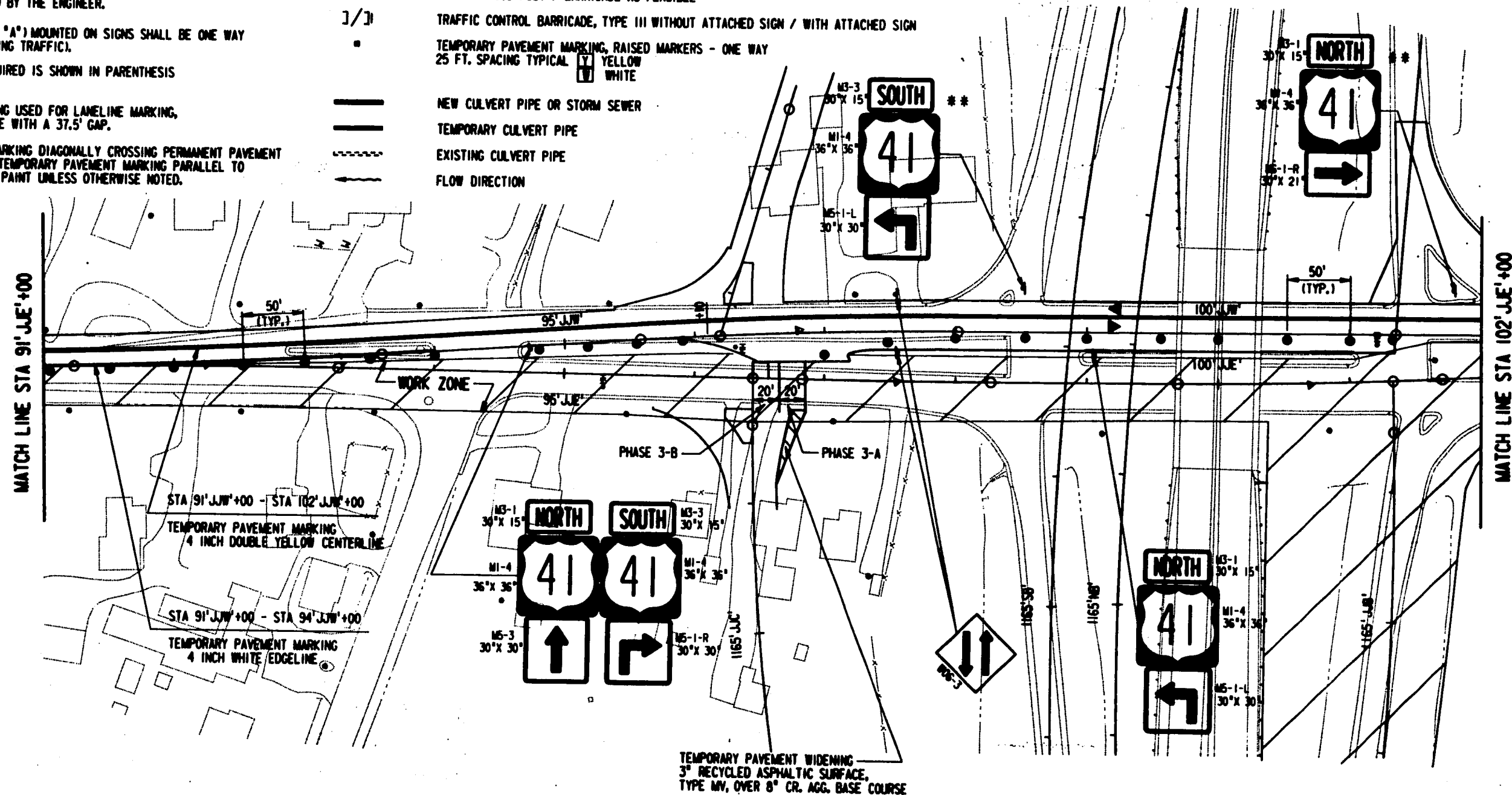
	AREA UNDER CONSTRUCTION
	TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
	TRAFFIC CONTROL DRUM
	LANE AND DIRECTION OF FLOW
	TRAFFIC CONTROL WARNING LIGHT, TYPE A
	TRAFFIC CONTROL ARROW BOARD
	SIGN ON WOOD POST / BARRICADE AS FEASIBLE
	TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
	TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY 25 FT. SPACING TYPICAL
	NEW CULVERT PIPE OR STORM SEWER
	TEMPORARY CULVERT PIPE
	EXISTING CULVERT PIPE
	FLOW DIRECTION

STATE PROJECT NUMBER
1123-05-75

TRAFFIC CONTROL AND TEMPORARY DRAINAGE

U.S.H. 41 WINNEBAGO COUNTY

PHASE 3



** NEEDED ONLY IF PERMANENT SIGNING
IS NOT IN PLACE

REFERENCE FILE 01 = baseplan.dgn
Levels = 1-21

REFERENCE FILE 02 = baseplan.dgn
Levels = 22-24, 50

REFERENCE FILE 03 = all.dgn
Levels = 51

REFERENCE FILE 04 = all.dgn
Levels = 52-57

REFERENCE FILE 05 = proposed.dgn
Levels = 58-63

REFERENCE FILE 06 = border.dgn
Levels = 64-65

REFERENCE FILE 07 = phase3.dgn
Levels = 66-75

User: is 60210030

Plot Table: plot1.tbl

Levels are 1-63

PRF = trfcon1/cj302.prf

DATE: Fri Oct 30 12:50:55 1992

DDA = ea120030/cj302.dgn

GENERAL SIGNING NOTES FOR TRAFFIC CONTROL

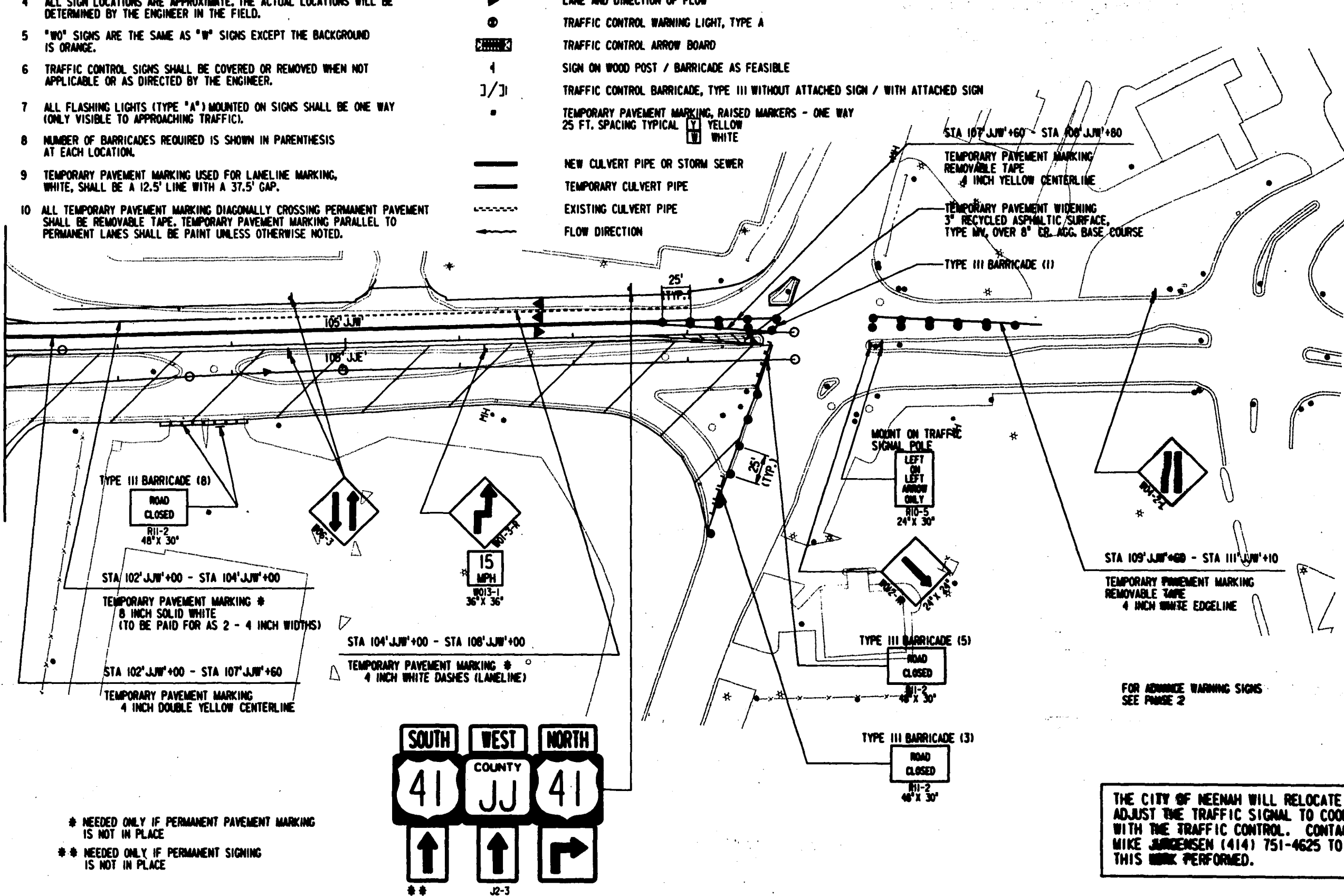
- 1 ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED.
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LEGEND

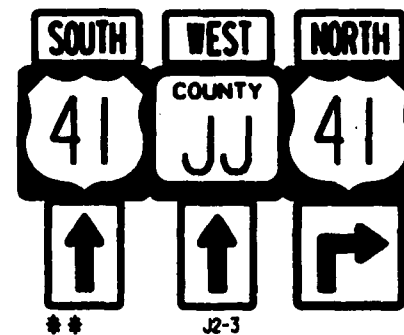
- AREA UNDER CONSTRUCTION
- TRAFFIC CONTROL DRUM WITH WARNING LIGHT, TYPE C
- TRAFFIC CONTROL DRUM
- LANE AND DIRECTION OF FLOW
- TRAFFIC CONTROL WARNING LIGHT, TYPE A
- TRAFFIC CONTROL ARROW BOARD
- SIGN ON WOOD POST / BARRICADE AS FEASIBLE
- TRAFFIC CONTROL BARRICADE, TYPE III WITHOUT ATTACHED SIGN / WITH ATTACHED SIGN
- TEMPORARY PAVEMENT MARKING, RAISED MARKERS - ONE WAY
25 FT. SPACING TYPICAL
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

PHASE 3

MATCH LINE STA 102' JJ' +00



- * NEEDED ONLY IF PERMANENT PAVEMENT MARKING IS NOT IN PLACE
- ** NEEDED ONLY IF PERMANENT SIGNING IS NOT IN PLACE



THE CITY OF NEENAH WILL RELOCATE AND ADJUST THE TRAFFIC SIGNAL TO COORDINATE WITH THE TRAFFIC CONTROL. CONTACT MIKE JORGENSEN (414) 751-4625 TO HAVE THIS WORK PERFORMED.

REFERENCE FILE 01 = basemap.dgn
Levels = 1-21
REFERENCE FILE 02 = basemap.dgn
Levels = 1-4, 6-43
REFERENCE FILE 03 = all.dgn
Levels = 22-24, 50
REFERENCE FILE 04 = culss.dgn
Levels = 36
REFERENCE FILE 05 = 10m1w.dgn
Levels = 51
REFERENCE FILE 06 = phase3.dgn
Levels = 39-42
User is 06/20/2003
PEN TABLE: 10/01/2003 10:00:00
Levels are 1-4, 6-43
DATE: 10/01/2003 10:00:00
DGN: 06/20/2003 10:00:00

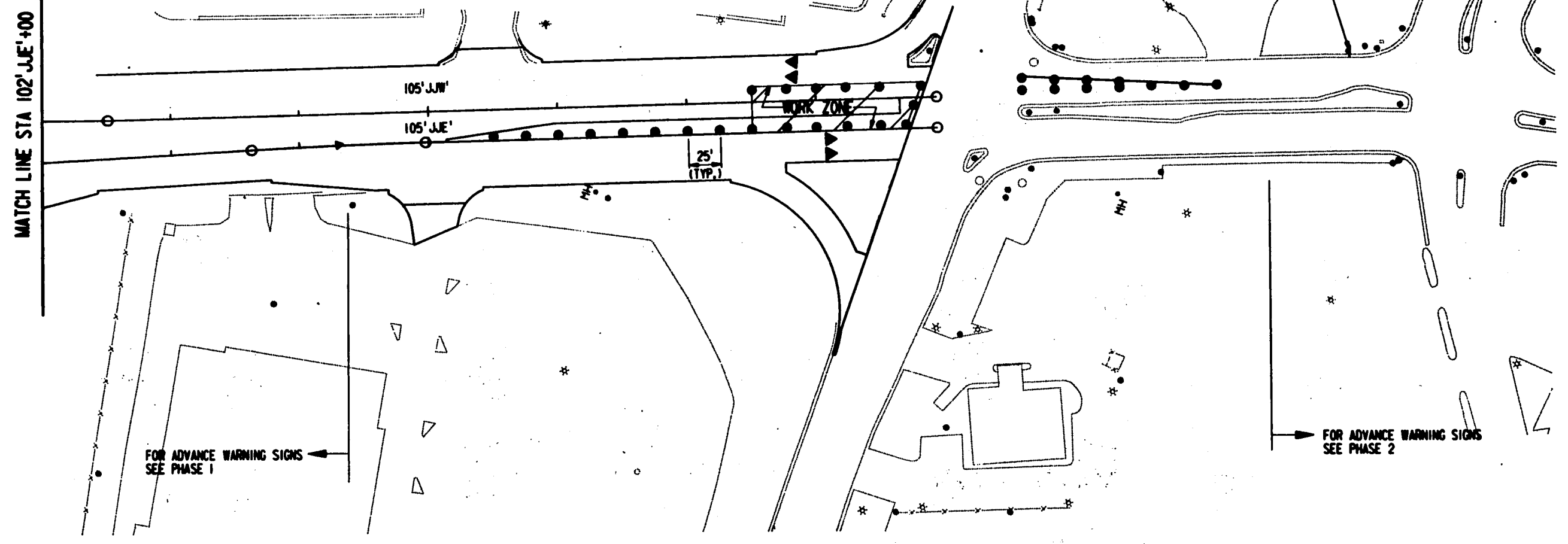
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- AREA UNDER CONSTRUCTION
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- TRAFFIC CONTROL WARNING LIGHT, TYPE A
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25 FT. SPACING TYPICAL
 YELLOW
 WHITE
- NEW CULVERT PIPE OR STORM SEWER
- TEMPORARY CULVERT PIPE
- EXISTING CULVERT PIPE
- FLOW DIRECTION

PHASE 4

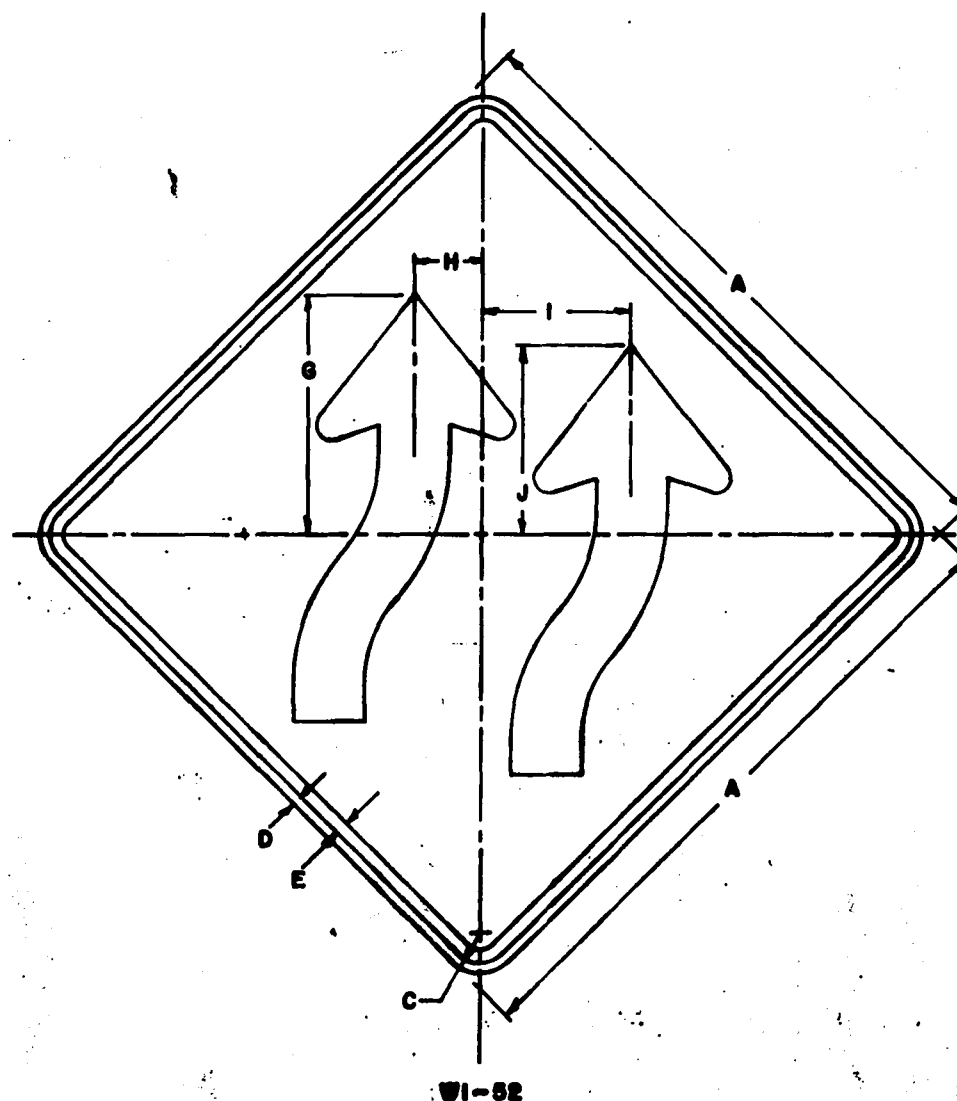
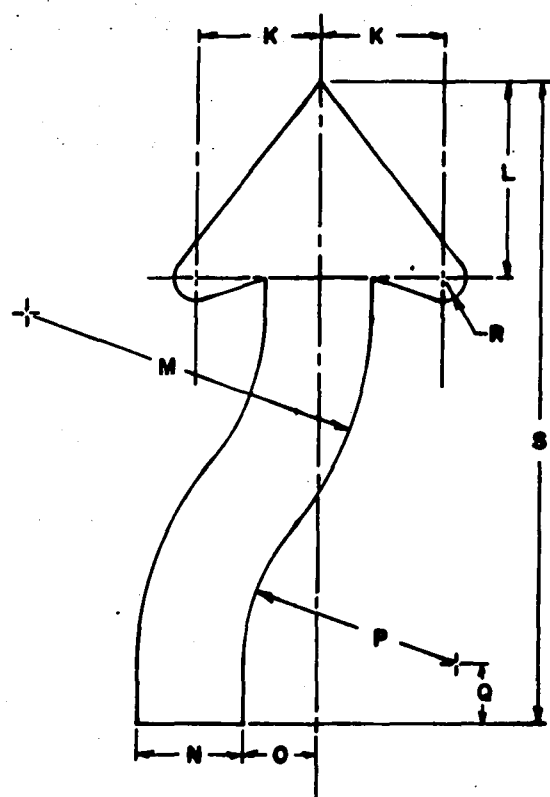


FOR ADVANCE WARNING SIGNS
SEE PHASE 1

FOR ADVANCE WARNING SIGNS
SEE PHASE 2

THE CITY OF NEENAH WILL RELOCATE AND ADJUST THE TRAFFIC SIGNAL TO COORDINATE WITH THE TRAFFIC CONTROL. CONTACT MIKE JURGENSEN (414) 751-4625 TO HAVE THIS WORK PERFORMED.

User: Is 6010030
 PEN TABLE: \\plav\nic
 Levels: 1-4, 6-63
 POC: \\tracant\ic\1403.prf
 DATE: Fri Oct 30 13:00:26 1992
 DOW: \\1210030\ic\1403.dgn
 REFERENCE FILE 01 = basamp10.dgn Levels: 1-21
 REFERENCE FILE 02 = basamp10.dgn Levels: 1-21
 REFERENCE FILE 03 = ol1gm.dgn Levels: 22-24, 50
 REFERENCE FILE 04 = cul650.dgn Levels: 35
 REFERENCE FILE 05 = local1a.dgn Levels: 50
 REFERENCE FILE 06 = phased.dgn Levels: 39-42
 REFERENCE FILE 07 = proposed.dgn Levels: 35
 REFERENCE FILE 08 = border.dgn Levels: 50, 55



WI-52

NOTES

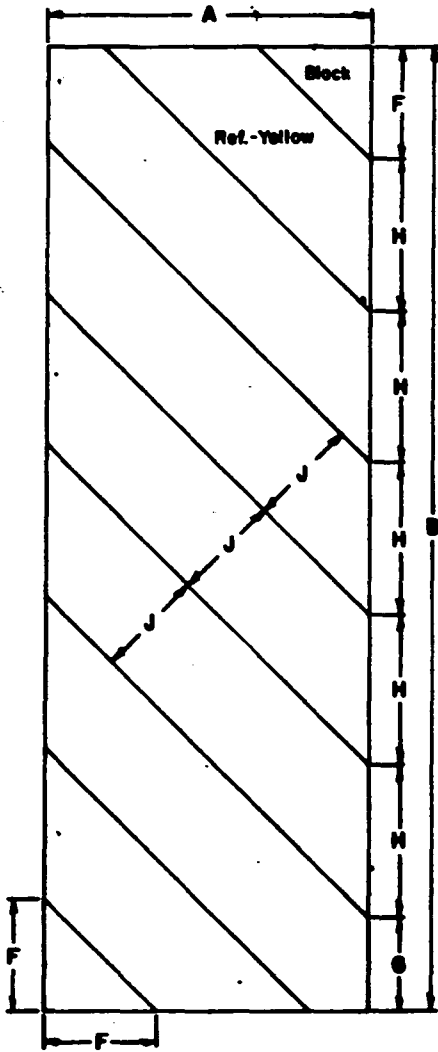
1. Sign is Type II - Reflective - reference
WIS DOT Standard Specification for ROAD
and BRIDGE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series -
4. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base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

SIZE	CODE 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	Std Sq. Ft.
Minimum	1																											
Standard	2																											
Oversize	3																											
Exp way	4																											
Freeway	5	48		2½	¾	1		17½	8	11	14	6½	9¾	17½	5½	3⅝	10½	3	1½	32								16.0
Bicycle	6																											
Snowmobile	7																											
		AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	
Minimum	1																											
Standard	2																											
Oversize	3																											
Exp-way	4																											
Freeway	5																											
Bicycle	6																											
Snowmobile	7																											

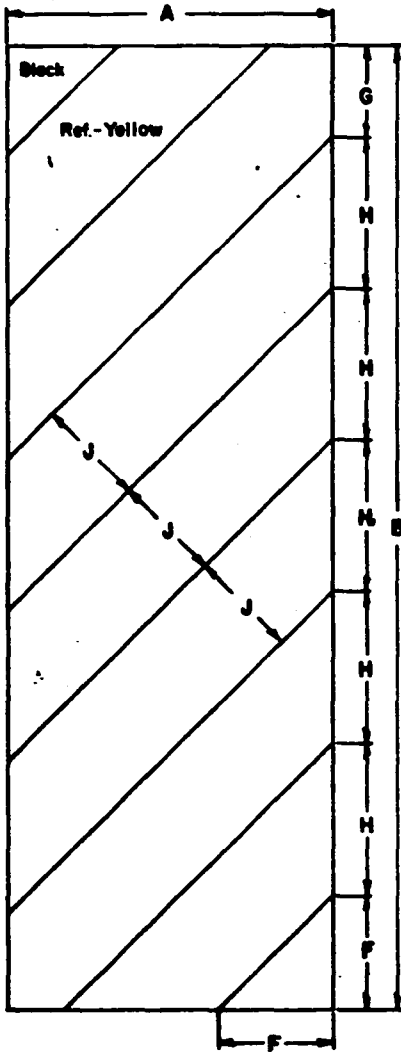
Date Drawn - 2-8-83 gmo	Date Redrawn -
Date Revised -	
STANDARD SIGN WI-52	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	Chief Traffic Engineer
DATE	PLATE NO WI-52.1

NOTES

1. Sign is Type II- Type H Reflective — reference
WIS DOT Standard Specification for
ROAD and BRIDGE 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.



W5-52L



W5-52R

SIZE	CODE 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	Std Area Sq. Ft.
Minimum	1																											
Standard	2	12	36				4 1/2	3 1/2	5 1/2	45°	4																	3.0
Oversize	3	18	54				6 3/4	5 1/4	8 1/4	45°	6																	6.75
Exp-way	4																											
Interstate	5																											
		AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	
Minimum	1																											
Standard	2																											
Oversize	3																											
Exp-way	4																											
Interstate	5																											

Date Drawn - 10-19-78
Date Revised - 9-8-84
Date Redrawn -
Date

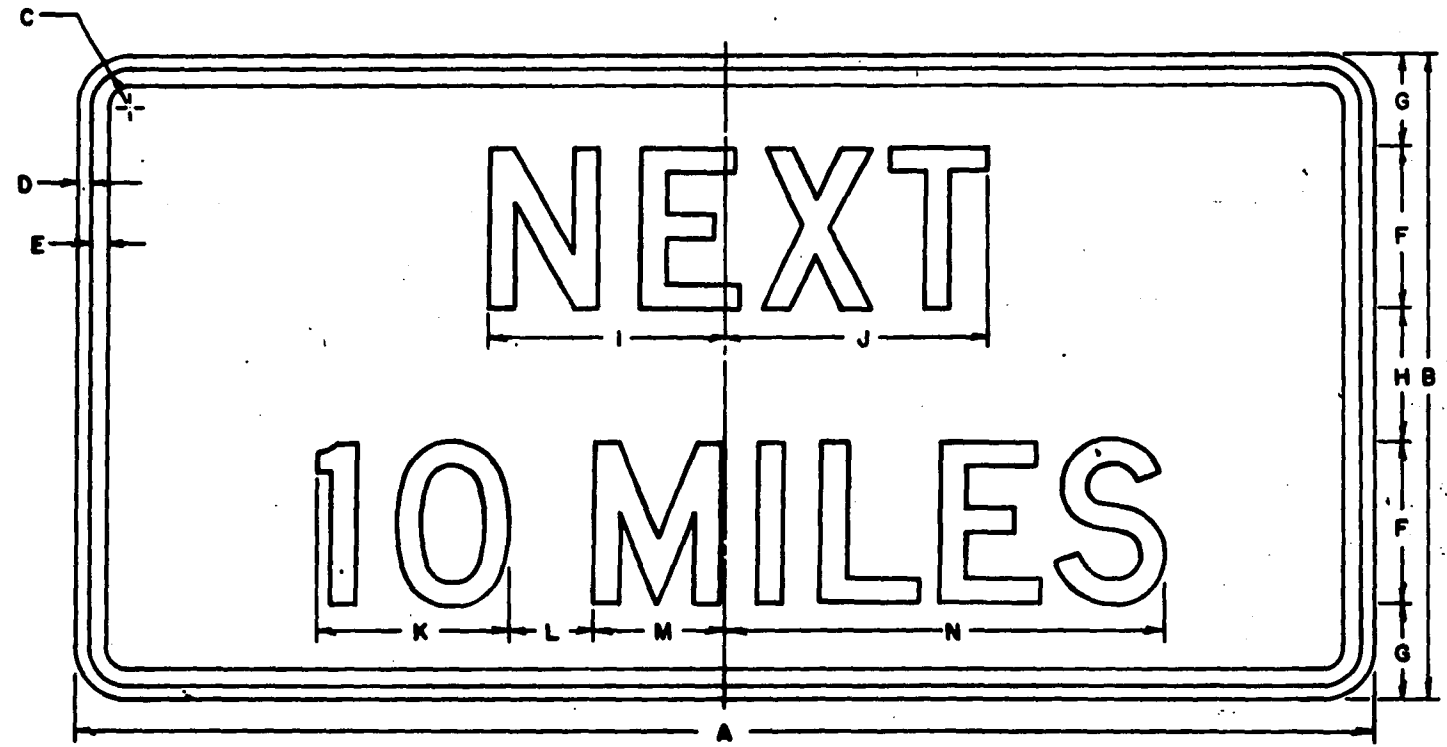
STANDARD SIGNS
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
CHIEF TRAFFIC ENGINEER
DATE 9-24-84
PLATE NO. W5-52.5

NOTES

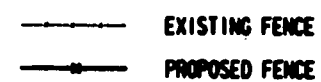
- 1. Sign is Type II - Reflective - reference WIS D.O.T. Standard Specification for ROAD and BRIDGE CONSTRUCTION latest edition
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series "D"
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. This drawing may be scaled for standard size only.
- 6. Substitute appropriate numerals and adjust spacing to achieve proper balance.

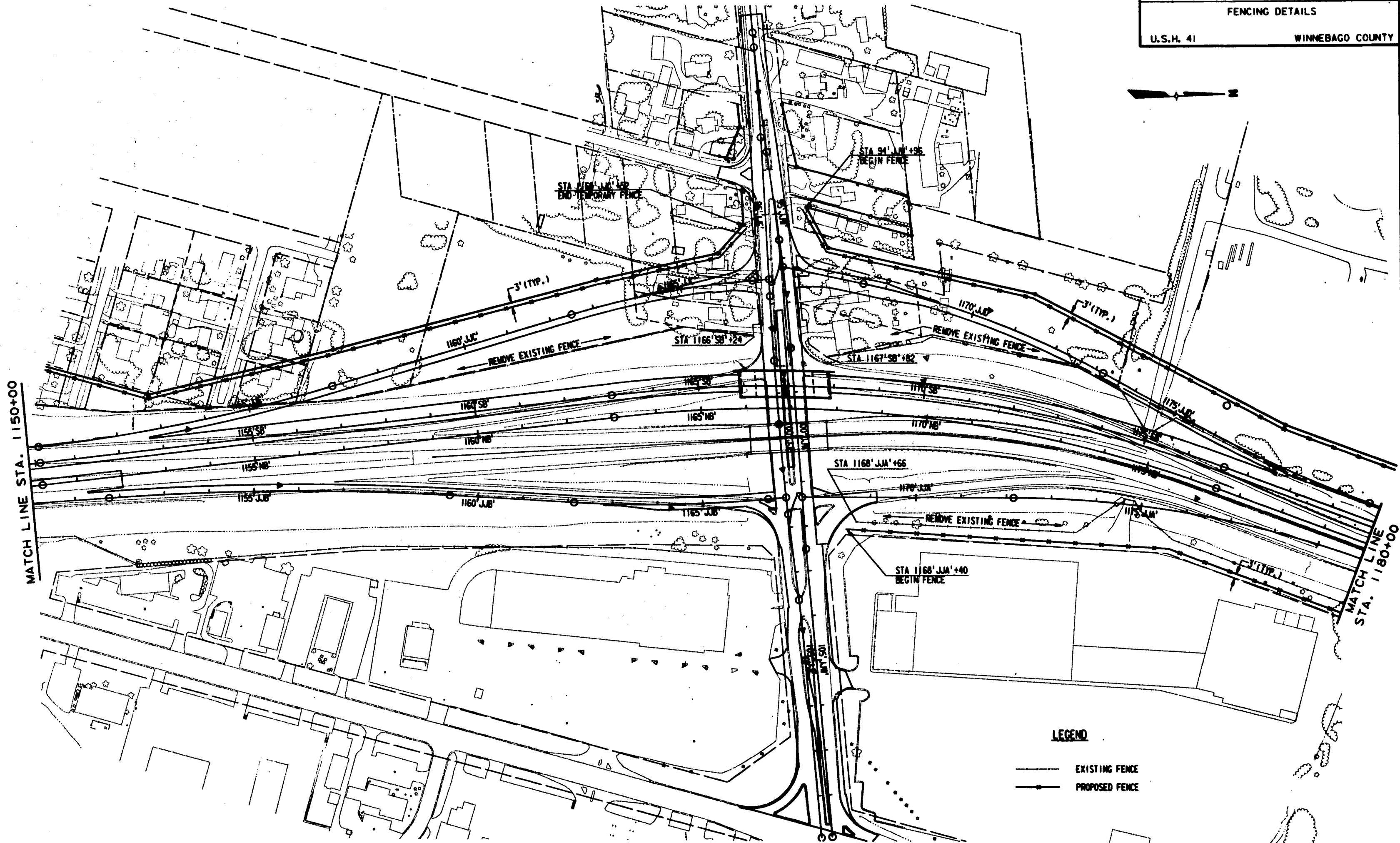


W57-51

SIZE	CODE 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	Std Area Sq. Ft.
Minimum	1	24	12	1 1/8	1 1/8	1 1/8	3	1 3/4	2 1/2	4 3/8	4 7/8	3 9/16	1 1/8	2 7/16	8 1/8													2.0
Standard	2	30	15	1 1/8	1 1/8	1 1/2	4	2	3	5 1/16	6 1/2	4 1/4	2 1/8	3 1/4	10 13/16													3.13
Oversize	3	36	18	1 1/8	1 3/8	1 1/2	5	2 5/8	2 3/4	6 5/8	7	5 1/2	2 3/8	3 5/8	12 1/2													4.5
Exp way	4	48	24	1 1/8	1 1/2	1 5/8	6	3 1/2	5	8 1/4	9 1/4	7 1/8	3 1/8	4 1/8	16 1/4													8.0
Freeway	5	48	24	1 1/8	1 1/2	1 5/8	6	3 1/2	5	8 1/4	9 1/4	7 1/8	3 1/8	4 1/8	16 1/4													8.0
Bicycle	6																											
Snowmobile	7																											
		AA	BB	CC	DD	EE	FF	GG	HH	II	JJ	KK	LL	MM	NN	OO	PP	QQ	RR	SS	TT	UU	VV	WW	XX	YY	ZZ	
Minimum	1																											
Standard	2																											
Oversize	3																											
Exp way	4																											
Freeway	5																											
Bicycle	6																											
Snowmobile	7																											

Date Drawn - 5-4-64	Date Redrawn - 1-29-82
Date Revised - 4-2-85	
STANDARD SIGN W57-51	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	
DATE 5-21-85	PLATE NO W57-51.4



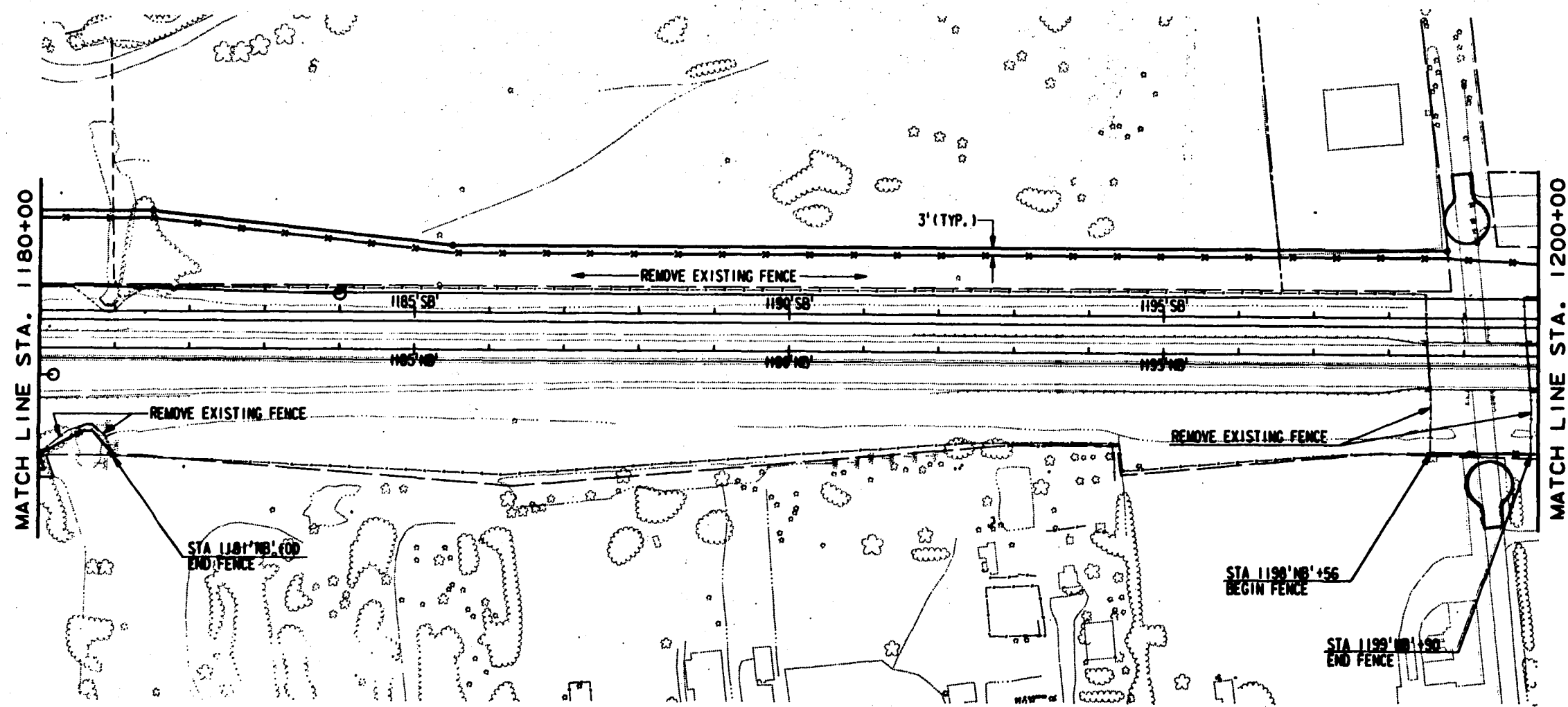


LEGEND

- EXISTING FENCE
- PROPOSED FENCE

REFERENCE FILE 01 = all.dgn
Levels = 22-24, 51
REFERENCE FILE 02 = proposed.dgn
Levels = 25, 26, 30, 31, 35, 36, 43
REFERENCE FILE 03 = border.dgn
Levels = 50, 59
REFERENCE FILE 04 = sfp.dgn
Levels = 1-9, 11-43
REFERENCE FILE 05 = rev.dgn
Levels = 23, 25
REFERENCE FILE 06 = boundary.dgn
Levels = 11-13, 15, 17-19

User: 15 02/0030
PEN TABLE: plot110-110.tbl
Levels are 1-44, 46-53
PRF = fence/fence03.drf
DATE: Fri Oct 30 17:35:35 1992
DWM: 5612/0030/110end03.dgn



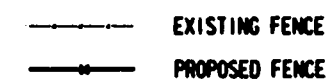
LEGEND

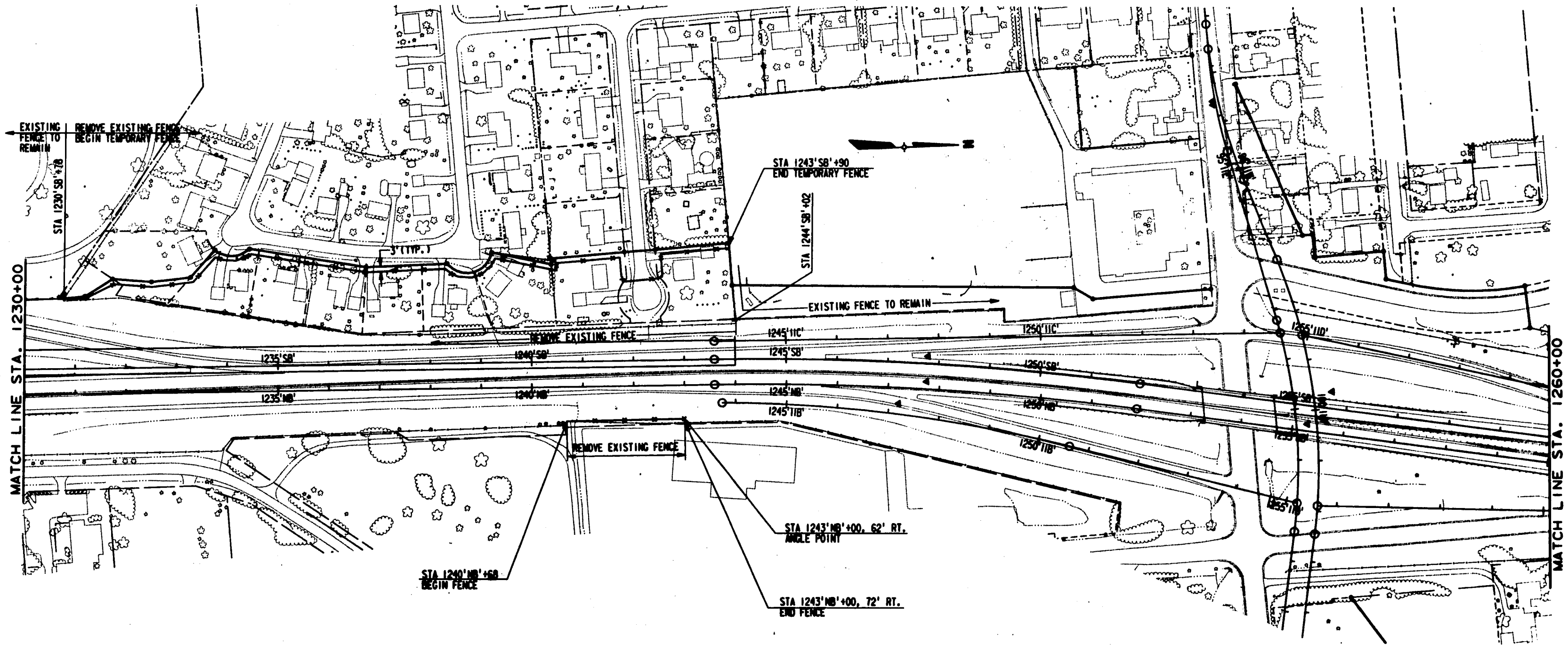
- EXISTING FENCE
- PROPOSED FENCE

```
User is daz10030
PEN TABLE= \\pilot\\tables\\usm1b.tbl
Levels are 1-44,46-63
PRF = fence/fenc04.prf
DATE=Fri Oct 30 17:40:58 1992
DCM = e:\\210030\\fenc04.dcm
```

designed by : VM
checked by :
graphics by : DGS

DONOHUE COMPUTER AIDED DESIGN & DRAFTING
PROJECT NO. - 18427





LEGEND

- EXISTING FENCE
- PROPOSED FENCE

```

REFERENCE FILE 01 = all.gen
Levels = 22-24,51

REFERENCE FILE 02 = proposed.gen
Levels = 25,26,30,31,34,35,43

REFERENCE FILE 03 = sim1.gen
Levels =

REFERENCE FILE 04 = ru.gen
Levels = 23,25

REFERENCE FILE 05 = border.gen
Levels = 58,59

REFERENCE FILE 06 = boomp2c.gen
Levels = 11-13,15,17-19

REFERENCE FILE 07 = boomp2c.gen
Levels = 1-9,11-43

```

```
User is daz10030
PEN TABLE= \\p01\\f01es\\uswh1b.tbl
Levels are 1-44,45-53
PGF = fencz/fenc05.prf
DATE=Fri Oct 30 17:52:55 1992
DCM =c:\\210030\\fenc06.dgn
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designed by : VW
checked by :
graphics by : DDS

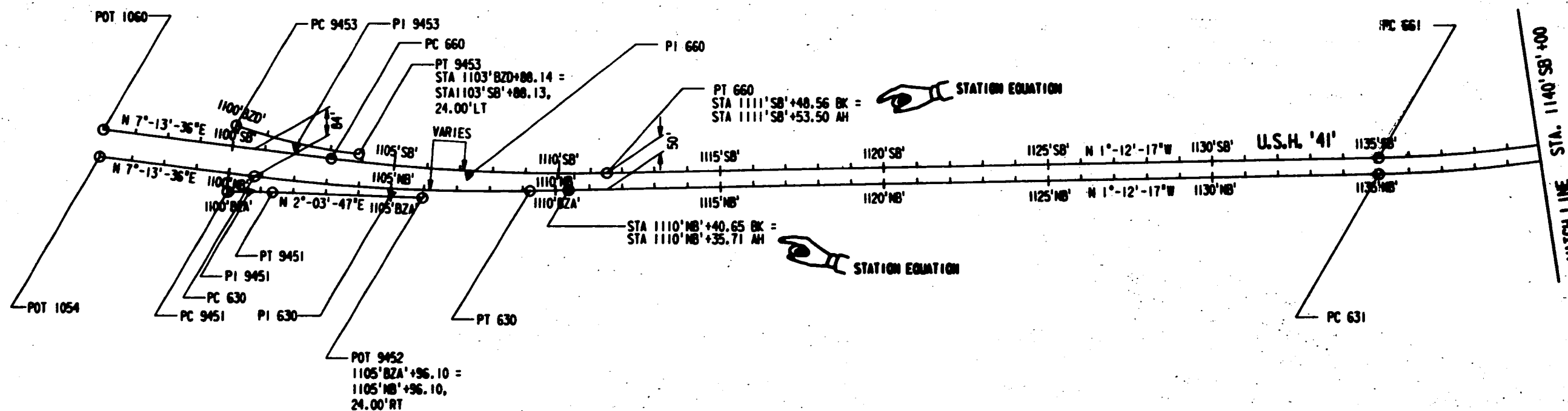
DONHUE COMPUTER AIDED DESIGN & DRAFTING

CURVE 660

PI 1107'SB'+27.76
 X=2,397,588.856
 Y=122,864.746
 PC 1103'SB'+05.44
 PT 1111'SB'+48.56 BK
 $\angle = 171^{\circ}-34'-08''$
 $\Delta = 8^{\circ}-25'-52''$
 $D = 1^{\circ}-00'-00''$
 $T = 422.32'$
 $L = 843.12'$
 $R = 5729.58'$

CURVE 9453

PI 1101'BZD'+94.98
 X=2,397,478.096
 Y=122,330.074
 PC 1100'BZD'+00.00
 PT 1103'BZD'+88.14
 $\angle = 166^{\circ}-24'-52''$
 $\Delta = 13^{\circ}-35'-08''$
 $D = 3^{\circ}-30'-00''$
 $T = 194.99'$
 $L = 388.14'$
 $R = 1636.95'$



CURVE 630

PI 1105'MB'+02.06
 X=2,397,621.927
 Y=122,623.530
 PC 1100'MB'+79.74
 PT 1109'MB'+22.86
 $\angle = 171^{\circ}-34'-08''$
 $\Delta = 8^{\circ}-25'-52''$
 $D = 1^{\circ}-00'-00''$
 $T = 422.32'$
 $L = 843.12'$
 $R = 5729.58'$

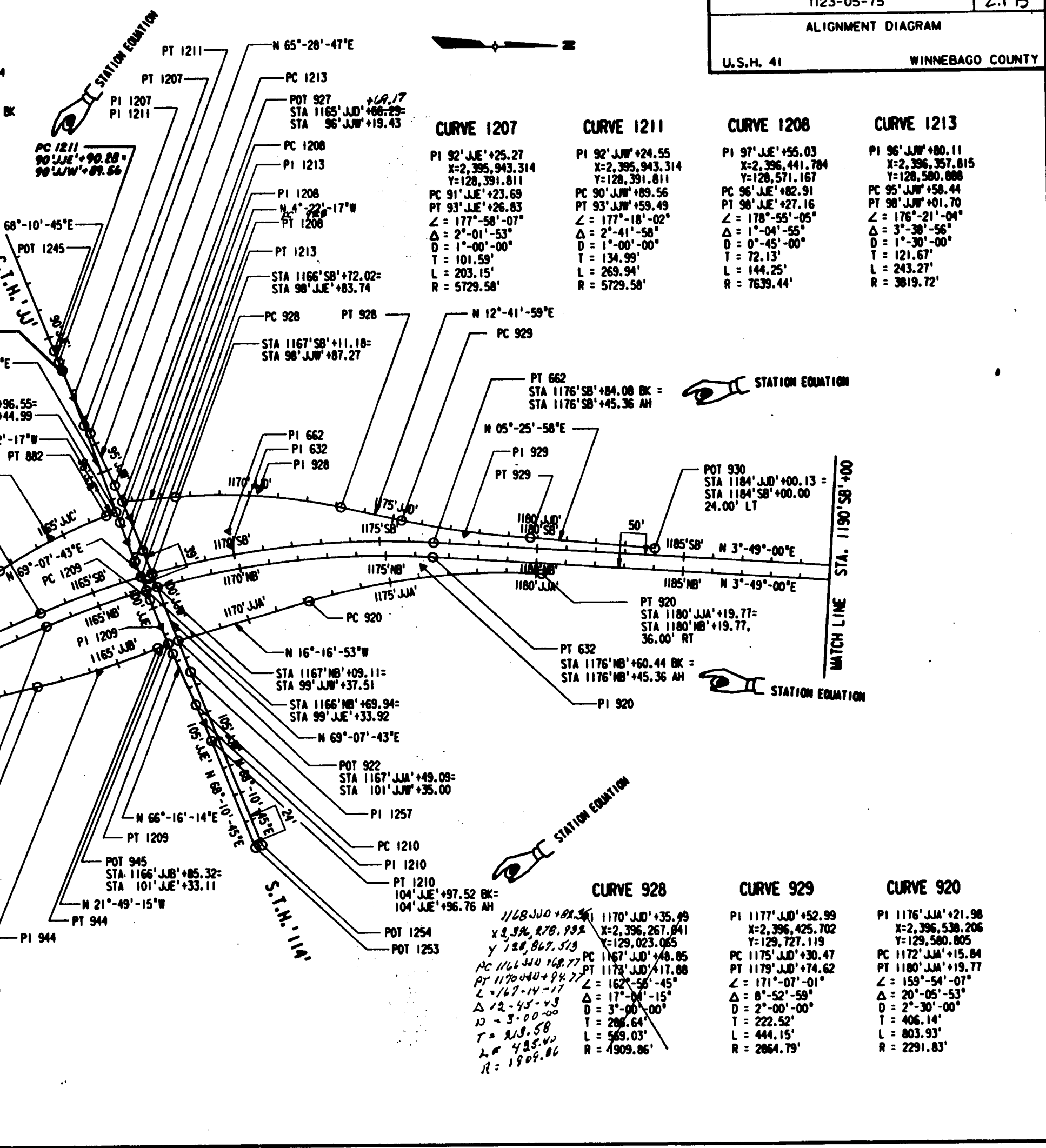
CURVE 9451

PI 1100'BZA'+68.86
 X=2,397,615.606
 Y=122,191.289
 PC 1100'BZA'+00.01
 PT 1101'BZA'+37.69
 $\angle = 177^{\circ}-14'-47''$
 $\Delta = 2^{\circ}-45'-13''$
 $D = 2^{\circ}-00'-00''$
 $T = 68.85'$
 $L = 137.68'$
 $R = 2864.79'$

User: 11/20/00
 PEN TABLE: 11/20/00
 Levels: 11/20/00
 Level: 11/20/00
 Date: 11/20/00
 DCA: 11/20/00

CURVE 661 PI 1142'SB'+68.98 X=2,397,492.618 Y=126,394.812 PC 1135'SB'+08.40 PT 1150'SB'+10.70 BK Z = 157°-56'-15" Δ = 22°-03'-45" D = 1°-28'-07" T = 760.57' L = 1502.31' R = 3901.43	CURVE 662 PI 1170'SB'+08.28 X=2,396,407.784 Y=128,917.743 PC 1163'SB'+06.25 PT 1176'SB'+04.08 BK Z = 152°-54'-58" Δ = 27°-05'-02" D = 1°-57'-56" T = 702.04' L = 1377.83' R = 2914.79'	CURVE 881 PI 1153'JJC'+58.60 X=2,397,026.338 Y=127,388.081 PC 1150'JJC'+22.43 PT 1156'JJC'+93.07 Z = 170°-03'-34" Δ = 9°-56'-26" D = 1°-28'-56" T = 336.17' L = 670.64' R = 3865.43'	CURVE 882 PI 1164'JJC'+55.56 X=2,396,424.661 Y=128,307.264 PC 1162'JJC'+49.16 PT 1166'JJC'+60.38 Z = 167°-39'-48" Δ = 12°-20'-12" D = 3°-00'-00" T = 206.41' L = 411.22' R = 1905.86'	CURVE 1209 PI 100'JJE'+69.93 X=2,396,736.001 Y=128,683.349 PC 99'JJE'+69.03 PT 101'JJE'+70.79 Z = 177°-08'-30" Δ = 2°-51'-30" D = 1°-25'-00" T = 100.90' L = 201.76' R = 2864.79'	CURVE 1210 PI 104'JJE'+30.15 X=2,397,065.794 Y=128,828.321 PC 103'JJE'+62.78 PT 104'JJE'+97.52 BK Z = 178°-05'-28" Δ = 1°-54'-32" D = 1°-25'-00" T = 67.37' L = 134.74' R = 4044.41'
---	--	--	---	---	--

CURVE 631 PI 1142'NB'+78.72 X=2,397,542.399 Y=126,405.608 PC 1135'NB'+08.40 PT 1150'NB'+29.96 BK Z = 157°-56'-15" Δ = 22°-03'-45" D = 1°-27'-00" T = 770.32' L = 1521.56' R = 3951.43'	CURVE 632 PI 1169'NB'+96.24 X=2,396,458.473 Y=128,926.430 PC 1163'NB'+06.25 PT 1176'NB'+60.44 BK Z = 152°-54'-58" Δ = 27°-05'-02" D = 2°-00'-00" T = 689.99' L = 1354.20' R = 2864.79'	CURVE 942 PI 1155'JJB'+56.98 X=2,397,088.261 Y=127,620.092 PC 1151'JJB'+76.29 PT 1159'JJB'+36.56 Z = 172°-23'-50" Δ = 7°-36'-10" D = 1°-00'-00" T = 380.69' L = 760.27' R = 5729.58'	CURVE 944 PI 1164'JJB'+30.16 X=2,396,888.944 Y=128,471.317 PC 1162'JJB'+13.69 PT 1166'JJB'+45.80 Z = 171°-21'-28" Δ = 8°-38'-32" D = 2°-00'-00" T = 216.47' L = 432.11' R = 2864.79'
--	--	--	--



REFERENCE FILE 01: d1200.dgn
Levels: 22-24, 52
REFERENCE FILE 02: out200.dgn
Levels: 1-5, 7-63

Date: 12/03/00
File: 1123-05-75.dwg
User: jlp
Plot: 1123-05-75.dwg
Scale: 1/4"=100'
Printer: HP DesignJet 500C
Plotter: HP DesignJet 500C
Plot Size: 11x17
Plot Orientation: Landscape
Plot Scale: 1/4"=100'
Plot Date: 12/03/00
Plot Time: 10:45:55 AM
Plot User: jlp

CURVE 894

PI 1209' MNC' +90.39
X=2,396,261.202
Y=132,939.078
PC 1206' MNC' +72.32
PT 1211' MNC' +46.84
Z = 82°-27'-16"
Δ = 97°-32'-44"
D = 20°-33'-24"
T = 318.08'
L = 474.52'
R = 278.72'

CURVE 889

PI 1212' MNC' +42.49
X=2,396,556.427
Y=133,228.899
PC 1211' MNC' +46.84
PT 1213' MNC' +36.04
Z = 159°-11'-15"
Δ = 20°-48'-45"
D = 11°-00'-00"
T = 95.66'
L = 189.21'
R = 520.87'

CURVE 887

PI 1215' MNC' +28.18
X=2,396,676.756
Y=133,450.311
PC 1213' MNC' +36.04
PT 1217' MNC' +16.04
Z = 159°-06'-00"
Δ = 20°-54'-00"
D = 5°-30'-00"
T = 192.14'
L = 380.00'
R = 1,041.74'

CURVE 614

PI 95' MNE' +25.34
X=2,396,294.411
Y=133,597.531
PC 91' MNE' +94.20
PT 98' MNE' +31.69
Z = 141°-45'-01"
Δ = 38°-14'-59"
D = 6°-00'-00"
T = 331.14'
L = 637.50'
R = 954.93'

CURVE 619

PI 95' MNE' +27.41
X=2,396,292.470
Y=133,603.576
PC 92' MNE' +76.98
PT 97' MNE' +59.11
Z = 141°-45'-01"
Δ = 38°-14'-59"
D = 7°-56'-01"
T = 250.43'
L = 482.12'
R = 722.19'

CURVE 628

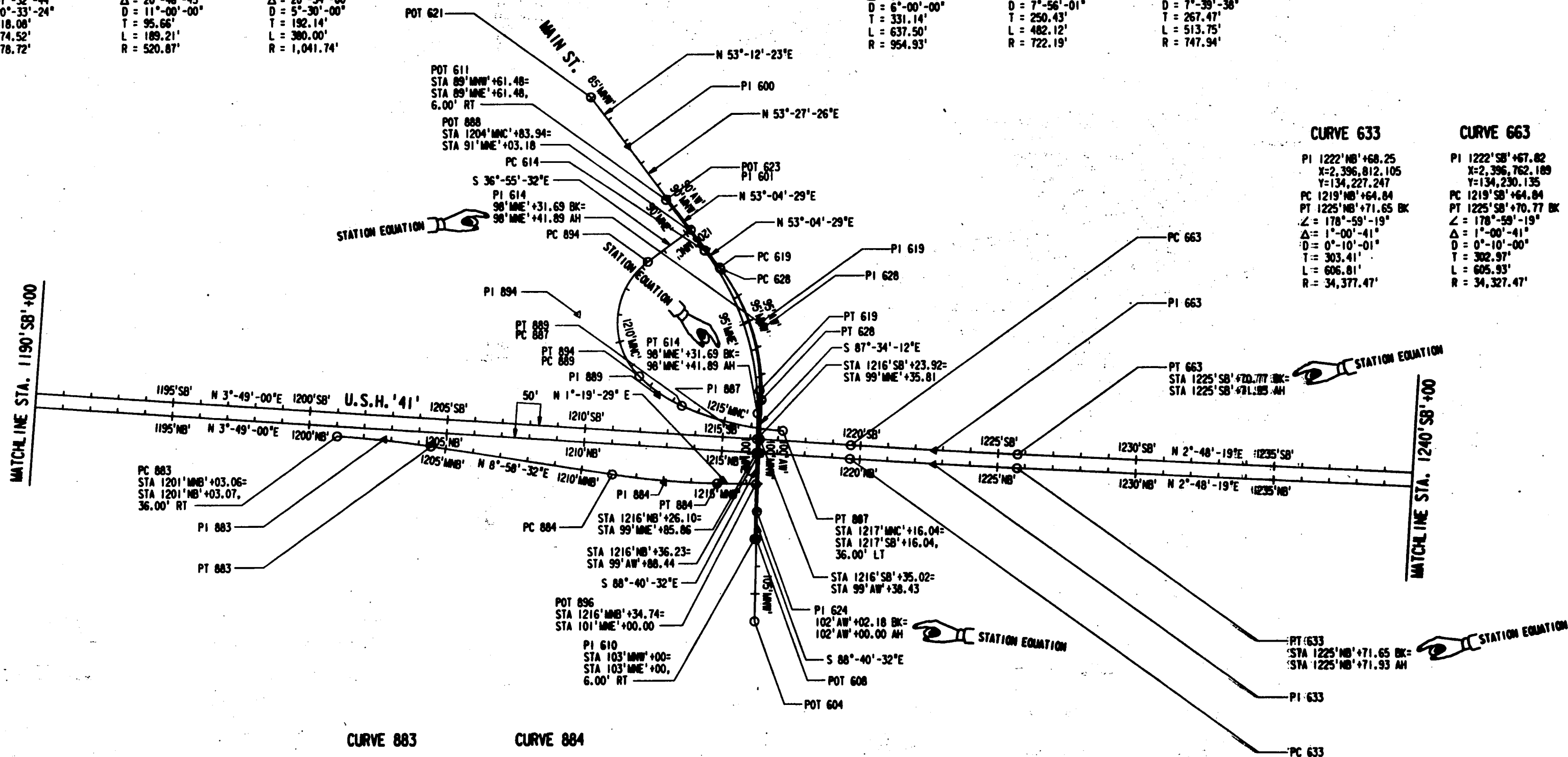
PI 95' MNE' +48.44
X=2,396,309.282
Y=133,616.211
PC 92' MNE' +80.97
PT 97' MNE' +54.72
Z = 140°-38'-42"
Δ = 39°-21'-18"
D = 7°-39'-38"
T = 267.47'
L = 513.75'
R = 747.94'

CURVE 633

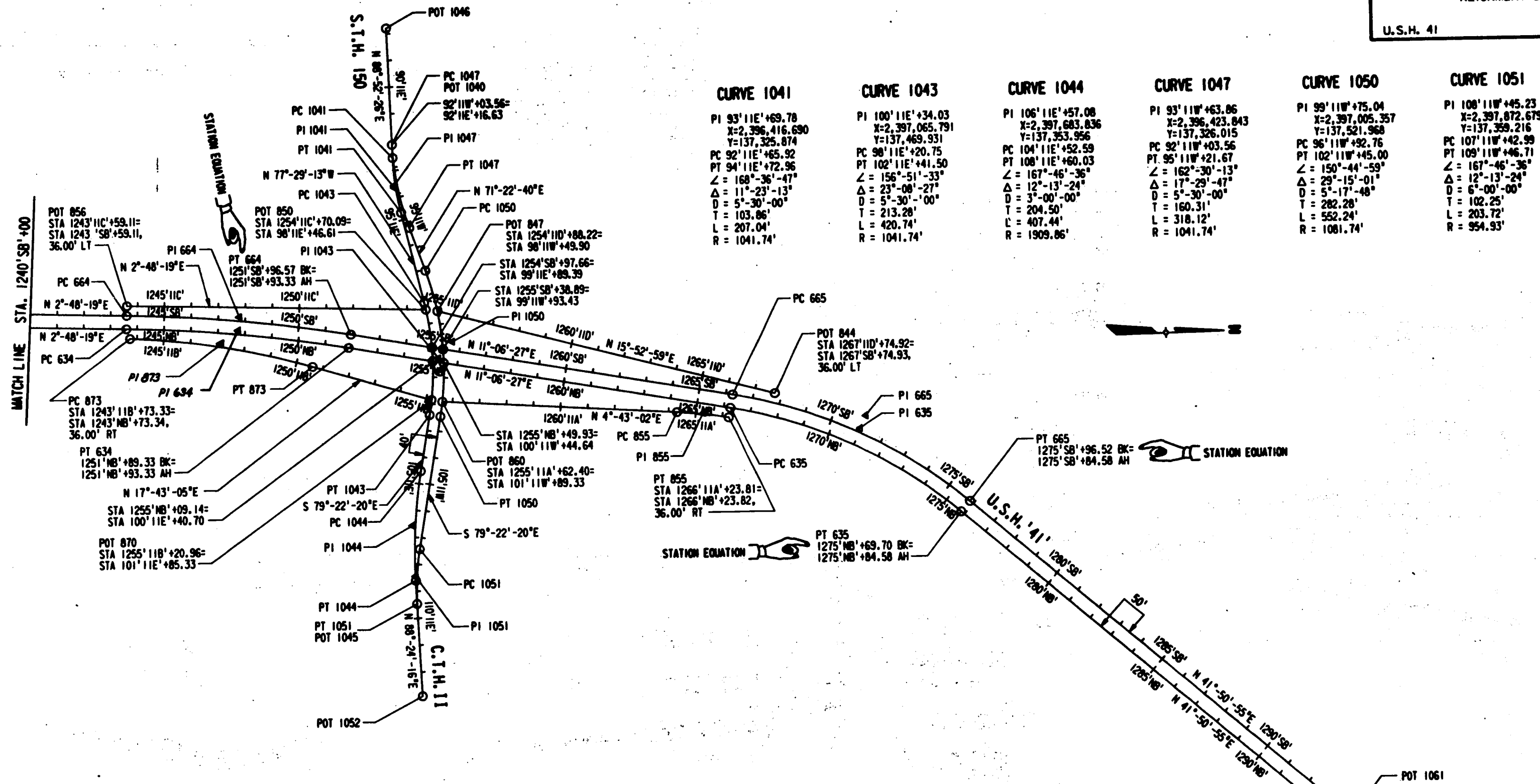
PI 1222' MNE' +68.25
X=2,396,812.105
Y=134,227.247
PC 1219' MNE' +64.84
PT 1225' MNE' +71.65 BK
Z = 178°-59'-19"
Δ = 1°-00'-41"
D = 0°-10'-01"
T = 303.41'
L = 606.81'
R = 34,377.47'

CURVE 663

PI 1222' MNE' +67.82
X=2,396,762.189
Y=134,230.135
PC 1219' MNE' +64.84
PT 1225' MNE' +70.77 BK
Z = 178°-59'-19"
Δ = 1°-00'-41"
D = 0°-10'-00"
T = 302.97'
L = 605.93'
R = 34,327.47'



REFERENCE FILE 01 = a11200.dgn
LEVELS = 22-24.52
REFERENCE FILE 02 = a11200.dgn
LEVELS = 1-5, 7-63
User: Is 00210030
PEN TABLE: \\p101\l\des\200206c3.tbl
DWG: a1175c.dwg
DATE: Mon Oct 26 20:01:18 1992
DGN: \\p101\l\des\200206c3.tbl



PI 93' 11E' +69.78
X=2,396,416.690
Y=137,325.874
PC 92' 11E' +65.92
PT 94' 11E' +72.96
 $\angle = 168^{\circ}-36'-47''$
 $\Delta = 11^{\circ}-23'-13''$
D = $5^{\circ}-30'-00''$
T = 103.86'
L = 207.04'
R = 1041.74'

PI 100' 11E' +34.03
X=2,397,065.791
Y=137,469.931
PC 98' 11E' +20.75
PT 102' 11E' +41.50
 $\angle = 156^{\circ}-51'-33''$
 $\Delta = 23^{\circ}-08'-27''$
D = $5^{\circ}-30'-00''$
T = 213.28'
L = 420.74'
R = 1041.74'

PI 106' 11E' +57.08
X=2,397,683.836
Y=137,353.956
PC 104' 11E' +52.59
PT 108' 11E' +60.03
Z = 167°-46'-36"
Δ = 12°-13'-24"
D = 3°-00'-00"
T = 204.50'
L' = 407.44'
R = 1909.86'

PI 93' 11W +63.86
X=2,396,423.843
Y=137,326.015
PC 92' 11W +03.56
PT. 95' 11W +21.67
Z = 162°-30'-13"
Δ = 17°-29'-47"
D = 5°-30'-00"
T = 160.31'
L = 318.12'
R = 1041.74'

PI 99' 11W +75.04
X=2,397,005.357
Y=137,521.968
PC 96' 11W +92.76
PT 102' 11W +45.00
Z = 150°-44'-59"
Δ = 29°-15'-01"
D = 5°-17'-48"
T = 282.28'
L = 552.24'
R = 1081.74'

PI 108' 11W' +45.23
X=2,397,872.679
Y=137,359.216
PC 107' 11W' +42.99
PT 109' 11W' +46.71
Z = 167°-46'-36"
Δ = 12°-13'-24"
D = 6°-00'-00"
T = 102.25'
L = 203.72'
R = 954.93'

PI 1247' 118' +19.12
X=2,396,974.920
Y=136,672.527
PC 1243' 118' +73.33
PT 1250' 118' +61.58
 $\angle = 166^{\circ}-14'-06''$
 $\Delta = 13^{\circ}-45'-54''$
D = 2'-00'-00"
T = 345.79'
L = 688.26'
R = 2864.79'

PI 1265' 11A' +27.61
X=2,397,307.201
Y=138,440.649
PC 1264' 11A' +31.20
PT 1266' 11A' +23.81
 $\angle = 173^{\circ}-36'-35''$
 $\Delta = 6^{\circ}-23'-25''$
D = $3^{\circ}-19'-04''$
T = 96.40'
L = 192.61'
R = 1726.95'

PI 1247' NB' +74.94
X=2,396,934.770
Y=136,730.535
PC 1243' NB' +59.11
PT 1251' NB' +89.33 BK
 $\angle = 171^{\circ}-41'-52''$
 $\Delta = 8^{\circ}-18'-08''$
 $D = 1^{\circ}-00'-00''$
T = 415.84'
L = 830.22'
R = 5729.58'

PI 1247'SB'+78.57
X=2,396,885.011
Y=136,736.607
PC 1243'SB'+59.11
PT 1251'SB'+96.57 BK
 $\angle = 171^{\circ}-41'-52''$
 $\Delta = 8^{\circ}-18'-08''$
D = $0^{\circ}-59'-29''$
T = 419.47'
L = 837.47'
R = 5779.58'

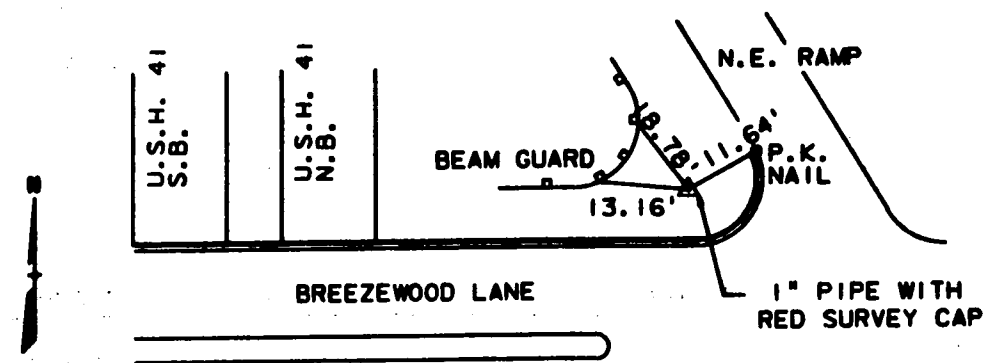
PI 1271' NB' +08.43
X=2,397,383.807
Y=139,017.693
PC 1266' NB' +23.82
PT 1275' NB' +69.70 BK
 $\angle = 149^{\circ}-15'-32''$
 $\Delta = 30^{\circ}-44'-28''$
D = 3°-15'-00"
T = 484.62'
L = 945.88'
R = 1762.95'

PI 1271'SB'+22.18
 X=2,397,337.393
 Y=139,040.811
 PC 1266'SB'+23.82
 PT 1275'SB'+96.52 BK
 Z = 149°-15'-32"
 Δ = 30°-44'-28"
 D = 3°-09'-37"
 T = 498.37'
 L = 972.71'
 R = 1812.95'

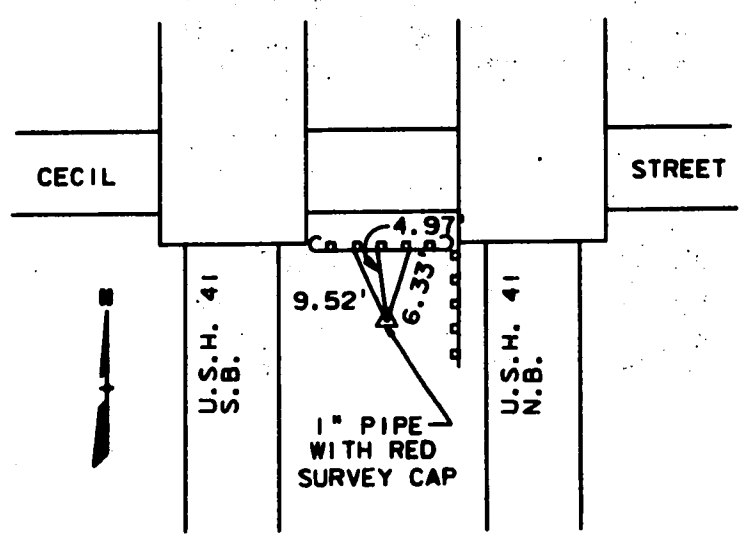
NUMBER	NORTHING	EASTING	STATION
POT 1054	N 121735.378	E 397530.324	1096' NB' +00.00
PC 630	N 122211.307	E 397590.672	1100' NB' +79.74
PI 630	N 122630.275	E 397643.797	1105' NB' +02.06
PT 630	N 123052.505	E 397634.919	1109' NB' +22.86
PC 631	N 125642.410	E 397580.460	1135' NB' +08.40
PI 631	N 126412.561	E 397564.265	1142' NB' +78.72
PT 631	N 127120.234	E 397259.973	1150' NB' +29.96 BK
PT 631	N 127120.234	E 397259.973	1150' NB' +22.43 AH
PC 632	N 128299.643	E 397552.840	1163' NB' +06.25
PI 632	N 128933.521	E 396480.279	1169' NB' +96.24
PT 632	N 129621.985	E 396526.208	1176' NB' +60.44 BK
PT 632	N 129621.985	E 396526.208	1176' NB' +45.36 AH
PC 633	N 133931.890	E 396813.734	1219' NB' +64.84
PI 633	N 134234.630	E 396833.931	1222' NB' +68.25
PT 633	N 134537.679	E 396848.781	1225' NB' +71.65 BK
PT 633	N 134537.679	E 396848.781	1225' NB' +71.93 AH
PC 634	N 136322.717	E 396936.251	1243' NB' +59.11
PI 634	N 136738.056	E 396956.603	1247' NB' +74.94
PT 634	N 137146.105	E 397036.715	1251' NB' +89.33 BK
PT 634	N 137146.105	E 397036.715	1251' NB' +93.33 AH
PC 635	N 138549.796	E 397312.301	1266' NB' +23.82
PI 635	N 139025.339	E 397405.664	1271' NB' +08.43
PT 635	N 139386.338	E 397728.986	1275' NB' +69.70 BK
PT 635	N 139386.338	E 397728.986	1275' NB' +84.58 AH
POT 1055	N 140738.663	E 398940.170	1294' NB' +00.00
POT 1060	N 121745.952	E 397446.991	1096' SB' +00.00
PC 660	N 122445.778	E 397535.730	1103' SB' +05.44
PI 660	N 122864.746	E 397588.856	1107' SB' +27.76
PT 660	N 123286.976	E 397579.978	1111' SB' +48.56 BK
PT 660	N 123286.976	E 397579.978	1111' SB' +53.50 AH
PC 661	N 125641.359	E 397530.471	1135' SB' +08.40
PI 661	N 126401.764	E 397514.481	1142' SB' +68.98
PT 661	N 127100.483	E 397214.040	1150' SB' +10.70 BK
PT 661	N 127100.483	E 397214.040	1150' SB' +22.43 AH
PC 662	N 128279.892	E 396706.906	1163' SB' +06.25
PI 662	N 128924.834	E 396429.588	1170' SB' +08.28
PT 662	N 129625.313	E 396476.319	1176' SB' +84.08 BK
PT 662	N 129625.313	E 396476.319	1176' SB' +45.36 AH
PC 663	N 133935.218	E 396763.845	1219' SB' +64.84
PI 663	N 134237.518	E 396784.012	1222' SB' +67.82
PT 663	N 134540.126	E 396798.840	1225' SB' +70.77 BK
PT 663	N 134540.126	E 396798.840	1225' SB' +71.93 AH
PC 664	N 136325.164	E 396886.311	1243' SB' +59.11
PI 664	N 136744.128	E 396906.841	1247' SB' +78.57
PT 664	N 137155.737	E 396987.652	1251' SB' +96.57 BK
PT 664	N 137155.737	E 396987.652	1251' SB' +93.33 AH
PC 665	N 138559.429	E 397263.237	1266' SB' +23.82
PI 665	N 139048.459	E 397359.248	1271' SB' +22.18
PT 665	N 139419.697	E 397691.741	1275' SB' +96.52 BK
PT 665	N 139419.697	E 397691.741	1275' SB' +84.58 AH
POT 1061	N 140772.021	E 398902.926	1294' SB' +00.00
PC 9451	N 122129.163	E 397638.306	1100' BZA' +00.01
PI 9451	N 122198.010	E 397637.476	1100' BZA' +68.86
PT 9451	N 122266.817	E 397639.954	1101' BZA' +37.69
POT 9452	N 122724.938	E 397656.456	1105' BZA' +96.10
PC 9453	N 122153.558	E 397433.317	1100' BZD' +00.00
PI 9453	N 122336.802	E 397499.958	1101' BZD' +94.98
PT 9453	N 122530.572	E 397521.691	1103' BZD' +88.14
POT 922	N 128750.053	E 396804.736	1167' JJA' +49.09
PC 920	N 129198.083	E 396673.880	1172' JJA' +15.84
PI 920	N 129587.932	E 396560.017	1176' JJA' +21.98
PT 920	N 129993.169	E 396587.051	1180' JJA' +19.77
POT 943	N 126974.082	E 397357.919	1148' JJB' +58.51
PC 942	N 127271.184	E 397245.172	1151' JJB' +76.29
PI 942	N 127627.111	E 397110.102	1155' JJB' +56.98
PT 942	N 127997.779	E 397023.309	1159' JJB' +36.56
PC 944	N 128267.617	E 396960.126	1162' JJB' +13.69
PI 944	N 128478.383	E 396910.774	1164' JJB' +30.16
PT 944	N 128679.340	E 396830.313	1166' JJB' +45.80
POT 945	N 128716.025	E 396815.625	1166' JJB' +85.32
PC 881	N 127086.262	E 397180.968	1150' JJC' +22.43
PI 881	N 127395.088	E 397048.176	1153' JJC' +58.60
PT 881	N 127676.353	E 396964.065	1156' JJC' +93.07
PC 882	N 128141.622	E 396559.511	1162' JJC' +49.16
PI 882	N 128314.321	E 396446.466	1164' JJC' +55.56
PT 882	N 128507.185	E 396372.929	1166' JJC' +60.38
POT 883	N 128540.981	E 396360.042	1166' JJC' +96.55

NUMBER	NORTHING	EASTING	STATION
POT 927	N 128562.328	E 396324.600	1165' JJD' +66.29
PC 928	N 128744.356	E 396310.685	1167' JJD' +48.85
PI 928	N 129030.162	E 396288.837	1170' JJD' +35.49
PT 928	N 129309.789	E 396351.852	1173' JJD' +17.88
PC 929	N 129517.177	E 396398.588	1175' JJD' +30.47
PI 929	N 129734.254	E 396447.507	1177' JJD' +52.99
PT 929	N 129956.280	E 396482.319	1179' JJD' +74.62
POT 930	N 130379.877	E 396502.605	1184' JJD' +00.13
POT 1245	N 128333.722	E 395802.376	90' JJE' +50.00
PC 1207	N 128361.113	E 395870.786	91' JJE' +23.69
PI 1207	N 128398.873	E 395965.092	92' JJE' +25.27
PT 1207	N 128433.266	E 396060.677	93' JJE' +26.83
PC 1208	N 128553.819	E 396395.721	96' JJE' +82.91
PI 1208	N 128578.239	E 396463.589	97' JJE' +55.03
PT 1208	N 128603.936	E 396530.984	98' JJE' +27.16
PC 1209	N 128654.479	E 396663.542	99' JJE' +69.03
PI 1209	N 128690.427	E 396757.823	100' JJE' +69.93
PT 1209	N 128731.032	E 396850.194	101' JJE' +70.78
PC 1210	N 128808.294	E 397025.955	103' JJE' +62.78
PI 1210	N 128835.407	E 397087.634	104' JJE' +30.15
PT 1210	N 128860.450	E 397150.182	104' JJE' +97.52 BK
PT 1210	N 128860.450	E 397150.182	104' JJE' +96.76 AH
POT 1253	N 129007.757	E 397518.089	108' JJE' +93.06
PC 1211	N 128348.695	E 395839.770	90' JJW' +89.56
PI 1211	N 128398.873	E 395965.092	92' JJW' +24.55
PT 1211	N 128454.897	E 396087.911	93' JJW' +59.49
PC 1213	N 128537.463	E 396268.916	95' JJW' +58.44
PI 1213	N 128587.960	E 396379.616	96' JJW' +80.11
PT 1213	N 128631.308	E 396493.306	98' JJW' +01.70
PT 1257	N 128751.253	E 396912.789	102' JJW' +50.65
POT 1254	N 129030.038	E 397509.167	108' JJW' +93.06
PC 883	N 132071.843	E 396725.725	1201' MMB' +03.06
PI 883	N 132243.538	E 396737.179	1202' MMB' +75.14
PT 883	N 132413.508	E 396764.025	1204' MMB' +46.98
PC 884	N 133070.148	E 396867.739	1211' MMB' +11.76
PI 884	N 133259.360	E 396897.625	1213' MMB' +03.32
PT 884	N 133450.867	E 396902.053	1214' MMB' +94.31
POT 886	N 133591.257	E 396905.299	1216' MMB' +34.74
POT 888	N 133351.262	E 395978.730	1204' MMC' +83.94
PC 894	N 133200.664	E 396091.906	1206' MMC' +72.32
PI 894	N 132946.390	E 396282.988	1209' MMC' +90.39
PT 894	N 133169.215	E 396509.978	1211' MMC' +46.84
PC 889	N 133169.215	E 396509.978	1211' MMC' +46.84
PI 889	N 133236.227	E 396578.239	1212' MMC' +42.49
PT 889	N 133323.120	E 396618.236	1213' MMC' +36.04
PC 887	N 133323.120	E 396618.236	1213' MMC' +36.04
PI 887	N 133497.653	E 396698.574	1215' MMC' +28.18
PT 887	N 133689.362	E 396711.363	1217' MMC' +16.04
POT 611	N 133266.132	E 395865.452	89' MNE' +61.48
PC 614	N 133405.941	E 396051.490	91' MNE' +94.20
PI 614	N 133604.879	E 396316.208	95' MNE' +25.34
PT 614	N 133897.224	E 396647.258	98' MNE' +31.69 BK
PT 614	N 133597.224	E 396647.258	98' MNE' +41.89 AH
POT 610	N 133586.634	E 397105.249	103' MNE' +00.00
POT 621	N 132993.046	E 395488.554	84' MNB' +96.11
PI 600	N 133128.020	E 395669.020	87' MNB' +21.47
PT 601	N 133270.928	E 395861.848	89' MNB' +61.48
PC 619	N 133460.472	E 396114.066	92' MNB' +76.98
PI 619	N 133610.925	E 396314.267	95' MNB' +27.41
PT 619	N 133805.136	E 396564.632	97' MNB' +59.11
POT 604	N 133885.698	E 397405.308	106' MNB' +00.00
POT 623	N 133270.928	E 395861.848	89' AN' +61.48
PC 628	N 133462.871	E 396117.258	92' AN' +80.97
PI 628	N 133623.561	E 396331.080	95' AN' +48.44
PT 628	N 133812.220	E 396598.312	97' AN' +94.72
PI 624	N 133594.944	E 397005.411	102' AN' +02.18 BK
PI 624	N 133594.944	E 397005.411	102' AN' +00.00 AH
POT 608	N 133882.633	E 397105.388	103' AN' +00.00
POT 860	N 137486.326	E 397249.676	1255' IIA' +62.40
PC 855	N 138352.187	E 397321.126	1264' IIA' +31.20
PI 855	N 138448.264	E 397329.054	1265' IIA' +27.61
PT 855	N 138542.861	E 397347.626	1266' IIA' +23.81
PC 873	N 136336.075	E 396972.917	1243' IIB' +73.33
PI 873	N 136680.044	E 396996.755	1247' IIB' +19.12
PT 873	N 137009.434	E 397101.991	1250' IIB' +61.58

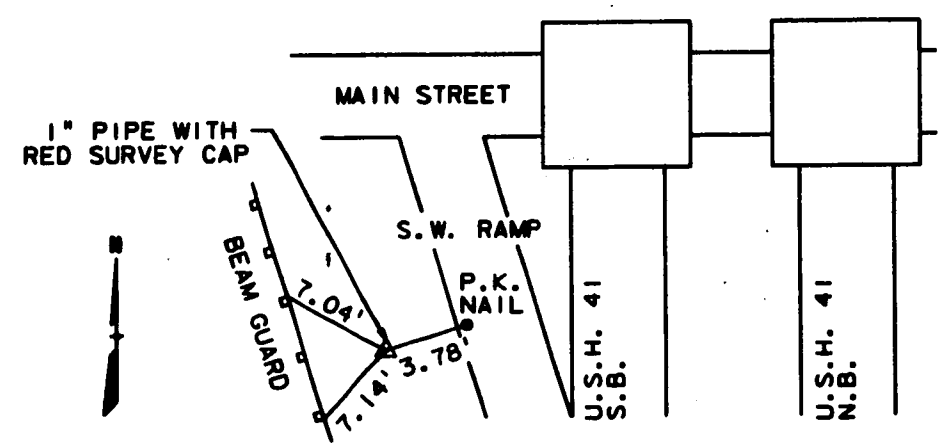
NUMBER	NORTHING	EASTING	STATION
POT 870	N 137447.824	E 397241.796	1255' IIB' +20.96
POT 856	N 136326.926	E 396850.354	1243' IIC' +59.11
POT 850	N 137436.572	E 396904.729	1254' IIC' +70.09
POT 847	N 137478.999	E 396911.726	1254' IID' +88.22
POT 844	N 138746.475	E 397263.865	1267' IID' +74.92
POT 1040	N 137338.417	E 396285.373	92' IIE' +16.63
PC 1041	N 137338.386	E 396334.653	92' IIE' +65.92
PI 1041	N 137333.427	E 396438.494	93' IIE' +69.78
PT 1041	N 137355.930	E 396539.887	94' IIE' +72.96
PC 1043	N 137434.283	E 396879.418	98' IIE' +20.75
PI 1043	N 137477.492	E 397087.631	100' IIE' +34.03
PT 1043	N 137488.458	E 397297.251	102' IIE' +41.50
PC 1044	N 137398.226	E 397504.720	104' IIE' +52.59
PI 1044	N 137384.511	E 397705.710	106' IIE' +57.08
PT 1044	N 137367.205	E 397910.129	108' IIE' +60.03
POT 1045	N 137388.618	E 397996.772	109' IIE' +46.71
POT 1046	N 137321.836	E 395848.762	87' IIW' +66.86
PC 1047	N 137338.417	E 396285.373	92' IIW' +03.56
PI 1047	N 137333.568	E 396445.647	93' IIW' +



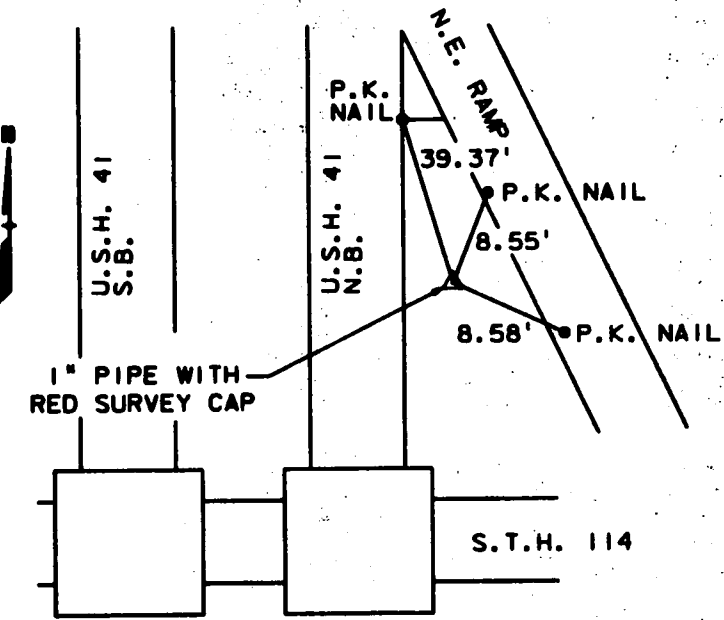
WDOT CONTROL POINT #11
STA 1092' NB' +68.53
225.67' RT



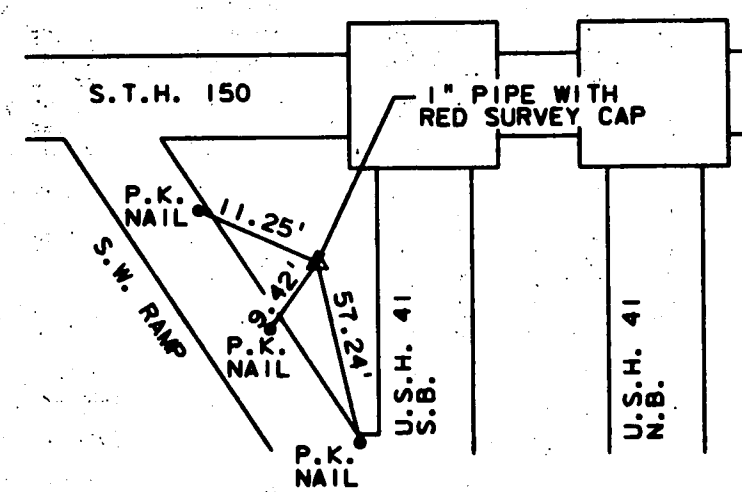
WDOT CONTROL POINT #12
STA 1146' NB' +12.19
11.72' LT



WDOT CONTROL POINT #14
STA 1204' SB' +10.34
22.37' RT

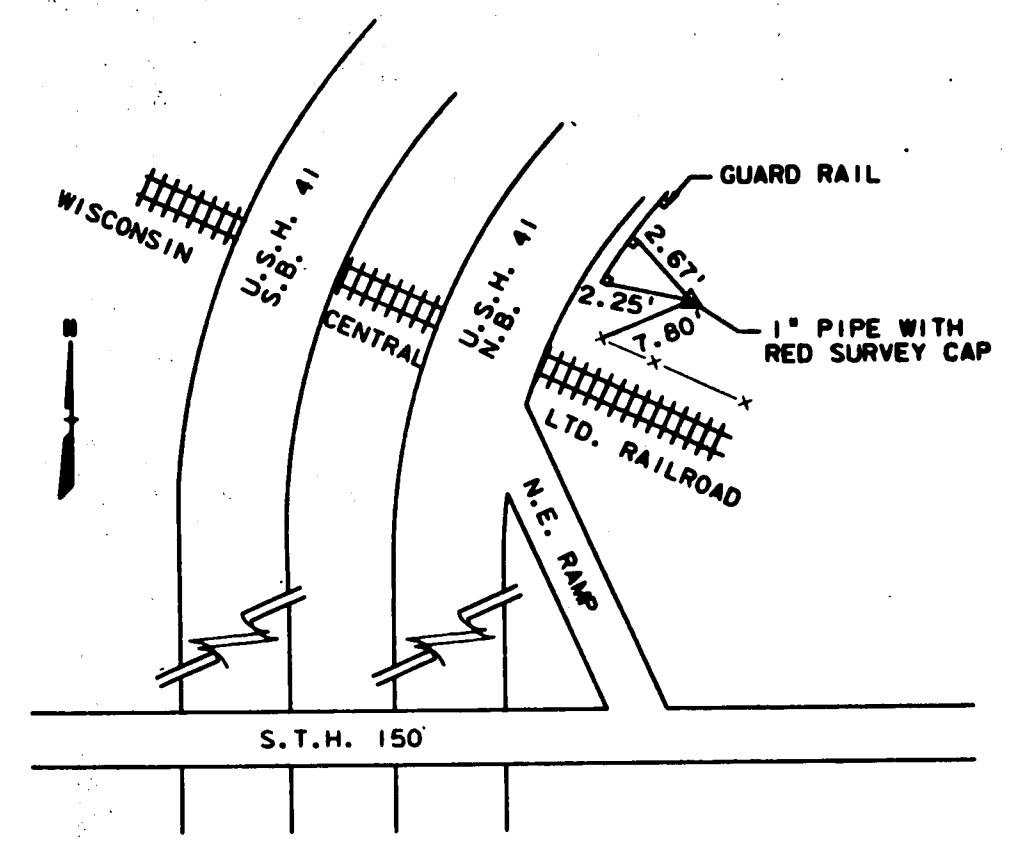


WDOT CONTROL POINT #13
STA 1173' NB' +74.63
56.08' RT



WDOT CONTROL POINT #15
STA 1248' SB' +03.26
22.15' LT

POINT	GRID COORDINATE		GROUND COORDINATE	
	(Y)	(X)	NORTHING (N)	EASTING (E)
11	121,371.483	2,397,690.630	121,378.159	397,712.504
12	126,718.003	2,397,371.373	126,724.973	397,393.230
13	129,331.081	2,396,555.668	129,338.195	396,577.480
14	132,375.386	2,396,660.867	132,382.667	396,682.685
15	136,762.770	2,396,881.260	136,770.292	396,903.090
16	138,865.286	2,397,426.664	138,872.924	397,448.524



WDOT CONTROL POINT #16
STA 1296' NB' +76.84
36.93' RT

REFERENCE FILE 01 = BORDER.dgn
Levels = 50, 59
User: ls 4010030
PEN Table: 10101
Levels are 1-63
DATE: Sun Sep 27 11:36:00 1992
DGN: 121003011ea75a.dgn

