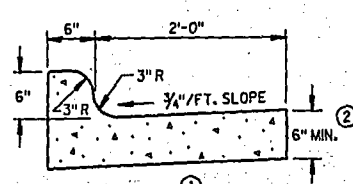
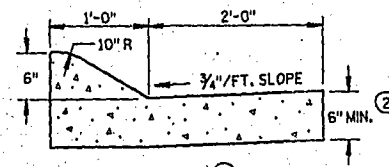


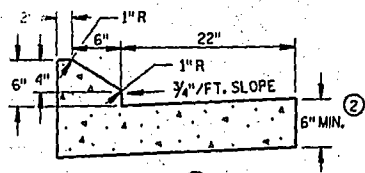
TYPES A & D



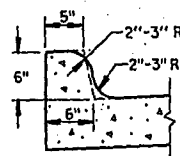
TYPES K & L



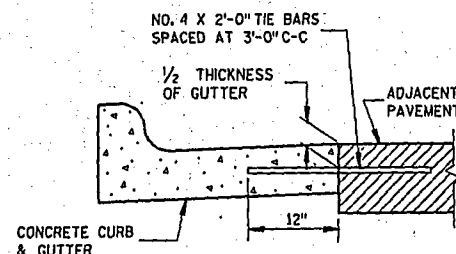
TYPES A & D  
CONCRETE CURB & GUTTER 36"



TYPES G & J

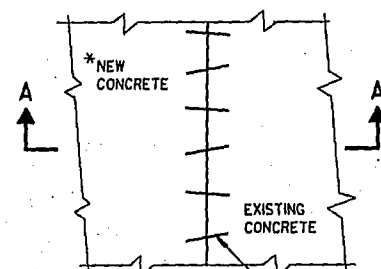


OPTIONAL CURB SHAPE  
FOR TYPES K & L

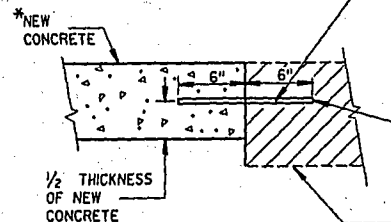


TYPICAL TIE BAR LOCATION

CONCRETE CURB & GUTTER 30"



PLAN VIEW



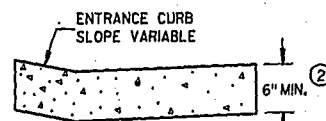
SECTION A-A  
PAVEMENT TIES

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

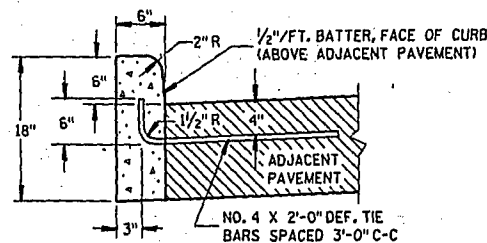
NO. 6 X 12" DEF. BARS  
SPACED 3'-0" C-C,  
INSTALLED ON 6:1 SKEW  
HORIZONTALLY. DIRECTION  
OF SKEW ALTERNATING AFTER  
EVERY ONE OR TWO BARS.

THE HOLE FOR THE BAR SHALL  
BE DRILLED TO A DEPTH OF  
7" AND TO SUCH A DIAMETER  
AS TO PROVIDE A TIGHT  
DRIVEN FIT

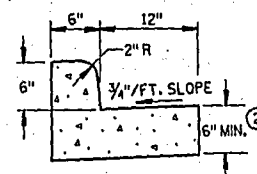
EXISTING  
CONCRETE



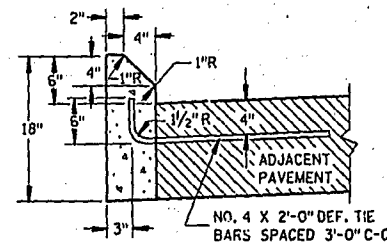
DRIVEWAY ENTRANCE CURB  
(WHEN DIRECTED BY THE ENGINEER)



TYPES A & D



TYPES A & D  
CONCRETE CURB & GUTTER 18"



TYPES G & J

CONCRETE CURB

## GENERAL NOTES

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

SEALANT IS NOT REQUIRED IN THE JOINTS OF CONCRETE CURB OR CONCRETE CURB & GUTTER EXCEPT AS REQUIRED FOR INTEGRAL GUTTER.

PAVEMENT TIES ARE REQUIRED, WHEN INCLUDED IN THE CONTRACT, WHERE CONCRETE CURB, CONCRETE CURB AND GUTTER OR CONCRETE PAVEMENT IS PLACED ADJACENT TO EXISTING CONCRETE.

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.4 OF THE STANDARD SPECIFICATIONS.

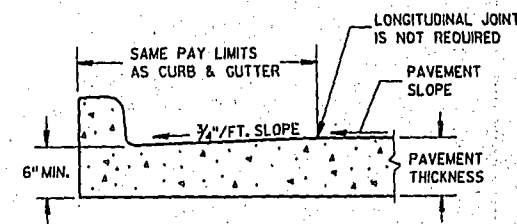
INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. TIE BARS AND A LONGITUDINAL CONSTRUCTION JOINT ARE NOT REQUIRED WITH THIS ALTERNATE.

PAVEMENT JOINTS SHALL BE EXTENDED THROUGH INTEGRAL CURB & GUTTER. JOINTS IN INTEGRAL GUTTER SHALL HAVE THE SAME DIMENSIONS AS THE JOINTS IN THE ADJACENT PAVEMENT. JOINTS IN INTEGRAL CURB SHALL BE 1/2" WIDE.

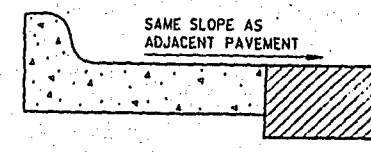
JOINTS IN INTEGRAL CURB & GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME SEALANT SPECIFIED FOR THE PAVEMENT JOINT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB & GUTTER.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE COURSE AND UNCLASSIFIED EXCAVATION LIMITS ARE TWO FEET BEHIND THE BACK OF CURBS.

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G AND K.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE COURSE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATIONS WILL BE SHOWN ELSEWHERE IN THE PLAN.



PARTIAL SECTION OF PAVEMENT  
WITH INTEGRAL CURB & GUTTER



REVERSE SLOPE GUTTER  
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB, CONCRETE  
CURB & GUTTER AND  
PAVEMENT TIES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10-23-86  
DATE

STATE DESIGN ENGINEER FOR HWYS

FWHA

## GENERAL NOTES

Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Variations in the dimensions or materials shown hereon shall be permitted if they provide equivalent protection and material strength and if prior approval of the Engineer is obtained.

Lap Joints shall not be placed in the bottom of V-shaped ditches.

Junction Slots on adjacent strips of Matting shall be staggered a minimum of 4 feet (1.219 m) apart.

Edges of the Erosion Mat shall be impressed in the soil.

Erosion Mat shall be measured and paid for in accordance with the Standard Specifications.

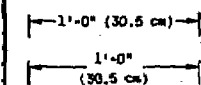
### EROSION MAT OVER SOD

- Only Jute Fabric will be permitted over sod.
- Wood Stakes for Sod may be omitted by the Engineer if the existing slope and soil conditions so warrant.
- The width of Erosion Mat shall always equal the Sod width.
- Sod strips may be placed either longitudinally or transversely to the flow line of the Ditch.

### EROSION MAT OVER SEEDING

Junction or Anchor Slots shall be at minimum intervals of 100 feet (30.48 m) on grades up to and including 3 percent, and 50 feet (15.24 m) on grades exceeding 3 percent.

### METHOD OF DIMENSIONING



MADE: 1 in. = EXACTLY 25.4 mm

### EROSION MAT

State of Wisconsin  
Department of Transportation  
Division of Highways

RECOMMENDED FOR APPROVAL

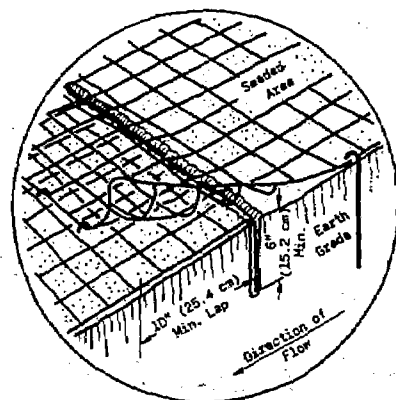
12-3-73  
DATE

APPROVED  
1-15-74  
DATE

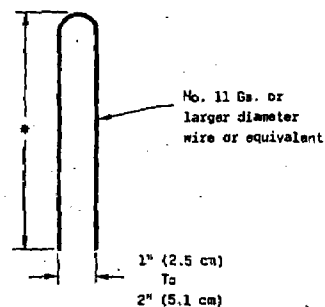
*J. C. Schmitt*  
CHIEF OF FACILITIES DEVELOPMENT

*W. J. Sieder*  
STATE HIGHWAY ENGINEER

S.D.D. 8E7-

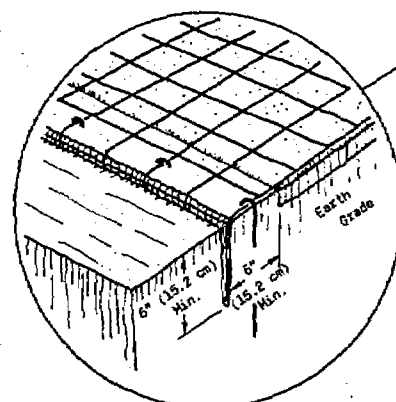


**JUNCTION SLOT**  
(SEED ONLY)

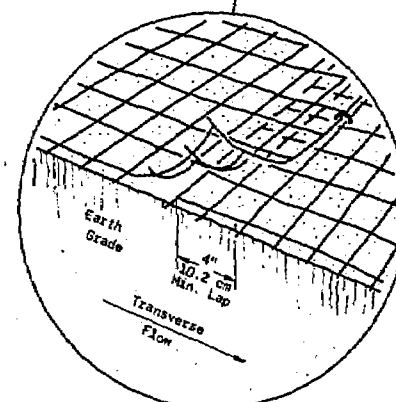


**DETAIL OF**  
**TYPICAL STAPLE**

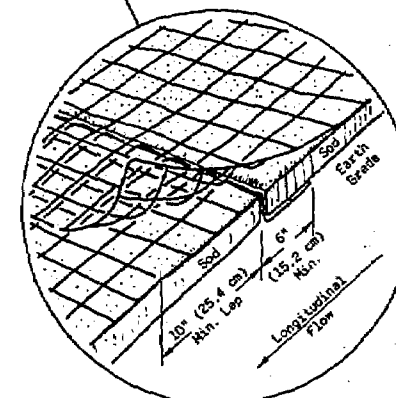
- \* 6" (15.2 cm) Min. for firm soils
- 12" (30.5 cm) Min. for loose soils
- 8" (20.3 cm) Min. where both sod and mats are being used.



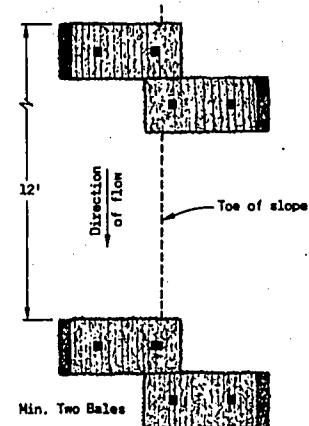
**ANCHOR SLOT**  
AT BEGINNING AND END OF EROSION MAT  
(SEED AND SOD)



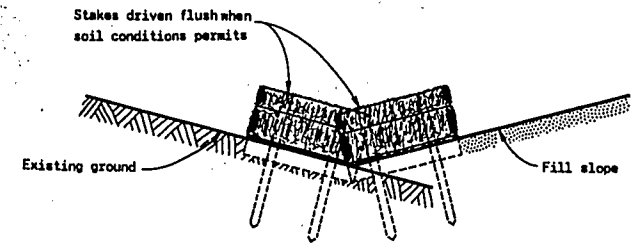
**LAP JOINT**  
(SEED AND SOD)



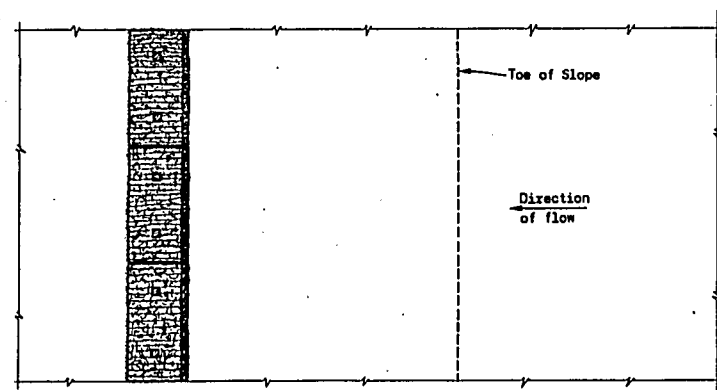
**JUNCTION SLOT**  
(SOD ONLY)



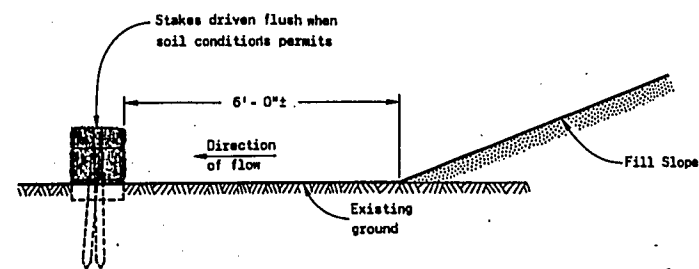
PLAN VIEW



FRONT ELEVATION  
WHEN EXISTING GROUND  
SLOPES TOWARD FILL SLOPE

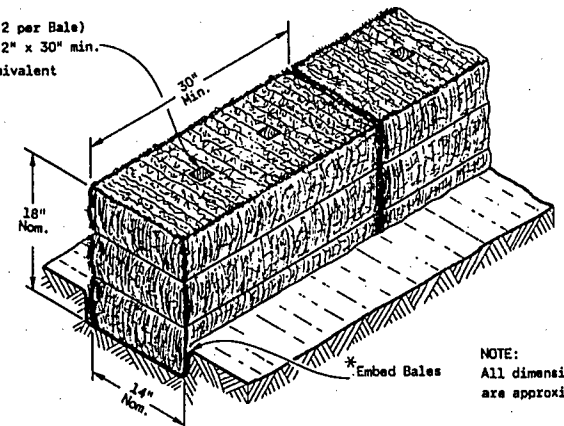


PLAN VIEW

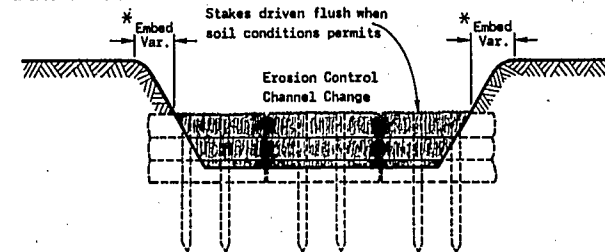


FRONT ELEVATION  
EROSION BALES AT TOE OF SLOPE  
WHEN EXISTING GROUND SLOPES AWAY FROM FILL SLOPE

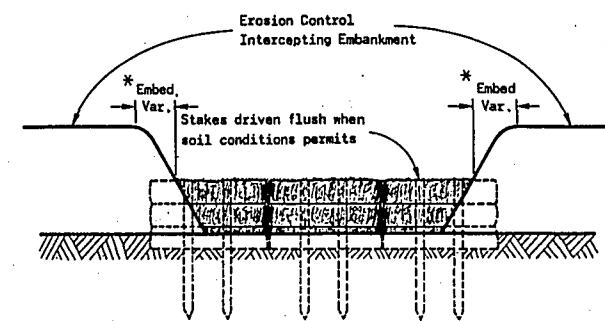
Wood Stakes (2 per Bale)  
Nominal 2" x 2" x 30" min.  
length or equivalent



DETAIL OF EROSION BALE INSTALLATION



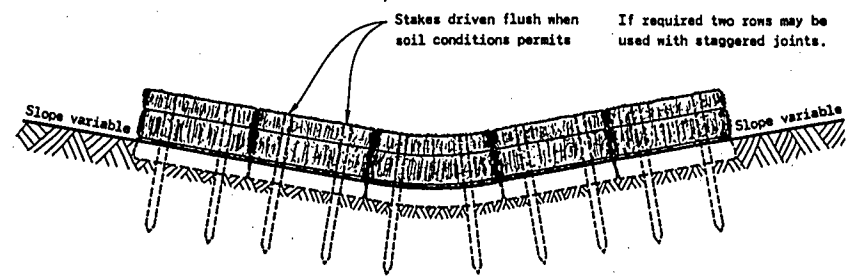
EROSION CONTROL CHANNEL CHANGE



EROSION CONTROL INTERCEPTING EMBANKMENT



PLAN VIEW



FRONT ELEVATION  
EROSION BALES ACROSS DITCH BOTTOM

### GENERAL NOTES

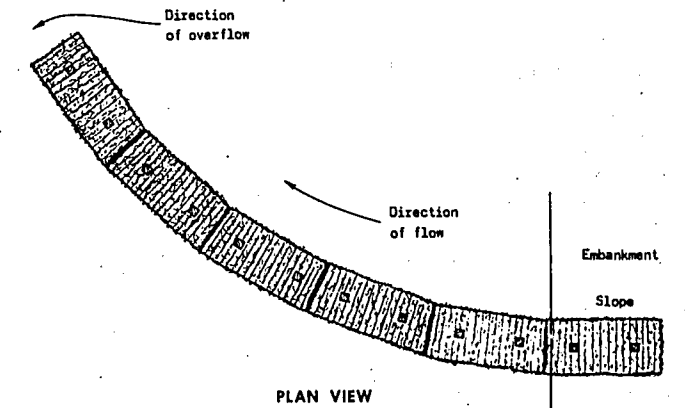
Details of construction, materials and workmanship not shown on this drawing shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions.

Bales shall be placed end to end or overlapping at right angles to the direction of flow and far enough up the sides of the ditch to prevent eroding around ends.

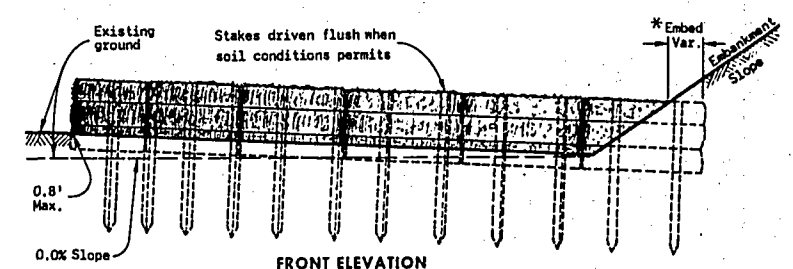
Bales shall be placed with twine or tie wires parallel to the ground.

Stakes to be battered in opposite directions.

\* As determined by the Engineer.



PLAN VIEW



FRONT ELEVATION

EROSION BALES AT TOE OF SLOPE

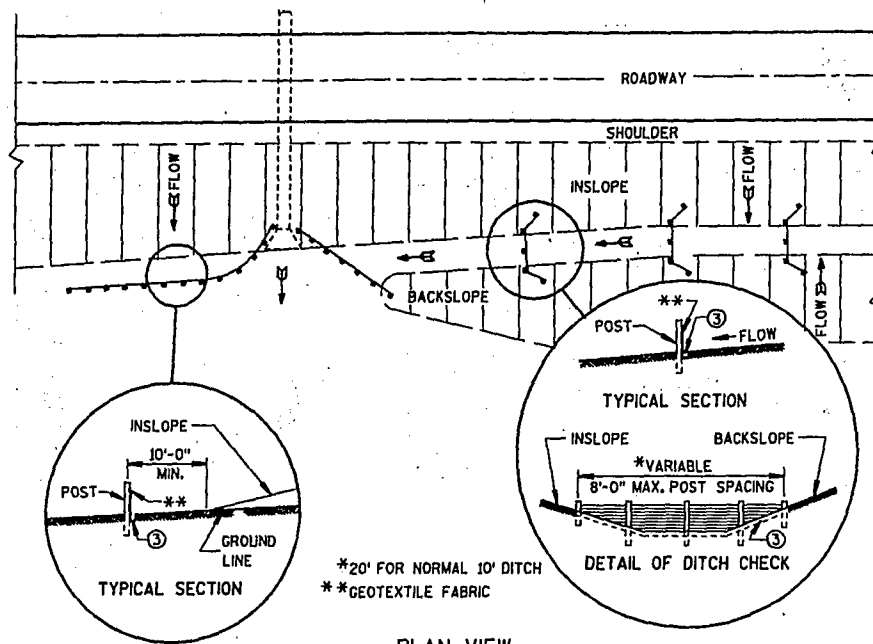
### TYPICAL INSTALLATIONS OF EROSION BALES

State of Wisconsin  
Department of Transportation  
Division of Highways

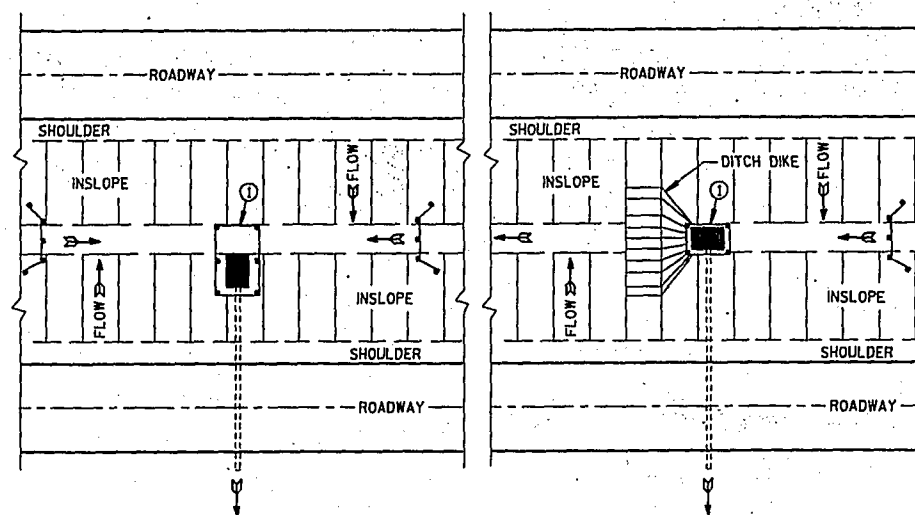
RECOMMENDED FOR APPROVAL  
DATE 10/14/75  
APPROVED  
DATE 10/16/75

*J. C. Thomas*  
CHIEF OF FACILITIES DEVELOPMENT

*H. J. Sudler*  
STATE HIGHWAY ENGINEER



TYPICAL APPLICATIONS OF SILT FENCE



SILT FENCE AT MEDIAN SURFACE DRAINS

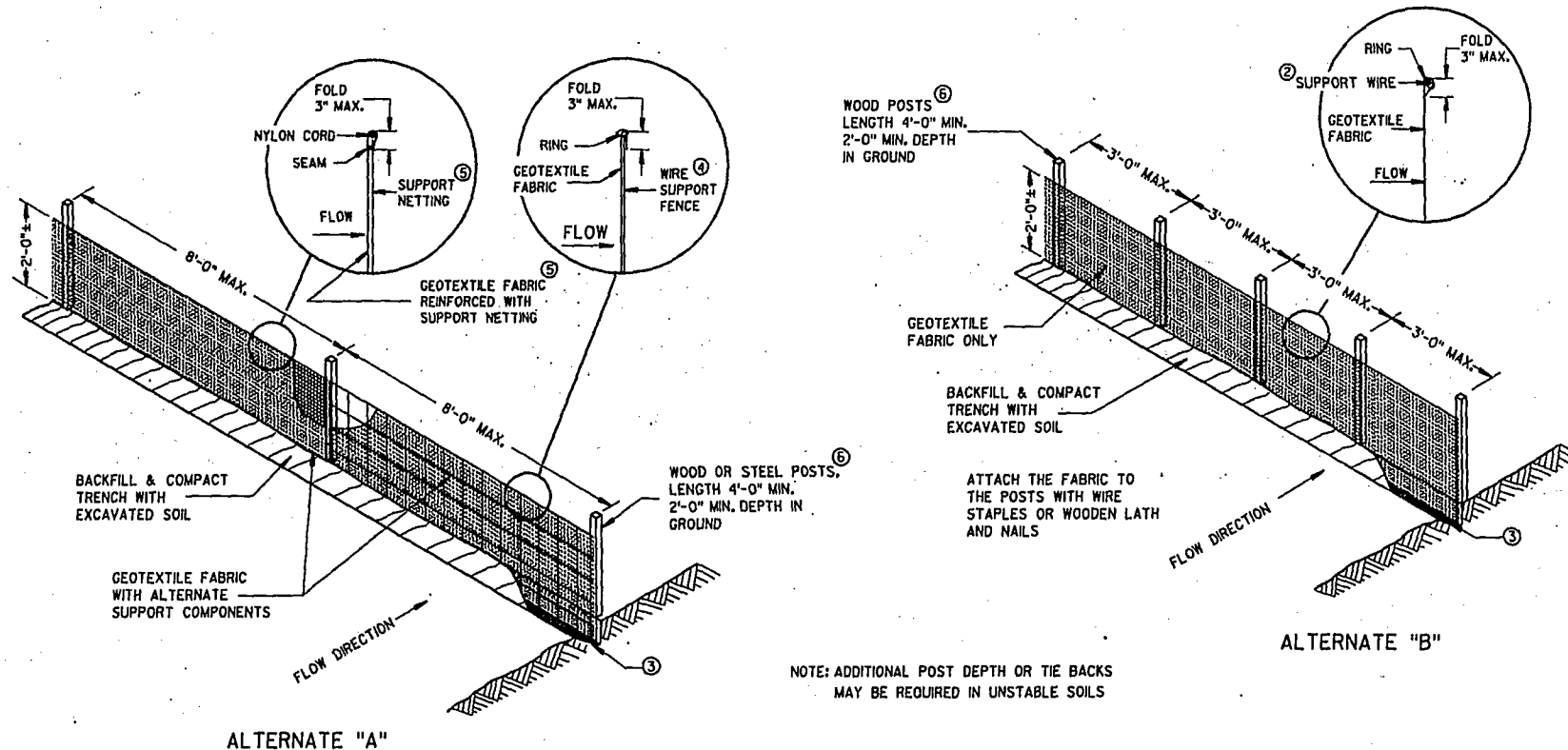
## GENERAL NOTES

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

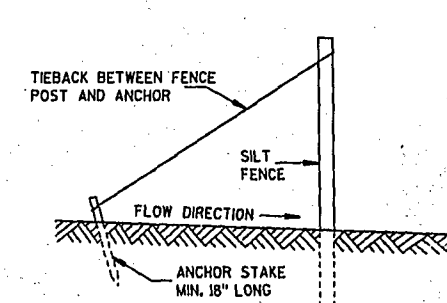
WHEN POSSIBLE THE SILT FENCE SHOULD BE CONSTRUCTED IN AN ARC OR HORSESHOE SHAPE, WITH THE ENDS POINTING UPSLOPE TO MAXIMIZE BOTH STRENGTH AND EFFECTIVENESS.

- CROSS BRACE WITH 2" X 4" WOODEN FRAME, OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
- MINIMUM 14 GAGE WIRE REQUIRED, FOLD FABRIC 3" OVER THE WIRE AND STAPLE OR PLACE WIRE RINGS ON 12" C-C.
- EXCAVATE A TRENCH A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FILL TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- WIRE SUPPORT FENCE SHALL BE 14 GAGE MINIMUM WOVEN WIRE WITH A MAXIMUM MESH SPACING OF 6". SECURE TOP OF GEOTEXTILE FABRIC TO TOP OF FENCE WITH STAPLES OR WIRE RINGS AT 12" C-C.
- GEOTEXTILE FABRIC SHALL BE REINFORCED WITH AN INDUSTRIAL POLYPROPYLENE NETTING WITH A MAXIMUM MESH SPACING OF 3/4" OR EQUAL. A HEAVY DUTY NYLON TOP SUPPORT CORD OR EQUIVALENT IS REQUIRED.
- STEEL POSTS SHALL BE STUDD "TEE" OR "U" TYPE WITH A MINIMUM WEIGHT OF 128 LBS/LINEAL FOOT (WITHOUT ANCHOR). FIN ANCHORS SUFFICIENT TO RESIST POST MOVEMENT ARE REQUIRED. WOOD POSTS SHALL BE A MINIMUM SIZE OF 4" DIA. OR 1 1/2" X 3 1/2" EXCEPT WOOD POSTS FOR GEOTEXTILE FABRIC REINFORCED WITH NETTING SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OAK OR HICKORY.

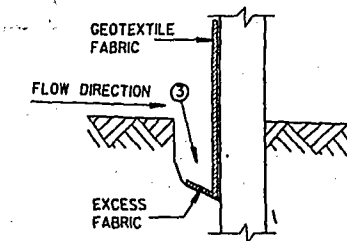
ALTERNATES A & B ARE EQUAL AND EITHER MAY BE USED.



SILT FENCE



SILT FENCE TIE BACK  
(WHEN REQUIRED BY THE ENGINEER)

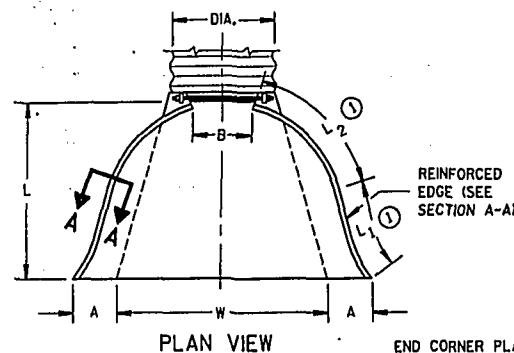


TRENCH DETAIL

SILT FENCE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8-31-88 DATE	STATE DESIGN ENGINEER FOR HWYS FWHA

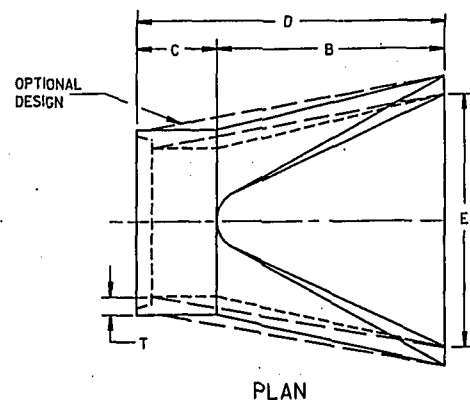
METAL APRON ENDWALLS													
PIPE DIA. (IN.)	MIN. THICK. (Inches)		DIMENSIONS (Inches)							APPROX. SLOPE	BODY		
	STEEL	ALUM.	A (±1")	B (MAX.)	H (±1")	L (±1/2")	L1 ①	L2 ①	W (±2")				
12	.064	.060	5	6	6	21	12	17 1/2	24	2 1/2 to 1	1 Pc.		
15	.064	.060	7	8	6	26	14	21 3/4	30	2 1/2 to 1	1 Pc.		
18	.064	.060	8	10	6	31	15	28 1/4	36	2 1/2 to 1	1 Pc.		
21	.064	.060	9	12	6	36	18	29 3/4	42	2 1/2 to 1	1 Pc.		
24	.079	.075	10	13	6	41	18	37 1/4	48	2 1/2 to 1	1 Pc.		
30	.079	.075	12	16	8	51	18	52 1/4	60	2 1/2 to 1	1 Pc.		
36	.109	.105	14	19	9	60	24	59 3/4	72	2 1/2 to 1	2 Pc.		
42	.109	.105	16	22	11	69	24	75 3/4	84	2 1/2 to 1	2 Pc.		
48	.109	.105	18	27	12	78	24	81	90	2 1/2 to 1	3 Pc.		
54	.109	.105	18	30	12	84	30	85 1/2	102	2 1/2 to 1	3 Pc.		
60	.109	.105	18	33	12	87	—	—	114	2 to 1	3 Pc.		
66	.109	.105	18	36	12	87	—	—	120	2 to 1	3 Pc.		
72	.109	.105	18	39	12	87	—	—	126	2 to 1	3 Pc.		
78	.109	.105	18	42	12	87	—	—	132	1 1/2 to 1	3 Pc.		
84	.109	.105	18	45	12	87	—	—	138	1 1/2 to 1	3 Pc.		
90	.109	.105	18	37	12	87	—	—	144	1 1/2 to 1	3 Pc.		
96	.109	.105	18	35	12	87	—	—	150	1 1/2 to 1	3 Pc.		

\* EXCEPT CENTER PANEL  
SEE GENERAL NOTES

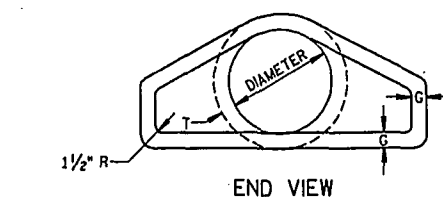


PLAN VIEW

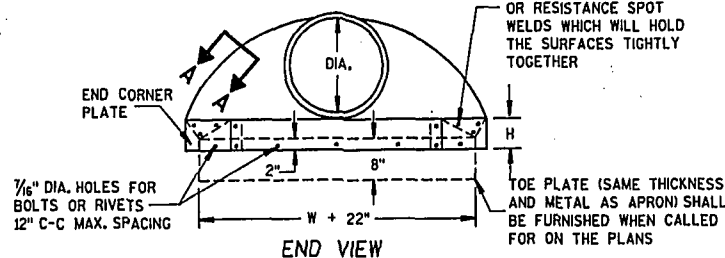
REINFORCED  
EDGE (SEE  
SECTION A-A)



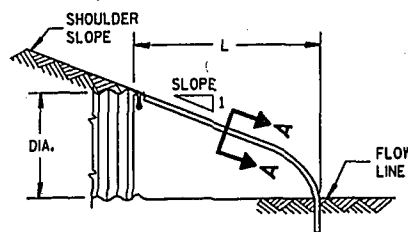
PLAN



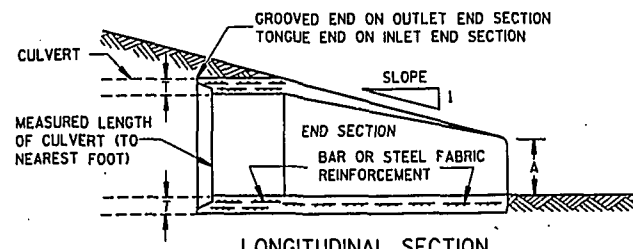
END VIEW



END VIEW



SIDE ELEVATION  
METAL ENDWALLS

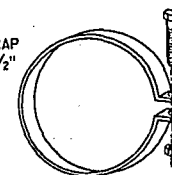


LONGITUDINAL SECTION  
CONCRETE ENDWALLS

REINFORCED CONCRETE APRON ENDWALLS													
PIPE DIA. (IN.)	DIMENSIONS (Inches)							APPROX. SLOPE					
	T	A	B	C	D	E	G						
12	2	4	24	48 1/4	72 1/4	24	2	3 to 1					
15	2 1/4	6	27	46	73	30	2 1/4	3 to 1					
18	2 1/2	9	27	46	73	36	2 1/2	3 to 1					
21	2 3/4	9	36	37 1/2	73 1/2	42	2 3/4	3 to 1					
24	3	9 1/2	43 1/2	30	73 1/2	48	3	3 to 1					
27	3 1/4	10 1/2	49 1/2	24	73 1/2	54	3 1/4	3 to 1					
30	3 1/2	12	54	19 1/4	73 1/2	60	3 1/2	3 to 1					
36	4	15	63	34 1/4	97 1/4	72	4	3 to 1					
42	4 1/2	21	63	35	98	78	4 1/2	3 to 1					
48	5	24	72	26	98	84	5	3 to 1					
54	5 1/2	27	65	33 1/4	98 1/4	90	5 1/2	2 1/2 to 1					
60	6	30	60	39	99	96	6	2 to 1					
66	6 1/2	30	72	35	99	102	6 1/2	2 to 1					
72	7	36	78	21	99	108	7	2 to 1					
78	7 1/2	36	78	21	99	114	7 1/2	2 to 1					
84	8	36	90 1/2	21	111 1/2	120	8	1 1/2 to 1					
90	8 1/2	41	87 1/2	24	111 1/2	132	8 1/2	1 1/2 to 1					

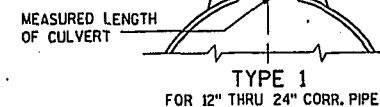
\* MINIMUM  
\*\* MAXIMUM

1" WIDE, 12 GA. (0.109"  
THICK) GALVANIZED STRAP  
WITH STANDARD 6" X 1/2"  
BAND BOLT AND NUT



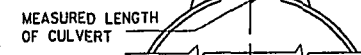
ALTERNATE FOR TYPE 1 CONNECTION  
END SECTION CONNECTOR STRAP

THREADED 7/16" DIA. ROD  
AROUND CULVERT & THROUGH  
TANK TYPE CONNECTOR LUG  
OR ALTERNATE CONNECTOR  
STRAP (SEE DETAIL)



TYPE 1  
FOR 12" THRU 24" CORR. PIPE

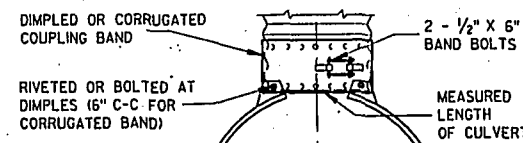
THREADED 7/16" DIA. ROD  
OVER TOP OF APRON, SIDE  
LUGS TO BE RIVETED TO  
APRON



TYPE 2  
FOR 30" THRU 96" CORR. PIPE

MEASURED LENGTH  
OF CULVERT

CONNECTOR SECTION  
TO BE PAID FOR AS  
PART OF END SECTION



TYPE 5  
ALTERNATE FOR:  
ALL SIZES CORRUGATED CIRCULAR PIPE

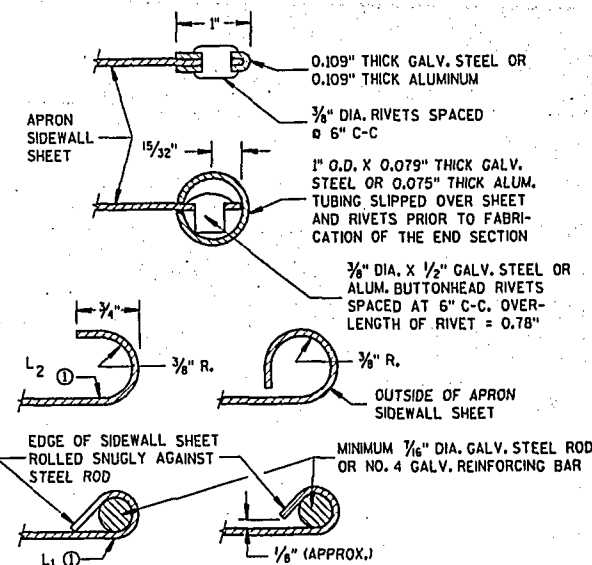
NOTE: DIMPLED BAND FITS OVER OUTSIDE OF ENDWALL,  
AND CORRUGATED BAND FITS INSIDE ENDWALL.  
DIMPLED BAND MAY BE USED WITH HELICALLY  
CORRUGATED PIPE.

FOR CIRCUMFERENTIALLY CORRUGATED PIPE USE  
ENDWALL CONNECTION DETAILS 1, 2, 3 OR 5  
AS APPLICABLE.

FOR HELICALLY CORRUGATED PIPE USE ENDWALL  
CONNECTION DETAILS 1, 2 OR 5.

FOR HELICALLY CORRUGATED PIPES WITH TWO  
CIRCUMFERENTIAL CORRUGATIONS AT EACH END  
USE ENDWALL CONNECTION DETAILS 1, 2 OR 3.

CONNECTION DETAILS



SECTION A-A

## GENERAL NOTES

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

CONCRETE CULVERT ENDWALLS MAY NOT BE USED WITH GALVANIZED STEEL  
OR ALUMINUM CULVERT PIPE OR VICE VERSA. GALVANIZED STEEL OR  
ALUMINUM ENDWALLS SHALL NORMALLY BE INSTALLED ON CULVERT PIPE  
OF THE SAME METAL.

ALL THREE PIECE STEEL APRON ENDWALLS FOR 60" DIAMETER PIPE AND  
LARGER SHALL HAVE 0.109" SIDES AND 0.138" CENTER PANELS. ALL  
THREE PIECE ALUMINUM APRON ENDWALLS FOR 60" DIAMETER PIPE AND  
LARGER SHALL HAVE 0.105" SIDES AND 0.134" CENTER PANELS. THE WIDTH  
OF CENTER PANELS SHALL BE GREATER THAN 20 PERCENT OF THE PIPE  
PERIMETER.

LAP SEAMS SHALL BE TIGHTLY JOINED BY GALVANIZED RIVETS OR BOLTS  
FOR STEEL UNITS AND ALUMINUM RIVETS AND BOLTS FOR ALUMINUM UNITS.  
FOR THE 60" THROUGH 96" DIAMETER APRON ENDWALL SIZES, THE REINFORCED  
EDGES AND CENTER PANEL SEAMS SHALL BE FURTHER REINFORCED WITH  
GALVANIZED STEEL OR ALUMINUM STIFFENER ANGLES. THE ANGLES SHALL BE  
ATTACHED BY GALVANIZED NUTS AND BOLTS FOR STEEL UNITS AND ALUMINUM  
NUTS AND BOLTS FOR ALUMINUM UNITS.

WHERE TWO OR MORE PIPES WITH APRON ENDWALLS ARE LAID ADJACENT  
TO EACH OTHER, THEY SHALL BE SEPARATED BY A DISTANCE SUFFICIENT  
TO PROVIDE A MINIMUM CLEARANCE OF 6 INCHES BETWEEN APRON ENDWALLS.

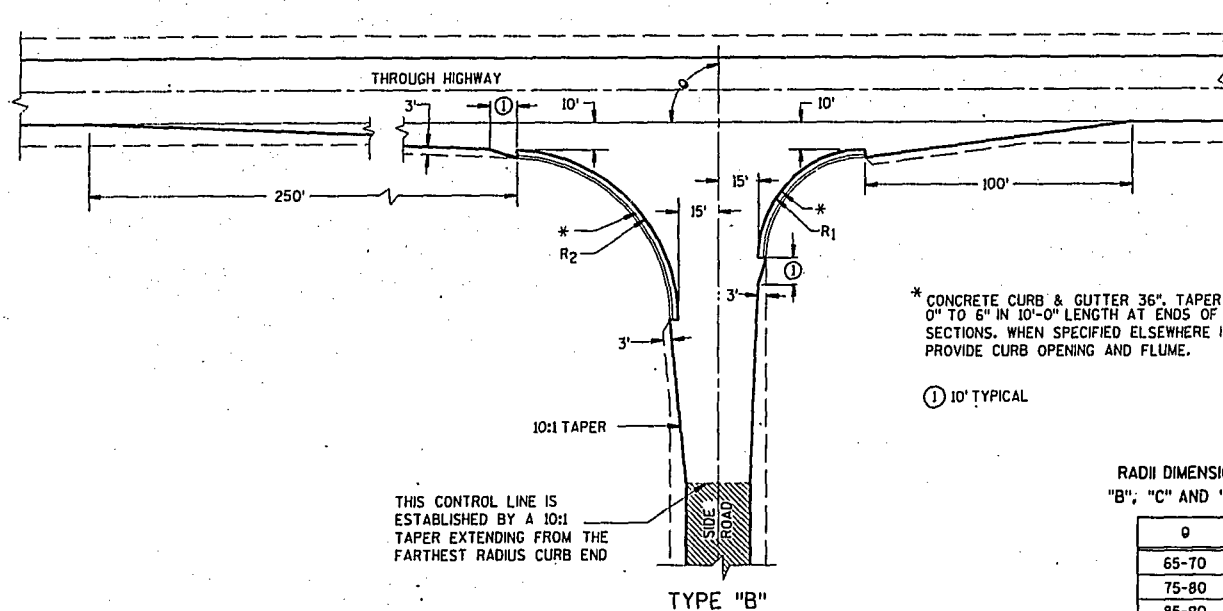
① FOR PIPE SIZES UP TO 60" DIAMETER, A 180° ROLLED EDGE MAY BE USED  
INSTEAD OF STEEL ROD REINFORCEMENT. SEE SECTION A-A.

## APRON ENDWALLS FOR CULVERT PIPE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
12/17/87  
DATE

STATE DESIGN ENGINEER FOR HWYS

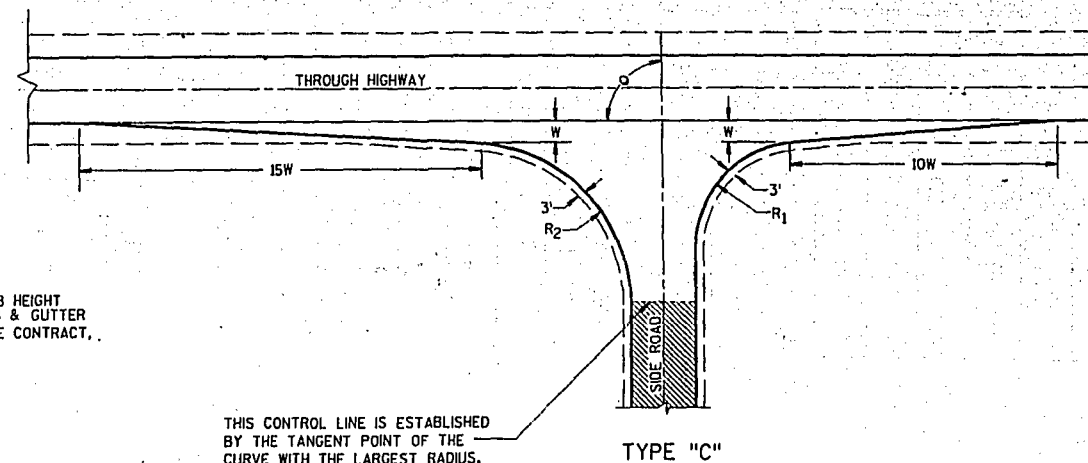


\* CONCRETE CURB & GUTTER 36". TAPER CURB HEIGHT 0" TO 6" IN 10'-0" LENGTH AT ENDS OF CURB & GUTTER SECTIONS. WHEN SPECIFIED ELSEWHERE IN THE CONTRACT, PROVIDE CURB OPENING AND FLUME.

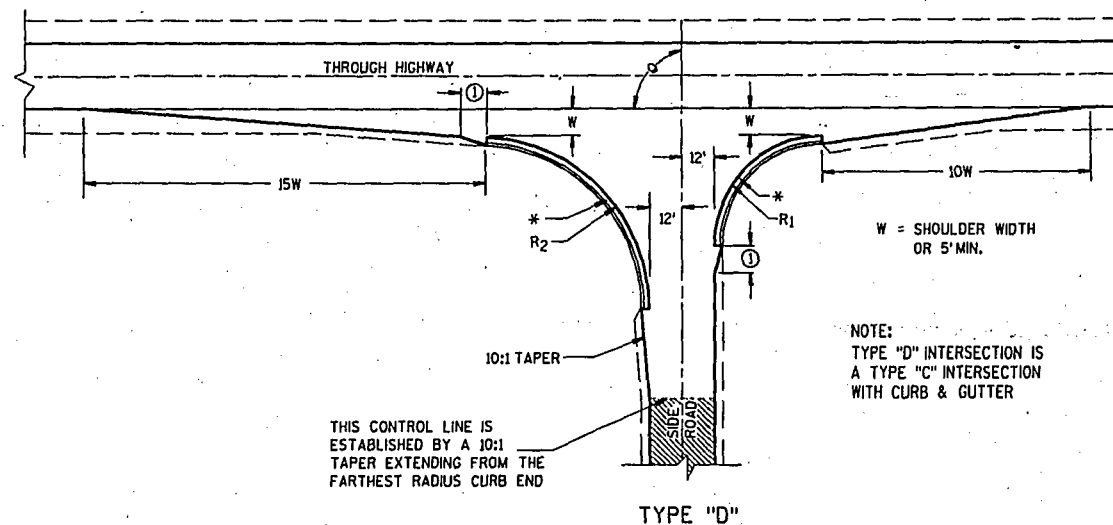
① 10' TYPICAL

RADII DIMENSIONS FOR TYPES "B", "C" AND "D" INTERSECTIONS

Q	R <sub>1</sub>	R <sub>2</sub>
65-70	35	70
75-80	40	70
85-90	40	60
100	50	55
105-110	60	45



THIS CONTROL LINE IS ESTABLISHED BY THE TANGENT POINT OF THE CURVE WITH THE LARGEST RADIUS.



NOTE:  
TYPE "D" INTERSECTION IS A TYPE "C" INTERSECTION WITH CURB & GUTTER

W = SHOULDER WIDTH OR 5' MIN.

THIS CONTROL LINE IS ESTABLISHED BY A 10:1 TAPER EXTENDING FROM THE FARTHEST RADIUS CURB END

## GENERAL NOTES

DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

### SIDE ROAD SURFACING NOTE

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

EXISTING SURFACE

AT-GRADE SIDE ROAD  
INTERSECTION, TYPES "B", "C" AND "D"

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
6/22/89  
DATE

STATE DESIGN ENGINEER FOR HWYS

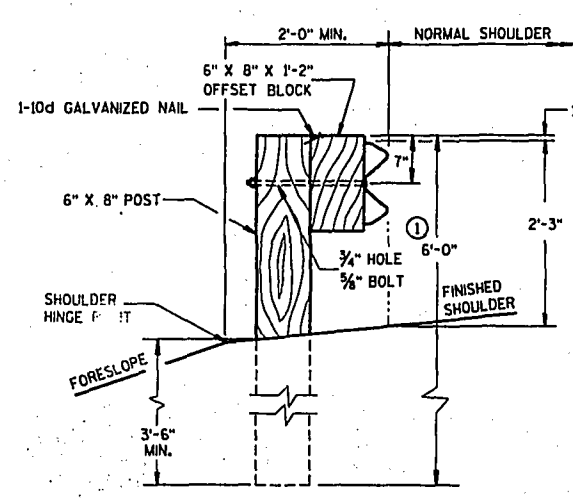
FHWA

DESIGN NOTE: (WILL NOT APPEAR ON CONTRACT PLANS)  
REFER TO PROCEDURE 11-45-1 FOR GUIDANCE ON THE USE OF BEAM GUARD ON CURBED ROADWAYS.

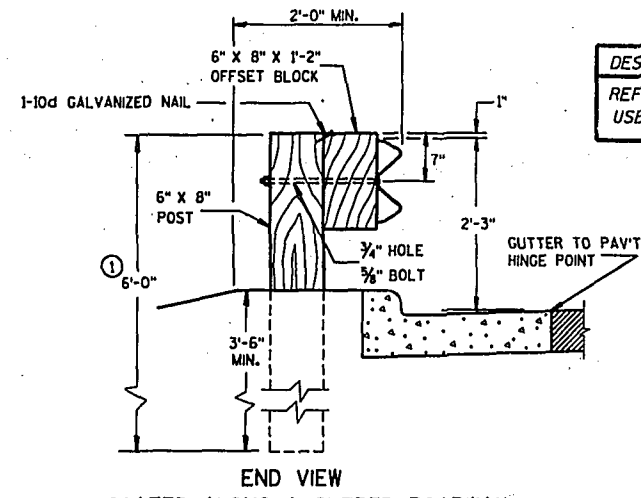
# GENERAL NOTES

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

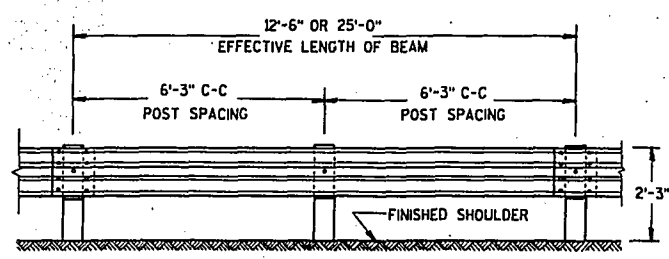
- POST LENGTH SHALL BE INCREASED TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" WHERE THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.
- PROVIDE TYPE "H" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE "H" YELLOW REFLECTIVE SHEETING.



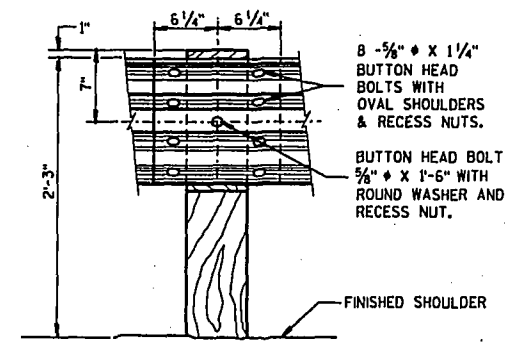
END VIEW  
LOCATED ALONG A ROADWAY SHOULDER



END VIEW  
LOCATED ALONG A CURBED ROADWAY



FRONT VIEW



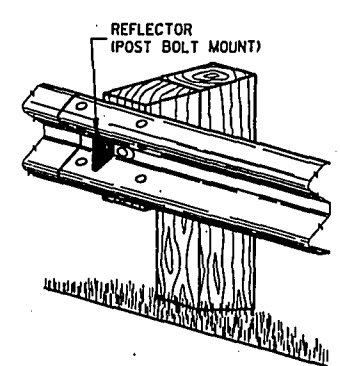
FRONT VIEW  
BEAM SPLICING AND POST MOUNTING DETAIL

## TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

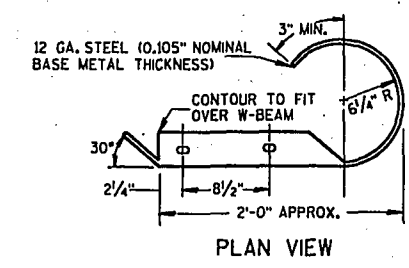
REFLECTOR SPACING				
BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS	
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1*	6
	> 200'	50' C-C	1*	
TWO WAY TRAFFIC	< 200'	50' C-C	2**	3
	> 200'	100' C-C	2**	

\* EVERY OTHER REFLECTOR REVERSED FOR 2-WAY VISIBILITY. CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.

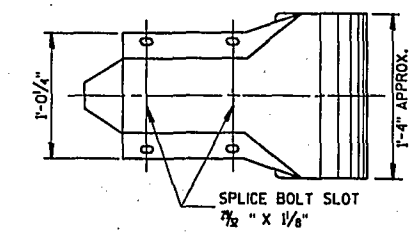
\*\* ANGLE OF BEND TO BE 90° ± 1° FOR TWO-SIDED REFLECTORS.



REFLECTOR DETAIL AND TYPICAL INSTALLATION

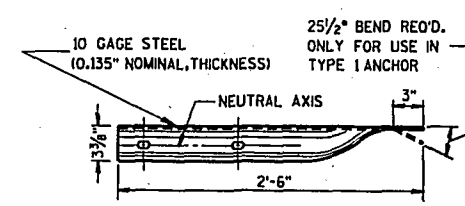


PLAN VIEW

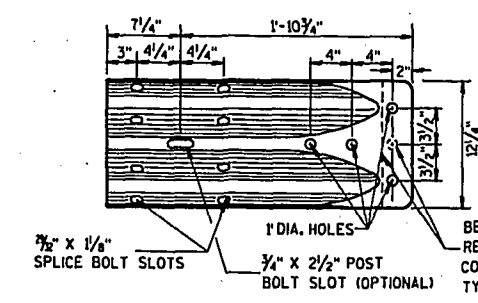


FRONT VIEW

W BEAM END SECTION (ROUNDED)

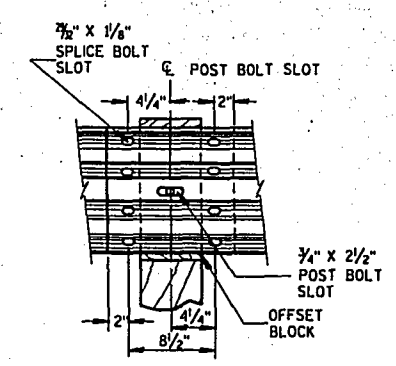


PLAN VIEW

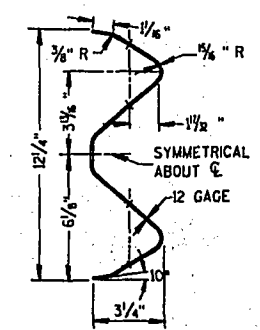


FRONT VIEW

W BEAM TERMINAL CONNECTOR



W BEAM SPLICE



SECTION THRU W BEAM

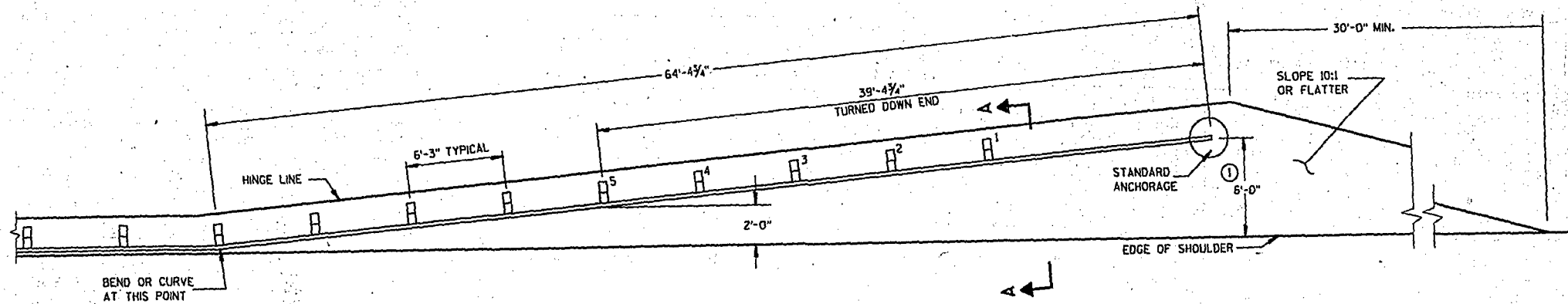
NOTE: SHEETS 1b IS OPTIONAL FOR INCLUSION IN PLANS WHEN APPLICABLE.

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE  
DESIGN ENGINEER FOR HWYS



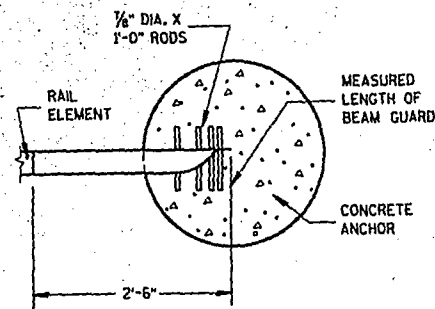


PLAN VIEW

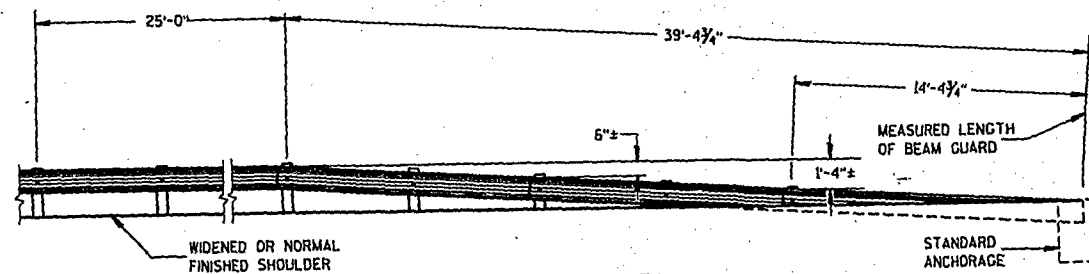
### GENERAL NOTES

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

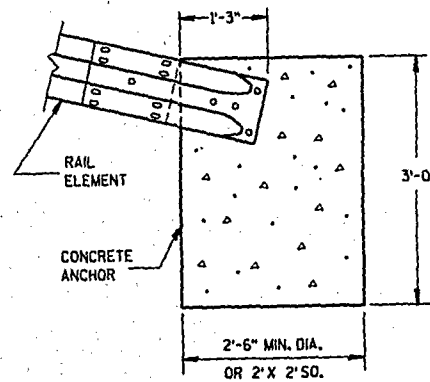
- ① WHEN APPROVED BY THE ENGINEER, THE 6 FOOT OFFSET TO THE ANCHOR MAY BE REDUCED TO 2 FEET WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE OFFSET.



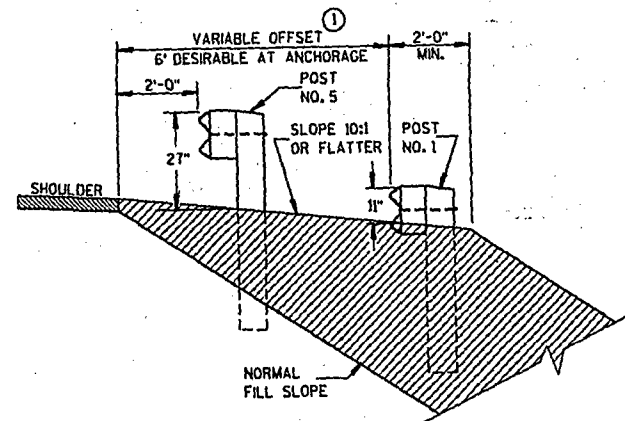
PLAN VIEW IN SECTION



FRONT VIEW



FRONT VIEW IN SECTION  
ANCHORAGE FOR STEEL PLATE BEAM GUARD



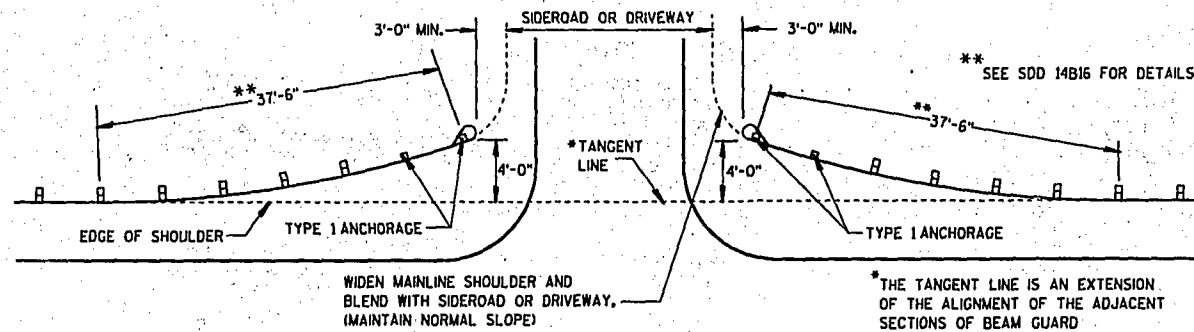
SECTION A-A

CLASS "A" STEEL PLATE BEAM GUARD  
END TREATMENT WITH ANCHORAGE  
FOR STEEL PLATE BEAM GUARD

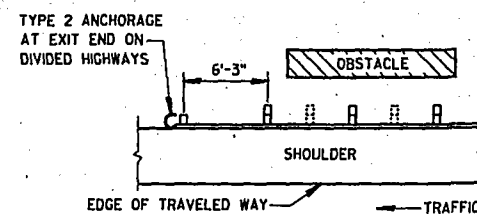
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE  
STATE DESIGN ENGINEER FOR HWYS  
FHWA

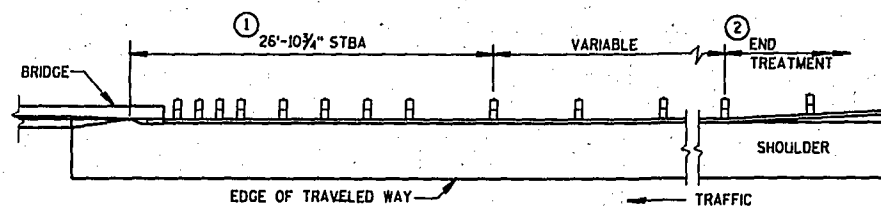




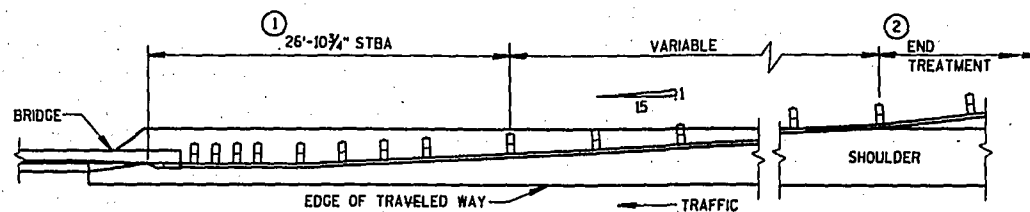
BEAM GUARD AT MINOR SIDEROADS OR DRIVEWAYS



BEAM GUARD AT OBSTACLES  
EXIT END - ONE WAY TRAFFIC



BEAM GUARD AT FULL WIDTH BRIDGES



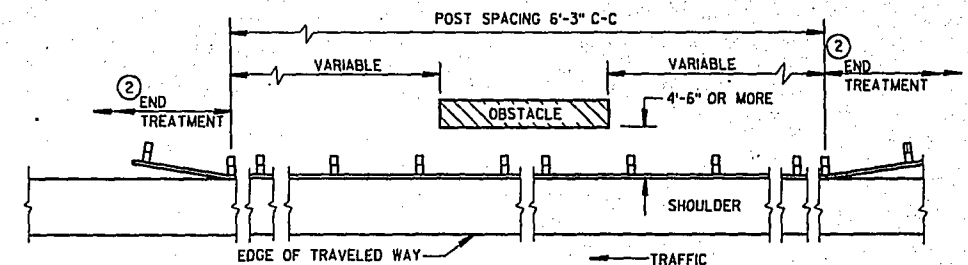
BEAM GUARD AT NARROW BRIDGES

## GENERAL NOTES

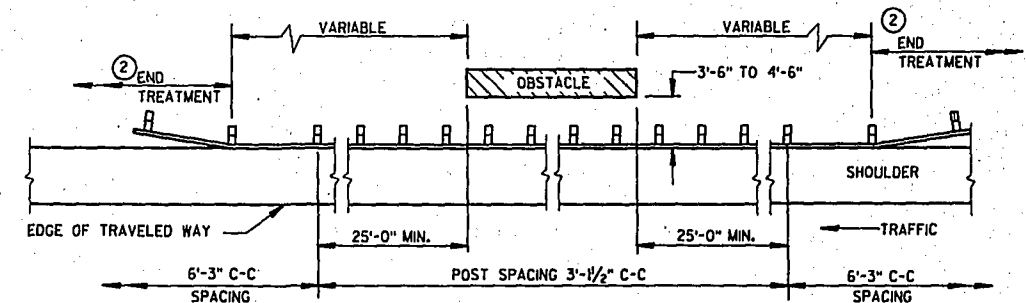
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

BEAM GUARD LOCATIONS AND LENGTHS ARE SHOWN ELSEWHERE IN THE PLAN.

- ① STEEL THREE BEAM STRUCTURE APPROACH.
- ② UNLESS OTHERWISE INDICATED, THE FLARED END TREATMENT WITH A TYPE 1 ANCHORAGE SHALL BE USED TO TERMINATE BEAM GUARD ON THE TRAFFIC APPROACH SIDE OF BRIDGES/OBSTACLES. TYPE 2 ANCHORAGE SHALL BE USED ONLY AT THE DOWNSTREAM ENDS OF BEAM GUARD LOCATED ALONG ROADWAYS WITH ONE WAY TRAFFIC.



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC  
(RAIL TO OBSTACLE CLEARANCE 4'-6" OR MORE)



BEAM GUARD AT OBSTACLES - TWO WAY TRAFFIC  
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")

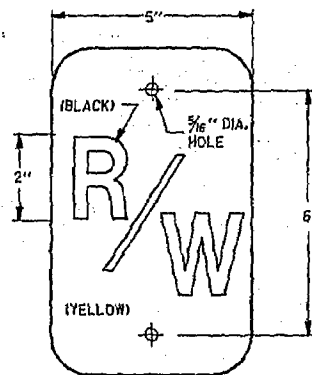
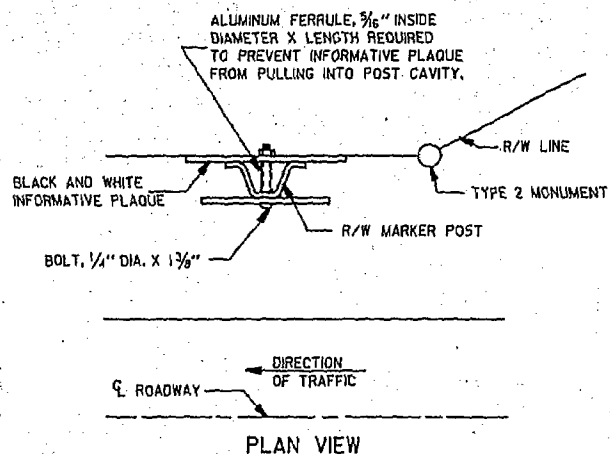
CLASS 'A' STEEL PLATE  
BEAM GUARD  
(AT BRIDGES, OBSTACLES  
AND SIDEROADS/DRIVEWAYS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5/11/91  
DATE

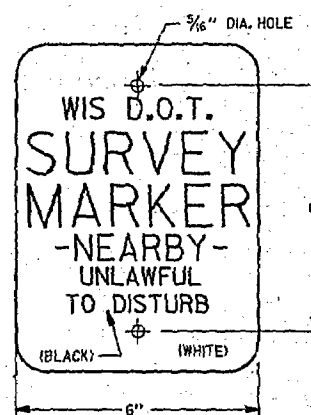
STATE DESIGN ENGINEER FOR HWYS

FHWA



RIGHT OF WAY MARKER

THE RIGHT OF WAY MARKER AND INFORMATIVE PLAQUE, WHEN REQUIRED, WILL BE FURNISHED BY EITHER THE WISCONSIN DEPARTMENT OF TRANSPORTATION OR THE LOCAL GOVERNMENT.



INFORMATIVE PLAQUE

### 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.

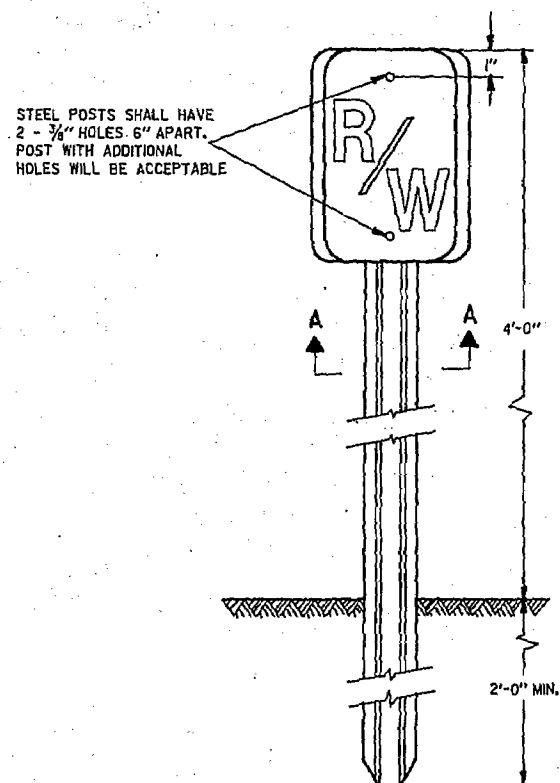
THE CONTRACTOR MAY INSTALL EITHER STEEL OR WOOD MARKER POSTS UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. ONLY ONE TYPE OF POST SHALL BE USED THROUGHOUT THE PROJECT.

RIGHT OF WAY MARKER OR INFORMATIVE PLAQUE IS NOT REQUIRED ON WOOD MARKER POSTS.

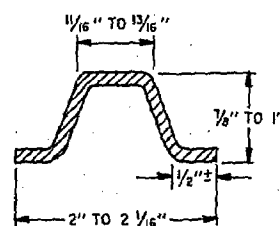
A MARKER POST FOR RIGHT OF WAY SHALL BE PLACED ADJACENT TO EACH TYPE 2 MONUMENT TO SERVE AS A GUARD POST, AND AT OTHER LOCATIONS AS SHOWN ON THE PLANS OR AS DIRECTED BY THE ENGINEER.

STEEL POSTS SHALL BE MADE FROM HIGH STRENGTH HOT ROLLED STEEL CONFORMING TO ASTM DESIGNATION A 499 OR EQUAL.

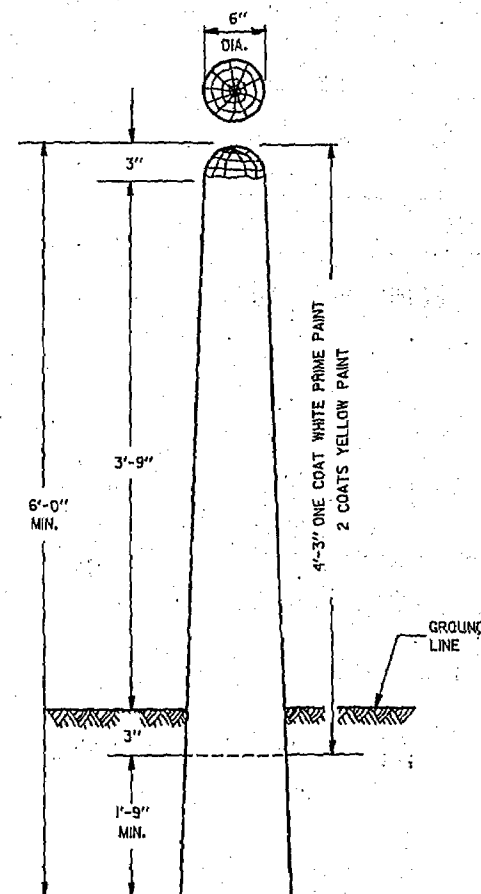
STEEL POSTS SHALL BE COATED WITH A FEDERAL HIGHWAY YELLOW ENAMEL.



FRONT VIEW  
STEEL MARKER POST



MIN. WEIGHT 1.08 LB./FT.  
SECTION A-A



FRONT VIEW  
WOOD MARKER POST

MARKER POSTS  
FOR RIGHT OF WAY

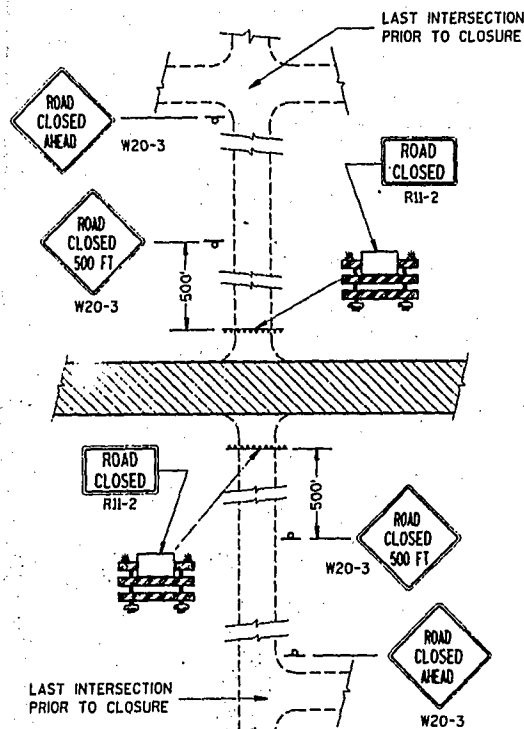
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
6-18-84  
DATE

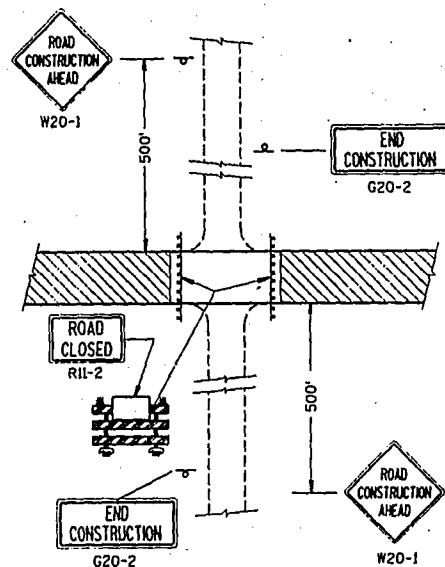
CHIEF DESIGN ENGINEER

FHWA

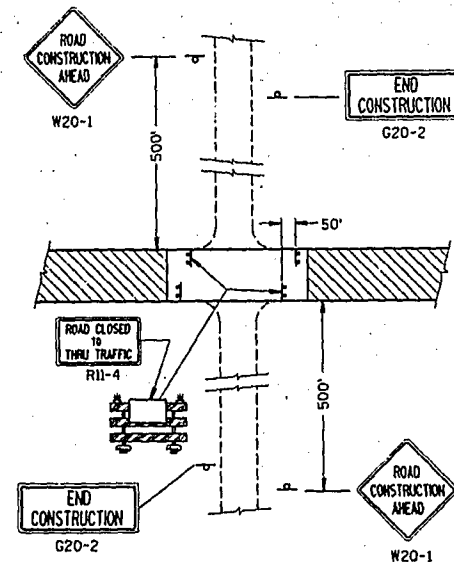
S.D.D. 15 A 1-5



**DETAIL 1**  
(NO ACCESS TO PROJECT)

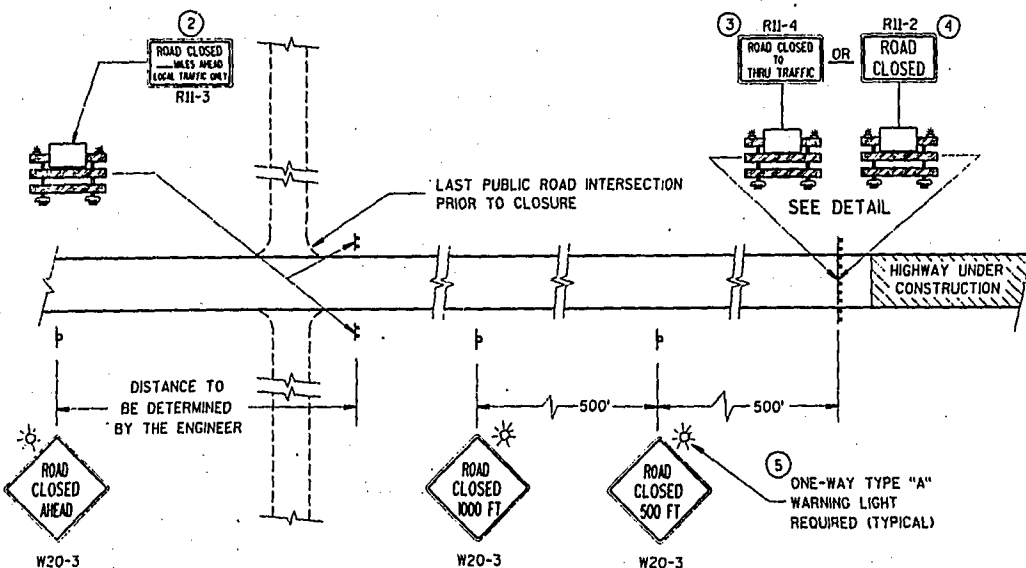


**DETAIL 2**  
(PUBLIC CROSS-TRAFFIC MAINTAINED.  
NO ACCESS TO PROJECT).

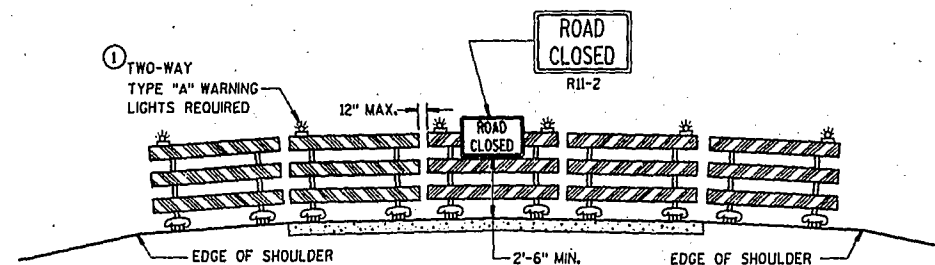


**DETAIL 3**  
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,  
LOCAL BUSINESS AND RESIDENT ACCESS).

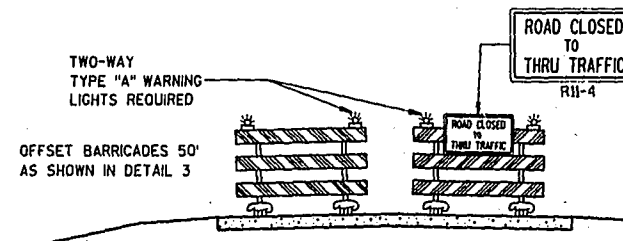
## SIDEROAD CLOSURES



**MAINLINE CLOSURE**



**ROAD CLOSURE BARRICADE DETAIL**



**LANE CLOSURE BARRICADE DETAIL**

## GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND THEIR LOCATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES, THE PLANS, SPECIFICATIONS AND CONTRACT.

SIGN AND BARRICADE LOCATIONS MAY BE ADJUSTED IN THE FIELD AS DIRECTED BY THE ENGINEER. ANY EXISTING TRAFFIC SIGNS THAT CONFLICT WITH THIS WORK SHALL BE COVERED AS DIRECTED BY THE ENGINEER. ALL "STOP" OR OTHER REGULATORY SIGNS ON THE SIDE ROADS SHALL NOT BE DISTURBED, EXCEPT WHEN NECESSARY TO COMPLETE THE WORK. THE SIGNS MUST THEN BE IMMEDIATELY REESTABLISHED.

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL FOR FULL ROAD CLOSURES. TYPE "A" LOW INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE ROAD CLOSED SIGN (R11-2), ROAD CLOSED — MILES AHEAD SIGN (R11-3) AND THE ROAD CLOSED TO THRU TRAFFIC SIGN (R11-4) SHALL BE ATTACHED ONLY TO THE TOP RAIL OF THE TYPE III BARRICADE. THE SIGNS SHALL NOT COVER MIDDLE RAIL.

TYPE "H" REFLECTIVE SHEETING SHALL BE USED ON ALL BARRICADES, TYPE I, II AND III, AND ON ALL R11-2, R11-3 AND R11-4 SIGNS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:  
R11-2, "ROAD CLOSED" SIGNS SHALL BE 48" X 30".  
R11-3, AND R11-4 SIGNS SHALL BE 60" X 30".  
G20-2 SIGNS SHALL BE 60" X 24".

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- 3 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.
- 4 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT. SEE ROAD CLOSURE BARRICADE DETAIL.
- 5 ONE-WAY LIGHTS SHALL BE PROVIDED ON ALL ADVANCE WARNING SIGNS. THE UNIT SHALL BE POSITIONED SUCH THAT THE LIGHT SOURCE IS OUTSIDE THE SIGN FACE AND AT THE TOP OF THE SIGN.

## LEGEND

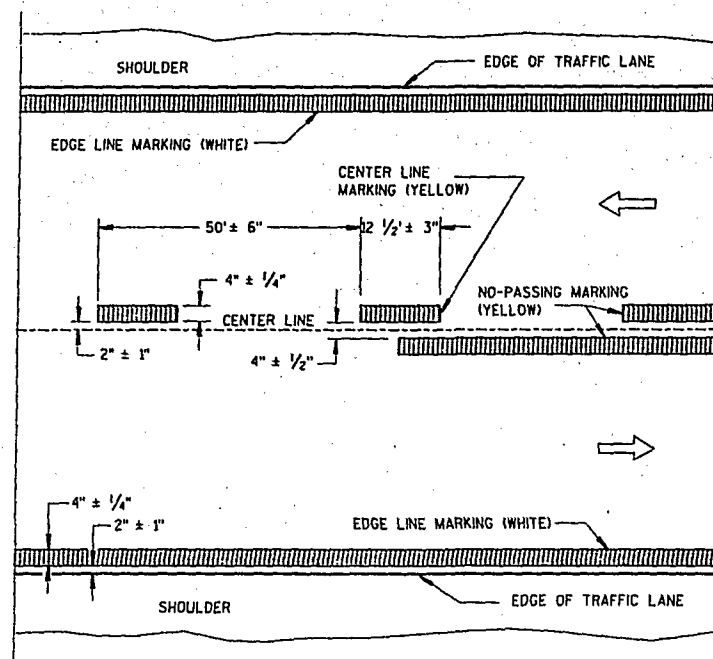
- P POST MOUNTED WARNING SIGN
- P TYPE III BARRICADES WITH TYPE "H" REFLECTIVE SHEETING
- ☼ TYPE "A" LOW INTENSITY FLASHING WARNING LIGHT (FOR NIGHT USE)
- ▨ WORK AREA

**BARRICADES AND TRAFFIC  
CONTROL FOR  
ROAD CLOSURES**

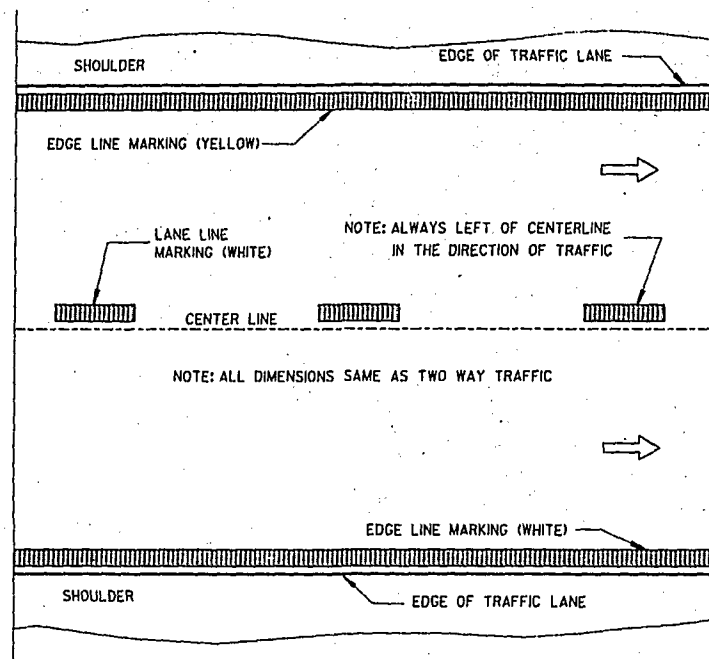
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
10-31-83  
DATE

STATE TRAFFIC ENGINEER FOR HWYS  
FWHA

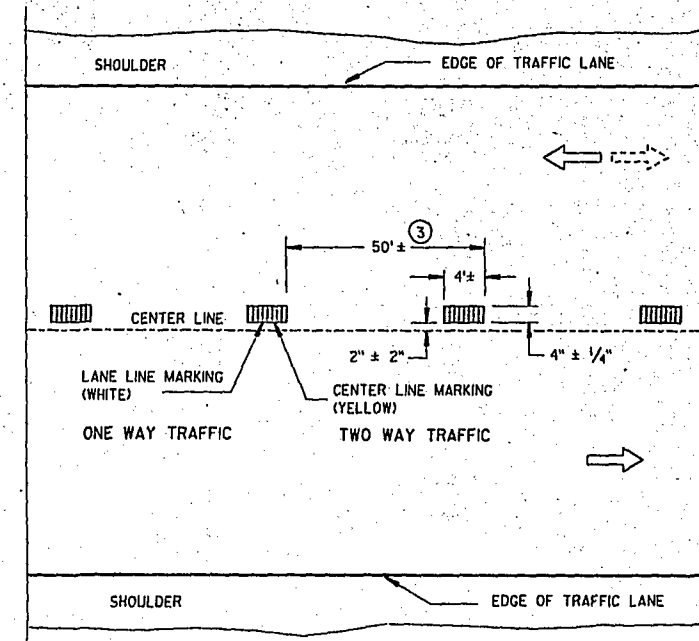


TWO WAY TRAFFIC



ONE WAY TRAFFIC

### PERMANENT PAVEMENT MARKING



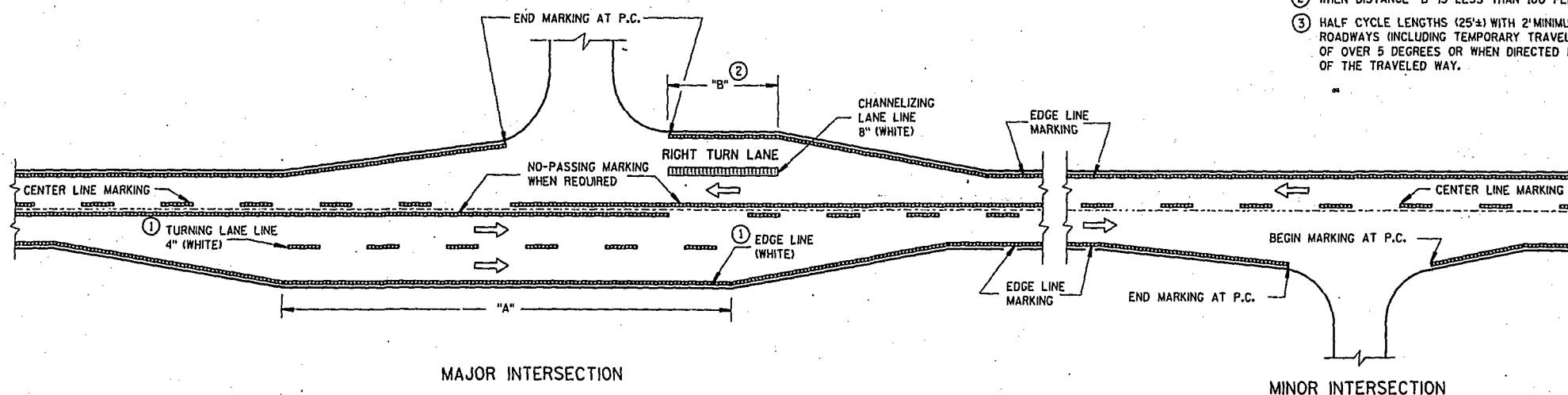
### TEMPORARY PAVEMENT MARKING

#### GENERAL NOTES

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

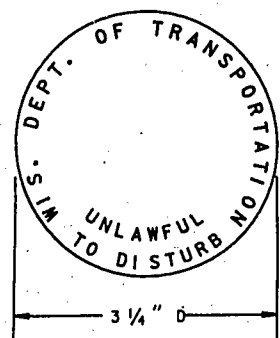
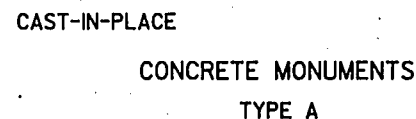
EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT TURNING LANE MARKING.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.

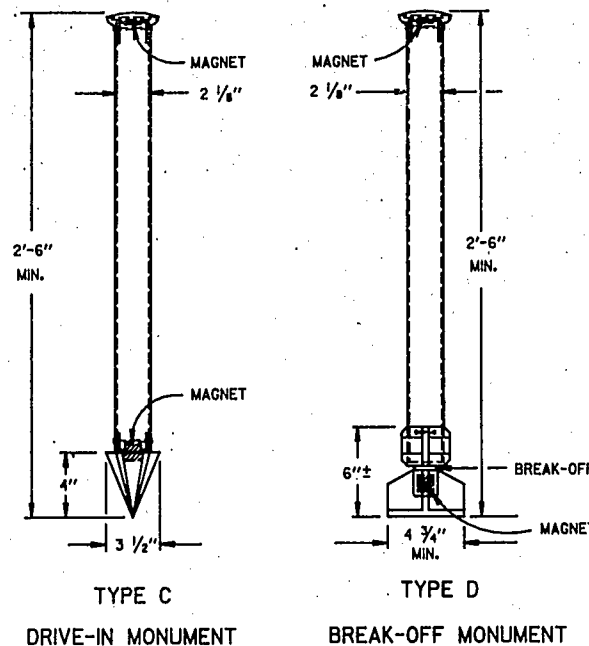


### TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 3-10-87 DATE	STATE TRAFFIC ENGINEER FOR HWYS
FHWA	



MONUMENT MARKER LOGO  
FOR TYPES "A", "C" & "D"



ALUMINUM MONUMENTS  
(INCLUDES MARKER)



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

DETAILED DRAWINGS OF PROPOSED ALTERNATE DESIGNS FOR METAL MONUMENTS OR MONUMENT COVERS SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

THE INSTALLED METAL MONUMENT MUST BE EASILY DETECTED WITH A DIP NEEDLE. INERT PERMANENT MAGNETS SHALL BE ATTACHED NEAR THE TOP AND BOTTOM OF THOSE MONUMENTS CONSTRUCTED OF A METAL ALLOY WHICH IS NOT ATTRACTIVE TO A DIP NEEDLE.

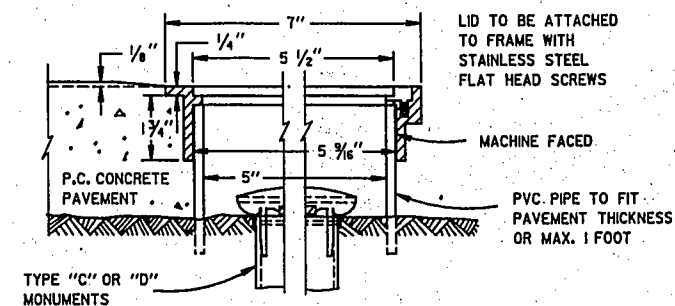
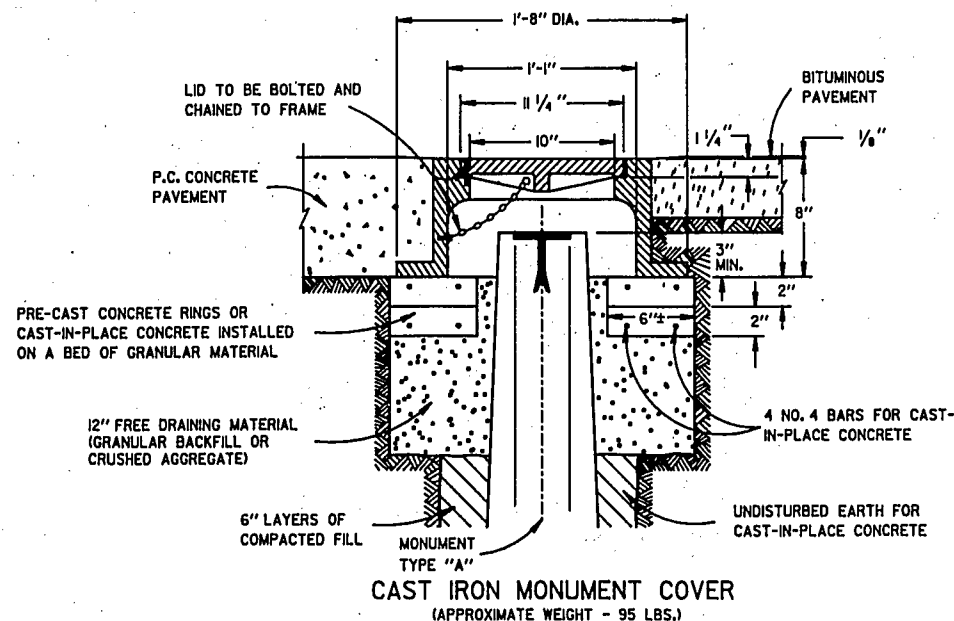
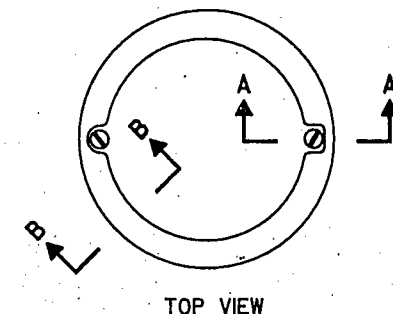
TYPE A AND TYPE D MONUMENTS ARE EQUAL ALTERNATES UNLESS OTHERWISE SPECIFIED.

THE CAST IRON MONUMENT COVER SHALL BE A "NON-ROCKING" TYPE. ADJUSTMENT OF THE COVER TO GRADE MAY BE ACCOMPLISHED BY THE USE OF MORTAR AND BRICK, OR BY EITHER PRECAST OR CAST-IN-PLACE REINFORCED CONCRETE GRADE RINGS.

MONUMENTS SHALL BE LOCATED AND PLACED AT THE DIRECTION OF THE ENGINEER.

ALUMINUM MONUMENTS AND MONUMENT COVERS SHALL BE MADE FROM AN ALUMINUM AND MAGNESIUM ALLOY AS DETERMINED BY THE MANUFACTURER.

THE MONUMENT COVERS DETAILED ON THIS DRAWING ARE NOT EQUAL ALTERNATES. MONUMENT COVERS SHALL BE CAST IRON UNLESS ALUMINUM IS SPECIFIED ELSEWHERE IN THE CONTRACT.



SECTION B-B      SECTION A-A  
ALUMINUM MONUMENT COVER  
(APPROXIMATE WEIGHT 2 LBS)  
(FOR CONCRETE PAVEMENT ONLY)

## LANDMARK REFERENCE MONUMENTS AND COVERS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION


APPROVED  
6-18-84  
DATE

*D. J. Strand*  
CHIEF DESIGN ENGINEER


FHWA

TWO-LANE ROADWAY


**SYMBOLS**



WORK AREA



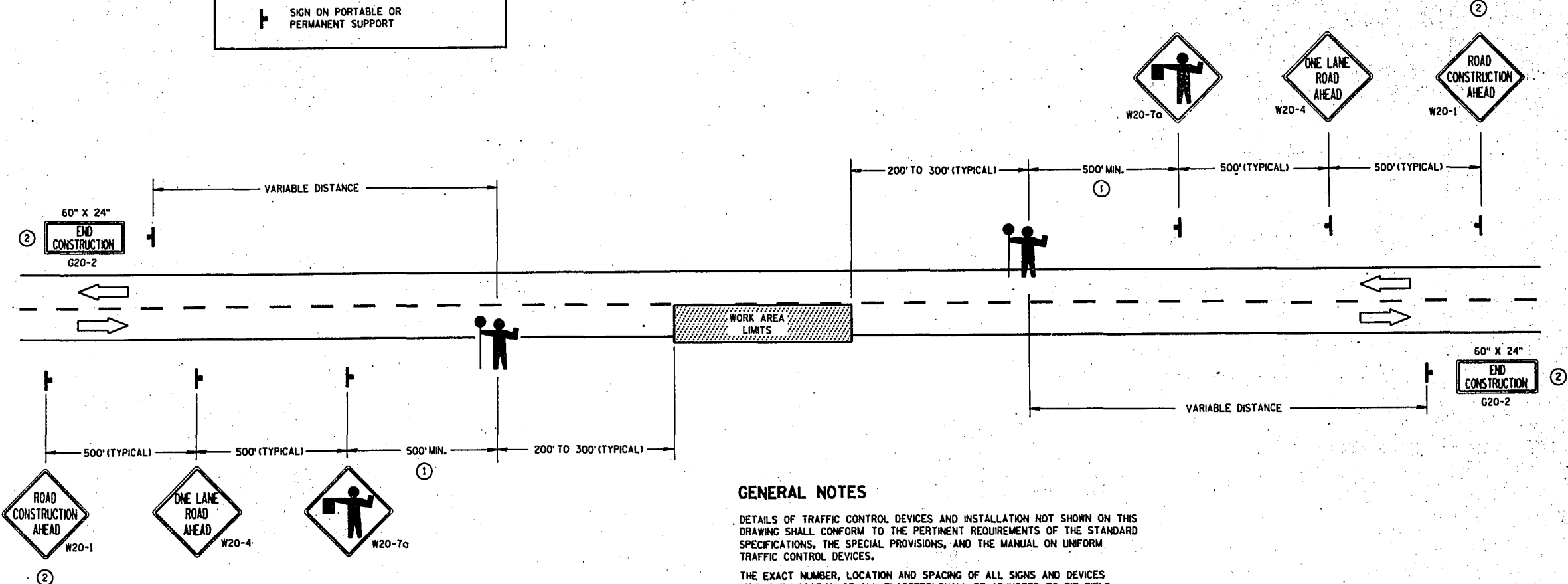
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



SIGN ON PORTABLE OR PERMANENT SUPPORT



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



GENERAL NOTES

- DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.
- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE LOCATION OF ALL FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.
- WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.
- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, THE "FLAGGER AHEAD", THE "ROAD CONSTRUCTION AHEAD" AND THE "ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS DIRECTED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD CONSTRUCTION WORK ZONE AREA.

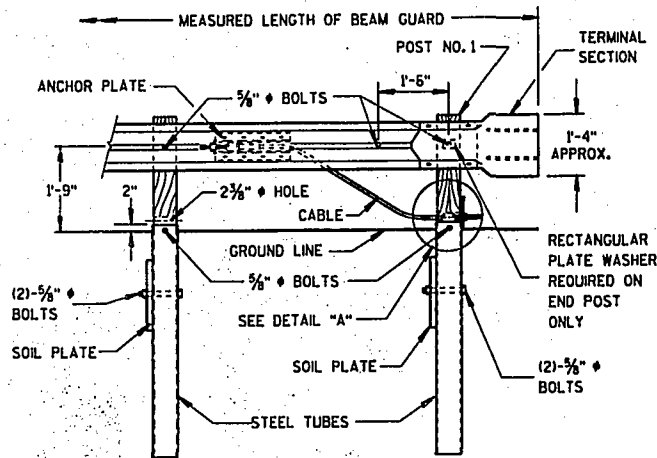
TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

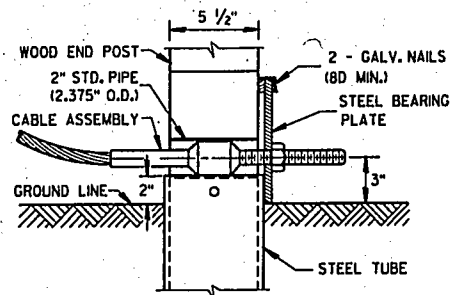
APPROVED  
2-12-91  
DATE

STATE TRAFFIC ENGINEER FOR HWYS

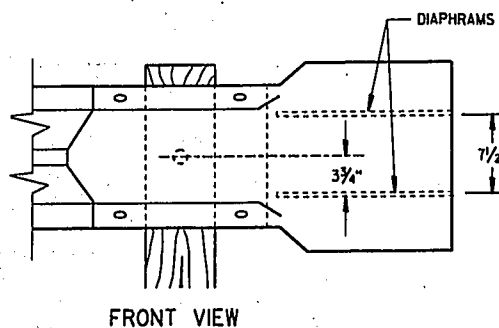
FHWA



① FRONT VIEW  
TYPE 1 ANCHORAGE



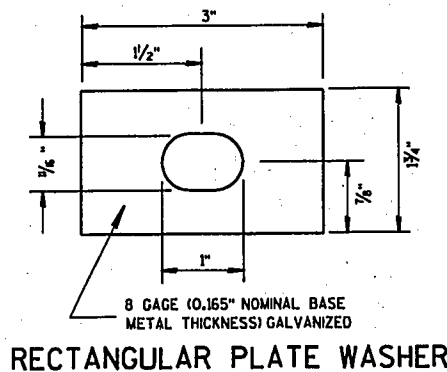
DETAIL "A"  
(POST NO. 1)



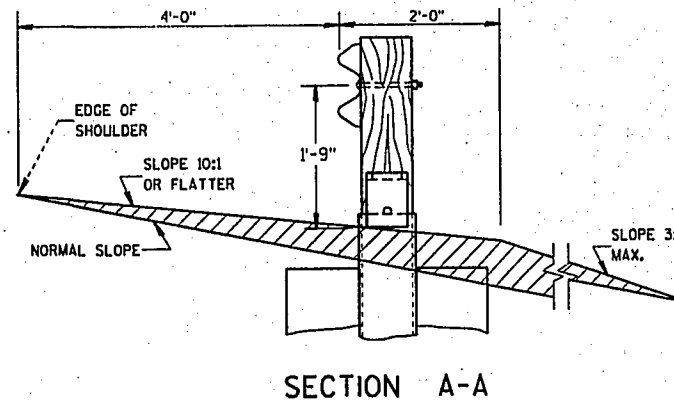
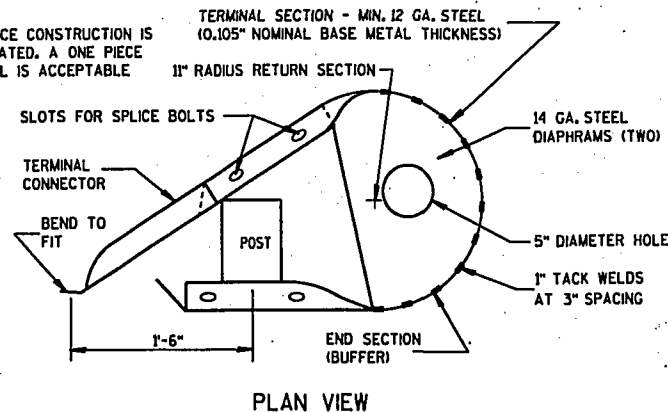
TERMINAL SECTION DETAIL

POST NO.	OFFSET (FEET)
1	4.00
2	2.78
3	1.78
4	1.00
5	0.44
6	0.11
7	0.00

\*\*37'-6" INSTALLATION, 6 SPACES AT 6'-3"  
TANGENT OFFSET TABLE



NOTE:  
TWO PIECE CONSTRUCTION IS ILLUSTRATED. A ONE PIECE TERMINAL IS ACCEPTABLE

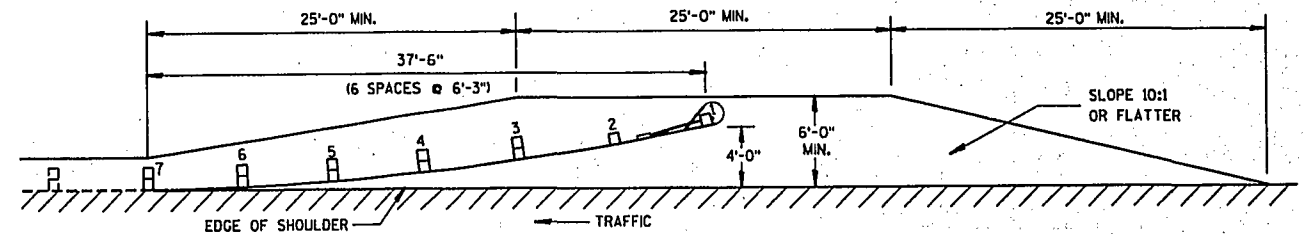


## GENERAL NOTES

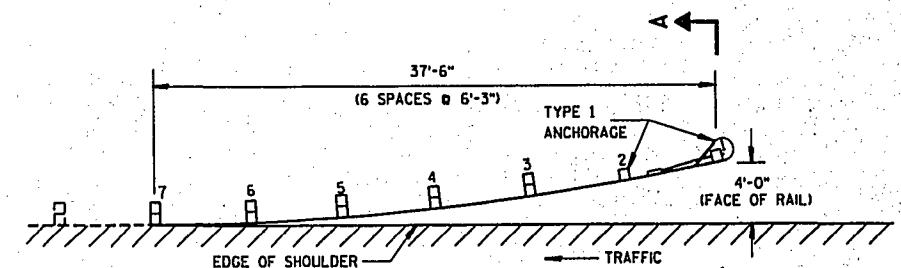
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

POSTS AT LOCATIONS 1 & 2 SHALL BE WOOD BREAKAWAY POSTS INSERTED AND BOLTED INTO STEEL TUBES.

① TYPE 1 AND TYPE 2 ANCHORAGES SHALL CONSIST OF STEEL TUBE(S), SOIL PLATE(S), WOOD BREAKAWAY POST(S), BEARING PLATE, ANCHOR PLATE, CABLE ASSEMBLY AND ALL ASSOCIATED HARDWARE, ALL STEEL PARTS SHALL BE GALVANIZED.



PLAN VIEW  
ROADWAY WIDENING FOR TYPE 1 ANCHORAGE



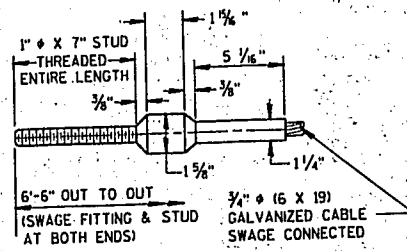
PLAN VIEW  
END TREATMENT WITH ANCHORAGE TYPE 1

NOTE:  
THIS DRAWING CONSISTS OF TWO SHEETS. BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN THE PLANS.

CLASS "A" STEEL PLATE BEAM GUARD  
END TREATMENT WITH ANCHORAGE,  
TYPE 1 & 2

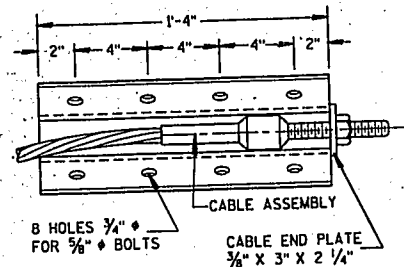
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION





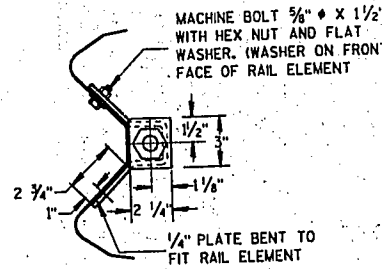
**CABLE ASSEMBLY**

CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM BREAKING STRENGTH OF 40,000 LB (TIGHTEN UNTIL TAUT)

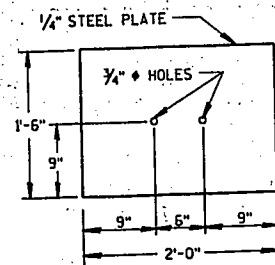


**FRONT VIEW**

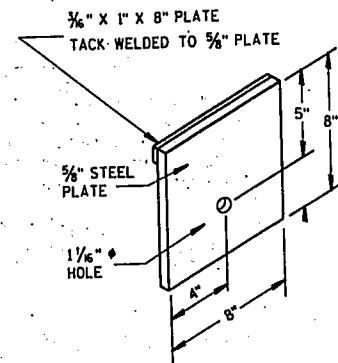
**ANCHOR PLATE DETAIL**



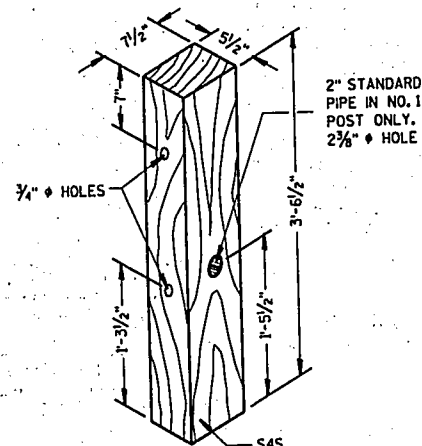
**END VIEW**



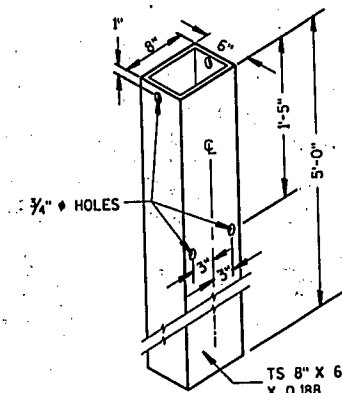
**SOIL PLATE**



**STEEL BEARING PLATE**



**WOOD BREAKAWAY POST**



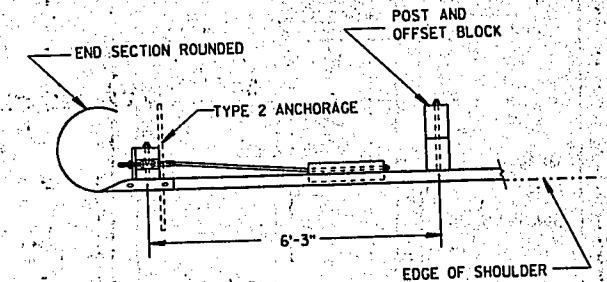
**STEEL TUBE**

THE STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A501

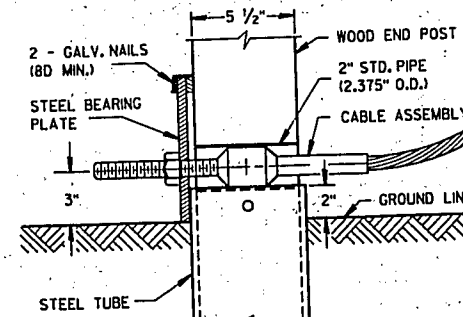
**ANCHORAGE COMPONENTS**  
(COMMON TO BOTH TYPE 1 & 2 ANCHORAGES)

**NOTE:**

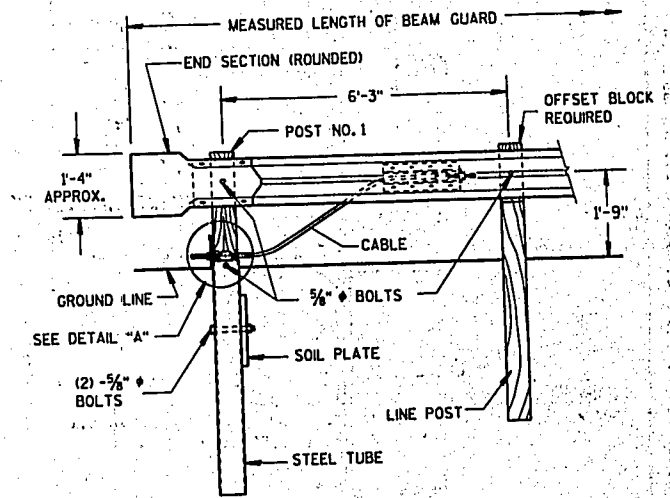
STRUCTURAL TUBING SHALL CONFORM TO THE REQUIREMENTS OF ASTM A-500 GRADE B OR ASTM A-501



**PLAN VIEW**



**DETAIL "A"**  
(POST NO. 1)



**FRONT VIEW**  
**TYPE 2 ANCHORAGE**

**END TREATMENT WITH ANCHORAGE TYPE 2**  
(USE ON ONE-WAY ROADWAYS ONLY - DEPARTING END)

**NOTE:**  
THIS DRAWING CONSISTS OF TWO SHEETS.  
BOTH SHEETS ARE REQUIRED WHEN THIS  
DRAWING IS CALLED FOR IN THE PLANS.

**CLASS "A" STEEL PLATE BEAM GUARD**  
**END TREATMENT WITH ANCHORAGE,**  
**TYPE 1 & 2**

**STATE OF WISCONSIN**  
**DEPARTMENT OF TRANSPORTATION**

**APPROVED**  
**DATE**

**STATE DESIGN ENGINEER FOR HWYS**

**FHWA**

**S.D.D. 14 B 16-1b**