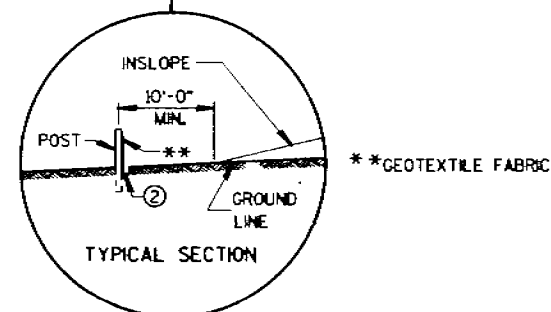


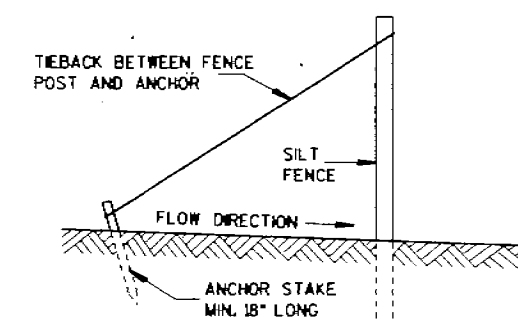
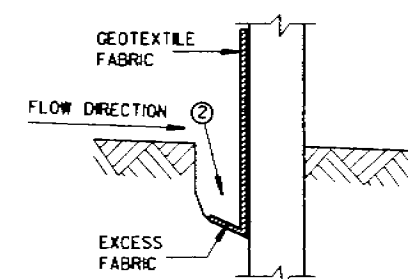
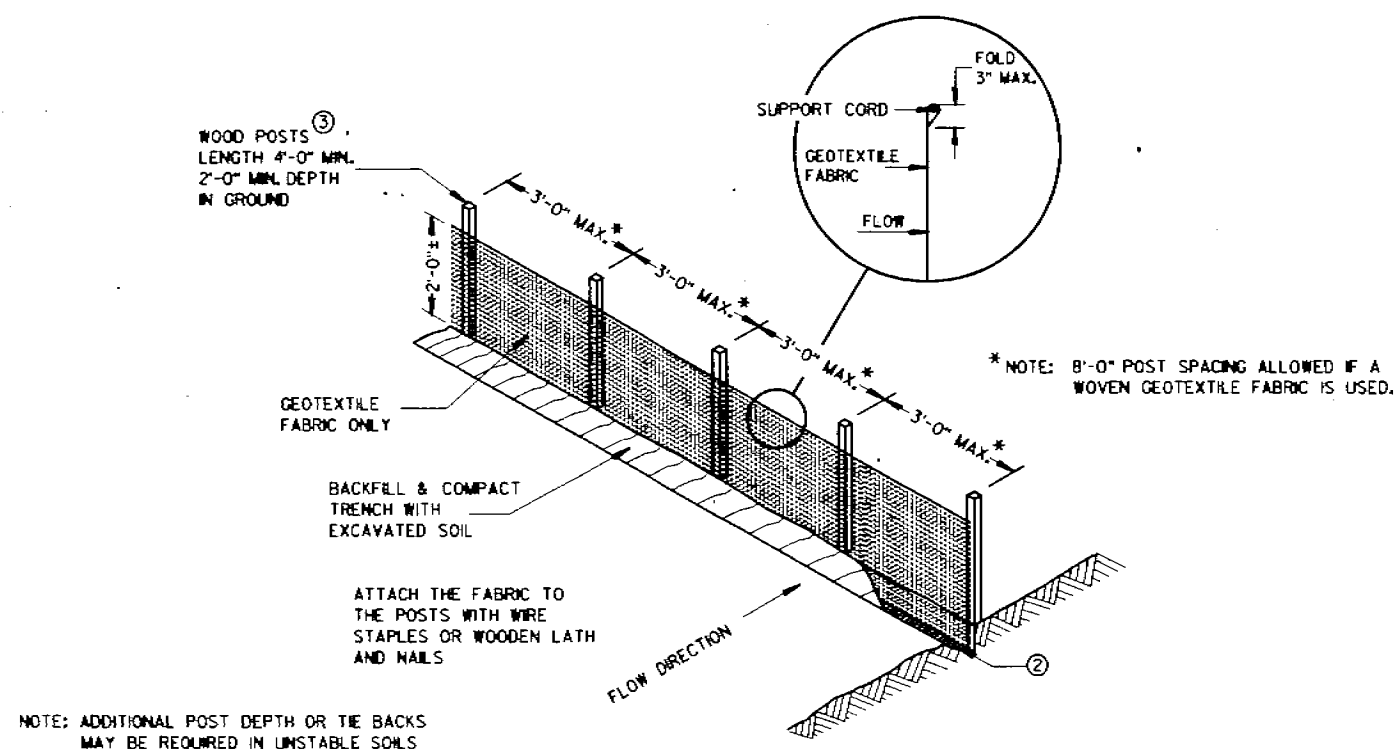
GENERAL NOTES

- DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.
- ① HORIZONTAL BRACE WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS AS DIRECTED BY THE ENGINEER.
 - ② TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
 - ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1/8" X 1/6" OF OAK OR HICKORY.



PLAN VIEW

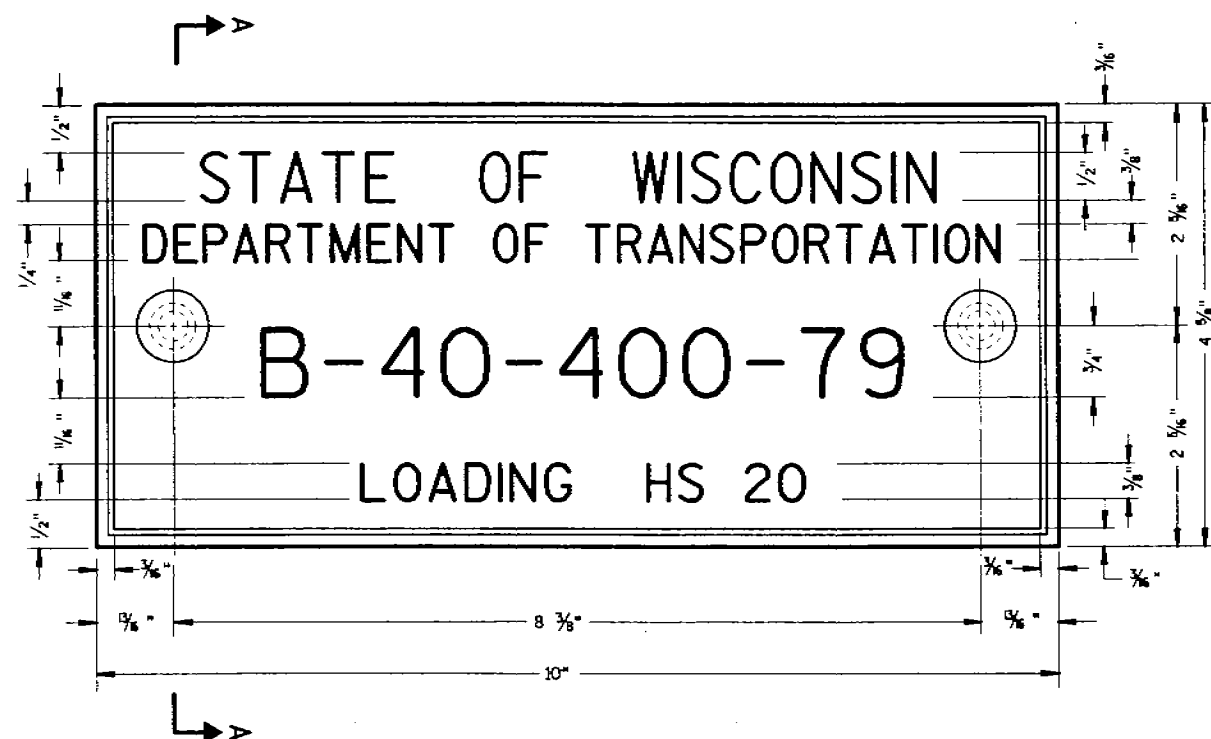
TYPICAL APPLICATIONS OF SILT FENCE



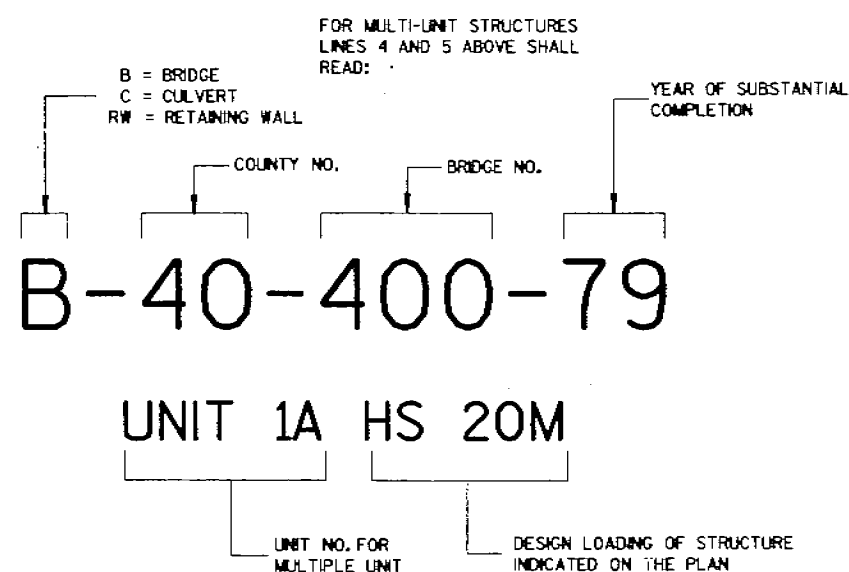
SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
6/29/94 *Boyd L. Thompson*
DATE CHIEF ROADWAY DEVELOPMENT ENGINEER



TYPICAL NAME PLATE
(BRIDGES, CULVERTS, AND RETAINING WALLS)



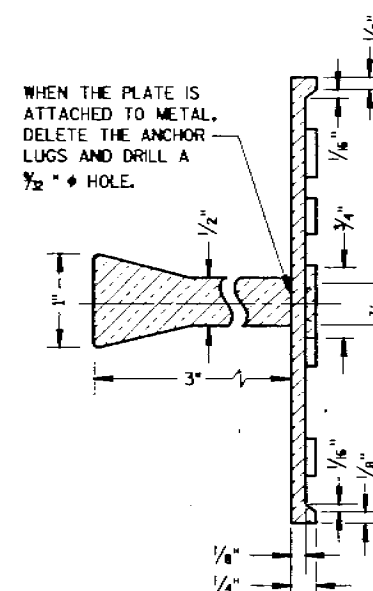
NUMBERING AND LOADING DESIGNATION
MULTI-UNIT STRUCTURES

GENERAL NOTES

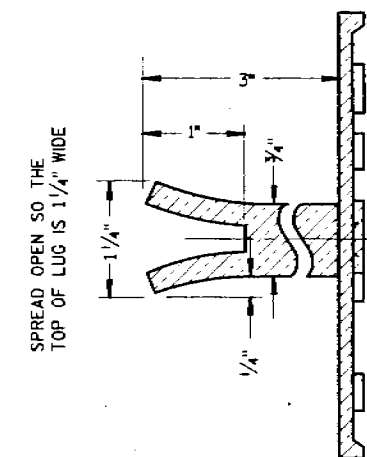
NAME PLATES TO BE INSTALLED ON BRIDGES, CULVERTS, AND RETAINING WALLS SHALL CONFORM TO THE REQUIREMENTS OF SECTION 506.2.4 OF THE STANDARD SPECIFICATIONS.

THE BRIDGE NUMBER AND DESIGN LOADING SHOWN ON THIS DRAWING ARE EXAMPLES ONLY. SEE CONSTRUCTION PLANS FOR INDIVIDUAL NUMBERING AND DESIGN LOADING.

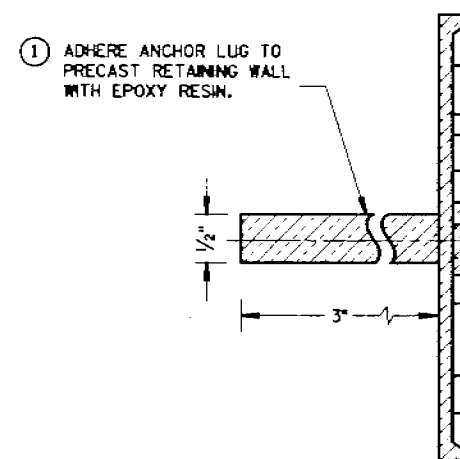
- ① EPOXY RESIN SHALL BE FROM AN APPROVED MANUFACTURER AND USED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS.



SECTION A-A



ALTERNATE LUG

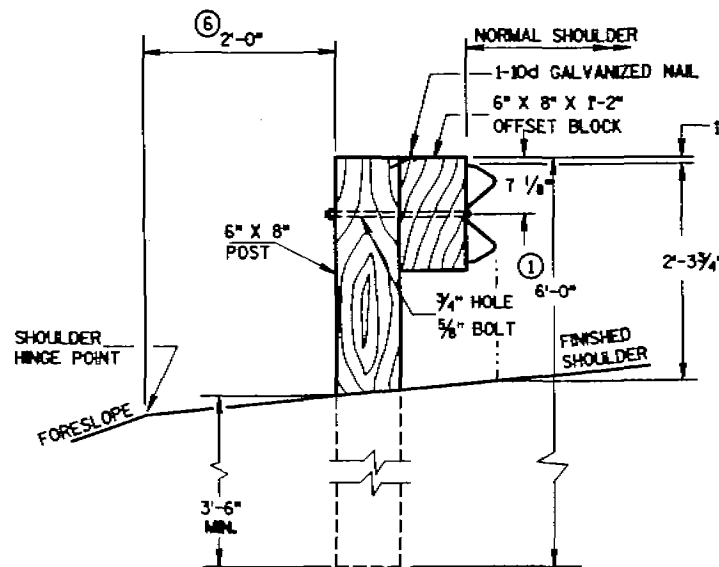


ALTERNATE LUG
(FOR ATTACHMENT TO PRECAST STRUCTURES)

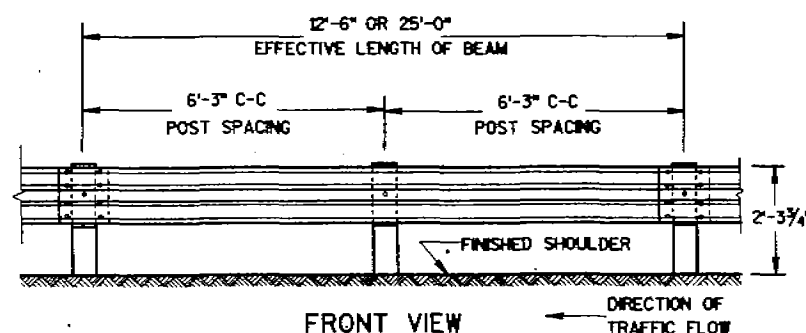
NAME PLATE
(STRUCTURES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

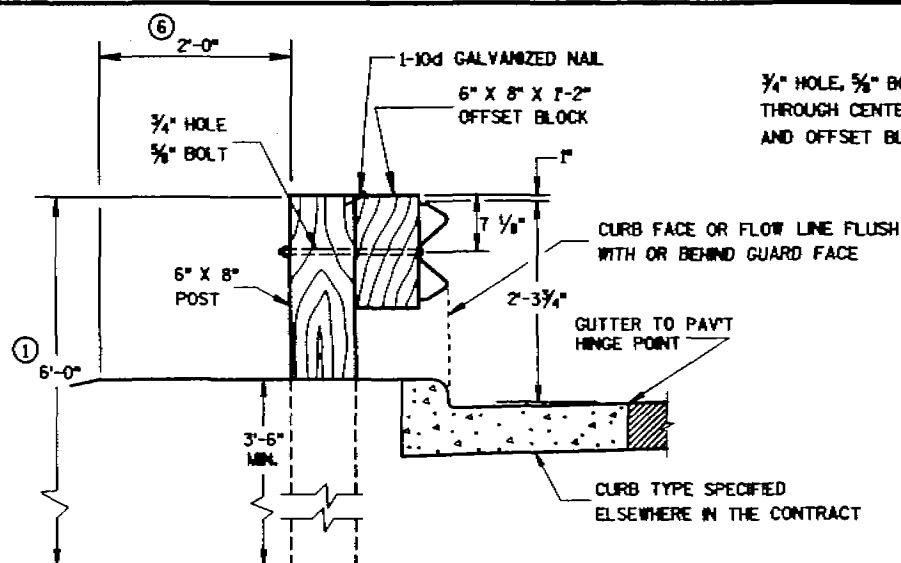
APPROVED
01/21/98
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



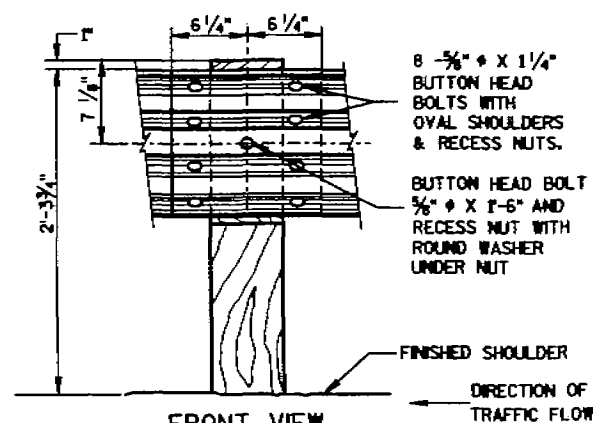
END VIEW
LOCATED ALONG A ROADWAY SHOULDER



FRONT VIEW
DIRECTION OF TRAFFIC FLOW



END VIEW
LOCATED ALONG A CURBED ROADWAY

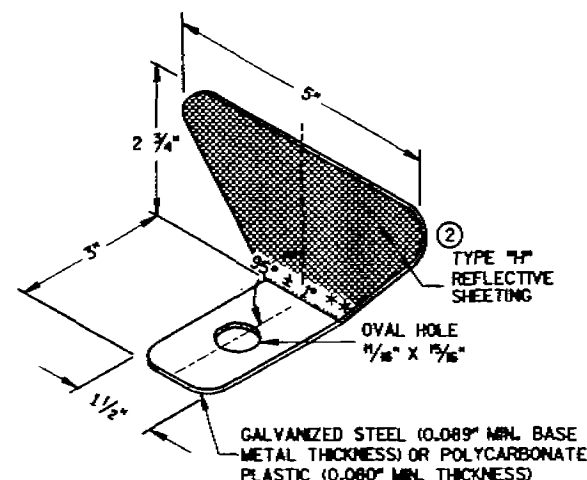
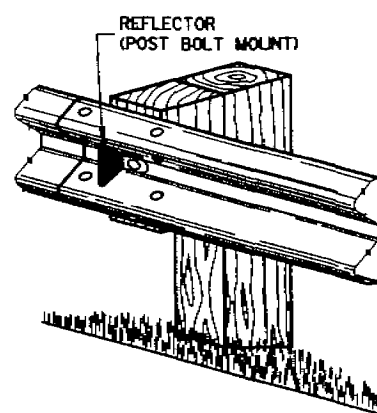


FRONT VIEW
BEAM SPLICING AND POST MOUNTING DETAIL
DIRECTION OF TRAFFIC FLOW

TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

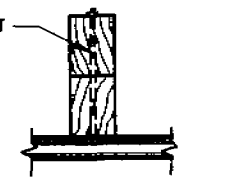
REFLECTOR SPACING

	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	1
TWO WAY TRAFFIC	< 200'	25' C-C	1	6
	> 200'	50' C-C	1	1
TWO WAY TRAFFIC	< 200'	50' C-C	2	3
	> 200'	100' C-C	2	2

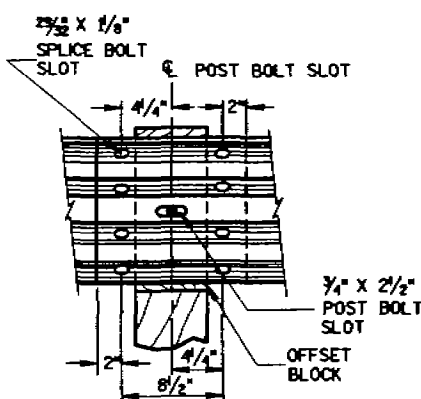


REFLECTOR DETAIL AND TYPICAL INSTALLATION

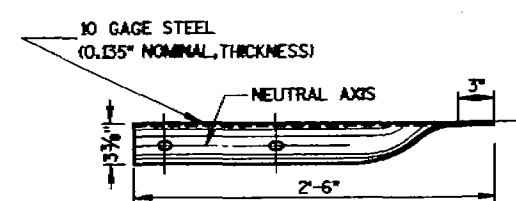
3/4" HOLE, 5/8" BOLT THROUGH CENTER OF POST AND OFFSET BLOCK



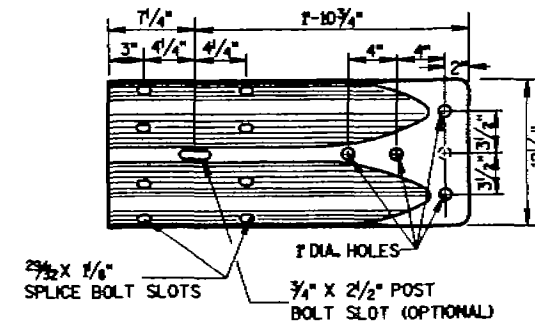
PLAN VIEW
POST, OFFSET BLOCK AND BEAM



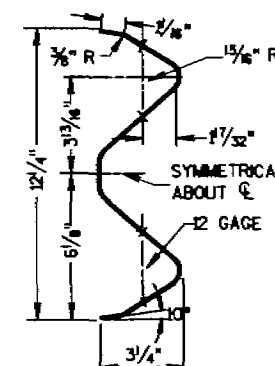
W BEAM SPLICE



PLAN VIEW



FRONT VIEW
W BEAM TERMINAL CONNECTOR
(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)



SECTION THRU W BEAM

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.

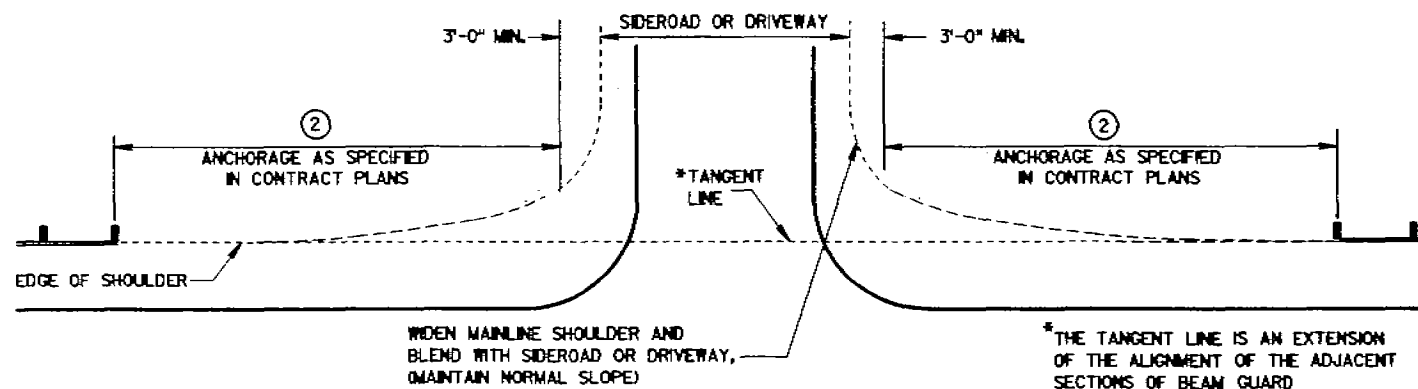
- POST LENGTH SHALL BE INCREASED TO PROVIDE A MINIMUM EMBEDMENT OF 3'-6" WHERE THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST. WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP TO PROVIDE DRAINAGE. THE POSTS SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.
- PROVIDE TYPE 1/4" SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH TYPE 1/4" YELLOW REFLECTIVE SHEETING.
- REFLECTORS SHALL NOT BE INSTALLED ON THE FIRST 50' OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- 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.
- WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 2-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK.

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

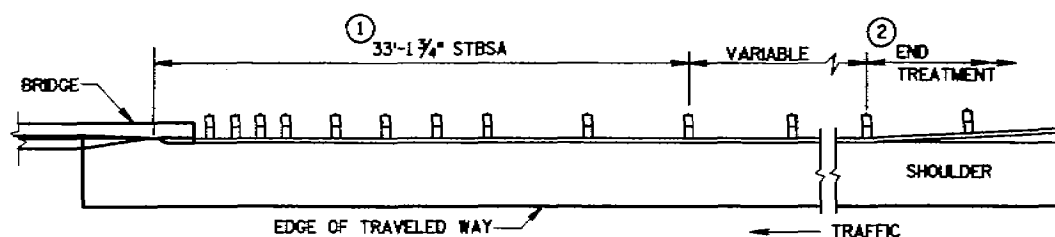
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
2/19/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

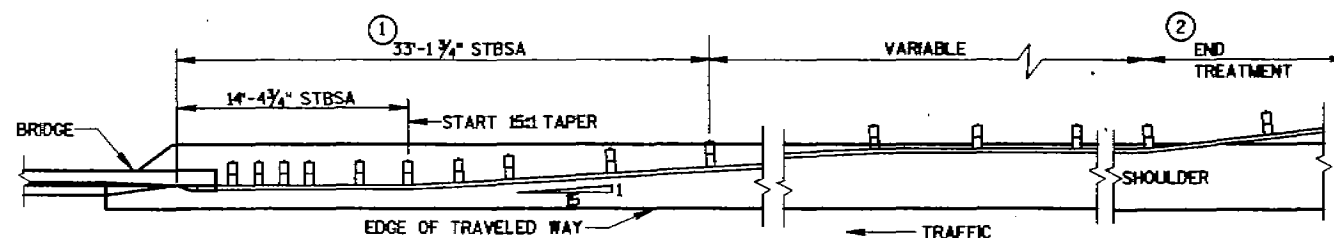
FHWA



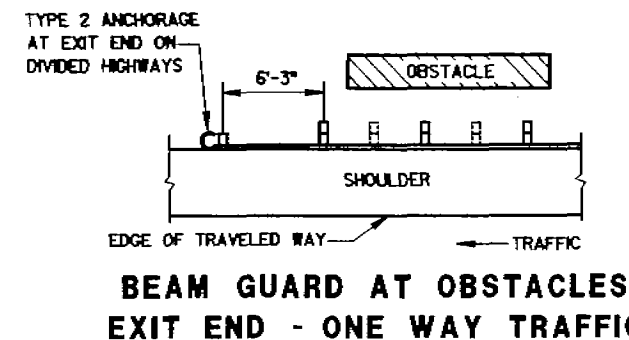
BEAM GUARD AT SIDEROADS OR DRIVEWAYS



BEAM GUARD AT FULL WIDTH BRIDGES



BEAM GUARD AT NARROW BRIDGES
(FLARED TO SHOULDER EDGE, THEN PARALLEL TO ROADWAY)

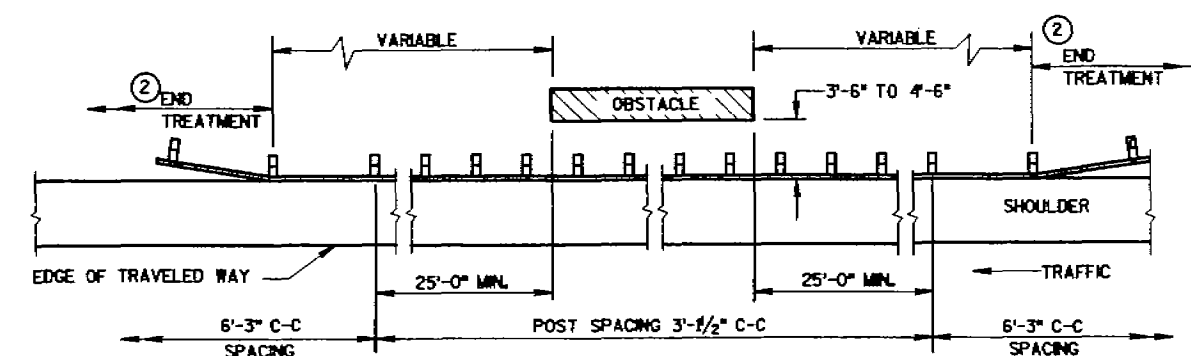


GENERAL NOTES

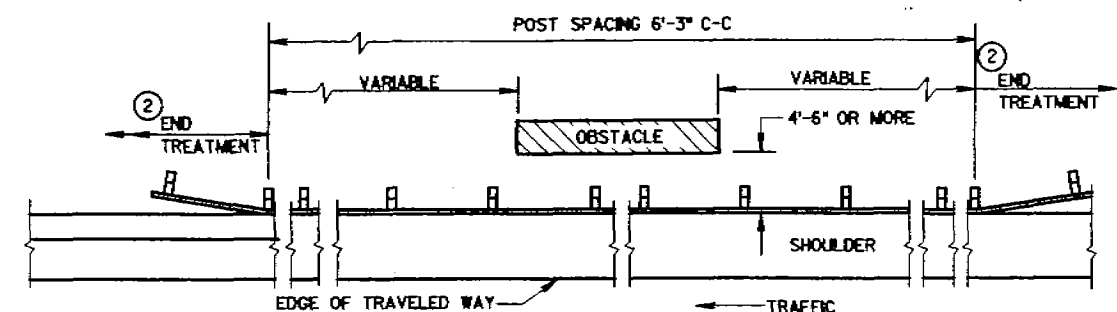
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

- ① STEEL THREE BEAM STRUCTURE APPROACH (STBSA).
- ② FOR 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 OSBSTACLES - TWO WAY TRAFFIC
(RAIL TO OBSTACLE CLEARANCE 3'-6" TO 4'-6")



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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2/19/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

FWBA

GENERAL NOTES

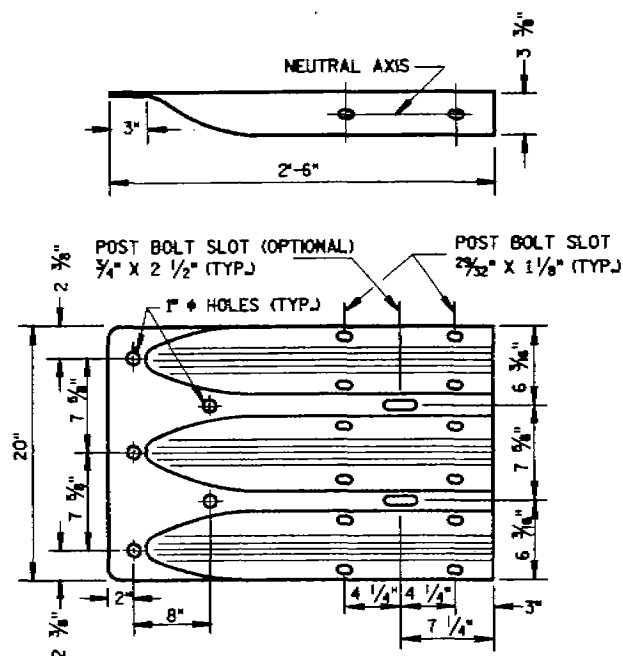
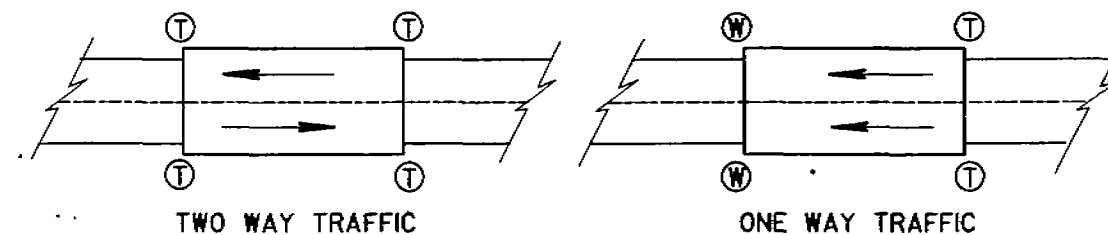
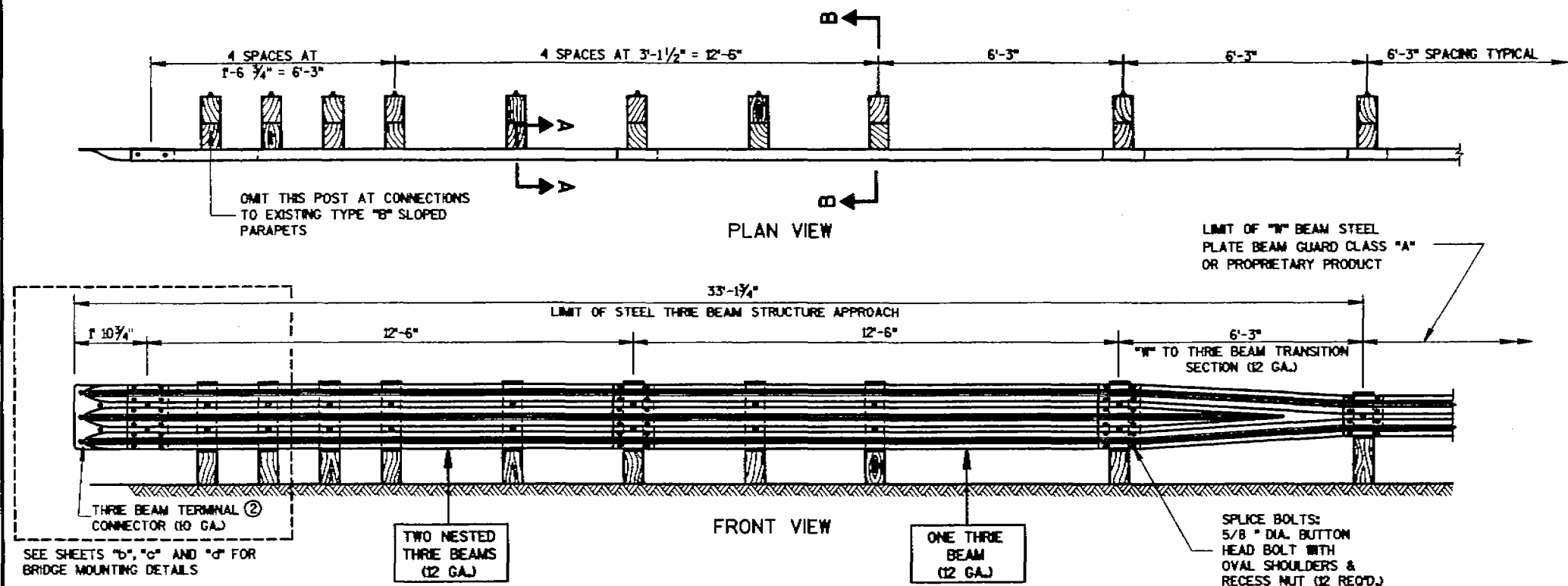
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

THREE BEAM STRUCTURE APPROACH SHALL BE FURNISHED AND CONSTRUCTED IN ACCORDANCE WITH THE REQUIREMENTS OF SECTION 614 OF THE STANDARD SPECIFICATIONS. THREE BEAM SECTIONS SHALL CONFORM TO THE REQUIREMENTS FOR CLASS "A", TYPE 2, BEAM AS SPECIFIED IN AASHTO DESIGNATION M180.

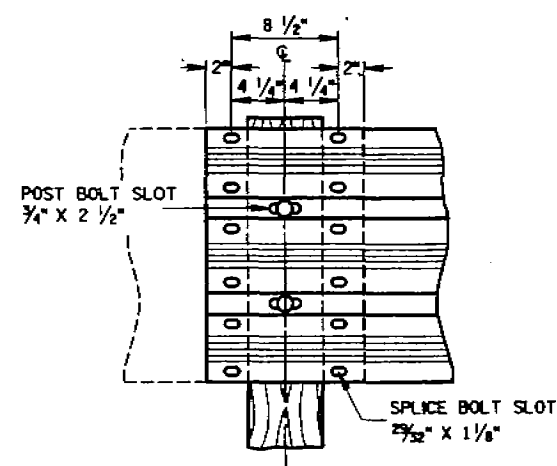
THREE BEAM SHALL BE BOLTED TO ALL POSTS AND OFFSET BLOCKS. FIELD DRILLING/PUNCHING OF BOLT HOLES IN THE BEAM IS PERMITTED WHERE POST SPACING IS LESS THAN 6'-3".

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

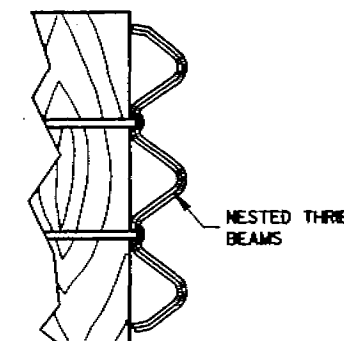
- ① POST LENGTH SHALL BE INCREASED TO PROVIDE A MINIMUM EMBEDMENT OF 4'-0" WHERE THE SHOULDER HINGE POINT IS LOCATED IN FRONT OF THE POST.
- ② A TERMINAL CONNECTOR IS NOT REQUIRED AT CONNECTIONS TO BRIDGE RAILING TYPE "W".
- ③ WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 2-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK.



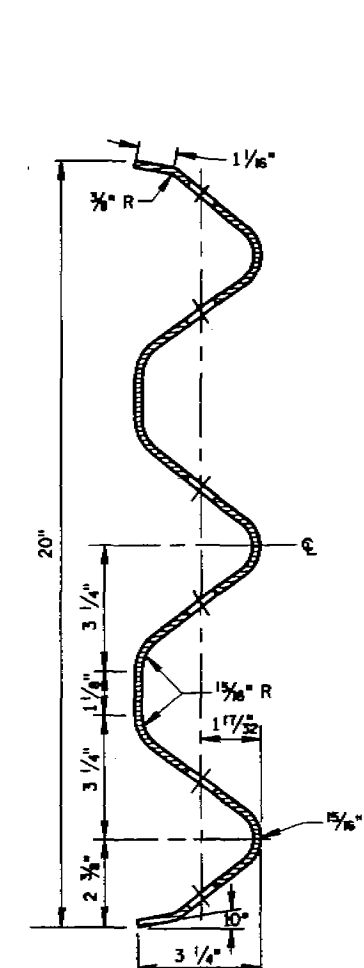
THRIE BEAM TERMINAL CONNECTOR



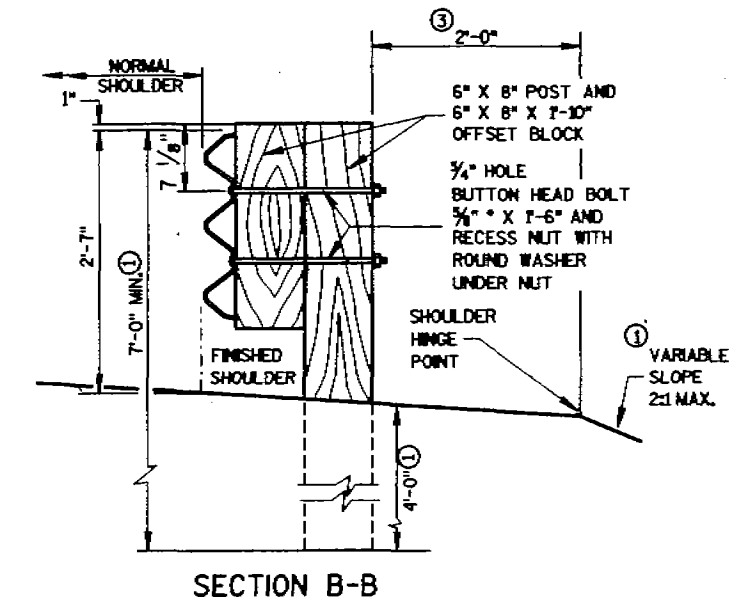
THRIE BEAM SPLICE



PARTIAL SECTION A-A

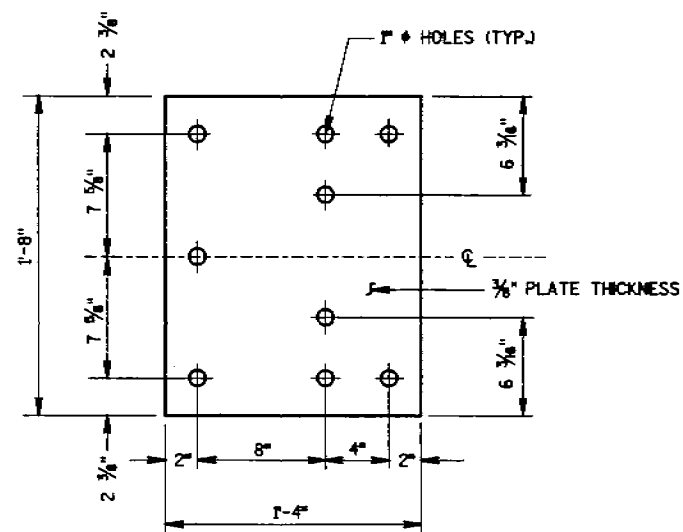


SECTION THRU THRIE BEAM RAIL ELEMENT

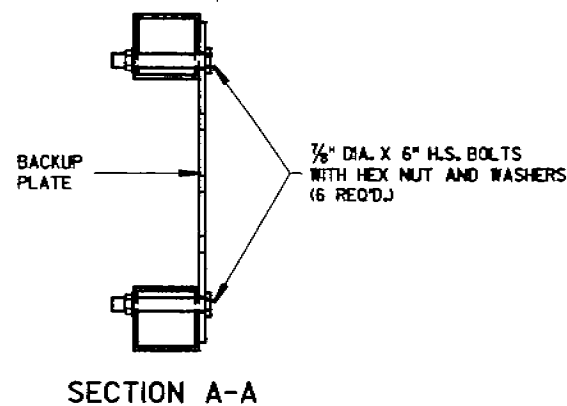


STEEL THRIE BEAM
STRUCTURE APPROACH

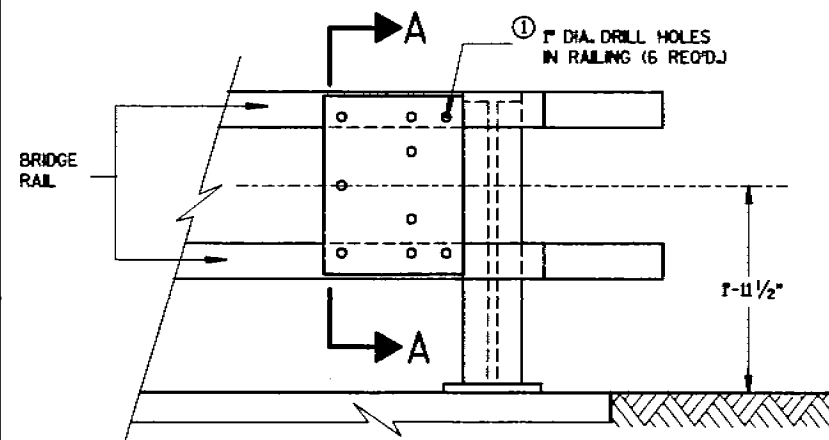
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



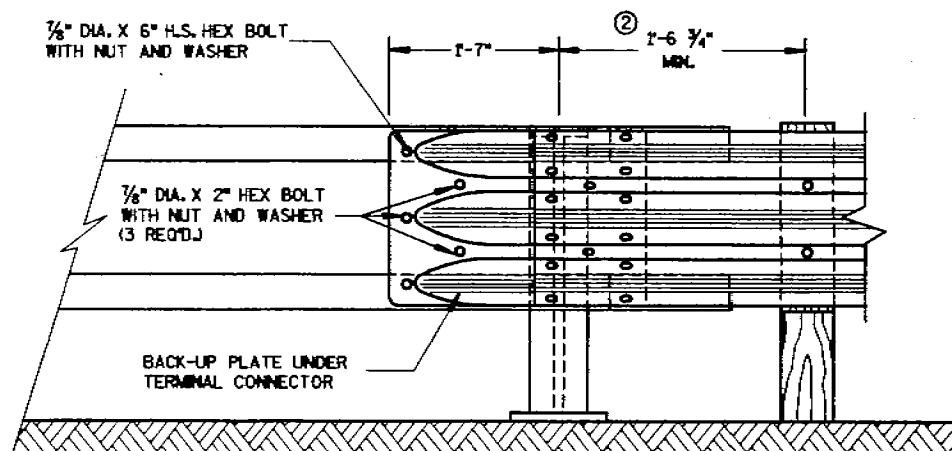
BACK-UP PLATE DETAIL



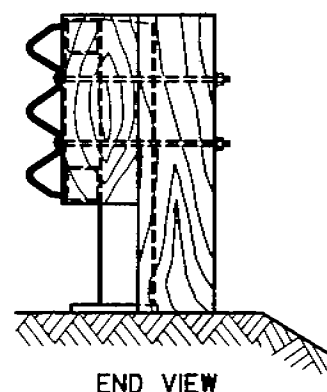
SECTION A-A



BACK-UP PLATE MOUNTING ONTO BRIDGE RAILING



FRONT VIEW



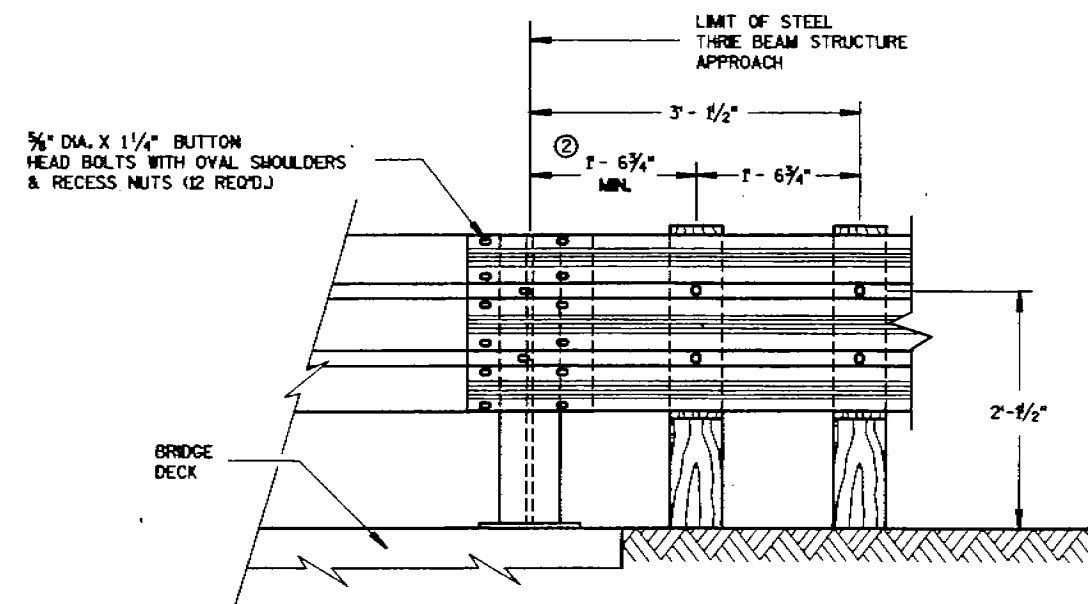
END VIEW

THRIE BEAM CONNECTION TO TUBULAR RAILING TYPE "F"

GENERAL NOTES

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

- PAYMENT FOR DRILLING HOLES IN RAILING SHALL BE INCLUDED IN THE ITEM STEEL THRIE BEAM STRUCTURE APPROACH.
- THIS DIMENSION WILL VARY DEPENDING ON ABUTMENT TYPE, WINGWALL DETAILS, AND SKEW ANGLE. THE FIRST WOOD POST OFF THE BRIDGE SHALL BE PLACED AS CLOSE AS FEASIBLE TO THE STEEL END POST.



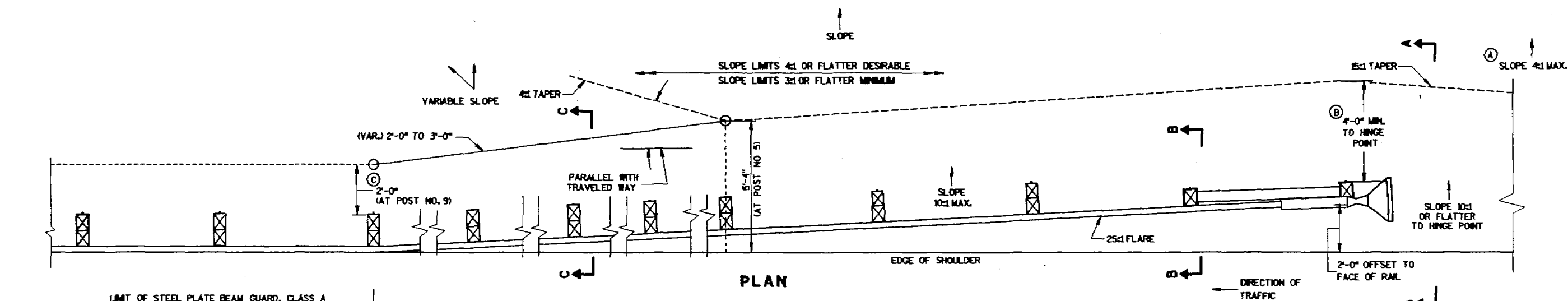
FRONT VIEW
THRIE BEAM CONNECTION TO STEEL RAILING TYPE "W"

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

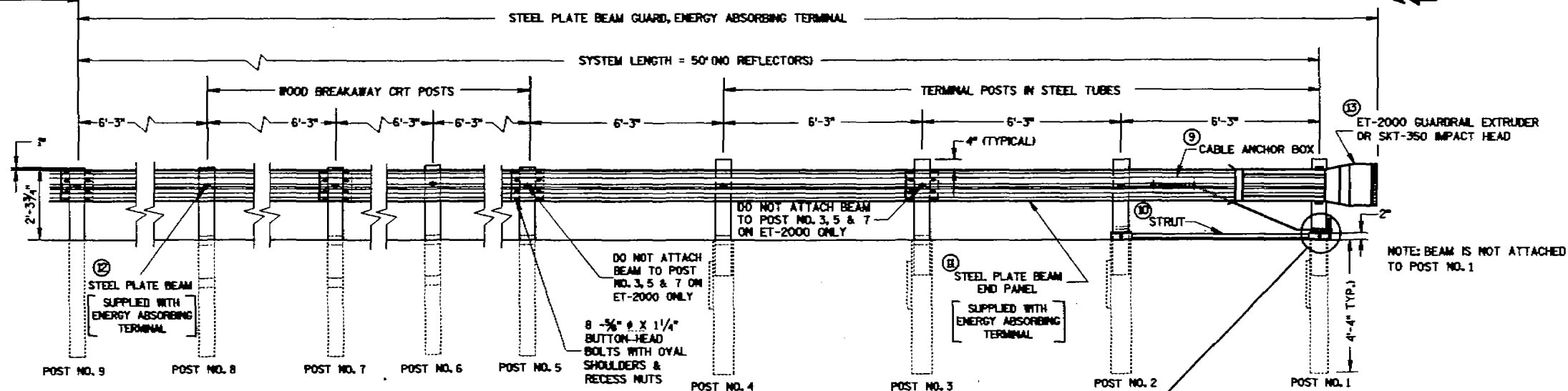
APPROVED
2/19/99
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER

FHWA

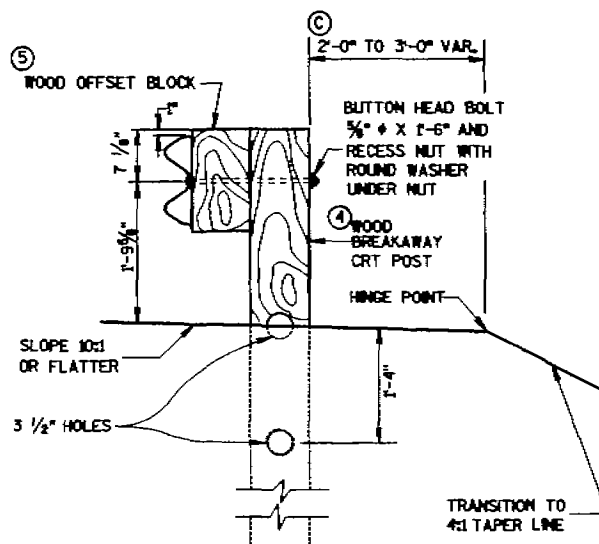


BILL OF MATERIALS

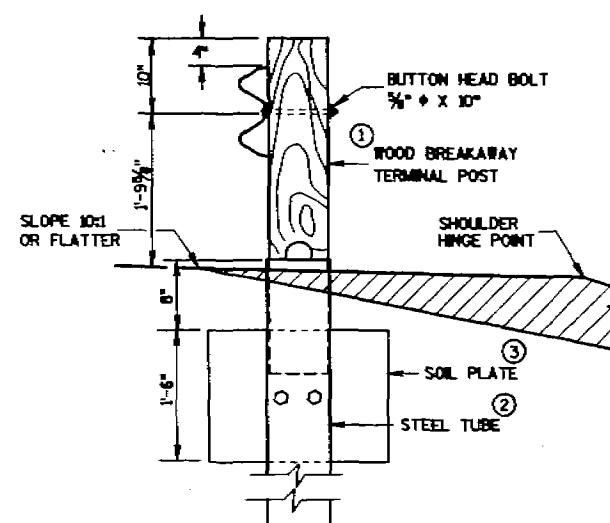
NOTE NO.	QTY.	DESCRIPTION
①	4	WOOD BREAKAWAY TERMINAL POST: 5 1/2" X 7 1/2" X 3'-9"
②	4	STEEL TUBE: TS 8" X 6" X 0.188", 4'-6" LONG
③	4	SOIL PLATE: 2'-0" X 1'-6" X 1/4"
④	4	WOOD BREAKAWAY CRT POST: 6" X 8" X 6'-0"
⑤	6	WOOD OFFSET BLOCKS: 6" X 8" X 1'-2"
⑥	1	PIPE SLEEVE: 2" X 5 1/2" STANDARD PIPE
⑦	1	BEARING PLATE
⑧	1	BCT CABLE ASSEMBLY
⑨	1	CABLE ANCHOR BOX
⑩	1	STRUT & YOKE
⑪	1	STEEL PLATE BEAM, END PANEL 12 GA. 13'-6 1/2" LONG FOR SKT-350 & ET-2000
⑫	3	STEEL PLATE BEAM: 12 GA. 13'-6 1/2"
⑬	1	ET-2000 GUARDRAIL EXTRUDER OR SKT-350 IMPACT HEAD: AS FURNISHED BY MANUFACTURER
⑭	1	REFLECTIVE SHEETING: 36" X 36"



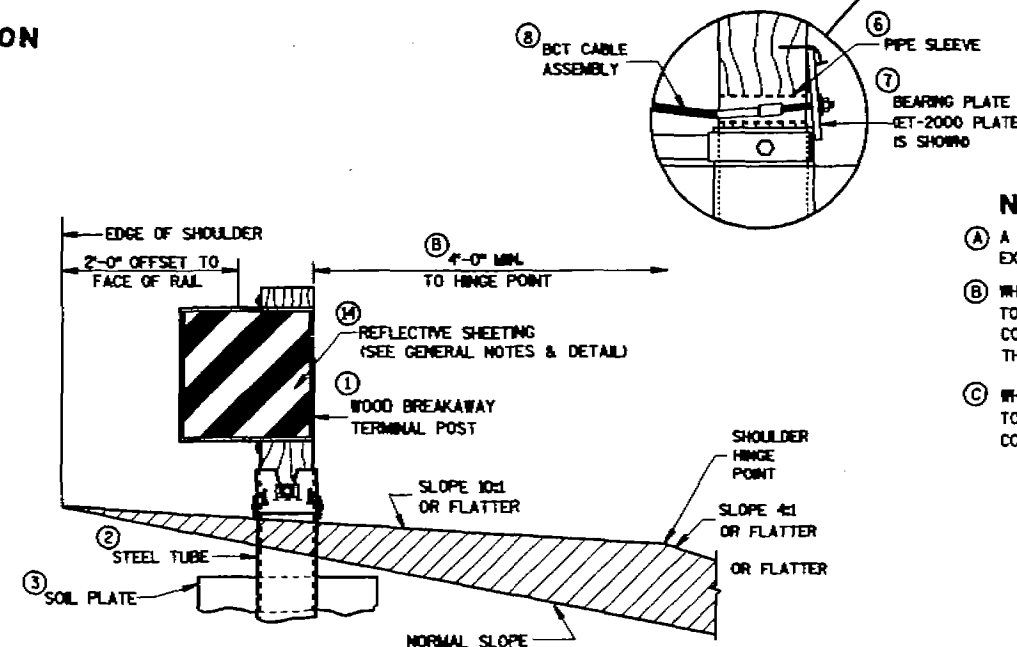
ELEVATION



SECTION C-C
TYPICAL AT POST NOS. 5-8 INC.



SECTION B-B
TYPICAL AT POST NO. 2
(ADD WOOD OFFSET BLOCK AT POST 3 & 4)



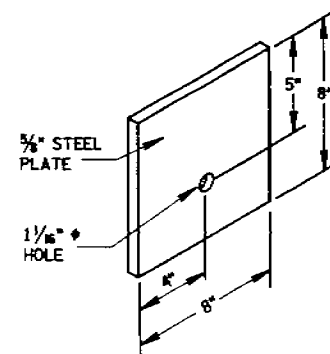
SECTION A-A
TYPICAL AT POST NO. 1

NOTE

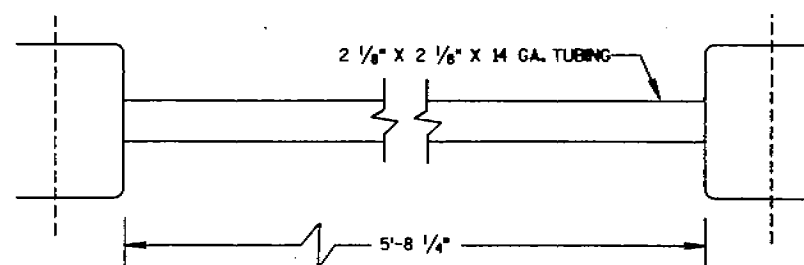
- A A 3:1 OR FLATTER SLOPE MAY BE USED FOR INSTALLATION ON EXISTING HIGHWAYS.
- B WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 4-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK. SIMILARLY THE 15:1 TAPER MAY BE REDUCED TO 4:1.
- C WHEN SPECIFIED ELSEWHERE IN THE CONTRACT THE 2-FOOT MINIMUM TO HINGE POINT, MAY BE REDUCED OR ELIMINATED WHERE EXISTING CONDITIONS WILL NOT PERMIT THE DESIRABLE EARTHWORK.

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

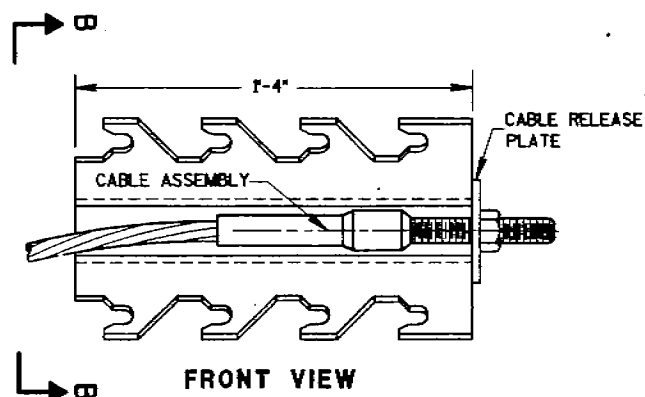
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



STEEL BEARING PLATE (SKT-350)

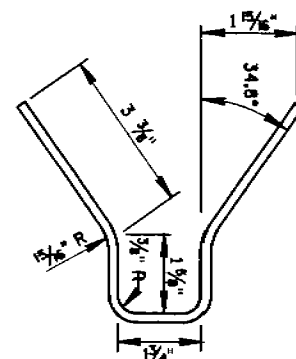


STRUT DETAIL (SKT-350)

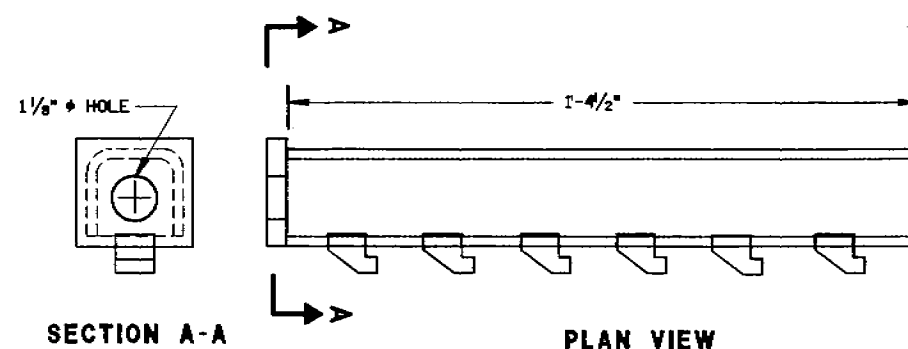


CABLE ANCHOR BOX (SKT-350)

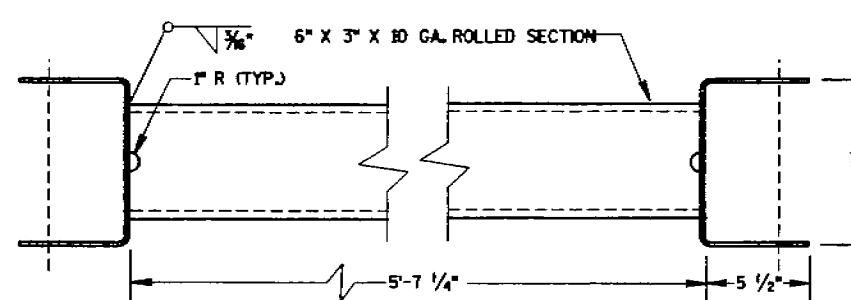
(SKT-350)



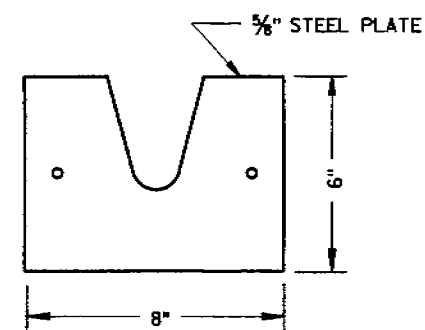
SECTION B-B



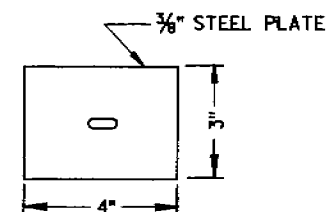
CABLE ANCHOR BOX (ET-2000)



STRUT DETAIL (ET-2000)

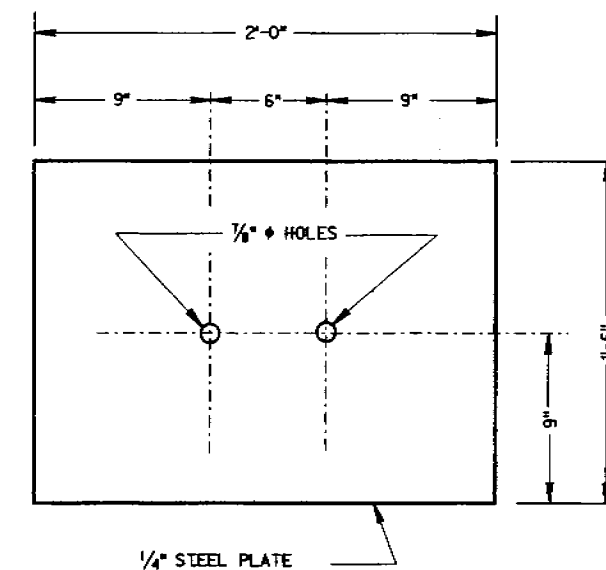


STEEL BEARING PLATE (ET-2000)



BEARING PLATE WASHER (ET-2000)

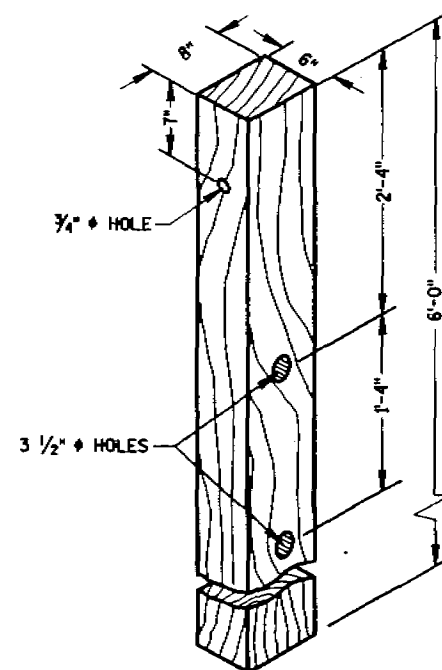
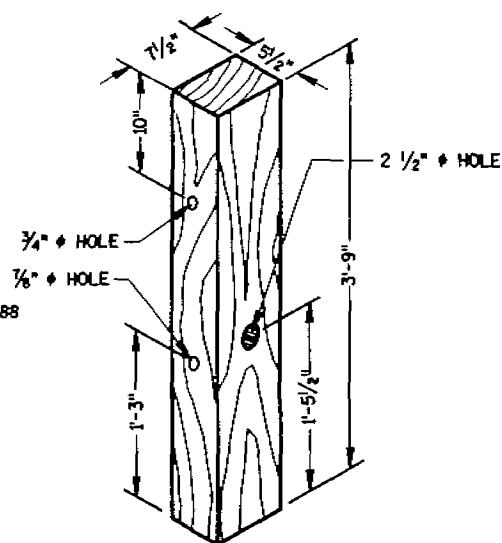
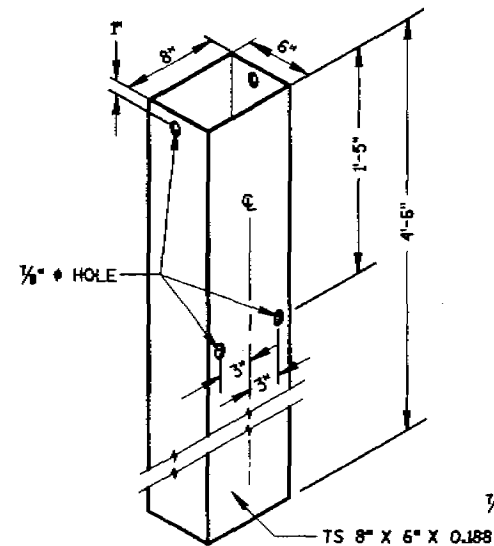
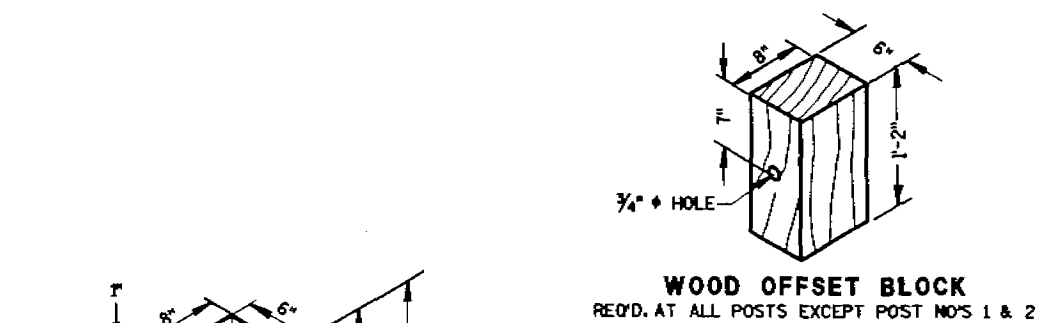
(ET-2000)



SOIL PLATE (SKT-350 & ET-2000)

STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



WOOD BREAKAWAY POSTS

GENERAL NOTES

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

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL SHALL BE EITHER THE EXTRUDER TERMINAL (ET-2000), OR THE SEQUENTIAL KINKING TERMINAL (SKT-350). THE CONTRACTOR SHALL NOT INTERMIX PROPRIETARY PRODUCT MATERIALS.

THE "ET-2000" IS AVAILABLE FROM SYRO, INC., 2524 N. STEMMONS FREEWAY, DALLAS TEXAS 75207. TELEPHONE 1-800-835-6086 OR 1-800-644-7976

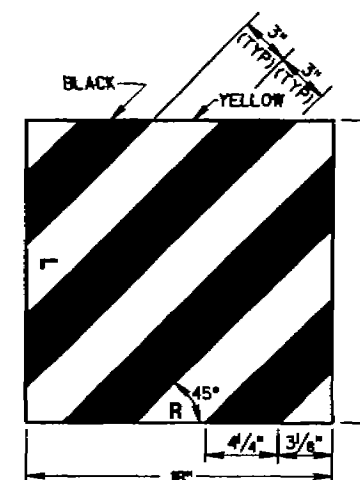
THE "SKT-350" IS AVAILABLE FROM ROAD SYSTEMS, INC., 7631 NEW CASTLE DRIVE, FRANKFORT, ILLINOIS 60423. TELEPHONE (815) 464-5917

THE ET-2000, AND SKT-350 END TERMINALS SHALL BE INSTALLED IN ACCORDANCE WITH THE MANUFACTURER'S INSTRUCTIONS.

STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL SHALL BE PAID FOR AT THE CONTRACT UNIT PRICE EACH, WHICH SHALL INCLUDE HARDWARE, STEEL PLATE BEAM GUARD, POSTS, REFLECTIVE SHEETING AND INSTALLATION AS SHOWN.

REFLECTIVE SHEETING - SHALL CONFORM TO ASTM SPECIFICATION D4956-93b, REFLECTIVE SHEETING TYPE III, BACKING CLASS 4, PERFORMANCE REQUIREMENT TYPE III. THE MESSAGE AND LINES SHALL BE APPLIED TO THE SIGNS, BY THE SILK SCREEN STENCIL PROCESS USING A BLACK OR DARK STENCIL PASTE AS A TYPE APPROVED BY THE MANUFACTURER OF THE FACE MATERIAL TO WHICH IT IS TO BE APPLIED. MESSAGE UNITS CUT FROM NONREFLECTIVE SHEETING AND APPLIED TO THE SIGN FACE ARE NOT ACCEPTABLE. AFTER THE APPROACH END OF THE STEEL PLATE BEAM GUARD INSTALLATION IS COMPLETE, CLEAN THE AREA WHERE THE REFLECTIVE SHEETING WILL BE APPLIED IN ACCORDANCE WITH THE MANUFACTURERS RECOMMENDATION. ONCE CLEAN, APPLY REFLECTIVE SHEETING DIRECTLY TO THE STEEL PLATE BEAM GUARD AS SHOWN. THE CONTRACTOR SHALL TURN OVER THE MANUFACTURERS WARRANTY FOR THE REFLECTIVE SHEETING TO THE DEPARTMENT FOR POTENTIAL DEALING WITH THE MANUFACTURER. PAYMENT OF REFLECTIVE SHEETING IS INCIDENTAL TO STEEL PLATE BEAM GUARD, ENERGY ABSORBING TERMINAL.

WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2 INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

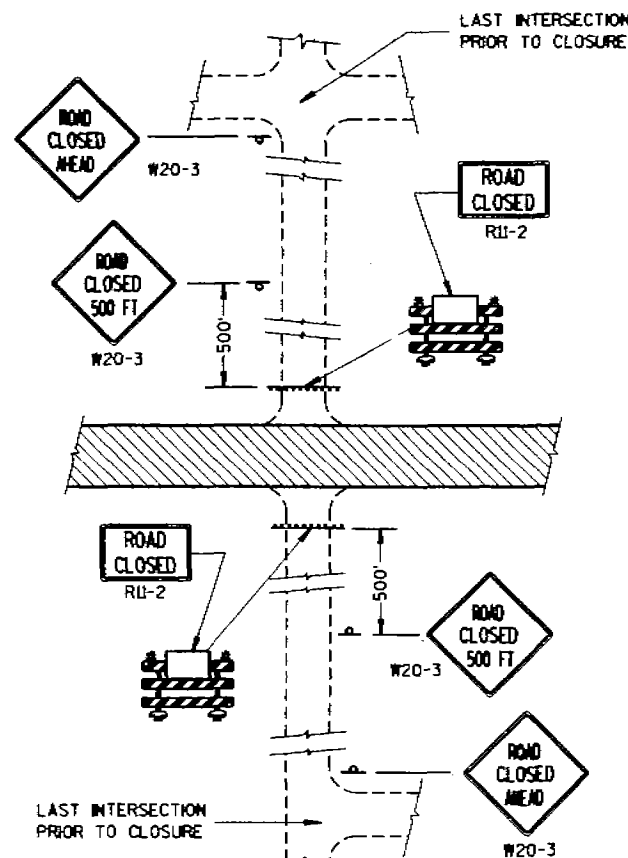


REFLECTIVE SHEETING DETAIL

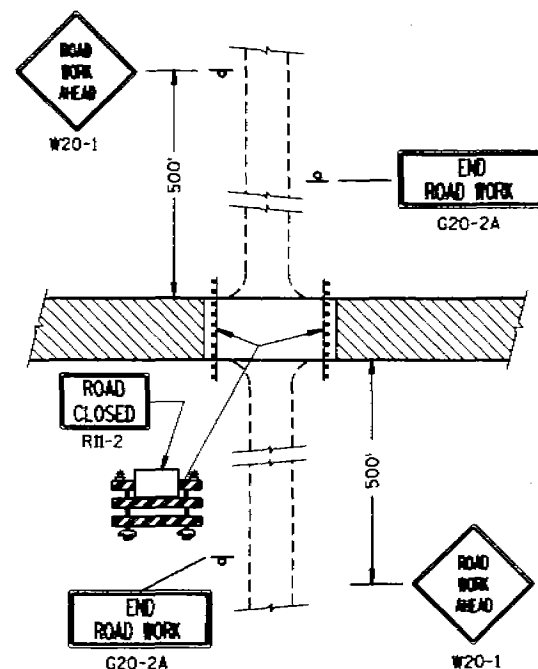
STEEL PLATE BEAM GUARD
ENERGY ABSORBING TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

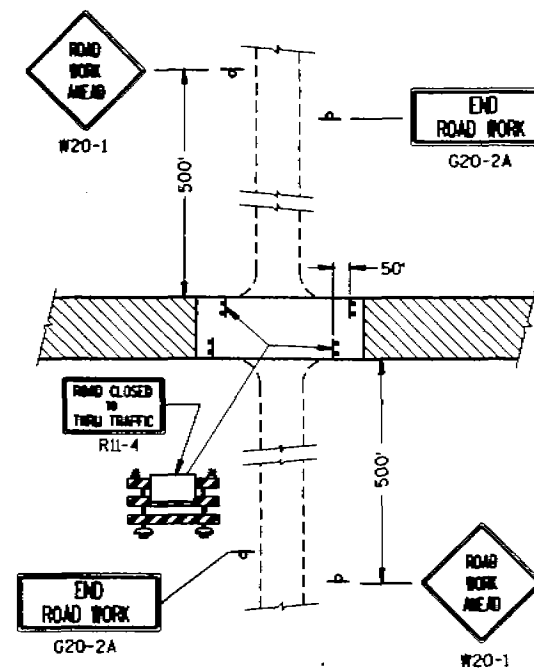
APPROVED
2/19/99
DATE
Rory L. Thompson
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



DETAIL 1
(NO ACCESS TO PROJECT)

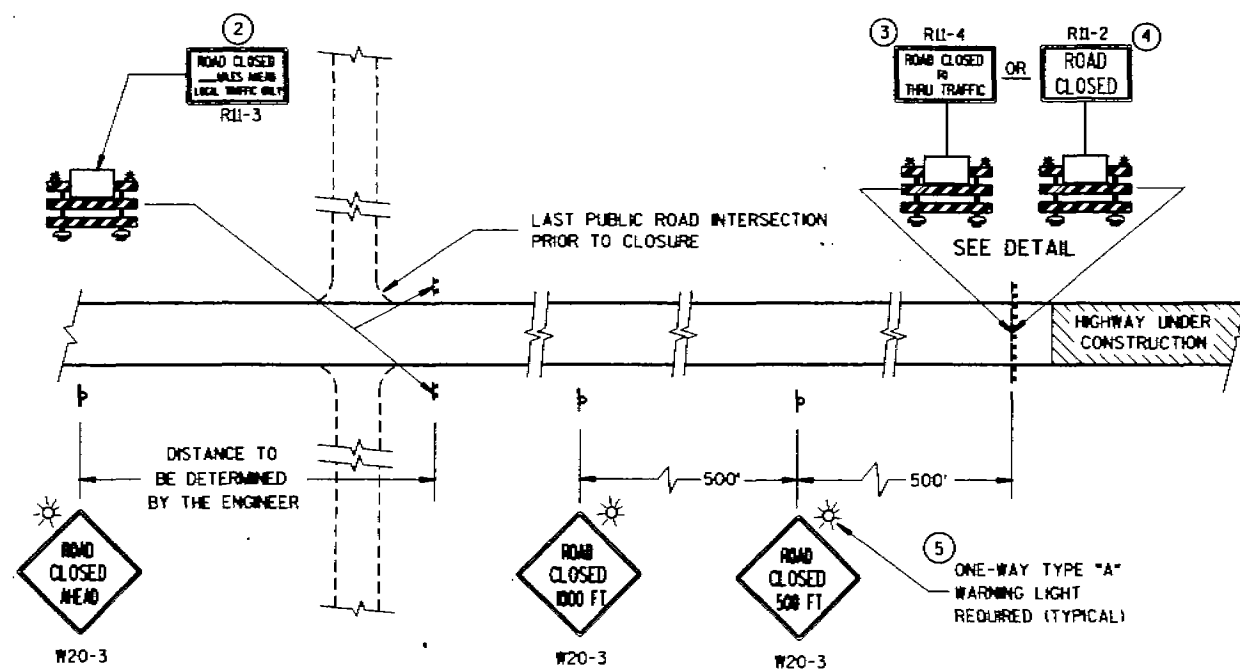


DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT).

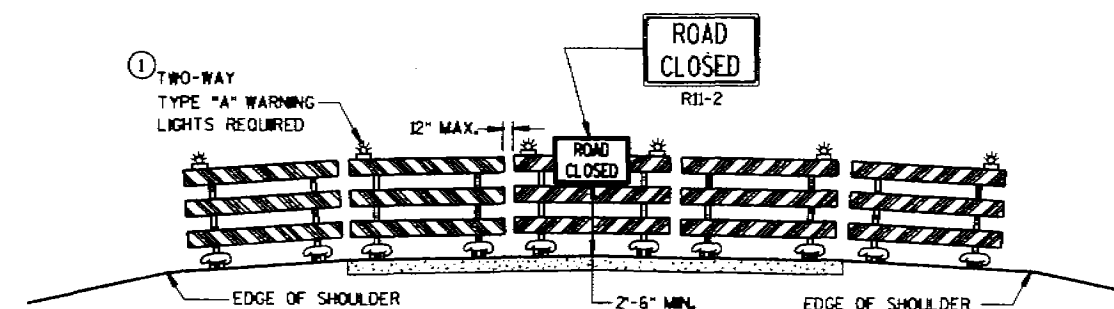


DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED. CONTRACTOR,
LOCAL BUSINESS AND RESIDENT ACCESS).

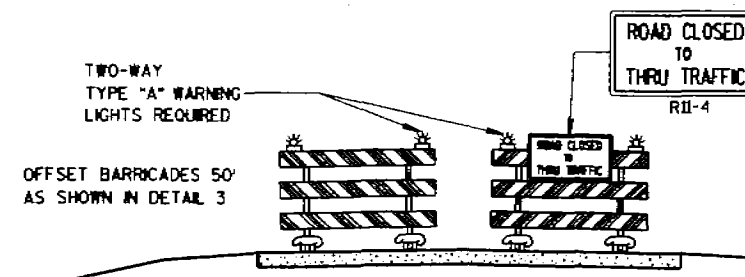
SIDEROAD CLOSURES



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 II 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 II 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".

G20-2A SIGNS SHALL BE 48" 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

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

BARRICADES AND SIGNS FOR ROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

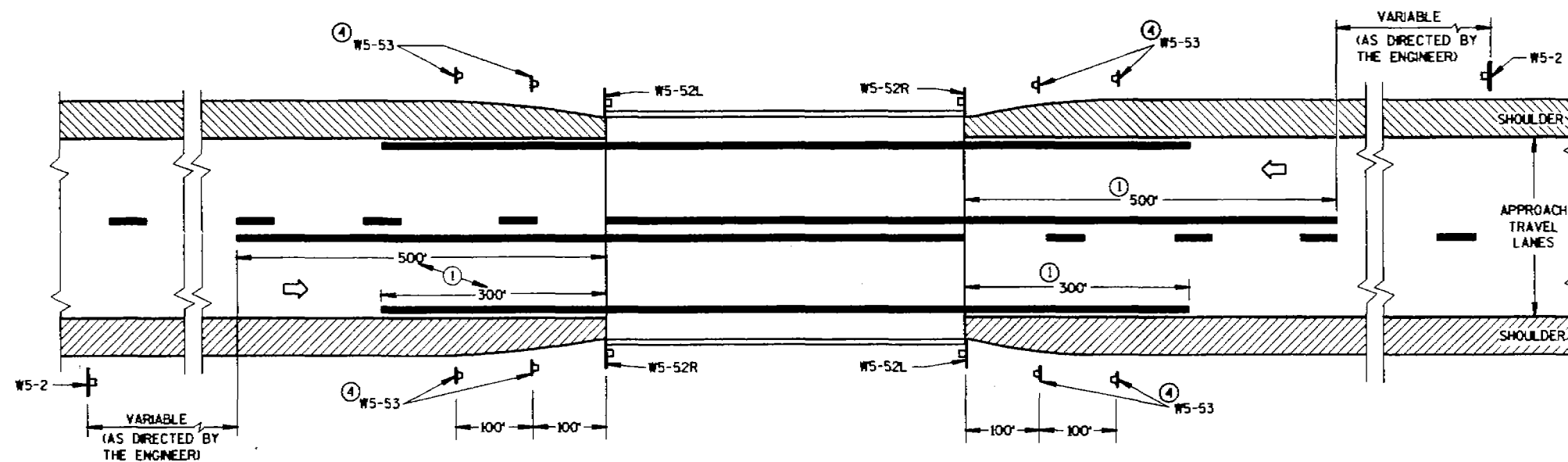
APPROVED

8-10-95

DATE

Charles J. Spang
DIRECTOR, OFFICE OF TRAFFIC

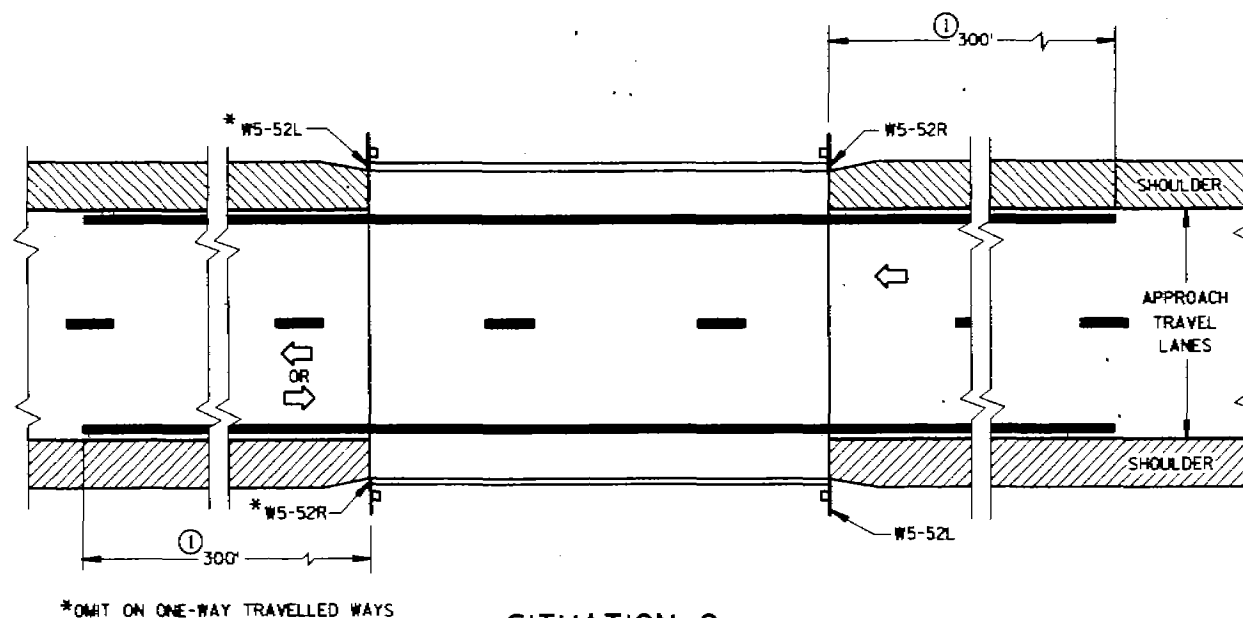
FHWA



SITUATION 1

WARRANTING CRITERION:

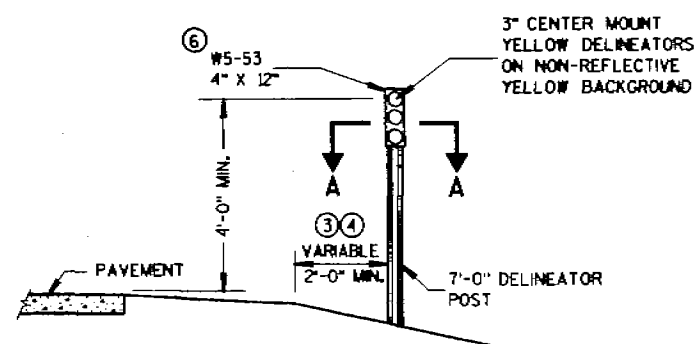
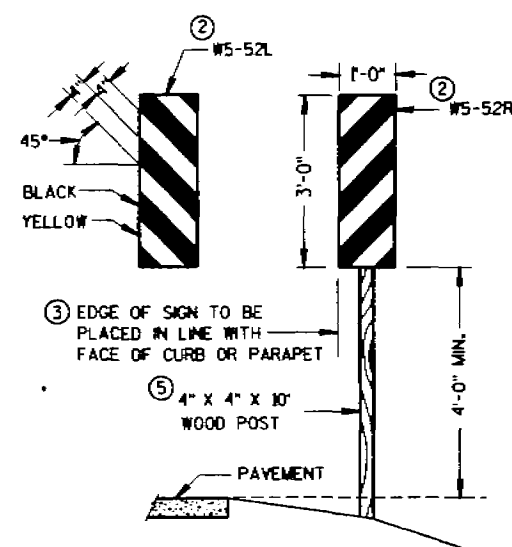
BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET



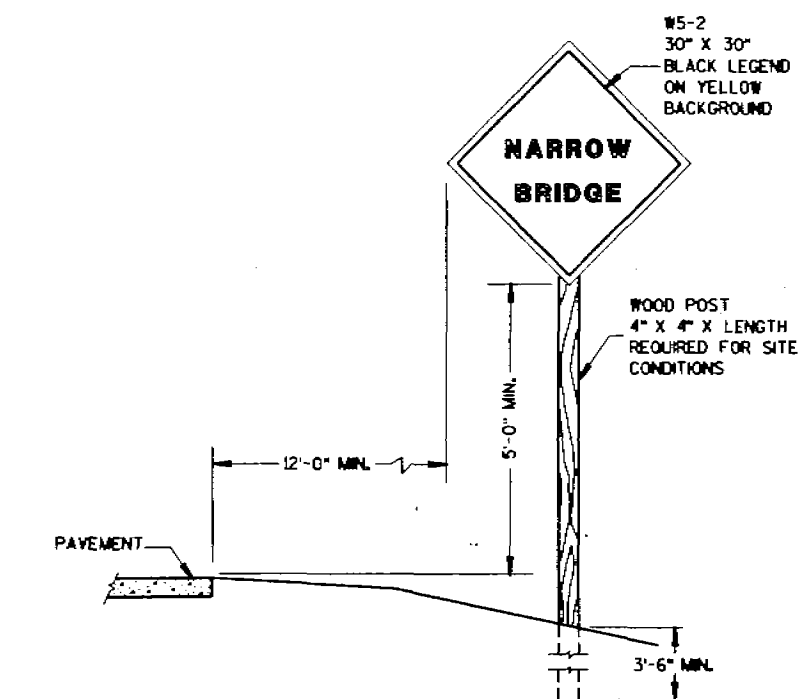
SITUATION 2

WARRANTING CRITERIA:

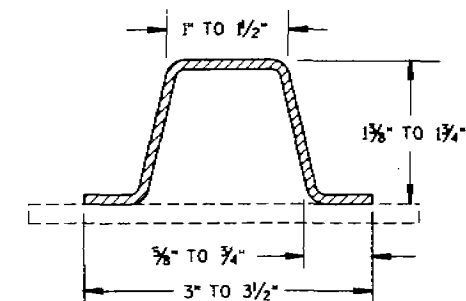
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.



OBJECT MARKER PLACEMENT



SIGN PLACEMENT



SECTION A-A

(MINIMUM WEIGHT 19 LBS. PER FT. AFTER GALVANIZING)

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.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

- ① MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.
- ② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.
- ③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.
- ④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.
- ⑤ A 10 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.
- ⑥ NON-BID ITEM, INCIDENTAL TO OTHER ITEMS.

SIGNING & MARKING
FOR TWO LANE BRIDGESSTATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

2-7-95
DATE

DIRECTOR, OFFICE OF TRAFFIC

FHWA