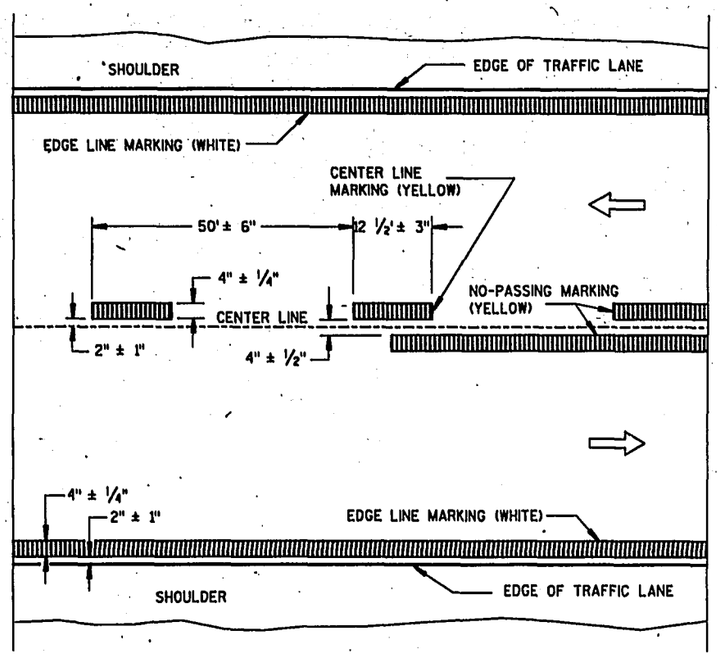
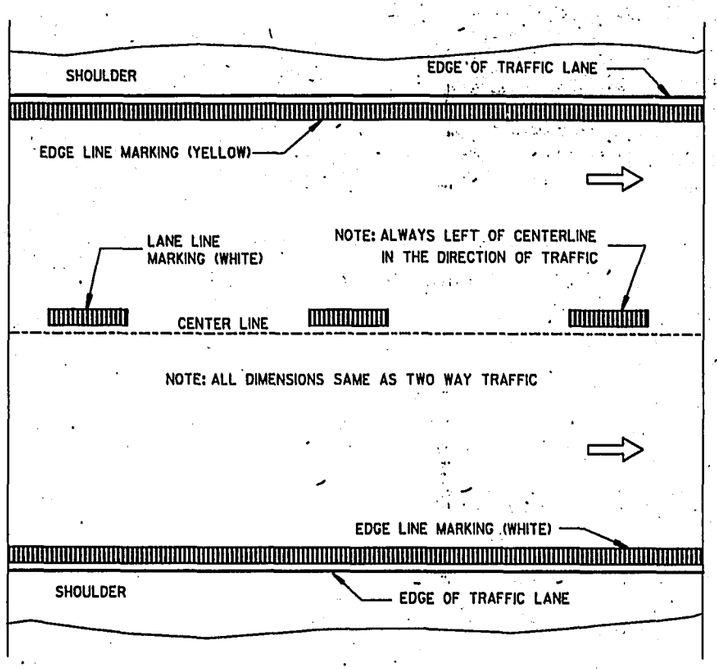
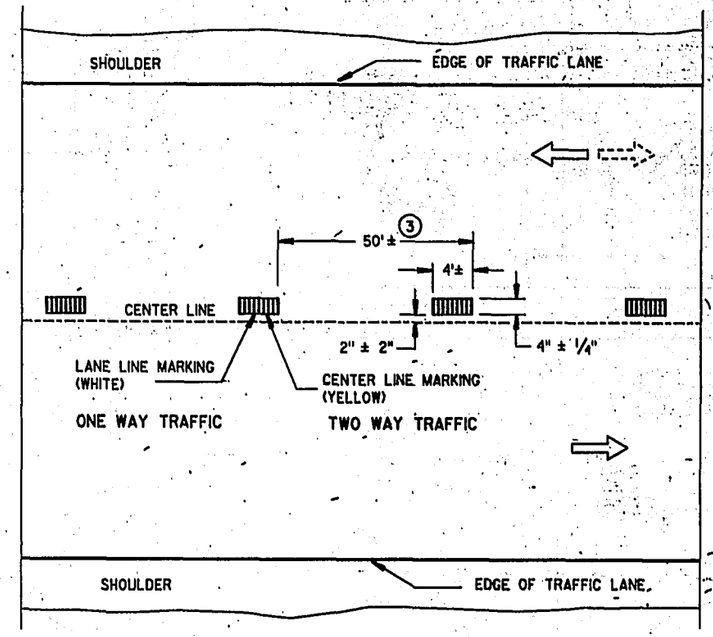


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TEMPORARY PAVEMENT MARKING

GENERAL NOTES

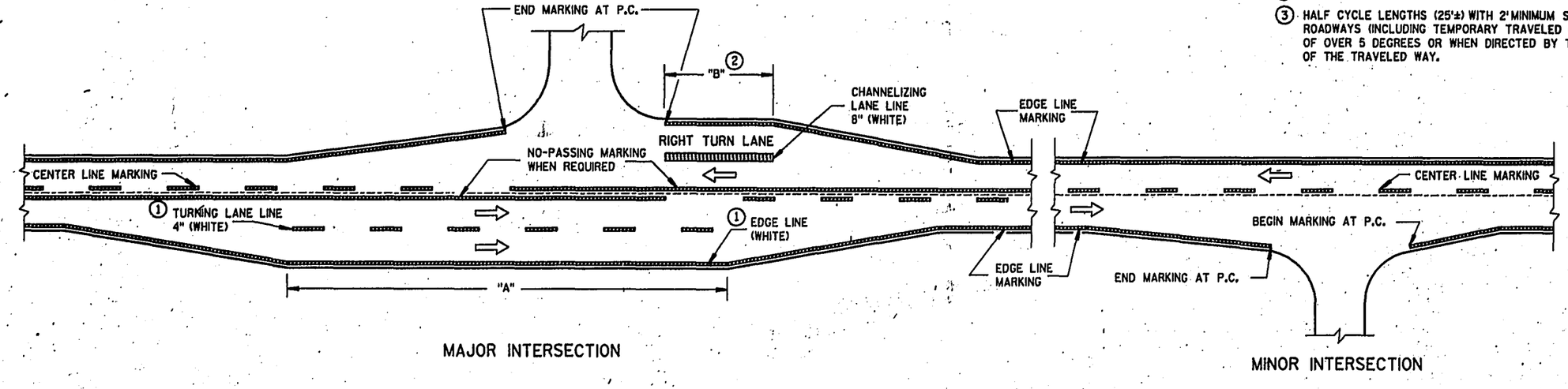
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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.



MAJOR INTERSECTION

MINOR INTERSECTION

TYPICAL PAVEMENT MARKING FOR RURAL INTERSECTIONS

PAVEMENT MARKING

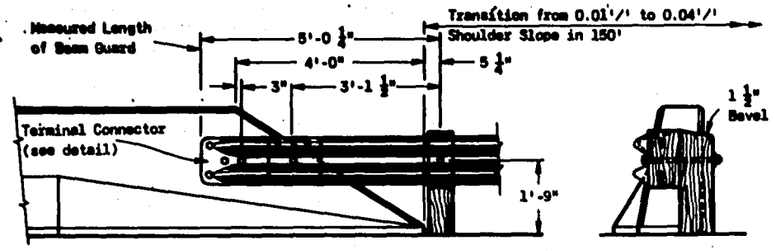
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 3-10-89
DATE
STATE TRAFFIC ENGINEER FOR HWYS

FHWA

S.D.D. 15 C 8-3

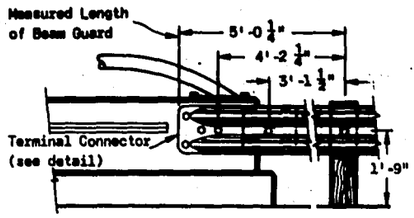
S.D.D. 15 C 8-3



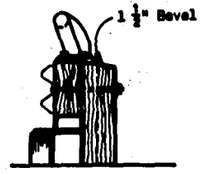
FRONT VIEW

END VIEW

SLOPED FACE PARAPET

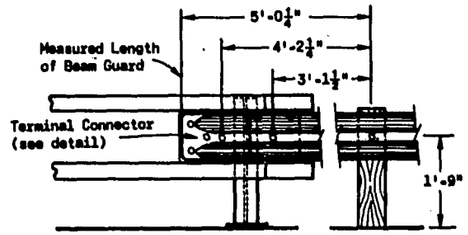


FRONT VIEW

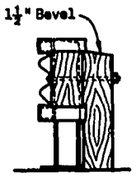


END VIEW

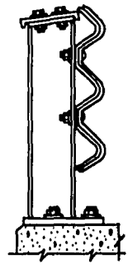
VERTICAL FACE PARAPET



FRONT VIEW

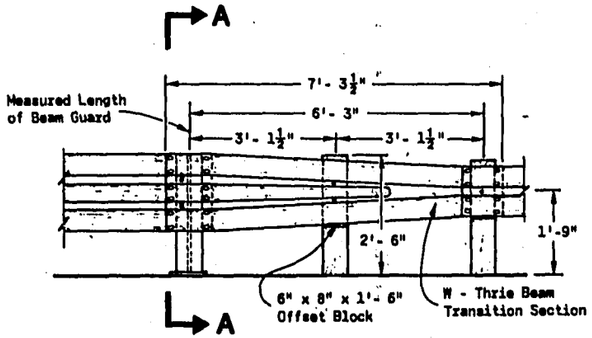


END VIEW



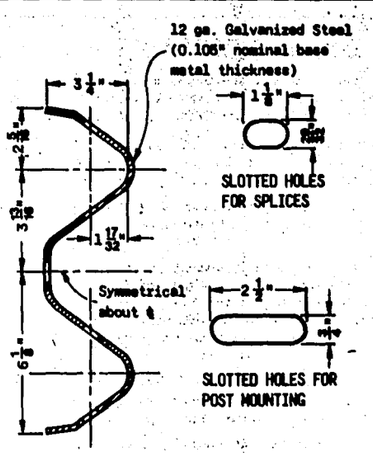
SECTION A-A

RAILING TYPE "F"



FRONT VIEW

RAILING TYPE "W"



SECTION THRU RAIL ELEMENT

GENERAL NOTES

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

The type of anchorage and the exact location of the beginning and end of each beam guard installation shall be as shown on the plans or as directed by the Engineer.

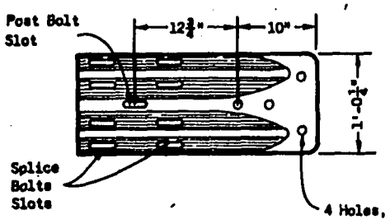
Shoulder widening to accommodate the anchored end of the beam guard shall be accomplished at a rate of widening not to exceed 5 to 1.

Standard Anchorages - Upon approval of the Engineer, the 6 foot offset may be reduced to nothing where existing conditions will not permit the desirable offset. However, when no offset greater than or equal to 3 feet can be provided, the minimum length of guardrail in advance of an obstacle (obstacle to anchor) shall be 150 feet.

The "Post Footing Details at Piers" shall be used when beam guard posts are over structure footings and less than 3 feet-6 inches of earth is provided over the top of the footing.

(1) The minimum clearance from the front face of beam guard to obstacle shall be 4 feet unless otherwise shown on contract plans. When clearance is less than 4 feet, post spacing shall be reduced to 3 feet-1½ inches C-C.

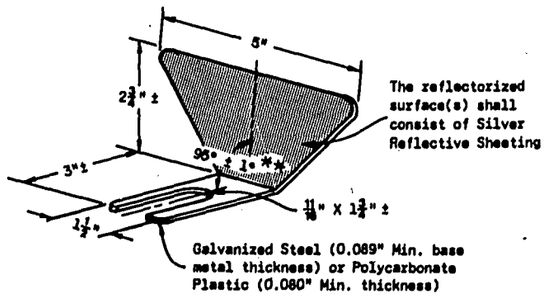
(2) This section shall include at least one 12'-6" Rail Element and a Terminal Connector or W-Thrie Beam Transition Section as required for structure mounting.



NOTE:
1" I.D., 2" O.D. (0.134" Nominal thickness) galvanized metal washer required under the head of splice bolts used in the Terminal Connector only.

TERMINAL CONNECTOR

STRUCTURE MOUNTING DETAILS



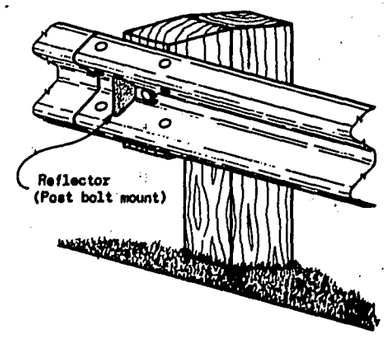
REFLECTOR SPACING

	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 **	

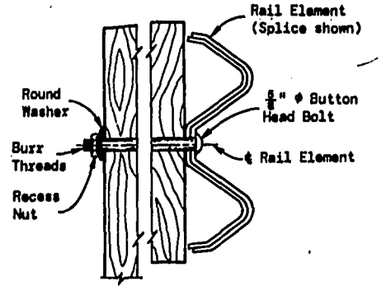
* Every other reflector reversed for 2-way visibility. Contractor may furnish two-sided reflectors in lieu of one-sided reflectors.

** Angle of bend to be 90° ± 1° for two-sided reflectors.

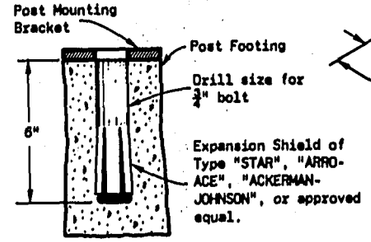
REFLECTOR DETAIL



TYPICAL INSTALLATION

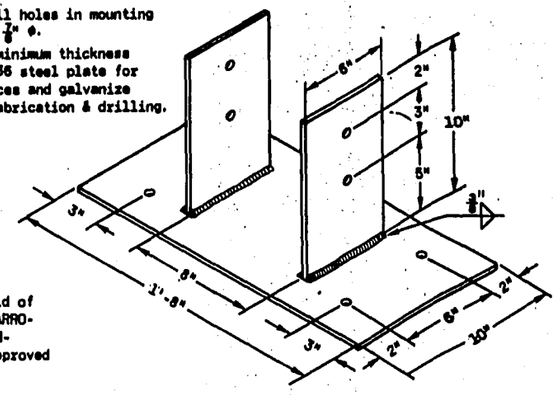


BUTTON HEAD BOLT DETAIL



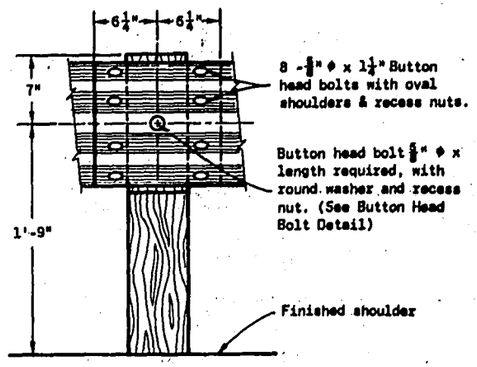
EXPANSION SHIELD DETAIL

NOTE:
Drill all holes in mounting bracket 7/8" ϕ.
Use 3/8" minimum thickness ASTM A 36 steel plate for all pieces and galvanize after fabrication & drilling.



POST MOUNTING BRACKET

POST FOOTING DETAIL AT PIERS



RAIL ELEMENT SPLICING AND POST MOUNTING DETAIL

NOTE:
THIS STANDARD DETAIL DRAWING CONSISTS OF TWO SHEETS AND BOTH SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN CONTRACT PLANS.

CAUTION: WHEN SPECIAL ANCHORAGES ARE SPECIFIED, SHEET 8c IS ALSO REQUIRED.

CLASS "A"
STEEL PLATE BEAM GUARD

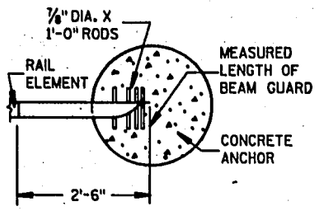
State of Wisconsin
Department of Transportation

APPROVED 1-31-85
DATE
CHIEF DESIGN ENGINEER

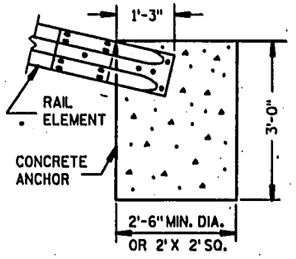
FHWA

S.D.D. 14 B 2-8a

S.D.D. 14 B 2-8a



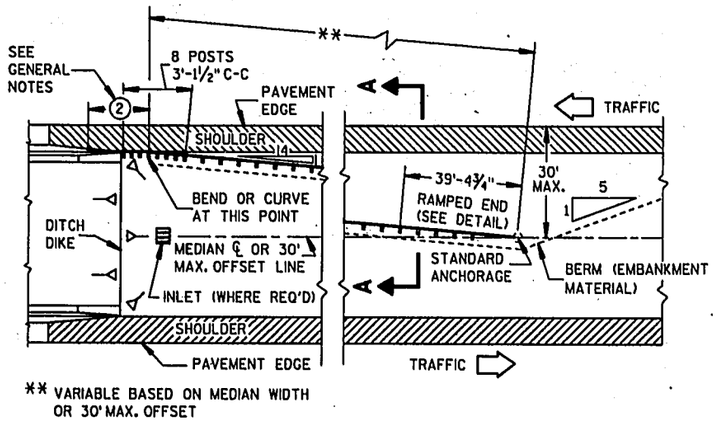
PLAN VIEW IN SECTION



FRONT VIEW IN SECTION

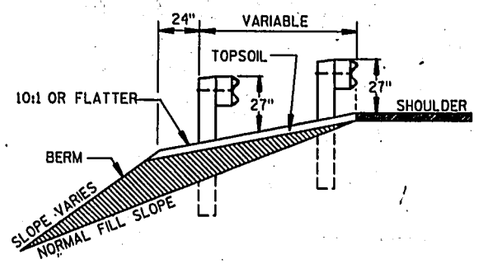
STANDARD ANCHORAGE DETAIL

(STANDARD SPECIFICATION ITEM "ANCHORAGE FOR STEEL PLATE BEAM GUARD")



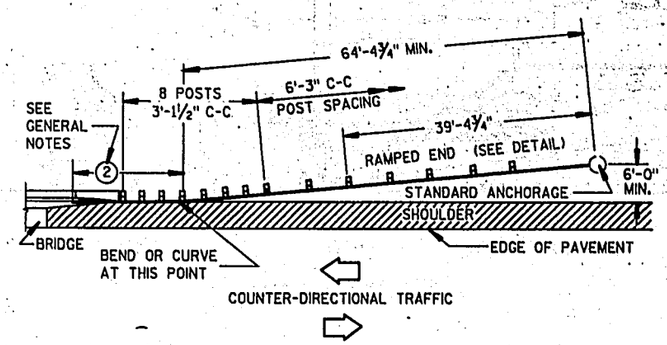
** VARIABLE BASED ON MEDIAN WIDTH OR 30' MAX. OFFSET

PLAN VIEW



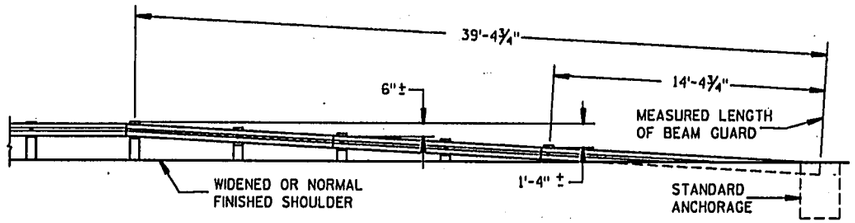
SECTION A-A

TYPICAL MEDIAN INSTALLATION AT STRUCTURES



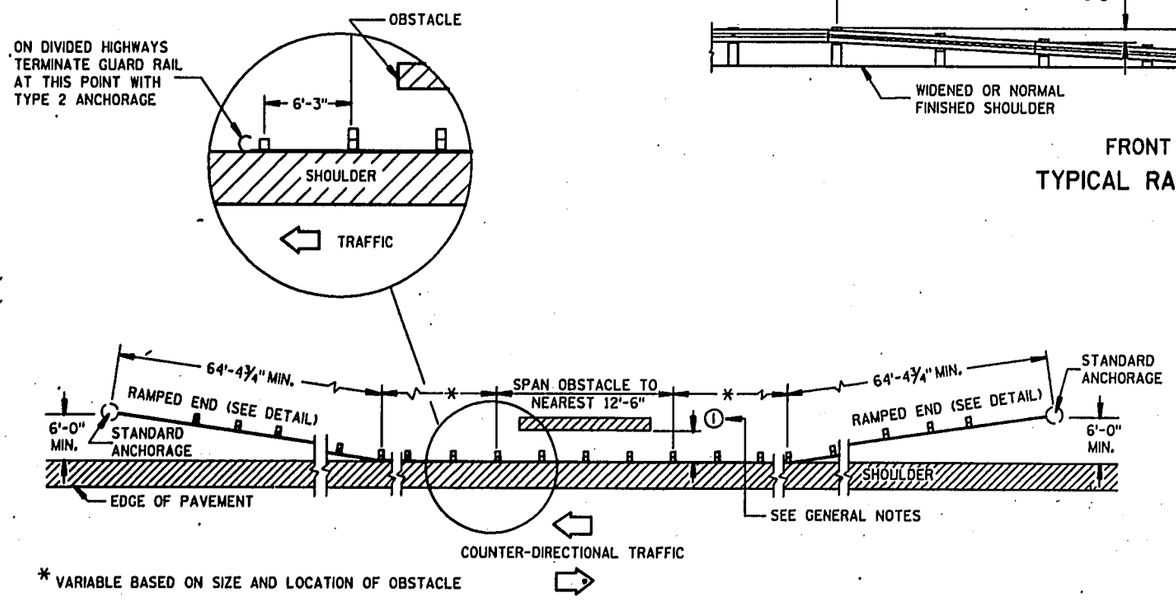
PLAN VIEW

TYPICAL INSTALLATION AT FULL WIDTH STRUCTURES



FRONT VIEW

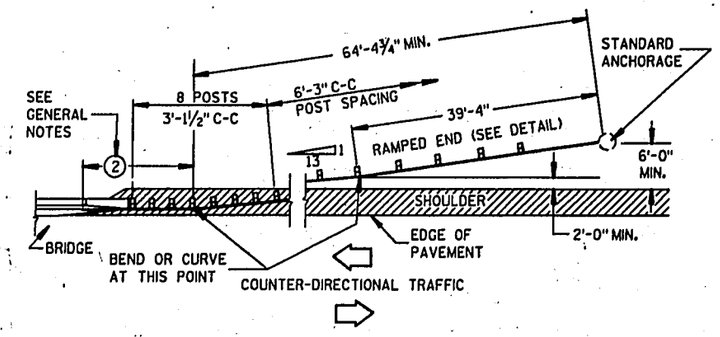
TYPICAL RAMPED END



* VARIABLE BASED ON SIZE AND LOCATION OF OBSTACLE

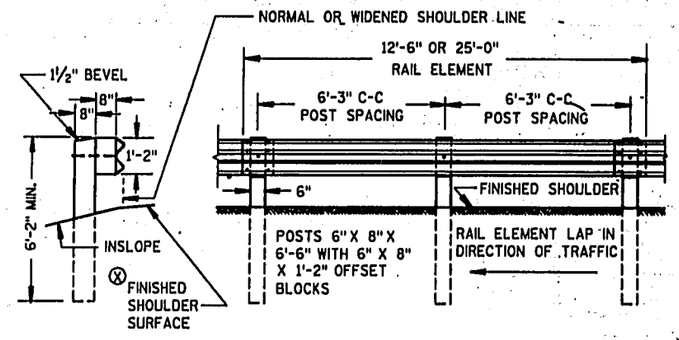
PLAN VIEW

TYPICAL INSTALLATION AT OBSTACLES



PLAN VIEW

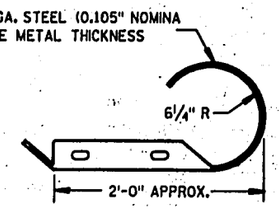
TYPICAL INSTALLATION AT NARROW STRUCTURES



END VIEW FRONT VIEW

TYPICAL STEEL PLATE BEAM GUARD INSTALLATION

Ⓧ SHOULDER OR EMBANKMENT SLOPE IN FRONT OF BEAM GUARD SHALL BE 10:1 OR FLATTER



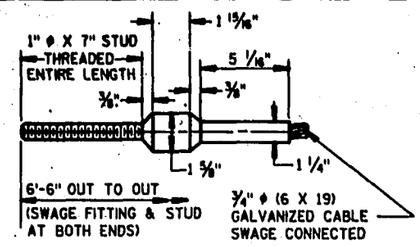
PLAN VIEW
END SECTION (ROUNDED)

CLASS "A" STEEL PLATE BEAM GUARD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

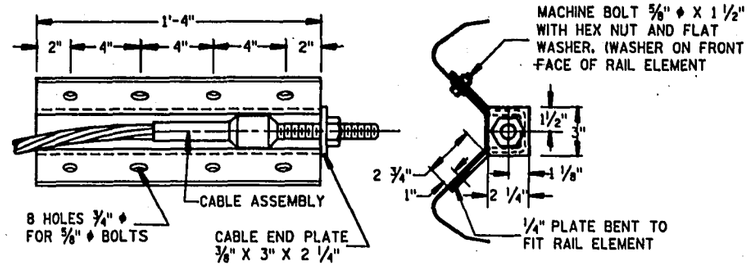
S.D.D. 14B 2-8b

S.D.D. 14B 2-8b



CABLE ASSEMBLY

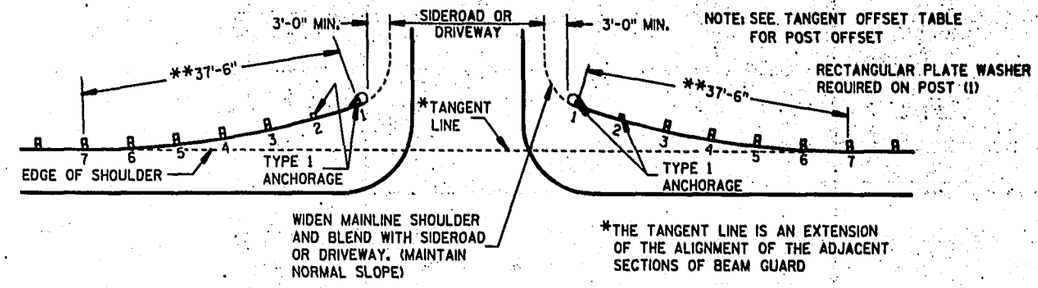
CABLE, SWAGE FITTING, STUD AND NUT SHALL DEVELOP A MINIMUM-BREAKING STRENGTH OF 40,000 LB
(TIGHTEN UNTIL TAUT)



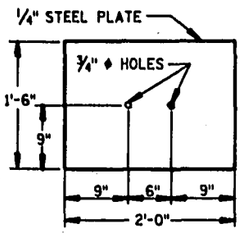
FRONT VIEW

END VIEW

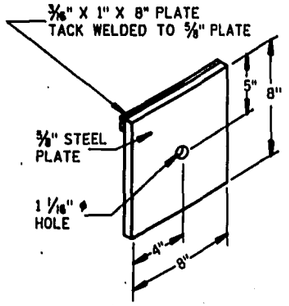
ANCHOR PLATE DETAIL



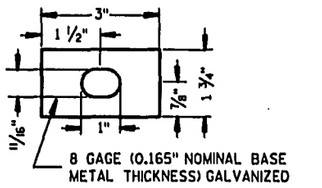
TYPICAL INSTALLATION AT MINOR SIDEROADS OR DRIVEWAYS



SOIL PLATE



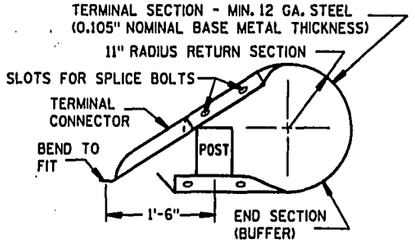
STEEL BEARING PLATE



RECTANGULAR PLATE WASHER

(REQUIRED ON END POST OF TYPE 1 ANCHORAGE)

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

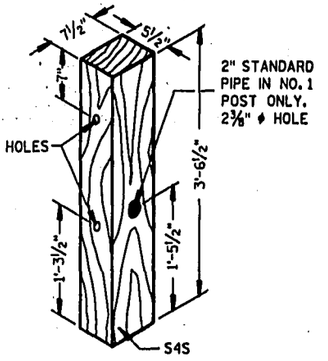


PLAN VIEW

TERMINAL SECTION DETAIL

(TYPE 1 ANCHOR ONLY)

NOTE:
THIS TERMINAL SECTION DETAIL ILLUSTRATES TWO PIECE CONSTRUCTION. A ONE PIECE TERMINAL SECTION CONFORMING TO THIS DETAIL IS ACCEPTABLE

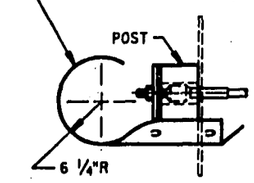


WOOD BREAKAWAY POST

TANGENT OFFSET TABLE	
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

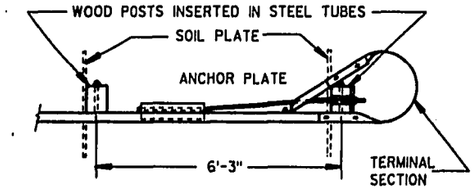
**37'-6" INSTALLATION, 6 SPACES AT 6'-3"

TANGENT OFFSET TABLE

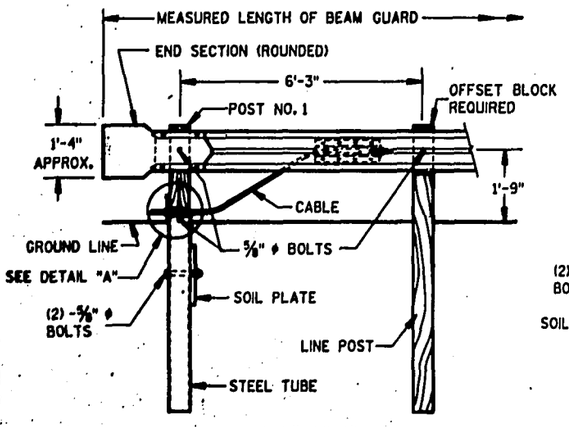


PLAN VIEW

END SECTION (ROUNDED)

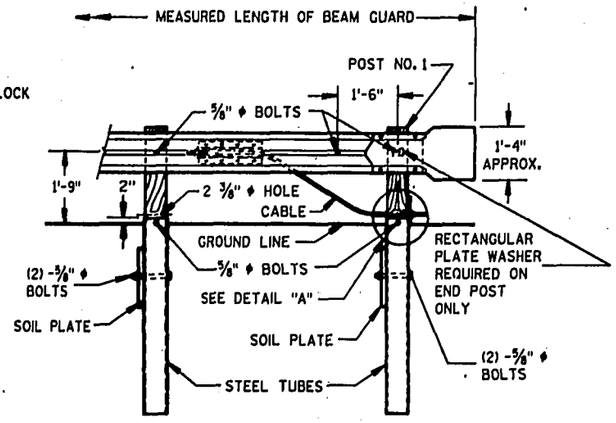


PLAN VIEW



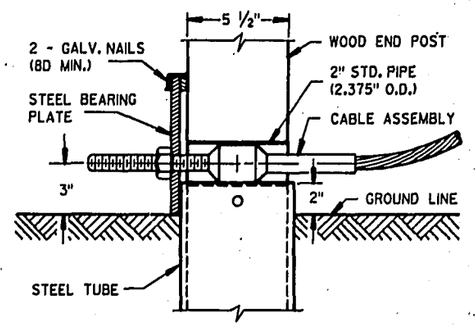
FRONT VIEW

TYPE 2 ANCHORAGE



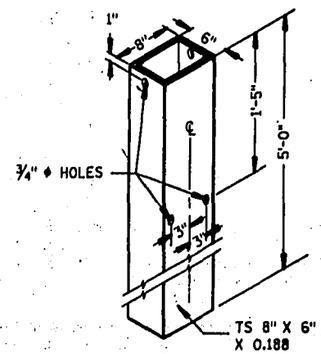
FRONT VIEW

TYPE 1 ANCHORAGE



DETAIL "A"

(POST NO. 1)



STEEL TUBE

THE STEEL TUBE SHALL CONFORM TO REQUIREMENTS OF ASTM A501

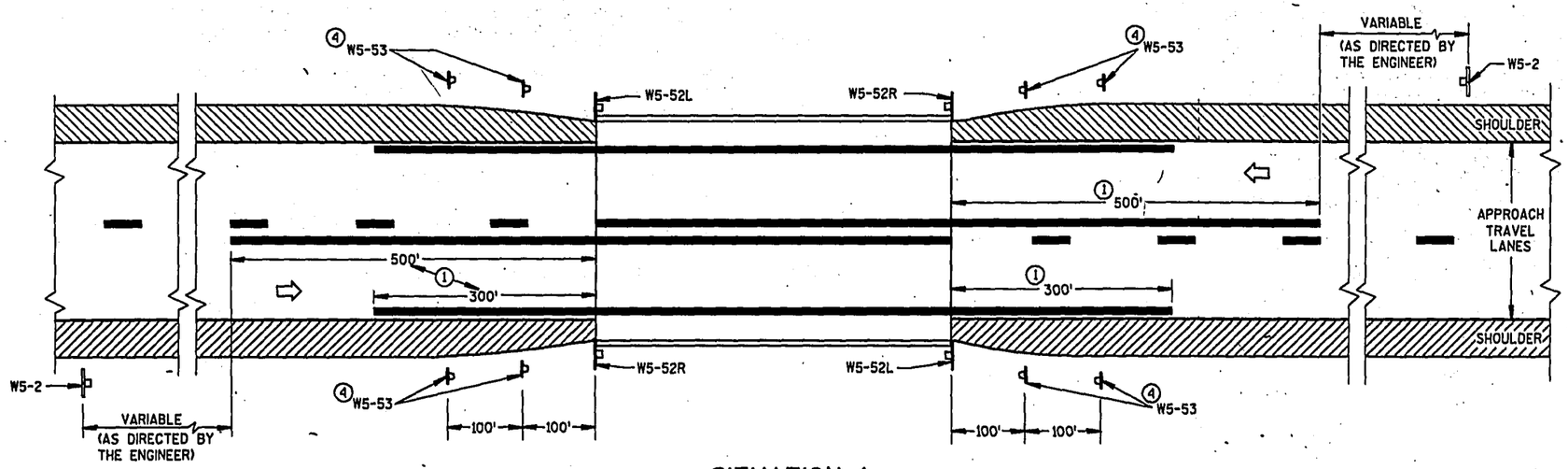
NOTE:
THIS SHEET SUPPLEMENTS SDD 14 B 2-8a AND SDD 14B 2-8b WHEN SPECIAL ANCHORAGES ARE SPECIFIED. ALL THREE SHEETS ARE REQUIRED WHEN THIS DRAWING IS CALLED FOR IN CONTRACT PLANS.

CLASS "A"
STEEL PLATE BEAM GUARD
SPECIAL ANCHORAGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14B 2-8c

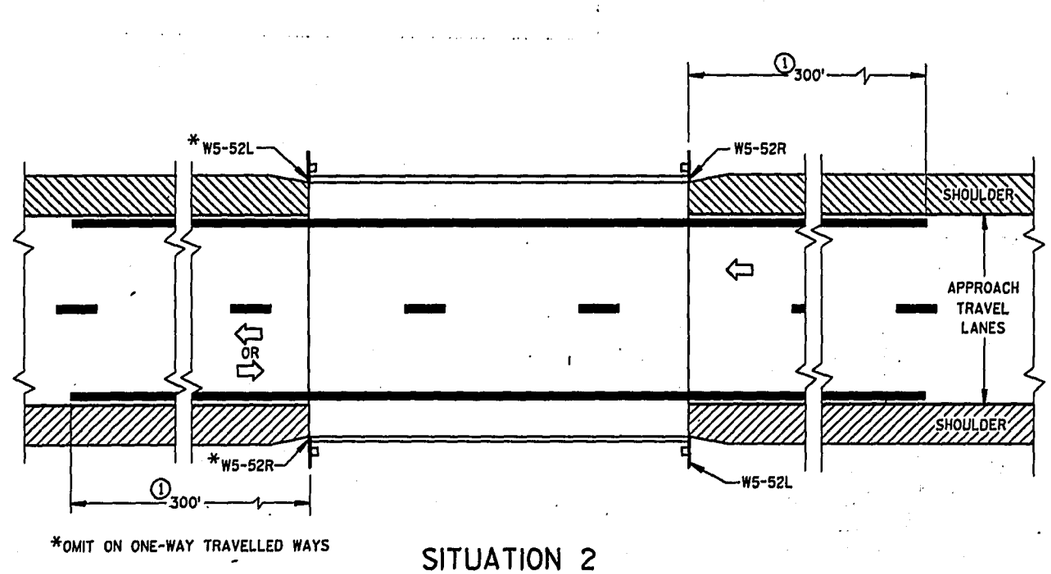
S.D.D. 14B 2-8c



SITUATION 1

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET OR
2. BRIDGE WIDTH IS LESS THAN 3 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.

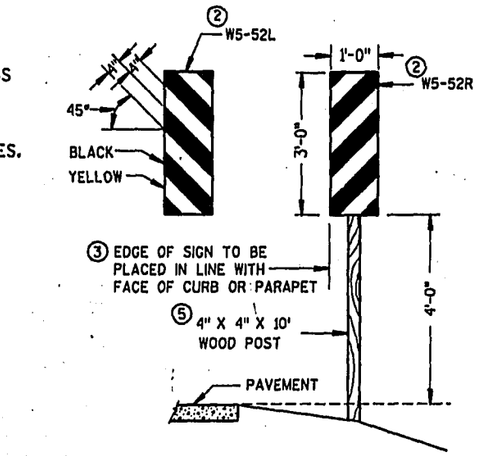


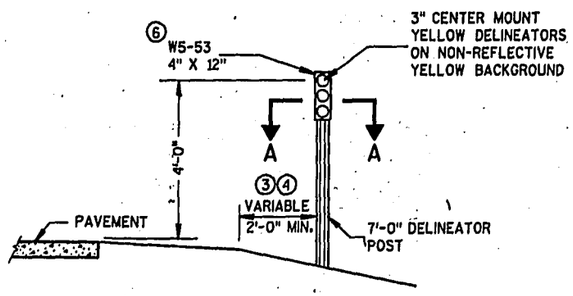
*OMIT ON ONE-WAY TRAVELLED WAYS

SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS AT LEAST 3 FEET WIDER BUT LESS THAN 8 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.





OBJECT MARKER PLACEMENT

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.

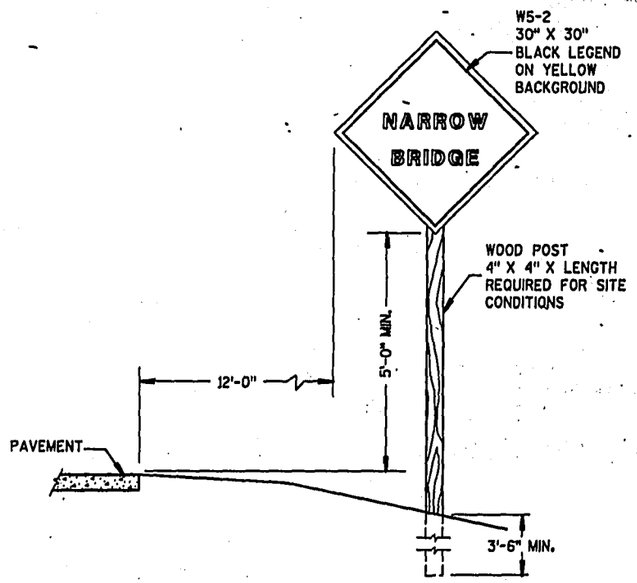
② FACE OF OBJECT MARKERS W5-52R AND W5-52L SHALL BE COVERED WITH TYPE H REFLECTIVE SHEETING.

③ LOCATE OBJECT MARKER POST(S) BEHIND GUARDRAIL WHEN PRESENT.

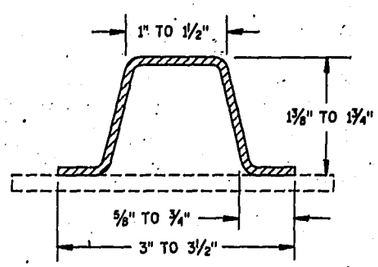
④ OBJECT MARKERS (W5-53) SHALL BE LOCATED ALONG A LINE FLARED AWAY FROM THE BRIDGE CORNER TO DELINEATE THE NARROWING OF THE SHOULDER OR BERM.

⑤ A 10 FOOT DELINEATOR POST MAY BE USED INSTEAD OF A WOOD POST.

⑥ NON-BID ITEM. INCIDENTAL TO OTHER ITEMS.



SIGN PLACEMENT



SECTION A-A
(MINIMUM WEIGHT 1.9 LBS. PER FT. AFTER GALVANIZING)

TRAFFIC CONTROL DEVICES FOR TWO LANE BRIDGES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED 8-14-87
DATE

STATE TRAFFIC ENGINEER FOR HWYS

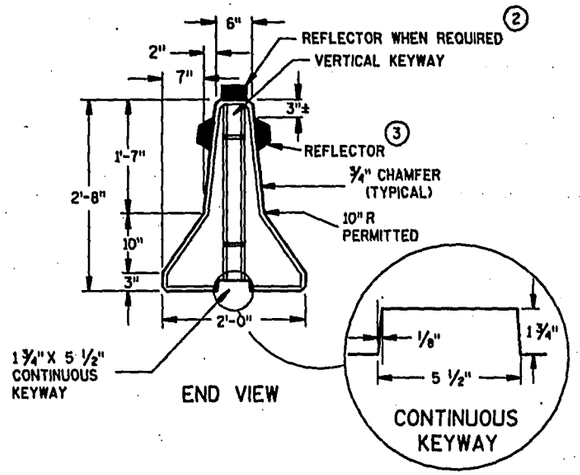
FHWA

S.D.D. 15 C 6-2

S.D.D. 15 C 6-2

DESCRIPTION	SIZE	NO. REQ'D	LENGTH
TOP CONNECTOR WIRE ROPE ①	½"	2	6'- 0"
BOTTOM CONN. WIRE ROPE ①	½"	2	6'- 0"
TOP CONNECTOR STEEL BAR	NO. 4	1	9'- 0"
BOTTOM CONN. STEEL BAR	NO. 4	1	9'- 0"
STEEL CONNECTING PIN	1¼" DIA.	1	2'- 6"
BOTTOM TIE BARS	NO. 4	5	1'- 8"
VERTICAL STEEL BAR	NO. 4	10	2'- 1"
HORIZONTAL STEEL BAR	NO. 5	4	9'- 4"

BILL OF MATERIALS



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 MASONRY SHALL BE EITHER GRADE "A" OR THE PERTINENT REQUIREMENTS OF AASHTO DESIGNATION M199.

BARRIERS SHALL BE REINFORCED WITH EITHER BAR STEEL REINFORCEMENT OR WELDED STEEL WIRE FABRIC. WELDED STEEL WIRE FABRIC SHALL BE 6X6 - W4XW4, WEIGHING APPROXIMATELY 58 LBS. PER 100 SQ. FEET.

ALL STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN.

BARRIER SHAPES OTHER THAN THAT SHOWN IN THE END VIEW WILL NOT BE PERMITTED. ALTERNATIVE EQUIVALENT DESIGNS FOR BARRIERS MAY BE SUBMITTED TO THE ENGINEER FOR APPROVAL.

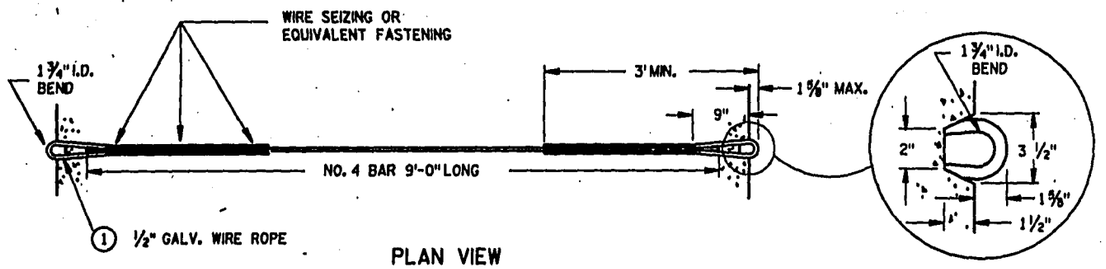
GALVANIZED WIRE ROPE SHALL BE 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS., AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

REFLECTORS SHALL CONFORM TO SECTION 633 OF THE STANDARD SPECIFICATIONS EXCEPT THE SHAPE SHALL BE AS SHOWN ON THIS DRAWING. ALTERNATIVE SHAPES MAY BE USED WHEN APPROVED BY THE ENGINEER. CONCRETE SURFACE PREPARATION, ADHESIVE AND METHOD OF APPLICATION SHALL BE AS RECOMMENDED BY THE REFLECTOR MANUFACTURER. THE COLOR OF REFLECTORS SHALL BE YELLOW. MAXIMUM SPACING SHALL BE 20 FEET.

① CONNECTOR ASSEMBLIES MAY, AT THE CONTRACTORS OPTION, BE FORMED FROM A CONTINUOUS SECTION OF ½ INCH GALV. WIRE ROPE (16'-6" MIN. LENGTH). THE NO. 4 CONNECTOR STEEL BARS MAY THEN BE OMITTED.

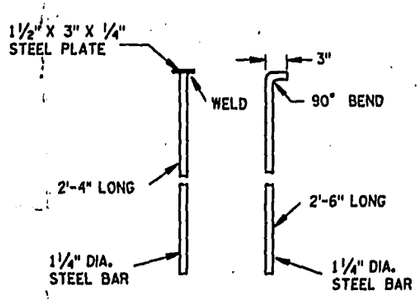
② TOP MOUNTED REFLECTORS SHALL BE PROVIDED IN ADDITION TO THE SIDE MOUNTED REFLECTORS ON ALL BARRIER INSTALLATIONS LOCATED ON CURVED ALIGNMENT LONGER THAN 200 FEET.

③ BARRIERS USED TO SEPARATE OPPOSING TRAFFIC SHALL HAVE REFLECTORS ON BOTH SIDES. TOP MOUNTED REFLECTORS SHALL BE DOUBLE FACED FOR THIS CONDITION.

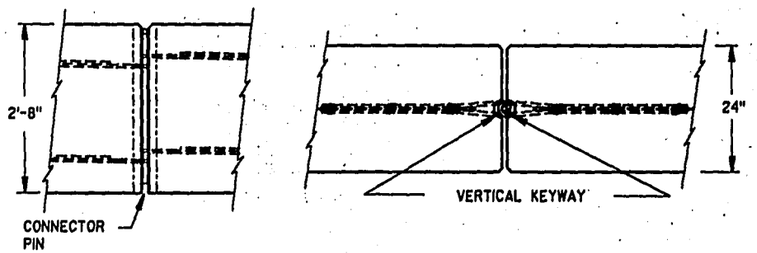


PLAN VIEW

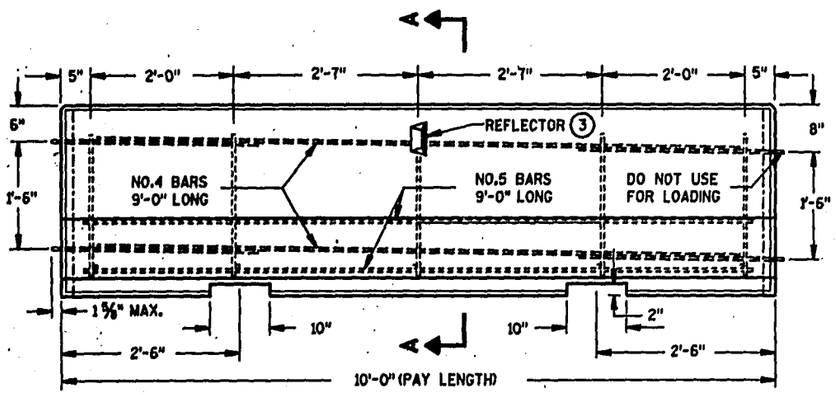
TOP & BOTTOM CONNECTOR ASSEMBLY ①



ALTERNATE CONNECTING PINS

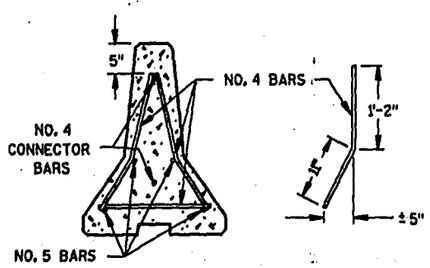


CONNECTION DETAILS



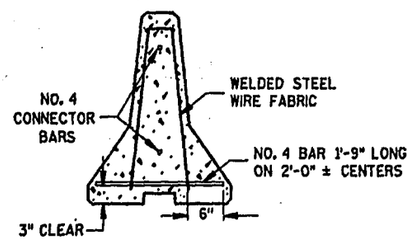
SIDE VIEW

LOCATION OF REINFORCEMENT STEEL



SECTION A-A

BAR STEEL REINFORCEMENT



SECTION A-A

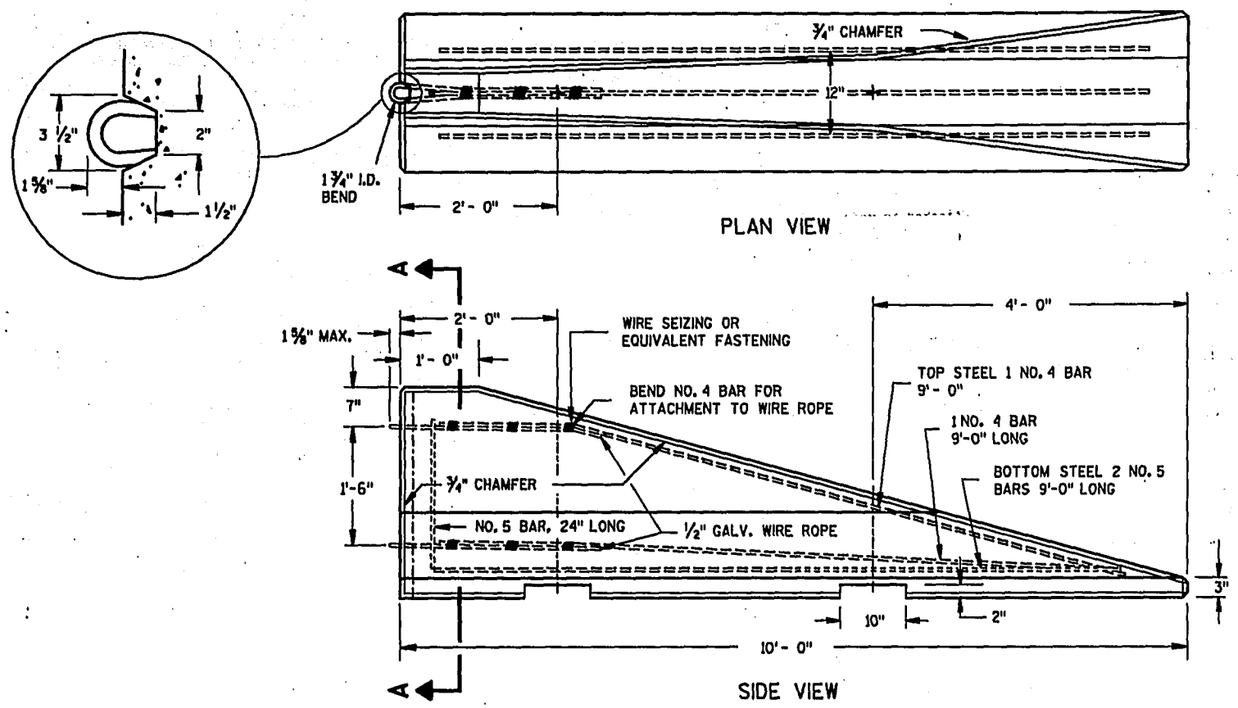
WELDED STEEL WIRE FABRIC REINFORCEMENT

TEMPORARY PRECAST CONCRETE BARRIER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

S.D.D. 14B 7-8a

S.D.D. 14B 7-8a



END SECTION FOR TEMPORARY PRECAST CONCRETE BARRIER

GENERAL NOTES

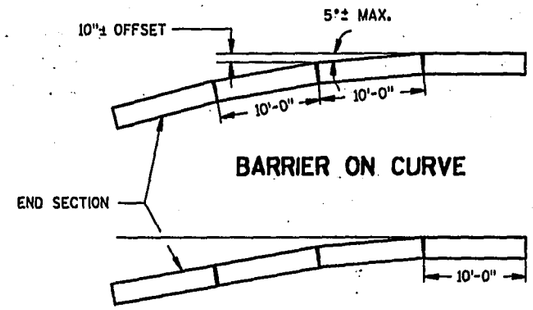
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

THE PORTABLE CRASH CUSHION SHALL BE THE G-R-E-A-T CZ IMPACT ATTENUATOR MANUFACTURED BY ENERGY ABSORPTION SYSTEMS, INC: ONE EAST WACKER DRIVE, CHICAGO, IL., 60601.

THE CRASH CUSHION SHALL BE MANUFACTURED, ASSEMBLED AND INSTALLED IN ACCORDANCE WITH MANUFACTURER'S RECOMMENDATIONS AND AS DETAILED ELSEWHERE IN THE PLANS OR AS SHOWN ON THE APPROVED SHOP DRAWINGS. THE CRASH CUSHION PLATFORM SHALL BE ANCHORED TO EITHER 6 INCH MINIMUM CONCRETE PAVEMENT OR 3 INCH MINIMUM ASPHALTIC SURFACES THAT HAVE A PREPARED COMPACTED SUBBASE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS.

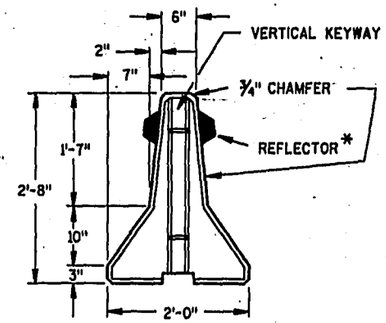
GALVANIZED WIRE ROPE SHALL BE 6 X 19 CLASS 2 IWRC WITH A MINIMUM BREAKING STRENGTH OF 20,000 LBS., AND SHALL CONFORM TO FEDERAL SPECIFICATION RR-W-410. THE ZINC COATING SHALL CONFORM TO TABLE II OF THE FEDERAL SPECIFICATIONS.

*WHEN BARRIERS ARE USED TO SEPARATE OPPOSING TRAFFIC, REFLECTORS ARE REQUIRED ON BOTH SIDES.



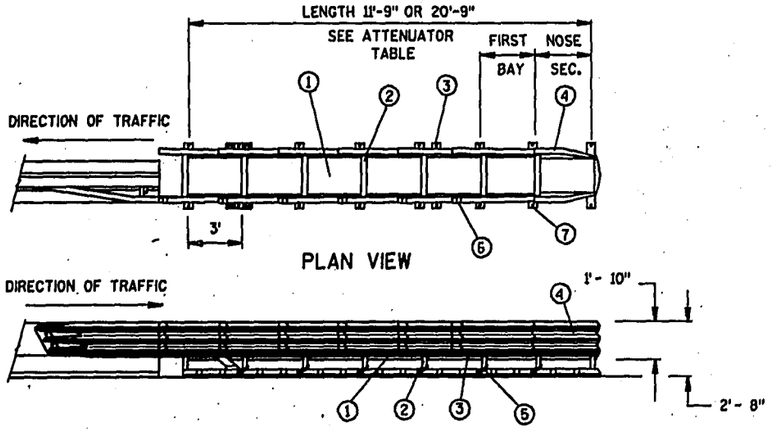
BARRIER ON CURVE

FLARE AT BARRIER END



END VIEW
SECTION A-A

OPERATING SPEED, MPH	FLARE RATE
40 OR LESS	10 : 1
50 OR MORE	15 : 1



ATTENUATOR TABLE

ATTENUATOR LENGTH	NO. OF BAYS	DESIGN SPEED MPH
11'- 9"	3	40 OR LESS
20'- 9"	6	40 TO 55

① HEX-FOAM CARTRIDGE
② DIAPHRAGM
③ THRIE BEAM FENDER PANEL
④ NOSE COVER
⑤ STABILIZING CHAIN
⑥ DEFLECTOR PANEL
⑦ ANCHORAGE DEVICE (WHERE ONE-WAY TRAFFIC EXISTS)

CONSTRUCTION ZONE PORTABLE CRASH CUSHION

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

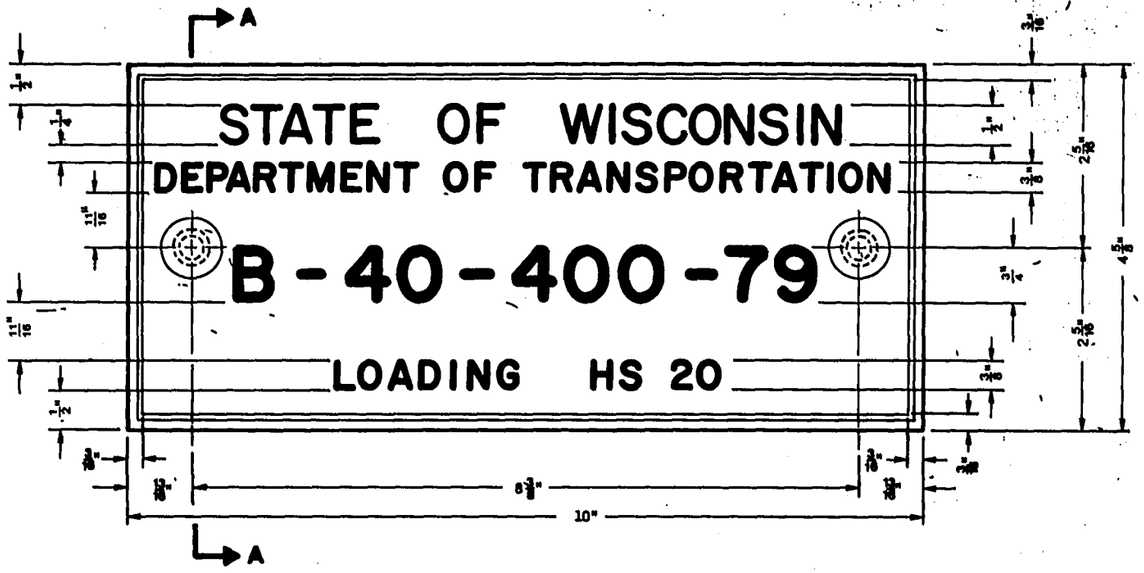
PRECAST CONCRETE BARRIER END SECTION AND PORTABLE CRASH CUSHION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

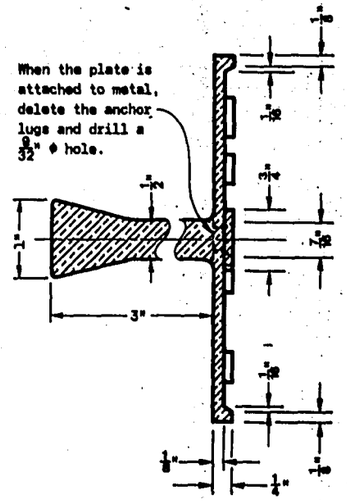
APPROVED
10-12-88
DATE
STATE DESIGN ENGINEER FOR HWYS
FHWA

S.D.D. 14B 7-8b

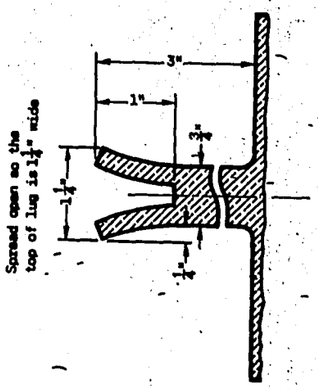
S.D.D. 14B 7-8b



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



SECTION A-A



ALTERNATE LUG

FOR MULTI-UNIT STRUCTURES LINES 4 AND 5 ABOVE SHALL READ:

B = Bridge
C = Culvert
RW = Retaining Wall

Year of Substantial Completion

County No. — Bridge No.

B-40-400-79
UNIT 1A HS 20M

Unit No. for Multiple Unit

Design Loading of Structure Indicated on the Plan

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.

NAME PLATE (STRUCTURES)

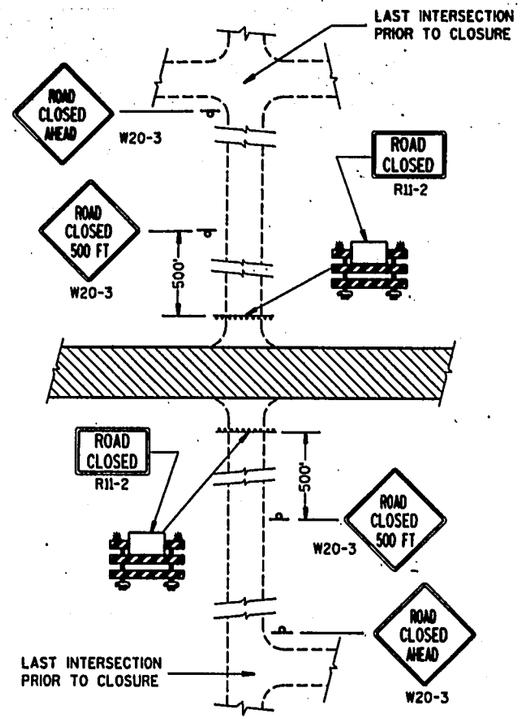
State of Wisconsin
Department of Transportation
Division of Transportation Facilities

APPROVED 9-27-79 DATE — CHIEF DESIGN ENGINEER

FHWA

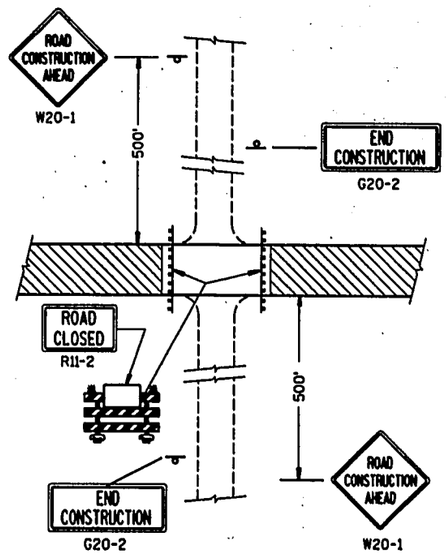
S.D.D. 12 A 3-4

S.D.D. 12 A 3-4



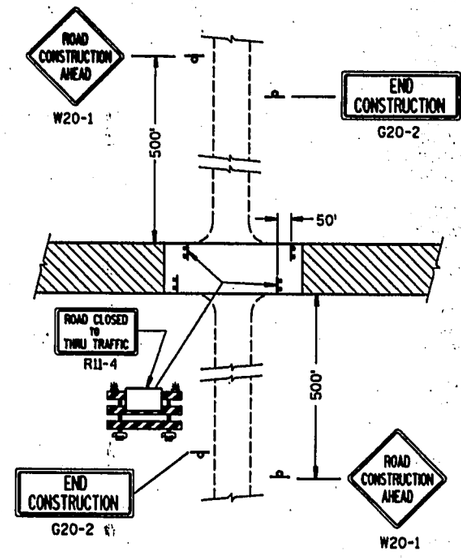
DETAIL 1

(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

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".

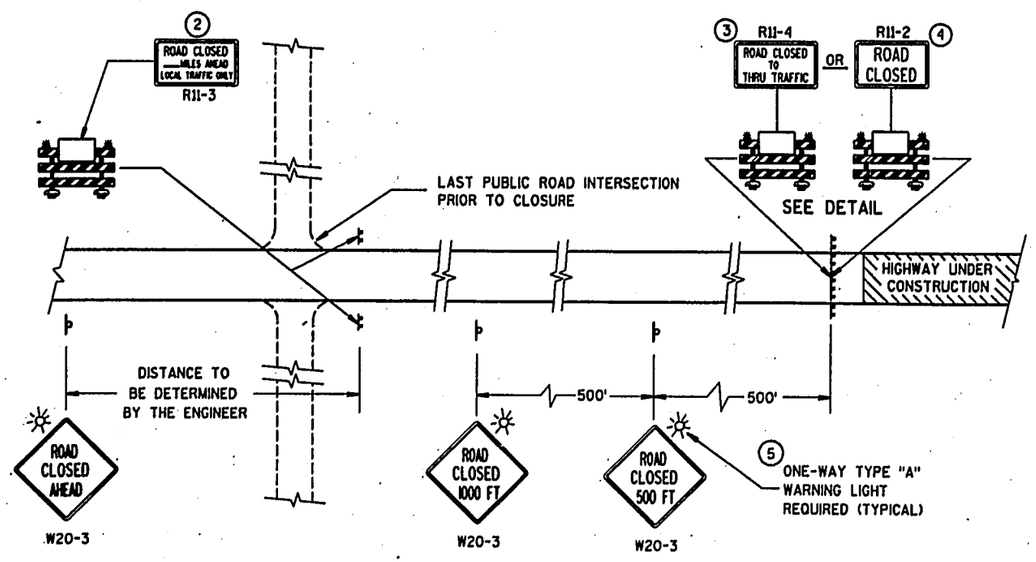
(1) TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND AT LEAST ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN.

(2) THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.

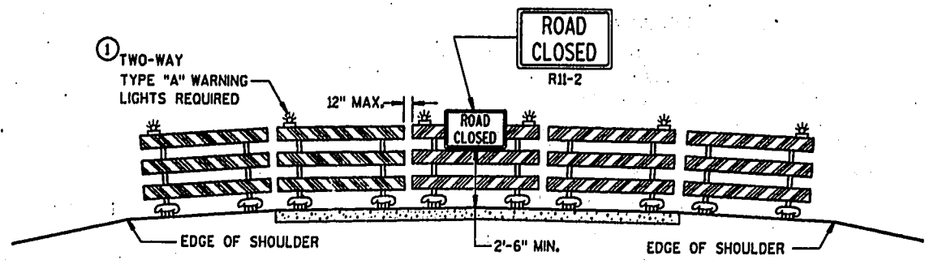
(3) FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT. SEE LANE CLOSURE BARRICADE DETAIL.

(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.

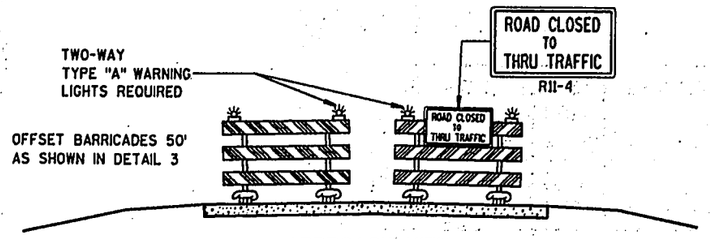


MAINLINE CLOSURE



APPROACH VIEW

ROAD CLOSURE BARRICADE DETAIL



APPROACH VIEW

LANE CLOSURE BARRICADE DETAIL

LEGEND

- POST MOUNTED WARNING SIGN
- 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 10-31-89 DATE
STATE TRAFFIC ENGINEER FOR HWYS
FHWA

S.D.D. 15 C 2-2

S.D.D. 15 C 2-2