

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1017-01-63	WISC 2020386	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

TOMAH - CAMP DOUGLAS, WB

USH 12 TO CTH C

IH 90

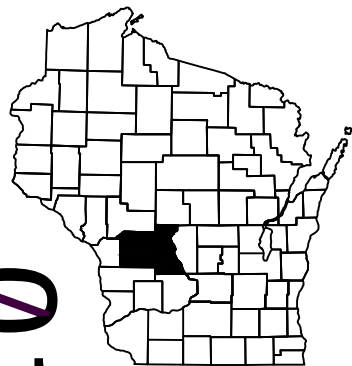
MONROE & JUNEAU COUNTIES

STATE PROJECT NUMBER
1017-01-63

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plan
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Gross Sections

TOTAL SHEETS = 56



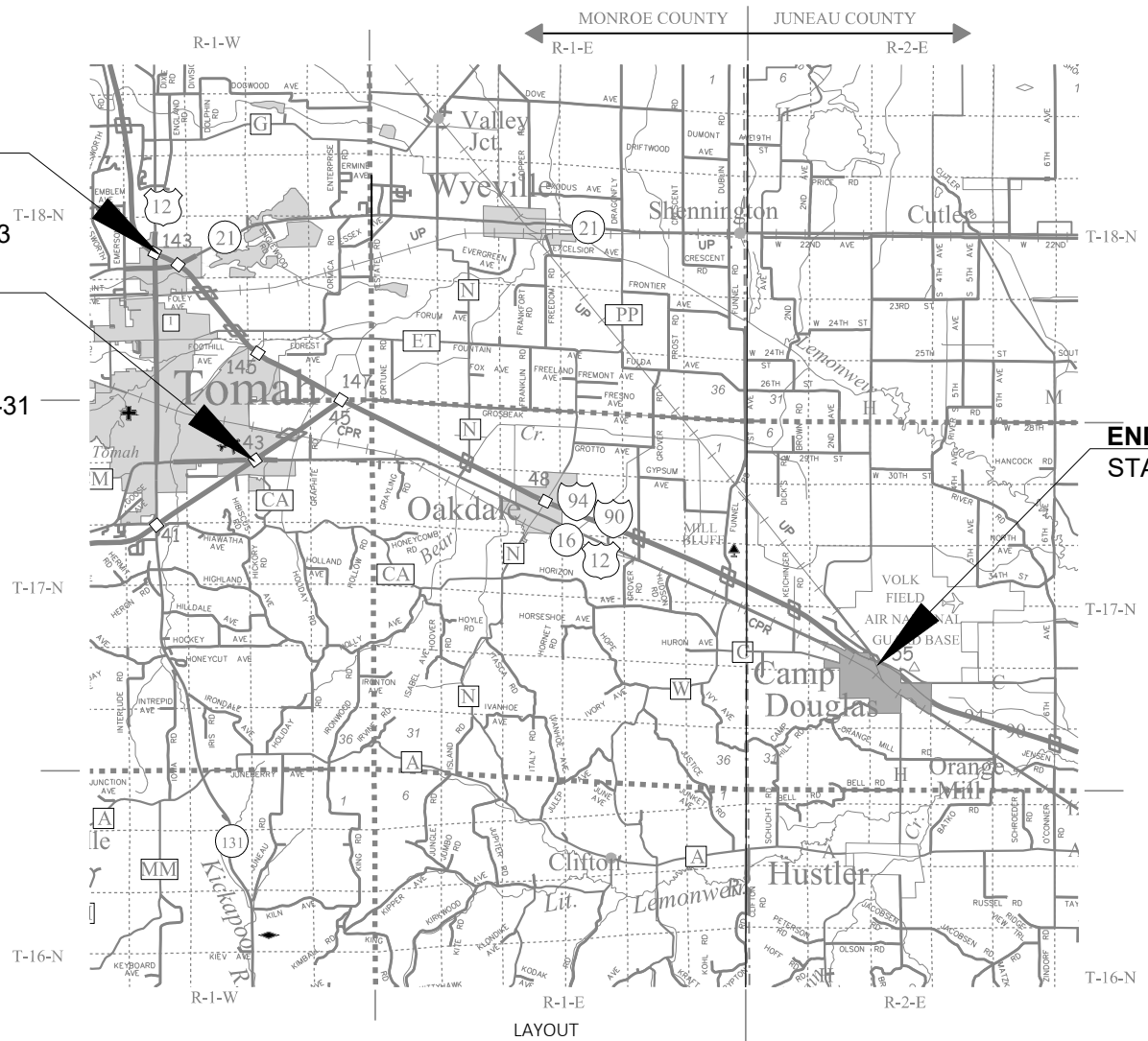
01

DESIGN DESIGNATION	1017-01-03	IH 90	IH 94	IH 90/94
A.A.D.T. 2024	= 16,070	28,200	39,100	
A.A.D.T. 2044	= 19,090	36,000	43,630	
D.H.V.	= 2,615	5,076	6,021	
D.D.	= 58/42	58/42	30.8%	
T.	= 37.4%	43.5%	30.8%	
DESIGN SPEED	= 70 MPH	70 MPH	70 MPH	
ESALS	= 33,000,000	33,000,000	33,000,000	

BEGIN IH 94 CONSTRUCTION
STA 2936+03A
APPROACH FOR B-41-33

BEGIN PROJECT
BEGIN IH 90 CONSTRUCTION
STA 2328+25C
APPROACH FOR B-41-31
X=715,596.243
Y=390,172.147

END PROJECT
STA 3671+50A



SCALE 0 3 MI
TOTAL NET LENGTH OF CENTERLINE = 15.777 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MONROE COUNTY, NAD83 (2012), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	
EXISTING RIGHT OF WAY		GRADE ELEVATION	
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE		ELECTRIC	
EXISTING CULVERT		FIBER OPTIC	
PROPOSED CULVERT (Box or Pipe)		GAS	
COMBUSTIBLE FLUIDS		SANITARY SEWER	
MARSH AREA		STORM SEWER	
		TELEPHONE	
		WATER	
		UTILITY PEDESTAL	
		POWER POLE	
		TELEPHONE POLE	
WOODED OR SHRUB AREA			

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISDOT
Designer	MIKE GREINER
Project Manager	BRIAN MEYER
Regional Examiner	SW REGION
Regional Supervisor	JIM SAVOLDELLI

APPROVED FOR THE DEPARTMENT

DATE: 4/28/20 *Brian Meyer* (Signature)

E

PROJECT ID: 1017-01-63

COUNTY: MONROE & JUNEAU

ORDER OF SECTION 2 SHEETS
 GENERAL NOTES/WRITTEN MATERIAL
 PROJECT OVERVIEW
 TYPICAL SECTIONS
 TRAFFIC CONTROL-PCMS LOCATIONS
 TRAFFIC CONTROL-STAGING
 TRAFFIC CONTROL DETAIL-LANE SHIFT STAGE 3
 TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 3A
 TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 3B
 TRAFFIC CONTROL DETAIL-INTERCHANGE STAGE 4

STANDARD ABBREVIATIONS

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

GENERAL NOTES

- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, BIKE OR PARKING LANE.
- ALL ROADWAY SPILLS SHALL BE CLEANED UP IMMEDIATELY.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- 2" INCH HMA PAVEMENT TYPE 4 HT 58-28 S, SHALL BE CONSTRUCTED IN A SINGLE LAYER.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- ALL CLOSED LANES MUST BE SWEEPED CLEAN PRIOR TO OPENING TO TRAFFIC.
- DETAILS OF CONSTRUCTION NOT SHOWN IN THE PLAN SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THE LOCATIONS OF UNDISTRIBUTED QUANTITIES WILL BE DETERMINED IN THE FIELD BY THE ENGINEER.
- THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

DNR LIAISON


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DIGGERS HOTLINE

Dial **811** or (800)242-8511

 www.DiggersHotline.com

UTILITY CONTACTS

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 We Energies - Gas/Petroleum
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 414-221-2738
 We-Utility-relocations@we-energies.com

TO
BLACK
RIVER
FALLS



BEGIN CONSTRUCTION
STA 2936+03A

EXIT 143
USH 12/STH 21
TOMAH/NECEDAH



B-41-29 (WB):
IH94 OVER FOLEY AVE & CANADIAN PACIFIC RAILROAD
NO WORK WITH THIS CONTRACT

FOLEY AVE



B-41-252:
STH 21 OVER IH94
NO WORK WITH THIS CONTRACT

B-41-42:
CTH ET OVER IH94
NO WORK WITH THIS CONTRACT

WB IH 94
'A' LINE



EB IH 94
(NO WORK)

① B-41-44:
IH 94 EB OVER IH 90 WB
NO WORK WITH THIS CONTRACT

② B-41-43:
RAMP IH 90 EB-IH 94 WB OVER IH 90
NO WORK WITH THIS CONTRACT

③ B-41-24:
IH 94 EB OVER RAMP IH 90EB-IH 94WB
NO WORK WITH THIS CONTRACT

B-41-58 (WB):
IH94 OVER LEMONWEIR CREEK
NO WORK WITH THIS CONTRACT

EXIT 145
INDUSTRIAL AVE

B-41-244 (WB):
INDUSTRIAL AVE. OVER IH94
NO WORK WITH THIS CONTRACT

EXIT 45/147
IH90/94 INTERCHANGE
TOMAH

EB IH 94 TO WB IH 90
'E' LINE

TOMAH

EB IH 90 TO
WB IH 94
'D' LINE
(NO WORK)



B-41-27:
WB IH 90 OVER CANDIAN PACIFIC RAILROAD
NO WORK WITH THIS CONTRACT

EXISTING EAST IH90
MAINLINE CROSSOVER

①

②

EB IH 90
'B' LINE
(NO WORK)

EXISTING WEST IH90
MAINLINE CROSSOVER

BEGIN PROJECT
STA 2328+25C

WB IH 90
'C' LINE



B-41-39:
CTH N OVER IH 90/94
NO WORK WITH THIS CONTRACT



EXIT 43
USH 12/STH 16
TOMAH

TO
SPARTA

PROJECT NO: 1017-01-63	HWY: IH 90	COUNTY: MONROE & JUNEAU	PROJECT OVERVIEW	SHEET	E
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OAKDALE

CAMP DOUGLAS



MONROE COUNTY
JUNEAU COUNTY

EXIT 48
CTH PP
OAKDALE

B-41-38:
CTH PP OVER IH 90/94
NO WORK WITH THIS CONTRACT

EXISTING WEST IH 90/94
MAINLINE CROSSOVER

B-41-277:
GROVER RD. OVER WB IH 90/94
NO WORK WITH THIS CONTRACT

B-41-275:
WB IH 90/94 OVER FUNNEL RD.
NO WORK WITH THIS CONTRACT

WB IH 90/94
'A' LINE

B-29-55:
KEICHINGER RD. OVER IH90/94
NO WORK WITH THIS CONTRACT

B-41-276:
GROVER RD. OVER EB IH 90/94
NO WORK WITH THIS CONTRACT

EB IH 90/94
(NO WORK)

END PROJECT
STA 3671+50A

B-29-54 (WB):
IH90/94 OVER CTH H &
UNION PACIFIC RAILROAD
NO WORK WITH THIS CONTRACT

B-41-34 (EB):
FUNNEL RD. OVER EB IH 90/94
NO WORK WITH THIS CONTRACT

FUNNEL RD.

KEICHINGER RD.

EXIT 55
CTH C
CAMP DOUGLAS/VOLK FIELD

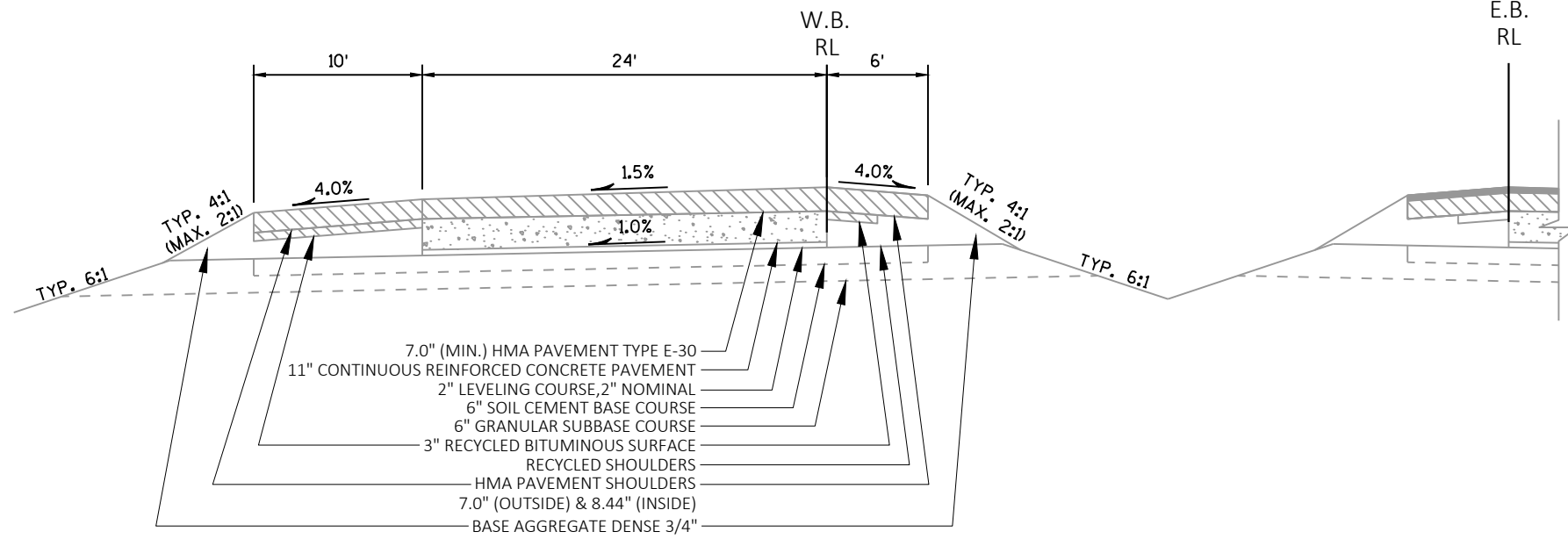
COUNTY
C

COUNTY
H



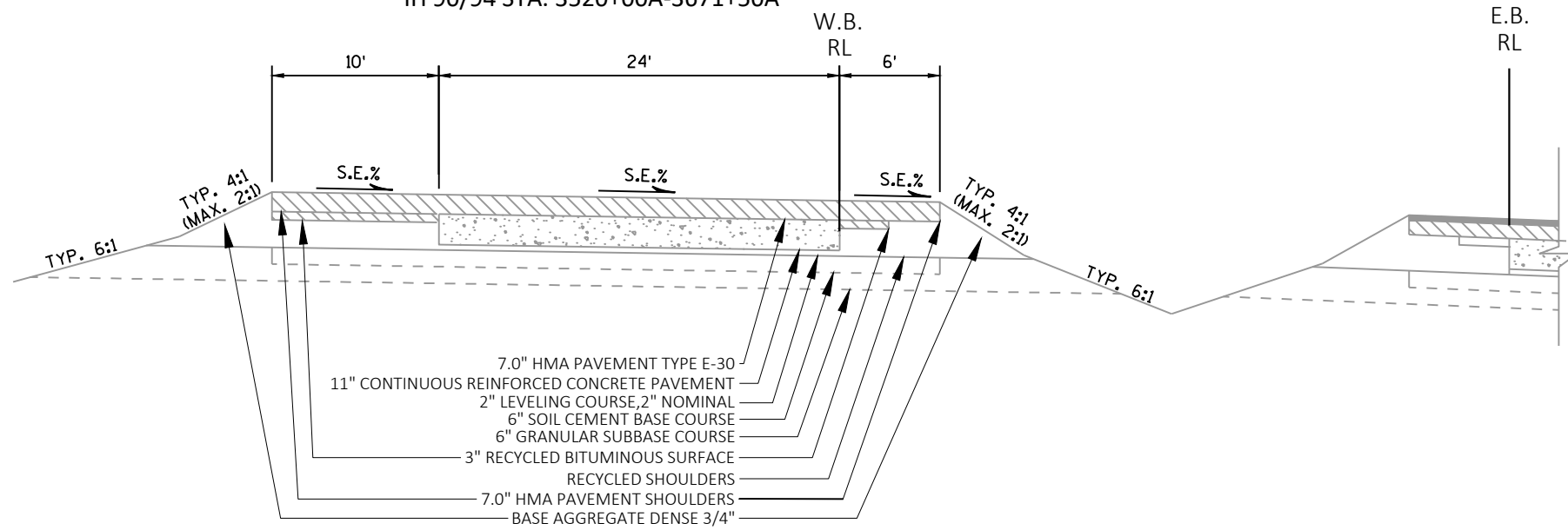
TO
NEW
LISBON

EXISTING EAST IH 90/94
MAINLINE CROSSOVER



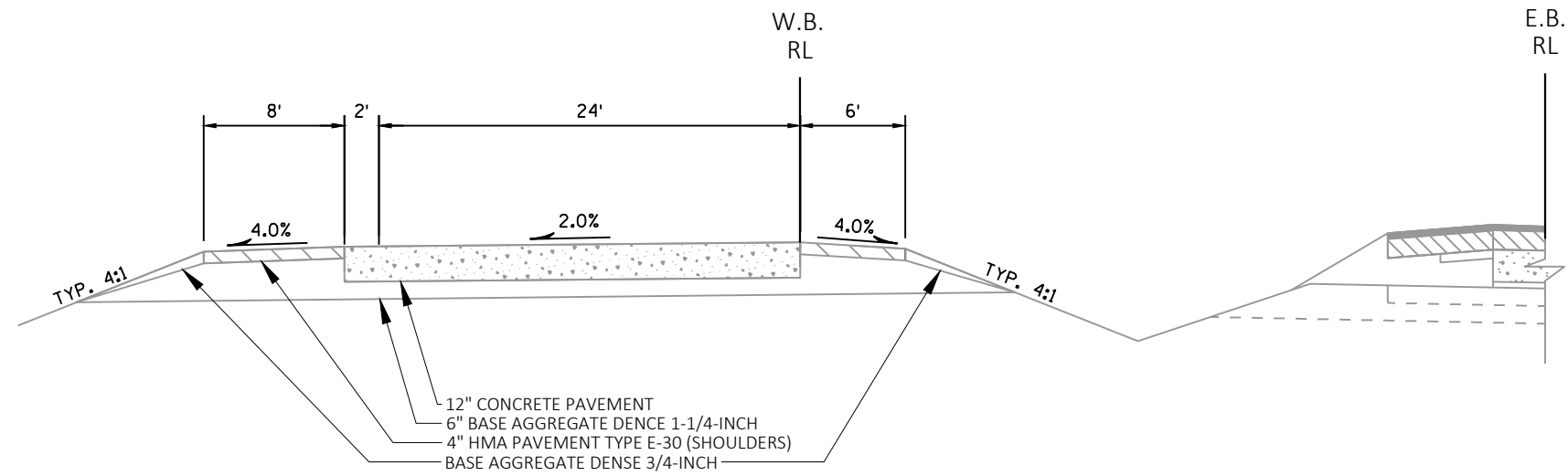
WESTBOUND
 IH 90 STA. 2328+25C-2433+00C
 IH 94 STA. 2936+00A-3155+00A
 IH 90/94 STA. 3155+00A-3503+00A
 IH 90/94 STA. 3520+00A-3671+50A

EXISTING TYPICAL SECTION
 IH 90, IH 94 & IH 90/94



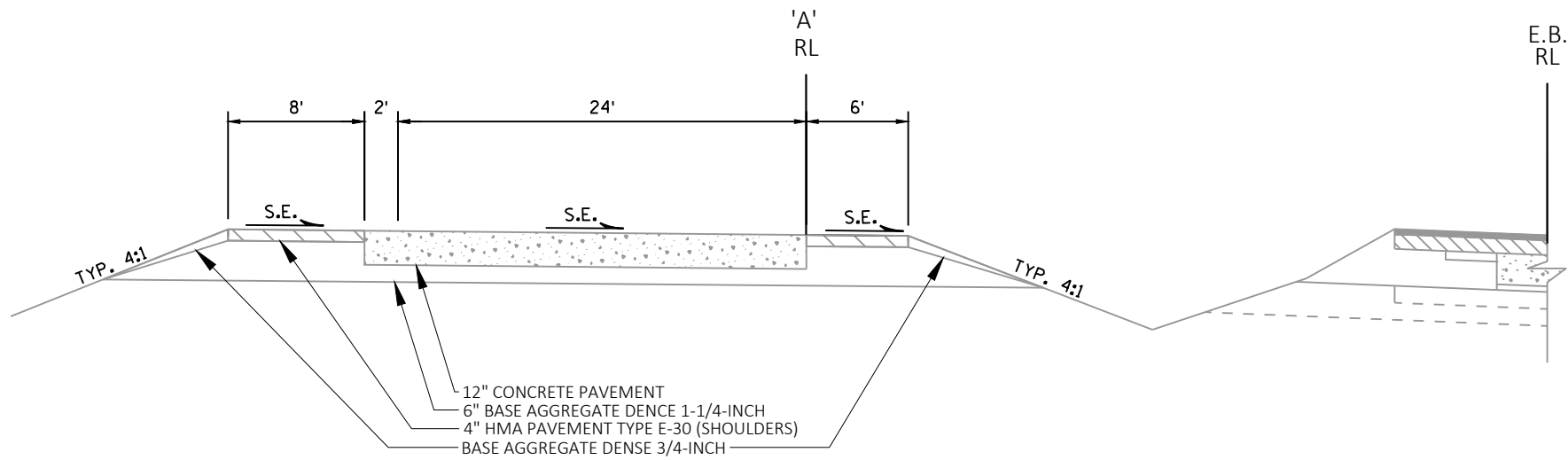
WESTBOUND

EXISTING TYPICAL SUPERELEVATION SECTION
 IH 90, IH 94 & IH 90/94



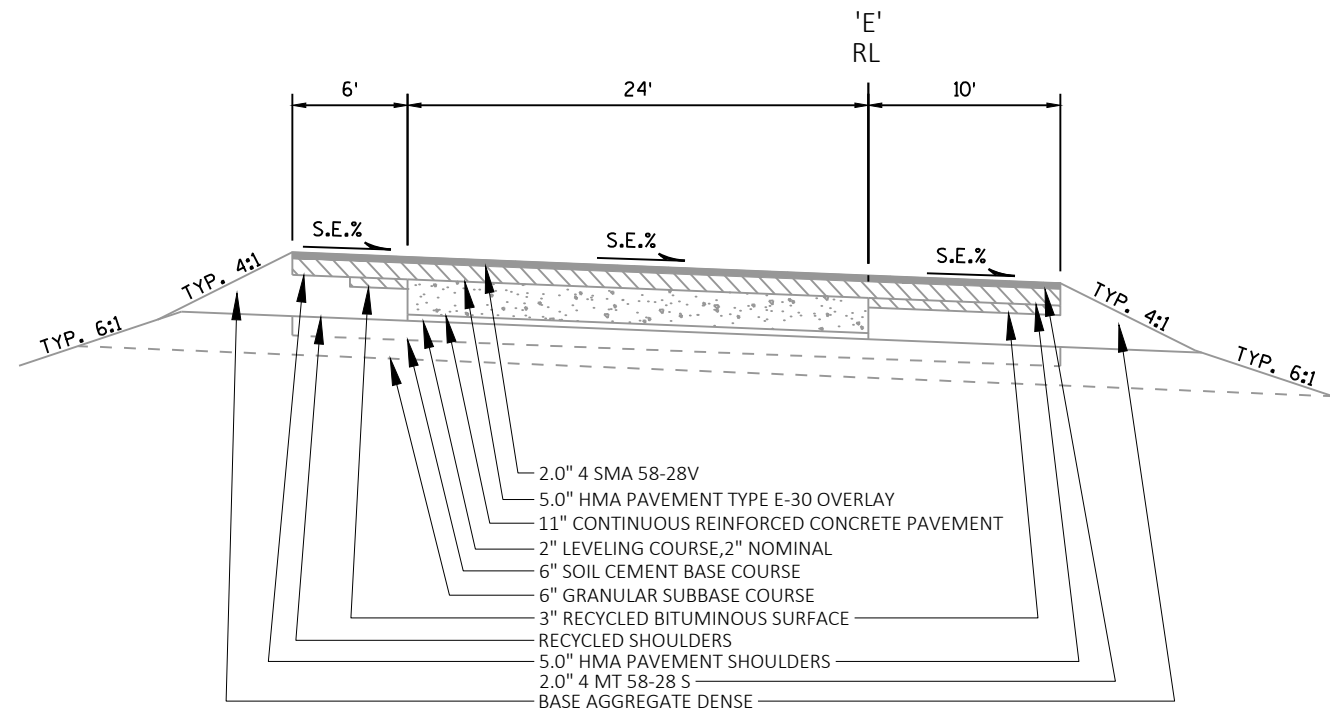
WESTBOUND
IH 90/94 STA. 3503+00A-3520+00A

EXISTING TYPICAL SECTION
IH 90/94

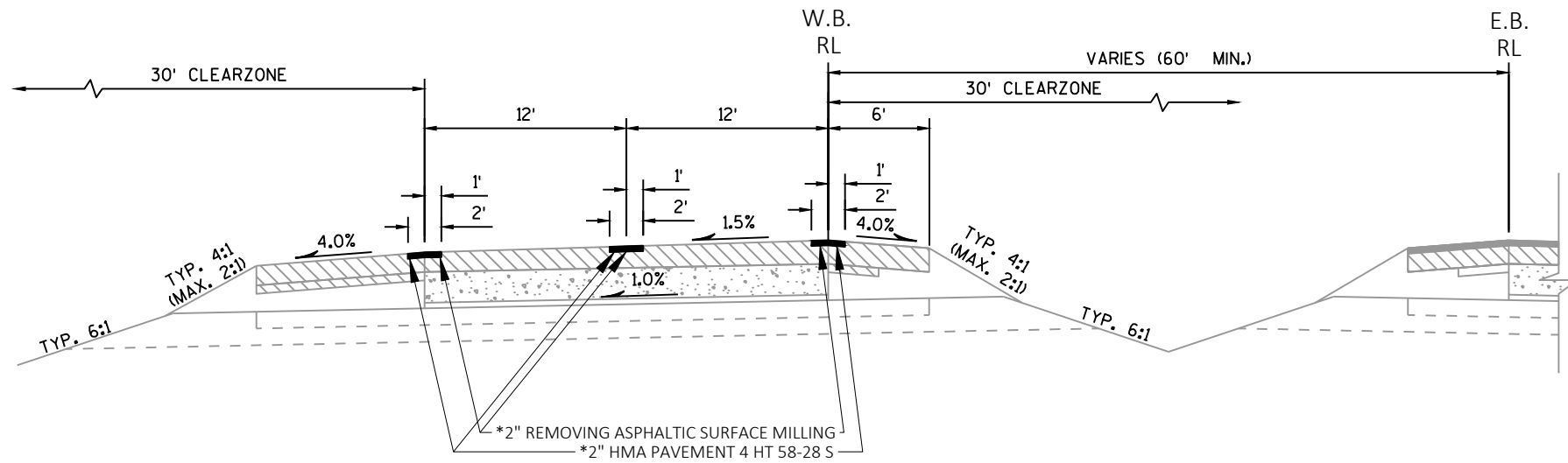


WESTBOUND

EXISTING SUPERELEVATED TYPICAL SECTION
IH 90/94



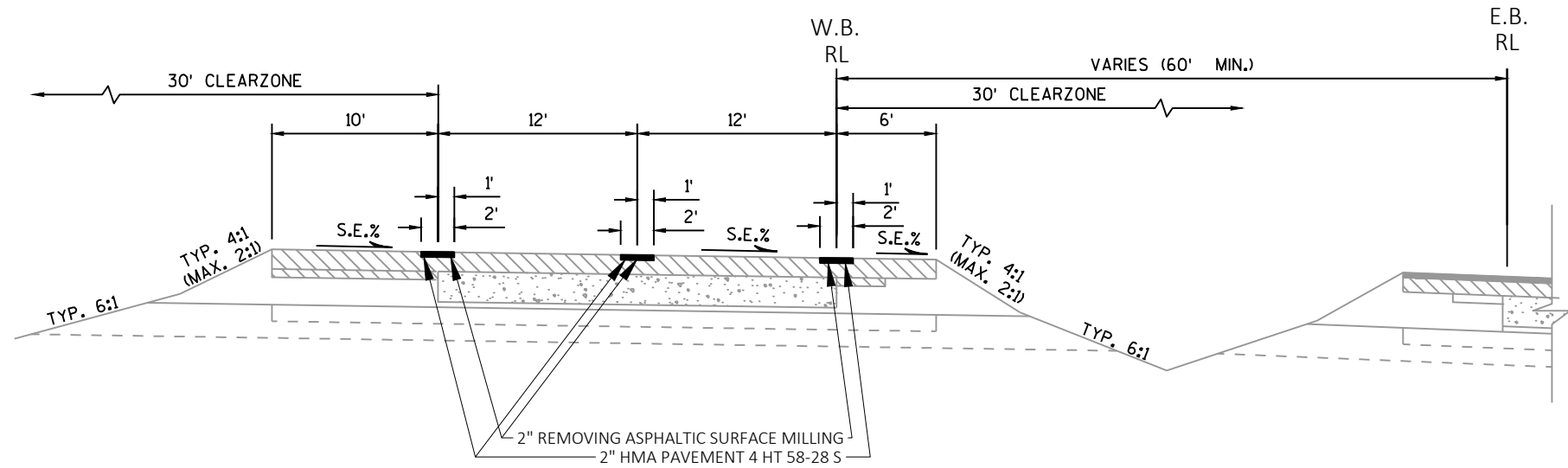
EXISTING TYPICAL INTERCHANGE
RAMP SECTION
EB IH 94 TO WB IH 90
STA. 3123+00E-3150+00E



WESTBOUND

*SEE MISQ. QUANTITIES FOR LOCATIONS

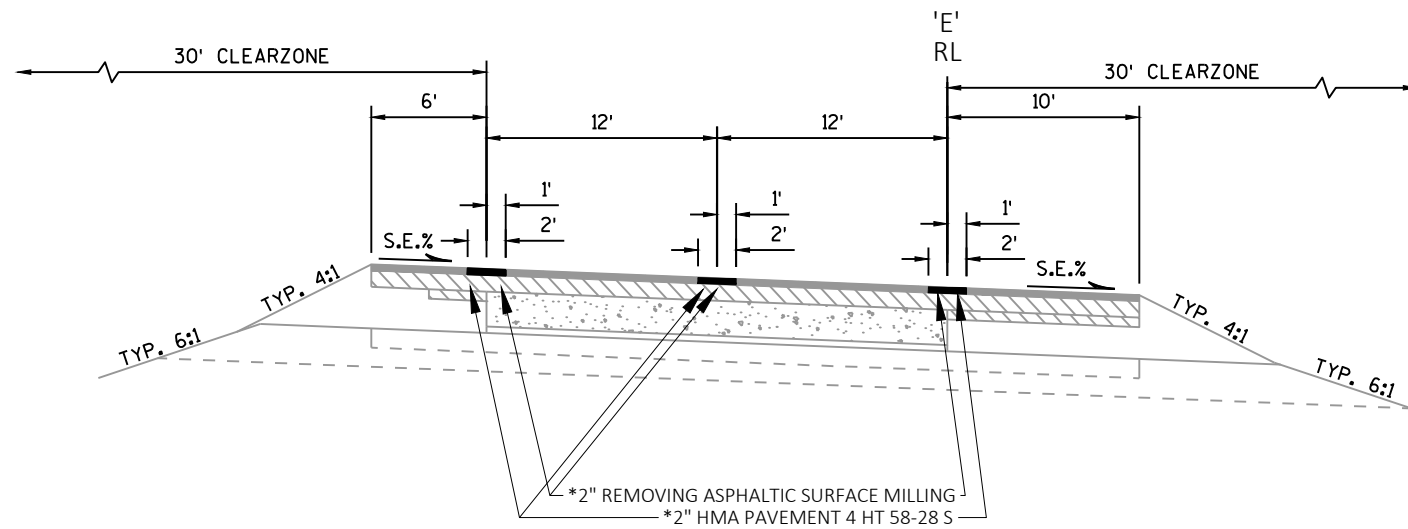
**FINISHED TYPICAL SECTION
IH 90, IH 94 & IH 90/94**



WESTBOUND

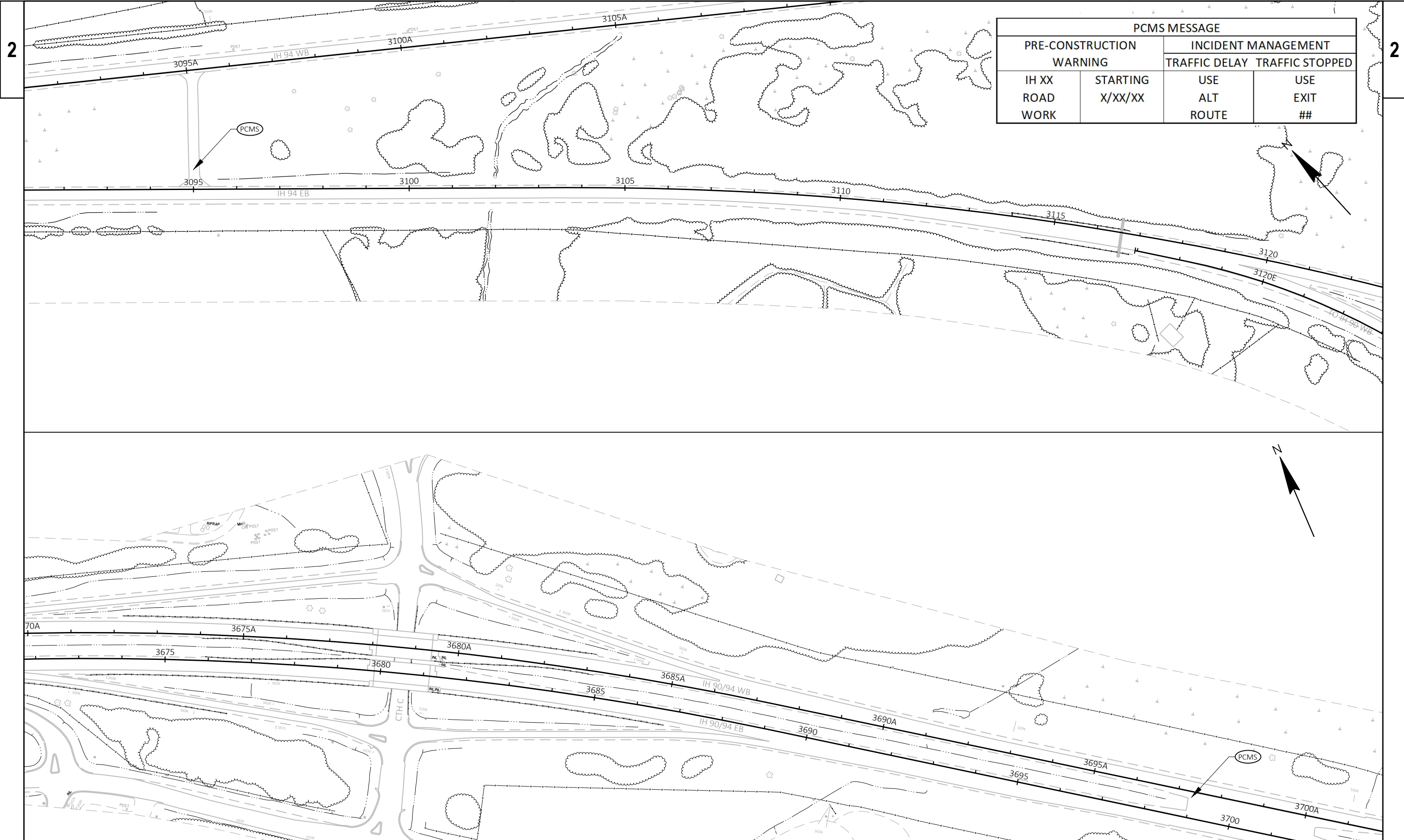
*SEE MISQ. QUANTITIES FOR LOCATIONS

**FINISHED TYPICAL SUPERELEVATION SECTION
IH 90, IH 94 & IH 90/94**



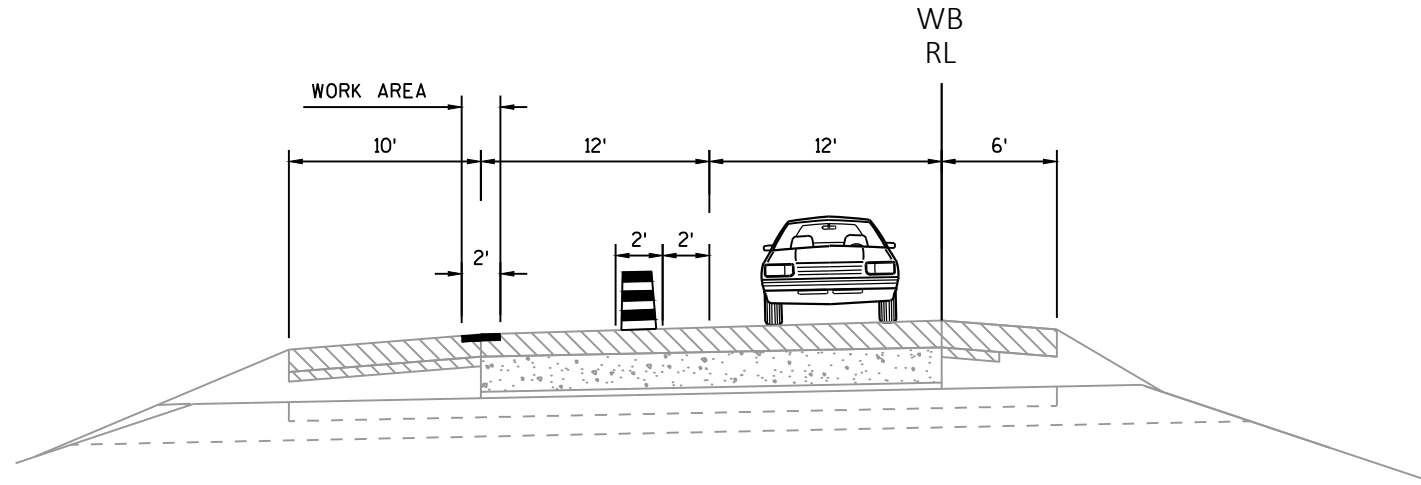
FINISHED TYPICAL INTERCHANGE
RAMP SECTION
EB IH 94 TO WB IH 90

*SEE MISQ. QUANTITIES FOR
 LOCATIONS



PCMS MESSAGE			
PRE-CONSTRUCTION WARNING	STARTING X/XX/XX	INCIDENT MANAGEMENT	
		TRAFFIC DELAY	TRAFFIC STOPPED
IH XX ROAD WORK		USE ALT ROUTE	USE EXIT ##

PROJECT NO: 1017-01-63 HWY: IH 94 & IH 90/94 COUNTY: MONROE & JUNEAU TRAFFIC CONTROL-PCMS LOCATIONS SHEET _____ E



STAGE 1

IH 90/94 WB STA. 3466+00'A'-3669+08'A'

STAGE 2

IH 90/94 WB STA. 3175+00'A'-3466+00'A'

STAGE 3

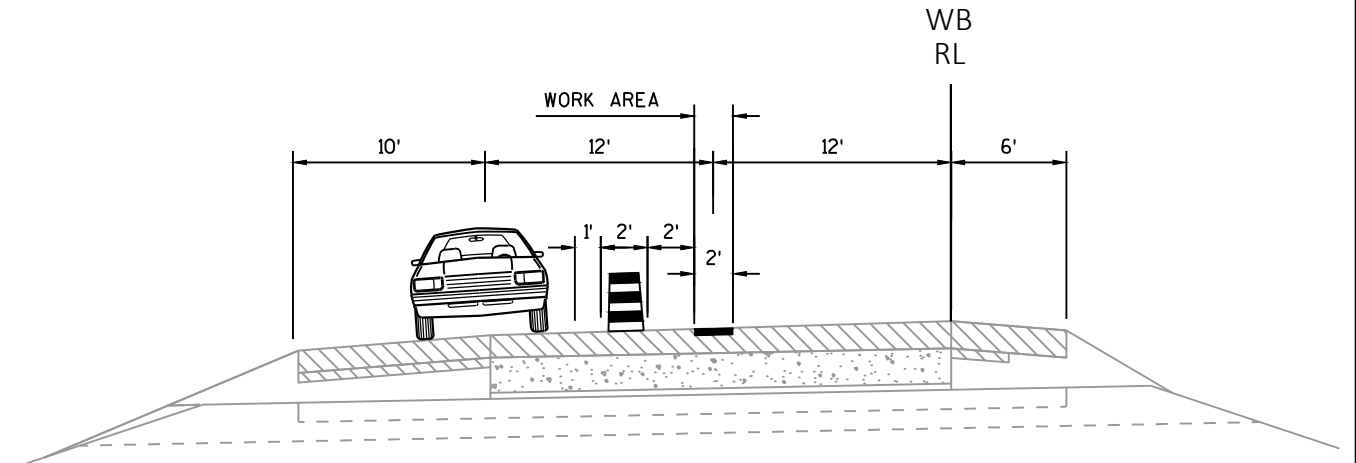
IH 94 WB STA. 2936+03'A'-3155+00'A'
IH 90/94 WB STA. 3155+00'A'-3175+00'A'

STAGE 3A

IH 90 WB STA. 2400+00'C'-2430+00'C'

STAGE 4

IH 90 WB STA. 2328+25'C'-2400+00'C'



STAGE 1A

IH 90/94 WB STA. 3466+00'A'-3669+08'A'

STAGE 2A

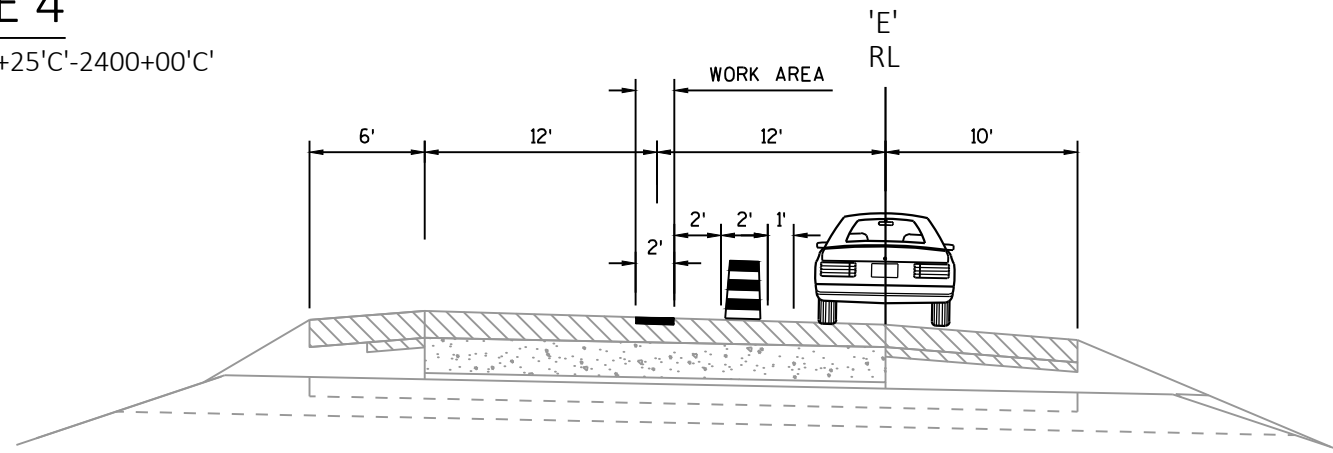
IH 90/94 WB STA. 3175+00'A'-3466+00'A'

STAGE 3A

IH 94 WB STA. 2936+03'A'-3107+00'A';3121+00'A'-3155+00'A'
IH 90/94 WB STA. 3155+00'A'-3165+00'A'

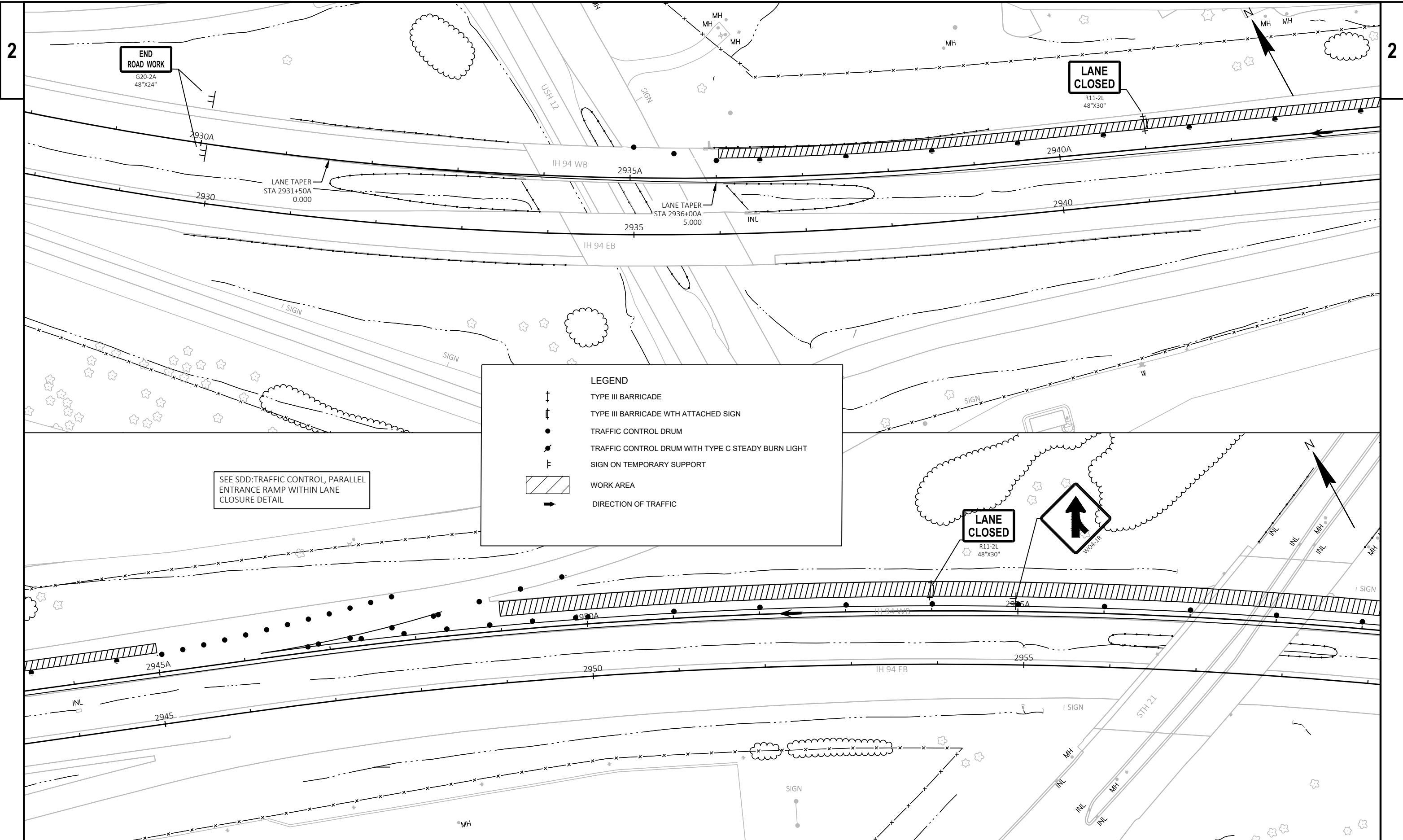
STAGE 3B

IH 94 WB STA. 3107+00'A'-3121+00'A'
IH 90/94 WB STA. 3165+00'A'-3175+00'A'
IH 90 WB STA. 2328+25'C'-2430+00'C'



STAGE 4

INTERCHANGE RAMP STA. 2123+00'E'-3150+00E'



END ROAD WORK
G20-2A
48"x24"

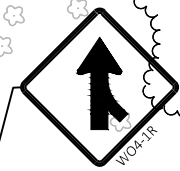
LANE CLOSED
R11-2L
48"x30"

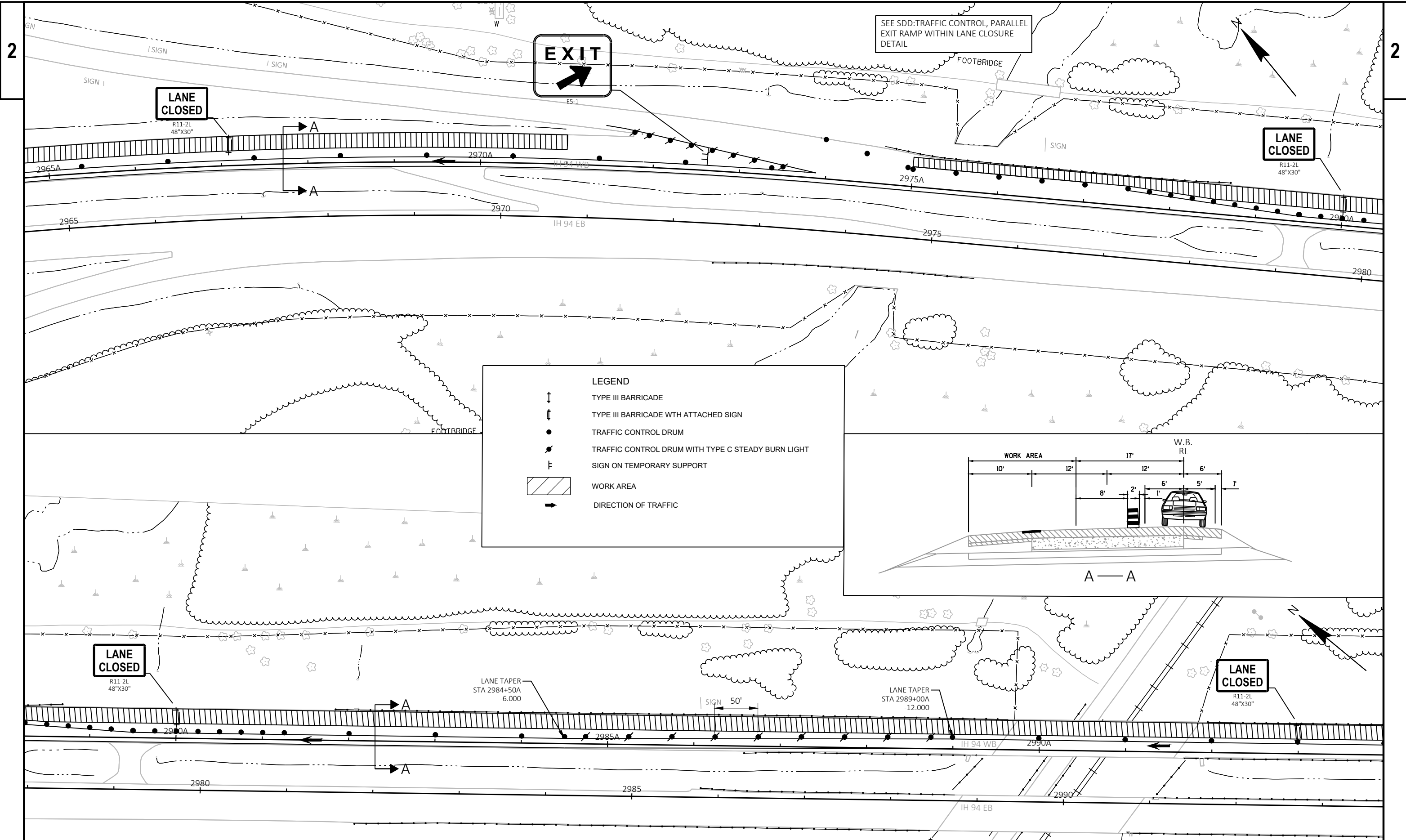
LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- DIRECTION OF TRAFFIC

SEE SDD:TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE DETAIL

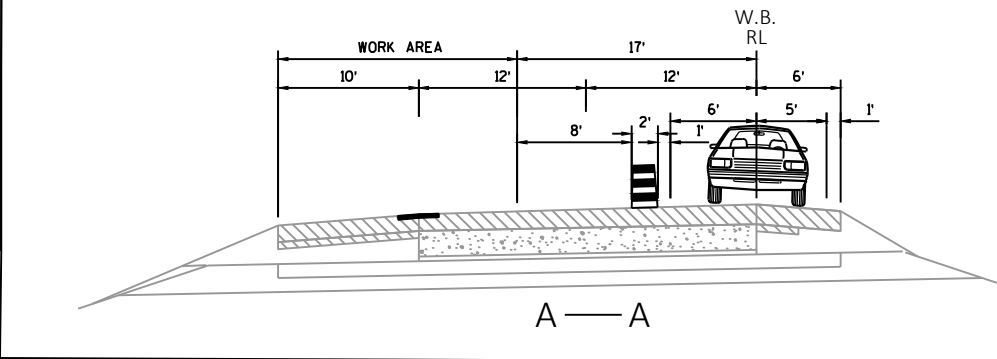
LANE CLOSED
R11-2L
48"x30"

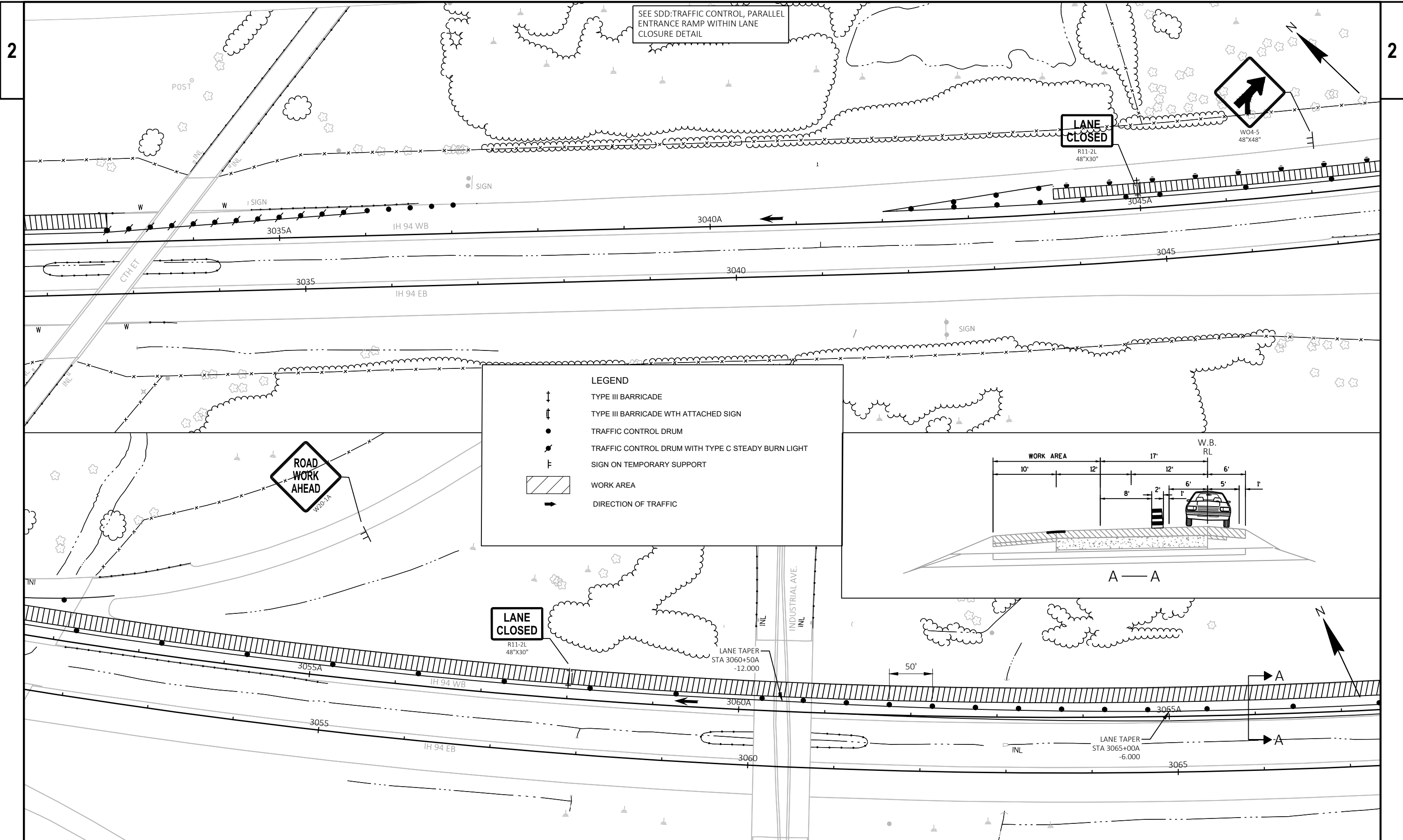




LEGEND

- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▨ WORK AREA
- DIRECTION OF TRAFFIC





PROJECT NO: 1017-01-63

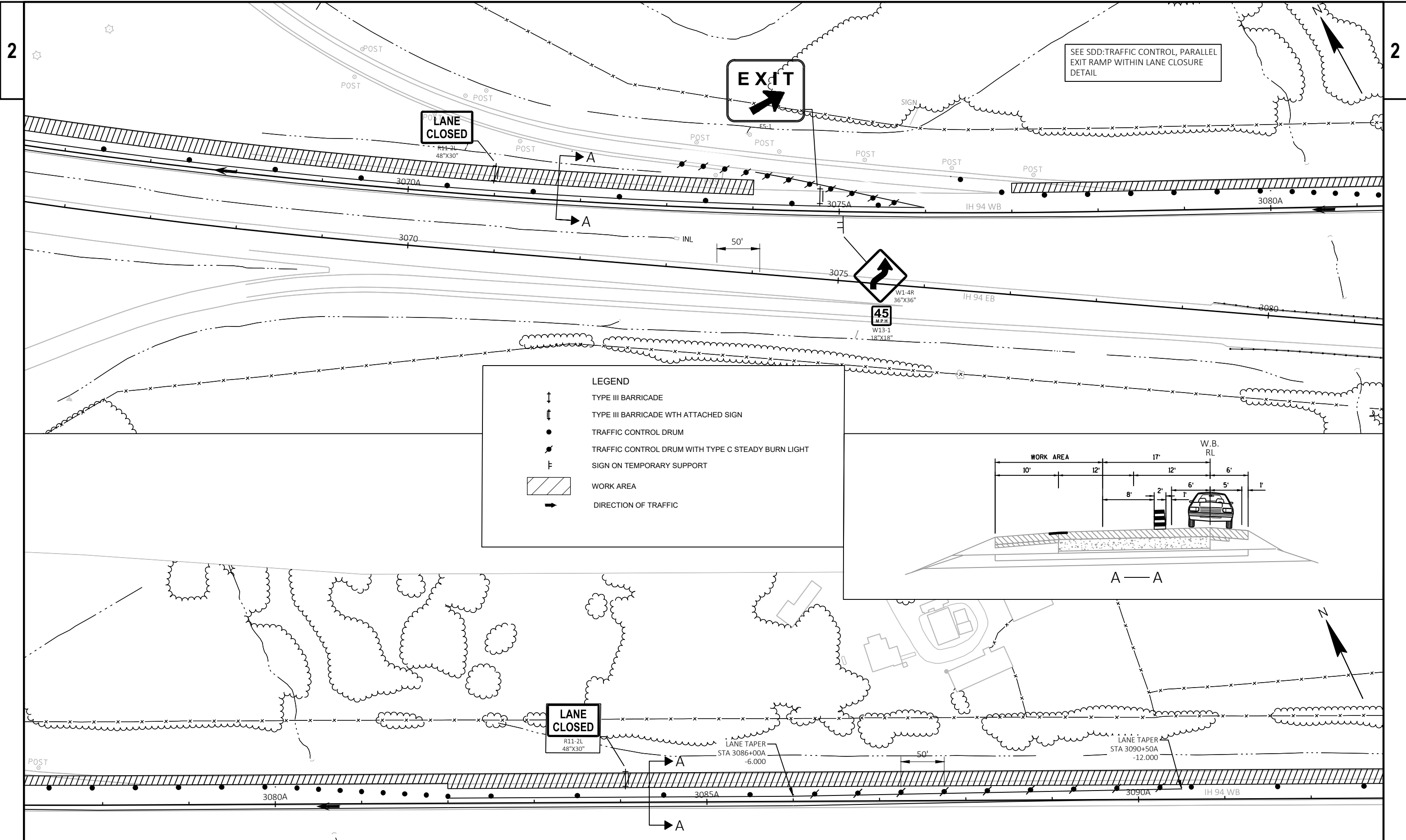
HWY: IH 94

COUNTY: MONROE

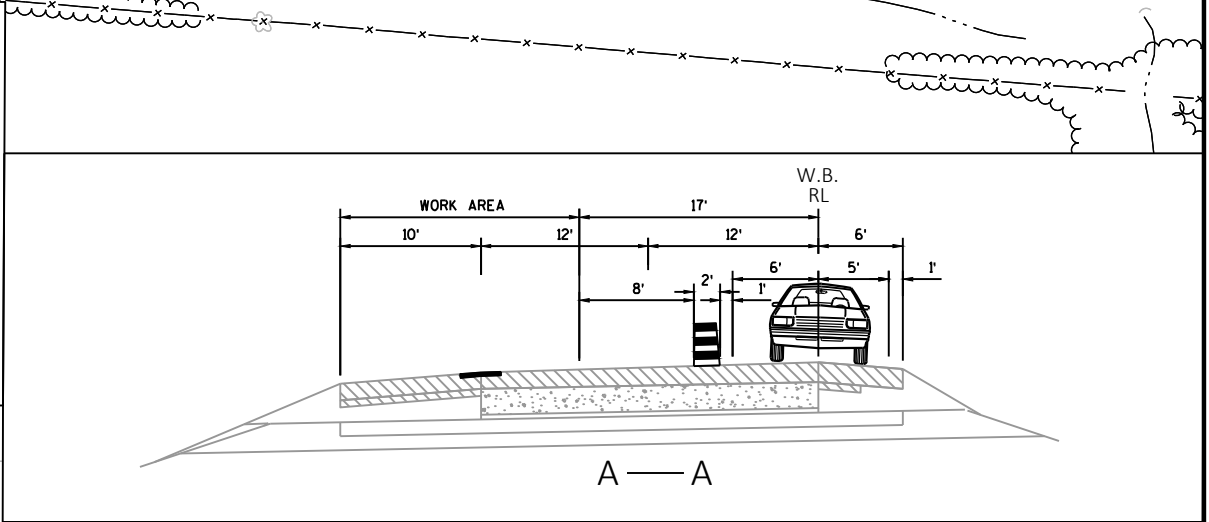
TRAFFIC CONTROL DETAIL-LANE SHIFT STAGE 3

SHEET

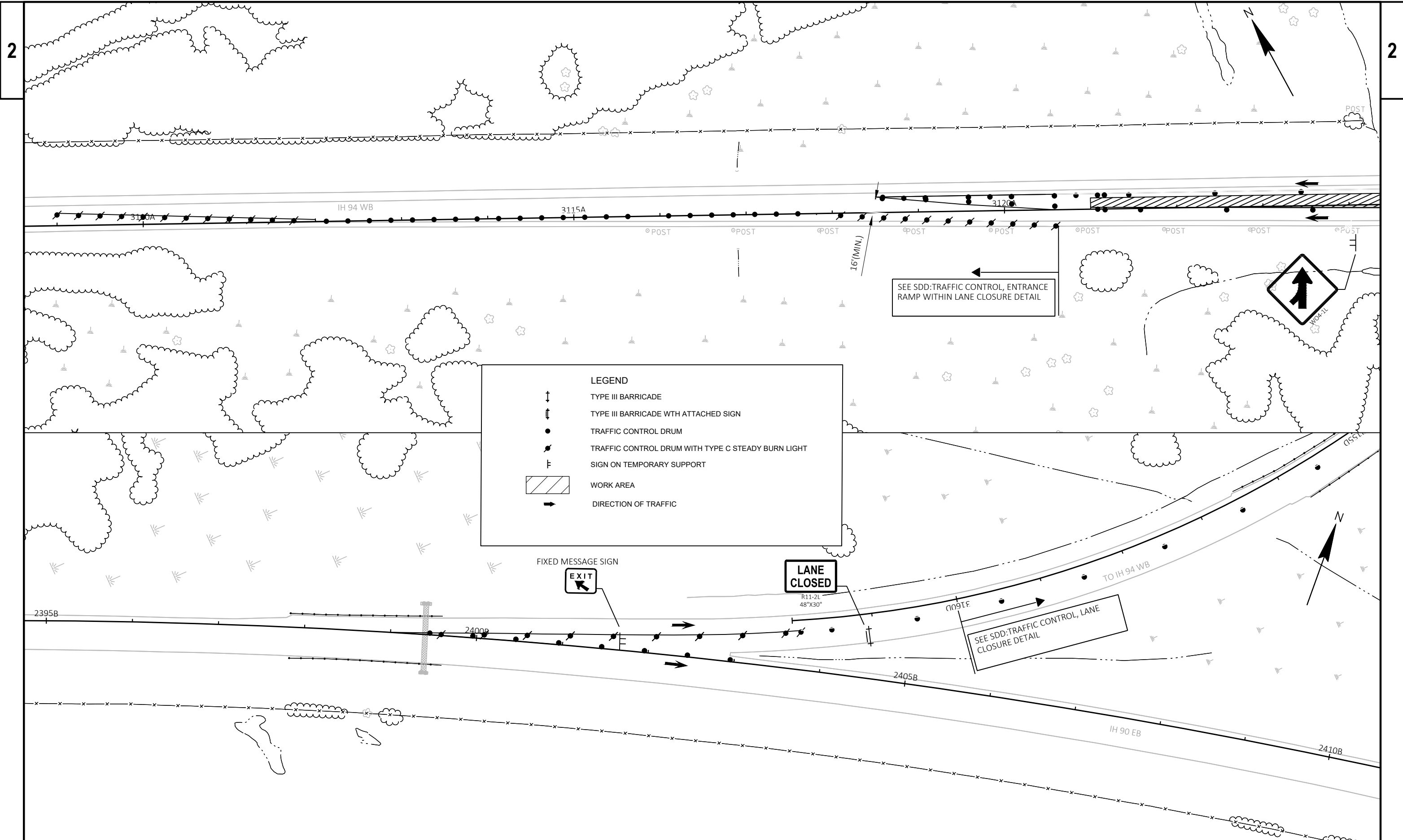
E



LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON TEMPORARY SUPPORT
	WORK AREA
	DIRECTION OF TRAFFIC

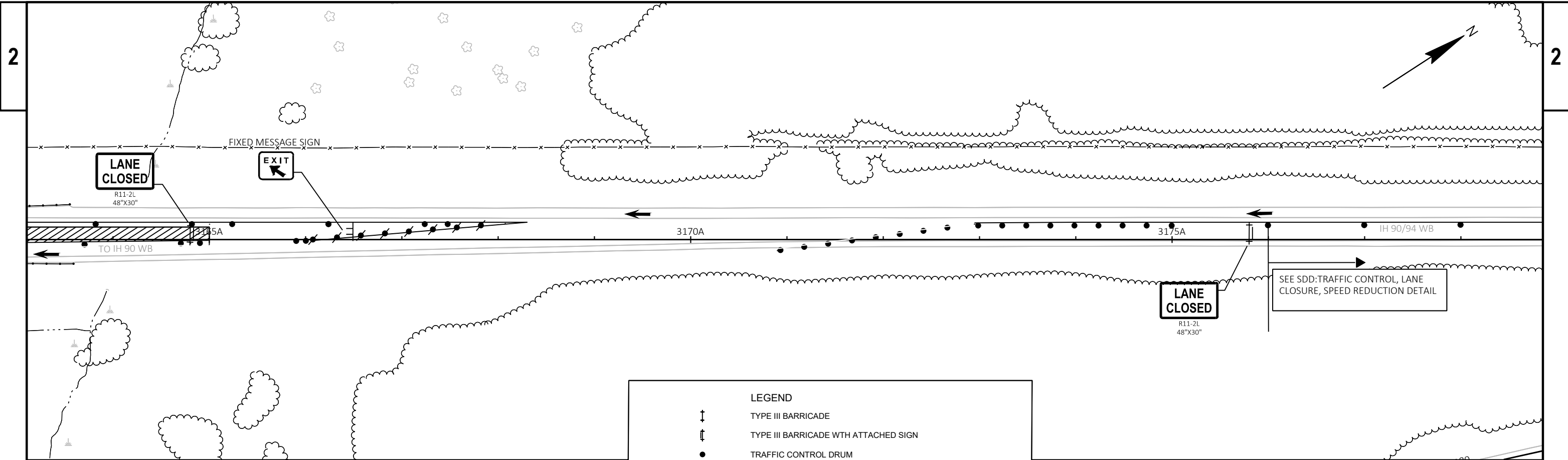


PROJECT NO: 1017-01-63	HWY: IH 94	COUNTY: MONROE	TRAFFIC CONTROL DETAIL-LANE SHIFT STAGE 3	SHEET	E
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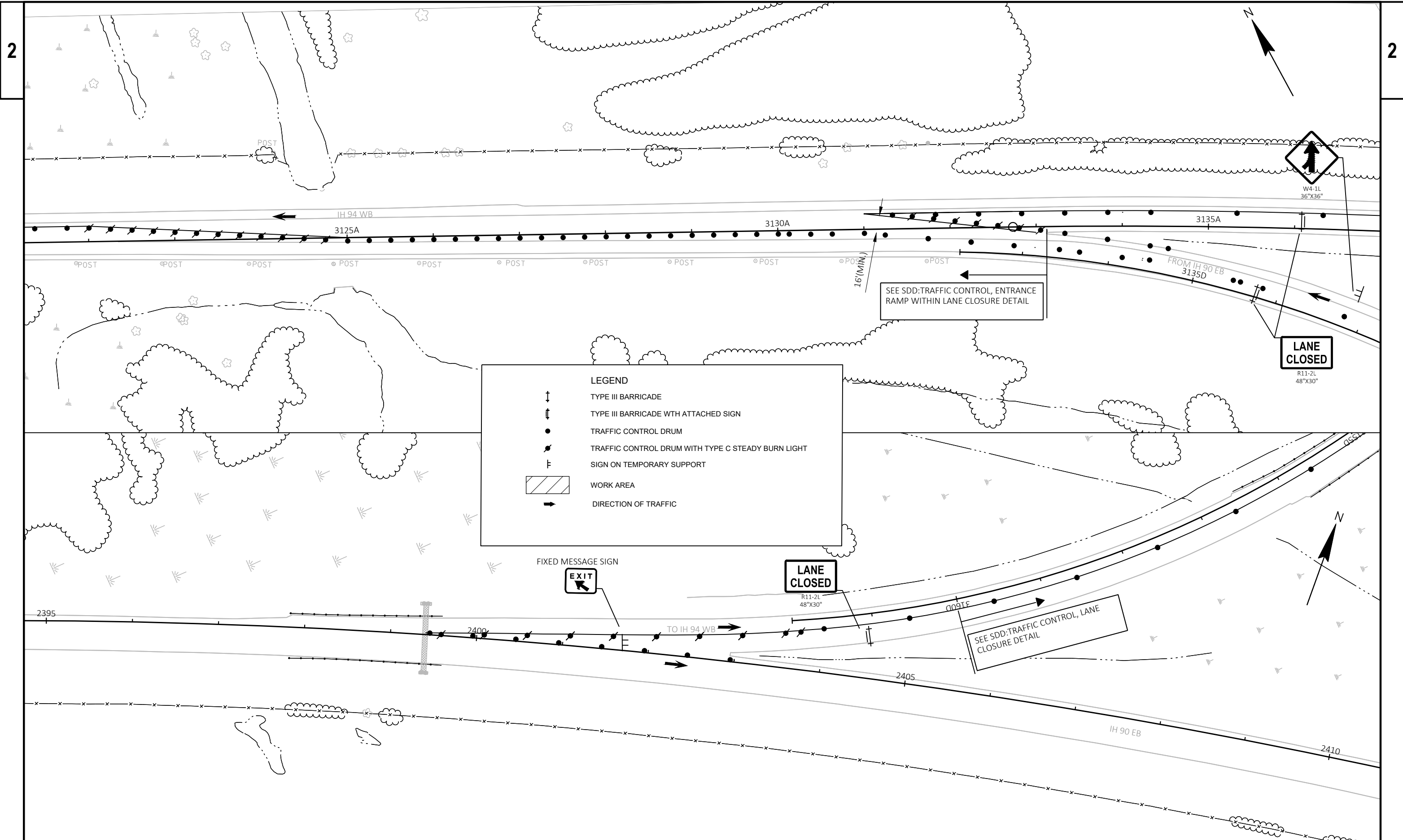


LEGEND

- ⊕ TYPE III BARRICADE
- ⊕ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⊕ SIGN ON TEMPORARY SUPPORT
- ▨ WORK AREA
- DIRECTION OF TRAFFIC

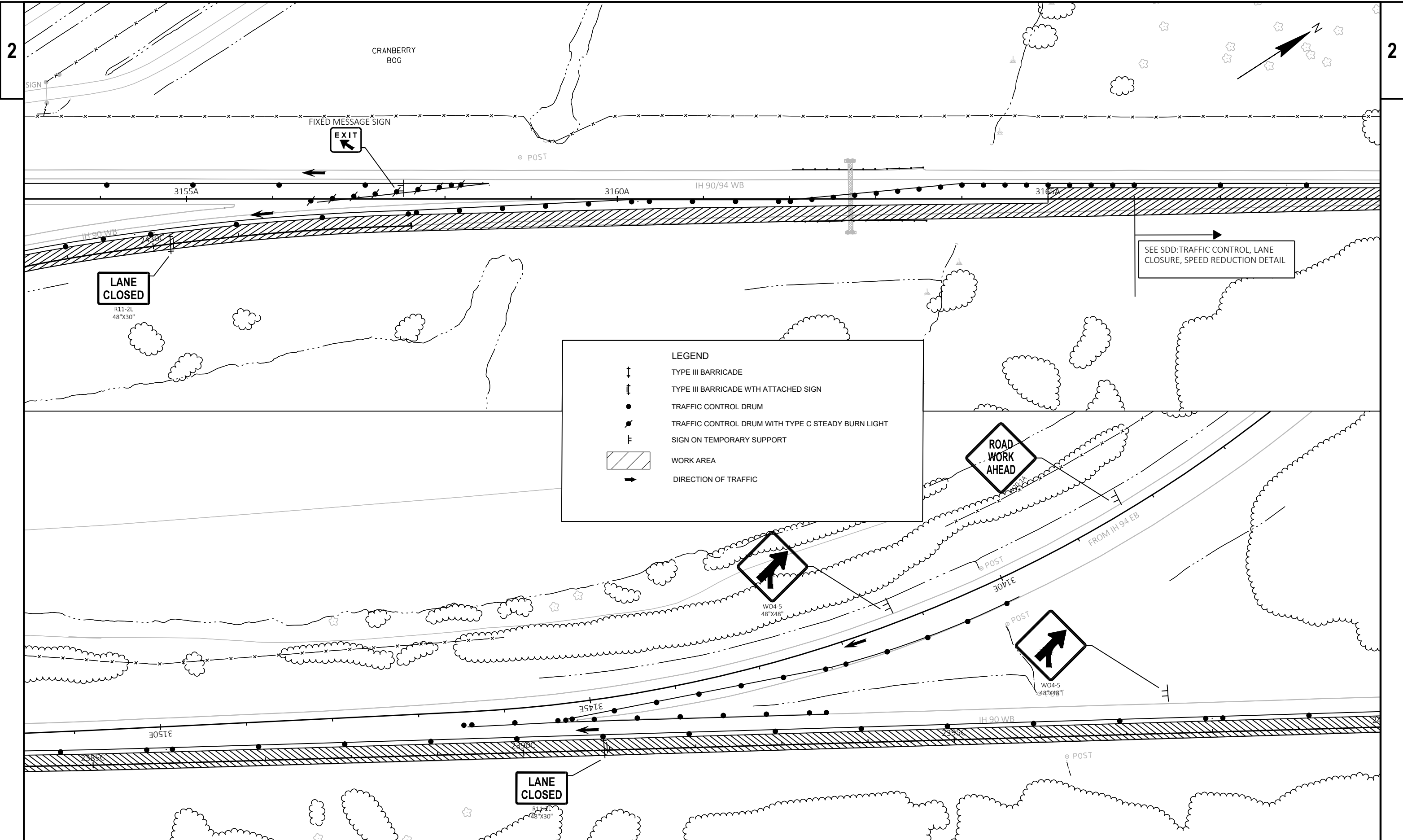


LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	SIGN ON TEMPORARY SUPPORT
	WORK AREA
	DIRECTION OF TRAFFIC



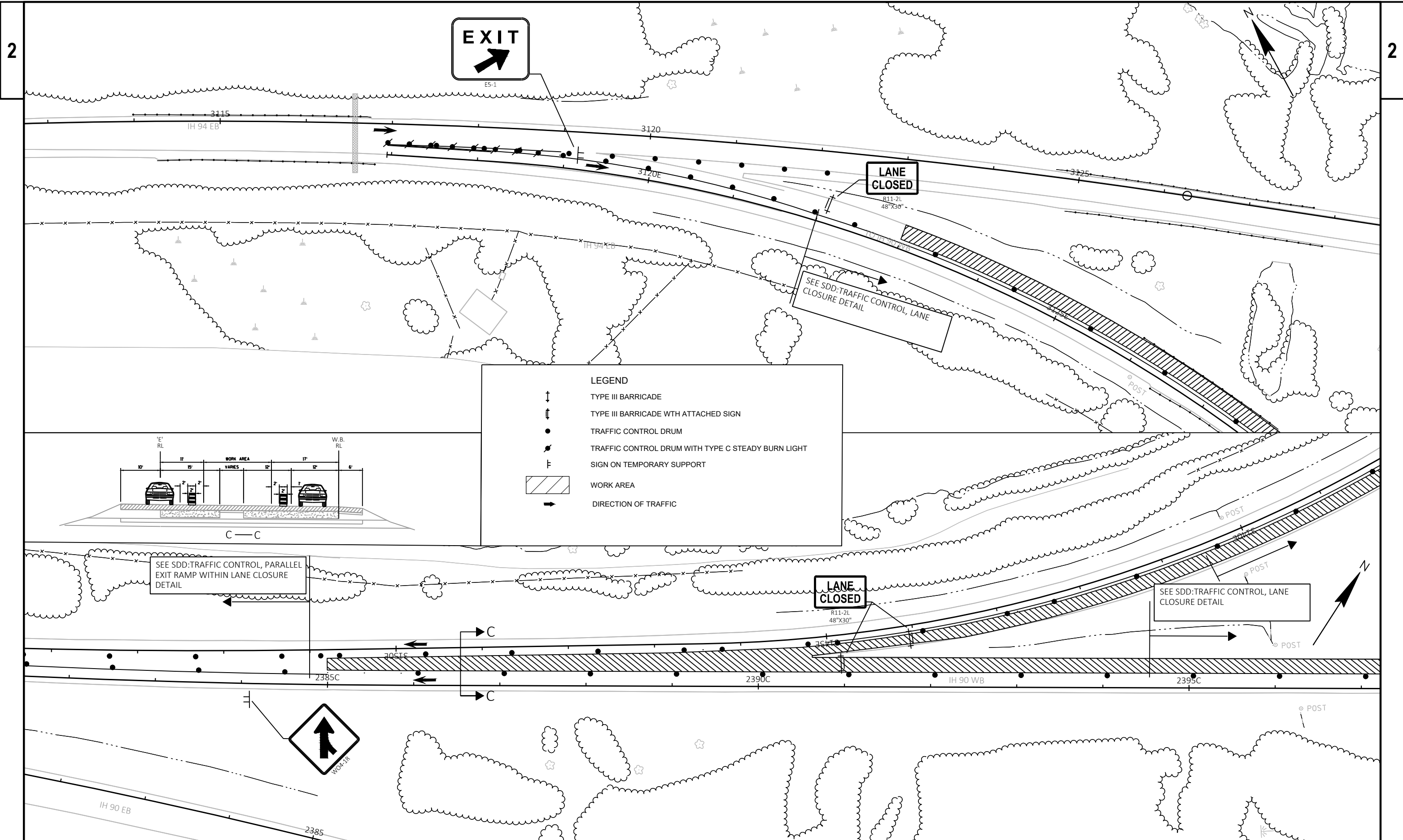
LEGEND

- ▬ TYPE III BARRICADE
- ▬ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▨ WORK AREA
- ➔ DIRECTION OF TRAFFIC



LEGEND

- ↑ TYPE III BARRICADE
- ↑↓ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- / TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▨ WORK AREA
- DIRECTION OF TRAFFIC



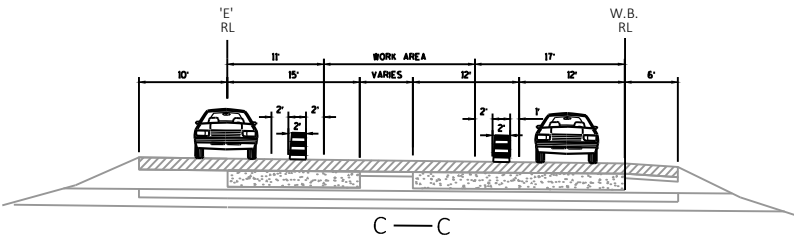
EXIT
E5-1

LANE CLOSED
R11-2L
48"X30"

SEE SDD: TRAFFIC CONTROL, LANE CLOSURE DETAIL

LEGEND

- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▨ WORK AREA
- ➔ DIRECTION OF TRAFFIC

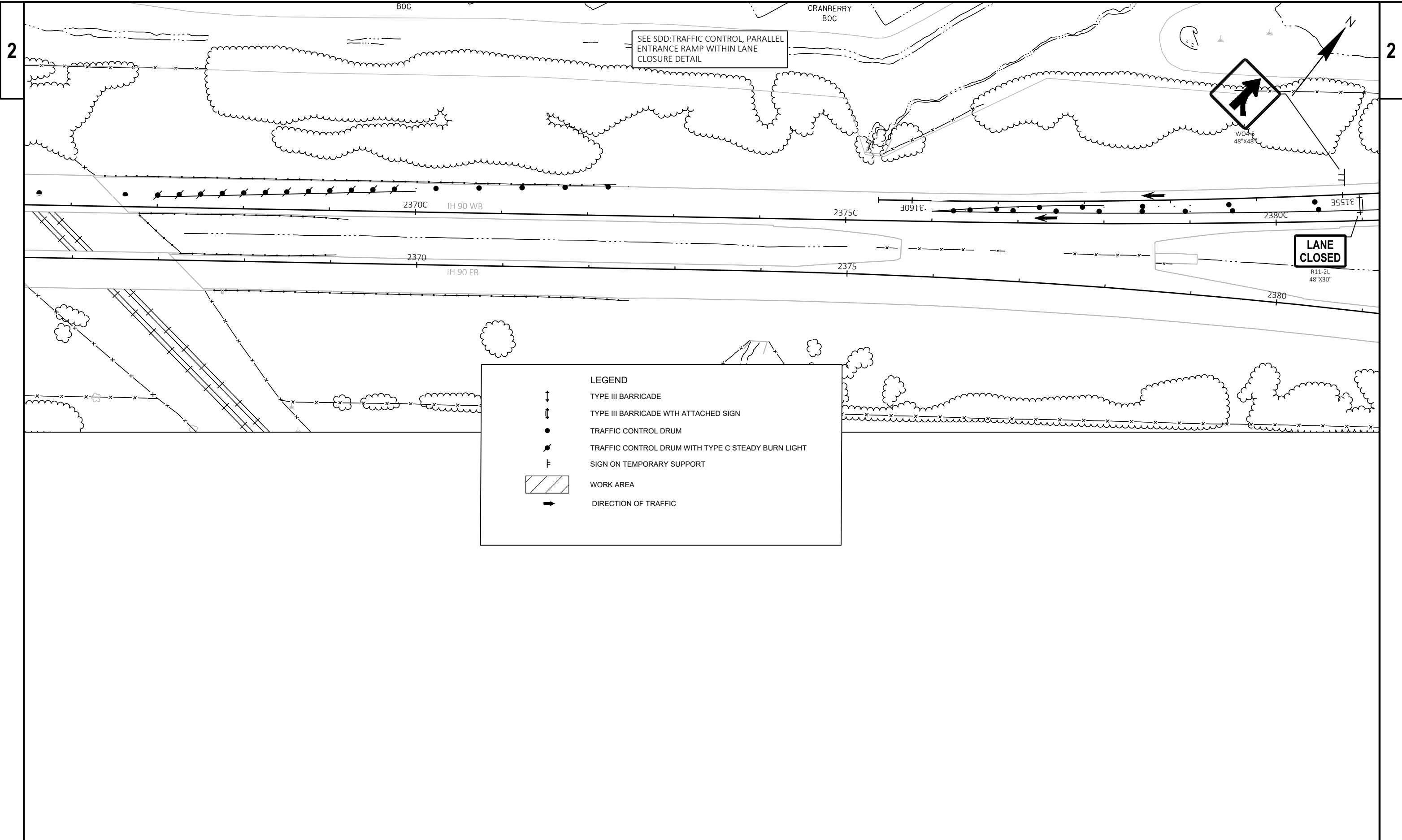


SEE SDD: TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE DETAIL

LANE CLOSED
R11-2L
48"X30"

SEE SDD: TRAFFIC CONTROL, LANE CLOSURE DETAIL








↑
W04-TR

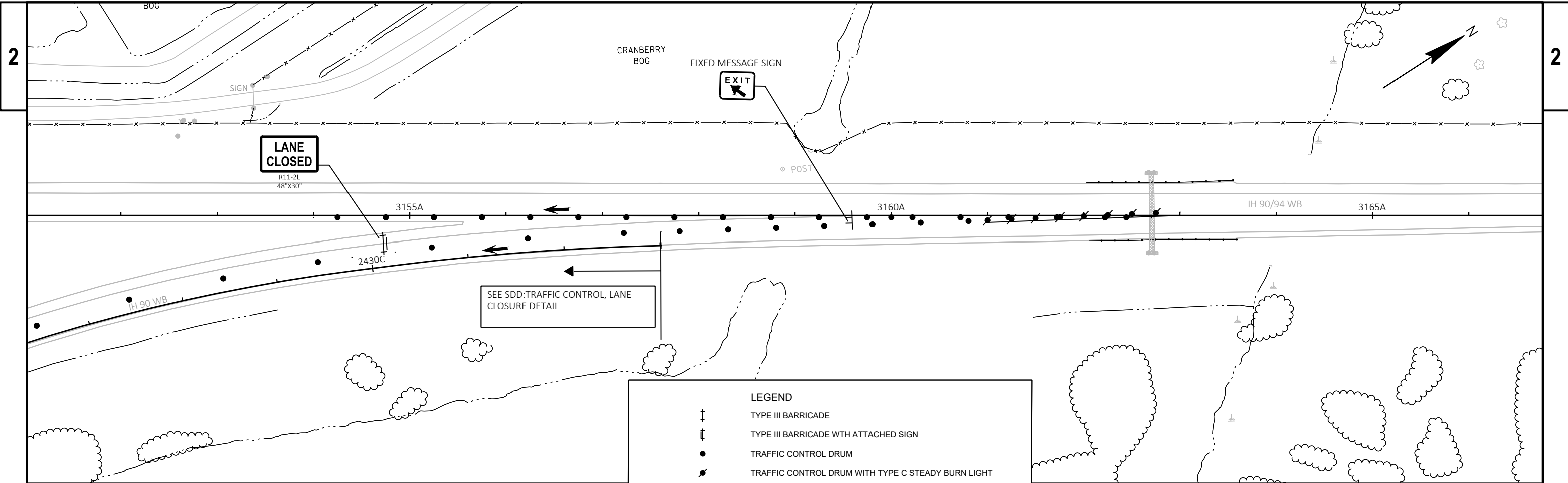


SEE SDD: TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE DETAIL

LANE CLOSED

LEGEND

-  TYPE III BARRICADE
-  TYPE III BARRICADE WTH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA
-  DIRECTION OF TRAFFIC



LEGEND

- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- ⊙ TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⊥ SIGN ON TEMPORARY SUPPORT
- ▨ WORK AREA
- ➔ DIRECTION OF TRAFFIC

SEE SDD: TRAFFIC CONTROL, LANE CLOSURE DETAIL

Estimate Of Quantities

1017-01-63

Line	Item	Item Description	Unit	Total	Qty
0002	204.0120	Removing Asphaltic Surface Milling	SY	19,372.000	19,372.000
0004	213.0100	Finishing Roadway (project) 01. 1017-01-63	EACH	1.000	1.000
0006	450.4000	HMA Cold Weather Paving	TON	115.000	115.000
0008	455.0605	Tack Coat	GAL	1,362.000	1,362.000
0010	460.7224	HMA Pavement 4 HT 58-28 S	TON	2,170.000	2,170.000
0012	618.0100	Maintenance And Repair of Haul Roads (project) 01. 1017-01-63	EACH	1.000	1.000
0014	619.1000	Mobilization	EACH	1.000	1.000
0016	642.5001	Field Office Type B	EACH	1.000	1.000
0018	643.0300	Traffic Control Drums	DAY	6,474.000	6,474.000
0020	643.0420	Traffic Control Barricades Type III	DAY	342.000	342.000
0022	643.0705	Traffic Control Warning Lights Type A	DAY	684.000	684.000
0024	643.0715	Traffic Control Warning Lights Type C	DAY	1,077.000	1,077.000
0026	643.0800	Traffic Control Arrow Boards	DAY	30.000	30.000
0028	643.0900	Traffic Control Signs	DAY	735.000	735.000
0030	643.1000	Traffic Control Signs Fixed Message	SF	32.000	32.000
0032	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	46.000	46.000
0034	643.1205.S	Basic Traffic Queue Warning System	DAY	16.000	16.000
0036	643.4100.S	Traffic Control Interim Lane Closure	EACH	7.000	7.000
0038	643.5000	Traffic Control	EACH	1.000	1.000
0040	646.1020	Marking Line Epoxy 4-Inch	LF	32,989.000	32,989.000
0042	646.3020	Marking Line Epoxy 8-Inch	LF	2,000.000	2,000.000
0044	646.6464	Cold Weather Marking Epoxy 4-Inch	LF	1,000.000	1,000.000
0046	646.6468	Cold Weather Marking Epoxy 8-Inch	LF	1,000.000	1,000.000

ASPHALT SUMMARY

204.0120 450.4000 455.0605 460.7224
 REMOVING HMA COLD TACK COAT HMA PAVEMENT
 ASPHALTIC WEATHER PAVING 4 HT 58-28 S
 SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	SY	TON	GAL	TON	REMARKS
STAGE 1									
0010	3657+00A	-	3659+00A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	3651+50A	-	3653+50A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	3569+00A	-	3579+00A	OUTSIDE LANE/SHLD JOINT	222	-	16	24.9	
0010	3543+00A	-	3549+00A	OUTSIDE LANE/SHLD JOINT	133	-	9	14.9	
0010	3524+00A	-	3526+00A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	3494+00A	-	3499+00A	OUTSIDE LANE/SHLD JOINT	111	-	8	12.5	
SUBTOTAL					601	-	43	67.3	
STAGE 1A									
0010	3652+50A	-	3653+50A	CENTERLINE JOINT	22	-	2	2.5	
0010	3589+00A	-	3590+00A	CENTERLINE JOINT	22	-	2	2.5	
0010	3571+00A	-	3579+00A	CENTERLINE JOINT	178	-	13	19.9	
0010	3518+00A	-	3541+00A	CENTERLINE JOINT	511	-	36	57.3	
SUBTOTAL					734	-	52	82.2	
STAGE 2									
0010	3441+00A	-	3445+00A	OUTSIDE LANE/SHLD JOINT	89	-	6	10.0	
0010	3433+00A	-	3437+00A	OUTSIDE LANE/SHLD JOINT	89	-	6	10.0	
0010	3429+00A	-	3430+00A	OUTSIDE LANE/SHLD JOINT	22	-	2	2.5	
0010	3421+00A	-	3425+00A	OUTSIDE LANE/SHLD JOINT	89	-	6	10.0	
0010	3377+00A	-	3403+00A	OUTSIDE LANE/SHLD JOINT	578	-	41	64.7	
0010	3308+00A	-	3310+00A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	3280+00A	-	3284+00A	OUTSIDE LANE/SHLD JOINT	89	-	6	10.0	
SUBTOTAL					1001	-	71	112.1	
STAGE 2A									
0010	3380+00A	-	3403+00A	CENTERLINE JOINT	511	-	36	57.3	
0010	3308+00A	-	3340+00A	CENTERLINE JOINT	711	-	50	79.7	
0010	3284+00A	-	3291+00A	CENTERLINE JOINT	156	-	11	17.4	
0010	3175+00A	-	3272+00A	CENTERLINE JOINT	2,156	-	151	241.4	
SUBTOTAL					3,534	-	248	395.8	
STAGE 3									
0010	3159+00A	-	3166+00A	OUTSIDE LANE/SHLD JOINT	156	-	11	17.4	
0010	3079+00A	-	3118+00A	OUTSIDE LANE/SHLD JOINT	867	-	61	97.1	
0010	3052+00A	-	3065+00A	OUTSIDE LANE/SHLD JOINT	289	-	20	32.4	
0010	3045+00A	-	3050+50A	OUTSIDE LANE/SHLD JOINT	122	-	9	13.7	
0010	2991+50A	-	3025+00A	OUTSIDE LANE/SHLD JOINT	745	-	52	83.4	
0010	2982+00A	-	2989+50A	OUTSIDE LANE/SHLD JOINT	167	-	12	18.7	
0010	2976+00A	-	2978+00A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	2950+00A	-	2955+00A	OUTSIDE LANE/SHLD JOINT	111	-	8	12.5	
0010	2940+00A	-	2942+00A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	2936+00A	-	2938+00A	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
SUBTOTAL					2590	-	182	290.1	
STAGE 3A									
0010	3155+00A	-	3165+00A	MEDIAN LANE/RAMP LANE JOINT	222	-	16	24.9	
0010	3121+00A	-	3165+00A	CENTERLINE JOINT	978	-	69	109.5	
0010	3052+00A	-	3107+00A	CENTERLINE JOINT	1,222	-	86	136.9	
0010	3040+00A	-	3050+50A	CENTERLINE JOINT	233	-	16	26.1	
0010	2936+03A	-	2938+00A	CENTERLINE JOINT	44	-	3	4.9	
0010	2402+00C	-	2408+00C	OUTSIDE LANE/SHLD JOINT	133	-	9	14.9	
SUBTOTAL					2,833	-	199	317.3	

ASPHALT SUMMARY(CONT.)

204.0120 450.4000 455.0605 460.7224
 REMOVING HMA COLD TACK COAT HMA PAVEMENT
 ASPHALTIC WEATHER PAVING 4 HT 58-28 S
 SURFACE MILLING

CATEGORY	STATION	TO	STATION	LOCATION	SY	TON	GAL	TON	REMARKS
STAGE 3B									
0010	3107+00A	-	3121+00A	CENTERLINE JOINT	311	-	22	34.9	
0010	3111+00A	-	3120+00A	MEDIAN LANE/RAMP LANE JOINT	200	-	14	22.4	
0010	3165+00A	-	3175+00A	CENTERLINE JOINT	222	-	16	24.9	
0010	2366+50C	-	2433+00C	CENTERLINE JOINT	1,478	-	104	165.5	
0010	2327+50C	-	2364+50C	CENTERLINE JOINT	822	-	58	92.1	
SUBTOTAL					3,034	-	213	339.8	
STAGE 4									
0010	2385+00C	-	2393+00C	OUTSIDE LANE/SHLD JOINT	178	-	13	19.9	
0010	2362+50C	-	2364+50C	OUTSIDE LANE/SHLD JOINT	45	-	3	5.0	
0010	2335+00C	-	2339+00C	OUTSIDE LANE/SHLD JOINT	89	-	6	10.0	
0010	2327+50C	-	2333+50C	OUTSIDE LANE/SHLD JOINT	133	-	9	14.9	
0010	3123+00E	-	3150+00E	RAMP CENTERLINE JOINT	600	-	42	67.2	
SUBTOTAL					1,045	-	74	117.0	
UNDISTRIBUTED					4,000	115	280	448.0	
TOTAL 0010					19,372	115	1,362	2,170.0	

PROJECT NO: 1017-01-63

HWY: IH 90

COUNTY: MONROE & JUNEAU

MISCELLANEOUS QUANTITIES

SHEET

E

TRAFFIC CONTROL SUMMARY

CATEGORY	STATION	TO	STATION	STAGE	DURATION	643.0300	643.0420	643.0705	643.0715	643.0800	643.0900	643.1051	643.1205.S	REMARKS								
						TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL WARNING LIGHTS TYPE C	TRAFFIC CONTROL ARROW BOARDS	TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS	BASIC TRAFFIC QUEUE WARNING SYSTEM									
0010	-	-	-	PREWARN	7.00	0	0	0	0	0	0	2	14	0								
0010	3465+00A	-	3717+75A	1	1.00	333	333	17	17	34	34	44	44	2	2	39	39	2	2	1	PCMS FOR INCIDENT MANAGEMENT	
0010	3465+00A	-	3713+25A	1A	1.00	300	300	17	17	34	34	39	39	2	2	38	38	2	2	1	PCMS FOR INCIDENT MANAGEMENT	
0010	3174+00A	-	3485+75A	2	1.00	392	392	27	27	54	54	37	37	2	2	44	44	2	2	1	PCMS FOR INCIDENT MANAGEMENT	
0010	3174+00A	-	3492+25A	2A	3.00	370	1110	27	81	54	162	39	117	2	6	47	141	2	6	3		
0010	2935+00A	-	3193+75A	3	3.00	402	1206	19	57	38	114	65	195	2	6	50	150	2	6	3	PCMS FOR INCIDENT MANAGEMENT	
0010	2935+00A	-	3203+25A	3A	3.00	464	1392	22	66	44	132	99	297	2	6	50	150	2	6	3	PCMS FOR INCIDENT MANAGEMENT	
0010	2400+00C	-	2430+00C	3A	3.00	34	102	3	9	6	18	0	0	0	0	5	15	0	0	0		
0010	3133+00D	-	3166+02D	3A	3.00	44	132	2	6	4	12	28	84	0	0	5	15	0	0	0		
SUBTOTAL(3A)							1626		81		162		381		6		180		6		3	
0010	3107+00A	-	3203+25A	3B	3.00	185	555	3	9	6	18	47	141	2	6	19	57	2	6	3	PCMS FOR INCIDENT MANAGEMENT	
0010	2327+00C	-	2430+00C	3B	3.00	104	312	8	24	16	48	0	0	0	0	12	36	0	0	0		
0010	3133+00D	-	3166+02D	3B	3.00	107	321	3	9	6	18	17	51	0	0	6	18	0	0	0		
0010	3140+00E	-	3146+50E	3B	3.00	20	60	3	9	6	18	0	0	0	0	5	15	0	0	0		
SUBTOTAL							1248		51		102		192		6		126		6		3	
0010	3154+00A	-	3164+00A	4	1.00	30	30	0	0	0	0	15	15	0	0	0	0	2	2	1	PCMS FOR INCIDENT MANAGEMENT	
0010	2327+00C	-	2430+00C	4	1.00	179	179	8	8	16	16	32	32	0	0	12	12	0	0	0		
0010	3115+50	-	3122+00	4	1.00	19	19	0	0	0	0	19	19	0	0	1	1	0	0	0		
0010	3119+00E	-	3146+50E	4	1.00	31	31	3	3	6	6	6	6	0	0	4	4	0	0	0		
SUBTOTAL							259		11		22		72		0		17		2		1	
TOTAL 0010							6,474		342		684		1,077		30		735		46		16	

CATEGORY	STATION	LOCATION	643.1000	REMARKS
			TRAFFIC CONTROL SIGNS FIXED MESSAGE SF	
0010	2401+75B	GORE	16	
0010	3157+50A	GORE	16	
TOTAL 0010			32	

CATEGORY	STATION	TO	STATION	643.4100.S	REMARKS
				TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	
0010	3465+00A	-	3713+25A	1	STG 1A
0010	3174+00A	-	3485+75A	1	STG 2
0010	3174+00A	-	3492+25A	1	STG 2A
0010	2935+00A	-	3193+75A	1	STG 3
0010	2935+00A	-	3203+25A	1	STG 3A
0010	3107+00A	-	3203+25A	1	STG 3B
0010	3154+00A	-	3164+00A	1	STG 4
TOTAL 0010				7	

PAVEMENT MARKING SUMMARY

646.1020 MARKING LINE EPOXY 4-INCH
 646.3020 MARKING LINE EPOXY 8-INCH
 646.6464 COLD WEATHER MARKING EPOXY 4-INCH
 646.6468 COLD WEATHER MARKING EPOXY 8-INCH

CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	REMARKS
STAGE 1									
0010	3657+00A	-	3659+00A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	3651+50A	-	3653+50A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	3569+00A	-	3579+00A	OUTSIDE LANE/SHLD JOINT	1,000	-	-	-	WHITE
0010	3543+00A	-	3549+00A	OUTSIDE LANE/SHLD JOINT	600	-	-	-	WHITE
0010	3524+00A	-	3526+00A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	3494+00A	-	3499+00A	OUTSIDE LANE/SHLD JOINT	500	-	-	-	WHITE
SUBTOTAL					2,700	-	-	-	
STAGE 1A									
0010	3652+50A	-	3653+50A	CENTERLINE JOINT	20	-	-	-	WHITE
0010	3589+00A	-	3590+00A	CENTERLINE JOINT	20	-	-	-	WHITE
0010	3571+00A	-	3579+00A	CENTERLINE JOINT	160	-	-	-	WHITE
0010	3518+00A	-	3541+00A	CENTERLINE JOINT	460	-	-	-	WHITE
SUBTOTAL					660	-	-	-	
STAGE 2									
0010	3441+00A	-	3445+00A	OUTSIDE LANE/SHLD JOINT	400	-	-	-	WHITE
0010	3433+00A	-	3437+00A	OUTSIDE LANE/SHLD JOINT	400	-	-	-	WHITE
0010	3429+00A	-	3430+00A	OUTSIDE LANE/SHLD JOINT	100	-	-	-	WHITE
0010	3421+00A	-	3425+00A	OUTSIDE LANE/SHLD JOINT	400	-	-	-	WHITE
0010	3377+00A	-	3403+00A	OUTSIDE LANE/SHLD JOINT	2,600	-	-	-	WHITE
0010	3308+00A	-	3310+00A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	3280+00A	-	3284+00A	OUTSIDE LANE/SHLD JOINT	400	-	-	-	WHITE
SUBTOTAL					4,500	-	-	-	
STAGE 2A									
0010	3380+00A	-	3403+00A	CENTERLINE JOINT	460	-	-	-	WHITE
0010	3308+00A	-	3340+00A	CENTERLINE JOINT	640	-	-	-	WHITE
0010	3284+00A	-	3291+00A	CENTERLINE JOINT	140	-	-	-	WHITE
0010	3175+00A	-	3272+00A	CENTERLINE JOINT	1,940	-	-	-	WHITE
SUBTOTAL					3,180	-	-	-	
STAGE 3									
0010	3159+00A	-	3166+00A	OUTSIDE LANE/SHLD JOINT	700	-	-	-	WHITE
0010	3079+00A	-	3118+00A	OUTSIDE LANE/SHLD JOINT	3,900	-	-	-	WHITE
0010	3052+00A	-	3065+00A	OUTSIDE LANE/SHLD JOINT	1,300	-	-	-	WHITE
0010	3045+00A	-	3050+50A	OUTSIDE LANE/SHLD JOINT	550	-	-	-	WHITE
0010	2991+50A	-	3025+00A	OUTSIDE LANE/SHLD JOINT	3,350	-	-	-	WHITE
0010	2982+00A	-	2989+50A	OUTSIDE LANE/SHLD JOINT	750	-	-	-	WHITE
0010	2976+00A	-	2978+00A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	2950+00A	-	2955+00A	OUTSIDE LANE/SHLD JOINT	500	-	-	-	WHITE
0010	2940+00A	-	2942+00A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	2936+00A	-	2938+00A	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
SUBTOTAL					11,650	-	-	-	
STAGE 3A									
0010	3155+00A	-	3165+00A	MEDIAN LANE/RAMP LANE JOINT	200	-	-	-	WHITE
0010	3121+00A	-	3165+00A	CENTERLINE JOINT	880	-	-	-	WHITE
0010	3052+00A	-	3107+00A	CENTERLINE JOINT	1,100	-	-	-	WHITE
0010	3040+00A	-	3050+50A	CENTERLINE JOINT	210	-	-	-	WHITE
0010	2936+03A	-	2938+00A	CENTERLINE JOINT	39	-	-	-	WHITE
0010	2402+00C	-	2408+00C	OUTSIDE LANE/SHLD JOINT	600	-	-	-	WHITE
SUBTOTAL					3,029	-	-	-	

PAVEMENT MARKING SUMMARY(CONT.)

646.1020 MARKING LINE EPOXY 4-INCH
 646.3020 MARKING LINE EPOXY 8-INCH
 646.6464 COLD WEATHER MARKING EPOXY 4-INCH
 646.6468 COLD WEATHER MARKING EPOXY 8-INCH

CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	REMARKS
STAGE 3B									
0010	3107+00A	-	3121+00A	CENTERLINE JOINT	280	-	-	-	WHITE
0010	3111+00A	-	3120+00A	MEDIAN LANE/RAMP LANE JOINT	180	-	-	-	WHITE
0010	3165+00A	-	3175+00A	CENTERLINE JOINT	200	-	-	-	WHITE
0010	2366+50C	-	2433+00C	CENTERLINE JOINT	1,330	-	-	-	WHITE
0010	2327+50C	-	2364+50C	CENTERLINE JOINT	740	-	-	-	WHITE
SUBTOTAL					2,730	-	-	-	
STAGE 4									
0010	2385+00C	-	2393+00C	OUTSIDE LANE/SHLD JOINT	800	-	-	-	WHITE
0010	2362+50C	-	2364+50C	OUTSIDE LANE/SHLD JOINT	200	-	-	-	WHITE
0010	2335+00C	-	2339+00C	OUTSIDE LANE/SHLD JOINT	400	-	-	-	WHITE
0010	2327+50C	-	2333+50C	OUTSIDE LANE/SHLD JOINT	600	-	-	-	WHITE
0010	3123+00E	-	3150+00E	RAMP CENTERLINE JOINT	540	-	-	-	WHITE
SUBTOTAL					2,540	-	-	-	
UNDISTRIBUTED					2,000	2,000	1,000	1,000	
TOTAL 0010					32,989	2,000	1,000	1,000	

PROJECT NO: 1017-01-63

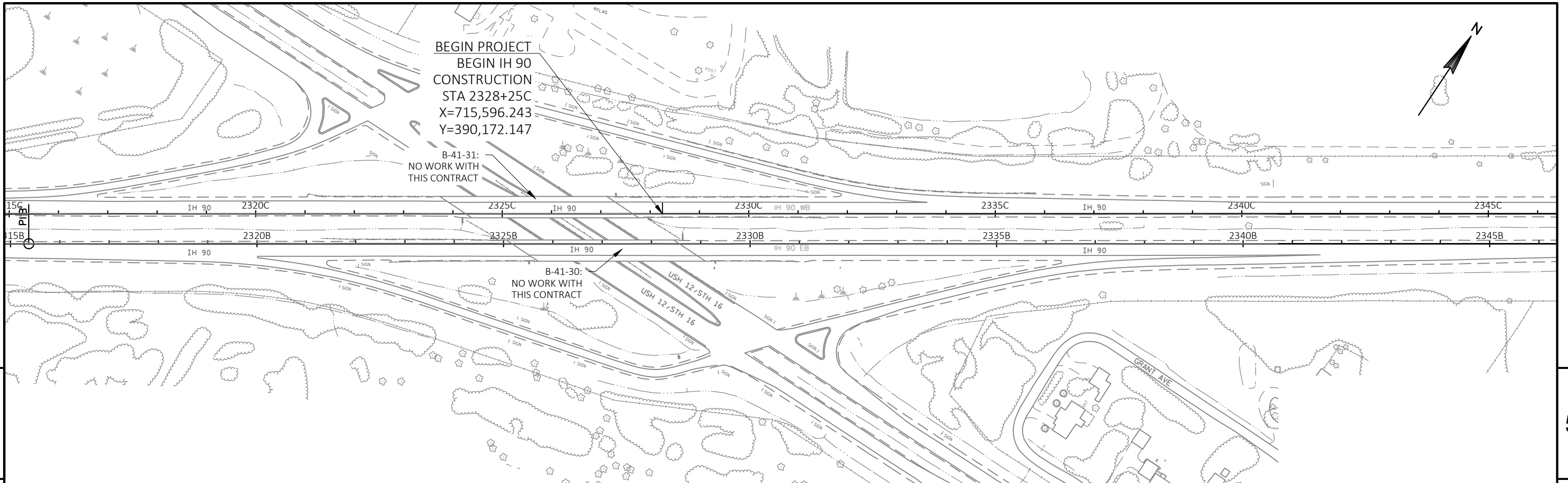
HWY: IH 90

COUNTY: MONROE & JUNEAU

MISCELLANEOUS QUANTITIES

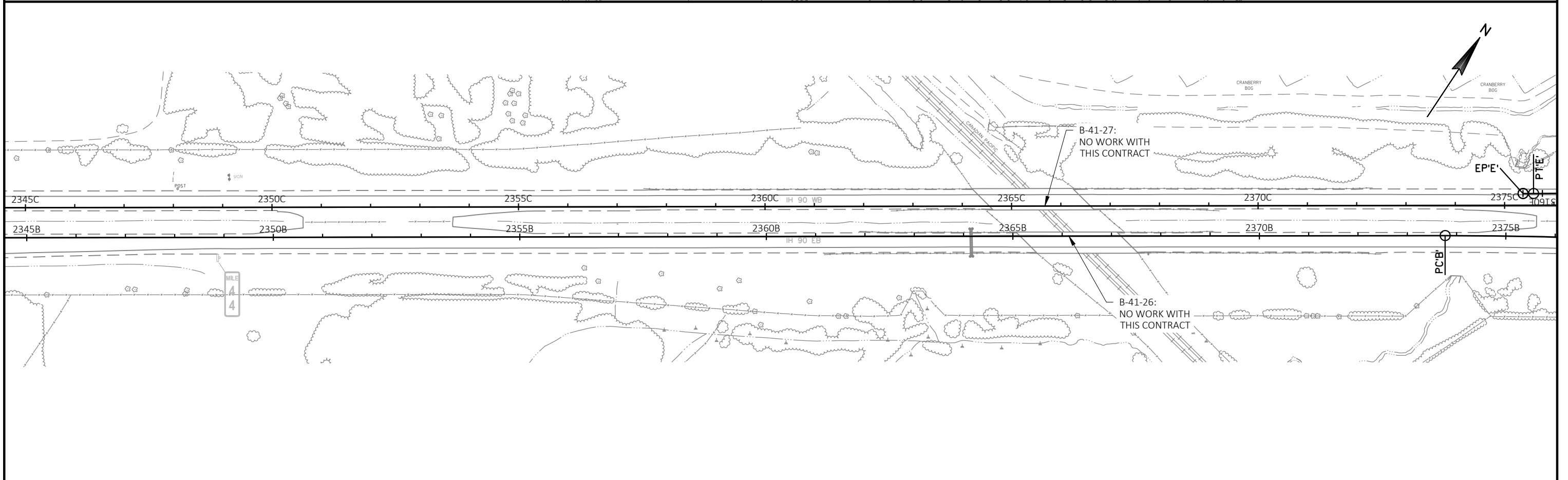
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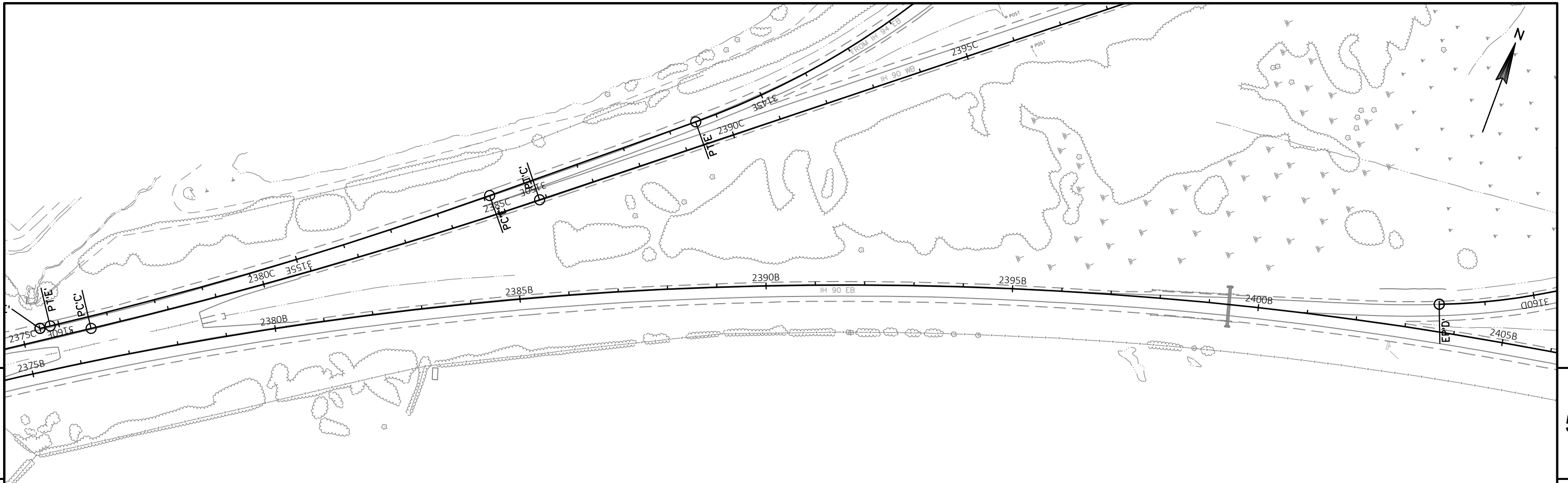


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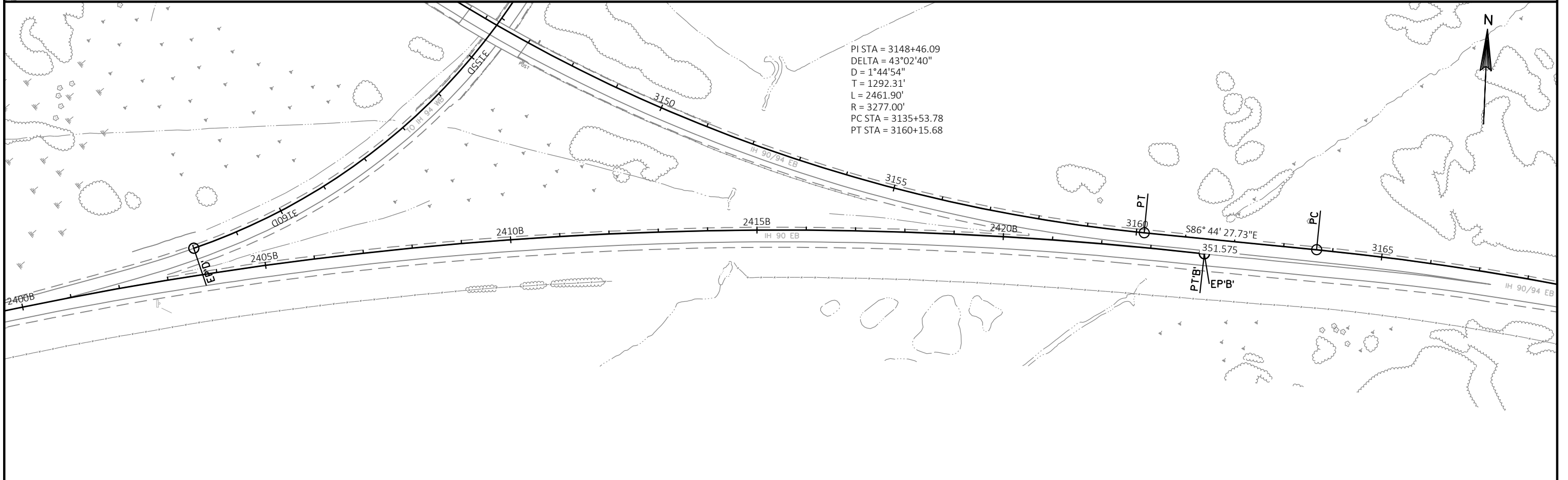


PROJECT NO: 1017-01-63	HWY: IH 90	COUNTY: MONROE	PLAN	SHEET	E
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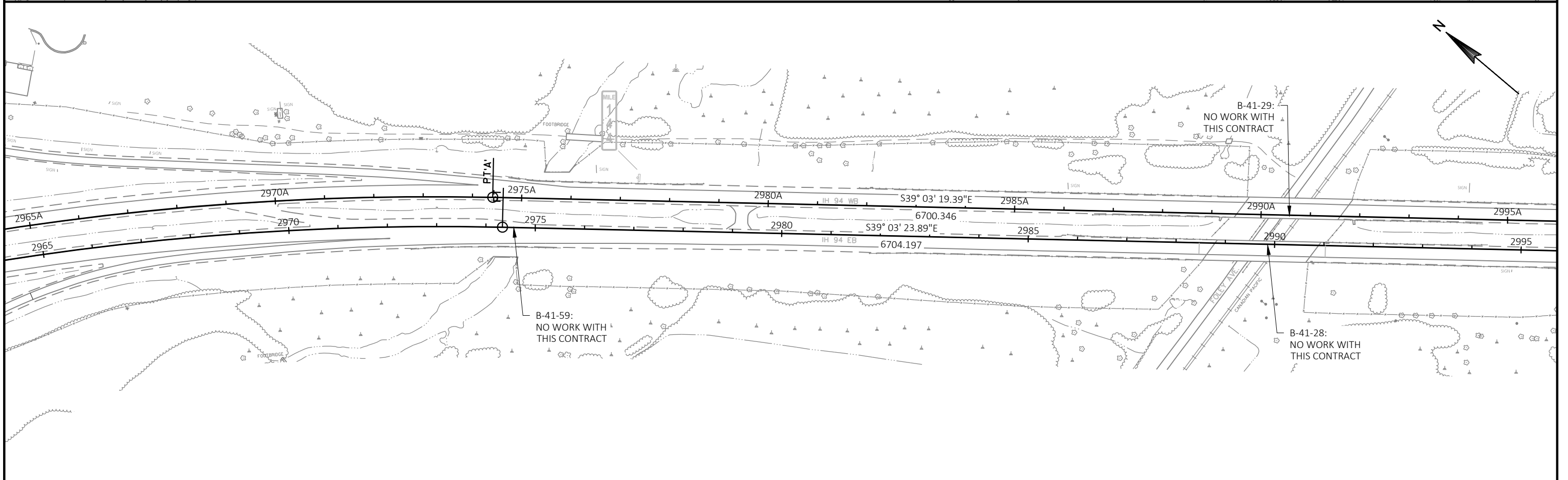
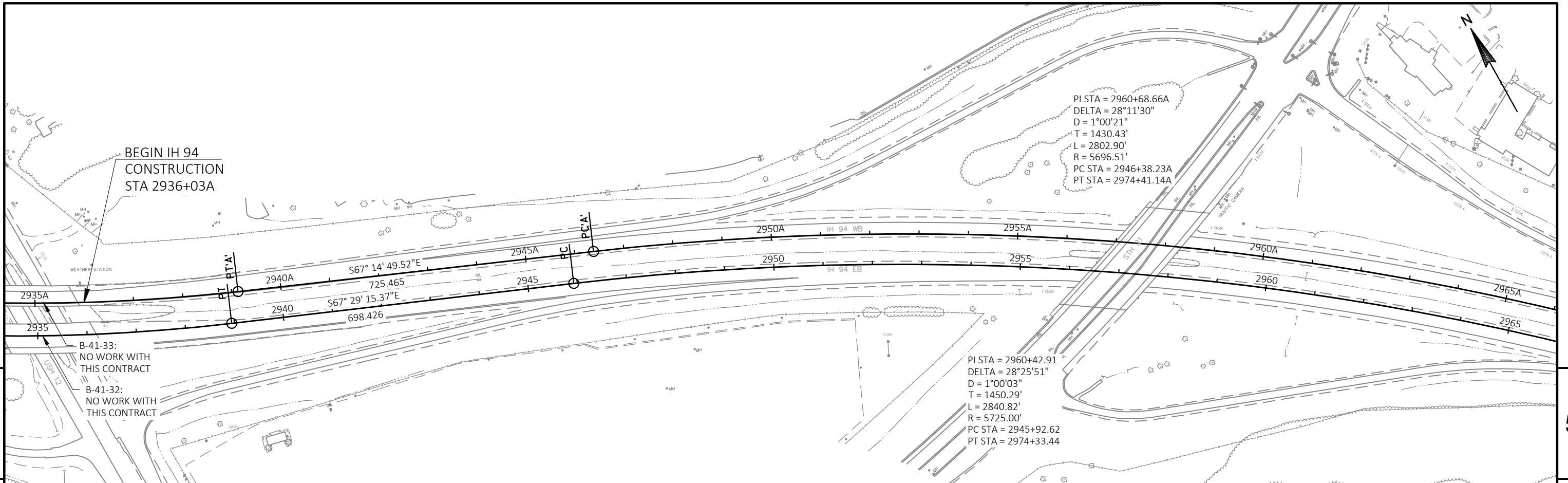


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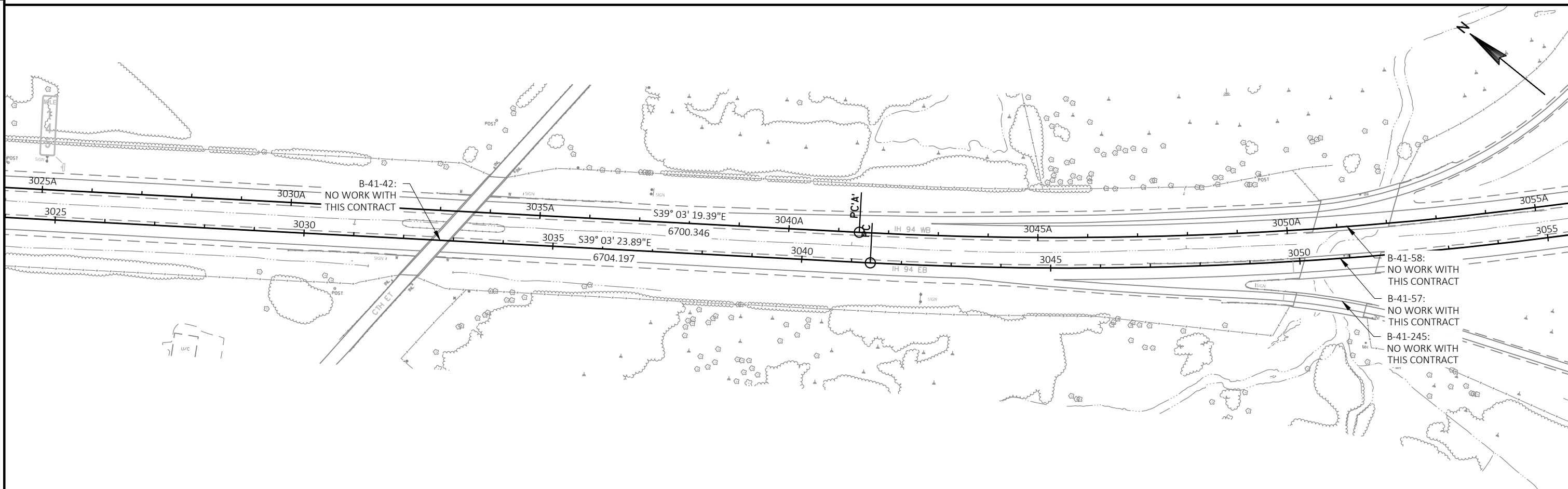
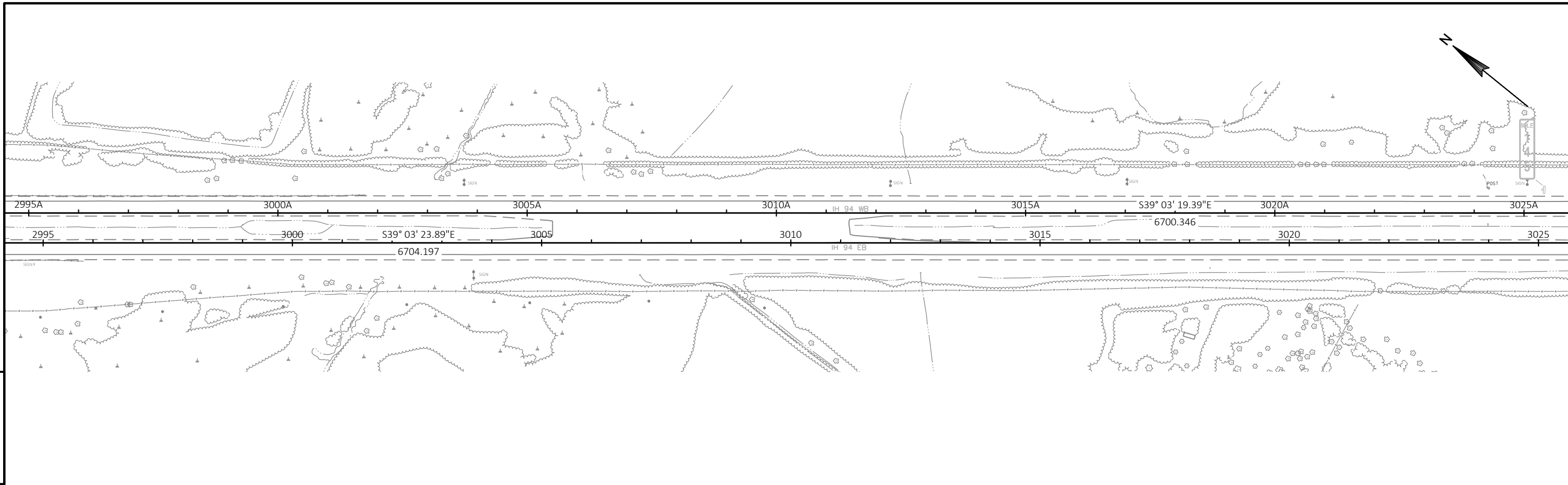
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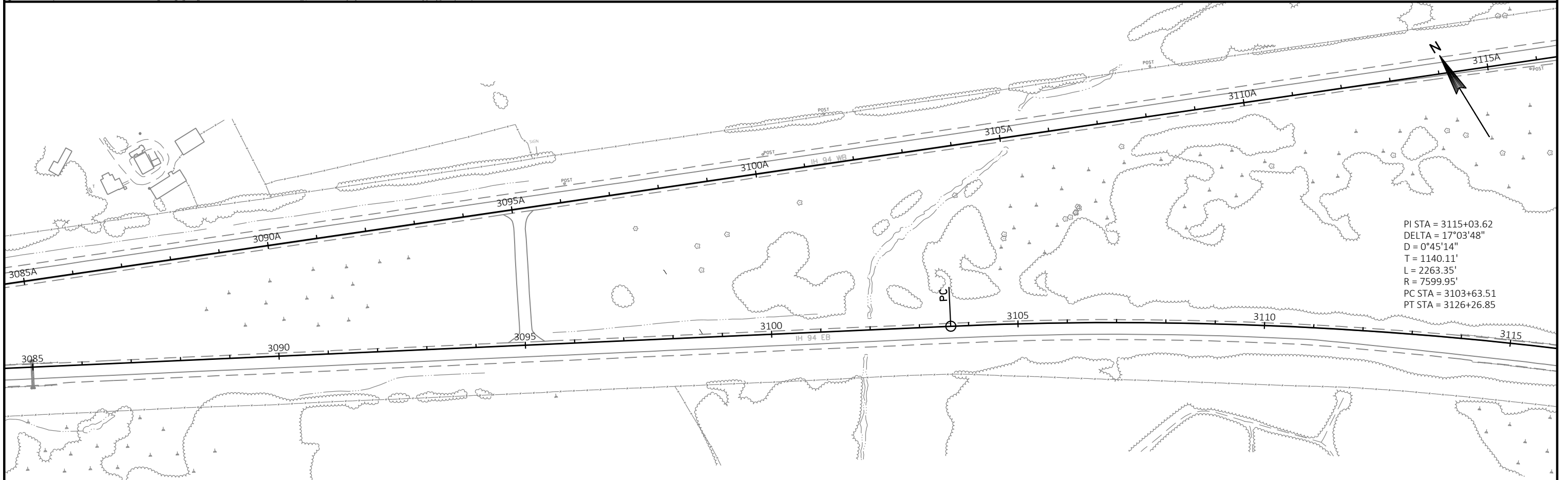
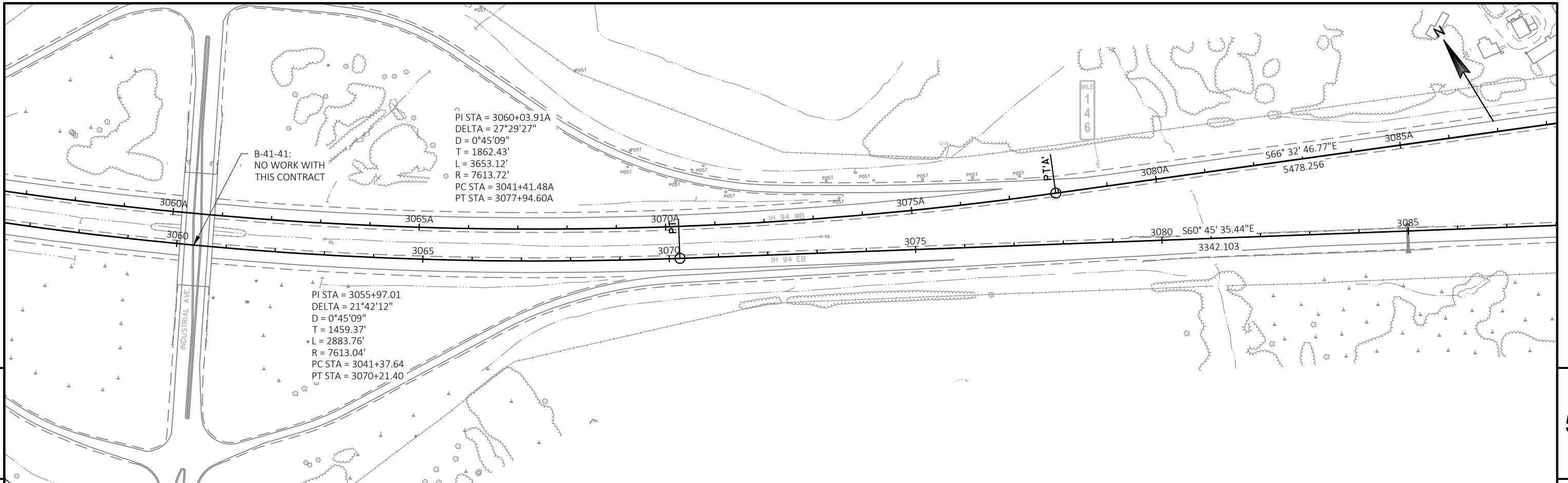
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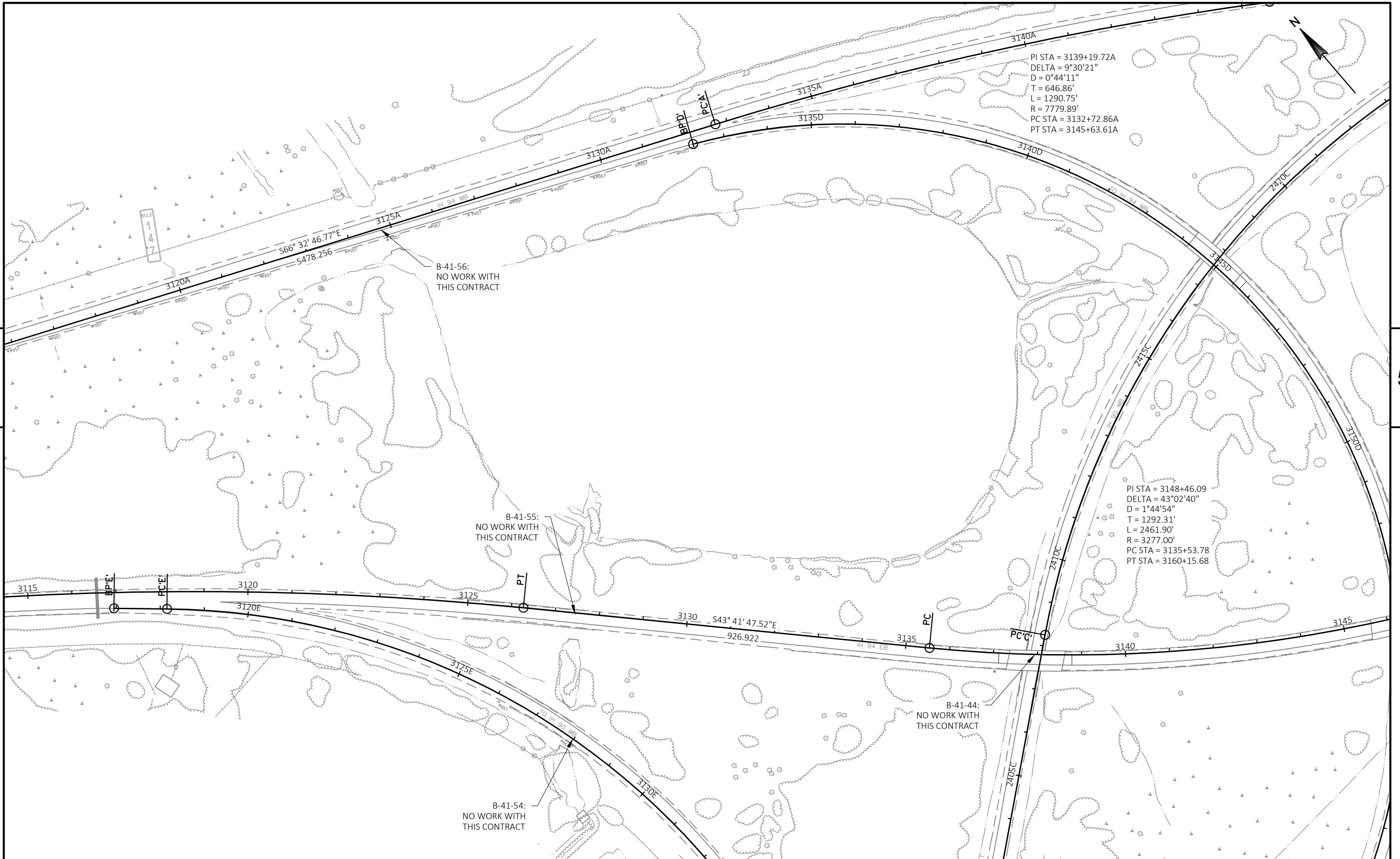
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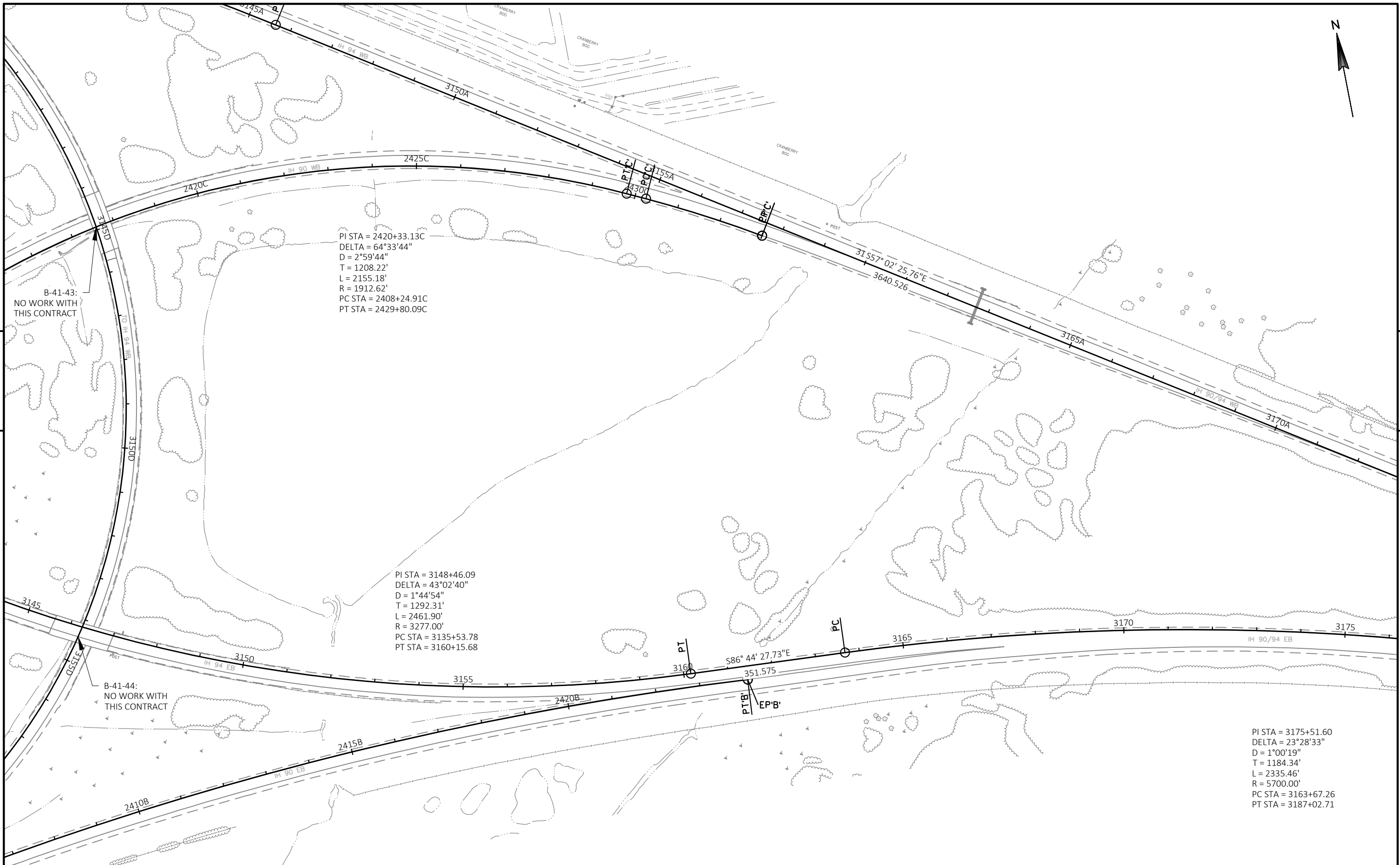
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PROJECT NO: 1017-01-63	HWY: IH 94	COUNTY: MONROE	PLAN	SHEET	E
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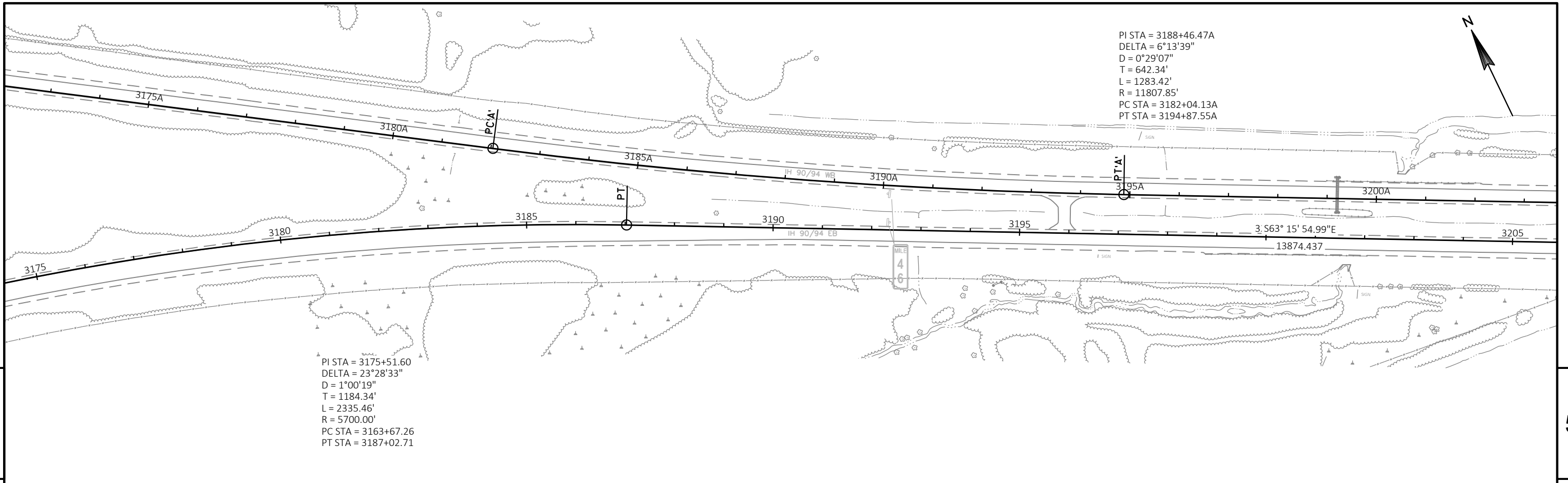
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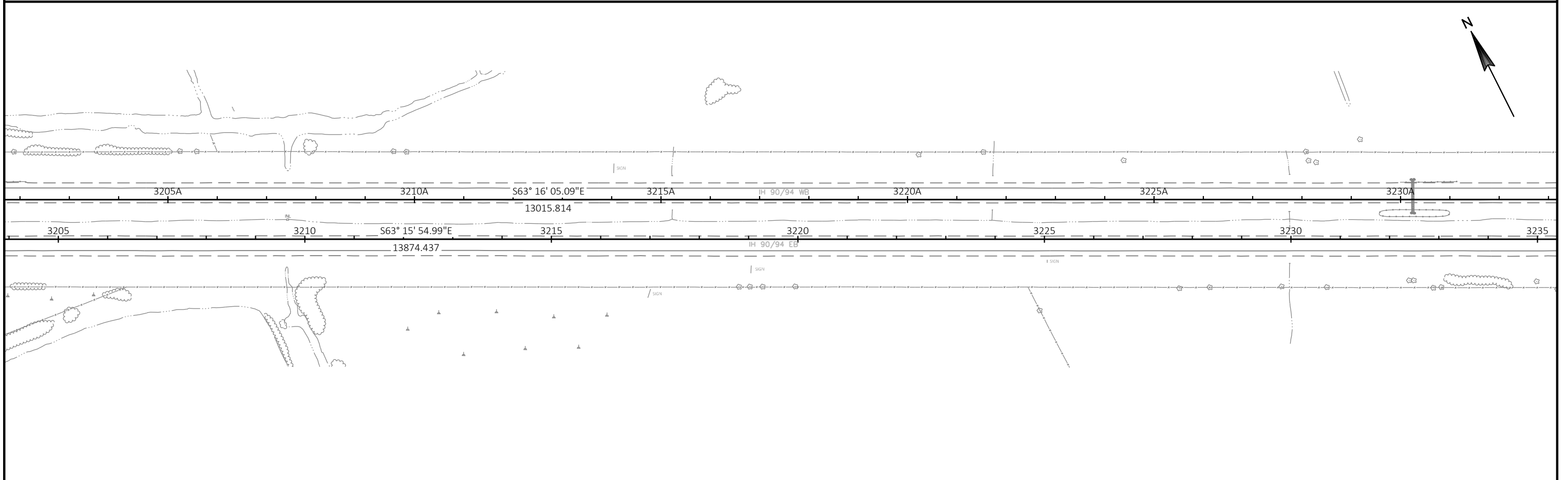
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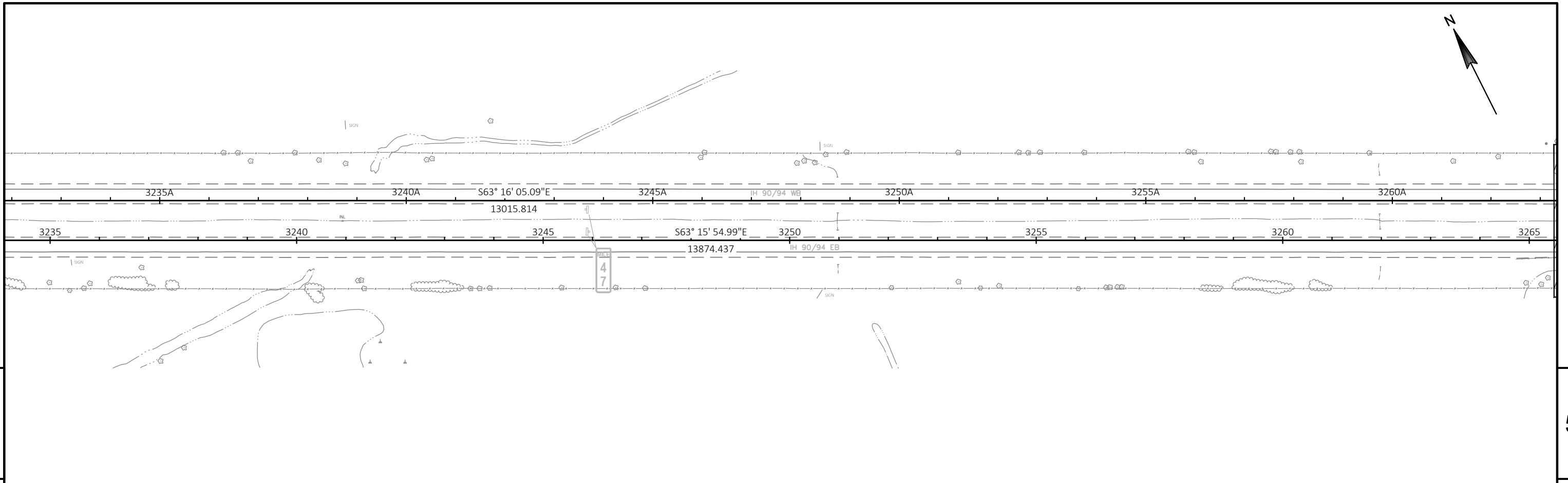


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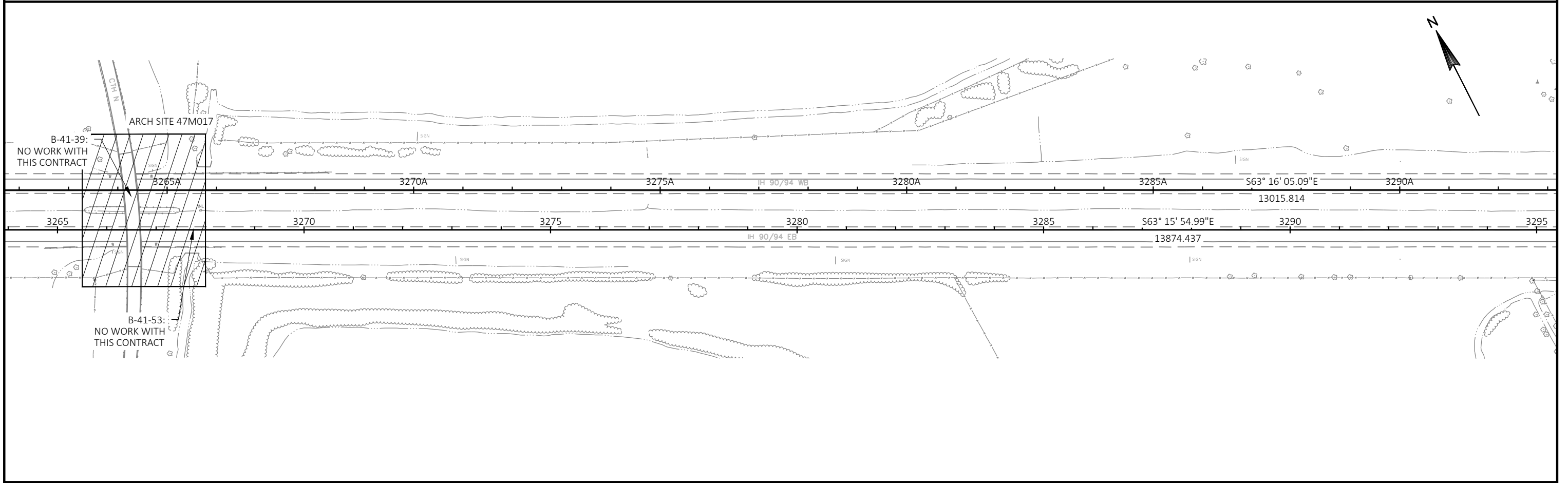


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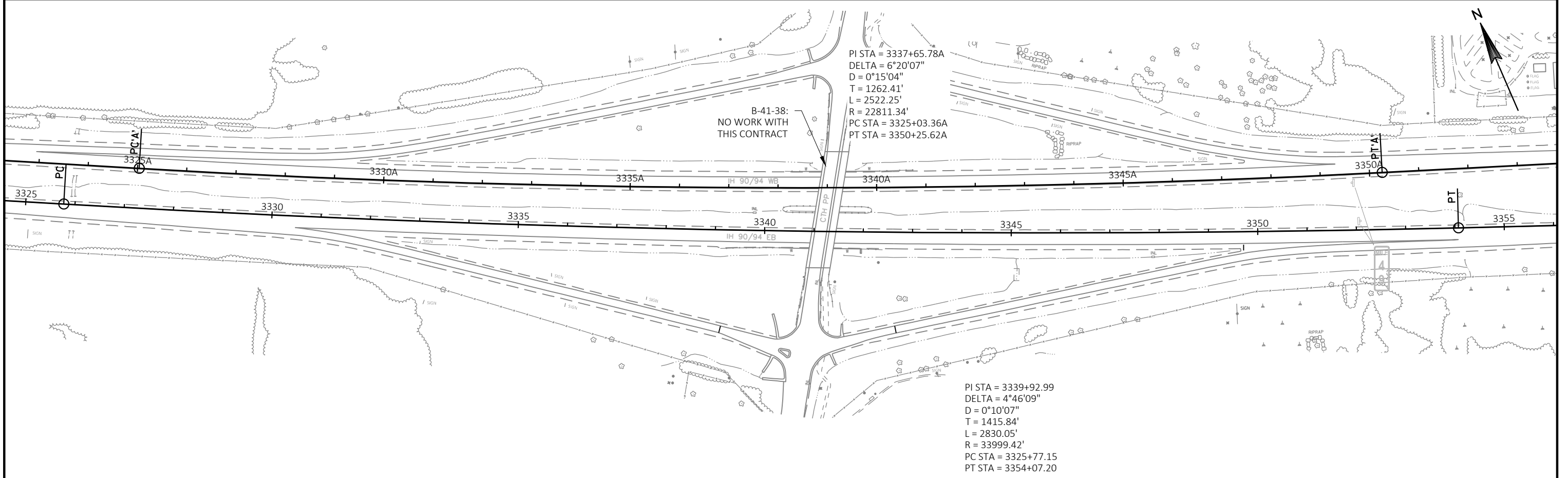
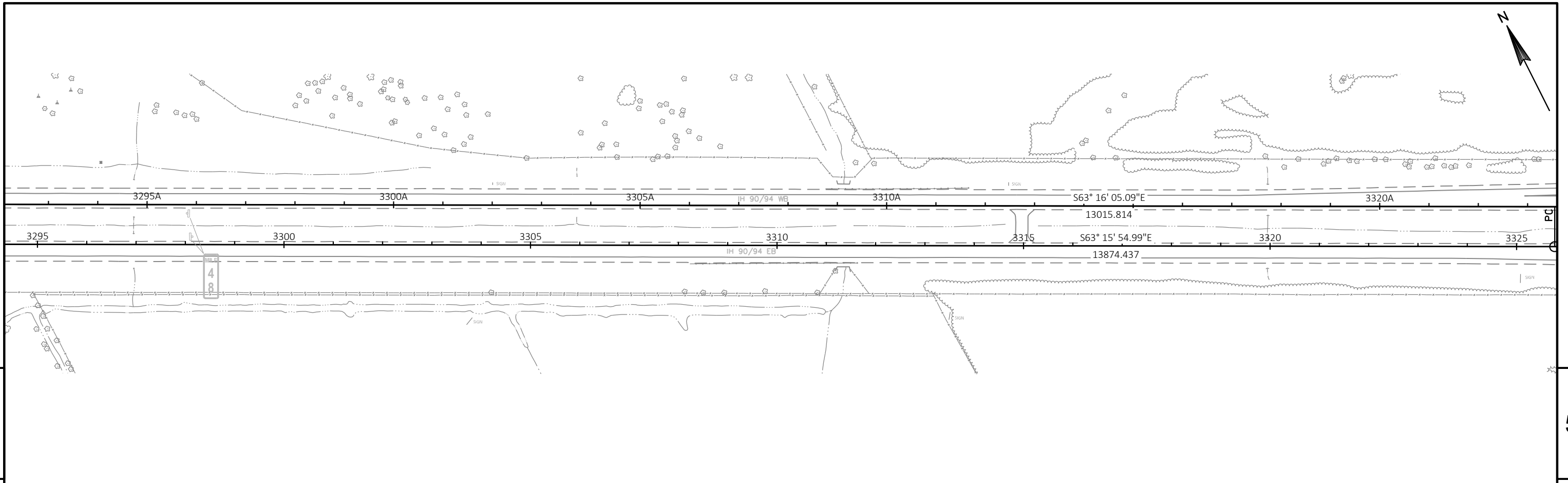


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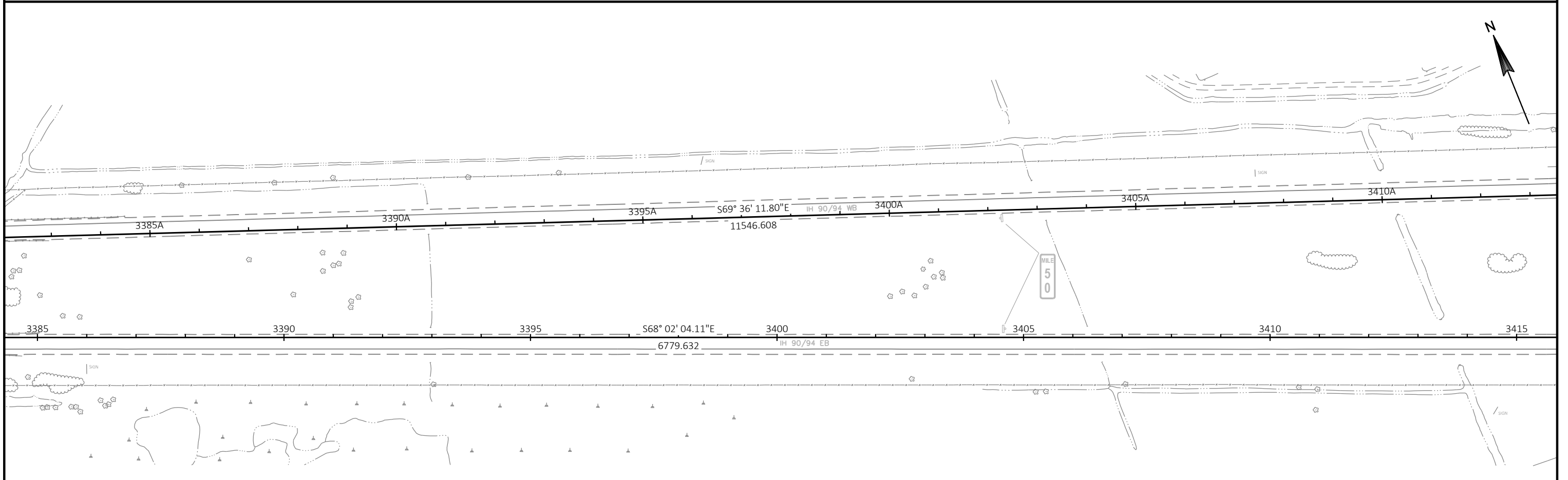
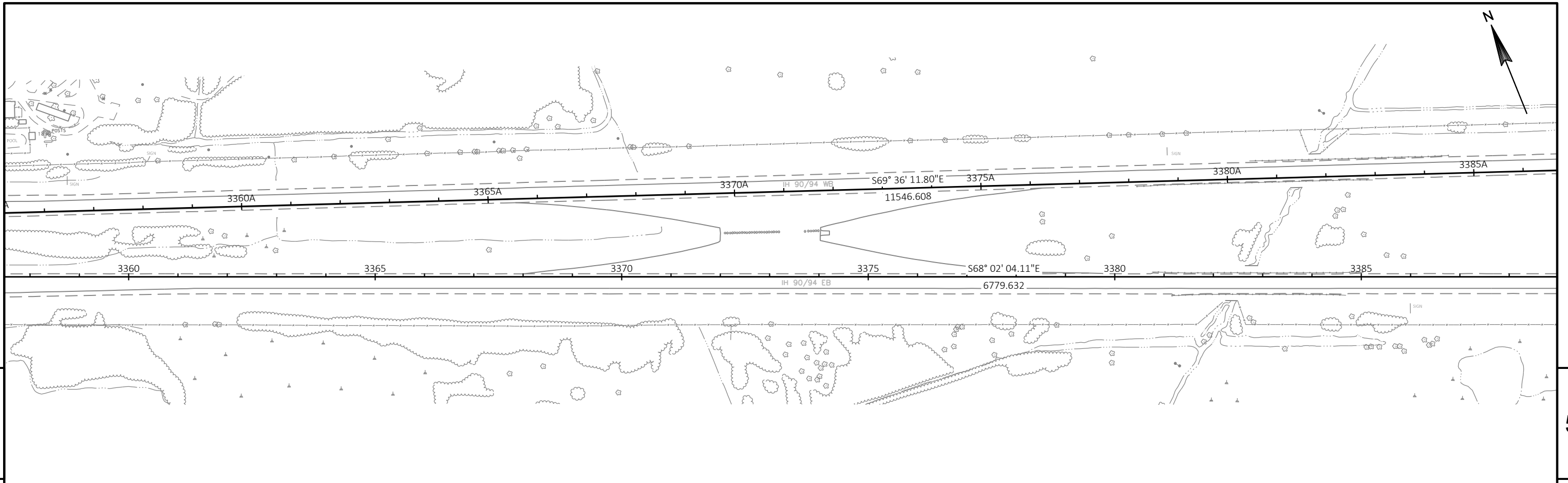
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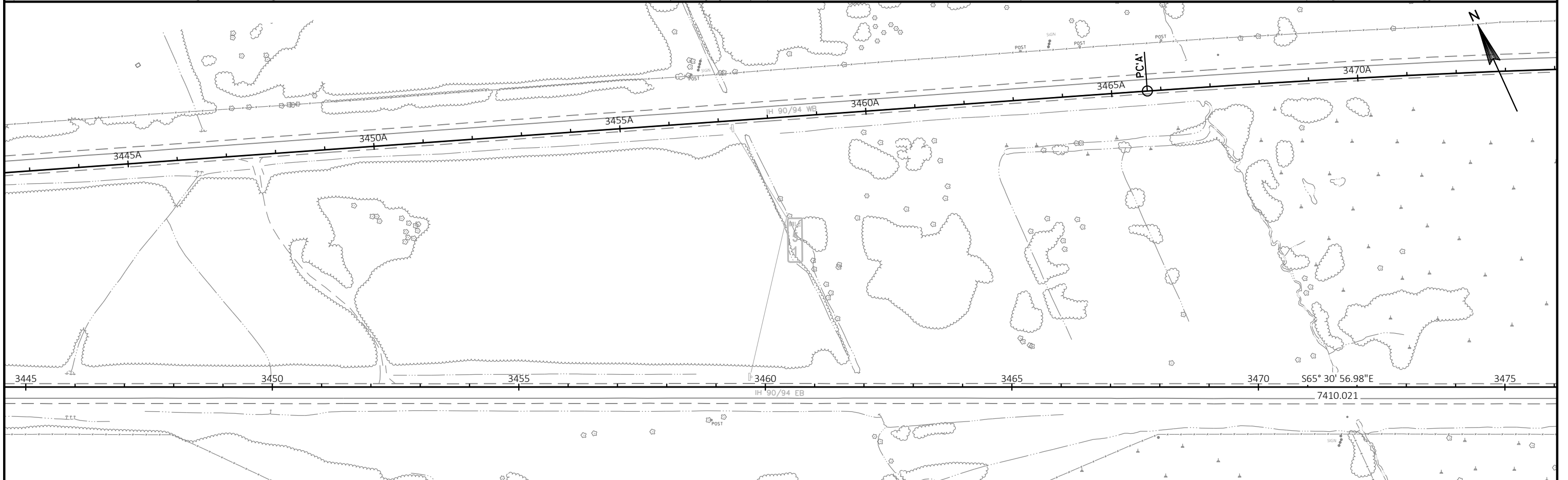
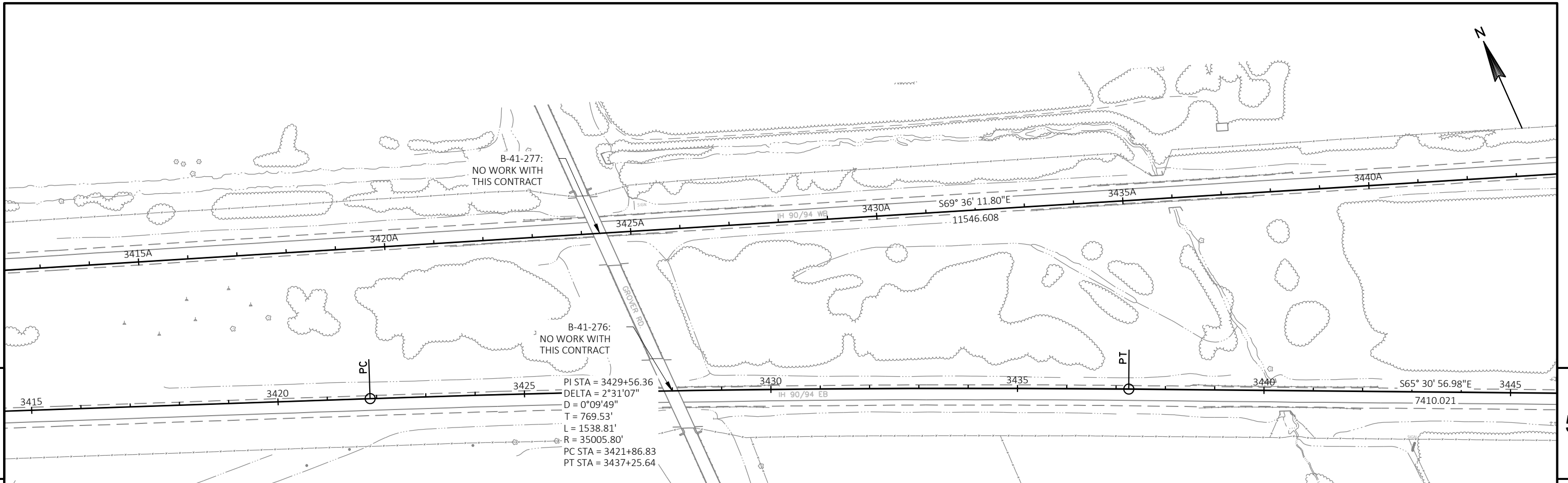
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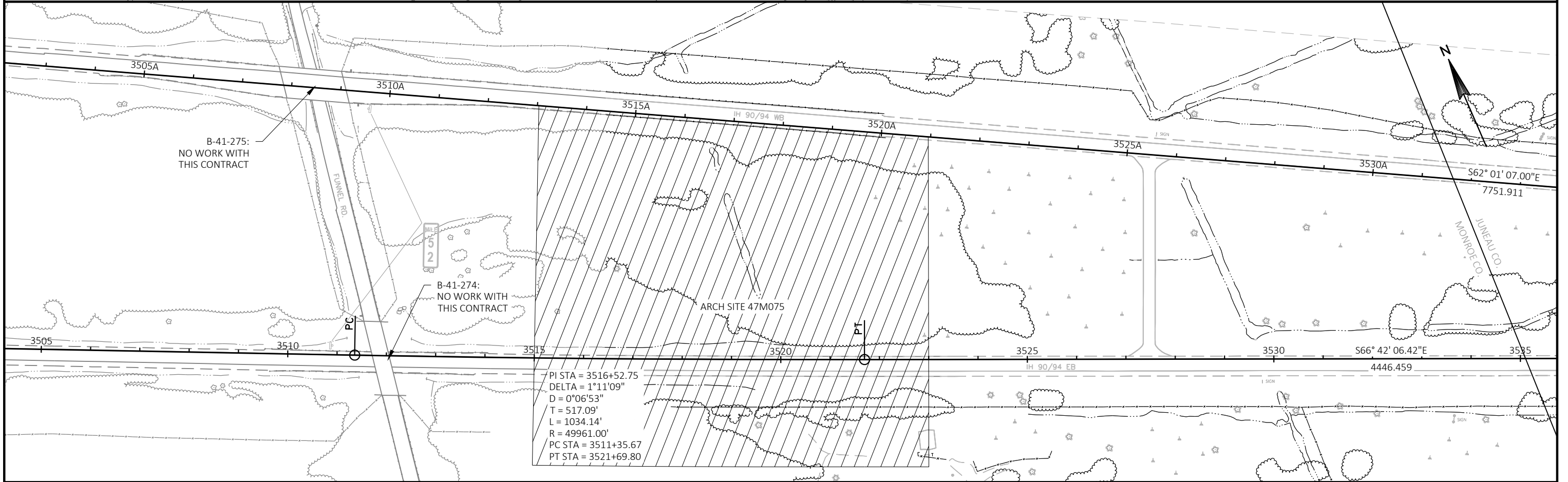
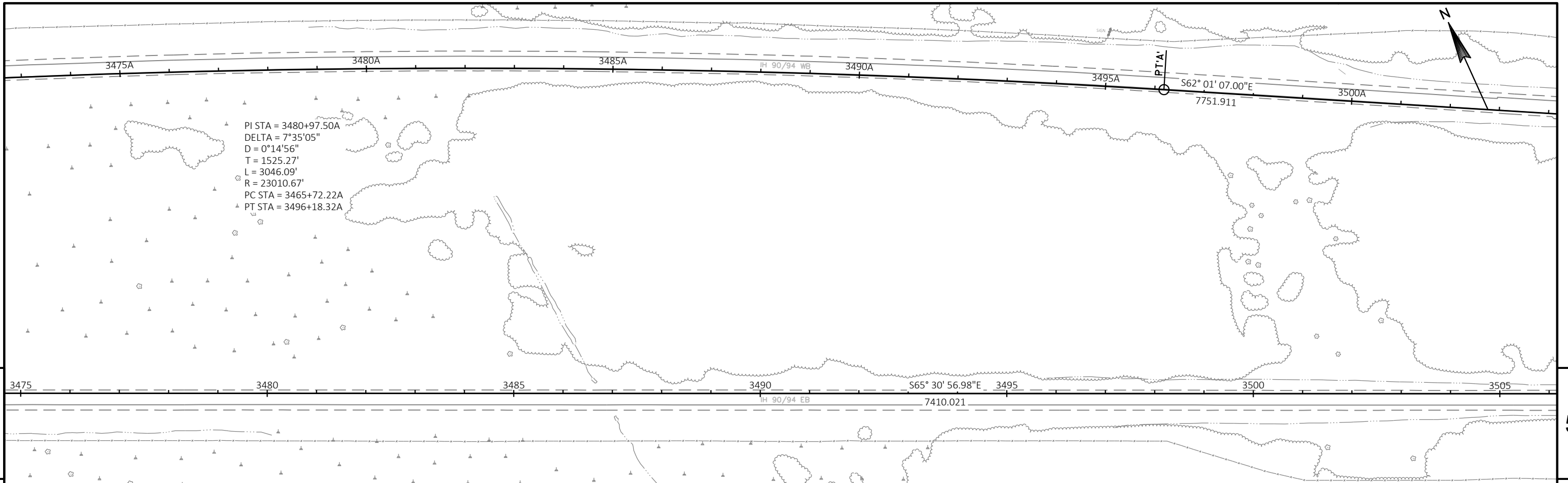
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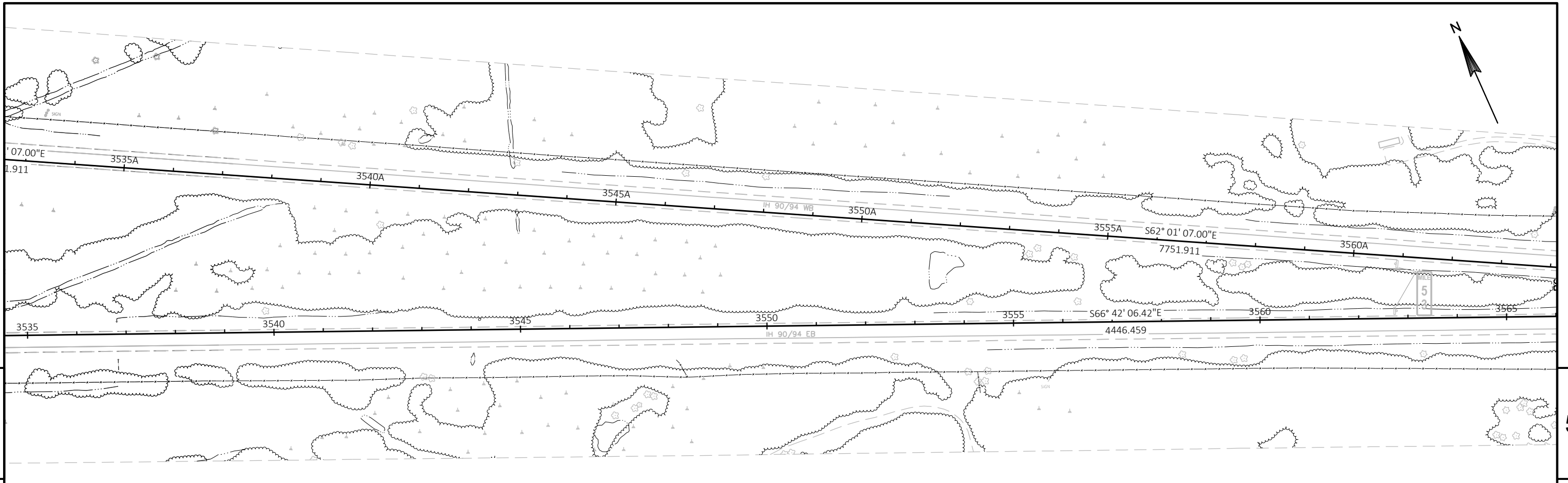
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PROJECT NO: 1017-01-63	HWY: IH 90/94	COUNTY: MONROE	PLAN	SHEET	E
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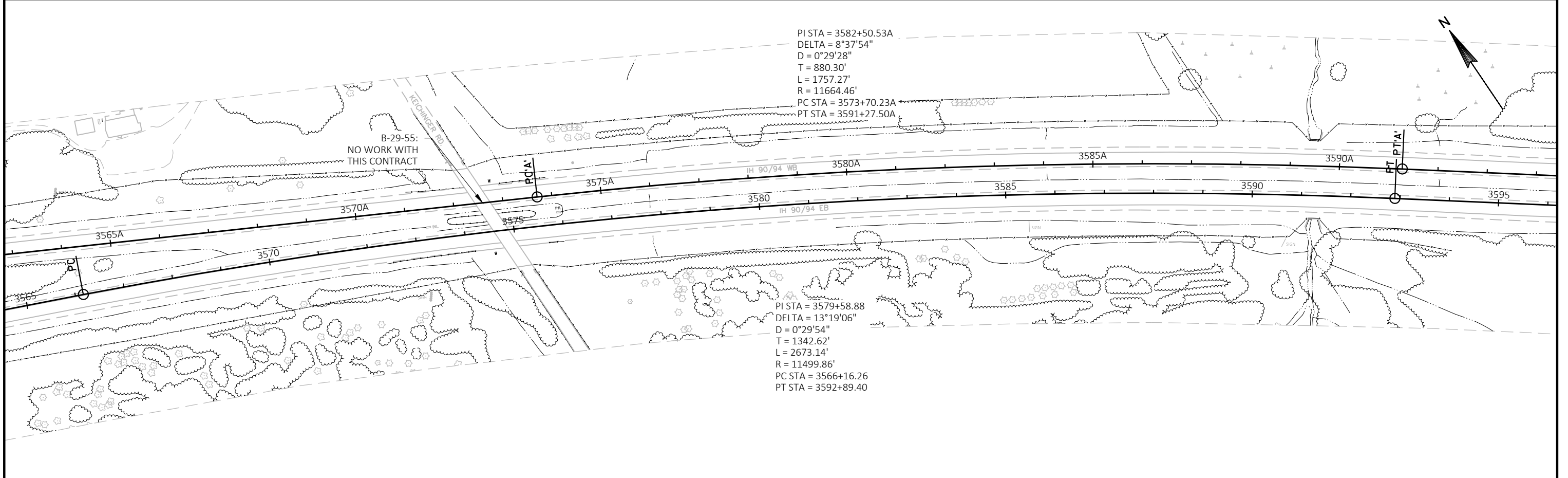


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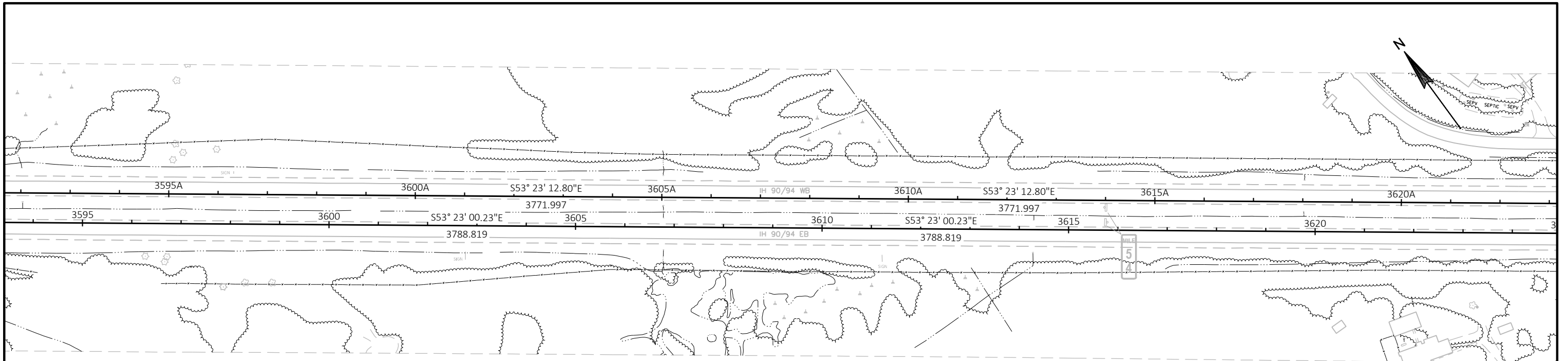


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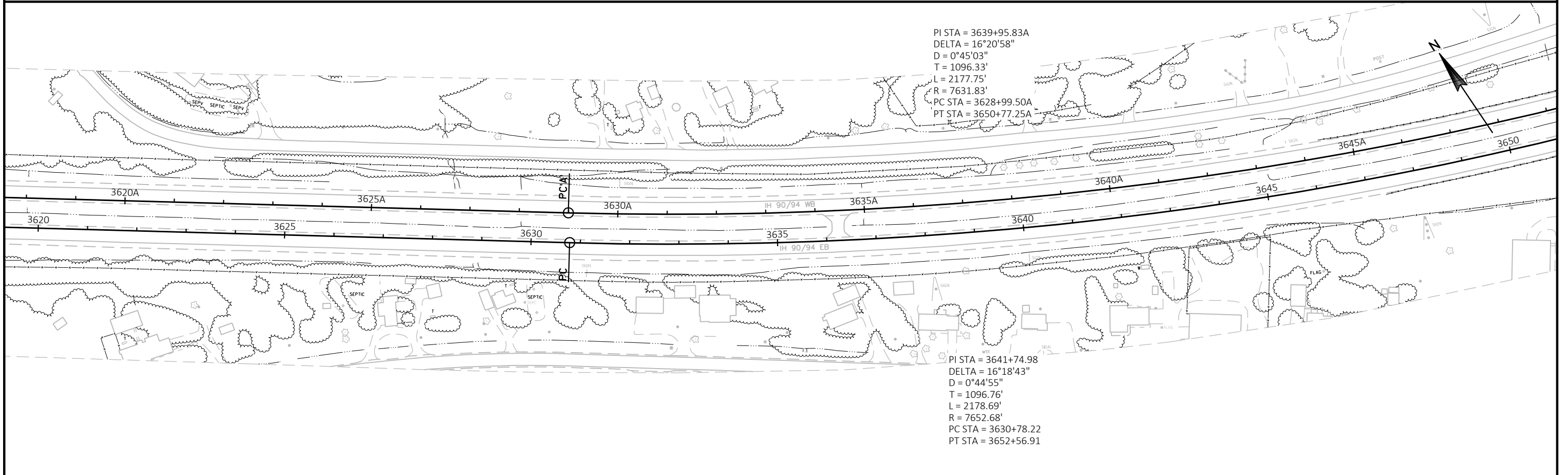


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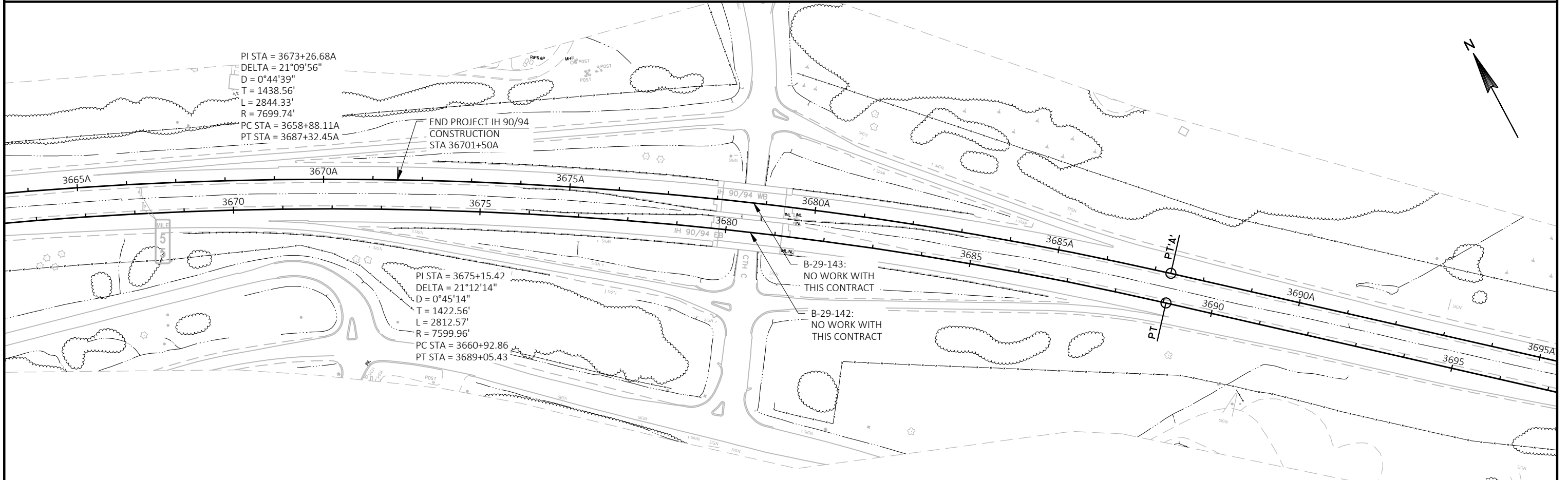
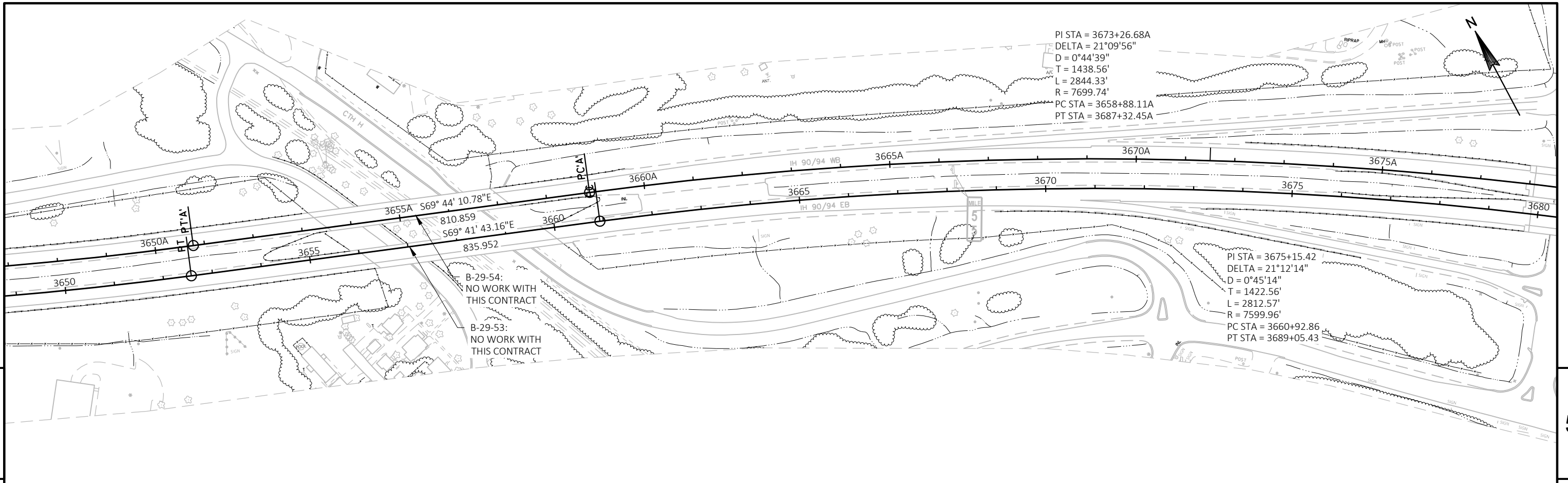


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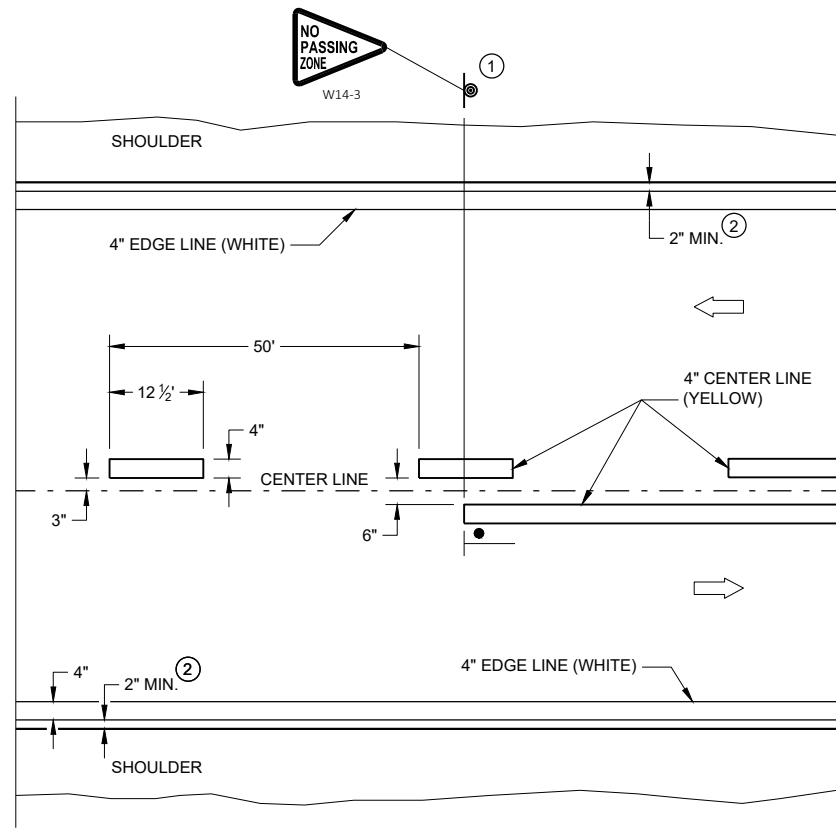
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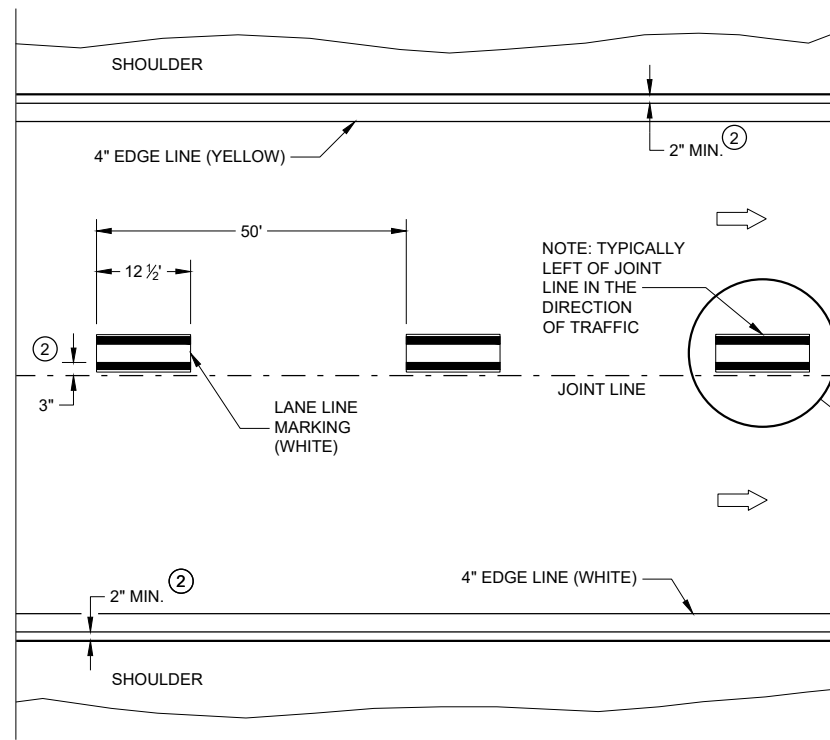
PROJECT NO: 1017-01-63	HWY: IH 90/94	COUNTY: JUNEAU	PLAN	SHEET	E
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Standard Detail Drawing List

15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15D12-08A	TRAFFIC CONTROL, LANE CLOSURE
15D12-08B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D12-08D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D15-05A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-05E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

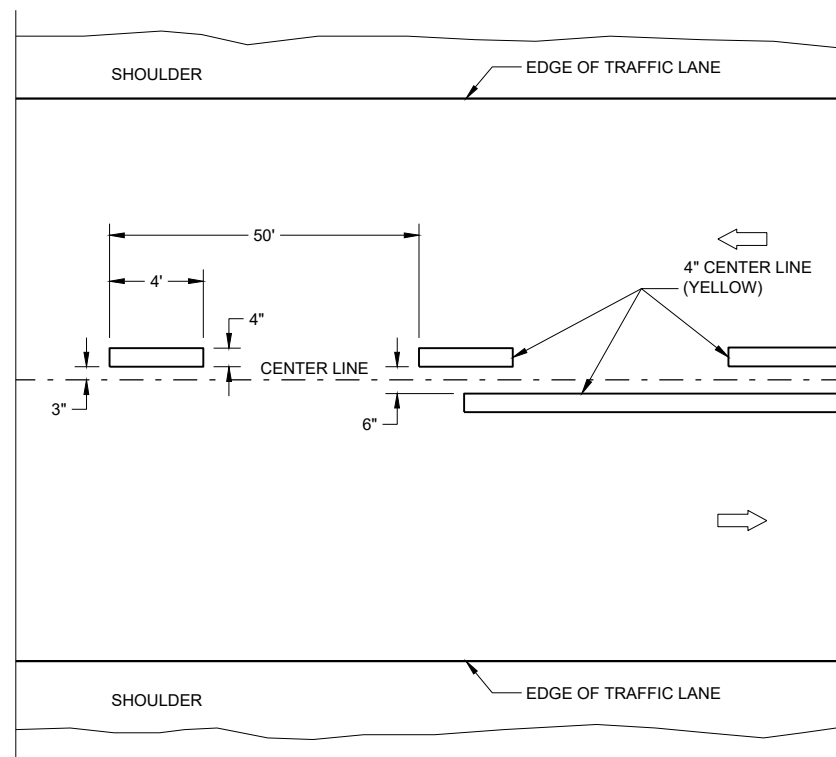


TWO WAY TRAFFIC

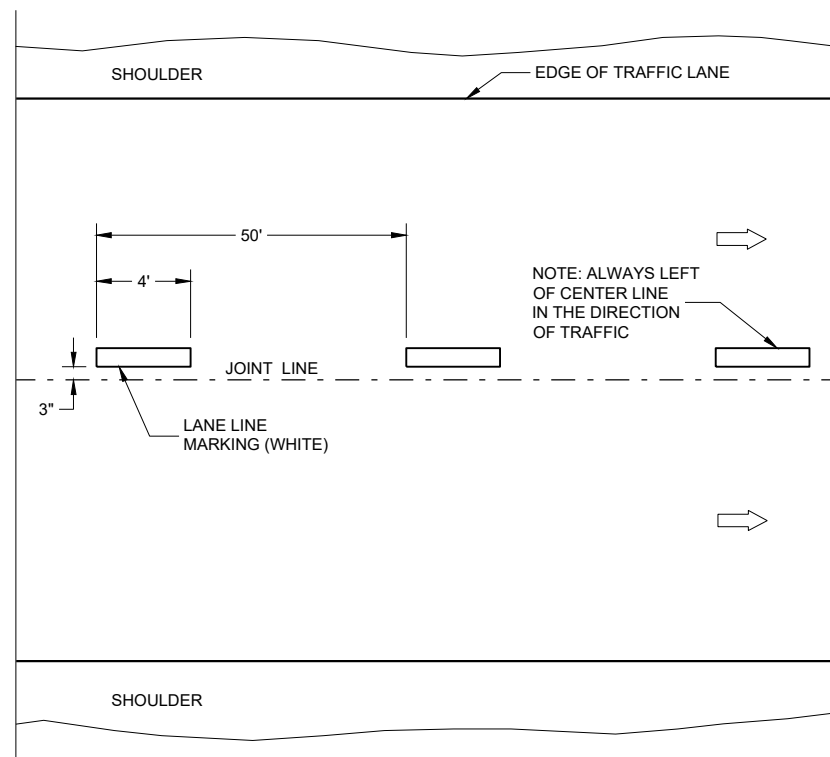


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

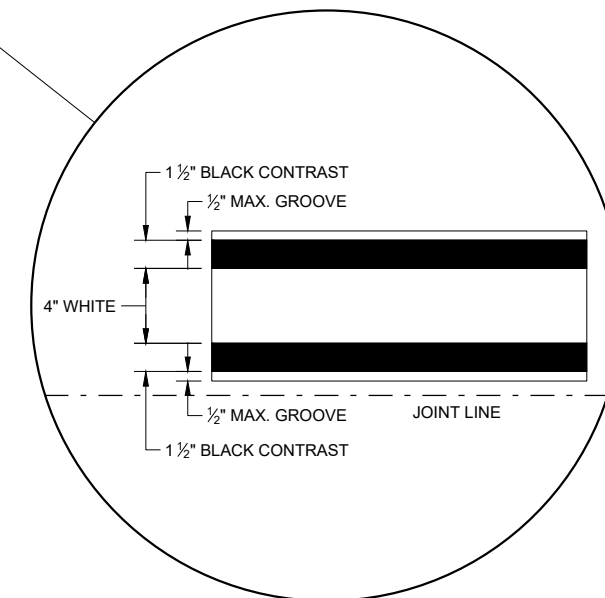
GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC



LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Matthew Rauch
DATE STATEWIDE SIGNING AND MARKING
ENGINEER

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

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

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










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

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

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

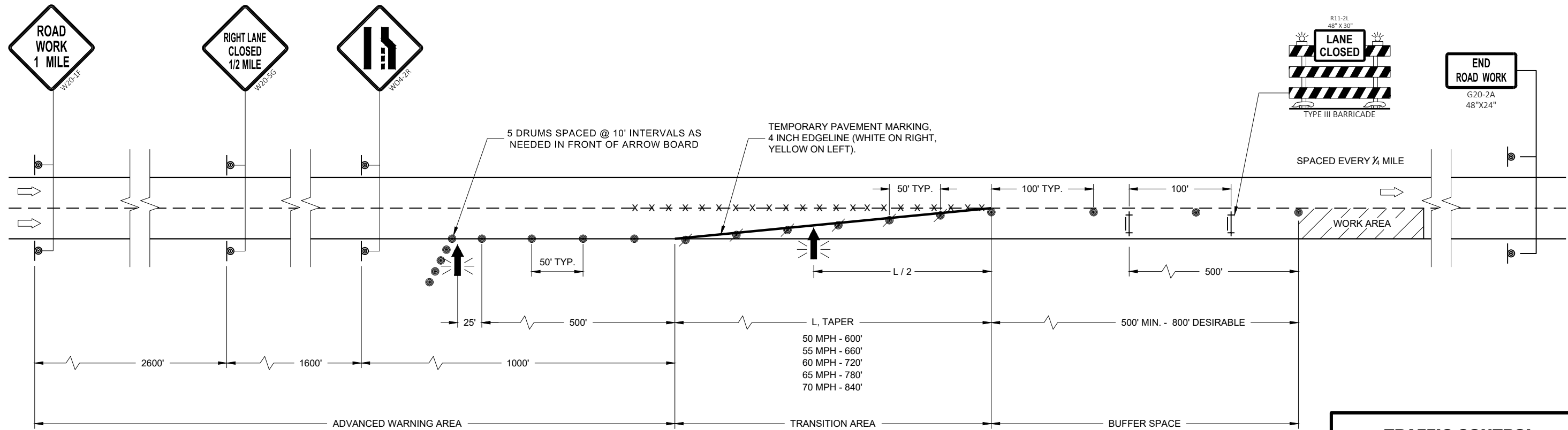
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  REMOVING PAVEMENT MARKINGS
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLASHING ARROW BOARD

6

SDD 15D12 - 08a



6

SDD 15D12 - 08a

TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

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

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










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

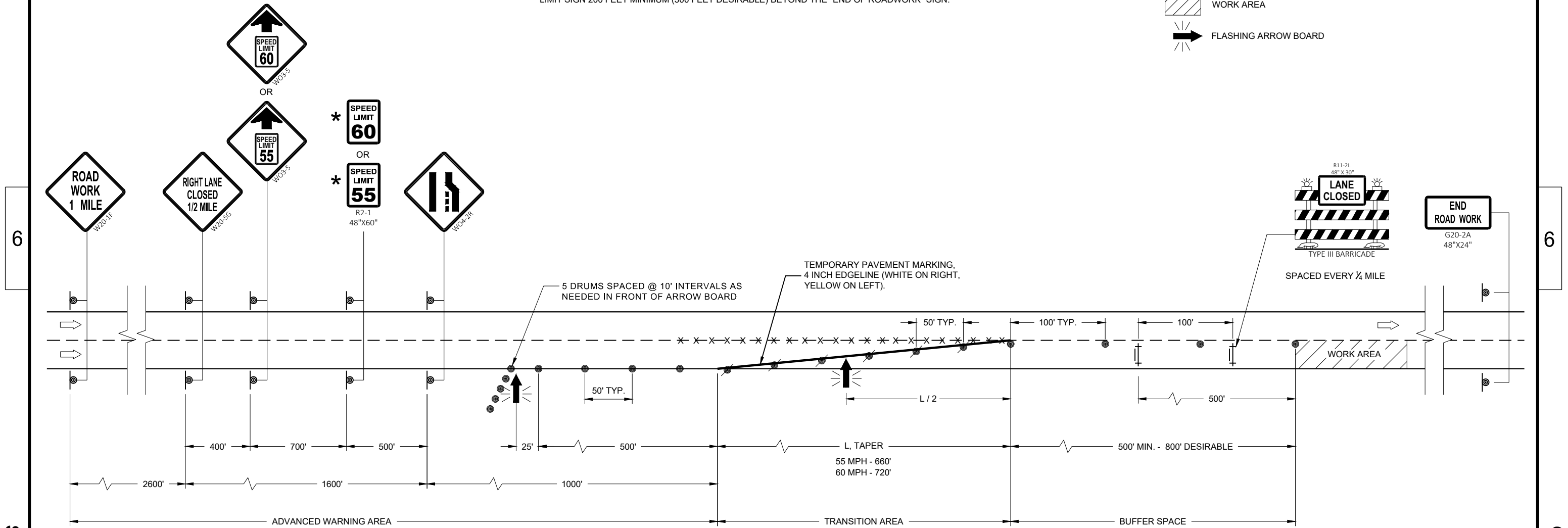
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  REMOVING PAVEMENT MARKINGS
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLASHING ARROW BOARD













SDD 15D12 - 08b

SDD 15D12 - 08b

TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/s/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  REMOVING PAVEMENT MARKINGS
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLASHING ARROW BOARD
-  FLASHING BEACON SIGN

STOPPED OR SLOW TRAFFIC WHEN FLASHING
W8-76
60x36

GENERAL NOTES

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

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

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

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

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

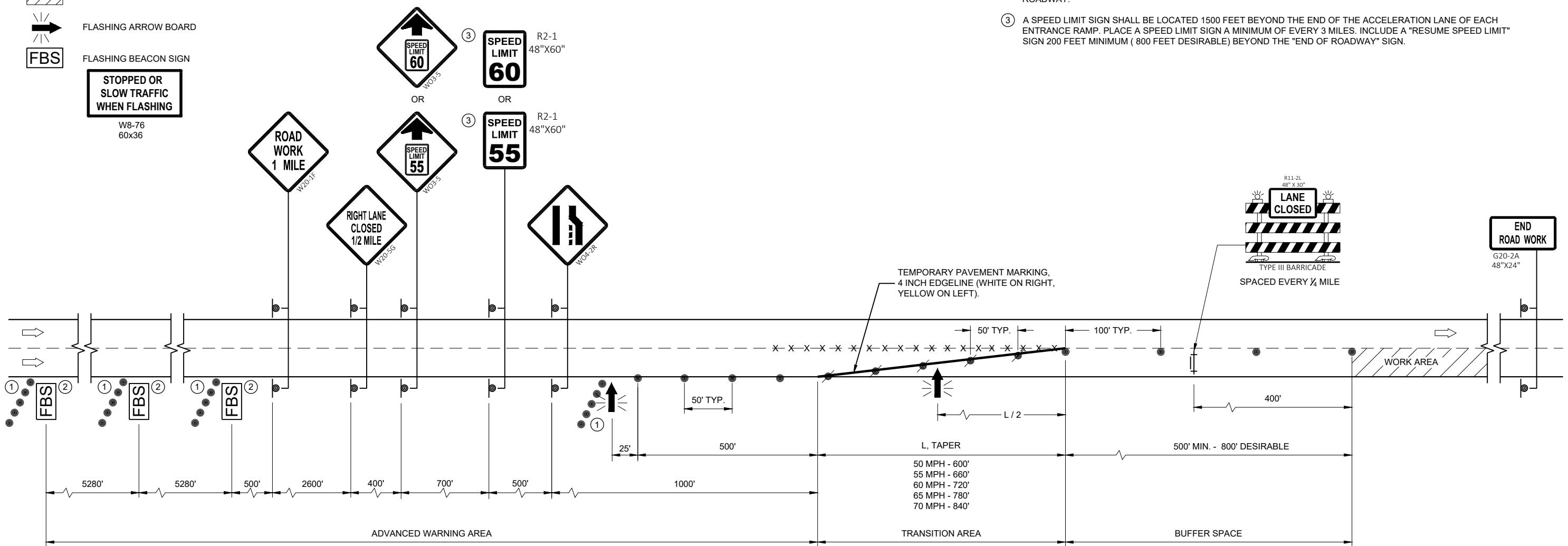
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE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

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

- ① 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
- ② IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.
- ③ A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE "END OF ROADWAY" SIGN.

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6



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

SDD 15D12 - 08d

SDD 15D12 - 08d

LEGEND

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

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

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

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

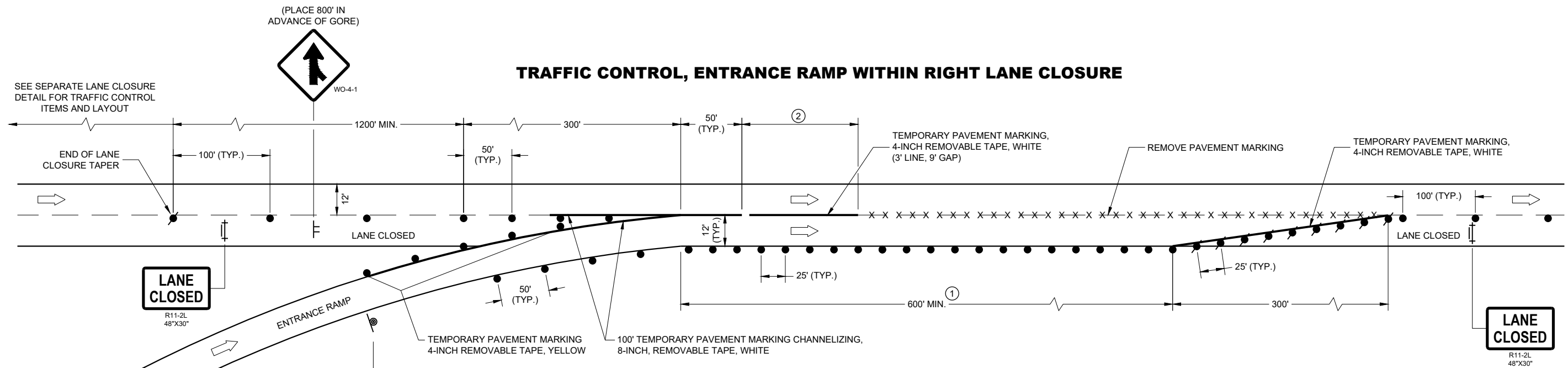
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

- ① EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE










PARALLEL EXIT RAMP

**TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

LEGEND

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

GENERAL NOTES

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

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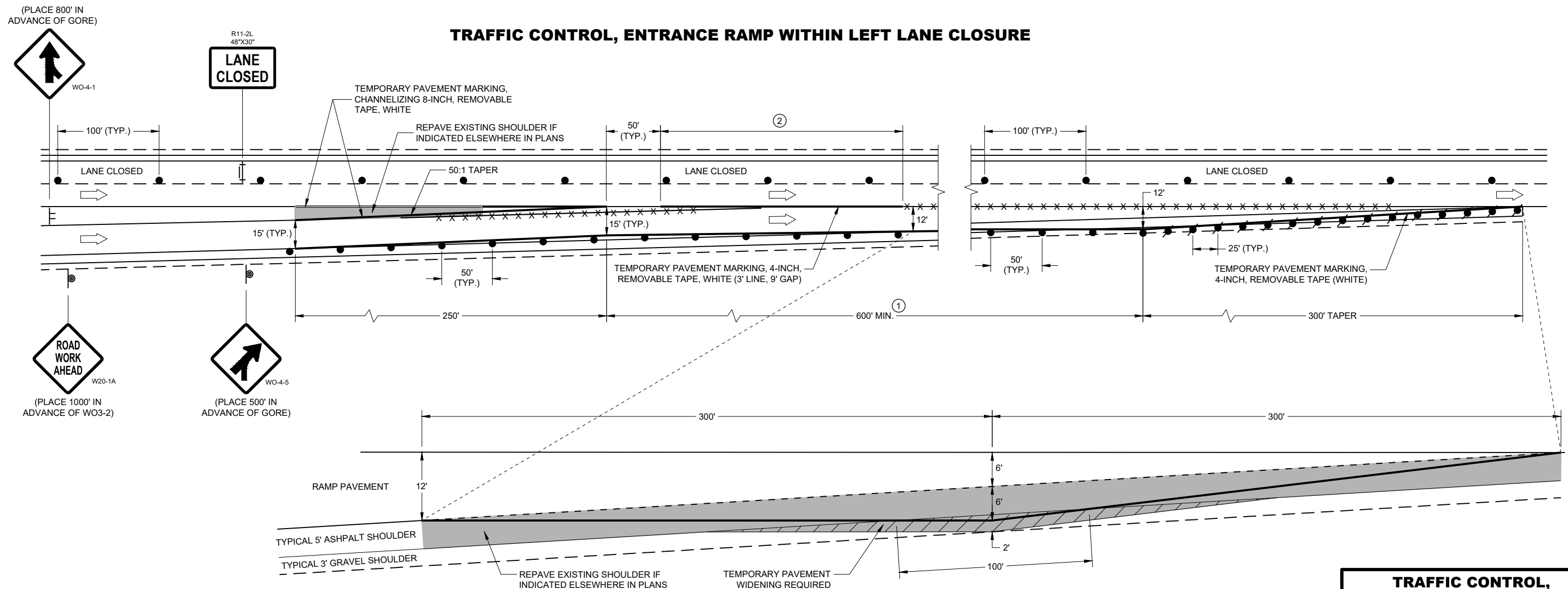
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- ① EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



TEMPORARY PAVEMENT DETAIL

(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊞ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- ⦿ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ×-X-X REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- ⊞ TYPE III BARRICADE WITH ATTACHED SIGN
- ➡ DIRECTION OF TRAFFIC

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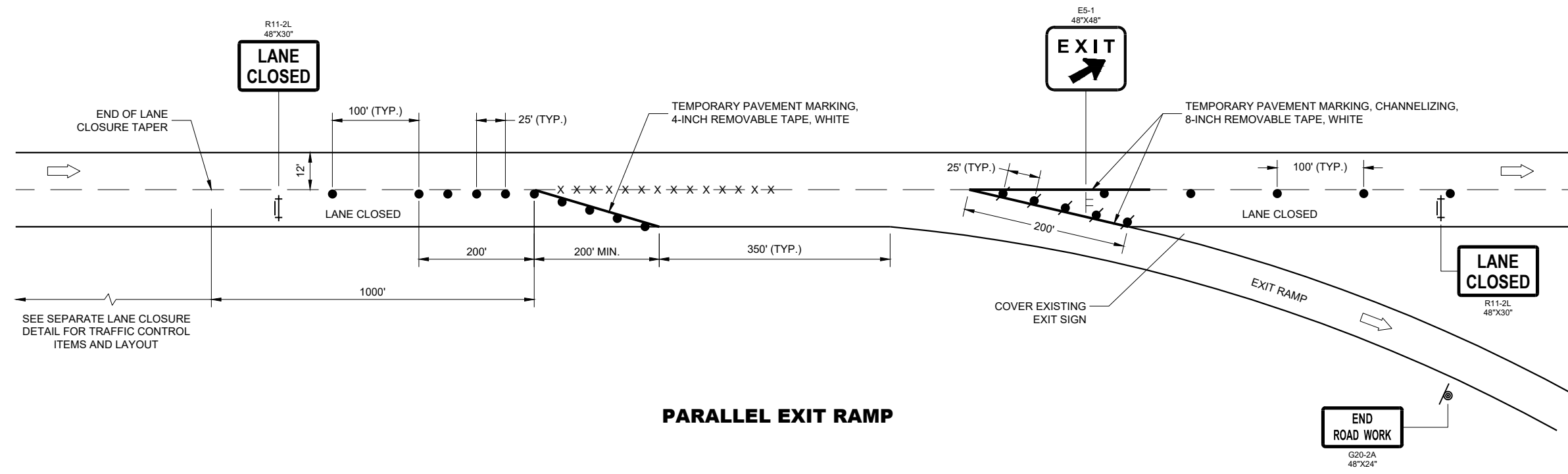
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.



PARALLEL EXIT RAMP

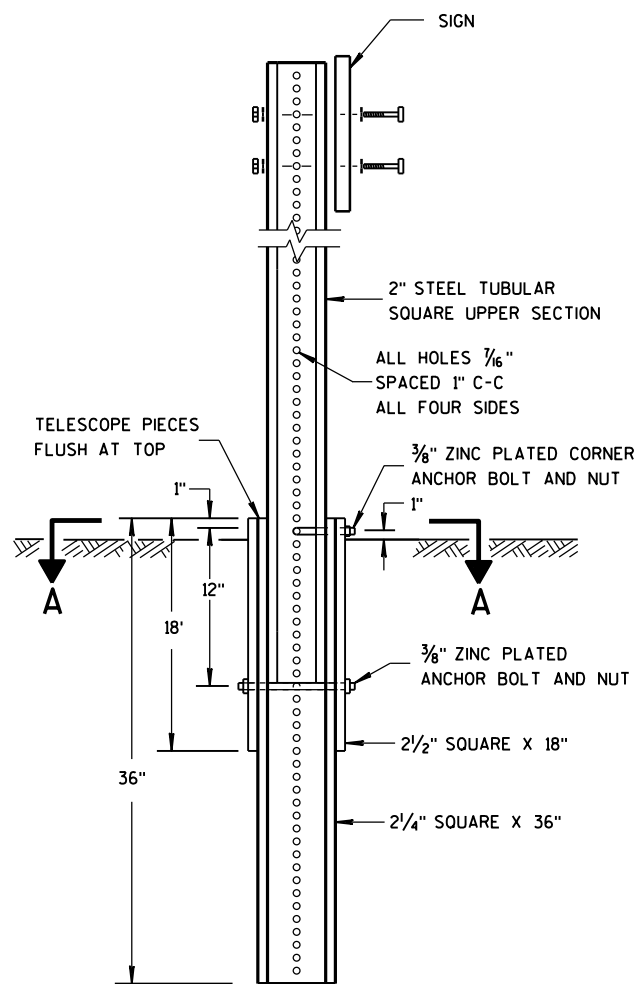
6

6

SDD 15D15 - 05e

SDD 15D15 - 05e

TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



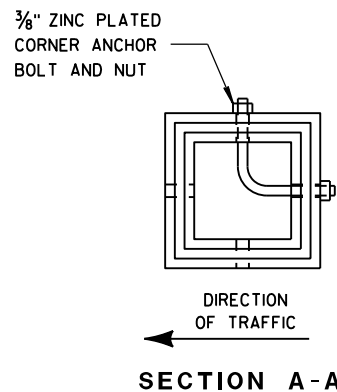
DETAIL OF TUBULAR STEEL SIGN POST

TUBULAR STEEL POSTS

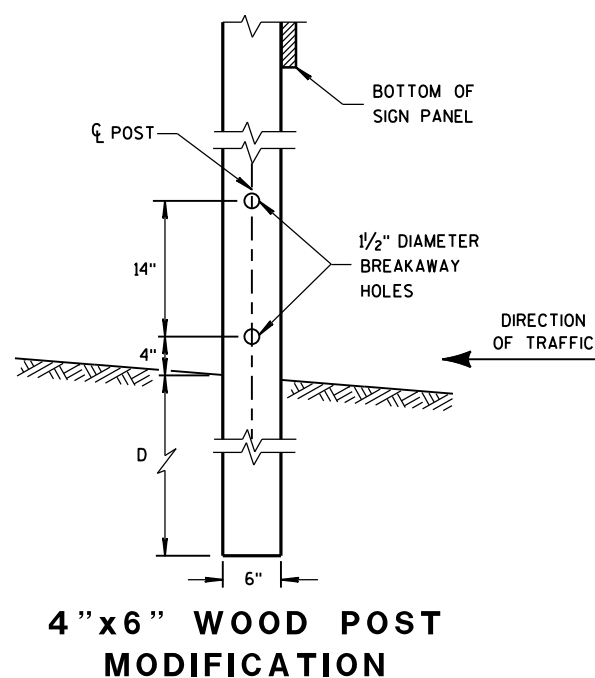
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED ON TUBULAR STEEL POSTS.

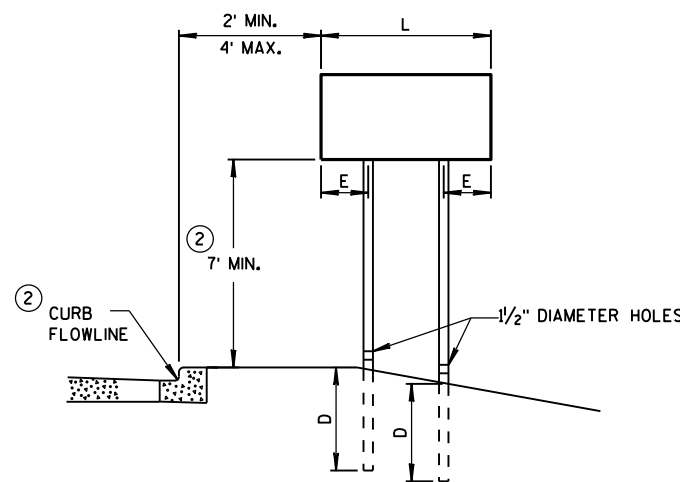


SECTION A-A



GENERAL NOTES

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

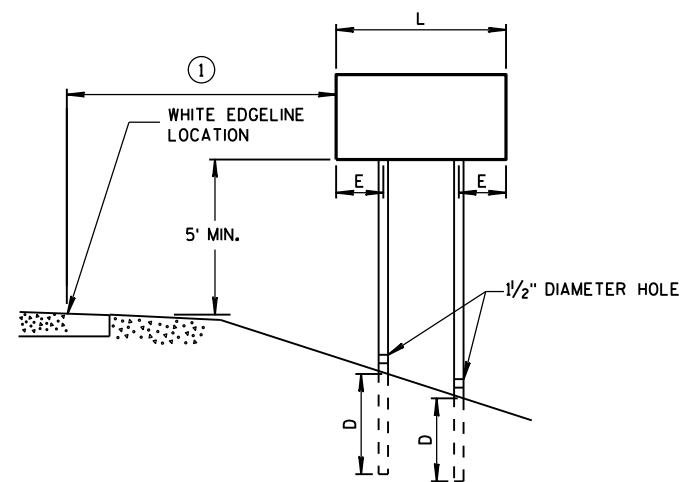


URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST EMBEDMENT DEPTH

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



RURAL AREA

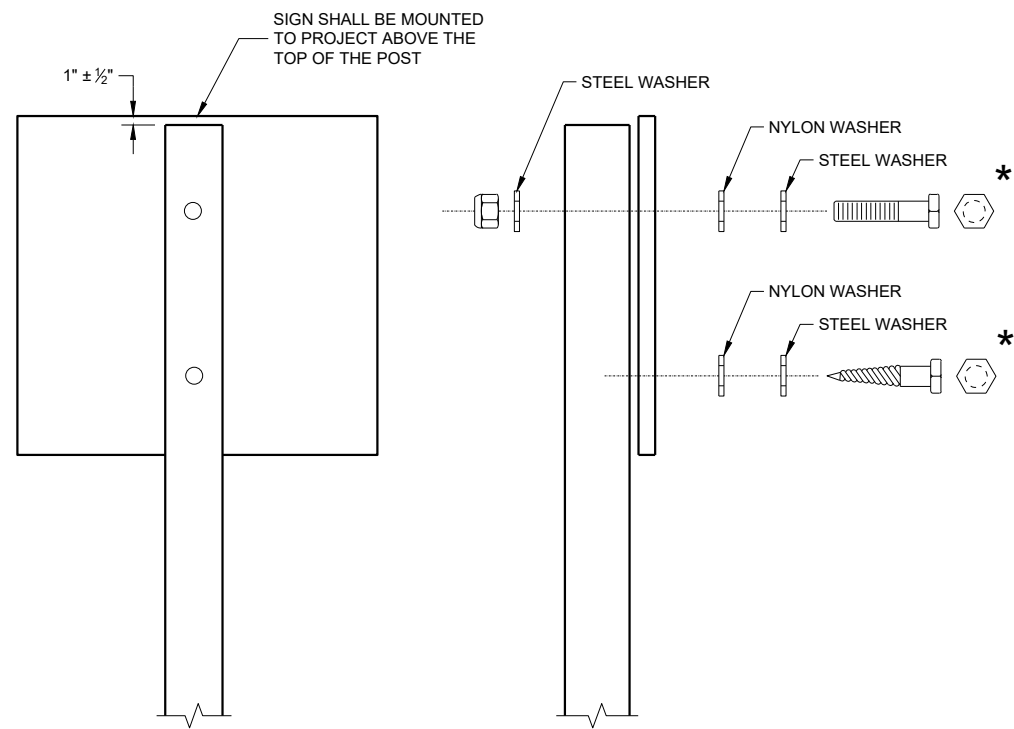
4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE ③

TEMPORARY TRAFFIC CONTROL SIGN MOUNTING

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION



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

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

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

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

SQUARE STEEL POST (2" x 2")
 MACHINE BOLTS - 3/8" x 3 1/2" LENGTH W/NUTS
 RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
 BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
 GRIP RANGE 0.042 - 0.375 INCH

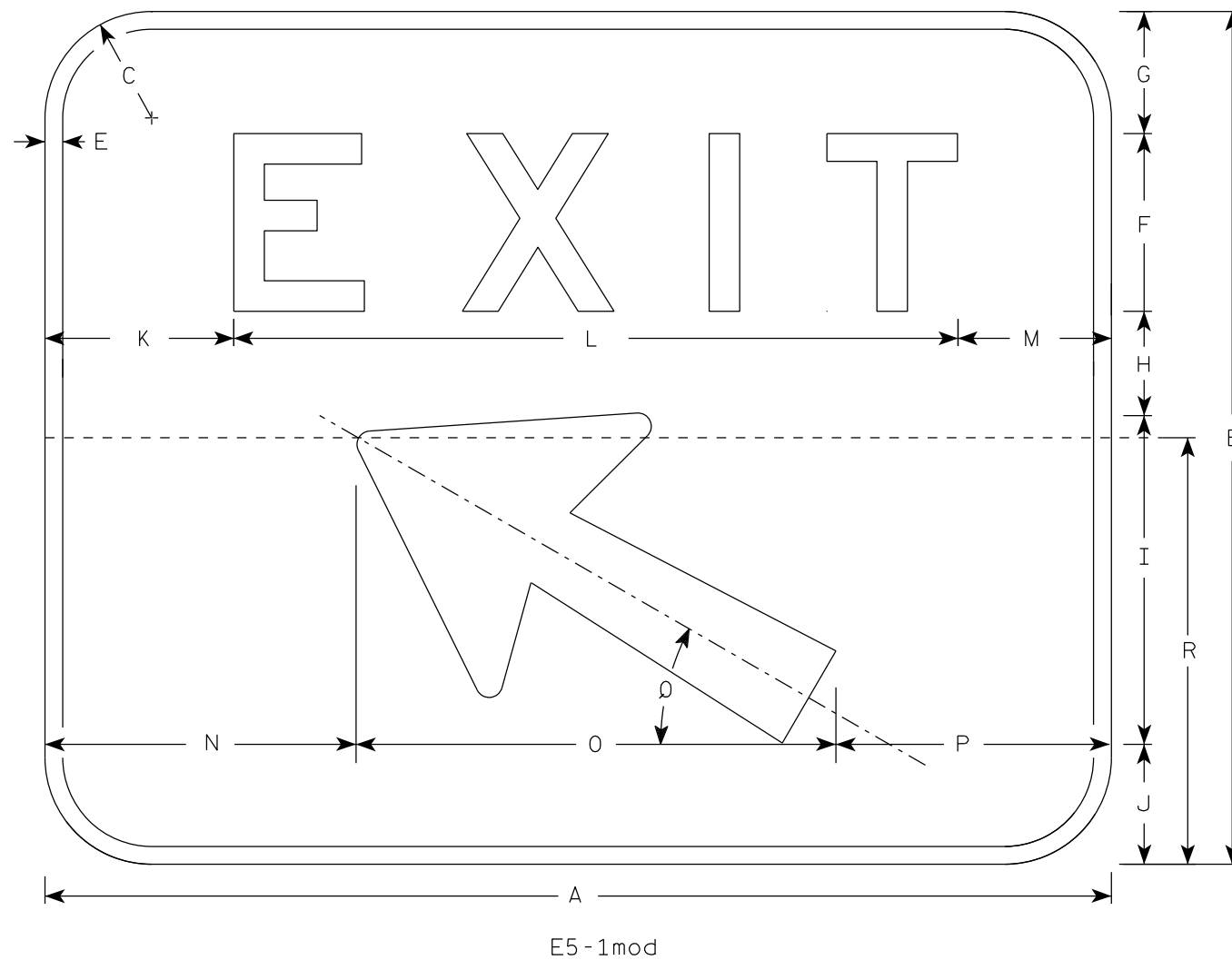
WASHERS (ALL POSTS) -
 1 1/4" O.D. x 3/8" I.D. x 1/16" STEEL
 1 1/4" O.D. x 3/8" I.D. x 0.080 NYLON

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

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

NOTES

1. Sign is Type II - Type H reflective
2. Color:
Background - Green
Message - White
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. When Base material for this sign is plywood sign shall be split into two separate pieces for the 72 x 60 size as shown on the detail by the dashed line (-----).
6. Arrow is Type "A" from sign plate A1-1.
7. As per the Standard Spec's, this sign shall not have a vertical joint.
8. Size 3 E5-1mod shall only be used in a Work Zone application with a Temporary Sign Support



7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	48	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	8 1/2	31 1/8	8 3/8	11 1/2	27	9 1/2	30°	30									16.0
4	60	48	6		1	10	6 7/8	5 7/8	18 1/2	6 3/4	10 5/8	40 3/4	8 5/8	17 1/2	27	15 1/2	30°	30									20.0
5	72	60	6		1	12	9 3/4	10	18 1/2	9 3/4	13 1/4	48 1/2	10 1/4	23 1/2	27	21 1/2	30°	30									30.0

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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