MAD

DECEMBER 2024

PROJECT ID: 1001-00-66

WITH: N/A

COUNTY: DANE

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 Plat~~
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	Cross Sections

TOTAL SHEETS = 270



N

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

JANESVILLE - PORTAGE

USH 12/18 TO LIEN RD

IH 39

DANE COUNTY

STATE PROJECT NUMBER
1001-00-66

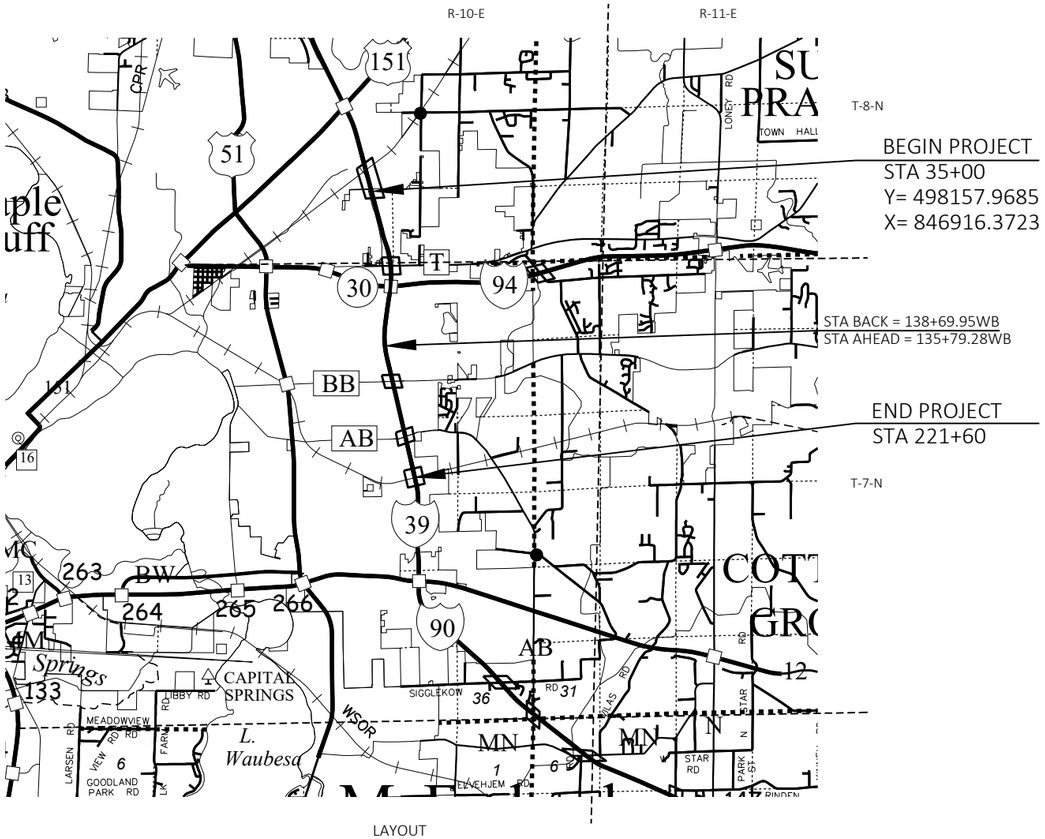
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1001-00-66	WISC 2025090	1

DESIGN DESIGNATION

A.A.D.T.	2024	=	100,290
A.A.D.T.	2044	=	117,530
D.H.V.	2044	=	11,400
D.D.		=	51/49
T.		=	17.0%
DESIGN SPEED		=	70
ESALS		=	N/A

CONVENTIONAL SYMBOLS

PLAN		PROFILE	
CORPORATE LIMITS		GRADE LINE	
PROPERTY LINE		ORIGINAL GROUND	
LOT LINE		MARSH OR ROCK PROFILE (To be noted as such)	ROCK
LIMITED HIGHWAY EASEMENT		SPECIAL DITCH	LABEL
EXISTING RIGHT OF WAY		GRADE ELEVATION	95.36
PROPOSED OR NEW R/W LINE		CULVERT (Profile View)	
SLOPE INTERCEPT		UTILITIES	
REFERENCE LINE	300'EB'	ELECTRIC	E
EXISTING CULVERT		FIBER OPTIC	FO
PROPOSED CULVERT (Box or Pipe)		GAS	G
COMBUSTIBLE FLUIDS	CAUTION	SANITARY SEWER	SAN
		STORM SEWER	SS
		TELEPHONE	T
MARSH AREA		WATER	W
		UTILITY PEDESTAL	
		POWER POLE	
WOODED OR SHRUB AREA		TELEPHONE POLE	



LAYOUT

SCALE 0 2 MI

TOTAL NET LENGTH OF CENTERLINE = 3.534 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), DANE COUNTY NAD83 (2011), 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 12A.

ORIGINAL PLANS PREPARED BY

DAAR ENGINEERING, INC.
www.daarcorp.com
Portage, WI 53901
414-225-9817

WISCONSIN
ANDREW J. SMIEJA
E-31137
WAUKESHA, WI
PROFESSIONAL ENGINEER

DATE: 7/15/2024 (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	DAAR ENGINEERING
Designer	DAAR ENGINEERING
Project Manager	STEVE PORTER, PE
Regional Examiner	SW REGION
Regional Supervisor	ALEX HAGEN, PE

APPROVED FOR THE DEPARTMENT

DATE: 07/10/2024 (Signature)

E

GENERAL NOTES

MISCELLANEOUS

THE LOCATION OF EXISTING AND PROPSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE ARE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

REMOVING CONCRETE INCLUDES ANY MESH OR REINFORCEMENT THAT MAY BE PART OF THE PAVEMENT STRUCTURE.

EXISTING PAVEMENT DEPTHS ARE BASED ON AS-BUILT DATA AND MAY VARY IN FIELD.

DIMENSIONS GIVEN FOR EXISTING FEATURES SHALL BE CONSIDERED AS APPROXIMATE AND MEASURED IN THE FIELD FOR MATCHING PURPOSES.

TRAFFIC CONTROL

SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATIONS AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.

ALL SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED OR REMOVED AS NEEDED AND/OR AS DIRECTED BY THE ENGINEER, NO "WORKING" LIGHTS SHALL BE VISIBLE ON COVERED OR LAID DOWN SIGN.

EROSION CONTROL

EROSION CONTROL DEVICES ARE AT SUGGESTED LOCATIONS. THE ACTUAL LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S ECIP AND BY THE ENGINEER. EROSION CONTROL DEVICES SHALL BE MAINTAINED UNTIL PERMANENT VEGETATION IS ESTABLISHED OR UNTIL THE ENGINEER DETERMINED THE DEVICE IS NO LONGER REQUIRED.

DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIAL IN WETLANDS, WATERWAYS OR ENVIRONMENTALLY SENSITIVE AREAS ADJACENT TO THE PROJECT. DO NOT DRIVE EQUIPMENT OR STORE EQUIPMENT OR MATERIALS OUTSIDE THE RIGHT OF WAY.

ALL DISTURBED AREAS WITHIN THE RIGHT OF WAY THAT ARE NOT THE RESULT OF CONTRACT ITEMS SHALL BE RESTORED, SEEDED, FERTILIZED, AND MULCHED AT THE CONTRACTOR'S EXPENSE.

WHEN PERFORMING ROADWAY CLEANING OPERATIONS, THE CONTRACTOR SHALL USE EQUIPMENT HAVING VACUUM OR WATER SPRAY MECHANISMS TO ELIMINATE THE DISPERSION OF DUST. IF VACUUM EQUIPMENT IS EMPLOYED, IT SHALL HAVE SUITABLE SELF-PARTICULATE COLLECTORS TO PREVENT DISCHARGE FROM THE COLLECTION BIN TO THE ATMOSPHERE.

PAVEMENT

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT

STATIONING OF CONCRETE PAVEMENT REPAIR AND REPLACEMENT LOCATIONS IN THE PLAN ARE APPROXIMATE. VERIFY LOCATIONS WITH ENGINEER.

SAWING CONCRETE WILL BE MEASURED AND PAID ONLY ONCE WHEN REPAIRS ARE ADJACENT ALONG CENTERLINE OF THE LANES

OVER-SAWING INTO PAVEMENT THAT IS TO REMAIN TO FACILITATE REMOVAL REPAIR AREAS SHALL BE SEALED WITH AN APPROVED EPOXY. THE OVER-SAWING AND EPOXY ARE INCIDENTAL TO BID ITEMS 416.1715 AND 416.1725

WITHIN CONCRETE PAVEMENT REPLACEMENT SECTIONS, THE NEW CONTRACTION JOINTS MAY NOT MATCH ABUTTING EXISTING JOINTS BECAUSE OF CHANGES TO STANDARDS AND PRIOR REPAIRS. ADJUST NEW JOINTS TO MATCH EXISTING JOINTS WHERE PRACTICAL. DO NOT EXCEED THE MAXIMUM CONTRACTION JOINT SPACING OF 15 FEET

CONSTRUCT HMA PAVEMENT WITH THE FOLLOWING LAYERS:

PAVEMENT LOCATION (SEE TYPICAL SECTIONS FOR EXACT STATIONS)	ASPHALTIC SURFACE MILLING DEPTH	TOTAL PAVEMENT THICKNESS	TYPE
IH 39 SHOULDERS	5"	2" UPPER	4 MT 58-28 S
		3" LOWER	3 MT 58-28 S

ORDER OF SECTION 2 SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PAVEMENT MARKING
TRAFFIC CONTROL

STANDARD ABBREVIATIONS

AC	ACRE
ADJ	ADJUST
AH	AHEAD
ASPH	ASPHALT
AVG	AVERAGE
ADT	AVERAGE DAILY TRAFFIC
AMC	ADJUSTING MANHOLE COVER
ASMC	ADJUSTING SANITARY MANHOLE COVER
AWV	ADJUSTING WATER VALVE
BK	BACK
BAD	BASE AGGREGATE DENSE
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICE
CB	CATCH BASIN
C/L	CENTER LINE
Δ	CENTRAL ANGLE OR DELTA
CIR	CIRCULAR
CL	CLASS
CONC	CONCRETE
CONST	CONSTRUCTION
CABC	CRUSHED AGGREGATE BASE COURSE
CE	COMMERCIAL ENTRANCE
CFS	CUBIC FEET PER SECOND
CY	CUBIC YARD
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DWY	DRIVEWAY
E	EAST
X	EAST GROUND COORDINATE
EB	EASTBOUND
EL	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EBS	EXCAVATION BELOW SUBGRADE
EX	EXISTING
FPS	FEET PER SECOND
FERT	FERTILIZE
FL	FLOWLINE
FT	FOOT
HES	HIGH EARLY STRENGTH
HP	HIGH POINT
HMA	HOT MIX ASPHALT
CWT	HUNDREDWEIGHT
HYD	HYDRANT
INL	INLET
IC	INLET COVERS TYPE H
IS	INLTES 2X3 AND INLET COVERS TYPE H
ID	INSIDE DIAMETER
I	INTERSECTION ANGLE
INV	INVERT
IP	IRON PIPE OR PIN
LT	LEFT
LP	LOW POINT
LS	LUMP SUM
MH	MANHOLE
MAX	MAXIMUM
MGAL	MEGAGALLON
MPH	MILES PER HOUR
MIN	MINIMUM
MON	MONUMENT
NC	NORMAL CROWN
N	NORTH
NTS	NOT TO SCALE
Y	NORTH GRID COORDINATE
NB	NORTHBOUND
NO	NUMBER
OD	OUTSIDE DIAMETER
PAVT	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PT	POINT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PCC	PORTLAND CEMENT CONCRETE
LB	POUND
PSF	POUNDS PER SQUARE FOOT
PSI	POUNDS PER SQUARE INCH
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
R	RADIUS
R	RANGE
R/L	REFERENCE LINE
REINF	REINFORCING OR REINFORCEMENT
REQD	REQUIRED
RT	RIGHT
R/W	RIGHT-OF-WAY
RD	ROAD
RDWY	ROADWAY
SEC	SECTION
SHLDR	SHOULDER
S	SOUTH
SB	SOUTHBOUND
SCH	SCHEDULE
SQ	SQUARE
SF	SQUARE FEET
SW	SIDEWALK
SY	SQUARE YARD
SDD	STANDARD DETAIL DRAWINGS
STH	STATE TRUNK HIGHWAYS
STA	STATION
SS	STORM SEWER
SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ST	STREET
STR	STRUCTURE OR STRUCTURAL
SE	SUPERELEVATION
T	TANGENT
TEMP	TEMPORARY
TI	TEMPORARY INTEREST
TLE	TEMPORARY LIMITED EASEMENT
T	TOWN
T%	TRUCKS (PERCENT OF)
TYP	TYPICAL
VAR	VARIABLE
VERT	VERTICAL
V	DESIGN SPEED
VOL	VOLUME
WM	WATERMAIN
WV	WATER VALVE
W	WEST
WB	WESTBOUND
YD	YARD

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\020101-GN.DWG
LAYOUT NAME - 01
PLOT DATE : 10/17/2024 9:14 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 42

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CITY OF MADISON - COMMUNICATION LINE
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DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

2

N

END PROJECT AND CONSTRUCTION
STA 221+60

BEGIN PROJECT
STA 35+00

BEGIN CONSTRUCTION
STA 18+50

TOWN OF BURKE

CITY OF MADISON

CITY OF MADISON

IH 39/90/94

IH 39/90

IH 94

LIEN RD

COMMERCIAL AVE (CTH T)

STH 30

MILWAUKEE ST

COTTAGE GROVE RD (CTH BB)

BUCKEYE RD (CTH AB)

WISCONSIN & SOUTHERN RAILROAD

FEMRITE DRIVE

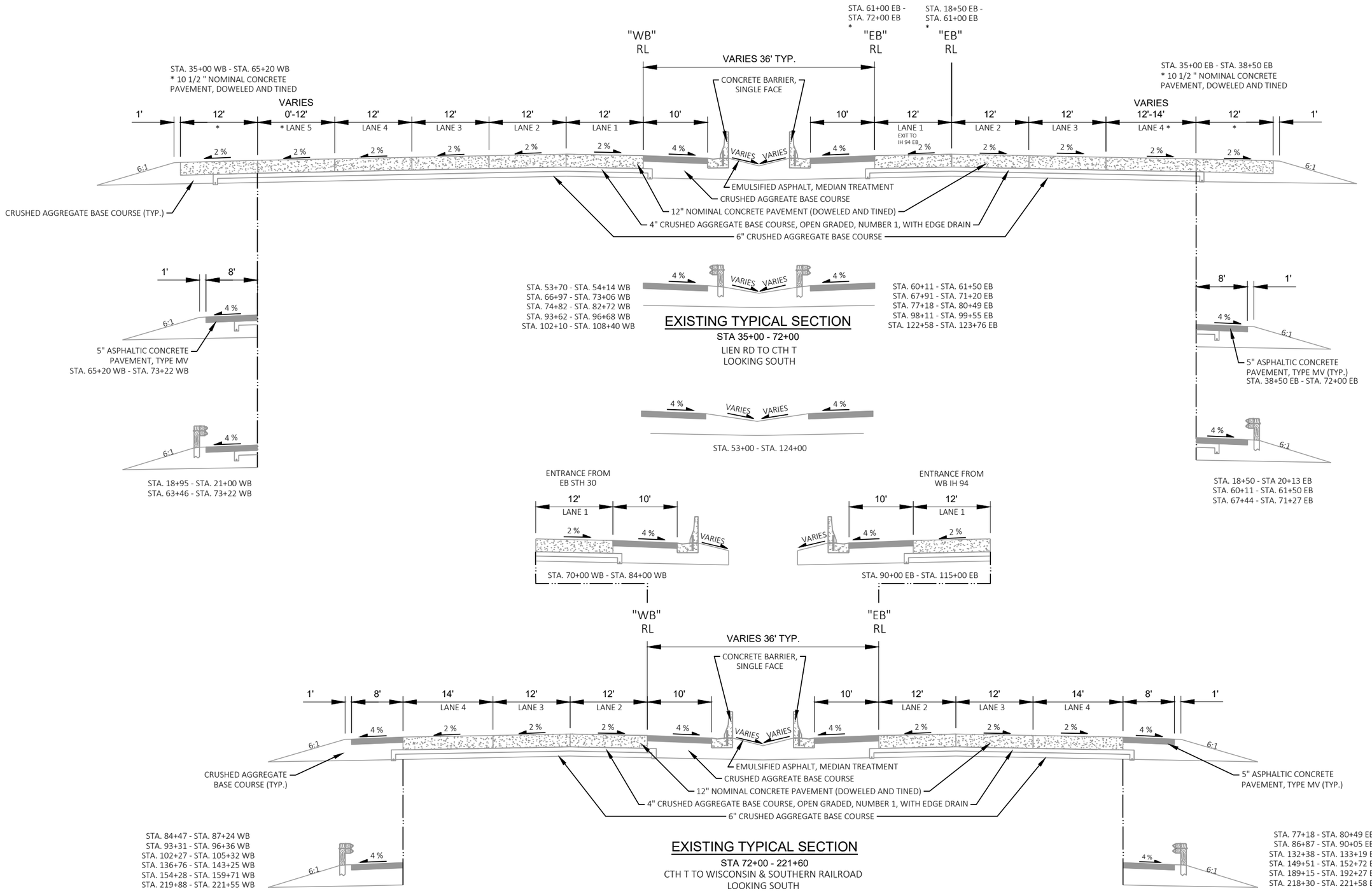
USH 12/18

USH 12/18

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PROJECT OVERVIEW	SHEET 4	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\020201-PO.DWG
LAYOUT NAME - 01
PLOT DATE : 10/24/2022 3:53 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 42

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TYPICAL SECTIONS	SHEET 5	E

2

STA. 35+00 WB - STA. 65+00 WB

LANE 5 ENTRANCE FROM IH 94 WB

LANE 4 ENTRANCE FROM IH 94 WB

VARIES 0'-12'

1' 12' LANE 5 | 12' LANE 4 | 12' LANE 3 | 12' LANE 2 | 12' LANE 1 | 10' "WB" RL

2 % 2 % 2 % 2 % 2 % 2 % 4 %

6:1

BASE AGGREGATE DENSE 3/4 -INCH

CONCRETE PAVEMENT REPAIR/REPLACEMENT SHES

ROUT & SEAL

MILL EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 3" HMA 3MT 58-28 S LOWER LAYER AND 2" HMA 4MT 58-28 S UPPER LAYER (TYP.)

STA. 61+00 EB - STA. 72+00 EB *

STA. 18+50 EB - STA. 61+00 EB *

"EB" RL

"EB" RL

10' 12' LANE 1 | 12' LANE 2 | 12' LANE 3 | 14' LANE 4 | 12' | 1'

STA. 35+00 EB - STA. 38+50 EB

STA. 65+00 WB - STA. 72+00 WB

1' 8'

4 % 6:1

BASE AGGREGATE DENSE 3/4 -INCH

GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

NEW MGS GUARDRAIL TO BE INSTALLED
STA. 53+68 - STA. 54+13 RT WB
STA. 63+41 - STA. 73+25 LT WB
STA. 66+91 - STA. 73+08 RT WB
STA. 74+79 - STA. 82+74 RT WB

EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 53+70 - STA. 54+14 WB
STA. 66+97 - STA. 73+06 WB
STA. 74+82 - STA. 82+72 WB
STA. 93+62 - STA. 96+68 WB
STA. 102+10 - STA. 108+40 WB

4 % VARIES VARIES 4 %

FINISHED TYPICAL SECTION

STA 35+00 - STA 72+00
LIEN RD TO CTH T
LOOKING SOUTH

1' 1'

4 % VARIES VARIES 4 %

BASE AGGREGATE DENSE 3/4 -INCH

STA. 53+00 - STA. 124+00

EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 60+11 - STA. 61+50 EB
STA. 67+91 - STA. 71+20 EB
STA. 77+18 - STA. 80+49 EB
STA. 98+11 - STA. 99+55 EB
STA. 122+58 - STA. 123+76 EB

STA. 38+50 EB - STA. 72+00 EB

8' 1'

4 % 6:1

BASE AGGREGATE DENSE 3/4 -INCH

MILL EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 3" HMA 3MT 58-28 S LOWER LAYER AND 2" HMA 4MT 58-28 S UPPER LAYER (TYP.)

GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 60+11 - STA. 61+50 EB
STA. 67+44 - STA. 71+27 EB

NEW MGS GUARDRAIL TO BE INSTALLED
STA. 44+71 - STA. 47+15 RT EB
STA. 122+59 - STA. 123+76 LT EB
STA. 132+02 - STA. 133+19 RT EB
STA. 149+42 - STA. 152+72 RT EB
STA. 187+85 - STA. 196+26 RT EB

LANE 1 ENTRANCE FROM EB STH 30

12' LANE 1

2 % 4 % VARIES

STA. 70+00 WB - STA. 80+00 WB

LANE 1 ENTRANCE FROM WB IH 94

12' LANE 1

VARIES 4 % 2 %

STA. 90+00 EB - STA. 111+00 EB

EXISTING ASPHALT CURB LOCATIONS.
(ASPHALT CURB TO BE REPLACED AS PART OF PROJECT)

BEAM GUARD ASPHALT CURB EB LANE	BEAM GUARD ASPHALT CURB WB LANE
STA. 68+50 - STA. 71+25 RT	STA. 67+10 - STA. 72+90 RT
STA. 77+50 - STA. 80+30 RT	STA. 136+75 - STA. 140+75 LT

"WB" RL

"EB" RL

VARIES 36' TYP.

1 SHOULDER RUMBLE STRIPS TO BE INSTALLED IN ASPHALT SHOULDERS

1' 8' 14' LANE 4 | 12' LANE 3 | 12' LANE 2 | 10' | 10' | 12' LANE 2 | 12' LANE 3 | 14' LANE 4 | 8' | 1'

4 % 2 % 2 % 2 % 4 % VARIES VARIES 4 % 2 % 2 % 2 % 4 %

6:1

BASE AGGREGATE DENSE 3/4 -INCH

CONCRETE PAVEMENT REPAIR/REPLACEMENT SHES

ROUT & SEAL

MILL EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 3" HMA 3MT 58-28 S LOWER LAYER AND 2" HMA 4MT 58-28 S UPPER LAYER (TYP.)

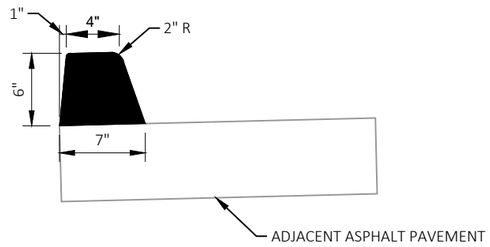
EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 84+47 - STA. 87+24 WB
STA. 93+31 - STA. 96+36 WB
STA. 102+27 - STA. 105+32 WB
STA. 136+76 - STA. 143+25 WB
STA. 154+28 - STA. 159+71 WB
STA. 219+88 - STA. 221+55 WB

FINISHED TYPICAL SECTION

STA 72+00 - STA 221+60
CTH T TO WISCONSIN & SOUTHERN RAILROAD
LOOKING SOUTH

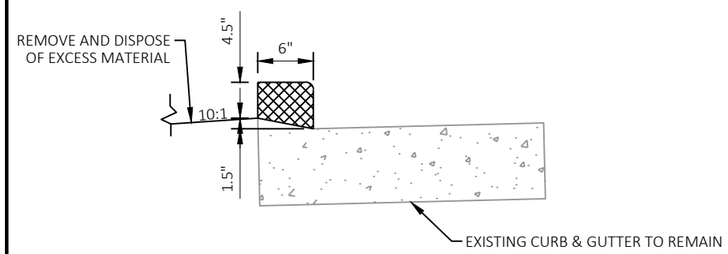
EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 77+18 - STA. 80+49 EB
STA. 86+87 - STA. 90+05 EB
STA. 132+38 - STA. 133+19 EB
STA. 149+51 - STA. 152+72 EB
STA. 189+15 - STA. 192+27 EB
STA. 218+30 - STA. 221+58 EB

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TYPICAL SECTIONS	SHEET 6	E



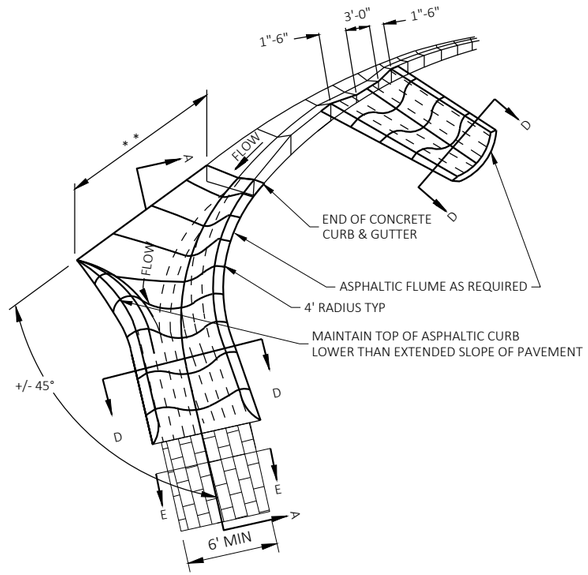
ASPHALTIC CURB DETAIL

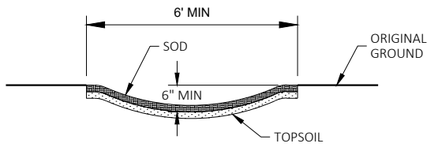
SEE PLAN DETAILS AND MISCELLANEOUS QUANTITIES FOR LOCATIONS



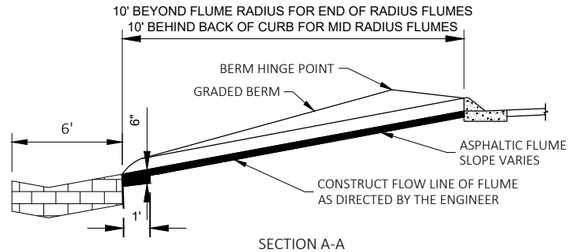
SAWING CURB HEAD DETAIL

TRANSITION FROM 6" CURB HEAD TO 1.5" CURB HEAD WITHIN 5' MAXIMUM

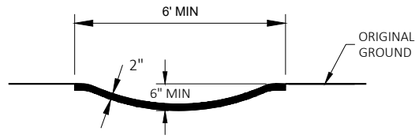




SECTION E-E



SECTION A-A



SECTION D-D

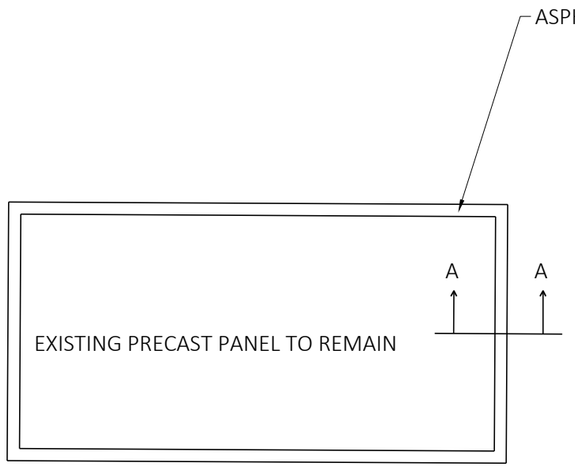
ASPHALTIC FLUME DETAIL

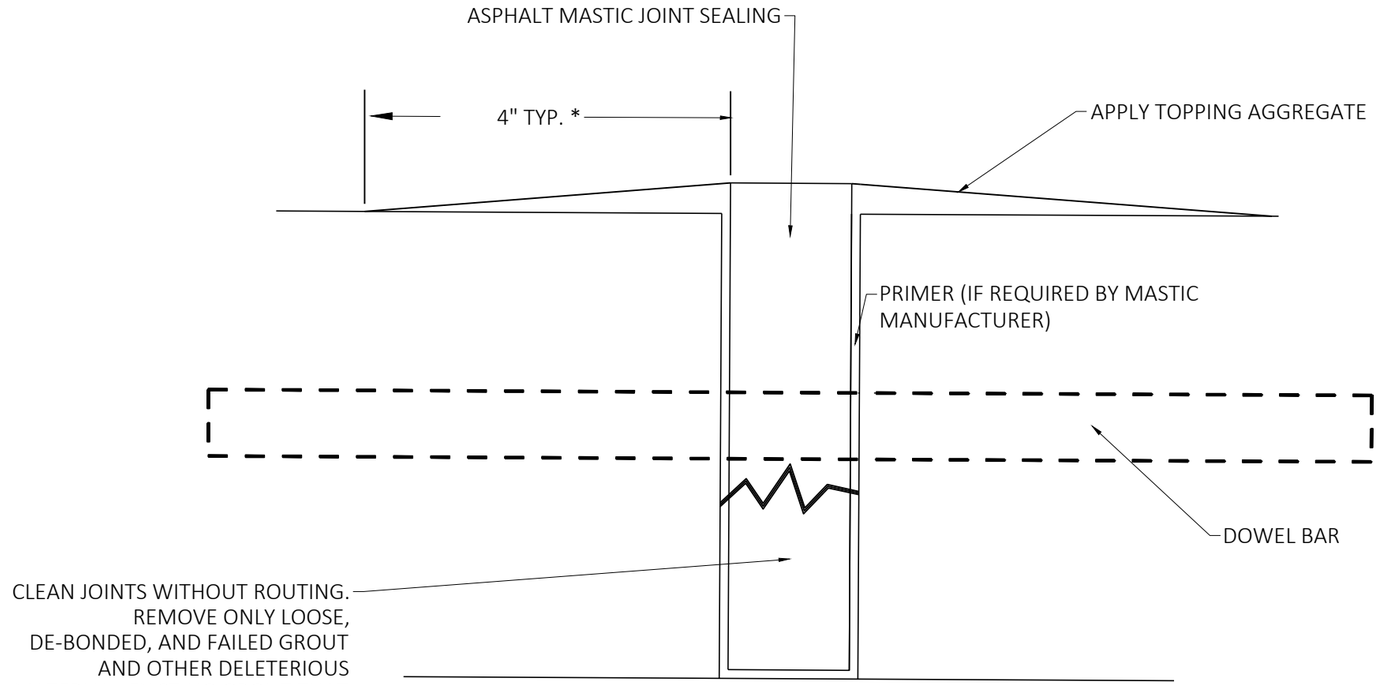
SEE EROSION CONTROL PLAN FOR LOCATIONS

SEE SDD "CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES" FOR DETAILS NOT SHOWN

** VARIES DEPENDING ON ANTICIPATED FLOW VELOCITY & FIELD CONDITIONS (10' MIN)

2





SECTION A-A

* OR AS RECOMMENDED BY THE MANUFACTURER

PRECAST CONCRETE PANEL ASPHALT MASTIC JOINT SEALING

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	CONSTRCUTION DETAILS	SHEET 8	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 01 (joint)
PLOT DATE : 10/17/2024 11:40 AM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : ##########
WISDOT/CADDS SHEET 44

2

2

RIPRAP

N

MADISON GAS & ELECTRIC
GAS LINE

LIEN RD

MH

LIEN RD

RIPRAP

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 20+99.8 WB - STA 20+46.68 WB
MGS GUARDRAIL 3: STA 20+46.7 WB - STA 19+34.2 WB
MGS THRIE BEAM TRANSITION: STA 19+34.2 WB - STA 18+94.8 WB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

EAT POST #9
20+49.8 WB
74.8' LT

EAT POST #5
20+74.8 WB
75.7' LT

EAT POST #1
20+99.8 WB
76.6' LT

SLOPE INTERCEPT

SIGN

REMOVE EXISTING GUARDRAIL
STA 18+95 WB - 21+00 WB

MADISON GAS & ELECTRIC
ELECTRIC LINES

CITY OF MADISON WATER

WB R/L

IH 39/90/94 WB

17 'WB'

18 'WB'

19 'WB'

20 'WB'

21 'WB'

PI: 21+41.16

22 'WB'

17 'EB'

18 'EB'

19 'EB'

20 'EB'

21 'EB'

22 'EB'

IH 39/90/94 EB

EB R/L

EXISTING SIGN STRUCTURE
S-13-180 TO REMAIN

LIEN RD

LIEN RD

MH

REMOVE EXISTING GUARDRAIL
STA 18+49 EB - STA 20+10 EB

RIPRAP

MGS GUARDRAIL TERMINAL TYPE 2
STA 20+13.0 EB
63.1' LT

INSTALL NEW MGS GUARDRAIL

MGS THRIE BEAM TRANSITION: STA 18+48.6 EB - STA 18+88.0 EB
MGS GUARDRAIL 3: STA 18+88.0 EB - STA 20+13.0 EB
MGS GUARDRAIL TERMINAL TYPE 2: STA 20+13.0 EB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

MH

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 9	E

2

N

IH 39/90/94 WB

PC: 46+54.17

43 'WB' 44 'WB' 45 'WB' 46 'WB' 47 'WB' 48 'WB' 49 'WB'

43 'EB' 44 'EB' 45 'EB' 46 'EB' 47 'EB' 48 'EB' 49 'EB'

IH 39/90/94 EB

R/L

EXISTING SIGN STRUCTURE
S-13-131 TO REMAIN

SLOPE INTERCEPT

EAT POST #1
44+71.1 EB
48.1' RT

EAT POST #5
44+98.2 EB
47.1' RT

EAT POST #9
45+23.3 EB
46.1' RT

REMOVE EXISTING GUARDRAIL
STA 46+00 - STA 47+15 EB

MGS GUARDRAIL TERMINAL TYPE 2
STA 47+14.7 EB
45.6' RT

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 44+71.1 EB - STA 45+26.4 EB
MGS GUARDRAIL 3: STA 45+26.4 EB - STA 47+14.7 EB
MGS GUARDRAIL TERMINAL TYPE 2: STA 47+14.7 EB
GUARDRAIL MOW STRIPS EMULSIFIED ASPHALT

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 10	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/17/2024 11:40 AM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

N

IH 39/90/94 WB

IH 39/90/94 EB

STEEL PLATE BEAM GUARD SHORT RADIUS
STA 53+88.7 WB
14.9' RT

R/L

WISDOT FIBER OPTIC
2-2" HDPE CONDUIT

R24'

REMOVE EXISTING GUARDRAIL
STA 53+68.1 WB - STA 54+12.9 WB

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
STA 54+12.9 WB
38.4' RT

ITS POLE

INSTALL NEW CLASS A BEAM GUARD

STEEL THRIE BEAM STRUCTURE APPROACH: STA 53+68.1 WB - STA 53+88.7 WB
STEEL PLATE BEAM GUARD SHORT RADIUS 24'R: STA 53+68.1 WB - STA 54+12.9 WB
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL: STA 54+12.9 WB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

'WB' 52 'WB' 53 'WB' 54 'WB' 55 'WB' 56 'WB' 57 'WB'

51 'EB' 52 'EB' 53 'EB' 54 'EB' 55 'EB' 56 'EB' 57 'EB'

FO FO FO E E E

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 11	E

2

2

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 5" HMA

N

MATCH LINE STA 68+00 WB

CONTINUED ON NEXT SHEET

WISDOT COMMUNICATION LINE

FO

X

IH 39/90/94 WB

MGS GUARDRAIL TERMINAL TYPE 2
STA 63+40.7 WB
71.7' LT

PC: 63+43.94

68 'WB'

67 'WB'

66 'WB'

65 'WB'

64 'WB'

63 'WB'

62 'WB'

R/L

CONTINUED ON NEXT SHEET

EXISTING FLUME TO REMAIN IN PLACE. AFTER MILLING EXISTING SHOULDER PLACE NEW ASPHALTIC CURB ACROSS EXISTING FLUME. CONSTRUCT NEW FLUME TO THE NORTH OF NEW TYPE 2 TERMINAL

ASPHALTIC CURB TO BE REPLACED
STA 67+10 WB - STA 72+90 WB

MGS GUARDRAIL TERMINAL TYPE 2
STA 66+91.4 WB
11.2' RT

MATCH LINE STA 68+00 WB

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 12	E

2

MATCH LINE STA 68+00 WB

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

N

CONTINUED ON PREVIOUS SHEET

WISDOT
COMMUNICATION LINE

EXISTING GUARDRAIL
TO REMAIN

REMOVE EXISTING GUARDRAIL
STA 71+67 WB - STA 73+25 WB

INSTALL NEW MGS GUARDRAIL

MGS THRIE BEAM TRANSITION: STA 73+24.8 WB - STA 72+86.1 WB
MGS GUARDRAIL 3: STA 72+86.1 WB - STA 63+40.7 WB
MGS GUARDRAIL TERMINAL TYPE 2: STA 63+40.7 WB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

74 'WB'
73 'WB'
72 'WB'
71 'WB'
70 'WB'
69 'WB'

IH 39/90/94 WB

EXISTING FLUMES TO REMAIN.
AFTER MILLING EXISTING SHOULDER,
PLACE NEW ASPHALTIC CURB TO
CONNECT TO EXISTING FLUMES

REPAIR/REPLACE UPPER PORTION OF
ASPHALTIC FLUME DISTURBED BY SHOULDER
WORK. PAID FOR BY ASPHALTIC MILLING

REMOVE EXISTING GUARDRAIL
STA 66+96 WB - 73+08 WB

INSTALL NEW MGS GUARDRAIL

MGS THRIE BEAM TRANSITION: STA 73+08.3 WB - STA 72+68.7 WB
MGS GUARDRAIL 3: STA 72+68.7 WB - STA 66+91.4 WB
MGS GUARDRAIL TERMINAL TYPE 2: STA 66+91.4 WB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

ASPHALTIC CURB TO BE REPLACED
STA 67+10 WB - STA 72+90 WB

CITY OF MADISON
WATER

CTH T

CTH T

MATCH LINE STA 68+00 WB

2

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 13	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 05
PLOT DATE : 10/17/2024 11:41 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

N

ENTRANCE FROM IH 94

WISDOT
COMMUNICATION LINE

EXISTING GUARDRAIL
TO REMAIN

IH 39/90/94 WB

CTH T

R/L

74 'WB'

75 'WB'

76 'WB'

77 'WB'

78 'WB'

79 'WB'

80 '

CONTINUED ON NEXT SHEET

MATCH LINE STA 80+00 WB

REMOVE EXISTING GUARDRAIL
STA 74+79 WB - STA 82+74 WB

INSTALL NEW MGS GUARDRAIL

MGS THRIE BEAM TRANSITION: STA 74+79.4 WB - STA 75+19.1 WB
MGS GUARDRAIL 3: STA 75+19.1 WB - STA 82+66.9
MGS THRIE BEAM TRANSITION (ASYMMETRICAL W-BEAM TRANSITION SECTION AND CONNECTOR TERMINAL ONLY): STA 82+66.9 WB - STA 82+74.1 WB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

MGS THRIE BEAM TRANSITION
STA 74+79.4 WB - STA 75+19.1 WB

MADISON GAS & ELECTRIC
ELECTRIC OVERHEAD LINE

MADISON GAS & ELECTRIC
GAS LINE

SPECTRUM COMMUNICATION

MCI COMMUNICATION

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 14	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 06
PLOT DATE : 10/17/2024 11:41 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

INSTALL NEW MGS GUARDRAIL

MGS THRIE BEAM TRANSITION: STA 74+79.4 WB - STA 75+19.1 WB
MGS GUARDRAIL 3: STA 75+19.1 WB - STA 82+66.9
MGS THRIE BEAM TRANSITION (ASYMMETRICAL W-BEAM TRANSITION SECTION AND CONNECTOR TERMINAL ONLY): STA 82+66.9 WB - STA 82+74.1 WB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

MATCH LINE STA 80+00 WB

AT&T LEGACY COMMUNICATION LINE

EXIT TO IH 94 EB

EXISTING GUARDRAIL TO REMAIN

IH 39/90/94 WB

81 'WB'

82 'WB'

83 'WB'

84 'WB'

85 'WB'

86 'W

ENTRANCE FROM STH 30 EB

EXISTING GUARDRAIL TO REMAIN

CONTINUED ON PREVIOUS SHEET

REMOVE EXISTING GUARDRAIL
STA 74+79 WB - STA 82+74 WB

STH 30 WB

MGS THRIE BEAM TRANSITION
ASYMMETRICAL W-BEAM TRANSITION SECTION
AND CONNECTOR TERMINAL ONLY (7'-1.75")
STA 82+66.9 WB - STA 82+74.1 WB

SIGN

EXISTING GUARDRAIL TO REMAIN

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 15	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 07
PLOT DATE : 10/17/2024 11:42 AM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

N

IH 39/90/94 WB

124 'WB'

125 'WB'

126 'WB'

127 'WB'

128 'WB'

129 'WB'

SLOPE INTERCEPT

EAT POST #1
122+59.1 EB
22.9' LT

EAT POST #5
122+83.9 EB
19.4' LT

EAT POST #9
123+08.7 EB
15.9' LT

REMOVE EXISTING GUARDRAIL
STA 122+55 EB - STA 123+76 EB

121 'EB'

122 'EB'

123 'EB'

124 'EB'

125 'EB'

126 'EB'

127 '

R/L

IH 39/90/94 EB

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 122+59.1 EB - STA 123+ 11.8 EB
MGS GUARDRAIL 3: STA 123+11.8 EB - STA 123+36.8 EB
MGS THRIE BEAM TRANSITION: STA 123+36.8 EB - STA 123+76.3 EB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 16	E

2

2

N

SIGN

IH 39/90/94 WB

133 'WB'

134 'WB'

135 'WB'

136 'WB'

137 'WB'

138 'WB'

PT: 137+19.54

WISDOT
COMMUNICATION LINE
NO LONGER IN USE

IH 39/90/94 EB

130 'EB'

131 'EB'

132 'EB'

133 'EB'

134 'EB'

135 'EB'

R/L

WISDOT
COMMUNICATION LINE
NO LONGER IN USE

FO

50

SLOPE INTERCEPT

UTILITY
MANHOLE

EAT POST #1
132+02.4 EB
50.4' RT

EAT POST #5
132+27.2 EB
49.4' RT

EAT POST #9
132+52.0 EB
48.6' RT

ITS POLE

REMOVE EXISTING GUARDRAIL
STA 133+19 EB - STA 132+36 EB

WISDOT
COMMUNICATION LINE

UTILITY MANHOLE

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 132+02.4 EB - STA 132+55.1 EB
MGS GUARDRAIL 3: STA 132+55.1 EB - STA 132+80.0 EB
MGS THRIE BEAM TRANSITION: STA 132+80.0 EB - 133+19.1 EB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 17	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 09

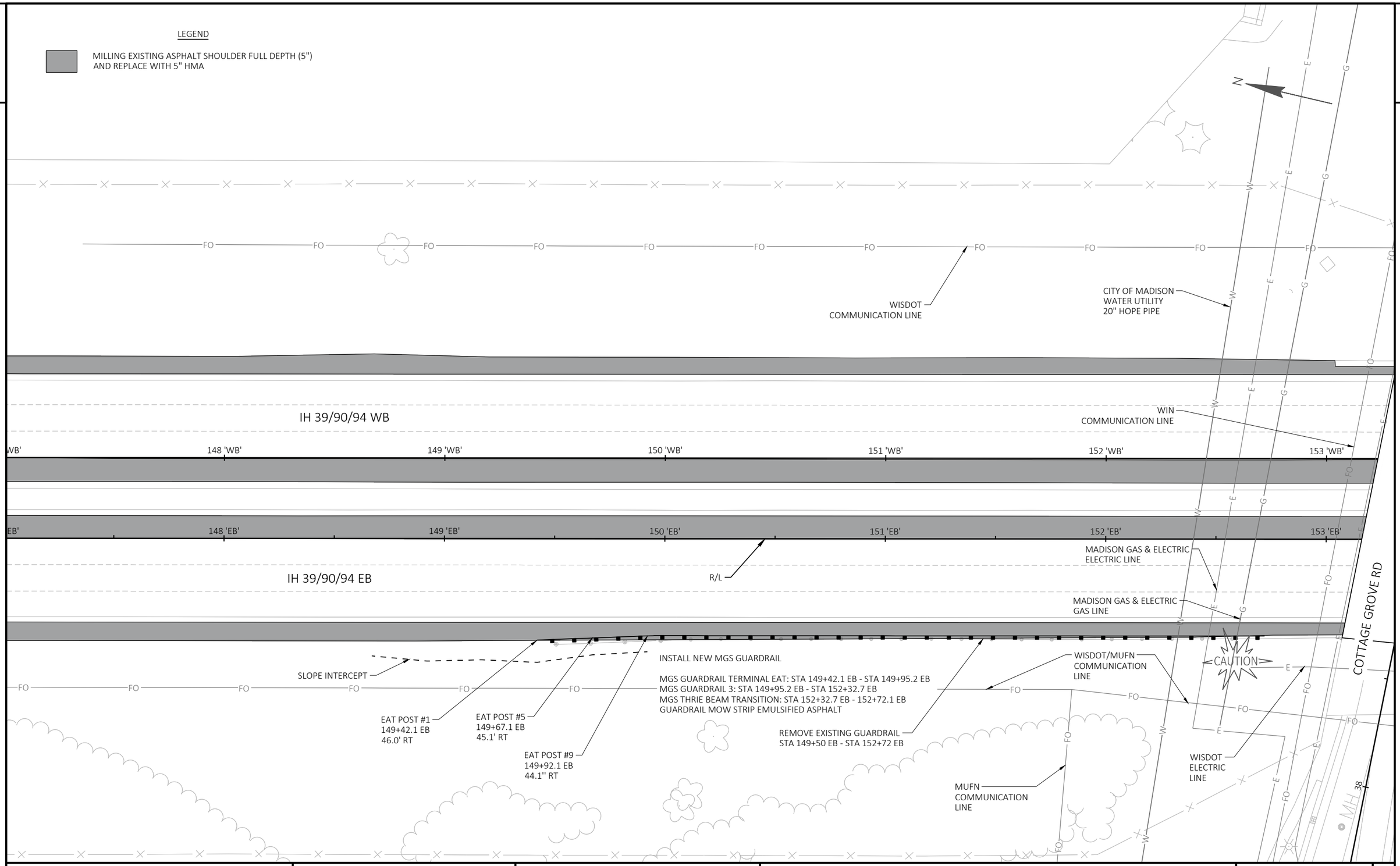
PLOT DATE : 10/17/2024 11:42 AM PLOT BY : MATHEW TARNOW PLOT NAME : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 18	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 10
PLOT DATE : 10/17/2024 11:43 AM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

2

IH 39/90/94 WB

188 'WB' 189 'WB' 190 'WB' 191 'WB' 192 'WB' 193 'WB'

188 'EB' 189 'EB' 190 'EB' 191 'EB' 192 'EB' 193 'EB'

IH 39/90/94 EB

R/L

EXISTING SIGN STRUCTURE
S-13-132 TO REMAIN

REMOVE EXISTING GUARDRAIL
STA 189+10 EB - STA 192+25 EB

SLOPE INTERCEPT

EAT POST #1
187+85.0 EB
48.5' RT

EAT POST #5
188+10.0 EB
47.56' RT

EAT POST #9
188+35.0 EB
46.6' RT

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 187+85.0 EB - STA 188+38.1 EB
MGS GUARDRAIL 3: STA 188+38.1 EB - STA 192+25.6 EB
MGS GUARDRAIL TERMINAL TYPE 2: STA 192+25.6 EB
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

ATC ELECTRIC
TRANSMISSION

CITY OF MADISON
ELECTRIC / LIGHTING

SPECTRUM
COMMUNICATION

AT&T WISCONSIN

MADISON GAS & ELECTRIC
ELECTRIC LINE

CAUTION

SIGN

MGS GUARDRAIL
TERMINAL TYPE 2
STA 192+25.6 EB
46.5' RT

MADISON GAS & ELECTRIC
GAS LINE

CITY OF MADISON WATER

CTH AB

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS	SHEET 19	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 11
PLOT DATE : 10/17/2024 11:43 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT
WISDOT/CADDS SHEET 44

2

N

MUFN COMMUNICATION LINE

CITY OF MADISON WATER

WISDOT/MUFN COMMUNICATION LINE

WISDOT ELECTRIC LINE

MADISON GAS & ELECTRIC ELECTRIC LINE

WIN COMMUNICATION LINE

CONCRETE CURB AND GUTTER 30" TYPE A EXISTING TO REMAIN

CITY OF MADISON LIGHTING

R/L

33'CG' 34'CG' 35'CG' 36'CG' 37'CG' 38'CG'

COTTAGE GROVE RD WB

COTTAGE GROVE RD EB

MH

CITY OF MADISON LIGHTING

EAT POST #1
STA 32+61
38.9' RT

EAT POST #5
STA 32+86
38.4' RT

EAT POST #9
STA 33+11
37.8' RT

SLOPE INTERCEPT

REMOVE EXISTING GUARDRAIL
STA 32+58 - STA 38+28

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 32+61.0 - STA 33+14.1
MGS GUARDRAIL 3: STA 33+14.1 - STA 37+88.7
MGS THRIE BEAM TRANSITION: STA 37+88.7 - STA 38+28.1
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

EXISTING R/W

MADISON GAS & ELECTRIC ELECTRIC LINE

MADISON GAS & ELECTRIC ELECTRIC LINE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS - COTTAGE GROVE RD	SHEET 20	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 12

PLOT DATE : 10/17/2024 11:43 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

2

N

CITY OF MADISON WATER

MADISON GAS & ELECTRIC
ELECTRIC LINE

MADISON GAS & ELECTRIC
GAS LINE

WIN
COMMUNICATION LINE

MADISON GAS & ELECTRIC
GAS LINE

EP: 44+00.00

R/L

MOVING SIGNS TYPE II

152 'EB'

152 'WB'

153 'EB'

153 'WB'

39'CG'

COTTAGE GROVE RD

40 'CG'

41'CG'

42'CG'

43'CG'

CAUTION

'CG'

COTTAGE GROVE RD

CITY OF MADISON
LIGHTING

WISDOT CABINET

WISDOT
COMMUNICATION LINE

MOVING SIGNS TYPE II

REMOVE EXISTING GUARDRAIL
STA 40+53 - STA 42+75

EAT POST #9
STA 42+70.8
17.5' RT

EAT POST #5
STA 42+95.8
17.5' RT

SLOPE INTERCEPT

SAWING CURB HEAD
STA 43+00.0 TO STA 43+75.0
(DRIVEWAY ENTRANCE CURB BEGINNING AT EAT POST #3)

EAT POST #1
STA 43+20.8
17.5' RT

EXISTING R/W

154 'EB'

154 'WB'

155 'EB'

155 'WB'

IH 39/90/94 EB

IH 39/90/94 WB

INSTALL NEW MGS GUARDRAIL

MGS GUARDRAIL TERMINAL EAT: STA 43+20.8 - STA 42+67.7
MGS GUARDRAIL 3: STA 42+67.7 - STA 40+92.7
MGS THRIE BEAM TRANSITION: STA 40+92.7 - STA 40+53.3
GUARDRAIL MOW STRIP EMULSIFIED ASPHALT

LEGEND

MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5")
AND REPLACE WITH 5" HMA

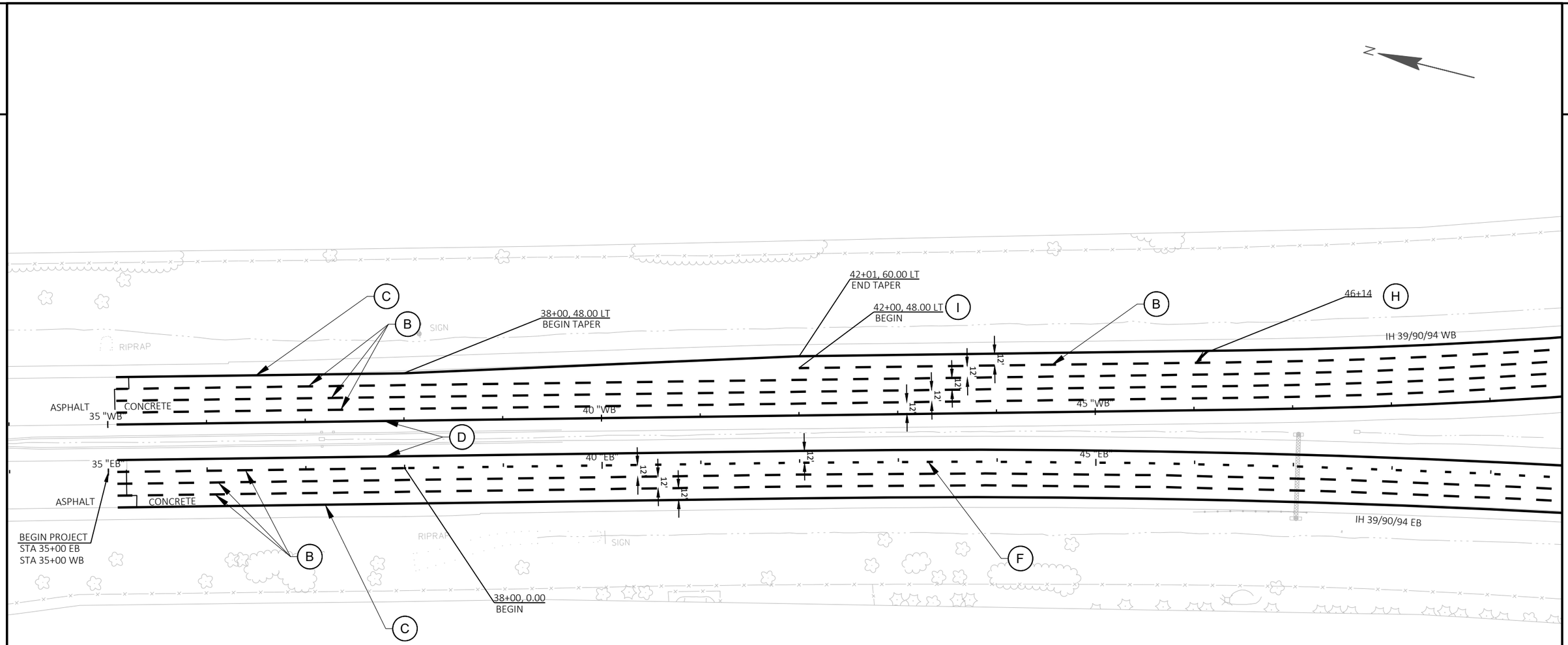
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	GUARDRAIL LAYOUT DETAILS - COTTAGE GROVE RD	SHEET 21	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021001-CD.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 10:28 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2



A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW
E	MARKING CHEVRON EPOXY 24-INCH WHITE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
H	MARKING ARROW EPOXY, TYPE 5
I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
K	MARKING REMOVAL LINE WATER BLASTING WIDE
L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
M	MARKING LINE EPOXY 6-INCH WHITE
N	MARKING LINE EPOXY 6-INCH YELLOW
O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 22	E

2

N

C

54+01, 48.00 LT
END
I

IH 39/90/94 WB

50+56
H

55 "WB"

60 "WB"

50 "WB"

12'
12'
12'
12'
12'

B

D

F

50 "EB"

IH 39/90/94 EB

55 "EB"

60 "EB"

A

B

E

B

C

60+33, 0.00
BEGIN

A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE	G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)	H	MARKING ARROW EPOXY, TYPE 5
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE	I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW	J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
E	MARKING CHEVRON EPOXY 24-INCH WHITE	K	MARKING REMOVAL LINE WATER BLASTING WIDE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)	L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
		M	MARKING LINE EPOXY 6-INCH WHITE
		N	MARKING LINE EPOXY 6-INCH YELLOW
		O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 23	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\024501-PM(1).DWG
LAYOUT NAME - 03
PLOT DATE : 7/22/2024 1:42 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

N

B
C
72+02, 36.00 LT
BEGIN
A
L
M
O
B
A
ENTRANCE FROM WB IH 94
60'
2'
12'
50' MIN.
C
80 "WB"
75 "WB"
70 "WB"
B
D
O
N
L
72+53, 12.00 RT
END TAPER
A
J
75+46
H
CTH T
IH 39/90/94 WB
67+80, 0.00 RT
BEGIN TAPER
65 "WB"
12'
12'
12'
12'
12'
12'

A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW
E	MARKING CHEVRON EPOXY 24-INCH WHITE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
H	MARKING ARROW EPOXY, TYPE 5
I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
K	MARKING REMOVAL LINE WATER BLASTING WIDE
L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
M	MARKING LINE EPOXY 6-INCH WHITE
N	MARKING LINE EPOXY 6-INCH YELLOW
O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

N

EXIT TO EB IH 94
D
A
B
50' MIN.
SIGN T
65 "EB"
I 39/90 EB
12'
12'
12'
A
65+63, 36.00 RT
BEGIN
B
D
A
70 "EB"
15'
G
C
68+65, 36.00 RT
BEGIN
EXIT TO WB STH 30
CTH T
L
N
K
K
O
E
O
M
A
C
50' MIN.
15'
12'
12'
75 "EB"
B
C

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 24 E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\024501-PM(1).DWG
LAYOUT NAME - 04
PLOT DATE : 7/22/2024 1:43 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

N

81+29, 0.00 LT
BEGIN

80+45

EXIT TO EB IH 94

STH 30 WB

ENTRANCE FROM EB STH 30

IH 39/90 WB

85 "WB"

90 "WB"

95 "WB"

50' MIN.

50'

12'

STH 30 EB

EXIT TO EB IH 94

A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW
E	MARKING CHEVRON EPOXY 24-INCH WHITE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
H	MARKING ARROW EPOXY, TYPE 5
I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
K	MARKING REMOVAL LINE WATER BLASTING WIDE
L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
M	MARKING LINE EPOXY 6-INCH WHITE
N	MARKING LINE EPOXY 6-INCH YELLOW
O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

N

ENTRANCE FROM WB STH 30

80 "EB"

IH 39/90 EB

85 "EB"

STH 30 WB

50' MIN.

62'

90 "EB"

EXIT TO WB STH 30

ENTRANCE FROM EB STH 30

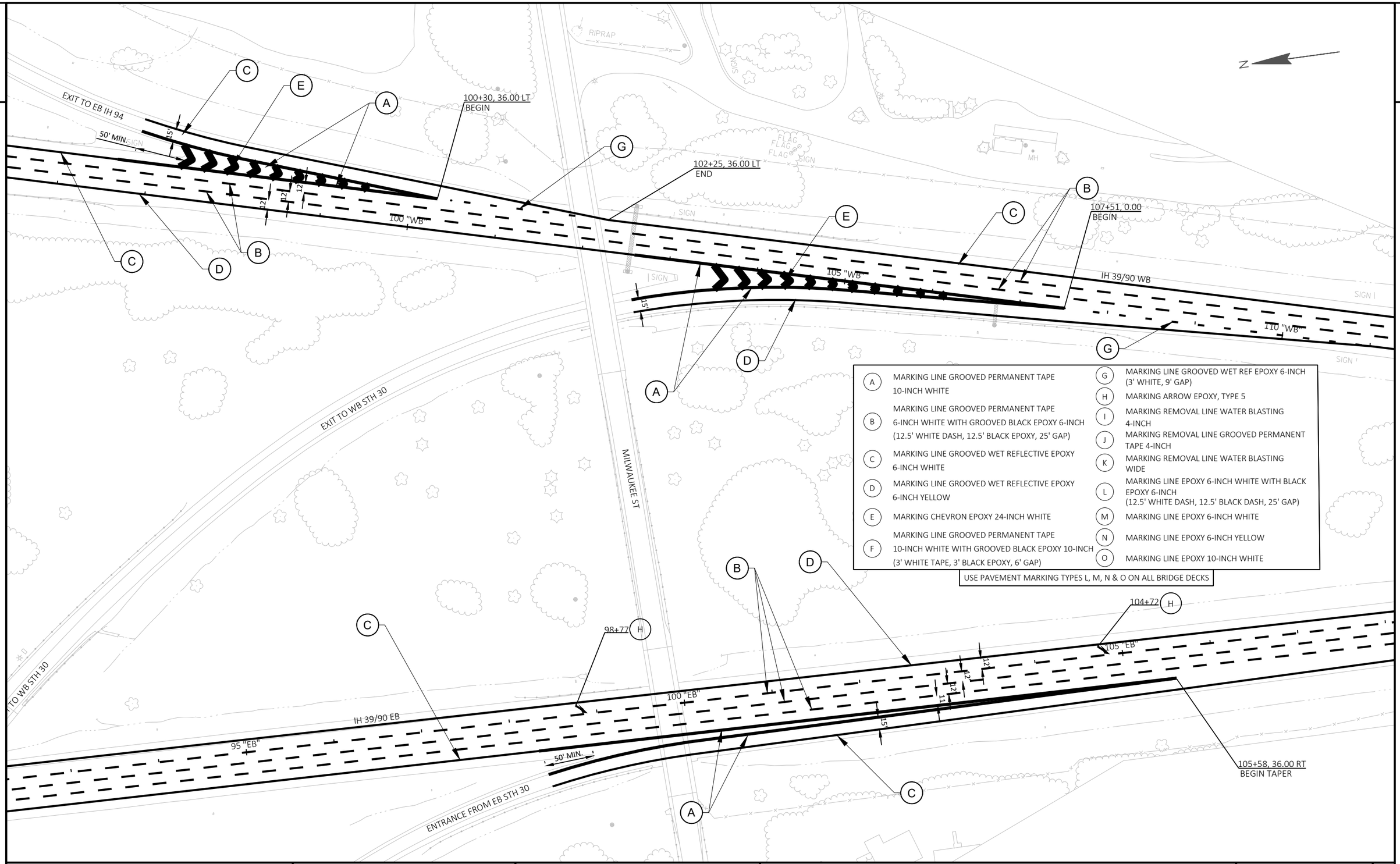
STH 30 EB

90+57, 0.00
BEGIN

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 25	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\024501-PM(1).DWG
LAYOUT NAME - 05
PLOT DATE : 7/22/2024 1:43 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW
E	MARKING CHEVRON EPOXY 24-INCH WHITE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
H	MARKING ARROW EPOXY, TYPE 5
I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
K	MARKING REMOVAL LINE WATER BLASTING WIDE
L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
M	MARKING LINE EPOXY 6-INCH WHITE
N	MARKING LINE EPOXY 6-INCH YELLOW
O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 26 E

2

N

SIGN I

SIGN I

111+01, 0.00
END

IH 39/90 WB

115 "WB"

12'

12'

12'

120 "WB"

125 "WB"

C

B

D

115+81, 0.00
END TAPER

B

109+75

H

110+37, 12.00 LT
BEGIN TAPER

110 "EB"

115 "EB"

120 "EB"

12'

12'

12'

IH 39/90 EB

ISIGN

B

C

109+18, 0.00
END

111+16, 36.00 RT
END TAPER

A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE	G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)	H	MARKING ARROW EPOXY, TYPE 5
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE	I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW	J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
E	MARKING CHEVRON EPOXY 24-INCH WHITE	K	MARKING REMOVAL LINE WATER BLASTING WIDE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)	L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
		M	MARKING LINE EPOXY 6-INCH WHITE
		N	MARKING LINE EPOXY 6-INCH YELLOW
		O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 27	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\024501-PM(1).DWG
LAYOUT NAME - 07
PLOT DATE : 7/22/2024 1:44 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

STA BACK = 138+69.95WB
STA AHEAD = 135+79.28WB

SIGN

IH 39/90 WB

130 "WB"

135 "WB"

125 "EB"

130 "EB"

135 "EB"

IH 39/90 EB

12'

B

C

D

N

IH 39/90 WB

140 "WB"

145 "WB"

150 "WB"

140 "EB"

145 "EB"

150 "EB"

IH 39/90 EB

A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE	G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)	H	MARKING ARROW EPOXY, TYPE 5
		I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE	J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW	K	MARKING REMOVAL LINE WATER BLASTING WIDE
		L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
E	MARKING CHEVRON EPOXY 24-INCH WHITE	M	MARKING LINE EPOXY 6-INCH WHITE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)	N	MARKING LINE EPOXY 6-INCH YELLOW
		O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

PROJECT NO:	HWY:	COUNTY:		SHEET	
1001-00-66	IH 39	DANE	PAVEMENT MARKING	28	E

2

2

COTTAGE GROVE RD

IH 39/90 WB

155 "WB"

160 "WB"

165 "WB"

155 "EB"

160 "EB"

165 "EB"

IH 39/90 EB

12'

12'

12'

12'

12'

12'

MH

SIGN

N

B

C

D

IH 39/90 WB

170 "WB"

175 "WB"

180 "WB"

170 "EB"

175 "EB"

180 "EB"

IH 39/90 EB

A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE	G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)	H	MARKING ARROW EPOXY, TYPE 5
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE	I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW	J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
E	MARKING CHEVRON EPOXY 24-INCH WHITE	K	MARKING REMOVAL LINE WATER BLASTING WIDE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)	L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
		M	MARKING LINE EPOXY 6-INCH WHITE
		N	MARKING LINE EPOXY 6-INCH YELLOW
		O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

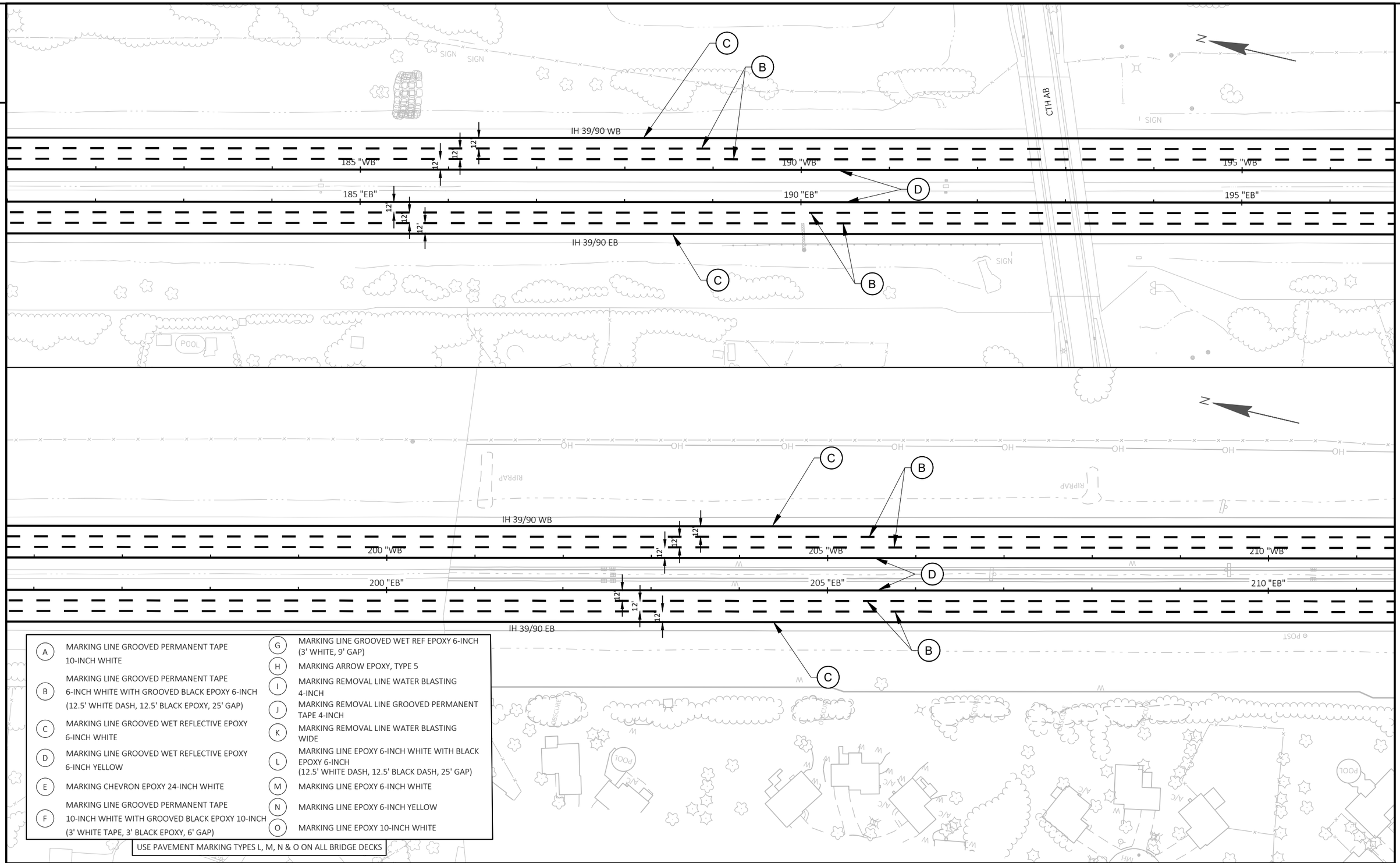
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 29	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\024501-PM(1).DWG
LAYOUT NAME - 09

PLOT DATE : 7/22/2024 1:45 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : ########## WISDOT/CADDS SHEET 44

2

2



A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE	G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)	H	MARKING ARROW EPOXY, TYPE 5
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE	I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW	J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
E	MARKING CHEVRON EPOXY 24-INCH WHITE	K	MARKING REMOVAL LINE WATER BLASTING WIDE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)	L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
		M	MARKING LINE EPOXY 6-INCH WHITE
		N	MARKING LINE EPOXY 6-INCH YELLOW
		O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

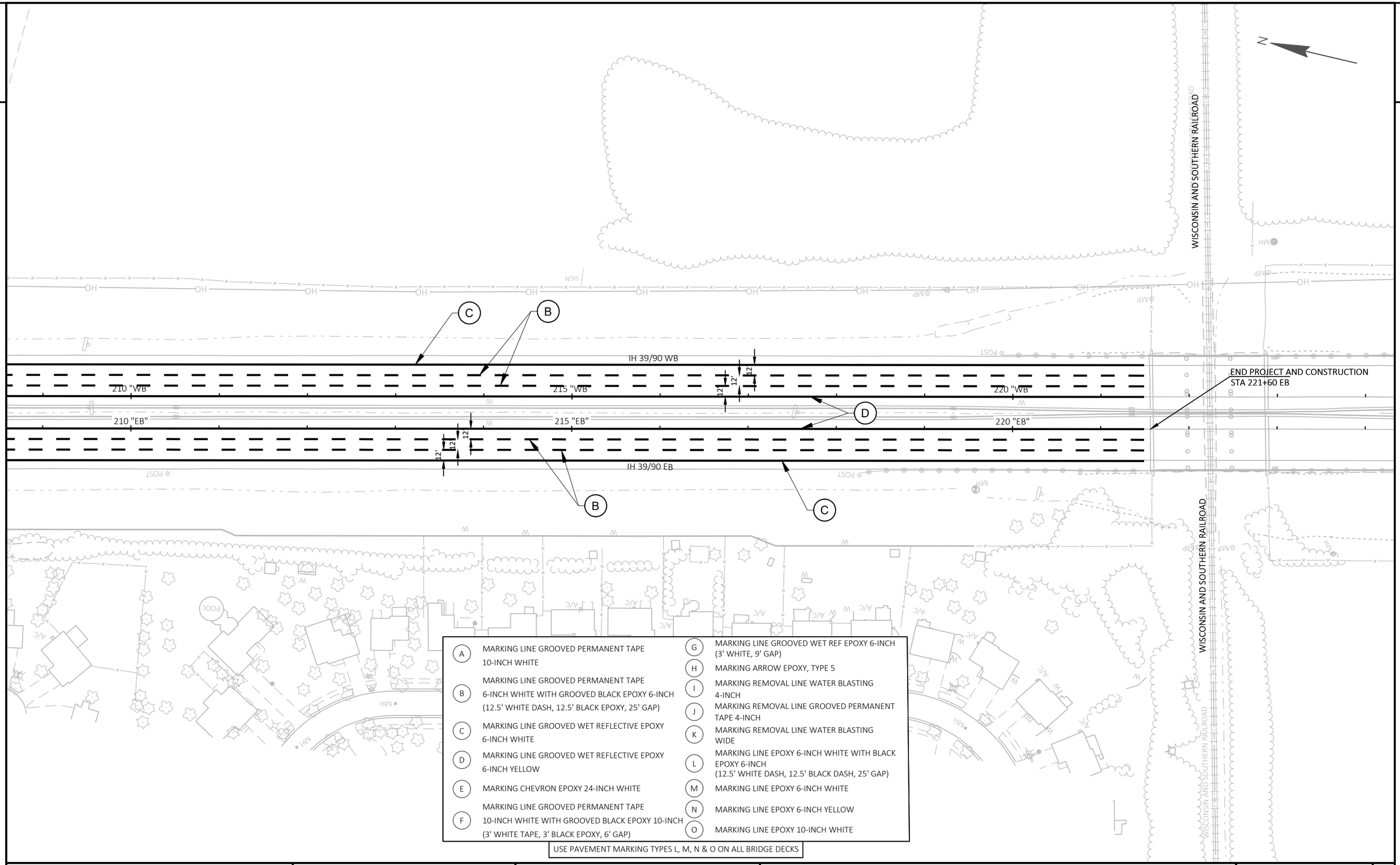
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 30	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\024501-PM(1).DWG
LAYOUT NAME - 10

PLOT DATE : 7/22/2024 1:45 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : ########

WISDOT/CADDS SHEET 44

2



A	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE
B	MARKING LINE GROOVED PERMANENT TAPE 6-INCH WHITE WITH GROOVED BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK EPOXY, 25' GAP)
C	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH WHITE
D	MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH YELLOW
E	MARKING CHEVRON EPOXY 24-INCH WHITE
F	MARKING LINE GROOVED PERMANENT TAPE 10-INCH WHITE WITH GROOVED BLACK EPOXY 10-INCH (3' WHITE TAPE, 3' BLACK EPOXY, 6' GAP)
G	MARKING LINE GROOVED WET REF EPOXY 6-INCH (3' WHITE, 9' GAP)
H	MARKING ARROW EPOXY, TYPE 5
I	MARKING REMOVAL LINE WATER BLASTING 4-INCH
J	MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH
K	MARKING REMOVAL LINE WATER BLASTING WIDE
L	MARKING LINE EPOXY 6-INCH WHITE WITH BLACK EPOXY 6-INCH (12.5' WHITE DASH, 12.5' BLACK DASH, 25' GAP)
M	MARKING LINE EPOXY 6-INCH WHITE
N	MARKING LINE EPOXY 6-INCH YELLOW
O	MARKING LINE EPOXY 10-INCH WHITE

USE PAVEMENT MARKING TYPES L, M, N & O ON ALL BRIDGE DECKS

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PAVEMENT MARKING	SHEET 31	E

2

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) DISTANCE TO EXISTING SIGNS.

ALL SIGNS ARE 48"X48" 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. AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE A CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

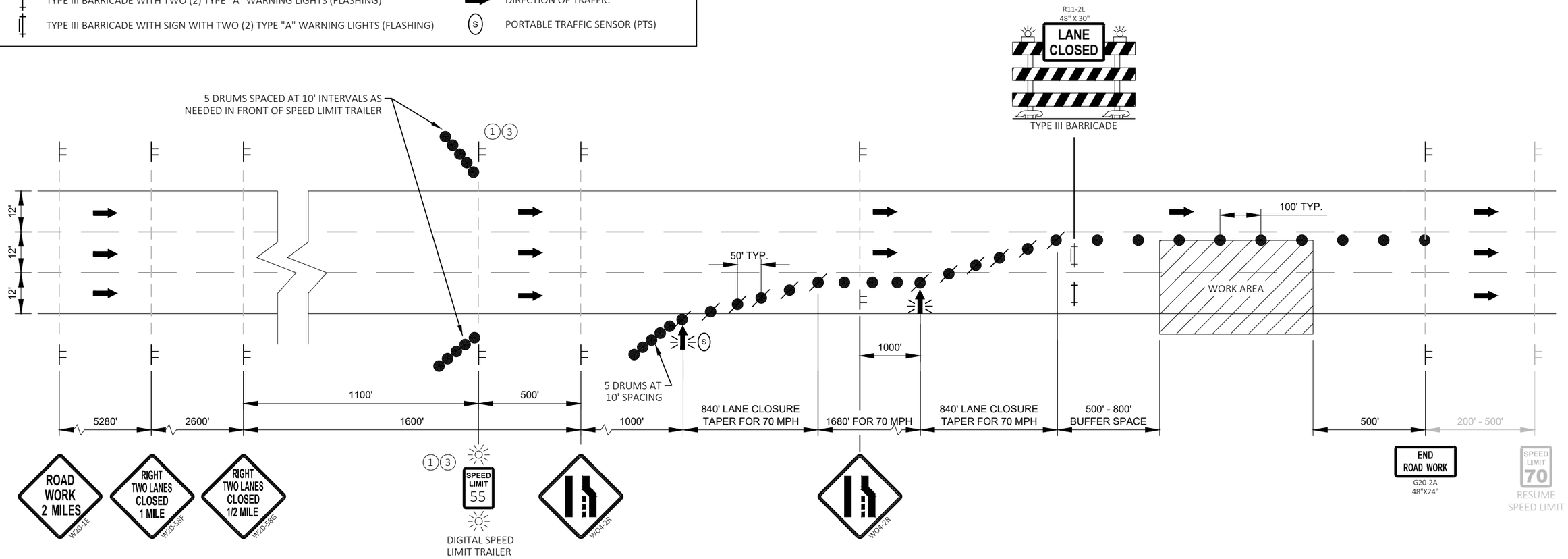
PLACE DRUMS AND OTHER TEMPORARY TRAFFIC CONTROL DEVICES ON OUTER EDGE OF SHOULDER WHEN NOT IN USE.

LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON TEMPORARY SUPPORT
- WORK ZONE
- DIRECTION OF TRAFFIC
- MOVABLE EXIT SIGN
- PCMS — PORTABLE CHANGEABLE MESSAGE SIGN
- FBS — FLASHING BEACON SIGN

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- SIGN ON TEMPORARY SUPPORT
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- (S) PORTABLE TRAFFIC SENSOR (PTS)



LANE CLOSURE AND LANE SHIFT ALONG IH 39
USING DIGITAL SPEED REDUCTION SYSTEM

GENERAL NOTES

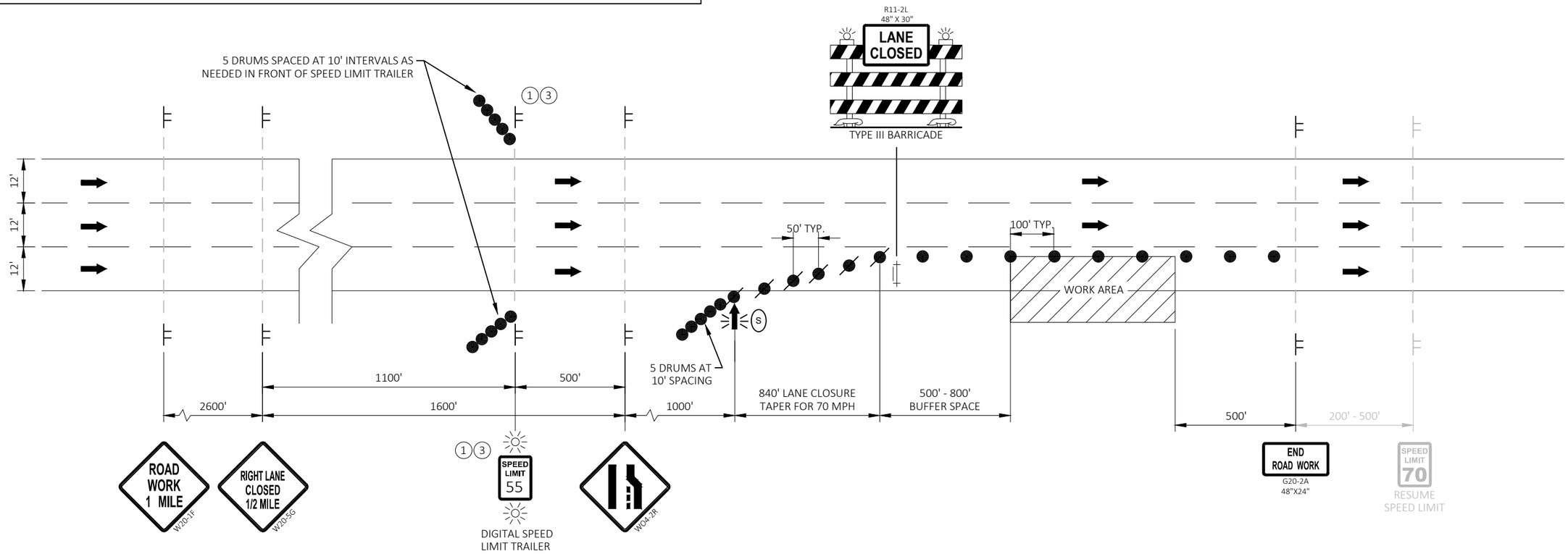
-THIS LANE CLOSURE AND LANE SHIFT IS TYPICAL FOR CLOSING THE RIGHT LANES. REVERSE FOR CLOSING LEFT LANES.
-NB DIRECTION SHOWN (MIRROR FOR SB DIRECTION).
-THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
-THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FT DESIRABLE) CLEARANCE TO EXISTING SIGNS.
-ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
-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.
-"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.
-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 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.
-WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
-USE BASIC QUEUE WARNING SYSTEM (BQWS) AS NEEDED OR AS DIRECTED BY THE ENGINEER IN THE FIELD, REFER TO SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM".

(1) EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED. COVERING OR REMOVING, AS WELL AS UNCOVERING OR REPLACING, OF EXISTING SPEED LIMIT SIGNS IS INCIDENTAL TO THE DSRS BID ITEM.
** (2) PLACE A DIGITAL SPEED LIMIT TRAILER 700 FEET UPSTREAM OF EACH ACTIVE WORK ARE WHERE WORKERS ARE PRESENT.
(3) A DIGITAL SPEED LIMIT TRAILER SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP.
** (4) IF WORK ARE STARTS LESS THAN 1,000 FEET FROM END OF LANE CLOSURE TAPER, OMIT DIGITAL SPEED LIMIT TRAILER AT THAT LOCATION.
** (5) PLACE A DIGITAL SPEED LIMIT TRAILER A MINIMUM OF EVERY ONE MILE. MODIFY PLACEMENT AS DIRECTED BY ENGINEER WHEN DIGITAL SPEED LIMIT TRAILER IS LOCATED IN CLOSE PROXIMITY TO AN ACCELERATION LANE OF AN ENTRANCE RAMP.
** (6) OMIT DRUM DELINEATION FOR DIGITAL SPEED LIMIT TRAILER WITHIN A CLOSURE.
** APPLIED WHEN THERE ARE MULTIPLE ACTIVE WORKING AREA ALONG A CLOSURE.

2

LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- TYPE III BARRICADE WITH SIGN WITH TWO (2) TYPE "A" WARNING LIGHTS (FLASHING)
- SIGN ON TEMPORARY SUPPORT
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- (S) PORTABLE TRAFFIC SENSOR (PTS)



LANE CLOSURE ALONG IH 39 USING DIGITAL SPEED REDUCTION SYSTEM

GENERAL NOTES

-THIS LANE CLOSURE AND LANE SHIFT IS TYPICAL FOR CLOSING THE RIGHT LANE. REVERSE FOR CLOSING LEFT LANE.
-NB DIRECTION SHOWN (MIRROR FOR SB DIRECTION).
-THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
-THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FT DESIRABLE) CLEARANCE TO EXISTING SIGNS.
-ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
-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.
-"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.
-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 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.
-WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
-USE BASIC QUEUE WARNING SYSTEM (BQWS) AS NEEDED OR AS DIRECTED BY THE ENGINEER IN THE FIELD, REFER TO SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM".

(1) EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED. COVERING OR REMOVING, AS WELL AS UNCOVERING OR REPLACING, OF EXISTING SPEED LIMIT SIGNS IS INCIDENTAL TO THE DSRS BID ITEM.

** (2) PLACE A DIGITAL SPEED LIMIT TRAILER 700 FEET UPSTREAM OF EACH ACTIVE WORK ARE WHERE WORKERS ARE PRESENT.

(3) A DIGITAL SPEED LIMIT TRAILER SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP.

** (4) IF WORK ARE STARTS LESS THAN 1,000 FEET FROM END OF LANE CLOSURE TAPER, OMIT DIGITAL SPEED LIMIT TRAILER AT THAT LOCATION.

** (5) PLACE A DIGITAL SPEED LIMIT TRAILER A MINIMUM OF EVERY ONE MILE. MODIFY PLACEMENT AS DIRECTED BY ENGINEER WHEN DIGITAL SPEED LIMIT TRAILER IS LOCATED IN CLOSE PROXIMITY TO AN ACCELERATION LANE OF AN ENTRANCE RAMP.

** (6) OMIT DRUM DELINEATION FOR DIGITAL SPEED LIMIT TRAILER WITHIN A CLOSURE.

** APPLIED WHEN THERE ARE MULTIPLE ACTIVE WORKING AREA ALONG A CLOSURE.

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM STAGES 4, 5	SHEET 34	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\021002-CD.DWG
LAYOUT NAME - 02
PLOT DATE : 10/21/2024 3:29 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42

2

LEGEND

- DSLT — DIGITAL SPEED LIMIT TRAILER
- FBS — FLASHING BEACON SIGN
- Ⓢ — PORTABLE TRAFFIC SENSOR (PTS)
- FLASHING ARROW BOARD

N

BEGIN PROJECT
STA 35+00

END PROJECT AND CONSTRUCTION
STA 221+60

IH 39/90/94

IH 39/90

IH 94

STH 151

STH 30

USH 12/18

SPEED LIMIT XX

DSLT

FBS

20 'WB' 40 'WB' 60 'WB' 80 'WB' 100 'WB' 120 'WB' 140 'WB' 160 'WB' 180 'WB' 200 'WB' 220 'WB' 240 'WB'

20 'EB' 40 'EB' 60 'EB' 80 'EB' 100 'EB' 120 'EB' 140 'EB' 160 'EB' 180 'EB' 200 'EB' 220 'EB' 240 'EB'

USE IN TRAFFIC CONTROL
STAGES 4 & 5
SEE TRAFFIC CONTROL
SHEETS FOR MORE DETAILS

USE IN TRAFFIC CONTROL
STAGES 1, 2 & 3
SEE TRAFFIC CONTROL
SHEETS FOR MORE DETAILS

USE IN TRAFFIC CONTROL
STAGES 1, 2 & 3
SEE TRAFFIC CONTROL
SHEETS FOR MORE DETAILS

USE IN TRAFFIC CONTROL
STAGES 4 & 5
SEE TRAFFIC CONTROL
SHEETS FOR MORE DETAILS

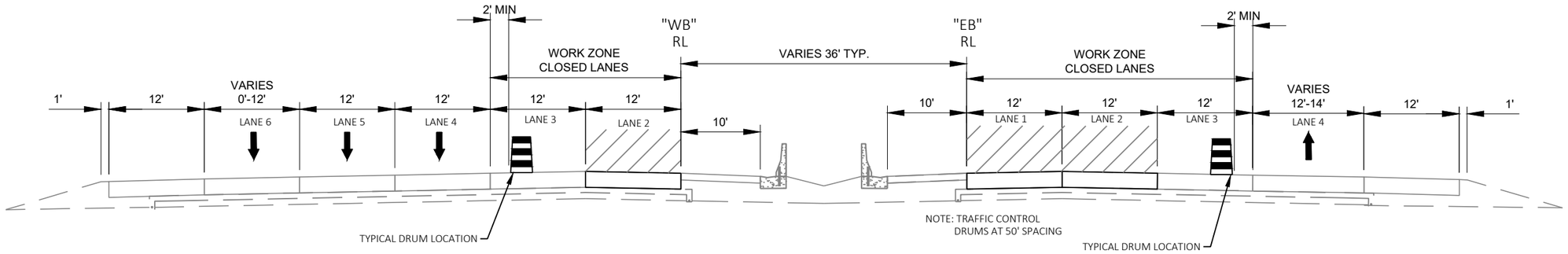
SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL BQWS & DSRS OVERVIEW	SHEET 35	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-TC- BQWS.DSRS.DWG PLOT DATE : 10/21/2024 3:36 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:1 MI
LAYOUT NAME - 01

WISDOT/CADDS SHEET 42

2

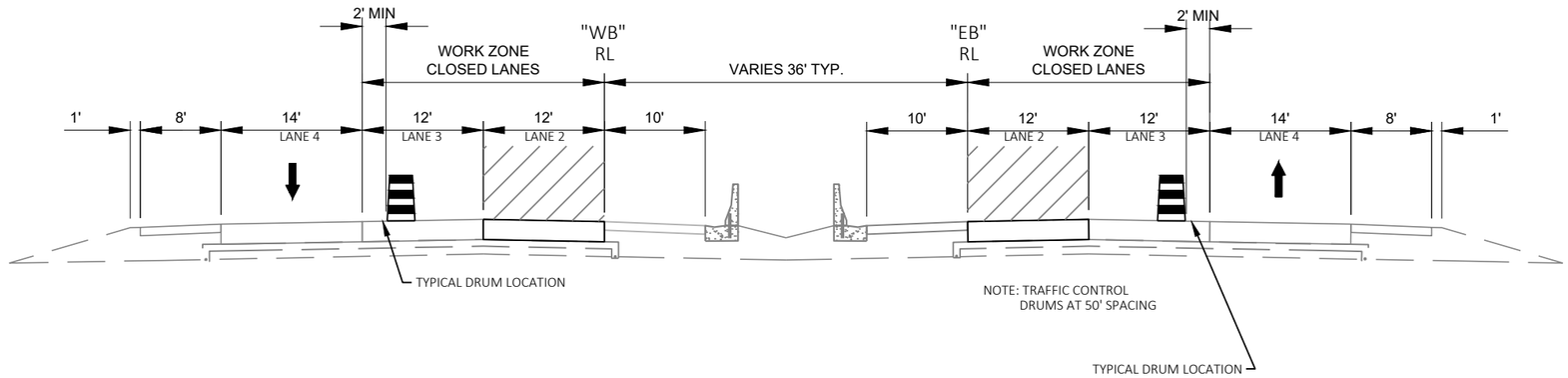


BASE PATCHING/REPAIR STAGE 1

STA 35+00 - 72+00
LIEN RD TO CTH T
LOOKING SOUTH

LEGEND

WORK ZONE



BASE PATCHING/REPAIR STAGE 1

STA 72+00 - 221+60
CTH T TO WISCONSIN & SOUTHERN RAILROAD
LOOKING SOUTH

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 36	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-TS.DWG
LAYOUT NAME - 01
PLOT DATE : 10/17/2022 9:11 AM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

PLACE BARRICADES AND "LANE CLOSED" SIGN APPROX. EVERY ¼ MILE ACROSS THE CLOSED LANES

LANE CLOSED
R11-2L
48"X30"

IH 39/90/94 WB

5 DRUMS AT 10' INTERVALS AS NEEDED IN FRONT OF ARROW BOARD

660' TAPER

IH 39/90/94 EB

50' TYP.

EXIT TO USH 151

EXIT TO USH 151 NB

ENTRANCE FROM USH 151 SB

5280' 2600' 1600' 1000'

ROAD WORK 2 MILES W20-1E

LEFT TWO LANES CLOSED 1 MILE W20-59F

LEFT TWO LANES CLOSED 1/2 MILE W20-59G

W10A-2L

EXIT TO USH 151 SB

ENTRANCE FROM USH 151 NB

EXIT TO USH 151 NB

1320'

660' TAPER

IH 39/90/94 WB

50' TYP.

IH 39/90/94 EB

ENTRANCE FROM USH 151 SB

EXIT TO USH 151 NB

1000'

W10A-2L

LANE CLOSED
R11-2L
48"X30"

HIGH CROSSING BLVD

RIPRAP WALLS SIGN MH W

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 37	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - ADV 1
PLOT DATE : 10/21/2024 3:38 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

EXIT TO HIGH CROSSING BLVD

EXIT TO USH 151

IH 39/90/94 WB

IH 39/90/94 EB

ENTRANCE FROM USH 151 SB

ENTRANCE FROM USH 151 NB

ENTRANCE FROM HIGH CROSSING BLVD

ROAD WORK AHEAD
W20-1A

LANE CLOSED
R11-2L
48"X30"

50' TYP.

WALLS

RIPRAP

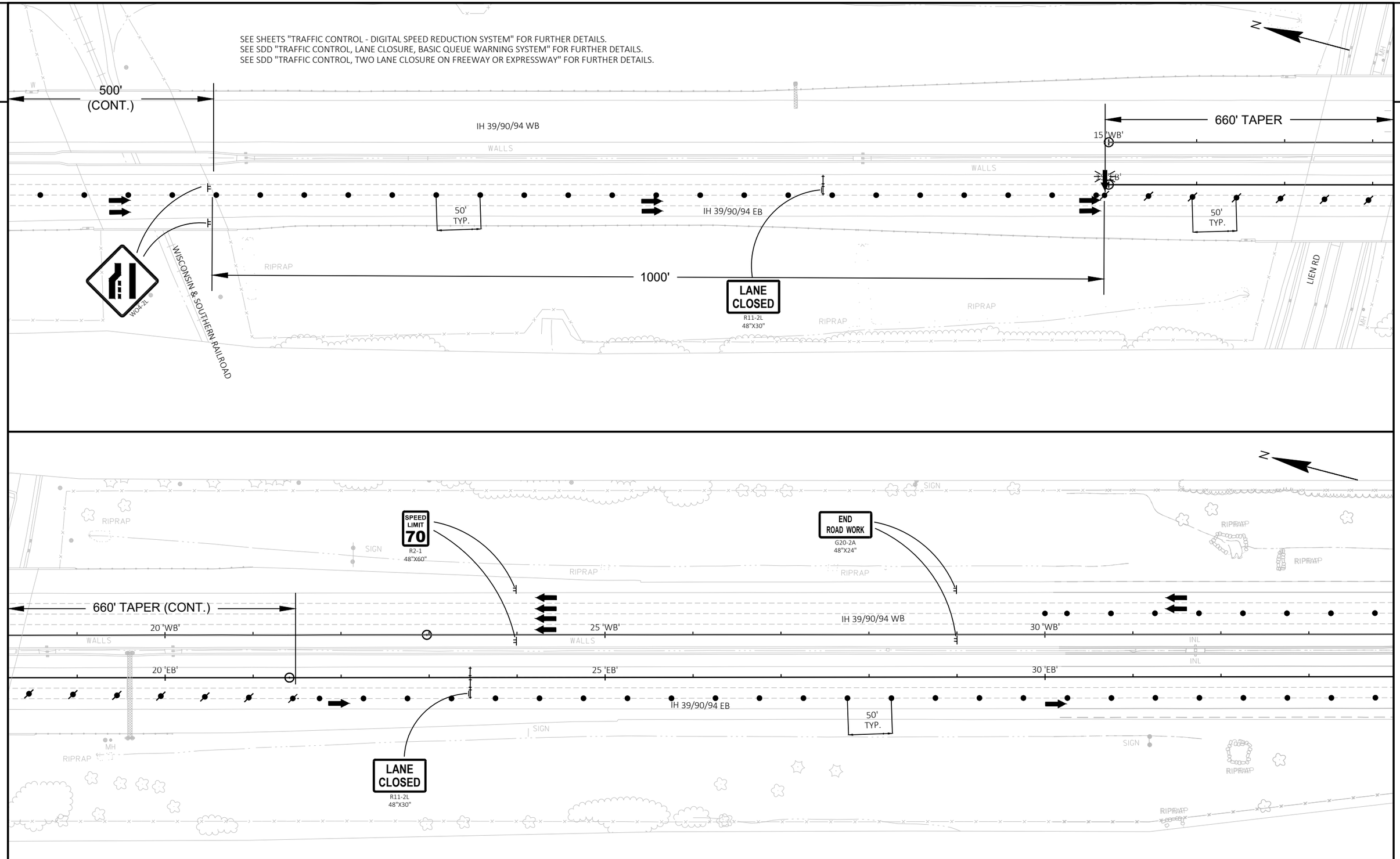
EXIT TO USH 151 / HIGH CROSSING BLVD

500'

LEFT LANE CLOSED 1500 FT
W20-5S8

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 38	E

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

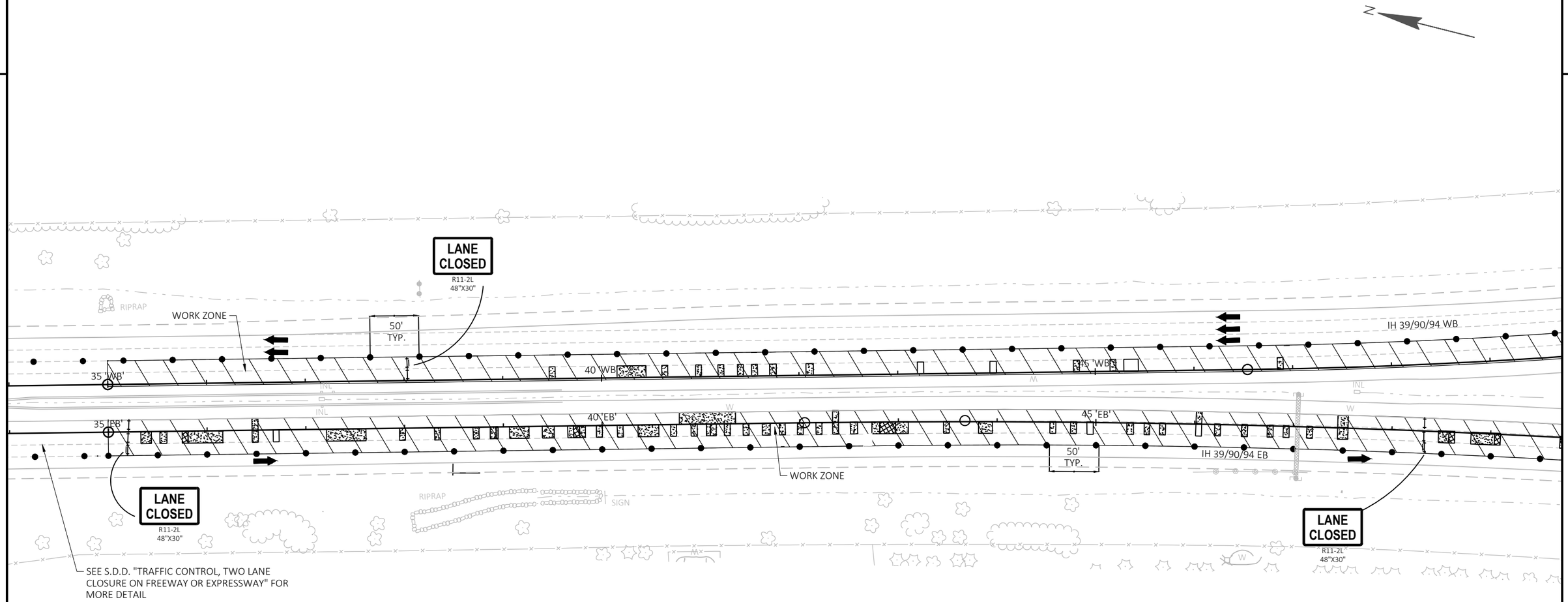


PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 39	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - ADV 3
PLOT DATE : 10/21/2024 1:34 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 40	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2024 1:34 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

N

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

WORK ZONE

IH 39/90/94 WB

60 'WB'

55 'WB'

50' TYP.

50 'WB'

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

50 'EB'

55 'EB'

IH 39/90/94 EB

60 'EB'

EXIT TO IH 94 EB

25' TYP.

25' TYP.

50' TYP.

WORK ZONE

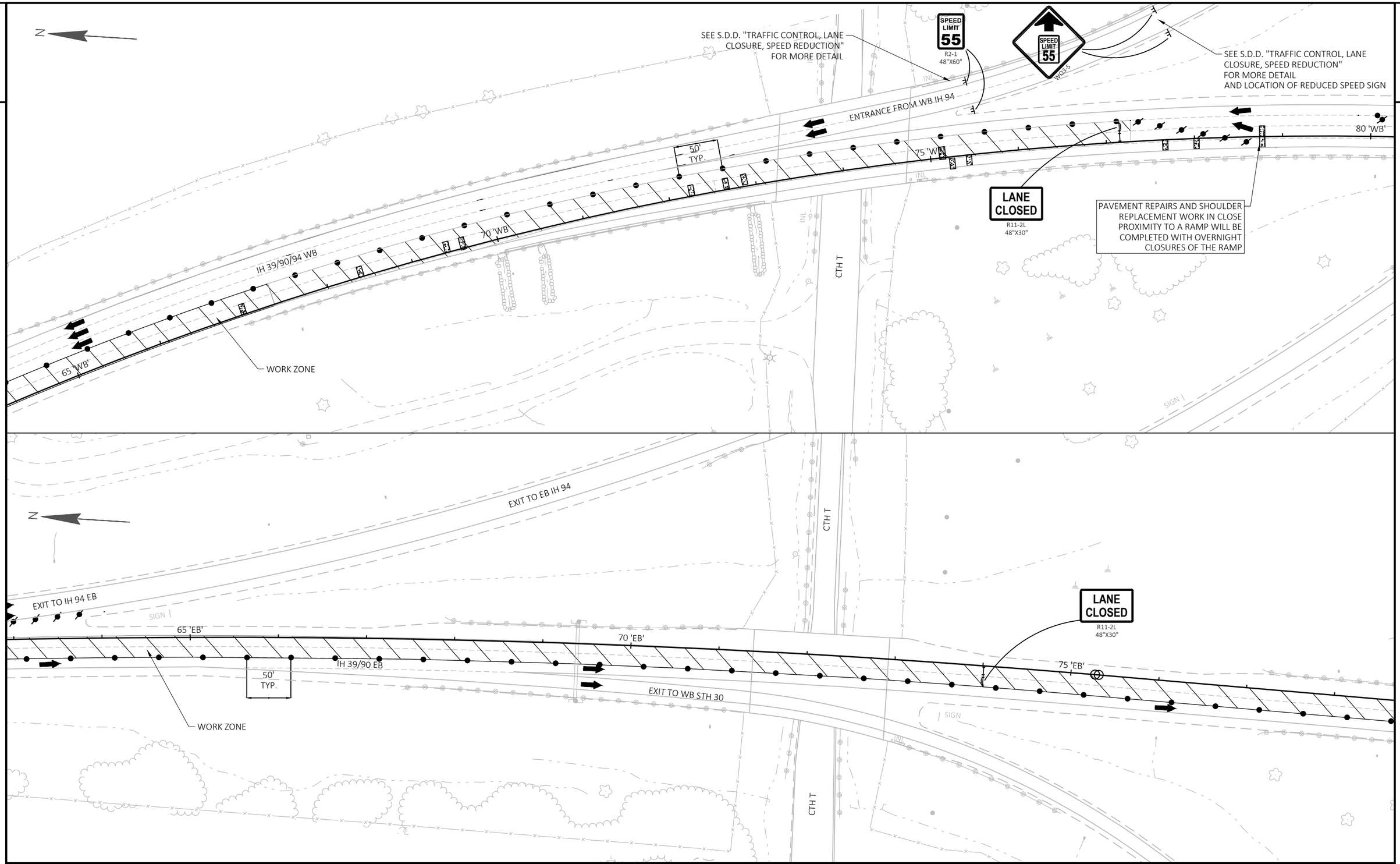
EXIT
E5-1(MOD)
48"x48"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 41	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 02

PLOT DATE : 10/21/2024 1:35 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT


N
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL
SPEED LIMIT 55
R2-1 48"X60"
SPEED LIMIT 55
W13-5
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN
ENTRANCE FROM WB IH 94
50' TYP.
75 'WB'
80 'WB'
LANE CLOSED
R11-2L 48"X30"
PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP
IH 39/90/94 WB
70 'WB'
65 'WB'
WORK ZONE
CTH T
SIGN
EXIT TO EB IH 94
N
EXIT TO IH 94 EB
SIGN
65 'EB'
70 'EB'
IH 39/90 EB
50' TYP.
LANE CLOSED
R11-2L 48"X30"
75 'EB'
EXIT TO WB STH 30
SIGN
WORK ZONE
CTH T

2

N

LANE CLOSED
R11-2L
48"X30"

EXIT TO EB IH 94

W04-1L

STH 30 WB

SIGN

INL

85 'WB'

IH 39/90 WB

90 'WB'

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

EXIT TO EB IH 94

95 'WB'

SPEED LIMIT 55
R2-1
48"X60"

ENTRANCE FROM EB STH 30

STH 30 EB

SPEED LIMIT 55
W03-5

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

N

SPEED LIMIT 55
W03-5

ENTRANCE FROM WB STH 30

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

SPEED LIMIT 55
R2-1
48"X60"

50' TYP.

STH 30 EB

EXIT TO WB STH 30

INL

WORK ZONE

80 'EB'

85 'EB'

90 'EB'

IH 39/90/94 EB

STH 30 WB

LANE CLOSED
R11-2L
48"X30"

W04-1L

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 43	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 04
PLOT DATE : 10/21/2024 1:35 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

N

WORK ZONE

100 'WB'

LANE CLOSED
R11-2L
48"X30"

50' TYP.

95 'WB'

IH 39/90 WB

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

110 'WB'

25' TYP.

EXIT
E5-1 (MOD)
48"x48"

SEE S.D.D. "TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE" FOR MORE DETAIL

MILWAUKEE ST

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

95 'EB'

IH 39/90 EB

SPEED LIMIT 55
W13-5

SPEED LIMIT 55
R2-1
48"X60"

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

105 'EB'

100 'EB'

50' TYP.

ENTRANCE FROM EB STH 30

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 44	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 05
PLOT DATE : 10/21/2024 1:35 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

SIGN

SIGN

OBSCURE

OBSCURE

IH 39/90 WB

115 'WB'

50'
TYP.

25'
TYP.

WORK ZONE

120 'WB'

128 'WB'

LANE
CLOSED
R11-2L
48"X30"

LANE
CLOSED
R11-2L
48"X30"

WORK ZONE

120 'EB'

WORK ZONE

115 'EB'

IH 39/90 EB

100 'EB'

50'
TYP.

SIGN

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 45	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2024 1:35 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

STA BACK = 138+69.24WB
STA AHEAD = 135+79.28WB

IH 39/90 WB

130 'WB'

135 'WB'

125 'EB'

130 'EB'

135 'EB'

IH 39/90 EB

50'
TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 46	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 07
PLOT DATE : 10/21/2024 1:35 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

IH 39/90 WB

140 'WB'

145 'WB'

150 'WB'

140 'EB'

145 'EB'

150 'EB'

IH 39/90 EB

WORK ZONE

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

OBSCURE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 47	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 08

PLOT DATE : 10/21/2024 1:35 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

COTTAGE GROVE RD

50'
TYP.

WORK ZONE

IH 39/90 WB

155 'WB'

160 'WB'

165 'WB'

155 'EB'

160 'EB'

165 'EB'

IH 39/90 EB

WORK ZONE

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 48	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 09

PLOT DATE : 10/21/2024 1:35 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

WORK ZONE

IH 39/90 WB

170 'WB'

175 'WB'

180 'WB'

170 'EB'

175 'EB'

180 'EB'

IH 39/90 EB

50'
TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

OBSCURE

SIGN

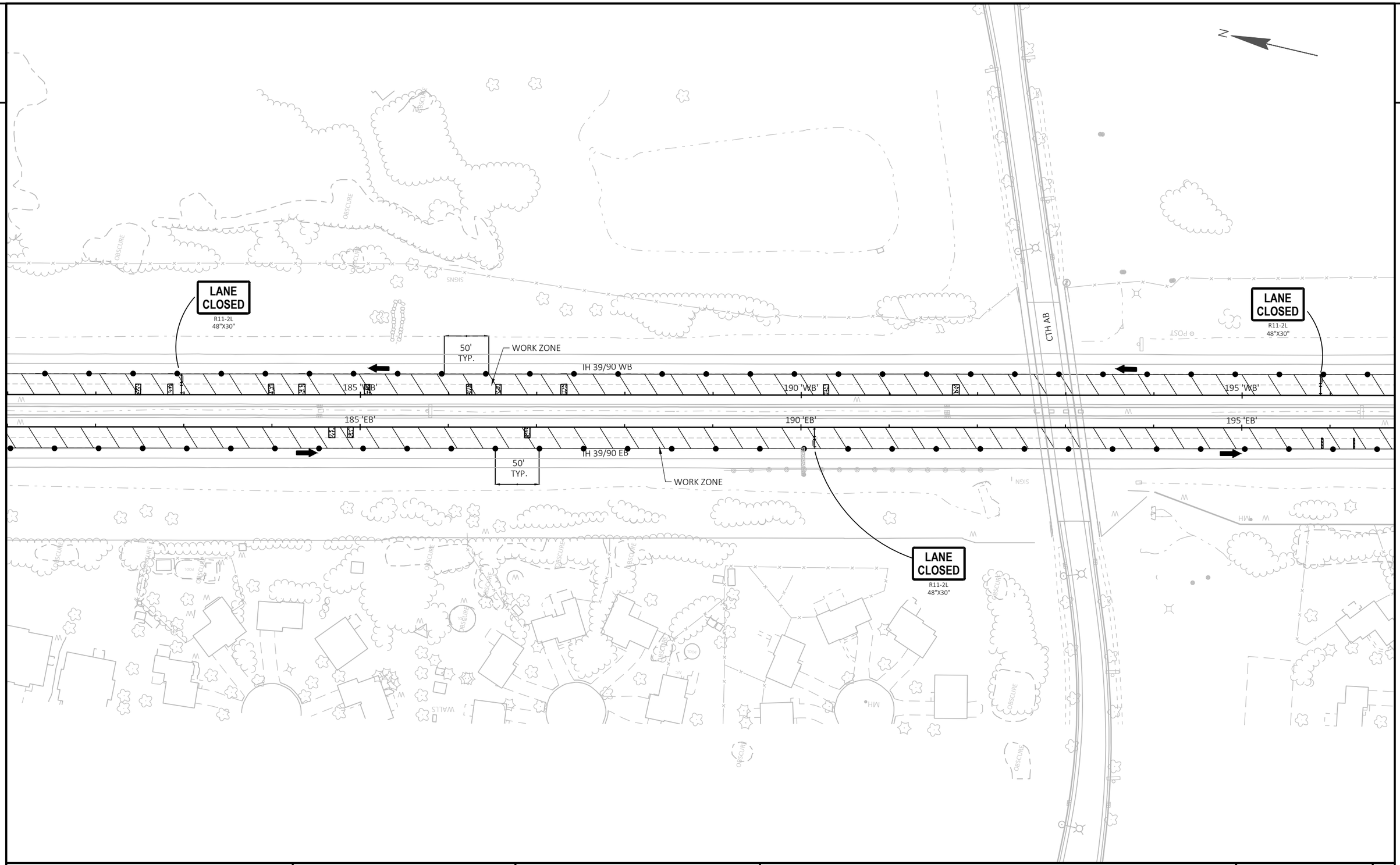
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 49	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 10

PLOT DATE : 10/21/2024 1:36 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 50	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 11

PLOT DATE : 10/21/2024 1:36 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

QUARRY

OH

RIPRAP

WORK ZONE

50'
TYP.

IH 39/90 WB

LANE
CLOSED
R11-2L
48"X30"

200 'WB'

205 'WB'

210 'WB'

200 'EB'

205 'EB'

210 'EB'

IH 39/90 EB

WORK ZONE

50'
TYP.

LANE
CLOSED
R11-2L
48"X30"

OBSCURE

POOL

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 51	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 12

PLOT DATE : 10/21/2024 1:36 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

WISCONSIN AND SOUTHERN RAILROAD

50'
TYP.

WORK ZONE

IH 39/90 WB

210 'WB'

215 'WB'

220 'WB'

LANE
CLOSED

R11-2L
48"X30"

END PROJECT
STA 221+60 EB

210 'EB'

215 'EB'

220 'EB'

IH 39/90 EB

WORK ZONE

50'
TYP.

LANE
CLOSED

R11-2L
48"X30"

DRUMS SPACED AT 50'.
CONTINUE 500' PAST THE END OF PROJECT.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE
ON FREEWAY OR EXPRESSWAY" FOR MORE DETAILS.

OXBOW BND

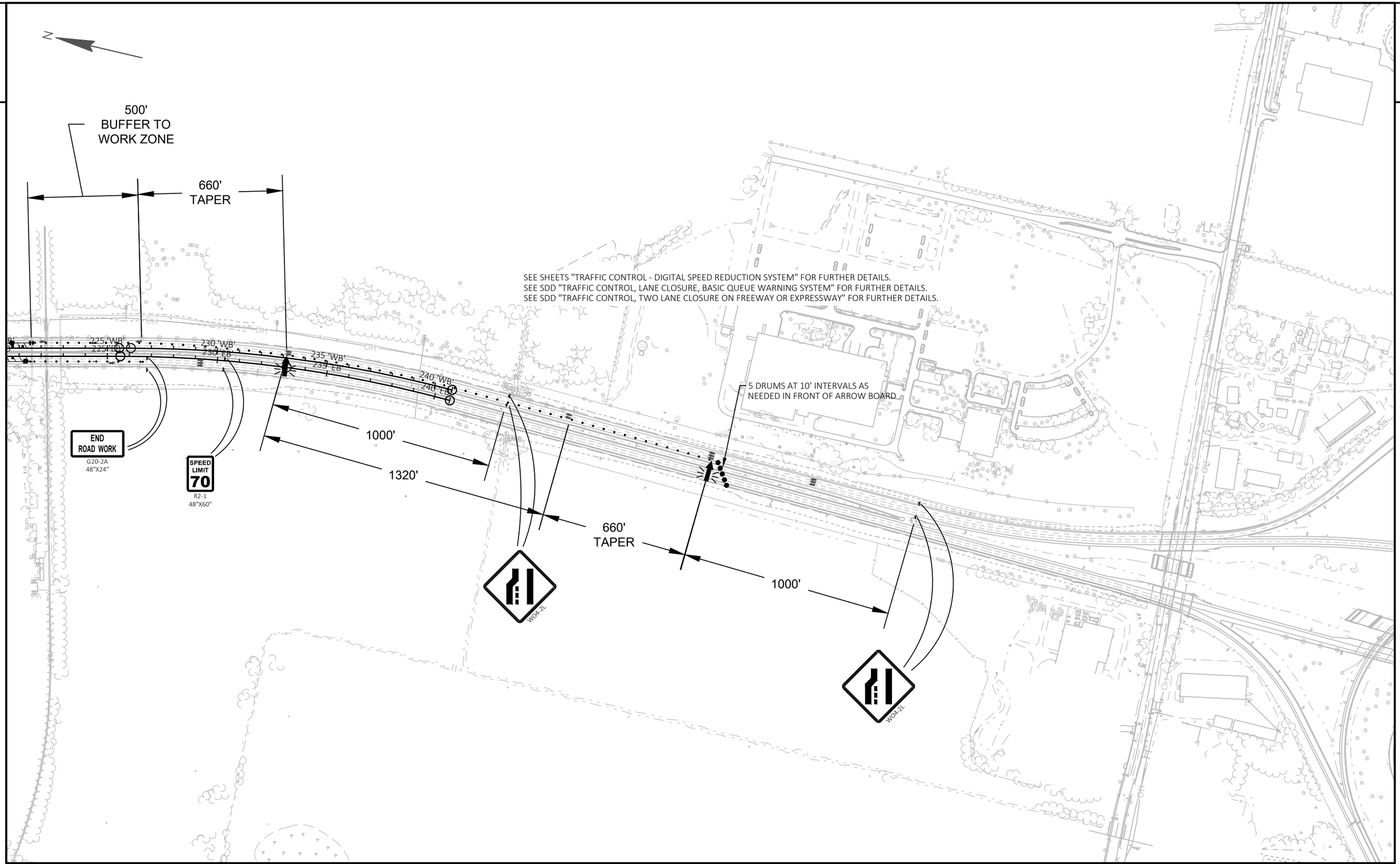
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 52	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 1:36 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 53	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - ADV South
PLOT DATE : 10/21/2024 3:38 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

2

2

N

USH 12/18 WB

USH 12/18 EB

ROAD WORK AHEAD

W20-1A

LEFT TWO LANES CLOSED 1/2 MILE

W20-5SG

IH 39/90 ON RAMP

IH 39/90

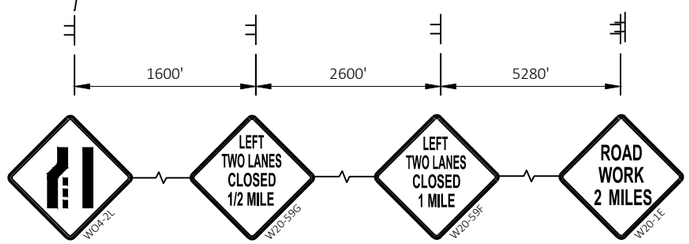
IH 39/90 OFF RAMP - USH 12/18 WB ON RAMP

USH 12/18 WB

USH 12/18 EB

IH 39/90 ON RAMP - USH 12/18 EB OFF RAMP

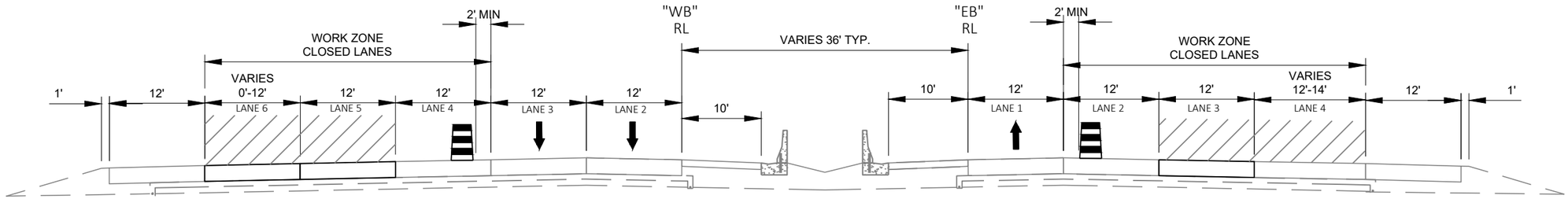
SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 1	SHEET 54	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-12 18 INTERCHANGE STAGING SHEETS.DWG 10/21/2024 12:38 PM
LAYOUT NAME - S1
PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

2



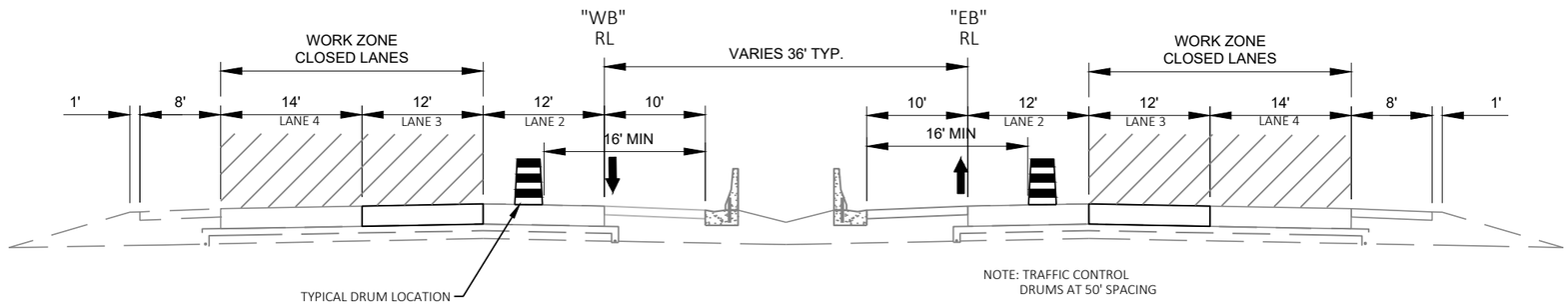
NOTE: TRAFFIC CONTROL
DRUMS AT 50' SPACING

BASE PATCHING/REPAIR STAGE 2

STA 35+00 - 72+00
LIEN RD TO CTH T
LOOKING SOUTH

LEGEND

WORK ZONE



NOTE: TRAFFIC CONTROL
DRUMS AT 50' SPACING

BASE PATCHING/REPAIR STAGE 2

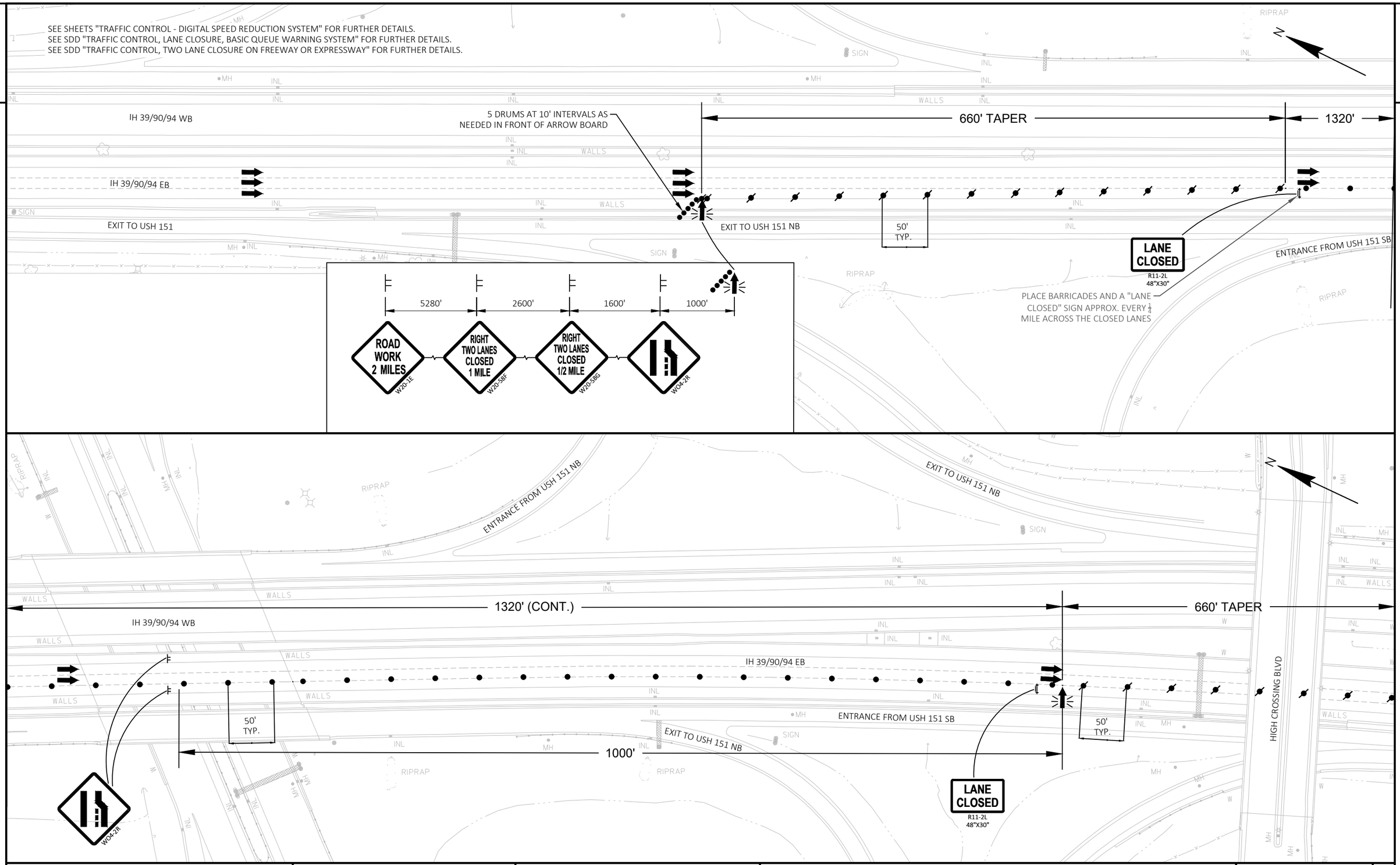
STA 72+00 - 221+60
CTH T TO WISCONSIN & SOUTHERN RAILROAD
LOOKING SOUTH

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 55	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-TS.DWG
LAYOUT NAME - 02
PLOT DATE : 10/17/2022 2:32 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

2

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 56	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - ADV 1
PLOT DATE : 10/21/2024 3:42 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

EXIT TO HIGH CROSSING BLVD

EXIT TO USH 151

IH 39/90/94 WB

660' TAPER (CONT.)

IH 39/90/94 EB

ENTRANCE FROM USH 151 SB

ENTRANCE FROM USH 151 NB

ROAD WORK AHEAD
W20-1A

LANE CLOSED
R11-2L
48"X30"

ROAD WORK AHEAD
W20-1A

ENTRANCE FROM HIGH CROSSING BLVD

50' TYP.

IH 39/90/94 WB

IH 39/90/94 EB

IH 39/90/94 WB

IH 39/90/94 EB

50' TYP.

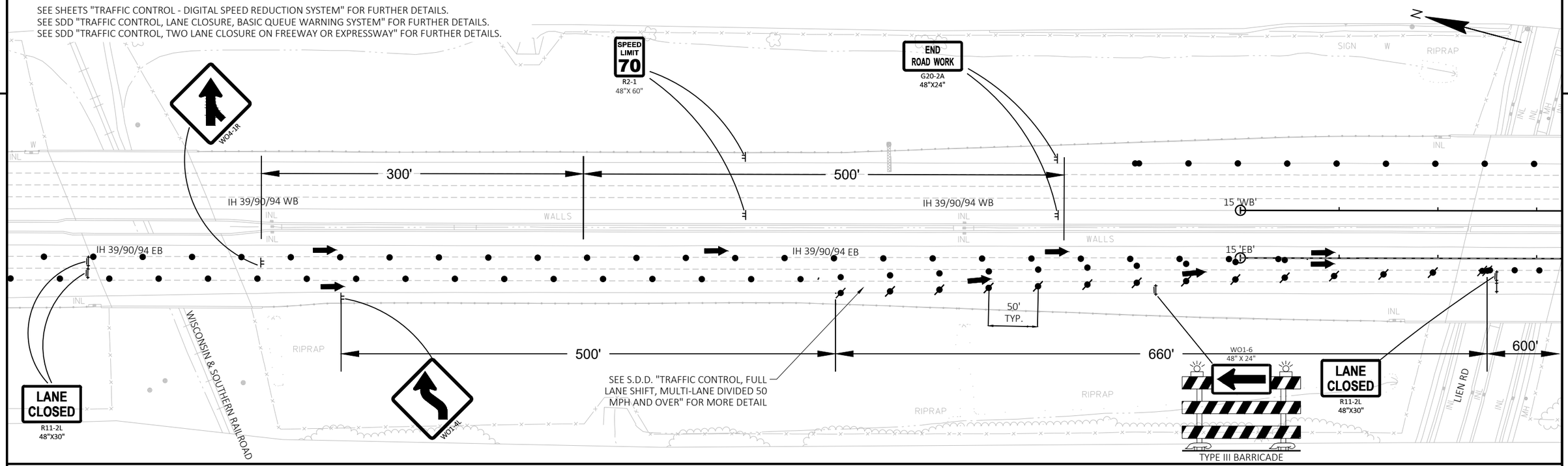
LANE CLOSED
R11-2L
48"X30"

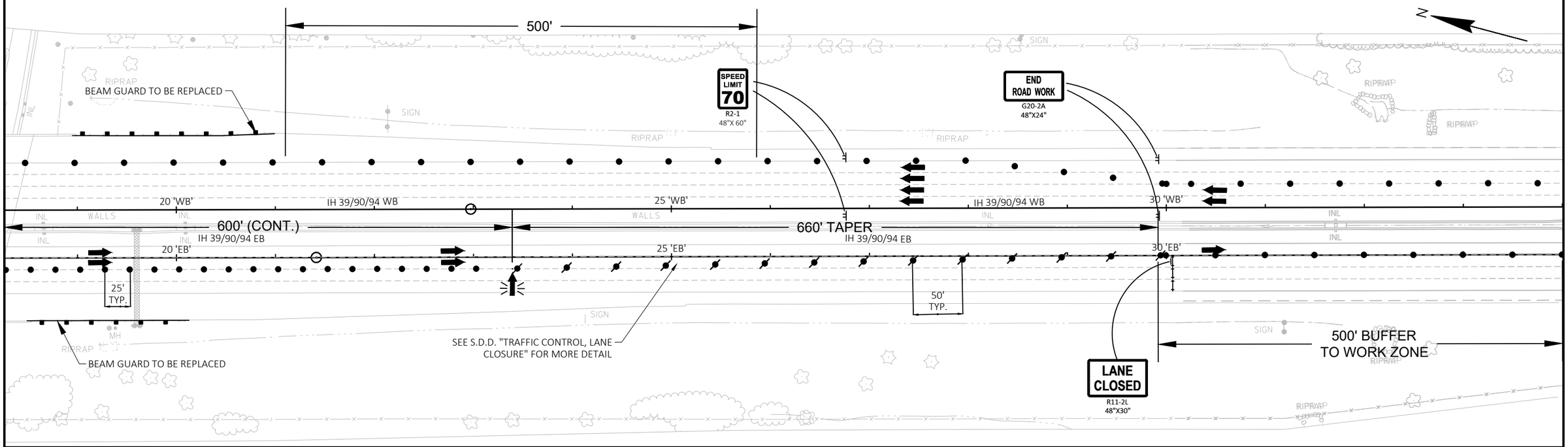
LANE ENDS
R11-2
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 57	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - ADV 2
PLOT DATE : 10/21/2024 1:40 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

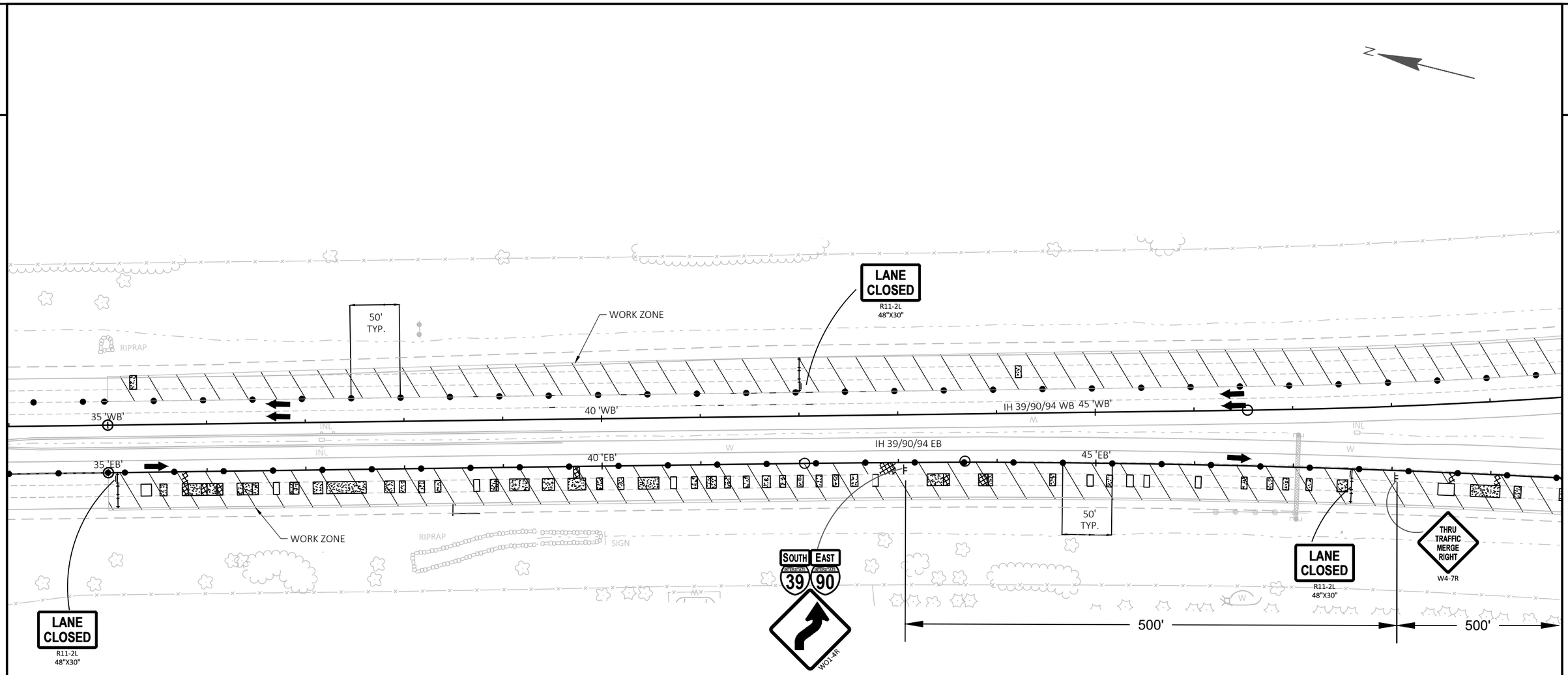




PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 58	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - ADV 3
PLOT DATE : 10/21/2024 1:40 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

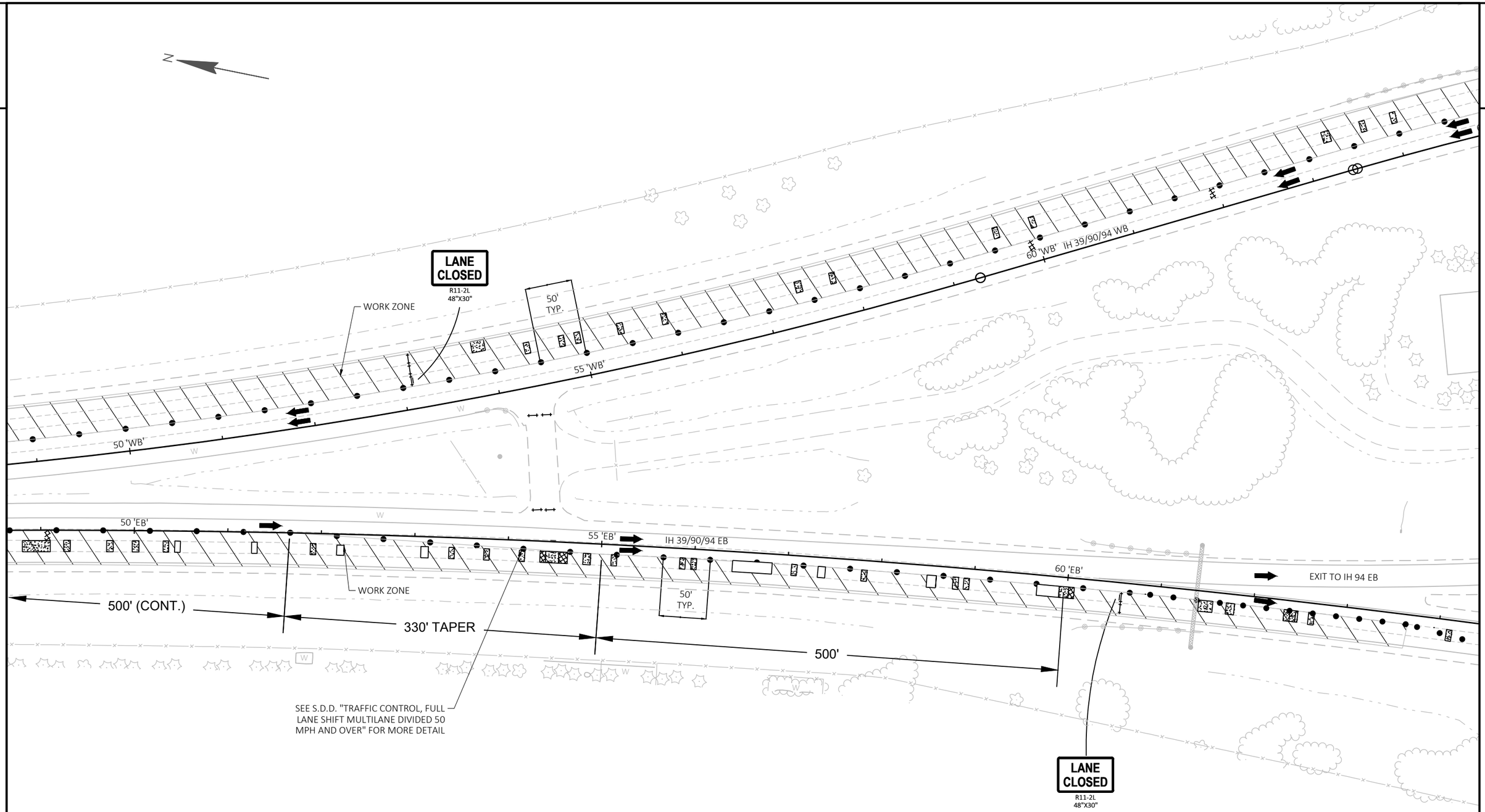
2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 59	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2024 1:40 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 60	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 02

PLOT DATE : 10/21/2024 1:41 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

TRAFFIC CONTROL - STAGE 2

2

2

N

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

CLOSE RIGHT LANE OF IH 94 PRIOR TO EXIT RAMP PER S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"

LANE CLOSED
R11-2L
48"X30"

WO1-4L

WO1-6

ENTRANCE FROM WB IH 94

75 'WB

80 'WB

LANE CLOSED
R11-2L
48"X30"

25' TYP.

70 'WB

WO4-3R

WORK ZONE

IH 39/90/94 WB

300'

LANE CLOSED
R11-2L
48"X30"

CTH T

65 'WB

50' TYP.

300'

N

EXIT TO EB IH 94

WORK ZONE

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

94 EB

SIGN

65 'EB'

70 'EB'

IH 39/90 EB

LANE CLOSED
R11-2L
48"X30"

50' TYP.

75 'EB'

25' TYP.

EXIT TO WB STH 30

25' TYP.

EXIT
E5-1
48"x48"

SIGN

LANE CLOSED
R11-2L
48"X30"

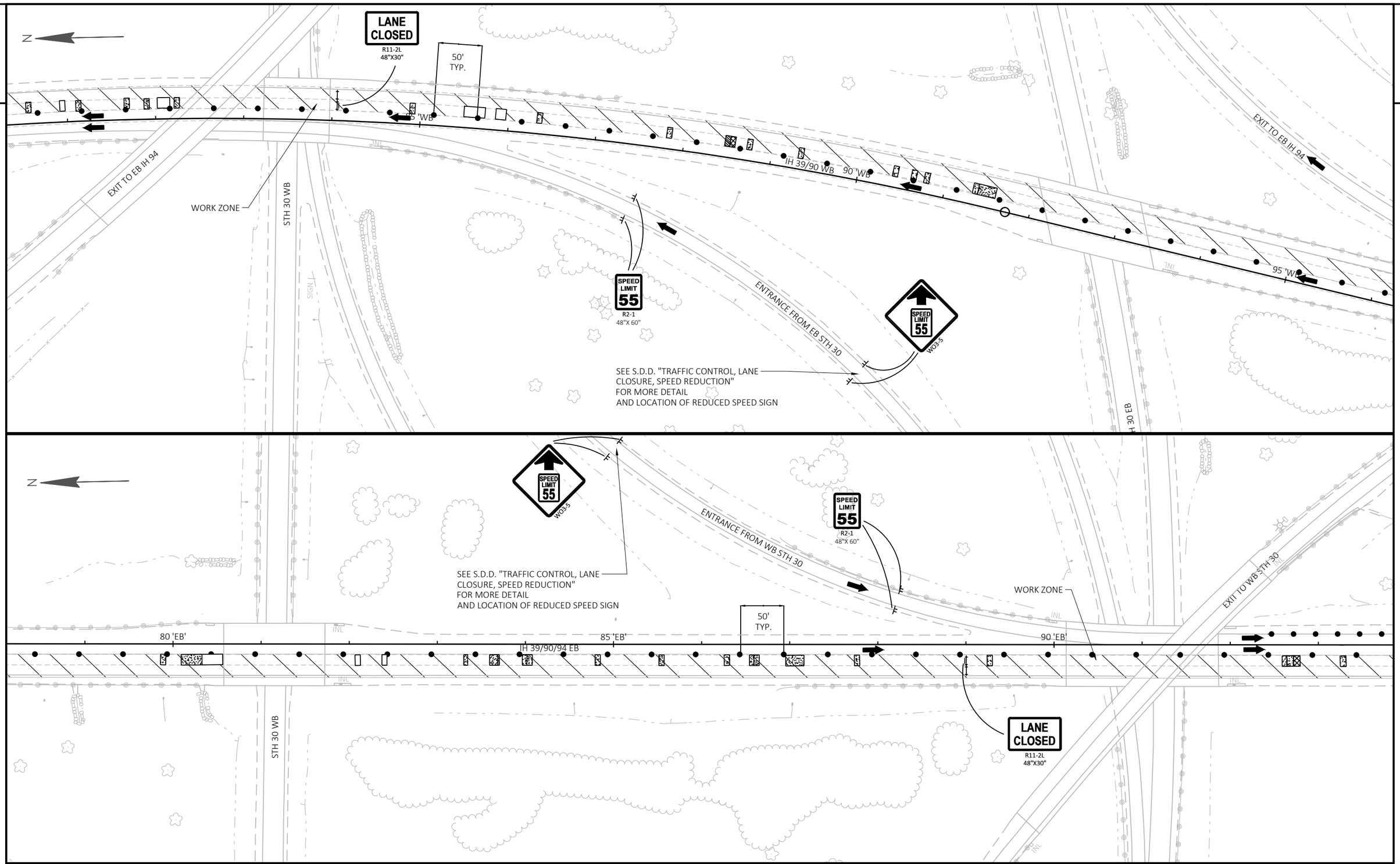
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 61	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 03

PLOT DATE : 10/21/2024 1:41 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 62	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 04
PLOT DATE : 10/21/2024 1:41 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

EXIT TO EB IH 94

25' TYP.

100 'WB'

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

25' TYP.

105 'WB'

IH 39/90 WB

110 'WB'

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

EXIT TO WB STH 30

EXIT
E5-1
48"x48"

MILWAUKEE ST

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

WO4-1R

50' TYP.

105 'EB'

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

IH 30

50' TYP.

25' TYP.

100 'EB'

95 'EB'

IH 39/90 EB

25' TYP.

ENTRANCE FROM EB STH 30

SPEED LIMIT 55
WO3-5

SPEED LIMIT 55
R2-1
48"X 60"

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

WO4-5
48"X48"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 63	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 05

PLOT DATE : 10/21/2024 1:41 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

WORK ZONE

50'
TYP.

115 'WB

IH 39/90 WB

120 'WB

125 'WB'

LANE
CLOSED
R11-2L
48"X30"

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

LANE
CLOSED
R11-2L
48"X30"

50'
TYP.

120 'EB'

115 'EB'

IH 39/90 EB

110 'EB'

25'
TYP.

SIGN

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 64	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2024 1:41 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50' TYP.

130 'WB'

IH 39/90 WB

135 'WB'

STA BACK = 138+69.24WB
STA AHEAD = 135+79.28WB

125 'EB'

130 'EB'

IH 39/90 EB

135 'EB'

50' TYP.

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 65	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 07

PLOT DATE : 10/21/2024 1:41 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

WORK ZONE

140 'WB'

IH 39/90 WB

145 'WB'

150 'WB'

140 'EB'

IH 39/90 EB

145 'EB'

150 'EB'

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 66	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 08

PLOT DATE : 10/21/2024 1:41 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

WORK ZONE

155 'WB'

160 'WB'

IH 39/90 WB

165 'WB'

155 'EB'

160 'EB'

IH 39/90 EB

165 'EB'

COTTAGE GROVE RD

WORK ZONE

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

POST

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 67	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 09

PLOT DATE : 10/21/2024 1:42 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

WORK ZONE

170 'WB'

175 'WB'

IH 39/90 WB

180 'WB'

170 'EB'

175 'EB'

IH 39/90 EB

180 'EB'

WORK ZONE

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

SIGN

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 68	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 10

PLOT DATE : 10/21/2024 1:42 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

185 'WB'

IH 39/90 WB

190 'WB'

CTH AB

LANE CLOSED
R11-2L
48"X30"

195 'WB'

185 'EB'

190 'EB'

195 'EB'

IH 39/90 EB

WORK ZONE

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 69	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 11

PLOT DATE : 10/21/2024 1:42 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

200 'WB'

IH 39/90 WB

205 'WB'

210 'WB'

200 'EB'

IH 39/90 EB

205 'EB'

210 'EB'

50'
TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 70	E

2

2

N

WISCONSIN AND SOUTHERN RAILROAD

50'
TYP.

WORK ZONE

LANE
CLOSED
R11-2L
48"X30"

END PROJECT
STA 221+60 EB

210 'WB'

IH 39/90 WB

215 'WB'

220 'WB'

210 'EB'

215 'EB'

220 'EB'

IH 39/90 EB

50'
TYP.

WORK ZONE

LANE
CLOSED
R11-2L
48"X30"

DRUMS SPACED AT 50'.
CONTINUE 500' PAST THE END OF PROJECT.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE
ON FREEWAY OR EXPRESSWAY" FOR MORE DETAILS.

OXBOW BND

WISCONSIN AND SOUTHERN RAILROAD

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 71	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 1:42 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

500'
BUFFER TO
WORK ZONE

660'
TAPER

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

225 'WB'
225 'EB'
230 'WB'
230 'EB'
235 'WB'
235 'EB'
240 'WB'
240 'EB'

5 DRUMS AT 10' INTERVALS AS
NEEDED IN FRONT OF ARROW BOARD

END
ROAD WORK
G20-2A
48"X24"

SPEED
LIMIT
70
R2-1
48"X 60"

1000'

1320'

660'
TAPER

1000'

W04-2R

W04-2R

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 72	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S2.DWG
LAYOUT NAME - ADV SOUTH
PLOT DATE : 10/21/2024 3:41 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

2

2

N

USH 12/18 WB

USH 12/18 EB

ROAD WORK AHEAD

W20-1A

RIGHT TWO LANES CLOSED 1/2 MILE

W20-58G

IH 39/90 ON RAMP

IH 39/90

IH 39/90 OFF RAMP - USH 12/18 WB ON RAMP

USH 12/18 WB

USH 12/18 EB

IH 39/90 ON RAMP - USH 12/18 EB OFF RAMP

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

1600' 2600' 5280'

W04-2R

RIGHT TWO LANES CLOSED 1/2 MILE

W20-58G

RIGHT TWO LANES CLOSED 1 MILE

W20-58F

ROAD WORK 2 MILES

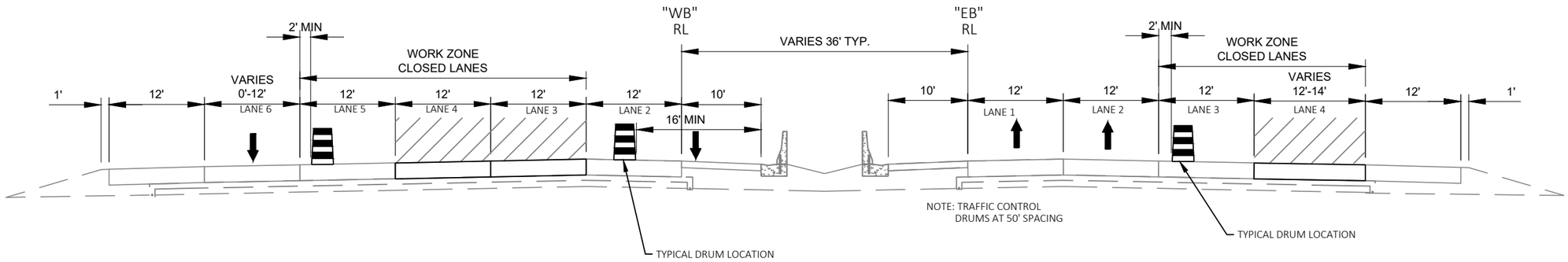
W20-1E

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 2	SHEET 73	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-12 18 INTERCHANGE STAGING SHEETS.DWG 10/21/2024 12:38 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:400 FT
LAYOUT NAME - S2

WISDOT/CADDS SHEET 44

2



BASE PATCHING/REPAIR STAGE 3

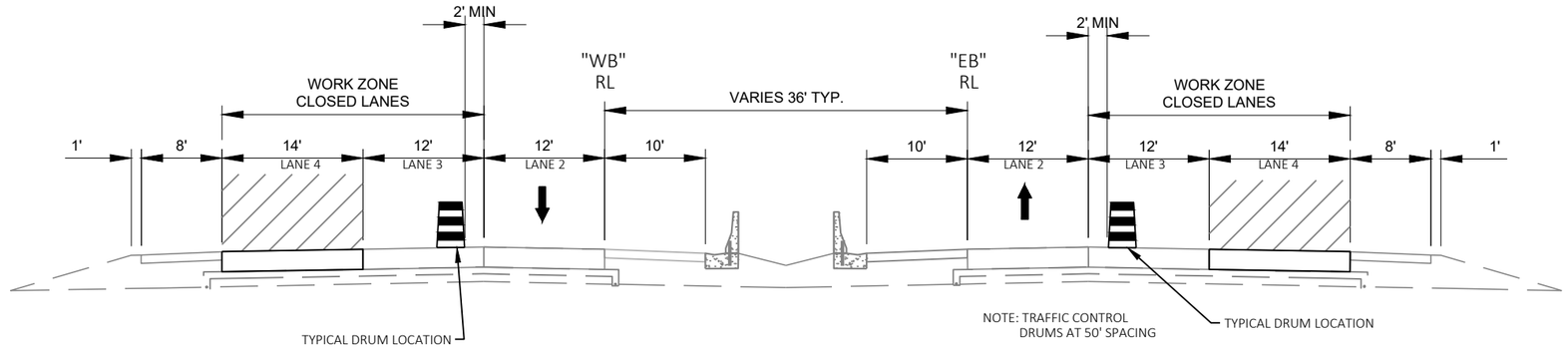
STA 35+00 - 72+00

LIEN RD TO CTH T

LOOKING SOUTH

LEGEND

WORK ZONE



BASE PATCHING/REPAIR STAGE 3

STA 72+00 - 221+60

CTH T TO WISCONSIN & SOUTHERN RAILROAD

LOOKING SOUTH

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 74	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-TS.DWG
LAYOUT NAME - 03
PLOT DATE : 10/18/2022 10:34 AM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

IH 39/90/94 WB

IH 39/90/94 EB

EXIT TO USH 151

5 DRUMS AT 10' INTERVALS AS NEEDED IN FRONT OF ARROW BOARD

EXIT TO USH 151 NB

660' TAPER

1320'

50' TYP.

PLACE BARRICADES AND A "LANE CLOSED" SIGN APPROX. EVERY 1/4 MILE ACROSS THE CLOSED LANES

ENTRANCE FROM USH 151

LANE CLOSED
R11-2L
48"X30"

5280' 2600' 1600' 1000'

ROAD WORK 2 MILES
W20-1E

RIGHT TWO LANES CLOSED 1 MILE
W20-5BF

RIGHT TWO LANES CLOSED 1/2 MILE
W20-5BS

W04-2R

EXIT TO USH 151 SB

ENTRANCE FROM USH 151 NB

EXIT TO USH 151 NB

1320' (CONT.)

660' TAPER

IH 39/90/94 WB

IH 39/90/94 EB

50' TYP.

1000'

ENTRANCE FROM USH 151 SB

EXIT TO USH 151 NB

HIGH CROSSING BLVD

LANE CLOSED
R11-2L
48"X30"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 75 E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - ADV 1
PLOT DATE : 10/21/2024 3:44 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

EXIT TO HIGH CROSSING BLVD

EXIT TO USH 151

IH 39/90/94 WB

660' TAPER (CONT.)

IH 39/90/94 EB

ENTRANCE FROM USH 151 SB

ENTRANCE FROM USH 151 NB

ROAD WORK AHEAD
W20-1A

LANE CLOSED
R11-2L
48"X30"

50' TYP.

ROAD WORK AHEAD
W20-1A

ENTRANCE FROM HIGH CROSSING BLVD

LANE CLOSED
R11-2L
48"X30"

RIPRAP

IH 39/90/94 WB

IH 39/90/94 EB

50' TYP.

LANE CLOSED
R11-2L
48"X30"

LANE ENDS
R11-2

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 76	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - ADV 2
PLOT DATE : 10/21/2024 1:44 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.

WO4-3R

50' TYP.

IH 39/90/94 WB

15 'WB'

IH 39/90/94 EB

15 'EB'

WISCONSIN AND SOUTHERN RAILROAD

1000'

660' TAPER

WO1-4L

LANE CLOSED
R11-2L
48"X30"

SEE S.D.D. "TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER" FOR MORE DETAIL

WO1-6
48" X 24"

TYPE III BARRICADE

LIEN RD

SPEED LIMIT 70
R2-1
48"X 60"

END ROAD WORK
G20-2A
48"X24"

20 'WB'

25 'WB'

30 'WB'

20 'EB'

25 'EB'

30 'EB'

IH 39/90/94 WB

IH 39/90/94 EB

50' TYP.

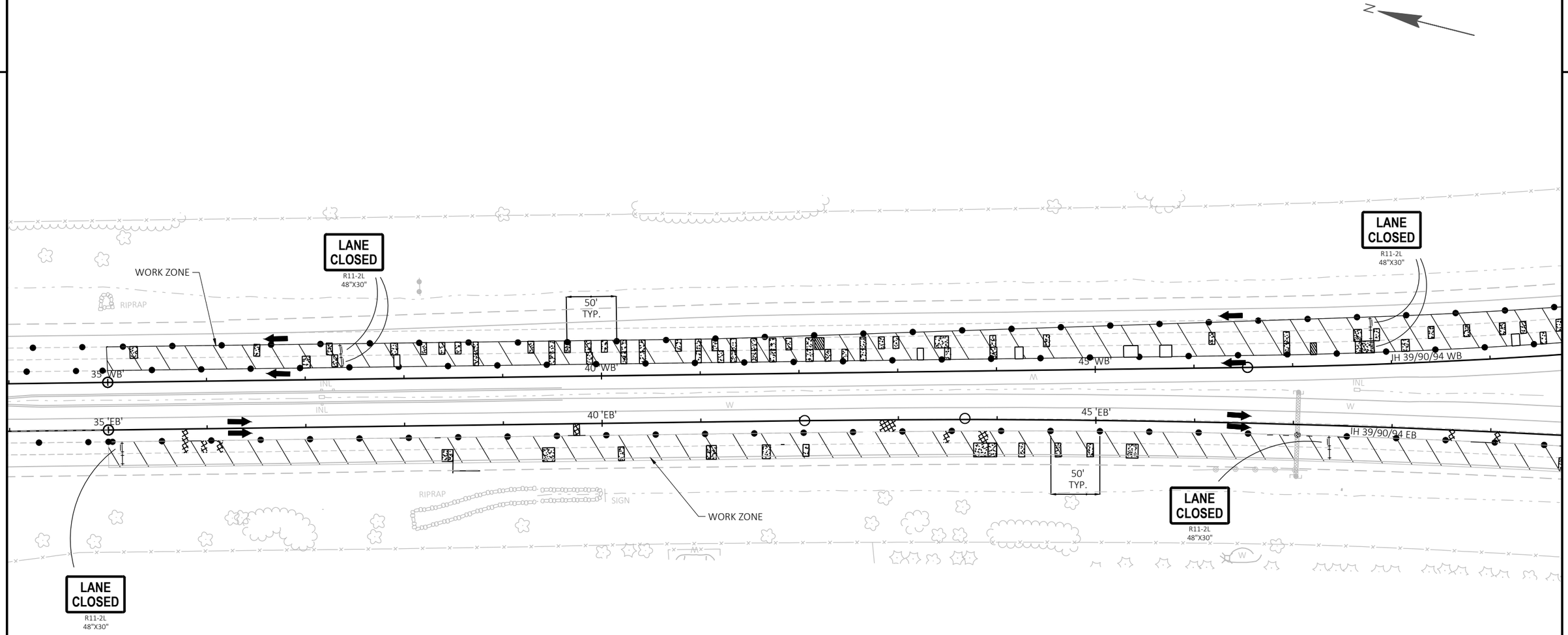
660' TAPER (CONT.)

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 77	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - ADV 3
PLOT DATE : 10/21/2024 1:45 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 78	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2024 1:45 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

IH 39/90/94 WB

50' TYP.

50' WB

55' WB

60' WB

W

50 'EB'

55 'EB'

IH 39/90/94 EB

60 'EB'

EXIT TO IH 94 EB

50' TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 79	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 02
PLOT DATE : 10/21/2024 1:45 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

CLOSE LEFT LANE OF IH 94 PRIOR TO EXIT RAMP PER S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"

ENTRANCE FROM WB IH 94

50' TYP.

80 'WB'

75 'WB'

70 'WB'

65 'WB'

IH 39/90/94 WB

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

CTH T

INL

SIGN

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

N

EXIT TO EB IH 94

EXIT
E5-1(MOD)
48"x48"

65 'EB'

IH 39/90 EB

25' TYP.

50' TYP.

70 'EB'

LANE CLOSED
R11-2L
48"X30"

75 'EB'

EXIT TO WB STH 30

WORK ZONE

CTH T

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 80	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 03

PLOT DATE : 10/21/2024 1:45 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

85 'WB'

IH 39/90 WB

90 'WB'

EXIT TO EB IH 94

WORK ZONE

STH 30 WB

SPEED LIMIT 55
R2-1
48"X 60"

ENTRANCE FROM EB STH 30

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

SPEED LIMIT 55
W03-5

STH 30 EB

95 'WB'

EXIT TO EB IH 94

N

SPEED LIMIT 55
W03-5

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

ENTRANCE FROM WB STH 30

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL

LANE CLOSED
R11-2L
48"X30"

SPEED LIMIT 55
R2-1
48"X 60"

50'
TYP.

STH 30 EB

EXIT TO WB STH 30

80 'EB'

85 'EB'

90 'EB'

IH 39/90/94 EB

STH 30 WB

WORK ZONE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 81	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 04

PLOT DATE : 10/21/2024 1:45 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

25' TYP.

100 'WB'

LANE CLOSED
R11-2L
48"X30"

EXIT
E5-1(MOD)
48"x48"

105 'WB'

50' TYP.

LANE CLOSED
R11-2L
48"X30"

IH 39/90 WB

110 'WB'

WORK ZONE

MILWAUKEE ST

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

WORK ZONE

IH 30

25' TYP.

95 'EB'

LANE CLOSED
R11-2L
48"X30"

IH 39/90 EB

100 'EB'

50' TYP.

105 'EB'

WO4-1R

25' TYP.

SPEED LIMIT 55
WO3-5

ENTRANCE FROM EB STH 30

SPEED LIMIT 55
R2-1
48"X 60"

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

WO4-5

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 82	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 05
PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

WORK ZONE

50'
TYP.

115 'WB'

IH 39/90 WB

120 'WB'

125 'WB'

LANE
CLOSED
R11-2L
48"X30"

LANE
CLOSED
R11-2L
48"X30"

110 'EB'

115 'EB'

IH 39/90 EB

120 'EB'

50'
TYP.

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 83	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

130 'WB'

WORK ZONE

IH 39/90 WB

135 'WB'

STA BACK = 138+69.24WB
STA AHEAD = 135+79.28WB

125 'EB'

130 'EB'

IH 39/90 EB

135 'EB'

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

WORK ZONE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 84	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 07

PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

140 'WB

IH 39/90 WB

145 'WB

150 'WB

140 'EB'

IH 39/90 EB

145 'EB'

150 'EB'

50'
TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

OBSCURE

OBSCURE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 85	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 08

PLOT DATE : 10/21/2024 1:46 PM

PLOT BY : MATHEW TARNOW

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

WORK ZONE

155 'WB

160 'WB

IH 39/90 WB

165 'WB

155 'EB'

160 'EB'

IH 39/90 EB

165 'EB'

COTTAGE GROVE RD

50'
TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

OBSCURE

POST

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 86	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 09
PLOT DATE : 10/21/2024 1:46 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

170 'WB

175 'WB

IH 39/90 WB

180 'WB

170 'EB'

175 'EB'

IH 39/90 EB

180 'EB'

50'
TYP.

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

OBSCURE

SIGN

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 87	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 10

PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

CTH AB

LANE CLOSED
R11-2L
48"X30"

185 'WB'

IH 39/90 WB

190 'WB'

195 'WB'

185 'EB'

190 'EB'

195 'EB'

IH 39/90 EB

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 88	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 11

PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

QUARRY

OH

RIPRAP

WORK ZONE

50'
TYP.

LANE
CLOSED
R11-2L
48"X30"

200 'WB

IH 39/90 WB

205 'WB

210 'WB

200 'EB'

IH 39/90 EB

205 'EB'

210 'EB'

C&G

LANE
CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

POST

OBSCURE

POOL

A/C

MH

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 89	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 12

PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

WISCONSIN AND SOUTHERN RAILROAD

WORK ZONE

50'
TYP.

LANE
CLOSED
R11-2L
48"X30"

END PROJECT
STA 221+60 EB

210 'WB

IH 39/90 WB

215 'WB

220 'WB

210 'EB'

IH 39/90 EB

215 'EB'

220 'EB'

LANE
CLOSED
R11-2L
48"X30"

WORK ZONE

50'
TYP.

DRUMS SPACED AT 50'.
CONTINUE 500' PAST THE END OF PROJECT.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE
ON FREEWAY OR EXPRESSWAY" FOR MORE DETAILS.

OXBOW BND

WISCONSIN AND SOUTHERN RAILROAD

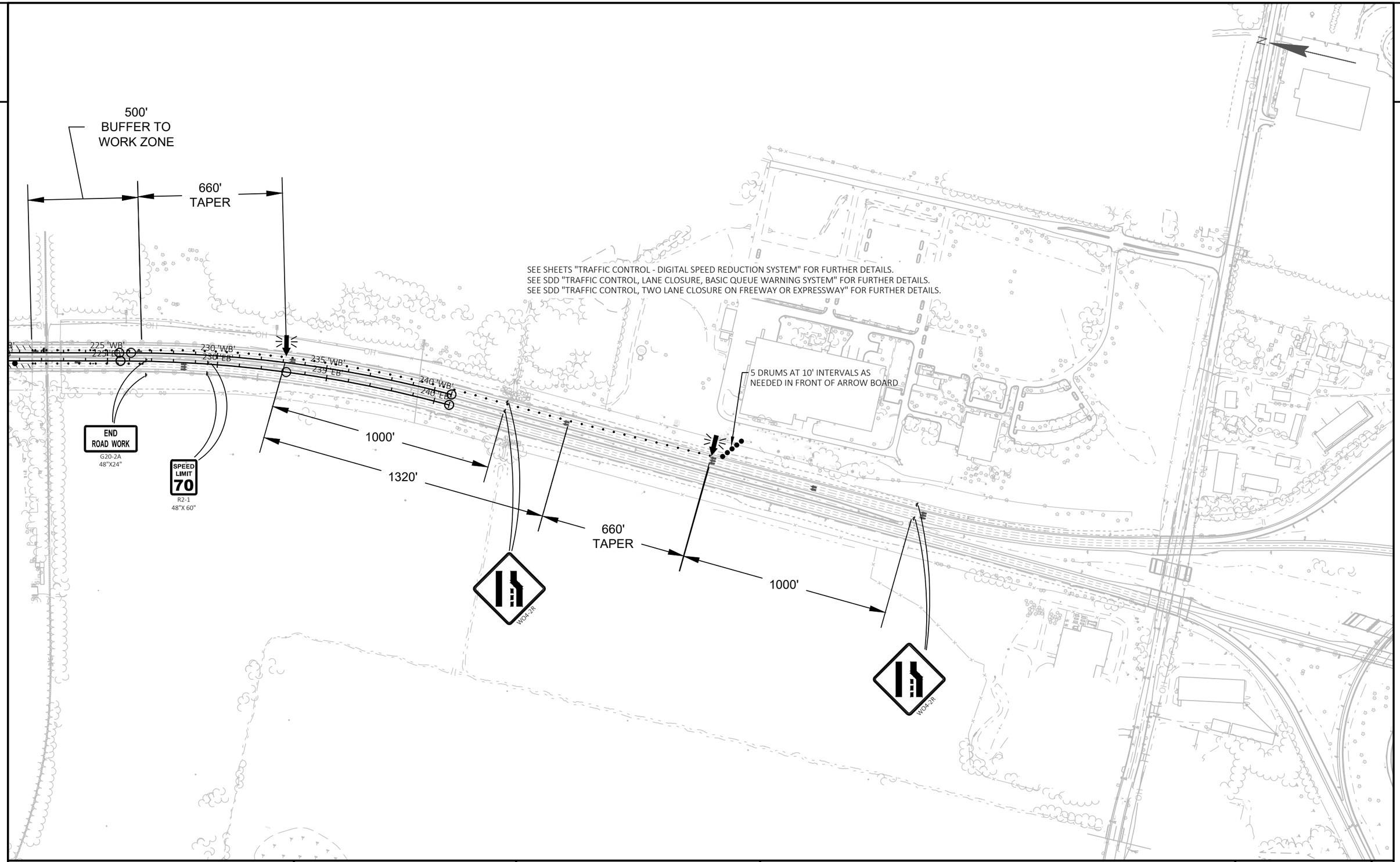
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 90	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 1:46 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 91	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S3.DWG
LAYOUT NAME - ADV SOUTH
PLOT DATE : 10/21/2024 3:44 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:400 FT
WISDOT/CADDS SHEET 44

2

2

N

USH 12/18 WB

USH 12/18 EB

ROAD WORK AHEAD

W20-1A

RIGHT TWO LANES CLOSED 1/2 MILE

W20-5BG

IH 39/90 ON RAMP

IH 39/90

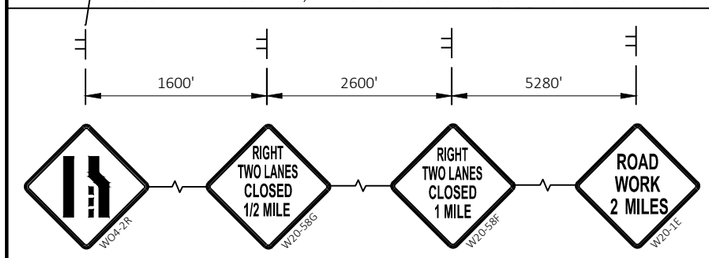
IH 39/90 OFF RAMP - USH 12/18 WB ON RAMP

USH 12/18 WB

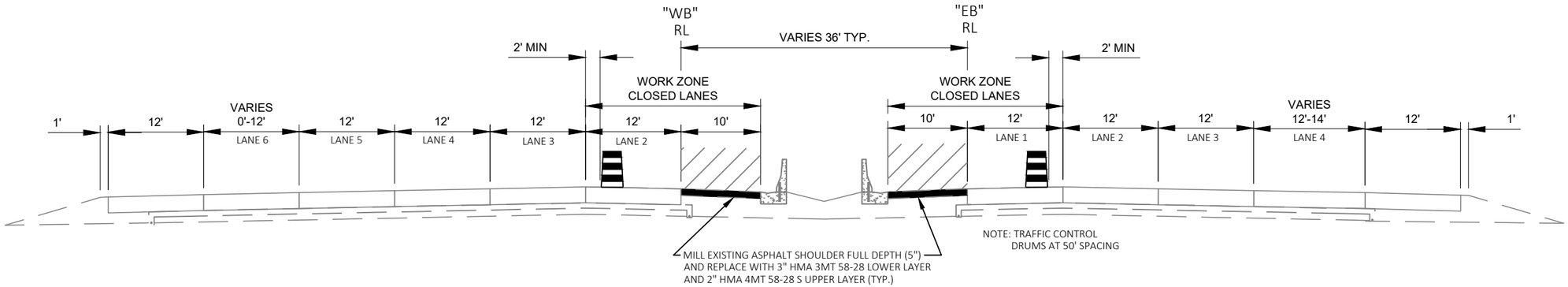
USH 12/18 EB

IH 39/90 ON RAMP - USH 12/18 EB OFF RAMP

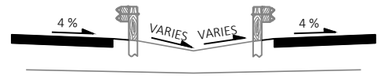
SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY" FOR FURTHER DETAILS.



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 3	SHEET 92	E



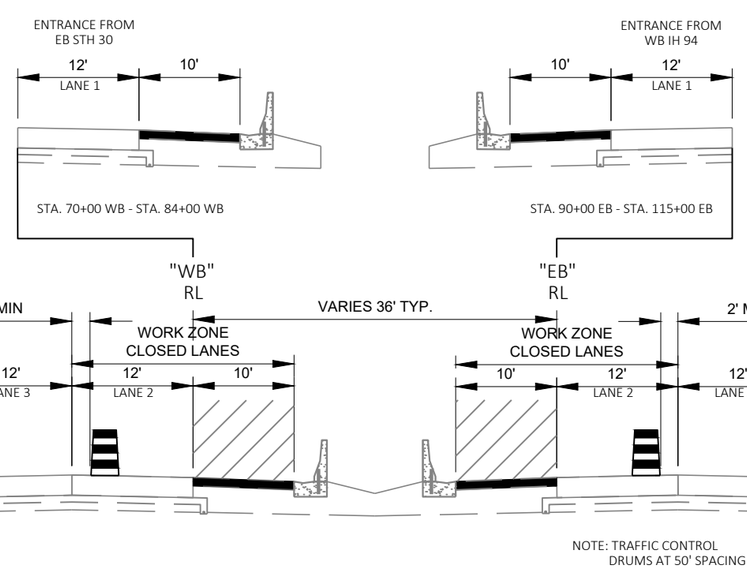
EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 53+70 - STA. 54+14 WB
STA. 66+97 - STA. 73+06 WB
STA. 74+82 - STA. 82+72 WB
STA. 93+62 - STA. 96+68 WB
STA. 102+10 - STA. 108+40 WB



EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 60+11 - STA. 61+50 EB
STA. 67+91 - STA. 71+20 EB
STA. 77+18 - STA. 80+49 EB
STA. 98+11 - STA. 99+55 EB
STA. 122+58 - STA. 123+76 EB

ASPHALTIC SHOULDER REPLACEMENT STAGE 4

STA 35+00 - 72+00
LIEN RD TO CTH T
LOOKING SOUTH



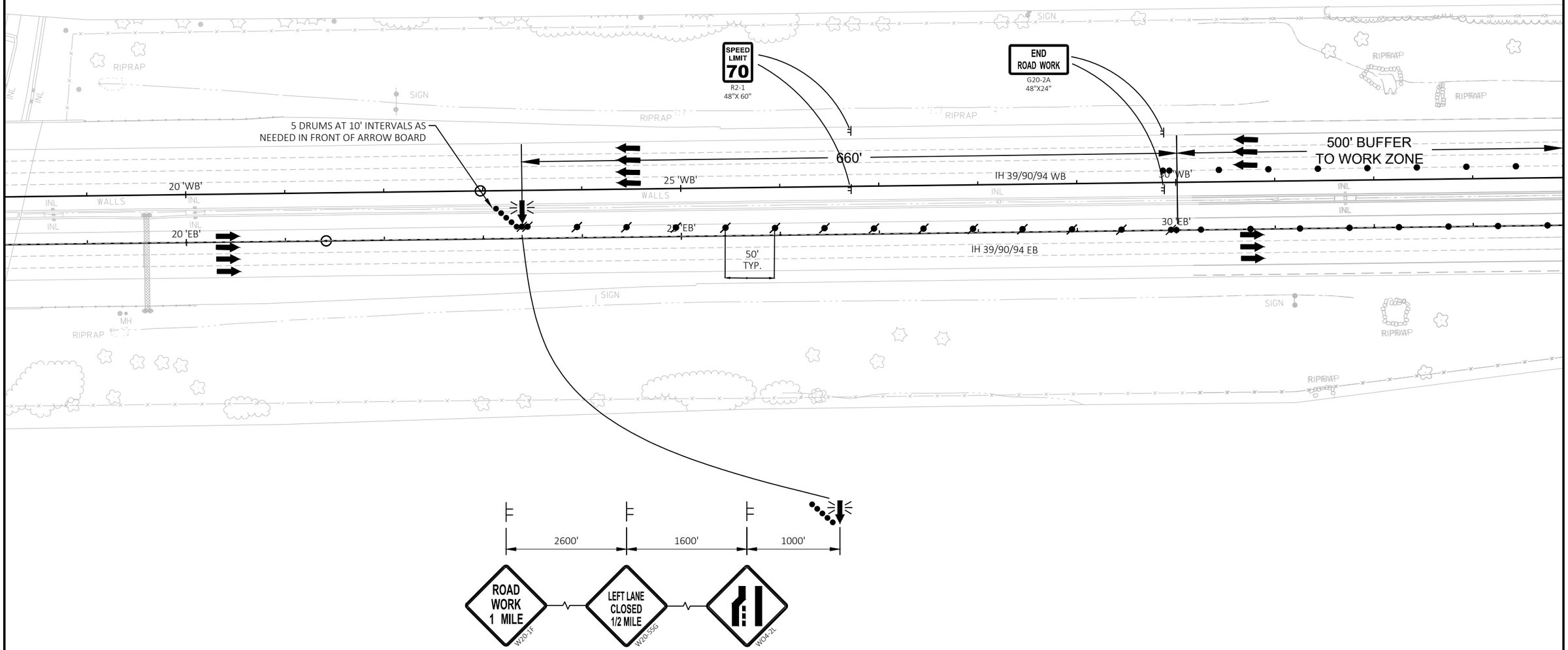
ASPHALTIC SHOULDER REPLACEMENT STAGE 4

STA 72+00 - 221+60
CTH T TO WISCONSIN & SOUTHERN RAILROAD
LOOKING SOUTH

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 93	E

2

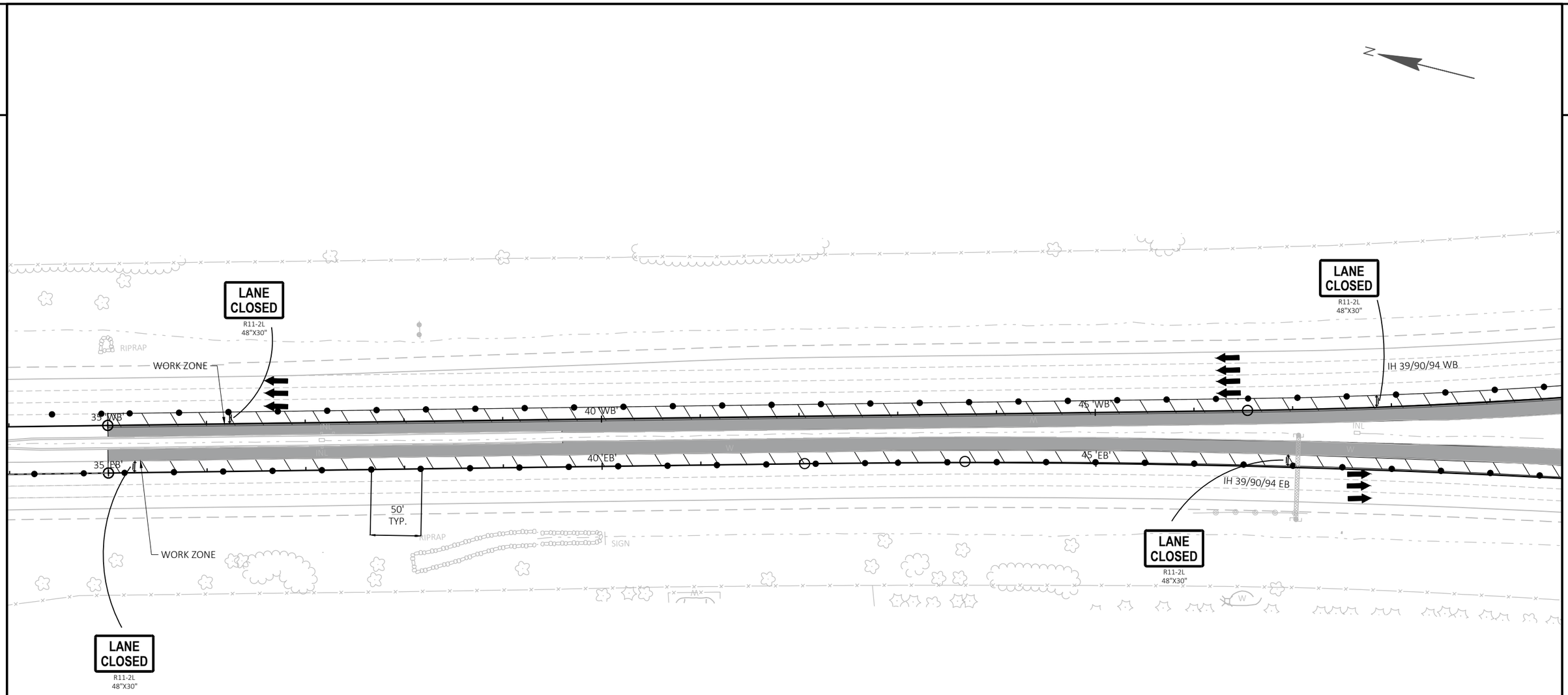
SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 94	E

2

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 95	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2024 1:50 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

IH 39/90/94 WB

60 'WB'

55 'WB'

50' TYP.

50 'WB'

BEAM GUARD TO BE REPLACED

WORK ZONE

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

EXISTING BEAM GUARD TO REMAIN

50 'EB'

55 'EB'

IH 39/90/94 EB

60 'EB'

EXIT TO IH 94 WB

50' TYP.

WORK ZONE

25' TYP.

LANE CLOSED
R11-2L
48"X30"

EXIT
E5-1 (MOD)
48"x48"

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 96	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 02

PLOT DATE : 10/21/2024 1:50 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

ENTRANCE FROM WB IH 94

SPEED LIMIT 55
R2-1
48"X 60"

SPEED LIMIT 55
W3-5

80 'WB'

75 'WB'

70 'WB'

65 'WB'

IH 39/90/94

50'
TYP.

25'
TYP.

BEAM GUARD TO BE REPLACED

ASPHALTIC CURB TO BE REPLACED
STA 67+10 - STA 72+90

WORK ZONE

CTH T

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

LEFT LANE ENDS
W9-1L

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

N

EXIT TO EB IH 94

EXIT TO IH 94 WB

EXISTING BEAM GUARD TO REMAIN

65 'EB'

IH 39/90 EB

70 'EB'

LANE CLOSED
R11-2L
48"X30"

75 'EB'

EXISTING BEAM GUARD TO REMAIN

50'
TYP.

EXIT TO WB STH 30

WORK ZONE

SIGN

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 97 E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 03
PLOT DATE : 10/21/2024 1:50 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

EXIT TO EB IH 94

BEAM GUARD TO BE REPLACED

STH 30 WB

SIGN

85 'WB'

50' TYP.

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

EXISTING BEAM GUARD TO REMAIN

SPEED LIMIT 55
R2-1
48"X 60"

W04-1L

IH 39/90 WB

90 'WB'

50' TYP.

ENTRANCE FROM EB STH 30

SPEED LIMIT 55
W03-5

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

LANE CLOSED
R11-2L
48"X30"

STH 30 EB

INL

90 'WB'

EXISTING BEAM GUARD TO REMAIN

EXIT TO EB IH 94

N

STH 30 WB

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

SPEED LIMIT 55
W03-5

ENTRANCE FROM WB STH 30

SPEED LIMIT 55
R2-1
48"X 60"

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

LANE CLOSED
R11-2L
48"X30"

W04-1L

50' TYP.

50' TYP.

STH 30 EB

EXIT TO WB STH 30

80 'EB'

INL

85 'EB'

IH 39/90/94 EB

INL

90 'EB'

INL

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 98	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 04
PLOT DATE : 10/21/2024 1:50 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

EXIT TO IH 94 EB

100 'WB'

105 'WB'

50' TYP.

25' TYP.

IH 39/90 WB

110 'WB'

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

LANE CLOSED
R11-2L
48"X30"

EXISTING BEAM GUARD TO REMAIN

EXIT
E5-1 (MOD)
48"x48"

EXIT TO STH 30 WB

MILWAUKEE ST

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

LANE CLOSED
R11-2L
48"X30"

EXISTING BEAM GUARD TO REMAIN

LANE CLOSED
R11-2L
48"X30"

25' TYP.

105 'EB'

100 'EB'

50' TYP.

ENTRANCE FROM EB STH 30

IH 39/90 EB

95 'EB'

SPEED LIMIT 55
W3-5

SPEED LIMIT 55
R2-1
48"X 60"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 99	E

2

2

N

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO RAMP WILL BE COMPLETED WHEN THE RAMP IS CLOSED TO TRAFFIC

SIGN

SIGN

OBSCURE

OBSCURE

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

115 'WB'

IH 39/90 WB

50'
TYP.

120 'WB'

125 'WB'

LANE CLOSED
R11-2L
48"X30"

BEAM GUARD TO BE REPLACED

LANE CLOSED
R11-2L

WORK ZONE

110 'EB'

115 'EB'

IH 39/90 EB

120 'EB'

50'
TYP.

SIGN

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 100	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2024 1:50 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

BEAM GUARD TO BE REPLACED

130 'WB'

IH 39/90 WB

135 'WB'

125 'EB'

130 'EB'

IH 39/90 EB

135 'EB'

50'
TYP.

STA BACK = 138+69.24WB
STA AHEAD = 135+79.28WB

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 101	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 07

PLOT DATE : 10/21/2024 1:51 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

IH 39/90 WB

140 'WB'

145 'WB'

150 'WB'

140 'EB'

145 'EB'

150 'EB'

IH 39/90 EB

50'
TYP.

OBSCURE

OBSCURE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 102	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 08

PLOT DATE : 10/21/2024 1:51 PM

PLOT BY : MATHEW TARNOW

PLOT NAME :

PLOT SCALE : 1 IN:100 FT

2

2

N

COTTAGE GROVE RD

OBSCURE

50'
TYP.

LANE
CLOSED
R11-2L
48"X30"

IH 39/90 WB

155 'WB'

160 'WB'

165 'WB'

155 'EB'

160 'EB'

165 'EB'

IH 39/90 EB

50'
TYP.

LANE
CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 103	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 09

PLOT DATE : 10/21/2024 1:51 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

170 'WB'

175 'WB'

IH 39/90 WB

180 'WB'

170 'EB'

175 'EB'

180 'EB'

IH 39/90 EB

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

SIGN

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 104	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 10

PLOT DATE : 10/21/2024 1:51 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

CTH AB

IH 39/90 WB

185 'WB'

190 'WB'

195 'WB'

185 'EB'

190 'EB'

195 'EB'

IH 39/90 EB

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 105	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 11

PLOT DATE : 10/21/2024 1:51 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

IH 39/90 WB

200 'WB'

205 'WB'

210 'WB'

200 'EB'

205 'EB'

210 'EB'

IH 39/90 EB

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 106	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 12

PLOT DATE : 10/21/2024 1:51 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

WISCONSIN AND SOUTHERN RAILROAD

LANE CLOSED
R11-2L
48"X30"

END PROJECT
STA 221+60 EB

50'
TYP.

IH 39/90 WB

210 'WB'

215 'WB'

220 'WB'

210 'EB'

215 'EB'

220 'EB'

IH 39/90 EB

LANE CLOSED
R11-2L
48"X30"

50'
TYP.

LANE CLOSED
R11-2L
48"X30"

DRUMS SPACED AT 50',
CONTINUE 500' PAST THE END OF PROJECT.
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE" FOR MORE DETAILS.

OXBOW RND

WISCONSIN AND SOUTHERN RAILROAD

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 107	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 1:51 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

WISCONSIN AND SOUTHERN RAILROAD

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.

500' BUFFER
TO WORK ZONE

660'

50'
TYP.

225 'WB'

225 'EB'

IH 39/90 WB

IH 39/90 EB

230 'WB'

230 'EB'

5 DRUMS AT 10' INTERVALS AS
NEEDED IN FRONT OF ARROW BOARD

235 'WB'

235 'EB'

50'
TYP.

END
ROAD WORK
G20-2A
48"X24"

SPEED
LIMIT
70
R2-1
48"X 60"

1000'

1600'

2600'

W04-2L

LEFT LANE
CLOSED
1/2 MILE
W20-5SG

ROAD
WORK
1 MILE
W20-1F

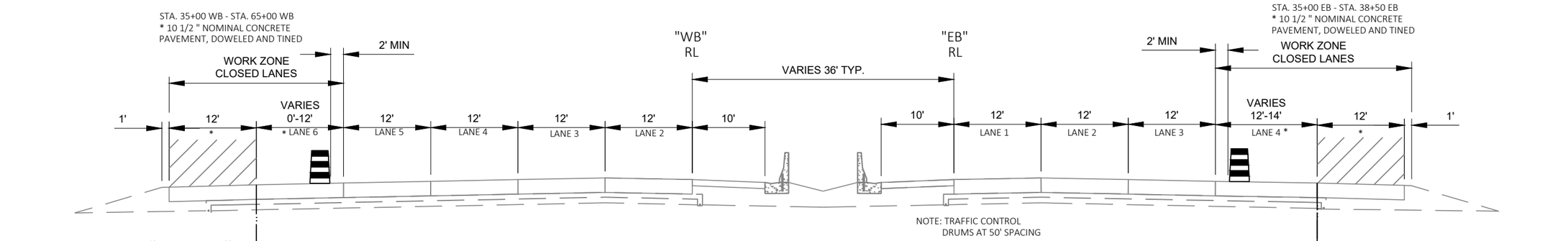
WISCONSIN AND SOUTHERN RAILROAD

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 4	SHEET 108	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S4.DWG
LAYOUT NAME - ADV SOUTH

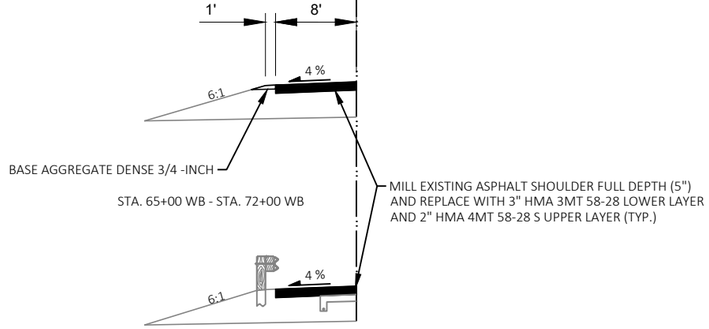
PLOT DATE : 10/21/2024 3:47 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

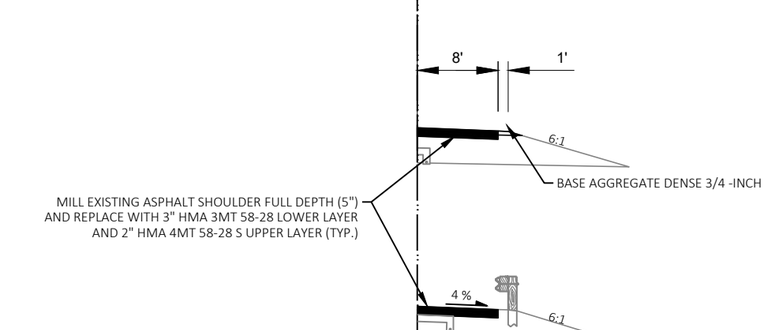


ASPHALTIC SHOULDER REPLACEMENT STAGE 5

STA 35+00 - 72+00
LIEN RD TO CTH T
LOOKING SOUTH



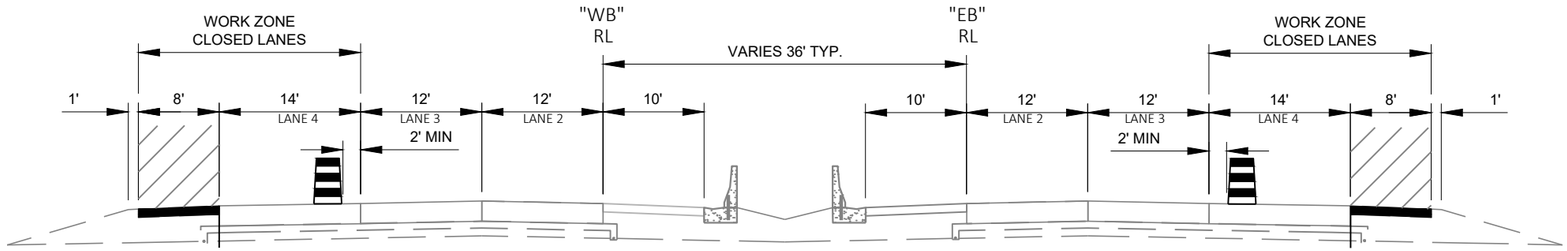
EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 63+46 - STA. 73+22 WB



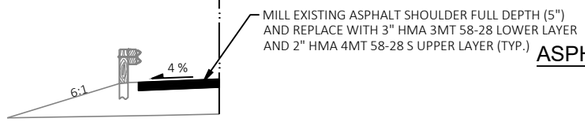
EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 60+11 - STA. 61+50 EB
STA. 67+44 - STA. 71+27 EB

LEGEND

WORK ZONE

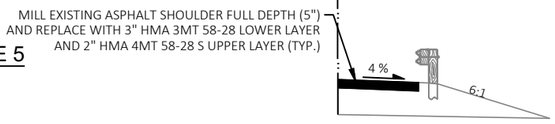


EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 84+47 - STA. 87+24 WB
STA. 93+31 - STA. 96+36 WB
STA. 102+27 - STA. 105+32 WB
STA. 136+76 - STA. 143+25 WB
STA. 154+28 - STA. 159+71 WB
STA. 219+88 - STA. 221+55 WB



ASPHALTIC SHOULDER REPLACEMENT STAGE 5

STA 72+00 - 221+60
CTH T TO WISCONSIN & SOUTHERN RAILROAD
LOOKING SOUTH



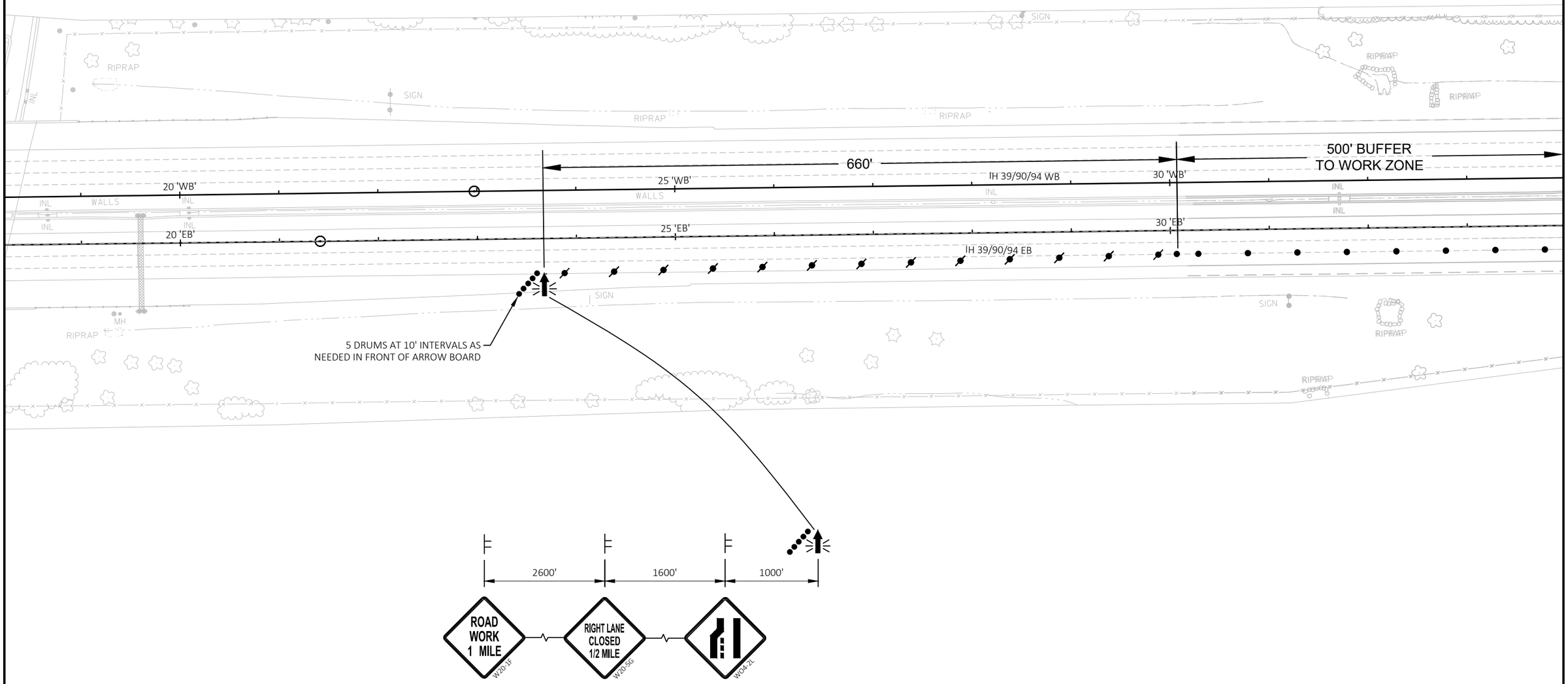
EXISTING BEAM GUARD TO REMAIN. CONTRACTOR SHALL WORK AROUND EXISTING POSTS AND MOW STRIPS
STA. 77+18 - STA. 80+49 EB
STA. 86+87 - STA. 90+05 EB
STA. 132+38 - STA. 133+19 EB
STA. 149+51 - STA. 152+72 EB
STA. 189+15 - STA. 192+27 EB
STA. 218+30 - STA. 221+58 EB

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 109	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-TS.DWG
LAYOUT NAME - 05
PLOT DATE : 10/18/2022 2:38 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1:15
WISDOT/CADDS SHEET 42

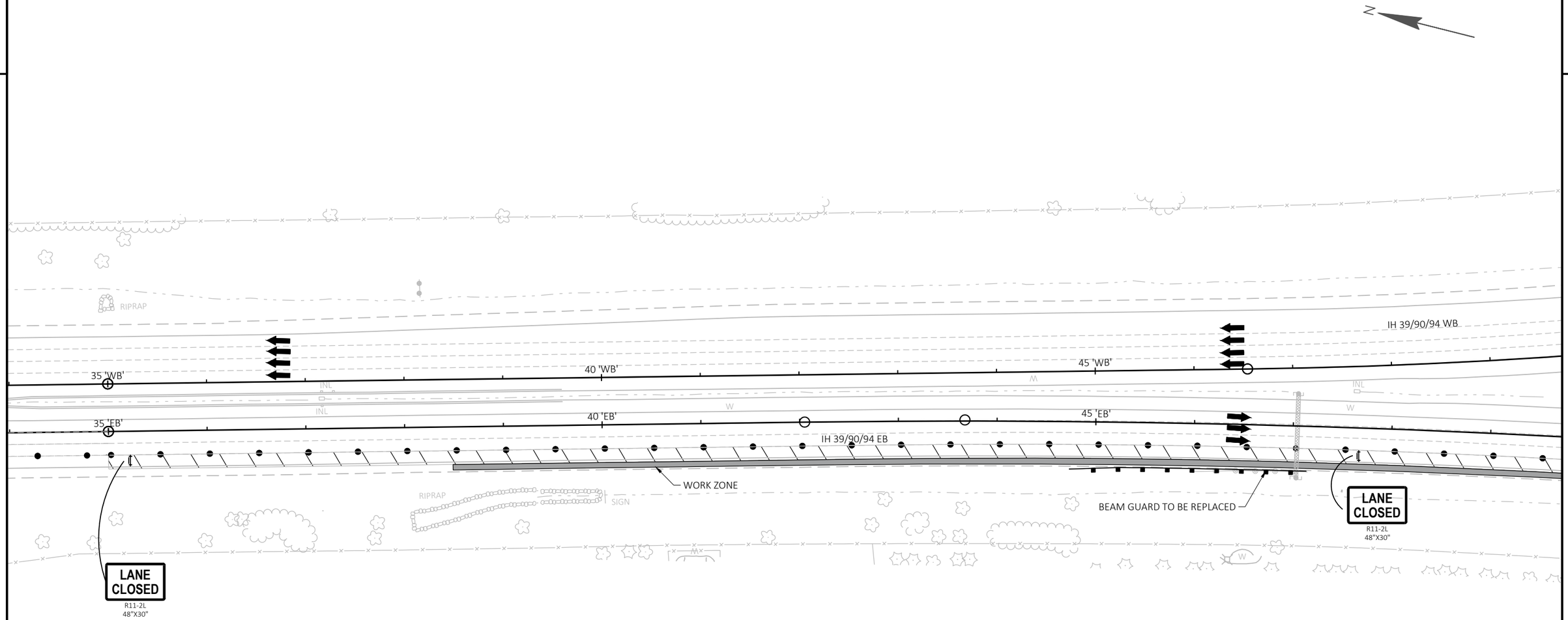
2

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 110	E

2



PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 111	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 01
PLOT DATE : 10/21/2024 1:53 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT

2

N

SPEED LIMIT 70
R2-1
48"X 60"

END ROAD WORK
G20-2A
48"X24"

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

IH 39/90/94 WB

50 'WB'

55 'WB'

60 'WB'

W

50 'EB'

55 'EB'

IH 39/90/94 EB

60 'EB'

WORK ZONE

EXIT TO IH 94 WB

EXISTING BEAMGUARD TO REMAIN

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 112	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 02
PLOT DATE : 10/21/2024 1:53 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

ENTRANCE FROM WB IH 94

BEAM GUARD TO BE REPLACED

WORK ZONE

70 'WB'

75 'WB'

80 'WB'

65 'WB'

IH 39/90/94

INL

CLOSE RIGHT LANE OF IH 94 PRIOR TO EXIT RAMP PER S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION"

LANE CLOSED
R11-2L
48"X30"

CTH T

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

WO4-3R

SIGN

SIGN

N

EXIT TO EB IH 94

EXIT
E5-1(MOD)
48"X48"

CTH T

EXIT TO IH 94 WB

SIGN

65 'EB'

IH 39/90 EB

70 'EB'

LANE CLOSED
R11-2L
48"X30"

75 'EB'

EXIT TO WB STH 30

SIGN

WORK ZONE

EXISTING BEAMGUARD TO REMAIN

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

ASPHALTIC CURB TO BE REPLACED
STA 68+50 - STA 71+25

ASPHALTIC CURB TO BE REPLACED
STA 77+50 - STA 80+30

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 113	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 03

PLOT DATE : 10/21/2024 1:53 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

EXISTING BEAMGUARD TO REMAIN

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

95 'WB'

IH 39/90 WB
90 'WB'

EXIT TO EB IH 94

EXISTING BEAMGUARD TO REMAIN

EXIT TO EB IH 94

95 'WB'

STH 30 WB

STH 30 EB

SPEED LIMIT 55
R2-1
48"X 60"

ENTRANCE FROM EB STH 30

SPEED LIMIT 55
W3-5

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

N

STH 30 WB

SPEED LIMIT 55
W3-5

ENTRANCE FROM WB STH 30

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL AND LOCATION OF REDUCED SPEED SIGN

SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAIL

STH 30 EB

SPEED LIMIT 55
R2-1
48"X 60"

EXISTING BEAMGUARD TO REMAIN

WORK ZONE

EXIT TO WB STH 30

80 'EB'

85 'EB'

90 'EB'

IH 39/90/94 EB

LANE CLOSED
R11-2L
48"X30"

ASPHALTIC CURB TO BE REPLACED
STA 77+50 - STA 80+30

EXISTING BEAMGUARD TO REMAIN

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 114	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 04

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

EXISTING BEAMGUARD
TO REMAIN

EXIT TO IH 94 EB

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

100 'WB'

EXISTING BEAMGUARD
TO REMAIN

WORK ZONE

105 'WB'

EXIT TO STH 30 WB

IH 39/90 WB

110 'WB'

LANE
CLOSED
R11-2L
48"X30"

EXIT
E5-1(MOD)
48"X48"

MILWAUKEE ST

IH 30

LANE
CLOSED
R11-2L
48"X30"

95 'EB'

IH 39/90 EB

100 'EB'

105 'EB'

ENTRANCE FROM EB STH 30

WORK ZONE

SPEED
LIMIT
55
W13-5

SPEED
LIMIT
55
R2-1
48"X 60"

EXISTING BEAM GUARD TO REMAIN

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 115	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 05

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

115 'WB'

IH 39/90 WB

120 'WB'

125 'WB'

120 'EB'

115 'EB'

IH 39/90 EB

110 'EB'

LANE CLOSED
R11-2L
48"X30"

PAVEMENT REPAIRS AND SHOULDER REPLACEMENT WORK IN CLOSE PROXIMITY TO A RAMP WILL BE COMPLETED WITH OVERNIGHT CLOSURES OF THE RAMP

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 116	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 06

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

N

ASPHALTIC CURB TO BE REPLACED
STA 136+75 - STA 140+75

EXISTING BEAMGUARD
TO REMAIN

STA BACK = 138+69.24WB
STA AHEAD = 135+79.28WB

LANE
CLOSED
R11-2L
48"X30"

WORK ZONE

130 'WB'

IH 39/90 WB

135 'WB'

125 'EB'

130 'EB'

IH 39/90 EB

135 'EB'

WORK ZONE

BEAM GUARD TO BE REPLACED

LANE
CLOSED
R11-2L
48"X30"

OBSCURE

OBSCURE

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 117	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 07

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

ASPHALTIC CURB TO BE REPLACED
STA 136+75 - STA 140+75

EXISTING BEAMGUARD
TO REMAIN

WORK ZONE

LANE
CLOSED
R11-2L
48"X30"

IH 39/90 WB

140 'WB'

145 'WB'

150 'WB'

140 'EB'

145 'EB'

150 'EB'

IH 39/90 EB

LANE
CLOSED
R11-2L
48"X30"

WORK ZONE

BEAM GUARD TO BE REPLACED

OBSCURE

OBSCURE

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 118	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 08

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

EXISTING BEAMGUARD TO REMAIN

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

IH 39/90 WB

155 'WB'

160 'WB'

165 'WB'

155 'EB'

160 'EB'

165 'EB'

IH 39/90 EB

COTTAGE GROVE RD

BEAM GUARD TO BE REPLACED

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

OBSCURE

POST

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 119	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 09
PLOT DATE : 10/21/2024 1:54 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:100 FT
WISDOT/CADDS SHEET 44

2

2

N

OBSCURE

SIGN

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

170 'WB'

175 'WB'

IH 39/90 WB

180 'WB'

170 'EB'

175 'EB'

180 'EB'

IH 39/90 EB

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 120	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 10

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

CTH AB

185 'WB'

IH 39/90 WB

190 'WB'

195 'WB'

185 'EB'

190 'EB'

195 'EB'

IH 39/90 EB

WORK ZONE

BEAM GUARD TO BE REPLACED

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 121	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 11

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

IH 39/90 WB

200 'WB'

205 'WB'

210 'WB'

200 'EB'

205 'EB'

210 'EB'

IH 39/90 EB

WORK ZONE

LANE CLOSED
R11-2L
48"X30"

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 122	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 12

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

2

2

N

WISCONSIN AND SOUTHERN RAILROAD

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

EXISTING BEAMGUARD TO REMAIN

IH 39/90 WB

210 'WB'

215 'WB'

220 'WB'

END PROJECT
STA 221+60 EB

210 'EB'

215 'EB'

220 'EB'

IH 39/90 EB

LANE CLOSED
R11-2L
48"X30"

WORK ZONE

EXISTING BEAMGUARD TO REMAIN

LANE CLOSED
R11-2L
48"X30"

DRUMS SPACED AT 50'.
CONTINUE 500' PAST THE END OF PROJECT.
SEE S.D.D. "TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION" FOR MORE DETAILS.

OXBOW BND

WISCONSIN AND SOUTHERN RAILROAD

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 123	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - 13

PLOT DATE : 10/21/2024 1:54 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

WISCONSIN AND SOUTHERN RAILROAD

SEE SHEETS "TRAFFIC CONTROL - DIGITAL SPEED REDUCTION SYSTEM" FOR FURTHER DETAILS.
SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM" FOR FURTHER DETAILS.

500' BUFFER
TO WORK ZONE

660'

5 DRUMS AT 10' INTERVALS AS
NEEDED IN FRONT OF ARROW BOARD

225 'WB'

225 'EB'

IH 39/90 WB

230 'WB'

IH 39/90 EB

230 'EB'

235 'WB'

235 'EB'

END
ROAD WORK
G20-2A
48"X24"

SPEED
LIMIT
70
R2-1
48"X60"

1000'

1600'

2600'

W0A4-2R

RIGHT LANE
CLOSED
1/2 MILE
W20-5G

ROAD
WORK
1 MILE
W20-1F

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - STAGE 5	SHEET 124	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-S5.DWG
LAYOUT NAME - ADV SOUTH

PLOT DATE : 10/21/2024 3:58 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

WISDOT/CADDS SHEET 44

2

2

N

SEE S.D.D. "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION" FOR MORE DETAIL

END ROAD WORK
G20-2A
48"X24"

R/L

33 34 35 36 37 38

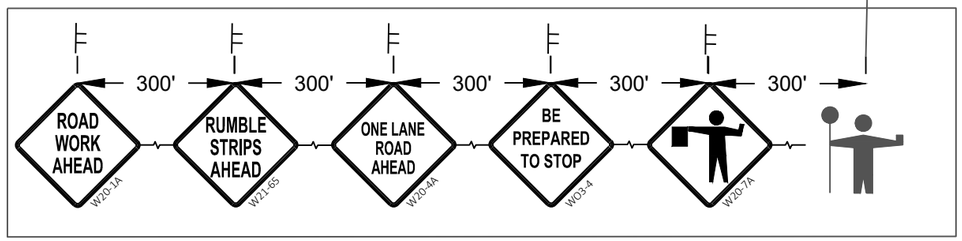
MH

WORK ZONE

10' MIN

COTTAGE GROVE RD

BEAM GUARD TO BE REPLACED

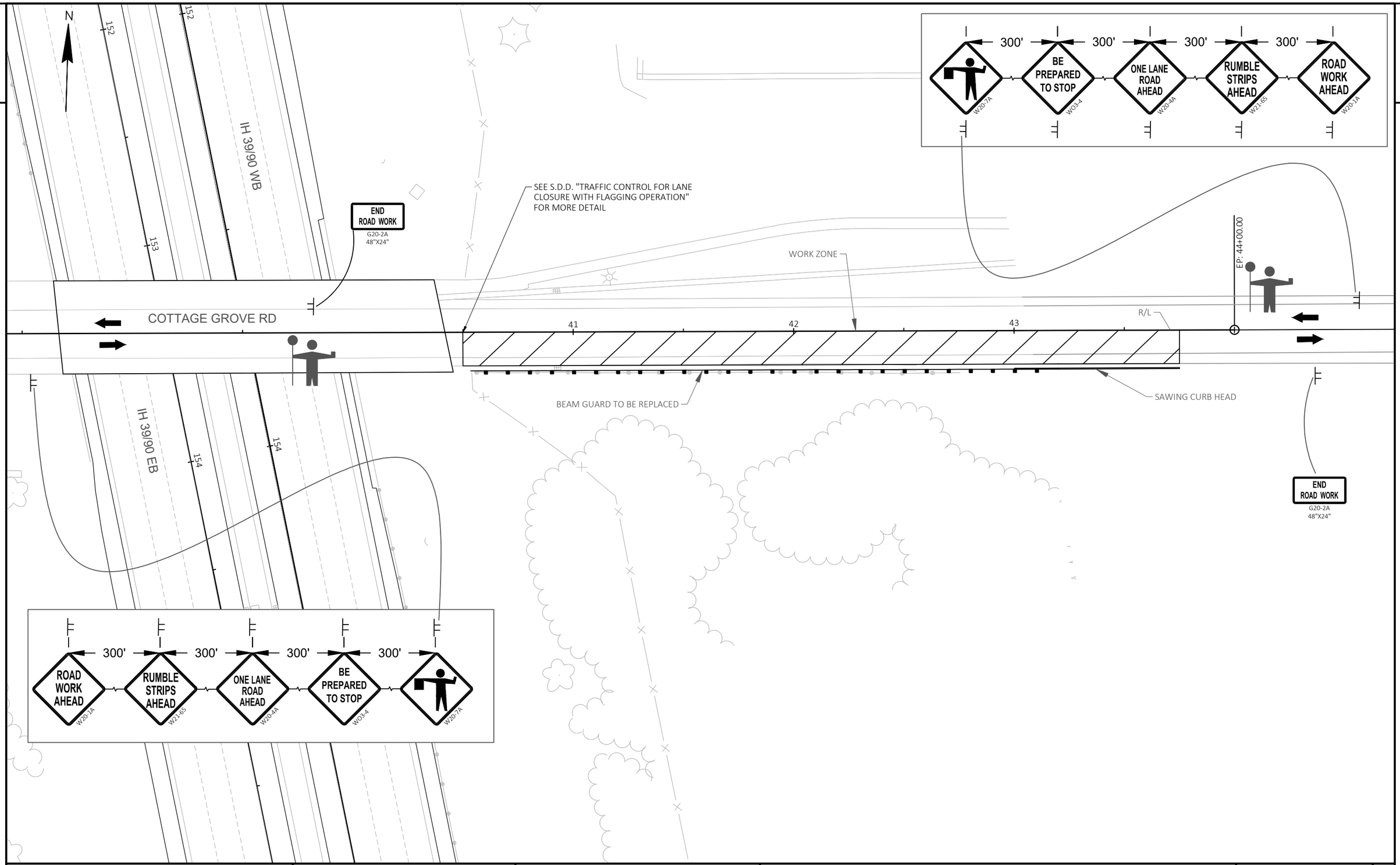


PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - COTTAGE GROVE RD	SHEET 125	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-COTTAGE GROVE RD TC.DWG
LAYOUT NAME - EAST
PLOT DATE : 7/25/2024 9:34 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2



2

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - COTTAGE GROVE RD	SHEET 126	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026001-COTTAGE GROVE RD TC.DWG
LAYOUT NAME - WEST
PLOT DATE : 10/21/2024 11:40 AM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 44

2

EB STH 30 RAMP TO WB IH 39/90/94
NIGHTTIME CLOSURE ONLY

N

CLOSE EB STH 30 EXIT RAMP TO WB IH 39/90/94. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

ONCE TRAFFIC IS ON WB IH 94, EXISTING SIGNING WILL DIRECT THEM TO WB IH 39/90/94

IH 39/90/94

STH 30

IH 94

CTH N

IH 39/90

MB

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	USE EXIT 244 4 MILES

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	3 MILES AHEAD

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	LEFT TO WB I-94 RAMP

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
NB 39/90 RAMP CLOSED	USE DETOUR ROUTE

PLACE PCMS 1300' PRIOR TO USH 51 INTERCHANGE

FRAME 1	FRAME 2
NB 39/90 RAMP CLOSED	FOLLOW I-94 EAST

LEGEND

MB — PORTABLE CHANGEABLE MESSAGE BOARD

DETOUR ROUTE

WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 127	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 30 EB TO 39 NB
PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:2000 FT
WISDOT/CADDS SHEET 44

WB IH 39/90 RAMP TO EB IH 94
NIGHTTIME CLOSURE ONLY

FRAME 1	FRAME 2
EB I-94 DETOUR ROUTE	LEFT TO EAST 30 RAMP

FRAME 1	FRAME 2
EB I-94 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
EB I-94 DETOUR ROUTE	USE EXIT 1C 2 MILES

FRAME 1	FRAME 2
EB I-94 RAMP CLOSED	USE LEFT EXIT 138B

FRAME 1	FRAME 2
EB I-94 RAMP CLOSED	USE DETOUR ROUTE

ONCE TRAFFIC IS ON EB STH 30, EXISTING SIGNING WILL DIRECT THEM TO EB IH 94

CLOSE WB IH 39/90 EXIT RAMP TO EB IH 94. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

USH 51
STH 30 WB
STH 30 EB
IH 39/90/94
IH 39 WB
IH 39 EB
IH 39/90
IH 94 WB
IH 94 EB
MB
N

LEGEND

- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- DETOUR ROUTE
- WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 128 E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 39 NB TO 94 EB
PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44

EB STH 30 RAMP TO EB IH 39/90
NIGHTTIME CLOSURE ONLY

N

IH 39/90/94

CTH N

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	USE EXIT 240A 3 MILES

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	LEFT TO WB I-94 RAMP

ONCE TRAFFIC IS ON WB IH 94, EXISTING SIGNING WILL DIRECT THEM TO EB IH 39/90

MB

IH 94

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	USE EXIT 244 4 MILES

STH 30

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
SB 39/90 RAMP CLOSED	USE DETOUR ROUTE

PLACE PCMS 1300' PRIOR TO USH 51 INTERCHANGE

FRAME 1	FRAME 2
SB 39/90 RAMP CLOSED	FOLLOW I-94 EAST

CLOSE EB IH 39/90/94 EXIT RAMP TO EB IH 94. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

IH 39/90

LEGEND

MB	PORTABLE CHANGEABLE MESSAGE BOARD
———	DETOUR ROUTE
▨	WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 129	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 30 EB TO 39 SB
PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WB IH 39/90 RAMP TO WB STH 30
NIGHTTIME CLOSURE ONLY

N

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	LEFT TO SB 39/90 RAMP

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	USE EXIT 138B 1 MILE

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	USE EXIT 135C

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	USE EXIT 135C 2 MILES

FRAME 1	FRAME 2
WEST 30 RAMP CLOSED	FOLLOW I-39/90 NORTH

FRAME 1	FRAME 2
WEST 30 RAMP CLOSED	USE DETOUR ROUTE

ONCE TRAFFIC IS ON EB IH 39/90/94, EXISTING SIGNING WILL DIRECT THEM TO WB STH 30

CLOSE WB IH 39/90 EXIT RAMP TO WB STH 30. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

PLACE PCMS 0.25 MI PRIOR TO USH 12/18 INTERCHANGE

HIGH CROSSING BLVD.

IH 39/90/94

STH 30

IH 94

IH 39/90

MB

LEGEND

- MB — PORTABLE CHANGEABLE MESSAGE BOARD
- DETOUR ROUTE
- WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 130	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 39 NB TO 30 WB
PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 44

EB IH 39/90/94 RAMP TO WB STH 30

NIGHTTIME CLOSURE ONLY

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	FOLLOW NORTH 51 4 MILES

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	USE NEXT EXIT

ONCE TRAFFIC IS ON NB USH 51, EXISTING SIGNING WILL DIRECT THEM TO EB IH 94

CLOSE EB IH 39/90/94 EXIT RAMP TO WB STH 30. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

FRAME 1	FRAME 2
WEST 30 DETOUR ROUTE	USE EXIT 142A 3 MILES

FRAME 1	FRAME 2
WEST 30 RAMP CLOSED	USE DETOUR ROUTE

FRAME 1	FRAME 2
WEST 30 RAMP CLOSED	FOLLOW I-39/90 SOUTH

LEGEND

MB	PORTABLE CHANGEABLE MESSAGE BOARD
———	DETOUR ROUTE
▨	WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

USH 12/18 · USH 51 · STH 30 · IH 39/90 · IH 39/90/94 · IH 94 · N

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 131	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 39 SB TO 30 WB
PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:2000 FT

WISDOT/CADDS SHEET 44

EB IH 39/90/94 RAMP TO EB IH 94
NIGHTTIME CLOSURE ONLY

LEGEND

MB — PORTABLE CHANGEABLE MESSAGE BOARD

DETOUR ROUTE

WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

N

FRAME 1	FRAME 2
EB I-94 RAMP CLOSED	USE DETOUR AHEAD

FRAME 1	FRAME 2
EB I-94 RAMP CLOSED	USE EXIT 138B

FRAME 1	FRAME 2
EB I-94 DETOUR ROUTE	LEFT TO EAST 30 RAMP

FRAME 1	FRAME 2
EB I-94 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
EB I-94 DETOUR ROUTE	USE EXIT 1C 1 MILE

CLOSE EB IH 39/90/94 EXIT RAMP TO EB IH 94. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

ONCE TRAFFIC IS ON EB STH 30, EXISTING SIGNING WILL DIRECT THEM TO EB IH 94

USH 51

STH 30 WB

STH 30 EB

IH 39/90

IH 94 WB

IH 94 EB

IH39/90 EB

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 132	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 39 SB TO 94 EB

PLOT DATE : 10/24/2022 2:40 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44

WB IH 94 RAMP TO WB IH 39/90/94
NIGHTTIME CLOSURE ONLY

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	LEFT TO EAST 30 RAMP

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	USE LEFT EXIT 1 MILE

FRAME 1	FRAME 2
NB 39/90 DETOUR ROUTE	USE EXIT 1C 2 MILES

CLOSE WB IH 94 EXIT RAMP TO WB IH 39/90/94. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

FRAME 1	FRAME 2
NB 39/90 RAMP CLOSED	FOLLOW HWY 30 WEST

PLACE PCMS FURTHER PRIOR TO GASTON RD BRIDGE

FRAME 1	FRAME 2
NB 39/90 RAMP CLOSED	USE DETOUR ROUTE

ONCE TRAFFIC IS ON EB STH 30, EXISTING SIGNING WILL DIRECT THEM TO WB IH 39/90/94

USH 51

STH 30 WB

STH 30 EB

IH 39/90/94

IH 39/90 WB

IH 39/90 EB

IH 94 WB

IH 94 EB

N

LEGEND

MB — PORTABLE CHANGEABLE MESSAGE BOARD

DETOUR ROUTE

WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 133	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 94 WB TO 39 NB

PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44

WB IH 94 RAMP TO EB IH 39/90
NIGHTTIME CLOSURE ONLY

N

USH 51

IH 39/90/94

STH 30 WB

STH 30 EB

IH 94 WB

IH 94 EB

IH 39/90 WB

IH 39/90 EB

USH 51

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	LEFT TO EAST 30 RAMP

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	USE NEXT EXIT

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	USE EXIT 3A 1 MILE

FRAME 1	FRAME 2
SB 39/90 DETOUR ROUTE	USE EXIT 1C 1 MILE

FRAME 1	FRAME 2
SB 39/90 RAMP CLOSED	FOLLOW HWY 30 WEST

FRAME 1	FRAME 2
SB 39/90 RAMP CLOSED	USE DETOUR ROUTE

MB

ONCE TRAFFIC IS ON EB STH 30, EXISTING SIGNING WILL DIRECT THEM TO EB IH 39/90

CLOSE WB IH 94 EXIT RAMP TO EB IH 39/90. SEE S.D.D."TRAFFIC CONTROL, EXIT RAMP CLOSURE" FOR TRAFFIC CONTROL DEVICES AND ADDITIONAL SIGNING. RAMP CLOSURE PAID UNDER ITEM "TRAFFIC CONTROL, CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP".

LEGEND

MB — PORTABLE CHANGEABLE MESSAGE BOARD

DETOUR ROUTE

WORK AREA

1) ADJUST NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES TO FIT FIELD CONDITIONS AS APPROVED BY ENGINEER
2) REMOVE OR COVER ALL SIGNS, TEMPORARY OR EXISTING, THAT CONFLICT WITH THE TRAFFIC CONTROL "IN USE" AS APPROVED BY THE ENGINEER

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	TRAFFIC CONTROL - RAMP CLOSURE	SHEET 134	E

FILE NAME : C:\USERS\NICK.FULTON\ONEDRIVE - DAAR CORPORATION\DOCUMENTS - SW DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\026003-DETOURS.DWG
LAYOUT NAME - 94 WB TO 39 SB

PLOT DATE : 10/24/2022 2:41 PM PLOT BY : NICK FULTON PLOT NAME : PLOT SCALE : 1 IN:1000 FT

WISDOT/CADDS SHEET 44

Estimate Of Quantities

1001-00-66

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	940.000	940.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	76,230.000	76,230.000
0006	204.0165	Removing Guardrail	LF	4,530.000	4,530.000
0008	204.0180	Removing Delineators and Markers	EACH	10.000	10.000
0010	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	746.000	746.000
0012	213.0100	Finishing Roadway (project) 01. 1001-00-66	EACH	1.000	1.000
0014	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,270.000	1,270.000
0016	415.6000.S	Rout and Seal	LF	71,140.000	71,140.000
0018	416.0610	Drilled Tie Bars	EACH	6,900.000	6,900.000
0020	416.0620	Drilled Dowel Bars	EACH	21,490.000	21,490.000
0022	416.0750.S	Concrete Pavement Partial Depth Repair Joint Repair	LF	340.000	340.000
0024	416.0754.S	Concrete Pavement Partial Depth Repair Surface Repair	SF	40.000	40.000
0026	416.0756.S	Concrete Pavement Partial Depth Repair Edge Repair	LF	180.000	180.000
0028	416.0758.S	Concrete Pavement Partial Depth Repair Full Depth Adjustment	SF	170.000	170.000
0030	416.1715	Concrete Pavement Repair SHES	SY	11,350.000	11,350.000
0032	416.1725	Concrete Pavement Replacement SHES	SY	3,160.000	3,160.000
0034	455.0605	Tack Coat	GAL	9,020.000	9,020.000
0036	460.2000	Incentive Density HMA Pavement	DOL	13,500.000	13,500.000
0038	460.6223	HMA Pavement 3 MT 58-28 S	TON	12,590.000	12,590.000
0040	460.6224	HMA Pavement 4 MT 58-28 S	TON	8,420.000	8,420.000
0042	465.0105	Asphaltic Surface	TON	360.000	360.000
0044	465.0310	Asphaltic Curb	LF	1,540.000	1,540.000
0046	465.0315	Asphaltic Flumes	SY	10.000	10.000
0048	465.0510	Asphaltic Rumble Strips, Shoulder Divided Roadway	LF	74,490.000	74,490.000
0050	495.1000.S	Cold Patch	TON	20.000	20.000
0052	614.0010	Barrier System Grading Shaping Finishing	EACH	5.000	5.000
0054	614.0200	Steel Thrie Beam Structure Approach	LF	21.000	21.000
0056	614.0345	Steel Plate Beam Guard Short Radius	LF	38.000	38.000
0058	614.0390	Steel Plate Beam Guard Short Radius Terminal	EACH	1.000	1.000
0060	614.0397	Guardrail Mow Strip Emulsified Asphalt	SY	2,105.000	2,105.000
0062	614.2300	MGS Guardrail 3	LF	4,016.000	4,016.000
0064	614.2500	MGS Thrie Beam Transition	LF	440.000	440.000
0066	614.2610	MGS Guardrail Terminal EAT	EACH	8.000	8.000
0068	614.2620	MGS Guardrail Terminal Type 2	EACH	5.000	5.000
0070	619.1000	Mobilization	EACH	1.000	1.000
0072	624.0100	Water	MGAL	14.000	14.000
0074	628.1504	Silt Fence	LF	1,000.000	1,000.000
0076	628.1520	Silt Fence Maintenance	LF	500.000	500.000
0078	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0080	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0082	628.7020	Inlet Protection Type D	EACH	50.000	50.000
0084	631.1100	Sod Erosion Control	SY	20.000	20.000
0086	633.0100	Delineator Posts Steel	EACH	40.000	40.000
0088	633.0500	Delineator Reflectors	EACH	40.000	40.000
0090	638.2102	Moving Signs Type II	EACH	2.000	2.000
0092	643.0300	Traffic Control Drums	DAY	132,060.000	132,060.000
0094	643.0420	Traffic Control Barricades Type III	DAY	6,673.000	6,673.000
0096	643.0705	Traffic Control Warning Lights Type A	DAY	13,346.000	13,346.000
0098	643.0715	Traffic Control Warning Lights Type C	DAY	14,665.000	14,665.000

1001-00-66

Line	Item	Item Description	Unit	Total	Qty
0100	643.0800	Traffic Control Arrow Boards	DAY	589.000	589.000
0102	643.0900	Traffic Control Signs	DAY	9,938.000	9,938.000
0104	643.1050	Traffic Control Signs PCMS	DAY	197.000	197.000
0106	643.1055.S	Truck or Trailer Mounted Attenuator	DAY	206.000	206.000
0108	643.1205.S	Basic Traffic Queue Warning System	DAY	346.000	346.000
0110	643.4100	Traffic Control Interim Lane Closure	EACH	206.000	206.000
0112	643.5000	Traffic Control	EACH	1.000	1.000
0114	646.2020	Marking Line Epoxy 6-Inch	LF	5,480.000	5,480.000
0116	646.2025	Marking Line Grooved Black Epoxy 6-Inch	LF	21,282.000	21,282.000
0118	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	75,480.000	75,480.000
0120	646.2050	Marking Line Grooved Permanent Tape 6-Inch	LF	21,282.000	21,282.000
0122	646.4020	Marking Line Epoxy 10-Inch	LF	810.000	810.000
0124	646.4025	Marking Line Grooved Black Epoxy 10-Inch	LF	550.000	550.000
0126	646.4050	Marking Line Grooved Permanent Tape 10-Inch	LF	8,400.000	8,400.000
0128	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	2,520.000	2,520.000
0130	646.5020	Marking Arrow Epoxy	EACH	7.000	7.000
0132	646.7220	Marking Chevron Epoxy 24-Inch	LF	950.000	950.000
0134	646.9000	Marking Removal Line 4-Inch	LF	250.000	250.000
0136	646.9010	Marking Removal Line Water Blasting 4-Inch	LF	310.000	310.000
0138	646.9050	Marking Removal Line Grooved Permanent Tape 4-Inch	LF	190.000	190.000
0140	646.9210	Marking Removal Line Water Blasting Wide	LF	280.000	280.000
0142	650.8000	Construction Staking Resurfacing Reference	LF	37,320.000	37,320.000
0144	690.0150	Sawing Asphalt	LF	30.000	30.000
0146	690.0250	Sawing Concrete	LF	41,830.000	41,830.000
0148	ASP.1T0A	On-the-Job Training Apprentice at $5.00/HR	HRS	800.000	800.000
0150	ASP.1T0G	On-the-Job Training Graduate at $5.00/HR	HRS	475.000	475.000
0152	SPV.0045	Special 01. Digital Speed Reduction System (DSRS)	DAY	346.000	346.000
0154	SPV.0060	Special 01. Traffic Control Close-Open Freeway to Freeway System Ramp	EACH	24.000	24.000
0156	SPV.0060	Special 02. Emergency Response To Pavement Repairs	EACH	6.000	6.000
0158	SPV.0090	Special 01. Precast Concrete Panel Asphalt Mastic Joint Sealing	LF	5,340.000	5,340.000
0160	SPV.0090	Special 02. Sawing Curb Head	LF	75.000	75.000
0162	SPV.0195	Special 01. Asphaltic Pavement Repair Special	TON	120.000	120.000

REMOVALS

CATEGORY	STATION	TO	STATION	LOCATION	204.0110 REMOVING ASPHALTIC SURFACE SY	204.0120 REMOVING ASPHALTIC SURFACE MILLING SY	204.0165 REMOVING GUARDRAIL LF	204.0180 REMOVING DELINEATORS AND MARKERS EACH	REMARKS
0010	70+00	`	74+00	CTH T BRIDGE APPROACH SHOULDER	- - -	800	- - -	- - -	EB AND WB FOR TRAFFIC SHIFT
0010	79+50	`	82+50	STH 30 WB BRIDGE APPROACH SHOULDERS	- - -	380	- - -	- - -	EB AND WB FOR TRAFFIC SHIFT
0010	89+00	`	93+00	STH 30 BRIDGE APPROACH SHOULDERS	- - -	400	- - -	- - -	EB AND WB FOR TRAFFIC SHIFT
0010	35+00	-	74+00	STAGE 4 WB LT (START - CTH T)	- - -	5,760	- - -	- - -	- - -
0010	74+00	-	154+50	STAGE 4 WB LT (CTH T - COTTAGE GROVE RD)	- - -	9,590	- - -	- - -	- - -
0010	154+50	-	221+12	STAGE 4 WB LT (COTTAGE GROVE RD - END)	- - -	7,920	- - -	- - -	- - -
0010	35+00	-	72+00	STAGE 4 EB RT (START - CTH T)	- - -	5,150	- - -	- - -	- - -
0010	72+00	-	154+50	STAGE 4 EB RT (CTH T - COTTAGE GROVE RD)	- - -	9,390	- - -	- - -	- - -
0010	154+50	-	221+07	STAGE 4 EB RT (COTTAGE GROVE RD - END)	- - -	8,260	- - -	- - -	- - -
0010	35+00	-	74+00	STAGE 5 WB RT (START - CTH T)	- - -	2,190	- - -	- - -	- - -
0010	74+00	-	154+50	STAGE WB RT (CTH T - COTTAGE GROVE RD)	- - -	6,400	- - -	- - -	- - -
0010	154+50	-	221+30	STAGE 5 WB RT (COTTAGE GROVE RD - END)	- - -	5,970	- - -	- - -	- - -
0010	35+00	-	72+00	STAGE 5 EB LT (START - CTH T)	- - -	900	- - -	- - -	- - -
0010	72+00	-	154+50	STAGE EB LT (CTH T - COTTAGE GROVE RD)	- - -	7,100	- - -	- - -	- - -
0010	154+50	-	221+30	STAGE 5 EB LT (COTTAGE GROVE RD - END)	- - -	6,020	- - -	- - -	- - -
0010	35+00	-	221+30	PROJECT	940	- - -	4,530	10	- - -
				TOTAL 0010	940	76,230	4,530	10	

FINISH ROADWAY

CATEGORY	LOCATION	213.0100.01 FINISHING ROADWAY (PROJECT) (01. 1001-00-66) EACH
0010		1
	TOTAL 0010	1

AGGREGATE

CATEGORY	STATION	TO	STATION	LOCATION	211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA	305.0110 BASE AGGREGATE DENSE 3/4-INCH TON	624.0100 WATER MGAL
0010	35+00	-	221+30	PROJECT	746	- - -	- - -
0010	35+00	-	221+30	OUTSIDE SHOULDER EB	- - -	490	5
0010	65+00	-	221+30	OUTSIDE SHOULDER WB	- - -	410	5
0010	53+00	-	124+00	INSIDE SHOULDER	- - -	370	4
				TOTAL 0010	746	1,270	14

PATCHES

CATEGORY	STATION	TO	STATION	LOCATION	415.6000.S ROUT AND SEAL LF	416.0610 DRILLED TIE BARS EACH	416.0620 DRILLED DOWEL BARS EACH	416.0750.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR JOINT REPAIR LF	416.0754.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR SURFACE REPAIR SF	416.0756.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR EDGE REPAIR LF	416.0758.S CONCRETE PAVEMENT PARTIAL DEPTH REPAIR FULL DEPTH ADJUSTMENT SF	416.1715 CONCRETE PAVEMENT REPAIR SHES SY	416.1725 CONCRETE PAVEMENT REPLACEMENT SHES SY	SPV.0060.02 SPECIAL (02. EMERGENCY RESPONSE TO PAVEMENT REPAIRS) EACH	SPV.0090.01 SPECIAL (01. PRECAST CONCRETE PANEL ASPHALT MASTIC JOINT SEALING) LF	SPV.0195.01 SPECIAL (01. ASPHALTIC PAVEMENT REPAIR SPECIAL) TON	REMARKS
0010	35+00	-	221+30	STAGE 1 EB	---	840	2,670	---	---	---	---	1,250	420	---	380	---	ONLY PRECAST PANELS ABUTTING OTHER PATCHES TO BE REPLACED
0010	35+00	-	221+30	STAGE 1 WB	---	560	1,710	---	---	---	---	1,020	100	---	270	---	ONLY PRECAST PANELS ABUTTING OTHER PATCHES TO BE REPLACED
0010	35+00	-	221+30	STAGE 2 EB	---	1,920	5,770	---	---	---	---	2,590	1,250	3	2,850	60	ONLY PRECAST PANELS ABUTTING OTHER PATCHES TO BE REPLACED
0010	35+00	-	221+30	STAGE 2 WB	---	1,290	3,610	---	---	---	---	2,330	240	3	890	60	ONLY PRECAST PANELS ABUTTING OTHER PATCHES TO BE REPLACED
0010	35+00	-	221+30	STAGE 3 EB	---	1,270	4,390	---	---	---	---	2,150	820	---	310	---	ONLY PRECAST PANELS ABUTTING OTHER PATCHES TO BE REPLACED
0010	35+00	-	221+30	STAGE 3 WB	---	850	2,810	---	---	---	---	1,730	250	---	640	---	ONLY PRECAST PANELS ABUTTING OTHER PATCHES TO BE REPLACED
0010	35+00	-	221+07	STAGE 4 EB	18610	---	---	---	---	---	---	---	---	---	---	---	---
0010	35+00	-	221+12	STAGE 4 WB	18620	---	---	---	---	---	---	---	---	---	---	---	---
0010	38+50	-	221+30	STAGE 5 EB	18280	---	---	---	---	---	---	---	---	---	---	---	---
0010	65+00	-	221+30	STAGE 5 WB	15630	---	---	---	---	---	---	---	---	---	---	---	---
0010	70+00	`	74+00	CTH T BRIDGE APPROACH SLABS	---	---	---	100	---	60	100	---	---	---	---	---	---
0010	79+50	`	82+50	STH 30 WB BRIDGE APPROACH SLABS	---	---	---	110	10	40	20	---	---	---	---	---	---
0010	89+00	`	93+00	STH 30 BRIDGE APPROACH SLABS	---	---	---	110	10	60	30	---	---	---	---	---	---
0010				UNDISTRIBUTED	---	170	530	20	20	20	20	280	80	---	---	---	---
				TOTAL 0010	71,140	6,900	21,490	340	40	180	170	11,350	3,160	6	5,340	120	

ASPHALT

CATEGORY	STATION	TO	STATION	LOCATION	455.0605 TACK COAT GAL	460.2000 INCENTIVE DENSITY HMA PAVEMENT DOL	460.6223 HMA PAVEMENT 3 MT 58-28 S TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	465.0105 ASPHALTIC SURFACE TON	465.0310 ASPHALTIC CURB LF	465.0315 ASPHALTIC FLUMES SY	465.0510 ASPHALTIC RUMBLE STRIPS, SHOULDER DIVIDED ROADWAY LF	495.1000.S COLD PATCH TON	REMARKS
0010	70+00	`	74+00	CTH T BRIDGE APPROACH SHOULDER	---	---	---	---	70	---	---	---	---	EB AND WB FOR TRAFFIC SHIFT
0010	79+50	`	82+50	STH 30 WB BRIDGE APPROACH SHOULDERS	---	---	---	---	40	---	---	---	---	EB AND WB FOR TRAFFIC SHIFT
0010	89+00	`	93+00	STH 30 BRIDGE APPROACH SHOULDERS	---	---	---	---	40	---	---	---	---	EB AND WB FOR TRAFFIC SHIFT
0010	35+00	-	74+00	STAGE 4 WB LT (START - CTH T)	700	1,040	970	650	---	---	---	3,900	---	---
0010	74+00	-	154+50	STAGE 4 WB LT (CTH T - COTTAGE GROVE RD)	1,160	1,730	1,620	1,080	---	1,540	10	8,050	---	---
0010	154+50	-	221+12	STAGE 4 WB LT (COTTAGE GROVE RD - END)	950	1,430	1,330	890	---	---	---	6,670	---	---
0010	35+00	-	72+00	STAGE 4 EB RT (START - CTH T)	620	930	870	580	---	---	---	3,700	---	---
0010	72+00	-	154+50	STAGE 4 EB RT (CTH T - COTTAGE GROVE RD)	1,130	1,690	1,580	1,060	---	---	---	8,250	---	---
0010	154+50	-	221+07	STAGE 4 EB RT (COTTAGE GROVE RD - END)	1,000	1,490	1,390	930	---	---	---	6,660	---	---
0010	35+00	-	74+00	STAGE 5 WB RT (START - CTH T)	270	400	370	250	---	---	---	3,900	---	---
0010	74+00	-	154+50	STAGE WB RT (CTH T - COTTAGE GROVE RD)	770	1,160	1,080	720	---	---	---	8,050	---	---
0010	154+50	-	221+30	STAGE 5 WB RT (COTTAGE GROVE RD - END)	720	1,080	1,010	670	---	---	---	6,680	---	---
0010	35+00	-	72+00	STAGE 5 EB LT (START - CTH T)	110	180	160	110	---	---	---	3,700	---	---
0010	72+00	-	154+50	STAGE EB LT (CTH T - COTTAGE GROVE RD)	860	1,280	1,200	800	---	---	---	8,250	---	---
0010	154+50	-	221+30	STAGE 5 EB LT (COTTAGE GROVE RD - END)	730	1,090	1,010	680	---	---	---	6,680	---	---
0010				UNDISTRIBUTED	---	---	---	---	210	---	---	---	20	---
				TOTAL 0010	9,020	13,500	12,590	8,420	360	1,540	10	74,490	20	

CURB AND GUTTER

CATEGORY	STATION	TO	STATION	LOCATION	SPV.0090.02 SPECIAL (02. SAWING CURB HEAD) LF	REMARKS
0010	43+08	-	43+71	COTTAGE GROVE RD E	75	DRIVEWAY ENTRANCE CURB
				TOTAL 0010	75	

GUARDRAIL

CATEGORY	STATION	TO	STATION	LOCATION	614.0010 BARRIER SYSTEM GRADING SHAPING FINISHING EACH	614.0200 STEEL THRIE BEAM STRUCTURE APPROACH LF	614.0345 STEEL PLATE BEAM GUARD SHORT RADIUS LF	614.0390 STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL EACH	614.0397 GUARDRAIL MOW STRIP EMULSIFIED ASPHALT SY	614.2300 MGS GUARDRAIL 3 LF	614.2500 MGS THRIE BEAM TRANSITION LF	614.2610 MGS GUARDRAIL TERMINAL EAT EACH	614.2620 MGS GUARDRAIL TERMINAL TYPE 2 EACH	REMARKS
0010	18+49	-	20+13	EB RT	---	---	---	---	2,105	125	40	---	1	NO GRADING REQUIRED
0010	44+71	-	47+15	EB RT	1	---	---	---	---	188	---	1	1	GRADING REQUIRED
0010	122+59	-	123+76	EB LT	---	---	---	---	---	25	40	1	---	NO GRADING REQUIRED
0010	132+02	-	133+19	EB RT	1	---	---	---	---	25	40	1	---	GRADING REQUIRED
0010	149+42	-	152+72	EB RT	---	---	---	---	---	238	40	1	---	NO GRADING REQUIRED
0010	187+85	-	192+26	EB RT	1	---	---	---	---	388	---	1	1	GRADING REQUIRED
0010	18+95	-	21+00	WB LT	---	---	---	---	---	113	40	1	---	NO GRADING REQUIRED
0010	53+68	-	54+13	WB RT	---	21	38	1	---	---	---	---	---	NO GRADING REQUIRED
0010	63+41	-	73+25	WB LT	---	---	---	---	---	963	40	---	1	NO GRADING REQUIRED
0010	66+91	-	73+08	WB RT	---	---	---	---	---	575	40	---	1	NO GRADING REQUIRED
0010	74+79	-	82+74	WB RT	---	---	---	---	---	713	80	---	---	NO GRADING REQUIRED
0010	32+48	-	38+28	COTTAGE GROVE RD	1	---	---	---	---	488	40	1	---	GRADING REQUIRED
0010	40+53	-	43+21	COTTAGE GROVE RD	1	---	---	---	---	175	40	1	---	GRADING REQUIRED
				TOTAL 0010	5	21	38	1	2,105	4,016	440	8	5	

DELINEATOR

LOCATION	633.0100 DELINEATOR POSTS STEEL EACH	633.0500 DELINEATOR REFLECTORS EACH
PROJECT	40	40
TOTAL 0010	40	40

SIGNS

CATEGORY	STATION	LOCATION	638.2102 MOVING SIGNS TYPE II EACH
0010	41+39	COTTAGE GROVE RD E	1
0010	42+87	COTTAGE GROVE RD E	1
		TOTAL 0010	2

EROSION CONTROL

CATEGORY	STATION	TO	STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	628.7020 INLET PROTECTION TYPE D EACH	631.1100 SOD EROSION CONTROL SY	REMARKS
0010	35+00	-	221+30	UNDISTRIBUTED	1,000	500	2	1	50	20	ALL INLETS REQUIRE PROTECTION FOR SAWING
				TOTAL 0010	1,000	500	2	1	50	20	

3

BASIC QUEUE WARNING SYSTEM

CATEGORY	LOCATION	STAGE	* FLASHING BEACON SIGNS (FBS)	* PORTABLE TRAFFIC SENSORS (PTS)	643.1205.S BASIC TRAFFIC QUEUE WARNING SYSTEM DAY
0010	IH 39 NB	1	6	3	22
0010	IH 39 NB	2	6	3	44
0010	IH 39 NB	3	6	3	33
0010	IH 39 NB	4	6	3	44
0010	IH 39 NB	5	6	3	30
0010	IH 39 SB	1	6	3	22
0010	IH 39 SB	2	6	3	44
0010	IH 39 SB	3	6	3	33
0010	IH 39 SB	4	6	3	44
0010	IH 39 SB	5	6	3	30
				TOTAL 0010	346

*THESE ITEMS ARE PART OF THE BASIC QUEUE WARNING SYSTEM AND ARE PAID FOR AS ONE COMPLETE SYSTEM PER ROADWAY

DIGITAL SPEED REDUCTION SYSTEM

CATEGORY	ROADWAY	* DIGITAL SPEED LIMIT TRAILERS	SPV.0045.01 SPECIAL (01. DIGITAL SPEED REDUCTION SYSTEM (DSRS)) DAY
0010	IH 39 NB	5	173
0010	IH 39 SB	5	173
		TOTAL 0010	346

*THESE ITEMS ARE PART OF THE DIGITAL SPEED REDUCTION SYSTEM AND ARE PAID FOR AS ONE COMPLETE SYSTEM PER ROADWAY

3

TRAFFIC CONTROL

CATEGORY	ESTIMATED DURATION DAYS	LOCATION	643.0300 TRAFFIC CONTROL DRUMS DAY	643.0420 TRAFFIC CONTROL BARRICADES TYPE III DAY	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C DAY	643.0800 TRAFFIC CONTROL ARROW BOARDS DAY	643.0900 TRAFFIC CONTROL SIGNS DAY	643.1050 TRAFFIC CONTROL SIGNS PCMS DAY	643.1055.S TRUCK OR TRAILER MOUNTED ATTENUATOR DAY	643.4100 TRAFFIC CONTROL INTERIM LANE CLOSURE EACH	643.5000 TRAFFIC CONTROL EACH	SPV.0060.01 SPECIAL (01. TRAFFIC CONTROL CLOSE-OPEN FREEWAY TO FREEWAY SYSTEM RAMP) EACH	REMARKS
0010	13	STAGE 1	14,950	1,053	2,106	1,885	91	1,326	---	26	26	---	---	INCLUDES EB AND WB
0010	26	STAGE 2	41,730	2,340	4,680	5,200	182	2,912	---	52	52	---	---	INCLUDES EB AND WB
0010	20	STAGE 3	30,900	1,760	3,520	3,900	140	2,080	---	40	40	---	---	INCLUDES EB AND WB
0010	26	STAGE 4	26,390	962	1,924	2,600	104	2,288	---	52	52	---	---	INCLUDES EB AND WB
0010	18	STAGE 5	18,090	558	1,116	1,080	72	1,332	---	36	36	---	---	INCLUDES EB AND WB
0010	---	39 EB TO 94 EB	---	---	---	---	---	---	21	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	39 EB TO 30 WB	---	---	---	---	---	---	21	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	94 WB TO 39 EB	---	---	---	---	---	---	24	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	30 EB TO 39 EB	---	---	---	---	---	---	24	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	39 WB TO 30 WB	---	---	---	---	---	---	24	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	30 WB TO 94 EB	---	---	---	---	---	---	21	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	30 EB TO 39 WB	---	---	---	---	---	---	24	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	94 WB TO 39 NB	---	---	---	---	---	---	24	---	---	---	3	RAMP CLOSURE AND DETOUR
0010	---	PROJECT	---	---	---	---	---	---	14	---	---	1	---	PROJECT PRE-WARN EB AND WB
		TOTAL 0010	132,060	6,673	13,346	14,665	589	9,938	197	206	206	1	24	

3

PAVEMENT MARKING

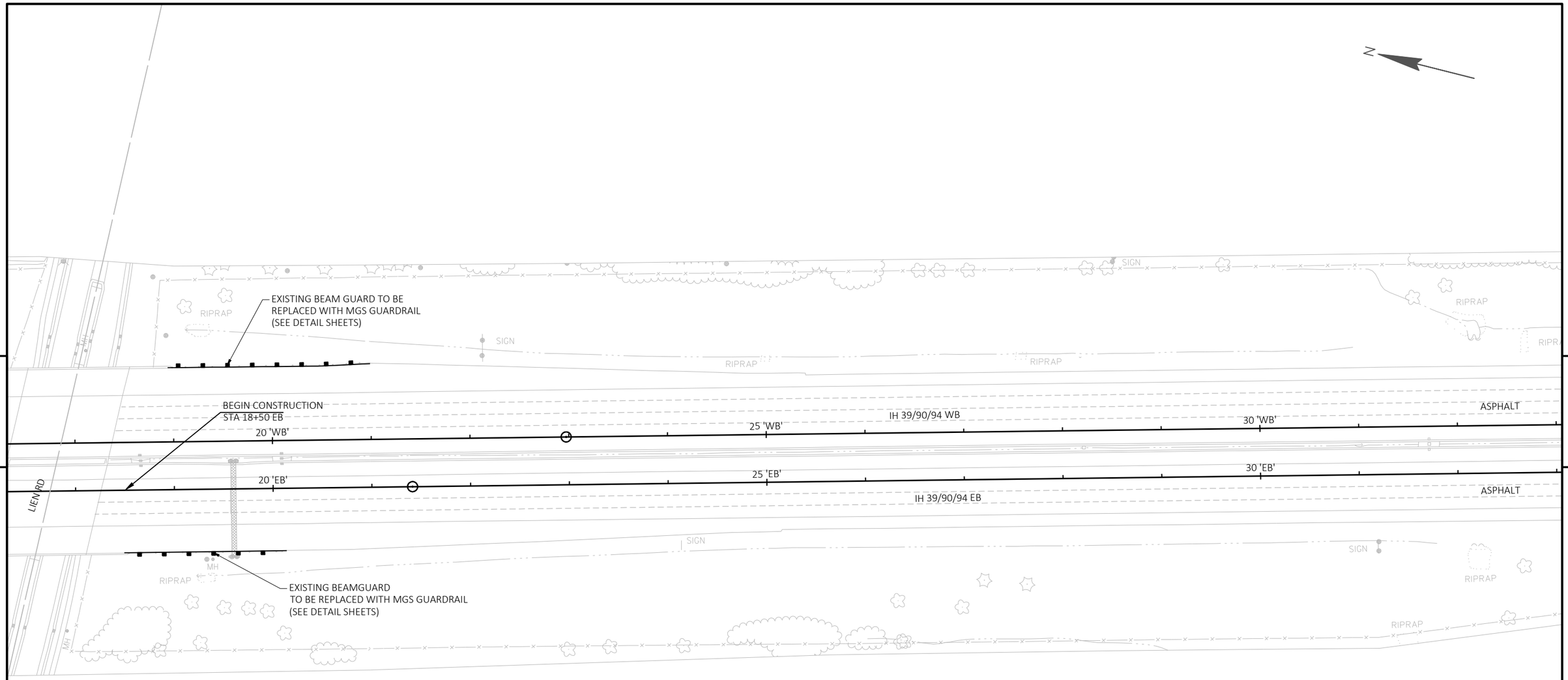
CATEGORY	STATION	TO	STATION	LOCATION	646.2020 MARKING LINE EPOXY 6-INCH YELLOW LF	646.2020 MARKING LINE EPOXY 6-INCH WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 12.5 FT DASH WHITE LF	646.2020 MARKING LINE EPOXY 6-INCH 12.5 FT DASH BLACK LF	646.2025 MARKING LINE GROOVED BLACK EPOXY 6-INCH 12.5 FT DASH BLACK LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH WHITE LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH YELLOW LF	646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH 3 FT DASH WHITE LF	646.2050 MARKING LINE GROOVED PERMANENT TAPE 6-INCH 12.5 FT DASH WHITE LF	646.4020 MARKING LINE EPOXY 10-INCH LF	646.4025 MARKING LINE GROOVED BLACK EPOXY 10-INCH 3 FT DASH LF	646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH 3 FT DASH WHITE LF	646.4050 MARKING LINE GROOVED PERMANENT TAPE 10-INCH EDGELINE WHITE LF	646.4520 MARKING LINE SAME DAY EPOXY 4-INCH LF	646.5020 MARKING ARROW EPOXY EACH	646.7220 MARKING CHEVRON EPOXY 24-INCH LF	646.9000 MARKING REMOVAL LINE 4-INCH LF	646.9010 MARKING REMOVAL LINE WATER BLASTING 4-INCH LF	646.9050 MARKING REMOVAL LINE GROOVED PERMANENT TAPE 4-INCH LF	646.9210 MARKING REMOVAL LINE WATER BLASTING WIDE LF	REMARKS
0010	35+00	-	221+60	STAGE 1	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	520	- - -	- - -	- - -	- - -	- - -	- - -	SAME DAY = SKIP REPLACEMENT
0010	35+00	-	221+60	STAGE 2	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	1200	- - -	- - -	- - -	- - -	- - -	- - -	SAME DAY = SKIP REPLACEMENT
0010	35+00	-	221+60	STAGE 3	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	800	- - -	- - -	- - -	- - -	- - -	- - -	SAME DAY = SKIP REPLACEMENT
0010	35+00	-	221+60	STAGE 4	790	- - -	1950	1950	21282	- - -	37320	840	21282	810	550	550	7850	- - -	7	950	- - -	310	190	280	
0010	35+00	-	221+60	STAGE 5	- - -	790	- - -	- - -	- - -	37320	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	
0010				UNDISTRIBUTED	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	- - -	250	- - -	- - -	- - -	
				SUBTOTAL	790	790	1950	1950	21282	37320	37320	840	21282	810	550	550	7850	2520	7	950	250	310	190	280	
				TOTAL 0010	5,480				21,282	75,480			21,282	810	550	8,400		2,520	7	950	250	310	190	280	

CONSTRUCTION STAKING

CATEGORY	STATION	TO	STATION	LOCATION	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF
0010	35+00	-	221+60	PROJECT LENGTH (EB AND WB)	37,320
				TOTAL 0010	37,320

SAWING

CATEGORY	STATION	TO	STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
0010	35+00	-	221+60	STAGE 1	- - -	8,350
0010	35+00	-	221+60	STAGE 2	- - -	19,230
0010	35+00	-	221+60	STAGE 3	- - -	14,250
0010	- - -	-	- - -	MAINTENANCE CROSSOVER	30	- - -
				TOTAL 0010	30	41,830



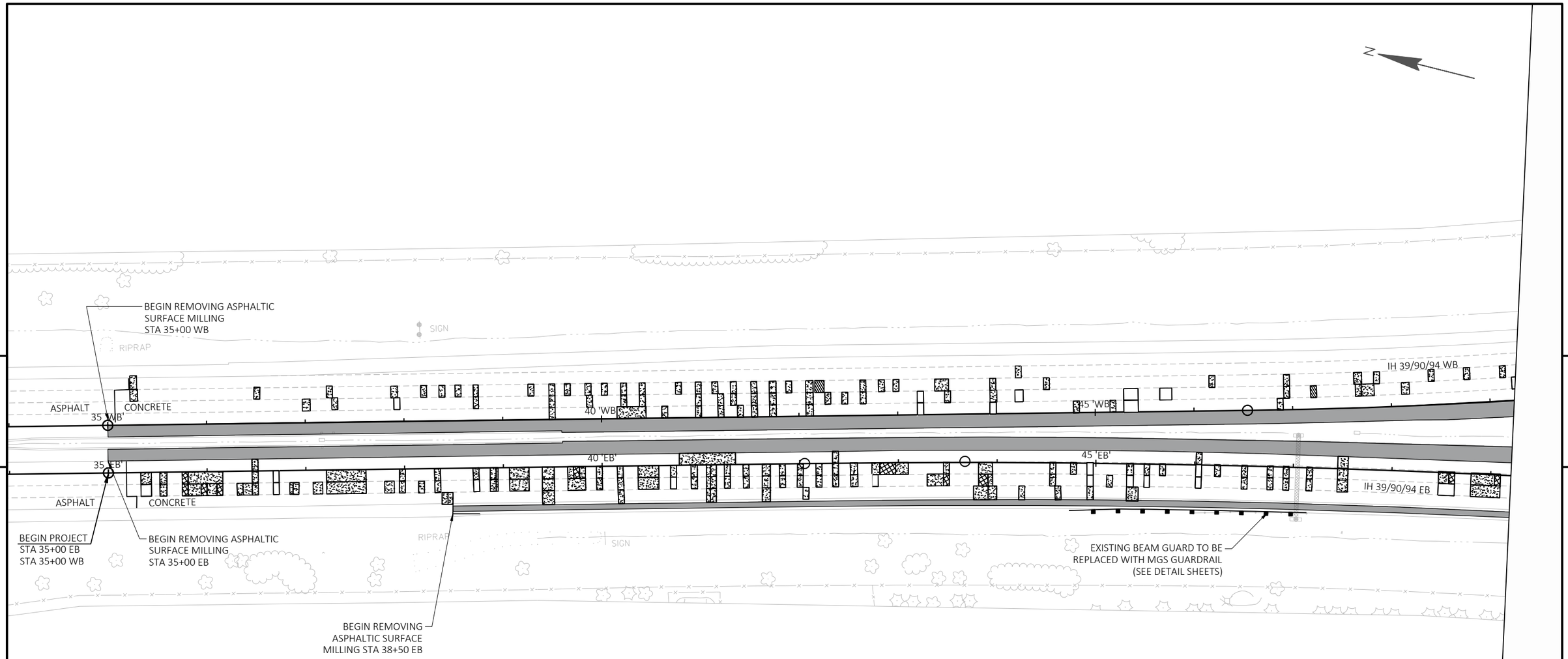
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LEGEND

- CONCRETE PAVEMENT REPAIR/REPLACEMENT SHES
- EXISTING CONCRETE PRECAST PANEL TO REMAIN - TO BE REPAIRED WITH MASTIC JOINT SEALING (SEE DETAIL)
- EXISTING CONCRETE PRECAST PANEL TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
- EXISTING ASPHALT PATCH - TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
- MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 5" HMA
- REMOVING ASPHALTIC SURFACE. PLACE 4" ASPHALTIC SURFACE.

1. ALL LOCATIONS NOTED FOR CONCRETE PAVEMENT REPAIR/REPLACEMENT AND SHOULDER MILLING/PAVING ARE APPROXIMATE AND SHALL BE FIELD VERIFIED BY THE ENGINEER.
2. EXISTING PRECAST PANELS SHOULD BE TREATED THE SAME AS THE REST OF THE CONCRETE PAVEMENT. HOWEVER, IF A NEW CONCRETE REPAIR OR REPLACEMENT IS NEEDED PRIOR TO OR AFTER A PRECAST PANEL, APPROXIMATELY 2 FEET OF THE EXISTING PRECAST PANEL SHOULD BE REMOVED SO THE EXISTING DOWEL BARS ARE REMOVED. DEPENDING ON THE SIZE OF AN EXISTING PRECAST PANEL, IF CONCRETE REPAIR OR REPLACEMENT IS NEEDED PRIOR TO OR AFTER IT, THE ENTIRE PRECAST PANEL MAY NEED TO BE REMOVED AND REPLACED. DOWEL BARS AND TIES BARS CAN BE DRILLED INTO THE EXISTING PRECAST PANELS.



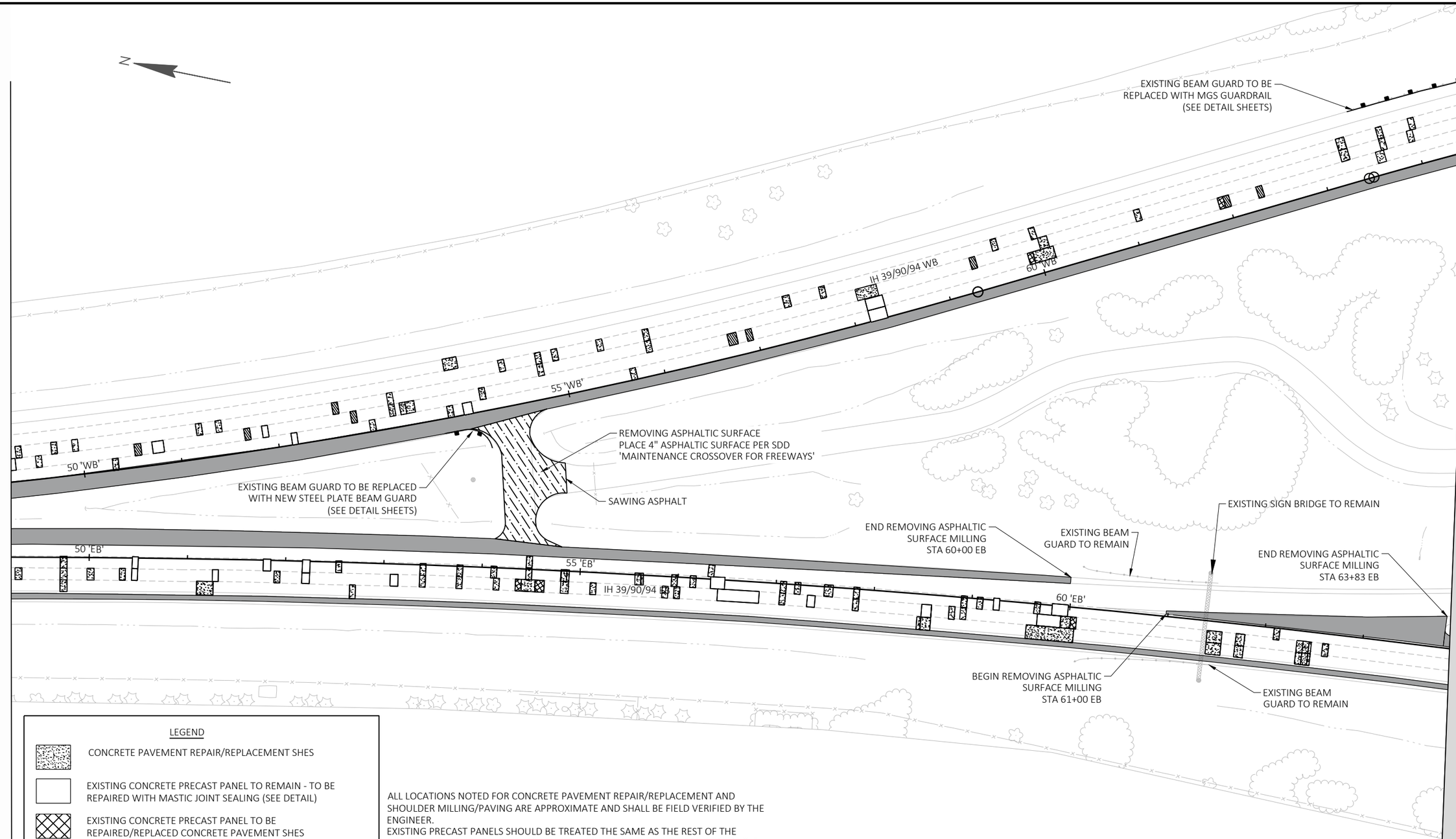
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LEGEND

- CONCRETE PAVEMENT REPAIR/REPLACEMENT SHES
- EXISTING CONCRETE PRECAST PANEL TO REMAIN - TO BE REPAIRED WITH MASTIC JOINT SEALING (SEE DETAIL)
- EXISTING CONCRETE PRECAST PANEL TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
- EXISTING ASPHALT PATCH - TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
- MILLING EXISTING ASPHALT SHOULDER FULL DEPTH (5") AND REPLACE WITH 5" HMA
- REMOVING ASPHALTIC SURFACE. PLACE 4" ASPHALTIC SURFACE.

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PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 144	E

N

BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 73+38 WB

END REMOVING ASPHALTIC SURFACE MILLING STA 74+92 WB

BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 75+35 WB

EXISTING BEAM GUARD TO REMAIN

EXISTING BEAM GUARD TO BE REPLACED WITH MGS GUARDRAIL (SEE DETAIL SHEETS)

END REMOVING ASPHALTIC SURFACE MILLING STA 65+00 WB

ENTRANCE FROM WB IH 94

75 'WB'

80 'WB'

IH 39/90/94 WB

70 'WB'

65 'WB'

EXISTING BEAM GUARD TO BE REPLACED WITH MGS GUARDRAIL (SEE DETAIL SHEETS)

END REMOVING ASPHALTIC SURFACE MILLING STA 74+87 WB

BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 73+06 WB

CTH T

ASPHALTIC CURB TO BE REPLACED STA 67+10 TO STA 72+90

LEGEND

- CONCRETE PAVEMENT REPAIR/REPLACEMENT SHES
- EXISTING CONCRETE PRECAST PANEL TO REMAIN - TO BE REPAIRED WITH MASTIC JOINT SEALING (SEE DETAIL)
- EXISTING CONCRETE PRECAST PANEL TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
- EXISTING ASPHALT PATCH - TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
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N

EXIT TO EB IH 94

END REMOVING ASPHALTIC SURFACE MILLING STA 71+21 EB

EXISTING BEAM GUARD TO REMAIN

BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 73+15 EB

CTH T

SIGN

65 'EB'

70 'EB'

IH 39/90 EB

75 'EB'

EXIT TO WB STH 30

EXISTING BEAM GUARD TO REMAIN

EXISTING BEAM GUARD TO REMAIN

ASPHALTIC CURB TO BE REPLACED STA 68+50 TO STA 71+25

END REMOVING ASPHALTIC SURFACE MILLING STA 71+21 EB

SIGN

EXISTING BEAM GUARD TO REMAIN

ASPHALTIC CURB TO BE REPLACED STA 77+50 TO STA 80+30

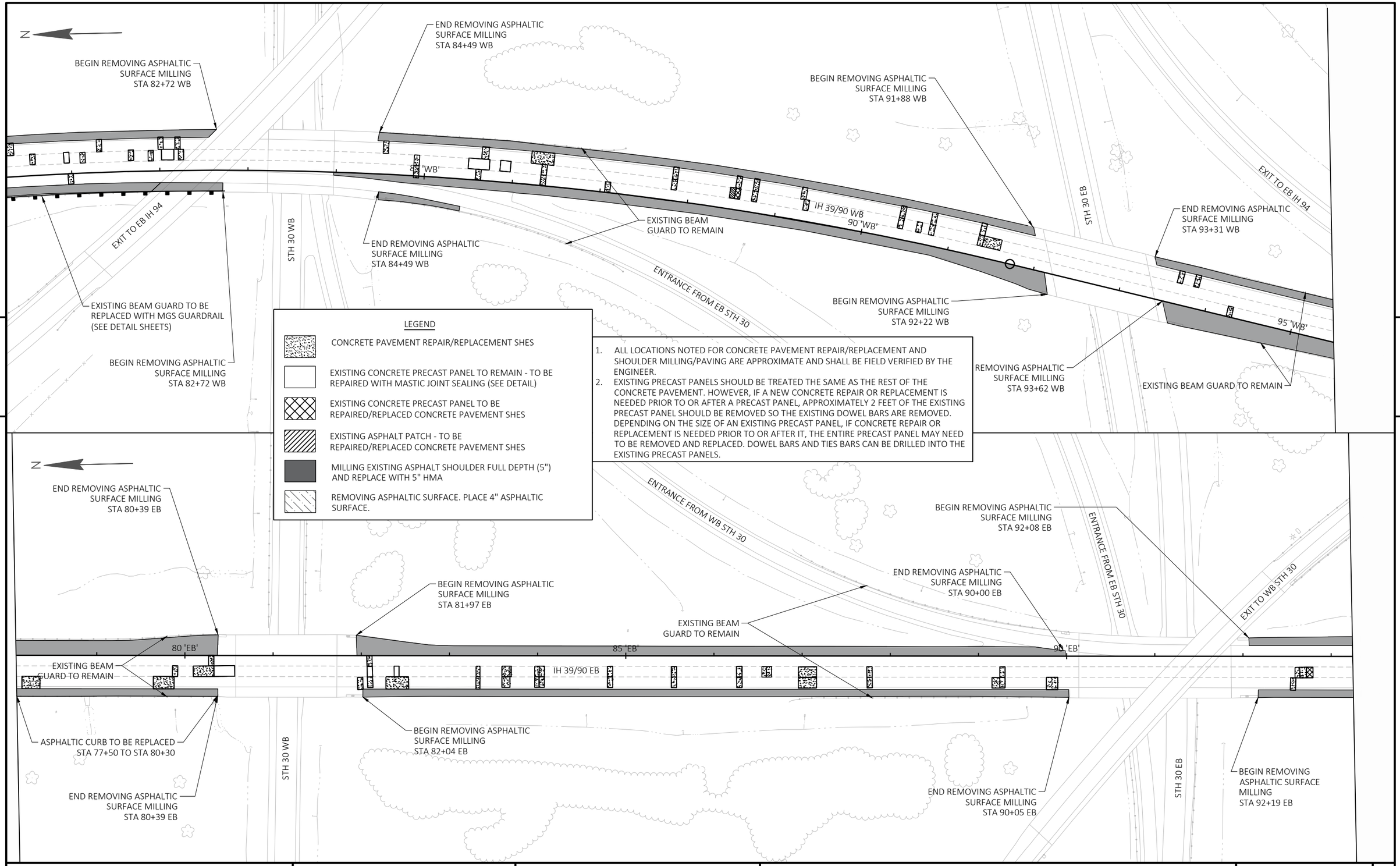
BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 73+17 EB

PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 145 E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\050201-PN.DWG
LAYOUT NAME - 04

PLOT DATE : 7/21/2024 4:59 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:100 FT

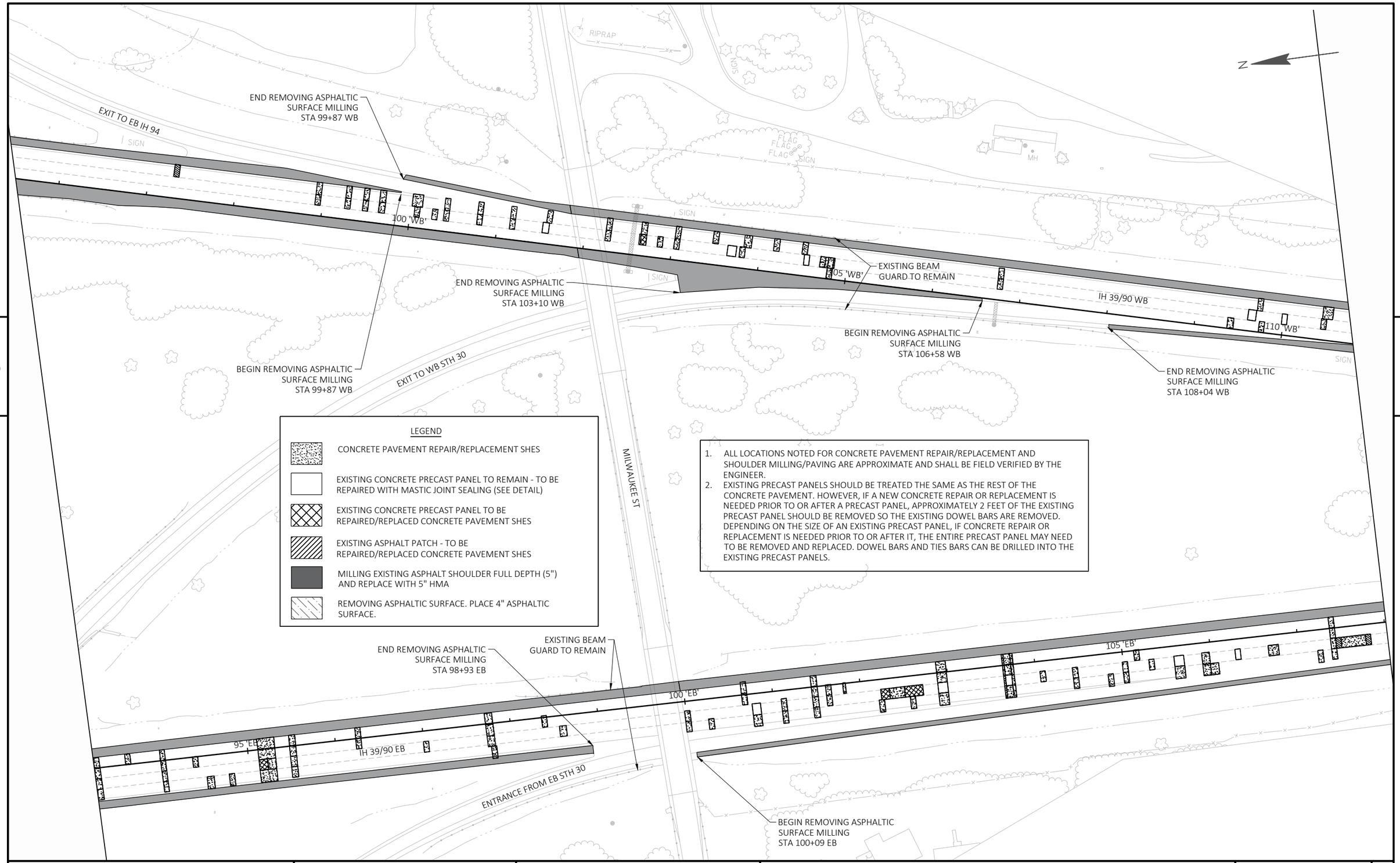
WISDOT/CADDS SHEET 44



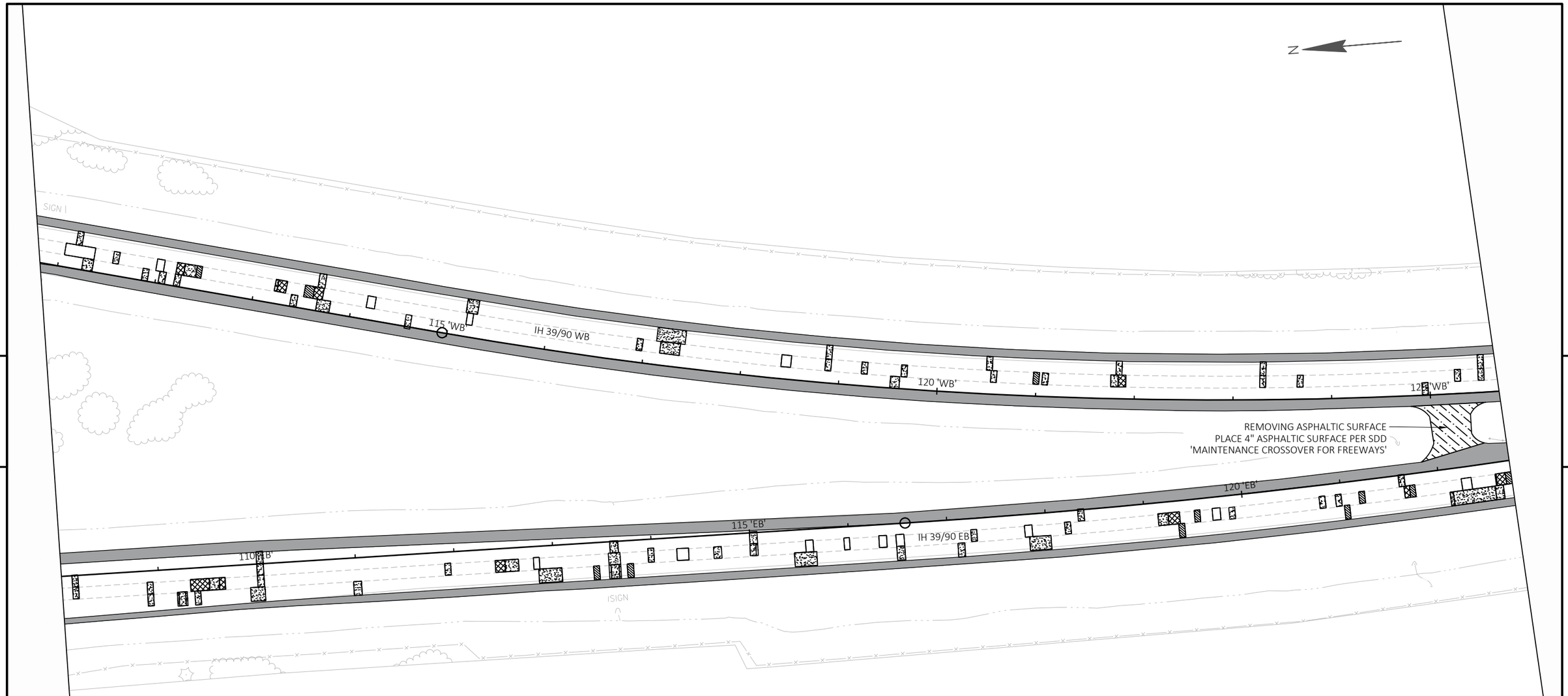
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 146	E

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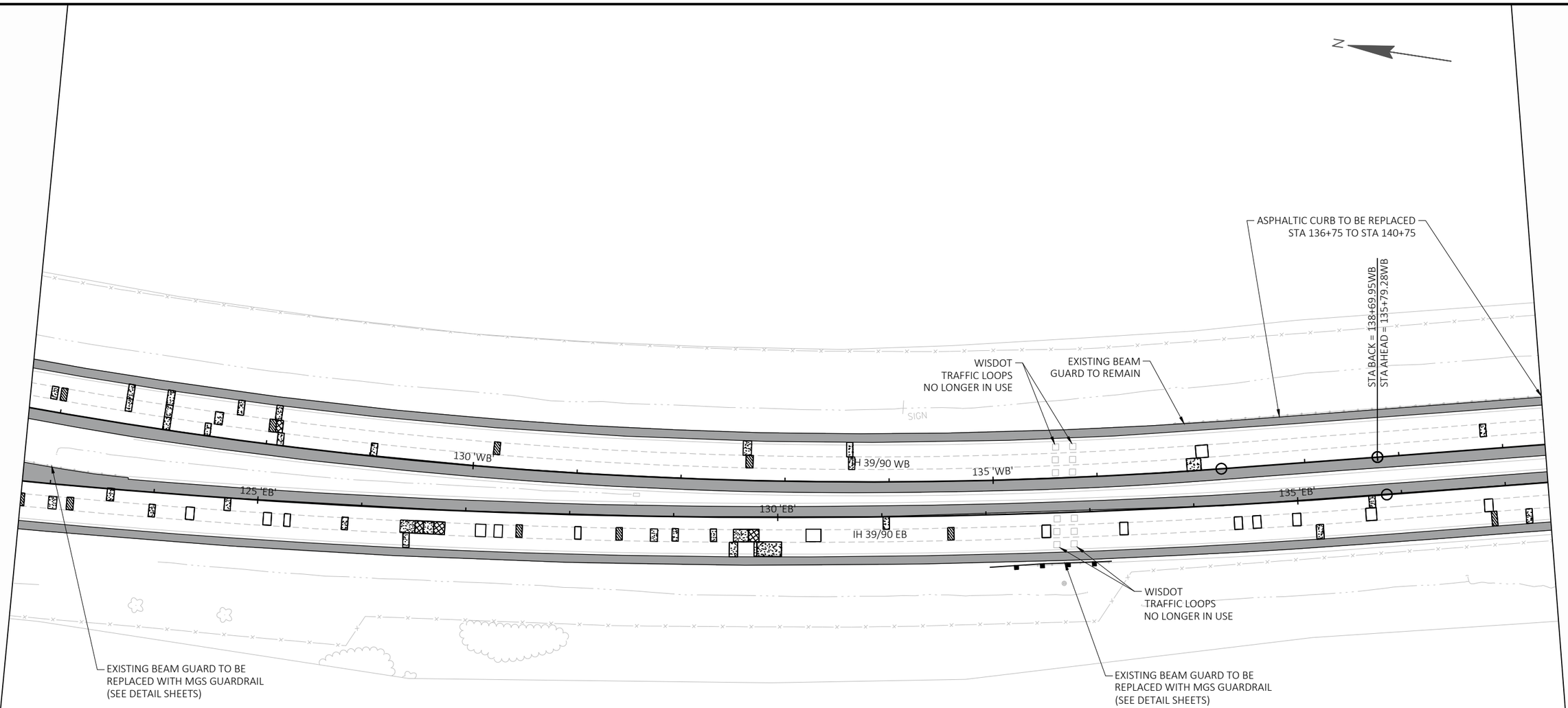
PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 147	E



LEGEND

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- EXISTING CONCRETE PRECAST PANEL TO REMAIN - TO BE REPAIRED WITH MASTIC JOINT SEALING (SEE DETAIL)
- EXISTING CONCRETE PRECAST PANEL TO BE REPAIRED/REPLACED CONCRETE PAVEMENT SHES
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- REMOVING ASPHALTIC SURFACE. PLACE 4" ASPHALTIC SURFACE.

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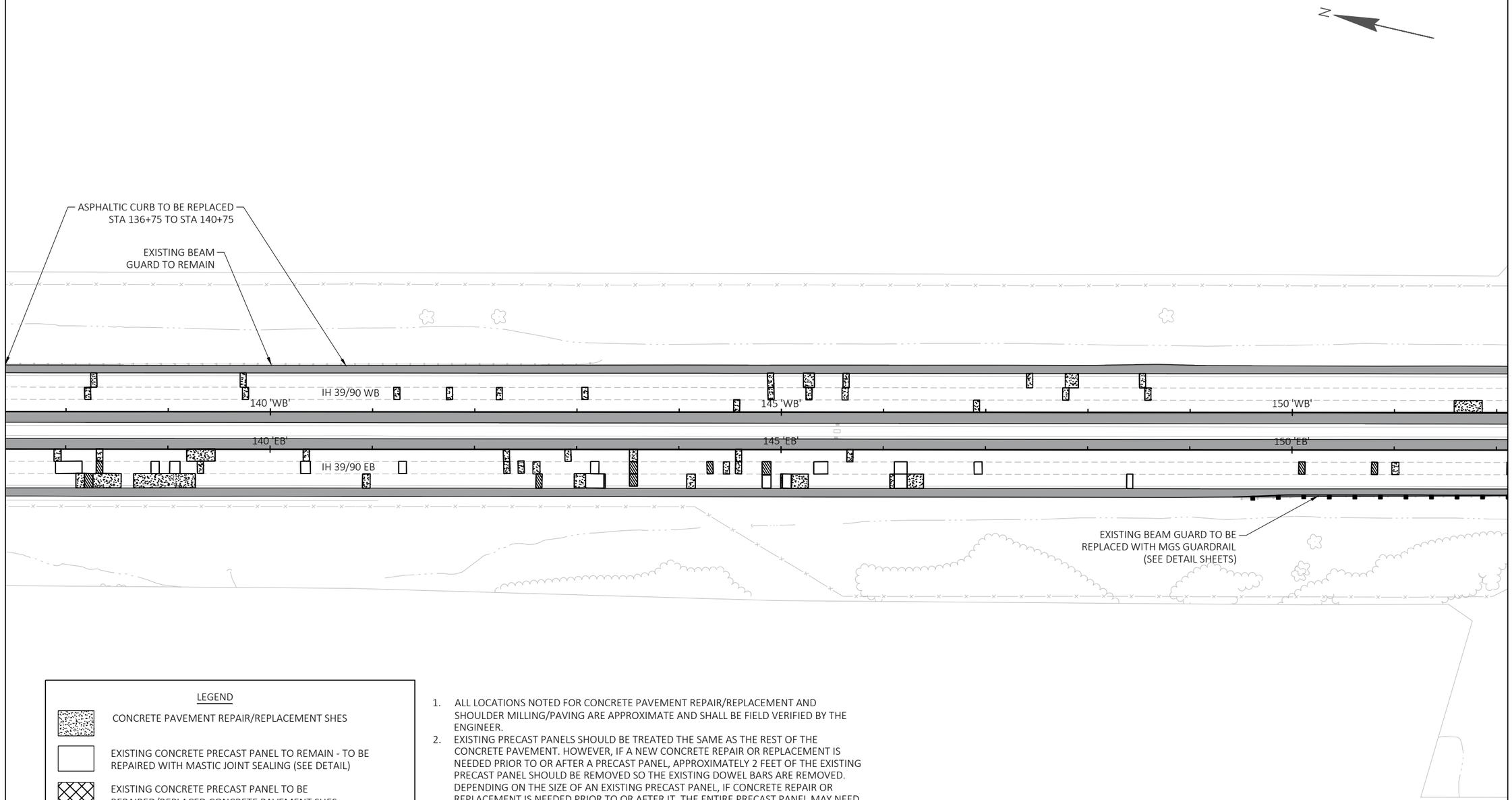
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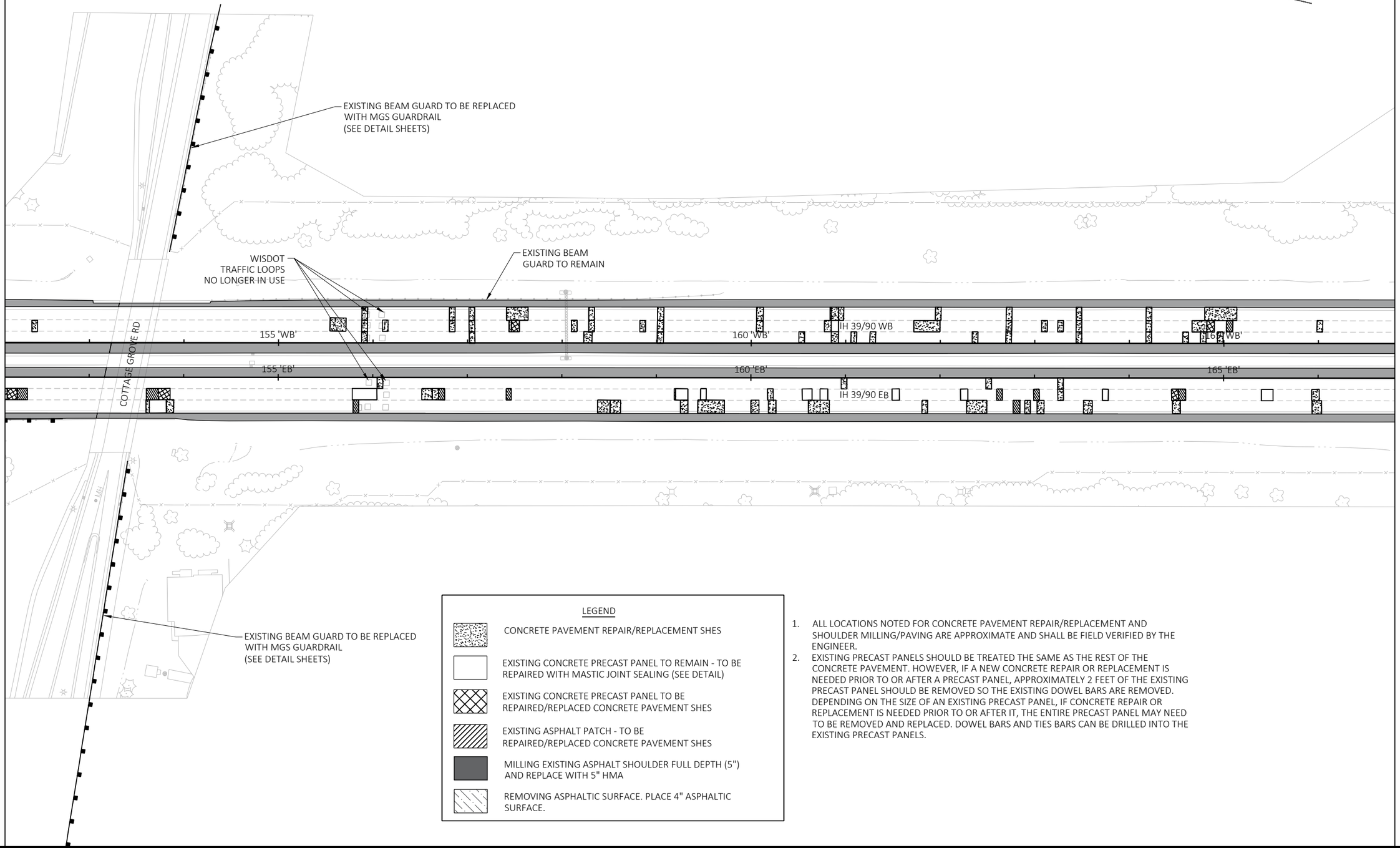
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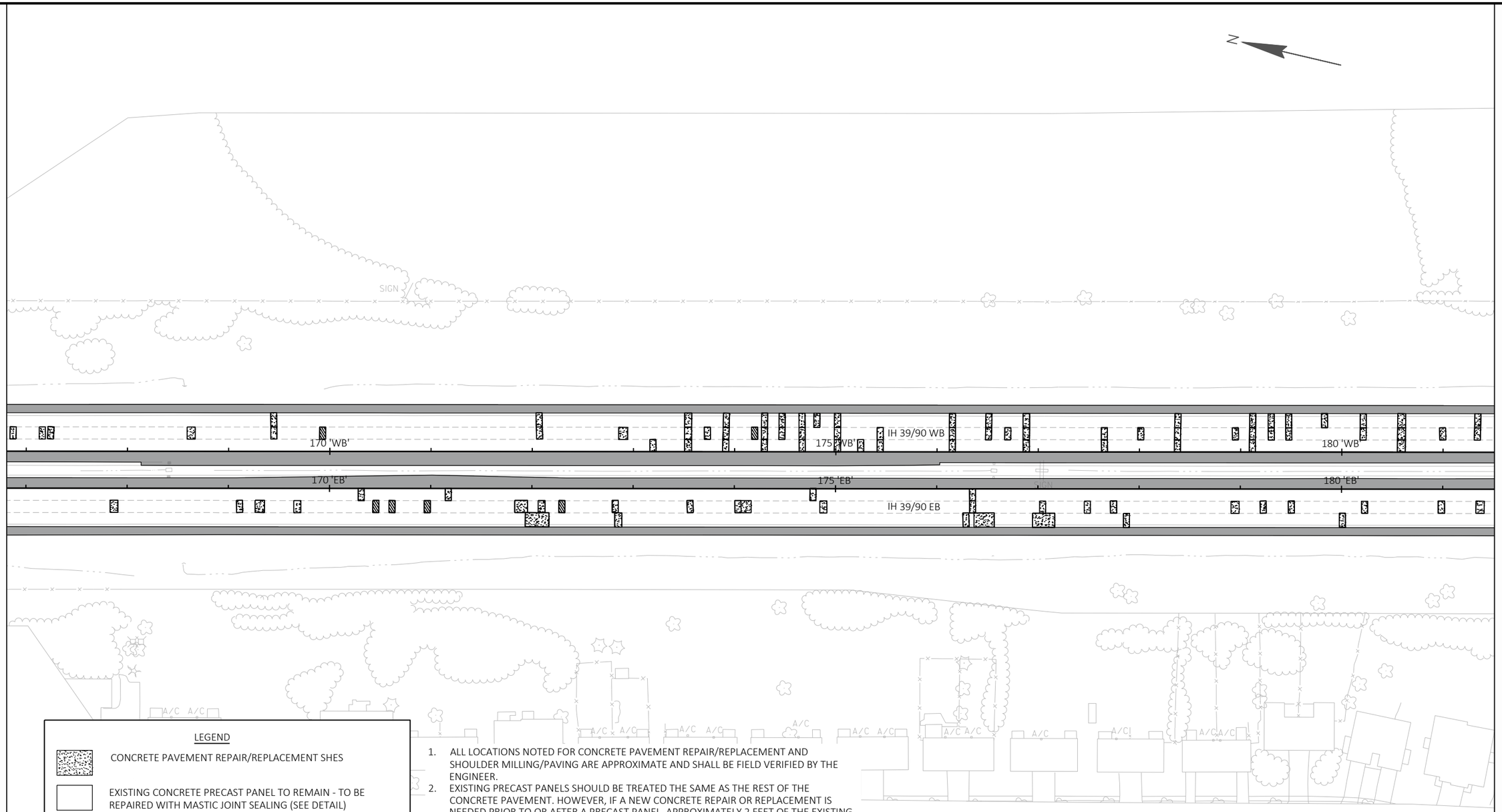
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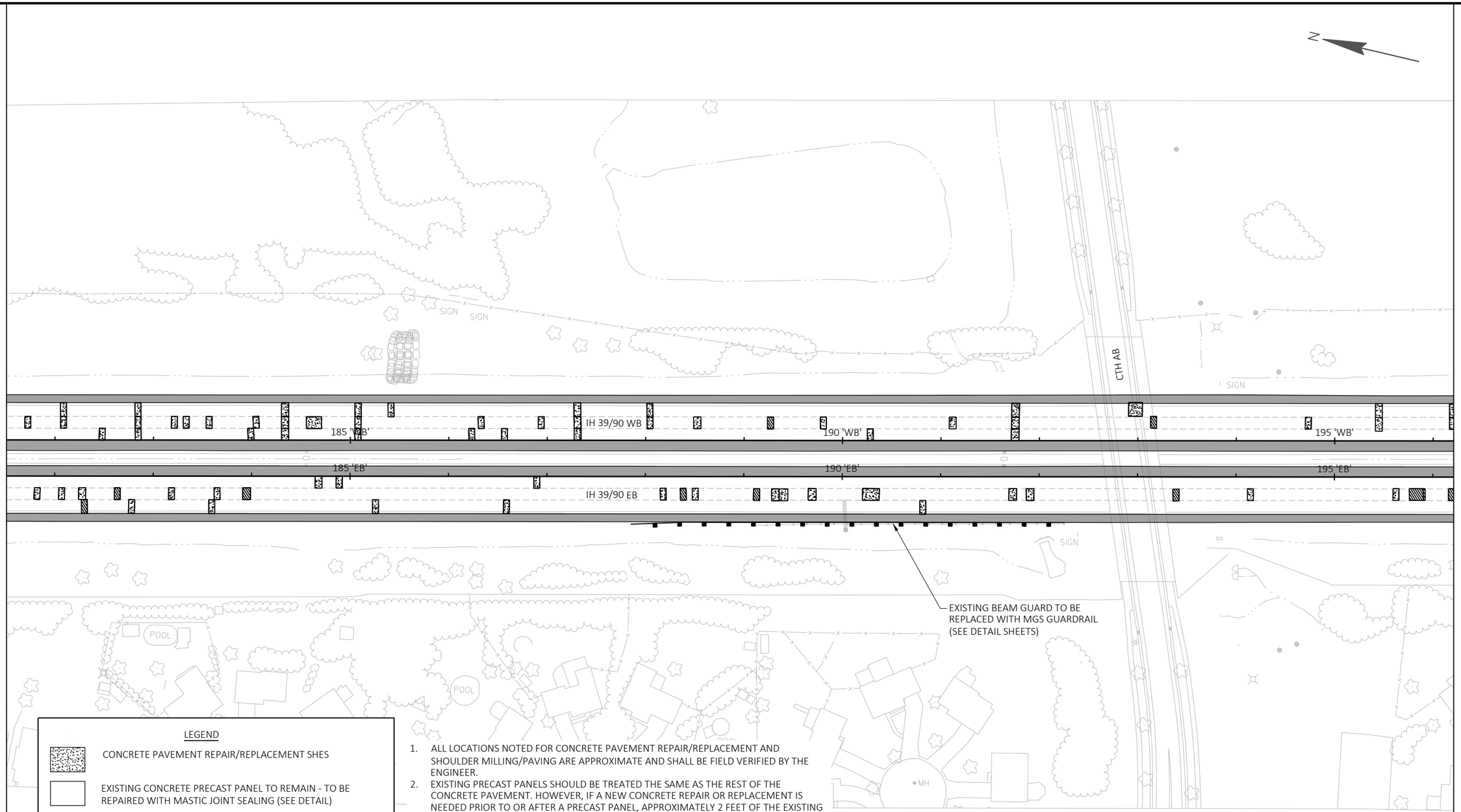
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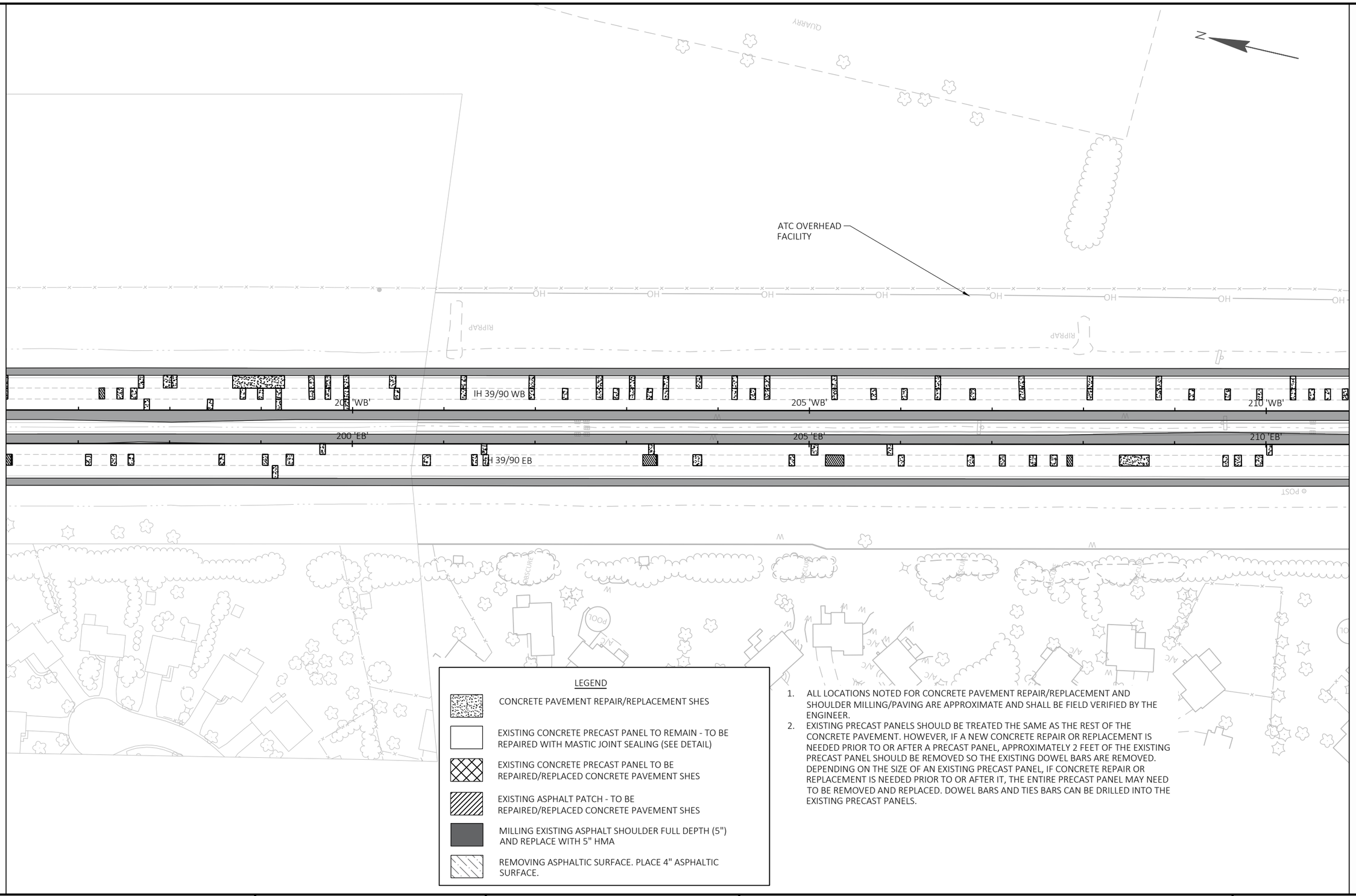
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PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 153	E

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LEGEND

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ATC OVERHEAD FACILITY

EXISTING BEAM GUARD TO REMAIN

BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 221+30 WB

BEGIN REMOVING ASPHALTIC SURFACE MILLING STA 221+12 WB

END PROJECT AND CONSTRUCTION STA 221+60 EB

END REMOVING ASPHALTIC SURFACE MILLING STA 221+07 EB

EXISTING BEAM GUARD TO REMAIN

END REMOVING ASPHALTIC SURFACE MILLING STA 221+30 EB

215 'WB'

220 'WB'

215 'EB'

220 'EB'

IH 39/90 WB

IH 39/90 EB

WISCONSIN AND SOUTHERN RAILROAD

WISCONSIN AND SOUTHERN RAILROAD

LEGEND

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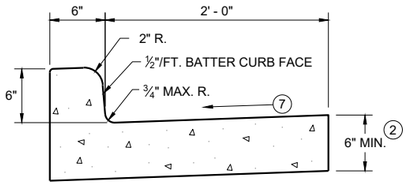
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PROJECT NO: 1001-00-66	HWY: IH 39	COUNTY: DANE	PLAN DETAILS	SHEET 155	E

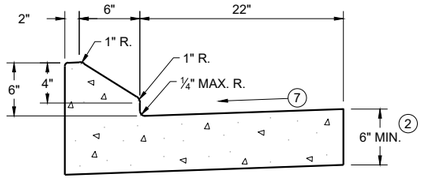
Standard Detail Drawing List

08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
11A01-06	MAINTENANCE CROSSOVER FOR FREEWAYS
13A05-06A	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A05-06B	SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY
13A07-02	CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C01-19	CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES
13C09-17A	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17B	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
13C09-17C	CONCRETE PAVEMENT REPAIR AND REPLACEMENT
14B15-11A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-11C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B20-12A	STEEL THRIE BEAM STRUCTURE APPROACH
14B20-12B	STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS
14B27-01A	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01B	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B27-01C	STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL
14B28-04A	GUARDRAIL MOW STRIP
14B28-04B	GUARDRAIL MOW STRIP
14B42-07A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-07D	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-04A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-04C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-05A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-05D	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B47-05A	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05B	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05C	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05D	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05E	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05F	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
14B47-05G	MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL
15A04-08A	FLEXIBLE DELINEATOR POST
15A04-08B	BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING
15A04-08C	DELINEATOR POST WITH REFLECTIVE SHEETING
15A04-08D	CHANNELIZING DEVICES, PERMANENT FLEXIBLE TUBULAR MARKER POST
15A04-08E	DELINEATOR POST WITH REFLECTIVE SHEETING
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C31-06A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-06B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-06C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-06D	PAVEMENT MARKING LANE DROP AND LANE REDUCTION
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D12-13B	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D12-13D	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D14-07	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D40-05B	TRAFFIC CONTROL, FULL LANE SHIFT MULTILANE DIVIDED 50 MPH AND OVER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D49-03	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

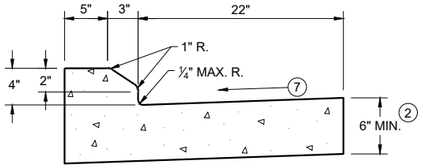
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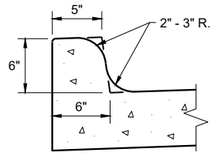
TYPES A (1) & D



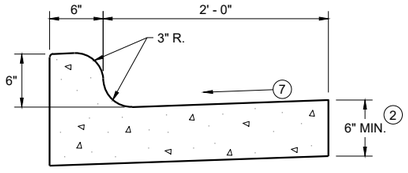
6" SLOPED CURB TYPES G (1) & J



4" SLOPED CURB TYPES G (1) & J

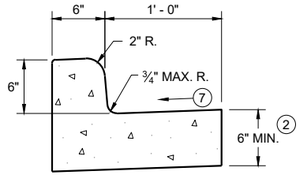


TYPES K (1) & L
(OPTIONAL CURB SHAPE)



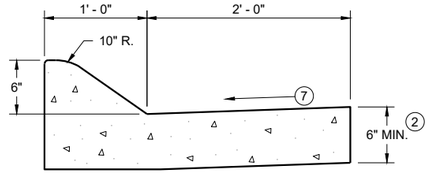
TYPES K (1) & L

CONCRETE CURB AND GUTTER 30"

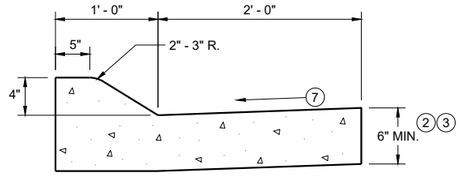


TYPES A (1) & D

CONCRETE CURB AND GUTTER 18"

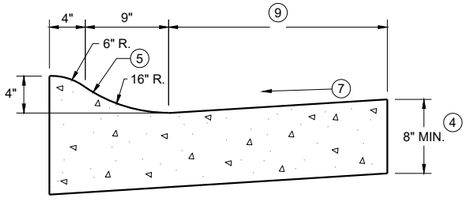


6" SLOPED CURB TYPES A (1) & D



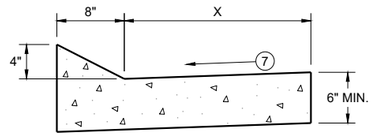
4" SLOPED CURB TYPES A (1) & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R (1) & T

TBT & TBTT	X
30"	22"
36"	28"

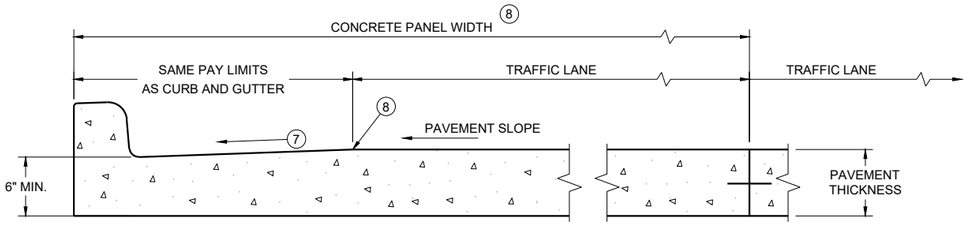


TYPES TBT & TBTT (1)

CONCRETE CURB AND GUTTER

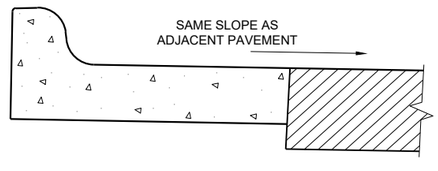
PAVEMENT THICKNESS AND MAXIMUM CONCRETE PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT * WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER (6)
(TYPICAL FOR ALL CURB & GUTTER TYPES)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(3) USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.

(4) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(5) UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.

(6) WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.

(7) USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.

(8) INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.

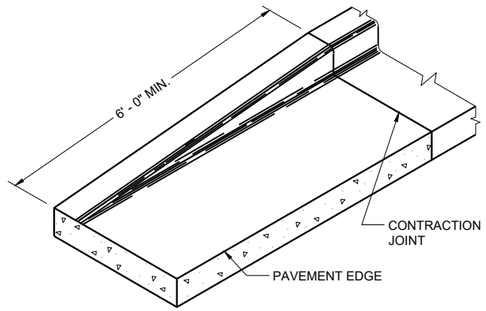
(9) CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

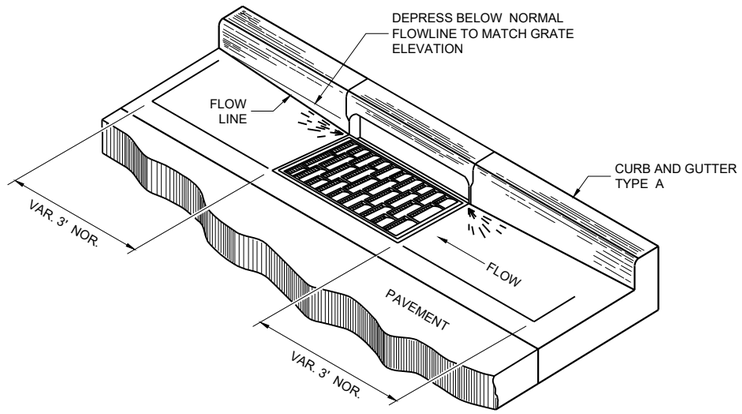
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 08D01-23a

6



END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS

(TYPICAL H INLET COVER SHOWN)

GENERAL NOTES

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

PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

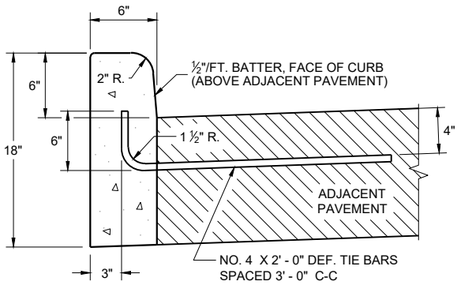
UNLESS OTHERWISE SHOWN ON THE TYPICAL CROSS SECTIONS, THE BASE AGGREGATE AND COMMON EXCAVATION LIMITS ARE 2' - 0" BEHIND THE BACK OF CURBS.

(1) TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.

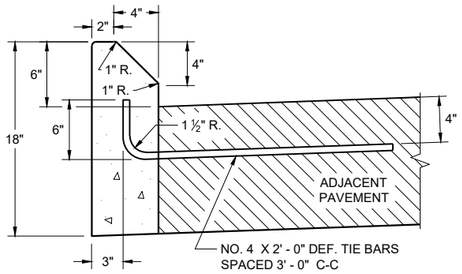
(2) THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.

(10) REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.

(11) PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.

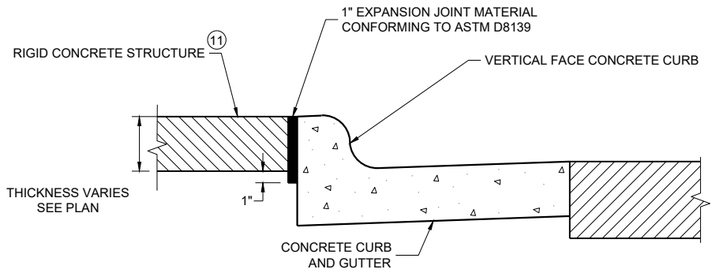


TYPES A (1) & D

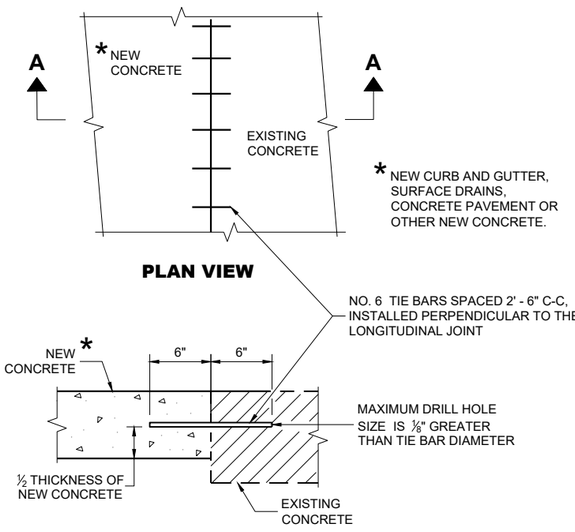


TYPES G (1) & J

CONCRETE CURB



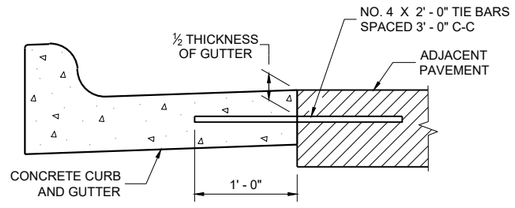
EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE (11)



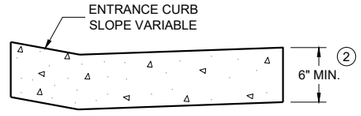
PLAN VIEW

SECTION A - A

TIE BARS DRILLED INTO EXISTING PAVEMENT



TYPICAL TIE BAR LOCATION (1)



DRIVEWAY ENTRANCE CURB (10)

(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodnery Taylor — ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

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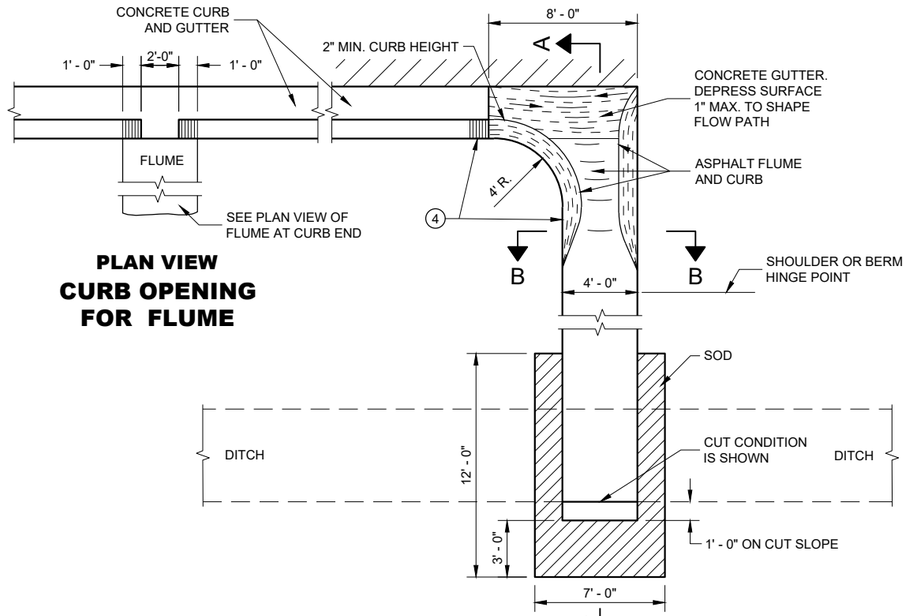
SDD 08D01-23b

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SDD 08D01-23b

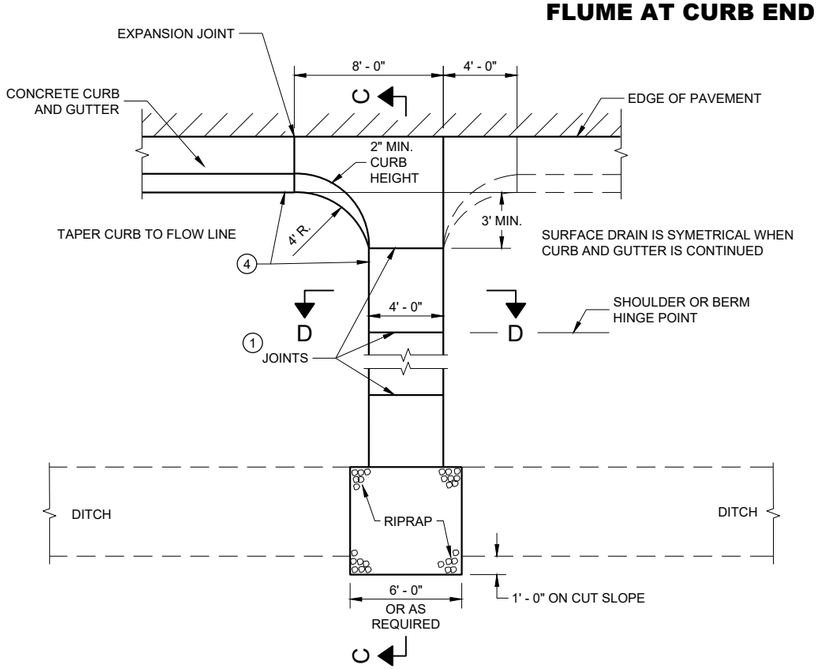
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING FOR FLUME

PLAN VIEW
FLUME AT CURB END



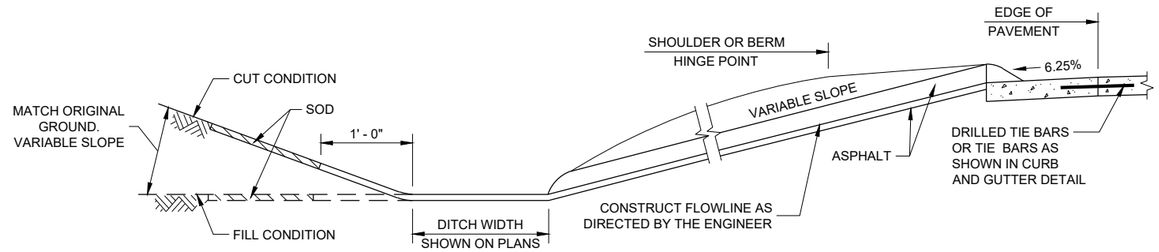
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

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

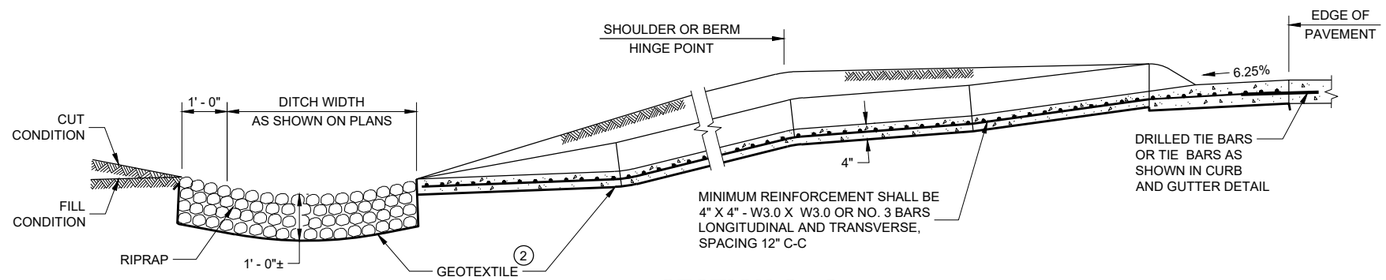
4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

1. JOINTS SHALL BE ⅛" TO ¼" WIDE BY 1½" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
2. GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
3. CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
4. ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.

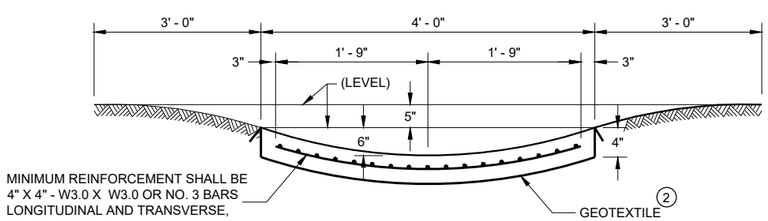


SECTION A - A

SECTION B - B



SECTION C - C



SECTION D - D

CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

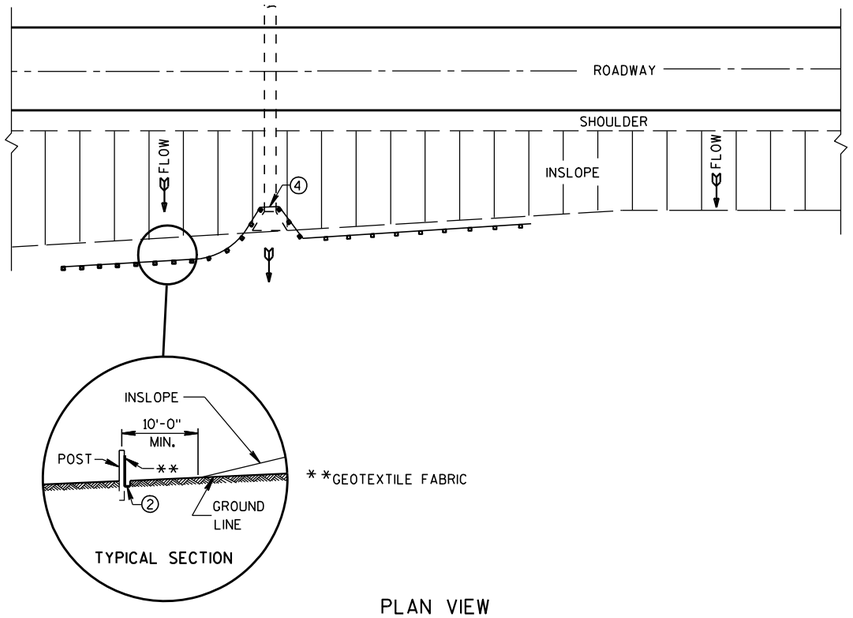
APPROVED
May 2023
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

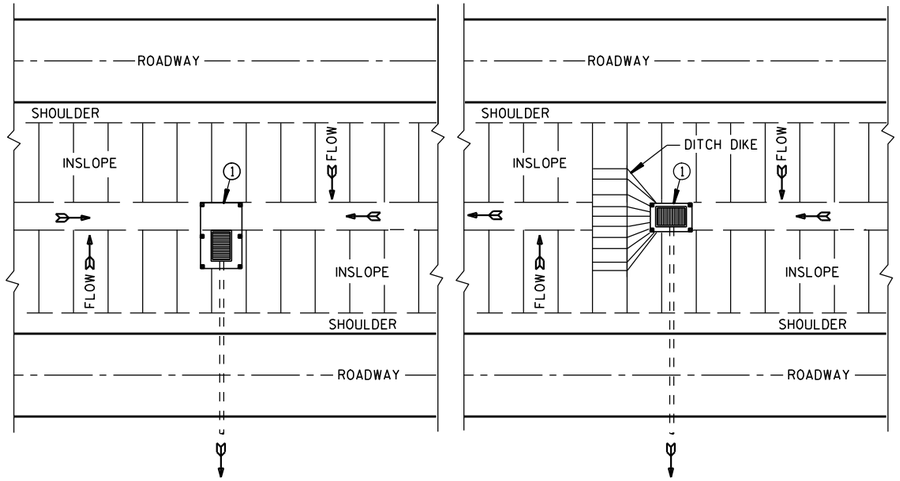
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SDD 08D04 - 07



PLAN VIEW

TYPICAL APPLICATION OF SILT FENCE



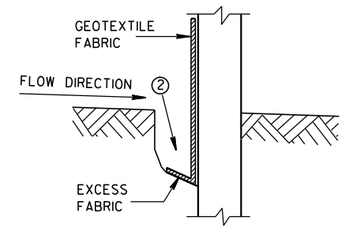
PLAN VIEW

SILT FENCE AT MEDIAN SURFACE DRAINS

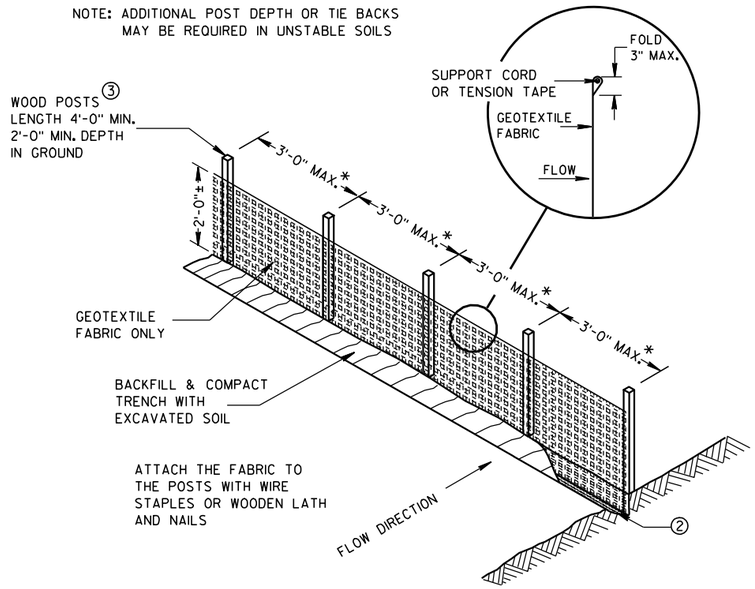
GENERAL NOTES

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 REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
2. FOR MANUAL INSTALLATIONS THE 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 1⅛" X 1⅛" OF OAK OR HICKORY.
4. SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
5. CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.

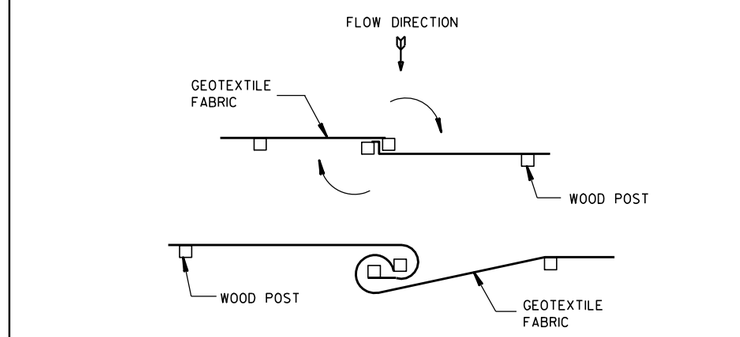


TRENCH DETAIL

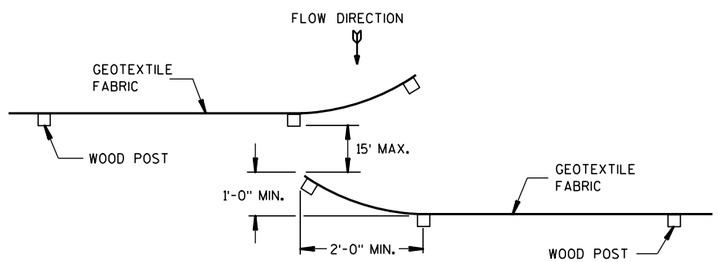


*NOTE: 8'-0" POST SPACING ALLOWED IF A WOVEN GEOTEXTILE FABRIC IS USED.

SILT FENCE

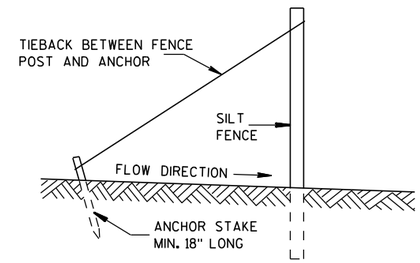


TWIST METHOD



HOOK METHOD

JOINING TWO LENGTHS OF SILT FENCE 5



SILT FENCE TIE BACK

(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

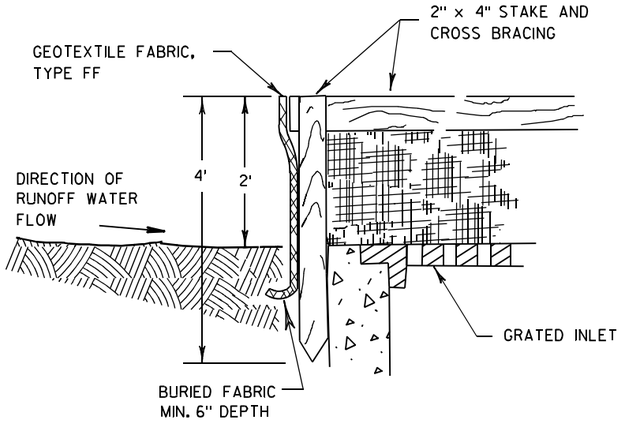
APPROVED
4-29-05 DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

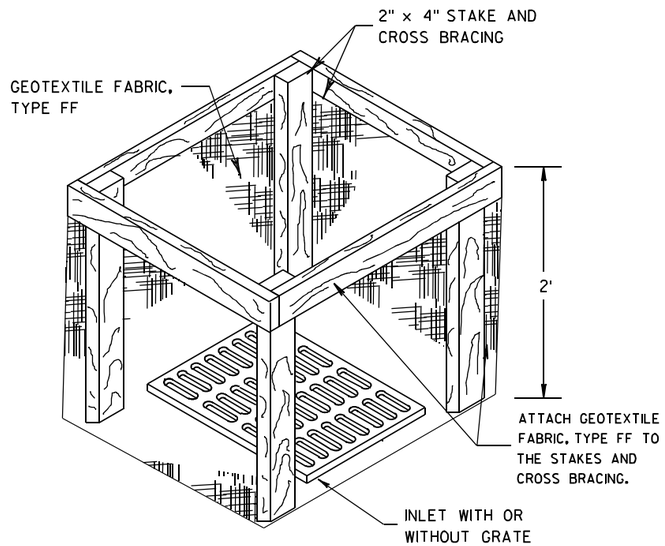
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S.D.D. 8 E 9-6

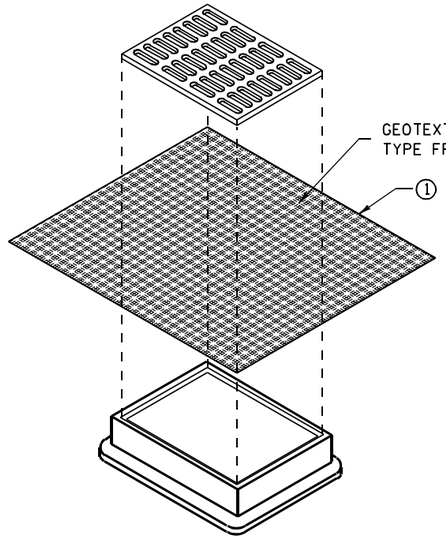
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S.D.D. 8 E 9-6



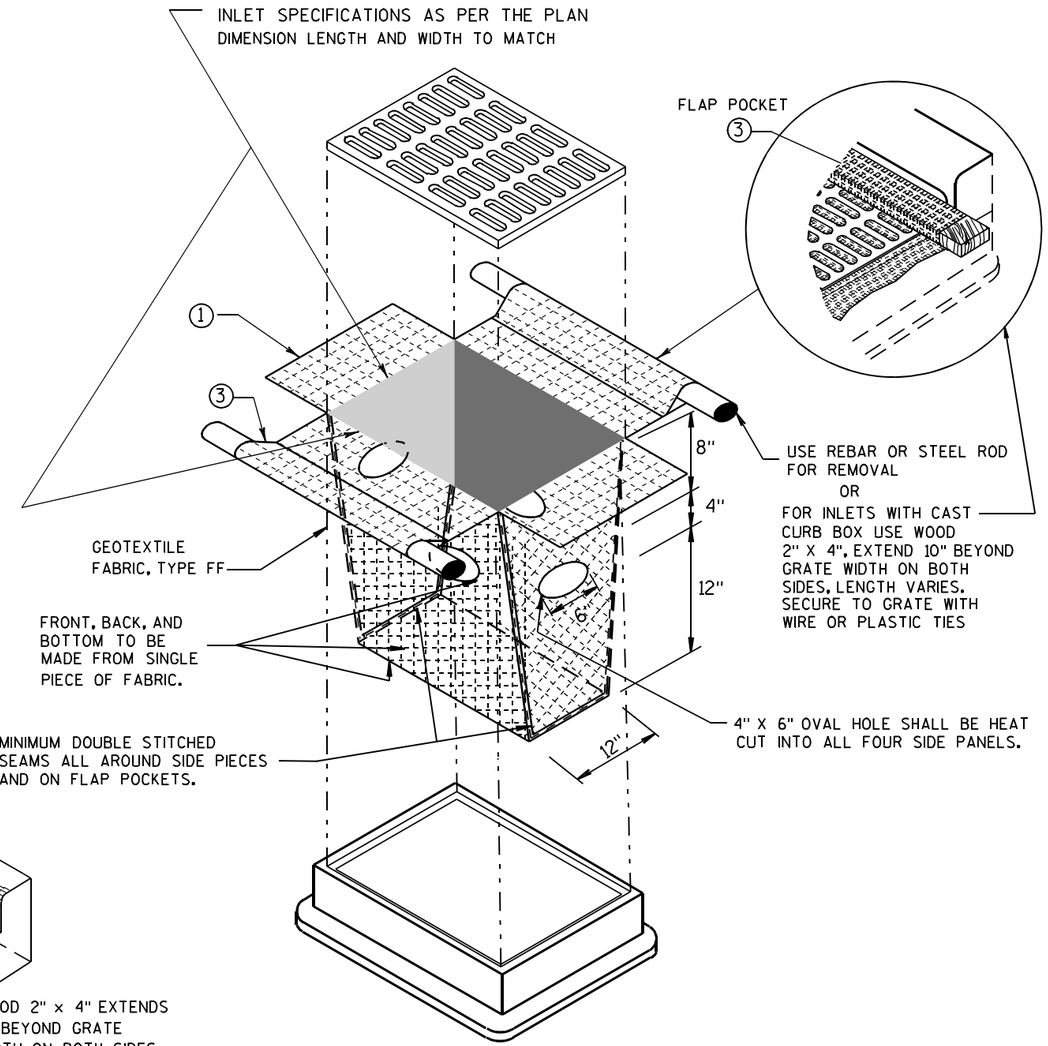


INLET PROTECTION, TYPE A



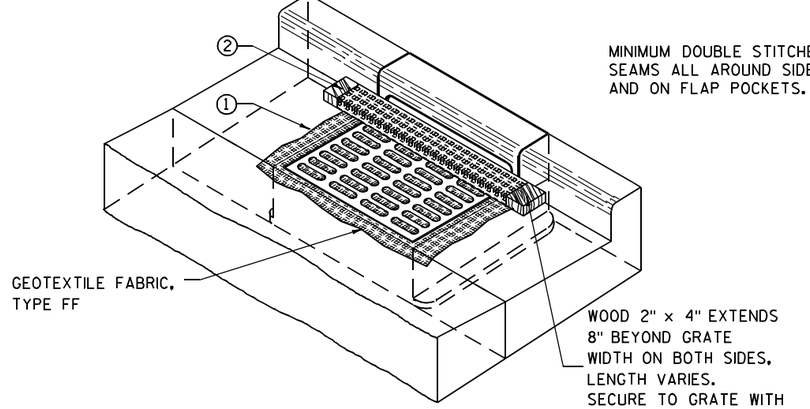
INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH
OR WITHOUT A CURB BOX AS PER NOTE ②)



INLET PROTECTION, TYPE C (WITH CURB BOX)

GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.

② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.

③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLOWER THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

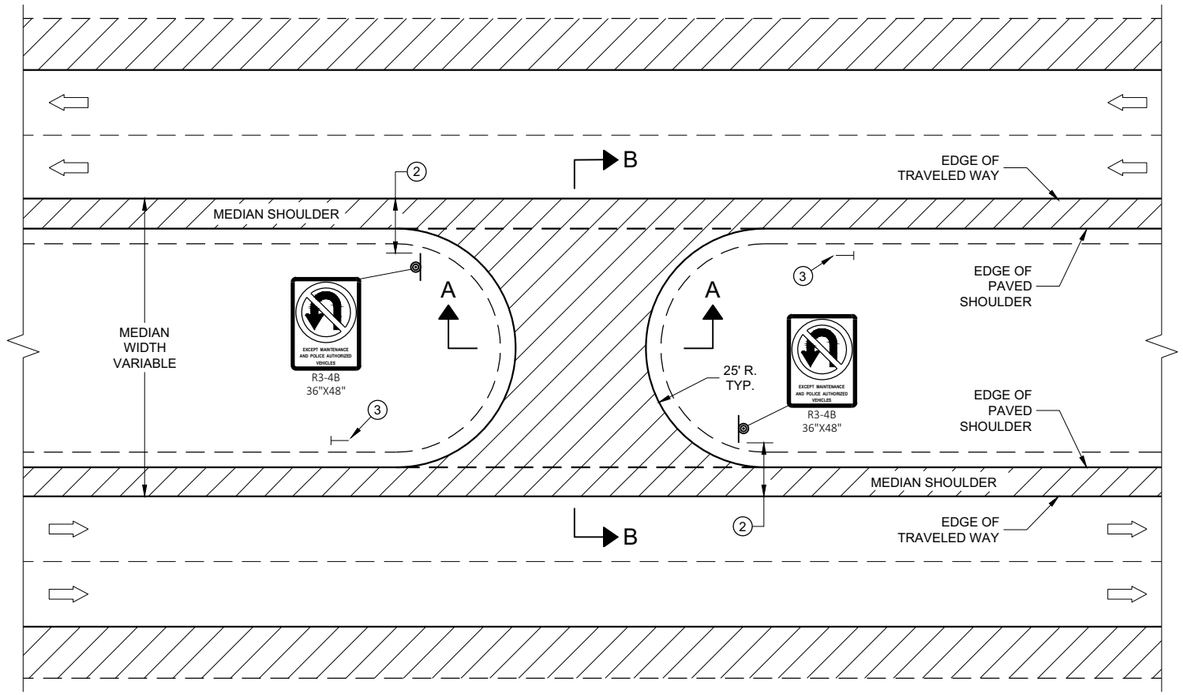
THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.

INLET PROTECTION
TYPE A, B, C, AND D

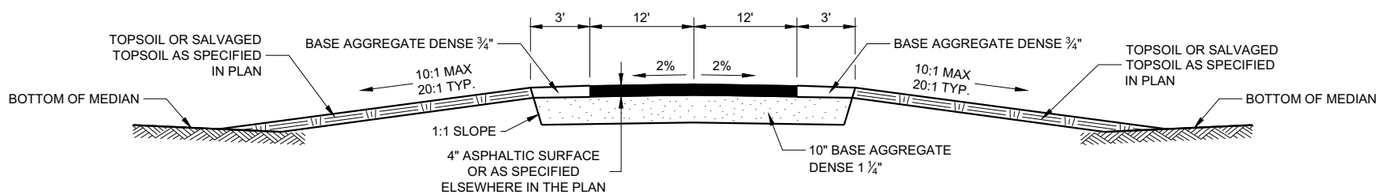
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02
DATE
/S/ Beth Cannestra
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA

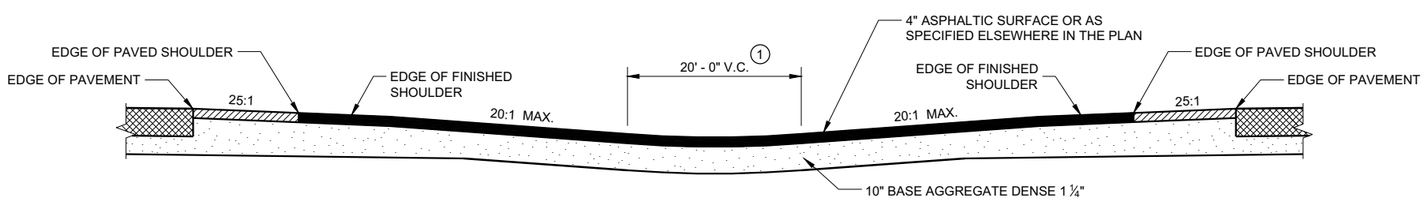
6
S.D.D. 8 E 10-2



PLAN VIEW



SECTION A-A



SECTION B-B

GENERAL NOTES

1. ADJUST VERTICAL CURVE LOCATION LATERALLY TO MAINTAIN 20:1 MAX.
2. SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.
3. INSTALL DELINEATOR. SEE STANDARD DETAIL DRAWING 15A4.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DELINEATOR
- DIRECTION OF TRAFFIC

MAINTENANCE CROSSOVER FOR FREEWAYS

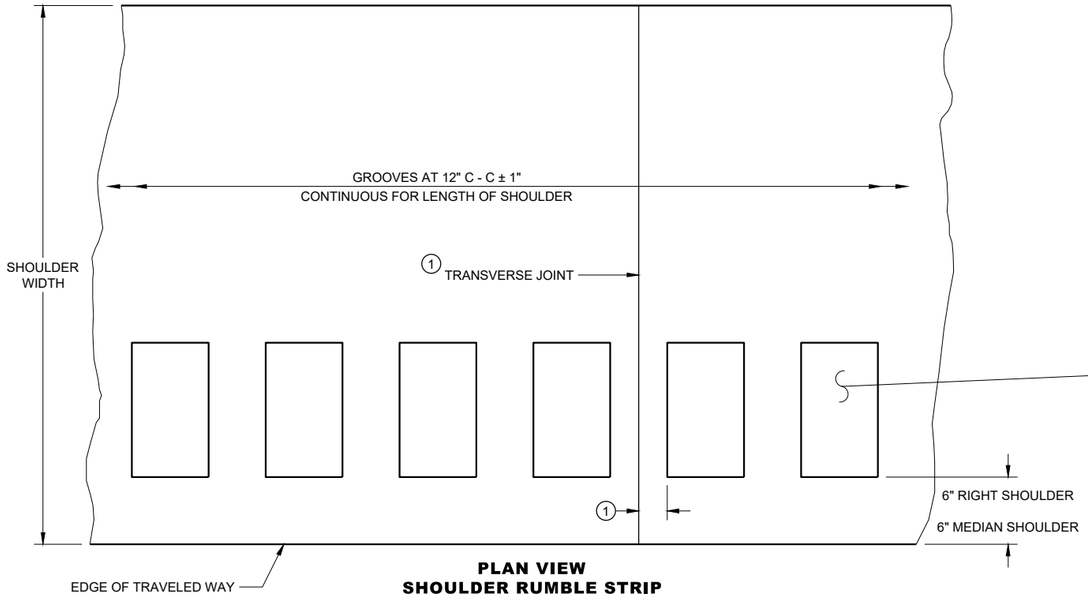
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

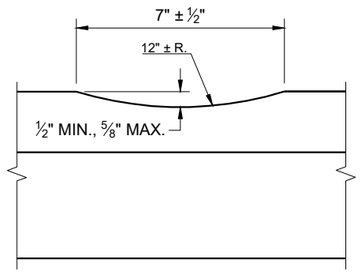
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

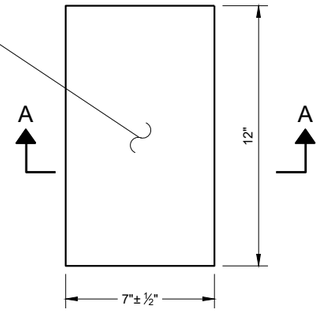
6
SDD 11A01 - 06



PLAN VIEW
SHOULDER RUMBLE STRIP



SECTION A - A



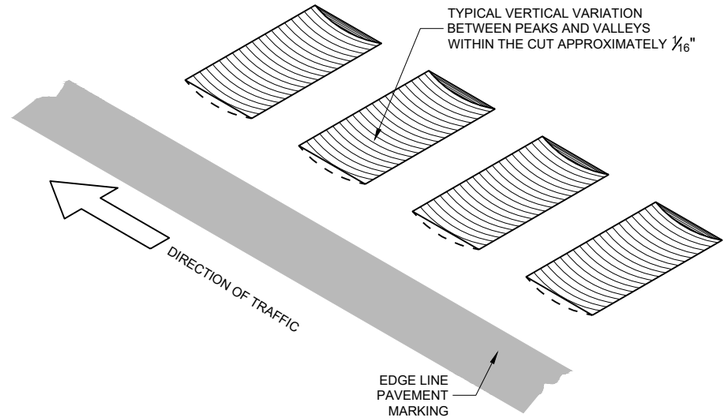
PLAN VIEW
(SINGLE GROOVE)

GENERAL NOTES

SDD 13A5, SHEET "b" SHOWS THE LOCATION OF THE RUMBLE STRIPS AT RAMP AND GORE LOCATIONS.

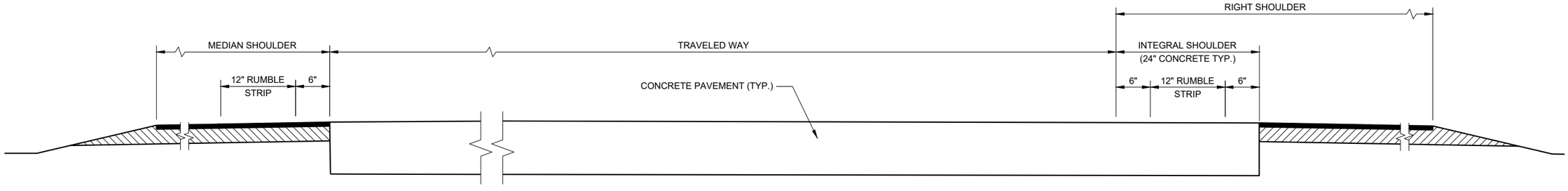
RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIAL AND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

(1) CONCRETE PAVEMENT - RUMBLE STRIPS SHALL BE A MINIMUM OF 6 INCHES AWAY FROM TRANSVERSE JOINTS.



ISOMETRIC

PLACEMENT DETAIL FOR RUMBLE STRIP



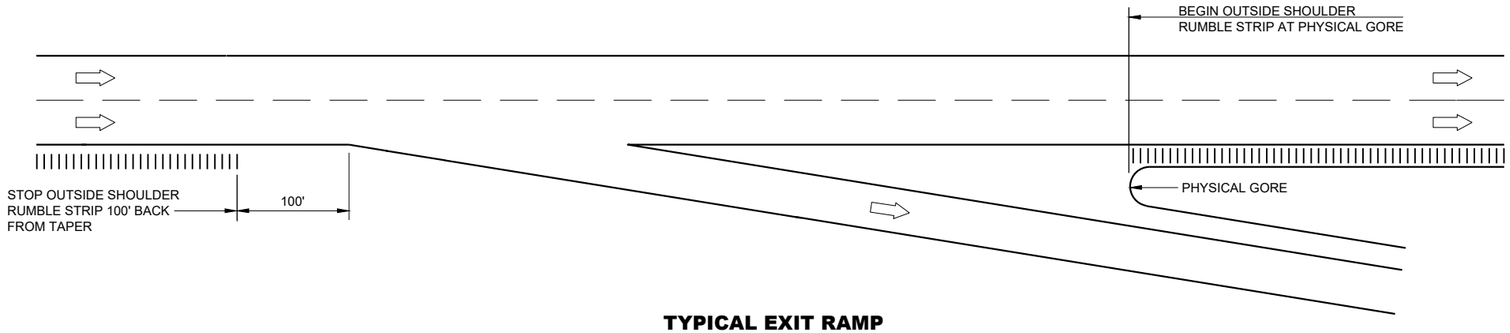
SECTION VIEW

TYPICAL SHOULDER RUMBLE STRIPS
(ONE ROADWAY IS SHOWN)

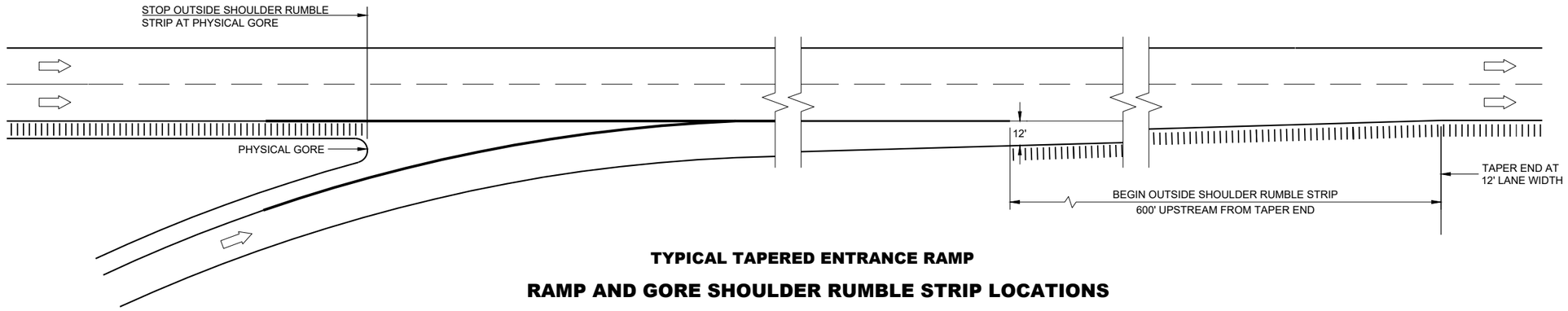
SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

SDD 13A05-06a

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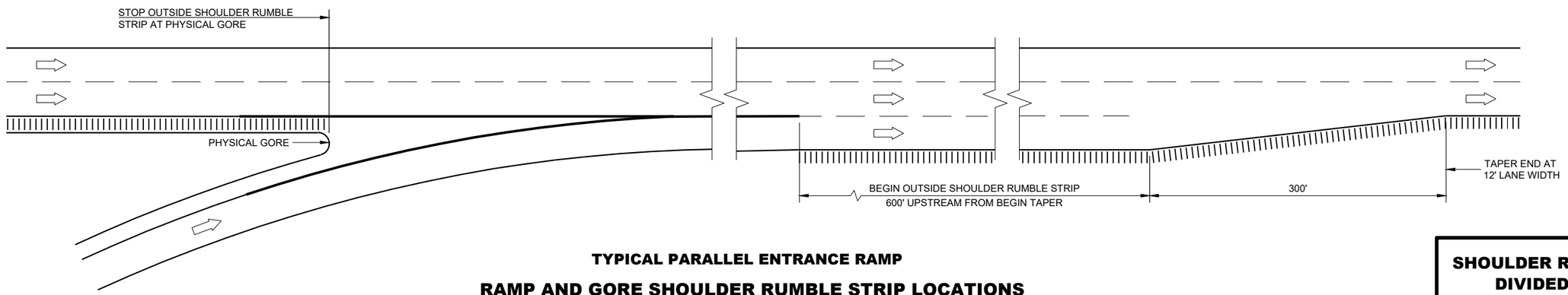


TYPICAL EXIT RAMP



TYPICAL TAPERED ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS



TYPICAL PARALLEL ENTRANCE RAMP

RAMP AND GORE SHOULDER RUMBLE STRIP LOCATIONS

GENERAL NOTES

NO RUMBLE STRIP ON EXIT, DIRECTIONAL OR ENTRANCE RAMPS, EXCEPT NEAR THE ENTRANCE TAPER END AND ALONG THE PARALLEL RAMP AREA AS SHOWN.

RUMBLE STRIPS ON EXPRESSWAYS:
DO NOT INSTALL SHOULDER RUMBLE STRIPS ACROSS SIDE ROAD INTERSECTIONS, COMMERCIALAND PRIVATE DRIVEWAYS, ADJACENT TO RIGHT TURN LANES, LEFT TURN LANES, TURN LANE TAPERS, 25' IN ADVANCE OF BRIDGE DECKS, 25' IN ADVANCE OF BRIDGE APPROACHES, OR 100 FEET IN ADVANCE OF RAILROAD CROSSINGS.

LEGEND

DIRECTION OF TRAFFIC

SHOULDER RUMBLE STRIPS, DIVIDED ROADWAY

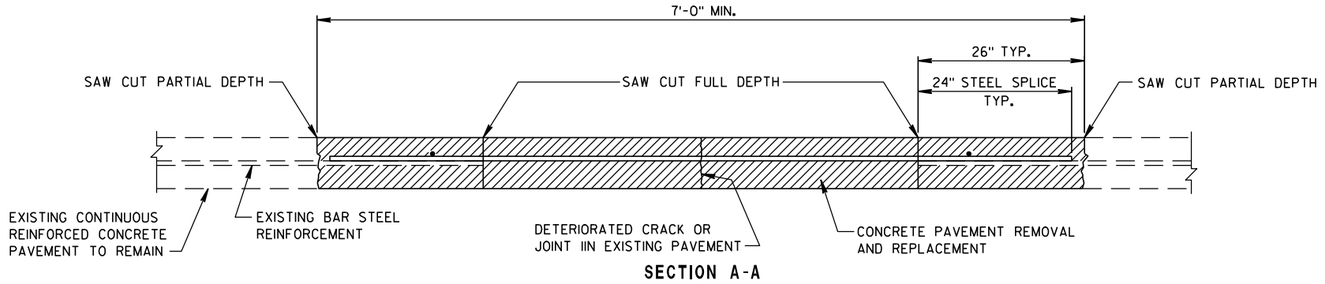
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Rodney Taylor — ROADWAY DESIGN STANDARDS UNIT SUPERVISOR

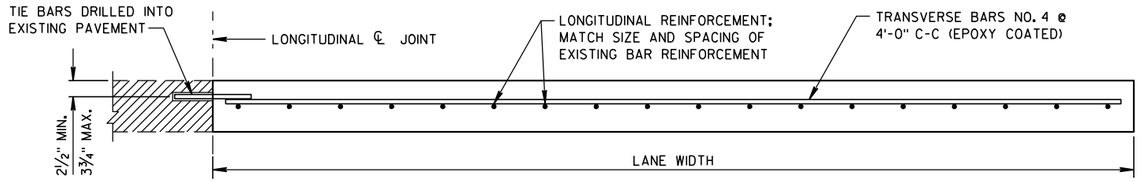
FHWA

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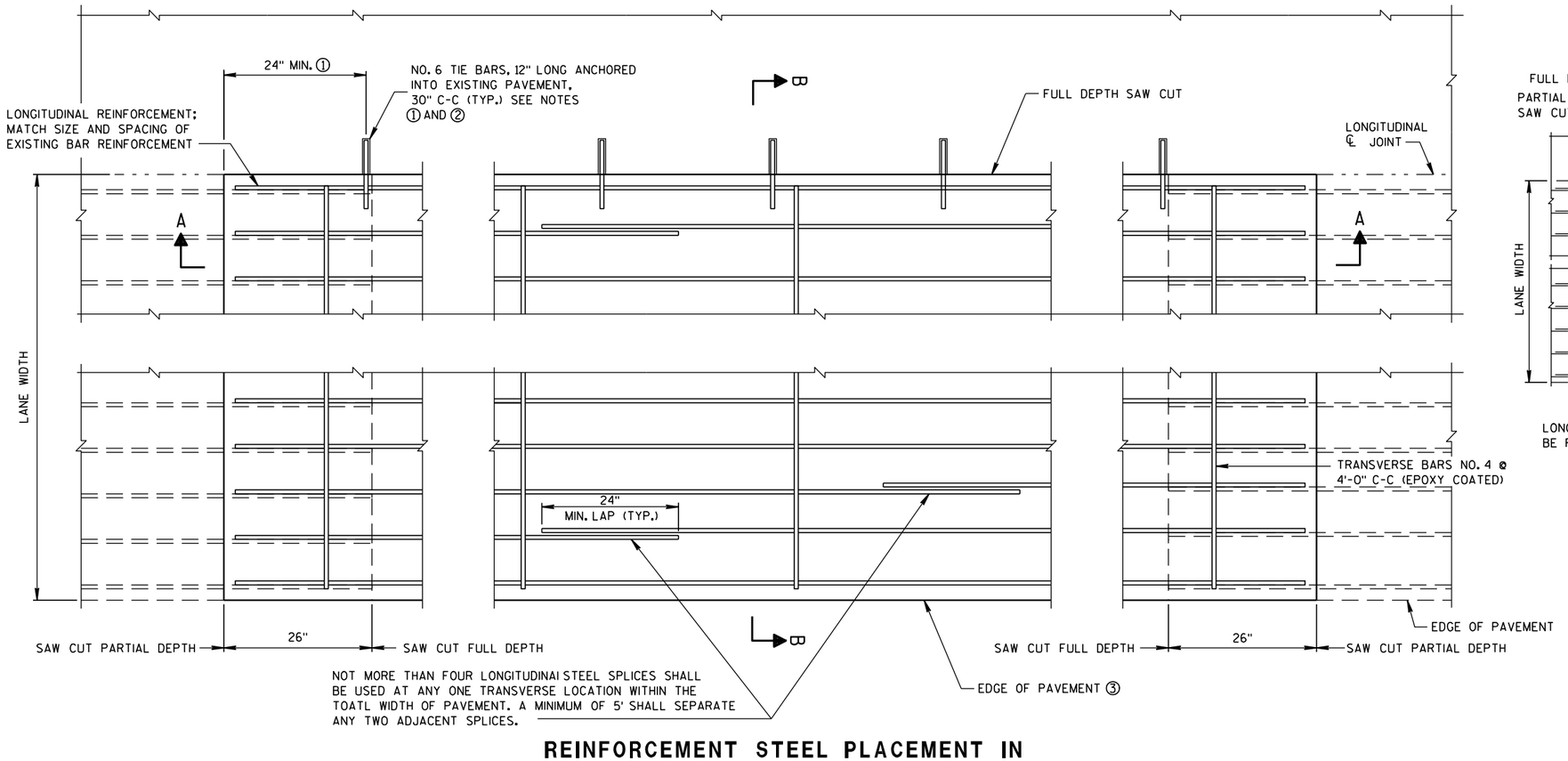
SDD 13A05-06b



SECTION A-A



SECTION B-B



REINFORCEMENT STEEL PLACEMENT IN CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPLACEMENT

GENERAL NOTES

PLACE ALL BAR STEEL REINFORCEMENT AT MID PAVEMENT DEPTH UNLESS OTHERWISE NOTED.

PAY FOR THE TRANSVERSE AND LONGITUDINAL JOINT SAW CUT AS LINEAR FEET OF "SAWING CONCRETE".

WHEN THE PASSING AND TRAVELING LANES ARE TO BE REPLACED, REPLACE THE PASSING LANE FIRST.

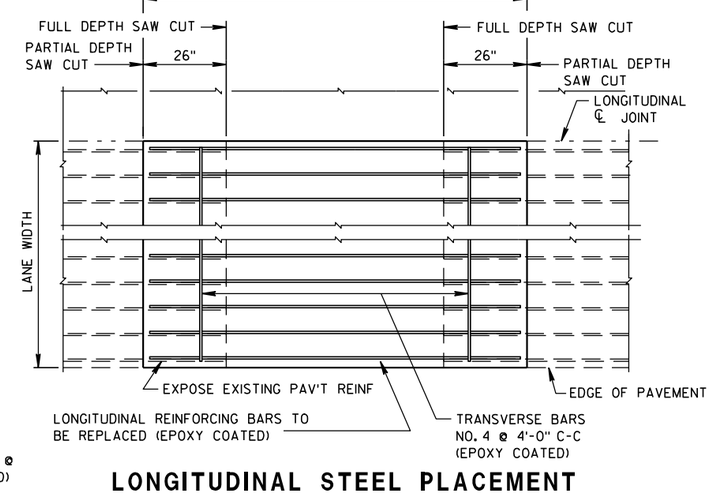
ADD TRANSVERSE STEEL BARS TO REPAIRS GREATER THAN 6'IN LENGTH, USE NO. 4 BARS PLACED TRANSVERSELY AND SPACED 4'C-C. PAYMENT SHALL BE INCIDENTAL TO "CONCRETE PAVEMENT CONTINUOUS REINFORCEMENT".

TIE ALL CONCRETE PAVEMENT REPAIRS WHICH ARE GREATER THAN 15'IN LENGTH, AND ARE ADJACENT TO EXISING CONCRETE PAVEMENT, TO THE EXISTING PAVEMENT USING TIE BARS. DETAILS FOR TIE BAR CONSTRUCTION SHALL CONFORM TO THE STANDARD SPECIFICATIONS AND STANDARD DETAIL DRAWINGS.

① PROVIDE A MINIMUM DISTANCE OF 24 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

② ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

③ SAW CUT THE LONGITUDINAL EDGE JOINT IF THE ADJACENT SHOULDER IS CONCRETE.



LONGITUDINAL STEEL PLACEMENT IN CRCP REPAIRS

PLAN VIEW

CONTINUOUSLY REINFORCED CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

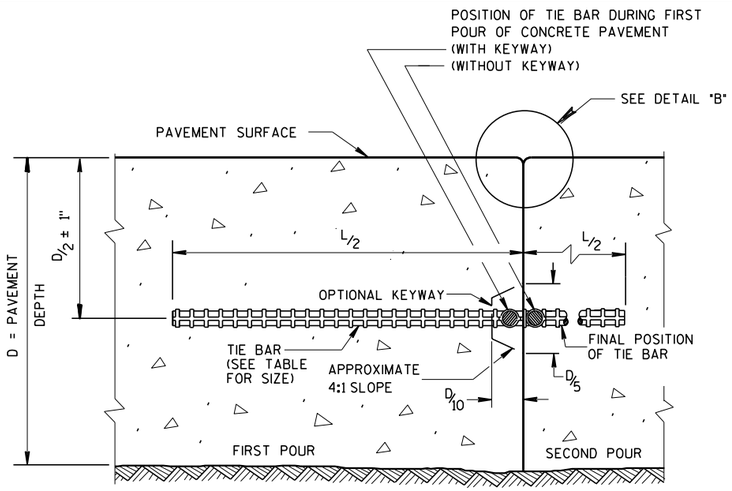
11/1/2011 — DATE

/S/ Deb Bischoff — PAVEMENT POLICY & DE NEER

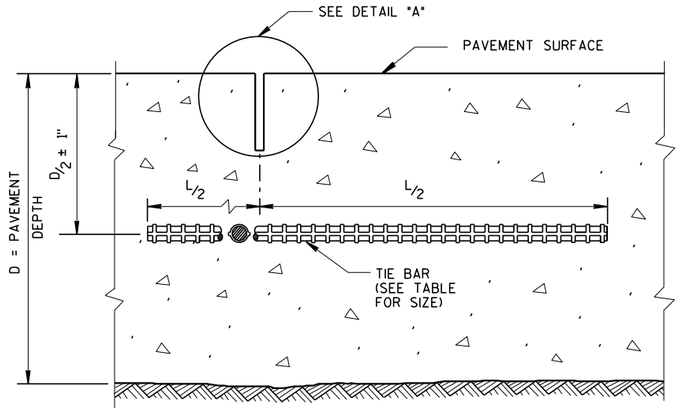
FHWA

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S.D.D. 13 A 7-2



CONSTRUCTION JOINT



SAWED JOINT

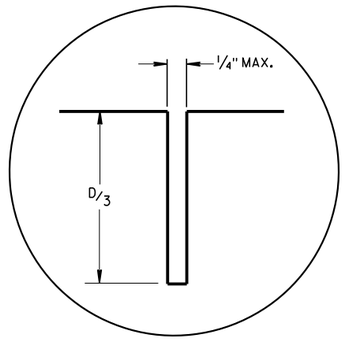
GENERAL NOTES

CREATE A LONGITUDINAL JOINT FOR PAVEMENT WIDTHS GREATER THAN 15 FEET.

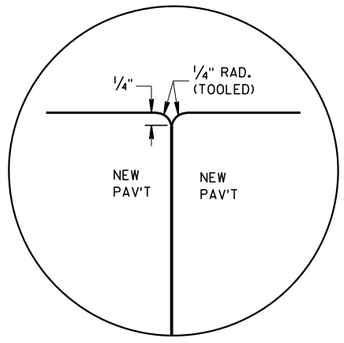
CORRELATE LONGITUDINAL JOINTS WITH LANE LINES WHEN POSSIBLE.

(1) ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

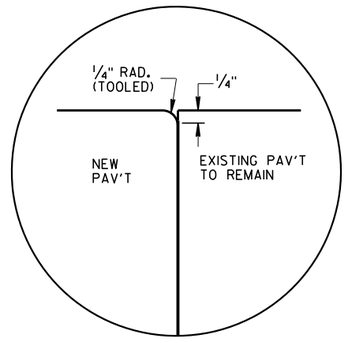
(2) PAVEMENT THAT WAS IN PLACE PRIOR TO THE CONTRACT.



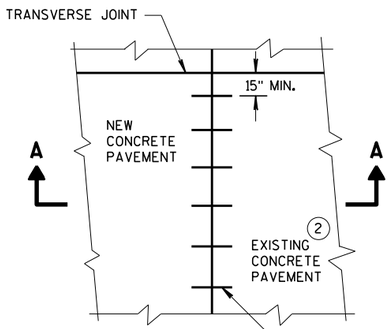
DETAIL "A"



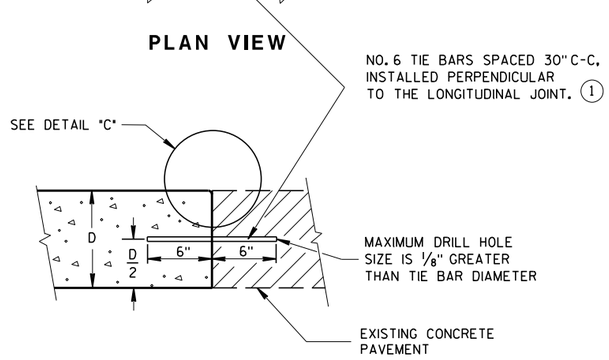
DETAIL "B"



DETAIL "C"



PLAN VIEW



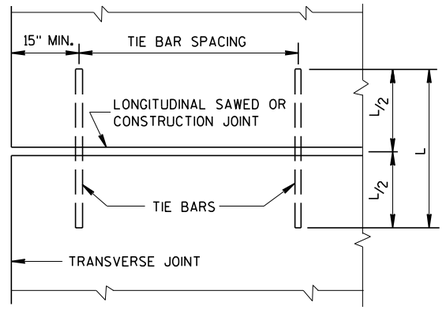
SECTION A-A
LONGITUDINAL CONSTRUCTION JOINT TIE BARS ANCHORED INTO EXISTING PAVEMENT

TIE BAR TABLE

PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 1/2"	NO. 4	30"	36"
≥ 10 1/2"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINUMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.



PLAN VIEW
SHOWING LOCATION OF TIE BARS

CONCRETE PAVEMENT LONGITUDINAL JOINTS AND TIES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

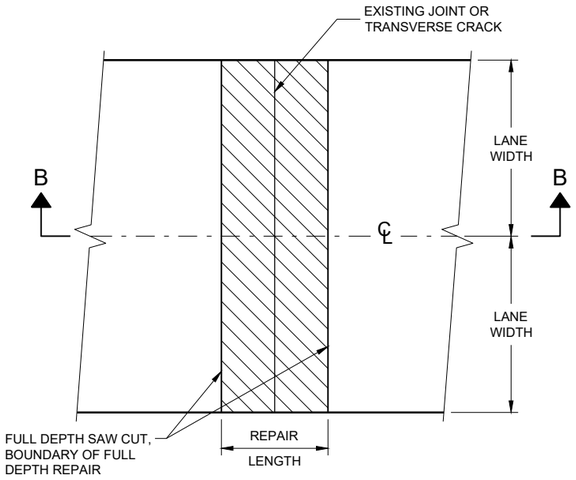
APPROVED
March 2018 — DATE
/S/ Peter Kemp — PAVEMENT SUPE
FHWA

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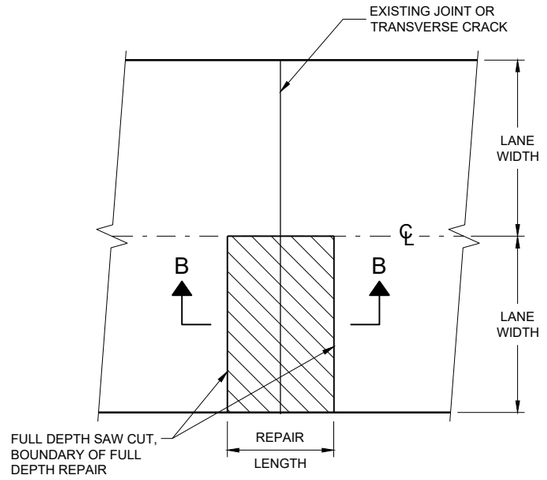
S.D.D. 13 C 1-19

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S.D.D. 13 C 1-19



PLAN VIEW
(DOUBLE LANE REPAIR)



PLAN VIEW
(SINGLE LANE REPAIR)

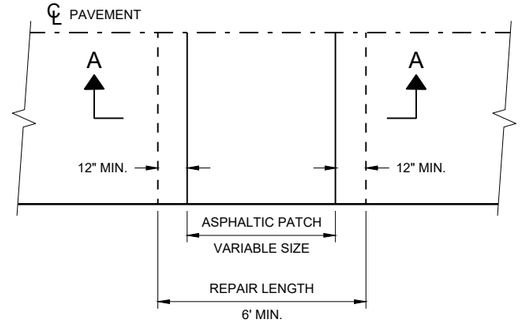
GENERAL NOTES

SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

PROVIDE A 6 FOOT MINIMUM DISTANCE FROM BOUNDARIES OF CONCRETE REPAIR AREA TO ADJACENT TRANSVERSE JOINT OR CRACK.

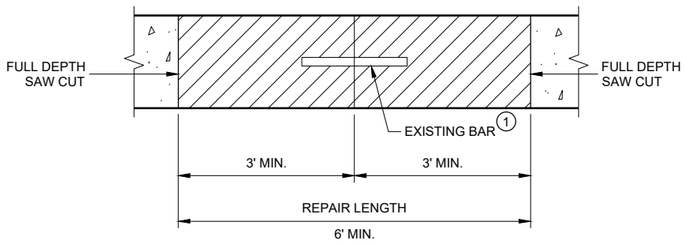
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NON-DOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

(1) DOWEL BARS MAY NOT BE PRESENT.



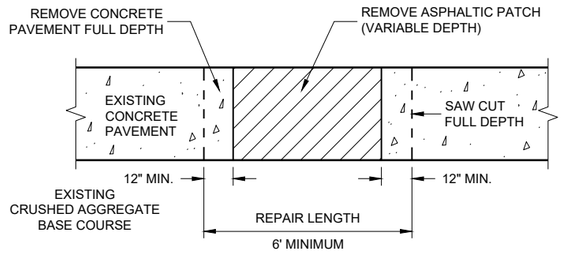
PLAN VIEW

FULL DEPTH CONCRETE PAVEMENT REMOVAL



SECTION B - B

CONCRETE REMOVAL



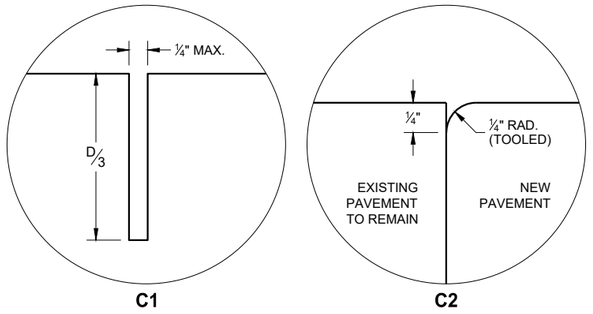
SECTION A - A

HMA PATCH REMOVAL

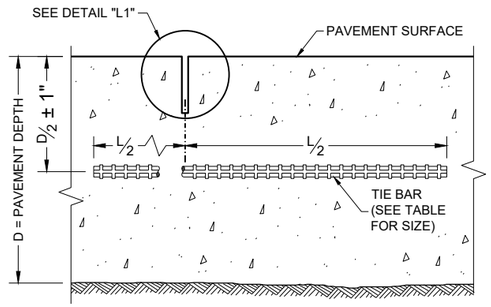
CONCRETE PAVEMENT REPAIR AND REPLACEMENT

SDD13C09 - 17a

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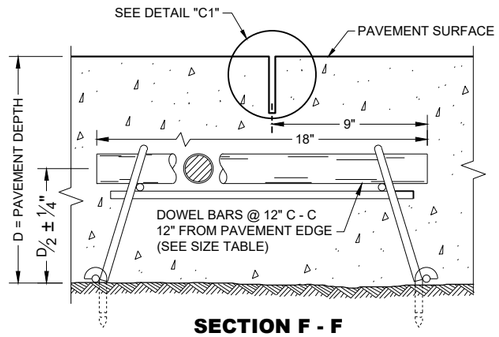


TRANSVERSE JOINTS



SECTION C - C

SAWED LONGITUDINAL JOINT



SECTION F - F

DOWELED CONTRACTION JOINT

GENERAL NOTES

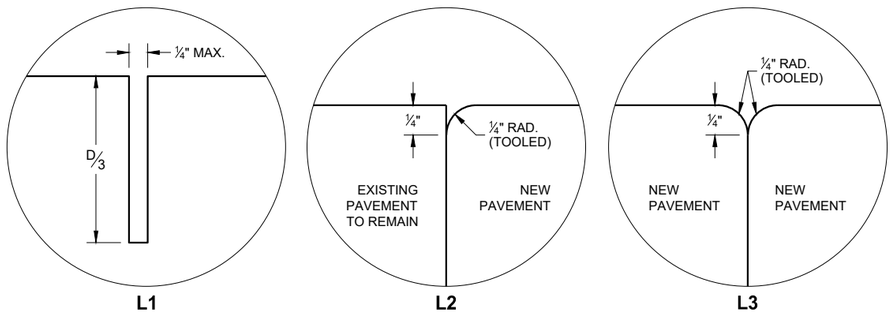
INSTALL DOWEL BARS PARALLEL TO THE PAVEMENT CENTERLINE AND PAVEMENT SURFACE.

CONCRETE PAVEMENT REPAIRS OF EXISTING NON-DOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

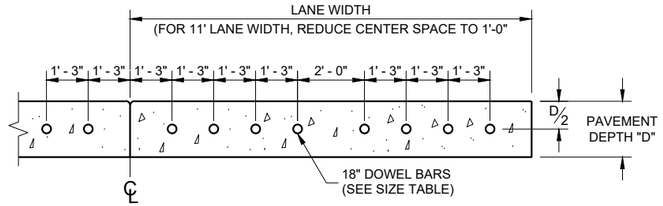
ANCHOR DOWEL BARS AND TIE BARS INTO DRILLED HOLES WITH AN EPOXY.

FOR MULTI-LANE CONCRETE PAVEMENT REPLACEMENTS, PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM ALL TRANSVERSE JOINTS OR EDGES OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

(1) APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.

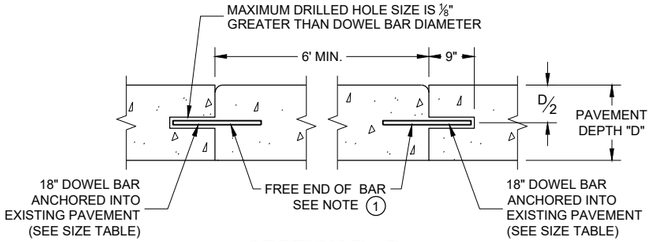


LONGITUDINAL JOINTS



SECTION E - E

DRILLED DOWEL BAR CONSTRUCTION JOINT



SECTION D - D

TIE BAR TABLE

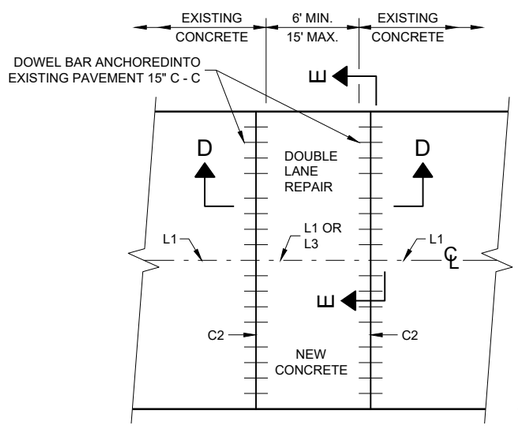
PAVEMENT DEPTH (D)	TIE BAR SIZE	TIE BAR LENGTH (L)	MAX. TIE BAR SPACING
< 10 ½"	NO. 4	30"	36"
≥ 10 ½"	NO. 5	36"	36"
	NO. 4 *	30"	24" **

* SUBSTITUTE BENT BARS AT LONGITUDINAL JOINTS WHEN EQUIPMENT LIMITATIONS DURING CONSTRUCTION WARRANT (e.g. AUXILIARY LANES OR TURN LANES)

** CONFORM TO 15" MINIMUM SPACING FROM TRANSVERSE JOINTS; SPACING BETWEEN TIE BARS WILL BE 30" AT TRANSVERSE JOINTS.

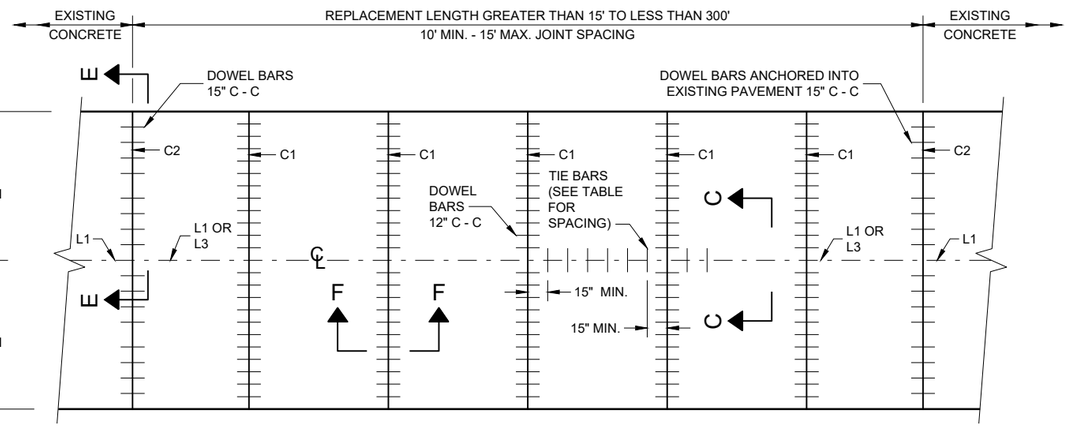
PAVEMENT DEPTH, DOWEL BAR SIZE AND JOINT SPACING TABLE

PAVEMENT DEPTH (D)	DOWEL BAR DIAMETER	DRILLED DOWEL BAR DIAMETER	CONTRACTION JOINT SPACING
6", 6 ½"	NONE	NONE	12'
7", 7 ½"	1"	1"	14'
8" & ABOVE	1 ¼"	1 ¼"	15'



PLAN VIEW

MULTILANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

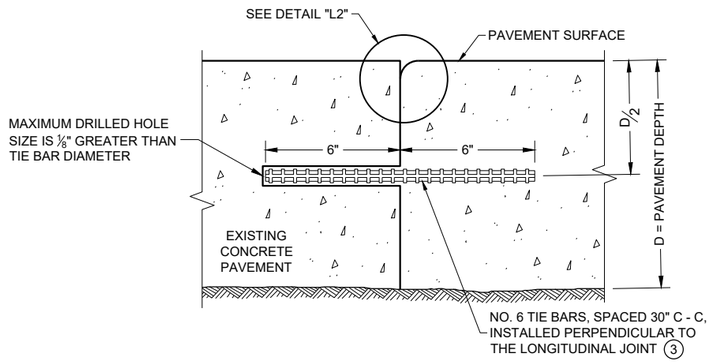
MULTILANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE PAVEMENT REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 13C09 - 17b
SDD 13C09 - 17b

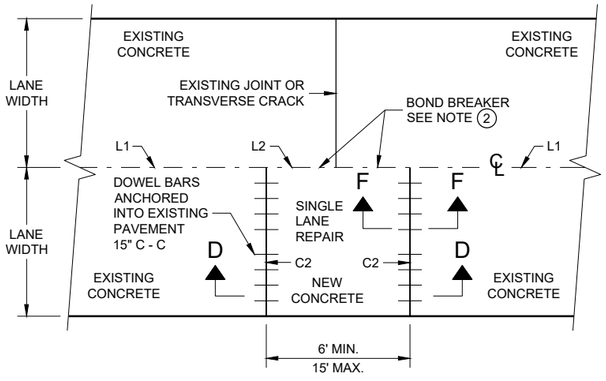


SECTION G - G

TIE BARS ANCHORED INTO EXISTING PAVEMENT

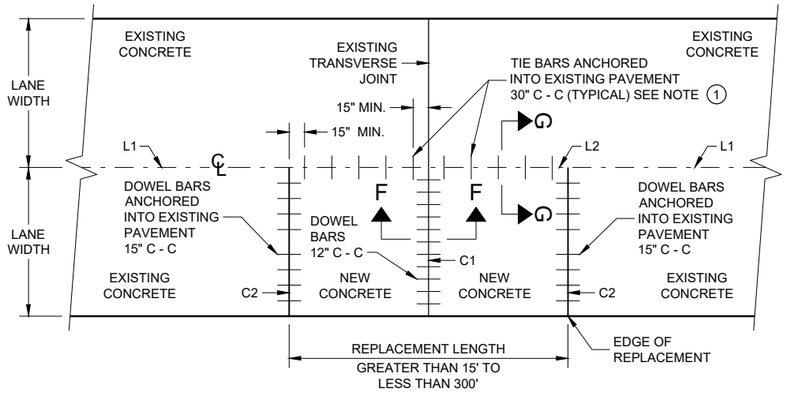
GENERAL NOTES

1. WITH THE APPROVAL OF THE ENGINEER, FOR SINGLE LANE PAVEMENT REPLACEMENTS LESS THAN 30 FEET IN LENGTH, THE CONTRACTOR MAY INSTALL DRILLED TIE BARS ON 6:1 SKEW HORIZONTALLY, DIRECTION OF SKEW ALTERNATING WITH EACH SUCCESSIVE BAR. DRIVE SKEWED TIE BARS TO A DEPTH OF 6 INCHES IN A HOLE OF SUCH A DIAMETER AS TO PROVIDE A TIGHT DRIVEN FIT.
2. USE AN ENGINEER APPROVED BOND BREAKER (E.G. RELEASE AGENT, CURING COMPOUND) FOR SINGLE LANE REPAIRS UP TO 15 FEET IN LENGTH.
3. ANCHOR TIE BARS INTO DRILLED HOLES WITH AN EPOXY.



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPAIR



PLAN VIEW

SINGLE LANE CONCRETE PAVEMENT REPLACEMENT

CONCRETE REPAIR AND REPLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Peter Kemp P.E.
PAVEMENT SUPERVIS

FHWA

6

SDD 13C09 - 17c

GENERAL NOTES

(1) W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POSTS WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS. APPROVED PLASTIC BLOCKOUT DESIGNS MAY VARY FROM THIS TYPICAL DETAIL WHEN USED IN CONJUNCTION WITH STEEL POSTS.

DO NOT MIX STEEL POSTS AND WOOD POSTS IN A SINGLE INSTALLATION.

(2) USE STRUCTURAL STEEL POSTS CONFORMING TO ASTM A 36. GALVANIZED POSTS ACCORDING TO AASHTO M 111. EITHER SET THE POSTS IN DRILLED HOLES OR DRIVE TO GRADE. REMOVE MUSHROOMING CAUSED BY DRIVING AND REPAIR DAMAGED SPELTER COATING ON GALVANIZED POSTS.

(3) INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(4) USE EITHER WOOD OR APPROVED PLASTIC BLOCKOUTS ON WOOD POSTS.

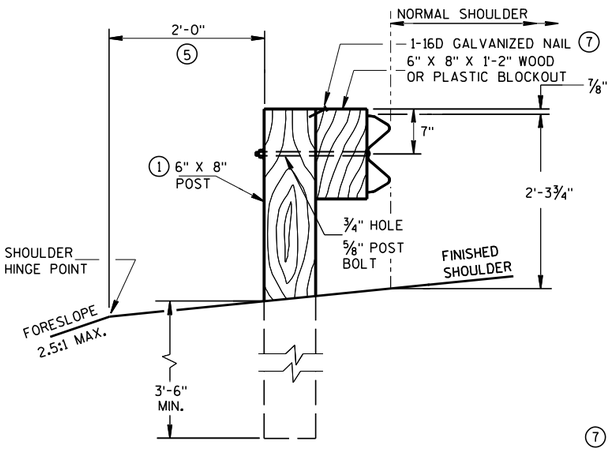
(5) IF THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING, W BEAM (LHW).

(6) IF ROCK IS ENCOUNTERED DURING EXCAVATION, THE ENGINEER MAY APPROVE USING A 12 INCH DIAMETER POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE APPROXIMATELY 2½ INCHES DEEP. CUT THE POSTS TO LENGTH AND PLACE IN YHE HOLE. BACKFILL WITH MATERIAL EXCAVATED FROM THE HOLE AND COMPACT ADEQUATEY.

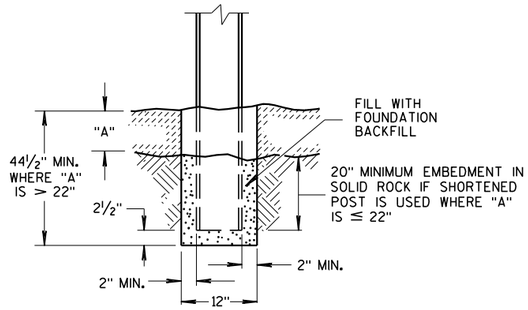
(7) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

INSTALL BEAM GUARD SECTIONS AND ALL NECESSARY HARDWARE ACCORDING TO THE APPLICABLE PLAN AND CURRENT STANDARD AND SUPPLEMENTAL SPECIFICATIONS.

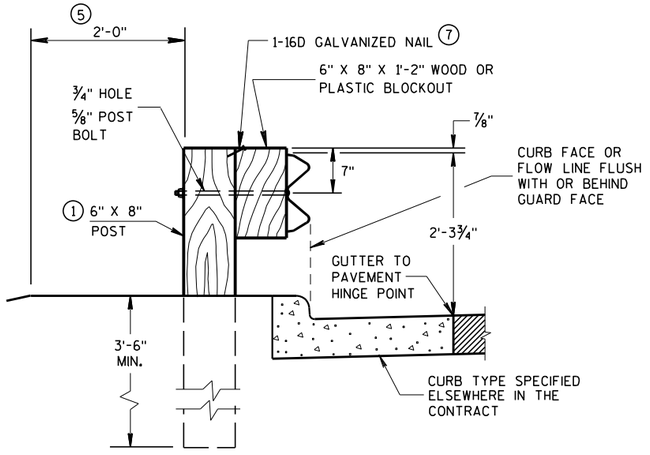
ALL DIMENSIONS ARE SUBJECT TO MANUFACTURER'S TOLERANCES EXCEPT WHERE ALLOWABLE TOLERANCES ARE SHOWN.



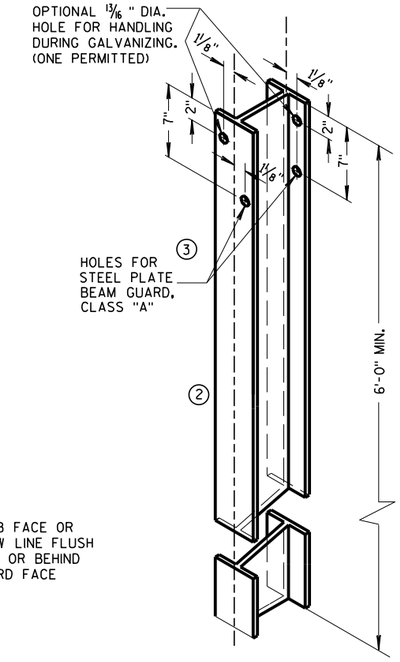
END VIEW
LOCATED ALONG A ROADWAY SHOULDER
STANDARD INSTALLATION



END VIEW
SETTING STEEL OR WOOD POST IN ROCK (6)

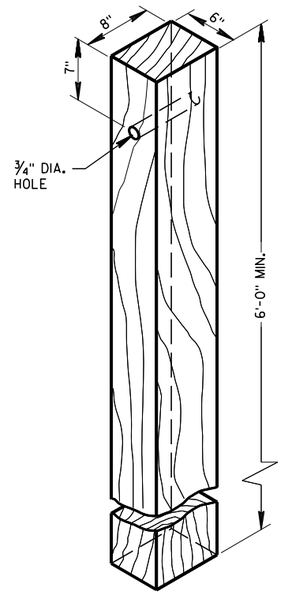


END VIEW
LOCATED ALONG A CURBED ROADWAY

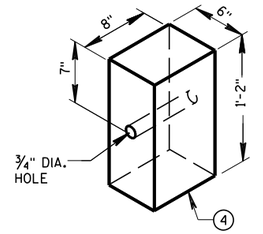


STEEL POST &
HOLE PUNCHING DETAIL
(W6 X 9) (1)

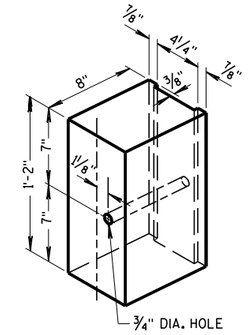
ALL HOLES 13/16" DIAMETER EXCEPT AS NOTED



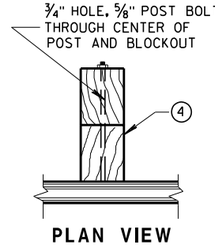
WOOD POST
(6"X8") NOMINAL



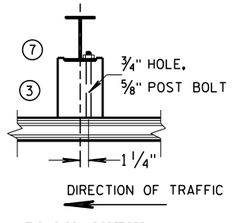
WOOD OR PLASTIC
BLOCKOUT FOR
WOOD POSTS



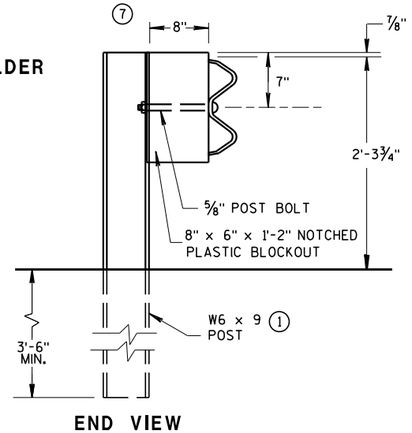
TYPICAL NOTCHED
PLASTIC BLOCKOUT
FOR STEEL POSTS (1)



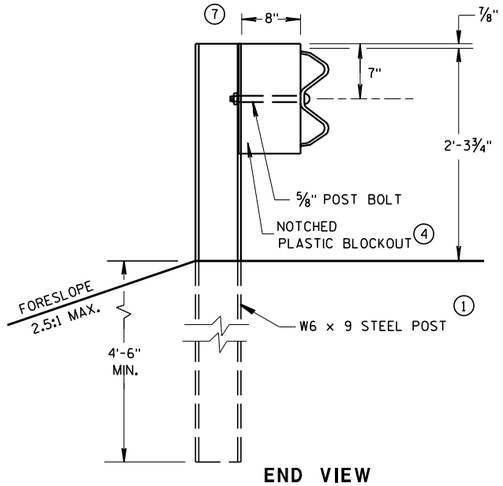
PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



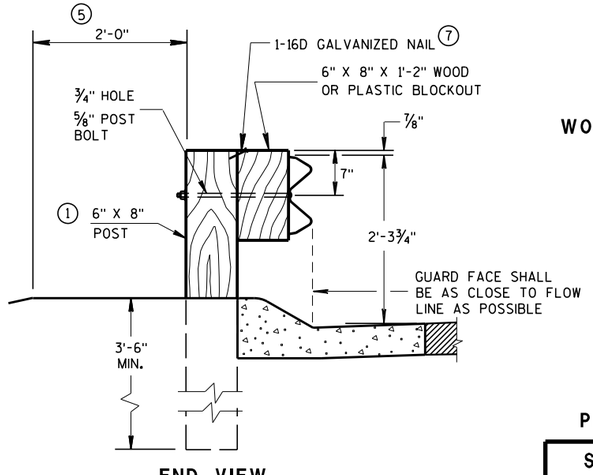
PLAN VIEW
STEEL POST, NOTCHED
PLASTIC BLOCKOUT & BEAM



END VIEW
STEEL POST & NOTCHED
PLASTIC BLOCKOUT ALTERNATIVE
STANDARD INSTALLATION



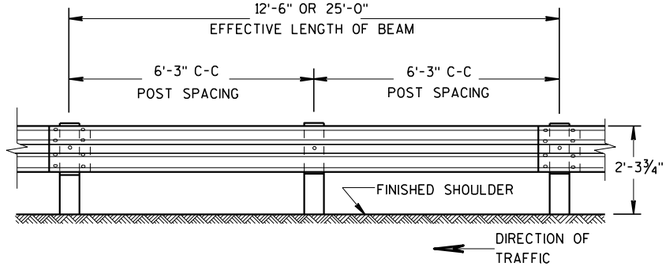
END VIEW
LONGER POST AT HALF
POST SPACING W BEAM
(LHW)



END VIEW
LOCATED ALONG A
MOUNTABLE CURBED ROADWAY

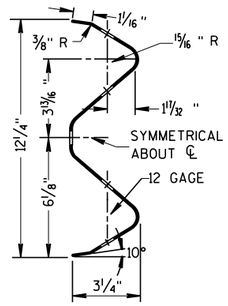
TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD

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

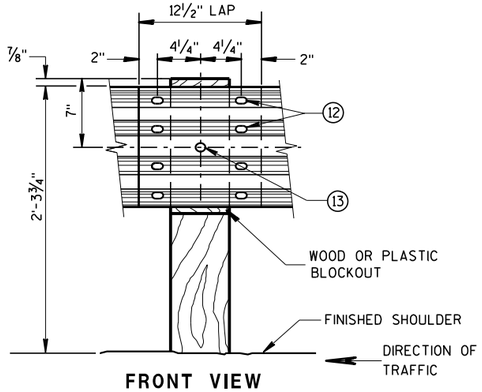


FRONT VIEW

POST SPACING STANDARD INSTALLATION



SECTION THRU W BEAM



FRONT VIEW

BEAM SPLICE AT WOOD POST AND POST MOUNTING DETAIL

GENERAL NOTES

FURNISH GUARDRAIL DEFLECTORS FROM APPROVED PRODUCTS LIST.

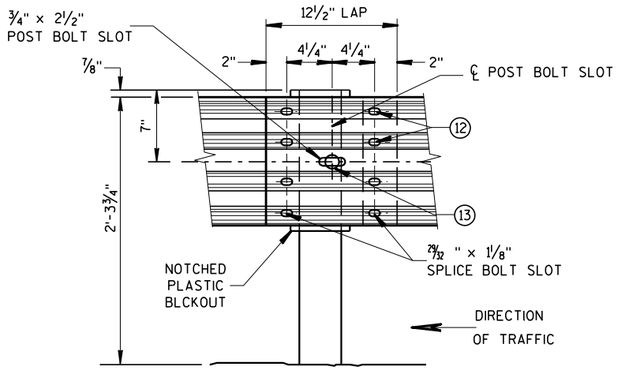
(9) DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINA. START REFLECTORS AT POST #9 AND SPACE EVENLY EVERY 100 FEET (MAX.) TO THE END OF GUARDRAIL RUN, USING A MINIMUM OF 3 REFLECTORS.

(12) 8 -5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.

(13) 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.

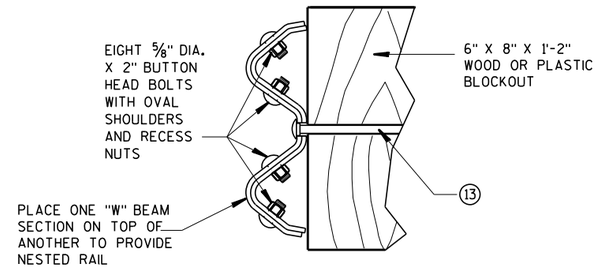
FRONT VIEW

POST SPACING FOR LONGER POST AT HALF POST SPACING W BEAM (LHW)



FRONT VIEW

BEAM SPLICE AT STEEL POST

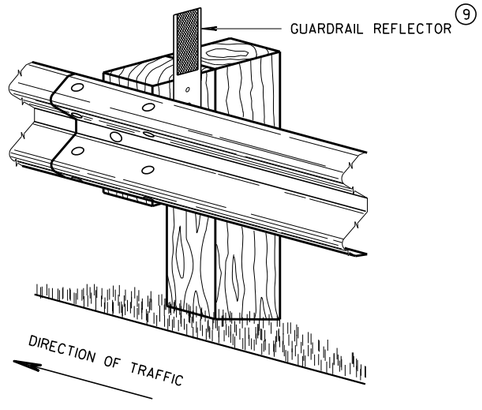


NESTED W BEAM (NW)

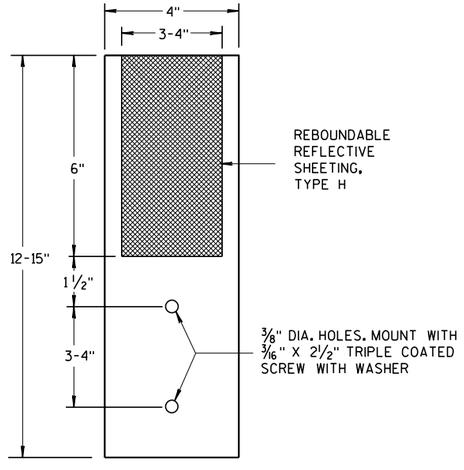
USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

TYPICAL SPLICING DETAILS OF STEEL PLATE BEAM GUARD

* USE DOUBLE SIDED WHITE GUADRAIL REFLECTORS ON ROADWAYS WITH BI-DIRECTIONAL TRAFFIC (NO MEDIAN). USE SINGLE SIDED WHITE (RIGHT SIDE) AND SINGLE SIDED YELLOW (LEFT SIDE) ON ROADWAYS WITH MEDIAN SEPARATION.



4" X 12" GUARDRAIL REFLECTOR DETAIL AND TYPICAL INSTALLATION *



4"x 12" GUARDRAIL REFLECTOR

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

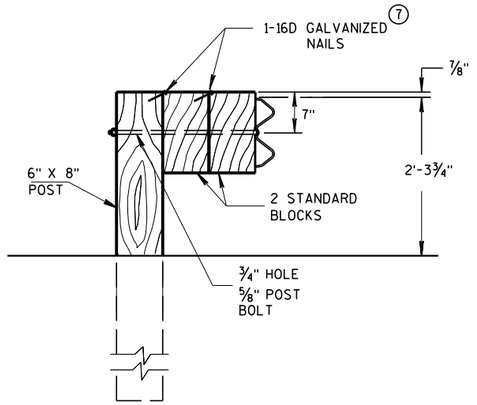
STATE OF WISCO 171
DEPARTMENT OF TRANSPORTATION

6

S.D.D. 14 B 15-11b

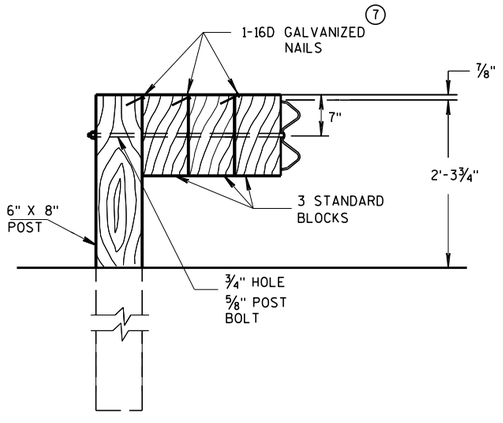
6

S.D.D. 14 B 15-11b



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS WITHIN A BARRIER RUN IS UNLIMITED

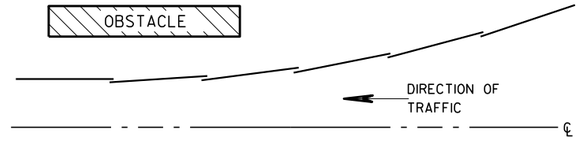


DETAIL FOR TRIPLE BLOCKS

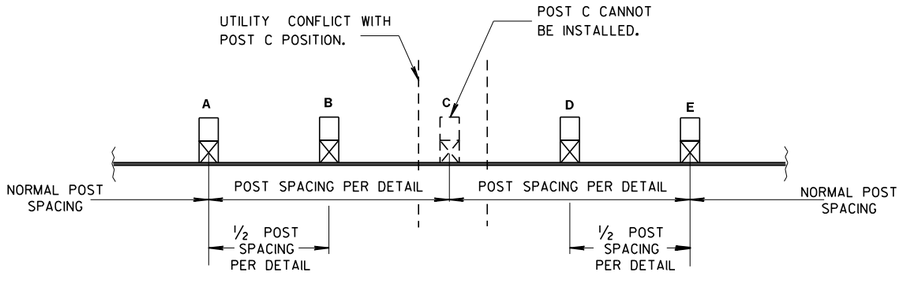
TRIPLE BLOCK DETAIL IS LIMITED TO ONE LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



PLAN VIEW
BEAM LAPPING DETAIL



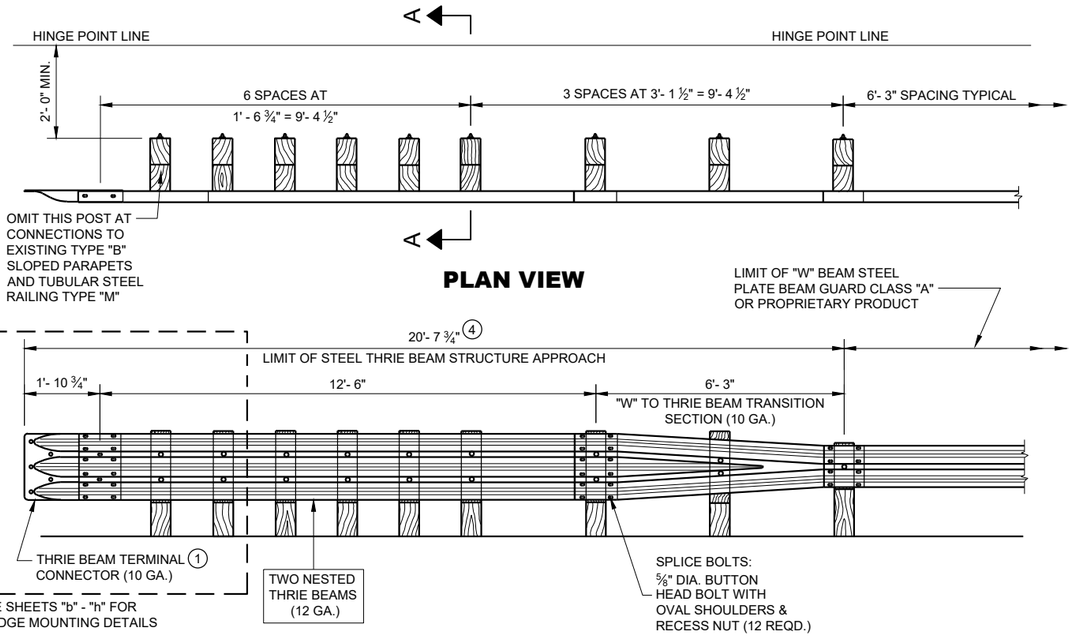
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS UNIT SUPERVISOR
FHWA

6
S.D.D. 14 B 15-11c



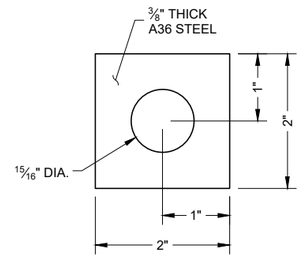


PLATE WASHER DETAIL

GENERAL NOTES

BOLT THE THRIE BEAM TO ALL POSTS AND BLOCKOUTS. DRILL OR PUNCH BOLT HOLES IN THE BEAM IF THE POST SPACING IS LESS THAN 6'-3".

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.

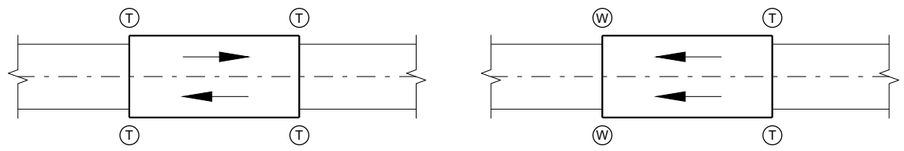
IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2 ½" , AND 12" DIAMETER AROUND POST. SEE 14B15 FOR MORE DETAILS.

(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) MINIMUM EMBEDMENT SHALL BE 4'- 0".

(3) POST BOLTS ARE ⅝" DIAMETER ASTM A307 BUTTON HEAD BOLT. A POST BOLT REQUIRES A ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX AND A ⅝" DIAMETER F844 FLAT WASHER. LENGTH OF POST BOLT MAY VARY.

(4) ALL WOOD POSTS MUST BE 6" X 8" AND AT LEAST 7'-0" LONG.



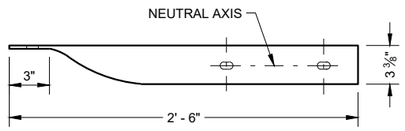
TWO WAY TRAFFIC

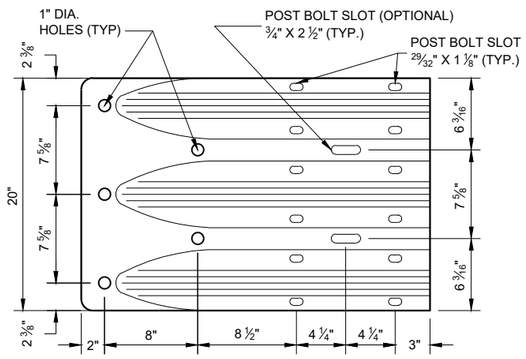
ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

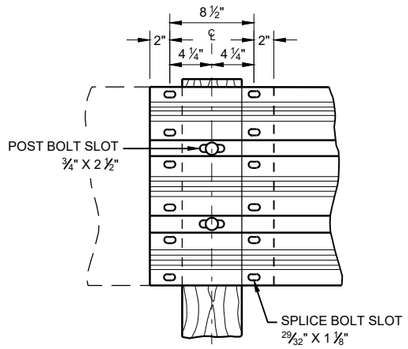
(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

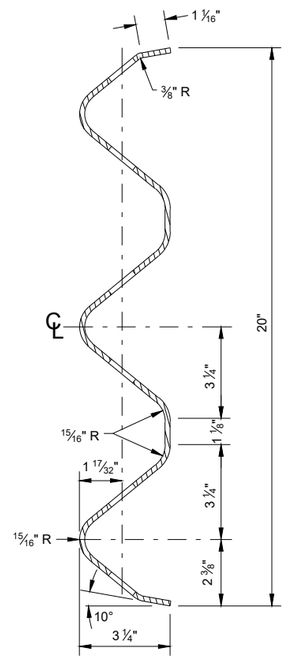




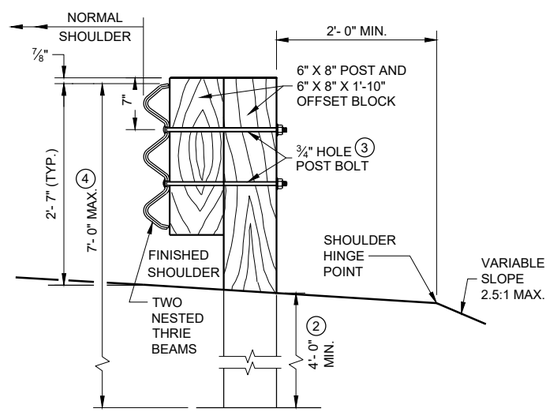
THRIE BEAM TERMINAL CONNECTOR



THRIE BEAM SPLICE



SECTION THRU BEAM RAIL ELEMENT



SECTION A-A

STEEL THRIE BEAM STRUCTURE APPROACH

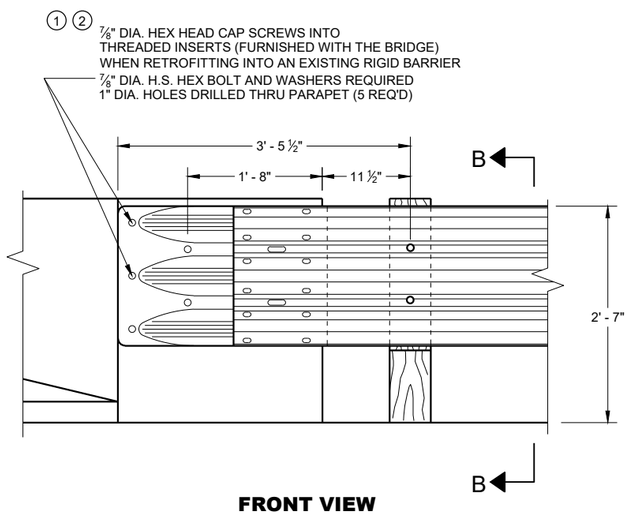
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS DEVE ENGINEER

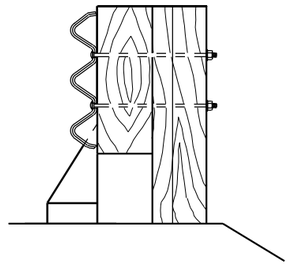
FHWA

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FRONT VIEW



SECTION B - B

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSITION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

BOLTS, NUTS AND WASHERS SHALL CONFORM TO ASTM A325, A449 AND GALVANIZED PER STANDARD SPECIFICATIONS 614.

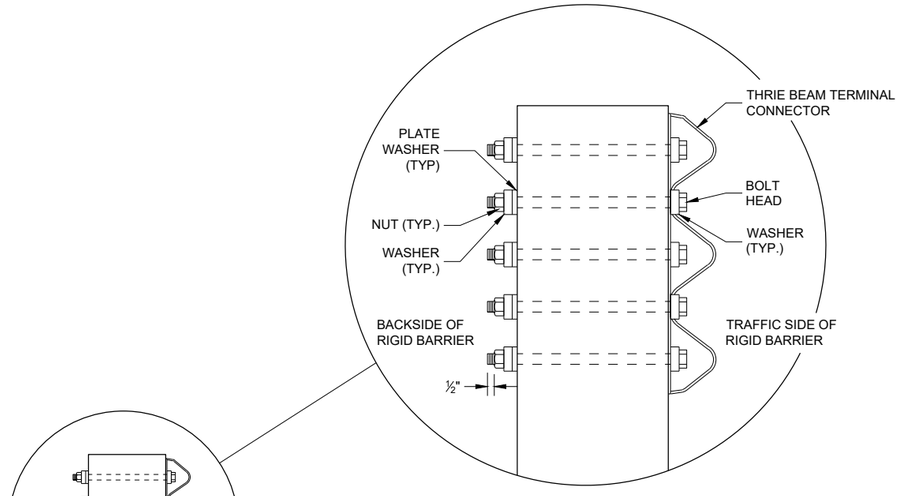
① DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

② BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM TERMINAL CONNECTOR. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

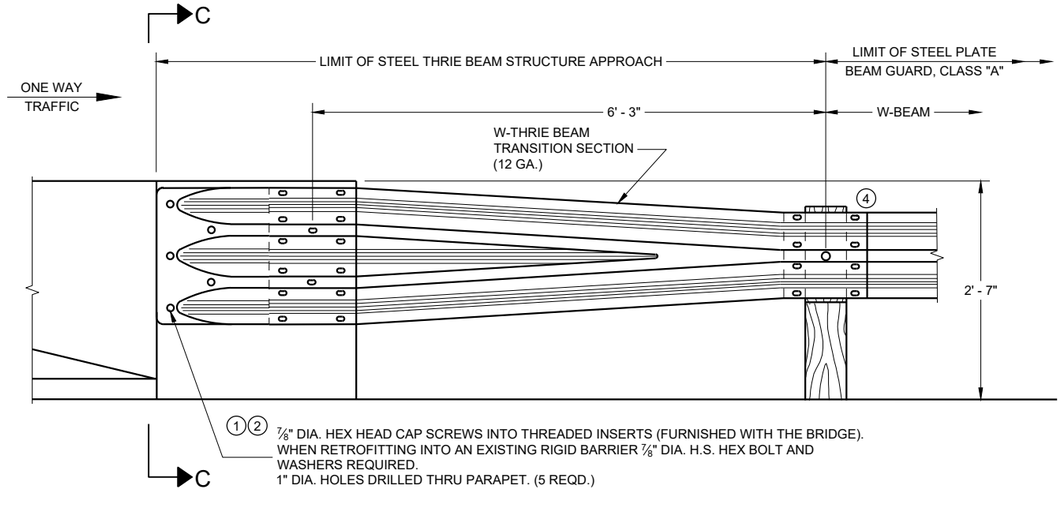
③ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 ½".

④ W6 X 9 OR W6 X 8.5 STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS ARE ACCEPTABLE ALTERNATIVES FOR 6" X 8" WOOD POST WITH WOOD OR PLASTIC BLOCKOUTS. USE APPROVED NOTCHED PLASTIC BLOCKOUTS WITH STEEL POSTS.

DO NOT USE STEEL POSTS AND NOTCHED PLASTIC BLOCKOUTS IN THE STEEL THRIE BEAM STRUCTURAL APPROACH AND THE TRANSITION SECTION OF STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATIONS.



SECTION C - C



①② ⅞" DIA. HEX HEAD CAP SCREWS INTO THREADED INSERTS (FURNISHED WITH THE BRIDGE). WHEN RETROFITTING INTO AN EXISTING RIGID BARRIER ⅞" DIA. H.S. HEX BOLT AND WASHERS REQUIRED.
1" DIA. HOLES DRILLED THRU PARAPET. (5 REQD.)

FRONT VIEW

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGE)

STEEL THRIE BEAM STRUCTURE APPROACH, CONNECTION TO SQUARE END PARAPETS

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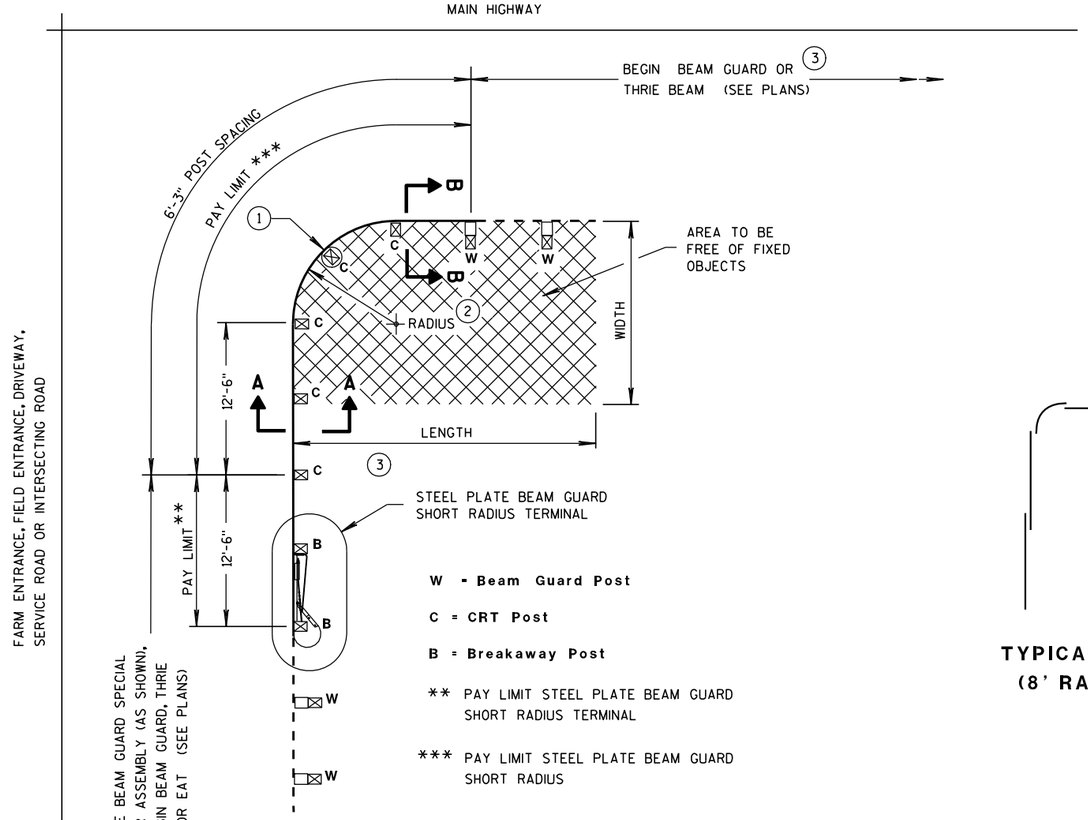
FHWA

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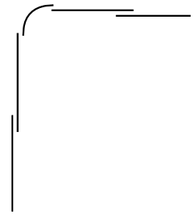
SDD 14B20 - 12b

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SDD 14B20 - 12b



TYPICAL LAYOUT
(8' RADIUS SHOWN)



TYPICAL LAP SPLICES
(8' RADIUS SHOWN)

GENERAL NOTES

ALL ANGLES, CHANNELS, AND PLATES SHALL CONFORM TO THE REQUIREMENTS OF ASTM A36 AND THE STRUCTURAL TUBING SHALL CONFORM TO ASTM A 500. WELDING SHALL MEET THE CURRENT REQUIREMENTS OF THE AMERICAN WELDING SOCIETY STRUCTURAL WELDING CODE ANSI/AWS D1.1. ALL STRUCTURAL STEEL SHALL BE GALVANIZED IN ACCORDANCE WITH ASTM A 123. PUNCHING, DRILLING, CUTTING, OR WELDING WILL NOT BE PERMITTED AFTER GALVANIZING. FURNISH AND INSTALL HARDWARE PER STANDARD SPECIFICATION 614.2. UNLESS NOTED OTHERWISE.

SHOP BEND CURVED RAIL SECTIONS.

SEE STANDARD DETAIL DRAWING 14 B 15 FOR OTHER DETAIL.

(1) ON THE 8 FOOT RADIUS INSTALLATION, DO NOT INSTALL BUTTON HEAD BOLT AT CENTER CRT POST.

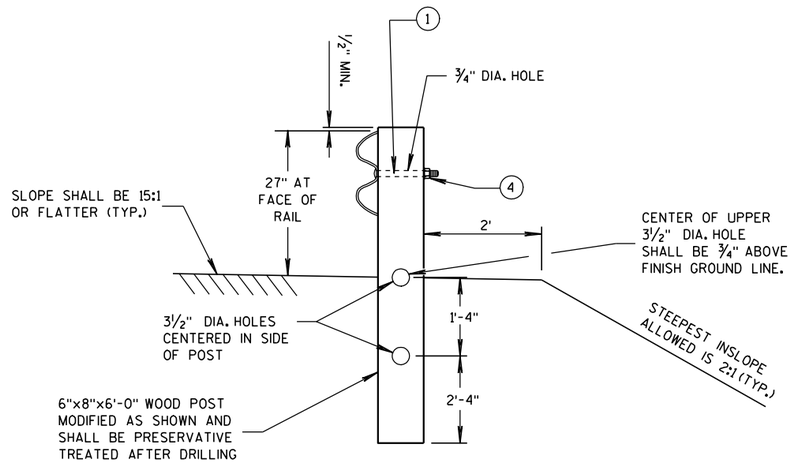
(2) RADIUS FROM 8' - 36'. SEE PLAN.

(3) HEIGHT TRANSITION MAY BE REQUIRED. SEE PLAN OR PROJECT ENGINEER.

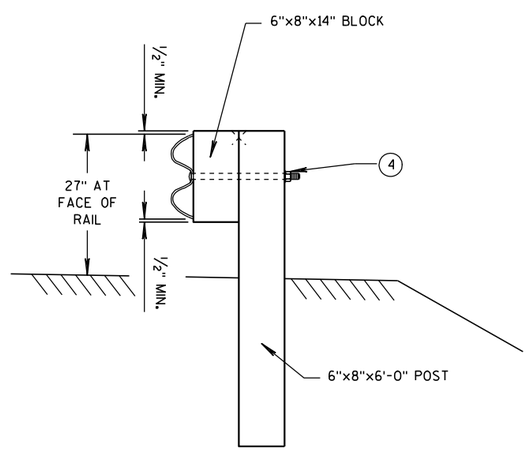
(4) 5/8" ø X 1'-6" BUTTON HEAD BOLT AND RECESS NUT WITH ROUND WASHER UNDER NUT.

RADIUS	NUMBER OF CRT POSTS	*NUMBER AND LENGTH OF CURVED RAILS	REQUIRED AREA FREE OF FIXED OBJECTS (LENGTH x WIDTH)
8'	5	1 at 12.5'	25' x 15'
16'	7	1 at 25'	30' x 15'
24'	9	1 at 25' and 1 at 12.5'	40' x 20'
32'	11	2 at 25'	50' x 20'

* THE NUMBER OF RAILS IS BASED ON A 90° INTERSECTION. SEE PLAN FOR NON 90° INSTALLATIONS.



SECTION A-A
(CRT POST)



SECTION B-B
(BEAM GUARD POST)

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

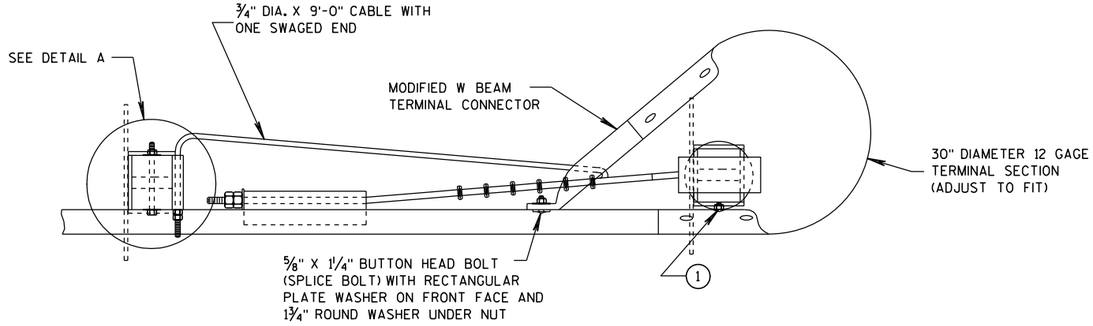
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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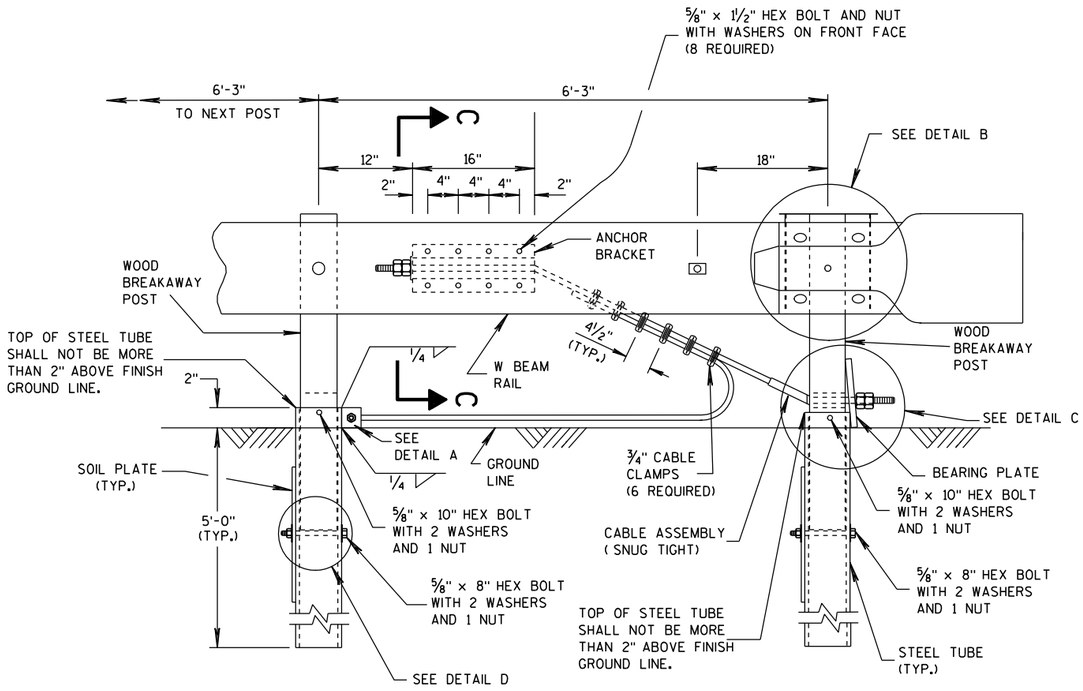
S.D.D. 14 B 27-1a

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S.D.D. 14 B 27-1a



PLAN VIEW



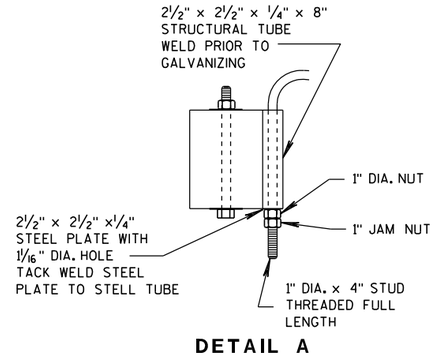
ELEVATION VIEW

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

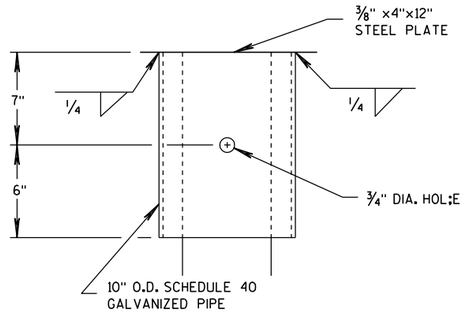
GENERAL NOTES

(1) ATTACH W BEAM RAIL TO THE STEEL PIPE WITH A ⅝" X 2" BUTTON HEAD BOLT WITH NO WASHER. CONNECTION TO THE POST IS NOT REQUIRED.

INSTALL GALVANIZED ¾" (6X19) PREFORMED WIRE OR INDEPENDENT WIRE ROPE CORE CONFORMING TO AASHTO M 30. MANUFACTURE WIRE ROPE OUT OF IMPROVED PLOW STEEL WITH A MINIMUM BREAKING STRENGTH OF 42,800 PSI.



DETAIL A



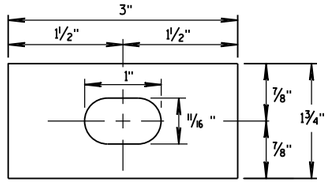
DETAIL B

(BEAM GUARD AND TERMINAL SECTION NOT SHOWN)

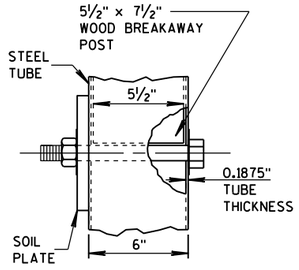
STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

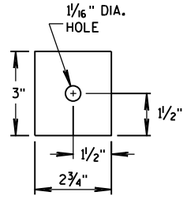
6
S.D.D. 14 B 27-1b



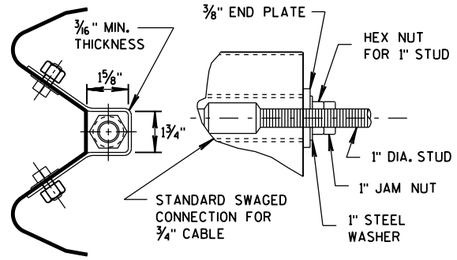
RECTANGULAR PLATE WASHER



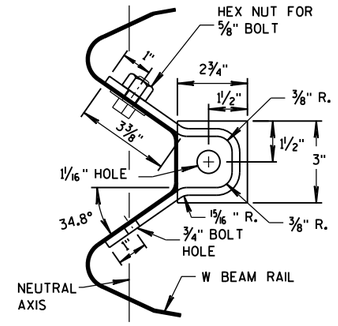
DETAIL D



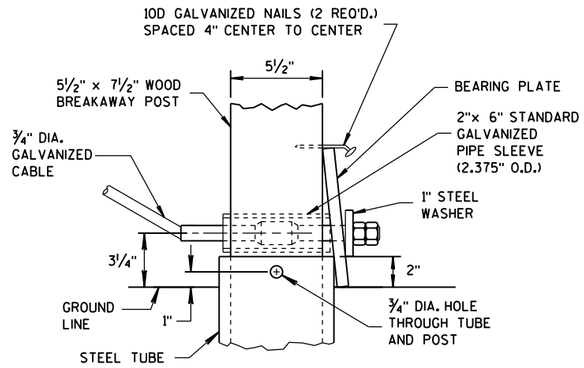
END PLATE



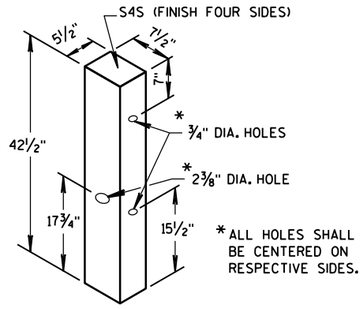
SECTION C-C
(END PLATE REMOVED)



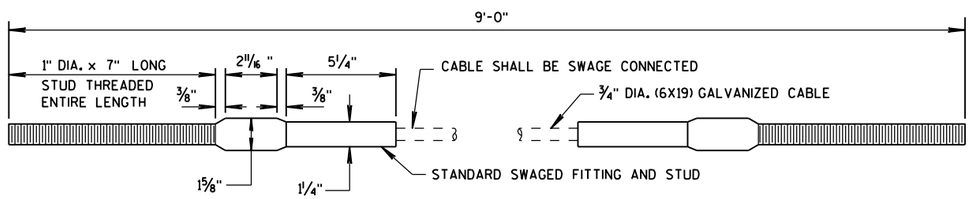
ANCHOR BRACKET



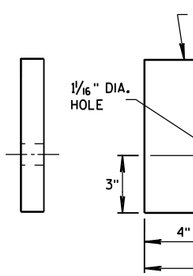
DETAIL C



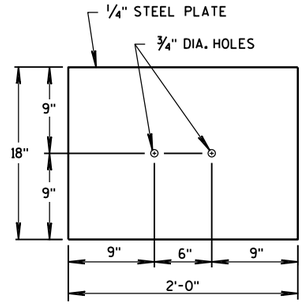
WOOD BREAKAWAY POST



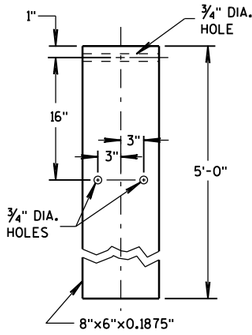
CABLE ASSEMBLY



BEARING PLATE



SOIL PLATE



STEEL TUBE

STEEL PLATE BEAM GUARD SHORT RADIUS TERMINAL

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DEPARTMENT OF TRANSPORTATION

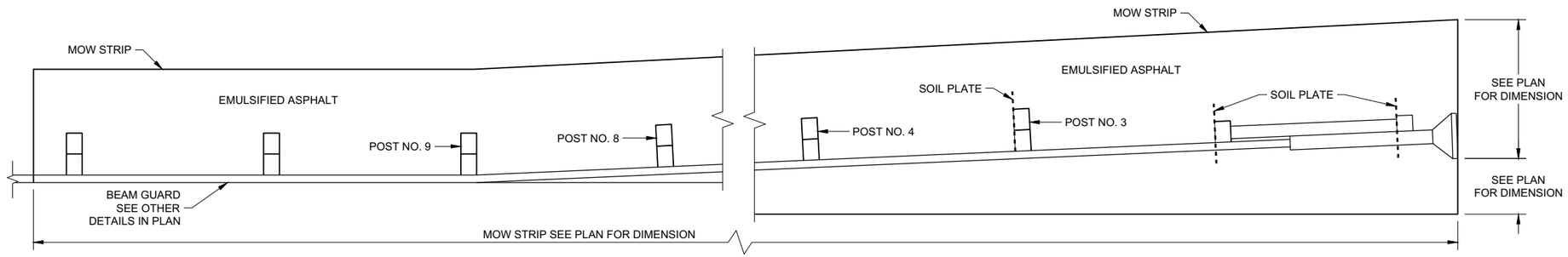
APPROVED
12/18/08 — DATE
/S/ Jerry H. Zogg — ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA

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S.D.D. 14 B 27-1c



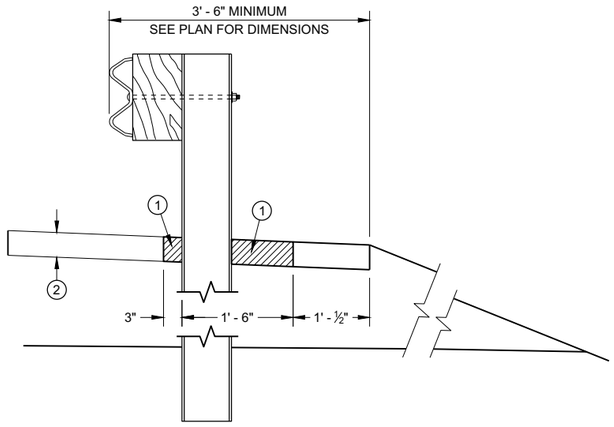
PLAN VIEW

MOW STRIP LAYOUT FOR ENERGY ABSORBING TERMINAL

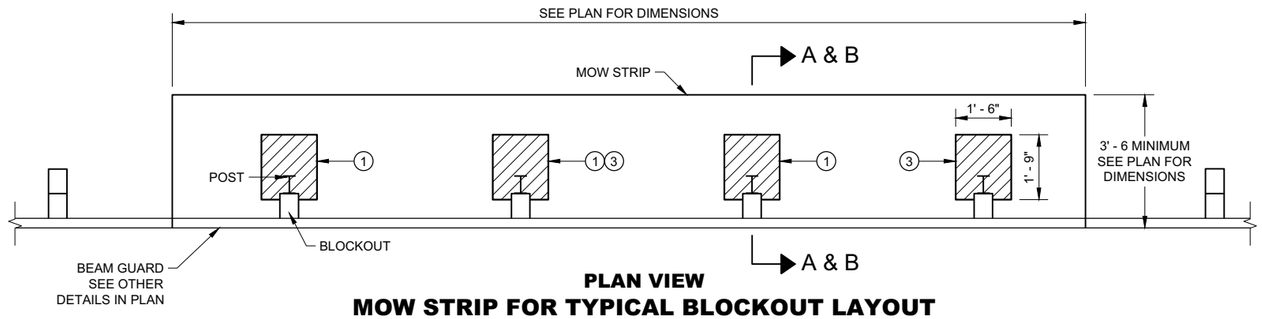
GENERAL NOTES

ONLY USE STEEL POSTS IN CONCRETE AND ASPHALT MOW STRIPS.

1. CONTROLLED LOW-STRENGTH BACKFILL OR EMULSIFIED ASPHALT.
2. DEPTH OF MOW STRIP:
   ASPHALT - 4"
   CONCRETE - 4"
   EMULSIFIED ASPHALT - 1" OR LESS
3. FOR EMULSIFIED ASPHALT, MOW STRIP STRIP LEAVE OUTS NOT REQUIRED. (TYPICAL FOR ALL POSTS)

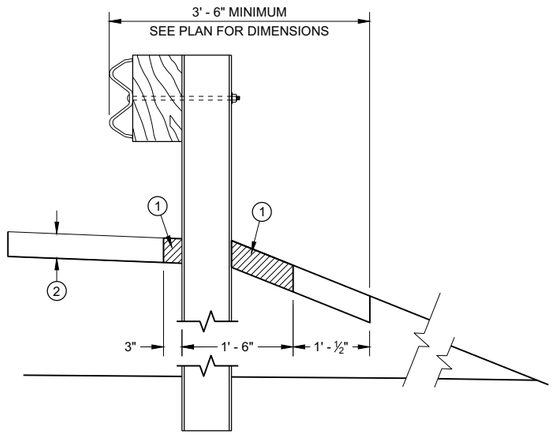


SECTION A - A

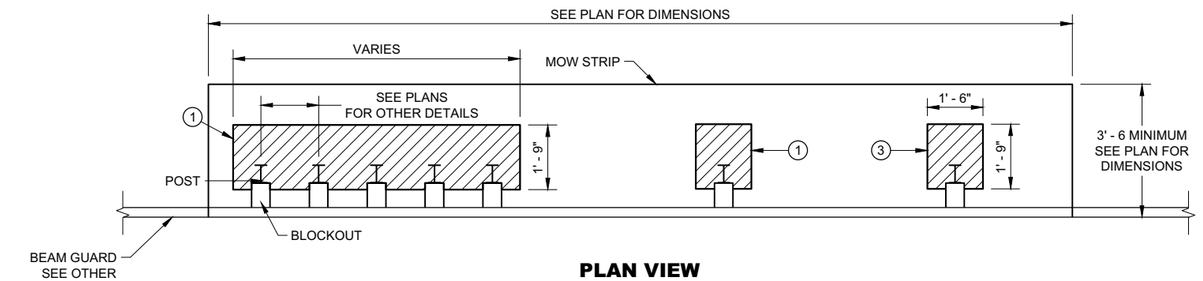


PLAN VIEW

MOW STRIP FOR TYPICAL BLOCKOUT LAYOUT

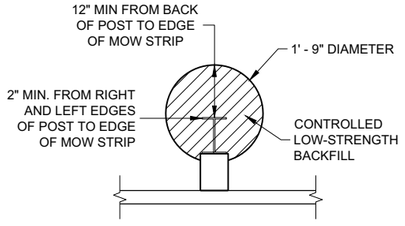


SECTION B - B

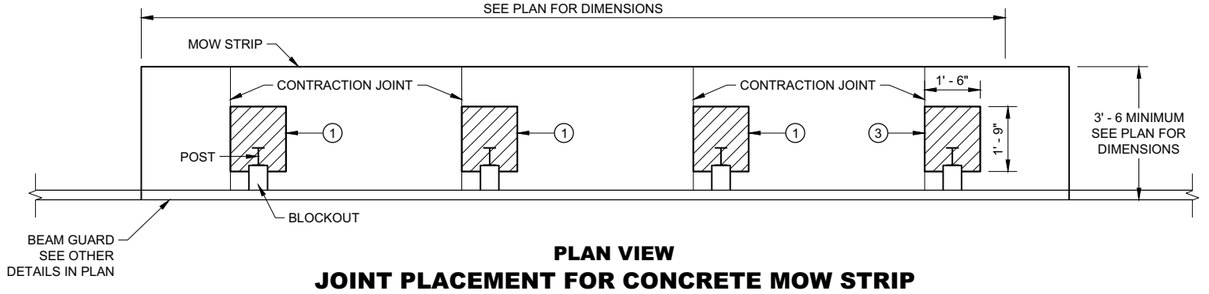


PLAN VIEW

MOW STRIP FOR TIGHT SPACING LAYOUT



ALTERNATIVE HMA MOW STRIP DESIGN



PLAN VIEW

JOINT PLACEMENT FOR CONCRETE MOW STRIP

GUARDRAIL MOW STRIP

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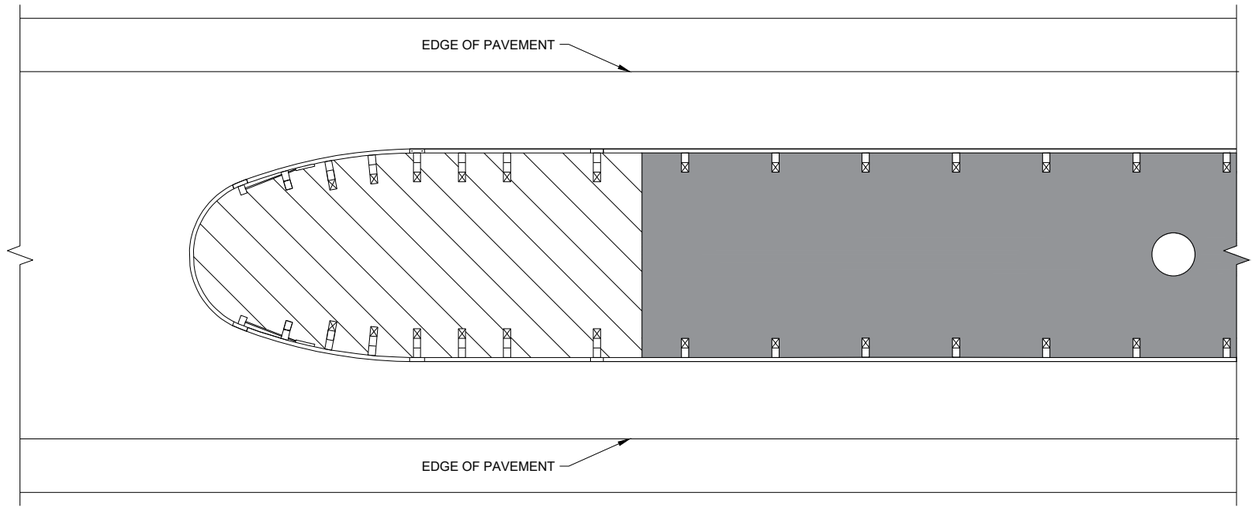
LEGEND

CONCRETE, ASPHALT, OR EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

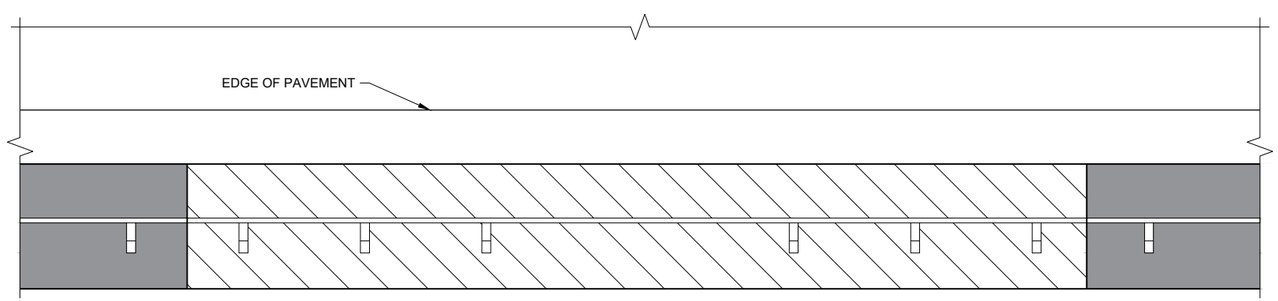
EMULSIFIED ASPHALT MOW STRIP (SEE OTHER DETAILS)

GENERAL NOTES

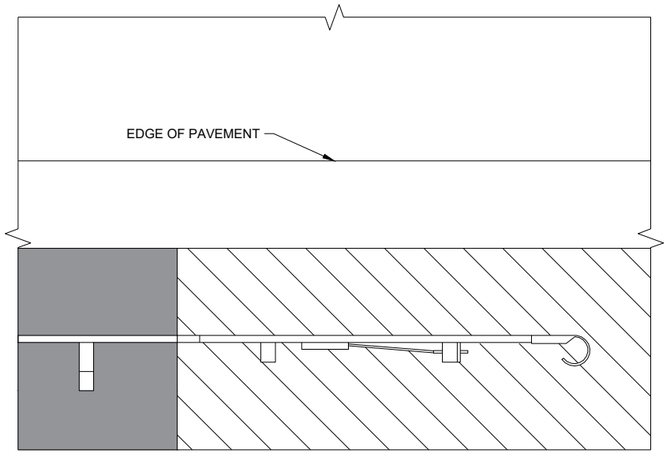
EXISTING THRIE BEAM BULLNOSES MAY HAVE WOOD POSTS. NEW THRIE BEAM BULLNOSE WILL HAVE STEEL POSTS.



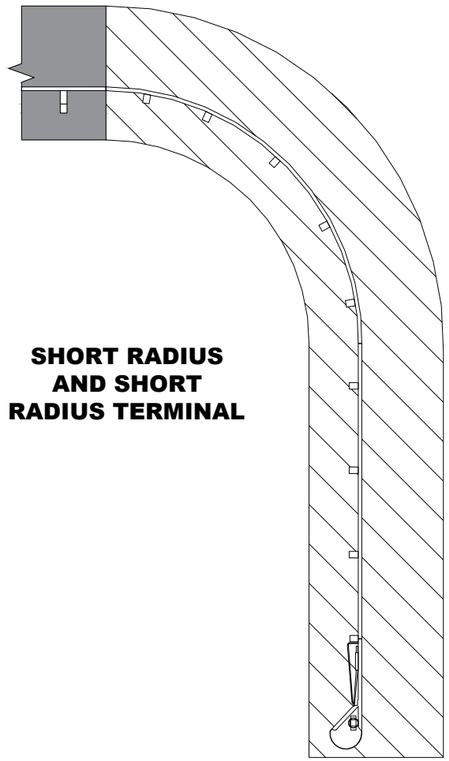
THRIE BEAM BULLNOSE



LONG - SPAN



TYPE 2 TERMINAL



SHORT RADIUS AND SHORT RADIUS TERMINAL

GUARDRAIL MOW STRIP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

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(1) WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.

(2) USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.

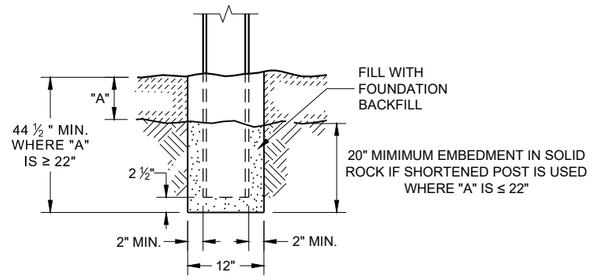
(3) IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2" INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AMD INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.

(4) WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).

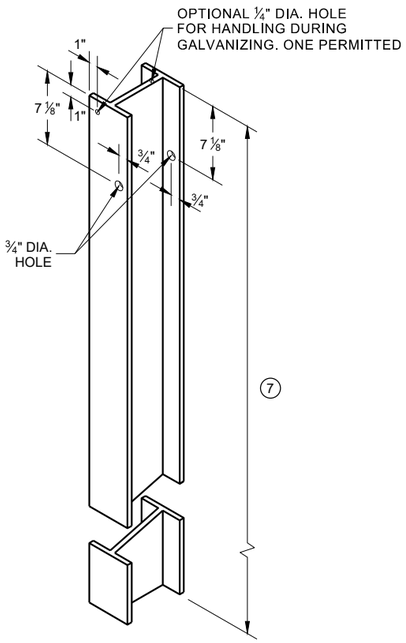
(5) FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS ±1". FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 ¾" TO 32".

(6) WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

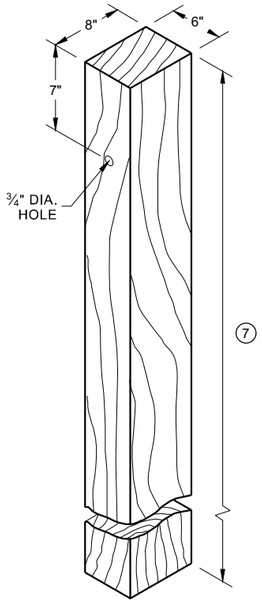
(7) TOTAL POST LENGTH FOR TYPE K IS 7' - 0".
TOTAL POST LENGTH FOR OTHER MGS TYPES IS 6' - 0".



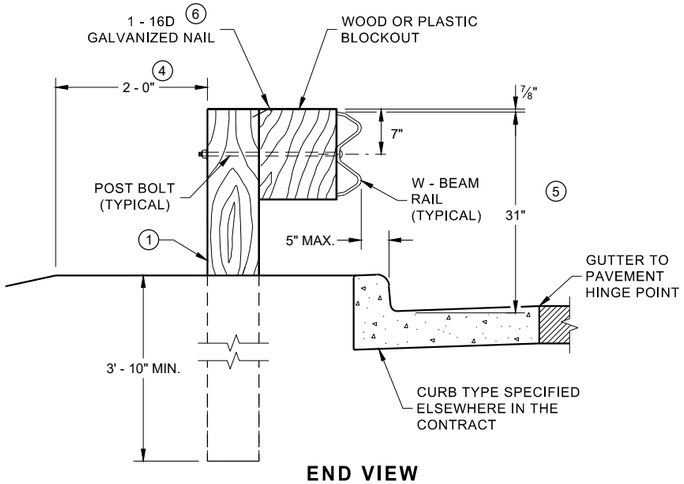
END VIEW
SETTING STEEL OR WOOD POST IN ROCK (3)



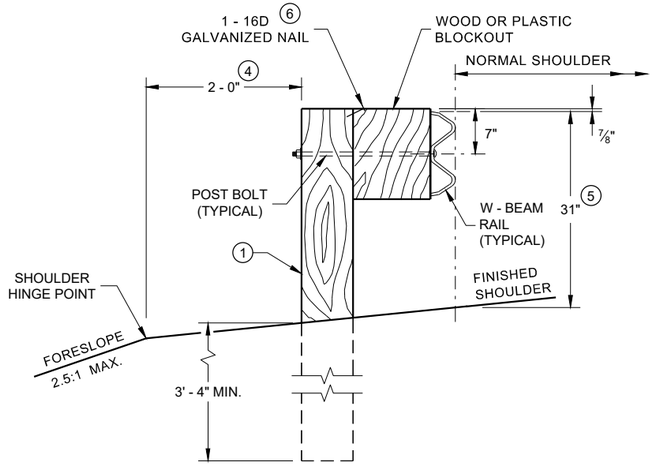
STEEL POST & HOLE PUNCHING DETAIL (W 6 X 9) (1)



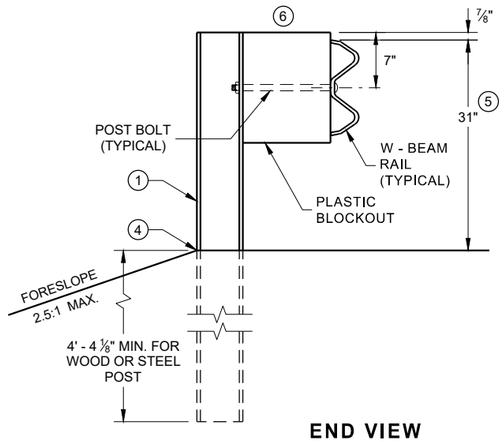
WOOD POST (6" X 8") NOMINAL (1)



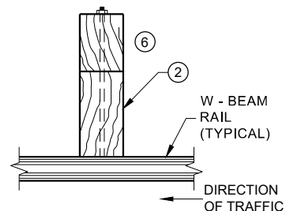
END VIEW
LOCATED ALONG A CURBED ROADWAY



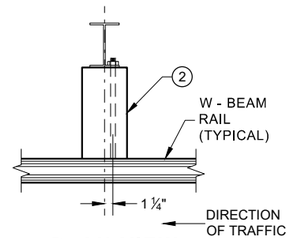
END VIEW
LOCATED ALONG A ROADWAY SHOULDER STANDARD INSTALLATION



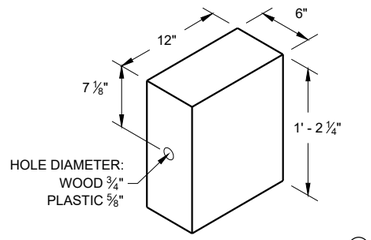
END VIEW
MGS LONGER POST AT HALFPOST SPACING W BEAM (K)



PLAN VIEW
WOOD POST, BLOCKOUT & BEAM



PLAN VIEW
STEEL POST, PLASTIC BLOCKOUT & BEAM



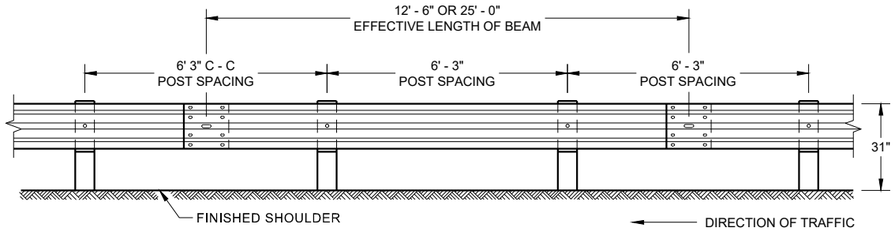
WOOD OR PLASTIC BLOCKOUT (2)

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

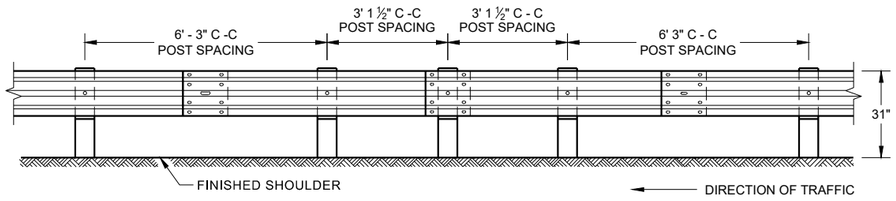
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

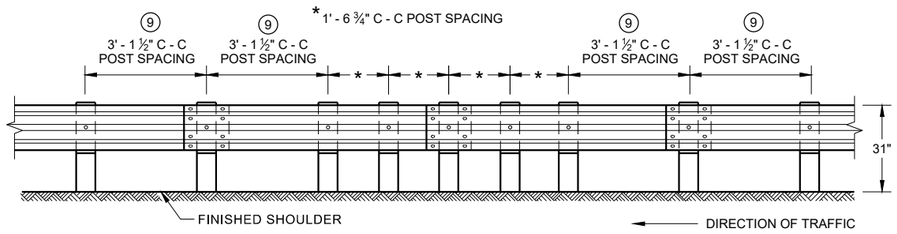
SDD 14B42 - 07a



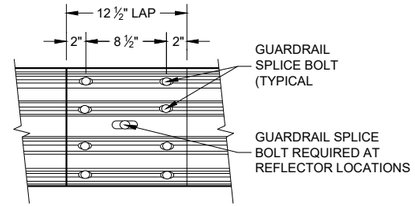
FRONT VIEW
POST SPACING STANDARD INSTALLATION



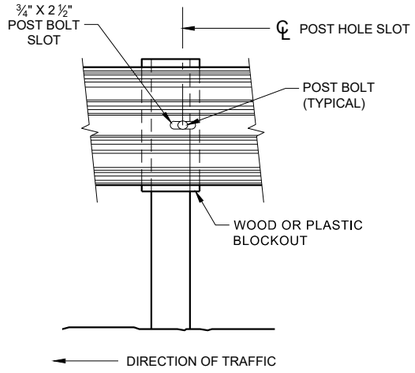
FRONT VIEW
HALF POST SPACING (HS) AND
HALF POST SPACING WITH LONGER POSTS (K)



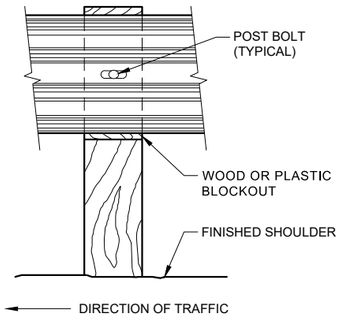
FRONT VIEW
QUARTER POST SPACING (QS)



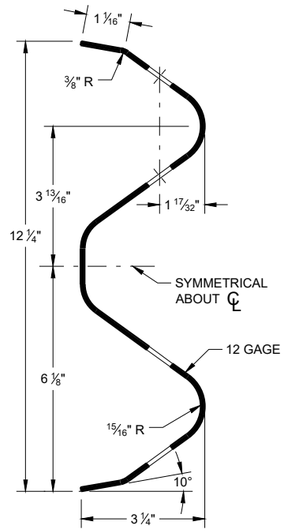
FRONT VIEW
MID-SPAN BEAM SPLICE



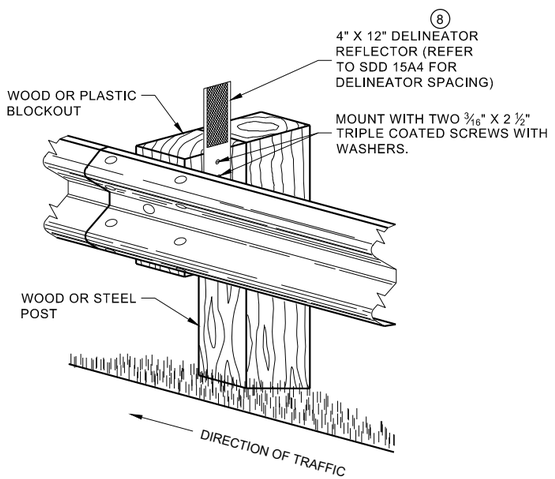
FRONT VIEW AT STEEL POST



FRONT VIEW AT WOOD POST



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL
AND TYPICAL INSTALLATION

GENERAL NOTES

⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

⑨ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.

POST BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND ⅝" DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.

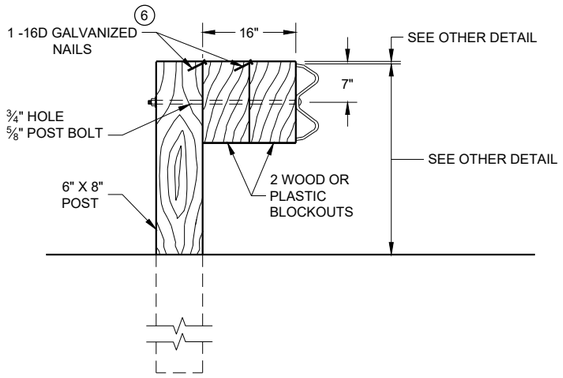
GUARD RAIL SPLICE BOLTS ARE A ⅝" DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES ⅝" DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 14B42 - 07b
SDD 14B42 - 07b

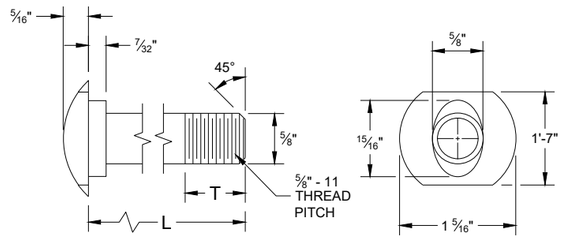


DETAIL FOR 16" BLOCKOUT DEPTH

IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.

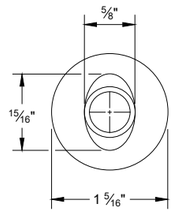
NOTE:

1. ALL FILLETS SHALL HAVE A MINIMUM RADIUS OF 3⁄16".
2. IF THE BOLT EXTENDS MORE THAN ¼" FROM THE NUT THE BOLT SHOULD BE TRIMMED BACK.

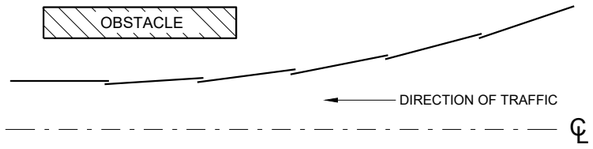


POST BOLT TABLE

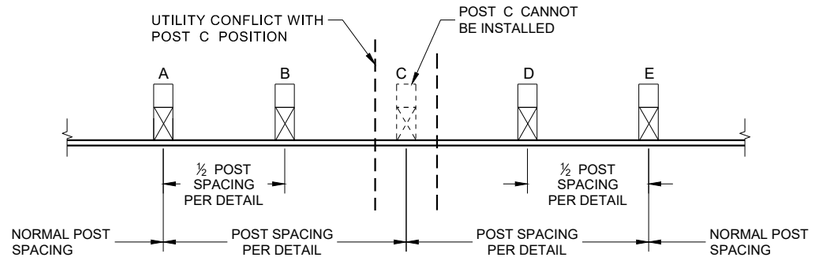
L	T (MIN.)
1 ¼"	1 ⅛"
2"	1 ¾"
10"	4"
14"	4 1⁄16"
18"	4"
21"	4 1⁄16"
25"	4"



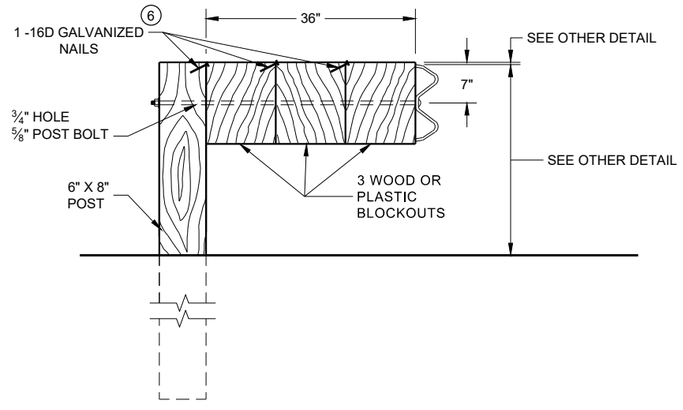
ALTERNATE BOLT HEAD



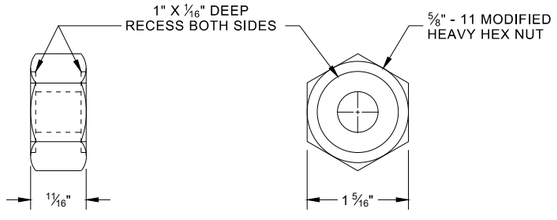
PLAN VIEW
BEAM LAPPING DETAIL



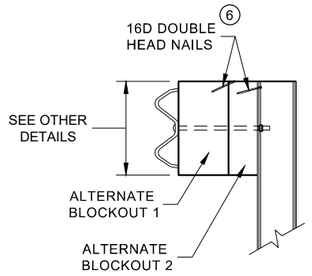
POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION



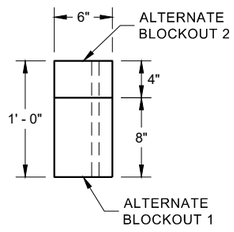
DETAIL FOR 36" BLOCKOUT DEPTH



POST BOLT, SPLICE BOLT AND RECESS NUT



SIDE VIEW



PLAN VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

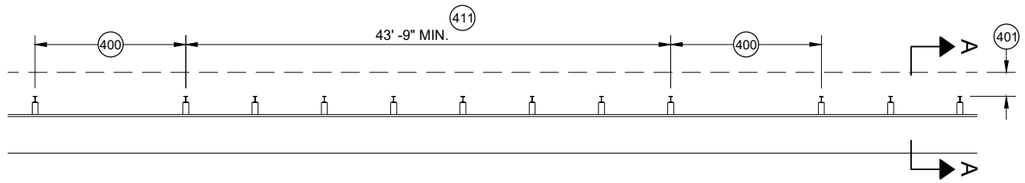
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.

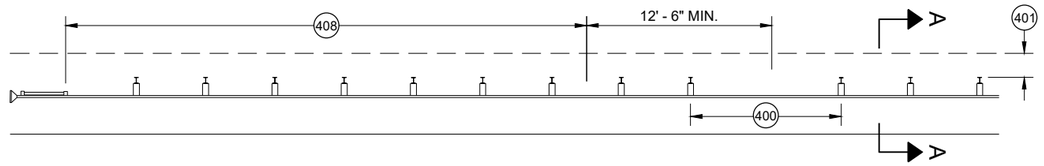
(6) WHEN USING STEEL POST AD WOOD BLOCKOUTS, INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

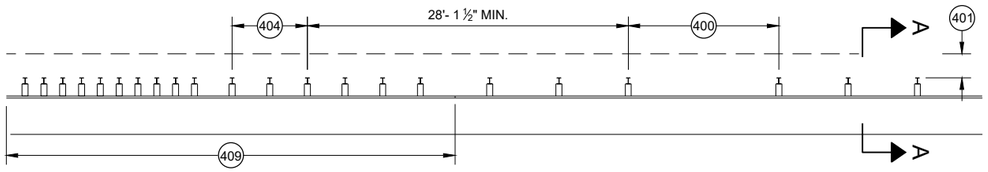
6
SDD 14B42 - 07c



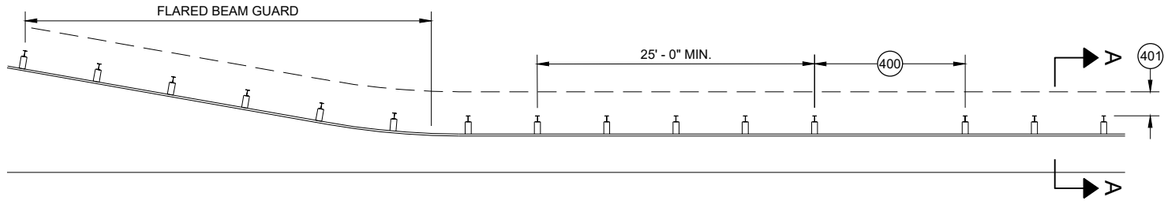
MISSING POST IN MGS GUARDRAIL



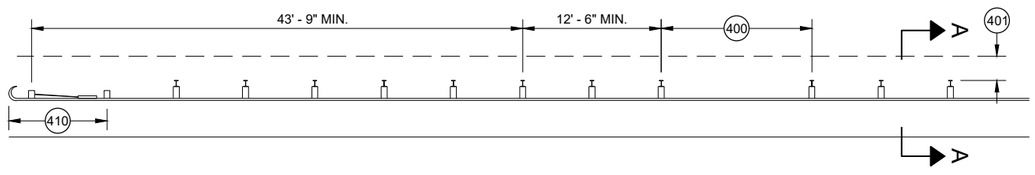
MISSING POST IN MGS GUARDRAIL NEAR EAT



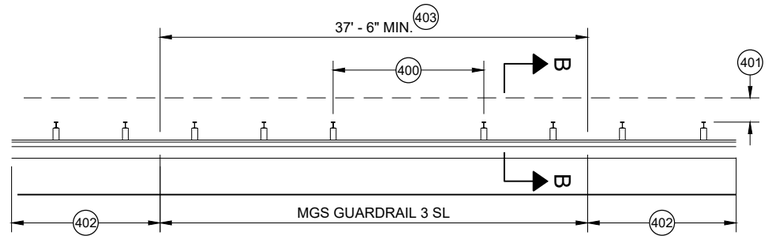
MISSING POST IN MGS GUARDRAIL NEAR AN APPROACH TRANSITION



MISSING POST IN MGS GUARDRAIL NEAR FLARED BEAM GUARD

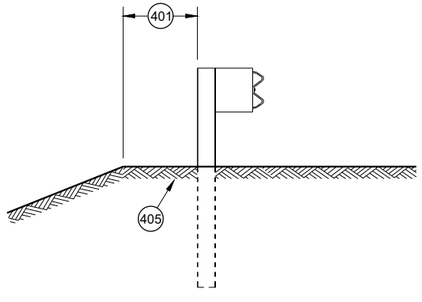


MISSING POST IN MGS GUARDRAIL NEAR A TYPE 2 END TERMINAL

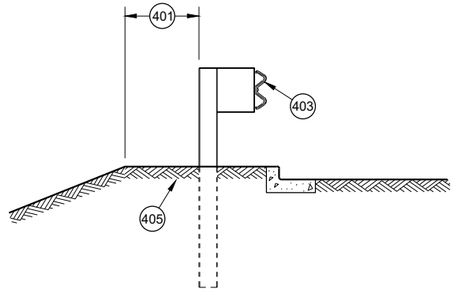


MISSING POST IN SHORT SPAN MGS GUARDRAIL NEAR CURB (SL) 407

400 MAX SPAN 12' - 6"
401 2' MIN.
402 MGS GUARDRAIL 3
403 NESTING BEAM GUARD
404 ASYMMETRIC TRANSITION
405 SOIL WELL DRAINED AND COMPACTED
406 SEE OTHER DRAWINGS IN THIS SDD
407 SEE OTHER DRAWINGS FOR MIN. SPACING BETWEEN SPANS
408 SEE SDD 14B44
409 SEE SDD 14B45
410 SEE SDD 14B47
411 MINIMUM DISTANCE BETWEEN MISSING POST SPANS.



SECTION A - A 406



SECTION B - B 406

MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B42 - 07d

GENERAL NOTES

(A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL) AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.

(B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED

(C) DIFFERENT MANUFACTURERS REQUIRE DIFFERENT PERFORATED W - BEAM RAIL END PANELS. SEE MANUFACTURER'S INFORMATION.

(D) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF - TAPPING SCREWS. ONE SCREW PER CORNER.

(E) HARDWARE MAY VARY BETWEEN MANUFACTURER. SEE MANUFACTURER'S DRAWING FOR INFORMATION.

DIMENSIONS MAY VARY, MANUFACTURER'S INFORMATION.

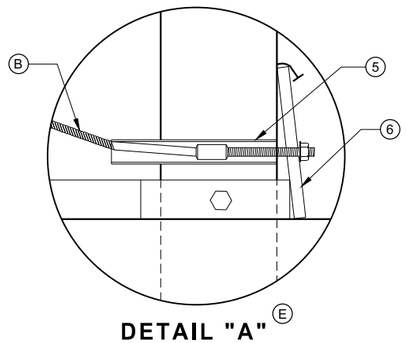
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POST 1 AND 2.

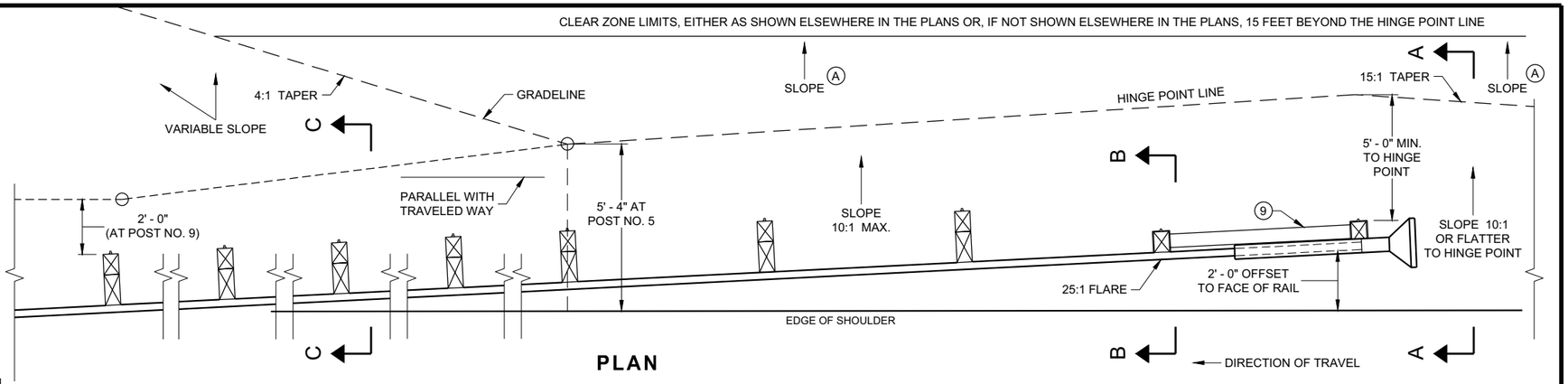
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

SEE MANUFACTURER'S DRAWING FOR SPLICE LOCATION, HARDWARE DIMENSIONS AND INSTALLATION INSTRUCTIONS.

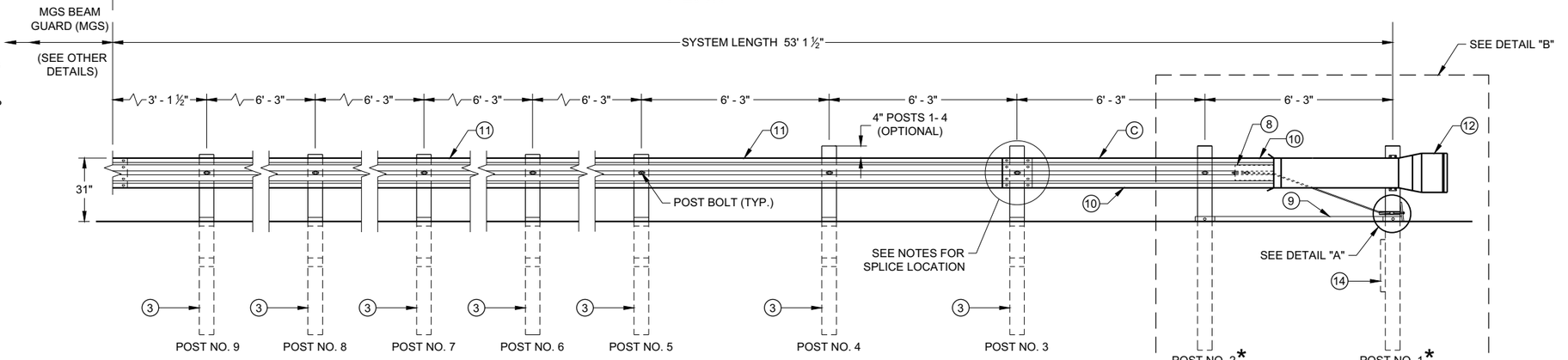
THE CENTER OF THE UPPER 3 ½" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE. WOOD BLOCKS ON POSTS NUMBERED 3 THROUGH 9 MAY BE ADJUSTED UP TO 3" ABOVE THE TOP OF POST.



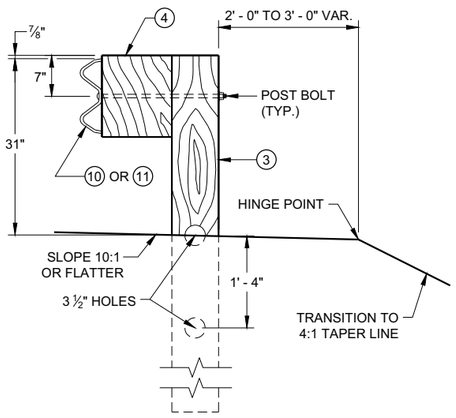
DETAIL "A" (E)



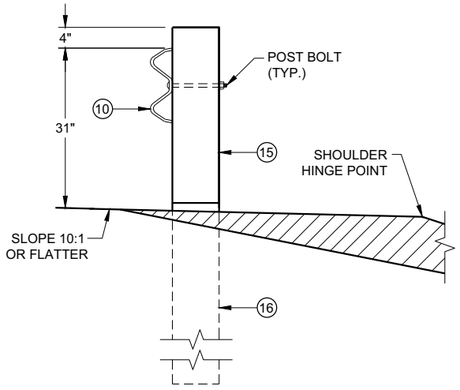
PLAN



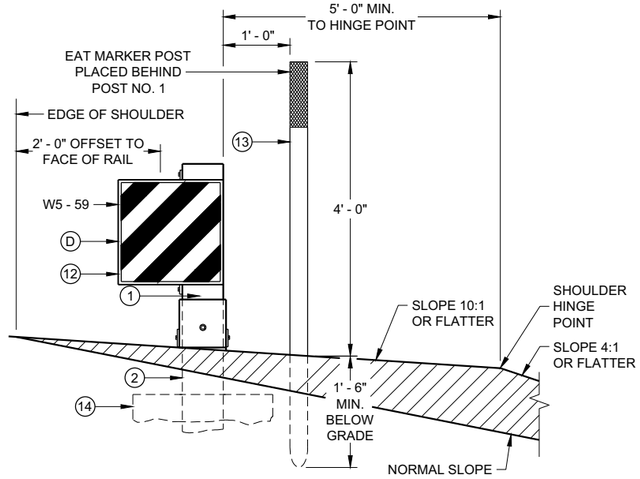
ELEVATION



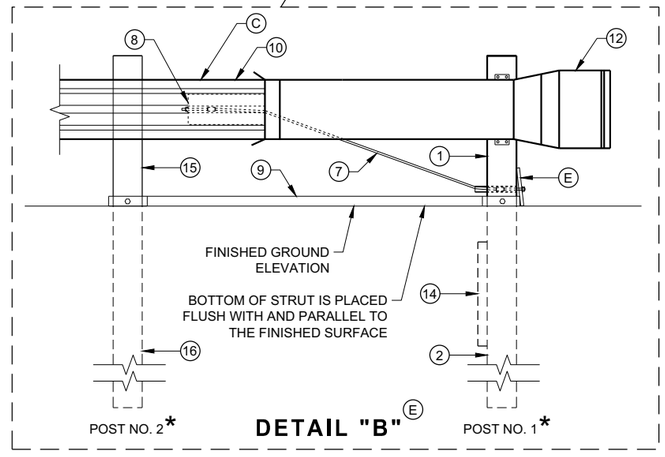
SECTION C - C
TYPICAL AT POST NOS. 3 - 9



SECTION B - B
TYPICAL AT POST NO. 2*



SECTION A - A
TYPICAL AT POST NO. 1*



DETAIL "B" (E)

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL (MGS)

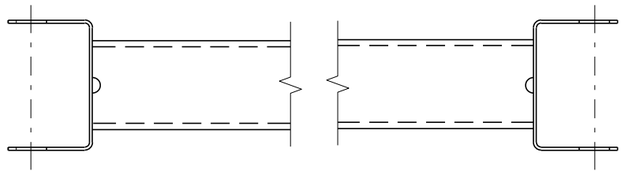
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 14B44 - 04a

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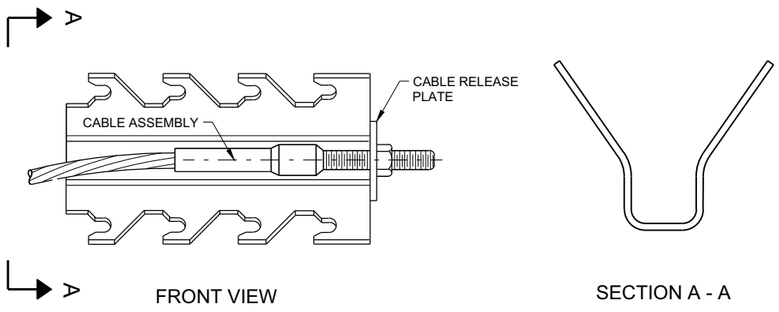
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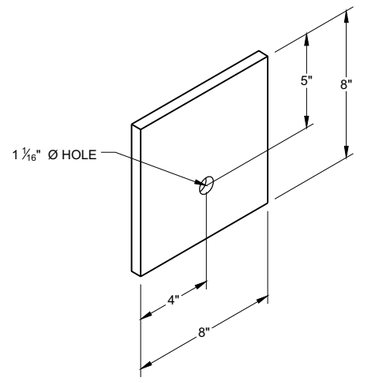
GENERIC GROUND STRUT ⑨ Ⓔ

BILL OF MATERIALS

PART NO.	DESCRIPTION MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUGACTURER'S DETAILS FOR MORE INFORMATION.
①	UPPER POST NO. 1 6" X 6" TUBE
②	LOWER POST NO. 1
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	IMPACT HEAD
⑬	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)
⑭	SOIL PLATE
⑮	UPPER POST NO. 2
⑯	LOWER POST NO. 2



GENERIC ANCHOR CABLE BOX ⑨ Ⓔ



BEARING PLATE ⑥ Ⓔ

6

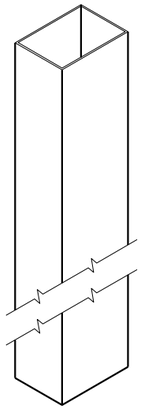
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SDD 14B44 - 04b

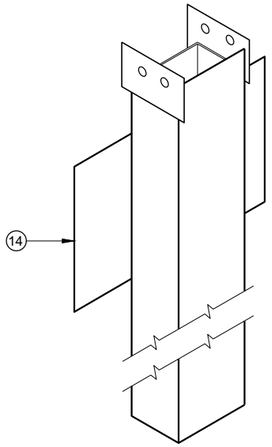
SDD 14B44 - 04b

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

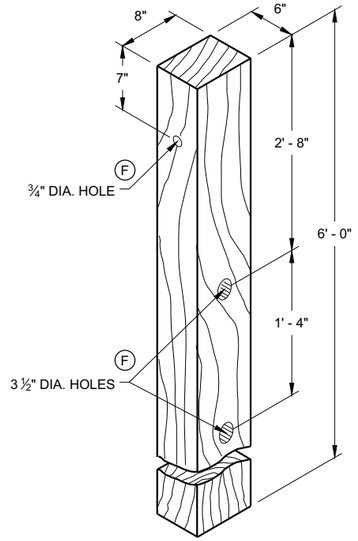
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



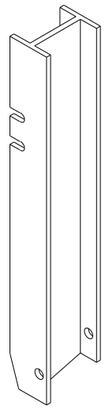
UPPER POST NO. 1 (1) (E)



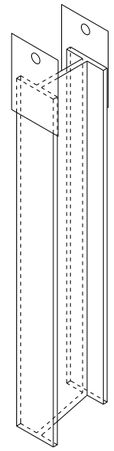
LOWER POST NO. 1 (2) (E)



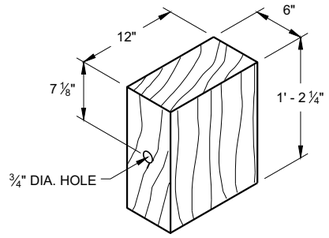
WOOD CRT POST (3) (E)
POSTS NUMBER 3-9



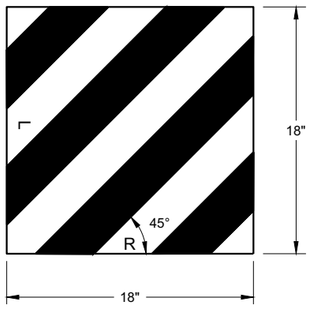
UPPER POST NO. 2 (15) (E)



LOWER POST NO. 2 (16) (E)

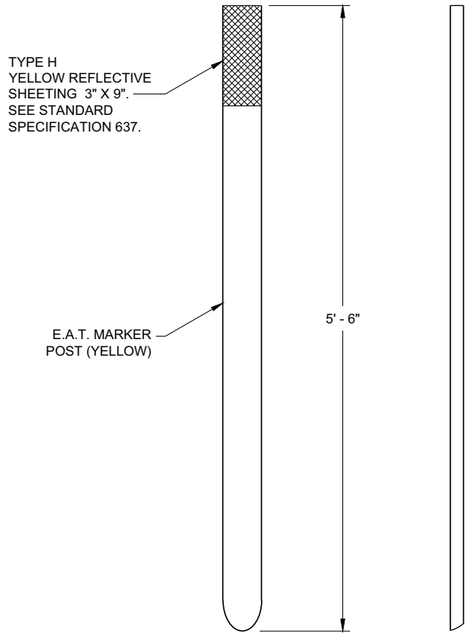


WOOD BLOCKOUT (4)
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



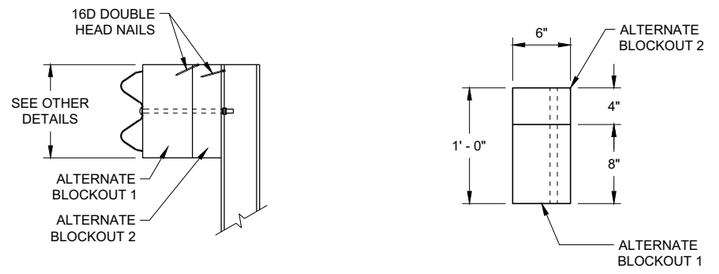
W5 - 59

REFLECTIVE SHEETING DETAIL (E)



FRONT VIEW SIDE VIEW

E.A.T. MARKER POST (13)



SIDE VIEW TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)

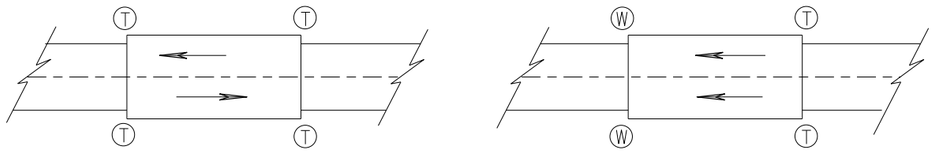
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
7/2018
DATE
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE
UNIT SUPERVISOR

FHWA

6

SDD 14B44 - 04c
SDD 14B44 - 04c



TWO WAY TRAFFIC

ONE WAY TRAFFIC

(T) THRIE BEAM CONNECTION

(W) W-BEAM CONNECTION WHEN REQUIRED

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

TRANSITION USES STEEL POSTS ONLY.

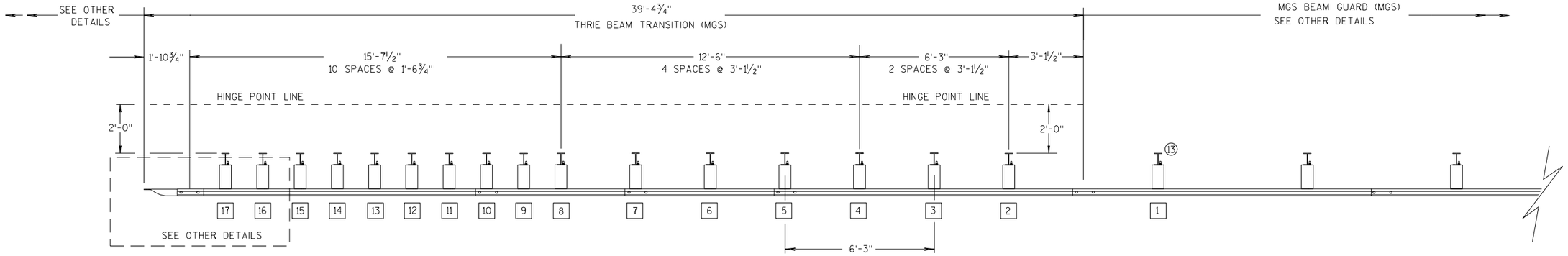
SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

POST 2 THROUGH 17 USES STEEL POST ONLY

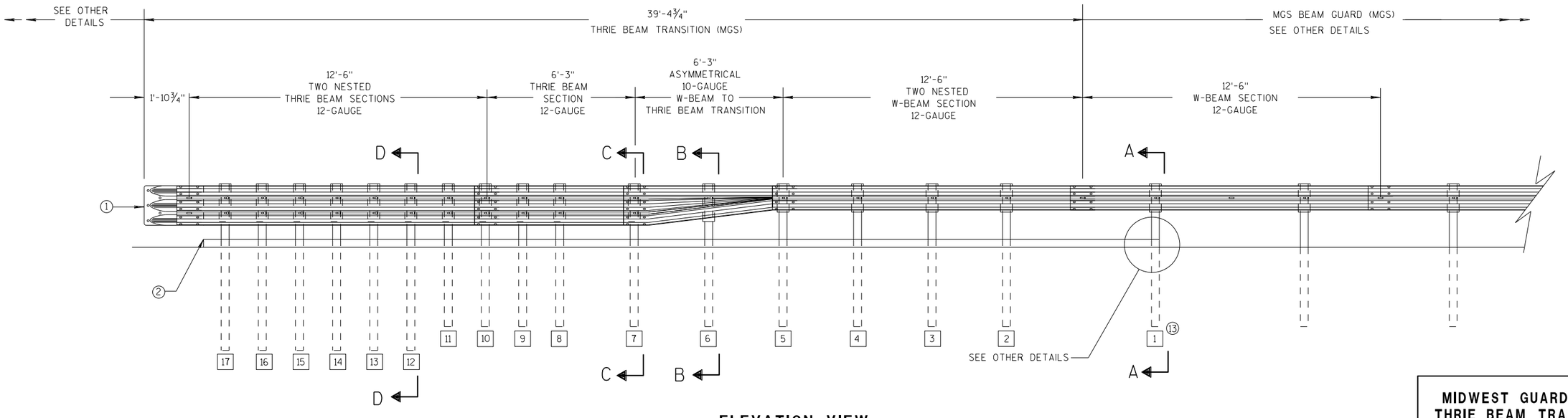
(1) BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD14B42



PLAN VIEW



ELEVATION VIEW

MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR

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S.D.D. 14 B 45-5a

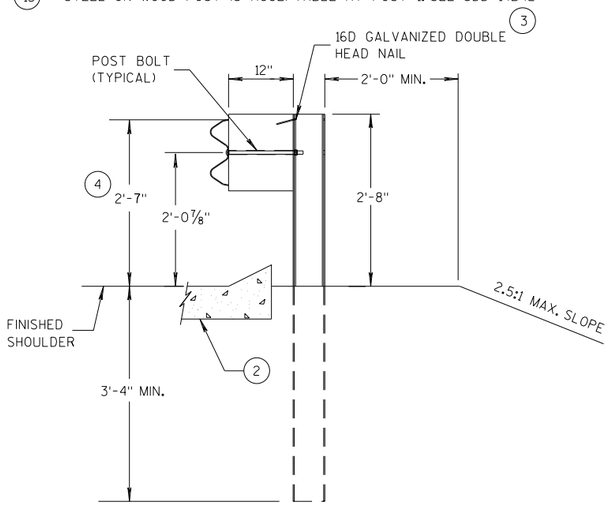
GENERAL NOTES

(2) OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

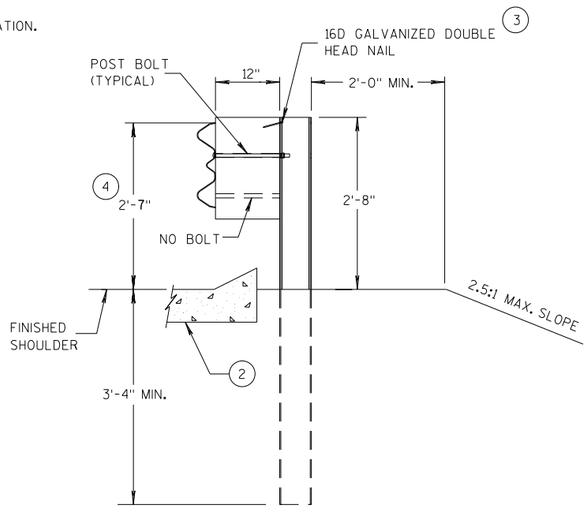
(4) TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42



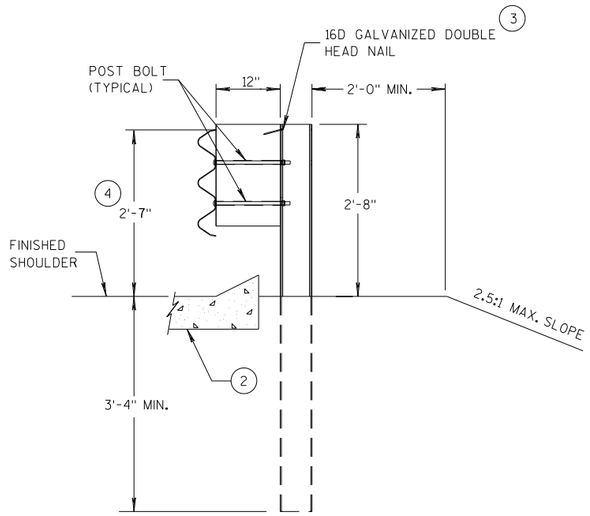
SECTION A-A (13)

POSTS 1-5



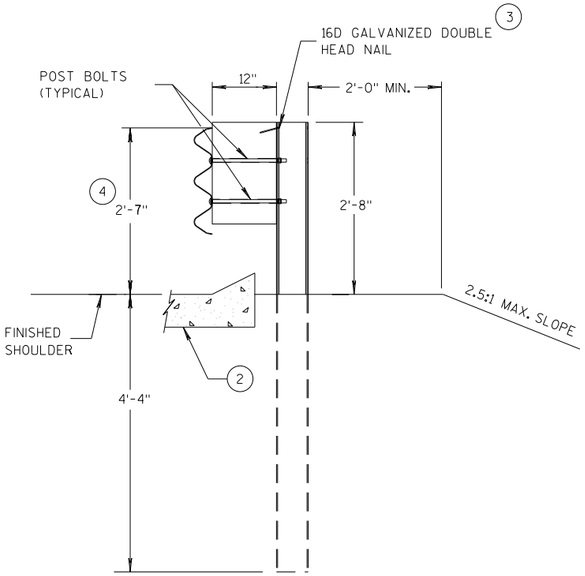
SECTION B-B

POST 6



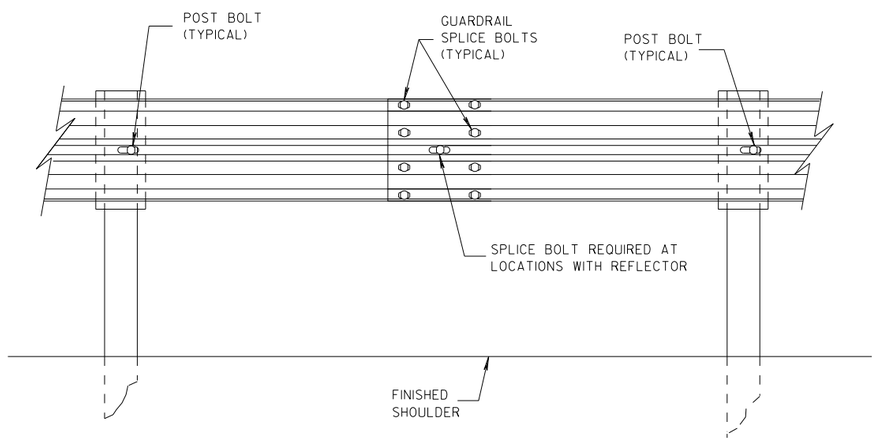
SECTION C-C

POSTS 7-11



SECTION D-D

POSTS 12-17



SPLICE DETAIL

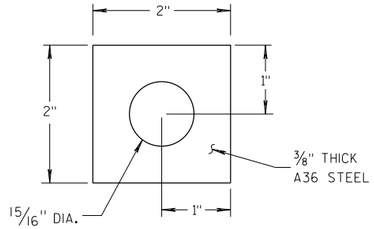
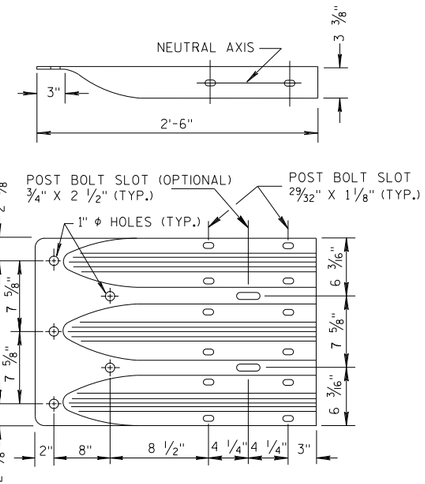
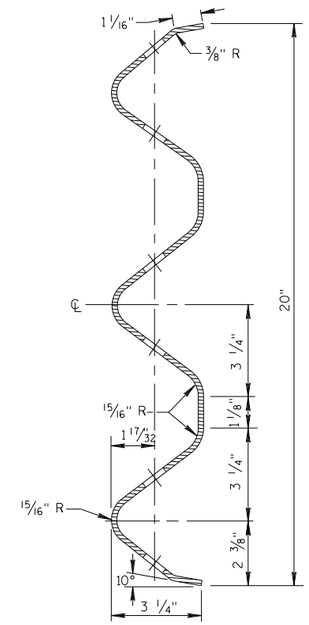


PLATE WASHER DETAIL



THRIE BEAM TERMINAL CONNECTOR



SECTION THRU THRIE BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

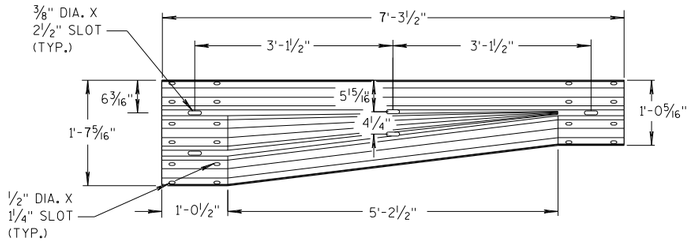
STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR 188

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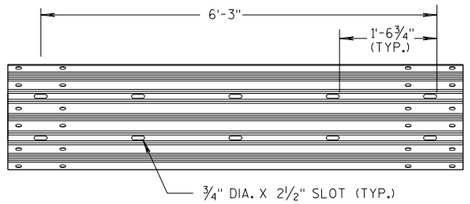
S.D.D. 14 B 45-5b

6

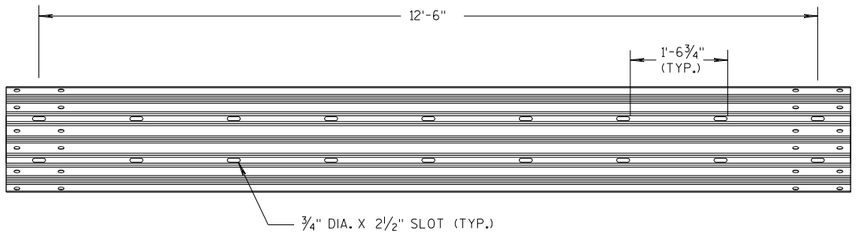
S.D.D. 14 B 45-5b



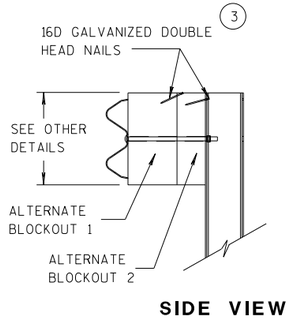
W-BEAM TO THRIE BEAM TRANSITION SECTION



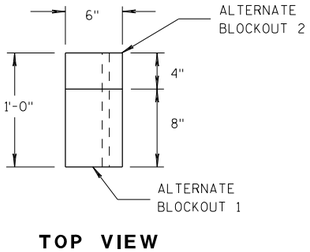
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

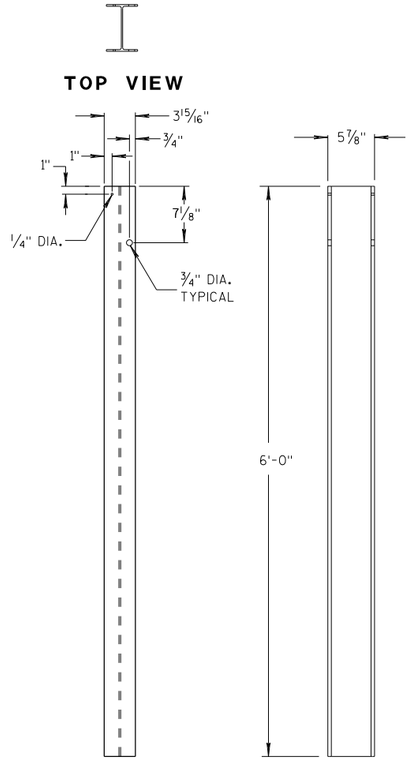


SIDE VIEW



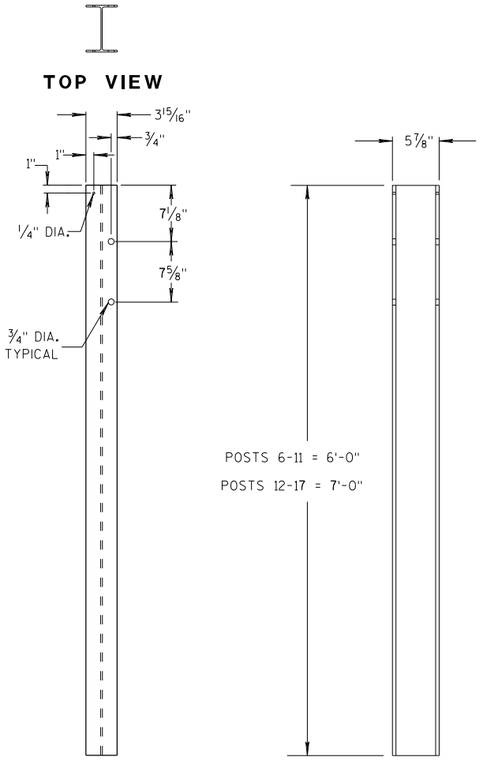
TOP VIEW

ALTERNATE WOOD BLOCKOUT DETAIL



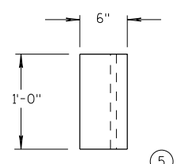
FRONT VIEW SIDE VIEW

STEEL POSTS 1-5 (13)

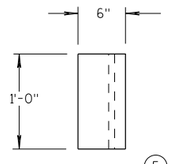


FRONT VIEW SIDE VIEW

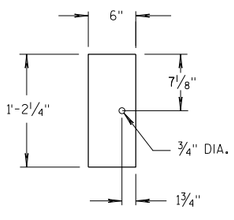
STEEL POSTS 6-17



TOP VIEW (5)

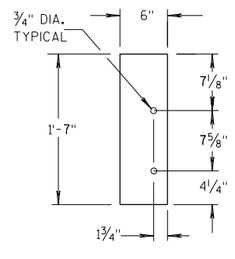


TOP VIEW (5)



FRONT VIEW

BLOCKOUT POSTS 1-5



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

(3) WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

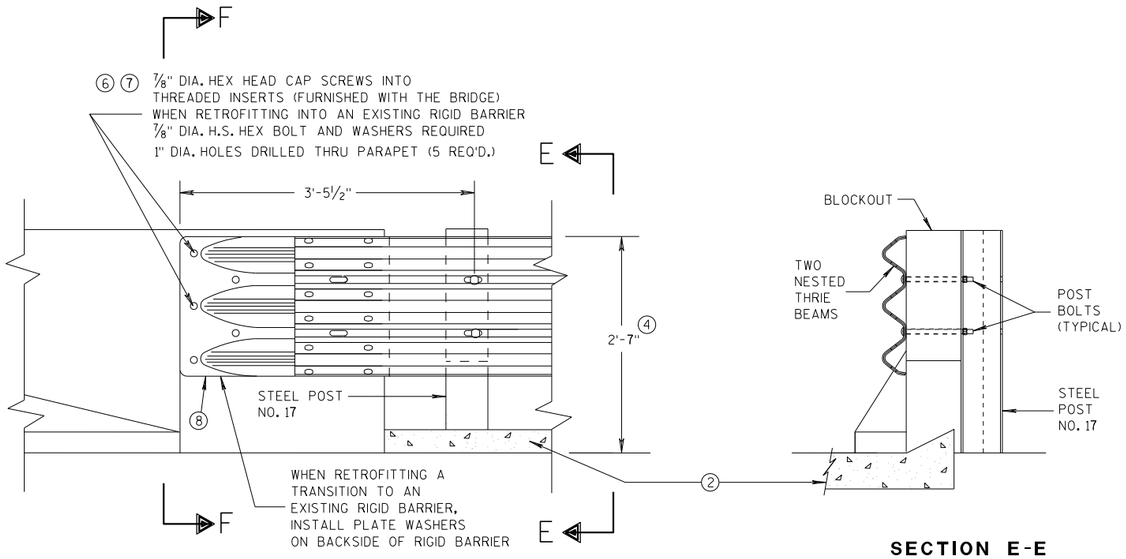
(5) WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

(13) STEEL OR WOOD POST IS ACCEPTABLE AT POST 1. SEE SDD 14B42.

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOF

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S.D.D. 14 B 45-5c



FRONT VIEW

SECTION E-E

THRIE BEAM CONNECTION TO BRIDGE PARAPET WITH SQUARE ENDS

GENERAL NOTES

THESE ARE TYPICAL CONNECTION DETAILS. ADJUST THE POSTION OF CONNECTIONS TO EXISTING BRIDGES TO FIT THE ACTUAL BRIDGE AND SITE DIMENSIONS.

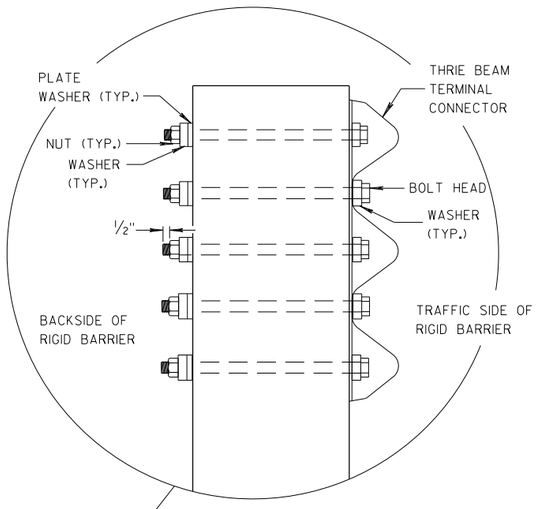
② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

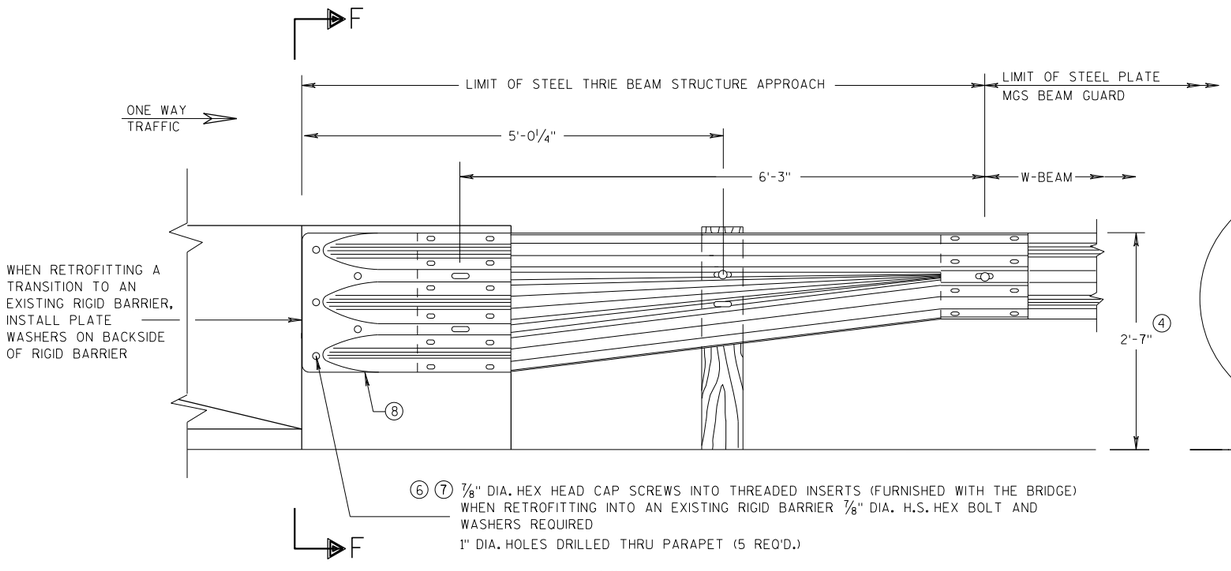
④ TOLERANCE FOR TOP OF BEAM IS ± 1".

⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.

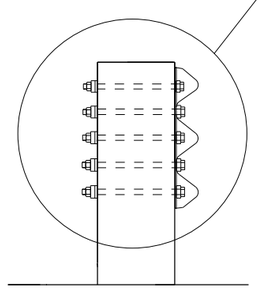
⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/32" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.

⑧ THE RECESS FOR A W-BEAM CONNECTION, WHICH EXISTS ON SOME PARAPETS OF THIS TYPE, SHALL BE FILLED WITH A TREATED TIMBER BLOCKOUT. BLOCKOUT SIZE IS 1'-6" X 2'-0" X 3 1/2".

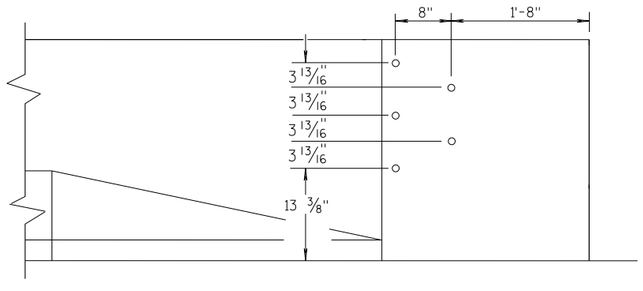




FRONT VIEW



SECTION F-F



DRILL HOLE LOCATION

W BEAM TRANSITION AND CONNECTION TO BRIDGE PARAPETS WITH SQUARE ENDS

(USE ONLY ON THE TRAFFIC EXIT END OF ONE WAY BRIDGES)

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

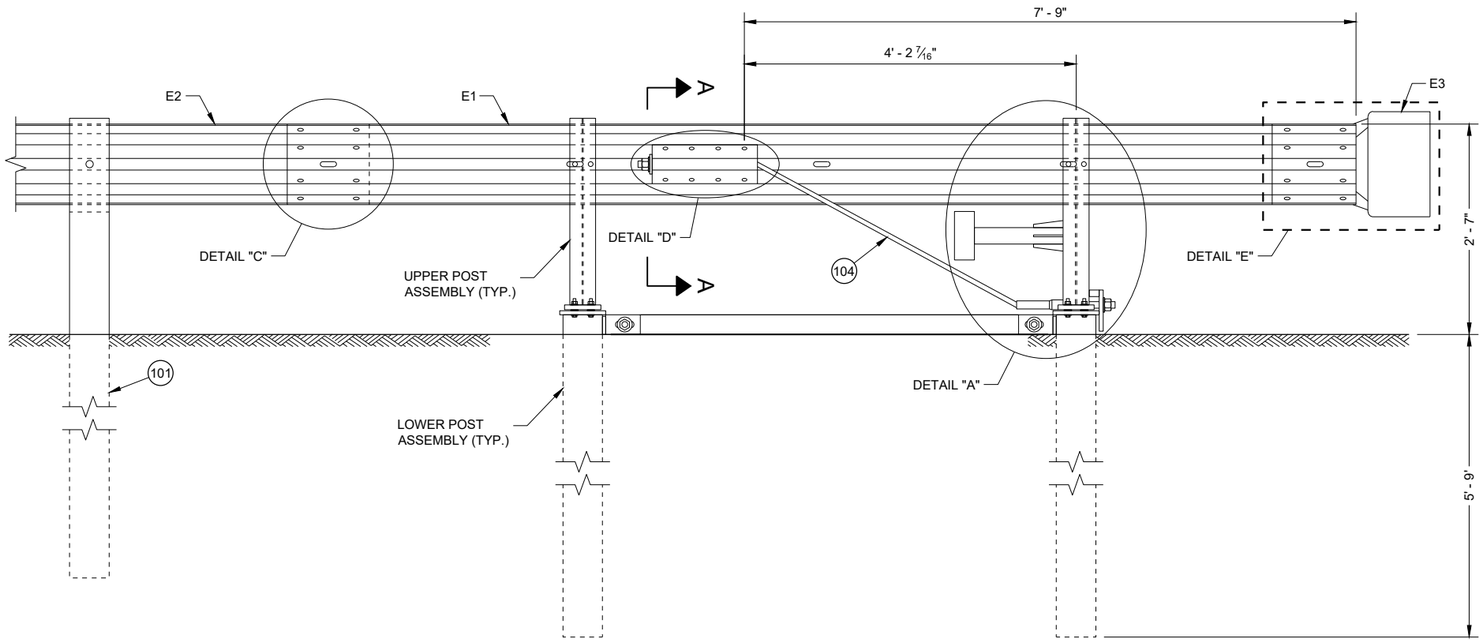
APPROVED
07/2018 — DATE
/S/ Rodney Taylor — ROADWAY STANDARDS D UNIT SUPERVIS
NT
FHWA

6

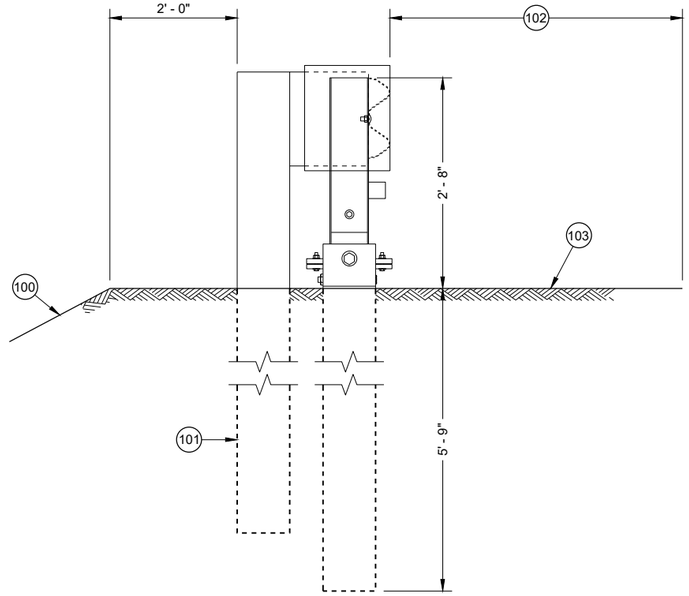
S.D.D. 14 B 45-5d

6

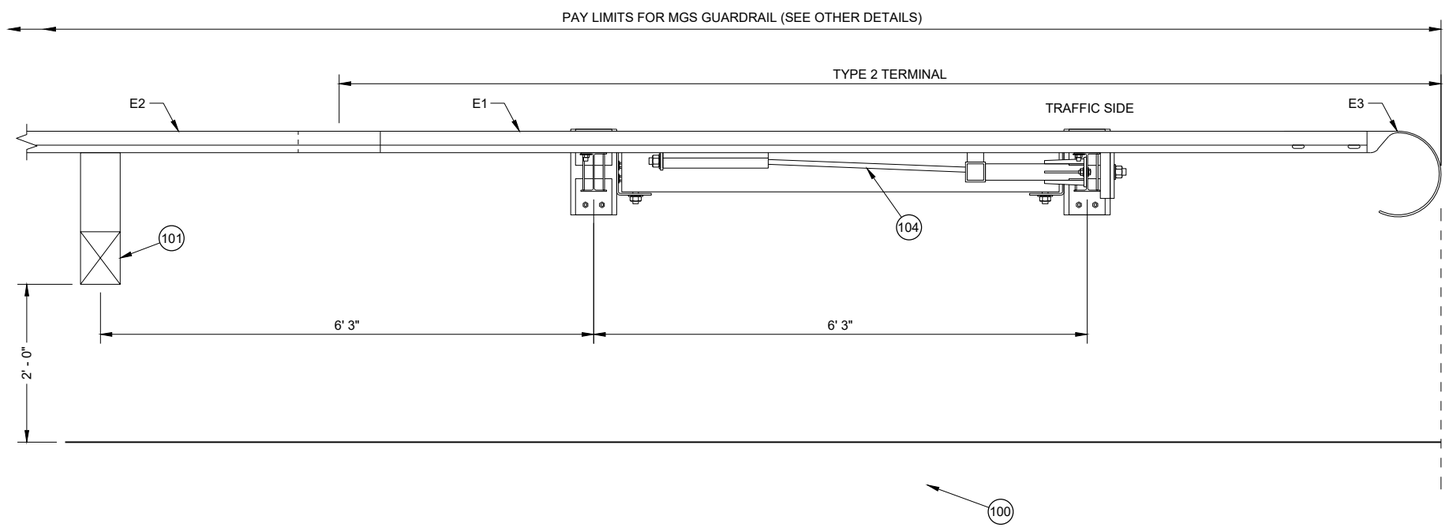
S.D.D. 14 B 45-5d



BACK VIEW
TYPE 2 TERMINAL



SIDE VIEW
TYPE 2 TERMINAL



TOP VIEW
TYPE 2 TERMINAL

GENERAL NOTES

(100) MAXIMUM SLOPE IS 2.5:1.

(101) SEE SDD 14B42 FOR MORE INFORMATION.

(102) SHOULDER

(103) MAXIMUM SLOPE IS 10:1.

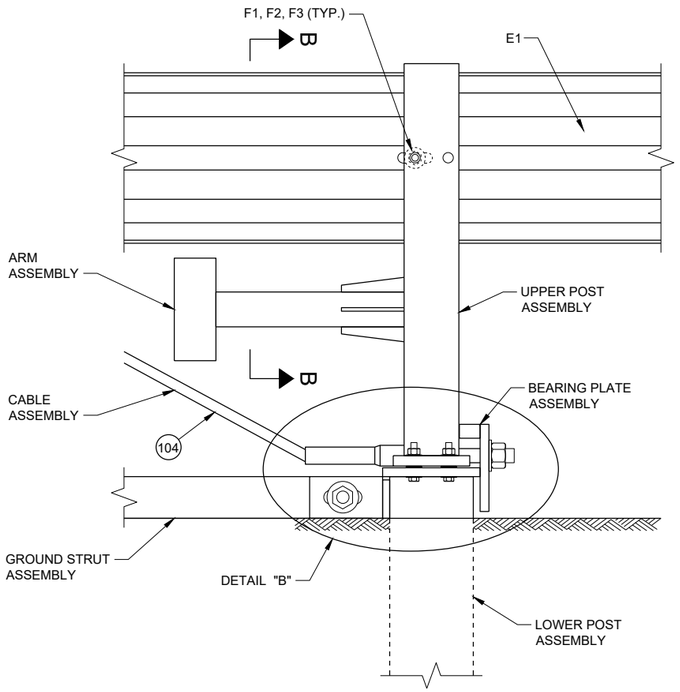
(104) AFTER ASSEMBLY, CABLE IS TO BE TIGHTENED WITHOUT TWISTING THE CABLE.

MIDWEST GUARDRAIL SYSTEM (MGS)
TYPE 2 TERMINAL

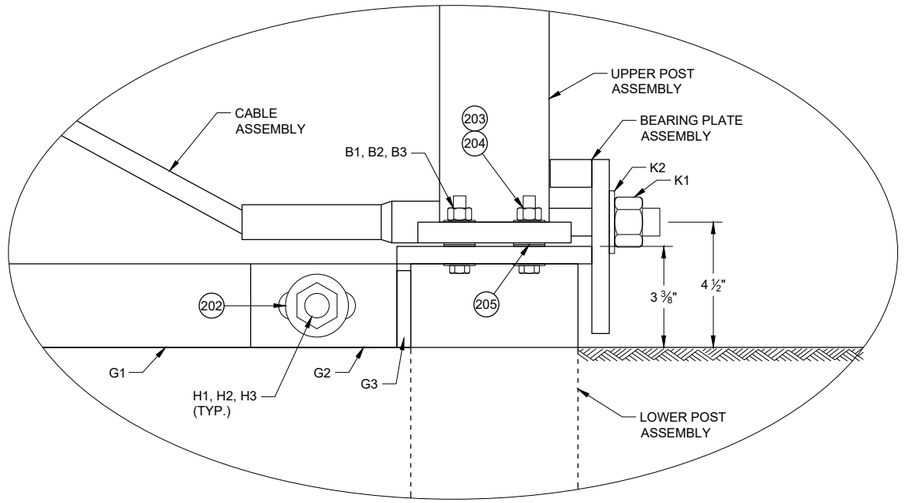
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

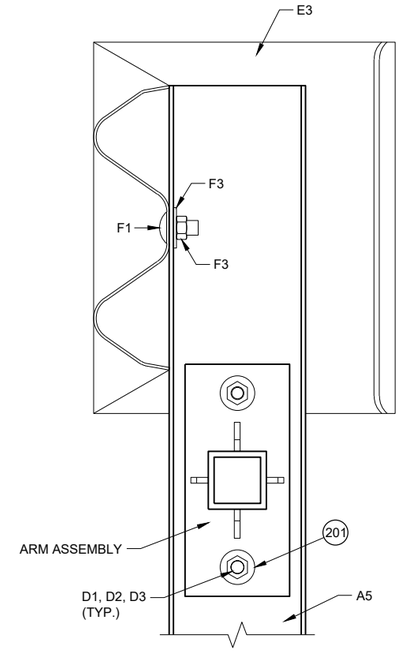
SDD 14B47 - 05a



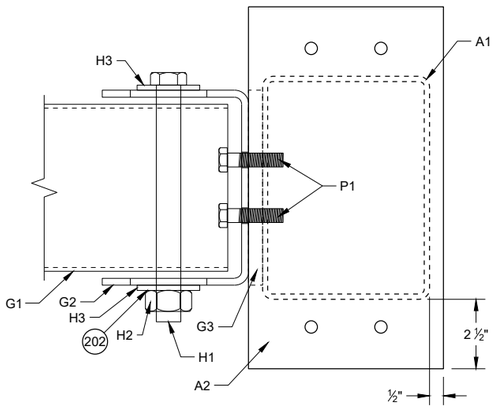
DETAIL "A"



DETAIL "B"

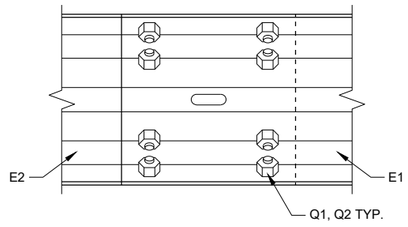


SECTION B - B



TOP VIEW

GROUND STRUT CONNECTION DETAIL



DETAIL "C"

GENERAL NOTES

200 INSTALL ONE WASHER UNDER BOLT HEAD AND RAIL AND ON WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.

201 INSTALL ONE WASHER UNDER BOLT HEAD AND UPPER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND ARM PLATE.

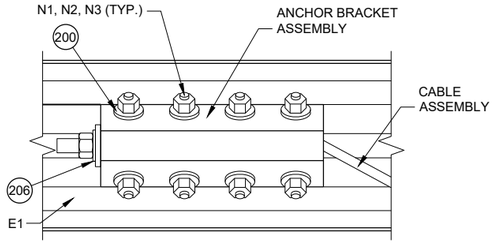
202 INSTALL ONE WASHER UNDER BOLT HEAD AND GROUND STRUT CONNECTOR AND ONE WASHER BETWEEN NUT AND GROUND STRUT CONNECTOR.

203 INSTALL ONE WASHER UNDER BOLT HEAD AND LOWER POST ASSEMBLY AND ONE WASHER BETWEEN NUT AND UPPER POST ASSEMBLY.

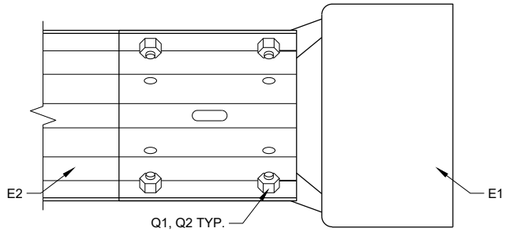
204 TORQUE VALUE IS BETWEEN 60 - 75 FT-LB.

205 TWO WASHERS BETWEEN UPPER AND LOWER POST ASSEMBLY.

206 INSTALL ONE WASHER BETWEEN NUT AND ANCHOR BRACKET ASSEMBLY.



DETAIL "D"



DETAIL "E"

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

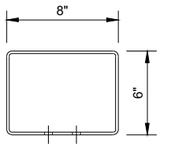
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

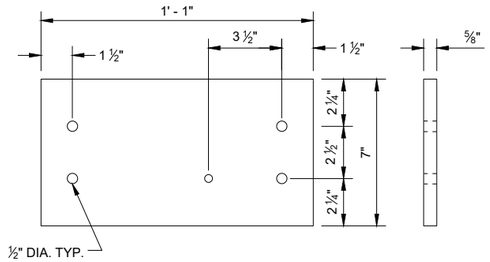
SDD 14B47 - 05b

GENERAL NOTES

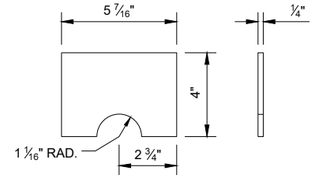
(300) TAP FOR 1/2" AFTER GALVANIZATION



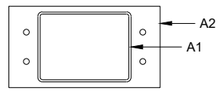
TOP VIEW



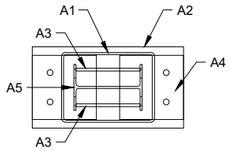
LOWER PLATE (A2)

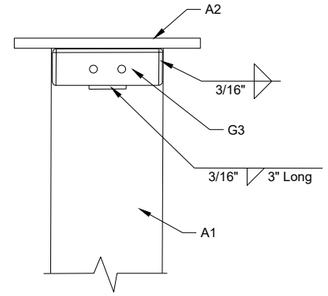


POST GUSSET (A3)

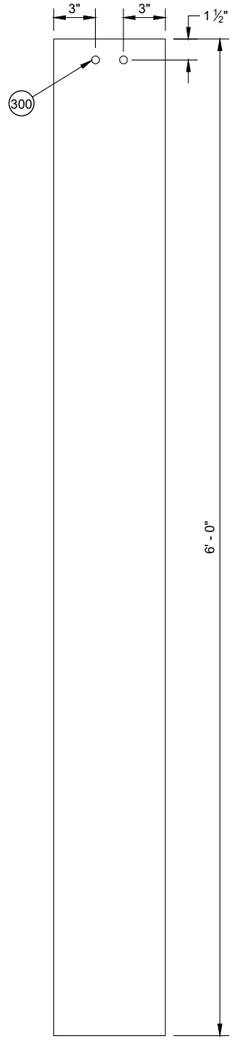


PLAN VIEW



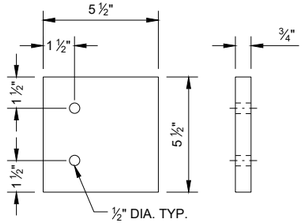


WELDING DETAIL
G3 AND A1

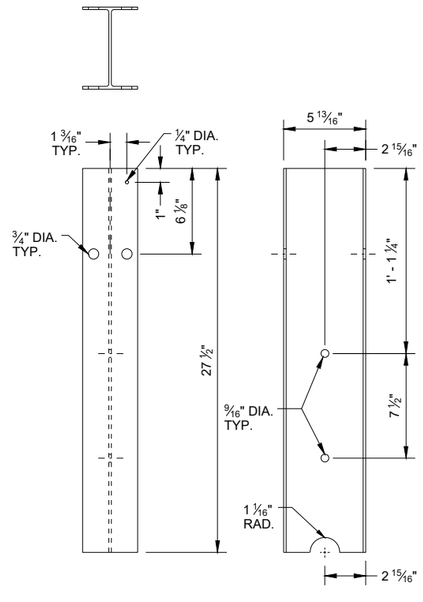


SIDE VIEW

FOUNDATION
TUBE (A1)

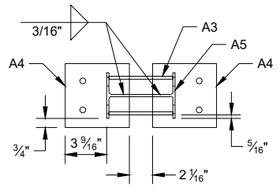


UPPER PLATE (A4)

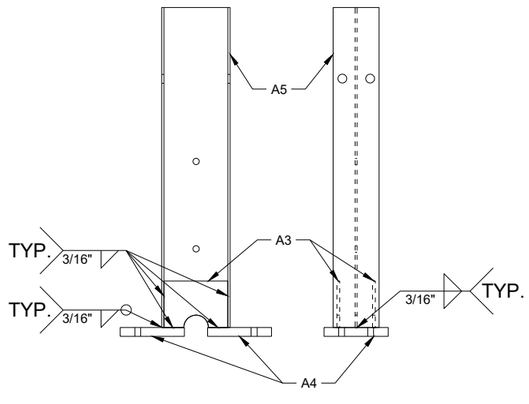


FRONT VIEW SIDE VIEW

TYPE 2 POST (A5)

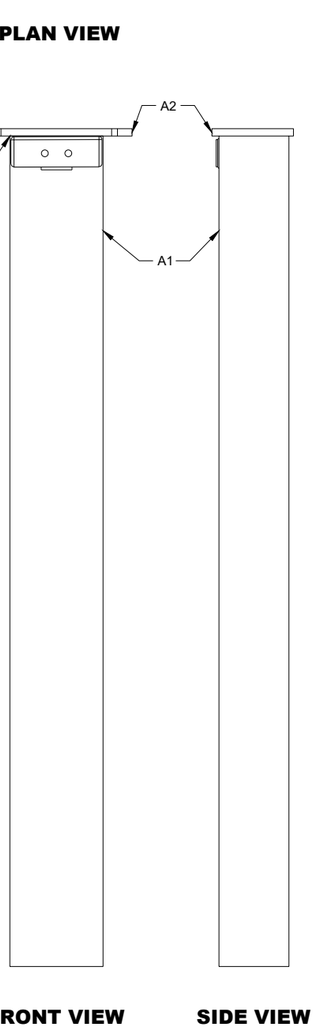


PLAN VIEW



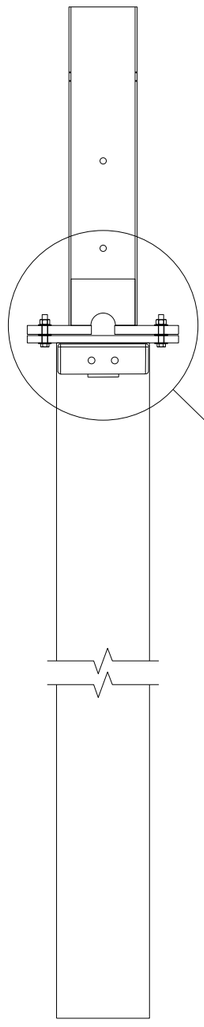
SIDE VIEW FRONT VIEW

UPPER POST ASSEMBLY

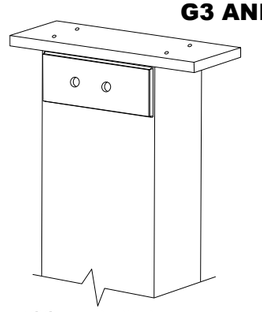


FRONT VIEW SIDE VIEW

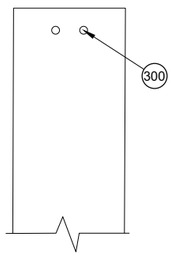
LOWER POST ASSEMBLY



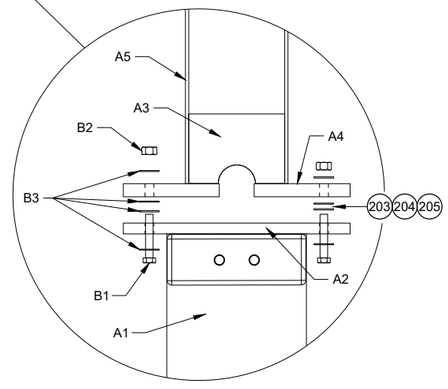
ASSEMBLED POST



ASSEMBLY DETAIL
ISOMETRIC



A1



POST CONNECTION DETAIL

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

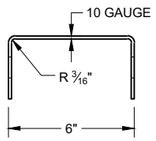
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

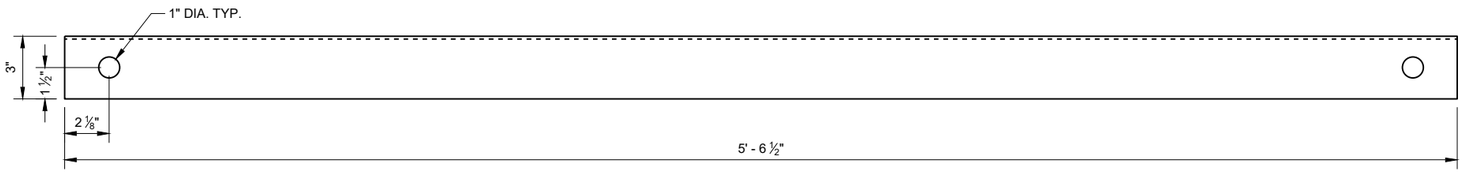
SDD14B47 - 05c

6

SDD14B47 - 05c

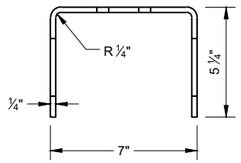


SIDE VIEW

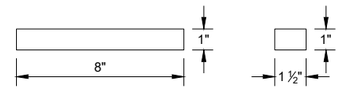


FRONT VIEW

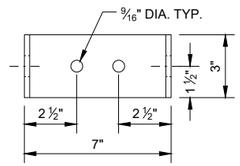
GROUND STRUT CHANNEL (G1)



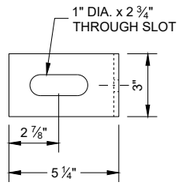
TOP VIEW



BEARING PLATE FLANGE (L2)

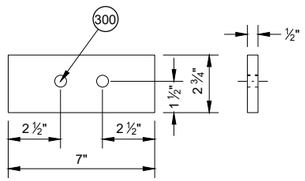


FRONT VIEW

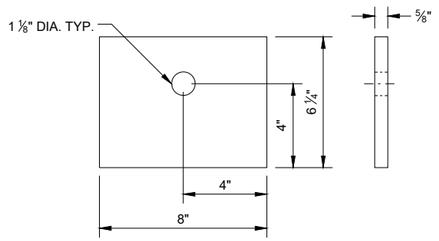


SIDE VIEW

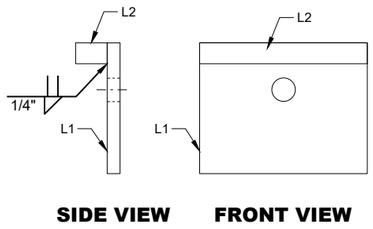
GROUND STRUT CONNECTOR (G2)



GROUND STRUT PLATE (G3)

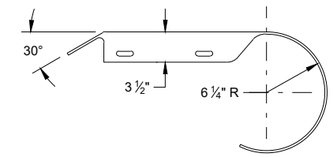


BEARING PLATE (L1)

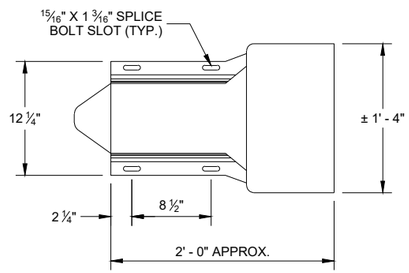


SIDE VIEW FRONT VIEW

BEARING PLATE ASSEMBLY

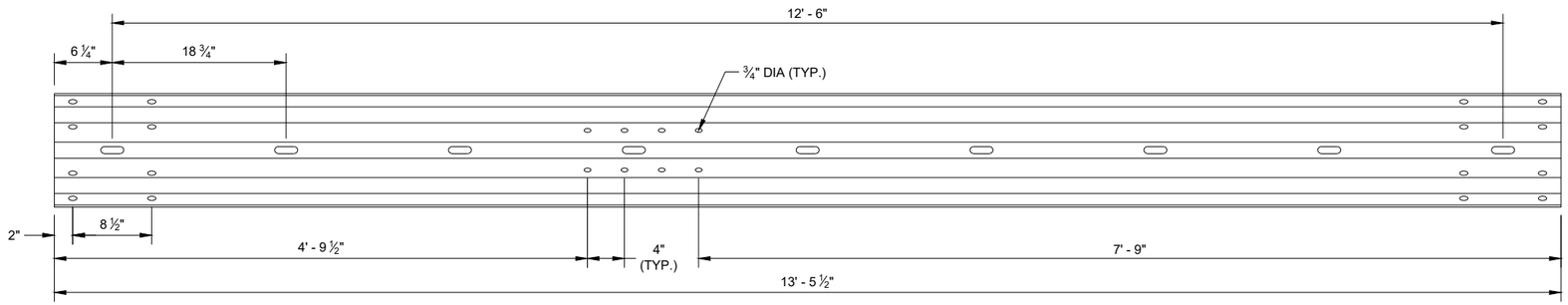


PLAN VIEW

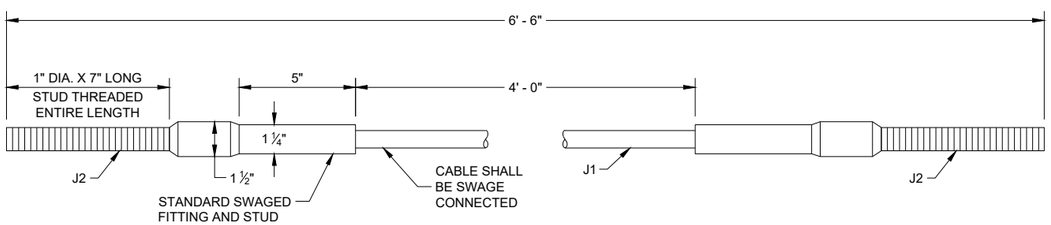


ELEVATION VIEW

ROUNDED BUFFER END (E3)



TYPE 2 GUARDRAIL (E1)



CABLE ASSEMBLY

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

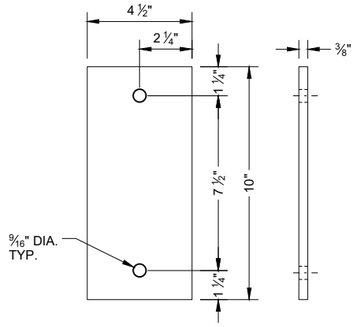
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

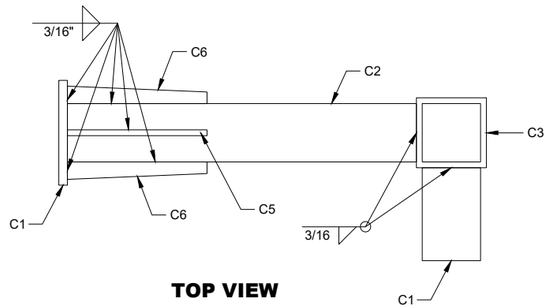
SDD 14B47 - 05d

6

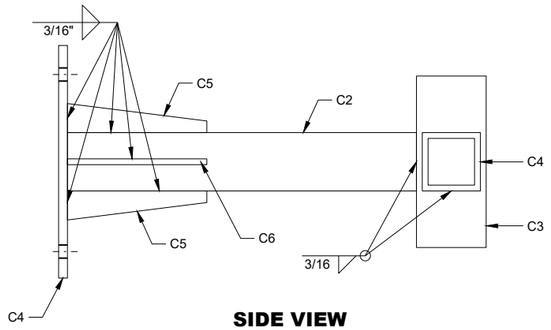
SDD 14B47 - 05d



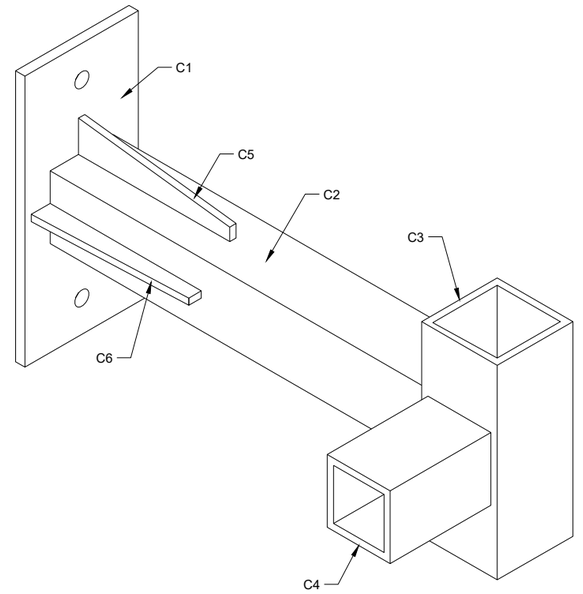
ARM PLATE (C1)



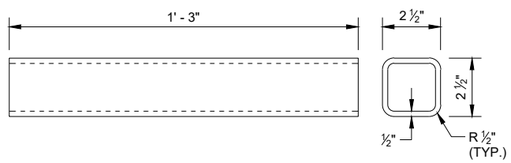
TOP VIEW
ARM ASSEMBLY



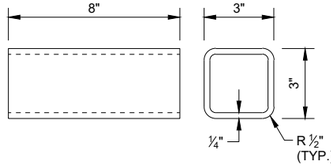
SIDE VIEW
ARM ASSEMBLY



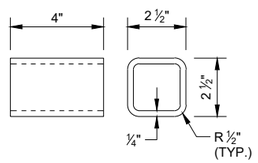
ISOMETRIC VIEW
ARM ASSEMBLY



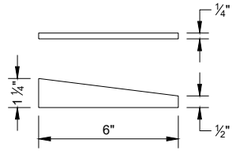
ARM TUBE 1 (C2)



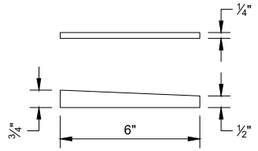
ARM TUBE 2 (C3)



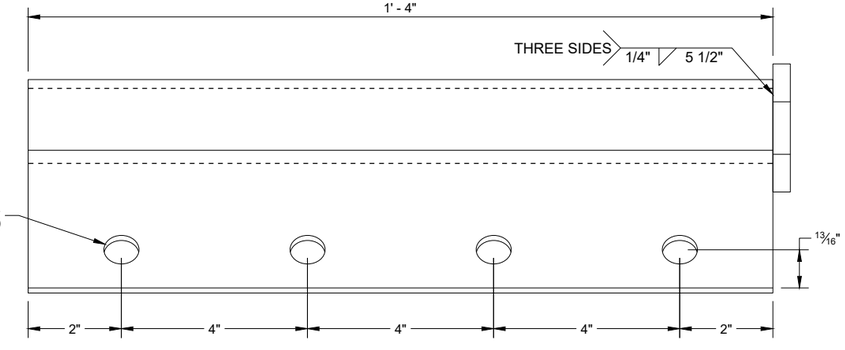
ARM TUBE 3 (C4)

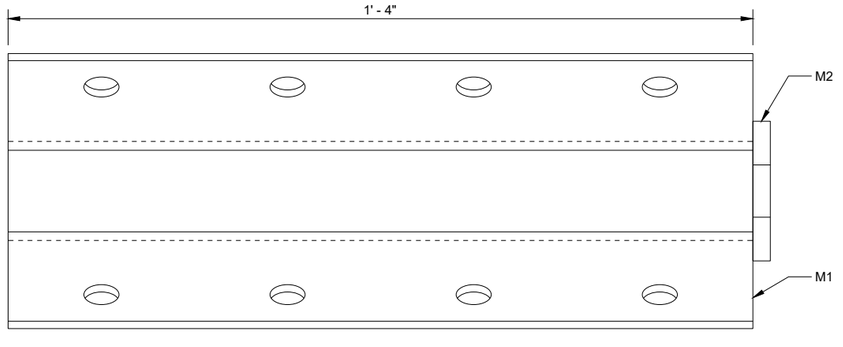


ARM GUSSET PLATE 1 (C5)

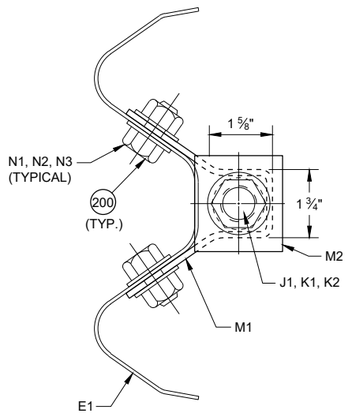


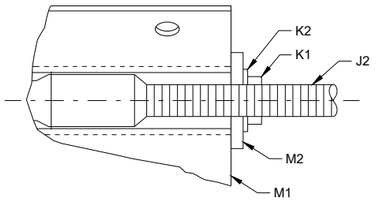
ARM GUSSET PLATE 2 (C6)



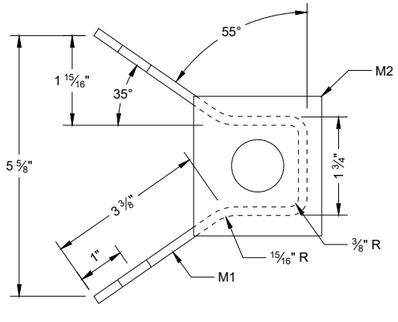


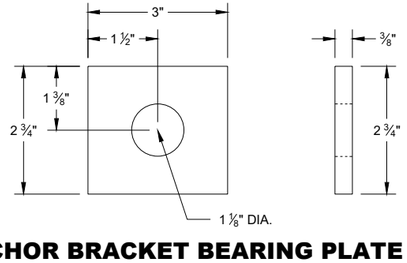
ANCHOR BRACKET (M1, M2)





SECTION A - A





ANCHOR BRACKET BEARING PLATE (M2)

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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SDD14B47 - 05e

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
A1	TYPE 2 FOUNDATION TUBE	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
A2	LOWER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
A3	POST GUSSET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
A4	UPPER PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/4" THICKNESS
A5	TYPE 2 POST	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI, w6x9 or w6x8.5	
B1	BREAKAWAY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM F3125 GRADE A325 TYPE 1 HEAVY HEX HEAD OR SAE J429 GRADE 5 HEAVY HEX HEAD / ASTM A449 TYPE 1 HEAVY HEX HEAD. BOLTS MAY BE FULLY THREADED . PROVIDE ENOUGH THREADING FOR PROPER TIGHTENING OF BOLT.	7/16" DIA.
B2	BREAKAWAY BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/16" DIA.
B3	BREAKAWAY BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
C1	ARM ASSEMBLY PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
C2	ARM ASSEMBLY TUBE 1	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 8" x 6" x 3/16"
C3	ARM ASSEMBLY TUBE 2	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 3" x 3" x 1/4"
C4	ARM ASSEMBLY TUBE 3	AASHTO M111 / ASTM A123 ASTM A500 GRADE B OR ASTM A-501	TS 2 1/2" x 2 1/2" X 1/4"
C5	ARM ASSEMBLY GUSSET PLATE 1	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
C6	ARM ASSEMBLY GUSSET PLATE 2	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
D1	ARM ASSEMBLY BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	1/2" DIA.
D2	ARM ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	1/2" DIA.
D3	ARM ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
E1	TYPE 2 GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E2	BEAM GUARD RAIL	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
E3	BEAM GUARD ROUNDED BUFFER END	AASHTO M180 CLASS A TYPE 2 12 GAUGE APPROVED PRODUCER	
F1	POST BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
F2	POST BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
F3	POST BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291/ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
G1	GROUND STRUT CHANNEL	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" x 11 3/4" x 10 GAUGE
G2	GROUND STRUT CONNECTOR	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/4" THICKNESS
G3	GROUND STRUT PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1/2" THICKNESS

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SDD 14B47 - 05f

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTA

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SDD 14B47 - 05f

BILL OF MATERIALS - TYPE 2 TERMINAL (MGS)

PART	DESCRIPTION	MATERIALS SPECIFICATIONS	NOTES
H1	GROUND STRUT BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	7/8" DIA.
H2	GROUND STRUT BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	7/8" DIA.
H3	GROUND STRUT BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC HEAVY HEX HEAD 5/8" ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
J1	BCT CABLE	AASHTO M30 / ASTM A741 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS), 6 x 19 INDEPENDENT WIRE CORE (IWRC) IMPROVED PLOW STEEL (IPS) TYPE II OR IIC, CLASS C ZINC COATED MIN. BREAKING STRENGTH OF 42.7 KIPS	**3/4" DIA.**
J2	BCT CABLE	UNC 1" ASTM A576 GRADE 1035 SWAGE FITTINGS ARE TO BE FACTORY SWEDGED. MIN BREAKING STRENGTH OF 42.7 KIPS ASME B30.26 "FORGED, CAST, OR DIE STAMPED WITH THE FOLLOWING IN TO CONNECTION: NAME OF MANUFACTURE OR TRADEMARK OF CONNECTION'S MANUFACTURER, SIZE OR RATED LOAD, GRADE FOR ALLOY EYEBOLTS."	
K1	CABLE ASSEMBLY NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1" DIA.
K2	CABLE ASSEMBLY WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1	1" DIA.
L1	BEARING PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	5/8" THICKNESS
L2	BEARING PLATE FLANGE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	1" THICKNESS
M1	BEAM GUARD ANCHOR BRACKET	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	
M2	BEAM GUARD ANCHOR END PLATE	AASHTO M111 / ASTM A123 ASTM A36 MIN. STRENGTH 36 KSI, OR ASTM A529 MAX. STRENGTH 50 KSI, OR ASTM A572 MAX STRENGTH 50 KSI, OR ASTM A709 MAX STRENGTH 50 KSI, OR ASTM A992 MAX STRENGTH 50 KSI	3/8" THICKNESS
N1	ANCHOR BRACKET BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	5/8" DIA.
N2	ANCHOR BRACKET BOLT WASHER	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 F436 TYPE 1 (HARDEN WASHER ONLY)	5/8" DIA.
N3	ANCHOR BRACKET BOLT NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 /ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	
P1	FOUNDATION TUBE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1/ ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	1/2" DIA.
Q1	SPLICE BOLT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC AASHTO M180 HEAD ASTM A307 GRADE B OR SAE J429 GRADE 2 OR ASTM F1554 GRADE 36	
Q2	SPLICE NUT	HOT DIP AASHTO M232 CLASS / ASTM A153 CLASS C / ASTM F2329 C OR MECHANICAL GAL. TO AASHTO M298 CLASS 50 TYPE 1 / ASTM B695 CLASS 50 TYPE 1 UNC OVER TAP NUTS AS SPECIFIED IN AASHTO 291 / ASTM A 563 AASHTO M180 RECESSED HEAVY HEX HEAD ASTM A563DH OR SAE J995 GRADE 5	5/8" DIA.

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SDD 14B47 - 05g

MIDWEST GUARDRAIL SYSTEM (MGS) TYPE 2 TERMINAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

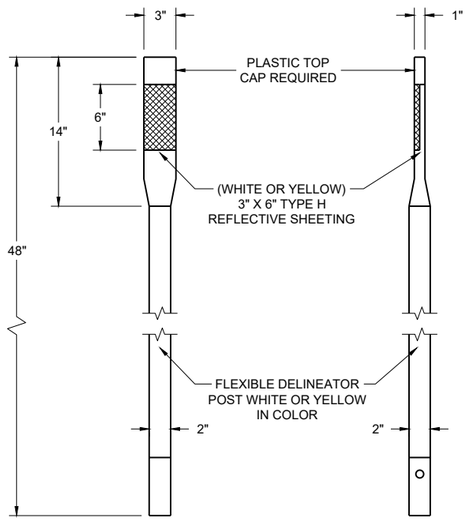
May 2023
DATE

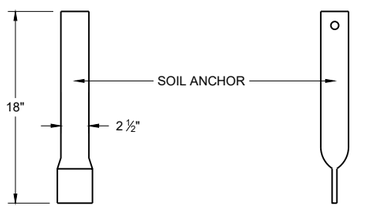
/S/ Rodney Taylor
ROADWAY STANDARDS DEVE ENGINEER

FHWA

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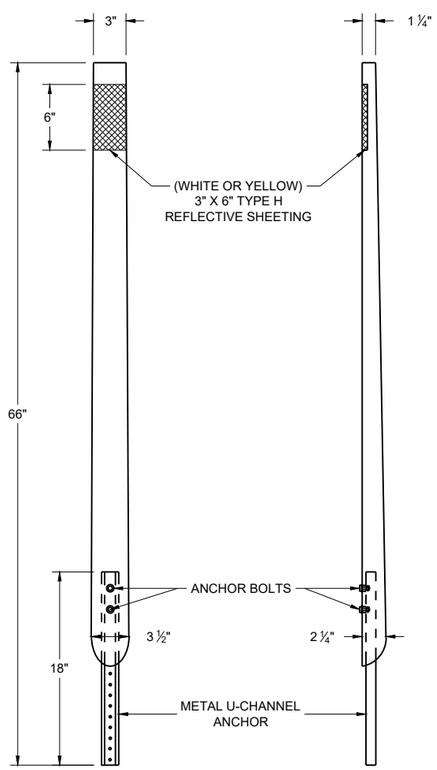
SDD 14B47 - 05g





FRONT VIEW SIDE VIEW

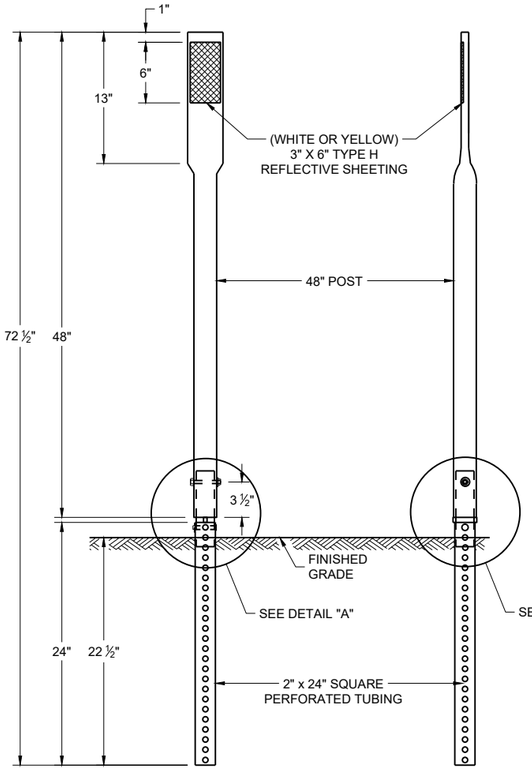
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE DELINEATOR POSTS

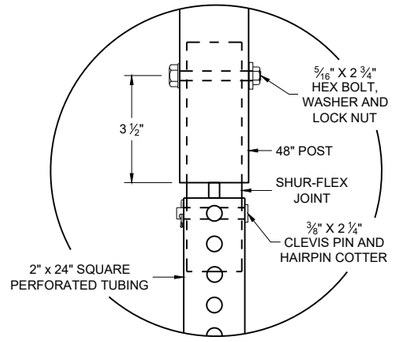


FRONT VIEW SIDE VIEW

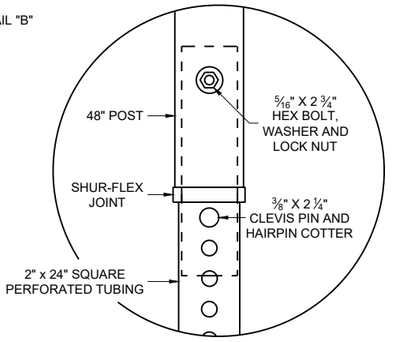
ALTERNATE 3

GENERAL NOTES

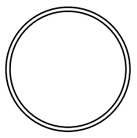
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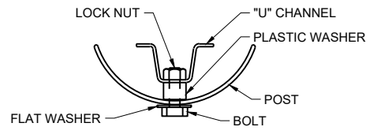
DETAIL A



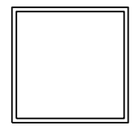
DETAIL B



SECTION A - A



SECTION B - B

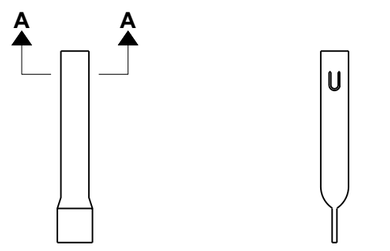


SECTION C - C

REFLECTOR SPACING TABLE

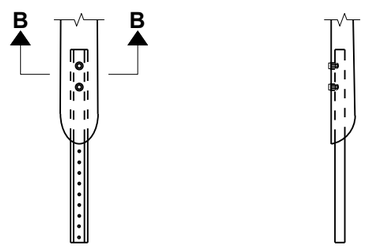
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER



FRONT VIEW SIDE VIEW

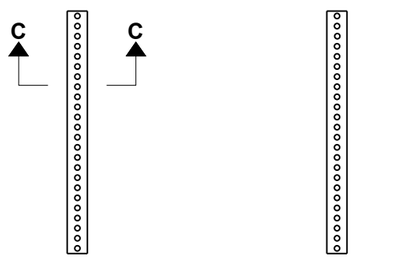
ALTERNATE 1



FRONT VIEW SIDE VIEW

ALTERNATE 2

FLEXIBLE MARKER POST ANCHORS



FRONT VIEW SIDE VIEW

ALTERNATE 3

FLEXIBLE DELINEATOR POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

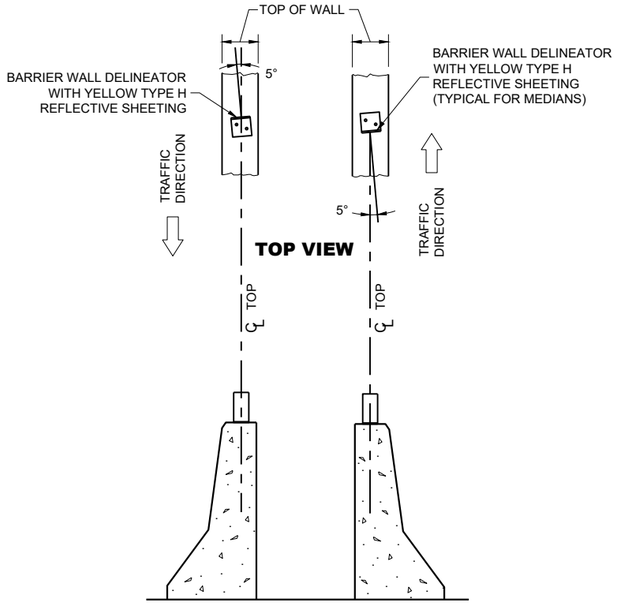
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

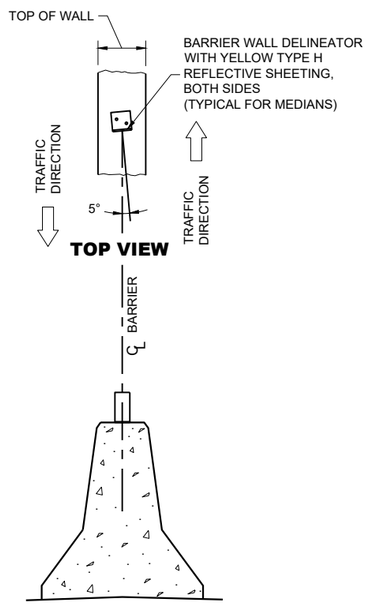
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SDD 15A04-08a

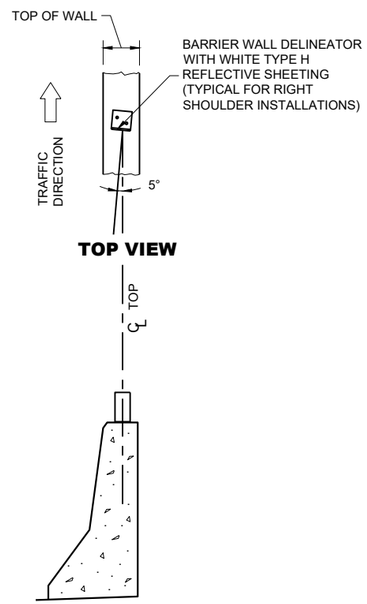
SDD 15A04-08a



SIDE VIEW
DOUBLE BARRIERS IN MEDIAN

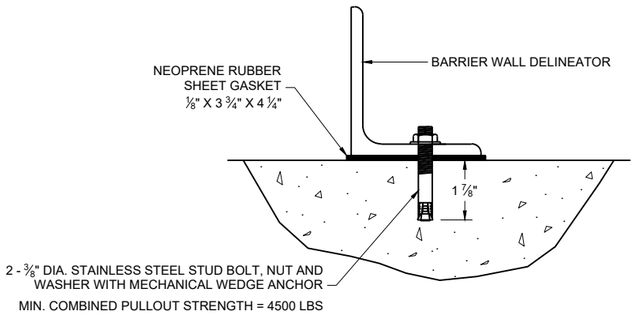


SIDE VIEW
MEDIAN BARRIER

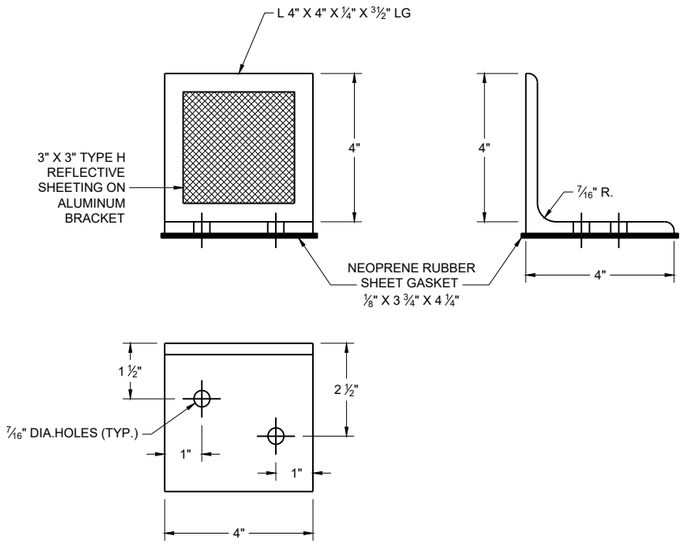


SIDE VIEW
TO RIGHT OF TRAFFIC FLOW

LOCATION AND AIMING DETAILS FOR BARRIER WALL DELINEATOR MOUNTED ON CONCRETE BARRIERS



BARRIER WALL DELINEATOR
MOUNTING DETAIL



BARRIER WALL DELINEATOR

REFLECTOR SPACING TABLE

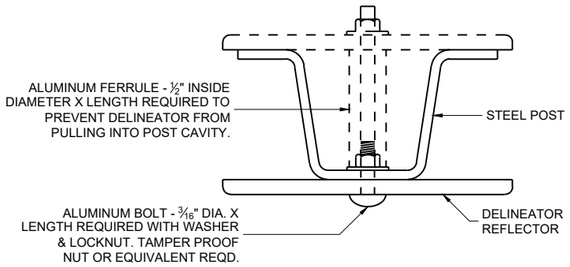
REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

BARRIER WALL DELINEATOR WITH REFLECTIVE SHEETING

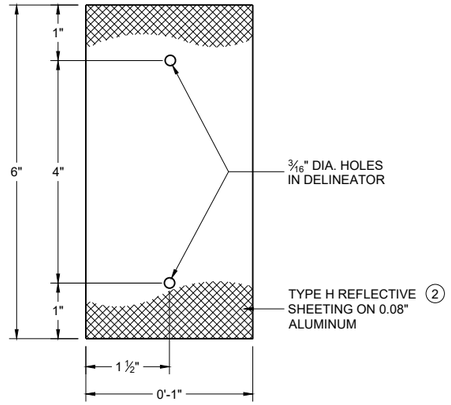
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Jeannie Silver — Statewide Pavement Marking Engineer
FHWA

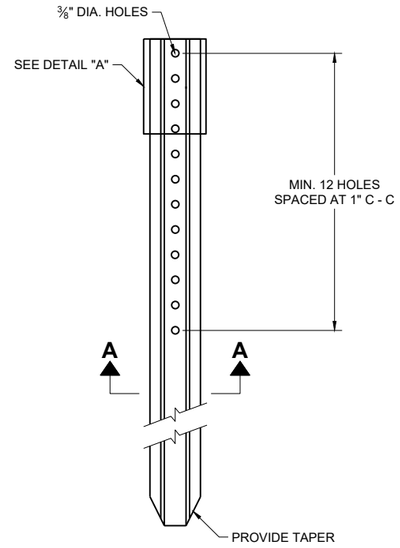
SDD 15A04-08b
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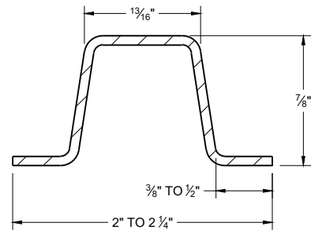
MOUNTING DETAIL FOR DELINEATOR REFLECTOR



DETAIL "A" 3" X 6" DELINEATOR REFLECTOR



DELINEATOR POST



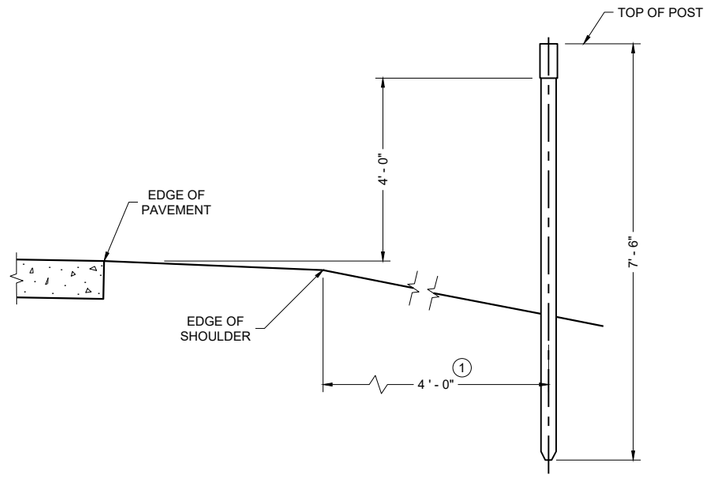
SECTION A - A

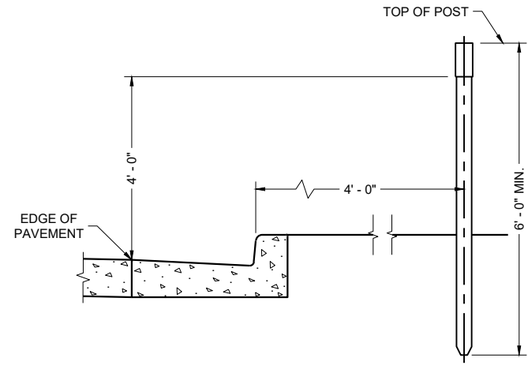
WEIGHT 1.12 LBS PER FT. \ 0.1 LB.

REFLECTOR SPACING TABLE

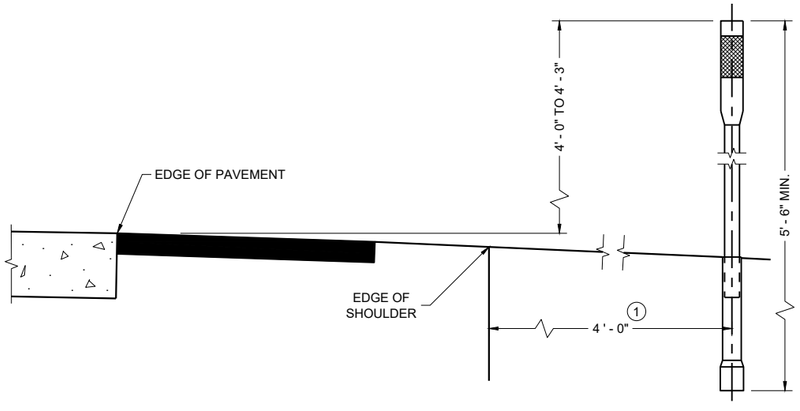
REFLECTOR SPACING	LOCATION
* 100' C-C	RAMPS
400' C-C	MAINLINE

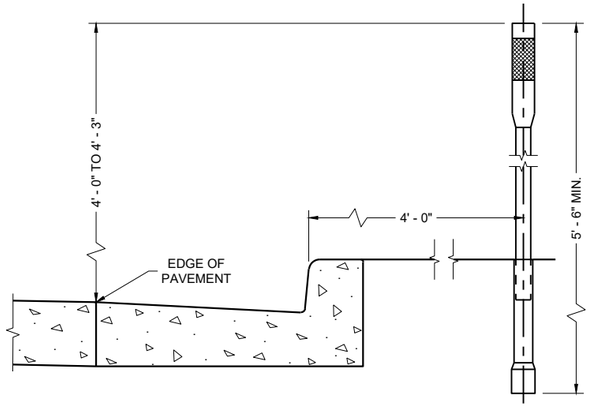
* START AT BEGINNING OF RAMP TAPER AND END AT END OF RAMP TAPER





TYPICAL INSTALLATIONS OF DELINEATOR POSTS





TYPICAL INSTALLATIONS OF FLEXIBLE DELINEATOR POSTS

GENERAL NOTES

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

(1) DELINEATORS SHALL BE PLACED AT A CONSTANT DISTANCE FROM THE EDGE OF THE SHOULDER FOR THE LENGTH OF THE INSTALLATION.

(2) FURNISH TYPE H SHEETING FROM THE APPROVED PRODUCTS LIST.

DELINEATOR POST WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

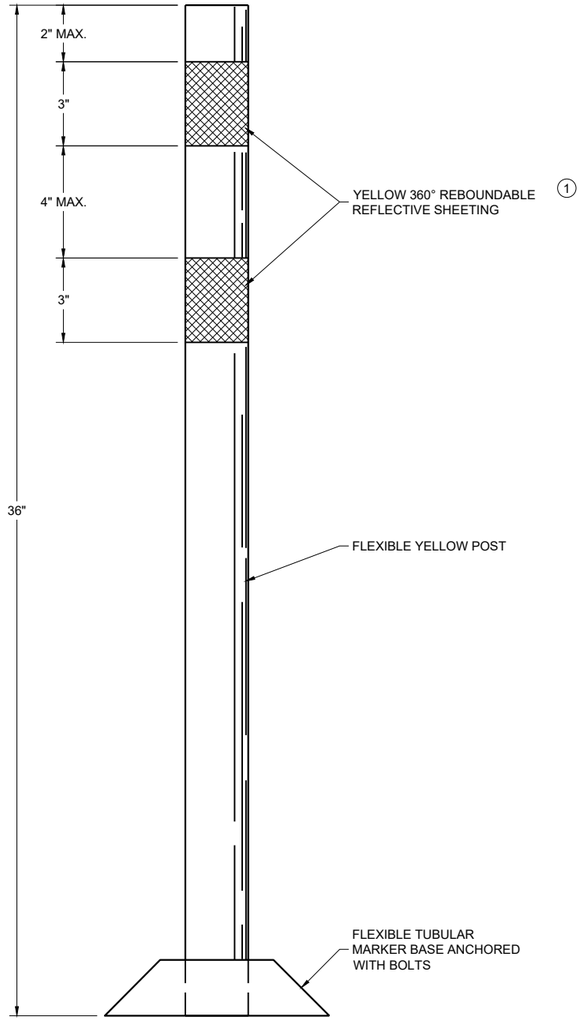
FHWA

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SDD 15A04-08c

6

SDD 15A04-08c



PERMANENT FLEXIBLE TUBULAR MARKER POST

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

(1) REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

6

SDD 15A04-08d

CHANNELIZING DEVICES
PERMANENT FLEXIBLE
TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

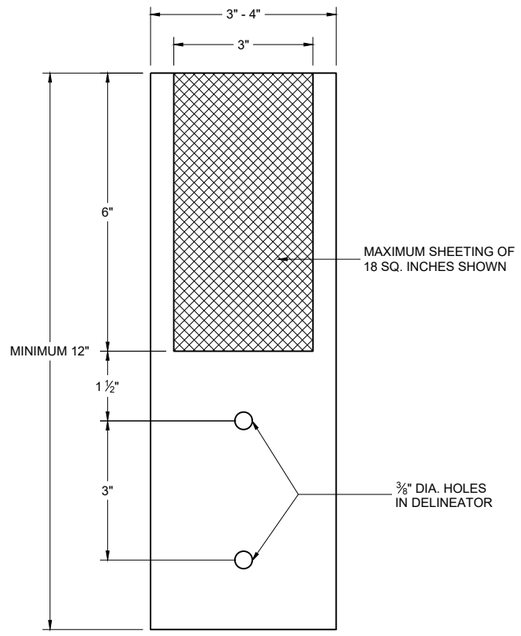
APPROVED
March 2024
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

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SDD 15A04-08d



4" x 12" DELINEATOR
WITH REFLECTIVE SHEETING

REFLECTOR SPACING TABLE

REFLECTOR SPACING	MINIMUM NUMBER OF REFLECTORS
100' C-C	3

DELINEATOR POST
WITH REFLECTIVE SHEETING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

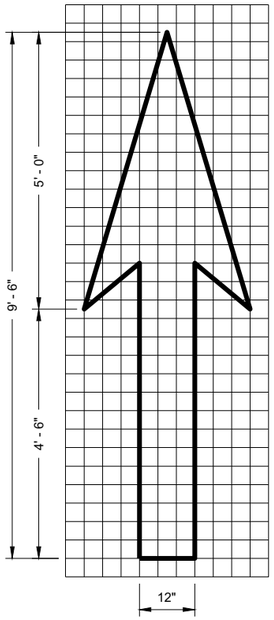
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

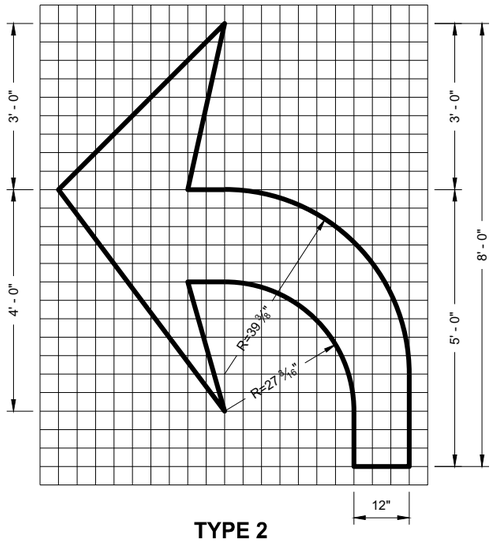
6
SDD 15A04-08e

GENERAL NOTES

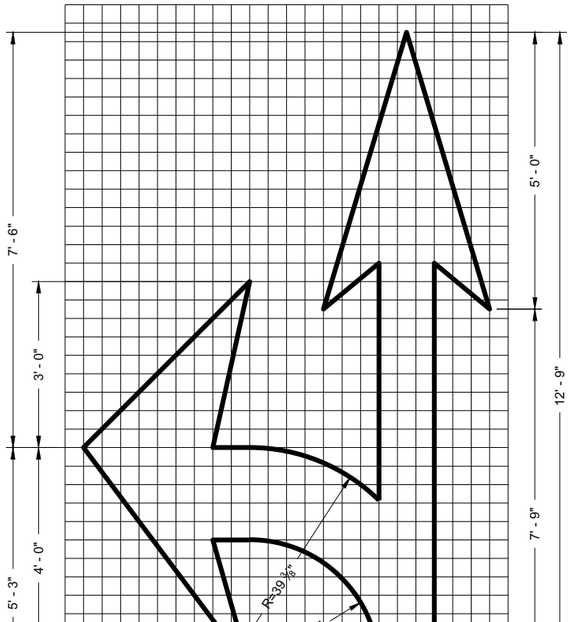
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



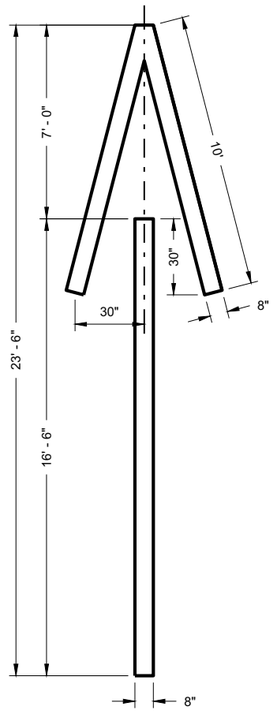
TYPE 1



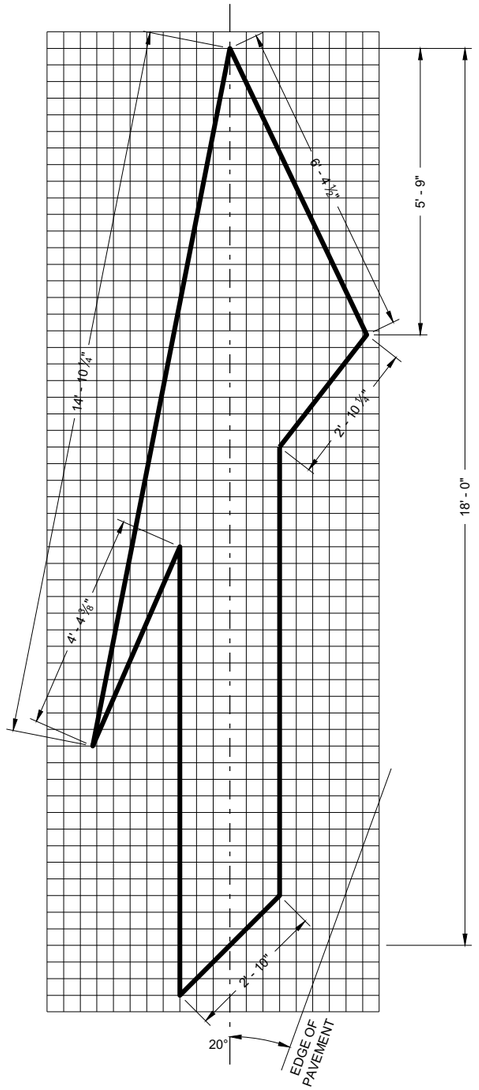
TYPE 2



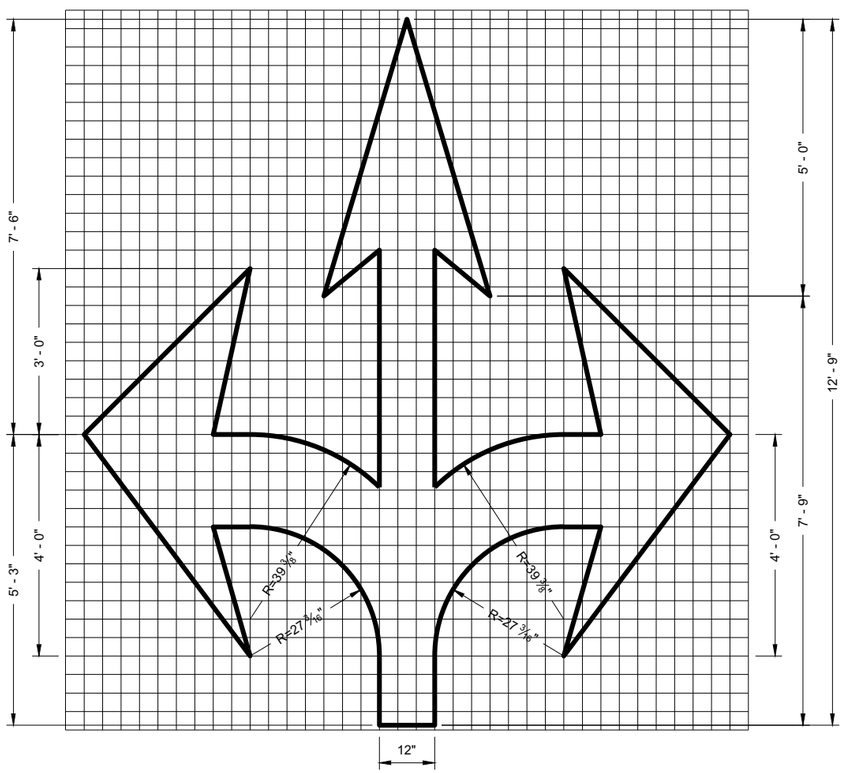
TYPE 3



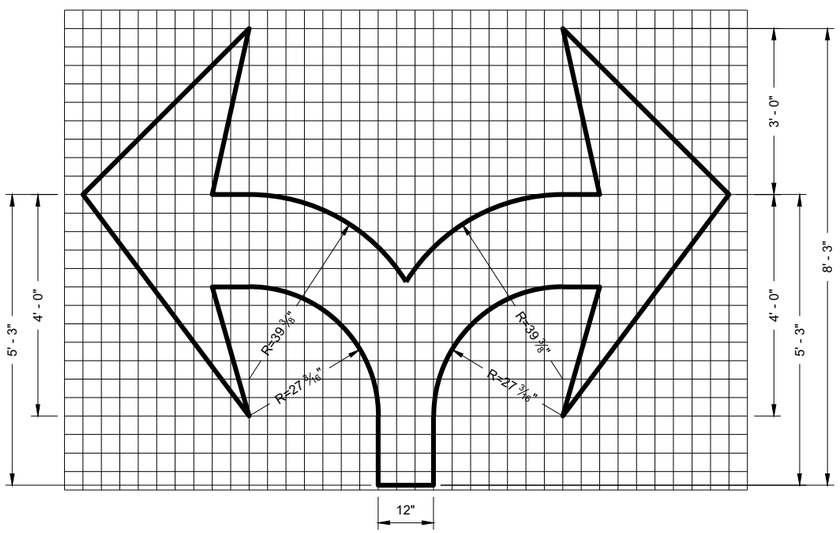
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MAF ENGINEER

FHWA

6

SDD 15C07 - 15c

6

SDD 15C07 - 15c

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 WITHIN 50 FEET OF THE "T" MARKING

(2) MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

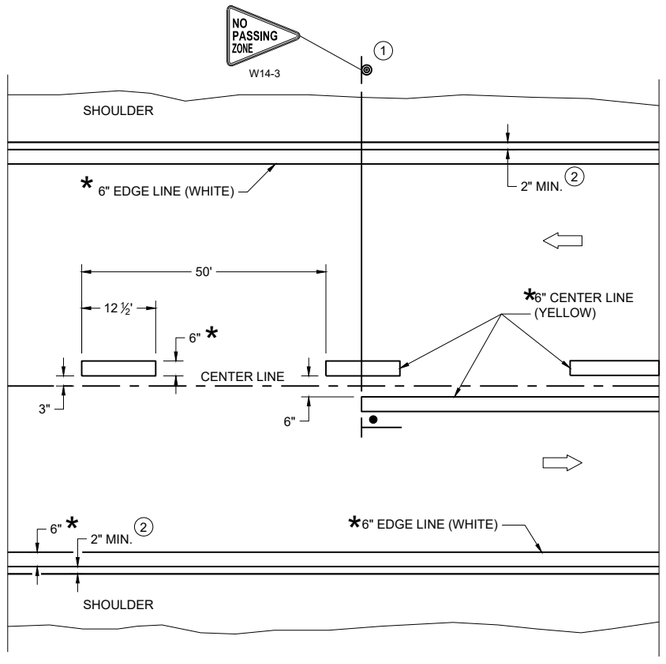
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

LEGEND

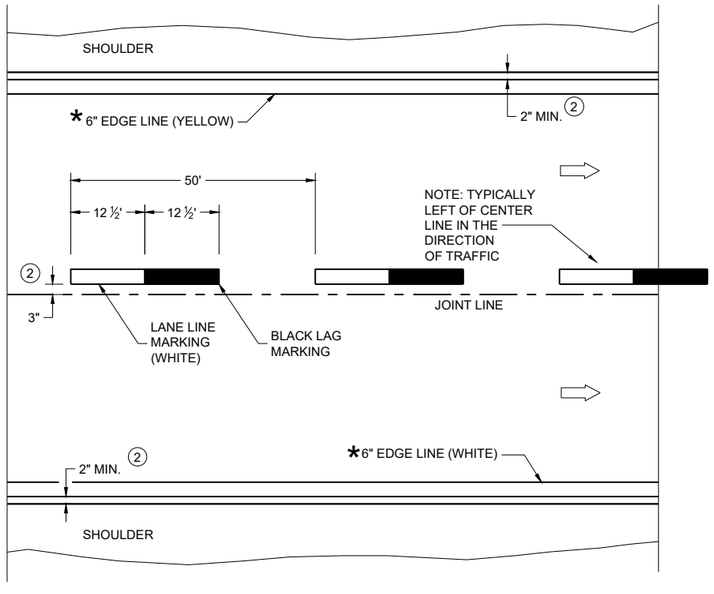
"T" MARKING

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

6

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

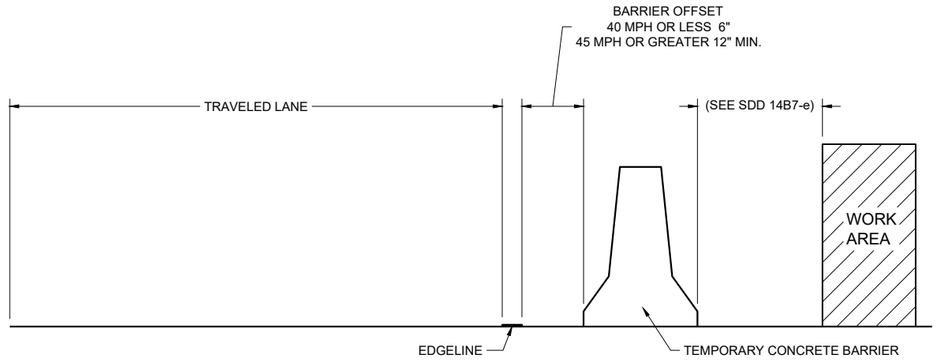
APPROVED

May 2023
DATE

/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

SDD 15C08-23a



TEMPORARY BARRIER OFFSET FROM EDGELINE

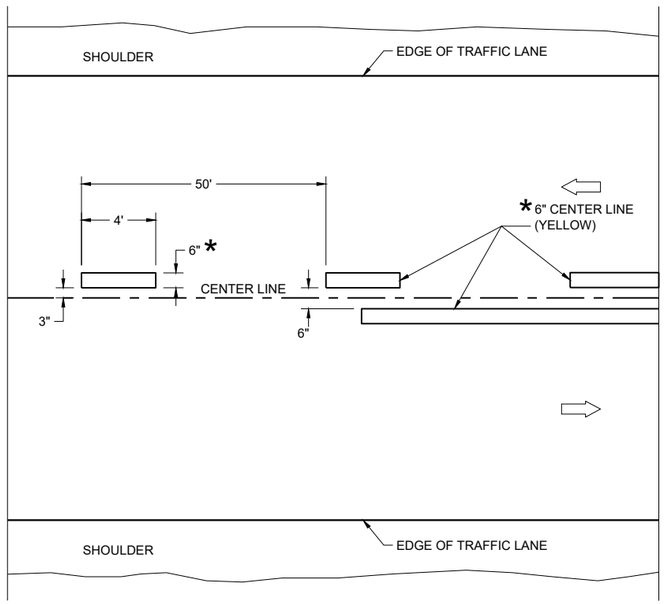
GENERAL NOTES

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

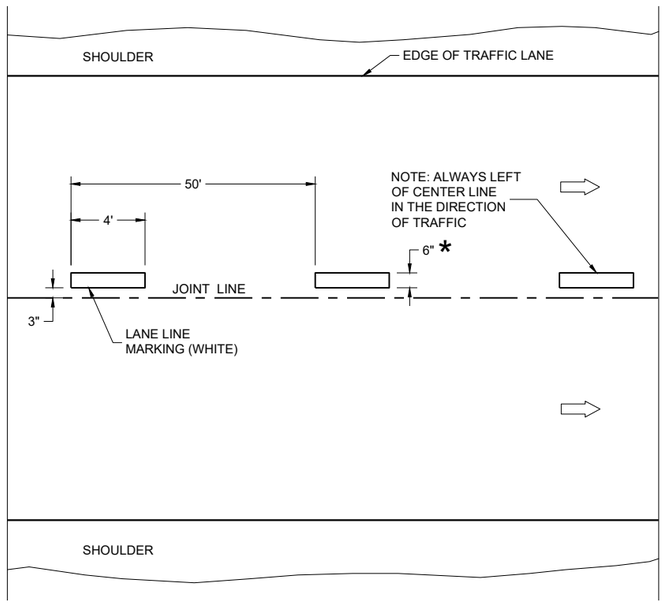
LEGEND

DIRECTION OF TRAFFIC

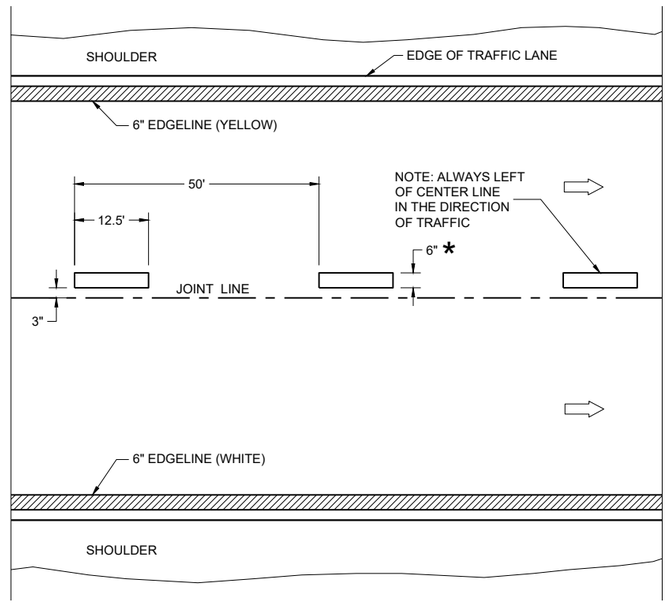
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Jeannie Silver
Statewide Pavement Marking Engineer

FHWA

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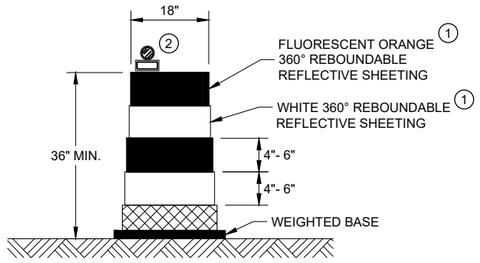
SDD 15C08-23b

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SDD 15C08-23b

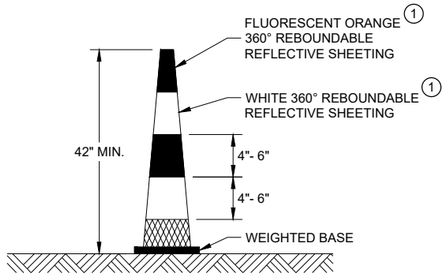
GENERAL NOTES

1. REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
2. LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



DRUM

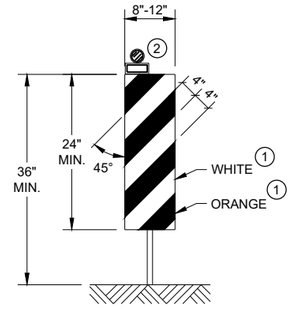
BALLAST WIDTHS
RANGE FROM 24"-36"



42" CONE

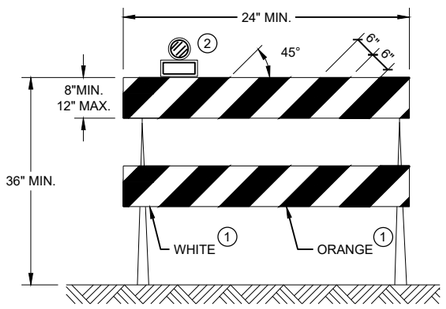
DO NOT USE IN TAPERS
½ SPACING OF DRUMS

BALLAST WIDTHS
RANGE FROM 14"-20"



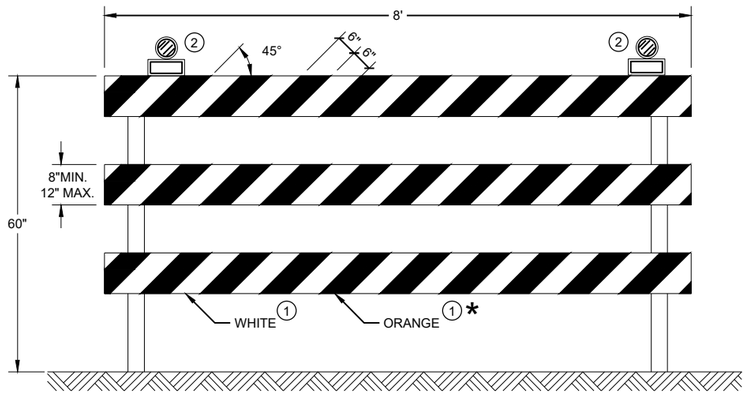
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15C11 - 10b

6

SDD 15C11 - 10b

LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

TEMPORARY PORTABLE RUMBLE STRIP ARRAY

DIRECTION OF TRAFFIC

WORK AREA

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

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.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

(1) FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

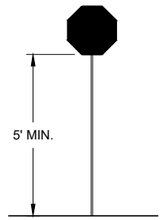
(3) EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



STOP/SLOW PADDLE ON SUPPORT STAFF

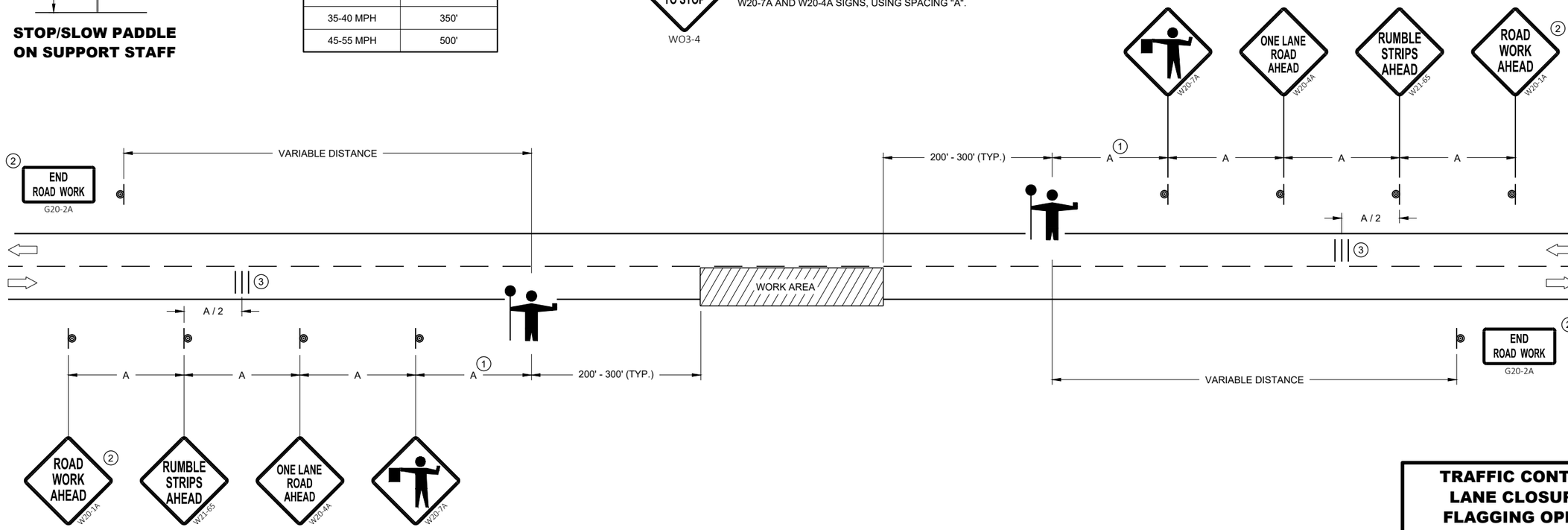
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



WO3-4

USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

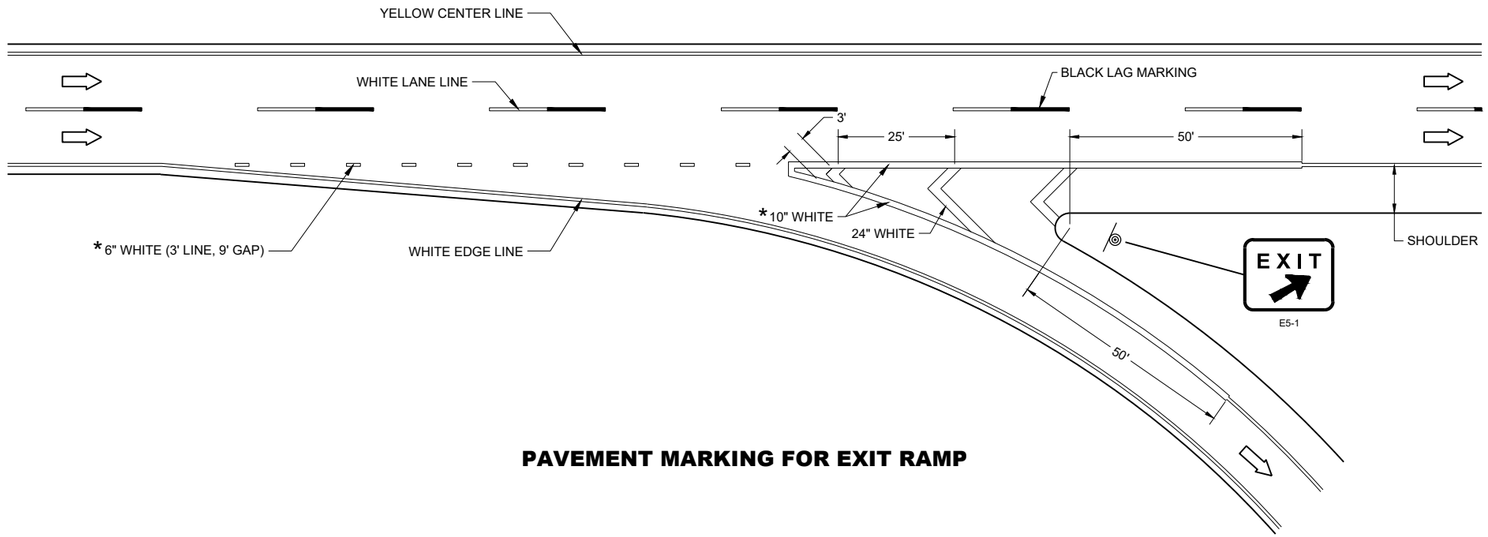
APPROVED
May 2022
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEE

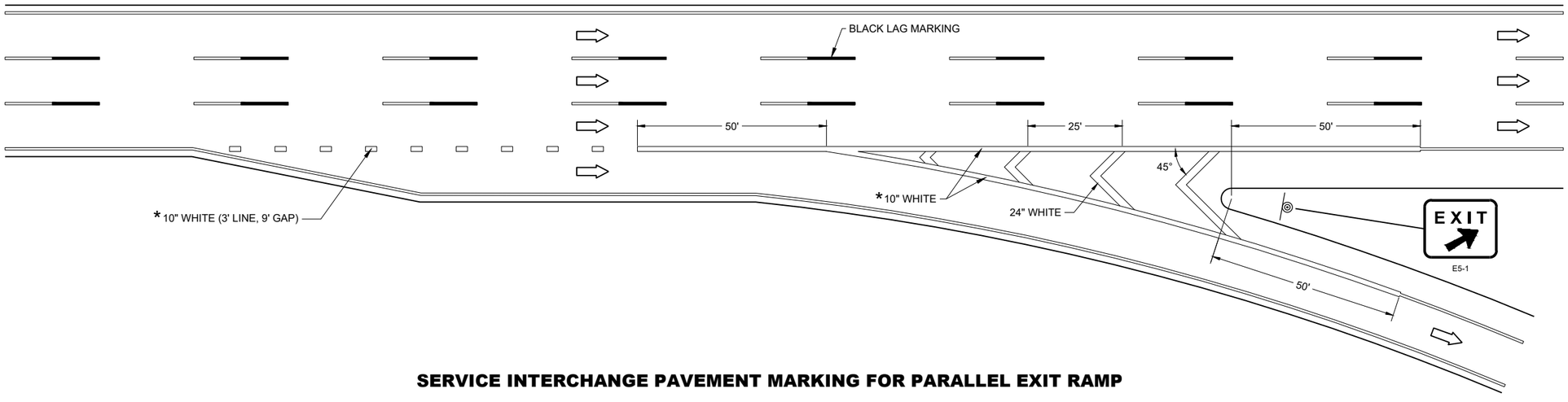
FHWA

SDD 15C12 - 09a

SDD 15C12 - 09a



PAVEMENT MARKING FOR EXIT RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-06a

SDD 15C31-06a

GENERAL NOTES

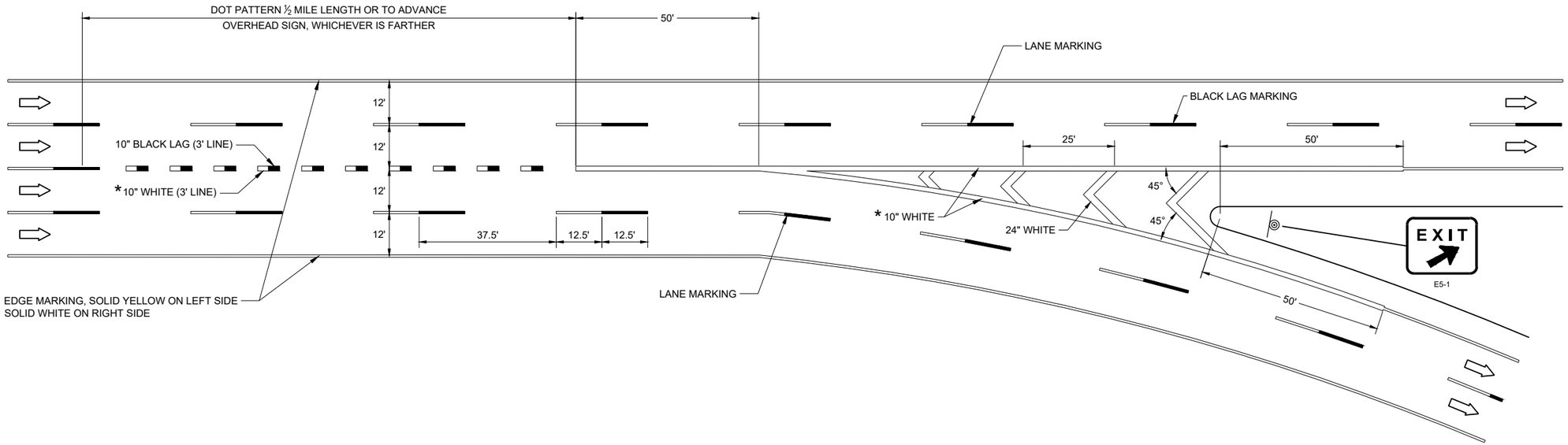
PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



6

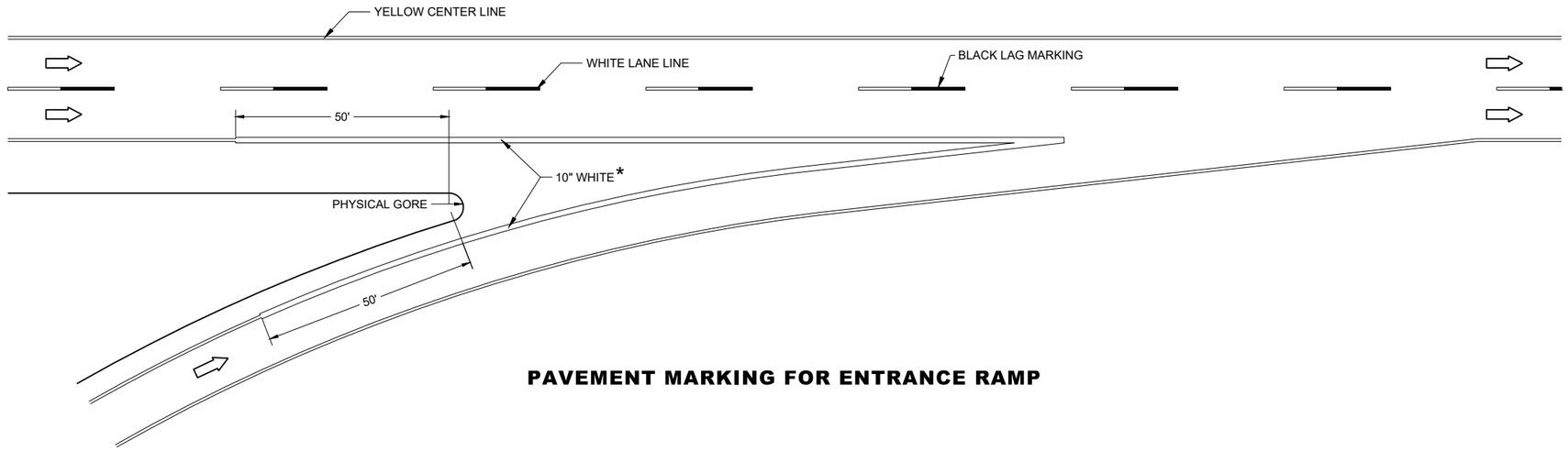
SDD 15C31-06b

PAVEMENT MARKING, MAJOR SPLIT FREEWAY TO FREEWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

SDD 15C31-06b



PAVEMENT MARKING FOR ENTRANCE RAMP

GENERAL NOTES

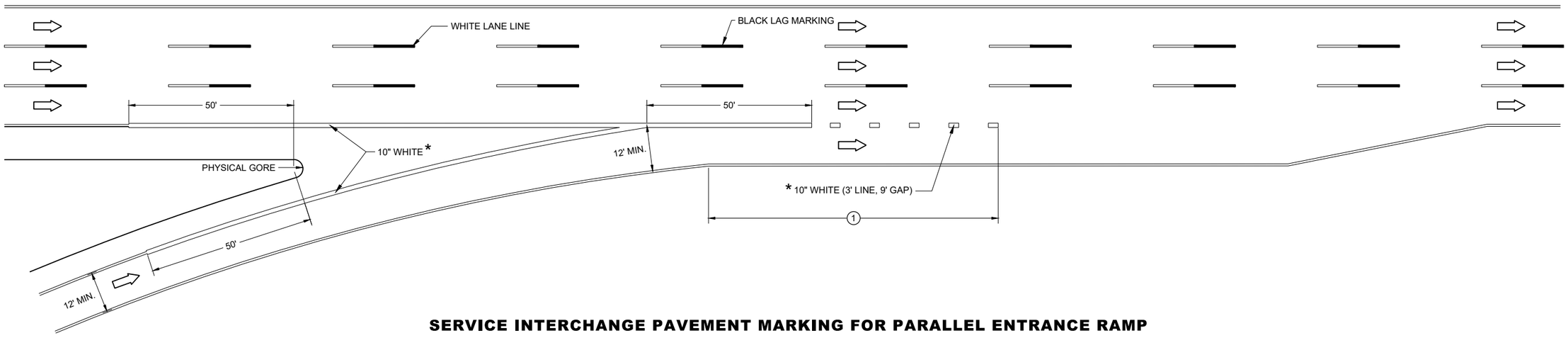
PLACE GROOVE 3 INCHES LEFT OF JOINT.

(1) ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

PAVEMENT MARKING, ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6
SDD 15C31-06c

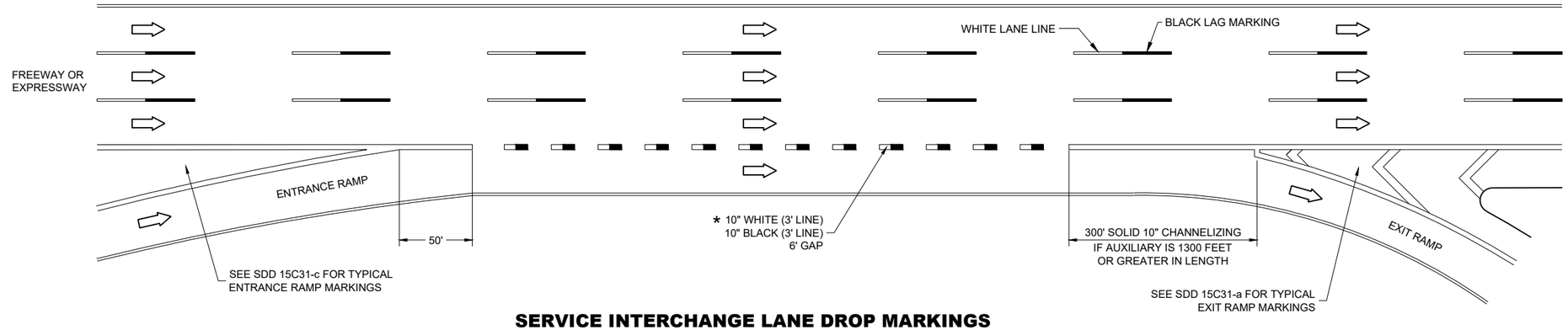
LEGEND

DIRECTION OF TRAVEL

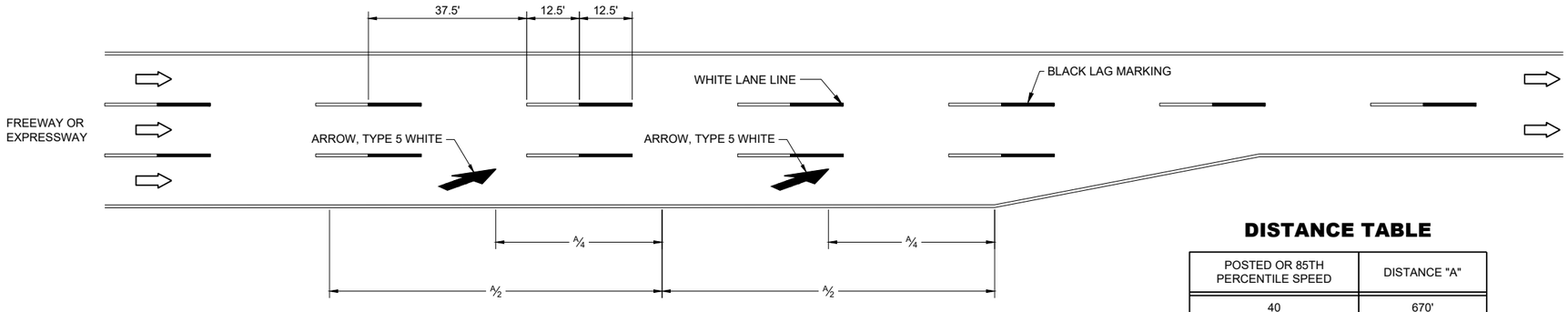
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

September 2023
DATE

/S/ Matthew Rauch
ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

6

SDD 15C31-06d

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

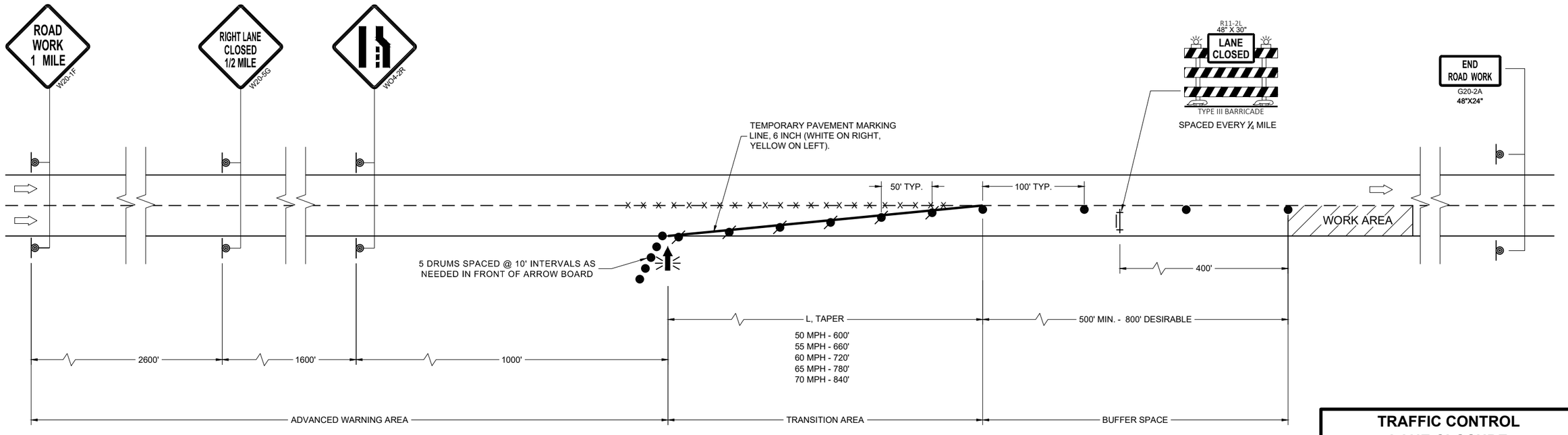
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
Work Zone Engineer

FHWA

6

SDD 15D12-13a

6

SDD 15D12-13a

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

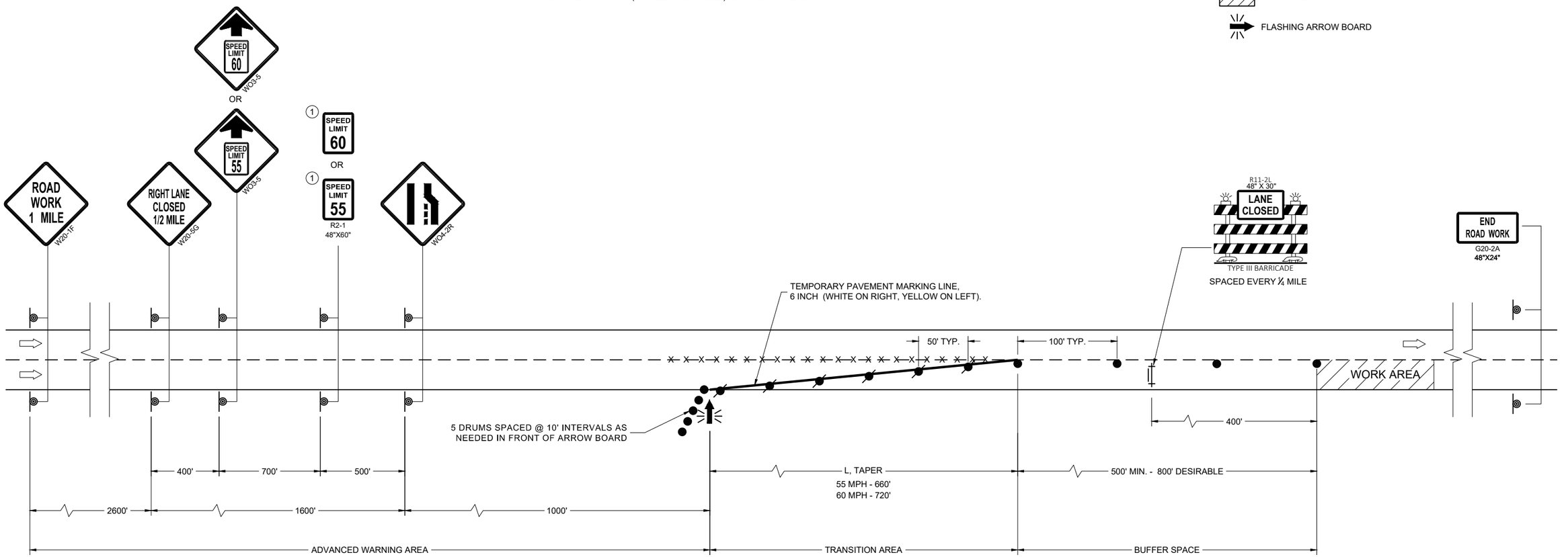
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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.

(1) 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



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 — DATE
/S/ Andrew Heidtke — Work Zone Engineer

FHWA

6

SDD 15D12-13b

SDD 15D12-13b

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
- (S) PORTABLE TRAFFIC SENSOR (PTS)
- FBS FLASHING BEACON SIGN

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 AND PLACE TEMPORARY PAVEMENT MARKING LINE 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.

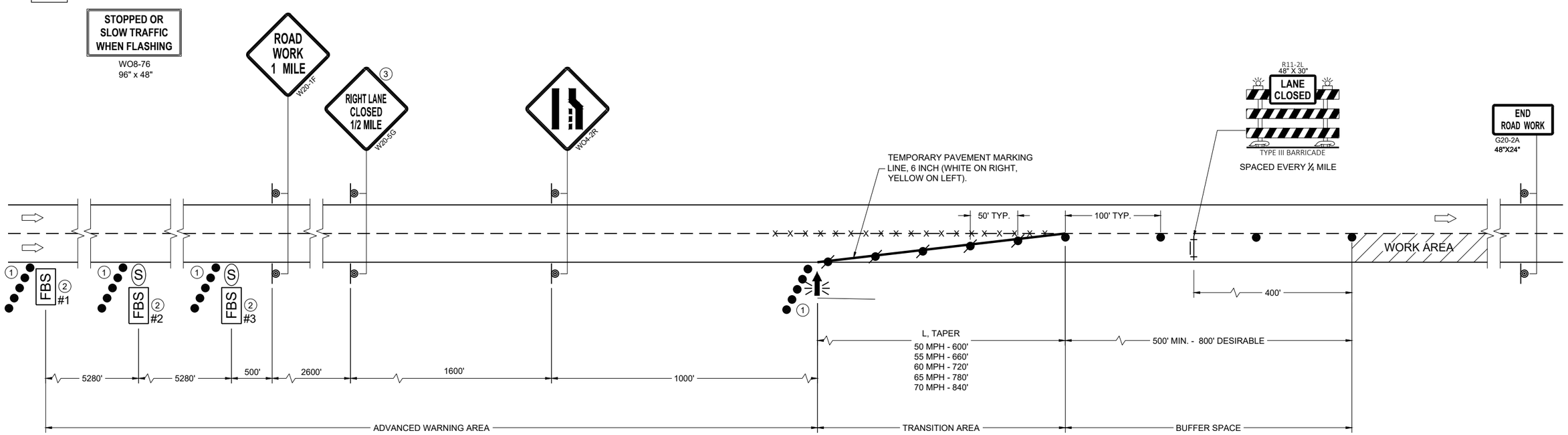
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

(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) IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. 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 G30-3A "END ROAD WORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Erin Schwark
Work Zone Engineer

FHWA

6

SDD 15D12-13d

6

SDD 15D12-13d

LEGEND

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

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

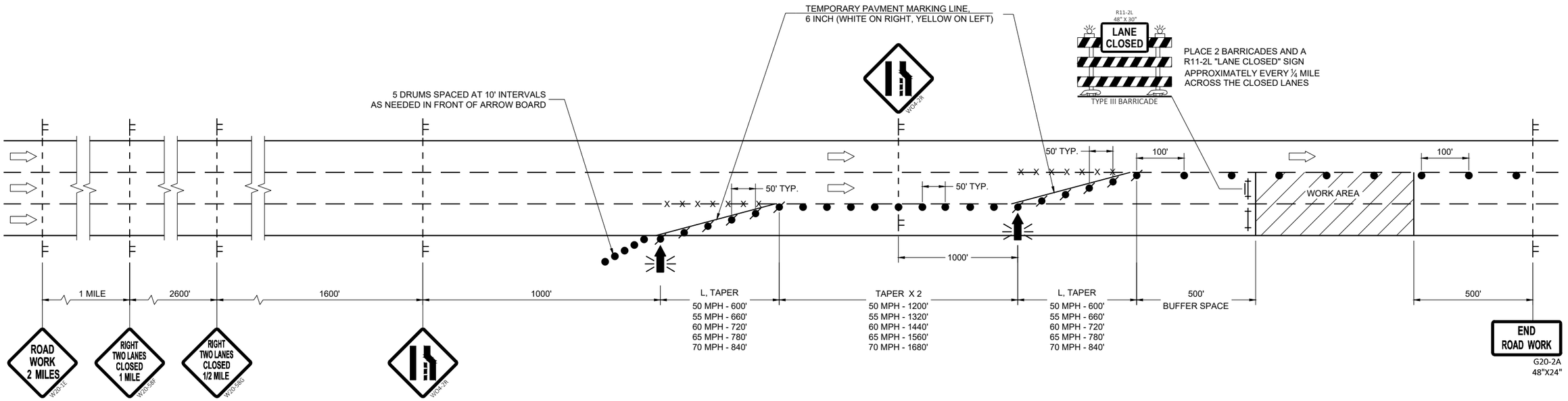
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D14-07

6

SDD 15D14-07

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.

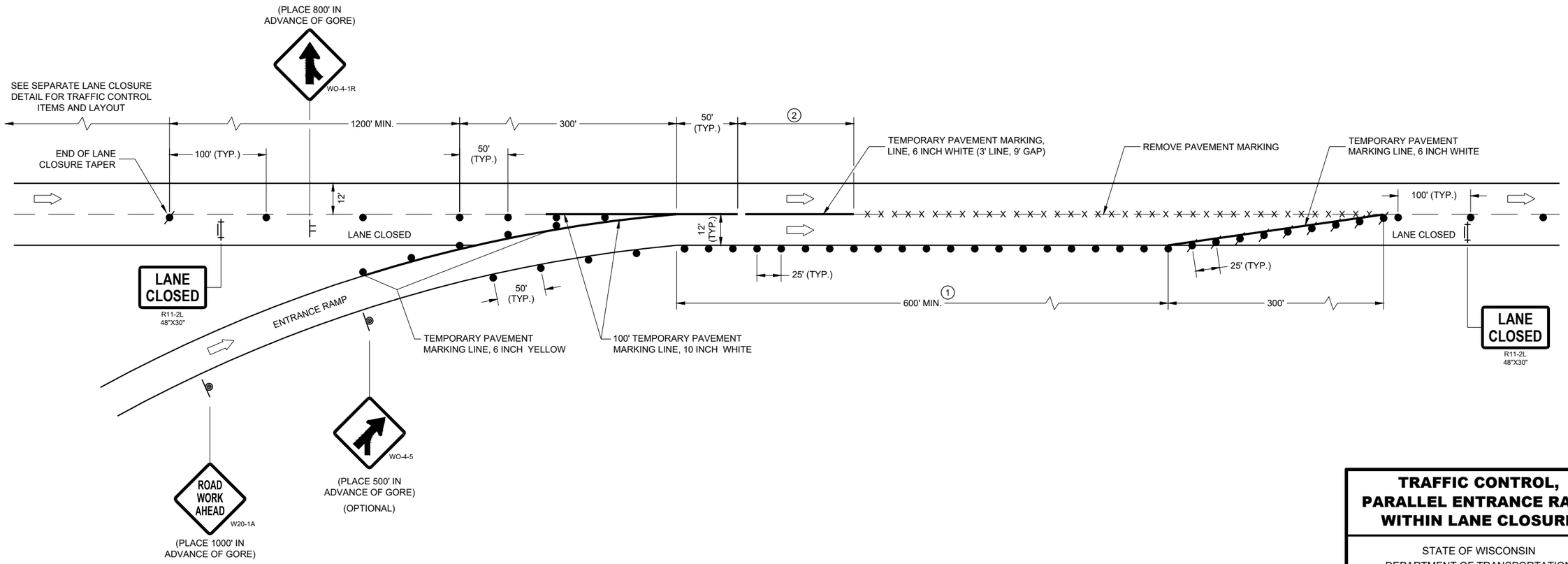
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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 PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D15-07a

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.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

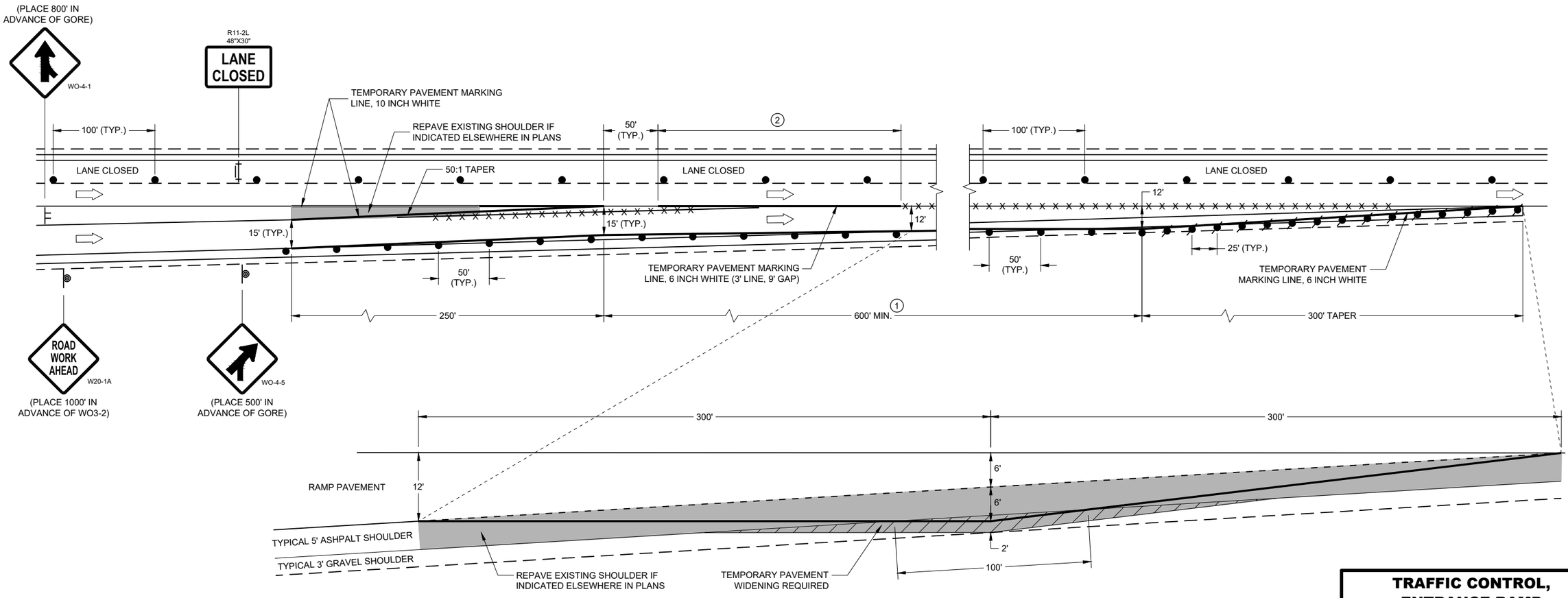
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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 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 PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



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 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER
FHWA

6

SDD 15D15-07b

6

SDD 15D15-07b

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

FLAGS, 16" X 16" MIN., ORANGE

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.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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.

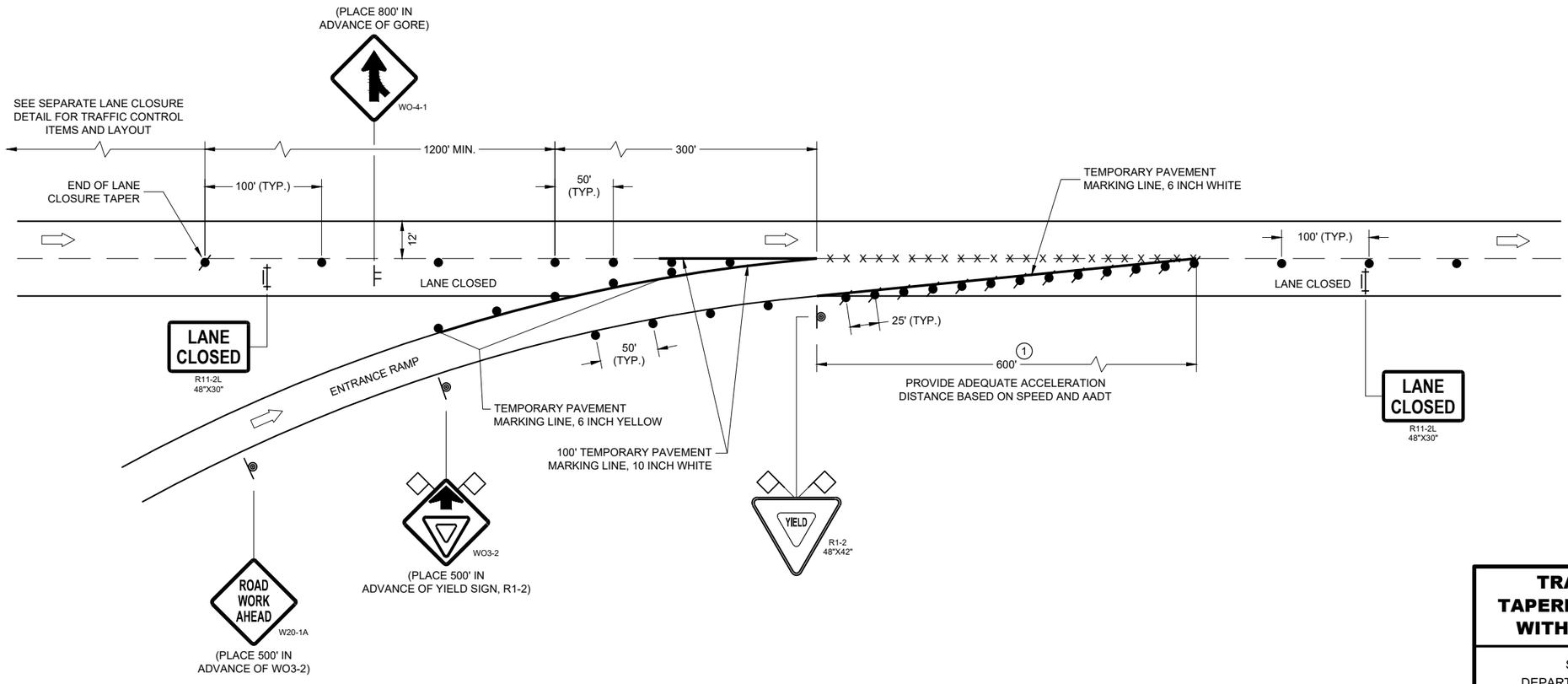
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 LINES 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) CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE
FHWA

6
SDD 15D15-07c

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- FLAGS, 16" X 16" MIN., ORANGE
- 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.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

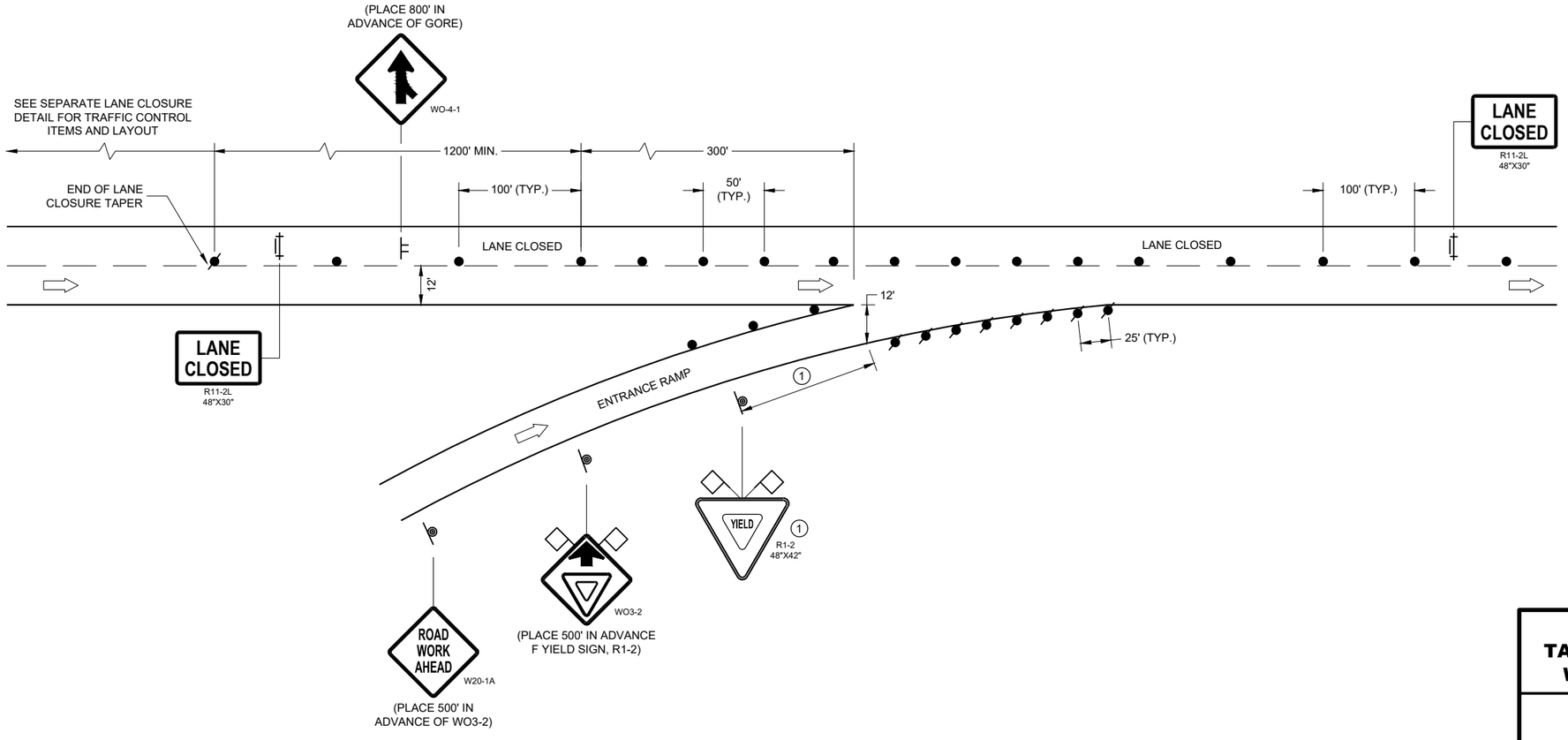
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.

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

(1) PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
WORK ZONE ENGINEE

FHWA

6

SDD 15D15-07d

6

SDD 15D15-07d

LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- FLASHING ARROW BOARD
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

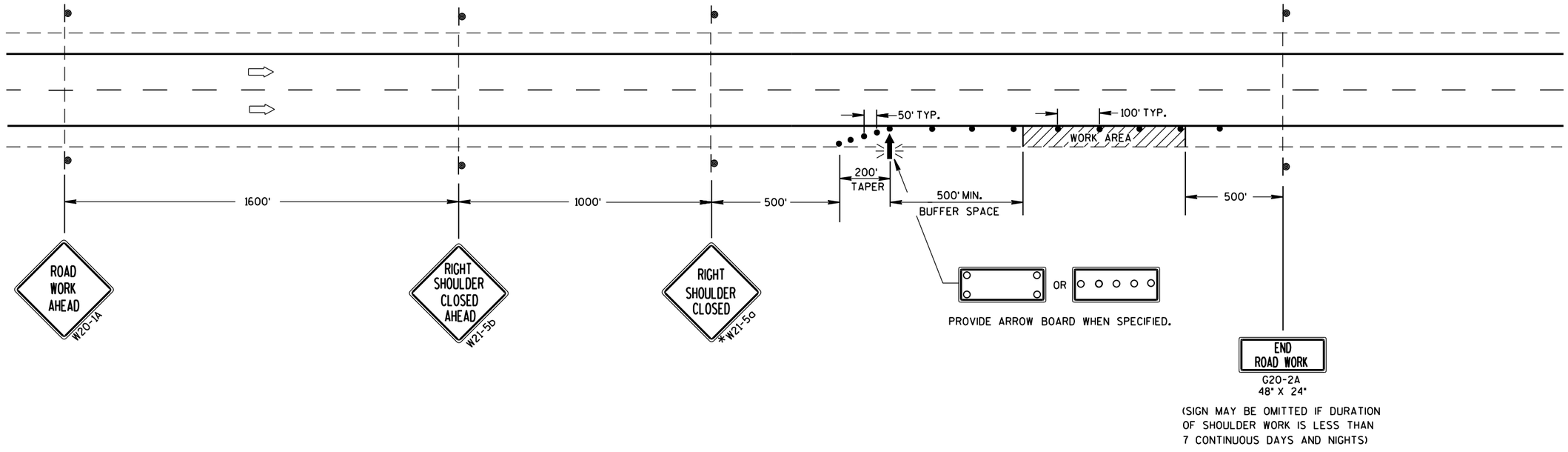
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016 — DATE

/S/ Peter Amakobe Atepe
STATEWIDE WORK ZO[illegible] SAFETY ENGI[illegible]

FHWA

6

S.D.D. 15 D 27-3

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)				
	10	11	12	13	14
50	250	275	300	325	350
55	275	303	330	358	385
60	300	330	360	390	420
65	325	358	390	423	455
70	350	385	420	455	490

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) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

ALL SIGNS ARE 48"x48" 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 AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

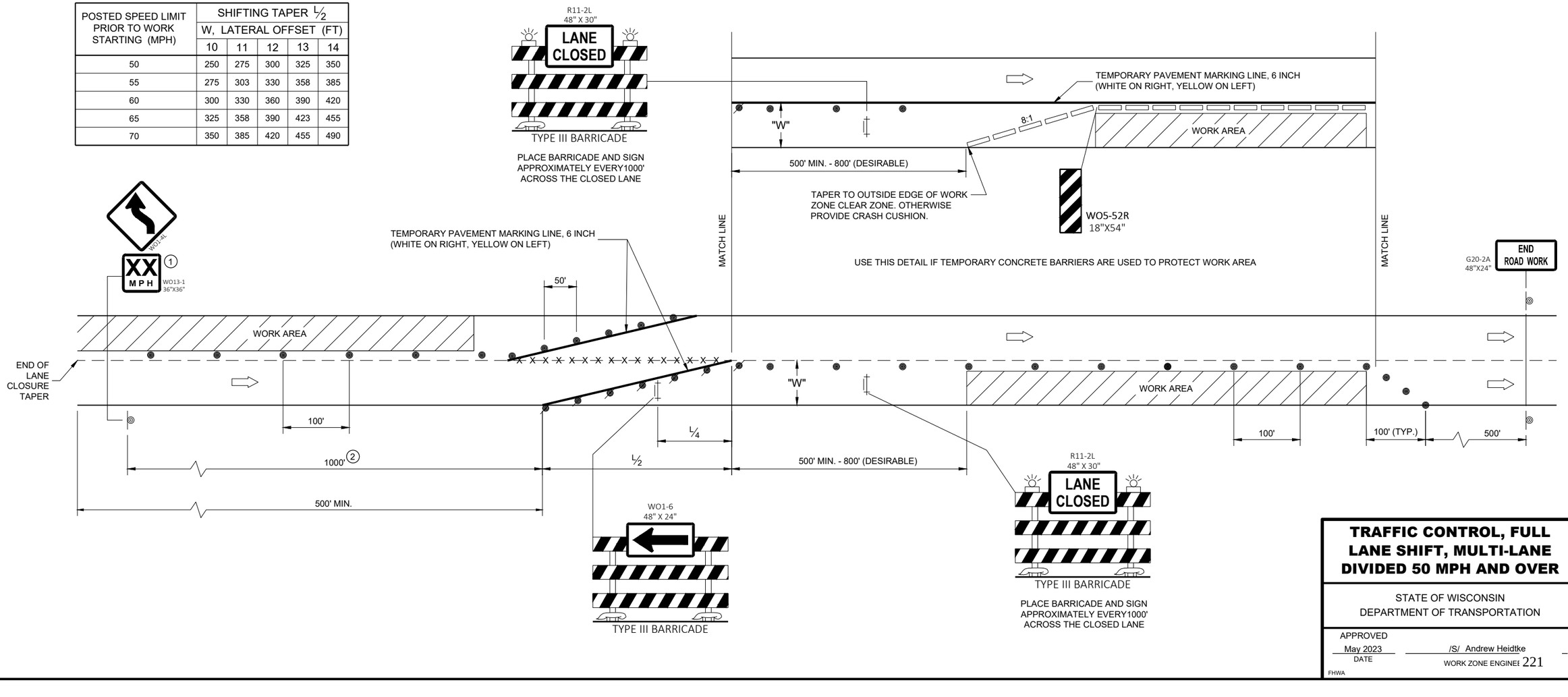
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT 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 ½ 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.

(1) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(2) IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.



TRAFFIC CONTROL, FULL LANE SHIFT, MULTI-LANE DIVIDED 50 MPH AND OVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

6

SDD 15D40-05b

6

SDD 15D40-05b

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER L/2 W, LATERAL OFFSET (FT)								
	1	2	3	4	5	6	7	8	9
50	25	50	75	100	125	150	175	200	225
55	28	55	83	110	138	165	193	220	248
60	30	60	90	120	150	180	210	240	270
65	33	65	98	130	163	195	228	260	293
70	35	70	105	140	175	210	245	280	315

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) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT LEFT - REVERSE FOR SHIFTING RIGHT.

ALL SIGNS ARE 48"x48" 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 AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF 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.

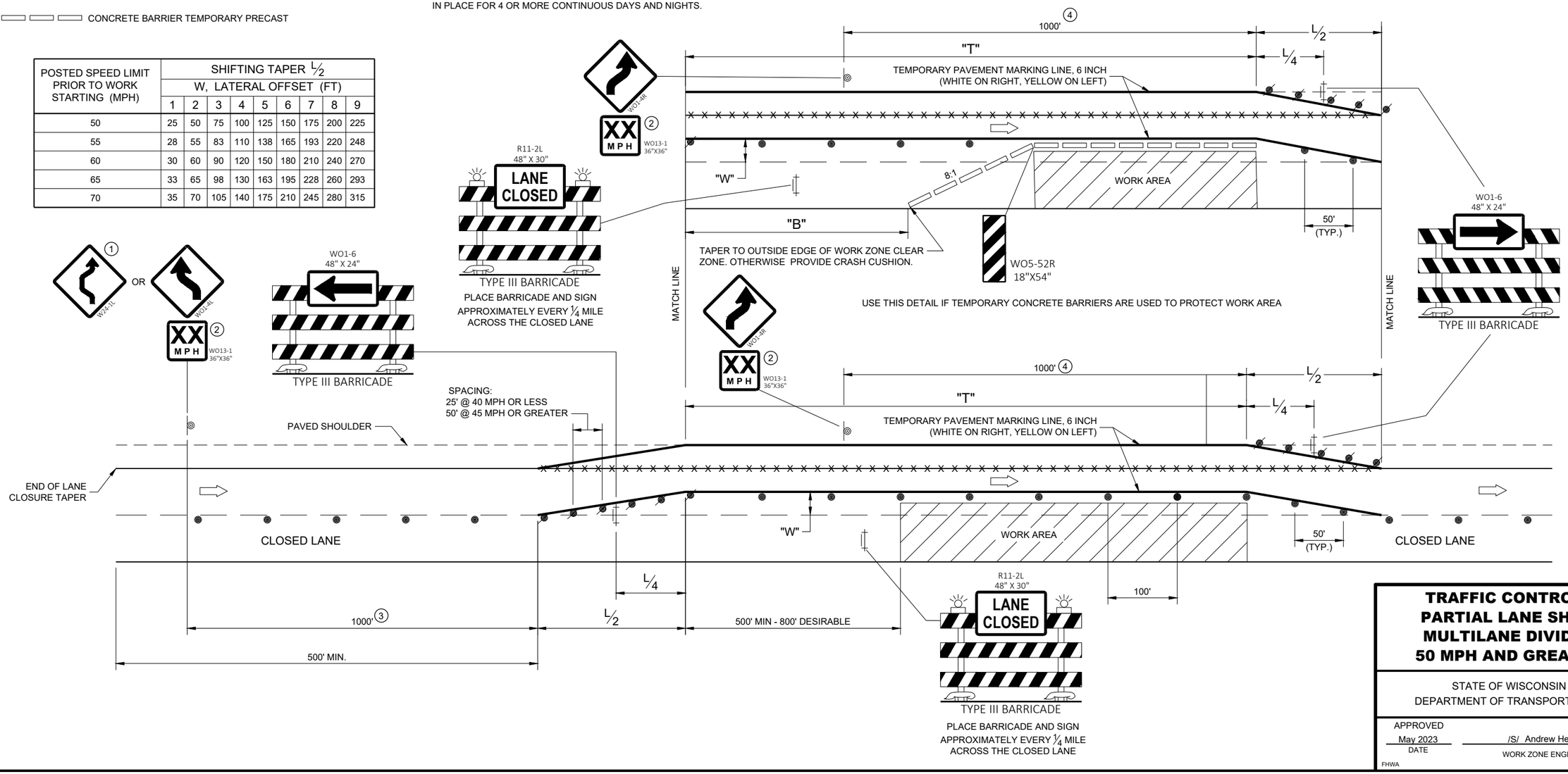
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT 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 1/2 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.

1. USE ONLY WHEN T<600', OMIT WO1-4R.
2. IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
3. IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
4. IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.



TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 — DATE
/S/ Andrew Heidtke — WORK ZONE ENGINEER

FHWA

SDD 15D40-05d

6

LEGEND

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

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, INCLUDING PCMS 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.

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

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

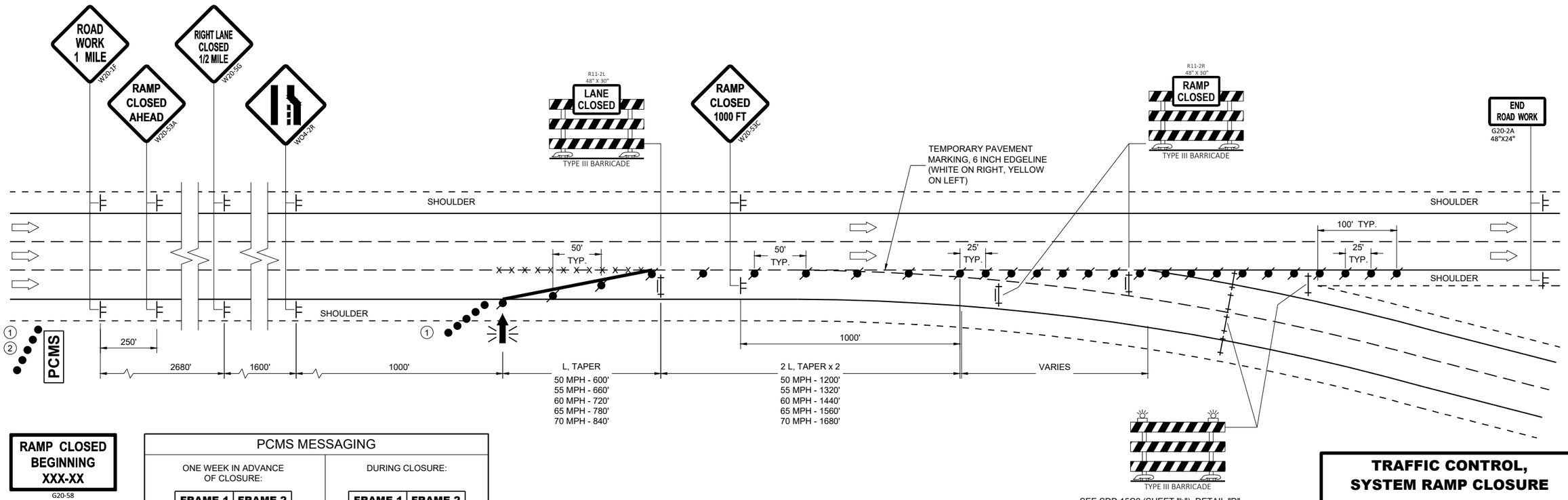
REMOVE ALL ARROW BOARDS AND DEVICES BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS.

REFER TO SDD 15C2 FOR SETTING DETOUR SIGNAGE.

ADD FREEWAY SHIELD AND DIRECTION IF APPLICABLE. COVER EXISTING RAMP AND LANE SIGNS IF APPLICABLE.

(1) 5 DRUMS SPACED AT 10 FOOT INTERVALS.

(2) DURING THE PRE-WARNING PERIOD, PLACE THE PCMS AT THE SYSTEM RAMP THAT IS TO BE CLOSED. DURING CLOSURE PERIOD, PLACE PCMS OR FMS AT LAST AVAILABLE EXIT IN ADVANCE OF SYSTEM RAMP CLOSURE. IF DYNAMIC MESSAGE SIGNS (DMS) ARE AVAILABLE, COORDINATE POTENTIAL SIGN MESSAGES WITH THE TRAFFIC MANAGEMENT CENTER (TMC).



SEE SDD 15C2 (SHEET "b"), DETAIL "D" "BARRICADES AND SIGNS FOR MAINLINE CLOSURES" PLACE BARRICADES TO FULLY SEAL OFF ROAD

RAMP CLOSED BEGINNING XXX-XX
G20-58

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

DURING CLOSURE:

FRAME 1	FRAME 2
HWY XX RAMP CLOSED	USE ALT ROUTE

TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

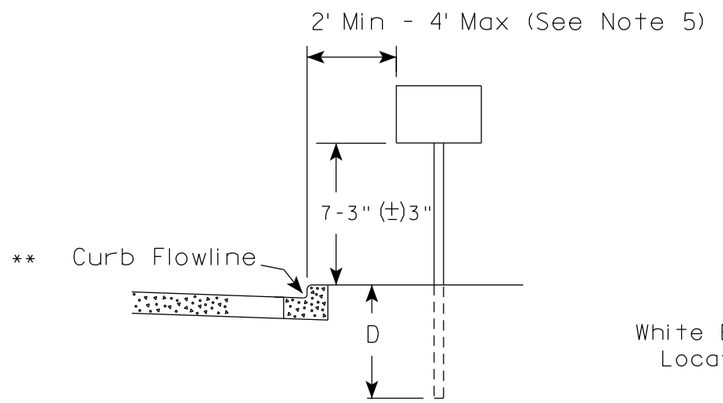
APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

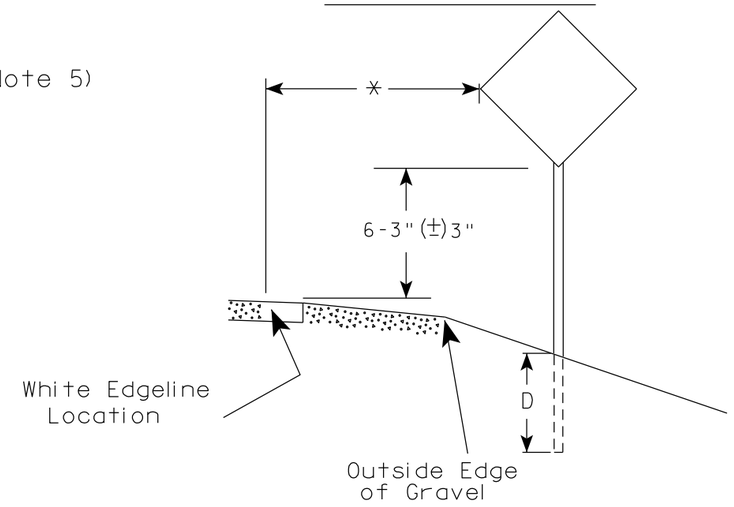
FHWA

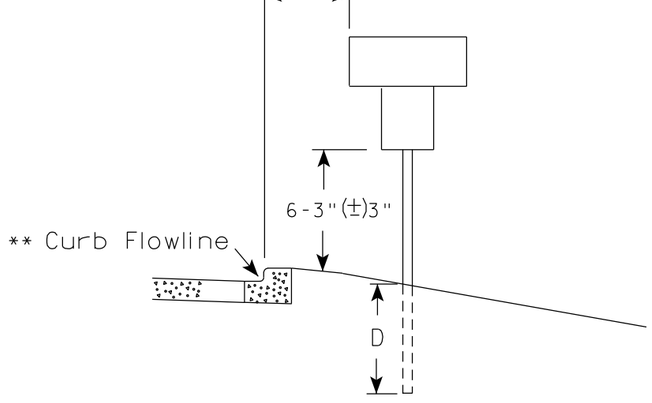
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SDD 15D49-03

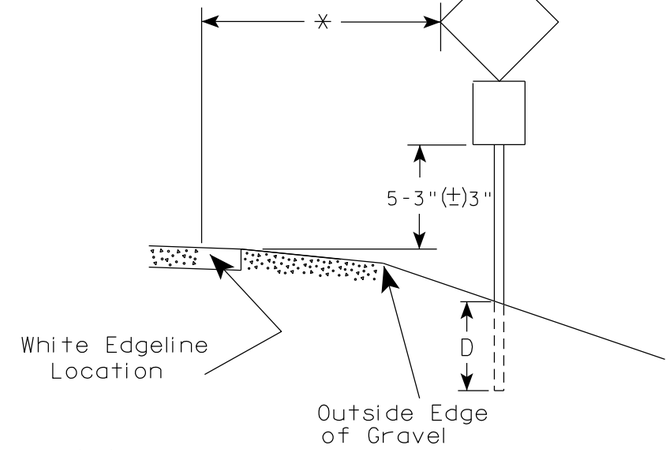
URBAN AREA



RURAL AREA (See Note 2)







** 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. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
   The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
3. For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
4. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directd by the Engineer.

POST EMBEDMENT DEPTH

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

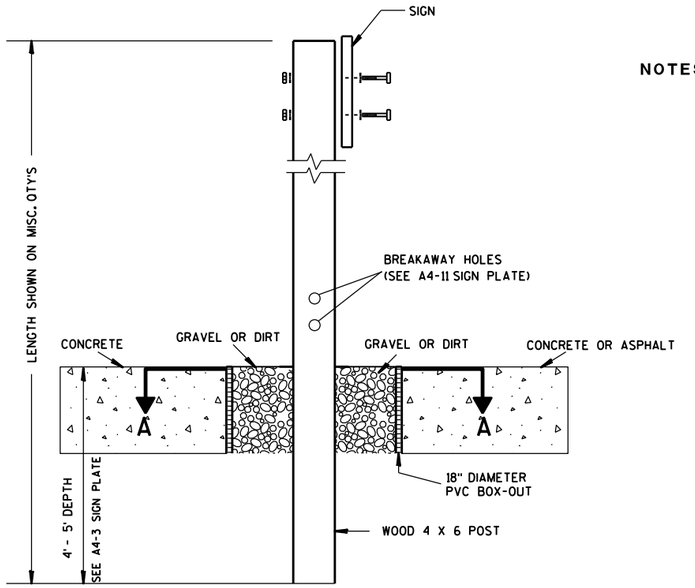
TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-3.23

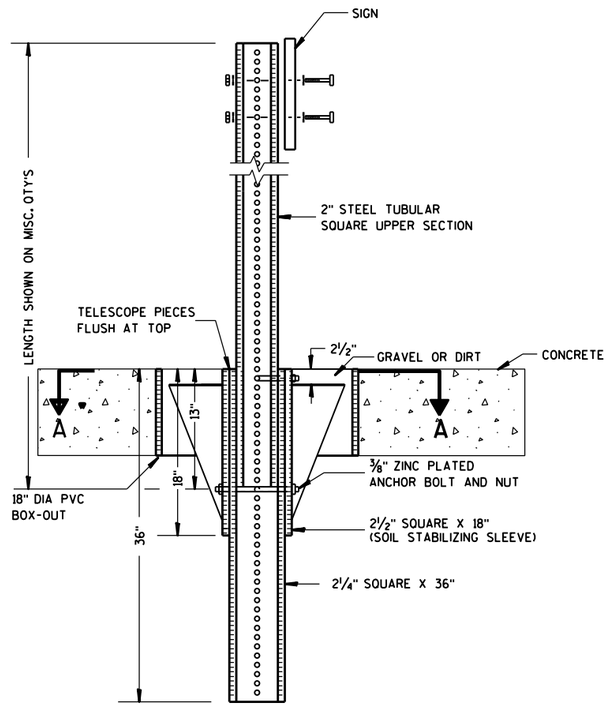
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 224	E



ELEVATION VIEW

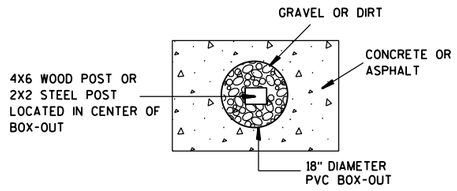
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST BOX-OUTS A4-3B

WISCONSIN DEPT OF TRANSPORTATION

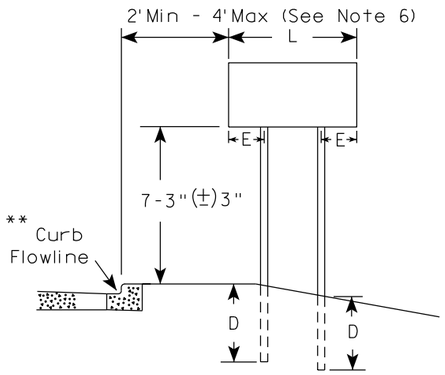
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

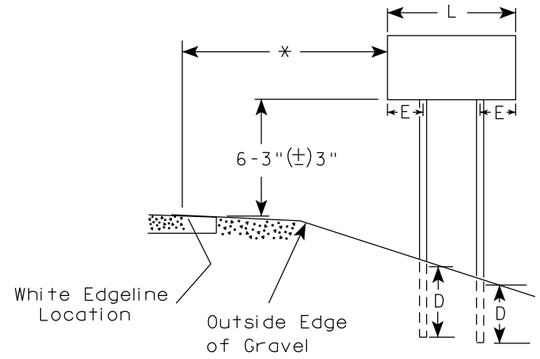
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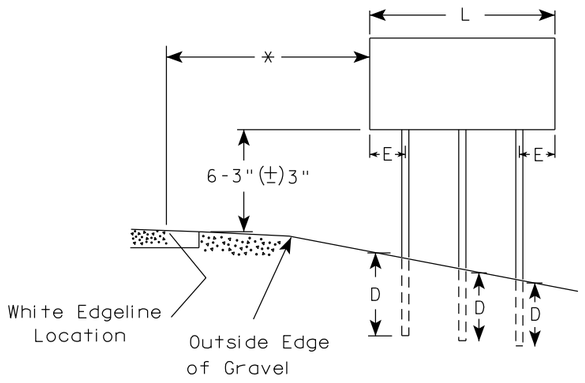
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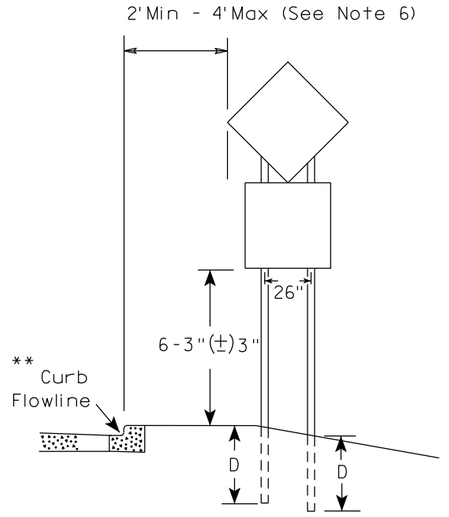
URBAN AREA



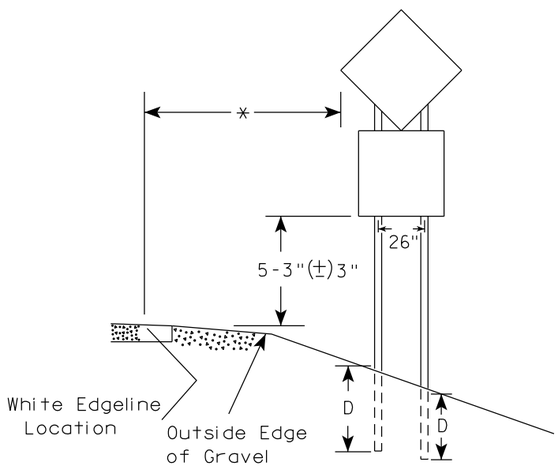
RURAL AREA (See Note 3)







48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)		
	L	E
***	Greater than 48" Less than 60"	12"
	60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4"-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** 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. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

POST EMBEDMENT DEPTH

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

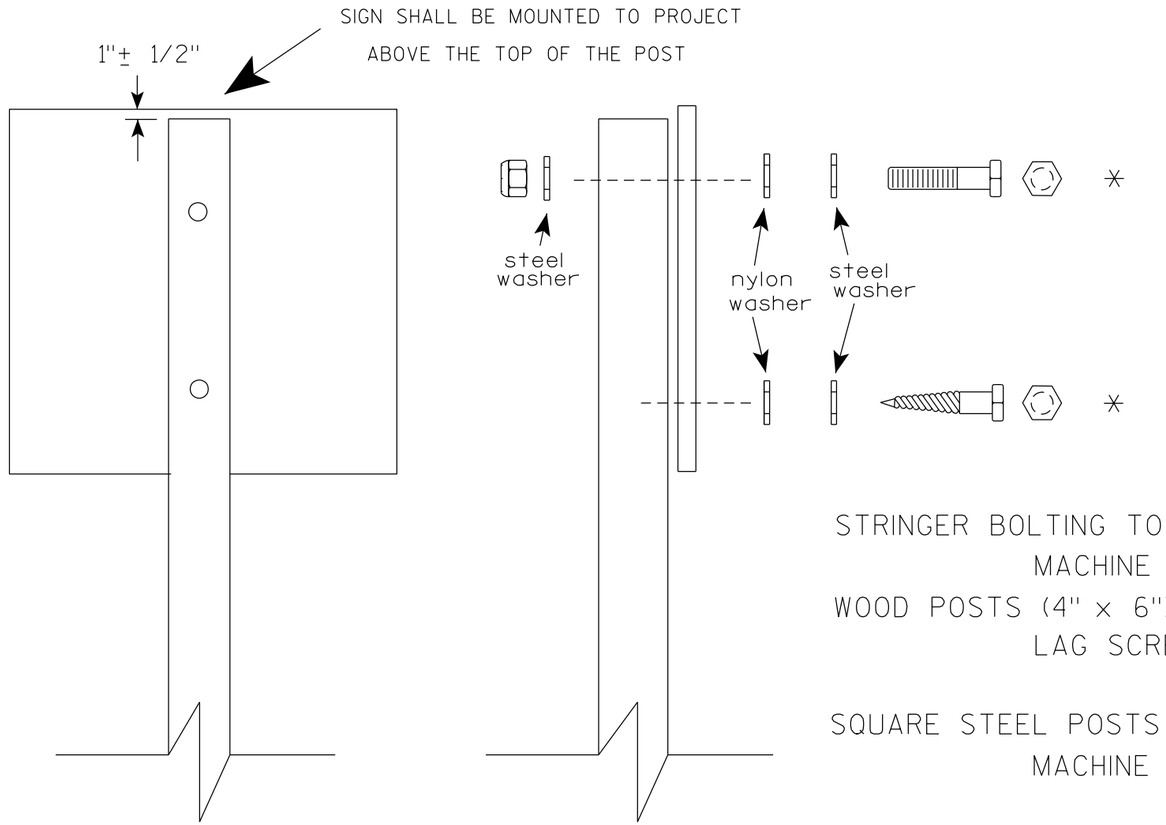
TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

PROJECT NO:	HWY:	COUNTY:		SHEET NO: 226	E



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.

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.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 .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, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

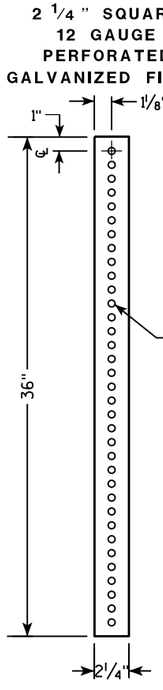
DATE 4/1/2020 PLATE NO. A4-8.9

PROJECT NO:

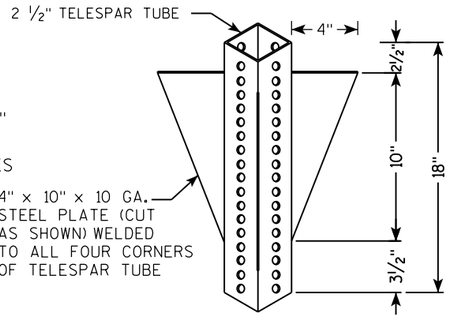
SHEET NO: 227 E

TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM

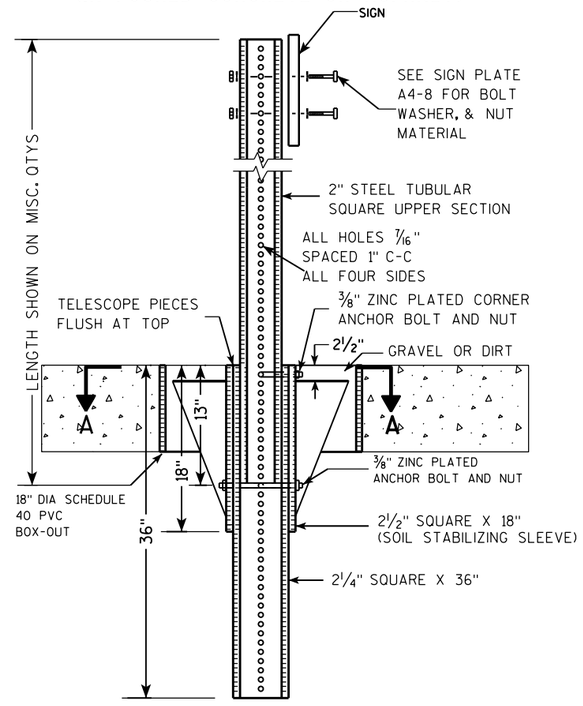
2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



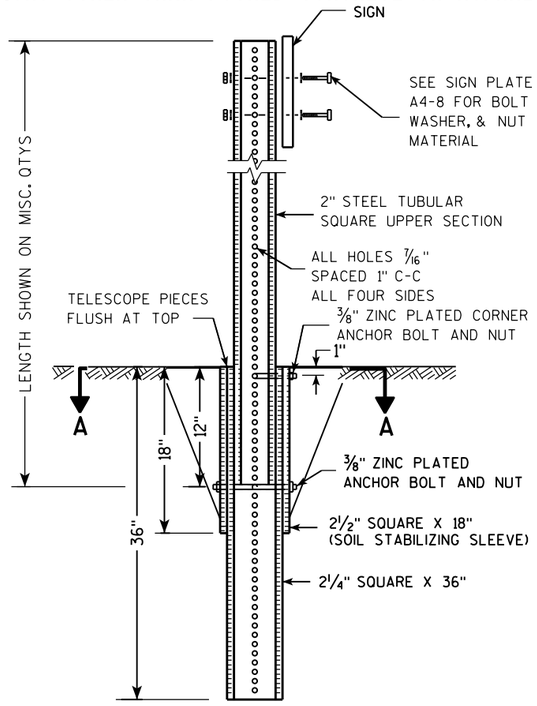
2 1/2 " SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

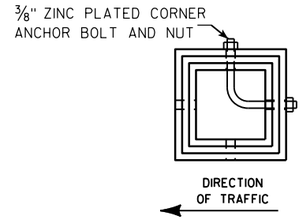


DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)





SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required 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).

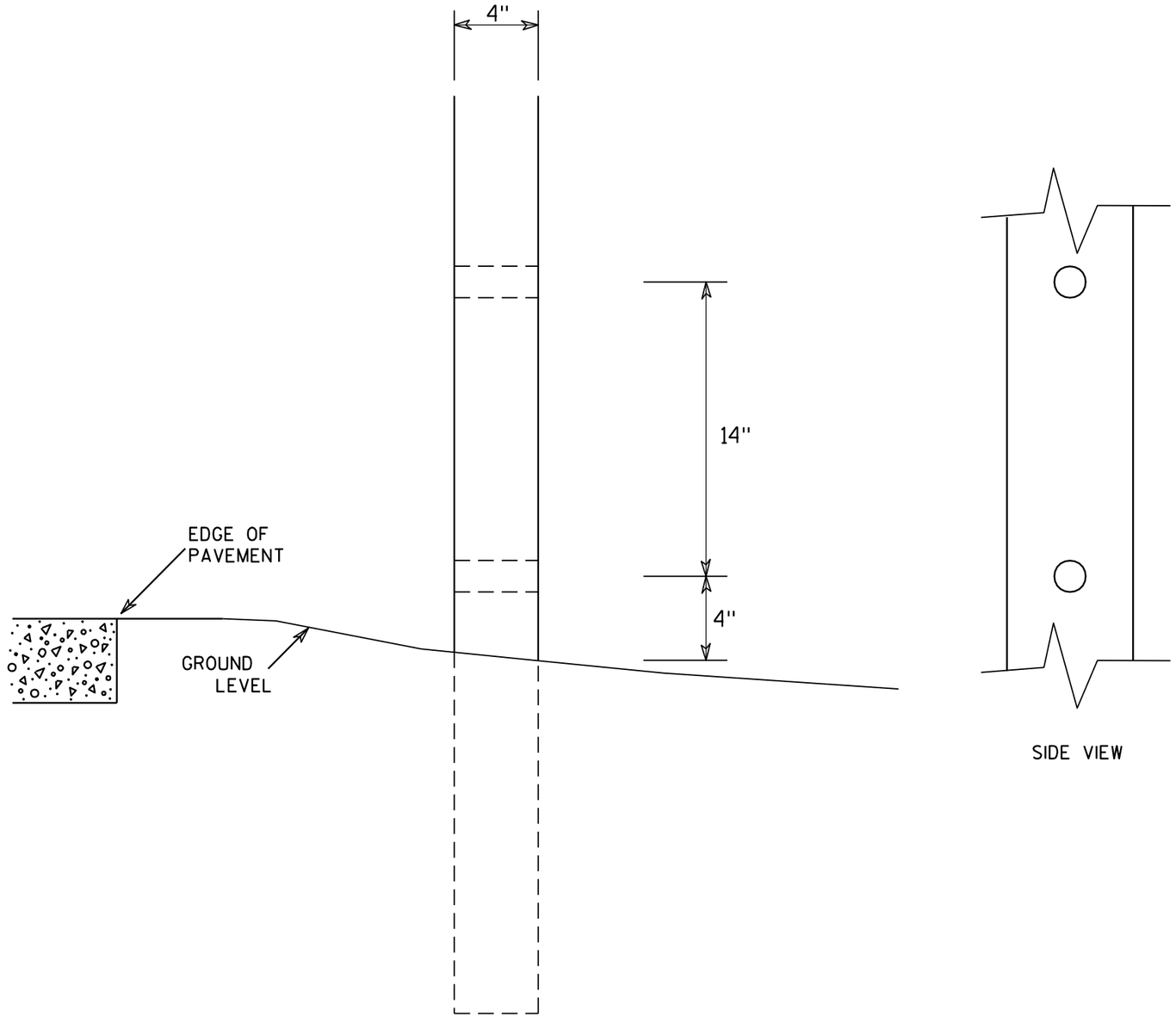
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/05/15 PLATE 228 A4-9.9

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

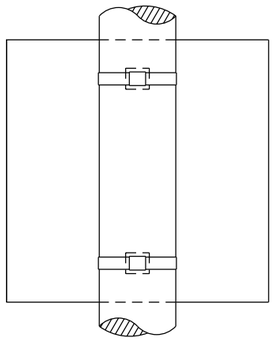
APPROVED Chester J Spang for State Traffic Engineer

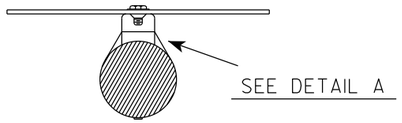
DATE 3/27/97 PLATE NO. A4-11.2

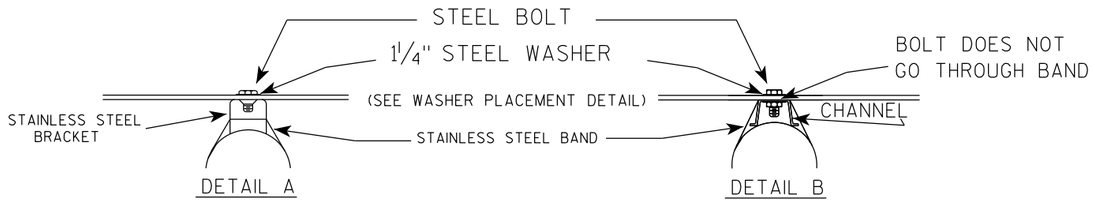
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 229	E

BANDING

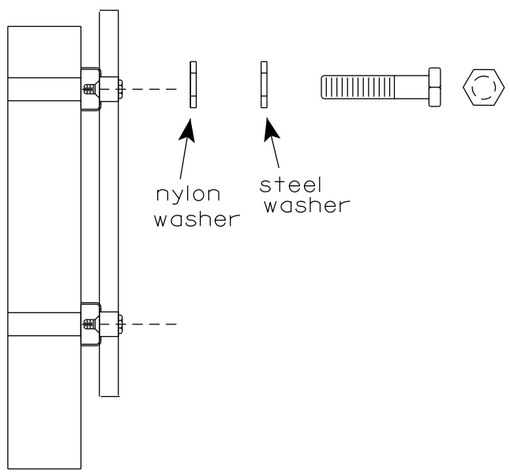
SINGLE SIGN







WASHER PLACEMENT

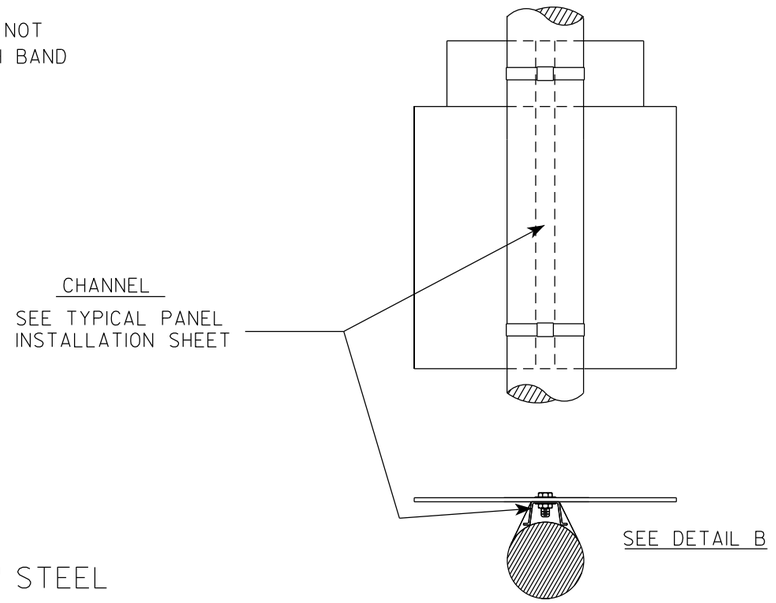


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be ¾" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

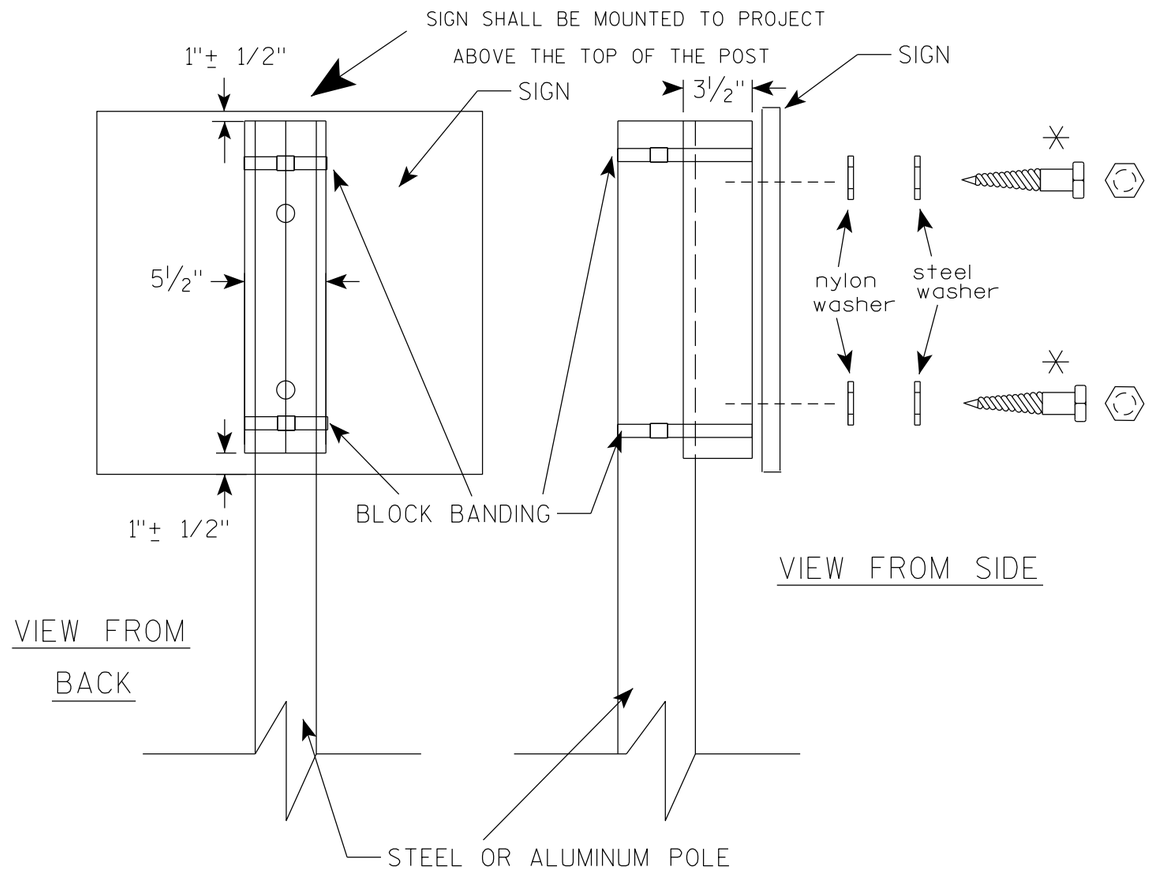
DATE 6/10/19 PLATE NO. A5-9.4

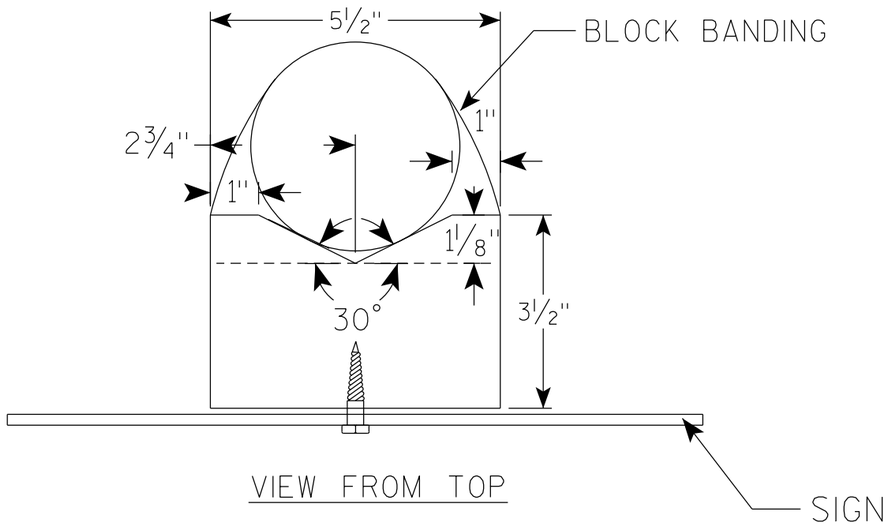
PROJECT NO:	HWY:	COUNTY:		SHEET NO: 230	E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\A59.dgn PLOT DATE : 10-JUN 2019 4:10 PLOT BY : mscj9h PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42

7

7





GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, ¾" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORNALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
   a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
   b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1¼" O.D. X ⅜" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✳ LAG BOLTS SHALL BE ⅜" X 2½"

BLOCK BANDING DETAIL (V-BLOCK OPTION)

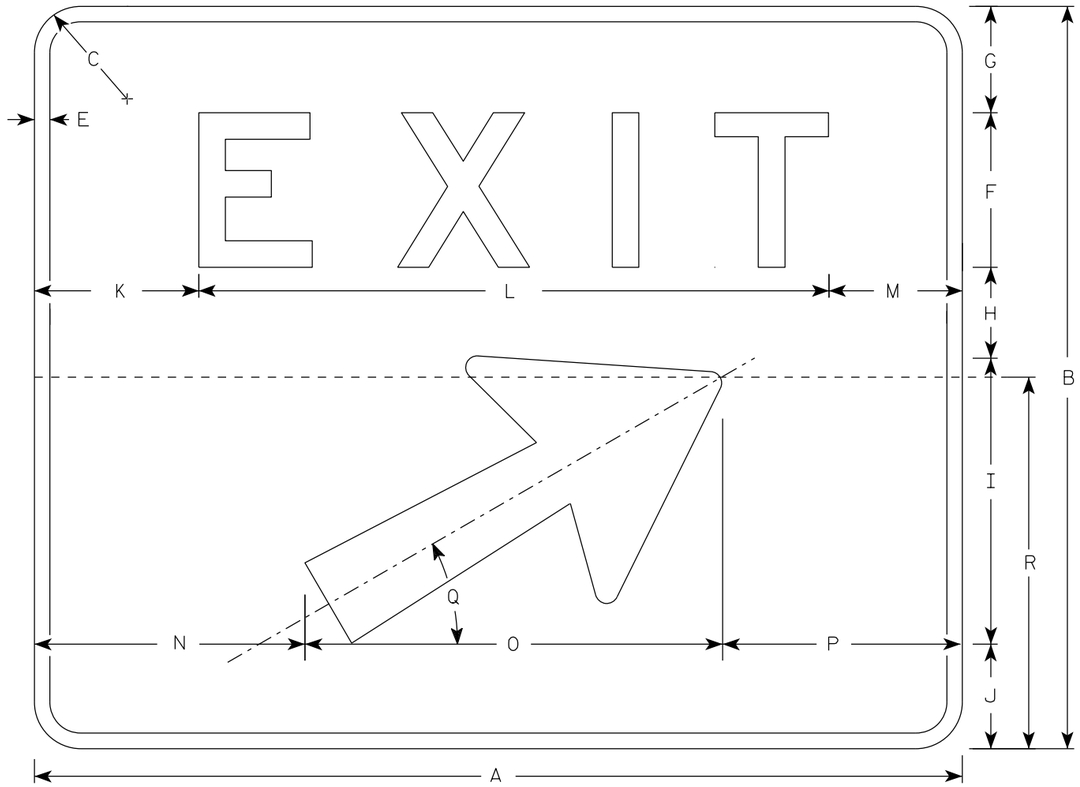
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO: 231 E



E5-1

NOTES

1. Sign is Type II - Type H reflective
2. Color:
   Background - Green
   Message - White
3. Message Series - E
4. Sign shall be split into two seperate pieces as shown on the detail by the dashed line (----------) for sizes 4 & 5.
5. Arrow is Type "A" from sign plate A1-1.
6. As per the Standard Spec's, this sign shall not have a vertical joint.
7. Size 3 E5-1 shall only be used in a Work Zone application with a Temporary Sign Support

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																											
2S																											
2M																											
3	48	48	3		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	3		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	3		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

STANDARD SIGN

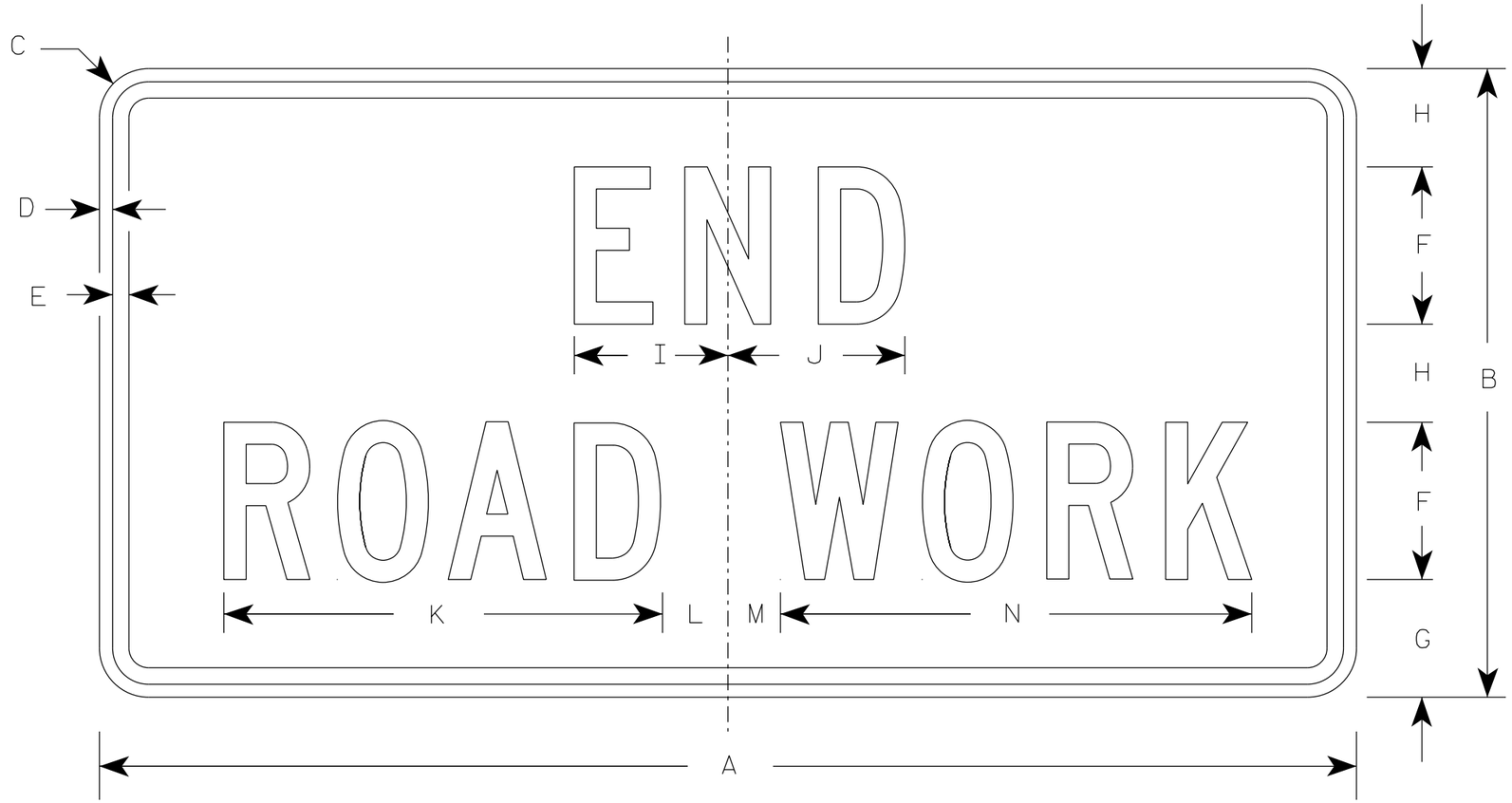
E5-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. E5-1.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 232 | E



G20-2A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	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	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

G20-2A

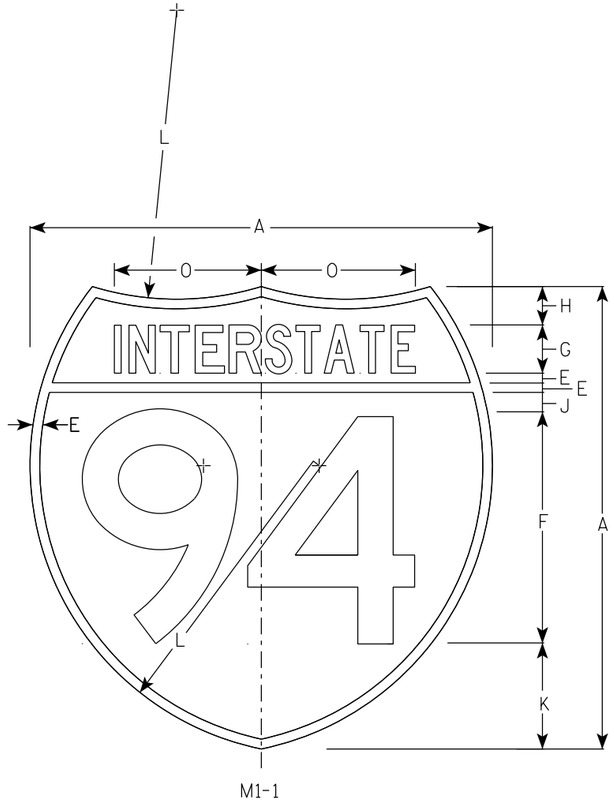
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

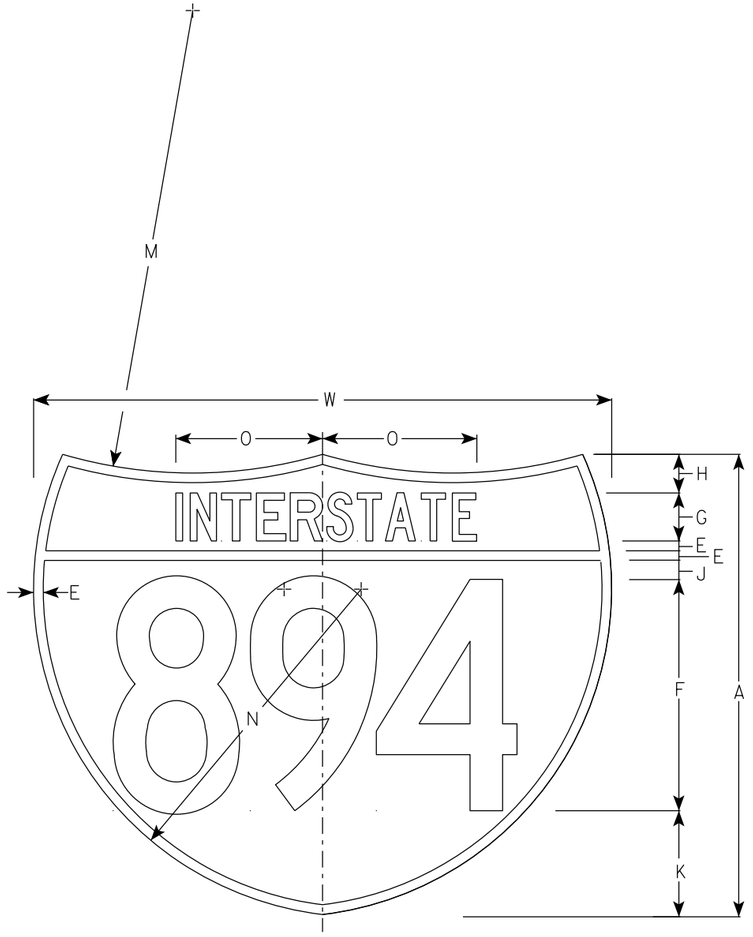
DATE 1/26/2023 PLATE NO. G20-2A.10

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 233 E

7



M1-1



M1-1A

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - Top Red - Bottom Blue
   Message - White
3. Message Series - See note 5
4. Substitute appropriate numerals & ajust spacing as per plate A10-1.
5. M1-1 - Numerals - D
   Interstate - C
   M1-1A - All copy - C

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	M1-1 Area sq. ft.	M1-1A Area sq. ft.
1																											
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
2M	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79

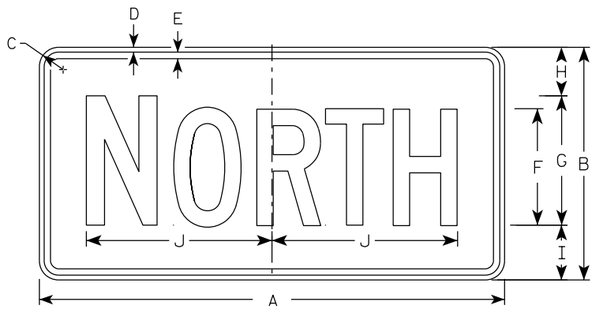
INTERSTATE ROUTE MARKER M1-1 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

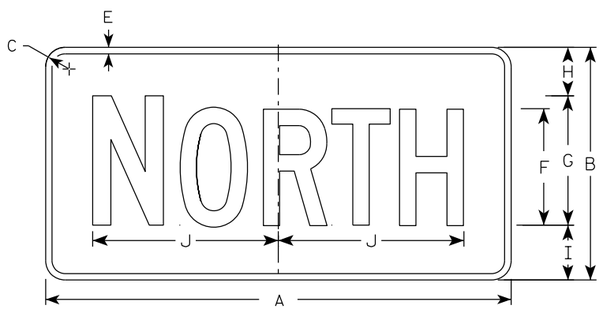
APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 11/7/2022 PLATE NO. M1-1.9

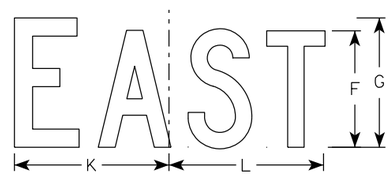
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 234 | E



M3-1
MM3-1
MP3-1



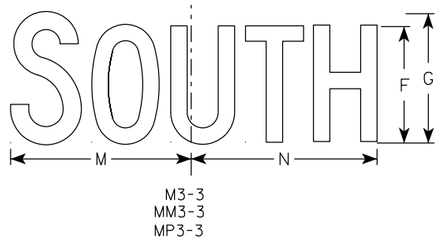
MB3-1
MK3-1
MN3-1



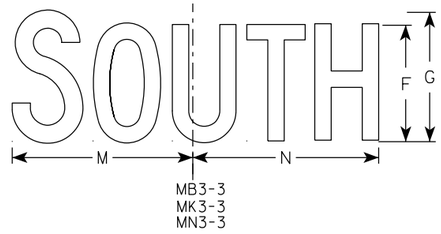
M3-2
MM3-2
MP3-2



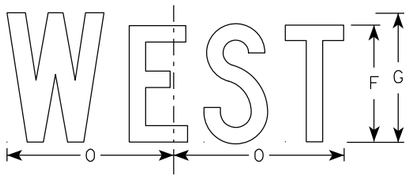
MB3-2
MK3-2
MN3-2



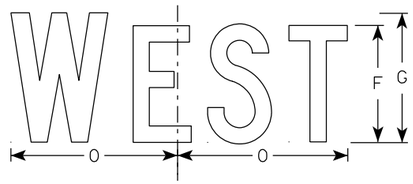
M3-3
MM3-3
MP3-3



MB3-3
MK3-3
MN3-3



M3-4
MM3-4
MP3-4



MB3-4
MK3-4
MN3-4

NOTES

1. All Signs Type II - Type H Reflective
2. Color:
   Background - See note 5
   Message - See note 5
3. Message Series - C
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. M3-1 thru M3-4 Background - White
   Message - Black
   MB3-1 thru MB3-4 Background - Blue
   Message - White
   MK3-1 thru MK3-4 Background - Green
   Message - White
   MM3-1 thru MM3-4 Background - White
   Message - Green
   MN3-1 thru MN3-4 Background - Brown
   Message - White
   MP3-1 thru MP3-4 Background - White
   Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

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																											
2S	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
2M	24	12	1 1/2	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4												2.00
3	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
4	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5
5	36	18	1 1/2	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13												4.5

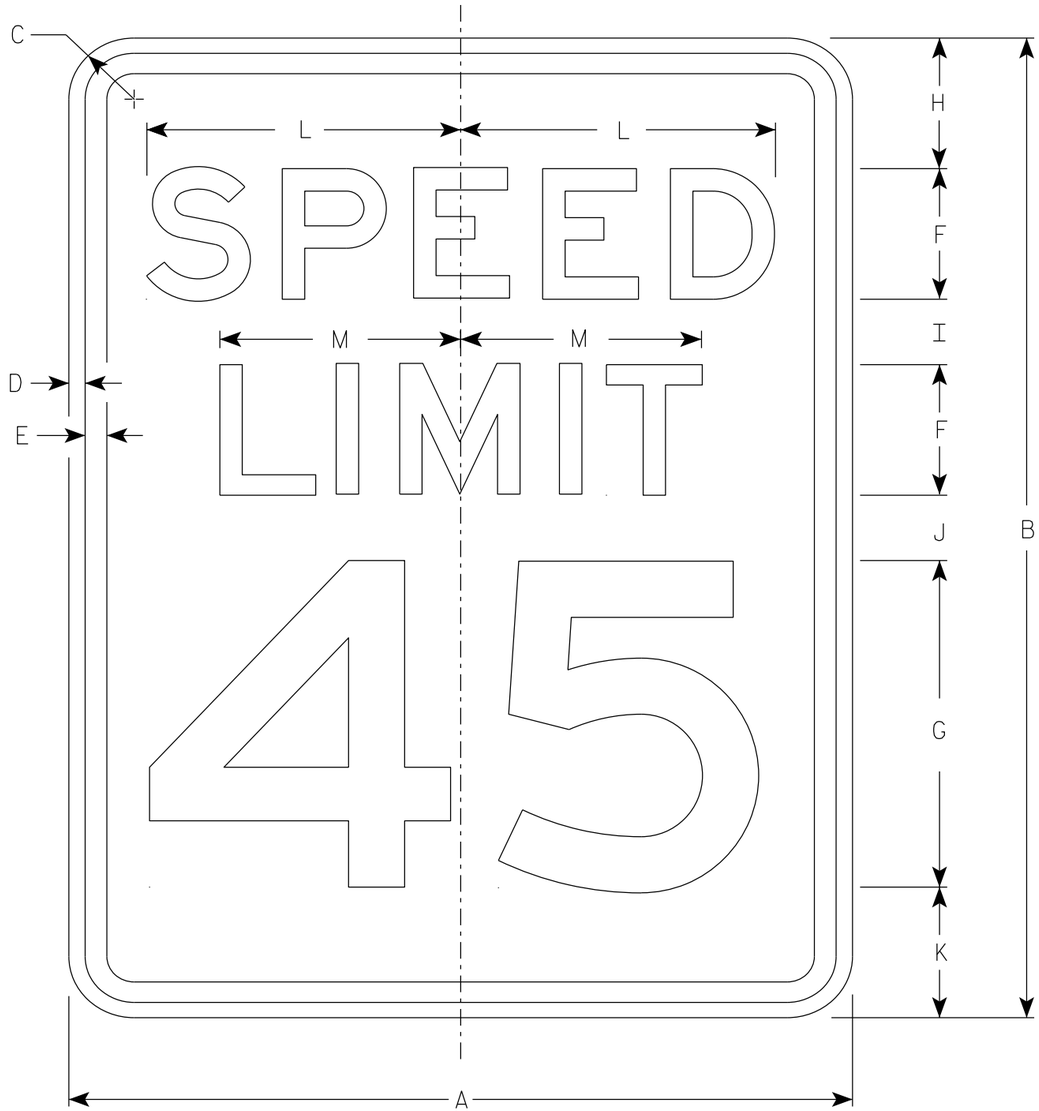
STANDARD SIGNS
M3-1 THRU M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 2/8/2023 PLATE NO. M3-1.15

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 235 | E



R2-1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

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	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

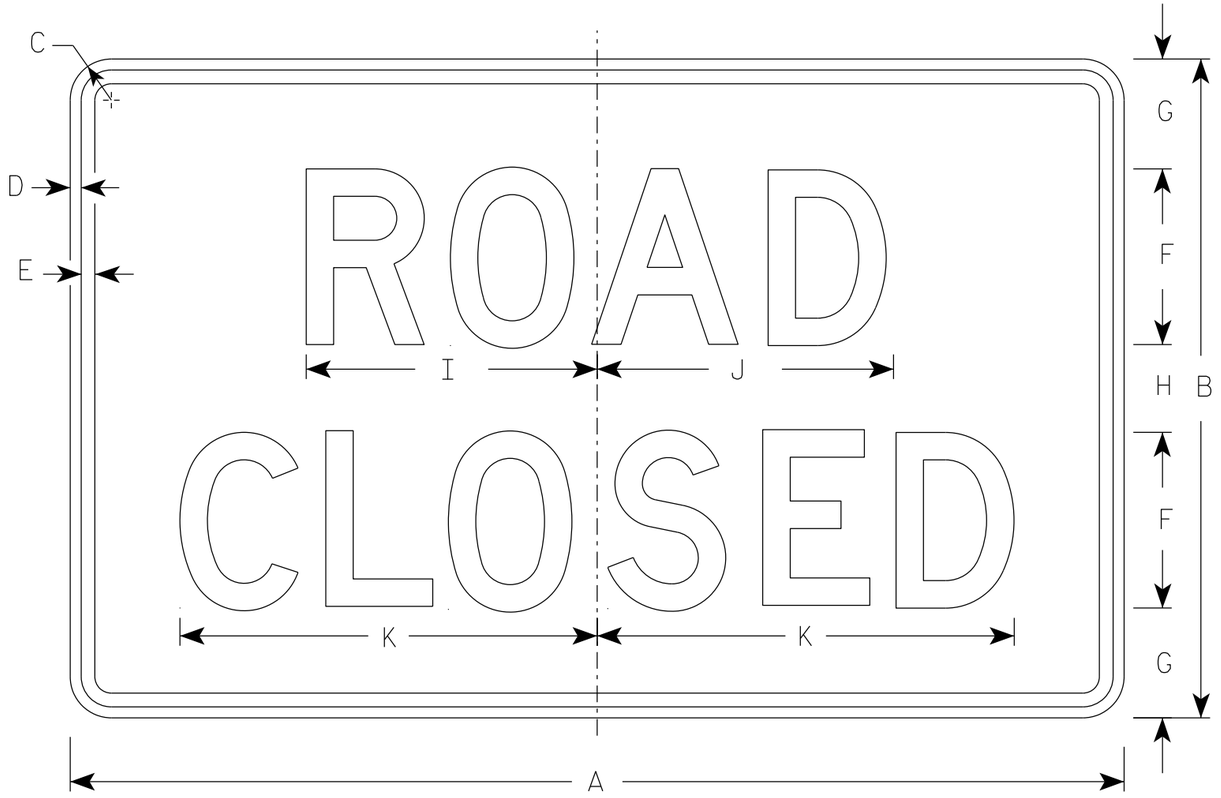
STANDARD SIGN
R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/1/23 PLATE NO. R2-1.14

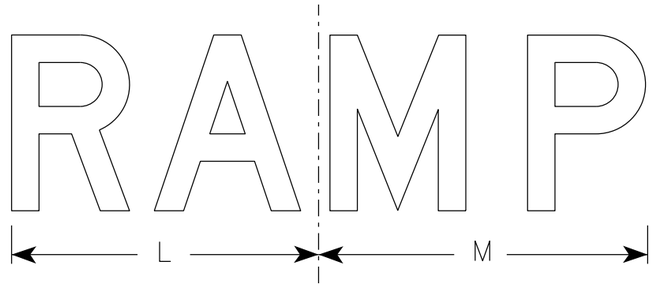
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 236 | E



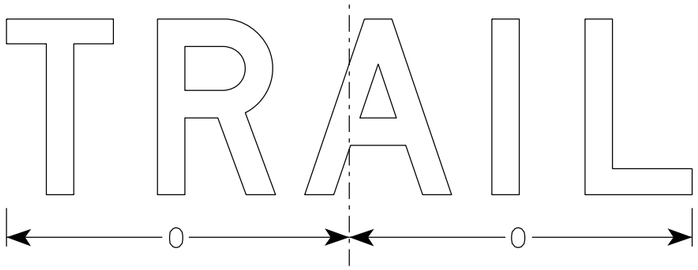
R11-2

NOTES

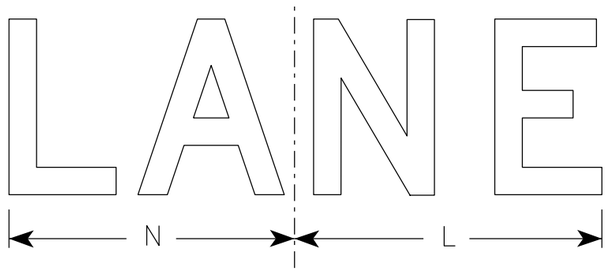
1. Sign is Type II - Type H Reflective
2. Color:
   Background - White
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2T



R11-2L

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																											
2S	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
2M	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
3	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
4	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0
5	48	30	1 7/8	1/2	5/8	8	5	4	13 1/4	13 1/2	19	14	15	13	15 5/8												10.0

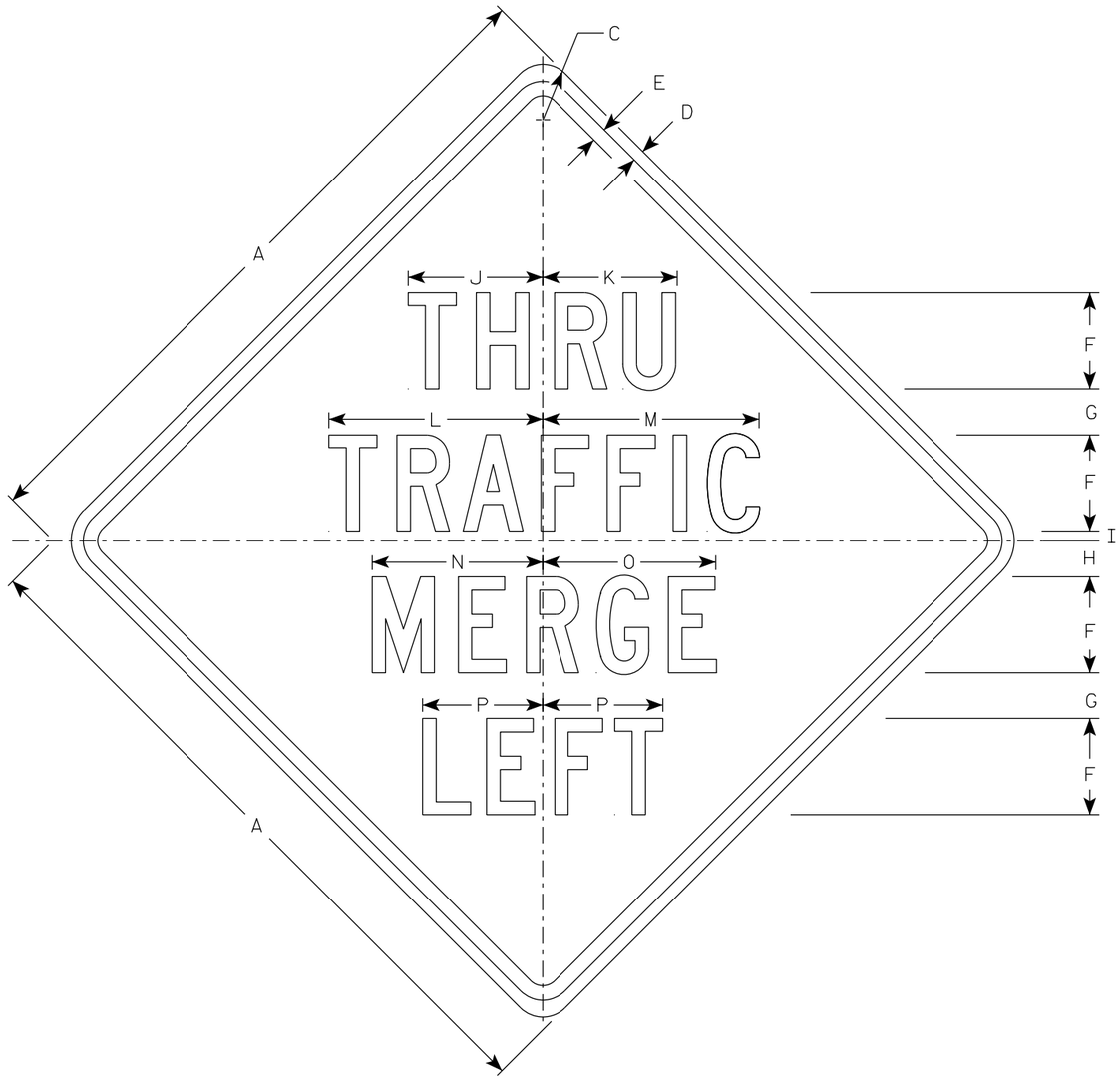
STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

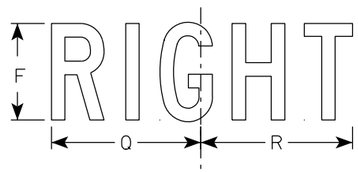
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 2/5/24 PLATE NO. R11-2.12

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 237 E



W4-7L



W4-7R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - ORANGE
   Message - BLACK
3. Message Series - C

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																											
2S	36		2 1/4	5/8	3/4	5	2 3/8	1 7/8	1/2	7	7	11 1/8	11 1/4	8 7/8	9	6 1/4	7 3/4	7 7/8									9.0
2M	36		2 1/4	5/8	3/4	5	2 3/8	1 7/8	1/2	7	7	11 1/8	11 1/4	8 7/8	9	6 1/4	7 3/4	7 7/8									9.0
3	48		3	3/4	1	6	3	2 1/4	3/4	8 3/8	8 1/2	13 3/8	13 1/2	10 3/4	10 3/4	7 1/2	9 3/8	9 3/8									16.0
4	48		3	3/4	1	6	3	2 1/4	3/4	8 3/8	8 1/2	13 3/8	13 1/2	10 3/4	10 3/4	7 1/2	9 3/8	9 3/8									16.0
5	48		3	3/4	1	6	3	2 1/4	3/4	8 3/8	8 1/2	13 3/8	13 1/2	10 3/4	10 3/4	7 1/2	9 3/8	9 3/8									16.0

STANDARD SIGN
W4-7L&R

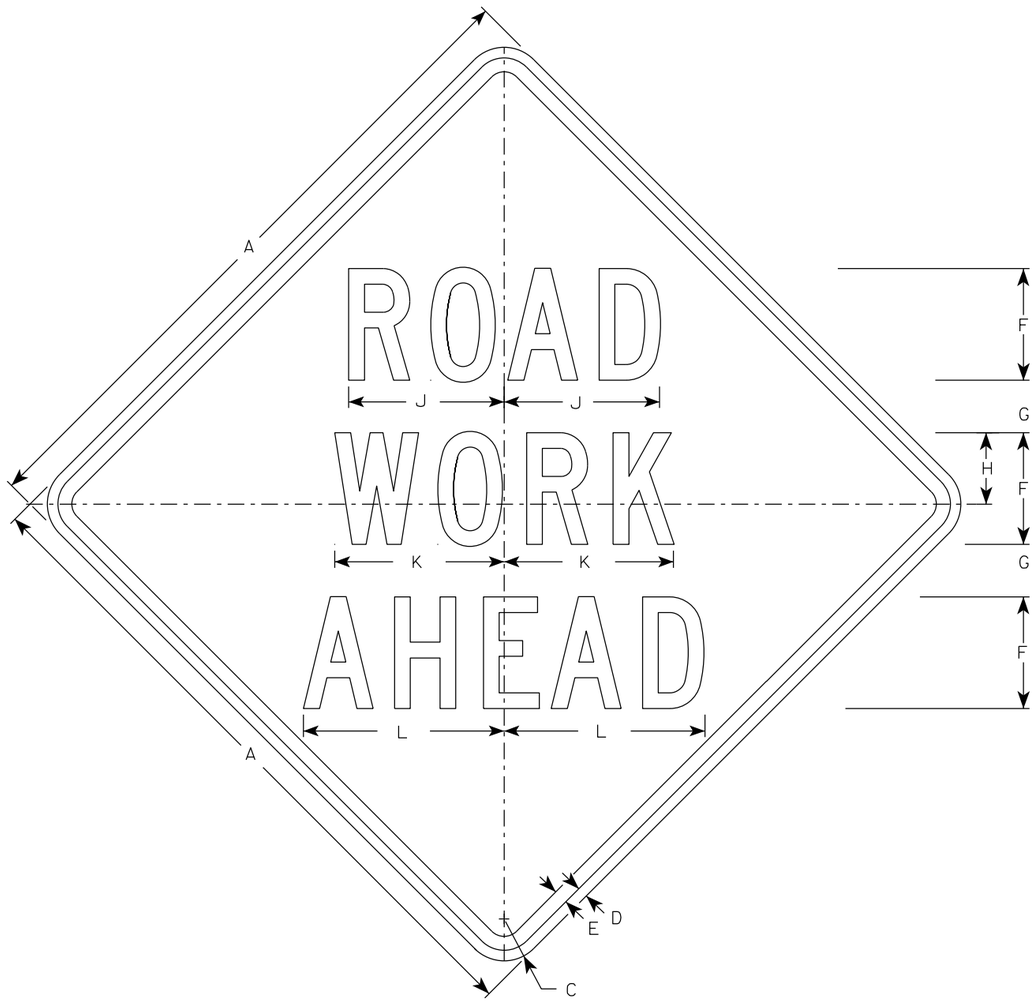
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

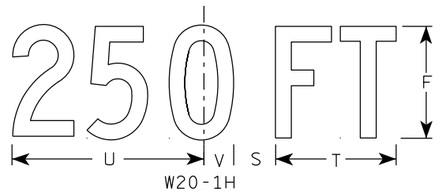
DATE 9/5/2023 PLATE NO. W4-7L&R.4

PROJECT NO:

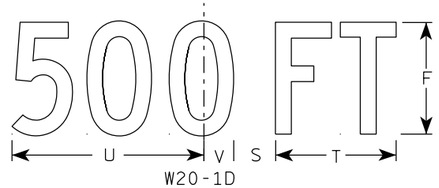
SHEET NO: 238 E



W20-1A



W20-1H



W20-1D



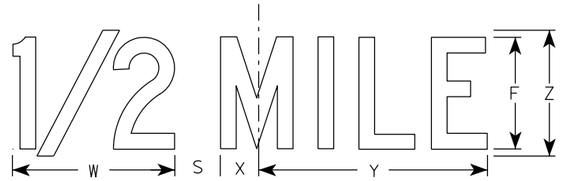
W20-1C



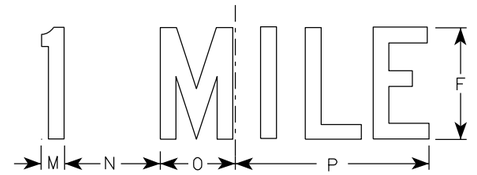
W20-1B

NOTES

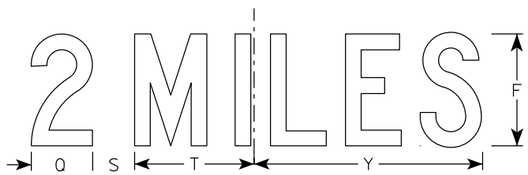
1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

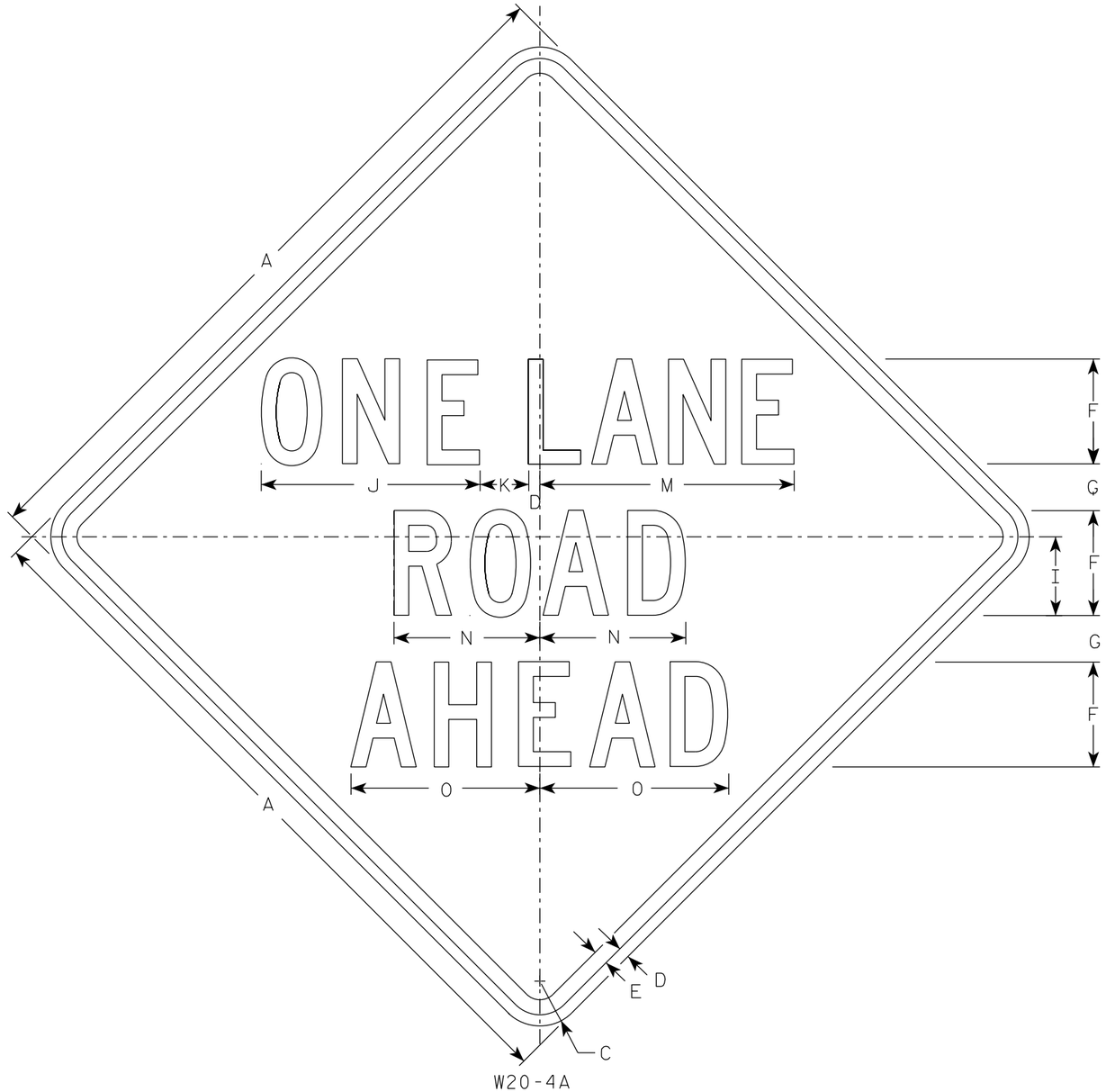
WISCONSIN DEPT OF TRANSPORTATION

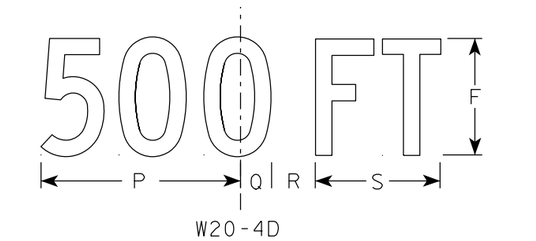
APPROVED Matthew R Rauch
For State Traffic Engineer

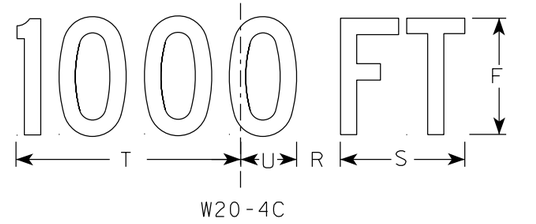
DATE 1/10/2024 PLATE NO. W20-1.12

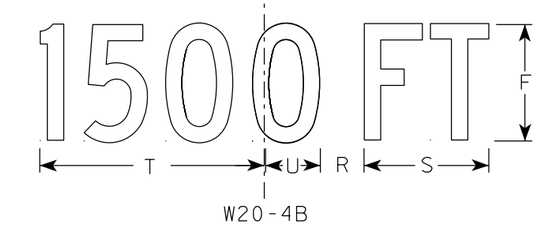
PROJECT NO:

SHEET NO: 239 E

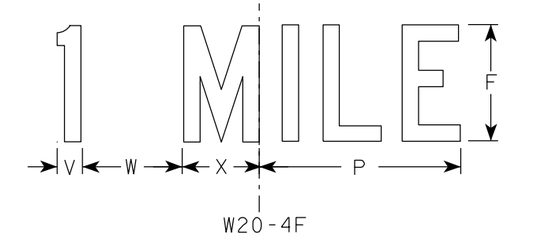












NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	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	36		2 1/4	5/8	3/4	5	2 3/8	6	3 3/4	10 3/8	2 3/8	8	13 1/2	7	8 7/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	3 1/8	8	5 1/4	14 5/8	3 1/4	10 5/8	17 3/4	9 3/4	12 5/8	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN
W20-4A, B, C, D, F & G

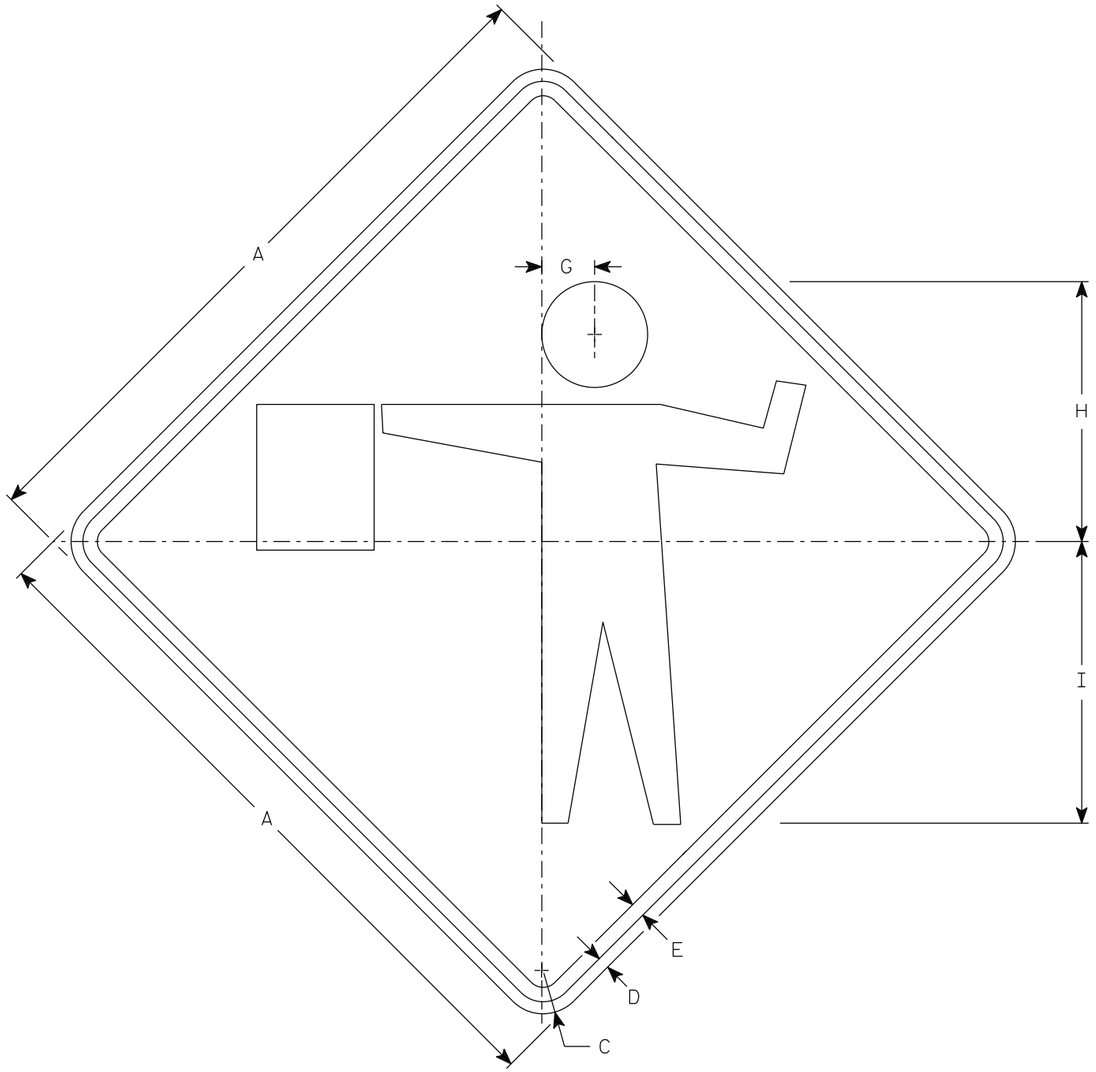
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-4.10

PROJECT NO:

SHEET NO: 240 E



W20-7A

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	36		2 1/4	5/8	3/4		2 3/4	13 1/2	14 5/8																		9.0
2S	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
2M	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
3	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
4	48		3	3/4	1		3 3/4	18	19 1/2																		16.0
5	48		3	3/4	1		3 3/4	18	19 1/2																		16.0

STANDARD SIGN
W20-7A

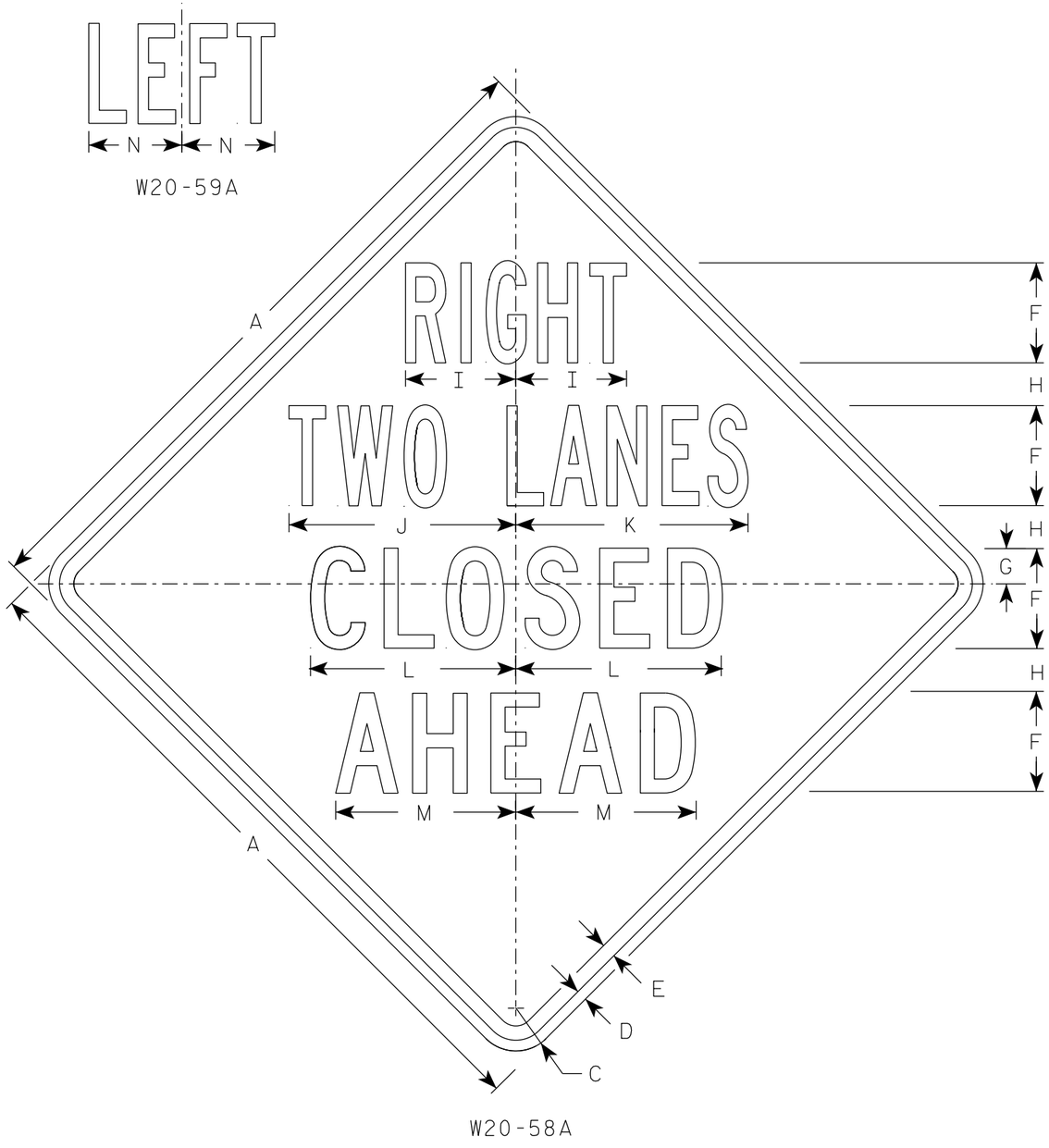
WISCONSIN DEPT OF TRANSPORTATION

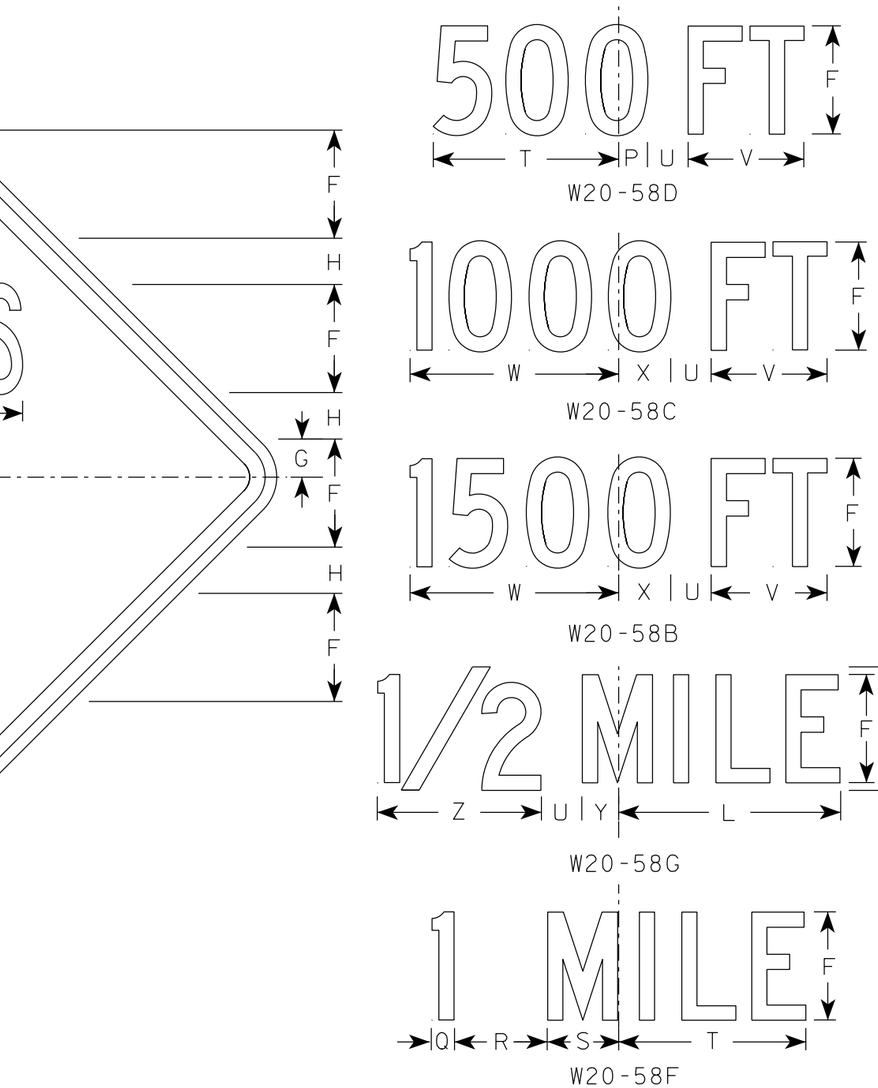
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-7A.6

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 241 E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W207.DGN PLOT DATE : 10-JAN 2024 2:15 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42





NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - See Note 5
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. Lines 1 & 2 Series B.
   Lines 3 & 4 Series C.

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	36		2 1/4	5/8	3/4	5	1 7/8	2 1/4	5 7/8	11 7/8	12 1/8	10 3/4	9 1/2	4 7/8	6	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48		3	3/4	1	7	2 1/2	3	7 3/4	15 7/8	16 1/4	14 3/8	12 5/8	6 1/2	8	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN
W20-58A, B, C, D, F & G

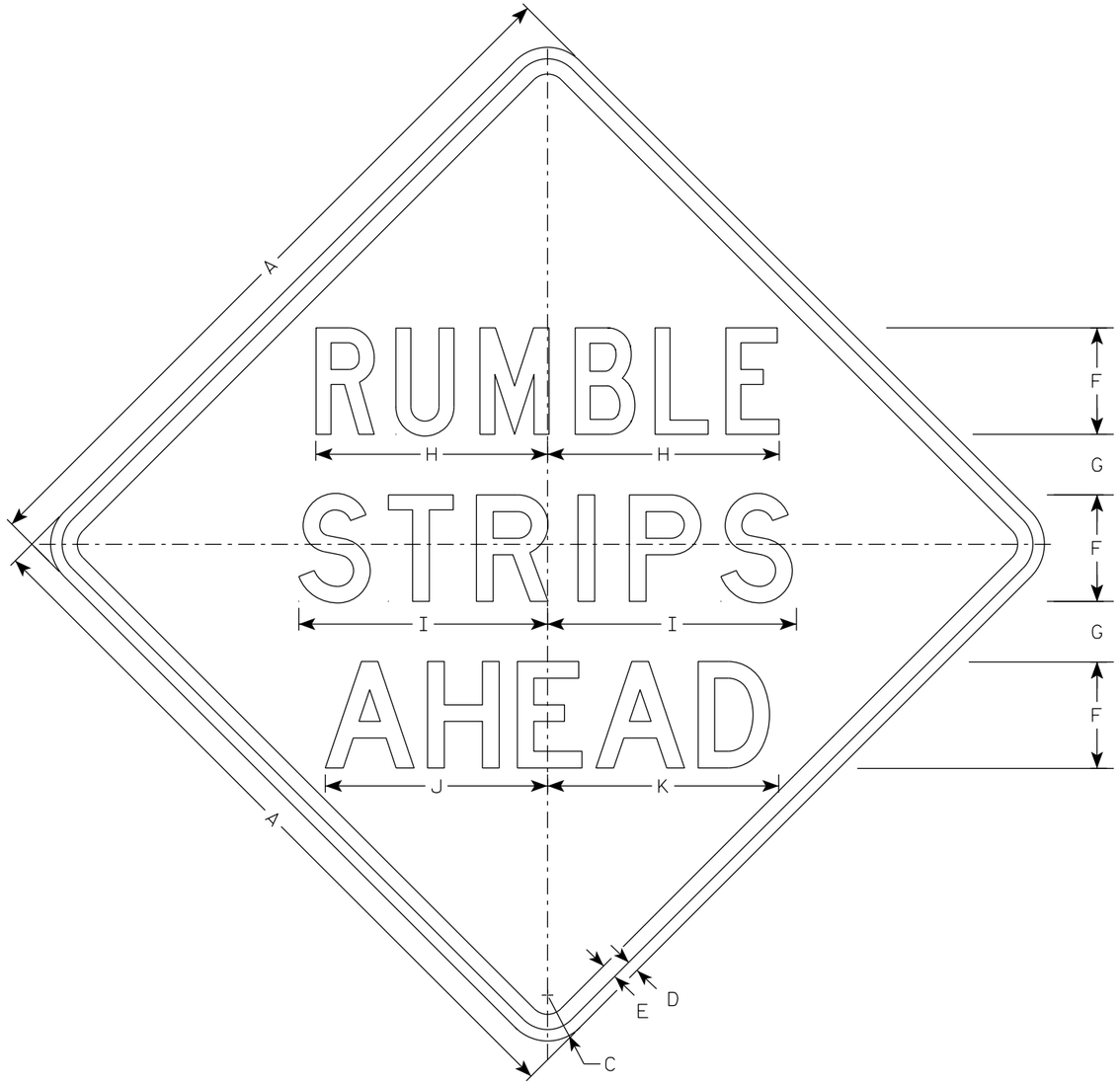
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-58.5

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E

FILE NAME : C:\CAEfiles\Projects\tr_stdplate\W2058.DGN PLOT DATE : 10-JAN 2024 2:56 PLOT BY : dotc4c PLOT NAME : PLOT SCALE : $$.....plotscale.....$$ WISDOT/CADDS SHEET 42



W21-65

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - see note 4
4. Line 1 is Series C
   Lines 2 and 3 are Series D

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	36		2 1/4	5/8	3/4	5	3 1/4	10 7/8	11 5/8	11	11 5/8																9.0
2S	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
2M	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
3	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
4	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0
5	48		3	3/4	1	7	4	15 1/4	16 3/8	14 5/8	15 1/4																16.0

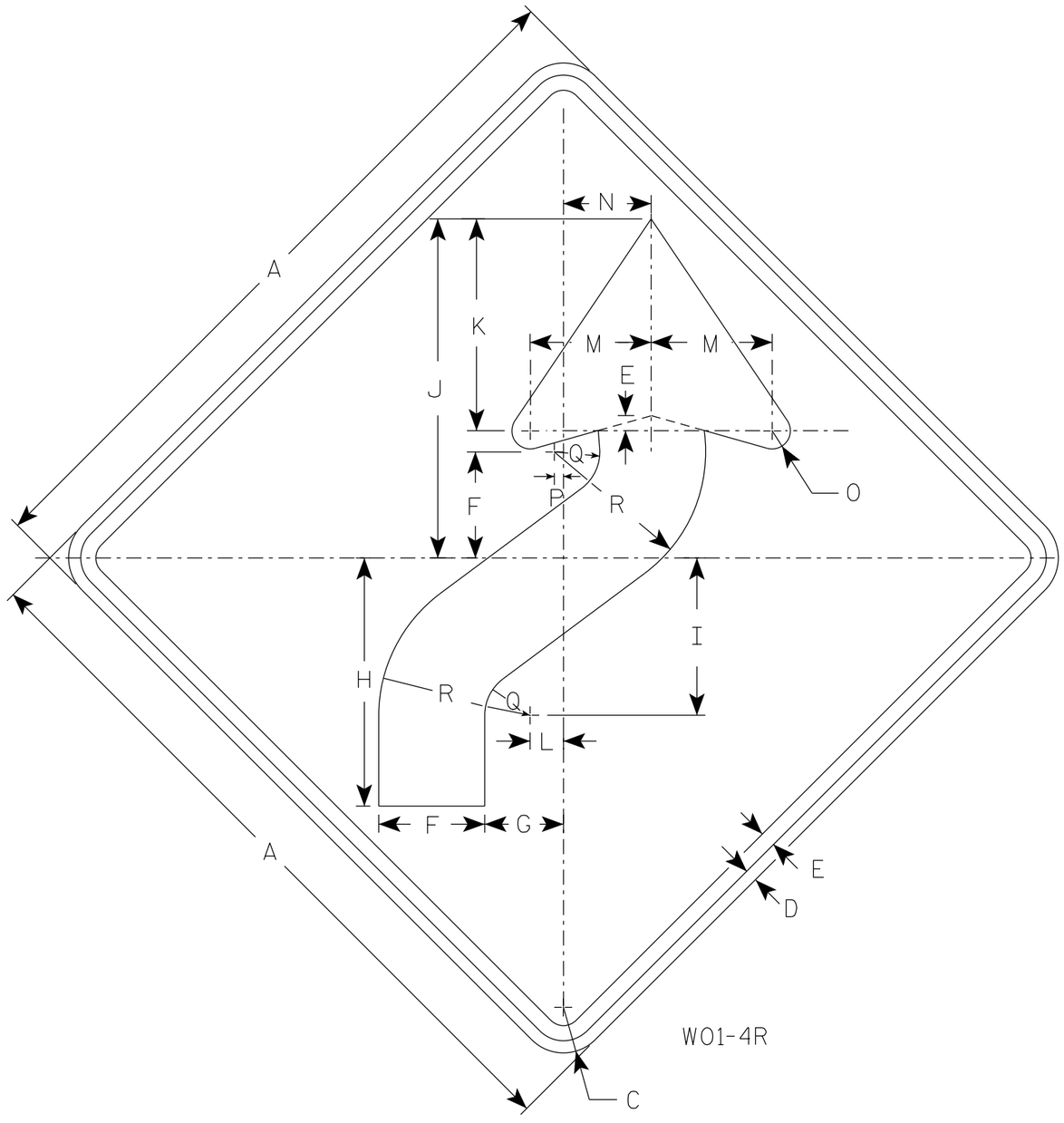
STANDARD SIGN
W21-65

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/17/2024 PLATE NO. W21-65.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



W01-4R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

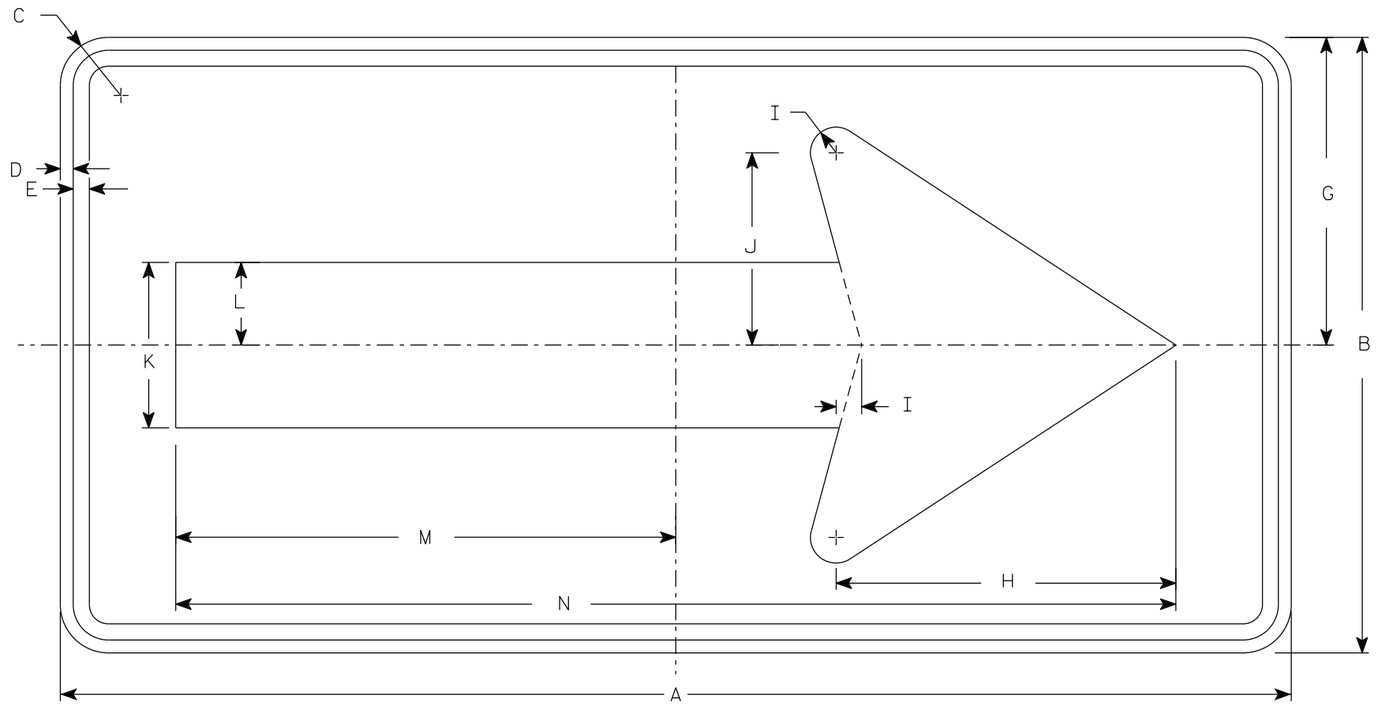
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 244 | E



WO1-6

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

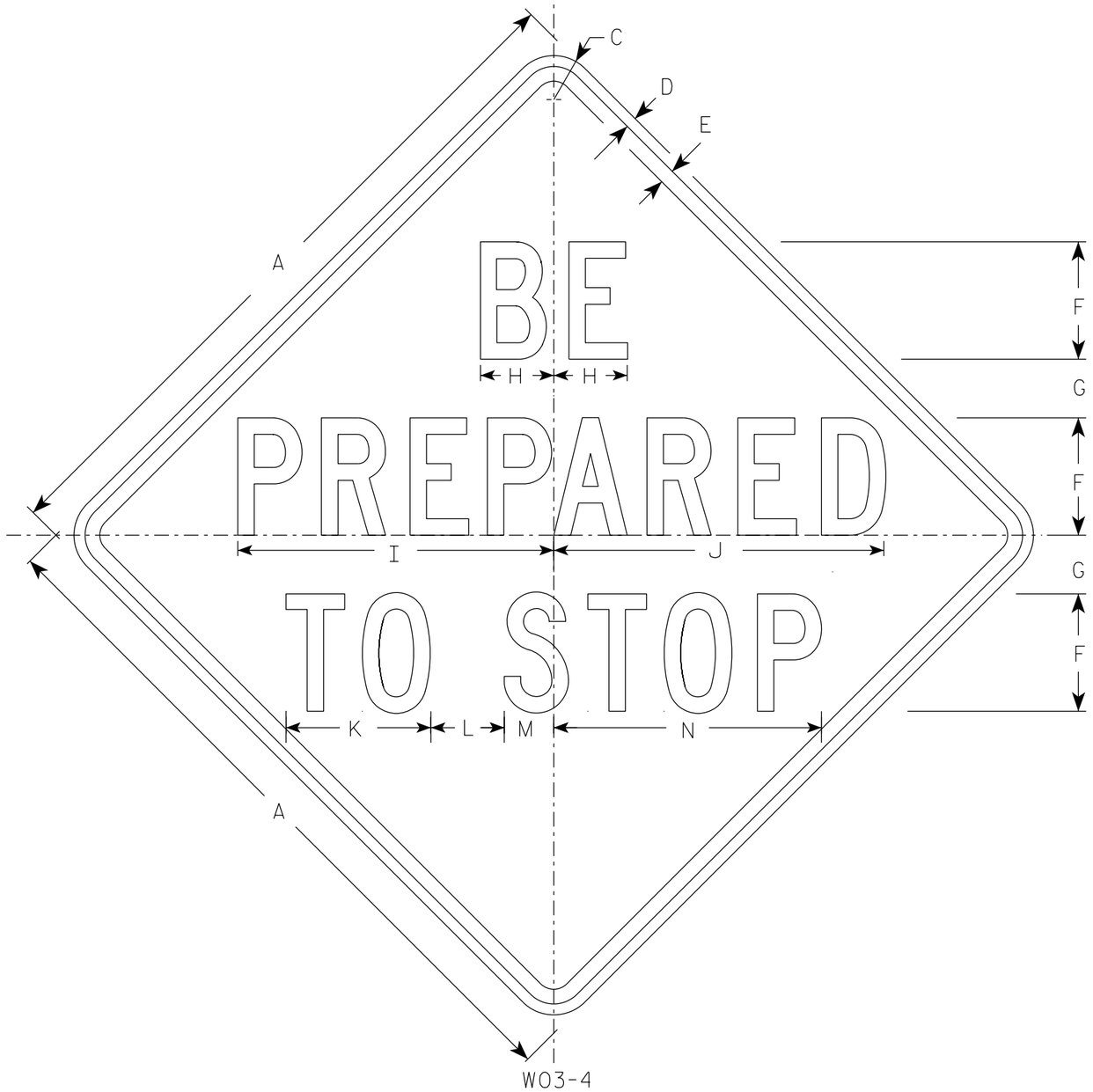
STANDARD SIGN
WO1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. WO1-6.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	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	36		2 1/4	1/2	5/8	6	2 1/2	3 3/4	15 7/8	16 7/8	7 3/8	4	2 3/8	13 3/4													9.0
2S	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
2M	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
3	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
4	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0
5	48		3	3/4	1	8	4	5	21 1/2	22 1/2	9 7/8	5	3 3/8	18 1/4													16.0

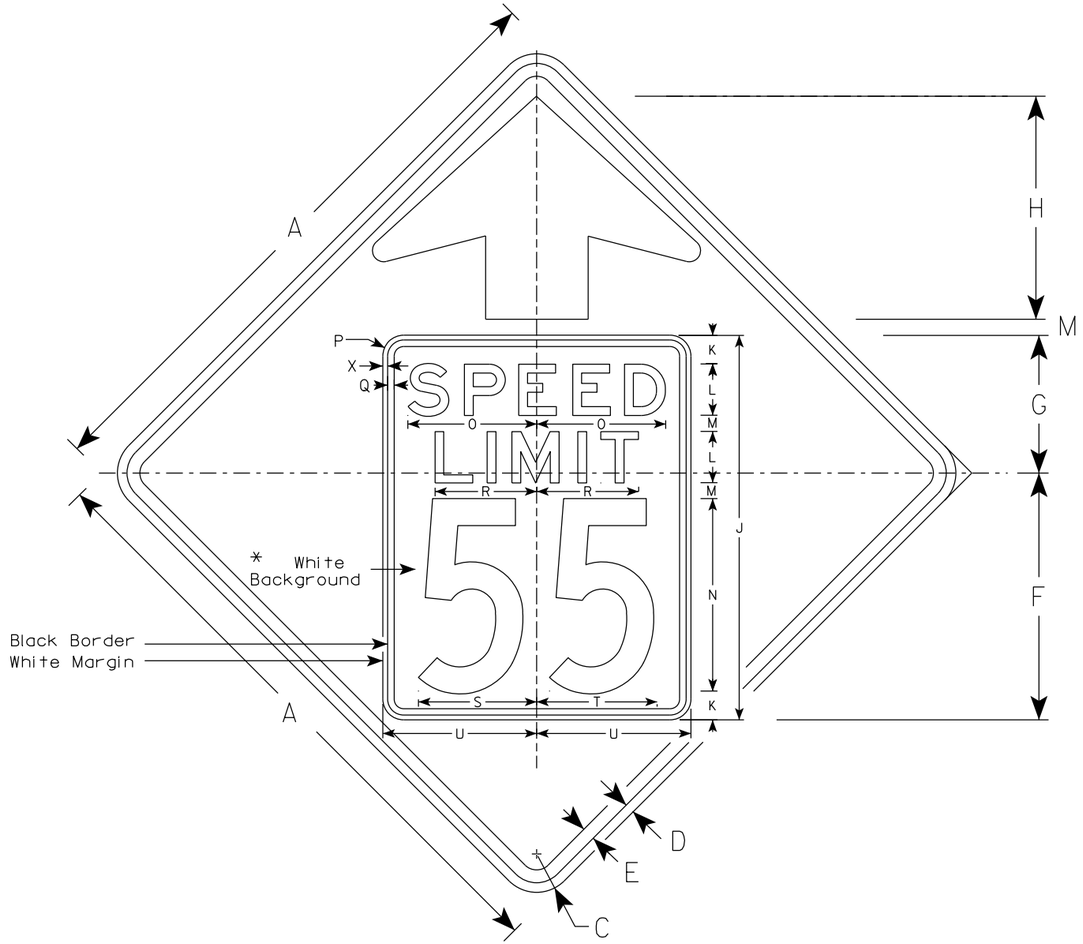
STANDARD SIGN
W03-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-4.2

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 246 E

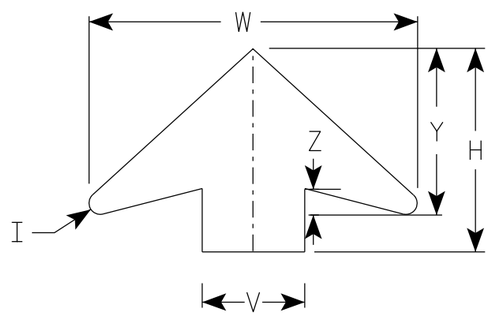


W03-5

NOTES

1. Sign is Type II - Type F Reflective
2. Color: *
   Background - ORANGE*
   Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background



ARROW DETAIL

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	36		2 1/4	5/8	3/4	14 1/2	9 1/2	11 1/2	5/8	24	2	3	1	12	7 1/8	1 1/2	3/8	5 3/4	7 1/4	7 1/8	9	6	19 1/4	3/8	9 3/4	1 5/8	9.0
2S	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
2M	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
3	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
4	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0
5	48		3	3/4	1	19 1/4	10 3/4	17 3/8	7/8	30	2 1/4	4	1 1/4	15	10	1 5/8	1/2	8	9 1/4	9 3/8	12	8	25 5/8	3/8	13	2	16.0

STANDARD SIGN
W03-5

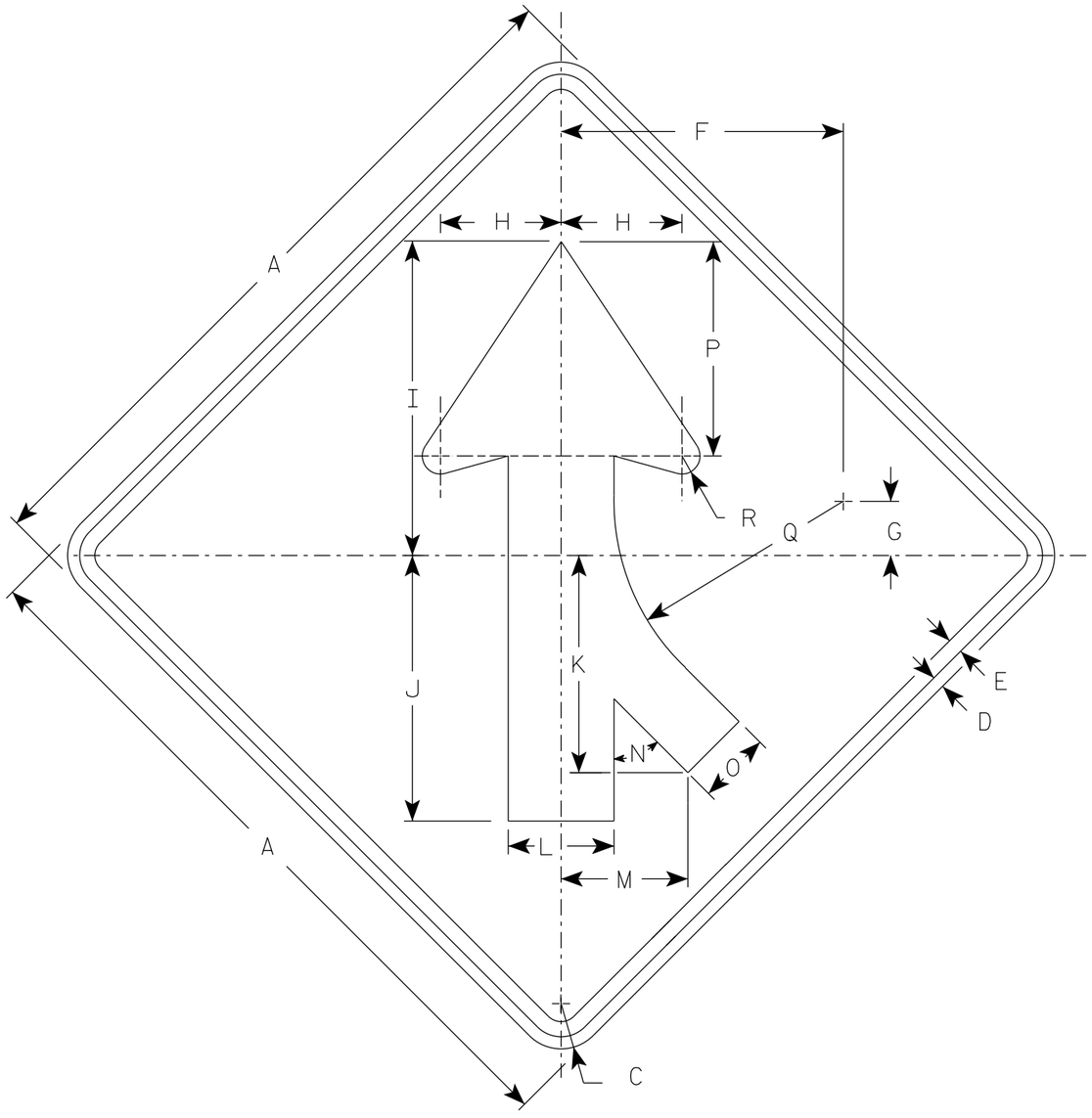
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W03-5.2

PROJECT NO:

SHEET NO: 247 E



W04-1R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

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	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

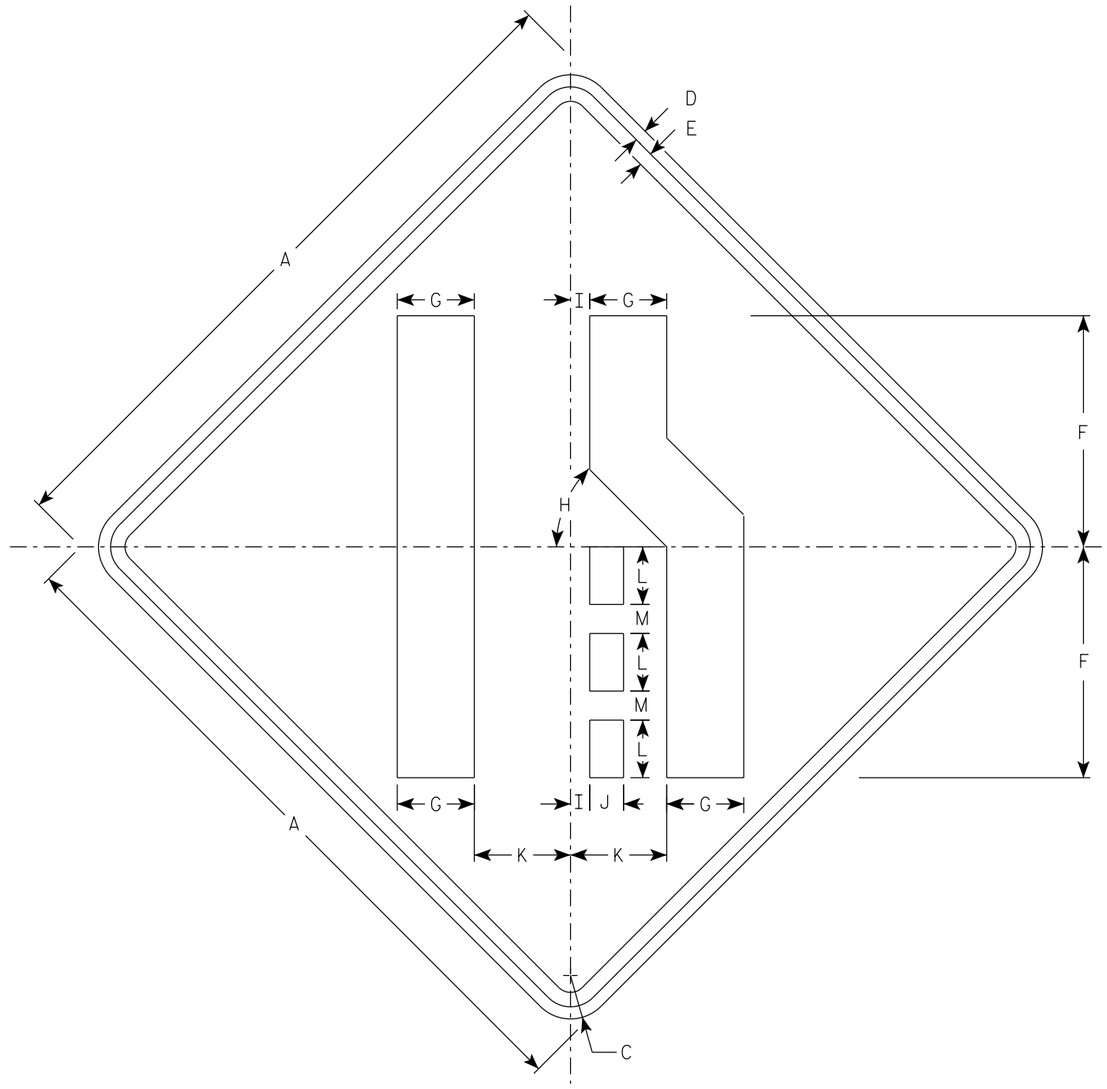
PROJECT NO: | HWY: | COUNTY: | SHEET NO: 248 | E

FILE NAME : C:\Users\PROJECTS\tr_stdplate\W041.dgn PLOT DATE : 25-JAN 2024 8:20 PLOT BY : dotc4c PLOT NAME : PLOT SCALE :

WISDOT/CADDS SHEET 42

7

7



W04-2R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

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	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN
W04-2

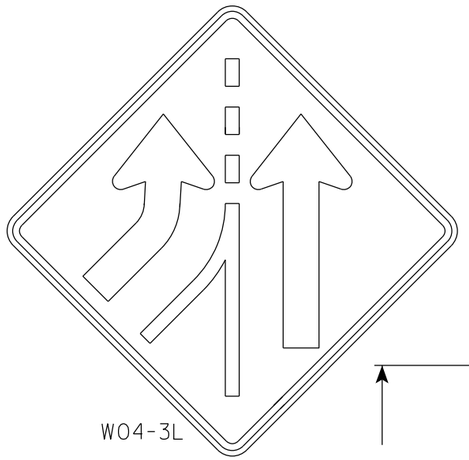
WISCONSIN DEPT OF TRANSPORTATION

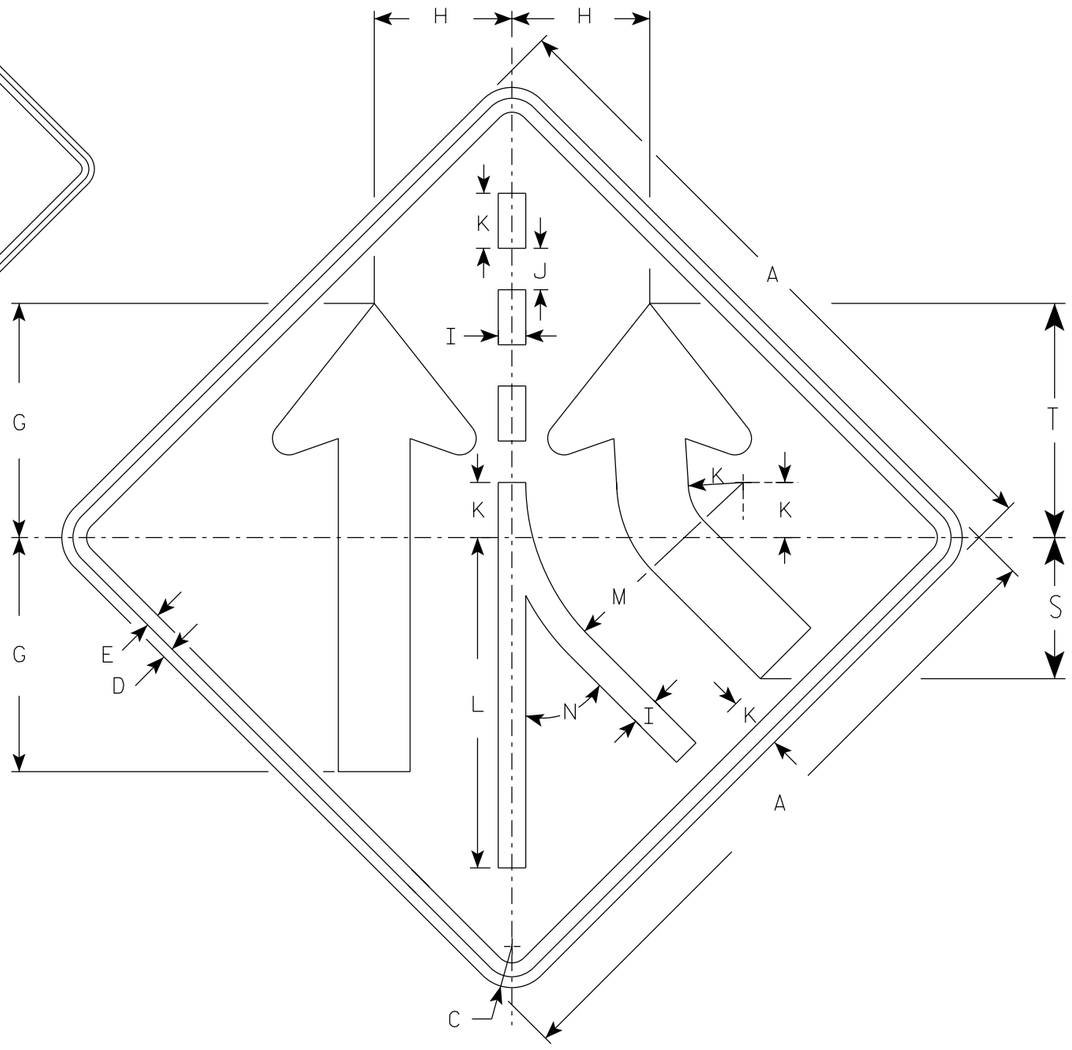
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-2.2

PROJECT NO:

SHEET NO: 249 E

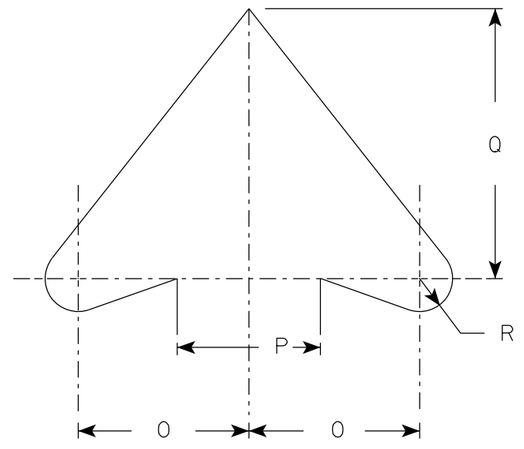




W04-3R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-3L is the same as W04-3R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

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	36		2 1/4	5/8	3/4		12 3/4	7 1/2	1 1/2	2 1/4	3	18	11 7/8	45°	4 5/8	4	7 3/8	7/8	7 3/4	12 3/4							9.0
2S	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
2M	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
3	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
4	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0
5	48		3	3/4	1		17	10	2	3	4	24	15 3/4	45°	6 1/4	5 1/2	9 7/8	1 1/4	10 1/4	17							16.0

STANDARD SIGN

W04-3

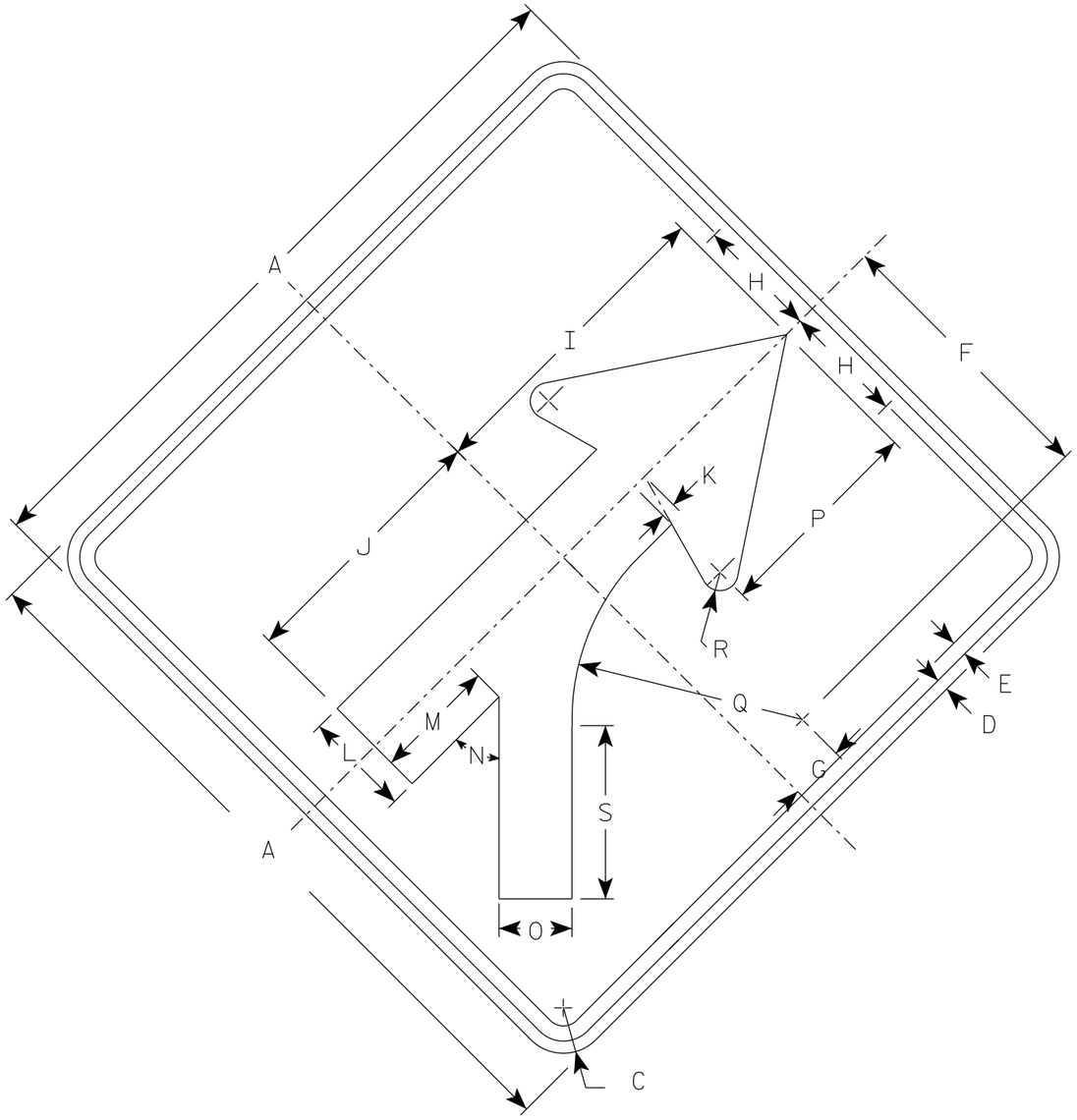
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-3.2

PROJECT NO:

SHEET NO: 250 E



W04-5R

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W04-5L is the same as W04-5R except the arrow is reversed along the vertical centerline.

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	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

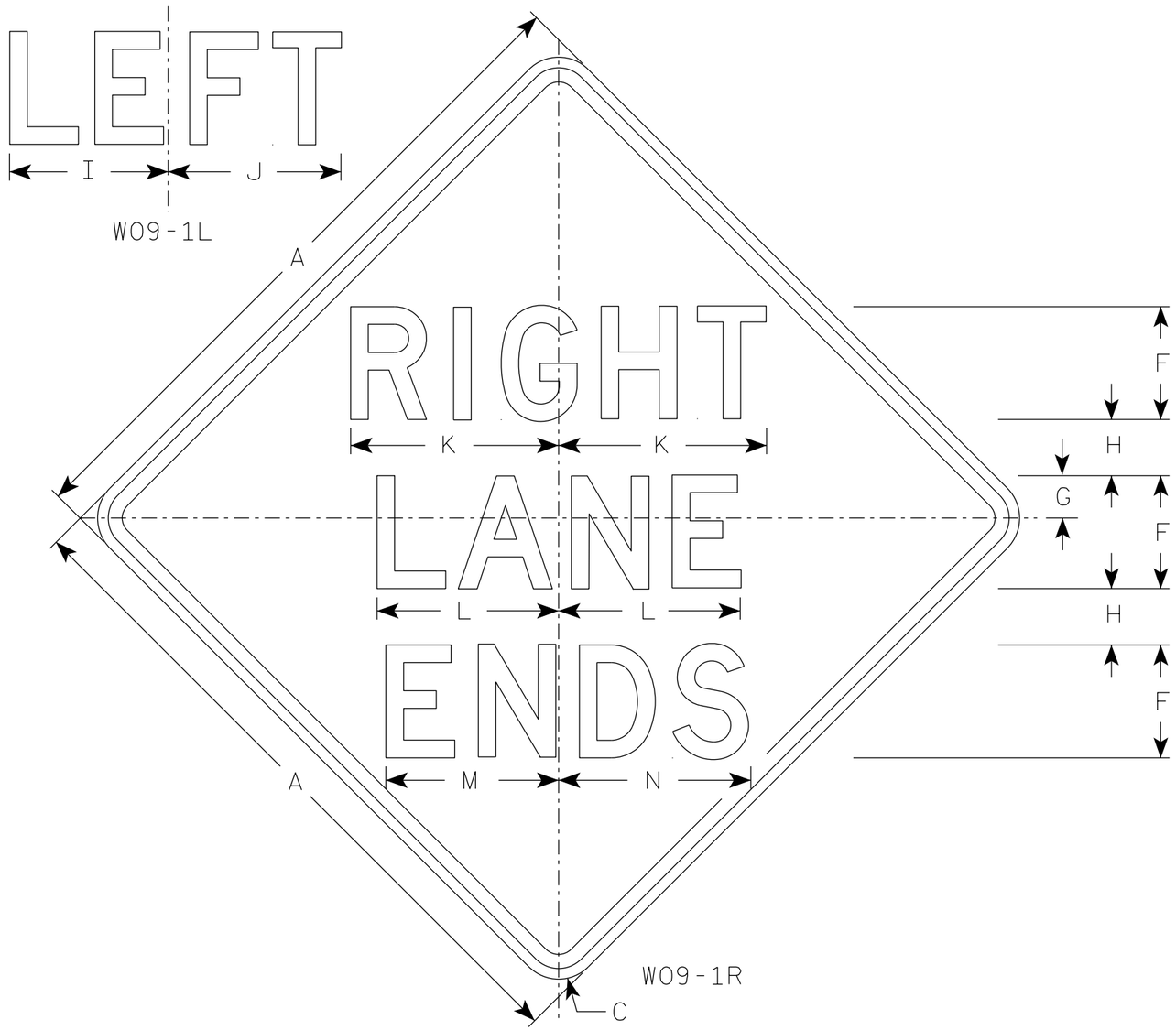
STANDARD SIGN
W04-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-5.3

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 251 | E



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
   Background - Orange
   Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

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	36		2 1/4	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2S	48		3	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0
2M	48		3	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0
3	48		3	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0
4	48		3	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0
5	48		3	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

STANDARD SIGN
W09-1

WISCONSIN DEPT OF TRANSPORTATION

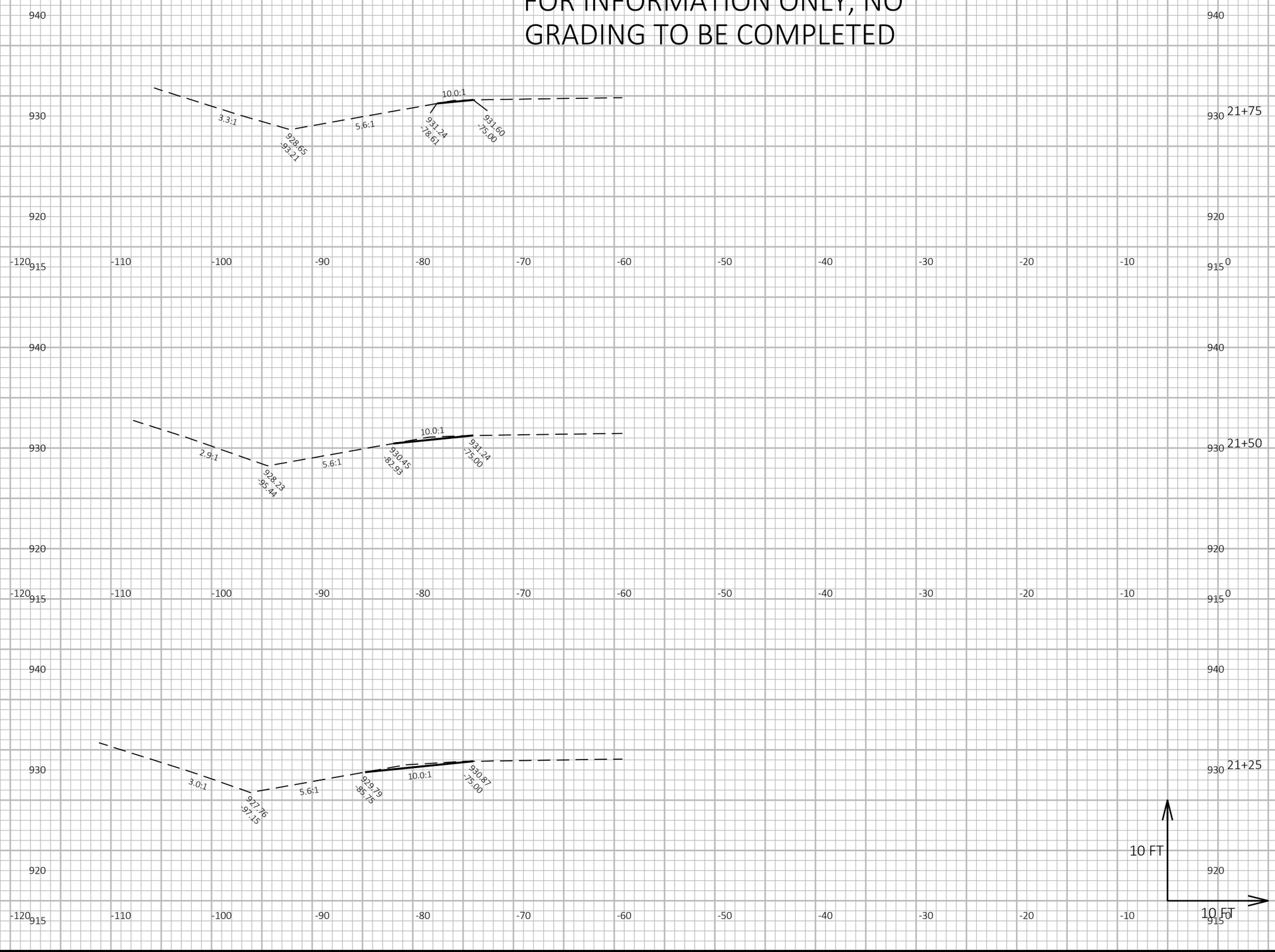
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/31/2024 PLATE NO. W09-1.2

PROJECT NO:

SHEET NO: 252 E

FOR INFORMATION ONLY, NO GRADING TO BE COMPLETED



9

9

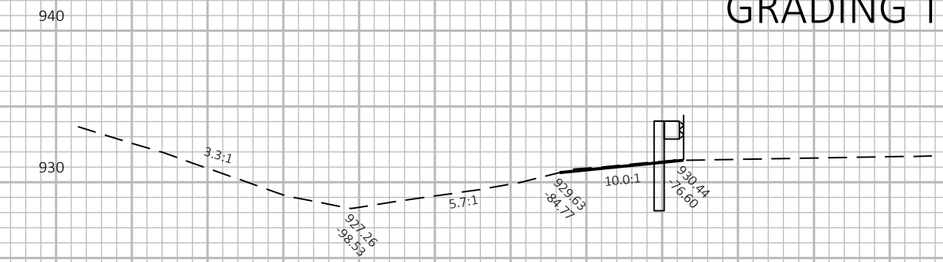
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - WESTBOUND	SHEET 253	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 01

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

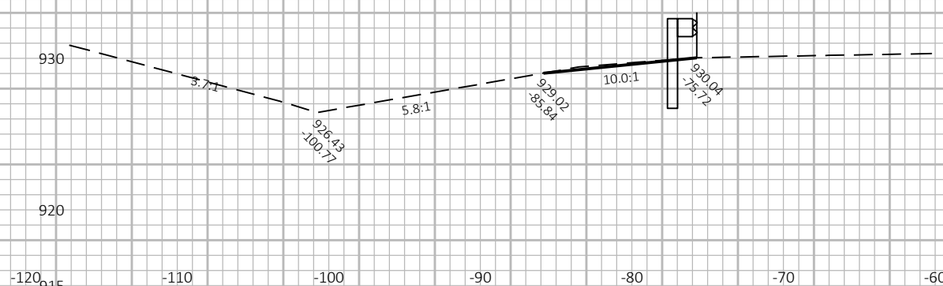
WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY, NO GRADING TO BE COMPLETED



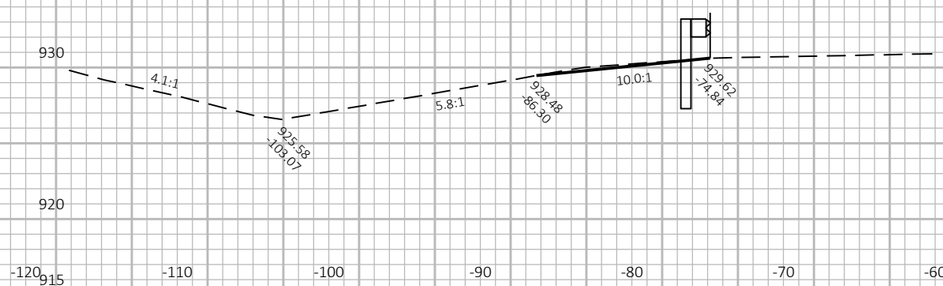
EAT POST #1

21+00



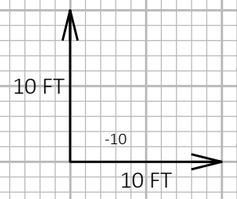
EAT POST #5

20+75



EAT POST #9

20+50



9

9

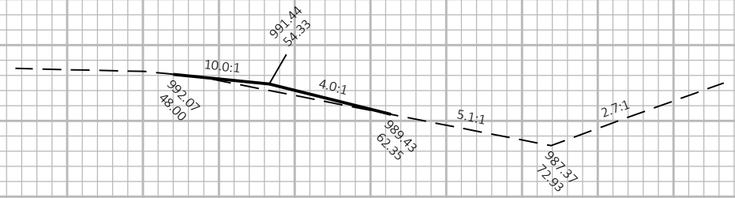
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - WESTBOUND	SHEET 254	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 02

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EAT ADVANCED GRADING



1000
990
980
975
0
10
20
30
40
50
60
70
80
90
100
44+48

10 FT
10 FT

9

9

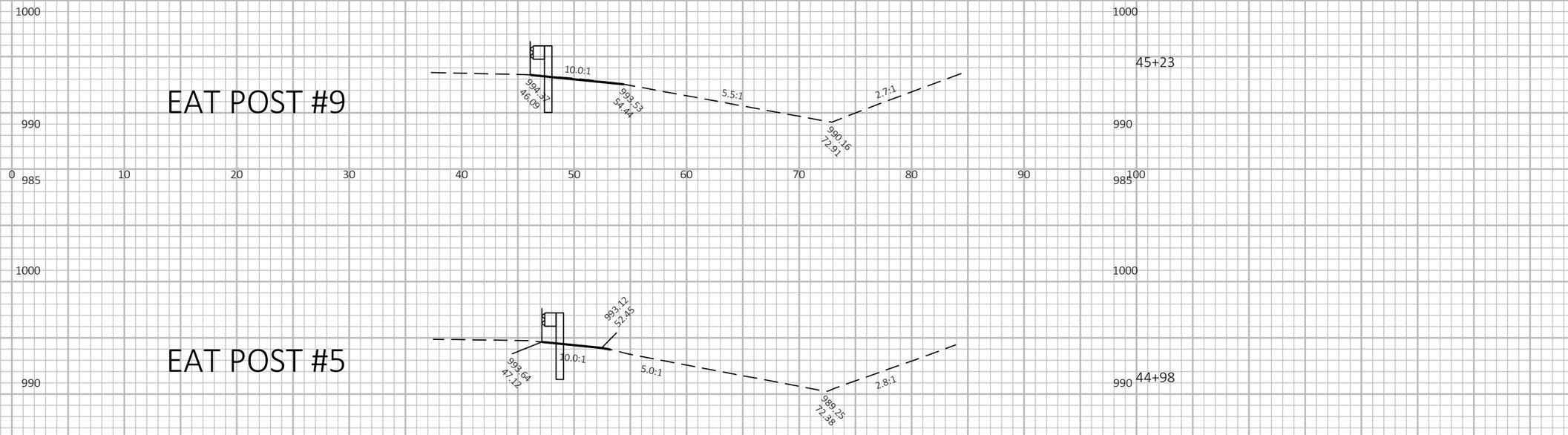
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 255	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 03

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

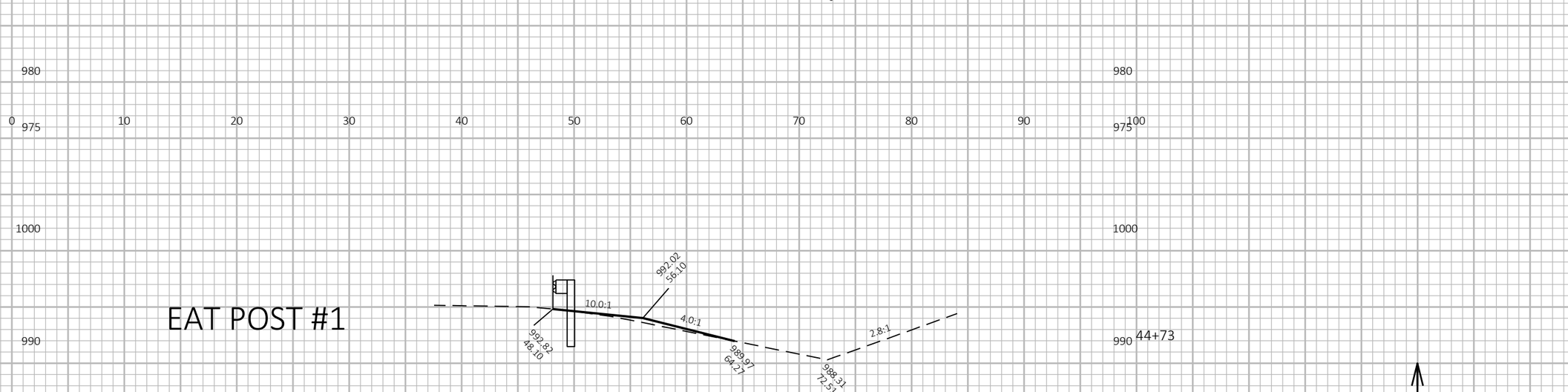
WISDOT/CADDS SHEET 49

EAT POST #9



EAT POST #5

EAT POST #1



9

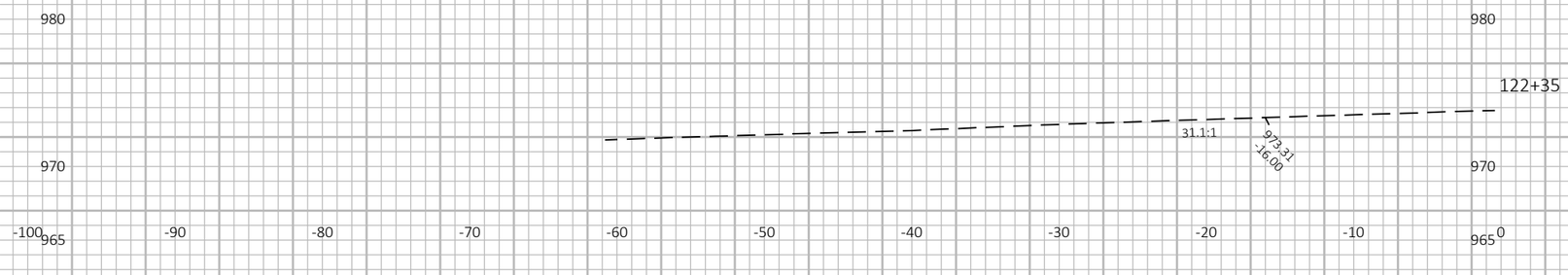
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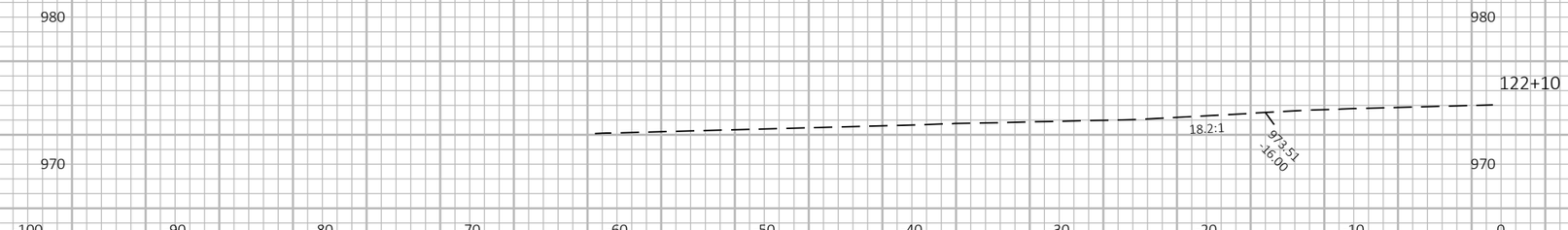
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 256	E

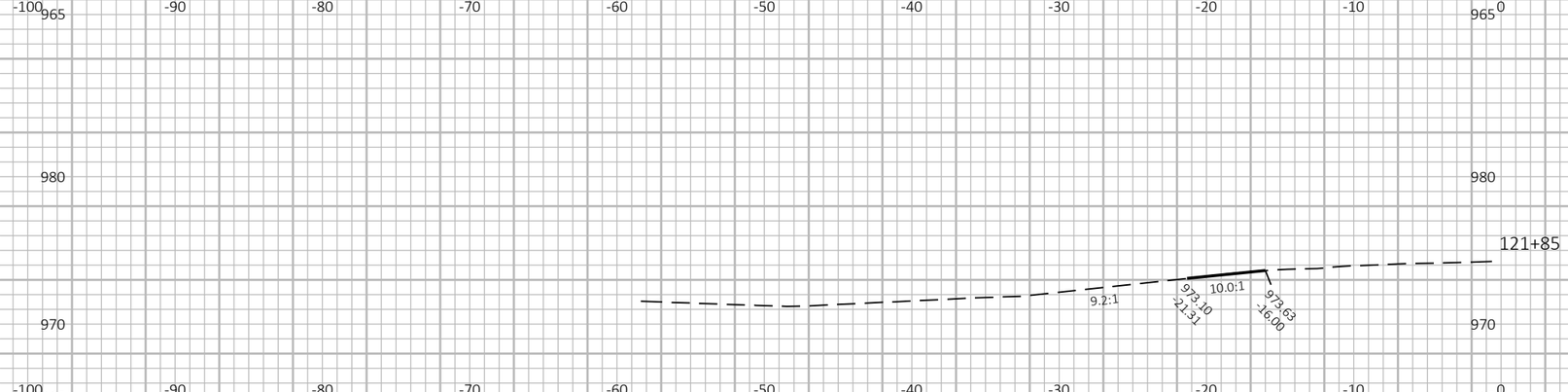
FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 04

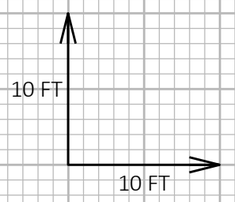
PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

FOR INFORMATION ONLY, NO
GRADING TO BE COMPLETED









9

9

PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 257	E

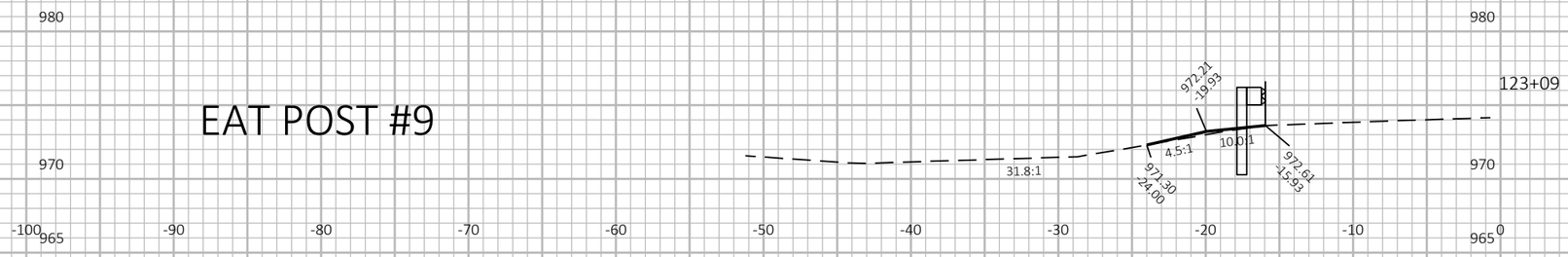
FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 05

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

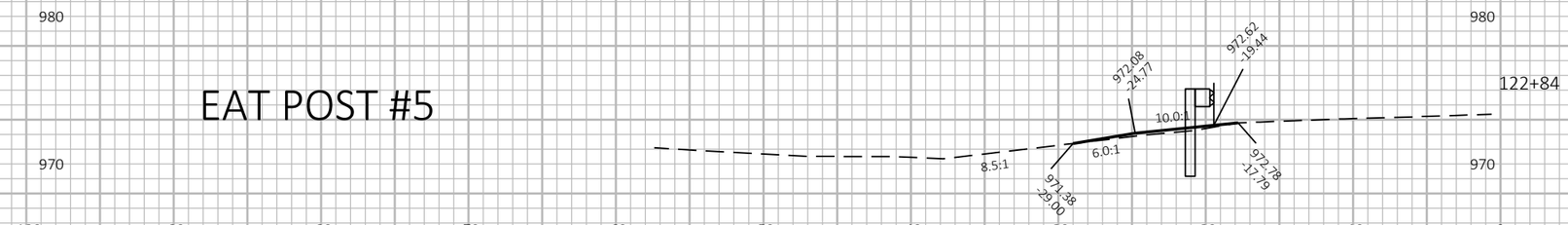
WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY, NO GRADING TO BE COMPLETED

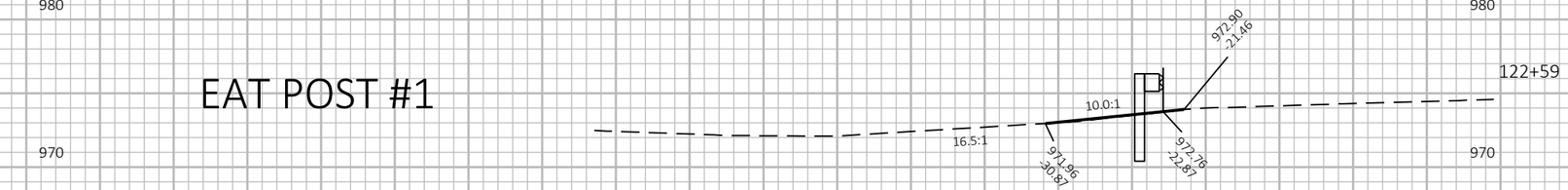
EAT POST #9

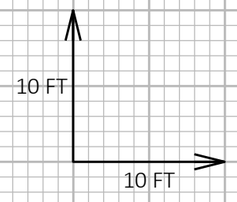


EAT POST #5



EAT POST #1





9

9

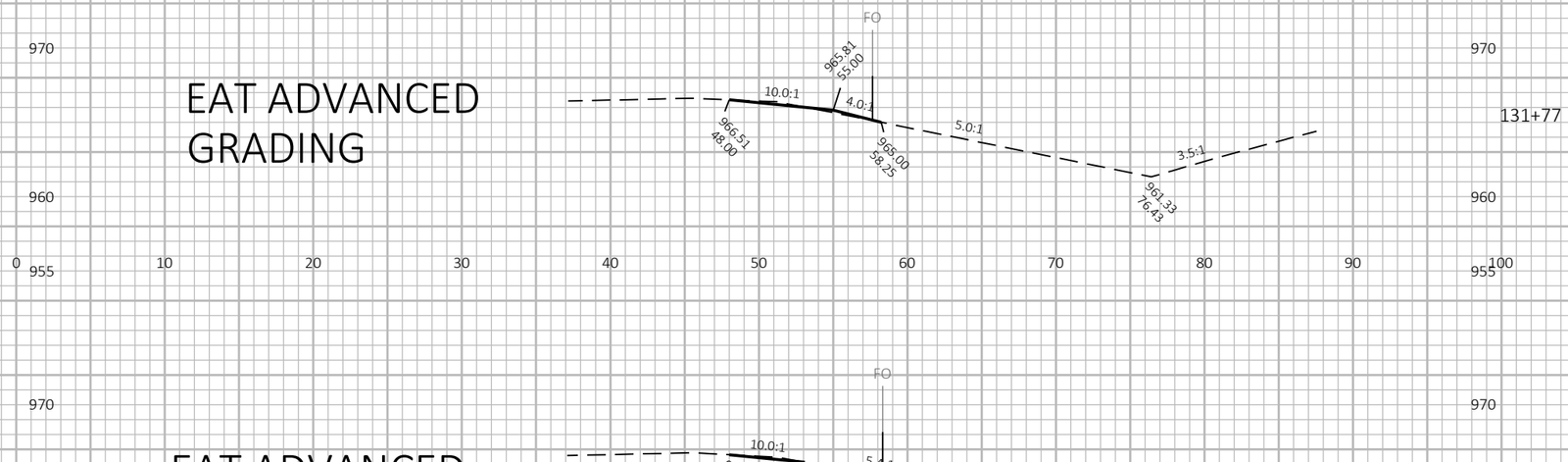
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 258	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 06

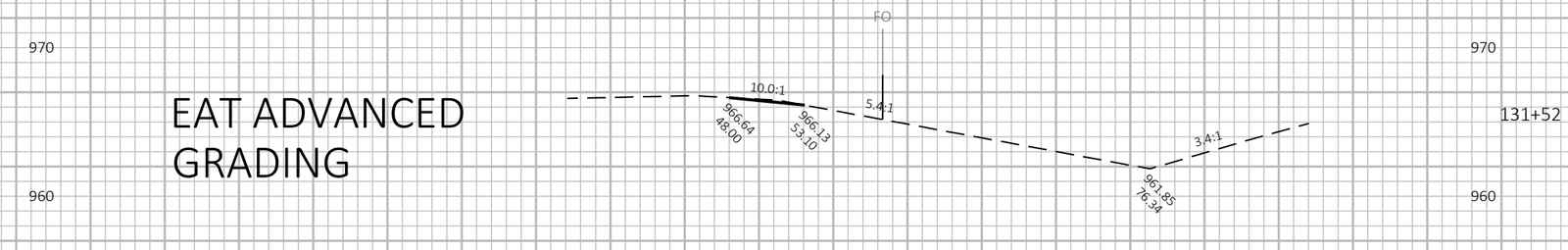
PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

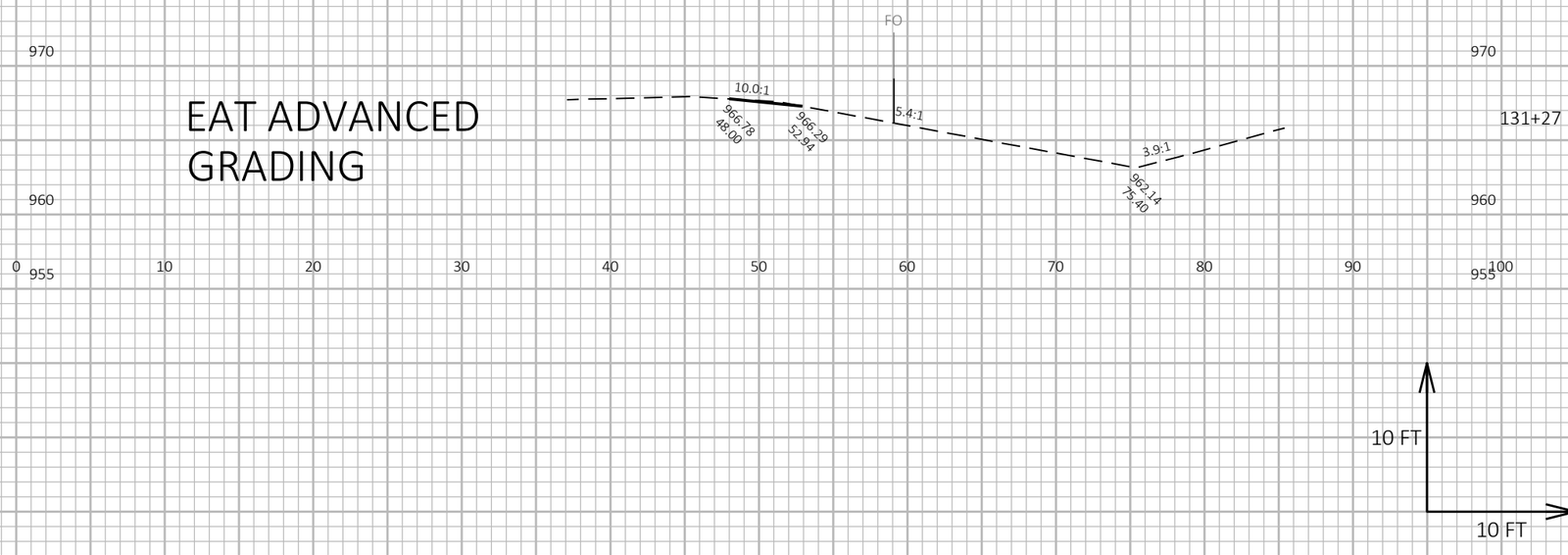
EAT ADVANCED GRADING



EAT ADVANCED GRADING



EAT ADVANCED GRADING



9

9

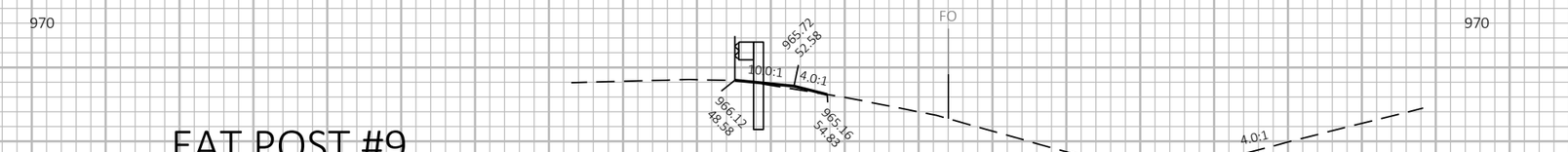
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 259	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 07

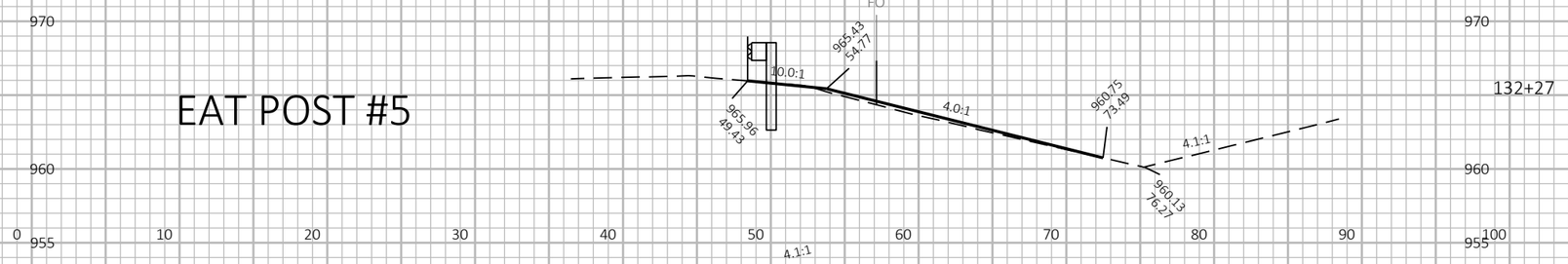
PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

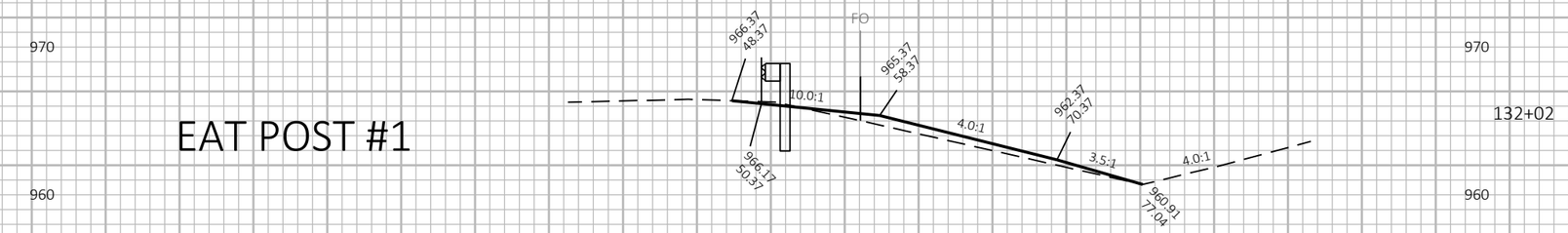
EAT POST #9



EAT POST #5



EAT POST #1



9

9

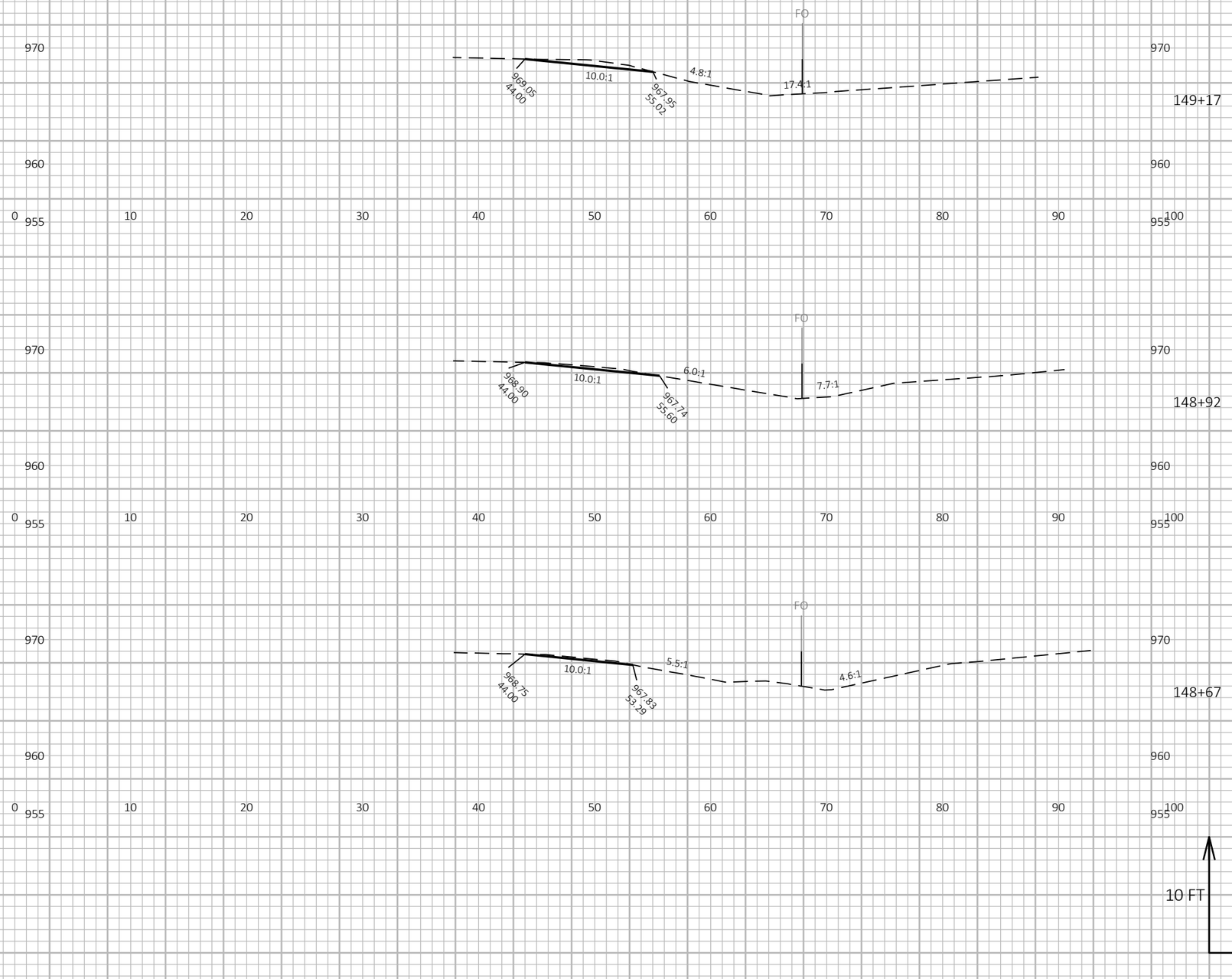
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 260	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 08

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY, NO GRADING TO BE COMPLETED



9

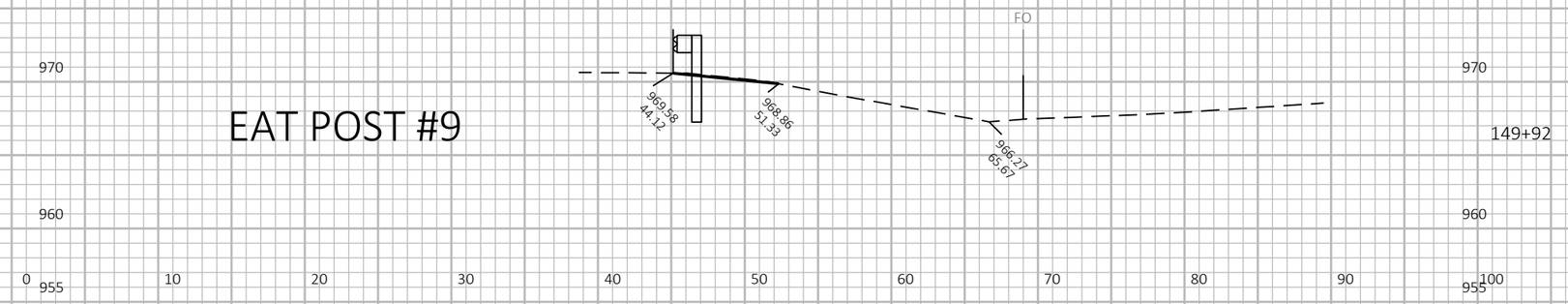
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PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 261	E

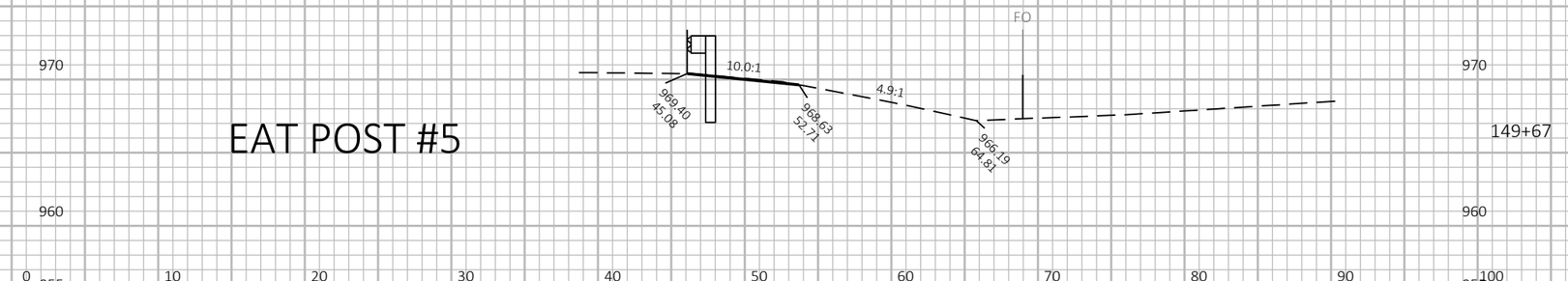
FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 09
PLOT DATE : 7/21/2024 5:06 PM
PLOT BY : MATHEW TARNOW
PLOT NAME :
PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.
WISDOT/CADDS SHEET 49

FOR INFORMATION ONLY, NO GRADING TO BE COMPLETED

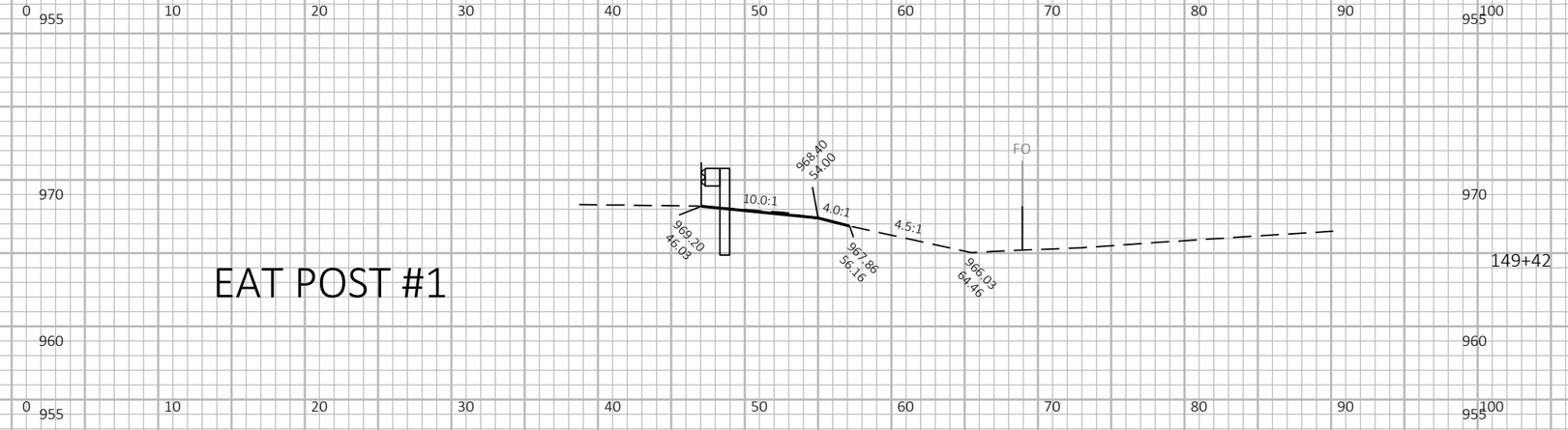
EAT POST #9



EAT POST #5



EAT POST #1



9

9

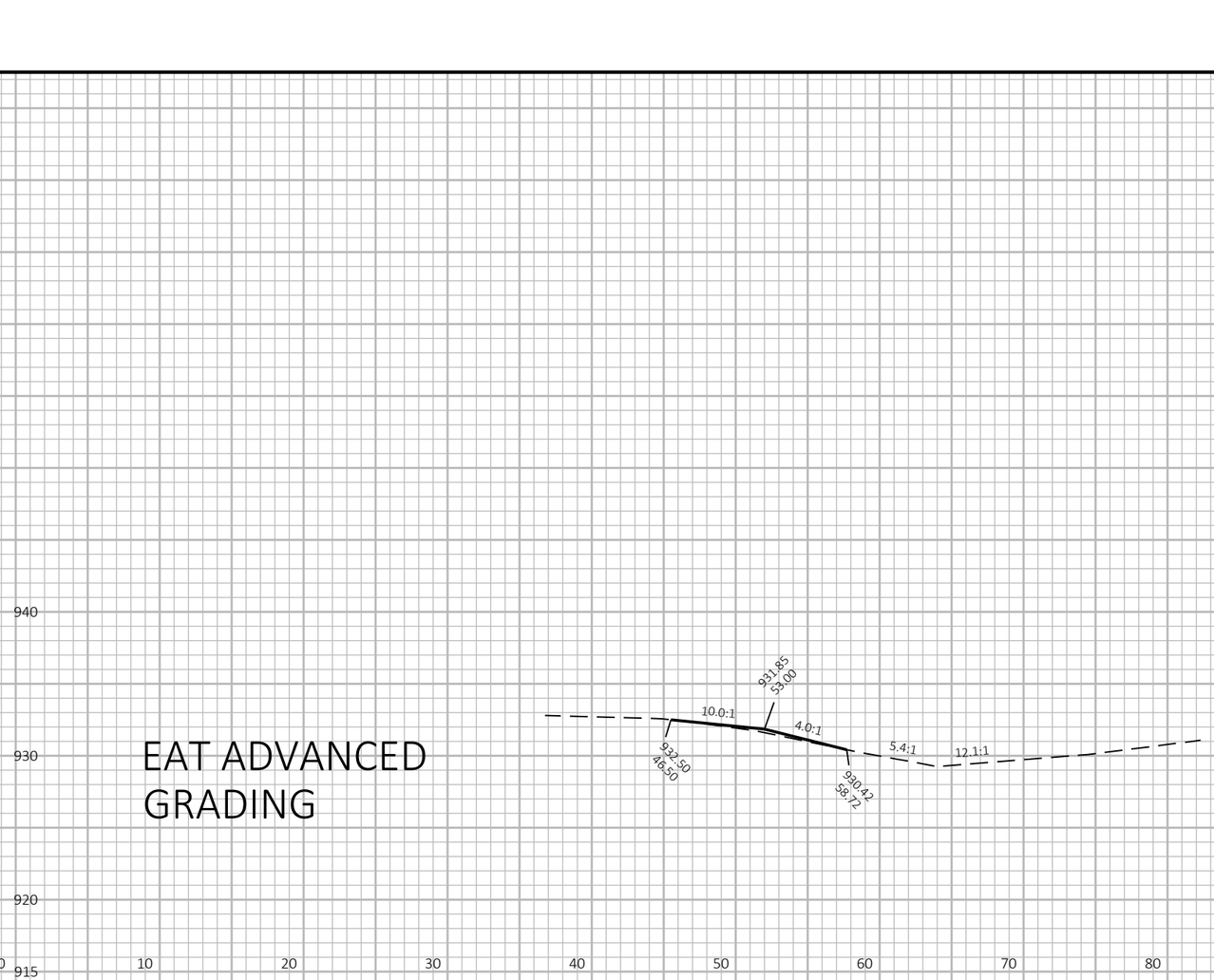
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 262	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 10

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EAT ADVANCED GRADING





9

9

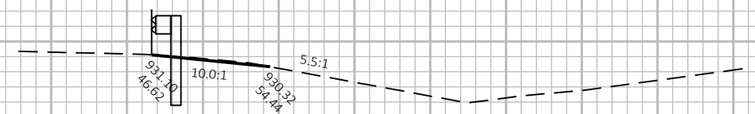
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 263	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 11

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

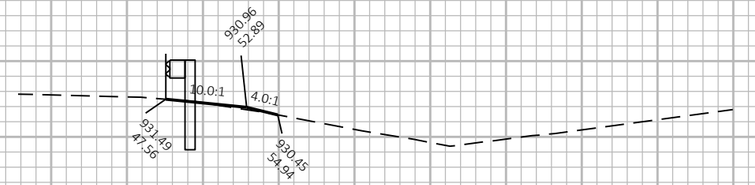
WISDOT/CADDS SHEET 49

EAT POST #9



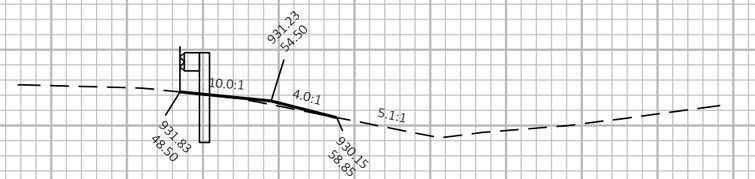
188+35

EAT POST #5

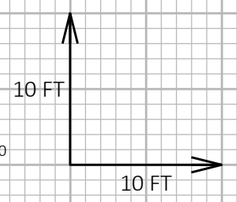


188+10

EAT POST #1



187+85



9

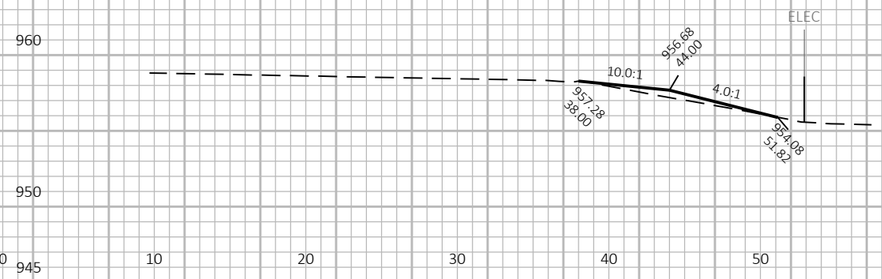
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PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - EASTBOUND	SHEET 264	E

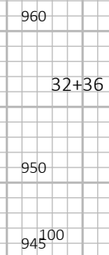
FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 12

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

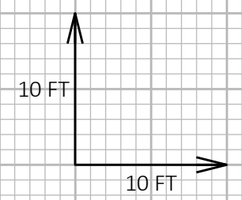
WISDOT/CADDS SHEET 49



EAT ADVANCED GRADING



32+36



9

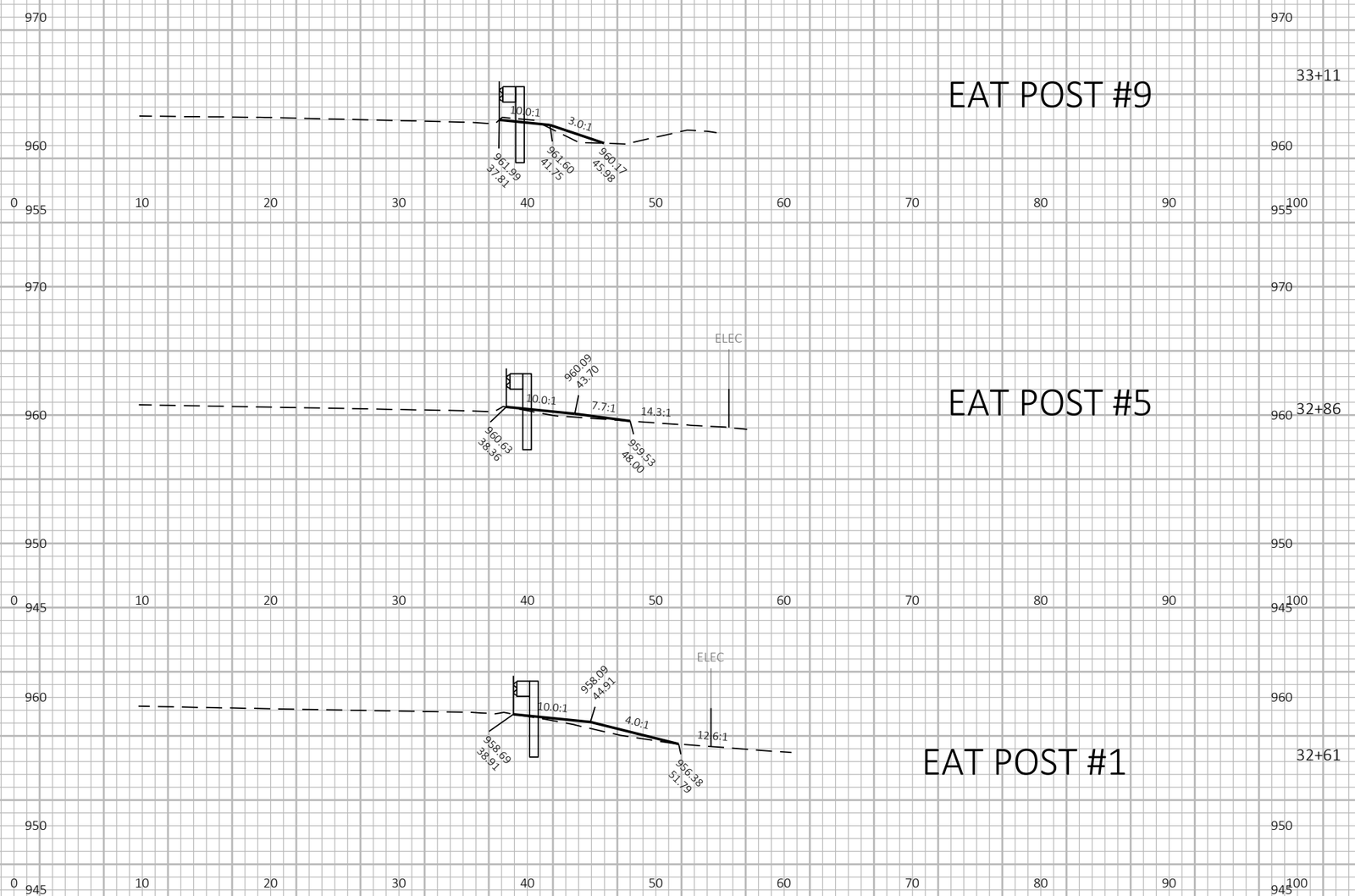
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PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - COTTAGE GROVE RD WEST	SHEET 265	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 13

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



9

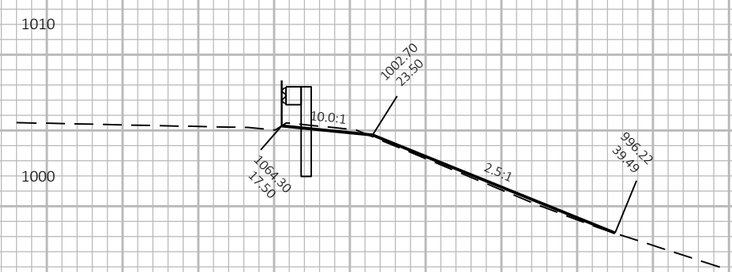
9

PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - COTTAGE GROVE RD WEST	SHEET 266	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 14

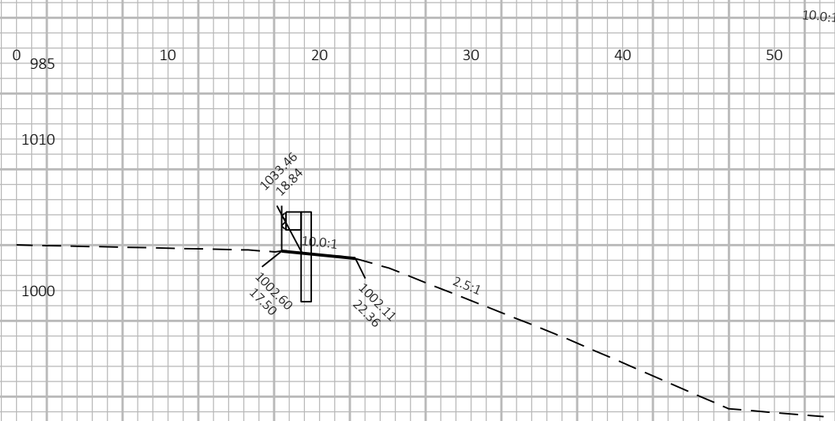
PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49



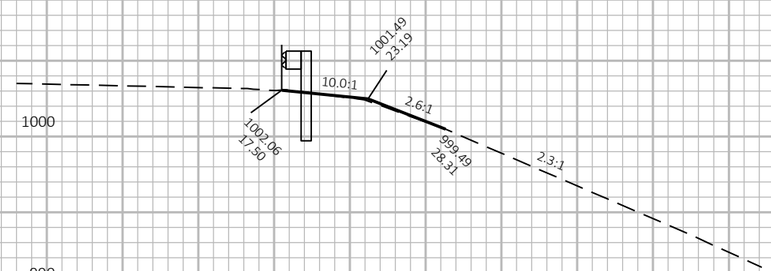
EAT POST #1

43+21



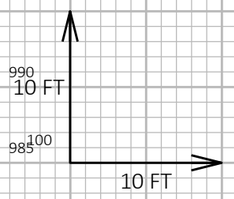
EAT POST #5

42+96



EAT POST #9

42+71



9

9

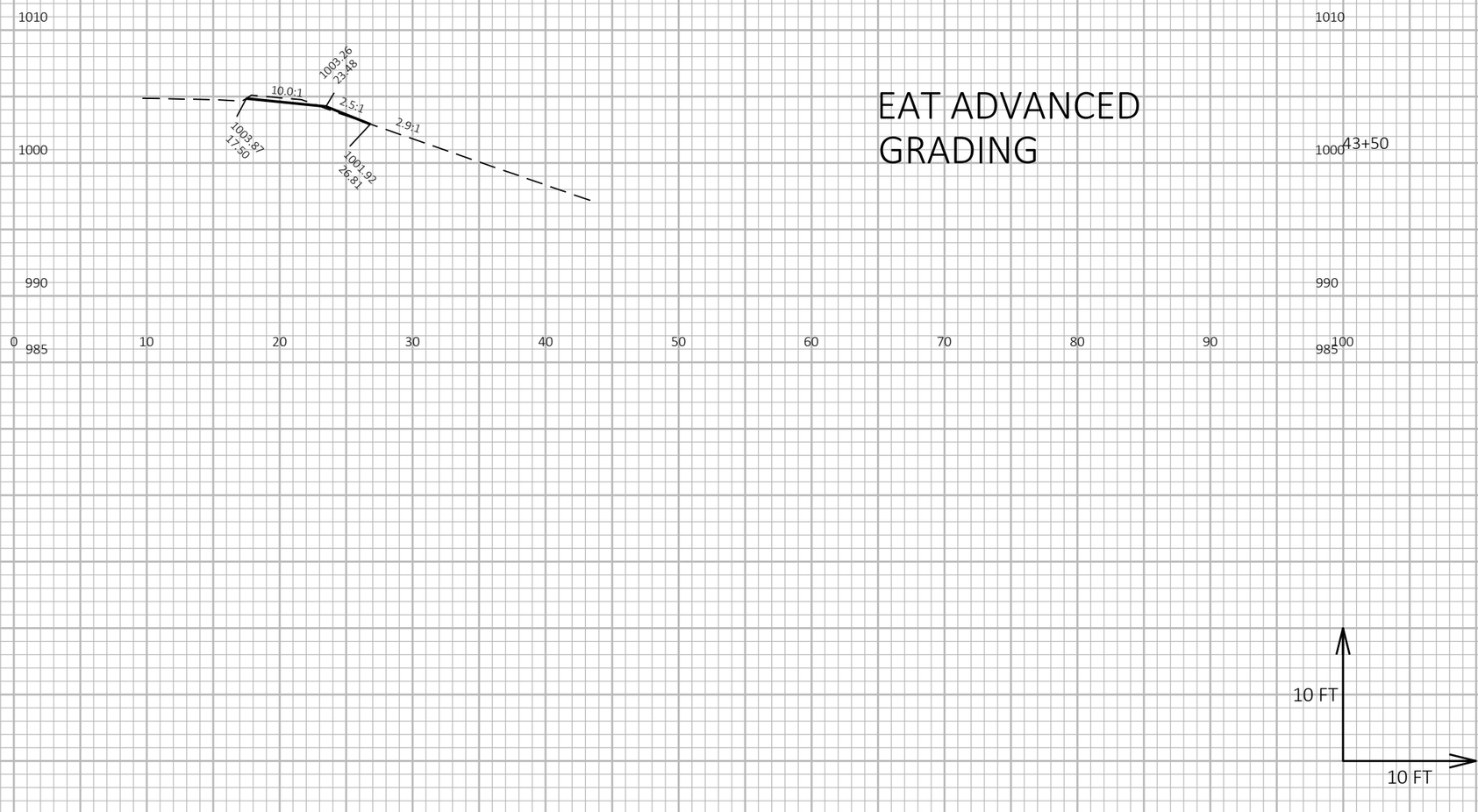
PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - COTTAGE GROVE RD EAST	SHEET 267	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 15

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : PLOT SCALE : 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

EAT ADVANCED GRADING



9

9

PROJECT NO: 1001-00-36	HWY: IH 39	COUNTY: DANE	CROSS SECTIONS: GUARDRAIL - COTTAGE GROVE RD EAST	SHEET 268	E

FILE NAME : C:\USERS\MATHEWTARNOW\ONEDRIVE - DAAR CORPORATION\DOCUMENTS-SW-DESIGN\1001-00-36 IH 39, DANE COUNTY\C3D\10010036\SHEETSPLAN\090201-XS.DWG
LAYOUT NAME - 16

PLOT DATE : 7/21/2024 5:06 PM PLOT BY : MATHEW TARNOW PLOT NAME : **PLOT SCALE :** 1 IN:10 FT HORZ. / 1 IN:10 FT VERT.

WISDOT/CADDS SHEET 49

Notes

Wisconsin Department of Transportation

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