

Sheet Number	Total Sheets
1	9

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Sheet No. 1	Title
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Sheet No. 2	Estimate of Quantities
Sheet No. 2A	Miscellaneous Quantities
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Sheet No. 4-8	Plan and Profile
Sheet No. 9-9.5	Standard Details
Sheet No. —	Structure Plans
Sheet No. —	Cross Sections

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
DIVISION OF HIGHWAYS

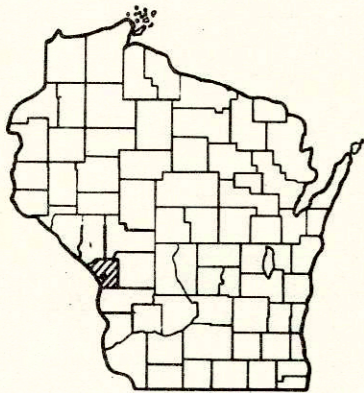
PLAN AND PROFILE OF PROPOSED

LOSEY BOULEVARD, CITY OF LA CROSSE

GREEN BAY STREET INTERSECTION

MAIN STREET INTERSECTION

LA CROSSE COUNTY



PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
5991-0-07,08	T 4140 (4)

PROJECT IDENTIFICATION NUMBER	FEDERAL PROJECT DESIGNATION
5991-0-10,11	T 4140 (5)

Scales { Plan lin. = 20 ft.
 Profile Hor. lin. = 20 ft. Vert. lin. = 1 FT @ 2 FT.
 Cross Sections Hor. lin. = Vert. lin. =

Design Designation

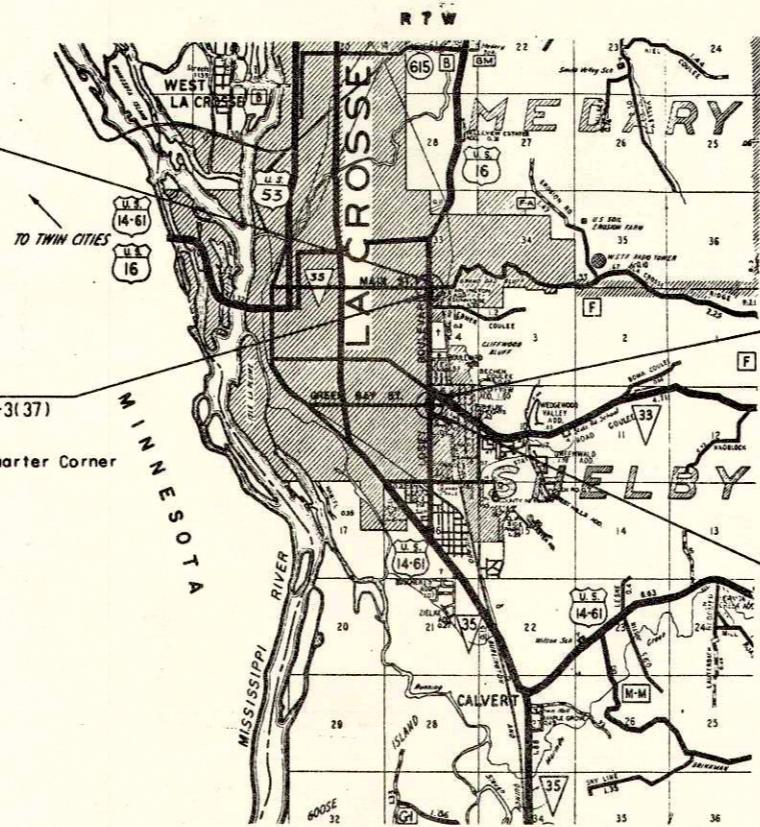
	AT GREEN BAY ST.	AT MAIN ST.
A. D. T. (1970)	15,400	12,800
A. D. T. (1975)	21,100	14,000
D. H. V.	1,520	1,008
D.	60%	60%
T.	8%	8%
V.	25 M.P.H.	25 M.P.H.

END PROJECT T 4140(5) / 5991-0-10,11
 STA. 138 + 55 = STA. 138 + 55 PROJECT U08-3(37)
 N = 662,958.766
 E = 1,678,234.806
 50 Feet West and 260 Feet North of South Quarter Corner
 Section 33, T 16 N, R 7 W

BEGIN PROJECT T 4140(5) / 5991-0-10,11
 STA. 132 + 06 = STA. 132 + 06 PROJECT U08-3(37)
 N = 662,310.729
 E = 1,678,215.464
 50 Feet West and 390 Feet South of North Quarter Corner
 Section 4, T 15 N, R 7 W

END PROJECT T 4140(4) / 5991-0-07,08
 STA. 75 + 01 = STA. 75 + 01 PROJECT U08-3(38)
 N = 656,614.896
 E = 1,677,948.366
 50 Feet West and 1605 Feet North of Center of
 Section 9, T 15 N, R 7 W

BEGIN PROJECT T 4140(4) / 5991-0-07,08
 STA. 68 + 56 = STA. 68 + 56 PROJECT U08-3(38)
 N = 655,970.004
 E = 1,677,957.001
 50 Feet West and 960 Feet North of Center of
 Section 9, T 15 N, R 7 W



Conventional Signs

State Line	-----	Culverts in Place	-----
County Line	-----	Culverts Required	-----
Township or Range Line	-----	Drop Inlet	-----
Section Line	-----	Power Pole	-----
New Right of Way Line	-----	Telephone or Telegraph Pole	-----
Present Right of Way Line	-----	Right of Way Markers	-----
Wire Fence { Woven	-----	Reference Stake for Hubs Only	-----
Barbed	-----	Marsh	-----
Lot Line	-----	Hedge	-----
Corporate or City Limits	-----	Trees	-----
Property Line	-----		
Traveled Way or P. E.	-----	Ground Elevation	Datum Line 71.0
Railroads	-----	Grade Elevation	Datum Line 76.15
Base of Survey Line	-----		

Layout 1 MILE
 Scale

Total Net Length of Centerline *
 0.122 MI. URBAN - PROJECT T4140(4)
 0.123 MI. URBAN - PROJECT T4140(5)
 0.245 MI. URBAN - TOTAL



APPROVED FOR
 CITY OF LA CROSSE

BY

Date _____ City Engineer _____

STATE OF WISCONSIN
 DEPARTMENT OF TRANSPORTATION
 DIVISION OF HIGHWAYS

Surveyor L.A. CROSSE District Checker R.V.R.
 Designer L.A. CROSSE C. O. Checker L.L.J.

Correct

Date 3/29/72 L.P. Schmitt
 District Engineer

Date 4/6/72 J. E. Hennrich
 Chief Design Engineer

Date 4/7/72 J. E. Hennrich
 State Highway Engineer

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL HIGHWAY ADMINISTRATION

REGION 4 WISCONSIN DIVISION

Approved: _____
 Date _____
 Division Engineer

T4140 (4) (5)

ESTIMATE OF QUANTITIES

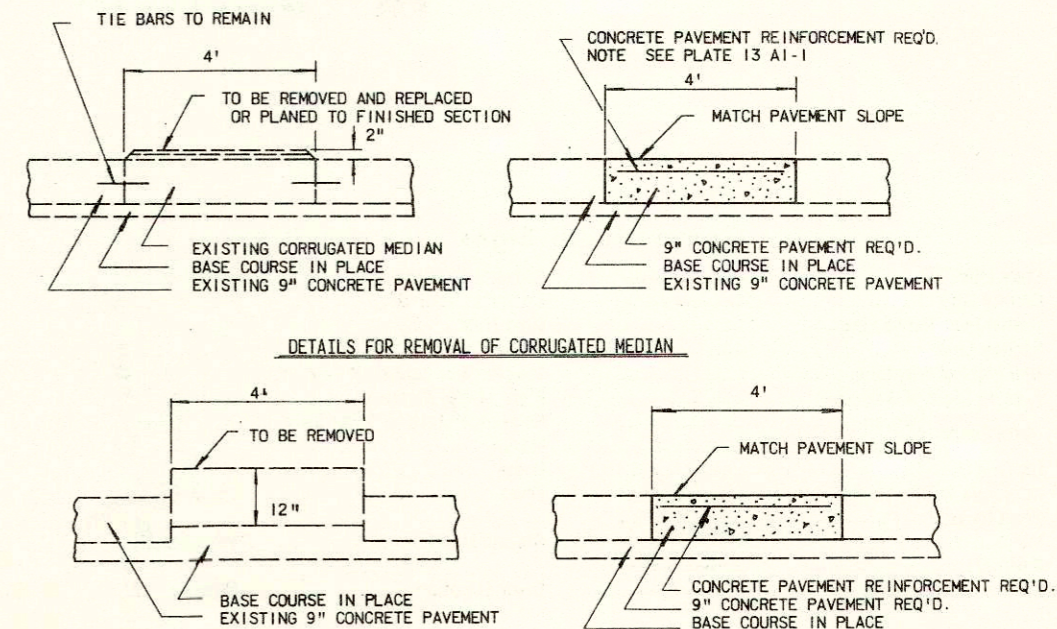
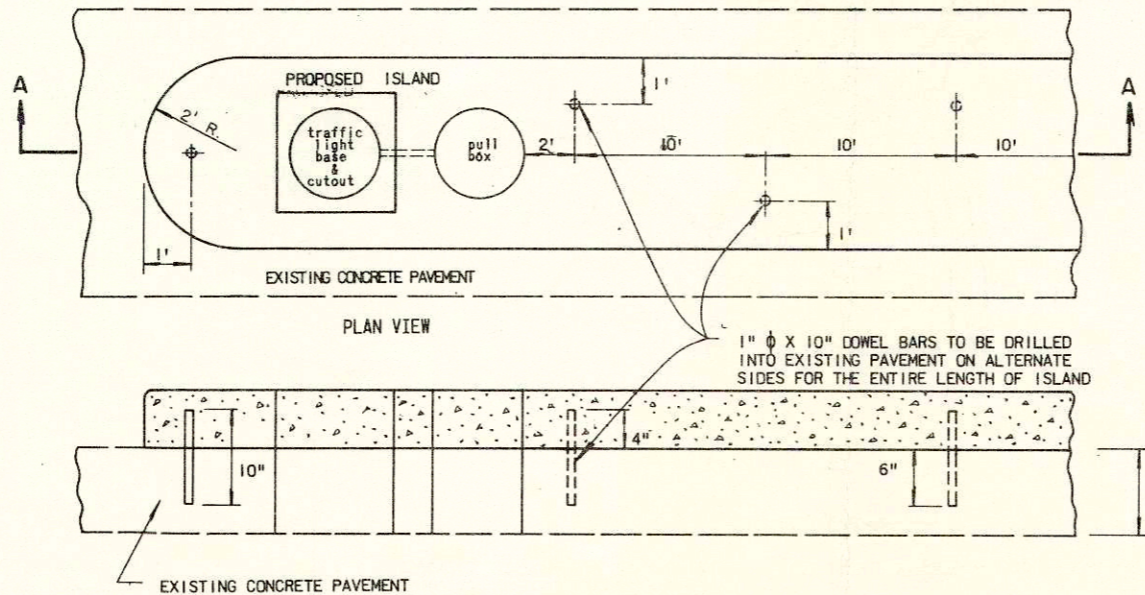
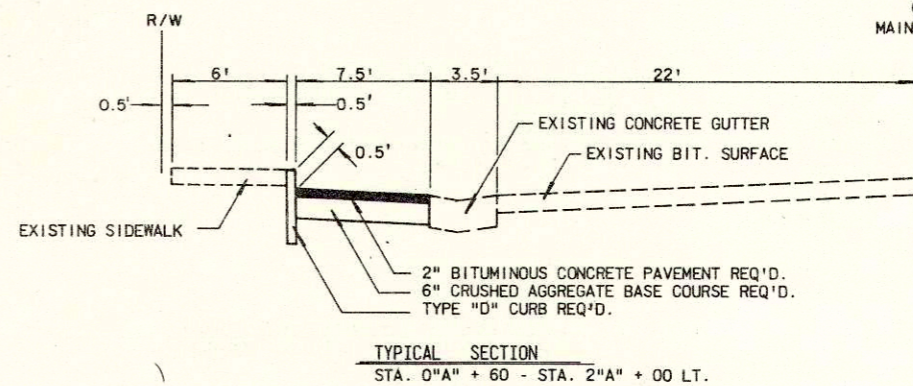
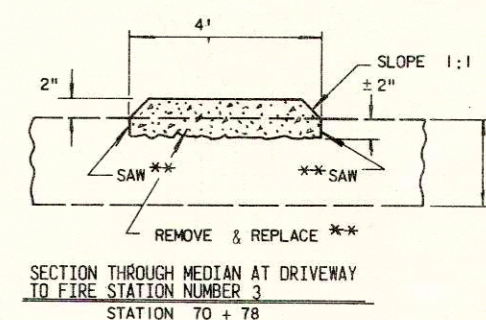
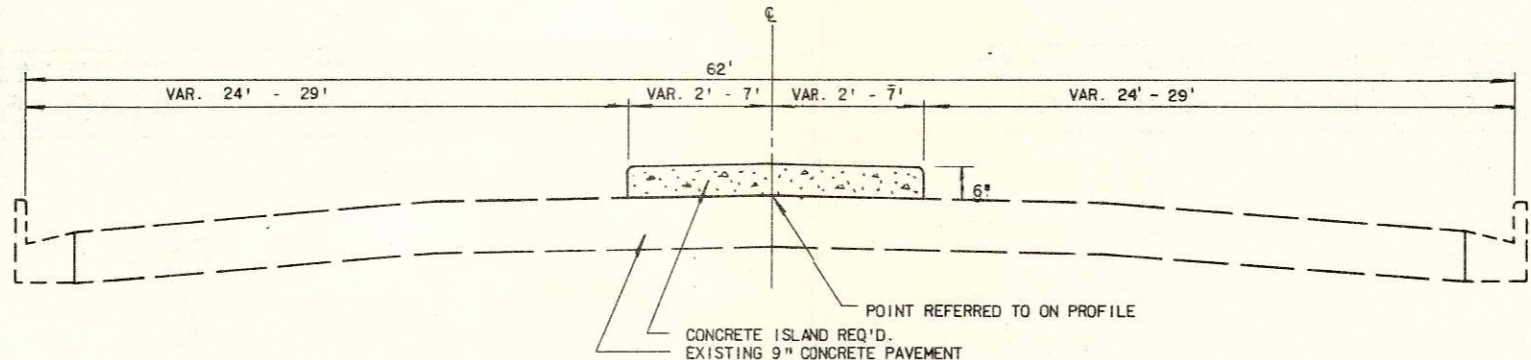
THIS PROJECT IS TO BE EXECUTED UNDER THE STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION OF THE WISCONSIN DIVISION OF HIGHWAYS - EDITION 1969
 APPROVED MARCH 3, 1969; FEDERAL AID REQUIRED CONTRACT PROVISIONS APPROVED NOVEMBER 15, 1968, AND SPECIAL PROVISIONS AS ATTACHED TO PROPOSALS.

CONTRACT NO. 1
 INSTALLING TRAFFIC SIGNALS
 CONTRACT NO. 2
 STATE FURNISHED MATERIAL

PROJECT I.D. 5991-0-07,08 5991-0-10,11	SHEET NUMBER 2	TOTAL SHEETS 9
FEDERAL PROJECT DESIGNATION T 4140(4) T 4140(5)		

SEC. NO.	STATION TO STATION	NET LENGTH OF CENTER LINE	REMOVING PAVEMENT	REMOVING BITUMINOUS SURFACE	REMOVING CURB	REMOVING GUTTER	REMOVING CONCRETE SIDEWALK	CRUSHED AGGREGATE BASE COURSE	BITUMINOUS CONCRETE PAVEMENT	BITUMINOUS MATERIAL FOR SURFACE COURSE	CONCRETE DRIVEWAY	CONCRETE CURB TYPE D	CONCRETE CURB & GUTTER 30-INCH TYPE D	CONCRETE SIDEWALK 4-INCH	CONCRETE SIDEWALK 6-INCH	ADJUSTING MANHOLE COVERS	METAL CONDUIT 1-1/4-INCH	METAL CONDUIT 2-INCH	METAL CONDUIT 3-INCH	TOPSOIL	SODDING	ERECTING STATE OWNED SIGNS PROJECT T4140(4)	ERECTING STATE OWNED SIGNS PROJECT T4140(5)	METAL CONDUIT 1-INCH	REMOVING CORRUGATED MEDIAN	REMOVING CONCRETE ISLANDS	CONCRETE SAFETY ISLANDS, SPECIAL	FURNISHING AND INSTALLING TRAFFIC CONTROL DEVICES. PROJECT T4140(4)
	ITEM NO.		20401	20402	20403	20404	20406	30403	40701	40702	40931	60102	60133	60204	60206	61182	61301	61302	61303	62501	63101	63816	63817	90001	90002	90003	90004	90005
	UNIT	LIN. FT.	S.Y.	S.Y.	L.F.	L.F.	S.Y.	C.Y.	TON	TON	S.Y.	L.F.	L.F.	S.F.	S.F.	EACH	L.F.	L.F.	L.F.	S.Y.	S.Y.	L.S.	L.S.	L.F.	S.Y.	S.Y.	EACH	L.S.
	PROJECT T 4140(4)																											
	68 + 56 - 75 + 01	645.0	4		8		41				19			306	60		123	220	57		20	1		20	139	12.5	2	1
	PROJECT T 4140(5)																											
	132 + 06 - 138 + 55	649.0		203		47	24	30	15	1		172	47	279		1	235	244	70	46	46		1		129	12.5	2	
	TOTAL	1294.0	4	203	8	47	65	30	15	1	19	172	47	585	60	1	358	464	127	46	66	1	1	20	268	25	4	1

FURNISHING AND INSTALLING TRAFFIC CONTROL DEVICES. PROJECT T4140(5)	TRAFFIC CONTROL LINES PROJECT T4140(4)	TRAFFIC CONTROL LINES PROJECT T4140(5)	STATE FURNISHED MATERIALS PROJECT T4140(4)	STATE FURNISHED MATERIALS PROJECT T4140(5)
90006	90007	90008	90001	90001
L.S.	L.S.	L.S.	L.S.	L.S.



PLAN SHOWING DOWEL BAR LOCATION TO TIE ISLAND TO EXISTING PAVEMENT

* CONTRACT 2

UTILITIES INVOLVED

- CITY OF LA CROSSE
 - SANITARY SEWER
 - STORM SEWER
 - WATER MAIN
- NORTHERN STATES POWER COMPANY
 - ELECTRIC DISTRIBUTION
 - GAS DISTRIBUTION
- LA CROSSE TELEPHONE COMPANY
 - TELEPHONE CONDUIT
 - AERIAL CABLE

GENERAL NOTES

- WHEN THE QUANTITY OF THE ITEM OF BASE IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
- TOPSOIL SHALL BE PLACED AS SHOWN ON THE PLANS TO AN APPROXIMATE DEPTH OF FOUR (4) INCHES AT TIME OF PLACEMENT.
- ALL COORDINATES SHOWN ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.
- THE EXACT LOCATION OF PRIVATE ENTRANCES TO BE DETERMINED IN THE FIELD BY THE ENGINEER.
- ADD 600.99 FEET TO CONVERT FROM CITY DATUM TO USGS (1929 ADJ.).

STANDARD DETAIL DRAWINGS

- 8D1-1 CONCRETE CURB, GUTTER, COMBINATION CURB & GUTTER, SURFACE DRAIN.
- 9B1-1 CONCRETE SAFETY ISLANDS
- 9B2-1 METAL CONDUIT & FIBER CONDUIT
- 9B3-1 TRAFFIC SIGNAL DETAILS
- 13A1-1 CONCRETE PAVEMENT REINFORCEMENT
- 15C1-1 CONSTRUCTION BARRICADE

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

PROJECT T 4140(4)
I.D. 5991-0-07,08

Sta. - Sta.	Location	S.Y.	Sta. - Sta.	Location	S.Y.
REMOVING PAVEMENT			REMOVING CORRUGATED MEDIAN		
70+37 - 70+50	Lt.	4	69+81 - 71+65.9	C/L	82
REMOVING CURB			REMOVING CONCRETE ISLANDS		
70+29 - 70+37	Lt.	8	72+70.9 - 73+96	C/L	57
REMOVING CONCRETE SIDEWALK			METAL CONDUIT, 1 - INCH		
70+39 - 70+49	Lt.	7	71+65.9 - 71+80.9	C/L	6.25
71+83 - 71+95	Lt.	6	72+55.9 - 72+70.9	C/L	6.25
71+83 - 71+98	Rt.	9	METAL CONDUIT, 1 1/4 INCH		
72+35 - 72+49	Rt.	10	71+75	Lt.	10
72+38 - 72+49	Lt.	10	72+55	Lt.	10
CONCRETE DRIVEWAY			METAL CONDUIT, 2 INCH		
70+27 - 70+50	Lt.	19	71+93	Lt.	116
CONCRETE SIDEWALK 6-INCH			72+23	Rt.	7
70+39 - 70+49	Lt.	60	METAL CONDUIT, 3-INCH		
CONCRETE SIDEWALK 4-INCH			71+90	Lt.	25
71+83 - 71+95	Lt.	54	72+16	Lt.	50
71+83 - 71+98	Rt.	78	72+44	Lt.	25
72+35 - 72+49	Rt.	78	71+70	C/L	8
72+38 - 72+49	Lt.	96	71+90	Rt.	5
METAL CONDUIT, 3-INCH			72+16	Rt.	42
72+40	Lt.	15	72+54	Rt.	35
72+55	C/L	10	SODDING		
72+65	Rt.	32	CONCRETE SAFETY ISLANDS, SPECIAL		
CONCRETE SAFETY ISLANDS, SPECIAL			SW Corner Intersection		
68+56 - 71+76	C/L	1	SE Corner Intersection		
72+56 - 75+01	C/L	1	NE Corner Intersection		
			NW Corner Intersection		

Quantity	Description
8	9' Pedestal, base, complete with anchor bolts.
2	Pole, base, and 15' horizontal mast arm and anchor bolts, brackets and clamps to mount 3 - 12" signals.
4	One way, three section, 12" R, 8" Y & G, signal head, with vertical terminal compartment, top of post mount.
2	One way, three section horizontal mounted 12" R, Y & G signal head.
2	Two way, five section signal heads, 12" R, Y, G, Y & G arrow with vertical terminal compartment, top of post mount.
2	Two way, three section, 12" R, 8" Y & G, signal head with vertical terminal compartment, top of post mount.
8	5" backplates for 12" R, 8" Y & G signal heads.
4	5" backplates for five 12" signal heads.
2	5" backplates for 12" R, Y & G signal heads.
8	One way, two section, 12" Walk - Don't Walk pedestrian signal including mounting brackets and clamps.
8	Freeze-proof pedestrian push button and mounting brackets.
8	Pedestrian information signs with appropriate messages.
State Road Intersections	
8	Signal Sections, 12" Y arrow and all brackets and hardware.
4	Signal sections, 12" G arrow and all brackets and hardware.
8	5" backplates for 5 - 12" signal heads.
8	5" backplates for 12" R, 8" Y & G signal heads.

5991 - 0 - 07	I.D. NO.
T 4140(4)	PROJECT NO.
	SHEET NO.
	TOTAL SHEETS

DETAIL SUMMARY OF MISCELLANEOUS QUANTITIES

PROJECT T 4140(5)
I.D. 5991-0-10,11

Sta - Sta	Location	S.Y.	Sta - Sta	Location	S.Y.
Removing Bituminous Surface			Metal Conduit 1-1/4 Inch		
0+A+09 - 2"A+12	Lt	203	135+51 - 135+62	Lt	82
Removing Gutter			135+65	Lt	140
0+A+07 - 0"A+54	Lt	47	136+20	Rt	13
Removing Concrete Sidewalk			Metal Conduit 2-Inch		
135+53 - 135+69	Lt	5	135+51 - 135+65	Lt	30
135+53 - 135+69	Rt	6	135+65 - 136+21	Lt	60
136+18 - 136+33	Lt	5	136+21 - 136+34	Lt	30
136+18 - 136+38	Rt	8	135+50 - 135+52	C/L	2
Crushed Aggregate Base Course			136+34 - 136+36	C/L	2
0+A+53 - 2"A+08	Lt	30	135+51 - 135+65	Rt	30
Bituminous Concrete Pavement			136+21 - 136+34	Rt	30
0+A+53 - 2"A+08	Lt	15	136+21 - 136+34	Rt	30
Concrete Curb Type D			Metal Conduit 3-Inch		
0+A+53 - 2"A+12	Lt	172	135+65	Lt	10
Concrete Sidewalk 4-Inch			135+50	C/L	5
135+53 - 135+69	Lt	45	136+36	C/L	35
135+53 - 135+69	Rt	54	Sodding		
136+18 - 136+33	Lt	48	0+A+09 - 0"A+60		
136+18 - 136+38	Rt	69	Lt		
2"A+00 - 2"A+12	Lt	63	Location		
Adjusting Manhole Covers			S.Y.		
132+20	C/L	1	133+31 - 135+38	C/L	92
			136+48 - 137+31	C/L	37
			Removing Concrete Island		
			135+53 - 135+69	Lt	45
			135+53 - 135+69	Rt	54
			136+18 - 136+33	Lt	48
			136+18 - 136+38	Rt	69
			2"A+00 - 2"A+12	Lt	63
			Concrete Safety Islands, Special		
			132+06 - 135+53	C/L	1
			136+33 - 138+55	C/L	1

Quantity	Description
6	9' Pedestal, base and anchor bolts.
4	Pole, base, anchor bolts and 15' horizontal mast arm, includes all brackets and clamps to mount 3 - 12" signals horizontally.
2	One way, three section, 12" R, 8" Y & G signal head, with vertical terminal compartment, top of post mount.
4	One way, three section horizontal mounted 12" R, Y & G, signal head.
2	Two way, three section, 12" R, 8" Y & G signal head with vertical terminal compartment, top of post mount.
2	Two way, five section, 12" R, Y & G, Y & G arrow, signal head with vertical terminal compartment, top of post mount.
8	One way, two section, 12" Walk-Don't Walk pedestrian signal including mounting brackets and clamps.
6	5" backplates for 12" R, 8" Y & G signal heads.
4	5" backplates for 12" R, Y & G signal heads.
4	5" backplates for 5 - 12" signal heads.
8	Freeze-proof pedestrian push button and mounting brackets.
8	Pedestrian information sign with appropriate message.

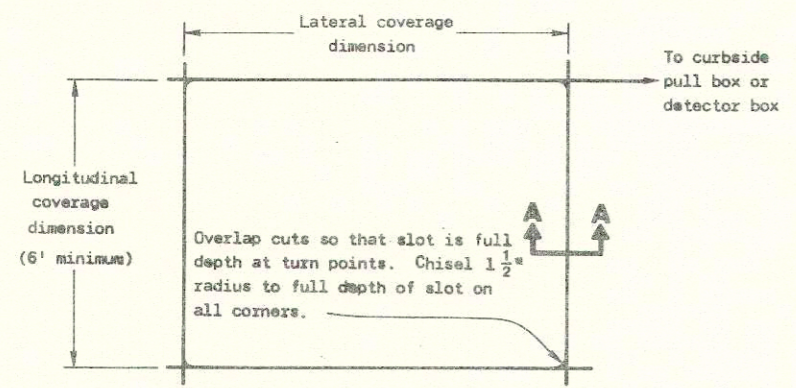
5991 - 0 - 10	I.D. NO.
T 4140(5)	PROJECT NO.
	SHEET NO.
	TOTAL SHEETS

PROJECT I.D. 5991-0-07,08, 10, 11	SHEET NUMBER 3	TOTAL SHEETS 9
FEDERAL PROJECT DESIGNATION T 4140 (4) T 4140 (5)	DETAILS FOR THE INSTALLATION OF TRAFFIC SIGNAL AND TRAFFIC COUNTER DETECTOR LOOP WIRES IN PAVEMENT IN PLACE	

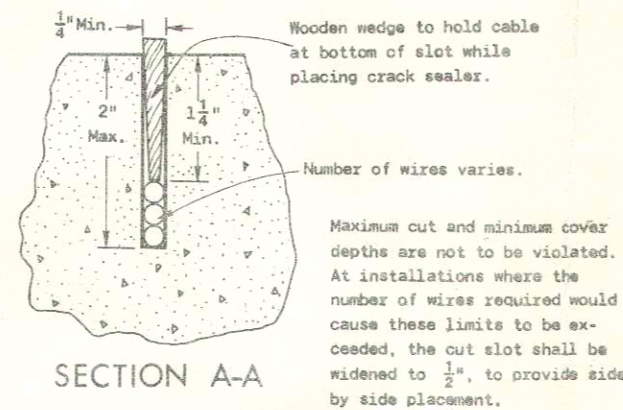
R1-5/4/72

LOOP PERIMETER *	NO. OF TURNS
Up to 40' feet	3
40 to 160	2
160 and up	1

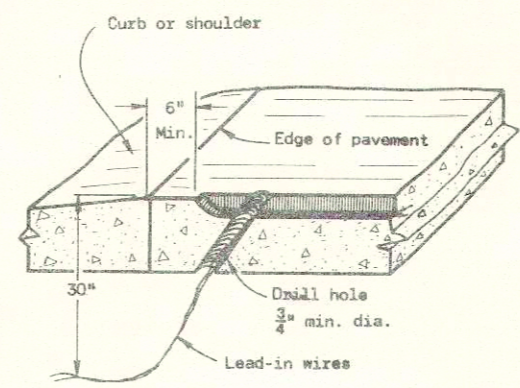
* Maintain 6' minimum dimension in direction of travel.



LOOP SLOT CONSTRUCTION



SECTION A-A
LOOP AND LEAD-IN
WIRES IN PAVEMENT



LOOP LEAD-IN WIRES

NOTES

The slots in the pavement shall be cut to dimension with a saw and cleaned free of dirt, dust and debris prior to installation of the wire.

Use No. 14 AWG, type RHW, THHN or XLP stranded copper conductor for the loop.

Installation of the wire shall be accomplished with a dull object (preferably wood), if pressure is required to force cables into the saw slot to prevent the insulation of the conductor from being damaged.

After installation of the cable in the slot, fill the slot with type C.F.A. crack sealer, Wisconsin Division of Highways, 1963-Spec. 3112.02(D).

The number of turns of wire required for a given loop size are listed in the loop perimeter shown on this drawing.

Each loop circuit shall be continuous without splices and free from grounds. The resistance to ground and between adjacent loops shall be infinity as determined with a Megger.

If a pull box or detector box is not provided outside of the curb or edge of pavement at a point where wires from the loop extend through the pavement, the wires should then be brought through the bottom of the pavement and just under the lower edge of the curb back side. A small hole should be dug under the curb at this point so that a splice kit (epoxy type) may be used to waterproof the splice that connects wires from the loop to the lead wires which eventually terminate in the control cabinet.

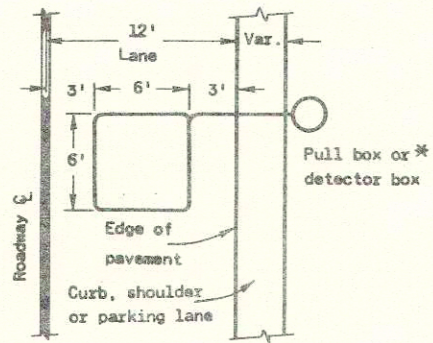
Two conductor No. 14 AWG-International Municipal Signal Assn. Spec. No. 20-1-latest edition, ~~shall be used~~ shall be used from the splice connection at the curb to the control cabinet. Lead-in wires at the point where a splice is made shall be cut to the shortest possible length. This will eliminate additional loops caused by folding of the excess wire, which can cause improper operation of detectors.

All wire splices shall be soldered and insulated from one another. An epoxy type splice shall then be used to waterproof the splice. A splice for a 2-conductor cable consists of two soldered joints enclosed in a single splice kit.

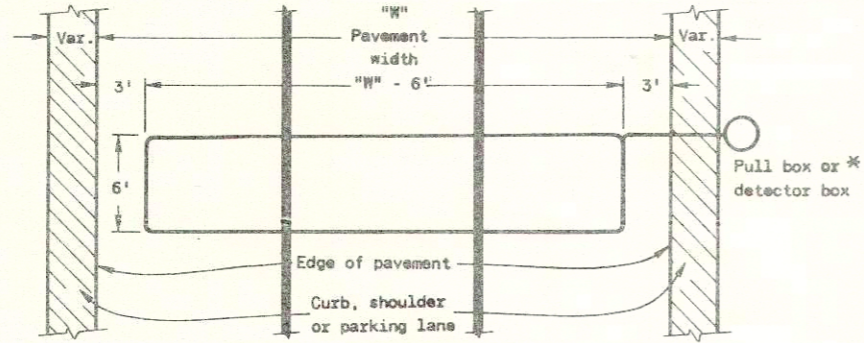
All single conductor No. 14 AWG-type RHW, THHN or XLP loop lead-in wires to individual loops shall be twisted together in pairs at the rate of three twists per foot from edge of pavement to the splice with two conductor cable, or all the way to the control cabinet if not spliced at a pull box or detector box. Splices are only permitted at a pull box or detector box.

Lead-in wires along curbs shall be buried 30" deep or tucked under the curb to protect from stakes, posts or any other objects that could be driven into the ground causing damage to underground wires.

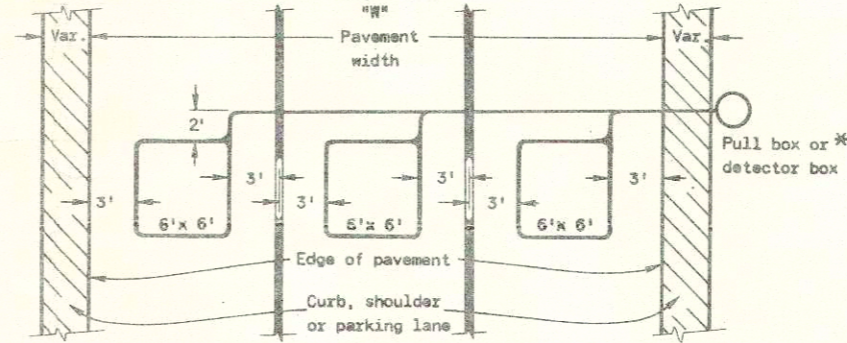
* See Standard Detail Drawing entitled, "Traffic Signal and Traffic Counter" for pull box or detector box details.



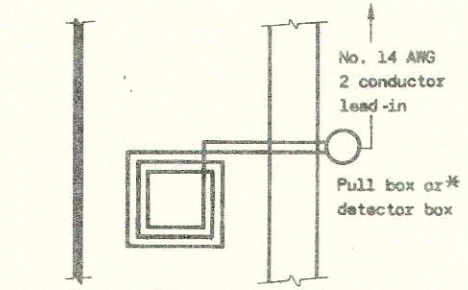
LOOP SLOT PLAN



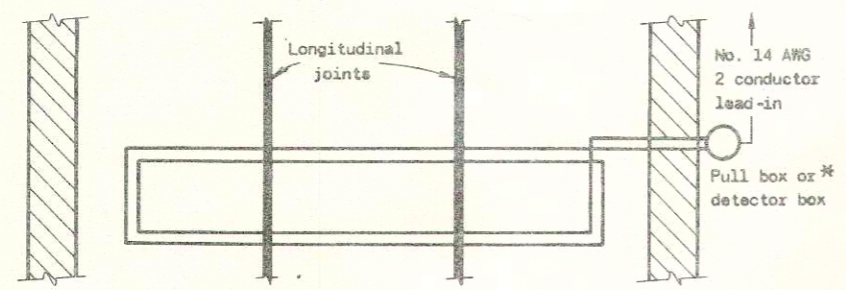
LOOP SLOT PLAN



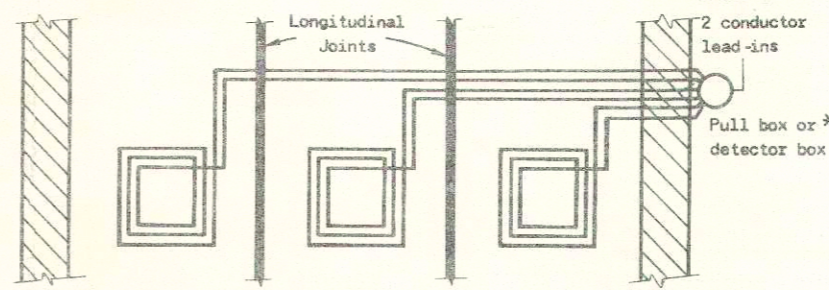
LOOP SLOT PLAN



LOOP WIRE LAY
CONSTRUCTION DETAILS



LOOP WIRE LAY
CONSTRUCTION DETAILS

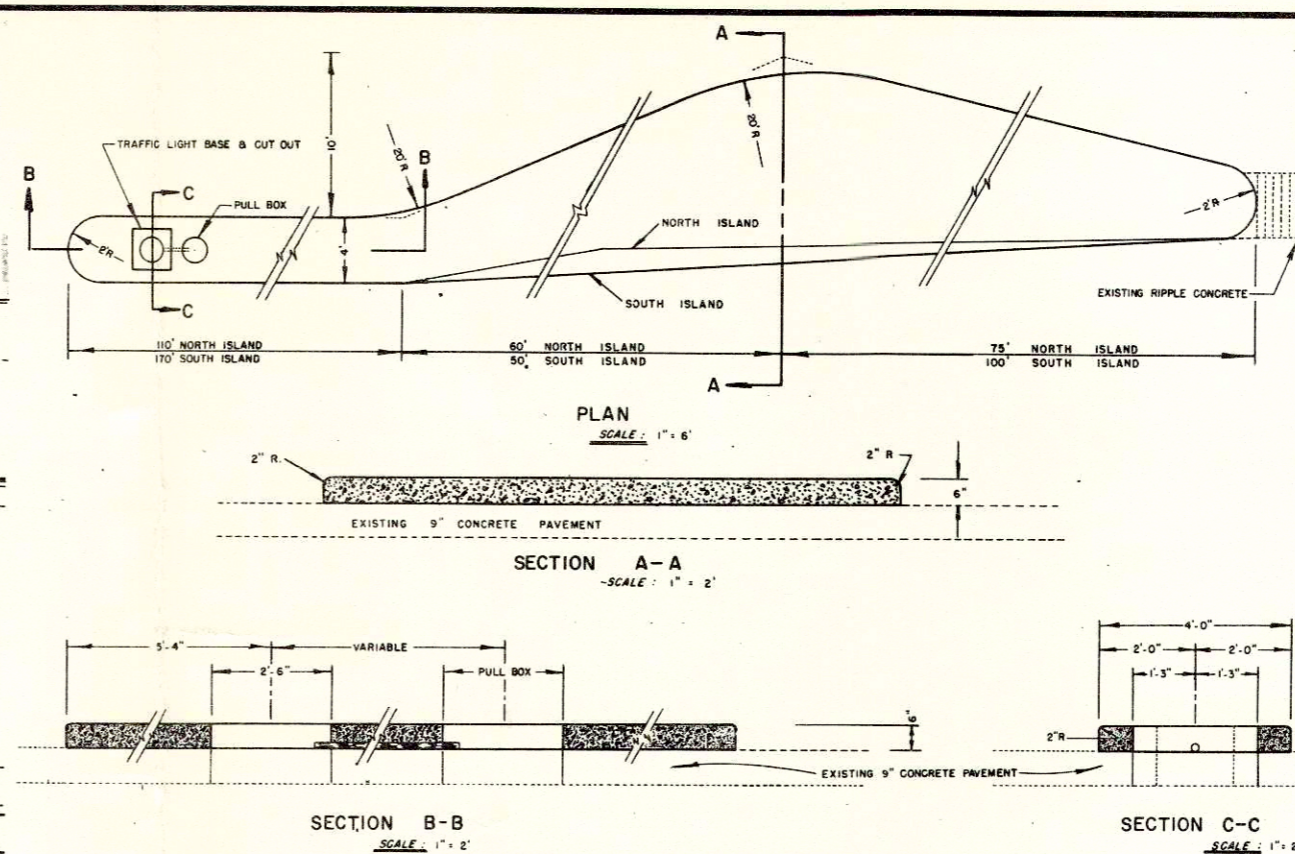
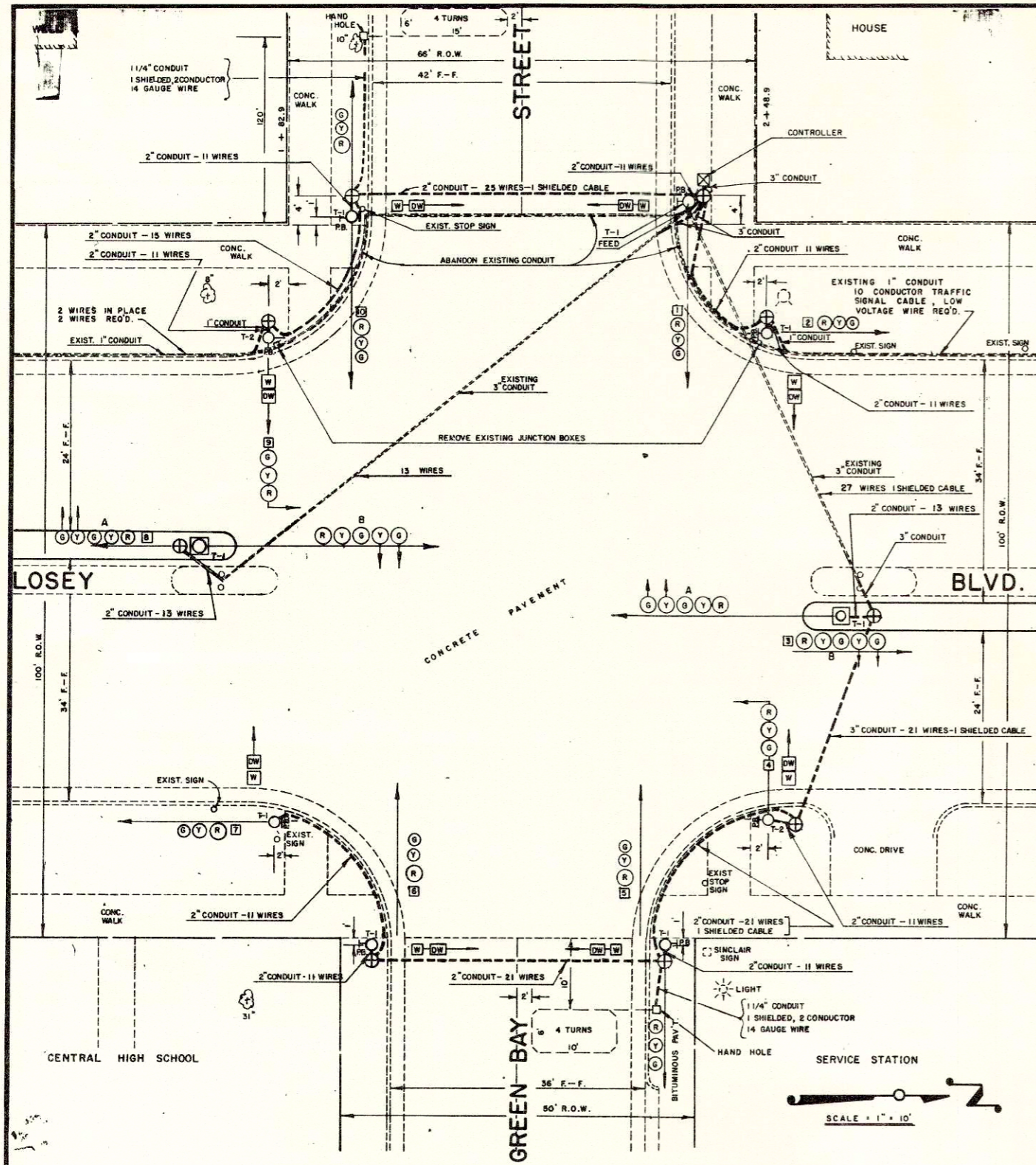


LOOP WIRE LAY
CONSTRUCTION DETAILS

TRAFFIC SIGNAL SINGLE LANE
DETECTION LOOP

TRAFFIC SIGNAL MULTIPLE LANE
MASS DETECTION LOOP

TRAFFIC COUNTER STATION
MULTIPLE LANE DETECTION LOOP



TRAFFIC ISLAND DETAILS

SEQUENCE OF OPERATION

INTERVAL NO.	SEMI - ACTUATED						GREEN BAY	PEDESTRIAN X-WALK		INTERVAL LENGTH SEC.
	3A, 8A	3B, 8B	2	7	4	9		N-S	E-W	
1	R	R	R	R	R	R	D.W.	D.W.	8	
2	Y	Y	R	R	R	R	D.W.	D.W.	3.2	
3A	G	G	G	G	G	G	D.W.	W	28.4	
3B	G	G	G	G	G	G	D.W.	F.D.W.	10.0	
3C ***	G	G	G	G	G	G	D.W.	D.W.	DWELL	
4	Y	Y	Y	Y	Y	Y	D.W.	D.W.	3.2	
5A *	R	R	R	R	R	R	G	D.W.	D.W.	15.2
5B **	R	R	R	R	R	R	G	W.	D.W.	9.6
5B **	R	R	R	R	R	R	G	F.D.W.	D.W.	14.4
6	R	R	R	R	R	R	Y	D.W.	D.W.	3.2
7 ***	G	R	R	G	G	R	D.W.	D.W.		

* OCCURS AFTER VEHICLE ACTUATION
 ** OCCURS AFTER PEDESTRIAN ACTUATION
 *** OCCURS AFTER FIRE STATION OVERRIDE ACTUATION
 **** OCCURS ONLY WHEN THERE IS NO VEHICLE (GREEN BAY ST.) OR PEDESTRIAN (N-S X-WALK) CALLS

STATE FURNISHED ITEMS
SIGNAL EQUIPMENT:
 CONTROLLER MODIFICATION EQUIPMENT, DETECTOR AMPLIFIERS
REGULATORY SIGNS:
 18 REGULATORY AND
 11 WOOD SIGN POSTS
 CONTROL LINE PAINT

SIGNS IN PLACE		
SIGN NUMBER	CODE	
1, 2, 3, 5, 6, 8, 9, 10, 12, 13, 14, 15	R7-4	NO STOPPING OR STANDING
16, 17, 18, 19	R7-53	NO PARKING ON THIS SIDE
4, 11	W9-2	SCHOOL CROSSING
7	R2-51 & W9-1	

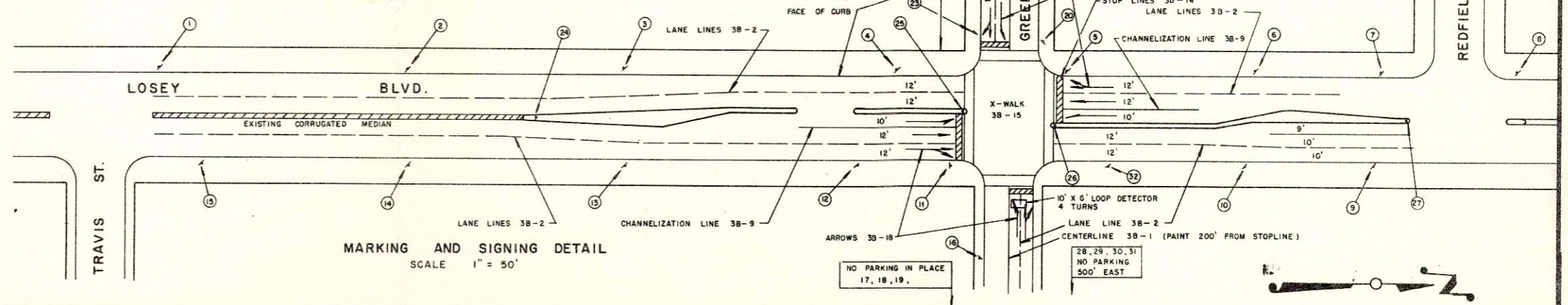
SIGNS REQUIRED		
SIGN NUMBER	CODE	
20, 21, 22, 23, 28, 29, 30, 31	R7-1	NO PARKING ANYTIME
24, 25, 26, 27	R4-7 & R4-7P	KEEP RIGHT
4, 32	R7-4	NO STOPPING OR STANDING

NOTE:
 YELLOW CHANGE PERIOD REQUIRED TO PRECEDE & FOLLOW FIRE STATION PRE-EMPTION INTERVAL.
 BACKGROUND CYCLE TIMER SET FOR 80 SECONDS.

INTERSECTION DETAIL

LEGEND

DETECTOR LOOP	-----	PEDESTAL MOUNTED SIGNAL	○
SERVICE POLE	■	MAST ARM MOUNTED SIGNAL	□
PULL BOX	⊕	SIGNAL NUMBER	12
CONTROLLER	⊗	RED BALL	12"
CONDUIT - EXISTING 3"	-----	YELLOW BALL	8" & 12"
CONDUIT - REQUIRED 3"	-----	GREEN BALL	8" & 12"
CONDUIT - REQUIRED 2"	-----	YELLOW ARROW	12"
CONDUIT - REQUIRED 1 1/4" TELEPHONE	-----	GREEN ARROW	12"
CONDUIT - REQUIRED 1 1/4" FEED	-----	WALK & DON'T WALK SIGNAL	○
TYPE 1 CONCRETE BASE	○	PEDESTRIAN PUSHBUTTON	○
TYPE 2 CONCRETE BASE	○		



MARKING AND SIGNING DETAIL

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
5991-0-07	3.2	9
FEDERAL PROJECT DESIGNATION	T 4140 (4)	

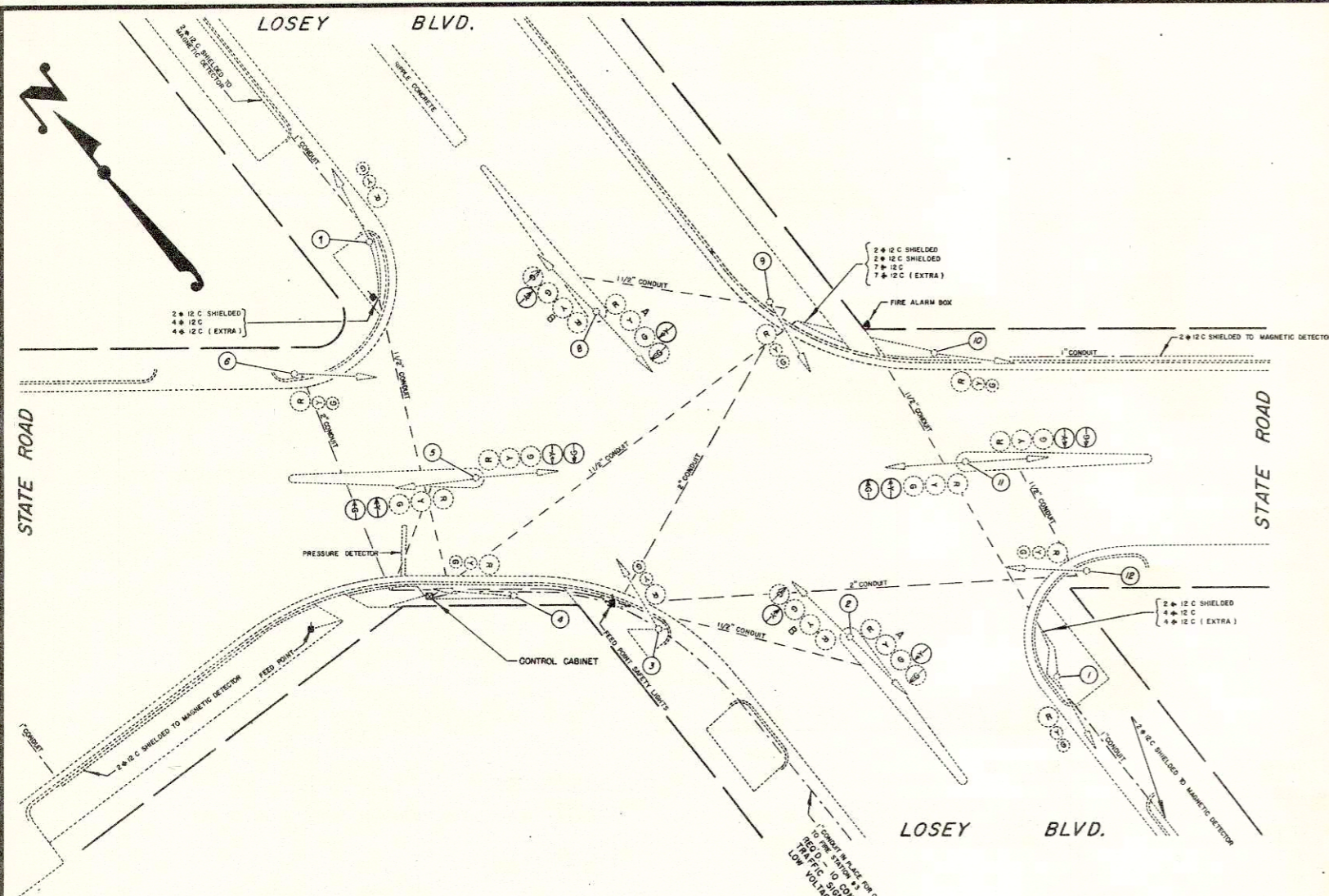
SEQUENCE OF OPERATION

INTERVAL NO	LOSEY BOULEVARD				STATE ROAD			INTERVAL LENGTH SEC	% OF DIAL TIME
	2A, 8A	2B, 8B	1,9	3,7	5,11	4,6,10,12			
1	R	R	R	R	R	R	8.0	10	
2	R	R	R	R	R	R	3.2	4	
3	G	G	G	G	R	R	23.2	29	
4	Y	Y	Y	Y	R	R	4.0	5	
5	R	R	R	R	R	R	1.6	2	
6	R	R	R	R	R	R	8.0	10	
7	R	R	R	R	R	R	3.2	4	
8	R	R	R	R	G	G	23.2	29	
9	R	R	R	R	Y	Y	4.0	5	
10	R	R	R	R	R	R	1.6	2	
TOTAL CYCLE							80		
FIRE STATION OVERRIDE									
	G	R	G	R	R	R			
PROGRAMMED FOR EMERGENCY FLASHING OPERATION									
	FY	FY	FY	FY	FR	FR			

NOTE: YELLOW CHANGE PERIOD REQUIRED TO PRECEDE AND FOLLOW FIRE-STATION PRE-EMPTION INTERVAL

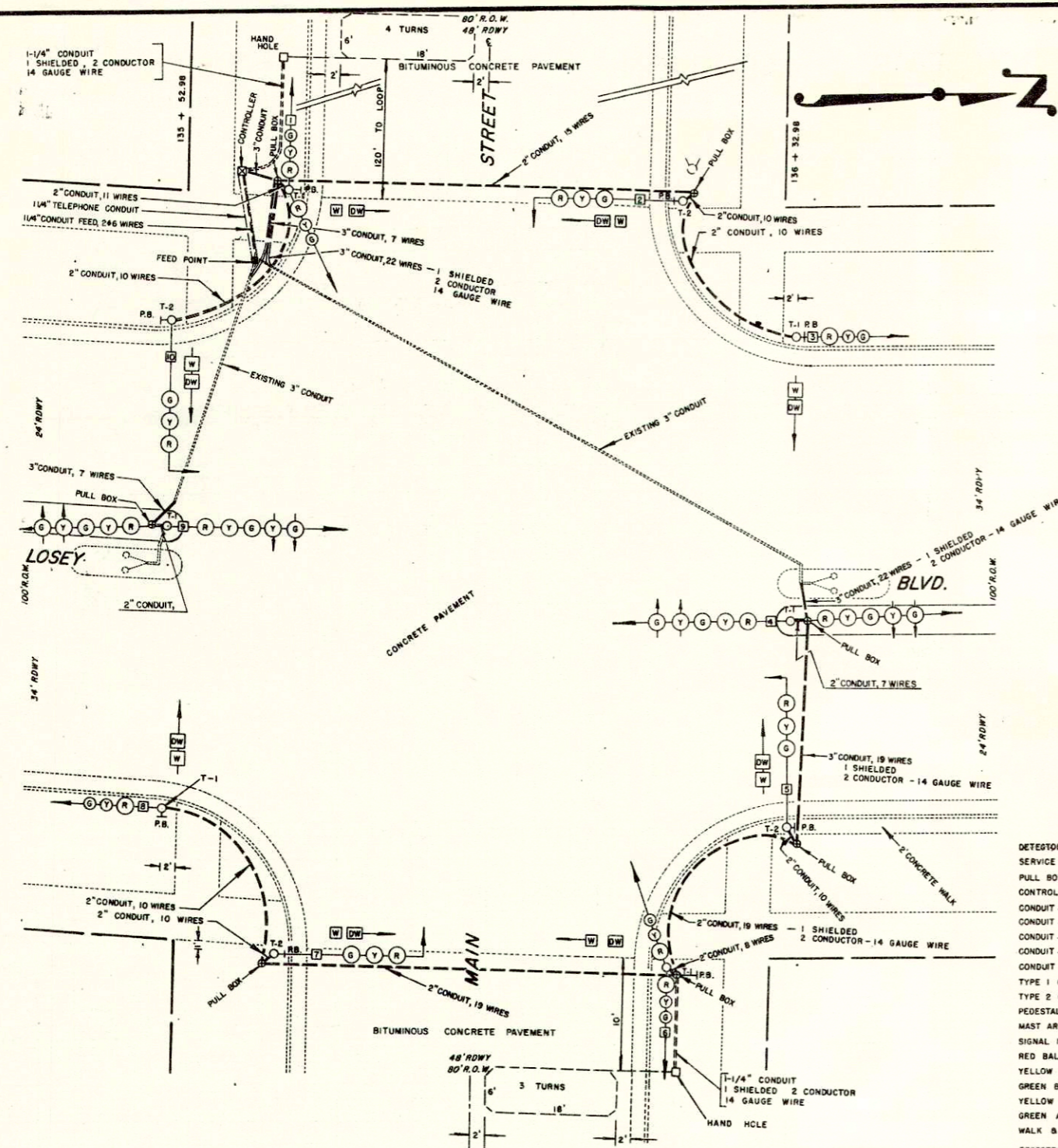
LATERAL POSITIONING AND MOUNTING HEIGHT OF SIGNAL HEAD STANDARDS SHALL BE IN ACCORDANCE WITH THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES.

STATE FURNISHED ITEMS
SIGNAL EQUIPMENT:
CONTROLLER



LEGEND

SERVICE POLE	—	⊞
PULL BOX	—	⊙
CONTROLLER	—	⊠
CONDUIT - EXISTING 3"	—	-----
CONDUIT - REQUIRED 3"	—	-----
CONDUIT - REQUIRED 2"	—	-----
CONDUIT - REQUIRED 1 1/4" TELEPHONE	—	-----
CONDUIT - REQUIRED 1/4" FEED	—	-----
TYPE 1 CONCRETE BASE	—	○ T-1
TYPE 2 CONCRETE BASE	—	○ T-2
PEDESTAL MOUNTED SIGNAL	—	○
MAST ARM MOUNTED SIGNAL	—	○
SIGNAL NUMBER	—	⊠
RED BALL 12"	—	⊙
YELLOW BALL 8" & 12"	—	⊙
GREEN BALL 8" & 12"	—	⊙
YELLOW ARROW 12"	—	⊙
GREEN ARROW 12"	—	⊙
WALK & DON'T WALK SIGNAL	—	⊞



INTERSECTION DETAIL
SCALE: 1" = 10'

* OCCURS AFTER VEHICLE ACTUATION
 ** OCCURS AFTER PEDESTRIAN ACTUATION
 *** OCCURS ONLY WHEN THERE IS NO VEHICLE (MAIN ST.) OR PEDESTRIAN (N-S X-WALK) CALLS

MAIN STREET VEHICLE EXTENSION TIME 4 SECONDS
 MAIN STREET MAXIMUM EXTENSION TIME 30 SECONDS

NOTE: USE 70 SECOND DIAL GEAR.

STATE FURNISHED ITEMS

SIGNAL EQUIPMENT:
 CONTROLLER, DETECTOR AMPLIFIERS

REGULATORY SIGNS
 23 REGULATORY SIGNS AND 17 WOOD SIGN POSTS

CONTROL LINE PAINT

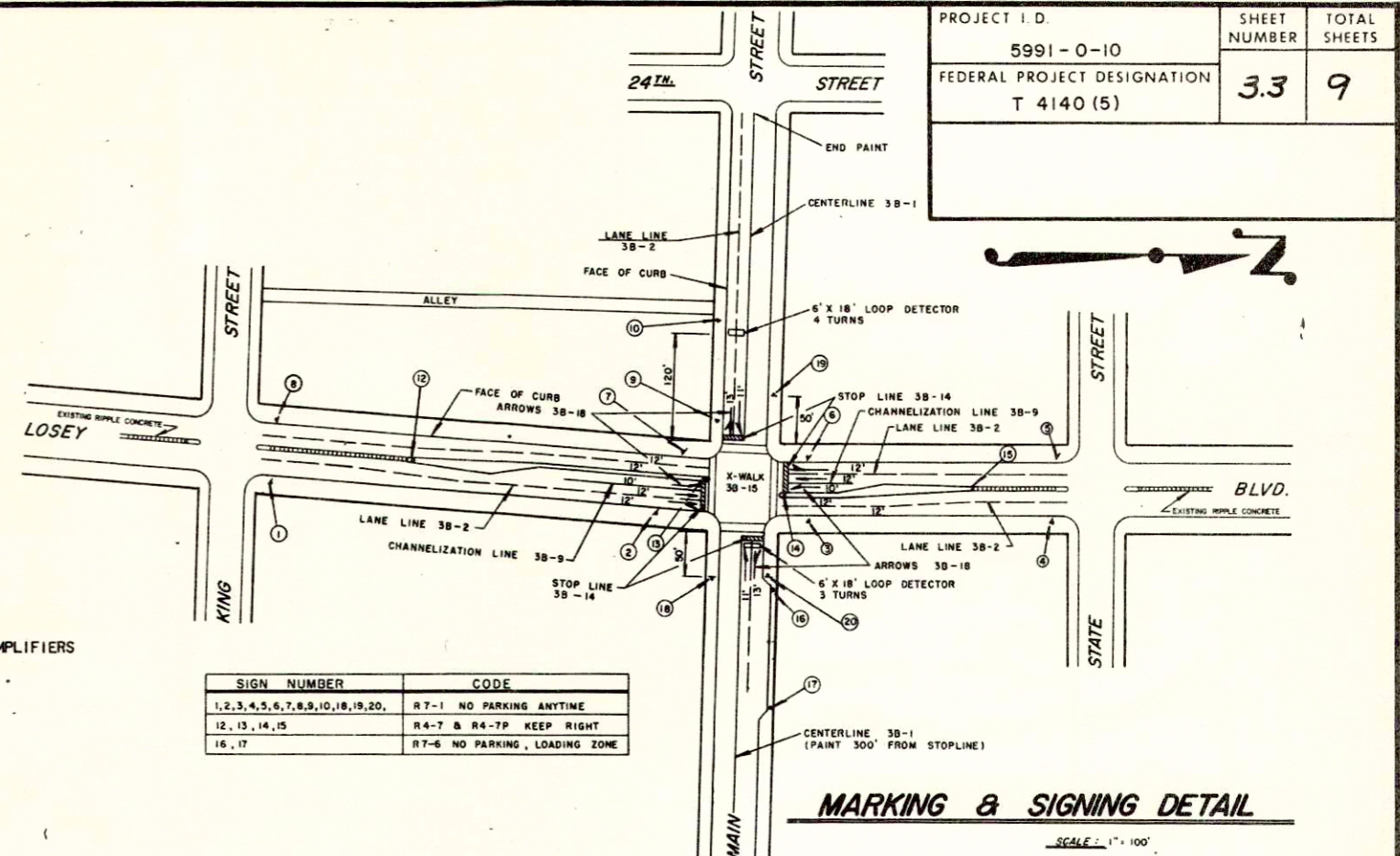
LATERAL POSITIONING AND MOUNTING HEIGHT OF SIGNAL HEAD STANDARDS SHALL BE IN ACCORDANCE WITH THE WISCONSIN MANUAL OF TRAFFIC CONTROL DEVICES

LEGEND

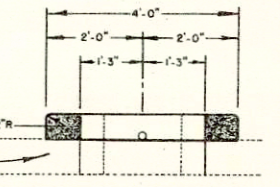
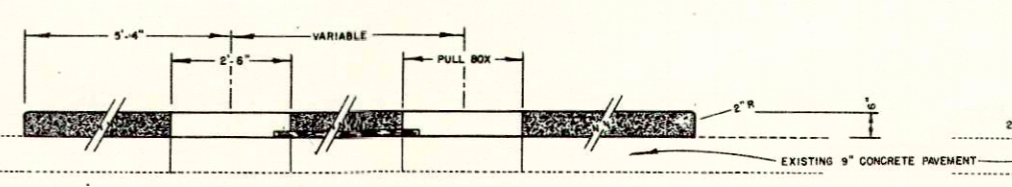
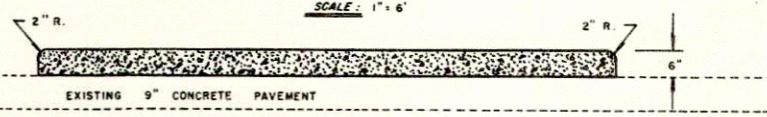
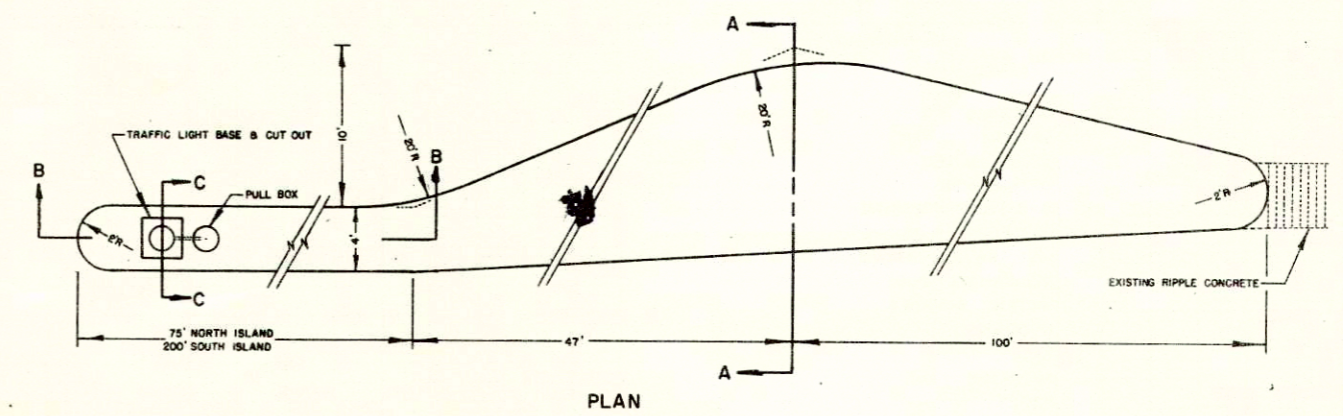
DETECTOR LOOP	---
SERVICE POLE	⊙
PULL BOX	⊕
CONTROLLER	⊗
CONDUIT - EXISTING 3"	----
CONDUIT - REQUIRED 3"	----
CONDUIT - REQUIRED 2"	----
CONDUIT - REQUIRED 1 1/4" TELEPHONE	----
CONDUIT - REQUIRED 1 1/4" FEED	----
TYPE 1 CONCRETE BASE	⊙
TYPE 2 CONCRETE BASE	⊙
PEDESTAL MOUNTED SIGNAL	⊙
MAST ARM MOUNTED SIGNAL	⊙
SIGNAL NUMBER	⊙
RED BALL 12"	⊙
YELLOW BALL 8" x 12"	⊙
GREEN BALL 8" x 12"	⊙
YELLOW ARROW 12"	⊙
GREEN ARROW 12"	⊙
WALK & DON'T WALK SIGNAL	⊙
PEDESTRIAN PUSHBUTTON	⊙

SEQUENCE OF OPERATION

INTERVAL NUMBER	LOSEY BOULEVARD		MAIN STREET	PEDESTRIAN X-WALK		INTERVAL LENGTH SECONDS	% OF DIAL TIME
	4,9	3,5,8,10	1,2,6,7	N-S	E-W		
1	R	R	R	D.W.	D.W.	7	10
2	R	R	R	D.W.	D.W.	3.5	5
3A	G	G	R	D.W.	W.	30	60
3B	G	G	R	D.W.	F.D.W.	12	
3C ***	G	G	R	D.W.	D.W.	DWELL	
4	Y	Y	R	D.W.	D.W.	3.5	5
5A *	R	R	G	D.W.	D.W.	10.5	15
5B **	R	R	G	W.	D.W.	7	10
5B 2 **	R	R	G	F.D.W.	D.W.	14	20
6	R	R	Y	D.W.	D.W.	3.5	5



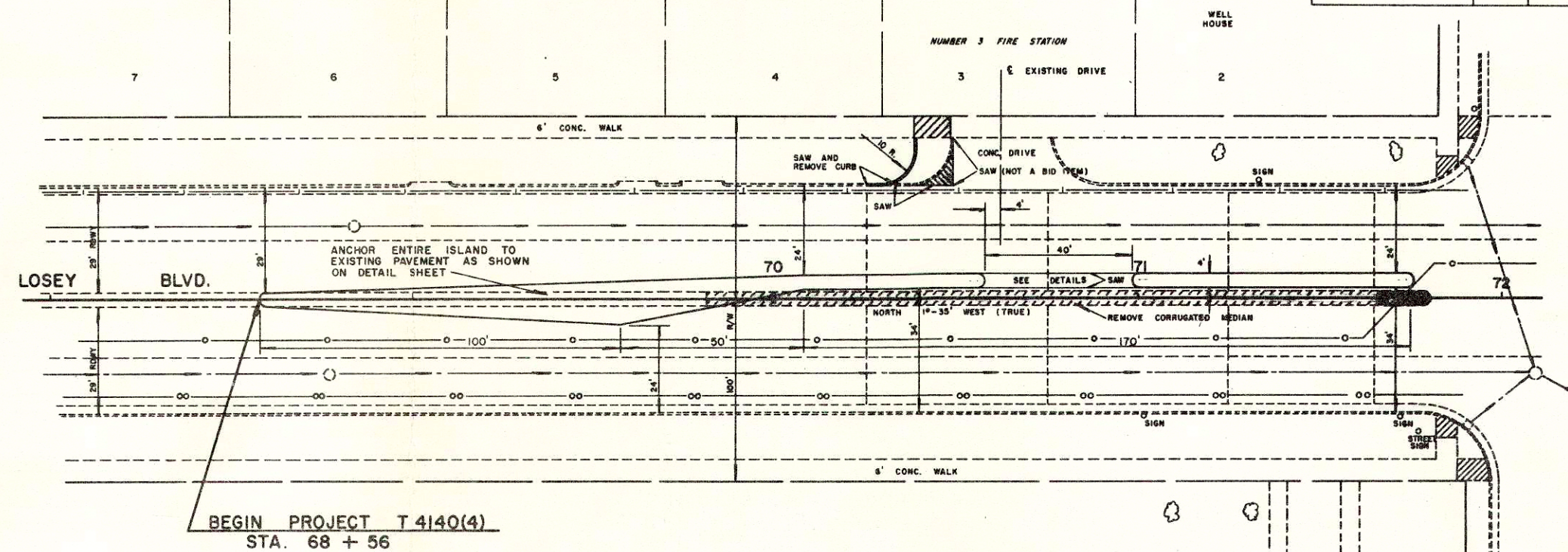
MARKING & SIGNING DETAIL
SCALE: 1" = 100'



TRAFFIC ISLAND DETAILS

VERCHOTA'S ADDITION

PROJECT ID	SHEET NUMBER	TOTAL SHEETS
5991-0-07	4	9
FEDERAL PROJECT DESIGNATION	T 4140 (4)	

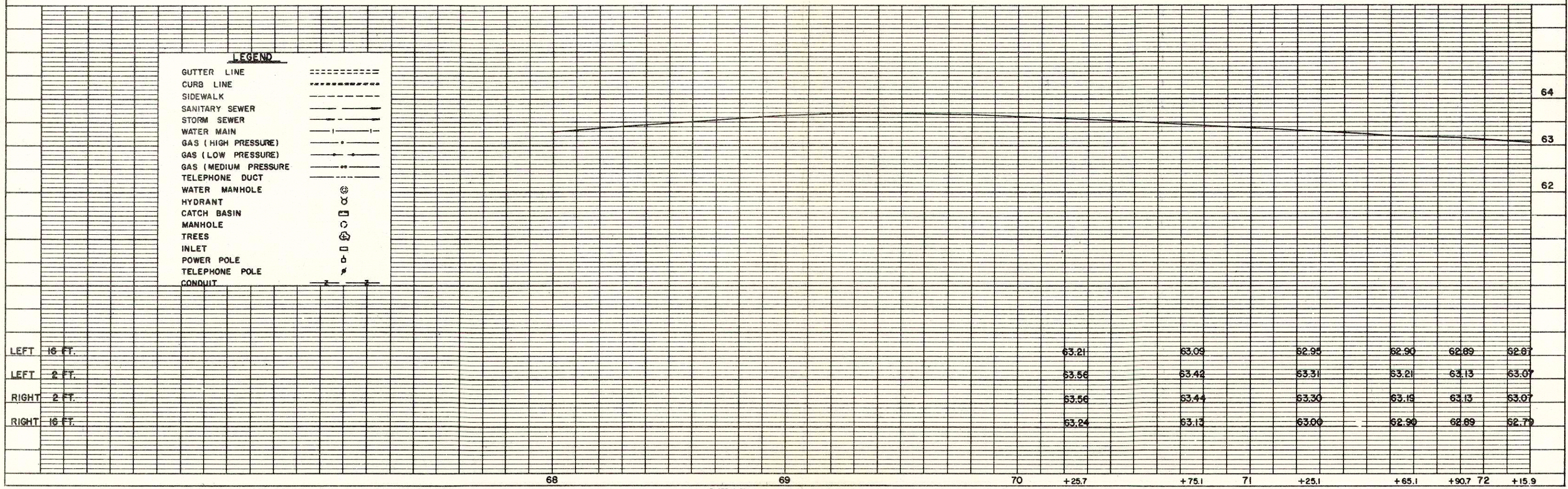


BEGIN PROJECT T 4140(4)
STA. 68 + 56

SECTION 9, T 15 N, R 7 W

LEGEND

GUTTER LINE	----
CURB LINE	----
SIDEWALK	----
SANITARY SEWER	----
STORM SEWER	----
WATER MAIN	----
GAS (HIGH PRESSURE)	----
GAS (LOW PRESSURE)	----
GAS (MEDIUM PRESSURE)	----
TELEPHONE DUCT	----
WATER MANHOLE	⊙
HYDRANT	⊙
CATCH BASIN	⊙
MANHOLE	⊙
TREES	⊙
INLET	⊙
POWER POLE	⊙
TELEPHONE POLE	⊙
CONDUIT	⊙



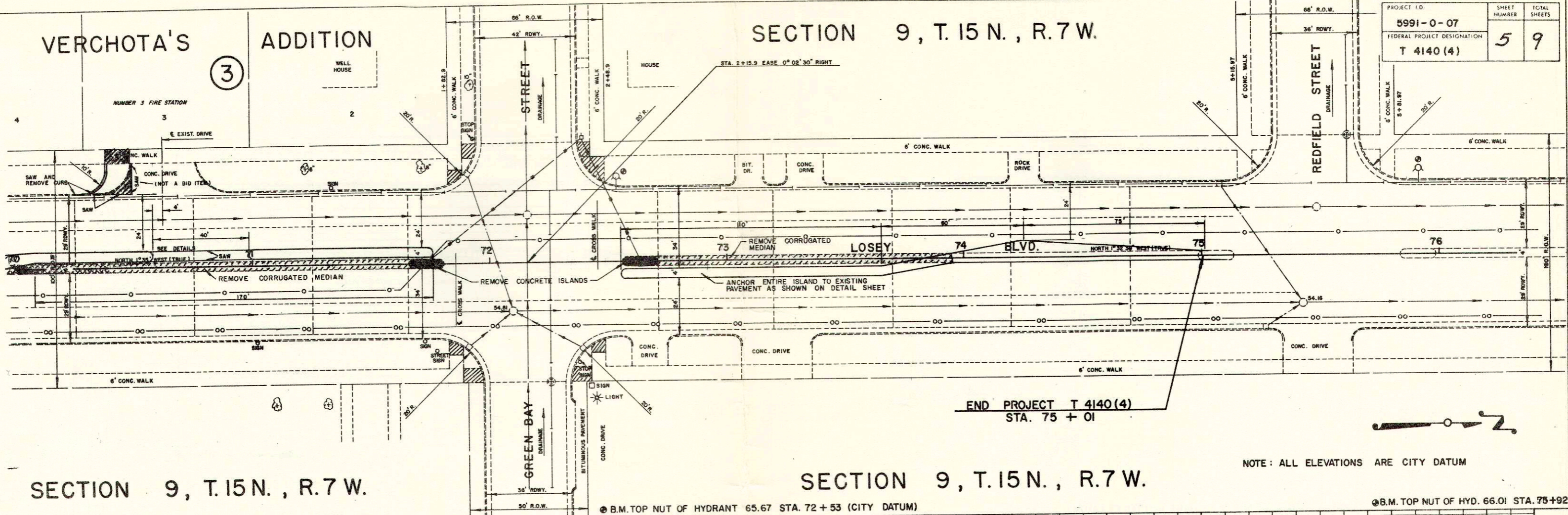
VERCHOTA'S ADDITION

3

SECTION 9, T. 15 N., R. 7 W.

PROJECT I.D.	SHEET NUMBER	TOTAL SHEETS
5991-0-07	5	9
FEDERAL PROJECT DESIGNATION	T 4140(4)	

NOTE: BOOK ALIGNMENT CHECKED BY: [] FT. OF WAY CHECKED BY: []



SECTION 9, T. 15 N., R. 7 W.

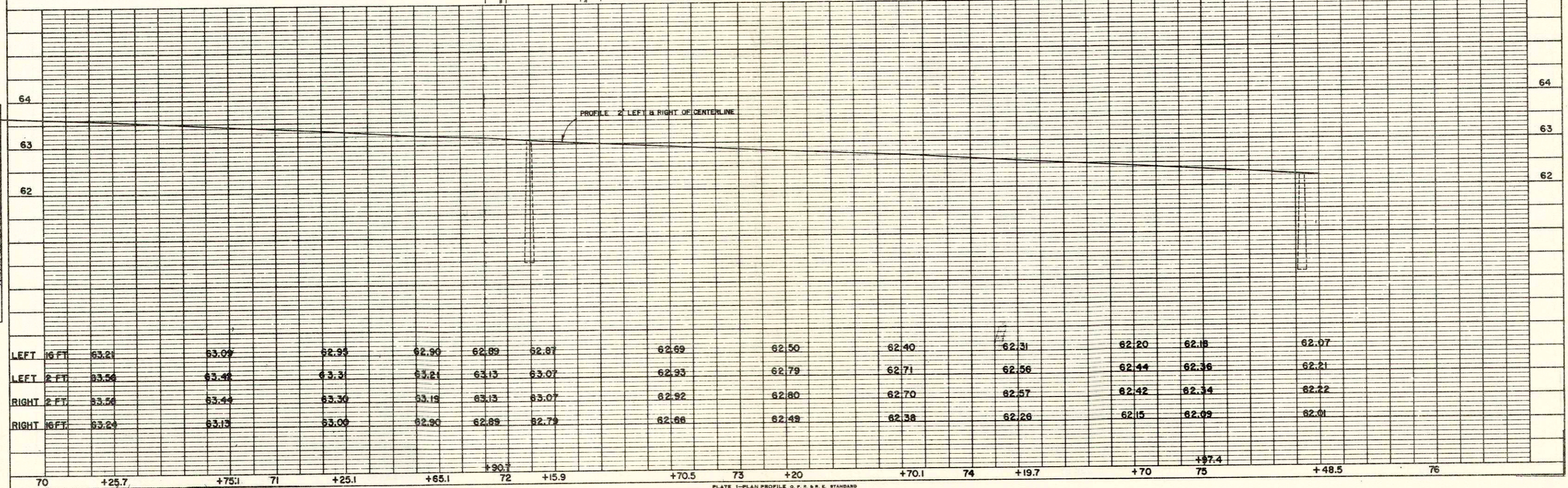
SECTION 9, T. 15 N., R. 7 W.

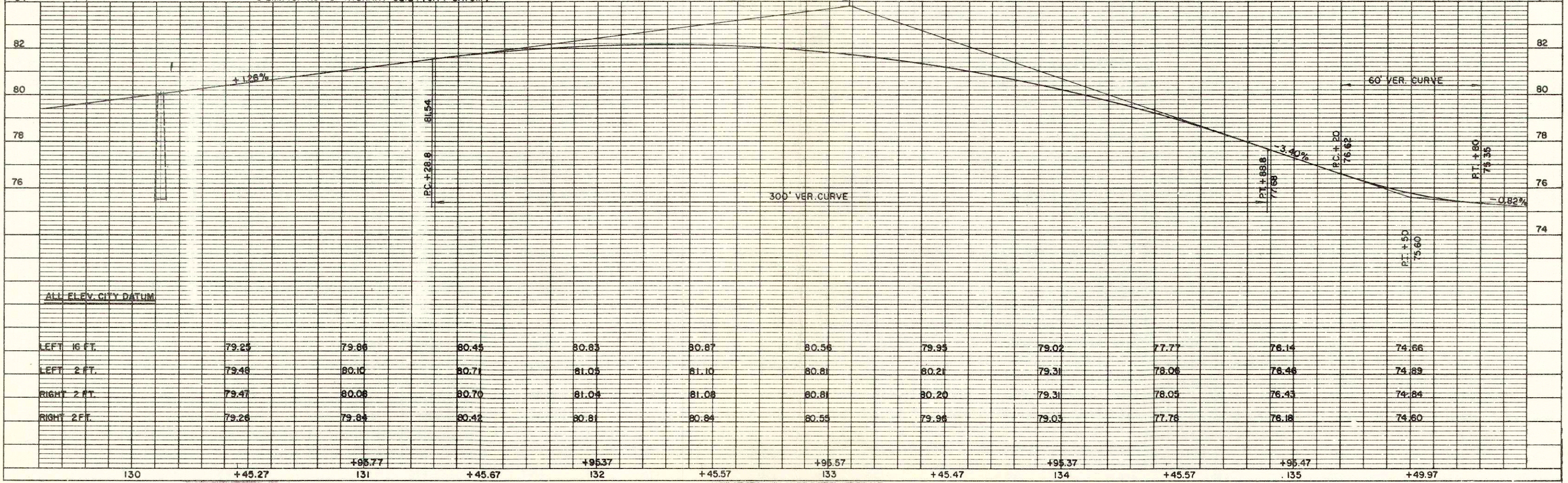
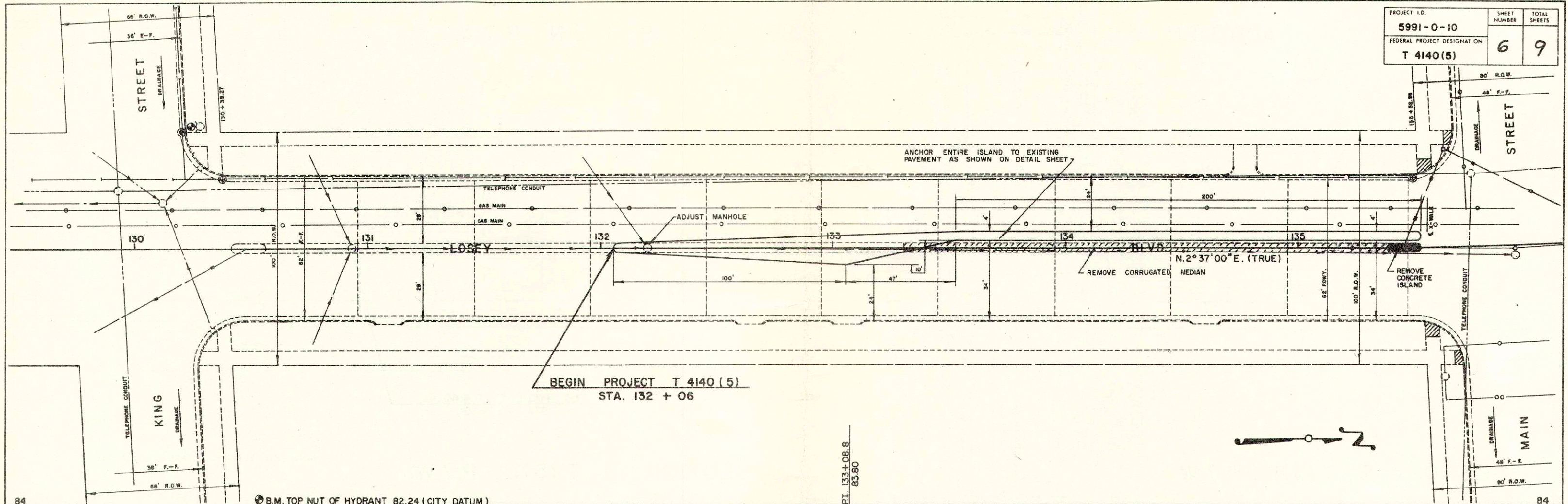
NOTE: ALL ELEVATIONS ARE CITY DATUM

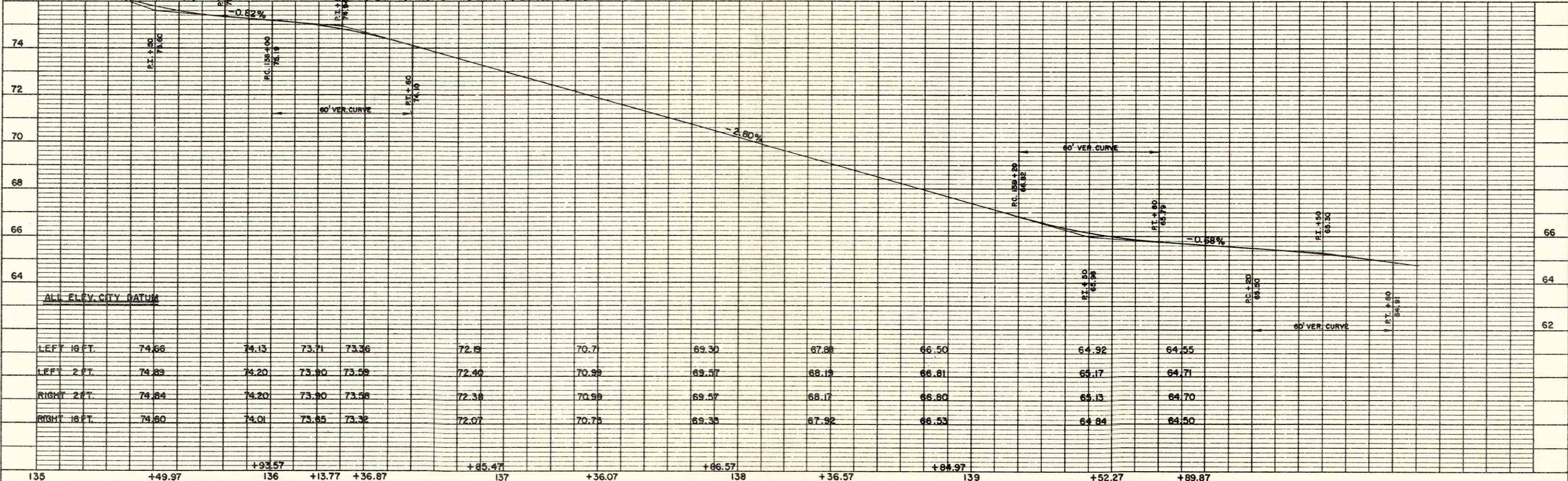
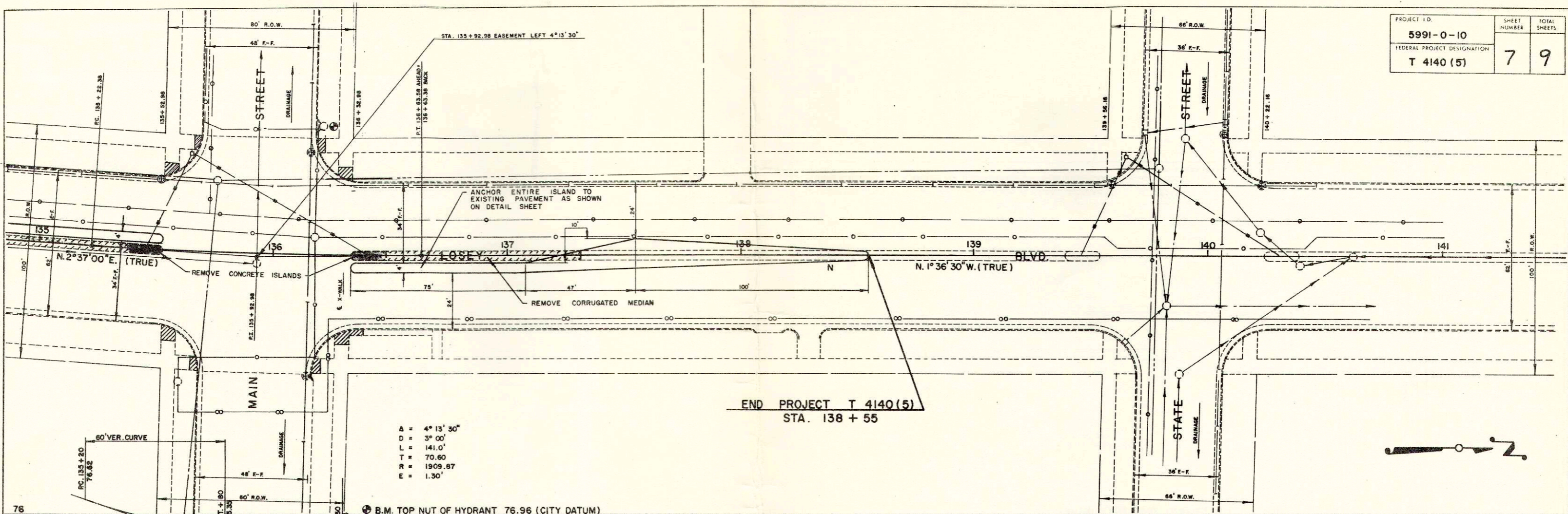
B.M. TOP NUT OF HYDRANT 65.67 STA. 72 + 53 (CITY DATUM)

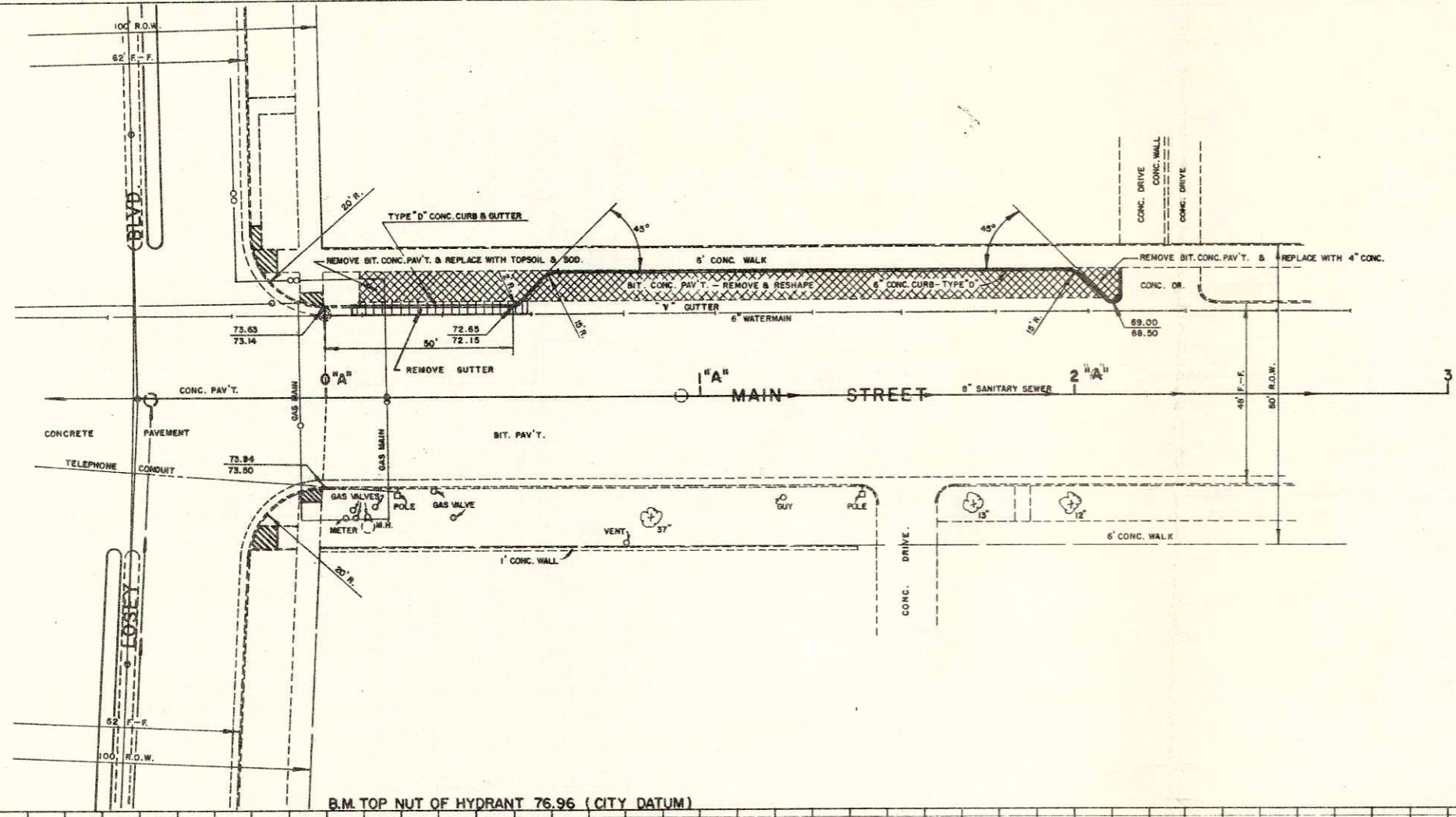
B.M. TOP NUT OF HYD. 66.01 STA. 75 + 92

NOTE: PLAN CHANGE CHECKED BY: [] U.S. NORTH PLUMBING INDICATORS CHECKED BY: []

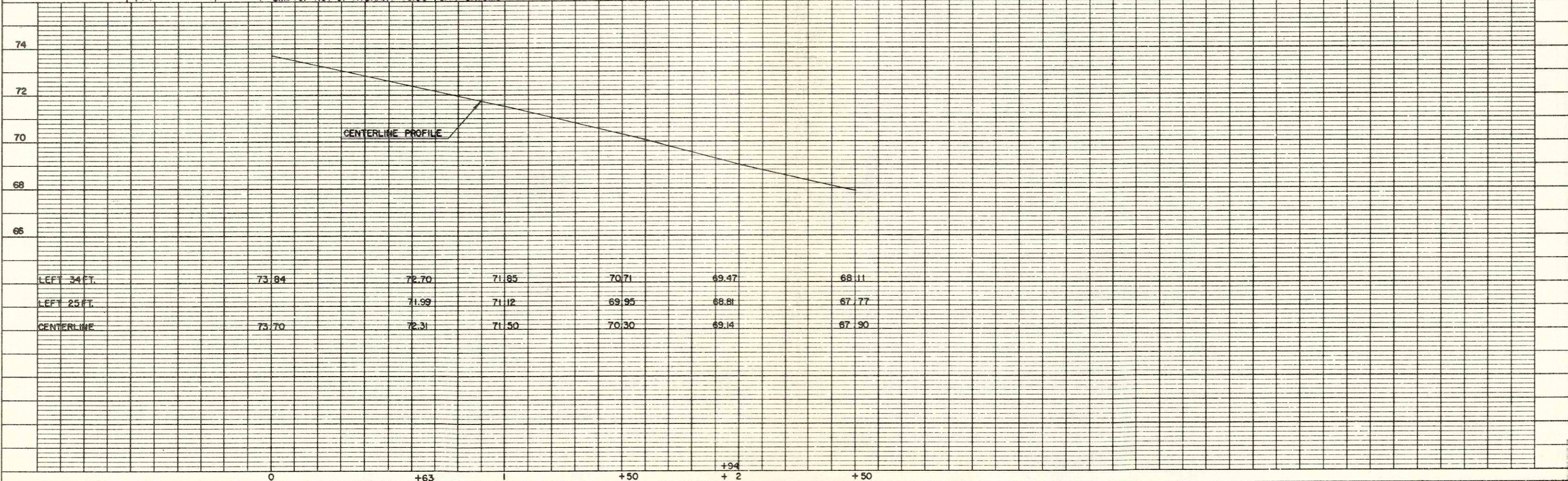


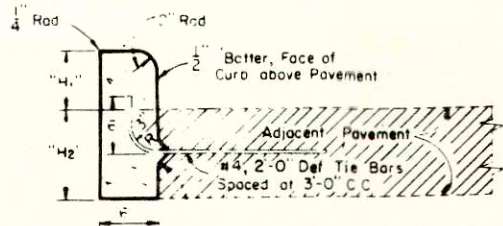






B.M. TOP NUT OF HYDRANT 76.96 (CITY DATUM)

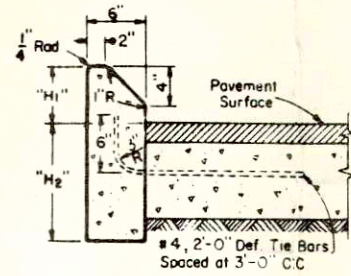




Tie Bar recess positioned in reverse when Concrete Curb is constructed first.
 "H₁" = 9" Max. and 3 1/2" Min. and shall be 6" unless otherwise shown on the plans.
 "H₂" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).
 "H₃" = 12" for other than rigid pavement (Tie Bars Omitted).

TYPE "A" (Including Tie Bars) **TYPE "D"** (Excluding Tie Bars)

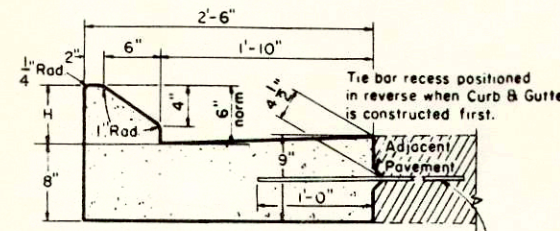
CONCRETE CURB



"H₁" = 9" Max. and 4" Min. and shall be 6" unless otherwise shown on plans.
 "H₂" = Same as adjacent pavement thickness for rigid pavement and 12" for other than rigid pavement (Tie Bars Omitted).

TYPE "G" (Including Tie Bars) **TYPE "J"** (Excluding Tie Bars)

CONCRETE CURB
(Mountable Type)



"H₁" = 9" Max. and 4" Min. & shall be 6" unless otherwise shown on the plans.

TYPE "G" (Including Tie Bars) **TYPE "J"** (Excluding Tie Bars)

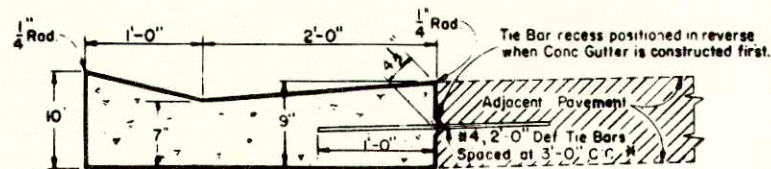
CONCRETE CURB AND GUTTER
(Mountable Type)

GENERAL NOTES

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

JOINTS -

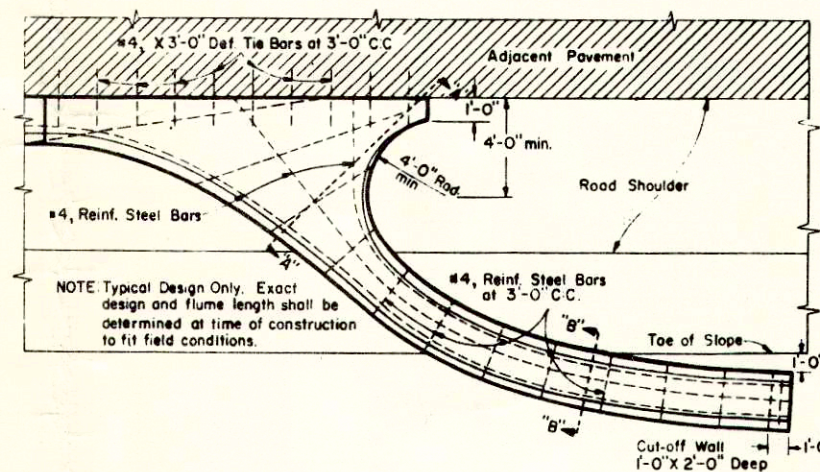
Joints shall not be sealed in concrete curb, concrete gutter, concrete curb and gutter, or concrete surface drains.



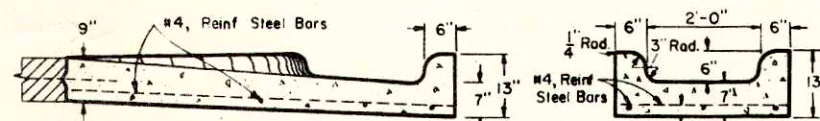
* Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

TYPE "A" (Including Tie Bars) **TYPE "D"** (Excluding Tie Bars)

CONCRETE GUTTER



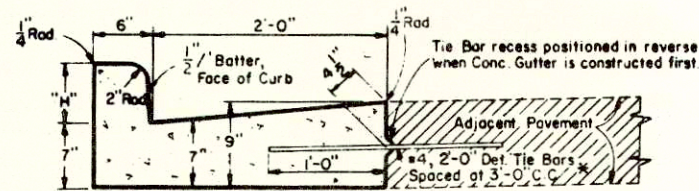
NOTE: Typical Design Only. Exact design and flume length shall be determined at time of construction to fit field conditions.



SECTION "A-A"

SECTION "B-B"

CONCRETE INLET OR DISCHARGE FOR CURB AND GUTTER SURFACE DRAIN



"H" = 9" Max., 3 1/2" Min. and shall be 6" unless otherwise shown on the plans.
 * Alternate Tie Bars or Bolt Type installations may be used as shown for Longitudinal Joints.

TYPE "A" (Including Tie Bars) **TYPE "D"** (Excluding Tie Bars)

CONCRETE CURB AND GUTTER

(Barrier Type)

**CONCRETE CURB, CONCRETE GUTTER
CONCRETE CURB AND GUTTER AND
CONCRETE SURFACE DRAINS**

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL

DATE 2-5-63

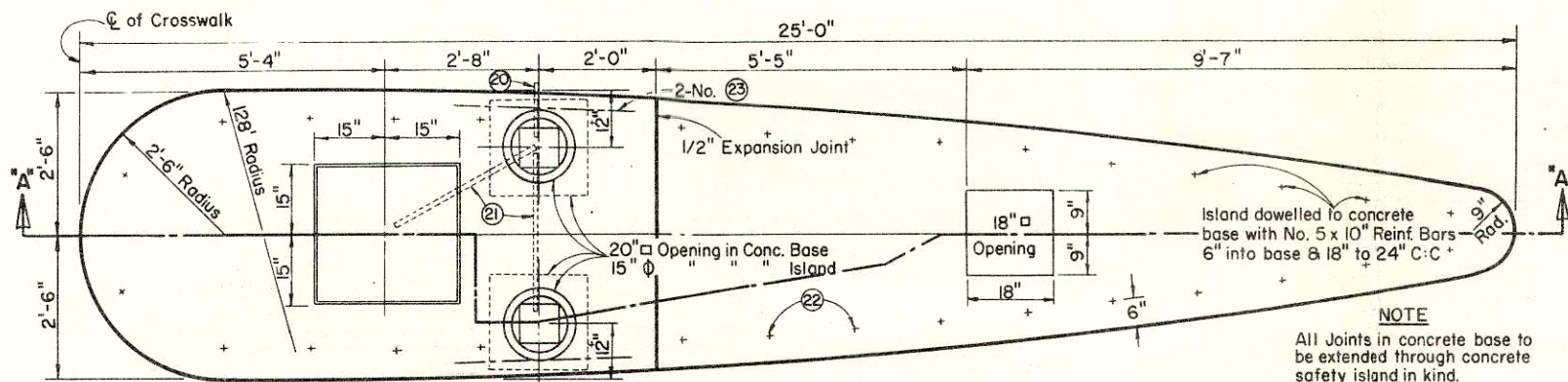
APPROVED:

DATE 2/4/63

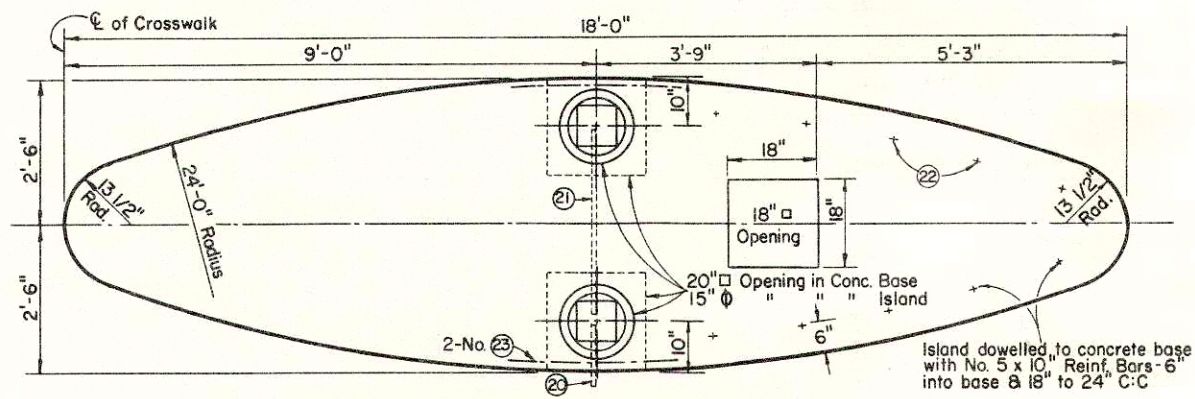
J. S. Pelt
ENGINEER OF DESIGN

E. C. Rottiers
STATE HIGHWAY ENGINEER

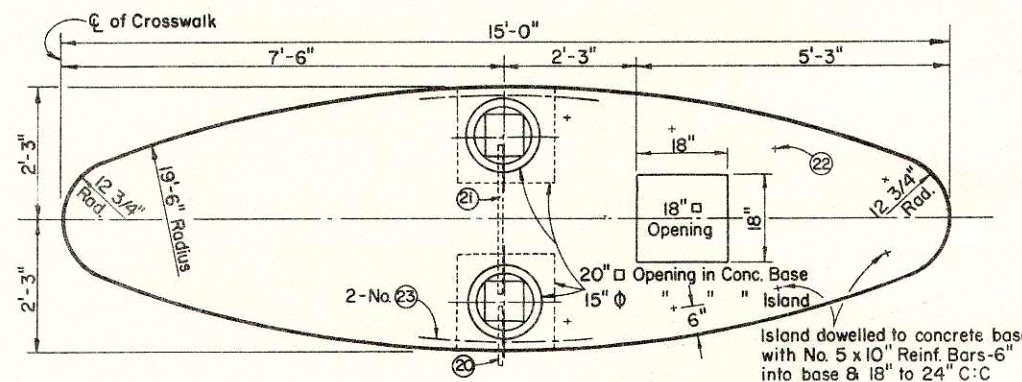
S. D. D. 8D1-1



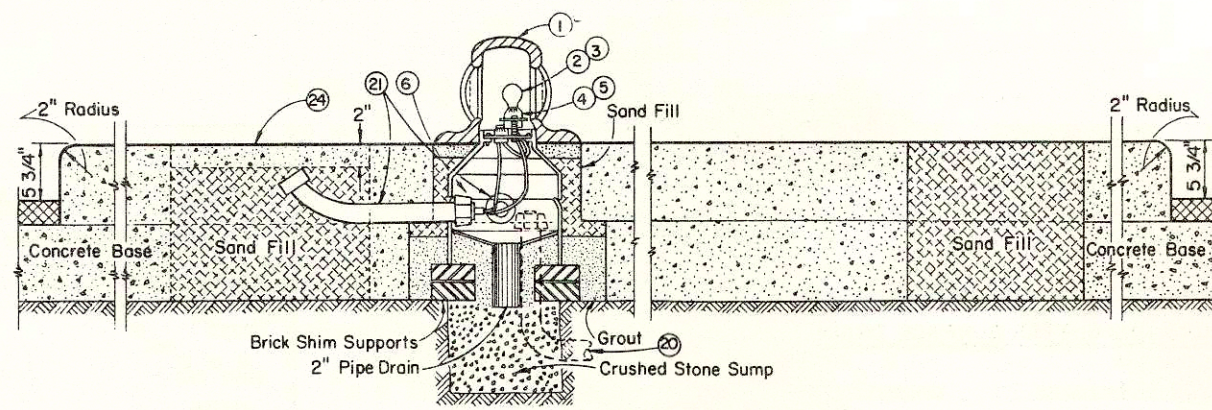
PLAN VIEW-CONCRETE SAFETY ISLAND TYPE "A"



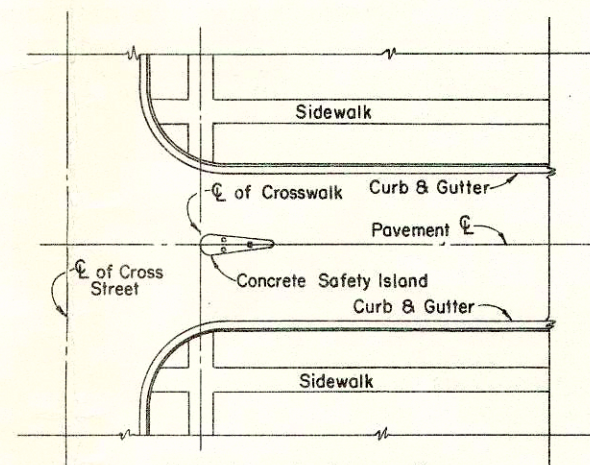
PLAN VIEW-CONCRETE SAFETY ISLAND TYPE "B"



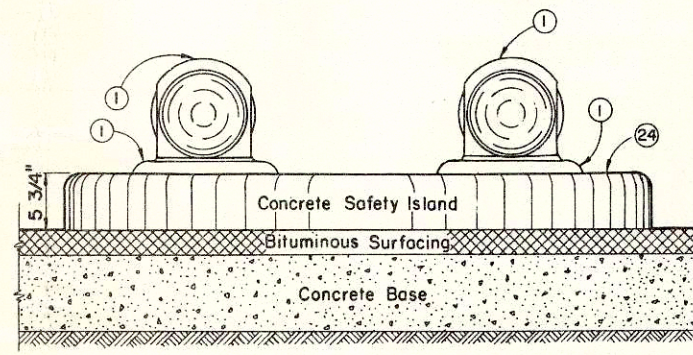
PLAN VIEW - CONCRETE SAFETY ISLAND TYPE "C"



SECTION "A-A" IN ELEVATION



Typical Location Diagram For
CONCRETE SAFETY ISLAND
Relative to Crosswalk Lines



END ELEVATION

NOTE:
Items No. 2 & 4 will be furnished to the Contractor for placement when Island Lights are to be connected to Series Type Lighting System.
Items No. 3 & 5 will be furnished to the Contractor for placement when Island Lights are to be connected to Multiple Type Lighting System or Separate Power Source.
Conductor island light cable shall be #12 AWG- Type USE-RR, butyl insulated and neoprene jacketed.

ESTIMATE OF QUANTITIES - To be Furnished by Others To Contractor and to be Placed by Contractor				
Item No.	QUANTITY			NAME OF ITEM
	Type 'A' Island	Type 'B' Island	Type 'C' Island	
①	2	2	2	Island Light, complete with ASTM A48-36 Class 35 head, base, subbase, three 5 3/8" diam. x 3 1/2" Focus Amber Optical Lens slightly sandblasted inside surface, lens blank, and if required, four lens rings.
②	2	2	2	6.6 Amp. 1000 Lumen 9.5 Volts 62.5 Ave. Watts, Mogul Base S-24 1/2 Bulb S1. Series Lamps.
③	2	2	2	60 Watt (110-115-120 Volts) A-21 Clear Bulb Med. Base T. S. Lamps
④	2	2	2	B.E.S. Street Series Socket Assemblies with adjustable resistance in parallel.
⑤	2	2	2	B.E.S. Multiple Socket Assembly including Fuse and Fuse Socket
⑥	1	1	1	2 Coil 1000 Lumen Series Transformer in Cast Iron Case

ESTIMATE OF QUANTITIES To be Furnished and Placed by Contractor				
⑱	To be determined in the field			Conductor Island Light Cable
⑳	To be determined in the field			2" Galv. Steel Pipe Conduit From Island to Curb or Power Pole
㉑	6 Ft.	3 Ft.	3 Ft.	1 1/4" Galv. Steel Pipe Conduit
㉒	24	18	16	No. 5 x 10" Reinf. Steel Dowels
㉓	4	4	4	No. 4 x 3'-0" Reinf. Steel Dowels
㉔	97 Sq. Ft.	69.5 Sq. Ft.	52.5 Sq. Ft.	Concrete Masonry (Grade 'AA')

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.

MEASUREMENT & PAYMENT
The item of 'Concrete Safety Islands' shall be measured and paid for by Types 'A', 'B' or 'C' as a completed unit in place and a lump sum each, which price shall be full compensation for all labor, tools, equipment, such materials as shown "to be furnished by the Contractor," for placing all such materials as shown "to be furnished by others," for connecting the Island Light Cables to the source of power or switchbox and all incidentals necessary to complete the work in accordance with the plans and specifications and as directed by the Engineer.

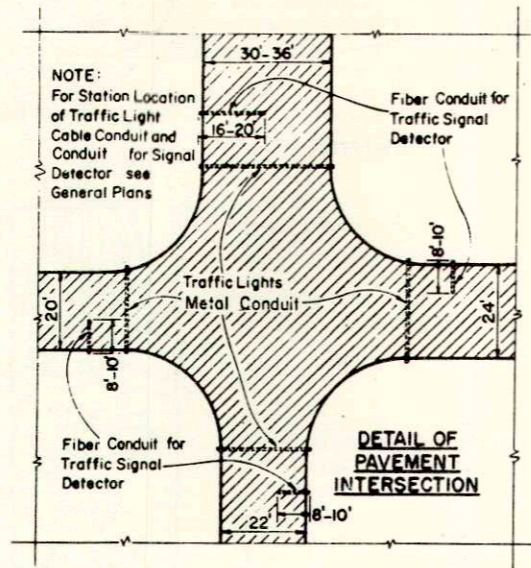
NOTE:
All conduit ends shall be cut, reamed, threaded and have bushings installed in accordance with the Wisconsin State Electrical Code.

**CONCRETE SAFETY ISLANDS
TYPE 'A', 'B', & 'C'**

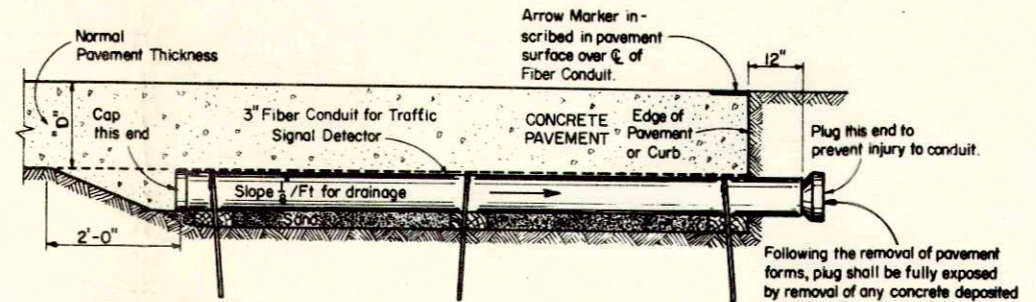
STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

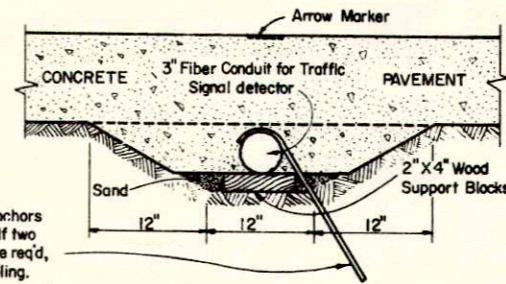
DATE: 1/16/67
APPROVED: E.J. Bykitt
DATE: 2/6/67
APPROVED: [Signature]
STATE HIGHWAY ENGINEER



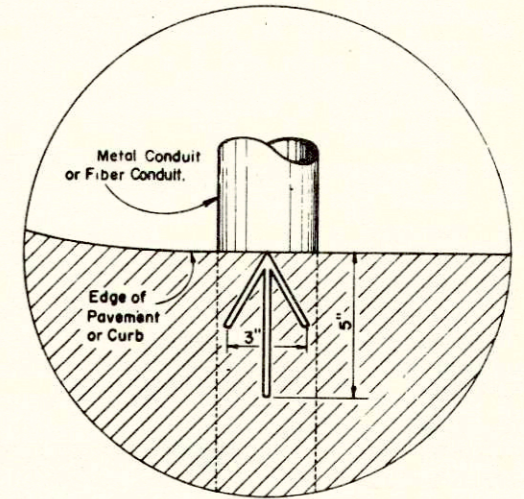
PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT UNDIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR UNDIVIDED HIGHWAYS

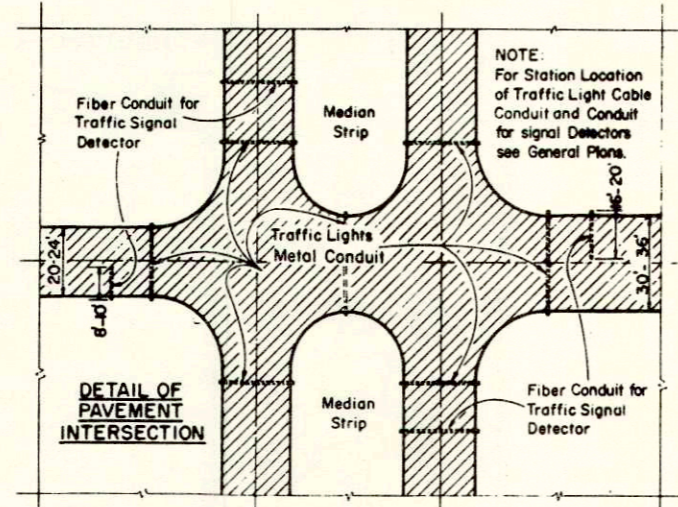


SIDE & END ELEVATIONS
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL DETECTOR CONDUIT

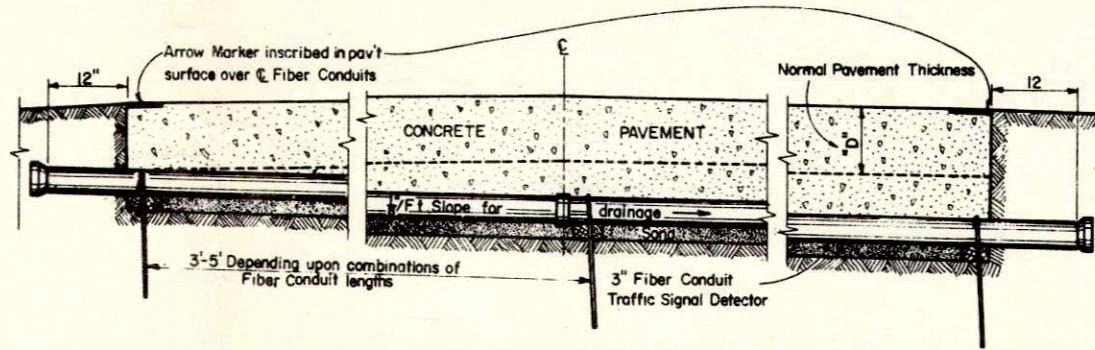


Arrow Marker to be inscribed in fresh concrete and/or bituminous surfacing $\frac{1}{4}$ " to $\frac{3}{8}$ " deep at each location where pipe conduit or fiber cond. are placed under rigid surfacing.

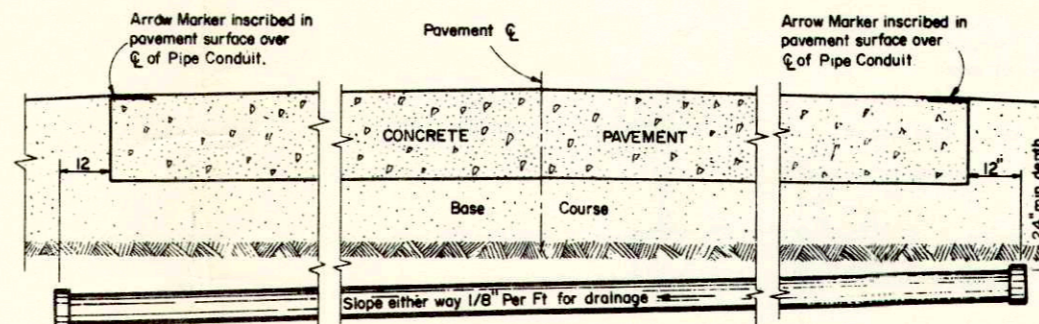
PLAN VIEW - ARROW MARKER



PLAN VIEW
SHOWING RELATIVE POSITION OF
TRAFFIC LIGHT CONDUITS AND
TRAFFIC SIGNAL DETECTOR CONDUITS
AT DIVIDED HIGHWAY INTERSECTIONS



TRAFFIC SIGNAL DETECTOR FOR DIVIDED HIGHWAYS



ELEVATION ON CENTERLINE
SHOWING PLACEMENT DETAILS
FOR TRAFFIC SIGNAL CONDUIT

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.

MATERIALS

Metal Conduit shall be furnished and placed as shown herein and in accord with the Standard Specifications.

Fiber Conduit shall be furnished and placed as shown herein and in accord with the Standard Specifications.

MEASUREMENT & PAYMENT

The item of Fiber Conduit shall be measured and paid for by the linear foot complete in place and in accord with Standard Specifications

CONDUIT SIZE

Unless shown or required otherwise on the plans, Metal Conduit shall be 2" I. D.

METAL CONDUIT & FIBER CONDUIT

STATE HIGHWAY COMMISSION OF WISCONSIN

RECOMMENDED FOR APPROVAL:

4-3-63

DATE

APPROVED:

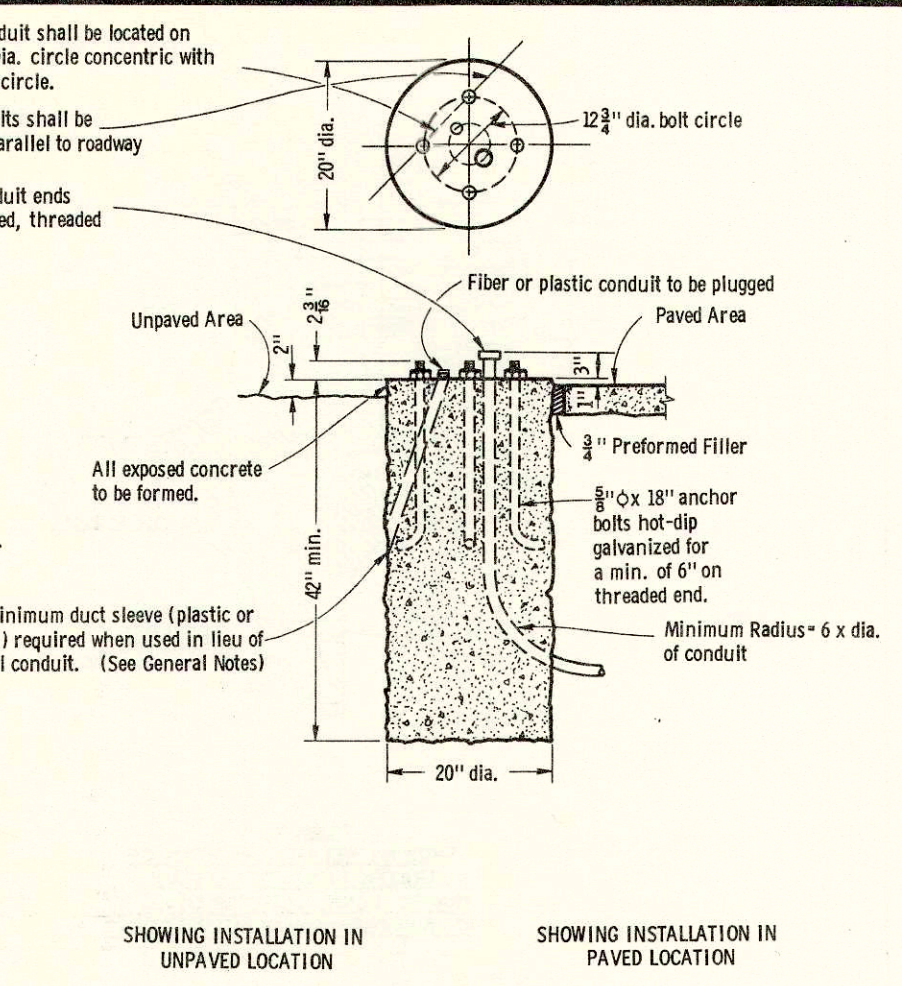
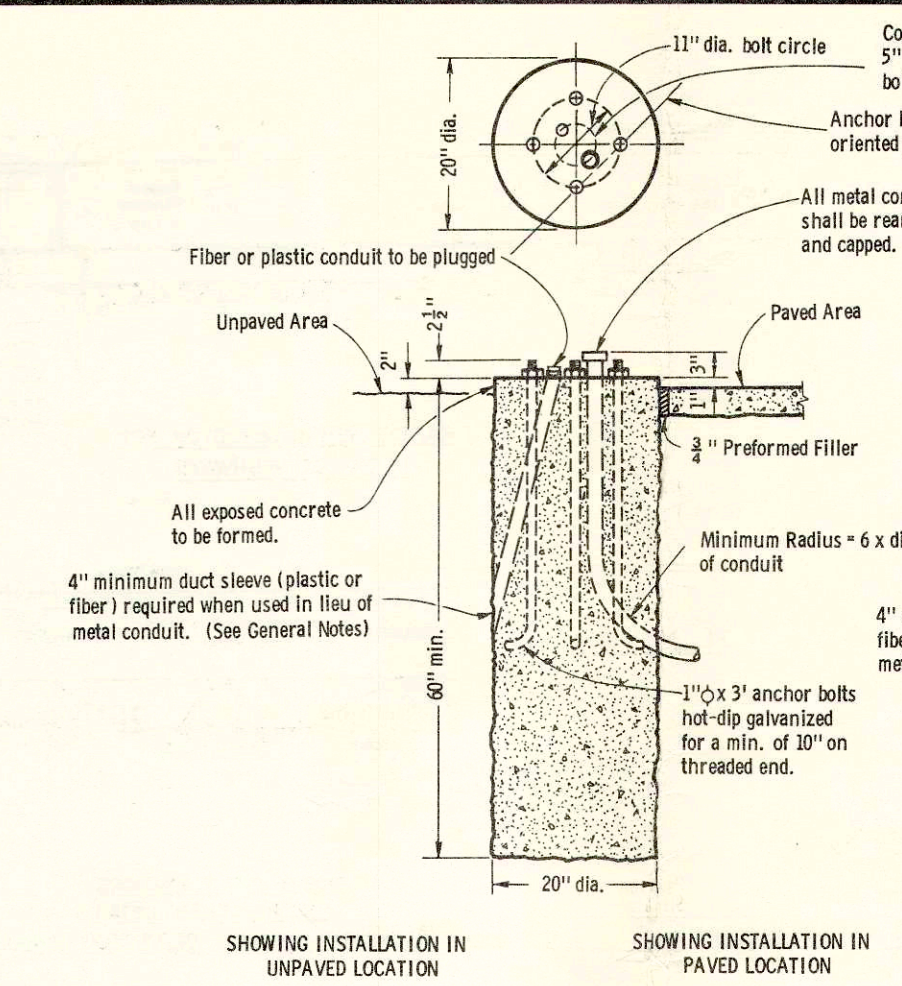
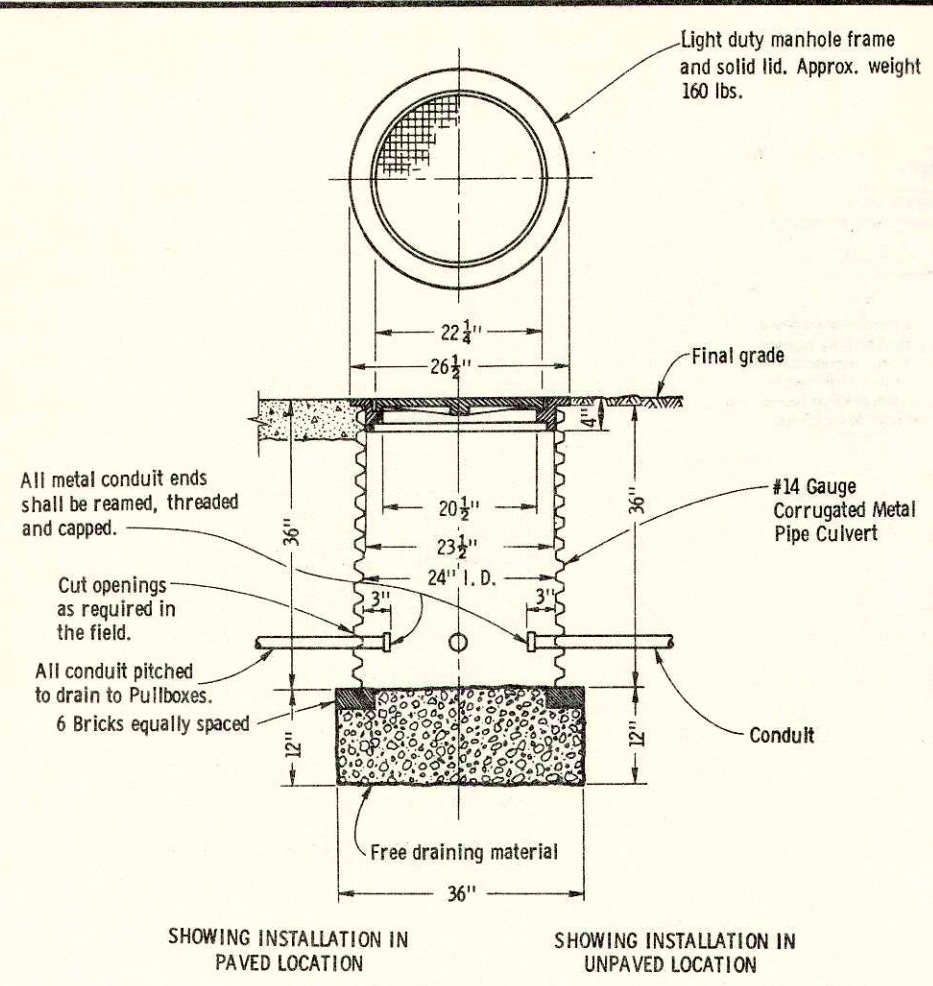
4/5/63

DATE

J. D. Pitt
ENGINEER OF DESIGN

E. G. Rostinen
STATE HIGHWAY ENGINEER

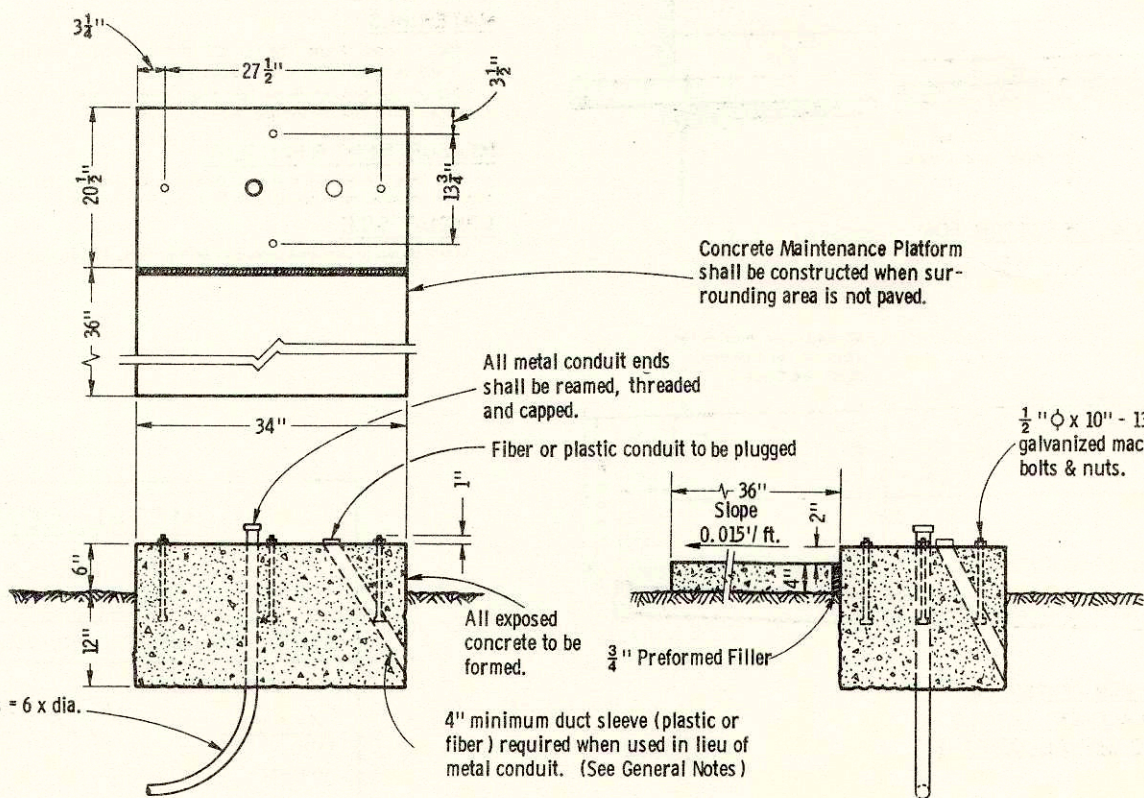
S. D. D. 9B2-1



PULL BOX AND DETECTOR BOX DETAIL

TRAFFIC SIGNAL BASE

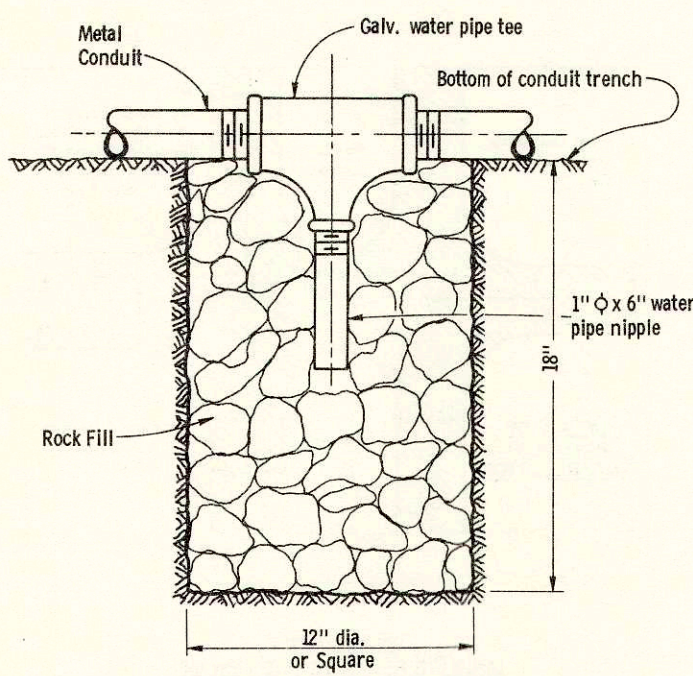
TRAFFIC SIGNAL BASE



CONTROL CABINET BASE

TYPE II

TYPE I



Note: Install as required at points in conduit for drainage.

DRAIN SUMP FOR METAL CONDUIT

GENERAL NOTES

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

Conduit may be metal, fiber or plastic. Locate as required. 12-inch min. radius applies to metal conduit only.

Concrete masonry shall be grade "AA".

Conduit installed as a continuous system between Pullboxes shall have a min. depth of 12 inches and shall always be below the pavement.

Detailed drawings for proposed alternate designs for "Traffic Signal Details" shall be submitted to the Engineer for approval.

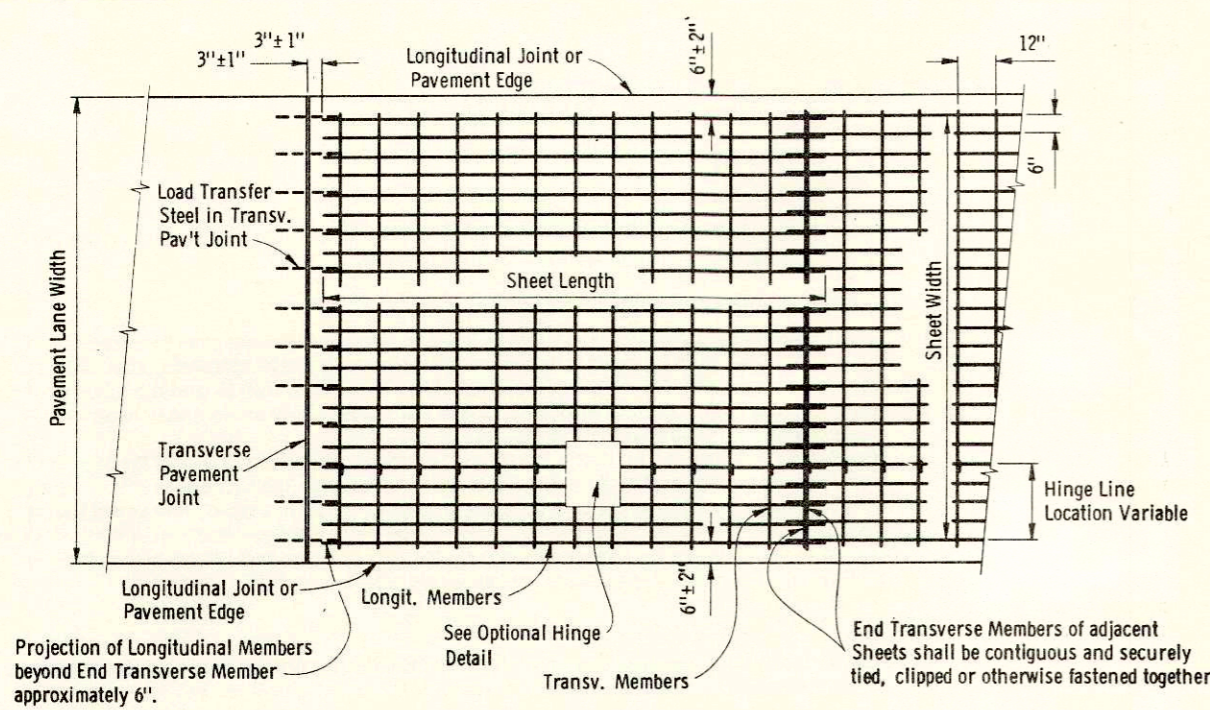
TRAFFIC SIGNAL DETAILS

State of Wisconsin
Department of Transportation
Division of Highways

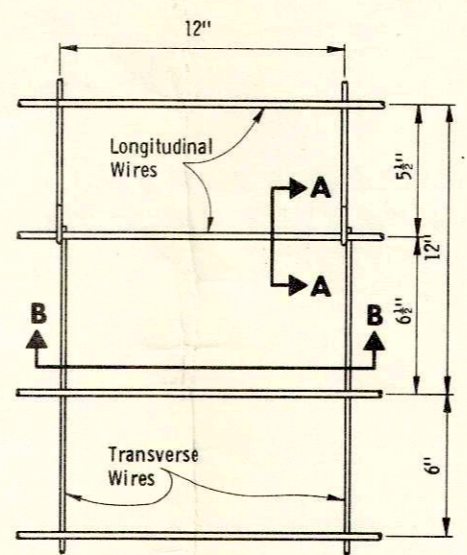
RECOMMENDED FOR APPROVAL: *L. C. Hennel*
DATE: 5/13/71
ACTING CHIEF DESIGN ENGINEER

APPROVED: *H. J. Summister*
DATE: 5/13/71
STATE HIGHWAY ENGINEER

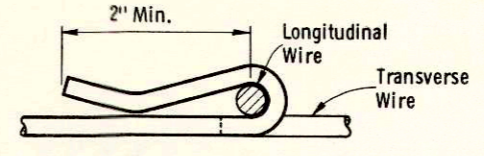
S.D.D. 9B3-1



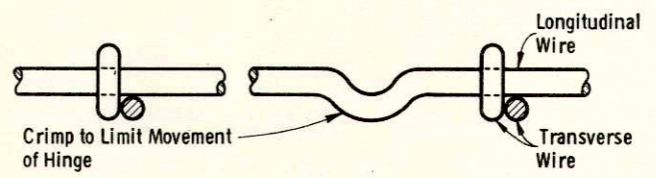
PLAN VIEW



PLAN VIEW

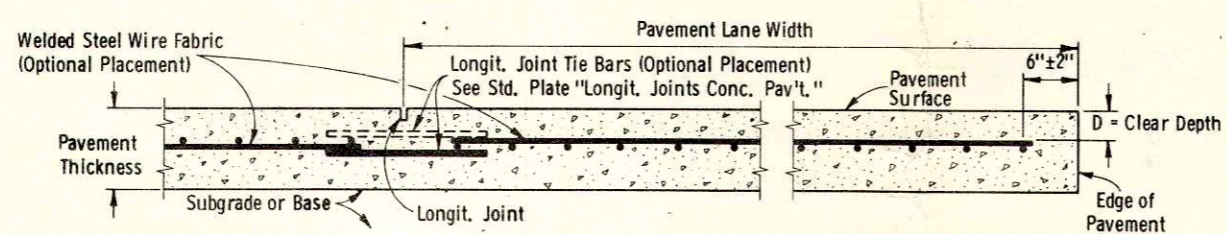


SECTION A-A



SECTION B-B

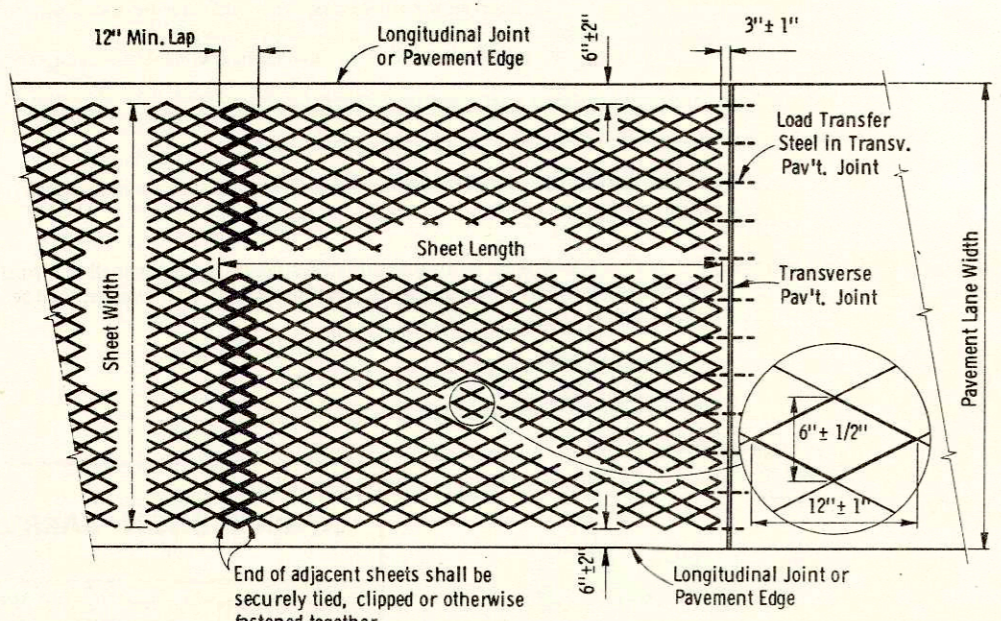
OPTIONAL HINGE DETAIL



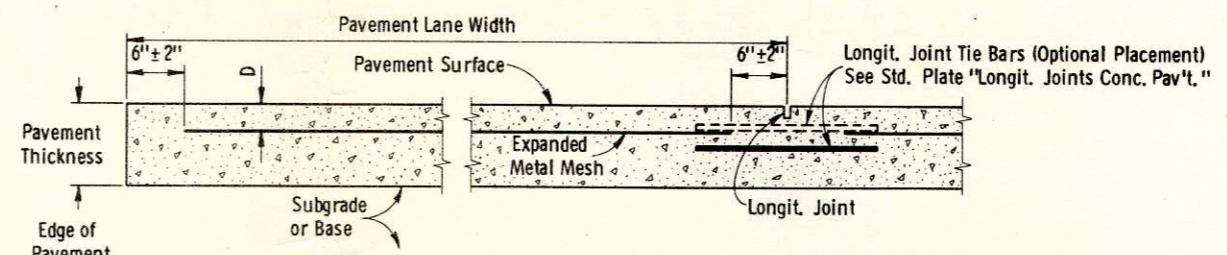
CROSS SECTION

WELDED STEEL WIRE FABRIC

Pavement Thickness	"D"
8"	2'-4"
9"	2'-4 1/2"
10"	2'-5"



PLAN VIEW



CROSS SECTION

EXPANDED METAL MESH

GENERAL NOTES

Details of construction and materials not shown hereon shall conform to the pertinent requirements of the Standard Specifications and the applicable Special Provisions. Alternate hinge designs may be used upon approval of the engineer.

WELDED STEEL WIRE FABRIC

Welded Steel Wire Fabric shall conform to the requirements of the Standard Specifications for Welded Steel Fabric for Concrete Reinforcement A. A. S. H. O. Designation M55 except as shown hereon.

Welded Steel Wire Fabric Specifications:

Approximate Weight per 100 sq. ft. = 69.0 lbs.
 Longitudinal Steel - Gage No. 0 = 0.3065" D. at 6" C-C.
 Transverse Steel - Gage No. 4 = 0.2253" D. at 12" C-C.

Side lap of adjacent sheets shall be approximately 6".

EXPANDED METAL MESH

Weight per 100 sq. ft. = 76.0 lbs min. Expanded Metal Mesh shall be manufactured from open hearth steel, having a phosphorus content of not more than 0.05 percent, and a yield point of not less than 55,000 p. s. i. The steel shall be sufficiently ductile to permit any strand to be bent through an angle of 180 degrees over one diam. without fracture. The diamond shaped mesh shall be fabricated by a cold drawn process which will cut and draw the steel forming uniform dimensioned strands conforming to shape and weight as shown elsewhere hereon.

Side lap of adjacent sheets shall be approximately 6".

SPECIAL REQUIREMENTS

Welded Steel Wire Fabric or Expanded Metal Mesh Concrete Pavement Reinforcement shall be shipped to the job site in flat sheets.

One longitudinal hinge line will be permitted in each Welded Steel Wire Fabric sheet for convenience in shipping. This hinge shall encircle the longitudinal wire such that no more than one (1) inch of transverse movement of the hinge exists. The longitudinal wire around which the hinge rotates shall be crimped adjacent to the hinge such that no more than one (1) inch of longitudinal movement of the hinge exists.

CONCRETE PAVEMENT REINFORCEMENT

State of Wisconsin
 Department of Transportation
 Division of Highways

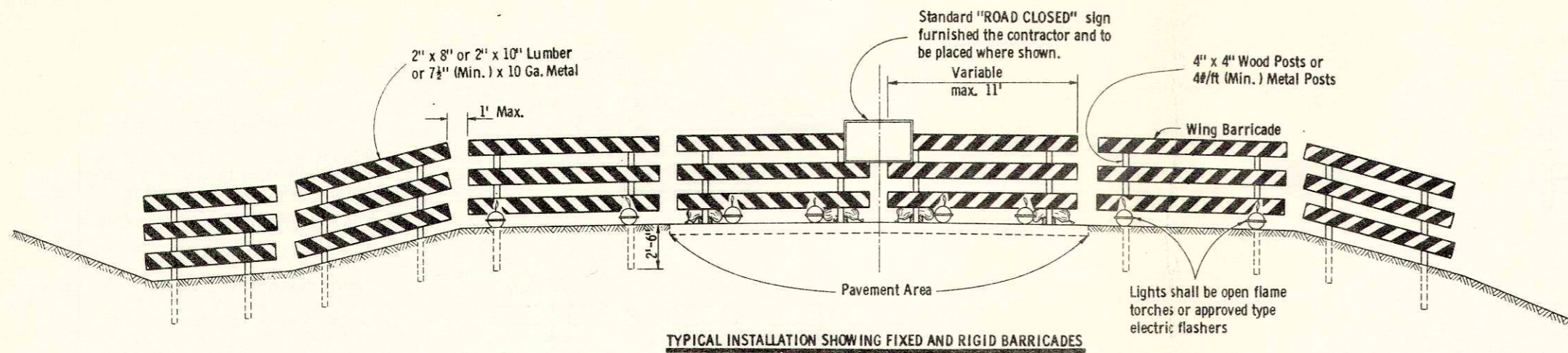
RECOMMENDED FOR APPROVAL
 DATE 3/13/69
 APPROVED
 DATE 3/27/69

E. J. Bykiet
 CHIEF DESIGN ENGINEER

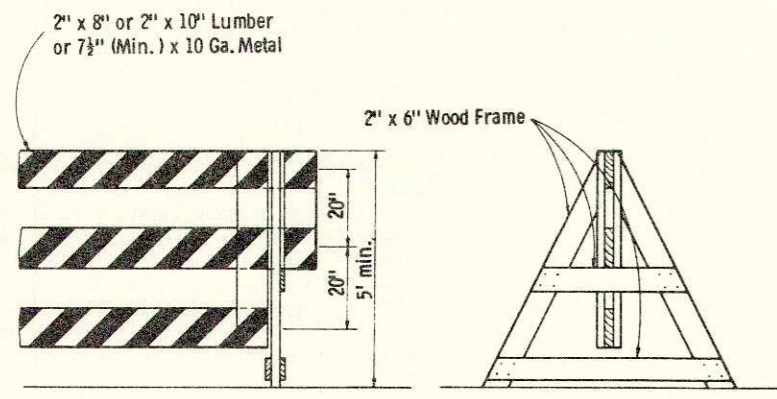
J. J. Sarmiento
 STATE HIGHWAY ENGINEER

S.D.D. 13A1-1

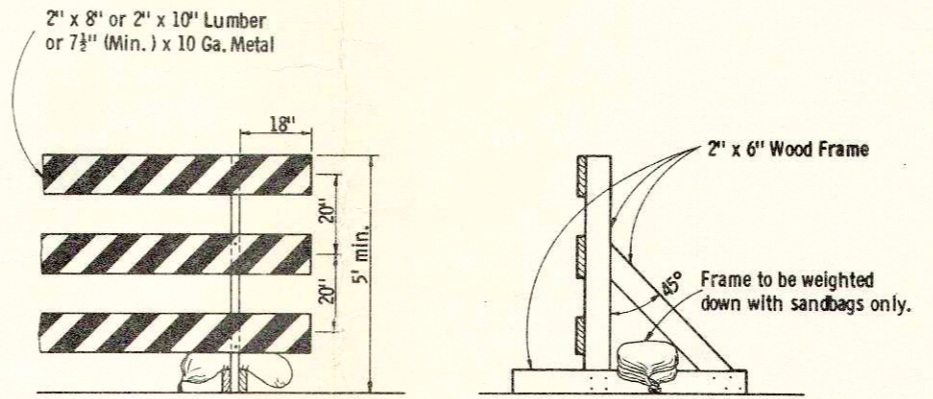
S.D.D. 13A1-1



TYPICAL INSTALLATION SHOWING FIXED AND RIGID BARRICADES

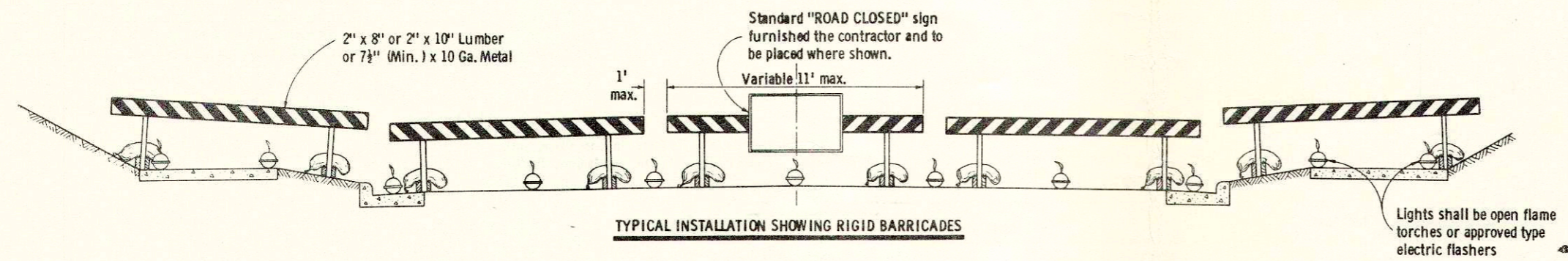


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

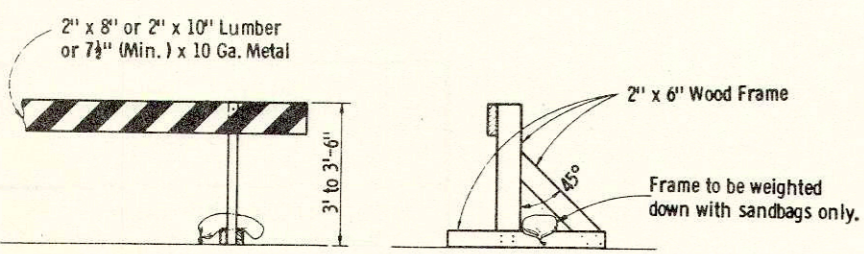


ALTERNATE TYPE INSTALLATION (RIGID)

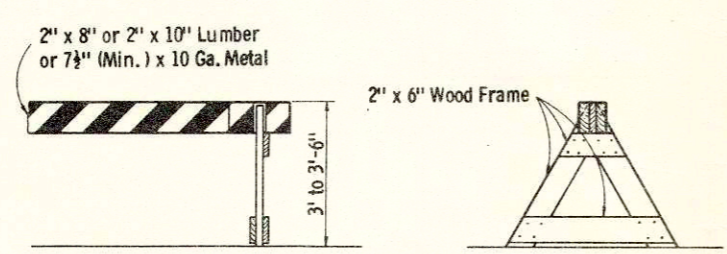
CLASS I BARRICADES



TYPICAL INSTALLATION SHOWING RIGID BARRICADES

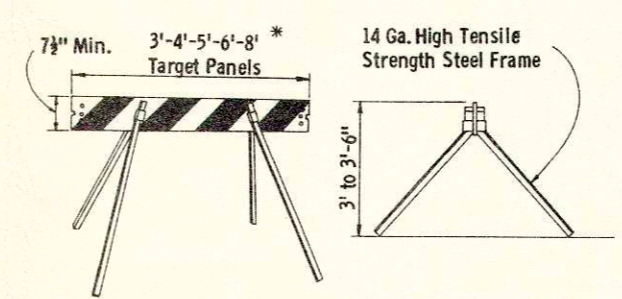


ALTERNATE TYPE INSTALLATION (RIGID)

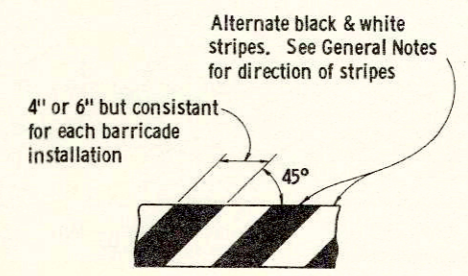


ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)

CLASS II BARRICADES



ALTERNATE TYPE INSTALLATION (DEMOUNTABLE)



TYPICAL DIAGONAL STRIPES
Applies to all Classes & Types of Barricades

GENERAL NOTES

The contractor shall construct, place and maintain barricades as shown on the drawing and as required by the Standard Specifications or applicable Special Provisions.

CLASS I BARRICADE:

Class I Barricades shall be of variable length as indicated, and long barricades shall be assembled from these units. The Class I Barricade is the type normally required for major operations, where the barricade will remain in place for extended periods. Class I Barricades shall be used at points where the road is closed to traffic. Gates or movable sections of a barricade shall be provided when necessary, for access of equipment or other authorized vehicles. Wing Barricades are Class I Barricades erected on the shoulder on one or both sides of the pavement to give Traffic the perceptible effect of a narrowing or restricted roadway. The ends closest to traffic of all three members of a wing barricade shall be in a vertical line. If used in a series, they should start at the outer edge of the shoulder and be brought progressively closer to the pavement. Wing Barricades may be used as a mounting for the advance warning or guide signs or for flashers. When used on two-way roadways, the back of the wing barricade shall be painted reflectorized white.

CLASS II BARRICADE:

Class II Barricades may be used only where the hazard to traffic is relatively small, and for the more or less continuous delimiting of a restricted roadway, or for temporary daytime use.

MATERIAL & FABRICATION:

Lumber shall be of a grade structurally sound and sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. Metal shall be sufficiently rigid to satisfactorily support and maintain the purpose and intent of a barricade facility. The fabrication of the barricade shall be in accord with good pertinent woodworking and metalworking practices. All lumber or timber dimensions stated are nominal.

PAINTING:

All barricades shall be painted in alternate 4' or 6' black and white stripes at a 45° angle. The width of stripe shall be consistent for each complete barricade installation. Black stripes shall be painted with weather resistant and durable black paint. White stripes shall be primed, followed by two coats of white reflectorized paint or reflective wide angle sheeting.

DIRECTION OF DIAGONAL STRIPES:

Where a barricade extends entirely across the roadway with no vehicle access provision, the stripes shall slope downward toward the highway centerline. Where vehicle access is permitted, the stripes shall slope downward in the direction toward which vehicles must turn in detouring. Where both right and left turns are provided for, the stripes shall slope downward in both directions from the center. The stripes on wing barricades shall point downward toward the roadway.

LIGHTING:

Lighting devices for barricades shall conform to the requirements of the Standard Specifications.

MEASUREMENT & PAYMENT:

All barricades, unless otherwise provided for in the plans and/or special provisions shall be furnished, placed, and maintained as noted above, and no additional compensation will be allowed but shall be construed to be included in the price bid for other items.

CONSTRUCTION BARRICADE

State Highway Commission of Wisconsin

RECOMMENDED FOR APPROVAL:

1/16/67 DATE

APPROVED: 1/13/67 DATE

E. J. [Signature] CHIEF DESIGN ENGINEER

W. J. [Signature] STATE HIGHWAY ENGINEER

S. D. D. 15C1-1