

LETTING DATE
3-16-2021

HSIPX--000-T(3)--3L-00



Highway Division

PLANS OF PROPOSED IMPROVEMENT ON THE

PRIMARY ROAD SYSTEM
STATEWIDE

SCALES: As Noted

Refer to the Proposal Form for list of applicable specifications.

Value Engineering Saves. Refer to Article 1105.14 of the Specifications.



REVISIONS

TOTAL
162

PROJECT IDENTIFICATION NUMBER

18-00-000-030

PROJECT NUMBER

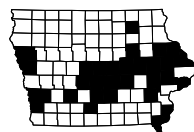
HSIPX--000-T(3)--3L-00

R.O.W. PROJECT NUMBER

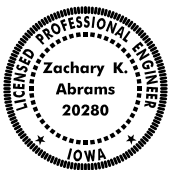
INDEX OF SHEETS

No.	DESCRIPTION
A Sheets	Title Sheets
* A.1	Title Sheet
* A.2 - 31	Location Map Sheet
B Sheets	Typical Cross Sections and Details
* B.1 - 5	Typical Cross Sections and Details
C Sheets	Quantities and General Information
C.1	Estimated Project Quantities
C.1	Estimate Reference Information
C.1	Standard Road Plans
C.29	Signing Notes
C.2 - 28	Tabulations (beg. with tab. of incidentals if needed)
J Sheets	Traffic Control and Staging Sheets
* J.1 - 2	Traffic Control Plan
N Sheets	Traffic Signing Sheets
* N.1 - 95	Traffic Signing Sheets
	* Color Plan Sheets

STATEWIDE



INDEX OF SEALS		
SHEET NO.	NAME	TYPE
A.1	Zachary K. Abrams	Primary Signature Block

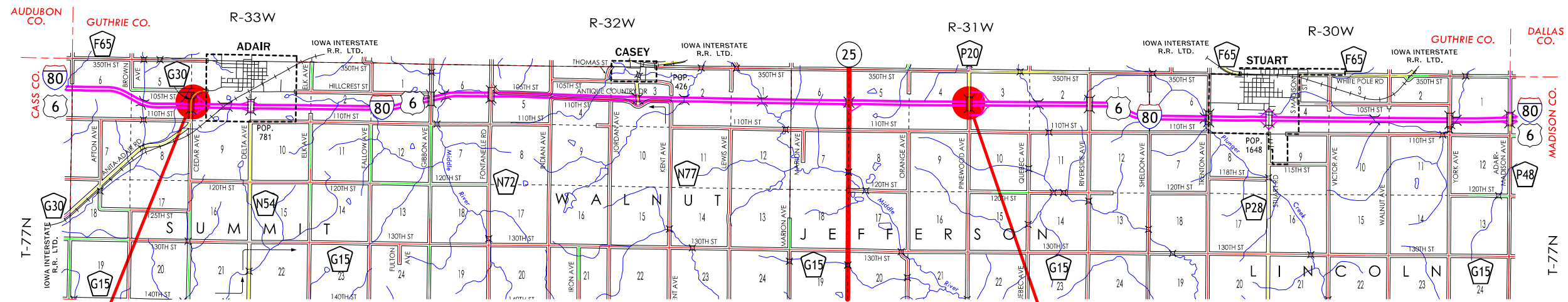


I hereby certify that this engineering document was prepared by me or under my direct personal supervision and that I am a duly licensed Professional Engineer under the laws of the State of Iowa.

Signature: Zachary Abrams Date: 12-29-2020
 Printed or Typed Name: Zachary Abrams

My license renewal date is December 31, 20 22.

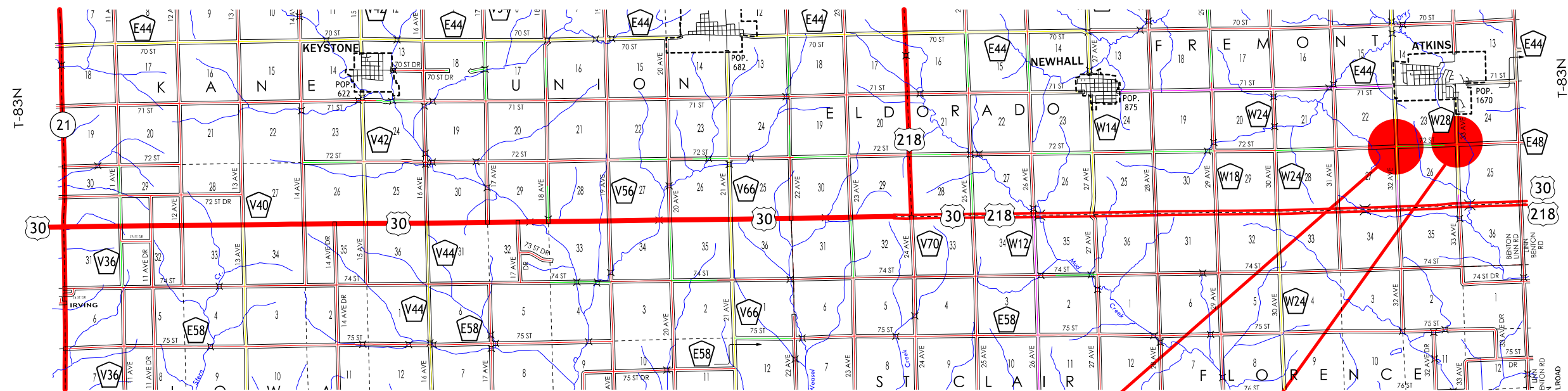
Pages or sheets covered by this seal: ALL SHEETS



See Sheet N.1

See Sheet N.2

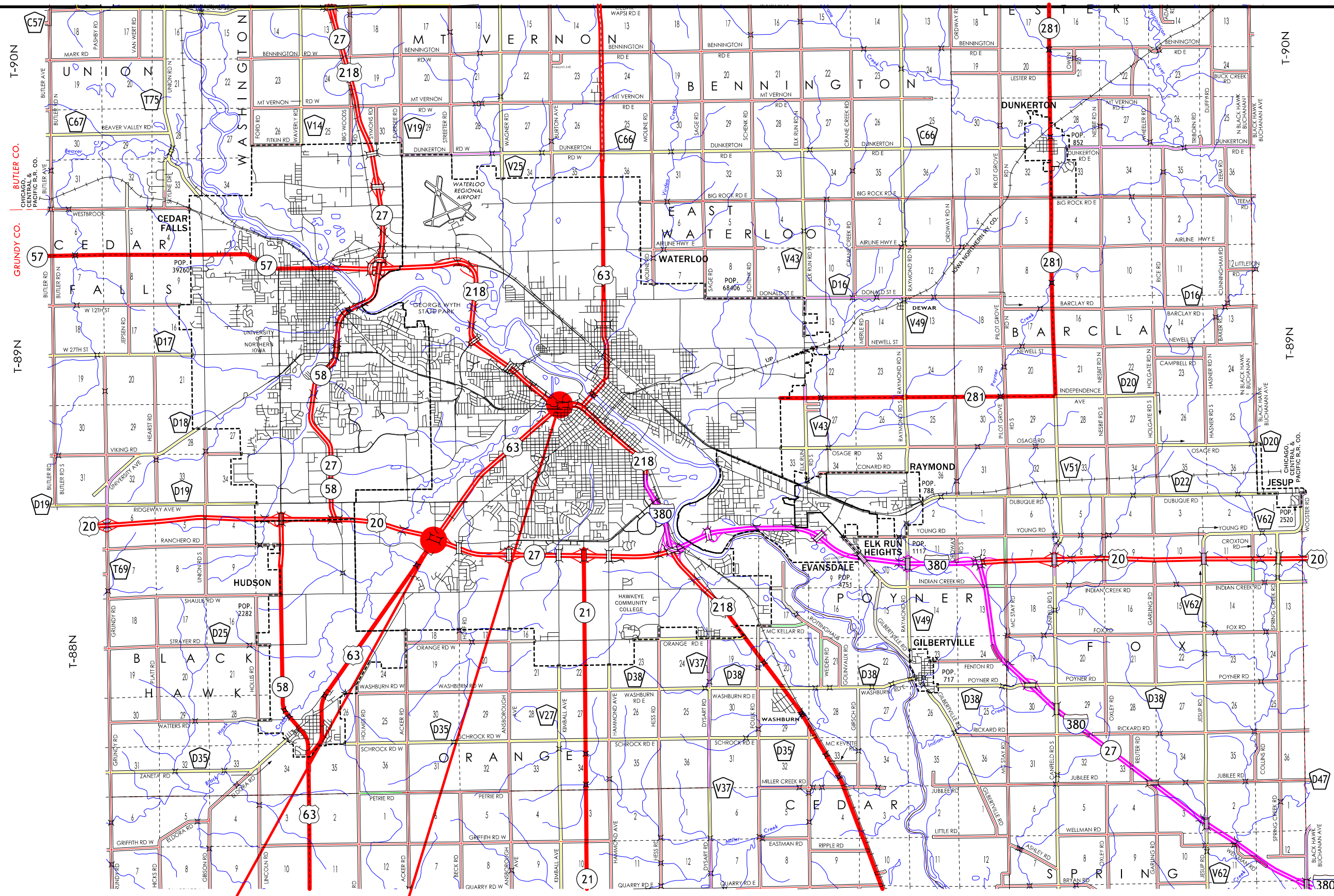
LOCATION MAP
ADAIR COUNTY



See Sheet N.93

See Sheet N.94

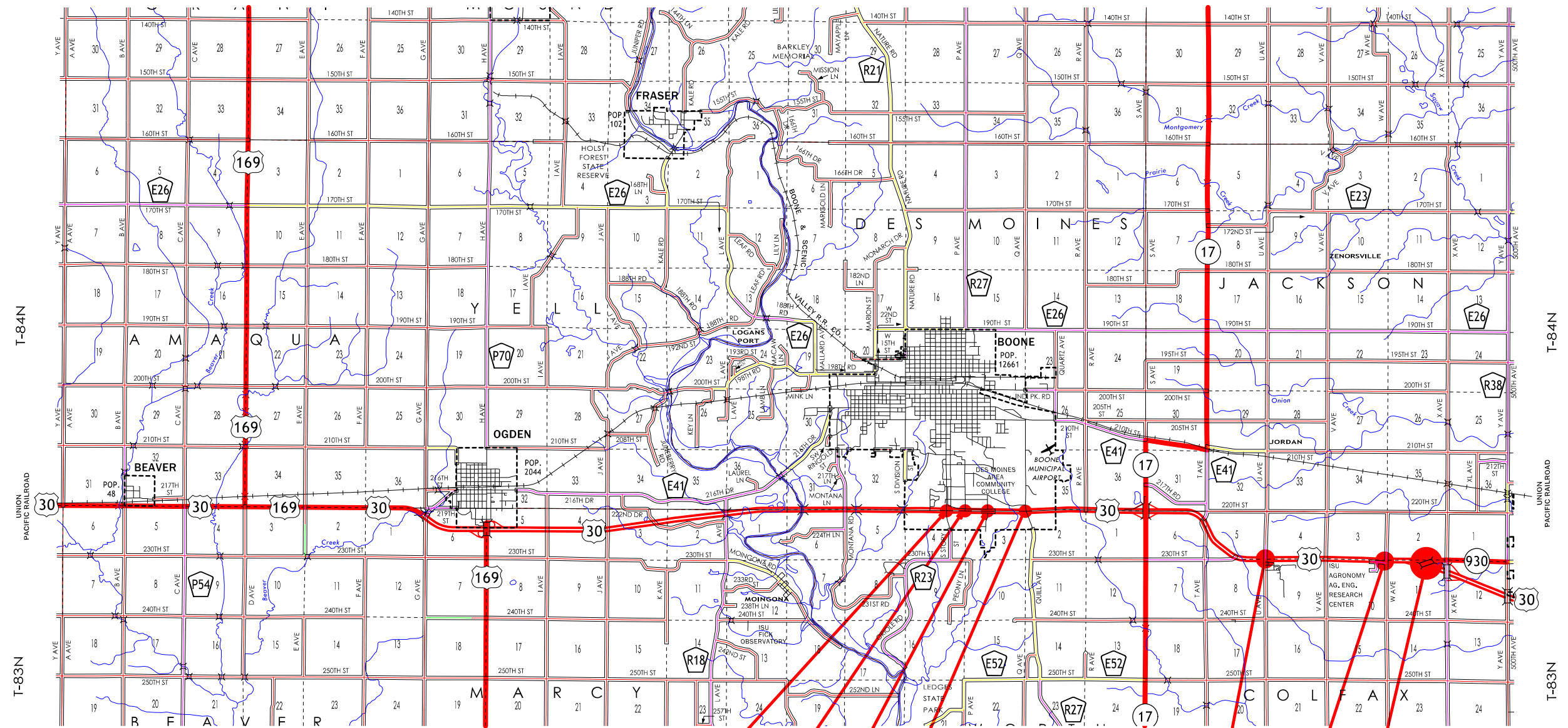
LOCATION MAP
BENTON COUNTY



See Sheet N.39

See Sheet N.49

LOCATION MAP
BLACK HAWK COUNTY



See Sheet N.81

See Sheet N.82

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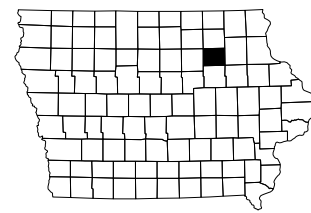
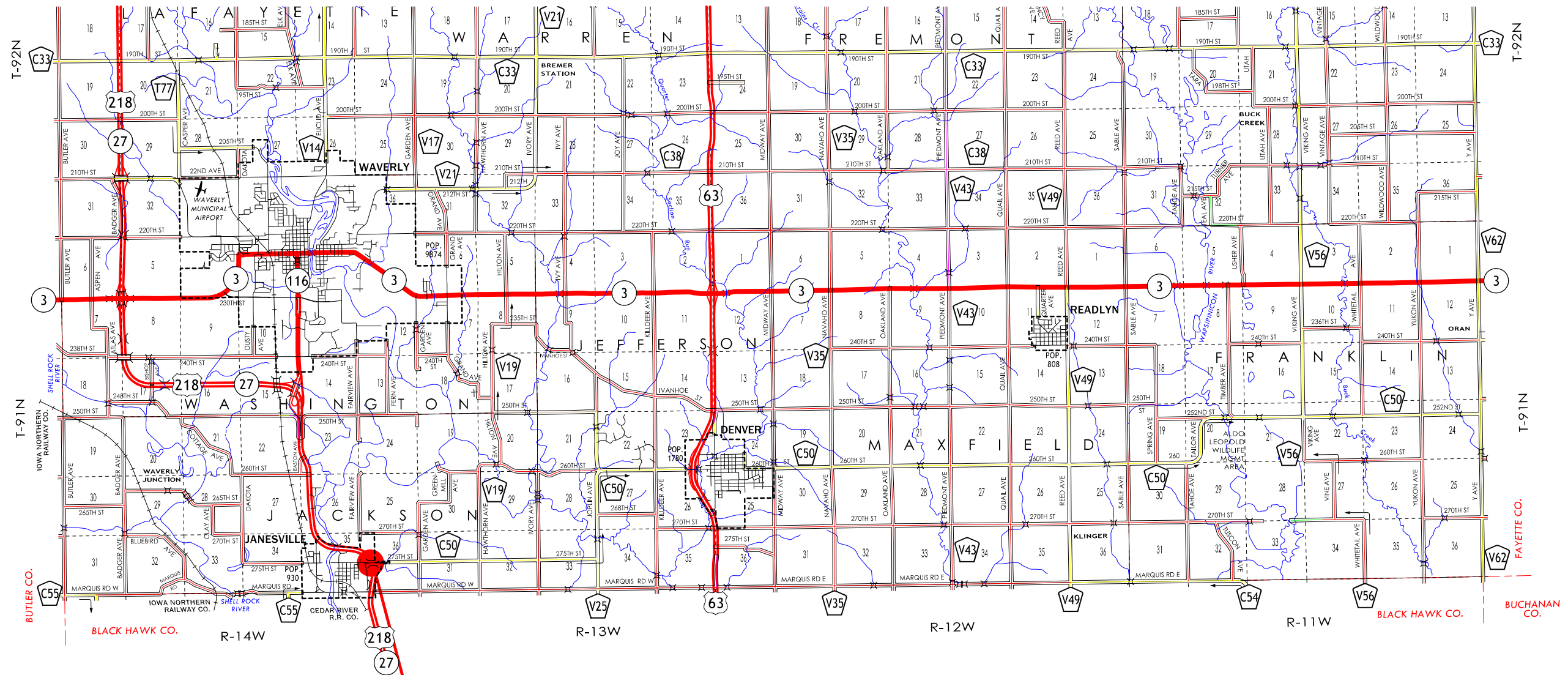
See Sheet N.83

See Sheet N.85

See Sheet N.86

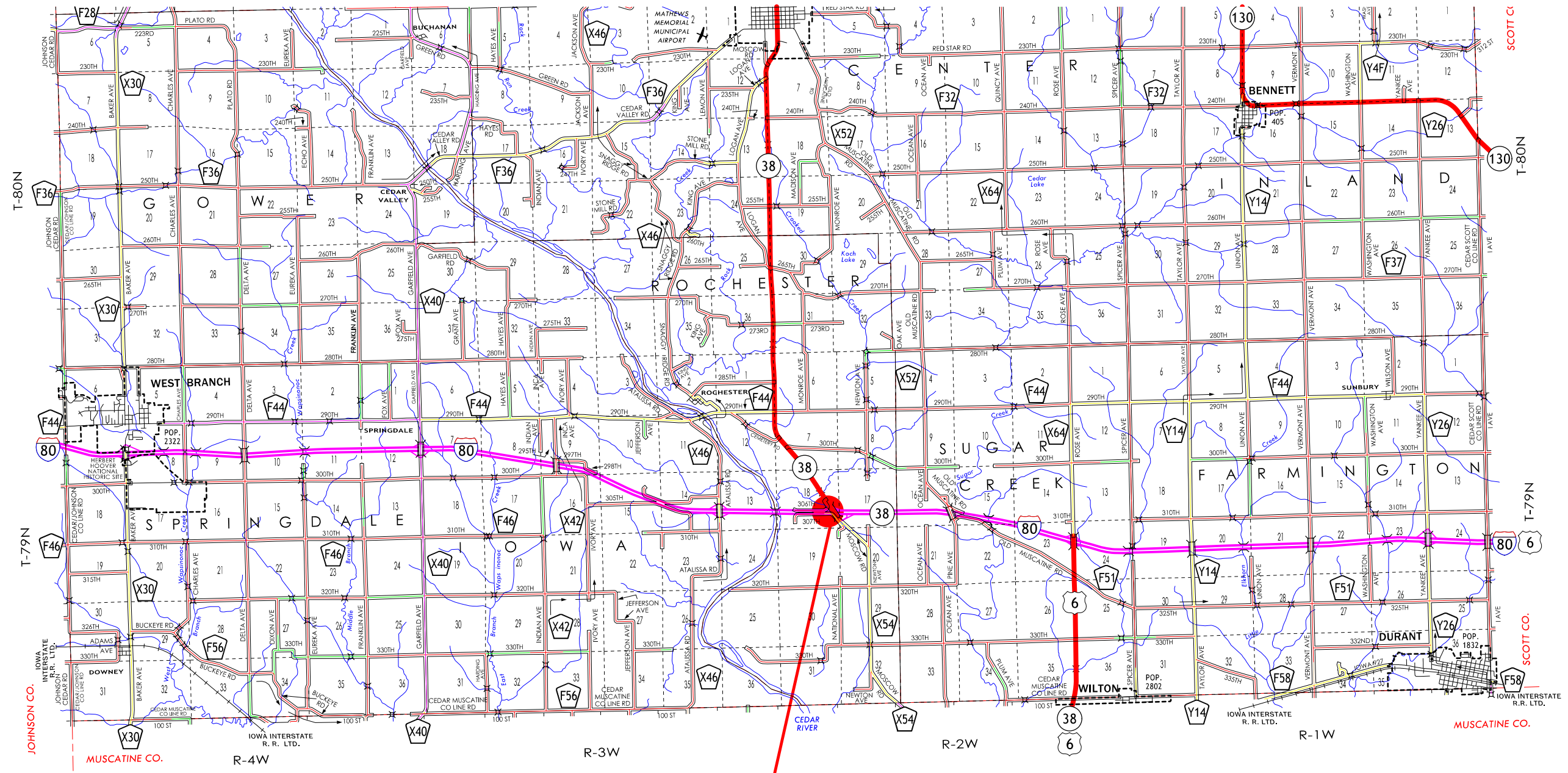
See Sheet N.86

LOCATION MAP
BOONE COUNTY

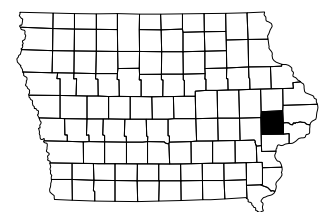


See Sheet N.50

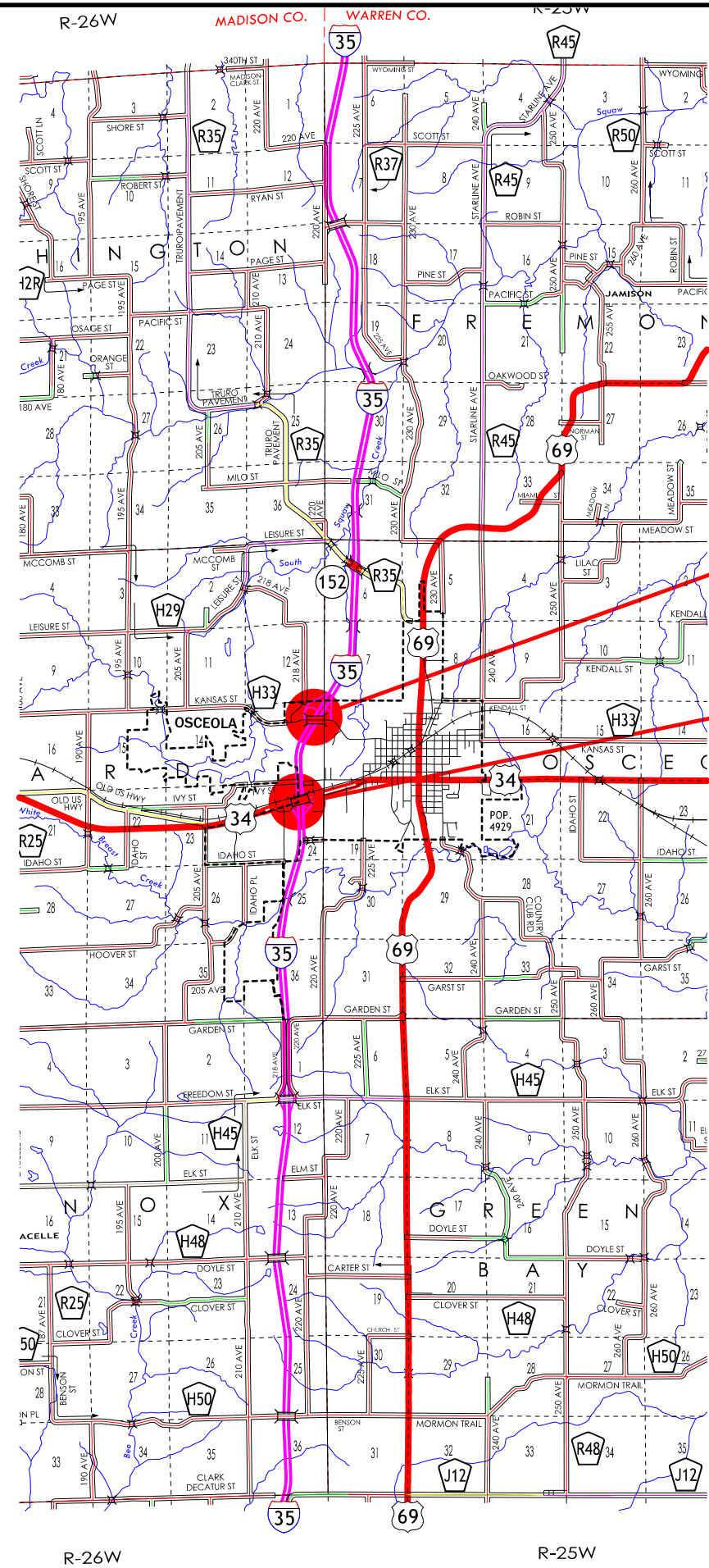
LOCATION MAP
BREMER COUNTY



See Sheet N.15



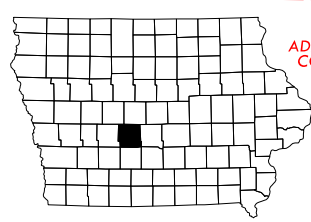
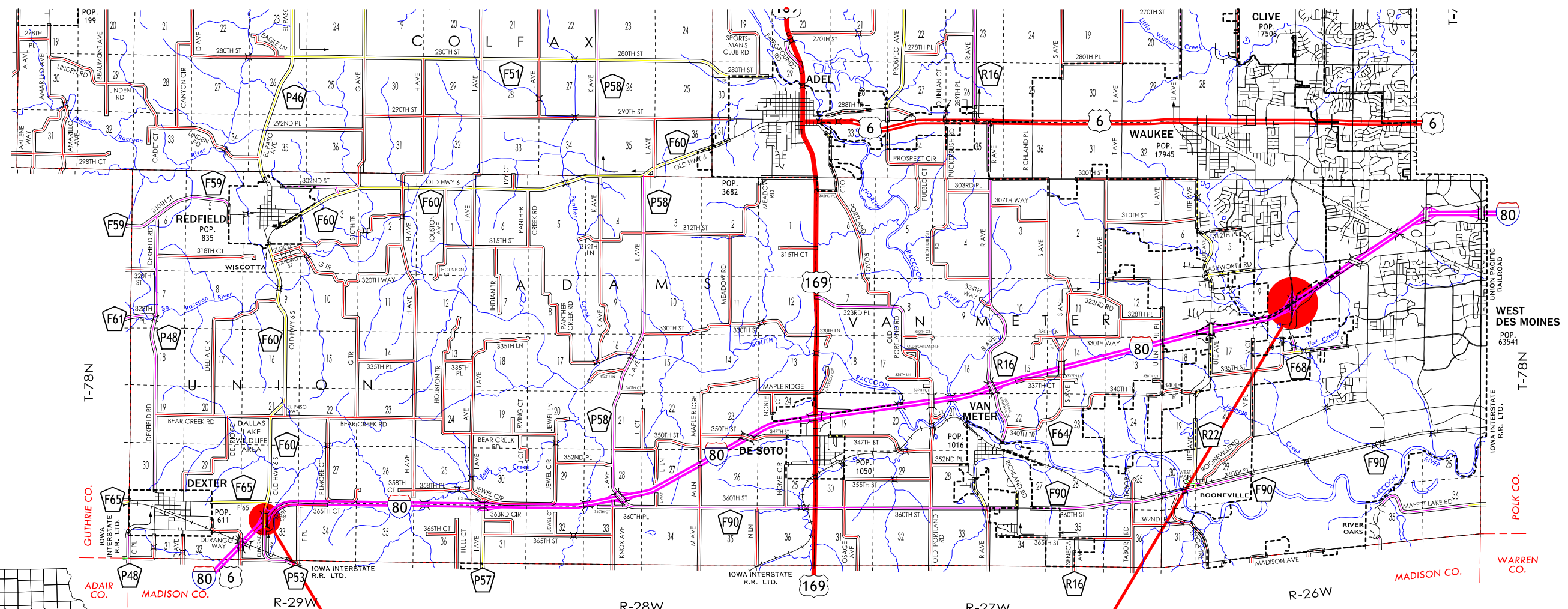
LOCATION MAP
CEDAR COUNTY



See Sheet N.23

See Sheet N.24

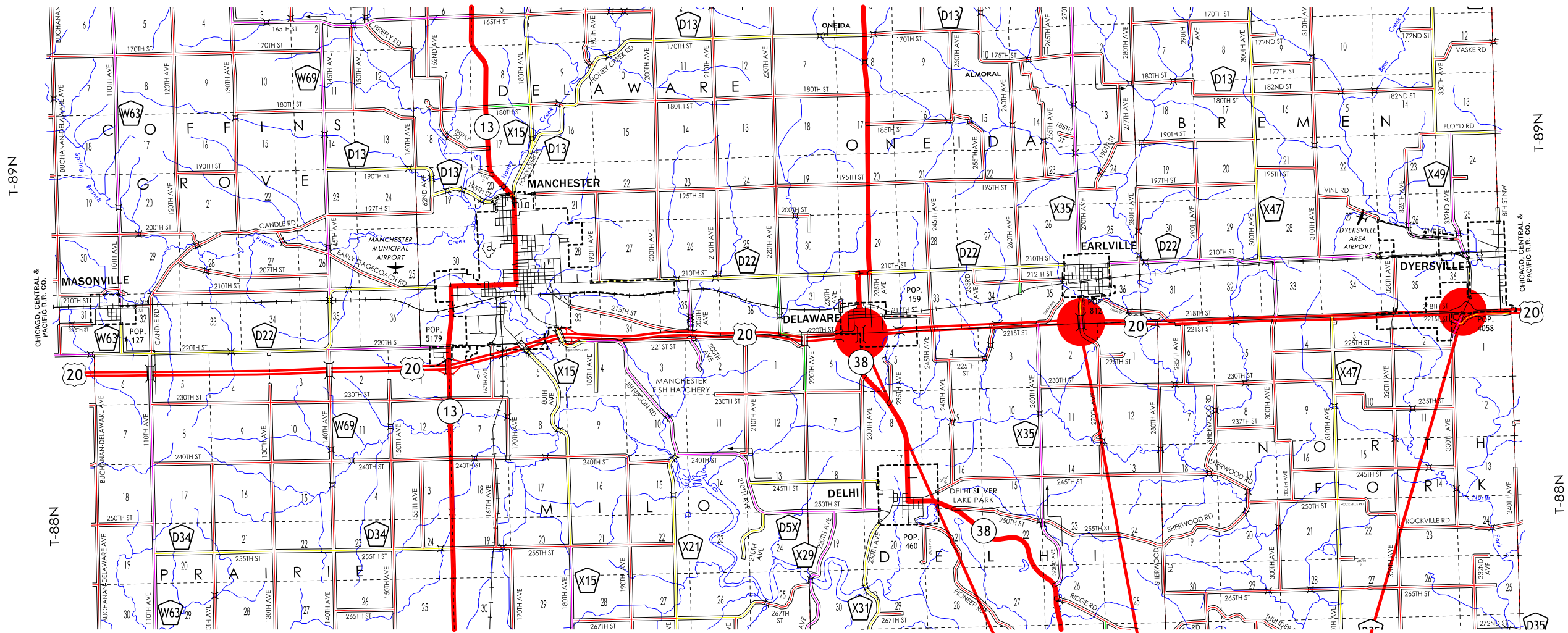
LOCATION MAP
CLARKE COUNTY



See Sheet N.3

See Sheet N.4

LOCATION MAP
DALLAS COUNTY

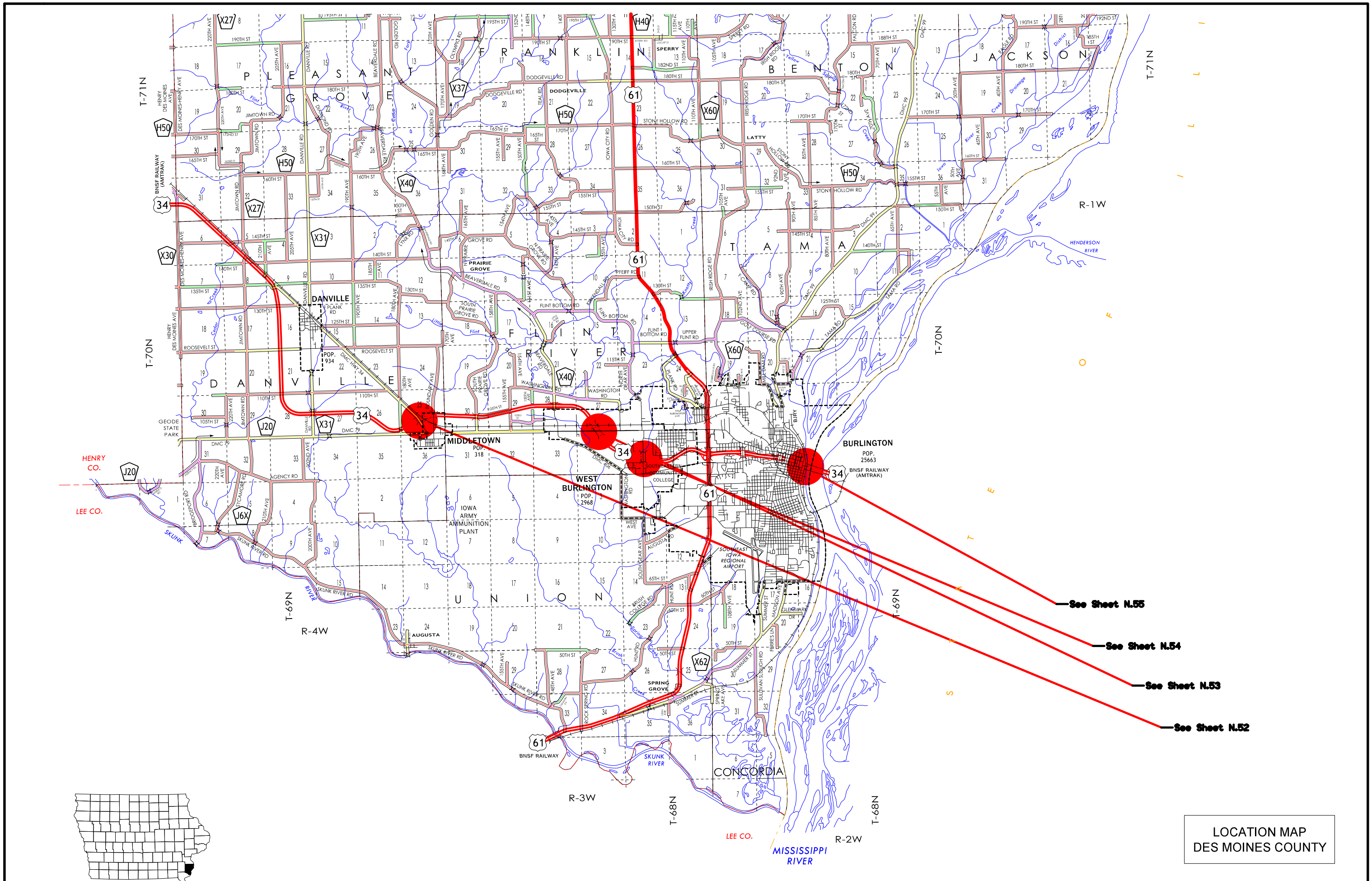


See Sheet N.42

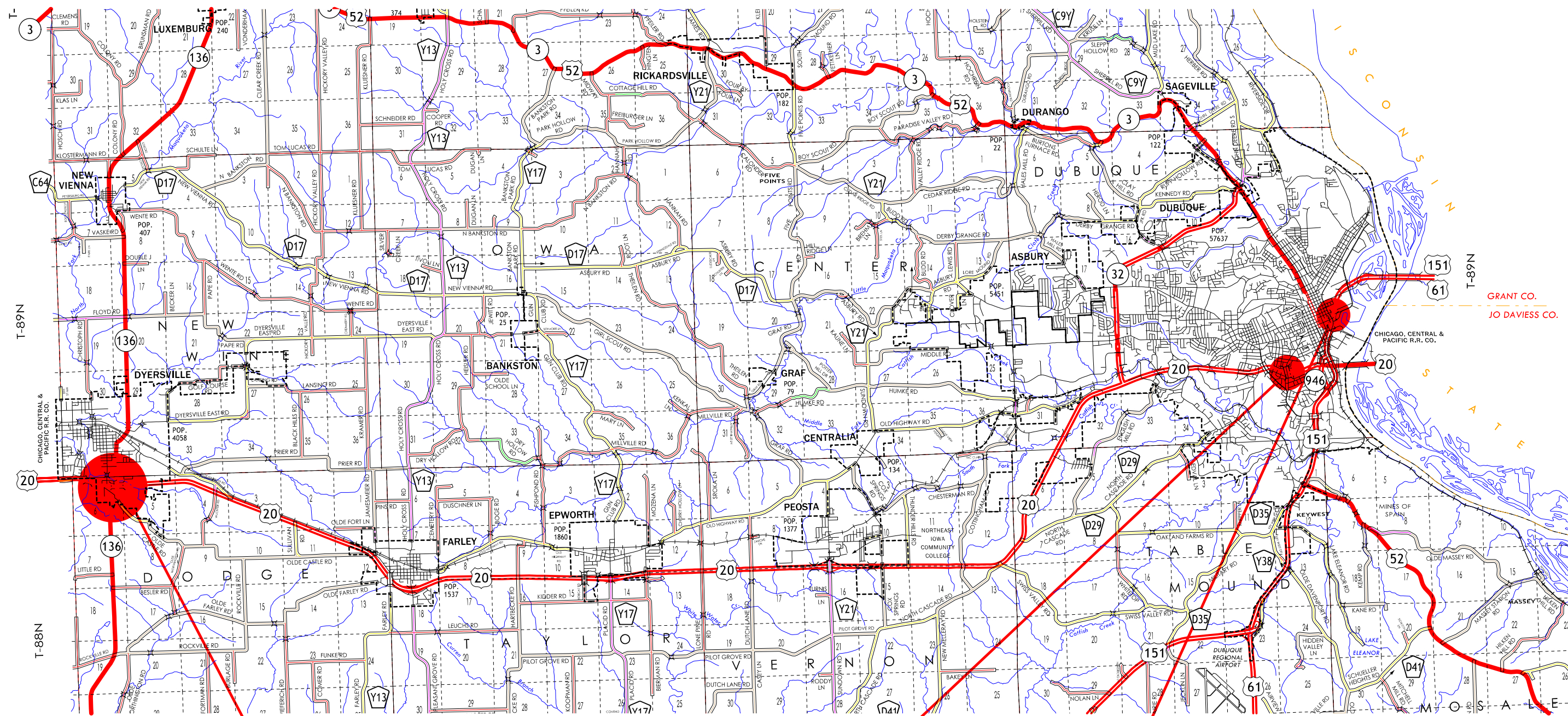
See Sheet N.41

See Sheet N.40

LOCATION MAP
DELAWARE COUNTY



LOCATION MAP
DES MOINES COUNTY

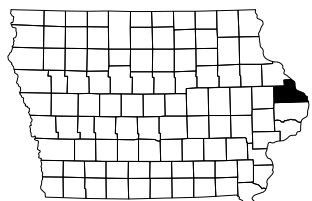
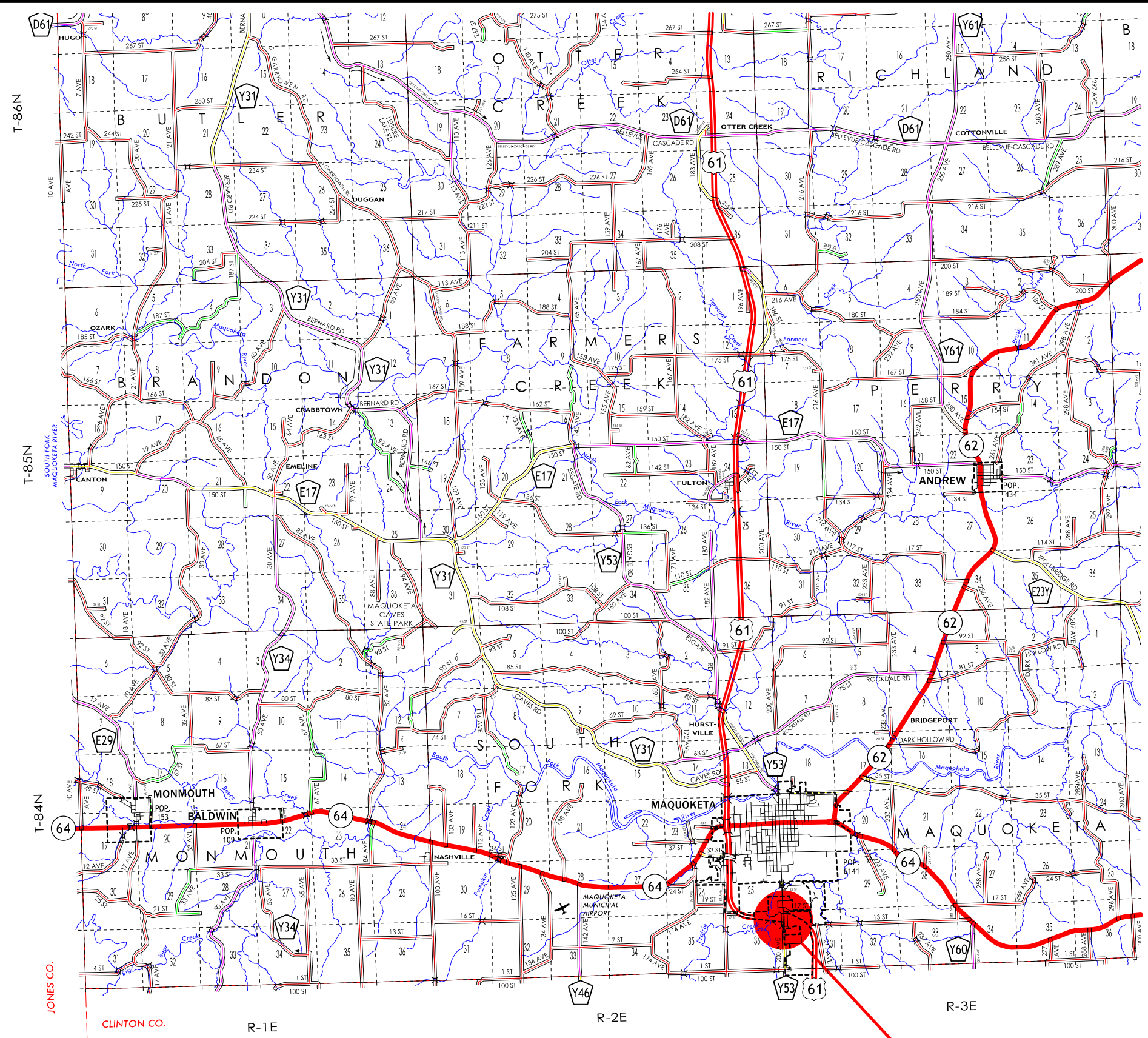


See Sheet N.43

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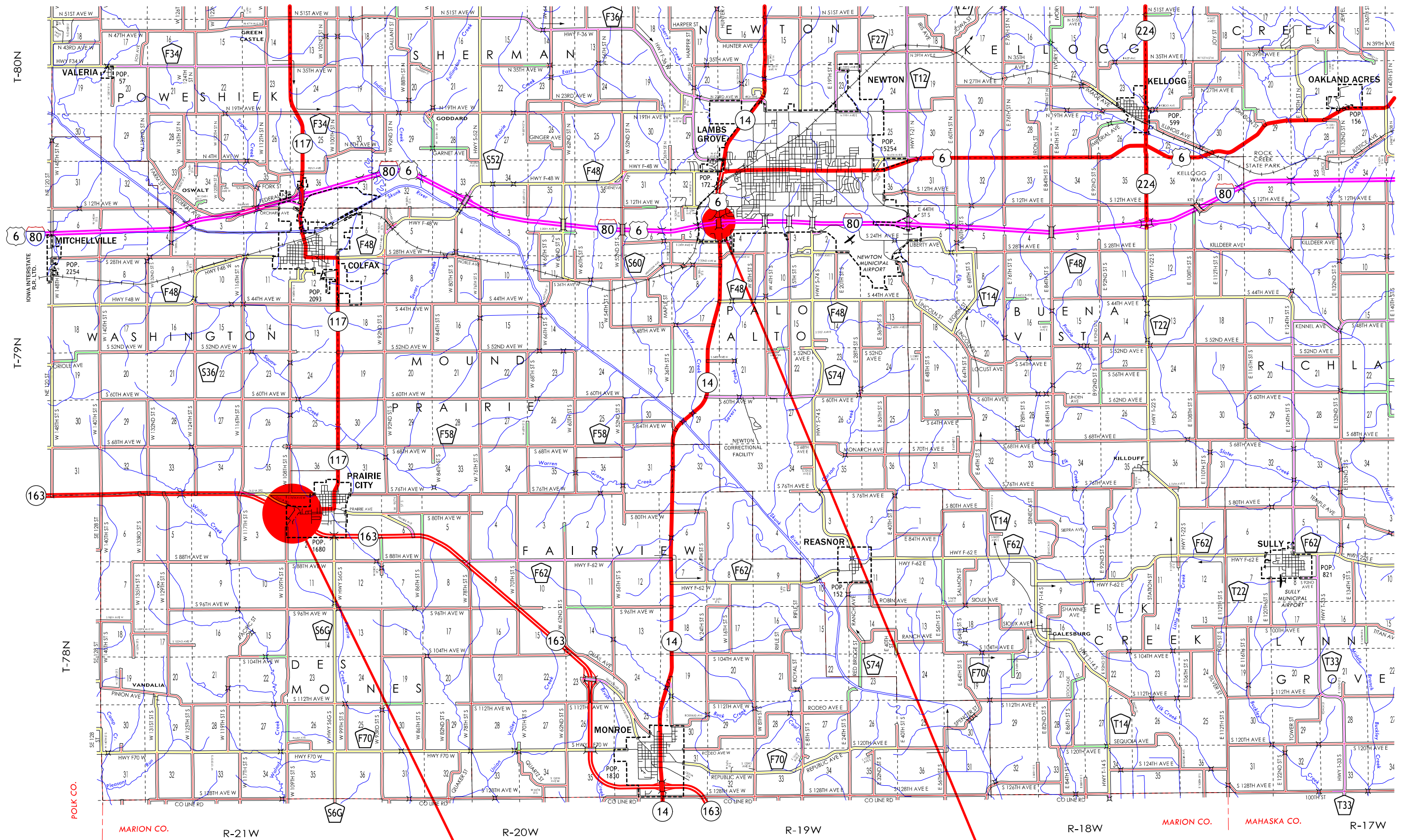
See Sheet N.56

LOCATION MAP
DUBUQUE COUNTY

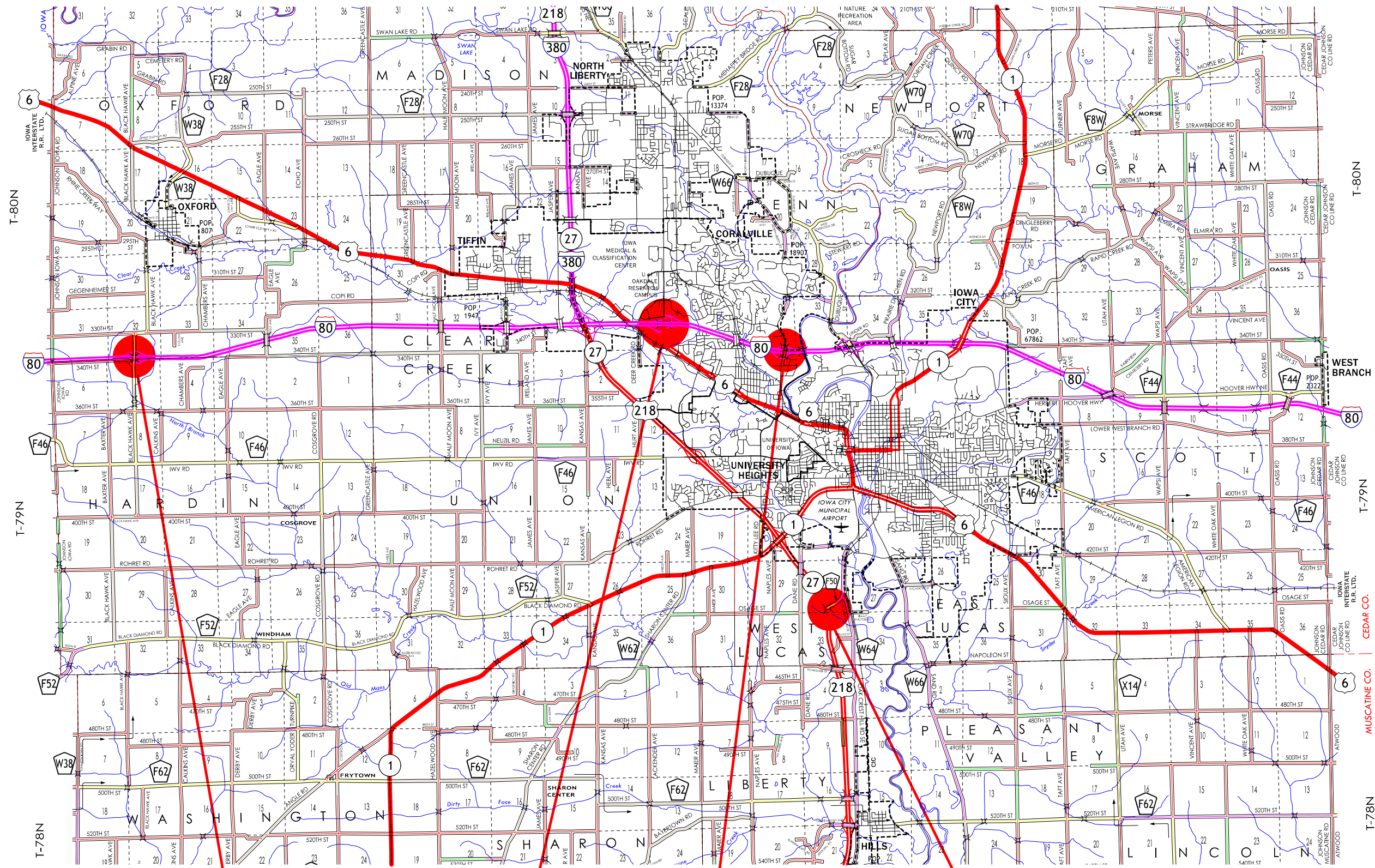


LOCATION MAP
JACKSON COUNTY

See Sheet N.57

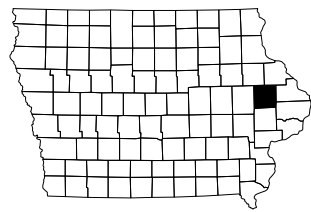
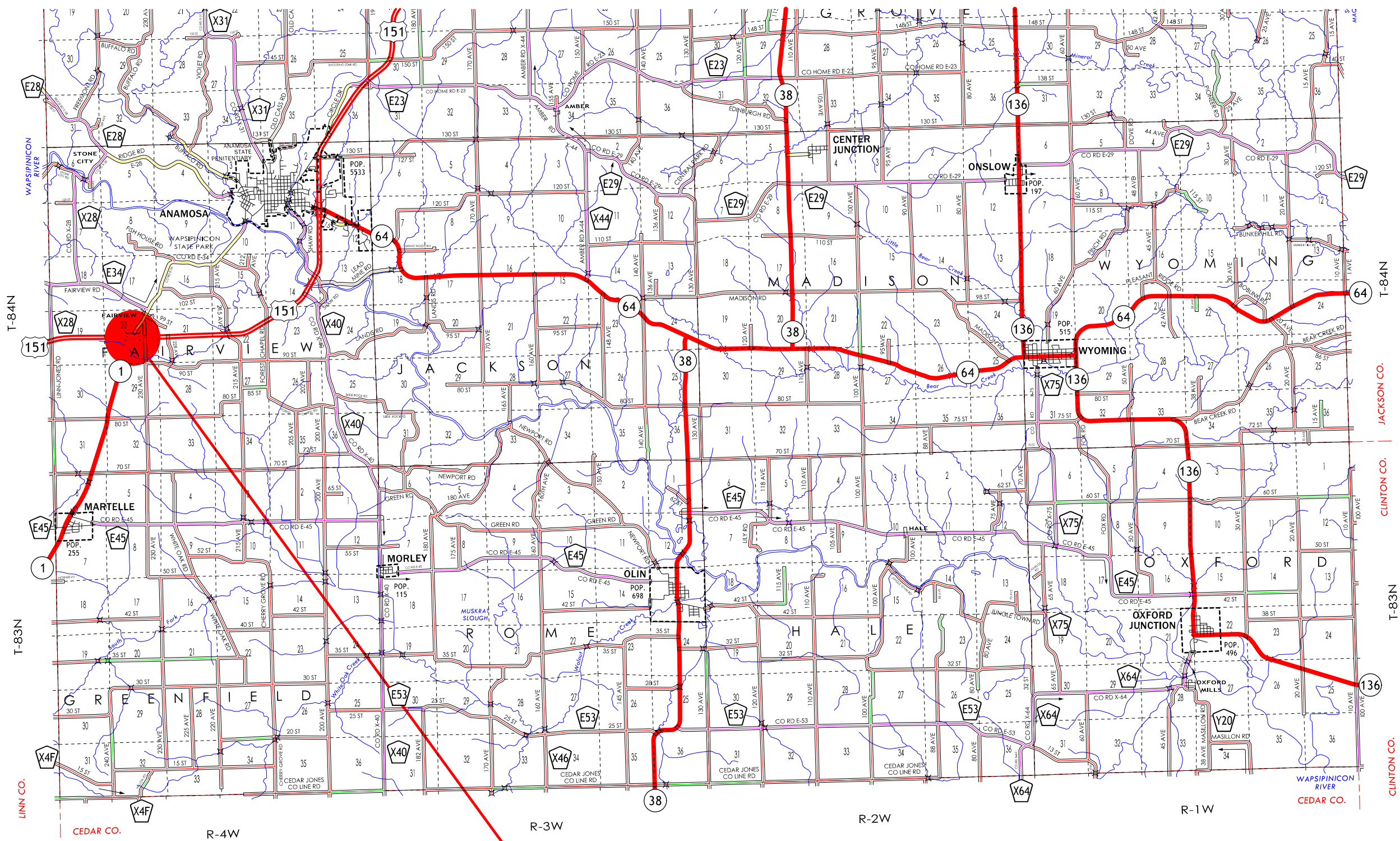


LOCATION MAP
JASPER COUNTY



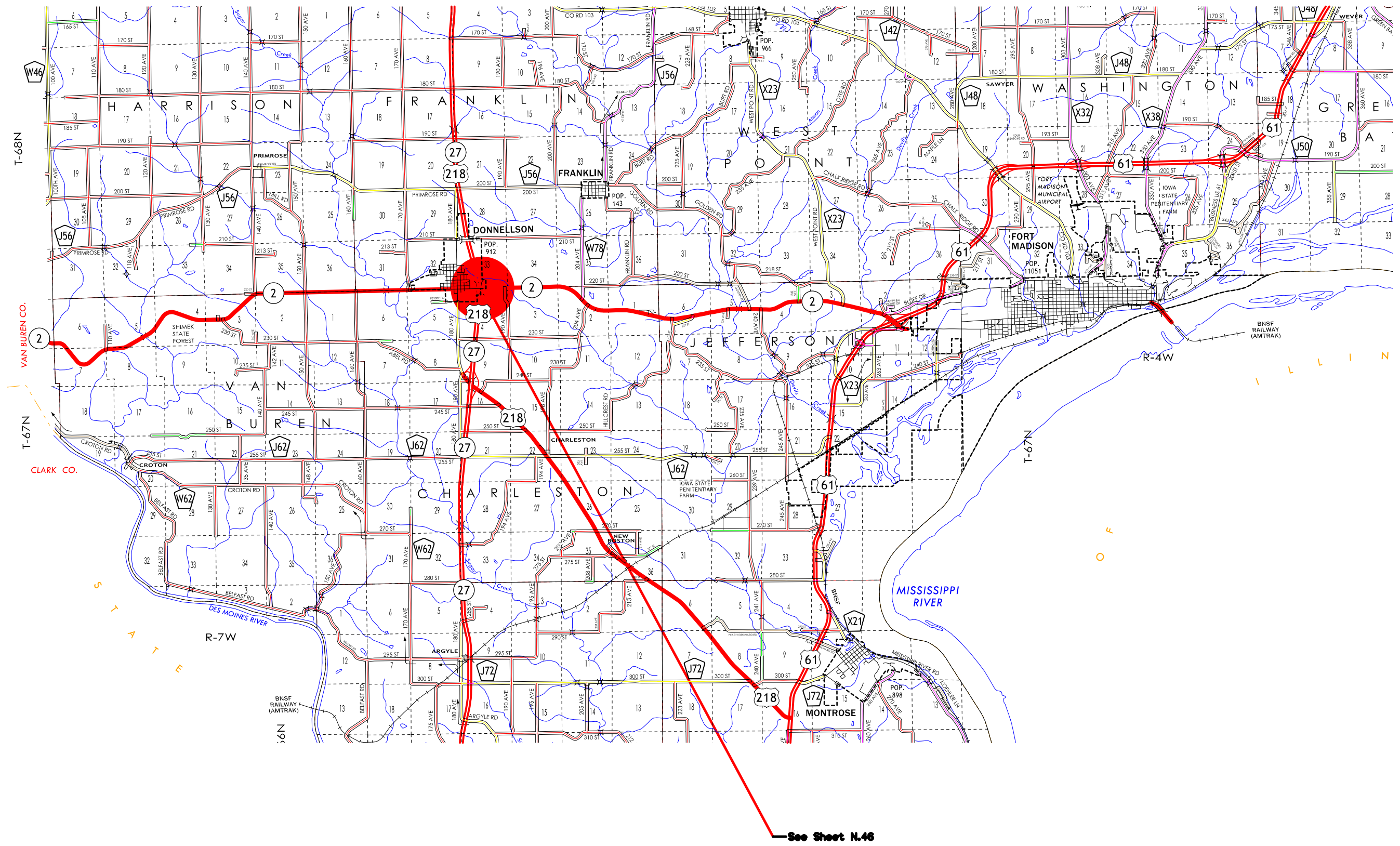
See Sheet N.12 See Sheet N.13 See Sheet N.14 See Sheet N.48

LOCATION MAP
JOHNSON COUNTY



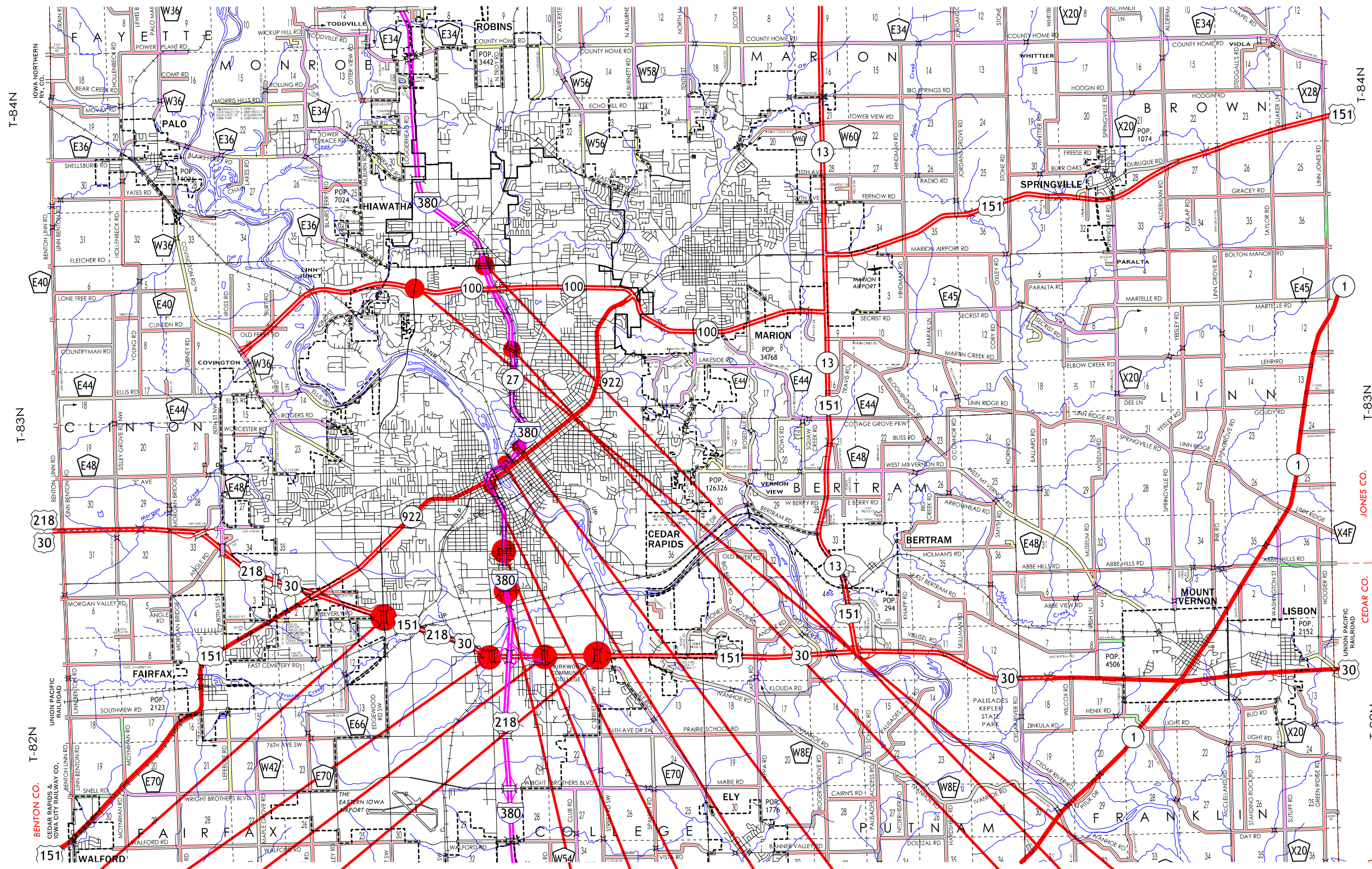
— See Sheet N.45

LOCATION MAP
JONES COUNTY



See Sheet N.46

LOCATION MAP
LEE COUNTY



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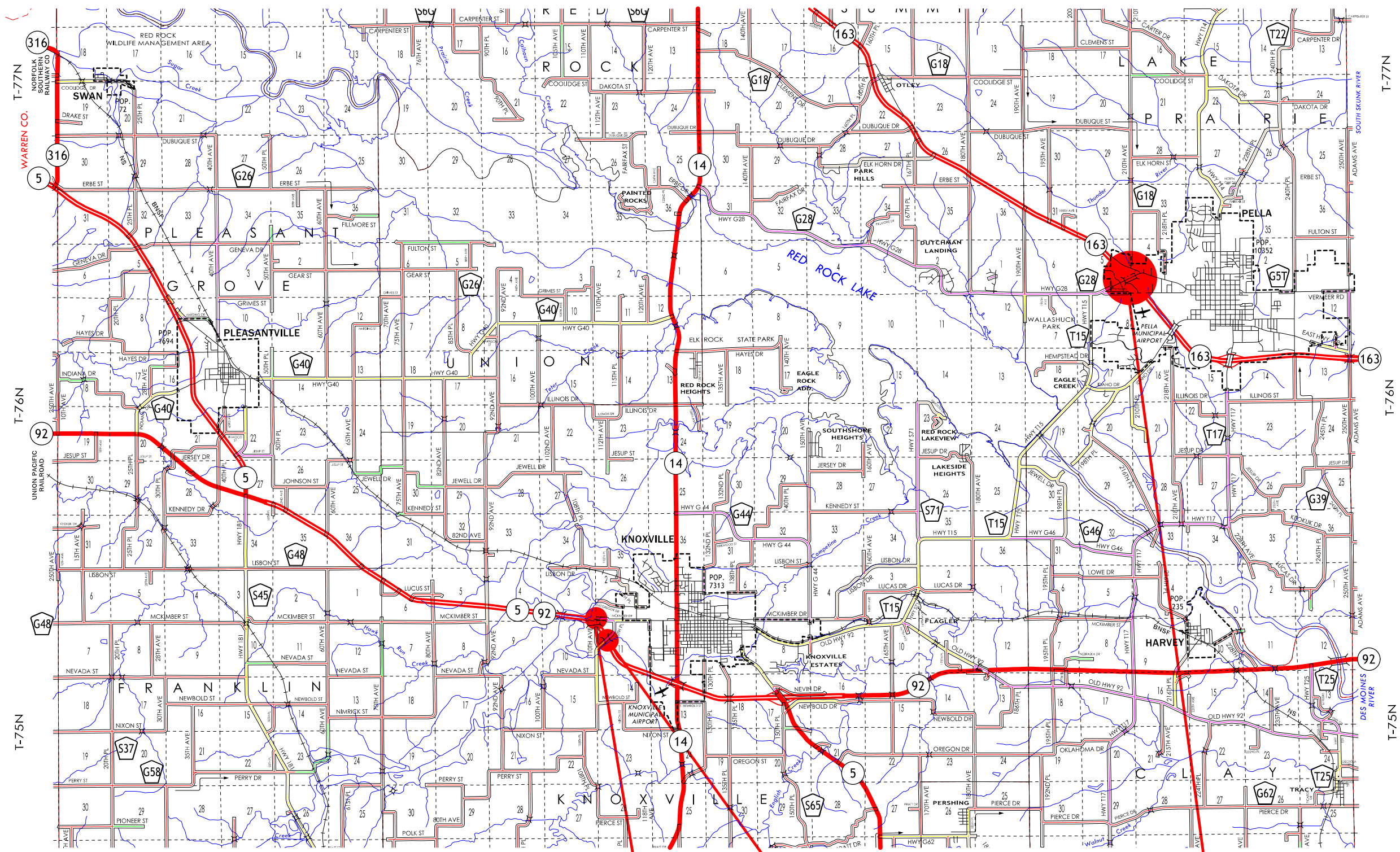
See Sheet N.74 — See Sheet N.18

See Sheet N.75 — See Sheet N.17

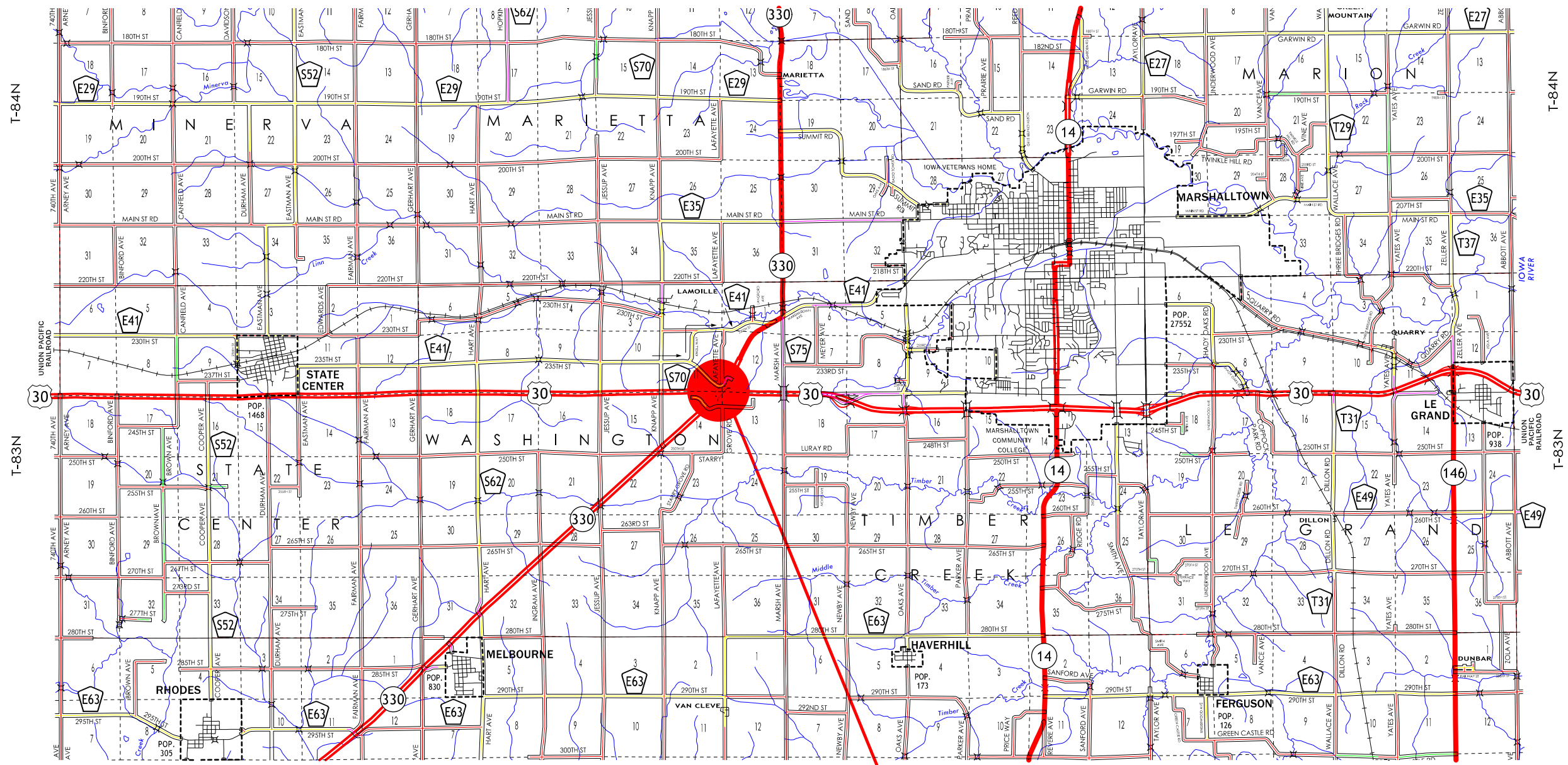
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LOCATION MAP
LINN COUNTY

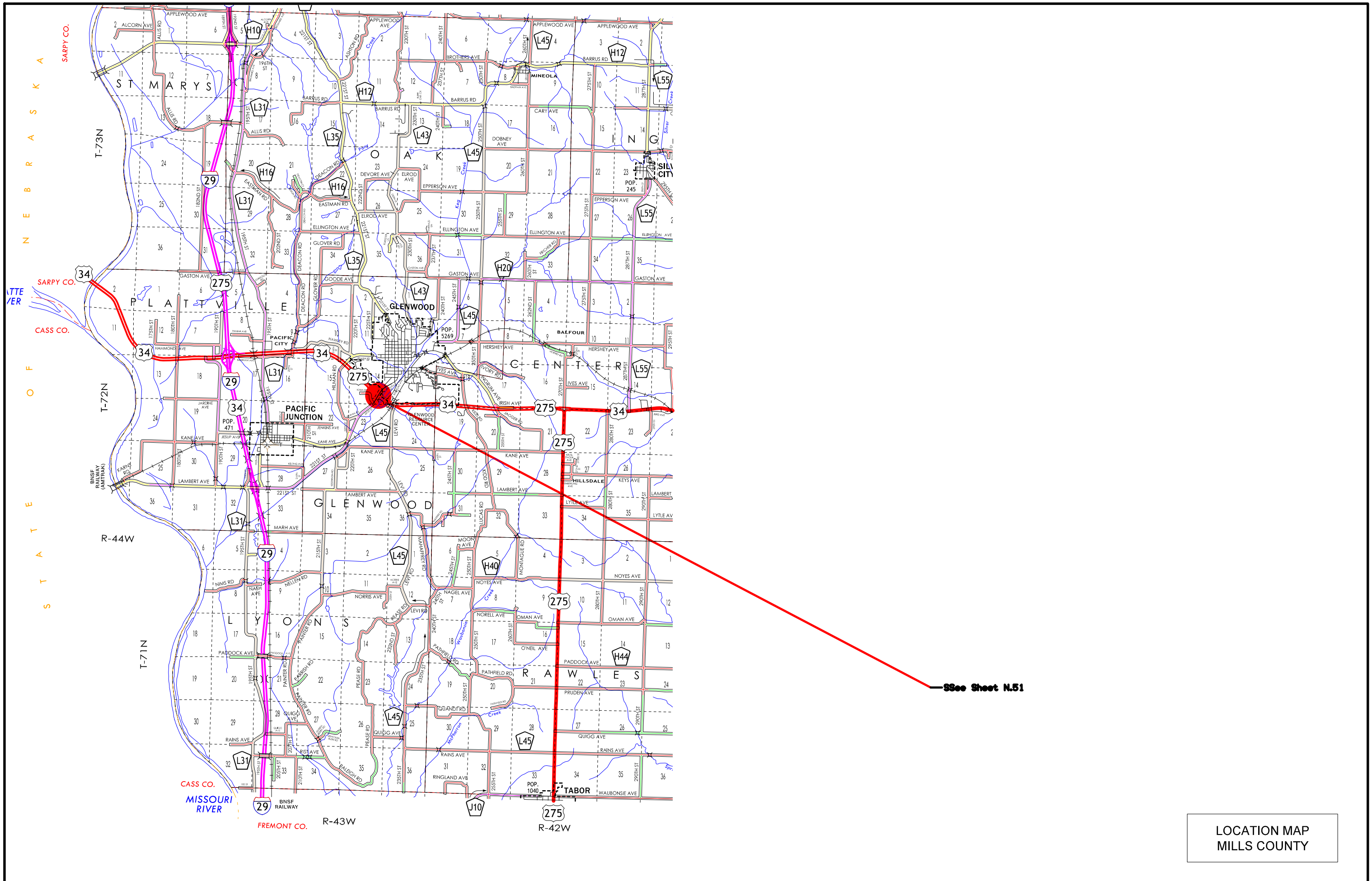


LOCATION MAP
MARION COUNTY

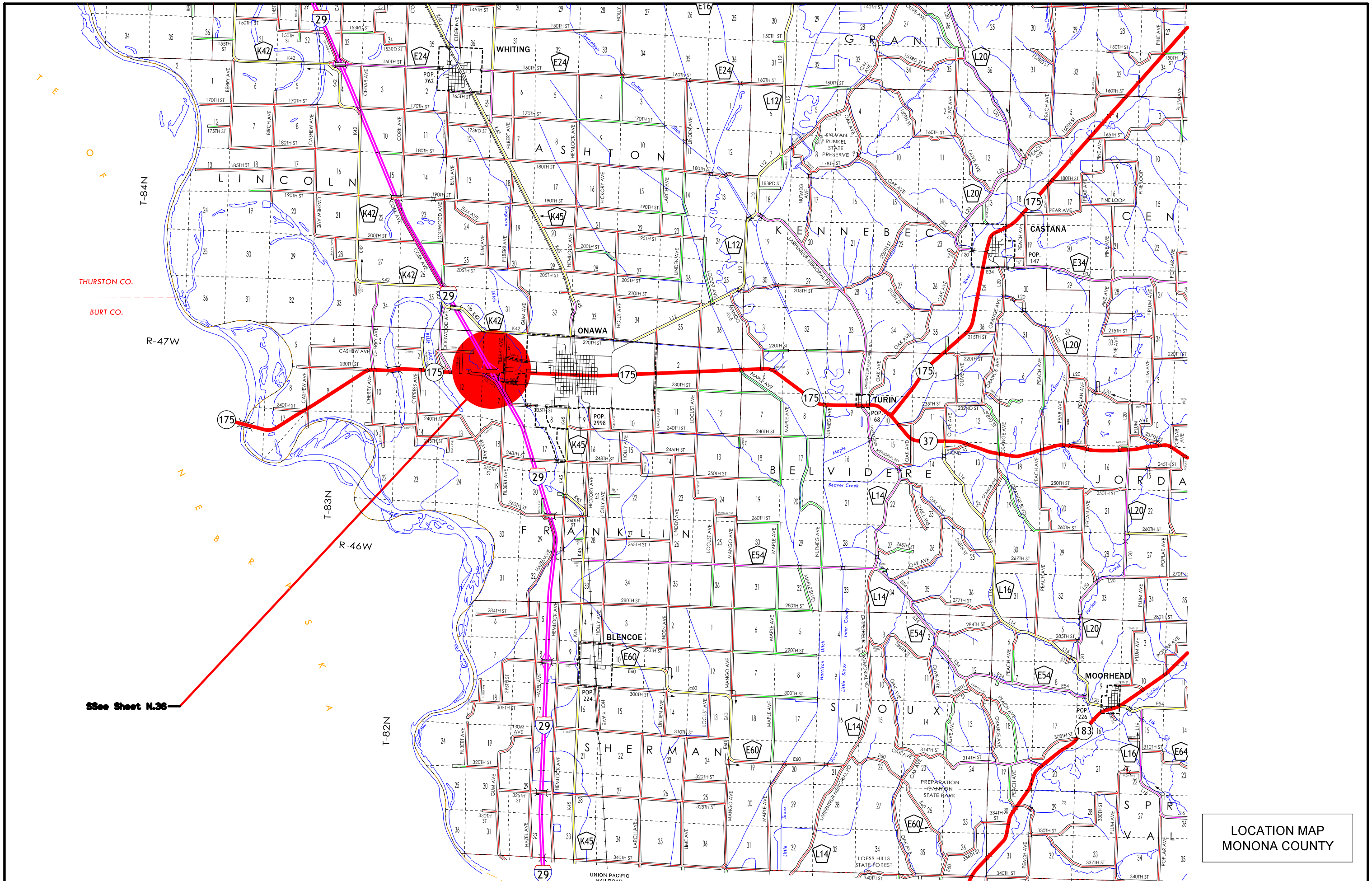


See Sheet N.70

LOCATION MAP
MARSHALL COUNTY



LOCATION MAP
MILLS COUNTY



THURSTON CO.

BURT CO.

T-84N

R-47W

T-83N

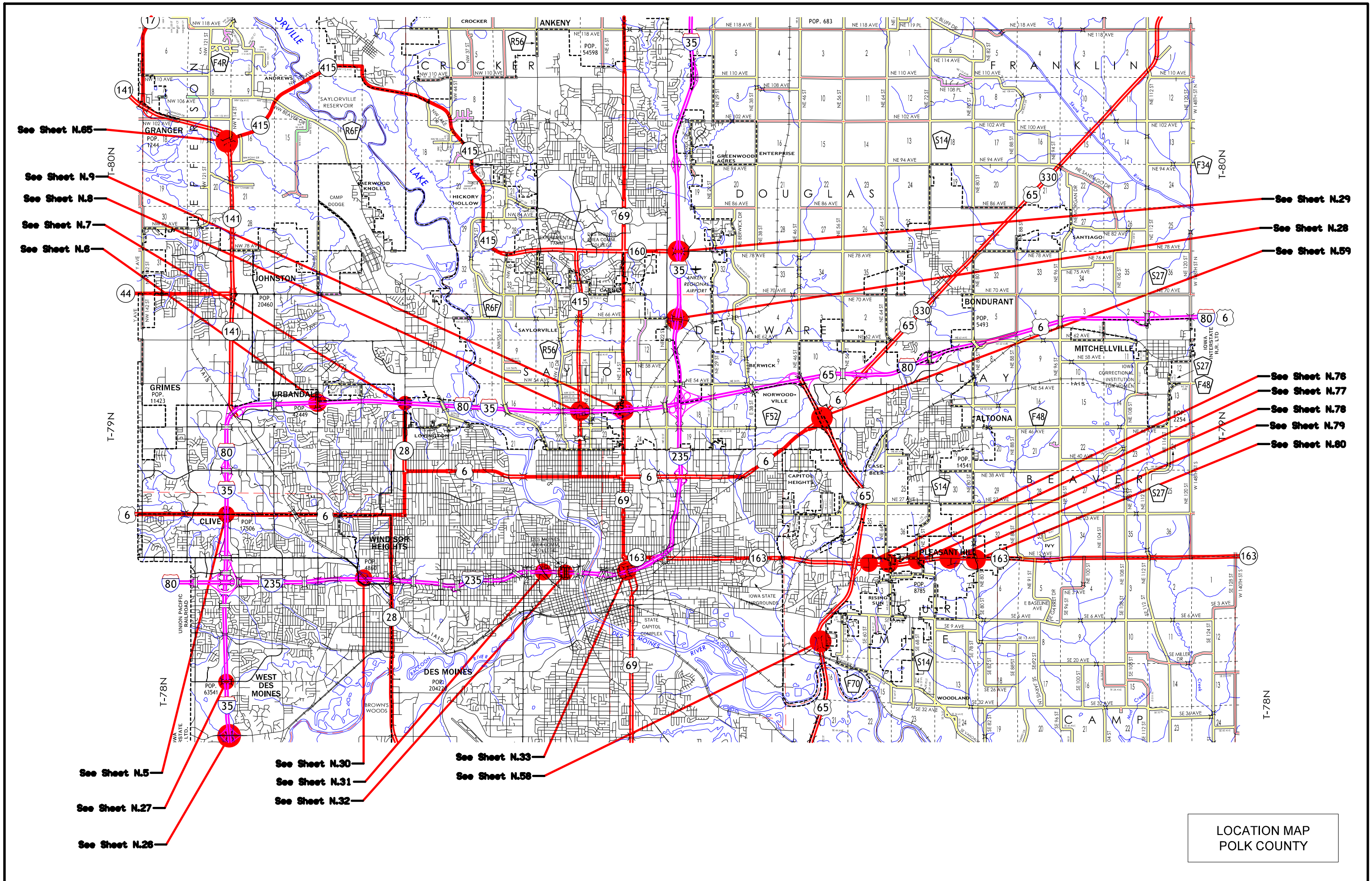
T-83N

R-46W

T-82N

See Sheet N.36

LOCATION MAP
MONONA COUNTY

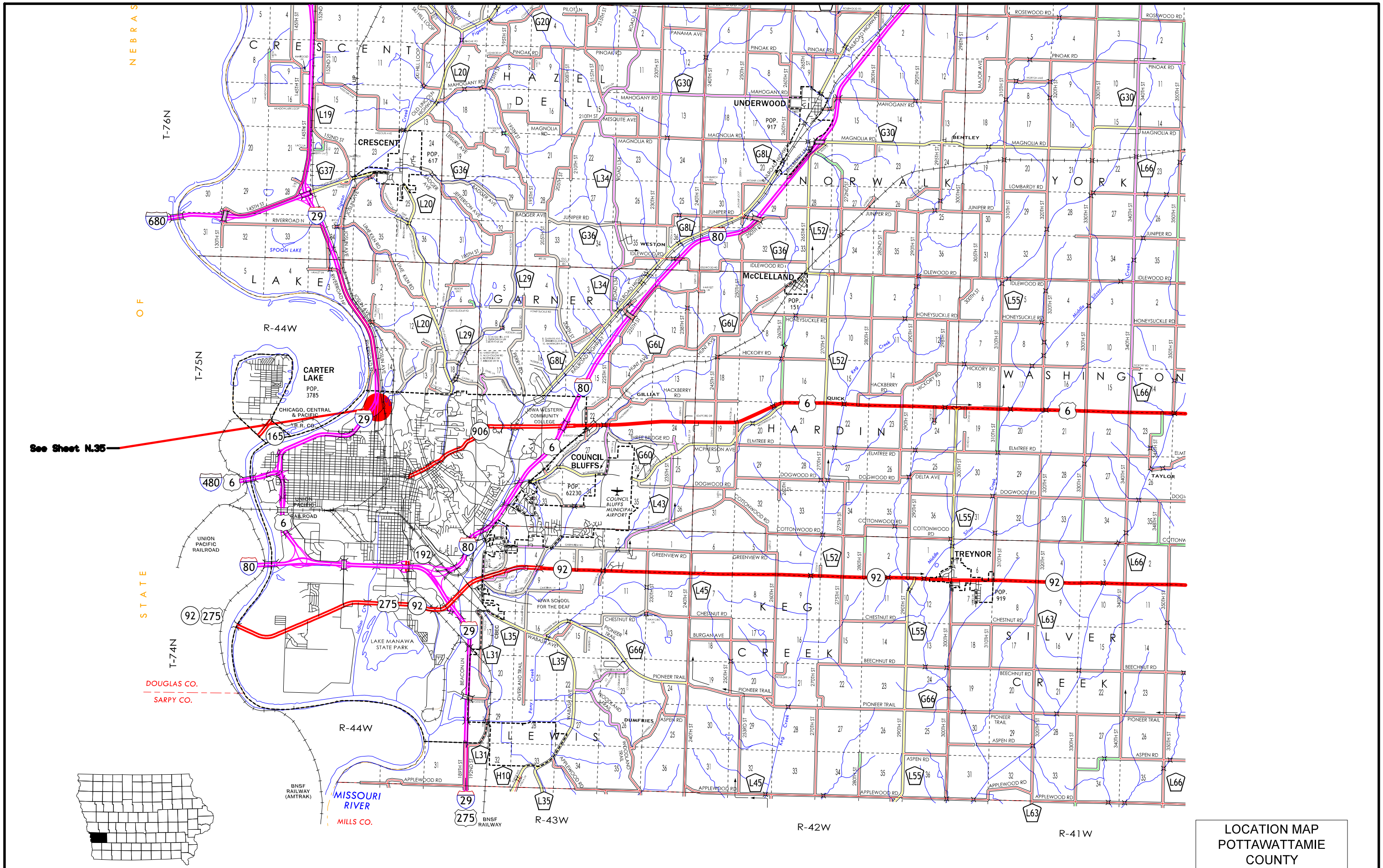


See Sheet N.65
 See Sheet N.9
 See Sheet N.8
 See Sheet N.7
 See Sheet N.6
 See Sheet N.5
 See Sheet N.27
 See Sheet N.26

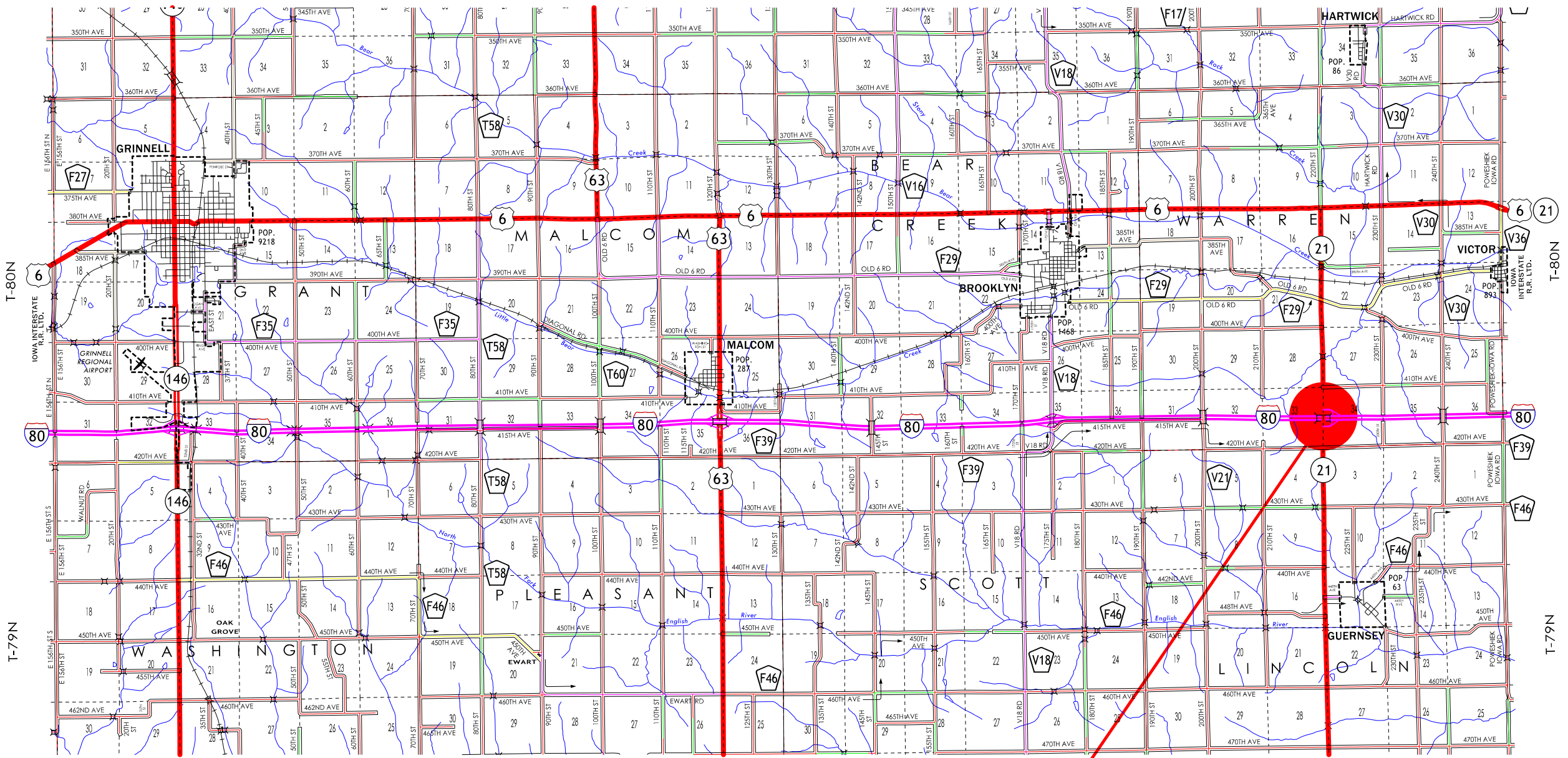
See Sheet N.29
 See Sheet N.28
 See Sheet N.59
 See Sheet N.76
 See Sheet N.77
 See Sheet N.78
 See Sheet N.79
 See Sheet N.80

See Sheet N.30
 See Sheet N.31
 See Sheet N.32
 See Sheet N.33
 See Sheet N.58

LOCATION MAP
 POLK COUNTY

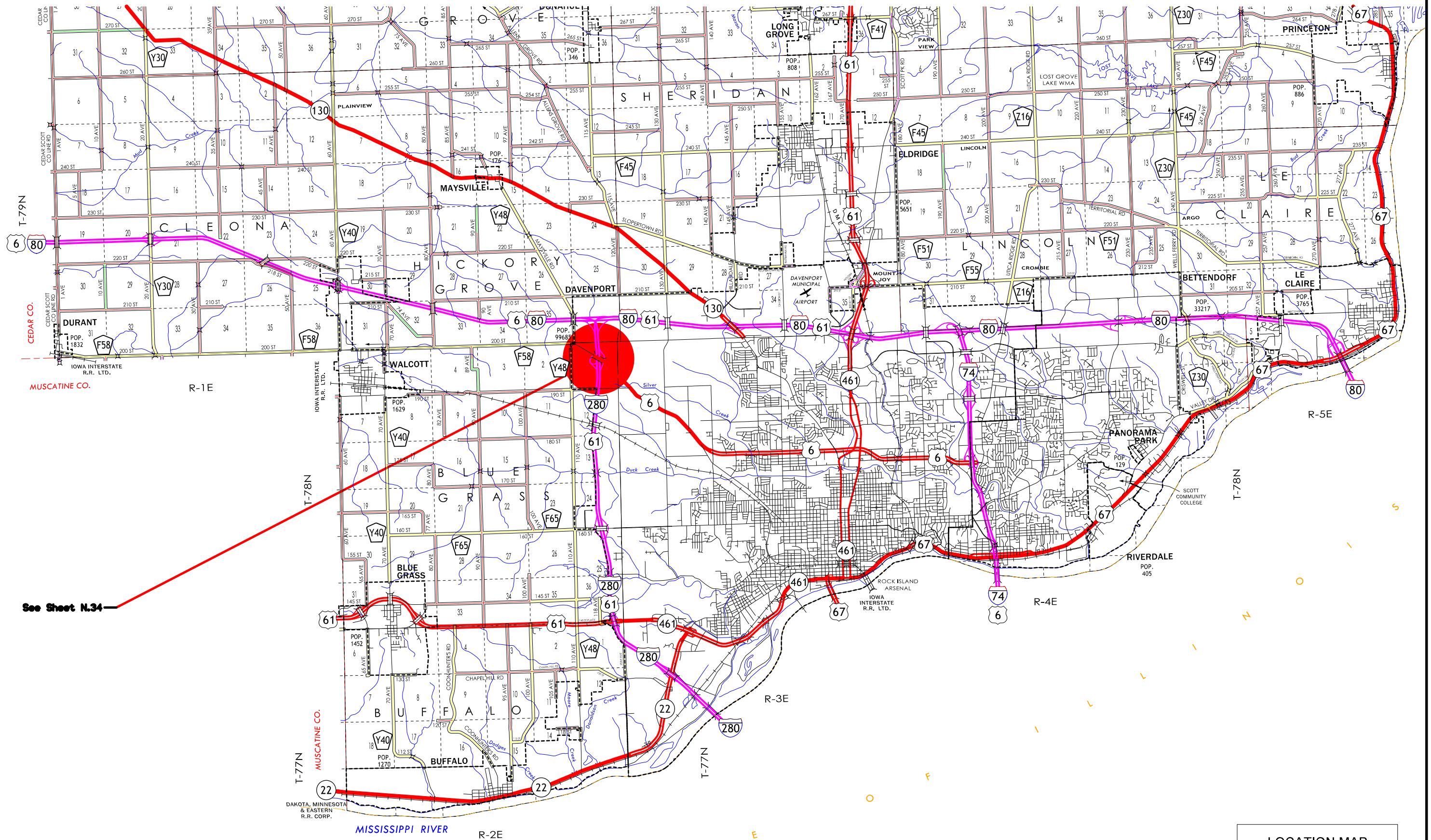


LOCATION MAP
POTTAWATTAMIE
COUNTY



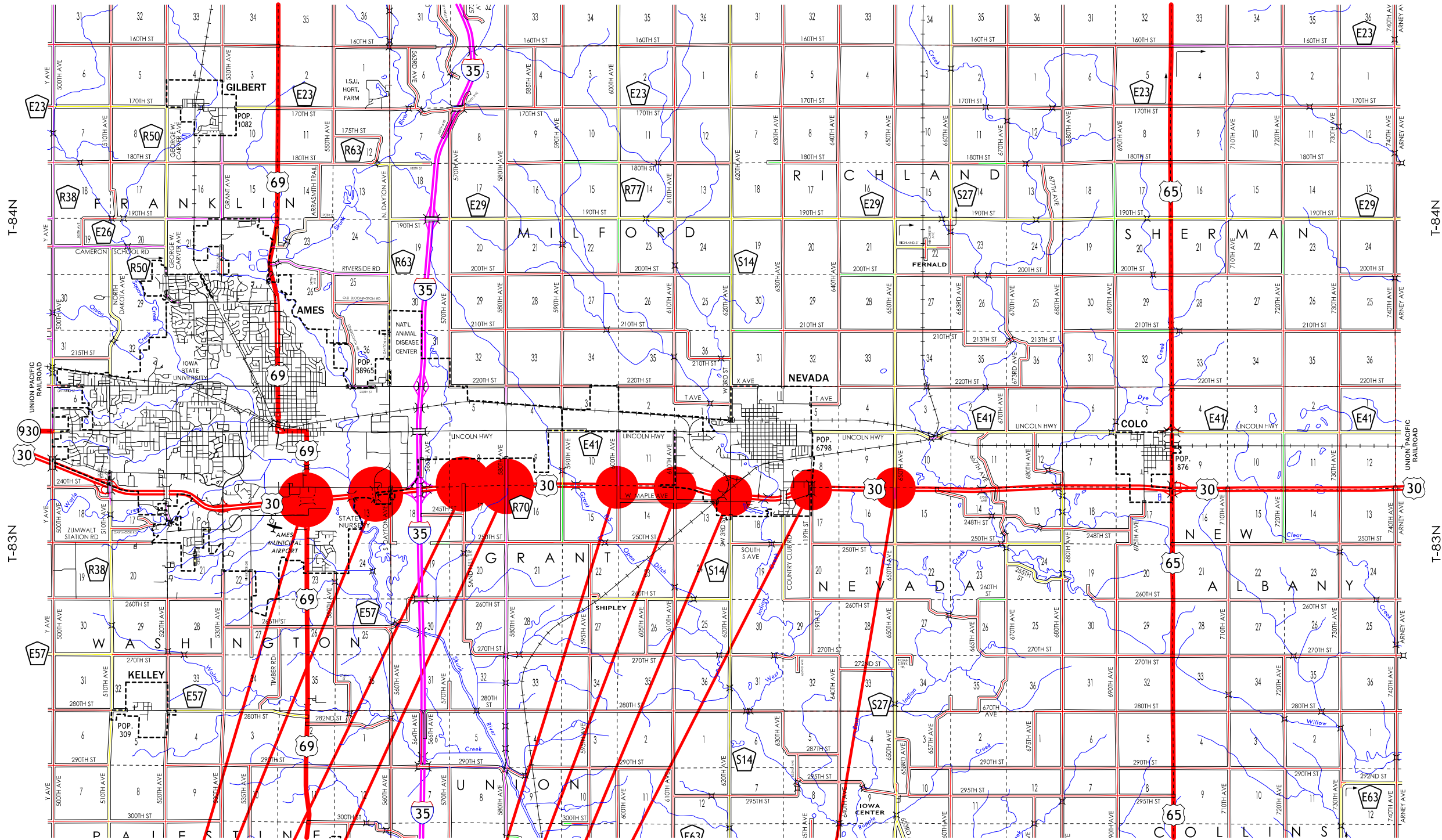
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LOCATION MAP
POWESHIEK COUNTY



See Sheet N.34

LOCATION MAP
SCOTT COUNTY



See Sheet N.67

See Sheet N.68

See Sheet N.87

See Sheet N.88

See Sheet N.89

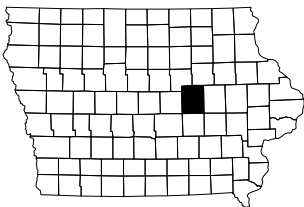
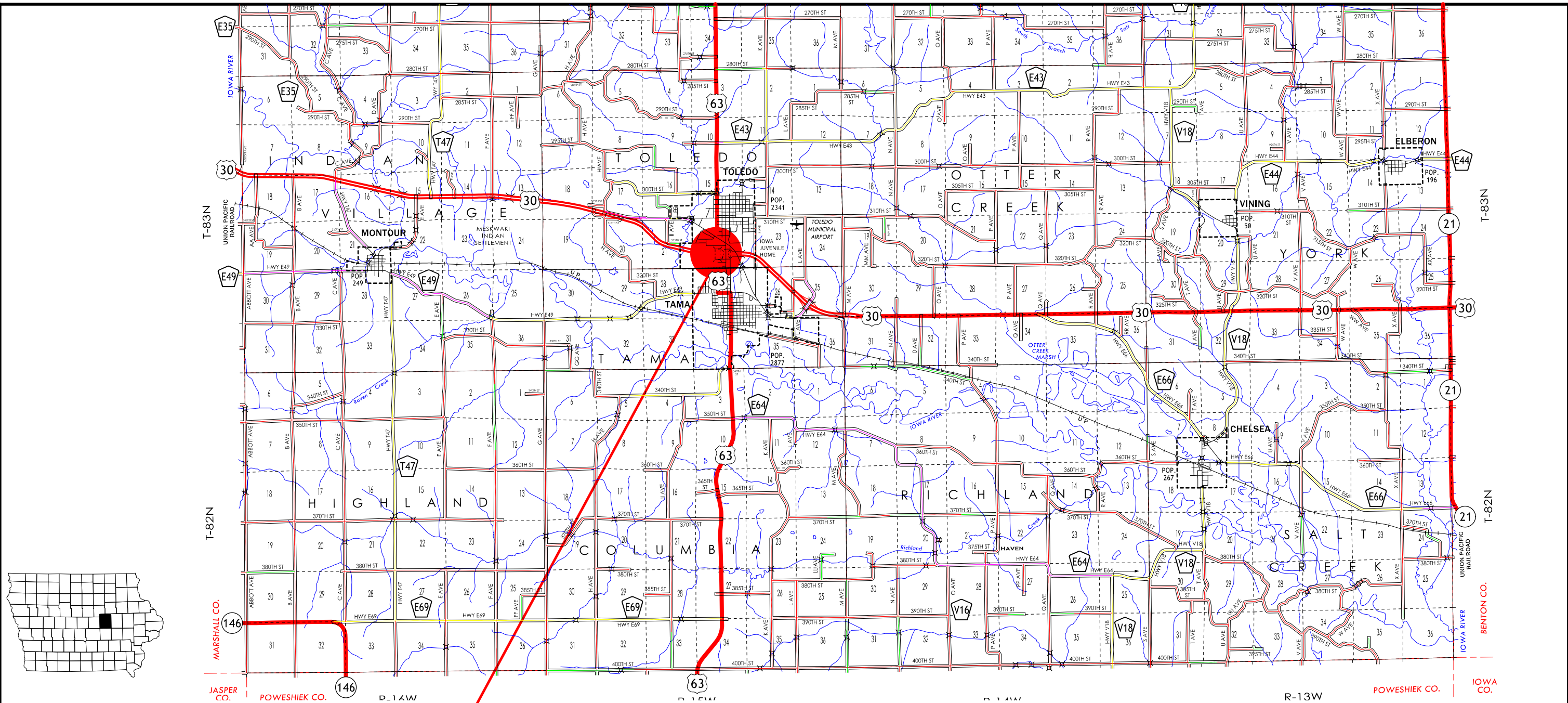
See Sheet N.90

See Sheet N.91

See Sheet N.89

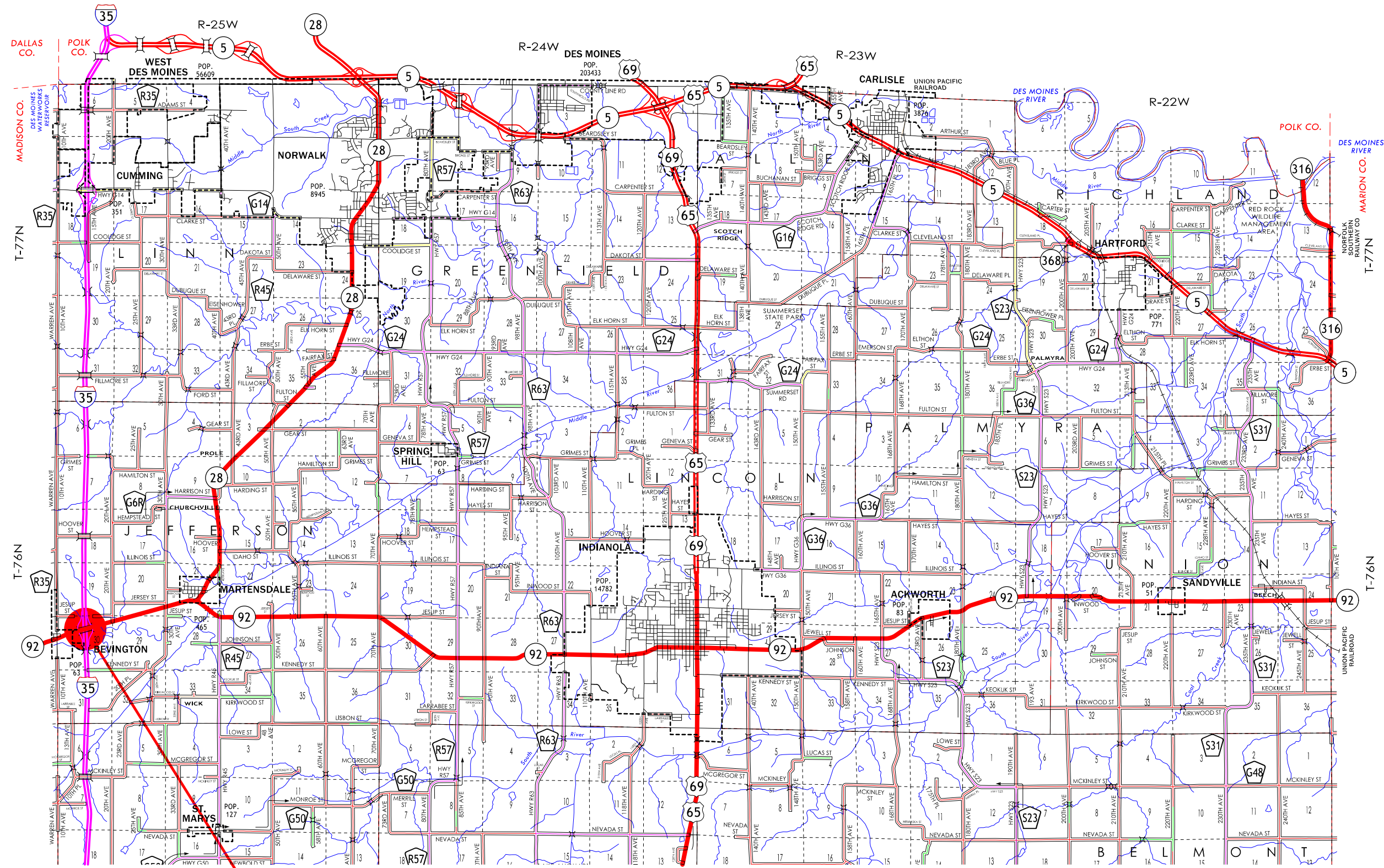
See Sheet N.92

LOCATION MAP
STORY COUNTY



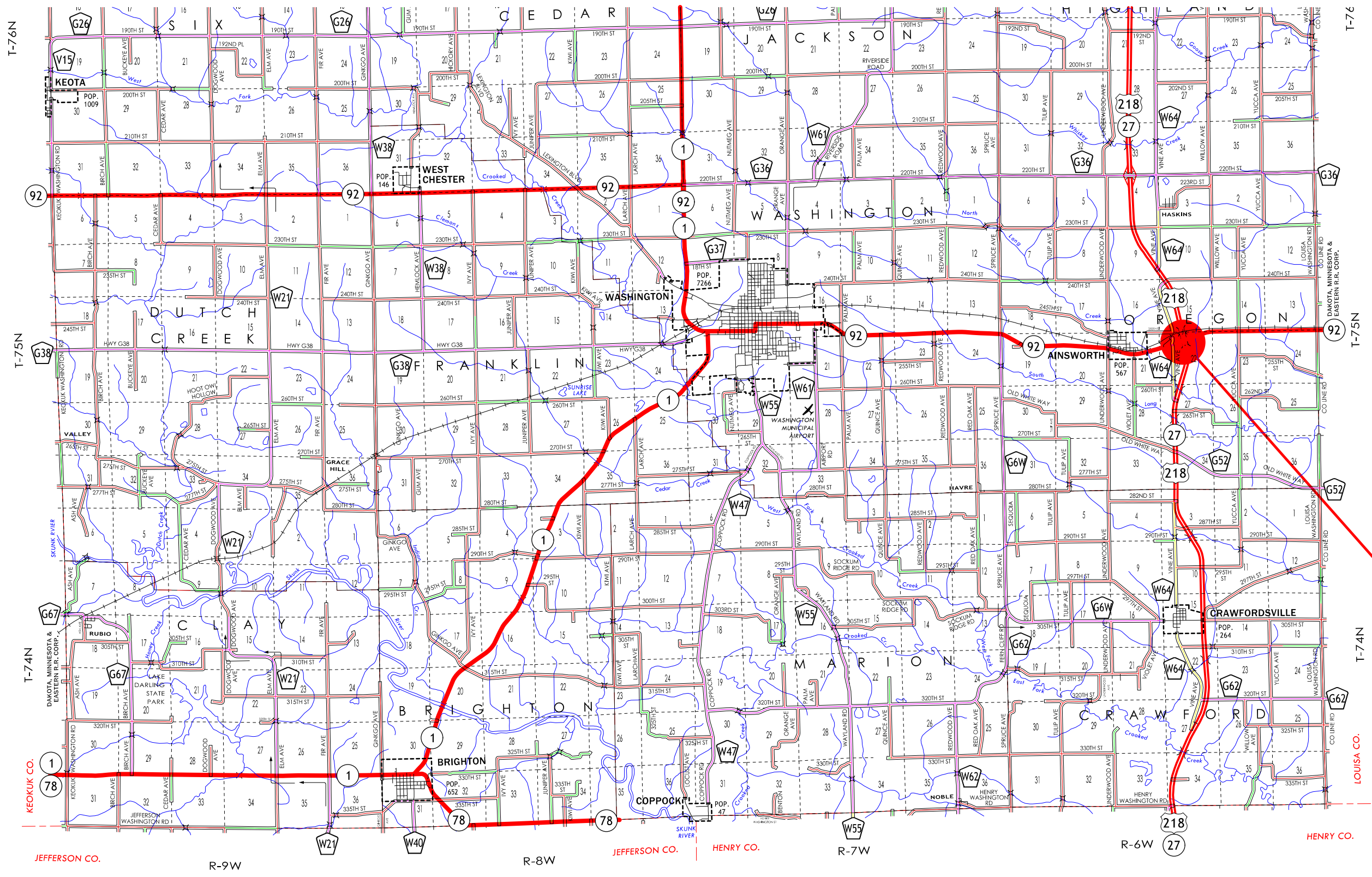
See Sheet N.71

LOCATION MAP
TAMA COUNTY

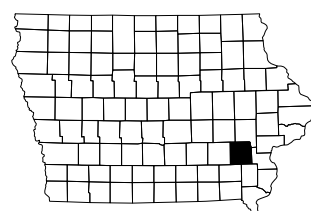


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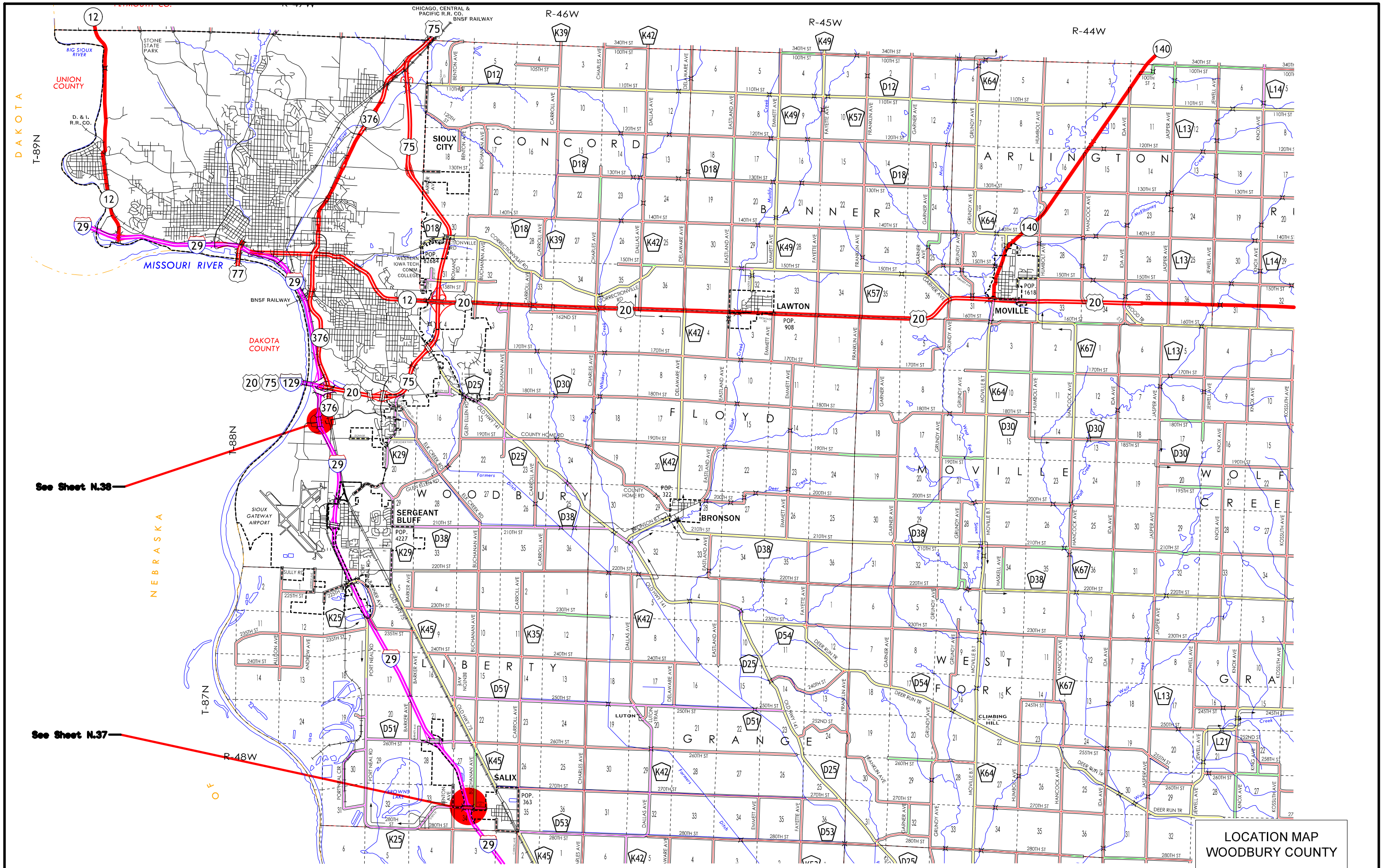
LOCATION MAP
WARREN COUNTY



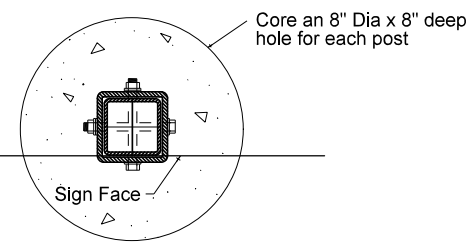
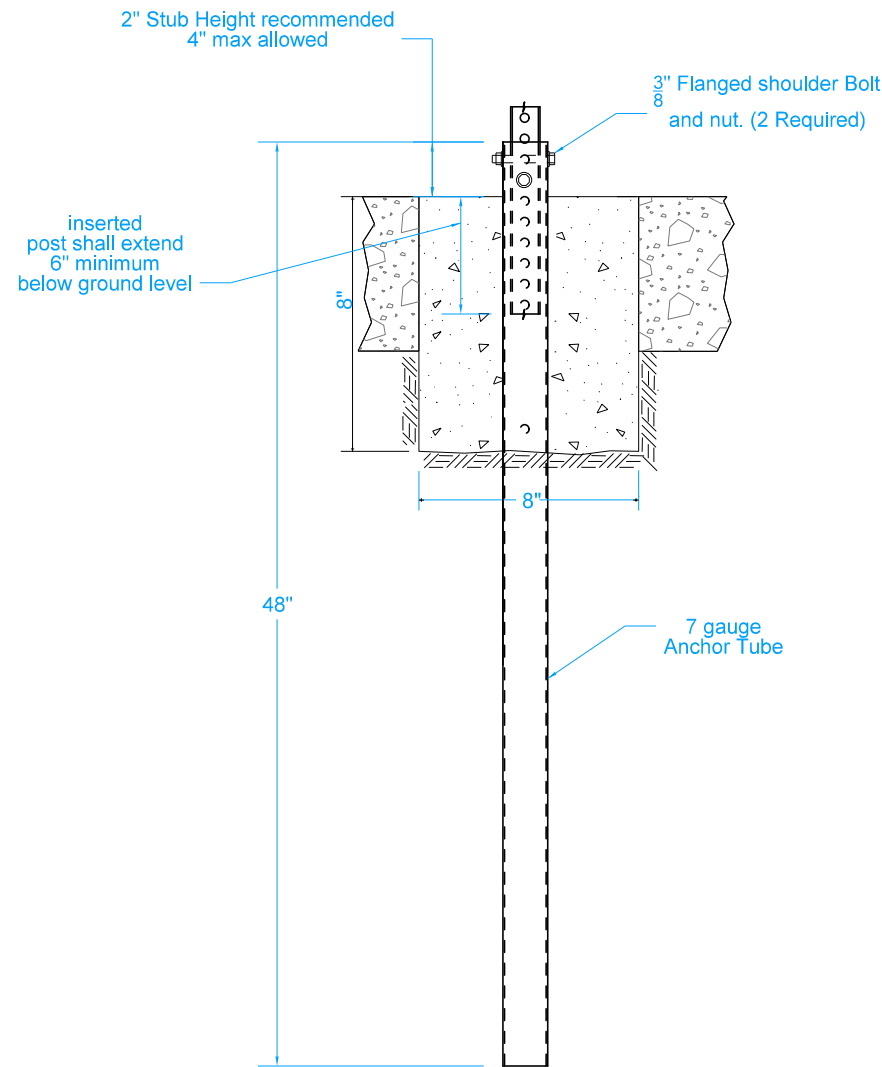
See Sheet N.47



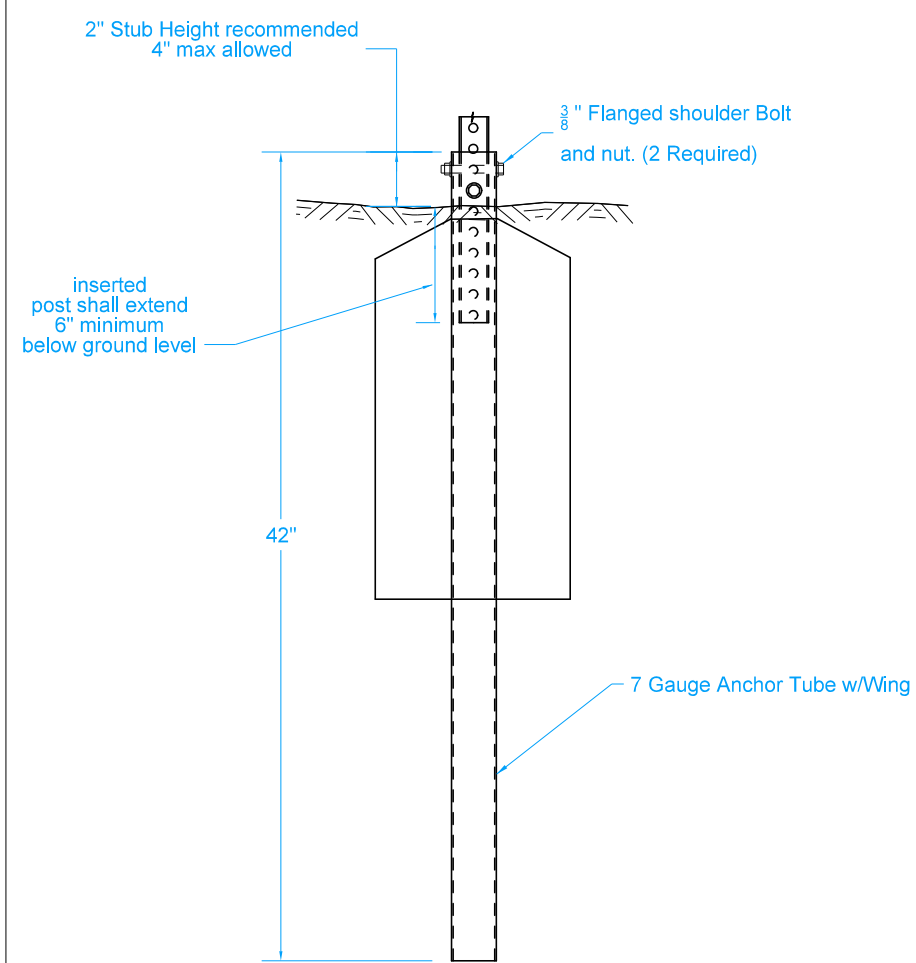
LOCATION MAP
WASHINGTON COUNTY



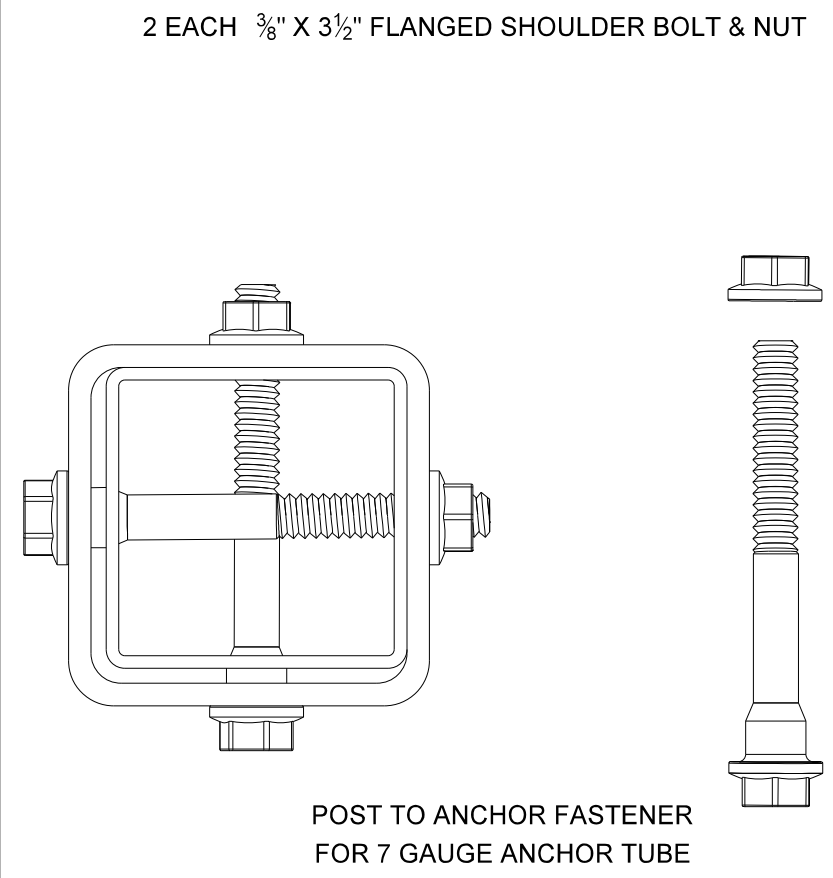
Sign post shall be installed according to the manufacturer's instructions



BREAK AWAY CONCRETE INSTALLATION

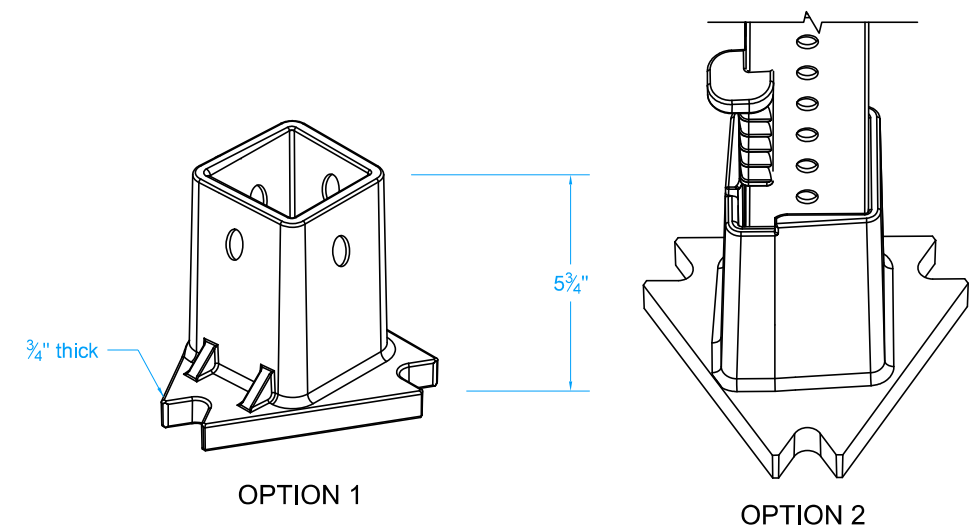
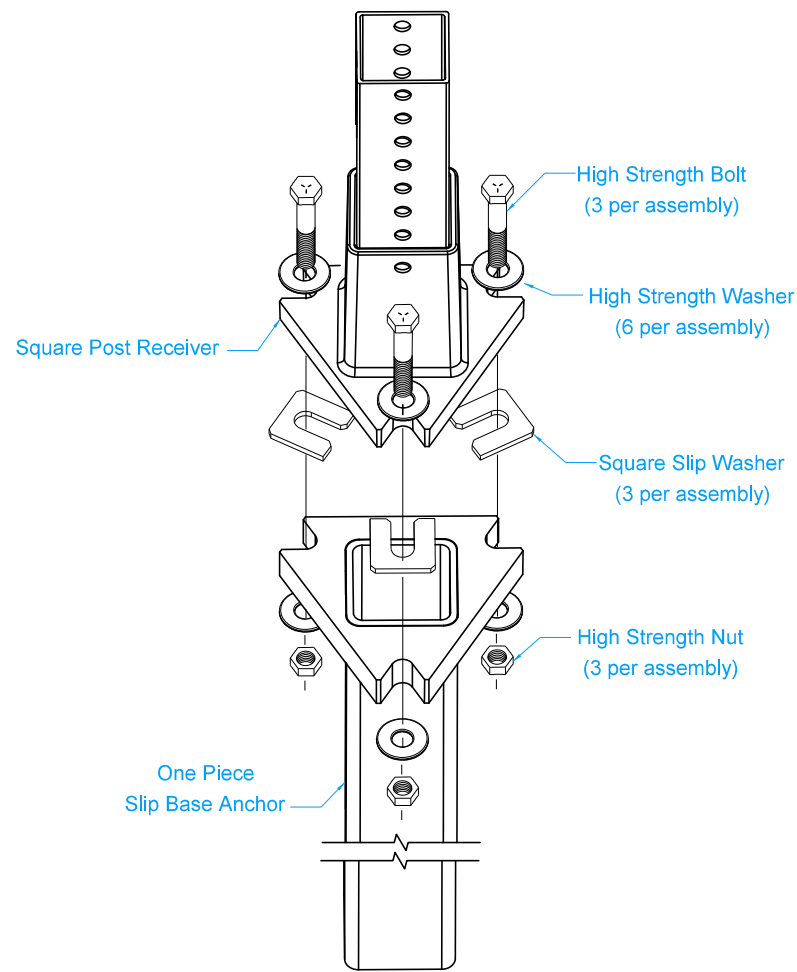
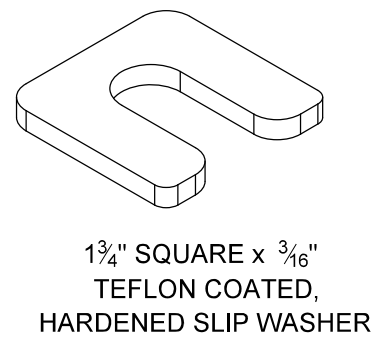
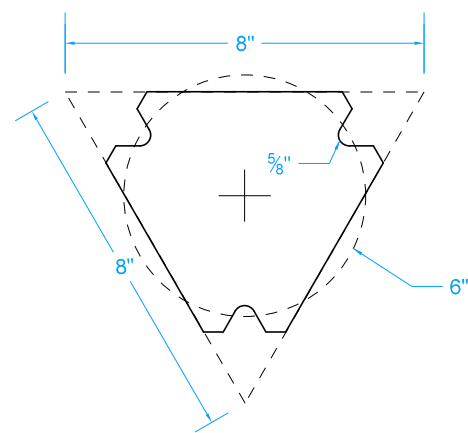
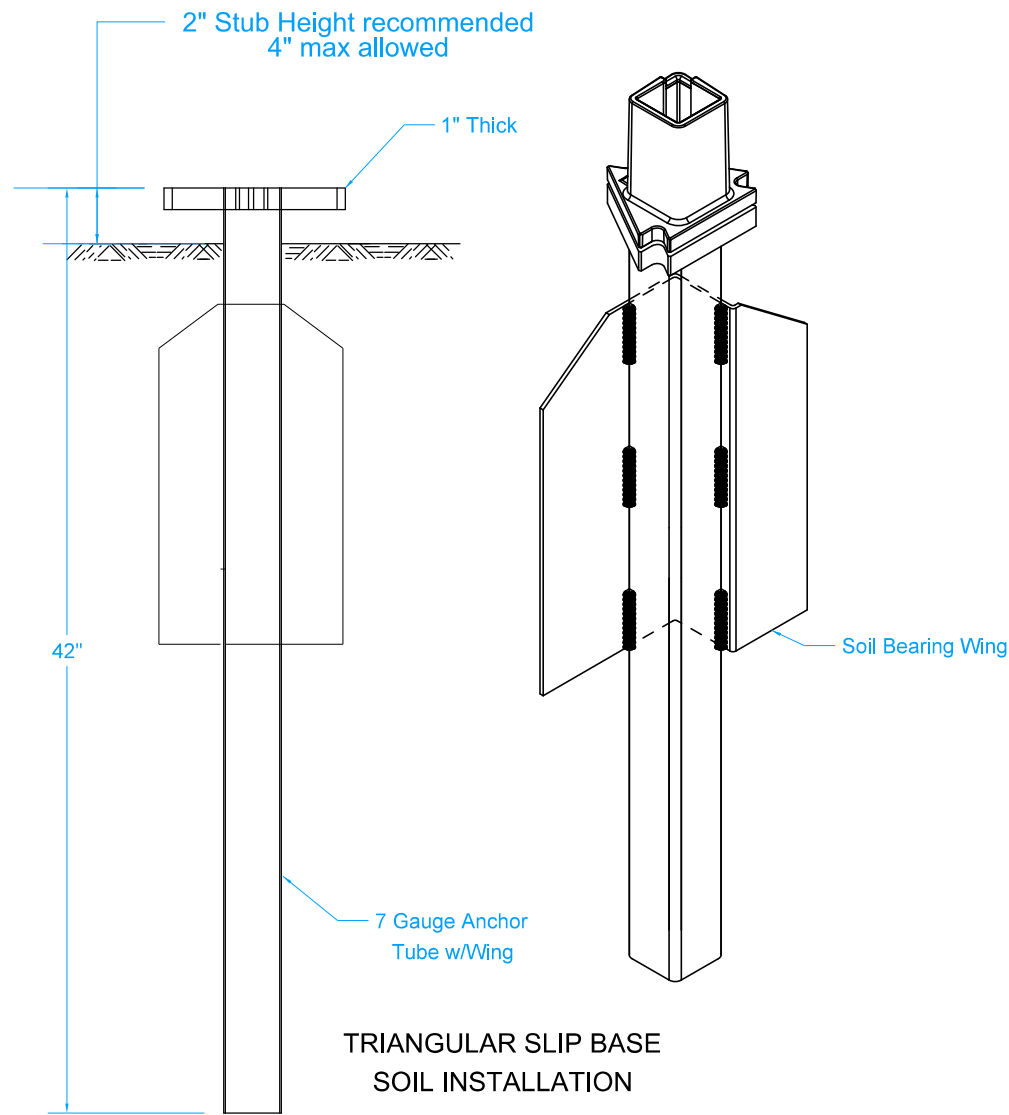


BREAK AWAY SOIL INSTALLATION



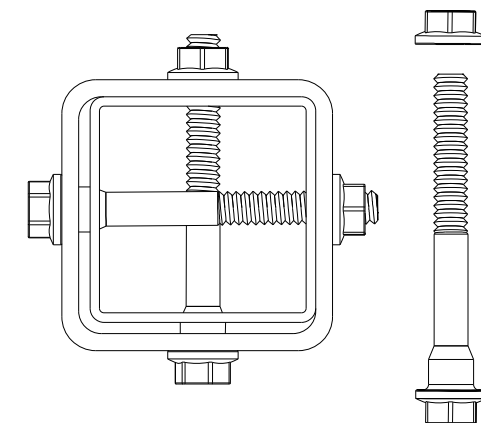
NOTE: 2" X 2" X 12 gauge perforated post requires 2 1/2" X 2 1/2" X 7 gauge anchor tube.
2 1/2" X 2 1/2" X 12 gauge perforated post requires 3" X 3" X 7 gauge anchor tube.

	REVISION	
	-	00-00-00
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REVISION: _	TAS STANDARD	
<p>Perforated Square Steet Tube Anchor and Post</p>		



2 1/2" SQUARE POST RECEIVER OPTIONS

**2 EACH 3/8" X 3 1/2" FLANGED SHOULDER BOLT & NUT
(FOR OPTION 1 RECEIVER CONNECTION)**



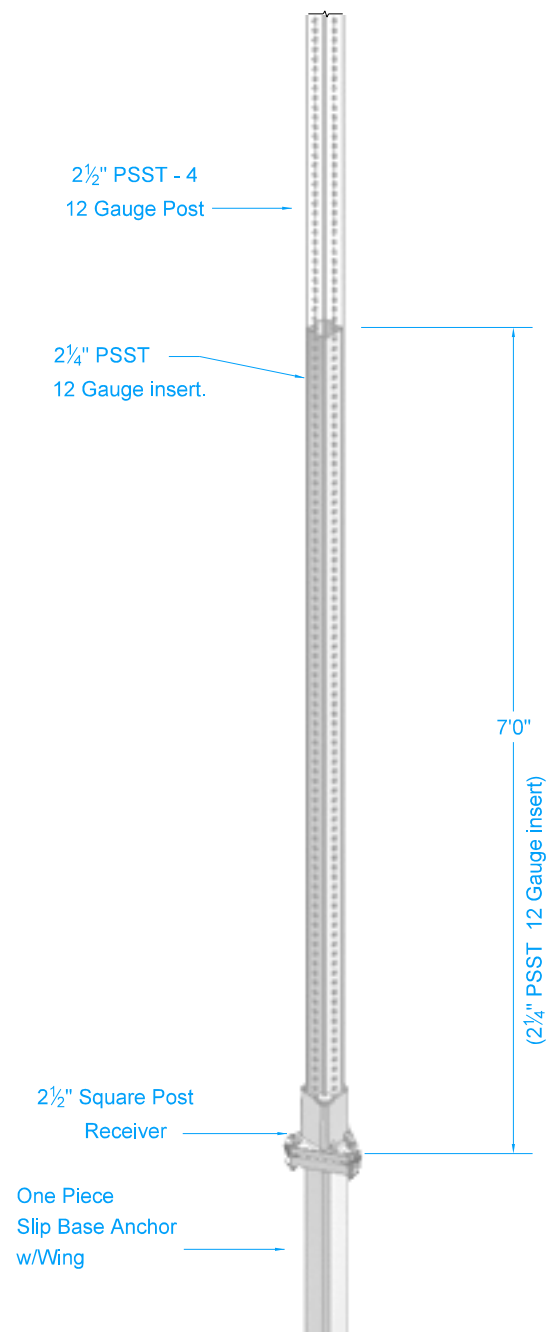
**POST TO ANCHOR FASTENER
FOR 7 GAUGE ANCHOR TUBE**

IOWA DOT	REVISION	
	-	00-00-00
...	...	
REVISION: _	TAS STANDARD	
Perforated Square Steel Tube Anchor and Post		

WINDLOAD COORDINATES AT 90 MPH

Legend:  Post type not used.

SIGN CENTROID	SIGN AREA (SQ-FT) YIELDING DESIGN													
	SOIL OR CONCRETE SOLID WALL ANCHOR			SLIP BASE REQUIRED										
	2" x 12ga perf.		2-1/2" x 12ga perf.	2-1/2" x 12ga perf.		2-1/2" x 10ga perf.			2-1/4" x 12ga inserted into a 2-1/2" x 12ga perf.			2-3/16" x 10ga inserted into a 2-1/2" x 10ga perf.		
	1 Post	2 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post	1 Post	2 Post	3 Post
16.5	6.48	12.96	10.44	20.88	31.32	13.16	26.32	39.48	18.78	37.56	56.34	23.04	46.08	69.12
16	6.68	13.36	10.76	21.52	32.28	13.57	27.14	40.71	19.36	38.72	58.08	23.75	47.5	71.25
15.5	6.9	13.8	11.11	22.22	33.33	14.01	28.02	42.03	19.99	39.98	59.97	24.52	49.04	73.56
15	7.13	14.26	11.48	22.96	34.44	14.48	28.96	43.44	20.65	41.3	61.95	25.34	50.68	76.02
14.5	7.37	14.74	11.87	23.74	35.61	14.98	29.96	44.94	21.36	42.72	64.08	26.22	52.44	78.66
14	7.64	15.28	12.3	24.6	36.9	15.51	31.02	46.53	22.13	44.26	66.39	27.15	54.3	81.45
13.5	7.92	15.84	12.75	25.5	38.25	16.09	32.18	48.27	22.95	45.9	68.85	28.16	56.32	84.48
13	8.22	16.44	13.24	26.48	39.72	16.7	33.4	50.1	23.83	47.66	71.49	29.23	58.46	87.69
12.5	8.55	17.1	13.77	27.54	41.31	17.37	34.74	52.11	24.78	49.56	74.34	30.41	60.82	91.23
12	8.91	17.82	14.35	28.7	43.05	18.1	36.2	54.3	25.82	51.64	77.46	31.68	63.36	95.04
11.5	9.3	18.6	14.97	29.94	44.91	18.88	37.76	56.64	26.94	53.88	80.82	33.05	66.1	99.15
11	9.72	19.44	15.65	31.3	46.95	19.74	39.48	59.22	28.16	56.32	84.48	34.55	69.1	103.65
10.5	10.18	20.36	16.4	32.8	49.2	20.68	41.36	62.04	29.5	59	88.5	36.2	72.4	108.6
10	10.69	21.38	17.22	34.44	51.66	21.72	43.44	65.16	30.98	61.96	92.94	38.01	76.02	114.03
9.5	11.25	22.5	18.12	36.24	54.36	22.86	45.72	68.58	32.61	65.22	97.83	40.01	80.02	120.03
9	11.88	23.76	19.13	38.26	57.39	24.13	48.26	72.39	34.42	68.84	103.26	42.23	84.46	126.69
8.5	12.58	25.16	20.26	40.52	60.78	25.55	51.1	76.65	36.45	72.9	109.35	44.72	89.44	134.16
8	13.36	26.72	21.52	43.04	64.56	27.14	54.28	81.42	38.72	77.44	116.16	47.51	95.02	142.53



* NESTING DETAIL FOR PERFORATED SQUARE STEEL TUBE POST

	REVISION
	- 00-00-00
TAS STANDARD	

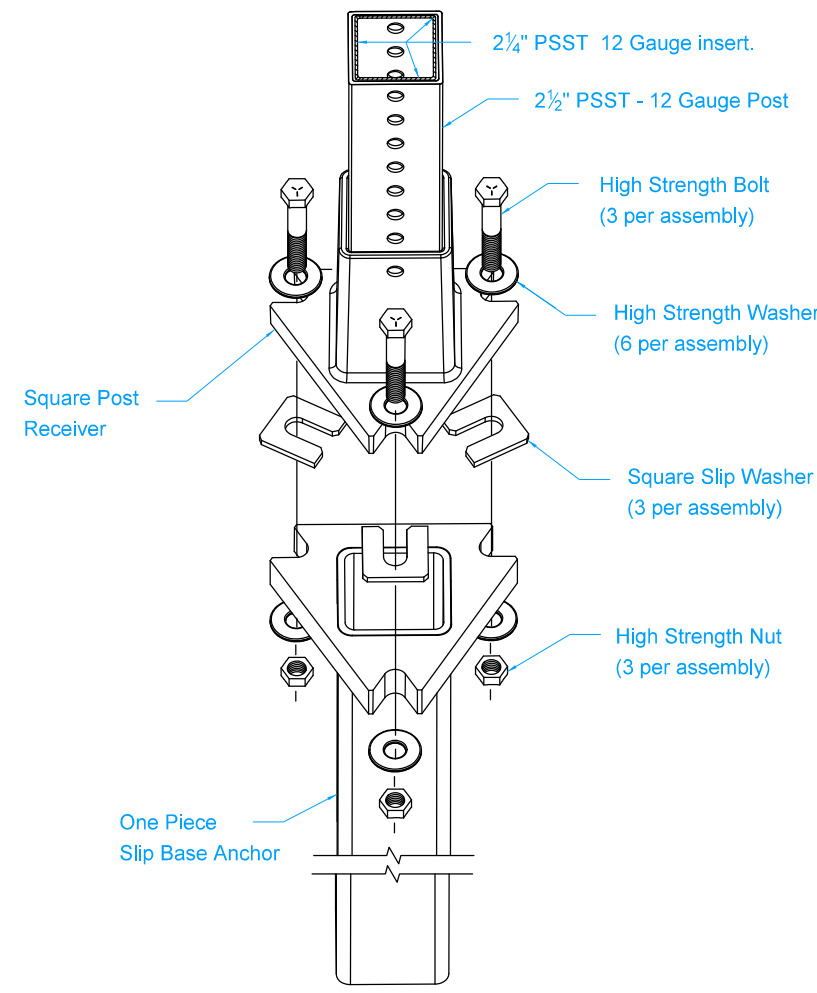
REVISION: __

Perforated Square Steel Tube Anchor and Post

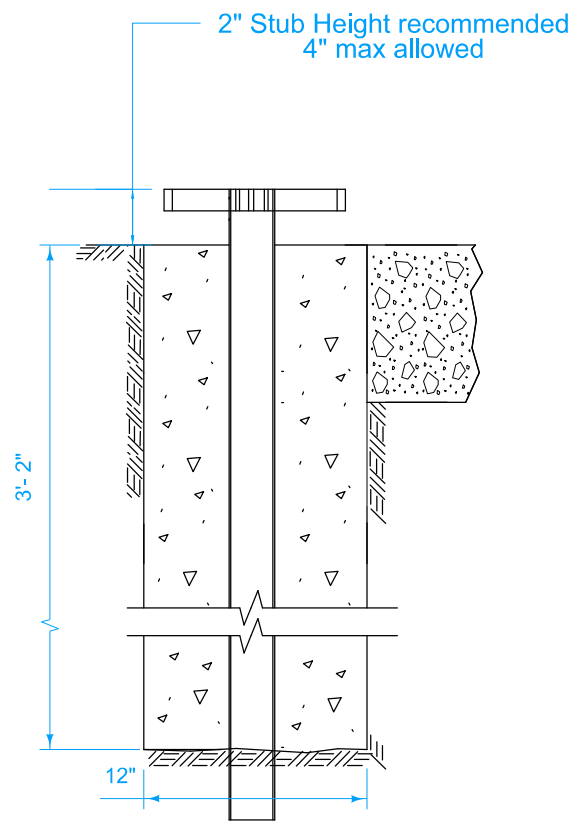
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-----------	----	----	----	----	----	----	----	----	----	----	----	----	----	----

* SEE NESTING DETAIL

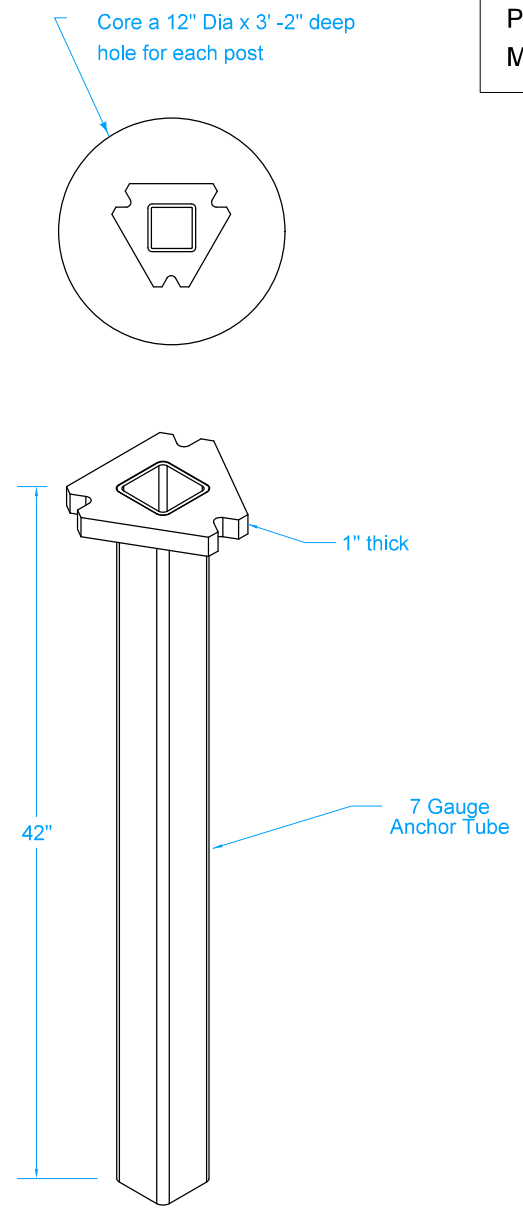
NOTE: FASTENER SIZE AND INSTALLATION PROCEDURE SHALL BE ACCORDING TO MANUFACTURER'S RECOMMENDATION.



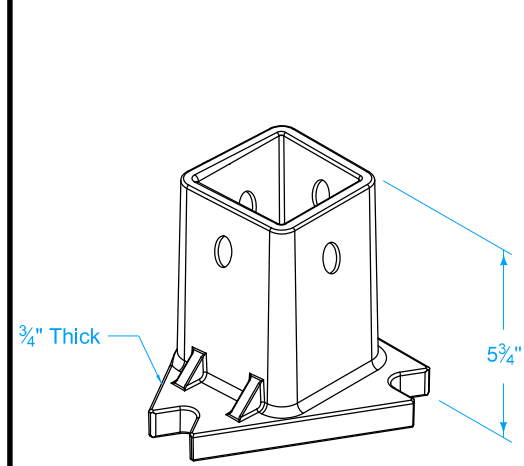
EXPLODED VIEW
SLIP BASE, RECEIVER AND
CONNECTION HARDWARE



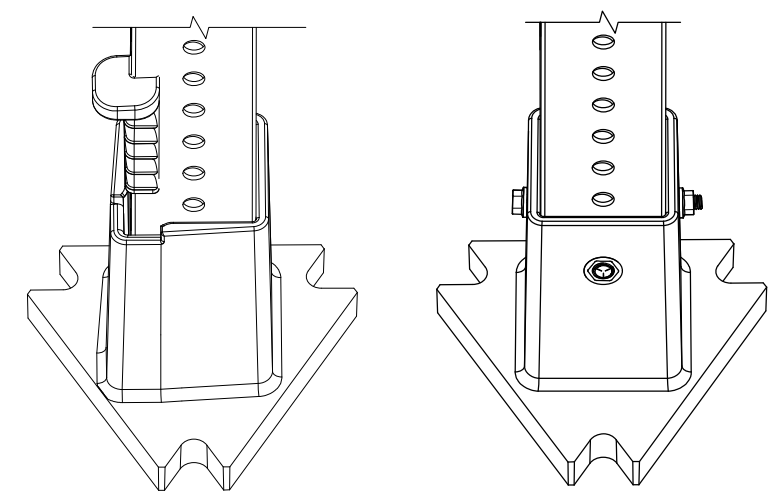
SLIP BASE ANCHOR
FOOTING DETAIL



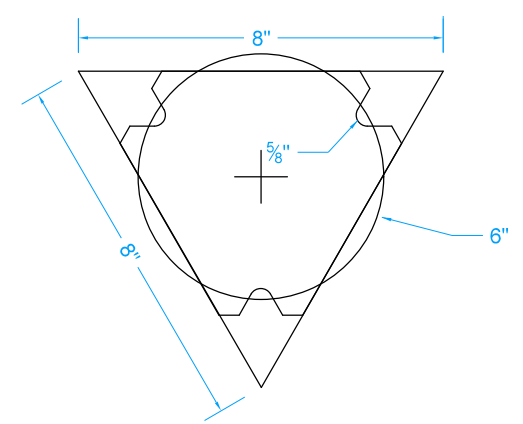
ONE PIECE
SLIP BASE ANCHOR



2-1/2" SQUARE POST
RECEIVER



POST CONNECTION OPTIONS



SLIP PLATE DIMENSIONS

DETAILS OF
PERFORATED SQUARE STEEL TUBE POST TRIANGULAR SLIP BASE

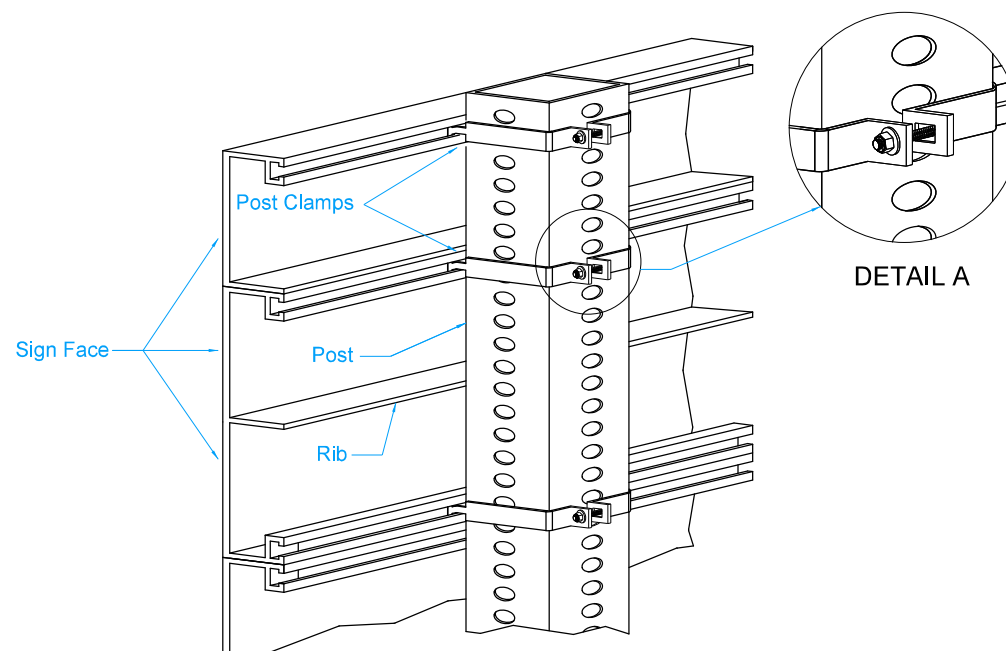
IOWA DOT	REVISION	
	-	00-00-00
---	---	
TAS STANDARD		
REVISION: __		
Perforated Square Steel Tube Anchor and Post		

2½" PSST - 12 Gauge Post

2¼" PSST 12 Gauge Insert

2½" SQUARE POST RECEIVER

ONE PIECE SLIP BASE ANCHOR



Sign Face

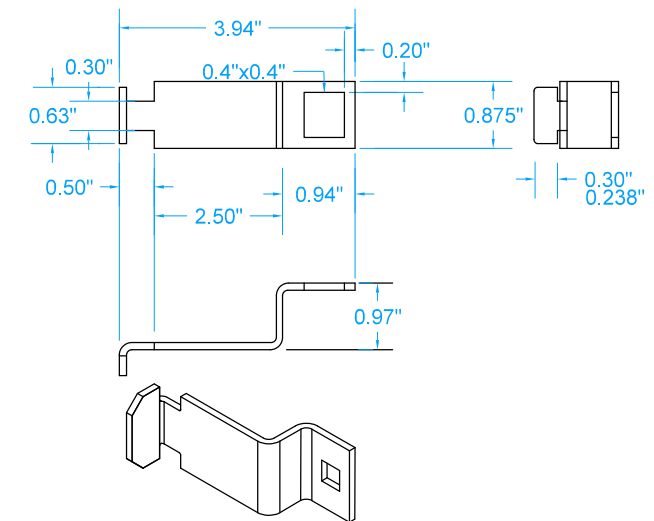
Post

Rib

Post Clamps

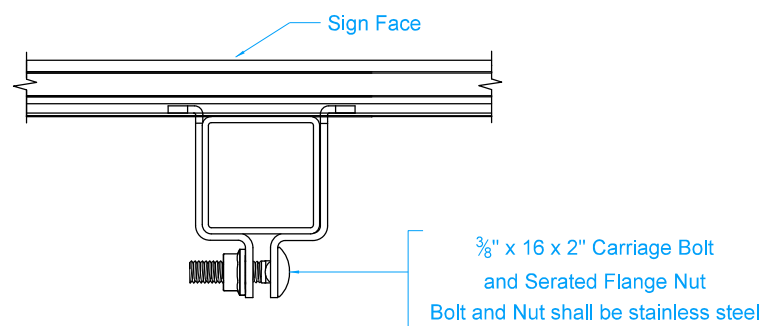
DETAIL A

Install post clamps at top and bottom of the sign, and at each joint for each post.



POST CLAMP DETAIL

Post clamp shall be stainless.



PLAN VIEW

DETAILS OF PERFORATED SQUARE STEEL TUBE POST TYPE "B" SIGN ATTACHMENT

SLIP BASE WITH INSERTED PERFORATED SQUARE STEEL TUBE POST

7'-0"

(2¼" PSST 12 Gauge insert)

	REVISION	
	-	00-00-00
...	...	
REVISION: _	TAS STANDARD	
Perforated Square Steel Tube Anchor and Post		

**ESTIMATED PROJECT QUANTITIES
(1 DIVISION PROJECT)**

100-1A
07-15-97

Item No.	Item Code	Item	Unit	Total	As Built Qty.
1	2524-6765110	REMOVAL OF TYPE A SIGN	EACH	317	
2	2524-6765210	REMOVAL OF TYPE A SIGN ASSEMBLY	EACH	184	
3	2524-9276010	PERFORATED SQUARE STEEL TUBE POSTS	LF	9142	
4	2524-9276021	PERFORATED SQUARE STEEL TUBE POST ANCHOR, BREAK-AWAY SOIL IN STALLATION	EACH	377	
5	2524-9276027	PERFORATED SQUARE STEEL TUBE POST ANCHOR, TRIANGULAR SLIP BA SE ASSEMBLY	EACH	255	
6	2524-9290009	SIGN MOUNTING BRACKETS, SPECIAL	EACH	1183	
7	2524-9325001	TYPE A SIGNS, SHEET ALUMINUM	SF	12834	
8	2527-9263125	PERMANENT TAPE MARKINGS, PREFORMED THERMOPLASTIC MARKING MAT ERIAL	STA	10.00	
9	2527-9263155	PRE-CUT SYMBOLS AND LEGENDS, PREFORMED THERMOPLASTIC MARKING MATERIAL	EACH	347	
10	2527-9270111	GROOVES CUT FOR PAVEMENT MARKINGS	STA	10.00	
11	2527-9270120	GROOVES CUT FOR SYMBOLS AND LEGENDS	EACH	347	
12	2528-8445110	TRAFFIC CONTROL	LS	1	
13	2533-4980005	MOBILIZATION	LS	1	
14	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS	LS	1.00	

ESTIMATE REFERENCE INFORMATION

100-4A
10-29-02

Item No.	Item Code	Description
1	2524-6765110	REMOVAL OF TYPE A SIGN Refer to Tabulation 190-62 for location and details. Item is for the removal of sheet aluminum, galvanized sheet or plywood sign panel from its support structure ie: wood/steel posts, overhead truss or another sign. Measurement: Each. The Engineer will count the number of Type A sign panels removed. Payment: The Contractor will be paid the contract unit price for each Type A sign panel removed.
2	2524-6765210	REMOVAL OF TYPE A SIGN ASSEMBLY Refer to Tabulation 190-62 for location and details. This item for the removal of Type A Sign Assemblies, including the sign panels, sign brackets, supporting structures and hardware. Contractor shall carefully dismantle each sign assembly. Sign posts, brackets and hardware shall become property of the Contractor. Sign panels shall become property of the DOT and shall be delivered to an Iowa DOT maintenance facility within 50 miles of the removed sign. All holes resulting from removal of post shall be filled level with the adjacent grade with backfill material conforming to the Standard Specifications. Measurement: The Engineer will count the number of sign assemblies removed. Payment: The Contractor will be paid the contract unit price for each sign assembly removed.
3	2524-9276010	PERFORATED SQUARE STEEL TUBE POSTS
4	2524-9276021	PERFORATED SQUARE STEEL TUBE POST ANCHOR, BREAK-AWAY SOIL IN STALLATION
5	2524-9276027	PERFORATED SQUARE STEEL TUBE POST ANCHOR, TRIANGULAR SLIP BA SE ASSEMBLY Refer to the B sheets and Tabulation 190-51 for locations and details.
6	2524-9290009	SIGN MOUNTING BRACKETS, SPECIAL Refer to Tabulation 190-51 for locations and details. Measurement: Each. Payment: The Contractor will be paid the contract unit price for each sign mounting bracket furnished and installed.
7	2524-9325001	TYPE A SIGNS, SHEET ALUMINUM Refer to Tabulation 190-51 and 190-66 for locations and details.
8	2527-9263125	PERMANENT TAPE MARKINGS, PREFORMED THERMOPLASTIC MARKING MAT ERIAL For the installation of permanent tape markings. Refer to Tabulation 108-29 and the N sheets for locations and details. Measurement: The Engineer shall measure the Permanent tape markings installed. Payment: The Contractor shall be paid the contract unit price for Permanent Tape Markings Installed.

ESTIMATE REFERENCE INFORMATION

100-4A
10-29-02

Item No.	Item Code	Description
9	2527-9263155	PRE-CUT SYMBOLS AND LEGENDS, PREFORMED THERMOPLASTIC MARKING MATERIAL For the installation of Pre-Cut Symbols and Legends, Preformed Thermoplastic Refer to Tabulation 108-22 and the N sheets for locations and details. Measurement: The Engineer shall measure the Pre-Cut Symbols and Legends, Preformed Thermoplastic installed. Payment: The Contractor shall be paid the contract unit price for each Pre-Cut Symbols and Legends, Preformed Thermoplastic Installed.
10	2527-9270111	GROOVES CUT FOR PAVEMENT MARKINGS
11	2527-9270120	GROOVES CUT FOR SYMBOLS AND LEGENDS
12	2528-8445110	TRAFFIC CONTROL
13	2533-4980005	MOBILIZATION
14	2555-0000010	DELIVER AND STOCKPILE SALVAGED MATERIALS Removed signs shall be delivered to an Iowa DOT Maintenance Garage within 50 miles of the removed sign.

STANDARD ROAD PLANS

105-4
10-18-11

The following Standard Road Plans apply to construction work on this project.

Number	Date	Title
PM-110	10-16-18	Line Types
PM-111	04-21-15	Symbols and Legends
SI-101	04-19-16	Locations - Type 'A' Signs
SI-119	10-17-17	Support Structures - Mounting Brackets
SI-121	10-16-18	Fabrication - Sign Legend Components
SI-131	10-18-16	Installation - Type 'A' Signs
SI-133	10-17-17	Installation - Type "A" Sign Shim
TC-1	10-15-19	Work Not Affecting Traffic (Two-Lane or Multi-Lane)
TC-202	04-21-15	Work Within 15 ft of Traveled Way
TC-402	04-21-15	Work Within 15 ft of Traveled Way
TC-416	10-15-19	Partial Lane Closure on Ramps
TC-417	10-15-19	Ramp Closure
TC-420	10-16-18	Lane Closure at Ramps
TC-433	10-17-17	Pavement Marking Operations

PAVEMENT MARKING LINE TYPES

See PM-110

***MNY4 - Factor of 1.00 as value includes number of 4-inch passes to cover median nose area.

*BCY4 - Place on the same side of the roadway to match existing markings near the project.

**NPY4 - For estimating purposes only. No Passing Zone Lines will be located in the field.

BCY4: Broken Centerline (Yellow) @ 0.25

DCY4: Double Centerline (Yellow) @ 2.00

NPY4: No Passing Zone Line (Yellow) @ 1.25

BLW4: Broken Lane Line (White) @ 0.25

ELW4: Edge Line Right (White) @ 1.00

ELY4: Edge Line Left (Yellow) @ 1.00

Road ID	Station to Station		Dir. of Travel	Location	Marking Type	Side		Length by Line Type (Unfactored)												Remarks							
						L	R	BCY4*	DCY4	NPY4**	BLW4	ELW4	ELY4														
								STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA	STA		STA	STA	STA	STA			
Lasalle Ave	+00.00	10+00.00	SB		Permanent Preform Polymer Tape		X							10.00													N.95

PAVEMENT MARKING SYMBOLS AND LEGENDS

Refer to PM-111

Road Identification	Location		STAW	RTAW	LTAW	CSRW	CSLW	CSTW	CRLW	FERW	LLRW	RLRW	RRCW	BLSW	WCSW	WPSB	SCLW	XNGW	STPW	AHDW	ONLW	BIKW	LANW	XITW	Groove Cuts	Remarks
	Station	Side																								
	↑	↶																								
I80 Exit 75										4														4	N.1	
I80 Exit 88										6														6	N.2	
I80 Exit 100										3														3	N.3	
I80 Exit 118										4														4	N.4	
I80 Exit 125										2														2	N.5	
I80 Exit 129										2														2	N.6	
I80 Exit 131										3														3	N.7	
I80 Exit 135										2														2	N.8	
I80 Exit 136										2														2	N.9	
I80 Exit 164										3														3	N.10	
I80 Exit 201										6														6	N.11	
I80 Exit 230										4														4	N.12	
I80 Exit 240										4														4	N.13	
I80 Exit 242										3														3	N.14	
I80 Exit 267										4														4	N.15	
I380 Exit 17										2														2	N.16	
I380 Exit 18										2														2	N.17	
I380 Exit 19B										2														2	N.18	
I380 Exit 20A										1														1	N.19	
I380 Exit 20B										2														2	N.20	
I380 Exit 22										1														1	N.21	
I380 Exit 24										4														4	N.22	
I35 Exit 33										6														6	N.23	
I35 Exit 34										6														6	N.24	
I35 Exit 56										2														2	N.25	
I35 Exit 69										4														4	N.26	
I35 Exit 70										4														4	N.27	
I35 Exit 89										3														3	N.28	
I35 Exit 90										2														2	N.29	
I235 Exit 3										2														2	N.30	
I235 Exit 7										4														4	N.31	
I235 Exit 8A										4														4	N.32	
I235 Exit 9										2														2	N.33	
I280 Exit 1										4														4	N.34	
I29 Exit 56										2														2	N.35	
I29 Exit 112										2														2	N.36	
I29 Exit 134										2														2	N.37	
I29 Exit 143										3														3	N.38	
US20 Exit 227										6														6	N.39	
US20 Exit 282										4														4	N.40	
US20 Exit 285										4														4	N.41	
US20 Exit 292										2														2	N.42	
US20 Exit 294										6														6	N.43	
US20 & Bryant St										3														3	N.44	
US151 Exit 49										4														4	N.45	
US218 Exit 19										2														2	N.46	
US218 Exit 66										6														6	N.47	
US218 Exit 89										4														4	N.48	
US218 Exit 181										2														2	N.49	
US218 Exit 195										4														4	N.50	

PAVEMENT MARKING SYMBOLS AND LEGENDS

Refer to PM-111

Road Identification	Location																SCHOOL	XING	STOP	AHEAD	ONLY	BIKE	LANE	EXIT	Groove Cuts	Remarks
	Station	Side																								
US34 Exit 8										6															6	N.51
US34 Exit 255										6															6	N.52
US34 Exit 259										6															6	N.53
US34 Exit 260										4															4	N.54
US34 Exit 263										6															6	N.55
US61 Exit 47										2															2	N.56
US61 Exit 156										6															6	N.57
US65 Exit 77										4															4	N.58
US65 Exit 83										6															6	N.59
IA163 Exit 18										4															4	N.60
IA163 Exit 40										6															6	N.61
IA5 Exit 64										1															1	N.62
IA5 Exit 64										4															4	N.63
IA100 Exit 7										6															6	N.64
IA141 Exit 148										6															6	N.65
US30 Exit 142										8															8	N.66
US30 Exit 148										2															2	N.67
US30 Exit 150										3															3	N.68
US30 Exit 158										6															6	N.69
US30 Exit 179										2															2	N.70
US30 Exit 202										6															6	N.71
US30 Exit 250										2															2	N.72
US30 Exit 252A										5															5	N.73
US30 Exit 253										4															4	N.74
US30 Exit 254A										4															4	N.75
IA163 & 60th St										4															4	N.76
IA163 & 64th St										4															4	N.77
IA163 & 70th St										4															4	N.78
IA163 & 75th St										4															4	N.79
IA163 & 80th St										4															4	N.80
US30 & Story St										4															4	N.81
US30 & Linn St										4															4	N.82
US30 & Corporal Rd										4															4	N.83
US30 & Marshall St										4															4	N.84
US30 & U Ave										4															4	N.85
US30 & W Ave										4															4	N.86
US30 & 600th Ave										2															2	N.89
US30 & 18th St										2															2	N.90
US30 & S14										4															4	N.91
US30 & S27										4															4	N.92
US30 & 32nd Ave										4															4	N.93
US30 & IA279										4															4	N.94
US63 N of Exit 205										3															3	N.95

190-66 10-21-14 SUMMARY OF TYPE 'A' SIGNS			
Sign Number	Quantity	Size	Total Sign Area
	EACH	IN	SF
R3-1	78	36 X 36	702.0
R3-2	77	36 X 36	693.0
R4-7	68	36 X 48	816.0
R4-7B	1	36 X 48	12.0
R4-8	2	36 X 48	24.0
R5-1	373	48 X 48	5968.0
R5-1A	465	42 X 30	4068.8
R6-1	80	54 X 18	540.0
R5-1A	1	48 X 30	10.0

190-65 10-15-13 SPECIAL SIGN MOUNTING BRACKETS	
BRACKET TYPE	QUANTITY
	EACH
Auxiliary Mounting Bar	705
Type H Bracket	446
Type F Bracket	40

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION STATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS				
				NO. OF POSTS	4 x 6		LEG 1 FT	LEG 2 FT	LEG 3 FT	ANCHOR			NO. OF POSTS	POST LENGTH FT	ANCHORS EACH	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES			
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE																
	R3-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.5 (5)	
	I-80 EXIT 125		SB EXIT RAMP																									
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R.5 (2)	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R.5 (3)	
	R3-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	R.5 (4)	
	R3-2	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I-80 EXIT 129		WB EXIT RAMP																									
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.6 (1)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.6 (3)
	I-80 EXIT 129		EB EXIT RAMP																									
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.6 (1)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.6 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.6 (2)
	I-80 EXIT 131		EB EXIT RAMP																									
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (3)
	R3-1	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (1)
	R3-2	EB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I-80 EXIT 131		WB EXIT RAMP																									
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (2)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (3)
	R3-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.7 (1)
	R3-2	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I-80 EXIT 135		WB EXIT RAMP																									
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.8 (1)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.8 (3)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.8 (3)
	R3-1	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R3-2	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I-80 EXIT 135		EB EXIT RAMP																									
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.8 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.8 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.8 (1)
	R3-1	EB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R3-2	EB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I-80 EXIT 136		WB EXIT RAMP																									
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.9 (1)
	R3-1	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R3-2	WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	I-80 EXIT 136		EB EXIT RAMP																									
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.9 (1)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.9 (2)
	R3-1	EB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R3-2	EB		-	-	-	14	-	-	-	-	-	1	-	-													

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
					FT	FT				FT	FT	FT													
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.10 (1)
	R3-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.10 (3)
	R3-2	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	I-80 EXIT 164		EB EXIT RAMP																						
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.10 (2)
	I-80 EXIT 201		WB EXIT RAMP																						
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.11 (5)
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.11 (1)
	I-80 EXIT 201		EB EXIT RAMP																						
	R4-7	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.11 (4)
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.11 (3)
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.11 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.11 (1)
	I-80 EXIT 230		WB EXIT RAMP																						
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.12 (1)
	R3-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.12 (2)
	R3-2	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.12 (2)
	I-80 EXIT 230		EB EXIT RAMP																						
	R4-7	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-
	R5-1	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	-
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.12 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.12 (2)
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.12 (3)
	I-80 EXIT 240		WB EXIT RAMP																						
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (2)
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (2)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (1)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (5)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (5)
	R3-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (4)
	R3-2	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (3)
	I-80 EXIT 240		EB EXIT RAMP																						
	R5-1	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (2)
	R5-1	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (2)
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.13 (1)
	R3-1	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R3-2	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	I-80 EXIT 242		WB EXIT RAMP																						
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.14 (1)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.14 (2)
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.14 (4)
	R3-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.14 (5)
	R3-2	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	I-80 EXIT 242		EB EXIT RAMP																						
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1	24	-	-	-
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	1				

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS					
				NO. OF POSTS	4 x 6		LEG 1 FT	LEG 2 FT	LEG 3 FT	ANCHOR			NO. OF POSTS	POST LENGTH FT	ANCHORS EACH	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES				
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE																	
					FT	FT																							
R3-1		EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-		
R3-2		EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	-	N.14 (3)
I-80 EXIT 267			WB EXIT RAMP																										
R5-1		WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		WB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.15 (1)	
R3-1		WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.15 (2)	
R3-2		WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.15 (2)	
I-80 EXIT 267			EB EXIT RAMP																										
R5-1		EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		EB		-	-	-	11	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	
R5-1		EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.15 (3)
R5-1		EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	On island
R5-1A		EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.15 (2)
R5-1A		EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.15 (2)
R5-1A		EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.15 (1)
I-380 EXIT 17			SB EXIT RAMP																										
R5-1		SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (1)
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (2)
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (3)
R3-1		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (4)
R3-2		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (4)
I-380 EXIT 17			NB EXIT RAMP																										
R5-1		NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (2)
R3-1		NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (4)
R3-2		NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.16 (4)
I-380 EXIT 18			NB EXIT RAMP																										
R5-1		NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.17 (1)
R3-1		NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R3-2		NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.17 (4)
I-380 EXIT 18			SB EXIT RAMP																										
R5-1		SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.17 (1)
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.17 (3)
R3-1		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.17 (2)
R3-2		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.17 (4)
I-380 EXIT 19B			SB EXIT RAMP																										
R6-1		SB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R6-1		SB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R6-1		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.18 (2)
R6-1		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.18 (2)
R5-1		SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	1	24	-	-		
R5-1		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.18 (5)
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.18 (1)
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.18 (3)
R5-1A		SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	N.18 (6)
R3-1		SB																											

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
					FT	FT				FT	FT	FT													
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.19 (6)	
	R3-2	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	I-380 EXIT 20B		SB EXIT RAMP																						
	R6-1	SB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.20 (4)	
	R6-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.20 (3)	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.20 (2)	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.20 (1)	
	R3-2	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.20 (4)	
	I-380 EXIT 20B		NB EXIT RAMP																						
	R6-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.20 (5)	
	R6-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.20 (5)	
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	N.20 (6)	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.20 (1)	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.20 (2)	
	R3-1	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	N.20 (7)	
	I-380 EXIT 22		SB EXIT RAMP																						
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.21 (1)	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.21 (1)	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.21 (2)	
	R3-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.21 (3)	
	R3-2	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	I-380 EXIT 24		SB EXIT RAMP																						
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (1)	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (3)	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (5)	
	R3-2	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	N.22 (2)	
	R3-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (2)	
	I-380 EXIT 24		NB EXIT RAMP																						
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (1)	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (3)	
	R3-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (4)	
	R3-2	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.22 (6)	
	I-35 EXIT 33		SB EXIT RAMP																						
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.23 (2)	
	R5-1A	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.23 (1)	
	I-35 EXIT 33		NB EXIT RAMP																						
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.23 (2)	
	R5-1A	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.23 (1)	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.23 (3)	
	I-35 EXIT 34		NB EXIT RAMP																						
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	SB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.24 (1)	
	I-35 EXIT 34		SB EXIT RAMP																						
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1	NB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-	

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS					
				NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES				
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE																	
	R5-1A	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.24 (1)
	I-35 EXIT 56		SB EXIT RAMP																										
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (3)
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (1)
	R3-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (4)
	R3-2	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (2)
	I-35 EXIT 56		NB EXIT RAMP																										
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (1)
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (5)
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (5)
	R3-1	NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R3-2	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.25 (2)
	I-35 EXIT 69A		NB EXIT RAMP																										
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (1)
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (2)
	R3-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (5)
	R3-2	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (6)
	I-35 EXIT 69A		SB EXIT RAMP																										
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (1)
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (3)
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (4)
	R3-1	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (5)
	R3-2	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.26 (6)
	I-35 EXIT 70		SB EXIT RAMP																										
	R5-1A	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.27 (1)
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.27 (2)
	I-35 EXIT 70		NB EXIT RAMP																										
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.27 (1)
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.27 (3)
	I-35 EXIT 89		SB EXIT RAMP																										
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1	SB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (2)
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (3)
	R5-1A	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (4)
	R3-1	SB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R3-2	SB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (5)
	I-35 EXIT 89		NB EXIT RAMP																										
	R6-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (1)
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (2)
	R5-1A	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (3)
	R3-1	NB		-	-	-	14	-	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	1	24	-	-	
	R3-2	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	N.28 (5)
	I-35 EXIT 90		SB EXIT RAMP																										

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION STATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS						INSTALLATION			REMARKS		
				NO. OF POSTS	4 x 6		LEG 1 FT	LEG 2 FT	LEG 3 FT	ANCHOR			NO. OF POSTS	POST LENGTH FT	ANCHORS EACH	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT	SEE SIGNING NOTES			
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE															
					FT	FT																					
R6-1	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	N.38 (1)		
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	N.38 (1)		
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	N.38 (1)		
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (4)	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (3)	
R3-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (2)	
R3-2	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (2)	
I-29 EXIT 143			NB EXIT RAMP																								
R6-1	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	N.38 (1)	
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	1	-	-	-	N.38 (1)	
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (4)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (5)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (3)	
R3-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (2)	
R3-2	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.38 (2)	
US-20 EXIT 227			WB EXIT RAMP																								
R4-7	WB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	WB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	WB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.39 (1)
R5-1A	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.39 (3)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.39 (2)
US-20 EXIT 227			EB EXIT RAMP																								
R4-7	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.39 (4)
R5-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.39 (4)
US-20 EXIT 282			WB EXIT RAMP																								
R5-1	WB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	WB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (1)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (2)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (3)
R3-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (2)
R3-2	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (2)
US-20 EXIT 282			EB EXIT RAMP																								
R5-1	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (4)
R5-1A	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (2)
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.40 (1)
US-20 EXIT 285			WB EXIT RAMP																								
R5-1	WB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	WB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.41 (1)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.41 (3)
R3-1	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R3-2	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
US-20 EXIT 285			EB EXIT RAMP																								
R5-1	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	EB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.41 (1)
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.41 (2)
US-20 EXIT 292			WB EXIT RAMP																								
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.42 (3)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.42 (3)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.42 (3)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.42 (4)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.42 (5)
R3-2	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-
US-20 EXIT 292			EB EXIT RAMP																								

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS		PERFORATED SQUARE STEEL TUBE							Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS		
				NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES	
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE														
					FT	FT				FT	FT	FT														
R5-1	EB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1	EB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	-
R5-1A	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.42 (7)
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.42 (5)
R3-1	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R3-2	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
US-20 EXIT 294			WB EXIT RAMP																							
R5-1	WB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	-	-	-	
R5-1	WB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (1)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (5)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (4)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (2)
US-20 EXIT 294			EB EXIT RAMP																							
R5-1	EB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	-	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (5)
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (7)
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.43 (2)
US-20 & BRYANT			XIT TO WB US-20																							
R3-2	WB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	WB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	WB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	WB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
US-20 & BRYANT			XIT TO EB US-20																							
R3-2	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
US-151 EXIT 49			WB EXIT RAMP																							
R5-1	WB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	WB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.45 (1)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.45 (2)
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.45 (3)
R3-1	WB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R3-2	WB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
US-151 EXIT 49			EB EXIT RAMP																							
R5-1	EB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	-	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.45 (1)
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.45 (4)
US-218 EXIT 19			SB EXIT RAMP																							
R6-1	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	N.46 (1)
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (1)
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (5)
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	-	-	-	N.46 (5)
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (2)
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (4)
R3-1	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R3-2	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
US-218 EXIT 19			NB EXIT RAMP																							
R6-1	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	N.46 (1)
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (1)
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (2)
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (4)
R3-1	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	-	
R3-2	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	-	N.46 (3)
US-218 EXIT 66			SB EXIT RAMP																							
R4-7	SB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	-	-	-	
R5-1	SB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	-	3	-	-	-	

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS		PERFORATED SQUARE STEEL TUBE							Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
					FT	FT				FT	FT	FT													
R5-1	SB			-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
R5-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.47 (1)	
R5-1A	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.47 (2)	
US-218 EXIT 66			NB EXIT RAMP																						
R4-7	NB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1	NB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.47 (1)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.47 (3)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.47 (3)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.47 (2)	
US-218 EXIT 89			SB EXIT RAMP																						
R5-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.48 (2)	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.48 (1)	
US-218 EXIT 89			NB EXIT RAMP																						
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.48 (2)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.48 (1)	
US-218 EXIT 89			ON SIDE ROAD																						
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.48 (2)	
US-218 EXIT 18			NB EXIT RAMP																						
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.49 (2)	
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.49 (2)	
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.49 (2)	
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.49 (3)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.49 (4)	
R3-1	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R3-2	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.49 (1)	
US-218 EXIT 18			SB EXIT RAMP																						
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.49 (3)	
R3-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.49 (5)	
R3-2	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.49 (5)	
US-218 EXIT 19			SB EXIT RAMP																						
R6-1	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R6-1	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (2)	
R6-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (2)	
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	SB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (3)	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (5)	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (4)	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (1)	
R3-1	SB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
US-218 EXIT 19			NB EXIT RAMP																						
R5-1	NB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (5)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (3)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (4)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.50 (1)	
US-34 EXIT 8			EB EXIT RAMP																						
R4-7	EB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1	EB			-	-	-	11	-	-	-	-	-	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (5)	
R5-1A	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (6)	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (1)	
US-34 EXIT 8			WB EXIT RAMP																						

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
	R4-7	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (4)	
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (2)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (3)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.51 (1)	
	US-34 EXIT 255		WB EXIT RAMP																						
	R4-7	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.52 (1)	
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.52 (2)	
	US-34 EXIT 255		EB EXIT RAMP																						
	R4-7	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.52 (2)	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.52 (3)	
	US-34 EXIT 259		WB EXIT RAMP																						
	R4-7	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.53 (1)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.53 (3)	
	US-34 EXIT 259		EB EXIT RAMP																						
	R4-7	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.53 (2)	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.52 (3)	
	US-34 EXIT 260		WB EXIT RAMP																						
	R6-1	WB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
	R6-1	WB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
	R6-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (1)	
	R6-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (1)	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	WB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (6)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (7)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (2)	
	R3-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (3)	
	R3-2	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (8)	
	US-34 EXIT 260		EB EXIT RAMP																						
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (4)	
	R5-1A	EB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	3	-	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (5)	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.54 (2)	
	US-34 EXIT 263		WB EXIT RAMP																						
	R4-7	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (4)	
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (2)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (2)	
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (3)	
	US-34 EXIT 263		EB EXIT RAMP																						
	R4-7	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (4)	
	R5-1	EB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (2)	
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.55 (2)	
	US-61 EXIT 47		NB EXIT RAMP																						
	R6-1	NB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	1	24	-	-	
	R6-1	NB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	BACK-TO-BACK	
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1	NB		-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
	R5-1A	NB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	1	24	-	-	

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION STATION	WOOD POSTS		PERFORATED SQUARE STEEL TUBE							Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1 FT	LEG 2 FT	LEG 3 FT	ANCHOR			NO. OF POSTS	POST LENGTH FT	ANCHORS EACH	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
					FT	FT																			
R5-1	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (1)	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (2)	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (4)	
IA-163 EXIT 18			WB EXIT RAMP																						
R6-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.60 (3)	
R6-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.60 (3)	
R5-1	WB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	WB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (1)	
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (2)	
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (5)	
R3-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.60 (6)	
R3-2	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
IA-163 EXIT 40			EB EXIT RAMP																						
R4-7	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	EB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.61 (1)	
IA-163 EXIT 40			WB EXIT RAMP																						
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.61 (1)	
IA-5 EXIT 64			P - 110TH PLACE																						
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.62 (2)	
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.62 (2)	
R5-1	NB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	NB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.62 (1)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.62 (6)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.62 (8)	
R3-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.62 (7)	
R3-2	NB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
IA-5 EXIT 64			RAMP - MCKIMBER																						
R6-1	NB			-	-	-	14	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	
R6-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	N.63 (4)	
R5-1	NB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R3-2	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.63 (5)	
IA-5 EXIT 64			RAMP - MCKIMBER																						
R4-7	SB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	SB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.63 (3)	
R5-1A	SB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.63 (1)	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.63 (6)	
IA-100 EXIT 7			EB EXIT RAMP																						
R5-1	EB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	EB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R3-1	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R3-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.64 (3)	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.64 (2)	
IA-100 EXIT 7			WB EXIT RAMP																						
R5-1	WB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	WB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R3-1	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R3-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.64 (1)	
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.64 (2)	
IA-141 EXIT 14			NB EXIT RAMP																						
R5-1	NB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.65 (5)	
R5-1	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.65 (1)	
R5-1A	NB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.65 (6)	
R5-1A	NB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.65 (2)	
IA-141 EXIT 14			SB EXIT RAMP																						
R5-1	SB			-	-	-	15	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	SB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.65 (3)	
R5-1A	SB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1A	SB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.65 (4)	

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS		
				STATION	NO. OF POSTS	4 x 6		LEG 1	LEG 2	LEG 3	ANCHOR			NO. OF POSTS	POST LENGTH	ANCHORS	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE		DIM 'X' FT	SEE SIGNING NOTES
						LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
						FT	FT				FT	FT	FT													
	R5-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.71 (1)		
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	24	-	-		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.71 (2)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.71 (3)		
	US-30 EXIT 202		EB EXIT RAMP																							
	R4-7	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.71 (1)		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.71 (3)		
	US-30 EXIT 250		WB EXIT RAMP																							
	R6-1	WB		-	-	-	14	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (1)		
	R6-1	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (1)		
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (2)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (2)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (3)		
	US-30 EXIT 250		EB EXIT RAMP																							
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (3)		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (4)		
	R3-1	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R3-2	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	US-30 EXIT 252		WB EXIT RAMP																							
	R4-7	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (3)		
	R5-1	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	WB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (1)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (1)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (2)		
	US-30 EXIT 252		EB EXIT RAMP																							
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (2)		
	R4-7	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	US-30 EXIT 253		WB EXIT RAMP																							
	R4-7	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (3)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (4)		
	R5-1A	WB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (5)		
	US-30 EXIT 253		EB EXIT RAMP																							
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (2)		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (2)		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (5)		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.74 (5)		
	R3-1	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R3-2	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.72 (1)		
	US-30 EXIT 253		EB EXIT LOOP																							
	R4-7	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	EB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	14	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (4)		
	R5-1A	EB		-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	N.73 (5)		
	US-30 EXIT 254		WB EXIT RAMP																							
	R4-7	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	WB		-	-	-	11	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		
	R5-1	WB		-	-	-	15	-	-	-	-	1	-	-	-	-	-	-	-	-	-	-	-	-		

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1 FT	LEG 2 FT	LEG 3 FT	ANCHOR			NO. OF POSTS	POST LENGTH FT	ANCHORS EACH	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
					FT	FT				FT	FT	FT													
R5-1	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (5)	
R5-1A	WB			-	-	-	14	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	24	-	-
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (4)	
R5-1A	WB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (1)	
US-30 EXIT 254			EB EXIT RAMP																						
R6-1	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	1	-	-	-	-	24	-	N.75 (2)	
R6-1	EB			-	-	-	14	-	-	-	-	-	-	-	-	-	1	-	-	-	-	24	-	N.75 (2)	
R6-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	N.75 (2)	
R6-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	N.75 (2)	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	1	-	-	-	-	24	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	1	-	-	-	-	1	-	-	-	-	24	-	-	
R5-1A	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	24	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (1)	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (6)	
R3-1	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	24	-	-	
R3-2	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (7)	
US-30 EXIT 254			EB EXIT LOOP																						
R4-7	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1	EB			-	-	-	15	-	-	-	-	-	-	-	-	-	-	1	-	-	-	1	24	-	
R5-1	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.75 (5)	
R5-1A	EB			-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	24	-	-	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (4)	
R5-1A	EB			-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.75 (1)	
IA-163 & 60TH																									
IA-163 & 64TH																									
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
IA-163 & 70TH																									
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
IA-163 & 75TH																									
R6-1				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	N.79 (1)	
R6-1				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	N.79 (1)	
R6-1				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	N.79 (1)	
R6-1				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	1	-	-	-	-	N.79 (1)	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
IA-163 & 80TH																									
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	-	3	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	-	1	24	-	

MATERIALS FOR TYPE 'A' SIGNS

TYPE A SIGNING TYPICALS	SIGN NUMBER	DIR OF TRAVEL	SIGN LOCATION STATION	WOOD POSTS			PERFORATED SQUARE STEEL TUBE						Steel Rect. Tube			TYPE A SIGN MOUNTING BRACKETS					INSTALLATION			REMARKS	
				NO. OF POSTS	4 x 6		LEG 1 FT	LEG 2 FT	LEG 3 FT	ANCHOR			NO. OF POSTS	POST LENGTH FT	ANCHORS EACH	ONE POST BRACKET	TWO POST	AUXILIARY	H	F	F1	TYPE	DIM 'X' FT		SEE SIGNING NOTES
					LEG 1	LEG 2				CONC	SOIL	SLIPBASE													
					FT	FT																			
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.90 (1)	
US-30 & 3RD ST																									
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
US-30 & 32ND A																									
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
US-30 & IA-279																									
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
US-63 EXIT 205																									
R5-1				-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.95 (1)	
R5-1				-	-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	N.95 (3)	
R5-1A				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.95 (1)	
R5-1A				-	-	-	-	-	-	-	-	-	-	-	-	-	1	-	-	-	-	-	-	N.95 (2)	
R4-7B				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
US-30 & 650TH																									
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1A				-	-	-	14	-	-	-	-	1	-	-	-	-	1	-	-	-	1	24	-	-	
R5-1				-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
R5-1				-	-	-	15	-	-	-	-	-	1	-	-	-	-	1	-	-	1	24	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	
R4-7				-	-	-	11	-	-	-	-	1	-	-	-	-	-	1	-	-	3	-	-	-	

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
I-80 EXIT 75		WB								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 75		EB								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 88		WB								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 88		EB								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 100		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 100		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 118		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R4-7	-	-	-	-	1	-	-	-	-	-
R4-8	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 118		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R4-7	-	-	-	-	1	-	-	-	-	-
R4-8	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 125		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 125		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 129		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 129		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 131		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
I-80 EXIT 131		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 135		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
R5-1A	-	-	1	-	-	-	-	-	-	-
I-80 EXIT 135		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 136		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 136		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 164		WB								
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 164		EB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 201		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 201		EB								
R4-7	-	-	-	-	1	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 230		WB								
R3-2	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 230		EB								
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 240		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 240		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 242		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 267		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
I-80 EXIT 267		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
I-380 EXIT 17		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 17		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 18		NB								
R3-2	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 18		SB								
R3-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 19B		SB								
R6-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R3-1	-	-	1	-	-	-	-	-	-	-
I-380 EXIT 20A		SB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 20B		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
I-380 EXIT 20B		NB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 22		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
I-380 EXIT 24		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-380 EXIT 24		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 33		SB								
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 33		NB								
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 34		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
I-35 EXIT 34		SB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 56		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 56		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 69A		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 69A		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 70		SB								
R5-1A	-	-	1	-	-	-	-	-	-	-
I-35 EXIT 70		NB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 89		SB								
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 89		NB								
R5-1A	-	-	-	-	1	-	-	-	-	-
I-35 EXIT 90		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 3		WB								
R4-7	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 3		EB								
R4-7	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 7		WB								
R6-1	-	-	1	-	-	-	-	-	-	-
R6-1	-	-	1	-	-	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 7		EB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
I-235 EXIT 8A		WB								
R6-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 8A		EB								
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-

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					TYPE 'A'	TYPE 'B'				
					(RA) EACH	(RB) EACH				
R5-1	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 9		WB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-235 EXIT 9		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-280 EXIT 1		NB								
R3-2	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
I-280 EXIT 1		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
I-29 EXIT 56		SB								
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
I-29 EXIT 112		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
I-29 EXIT 112		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
I-29 EXIT 134		SB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-29 EXIT 134		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-29 EXIT 143		SB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
I-29 EXIT 143		NB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 227		WB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 282		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-

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					TYPE 'A'	TYPE 'B'				
					(RA) EACH	(RB) EACH				
US-20 EXIT 282		EB								
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 285		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 285		EB								
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 292		WB								
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 294		WB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 EXIT 294		EB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-20 & Bryant St		WB US-20								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-20 & Bryant St		EB US-20								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-151 EXIT 49		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-151 EXIT 49		EB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 119		SB								
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 119		NB								
R5-1	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	1	-	-	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	1	-	-	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 66		SB								
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 66		NB								
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 89										
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-

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					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
R5-1	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 181	-	WB	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 181	-	EB	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 195	-	SB	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-218 EXIT 195	-	NB	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 8	-	EB	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 8	-	WB	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 255	-	WB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 255	-	EB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 259	-	EB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 259	-	WB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 260	-	WB	-	-	1	-	-	-	-	-
R6-1	-	-	1	-	-	-	-	-	-	-
R6-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-34 EXIT 260	-	EB	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 263	-	EB	-	-	1	-	-	-	-	-
R4-7	-	-	-	-	1	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
US-34 EXIT 263	-	WB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
US-61 EXIT 47	-	SB	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-

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					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
R3-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-61 EXIT 156	-	NB	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-61 EXIT 156	-	SB	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-65 EXIT 77	-	SB	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-65 EXIT 77	-	NB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-65 EXIT 83	-	SB	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-65 EXIT 83	-	NB	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-163 EXIT 18	-	WB	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-163 EXIT 18	-	EB	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-163 EXIT 40	-	EB	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-5 EXIT 64	-	0th Place	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-5 EXIT 64	-	Kimber St	-	-	1	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-100 EXIT 7	-	WB	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
IA-100 EXIT 7	-	EB	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
					(RR)	(RS)	(RF)	(RS)		
					EACH	EACH	EACH	EACH		
IA-141 EXIT 148		NB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-141 EXIT 148		SB								
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 148		WB								
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R3-1	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 148		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R3-2	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 150		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 150		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 158		WB								
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-30 EXIT 158		EB								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 179		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 179		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 202		WB								
R5-1A	-	-	1	-	-	-	-	-	-	-
US-30 EXIT 202		EB								
R5-1A	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	1	-	-	-	-	-	-	-
US-30 EXIT 250		WB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 250		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 252A		WB								
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
					TYPE 'A'	TYPE 'B'				
					(RA)	(RB)				
					(RR)	(RS)	(RF)	(RS)		
					EACH	EACH	EACH	EACH		
US-30 EXIT 252A		EB								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 253		EXIT RAMP								
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 253		EXIT LOOP								
R5-1	-	-	1	-	-	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 253		EXIT RAMP								
R5-1	-	-	1	-	-	-	-	-	-	-
R4-7	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 254A		EXIT LOOP								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 254A		EXIT RAMP								
R6-1	-	-	1	-	-	-	-	-	-	-
R6-1	-	-	1	-	-	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R6-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
US-30 EXIT 254A		EXIT LOOP								
R4-7	-	-	1	-	-	-	-	-	-	-
OM1-2	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
IA-163 & 64th St										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
IA-163 & 70th St										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
IA-163 & 75th St										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
IA-163 & 80th St										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & Story St										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & Linn St										
R5-1	-	-	1	-	-	-	-	-	-	-
Oral Roger Snedden Dr										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-

EXISTING SIGNS TO BE REMOVED

SIGN NUMBER OR DESCRIPTION	LOCATION STATION	DIRECTION OF TRAVEL	TYPE 'A' SIGN ASSEMBLY	TYPE 'B' SIGN ASSEMBLY	REMOVE SIGN ONLY		CONCRETE FOUNDATION	SUPPORT STRUCTURE & FOUNDATION	APPLICABLE SIGNING NOTES	REMARKS
			(RA)	(RB)	TYPE 'A'	TYPE 'B'	(RF)	(RS)		
			EACH	EACH	EACH	EACH	EACH	EACH		
US-30 & Marshall St										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & U Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & W Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & Sand Hill Trail										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & 580th Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & 600th Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & 18th St/610th Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & 650th Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & 32nd Ave										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-30 & IA-279										
R5-1	-	-	1	-	-	-	-	-	-	-
R5-1	-	-	1	-	-	-	-	-	-	-
US-63 EXIT 205										
R5-1	-	-	-	-	1	-	-	-	-	-
R5-1	-	-	-	-	1	-	-	-	-	-
R4-7F	-	-	1	-	-	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-
R5-1A	-	-	-	-	1	-	-	-	-	-

SIGNING NOTES

The following tolerances will be allowed on all signs:

Accumulation error of not greater than +/-0.50" per line of copy, not greater than +/-0.50" for spacing between lines of copy, and the margin between lines of copy and the inside edge of the sign border.

The following tolerances will be allowed on each letter or numeral:

nominal height	variation in height	variation in width
4" thru 12"	-1/8" to +3/8"	-1/4" to +1/4"
over 12"	-1/8" to +3/8"	-3/8" to +3/8"

Type B signs can be separated into two categories:

- Major Guide Signs.
- Minor Guide Signs.

Major Guide Signs include the advance and exit direction guide signs for an interchange or intersection.

Minor Guide Signs include all other guide signs such as NEXT EXIT signs, supplemental guide signs, logo signs, exit gore signs, post-interchange mileage signs, ramp destination signs, and ramp logo signs for an interchange, as well as destination signs along sideroads.

Type A signs are not separated into categories, but special consideration should be given to regulatory signs.

Do not remove Type B signs until replacement signs have been installed. If construction activities require the removal of a sign, the existing sign may be relocated to temporary posts, or a temporary plywood sign may be installed to replace the existing sign.

Existing non-regulatory Type A signs are NOT required to remain in place until installation of replacement signs. Existing regulatory Type A signs, particularly Stop signs, should not be removed until replacement signs are installed. This guideline may not apply if the traffic control plans have sufficient temporary signing.

Apply the following during the replacement or modification of signs:

- No more than one of the major guide signs for each direction of travel at an interchange out of service at any one time.
- No major guide sign out of service for more than 8 hours.
- No minor guide out of service for more than 24 hours.

Remove existing signs and posts within 24 hours following the installation of a new replacement sign.

In any case where the plans call for a new sign and posts to be installed at the same station location and offset as an existing sign, install the new posts at a minimum of either 5 ft ahead or behind the existing sign installation. Whenever posts for a replacement sign are erected directly in front of an existing sign, install the new replacement sign and remove the existing sign installation within 24 hours of the time that the new posts are erected.

Where signs are located behind guardrail, locate the near edge of the sign a minimum of 3 ft behind the guardrail posts. The Engineer may approve reducing this distance to a minimum of 1 ft where field conditions warrant.

Unless noted otherwise, leave auxiliary panels, such as exit number panels, in place or reattach to the sign using the existing mounting hardware. Also, when replacing an existing logo sign with a new logo sign, remove the business logo panel(s) from the existing sign and attach to the new sign as directed by the Engineer. Do not damage the auxiliary or logo panels when removing and reattaching them. This work is incidental to other work and no separate payment will be made.

SIGNING NOTES

The following notes apply to the corresponding sign installations shown on the plan sheets and listed in the tabulations.

- IB INSTALL NEW TYPE B SIGN
- IA INSTALL NEW TYPE A SIGN

Install new signs at the location identified in the plans.

For installation of new signs on existing posts:

- if the new sign is taller than the existing sign, furnish the necessary hardware to extend the sign above the posts. Refer to Standard Road Plan SI-132.
- if the new sign is shorter than the existing sign:
 - for wood posts and perforated square tube posts, install the sign at the proper height and cut off the excess post length.
 - for steel posts, install the sign at the top of the posts.

For installation of new signs on an existing sign support structure, refer to note (L).

Payment for installing Type A signs or Type B signs includes furnishing hardware for mounting, extending signs above existing posts, and cutting off wood posts.

- MS MODIFY EXISTING SIGN

Modify the copy on the existing sign as shown in the plans.

Deliver existing copy which is removed to a DOT storage area within 50 mi, as designated by the Engineer.

Install the new copy as needed to make sign modifications.

Payment for Modification of Existing Sign includes removal of existing copy and installation of new copy.

- MB INSTALL SPECIAL MOUNTING BRACKET

Install special mounting brackets at the locations identified in the plans. Refer to Tabulations 190-10, 190-51, and/or 190-65.

- PW INSTALL NEW WOOD POSTS
- PB INSTALL NEW BREAKAWAY STEEL POSTS AND FOOTING
- PP INSTALL NEW PERFORATED SQUARE TUBE POSTS AND ANCHORS

Install new wood posts, breakaway steel posts and footings, or perforated square tube posts and anchors at the locations indicated in the plans. Refer to Tabulations 190-51 and 190-50 for post size and footing information.

If note (RR) accompanies (PW), (PB), or (PP), install an existing sign on the new posts.

- RR REMOVE AND REINSTALL SIGN:

Do not remove existing major Type B guide signs on posts until the new posts are installed. Promptly remove sign and install at the new location.

Existing major Type B guide signs on overhead support structures, minor Type B guide signs, plywood signs, and Type A signs may be removed and stored. Transport the signs to a DOT storage area within 50 mi, as designated by the Engineer. Transport the signs back to the job site when ready for installation at the new location.

Replace signs damaged by the Contractor's activities at no additional cost to the Contracting Authority.

Payment for Remove and Reinstall Sign includes sign removal, delivery to the DOT storage area (if applicable), and reinstallation.

- RA REMOVE TYPE A SIGN ASSEMBLY
- RB REMOVE TYPE B SIGN ASSEMBLY

Type A Sign Assembly consists of one or more signs installed on one or more wood posts, either directly mounted to the post or mounted to the post with special sign mounting brackets.

SIGNING NOTES

Type B Sign Assembly consists of the main sign, all auxiliary signs and brackets, and the wood or steel posts.

Unless stated otherwise in the plans, remove all posts with the signs and brackets.

Remove each sign assembly identified in the plans. Sign posts removed become the property of the Contractor. All other materials removed remain the property of the DOT.

Disassemble each sign assembly removed before delivering to the DOT. For Type A sign assemblies, unbolt all signs, special mounting brackets, and posts from each other. For Type B assemblies, unbolt all extruded aluminum panels, brackets, and posts from each other. Do not damage the disassembled materials.

Place backfill in holes remaining from the removal of wood posts and restore to the normal surrounding conditions.

Deliver the removed signs, special sign mounting brackets, and extruded aluminum panels to a DOT storage area within 50 mi, as designated by the Engineer.

The concrete footings for steel posts are not considered part of the sign assembly. Refer to note RF for concrete footing removal.

Payment for Removal of Type A Sign Assembly or Removal of Type B Sign Assembly includes sign assembly removal and disassembly, post removal (if applicable), delivery to the DOT storage area, placing backfill in holes, and restoration of the surrounding conditions.

- RF REMOVE EXISTING CONCRETE FOOTING FOR STEEL POST

Remove existing concrete footings to a depth of 1 ft below ground. Place backfill in holes remaining from removal and restore to the normal surrounding conditions. This work is incidental to other work and no separate payment will be made.

- RS REMOVE EXISTING TYPE B SIGN SUPPORT STRUCTURE

The following are considered Type B Sign Support Structures:

- Overhead sign truss and foundation,
- Cantilevered sign truss and foundation, or
- Bridge mounted brackets.

For removal purposes, wood and steel post are not considered Type B Support Structures.

Unless stated otherwise in the plans, existing overhead trusses, cantilevered trusses, and bridge brackets which are removed become the property of the Contractor. If stated in the plans, deliver overhead trusses, cantilevered trusses, and bridge brackets to a DOT storage area within 50 mi, as designated by the Engineer.

Payment for Removal of Sign Support Structure and Foundation includes sign support structure removal, delivery to the DOT storage area (if applicable), and restoration of the surrounding conditions.

- L MODIFY SIGN SUPPORT ANGLES NEEDED TO INSTALL SIGNS ON EXISTING SIGN SUPPORTS STRUCTURES

Refer to the sign support structure details for information on the required angle brackets.

Provided all specifications are met, the existing sign support angles may be reused. Install existing sign support angles to be reused only on the sign support structure from which they were removed.

Sign support angles removed and not reused become the property of the Contractor.

When reusing the existing sign support angles with a shorter replacement sign, the sign support angles may need to be trimmed. Refer to the sign support details to determine if and where to trim the sign support angles.

Do not use existing fasteners. Use new stainless steel bolts and nuts to install the existing or new sign support angles to the sign support structure.

SIGNING NOTES

Removal of existing sign support angles is incidental to removal of the sign.

Reinstalling and/or modifying existing sign support angles; furnishing and installing new sign support angles (if required); and furnishing and installing new fasteners is incidental to work associated with Type B signs.

SIGN INSTALLATION QUALITY CONTROL NOTES

Post lengths have been derived from the proposed grading cross sections. Field verify post lengths.

Slight differences between the design template and the actual conditions should be expected. These variations should be resolved by doing some localized shaping and grading. Obtain material needed to meet the site requirements of SI-113 from the footing excavation and/or the area immediately adjacent to the footing. Ensure reshaping work does not substantially change foreslopes or the drainage in the vicinity of the sign.

Significant differences between the design template and the actual field conditions need to be resolved in this manner:

Survey the location and draw the actual template on the cross section. Recalculate each post length and compare to the maximum allowable leg length. If all of the maximum leg lengths are less than or equal to the maximum allowable leg length, then the proposed post design will be sufficient. If any leg is greater than the maximum allowable leg length, then submit the cross section with the actual template drawn (including offsets and elevation from the survey shown) to the Engineer. The Engineer may forward this information on to the design Engineer in order to complete a new post design.

Install the footings, stub posts, and posts according to the following tolerances:

- elevation difference from the edge of pavement to the bottom of the sign within 6 inches of the dimension shown.
- elevation difference of less than 2 inches between the top of the highest post and the lowest post at a site.

Footing construction is the controlling activity that substantially affects the quality of the site installation. Verify the elevation difference between the stubs is exactly the same as the elevation difference between the post lengths. If the Engineer requests, submit documentation detailing the site field shots in order to verify site installation.

* This is to only be used in conjunction with Tabulation 108-23A
Shaded area indicates times that lane closures are not allowed

TRAFFIC CONTROL CLOSURE TABLE(S)

Lane closures on IA 163, IA 141, & IA 415

	AM												Noon	PM																																		
	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30
SUN	[Shaded area]																																															
MON	[Shaded area]																																															
TUE	[Shaded area]												[Shaded area]																																			
WED	[Shaded area]												[Shaded area]																																			
THU	[Shaded area]												[Shaded area]																																			
FRI	[Shaded area]												[Shaded area]																																			
SAT	[Shaded area]																																															

Lane closures on US 30 in Boone and Story counties

	AM												Noon	PM																																		
	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30	12:00	12:30	1:00	1:30	2:00	2:30	3:00	3:30	4:00	4:30	5:00	5:30	6:00	6:30	7:00	7:30	8:00	8:30	9:00	9:30	10:00	10:30	11:00	11:30
SUN	[Shaded area]																																															
MON	[Shaded area]																																															
TUE	[Shaded area]												[Shaded area]																																			
WED	[Shaded area]												[Shaded area]																																			
THU	[Shaded area]												[Shaded area]																																			
FRI	[Shaded area]												[Shaded area]																																			
SAT	[Shaded area]																																															

TRAFFIC CONTROL PLAN

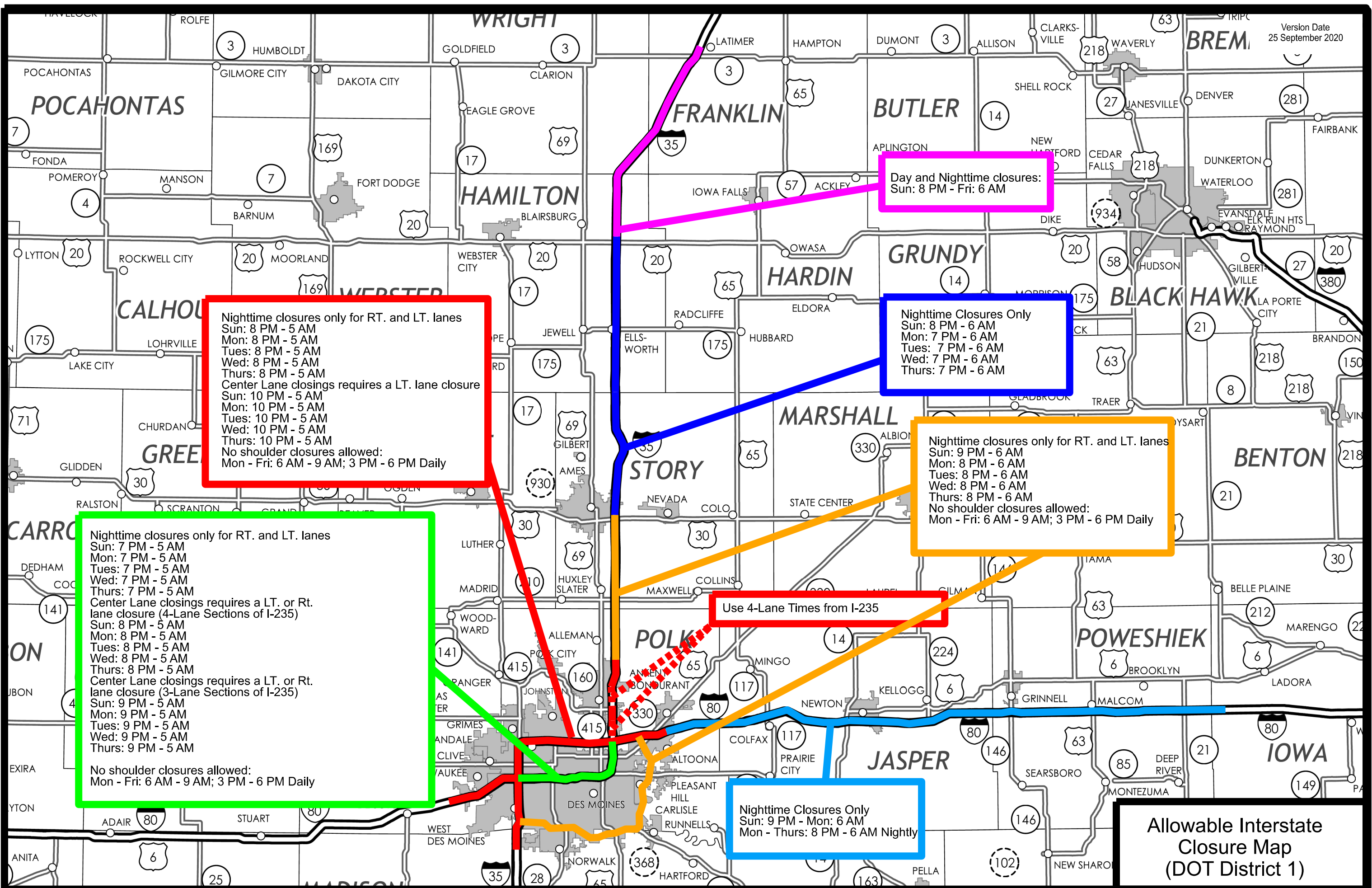
Traffic shall be maintained at all times except as noted.

Traffic control on this project shall be in accordance with the Standard Road Plans included in Tabulation 105-4. For additional information, refer to Part 6 of the Manual on Uniform Traffic Control Devices and the current Standard Specifications. The Contractor shall coordinate traffic control with other projects in the area as needed.

No traffic control devices shall be placed before any of the time restrictions.

The Contractor shall be responsible for coordinating traffic control with Motor Vehicle Enforcement. Contact (515) 237-3336.

Lane and/or shoulder closures will be allowed in accordance with Tab 108-23B or as approved by the Engineer.



Nighttime closures only for RT. and LT. lanes
Sun: 8 PM - 5 AM
Mon: 8 PM - 5 AM
Tues: 8 PM - 5 AM
Wed: 8 PM - 5 AM
Thurs: 8 PM - 5 AM
Center Lane closings requires a LT. lane closure
Sun: 10 PM - 5 AM
Mon: 10 PM - 5 AM
Tues: 10 PM - 5 AM
Wed: 10 PM - 5 AM
Thurs: 10 PM - 5 AM
No shoulder closures allowed:
Mon - Fri: 6 AM - 9 AM; 3 PM - 6 PM Daily

Day and Nighttime closures:
Sun: 8 PM - Fri: 6 AM

Nighttime Closures Only
Sun: 8 PM - 6 AM
Mon: 7 PM - 6 AM
Tues: 7 PM - 6 AM
Wed: 7 PM - 6 AM
Thurs: 7 PM - 6 AM

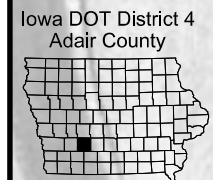
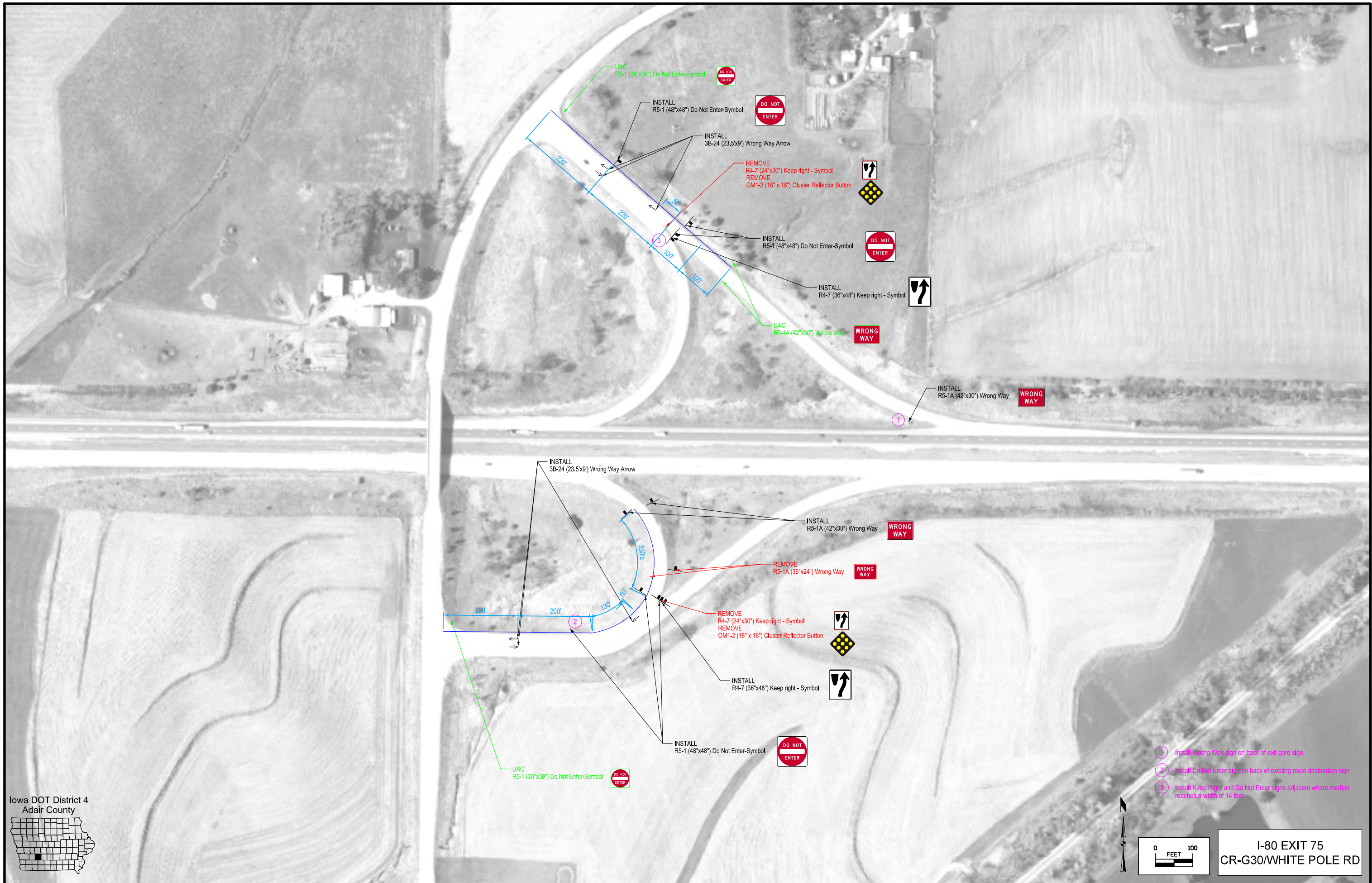
Nighttime closures only for RT. and LT. lanes
Sun: 9 PM - 6 AM
Mon: 8 PM - 6 AM
Tues: 8 PM - 6 AM
Wed: 8 PM - 6 AM
Thurs: 8 PM - 6 AM
No shoulder closures allowed:
Mon - Fri: 6 AM - 9 AM; 3 PM - 6 PM Daily

Nighttime closures only for RT. and LT. lanes
Sun: 7 PM - 5 AM
Mon: 7 PM - 5 AM
Tues: 7 PM - 5 AM
Wed: 7 PM - 5 AM
Thurs: 7 PM - 5 AM
Center Lane closings requires a LT. or Rt. lane closure (4-Lane Sections of I-235)
Sun: 8 PM - 5 AM
Mon: 8 PM - 5 AM
Tues: 8 PM - 5 AM
Wed: 8 PM - 5 AM
Thurs: 8 PM - 5 AM
Center Lane closings requires a LT. or Rt. lane closure (3-Lane Sections of I-235)
Sun: 9 PM - 5 AM
Mon: 9 PM - 5 AM
Tues: 9 PM - 5 AM
Wed: 9 PM - 5 AM
Thurs: 9 PM - 5 AM
No shoulder closures allowed:
Mon - Fri: 6 AM - 9 AM; 3 PM - 6 PM Daily

Use 4-Lane Times from I-235

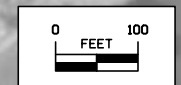
Nighttime Closures Only
Sun: 9 PM - Mon: 6 AM
Mon - Thurs: 8 PM - 6 AM Nightly

Allowable Interstate
Closure Map
(DOT District 1)

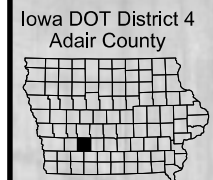
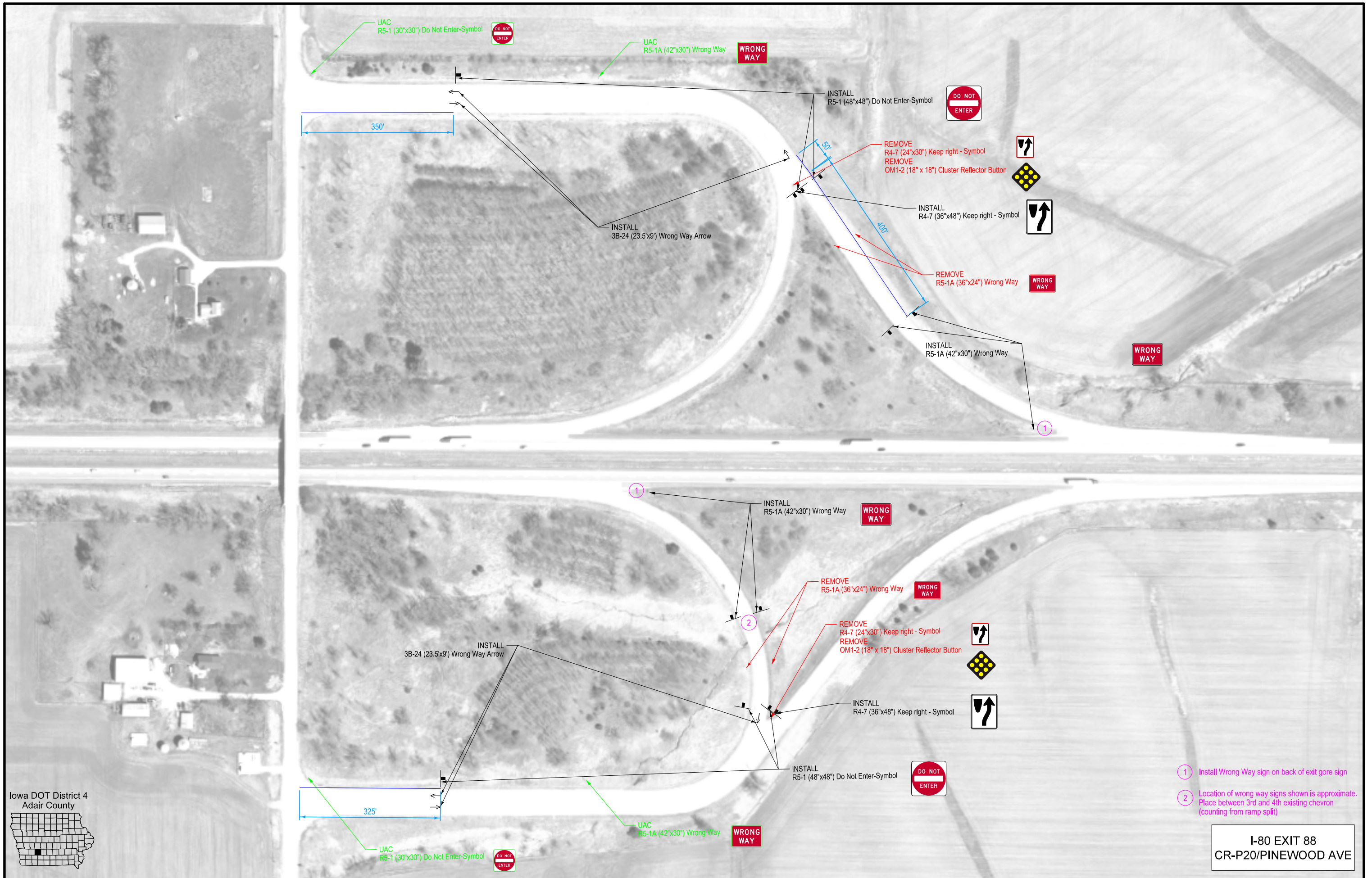


Iowa DOT District 4
Adair County

- ① Install Wrong Way sign on back of exit gore sign
- ② Install Do Not Enter sign on back of existing route destination sign
- ③ Install Keep Right and Do Not Enter signs adjacent where median reaches a width of 14 feet



I-80 EXIT 75
CR-G30/WHITE POLE RD



I-80 EXIT 88
CR-P20/PINEWOOD AVE

INSTALL
R3-2 (36"x36") No Left Turn Symbol

INSTALL
R5-1 (48"x48") Do Not Enter-Symbol

UAC
R6-1 (54"x18") One Way On Left Arrow
R6-1 (54"x18") One Way On Right Arrow
REMOVE
R5-1 (36"x36") Do Not Enter-Symbol

INSTALL
R3-1 (36"x36") No Right Turn Symbol

UAC
R5-1A (42"x30") Wrong Way

INSTALL
3B-24 (23.5"x9") Wrong Way Arrow

REMOVE
R5-1A (36"x24") Wrong Way

INSTALL
R5-1A (42"x30") Wrong Way

INSTALL
R3-1 (36"x36") No Right Turn Symbol

UAC
R6-1 (54"x18") One Way On left Arrow
R6-1 (54"x18") One Way On Right Arrow
REMOVE
R5-1 (36"x36") Do Not Enter-Symbol

INSTALL
R5-1 (48"x48") Do Not Enter-Symbol

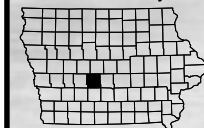
INSTALL
R3-2 (36"x36") No Left Turn Symbol

INSTALL
3B-24 (23.5"x9") Wrong Way Arrow

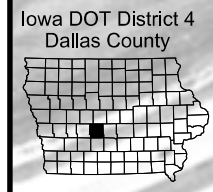
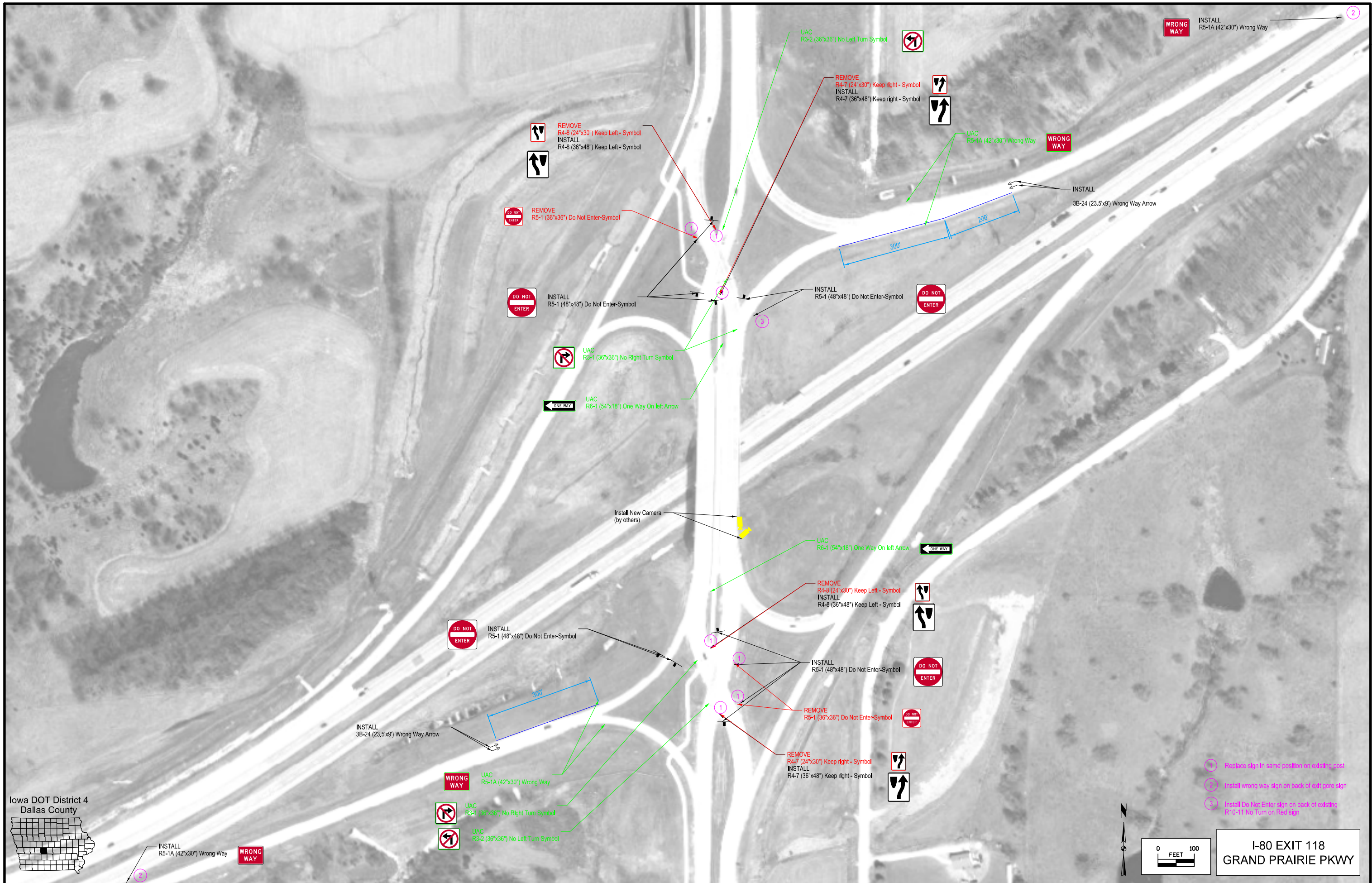
INSTALL
R5-1A (42"x30") Wrong Way

- ① Attach No Left Turn sign to light pole
- ② Install new wrong way sign on back of exit gore sign
- ③ Attach Do Not Enter sign to light pole facing direction shown
- ④ Replace Wrong Way sign on same post
- ⑤ Install No Left/Right Turn sign below existing route destination sign

Iowa DOT District 4
Dallas County

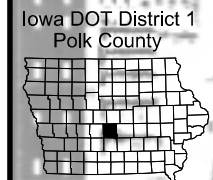
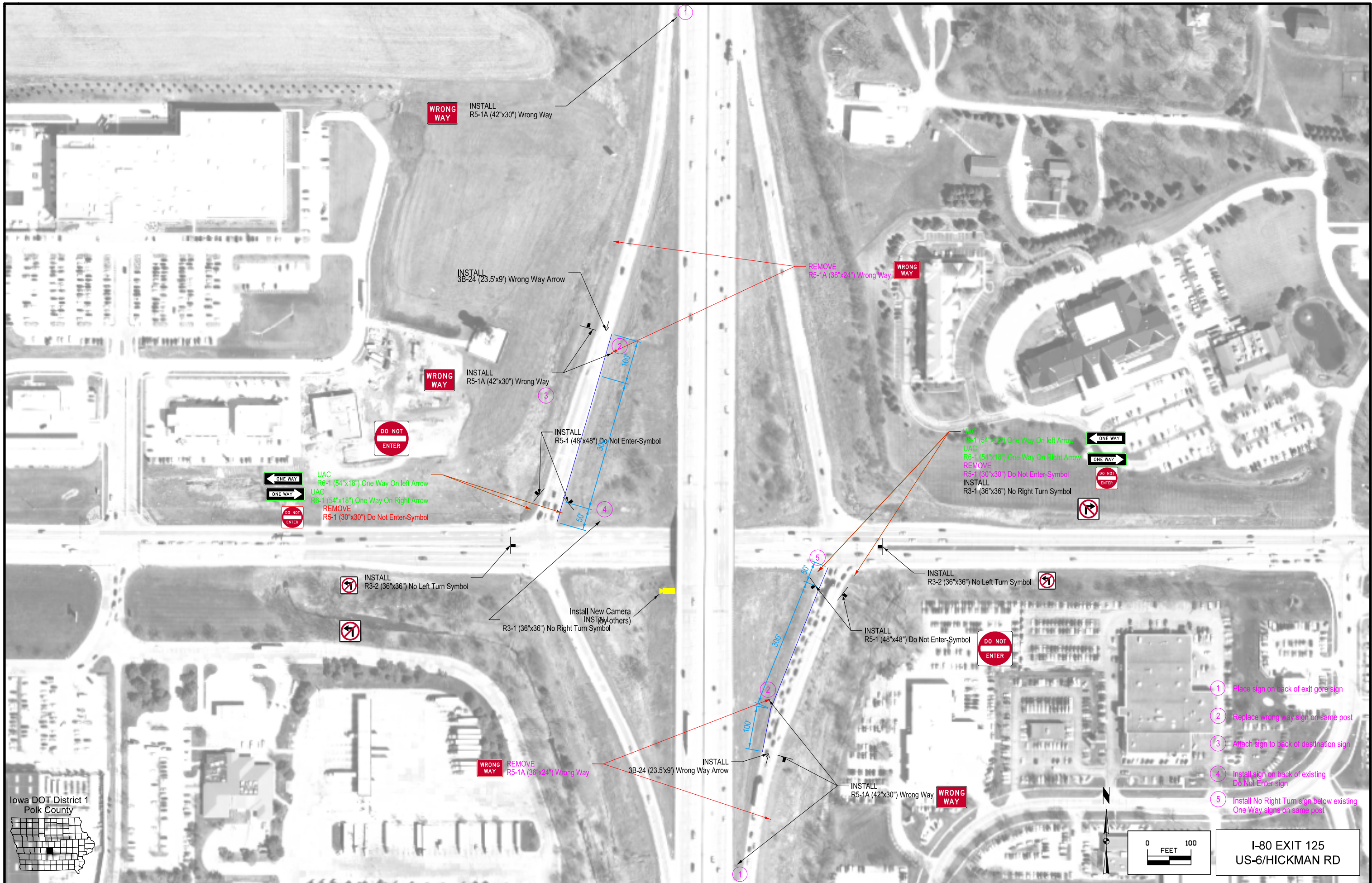


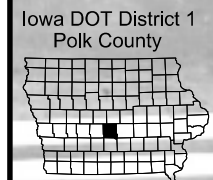
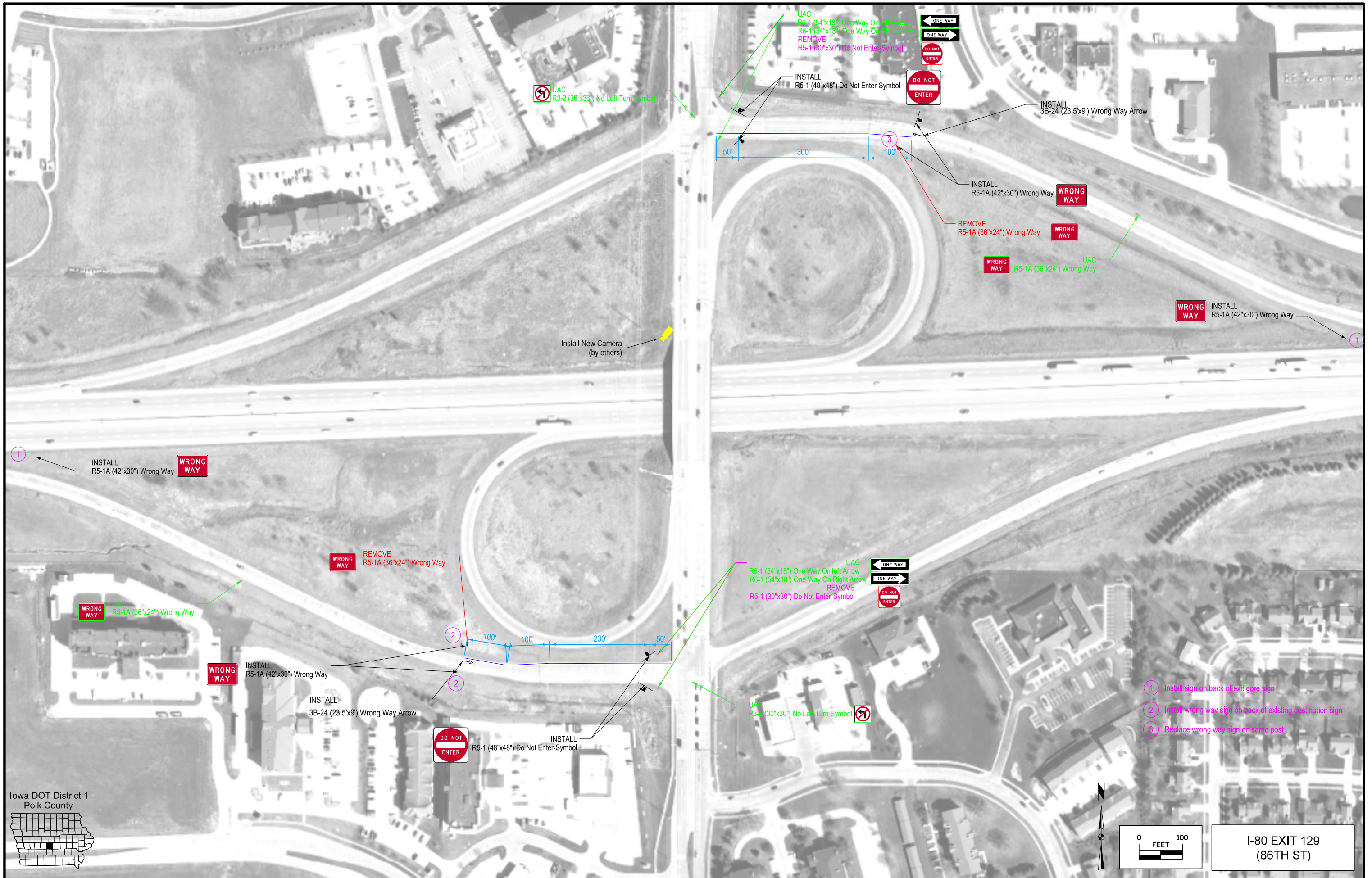
I-80 EXIT 100
CR-F60/ELDORADO AVE

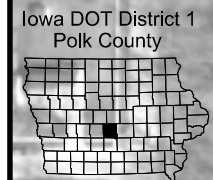
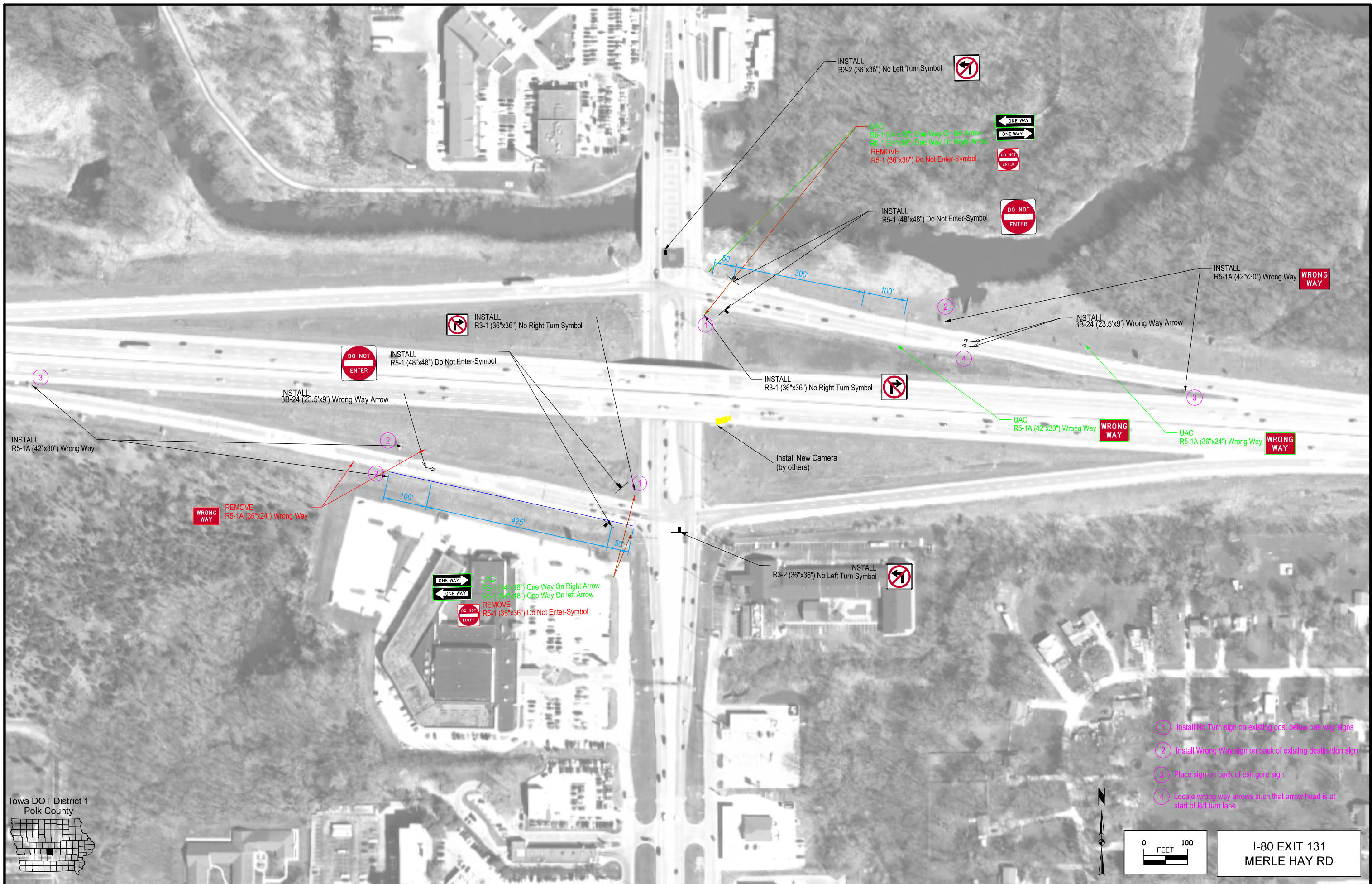


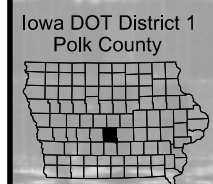
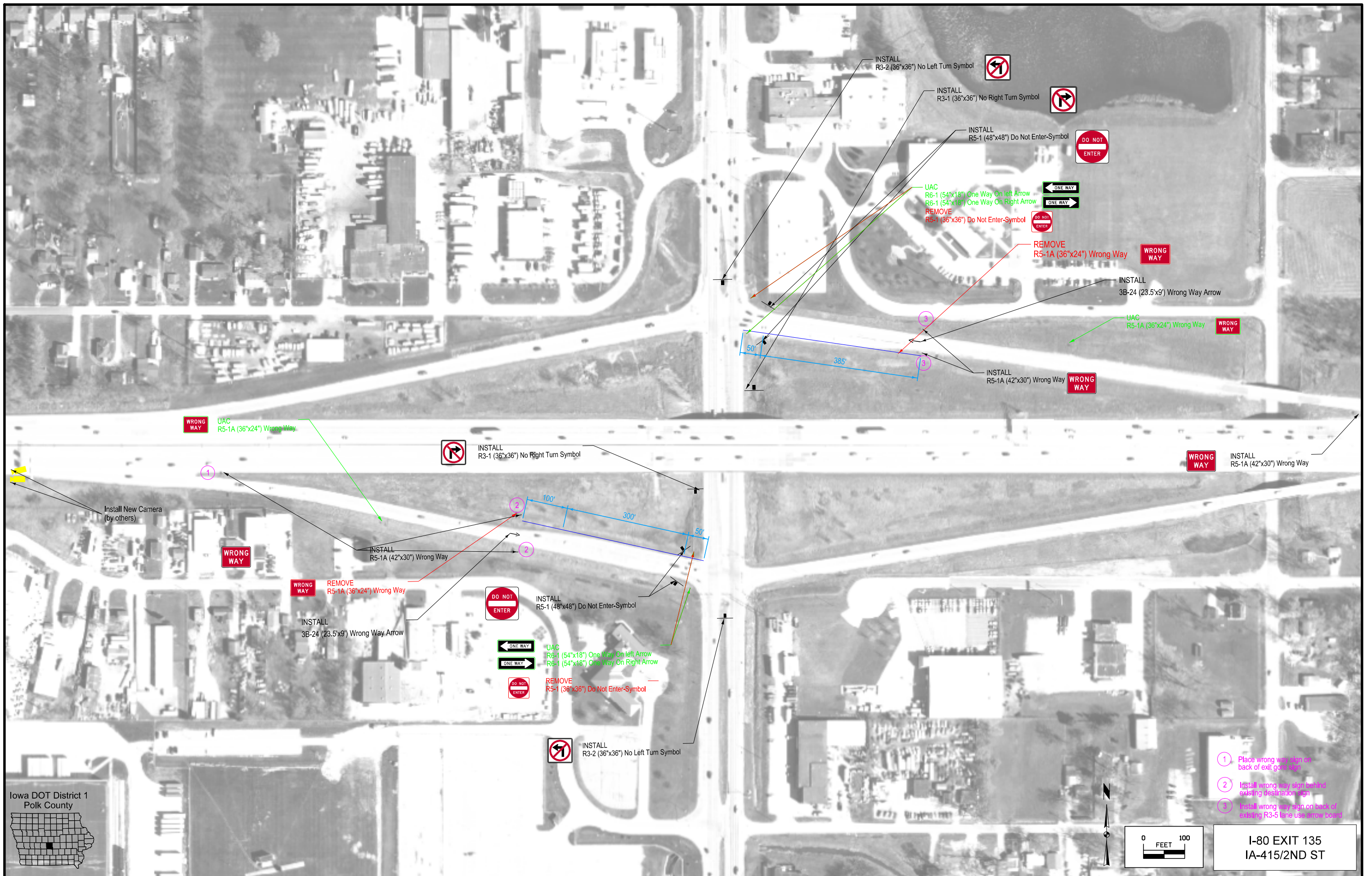
- ① Replace sign in same position on existing post
- ② Install wrong way sign on back of exit gore sign
- ③ Install Do Not Enter sign on back of existing R10-11 No Turn on Red sign

**I-80 EXIT 118
GRAND PRAIRIE PKWY**



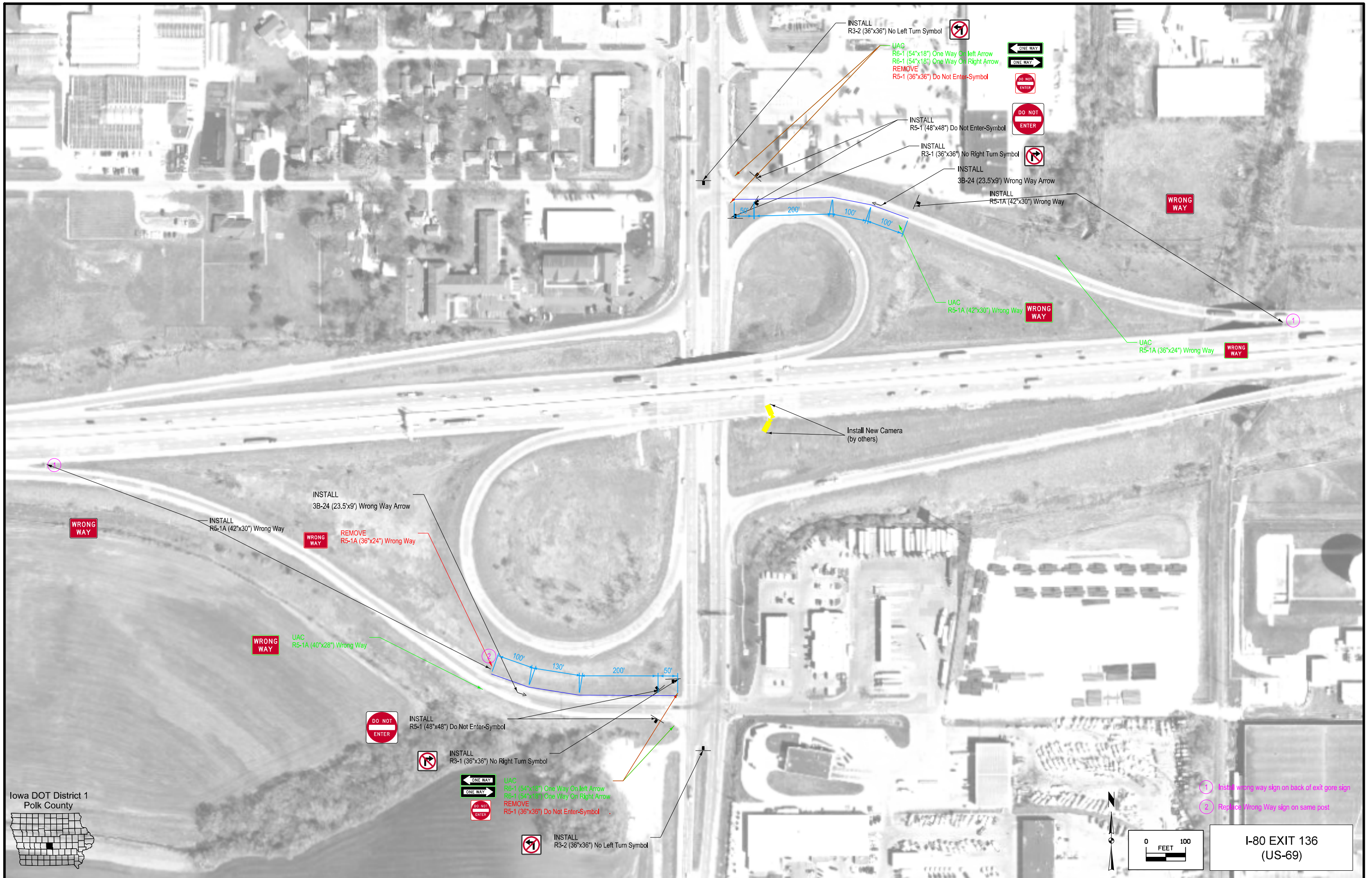


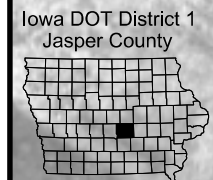
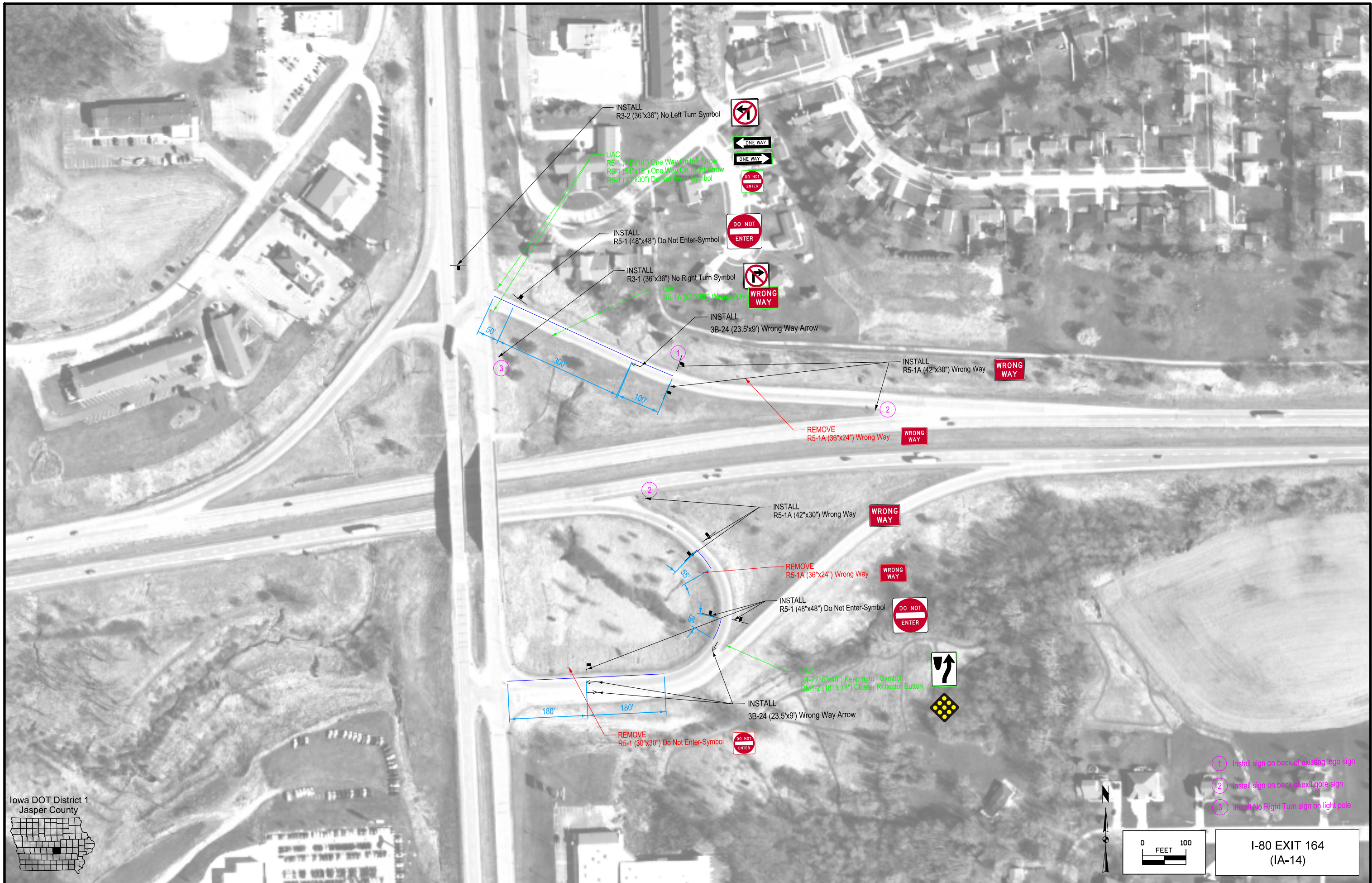


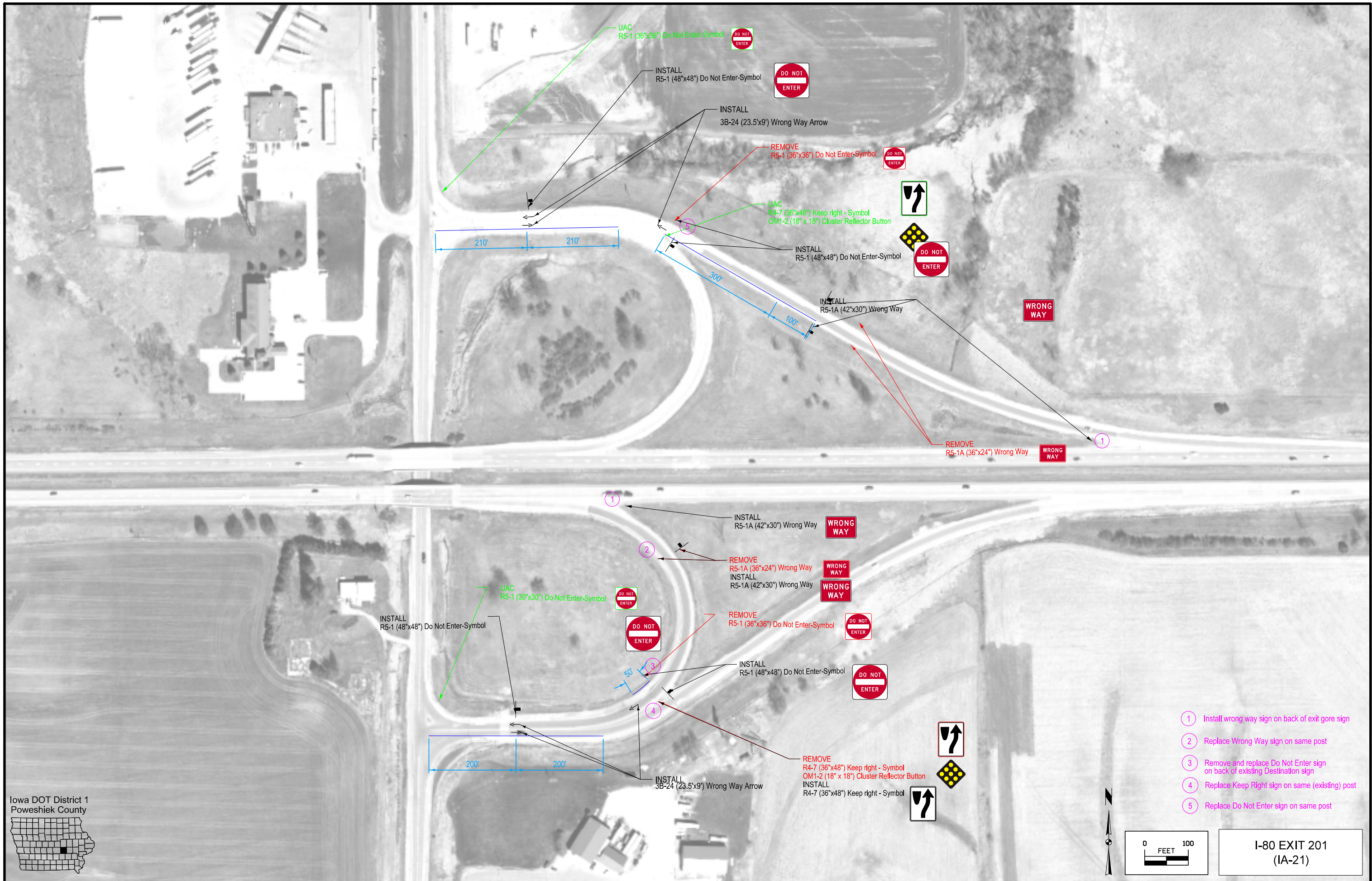


- 1 Place wrong way sign on back of exit gate sign
- 2 Install wrong way sign behind existing destination sign
- 3 Install wrong way sign on back of existing R3-5 lane use arrow board

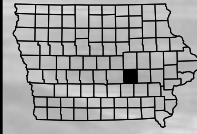
**I-80 EXIT 135
IA-415/2ND ST**



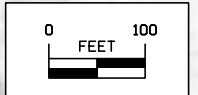




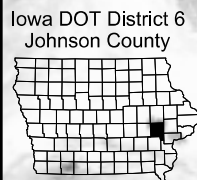
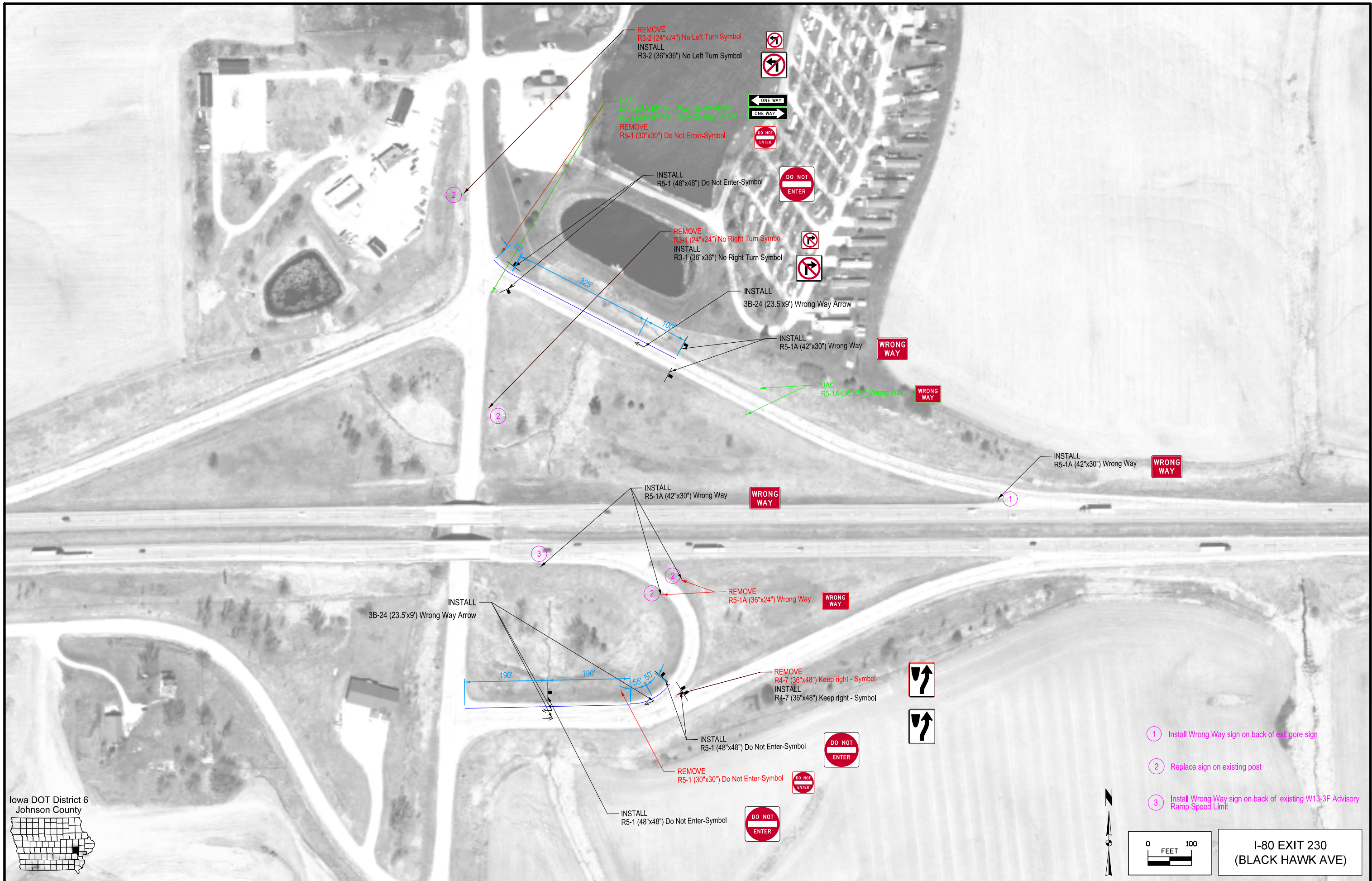
Iowa DOT District 1
Poweshiek County

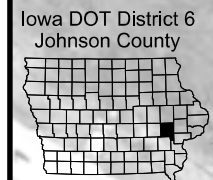
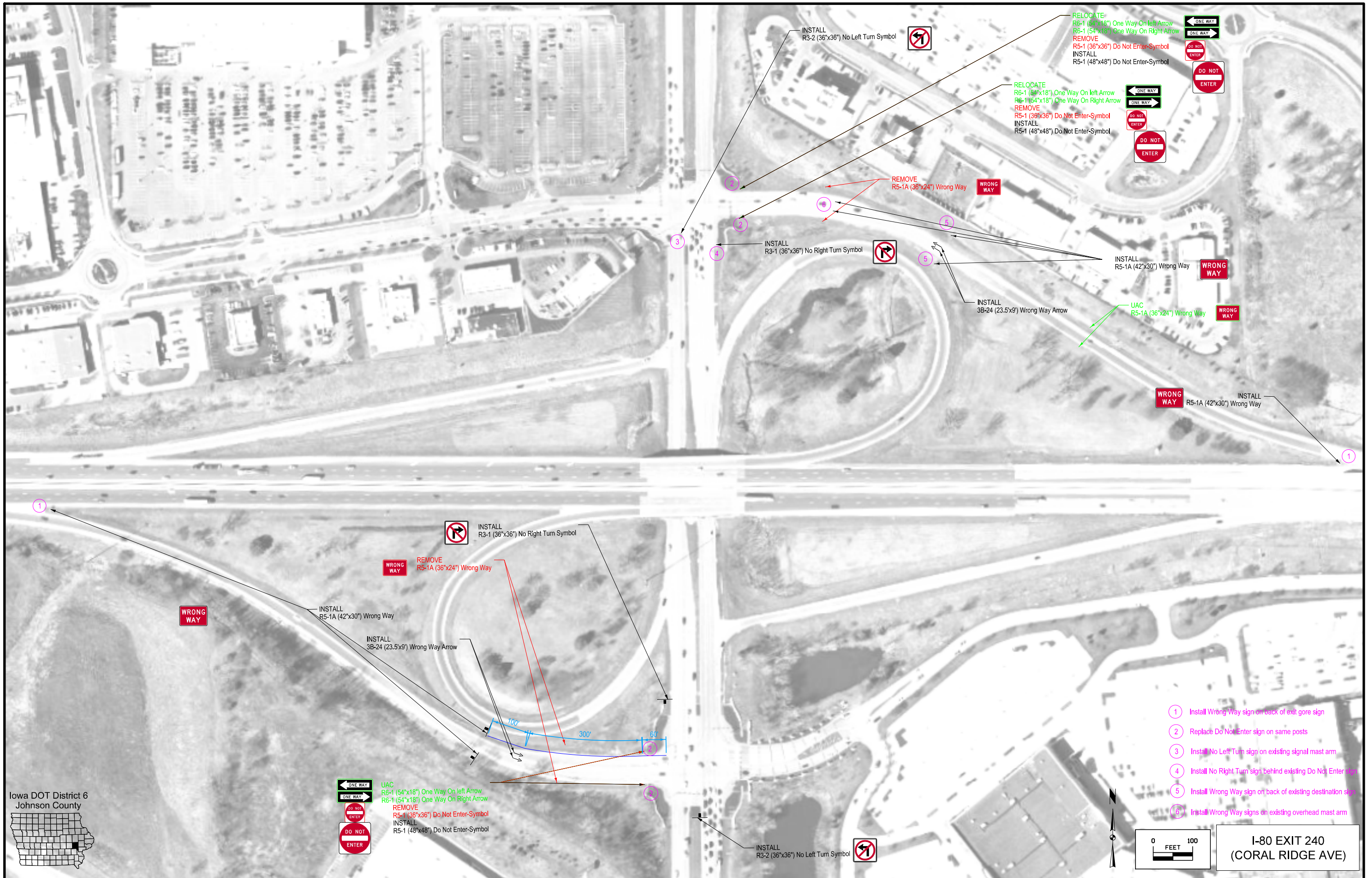


- ① Install wrong way sign on back of exit gore sign
- ② Replace Wrong Way sign on same post
- ③ Remove and replace Do Not Enter sign on back of existing Destination sign
- ④ Replace Keep Right sign on same (existing) post
- ⑤ Replace Do Not Enter sign on same post



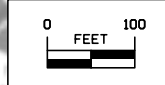
I-80 EXIT 201
(IA-21)



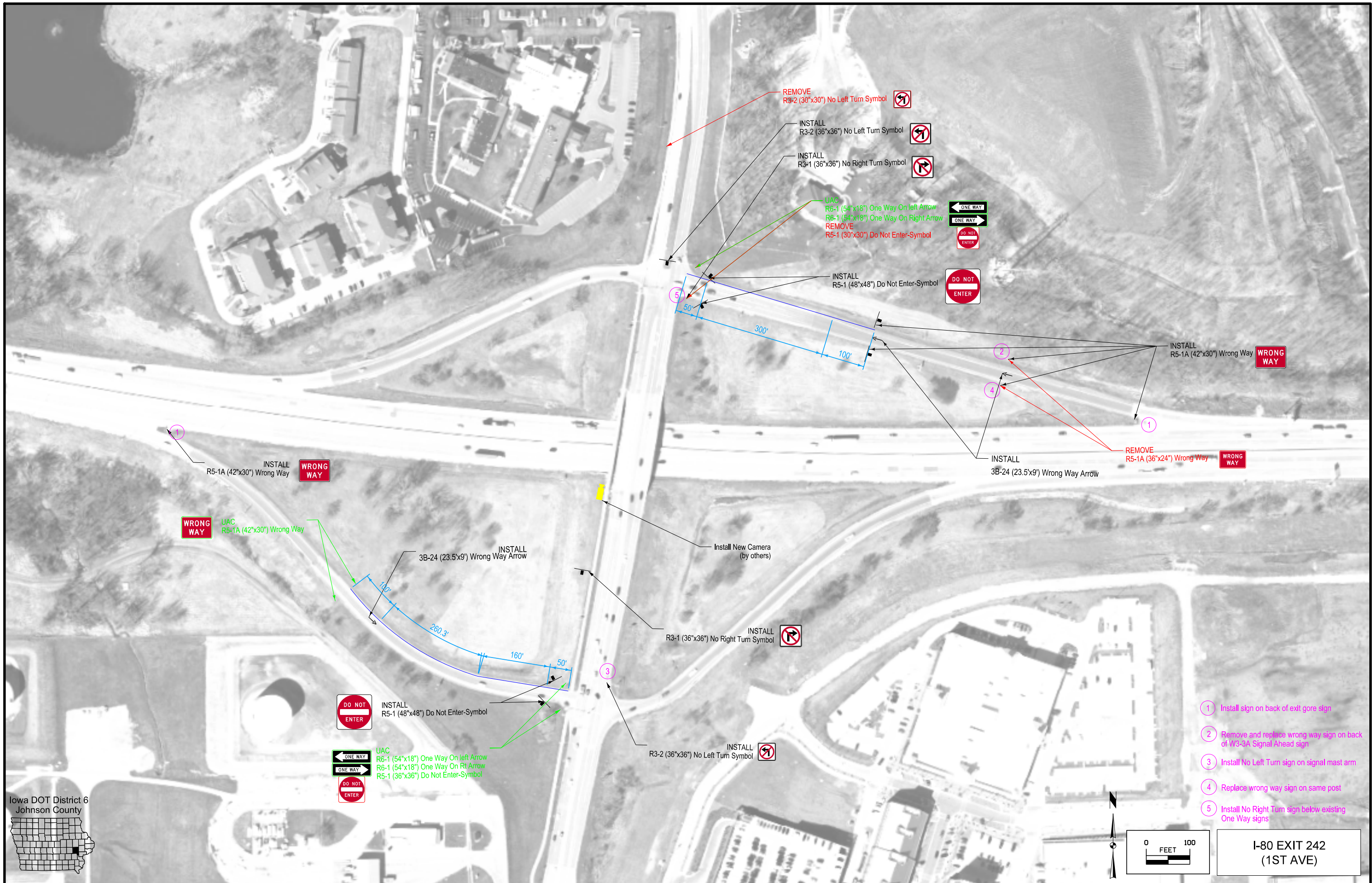


UAC
 R6-1 (54"x18") One Way On Left Arrow
 R6-1 (54"x18") One Way On Right Arrow
 REMOVE
 R5-1 (36"x36") Do Not Enter-Symbol
 INSTALL
 R5-1 (48"x48") Do Not Enter-Symbol

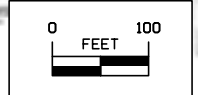
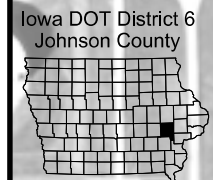
- ① Install Wrong Way sign on back of exit gore sign
- ② Replace Do Not Enter sign on same posts
- ③ Install No Left Turn sign on existing signal mast arm
- ④ Install No Right Turn sign behind existing Do Not Enter sign
- ⑤ Install Wrong Way sign on back of existing destination sign
- ⑥ Install Wrong Way signs on existing overhead mast arm



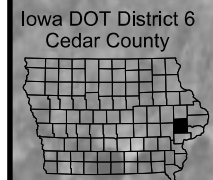
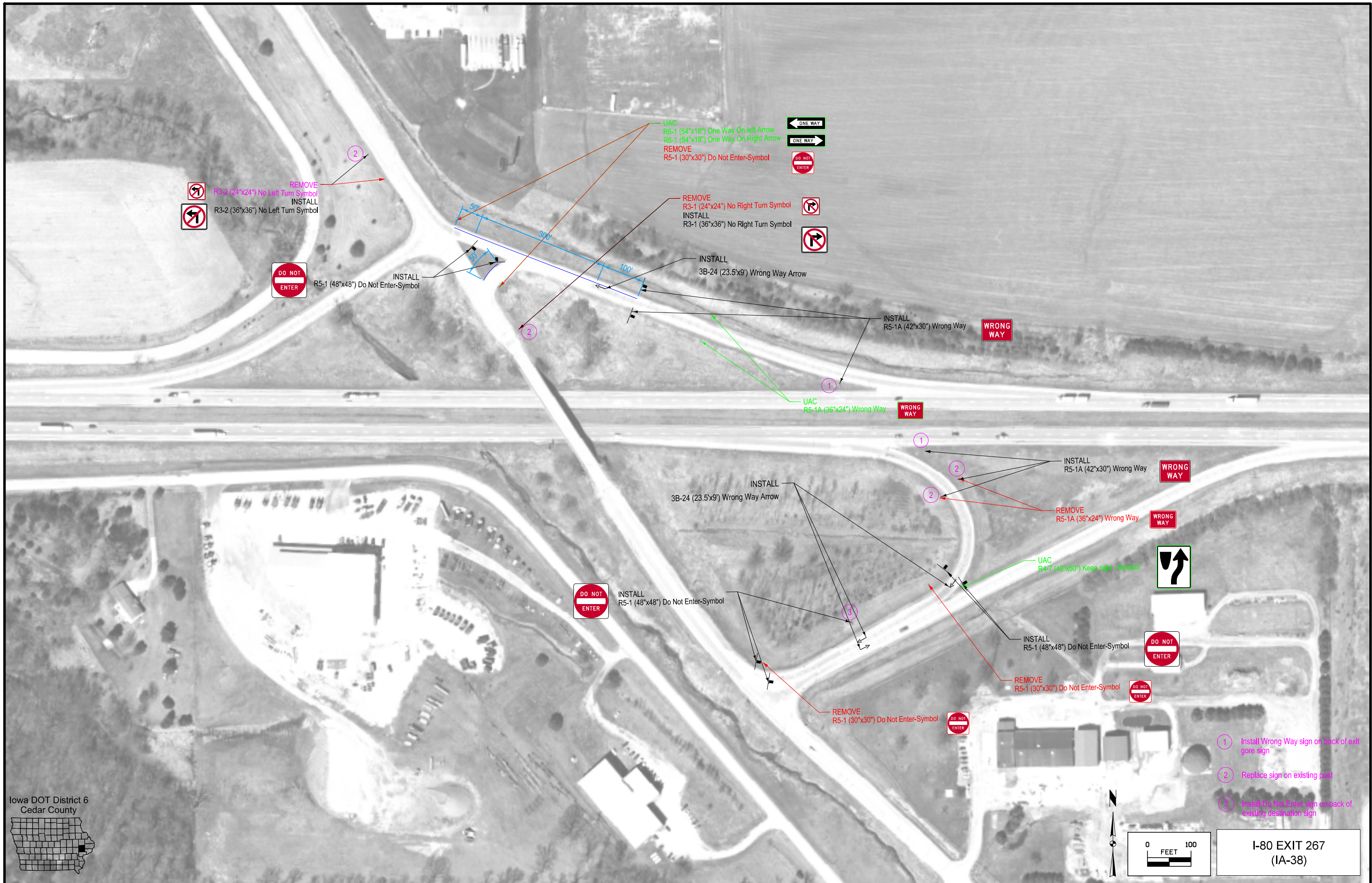
I-80 EXIT 240
(CORAL RIDGE AVE)

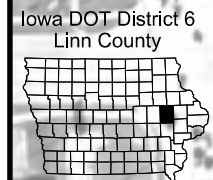
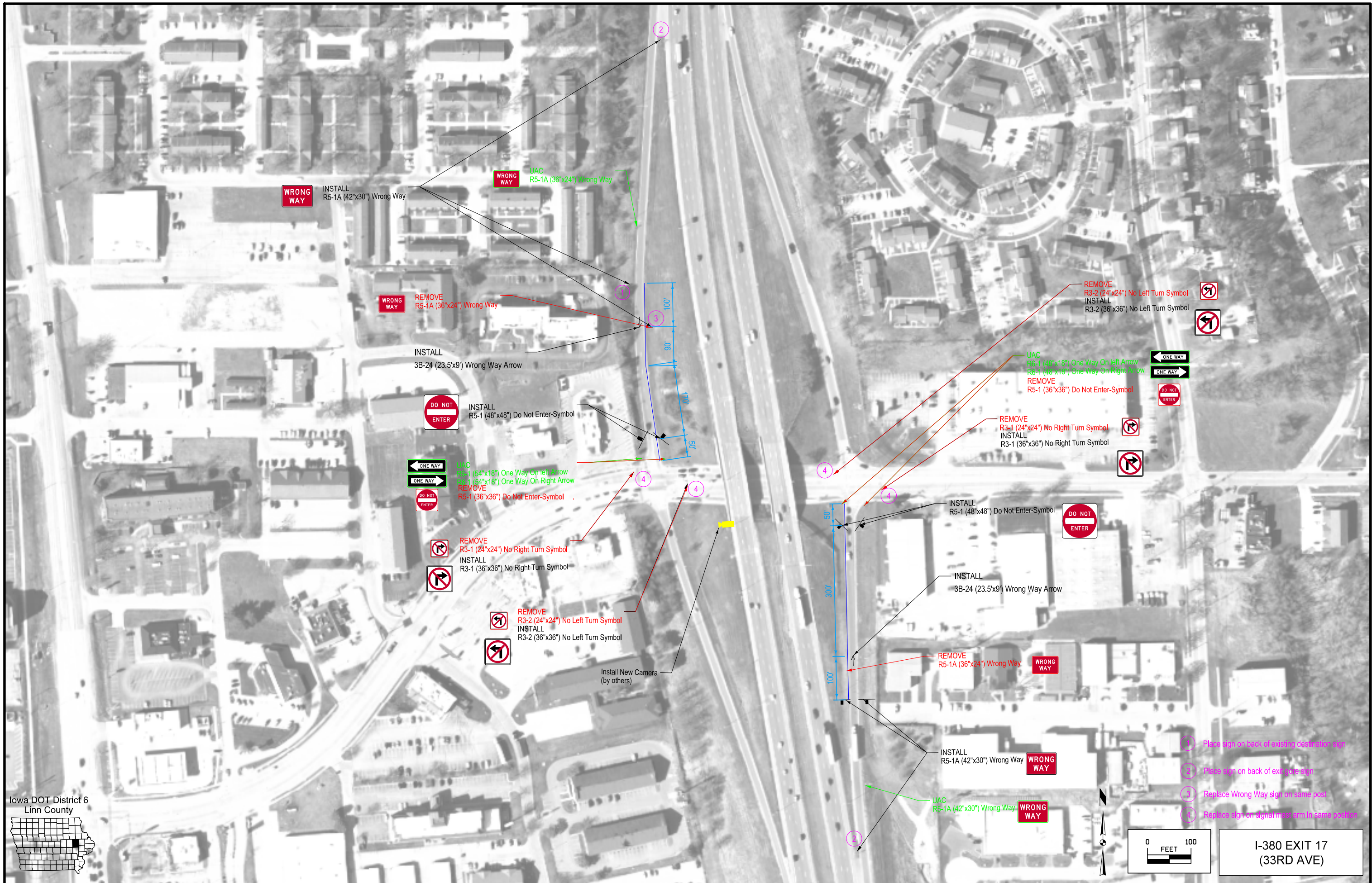


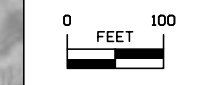
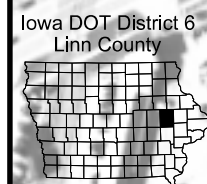
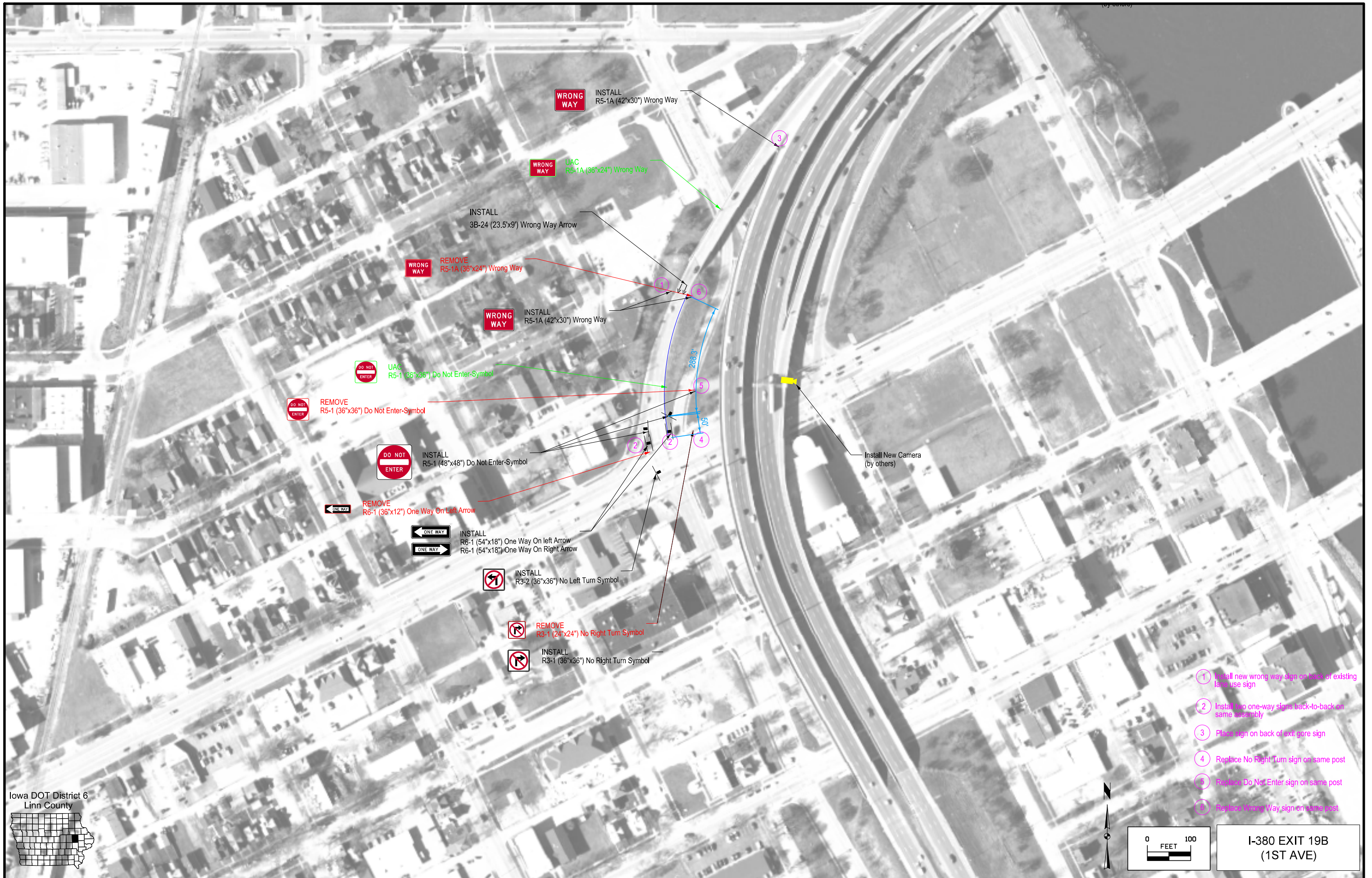
- 1 Install sign on back of exit gore sign
- 2 Remove and replace wrong way sign on back of W3-3A Signal Ahead sign
- 3 Install No Left Turn sign on signal mast arm
- 4 Replace wrong way sign on same post
- 5 Install No Right Turn sign below existing One Way signs



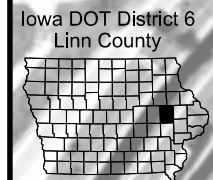
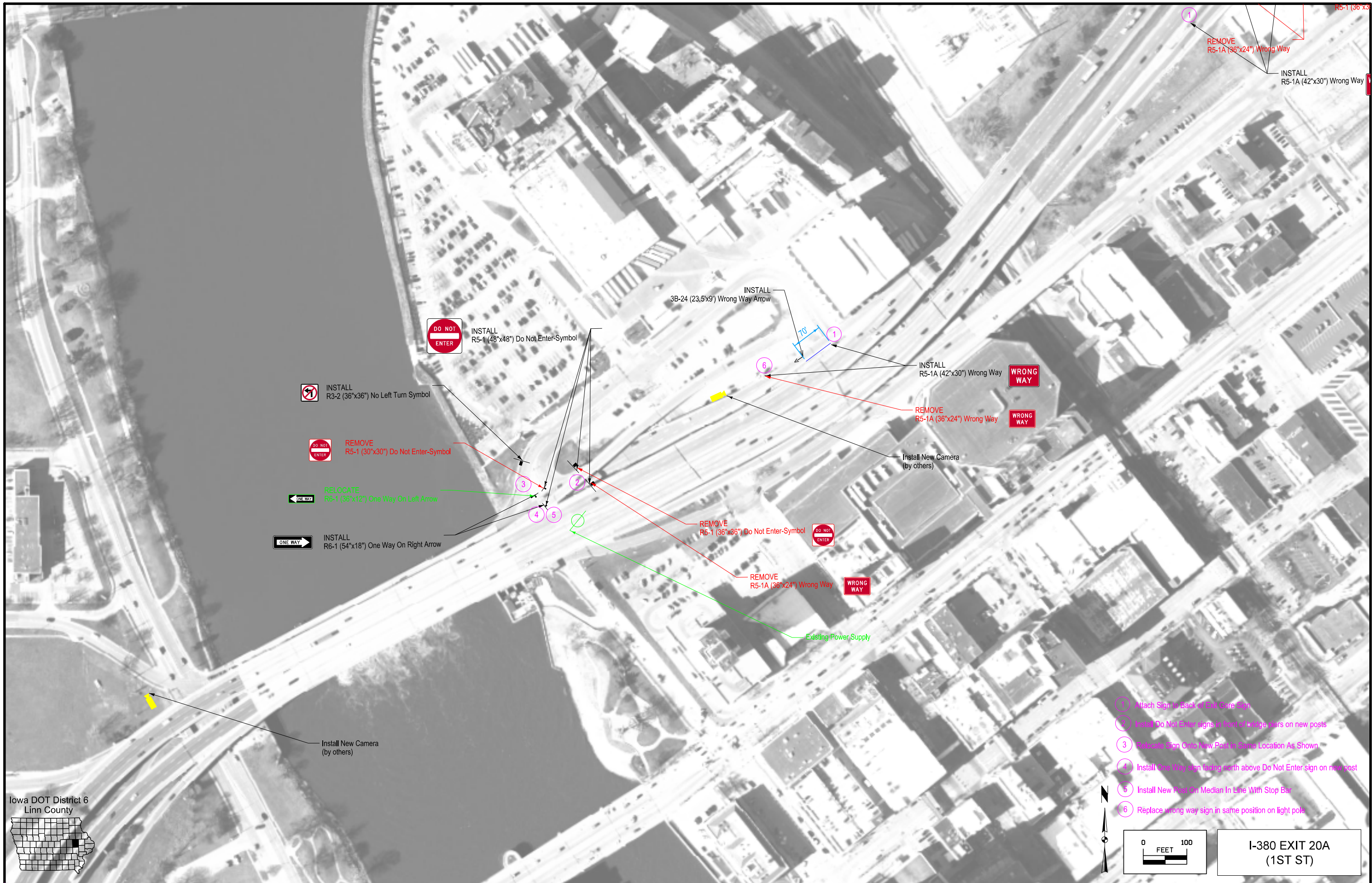
I-80 EXIT 242
(1ST AVE)





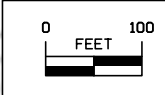


**I-380 EXIT 19B
(1ST AVE)**

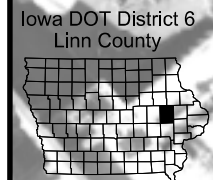
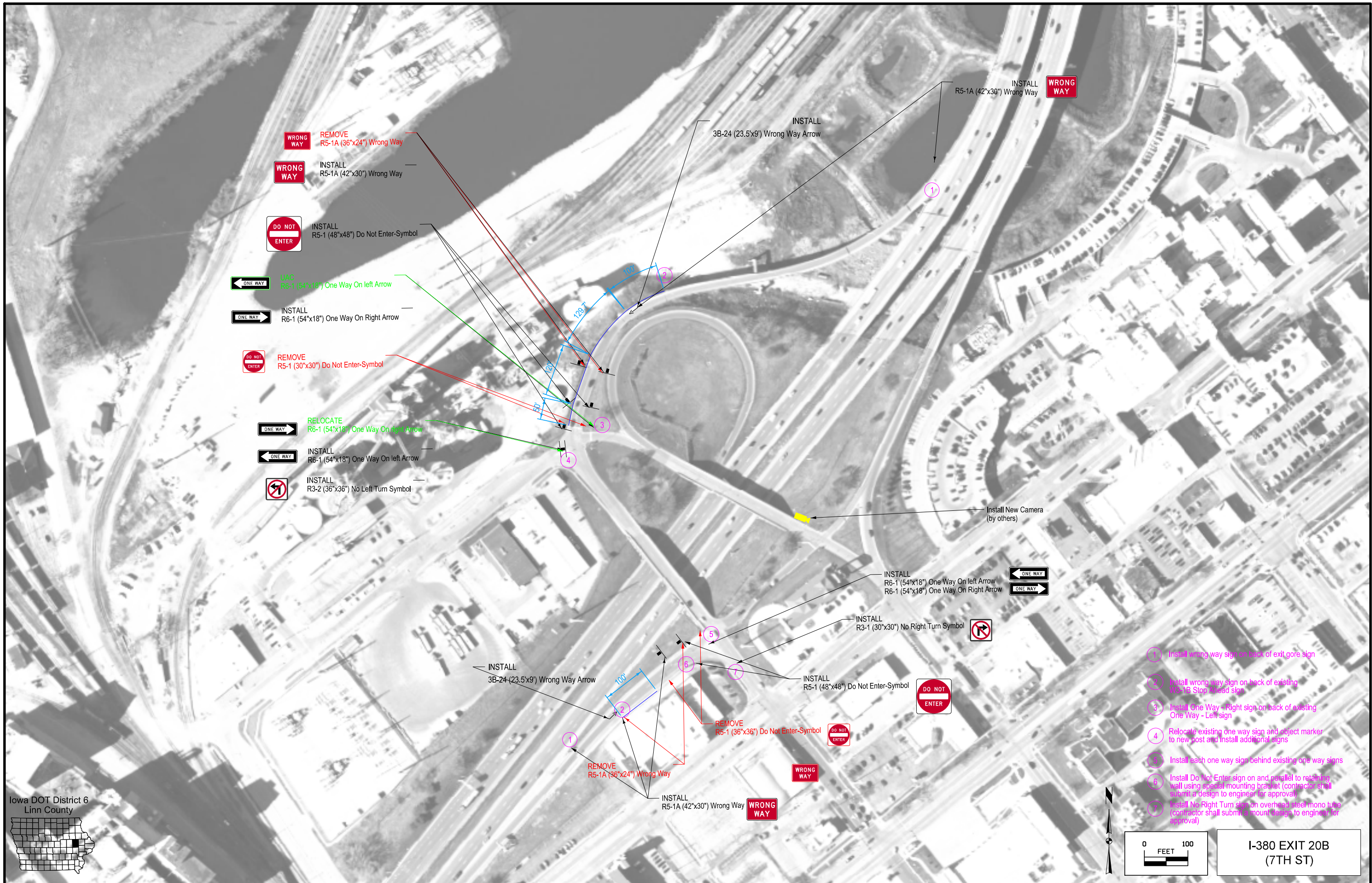


Iowa DOT District 6
Linn County

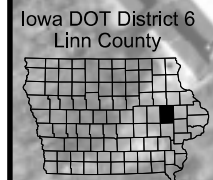
- ① Attach Sign to Back of Exit Gate Sign
- ② Install Do Not Enter signs in front of bridge gars on new posts
- ③ Relocate Sign Onto New Post in Same Location As Shown
- ④ Install One Way sign facing north above Do Not Enter sign on new post
- ⑤ Install New Post on Median In Line With Stop Bar
- ⑥ Replace wrong way sign in same position on light pole



I-380 EXIT 20A
(1ST ST)

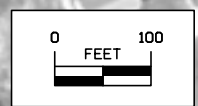


1. Install wrong way sign on back of exit gore sign
2. Install wrong way sign on back of existing W3-1B Stop Ahead sign
3. Install One Way - Right sign on back of existing One Way - Left sign
4. Relocate existing one way sign and object marker to new post and install additional signs
5. Install each one way sign behind existing one way signs
6. Install Do Not Enter sign on and parallel to retaining wall using special mounting bracket (contractor shall submit a design to engineer for approval)
7. Install No Right Turn sign on overhead steel mono tube (contractor shall submit a mount design to engineer for approval)

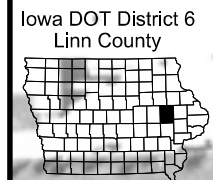
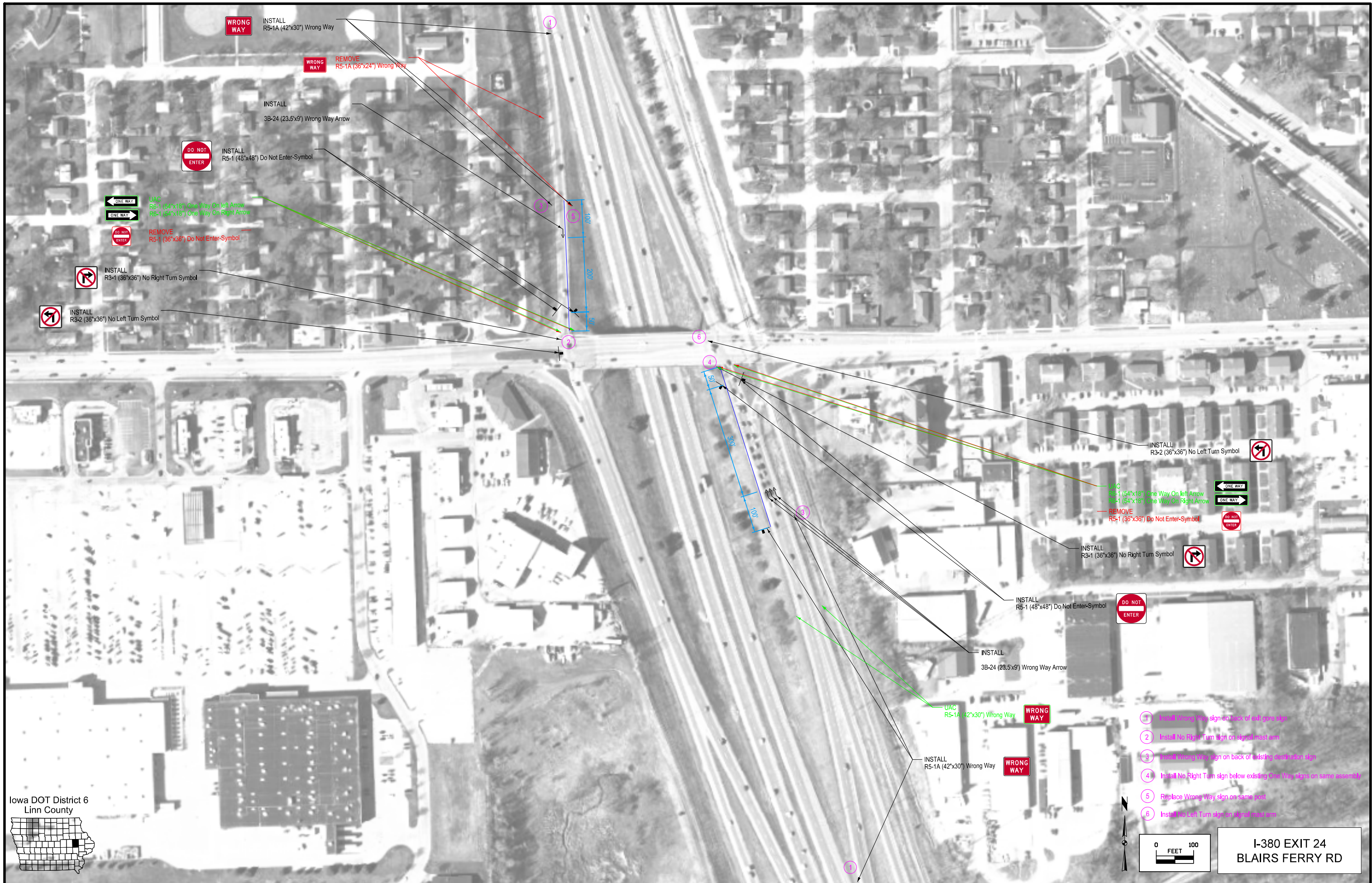


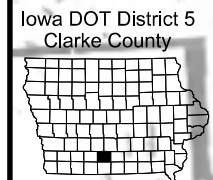
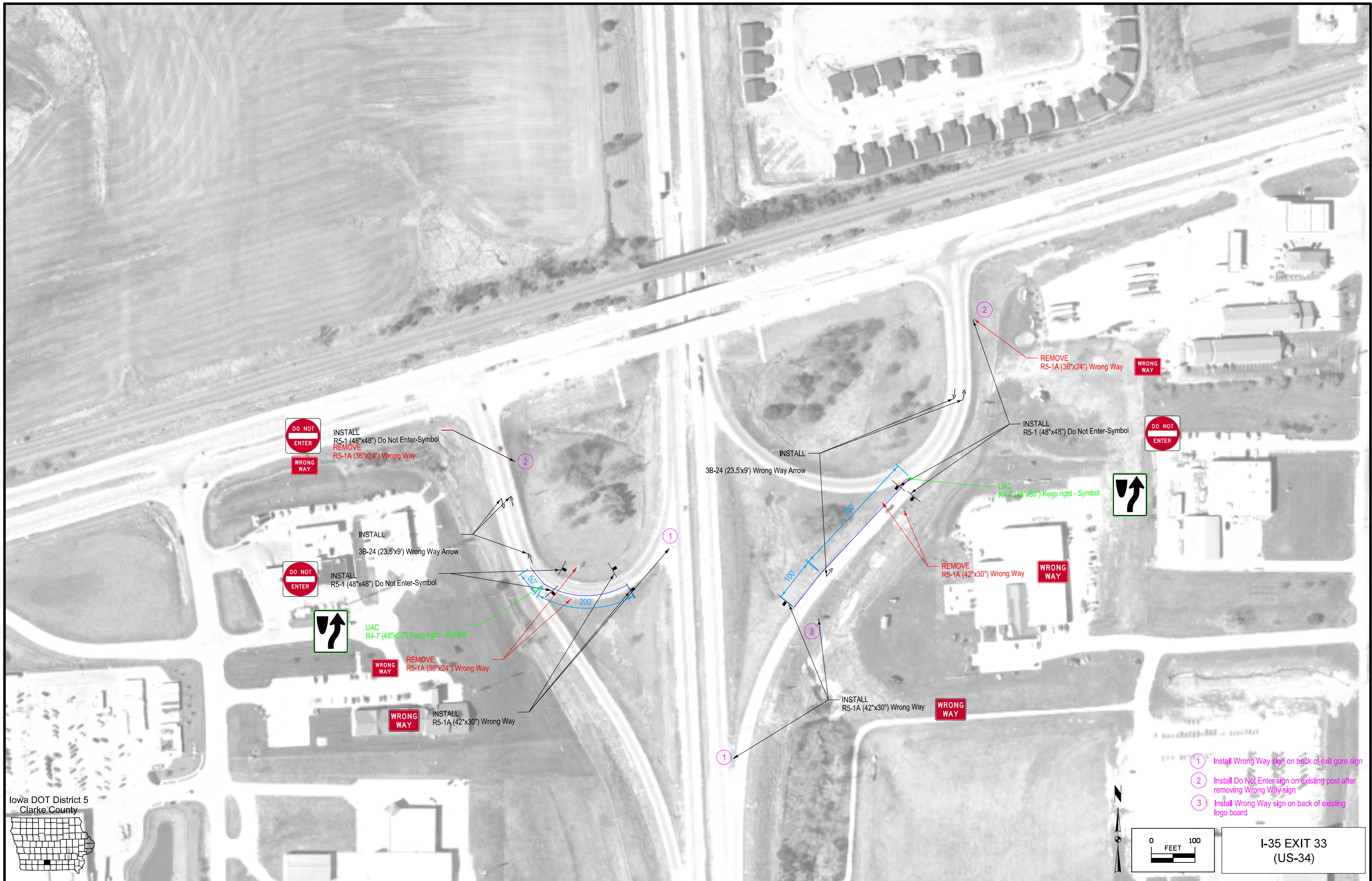
Iowa DOT District 6
Linn County

- ① Install Wrong Way sign on back of existing destination sign
- ② Install wrong way sign on back of exit gore sign
- ③ Install No Right Turn sign overhead on signal mast arm



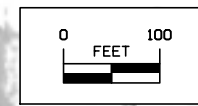
I-380 EXIT 22
(GLASS RD)



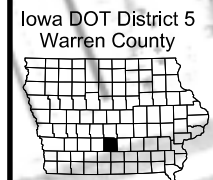
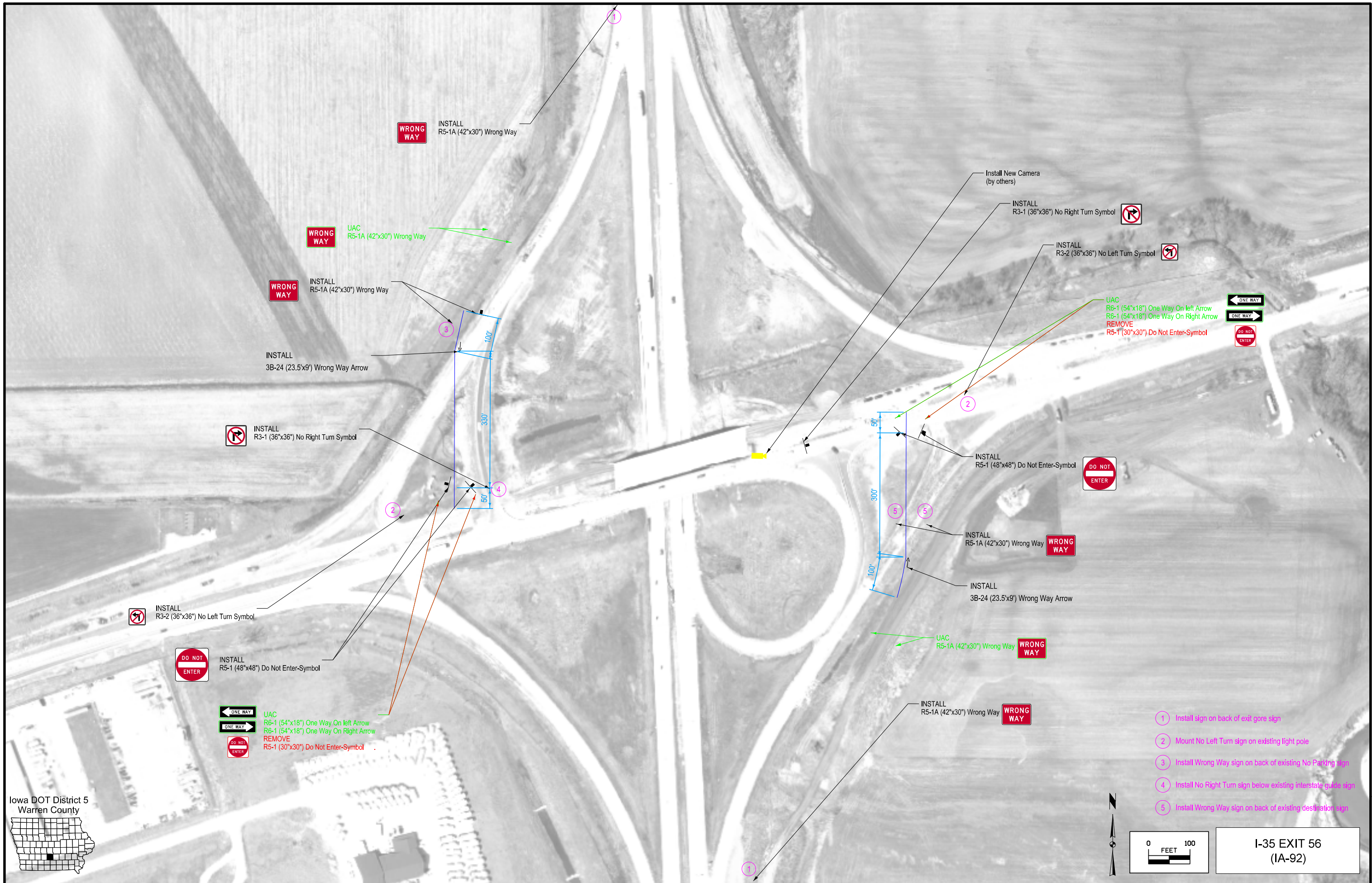


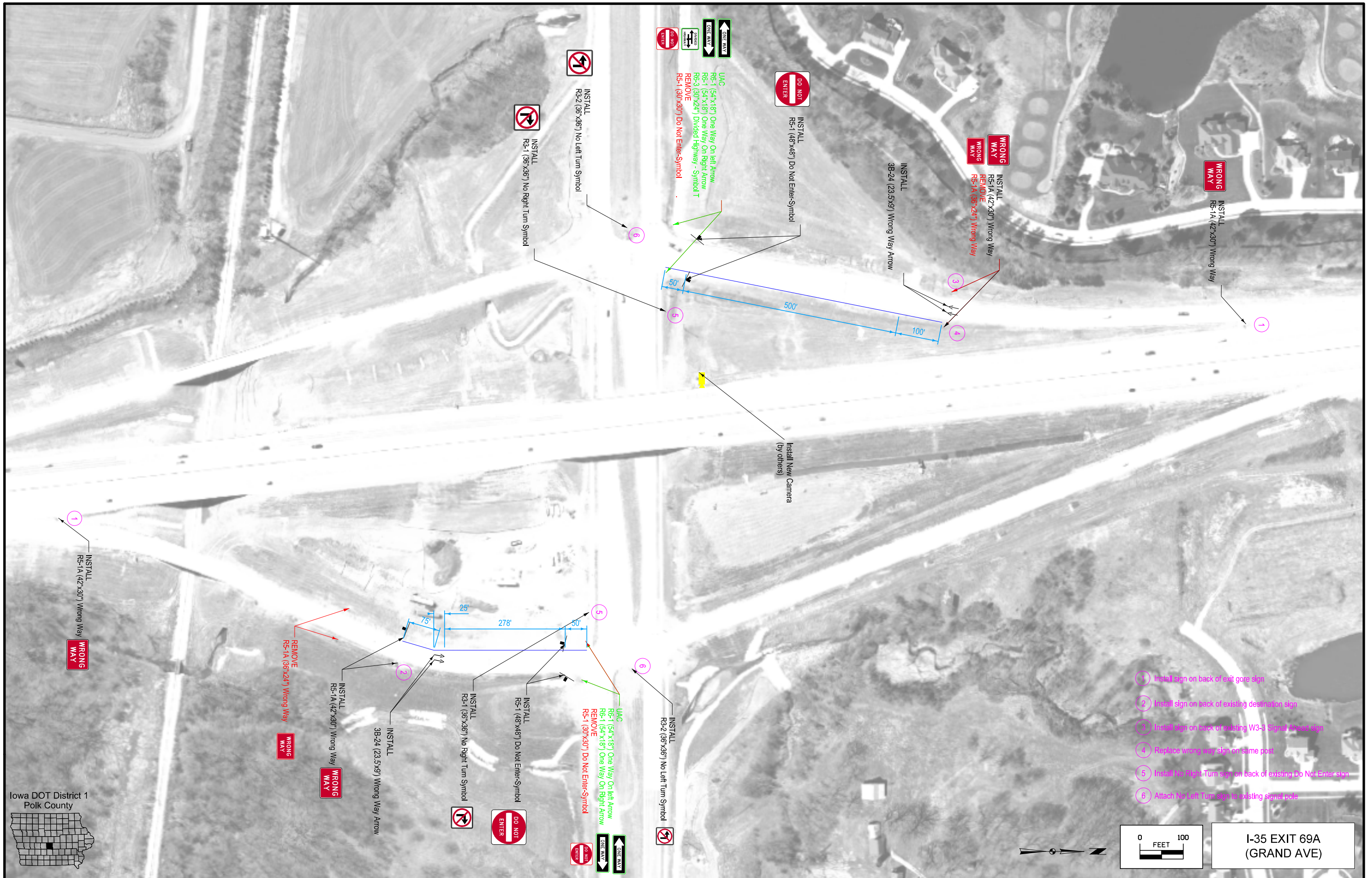
Iowa DOT District 5
Clarke County

- ① Install Wrong Way sign on back of exit gore sign
- ② Install Do Not Enter sign on existing post after removing Wrong Way sign
- ③ Install Wrong Way sign on back of existing logo board

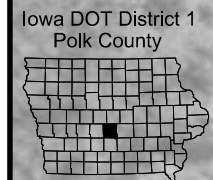


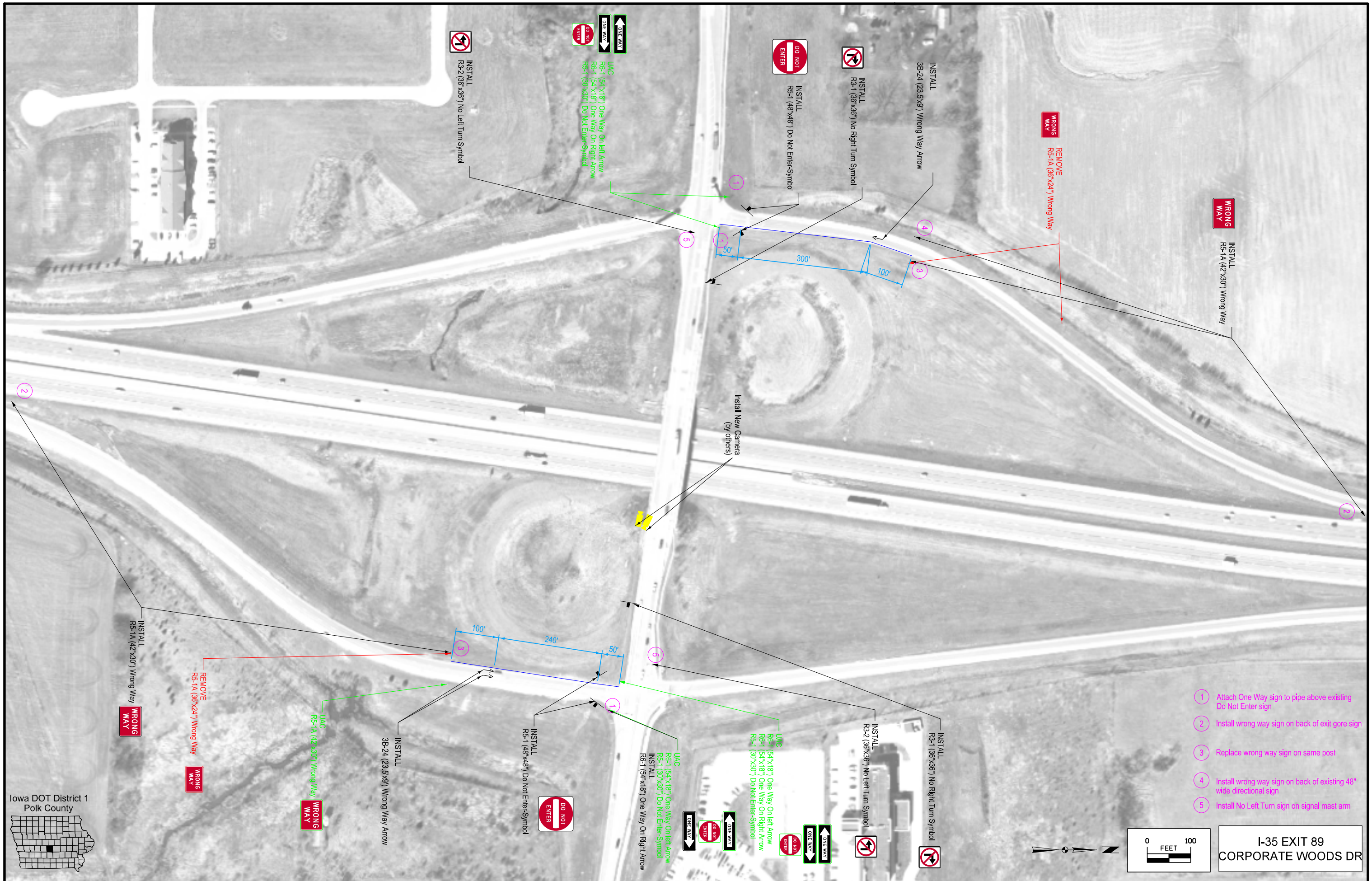
I-35 EXIT 33
(US-34)



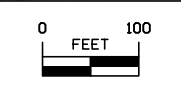


- 1 Install sign on back of exit gore sign
- 2 Install sign on back of existing destination sign
- 3 Install sign on back of existing W3-3 Signal ahead sign
- 4 Replace wrong way sign on same post
- 5 Install No Right Turn sign on back of existing Do Not Enter sign
- 6 Attach No Left Turn sign to existing signal pole

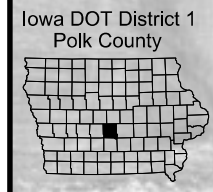


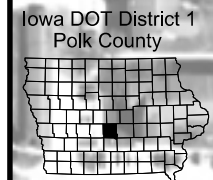
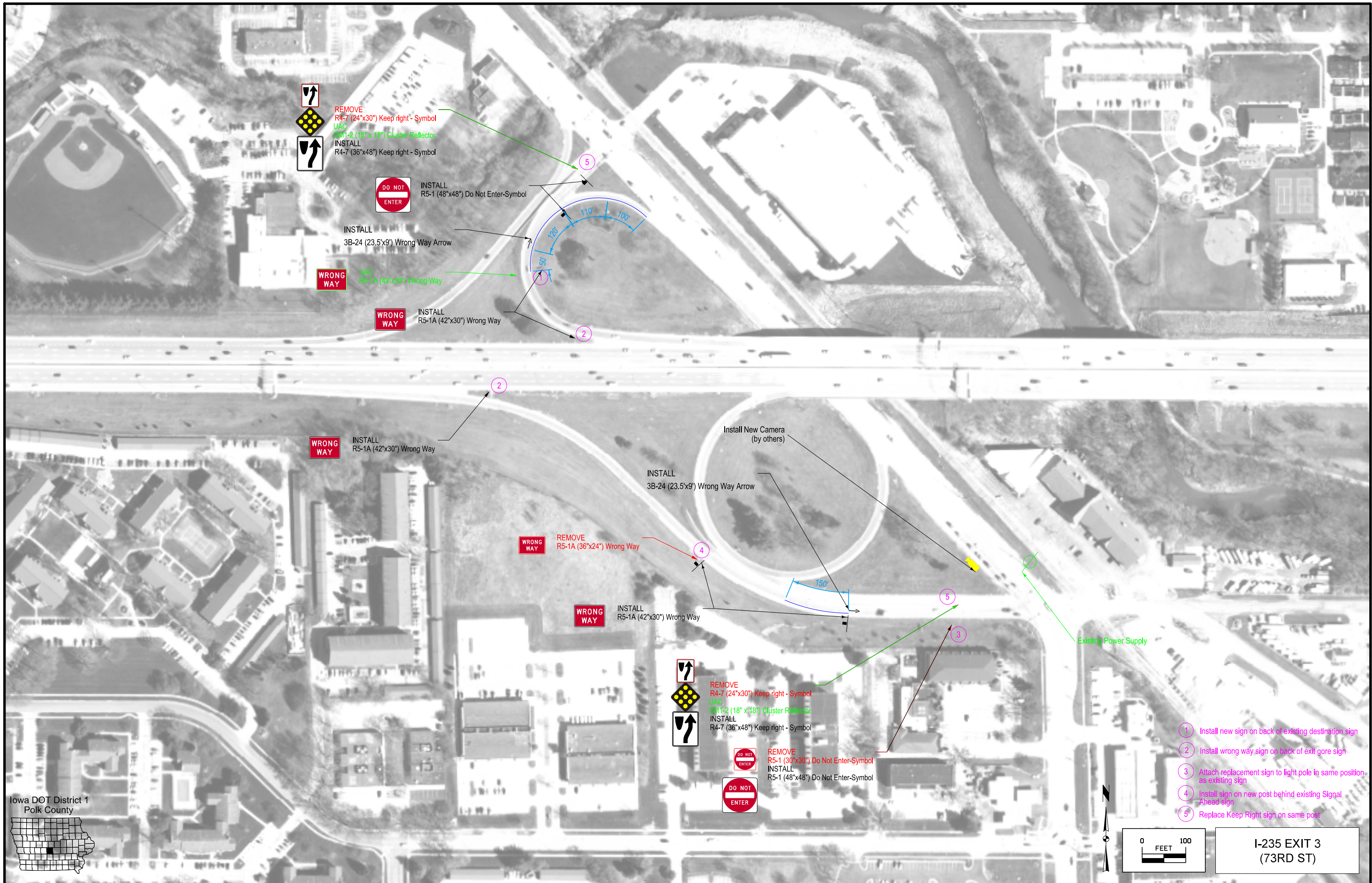


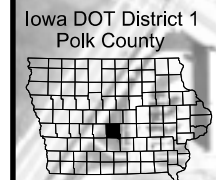
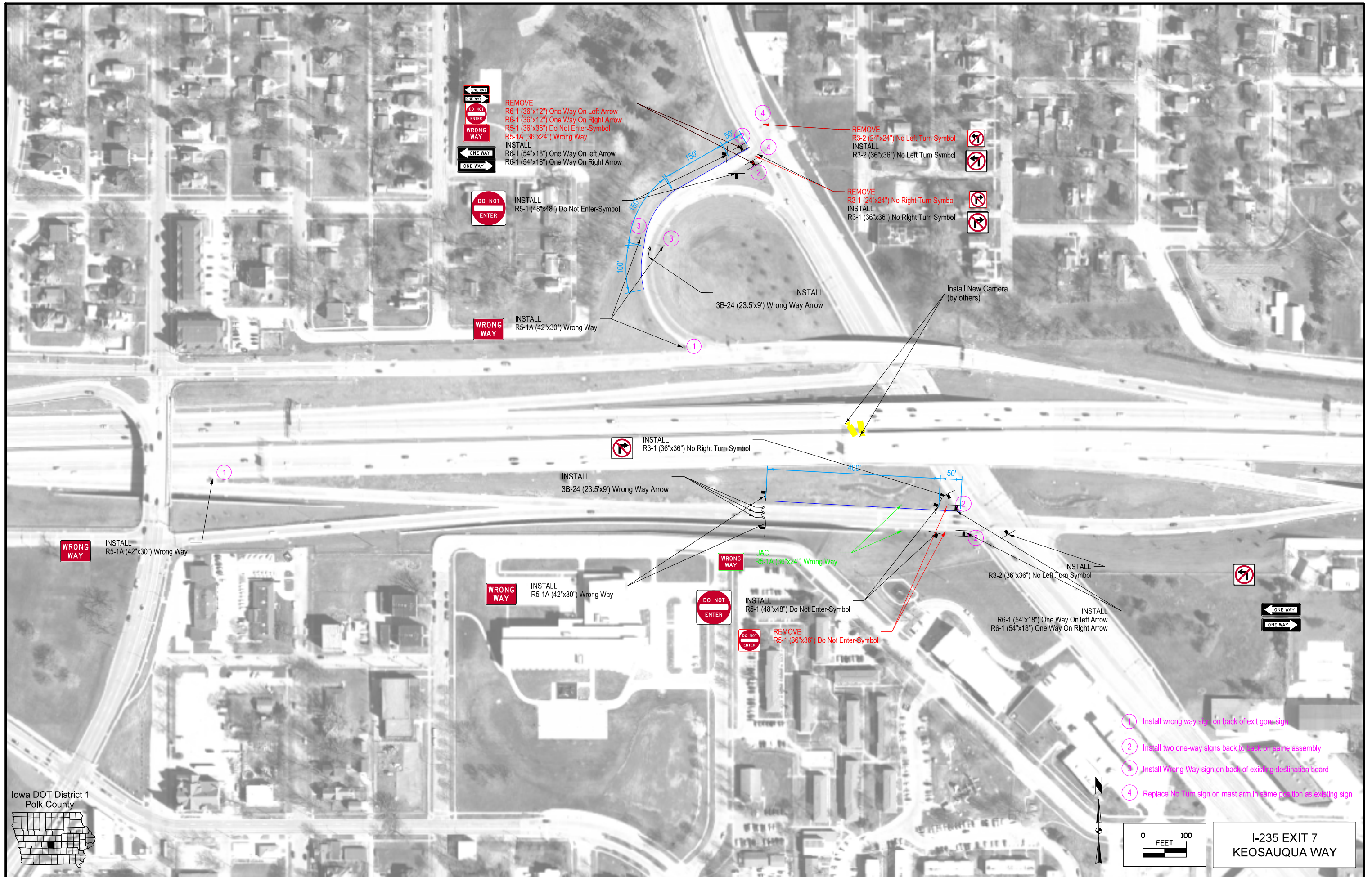
- 1 Attach One Way sign to pipe above existing Do Not Enter sign
- 2 Install wrong way sign on back of exit gore sign
- 3 Replace wrong way sign on same post
- 4 Install wrong way sign on back of existing 48\"/>
- 5 Install No Left Turn sign on signal mast arm



I-35 EXIT 89
CORPORATE WOODS DR

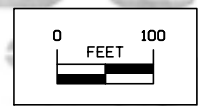




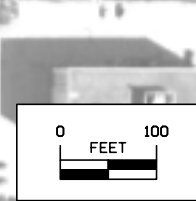
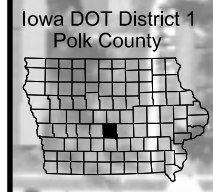
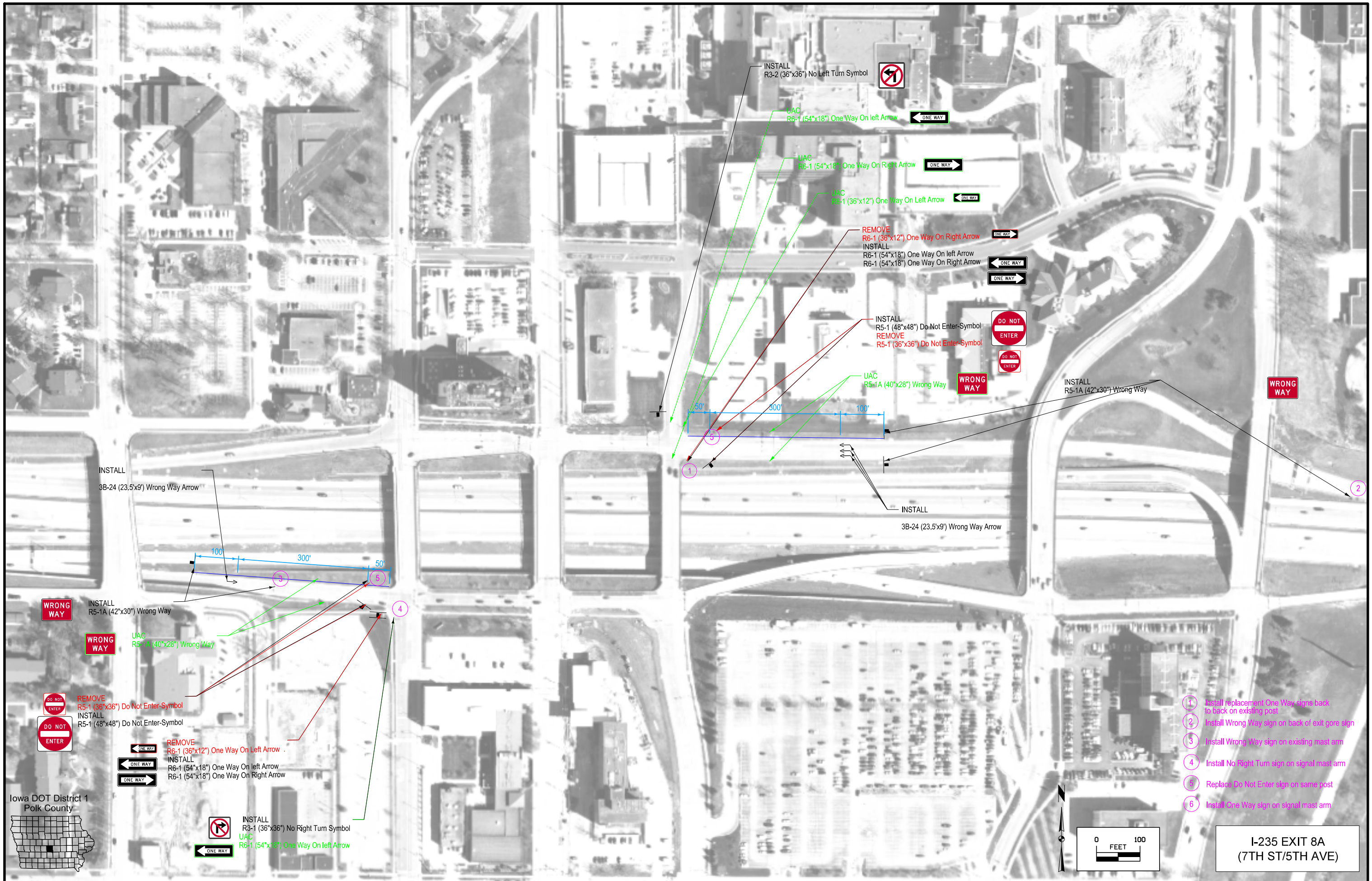


Iowa DOT District 1
Polk County

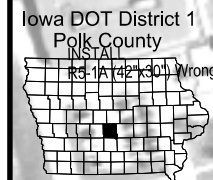
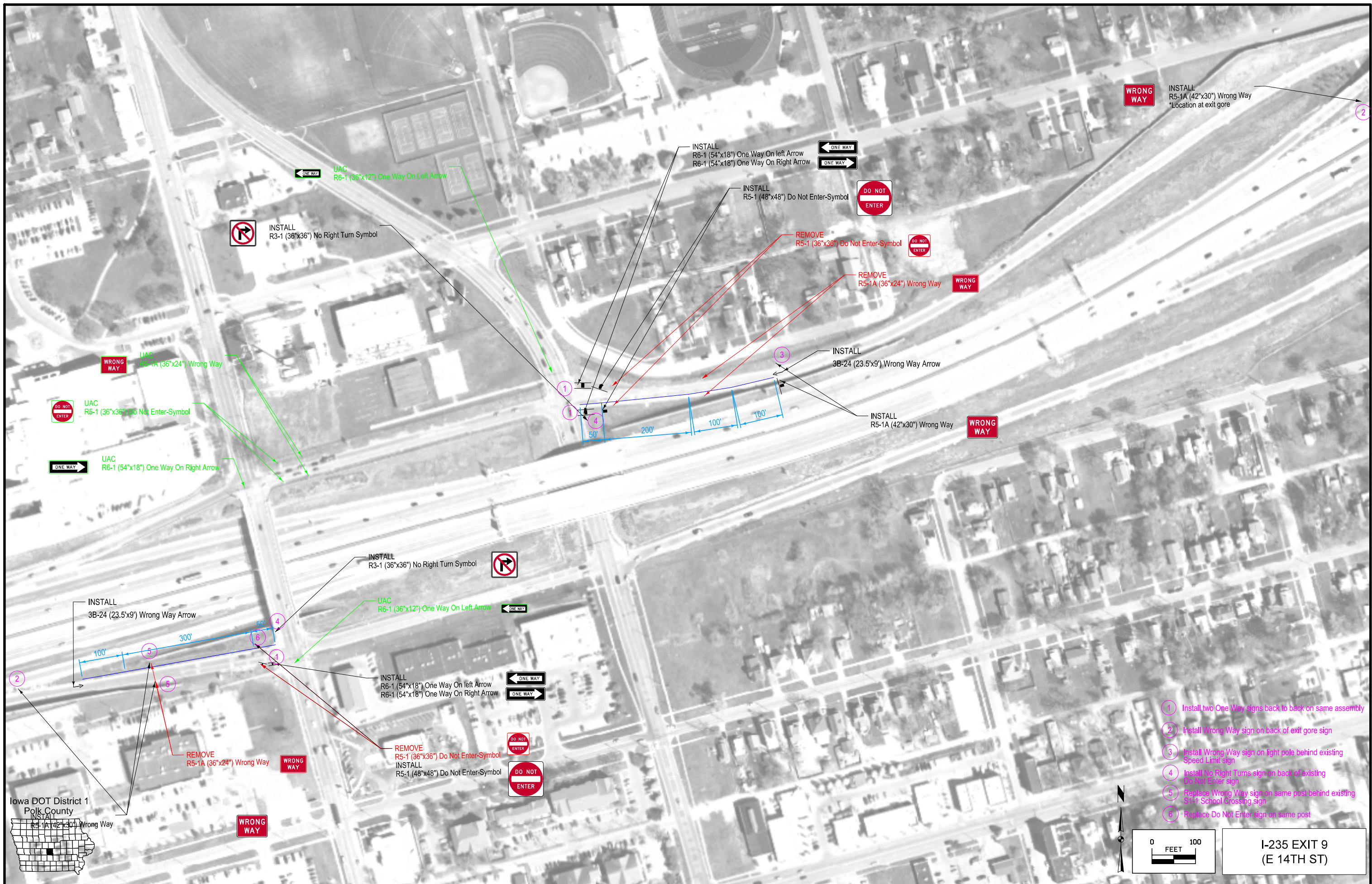
- ① Install wrong way sign on back of exit gore sign
- ② Install two one-way signs back to back on same assembly
- ③ Install Wrong Way sign on back of existing destination board
- ④ Replace No Turn sign on mast arm in same position as existing sign



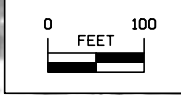
I-235 EXIT 7
KEOSAUQUA WAY



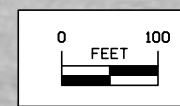
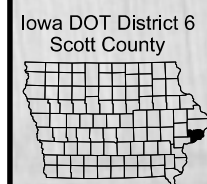
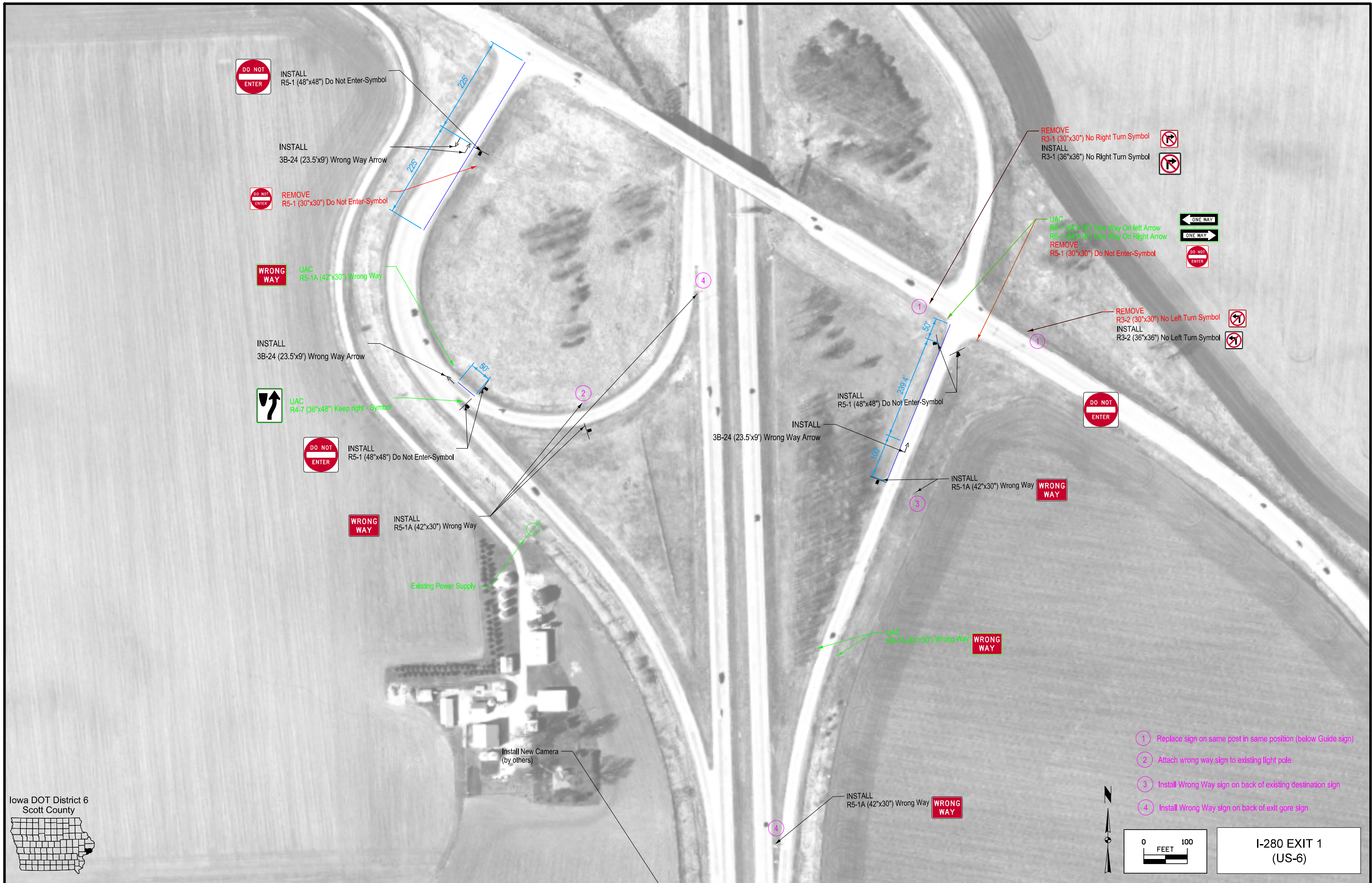
**I-235 EXIT 8A
(7TH ST/5TH AVE)**



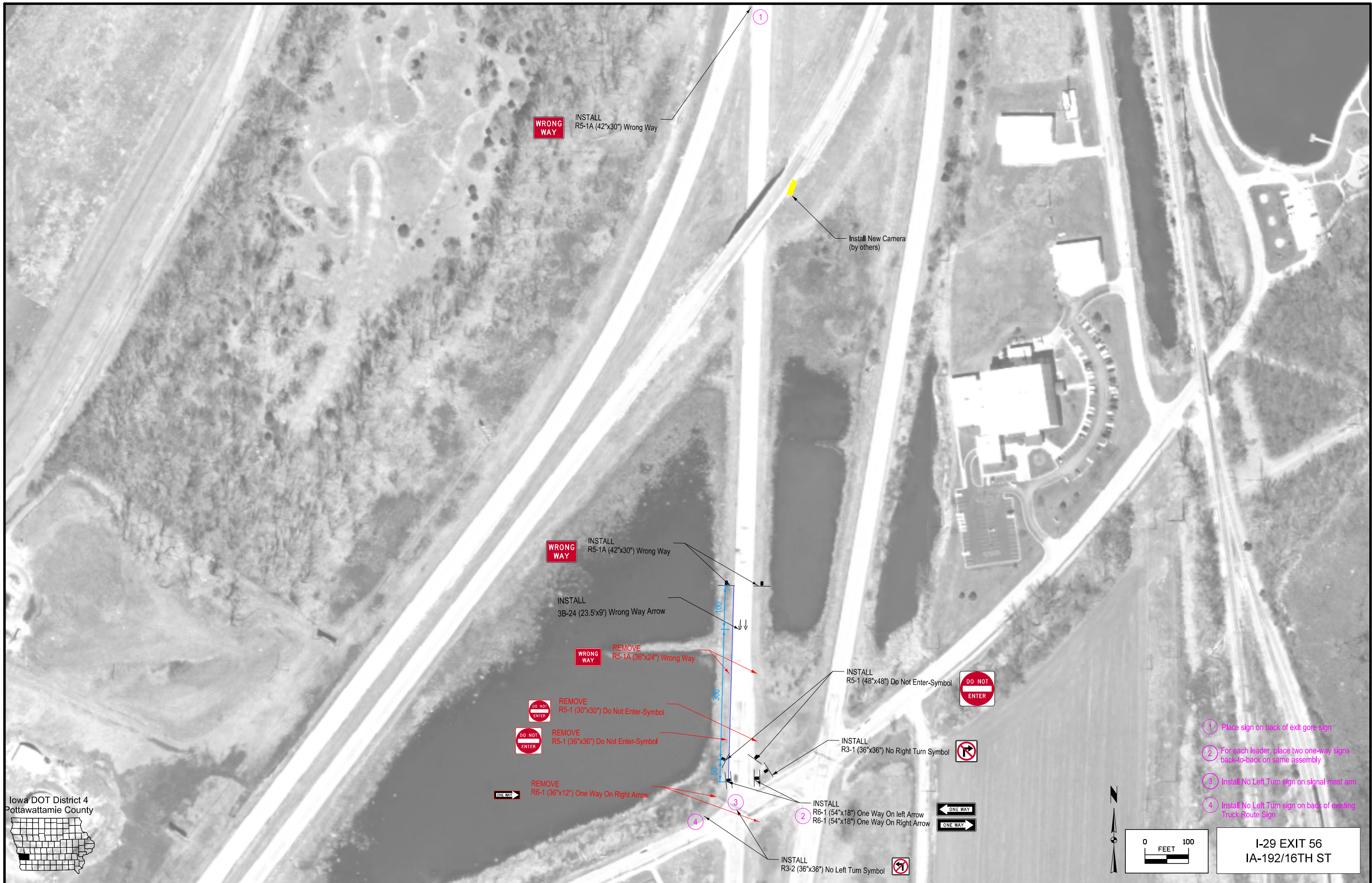
- 1 Install two One Way signs back to back on same assembly
- 2 Install Wrong Way sign on back of exit gore sign
- 3 Install Wrong Way sign on light pole behind existing Speed Limit sign
- 4 Install No Right Turns sign on back of existing Do Not Enter sign
- 5 Replace Wrong Way sign on same post behind existing 3+1 School Crossing sign
- 6 Replace Do Not Enter sign on same post



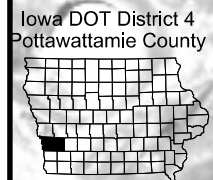
**I-235 EXIT 9
(E 14TH ST)**



I-280 EXIT 1
(US-6)

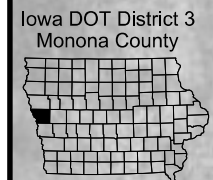
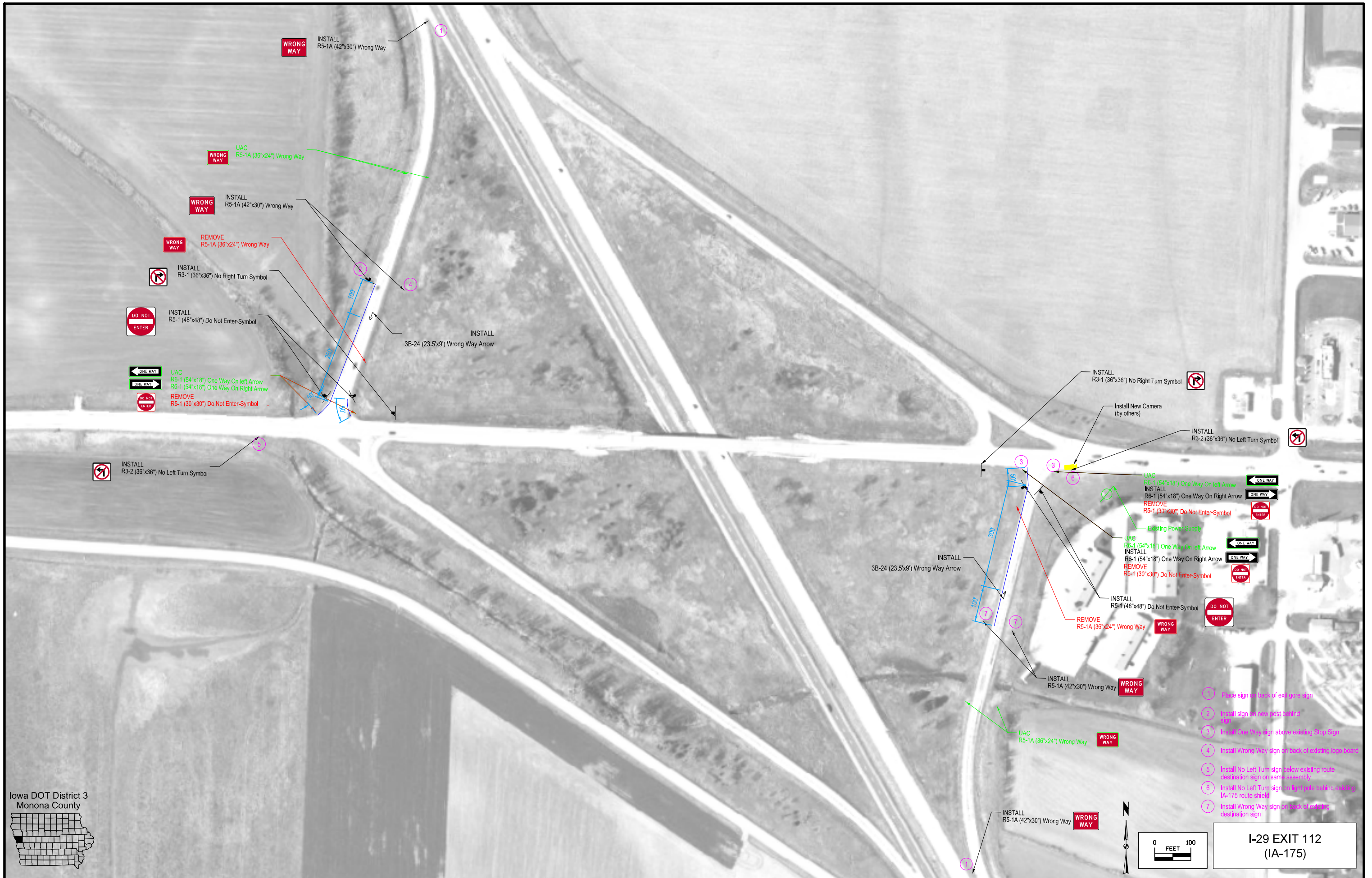


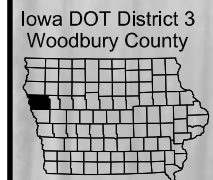
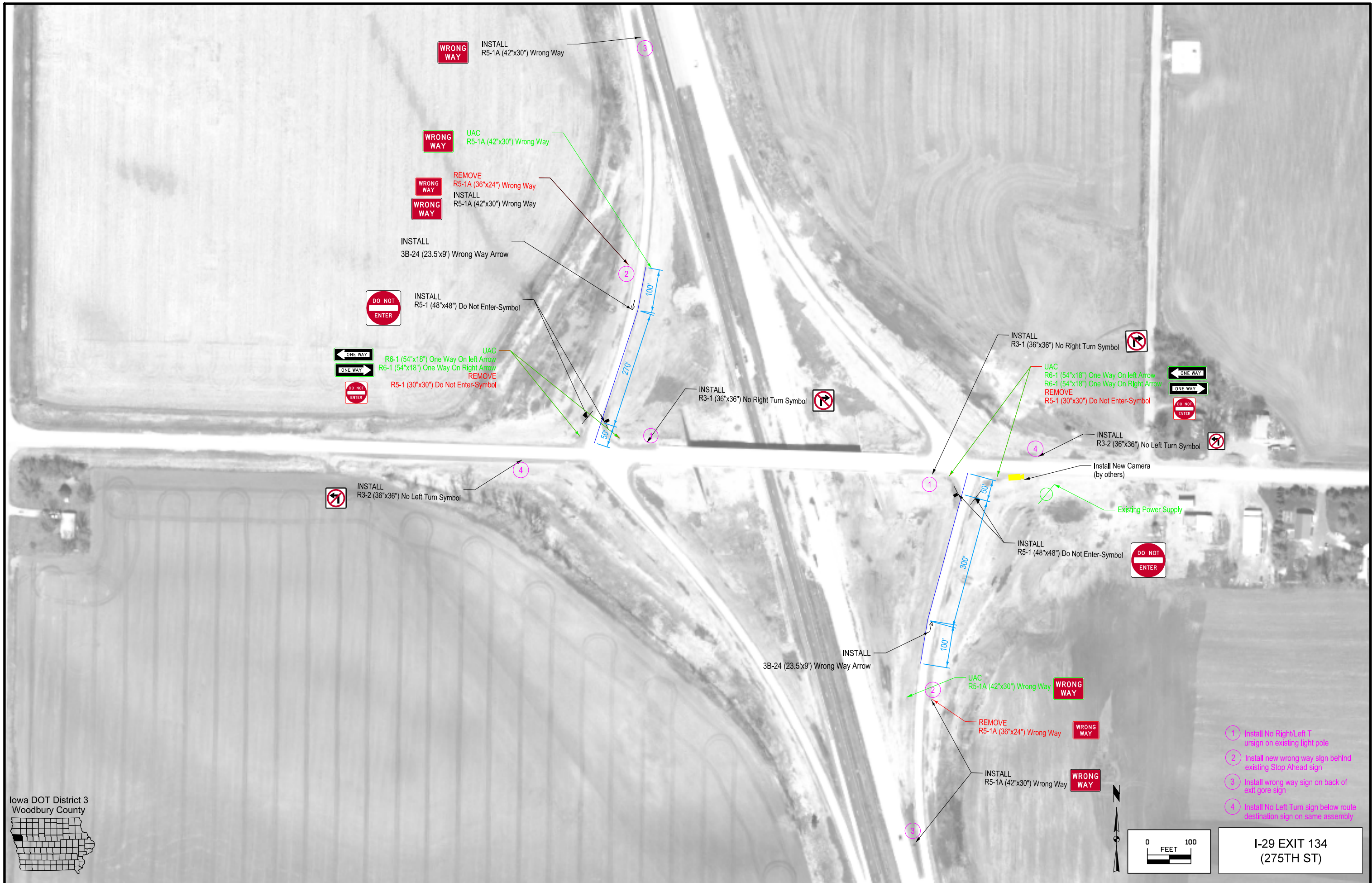
- ① Place sign on back of exit gore sign
- ② For each leader, place two one-way signs back-to-back on same assembly
- ③ Install No Left Turn sign on signal mast arm
- ④ Install No Left Turn sign on back of existing Truck Route Sign

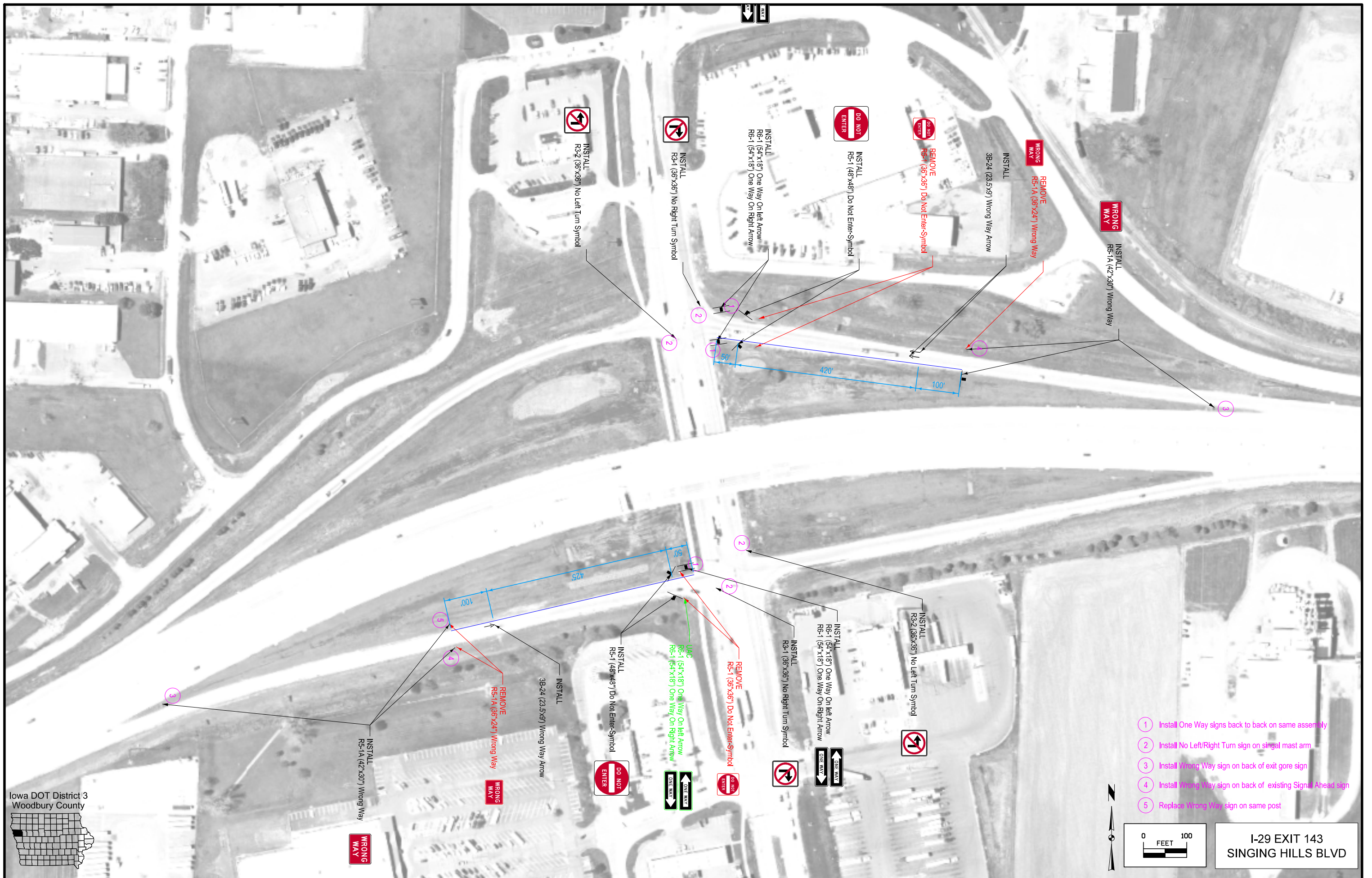


Iowa DOT District 4
Pottawattamie County

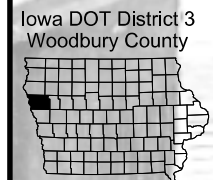
I-29 EXIT 56
IA-192/16TH ST

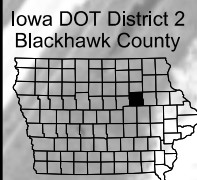
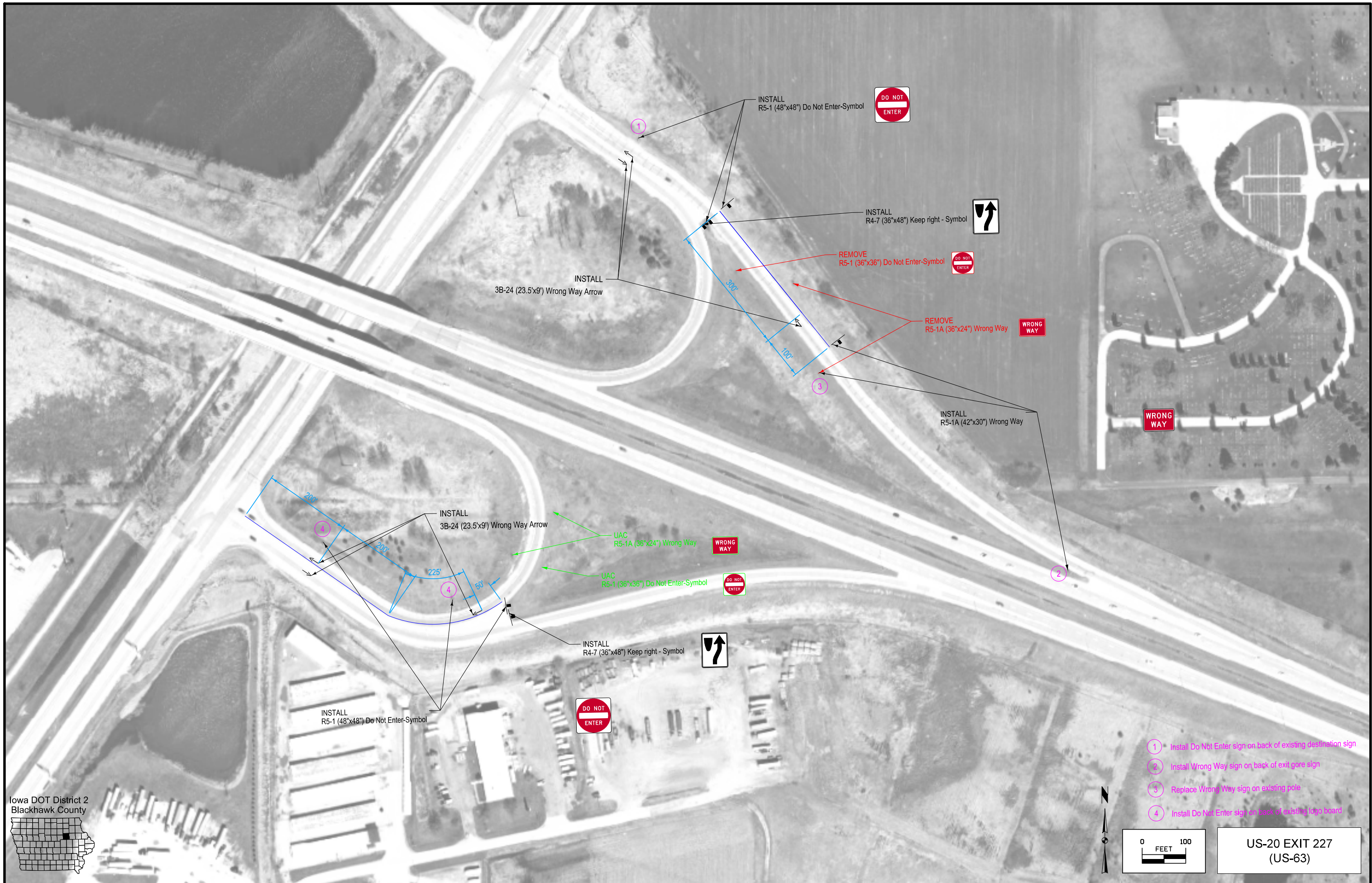




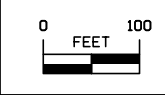


- 1 Install One Way signs back to back on same assembly
- 2 Install No Left/Right Turn sign on single mast arm
- 3 Install Wrong Way sign on back of exit gore sign
- 4 Install Wrong Way sign on back of existing Signal Ahead sign
- 5 Replace Wrong Way sign on same post

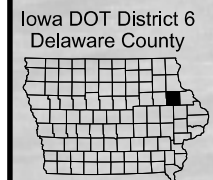
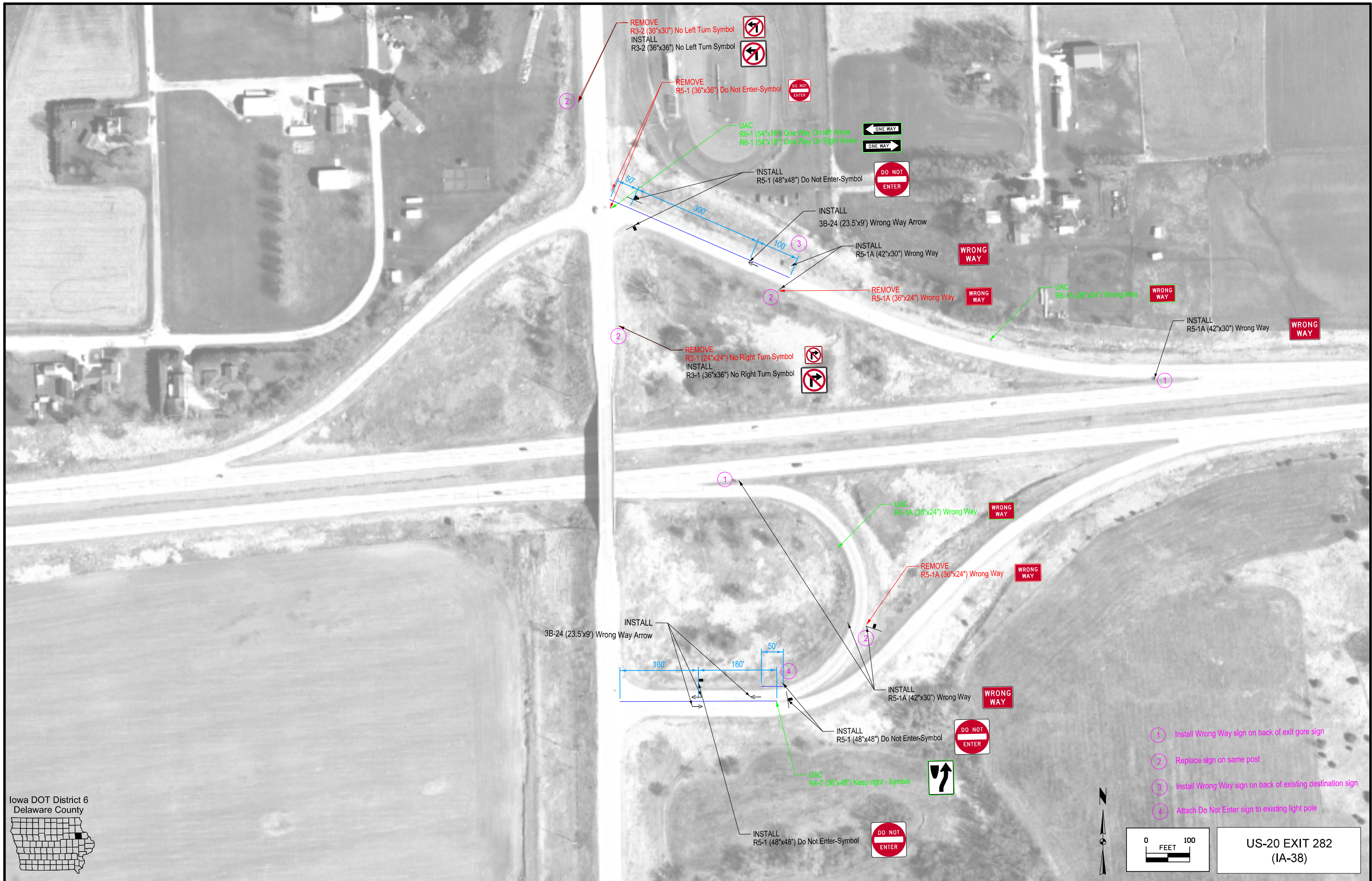




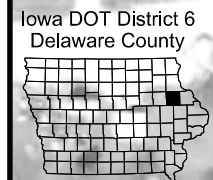
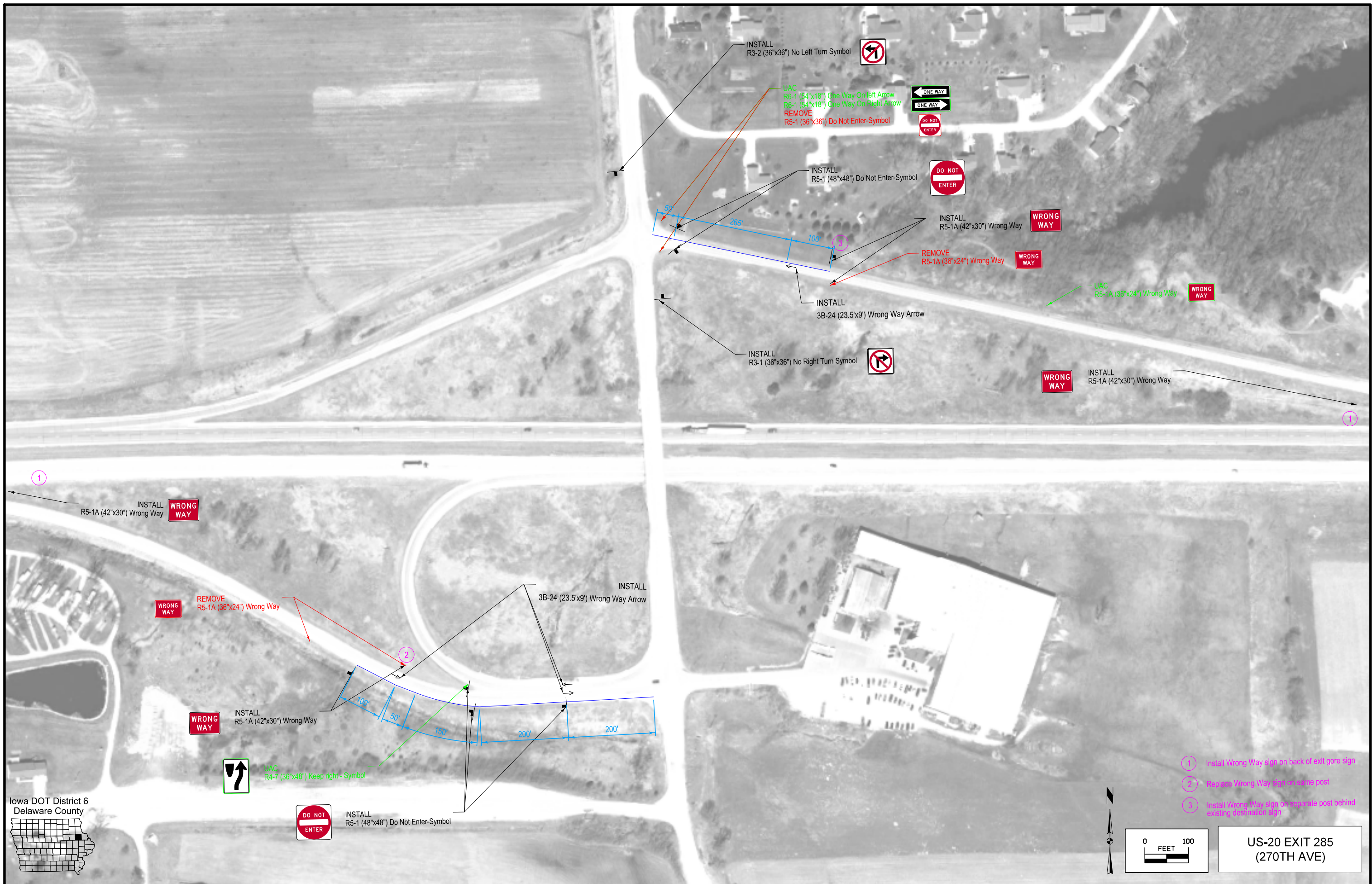
- ① Install Do Not Enter sign on back of existing destination sign
- ② Install Wrong Way sign on back of exit gore sign
- ③ Replace Wrong Way sign on existing pole
- ④ Install Do Not Enter sign on back of existing logo board



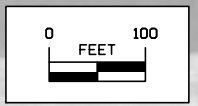
US-20 EXIT 227
(US-63)



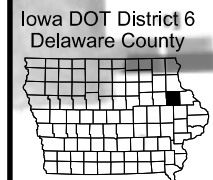
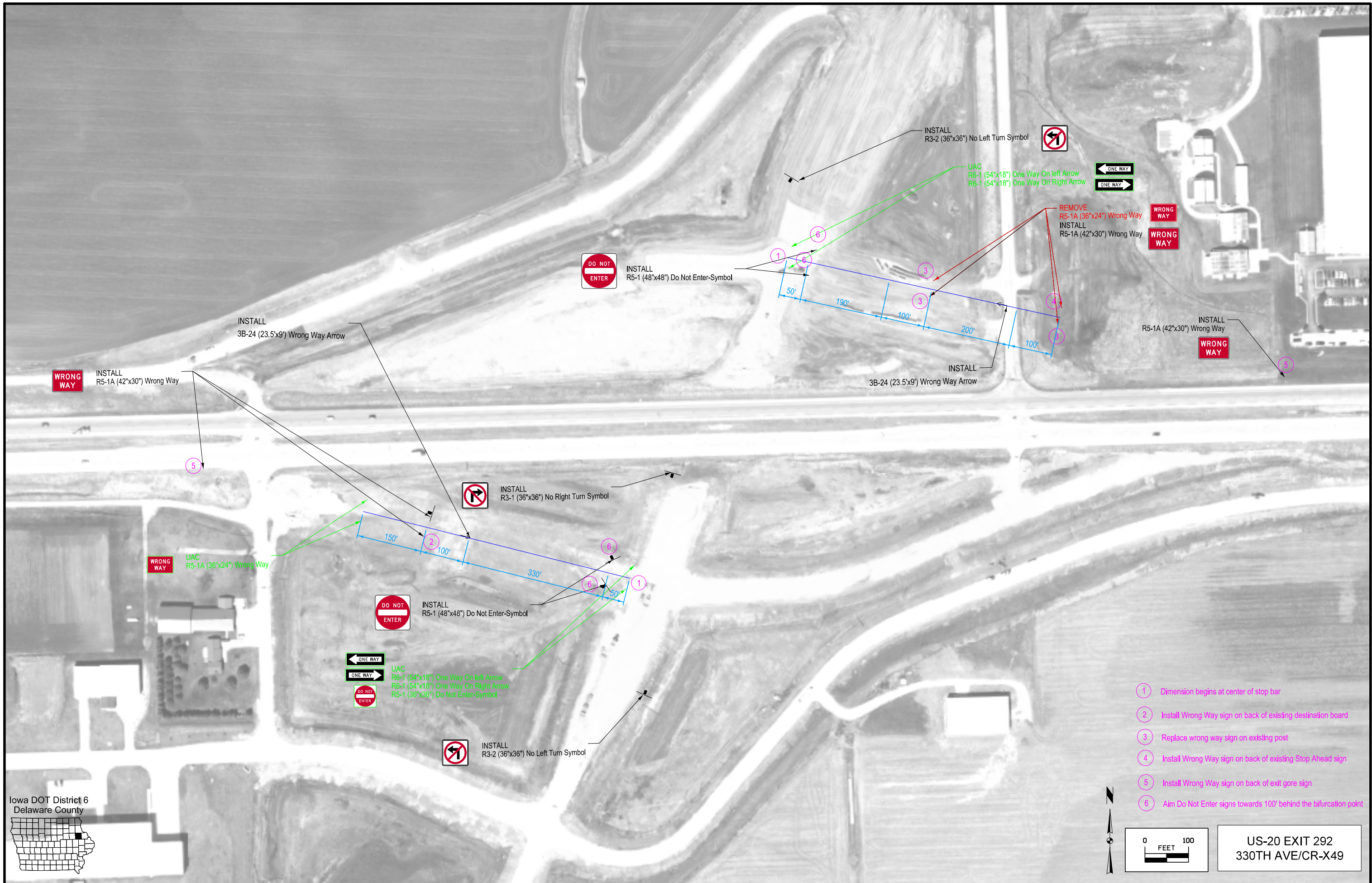
Iowa DOT District 6
Delaware County

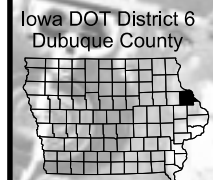
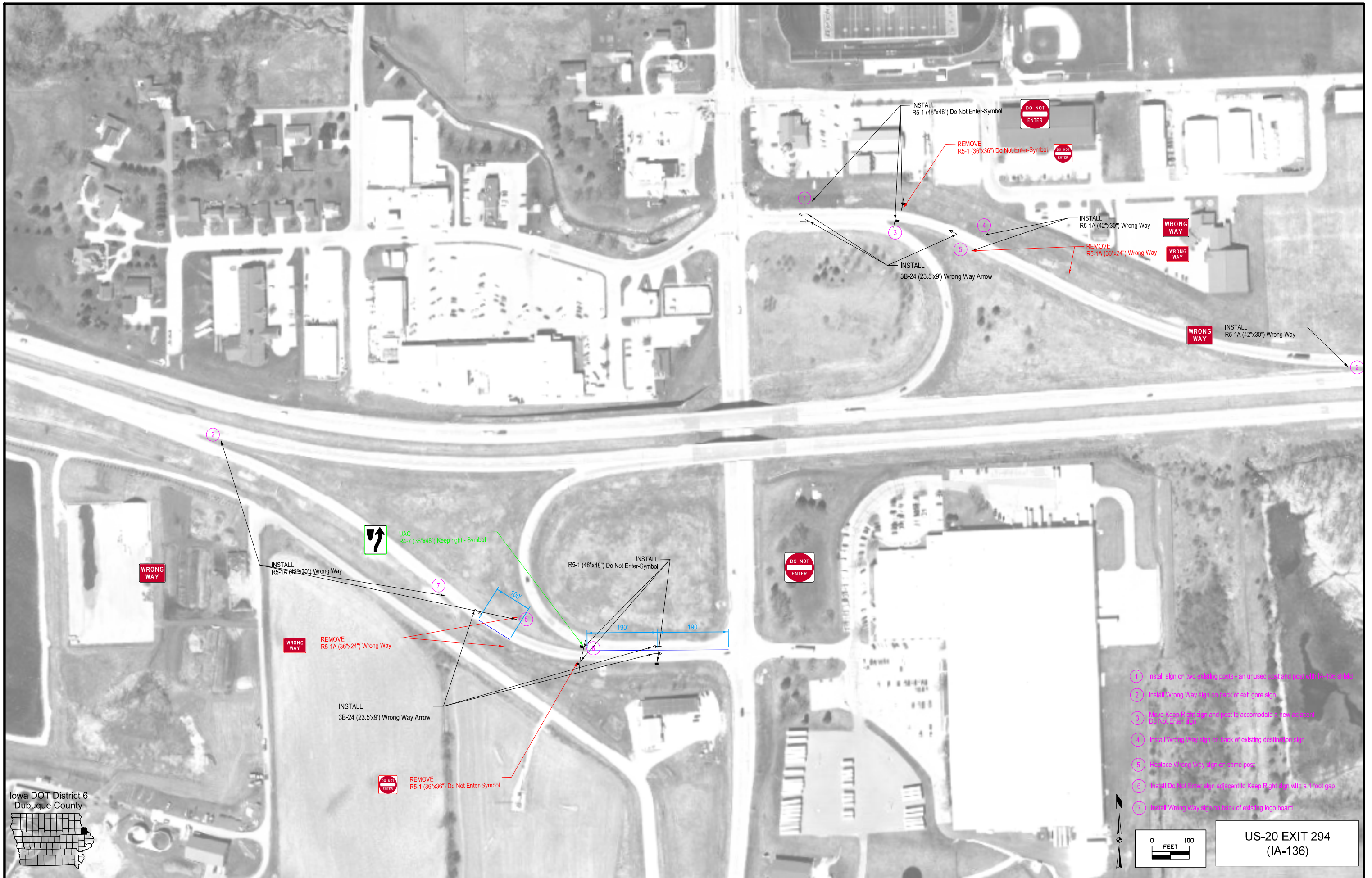


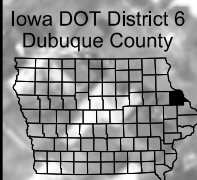
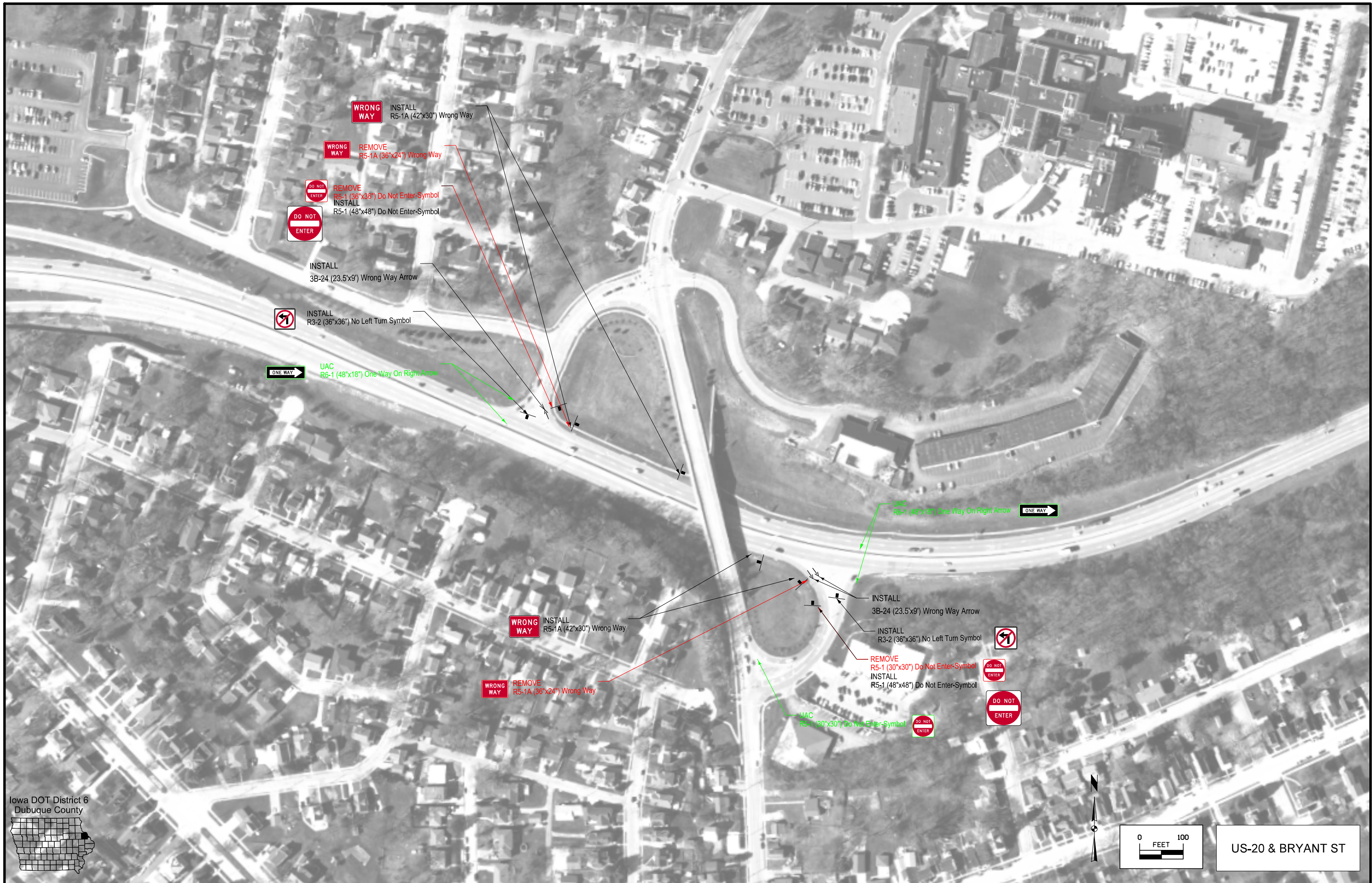
- ① Install Wrong Way sign on back of exit gore sign
- ② Replace Wrong Way sign on name post
- ③ Install Wrong Way sign on separate post behind existing destination sign



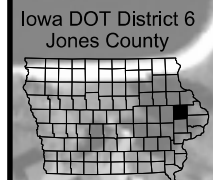
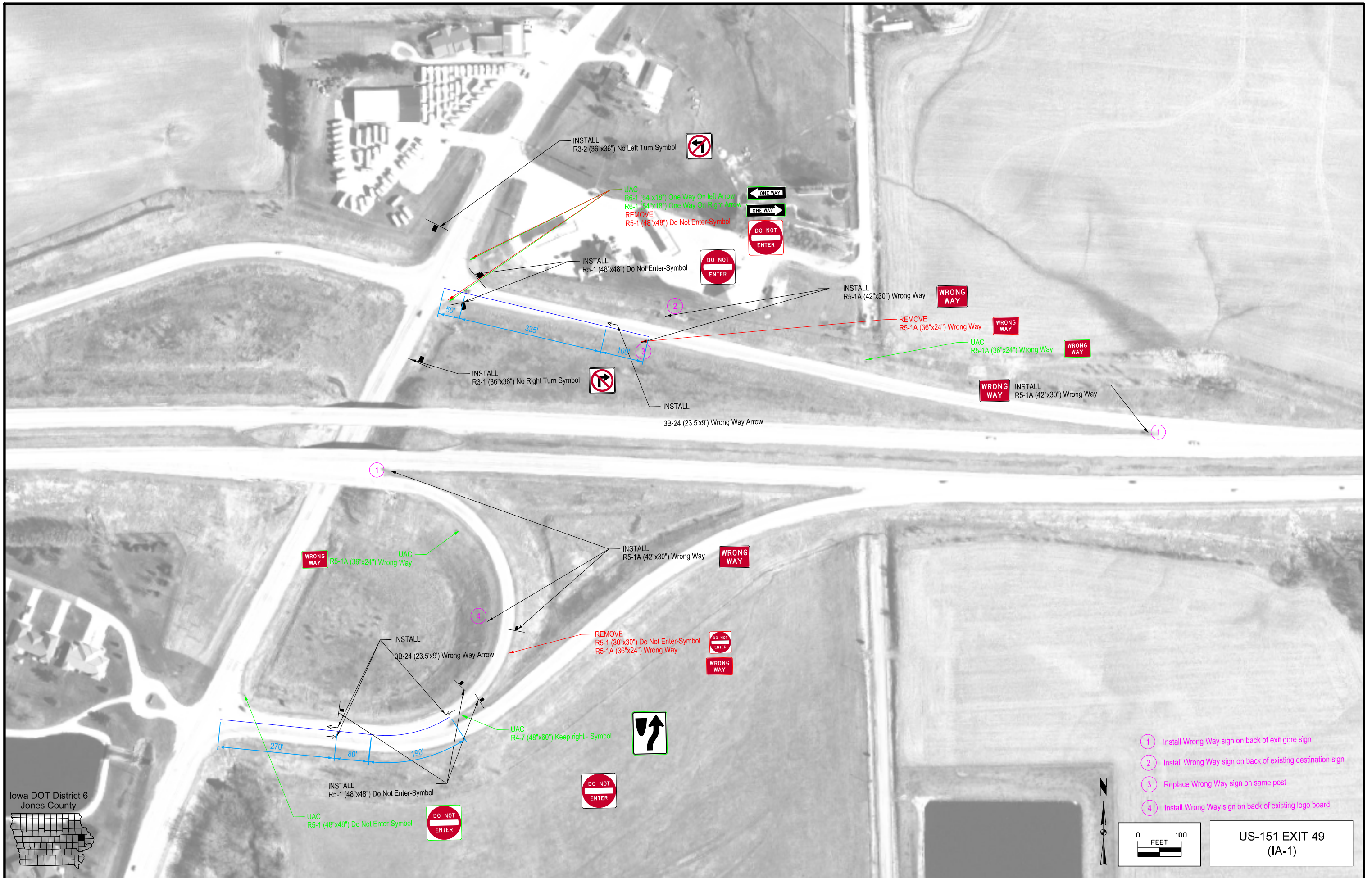
US-20 EXIT 285
(270TH AVE)



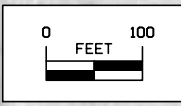




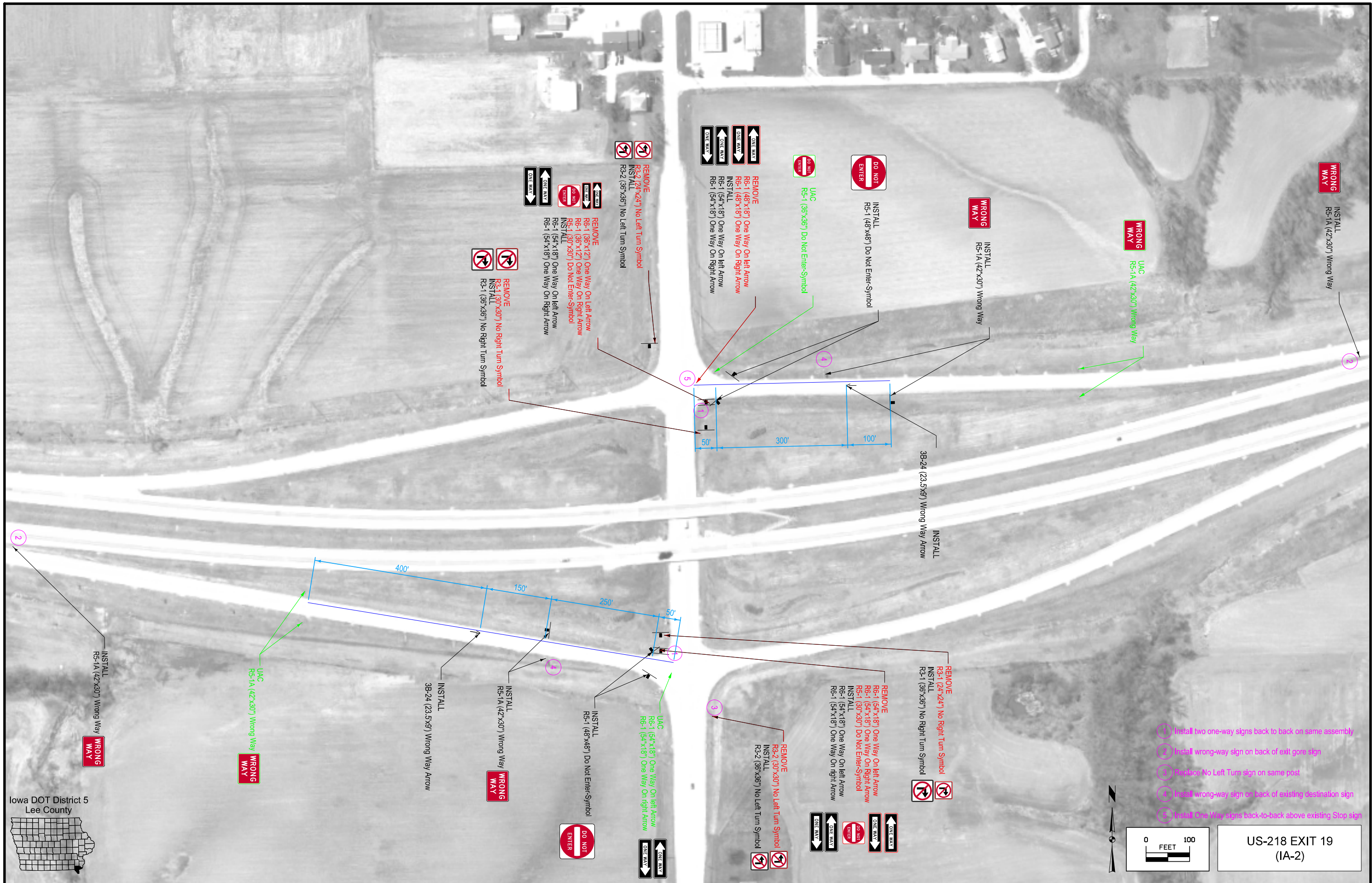
US-20 & BRYANT ST



- ① Install Wrong Way sign on back of exit gore sign
- ② Install Wrong Way sign on back of existing destination sign
- ③ Replace Wrong Way sign on same post
- ④ Install Wrong Way sign on back of existing logo board



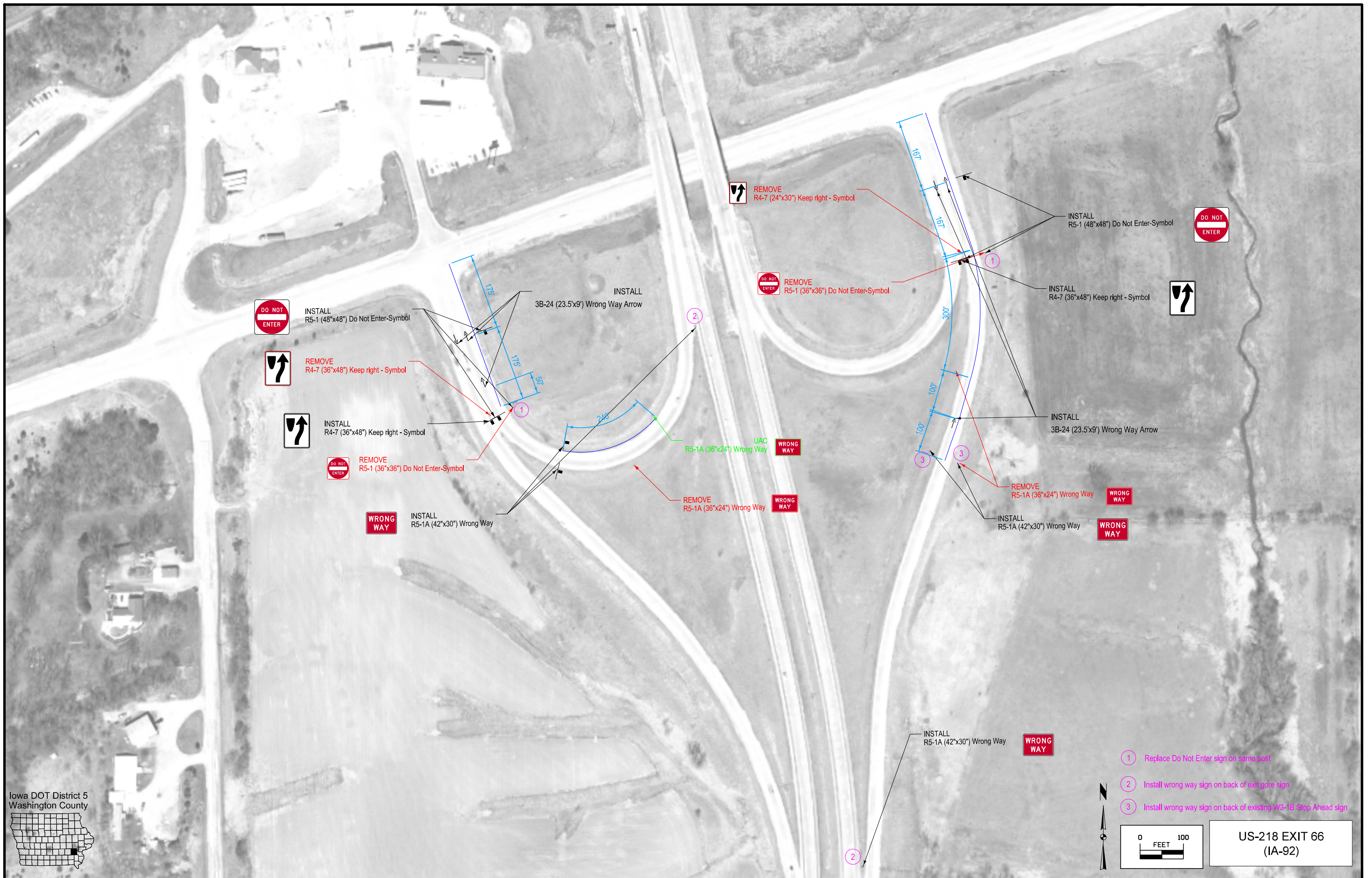
US-151 EXIT 49
(IA-1)



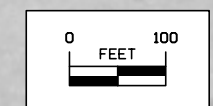
- ① Install two one-way signs back to back on same assembly
- ② Install wrong-way sign on back of exit gore sign
- ③ Replace No Left Turn sign on same post
- ④ Install wrong-way sign on back of existing destination sign
- ⑤ Install One Way signs back-to-back above existing Stop sign

0 100 FEET

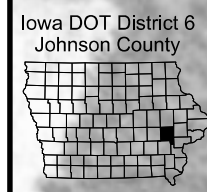
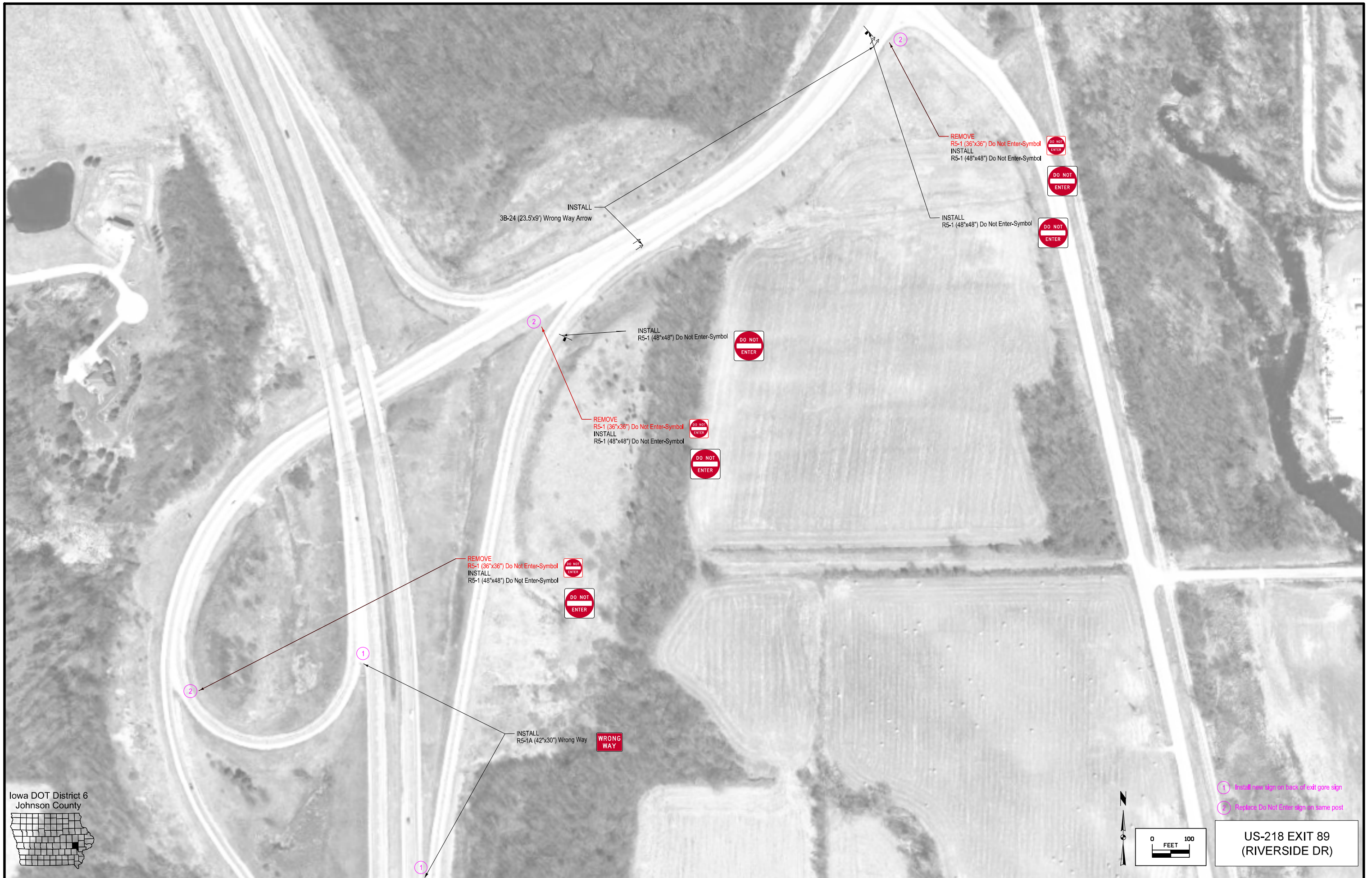
US-218 EXIT 19 (IA-2)



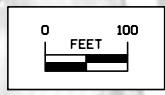
- ① Replace Do Not Enter sign on same post
- ② Install wrong way sign on back of existing sign
- ③ Install wrong way sign on back of existing W3-1B Ramp Ahead sign



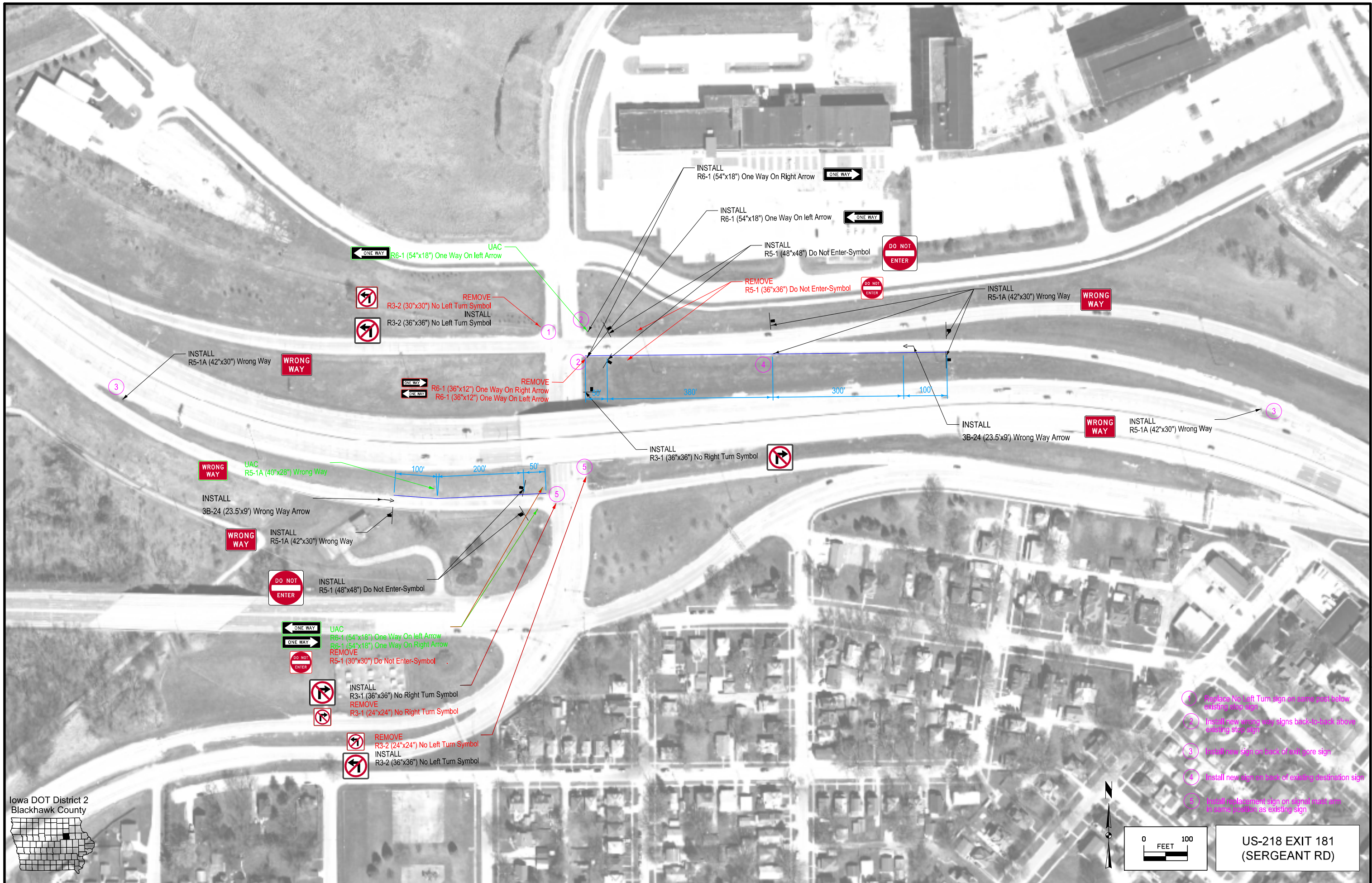
US-218 EXIT 66
(IA-92)



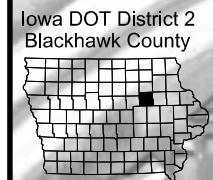
- ① Install new sign on back of exit gore sign
- ② Replace Do Not Enter sign on same post



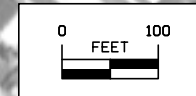
**US-218 EXIT 89
(RIVERSIDE DR)**



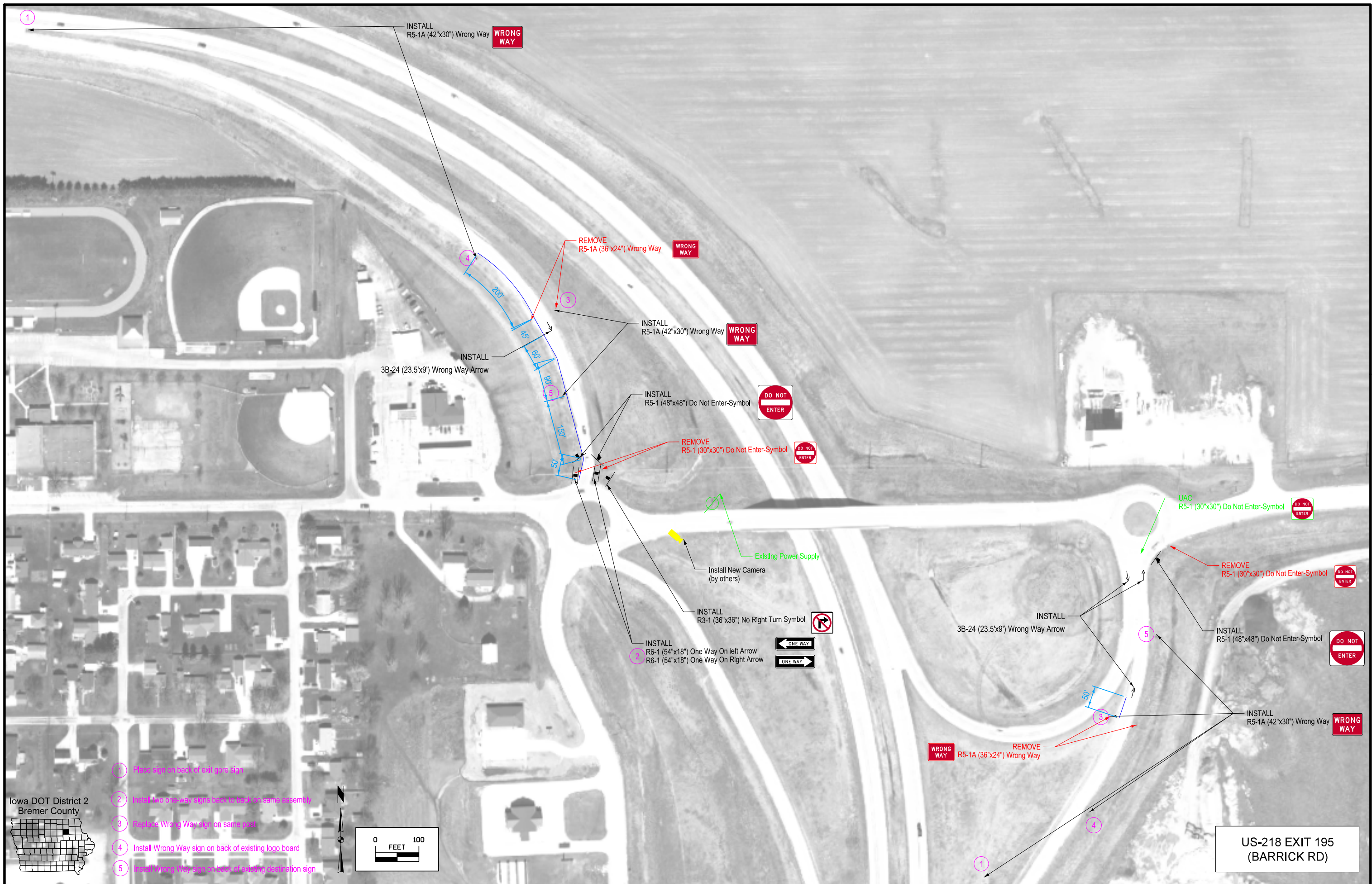
- 1 Replace No Left Turn sign on same post below existing stop sign
- 2 Install new wrong way signs back-to-back above existing stop sign
- 3 Install new sign on back of existing sign
- 4 Install new sign on back of existing destination sign
- 5 Install replacement sign on signal mast arm in same position as existing sign

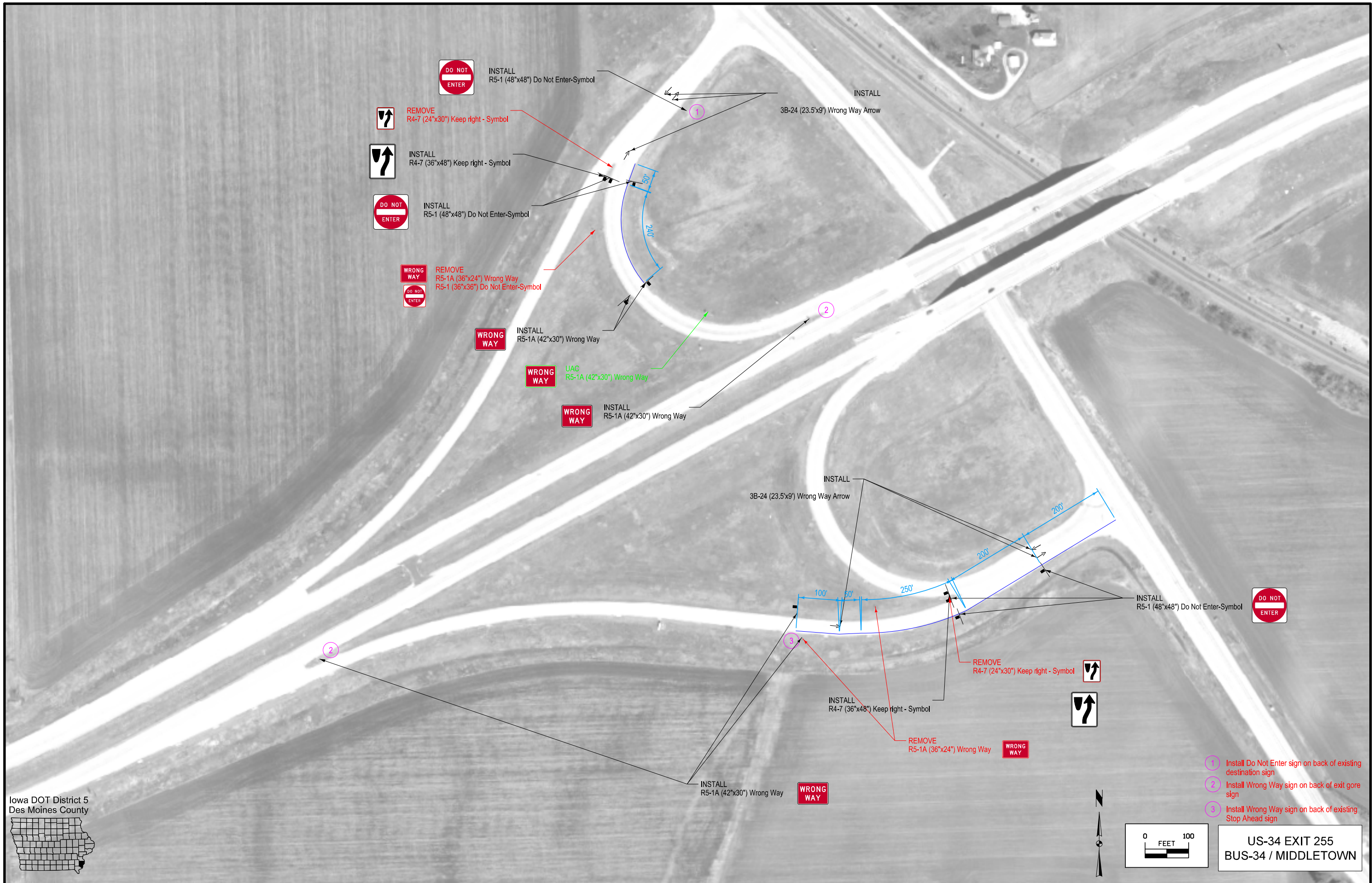


Iowa DOT District 2
Blackhawk County

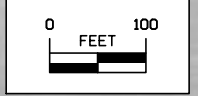
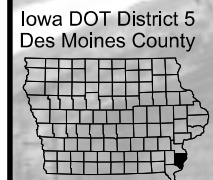


US-218 EXIT 181
(SERGEANT RD)

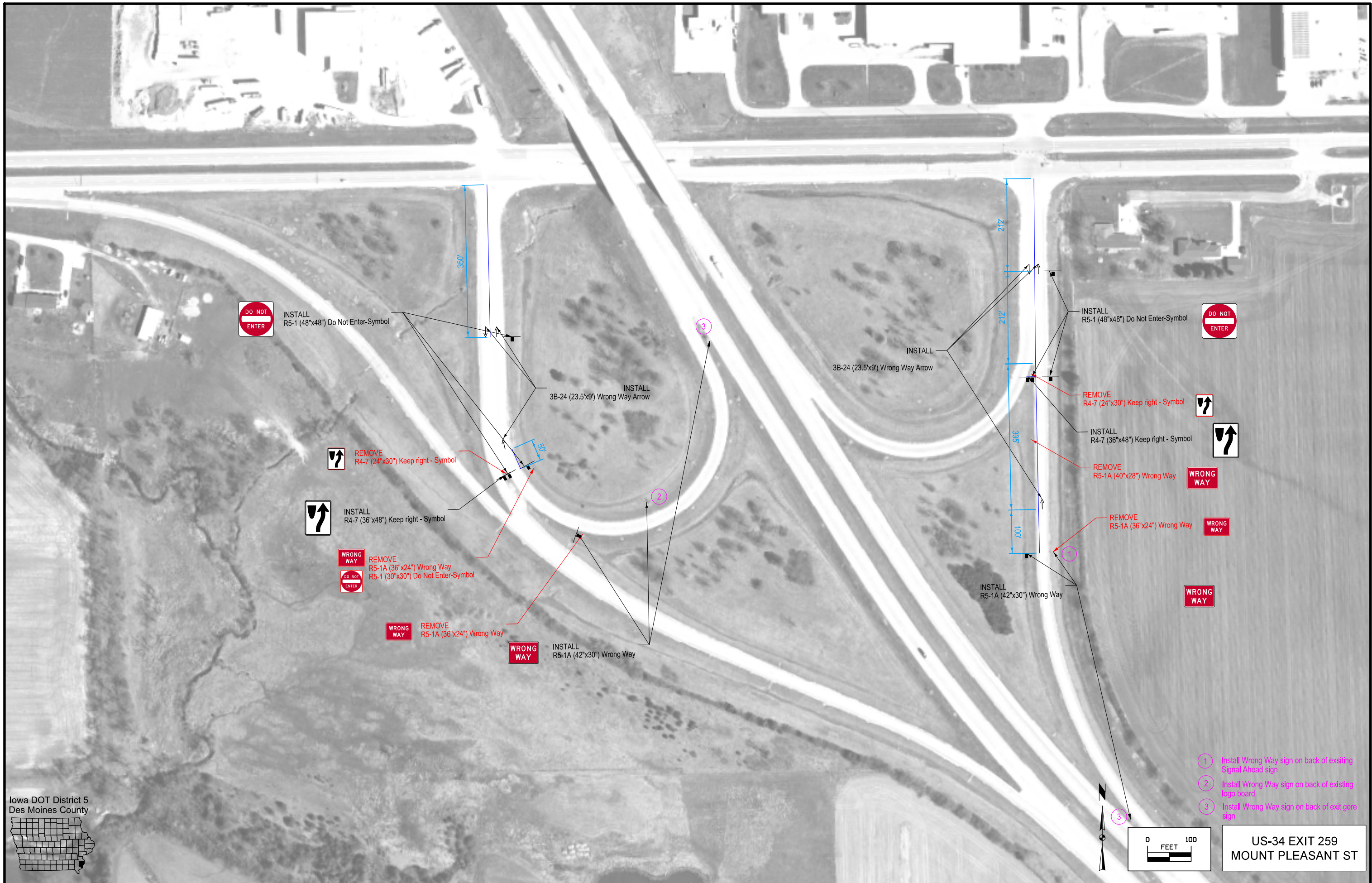




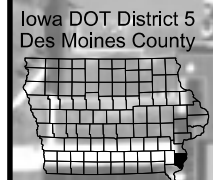
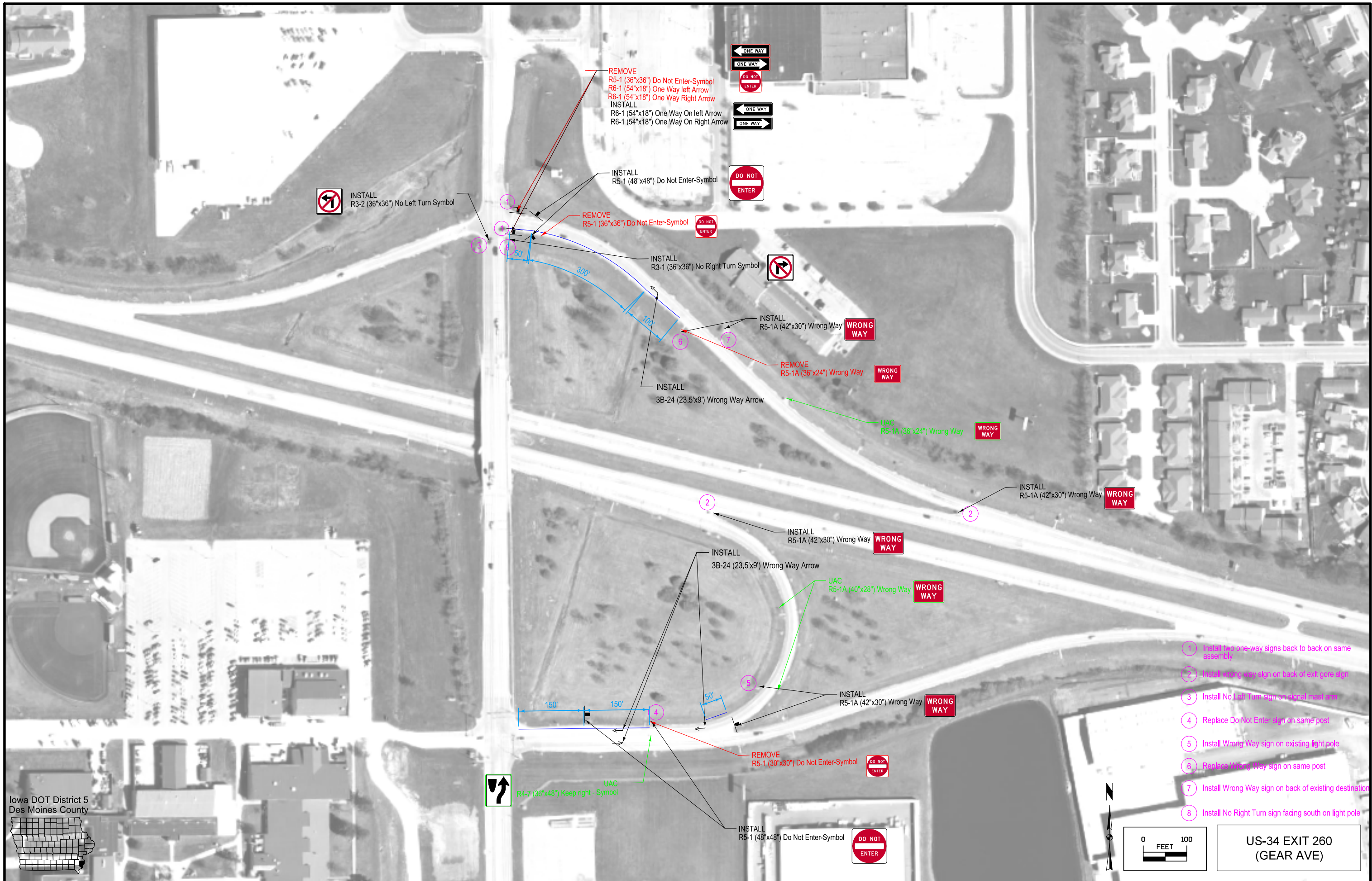
- 1 Install Do Not Enter sign on back of existing destination sign
- 2 Install Wrong Way sign on back of exit gore sign
- 3 Install Wrong Way sign on back of existing Stop Ahead sign



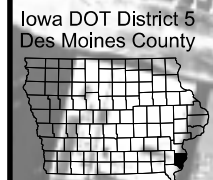
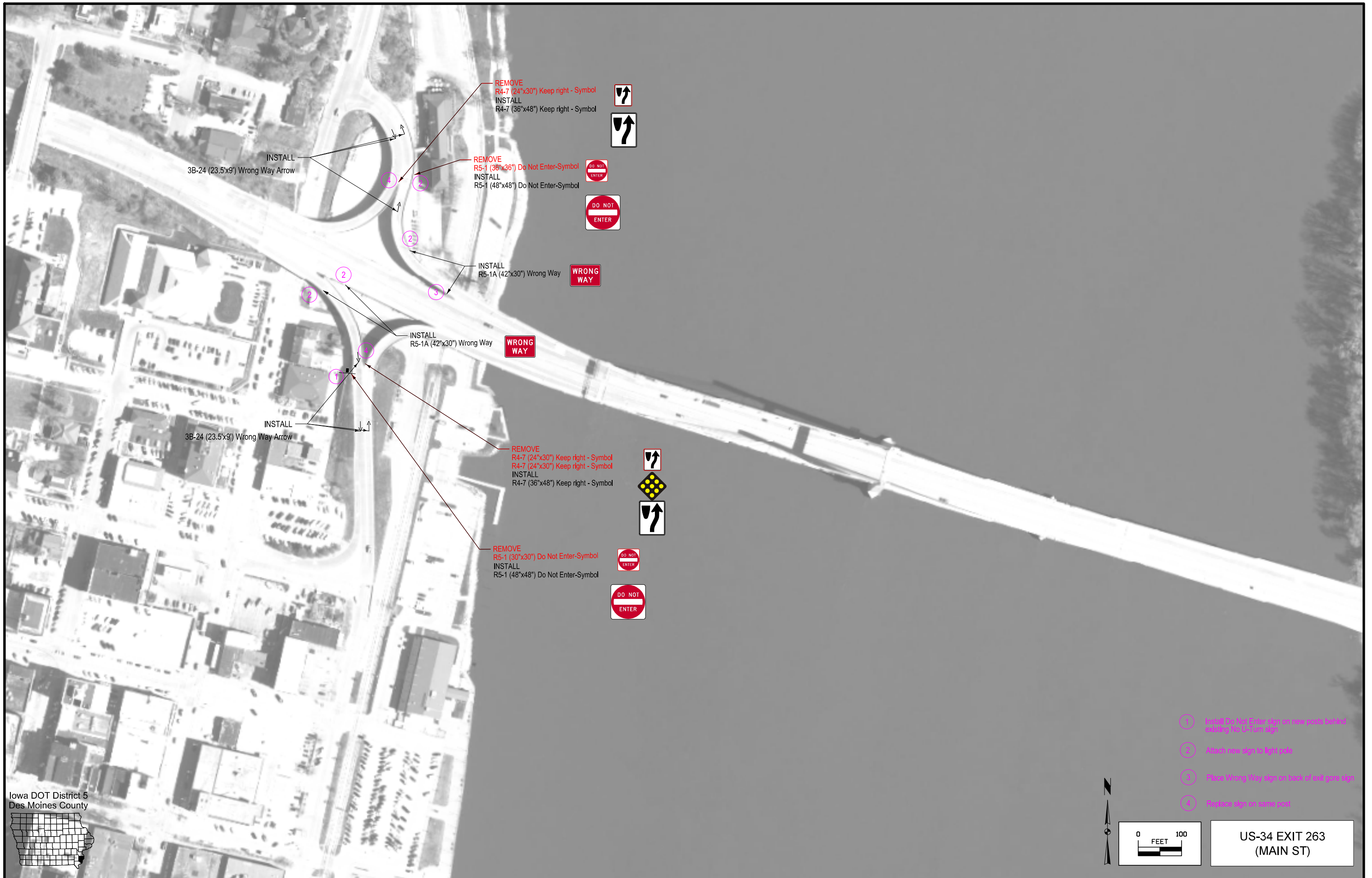
**US-34 EXIT 255
BUS-34 / MIDDLETOWN**

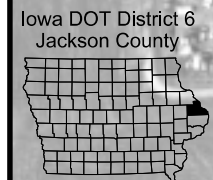
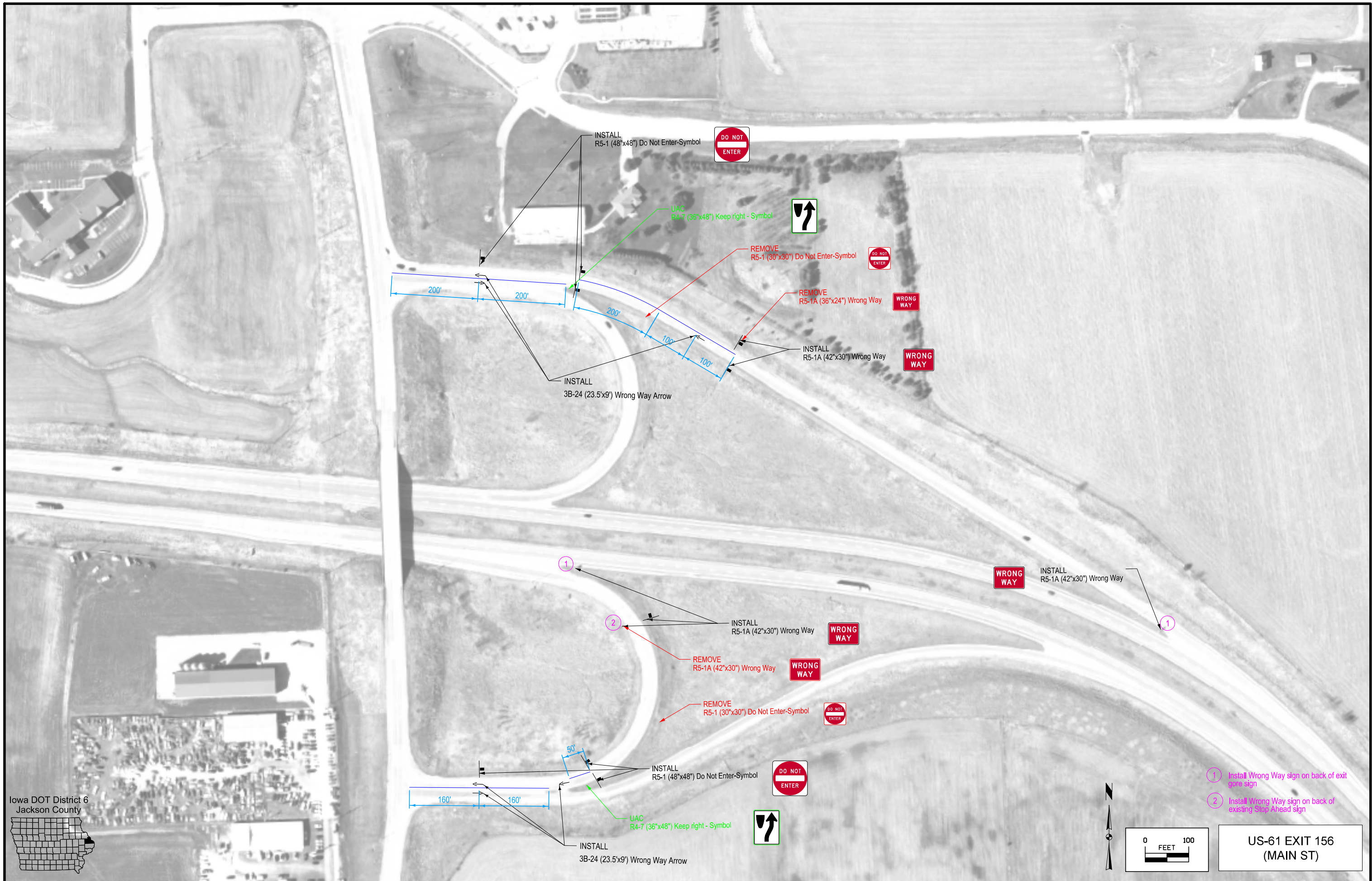


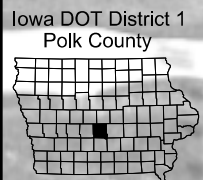
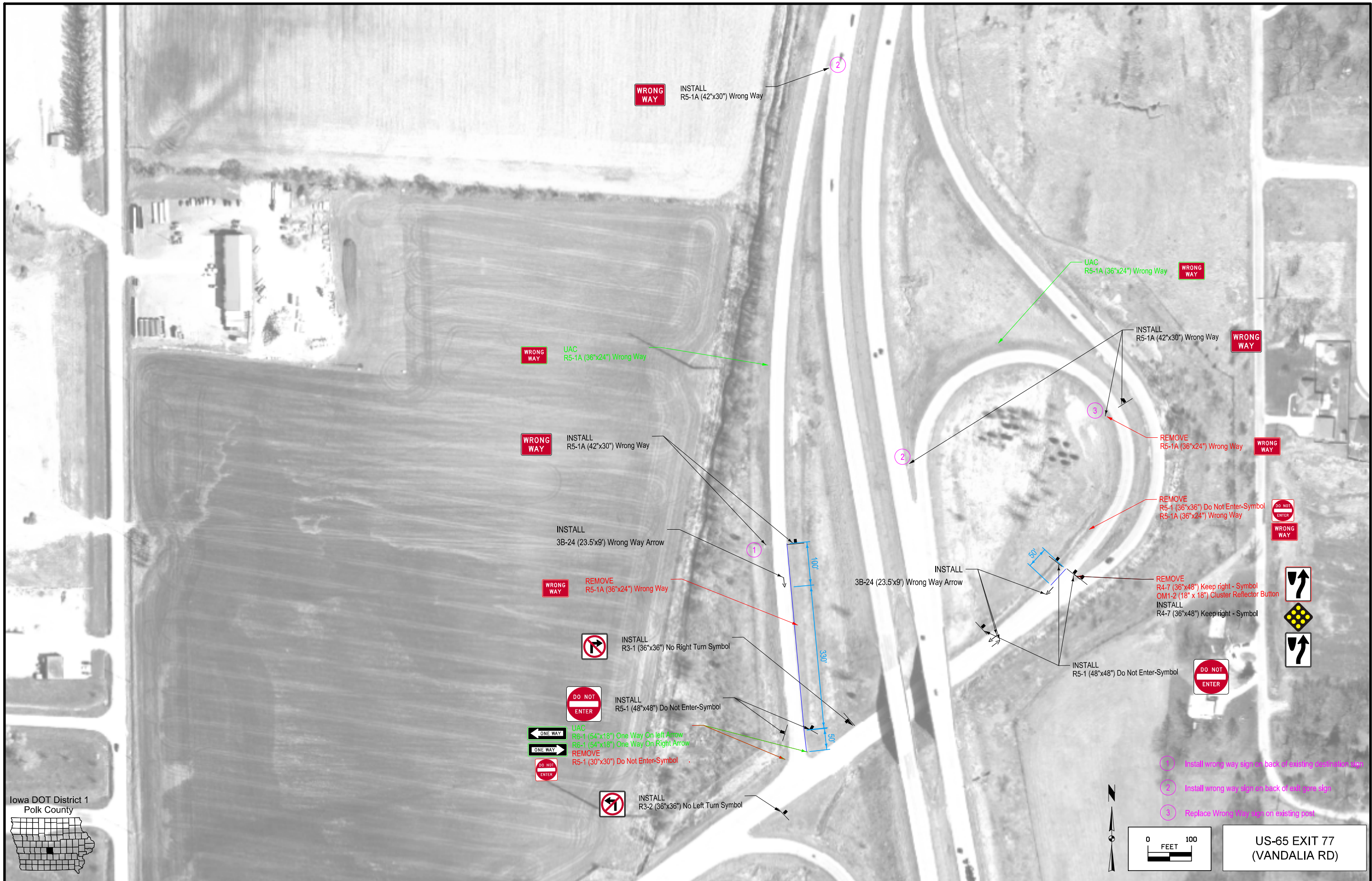
US-34 EXIT 259
MOUNT PLEASANT ST



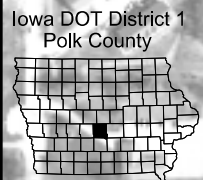
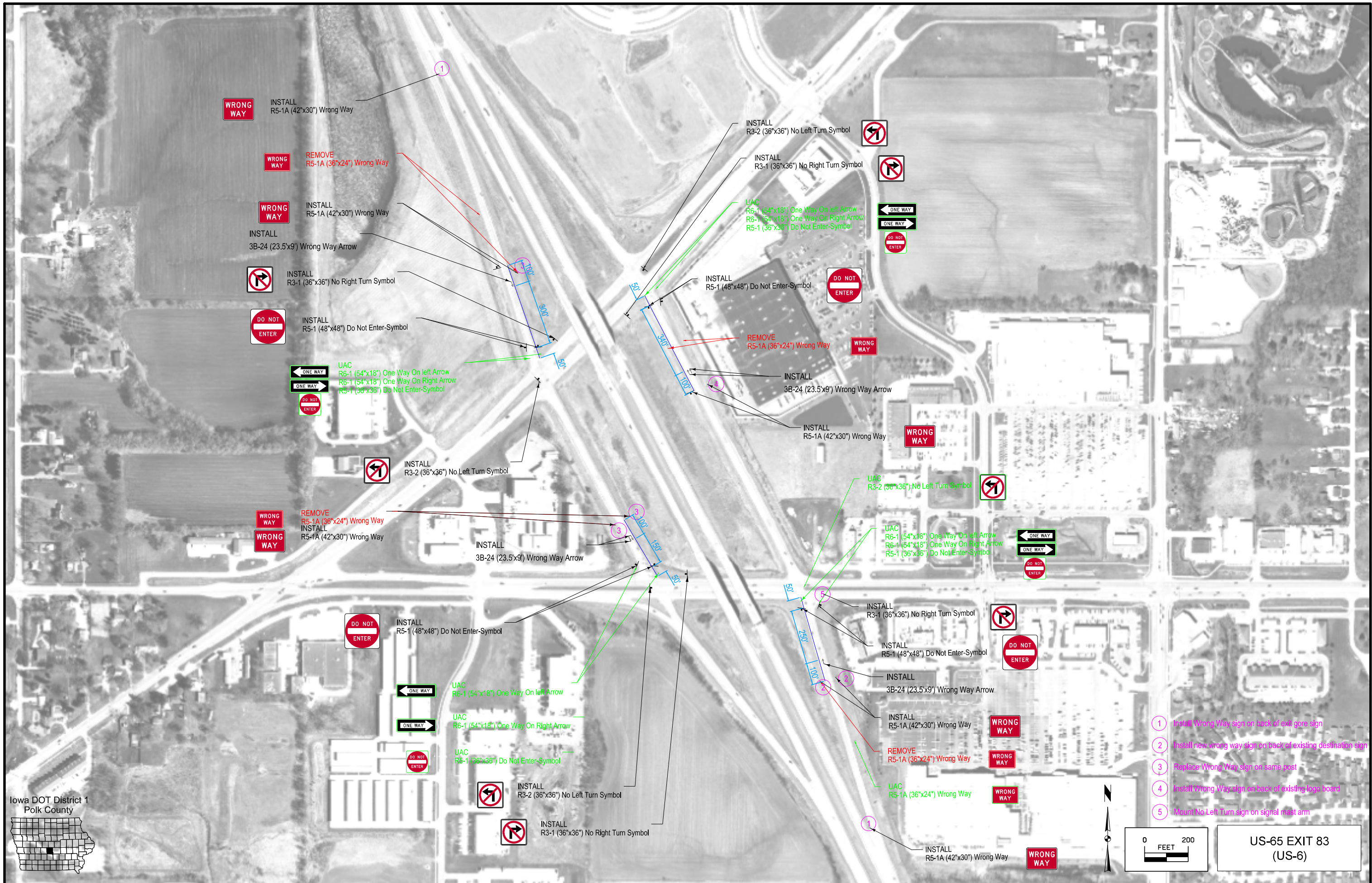
- 1 Install two one-way signs back to back on same assembly
- 2 Install wrong way sign on back of exit gore sign
- 3 Install No Left Turn sign on signal mast arm
- 4 Replace Do Not Enter sign on same post
- 5 Install Wrong Way sign on existing light pole
- 6 Replace Wrong Way sign on same post
- 7 Install Wrong Way sign on back of existing destination
- 8 Install No Right Turn sign facing south on light pole

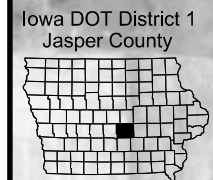
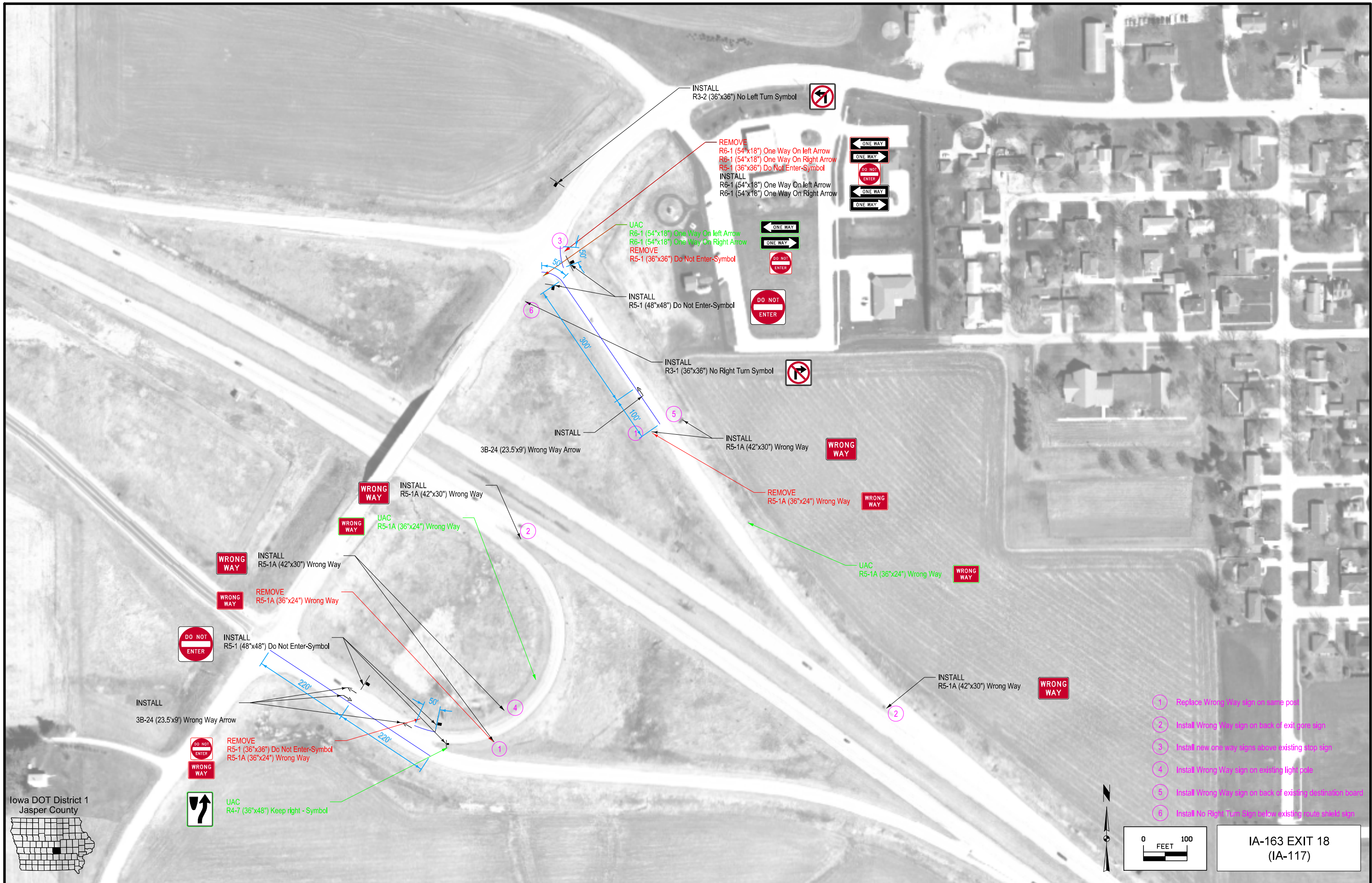






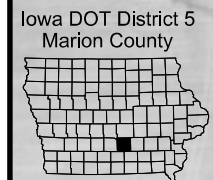
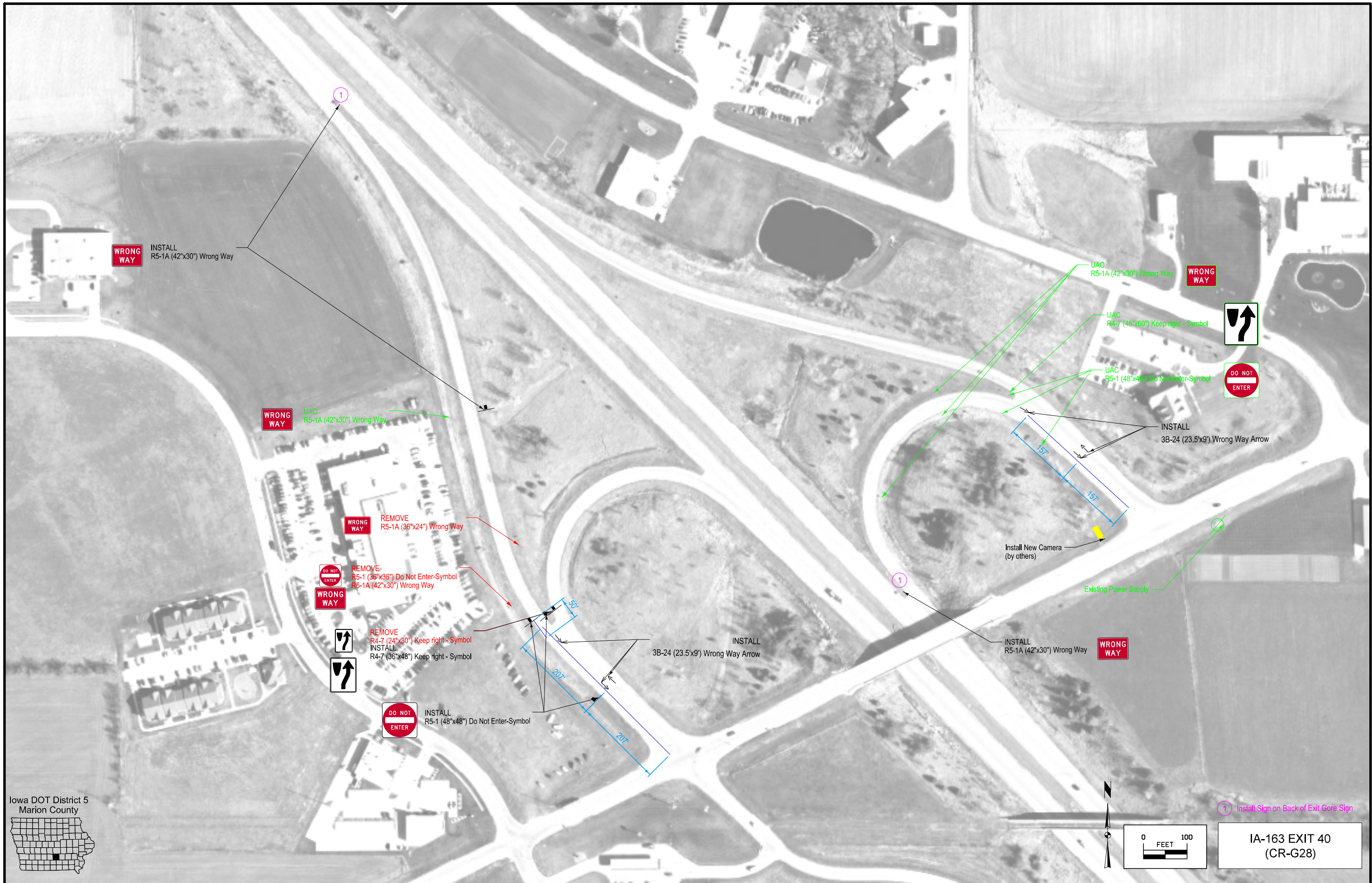
Iowa DOT District 1
Polk County





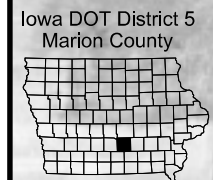
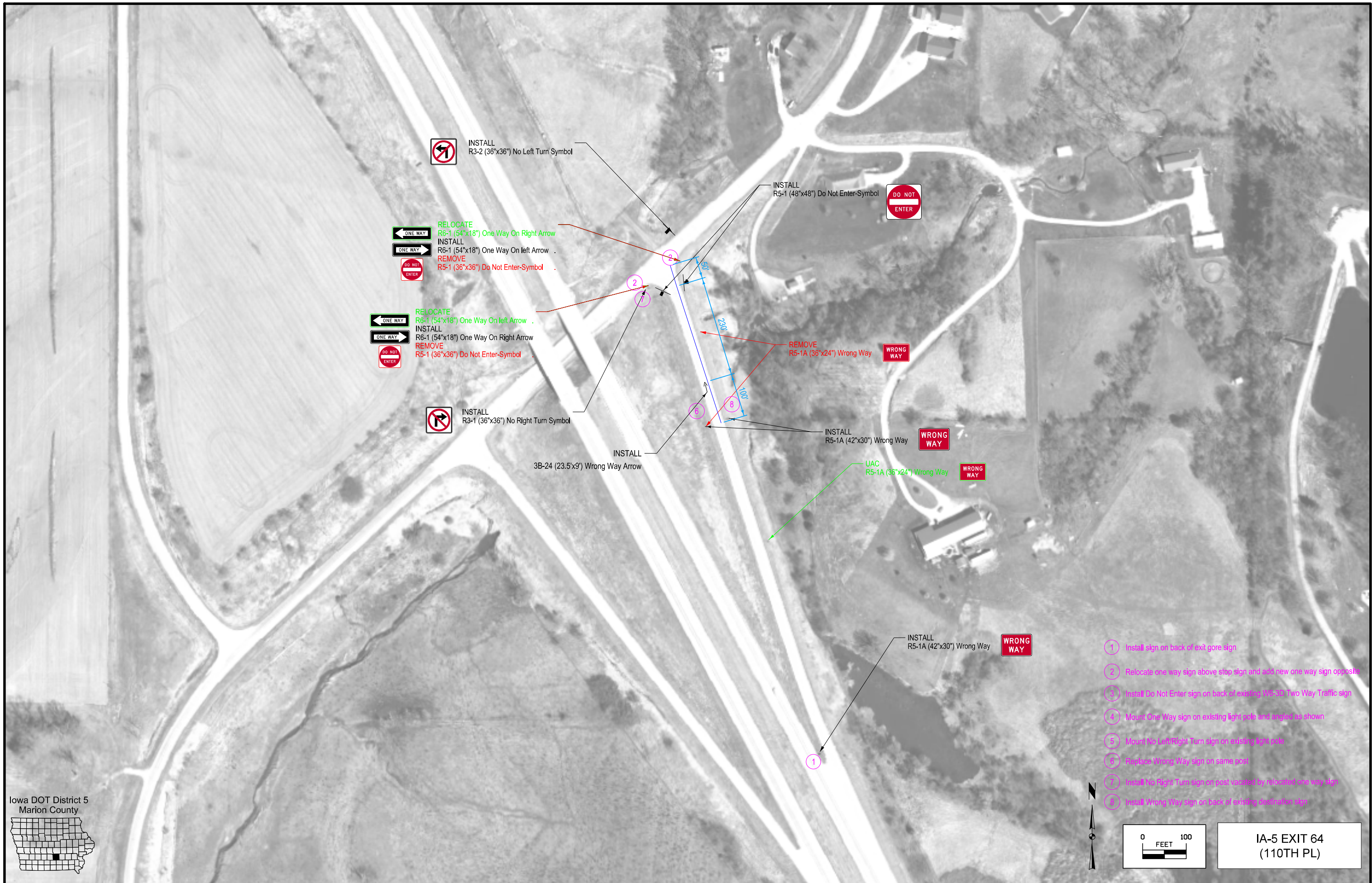
- ① Replace Wrong Way sign on same post
- ② Install Wrong Way sign on back of exit gore sign
- ③ Install new one way signs above existing stop sign
- ④ Install Wrong Way sign on existing light pole
- ⑤ Install Wrong Way sign on back of existing destination board
- ⑥ Install No Right Turn Sign below existing route shield sign

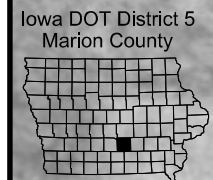
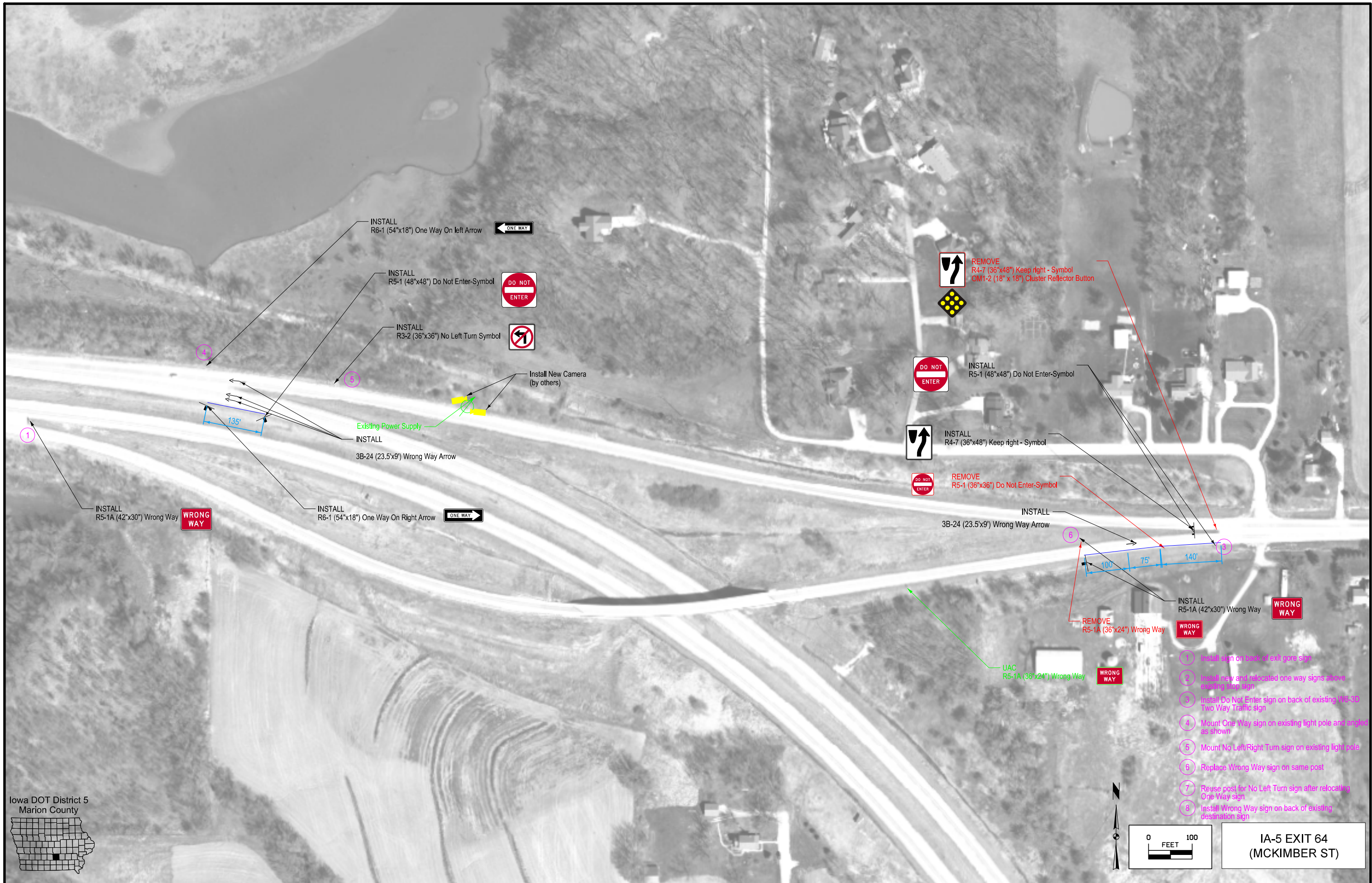
IA-163 EXIT 18
(IA-117)



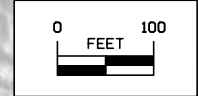
① Install Sign on Back of Exit Gate Sign

**IA-163 EXIT 40
(CR-G28)**

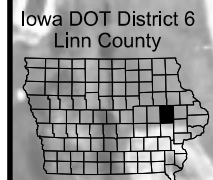
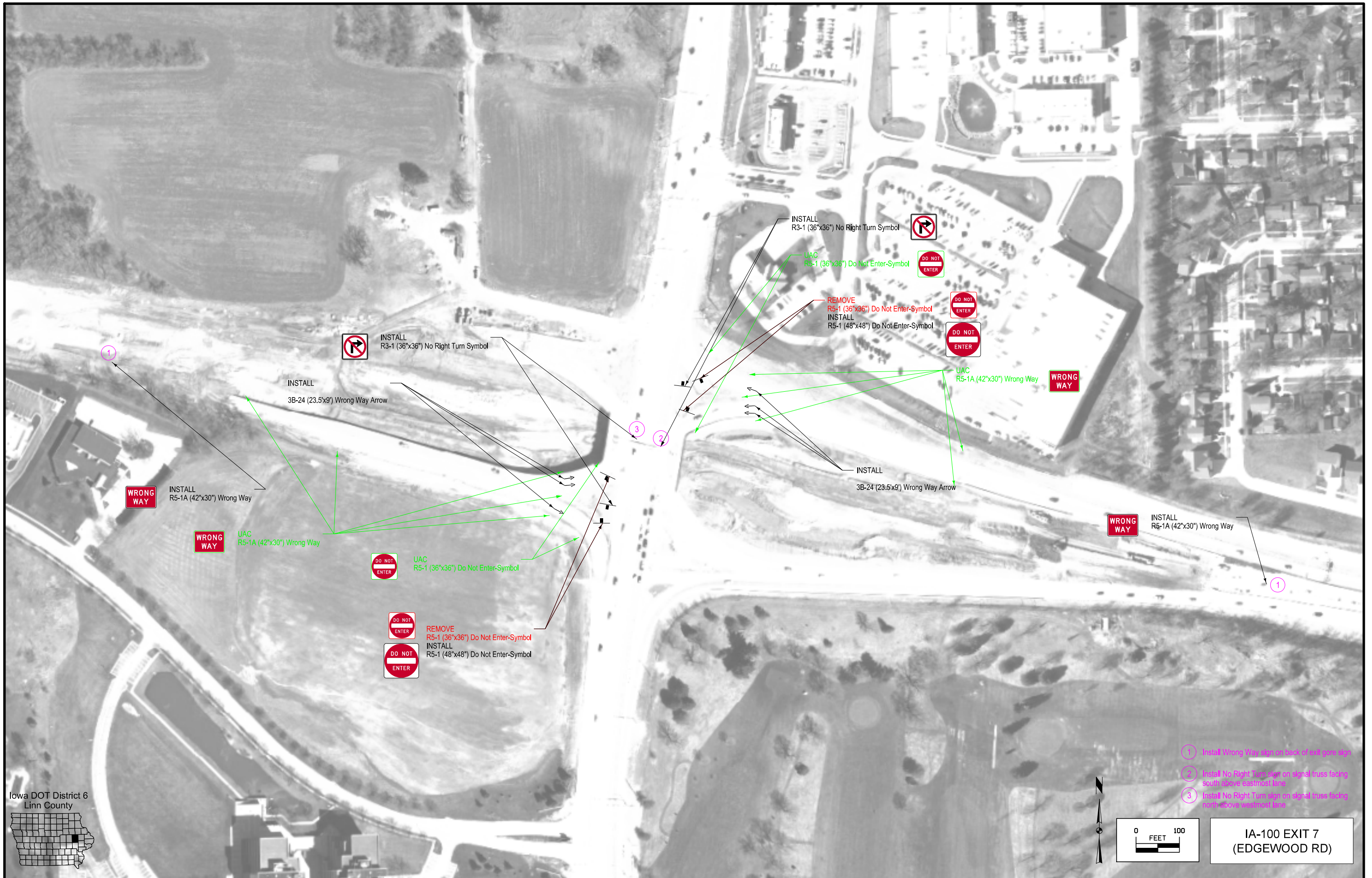




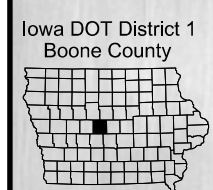
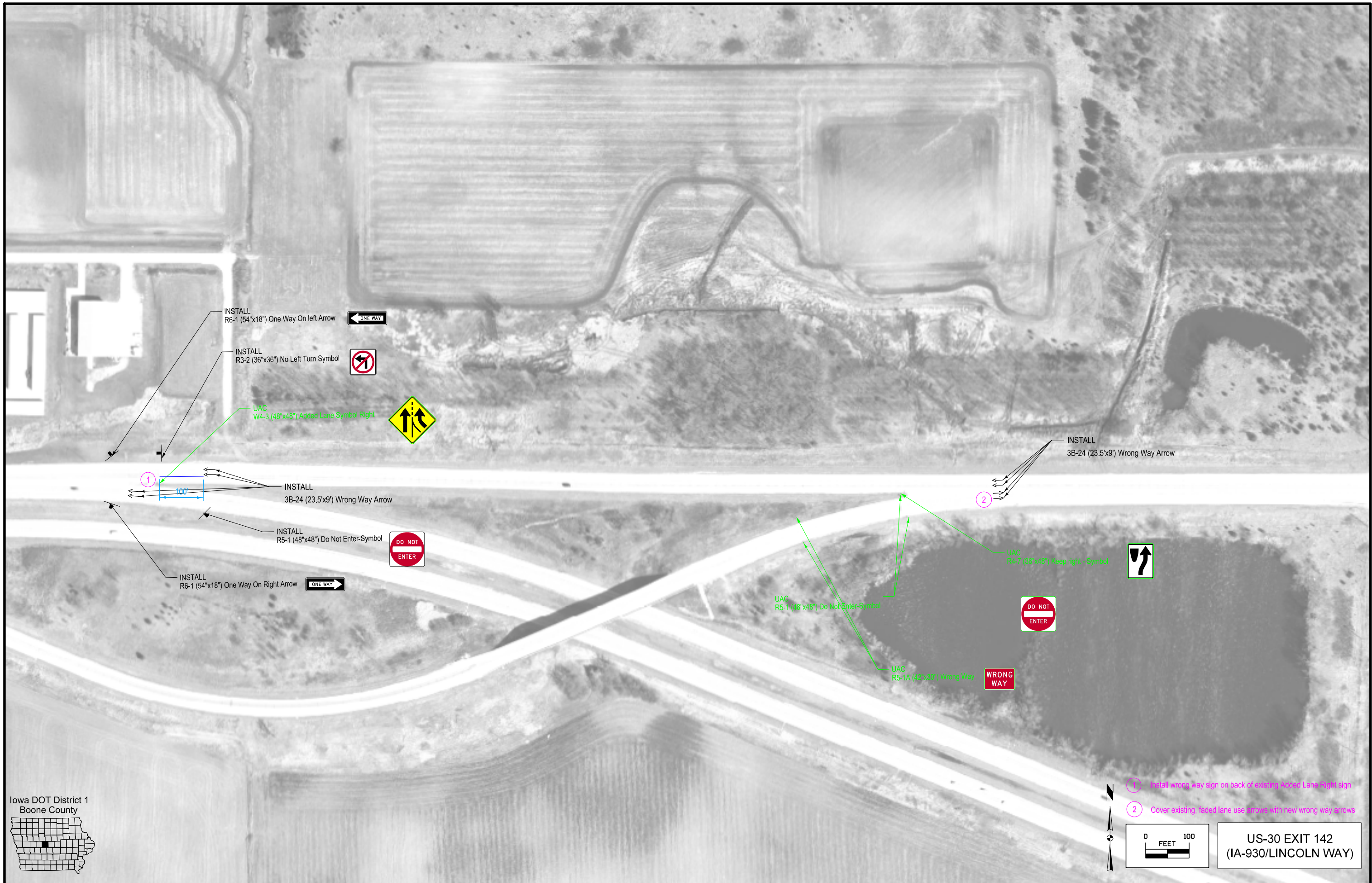
- 1 install sign on back of exit gore sign
- 2 install new and relocated one way signs above existing stop sign
- 3 install Do Not Enter sign on back of existing W-3D Two Way Traffic sign
- 4 Mount One Way sign on existing light pole and angled as shown
- 5 Mount No Left/Right Turn sign on existing light pole
- 6 Replace Wrong Way sign on same post
- 7 Reuse post for No Left Turn sign after relocating One Way sign
- 8 Install Wrong Way sign on back of existing destination sign



IA-5 EXIT 64
(MCKIMBER ST)



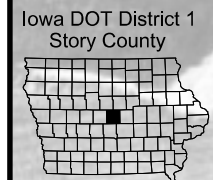
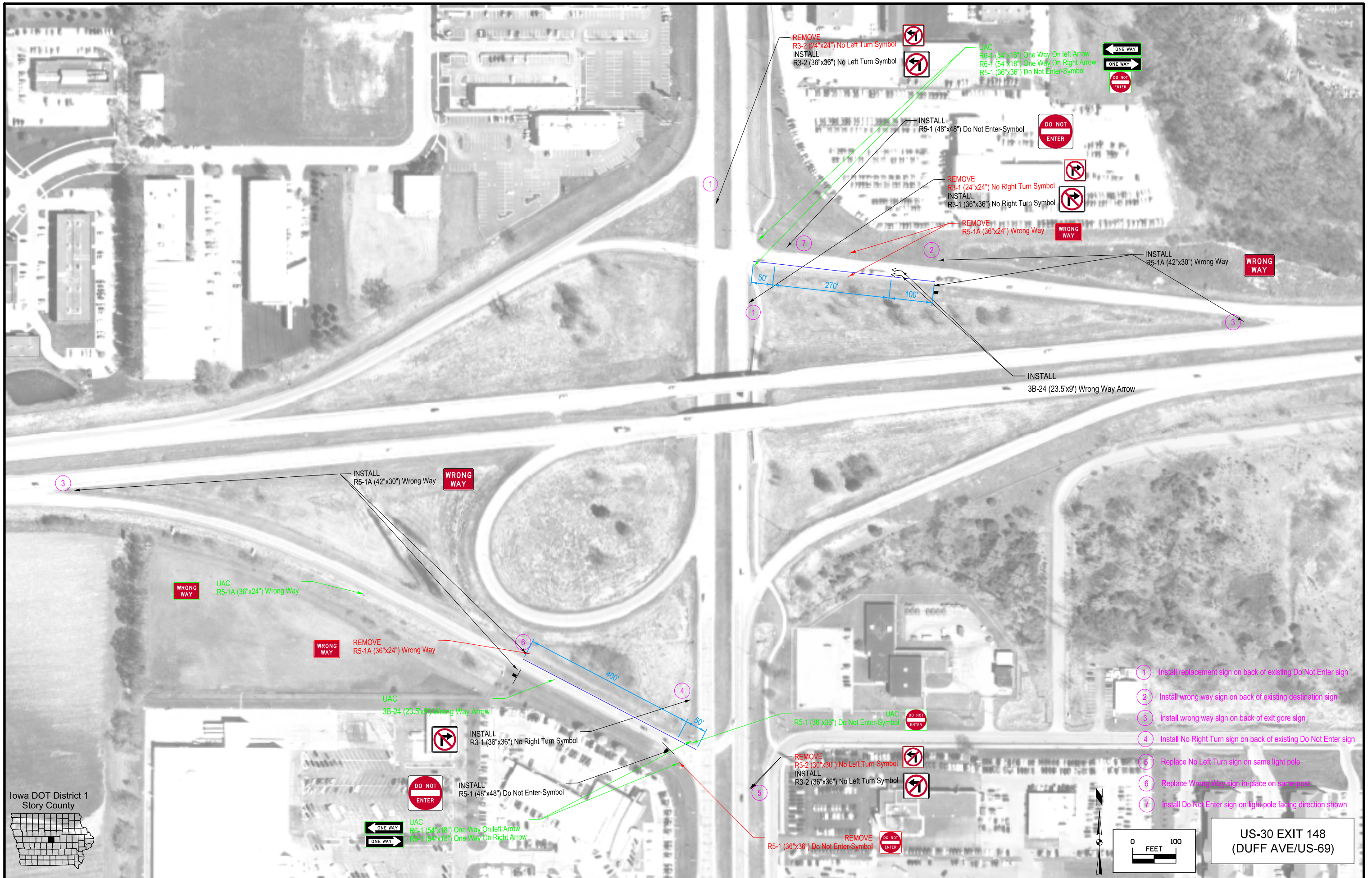
Iowa DOT District 6
Linn County



1 Install wrong way sign on back of existing Added Lane Right sign
 2 Cover existing, faded lane use arrows with new wrong way arrows

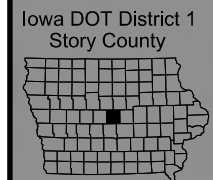
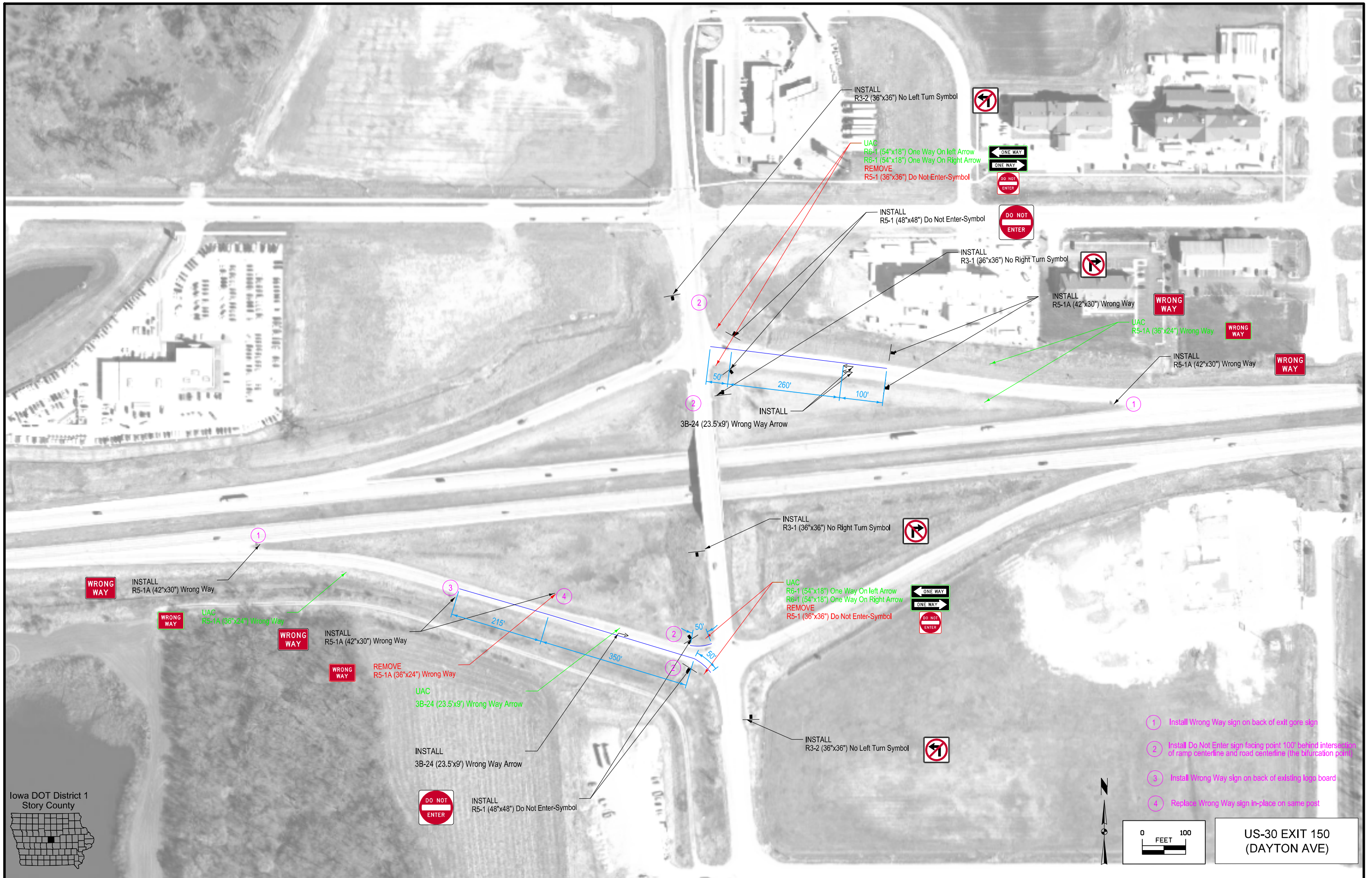
0 FEET 100

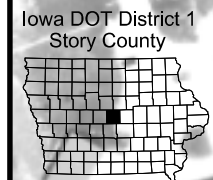
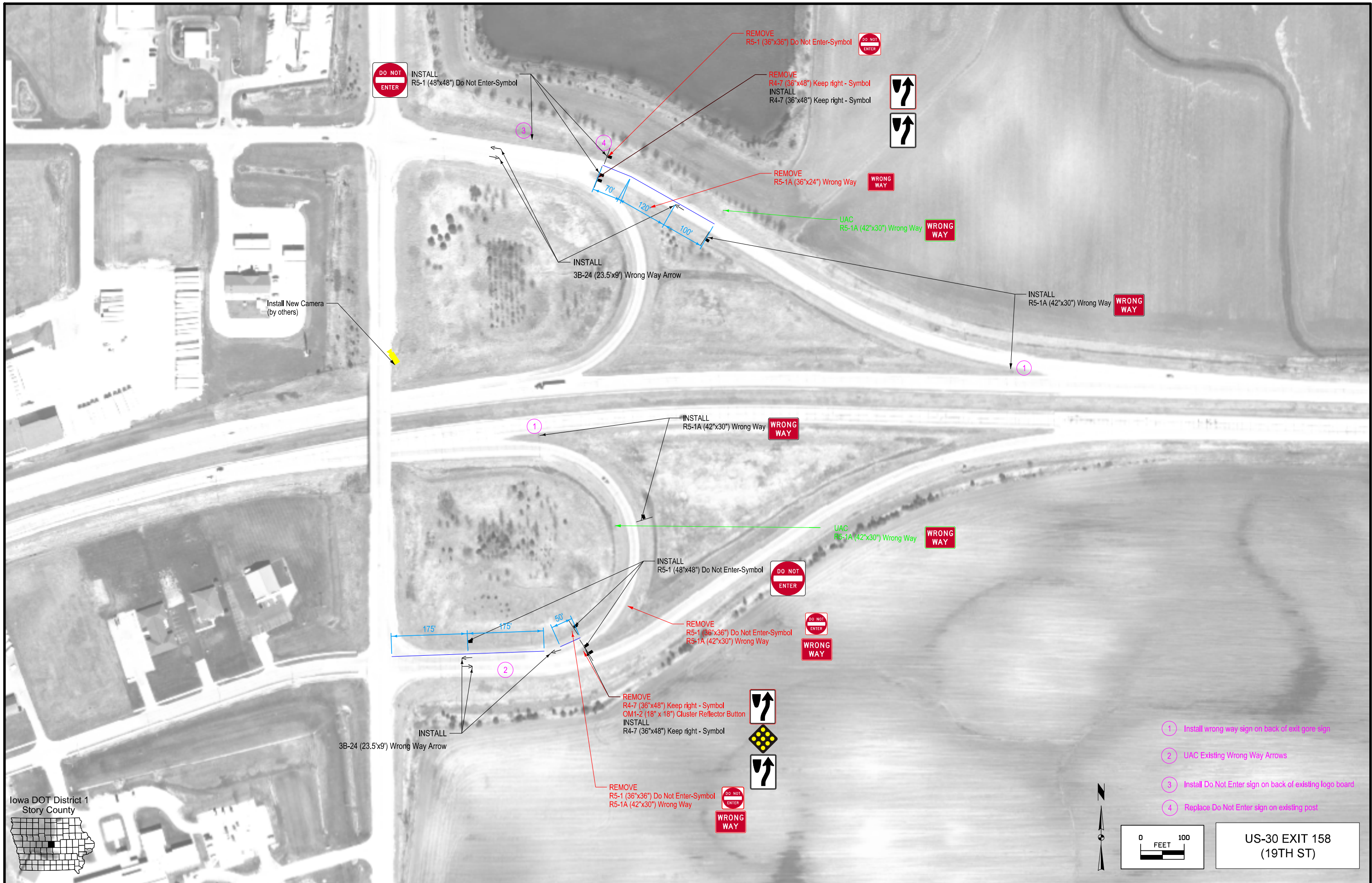
US-30 EXIT 142
(IA-930/LINCOLN WAY)

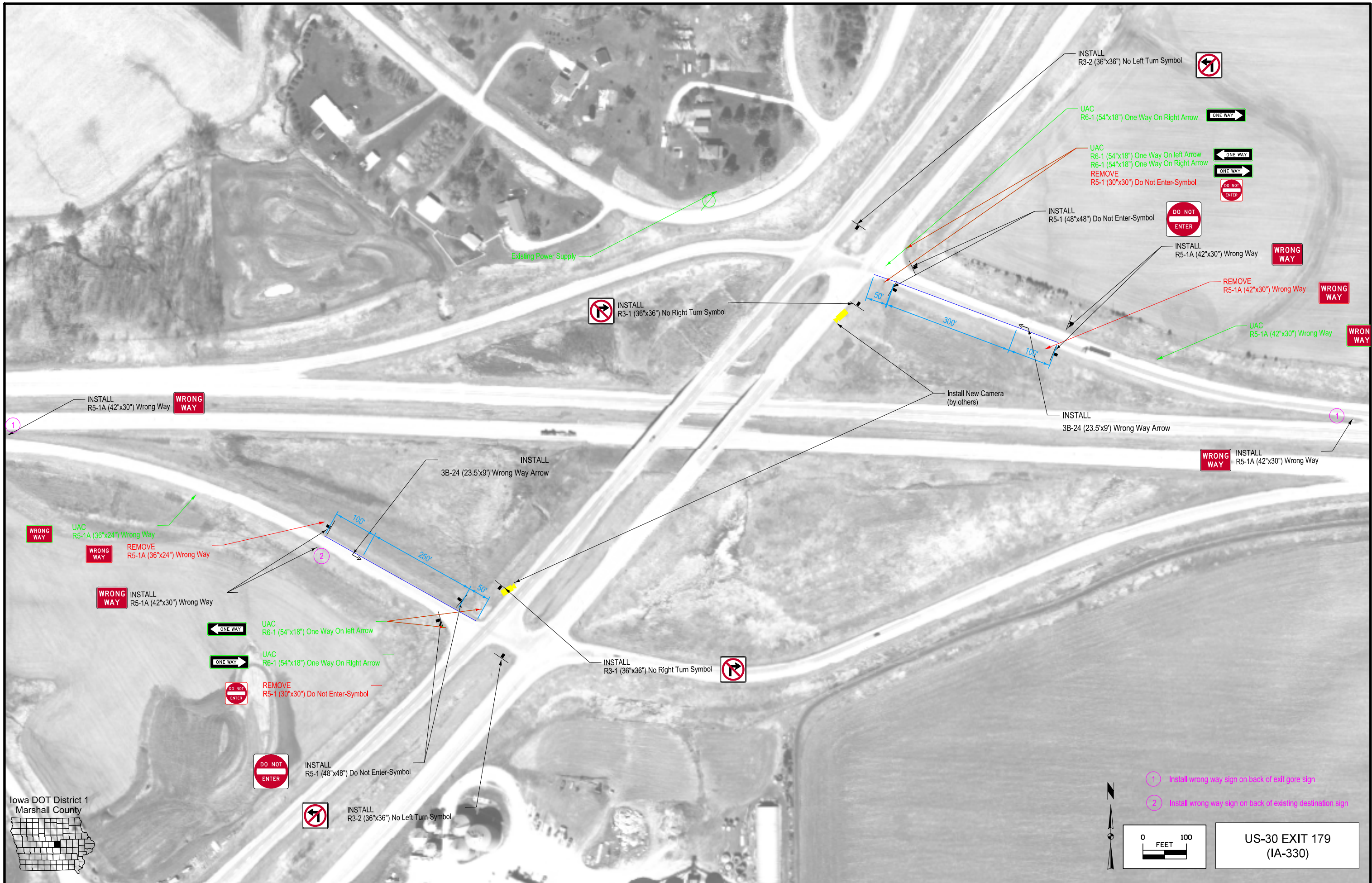


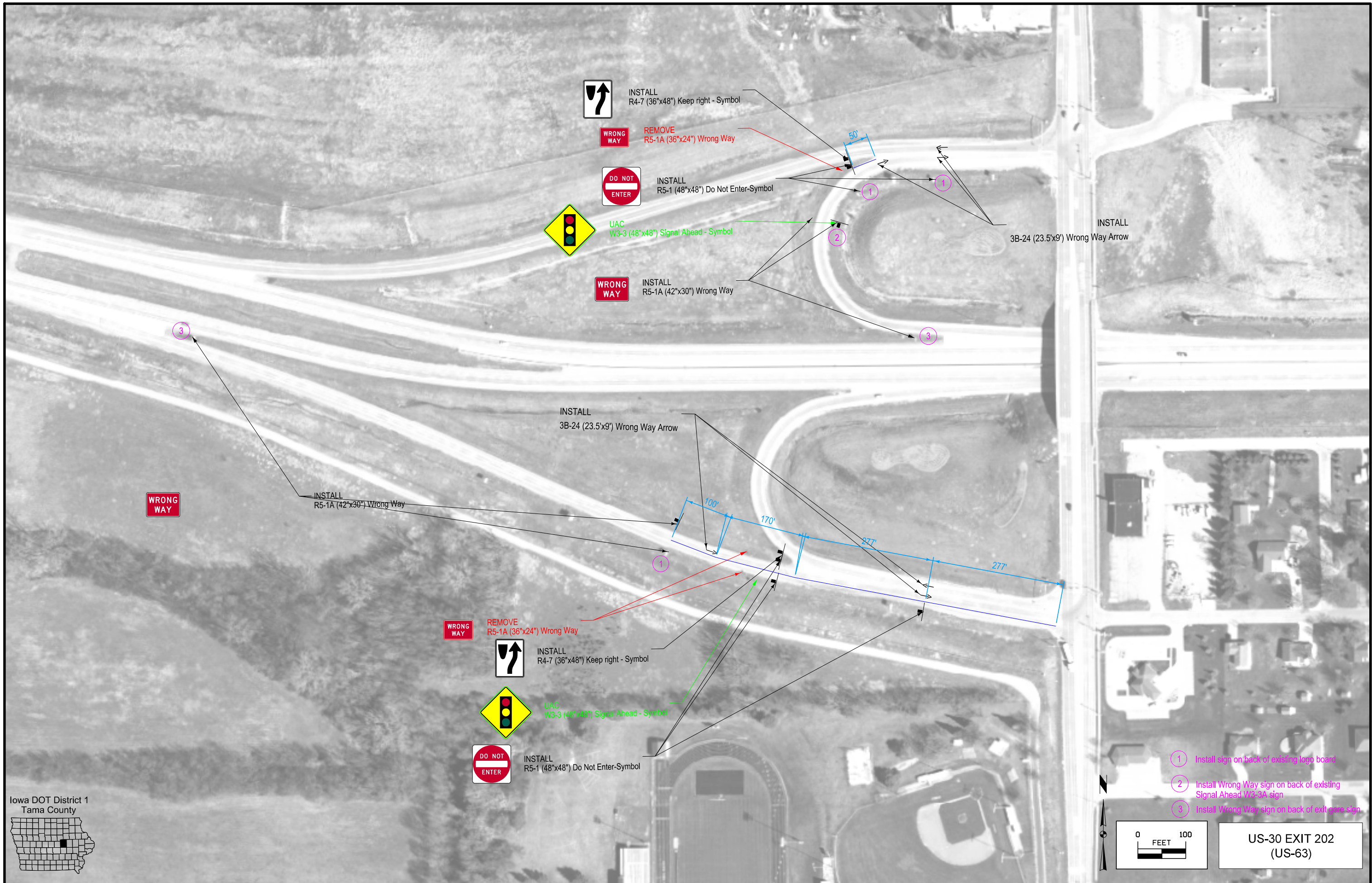
- 1 Install replacement sign on back of existing Do Not Enter sign
- 2 Install wrong way sign on back of existing destination sign
- 3 Install wrong way sign on back of exit gore sign
- 4 Install No Right Turn sign on back of existing Do Not Enter sign
- 5 Replace No Left Turn sign on same light pole
- 6 Replace Wrong Way sign in-place on same post
- 7 Install Do Not Enter sign on light pole facing direction shown

US-30 EXIT 148
(DUFF AVE/US-69)

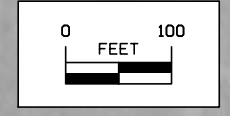




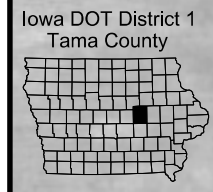


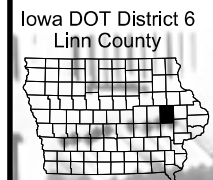
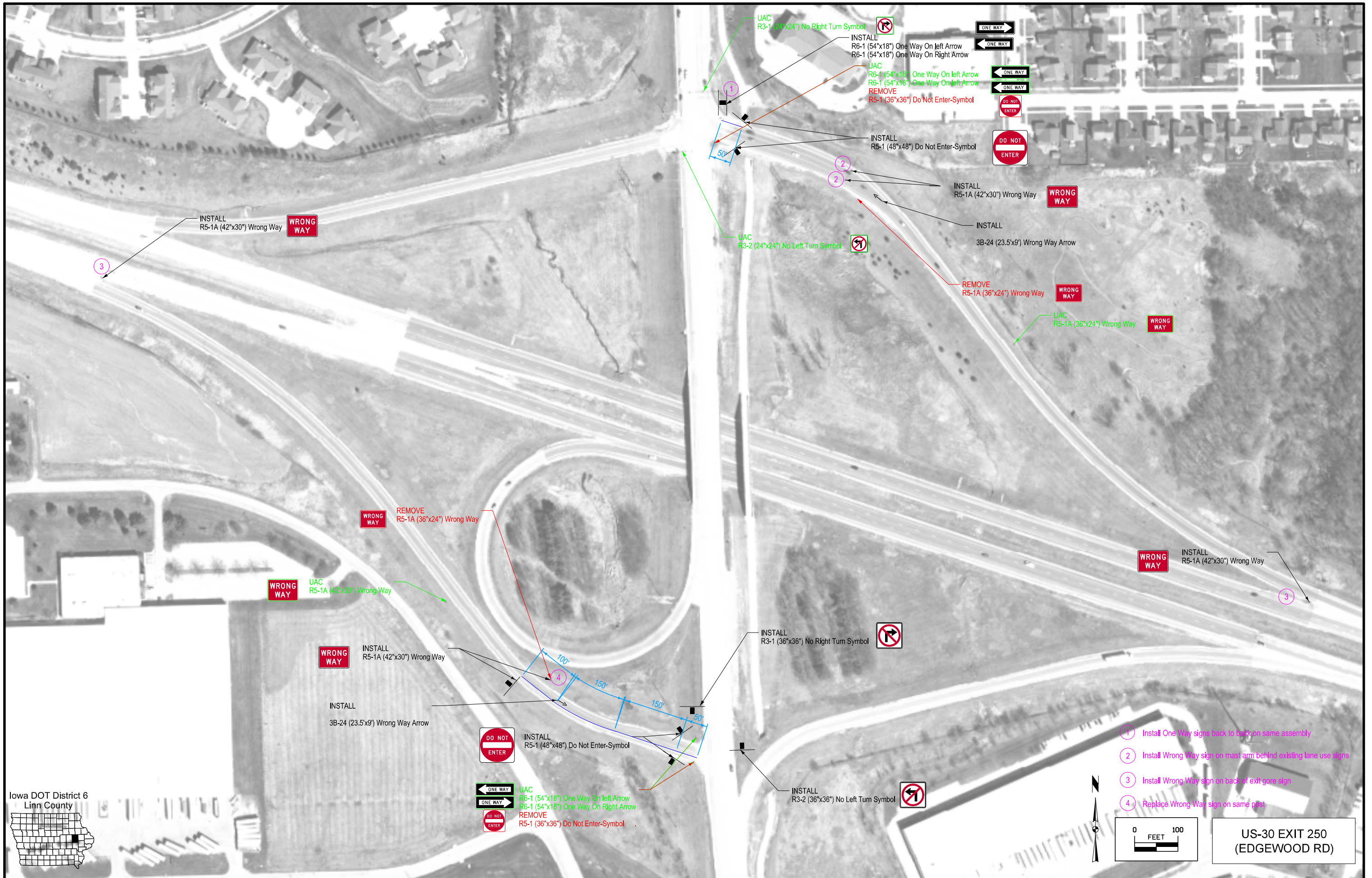


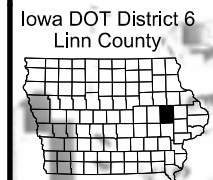
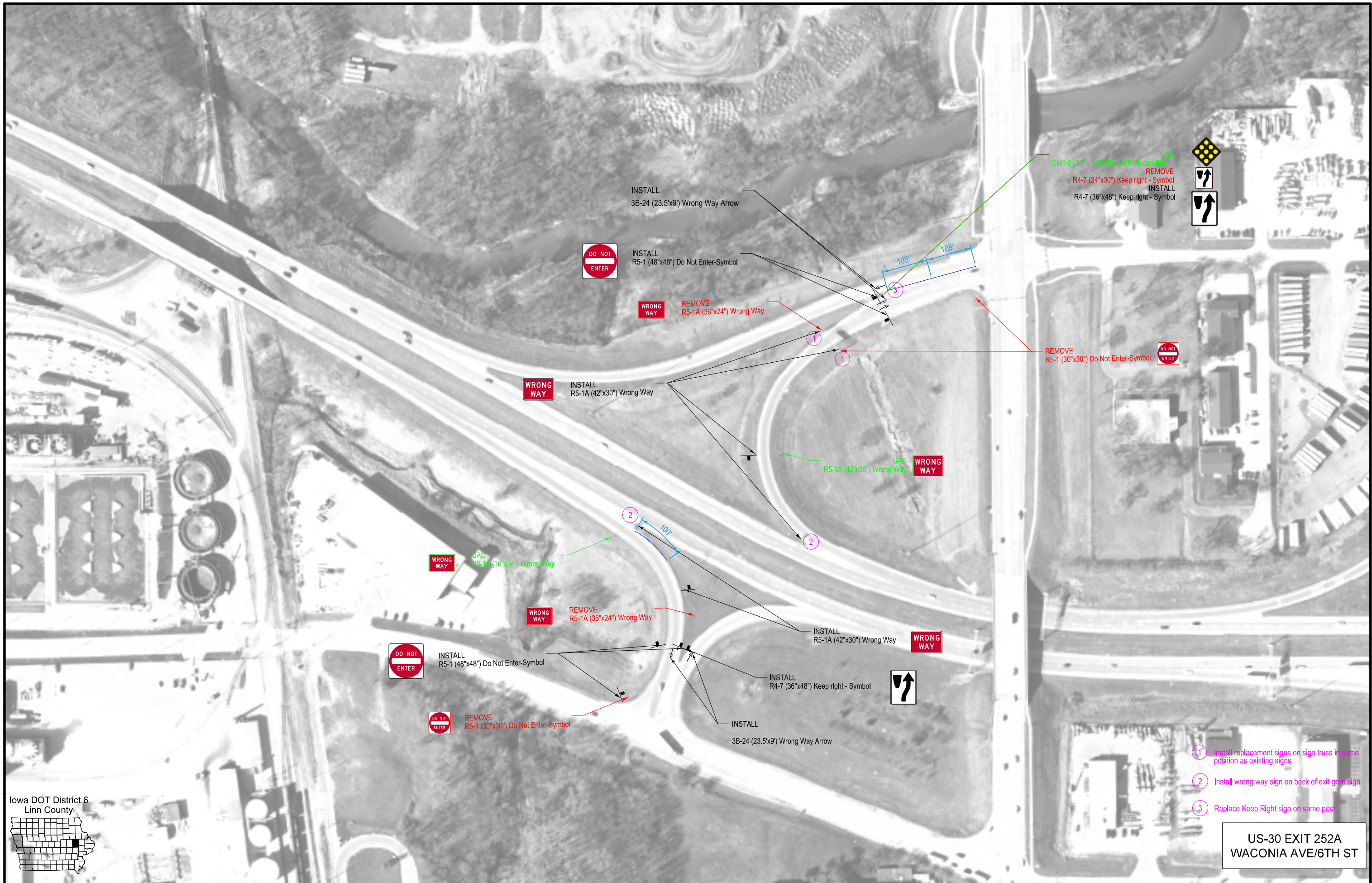
- ① Install sign on back of existing logn board
- ② Install Wrong Way sign on back of existing Signal Ahead W3-3A sign
- ③ Install Wrong Way sign on back of exit gate sign



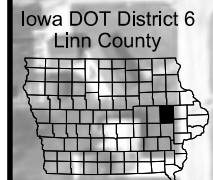
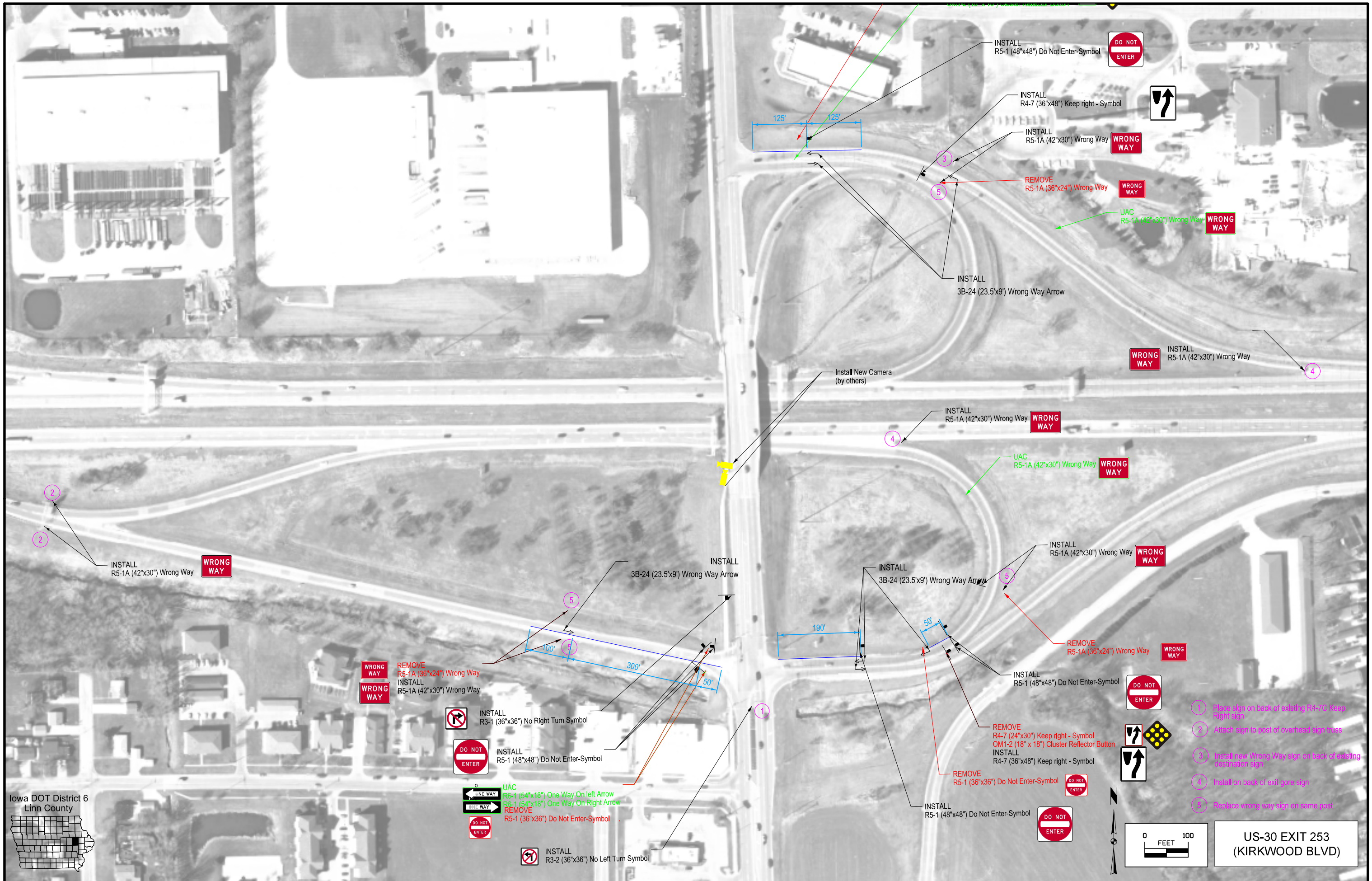
**US-30 EXIT 202
(US-63)**

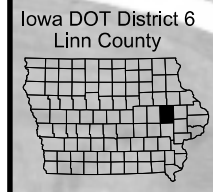
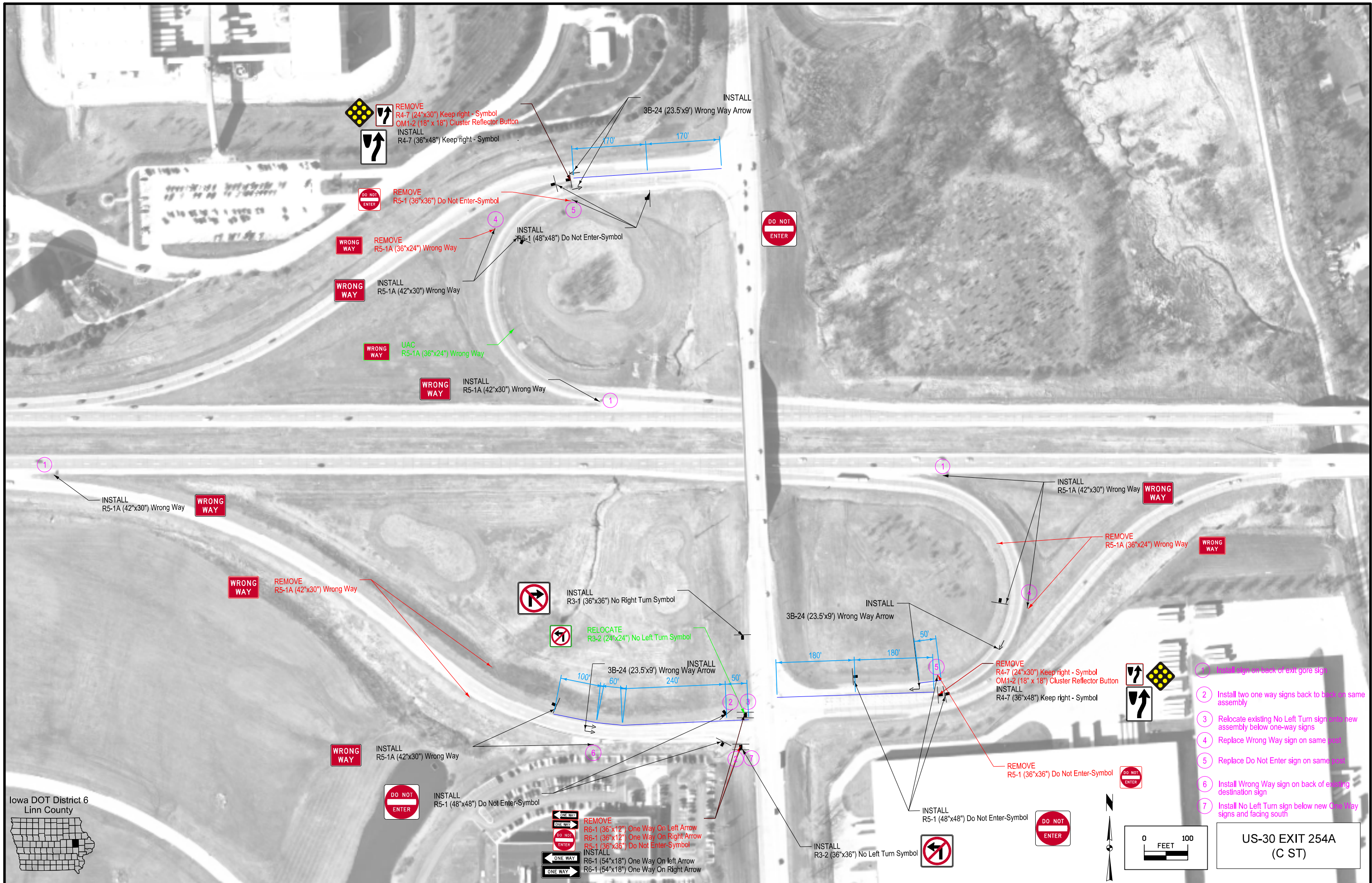




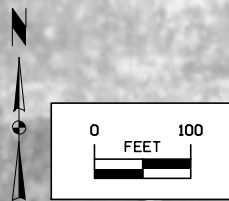
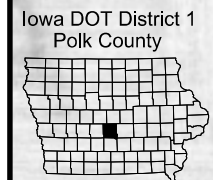
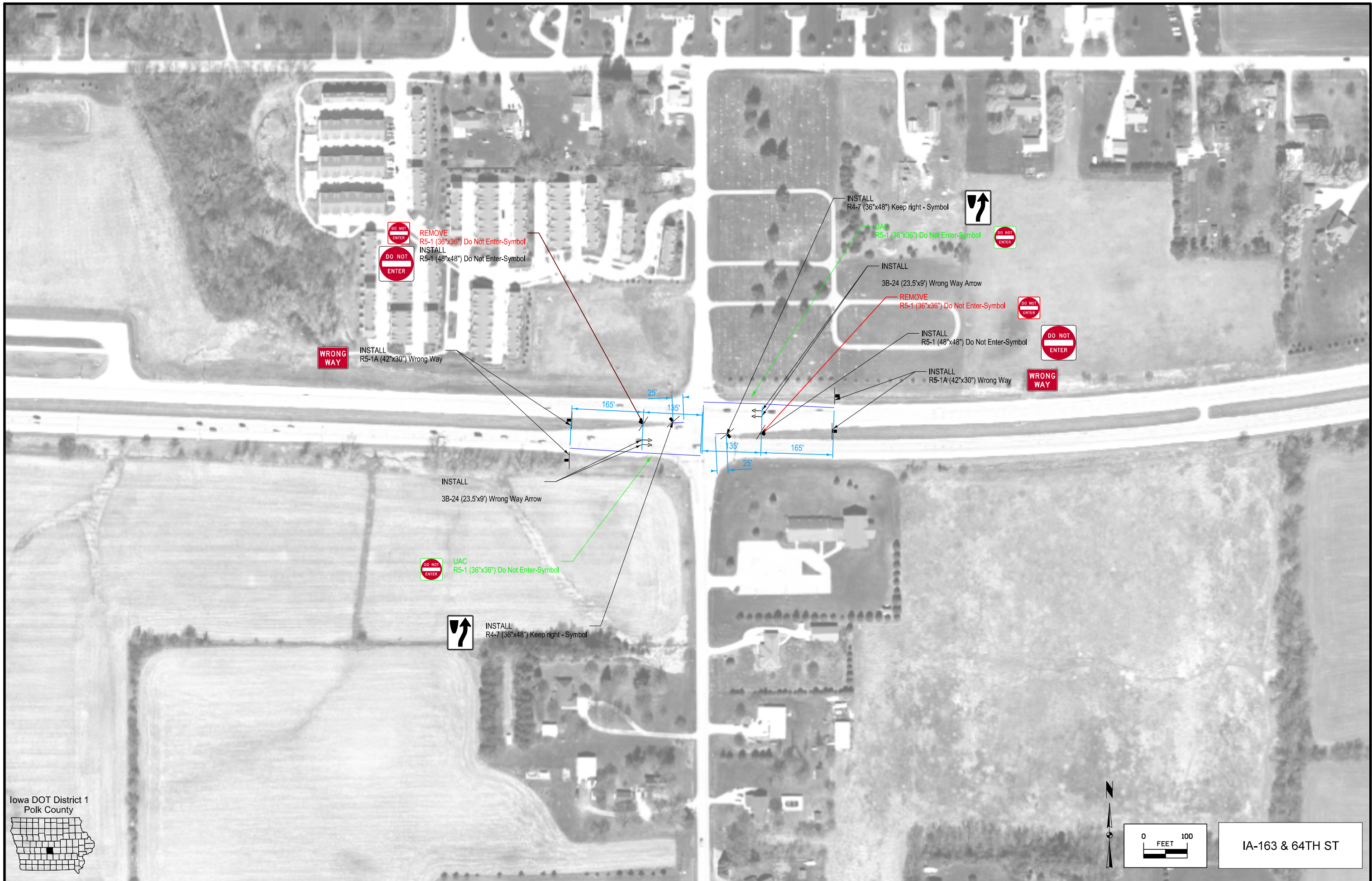


US-30 EXIT 252A
WACONIA AVE/6TH ST

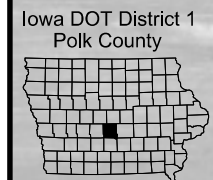
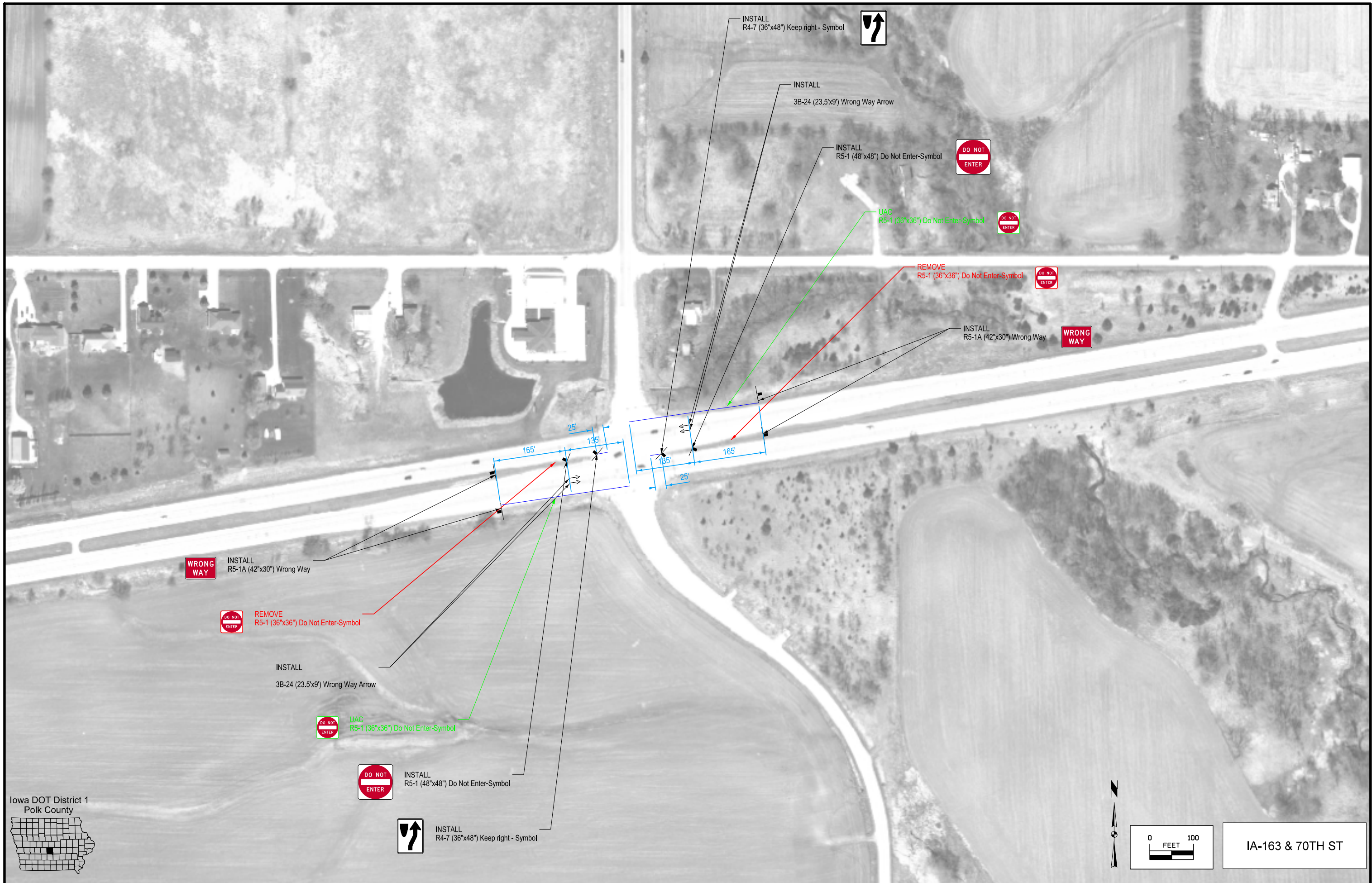


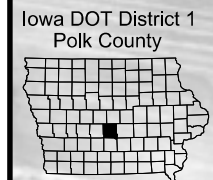
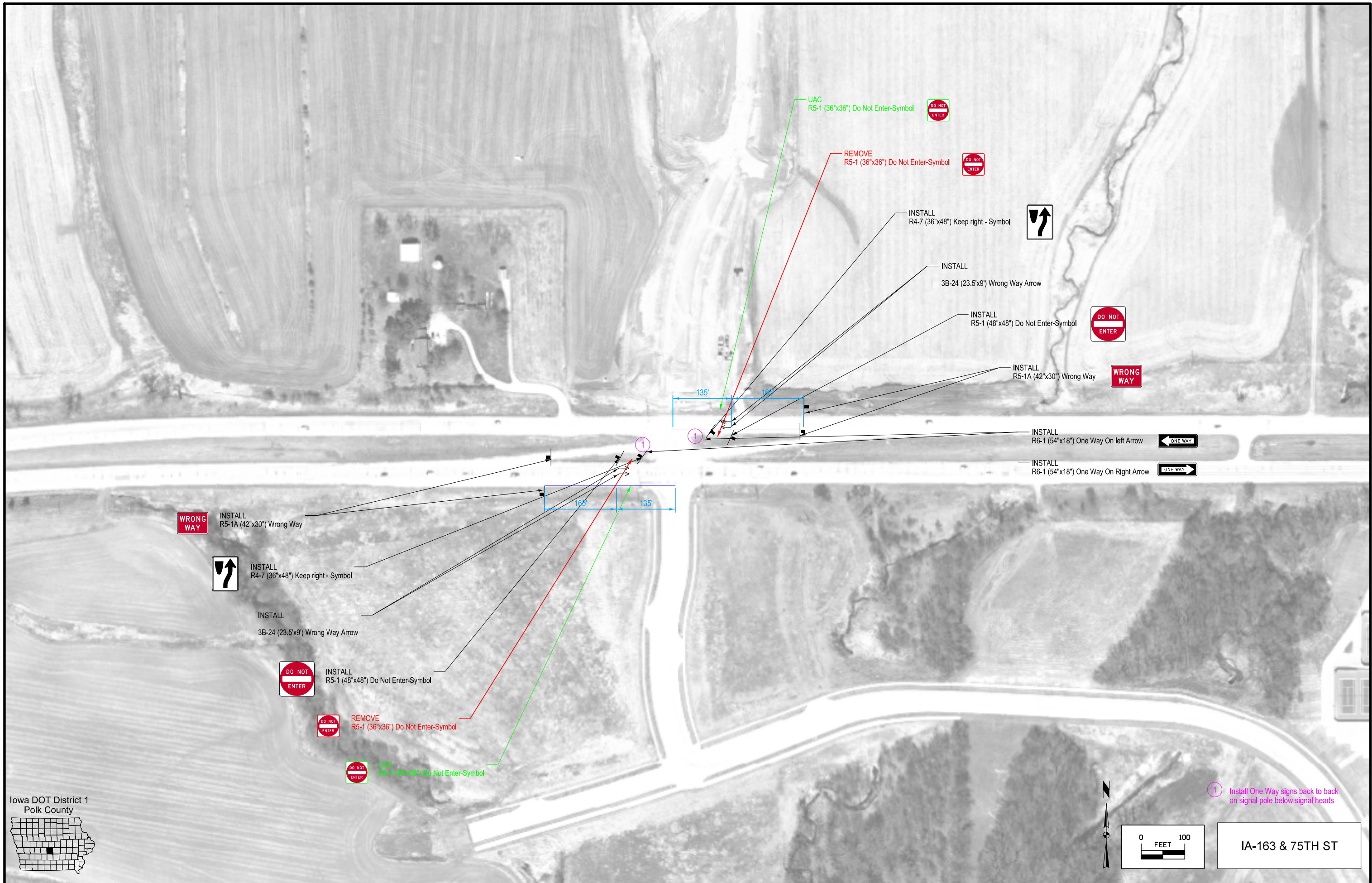


SHEET INTENTIONALLY LEFT BLANK



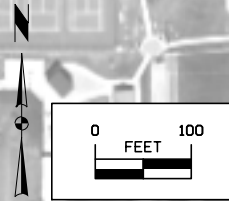
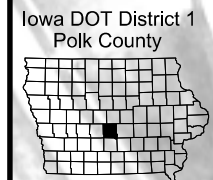
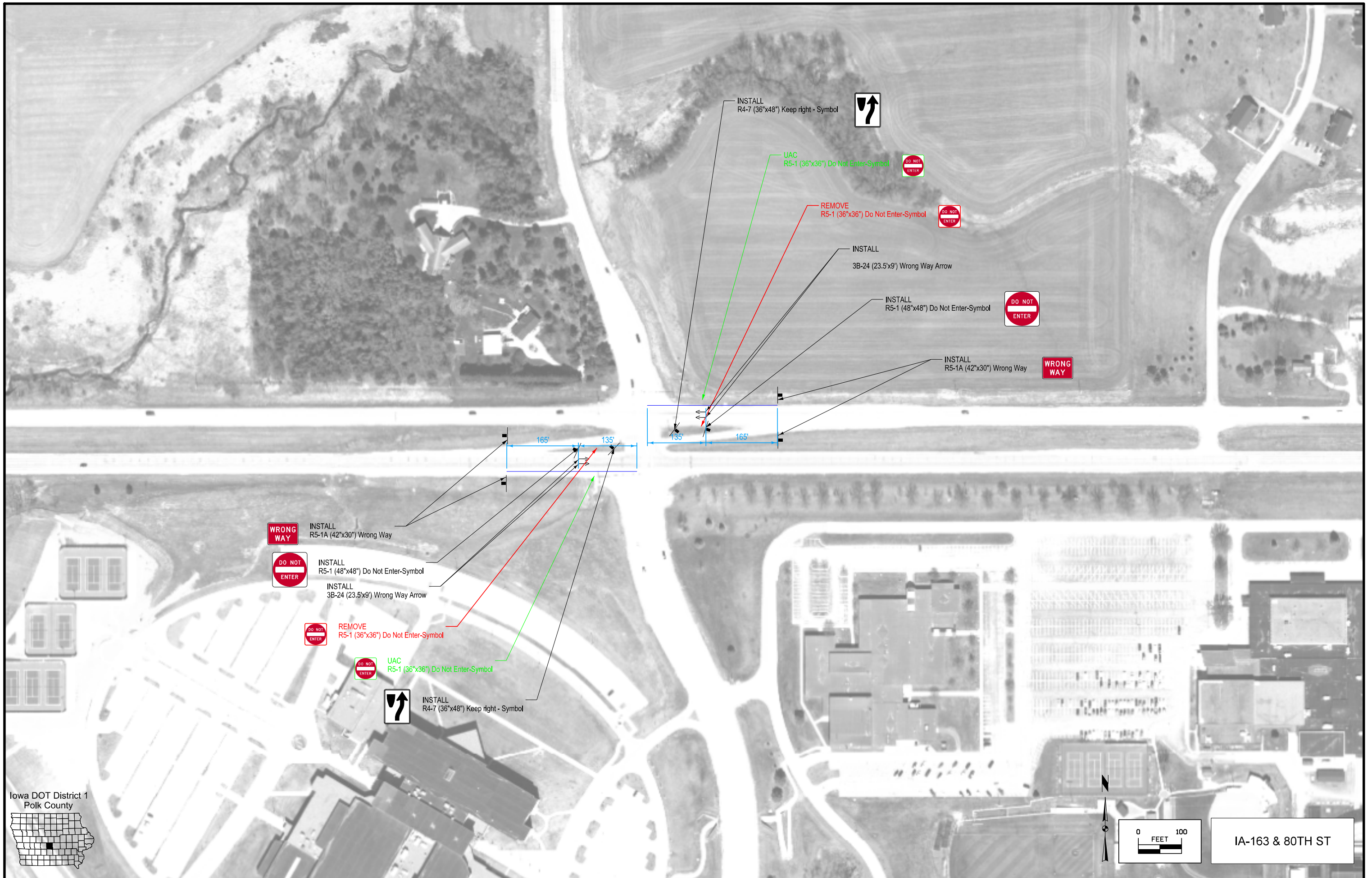
IA-163 & 64TH ST



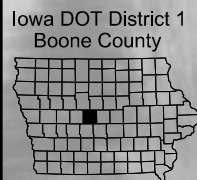
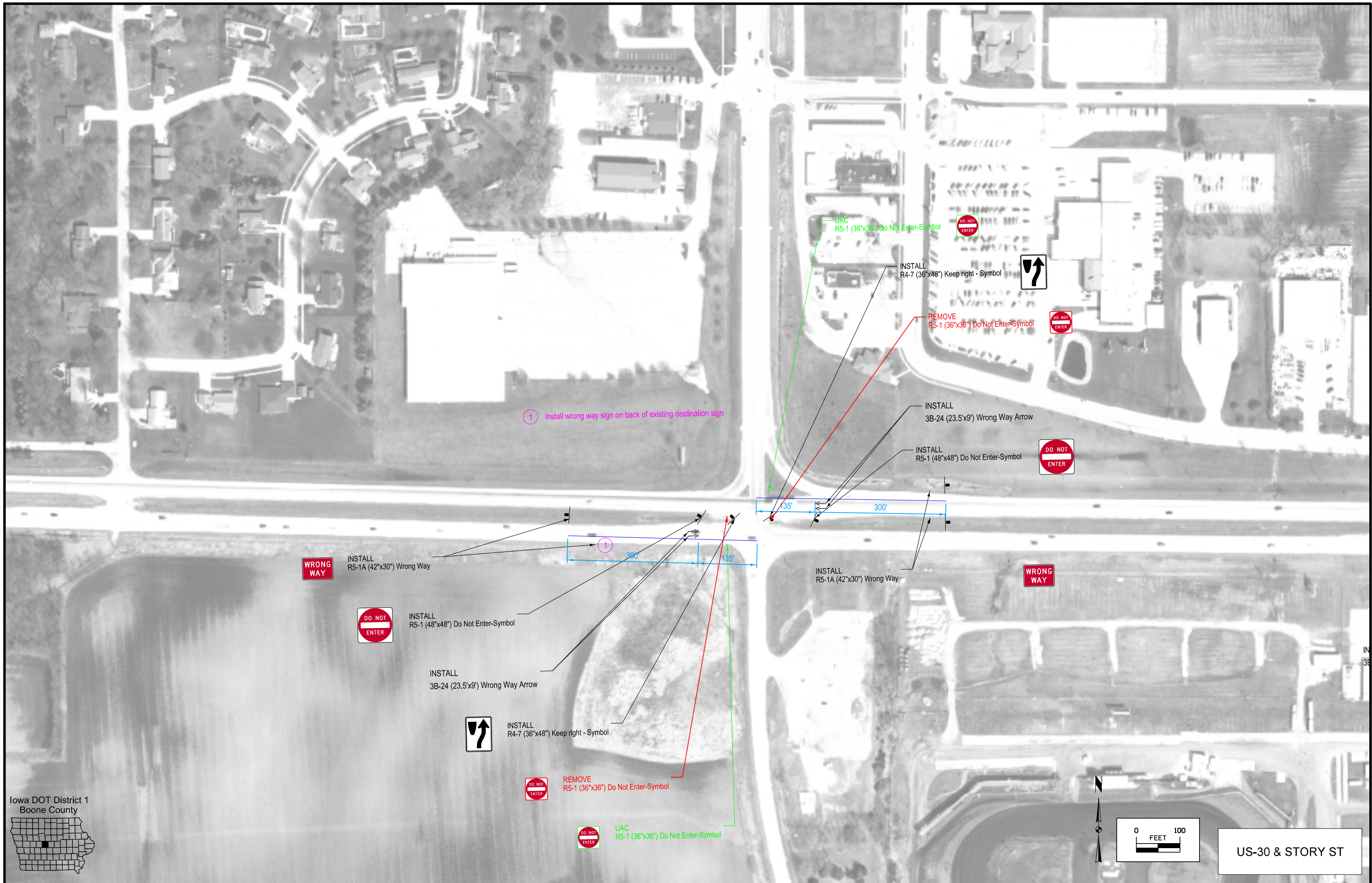


① Install One Way signs back to back on signal pole below signal heads

IA-163 & 75TH ST

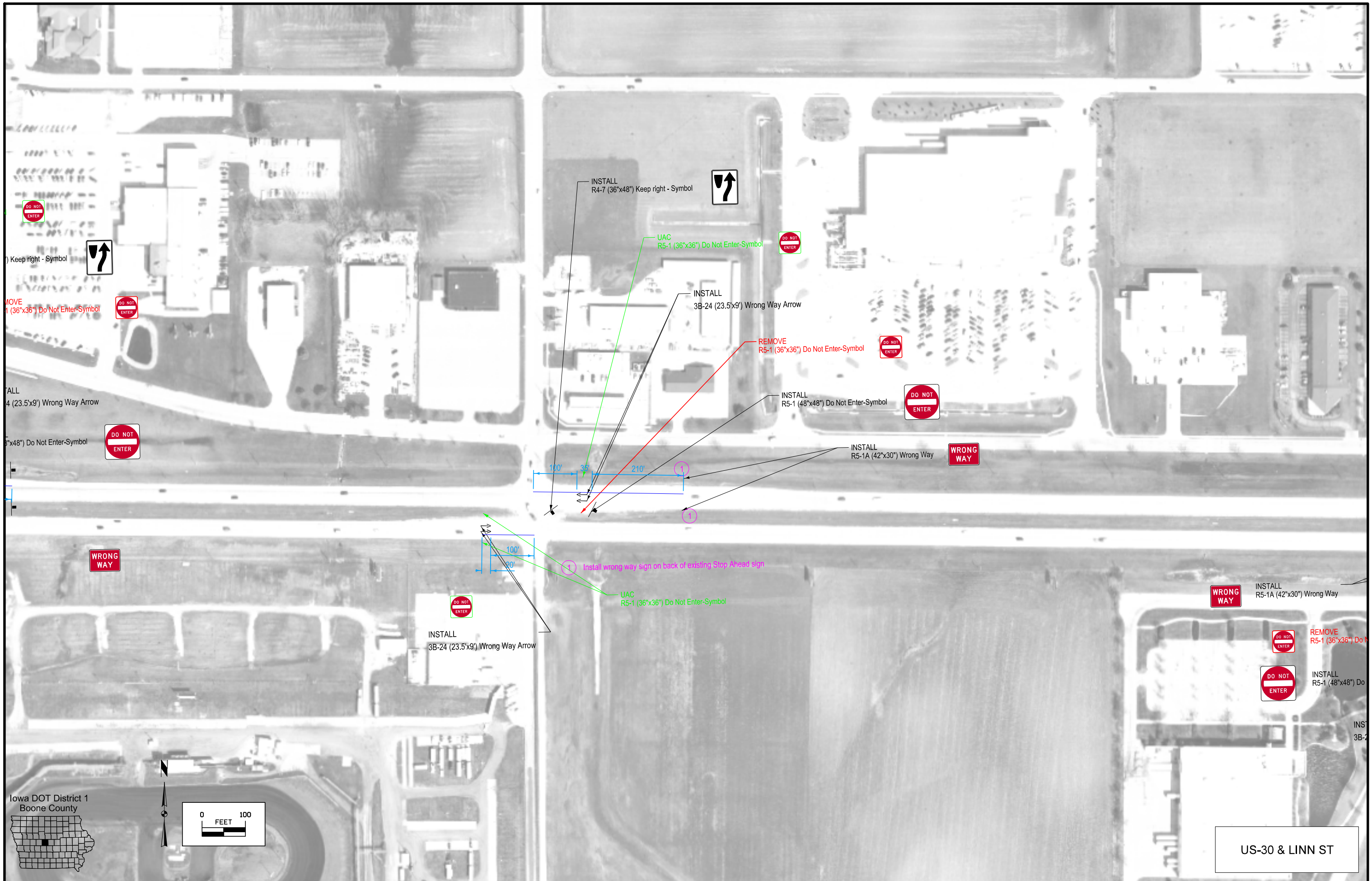


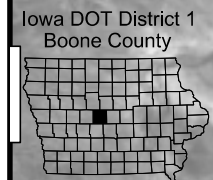
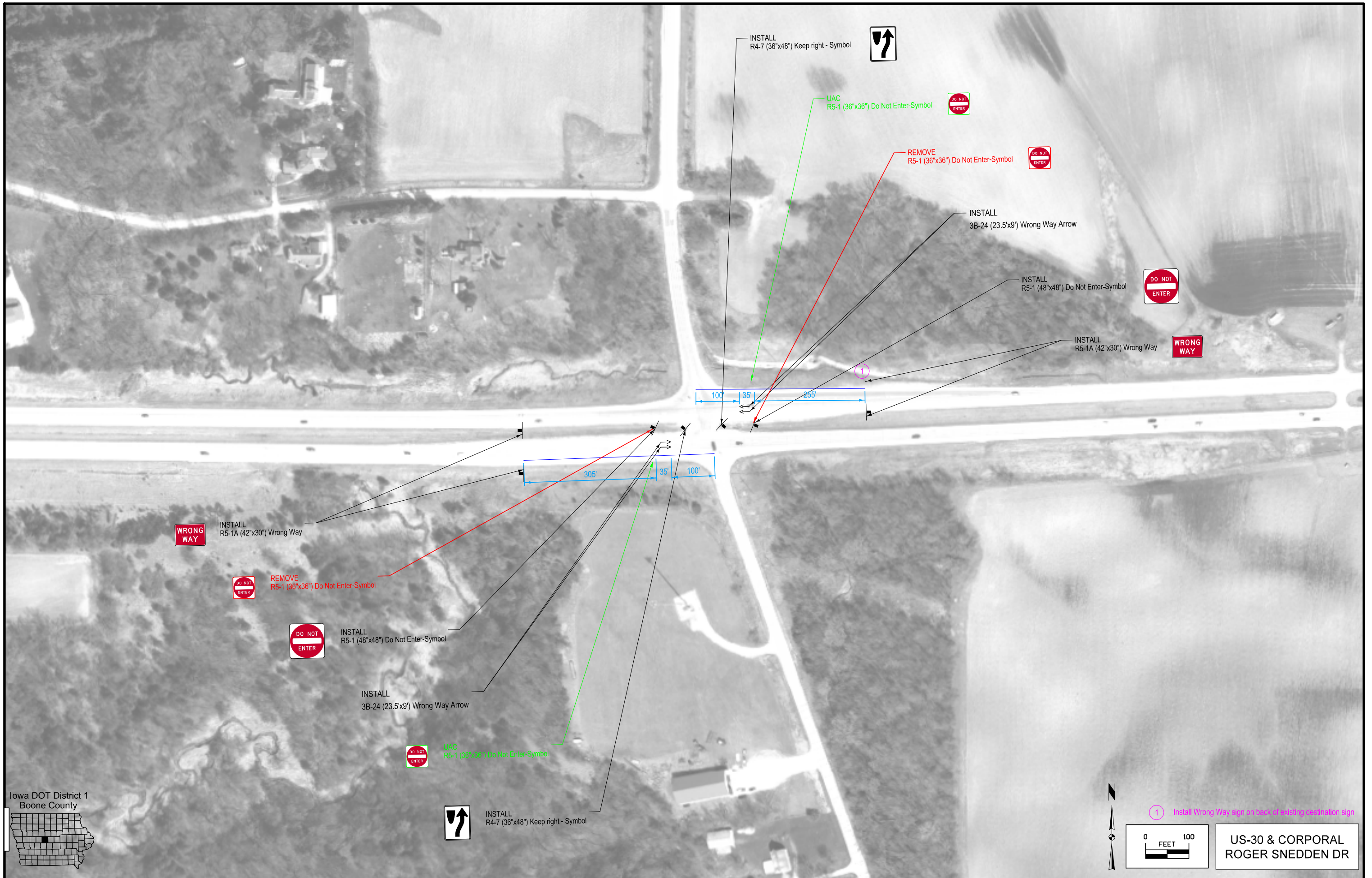
IA-163 & 80TH ST



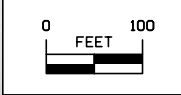
Iowa DOT District 1
Boone County

US-30 & STORY ST

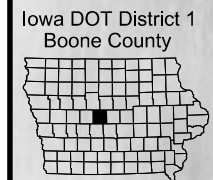
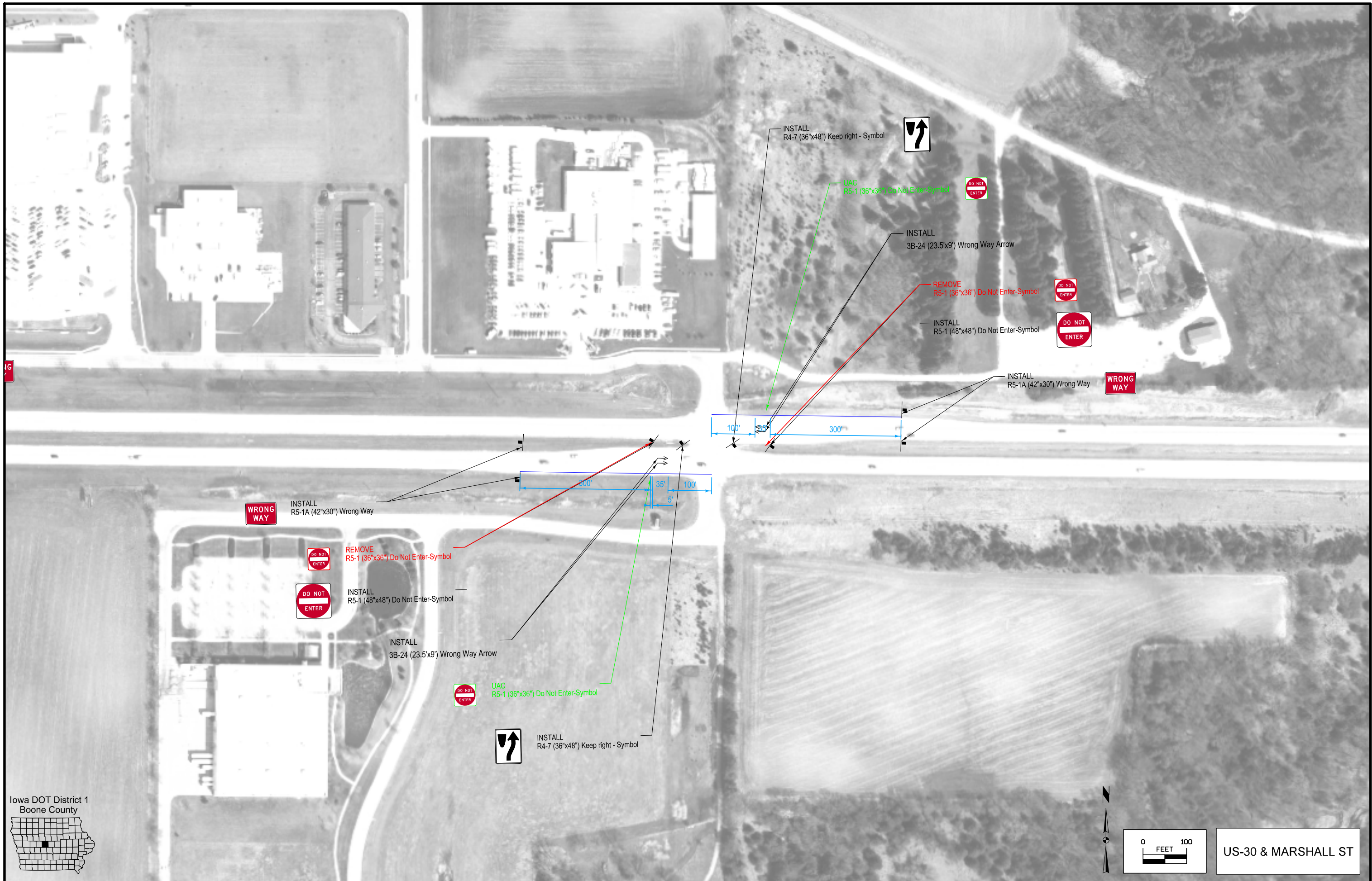




1 Install Wrong Way sign on back of existing destination sign

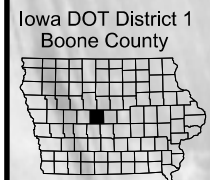
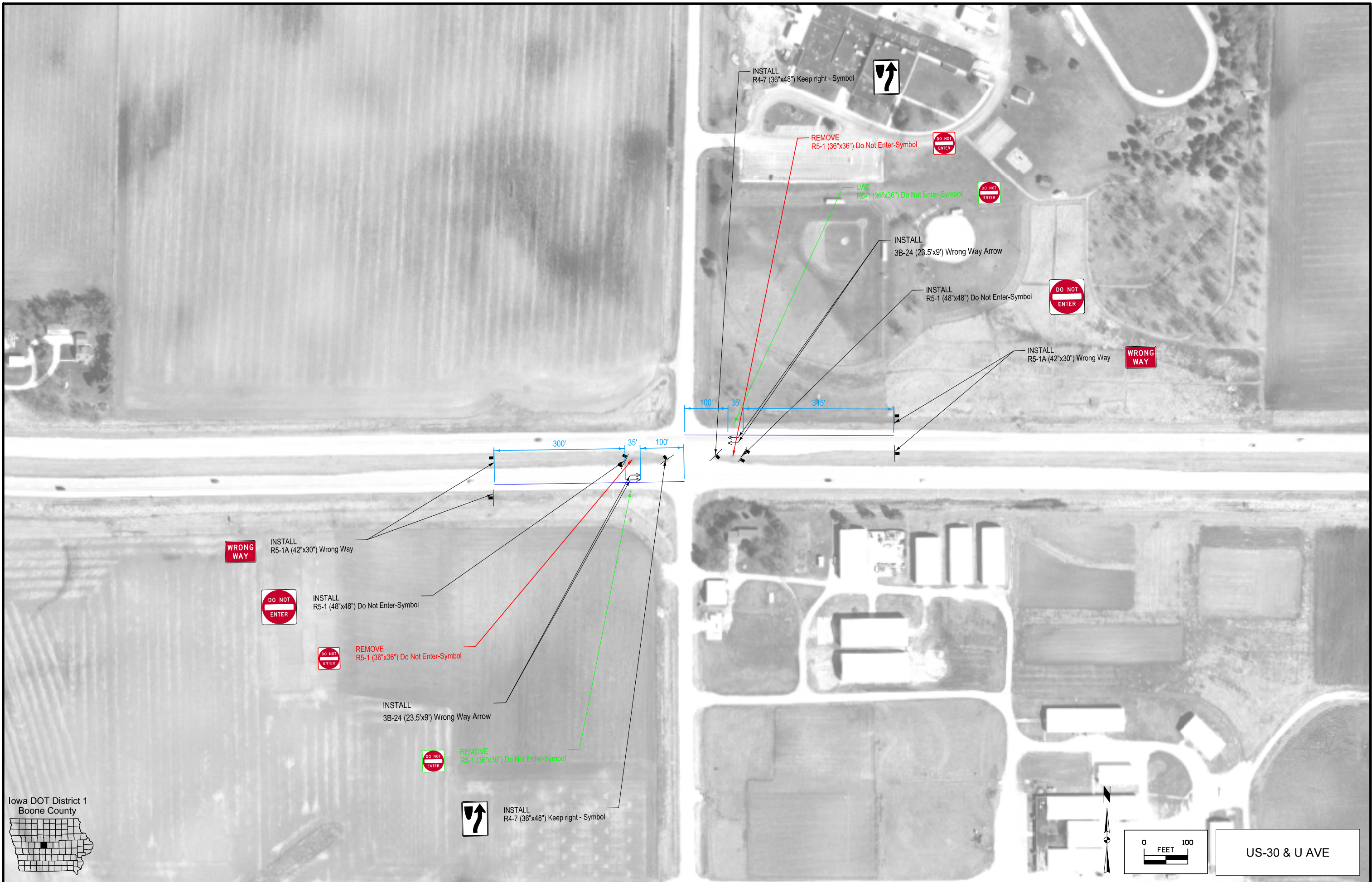


US-30 & CORPORAL ROGER SNEDDEN DR

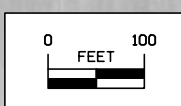
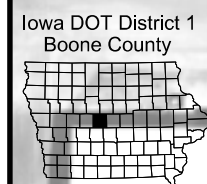
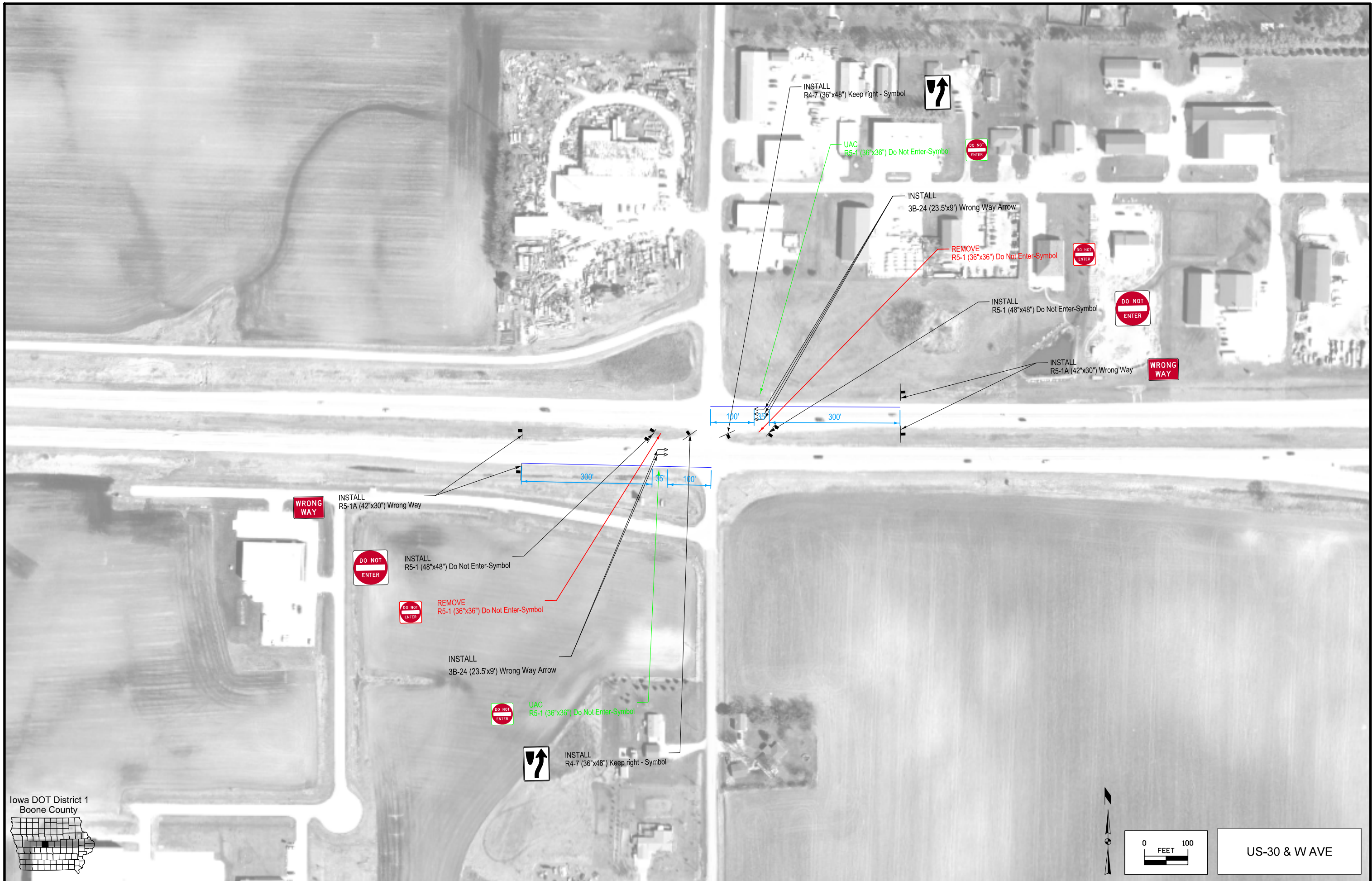


Iowa DOT District 1
Boone County

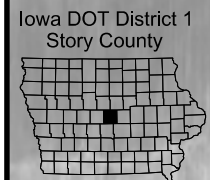
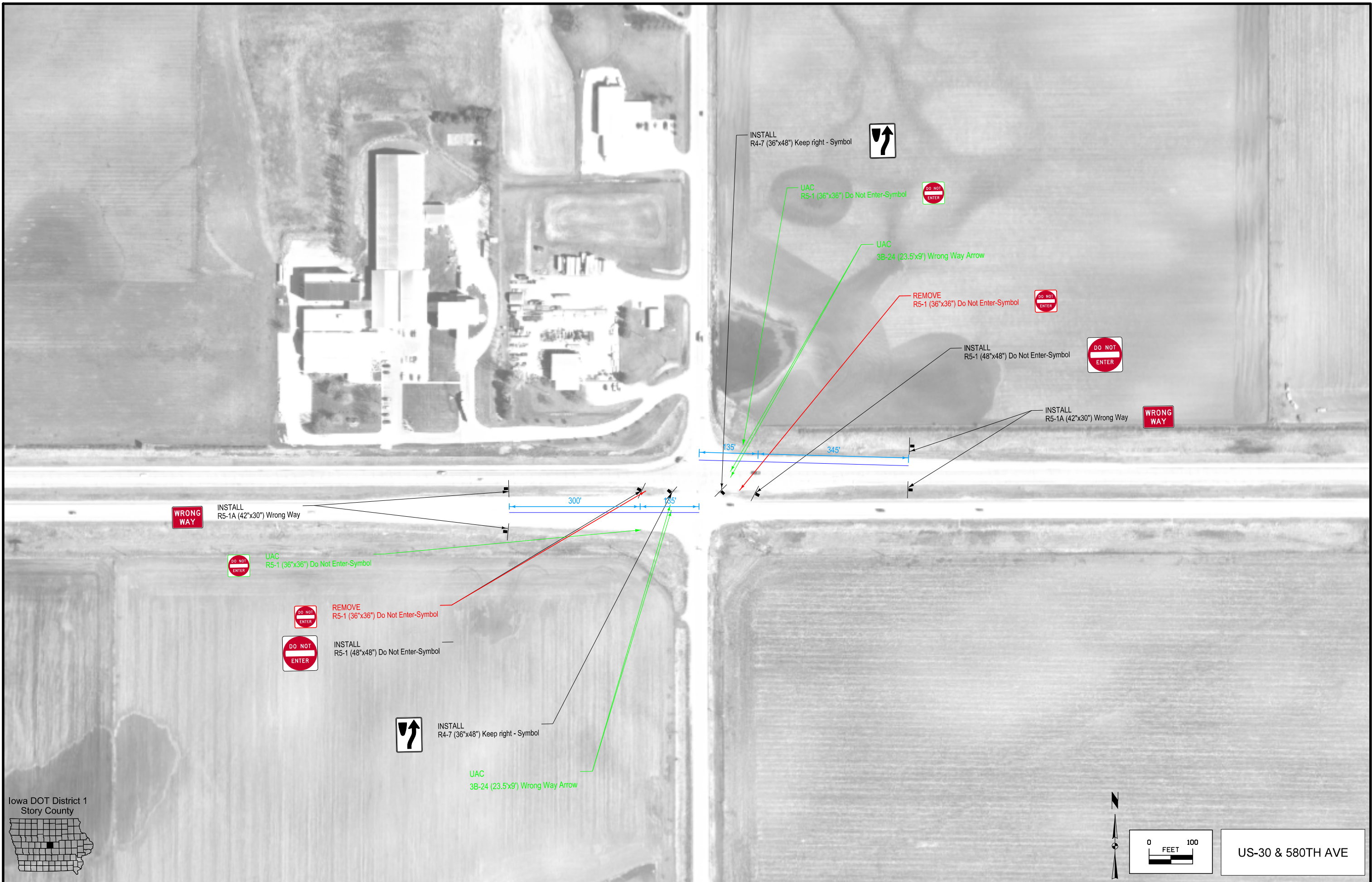
US-30 & MARSHALL ST



Iowa DOT District 1
Boone County



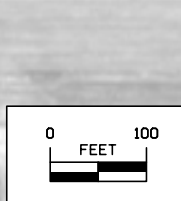
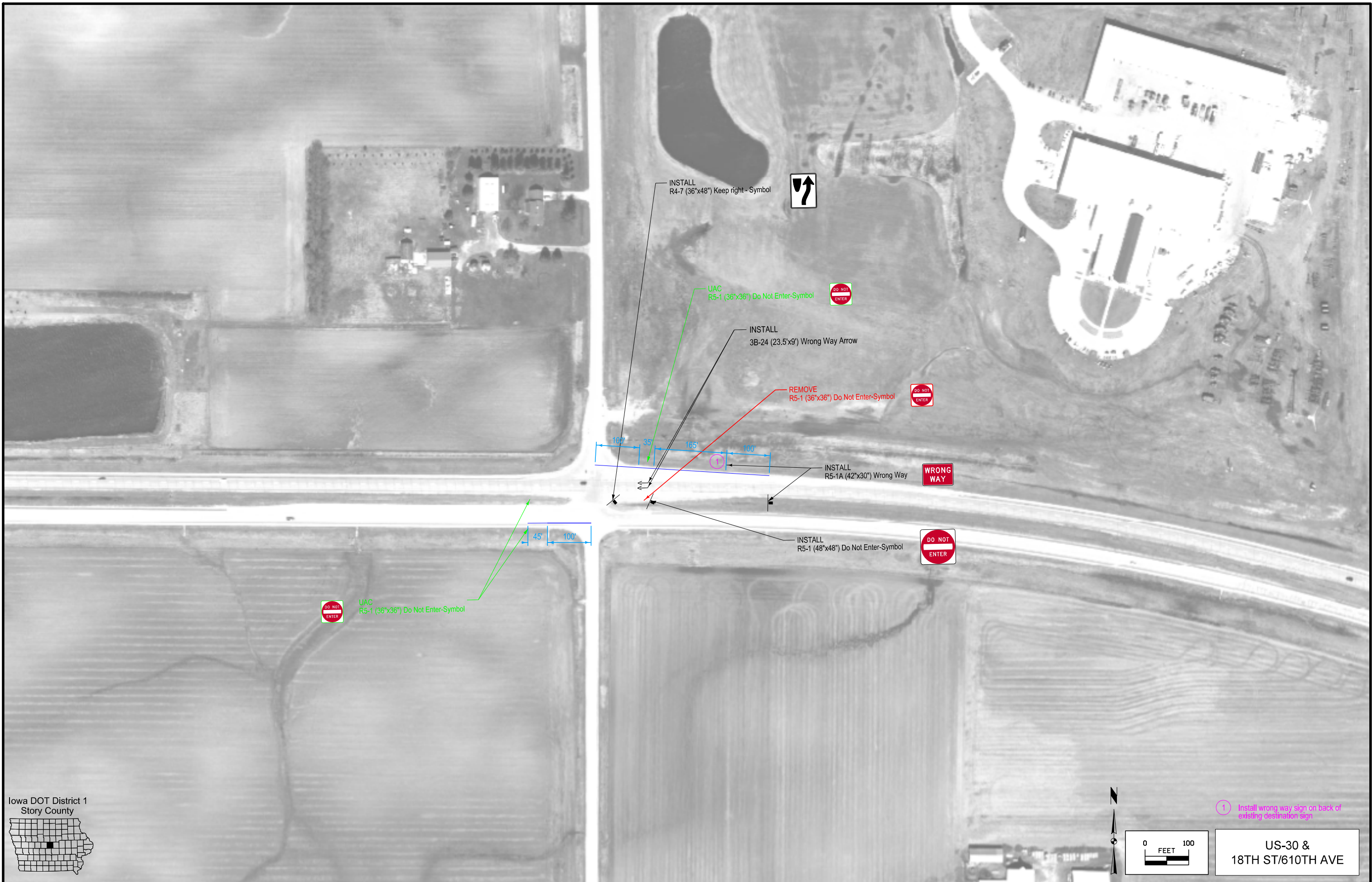
US-30 & WAVE





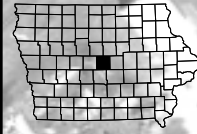
Iowa DOT District 1
Story County

US-30 & 600TH AVE

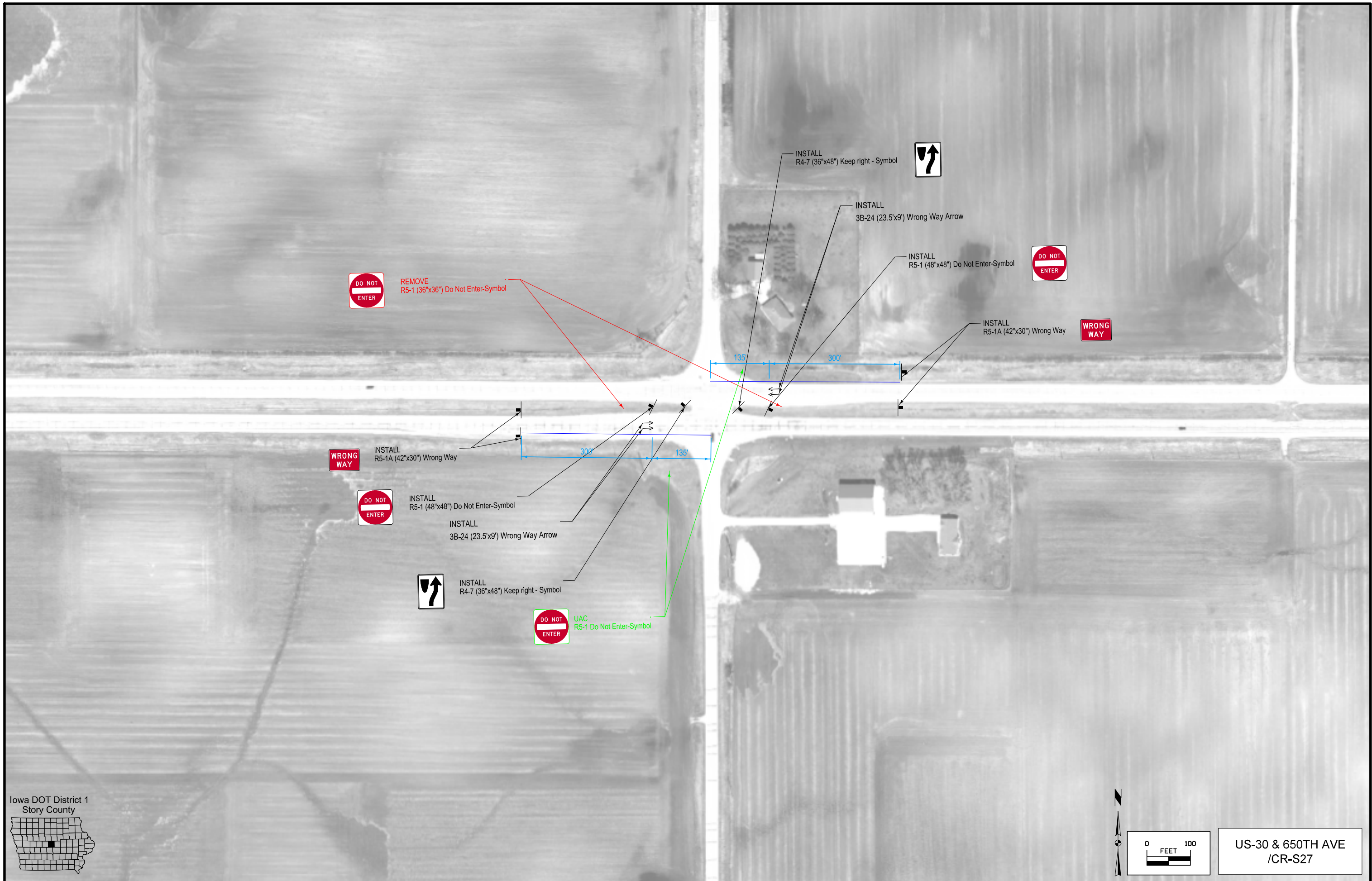




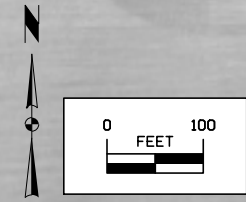
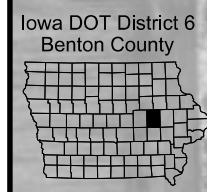
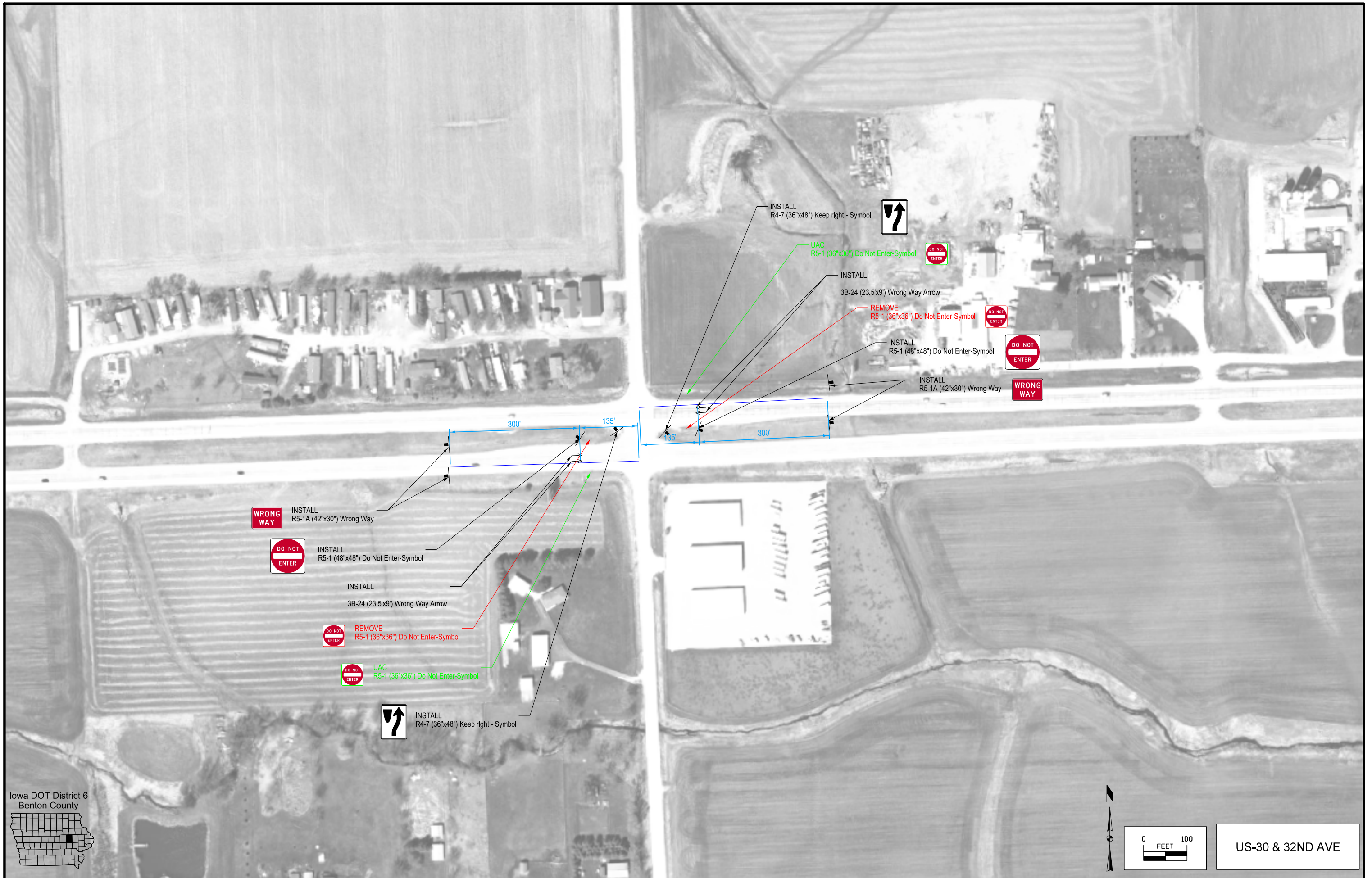
Iowa DOT District 1
Story County



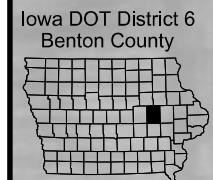
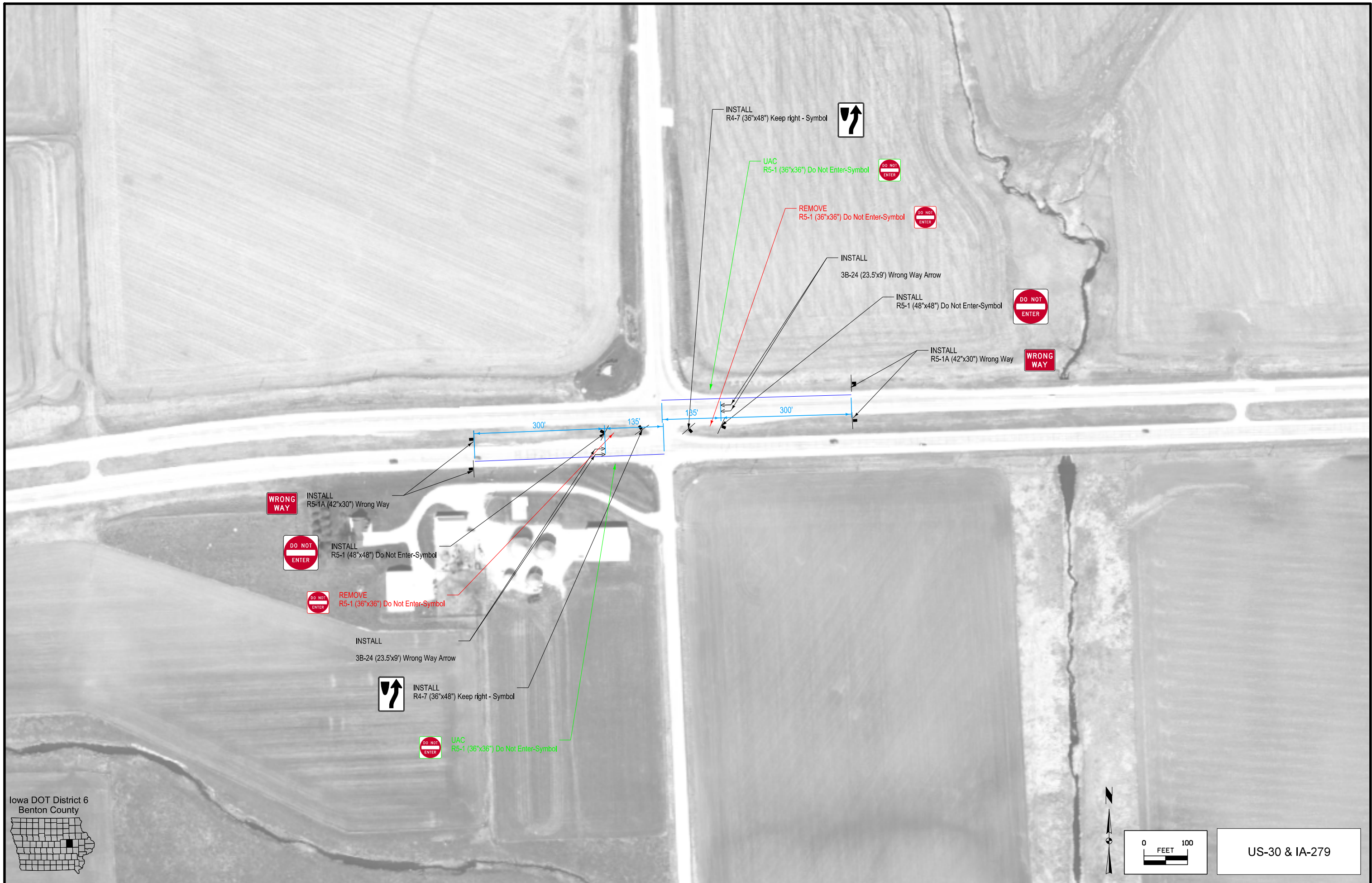
US-30 & 3RD ST/CR-S14

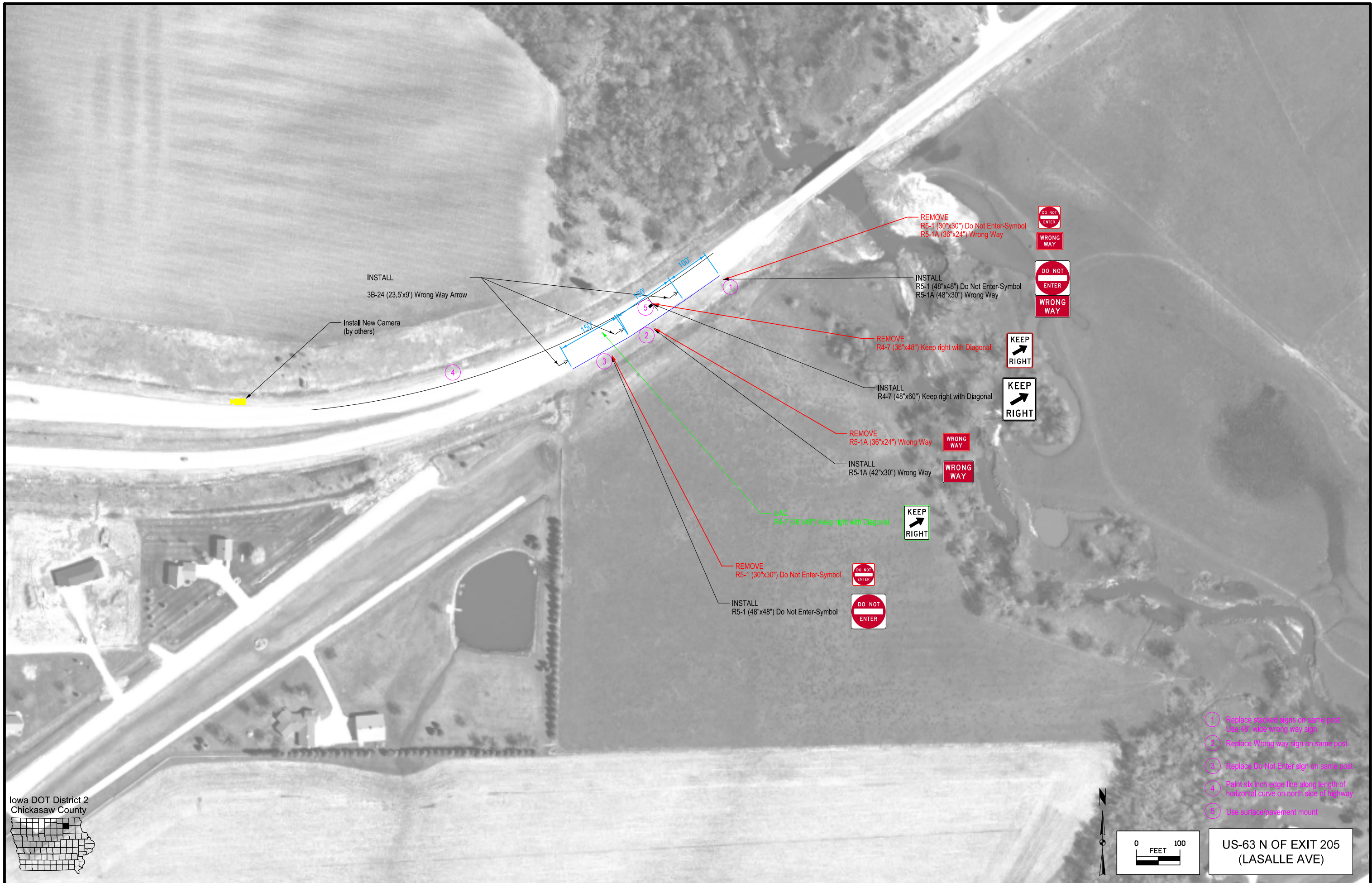


US-30 & 650TH AVE
/CR-S27

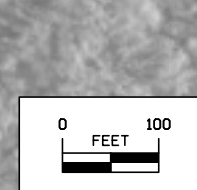


US-30 & 32ND AVE





- ① Replace stacked sign on same post. Use 48" wide wrong way sign.
- ② Replace Wrong way sign on same post.
- ③ Replace Do Not Enter sign on same post.
- ④ Paint six inch edge line along length of horizontal curve on north side of highway.
- ⑤ Use surface-mount mount.



US-63 N OF EXIT 205
(LASALLE AVE)