MAD JULY 2014

PROJECT ID: 1693-05-71

WITH:

COUNTY: DANE

ORDER OF SHEETS



TOTAL SHEETS = 60

DESIGN DESIGNATION

| | | | |
|---|---|---|---|
| A.A.D.T. | (2014) | = | 6,400 |
| A.A.D.T. | (2034) | = | 7,890 |
| D.H.V. | | = | 4.6% |
| D.D. | | = | 60/40 |
| T. | | = | 5.5% |
| DESIGN SPEED | | = | 60 MPH |
| ESALS | | = | 940,000 |

CONVENTIONAL SYMBOLS

PLAN
- CORPORATE LIMITS
- PROPERTY LINE
- LOT LINE
- LIMITED HIGHWAY EASEMENT
- EXISTING RIGHT OF WAY
- PROPOSED OR NEW R/W LINE
- SLOPE INTERCEPT
- REFERENCE LINE
- EXISTING CULVERT
- PROPOSED CULVERT (Box or Pipe)
- COMBUSTIBLE FLUIDS (CAUTION)
- MARSH AREA
- WOODED OR SHRUB AREA

PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such) (ROCK)
- SPECIAL DITCH (LABEL)
- GRADE ELEVATION (95.36)
- CULVERT (Profile View)

UTILITIES
- ELECTRIC (E)
- FIBER OPTIC (FO)
- GAS (G)
- SANITARY SEWER (SAN)
- STORM SEWER (SS)
- TELEPHONE (T)
- WATER (W)
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE

# STATE OF WISCONSIN
# DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

# NEW GLARUS - VERONA

CTH D TO VALLEY ROAD

## STH 69

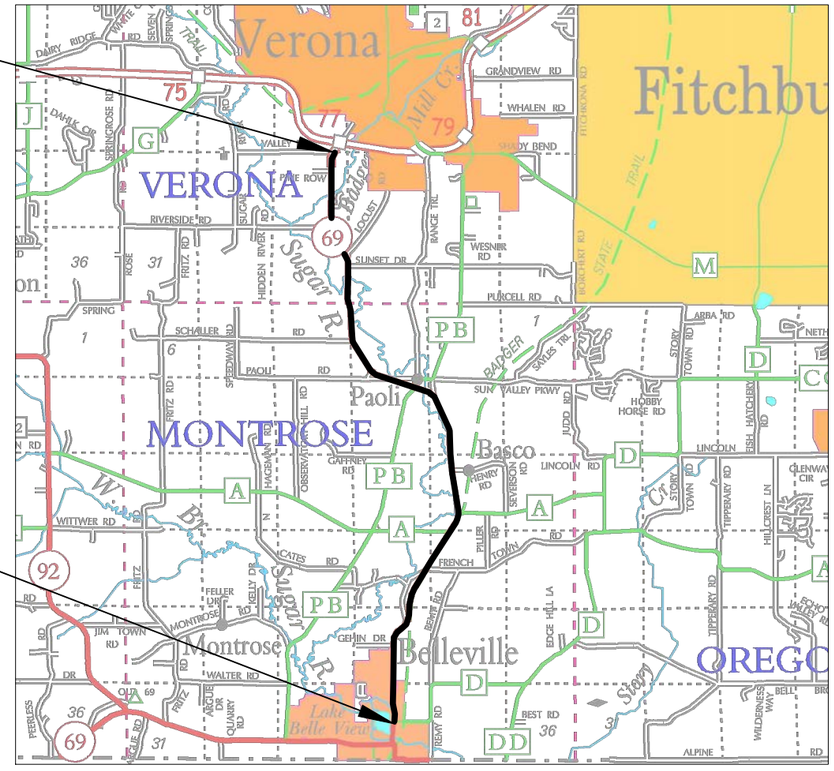
## DANE COUNTY

| STATE PROJECT NUMBER |
|---|
| 1693-05-71 |

| STATE PROJECT | FEDERAL PROJECT | |
|---|---|---|
| | PROJECT | CONTRACT |
| 1693-05-71 | ——— | — |
| | | |
| | | |
| | | |

END PROJECT
STA. 479+25

BEGIN PROJECT
STA. 25+40
X= 781,319.89
Y= 406,113.00




LAYOUT
SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 8.60 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, DANE COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

| | |
|---|---|
| Surveyor | SURVEYOR |
| Designer | JIM SIMPSON |
| Project Manager | MATT DAPP |
| Regional Examiner | REGIONAL EXAMINER |
| Regional Supervisor | WILLIAM STROBEL |

APPROVED FOR THE DEPARTMENT

DATE: 03-25-2014 William Strobel (Signature)

E

FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\010101_TI.DWG PLOT DATE : 3/25/2014 2:02 PM PLOT BY : SIMPSON, JAMES L PLOT NAME :

WISDOT/CADDS SHEET 10

## GENERAL NOTES

HMA PAVEMENT OVERLAY WILL BE PLACED IN ONE 2 1/2" SURFACE COURSE LAYER.

ASPHALTIC MATERIAL PG58-28 TO BE USED IN WEDGING AND OVERLAY SURFACES.

ASPHALTIC MATERIAL CALCULATIONS ARE BASED ON 5.5% OF THE HMA PAVEMENT TONNAGE.

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

THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISTENT WITH THE PLAN TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

A 12.5 MM MIX GRADATION CAN BE USED FOR THE SURFACE LAYER AND WEDGING LAYER.

APPLY TACK COAT BEFORE PLACING WEDGING AND OVERLAY SURFACES. THE RATE OF APPLICATIONS IS 0.025 GALLONS PER SQUARE YARD OR AS DIRECTED BY THE ENGINEER.

EXACT LOCATIONS FOR THE EXTRA DEPTH PAVEMENT REPAIR AND WEDGING SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

PAVING LIMITS AT INTERSECTIONS ARE TO BE DETERMINED IN THE FIELD BY THE ENGINEER.

THE EXACT LOCATIONS AND LIMITS OF PRIVATE ENTRANCES AND FIELD ENTRANCES SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

THE LOCATION OF STOP LINES SHALL BE DETERMINED IN THE FIELD BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

EROSION CONTROL ITEMS IN THE MISC. QUAN. ARE SUGGESTED. EXACT LOCATIONS WILL BE DETERMINED BY THE ENGINEER IN THE FIELD. MAINTAIN EROSION CONTROL ITEMS UNTIL SUCH TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY. PROTECT WETLANDS AND OTHER WATERWAYS THAT ARE PRESENT WITHIN THE PROJECT LIMITS.

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE HIS CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

IF UTILITY CONFLICTS OCCUR DURING CONSTRUCTION, ADJUSTMENTS WILL BE COORDINATED BY CONTRACTOR. IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

DO NOT STORE EQUIPMENT OR MATERIAL IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

DIGGERS HOTLINE
Dial 811 or (800)242-8511
www.DiggersHotline.com

### DNR Contact

Eric Heggelund
3911 Fish Hatchery Road
Fitchburg, WI 53711
(608) 275-3301
eric.heggelund@wisconsin.gov

## Utility Contacts

Mike Olsen
ATC Management, Inc. - Electricity
801 O'keefe Rd
P.O. Box 6113
De Pere, WI 54115-6113
(920) 338-6582
molsen@atcllc.com

Brandon Storm
Charter Communications - Communication Line
2701 Daniels St.
Madison, WI 53718
(6080 274-3822
brandon.storm@chartercom.com

Rob Phillips
City of Madison Engineering - Sewer
210 Martin Luther King Jr Blvd, Rm 115
Madison, WI 53703
(608) 266-4751
rphillips@cityofmadison.com

Ronald Rieder
City of Verona - Sewer
410 Investment Ct
Verona, WI 53593-8745
(608) 845-6695
ron.rieder@ci.verona.wi.us

Robert Church
Frontier Communications of WI LLC - Communication Line
2222 West Wisconsin Street
Portage, WI 53901
(608) 742-1817
robert.church@ftr.com

Tim Statz
Madison Gas and Electric Company - Gas/Petroleum
P.O. Box 1231
Madison, WI 53701-1231
(608) 252-4727
tstatz@mge.com

Jim Kostuch
McLeod USA Telecommunication Services Inc - Communication Line
13935 Bishops Dr
Brookfield WI, 53005
(262) 792-7938
james.kostuch@windstream.com

Wayne Cretton
Packerland Broadband - Communication Line
105 Kent St
P.O.Box 190
Iron Mountain, MI 49801
(906) 282-3768
wayne.cretton@plbb.us

Robin Slotten
Verona Air Park - Airport Facility
6654 Grandview Rd
Verona, WI 53593
(608) 845-7239
rslotten@hughes.net

LaTroy Brumfield
We Energies - Gas/Petroleum
Room A299
333 West Everett St
Milwaukee, WI 53203
(414) 221-5617
latroy.brumfield@we-energies.com

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Alliant Energy - Electricity
Suite 1000
4902 N Biltmore Lane
Madison, WI 53718
(608) 458-4871
jasonhogan@alliantenergy.com

David Dryer
City of Madison Engineering - Communication Line
215 Martin Luther King Jr Blvd
P.O. Box 2986
Madison, WI 53701-2986
(608) 266-6546

David Dryer
City of Madison Engineering - Street Lighting
215 Martin Luther King Jr Blvd
P.O. Box 2986
Madison, WI 53701-2986
(608) 266-6546

Ronald Rieder
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tstatz@mge.com

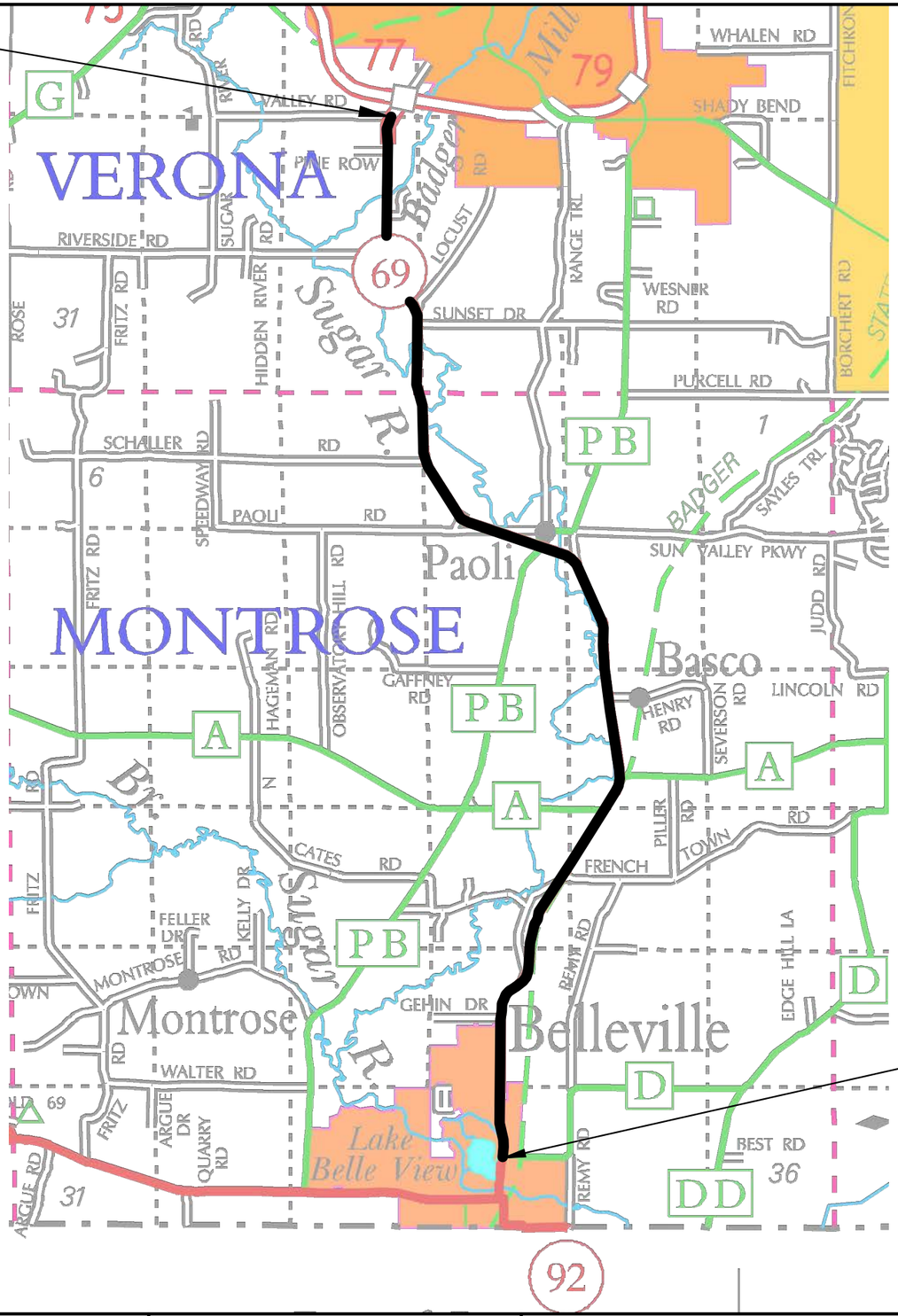
Eric Hjellen
Madison Metropolitan Sewerage District - Sewer
1610 Moorland Rd
Madison, WI 53713
(608) 222-1202
erich@madsewer.org

Jim Carlson
Northern Natural Gas Company - Gas/Petroleum
8101 Birchwood Ct Ste F
Johnston, IA 50131
(515) 226-2016
jim.carlson@nngco.com

Jerry Myers
TDS Telecom - Communication Line
525 Junction Rd
Madison, WI 53717
(608) 664-4404
jerry.myers@tdstelecom.com

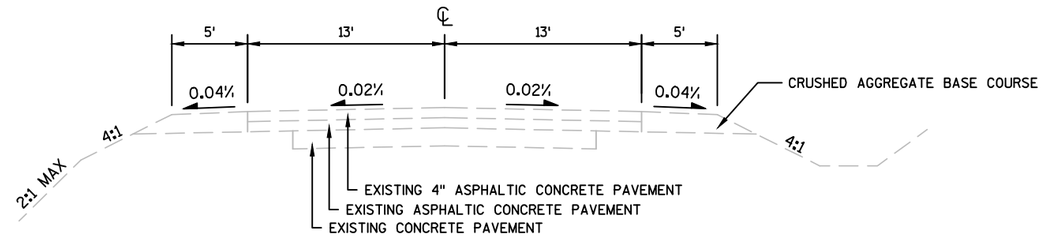
Jerry Butts
Village of Belleville - Water
24 W Main St
P.O. Box 79
Belleville, WI 53508
(608) 424-3341
jbuttsvob@charterinternet.com

END PROJECT
STA. 479+25



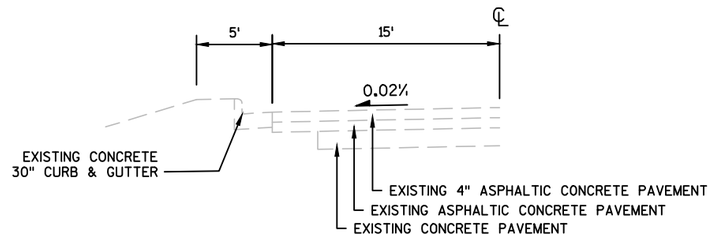

BEGIN PROJECT
STA. 25+40

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PROJECT OVERVIEW | SHEET 3 | E |
|---|---|---|---|---|---|



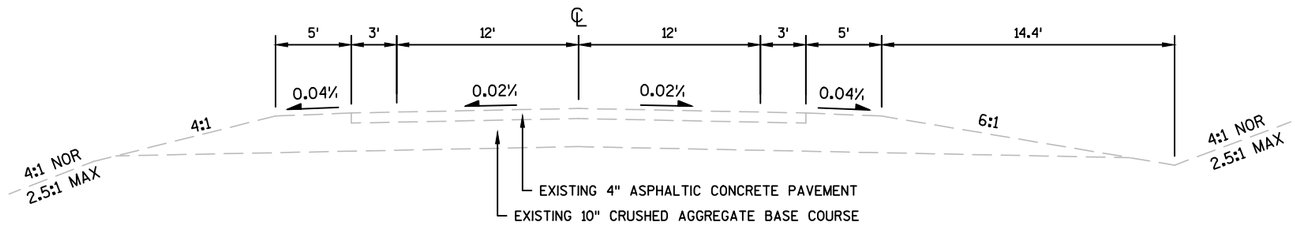

EXISTING TYPICAL SECTION

STA. 25+40 - STA. 272+37
STA. 277+37 - STA. 382+64
STA. 387+14 - STA. 437+00
STA. 449+50 - STA. 456+55




EXISTING TYPICAL HALF SECTION

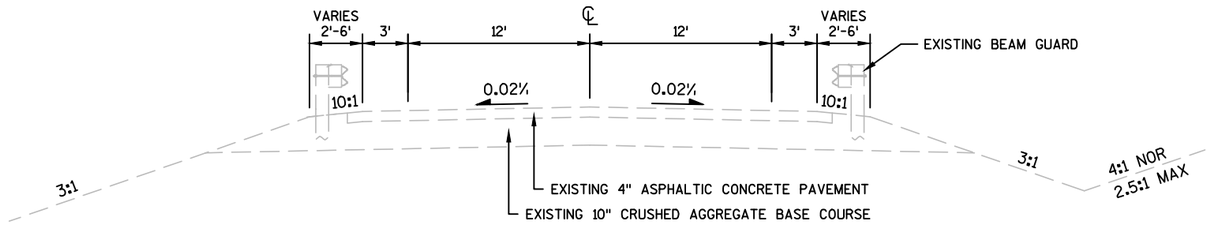
STA. 25+40 - STA. 31+75




EXISTING TYPICAL SECTION

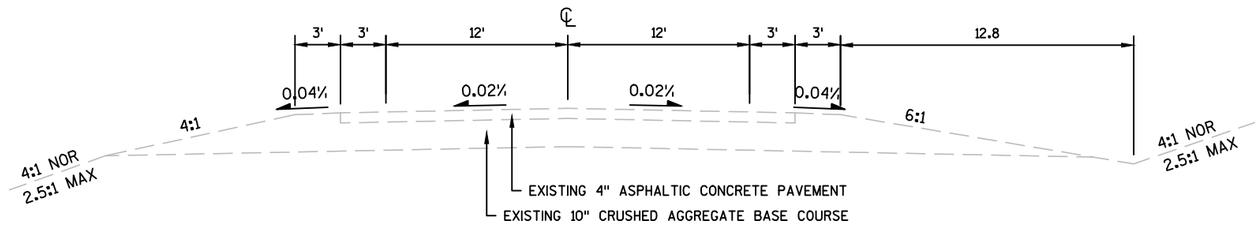
STA. 272+37 - STA. 273+22
STA. 276+81 - STA. 277+37
STA. 382+64 - STA. 383+10
STA. 386+74 - STA. 387+14

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | TYPICAL SECTIONS | SHEET 4 | E |
|---|---|---|---|---|---|



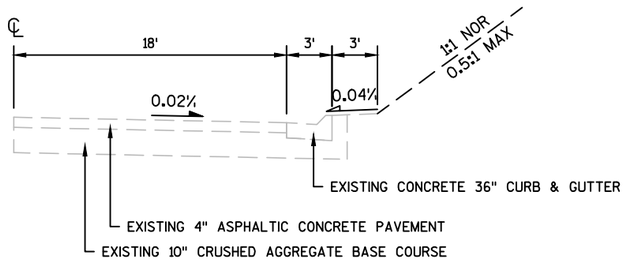

EXISTING TYPICAL SECTION

STA. 273+22 - STA. 274+54
STA. 275+48 - STA. 276+81
STA. 383+10 - STA. 384+37
STA. 385+47 - STA. 386+74
STA. 444+60 - STA. 445+58
STA. 446+12 - STA. 447+42




EXISTING TYPICAL SECTION

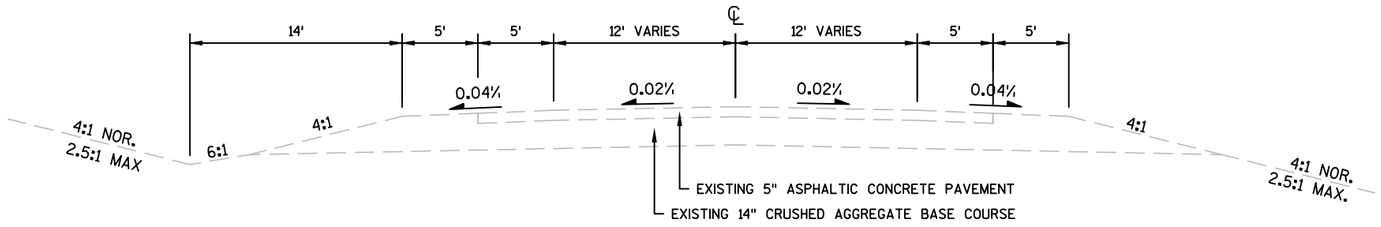
STA. 437+00 - STA. 444+60
STA. 447+42 - STA. 449+50




EXISTING TYPICAL HALF SECTION

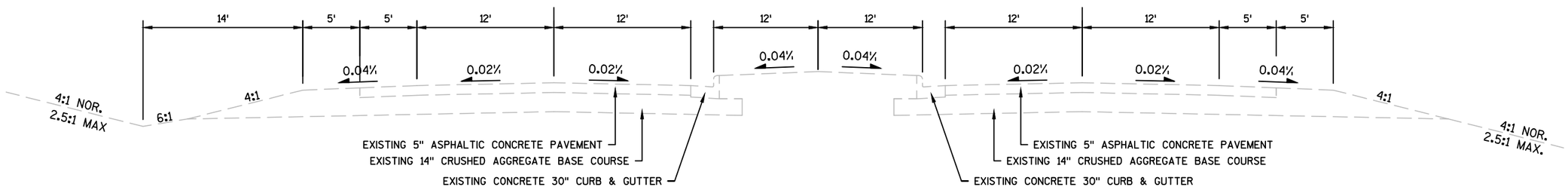
STA. 441+75 - STA. 444+60

| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | TYPICAL SECTIONS | SHEET 5 | E |
|---|---|---|---|---|---|



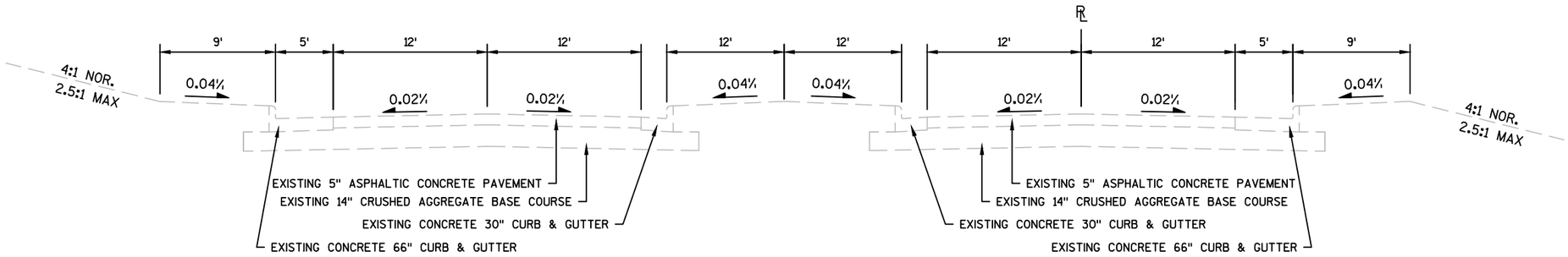

EXISTING TYPICAL SECTION

STA. 456+55 - STA. 465+63




EXISTING TYPICAL SECTION

STA. 465+63 - STA. 475+98



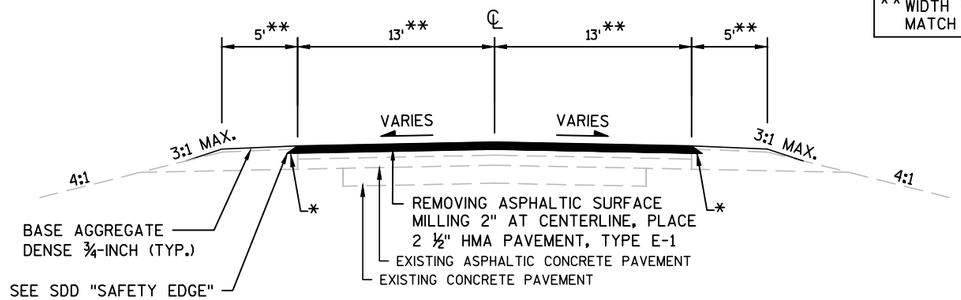

EXISTING TYPICAL SECTION

STA. 475+98 - STA. 479+25

| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | TYPICAL SECTIONS | SHEET 6 | E |
|---|---|---|---|---|---|

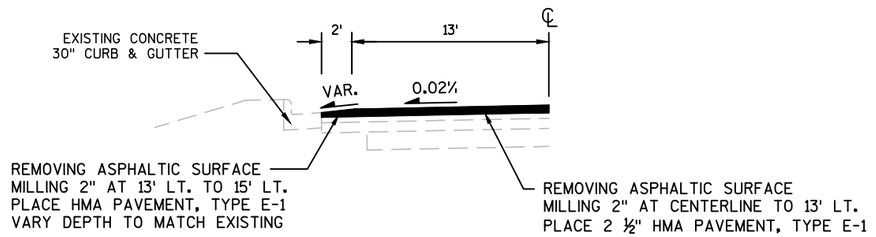
2

** WIDTH VARIES
MATCH EXISTING

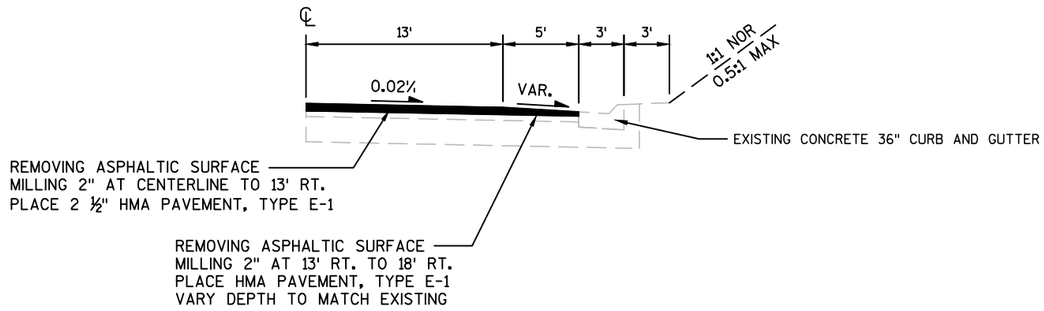



PROPOSED TYPICAL SECTION
STA. 25+40 - STA. 274+54
STA. 275+48 - STA. 384+37
STA. 385+47 - STA. 445+58
STA. 446+12 - STA. 456+55

* ADDITIONAL 3-INCHES OF REMOVING ASPHALTIC SURFACE MILLING 2" REQUIRED FOR INSTALLATION OF SDD "SAFETY EDGE."



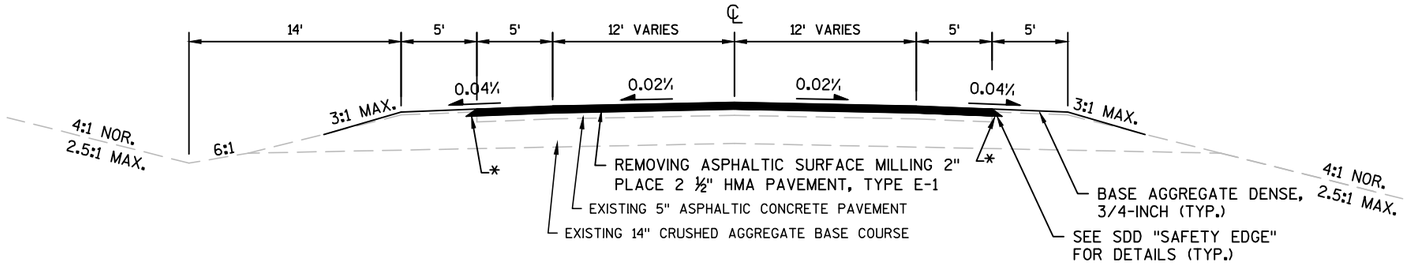

PROPOSED TYPICAL HALF SECTION
STA. 25+40 - STA. 31+75




PROPOSED TYPICAL HALF SECTION
STA. 441+75 - STA. 444+60

| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | TYPICAL SECTIONS | SHEET 7 | E |
|---|---|---|---|---|---|

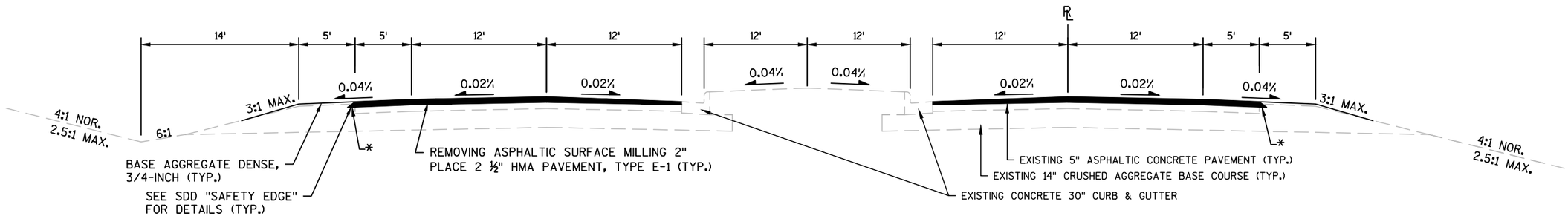
FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\020301_TS.DWG PLOT DATE : 3/18/2014 10:33 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : PLOT SCALE : 1 IN:10 FT
WISDOT/CADDS SHEET 42




PROPOSED TYPICAL SECTION

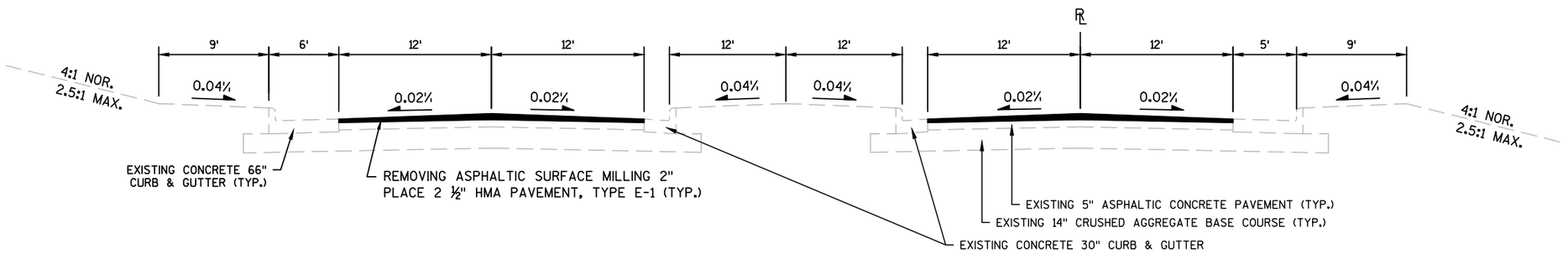
STA. 456+55 - STA. 465+63

* ADDITIONAL 3-INCHES OF REMOVING ASPHALTIC SURFACE MILLING 2" REQUIRED FOR INSTALLATION OF SDD "SAFETY EDGE."




PROPOSED TYPICAL SECTION

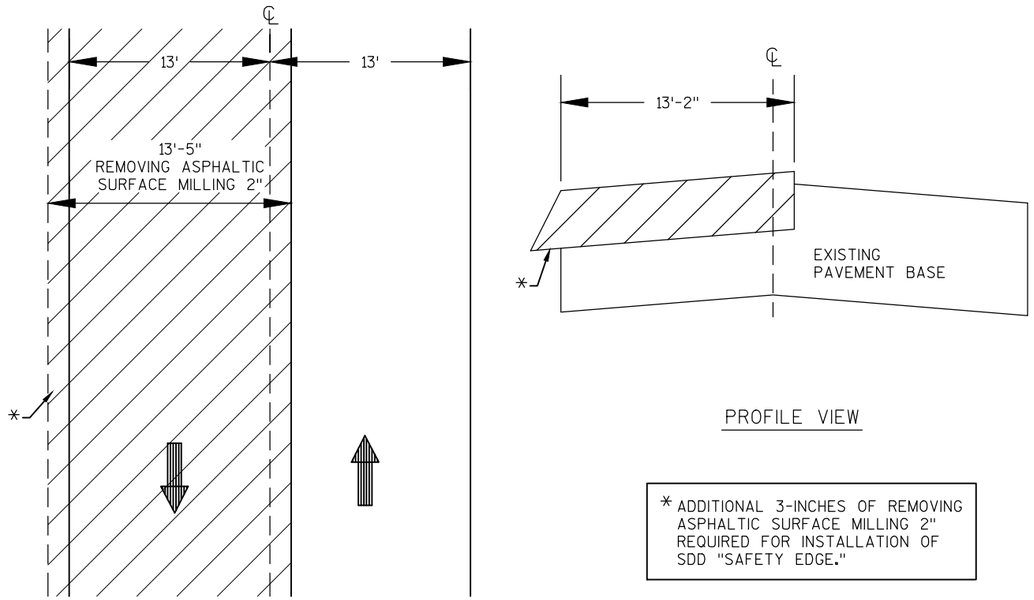
STA. 465+63 - STA. 475+98




PROPOSED TYPICAL SECTION

STA. 475+98 - STA. 479+25

| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | TYPICAL SECTIONS | SHEET 8 | E |
|---|---|---|---|---|---|




PLAN VIEW

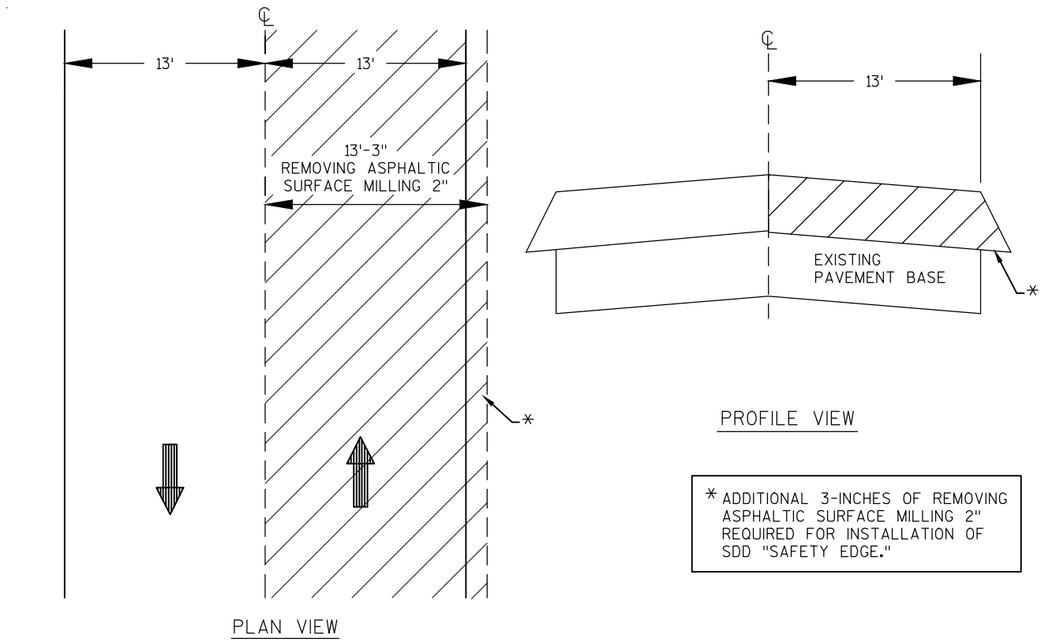



PROFILE VIEW

* ADDITIONAL 3-INCHES OF REMOVING ASPHALTIC SURFACE MILLING 2" REQUIRED FOR INSTALLATION OF SDD "SAFETY EDGE."

2 ½" HMA PAVEMENT, TYPE E-1

## FIRST PASS DETAIL




PLAN VIEW

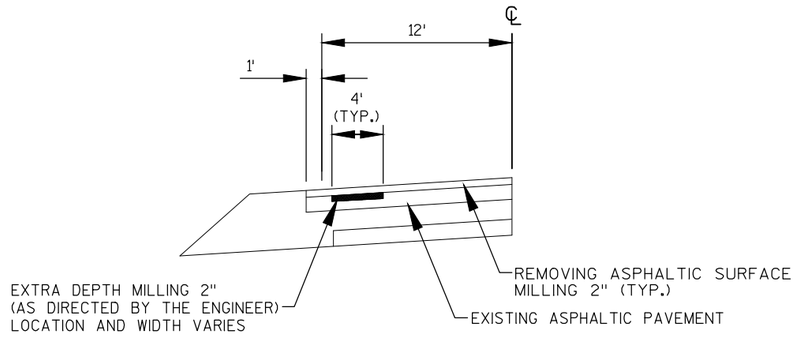



PROFILE VIEW

* ADDITIONAL 3-INCHES OF REMOVING ASPHALTIC SURFACE MILLING 2" REQUIRED FOR INSTALLATION OF SDD "SAFETY EDGE."

2 ½" HMA PAVEMENT, TYPE E-1

## SECOND PASS DETAIL

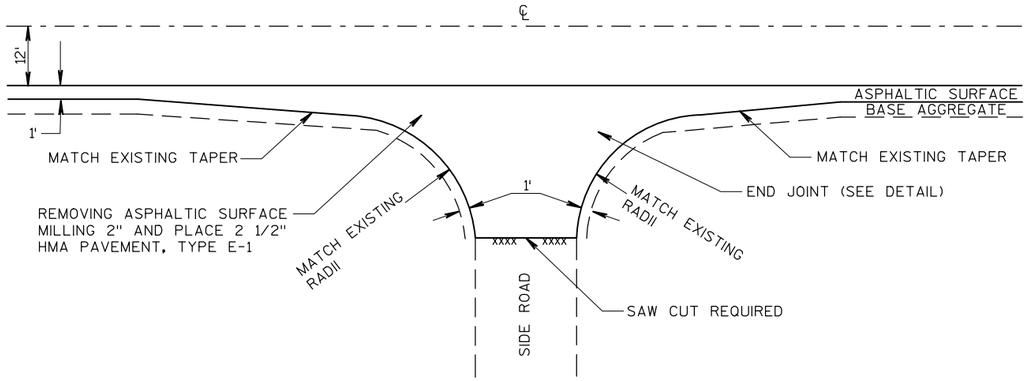



## EXTRA DEPTH PAVEMENT REPAIR DISTRESSED AREAS

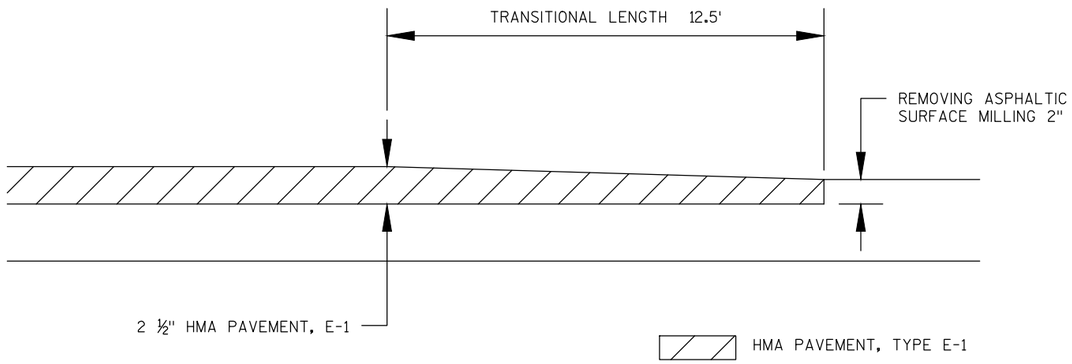
IN SPOT LOCATIONS

2

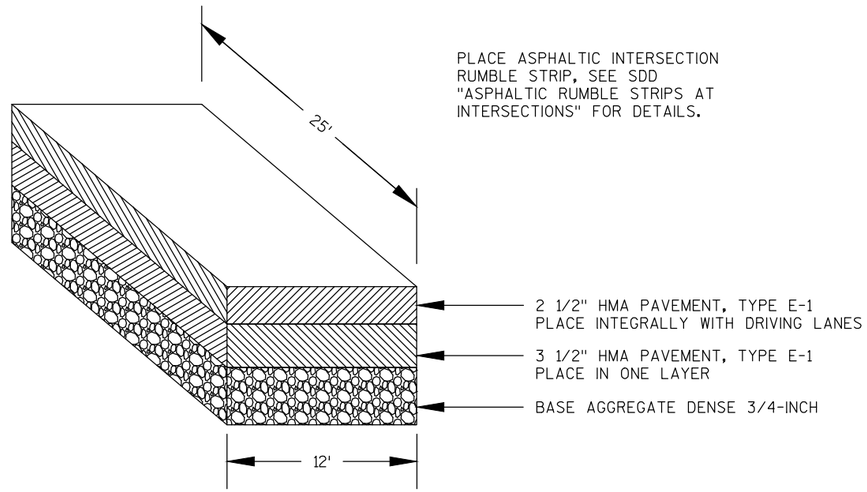
2




TYPICAL SIDE ROAD DETAIL




END JOINT DETAIL

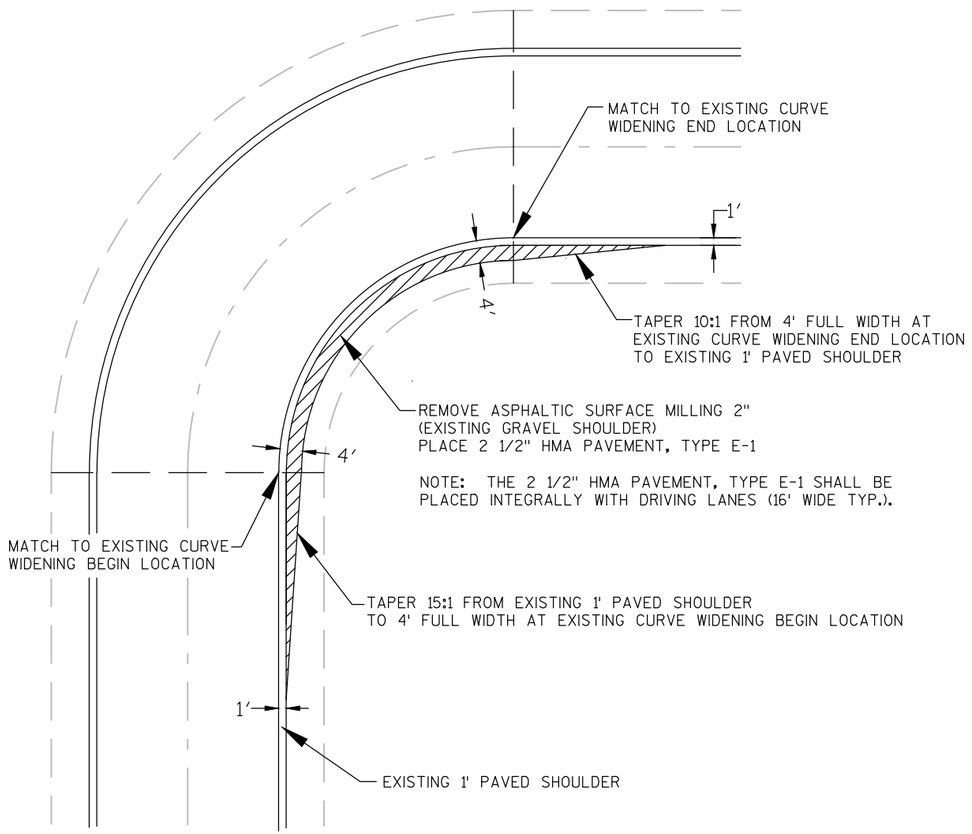



CONCRETE PAVEMENT RUMBLE STRIP REPLACEMENT DETAIL

STA. 273+00 - STA. 273+25
STA. 276+50 - STA. 276+75
STA. 278+75 - STA. 279+00
STA. 287+50 - STA. 287+75
STA, 289+75 - STA. 290+00
STA. 293+25 - STA. 293+50

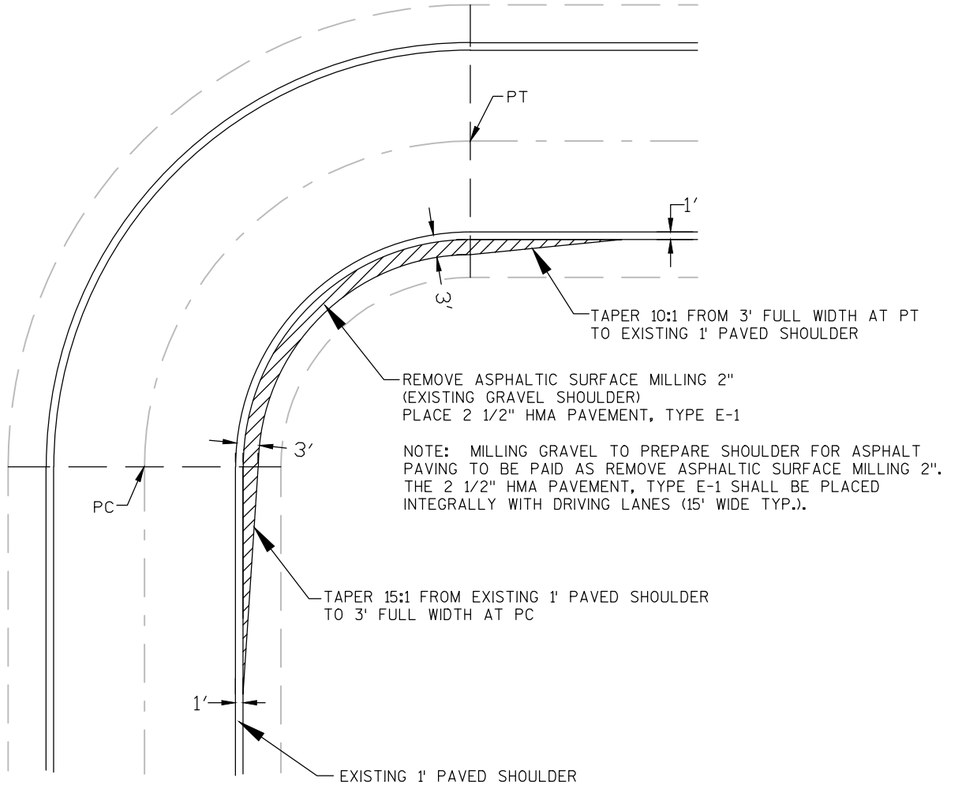
| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | CONSTRUCTION DETAILS | SHEET 10 | E |
|---|---|---|---|---|---|

2




CURVE WIDENING DETAIL "A"

FOR LOCATIONS WITH
EXISTING CURVE WIDENING




CURVE WIDENING DETAIL "B"

FOR LOCATIONS WITHOUT
EXISTING CURVE WIDENING

DATE 24APR14 E S T I M A T E O F Q U A N T I T I E S

| LINE NUMBER | ITEM | ITEM DESCRIPTION | UNIT | TOTAL | 1693-05-71 QUANTITY |
|---|---|---|---|---|---|
| 0010 | 204.0100 | REMOVING PAVEMENT | SY | 200.000 | 200.000 |
| 0020 | 204.0120 | REMOVING ASPHALTIC SURFACE MILLING | SY | 151,788.000 | 151,788.000 |
| 0030 | 211.0400 | PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS | STA | 42.000 | 42.000 |
| 0040 | 213.0100 | FINISHING ROADWAY (PROJECT) 01. 1693-05-71 | EACH | 1.000 | 1.000 |
| 0050 | 305.0110 | BASE AGGREGATE DENSE 3/4-INCH | TON | 6,724.000 | 6,724.000 |
| 0060 | 455.0105 | ASPHALTIC MATERIAL PG58-28 | TON | 1,230.000 | 1,230.000 |
| 0070 | 455.0605 | TACK COAT | GAL | 3,795.000 | 3,795.000 |
| 0080 | 460.1101 | HMA PAVEMENT TYPE E-1 | TON | 22,360.000 | 22,360.000 |
| 0090 | 465.0120 | ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES | TON | 172.000 | 172.000 |
| 0100 | 465.0450 | ASPHALTIC INTERSECTION RUMBLE STRIP | SY | 200.000 | 200.000 |
| 0110 | 618.0100 | MAINTENANCE AND REPAIR OF HAUL ROADS (PROJECT) 01. 1693-05-71 | EACH | 1.000 | 1.000 |
| 0120 | 619.1000 | MOBILIZATION | EACH | 1.000 | 1.000 |
| 0130 | 628.1905 | MOBILIZATIONS EROSION CONTROL | EACH | 2.000 | 2.000 |
| 0140 | 628.1910 | MOBILIZATIONS EMERGENCY EROSION CONTROL | EACH | 2.000 | 2.000 |
| 0150 | 628.7020 | INLET PROTECTION TYPE D | EACH | 17.000 | 17.000 |
| 0160 | 634.0616 | POSTS WOOD 4X6-INCH X 16-FT | EACH | 7.000 | 7.000 |
| 0170 | 637.2230 | SIGNS TYPE II REFLECTIVE F | SF | 101.000 | 101.000 |
| 0180 | 638.2602 | REMOVING SIGNS TYPE II | EACH | 10.000 | 10.000 |
| 0190 | 642.5001 | FIELD OFFICE TYPE B | EACH | 1.000 | 1.000 |
| 0200 | 643.0100 | TRAFFIC CONTROL (PROJECT) 01. 1693-05-71 | EACH | 1.000 | 1.000 |
| 0210 | 643.0300 | TRAFFIC CONTROL DRUMS | DAY | 250.000 | 250.000 |
| 0220 | 643.0900 | TRAFFIC CONTROL SIGNS | DAY | 2,050.000 | 2,050.000 |
| 0230 | 643.1050 | TRAFFIC CONTROL SIGNS PCMS | DAY | 70.000 | 70.000 |
| 0240 | 646.0406 | PAVEMENT MARKING SAME DAY EPOXY 4-INCH | LF | 181,540.000 | 181,540.000 |
| 0250 | 647.0566 | PAVEMENT MARKING STOP LINE EPOXY 18-INCH | LF | 172.000 | 172.000 |
| 0260 | 647.0726 | PAVEMENT MARKING DIAGONAL EPOXY 12-INCH | LF | 190.000 | 190.000 |
| 0270 | 647.0776 | PAVEMENT MARKING CROSSWALK EPOXY 12-INCH | LF | 383.000 | 383.000 |
| 0280 | 650.8000 | CONSTRUCTION STAKING RESURFACING REFERENCE | LF | 45,385.000 | 45,385.000 |
| 0290 | 650.9910 | CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01. 1693-05-71 | LS | 1.000 | 1.000 |
| 0300 | 690.0150 | SAWING ASPHALT | LF | 1,074.000 | 1,074.000 |
| 0310 | SPV.0180 | SPECIAL 01. EXTRA DEPTH MILLING | SY | 14,178.000 | 14,178.000 |
| 0320 | SPV.0195 | SPECIAL 01. EXTRA DEPTH HMA PAVEMENT TYPE E-1 | TON | 1,613.000 | 1,613.000 |
| 0330 | SPV.0195 | SPECIAL 02. EXTRA DEPTH ASPHALTIC MATERIAL PG58-28 | TON | 89.000 | 89.000 |

3

## REMOVING PAVEMENT ITEMS

| STATION | TO | STATION | LOCATION | 204.0100 REMOVING PAVEMENT SY | 204.0120 REMOVING ASPHALTIC SURFACE MILLING SY | 690.0150 SAWING ASPHALT LF |
|---|---|---|---|---|---|---|
| 273+00 | - | 273+25 | MAINLINE | 33 | - | - |
| 276+50 | - | 276+75 | MAINLINE | 33 | - | - |
| 278+75 | - | 279+00 | MAINLINE | 34 | - | - |
| 287+50 | - | 287+75 | MAINLINE | 33 | - | - |
| 289+75 | - | 290+00 | MAINLINE | 33 | - | - |
| 293+25 | - | 293+50 | MAINLINE | 34 | - | - |
| 25+40 | - | 479+25 | 2" OVERLAP AT CENTERLINE | - | 867 | - |
| 25+40 | - | 274+54 | MAINLINE | - | 74222 | - |
| 275+48 | - | 384+37 | MAINLINE | - | 32076 | - |
| 385+47 | - | 445+58 | MAINLINE | - | 19523 | - |
| 446+12 | - | 479+25 | MAINLINE | - | 15963 | - |
| 25+40 | - | 479+25 | INTERSECTIONS | - | 7907 | 784 |
| 25+40 | - | 479+25 | DRIVEWAYS | - | 1229 | 290 |
| | | | **TOTAL:** | **200** | **151788** | **1074** |

## BASE AGGREGATE

| STATION | TO | STATION | LOCATION | 305.0110 BASE AGGREGATE DENSE 3/4 - INCH TON | REMARKS |
|---|---|---|---|---|---|
| 25+40 | - | 274+54 | MAINLINE | 3691 | SHOULDERS |
| 275+48 | - | 384+37 | MAINLINE | 1613 | SHOULDERS |
| 385+47 | - | 445+58 | MAINLINE | 891 | SHOULDERS |
| 446+12 | - | 479+25 | MAINLINE | 491 | SHOULDERS |
| 273+00 | - | 293+50 | MAINLINE | 39 | RUMBLE STRIPS |
| | | | **TOTAL:** | **6724** | |

## HMA ITEMS

| STATION | TO | STATION | LOCATION | 455.0105 ASPHALTIC MATERIAL PG 58-28 TON | 455.0605 TACK COAT GAL | 460.1101 HMA PAVEMENT TYPE E-1 TON | 465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON | 465.0450 ASPHALTIC INTERSECTION RUMBLE STRIP SY |
|---|---|---|---|---|---|---|---|---|
| 269+90 | - | 270+15 | MAINLINE | - | - | - | - | 33 |
| 273+00 | - | 273+25 | MAINLINE | - | - | - | - | 33 |
| 278+00 | - | 278+25 | MAINLINE | - | - | - | - | 34 |
| 287+90 | - | 288+15 | MAINLINE | - | - | - | - | 33 |
| 292+60 | - | 292+85 | MAINLINE | - | - | - | - | 33 |
| 298+90 | - | 299+15 | MAINLINE | - | - | - | - | 34 |
| 25+40 | | 479+25 | 2" OVERLAP AT CENTERLINE | 7 | 22 | 121 | - | - |
| 25+40 | - | 274+54 | MAINLINE | 572 | 1856 | 10391 | - | - |
| 275+48 | - | 384+37 | MAINLINE | 247 | 802 | 4491 | - | - |
| 385+47 | - | 445+58 | MAINLINE | 150 | 488 | 2733 | - | - |
| 446+12 | - | 479+25 | MAINLINE | 123 | 399 | 2235 | - | - |
| 25+40 | - | 479+25 | INTERSECTIONS | 61 | 198 | 1107 | - | - |
| 25+40 | - | 479+25 | DRIVEWAYS | - | 31 | - | 172 | - |
| 25+40 | | 479+25 | WEDGING | 70 | - | 1281 | - | - |
| | | | **TOTAL:** | **1230** | **3795** | **22360** | **172** | **200** |

## PAVEMENT MARKING

| STATION | TO | STATION | LOCATION | 646.0406 PAVEMENT MARKING SAME DAY EPOXY 4-INCH LF | 647.0566 PAVEMENT MARKING STOP LINE EPOXY 18-INCH LF | 647.0726 PAVEMENT MARKING DIAGONAL EPOXY 12-INCH LF | 647.0776 PAVEMENT MARKING CROSSWALK EPOXY 12-INCH LF | REMARKS |
|---|---|---|---|---|---|---|---|---|
| 25+40 | - | 479+25 | MAINLINE | 181540 | - | - | - | MOVING PAVING OPERATION |
| 25+40 | - | 479+25 | SIDEROADS | - | 146 | - | 263 | |
| 40+25 | - | 40+31 | MAINLINE | - | - | 104 | 60 | |
| 51+20 | - | 51+45 | MAINLINE | - | - | 86 | 60 | |
| 282+50 | - | 283+70 | MAINLINE | - | 26 | - | - | |
| | | | **TOTAL:** | **181540** | **172** | **190** | **383** | |

3

## PERMANENT SIGNING

| SIGN NUMBER | LOCATION | SIGN CODE | SIGN W X H | MESSAGE | 634.0616 POST WOOD 4X6-INCH X 16-FT EACH | 637.2230 SIGNS TYPE II REFLECTIVE F SF | 638.2602 REMOVING SIGNS TYPE II EACH | REMARKS |
|---|---|---|---|---|---|---|---|---|
| R1-01 | 38+00 RT | W11-2 | 30 x 30 | PEDESTRIAN | - | - | 1 | |
| R1-02 | 40+00 RT | W11-2 | 30 x 30 | PEDESTRIAN | - | - | 1 | |
| R1-03 | 40+00 RT | W16-7L | 24 x 12 | ARROW | - | - | 1 | |
| R1-04 | 41+00 LT | W11-2 | 30 x 30 | PEDESTRIAN | - | - | 1 | |
| R1-05 | 41+00 LT | W16-7L | 24 x 12 | ARROW | - | - | 1 | |
| 1-01 | 38+00 RT | W11-2 | 30 x 30 | PEDESTRIAN | - | 6.25 | - | MOUNT ON EXISTING POST |
| 1-02 | 40+00 RT | W11-2 | 30 x 30 | PEDESTRIAN | - | 6.25 | - | MOUNT ON EXISTING POST |
| 1-03 | 40+00 RT | W16-7L | 24 x 12 | ARROW | - | 2 | - | MOUNT ON EXISTING POST |
| 1-04 | 41+00 LT | W11-2 | 30 x 30 | PEDESTRIAN | - | 6.25 | - | MOUNT ON EXISTING POST |
| 1-05 | 41+00 LT | W16-7L | 24 x 12 | ARROW | - | 2 | - | MOUNT ON EXISTING POST |
| R2-01 | 51+00 RT | W11-2 | 30 x 30 | PEDESTRIAN | - | - | 1 | |
| R2-02 | 51+00 RT | W16-7L | 24 x 12 | ARROW | - | - | 1 | |
| R2-03 | 52+00 LT | W11-2 | 30 x 30 | PEDESTRIAN | - | - | 1 | |
| R2-04 | 52+00 LT | W16-7L | 24 x 12 | ARROW | - | - | 1 | |
| R2-05 | 56+00 FT | W11-2 | 30 x 30 | PEDESTRIAN | - | - | 1 | |
| 2-01 | 51+00 RT | W11-2 | 30 x 30 | PEDESTRIAN | - | 6.25 | - | MOUNT ON EXISTING POST |
| 2-02 | 51+00 RT | W16-7L | 24 x 12 | ARROW | - | 2 | - | MOUNT ON EXISTING POST |
| 2-03 | 52+00 LT | W11-2 | 30 x 30 | PEDESTRIAN | - | 6.25 | - | MOUNT ON EXISTING POST |
| 2-04 | 52+00 LT | W16-7L | 24 x 12 | ARROW | - | 2 | - | MOUNT ON EXISTING POST |
| 2-05 | 56+00 LT | W11-2 | 30 x 30 | PEDESTRIAN | - | 6.25 | - | MOUNT ON EXISTING POST |
| 3-01 | 171+00 RT | W1-1L | 36 x 36 | ARROW | 1 | 9 | - | |
| 4-01 | 233+00 RT | W13-1 | 18 x 18 | ADVISORY SPEED | - | 2.25 | - | MOUNT 45 M.P.H ON EXISTING POST |
| 4-02 | 239+86 RT | W1-8 | 18 x 24 | CHEVRON | 1 | 3 | - | |
| 4-03 | 239+86 RT | W1-8 | 18 x 24 | CHEVRON | - | 3 | - | |
| 4-04 | 241+06 RT | W1-8 | 18 x 24 | CHEVRON | 1 | 3 | - | |
| 4-05 | 241+06 RT | W1-8 | 18 x 24 | CHEVRON | - | 3 | - | |
| 4-06 | 242+26 RT | W1-8 | 18 x 24 | CHEVRON | 1 | 3 | - | |
| 4-07 | 242+26 RT | W1-8 | 18 x 24 | CHEVRON | - | 3 | - | |
| 4-08 | 243+46 RT | W1-8 | 18 x 24 | CHEVRON | 1 | 3 | - | |
| 4-09 | 243+46 RT | W1-8 | 18 x 24 | CHEVRON | - | 3 | - | |
| 4-10 | 251+00 LT | W13-1 | 18 x 18 | ADVISORY SPEED | - | 2.25 | - | MOUNT 45 M.P.H ON EXISTING POST |
| 5-01 | 330+00 RT | W1-1R | 36 x 36 | ARROW | 1 | 9 | - | |
| 5-02 | 350+00 LT | W1-1L | 36 x 36 | ARROW | 1 | 9 | - | |
| | | | | **TOTAL:** | **7** | **101** | **10** | |

3

## EROSION CONTROL

| STATION | LOCATION | 628.1905 MOBILIZATIONS EROSION CONTROL EACH | 628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH | 628.7020 INLET PROTECTION TYPE D EACH |
|---|---|---|---|---|
| 25+40 - 479+25 | UNDISTRIBUTED | 2 | 2 | - |
| 25+40 RT | MAINLINE | - | - | 1 |
| 27+38 LT | MAINLINE | - | - | 1 |
| 36+18 RT | MAINLINE | - | - | 1 |
| 45+84 RT | GREENWAY CROSS CT | - | - | 1 |
| 46+26 RT | GREENWAY CROSS CT | - | - | 1 |
| 465+70 LT | MAINLINE | - | - | 2 |
| 467+72 LT | MAINLINE | - | - | 2 |
| 471+50 LT | MAINLINE | - | - | 1 |
| 475+17 LT | MAINLINE | - | - | 1 |
| 476+58 LT/RT | MAINLINE | - | - | 3 |
| 480+22 LT/RT | MAINLINE | - | - | 3 |
| | **TOTAL** | **2** | **2** | **17** |

## CONSTRUCTION STAKING

| LOCATION | 650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF | 650.9910 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (1693-05-71) LS |
|---|---|---|
| PROJECT | 45385 | 1 |

## TRAFFIC CONTROL

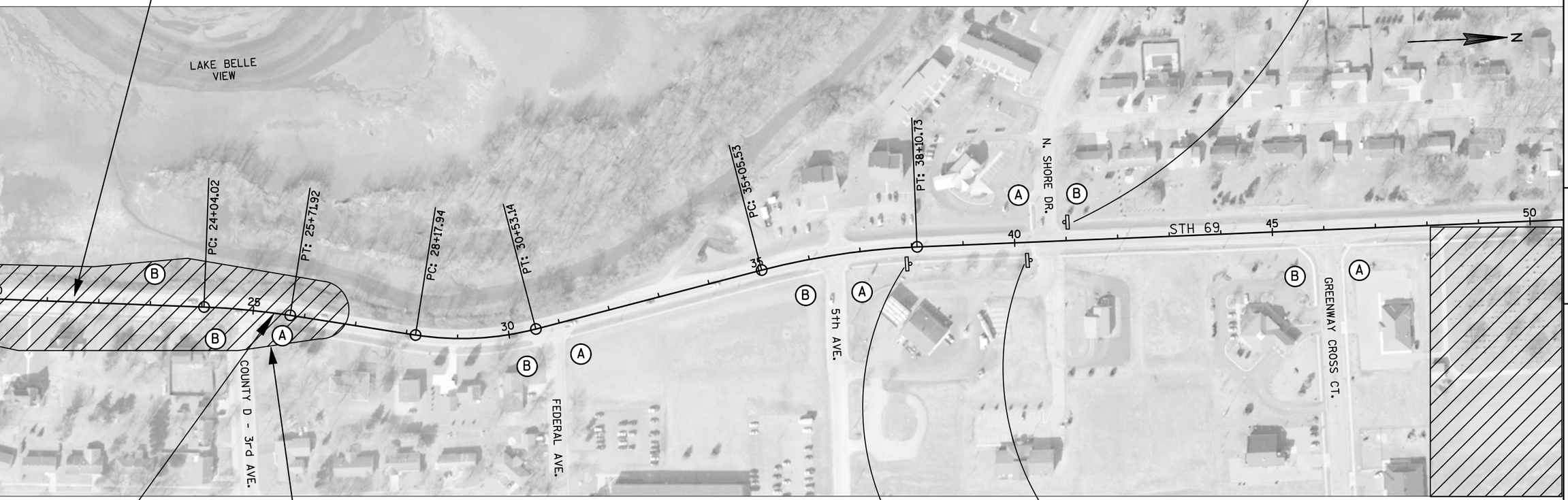
| LOCATION | DAYS | 643.0100 TRAFFIC CONTROL (1693-05-71) EACH | 643.0300 TRAFFIC CONTROL DRUMS DAY | 643.0900 TRAFFIC CONTROL SIGNS DAY | 643.1050 TRAFFIC CONTROL SIGNS PCMS DAY |
|---|---|---|---|---|---|
| PROJECT | 25 | 1 | - | 2050 | 70 |
| UNDISTRIBUTED | - | - | 250 | - | - |
| | **TOTAL:** | **1** | **250** | **2050** | **70** |

## FOUNDATION PREPARATION

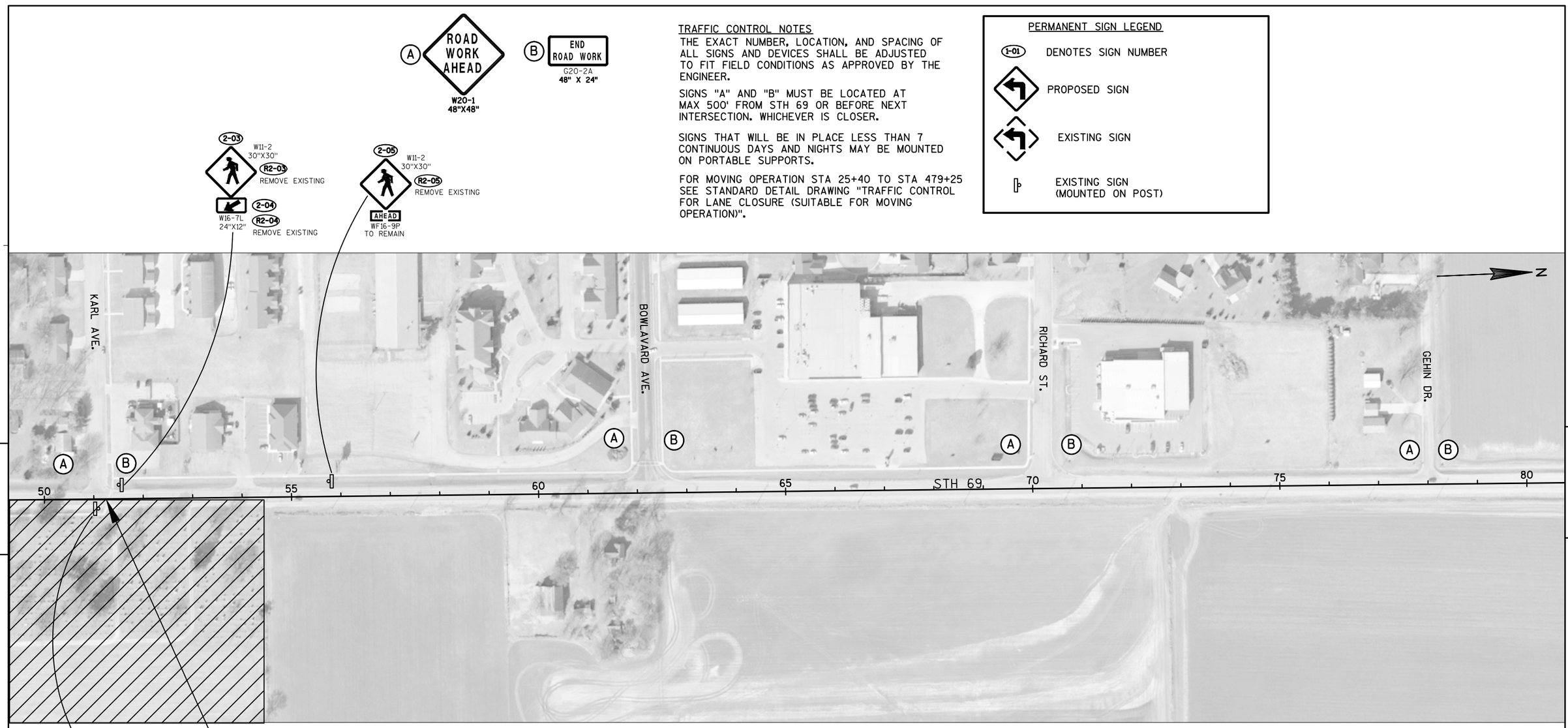
| STATION | TO | STATION | LOCATION | 211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS STA |
|---|---|---|---|---|
| 81+33 | - | 89+82 | MAINLINE | 8 |
| 93+91 | - | 101+95 | MAINLINE | 8 |
| 176+54 | - | 185+50 | MAINLINE | 9 |
| 239+87 | - | 243+78 | MAINLINE | 4 |
| 270+00 | - | 272+99 | MAINLINE | 3 |
| 336+44 | - | 343+98 | MAINLINE | 8 |
| 400+25 | - | 402+77 | MAINLINE | 2 |
| | | | **TOTAL:** | **42** |

## EXTRA DEPTH PAVEMENT REPAIR IN DISTRESSED LOCATIONS

| STATION | TO | STATION | LOCATION | SPV.0180.01 EXTRA DEPTH MILLING SY | SPV.0195.01 EXTRA DEPTH HMA PAVEMENT TYPE E-1 TON | SPV.0195.02 EXTRA DEPTH ASPHALTIC MATERIAL PG 58-28 TON | REMARKS |
|---|---|---|---|---|---|---|---|
| 36+00 | - | 40+00 | NB MAINLINE - 4' SECTION | 178 | 20 | 1 | RIGHT WHEELPATH |
| 78+00 | - | 80+00 | SB MAINLINE - 4' SECTION | 89 | 10 | 1 | RIGHT WHEELPATH |
| 125+00 | - | 127+00 | NB MAINLINE - 4' SECTION | 178 | 20 | 1 | RIGHT WHEELPATH AND CENTER |
| 134+00 | - | 137+00 | SB MAINLINE - 4' SECTION | 133 | 15 | 1 | RIGHT WHEELPATH |
| 123+00 | - | 135+00 | NB MAINLINE - 4' SECTION | 533 | 60 | 3 | RIGHT WHEELPATH |
| 144+00 | - | 163+00 | NB MAINLINE - 4' SECTION | 844 | 95 | 5 | RIGHT WHEELPATH |
| 144+00 | - | 163+00 | SB MAINLINE - 4' SECTION | 1689 | 189 | 10 | RIGHT WHEELPATH AND CENTER |
| 168+00 | - | 172+00 | SB MAINLINE - 4' SECTION | 178 | 20 | 1 | CENTER |
| 163+00 | - | 172+00 | NB MAINLINE - 4' SECTION | 400 | 45 | 2 | RIGHT WHEELPATH |
| 203+00 | - | 210+00 | SB MAINLINE - 4' SECTION | 311 | 35 | 2 | CENTER |
| 215+00 | - | 219+00 | NB MAINLINE - 4' SECTION | 178 | 20 | 1 | CENTER |
| 247+00 | - | 265+00 | SB MAINLINE - 4' SECTION | 800 | 90 | 5 | RIGHT WHEELPATH |
| 269+00 | - | 274+00 | NB MAINLINE - 4' SECTION | 222 | 25 | 1 | RIGHT WHEELPATH |
| 276+00 | - | 281+00 | SB MAINLINE - 4' SECTION | 222 | 25 | 1 | RIGHT WHEELPATH |
| 284+00 | - | 295+00 | SB MAINLINE - 4' SECTION | 978 | 110 | 6 | RIGHT WHEELPATH AND CENTER |
| 285+00 | - | 295+00 | NB MAINLINE - 4' SECTION | 889 | 100 | 5 | RIGHT WHEELPATH AND CENTER |
| 317+00 | - | 320+00 | SB MAINLINE - 4' SECTION | 133 | 15 | 1 | RIGHT WHEELPATH |
| 323+00 | - | 325+00 | SB MAINLINE - 4' SECTION | 89 | 10 | 1 | RIGHT WHEELPATH |
| 339+00 | - | 348+00 | NB MAINLINE - 4' SECTION | 800 | 90 | 5 | LEFT AND RIGHT WHEELPATH |
| 372+00 | - | 375+00 | SB MAINLINE - 4' SECTION | 133 | 15 | 1 | RIGHT WHEELPATH |
| 364+00 | - | 380+00 | SB MAINLINE - 4' SECTION | 711 | 80 | 4 | RIGHT WHEELPATH |
| 385+00 | - | 392+00 | SB MAINLINE - 4' SECTION | 622 | 70 | 4 | LEFT AND RIGHT WHEELPATH |
| 394+00 | - | 398+00 | NB MAINLINE - 4' SECTION | 178 | 20 | 1 | LEFT WHEELPATH |
| 403+00 | - | 405+00 | SB MAINLINE - 4' SECTION | 89 | 10 | 1 | RIGHT WHEELPATH |
| 406+00 | - | 409+00 | NB MAINLINE - 4' SECTION | 133 | 15 | 1 | RIGHT WHEELPATH |
| 418+00 | - | 438+00 | SB MAINLINE - 4' SECTION | 889 | 100 | 5 | RIGHT WHEELPATH |
| 418+00 | - | 438+00 | NB MAINLINE - 4' SECTION | 889 | 100 | 5 | RIGHT WHEELPATH |
| 450+00 | - | 457+00 | SB MAINLINE - 4' SECTION | 311 | 35 | 2 | RIGHT WHEELPATH |
| 455+00 | - | 457+00 | SB MAINLINE - 4' SECTION | 89 | 10 | 1 | RIGHT WHEELPATH |
| 25+40 | - | 479+25 | UNDISTRIBUTED | 1289 | 147 | 8 | |
| 273+00 | - | 273+25 | MAINLINE | - | 4 | 0.2 | 3.5" OF ASPHALT IN RUMBLE STRIPS |
| 276+50 | - | 276+75 | MAINLINE | - | 4 | 0.2 | 3.5" OF ASPHALT IN RUMBLE STRIPS |
| 278+75 | - | 279+00 | MAINLINE | - | 4 | 0.2 | 3.5" OF ASPHALT IN RUMBLE STRIPS |
| 287+50 | - | 287+75 | MAINLINE | - | 4 | 0.2 | 3.5" OF ASPHALT IN RUMBLE STRIPS |
| 289+75 | - | 290+00 | MAINLINE | - | 4 | 0.2 | 3.5" OF ASPHALT IN RUMBLE STRIPS |
| 293+25 | - | 293+50 | MAINLINE | - | 4 | 0.2 | 3.5" OF ASPHALT IN RUMBLE STRIPS |
| | | | **TOTAL:** | **14178** | **1613** | **89** | |




| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 18 | E |
|---|---|---|---|---|---|




TRAFFIC CONTROL NOTES

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

SIGNS "A" AND "B" MUST BE LOCATED AT MAX 500' FROM STH 69 OR BEFORE NEXT INTERSECTION. WHICHEVER IS CLOSER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".

PERMANENT SIGN LEGEND

1-01 DENOTES SIGN NUMBER

PROPOSED SIGN

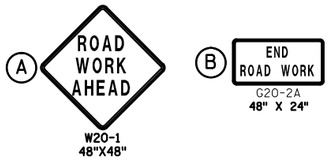
EXISTING SIGN

EXISTING SIGN (MOUNTED ON POST)

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\021201_PD.DWG PLOT DATE : 3/20/2014 5:24 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : ---------- PLOT SCALE : ********** WISDOT/CADDS SHEET 42







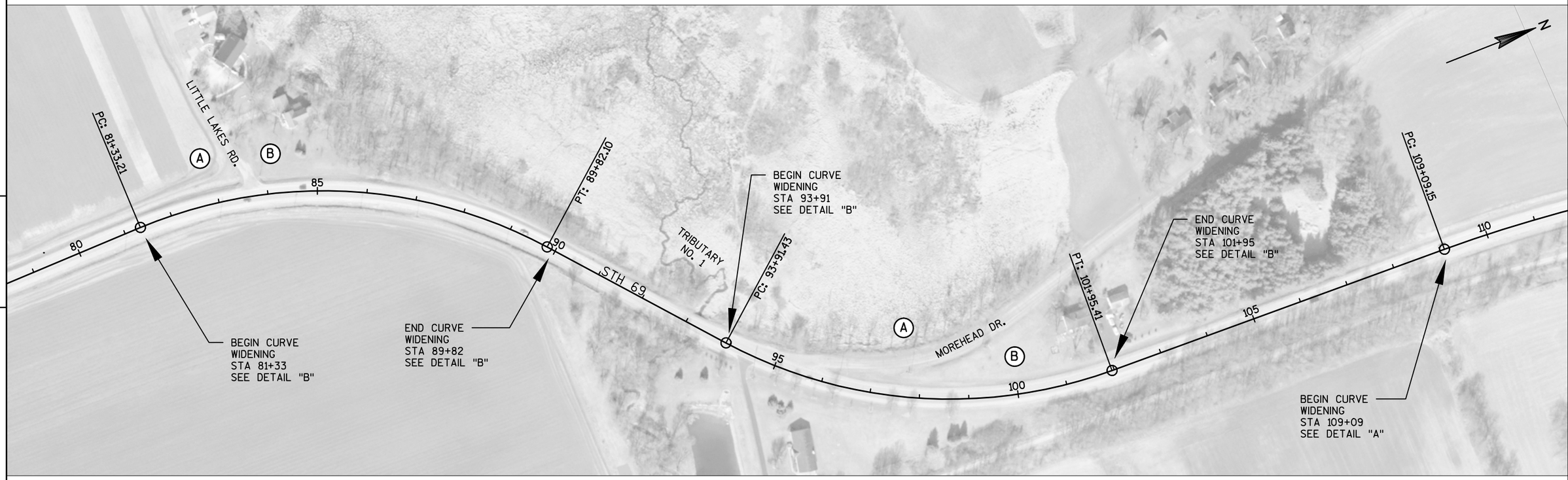
TRAFFIC CONTROL NOTES

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

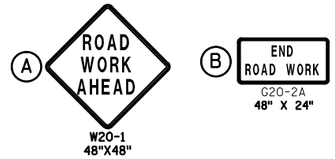
SIGNS "A" AND "B" MUST BE LOCATED AT MAX 500' FROM STH 69 OR BEFORE NEXT INTERSECTION. WHICHEVER IS CLOSER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".




| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET | E |
|---|---|---|---|---|---|







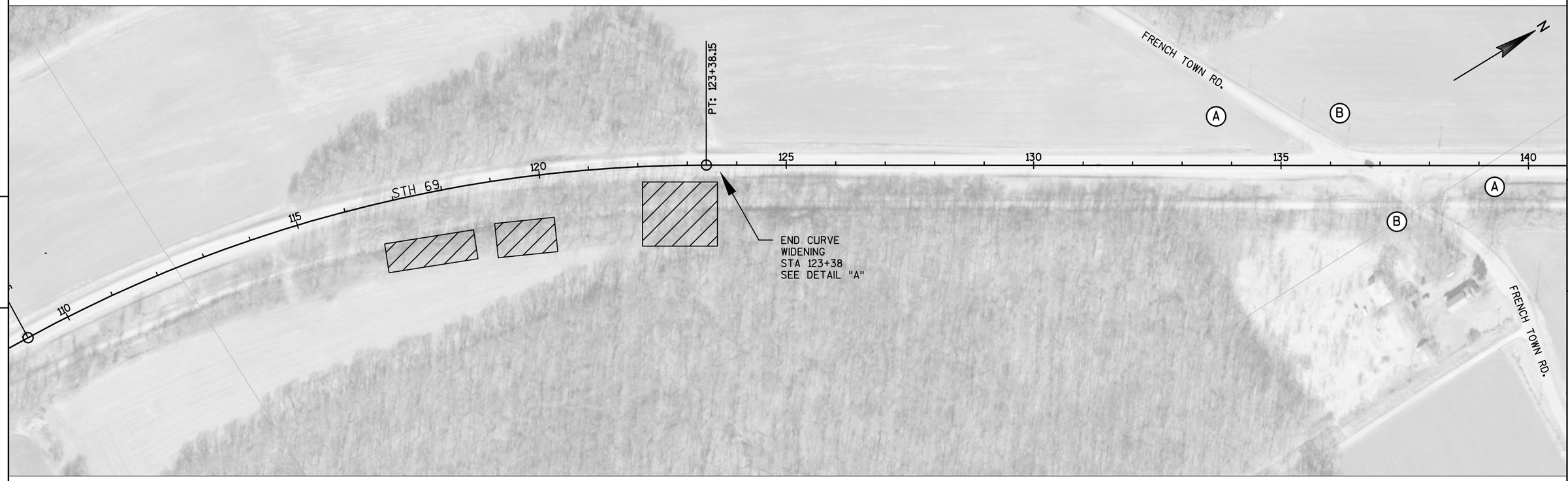
TRAFFIC CONTROL NOTES

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

SIGNS "A" AND "B" MUST BE LOCATED AT MAX 500' FROM STH 69 OR BEFORE NEXT INTERSECTION. WHICHEVER IS CLOSER.

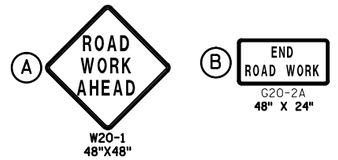
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".




INDICATES ENVIRONMENTALLY SENSITIVE AREA

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 21 | E |
|---|---|---|---|---|---|







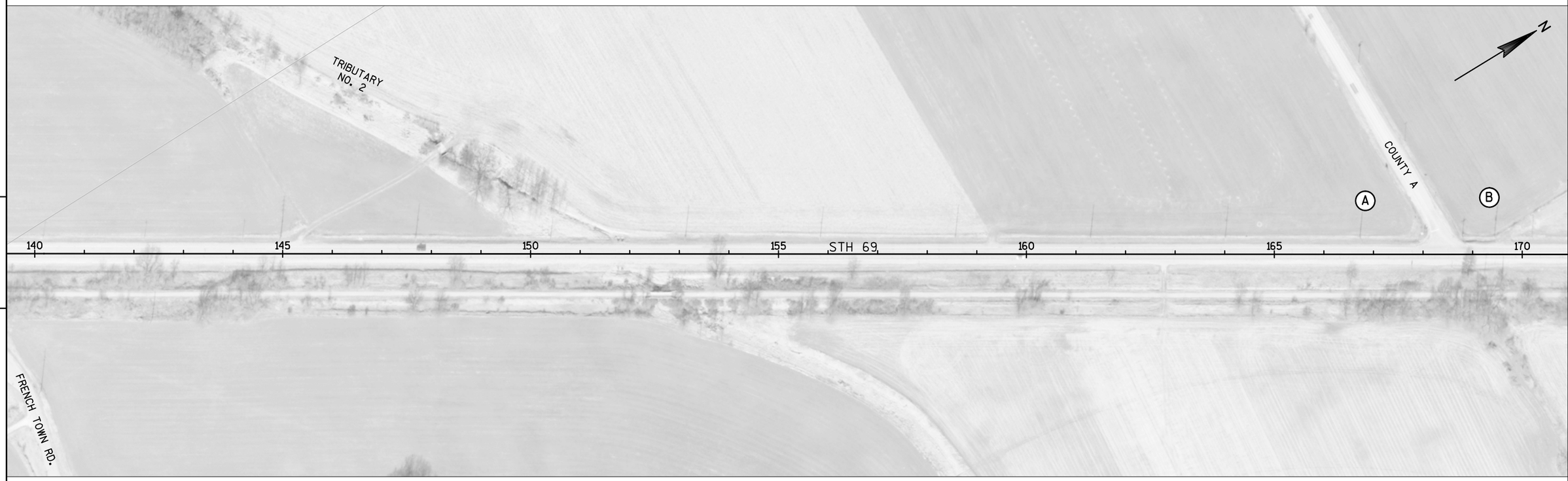
TRAFFIC CONTROL NOTES

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

SIGNS "A" AND "B" MUST BE LOCATED AT MAX 500' FROM STH 69 OR BEFORE NEXT INTERSECTION. WHICHEVER IS CLOSER.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".

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| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\021201_PD.DWG PLOT DATE : 3/20/2014 5:24 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : ---------- PLOT SCALE : **********

WISDOT/CADDS SHEET 42

PERMANENT SIGN LEGEND

- (1-01) DENOTES SIGN NUMBER
- PROPOSED SIGN (MOUNTED ON POST)
- PROPOSED SIGN
- EXISTING SIGN
- EXISTING SIGN (MOUNTED ON POST)

(A) ROAD WORK AHEAD
W20-1
48"X48"

(B) END ROAD WORK
G20-2A
48" X 24"

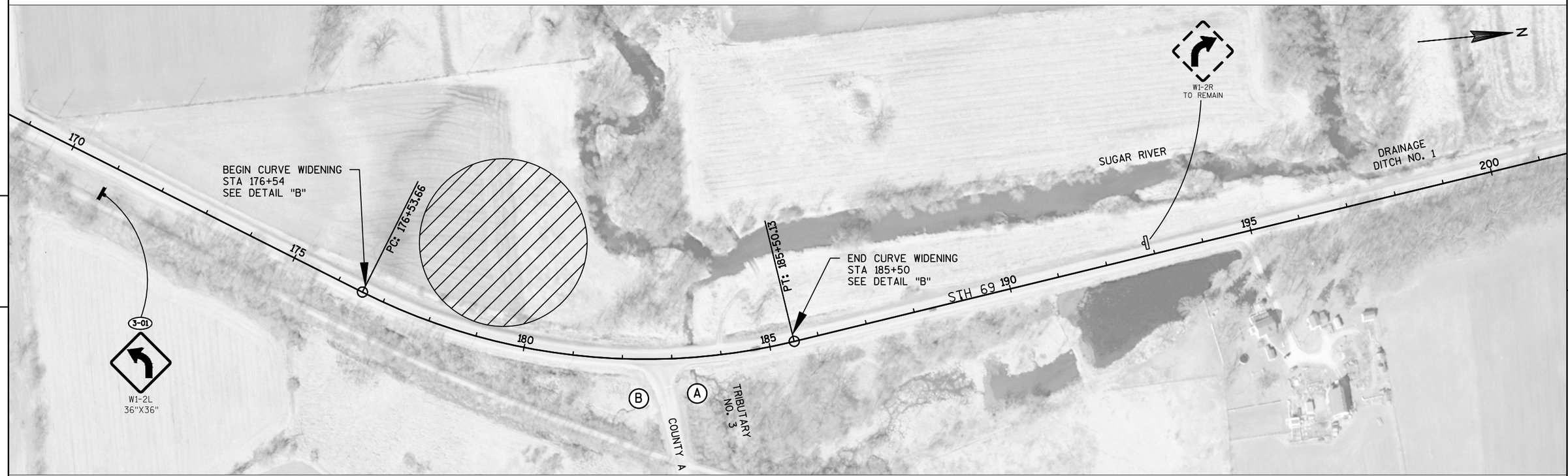
TRAFFIC CONTROL NOTES

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

SIGNS "A" AND "B" MUST BE LOCATED AT MAX 500' FROM STH 69 OR BEFORE NEXT INTERSECTION. WHICHEVER IS CLOSER.

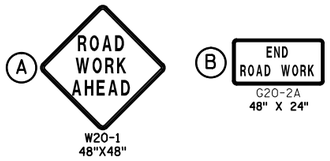
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".




INDICATES ENVIRONMENTALLY SENSITIVE AREA

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 23 | E |
|---|---|---|---|---|---|







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| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\021206_PD.DWG PLOT DATE : 3/25/2014 2:10 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42

PERMANENT SIGN LEGEND

1-01 DENOTES SIGN NUMBER

H PROPOSED DOUBLE SIGNS (MOUNTED ON ONE POST)

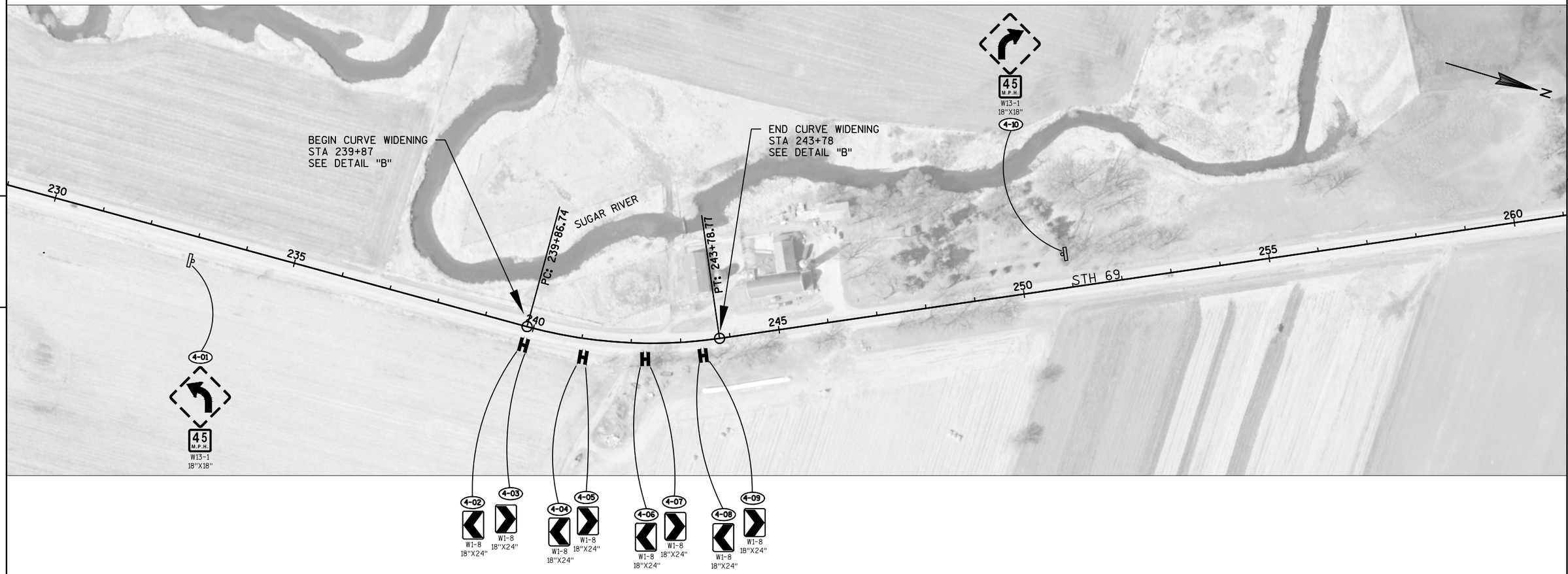
PROPOSED SIGN

EXISTING SIGN

EXISTING SIGN (MOUNTED ON POST)

TRAFFIC CONTROL NOTES

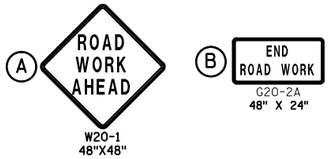
FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".




| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 25 | E |
|---|---|---|---|---|---|

FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\021206_PD.DWG PLOT DATE : 3/25/2014 2:10 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : _____ PLOT SCALE : **********

WISDOT/CADDS SHEET 42







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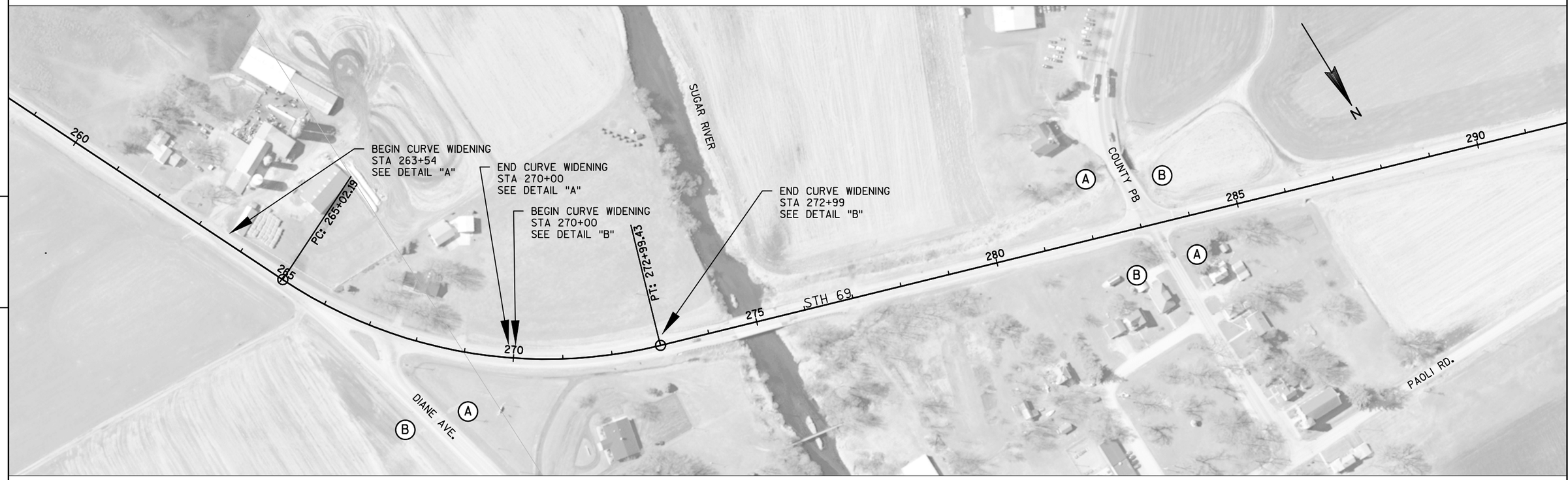
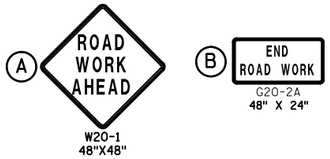



| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\021206_PD.DWG PLOT DATE : 3/25/2014 2:10 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42







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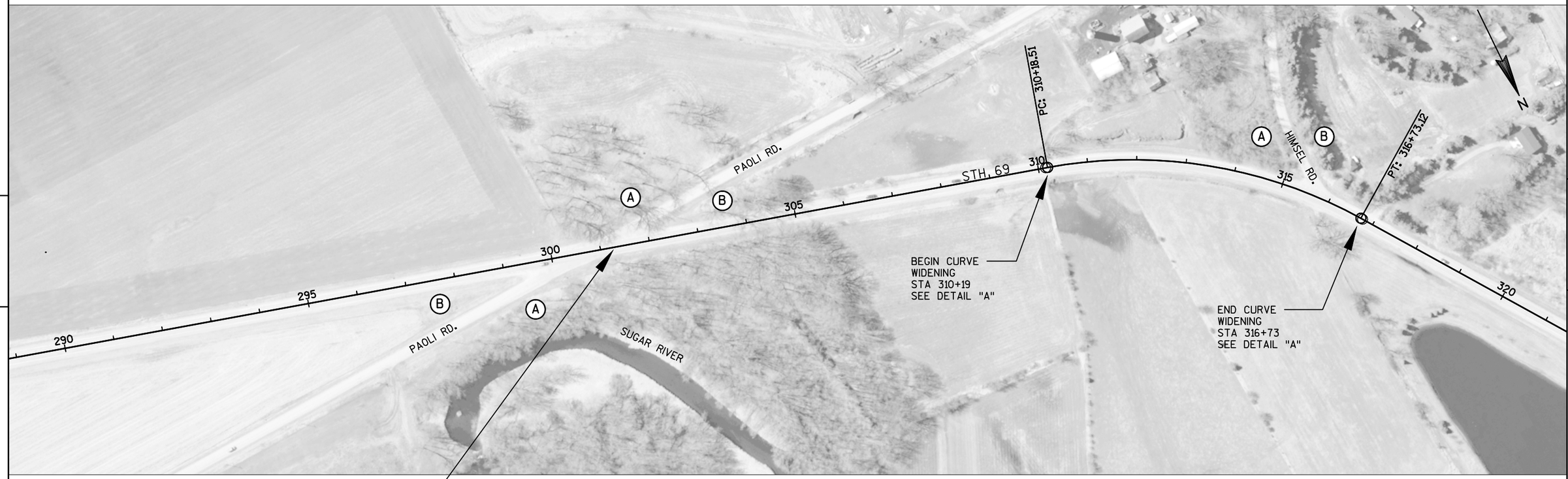


| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 27 | E |
|---|---|---|---|---|---|

PERMANENT SIGN LEGEND

I-01 DENOTES SIGN NUMBER

PROPOSED SIGN (MOUNTED ON POST)

PROPOSED SIGN

A ROAD WORK AHEAD
W20-1
48"X48"

B END ROAD WORK
G20-2A
48" X 24"

TRAFFIC CONTROL NOTES

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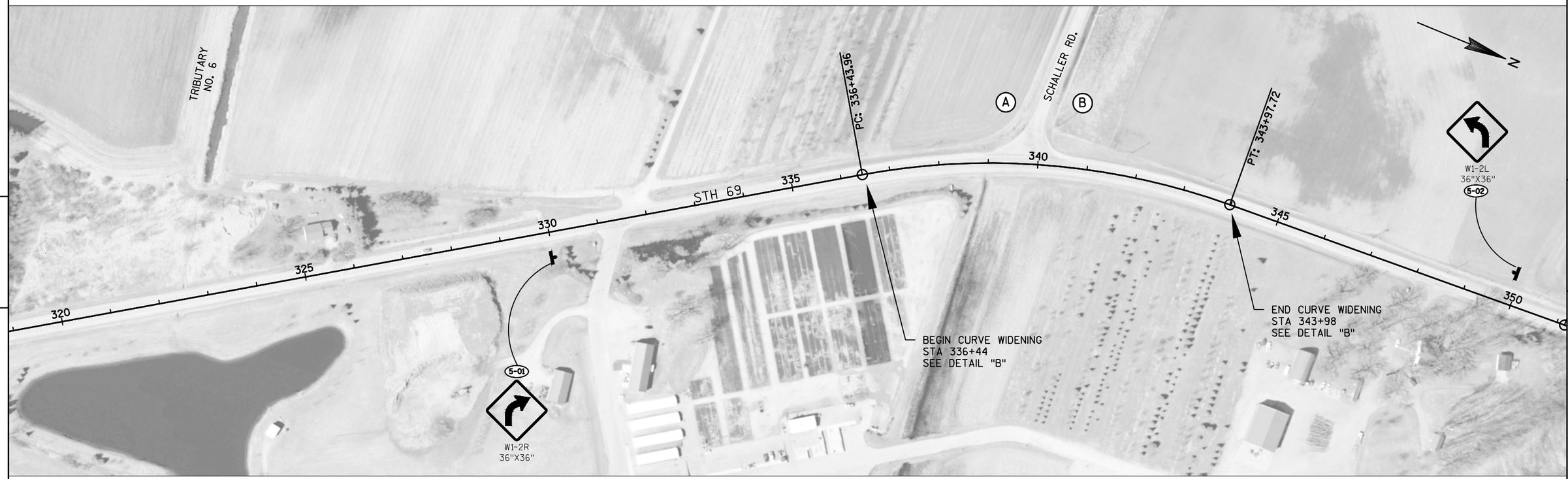



| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 28 | E |
|---|---|---|---|---|---|

PERMANENT SIGN LEGEND

1-01 DENOTES SIGN NUMBER

PROPOSED SIGN (MOUNTED ON POST)

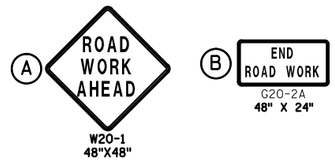
PROPOSED SIGN

TRAFFIC CONTROL NOTES

FOR MOVING OPERATION STA 25+40 TO STA 479+25 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATION)".


INDICATES ENVIRONMENTALLY SENSITIVE AREA

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 29 | E |
|---|---|---|---|---|---|







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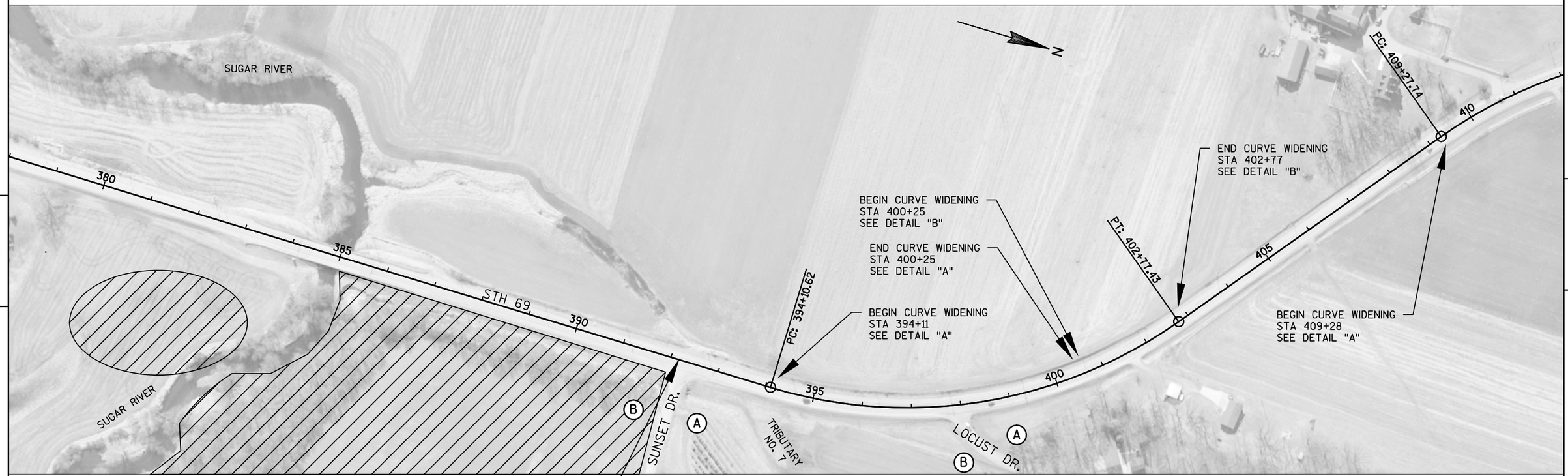
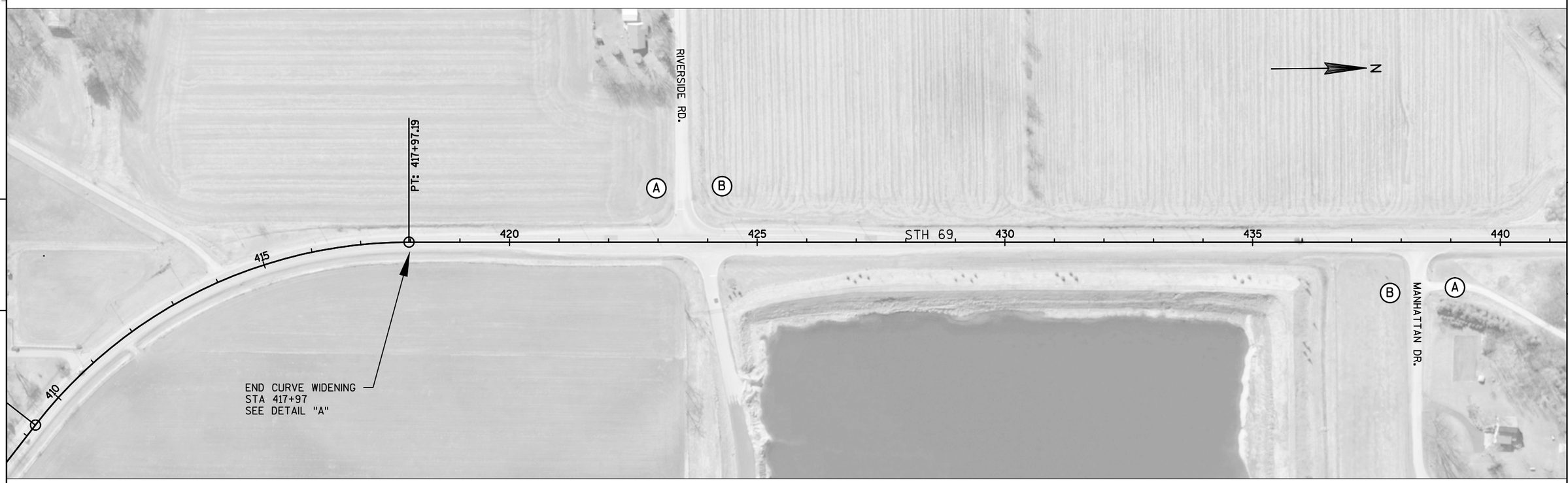



SECTION CORNER
W. CORN. SEC 34, T6N, R8E
DO NOT DISTURB
APPROX. STA 392+10

INDICATES ENVIRONMENTALLY SENSITIVE AREA

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 30 | E |
|---|---|---|---|---|---|

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5

5

| PROJECT NO:1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 31 | E |
|---|---|---|---|---|---|



TRAFFIC CONTROL NOTES

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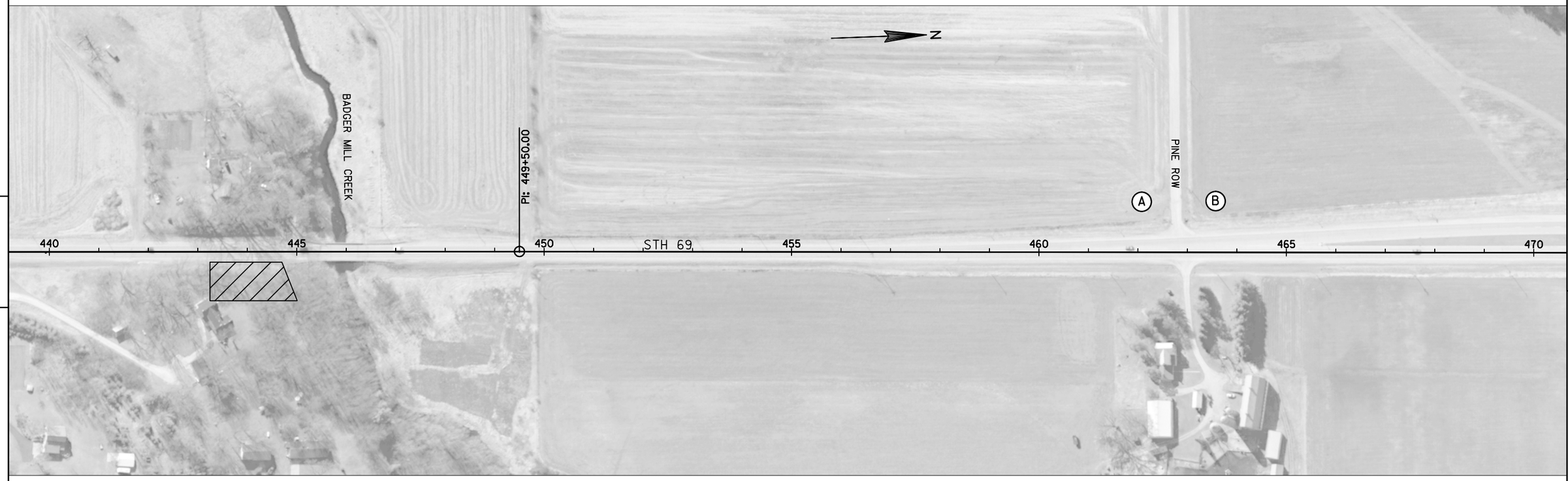
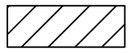


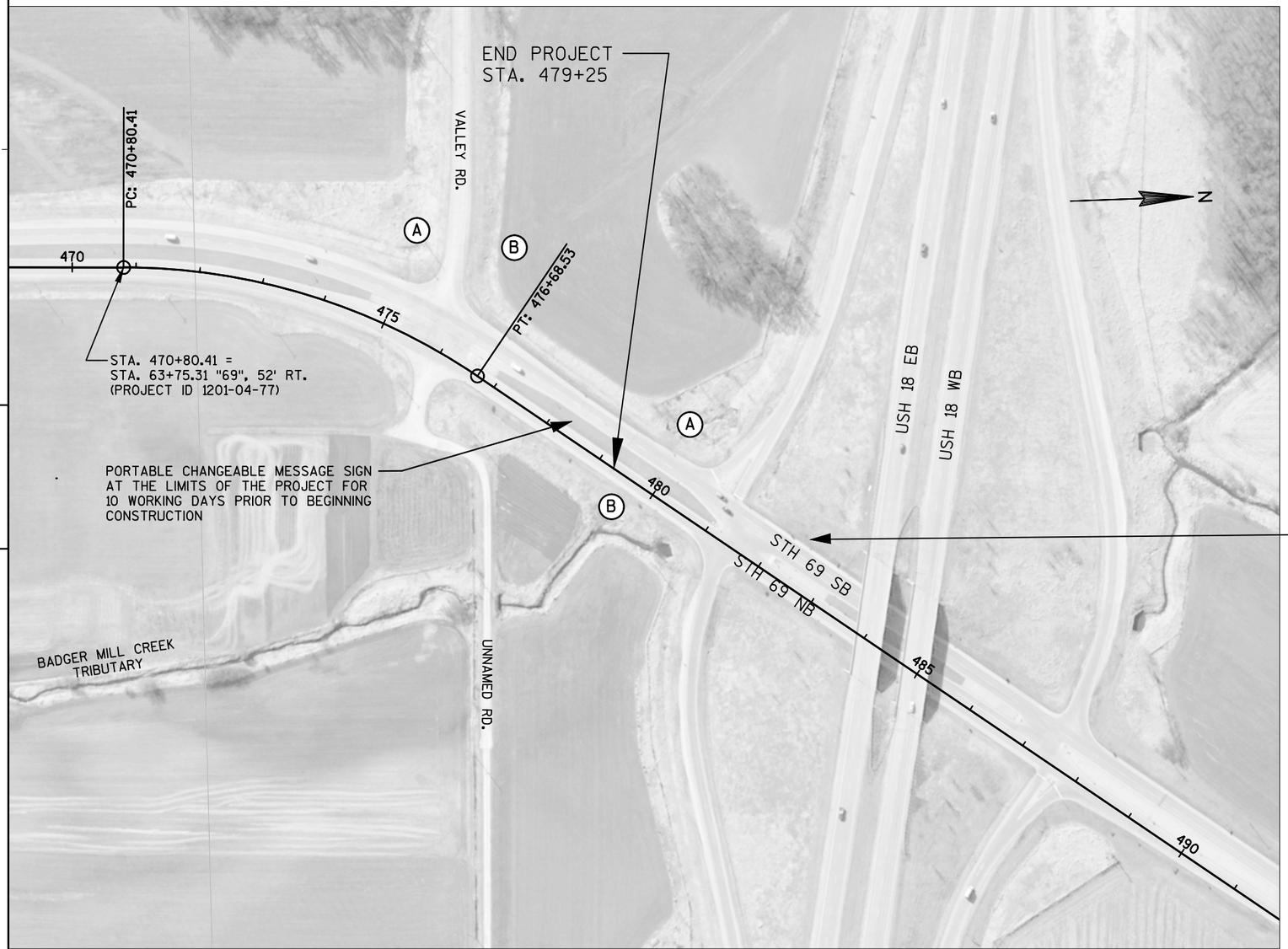



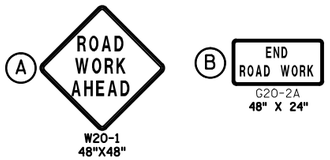
INDICATES
ENVIRONMENTALLY
SENSITIVE AREA

| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET | E |
|---|---|---|---|---|---|



FILE NAME : N:\PDS\C3D\16930501\SHEETSPLAN\021211_PD.DWG PLOT DATE : 3/20/2014 5:27 PM PLOT BY : SIMPSON, JAMES L PLOT NAME : ---------- PLOT SCALE : **********
WISDOT/CADDS SHEET 42







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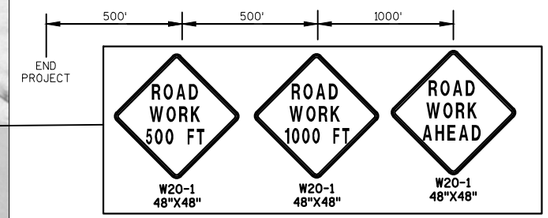


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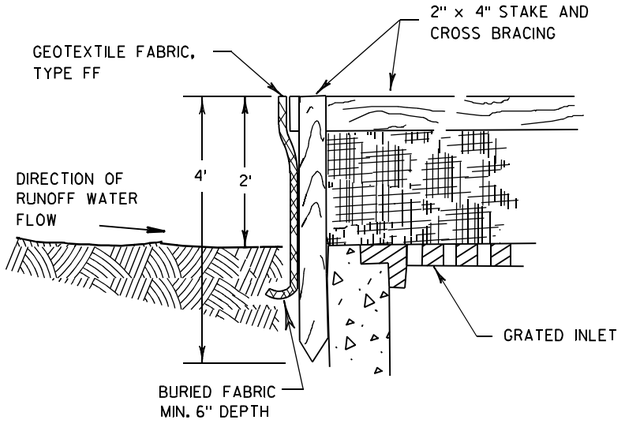
5

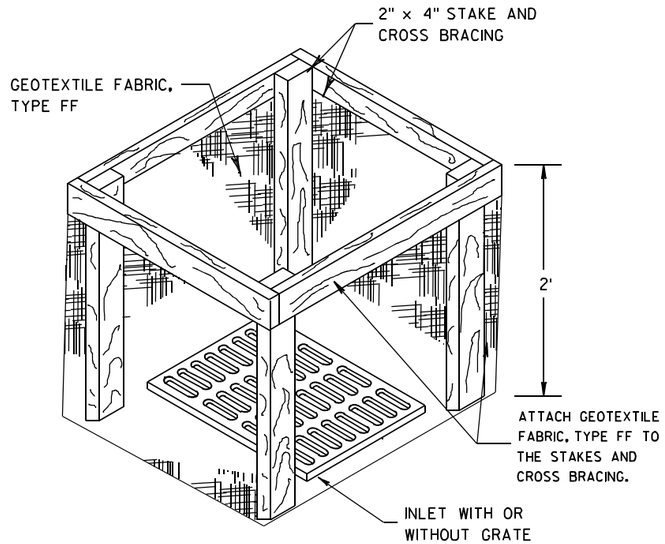
| PROJECT NO: 1693-05-71 | HWY: STH 69 | COUNTY: DANE | PLAN: DETAILS | SHEET 33 | E |
|---|---|---|---|---|---|

# Standard Detail Drawing List

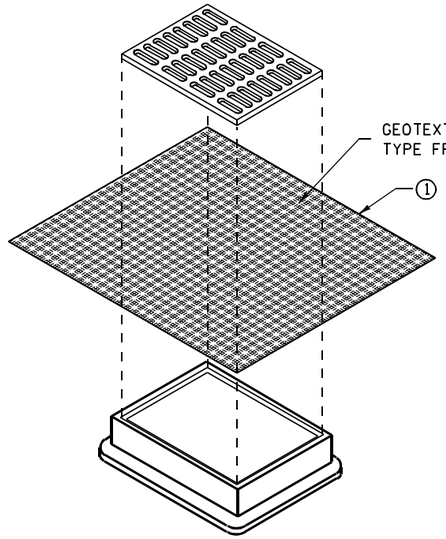
| | |
|---|---|
| 08E10-02 | INLET PROTECTION TYPE A, B, C AND D |
| 13A08-01 | ASPHALTIC RUMBLE STRIPS AT INTERSECTION |
| 14B29-01 | SAFETY EDGE |
| 15C04-02 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C05-02 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C06-06 | SIGNING & MARKING FOR TWO LANE BRIDGES |
| 15C08-16A | PAVEMENT MARKING (MAINLINE) |
| 15C08-16B | PAVEMENT MARKING (INTERSECTIONS) |
| 15C12-04 | TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS) |
| 15C19-02A | MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY |
| 15C19-02C | MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY |
| 15C21-05 | SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS |
| 15C33-01 | STOP LINE AND CROSSWALK PAVEMENT MARKING |
| 15D28-02 | TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY |


6



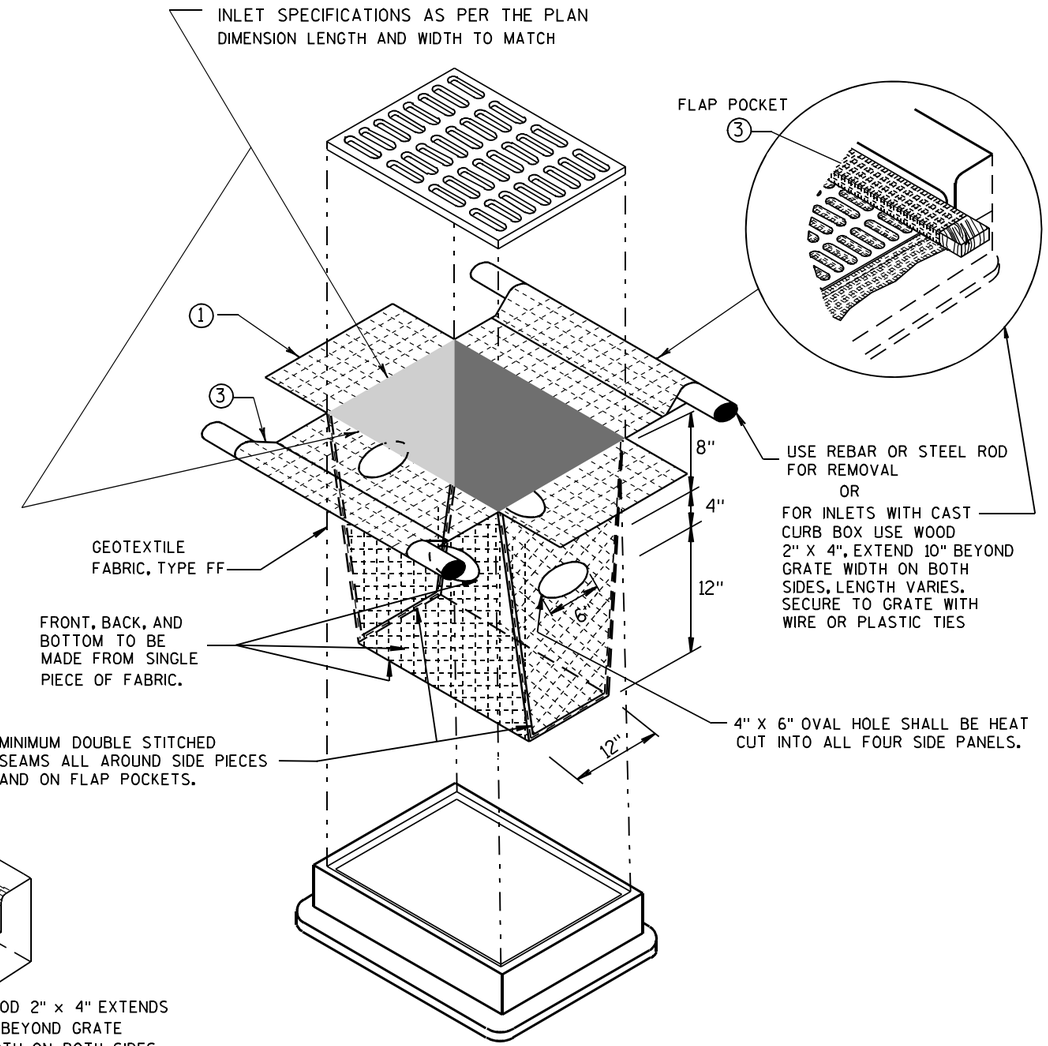




## INLET PROTECTION, TYPE A



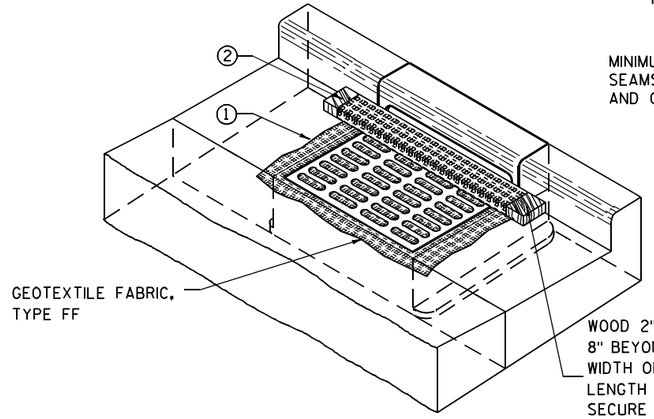

## INLET PROTECTION, TYPE B
## (WITHOUT CURB BOX)

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




## INLET PROTECTION, TYPE D

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




## INLET PROTECTION, TYPE C (WITH CURB BOX)

## GENERAL NOTES

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

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

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

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

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

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

## INSTALLATION NOTES

### TYPE B & C

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

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

### TYPE D

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

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

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

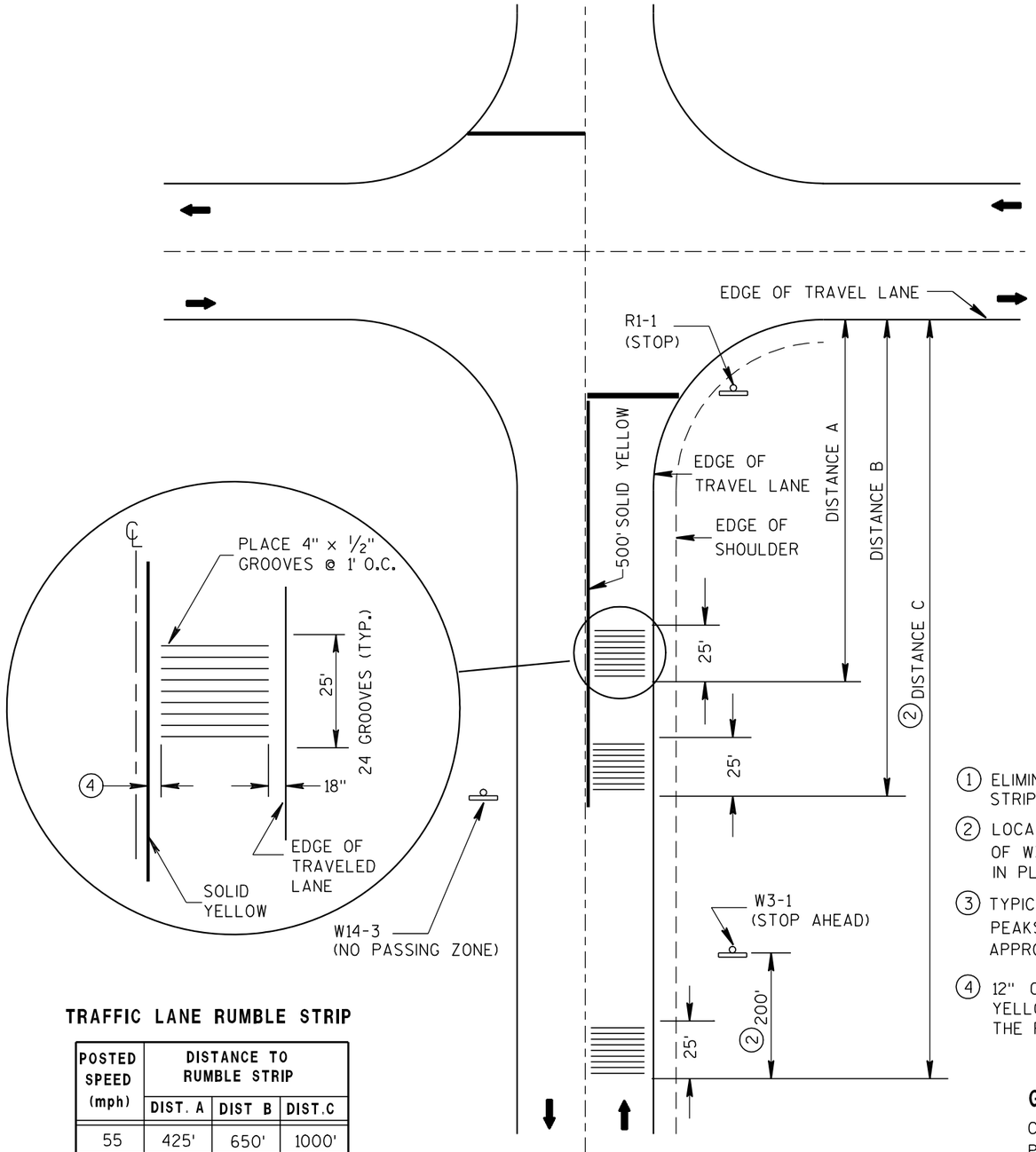
**INLET PROTECTION**
**TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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




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




ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

**PLAN VIEW**

## RUMBLE STRIP LOCATION

### TRAFFIC LANE RUMBLE STRIP

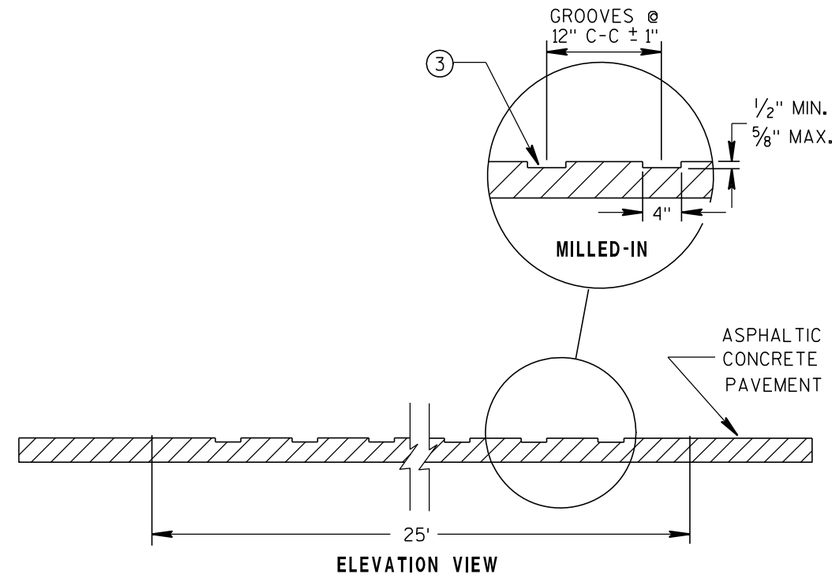
| POSTED SPEED (mph) | DISTANCE TO RUMBLE STRIP | | |
|---|---|---|---|
| | DIST. A | DIST B | DIST.C |
| 55 | 425' | 650' | 1000' |
| 50 | 325' | 450' | 800' |
| 45 | 275' | 400' | 650' |
| 40 | 225' | (1) | 550' |
| 35 | 175' | (1) | 475' |
| ≤ 30 | 125' | (1) | 425' |

(1) ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.

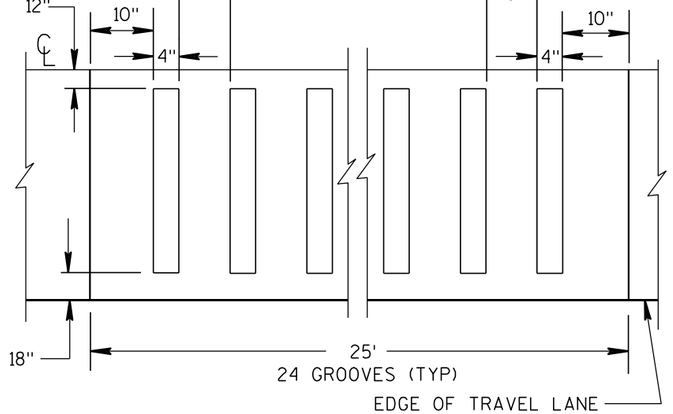
(2) LOCATE RUMBLE STRIP 200' IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE C.

(3) TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY 1/16"

(4) 12" CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.




**ELEVATION VIEW**




**PLAN VIEW**

## ASPHALTIC PAVEMENT MILLED-IN

## GENERAL NOTES

CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.

WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.

PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDED ELSEWHERE IN THE CONTRACT.

**ASPHALTIC RUMBLE STRIPS AT INTERSECTION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/17/2011
DATE

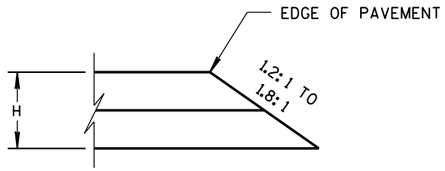
/S/ Jerry H. Zogg
ROADWAY STANDARDS | 36
ENGINEER

FHWA



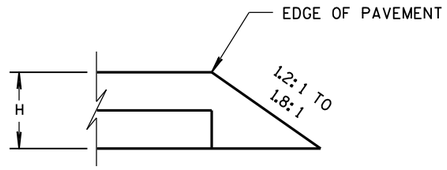


6



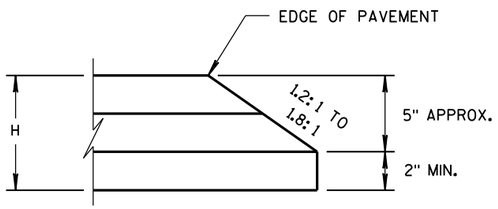

CONSTRUCTED WITH FINAL TWO LAYERS

FOR H 5" OR LESS



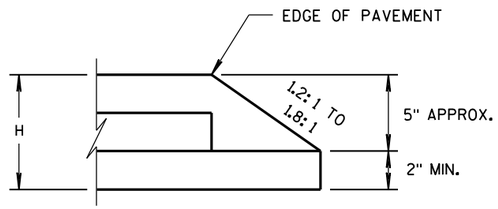

CONSTRUCTED WITH FINAL LAYER

FOR H 5" OR LESS




CONSTRUCTED WITH FINAL TWO LAYERS

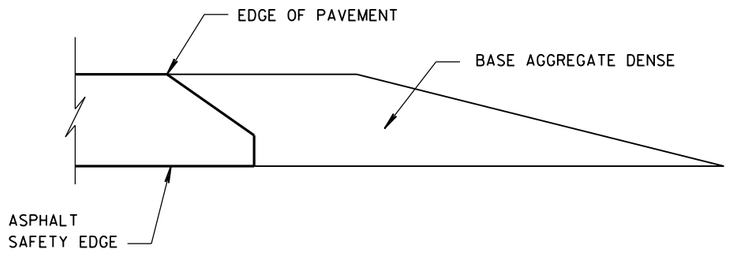
FOR H GREATER THAN 5"




CONSTRUCTED WITH FINAL LAYER

FOR H GREATER THAN 5"

## HMA PAVEMENT AND HMA OVERLAYS




## FINISHED SHOULDER AGGREGATE PLACEMENT

6

6

S.D.D. 14 B 29-1

S.D.D. 14 B 29-1

SAFETY EDGE SM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

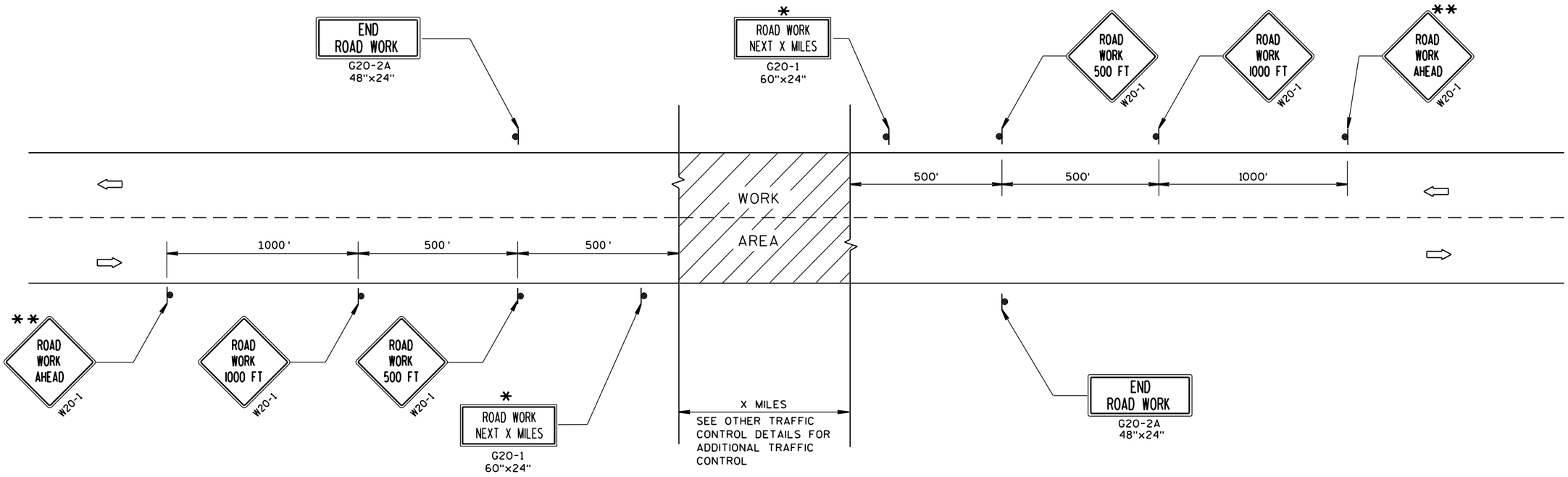
APPROVED

11/30/2012
DATE

/S/ Jerry H. Zoda
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

# TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL




## GENERAL NOTES

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

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

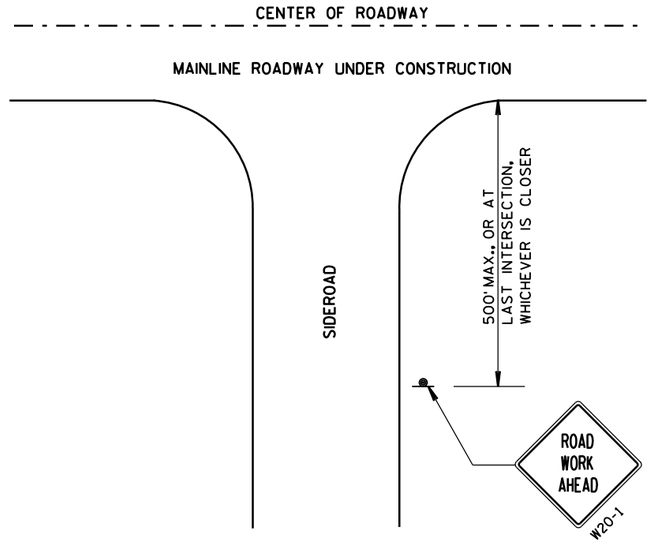
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

** PLACE ADDITIONAL W20-1 "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.




### LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

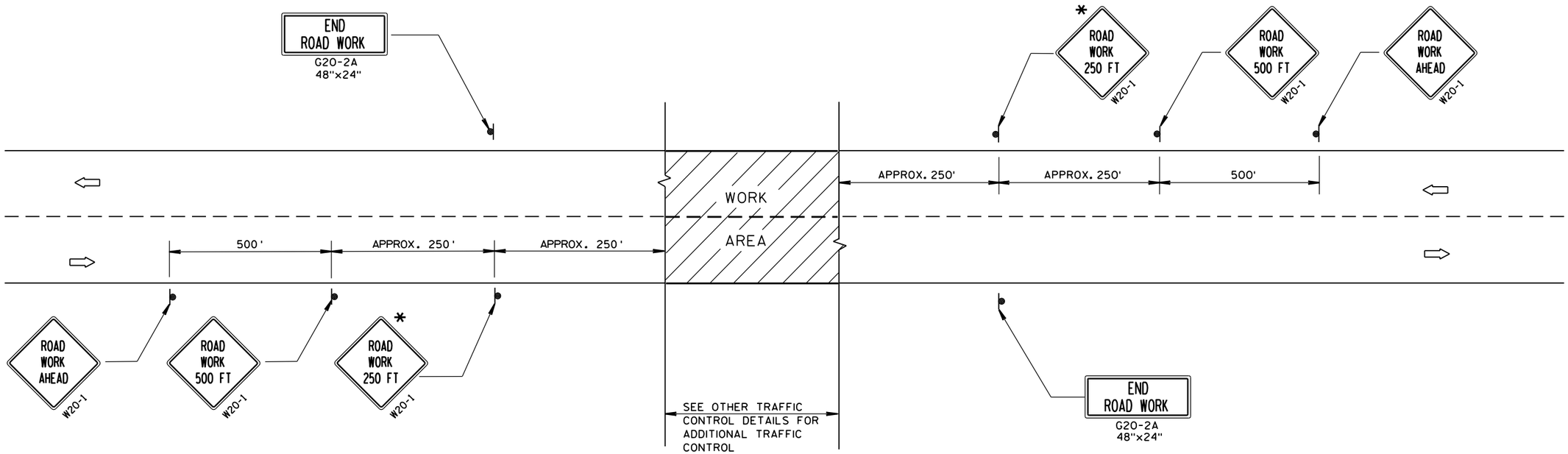
FHWA



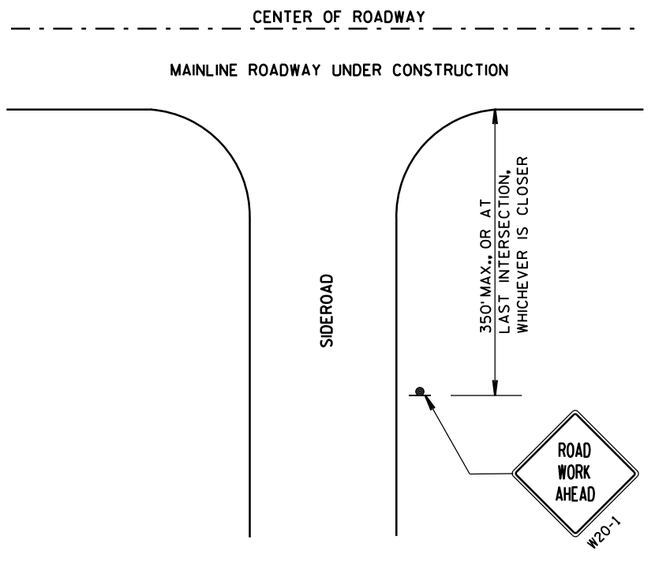


6

S.D.D. 15 C 4-2




# TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL




## GENERAL NOTES

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS RE-ESTABLISHED.

* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

## LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

| 8/2013 | /S/ Travis Feltes | |
|---|---|---|
| DATE | STATE TRAFFIC ENGINEER | SIGN |

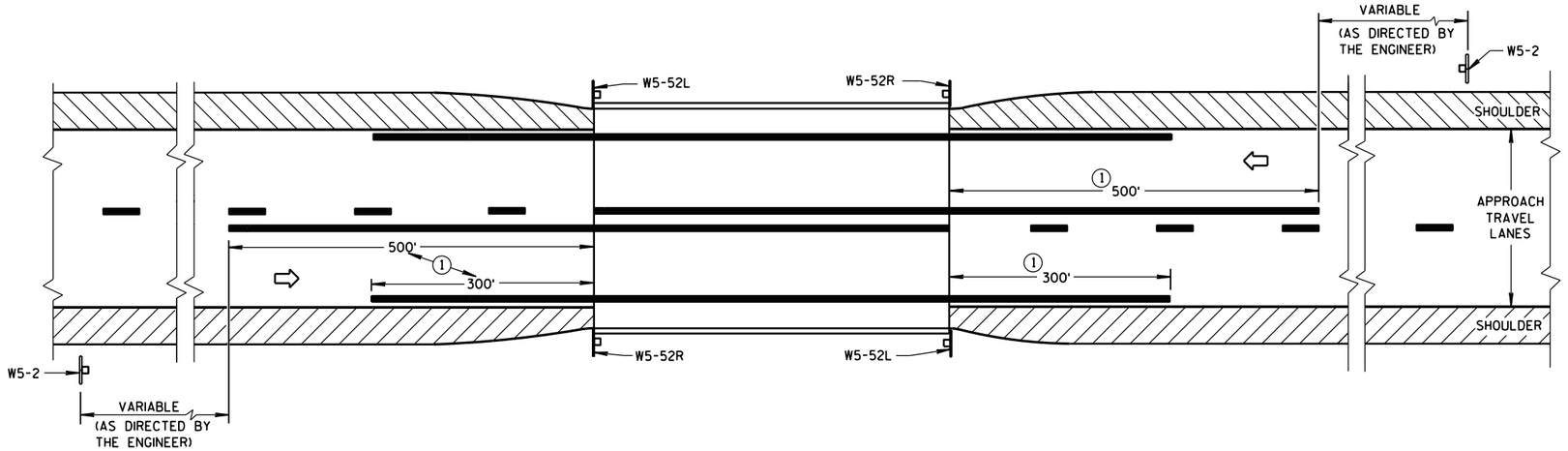
FHWA





6

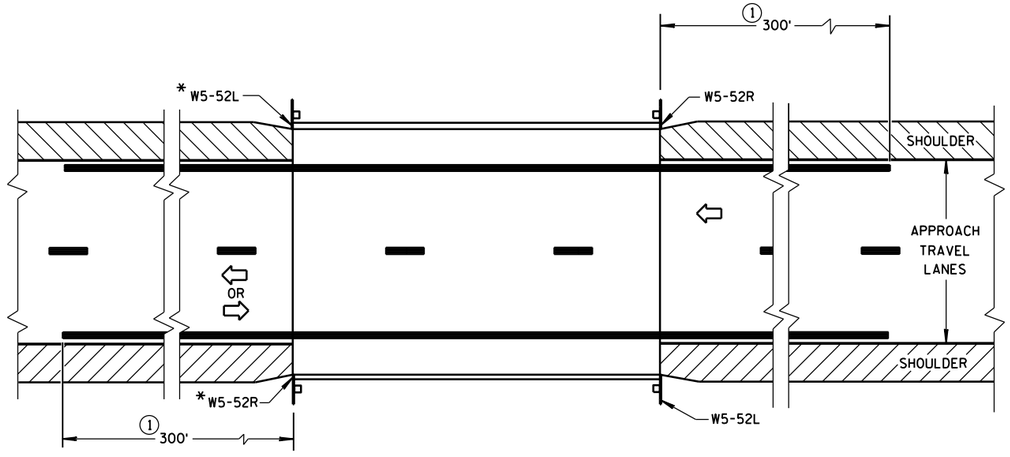
S.D.D. 15 C 5-2




## SITUATION 1

WARRANTING CRITERIA:

BRIDGE WIDTH IS AT LEAST 18 FEET BUT LESS THAN 24 FEET




*OMIT ON ONE-WAY TRAVELLED WAYS

## SITUATION 2

WARRANTING CRITERIA:

1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE IS LESS THAN 6 FEET WIDER (ON EACH SIDE) THAN APPROACH TRAVEL LANES.

## GENERAL NOTES

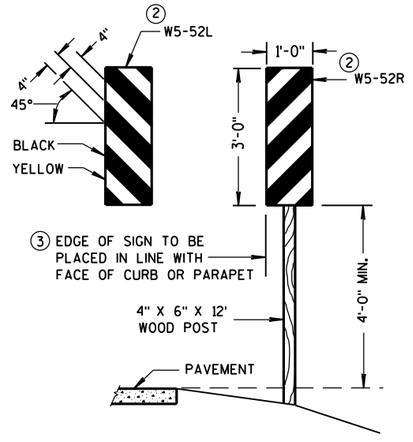
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

PAVEMENT MARKING SHOWN ON THIS DRAWING IS NOT REQUIRED UNLESS OTHERWISE SPECIFIED IN THE CONTRACT. WHEN SPECIFIED, PAVEMENT MARKING SHALL CONFORM TO THIS DRAWING AND OTHER CONTRACT REQUIREMENTS.

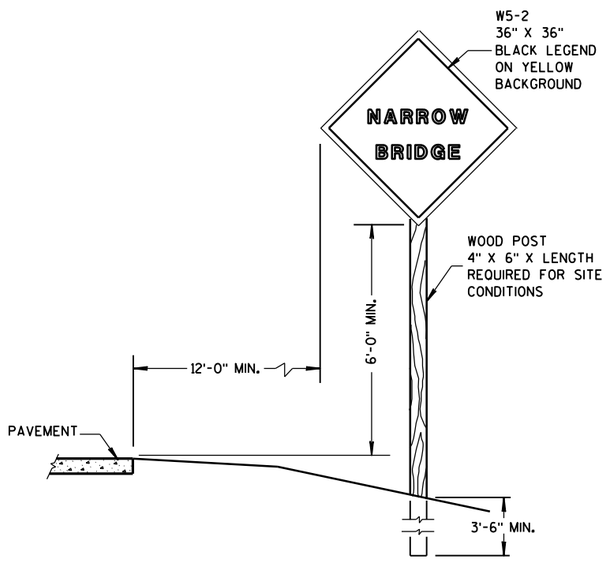
(1) MINIMUM DISTANCE UNLESS OTHERWISE SHOWN ON THE PLAN.

(2) FACE OF OBJECT MARKERS W5-52R, AND W5-52L SHALL BE COVERED WITH TYPE F REFLECTIVE SHEETING.

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




## OBJECT MARKER PLACEMENT




## SIGN PLACEMENT

**SIGNING & MARKING FOR TWO LANE BRIDGES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

3/4/2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC ENGINEER

FHWA

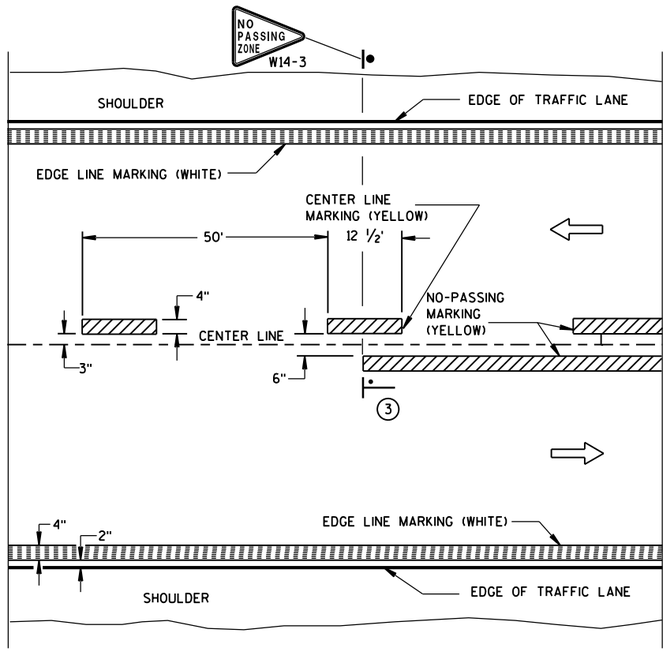




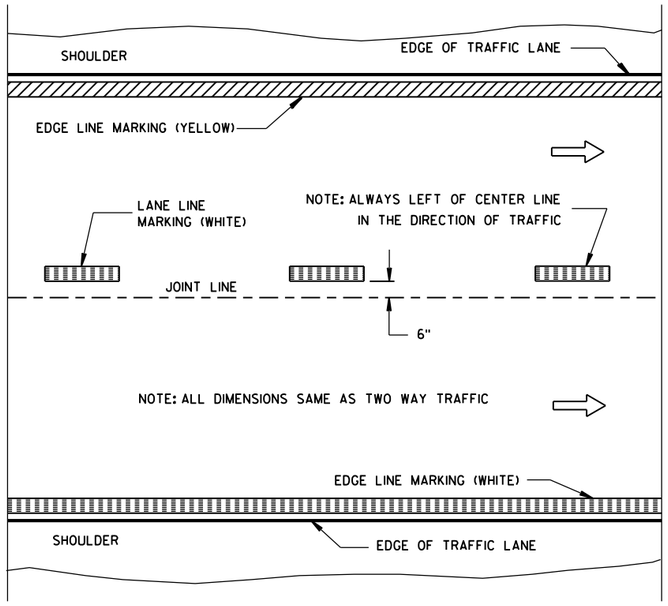


6

S.D.D. 15 C 6-6

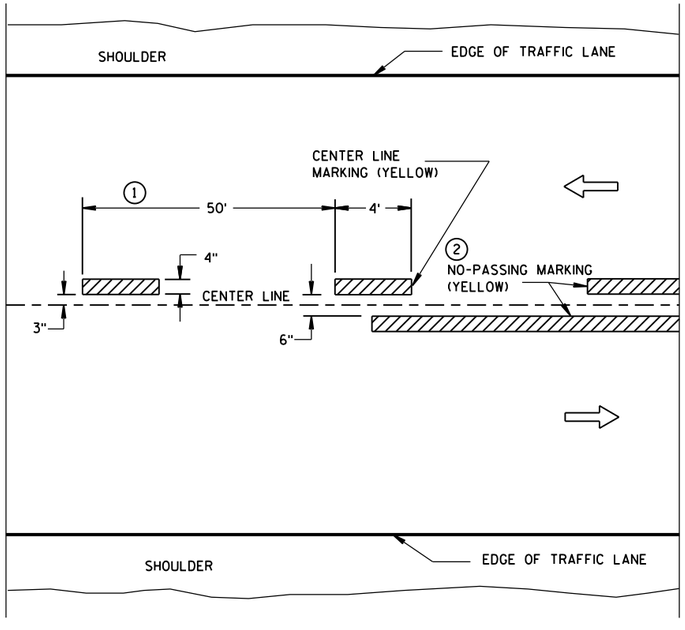



TWO WAY TRAFFIC

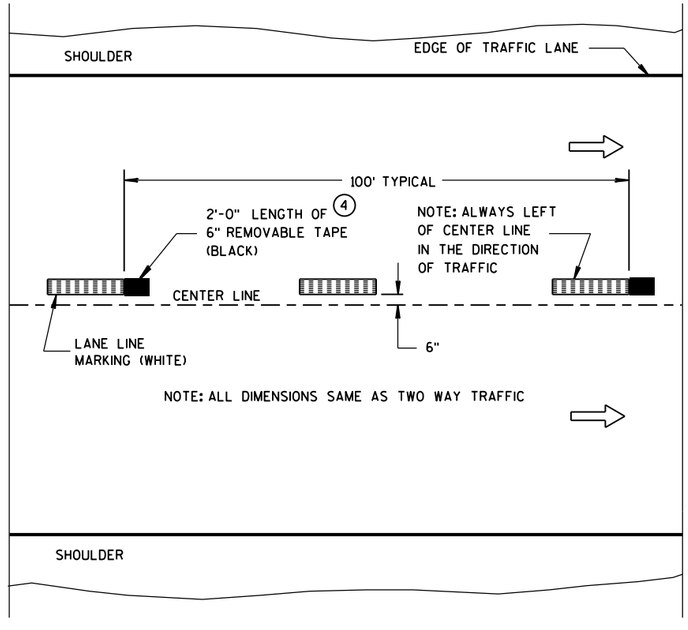



ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING




TWO WAY TRAFFIC




ONE WAY TRAFFIC

## TEMPORARY (INTERMEDIATE) PAVEMENT MARKING

(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

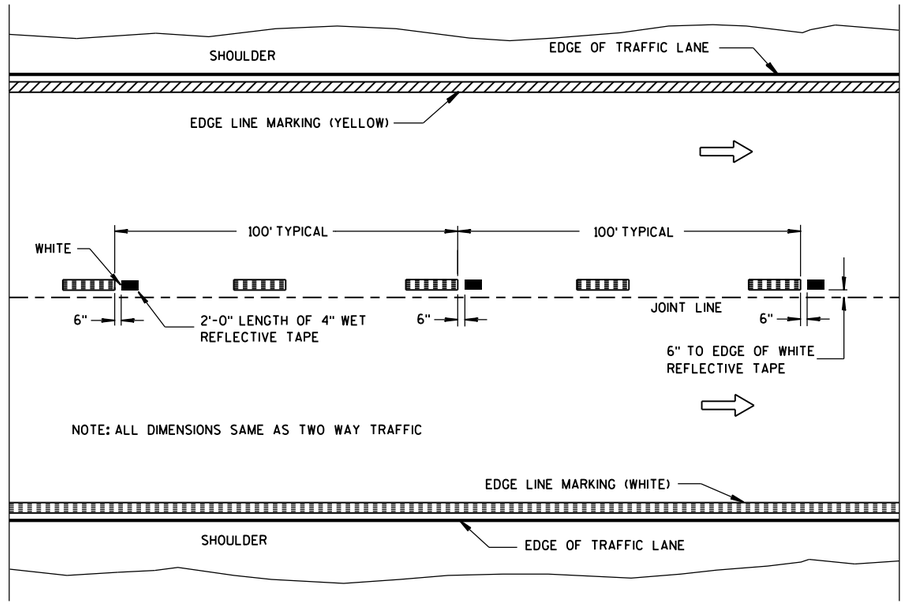
## GENERAL NOTES

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

1. HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
2. NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
3. NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
4. CONCRETE ONLY.

## NOTE

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL




WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

**LEGEND**

"T" MARKING

POST MOUNTED SIGN

**PAVEMENT MARKING (MAINLINE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013 — DATE

/S/ Travis Feltes — STATE TRAFFIC E

FHWA

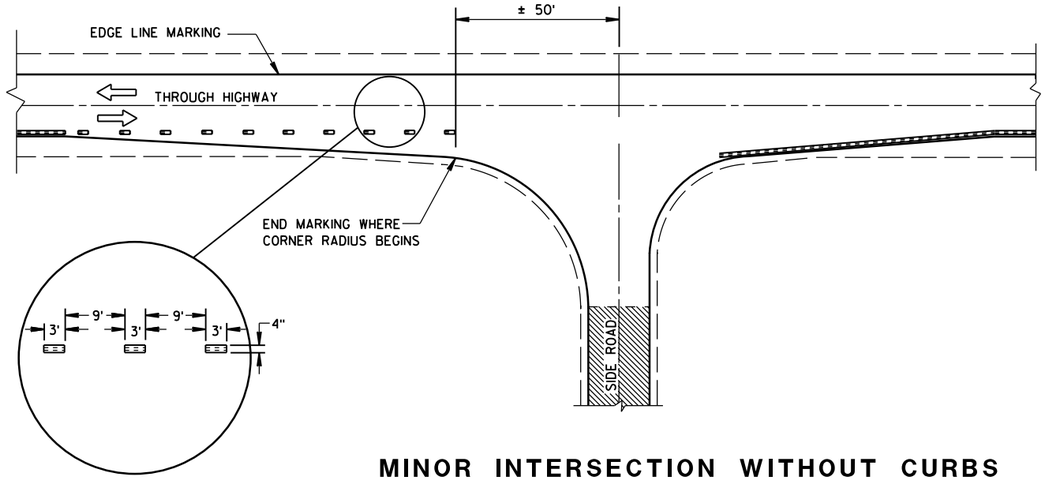


6

S.D.D. 15 C 8-16a

6

S.D.D. 15 C 8-16a




## MINOR INTERSECTION WITHOUT CURBS

## GENERAL NOTES

EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.

(1) WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.

(2) WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.

(3) ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.

(4) THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.

(5) BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.

(6) BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

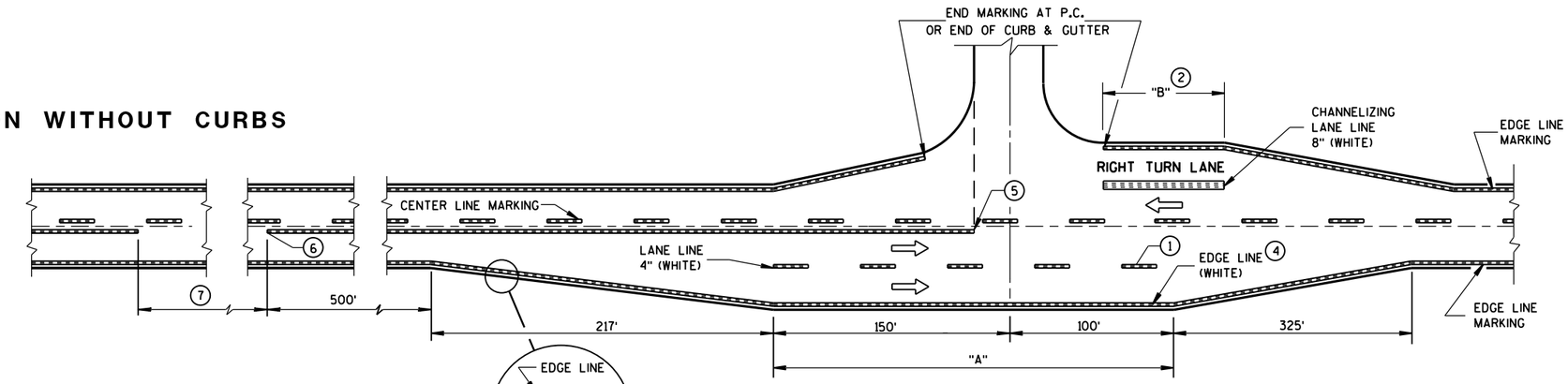
(7) IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.

(8) 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

ARROW SYMBOL ( ⇨ ) SHOWS DIRECTION OF TRAVEL

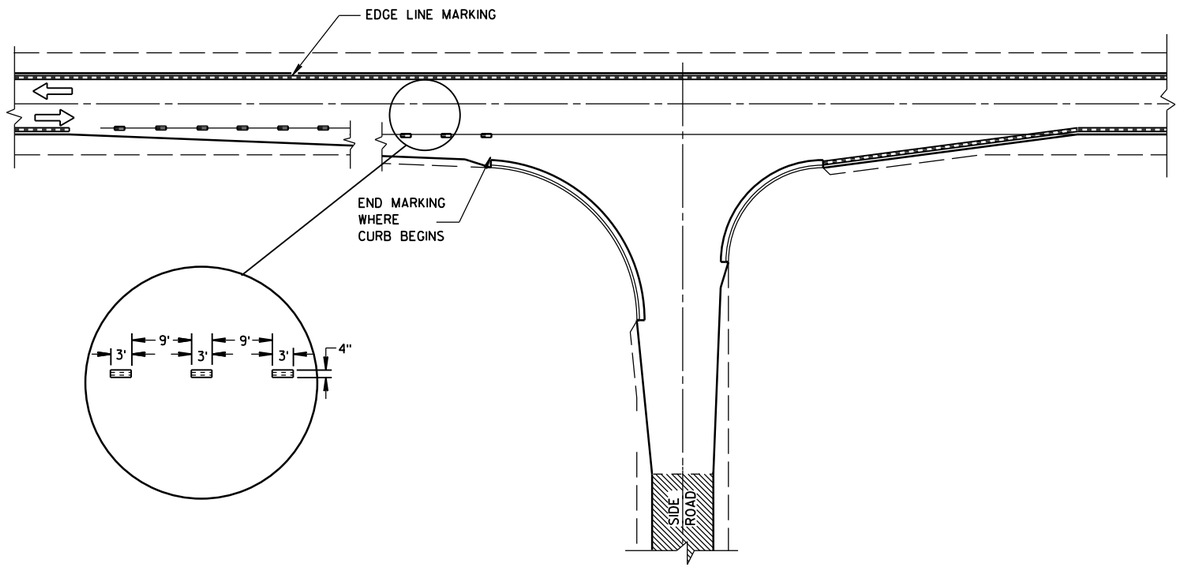
(7)

| POSTED SPEED (MPH) | MINIMUM DISTANCE BETWEEN ZONES (FEET) |
|---|---|
| 25 - 30 | 528 |
| 35 - 40 | 528 |
| 45 - 50 | 686 |
| 55 | 792 |



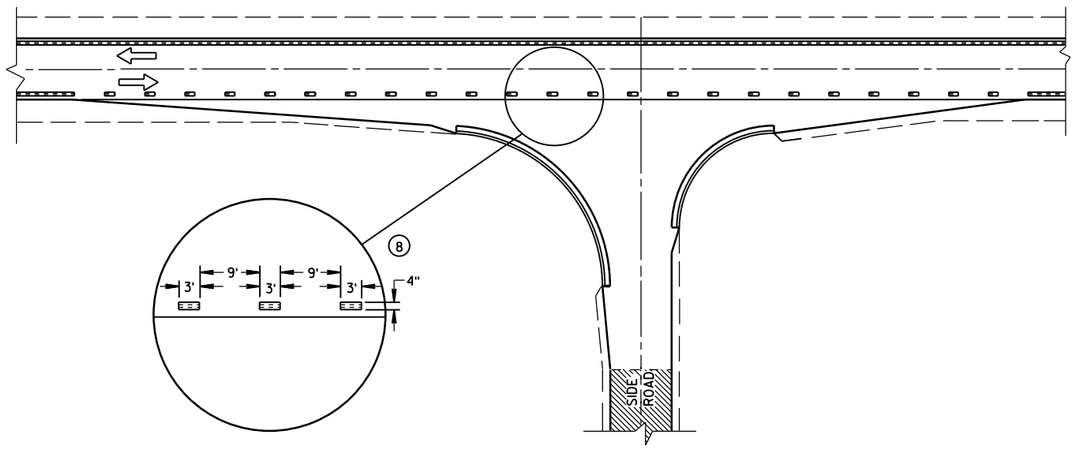

## MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)




## MINOR INTERSECTION WITH CURBS

(TYPICAL MARKING)




## MINOR INTERSECTION WITH CURBS

(3) (FOR SPECIAL CONDITIONS AS SPECIFIED)

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPOR



6

S.D.D. 15 C 8-16b

6

S.D.D. 15 C 8-16b

## LEGEND

SIGN ON PORTABLE OR PERMANENT SUPPORT

DIRECTION OF TRAFFIC

WORK AREA

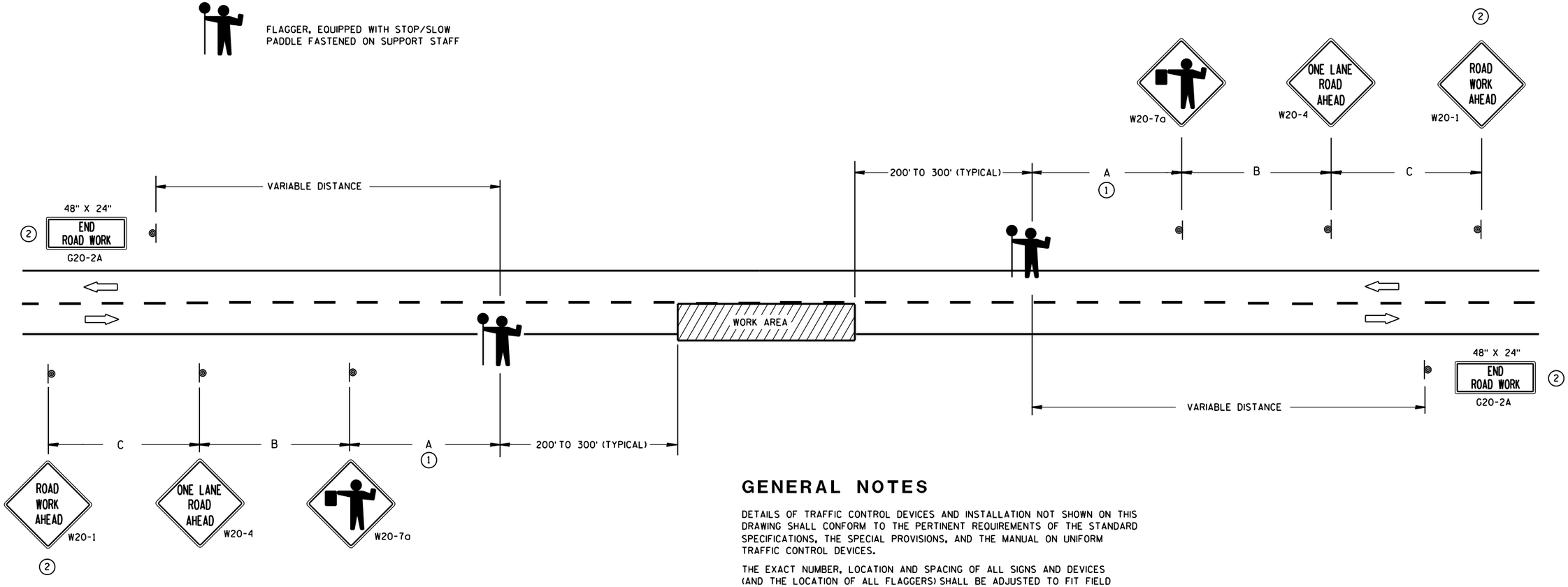
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

## SIGN SPACING TABLE

| SPEED LIMIT | SIGN SPACING A,B,C |
|---|---|
| 25-35 MPH | 200' |
| 35-40 MPH | 350' |
| 45-55 MPH | 500' |


W3-4

USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.




(1) FOR A MOVING WORK OPERATION,
SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

(2) SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

## GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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

# TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 — DATE
/S/ Travis Feltes — STATE TRAFFIC ENGINEER
DESIGN
FHWA

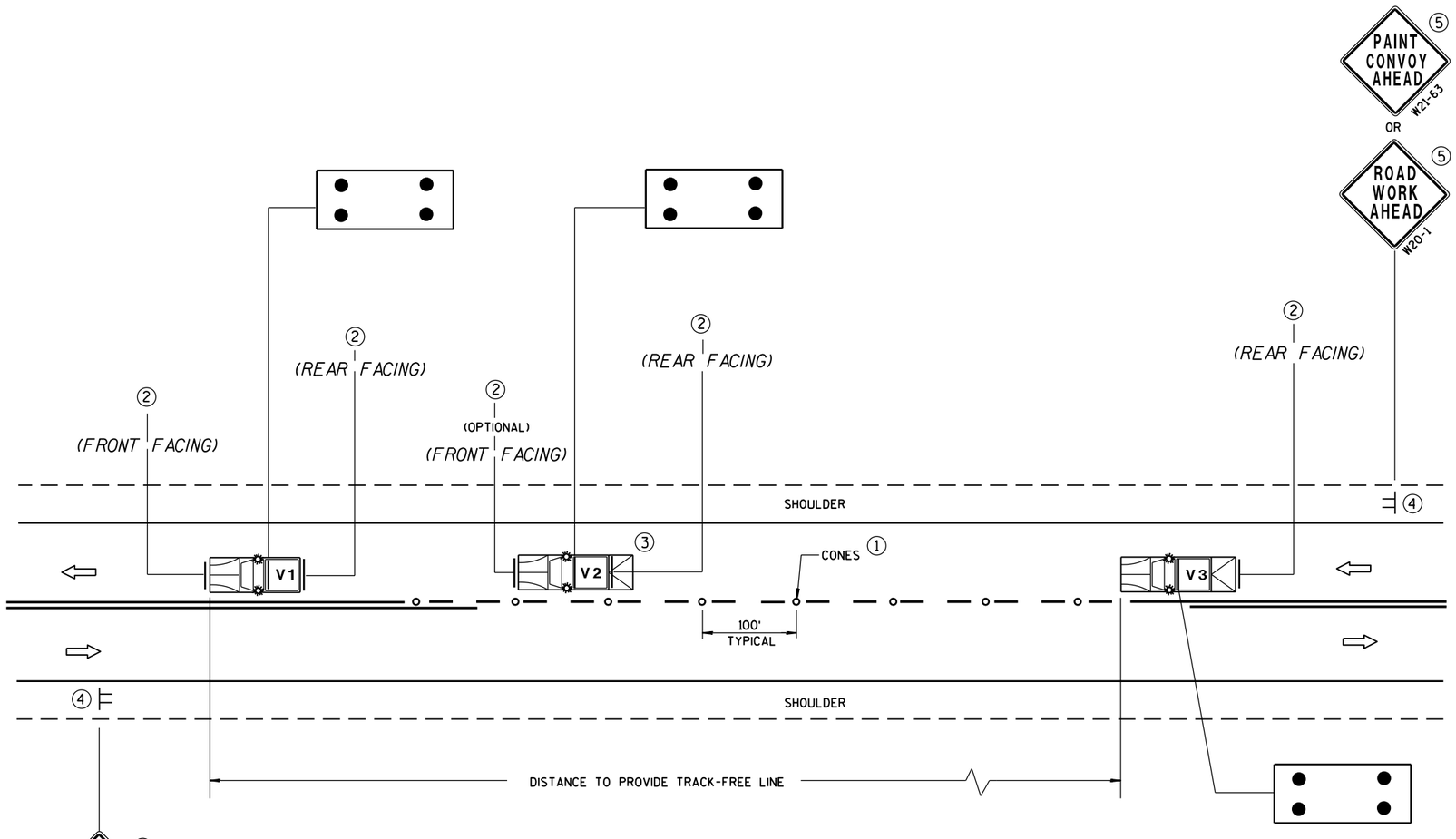


6

S.D.D. 15 C 12-4

6

S.D.D. 15 C 12-4




## MOVING PAVEMENT MARKING OPERATIONS
## TWO-LANE TWO-WAY ROADWAY

## GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

(1) CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

(2) USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

(3) OPTIONAL TRUCK-MOUNTED ATTENUATOR.

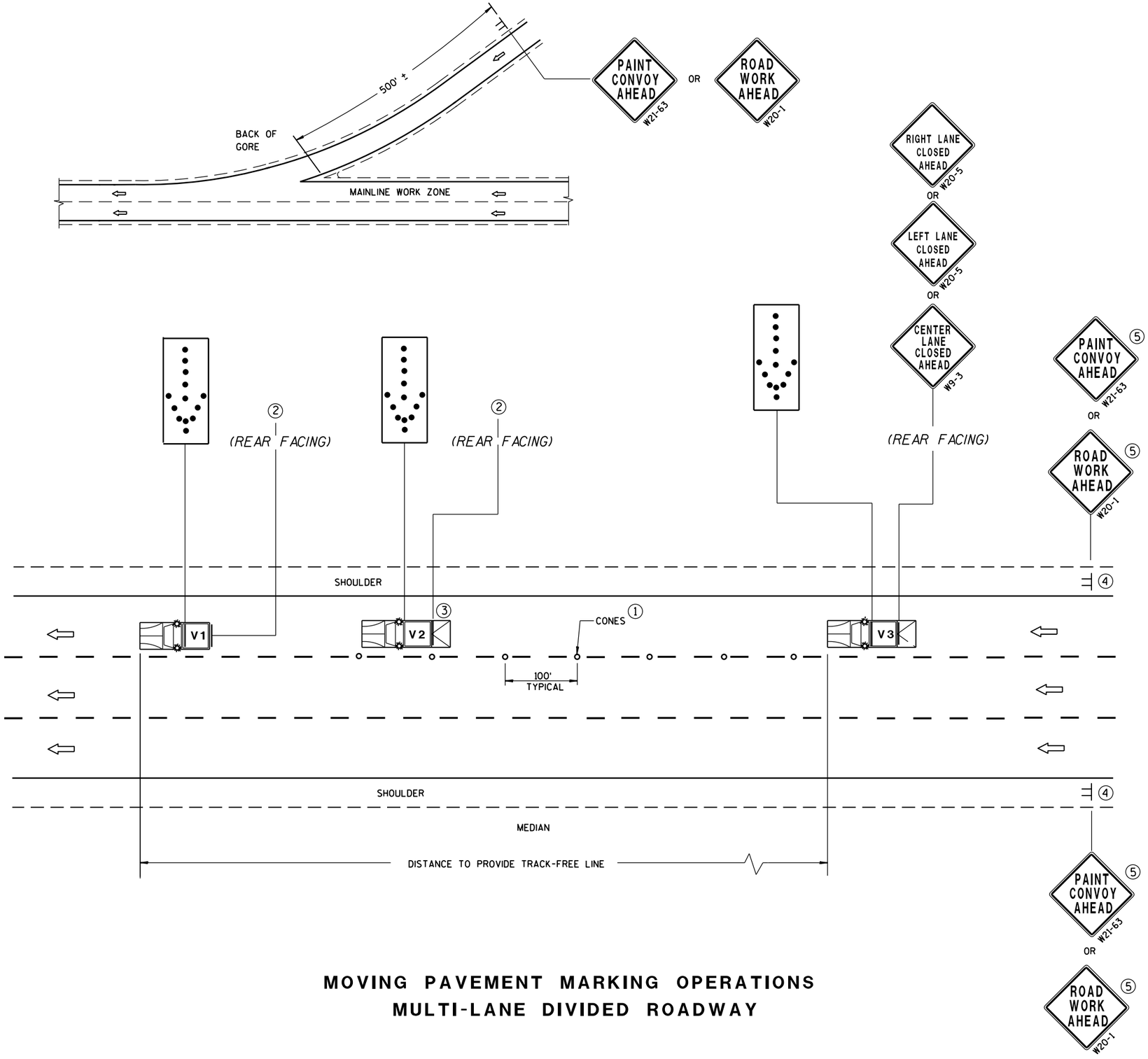
(4) SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

(5) IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

### LEGEND

| | |
|---|---|
| **V1** | LEAD VEHICLE |
| **V2** | SHADOW VEHICLE |
| **V3** | TRAIL VEHICLE WITH TMA |
| **TMA** | TRUCK-MOUNTED ATTENUATOR |
| | SIGN ON TEMPORARY SUPPORT |
| | DIRECTION OF TRAFFIC |
| | CONES |
| | FLASHING ARROW PANEL ( CAUTION ) |

| | |
|---|---|
| MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED | |
| 5/3/2013 DATE | /S/ Travis Feltes STATE TRAFFIC E |
| FHWA | |




## MOVING PAVEMENT MARKING OPERATIONS
## MULTI-LANE DIVIDED ROADWAY

## GENERAL NOTES

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.

WET PAINT W21-64 OR WET PAINT W21-64

③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.

⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

### LEGEND

| | |
|---|---|
| V1 | LEAD VEHICLE |
| V2 | SHADOW VEHICLE |
| V3 | TRAIL VEHICLE WITH TMA |
| TMA | TRUCK-MOUNTED ATTENUATOR |
| | SIGN ON TEMPORARY SUPPORT |
| | DIRECTION OF TRAFFIC |
| | CONES |
| | FLASHING ARROW PANEL ( MERGE ) |

**MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA



6

S.D.D. 15 C 19-2c

6

S.D.D. 15 C 19-2c

## GENERAL NOTES

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

**A** DISTANCE DEPENDENT ON SPEED (SEE TABLE)

(1) WRONG WAY PREVENTION SIGNS ARE DISCUSSED IN T G M 2-15-12

(2) REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT

## SYMBOLS

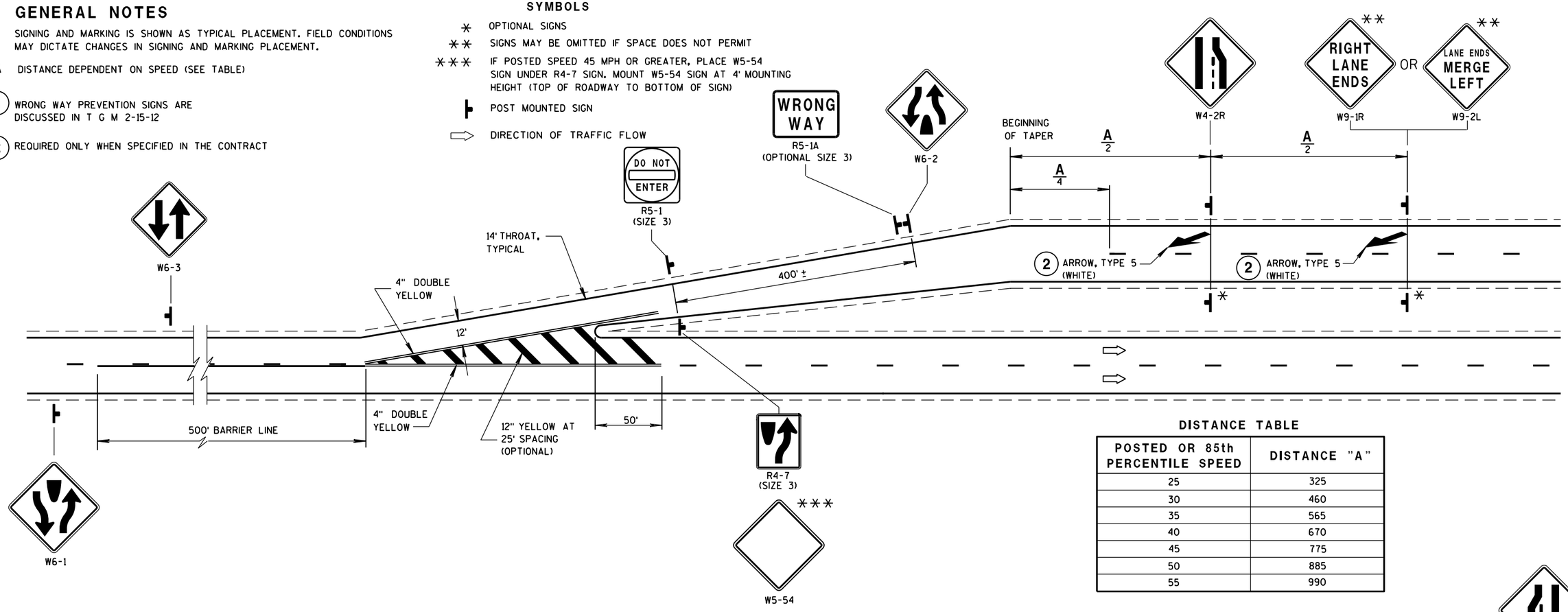
* OPTIONAL SIGNS

** SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT

*** IF POSTED SPEED 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN)

POST MOUNTED SIGN

DIRECTION OF TRAFFIC FLOW




### DISTANCE TABLE

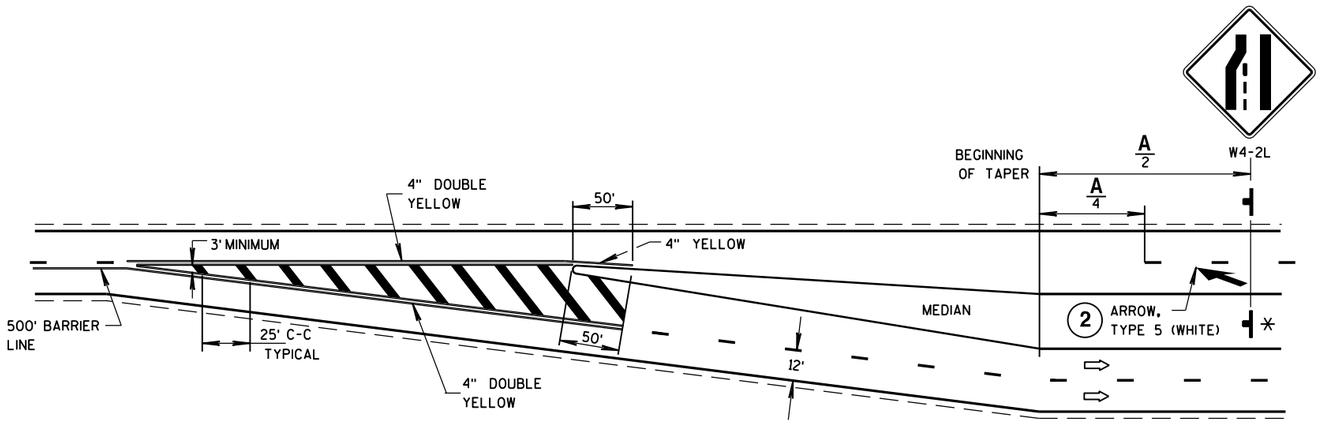
| POSTED OR 85th PERCENTILE SPEED | DISTANCE "A" |
|---|---|
| 25 | 325 |
| 30 | 460 |
| 35 | 565 |
| 40 | 670 |
| 45 | 775 |
| 50 | 885 |
| 55 | 990 |

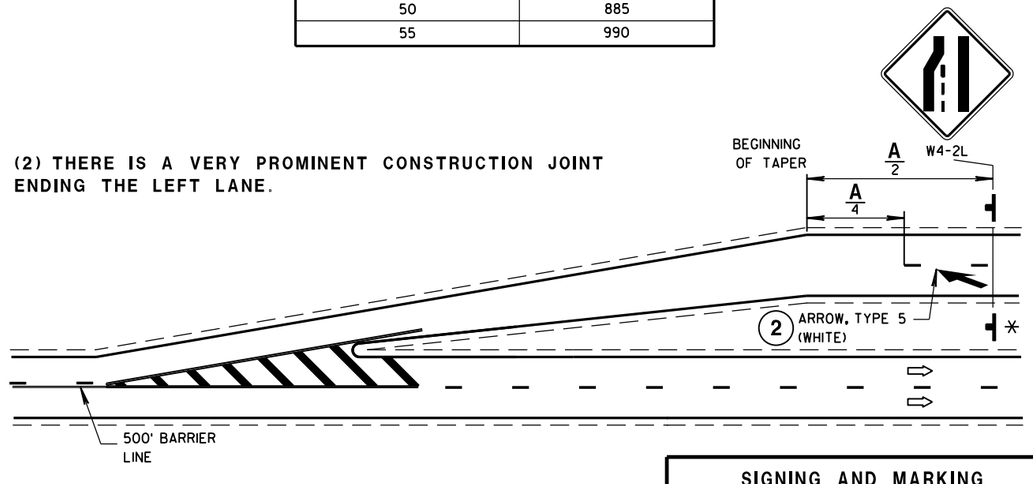
**USE W4-2L IF :**

**(1) THE LEFT LANE IS PUSHED TO THE RIGHT:**

**OR**

**(2) THERE IS A VERY PROMINENT CONSTRUCTION JOINT ENDING THE LEFT LANE.**




**SIGNING AND MARKING**
**TWO LANE TO FOUR LANE DIVIDED TRANSITIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013 DATE

/S/ Travis Feltes
STATE TRAFFIC EN

FHWA

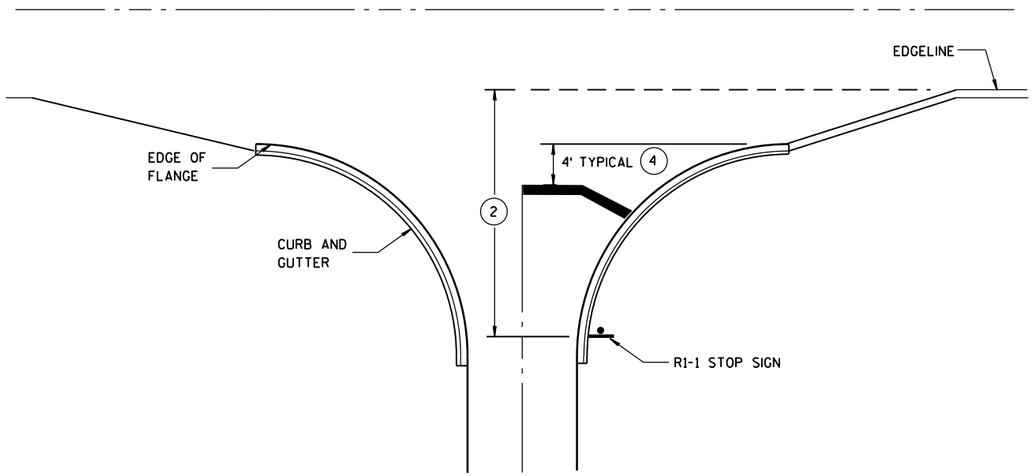




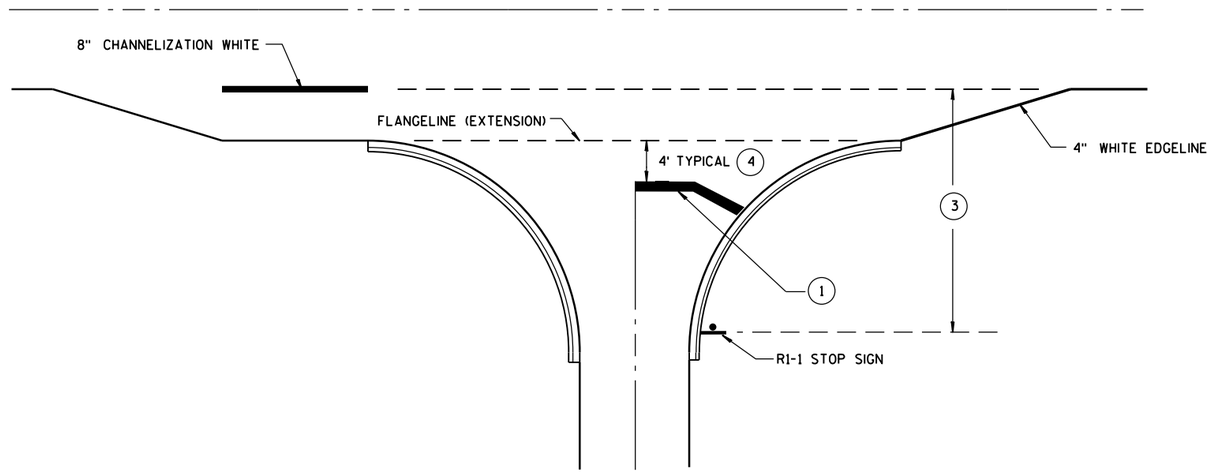
6



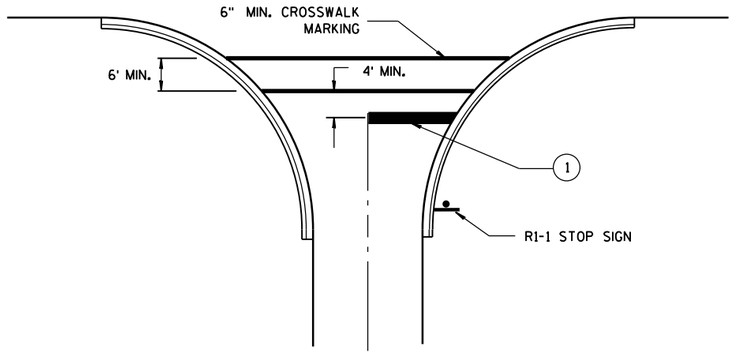
S.D.D. 15 C 21-5



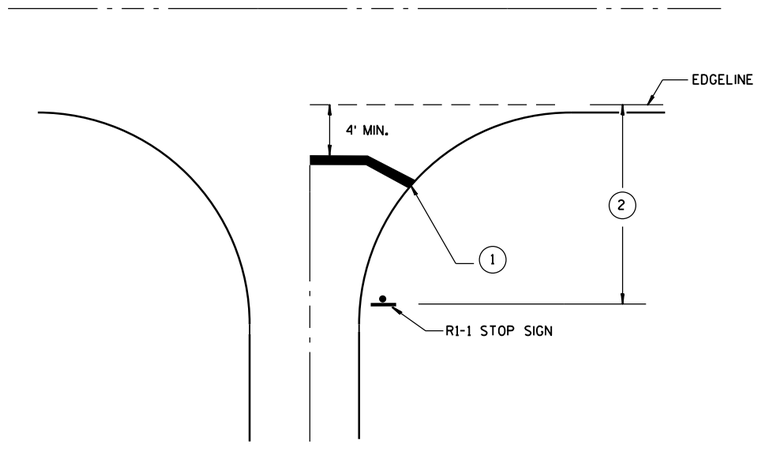

**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**




**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**




**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

## GENERAL NOTES

1. 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
2. IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE THAN NO STOP LINE IS REQUIRED.
3. IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
4. MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013
DATE

/S/ Travis Feltes
STATE TRAFFIC E

FHWA




6


S.D.D. 15 C 33-1

## GENERAL NOTES

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.

CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

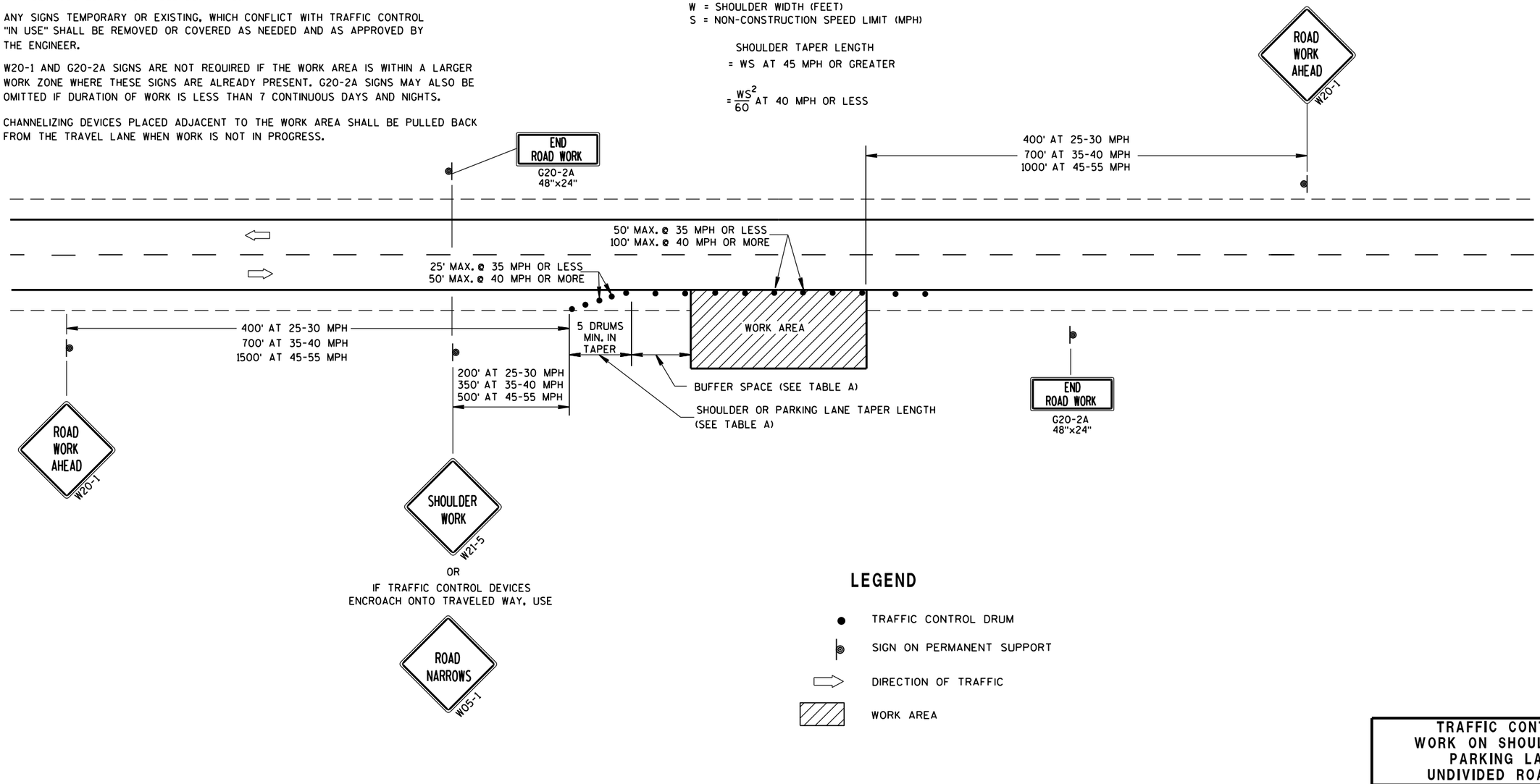
## TABLE A

| S \ W | SHOULDER TAPER LENGTH (FEET) 4 | 6 | 8 | 10 | BUFFER SPACE (FEET) |
|---|---|---|---|---|---|
| 30 | 20 | 30 | 40 | 50 | 85 |
| 35 | 30 | 45 | 55 | 70 | 120 |
| 40 | 40 | 55 | 75 | 90 | 170 |
| 45 | 60 | 90 | 120 | 150 | 220 |
| 50 | 70 | 100 | 135 | 170 | 280 |
| 55 | 75 | 110 | 150 | 185 | 335 |

W = SHOULDER WIDTH (FEET)
S = NON-CONSTRUCTION SPEED LIMIT (MPH)

SHOULDER TAPER LENGTH
= WS AT 45 MPH OR GREATER

$= \frac{WS^2}{60}$ AT 40 MPH OR LESS




## LEGEND

- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA

**TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013 DATE

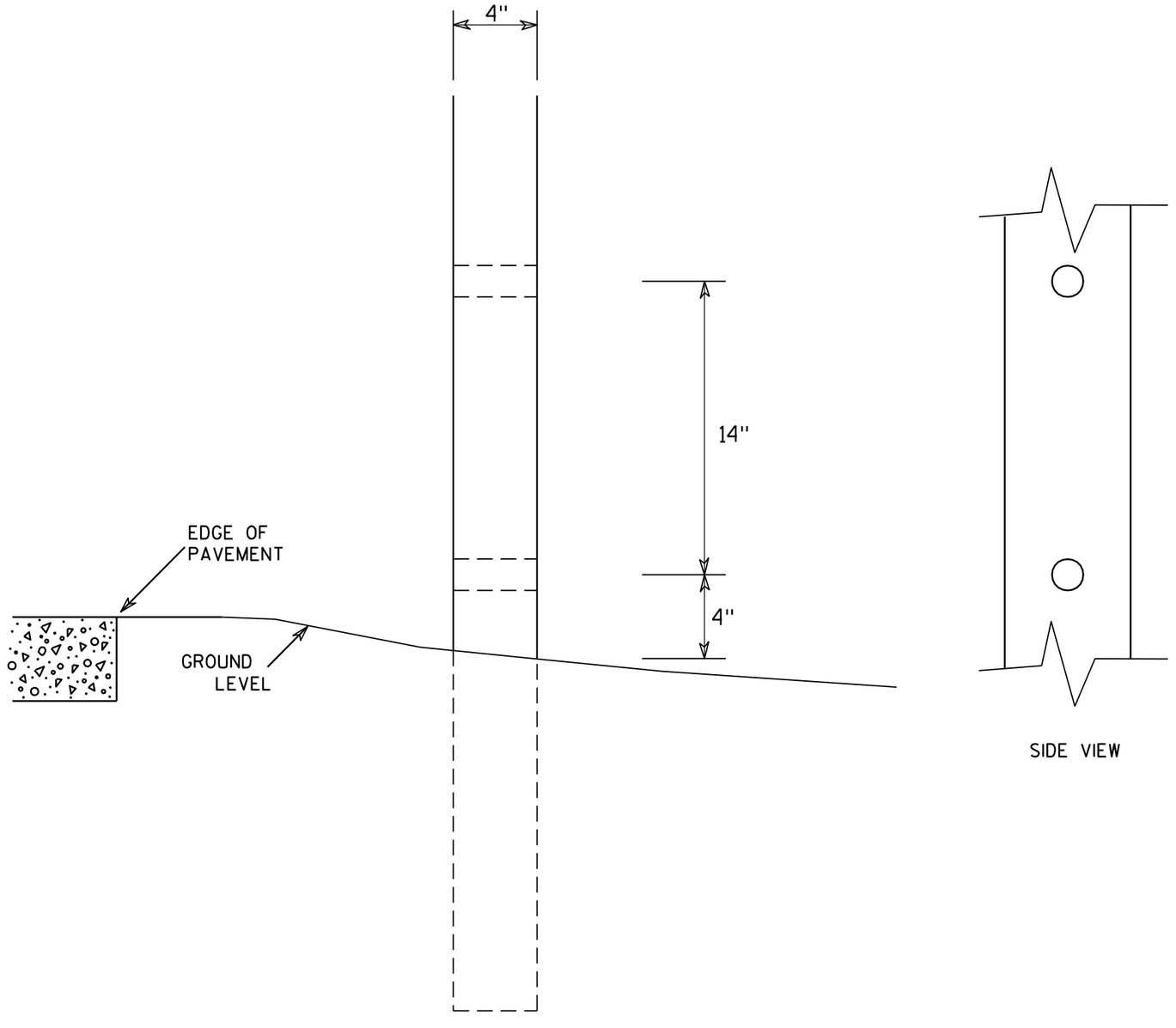
/S/ Travis Feltes
STATE TRAFFIC ENGINEER

FHWA




6


S.D.D. 15 D 28-2






SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

7

7

# 4 X 6 WOOD POST MODIFICATIONS

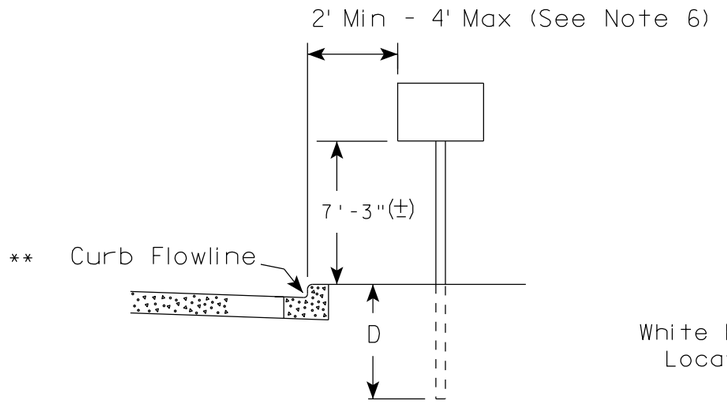
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Chester J Spang
for State Traffic Engineer

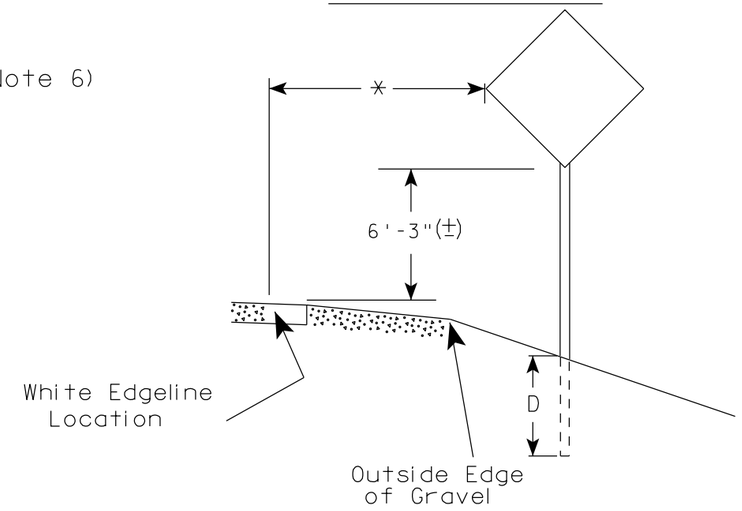
DATE 3/27/97 PLATE NO. A4-11.2

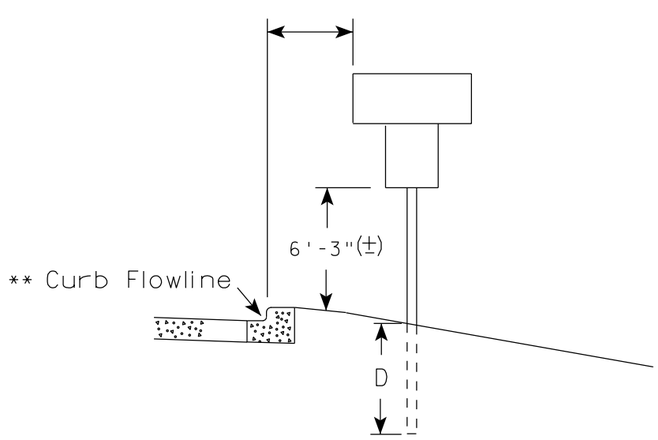
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 49 | E |
|---|---|---|---|---|---|

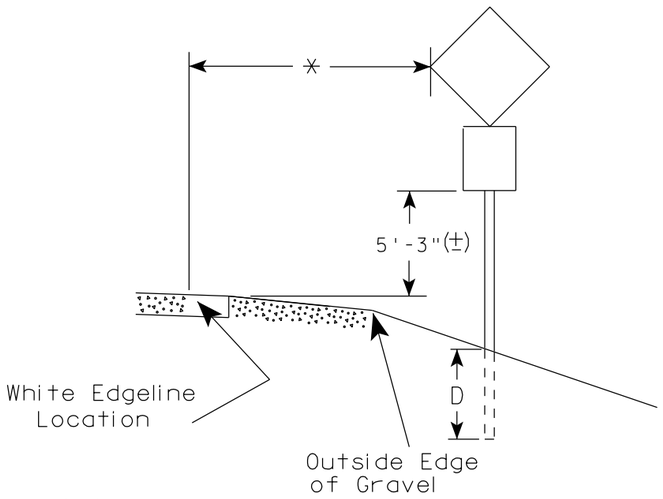
## URBAN AREA




## RURAL AREA (See Note 2)




** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

## GENERAL NOTES

1. Signs wider than 4 feet, 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. Minimum mounting height for J assemblies (A4-5) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding stop signs (R1-1F) shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series) & End of Rod Markers (W5-56 & W5-56A) shall be mounted at a height of 4'-3" (+).

## POST EMBEDMENT DEPTH

| Area of Sign Installation ( Sq. Ft. ) | D ( Min ) |
|---|---|
| 20 or Less | 4' |
| Greater than 20 | 5' |

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

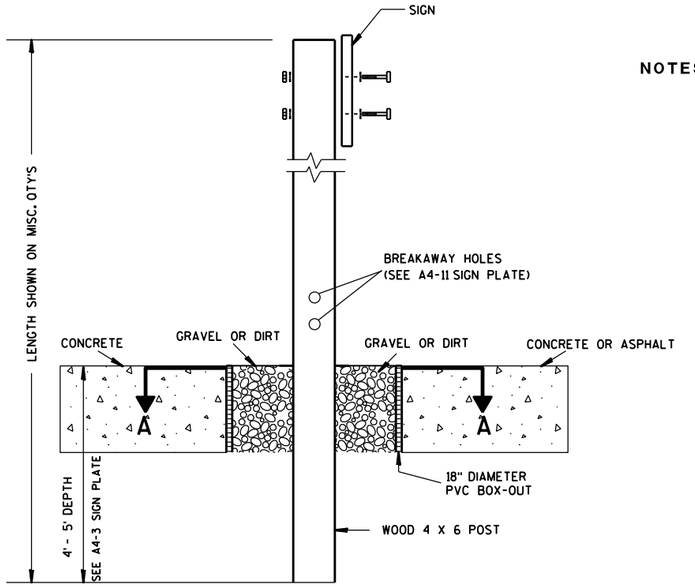
WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch for State Traffic Engineer

DATE 9/30/13 PLATE NO. A4-3.18



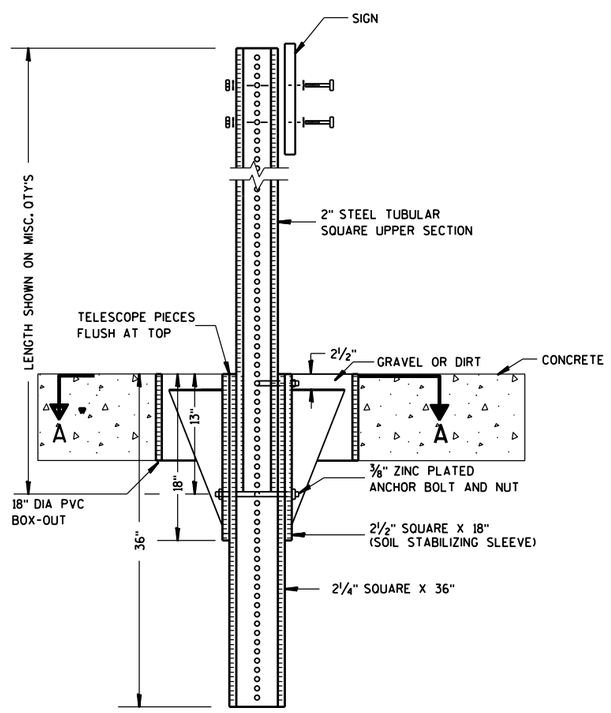
| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|




**ELEVATION VIEW**

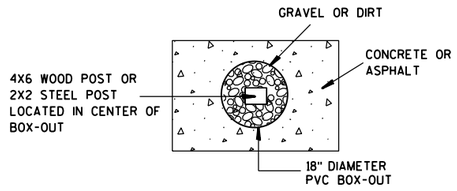
**DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT**

NOTES:
1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.




**ELEVATION VIEW**

**DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT**




**PLAN VIEW**

**FOR NEW CONCRETE/ASPHALT INSTALLATIONS**

# SIGN POST BOX-OUTS A4-3B

*WISCONSIN DEPT OF TRANSPORTATION*

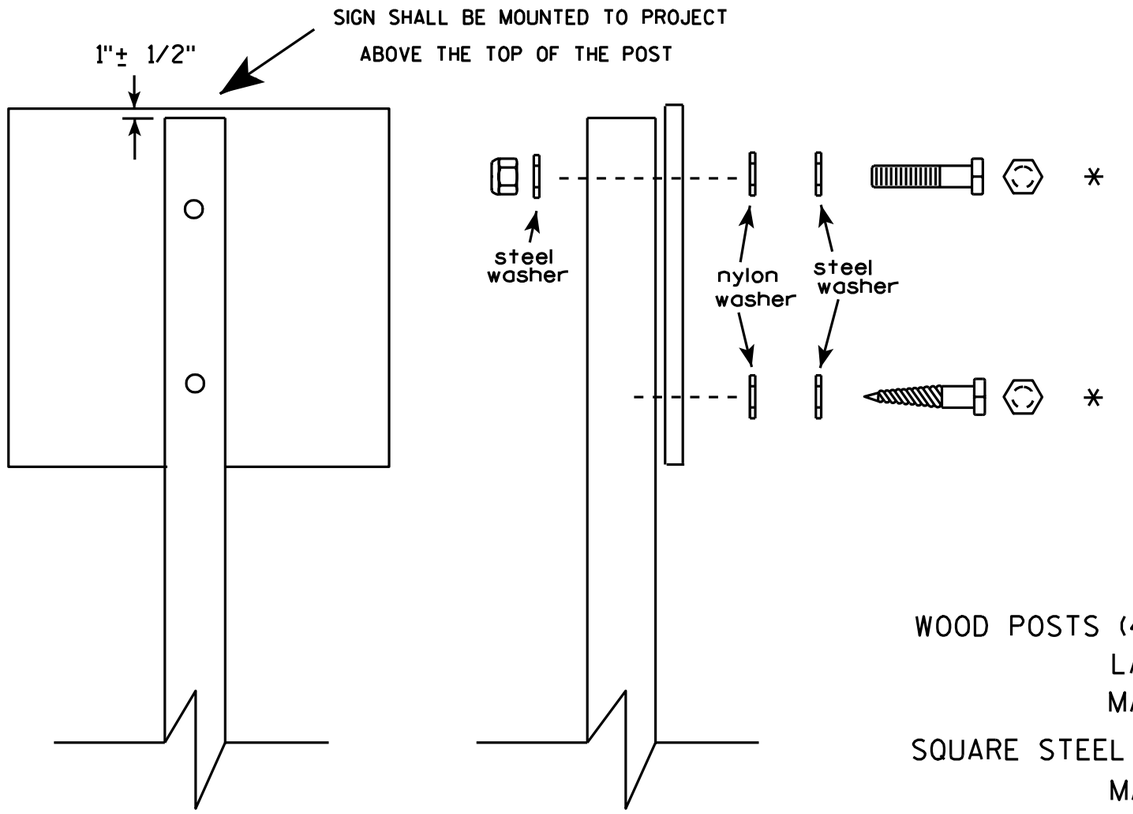
APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: | E |
|---|---|---|---|---|---|



FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A43B.DGN PLOT DATE : 27-JAN-2014 09:48 PLOT BY : mscsja PLOT NAME : PLOT SCALE : 13.659812:1.000000 WISDOT/CADDS SHEET 42




Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3

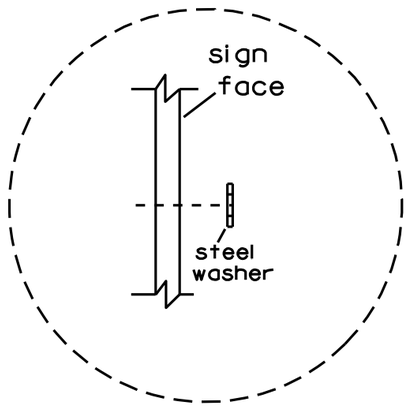
b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

WOOD POSTS (4" x 4" or 4" x 6")
LAG SCREWS - 3/8" X 3"
MACHINE BOLTS - 5/16" X 6-1/2" or 7" Length w/ nuts

SQUARE STEEL POSTS (2" x 2")
MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts
RIVETS - 9/32 " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON for all Type H signs.




Washer Placement when Sign Has Other Than Type H or Type F Face

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

# ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 3/23/10 PLATE NO. A4-8.7

7

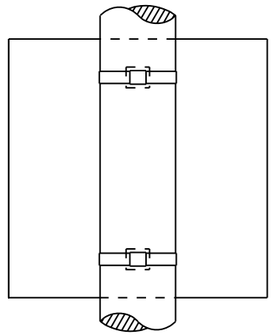
7

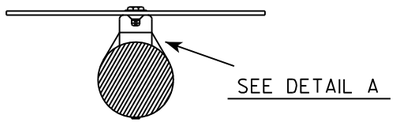
PROJECT NO:

SHEET NO: 52 E

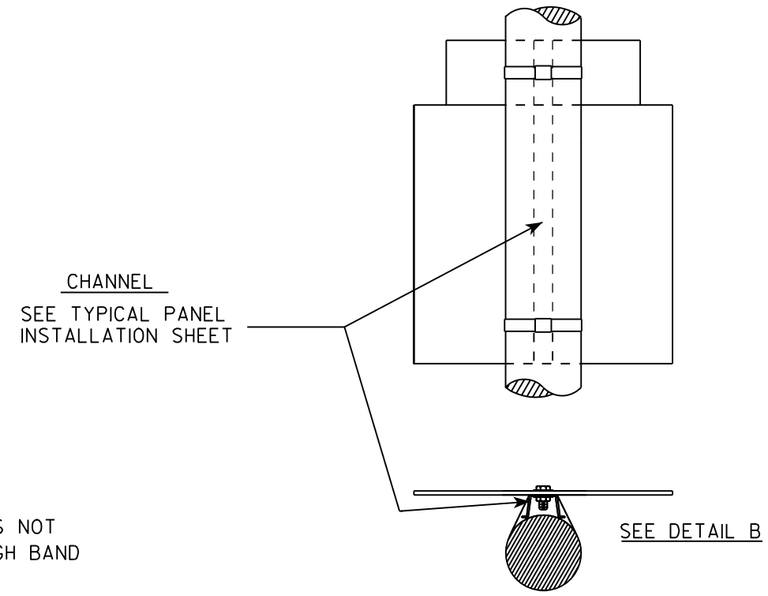
# BANDING

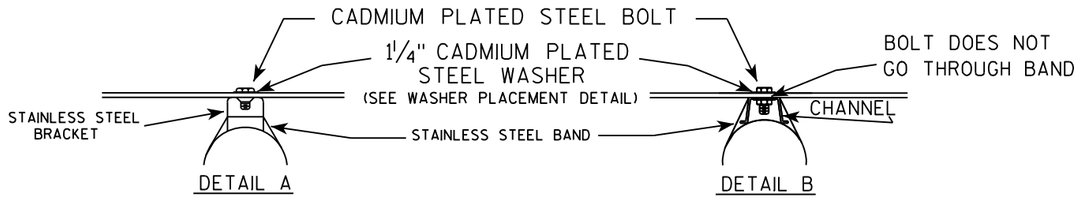
SINGLE SIGN



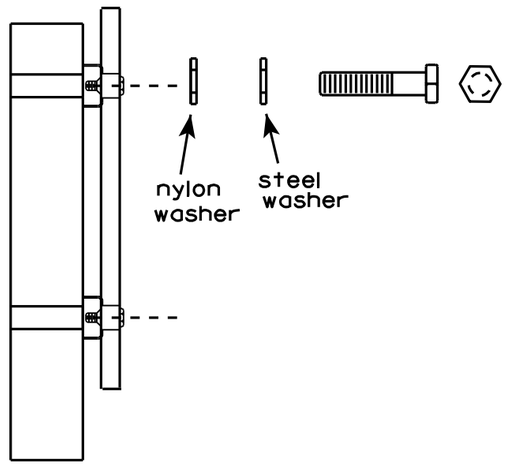



"J" ASSEMBLY




WASHER PLACEMENT




WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.

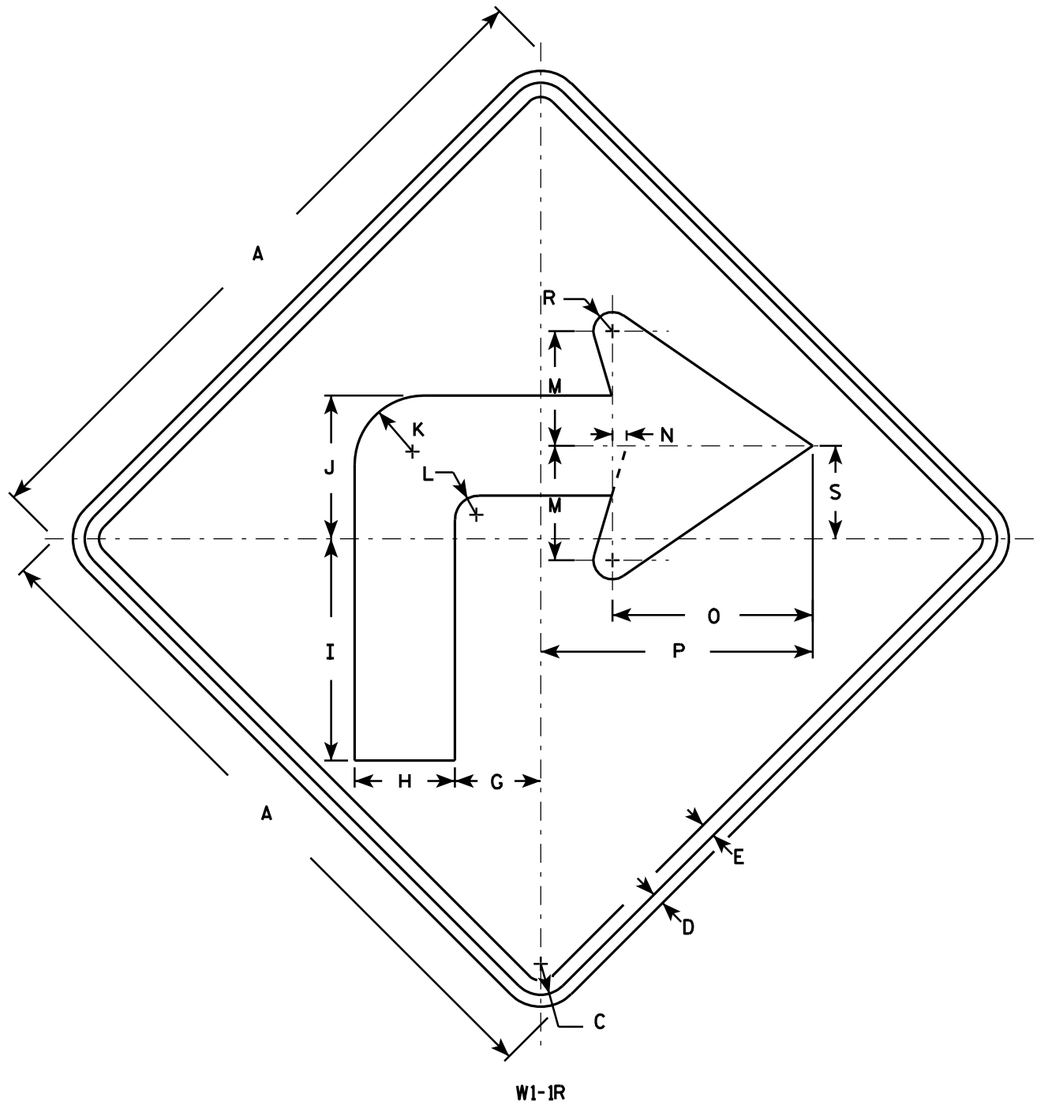
STANDARD SIGN
SIGN BANDING DETAILS

*WISCONSIN DEPT OF TRANSPORTATION*

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 8/16/13 PLATE NO. A5-9.3

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 53 | E |
|---|---|---|---|---|---|




W1-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | | 3 | 3 1/2 | 7 3/4 | 5 | 2 1/2 | 7/8 | 4 | 1/2 | 7 | 9 1/2 | | 5/8 | 3 1/4 | | | | | | | | 4.0 |
| 2S | 36 | | 1 5/8 | 5/8 | 3/4 | | 4 1/2 | 5 1/4 | 11 5/8 | 7 1/2 | 3 5/8 | 1 1/4 | 6 | 3/4 | 10 1/2 | 14 1/4 | | 1 | 4 7/8 | | | | | | | | 9.0 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | | 4 1/2 | 5 1/4 | 11 5/8 | 7 1/2 | 3 5/8 | 1 1/4 | 6 | 3/4 | 10 1/2 | 14 1/4 | | 1 | 4 7/8 | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | | 4 1/2 | 5 1/4 | 11 5/8 | 7 1/2 | 3 5/8 | 1 1/4 | 6 | 3/4 | 10 1/2 | 14 1/4 | | 1 | 4 7/8 | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 6 | 7 | 15 1/2 | 10 | 4 7/8 | 1 5/8 | 8 | 1 | 14 | 19 | | 1 1/4 | 6 1/2 | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 6 | 7 | 15 1/2 | 10 | 4 7/8 | 1 5/8 | 8 | 1 | 14 | 19 | | 1 1/4 | 6 1/2 | | | | | | | | 16.0 |

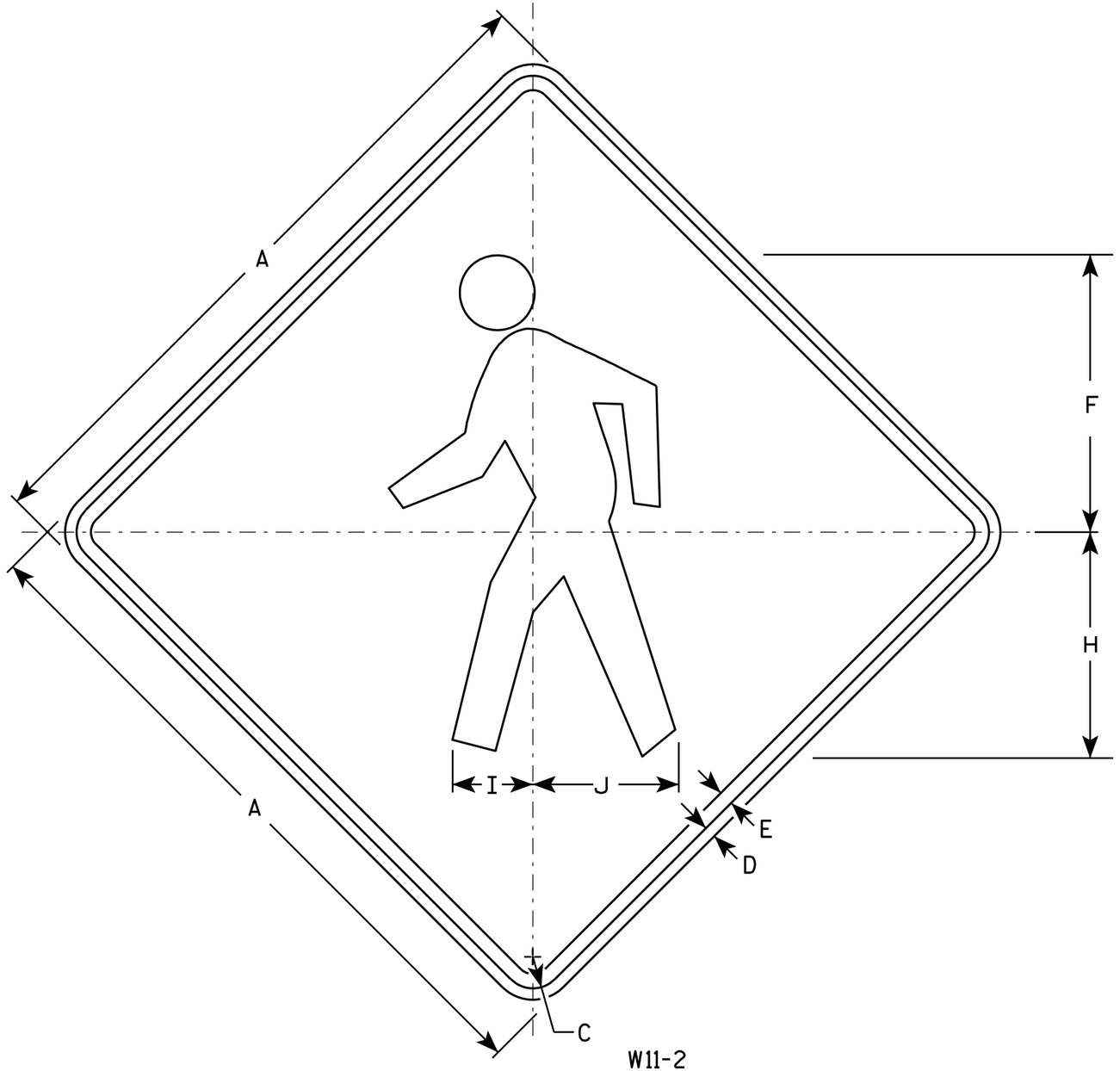
STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-1.11

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 54 | E




W11-2

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 24 | | 1 1/8 | 3/8 | 1/2 | 9 3/4 | | 7 7/8 | 2 7/8 | 5 1/8 | | | | | | | | | | | | | | | | | 4.0 |
| 2S | 30 | | 1 3/8 | 1/2 | 5/8 | 12 1/8 | | 9 7/8 | 3 1/2 | 6 3/8 | | | | | | | | | | | | | | | | | 6.25 |
| 2M | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 3 | 36 | | 1 5/8 | 5/8 | 3/4 | 14 1/2 | | 11 7/8 | 4 1/4 | 7 5/8 | | | | | | | | | | | | | | | | | 9.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 19 3/8 | | 15 3/4 | 5 5/8 | 10 1/4 | | | | | | | | | | | | | | | | | 16.0 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

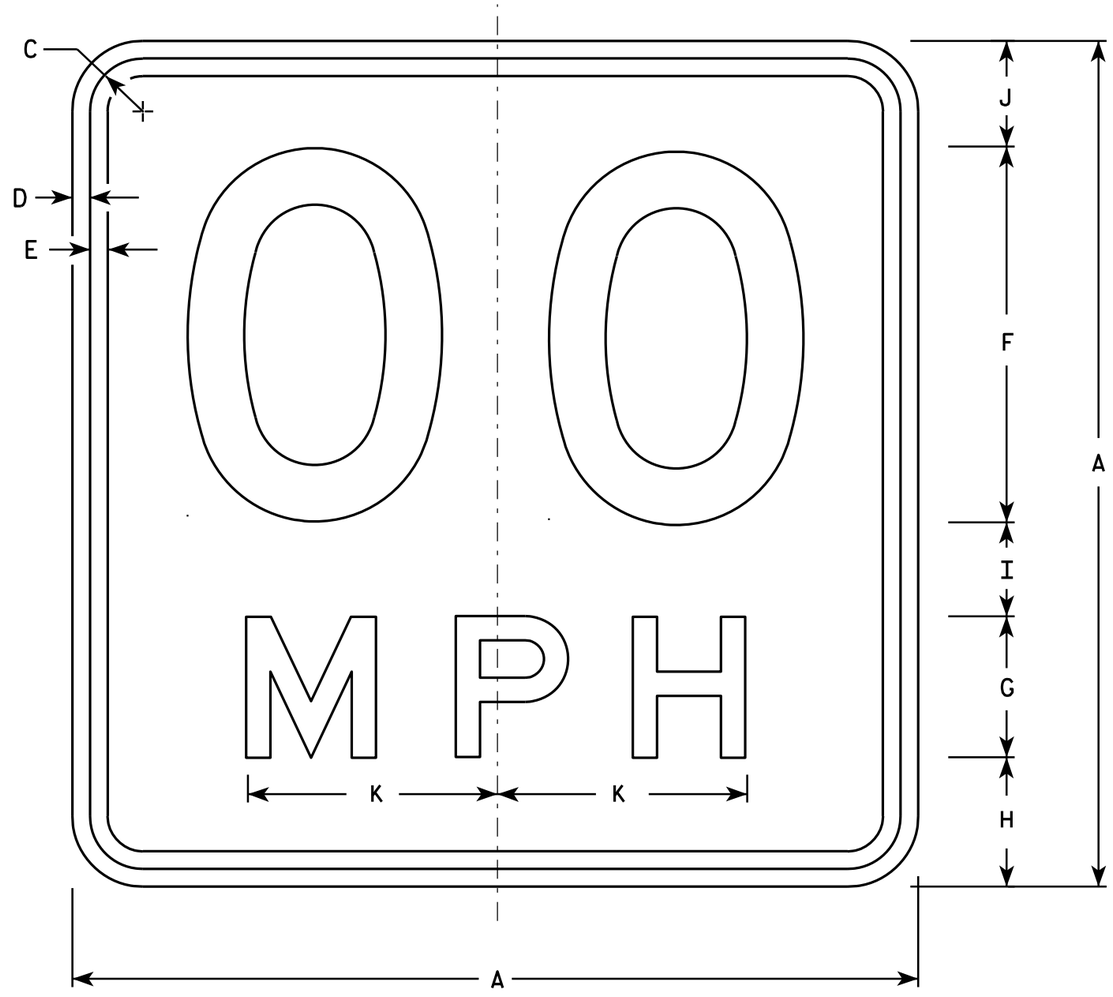
# STANDARD SIGN
# W11-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W11-2.7

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 55 | E |
|---|---|---|---|---|---|




W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Message Series - See Note 6
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
6. Line 1 is Series D
   Line 2 is Series E

| | SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 1 | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2S | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| * | 2M | 18 | | 1 1/8 | 3/8 | 3/8 | 8 | 3 | 2 3/4 | 2 | 2 1/4 | 5 3/8 | | | | | | | | | | | | | | | | 2.25 |
| | 3 | 24 | | 1 1/8 | 3/8 | 1/2 | 10 | 4 | 4 | 2 3/4 | 3 1/4 | 6 5/8 | | | | | | | | | | | | | | | | 4.00 |
| | 4 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |
| | 5 | 36 | | 1 5/8 | 5/8 | 3/4 | 16 | 6 | 5 1/2 | 4 | 4 1/2 | 10 5/8 | | | | | | | | | | | | | | | | 9.00 |

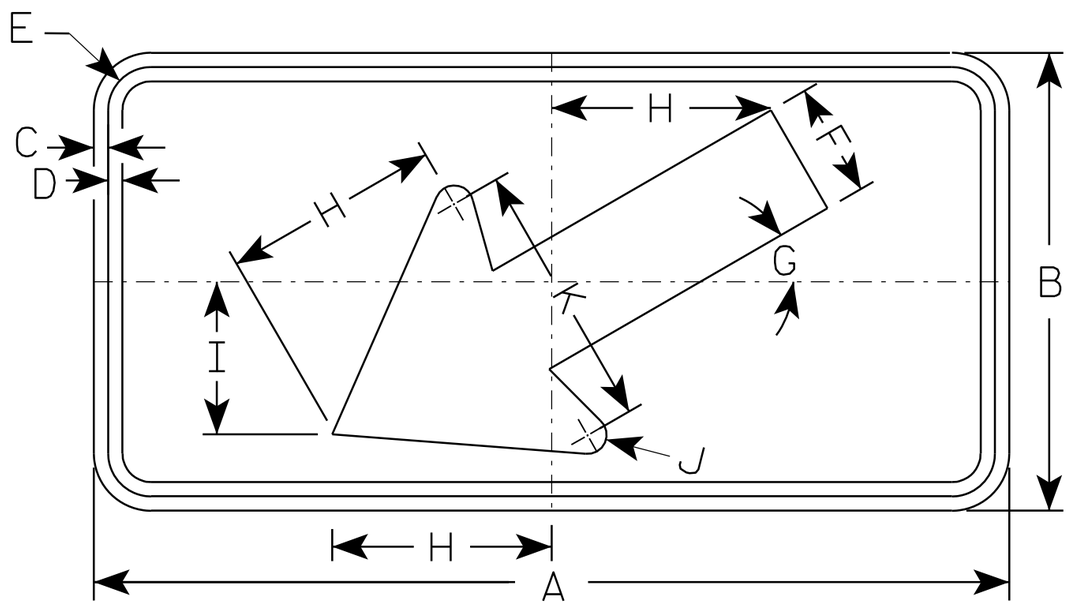
STANDARD SIGN
W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
For State Traffic Engineer

DATE 5/31/12 PLATE NO. W13-1.16

PROJECT NO: | HWY: | COUNTY: | SHEET NO: 56 | E




W16-7L

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W16-7R is the same as W16-L except the arrow is reversed along the vertical centerline.

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 12 | 3/8 | 3/8 | 1 1/8 | 3 | 30° | 5 3/4 | 4 | 1/2 | 7 | | | | | | | | | | | | | | | | 2.0 |
| 2M | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 3 | 30 | 18 | 3/8 | 1/2 | 1 1/8 | 4 1/2 | 30° | 8 1/2 | 6 | 5/8 | 10 1/4 | | | | | | | | | | | | | | | | 3.75 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | 8 |

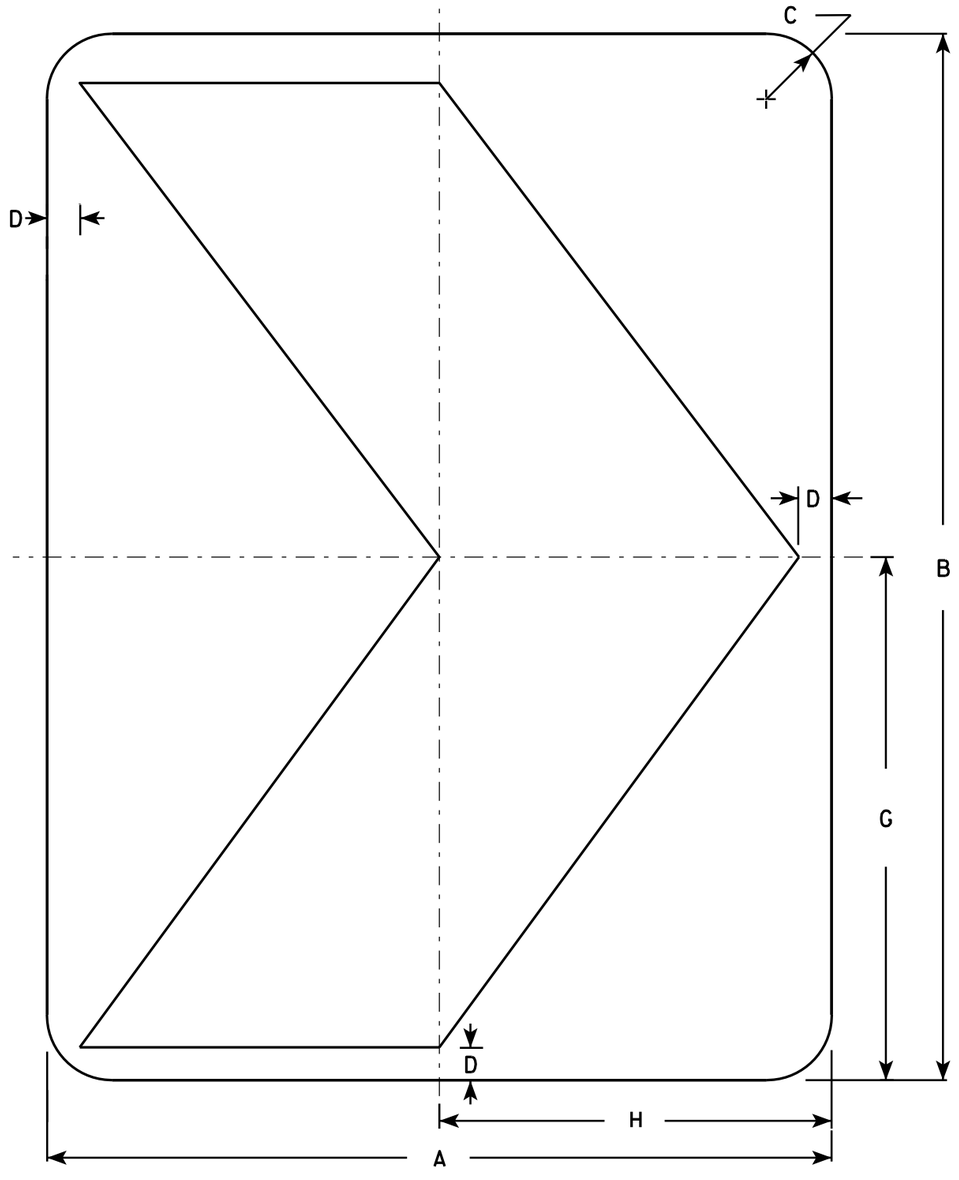
STANDARD SIGN
W16-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 11/02/10 PLATE NO. W16-7.5

| PROJECT NO: | HWY: | COUNTY: | | SHEET NO: 57 | E |
|---|---|---|---|---|---|




## NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
   Background - Yellow
   Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

W1-8

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 1 | 12 | 18 | 1 ½ | ½ | | | 9 | 6 | | | | | | | | | | | | | | | | | | | 1.5 |
| 2S | 18 | 24 | 1 ½ | ¾ | | | 12 | 9 | | | | | | | | | | | | | | | | | | | 3.0 |
| 2M | 18 | 24 | 1 ½ | ¾ | | | 12 | 9 | | | | | | | | | | | | | | | | | | | 3.0 |
| 3 | 24 | 30 | 1 ½ | 1 | | | 15 | 12 | | | | | | | | | | | | | | | | | | | 5.0 |
| 4 | 30 | 36 | 1 ⅞ | 1 ¼ | | | 18 | 15 | | | | | | | | | | | | | | | | | | | 7.5 |
| 5 | 36 | 48 | 2 ¼ | 1 ½ | | | 24 | 18 | | | | | | | | | | | | | | | | | | | 12.0 |

# STANDARD SIGN
## W1-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R Rauch
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-8.6

PROJECT NO:

SHEET NO: 58 E

Notes

**Wisconsin Department of Transportation**

Dedicated people creating transportation solutions
through innovation and exceptional service.

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