

LAX JUNE 2016

PROJECT ID: 5221-03-71

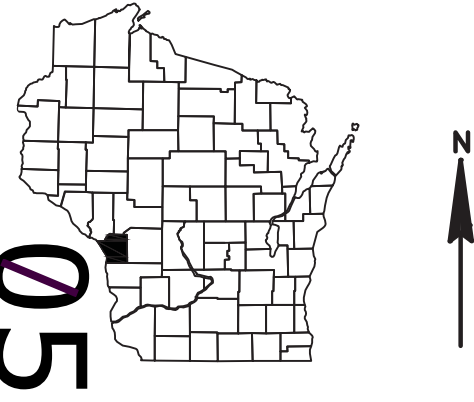
WITH: N/A

COUNTY: LA CROSSE

ORDER OF SHEETS

- |                          |                                    |
|--------------------------|------------------------------------|
| Section No. 1            | Title                              |
| Section No. 2            | Typical Sections and Details       |
| Section No. 3            | Estimate of Quantities             |
| Section No. 3            | Miscellaneous Quantities           |
| <del>Section No. 4</del> | <del>Right of Way Plat</del>       |
| Section No. 5            | Plan and Profile                   |
| Section No. 6            | Standard Detail Drawings           |
| Section No. 7            | Sign Plates                        |
| <del>Section No. 8</del> | <del>Structure Plans</del>         |
| <del>Section No. 9</del> | <del>Computer Earthwork Data</del> |
| <del>Section No. 9</del> | <del>Cross Sections</del>          |

TOTAL SHEETS = 102



DESIGN DESIGNATION

A.A.D.T.	2018	=	21,500
A.A.D.T.	2038	=	25,500
D.H.V.		=	13,515
D.D.		=	53/47
T.		=	9.2%
DESIGN SPEED		=	35 MPH
ESALS		=	4,300,000

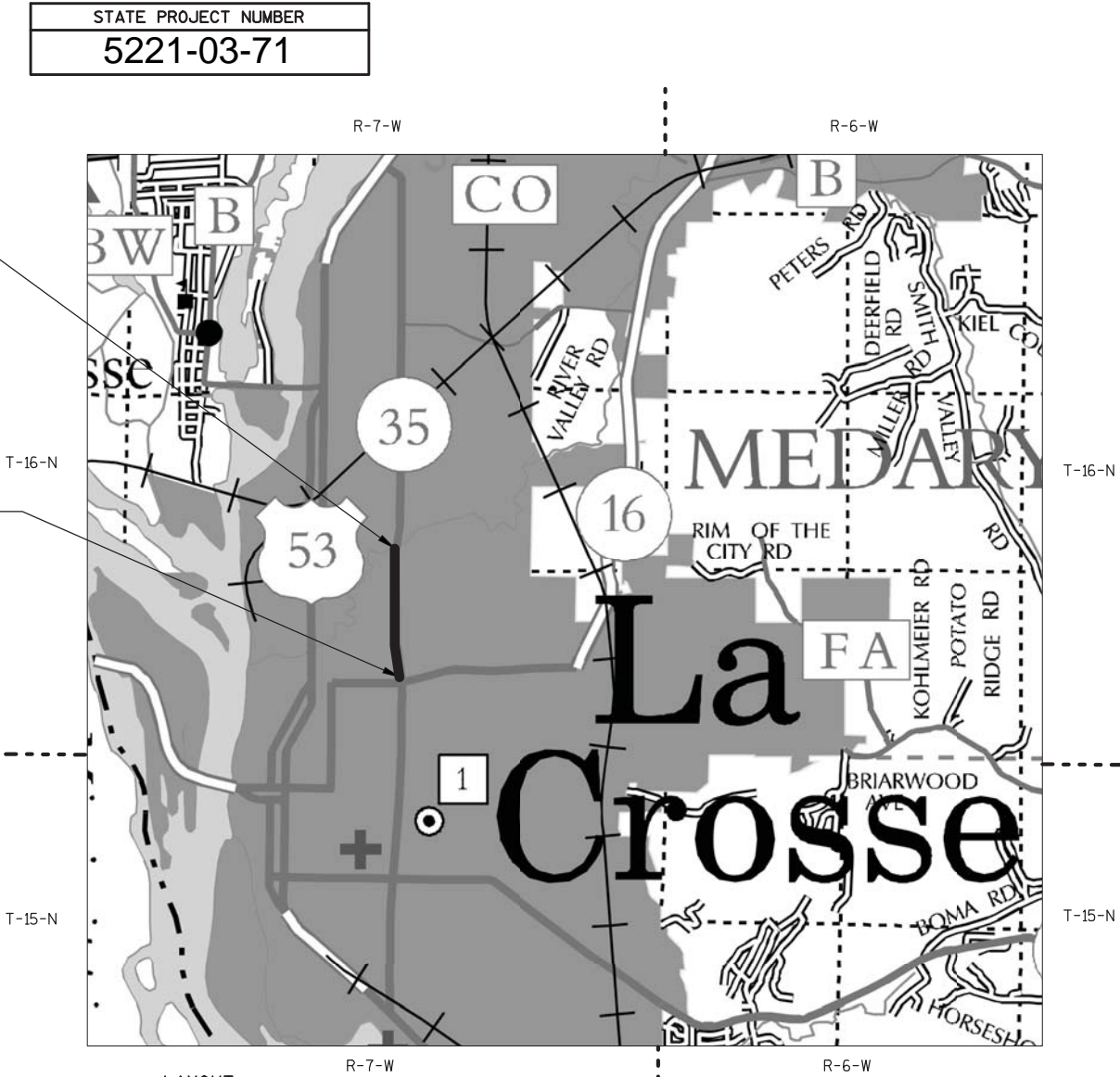
CONVENTIONAL SYMBOLS

- |                                |  |
|--------------------------------|--|
| 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             |  |
| MARSH AREA                     |  |
| WOODED OR SHRUB AREA           |  |

- |   |  |
|---|--|
| PROFILE                                     |  |
| GRADE LINE                                  |  |
| ORIGINAL GROUND                             |  |
| MARSH OR ROCK PROFILE (To be noted as such) |  |
| SPECIAL DITCH                               |  |
| GRADE ELEVATION                             |  |
| CULVERT (Profile View)                      |  |
| UTILITIES                                   |  |
| ELECTRIC                                    |  |
| FIBER OPTIC                                 |  |
| GAS   |  |
| SANITARY SEWER                              |  |
| STORM SEWER                                 |  |
| TELEPHONE                                   |  |
| WATER                                       |  |
| UTILITY PEDESTAL                            |  |
| POWER POLE                                  |  |
| TELEPHONE POLE                              |  |

END PROJECT  
STA 49+65  
X = 1,672,838.604  
Y = 668,779.238

BEGIN PROJECT  
STA 10+56  
X = 1,673,016.292  
Y = 664,857.630



LAYOUT  
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 0.740 MI

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COORDINATE SYSTEM SOUTH ZONE.

ELEVATIONS ON THIS PLAN ARE REFERENCED TO AN ASSUMED COORDINATE SYSTEM.

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

LANG DRIVE, C LA CROSSE

LACROSSE STREET TO B-32-62

STH 35

LA CROSSE COUNTY

STATE PROJECT NUMBER
5221-03-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5221-03-71	WISC 2016220	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	WISDOT
Designer	ALEIGHA BURG
Project Manager	TODD WALDO
Regional Examiner	MIKE RUD
Regional Supervisor	REINY YAHNKE
APPROVED FOR THE DEPARTMENT	
DATE: 1/25/2016	
(Signature)	
E	

GENERAL NOTES

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

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

PURSUANT TO CHAPTER 59 OF THE WISCONSIN STATUTES, THE CONTRACTOR SHALL CAREFULLY MAKE A SEARCH FOR EVIDENCE OF A LANDMARK IN ALL AREAS WHERE SUCH A LANDMARK MAY EXIST.

WORK WITH THE UTMOST CARE AND PROTET ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKERS IS TO BE WITH THE APPROVAL OF THE ENGINEER.

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

PLACE 2" HMA PAVEMENT IN ONE LAYER. PLACE 7" HMA PAVEMENT IN THREE LAYERS, 2" UPPER AND 2.5" LOWER LAYERS.

APPLY TACK COAT BETWEEN NEW LAYERS OF HMA PAVEMENT AND EXISTING PAVEMENT AT A RATE OF 0.07 GAL/SY. APPLY TACK COAT BETWEEN NEW LAYERS OF HMA PAVEMENT AT A RATE OF 0.05 GAL/SY.

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

UTILITY CONTACTS

CENTURY LINK, COMMUNICATION TOM MURRAY 333 N. FRONT STREET LA CROSSE, WI 54601 PHONE: 608-796-7869 MOBILE: 608-780-0895	CITY OF LA CROSSE, SEWER RANDY TURTENWALD 400 LA CROSSE STREET LA CROSSE, WI 54601 PHONE: 608-789-7505 MOBILE: N/A
CITY OF LA CROSSE, WATER RANDY TURTENWALD 400 LA CROSSE STREET LA CROSSE, WI 54601 PHONE: 608-789-7505 MOBILE: N/A	EXCEL ENERGY, ELECTRICITY JAYMIE HOLTE 3215 COMMERCE STREET LA CROSSE, WI 54603 PHONE: 608-789-3698 MOBILE: 608-780-9881
EXCEL ENERGY, GAS/PETROLEUM JAYMIE HOLTE 3215 COMMERCE STREET LA CROSSE, WI 54603 PHONE: 608-789-3698 MOBILE: 608-780-9881	EXCEL ENERGY, TRANSMISSION BRUCE ZEMKE 414 NICOLLER MALL, MP-8 MINNEAPOLIS, MN 55401 PHONE: 612-330-7815 MOBILE: 651-214-2620
NORTHERN NATURAL GAS COMPANY, GAS/PETROLEUM LEONARD KLAAS 5557 COUNTY D PLATTEVILLE, WI 53818 PHONE: 402-530-2806 MOBILE: 608-778-8514	WINDSTREAM KDL, INC, COMMUNICATION AARON GRODI 1858 WRIGHT STREET MADISON, WI 53704 PHONE: 608-819-5014 MOBILE: 919-770-1778

DESIGN CONTACTS

TODD WALDO  
PROJECT MANAGER  
WISDOT SW REGION  
3550 MORMON COULEE ROAD  
LA CROSSE, WI 54601  
PHONE: 608-386-6408  
EMAIL: Todd.Waldo@dot.wi.gov

ALEIGHA BURG  
PROJECT DESIGNER  
WISDOT SW REGION  
3550 MORMON COULEE ROAD  
LA CROSSE, WI 54601  
PHONE: 608-317-9083  
EMAIL: Aleigha.Burg@dot.wi.gov

ENVIRONMENTAL CONTACT

KAREN KALVELAGE  
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST  
WISCONSIN DEPT. OF NATURAL RESOURCES  
WEST CENTRAL REGION  
3550 MORMON COULEE ROAD  
LA CROSSE, WI 54601  
PHONE: (608) 785-9115  
EMAIL: Karen.Kalvelage@wisconsin.gov

STANDARD ABBREVIATIONS

AGG	AGGREGATE	NC	NORMAL CROWN
<	ANGLE	NB	NORTHBOUND
AE, AEW	APRON ENDWALL	NOR	NORMAL
ASPH	ASPHALTIC	NO	NUMBER
A.D.T.	AVERAGE DAILY TRAFFIC	PAV'T	PAVEMENT
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	PC	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	PI	POINT OF INTERSECTION
CMCP	CORRUGATED METAL CULVERT PIPE	PT	POINT OF TANGENCY
CMP	CORRUGATED METAL PIPE	PE	PRIVATE ENTRANCE
CABC	CRUSHED AGGREGATE BASE COURSE	R	RADIUS OR RANGE
CP	CONTROL POINT OR CULVERT PIPE	RCCP	REINFORCED CONCRETE CULVERT PIPE
D	DEGREE OF CURVE	REQ'D	REQUIRED
D.H.V.	DESIGN HOURLY VOLUME	SHLD	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SB	SOUTHBOUND
EB	EASTBOUND	S.D.D.	STANDARD DETAIL DRAWING(S)
ESALS	EQUIVALENT SINGLE AXLE LOADS	T.	PERCENT TRUCKS
EXC	EXCAVATION	TYP	TYPICAL
FERT	FERTILIZER	VAR	VARIABLE
CWT	HUNDRED WEIGHT	VC	VERTICAL CURVE
INTER	INTERSECTION	VPC	VERTICAL POINT OF CURVATURE
L	LENGTH OF CURVE	VPI	VERTICAL POINT OF INTERSECTION
LC	LONG CHORD	VPT	VERTICAL POINT OF TANGENCY
MGAL	1000 GALLONS	WB	WESTBOUND

DIGGERS



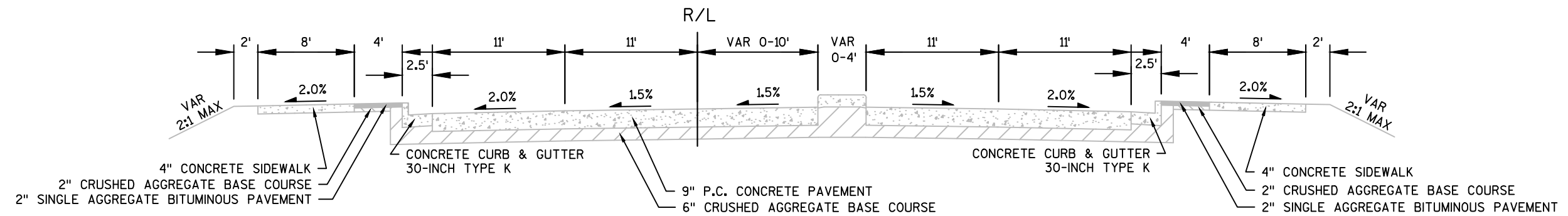
HOTLINE

Dial

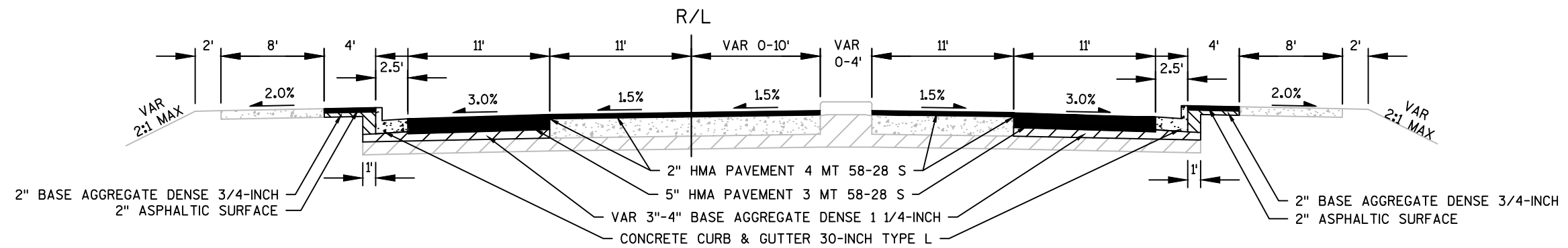


or (800)242-8511

[www.DiggersHotline.com](http://www.DiggersHotline.com)

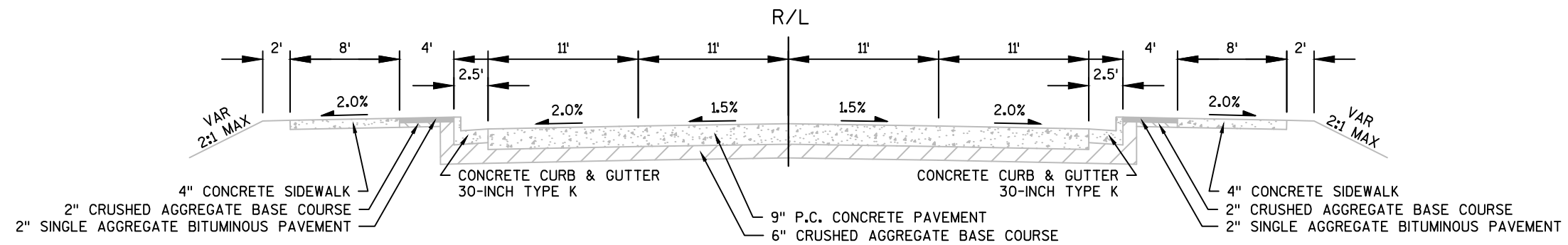


EXISTING TYPICAL SECTION STH 35  
STA 10+56 TO STA 13+20



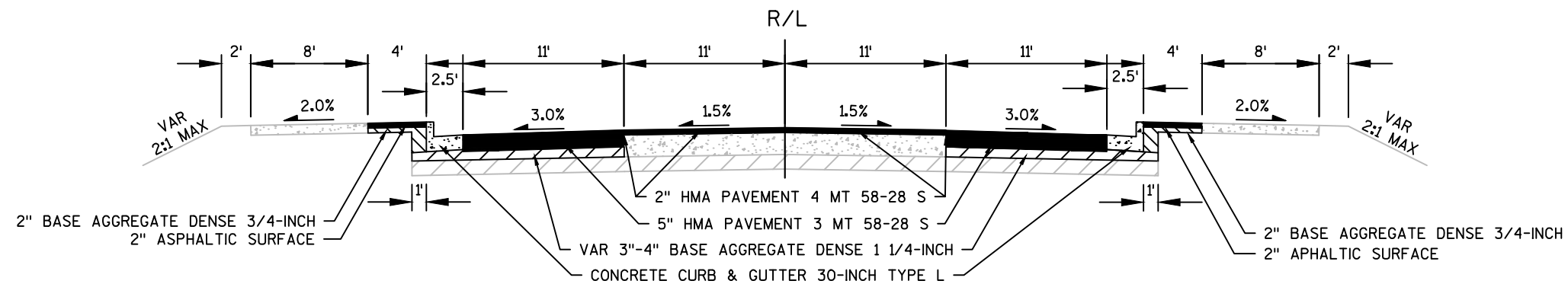
PROPOSED TYPICAL SECTION STH 35  
STA 10+56 TO STA 13+20

NOTE: SEE CONSTRUCTION  
DETAIL FOR OUTSIDE LANE  
AND CURB AND GUTTER  
REPLACEMENT



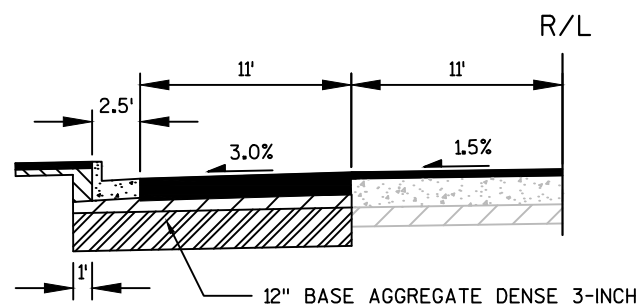
EXISTING TYPICAL SECTION STH 35

STA 13+20 TO STA 49+65



PROPOSED TYPICAL SECTION STH 35

STA 13+20 TO STA 49+65

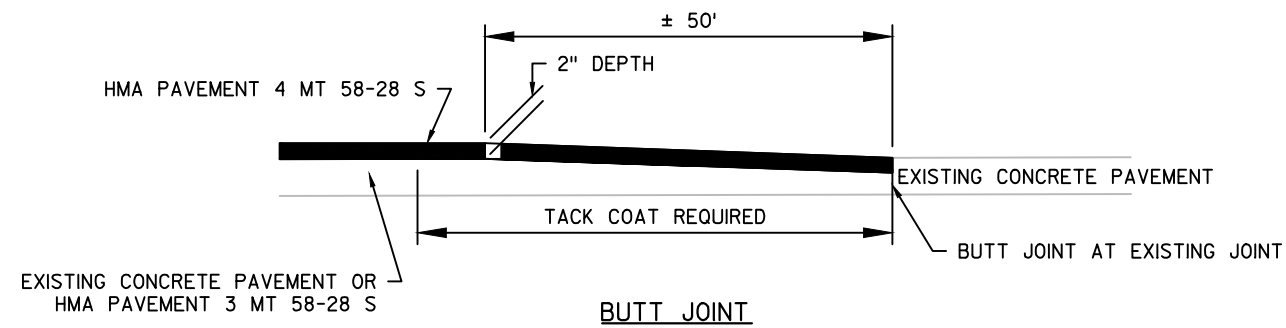


PROPOSED EBS LOCATIONS

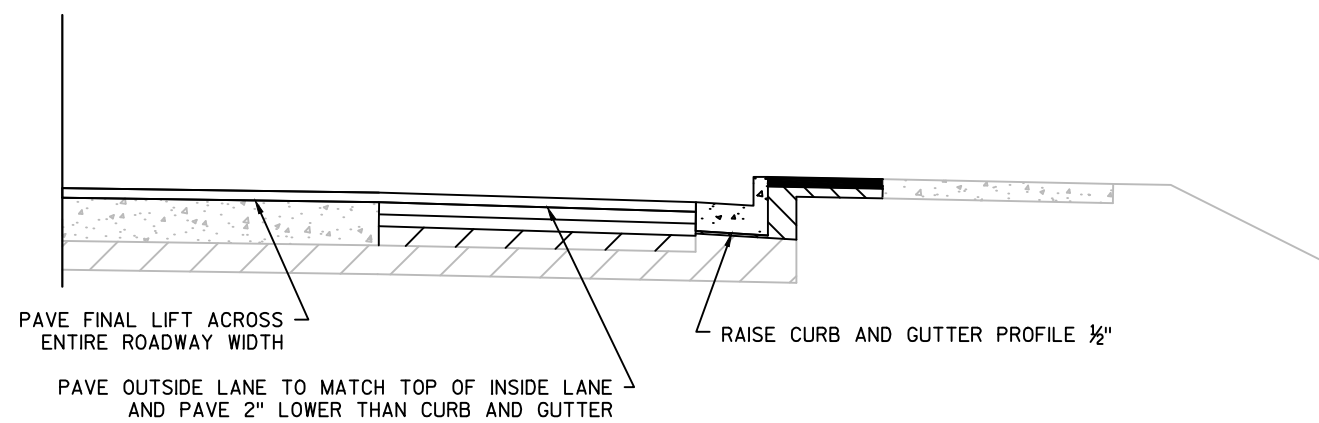
STA 15+00 TO STA 21+50 RT  
STA 23+50 TO STA 25+00 RT  
STA 46+00 TO STA 48+25 RT  
STA 14+75 TO STA 22+00 LT  
STA 25+25 TO STA 27+00 LT  
STA 32+50 TO STA 38+00 LT

NOTE: PROPOSED EBS  
LOCATIONS TO BE  
DETERMINED BY ENGINEER

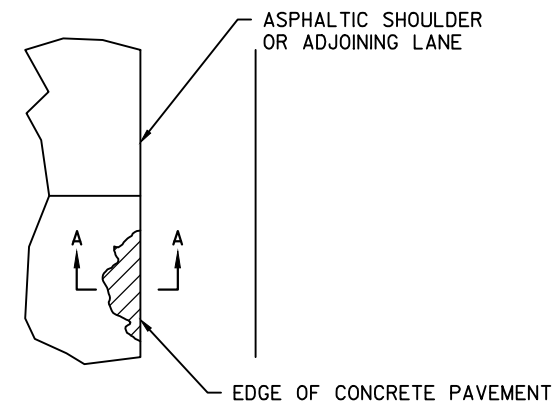
NOTE: SEE CONSTRUCTION  
DETAIL FOR OUTSIDE LANE  
AND CURB AND GUTTER  
REPLACEMENT



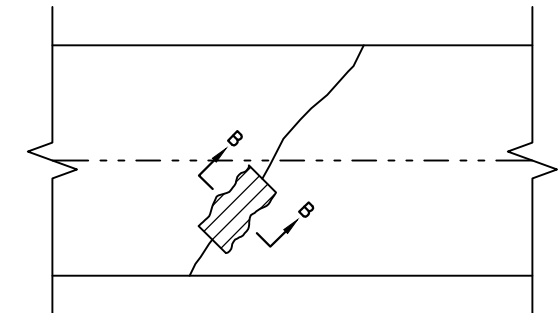
R/L



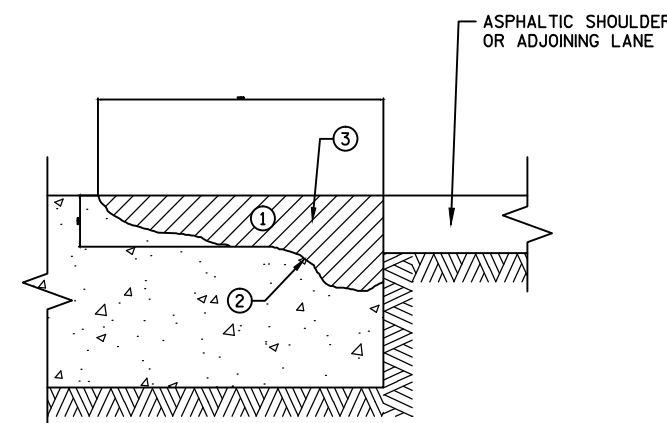
### OUTSIDE LANE AND CURB AND GUTTER REPLACEMENT



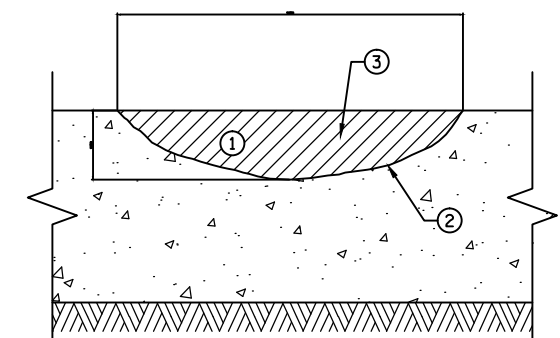
PLAN VIEW



PLAN VIEW



SECTION A-A



SECTION B-B

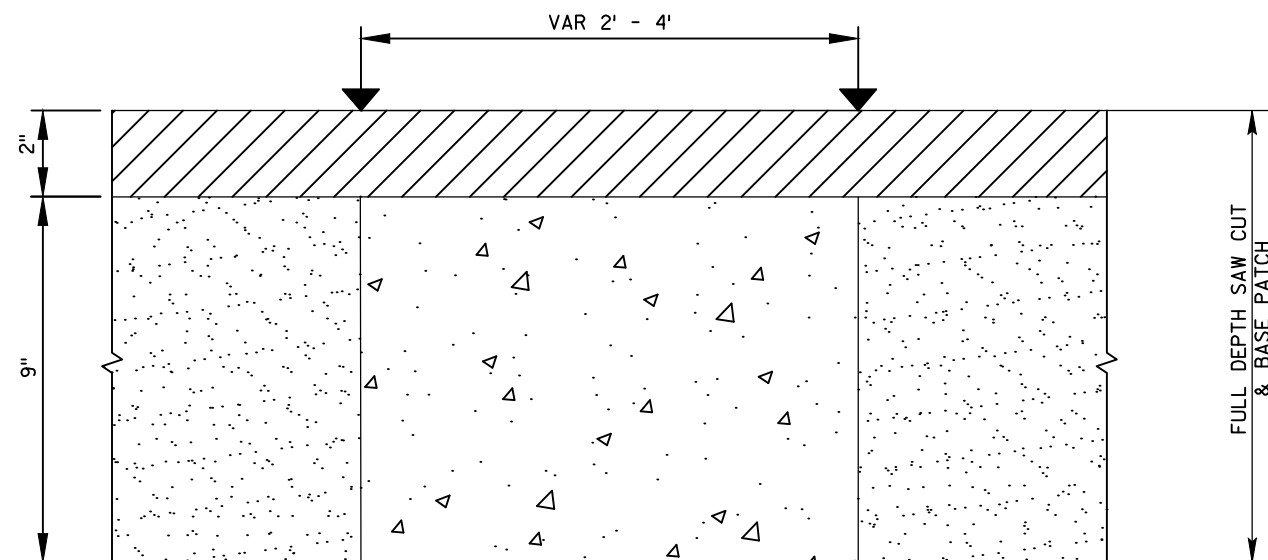
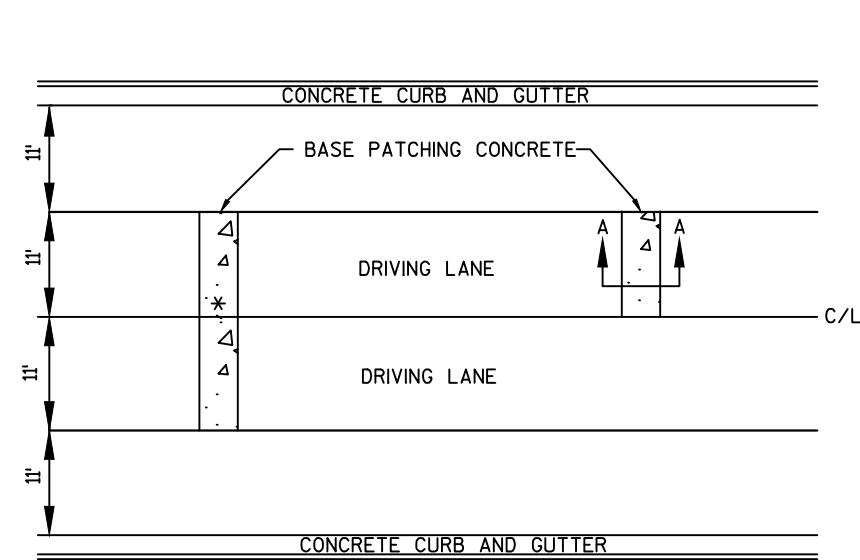
- ① REMOVE ALL UNSOUND AND DETERIORATED MATERIAL.
- ② BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR AND APPLY TACK COAT.
- ③ ASPHALTIC SURFACE INCIDENTAL TO ITEM

EDGE REPAIR

- ① REMOVE ALL UNSOUND AND DETERIORATED MATERIAL.
- ② BLOW OUT REPAIR AREAS WITH 80 PSI MINIMUM COMPRESSED AIR AND APPLY TACK COAT.
- ③ ASPHALTIC SURFACE INCIDENTAL TO ITEM

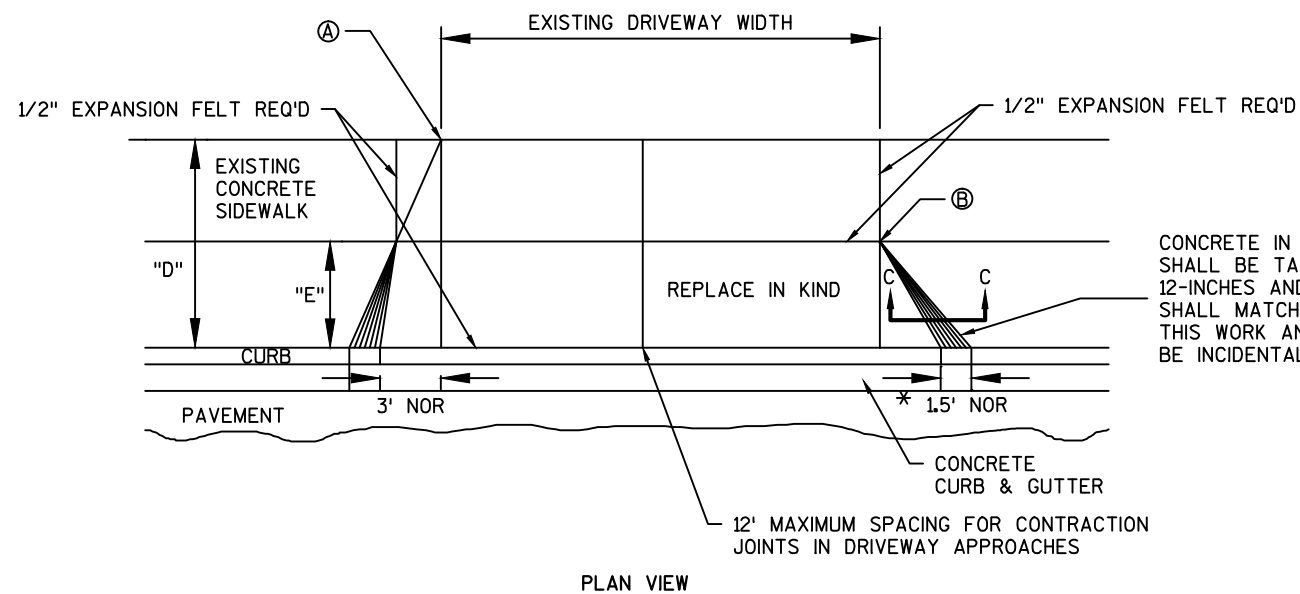
CRACK/JOINT REPAIR

### CONCRETE JOINT AND CRACK CLEANING

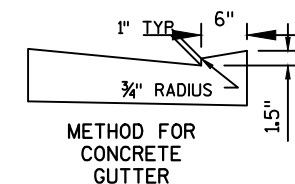
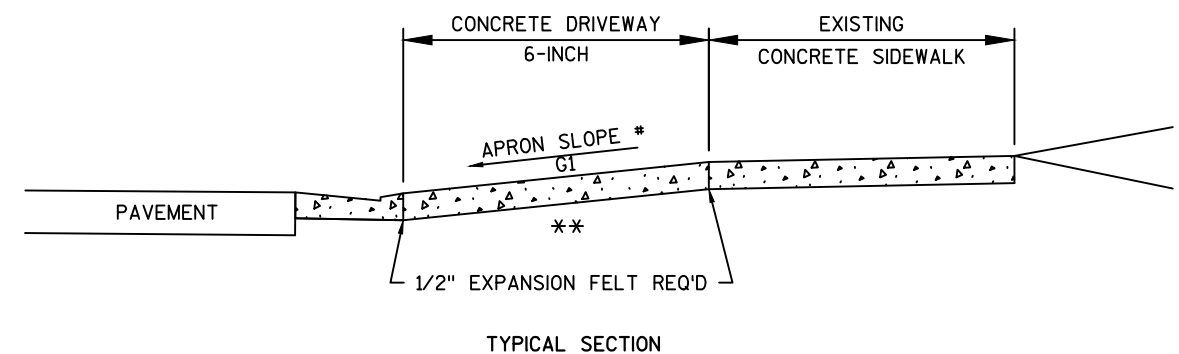


- HMA PAVEMENT 4 MT 58-28 S
- BASE PATCHING CONCRETE
- EXISTING P.C. CONCRETE PAVEMENT TO REMAIN
- FULL DEPTH SAW CUT REQUIRED
- HAND-TOOLED JOINT - 3" DEPTH

### BASE PATCHING CONCRETE



CONCRETE IN THE 1.5' TAPER AREA SHALL BE TAPERED TO A DEPTH OF 12-INCHES AND THE EXPANSION FELT SHALL MATCH THIS DEPTH. THIS WORK AND MATERIAL WILL BE INCIDENTAL TO THE BID ITEM.



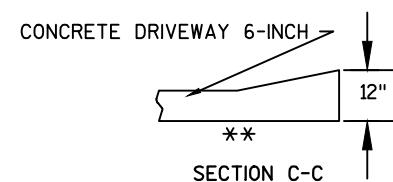
\*\* PREPARE FOUNDATION AND PLACE BASE AGGREGATE DENSE 1 1/4" AS NEEDED

TERRACE WIDTH	APRON SLOPE (G1)		
	MIN %	DESIRABLE %	MAX %
3 FT	7.0	8.5	9.0
4 FT	5.0	7.0	9.0
5 FT	4.0	7.0	9.0
6 FT	4.0	7.0	9.0
7 FT	3.5	7.0	9.0
8 FT	3.0	7.0	9.0

④ WHEN "D" IS 13' OR LESS, ALIGN TAPER WITH BACK OF SIDEWALK

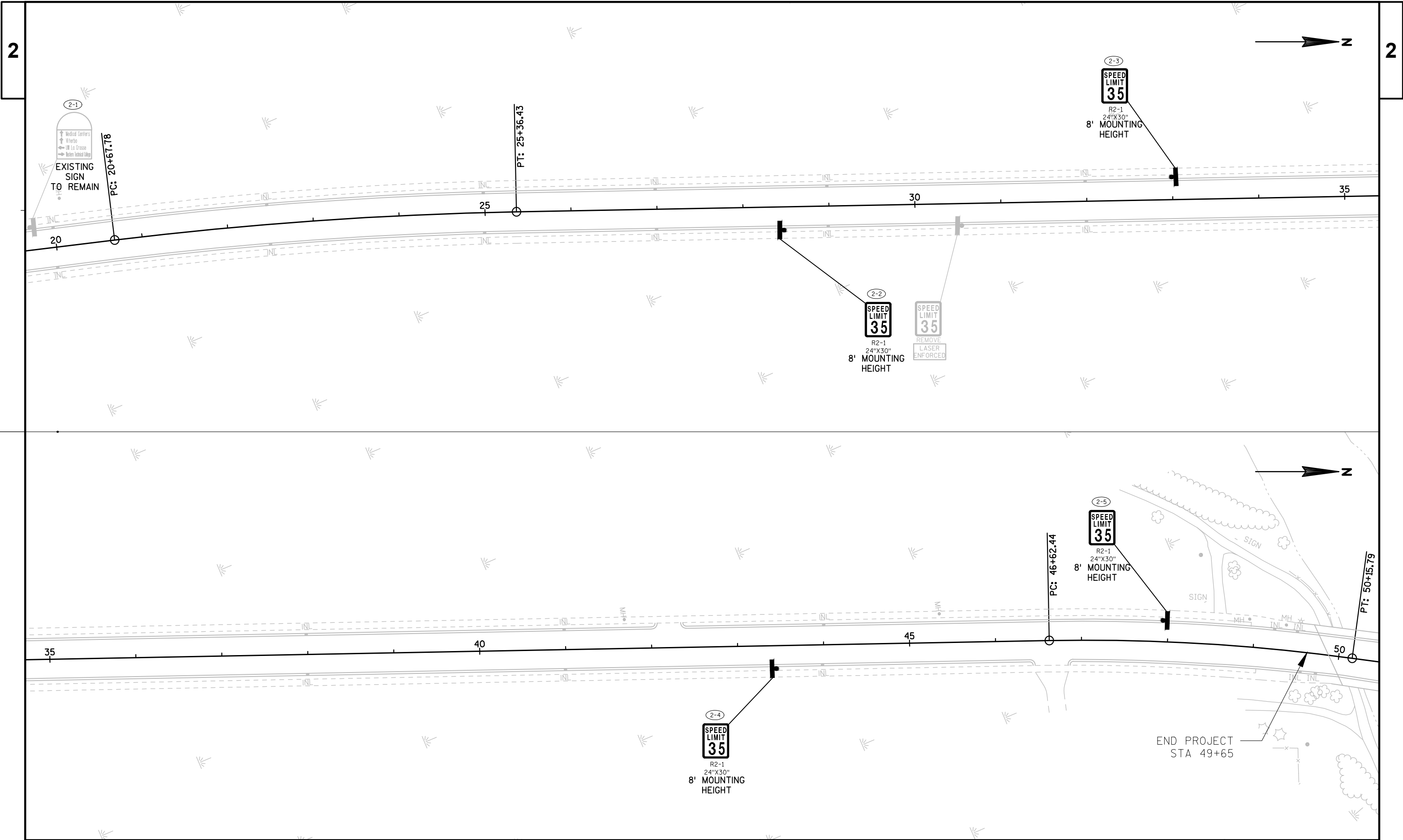
⑤ WHEN "D" IS GREATER THAN 13', ALIGN TAPER WITH FRONT OF SIDEWALK

\* WHEN "E"=0 MAKE CURB TAPER 5'



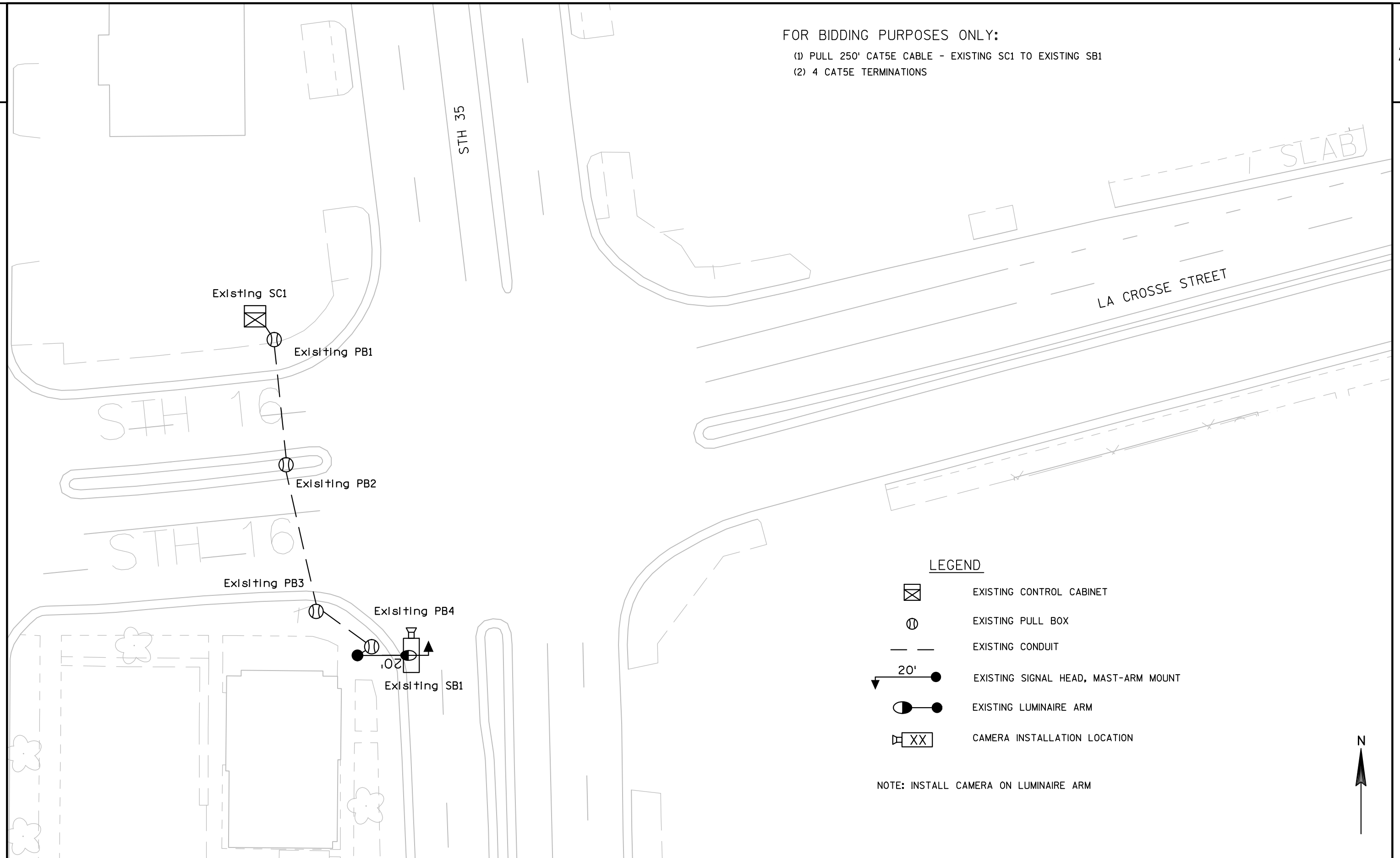
### URBAN DRIVEWAY ENTRANCE WITH SIDEWALK, CURB & GUTTER





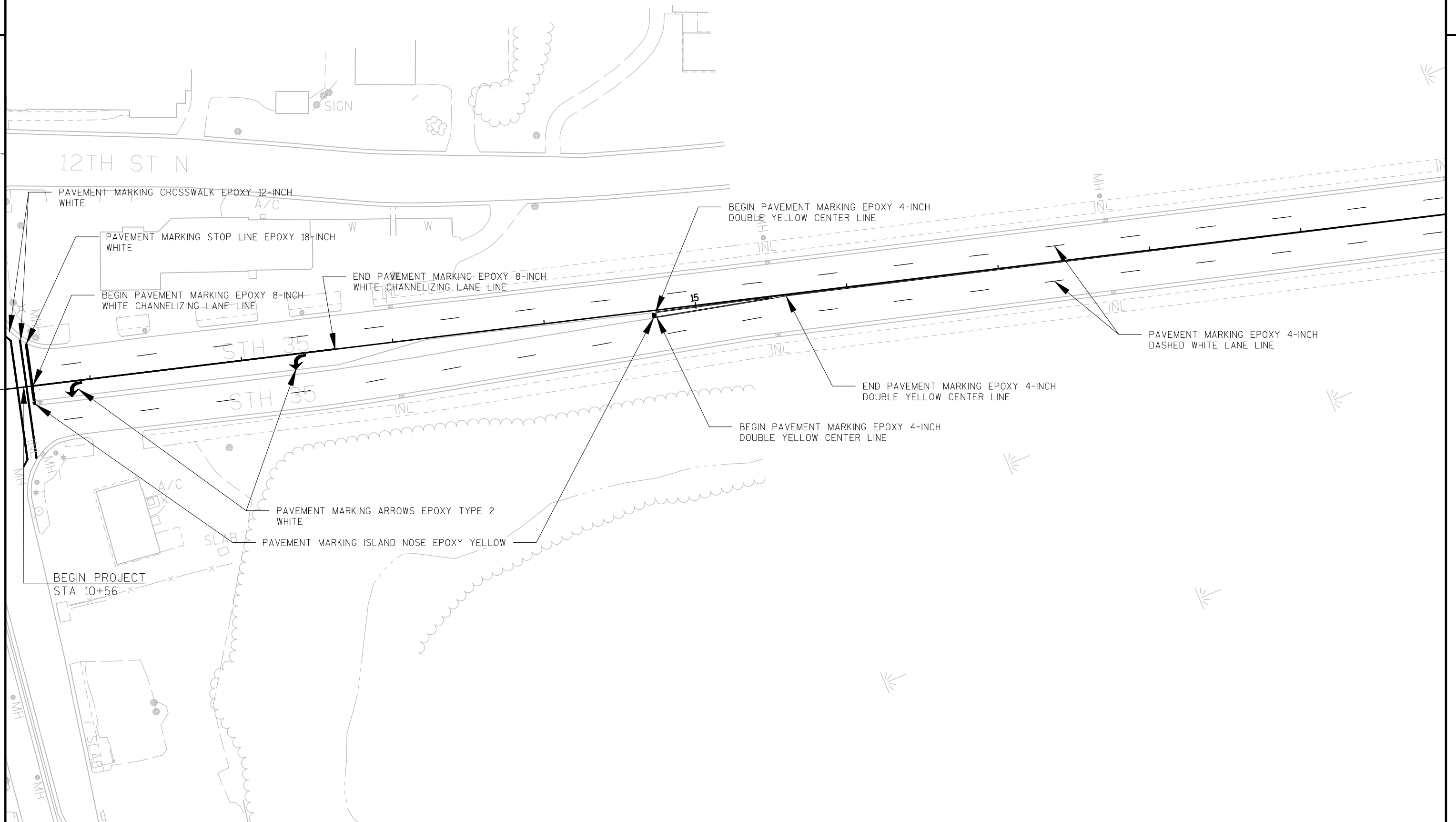
## FOR BIDDING PURPOSES ONLY:

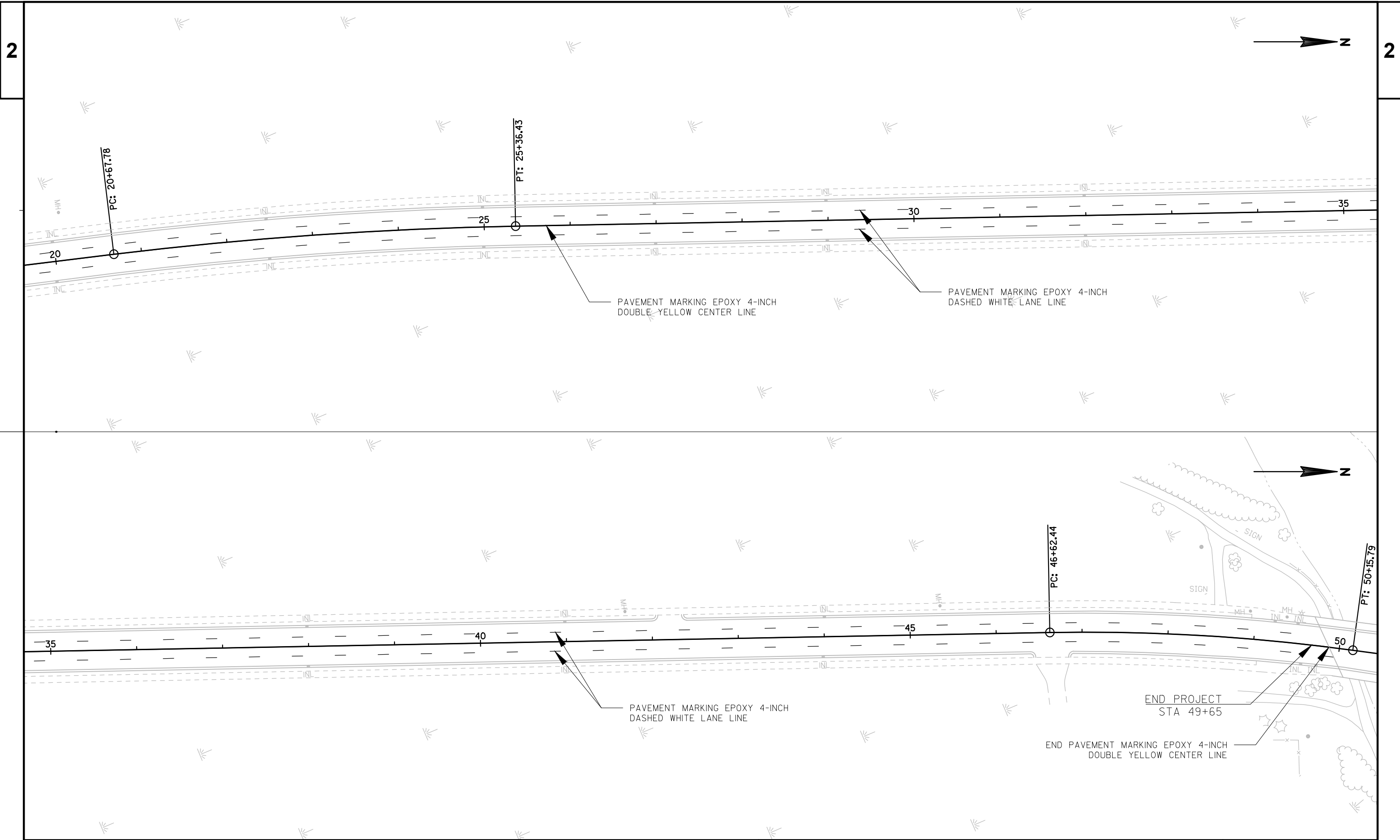
- (1) PULL 250' CAT5E CABLE - EXISTING SC1 TO EXISTING SB1  
(2) 4 CAT5E TERMINATIONS

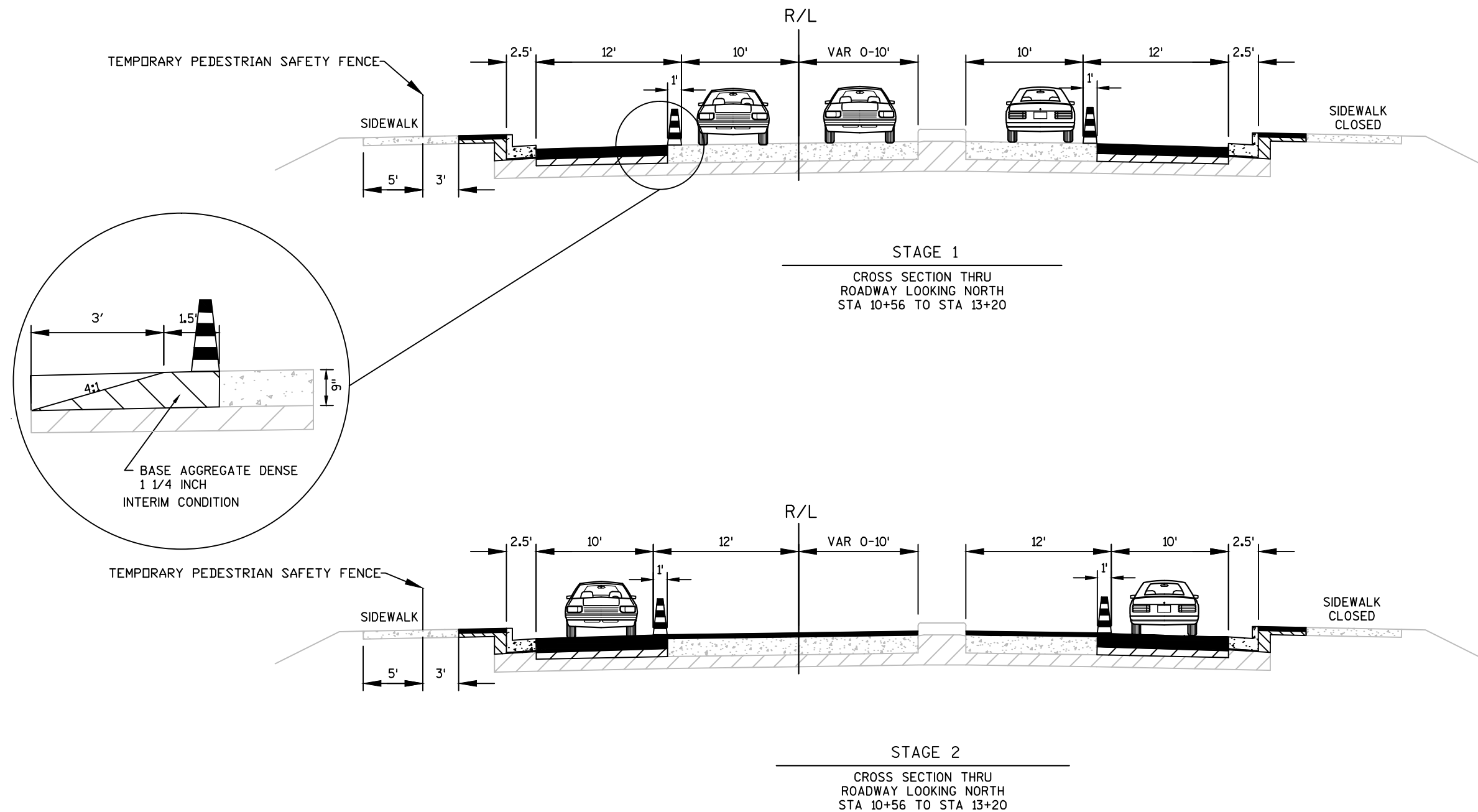


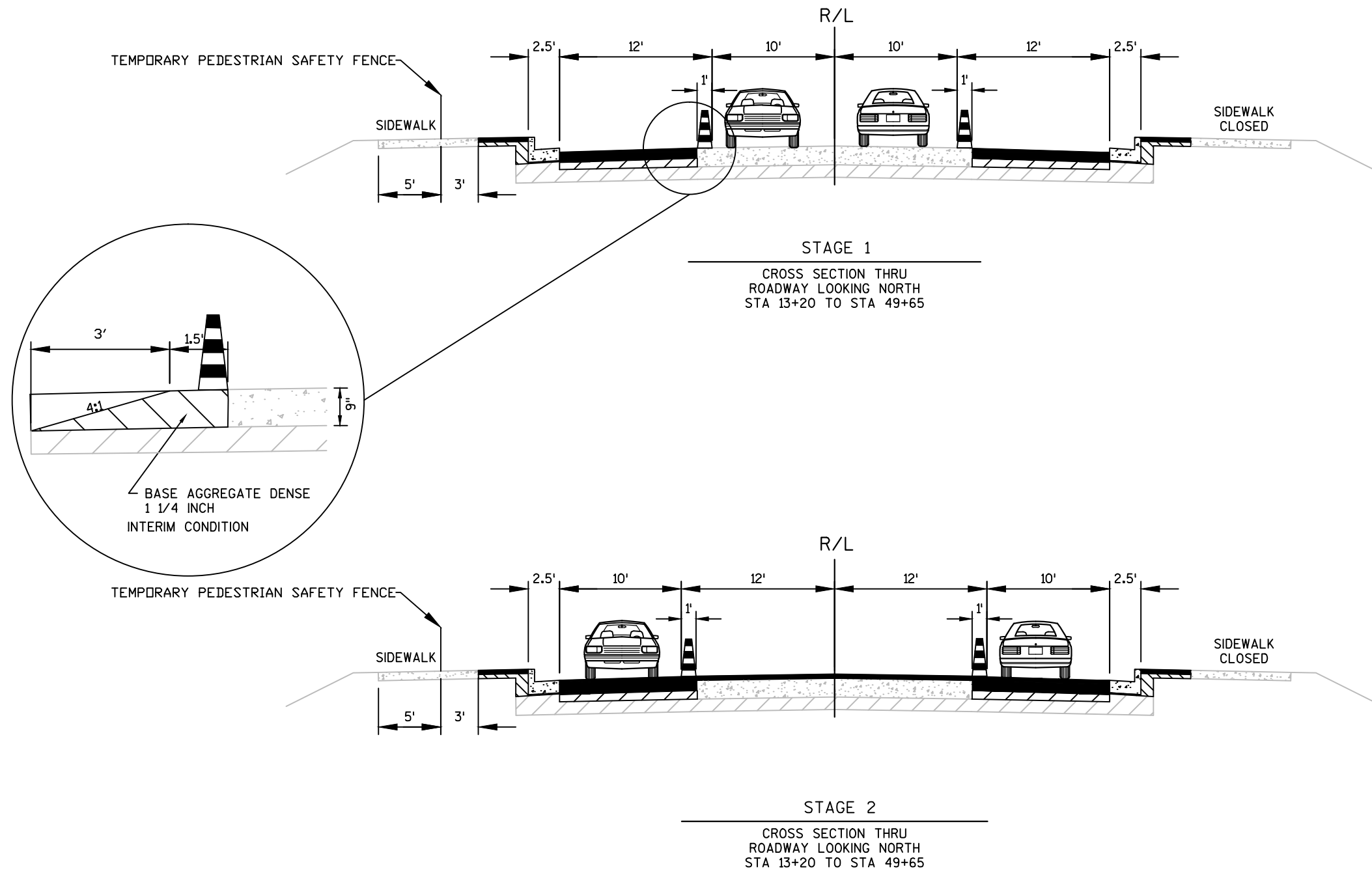
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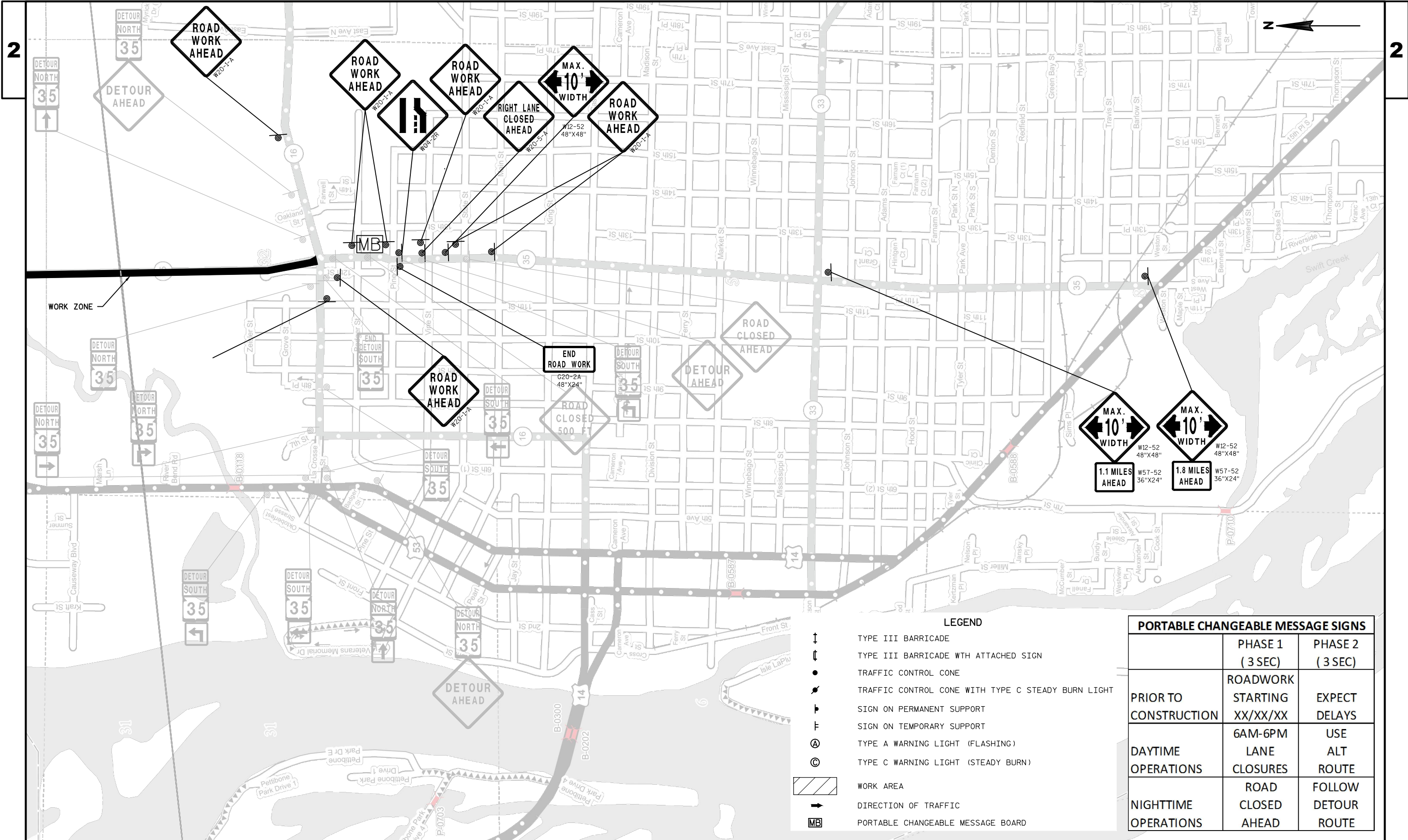
2 |











PROJECT NO:5221-03-71

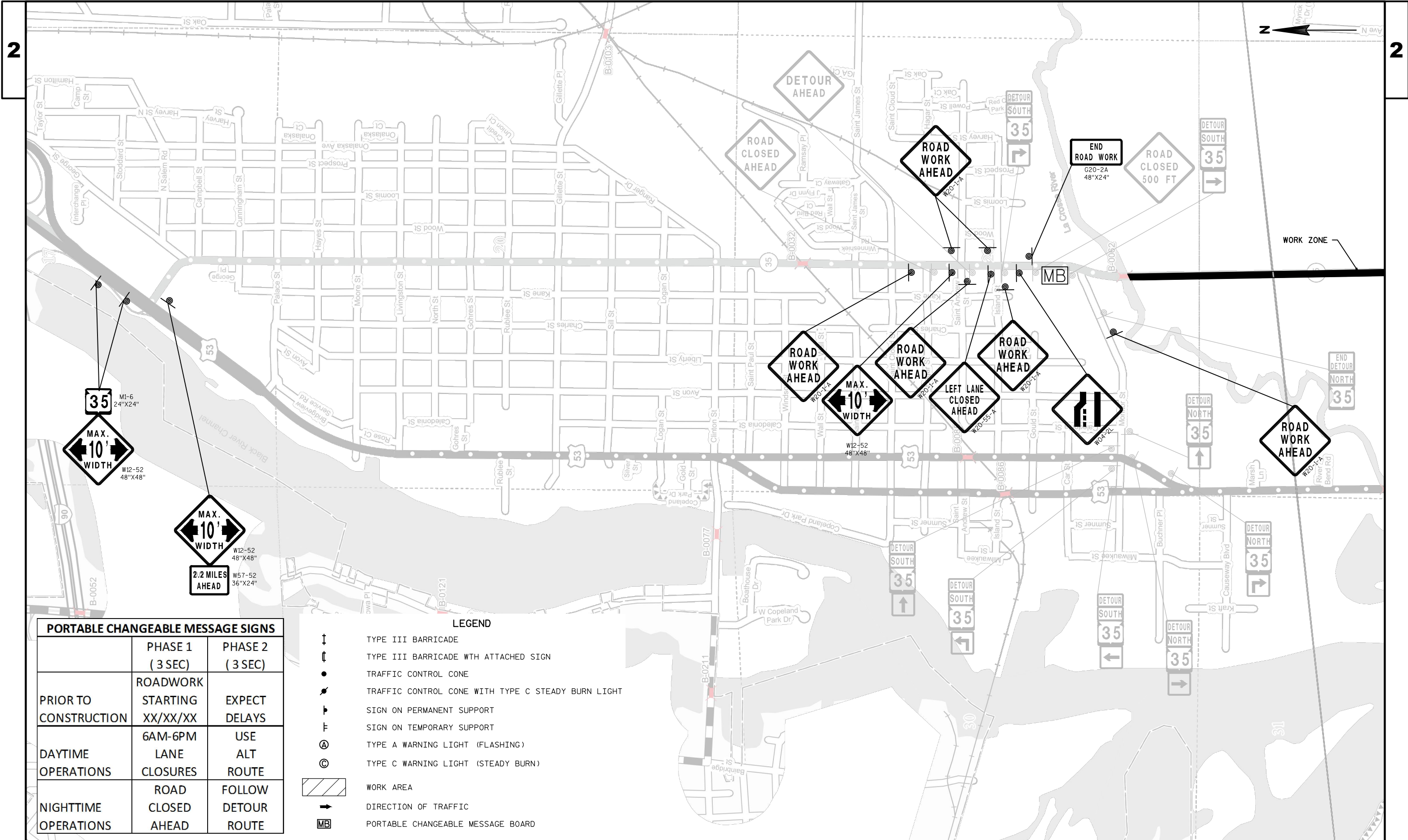
HWY:STH 35

COUNTY:LA CROSSE

STAGE CONSTRUCTION SIGNING (DAYTIME OPERATIONS)

SHEET

E

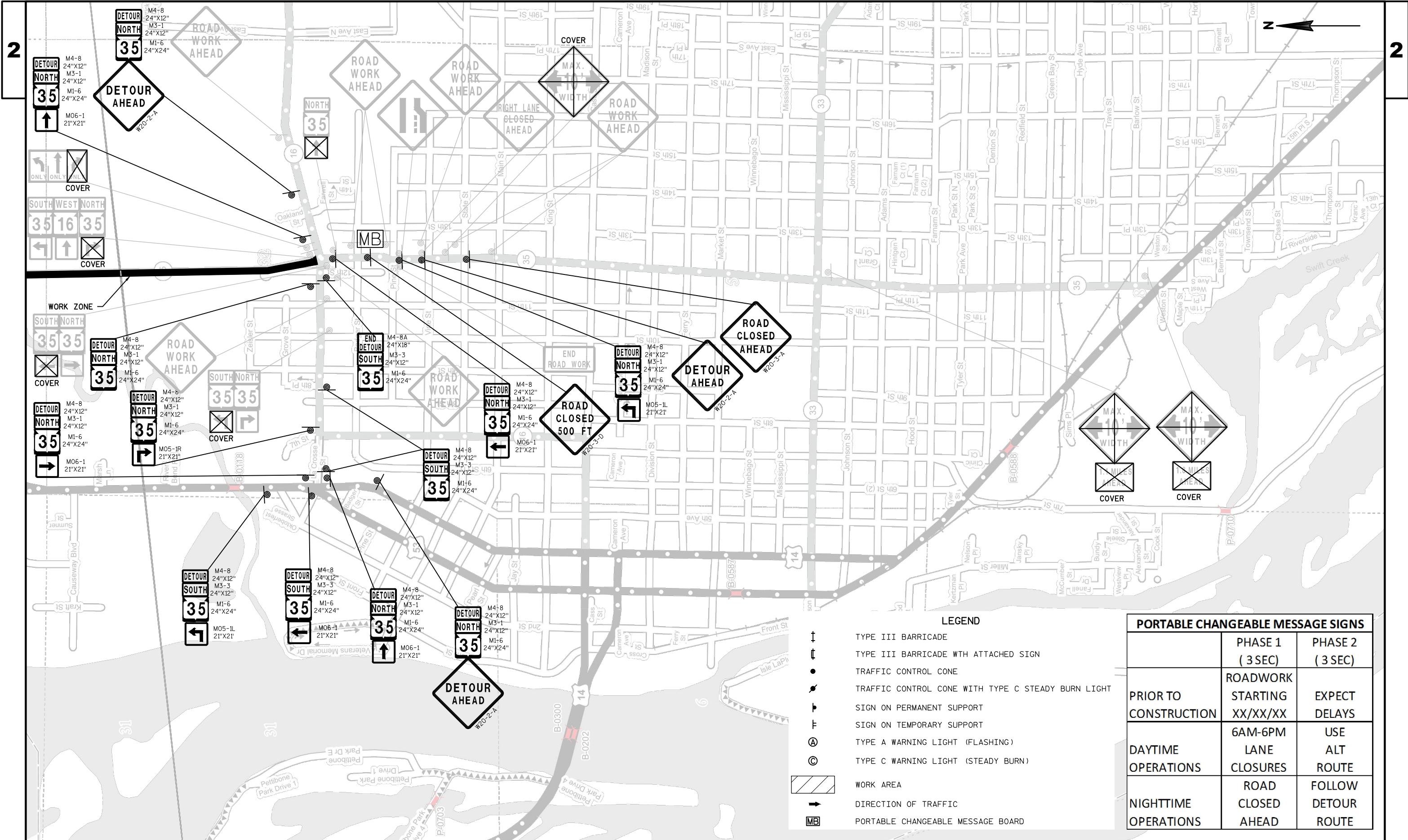


PORTABLE CHANGEABLE MESSAGE SIGNS

	PHASE 1 ( 3 SEC)	PHASE 2 ( 3 SEC)
PRIOR TO CONSTRUCTION	ROADWORK STARTING XX/XX/XX	EXPECT DELAYS
DAYTIME OPERATIONS	6AM-6PM LANE CLOSURES	USE ALT ROUTE
NIGHTTIME OPERATIONS	ROAD CLOSED AHEAD	FOLLOW DETOUR ROUTE

LEGEND

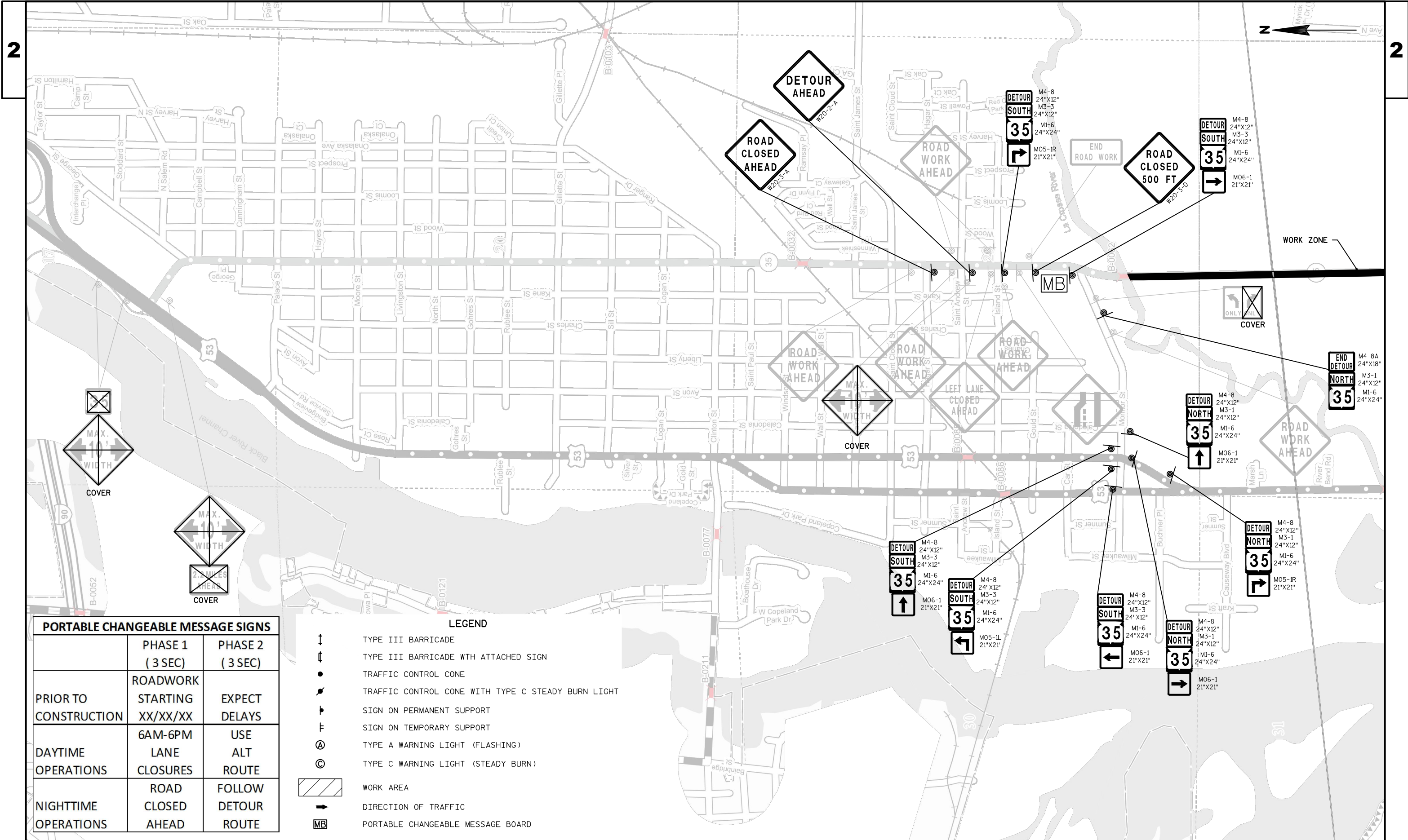
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL CONE
- TRAFFIC CONTROL CONE WITH TYPE C STEADY BURN LIGHT
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TYPE A WARNING LIGHT (FLASHING)
- TYPE C WARNING LIGHT (STEADY BURN)
- WORK AREA
- DIRECTION OF TRAFFIC
- PORTABLE CHANGEABLE MESSAGE BOARD



**LEGEND**

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL CONE
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	PHASE 1 ( 3 SEC)	PHASE 2 ( 3 SEC)
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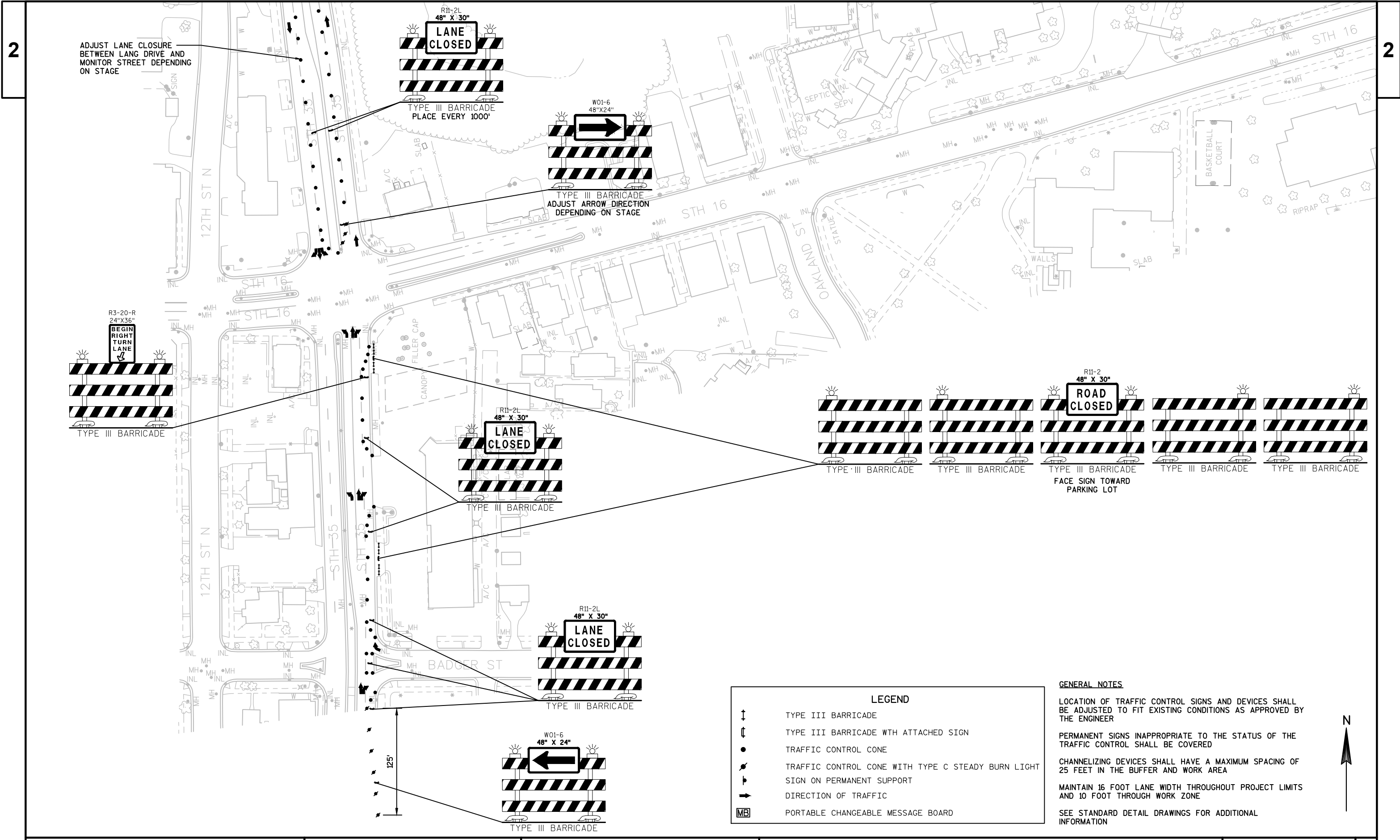


PORTABLE CHANGEABLE MESSAGE SIGNS

	PHASE 1 ( 3 SEC)	PHASE 2 ( 3 SEC)
PRIOR TO CONSTRUCTION	ROADWORK STARTING XX/XX/XX	EXPECT DELAYS
DAYTIME OPERATIONS	6AM-6PM LANE CLOSURES	USE ALT ROUTE
NIGHTTIME OPERATIONS	ROAD CLOSED AHEAD	FOLLOW DETOUR ROUTE

LEGEND

- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL CONE
- TRAFFIC CONTROL CONE WITH TYPE C STEADY BURN LIGHT
- ▬ SIGN ON PERMANENT SUPPORT
- ▬ SIGN ON TEMPORARY SUPPORT
- Ⓐ TYPE A WARNING LIGHT (FLASHING)
- Ⓒ TYPE C WARNING LIGHT (STEADY BURN)
- ▨ WORK AREA
- ➔ DIRECTION OF TRAFFIC
- MB PORTABLE CHANGEABLE MESSAGE BOARD



LEGEND	
	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL CONE
	TRAFFIC CONTROL CONE WITH TYPE C STEADY BURN LIGHT
	SIGN ON PERMANENT SUPPORT
	DIRECTION OF TRAFFIC
	PORTABLE CHANGEABLE MESSAGE BOARD

**GENERAL NOTES**

LOCATION OF TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT EXISTING CONDITIONS AS APPROVED BY THE ENGINEER

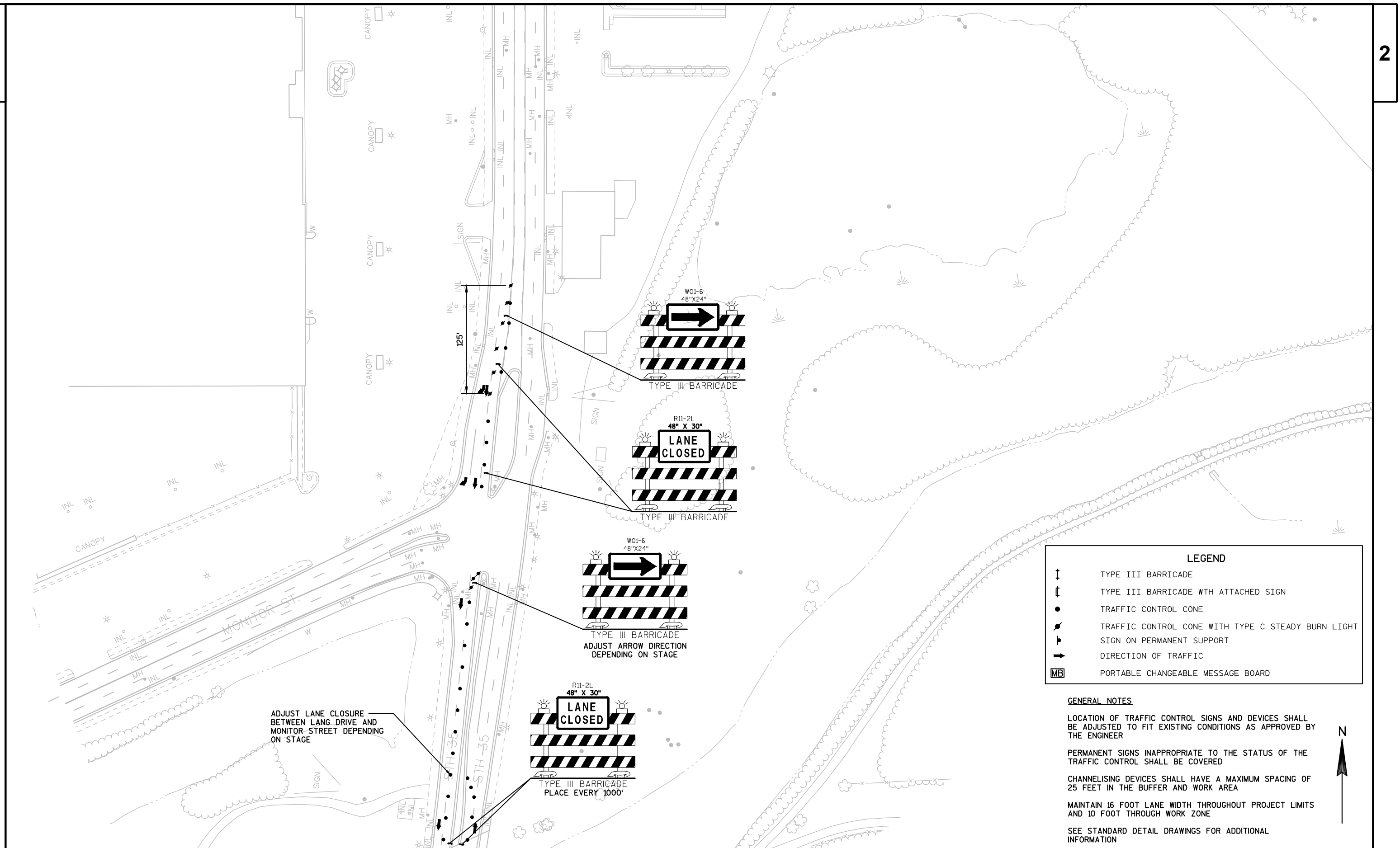
PERMANENT SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL SHALL BE COVERED

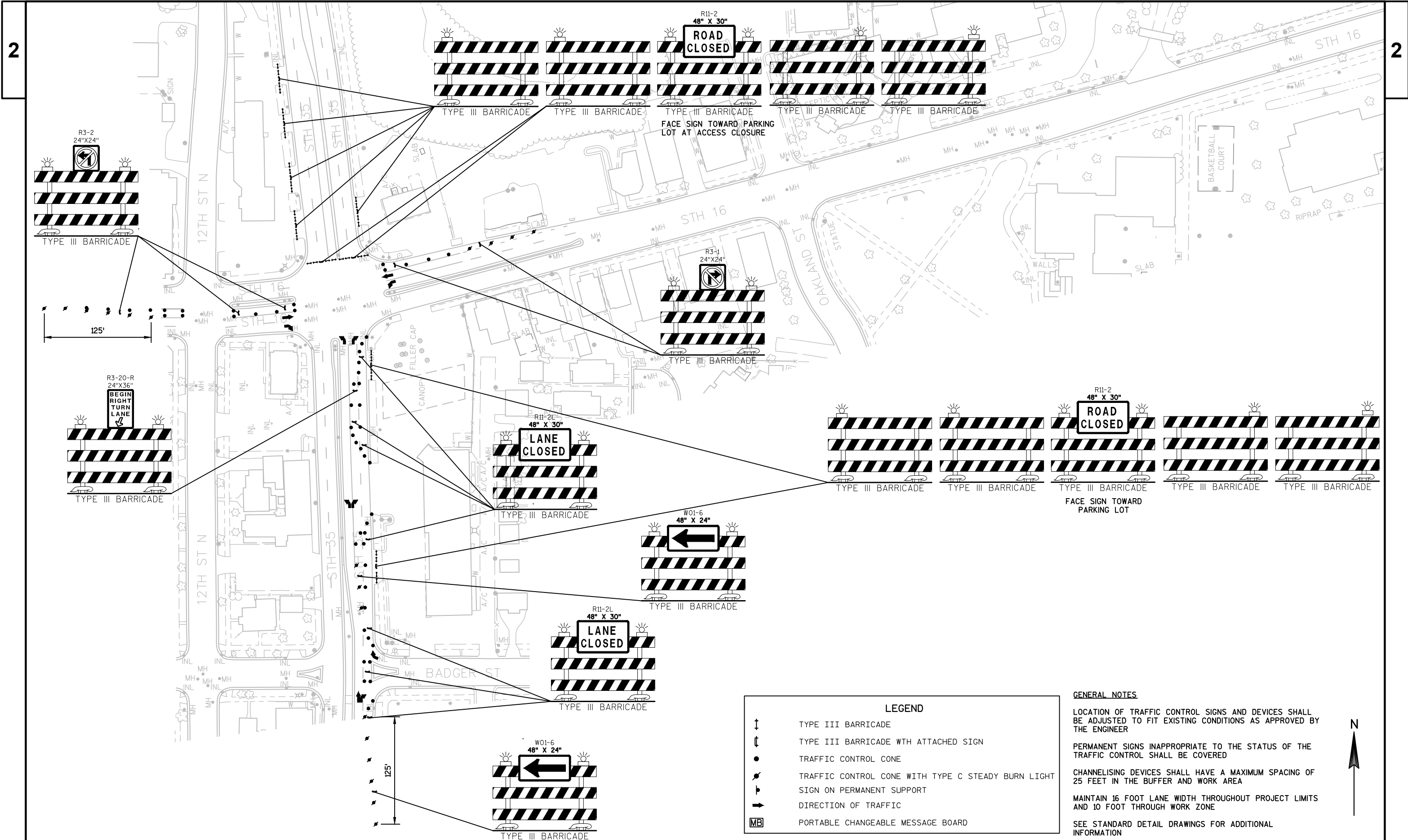
CHANNELIZING DEVICES SHALL HAVE A MAXIMUM SPACING OF 25 FEET IN THE BUFFER AND WORK AREA

MAINTAIN 16 FOOT LANE WIDTH THROUGHOUT PROJECT LIMITS AND 10 FOOT THROUGH WORK ZONE

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION







LEGEND

↑

↑

●

↗

→

MB

TYPE III BARRICADE

TYPE III BARRICADE WTH ATTACHED SIGN

TRAFFIC CONTROL CONE

TRAFFIC CONTROL CONE WITH TYPE C STEADY BURN LIGHT

SIGN ON PERMANENT SUPPORT

DIRECTION OF TRAFFIC

PORTABLE CHANGEABLE MESSAGE BOARD

GENERAL NOTES

LOCATION OF TRAFFIC CONTROL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT EXISTING CONDITIONS AS APPROVED BY THE ENGINEER

PERMANENT SIGNS INAPPROPRIATE TO THE STATUS OF THE TRAFFIC CONTROL SHALL BE COVERED

CHANNELISING DEVICES SHALL HAVE A MAXIMUM SPACING OF 25 FEET IN THE BUFFER AND WORK AREA

MAINTAIN 16 FOOT LANE WIDTH THROUGHOUT PROJECT LIMITS AND 10 FOOT THROUGH WORK ZONE

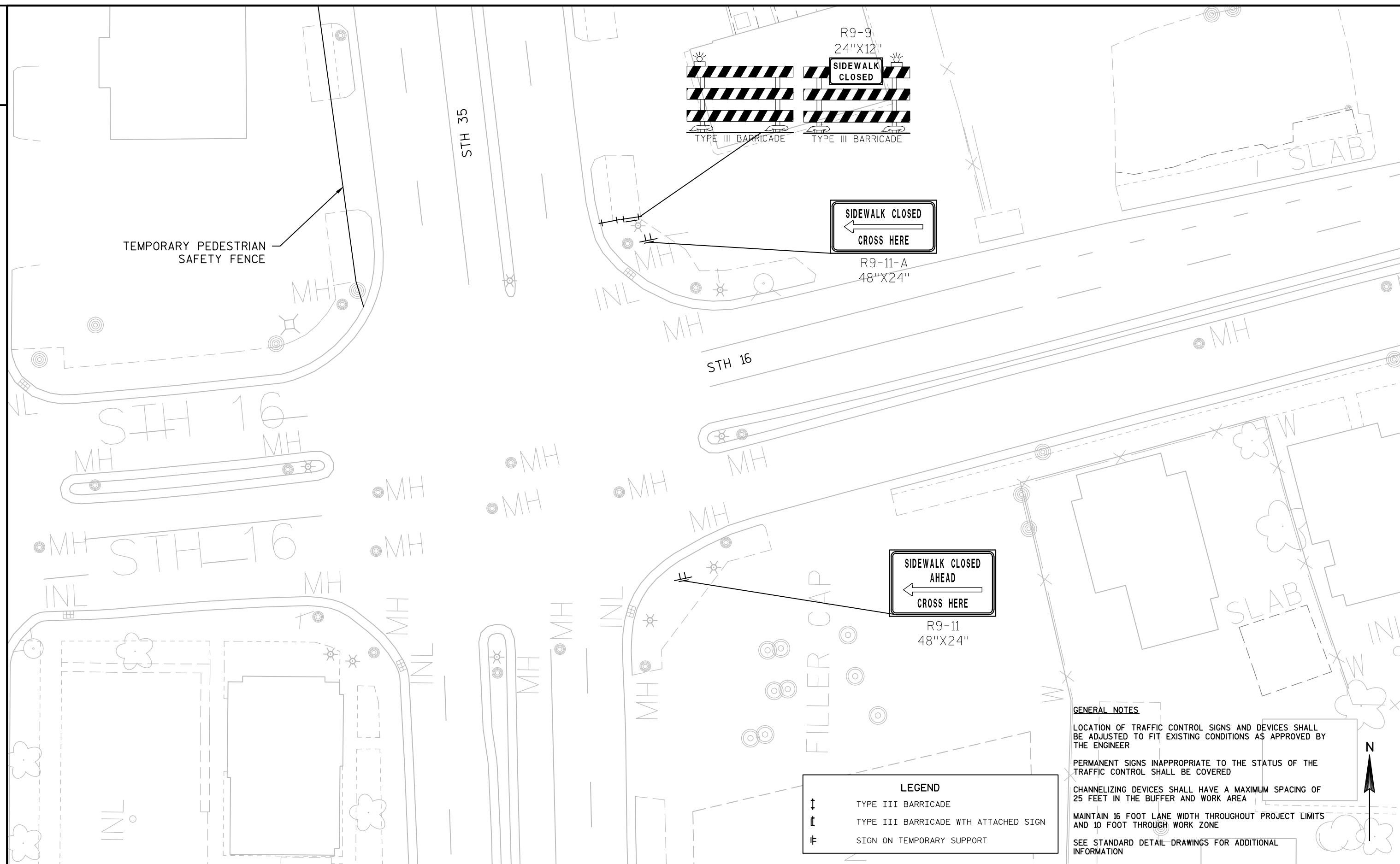
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION

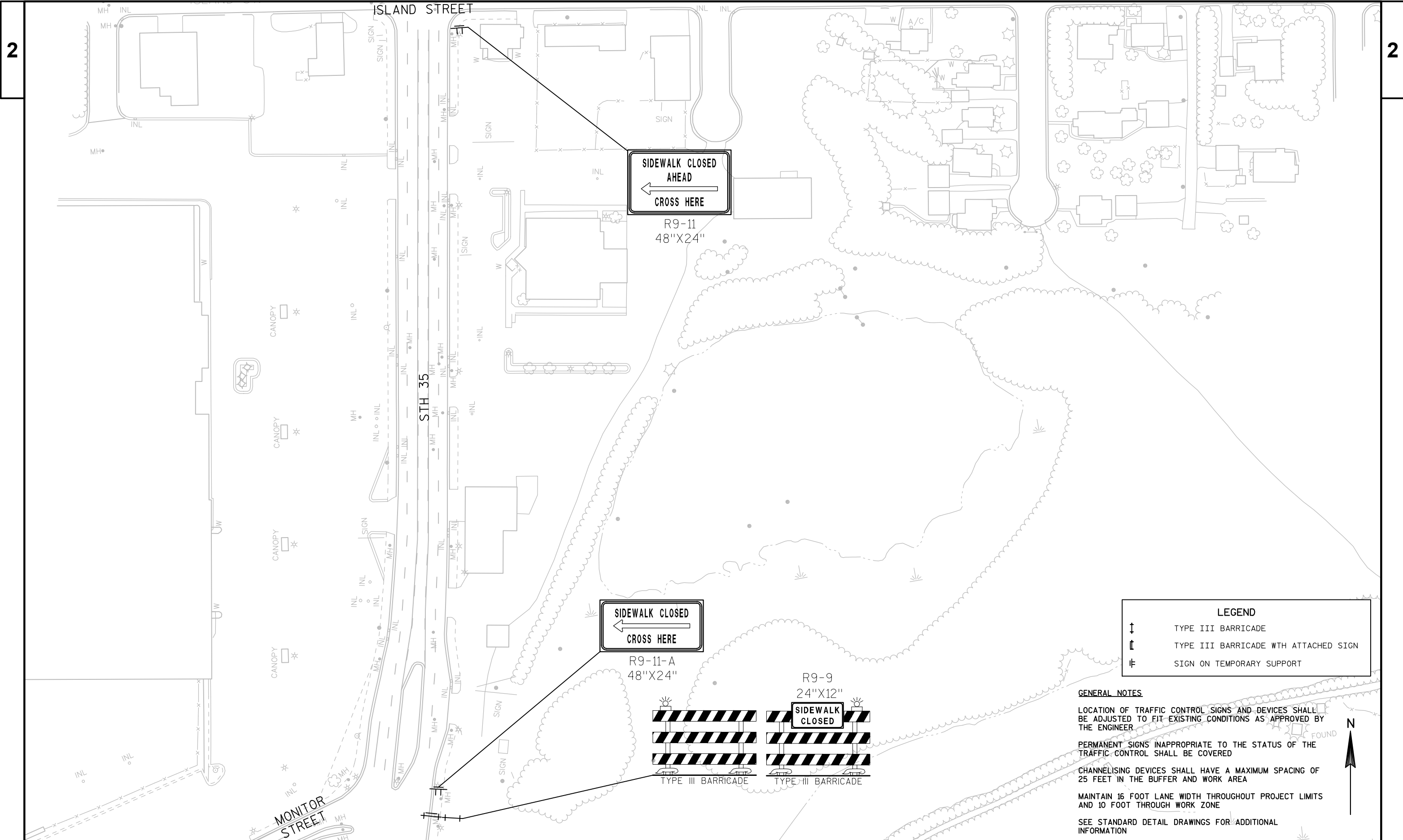




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2





DATE 06APR16		E S T I M A T E O F Q U A N T I T I E S			
LINE					5221-03-71
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	204.0100	Removing Pavement	SY	11,827.000	11,827.000
0020	204.0105	Removing Pavement Butt Joints	SY	301.000	301.000
0030	204.0110	Removing Asphaltic Surface	SY	3,285.000	3,285.000
0040	204.0115	Removing Asphaltic Surface Butt Joints	SY	244.000	244.000
0050	204.0155	Removing Concrete Sidewalk	SY	59.000	59.000
0060	205.0100	Excavation Common	CY	1,458.000	1,458.000
0070	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 5221-03-71	LS	1.000	1.000
0080	213.0100	Finishing Roadway (project) 01. 5221-03-71	EACH	1.000	1.000
0090	305.0110	Base Aggregate Dense 3/4-Inch	TON	769.000	769.000
0100	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,450.000	2,450.000
0110	305.0130	Base Aggregate Dense 3-Inch	TON	2,924.000	2,924.000
0120	312.0110	Select Crushed Material	TON	245.000	245.000
0130	390.0303	Base Patching Concrete	SY	1,775.000	1,775.000
0140	416.0160	Concrete Driveway 6-Inch	SY	98.000	98.000
0150	416.0610	Drilled Tie Bars	EACH	3.000	3.000
0160	420.1000	Continuous Diamond Grinding Concrete Pavement	SY	9,514.000	9,514.000
0170	455.0605	Tack Coat	GAL	1,645.000	1,645.000
0180	460.2000	Incentive Density HMA Pavement	DOL	1,400.000	1,400.000
0190	460.4110. S	Reheating HMA Pavement Longitudinal Joints	LF	11,700.000	11,700.000
0200	460.6223	HMA Pavement 3 MT 58-28 S	TON	2,676.000	2,676.000
0210	460.6224	HMA Pavement 4 MT 58-28 S	TON	2,173.000	2,173.000
0220	465.0105	Asphaltic Surface	TON	370.000	370.000
0230	601.0419	Concrete Curb & Gutter 30-Inch Type L	LF	7,852.000	7,852.000
0240	602.0415	Concrete Sidewalk 6-Inch	SF	63.000	63.000
0250	602.0515	Curb Ramp Detectable Warning Field Natural Patina	SF	20.000	20.000
0260	611.8115	Adjusting Inlet Covers	EACH	29.000	29.000
0270	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5221-03-71	EACH	1.000	1.000
0280	619.1000	Mobilization	EACH	1.000	1.000
0290	620.0200	Concrete Median Blunt Nose	SF	8.000	8.000
0300	624.0100	Water	MGAL	27.000	27.000
0310	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0320	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0330	628.7020	Inlet Protection Type D	EACH	29.000	29.000
0340	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	10.000	10.000
0350	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	3.000	3.000
0360	637.2210	Signs Type II Reflective H	SF	34.000	34.000
0370	637.2230	Signs Type II Reflective F	SF	111.000	111.000
0380	638.2602	Removing Signs Type II	EACH	10.000	10.000
0390	638.3000	Removing Small Sign Supports	EACH	10.000	10.000
0400	642.5001	Field Office Type B	EACH	1.000	1.000
0410	643.0100	Traffic Control (project) 01. 5221-03-71	EACH	1.000	1.000
0420	643.0410	Traffic Control Barricades Type II	DAY	180.000	180.000
0430	643.0420	Traffic Control Barricades Type III	DAY	4,140.000	4,140.000
0440	643.0705	Traffic Control Warning Lights Type A	DAY	6,300.000	6,300.000
0450	643.0715	Traffic Control Warning Lights Type C	DAY	1,665.000	1,665.000
0460	643.0900	Traffic Control Signs	DAY	3,690.000	3,690.000
0470	643.0920	Traffic Control Covering Signs Type II	EACH	720.000	720.000
0480	643.1050	Traffic Control Signs PCMS	DAY	90.000	90.000

DATE 06APR16		E S T I M A T E O F Q U A N T I T I E S			
LINE					5221-03-71
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0490	643. 2000	Traffic Control Detour (project) 01.	EACH	1. 000	1. 000
		5221-03-71			
0500	643. 3000	Traffic Control Detour Signs	DAY	4, 320. 000	4, 320. 000
0510	644. 1616. S	Temporary Pedestrian Safety Fence	LF	3, 909. 000	3, 909. 000
0520	646. 0126	Pavement Marking Epoxy 8-Inch	LF	200. 000	200. 000
0530	646. 0406	Pavement Marking Same Day Epoxy 4-Inch	LF	9, 144. 000	9, 144. 000
0540	646. 0600	Removing Pavement Markings	LF	79. 000	79. 000
0550	647. 0166	Pavement Marking Arrows Epoxy Type 2	EACH	2. 000	2. 000
0560	647. 0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	35. 000	35. 000
0570	647. 0606	Pavement Marking Island Nose Epoxy	EACH	2. 000	2. 000
0580	647. 0776	Pavement Marking Crosswalk Epoxy 12-Inch	LF	158. 000	158. 000
0590	649. 0400	Temporary Pavement Marking Removable Tape 4-Inch	LF	250. 000	250. 000
0600	649. 0402	Temporary Pavement Marking Paint 4-Inch	LF	7, 182. 000	7, 182. 000
0610	650. 5500	Construction Staking Curb Gutter and Curb & Gutter	LF	7, 852. 000	7, 852. 000
0620	650. 8000	Construction Staking Resurfacing Reference	LF	3, 909. 000	3, 909. 000
0630	650. 9910	Construction Staking Supplemental Control (project) 01. 5221-03-71	LS	1. 000	1. 000
0640	690. 0250	Sawing Concrete	LF	20, 976. 000	20, 976. 000
0650	ASP. 1TOA	On-the-Job Training Apprentice at \$5. 00/HR	HRS	500. 000	500. 000
0660	ASP. 1TOG	On-the-Job Training Graduate at \$5. 00/HR	HRS	300. 000	300. 000
0670	SPV. 0045	Special 01. Traffic Control Cones	DAY	21, 285. 000	21, 285. 000
0680	SPV. 0060	Special 01. Install Posts Steel U-Channel	EACH	4. 000	4. 000
0690	SPV. 0060	Special 02. Install V-Loc Post Anchors	EACH	4. 000	4. 000
0700	SPV. 0090	Special 01. Concrete Joint and Crack Cleaning	LF	3, 909. 000	3, 909. 000
0710	SPV. 0105	Special 01. Install State Furnished Video Detection System	LS	1. 000	1. 000

REMOVING PAVEMENT

204. 0100						
CATEGORY	STATION TO	STATION	LOCATION	SY	REMARKS	
0010	10+56	- 49+65	RT	5864	NORTHBOUND LANE	
0010	10+56	- 49+65	LT	5864	SOUTHBOUND LANE	
0010	11+13		RT	15	DRI VEWAY	
0010	11+10		LT	15	DRI VEWAY	
0010	11+60		LT	15	DRI VEWAY	
0010	12+25		LT	9	DRI VEWAY	
0010	12+80		LT	9	DRI VEWAY	
0010	42+20		LT	15	DRI VEWAY	
0010	46+65		RT	20	DRI VEWAY	
0010	10+56	- 13+20	RT	1	MEDI AN	
TOTAL 0010				11827		

REMOVING PAVEMENT BUTT JOINTS

204. 0105						
CATEGORY	STATION TO	STATION	LOCATI ON	SY	REMARKS	
0010	10+56	- 11+06	RT	61	NORTHBOUND LANE	
0010	10+56	- 10+59	RT	1	MEDI AN NOSE	
0010	10+56	- 11+06	LT	61	SOUTHBOUND LANE	
0010	10+56	- 11+06	RT	56	LEFT TURN LANE	
0010	49+15	- 49+65	RT	61	NORTHBOUND LANE	
0010	49+15	- 49+65	LT	61	SOUTHBOUND LANE	
TOTAL 0010				301		

REMOVING ASPHALTIC SURFACE

204. 0110						
CATEGORY	STATION TO	STATION	LOCATI ON	SY	REMARKS	
0010	10+78	- 10+96	RT	8	NORTHBOUND TERRACE	
0010	11+30	- 46+42	RT	1561	NORTHBOUND TERRACE	
0010	46+87	- 49+05	RT	97	NORTHBOUND TERRACE	
0010	11+75	- 12+14	LT	17	SOUTHBOUND TERRACE	
0010	12+35	- 12+69	LT	15	SOUTHBOUND TERRACE	
0010	12+90	- 42+04	LT	1295	SOUTHBOUND TERRACE	
0010	42+37	- 48+95	LT	292	SOUTHBOUND TERRACE	
TOTAL 0010				3285		

REMOVING ASPHALTIC SURFACE BUTT JOINTS

204. 0115						
CATEGORY	STATION TO	STATION	LOCATION	SY	REMARKS	
0010	10+56	- 11+06	RT	61	NORTHBOUND LANE	
0010	10+56	- 11+06	LT	61	SOUTHBOUND LANE	
0010	49+15	- 49+65	RT	61	NORTHBOUND LANE	
0010	49+15	- 49+65	LT	61	SOUTHBOUND LANE	
TOTAL 0010				244		

REMOVING CONCRETE SIDEWALK

204. 0155						
CATEGORY	STATION TO	STATION	LOCATI ON	SY	REMARKS	
0010	10+54	- 10+64	RT	20	NORTHBOUND	
0010	10+64	- 10+78	RT	12	NORTHBOUND	
0010	10+49	- 10+65	LT	14	SOUTHBOUND	
0010	10+65	- 10+90	LT	4	SOUTHBOUND	
0010	11+22	- 11+42	LT	9	SOUTHBOUND	
TOTAL 0010				59		

EXCAVATION COMMON

205. 0100						
CATEGORY	STATION TO	STATION	LOCATI ON	CY	REMARKS	
0010	15+00	- 21+50	RT	349	NORTHBOUND	
0010	23+50	- 25+00	RT	81	NORTHBOUND	
0010	46+00	- 48+25	RT	121	NORTHBOUND	
0010	14+75	- 22+00	LT	389	SOUTHBOUND	
0010	25+25	- 27+00	LT	94	SOUTHBOUND	
0010	32+50	- 38+00	LT	295	SOUTHBOUND	
0010	10+56	- 49+65	RT/LT	129	UNDI STRI BUTED	
TOTAL 0010				1458		

BASE AGGREGATE DENSE

					305. 0110	305. 0120	305. 0130		
					BASE	BASE	BASE		
					AGGREGATE	AGGREGATE	AGGREGATE		
					DENSE	DENSE	DENSE	624. 0100	
					3/4-INCH	1 1/4-INCH	3-INCH	WATER	
CATEGORY	STATION	TO	STATION	LOCATION	TON	TON	TON	MGAL	REMARKS
0010	10+78	-	49+05	RT	243	---	---	---	C&G BACKFI LL
0010	11+75	-	48+95	LT	237	---	---	---	C&G BACKFI LL
0010	10+78	-	49+05	RT	147	---	---	---	TERRACE
0010	11+75	-	48+95	LT	142	---	---	---	TERRACE
0010	10+56	-	49+65	RT	---	1225	---	---	NORTHBOUND LANE
0010	10+56	-	49+65	LT	---	1225	---	---	SOUTHBOUND LANE
0010	15+00	-	21+50	RT	---	---	768	---	NORTHBOUND LANE
0010	23+50	-	25+00	RT	---	---	177	---	NORTHBOUND LANE
0010	46+00	-	48+25	RT	---	---	266	---	NORTHBOUND LANE
0010	14+75	-	22+00	LT	---	---	856	---	SOUTHBOUND LANE
0010	25+25	-	27+00	LT	---	---	207	---	SOUTHBOUND LANE
0010	32+50	-	38+00	LT	---	---	650	---	SOUTHBOUND LANE
0010	10+56	-	49+65	RT/LT	---	---	---	27	BASE AGGREGATE DENSE
TOTAL 0010					769	2450	2924	27	

SELECT CRUSHED MATERIAL

		312. 0110			
CATEGORY	STATION TO STATION	LOCATION	TON	REMARKS	
0010	10+56 - 49+65	RT/LT	245	UNDI STRI BUTED	
TOTAL 0010			245		

CONCRETE DRIVEWAY 6-INCH

		416. 0160			
CATEGORY	STATION	LOCATION	SY	REMARKS	
0010	11+13	RT	15	DRI VEWAY	
0010	11+10	LT	15	DRI VEWAY	
0010	11+60	LT	15	DRI VEWAY	
0010	12+25	LT	9	DRI VEWAY	
0010	12+80	LT	9	DRI VEWAY	
0010	42+20	LT	15	DRI VEWAY	
0010	46+65	RT	20	DRI VEWAY	
TOTAL 0010			98		

BASE PATCHING CONCRETE

		390. 0303			
CATEGORY	STATION TO STATION	LOCATION	SY	REMARKS	
0010	10+56 - 13+00	RT	24	LEFT TURN LANE JOINTS	
0010	10+56 - 49+65	RT	452	NORTHBOUND LANE JOINTS	
0010	10+56 - 49+65	LT	438	SOUTHBOUND LANE JOINTS	
0010	11+38 - 11+58	LT	25	SOUTHBOUND LANE PANEL	
0010	12+58 - 12+78	LT	25	SOUTHBOUND LANE PANEL	
0010	16+20 - 16+80	LT	75	SOUTHBOUND LANE PANELS	
0010	16+20 - 16+40	RT	25	NORTHBOUND LANE PANEL	
0010	17+00 - 17+20	LT	25	SOUTHBOUND LANE PANEL	
0010	19+00 - 20+00	RT	125	SOUTHBOUND LANE PANELS	
0010	19+60 - 20+00	LT	50	NORTHBOUND LANE PANELS	
0010	21+00 - 21+60	LT	75	NOTHBOUND LANE PANELS	
0010	25+02 - 25+22	RT	25	NOTHBOUND LANE PANEL	
0010	25+62 - 26+12	LT	63	SOUTHBOUND LANE PANELS	
0010	27+82 - 28+02	LT	25	SOUTHBOUND LANE PANEL	
0010	28+22 - 28+42	RT	25	NOTHBOUND LANE PANEL	
0010	46+53 - 46+73	RT	25	SOUTHBOUND LANE PANELS	
0010	47+03 - 47+23	RT	25	SOUTHBOUND LANE PANELS	
0010	48+36 - 48+68	LT	37	SOUTHBOUND LANE PANELS	
0010	48+68 - 49+03	RT	50	NOTHBOUND LANE PANELS	
0010	10+56 - 49+65	RT/LT	161	UNDI STRI BUTED	
TOTAL 0010			1775		

DRI LLED TIE BARS

		416. 0610			
CATEGORY	STATION	LOCATION	EACH	REMARKS	
0010	14+72	RT	3	CONCRETE MEDI AN BLUNT NOSE	
TOTAL 0010			3		

CONTINUOUS DIAMOND GRINDING CONCRETE PAVEMENT

		420. 1000			
CATEGORY	STATION TO STATION	LOCATION	SY	REMARKS	
0010	11+06 - 49+15	RT	4655	NORTHBOUND LANE	
0010	11+06 - 49+15	LT	4655	SOUTHBOUND LANE	
0010	11+06 - 13+20	RT	204	LEFT TURN LANE	
TOTAL 0010			9514		

HMA PAVEMENT										
CATEGORY	STATION TO STATION		LOCATION	PAVING AREA SY	455. 0605	460. 6223	460. 6224	465. 0105	REMARKS	
					TACK COAT GAL	HMA PAVEMENT 3 MT 58-28 S TON	HMA PAVEMENT 4 MT 58-28 S TON	ASPHALTIC SURFACE TON		
0010	10+56	- 49+65	RT	4778	478	1338	535	---	NORTHBOUND OUTSIDE LANE	
0010	10+56	- 49+65	LT	4778	478	1338	535	---	SOUTHBOUND OUTSIDE LANE	
0010	10+56	- 49+65	RT	4778	334	---	535	---	NORTHBOUND INSIDE LANE	
0010	10+56	- 49+65	LT	4778	334	---	535	---	SOUTHBOUND INSIDE LANE	
0010	10+56	- 13+20	LT	293	21	---	33	---	SOUTHBOUND LEFT TURN LANE	
0010	10+78	- 10+96	RT	8	---	---	---	1	NORTHBOUND TERRACE	
0010	11+30	- 46+42	RT	1561	---	---	---	175	NORTHBOUND TERRACE	
0010	46+87	- 49+05	RT	97	---	---	---	11	NORTHBOUND TERRACE	
0010	11+75	- 12+14	LT	17	---	---	---	2	SOUTHBOUND TERRACE	
0010	12+35	- 12+69	LT	27	---	---	---	3	SOUTHBOUND TERRACE	
0010	12+90	- 42+04	LT	1295	---	---	---	145	SOUTHBOUND TERRACE	
0010	42+37	- 48+95	LT	292	---	---	---	33	SOUTHBOUND TERRACE	
TOTAL 0010					1645	2676	2173	370		

REHEATING HMA LONGITUDINAL JOINTS

CATEGORY	STATION TO STATION		LOCATION	460. 4110. S	REMARKS	
				LF		
0010	10+56	- 49+65	RT	3900	NORTHBOUND LANES	
0010	10+56	- 49+65	LT	3900	SOUTHBOUND LANES	
0010	10+56	- 49+65	CL	3900	CENTERLINE	
TOTAL 0010				11700		

CONCRETE CURB & GUTTER 30-INCH TYPE L

CATEGORY	STATION TO STATION		LOCATION	601. 0419	REMARKS	
				LF		
0010	10+54	- 49+65	RT	3926	NORTHBOUND	
0010	10+49	- 49+65	LT	3926	SOUTHBOUND	
TOTAL 0010				7852		

CONCRETE SIDEWALK 6-INCH

CATEGORY	STATION TO STATION		LOCATION	602. 0415	REMARKS	
				SF		
0010	10+54	- 10+64	RT	20	NORTHBOUND	
0010	10+64	- 10+78	RT	12	NORTHBOUND	
0010	10+49	- 10+65	LT	14	SOUTHBOUND	
0010	10+65	- 10+90	LT	4	SOUTHBOUND	
0010	11+22	- 11+42	LT	9	SOUTHBOUND	
0010	10+56	- 13+20	RT	4	MEDI AN	
TOTAL 0010				63		

CURB RAMP DETECTABLE WARNING FIELD NATURAL PATINA

CATEGORY	STATION		LOCATION	602. 0515	REMARKS	
				SF		
0010	10+59		RT	10	NORTHBOUND	
0010	10+57		LT	10	SOUTHBOUND	
TOTAL 0010				20		

ADJUSTING INLET COVERS

611. 8115				
CATEGORY	STATION	LOCATION	EACH	REMARKS
0010	10+60	RT	1	
0010	13+00	RT	1	
0010	13+00	LT	1	
0010	15+50	RT	1	
0010	15+50	LT	1	
0010	17+75	RT	1	
0010	17+75	LT	1	
0010	20+00	RT	1	
0010	20+00	LT	1	
0010	22+50	RT	1	
0010	22+50	LT	1	
0010	25+00	RT	1	
0010	25+00	LT	1	
0010	27+00	RT	1	
0010	27+00	LT	1	
0010	29+00	RT	1	
0010	29+00	LT	1	
0010	32+00	RT	1	
0010	32+00	LT	1	
0010	38+00	RT	1	
0010	38+00	LT	1	
0010	41+00	RT	1	
0010	41+00	LT	1	
0010	44+00	RT	1	
0010	44+00	LT	1	
0010	49+25	LT	1	
0010	49+50	LT	1	
0010	49+55	RT	1	
0010	49+75	RT	1	
TOTAL 0010			29	

CONCRETE MEDIAN BLUNT NOSE

620. 0200					
CATEGORY	STATION	LOCATION	SF	REMARKS	
0010	14+72	RT	8	CONCRETE MEDIAN BLUNT NOSE	
TOTAL 0010			8		
<u>MOBILIZATIONS EMERGENCY EROSION CONTROL</u>					
628. 1910					
CATEGORY	STATION TO	STATION	LOCATION	EACH	REMARKS
0010	10+56	- 49+87	RT/LT	1	PROJECT LIMITS
TOTAL 0010				1	
<u>MOBILIZATIONS EROSION CONTROL</u>					
628. 1905					
CATEGORY	STATION TO	STATION	LOCATION	EACH	REMARKS
0010	10+56	- 49+87	RT/LT	2	PROJECT LIMITS
TOTAL 0010				2	

INLET PROTECTION TYPE D

628. 7020				
CATEGORY	STATION	LOCATION	EACH	REMARKS
0010	10+60	RT	1	
0010	13+00	RT	1	
0010	13+00	LT	1	
0010	15+50	RT	1	
0010	15+50	LT	1	
0010	17+75	RT	1	
0010	17+75	LT	1	
0010	20+00	RT	1	
0010	20+00	LT	1	
0010	22+50	RT	1	
0010	22+50	LT	1	
0010	25+00	RT	1	
0010	25+00	LT	1	
0010	27+00	RT	1	
0010	27+00	LT	1	
0010	29+00	RT	1	
0010	29+00	LT	1	
0010	32+00	RT	1	
0010	32+00	LT	1	
0010	38+00	RT	1	
0010	38+00	LT	1	
0010	41+00	RT	1	
0010	41+00	LT	1	
0010	44+00	RT	1	
0010	44+00	LT	1	
0010	49+25	LT	1	
0010	49+50	LT	1	
0010	49+55	RT	1	
0010	49+75	RT	1	
TOTAL 0010			29	

PERMANENT SIGNING

CATEGORY	SIGN NO	APPROX STATION	LOCATION	SIGN CODE	DESCRIPTION	MESSAGE	SIZE IN X IN	POSTS WOOD 4X6-INCH		637. 2210 SIGN TYPE II REFLECT H SF	637. 2230 SIGN TYPE II REFLECT F SF	638. 2602 REMOVING SIGN TYPE II EACH	638. 3000 REMOVING SMALL SIGN SUPPORTS EACH	REMARKS
								634. 0616	634. 0618					
								16-FT EACH	18-FT EACH					
0010	1-1	10+75	LT	J2-2	ROUTE TURN ASSEMBLY	EAST, WEST	48 X 57	---	1	---	19.0	1	1	---
0010	---	---	---	---	---	STH 16, STH 16	---	---	---	---	---	---	---	---
0010	---	---	---	---	---	RT ARROW, LT ARROW	---	---	---	---	---	---	---	---
0010	1-2	11+15	MEDIAN	R6-2R	ONE WAY RT ARROW	---	24 X 30	---	---	25.0	---	---	---	*5 NEW SIGNS
0010	1-3	11+40	RT	J4-1	REASSURANCE ASSEMBLY	NORTH	24 X 36	1	---	---	6.0	1	1	---
0010	---	---	---	---	---	STH 35	---	---	---	---	---	---	---	---
0010	1-4	13+00	LT	D1-3	TRIPLE DESTINATION/ARROW	AHEAD ARROW, STODDARD	54 X 36	2	---	---	13.5	1	1	---
0011	---	---	---	---	---	DO NOT ENTER	36 X 36	---	---	9.0	---	---	---	NEW SIGN
0010	---	---	---	---	---	LT ARROW, WEST SALEM	---	---	---	---	---	---	---	---
0010	---	---	---	---	---	BUSINESS DIST, RT ARROW	---	---	---	---	---	---	---	---
0010	1-5	13+60	RT	R2-1	SPEED LIMIT ____	35	24 X 30	1	---	---	5.0	1	1	---
0010	---	---	---	---	---	LASER ENFORCECD	---	---	---	---	---	---	---	REMOVED WITH SIGN NO 1-5
0010	1-6	14+10	LT	J2-1	ROUTE TURN ASSEMBLY	SOUTH	24 X 57	---	1	---	9.5	1	1	---
0010	---	---	---	---	---	STH 35	---	---	---	---	---	---	---	---
0010	---	---	---	---	---	AHEAD ARROW	---	---	---	---	---	---	---	---
0010	1-7	14+75	LT	---	REDUCED SPEED, BIKE ROUTE	---	---	---	---	---	---	1	1	REMOVE
0010	1-8	14+75	MEDIAN	R4-7	KEEP RIGHT SYMBOL	---	24 X 30	---	---	---	5.0	1	1	---
0010	1-9	15+25	LT	J2-2	ROUTE TURN ASSEMBLY	EAST, WEST	48 X 57	---	1	---	19.0	---	---	REMOVED WITH SIGN NO 1-6
0010	---	---	---	---	---	STH 16, STH 16	---	---	---	---	---	---	---	---
0010	---	---	---	---	---	LT AND RT ADVANCE TURN ARROW	---	---	---	---	---	---	---	---
0010	1-10	15+60	RT	I55-56	ADOPT-A-HIGHWAY SPONSOR	UW-LA CROSSE WRESTLING TEAM	30 X 36	1	---	---	7.5	1	1	---
0010	1-11	17+60	LT	J1-1	JUNCTION ASSEMBLY	JCT	24 X 39	1	---	---	6.5	1	1	---
0010	---	---	---	---	---	STH 16	---	---	---	---	---	---	---	---
0010	2-1	19+90	LT	---	CITY SIGN	---	---	---	---	---	---	---	---	EXISTING SIGN TO REMAIN
0010	2-2	28+50	RT	R2-1	SPEED LIMIT 35	35	24 X 30	1	---	---	5.0	1	1	---
0010	---	---	---	---	---	LASER ENFORCECD	---	---	---	---	---	---	---	REMOVED WITH SIGN NO 2-2
0010	2-3	33+00	LT	R2-1	SPEED LIMIT 35	35	24 X 30	1	---	---	5.0	---	---	NEW SIGN
0010	2-4	43+50	RT	R2-1	SPEED LIMIT 35	35	24 X 30	1	---	---	5.0	---	---	NEW SIGN
0010	2-5	48+00	LT	R2-1	SPEED LIMIT 35	35	24 X 30	1	---	---	5.0	---	---	NEW SIGN
TOTAL 0010								10	3	34.0	111.0	10	10	

\*CITY OF LA CROSSE WILL PROVIDE POSTS STEEL U-CHANNEL AND V-LOC POST ANCHORS. SEE SPECIAL PROVISIONS FOR ADDITIONAL INFORMATION.

PERMANENT SIGNING SPECIAL

CATEGORY	STATION	TO	STATION	LOCATION	SPV. 0060. 01 INSTALL POSTS STEEL U-CHANNEL EACH		SPV. 0060. 02 INSTALL V-LOC POST ANCHORS EACH		REMARKS
0010	10+56	-	13+20	RT	4		4		MEDIAN SIGNING
TOTAL 0010					4		4		

3

TRAFFIC CONTROL																									
CATEGORY	LOCATION	SIGN CODE	MESSAGE	SERVICE PERIOD DAYS	643. 0410 BARRICADES TYPE II		643. 0420 BARRICADES TYPE III		643. 0705 WARNING LIGHTS TYPE A		643. 0715 WARNING LIGHTS TYPE C		643. 0900 SIGNS		643. 0920 COVERING SIGNS TYPE II		643. 1050 SIGNS PCMS		643. 3000 DETOUR SIGNS		SPV. 0045. 01 SPECIAL 01. TRAFFIC CONTROL CONES		REMARKS		
					NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	EACH	NO	DAY	NO	DAY	NO	DAY		NO	DAY
0010	SOUTH OF WORK ZONE	W20-1-A	ROAD WORK AHEAD	45	0	0	0	0	0	0	0	0	8	360	0	0	1	45	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 1		
0010	SOUTH OF WORK ZONE	W04-2R	WORK ZONE LANE ENDS	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 1		
0010	SOUTH OF WORK ZONE	G20-2A	END ROAD WORK	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 1		
0010	SOUTH OF WORK ZONE	W20-5-A	RT LANE CLOSED AHEAD	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 1		
0010	SOUTH OF WORK ZONE	W12-52	MAX 10' WIDTH	45	0	0	0	0	0	0	0	0	3	135	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 1		
0010	SOUTH OF WORK ZONE	W57-52	XX MILES AHEAD	45	0	0	0	0	0	0	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 1		
0010	NORTH OF WORK ZONE	W20-1-A	ROAD WORK AHEAD	45	0	0	0	0	0	0	0	0	6	270	0	0	1	45	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	NORTH OF WORK ZONE	W04-2R	WORK ZONE LANE ENDS	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	NORTH OF WORK ZONE	G20-2A	END ROAD WORK	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	NORTH OF WORK ZONE	W20-5-A	LT LANE CLOSED AHEAD	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	NORTH OF WORK ZONE	W12-52	MAX 10' WIDTH	45	0	0	0	0	0	0	0	0	4	180	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	NORTH OF WORK ZONE	W57-52	XX MILES AHEAD	45	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	NORTH OF WORK ZONE	M1-6	STH 35	45	0	0	0	0	0	0	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST SIGNING (DT OP) P. 2		
0010	SOUTH OF WORK ZONE	M06-1	DIRECTIONAL ARROW	45	0	0	0	0	0	0	0	0	0	0	2	90	0	0	6	270	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	M4-8	DETOUR	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	13	585	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	M3-3	SOUTH	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	225	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	M1-6	STH 35	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	14	630	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	M05-1L	ADVANCE TURN ARROW	45	0	0	0	0	0	0	0	0	0	0	2	90	0	0	3	135	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	W20-2-A	DETOUR AHEAD	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	135	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	W20-3-A	ROAD CLOSED AHEAD	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	W20-3-D	ROAD CLOSED 500 FT	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	W12-52	MAX 10' WIDTH	45	0	0	0	0	0	0	0	0	0	0	3	135	0	0	0	0	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	W57-52	XX MILES AHEAD	45	0	0	0	0	0	0	0	0	0	0	2	90	0	0	0	0	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	M3-1	NORTH	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	405	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	M4-8A	END DETOUR	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	SOUTH OF WORK ZONE	R3-8-W	VARIOUS ONLYS	45	0	0	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	STAGE CONST SIGNING (NT OP) P. 1		
0010	NORTH OF WORK ZONE	M06-1	DIRECTIONAL ARROW	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	225	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	M4-8	DETOUR	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8	360	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	M3-3	SOUTH	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	225	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	M1-6	STH 35	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11	495	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	M05-1L	ADVANCE TURN ARROW	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	135	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	W20-2-A	DETOUR AHEAD	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	W20-3-A	ROAD CLOSED AHEAD	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	W20-3-D	ROAD CLOSED 500 FT	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	W12-52	MAX 10' WIDTH	45	0	0	0	0	0	0	0	0	0	0	4	180	0	0	0	0	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	W57-52	XX MILES AHEAD	45	0	0	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	M3-1	NORTH	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	180	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	M4-8A	END DETOUR	45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	45	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	NORTH OF WORK ZONE	R3-8-F	VARIOUS ONLYS	45	0	0	0	0	0	0	0	0	0	0	1	45	0	0	0	0	0	0	STAGE CONST SIGNING (NT OP) P. 2		
0010	SOUTH OF WORK ZONE	R3-20-R	BEGIN RT TURN LANE	45	0	0	1	45	2	90	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST (DAYTIME OP) P. 1		
CONTINUED ON NEXT PAGE																									
PROJECT NO: 5221-03-71			HWY: STH 35			COUNTY: LA CROSSE					MISCELLANEOUS QUANTITIES										SHEET:		E		

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3

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CONTINUED FROM PREVIOUS PAGE					TRAFFIC CONTROL																				
CATEGORY	LOCATION	SIGN CODE	MESSAGE	SERVICE PERIOD DAYS	643. 0410 BARRICADES TYPE II		643. 0420 BARRICADES TYPE III		643. 0705 WARNING LIGHTS TYPE A		643. 0715 WARNING LIGHTS TYPE C		643. 0900 SIGNS		643. 0920 COVERING SIGNS TYPE II		643. 1050 SIGNS PCMS		643. 3000 DETOUR SIGNS		SPV. 0045. 01 SPECIAL 01. TRAFFIC CONTROL CONES		REMARKS		
					NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	EACH	NO	DAY	NO	DAY	NO	DAY		NO	DAY
					NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	DAY	NO	EACH	NO	DAY	NO	DAY	NO	DAY		NO	DAY
0010	SOUTH OF WORK ZONE	R11-2L	LANE CLOSED	45	0	0	5	225	10	450	6	270	5	225	0	0	0	0	0	0	32	1440	STAGE CONST (DAYTIME OP) P. 1		
0010	SOUTH OF WORK ZONE	W01-6	RIGHT ARROW	45	0	0	1	45	2	90	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST (DAYTIME OP) P. 1		
0010	SOUTH OF WORK ZONE	R11-2L	ROAD CLOSED	45	0	0	10	450	12	540	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (DAYTIME OP) P. 1		
0010	STA 10+50 TO STA 55+25	R11-2L	LANE CLOSED	45	0	0	8	360	16	720	6	270	8	360	0	0	0	0	0	0	366	16470	STAGE CONST (DAYTIME OP)		
0010	STA 10+50 TO STA 55+25	W01-6	RIGHT ARROW	45	0	0	2	90	4	180	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (DAYTIME OP)		
0010	NORTH OF WORK ZONE	R11-2L	LANE CLOSED	45	0	0	2	90	4	180	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (DAYTIME OP) P. 2		
0010	NORTH OF WORK ZONE	W01-6	RIGHT ARROW	45	0	0	1	45	2	90	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST (DAYTIME OP) P. 2		
0010	SOUTH OF WORK ZONE	R11-2L	LANE CLOSED	45	0	0	2	90	4	180	3	135	2	90	0	0	0	0	0	0	11	495	STAGE CONST (NIGHTTIME OP) P. 1		
0010	SOUTH OF WORK ZONE	W01-6	RIGHT ARROW	45	0	0	1	45	2	90	0	0	1	45	0	0	0	0	0	0	0	0	STAGE CONST (NIGHTTIME OP) P. 1		
0010	SOUTH OF WORK ZONE	R3-2	NO LEFT TURN	45	0	0	3	135	6	270	6	270	3	135	0	0	0	0	0	0	20	900	STAGE CONST (NIGHTTIME OP) P. 1		
0010	SOUTH OF WORK ZONE	R3-1	NO RIGHT TURN	45	0	0	2	90	4	180	4	180	2	90	0	0	0	0	0	0	9	405	STAGE CONST (NIGHTTIME OP) P. 1		
0010	STA 10+50 TO STA 55+25	R11-2L	ROAD CLOSED	45	0	0	35	1575	42	1890	0	0	7	315	0	0	0	0	0	0	0	0	STAGE CONST (NIGHTTIME OP) P. 1		
0010	NORTH OF WORK ZONE	R11-2L	LANE CLOSED	45	0	0	1	45	2	90	6	270	1	45	0	0	0	0	0	0	22	990	STAGE CONST (NIGHTTIME OP) P. 2		
0010	NORTH OF WORK ZONE	W01-6	RIGHT ARROW	45	0	0	2	90	4	180	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (NIGHTTIME OP) P. 2		
0010	NORTH OF WORK ZONE	R3-1	NO RIGHT TURN	45	0	0	2	90	4	180	6	270	2	90	0	0	0	0	0	0	13	585	STAGE CONST (NIGHTTIME OP) P. 2		
0010	STA 10+50 TO STA 55+25	R11-2L	ROAD CLOSED	45	0	0	10	450	12	540	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (NIGHTTIME OP) P. 2		
0010	PROJECT LIMITS	R9-11 SW	CLOSED AHEAD W/ARROW	45	2	90	0	0	2	90	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (TEMP SW SLOSURE)		
0010	PROJECT LIMITS	R9-11-A	SW CLOSED W/ARROW	45	2	90	0	0	2	90	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (TEMP SW SLOSURE)		
0010	PROJECT LIMITS	R9-9	SIDEWALK CLOSED	45	0	0	4	180	4	180	0	0	2	90	0	0	0	0	0	0	0	0	STAGE CONST (TEMP SW SLOSURE)		
TOTAL 0010					180		4140		6300		1665		3690		720		90		4320		21285				
PAVEMENT MARKING																									
CATEGORY	STATION	TO	STATION	LOCATION	646. 0126 EPOXY 8-INCH CHANNELIZING LANE LINE WHITE LF	646. 0406		646. 0600 REMOVING PAVEMENT MARKINGS LF	647. 0166 ARROWS EPOXY TYPE 2 WHITE EACH	647. 0566 STOP LINE EPOXY 18-INCH WHITE LF	647. 0606 ISLAND NOSE EPOXY YELLOW EACH	647. 0776 CROSSWALK EPOXY 12-INCH WHITE LF	649. 0400 TEMPORARY REMOVABLE TAPE 4-INCH WHITE LF	649. 0402 TEMPORARY PAINT 4-INCH YELLOW LF	REMARKS										
						SAME DAY EPOXY 4-INCH YELLOW LF	SAME DAY EPOXY 4-INCH WHITE LF																		
						LF	LF																		
0010	10+51			RT/LT	---	---	---	79	---	---	---	79	---	---											
0010	10+58			RT/LT	---	---	---	---	---	---	---	79	---	---											
0010	10+62			RT/LT	---	---	---	---	---	35	---	---	---	---											
0010	10+88			RT	---	---	---	---	1	---	---	---	---	---											
0010	12+36			RT	---	---	---	---	1	---	---	---	---	---											
0010	10+62	-	12+62	RT	200	---	---	---	---	---	---	---	---	---											
0010	10+62	-	49+87	RT	---	---	981	---	---	---	---	---	---	---											
0010	10+62	-	49+87	LT	---	---	981	---	---	---	2	---	---	---											
0010	14+73	-	15+50	CL	---	154	---	---	---	---	---	---	---	154											
0010	14+73	-	49+87	CL	---	7028	---	---	---	---	---	---	---	7028											
0010	10+56	-	49+87	CL	---	---	---	---	---	---	---	---	250	---	TRAFFIC CONTROL TAPERS										
SUB TOTAL 0010					200	7182	1962	79	2	35	2	158	250	7182											
TOTAL 0010					9144																				
PROJECT NO: 5221-03-71				HWY: STH 35			COUNTY: LA CROSSE				MISCELLANEOUS QUANTITIES							SHEET:		E					

TEMPORARY PEDESTRIAN SAFETY FENCE

644.1616.S					
CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	10+56	-	49+65	RT	3909
TOTAL 0010					3909
REMARKS					
PROJECT LIMITS					

CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER

650.5500					
CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	10+74	-	49+65	RT	3926
0010	10+74	-	49+65	LT	3926
TOTAL 0010					7852
REMARKS					
NORTHBOUND					
SOUTHBOUND					

CONSTRUCTION STAKING RESURFACING REFERENCE

650.8000					
CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	10+56	-	49+65	RT/LT	3909
TOTAL 0010					3909
REMARKS					
PROJECT LIMITS					

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (PROJECT) 01.5221-03-71

650.9910				
CATEGORY	STATION	TO	STATION	LOCATION
0010	10+56	-	49+65	RT/LT
TOTAL 0010				1
REMARKS				
PROJECT LIMITS				

SAWING CONCRETE

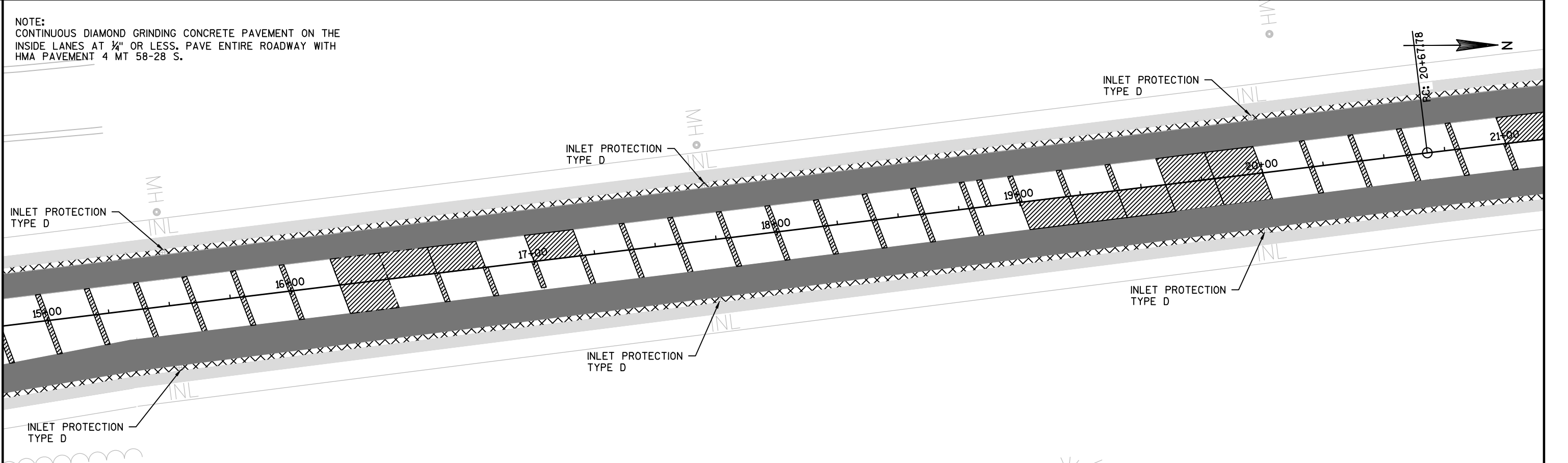
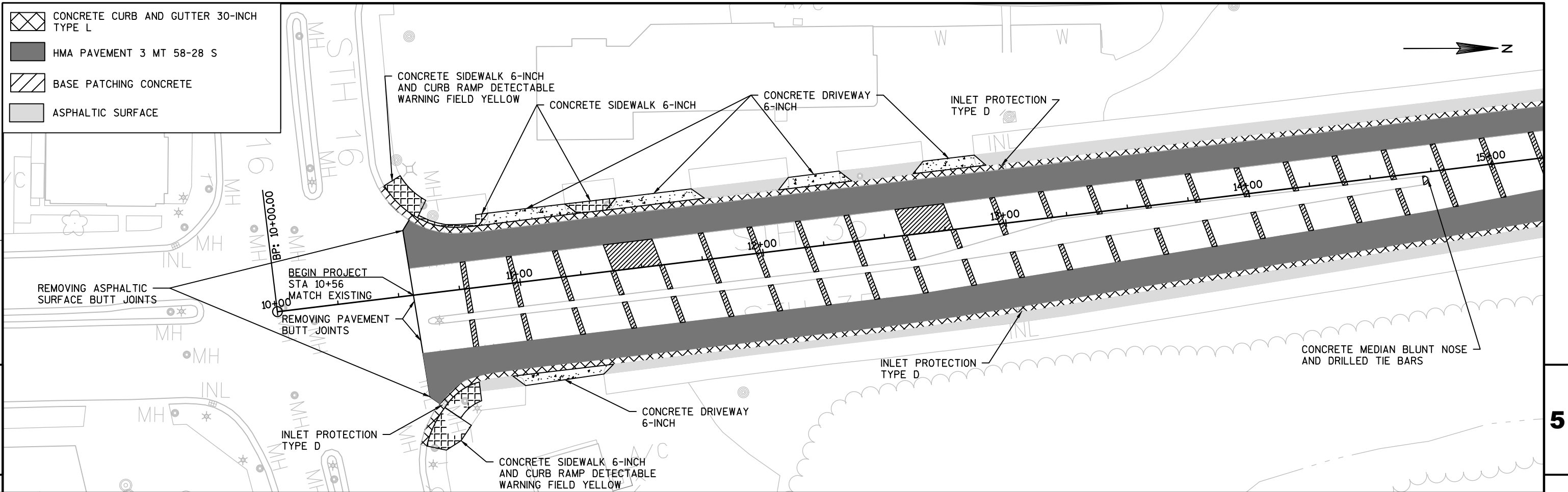
690.0250					
CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	10+56	-	49+65	RT	3923
0010	10+56	-	49+65	LT	3923
0010	10+56	-	13+00	RT	264
0010	10+56	-	49+65	RT	4810
0010	10+56	-	49+65	LT	4654
0010	11+38	-	11+58	LT	62
0010	12+58	-	12+78	LT	62
0010	16+20	-	16+80	LT	142
0010	16+20	-	16+40	RT	62
0010	17+00	-	17+20	LT	62
0010	19+00	-	20+00	RT	222
0010	19+60	-	20+00	LT	102
0010	21+00	-	21+60	LT	142
0010	25+02	-	25+22	RT	62
0010	25+62	-	26+12	LT	128
0010	27+82	-	28+02	LT	62
0010	28+22	-	28+42	RT	62
0010	46+53	-	46+73	RT	62
0010	47+03	-	47+23	RT	62
0010	48+36	-	48+68	LT	88
0010	48+68	-	49+03	RT	102
0010	10+56	-	49+65	RT	12
0010	10+56	-	49+65	RT/LT	1906
TOTAL 0010					20976

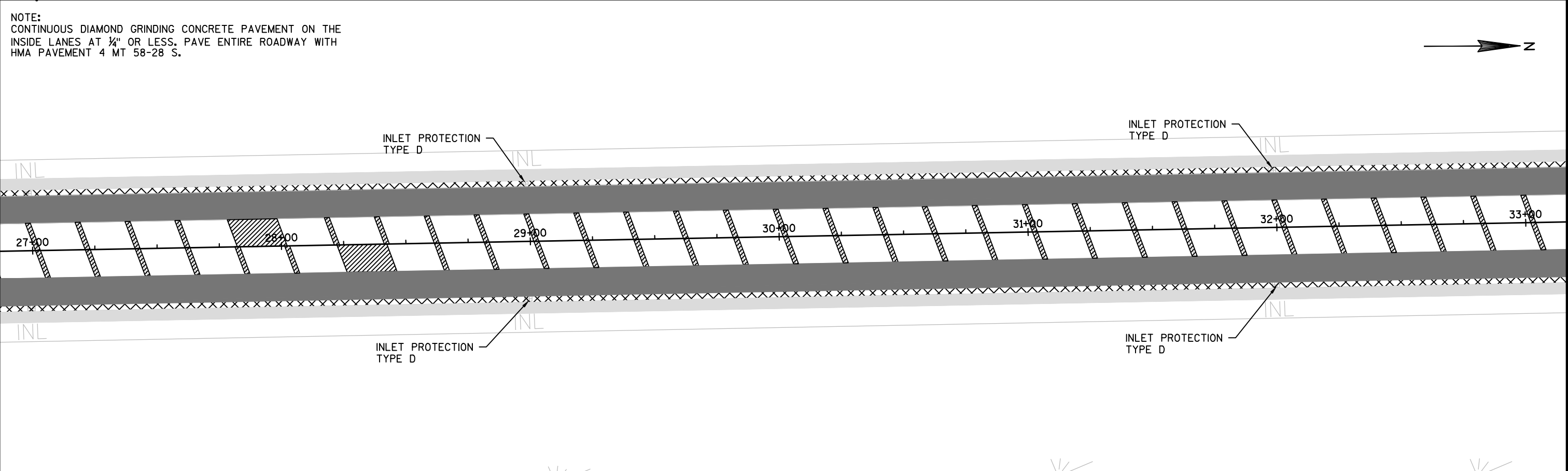
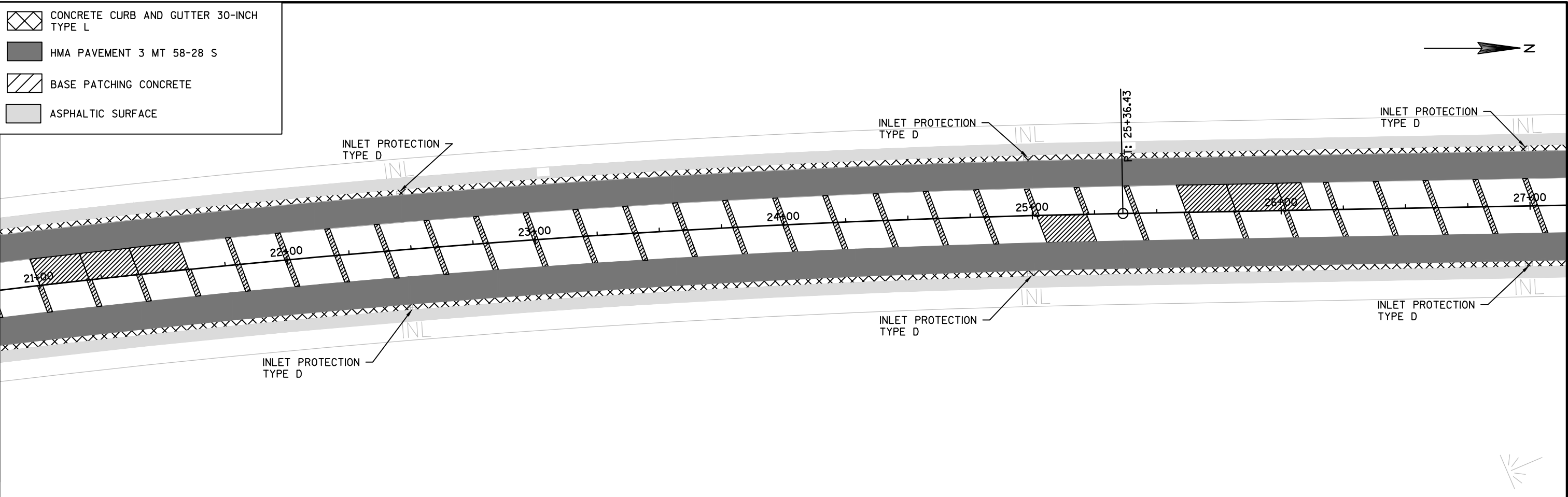
SPECIAL 01. CONCRETE JOINT AND CRACK CLEANING

SPV. 0090.01					
CATEGORY	STATION	TO	STATION	LOCATION	LF
0010	10+56	-	49+65	CL/RT/LT	3909
TOTAL 0010					3909
REMARKS					
UNDISTRIBUTED					

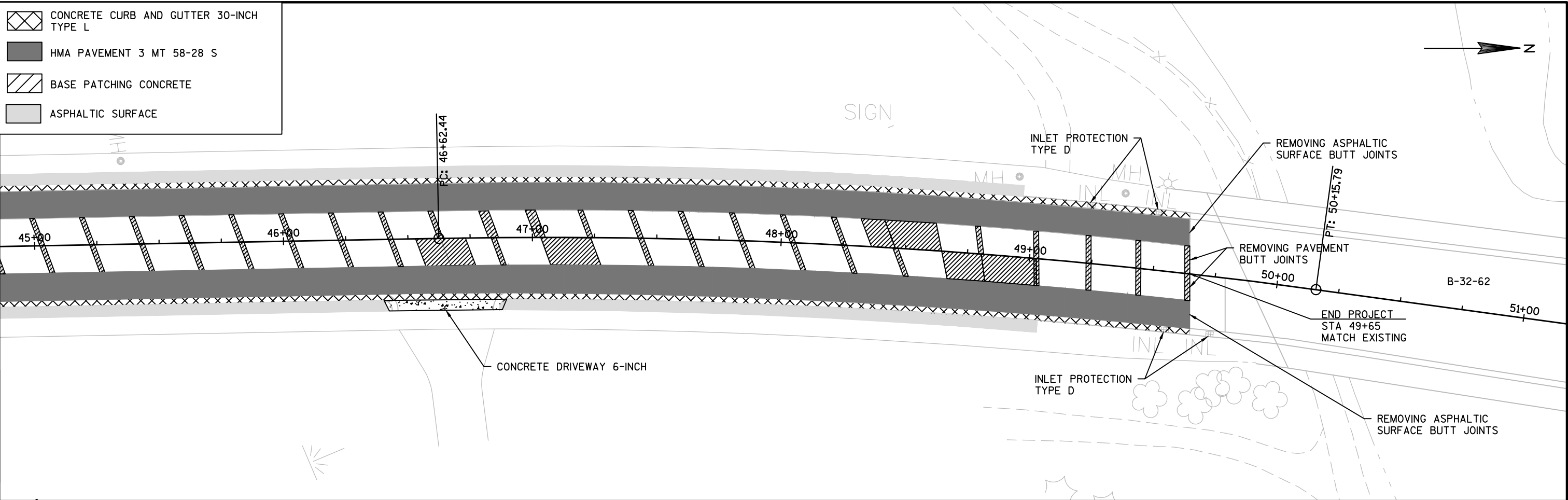
SPECIAL 01. INSTALL STATE FURNISHED VIDEO DETECTION SYSTEM

SPV. 0105.01					
CATEGORY	STATION	TO	STATION	LOCATION	LS
0010	9+00	-	10+75	LT	1
TOTAL 0010					1
REMARKS					
STH 16/STH 35 INTERSECTION					





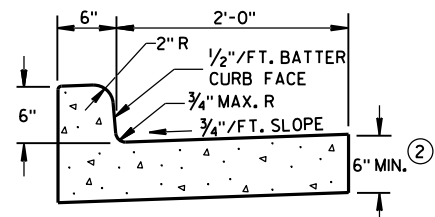




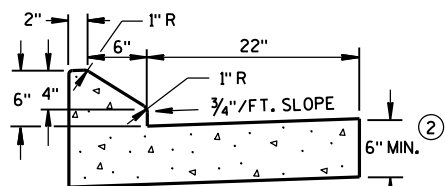
NOTE:  
CONTINUOUS DIAMOND GRINDING CONCRETE PAVEMENT ON THE  
INSIDE LANES AT 1/4" OR LESS. PAVE ENTIRE ROADWAY WITH  
HMA PAVEMENT 4 MT 58-28 S.

Standard Detail Drawing List

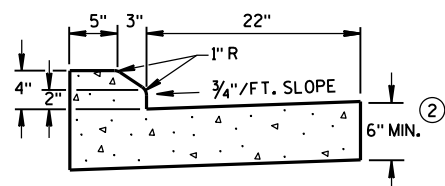
08D01-18	CONCRETE CURB, CONCRETE CURB AND GUTTER AND TIES
08D05-16A	CURB RAMPS TYPES 1 AND 1-A
08D05-16B	CURB RAMPS TYPES 2 AND 3
08D05-16C	CURB RAMPS TYPES 4A AND 4A1
08D05-16D	CURB RAMPS TYPE 4B AND 4B1
08D05-16E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08E10-02	INLET PROTECTION TYPE A, B, C AND D
11B02-02	CONCRETE MEDIAN NOSE
13C14-06A	BASE PATCHING CONCRETE
13C14-06B	BASE PATCHING CONCRETE
13C14-06C	BASE PATCHING CONCRETE
15C02-06A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06B	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-06C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C05-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C07-12C	PAVEMENT MARKING ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-03	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-03	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-02	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-02A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-02B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-02C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION



TYPES A & D ①

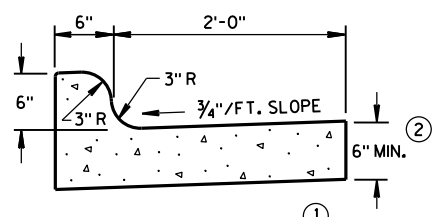


6" SLOPED CURB TYPES G & J ①



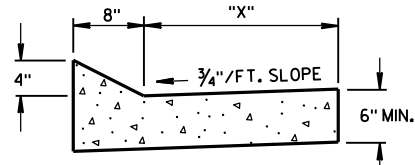
4" SLOPED CURB TYPES G & J ①

CONCRETE CURB & GUTTER 30"



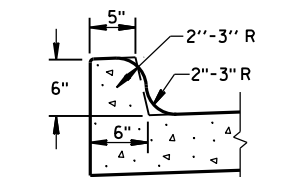
TYPES K & L ①

CONCRETE CURB & GUTTER 30"

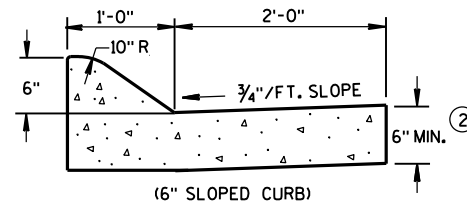


TYPES TBT & TBT ①  
CONCRETE CURB & GUTTER

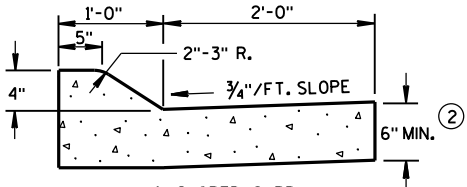
TBT & TBT	"X"
30"	22"
36"	28"



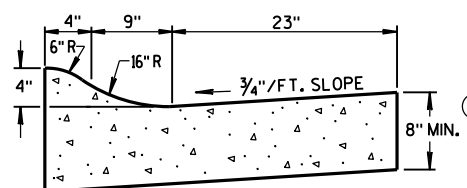
OPTIONAL CURB SHAPE  
FOR TYPES K & L ①



(6" SLOPED CURB)

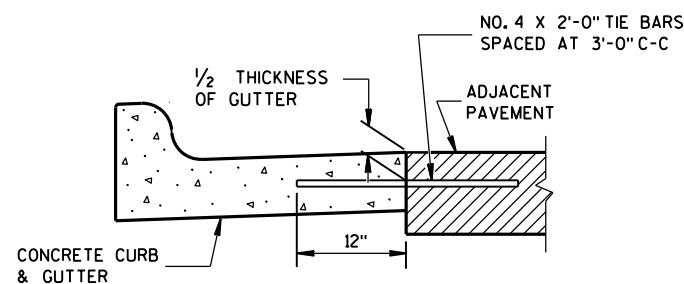


TYPES A & D ①

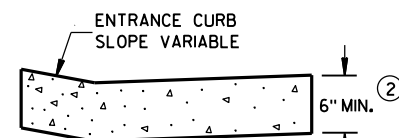


4" SLOPED CURB TYPES R & T ① ④

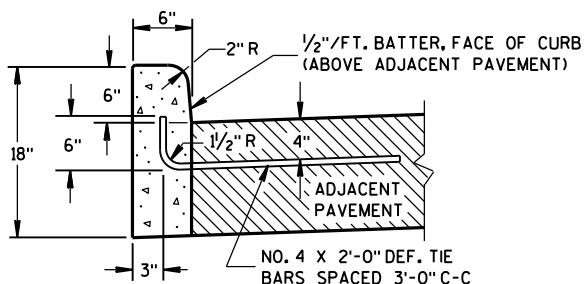
CONCRETE CURB & GUTTER 36"



TYPICAL TIE BAR LOCATION ①

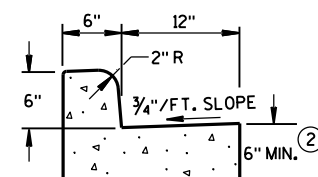


DRIVEWAY ENTRANCE CURB  
(WHEN DIRECTED BY THE ENGINEER)

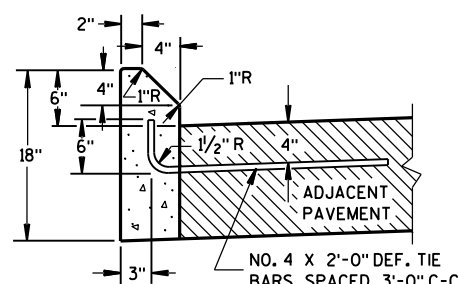


TYPES A & D ①

CONCRETE CURB



TYPES A & D  
CONCRETE CURB & GUTTER 18"



TYPES G & J ①

## GENERAL NOTES

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

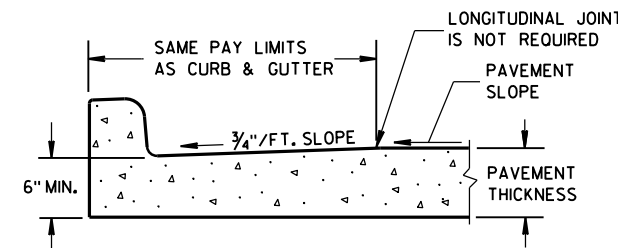
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

INTEGRAL CURB & GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB & GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE. A LONGITUDINAL CONSTRUCTION JOINT IS NOT REQUIRED WITH INTEGRAL CURB AND GUTTER.

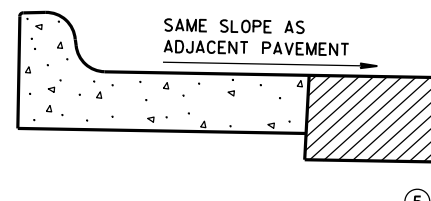
WHERE THE TRANSVERSE JOINTS IN THE PAVEMENT ARE REQUIRED TO BE SEALED, THE JOINTS IN THE INTEGRAL CURB AND GUTTER SHALL BE SEALED TO THE FACE OF CURB WITH THE SAME TYPE OF SEALANT. THE COST OF FURNISHING AND INSTALLING THIS SEALANT SHALL BE INCIDENTAL TO THE ITEM CONCRETE CURB AND GUTTER.

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

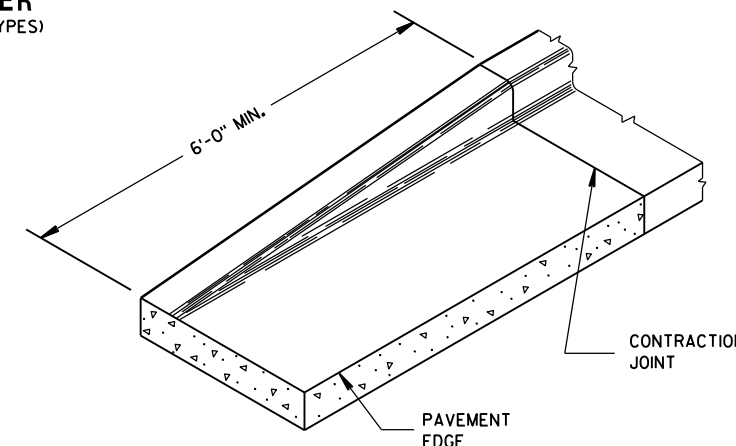
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTER TYPES A, G, K, R AND TBT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ④ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑤ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.



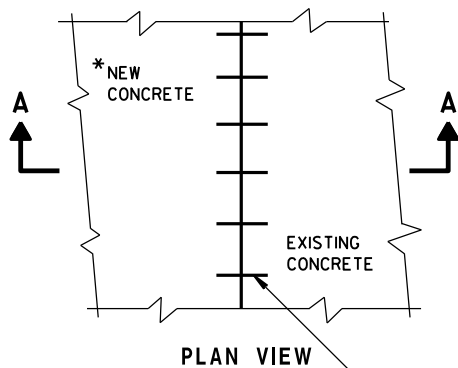
PARTIAL SECTION OF PAVEMENT  
WITH INTEGRAL CURB & GUTTER



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



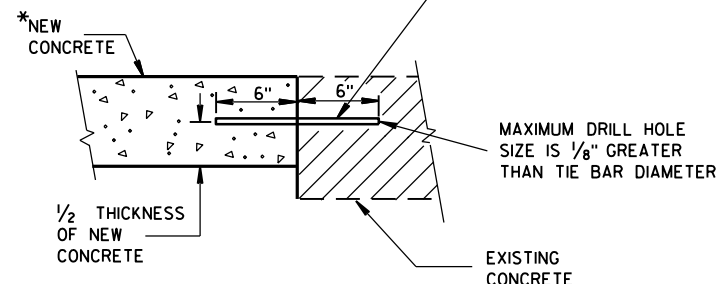
END SECTION CURB & GUTTER



PLAN VIEW

\*NEW CURB & GUTTER,  
SURFACE DRAINS,  
CONCRETE PAVEMENT  
OR OTHER NEW CONCRETE.

NO. 6 TIE BARS SPACED 2'-6" C-C,  
INSTALLED PERPENDICULAR  
TO THE LONGITUDINAL JOINT.

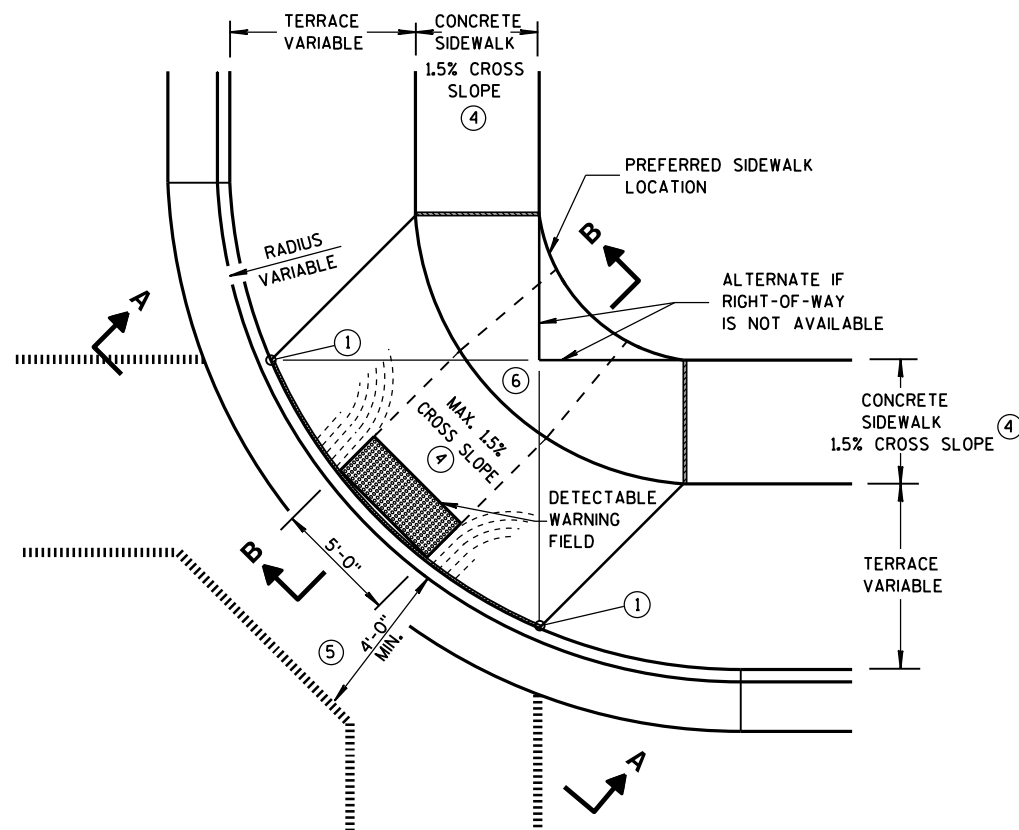


SECTION A-A  
TIE BARS DRILLED  
INTO EXISTING PAVEMENT

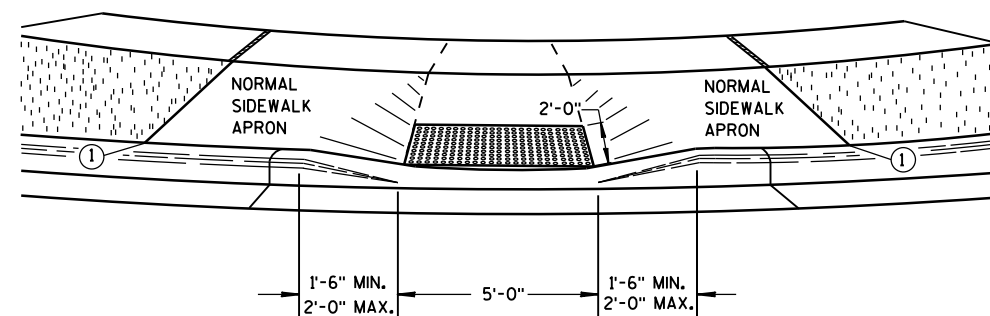
CONCRETE CURB, CONCRETE  
CURB & GUTTER AND TIES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
June, 2015 /S/ Jerry H. Zogg  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER  
FHWA

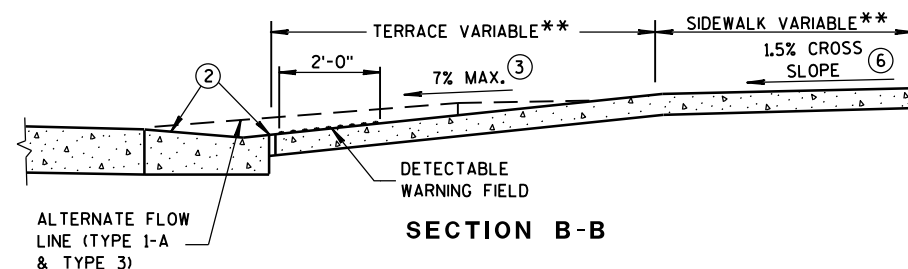


**PLAN VIEW  
TYPE 1 RAMP**  
(CENTER OF CORNER RADIUS)

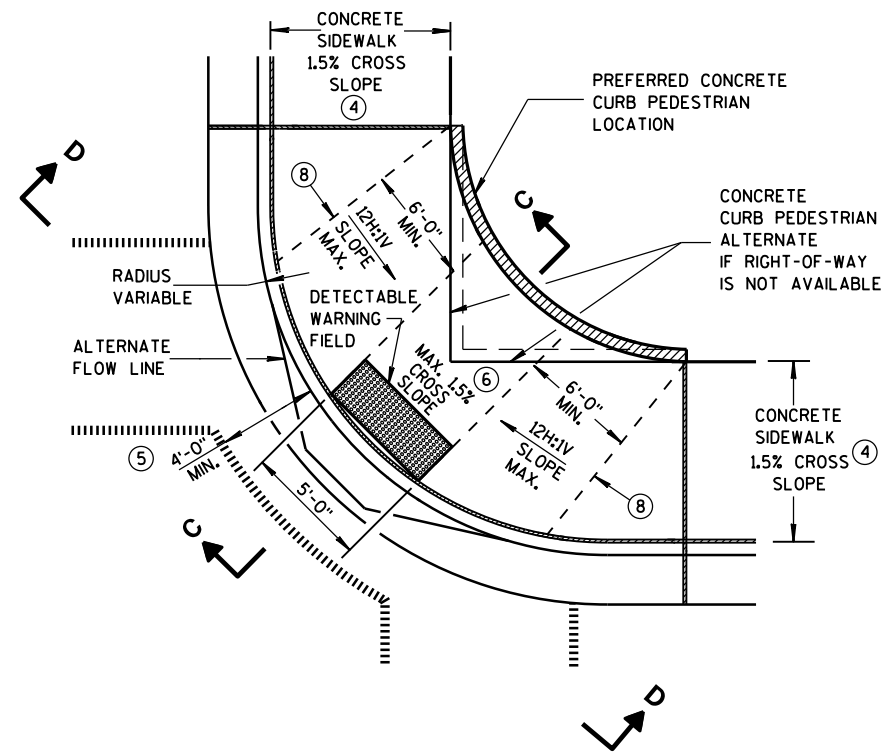


**VIEW A-A**

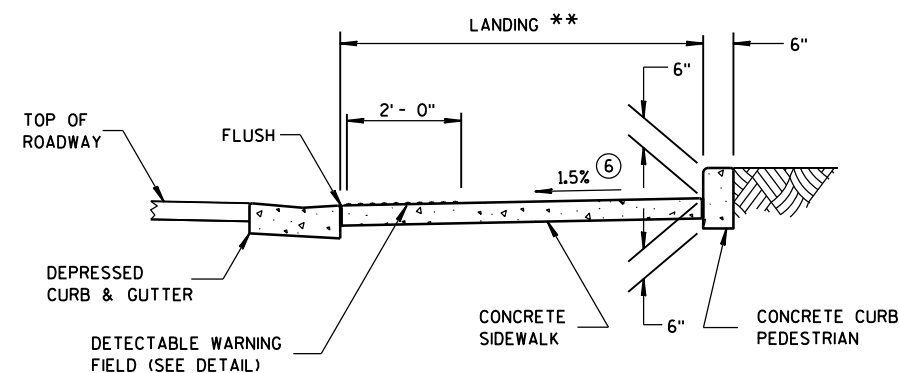
\*\* WIDTH SHOWN ELSEWHERE  
IN THE PLANS



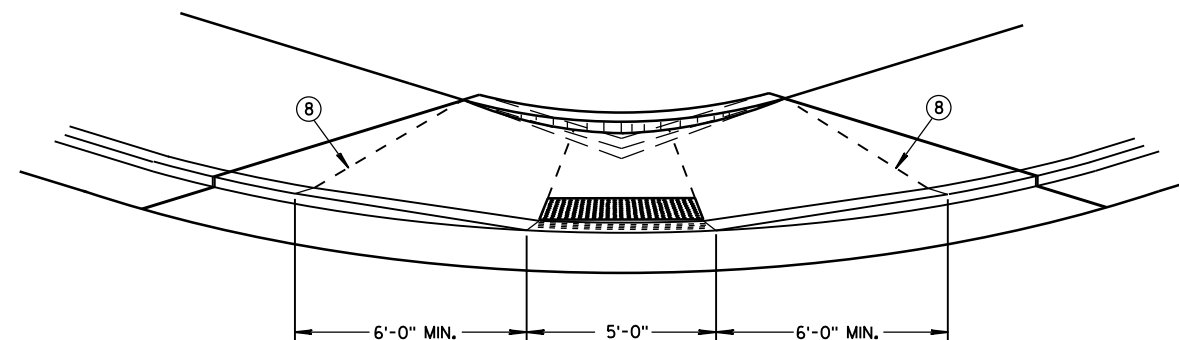
**SECTION B-B**



**PLAN VIEW  
TYPE 1-A RAMP**  
(NO TERRACE)



**SECTION C-C**



**VIEW D-D**

## GENERAL NOTES

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

WHEN NECESSARY, THE SIDEWALK ELEVATION MAY BE LOWERED TO MEET THE HIGH POINT ON THE RAMP.

TYPE 1 RAMPS SHALL HAVE A NORMAL SIDEWALK APRON AND CURB ON BOTH SIDES OF RAMP.

DETECTABLE WARNING FIELD SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS "CURB RAMP DETECTABLE WARNING FIELD". THE CONCRETE PEDESTRIAN CURB, IF NEEDED, SHALL BE MEASURED AND PAID BY THE LINEAL FOOT AS "CONCRETE CURB PEDESTRIAN". CONCRETE SIDEWALK IN THE CURB RAMP AREA SHALL BE MEASURED AND PAID BY THE SQUARE FOOT AS CONCRETE SIDEWALK, INCLUDING THE AREA UNDER THE DETECTABLE WARNING FIELD.

SELECT CURB RAMP DETECTABLE WARNING FIELD MATERIALS AND DEVICES FROM THE DEPARTMENT'S APPROVED MATERIALS LIST. THE COLOR OF THE DETECTABLE WARNING FIELD IS SPECIFIED ELSEWHERE AND IS INCIDENTAL TO THE BID ITEM OF "CURB RAMP DETECTABLE WARNING FIELD".

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

SURFACE TEXTURE OF THE RAMP SHALL BE OBTAINED BY COARSE BROOMING TRANSVERSE TO THE SLOPE OF THE RAMP.

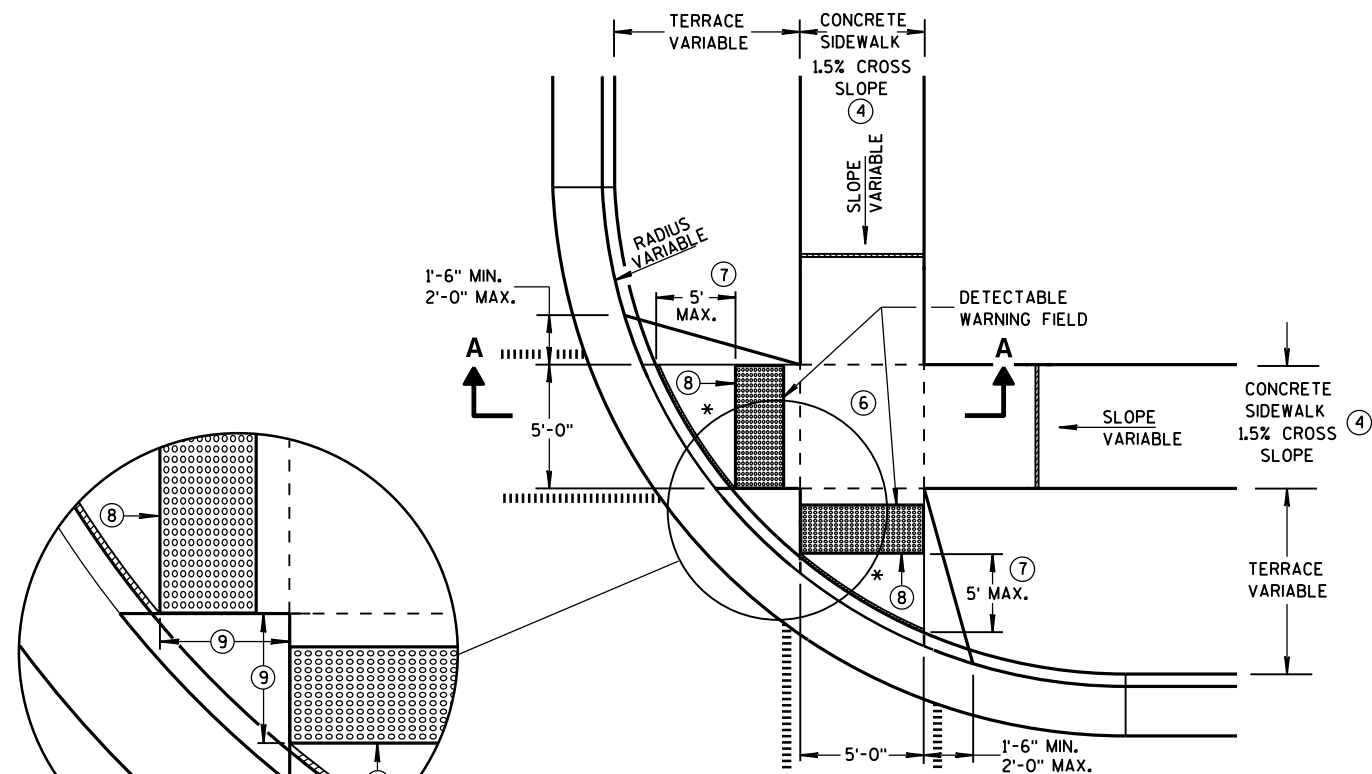
- ① THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑤ PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA. (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

## LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- - - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT

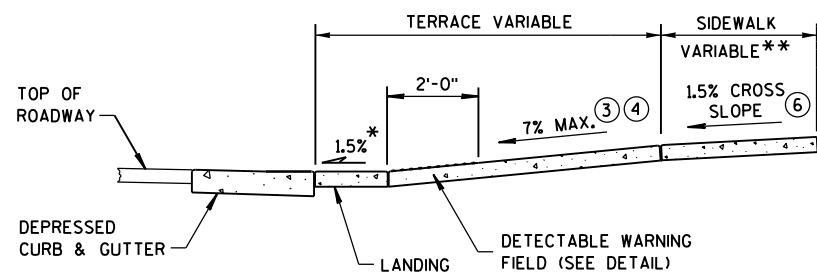
**CURB RAMPS  
TYPES 1 AND 1-A**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



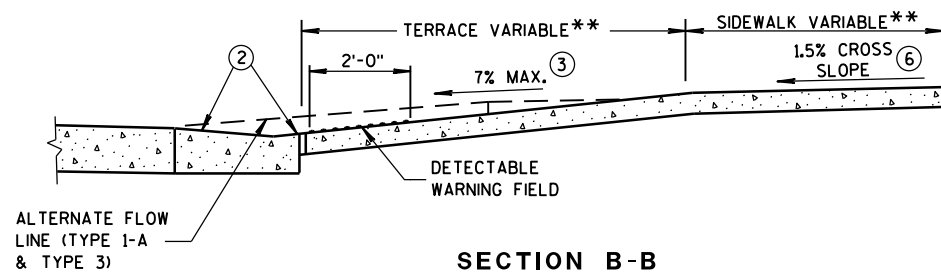
**PLAN VIEW  
TYPE 2 RAMP**  
(ON LINE WITH SIDEWALK)

\* MAXIMUM 2.0% SLOPE  
IN ALL DIRECTIONS IN  
FRONT OF GRADE BREAK



**SECTION A-A**

\*\* WIDTH SHOWN ELSEWHERE  
IN THE PLANS



**SECTION B-B**

## GENERAL NOTES

USE THE TYPE 3 RAMP ONLY WHEN A TYPE 1 OR TYPE 2 CANNOT BE ACHIEVED BECAUSE OF FIELD CONDITIONS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.

③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.

④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.

⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).

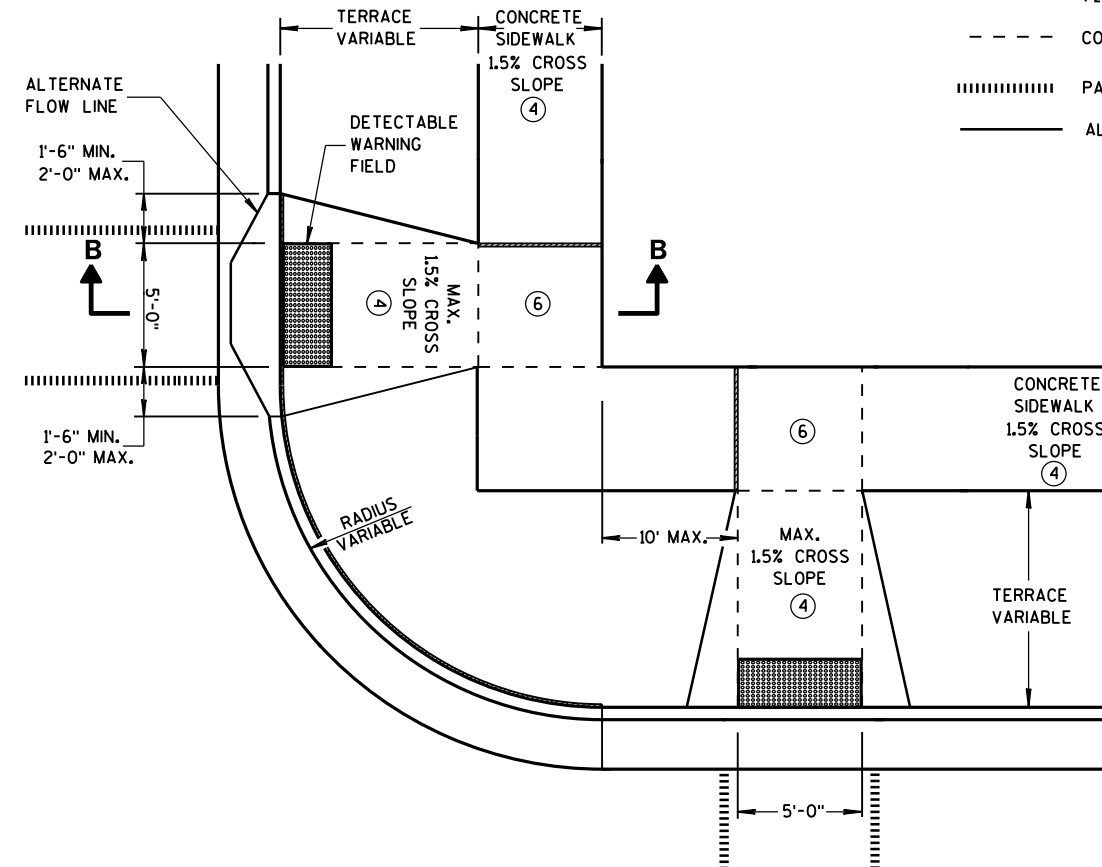
⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.

⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

⑨ WHEN THIS DISTANCE IS LESS THAN 6'-0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. 2" MINIMUM CURB HEIGHT.

## LEGEND

- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)
- ALTERNATIVE LAYOUT



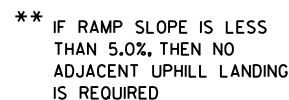
**PLAN VIEW  
TYPE 3 RAMP**  
(OUTSIDE OF CROSSWALK AREA)

**CURB RAMPS  
TYPES 2 AND 3**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



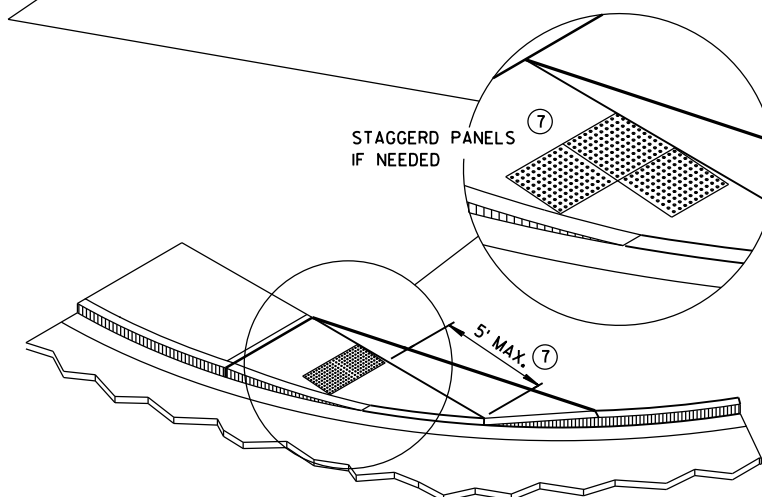
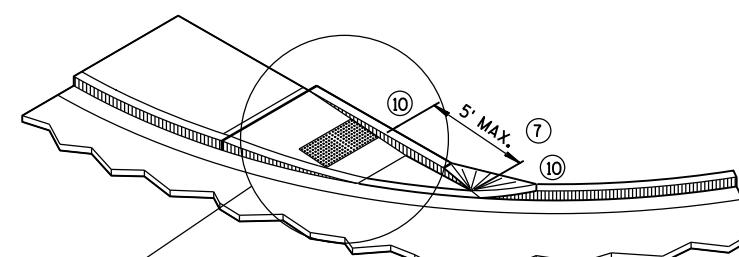
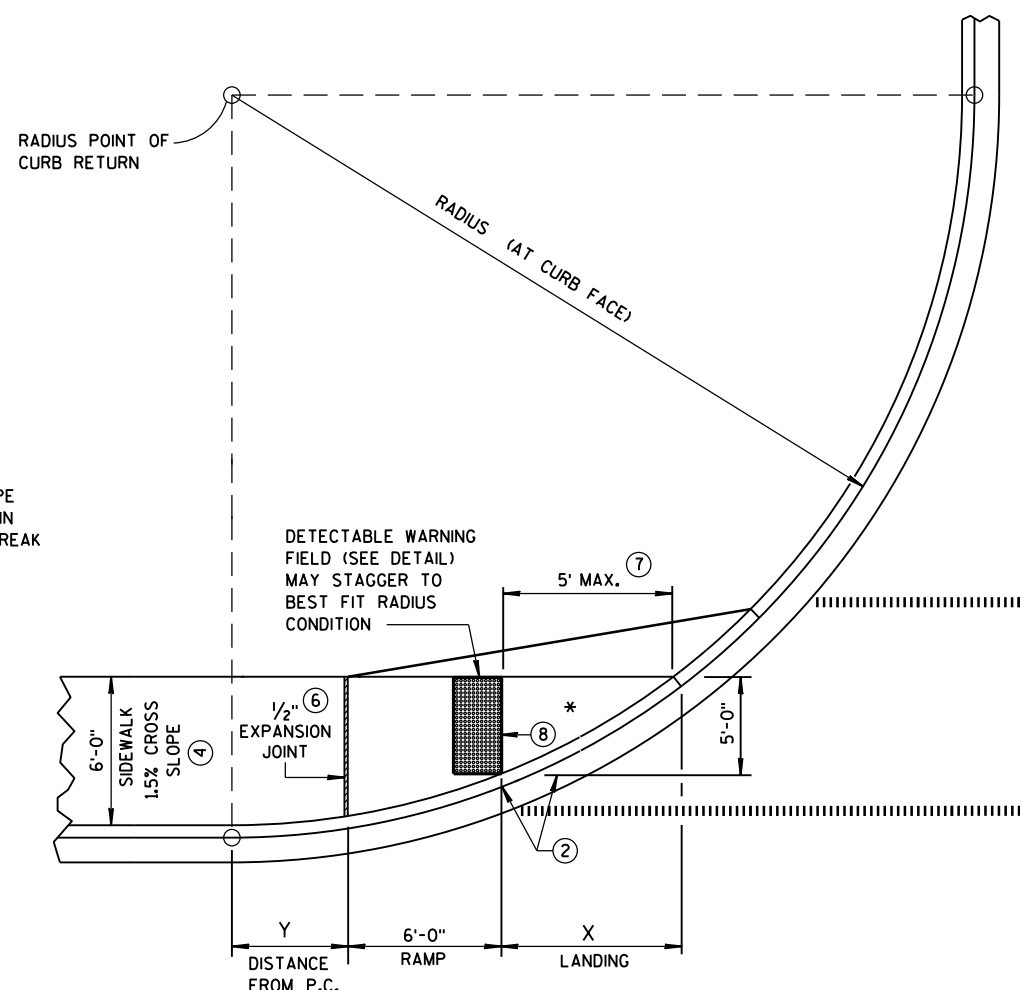
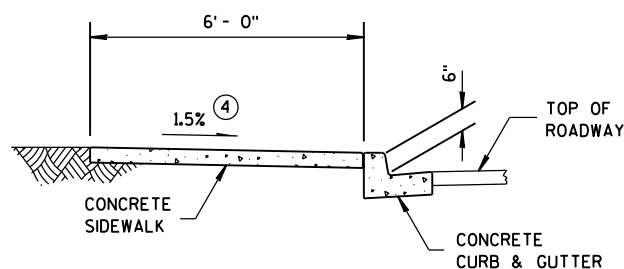
**CURB RAMP TYPE 4A**  
**PLAN VIEW**



**SECTION B-B FOR TYPE 4A**

<b>RADIUS (AT CURB FACE)</b>	<b>X</b>	<b>Y</b>
<b>20 FEET</b>	6'-1 $\frac{3}{4}$ "	2'-7 $\frac{1}{4}$ "
<b>30 FEET</b>	7'-11 $\frac{3}{4}$ "	4'-8 $\frac{1}{4}$ "
<b>40 FEET</b>	9'-5 $\frac{1}{4}$ "	6'-5"
<b>50 FEET</b>	10'-8 $\frac{3}{4}$ "	7'-11 $\frac{1}{4}$ "
<b>60 FEET</b>	11'-10 $\frac{1}{4}$ "	9'-3 $\frac{1}{2}$ "

### INTERMEDIATE RADII CAN BE INTERPOLATED



- ### LEGEND

- |         |                                    |
|---------|------------------------------------|
| =====   | 1/2" EXPANSION JOINT-SIDEWALK      |
| - - - - | CONTRACTION JOINT FIELD LOCATED    |
|         | PAVEMENT MARKING CROSSWALK (WHITE) |

## GENERAL NOTES

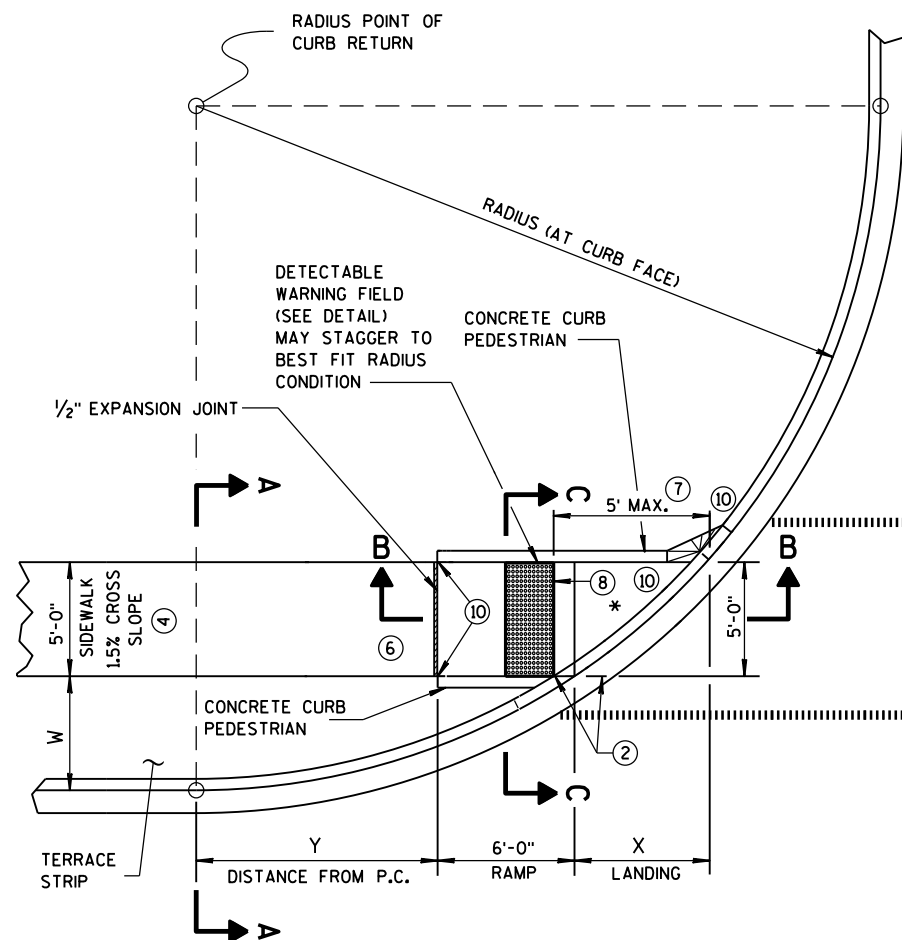
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

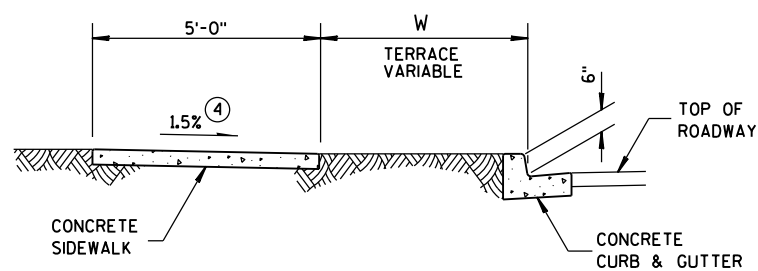
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

## CURB RAMPS TYPES 4A AND 4A1

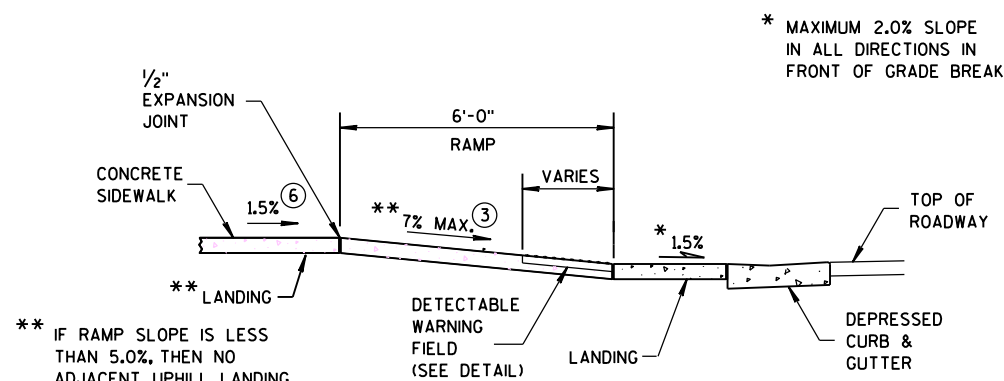
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**CURB RAMP TYPE 4B**  
PLAN VIEW

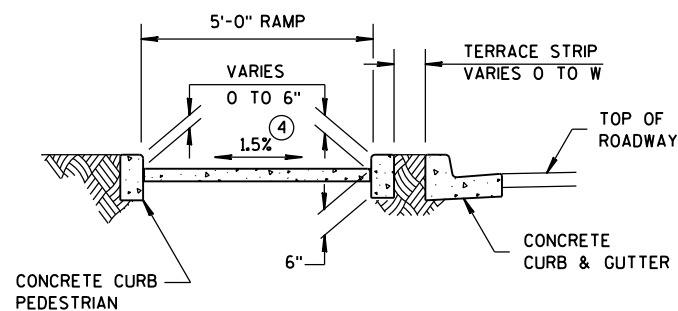


**SECTION A-A FOR TYPE 4B**

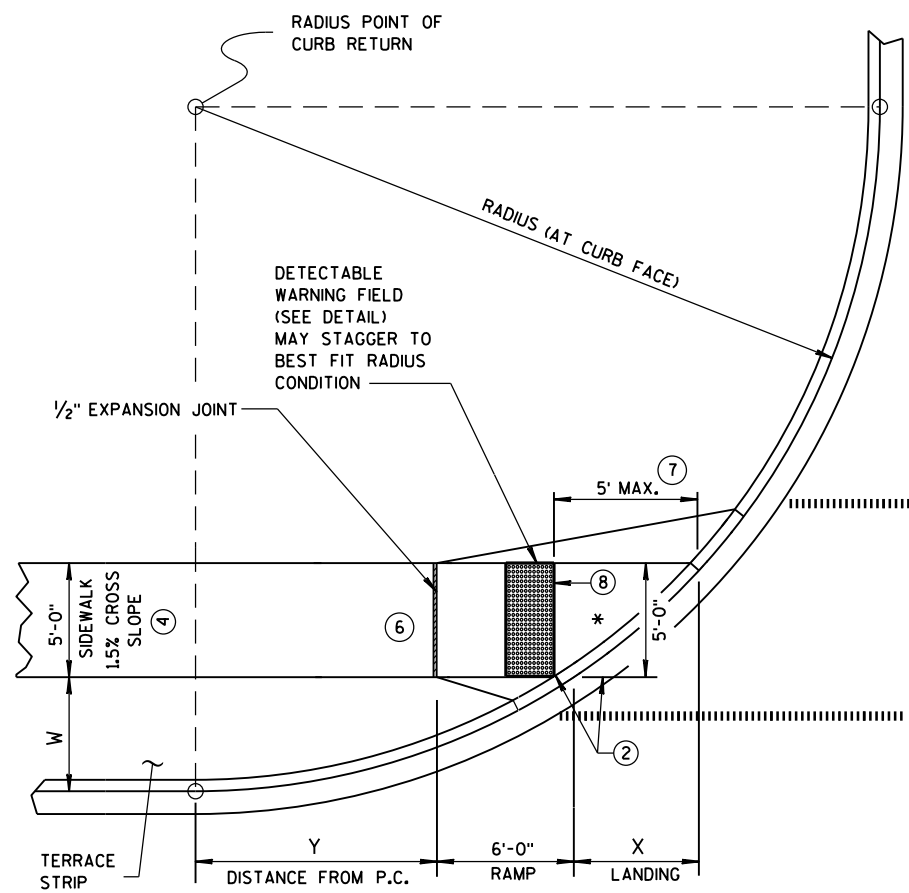


**SECTION B-B FOR TYPE 4B**

- LEGEND**
- 1/2" EXPANSION JOINT-SIDEWALK
  - CONTRACTION JOINT FIELD LOCATED
  - PAVEMENT MARKING CROSSWALK (WHITE)



**SECTION C-C FOR TYPE 4B**



**CURB RAMP TYPE 4B1**  
PLAN VIEW

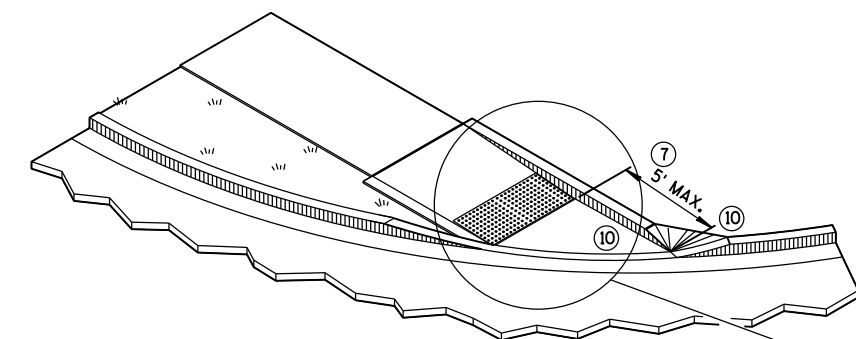
RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y
20 FEET	5'-5 1/2"	4'-6 1/2"	4'-8 1/2"	6'-0"	4'-1"	7'-2 3/4"	3'-7"	8'-3 1/2"	3'-1 1/2"	9'-2 1/2"
30 FEET	7'-3 3/4"	7'-1"	6'-5 1/2"	8'-11 1/2"	5'-9 1/4"	10'-7"	5'-2 1/2"	12'-0"	4'-8 3/4"	13'-3 1/4"
40 FEET	8'-9 1/2"	9'-2 1/2"	7'-10"	11'-5 1/4"	7'-1"	13'-4 1/2"	6'-5 3/4"	15'-3/4"	5'-11 1/2"	16'-7 1/4"
50 FEET	10'-3/4"	11'-3/4"	9'-1/4"	13'-7 1/4"	8'-2 1/2"	15'-9 1/2"	7'-6 1/2"	17'-9"	6'-11 3/4"	19'-6 1/4"
60 FEET	11'-2 1/2"	12'-8 3/4"	10'-3/4"	15'-6 1/2"	9'-2 1/4"	17'-11 3/4"	8'-5 3/4"	20'-1 3/4"	7'-10 1/2"	22'-1 1/2"

## GENERAL NOTES

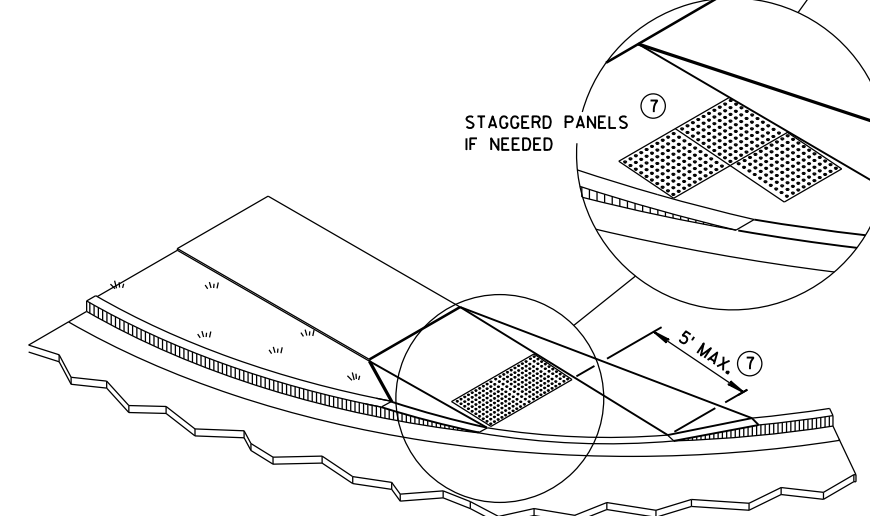
AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.  
DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑦ WHEN THIS DISTANCE EXCEEDS 5 FEET, USE MULTIPLE DETECTABLE WARNING PANELS ACROSS THE RAMP AND STAGGER ADDITIONAL DETECTABLE WARNING PANEL(S) FORWARD TO REDUCE THIS DISTANCE.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑩ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

INTERMEDIATE RADII CAN BE INTERPOLATED



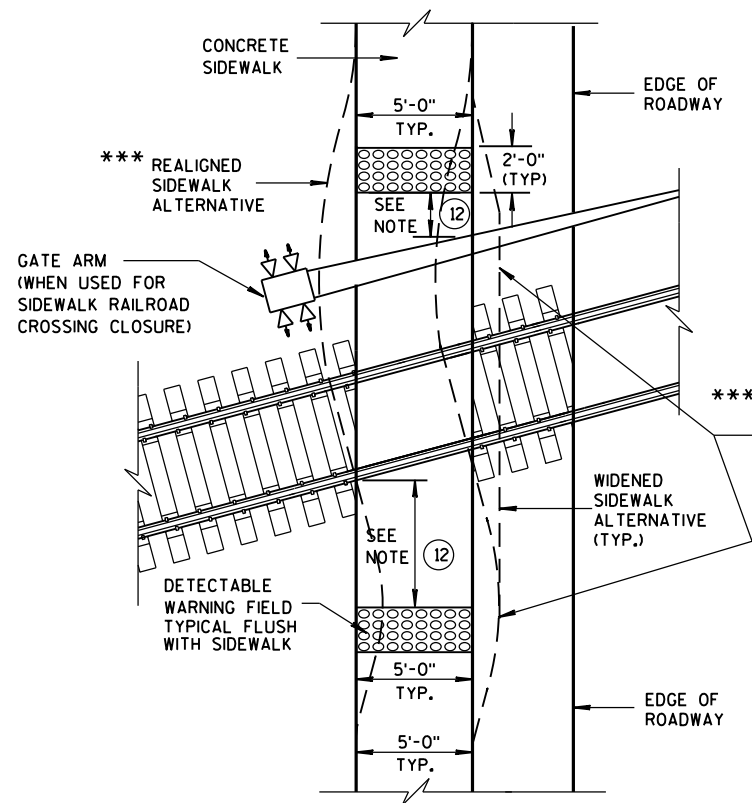
**ISOMETRIC VIEW FOR TYPE 4B**



**ISOMETRIC VIEW FOR TYPE 4B1**

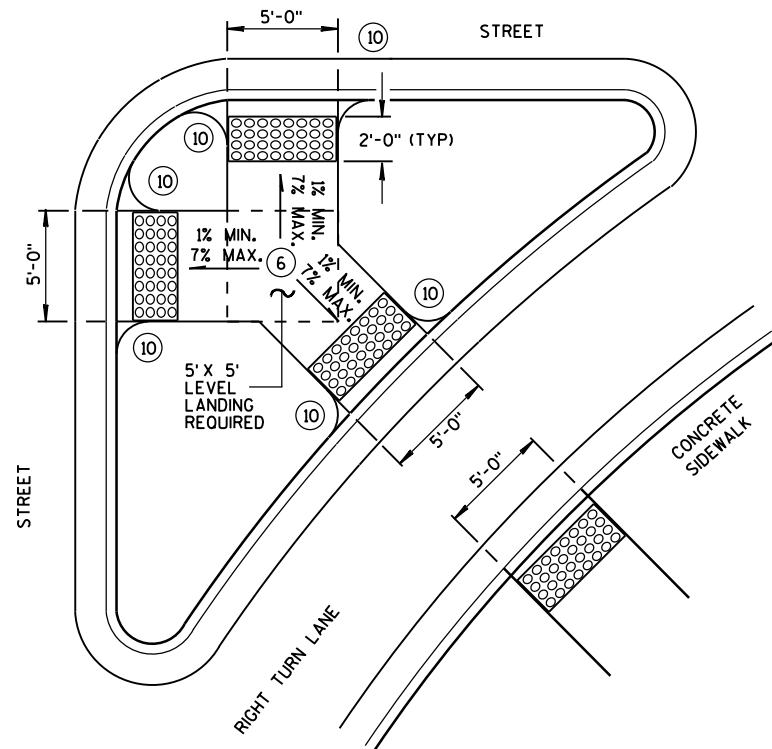
**CURB RAMPS**  
**TYPE 4B AND 4B1**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

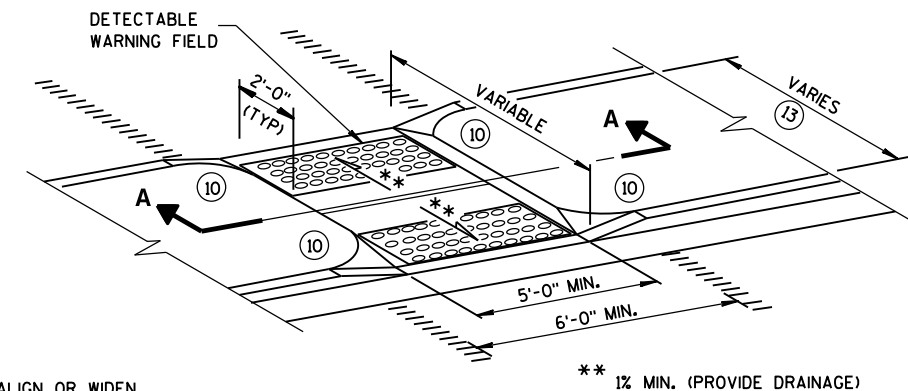


**TYPE 8**  
**DETECTABLE WARNINGS**  
**AT RAILROAD CROSSING**

REFER TO GENERAL NOTES ② AND ③  
FOR ALL ISLAND CURB RAMPS

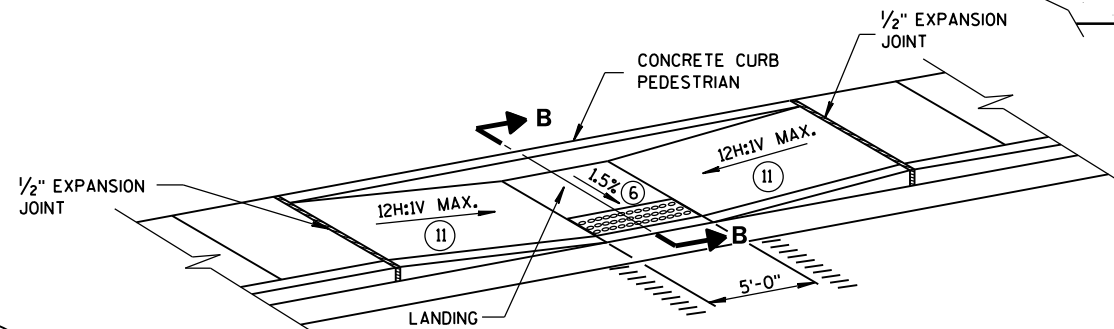


**TYPE 6**  
**DETECTABLE WARNING AT ISLANDS**

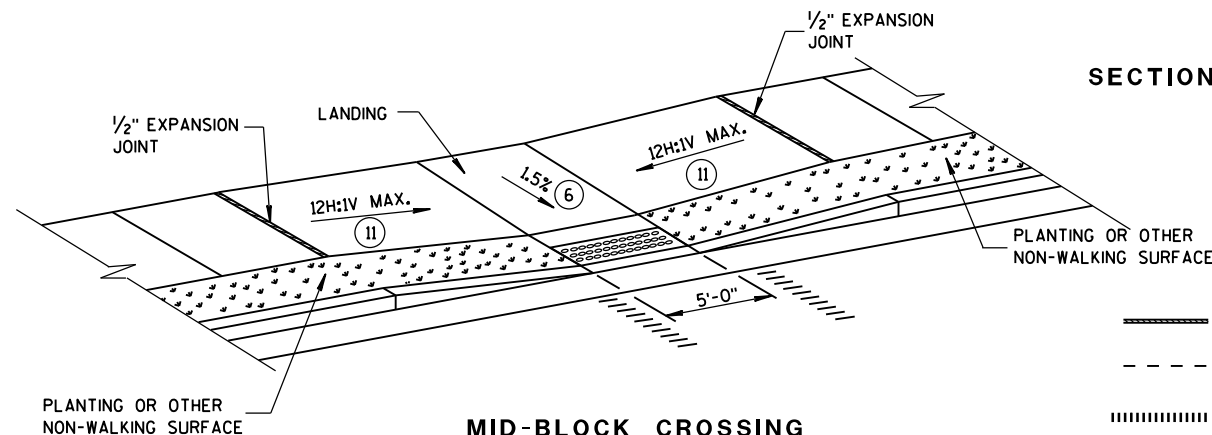


**MEDIAN ISLAND**  
**NON-ELEVATED CROSSING**  
**TYPE 5**

\*\*\* DETAILS TO BE DETERMINED  
BY DESIGNER



**MID-BLOCK CROSSING**  
**TYPE 7A**

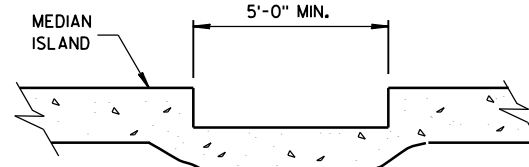


**MID-BLOCK CROSSING**  
**TYPE 7B**

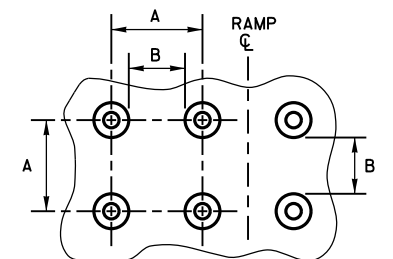
NOTE: THESE PARALLEL AND PARALLEL/PERPENDICULAR CURB RAMPS  
MAY BE USED AT INTERSECTIONS AND MID BLOCK LOCATIONS.

**GENERAL NOTES**

- SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE DRAINAGE AWAY FROM CURB RAMP AT GUTTER FLAG INTERFACE. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4-INCH ARE ALLOWED.
- ③ ABSOLUTE MAXIMUM 12H:1V (8.33%) CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET X 5 FEET (MINIMUM 4 FEET X 4 FEET).
- ⑩ INSTALL TRANSITION NOSE. (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- ⑪ SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- ⑫ THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ± 0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- ⑬ DO NOT INSTALL DETECTABLE WARNING FIELDS IF MEDIAN WIDTH BETWEEN BACK OF CURBS IS LESS THAN 6 FEET.



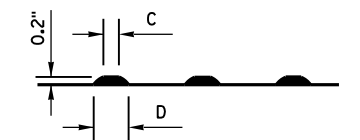
**SECTION A-A**



**PLAN VIEW**

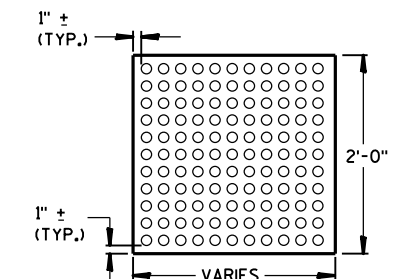
	MIN.	MAX.
A	1.6"	2.4"
B	0.65"	1.5"
C	*	*
D	0.9"	1.4"

\* THE C DIMENSION IS 50% TO  
65% OF THE D DIMENSION.



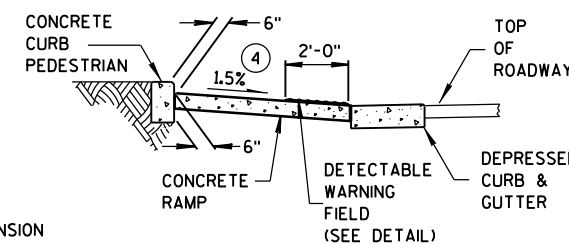
**ELEVATION VIEW**

**TRUNCATED DOMES**  
**DETECTABLE WARNING PATTERN DETAIL**



**PLAN VIEW**  
**DETECTABLE WARNING**  
**FIELD (TYPICAL)**

**SECTION B-B**



**SECTION B-B**

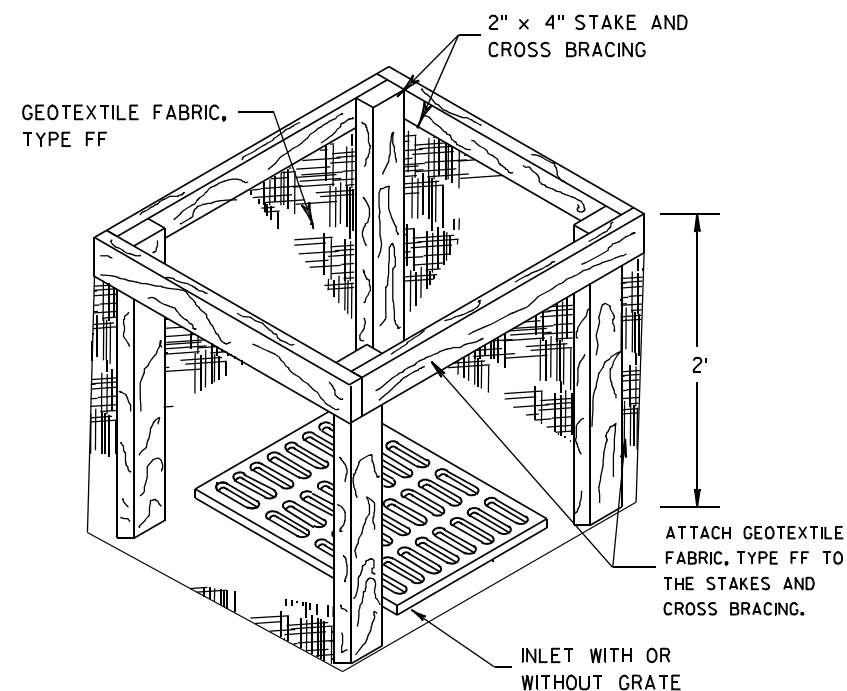
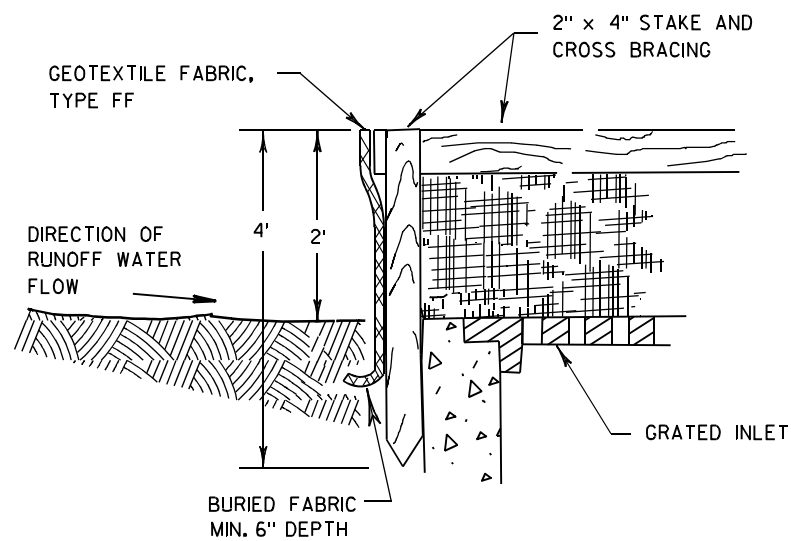
**LEGEND**

- 1/2" EXPANSION JOINT-SIDEWALK
- - - CONTRACTION JOINT FIELD LOCATED
- ||||| PAVEMENT MARKING CROSSWALK (WHITE)

**CURB RAMPS**  
**TYPES 5, 6, 7A, 7B & 8**

**STATE OF WISCONSIN**  
**DEPARTMENT OF TRANSPORTATION**

**APPROVED**  
June, 2015 /S/ Jerry H. Zogg  
DATE ROADWAY STANDARDS DEVELOPMENT  
ENGINEER  
FHWA



**INLET PROTECTION, TYPE A**

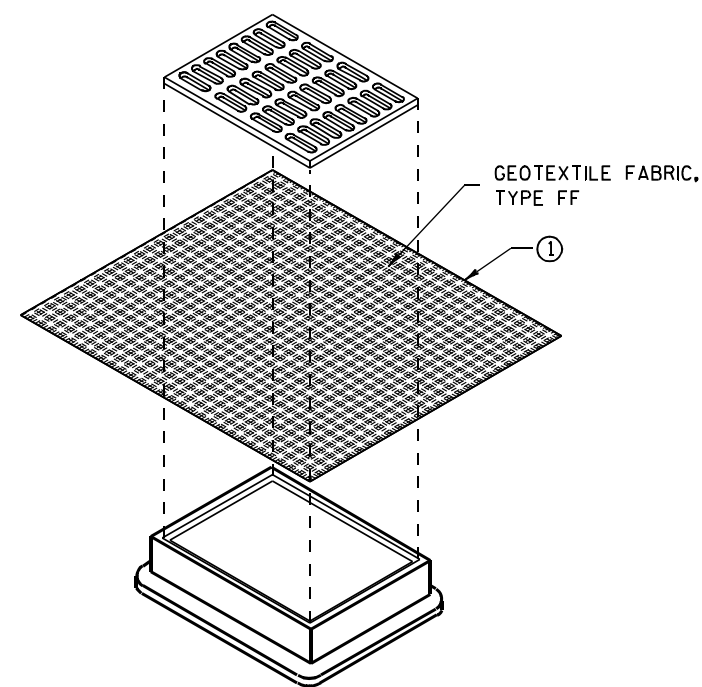
**GENERAL NOTES**

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.

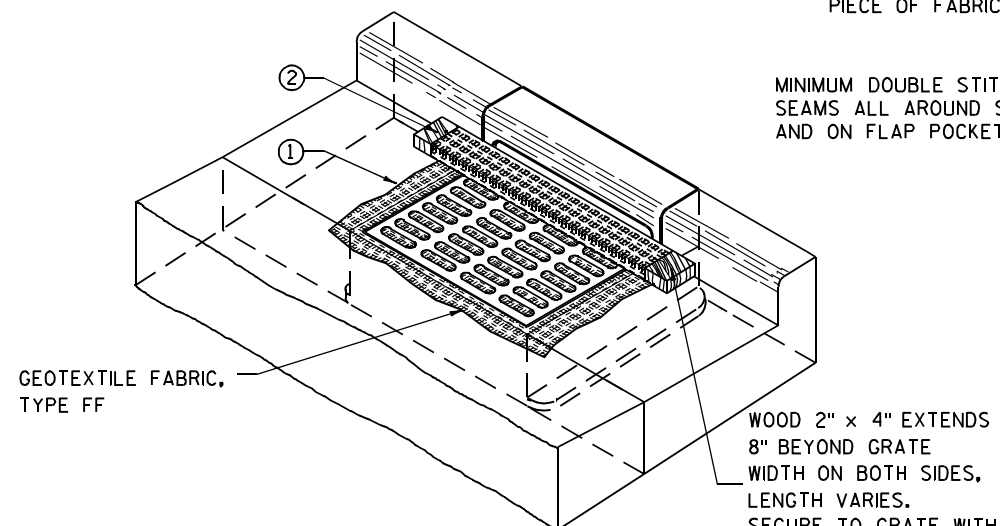
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.



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

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



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

**INSTALLATION NOTES**

**TYPE B & C**

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

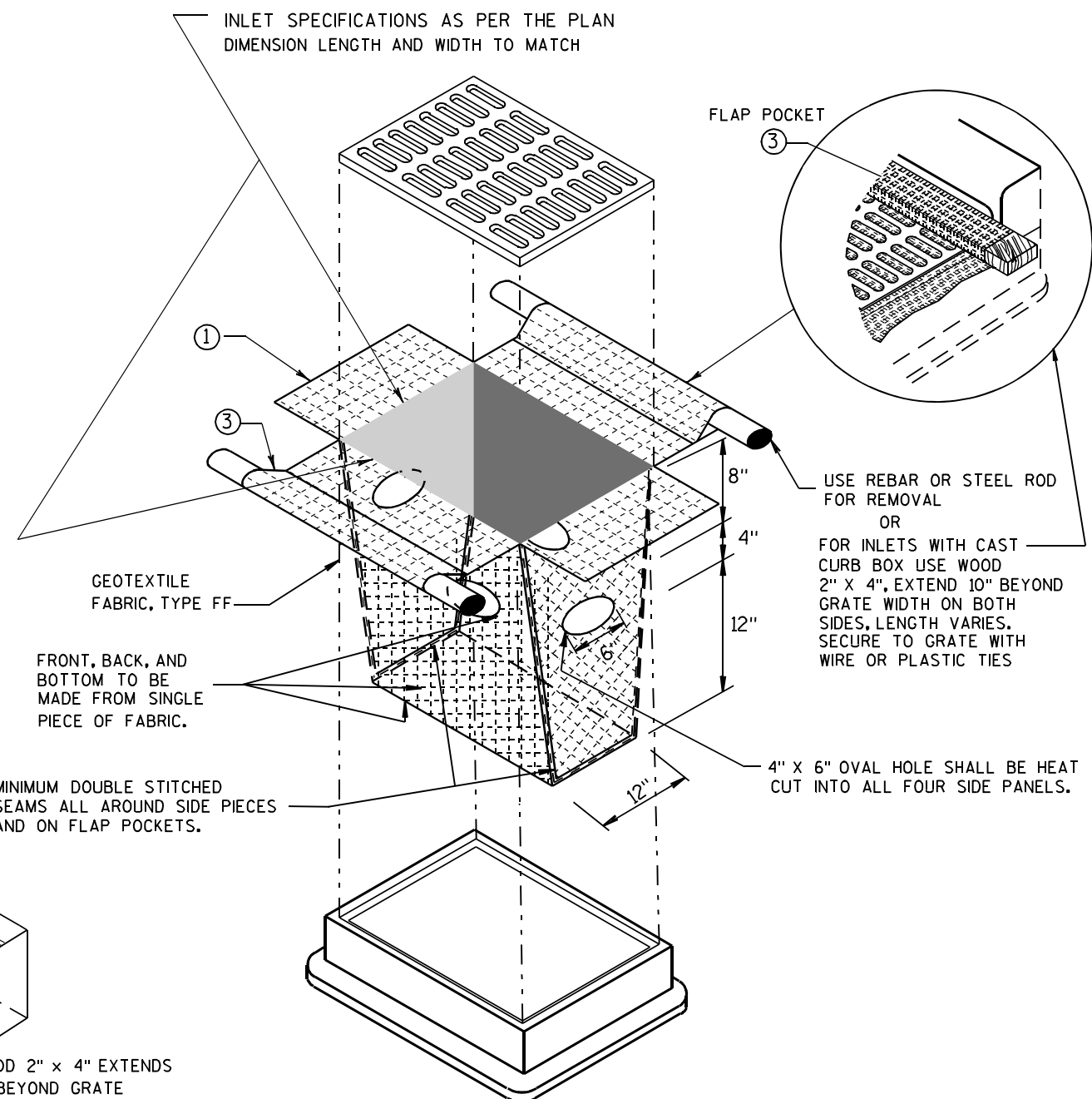
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

**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.



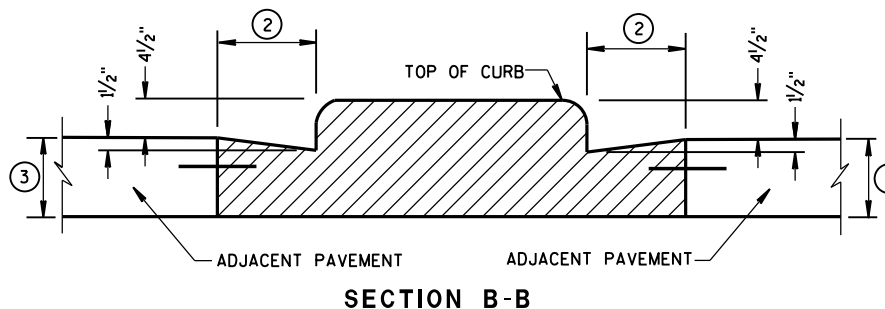
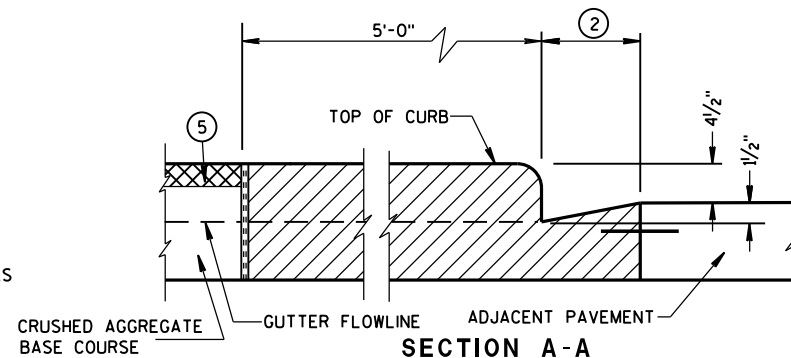
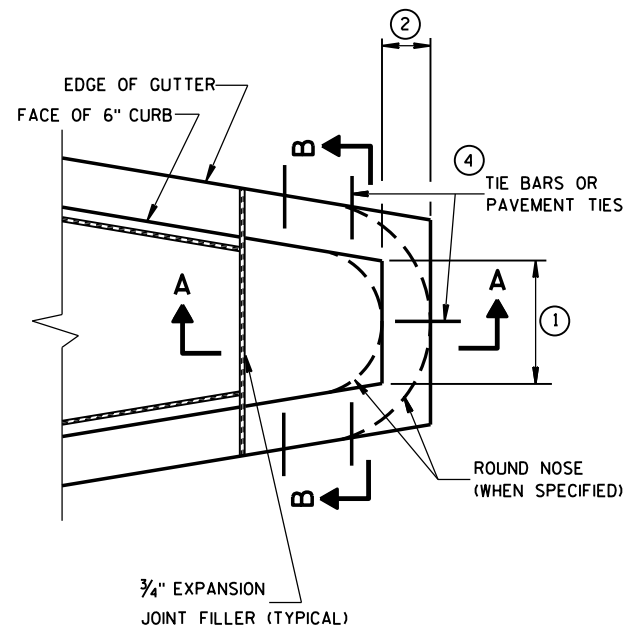
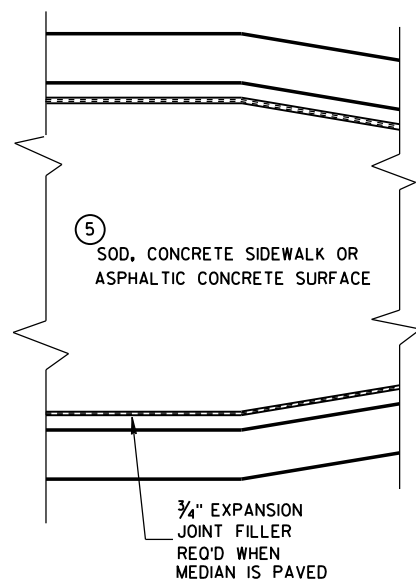
**INLET PROTECTION, TYPE D**

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

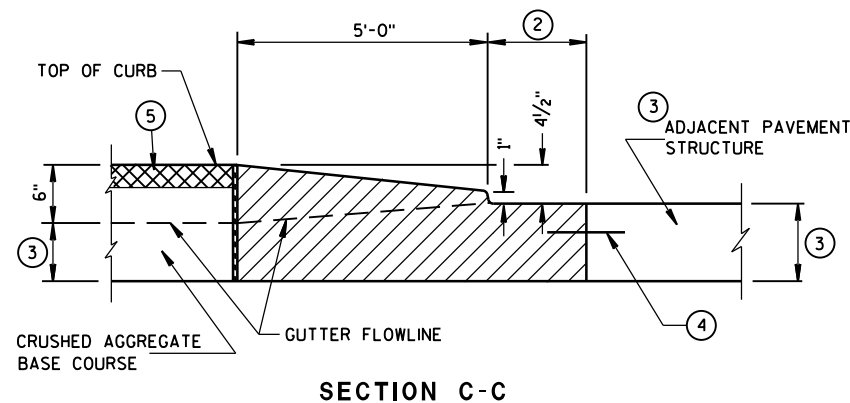
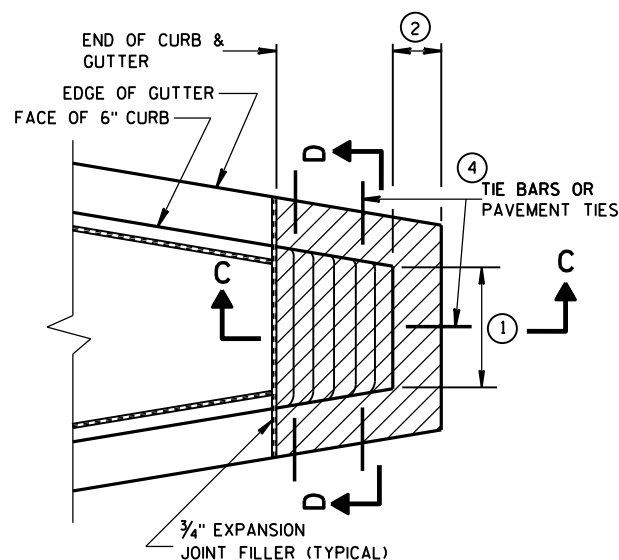
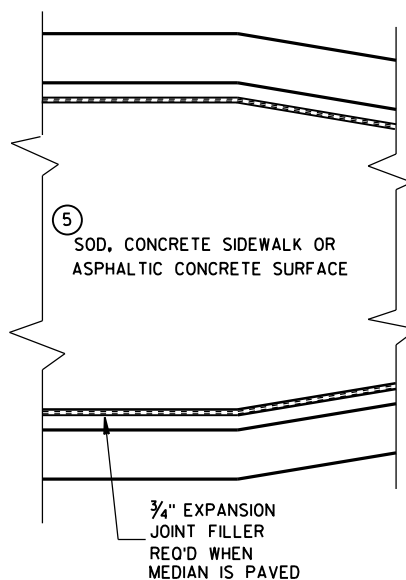
**INLET PROTECTION  
TYPE A, B, C, AND D**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

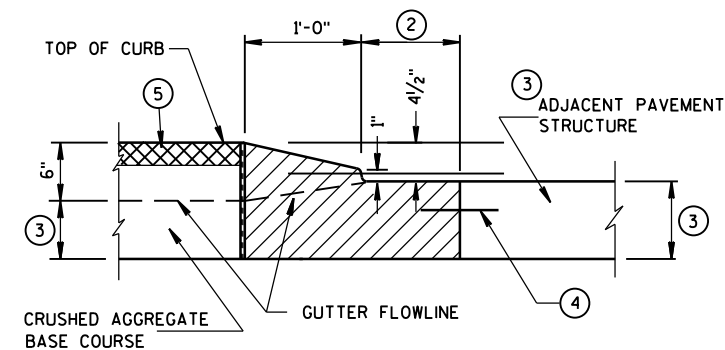
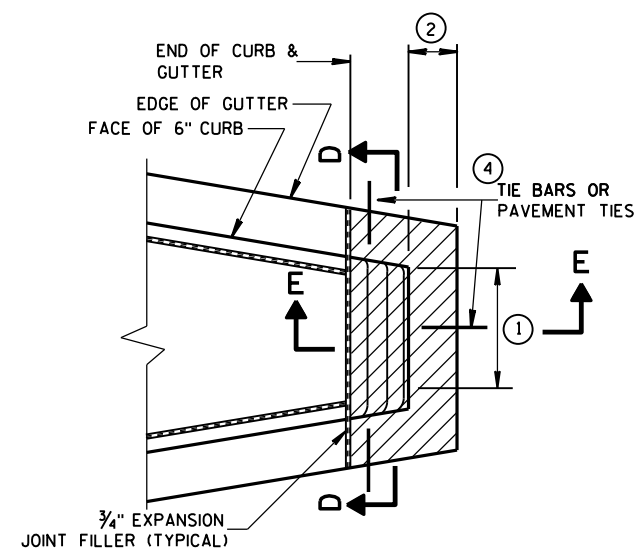
APPROVED  
10/16/02 /S/ Beth Cannestra  
DATE  
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



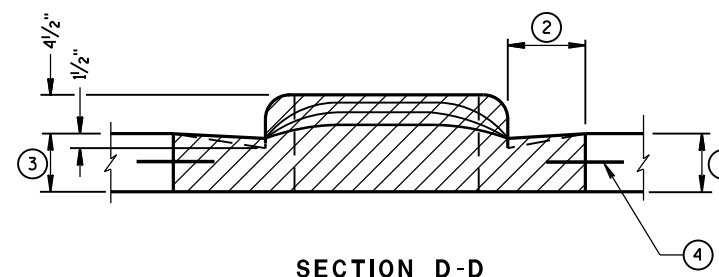
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



## GENERAL NOTES

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

- ① SEE PLAN FOR MEDIAN NOSE WIDTH AND RADIUS (FOR ROUND NOSE ALTERNATE).
- ② WIDTH OF GUTTER TO MATCH EXISTING ADJACENT GUTTER OR AS SPECIFIED ELSEWHERE IN THE PLAN.
- ③ DEPTH EQUAL TO ADJACENT PAVEMENT. ADJACENT PAVEMENT STRUCTURE DETAILS ARE SHOWN ON THE PLAN. TYPICAL OPTIONS ARE:
  - (1) NEW OR EXISTING CONCRETE PAVEMENT.
  - (2) ASPHALTIC CONCRETE PAVEMENT OVER NEW OR EXISTING CONCRETE BASE COURSE.
  - (3) ASPHALTIC CONCRETE PAVEMENT OVER CRUSHED AGGREGATE BASE COURSE.

- ④ TIE BARS OR PAVEMENT TIES REQUIRED IN NEW CONCRETE PAVEMENT OR CONCRETE BASE COURSE. TIE BARS SHALL BE NO. 4 X 2'-0" SPACED AT 2'-0" C-C.

PAVEMENT TIES REQUIRED IN EXISTING CONCRETE BASE COURSE. PAVEMENT TIES SHALL BE NO. 6 X 1'-0" SPACED AT 3'-0" C-C INSTALLED ON A HORIZONTAL SKEW OF 6:1. THE DIRECTION OF SKEW SHALL ALTERNATE AFTER EVERY ONE OR TWO BARS.

- ⑤ SURFACE TYPE AND DETAILS ARE SHOWN ELSEWHERE IN THE PLAN.

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

6/8/2006

DATE

FHWA

/S/ Jerry H. Zogg  
ROADWAY STANDARDS DEVELOPMENT  
ENGINEER

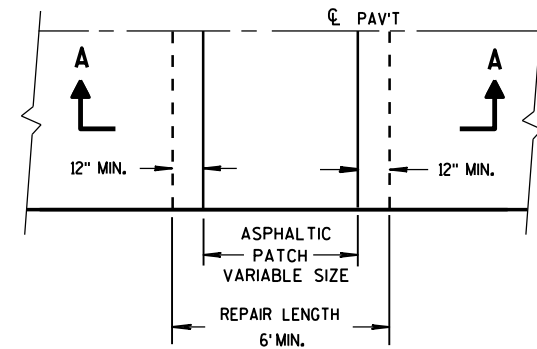
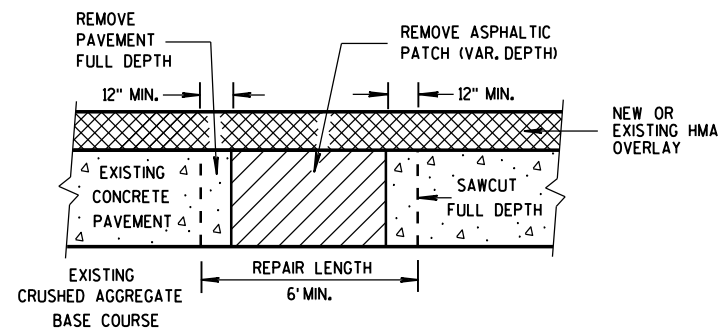
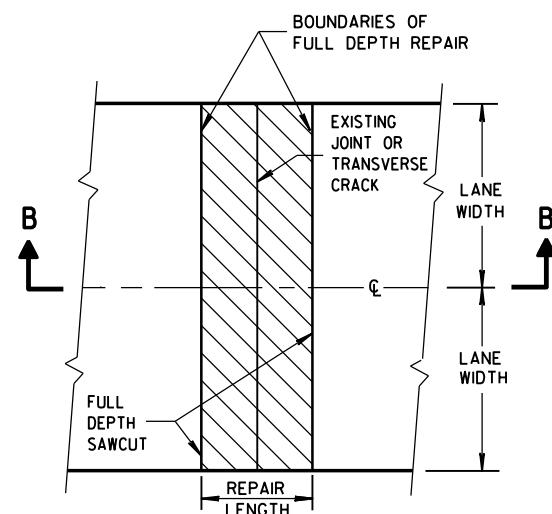
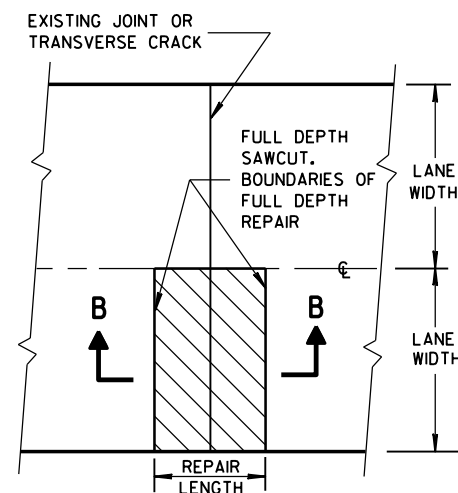
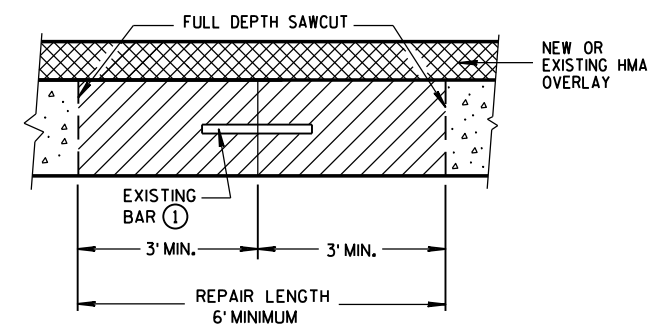
**GENERAL NOTES**

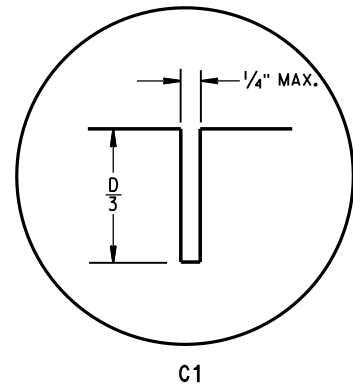
SAW CUT, DRILL, AND LIFT OUT EXISTING CONCRETE PAVEMENT WITHIN THE BOUNDARIES OF CONCRETE REPAIR AREAS. THE CONTRACTOR MAY MAKE ADDITIONAL SAW CUTS INSIDE THE REPAIR LIMITS TO REDUCE WEIGHT AND SIZE OF CONCRETE PIECES.

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

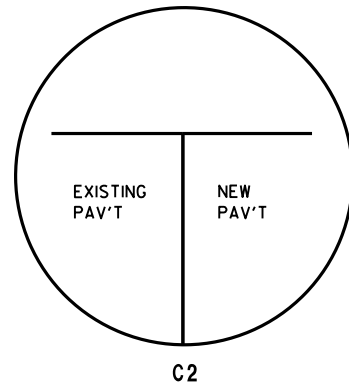
THE LENGTH OF THE REPAIRS MAY VARY FROM THE DIMENSIONS SHOWN IF THE EXISTING CONCRETE PAVEMENT IS NONDOWELED AND THE PAVEMENT IS TO BE OVERLAID AFTER REPAIRING.

① DOWEL BARS MIGHT NOT EXIST.

**PLAN VIEW****SECTION A-A****HMA PATCH REMOVAL****PLAN VIEW  
(DOUBLE LANE REPAIR)****PLAN VIEW  
(SINGLE LANE REPAIR)****FULL DEPTH CONCRETE PAVEMENT REMOVAL****SECTION B-B  
CONCRETE REMOVAL****BASE PATCHING CONCRETE****STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION**

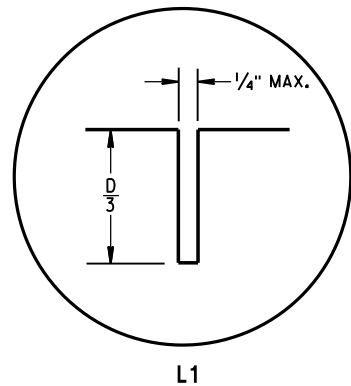


C1

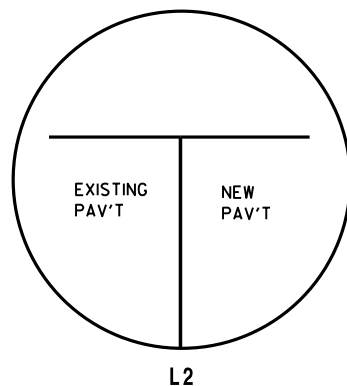


C2

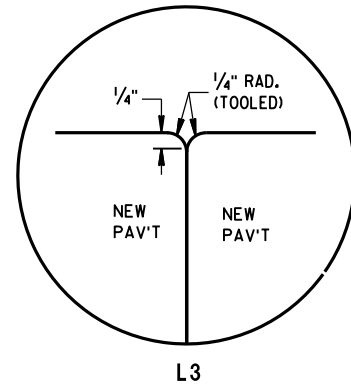
## TRANSVERSE JOINTS



L1

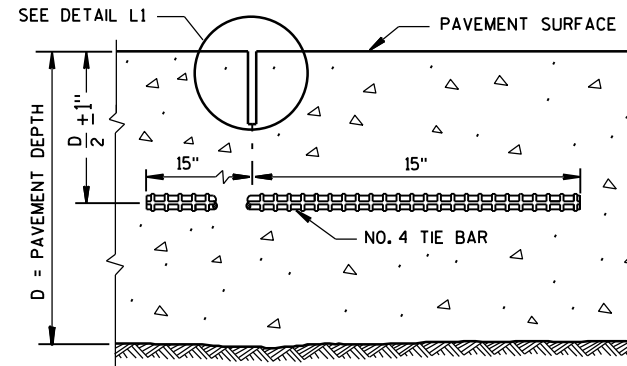


L2

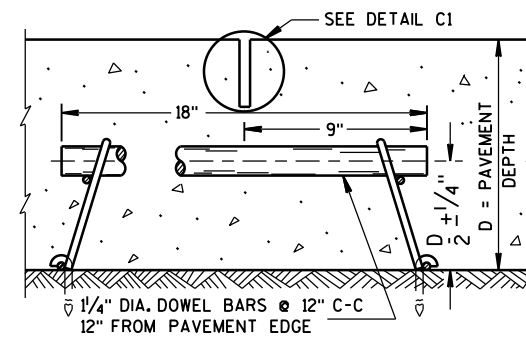


L3

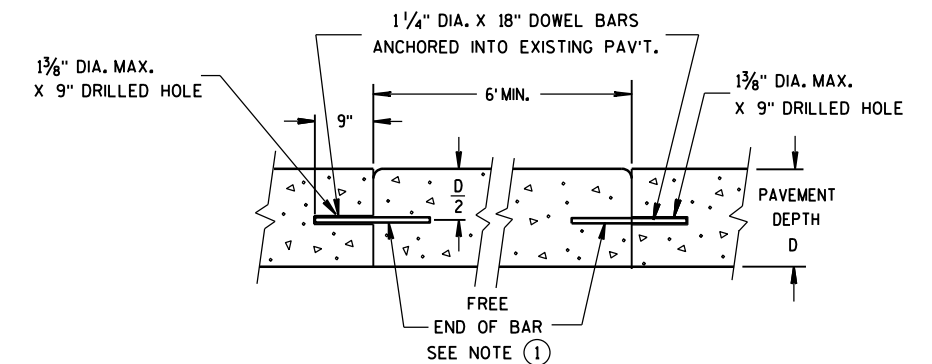
## LONGITUDINAL JOINTS



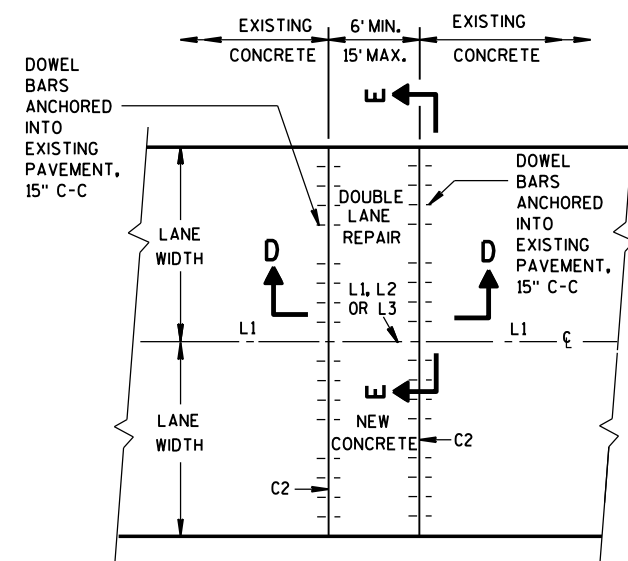
SECTION C-C  
SAWED LONGITUDINAL JOINT



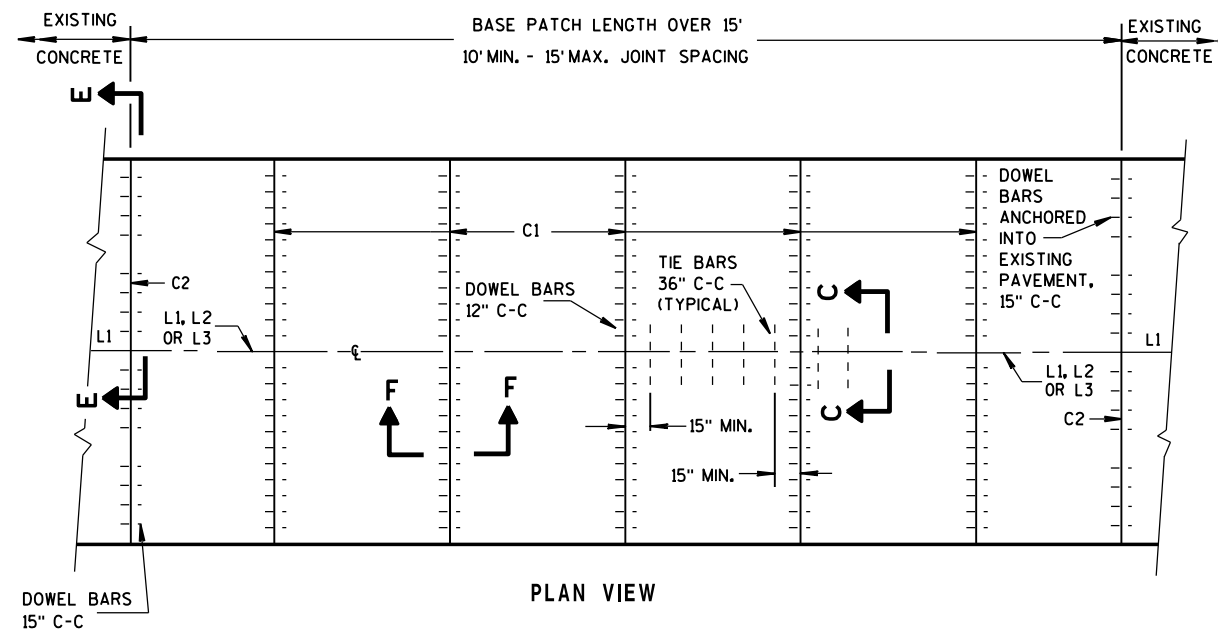
SECTION F-F  
CONTRACTION JOINT



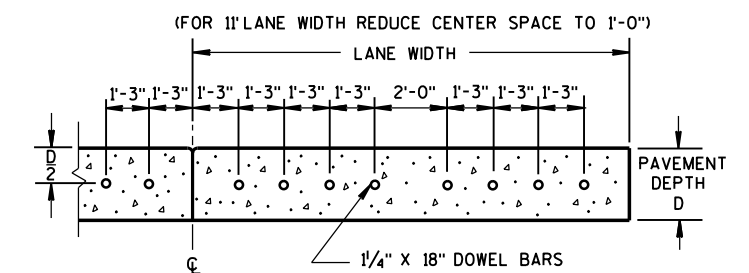
SECTION D-D



PLAN VIEW  
MULTI-LANE CONCRETE BASE PATCH  
15' MAXIMUM LENGTH



PLAN VIEW  
MULTI-LANE CONCRETE BASE PATCH  
GREATER THAN 15' IN LENGTH



SECTION E-E  
SPACING OF DOWEL BARS  
ANCHORED INTO EXISTING PAVEMENT

## GENERAL NOTES

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

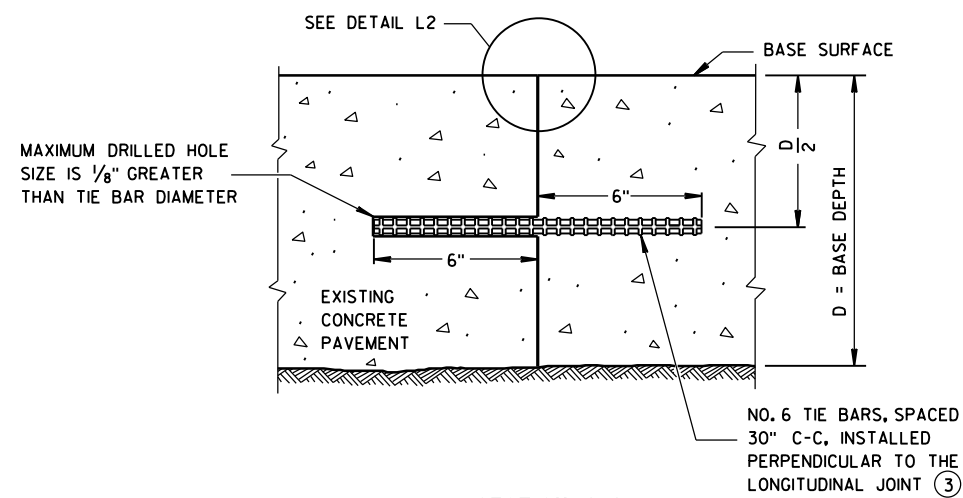
CONCRETE BASE PATCHES OF EXISTING NONDOWELED CONCRETE PAVEMENTS DO NOT NEED TO BE DOWELED.

DO NOT SEAL OR FILL JOINTS.

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

PROVIDE A MINIMUM DISTANCE OF 15 INCHES FROM AN EXISTING TRANSVERSE JOINT OR THE EDGE OF REPLACEMENT TO THE CENTER OF THE TIE BAR NEAREST THAT JOINT OR EDGE.

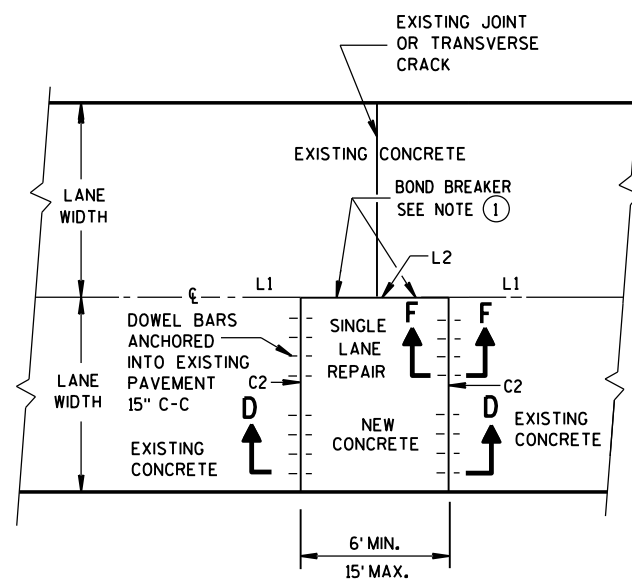
① APPLY A THIN UNIFORM COATING OF SURFACE TREATMENT TO THE FREE END OF DOWEL BARS TO PREVENT BONDING.



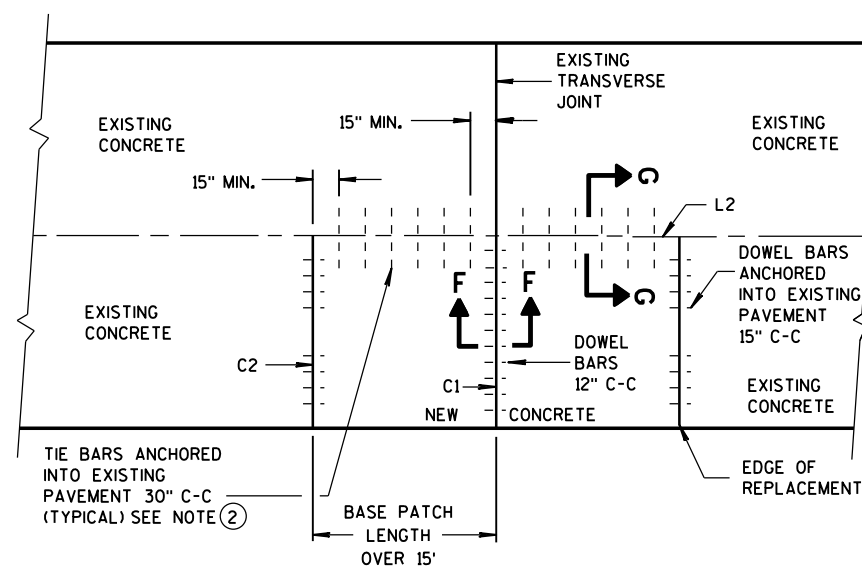
SECTION G-G  
TIE BARS ANCHORED  
INTO EXISTING PAVEMENT

## GENERAL NOTES

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



PLAN VIEW  
SINGLE LANE CONCRETE BASE PATCH  
15' MAXIMUM LENGTH



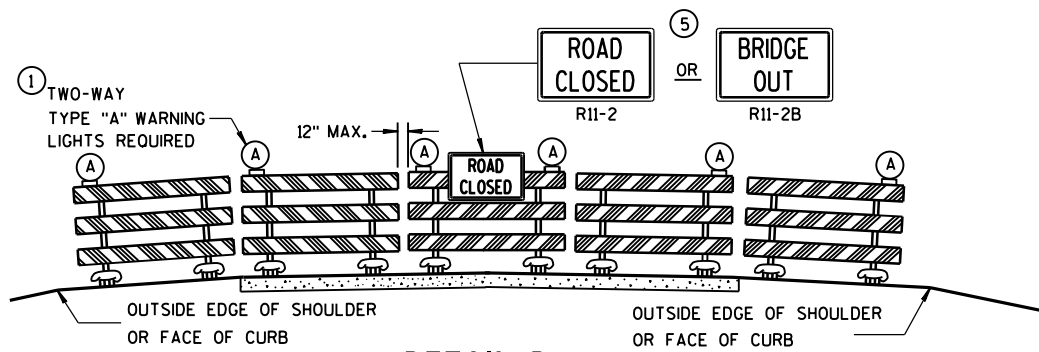
PLAN VIEW  
SINGLE LANE CONCRETE BASE PATCH  
GREATER THAN 15' IN LENGTH

BASE PATCHING CONCRETE

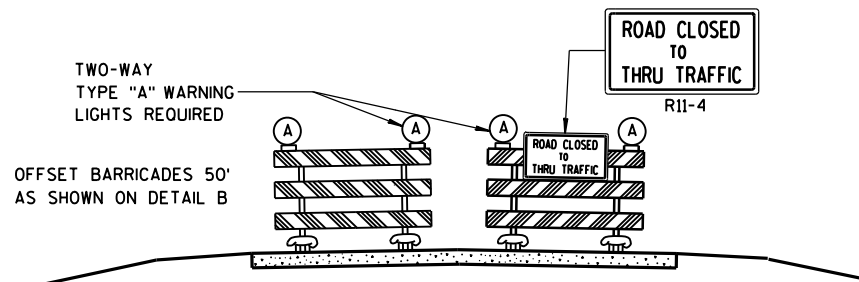
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
Sept., 2015 /S/ Peter Kemp, P.E.  
DATE PAVEMENT SUPERVISOR  
FHWA





DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW



DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW

SEE SDD 15C2-SHEET "a" FOR LEGEND

## GENERAL NOTES

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

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.

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.

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL D FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, M4-9, R11-4 AND R10-61 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11-2 SHALL BE 48" X 30".

R11-3, R11-4 AND R10-61 SHALL BE 60" X 30".

M4-9 SHALL BE 30" X 24".

M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)

M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)

M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)

M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)

D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

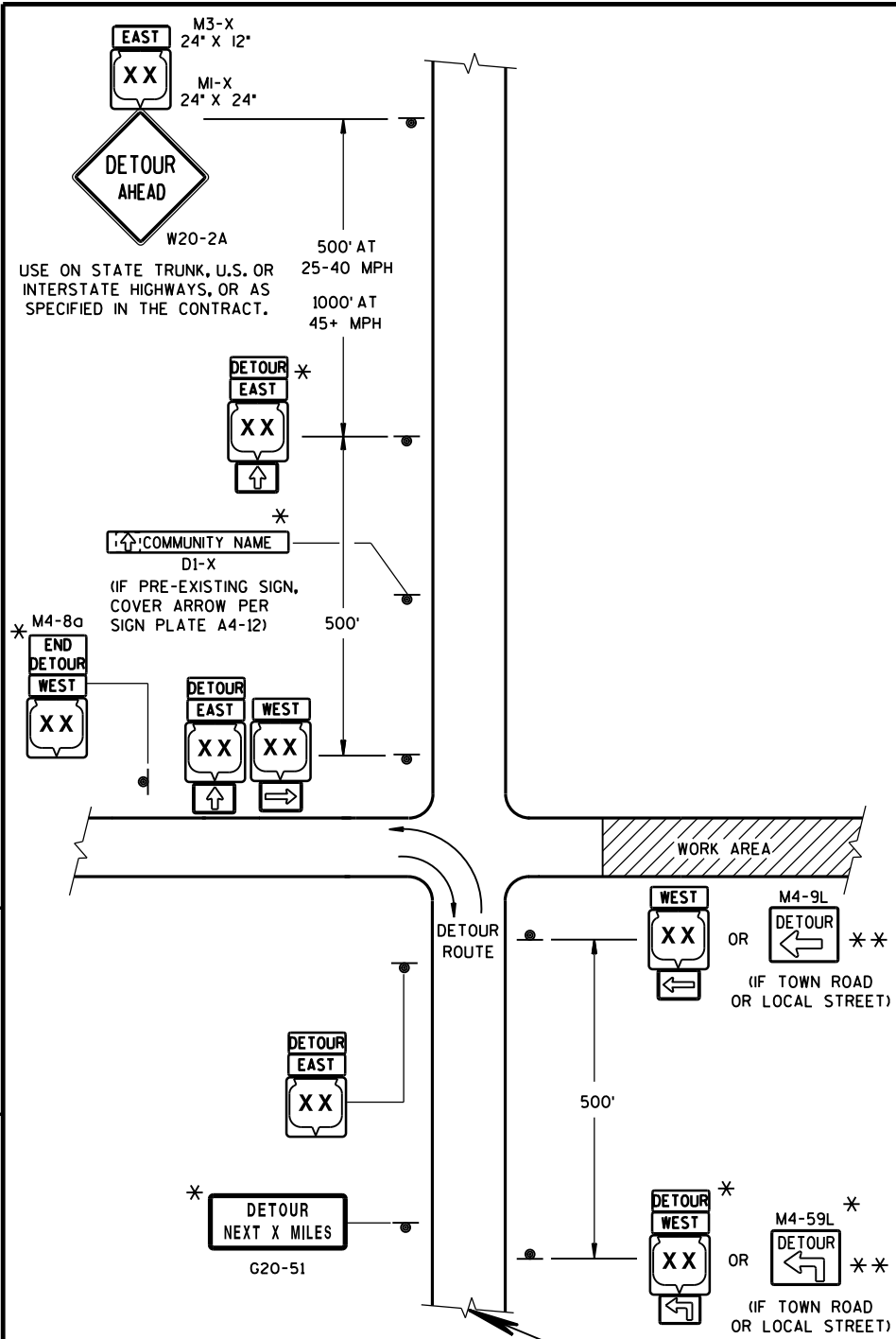
R1-1 SHALL BE 36" X 36".

- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8-FOOT LIGHT SPACING).
- 2 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT INTERSECTION.
- 3 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL D.
- 4 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE LANE CLOSURE BARRICADE DETAIL E.
- 5 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11-2 AND R11-3 SIGNS.
- 6 INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- 7 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

## BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

Sept. 2015 /S/ Peter Amokobe Atepe  
DATE STATEWIDE WORK ZONE TRAFFIC  
FHWA SAFETY ENGINEER



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL DETOUR SIGN LAYOUT AND SPACING. SEE PROJECT DETOUR SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT

DETAIL F  
DETOUR SIGNING

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS, MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

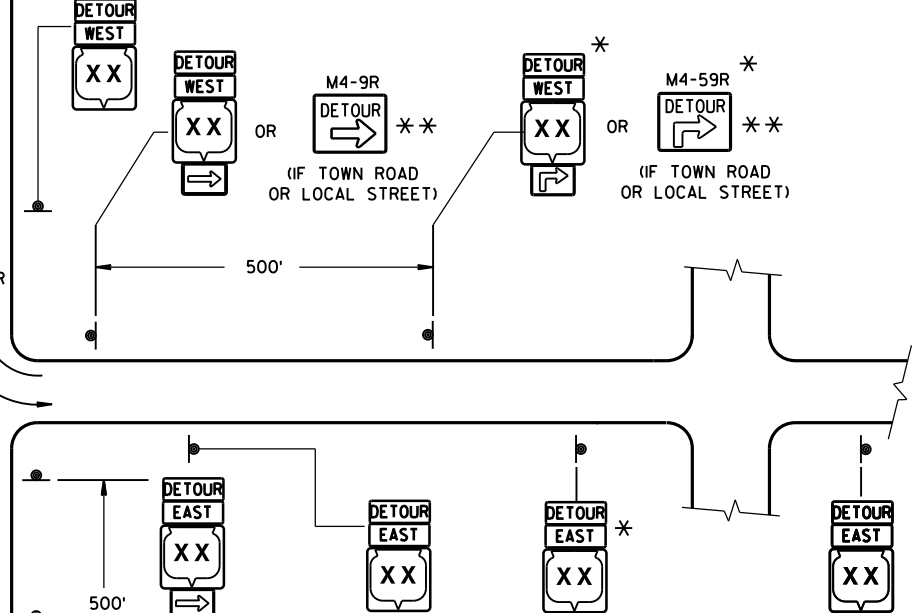
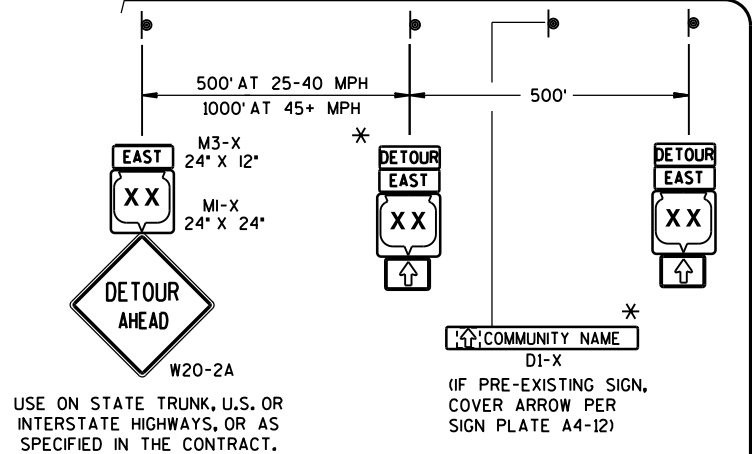
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" IF NEEDED TO MATCH EXISTING SIGNS.)
- M1-4, M1-5A, AND M1-6 SHALL BE 24" X 24". (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

\* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

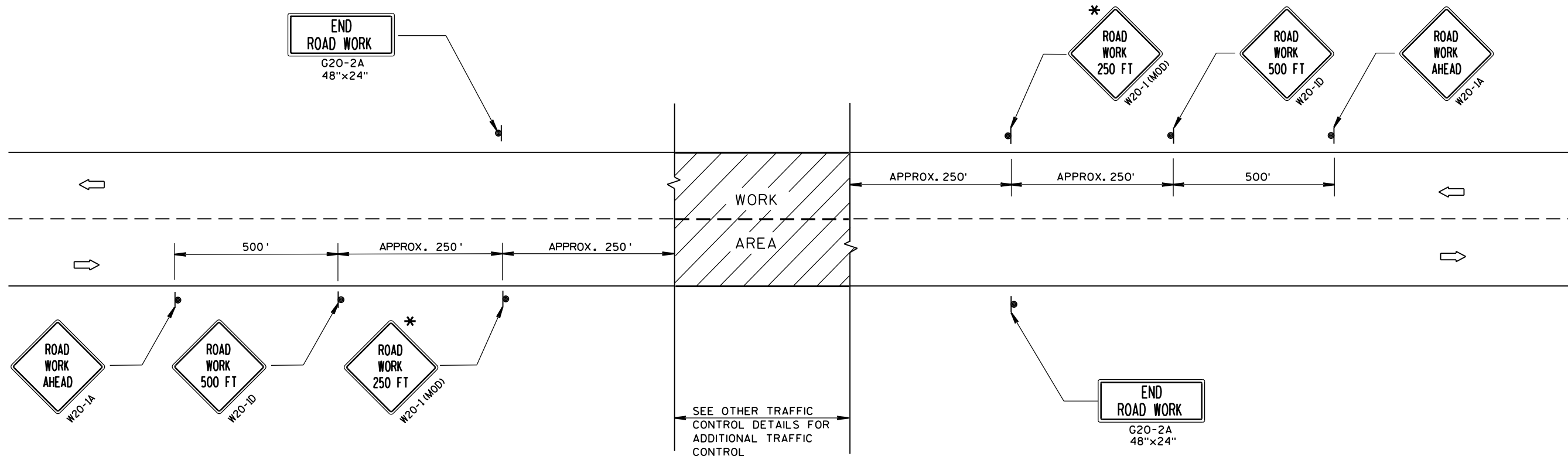
\*\* FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



DETOUR SIGNING FOR  
MAINLINE CLOSURES

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: Sept. 2015 /S/ Peter Amakobe Atepe  
STATEWIDE WORK ZONE TRAFFIC SAFETY 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.

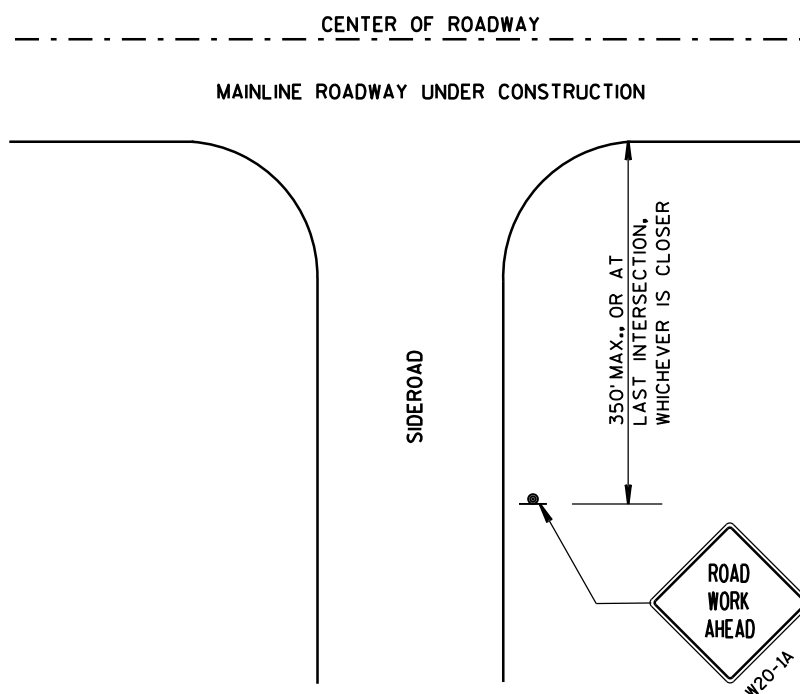
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.



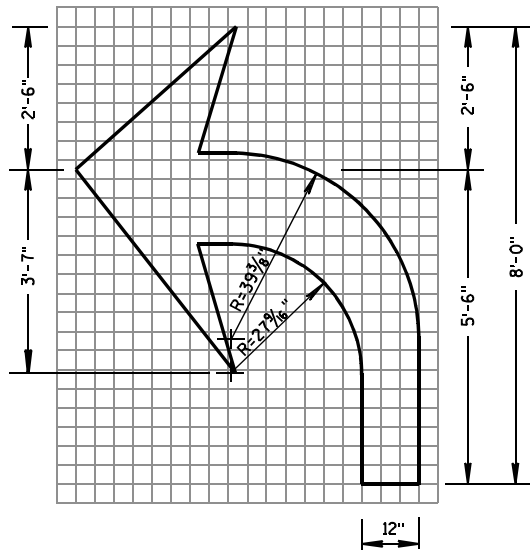
## LEGEND

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

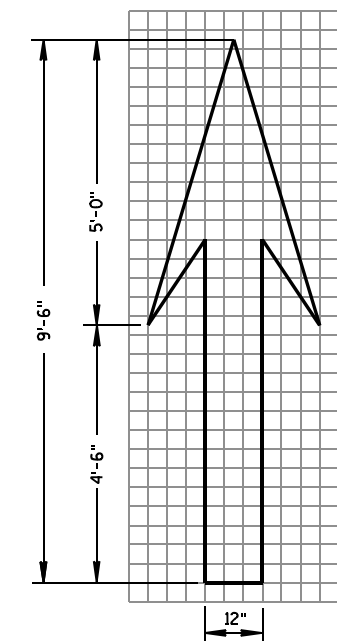
TRAFFIC CONTROL, ADVANCE  
WARNING SIGNS 40 M.P.H.  
OR LESS TWO-WAY UNDIVIDED  
ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

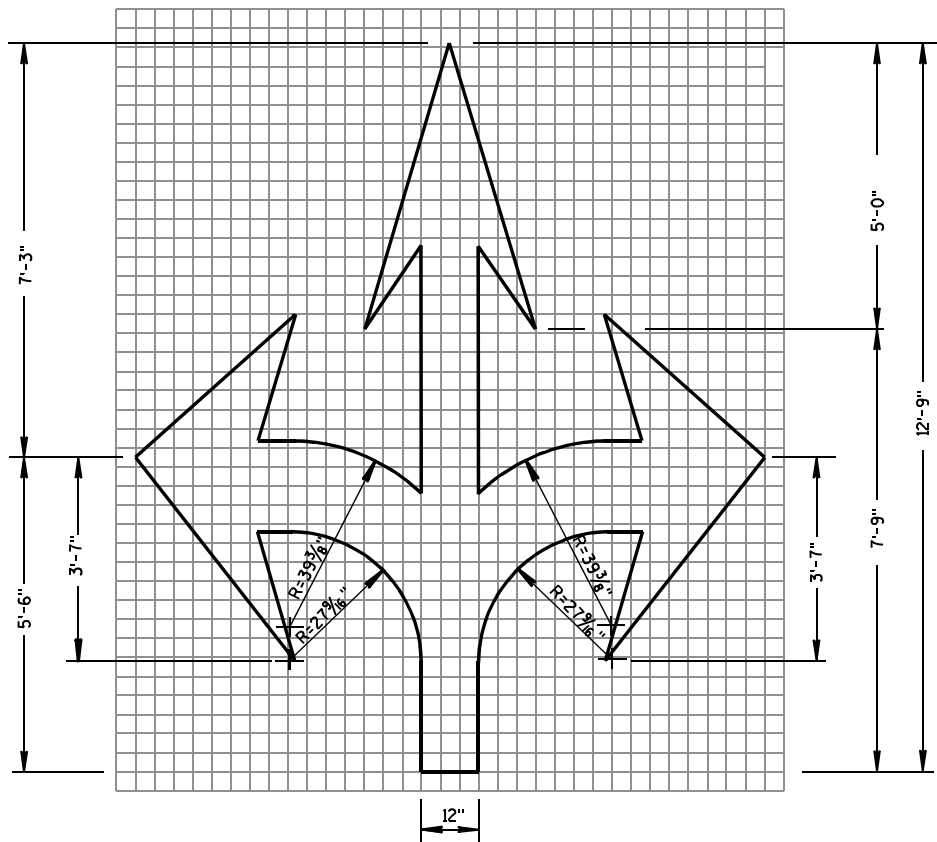
APPROVED  
Sept. 2015 /S/ Peter Amakobe Atepe  
DATE STATEWIDE WORK ZONE TRAFFIC  
FHWA SAFETY ENGINEER



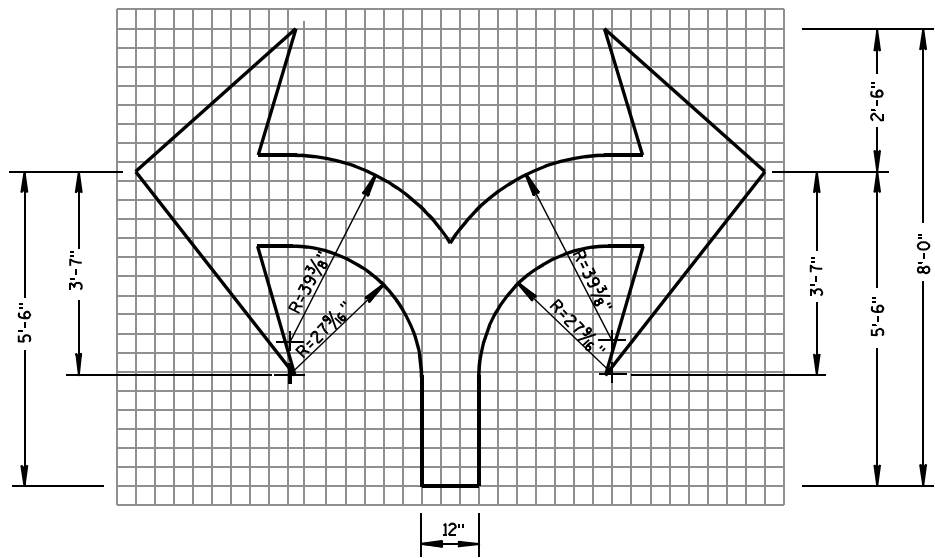
TYPE 2



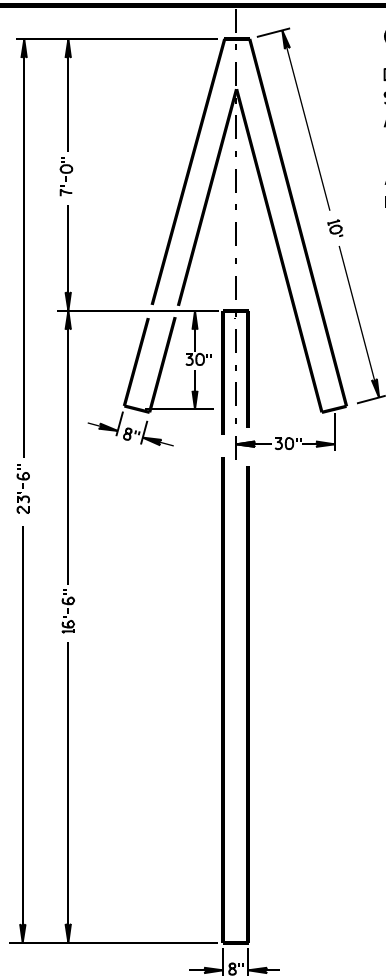
TYPE 1



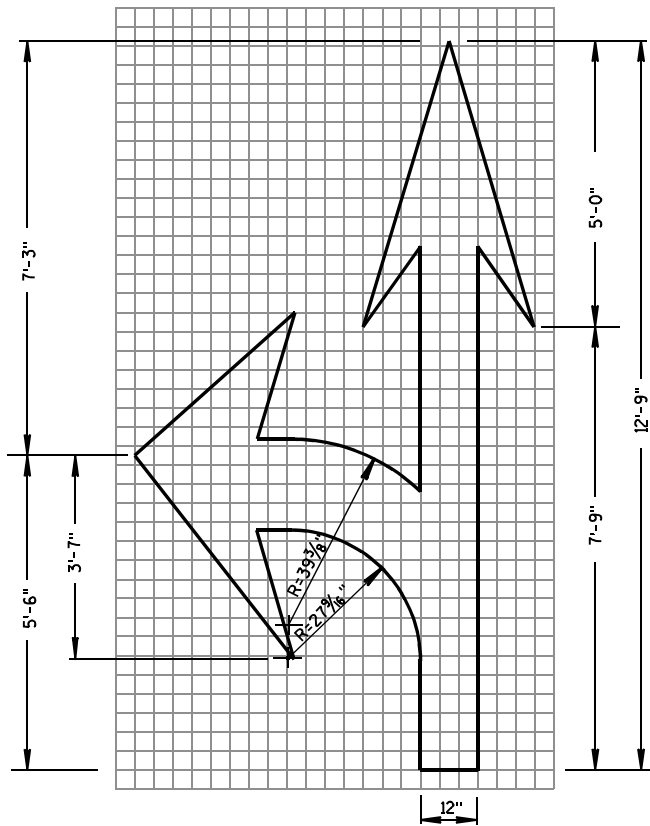
TYPE 6



TYPE 7



TYPE 4

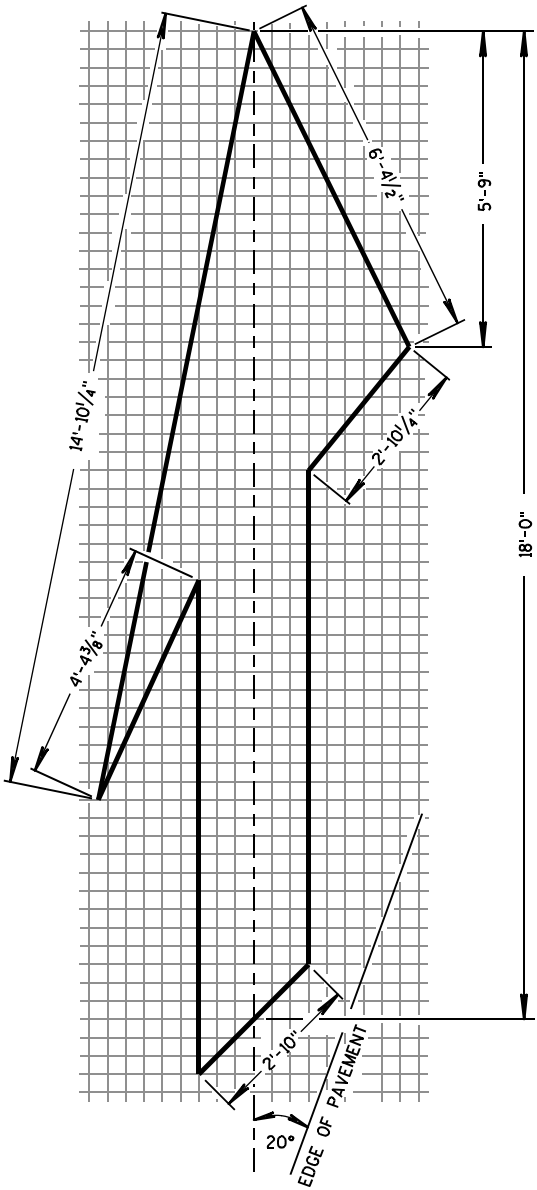


TYPE 3

GENERAL NOTES

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

ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

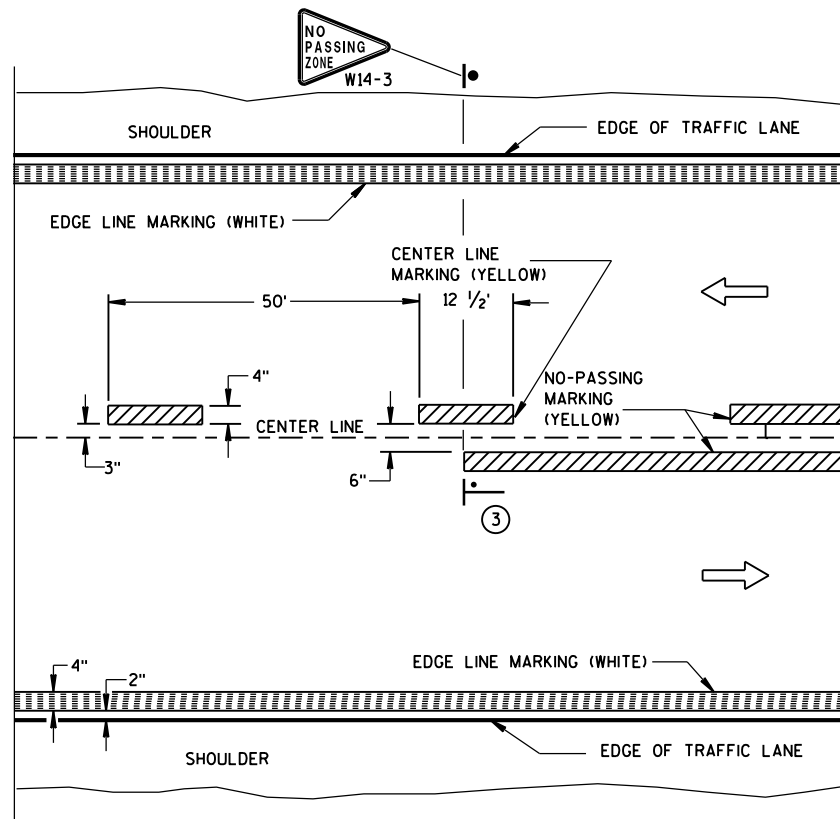
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

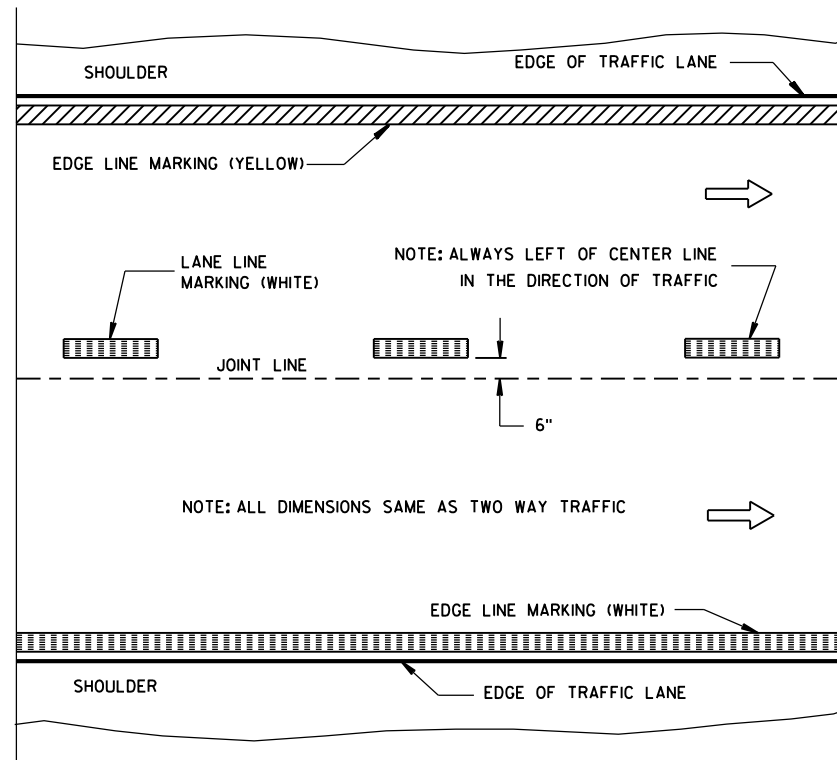
7/1/11  
DATE

/S/ Thomas N. Notbohm  
STATE TRAFFIC ENGINEER OF DESIGN

FHWA

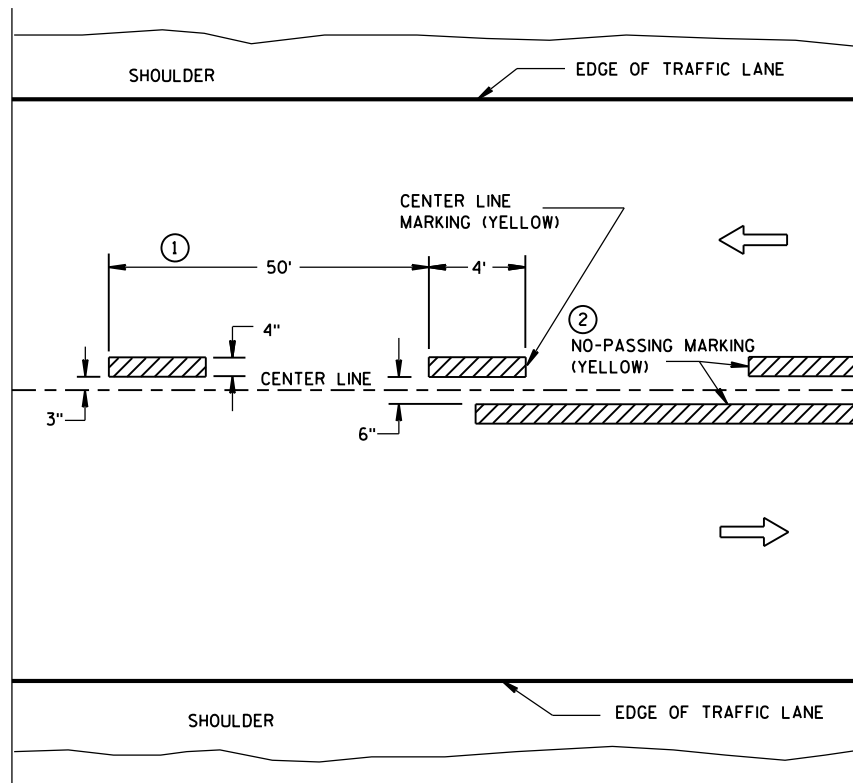


TWO WAY TRAFFIC

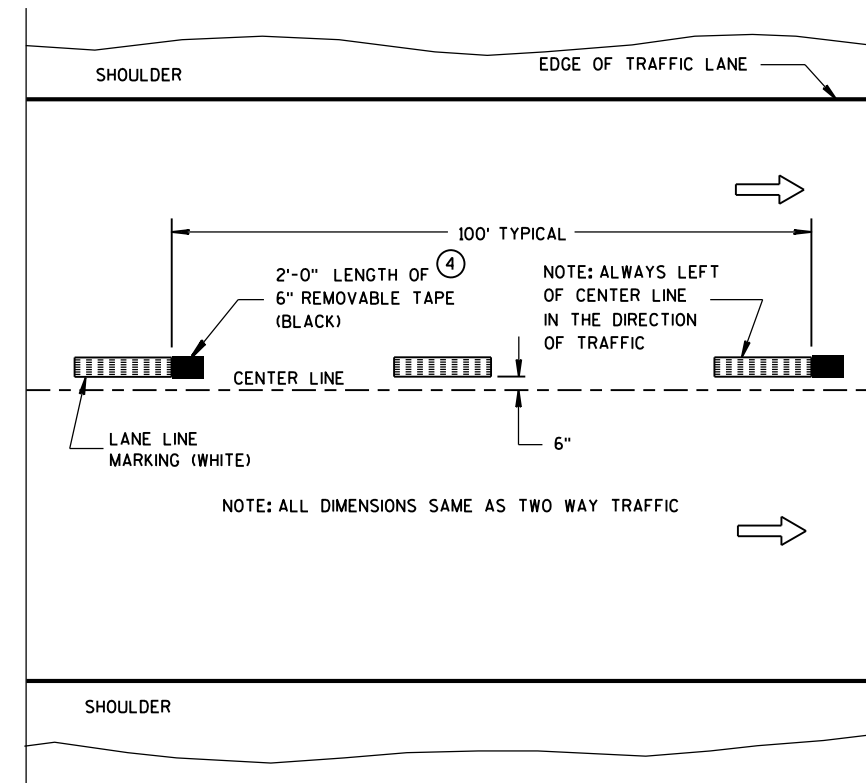


ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

**TEMPORARY (INTERMEDIATE) PAVEMENT MARKING**  
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

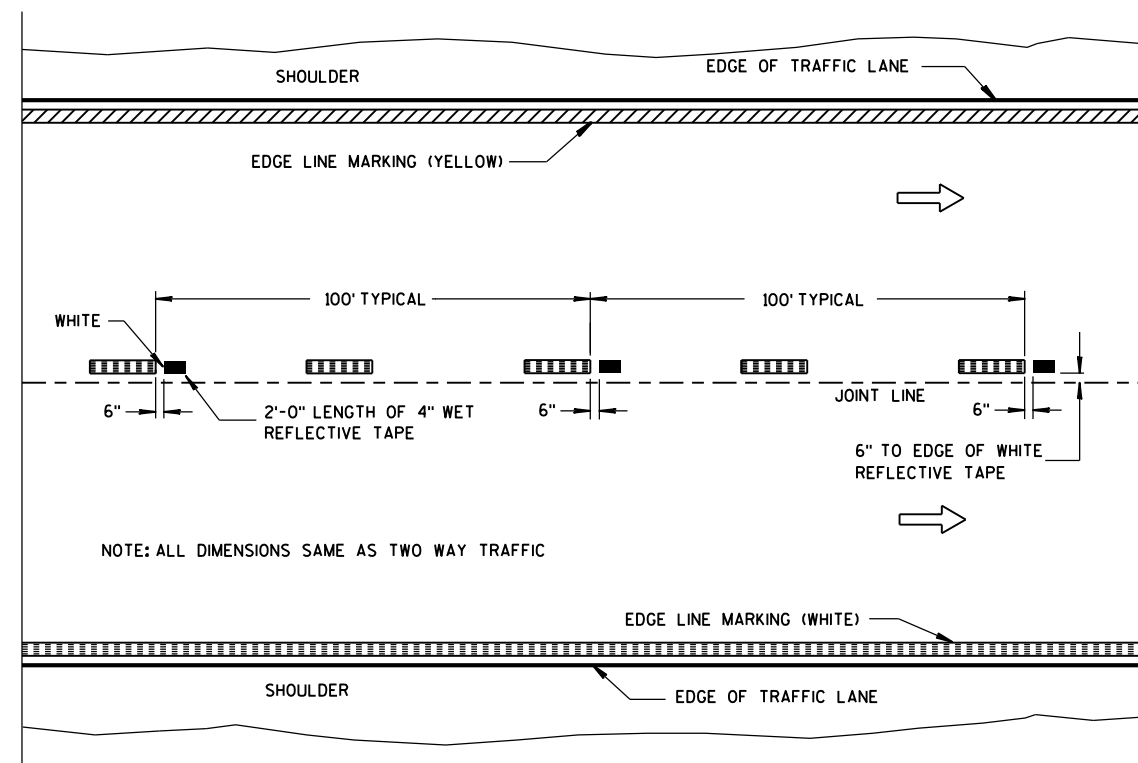
## GENERAL NOTES

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

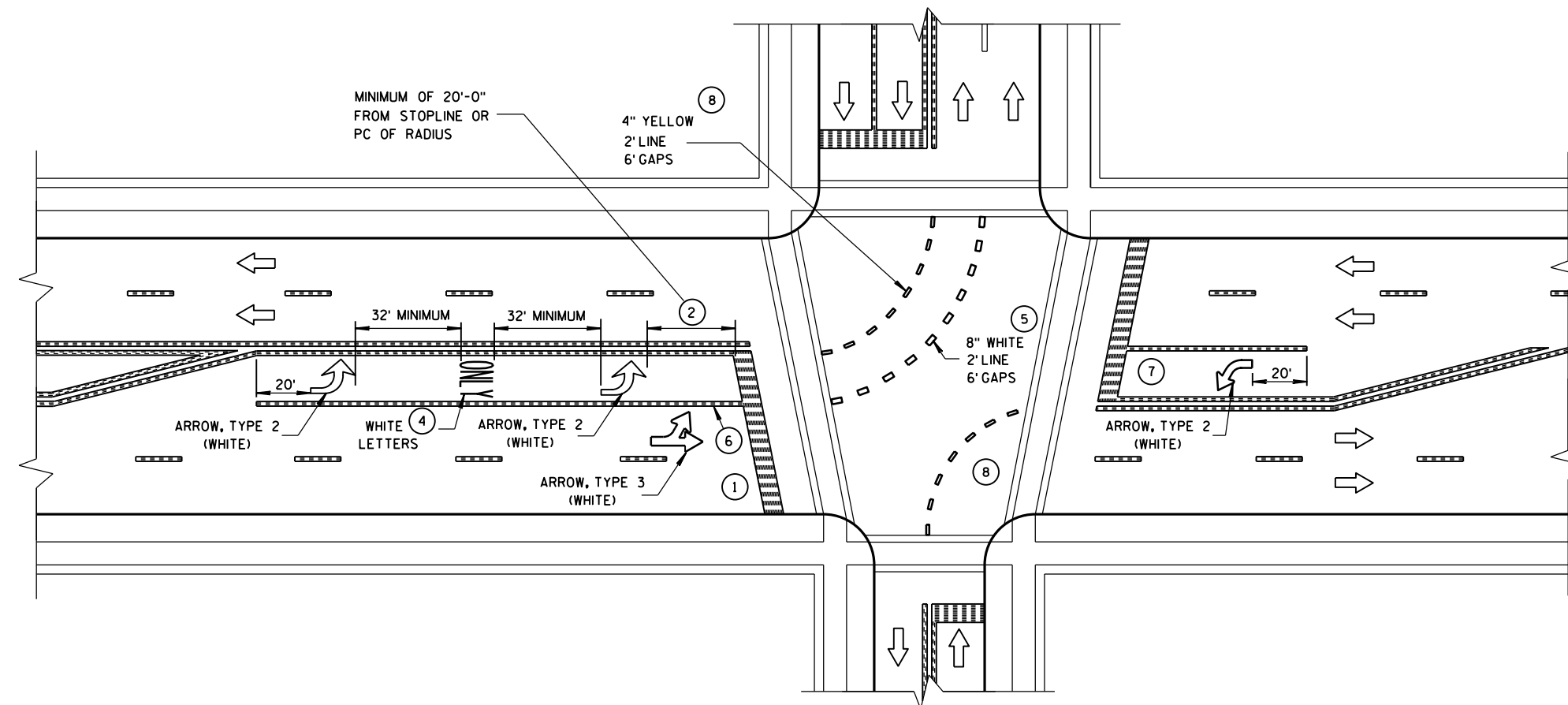
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING  
(MAINLINE)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5-13-2013  
DATE  
FHWA

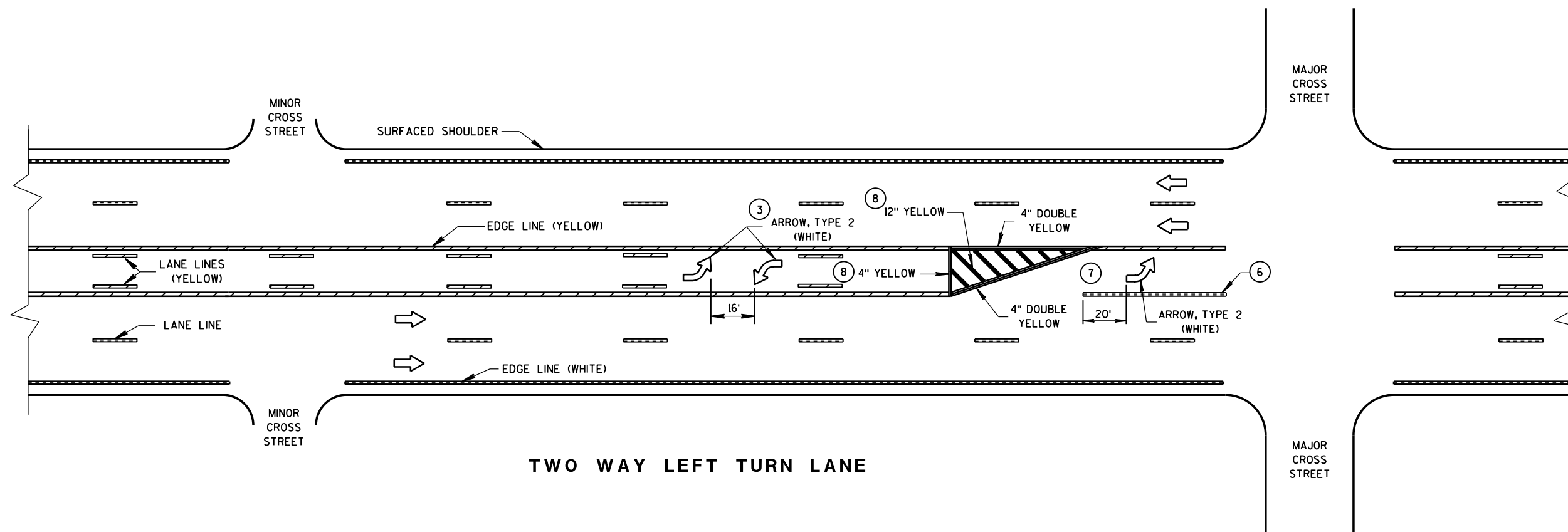
/S/ Travis Feltes  
STATE TRAFFIC ENGINEER



### GENERAL NOTES

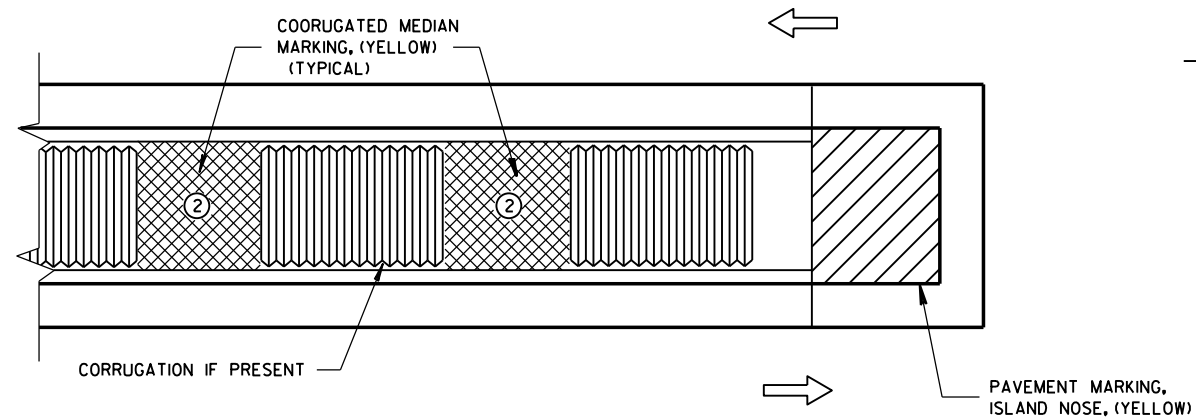
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
- ⑤ 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- ⑥ 8" WHITE
- ⑦ ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
- ⑧ REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:  
ARROW SYMBOL (➡)  
SHOWS DIRECTION OF TRAVEL

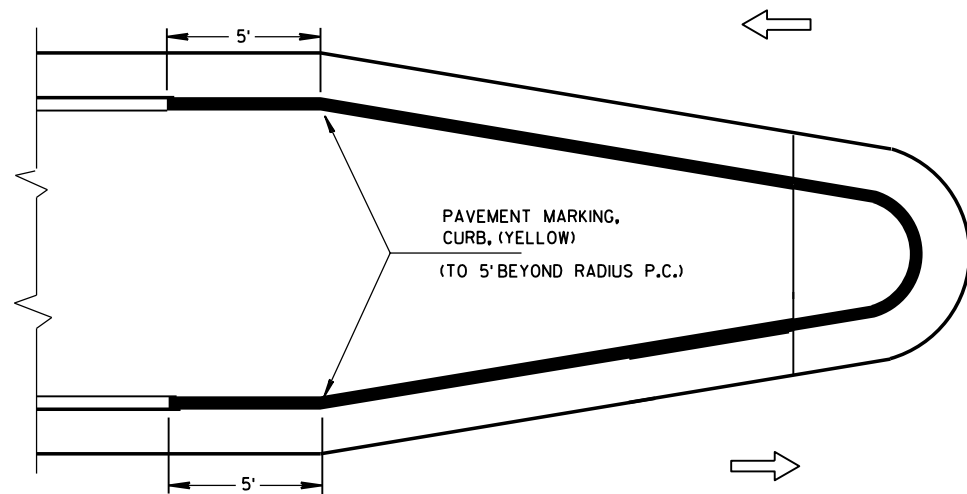


PAVEMENT MARKING  
(LEFT TURN LANE)

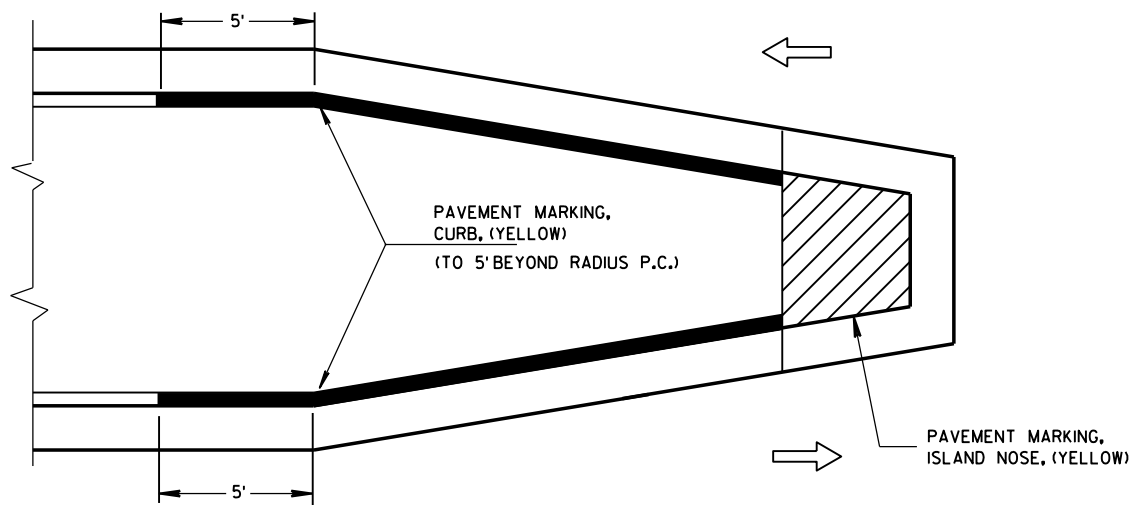
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

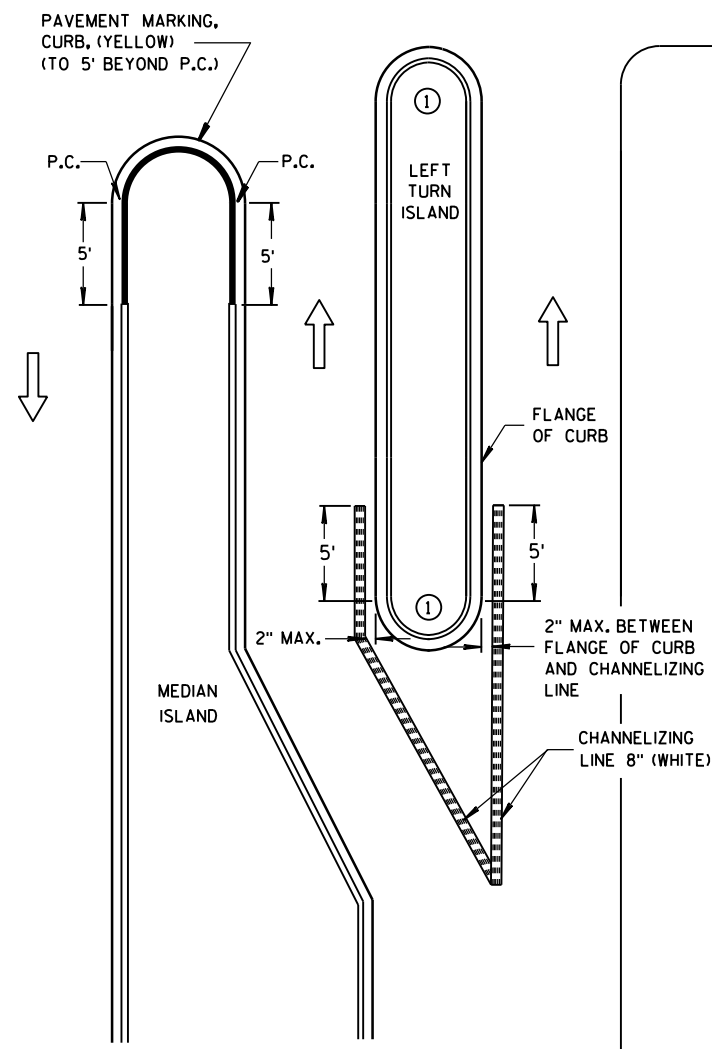


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

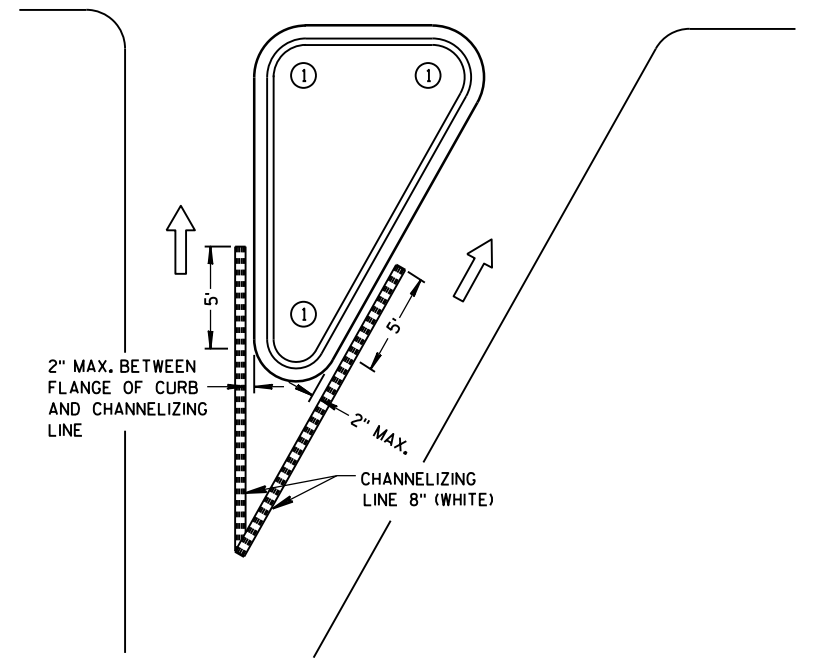
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- 1 DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- 2 WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN, THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



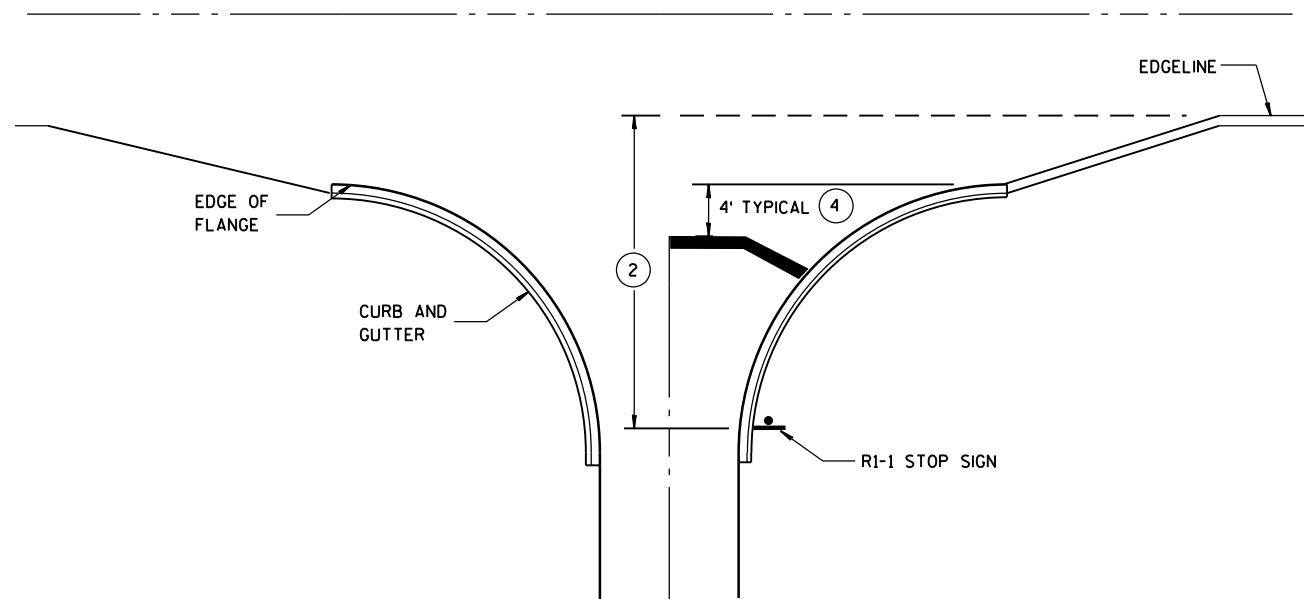
RIGHT TURN ISLAND

LEGEND

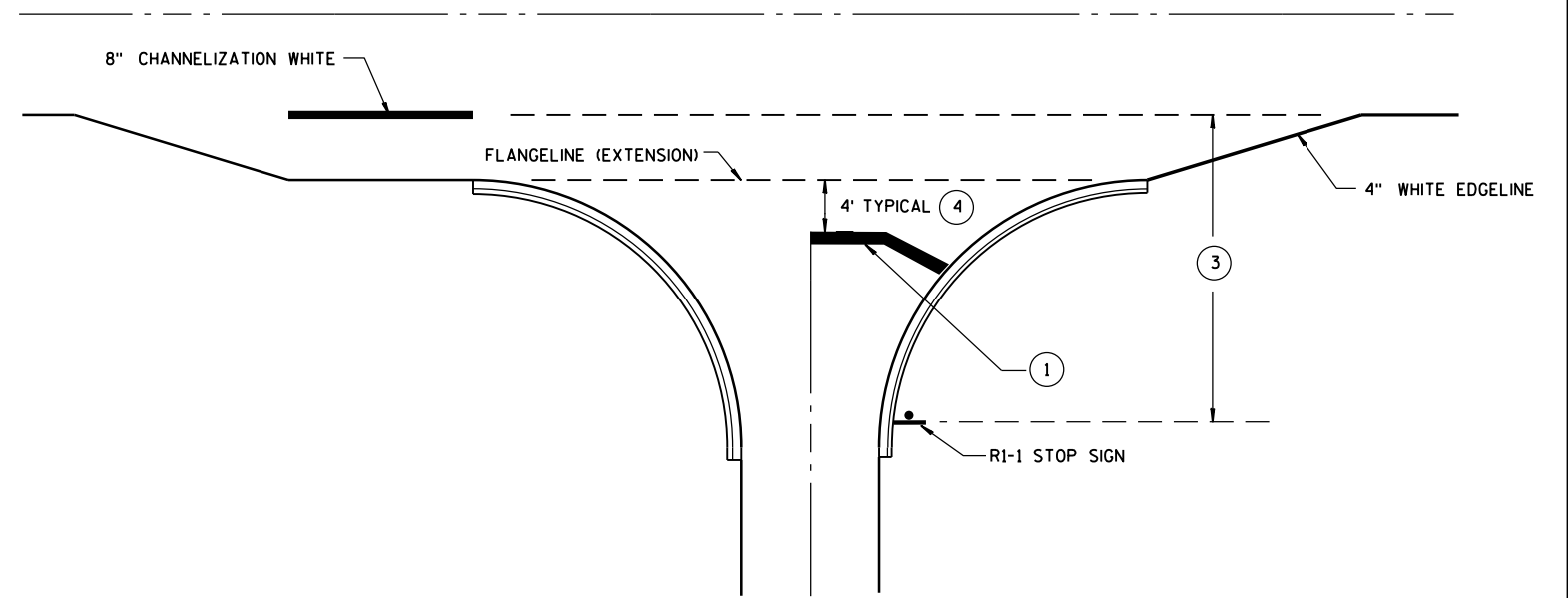
- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKING (ISLANDS)

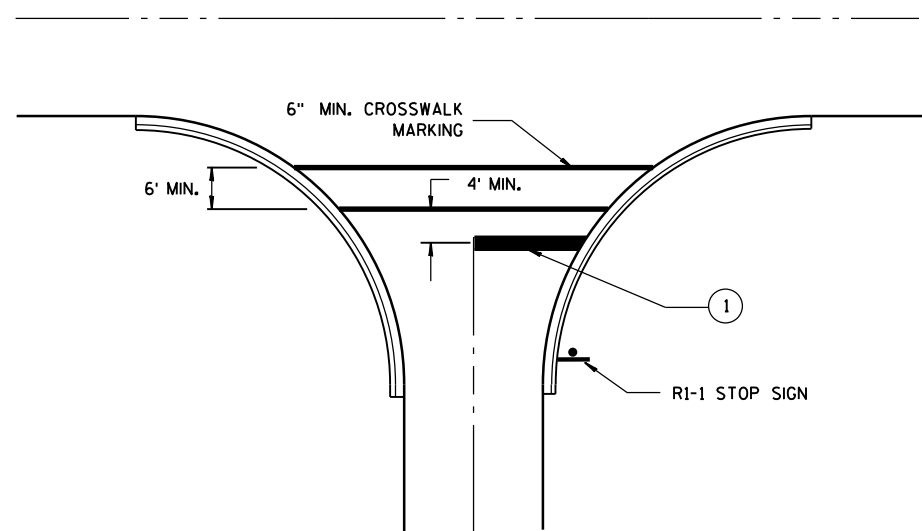
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



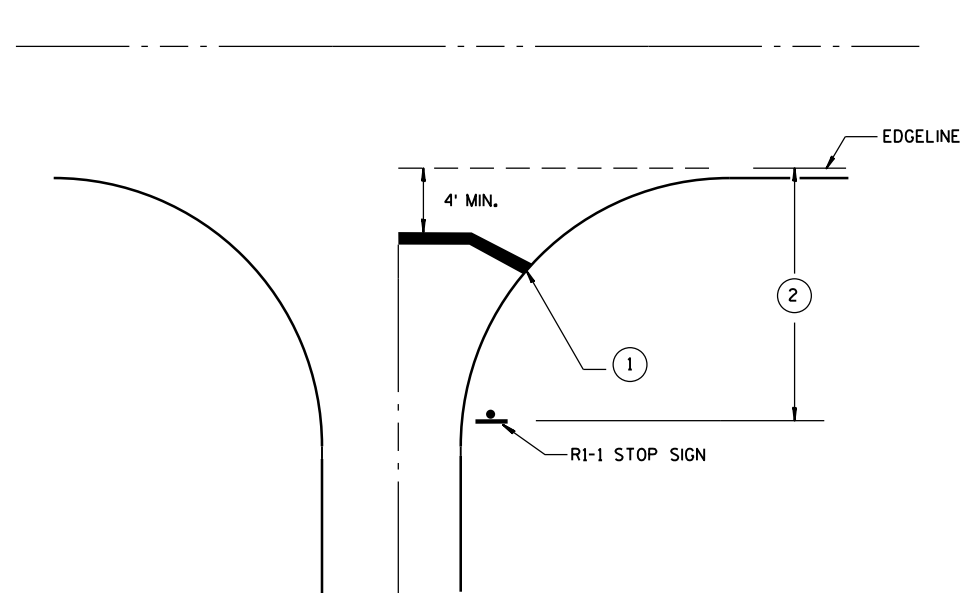
**TYPICAL STOP LINE PAVEMENT MARKING  
WITH CURB AND GUTTER**



**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 EDGE LINE 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**

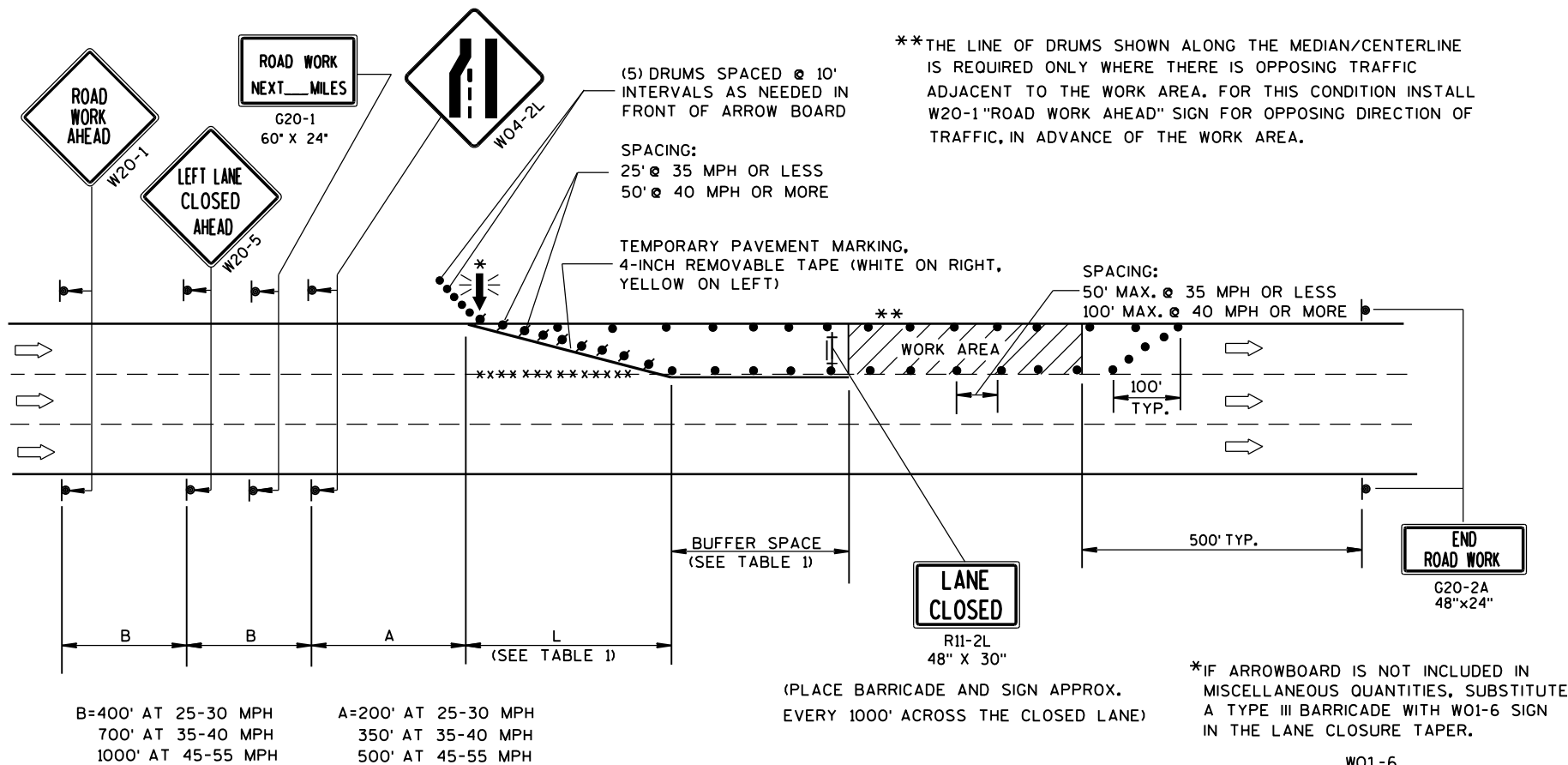
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

4/30/2013  
DATE

FHWA

/S/ Travis Feltz  
STATE TRAFFIC ENGINEER



## GENERAL NOTES

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A 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 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, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

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

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

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

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

TABLE 1  
TAPER AND BUFFER SPACE  
FOR 12' LANE WIDTH

S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

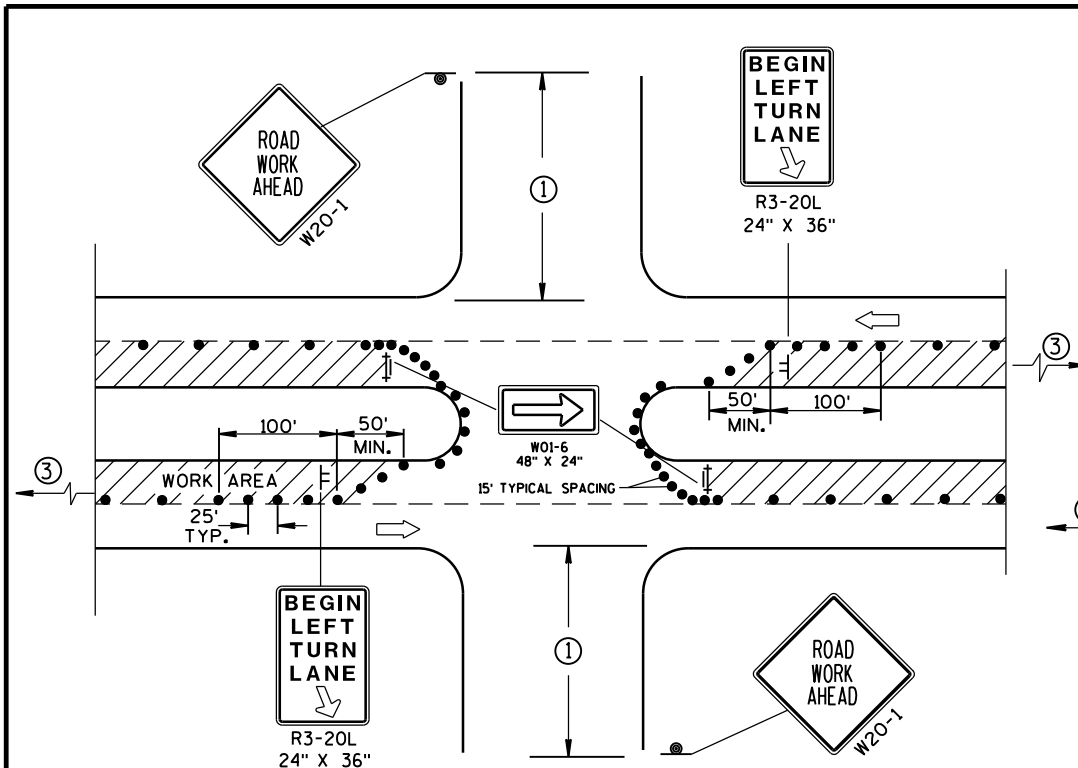
## LEGEND

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

TRAFFIC CONTROL,  
SINGLE LANE CLOSURE,  
NON-FREEWAY/EXPRESSWAY

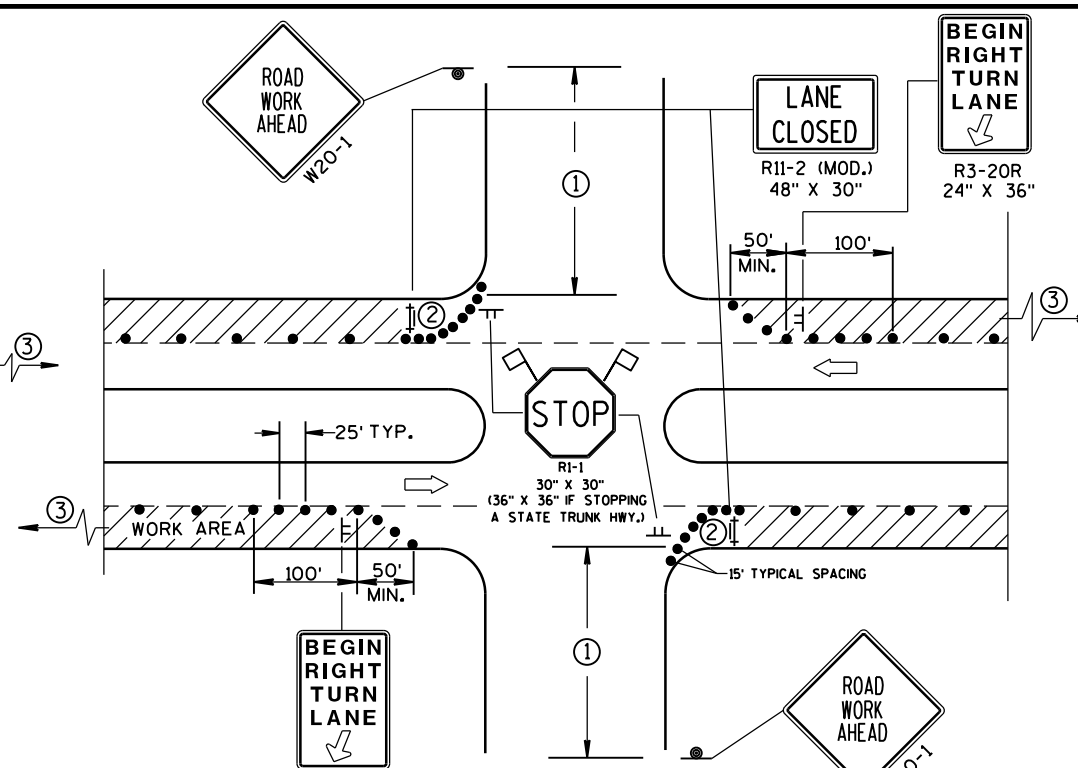
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
Feb. 2015 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



DETAIL A  
FOR LEFT LANE CLOSURE AT  
INTERSECTION OR MEDIAN OPENING

PROVIDE TURN LANES AT  
INTERSECTIONS WHENEVER  
STAGING OF WORK ALLOWS.  
TAPER AND TURN LANE  
LENGTHS BASED ON FIELD  
CONDITIONS AS APPROVED  
BY THE ENGINEER.



DETAIL B  
FOR RIGHT LANE CLOSURE  
AT INTERSECTION

### GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND 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 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.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

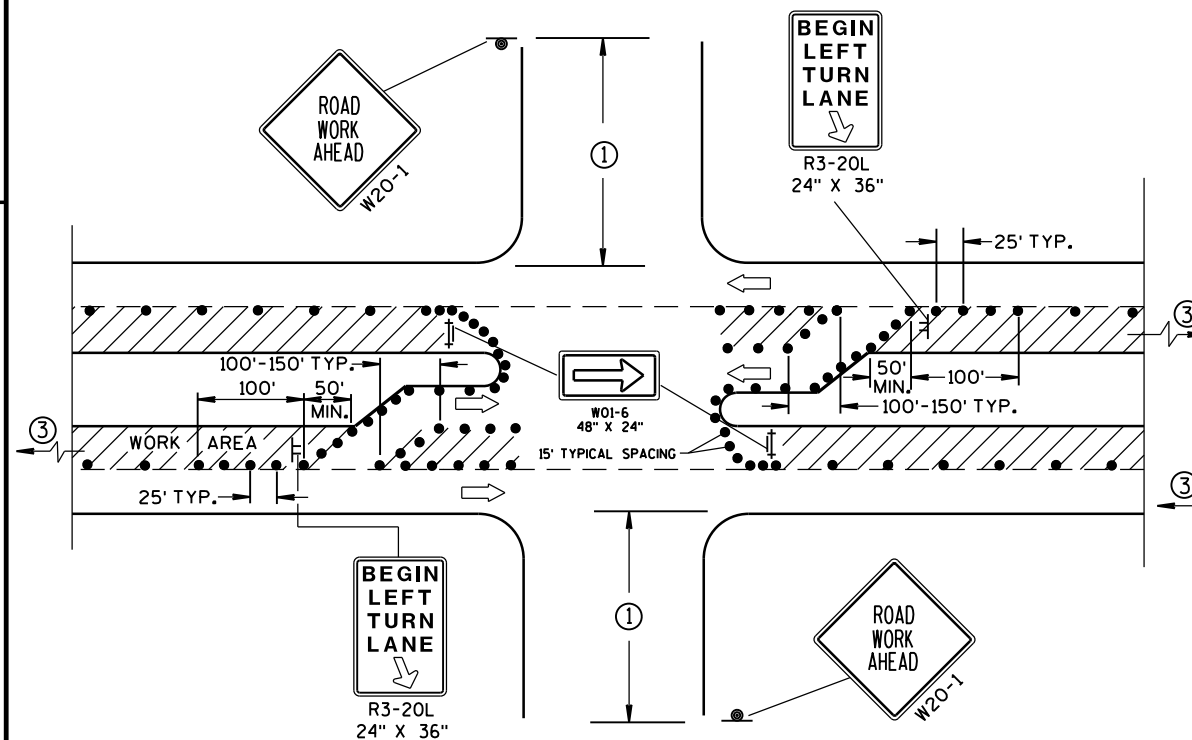
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

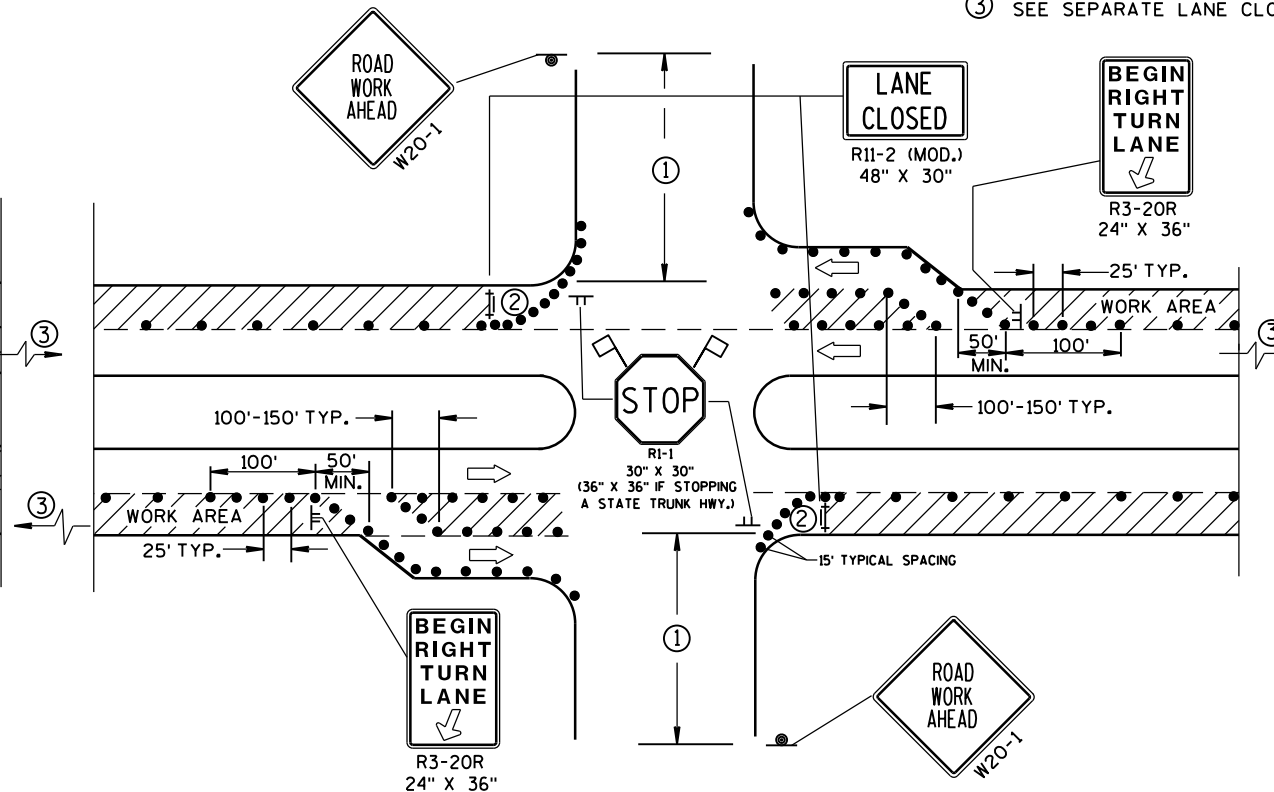
- 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.  
350' IF 35-40 MPH.  
200' IF 25-30 MPH.
- ALSO USE BARRICADE AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.
- SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

### LEGEND

- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ⊢ SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- ⊢ TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- ➡ DIRECTION OF TRAFFIC
- 🚩 FLAGS, 16" X 16" MIN., (ORANGE)
- ▨ WORK AREA



DETAIL C  
FOR LEFT LANE CLOSURE AT INTERSECTION OR  
MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



DETAIL D  
FOR RIGHT LANE CLOSURE AT INTERSECTION  
(WITH RIGHT TURN BAY OPEN)

### TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
Nov. 2014 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA

TABLE 1  
TAPER AND BUFFER SPACE  
FOR 12' LANE WIDTH

s	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':

L = WS AT 45 MPH OR GREATER

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

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE

LEGEND

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

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND 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 IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE 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, OR THAT WILL BE PLACED IN A CLOSED LANE, 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.

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

W20-1, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

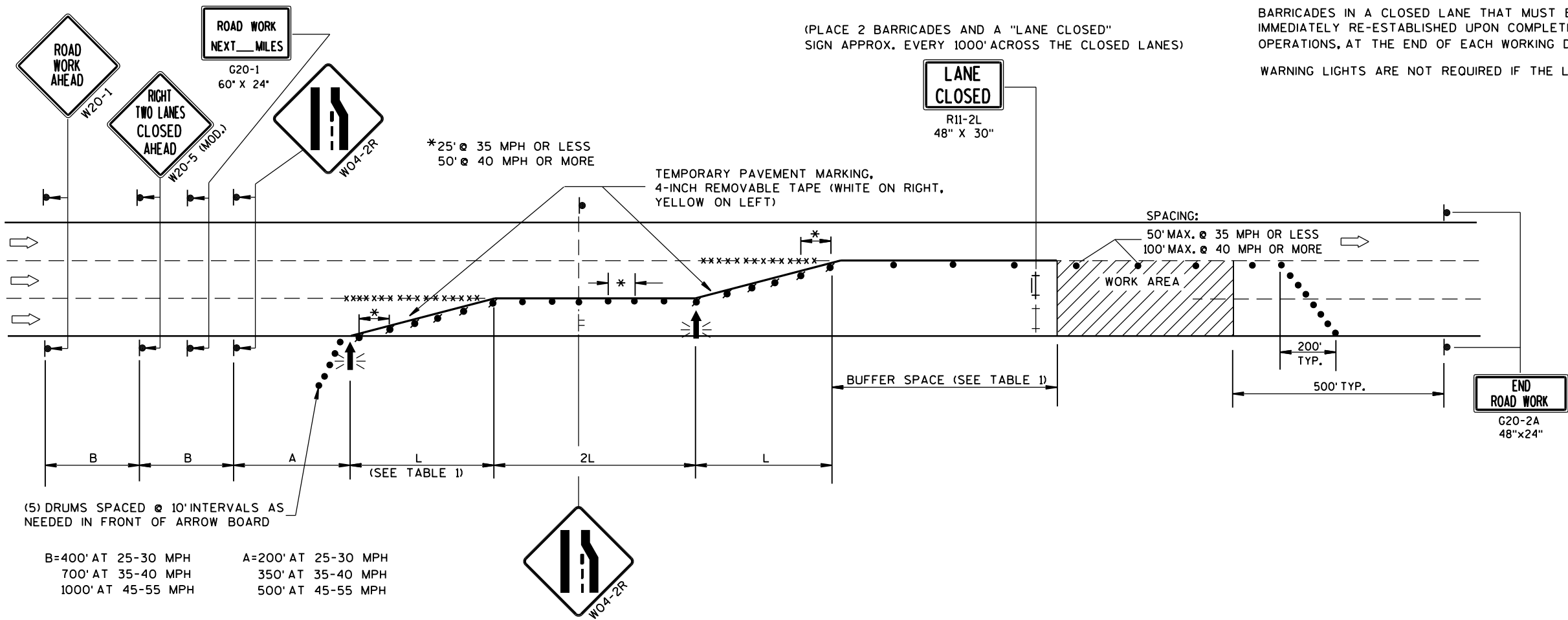
WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

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

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

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

(PLACE 2 BARRICADES AND A "LANE CLOSED" SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANES)



TRAFFIC CONTROL,  
TWO LANE CLOSURE,  
NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

4' MINIMUM  
5' DESIRABLE

**SIDEWALK  
CLOSED**

R9-9  
24" x 12"

TEMPORARY  
PEDESTRIAN  
ACCESS. SEE  
SDD 15 D 30  
SHEET "C".

# MID-BLOCK SIDEWALK CLOSURE IN PARKING LANE

4' MINIMUM  
5' DESIRABLE

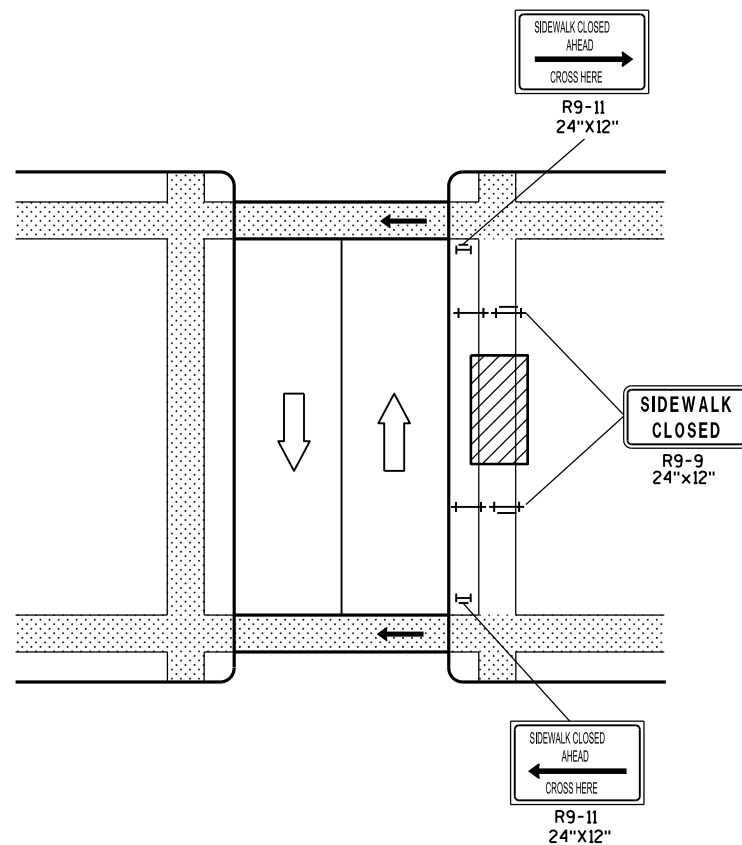
**SIDEWALK  
CLOSED**

R9-9  
24"x12"

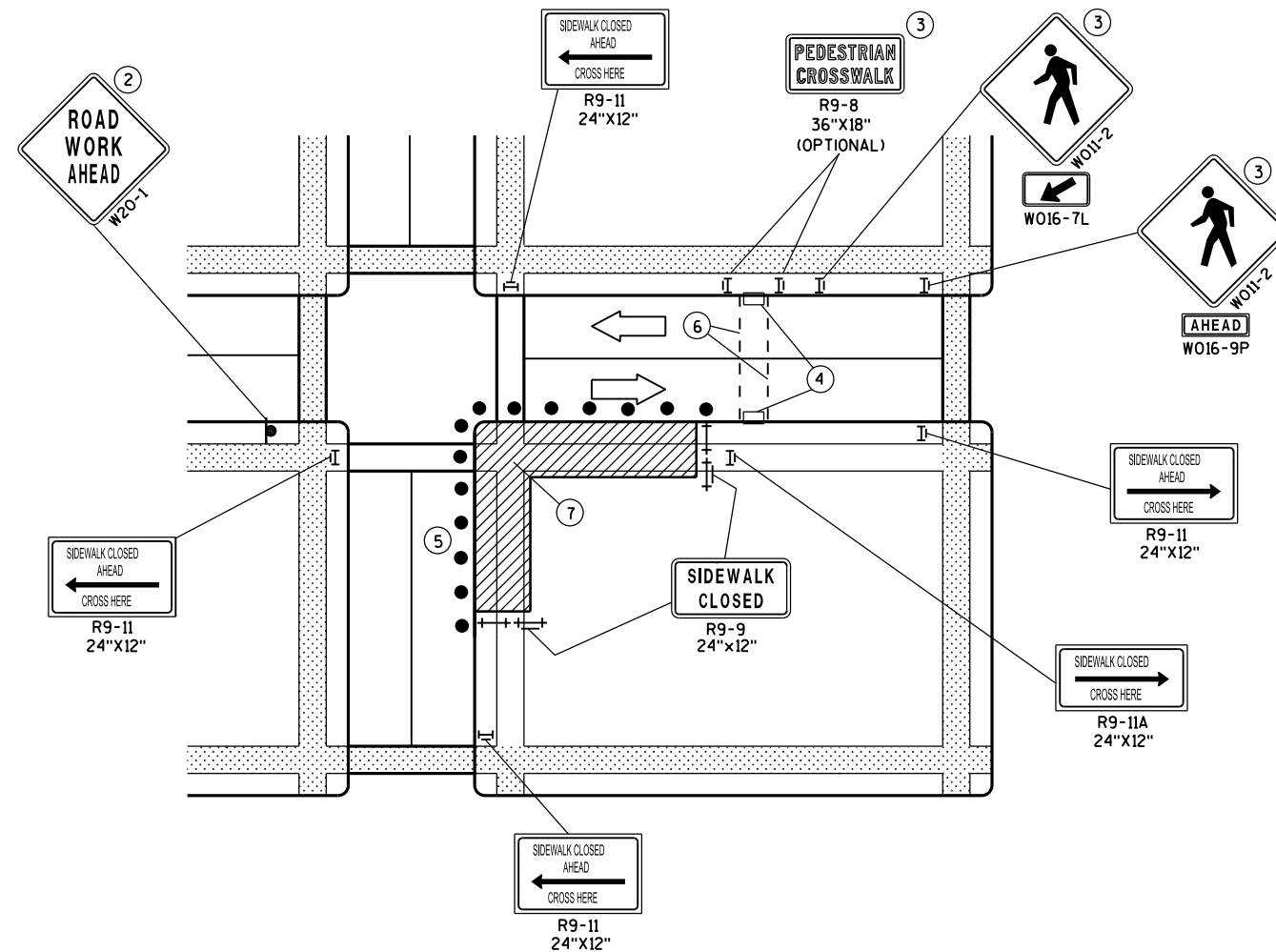
1

TEMPORARY  
PEDESTRIAN  
ACCESS. SEE  
SDD 15 D 30  
SHEET "C".









## SIDEWALK DIVERSION



## MID-BLOCK SIDEWALK CLOSURE

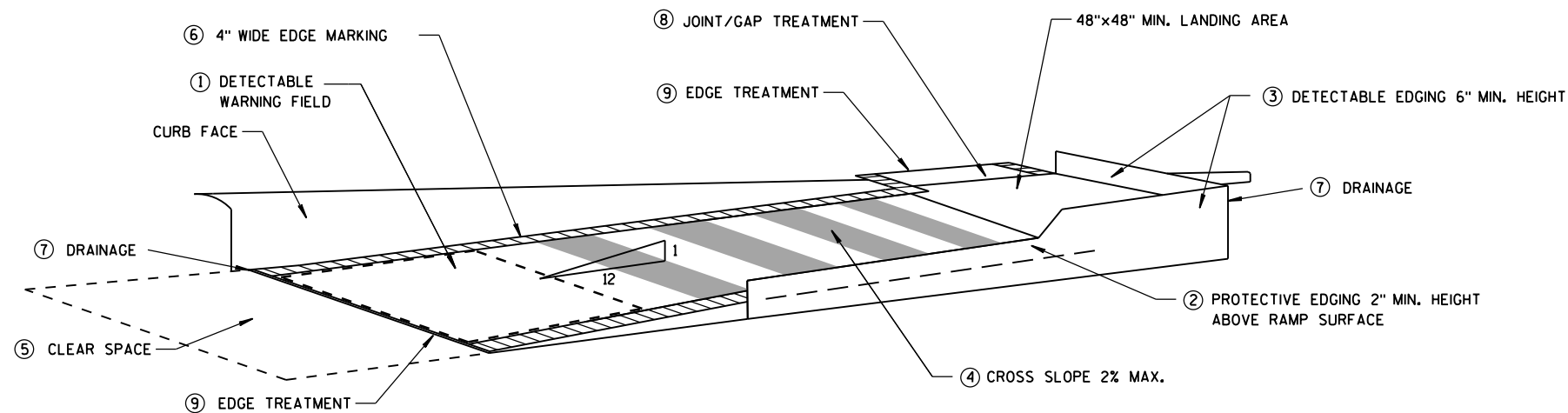


## CORNER SIDEWALK CLOSURE WITH TEMPORARY CROSSWALK

- |   |  |   |                         |
|---|--|---|-------------------------|
|  | SIGN ON PERMANENT<br>SUPPORT   |  | DIRECTION OF<br>TRAFFIC |
|  | UNDER PEDESTRIAN<br>TRAFFIC  |  | TRAFFIC CONTROL<br>DRUM |
|  | WORK AREA  |   |                         |
|  | PEDESTRIAN<br>CHANNELIZATION<br>DEVICE   |   |                         |
|  | TYPE II BARRICADE<br>WITH/WITHOUT SIGN (ALL<br>WITH ONE WARNING<br>LIGHT, TYPE A, LOW-<br>INTENSITY FLASHING)  |   |                         |
|  | TYPE III BARRICADE<br>WITH/WITHOUT SIGN (ALL<br>WITH ONE WARNING<br>LIGHT, TYPE A, LOW-<br>INTENSITY FLASHING) |   |                         |

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

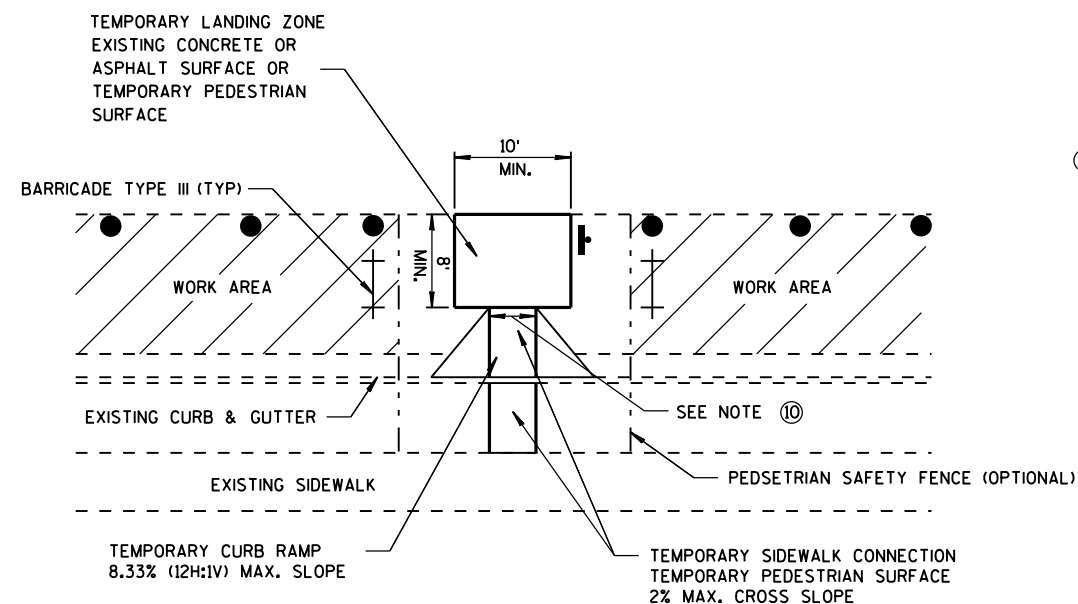
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



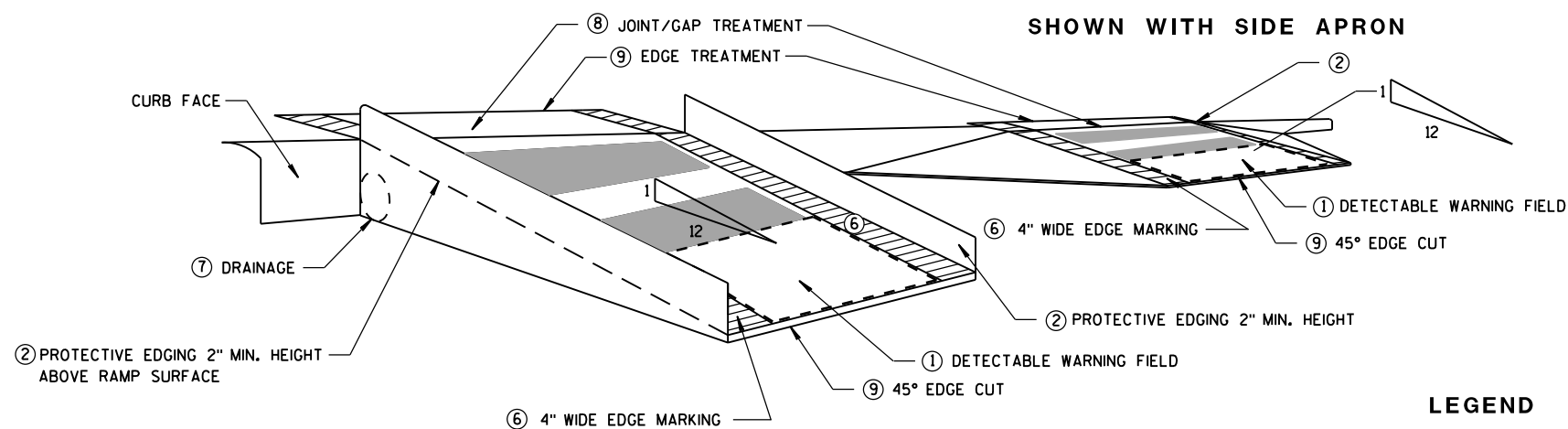
TEMPORARY CURB RAMP  
PARALLEL TO CURB

GENERAL NOTES

- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.  
ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY  
TO MAINTAIN PEDESTRIAN ACCESS.
- 1 CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 8D5 SHEET "E".
  - 2 PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
  - 3 DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
  - 4 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
  - 5 CLEAR SPACE OF 48"x48" MIN. SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
  - 6 THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
  - 7 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
  - 8 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
  - 9 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH, AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
  - 10 5' WIDE MIN. WITH PEDESTRIAN SAFETY FENCE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY FENCE.



TEMPORARY BUS STOP PAD



SHOWN WITH PROTECTIVE EDGE

TEMPORARY CURB RAMP  
PERPENDICULAR TO CURB

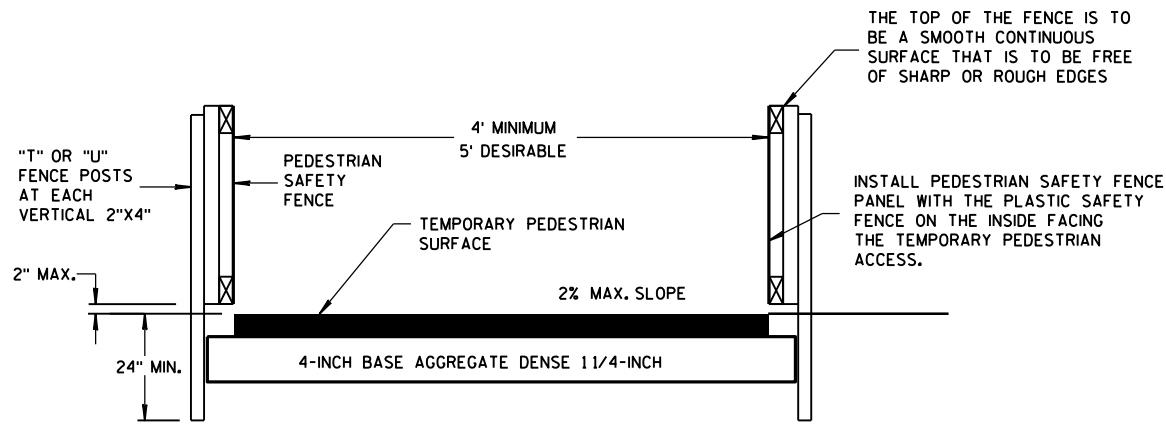
SHOWN WITH SIDE APRON

- LEGEND
- WORK AREA
  - TYPE III BARRICADE
  - TRAFFIC CONTROL DRUM

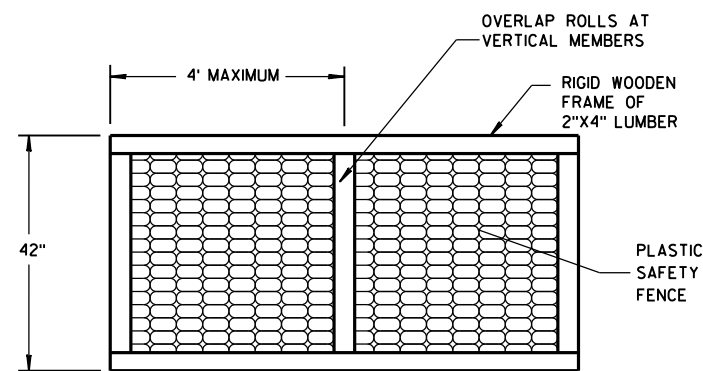
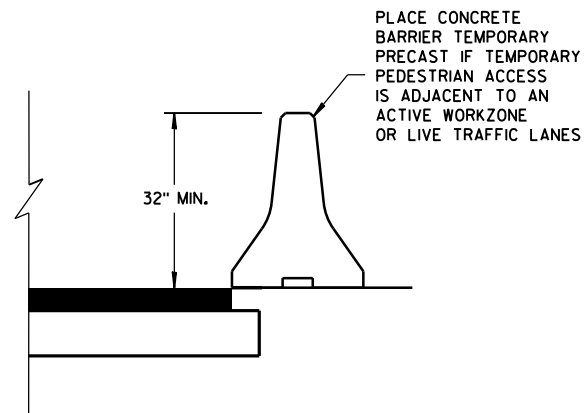
TRAFFIC CONTROL,  
TEMPORARY ADA COMPLIANT  
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

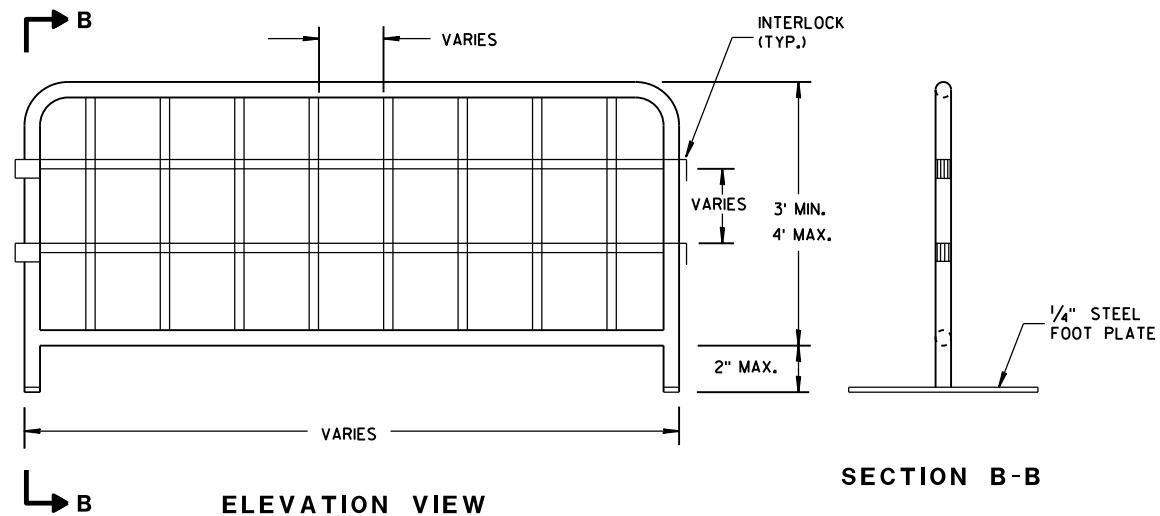
APPROVED  
March 2015 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



TEMPORARY PEDESTRIAN ACCESS

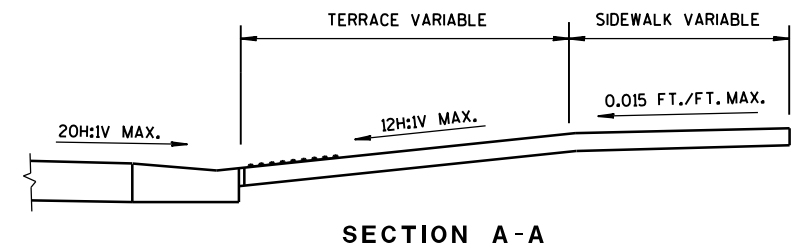


PEDESTRIAN SAFETY FENCE

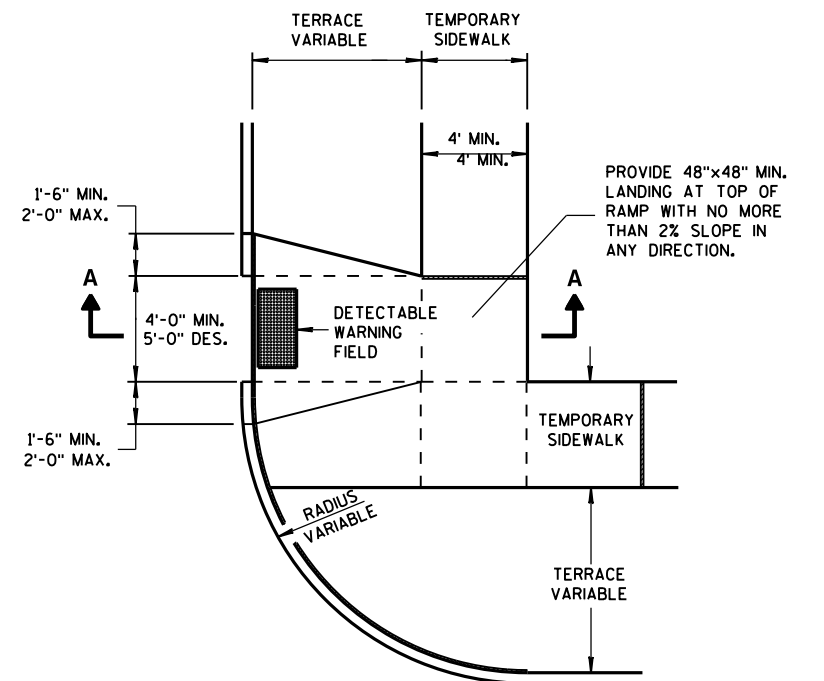


TEMPORARY PEDESTRIAN STEEL BARRICADE

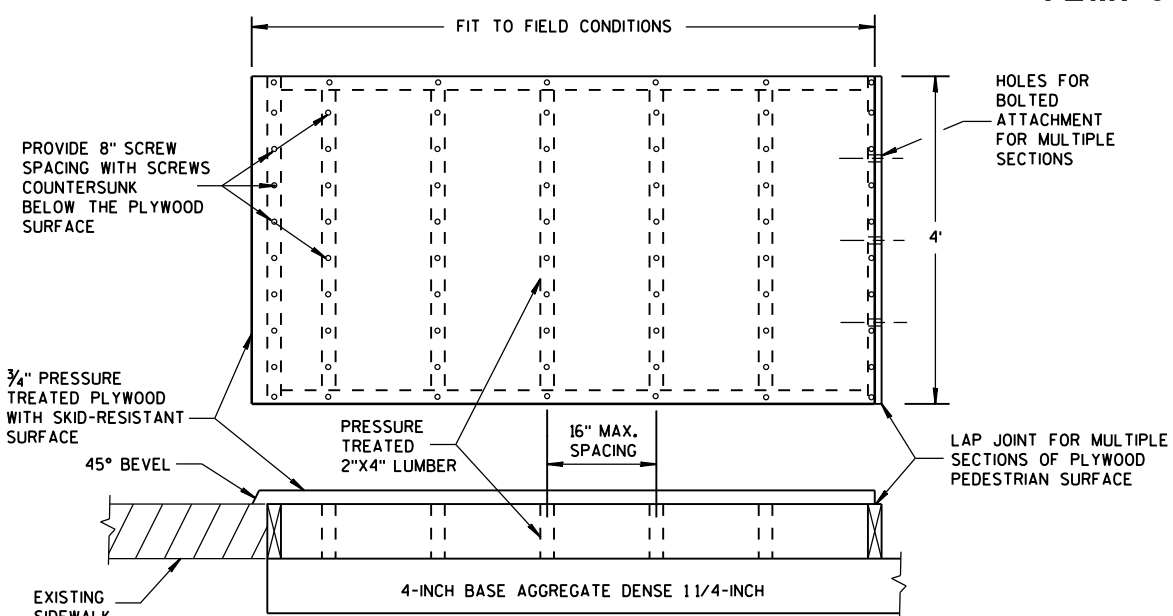
GENERAL NOTES  
① INTERCHANGEABLE WITH THE PEDESTRIAN SAFETY FENCE.



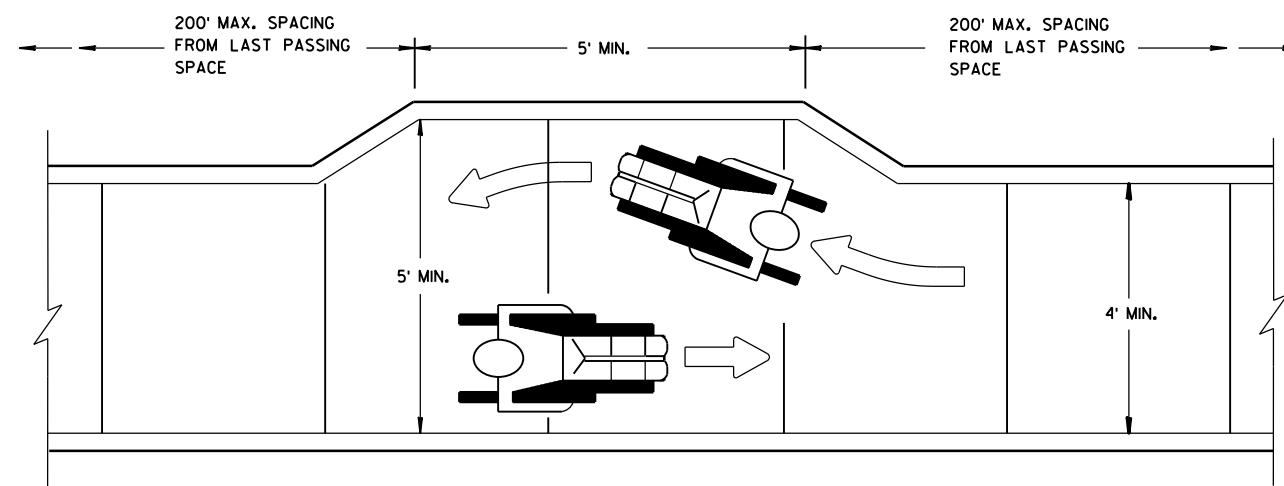
SECTION A-A



PLAN VIEW  
TEMPORARY TYPE 3 RAMP  
(OUTSIDE OF CROSSWALK AREA)



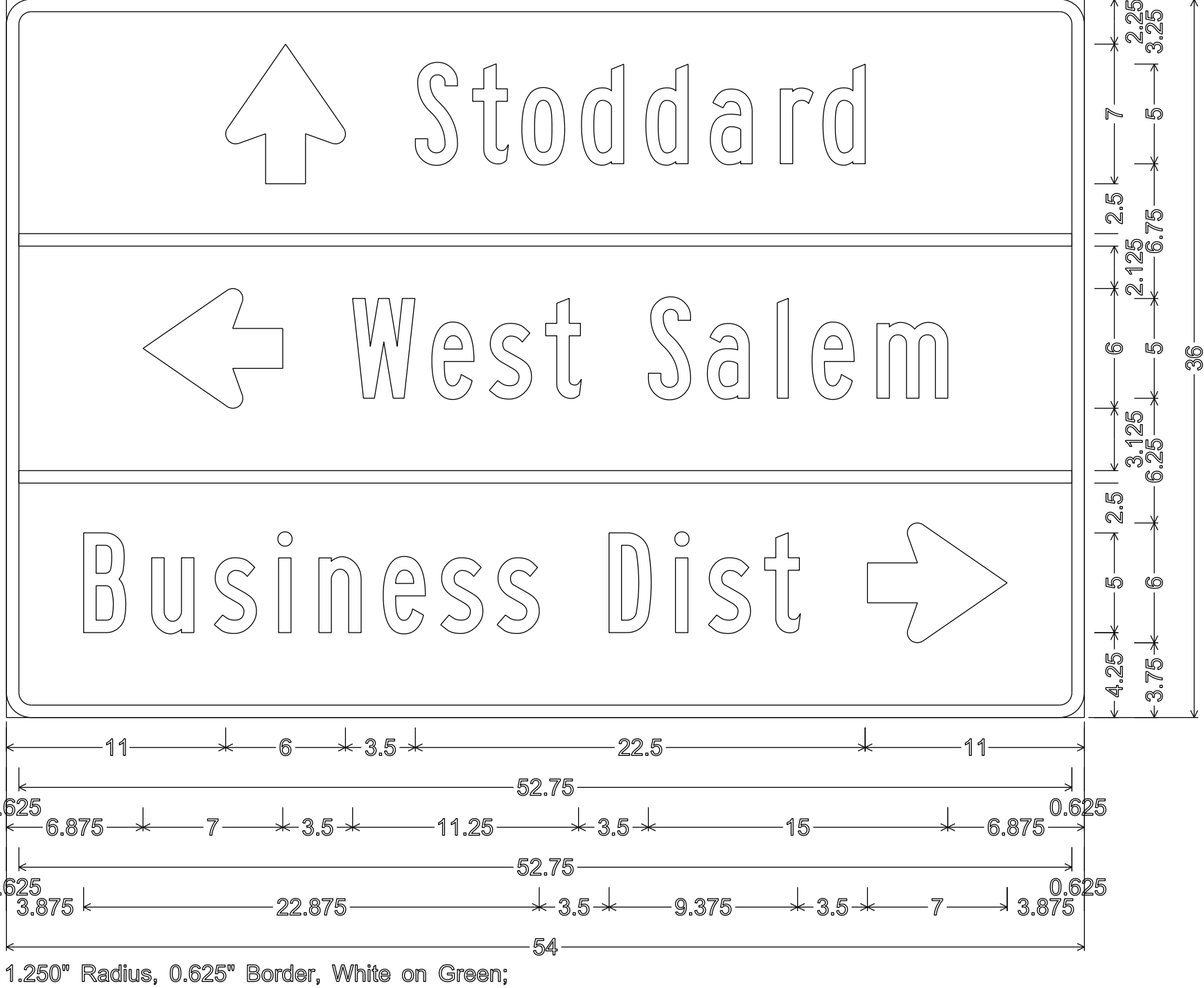
TEMPORARY PEDESTRIAN SURFACE PLYWOOD



NARROW SIDEWALK PASSING DETAIL

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2015 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

7

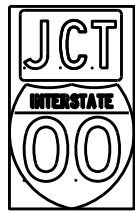


NOTES

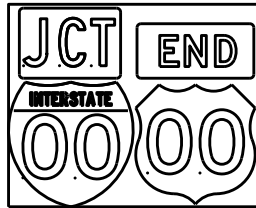
1. All Signs are Type II - Type H Reflective
2. Color:
  - Background - Green
  - Message - White
3. Message Series - B

7

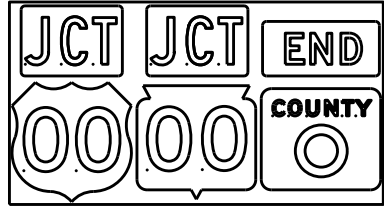
TYPICAL ASSEMBLIES



J1-1



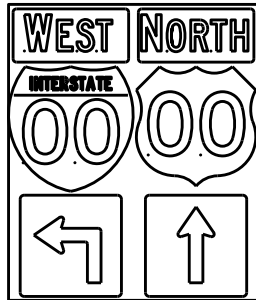
J1-2



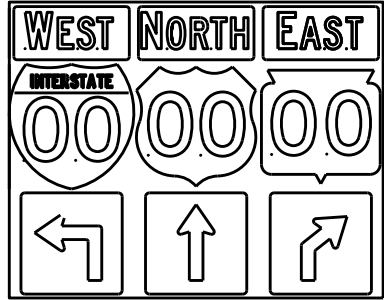
J1-3



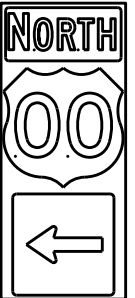
J2-1



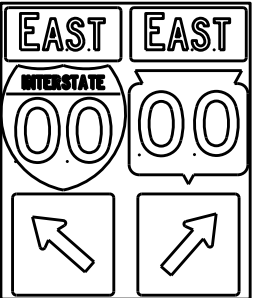
J2-2



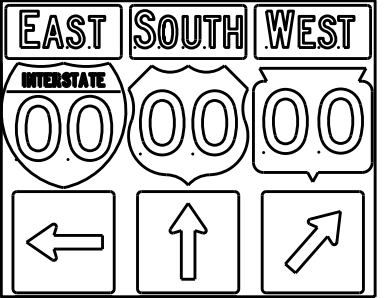
J2-3



J3-1



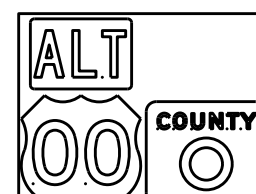
J3-2



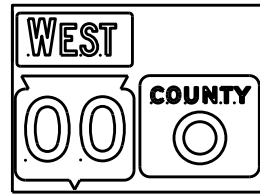
J3-3



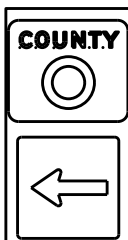
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

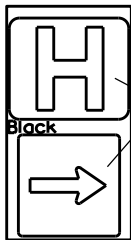


J22-1



JV

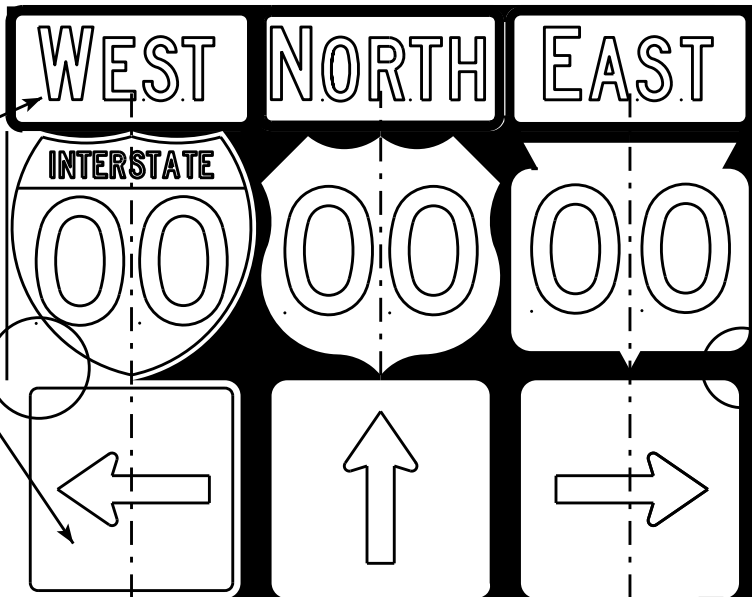
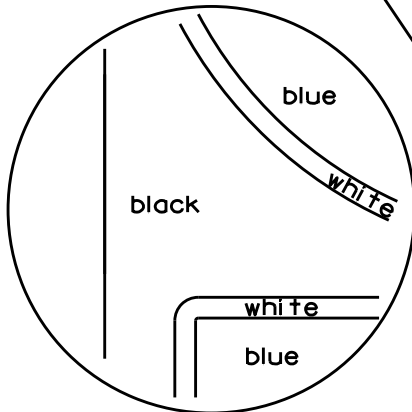
( Typical Vertical J-Assembly  
See Note 10 and 11)



JH-1

Blue Background

[blue background  
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS  
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

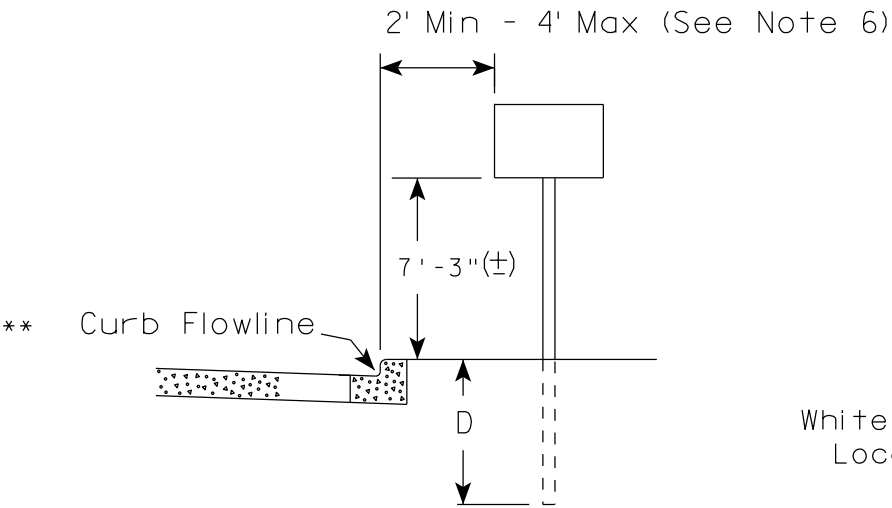
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 2/06/14 PLATE NO. A2-1S.8

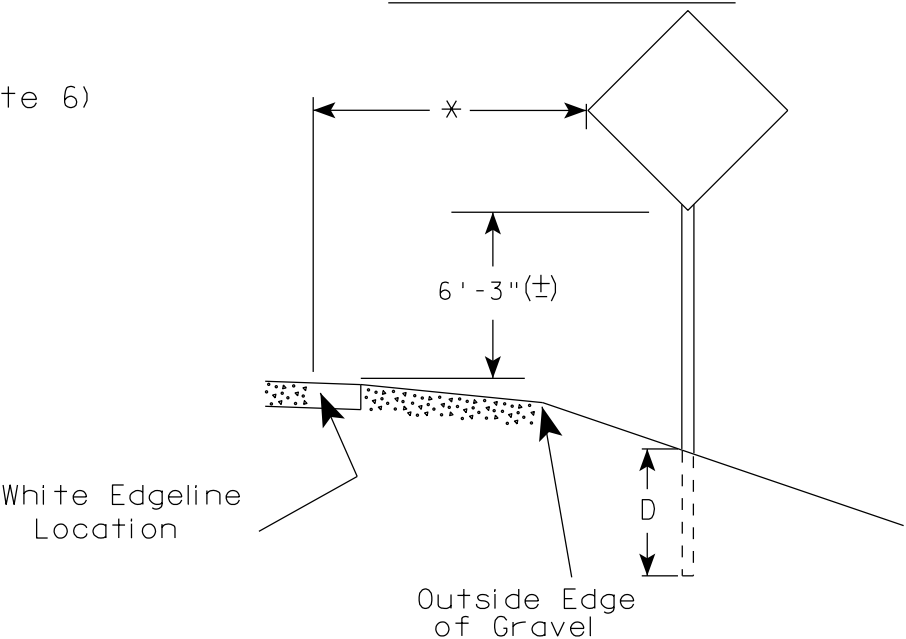
NOTES

1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Black Non-reflective  
Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood. If base material is metal the corners shall be rounded.
5. The colors and message spacing on each marker shall be according to the applicable route marker panel specifications.
6. Certain marker heads require the component pieces to be the same color. As an example, all the components used with an M1-1 Interstate marker shall be blue.
7. Single panel j-assemblies shall only be used with route marker shields that are same size. If the route marker shields are different size use multiple piece component.
8. Route assemblies that have 24 inch route shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have one horizontal splice between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 inches or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
9. Route assemblies that have 36 inch shields and have dimensions greater than 48 inches (both vertical and horizontal) shall have two horizontal splices. One horizontal splice shall be between the cardinal direction and route shields and the other horizontal splice shall be between the arrows and route shields. Vertical splices shall not be used on route assemblies with a horizontal dimension of 144 or less. The contractor shall not use more than one vertical joint per sign and the joint shall be between route shields.
10. All Vertical J Assemblies are given a Sign Code of JV
11. For JV Assemblies that have a mixture of Interstate and non Interstate shields, arrows and cardinals shall be white on blue.

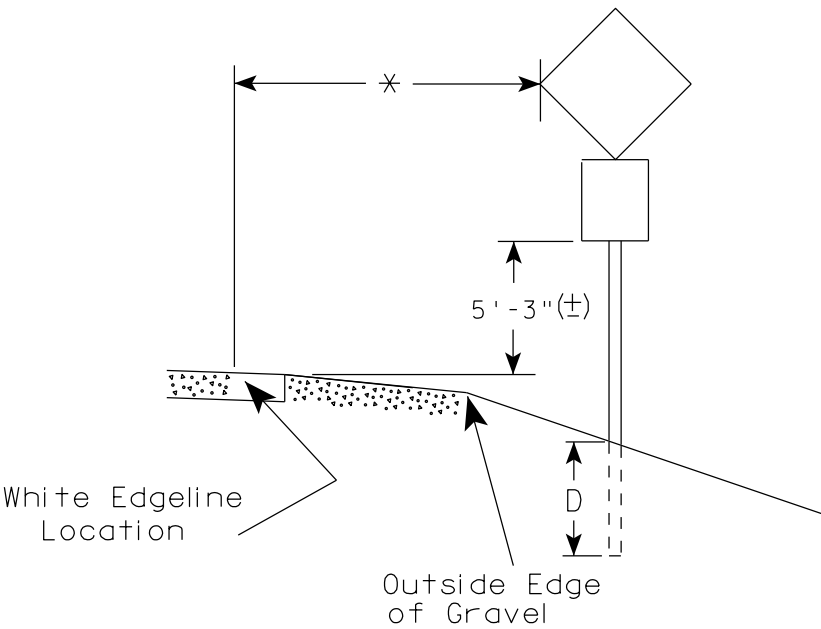
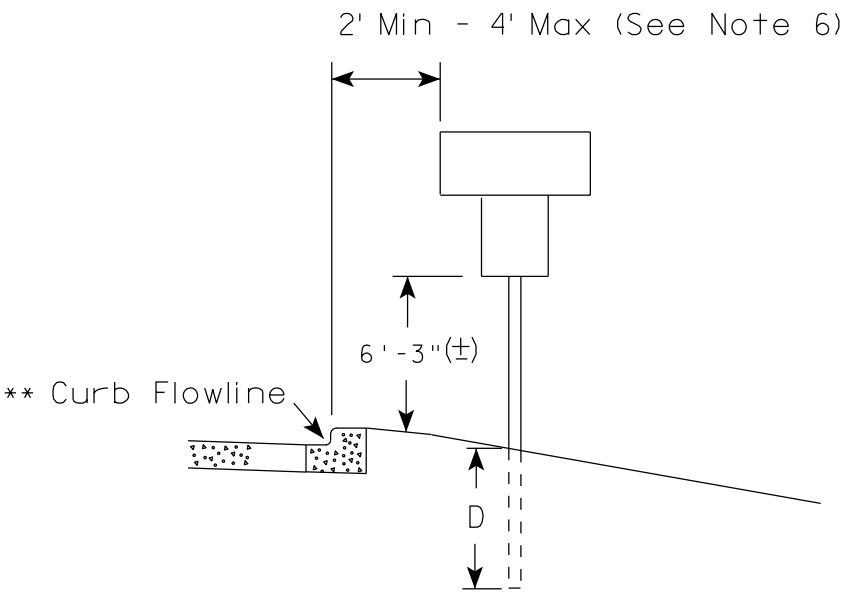
URBAN AREA



RURAL AREA (See Note 2)



- GENERAL NOTES
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
  2. If signs are mounted on 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 (A2-1S) 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 signs 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), In Road Object Markers (W5-54) & End of Road Markers (W5-56) 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'

\* \* 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.

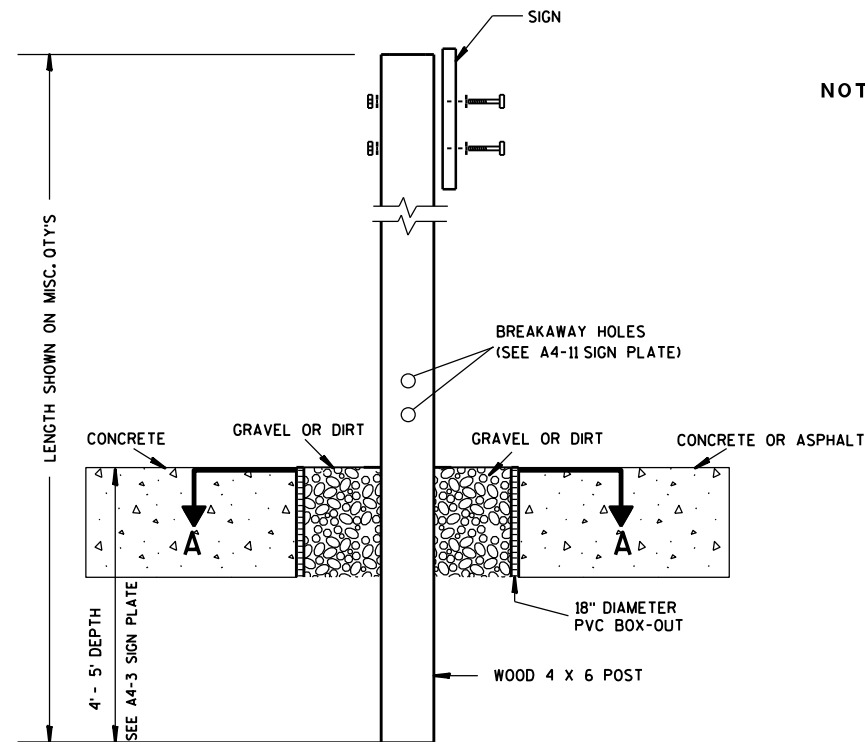
\* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION  
OF PERMANENT TYPE II  
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

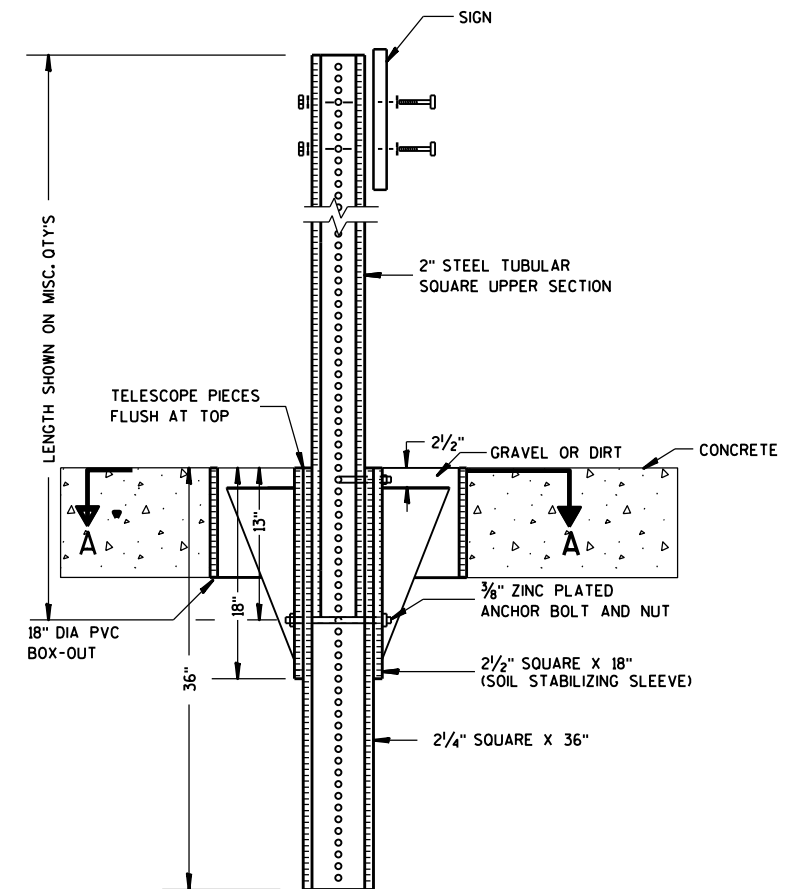
DATE 7/23/15 PLATE NO. A4-3.20



### ELEVATION VIEW

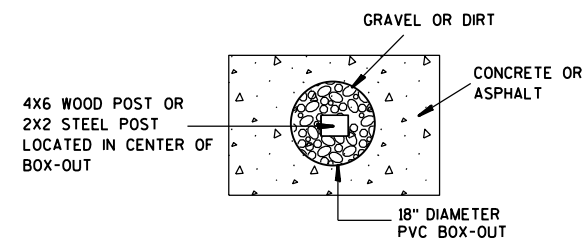
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

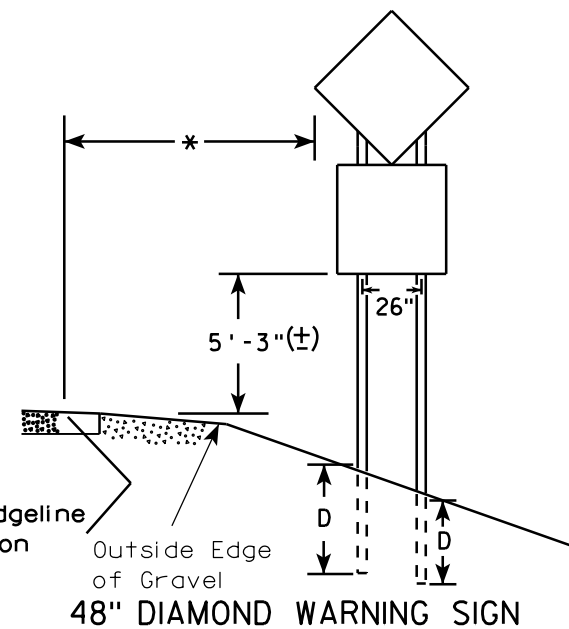
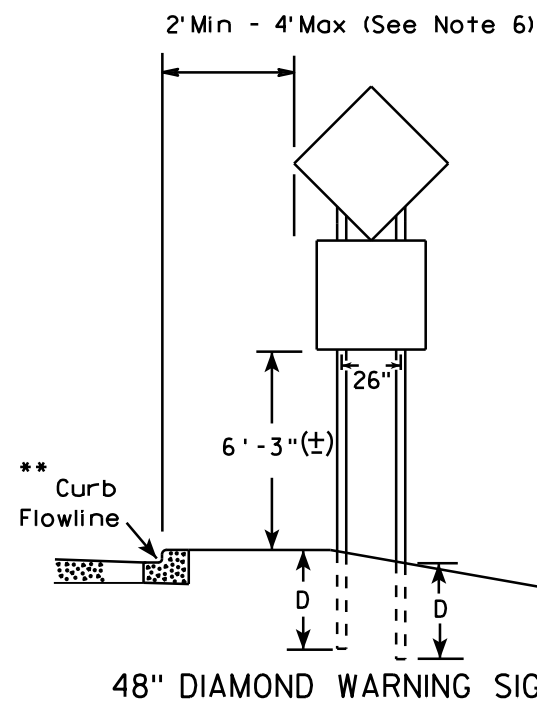
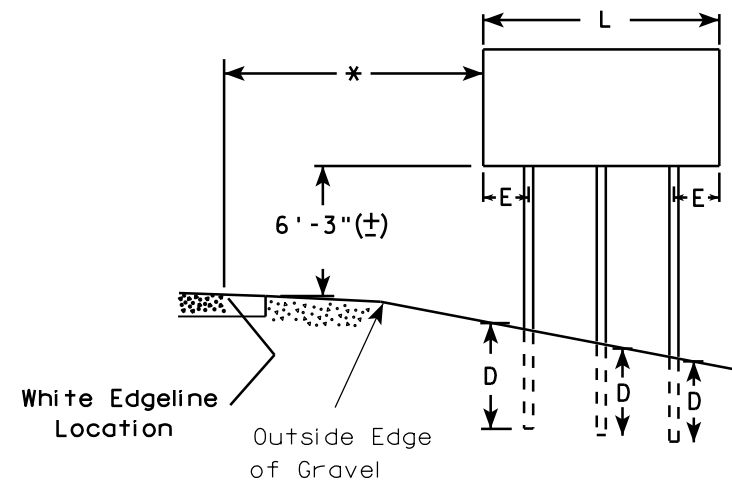
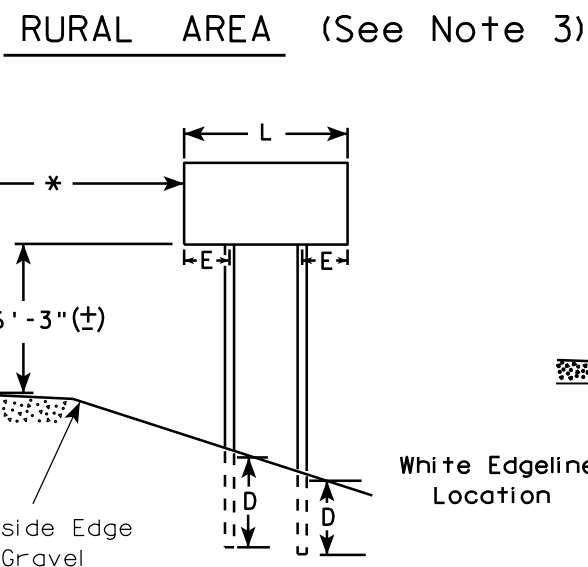
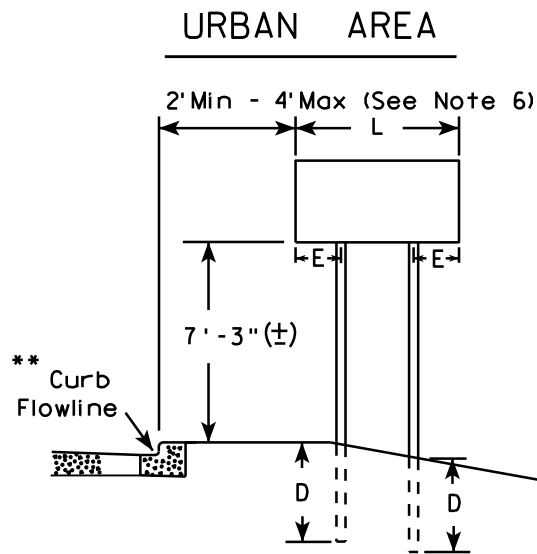
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- GENERAL NOTES**
- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
  - See tables below for required number of posts.
  - For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
  - The (±) tolerance for mounting height is 3 inches.
  - Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
  - Offset distance shall be consistent with existing signs or consistent throughout length of project.
  - Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
  - 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), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

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

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

\*\*\* See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

\*\*\*

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 120"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 120" less than 168"	12"

SIGN SHAPE OTHER THAN DIAMOND (FOUR POSTS REQUIRED)	
L	E
168" and greater	12"

POST EMBEDMENT DEPTH

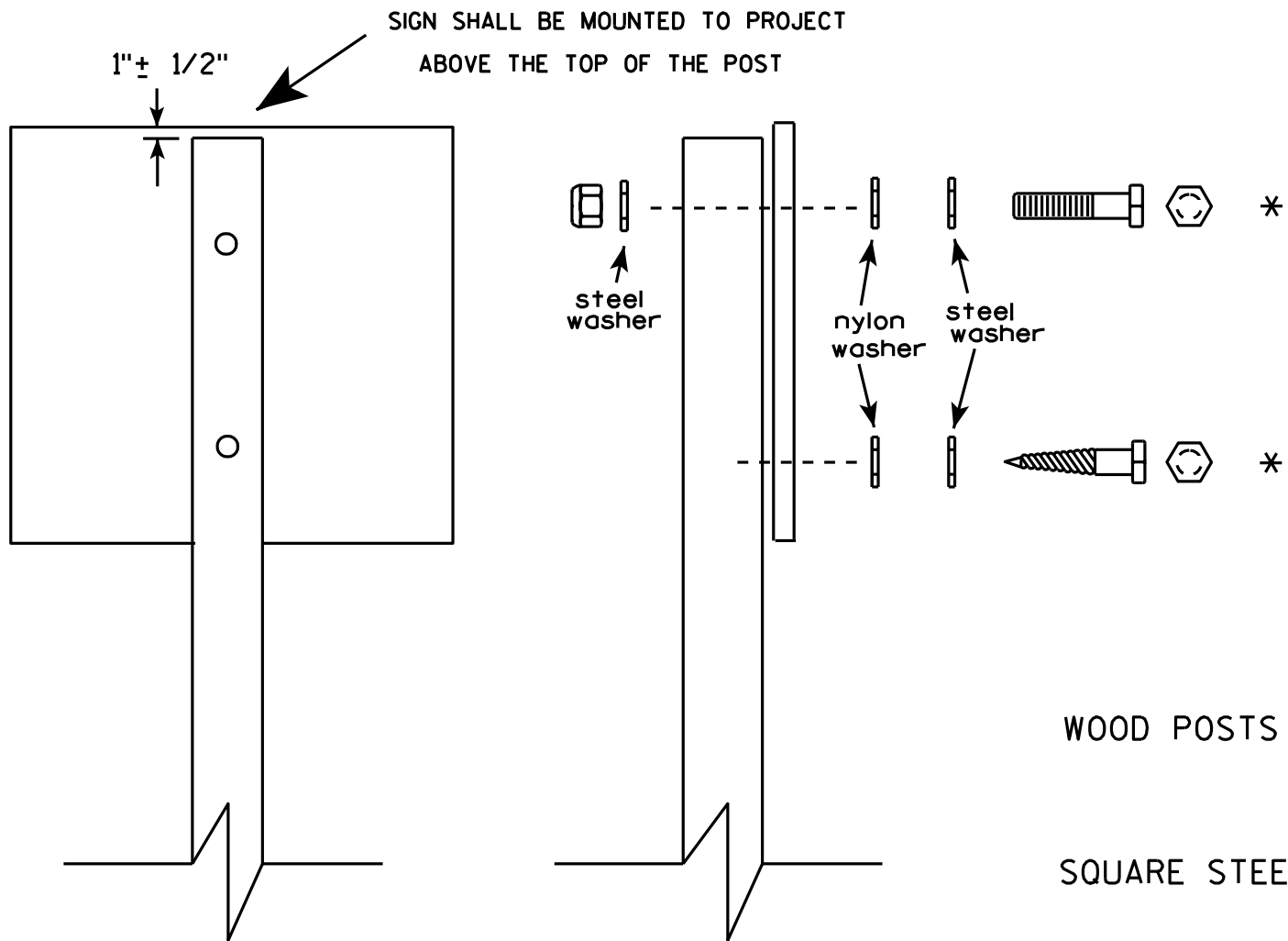
Area of Sign Installation ( Sq. Ft. )	D ( Min )
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION  
OF TYPE II SIGNS  
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 7/23/15 PLATE NO. A4-4.14

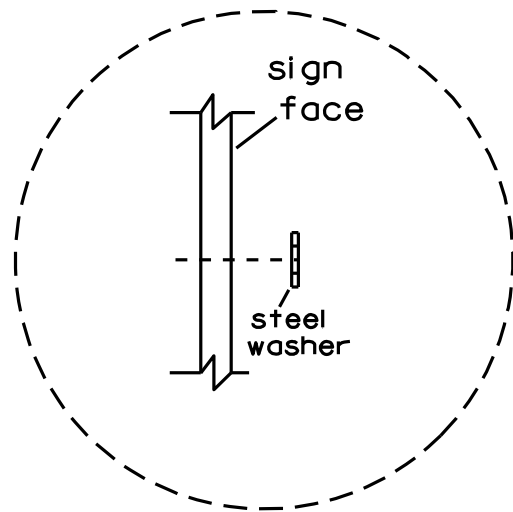


Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- 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.

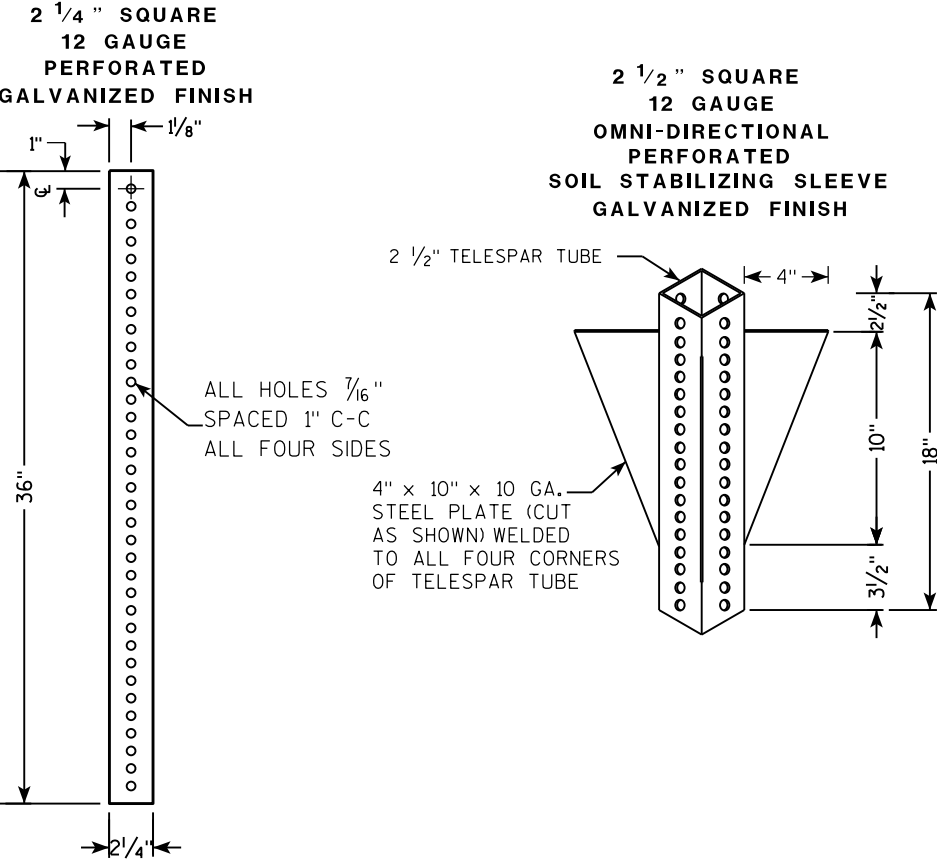


Washer Placement when Sign Has Other Than Type H or Type F Face

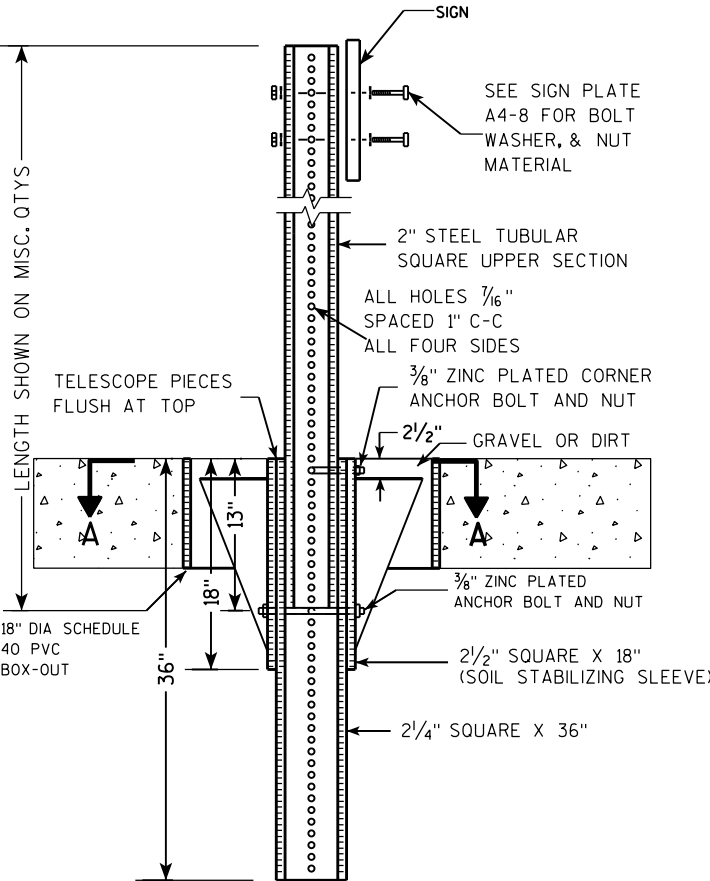
\* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 3/23/10	PLATE NO. A4-8.7

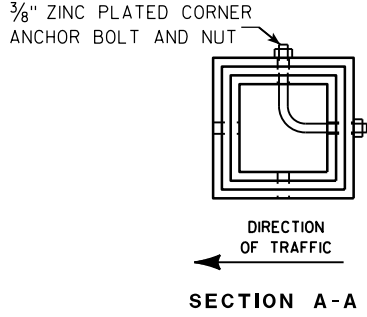
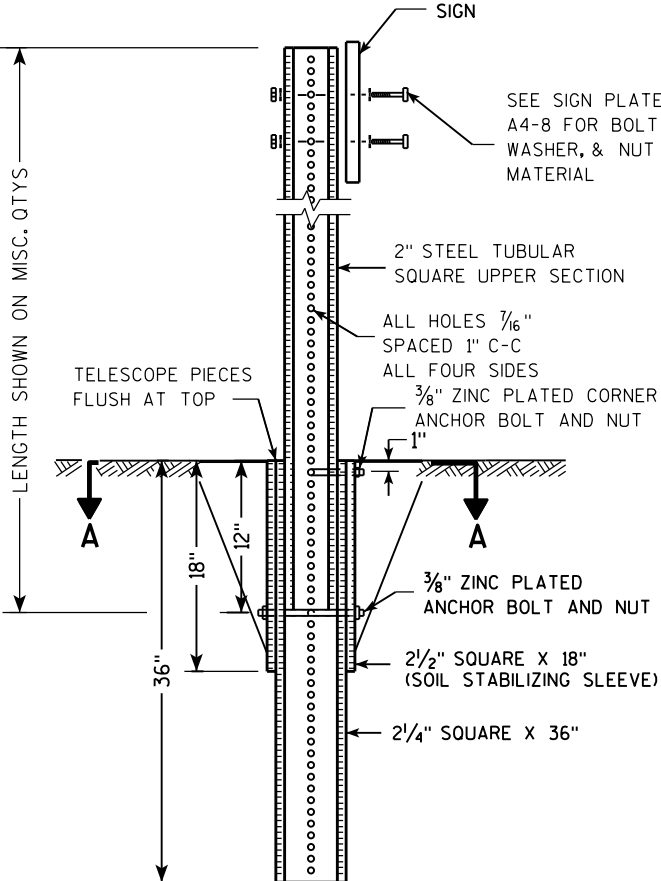
TELESCOPIC TUBING ANCHORS  
TWO PIECE SYSTEM



DETAIL OF TUBULAR STEEL SIGN POST  
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST  
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)



Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

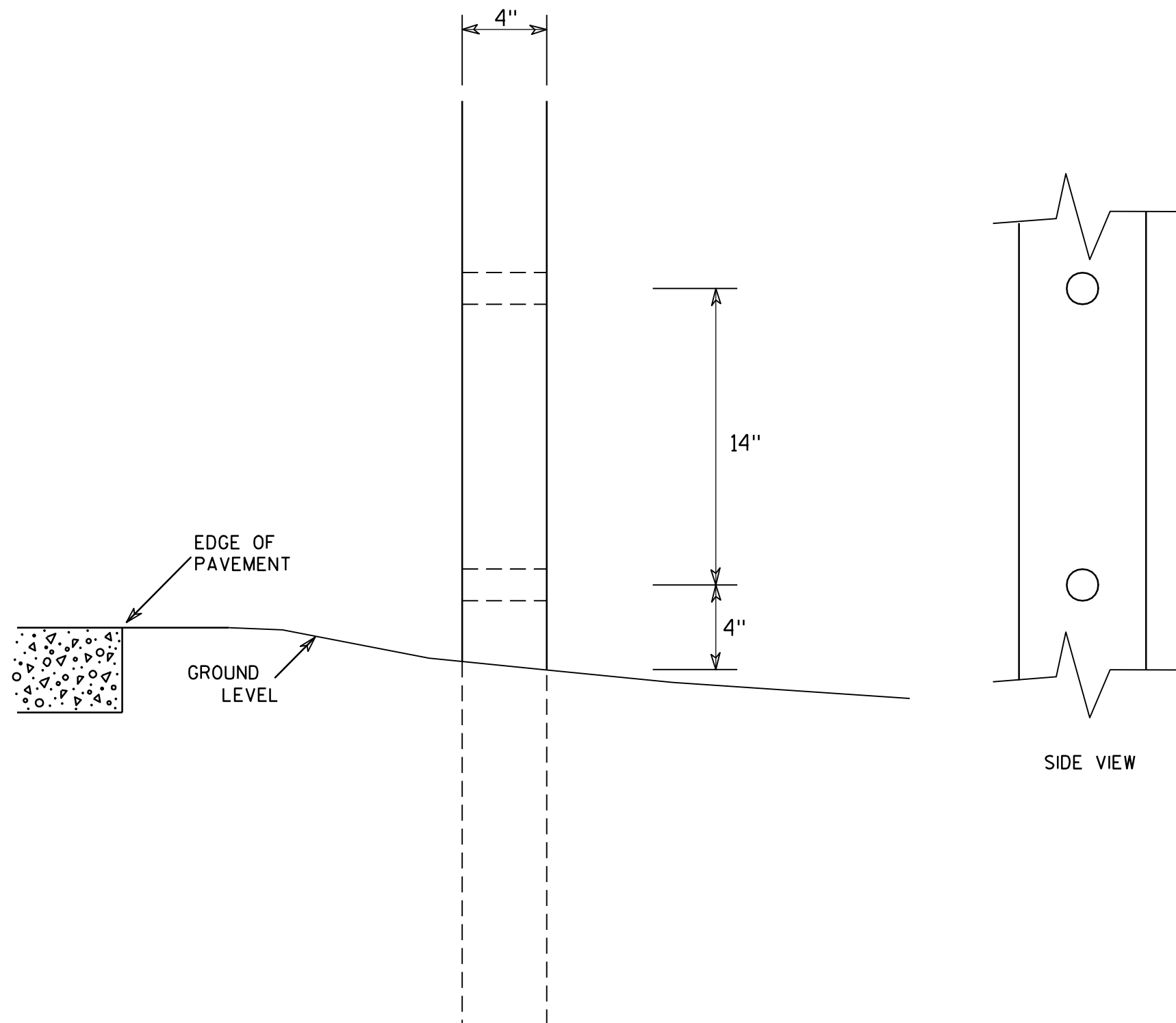
TUBULAR STEEL  
SIGN POST  
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

7



### 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

### 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:

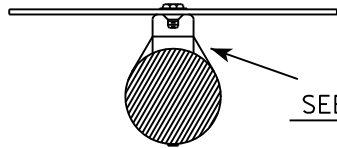
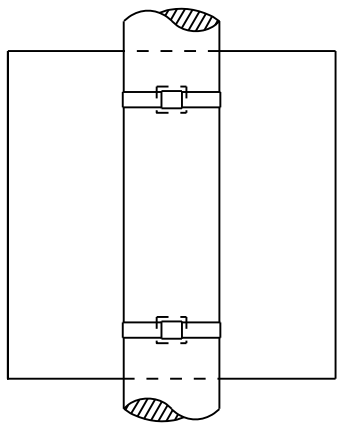
COUNTY:

SHEET NO:

E

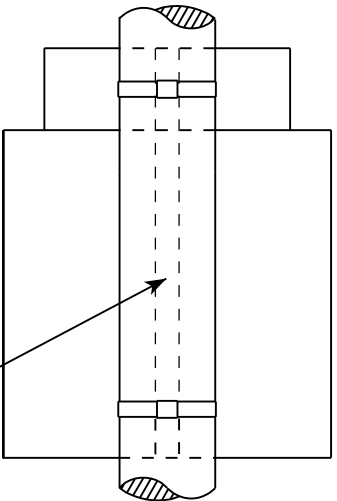
BANDING

SINGLE SIGN

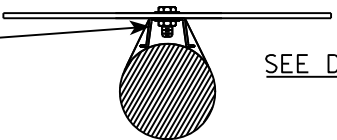


SEE DETAIL A

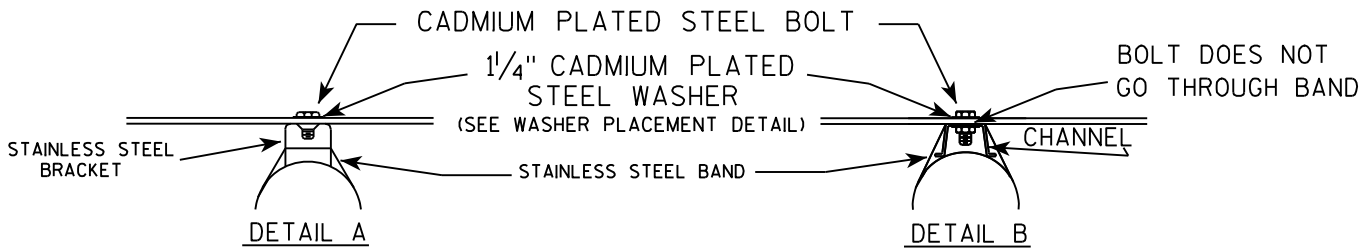
"J" ASSEMBLY



CHANNEL  
SEE TYPICAL PANEL  
INSTALLATION SHEET



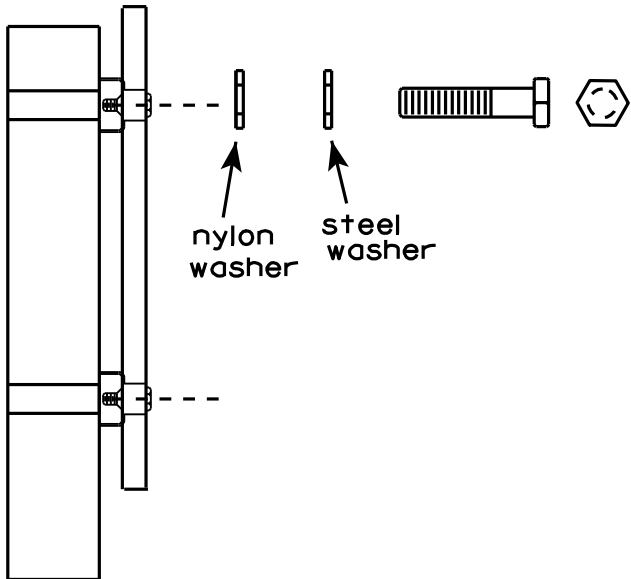
SEE DETAIL B



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  $\frac{3}{4}$ " in width and 0.025" thickness.

WASHER PLACEMENT



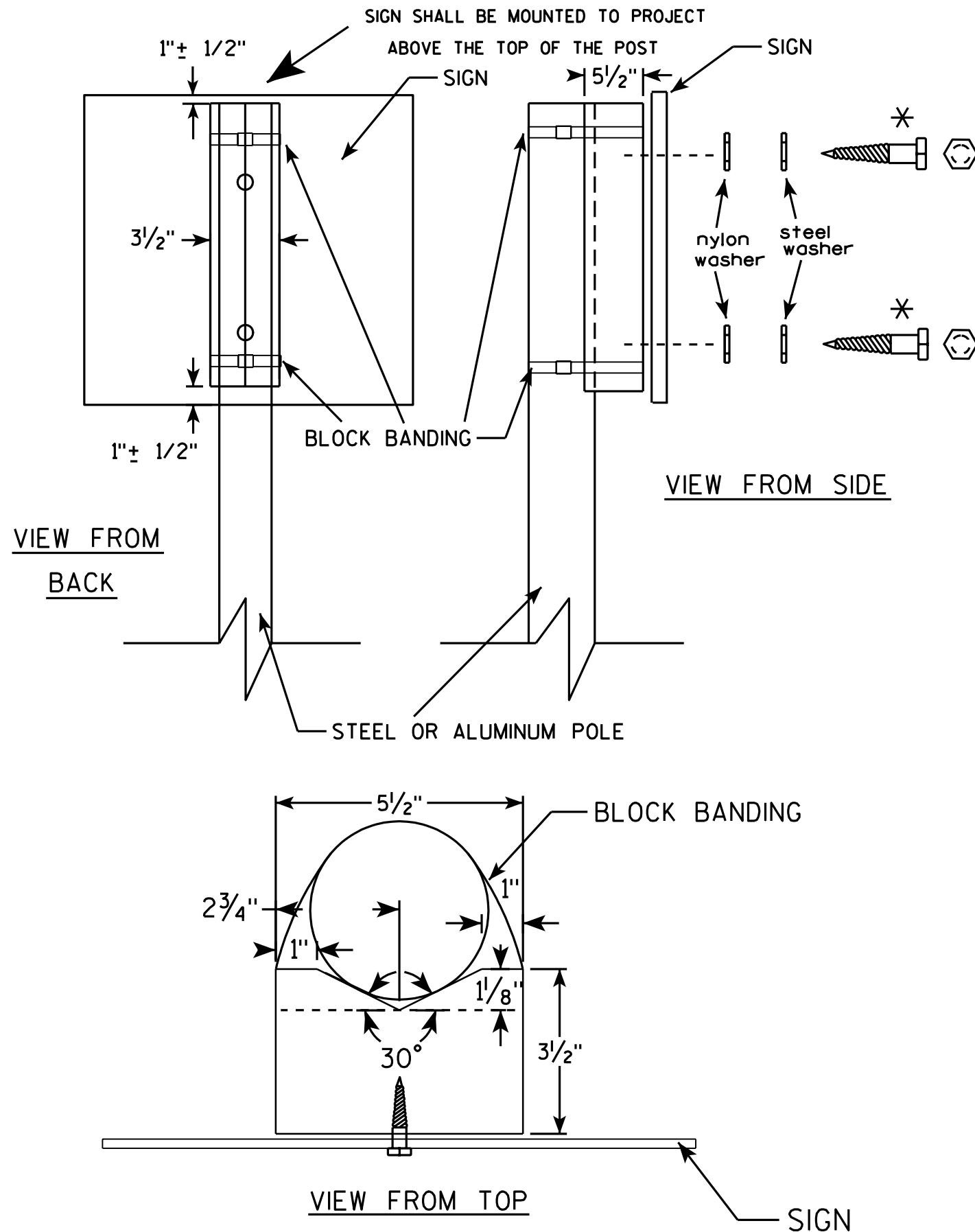
WASHERS (ALL POSTS) -  
1-1/4" O.D. X  $\frac{3}{8}$ " I.D. X  $\frac{1}{16}$ " STEEL  
1-1/4" O.D. X  $\frac{3}{8}$ " I.D. X .080 NYLON  
FOR ALL TYPE H SIGNS

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



## GENERAL NOTES

1. WOOD 4"x6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, 3/4" WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
  - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D, or
  - b. Cadmium plated in accordance with ASTM Designation : B 766 TYPE 3, Class 12, or
  - c. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X 1/16"
8. NYLON WASHERS SHALL BE 1 1/4" O.D. X 3/8" I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"

BLOCK BANDING DETAIL  
( V-BLOCK OPTION )

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

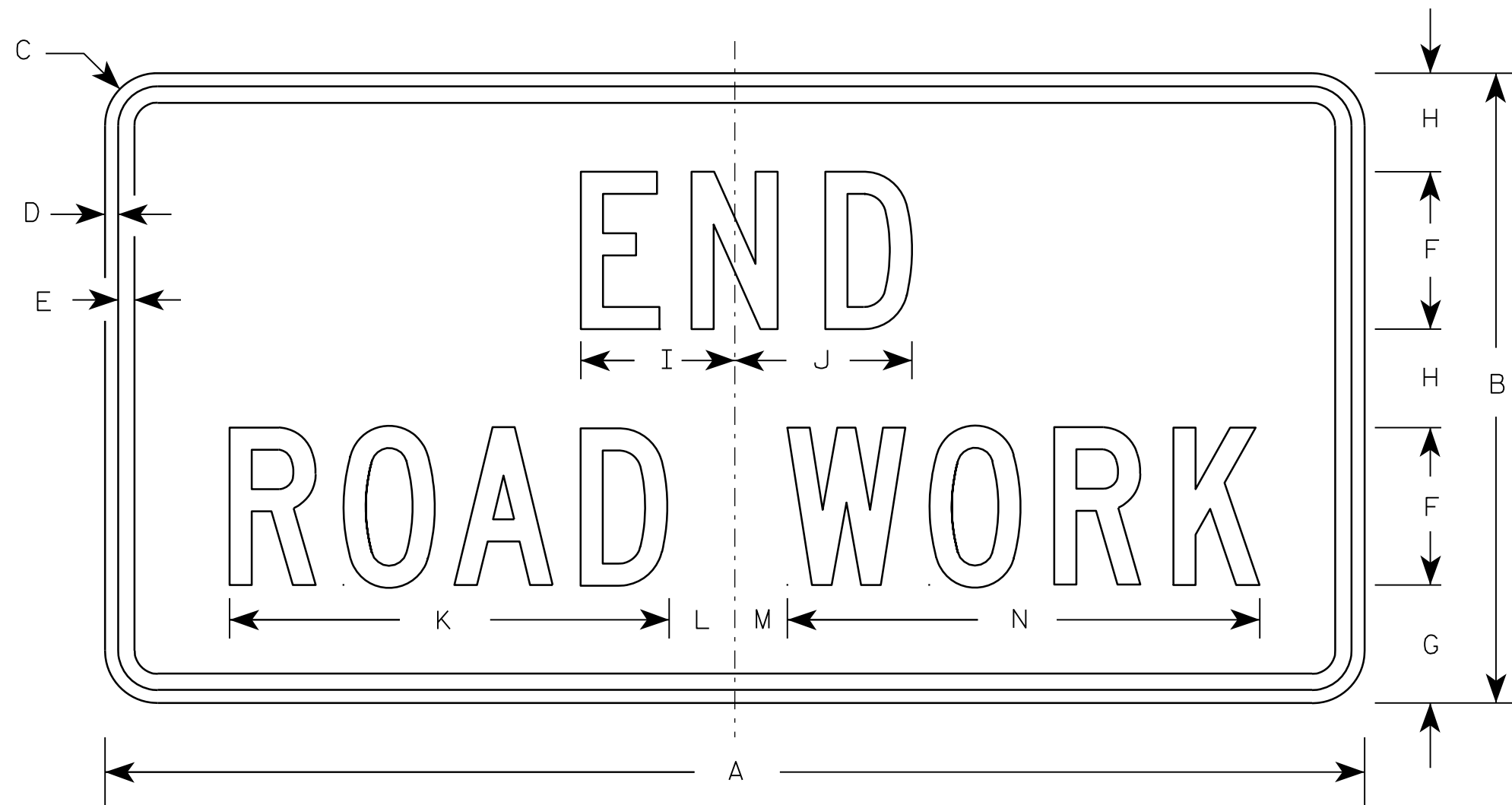
DATE 7/12/07 PLATE NO. A5-10.1

PROJECT NO:

SHEET NO:

E

7



G20-2A

Metric equivalent  
for this sign is:

SIZE	
1	900 mm X 450 mm
2	1200 mm X 600 mm
3	1200 mm X 600 mm
4	1200 mm X 600 mm
5	1200 mm X 600 mm

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.	Area sq. m.
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

NOTES

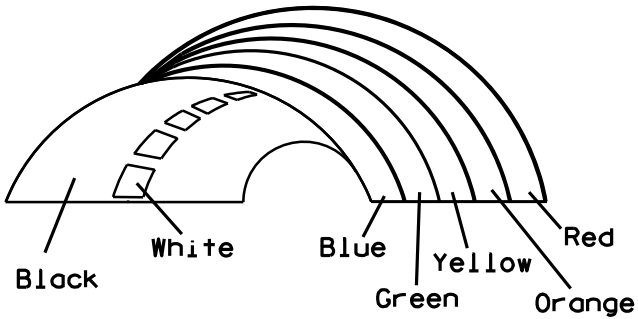
- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:  
Background - Orange  
Message - Black
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as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

7



\* VARIES

Background Colors of Symbol\*



\*1/4" Black Border between each color of rainbow and border of rainbow

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - (See Note 5)
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. Border - Blue  
Line 1 - Red  
Line 2 - Black  
Line 3-5 - Blue
6. Line 1 - Dutch 8011L  
Line 2 - Series E  
Line 3-5 - Series C
7. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	36	1 1/2	1/2	5/8	3	2	3 1/2	2 7/8	1	8	2 1/8	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2							7.5
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

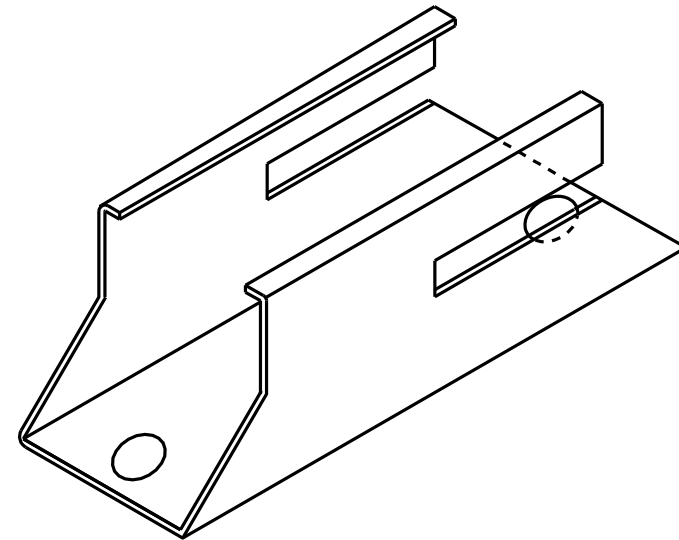
STANDARD SIGN  
I55-56

WISCONSIN DEPT OF TRANSPORTATION

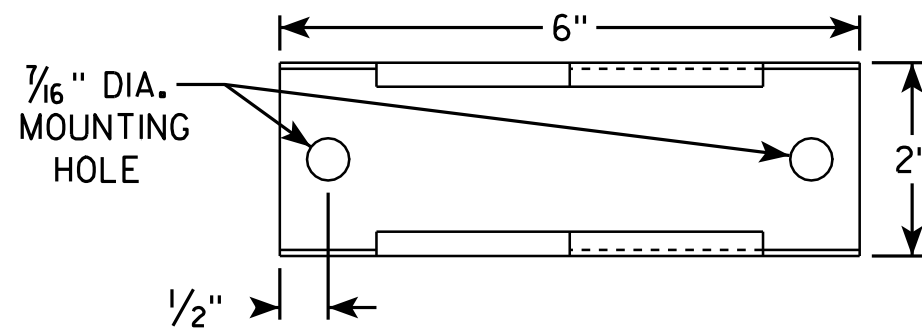
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 4/27/11 PLATE NO. I55-56.3

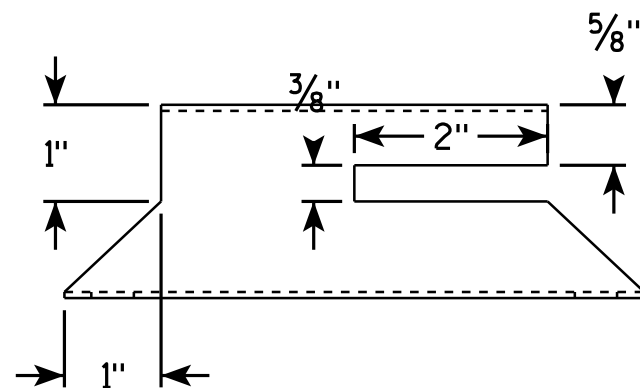
# ISOMETRIC VIEW



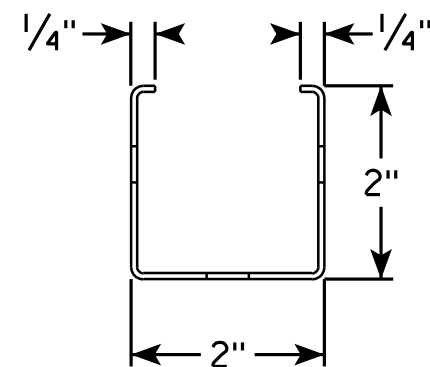
# TOP VIEW



# SIDE VIEW



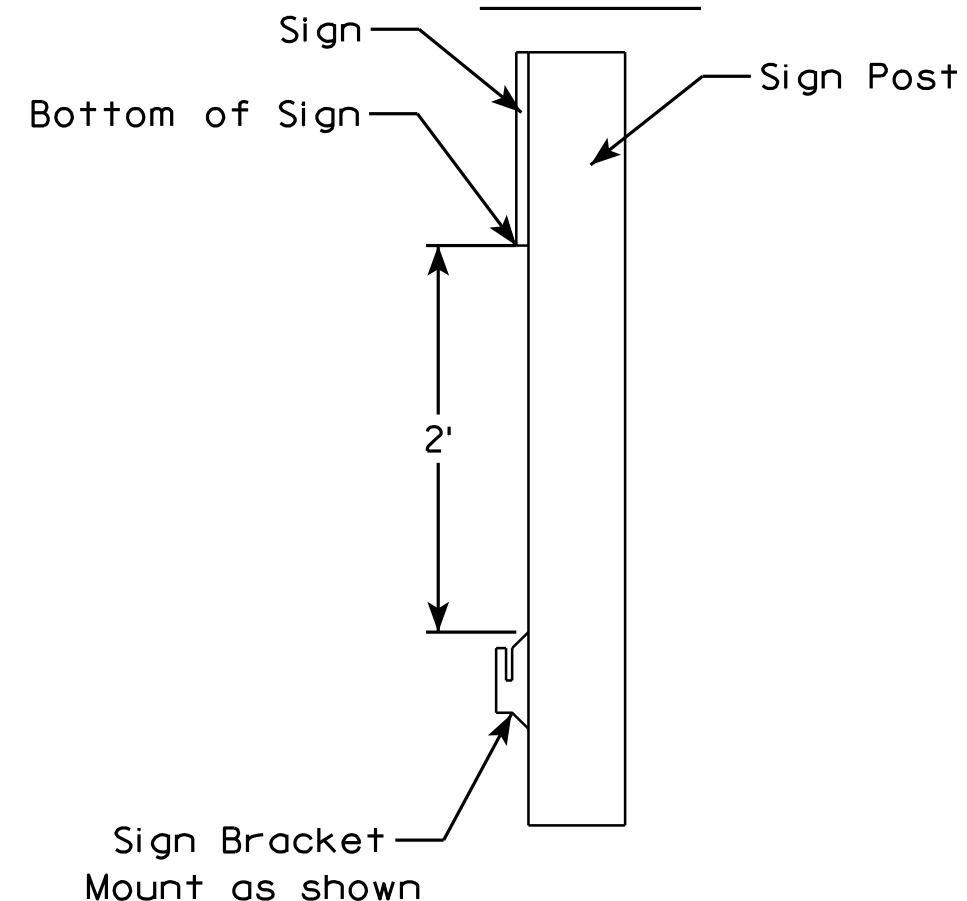
# END VIEW



# NOTES

1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, no hinged components, no threaded lock-type components, and no parts which are loose or can be separated from the main body.
4. Shall have rounded edges with at least 1/8" radii.
5. Shall not have unrounded and uncoated metal edges which can contact the back surface of the roll-up sign.
6. Top of bracket shall be mounted 2' below the bottom of the I55-56 sign.
7. Cost of bracket and fastening hardware shall be incidental to the I55-56 sign.

# SIDE VIEW



ROLLUP SIGN BRACKET  
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 2/5/10 PLATE NO. I55-56B.1

PROJECT NO:

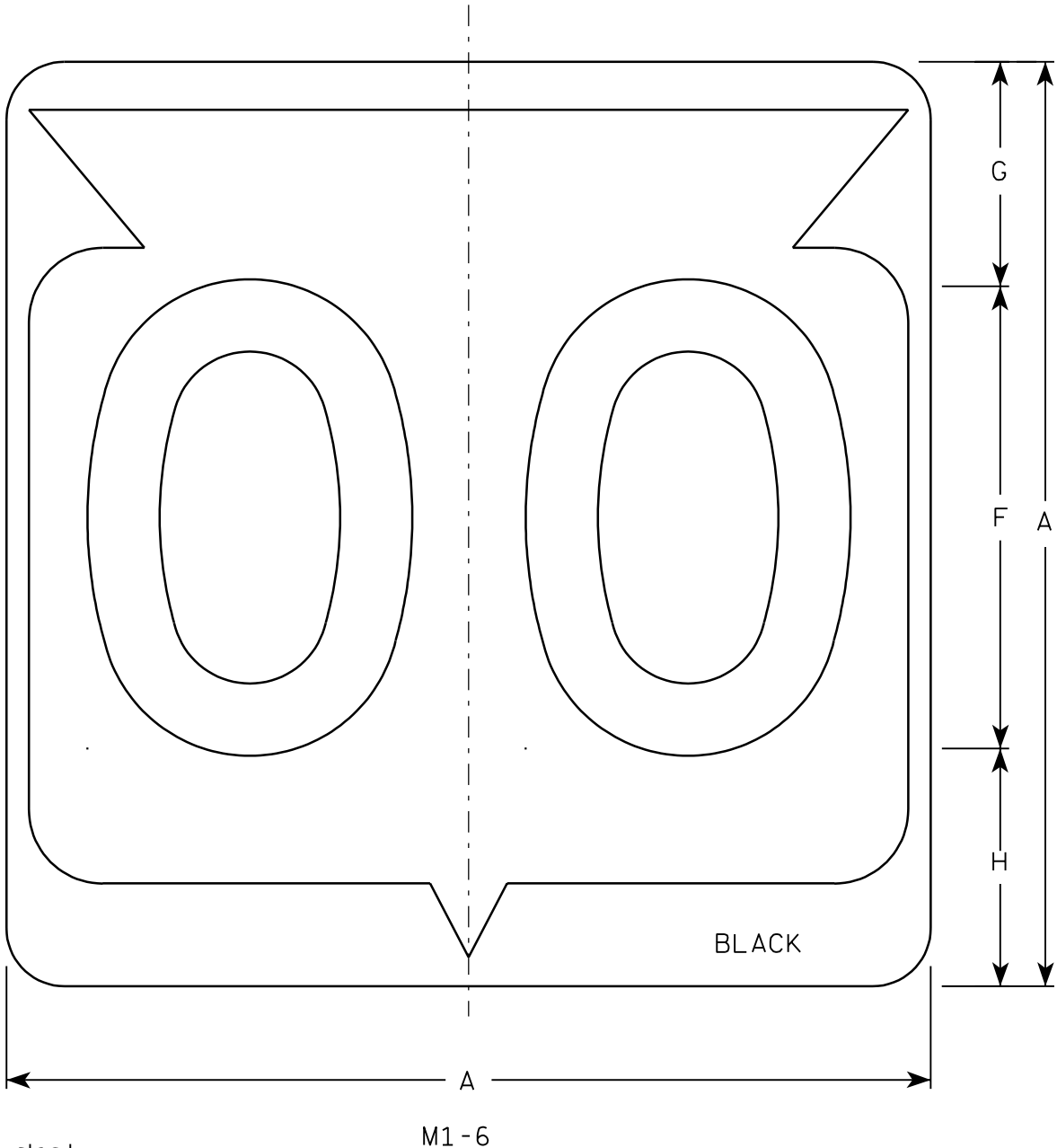
HWY:

COUNTY:

SHEET NO:

E

7



Metric equivalent  
for this sign is:

SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

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.	Area m <sup>2</sup>
1																												
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0	.36
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
4	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81
5	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0	.81

PROJECT NO:

HWY:

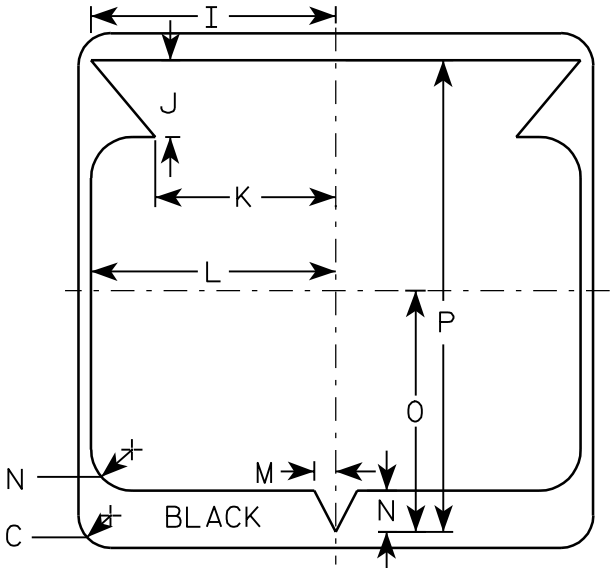
COUNTY:

SHEET NO:

E

NOTES

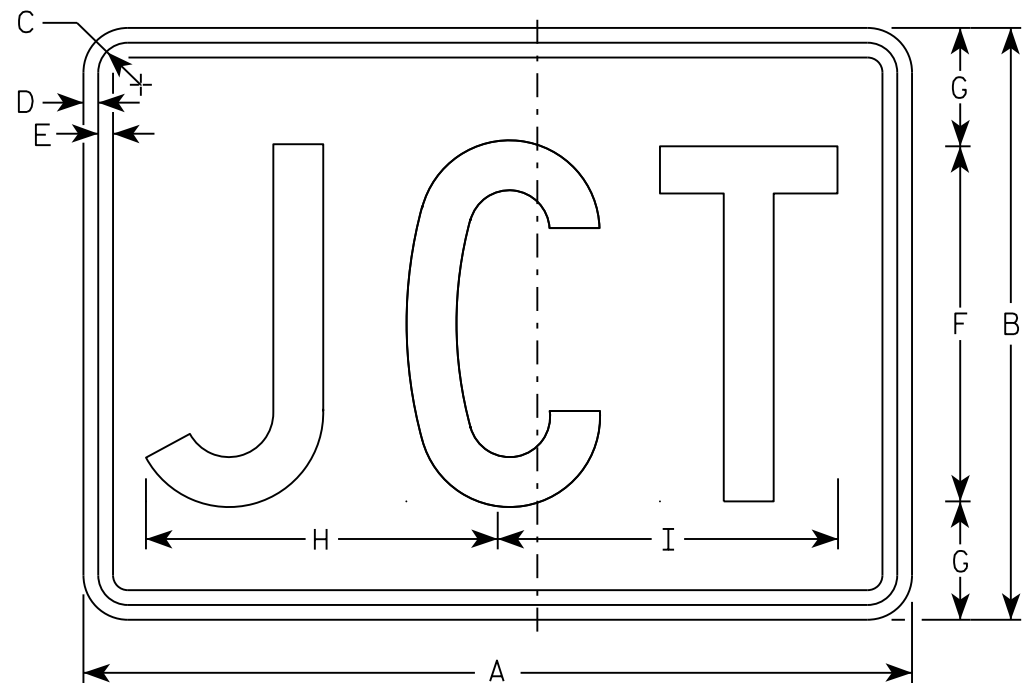
- Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:  
Background - White & Black - See Note 6  
Message - Black
- Message Series - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
- Permanent Signs  
Background - Type H Reflective  
Detour or temporary Signs  
Background - Reflective



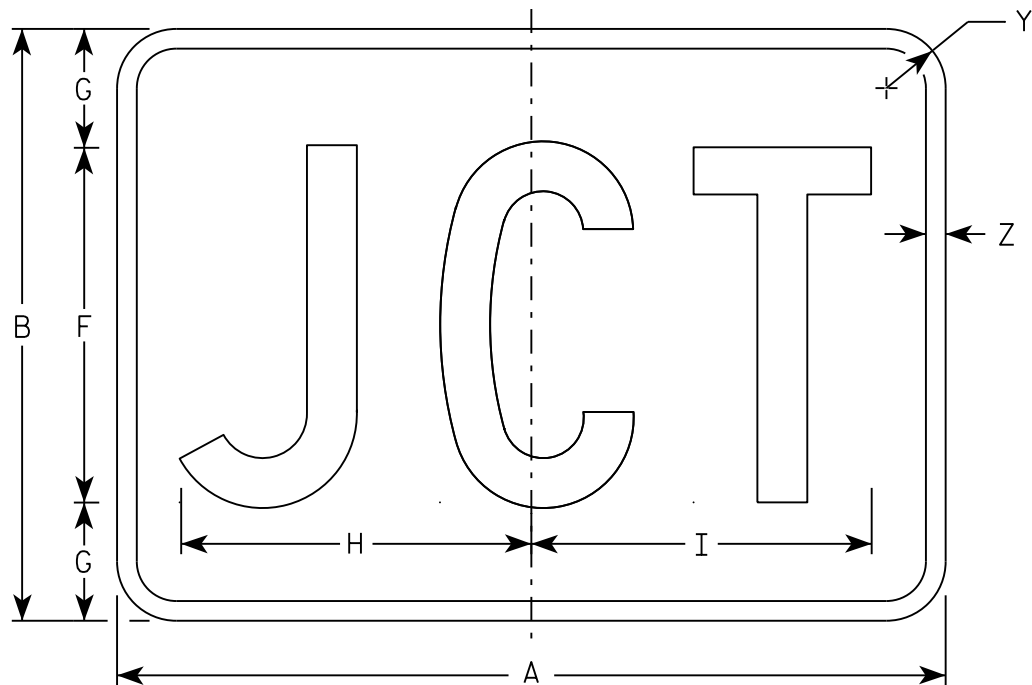
STATE ROUTE MARKER  
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Chester J. Spang*  
for State Traffic Engineer  
DATE 3/20/02 PLATE NO. M1-6.9



M2-1  
MM2-1  
MP2-1



MB2-1  
MK2-1  
MN2-1  
MR2-1

NOTES

- 1. Sign is Type II - Type H
- 2. Color:
  - Background - See note 5
  - Message - See note 5
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. M2-1 Background - White  
    Message - Black  
    MB2-1 Background - Blue  
    Message - White  
    MK2-1 Background - Green  
    Message - White  
    MM2-1 Background - White  
    Message - Green  
    MN2-1 Background - Brown  
    Message - White  
    MP2-1 Background - White  
    Message - Blue  
    MR2-1 Background - Brown  
    Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21	15	1 1/8	3/8	3/8	9	3	8 7/8	8 5/8																1 1/2	1/2	2.20
3	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
4	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40
5	30	21	1 1/8	3/8	3/8	13	4	12 7/8	12 3/8																1 1/2	1/2	4.40

STANDARD SIGN

M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

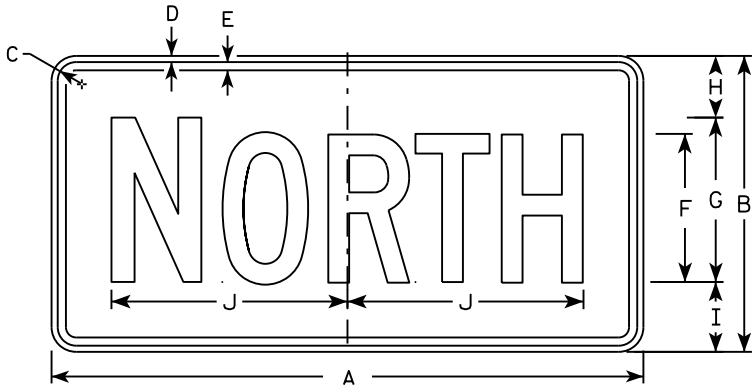
APPROVED

Matthew R. Rauch

For State Traffic Engineer

DATE 10/15/15

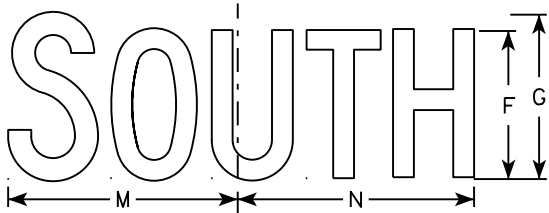
PLATE NO. M2-1.12



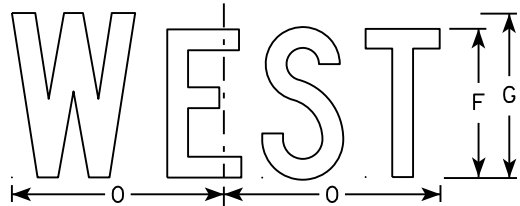
M3-1  
MM3-1  
MP3-1



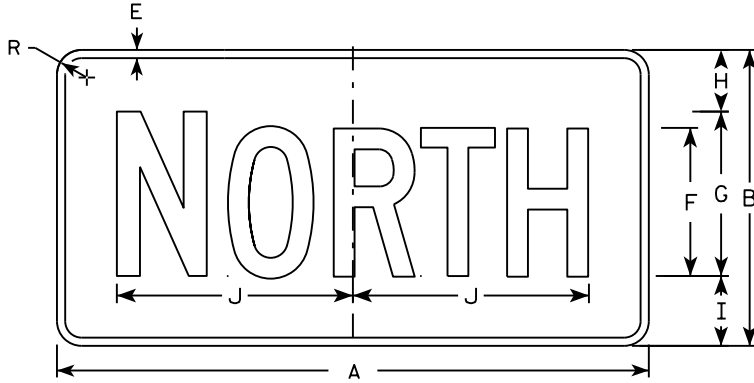
M3-2  
MM3-2  
MP3-2



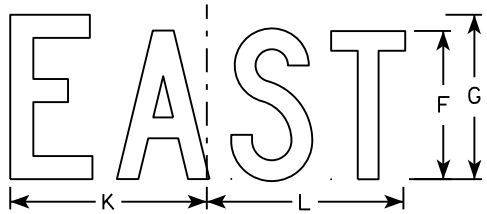
M3-3  
MM3-3  
MP3-3



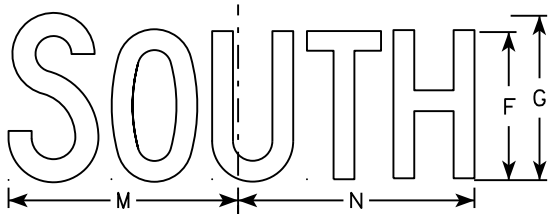
M3-4  
MM3-4  
MP3-4



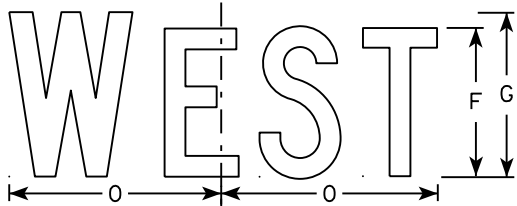
MB3-1  
MK3-1  
MN3-1



MB3-2  
MK3-2  
MN3-2



MB3-3  
MK3-3  
MN3-3



MB3-4  
MK3-4  
MN3-4

NOTES

1. All Signs Type II - Type H
2. Color:  
Background - See note 5  
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M3-1 thru M3-4 Background - White  
Message - Black  
MB3-1 thru MB3-4 Background - Blue  
Message - White  
MK3-1 thru MK3-4 Background - Green  
Message - White  
MM3-1 thru MM3-4 Background - White  
Message - Green  
MN3-1 thru MN3-4 Background - Brown  
Message - White  
MP3-1 thru MP3-4 Background - White  
Message - Blue
6. Note the first letter of each direction is larger than the remainder of the message.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
5	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5

STANDARD SIGNS  
M3-1 thru M3-4  
SERIES

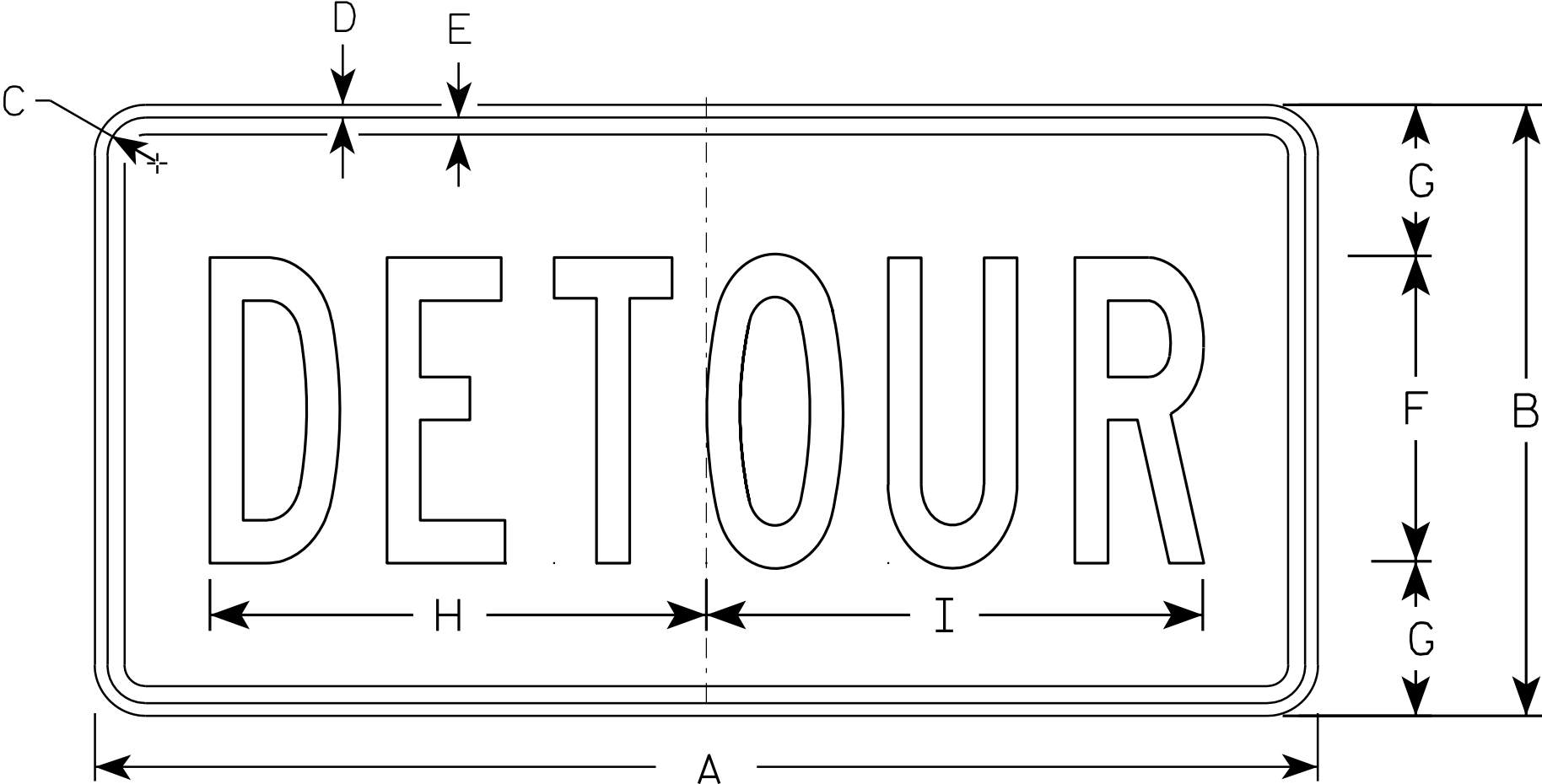
WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M3-1.14

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
  - Background - Orange
  - Message - Black
- 3. Message Series - B
- 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.



M4 - 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																											
2	24	12	1 1/8	3/8	3/8	6	3	10	10 1/4																		2.0
3	36	18	1 1/8	3/8	1/2	9	4 1/2	14 5/8	14 1/2																		4.5
4																											
5																											

STANDARD SIGN  
M4 - 8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

DATE 11/10/10 PLATE NO. M4-8.2

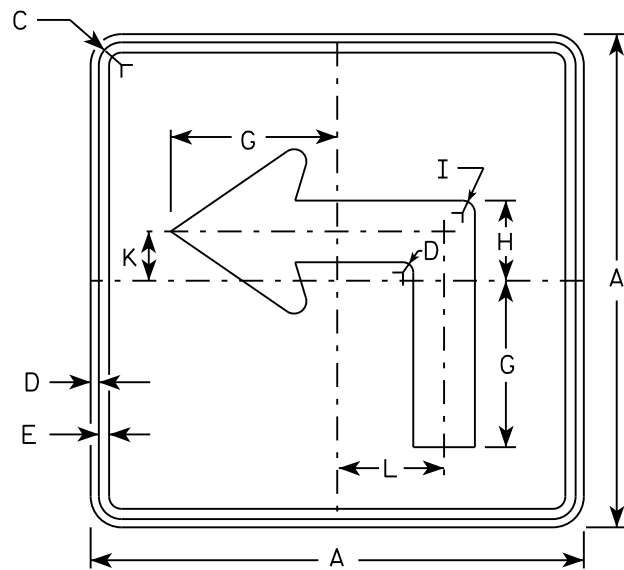
PROJECT NO:

HWY:

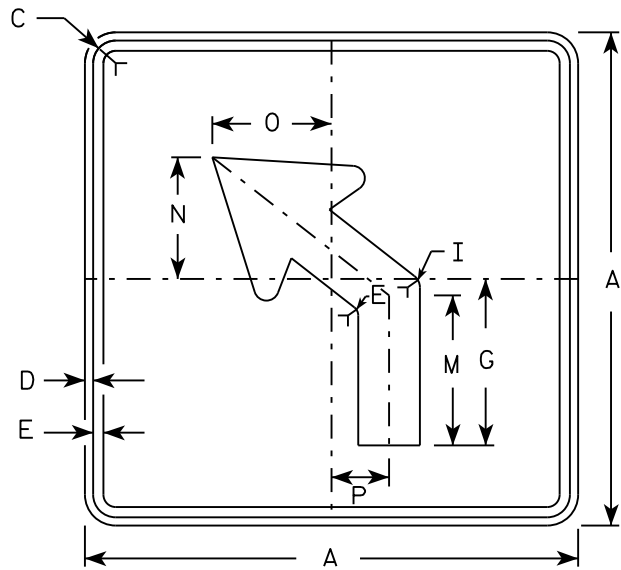
COUNTY:

SHEET NO:

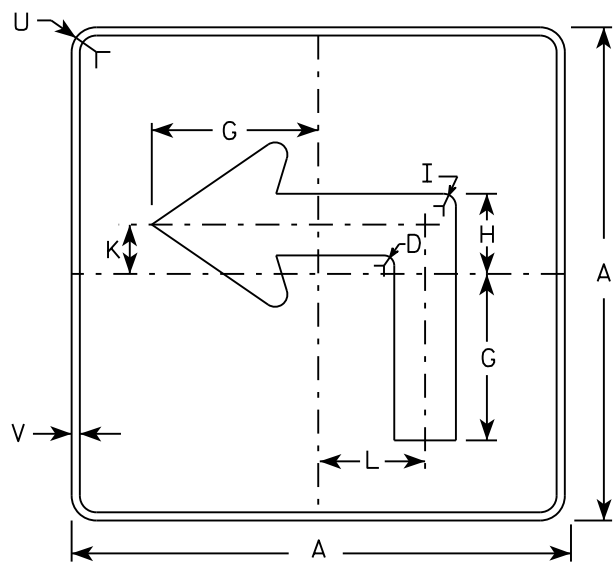
E



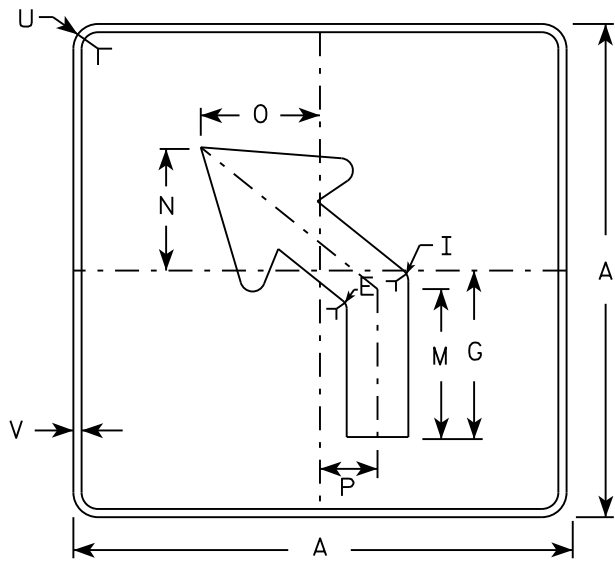
M5-1L  
MM5-1L  
M05-1L  
MP5-1L



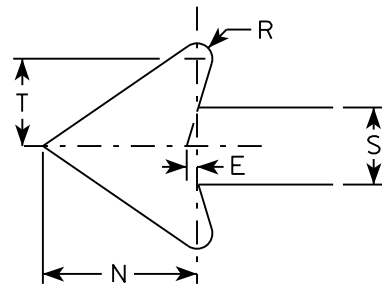
M5-2L  
MM5-2L  
M05-2L  
MP5-2L



MB5-1L  
MK5-1L  
MN5-1L  
MR5-1L



MB5-2L  
MK5-2L  
MN5-2L  
MR5-2L



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:  
Background - See note 4  
Message - See note 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.
- |                 |   |
|-----------------|---|
| M5-1 and M5-2   | Background - White                      |
|                 | Message - Black                         |
| MB5-1 and MB5-2 | Background - Blue                       |
|                 | Message - White                         |
| MK5-1 and MK5-2 | Background - Green                      |
|                 | Message - White                         |
| MM5-1 and MM5-2 | Background - White                      |
|                 | Message - Green                         |
| MN5-1 and MN5-2 | Background - Brown                      |
|                 | Message - White                         |
| M05-1 and M05-2 | Background - Orange - Type F Reflective |
|                 | Message - Black                         |
| MP5-1 and MP5-2 | Background - White - Type H Reflective  |
|                 | Message - Blue                          |
| MR5-1 and MR5-2 | Background - Brown                      |
|                 | Message - Yellow                        |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7	3 3/8	5/8		2 1/8	4 1/2	6 3/8	5 1/4	5	2 1/2		1/2	2 5/8	3	1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 1/8	4 7/8	7/8		3	6 1/2	9 1/8	7 1/2	7 1/4	3 1/2		3/4	3 3/4	4 1/4	1 7/8	1/2					6.25

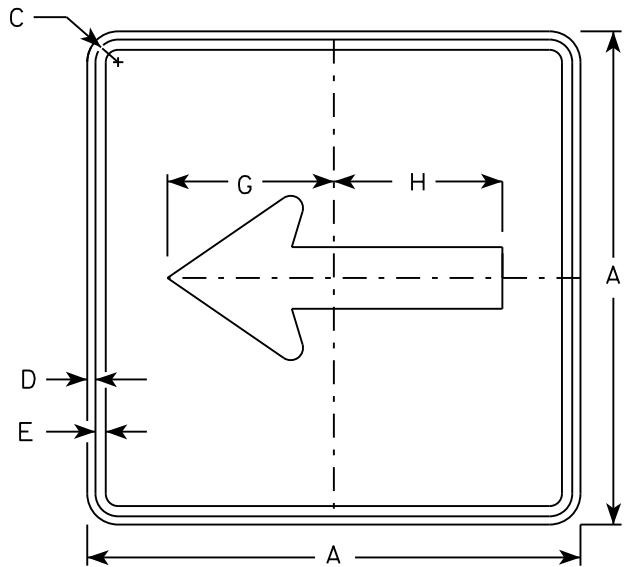
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN  
M5-1 & M5-2

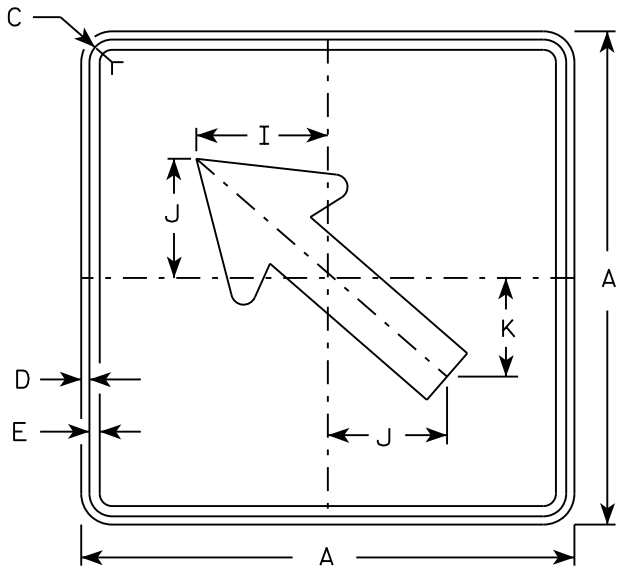
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

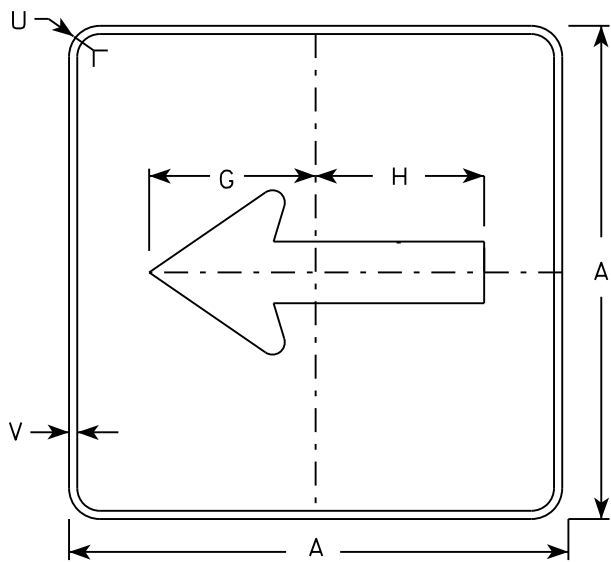
DATE 10/15/15      PLATE NO. M5-1.13



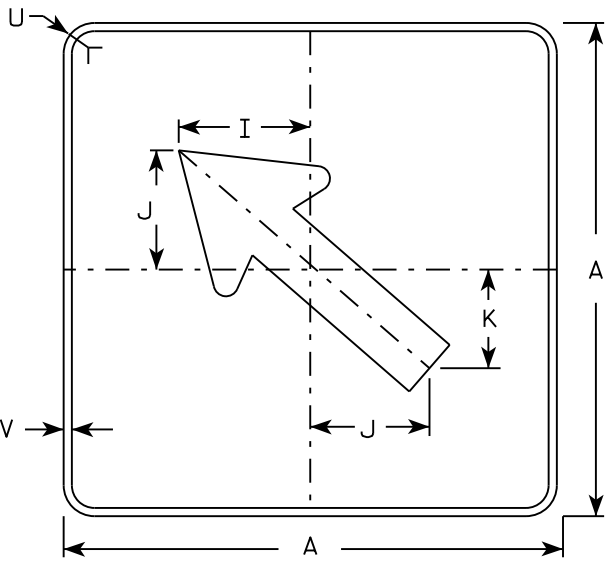
M6 - 1  
MM6 - 1  
M06 - 1  
MP6 - 1



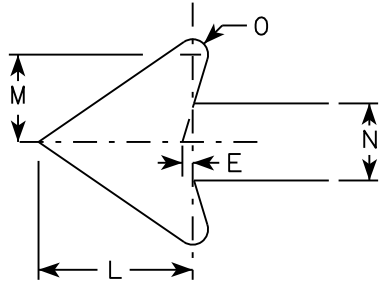
M6 - 2  
MM6 - 2  
M06 - 2  
MP6 - 2



MB6 - 1  
MK6 - 1  
MN6 - 1  
MR6 - 1



MB6 - 2  
MK6 - 2  
MN6 - 2  
MR6 - 2



NOTES

- 1. Signs are Type II - Type H except as Shown
- 2. Color:  
Background - See note 4  
Message - See note 4
- 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. M6-1 and M6-2 Background - White  
Message - Black  
MB6-1 and MB6-2 Background - Blue  
Message - White  
MK6-1 and MK6-2 Background - Green  
Message - White  
MM6-1 and MM6-2 Background - White  
Message - Green  
MN6-1 and MN6-2 Background - Brown  
Message - White  
M06-1 and M06-2 Background - Orange - Type F Reflective  
Message - Black  
MP6-1 and MP6-2 Background - White  
Message - Blue  
MR6-1 and MR6-2 Background - Brown  
Message - Yellow

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	7 1/8	5 5/8	5	4 1/4	5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
5	30		1 3/8	1/2	5/8		10 3/4	10 1/4	8	7 1/4	6	7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

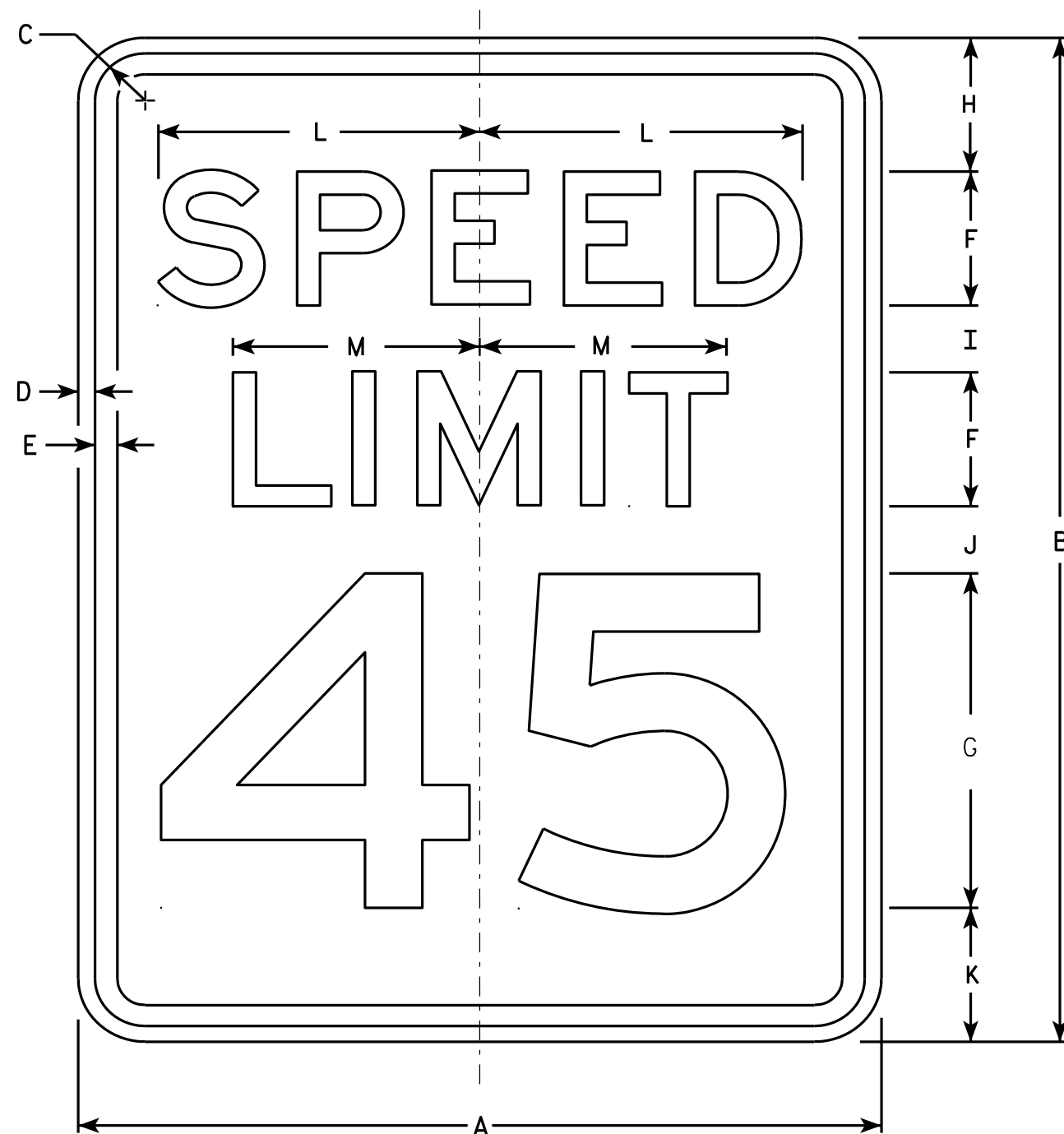
E

STANDARD SIGN  
M6 - 1 & M6 - 2  
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M6-1.15



R2-1

### NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/8	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 3/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 3/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	2 1/4	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

### STANDARD SIGN R2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 5/26/10 PLATE NO. R2-1.13

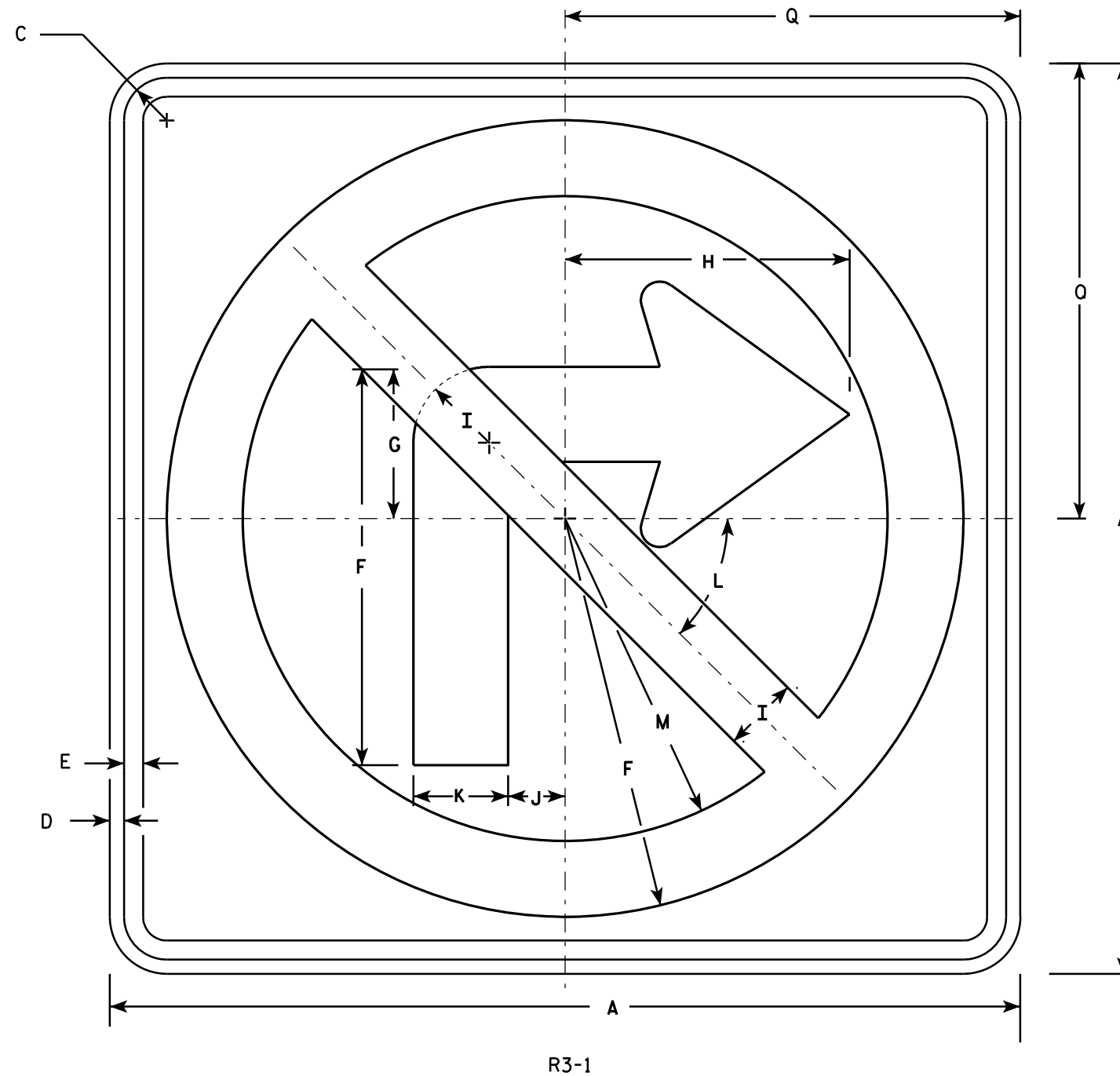
PROJECT NO:

HWY:

COUNTY:

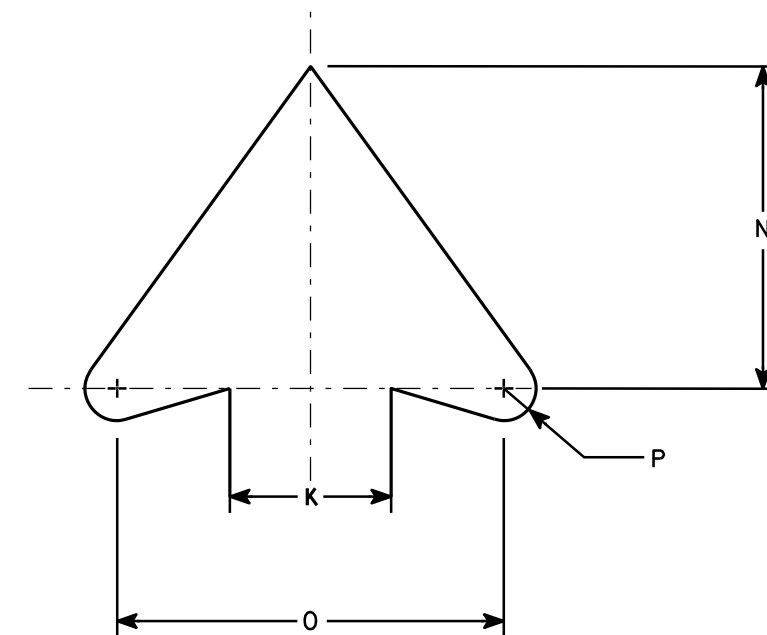
SHEET NO:

E



### NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - See note 4
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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45	8 1/2	5	6	1/2	12										4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1/2	12										4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45	12 3/4	7 1/2	9	3/4	18										9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4	18										9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1	24										16.0

### STANDARD SIGN

R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-1.5

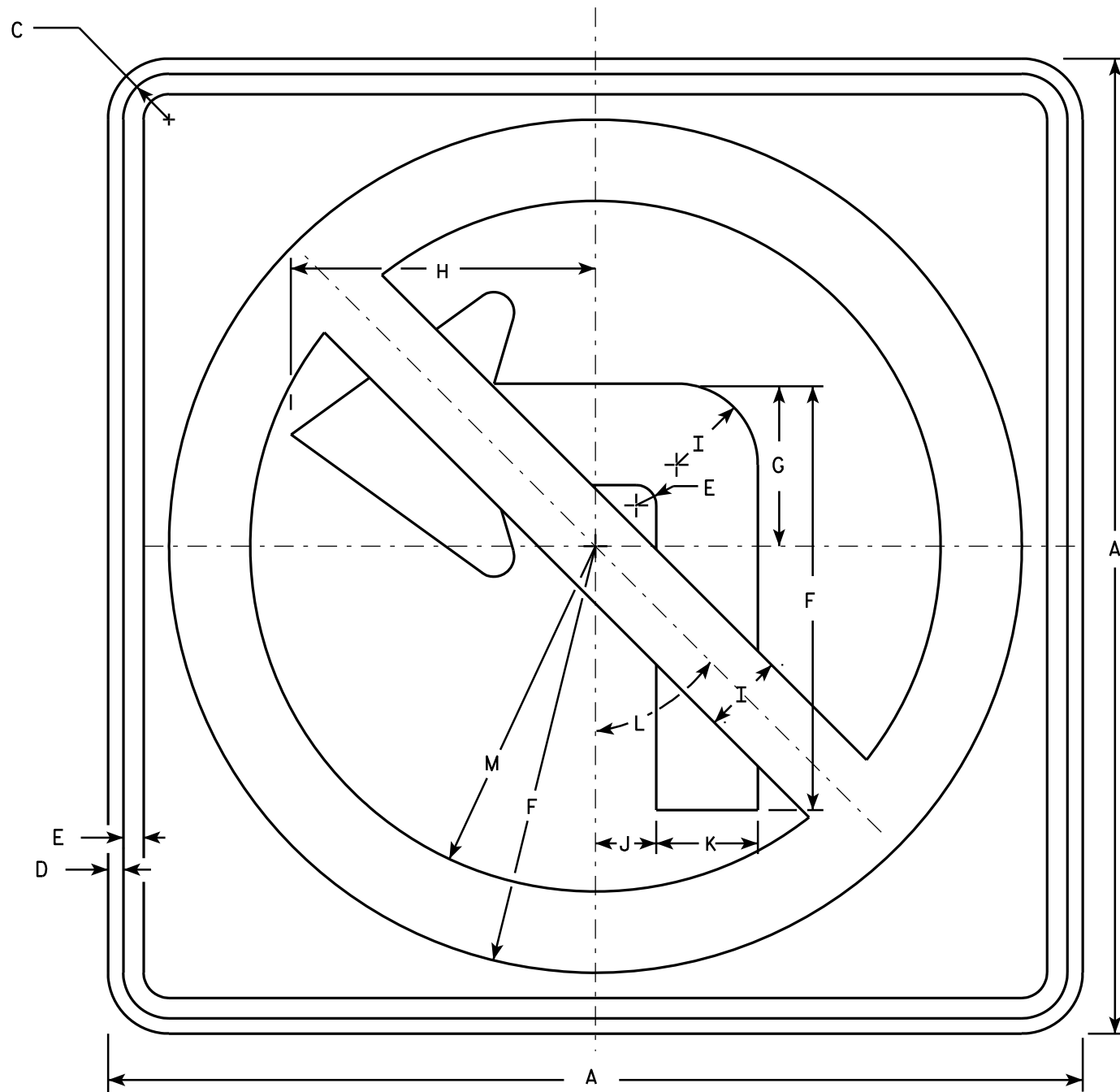
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

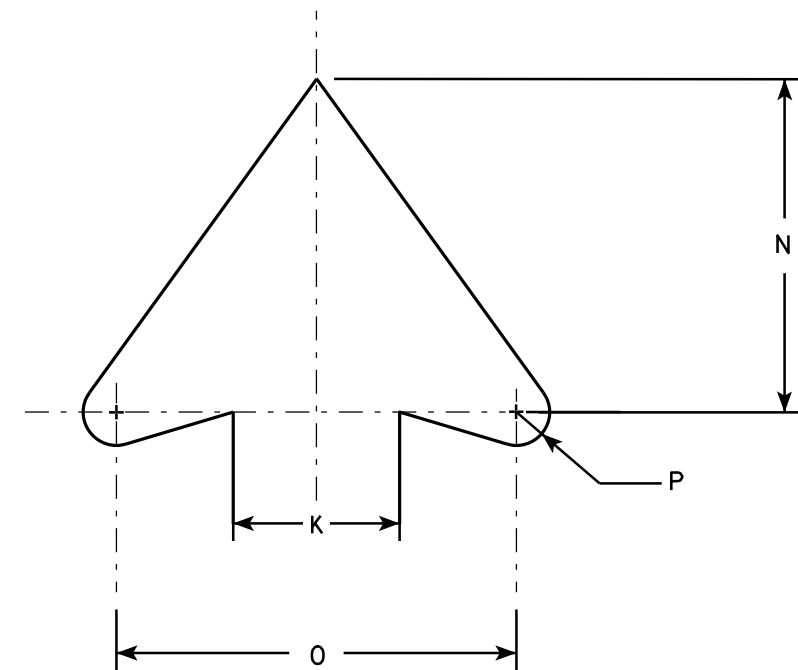
E



R3-2

# NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - See note 4
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. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1 1/2											4.0
2S	24		1 1/8	3/8	1/2	10 1/2	4	7 1/2	2	1 1/2	2 1/2	45°	8 1/2	5	6	1 1/2											4.0
2M	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
3	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
4	36		1 5/8	5/8	3/4	15 3/4	6	11 1/4	3	2 1/4	3 3/4	45°	12 3/4	7 1/2	9	3/4											9.0
5	48		2 1/4	3/4	1	21	8	15	4	3	5	45°	17	10	12	1											16.0

## STANDARD SIGN R3-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 12/08/10 PLATE NO. R3-2.10

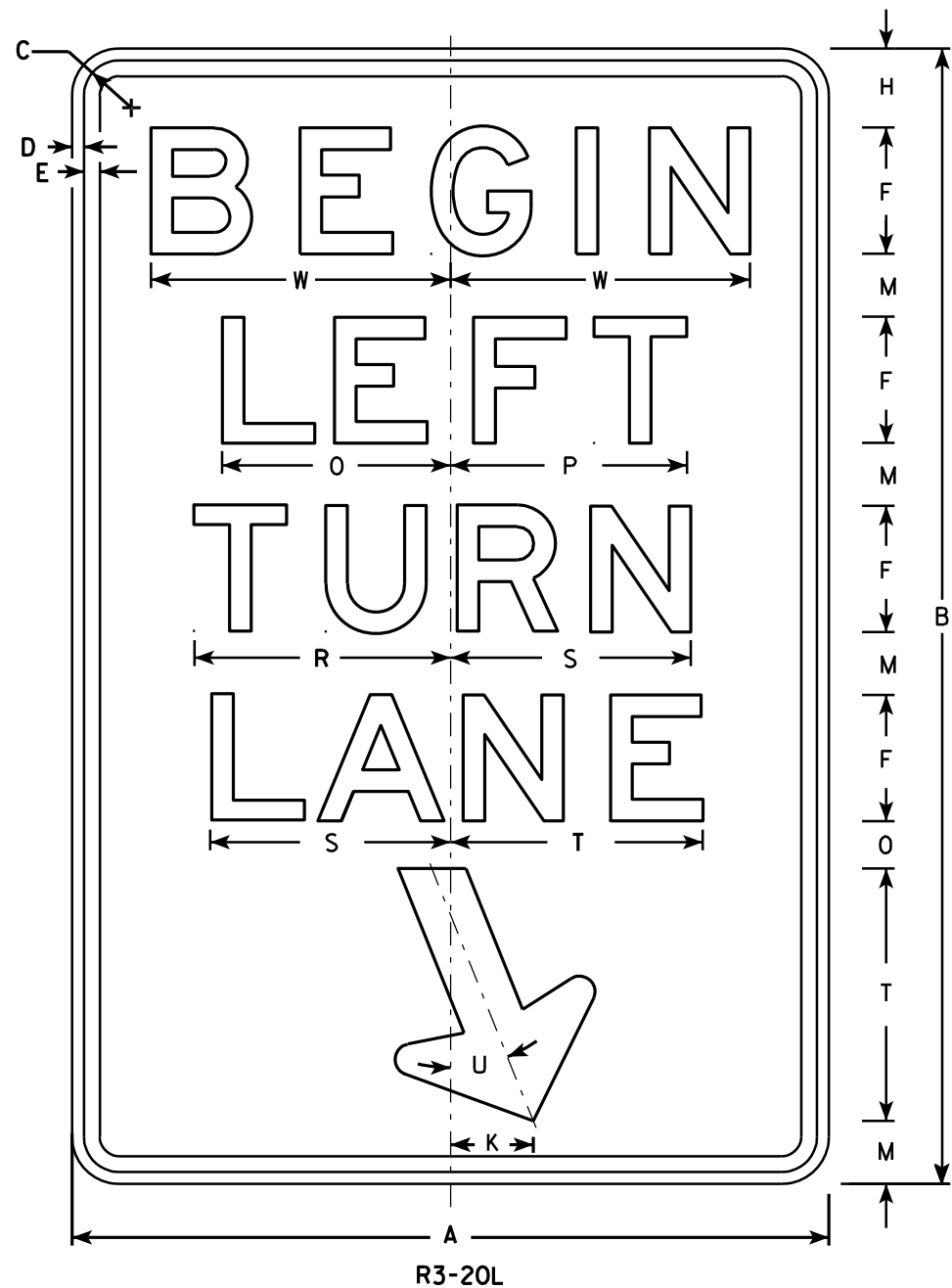
PROJECT NO:

HWY:

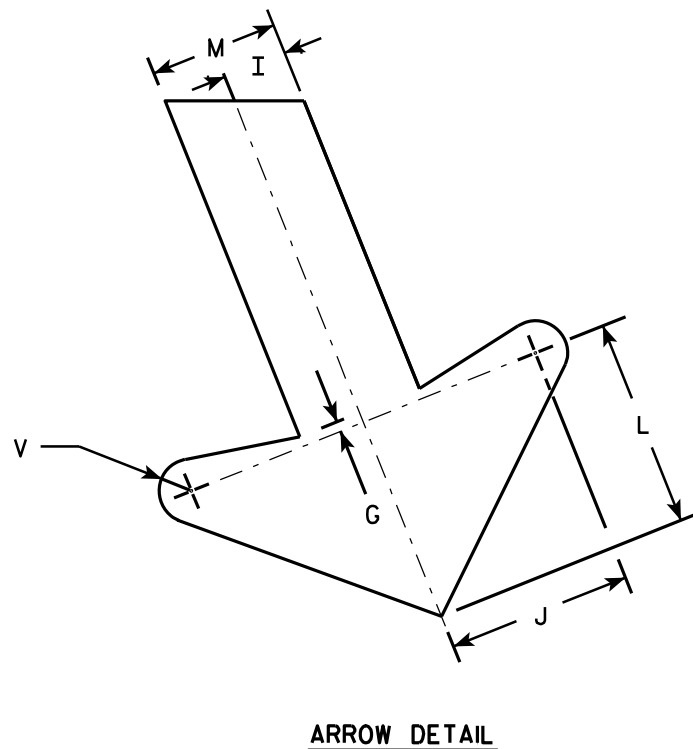
COUNTY:

SHEET NO:

E



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



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	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN  
R3-20L

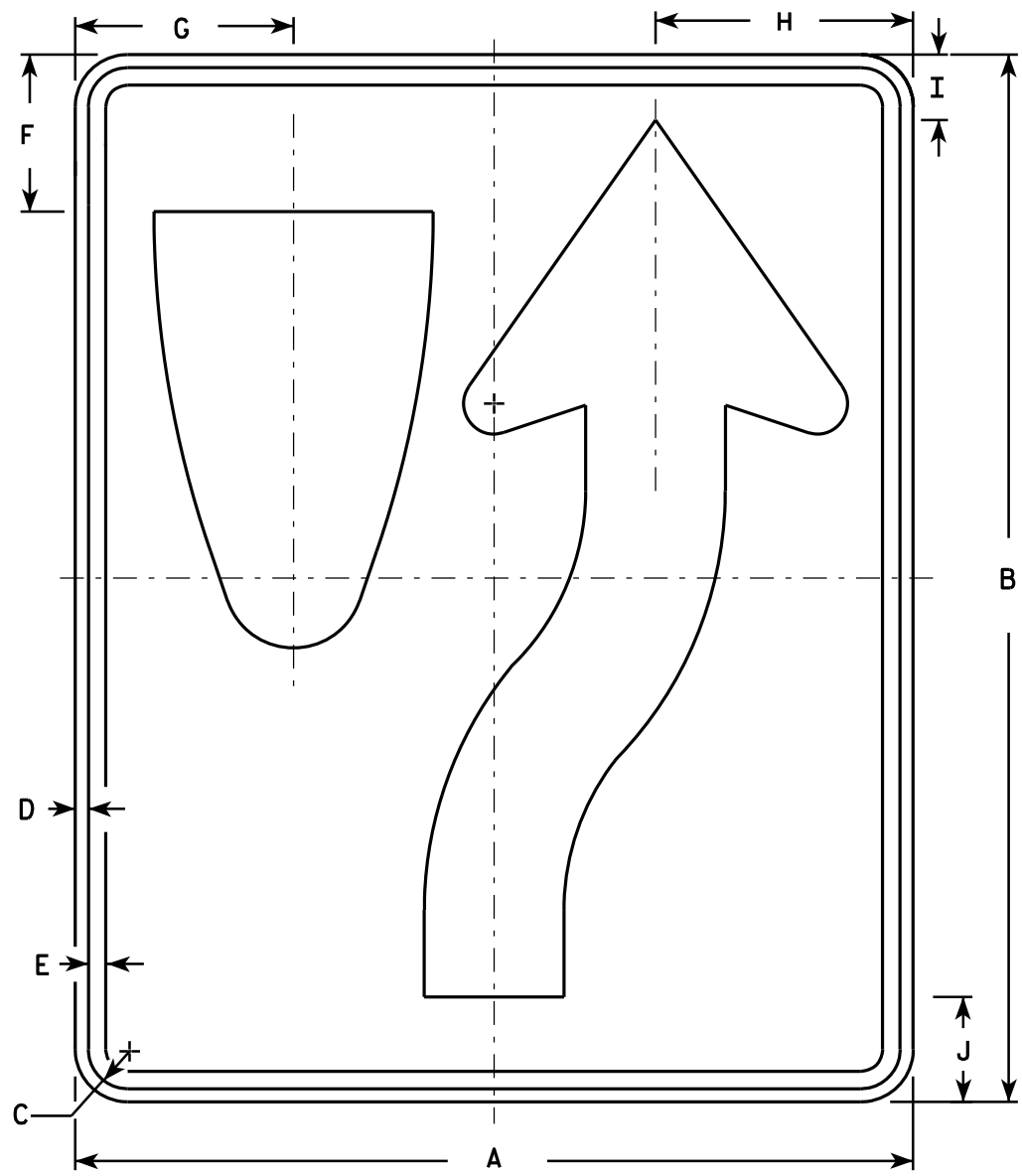
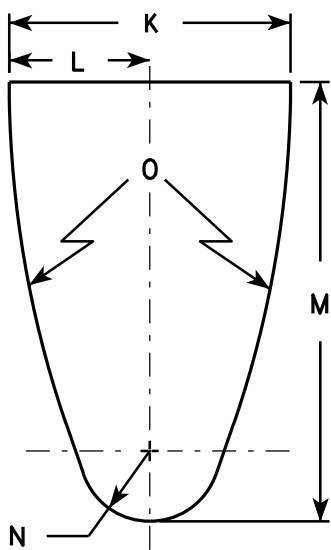
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

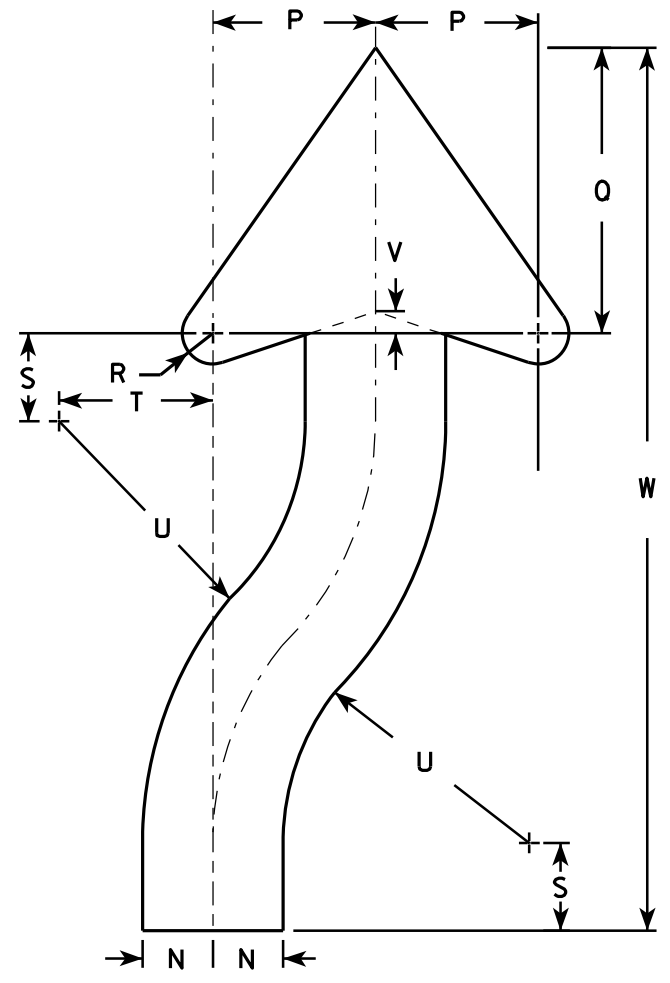
DATE 10/18/10 PLATE NO. R3-20L.7

NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition. material is plywood but borders shall be rounded
- 2. Color:  
Background - White  
Message - Black
- 3. Corners may be square or rounded when base as shown. When base material is metal, the corners and borders shall be rounded.
- 4. R4-8 is the same as R4-7 except Legend is reversed.



R4-7



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/8	3/8	1/2	3 3/8	4 3/4	5 1/2	1 3/8	2 1/4	6	3	9 3/8	1 1/2	22 1/2	3 1/2	6 1/8	5/8	1 7/8	3 1/4	6 3/4	1/2	20 3/8				3.0
2S	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
2M	24	30	1 1/8	3/8	1/2	4 1/2	6 1/4	7 3/8	1 7/8	3	8	4	12 1/2	2	30	4 5/8	8 1/8	7/8	2 1/2	4 3/8	9	5/8	25 1/8				5.0
3	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
4	36	48	1 3/4	1/2	5/8	6 3/4	9 3/8	11 1/8	2 7/8	4 1/2	12	6	18 3/4	3	45	6 7/8	12 1/4	1 1/4	3 3/4	6 5/8	13 1/2	1	40 3/4				12.0
5	48	60	2 1/4	3/4	1	9	12 1/2	14 3/4	3 3/4	6	16	8	25	4	60	9 1/4	16 1/4	1 5/8	5	8 3/4	18	1 1/4	50 1/4				20.0

STANDARD SIGN  
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R4-7.8

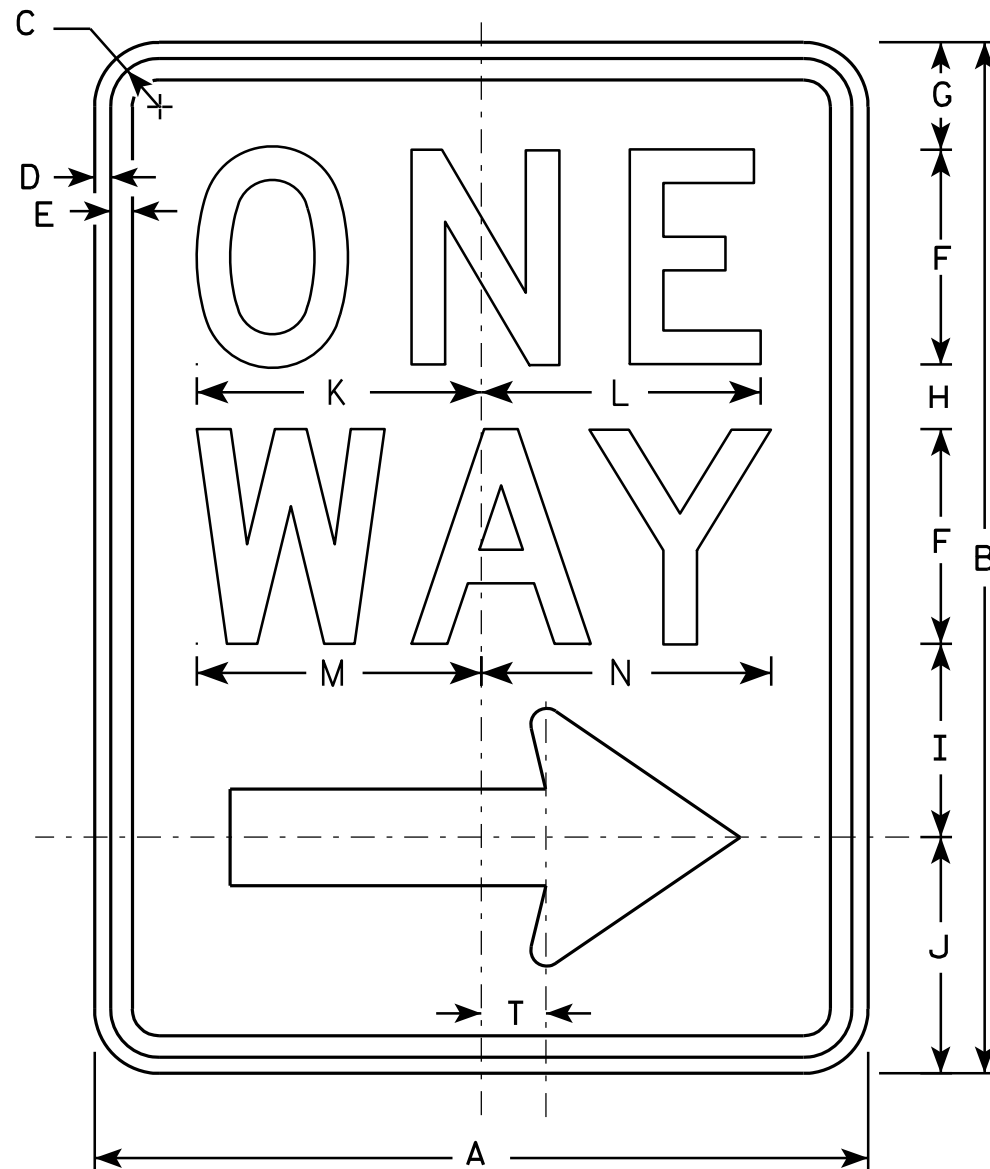
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

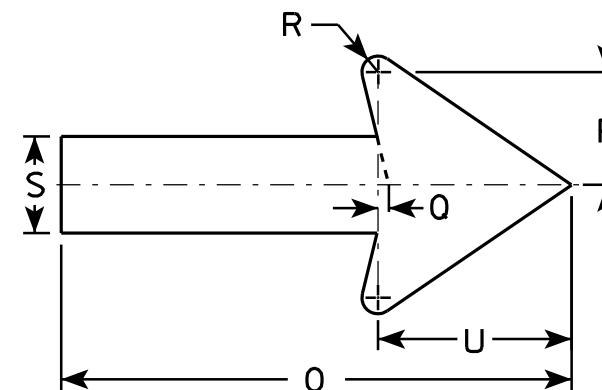
E



R6-2R

**NOTES**

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. R6-2L same as R6-2R except arrow points to the left.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8	6 7/8	8	10 1/2	10 1/2	11 1/4	11 1/4	20	4 3/8	1/2	5/8	3 3/4	2 1/2	7 1/2					
3	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
4	36	48	1 7/8	1/2	5/8	10	5 1/4	3 1/4	9	10 1/2	12 3/4	12 3/4	13 1/4	13 1/2	24	5 5/8	1/2	3/4	4 3/4	3	9					
5																										

**STANDARD SIGN**  
**R6-2 R&L**

WISCONSIN DEPT OF TRANSPORTATION

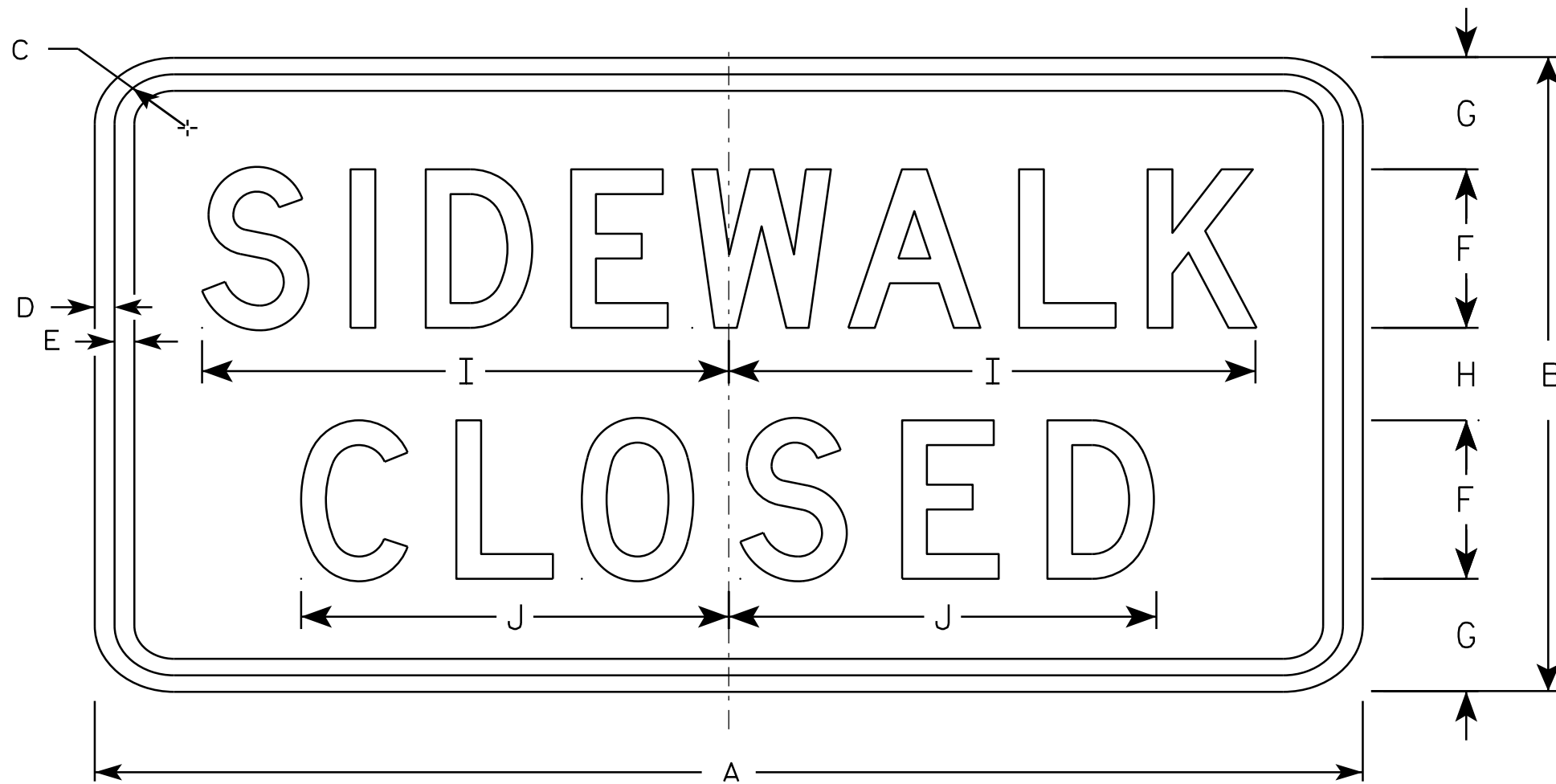
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 11/2/10 PLATE NO. R6-2.8

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

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



R9-9

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 ¾	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
2M	24	12	1 ¾	½	½	3	2 ⅛	1 ¾	10	8 ⅛																	2.0
3	30	18	1 ¾	½	½	4	3 ½	3	12 ½	10 ¼																	3.75
4																											
5																											

STANDARD SIGN  
R9-9

WISCONSIN DEPT OF TRANSPORTATION

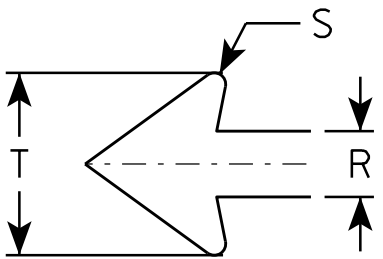
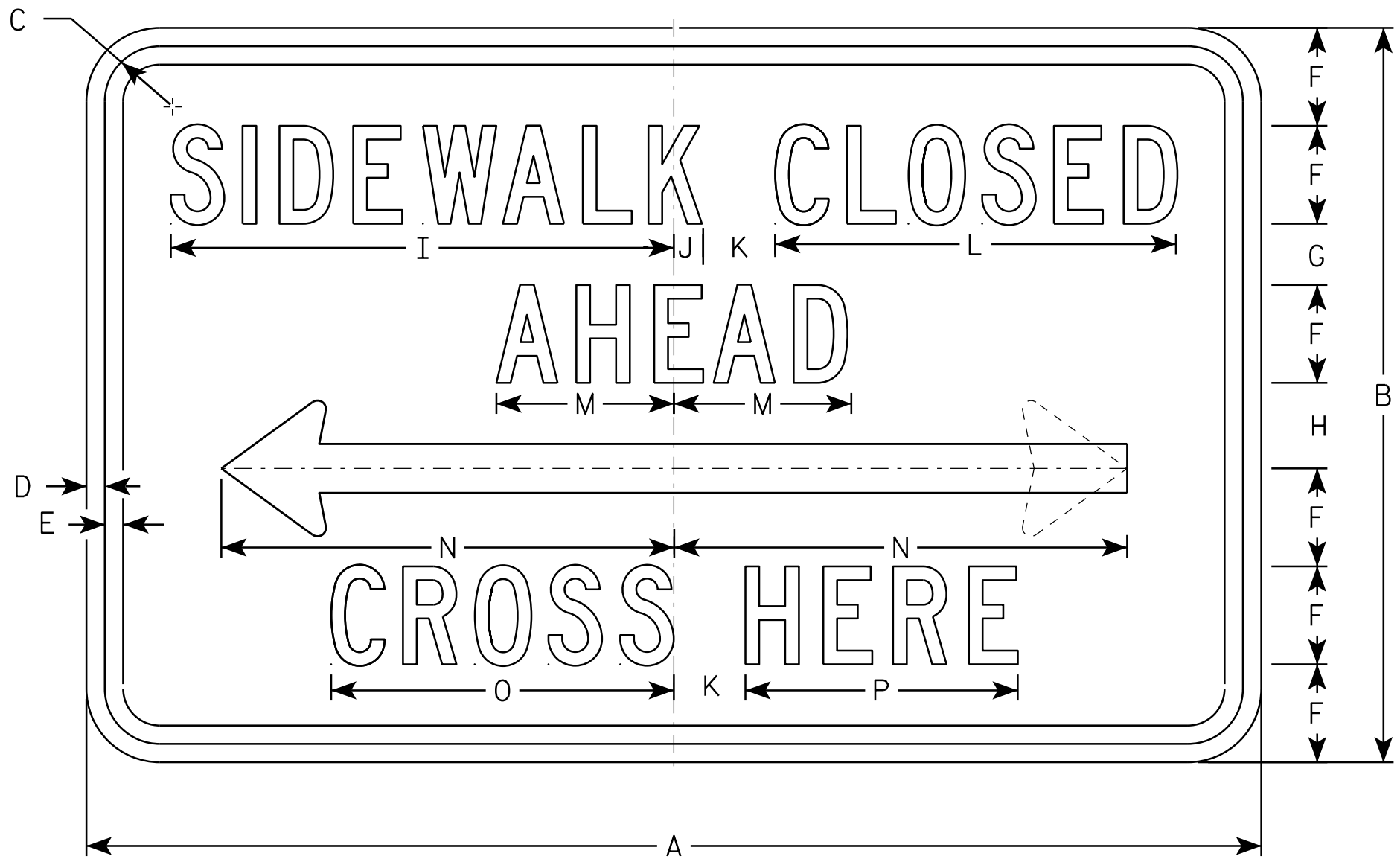
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/10/16 PLATE NO. R9-9.6

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

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



R9-11

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/8	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	48	30	2 3/4	3/4	3/4	4	2 1/2	3 1/2	20 1/2	1 1/4	3	16 3/8	7 1/4	18 1/2	14	11 1/8		2	3/8	5 1/2							10.0
4																											
5																											

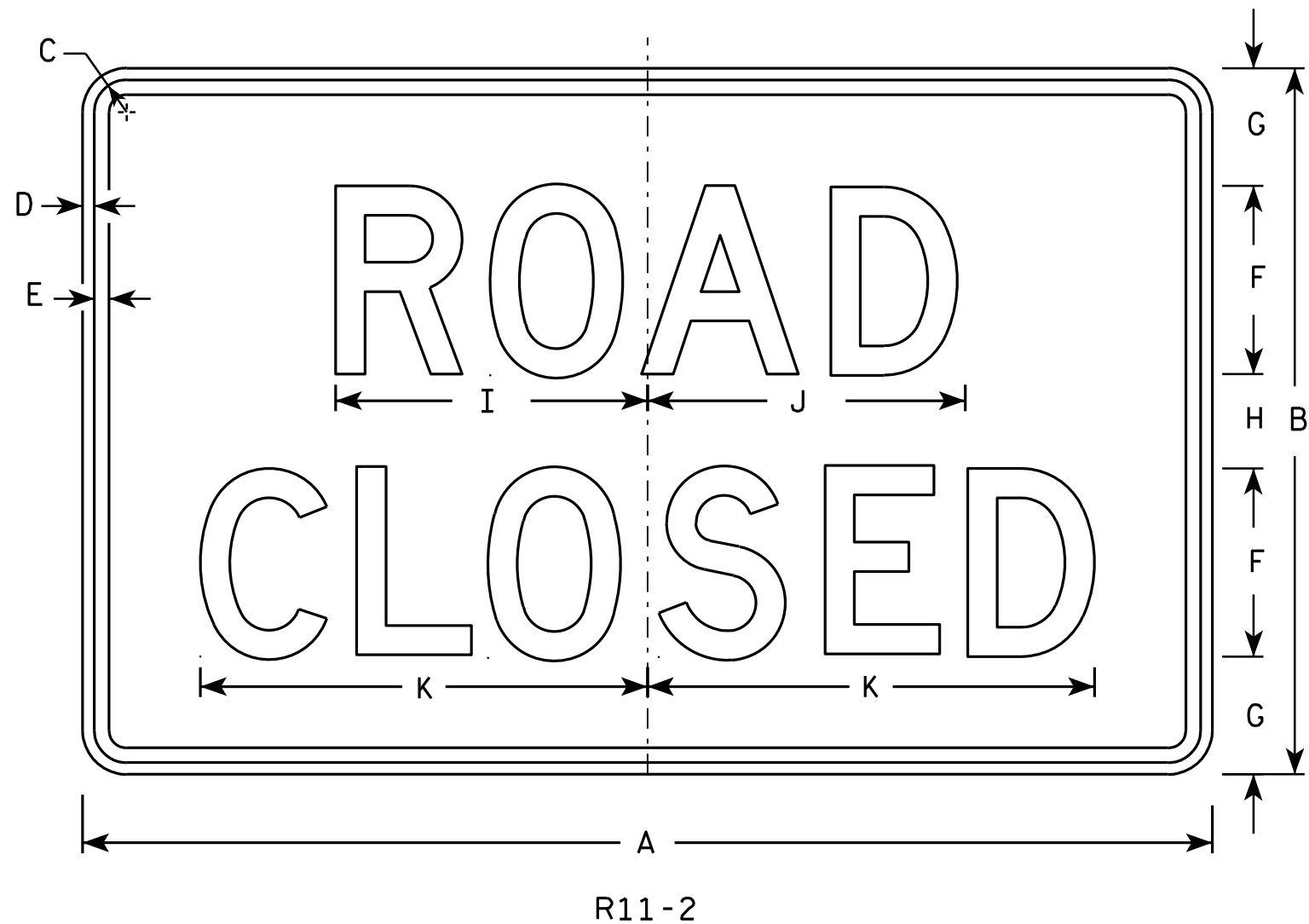
STANDARD SIGN  
R9-11

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

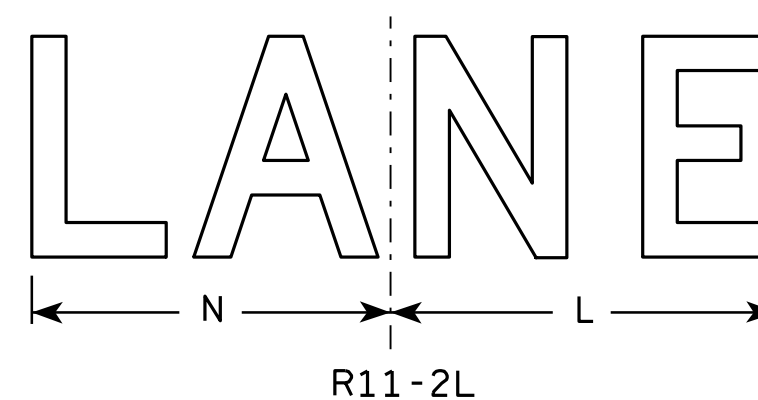
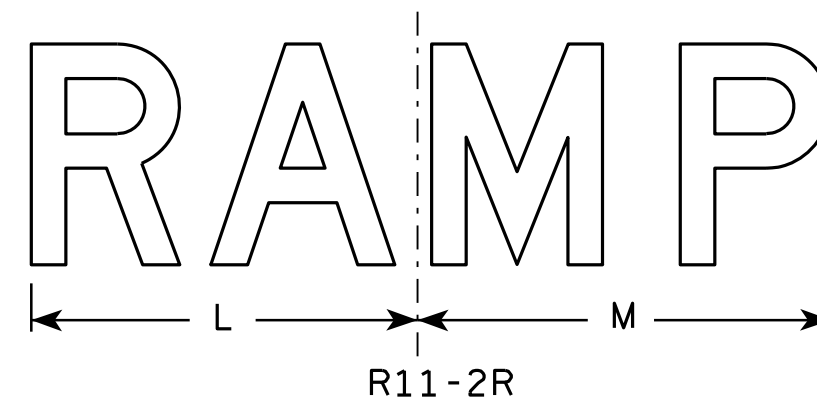
DATE 3/10/16 PLATE NO. R9-11.3

PROJECT NO: HWY: COUNTY: SHEET NO: E



### NOTES

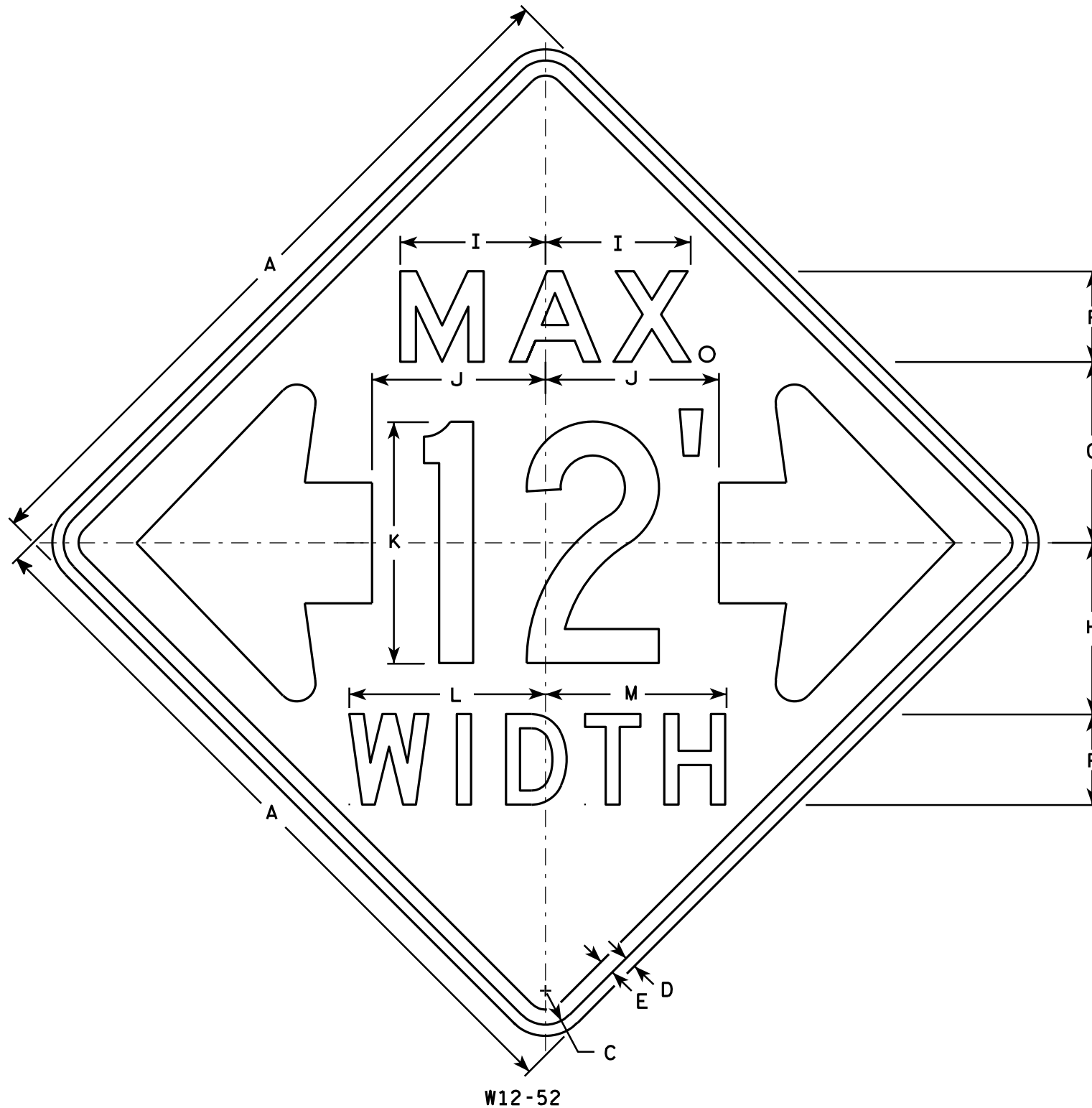
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - White  
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
2M	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
3	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
4	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
5	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0

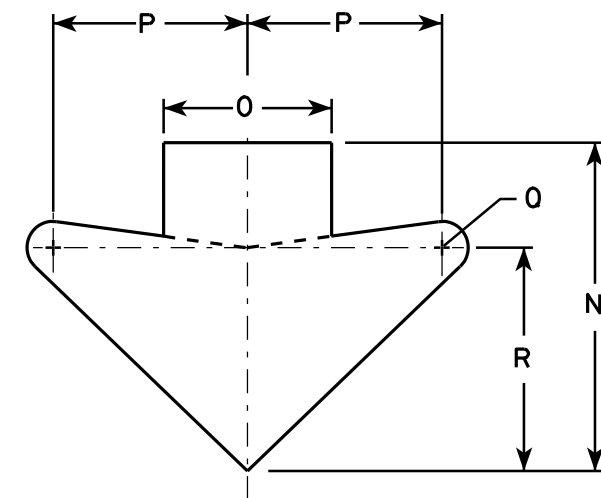
<b>STANDARD SIGN</b>	
<b>R11-2</b>	
<small>WISCONSIN DEPT OF TRANSPORTATION</small>	
<small>APPROVED</small>	<i>Matthew R. Rauch</i> <small>for State Traffic Engineer</small>
<small>DATE</small> 4/1/11	<small>PLATE NO.</small> R11-2.10

PROJECT NO:	HWY:	COUNTY:	SHEET NO: <b>E</b>
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# NOTES

1. Sign Is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The top line is series E, the numerals are series C, and the bottom line is series D.
6. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
2M	48		2 1/4	3/4	1	6	12	11 3/8	9 5/8	11 1/2	16	13	12	15 5/8	8	9 1/4	1 1/4	10 5/8									16.0
3																											
4																											
5																											

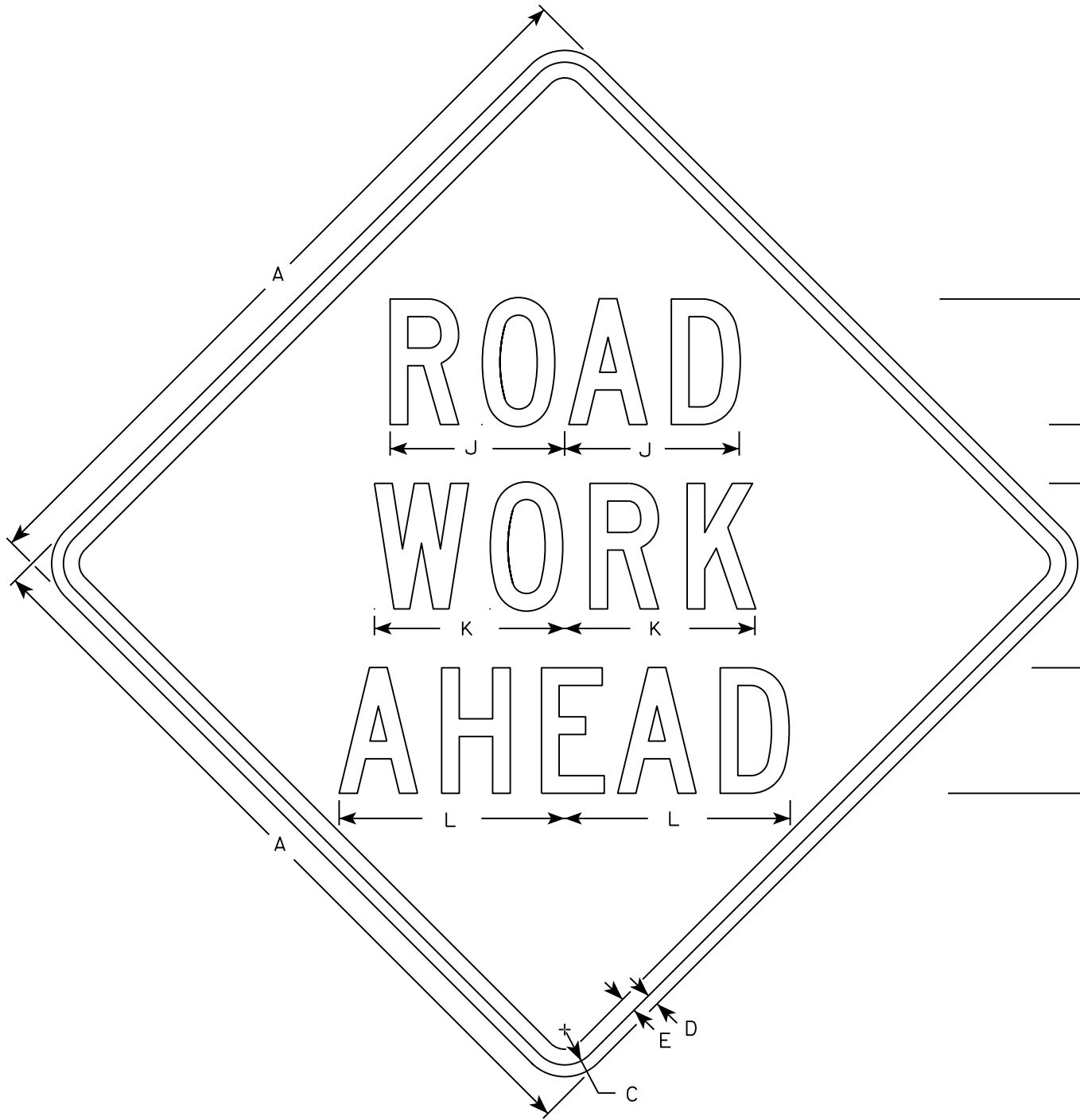
## STANDARD SIGN W12-52

WISCONSIN DEPT OF TRANSPORTATION

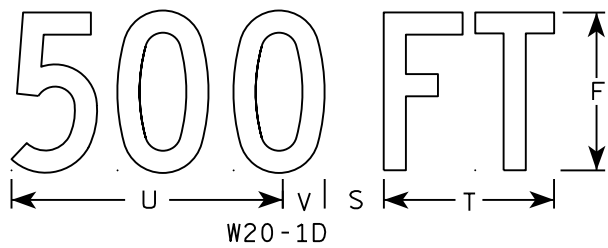
APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/16/11 PLATE NO. W12-52.7

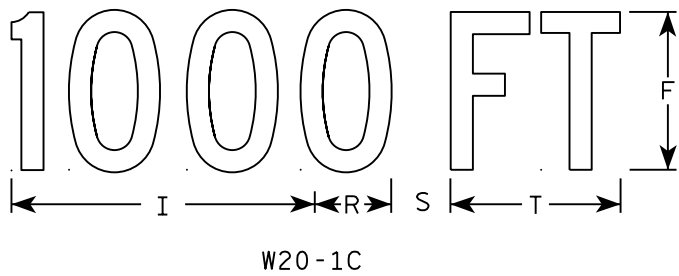
PROJECT NO: HWY: COUNTY: SHEET NO: E



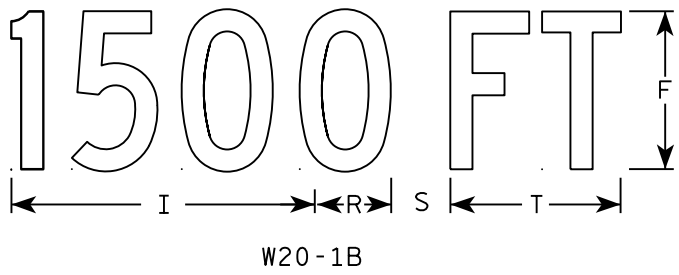
W20-1A



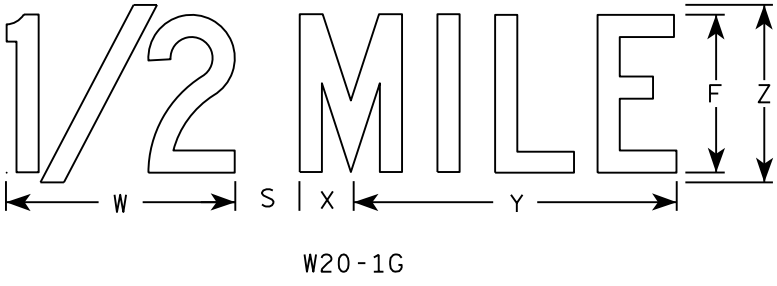
W20-1D



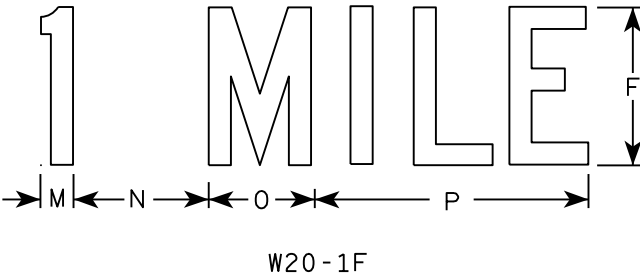
W20-1C



W20-1B

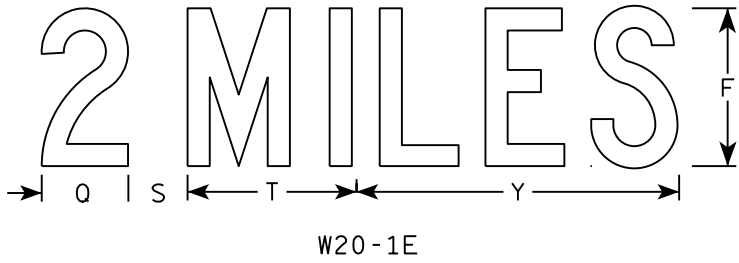


W20-1G



W20-1F

- NOTES
- 1. Sign is Type II - Type F Reflective
  - 2. Color:  
Background - Orange  
Message - Black
  - 3. Message Series - C
  - 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1E

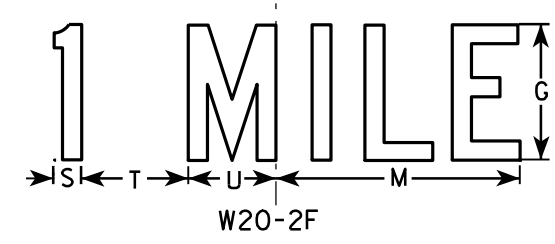
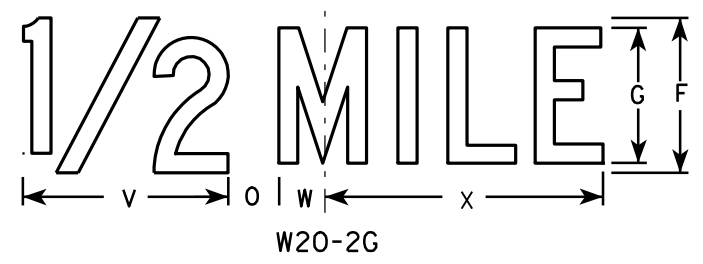
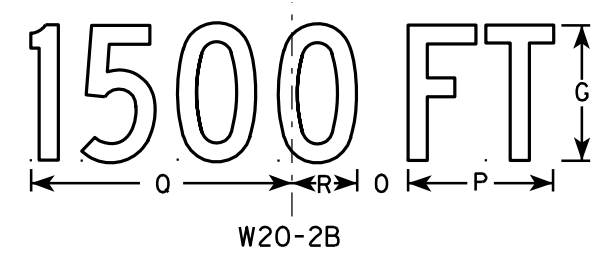
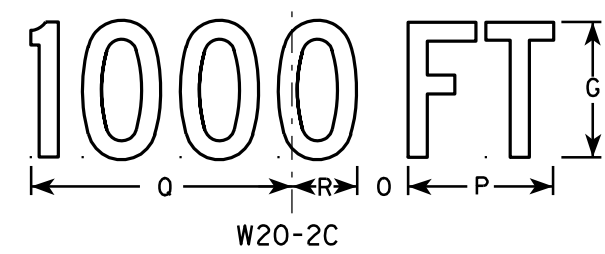
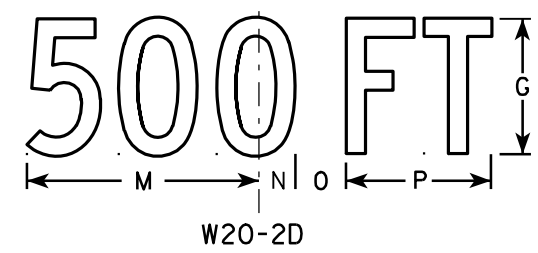
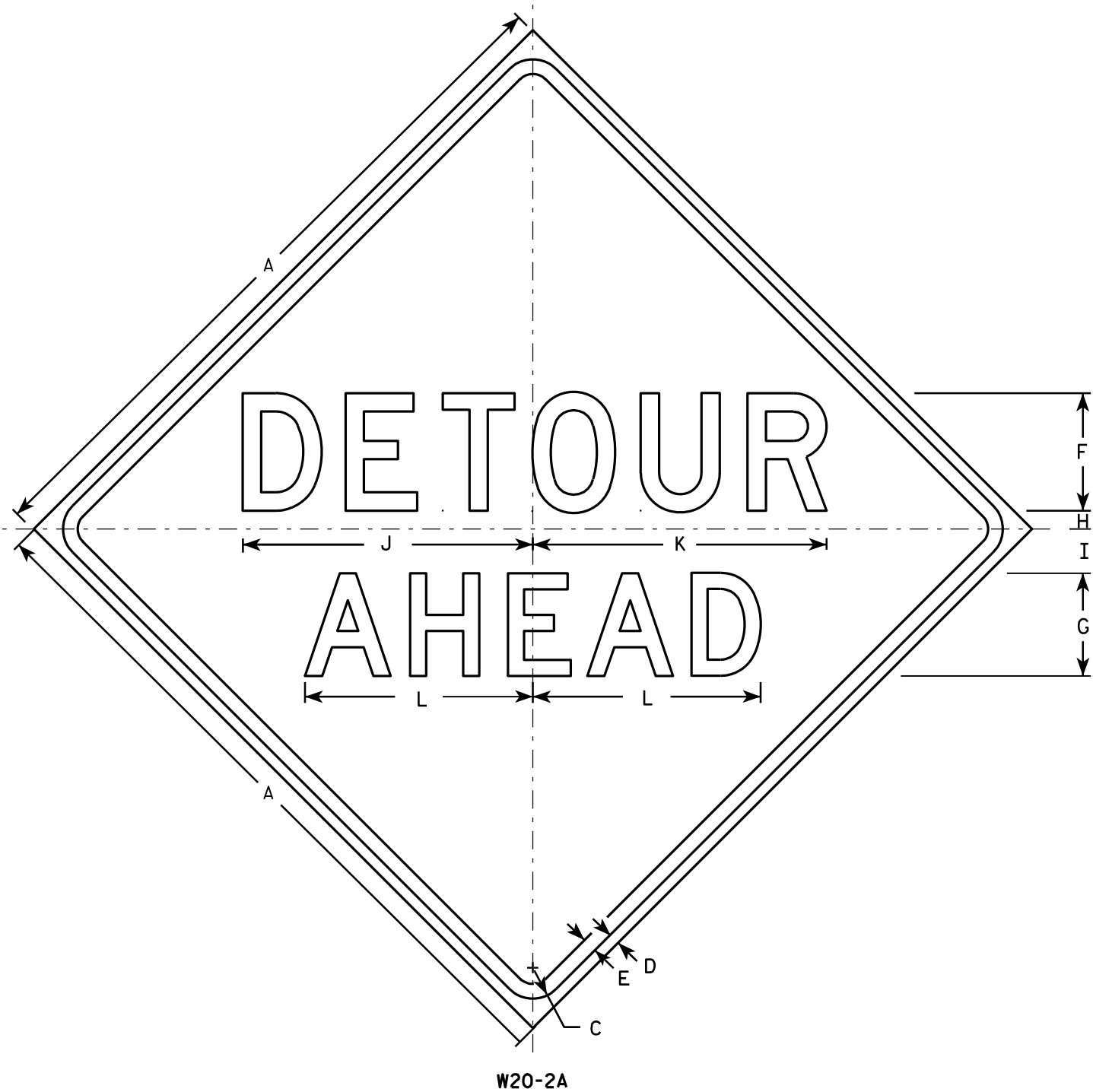
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 3/8	1/2	5/8	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9		2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN  
W20-1A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 5/07/15 PLATE NO. W20-1.10



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - See note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Line 1 is Series D.  
Line 2 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	5	1	2 1/4	14 3/4	15	11 5/8	9	1 3/8	1 7/8	5 5/8	10 1/8	2 1/2	1 1/8	4 1/2	3 1/2	8	1 3/4	10 3/4			9.0
2S	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
2M	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
3	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
4	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0
5	48		2 1/4	3/4	1	8	7	1 1/4	3	19 3/4	20	15 1/2	12	1 7/8	2 5/8	7 1/2	13 1/2	3 3/8	1 1/2	6	4 5/8	10 5/8	2 3/8	14 3/8			16.0

STANDARD SIGN  
W20-2A,B,C,D,F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-2.6

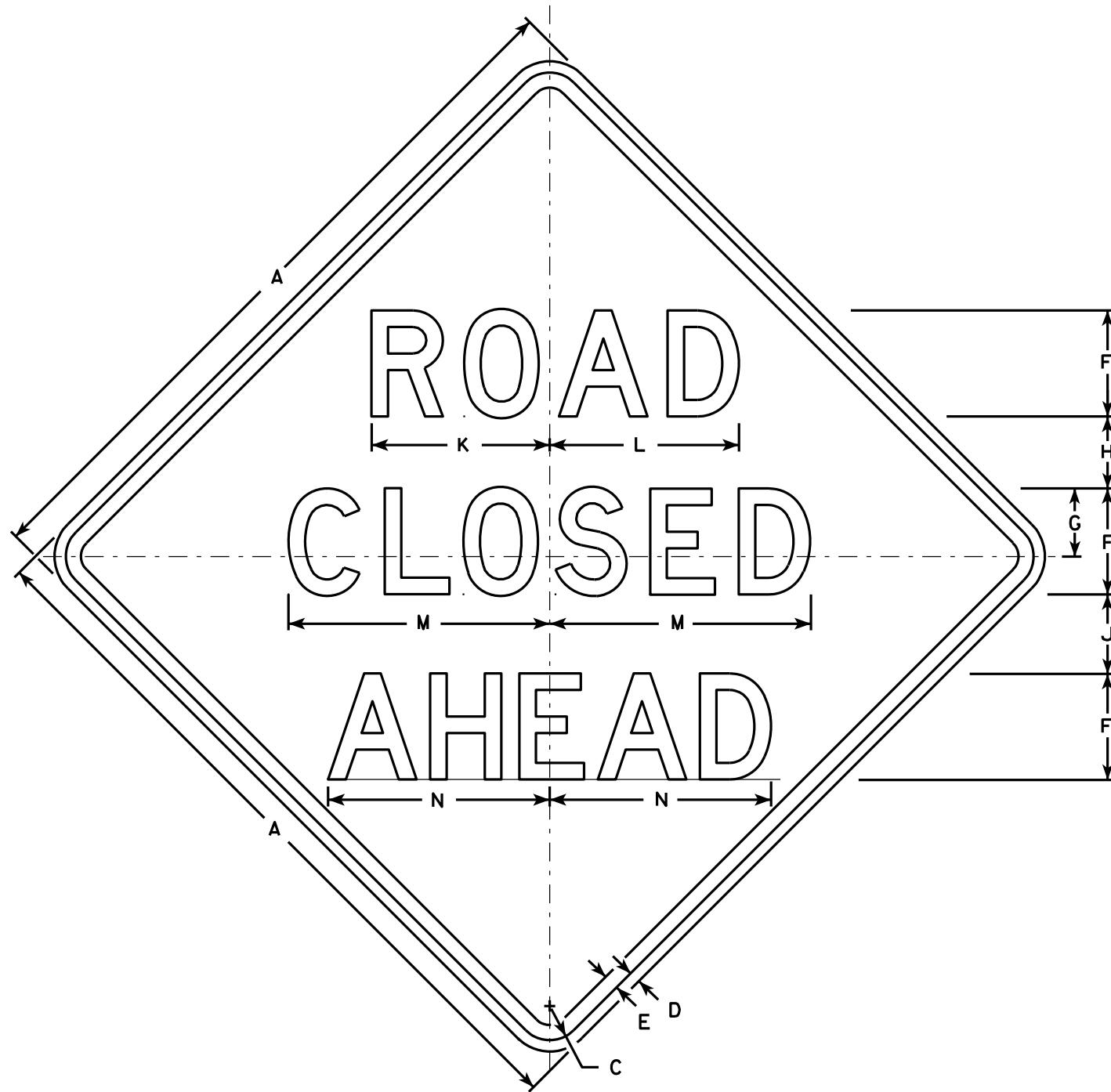
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



W20-3A

500 FT

W20-3D

1000 FT

W20-3C

1500 FT

W20-3B

1/2 MILE

W20-3G

1 MILE

W20-3F

# NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - see note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Lines 1 and 2 are Series D.  
Line 3 is Series D for AHEAD and Series C for all other distances.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5	3 3/8	3 1/2	1 1/8	4	8 3/8	8 7/8	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		2 1/4	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	11 3/4	12 1/2	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

STANDARD SIGN  
W20-3A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-3.7

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

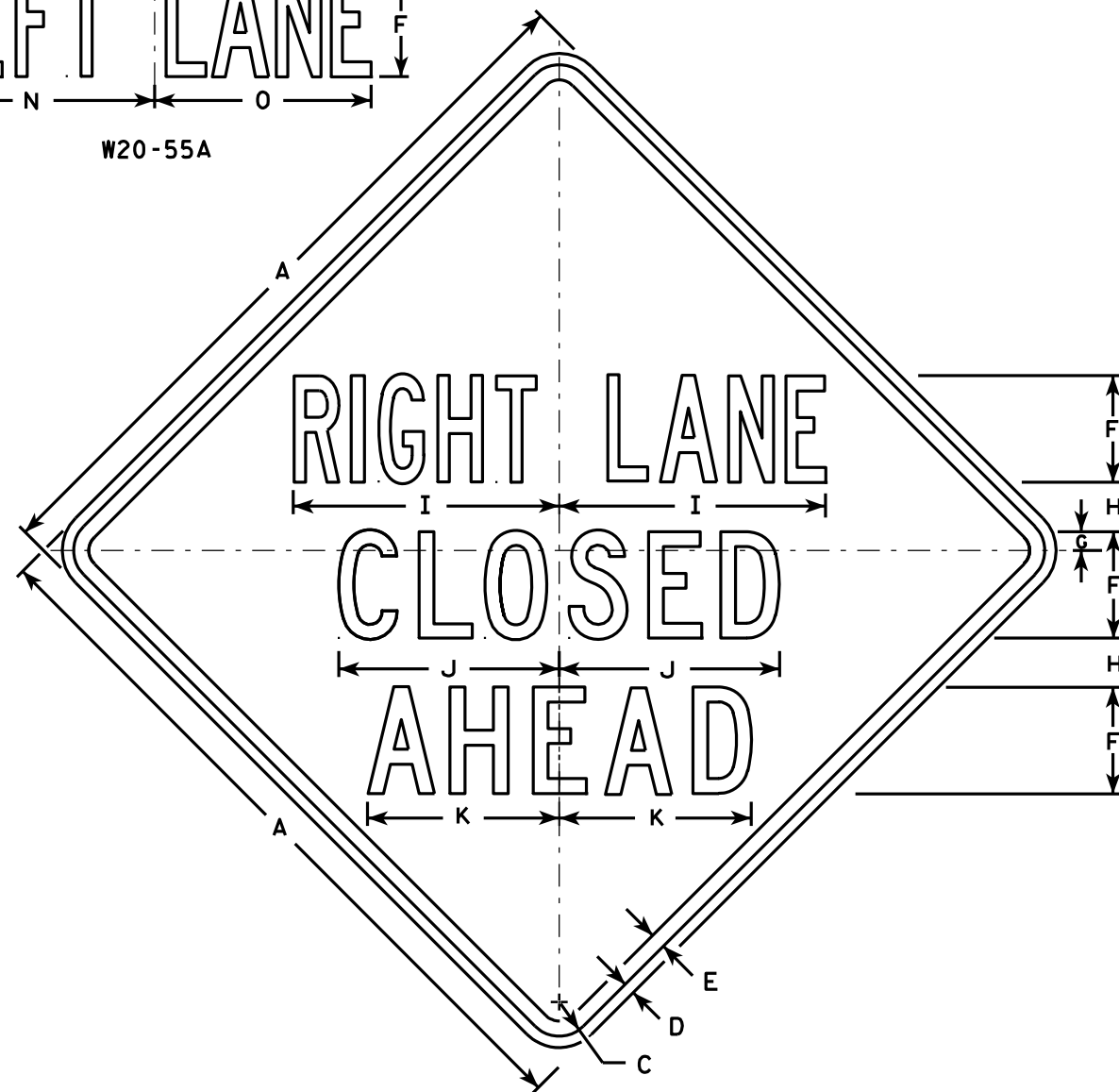
E

CENTER LANE

W20-56A

LEFT LANE

W20-55A



W20-5A

500 FT

W20-5D

1000 FT

W20-5C

1500 FT

W20-5B

1/2 MILE

W20-5G

1 MILE

W20-5F

### NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Orange  
Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. "----- LANE" is Series B.  
All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

PROJECT NO:

HWY:

COUNTY:

STANDARD SIGN  
W20-5A, B, C, D, F & G

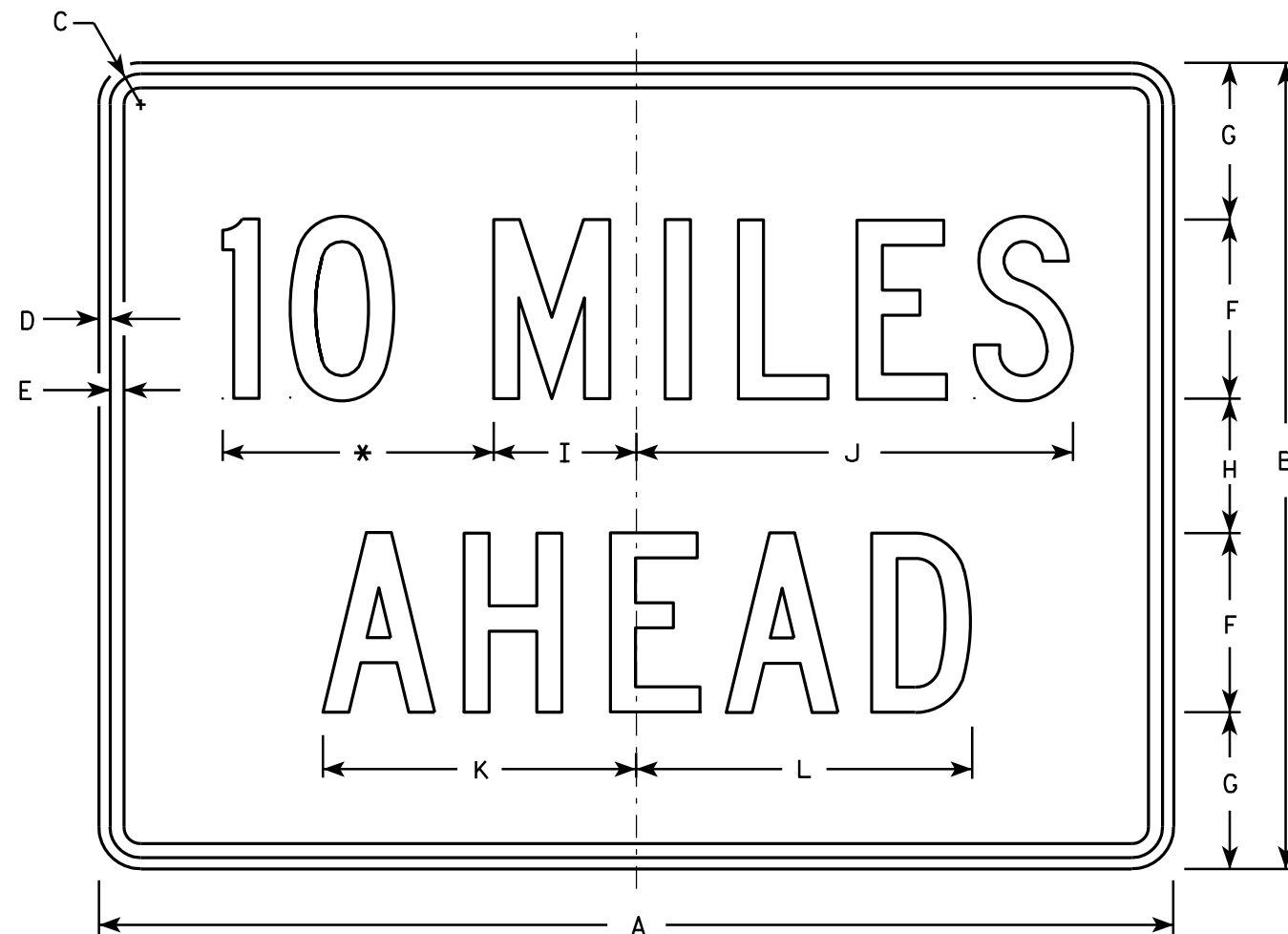
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

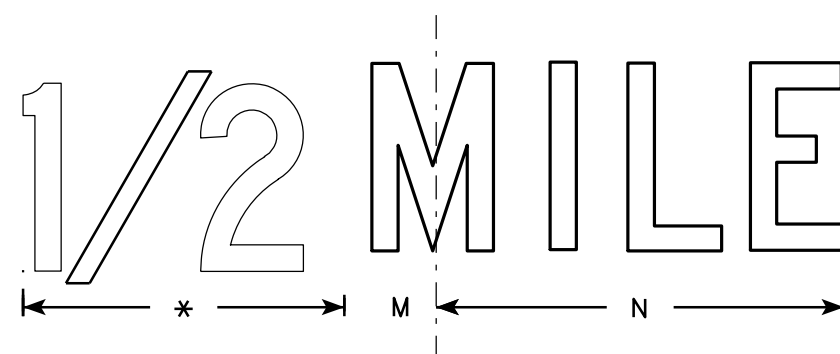
DATE 3/18/11 PLATE NO. W20-5.11

SHEET NO:

E



W57-52



\* See note 5

### NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:  
Background - Yellow  
Message - Black
- Message Series - C
- 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.
- Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24	18	1 1/8	3/8	1/2	4	3 1/2	3	3 1/8	9 3/4	7	7 1/2	1 3/8	8 3/4													3.0
2S	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
2M	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
3	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	13													6.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	17 3/8													12.0

STANDARD SIGN  
W57-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
State Traffic Engineer  
DATE 3/13/13 for PLATE NO. W57-52.7

PROJECT NO:

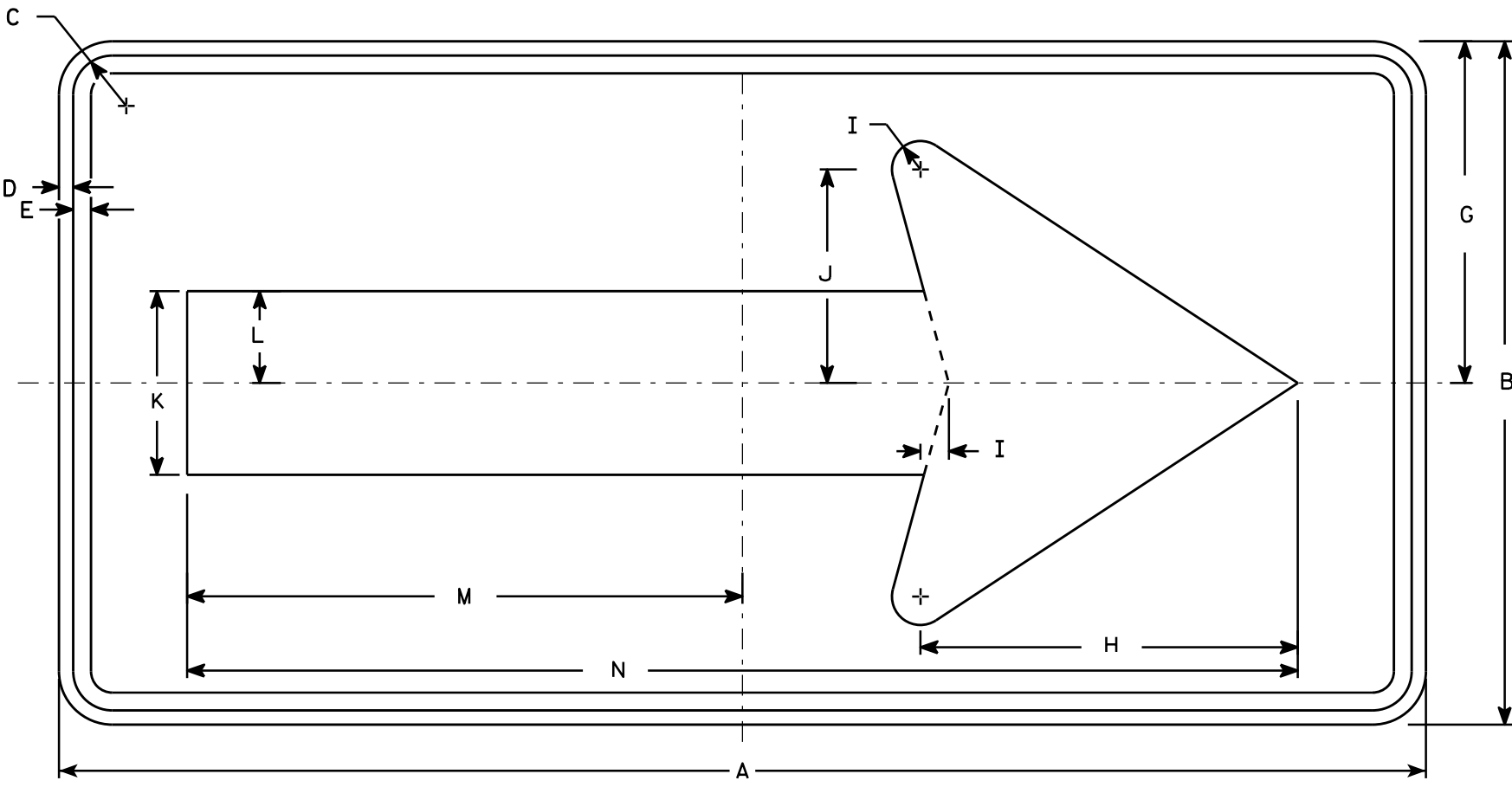
HWY:

COUNTY:

SHEET NO:

E

7



W01-6

NOTES

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

7

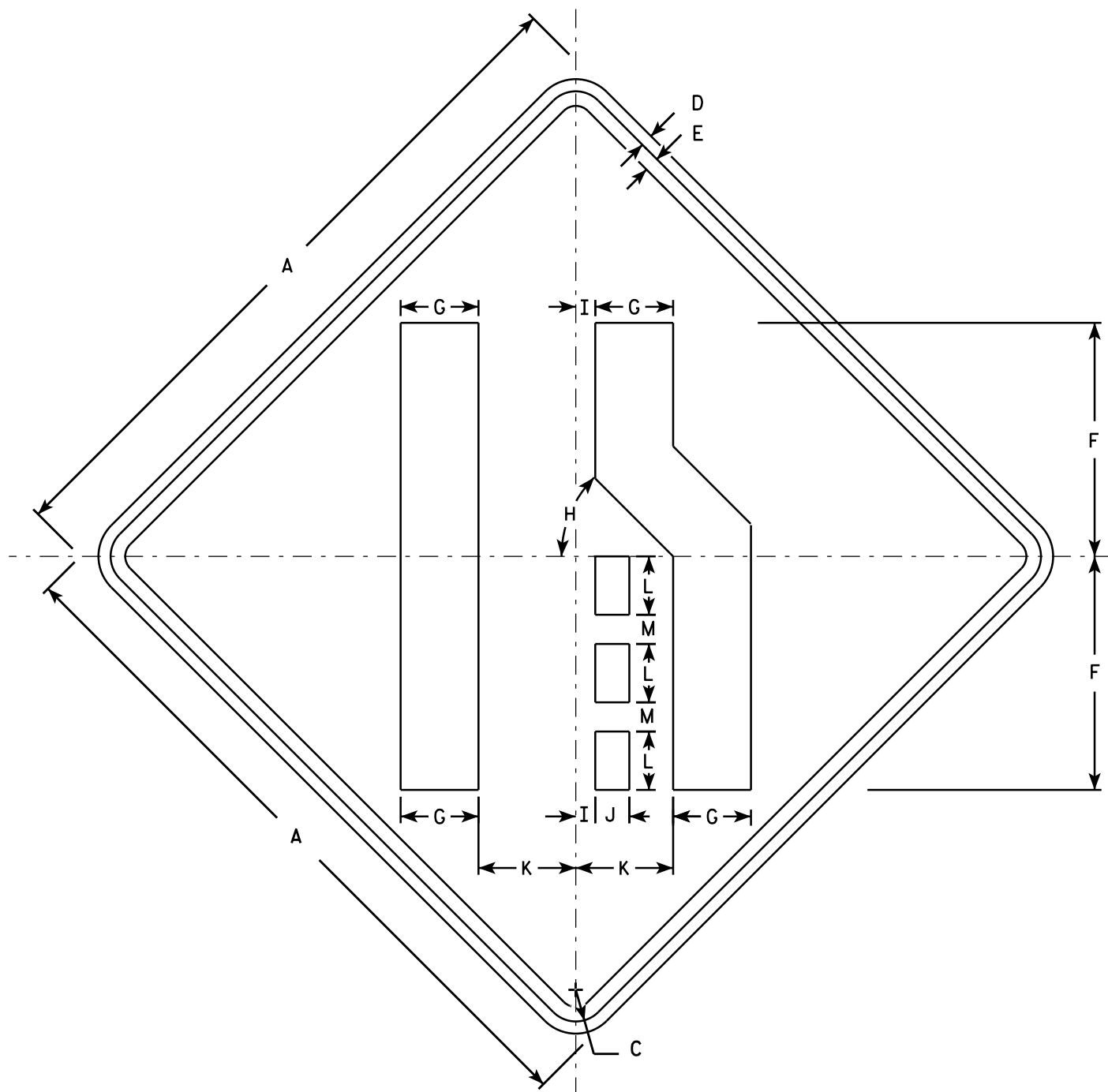
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
2M	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
3	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
4	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
5	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5

STANDARD SIGN  
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED  
*Matthew R. Rauch*  
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1



W04-2R

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:  
Background - Orange  
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0

STANDARD SIGN

W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

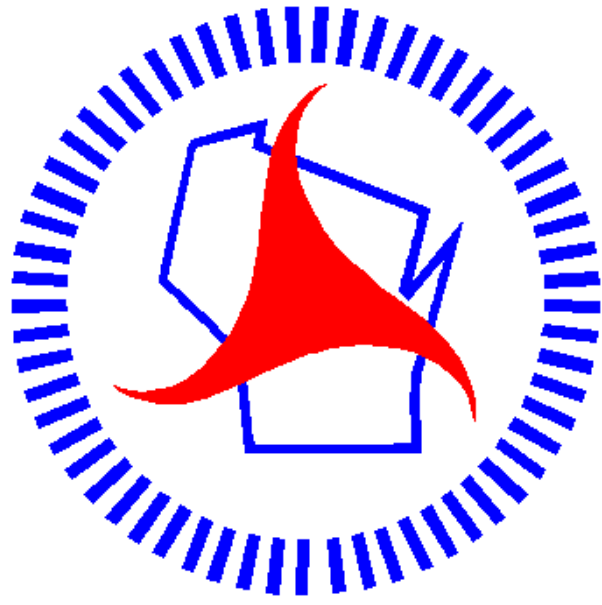
Matthew R. Rauch

For State Traffic Engineer

DATE 11/20/13

PLATE NO. W04-2.1

## Notes



## ***Wisconsin Department of Transportation***

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