

NWL

PROJECT ID: 8882-07-72  
WITH: NA

COUNTY: CLARK

DEC 2016

# ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 60



## DESIGN DESIGNATION

A.A.D.T. (2017)	=	790
A.A.D.T. (2037)	=	870
D.H.V.	=	5.9
D.D.	=	60/40
T.	=	7.0
DESIGN SPEED	=	55 MPH
ESALS	=	167,834

## 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	

ROCK	
LABEL	
E	
FO	
G	
SAN	
SS	
T	
W	
Utility Pedestal	
Power Pole	
Telephone Pole	

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

## PLAN OF PROPOSED IMPROVEMENT

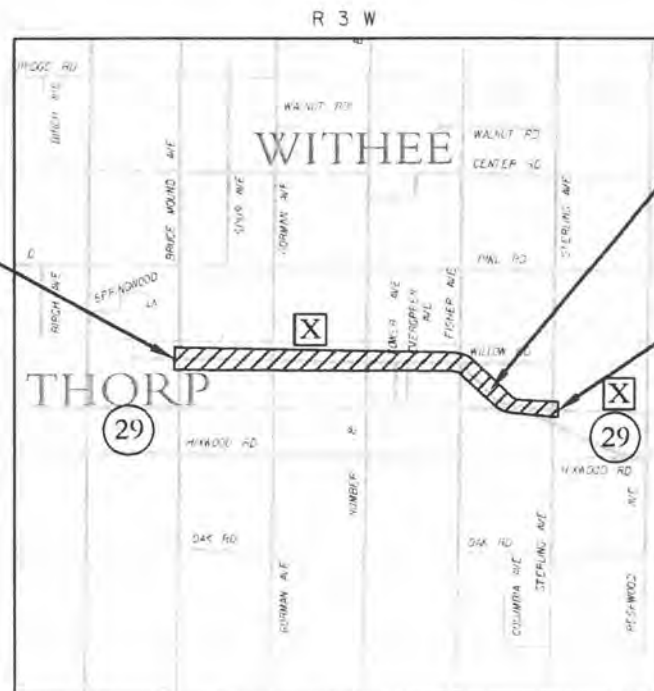
# THORP - WITHEE

BRUCE MOUND AVE TO STERLING AVE

CTH X

CLARK COUNTY

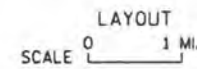
STATE PROJECT NUMBER
8882-07-72



BEGIN PROJECT  
STA 10+00.00  
Y = 495519.629  
X = 637090.135

EXCEPTION TO NET CENTERLINE LENGTH  
STA 188+98.92 TO STA 190+12.75  
STR B-10-214

END PROJECT  
STA 232+50.00  
Y = 492774.502  
X = 658428.559



TOTAL NET LENGTH OF CENTERLINE = 4.212 MI.

COORDINATES ON THIS PLAN ARE REFERENCED TO THE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), CLARK COUNTY.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
8882-07-72	WISC 2016505	1

ACCEPTED FOR  
COUNTY of CLARK

Date: 7-27-16 *Randy J. Anderson*

ORIGINAL PLANS PREPARED BY:  
CBS SQUARED INC.

JOHN W. BECKFIELD  
34273  
EAU CLAIRE, WI  
*John W. Beckfield*

7-26-2016

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY  
Surveyor: CBS SQUARED INC.  
Designer: CBS SQUARED INC.  
Management Consultant: KNIGHT E/A

APPROVED FOR THE DEPARTMENT  
DATE: 7/27/16 *Randy J. Anderson*  
Management Consultant Signature

STANDARD ABBREVIATIONS

ASPH	ASPHALTIC	NC	NORMAL CROWN
BM	BENCH MARK	PAVT	PAVEMENT
CE	COMMERCIAL ENTRANCE	PE	PRIVATE ENTRANCE
CL OR C/L OR ☉	CENTER LINE	R	RADIUS
Δ	CENTRAL ANGLE OR DELTA	R/W	RIGHT-OF-WAY
CONC	CONCRETE	RDWY	ROADWAY
DWY	DRIVEWAY	R/L OR Ⓡ	REFERENCE LINE
EOR	END POINT OF RADIUS	SE	SUPERELEVATION RATE
ENT	ENTRANCE	TYP	TYPICAL
FE	FIELD ENTRANCE	VAR	VARIABLE
FO	FIBER OPTIC	VC	VERTICAL CURVE
CWT	HUNDREDWEIGHT	TV	CABLE TV
IP	IRON PIPE OR PIN	OH	OVERHEAD LINE
L	LENGTH OF CURVE	T	TELEPHONE
GAL	GALLONS	E	ELECTRICAL
SY	SQUARE YARD		
CY	CUBIC YARD		

CONTROL POINT TABLE				
Name	Y	X	Z	Desc
CP1	495240.807	637292.928	1216.82	3/4 IN REBAR
CP2	495337.526	642505.251	1237.39	3/4 IN REBAR
CP3	495463.532	647821.954	1232.45	3/4 IN REBAR
DJ4435	495457.437	653194.243	1187.48	MTHRN
BM3	495408.479	650347.254	1234.834	BMLOC
BM2	495431.667	644770.458	1252.04	BMLOC
BM1	495485.885	639517.031	1238.007	BMLOC

	HYDROLIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP-TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE-TURF			.25 .32			.27 .34			.28 .36			.30 .38
PAVEMENT:												
ASPHALT	.70-.95											
CONCRETE	.80-.95											
BRICK	.70-.80											
DRIVES, WALKS	.75-.85											
ROOFS	.75-.95											
GRAVEL ROADS, SHOULDERS	.40-.60											

TOTAL PROJECT AREA = 34.5 ACRES  
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 21.4 ACRES

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGER'S HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA.

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

BEARINGS SHOWN ON THE PLANS ARE GRID BEARINGS TO THE NEAREST SECOND.

THE LOCATION OF ALL DRIVEWAYS WILL BE DETERMINED BY THE ENGINEER.

A VERTICAL SAWCUT SHALL BE MADE THROUGH EXISTING DRIVEWAYS AND PAVEMENTS AT REMOVAL LIMITS.

ALIGNMENT WAS BASED ON CENTERLINE SHOTS. IF ADJUSTMENTS TO THE ALIGNMENT ARE NEEDED IN THE FIELD, THE ADJUSTMENTS WILL BE APPROVED BY THE ENGINEER. ADJUSTMENTS SHALL BE INCIDENTAL TO THE PROJECT.

3.0 INCH HMA PAVEMENT SHALL BE CONSTRUCTED IN TWO 1.5 INCH LAYERS.

MATCH EXISTING SUPERELEVATIONS ALONG HORIZONTAL CURVES. STAKING SUPERELEVATION TRANSITIONS IN THE FIELD SHALL BE INCIDENTAL TO THE PROJECT.

THE CATTLE PASS AT STA 180+50 SHALL BE DELINEATED ACCORDING TO SDD 15A7 "OBJECT MARKER FOR HAZARDOUS CULVERTS".

WHEN THE QUANTITY OF BASE AGGREGATE IS MEASURED BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

VERTICAL REFERENCE DATUM IS GEOID12a - NAV88 (2011) ADJUSTMENT.

EXISTING RIGHT OF WAY IS BASED OFF OF CLARK COUNTY GIS. CONTRACTOR SHALL FIELD VERIFY EXACT LIMITS PRIOR TO CONSTRUCTION AND NOTIFY ENGINEER OF ANY CONFLICTS.

BENCHMARK TABLE			
B.M. NO.	DESCRIPTION	LOCATION	ELEVATION
DJ4433	Bronze 4" Survey Disk	Southeast abutment of B-10-114-92 over McGrogan Creek on CTH X	1210.46
DJ4435	Bronze 4" Survey Disk	± 30' North of Willow Street and ± 110' East of Fisher Avenue	1187.48
1	Set Railroad Spike in Power Pole	± 370' West of Driveway W9157 and ± 33' south of CTH X centerline	1236.32
2	Set Railroad Spike in Power Pole	South of Driveway W8730 and ± 33' south of CTH X centerline	1252.42
3	Set Railroad Spike in Power Pole	± 75' East of Driveway W8313 and ± 33' south of CTH X centerline	1235.63

UTILITY CONTACTS

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CHARTER COMMUNICATIONS  
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JANE EGGEN  
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(608) 787-1248  
JME@DAIRYNET.COM



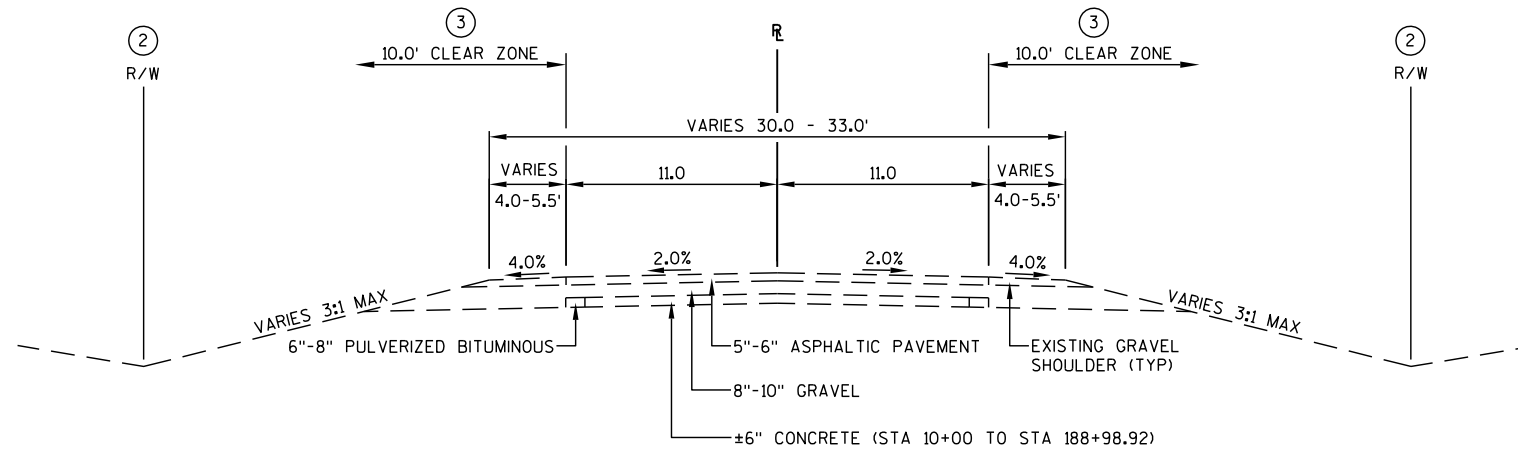
WISCONSIN DNR LIAISON

CHRIS WILLGER  
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(715) 839-1609  
CHRISTOPHERJ.WILLGER@WISCONSIN.GOV

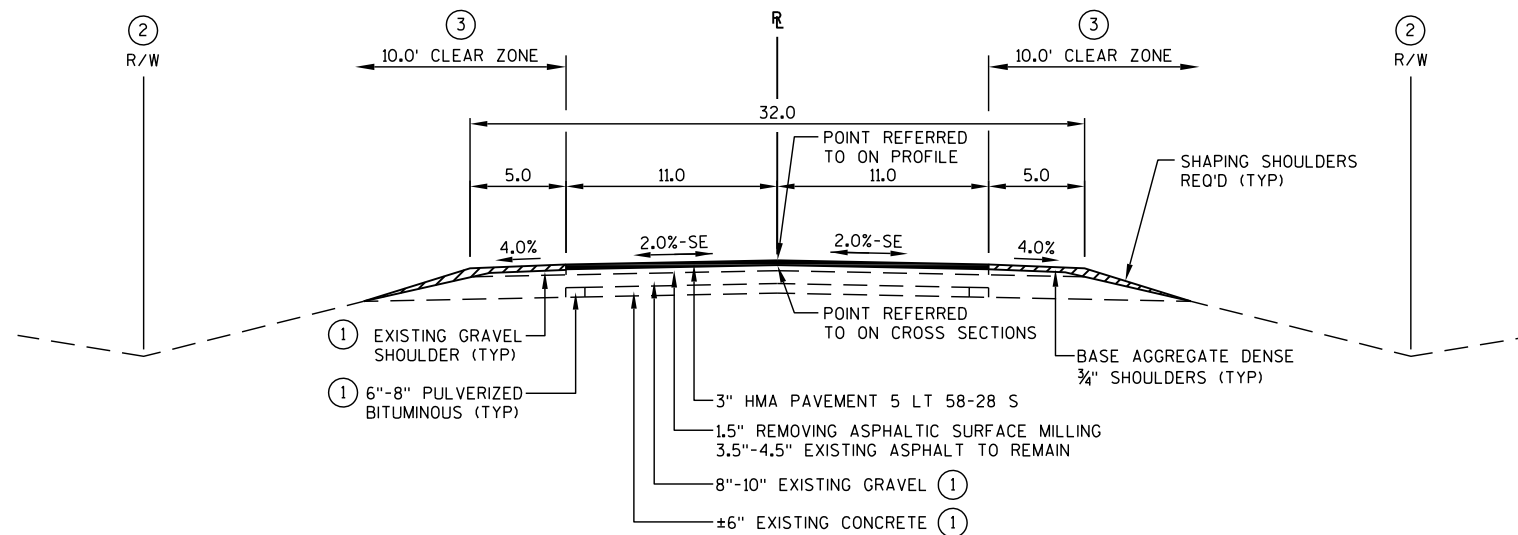
DESIGN CONTACT

JOHN BECKFIELD, PE  
CBS SQUARED INC.  
770 TECHNOLOGY WAY  
CHIPPEWA FALLS, WI 54729  
(715) 861-5226  
JBECKFIELD@CBSSQUAREDINC.COM

RANDY ANDERSON, COMMISSIONER  
CLARK COUNTY HIGHWAY DEPARTMENT  
801 CLAY STREET  
NEILLSVILLE, WI 54456  
(715) 743-3185



**TYPICAL EXISTING SECTION**  
STA 10+00 TO STA 232+50

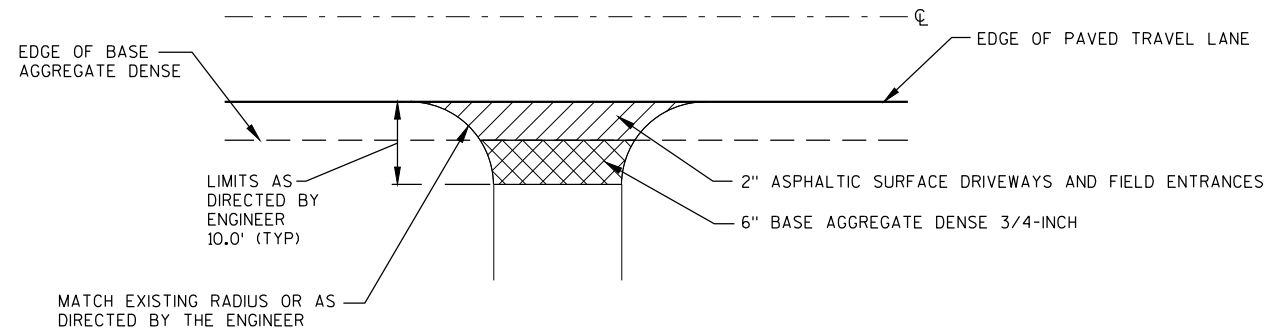
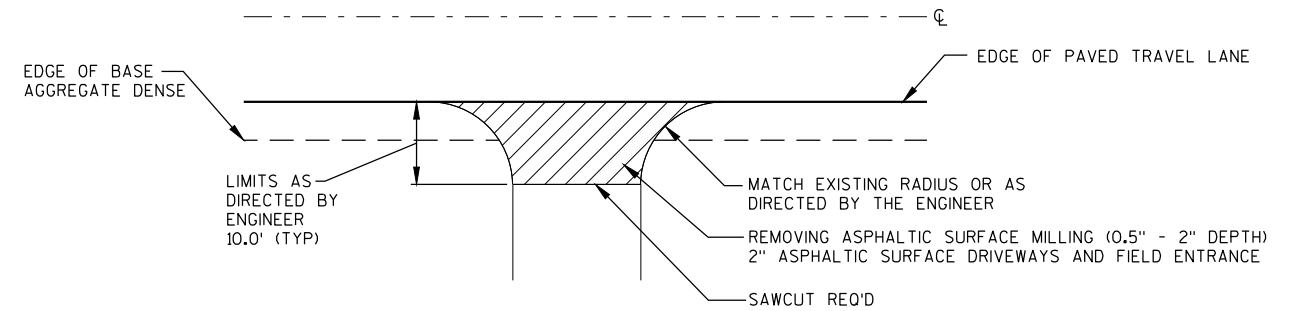
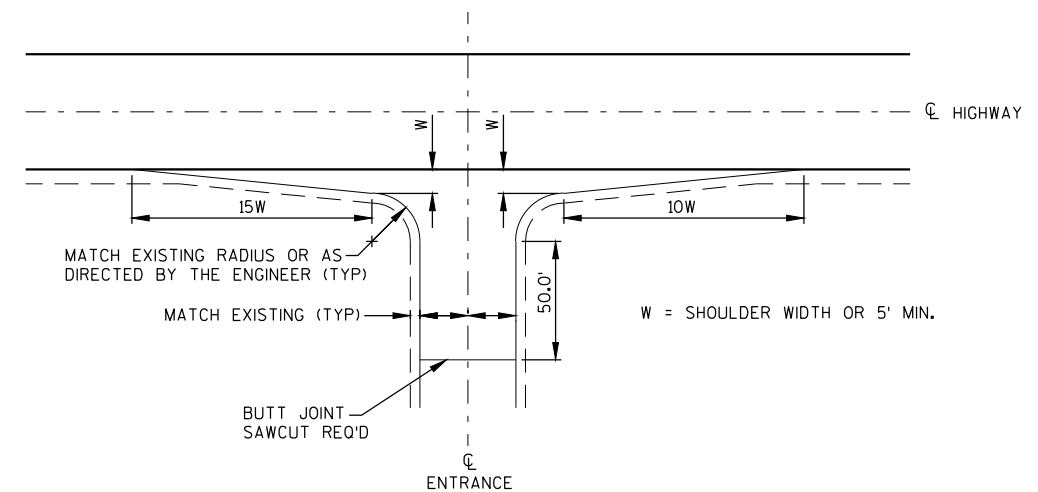
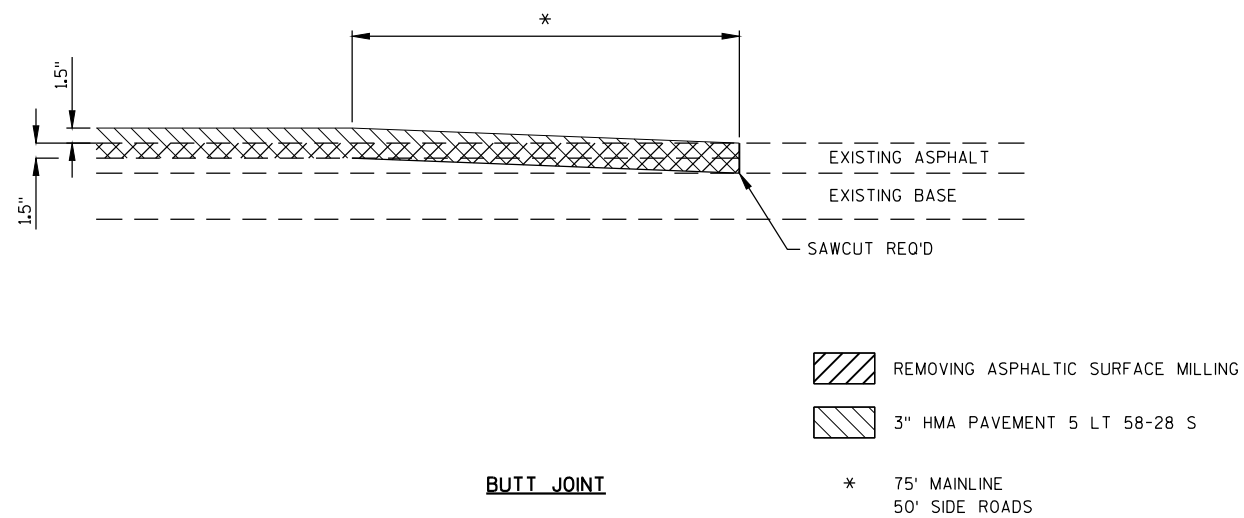


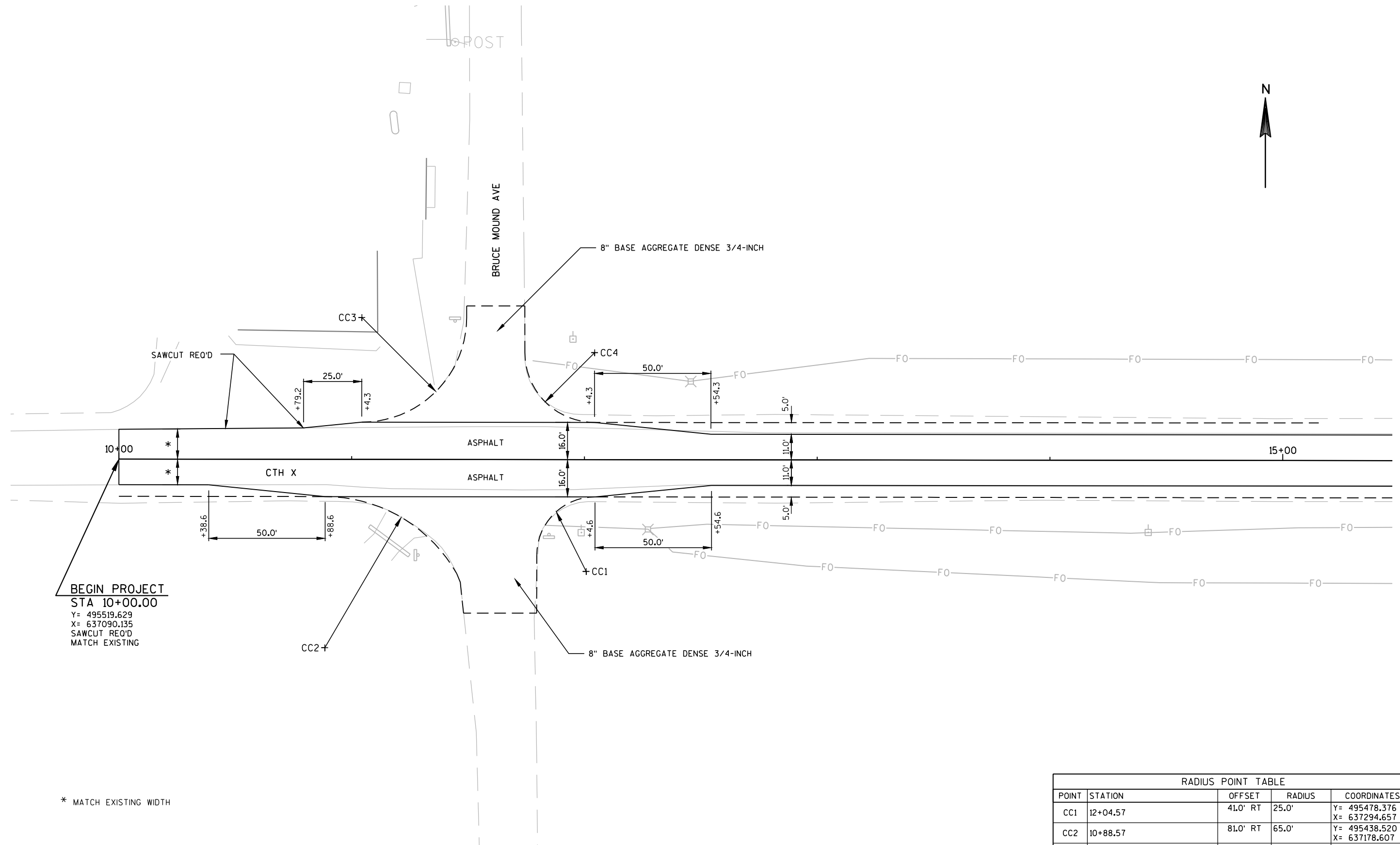
**TYPICAL FINISHED SECTION**  
STA 10+00 TO STA 232+50

**NOTES:**

- ① EXISTING MATERIALS TO REMAIN.
- ② VARIES TYPICALLY 33' FROM EXISTING CENTERLINE OF HIGHWAY BY STATUE.
- ③ 14' ON OUTSIDE OF CURVE 5 (STA 165+22.18 - 174+20.32), 12' ON OUTSIDE OF CURVES 6 AND 7 (STA 196+55.68 - 208+25.37 AND STA 218+68.84 - 221+94.52).

SUPERELEVATION TABLE											
SUPERELEVATION REGION	STATION	DESCRIPTION	SMOOTHING CURVE LENGTH	LEFT OUTSIDE SHOULDER	LEFT OUTSIDE LANE	LEFT INSIDE LANE	LEFT INSIDE SHOULDER	RIGHT OUTSIDE SHOULDER	RIGHT OUTSIDE LANE	RIGHT INSIDE LANE	RIGHT INSIDE SHOULDER
	10+00.00'	BEGIN ALIGNMENT	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	163+69.18'	END NORMAL SHOULDER	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	163+69.18'	END NORMAL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	164+20.18'	LEVEL CROWN	0	-4.00%	0.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	164+71.18'	REVERSE CROWN	0	-4.00%	2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	165+22.18'	LOW SHOULDER MATCH	0	-4.00%	4.00%	0.00%	0.00%	-4.00%	-4.00%	0.00%	0.00%
1	165+73.18'	BEGIN FULL SUPER	0	-4.00%	6.00%	0.00%	0.00%	-6.00%	-6.00%	0.00%	0.00%
1	173+69.33'	END FULL SUPER	0	-4.00%	6.00%	0.00%	0.00%	-6.00%	-6.00%	0.00%	0.00%
1	174+20.33'	LOW SHOULDER MATCH	0	-4.00%	4.00%	0.00%	0.00%	-4.00%	-4.00%	0.00%	0.00%
1	174+71.33'	REVERSE CROWN	0	-4.00%	2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	175+22.33'	LEVEL CROWN	0	-4.00%	0.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	175+73.33'	BEGIN NORMAL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
1	175+73.33'	BEGIN NORMAL SHOULDER	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
2	195+18.03'	END NORMAL SHOULDER	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
2	195+18.03'	END NORMAL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
2	195+69.01'	LEVEL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	0.00%	0.00%	0.00%
2	196+19.99'	REVERSE CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	2.00%	0.00%	0.00%
2	196+70.97'	LOW SHOULDER MATCH	0	-4.00%	-4.00%	0.00%	0.00%	-4.00%	4.00%	0.00%	0.00%
2	196+99.01'	BEGIN FULL SUPER	0	-5.10%	-5.10%	0.00%	0.00%	-4.00%	5.10%	0.00%	0.00%
2	207+82.04'	END FULL SUPER	0	-5.10%	-5.10%	0.00%	0.00%	-4.00%	5.10%	0.00%	0.00%
2	208+10.08'	LOW SHOULDER MATCH	0	-4.00%	-4.00%	0.00%	0.00%	-4.00%	4.00%	0.00%	0.00%
2	208+61.06'	REVERSE CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	2.00%	0.00%	0.00%
2	209+12.04'	LEVEL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	0.00%	0.00%	0.00%
2	209+63.02'	BEGIN NORMAL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
2	209+63.02'	BEGIN NORMAL SHOULDER	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
3	217+34.49'	END NORMAL SHOULDER	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
3	217+34.49'	END NORMAL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
3	217+85.51'	LEVEL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	0.00%	0.00%	0.00%
3	218+36.53'	REVERSE CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	2.00%	0.00%	0.00%
3	218+87.55'	LOW SHOULDER MATCH	0	-4.00%	-4.00%	0.00%	0.00%	-4.00%	4.00%	0.00%	0.00%
3	219+10.51'	BEGIN FULL SUPER	0	-4.90%	-4.90%	0.00%	0.00%	-4.00%	4.90%	0.00%	0.00%
3	221+52.86'	END FULL SUPER	0	-4.90%	-4.90%	0.00%	0.00%	-4.00%	4.90%	0.00%	0.00%
3	221+75.82'	LOW SHOULDER MATCH	0	-4.00%	-4.00%	0.00%	0.00%	-4.00%	4.00%	0.00%	0.00%
3	222+26.84'	REVERSE CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	2.00%	0.00%	0.00%
3	222+77.86'	LEVEL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	0.00%	0.00%	0.00%
3	223+28.88'	BEGIN NORMAL CROWN	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
3	223+28.88'	BEGIN NORMAL SHOULDER	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%
	232+52.79'	END ALIGNMENT	0	-4.00%	-2.00%	0.00%	0.00%	-4.00%	-2.00%	0.00%	0.00%

GRAVEL DRIVEWAYASPHALT DRIVEWAYTYPICAL INTERSECTION

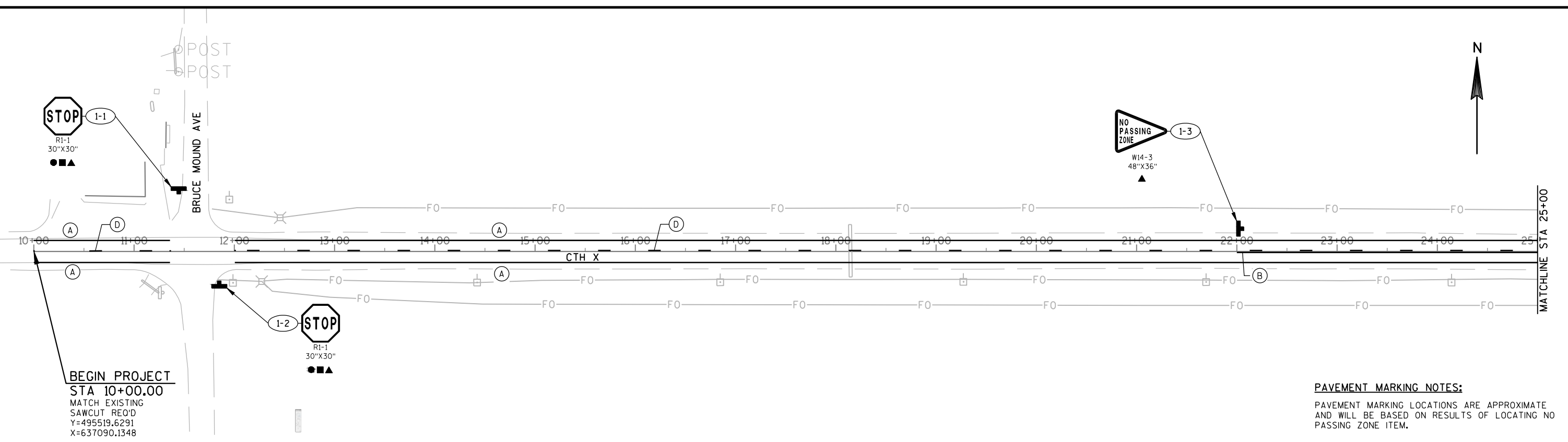


BEGIN PROJECT  
STA 10+00.00  
Y= 495519.629  
X= 637090.135  
SAWCUT REQ'D  
MATCH EXISTING

\* MATCH EXISTING WIDTH

RADIUS POINT TABLE

POINT	STATION	OFFSET	RADIUS	COORDINATES
CC1	12+04.57	41.0' RT	25.0'	Y= 495478.376 X= 637294.657
CC2	10+88.57	81.0' RT	65.0'	Y= 495438.520 X= 637178.607
CC3	11+04.33	61.0' LT	45.0'	Y= 495580.500 X= 637194.536
CC4	12+04.33	46.0' LT	30.0'	Y= 495565.376 X= 637294.517



BEGIN PROJECT  
STA 10+00.00  
MATCH EXISTING  
SAWCUT REQ'D  
Y=495519.6291  
X=637090.1348

**SIGNING LEGEND**

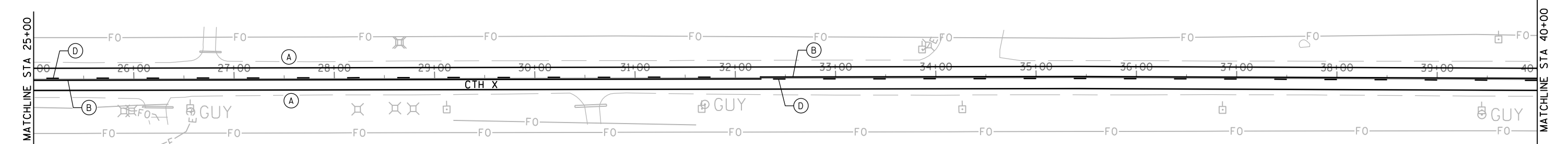
- REMOVING SIGNS TYPE II
- REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE H
- SIGNS ON ONE POST WOOD
- (XXX) SIGN GROUP NUMBER

**PAVEMENT MARKING NOTES:**

PAVEMENT MARKING LOCATIONS ARE APPROXIMATE  
AND WILL BE BASED ON RESULTS OF LOCATING NO  
PASSING ZONE ITEM.

**PAVEMENT MARKING LEGEND**

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
- (D) PAVEMENT MARKING EPOXY 4-INCH  
(12.5' LINE, 37.5' GAP, YELLOW)



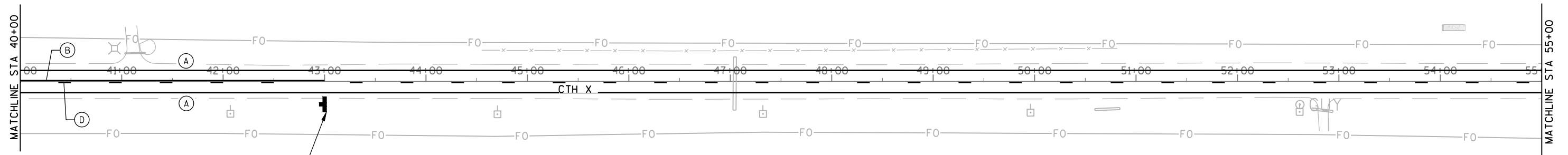
**SIGNING NOTES:**

PERMANENT SIGN LOCATIONS ARE APPROXIMATE.  
FINAL LOCATIONS SHALL BE PLACED IN  
ACCORDANCE TO DETAILS AND THE MUTCD.

NO PASSING ZONE SIGN LOCATIONS ARE  
APPROXIMATE AND WILL BE BASED ON RESULTS OF  
LOCATING NO PASSING ZONE ITEM.

TOWN OWNED SIGNS, WHICH ARE NOT PART OF THIS  
PLAN, TO REMAIN IN PLACE.

SIGNING PLAN SHEETS - 100 SCALE

**SIGNING LEGEND**

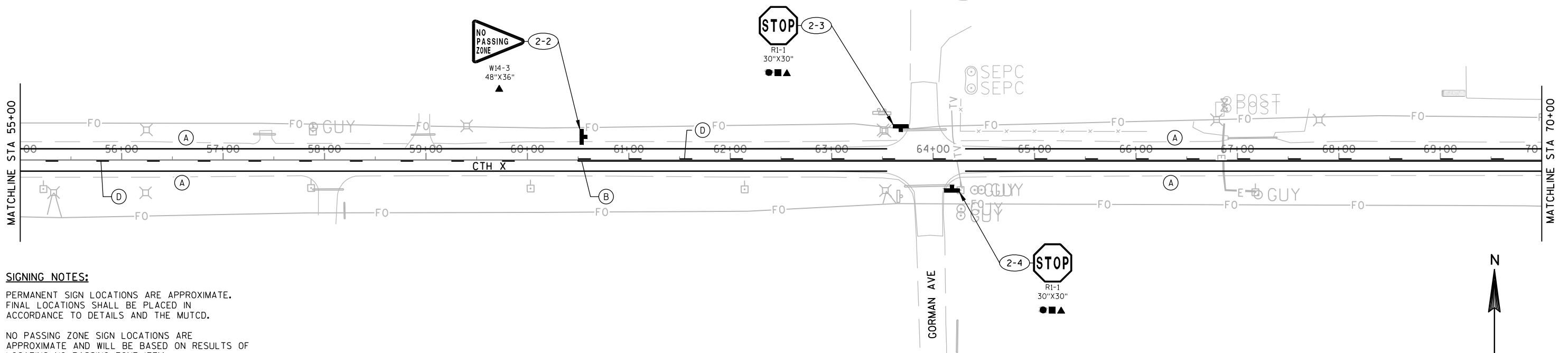
- REMOVING SIGNS TYPE II
- REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE H
- SIGNS ON ONE POST WOOD
- (XXX) SIGN GROUP NUMBER

**PAVEMENT MARKING NOTES:**

PAVEMENT MARKING LOCATIONS ARE APPROXIMATE AND WILL BE BASED ON RESULTS OF LOCATING NO PASSING ZONE ITEM.

**PAVEMENT MARKING LEGEND**

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
- (D) PAVEMENT MARKING EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)

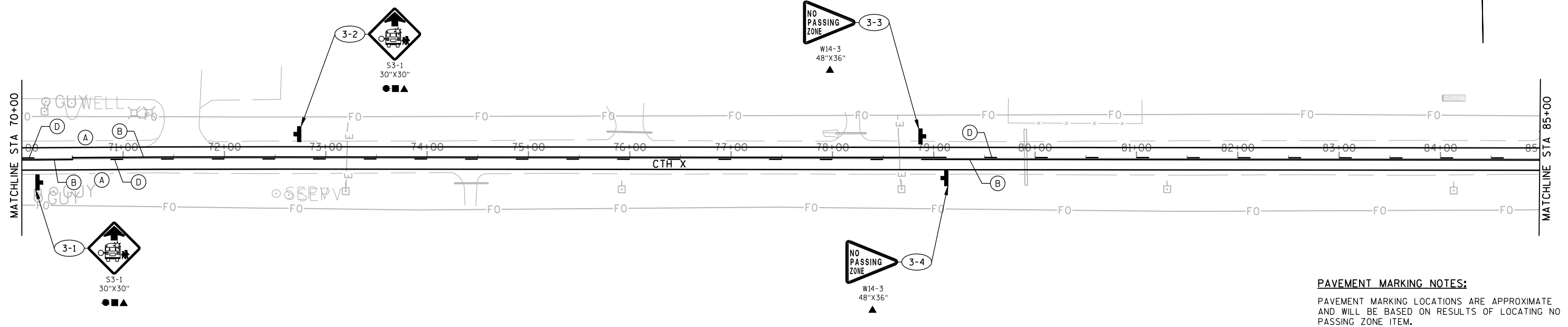
**SIGNING NOTES:**

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD.

NO PASSING ZONE SIGN LOCATIONS ARE APPROXIMATE AND WILL BE BASED ON RESULTS OF LOCATING NO PASSING ZONE ITEM.

TOWN OWNED SIGNS, WHICH ARE NOT PART OF THIS PLAN, TO REMAIN IN PLACE.

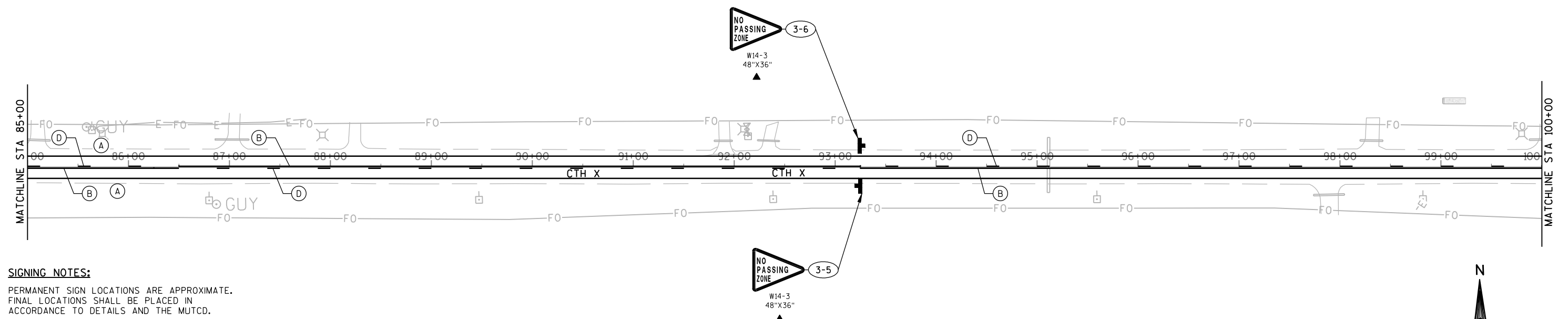
SIGNING PLAN SHEETS - 100 SCALE

**SIGNING LEGEND**

- REMOVING SIGNS TYPE II
- REMOVING SMALL SIGN SUPPORTS
- ▲ SIGNS TYPE II REFLECTIVE H
- ⊥ SIGNS ON ONE POST WOOD
- (XXX) SIGN GROUP NUMBER

**PAVEMENT MARKING LEGEND**

- (A) PAVEMENT MARKING EPOXY 4-INCH (WHITE)
- (B) PAVEMENT MARKING EPOXY 4-INCH (YELLOW)
- (C) PAVEMENT MARKING EPOXY 4-INCH (DOUBLE YELLOW)
- (D) PAVEMENT MARKING EPOXY 4-INCH (12.5' LINE, 37.5' GAP, YELLOW)



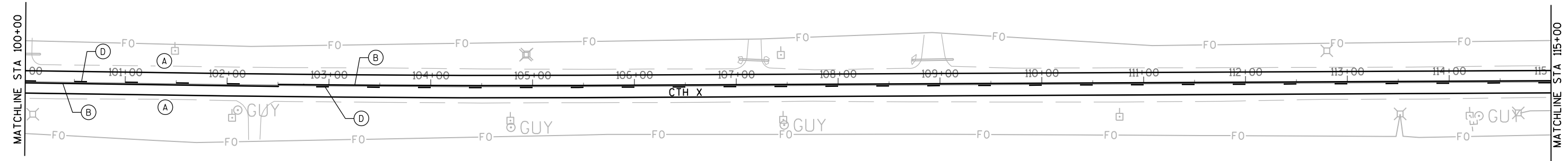
SIGNING PLAN SHEETS - 100 SCALE

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PAVEMENT MARKING NOTES:

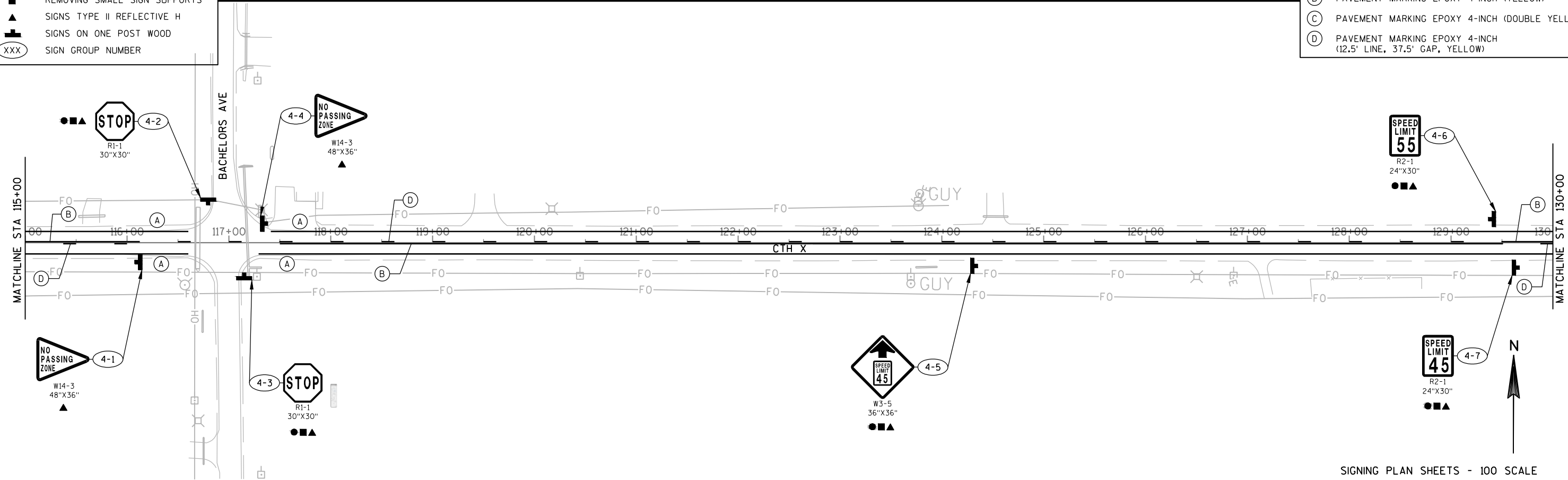
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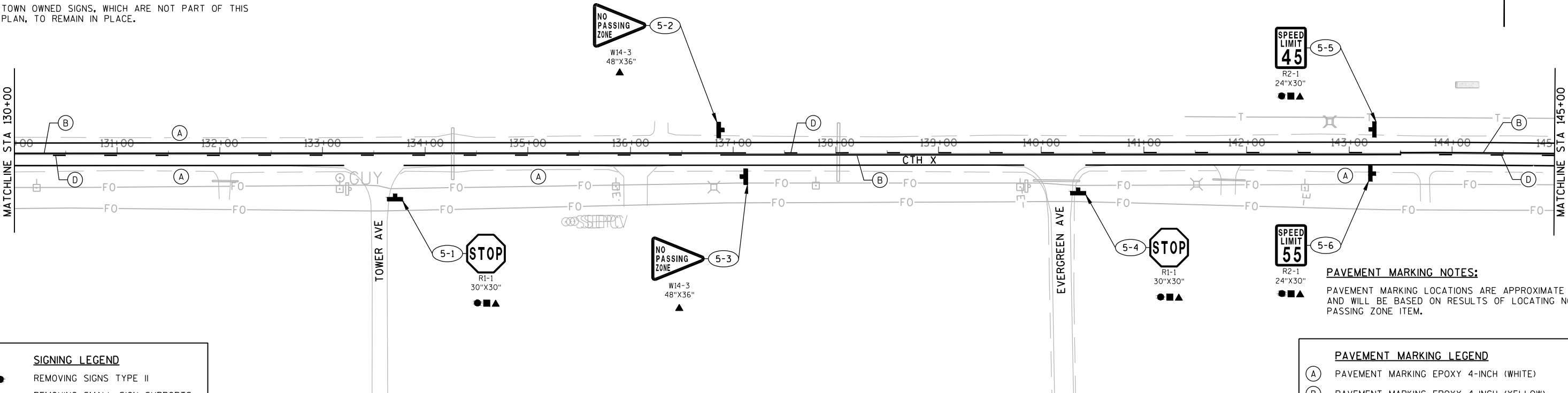
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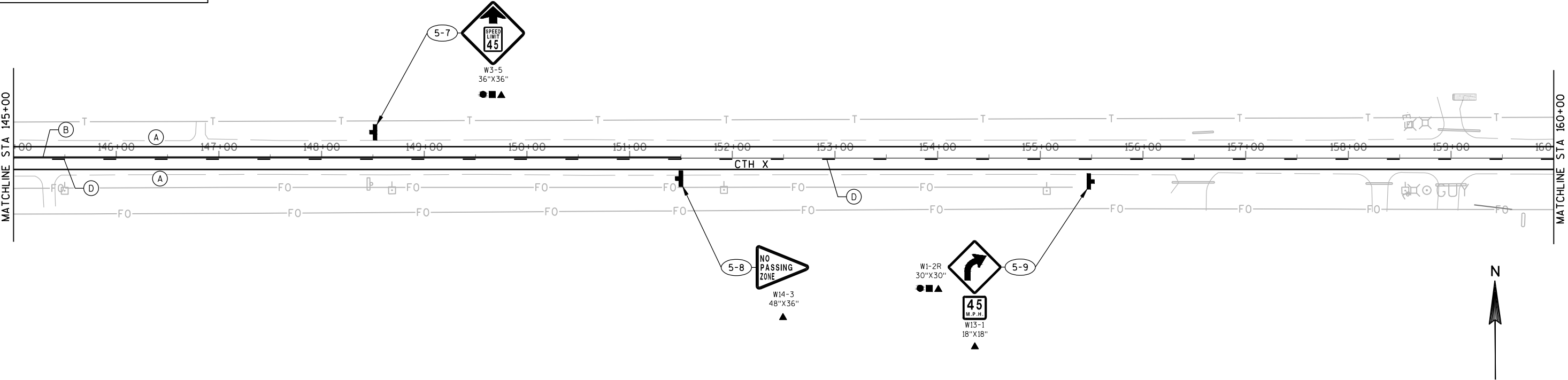
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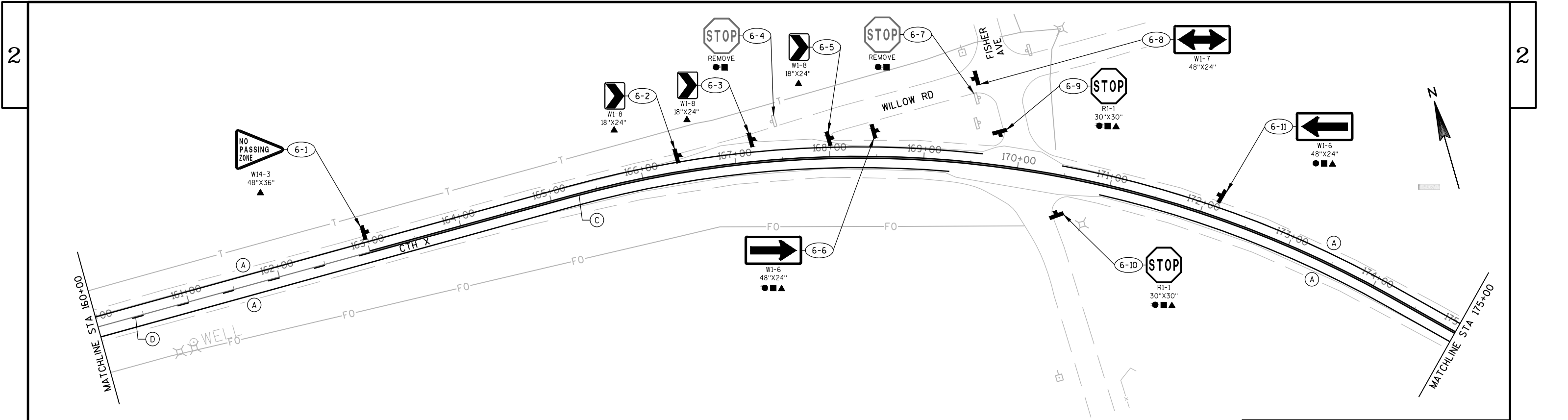
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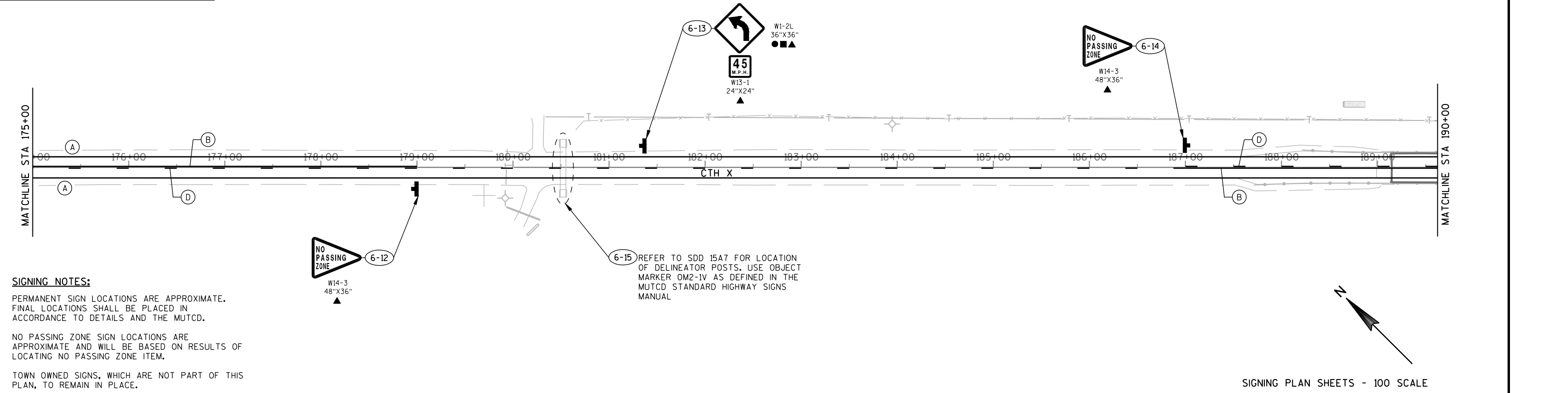
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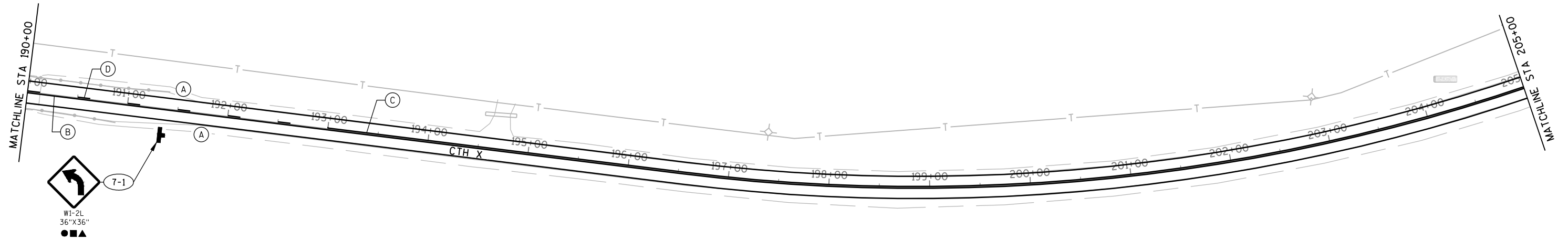
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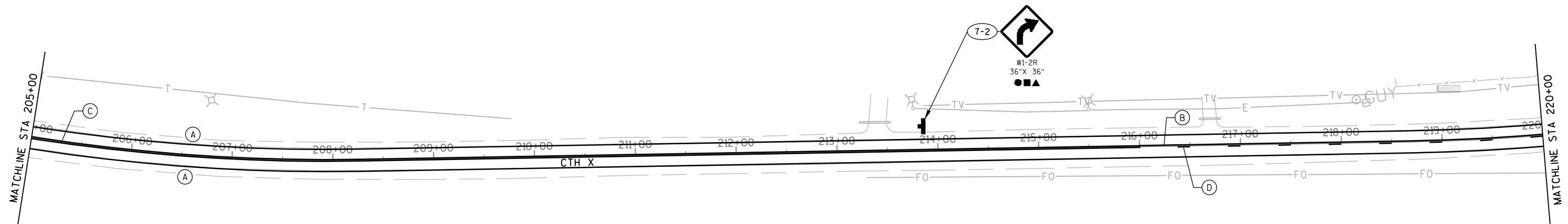
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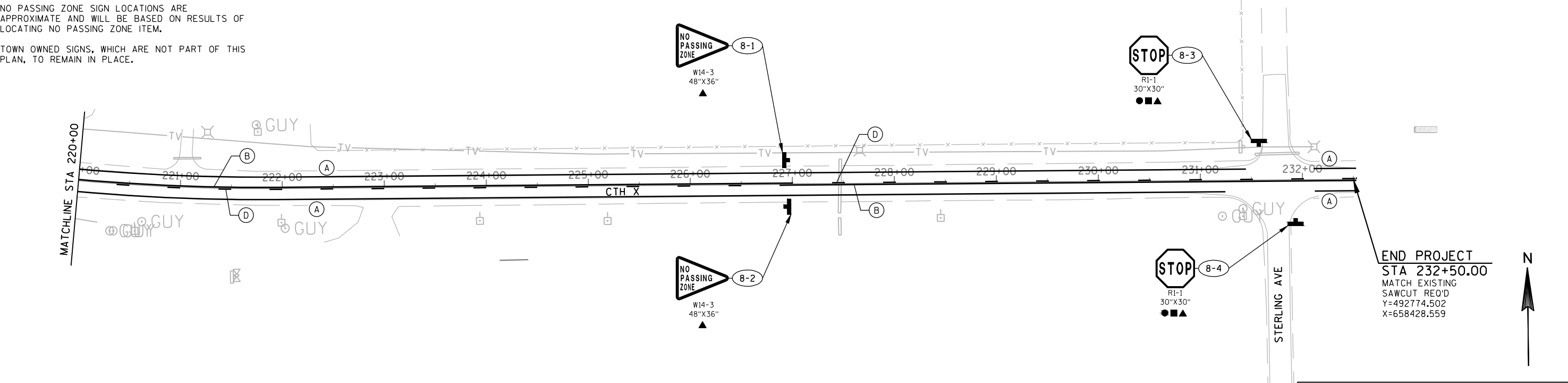
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- ⓧ SIGN GROUP NUMBER

SIGNING PLAN SHEETS - 100 SCALE

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DATE 12OCT16		E S T I M A T E O F Q U A N T I T I E S			
LINE					8882-07-72
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTI TY
0010	204.0115	Removing Asphalt ic Surface Butt Joints	SY	1,255.000	1,255.000
0020	204.0120	Removing Asphalt ic Surface Milling	SY	57,702.000	57,702.000
0030	205.0100	Excavation Common	CY	328.000	328.000
0040	211.0100	Prepare Foundation for Asphalt ic Paving (project) 01. 8882-07-72	LS	1.000	1.000
0050	213.0100	Finishing Roadway (project) 01. 8882-07-72	EACH	1.000	1.000
0060	305.0110	Base Aggregate Dense 3/4-Inch	TON	8,200.000	8,200.000
0070	305.0500	Shapi ng Shoulders	STA	441.000	441.000
0080	440.4410	Incentive IRI Ride	DOL	16,850.000	16,850.000
0090	455.0605	Tack Coat	GAL	6,730.000	6,730.000
0100	460.2000	Incentive Densi ty HMA Pavement	DOL	6,610.000	6,610.000
0110	460.5225	HMA Pavement 5 LT 58-28 S	TON	10,318.000	10,318.000
0120	465.0120	Asphalt ic Surface Driveways and Fiel d Entrances	TON	190.000	190.000
0130	619.1000	Mobil i zation	EACH	1.000	1.000
0140	624.0100	Water	MGAL	400.000	400.000
0150	625.0500	Salvaged Topsoi l	SY	2,222.000	2,222.000
0160	627.0200	Mul ching	SY	2,222.000	2,222.000
0170	628.1504	Silt Fence	LF	330.000	330.000
0180	628.1520	Silt Fence Maintenance	LF	330.000	330.000
0190	628.1905	Mobilizations Erosion Control	EACH	1.000	1.000
0200	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0210	629.0210	Fertilizer Type B	CWT	1.400	1.400
0220	630.0130	Seeding Mi xture No. 30	LB	40.000	40.000
0230	630.0200	Seeding Temporary	LB	60.000	60.000
0240	633.0100	Delineator Posts Steel	EACH	2.000	2.000
0250	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	3.000	3.000
0260	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	46.000	46.000
0270	637.2210	Signs Type II Refl ective H	SF	82.160	82.160
0280	637.2230	Signs Type II Refl ective F	SF	196.000	196.000
0290	638.2602	Removi ng Signs Type II	EACH	28.000	28.000
0300	638.3000	Removing Small Sign Supports	EACH	28.000	28.000
0310	642.5001	Field Offi ce Type B	EACH	1.000	1.000
0320	643.0100	Traffic Control (project) 01. 8882-07-72	EACH	1.000	1.000
0330	646.0106	Pavement Marking Epoxy 4-Inch	LF	71,359.000	71,359.000
0340	648.0100	Locating No-Passi ng Zones	MI	4.300	4.300
0350	650.8000	Construction Staki ng Resurfaci ng Reference	LF	22,250.000	22,250.000
0360	650.9910	Constructi on Staking Supplemental Control (project) 01. 8882-07-72	LS	1.000	1.000
0370	650.9920	Constructi on Staking Slope Stakes	LF	337.000	337.000
0380	690.0150	Sawi ng Asphalt	LF	377.000	377.000
0390	ASP.1T0A	On-the-Job Traini ng Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0400	ASP.1T0G	On-the-Job Traini ng Graduate at \$5.00/HR	HRS	300.000	300.000

3

REMOVING ASPHALTIC SURFACE BUTT JOINTS

STATION - STATION	LOCATION	204.0115 SY	REMARKS
CTH X 10+00 - 232+50	LT & RT	1255	INCLUDES SIDE ROADS
ITEM TOTAL		1255	

BASE AGGREGATE DENSE 3/4-INCH

STATION - STATION	LOCATION	305.0110 TON	REMARKS
CTH X 10+00 - 232+50	LT & RT	8200	INCLUDES SIDE ROADS AND DRIVEWAYS
ITEM TOTAL		8200	

REMOVING ASPHALTIC SURFACE MILLING

STATION - STATION	LOCATION	204.0120 SY	REMARKS
CTH X 10+00 - 232+50	LT & RT	57702	INCLUDES SIDE ROADS AND DRIVEWAYS
ITEM TOTAL		57702	

SHAPING SHOULDERS

STATION - STATION	LOCATION	305.0500 STA	
CTH X 10+00 - 232+50	LT & RT	441	
ITEM TOTAL		441	

EARTHWORK SUMMARY

STATION - STATION	LOCATION	(1) 205.0100 EXCAVATION COMMON CY	(2) SALVAGED/ UNUSABLE PAVEMENT MATERIAL CY	(3) AVAILABLE MATERIAL CY	UNEXPANDED FILL CY	(4) EXPANDED FILL CY	(5) 208.0100 BORROW CY	(6) MASS ORDINATE CY	WASTE CY	REMARKS
WILLOW ROAD 300+00 - 303+37	LT & RT	328	0	328	82	107	0	221	221	
ITEM TOTAL		328	0	328	82	107	0	221	221	

(1) EXCAVATION COMMON, ITEM NUMBER 205.0100, IS THE TOTAL VOLUME OF CUT AND INCLUDES THE UNUSABLE PAVEMENT MATERIAL.  
(2) SALVAGED/UNUSABLE MATERIAL IS INCLUDED IN THE EXCAVATION COMMON  
(3) AVAILABLE MATERIAL = EXCAVATION COMMON - UNUSABLE PAVEMENT MATERIAL.  
(4) EXPANDED FILL FACTOR = 1.30  
(5) BORROW MATERIAL.  
(6) THE MASS ORDINATE + OR - QTY FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL AND A MINUS QUANTITY INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.  
THE MASS ORDINATE IS = EXCAVATION COMMON - UNUSABLE PAVEMENT MATERIAL - EXPANDED FILL.

ASPHALTIC PAVEMENT ITEMS

STATION - STATION	LOCATION	455.0605 *TACK COAT GAL	460.5225 HMA PAVEMENT 5 LT 58-28 S TON	465.0120 ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON
CTH X 10+00 - 232+50	LT & RT	6730	10318	190
ITEM TOTAL		6730	10318	190

\* APPLICATION RATE OF 0.07 GAL/SY

NOTE:  
ALL ITEMS ARE CATEGORY 10  
UNLESS OTHEWISE NOTED.

3

DELINEATOR POSTS STEEL

STATION - STATION	LOCATION	633.0100 EACH
CTH X 180+50	LT & RT	2
ITEM TOTAL		2

WATER

STATION - STATION	LOCATION	624.0100 MGAL
CTH X 10+00 - 232+50	LT & RT	400
ITEM TOTAL		400

TURF ESTABLISHMENT ITEMS

STATION - STATION	LOCATION	625.0500 SALVAGED TOPSOIL SY	627.0200 MULCHING SY	629.0210 FERTILIZER TYPE B CWT	630.0130 SEEDING MIXTURE NO. 30 LB
WILLOW ROAD 300+00 - 303+37	LT & RT	2222	2222	1.4	40
ITEM TOTAL		2222	2222	1.4	40

EROSION CONTROL ITEMS

STATION - STATION	LOCATION	628.1504 SILT FENCE LF	628.1520 SILT FENCE MAINTENANCE LF	628.1905 MOBILIZATIONS EROSION CONTROL EACH	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL EACH	630.0200 SEEDING TEMPORARY LBS
WILLOW ROAD 300+00 - 303+37	LT & RT	330	330	1	1	60
ITEM TOTAL		330	330	1	1	60

PERMANENT SIGNING ITEMS

SIGN GROUP NUMBER	SIGN CODE	SIGN MESSAGE	SIZE	637.2210	637.2230	634.0614	634.0616	638.2602	638.3000
				SIGNS TYPE II		POSTS WOOD 4X6-INCH		REMOVING	REMOVING SMALL
				REFLECTIVE H SF	REFLECTIVE F SF	14-FT EACH	16-FT EACH	SIGNS TYPE II EACH	SIGN SUPPORTS EACH
1-1	R1-1	STOP	30 X 30	5.18			1	1	1
1-2	R1-1	STOP	30 X 30	5.18			1	1	1
1-3	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
2-1	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
2-2	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
2-3	R1-1	STOP	30 X 30	5.18			1	1	1
2-4	R1-1	STOP	30 X 30	5.18			1	1	1
3-1	S3-1	SCHOOL BUS STOP AHEAD	30 X 30		6.25		1	1	1
3-2	S3-1	SCHOOL BUS STOP AHEAD	30 X 30		6.25		1	1	1
3-3	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
3-4	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
3-5	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
3-6	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
4-1	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
4-2	R1-1	STOP	30 X 30	5.18			1	1	1
4-3	R1-1	STOP	30 X 30	5.18			1	1	1
4-4	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
4-5	W3-5	SPEED REDUCTION AHEAD	36 X 36		9.00		1	1	1
4-6	R2-1	SPEED LIMIT 55	24 X 30	5.00			1	1	1
4-7	R2-1	SPEED LIMIT 45	24 X 30	5.00			1	1	1
5-1	R1-1	STOP	30 X 30	5.18			1	1	1
5-2	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
5-3	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
5-4	R1-1	STOP	30 X 30	5.18			1	1	1
5-5	R2-1	SPEED LIMIT 45	24 X 30	5.00			1	1	1
5-6	R2-1	SPEED LIMIT 55	24 X 30	5.00			1	1	1
5-7	W3-5	SPEED REDUCTION AHEAD	36 X 36		9.00		1	1	1
5-8	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
5-9	W1-2R	ROAD CURVES RIGHT	30 X 30		6.25		1	1	1
	W13-1	ADVISORY SPEED 45	18 X 18		2.25		1		
6-1	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
6-2	W1-8	CHEVRON	18 X 24		3.00	1			
6-3	W1-8	CHEVRON	18 X 24		3.00	1			
6-4		STOP						1	1
6-5	W1-8	CHEVRON	18 X 24		3.00	1			
6-6	W1-6	ONE-DIRECTION LARGE ARROW	48 X 24		8.00		1	1	1
6-7		STOP						1	1
6-8	W1-7	TWO-DIRECTION LARGE ARROW	48 X 24		8.00		1		
6-9	R1-1	STOP	30 X 30	5.18			1	1	1
6-10	R1-1	STOP	30 X 30	5.18			1	1	1
6-11	W1-6	ONE-DIRECTION LARGE ARROW	48 X 24		8.00		1	1	1
6-12	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
6-13	W1-2L	ROAD CURVES LEFT	30 X 30		6.25		1	1	1
	W13-1	ADVISORY SPEED 45	18 X 18		2.25		1		
6-14	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
6-15	OM2-1V		6 X 12		0.50				
	OM2-1V		6 X 12		0.50				
7-1	W1-2L	ROAD CURVES LEFT	36 X 36		6.25		1	1	1
7-2	W1-2R	ROAD CURVES RIGHT	36 X 36		6.25		1	1	1
8-1	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
8-2	W14-3	NO PASSING ZONE	48 X 36		6.00		1		
8-3	R1-1	STOP	30 X 30	5.18			1	1	1
8-4	R1-1	STOP	30 X 30	5.18			1	1	1
ITEM TOTAL				82.16	196.00	3	46	28	28

NOTE:  
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3

3

TRAFFIC CONTROL (PROJECT)

STATION - STATION	LOCATION	643.0100 EACH
CTH X 10+00 - 232+50	LT & RT	1
ITEM TOTAL		1

PAVEMENT MARKING

STATION - STATION	LOCATION	646.0106 EPOXY 4-INCH (YELLOW) LF	646.0106 EPOXY 4-INCH (WHITE) LF
CTH X 10+00 - 232+50	LT & RT	26650	44709
ITEM TOTAL		71359	

LOCATING NO-PASSING ZONES

STATION - STATION	LOCATION	648.0100 MI
CTH X 10+00 - 232+50	LT & RT	4.30
ITEM TOTAL		4.30

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.8000 RESURFACING REFERENCE LF	650.9910 SUPPLEMENTAL CONTROL 8882-07-72 LS	650.9920 SLOPE STAKES LF
CTH X 10+00 - 232+50	LT & RT	22250		0
WILLOW ROAD 300+00 - 303+37	LT & RT	0		337
PROJECT 8882-07-72			1	
ITEM TOTAL		22250	1	337

3

SAWING ASPHALT

STATION - STATION	LOCATION	690.0150 LF	REMARKS
CTH X 10+00 - 232+50	LT & RT	377	INCLUDES SIDE ROADS AND DRIVEWAYS
ITEM TOTAL		377	

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PROJECT NO:8882-07-72

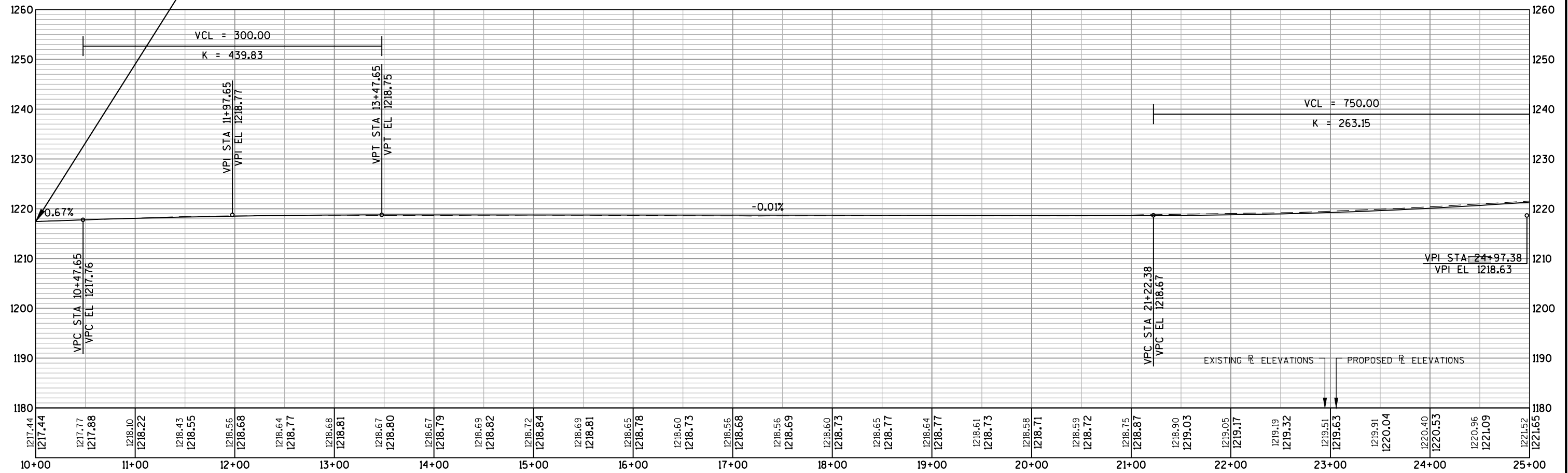
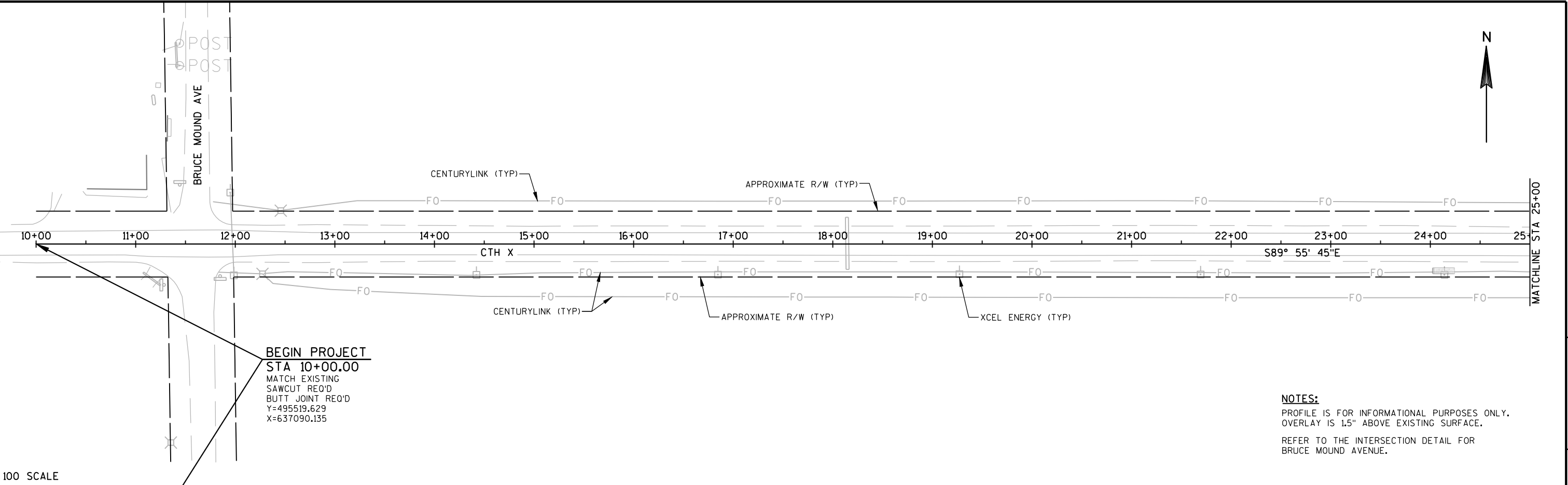
HWY:CTH X

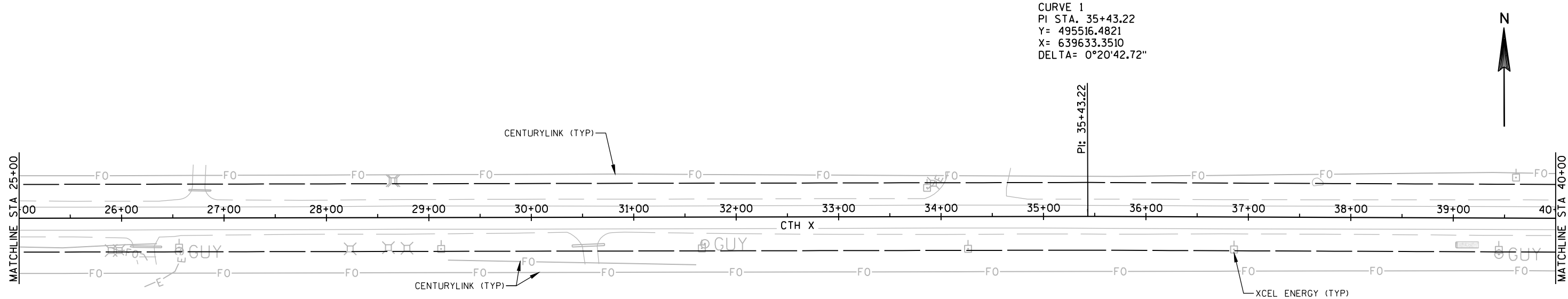
COUNTY:CLARK

MISCELLANEOUS QUANTITIES

SHEET

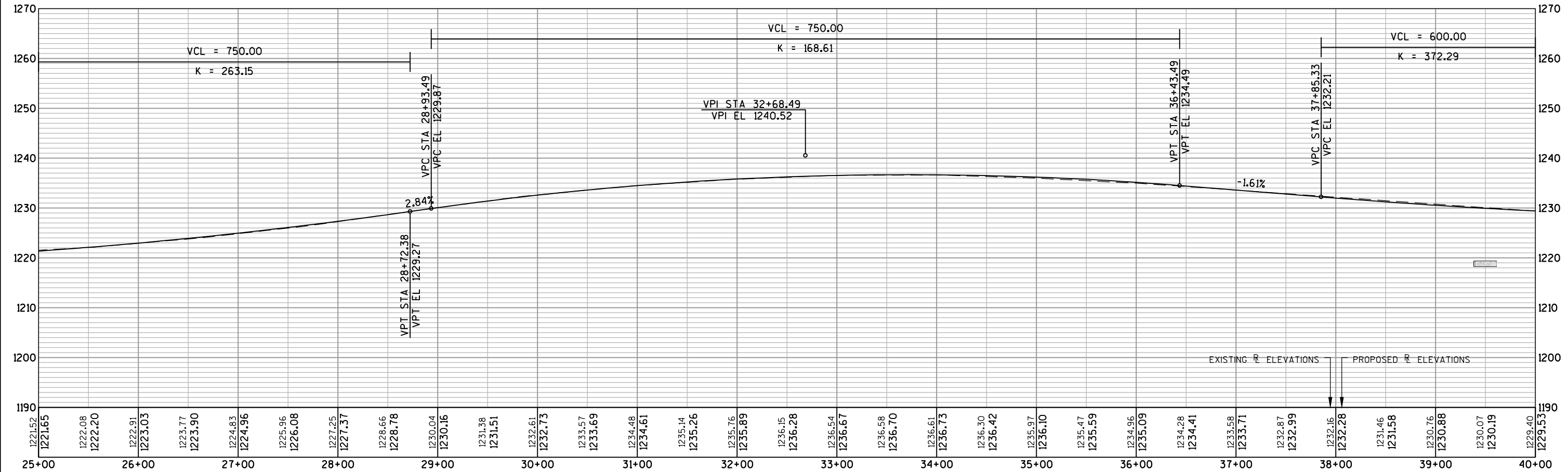
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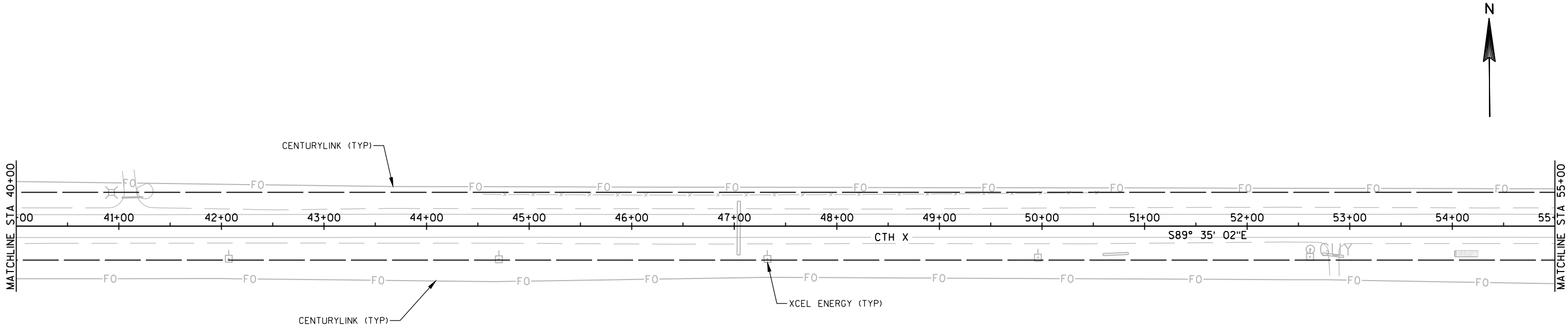




NOTES:  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.

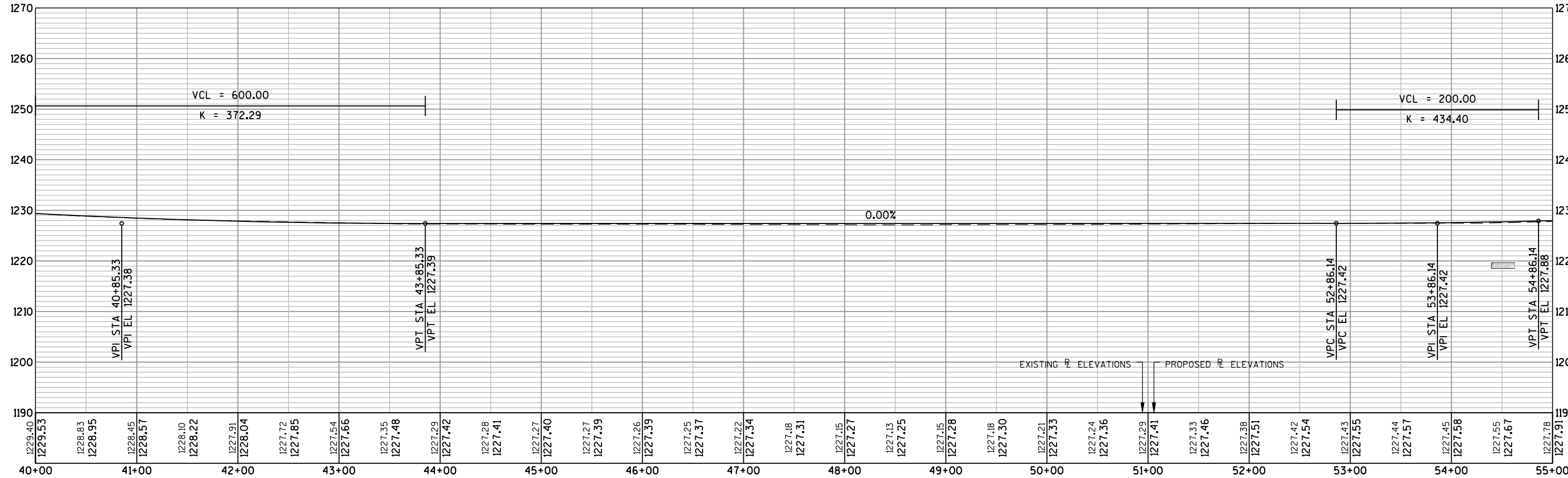
100 SCALE

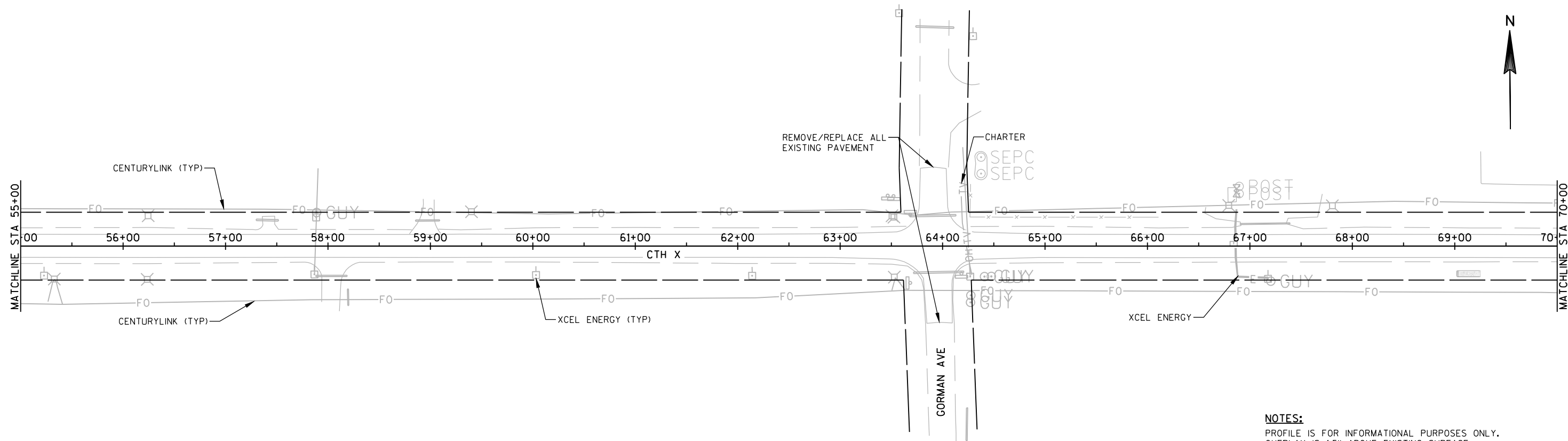




**NOTES:**  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.

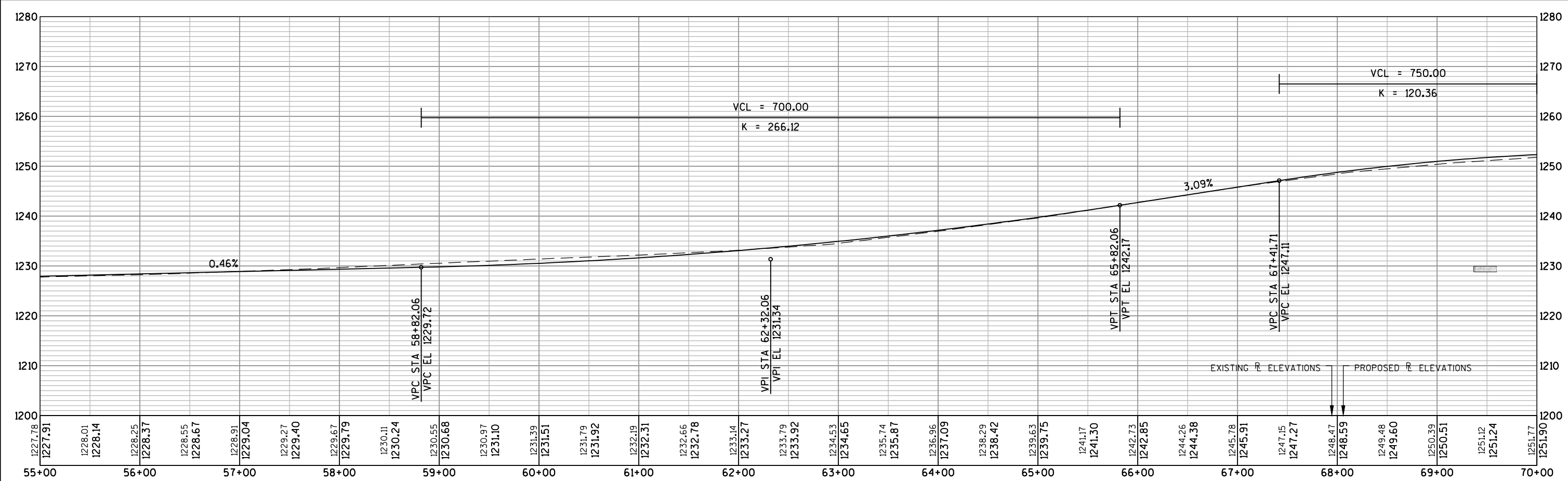
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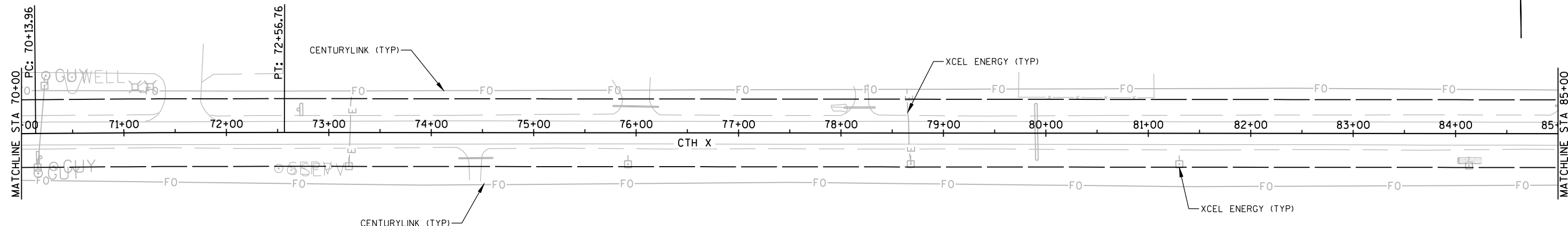




**NOTES:**  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.  
REFER TO THE TYPICAL INTERSECTION DETAIL FOR  
GORMAN AVENUE.

100 SCALE

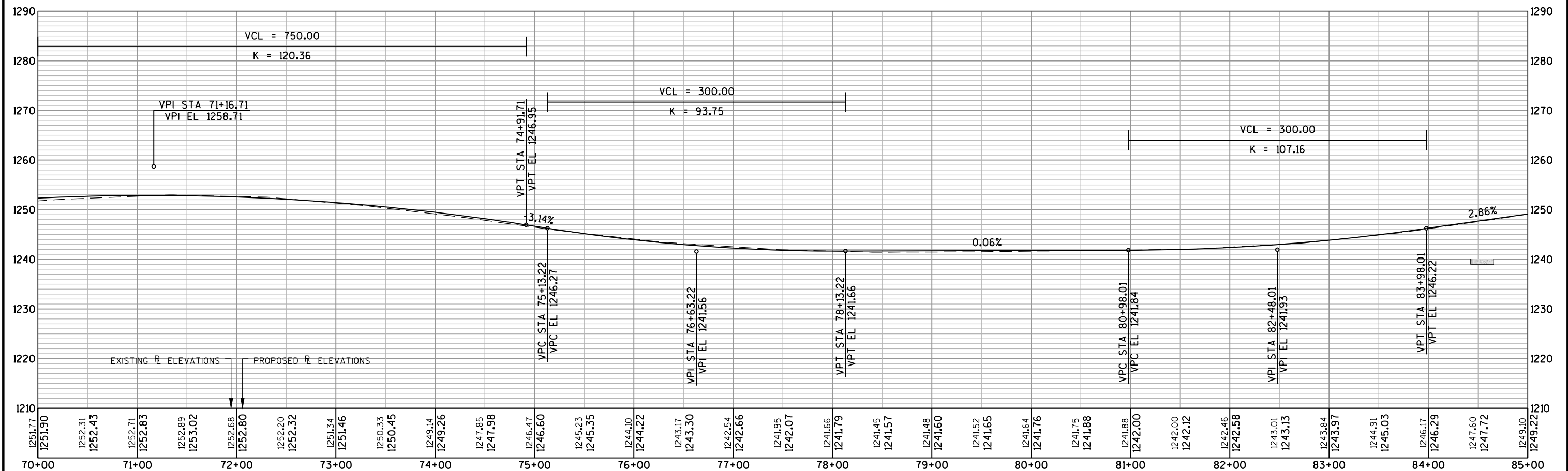


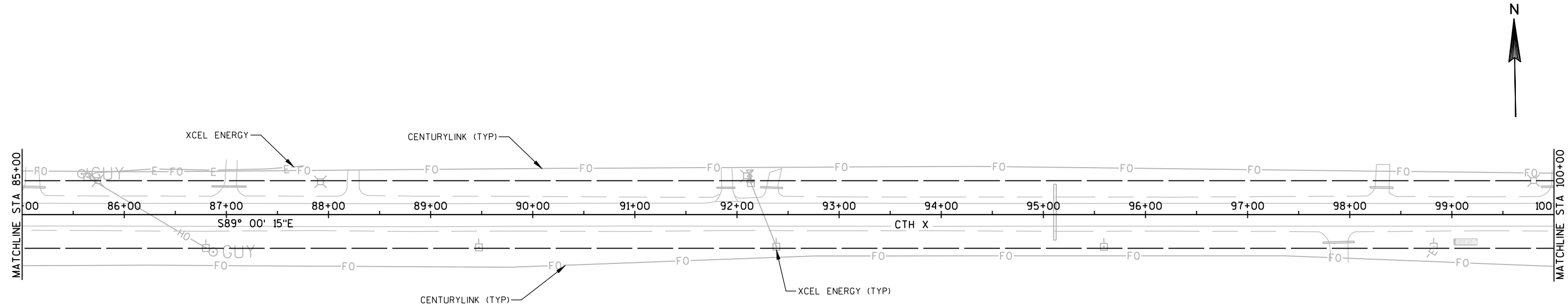


PI STA = 71+35.36  
Y = 495490.395  
X = 643225.401  
R = 24000.00  
D = 0°14'19"  
DELTA = 0°34'47"  
L = 242.80  
T = 121.40

100 SCALE

**NOTES:**  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.

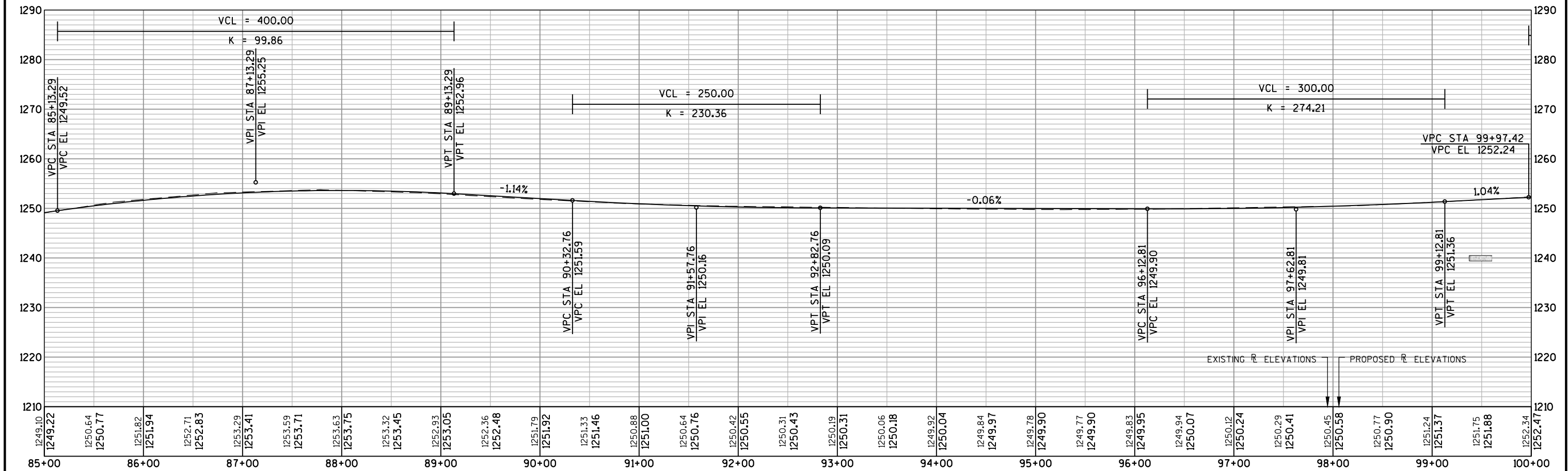




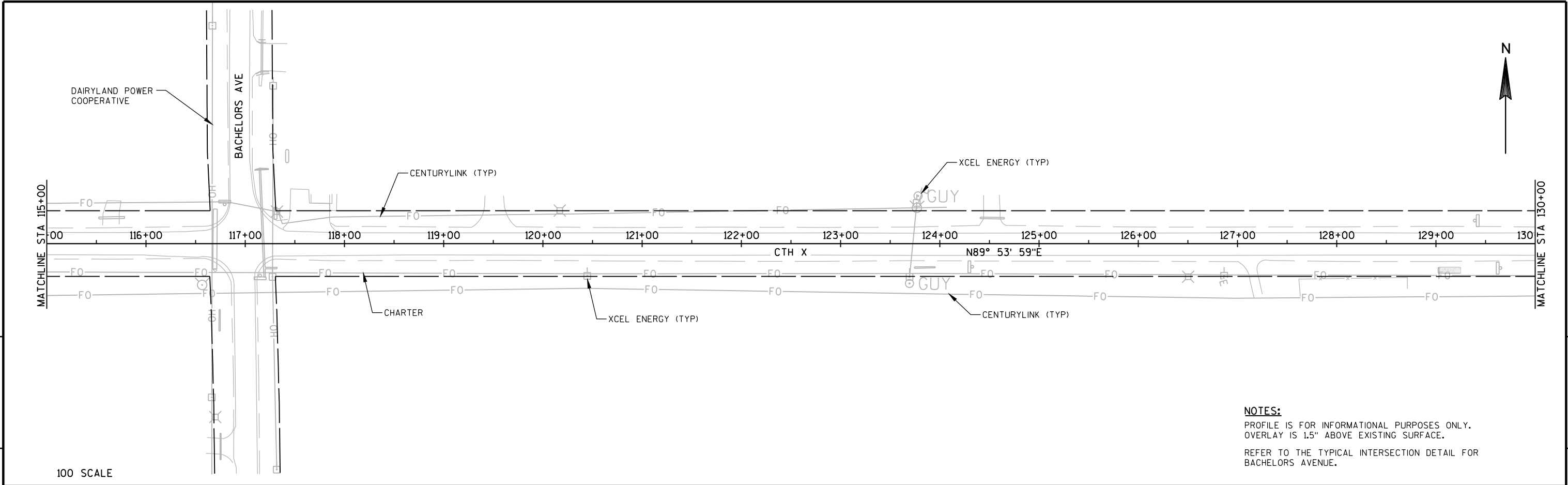
100 SCALE

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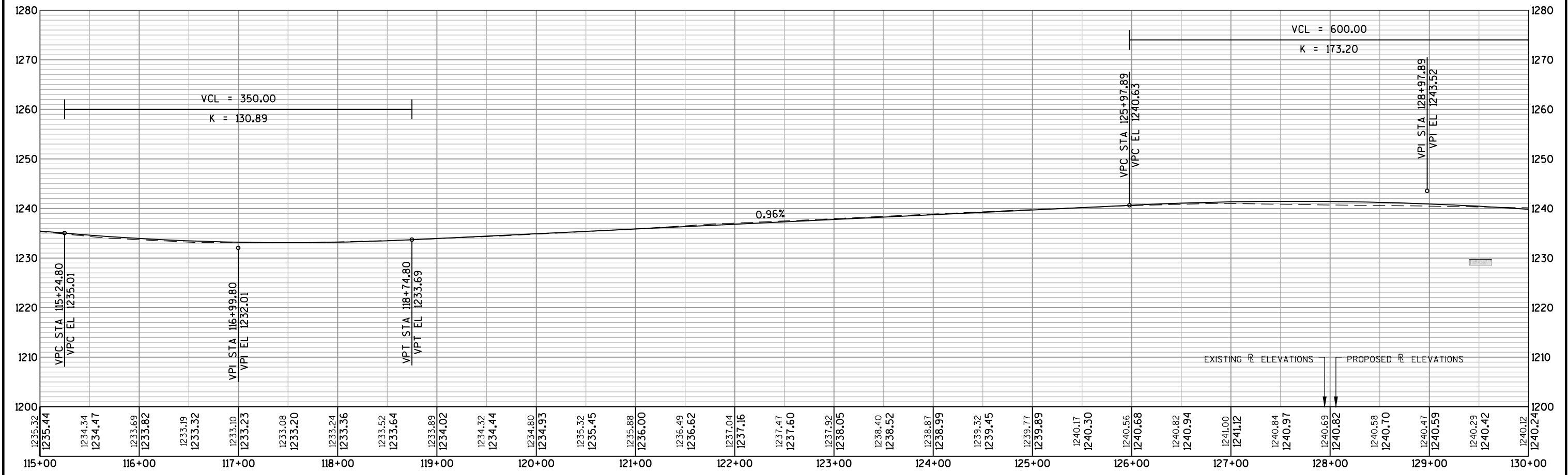
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.

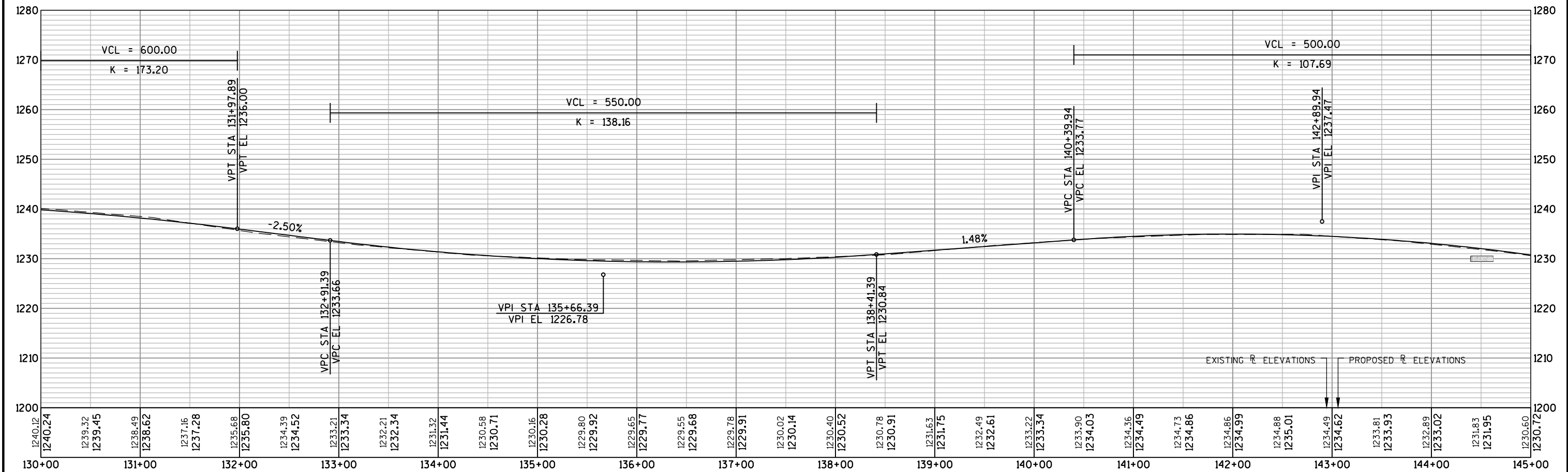
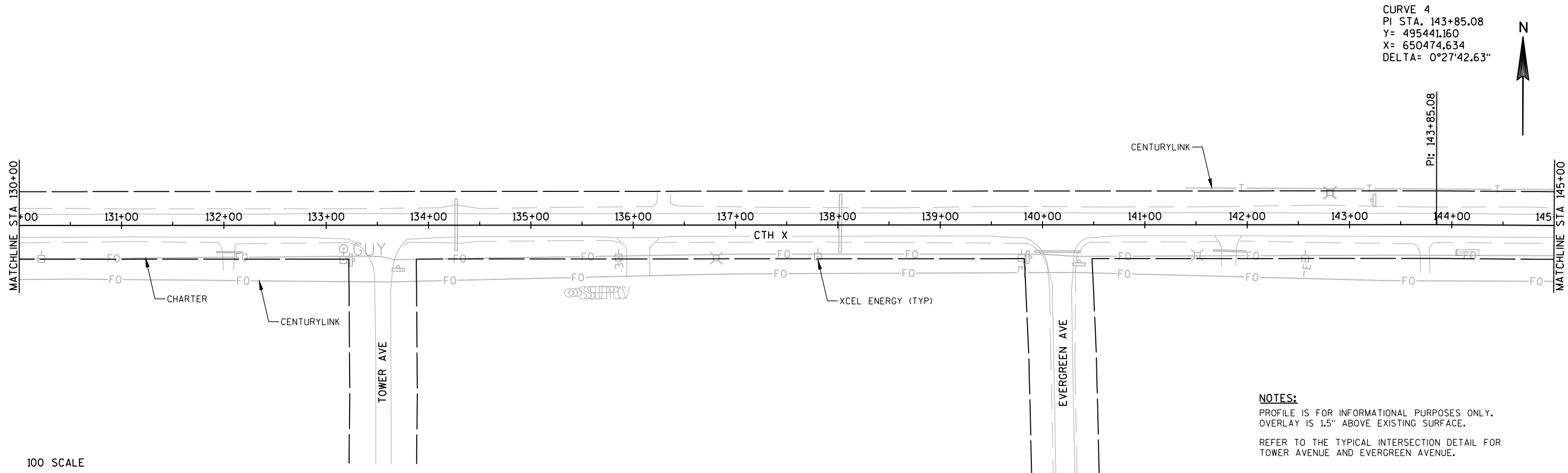


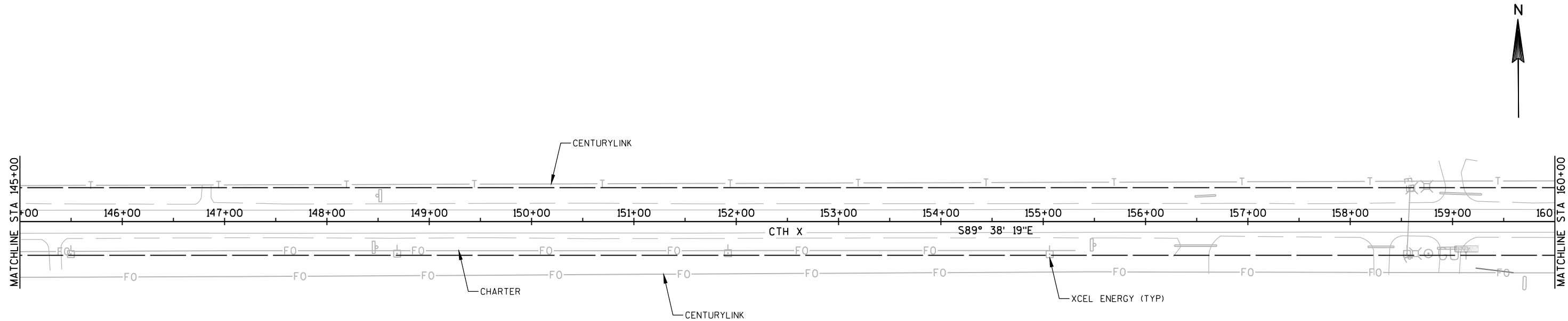




**NOTES:**  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.  
REFER TO THE TYPICAL INTERSECTION DETAIL FOR BACHELORS AVENUE.

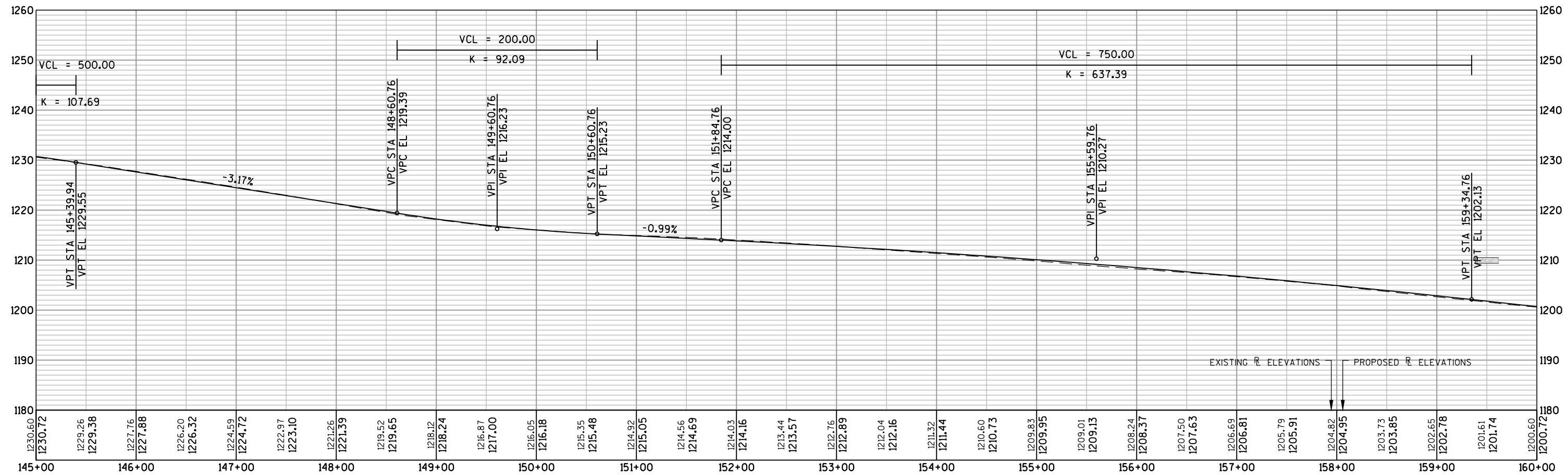




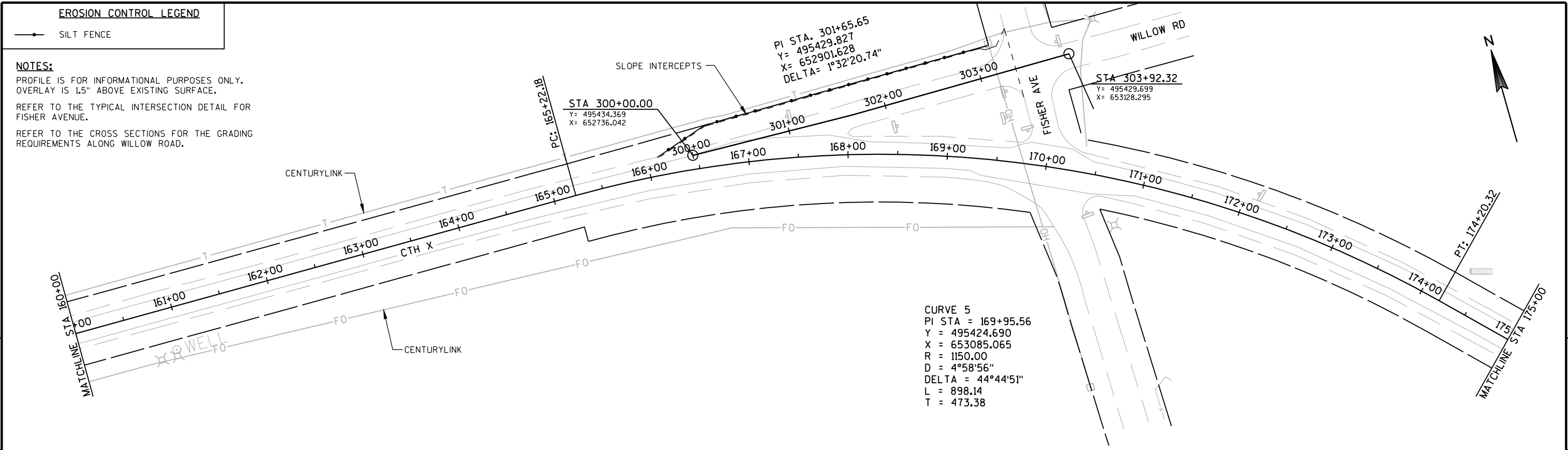


100 SCALE

**NOTES:**  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5\"/>

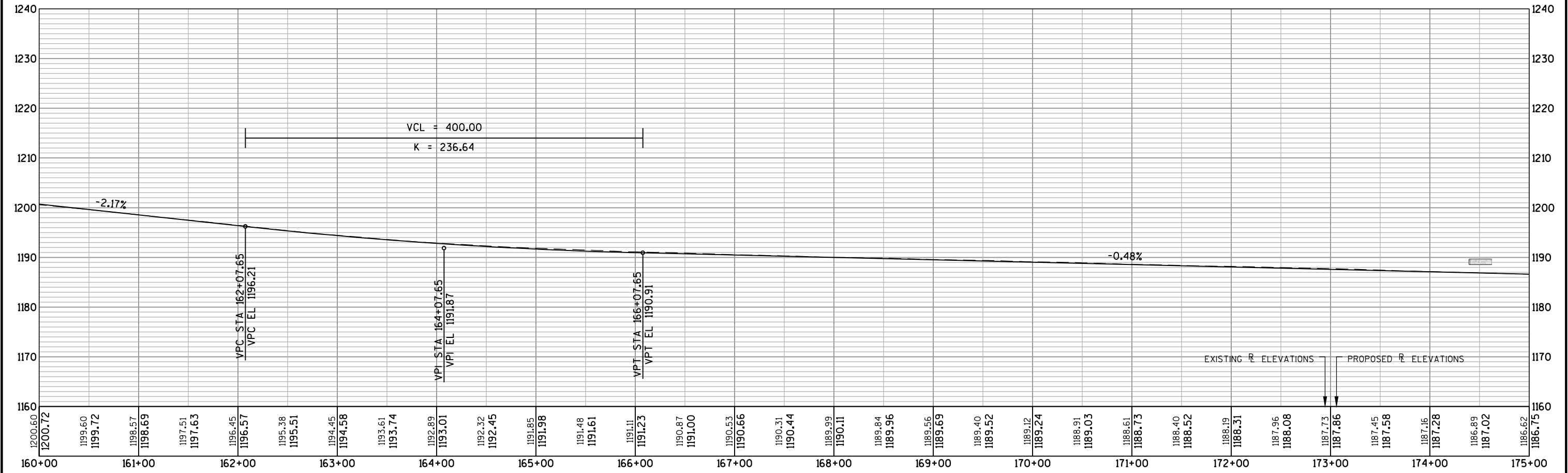


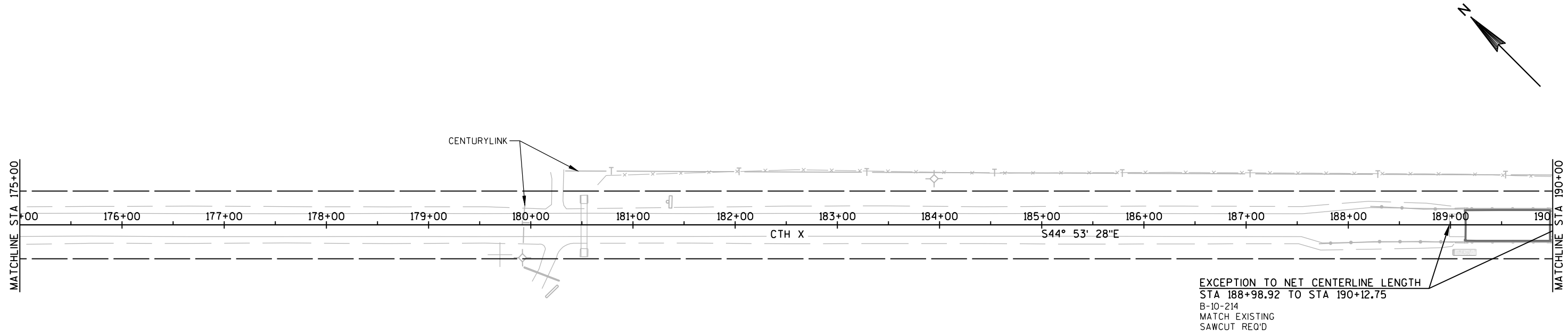
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5

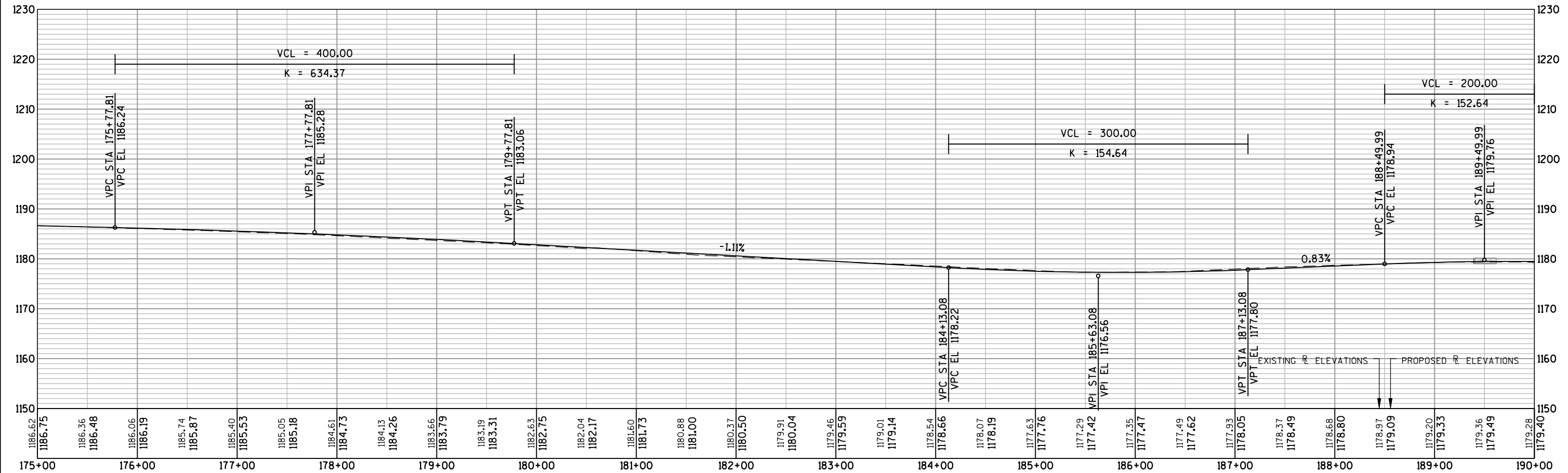
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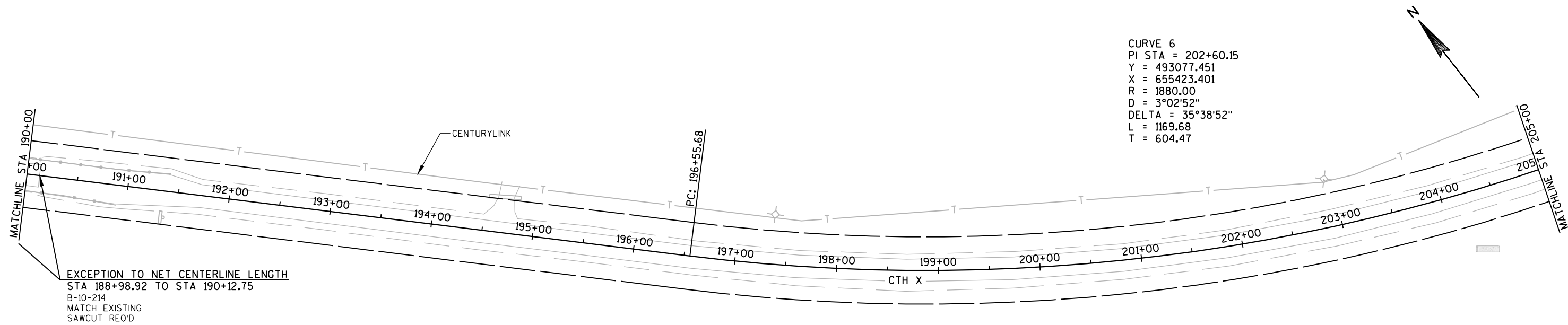




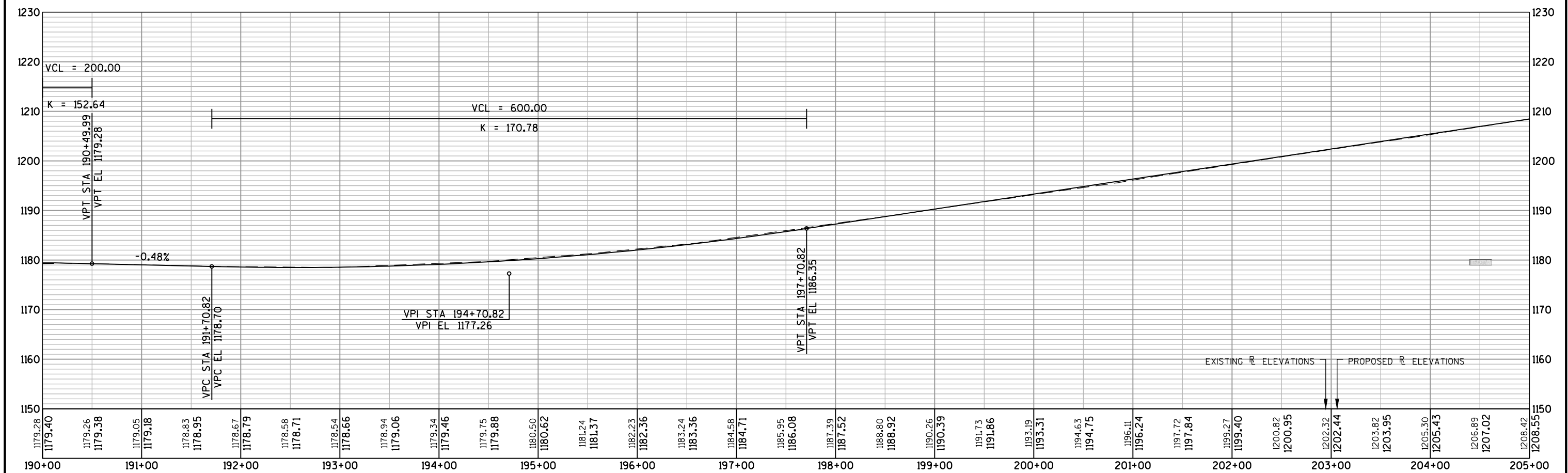
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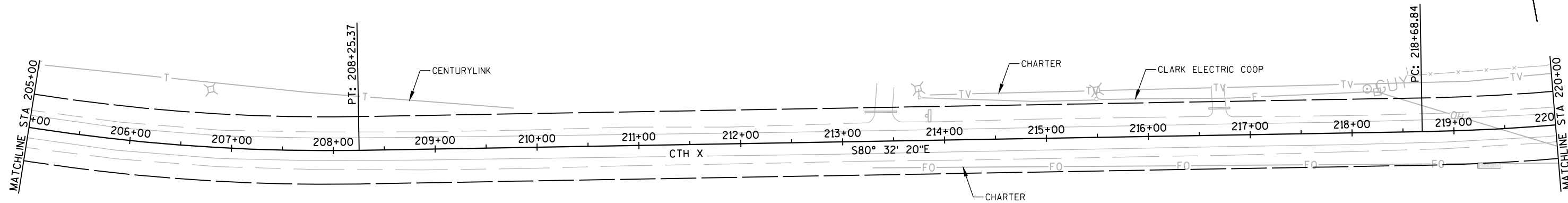
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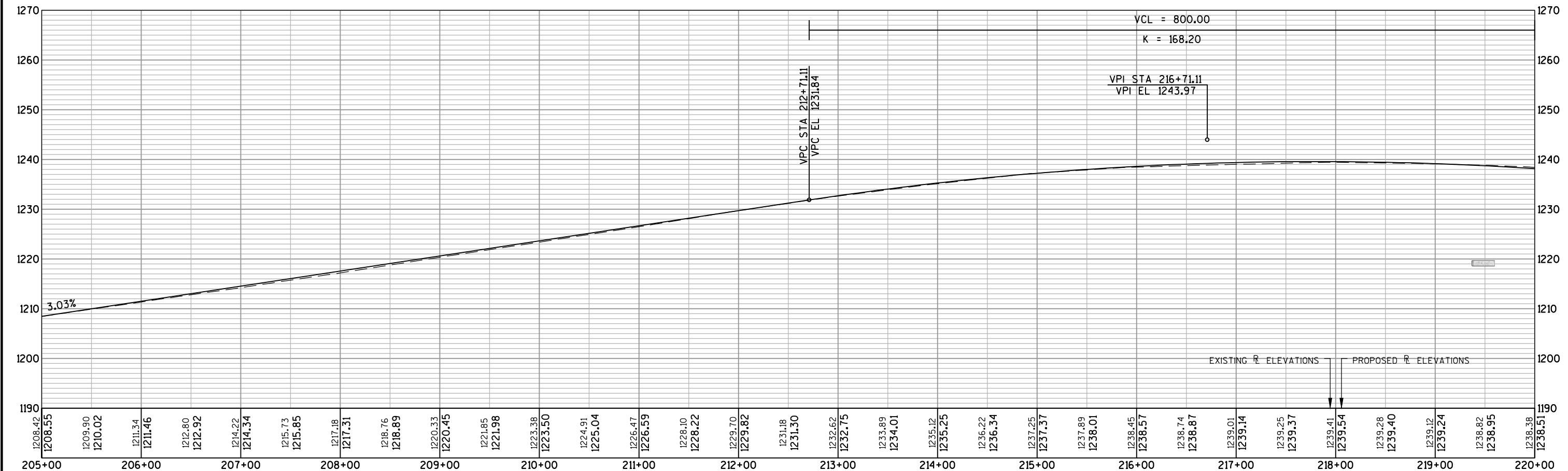
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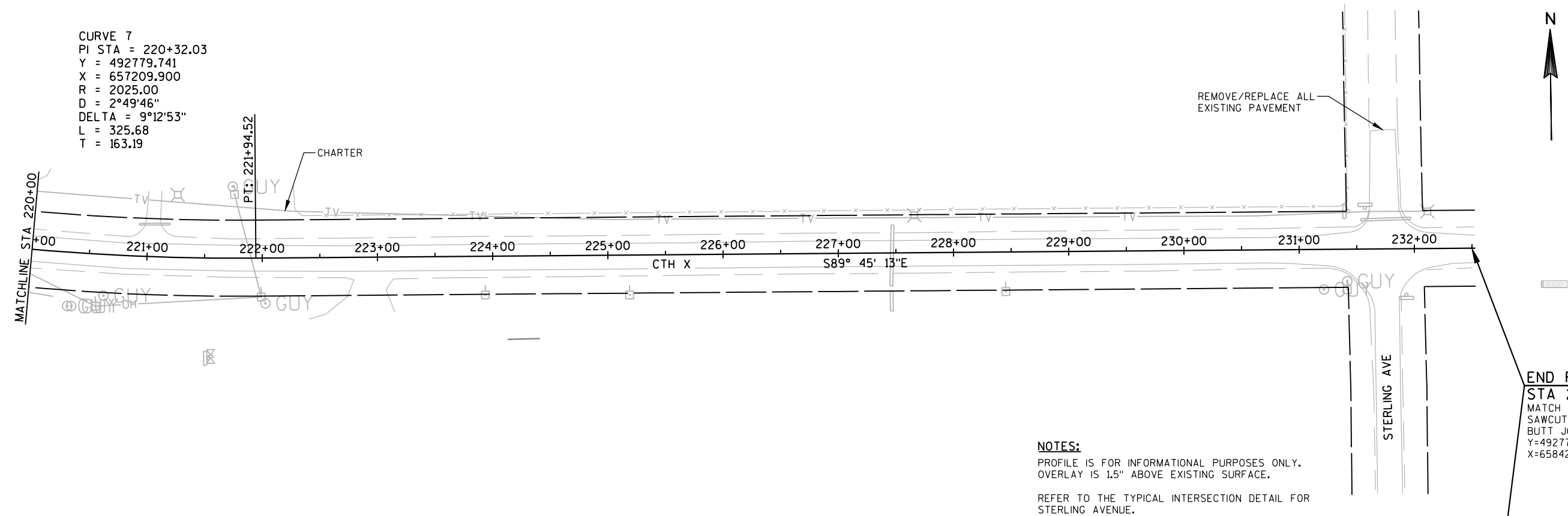




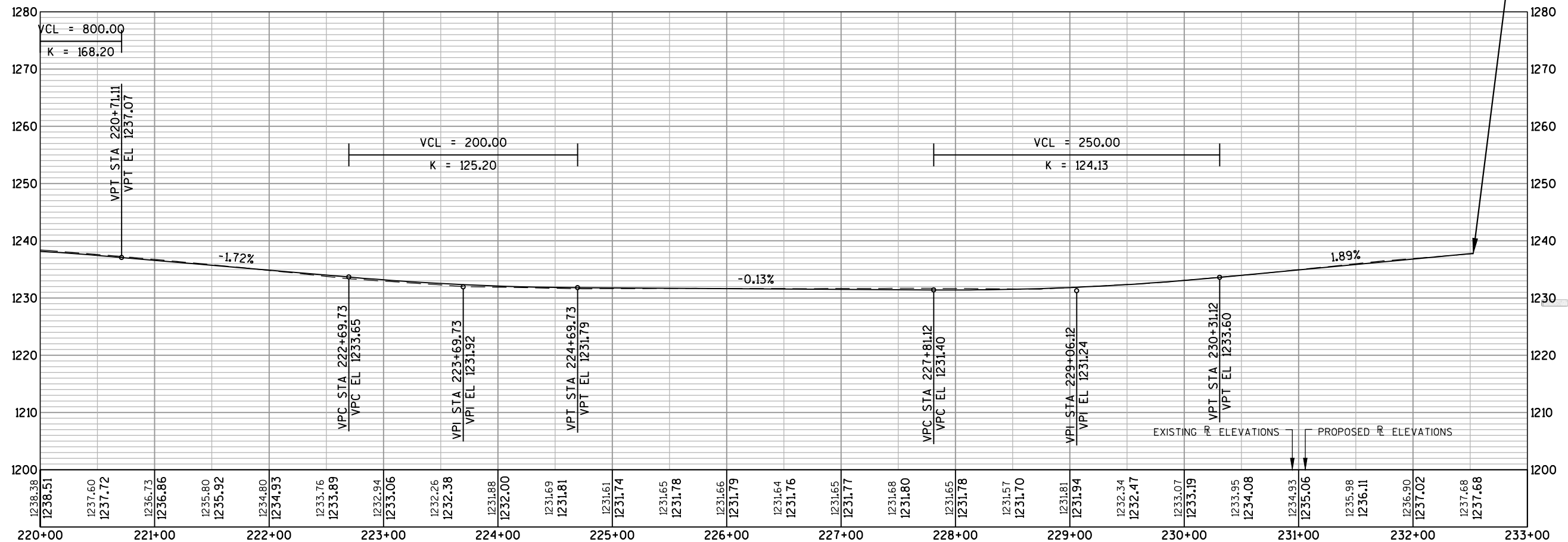
**NOTES:**  
PROFILE IS FOR INFORMATIONAL PURPOSES ONLY.  
OVERLAY IS 1.5" ABOVE EXISTING SURFACE.

100 SCALE





100 SCALE

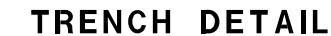


Standard Detail Drawing List

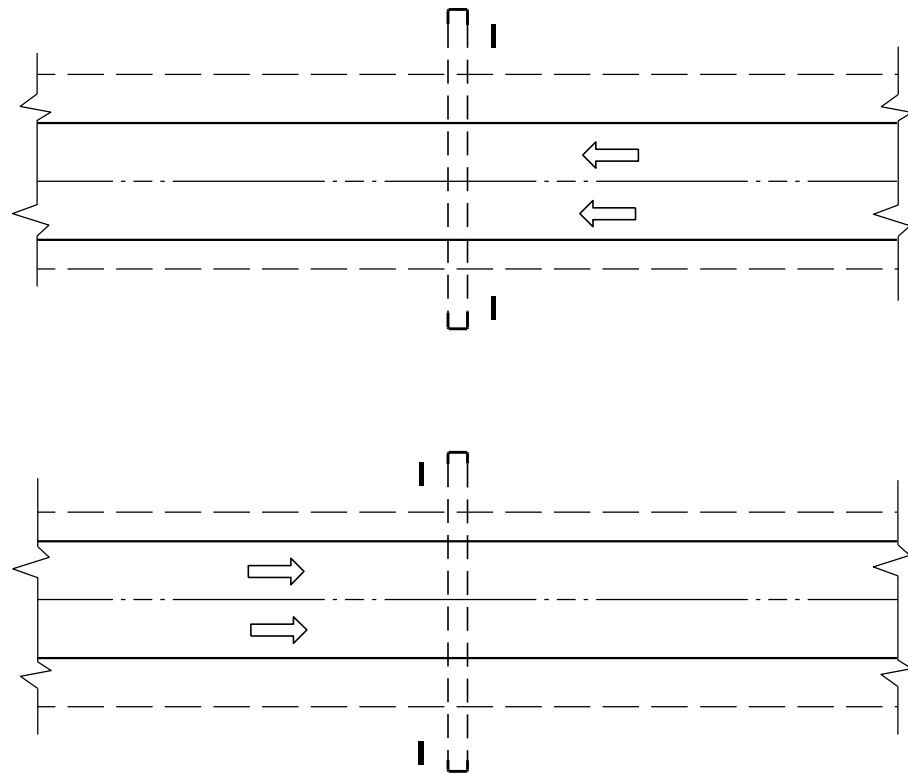
08E09-06	SILT FENCE
15A07-01	OBJECT MARKER FOR HAZARDOUS CULVERT
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-04A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



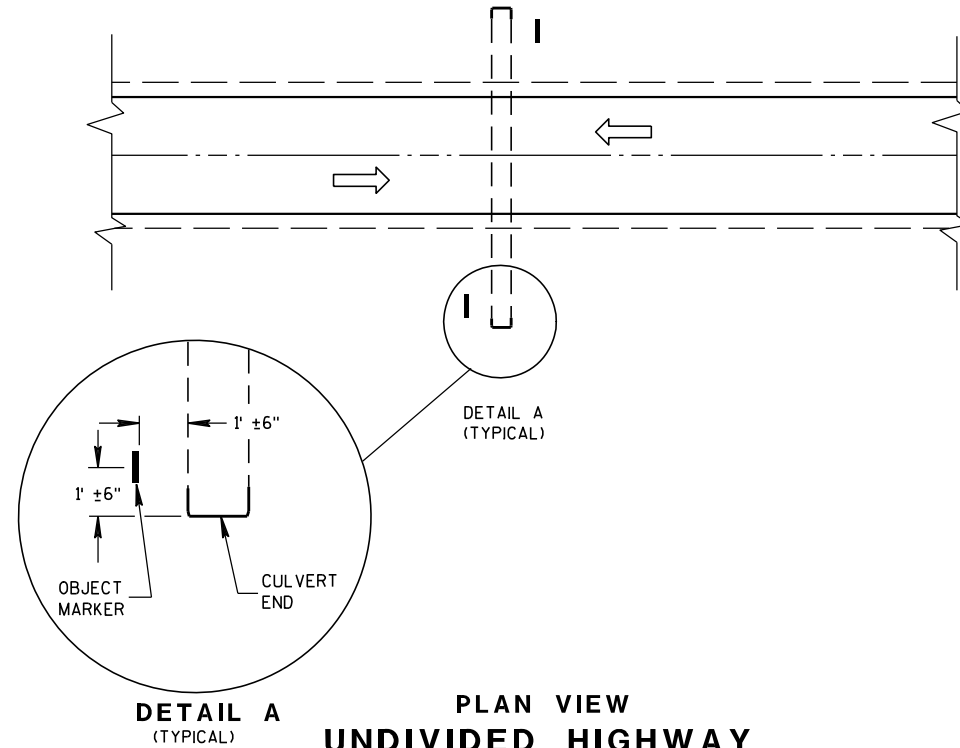
- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1½" X 1½" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



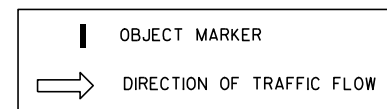
<p style="text-align: center;"><b>SILT FENCE</b></p>	
<p style="text-align: center;"><b>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</b></p>	
<p><b>APPROVED</b></p> <p><u>4-29-05</u></p> <p><u>DATE</u></p>	<p><u>/S/ Beth Canestra</u></p> <p><b>CHIEF ROADWAY DEVELOPMENT ENGINEER</b></p>



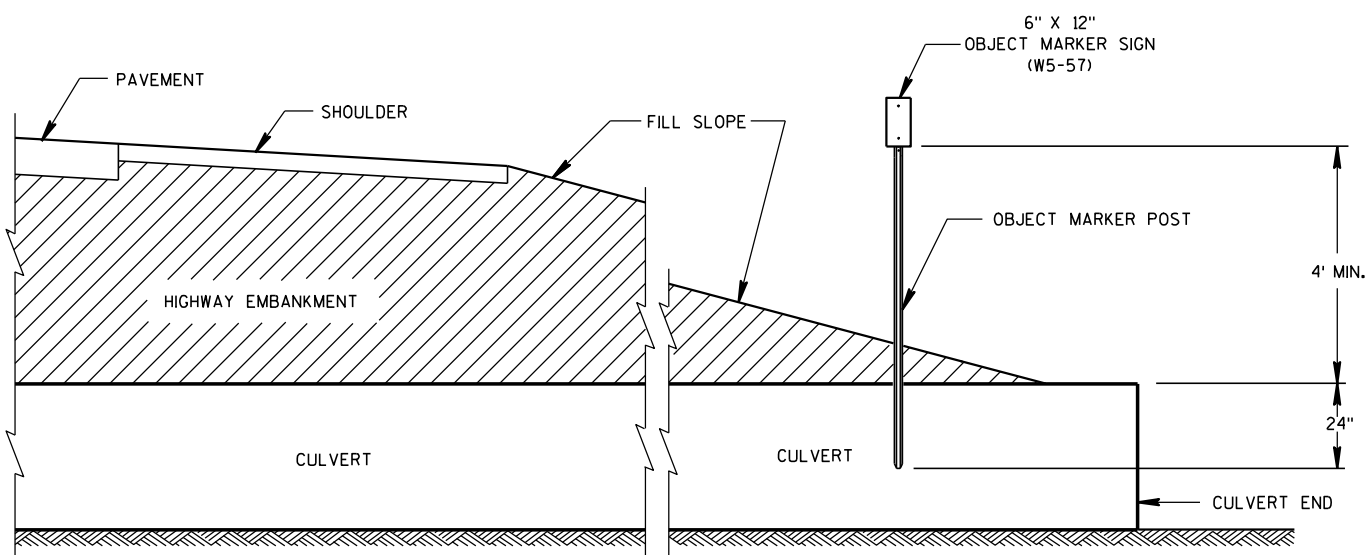
PLAN VIEW  
DIVIDED HIGHWAY



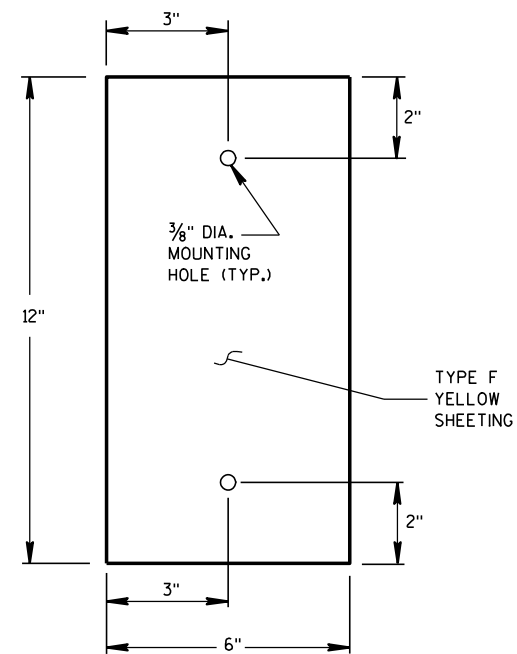
PLAN VIEW  
UNDIVIDED HIGHWAY



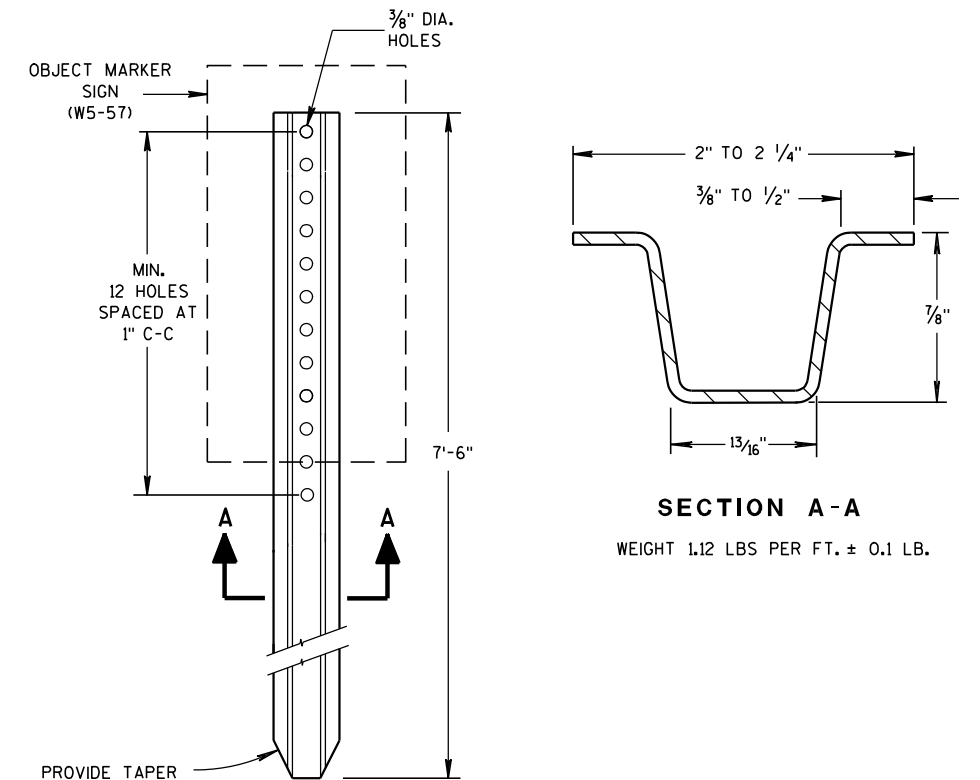
### OBJECT MARKER LOCATION



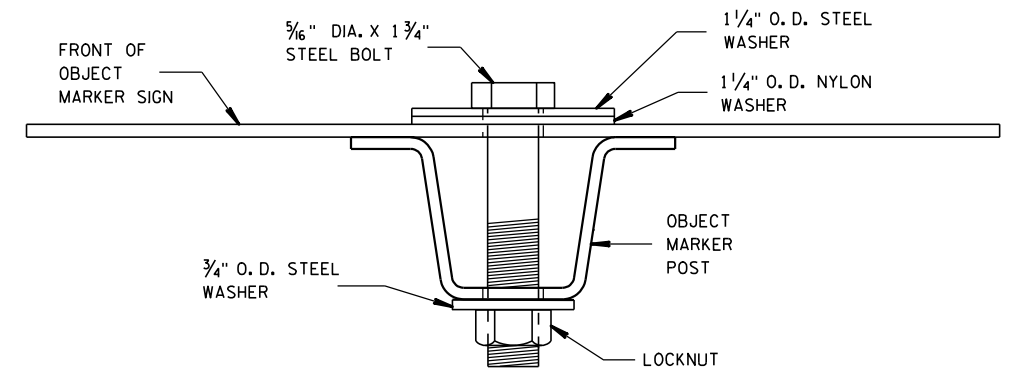
CROSS SECTION  
OBJECT MARKER PLACEMENT



OBJECT MARKER  
SIGN DESIGN  
(W5-57 SIGN)



OBJECT MARKER POST

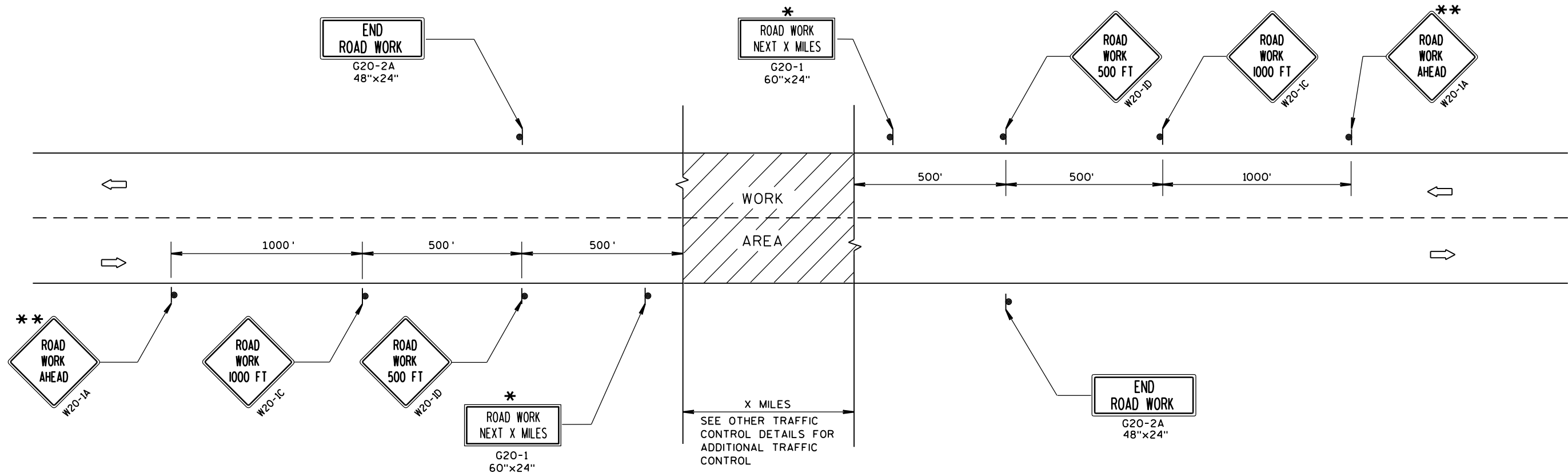


MOUNTING DETAIL FOR  
OBJECT MARKER SIGN

OBJECT MARKER  
FOR HAZARDOUS CULVERT

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
9/10/2012 /S/ Rebecca Szymkowski  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

## GENERAL NOTES

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

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

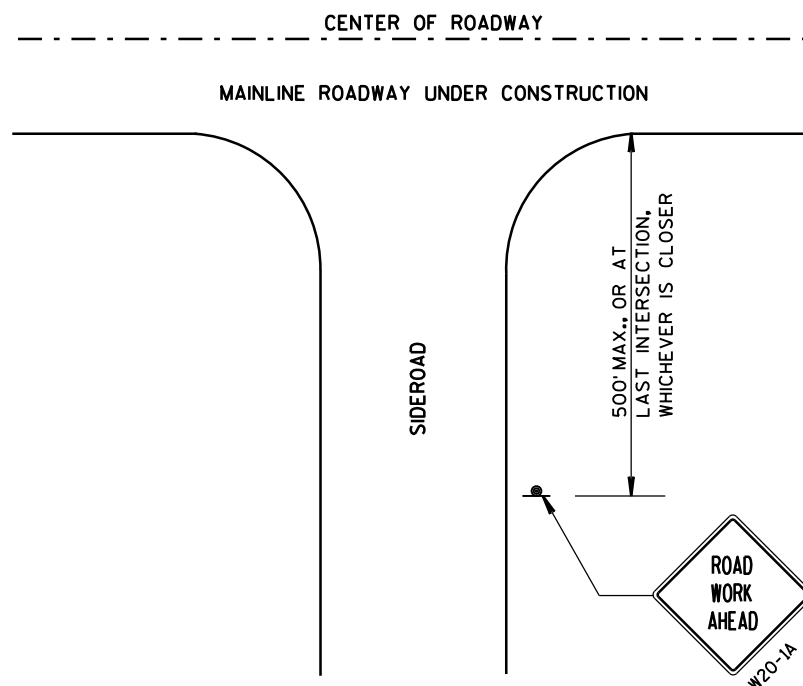
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

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

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



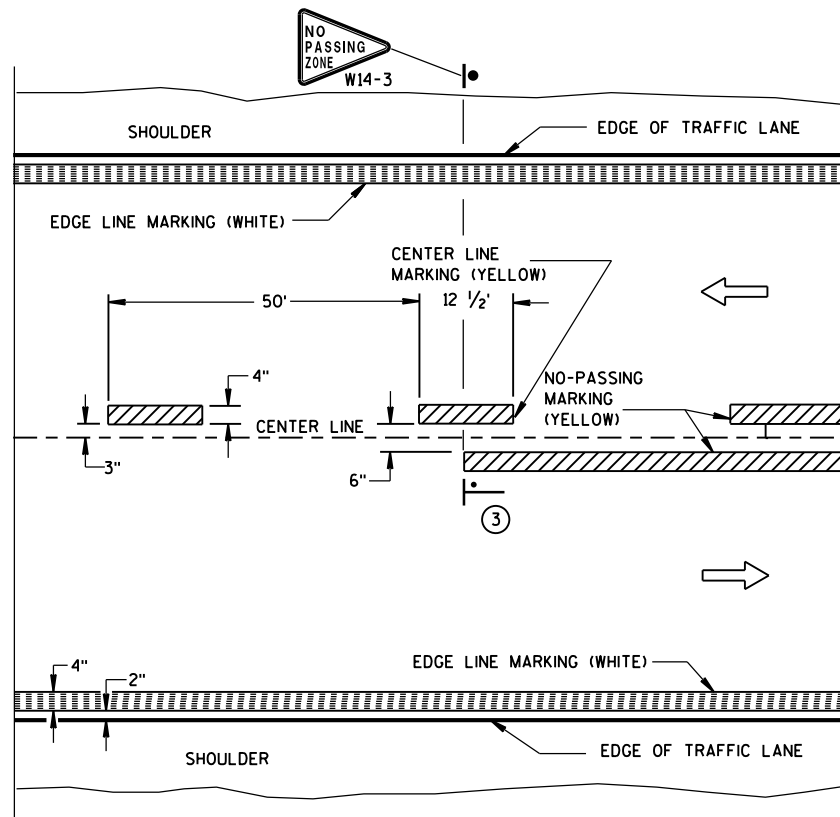
## LEGEND

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

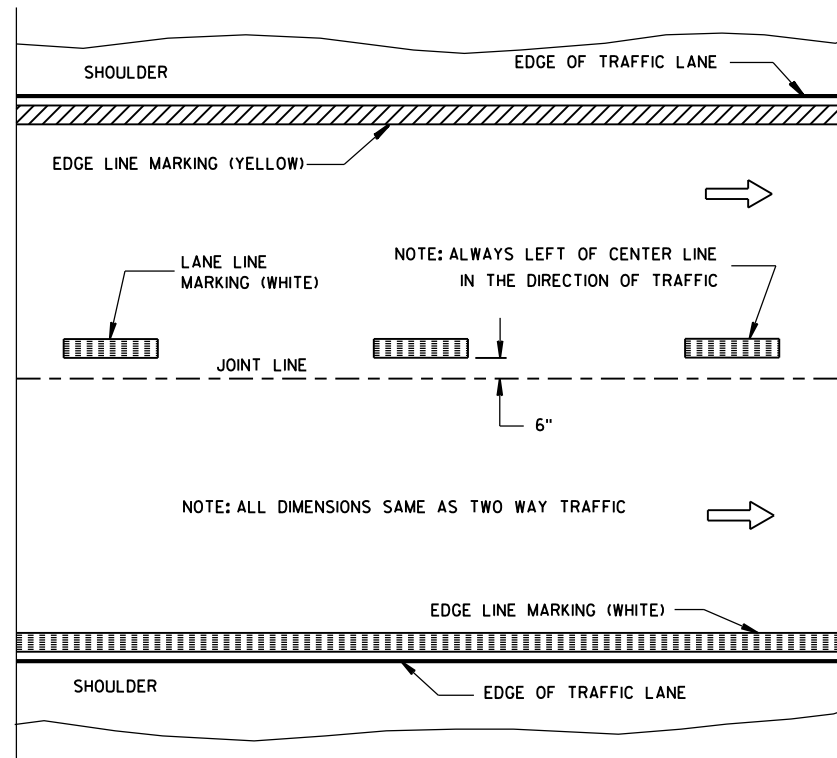
TRAFFIC CONTROL, ADVANCE  
WARNING SIGNS 45 M.P.H.  
OR GREATER TWO-WAY  
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

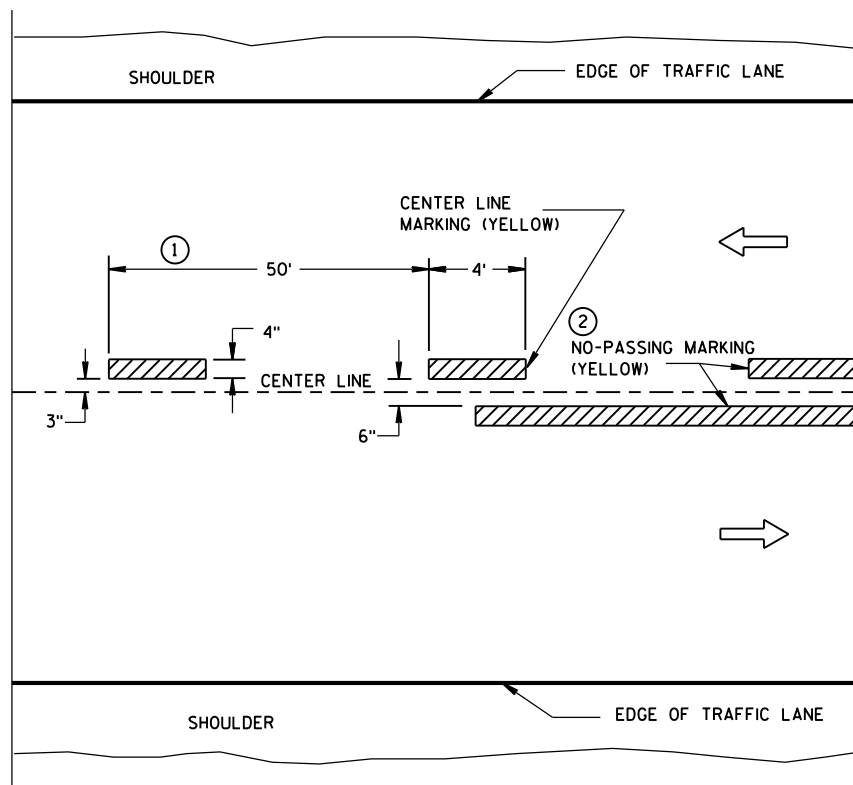


TWO WAY TRAFFIC

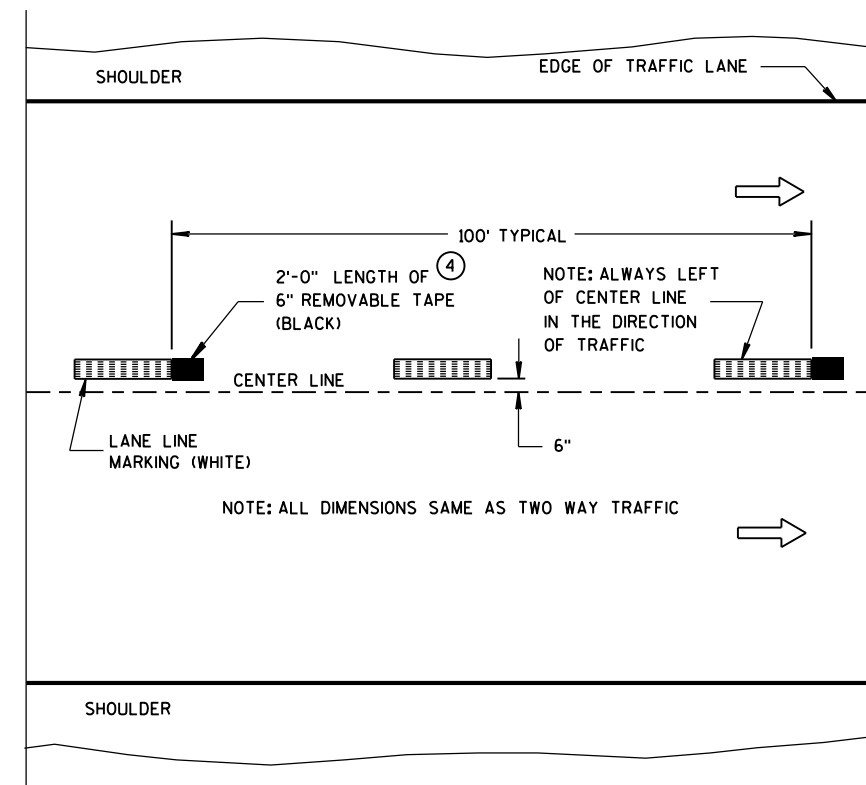


ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

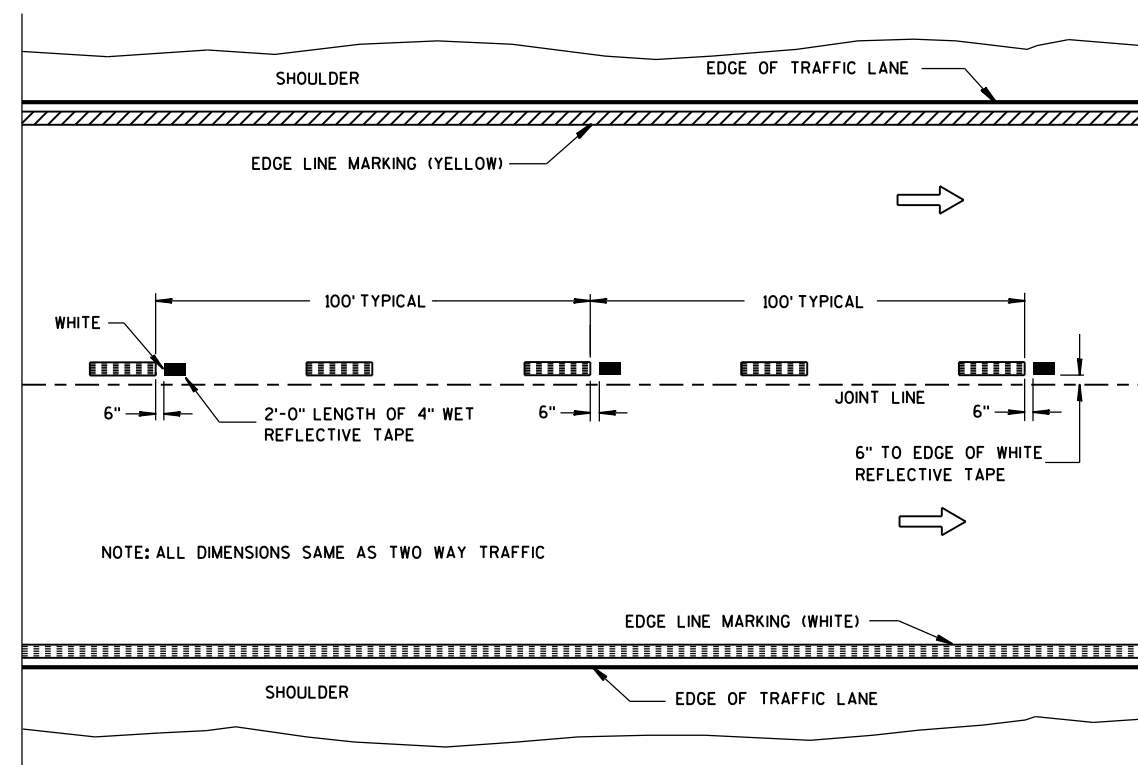
## GENERAL NOTES

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

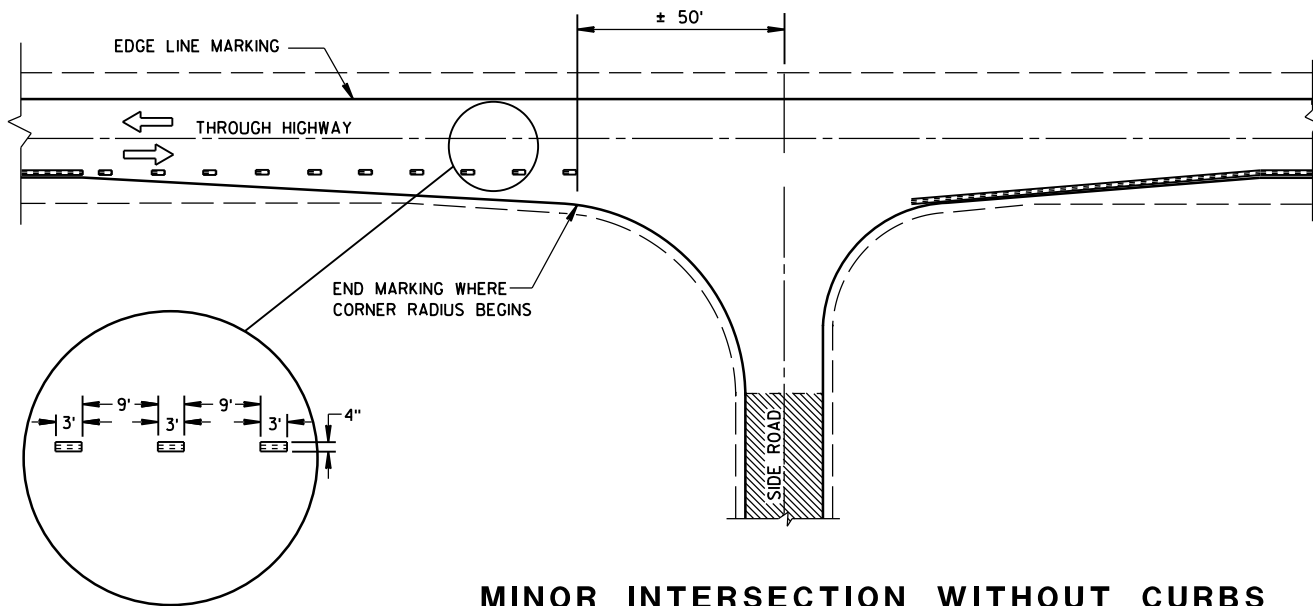
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING  
(MAINLINE)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

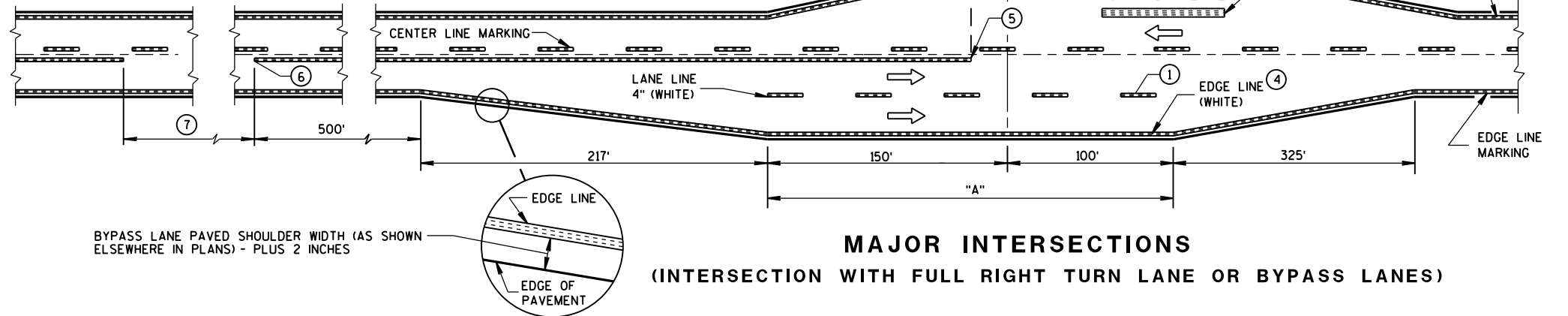
APPROVED  
5-13-2013  
DATE  
FHWA

/S/ Travis Feltes  
STATE TRAFFIC ENGINEER



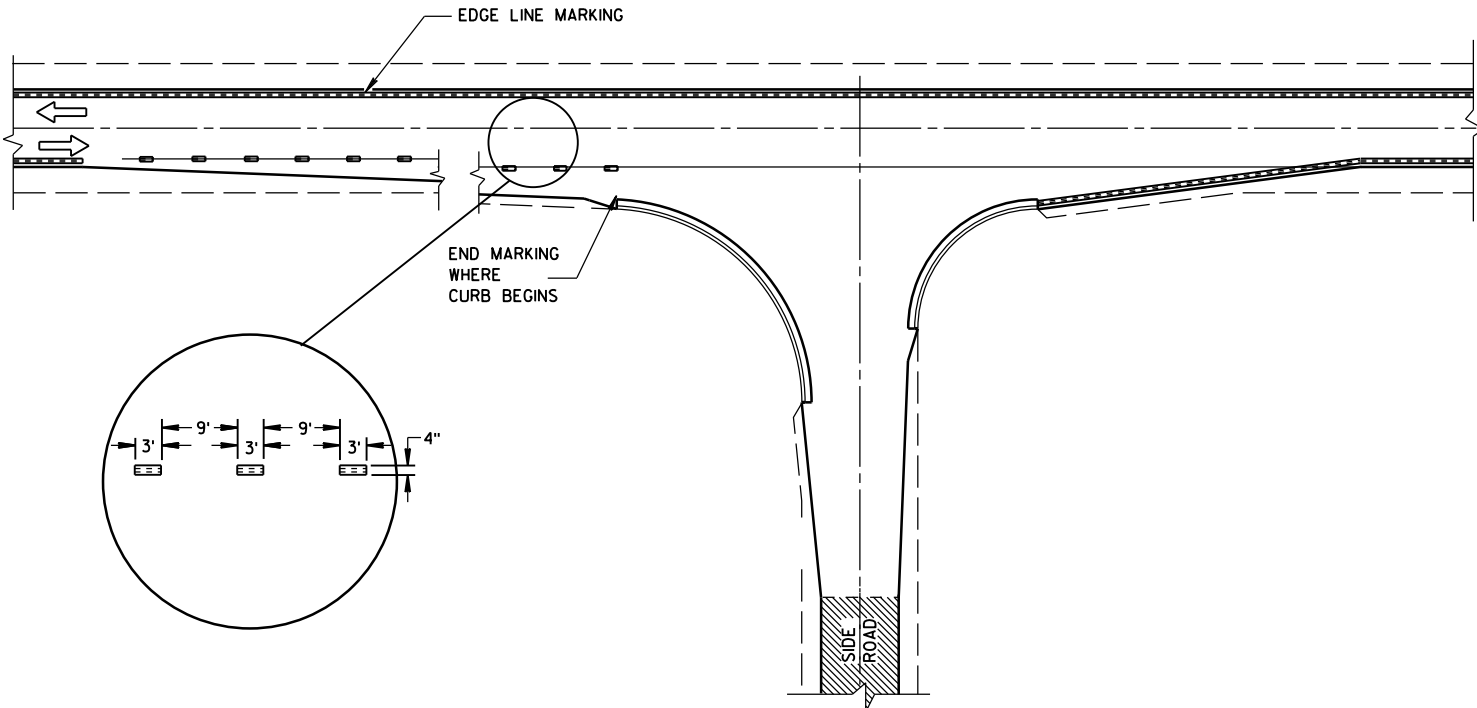
MINOR INTERSECTION WITHOUT CURBS

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

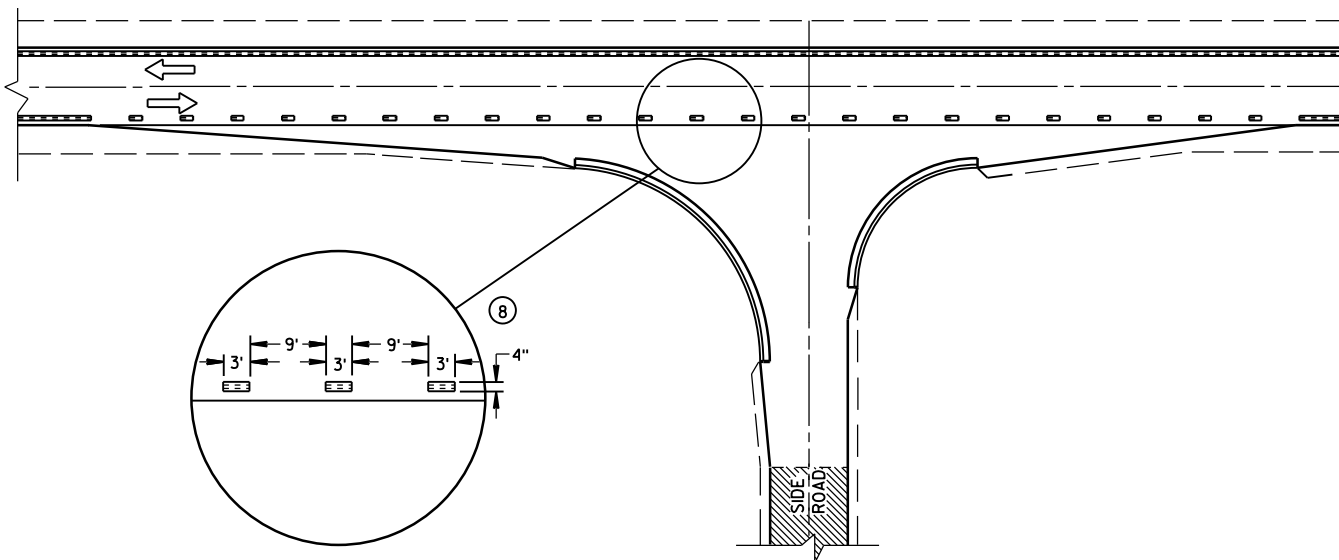


MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)



MINOR INTERSECTION WITH CURBS  
(TYPICAL MARKING)



MINOR INTERSECTION WITH CURBS  
(FOR SPECIAL CONDITIONS AS SPECIFIED)





GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED THROUGH DRIVEWAYS.
- 1 WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
  - 2 WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
  - 3 ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
  - 4 THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
  - 5 BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
  - 6 BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
  - 7 IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
  - 8 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL ( → ) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING  
(INTERSECTIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

LEGEND

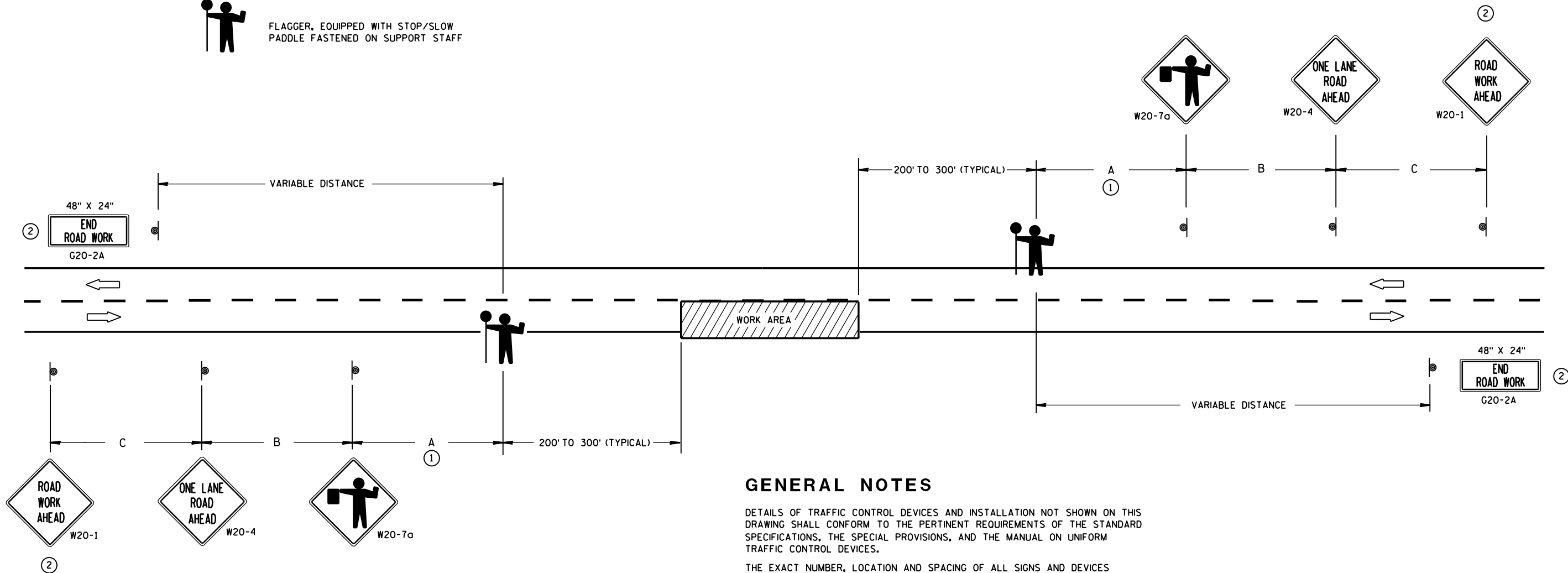
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

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



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



GENERAL NOTES

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

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

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

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

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

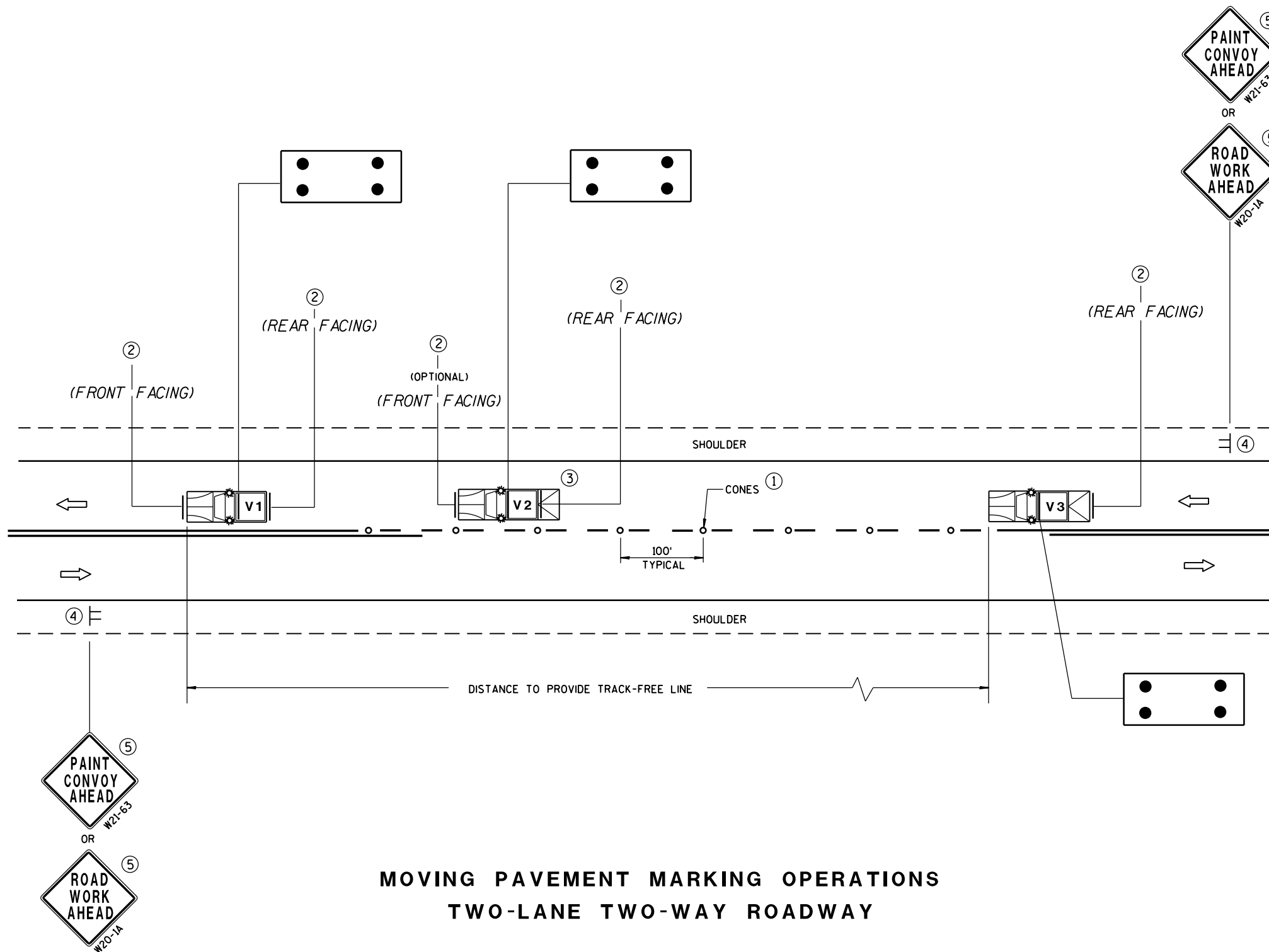
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

TRAFFIC CONTROL FOR LANE  
CLOSURE (SUITABLE FOR  
MOVING OPERATIONS)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY

## GENERAL NOTES

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

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

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

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

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

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

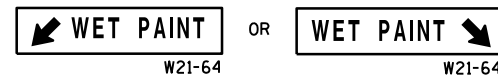
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.



③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

## LEGEND

V1 LEAD VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE WITH TMA

TMA TRUCK-MOUNTED ATTENUATOR

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

CONES

FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING  
OPERATION  
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016

DATE

FHWA

/S/ Peter Amakobe Atepe  
STATEWIDE WORK ZONE TRAFFIC  
SAFETY ENGINEER

GENERAL NOTES

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

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

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

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

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

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

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

TABLE A

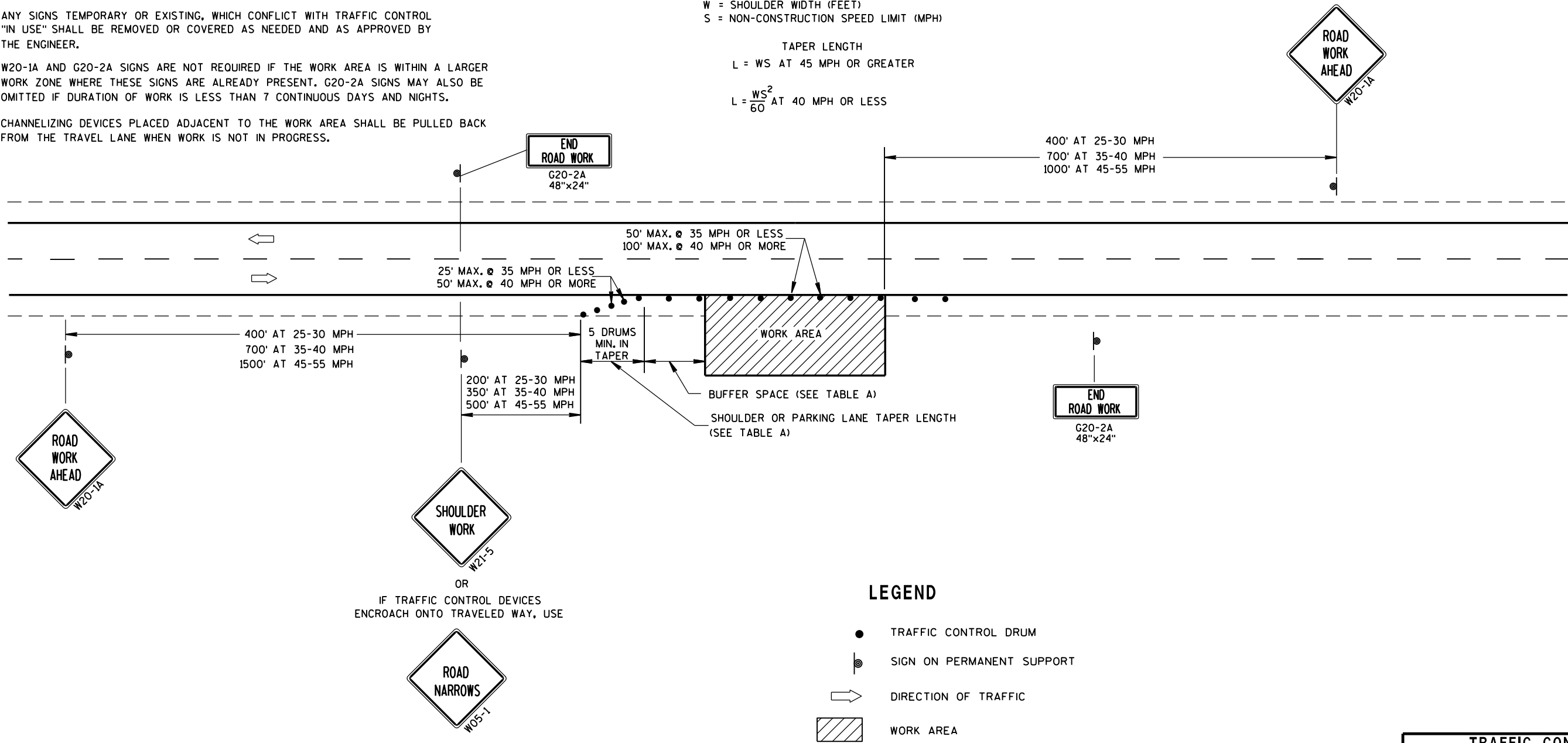
SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S	W	4	6	8	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

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

TAPER LENGTH  
L = WS AT 45 MPH OR GREATER

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

SHOULDER TAPER LENGTH =  $\frac{1}{3}L$

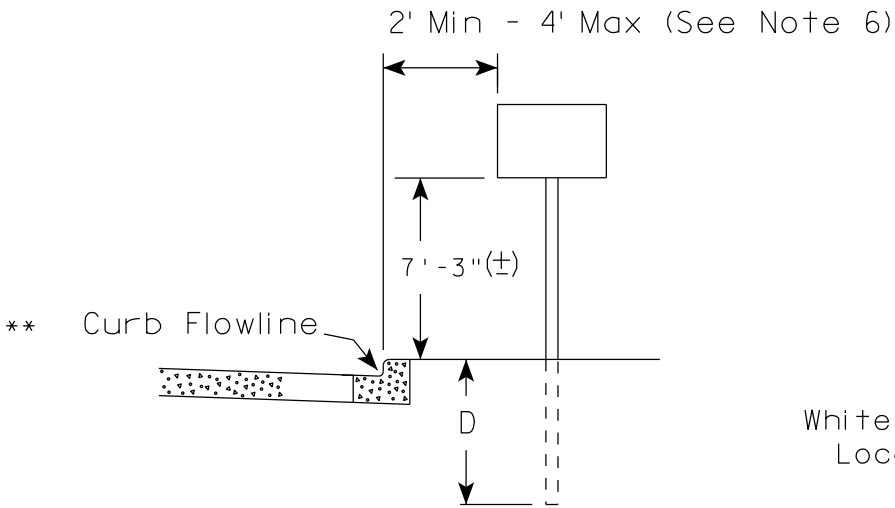


LEGEND

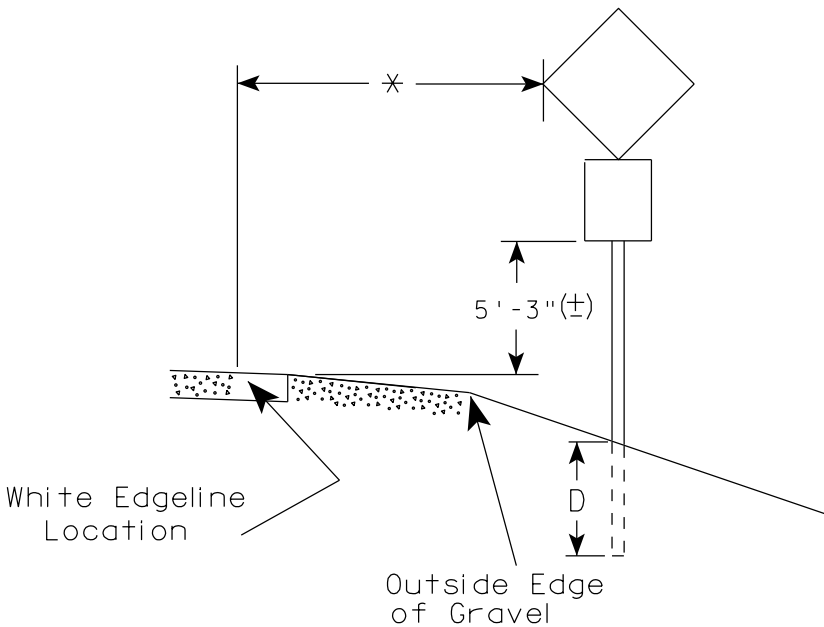
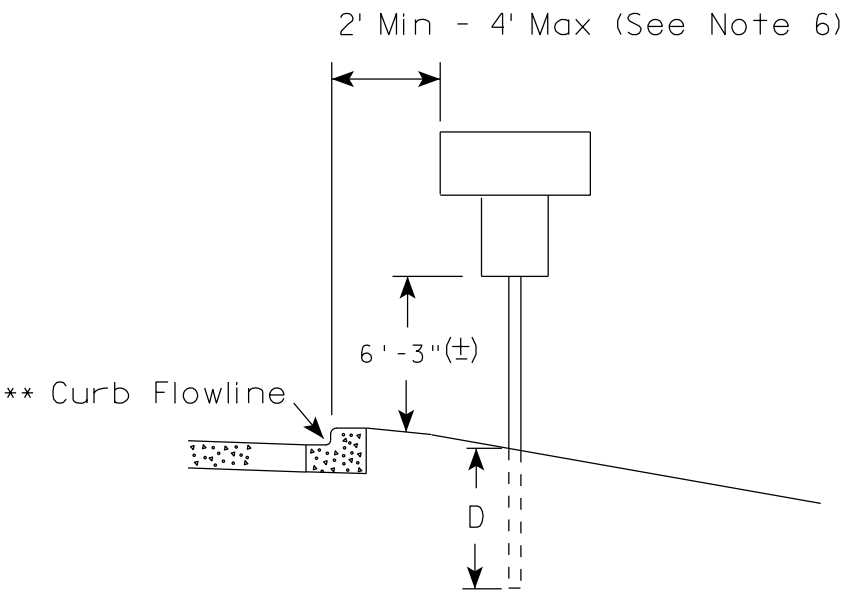
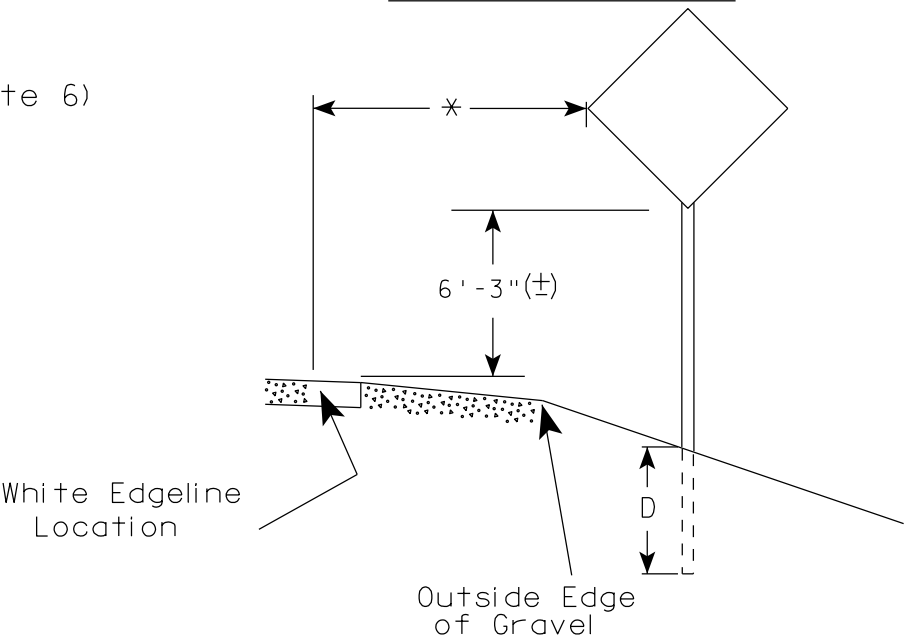
- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ▨ WORK AREA

TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED July 14, 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

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.

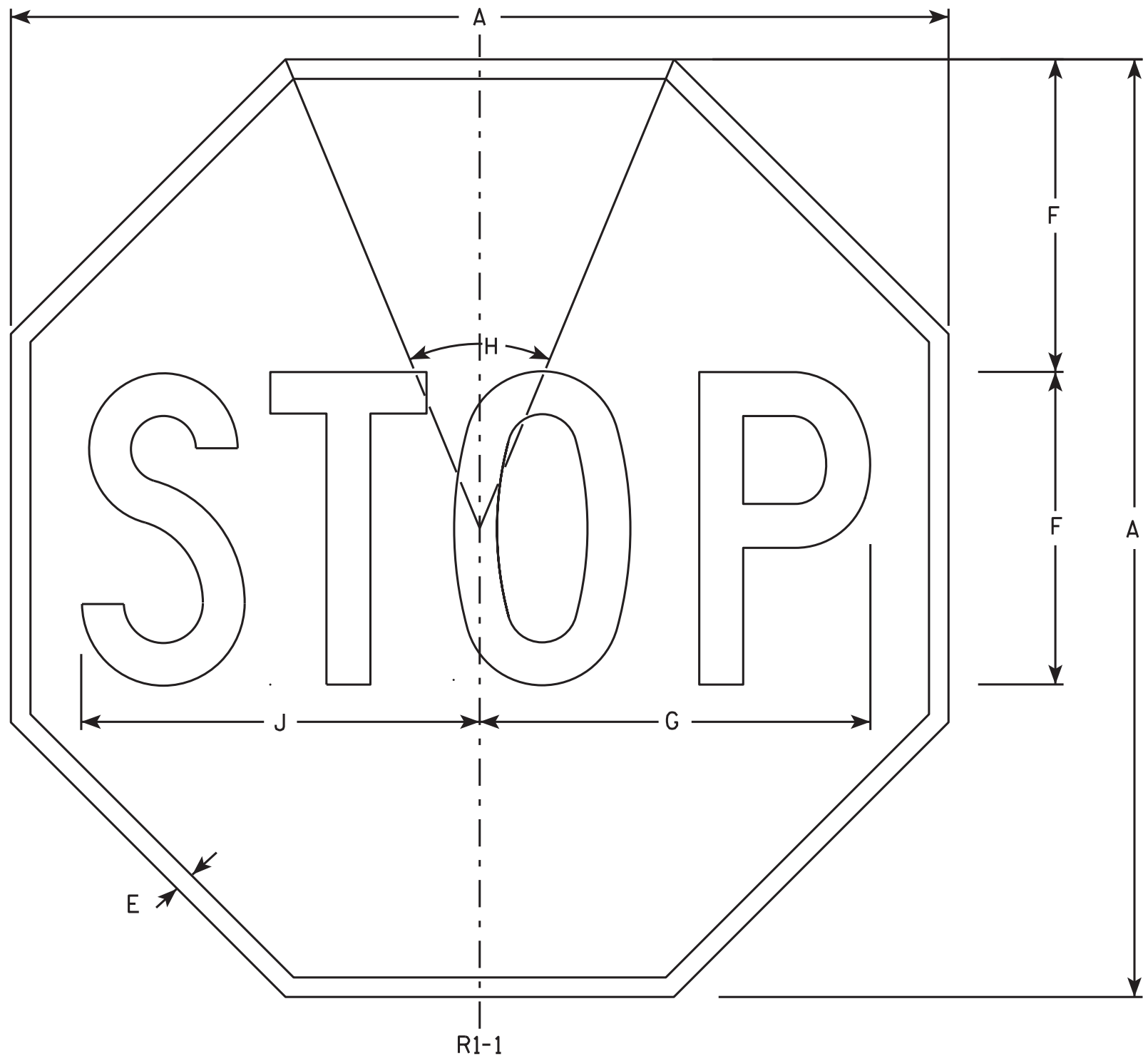
\* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:  
Background - Red  
Message - White
3. Message Series - C

R1-1

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	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

STANDARD SIGN  
R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.12

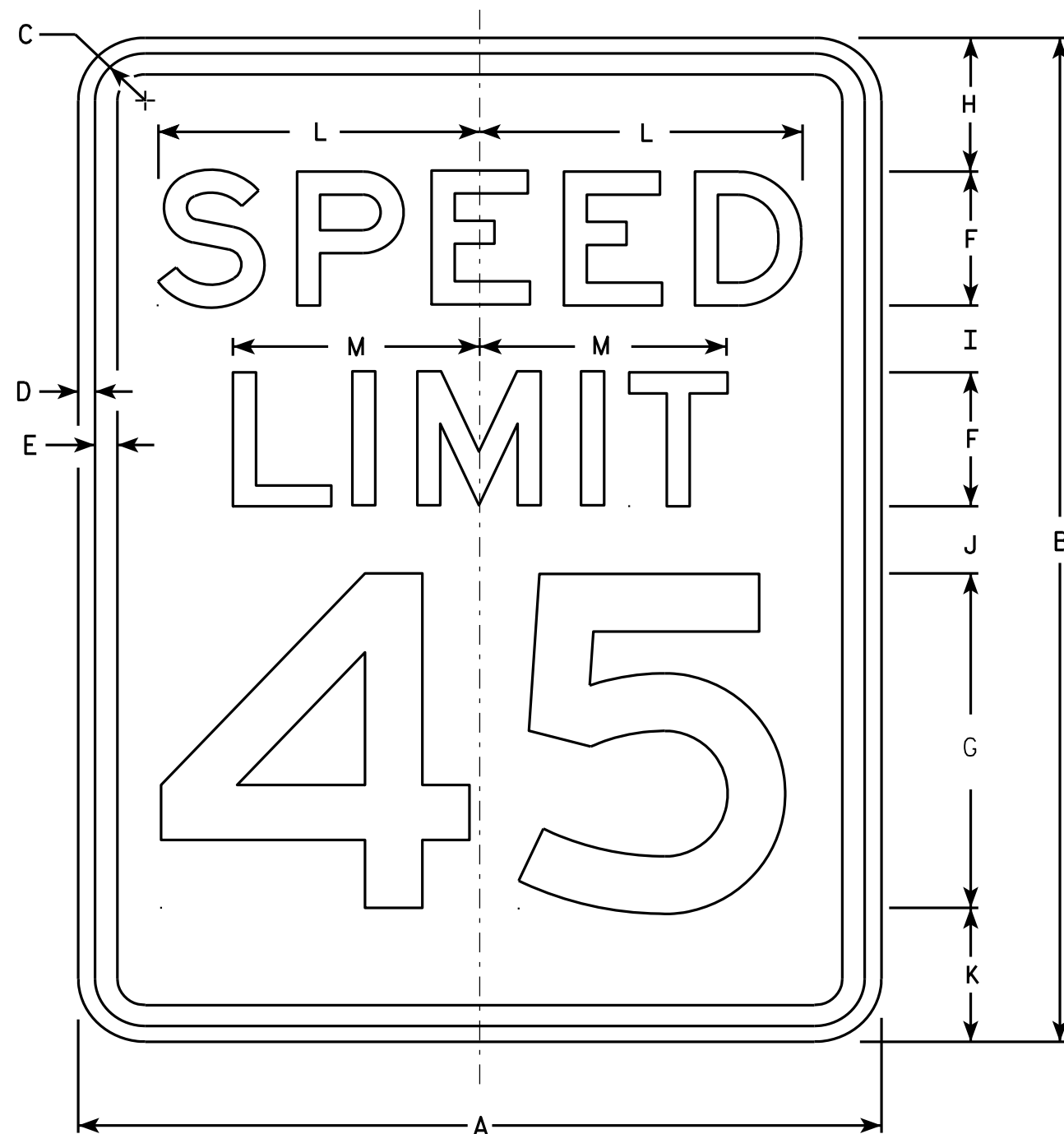
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

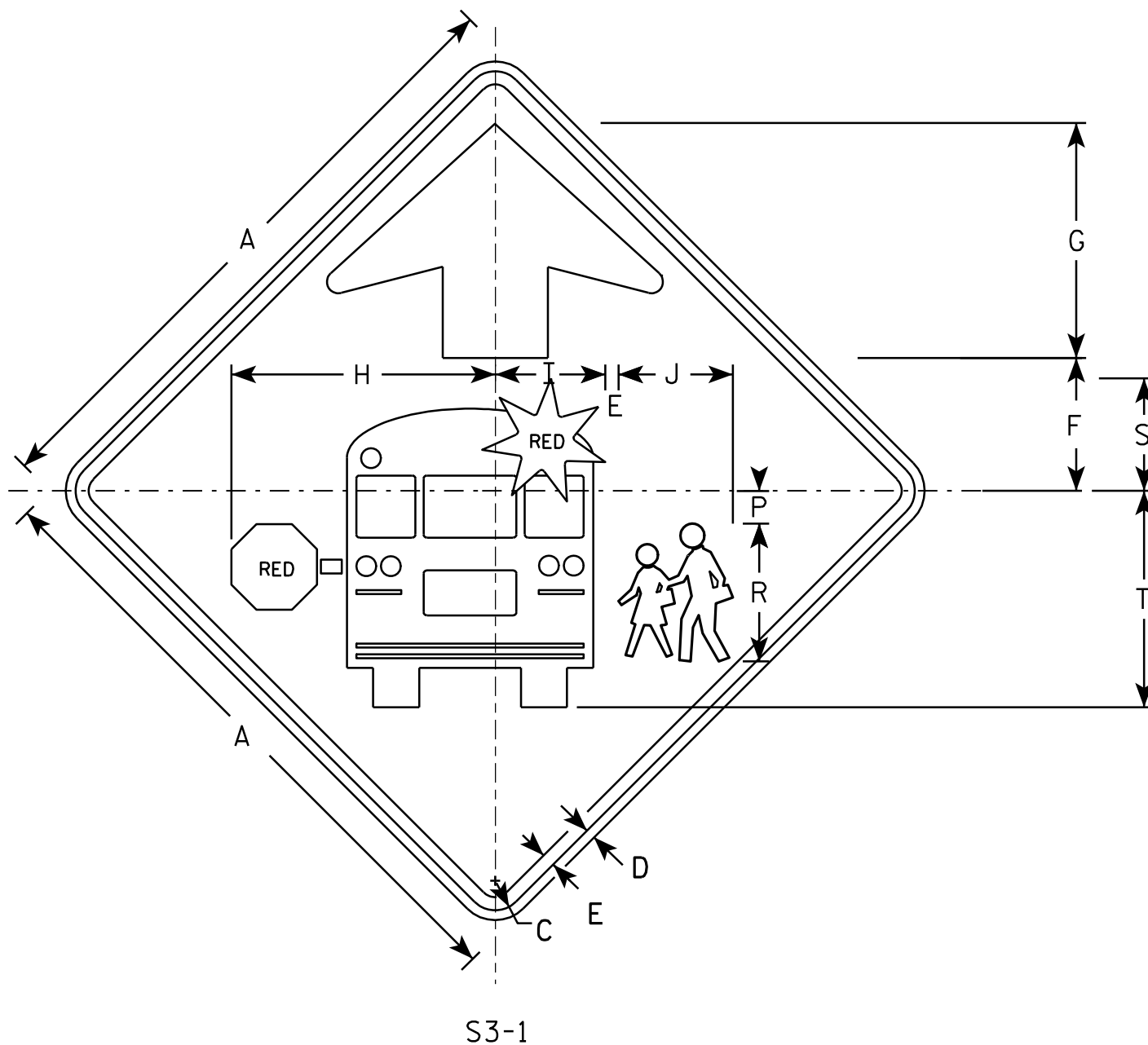
PROJECT NO:

HWY:

COUNTY:

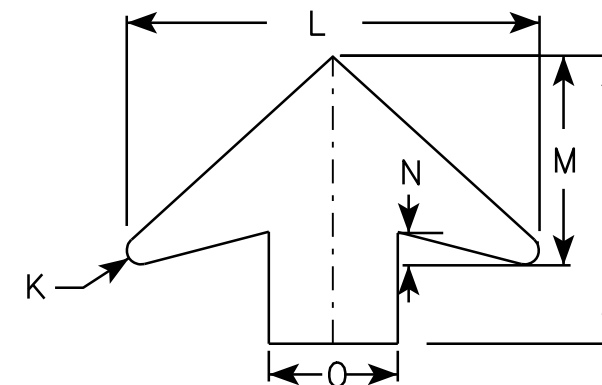
SHEET NO:

E



## NOTES

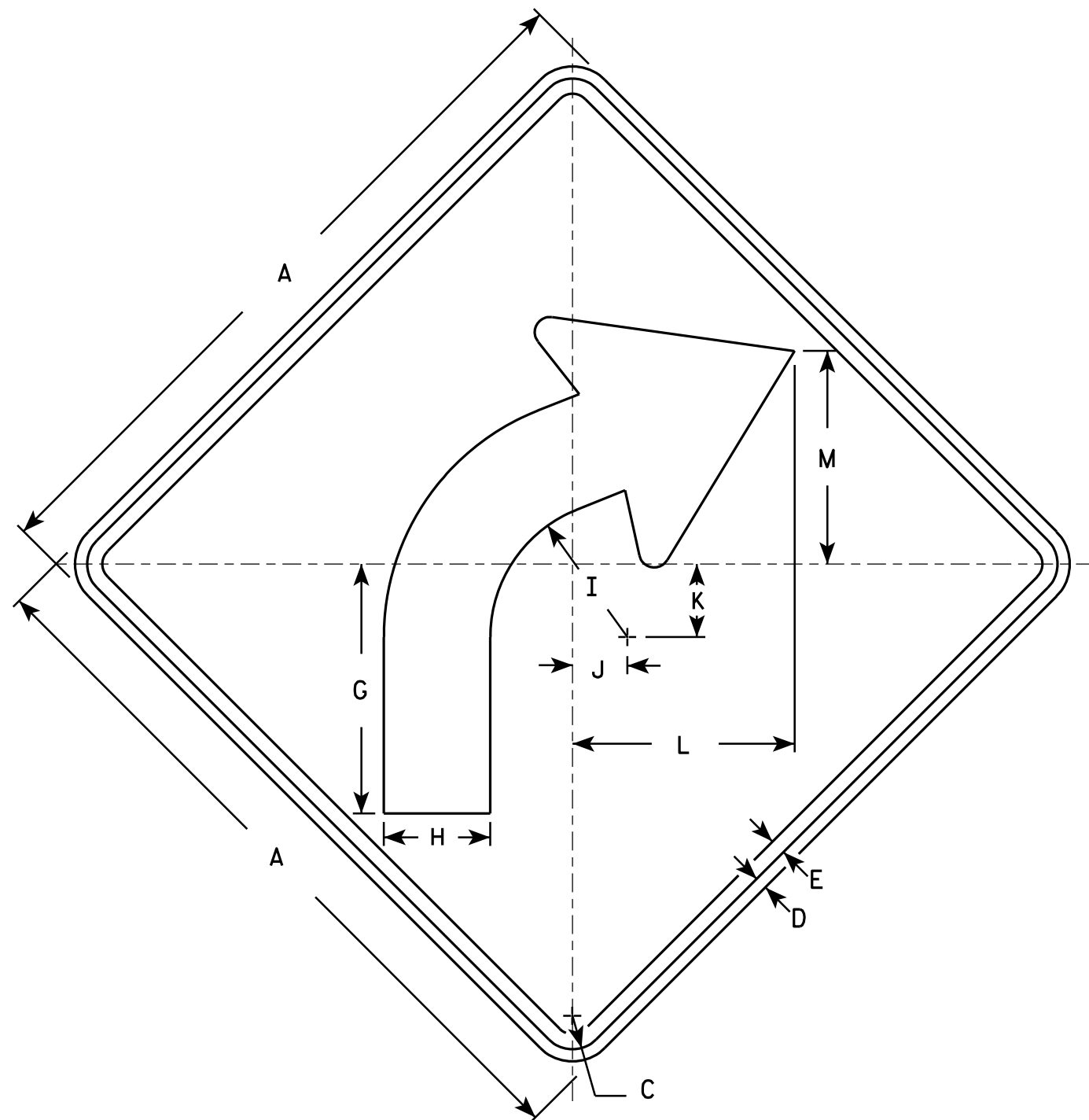
1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
  - Background - YELLOW-GREEN
  - Message - BLACK except as noted
  - Circles except PEDS- RED BACKGROUND
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

[illegible]

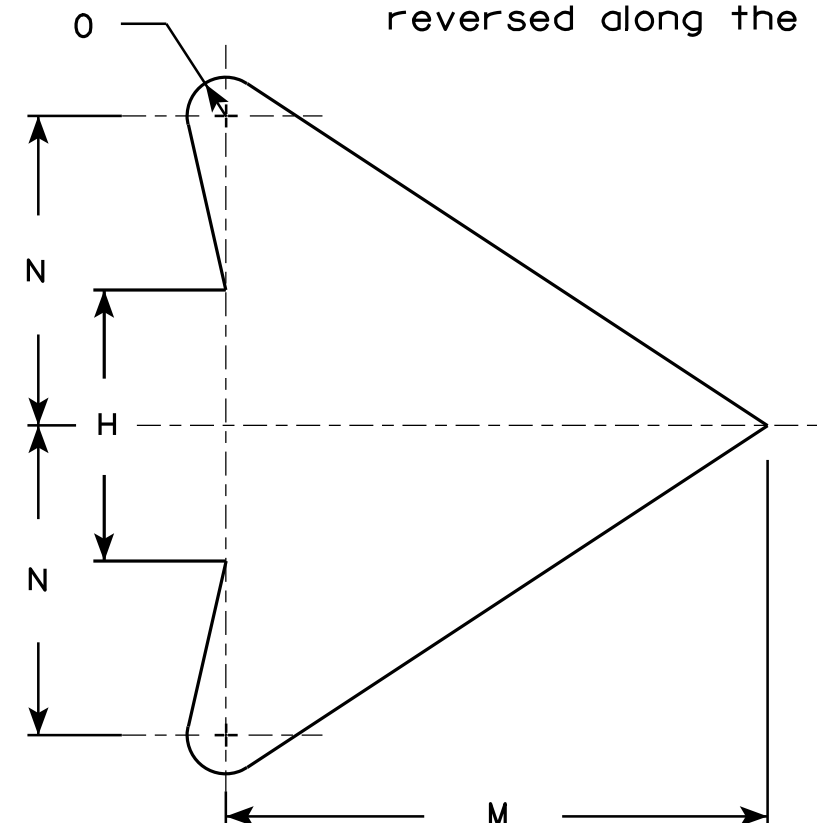
STANDARD SIGN	
S3-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>6/8/10</u>	PLATE NO. <u>S3-16</u>

# NOTES

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



W1-2R



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		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

## STANDARD SIGN

W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 5/15/12 PLATE NO. W1-2.10

PROJECT NO:

HWY:

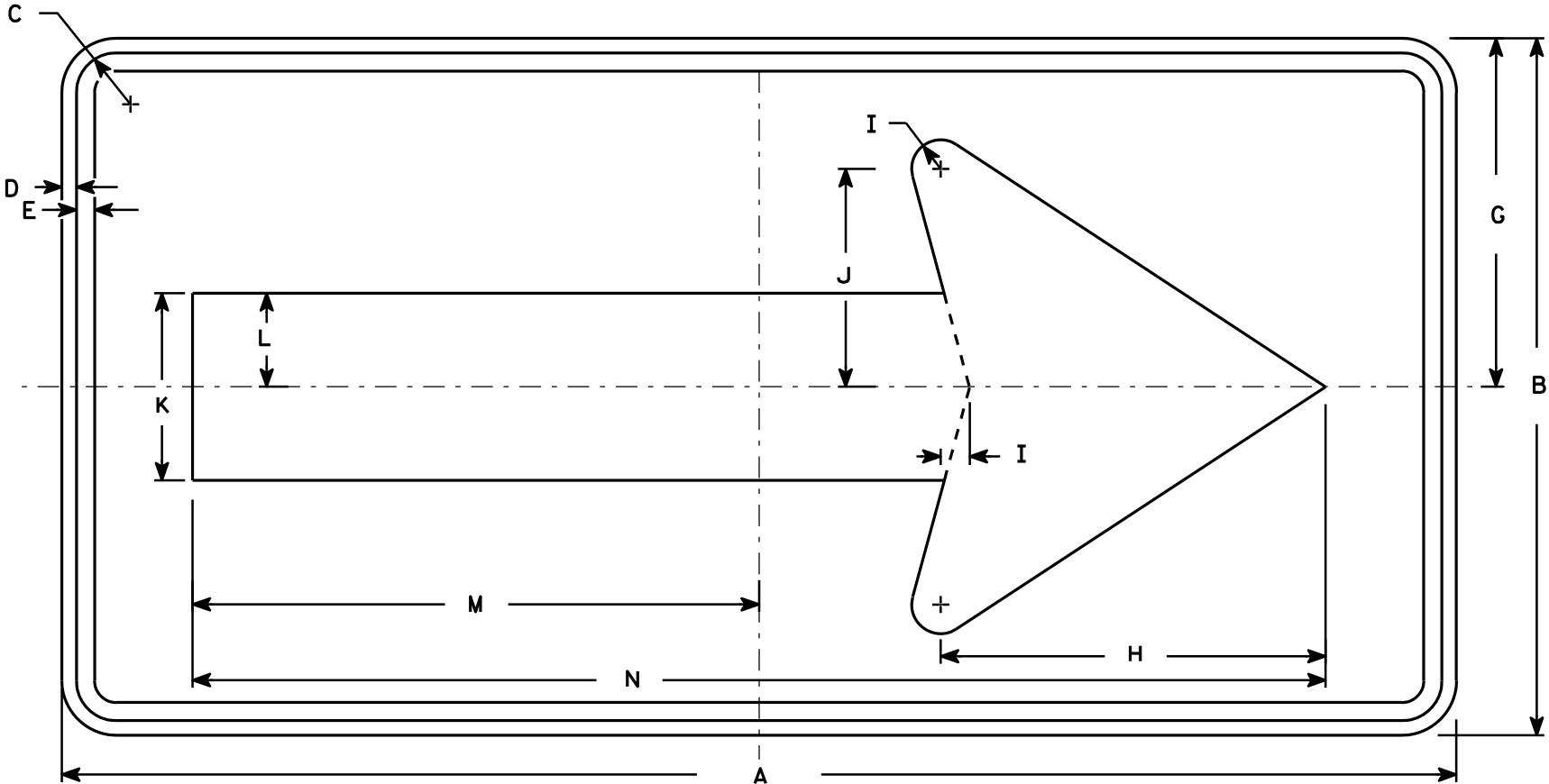
COUNTY:

SHEET NO:

E

NOTES

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



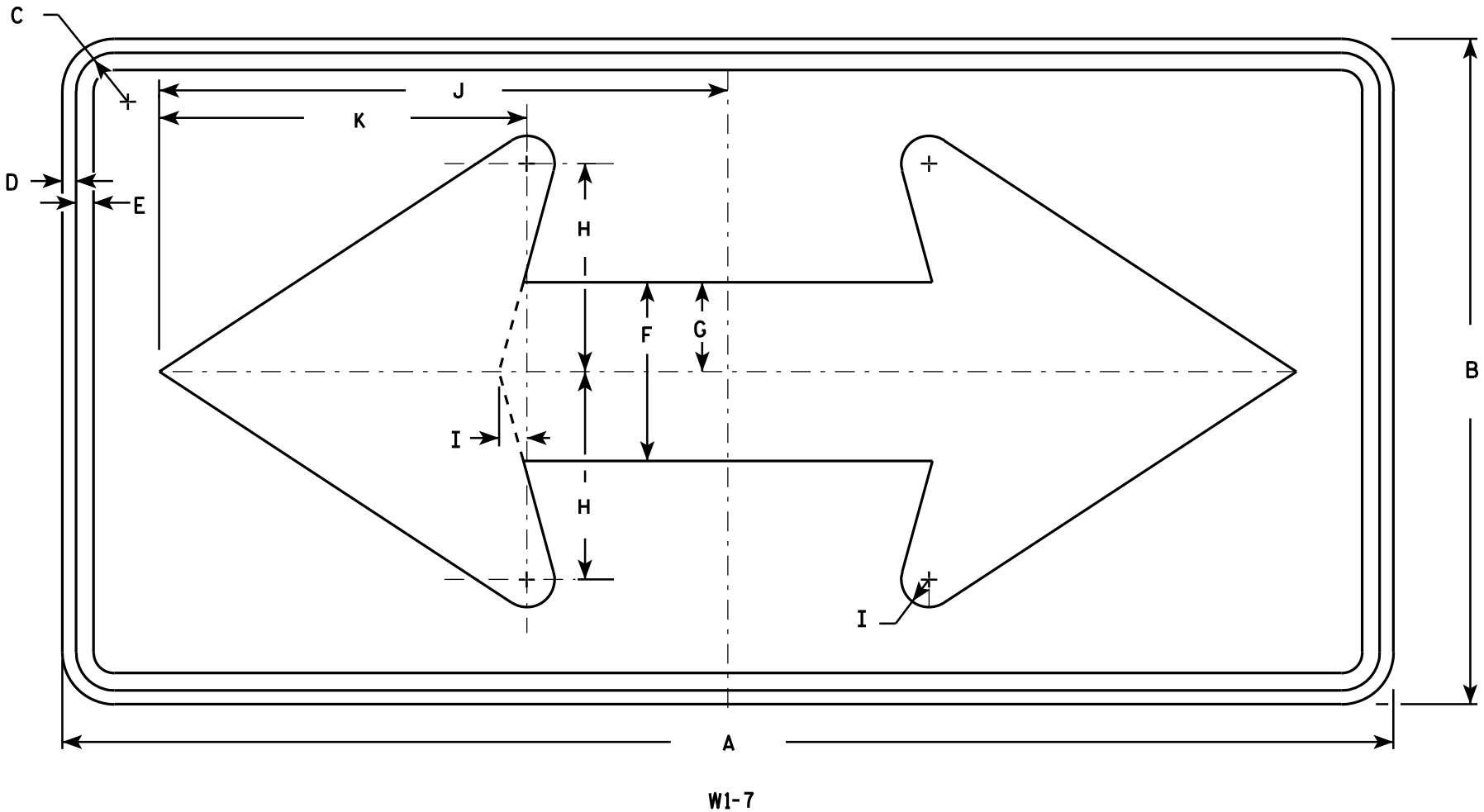
W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
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	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN  
W1-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer  
DATE 6/7/10 PLATE NO. W1-6.8



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 3/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	2 1/4	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

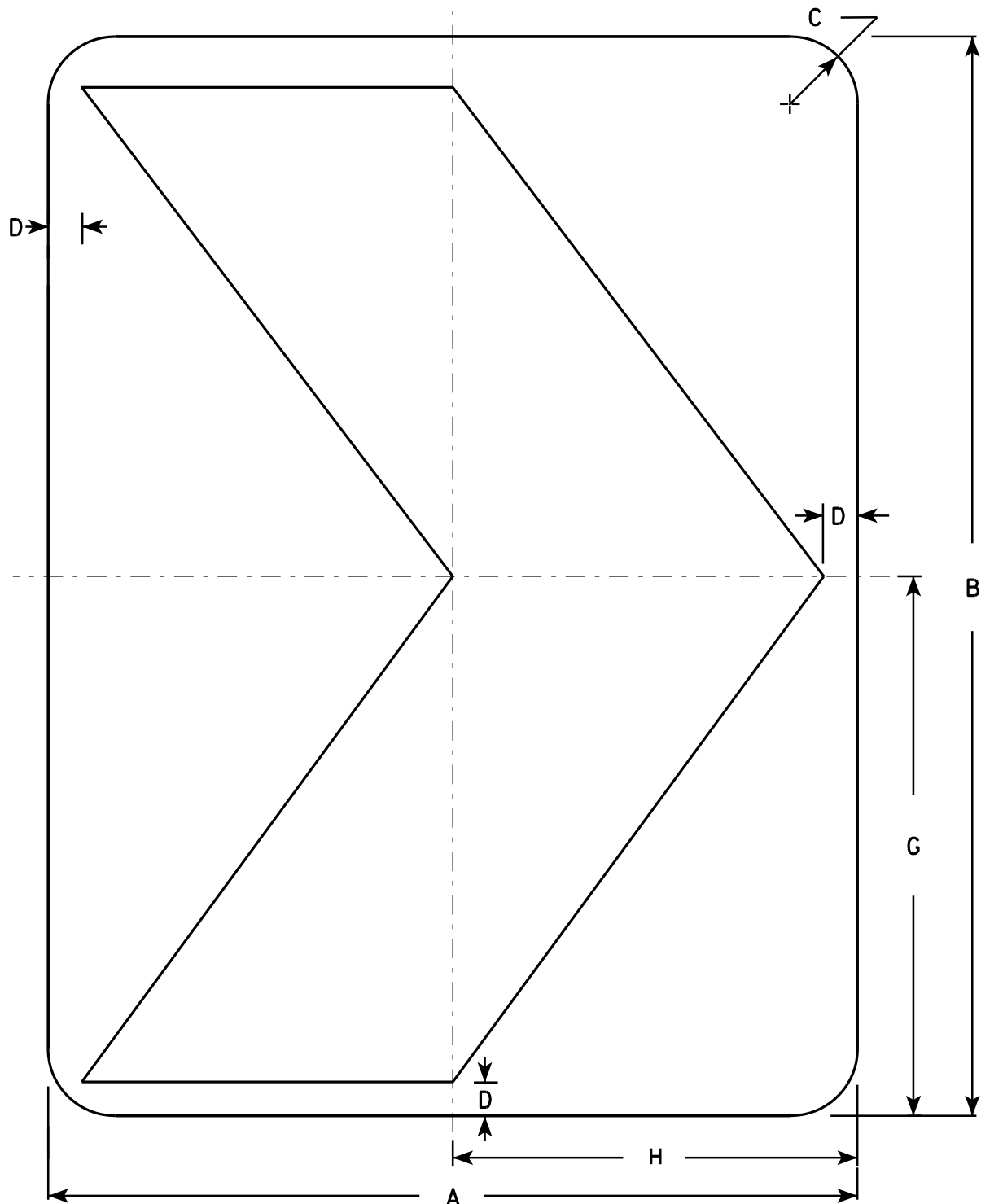
STANDARD SIGN

W1 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

DATE 6/7/10 PLATE NO. W1-7.7



W1-8

### NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	1/2			9	6																			1.5
2S	18	24	1 1/2	3/4			12	9																			3.0
2M	18	24	1 1/2	3/4			12	9																			3.0
3	24	30	1 1/2	1			15	12																			5.0
4	30	36	1 7/8	1 1/4			18	15																			7.5
5	36	48	2 1/4	1 1/2			24	18																			12.0

### STANDARD SIGN

W1-8

WISCONSIN DEPT OF TRANSPORTATION

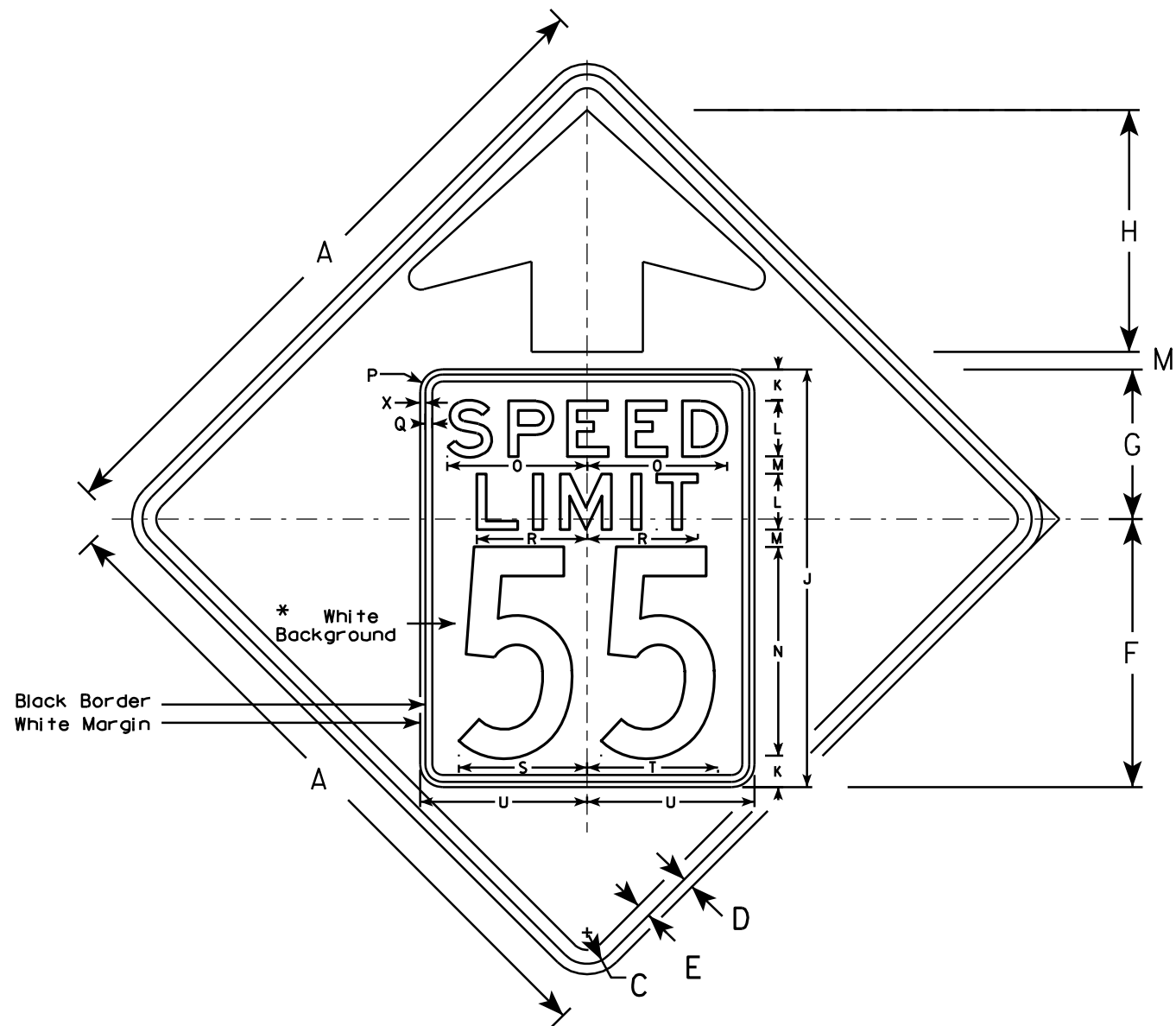
APPROVED *Matthew R. Rauch*  
for State Traffic Engineer

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

PROJECT NO:

SHEET NO:

E

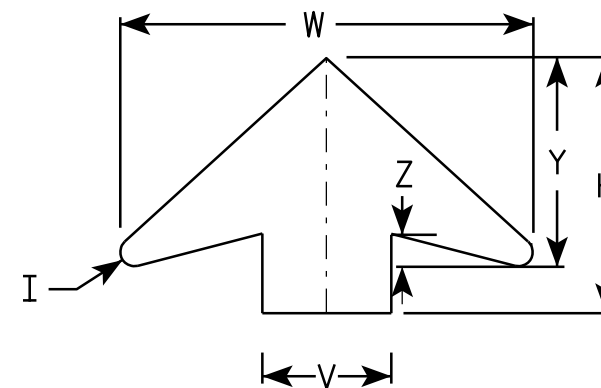


W3-5

### NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color: \*  
Background - YELLOW\*  
Message - BLACK
3. Message Series - C for numbers Series E for wording
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

\*Speed Limit Sign shall have a White Background



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
2M	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
3	36		1 5⁄8	5⁄8	3⁄4	14 1⁄2	9 1⁄2	11 1⁄2	5⁄8	24	2	3	1	12	7 1⁄8	1 1⁄2	3⁄8	5 3⁄4	7 1⁄4	7 1⁄8	9	6	19 1⁄4	3⁄8	9 3⁄4	1 5⁄8	9.0
4	48		2 1⁄4	3⁄4	1	19 1⁄4	10 3⁄4	17 3⁄8	7⁄8	30	2 1⁄4	4	1 1⁄4	15	10	1 5⁄8	1⁄2	8	9 1⁄4	9 3⁄8	12	8	25 5⁄8	3⁄8	13	2	16.0
5	48		2 1⁄4	3⁄4	1	19 1⁄4	10 3⁄4	17 3⁄8	7⁄8	30	2 1⁄4	4	1 1⁄4	15	10	1 5⁄8	1⁄2	8	9 1⁄4	9 3⁄8	12	8	25 5⁄8	3⁄8	13	2	16.0

### STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

*Matthew R. Rauch*  
for State Traffic Engineer

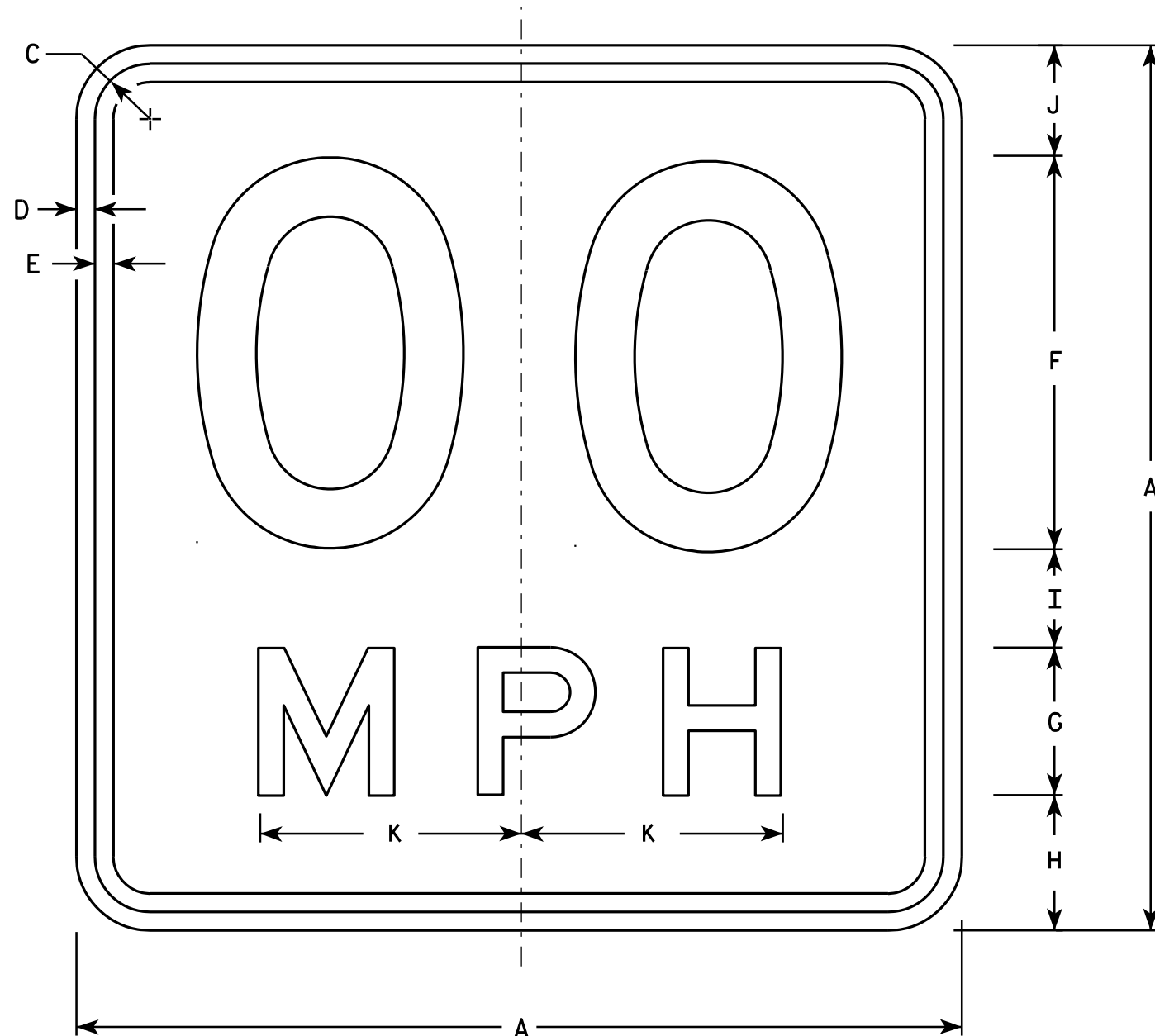
DATE 5/29/12

PLATE NO. W3-5.5

PROJECT NO:

SHEET NO:

E



### NOTES

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

W13-1

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

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

### STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

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

PROJECT NO:

HWY:

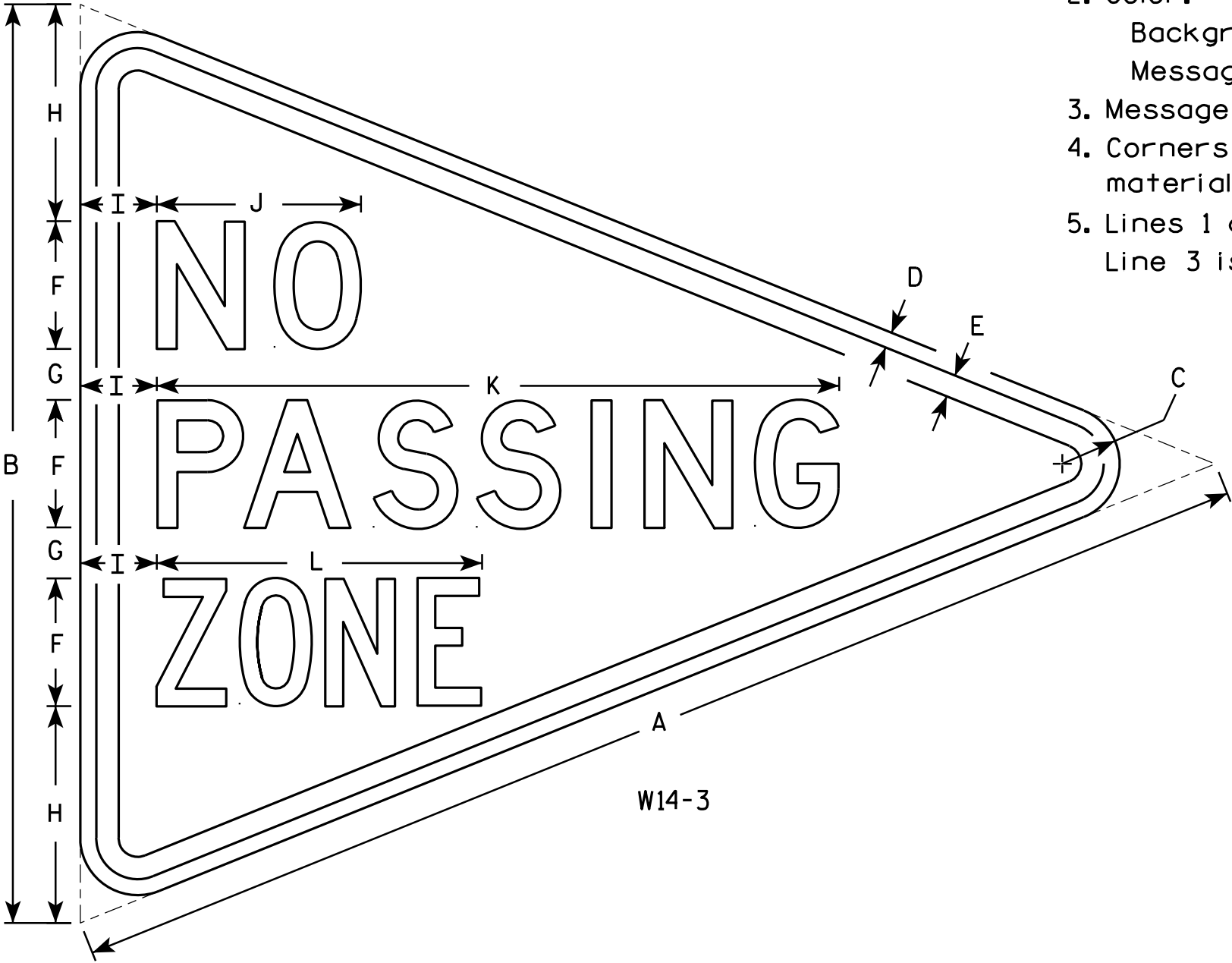
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:  
Background - Yellow  
Message - Black
- 3. Message Series - See note 5
- 4. Corners and borders shall be rounded on all base materials for this sign.
- 5. Lines 1 and 2 are Series D.  
Line 3 is series C.



W14-3

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
2M	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															6.0
3	64	48	3	3/4	1 1/4	6	3	12	4	10 3/4	33 5/8	16 1/2															10.7
4																											
5																											

STANDARD SIGN  
W14-3

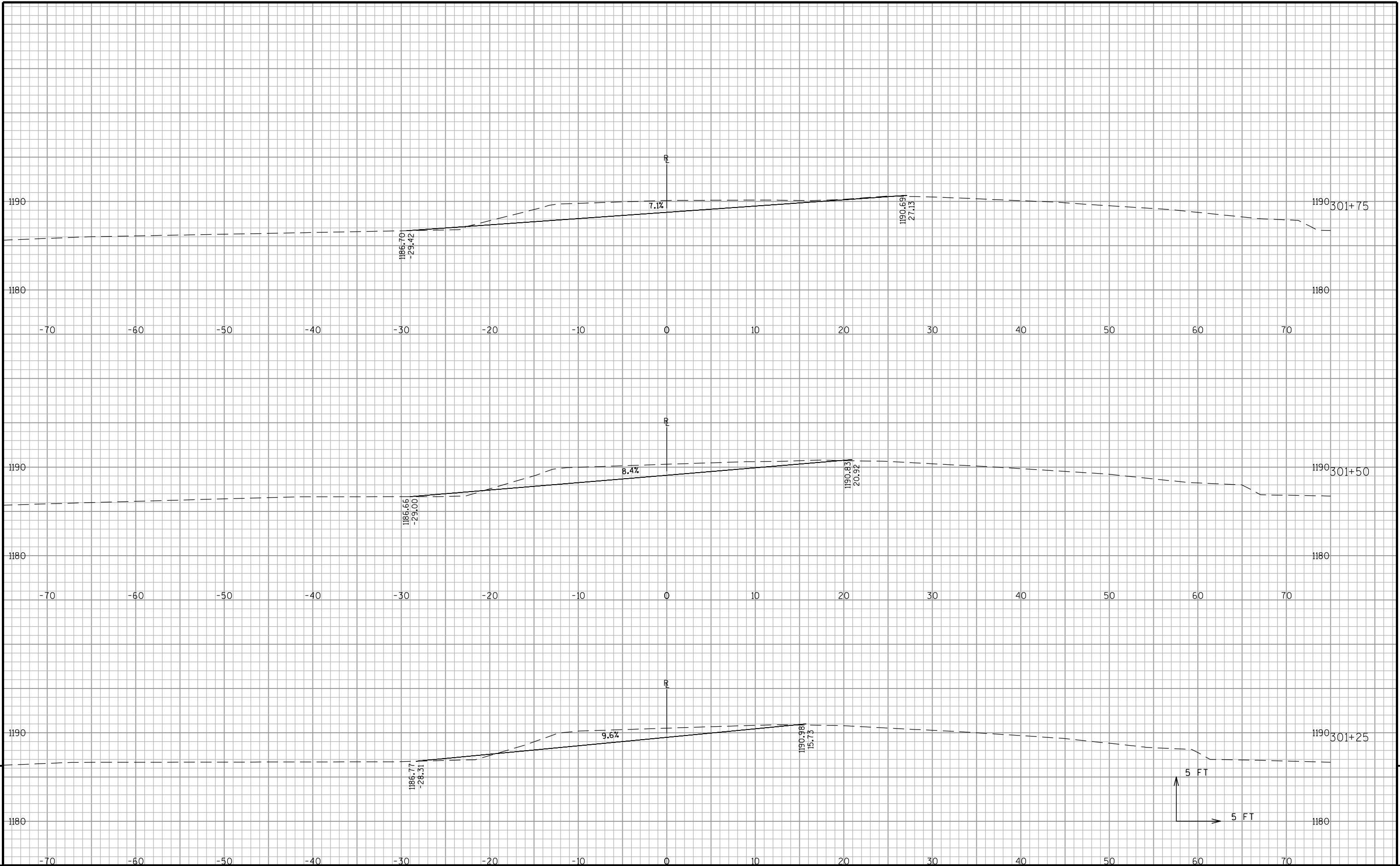
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*  
For State Traffic Engineer

DATE 6/7/10 PLATE NO. W14-3.9

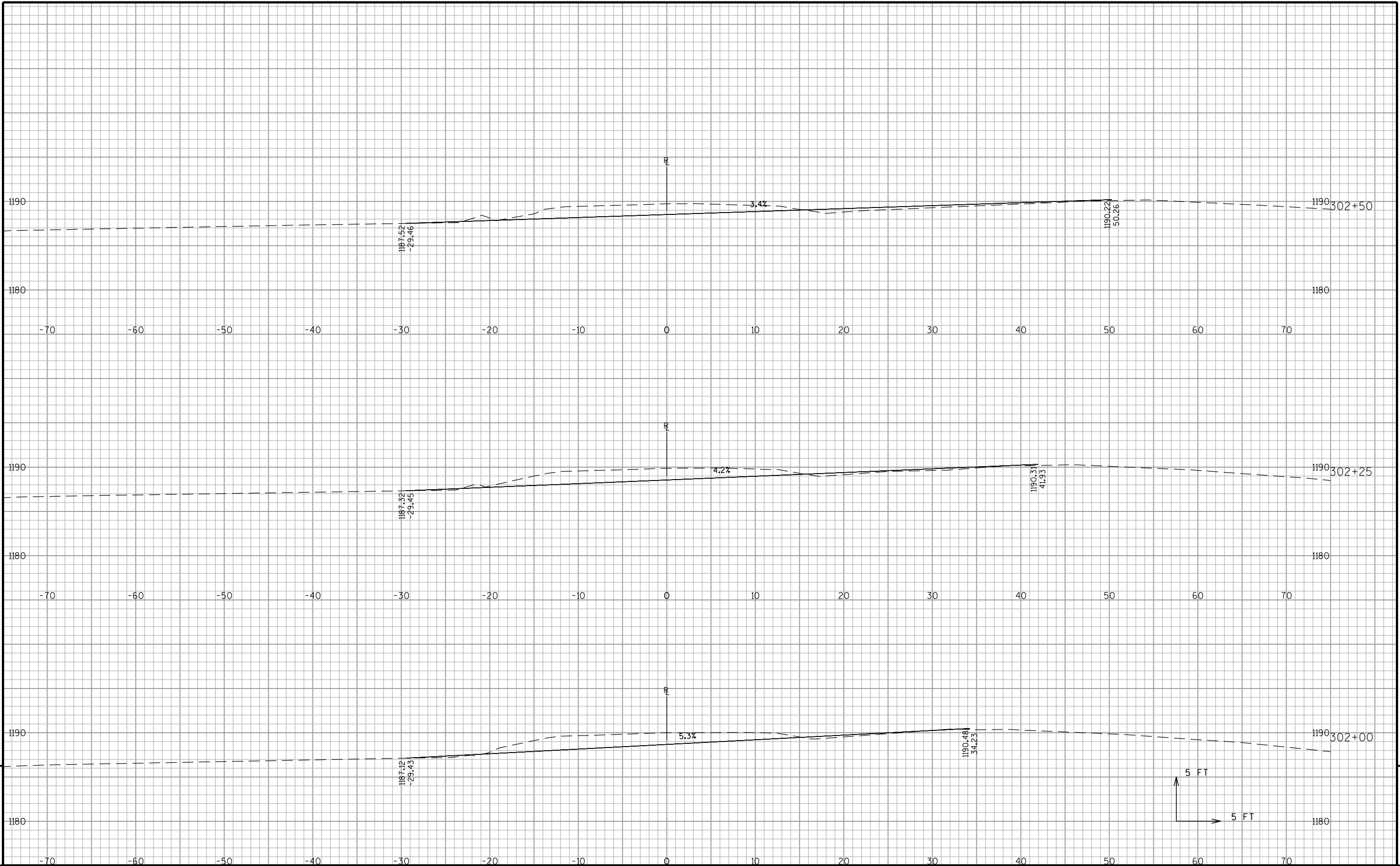
WILLOW ROAD				*EXPANDED = 1.3			
STATION	END AREA		VOLUME		CUMULATIVE VOLUME		MASS HAUL
	CUT (S.F.)	FILL (S.F.)	CUT (C.Y.)	FILL (C.Y.)	CUT (C.Y.)	*FILL (C.Y.)	
300+50	15.0	4.1					
301+25	30.7	2.1	63.5	8.6	64	11	52
301+50	39.9	1.8	32.7	1.8	96	14	83
301+75	43.5	1.1	38.6	1.3	135	15	120
302+00	38.9	2.6	38.1	1.7	173	17	155
302+25	38.8	5.2	36	3.6	209	22	187
302+50	32.2	10.5	32.9	7.3	242	32	210
302+75	32.3	20.9	29.9	14.5	272	50	221
303+00	20.3	26.4	24.4	21.9	296	79	217
303+37	26.7	5.2	32.2	21.7	328	107	221

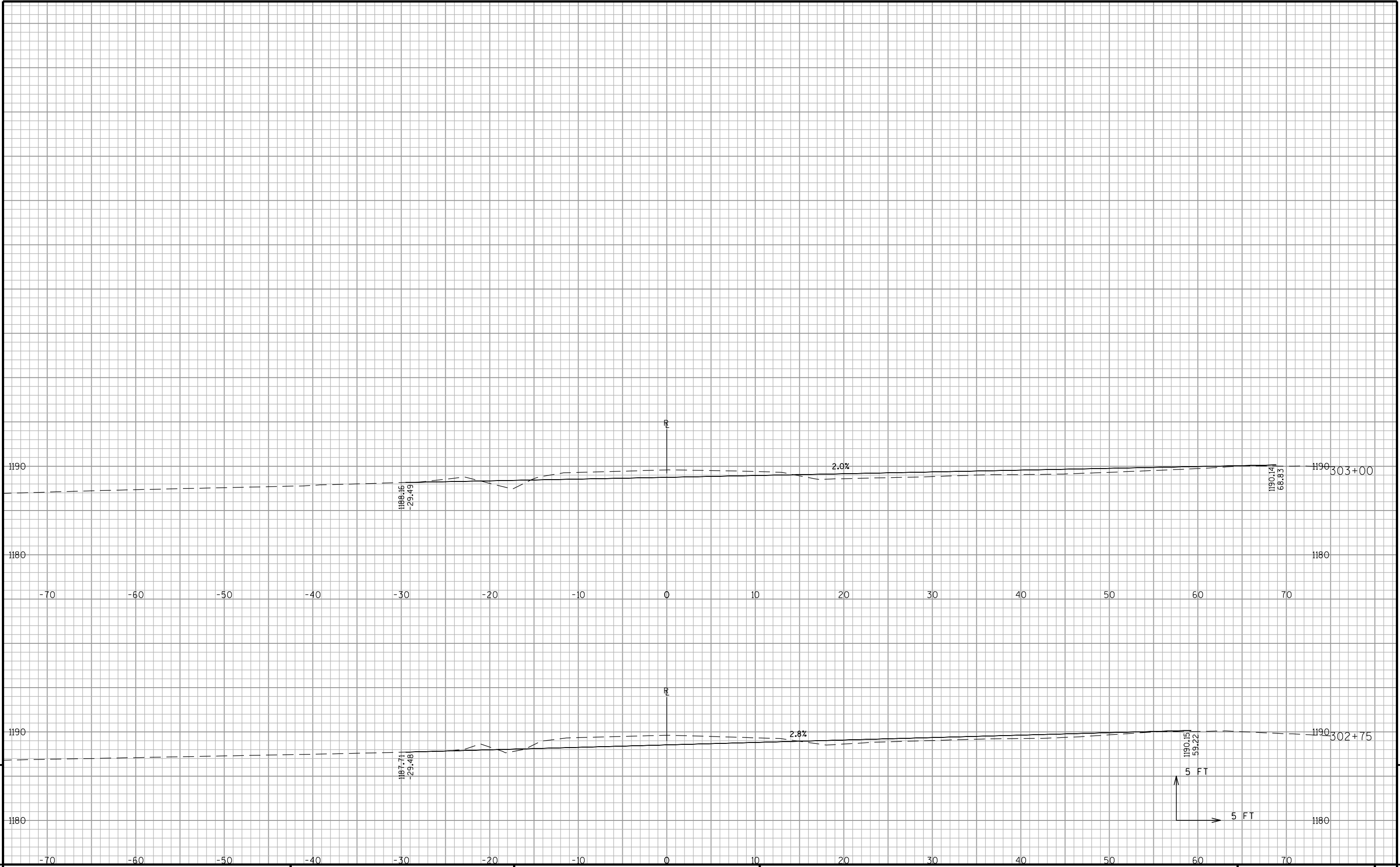
NOTES:  
ENCOUNTERING MARSH, ROCK OR EBS  
IS NOT ANTICIPATED ON THIS PROJECT.

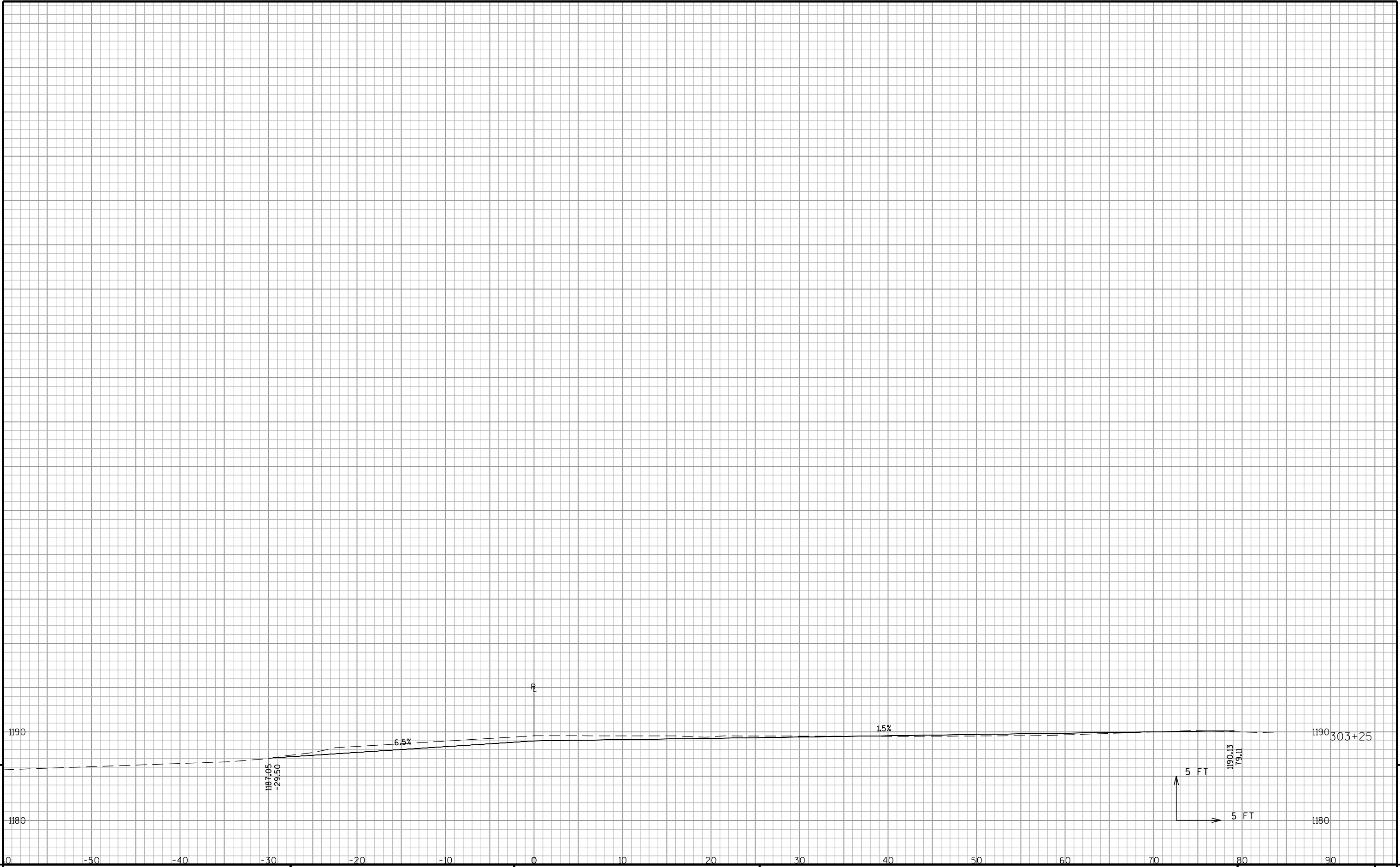


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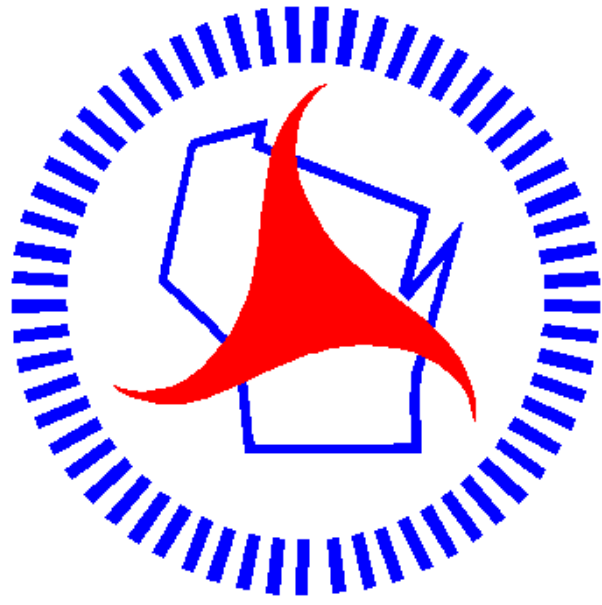




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## Notes



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