

MAD

PROJECT ID:

5255-01-62

COUNTY: IOWA

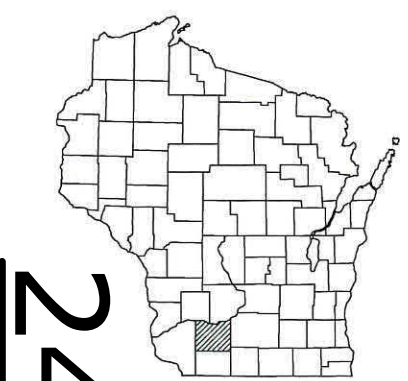
WITH: N/A

JUNE 2017

ORDER OF SHEETS

- Section No. 1 Title
- Section No. 2 Typical Sections and Details (Includes Erosion Control Plan)
- Section No. 3 Estimate of Quantities
- Section No. 3 Miscellaneous Quantities
- ~~Section No. 4 Right of Way Plat~~
- ~~Section No. 5 Plan and Profile~~
- Section No. 6 Standard Detail Drawings
- Section No. 7 Sign Plates
- ~~Section No. 8 Structure Plans~~
- ~~Section No. 9 Computer Earthwork Data~~
- Section No. 9 Cross Sections

TOTAL SHEETS = 112



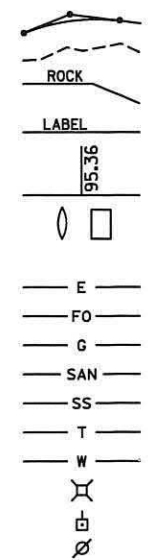
DESIGN DESIGNATION

- A.A.D.T. (2017) = 4,650
- A.A.D.T. (2037) = 5,100
- D.H.V. (2037) = 424
- D.D. = 61/39
- T. = 15.2%
- DESIGN SPEED = 55 MPH
- ESALS = 1,200,000

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



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

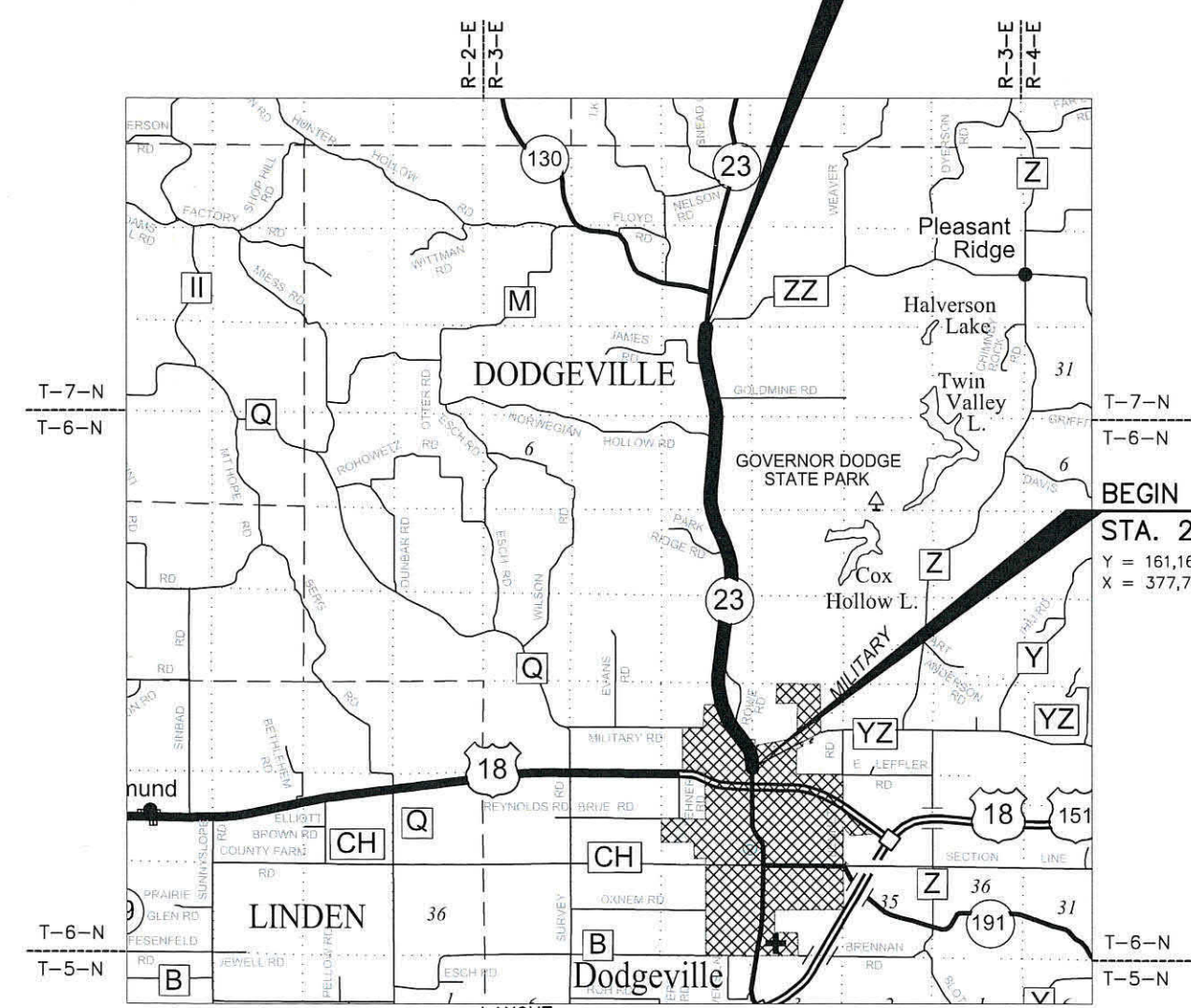
MINERAL POINT - SPRING GREEN

MILITARY RIDGE ROAD TO CTH ZZ

STH 23
IOWA COUNTY

STATE PROJECT NUMBER
5255-01-62

END PROJECT
STA. 266+80.85



BEGIN PROJECT
STA. 22+87.57

Y = 161,166.55
X = 377,711.94

SCALE 0 2 MILE

TOTAL NET LENGTH OF CENTERLINE = 4.620 MILES

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

"ELEVATIONS ON THIS PLAN ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88)."

STATE PROJECT
5255-01-62

FEDERAL PROJECT

PROJECT	CONTRACT

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc.
Engineers - Architects - Surveyors



1/10/17
(Date) (Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor JEWELL ASSOCIATES ENGINEERS, INC.
Designer JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager MATTHEW DAPP, P.E.
Regional Examiner
Regional Supervisor WILLIAM STROBEL, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 1/10/17 (Signature)

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

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

DISTURBED AREAS SHOWN WITHIN THE RIGHT-OF-WAY, EXCEPT THE AREAS WITHIN THE FINISHED SHOULDER POINTS ARE TO BE FERTILIZED (TYPE B), SEEDED (USE SEED MIX NO. 30), SEEDING TEMPORARY, AND EROSION MAT CLASS I TYPE B AS DIRECTED BY THE ENGINEER. FERTILIZER (TYPE B), SEEDING (SEEDING MIX NO. 30) & SEEDING TEMPORARY ARE PAID FOR UNDER THE BID ITEM BARRIER SYSTEM GRADING SHAPING FINISHING.

PRIOR TO THE PLACEMENT OF GUARDRAIL, THE SHOULDERS SHALL BE PLACED, SHAPED, AND COMPACTED.

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

WHEN THE QUANTITY OF THE ITEM OF BASE AGGREGATE DENSE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE COURSE SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL EDGE MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

HMA PAVEMENT QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

2-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A SINGLE 2-INCH LAYER OF HMA PAVEMENT 4 LT 58-28 S.

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

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

APPLY TACK COAT TO MILLED SURFACE PRIOR TO PLACEMENT OF HMA PAVEMENT AT A RATE OF 0.07 GAL/SY.

PAVE 2" OF HMA PAVEMENT 4 LT 58-28 S IN AREAS WHERE EXTRA DEPTH MILLING IS REQUIRED AS SHOWN IN THE PLANS.

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

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

THE LOW SIDE SHOULDER SLOPE ON SUPERELEVATED SECTIONS EQUALS THE SUPERELEVATION WHEN THE SUPERELEVATION IS GREATER THAN 0.04 FT./FT. IF THE SUPERELEVATION IS LESS THAN OR EQUALS 0.04 FT./FT., THEN THE LOW SIDE SHOULDER SLOPE IS 0.04 FT./FT. THE HIGH SIDE SHOULDER SLOPE ON THE SUPERELEVATED SECTION EQUALS THE SUPERELEVATION.

FILL EXPANSION IS VARIABLE AND IS ESTIMATED AT 25%.

ADJUST DITCH GRADING AS NECESSARY TO FIELD CONDITIONS AND AS DIRECTED BY THE ENGINEER IN THE FIELD.

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

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

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

IF THERE ARE CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

THE LOCATION OF ALL PERMANENT SIGNING SHALL BE VERIFIED BY THE ENGINEER IN THE FIELD PRIOR TO PLACEMENT.

CONTACTS

WISCONSIN DEPARTMENT OF TRANSPORTATION:

WisDOT PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
ATTN: MATTHEW DAPP, P.E.
PH: (608) 246-5353
CELL: (608) 516-6481
EMAIL: matthew.dapp@dot.wi.gov

DESIGN CONSULTANT:

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588
ATTN: ELLERY SCHAFFER, P.E.
PH: (608) 459-6027
CELL: (608) 341-8159
EMAIL: ellery.schaffer@jewellassoc.com

WDNR LIAISON:

STATE OF WISCONSIN
DNR SERVICE CENTER
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
ATTN: ANDY BARTA
PH: (608) 275-3308
CELL: (608) 235-2955
EMAIL: Andrew.Barta@wisconsin.gov

UTILITIES

ELECTRICITY

ALLIANT ENERGY
ATTN: JASON HOGAN
4902 N BILTMORE LANE
SUITE 1000
MADISON, WI 53718
OFFICE: (608) 458-4871
CELL: (608) 395-7395
EMAIL: jasonhogan@alliantenergy.com

GAS/PETROLEUM

ALLIANT ENERGY
ATTN: JASON HOGAN
4902 N BILTMORE LANE
SUITE 1000
MADISON, WI 53718
OFFICE: (608) 458-4871
CELL: (608) 395-7395
EMAIL: jasonhogan@alliantenergy.com

COMMUNICATION LINE

FRONTIER COMMUNICATIONS
ATTN: DANA GILLET
100 COMMUNICATIONS DRIVE
SUN PRAIRIE WI, 53590
OFFICE: (608) 837-1605
CELL: (608) 512-2389
EMAIL: Dana.Gillett@ftr.com

COMMUNICATION LINE

MH TELECOM LLC
ATTN: STEVE VIVIAN
305 NORTH IOWA STREET
DODGEVILLE, WI 53533
OFFICE: (608) 930-9985
CELL: (608) 574-5418
EMAIL: steve.vivian@mhtcinc.com

GAS/PETROLEUM

NORTHERN NATURAL GAS
ATTN: LEONARD KLAAS
5557 COUNTY ROAD D
PLATTEVILLE, WI 53818
OFFICE: (402) 530-2806
CELL: (608) 778-8514
EMAIL: leonard.klaas@nngco.com

COMMUNICATION LINE

CHARTER COMMUNICATIONS
ATTN: STEVE HEGGE
2701 DANIELS STREET
MADISON, WI 53718
OFFICE: (608) 576-2613
CELL: (608) 576-2613
EMAIL: steve.hegge@charter.com

SANITARY SEWER

DODGEVILLE SANITARY DISTRICT
ATTN: SARA OLSON
108 EAST LEFFLER STREET
DODGEVILLE, WI 53533
OFFICE: (608) 935-5808
CELL: (608) 574-4319
EMAIL: twnclerk@mhtc.net

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT	Linear Foot	S	South
BAD	Base Aggregate Dense	or LF		SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SY or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek	PT	Point	SE	Superelevation
CR	Crushed	PC	Point of Curvature	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PI	Point of Intersection	SV	Septic Vent
CP	Culvert Pipe	PRC	Point of Reverse Curvature	T	Tangent
C & G	Curb and Gutter	PT	Point of Tangency	TEL	Telephone
D	Degree of Curve	POC	Point On Curve	TEMP	Temporary
DHV	Design Hour Volume	POT	Point on Tangent	TI	Temporary Interest
DIA	Diameter	PVC	Polyvinyl Chloride	TLE	Temporary Limited Easement
E	East	PCC	Portland Cement Concrete	t	Ton
X	East Grid Coordinate	LB	Pound	T or TN	Town
ELEC	Electric (al)	PSI	Pounds Per Square Inch	TRANS	Transition
EL or ELEV	Elevation	P.E.	Private Entrance	TL or T/L	Transit Line
ESALS	Equivalent Single Axle Loads	R	Radius	T	Trucks (percent of)
EBS	Excavation Below Subgrade	RR	Railroad	TYP	Typical
FF	Face to Face	R	Range	UNCL	Unclassified
F.E.	Field Entrance	RL or R/L	Reference Line	UG	Underground Cable
F	Fill	RP	Reference Point	USH	United States Highway
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	VAR	Variable
FL or F/L	Flow Line	REQD	Required	V	Velocity or Design Speed
FT	Foot	RES	Residence or Residential	VERT	Vertical
FTG	Footing	RW	Retaining Wall	VC	Vertical Curve
GN	Grid North	RT	Right	VOL	Volume
HT	Height	RHF	Right-Hand Forward	WM	Water Main
CWT	Hundredweight	R/W	Right-of-Way	WV	Water Valve
HYD	Hydrant	RD	Road	W	West
INL	Inlet			WB	Westbound
ID	Inside Diameter			YD	Yard

ORDER OF SECTION 2 SHEETS:

- WRITTEN MATERIAL

- PROJECT OVERVIEW

- TYPICAL SECTIONS

- CONSTRUCTION DETAILS (INCLUDES EROSION CONTROL PLAN)

- PLAN DETAILS

PROJECT NO:5255-01-62

HWY:STH 23

COUNTY:IOWA

GENERAL NOTES, UTILITIES, CONTACTS, & ABBREVIATIONS

SHEET2

E

FILE NAME : S:\PROJECTS\W11562 STH 23 IOWA COUNTY\SHEETSPLAN\TYPICALS\GENERAL NOTES.DWG

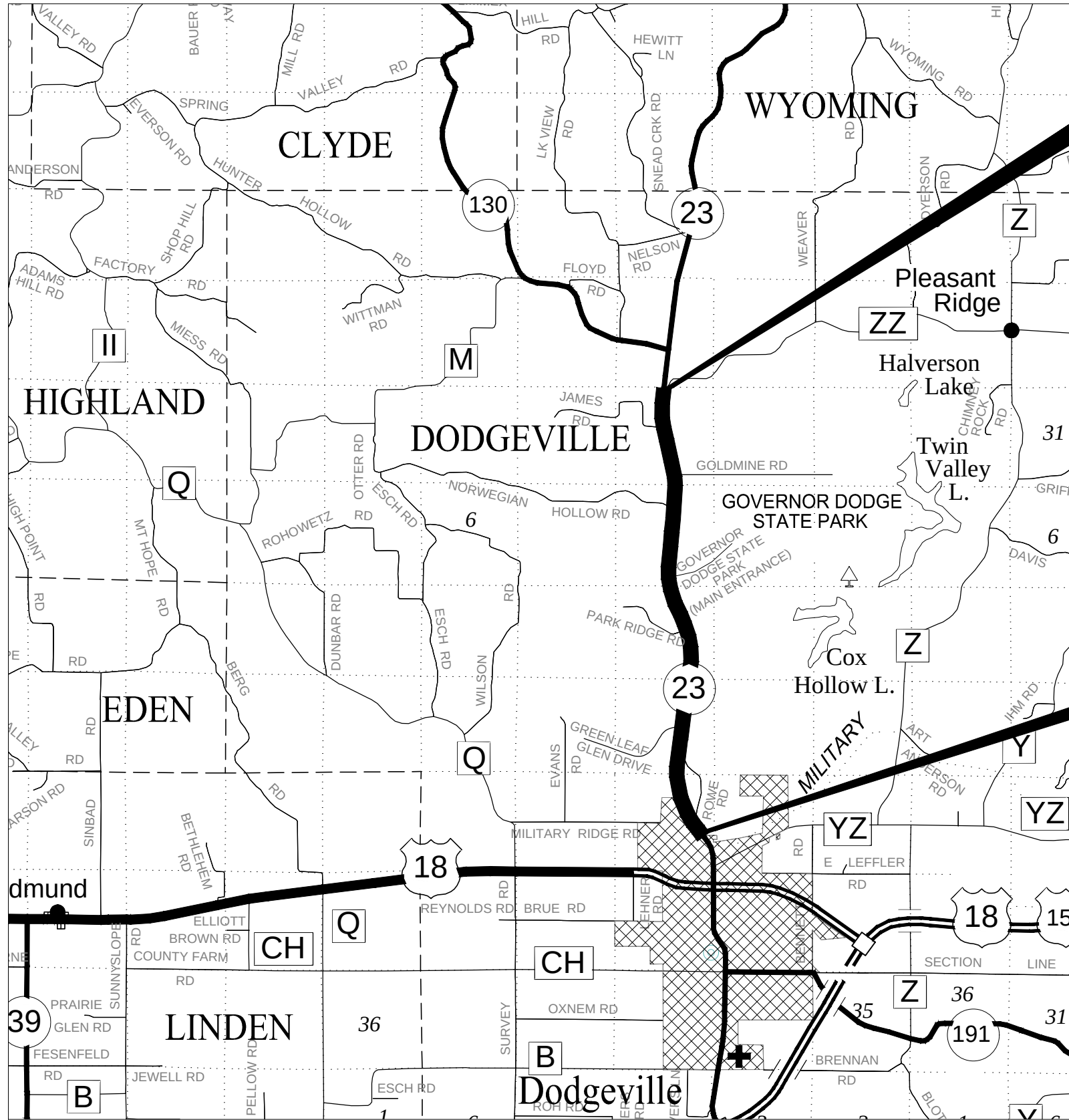
LAYOUT : LAYOUT1

PLOT DATE : 4/11/2017

PLOT TIME : 11:15:33 AM

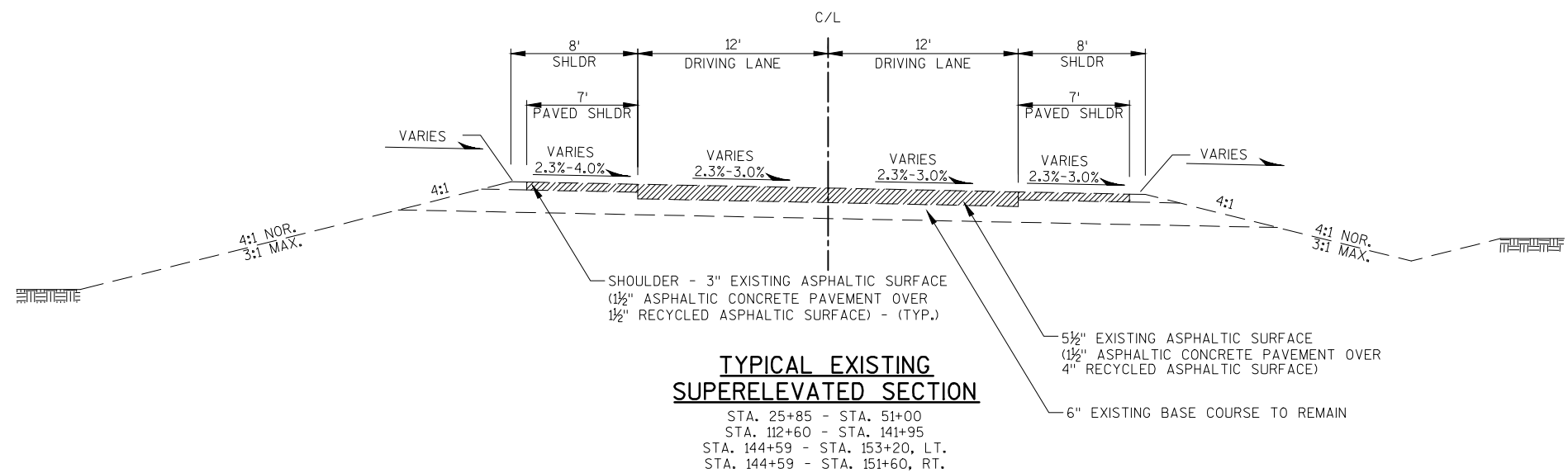
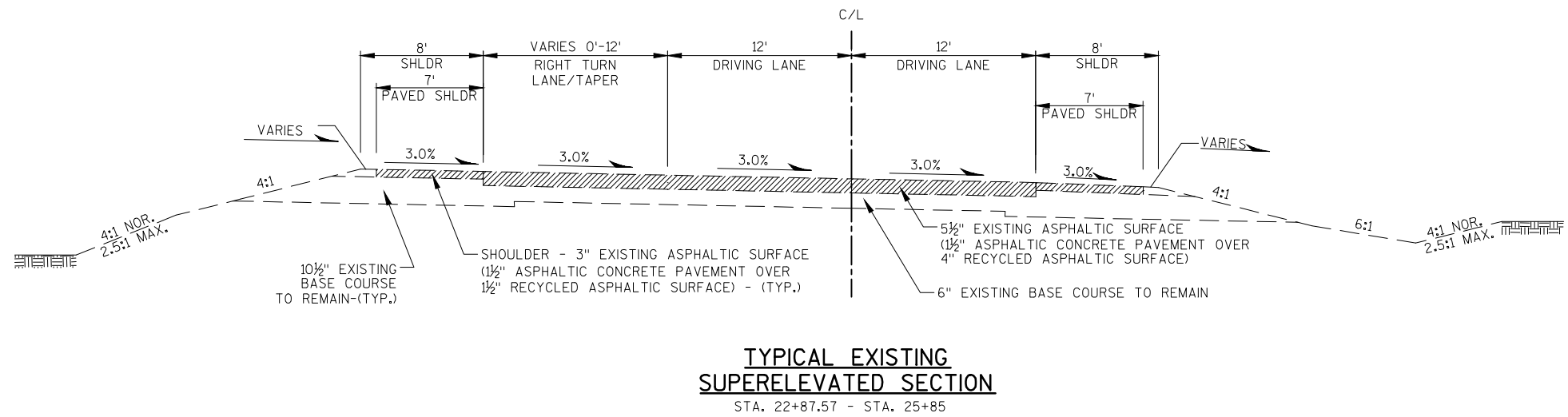
PLOT BY : STRINE, THERESA

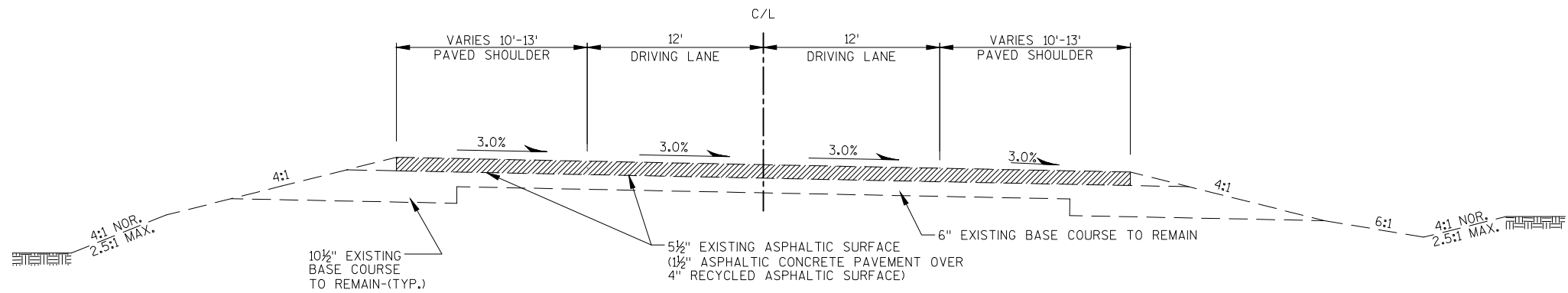
PLOT SCALE : 1" = 1'



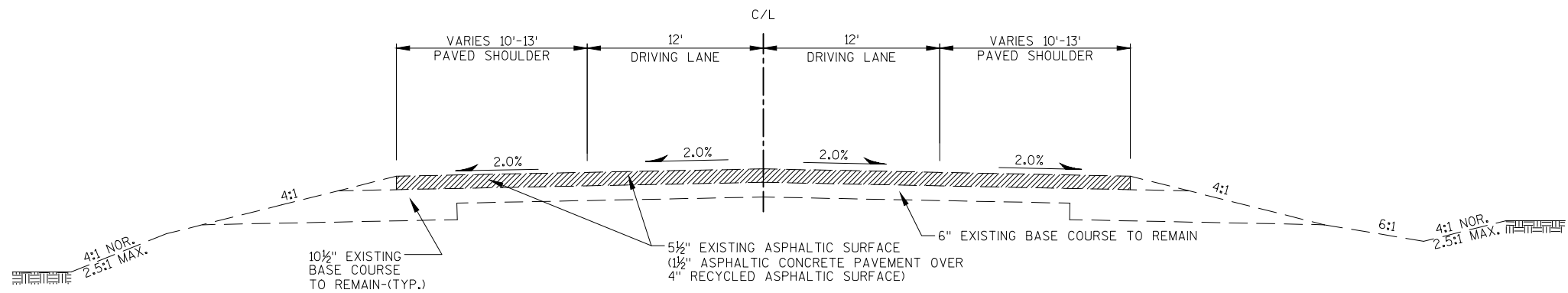
END PROJECT
STA. 266+80.85

BEGIN PROJECT
STA. 22+87.57

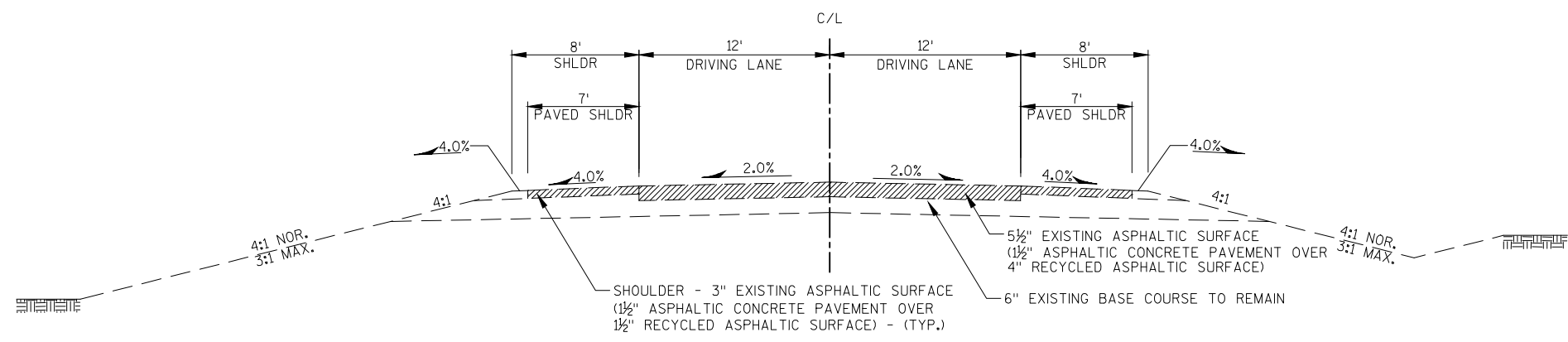




**TYPICAL EXISTING
SUPERELEVATED SECTION**
STA. 51+00 - STA. 62+31

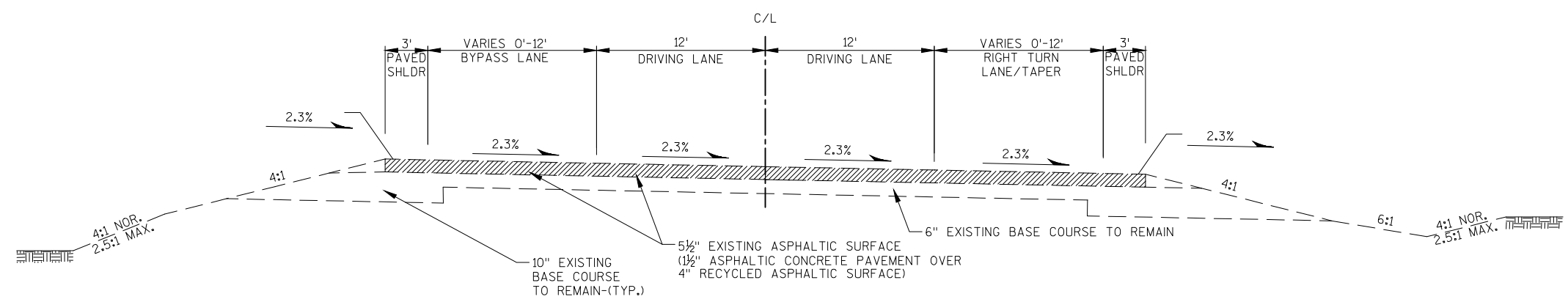


TYPICAL EXISTING SECTION
STA. 62+31 - STA. 70+00, LT.
STA. 62+31 - STA. 68+75, RT.



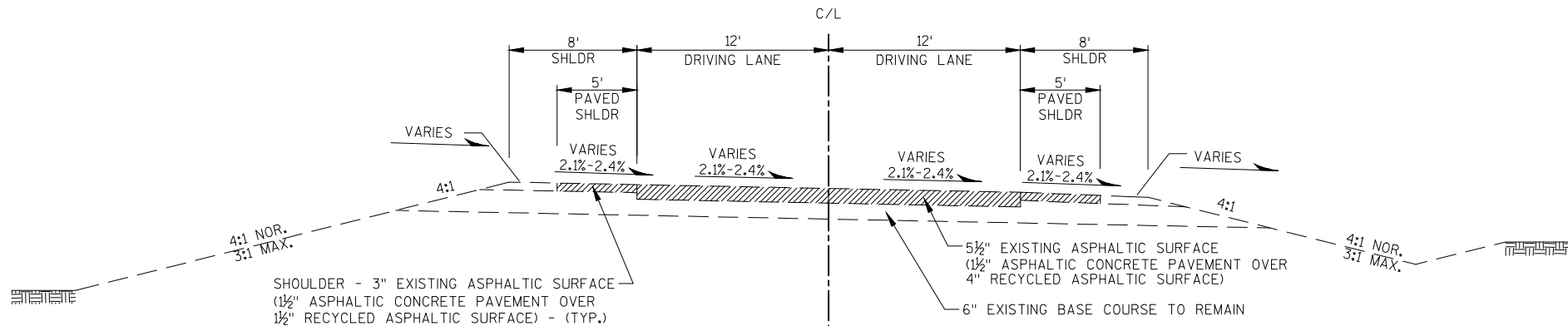
TYPICAL EXISTING SECTION

STA. 68+75 - STA. 112+60, RT.
 STA. 70+00 - STA. 112+60, LT.
 STA. 141+95 - STA. 144+59



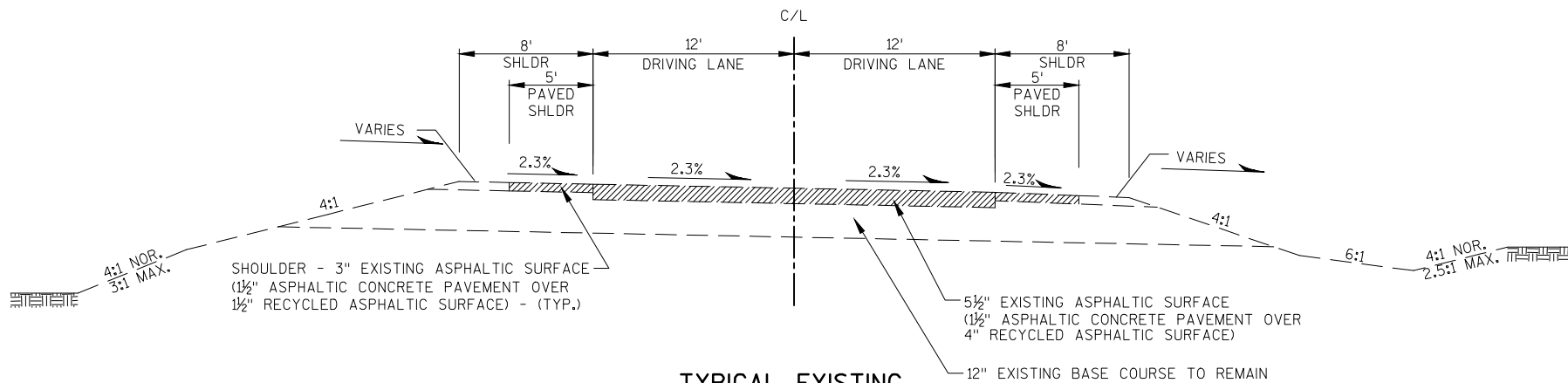
TYPICAL EXISTING SUPERELEVATED SECTION

STA. 153+20 - STA. 160+70, LT.
 STA. 151+60 - STA. 159+00, RT.



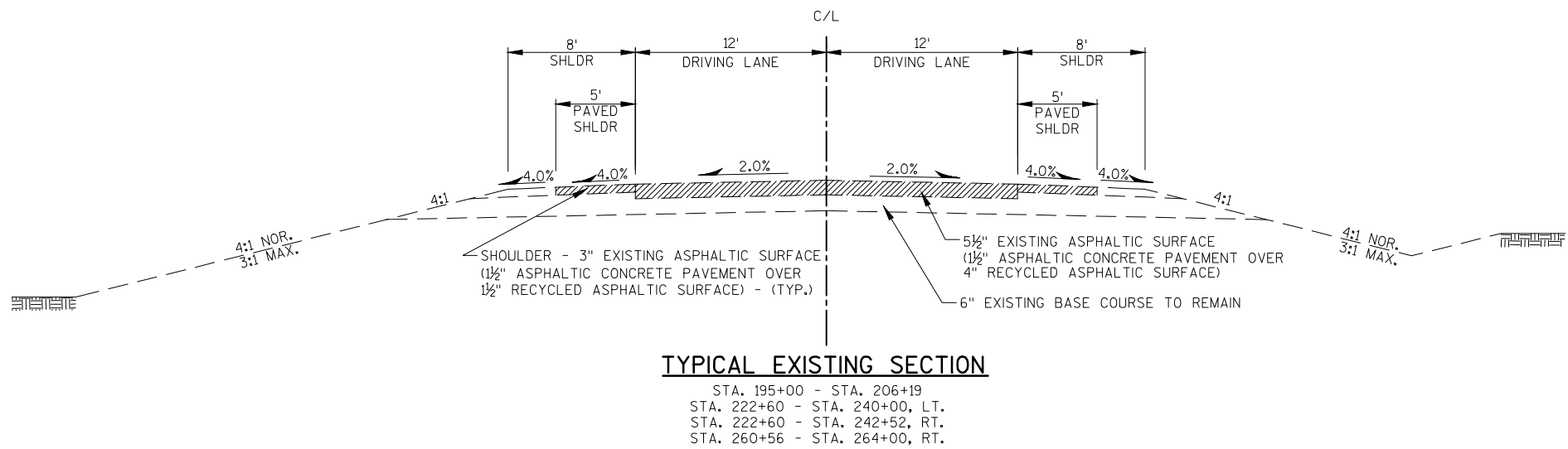
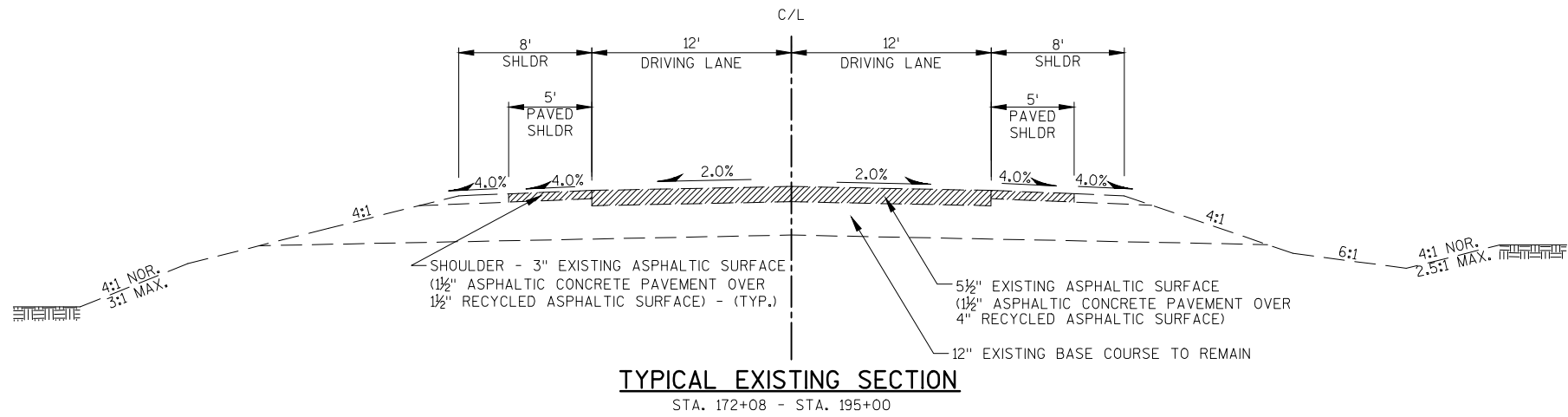
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SUPERELEVATED SECTION**

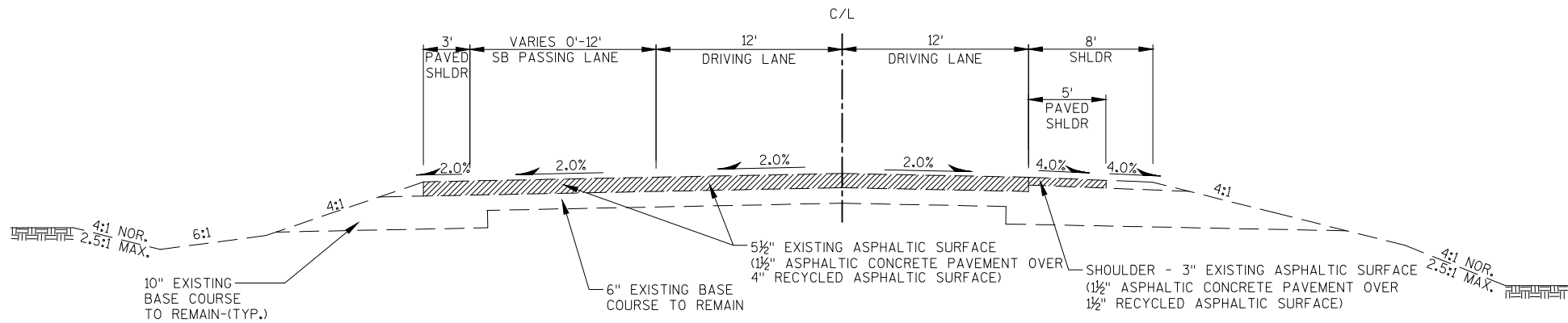
STA. 160+70 - STA. 165+00, LT.
STA. 159+00 - STA. 165+00, RT.
STA. 206+19 - STA. 222+60
STA. 242+52 - STA. 260+56, RT.



**TYPICAL EXISTING
SUPERELEVATED SECTION**

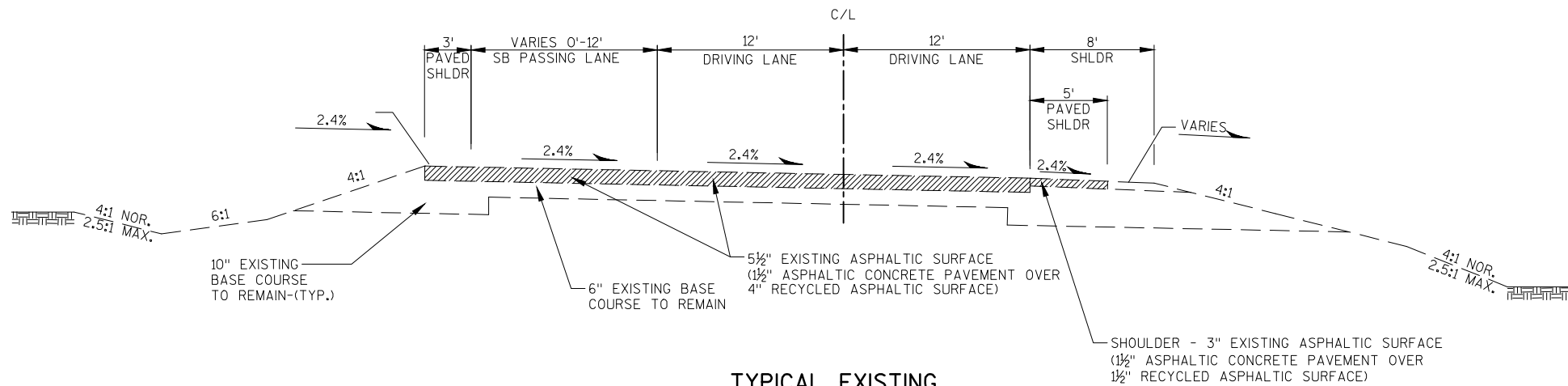
STA. 165+00 - STA. 172+08





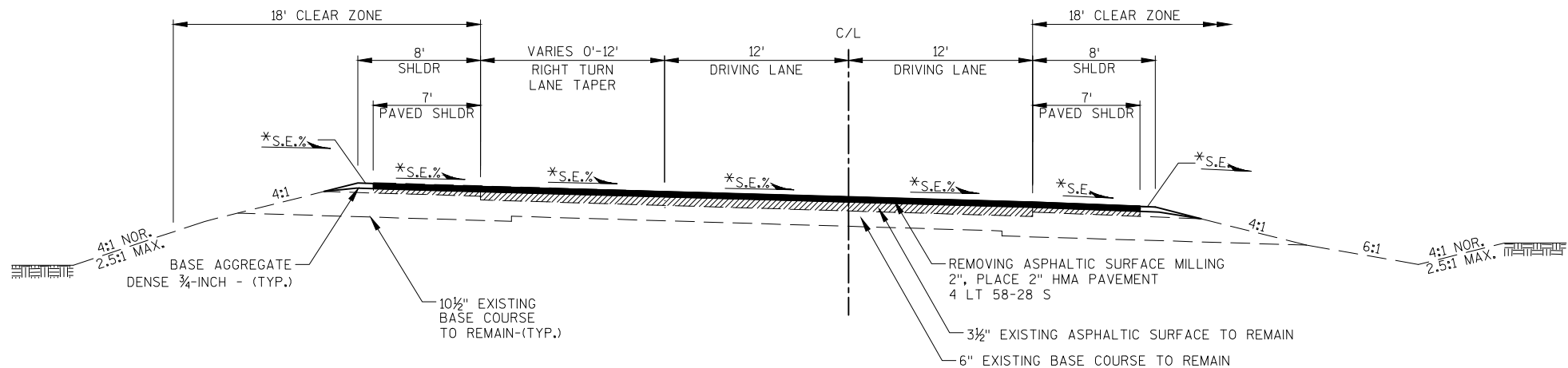
TYPICAL EXISTING SECTION

STA. 240+00 - STA. 242+52, LT.
 STA. 260+56 - STA. 266+80.85, LT.
 STA. 264+00 - STA. 266+80.85, RT.



TYPICAL EXISTING SUPERELEVATED SECTION

STA. 242+52 - STA. 260+56, LT.



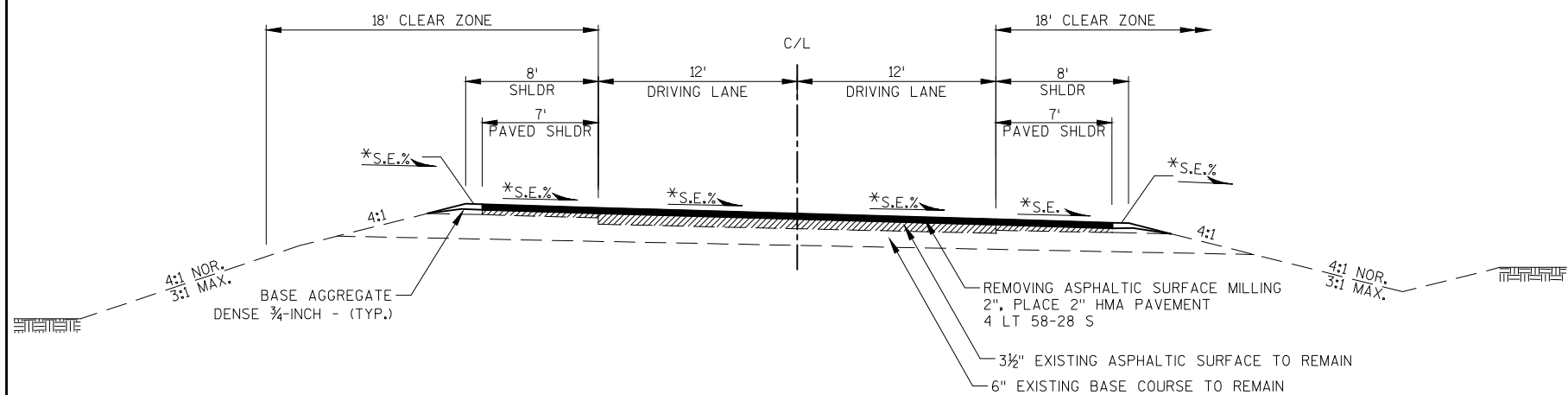
TYPICAL FINISHED SUPERELEVATED SECTION

STA. 22+87.57 - STA. 25+85

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
22+87.57	MATCH EXISTING	MATCH EXISTING
23+00	0.8	2.0
23+50	1.1	2.0
23+92	2.8	2.8
FULL SUPERELEVATION		
61+09	2.8	2.8
61+50	1.2	2.0
62+00	0.8	2.0
62+31	2.0	2.0



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 25+85 - STA. 51+00
STA. 112+60 - STA. 141+95
STA. 144+59 - STA. 153+20, LT.
STA. 144+59 - STA. 151+60, RT.

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 2

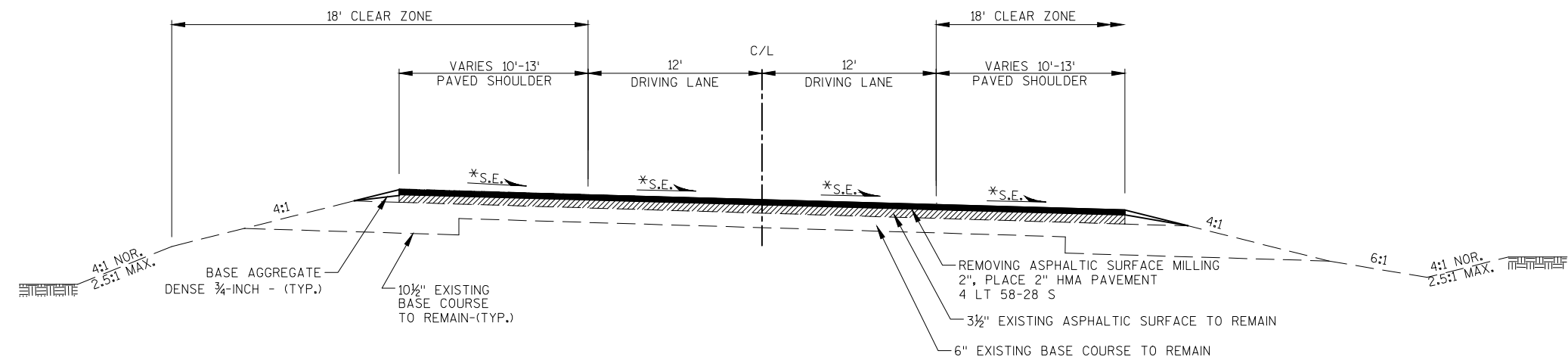
STATION	LEFT(%)	RIGHT(%)
112+60	2.0	2.0
113+00	2.0	0.4
113+50	2.0	1.5
113+82	2.8	2.8
FULL SUPERELEVATION		
140+73	2.8	2.8
141+00	2.0	1.7
141+50	2.0	0.2
141+95	2.0	2.0

SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
22+87.57	MATCH EXISTING	MATCH EXISTING
23+00	0.8	2.0
23+50	1.1	2.0
23+92	2.8	2.8
FULL SUPERELEVATION		
61+09	2.8	2.8
61+50	1.2	2.0
62+00	0.8	2.0
62+31	2.0	2.0

SUPERELEVATION TABLE-CURVE 3

STATION	LEFT(%)	RIGHT(%)
144+59	2.0	2.0
145+00	0.4	2.0
145+50	1.6	2.0
145+84	2.9	2.9
FULL SUPERELEVATION		
170+83	2.9	2.9
171+00	2.2	2.2
171+50	0.3	2.0
172+00	1.7	2.0
172+08	2.0	2.0



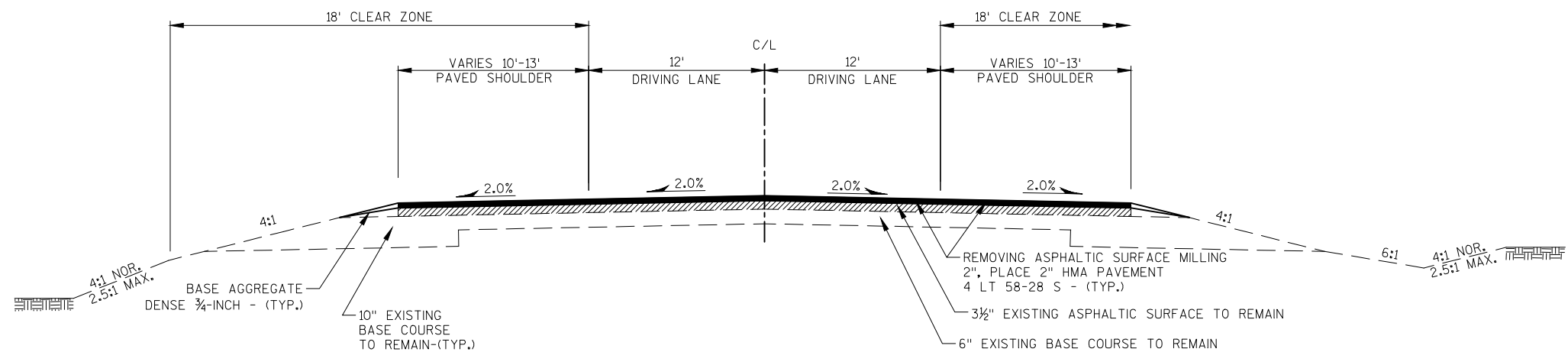
TYPICAL FINISHED SUPERELEVATED SECTION

STA. 51+00 - STA. 62+31

* SEE SUPERELEVATION TABLE

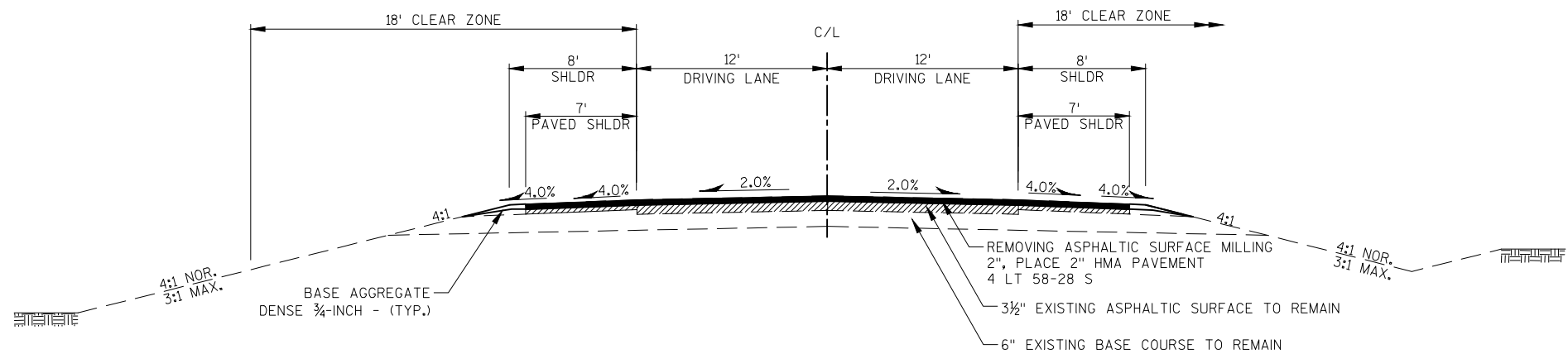
SUPERELEVATION TABLE-CURVE 1

STATION	LEFT(%)	RIGHT(%)
22+87.57	MATCH EXISTING	MATCH EXISTING
23+00	0.8	2.0
23+50	1.1	2.0
23+92	2.8	2.8
FULL SUPERELEVATION		
61+09	2.8	2.8
61+50	1.2	2.0
62+00	0.8	2.0
62+31	2.0	2.0



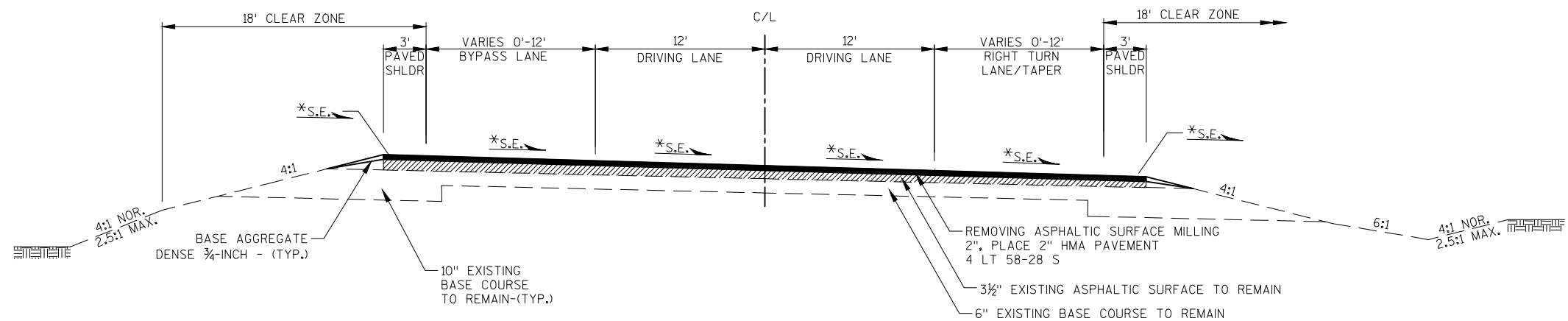
TYPICAL FINISHED SECTION

STA. 62+31 - STA. 70+00, LT.
STA. 62+31 - STA. 68+75, RT.



TYPICAL FINISHED SECTION

STA. 68+75 - STA. 112+60, RT.
STA. 70+00 - STA. 112+60, LT.
STA. 141+95 - STA. 144+59



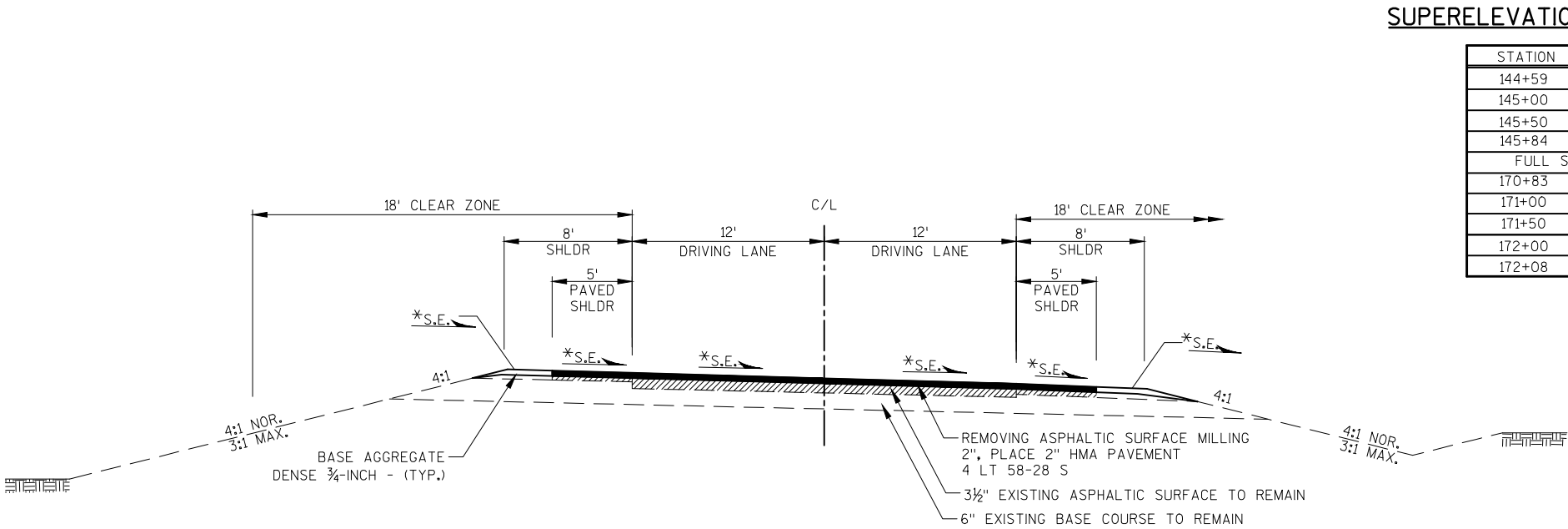
TYPICAL FINISHED SUPERELEVATED SECTION

STA. 153+20 - STA. 160+70, LT.
STA. 151+60 - STA. 159+00, RT.

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 3

STATION	LEFT(%)	RIGHT(%)
144+59	2.0	2.0
145+00	0.4	2.0
145+50	1.6	2.0
145+84	2.9	2.9
FULL SUPERELEVATION		
170+83	2.9	2.9
171+00	2.2	2.2
171+50	0.3	2.0
172+00	1.7	2.0
172+08	2.0	2.0



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 160+70 - STA. 165+00, LT.
STA. 159+00 - STA. 165+00, RT.
STA. 206+19 - STA. 222+60
STA. 242+52 - STA. 260+56, RT.

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 3

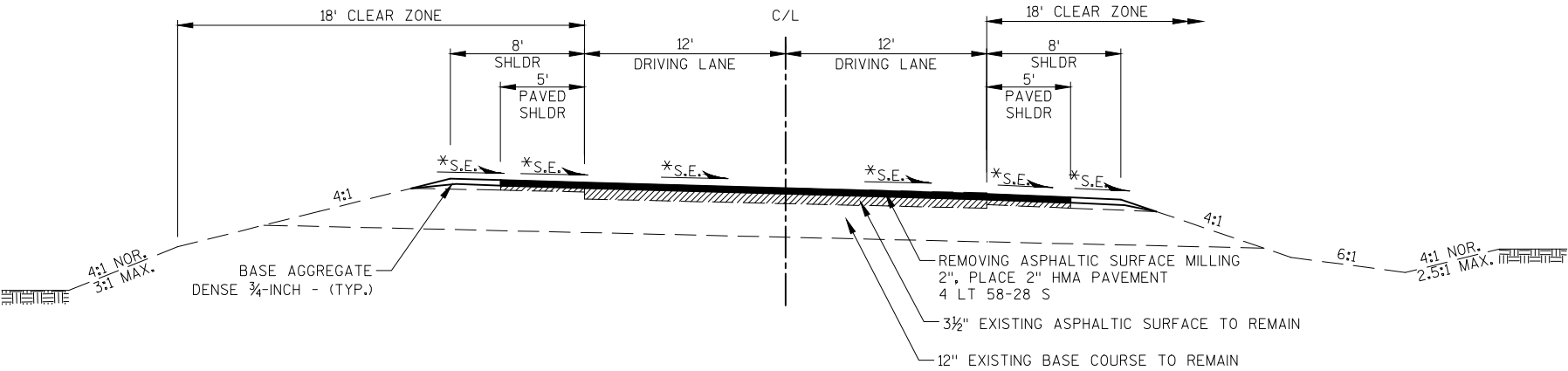
STATION	LEFT(%)	RIGHT(%)
144+59	2.0	2.0
145+00	0.4	2.0
145+50	1.6	2.0
145+84	2.9	2.9
FULL SUPERELEVATION		
170+83	2.9	2.9
171+00	2.2	2.2
171+50	0.3	2.0
172+00	1.7	2.0
172+08	2.0	2.0

SUPERELEVATION TABLE-CURVE 4

STATION	LEFT(%)	RIGHT(%)
206+19	2.0	2.0
206+50	2.0	0.8
207+00	2.0	1.2
207+41	2.8	2.8
FULL SUPERELEVATION		
221+38	2.8	2.8
221+50	2.3	2.3
222+00	2.0	0.4
222+50	2.0	1.6
222+60	2.0	2.0

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
242+52	2.0	2.0
243+00	0.1	2.0
243+50	1.9	2.0
243+74	2.8	2.8
FULL SUPERELEVATION		
259+34	2.8	2.8
259+50	2.2	2.2
260+00	0.2	2.0
260+50	1.8	2.0
260+56	2.0	2.0



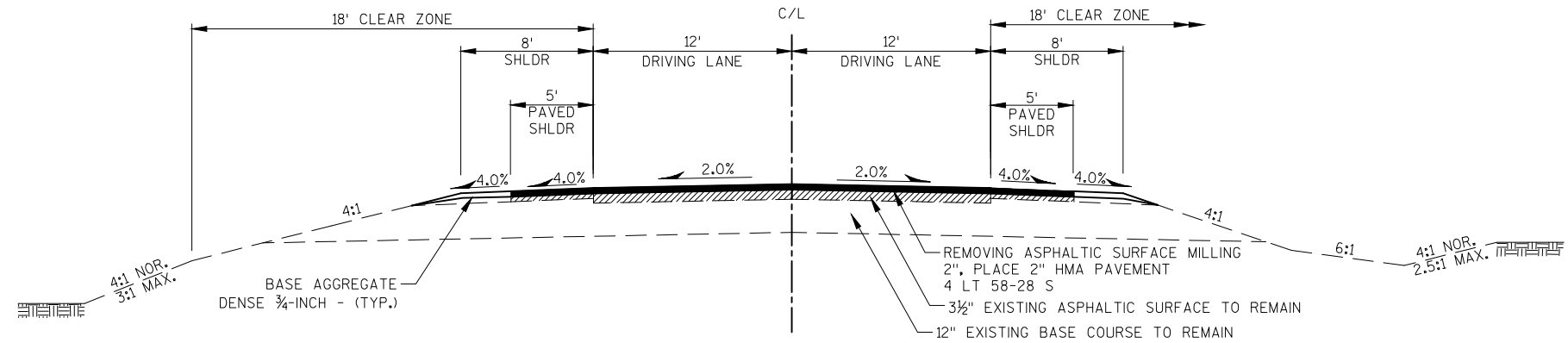
TYPICAL FINISHED SUPERELEVATED SECTION

STA. 165+00 - STA. 172+08

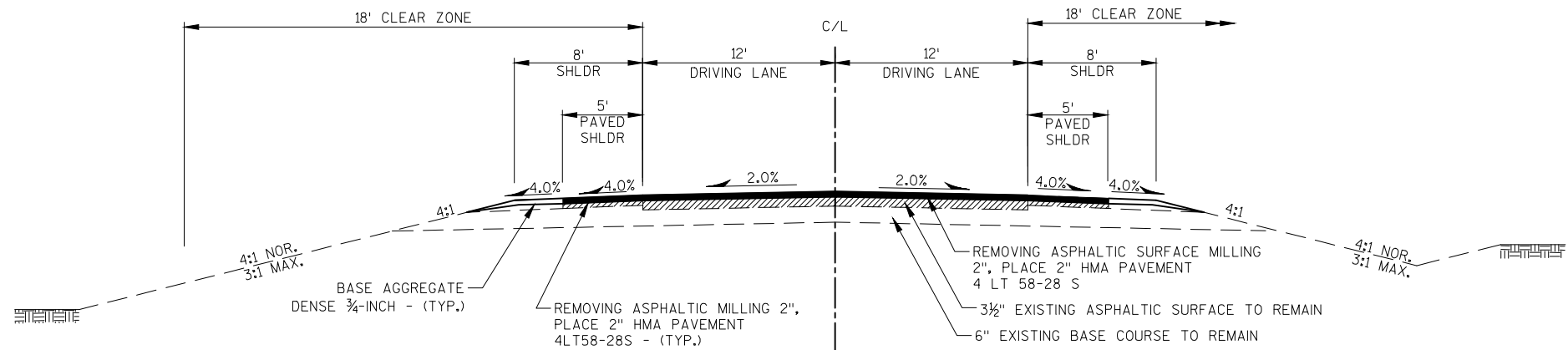
* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 3

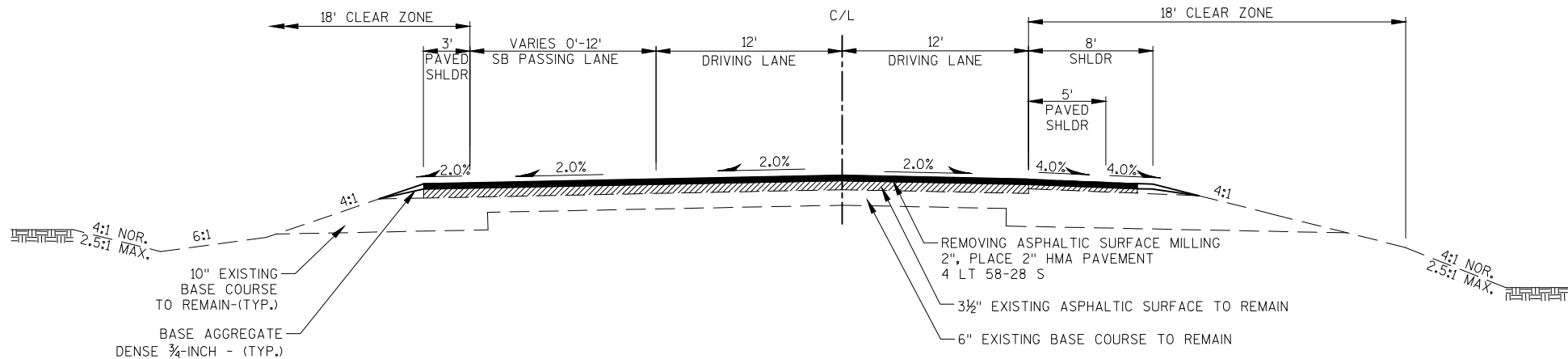
STATION	LEFT(%)	RIGHT(%)
144+59	2.0	2.0
145+00	0.4	2.0
145+50	1.6	2.0
145+84	2.9	2.9
FULL SUPERELEVATION		
170+83	2.9	2.9
171+00	2.2	2.2
171+50	0.3	2.0
172+00	1.7	2.0
172+08	2.0	2.0



TYPICAL FINISHED SECTION
STA. 172+08 - STA. 195+00

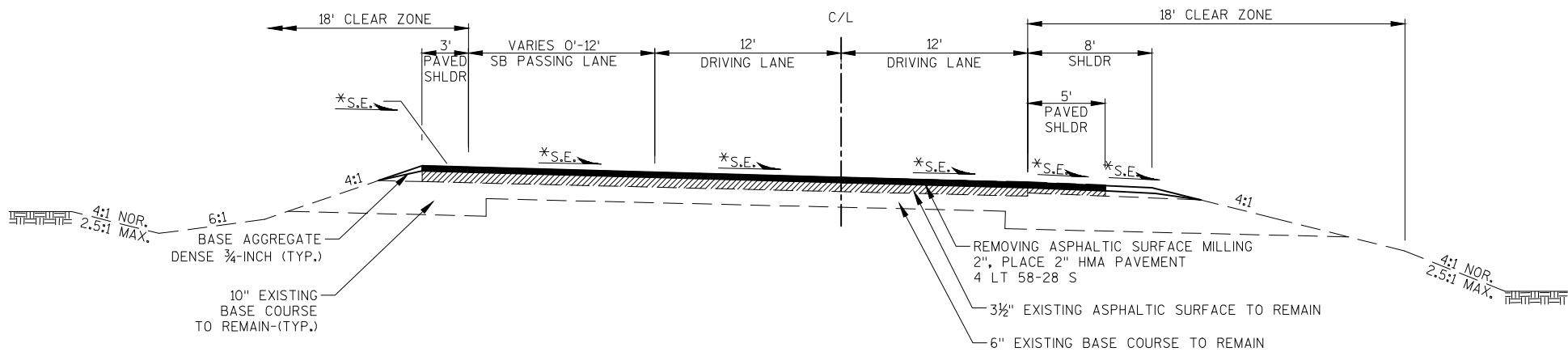


TYPICAL FINISHED SECTION
STA. 195+00 - STA. 206+19
STA. 222+60 - STA. 240+00, LT.
STA. 222+60 - STA. 242+52, RT.
STA. 260+56 - STA. 264+00, RT.



TYPICAL FINISHED SECTION

STA. 240+00 - STA. 242+52, LT.
 STA. 260+56 - STA. 266+80.85, LT.
 STA. 264+00 - STA. 266+80.85, RT.



TYPICAL FINISHED SUPERELEVATED SECTION

STA. 242+52 - STA. 260+56, LT.

* SEE SUPERELEVATION TABLE

SUPERELEVATION TABLE-CURVE 5

STATION	LEFT(%)	RIGHT(%)
242+52	2.0	2.0
243+00	0.1	2.0
243+50	1.9	2.0
243+74	2.8	2.8
FULL SUPERELEVATION		
259+34	2.8	2.8
259+50	2.2	2.2
260+00	0.2	2.0
260+50	1.8	2.0
260+56	2.0	2.0

LEGEND

XXXXXXXXXX SAWING ASPHALT

DIRECTION OF FLOW

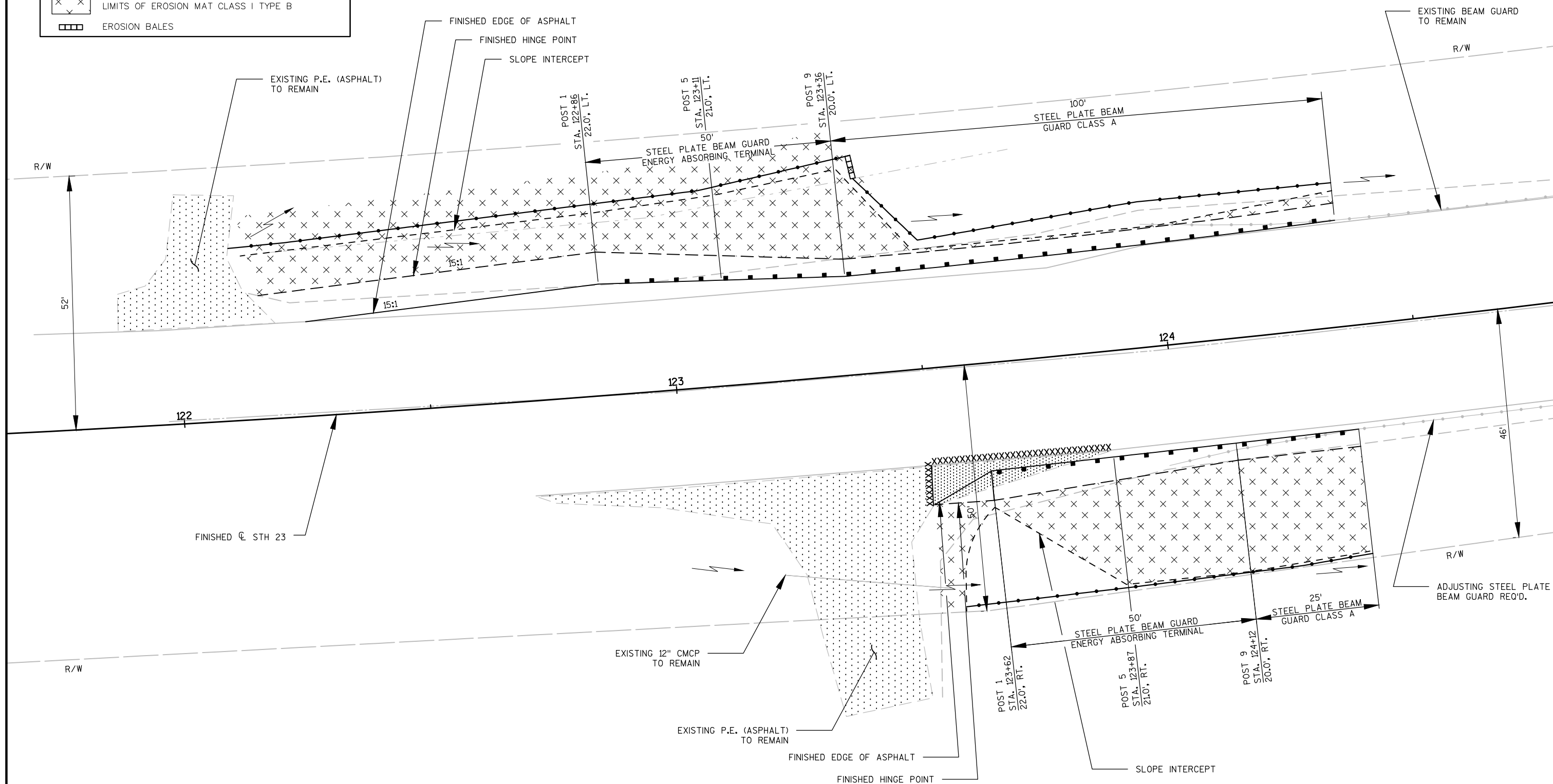
SILT FENCE

LIMITS OF REMOVING ASPHALTIC SURFACE (PAID FOR UNDER THE BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM)

LIMITS OF EROSION MAT CLASS I TYPE B

EROSION BALES

N



PROJECT NO:5255-01-62

HWY:STH 23

COUNTY:IOWA

CONSTRUCTION DETAILS (BEAM GUARD LAYOUT)

SHEET

16

E

LEGEND

XXXXXXXXX SAWING ASPHALT

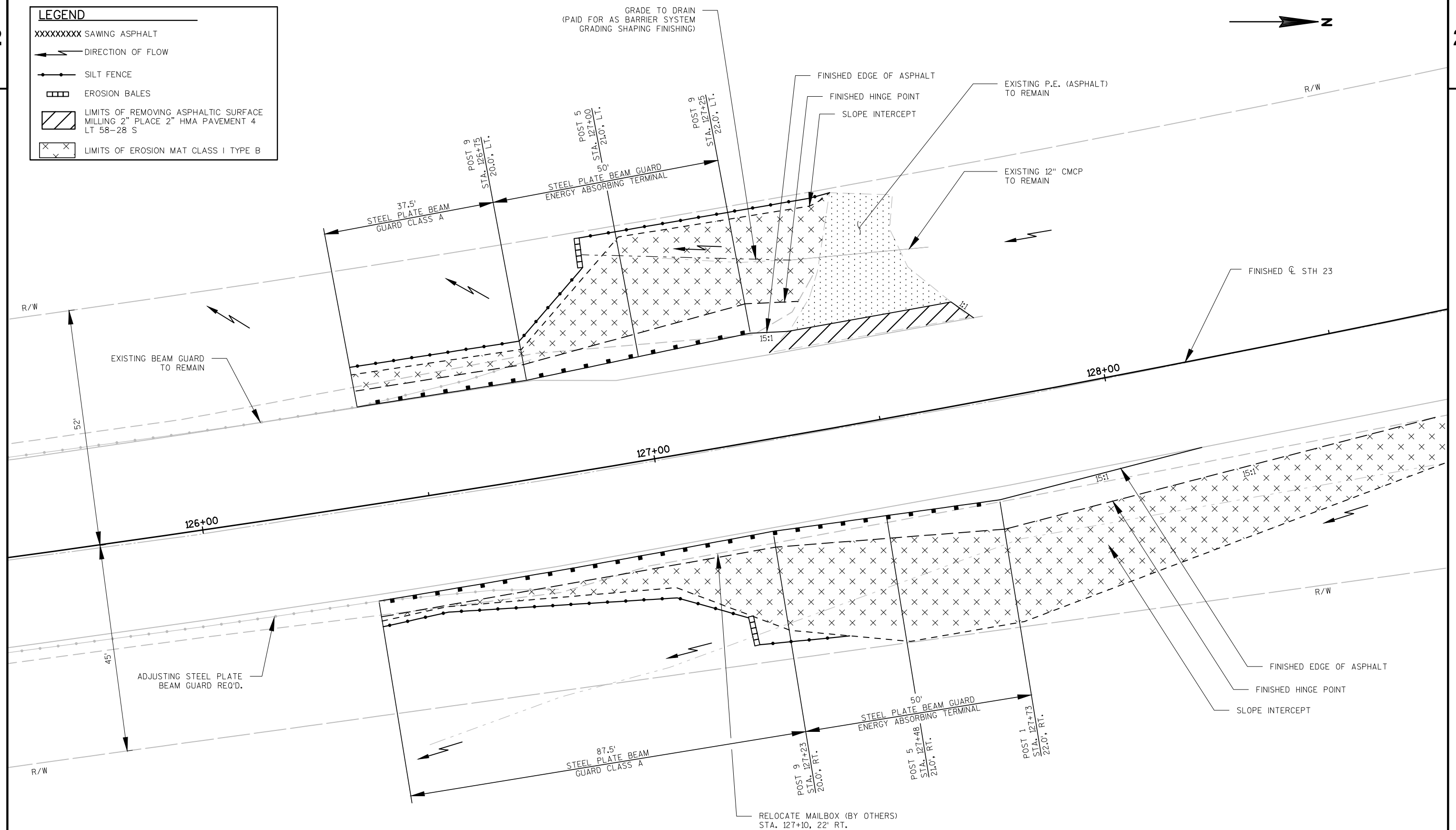
—→ DIRECTION OF FLOW

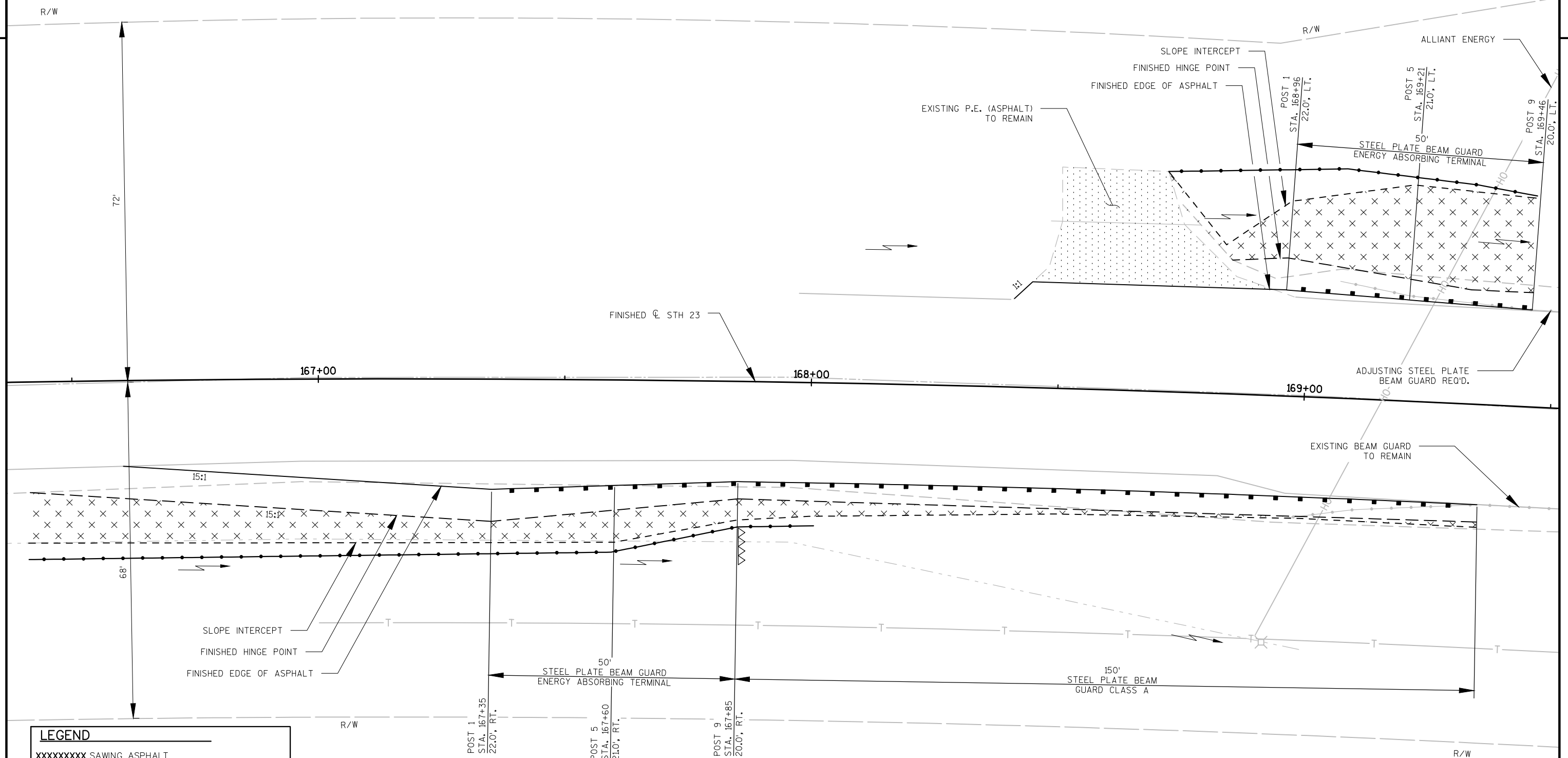
—●— SILT FENCE

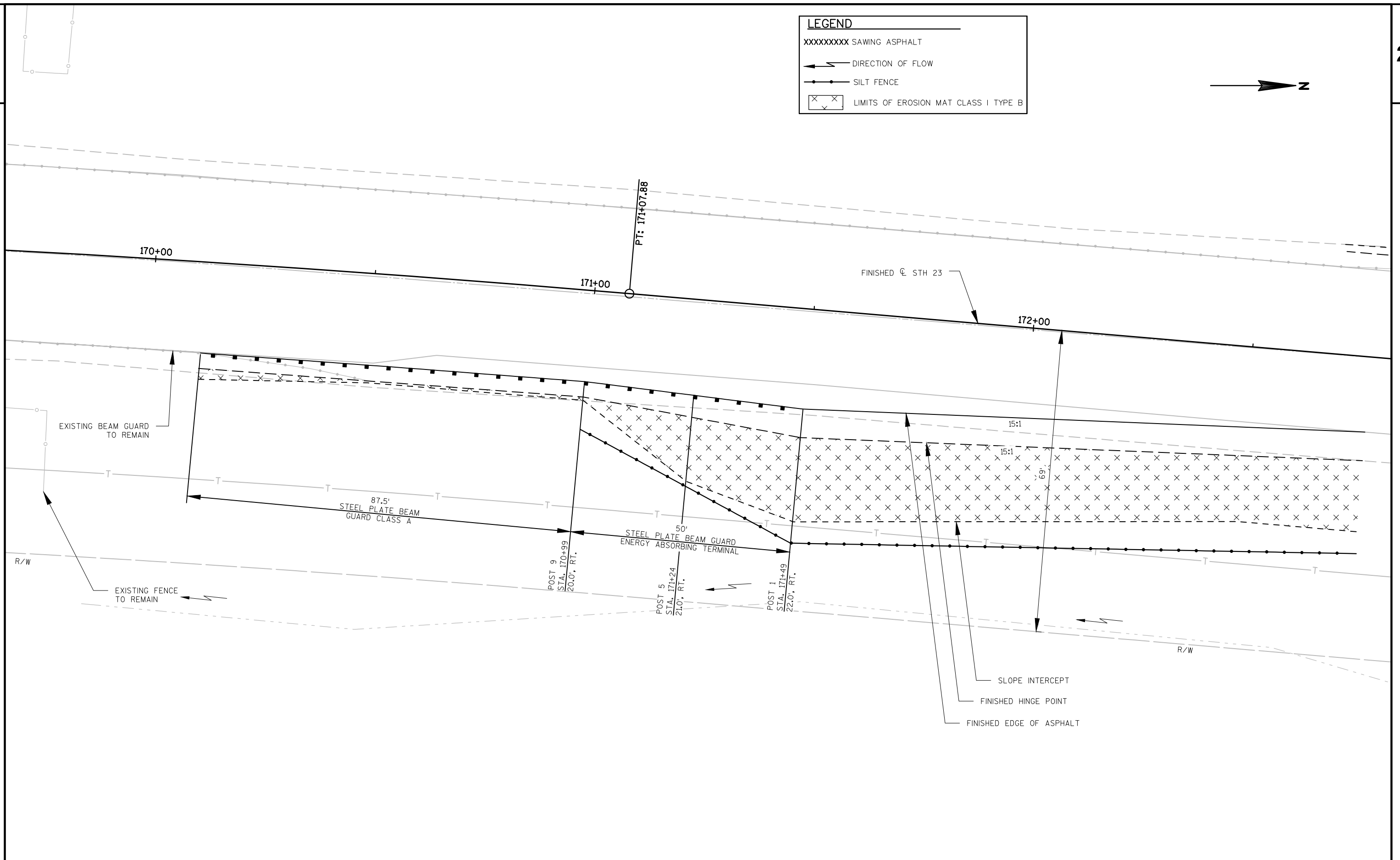
▤ EROSION BALES

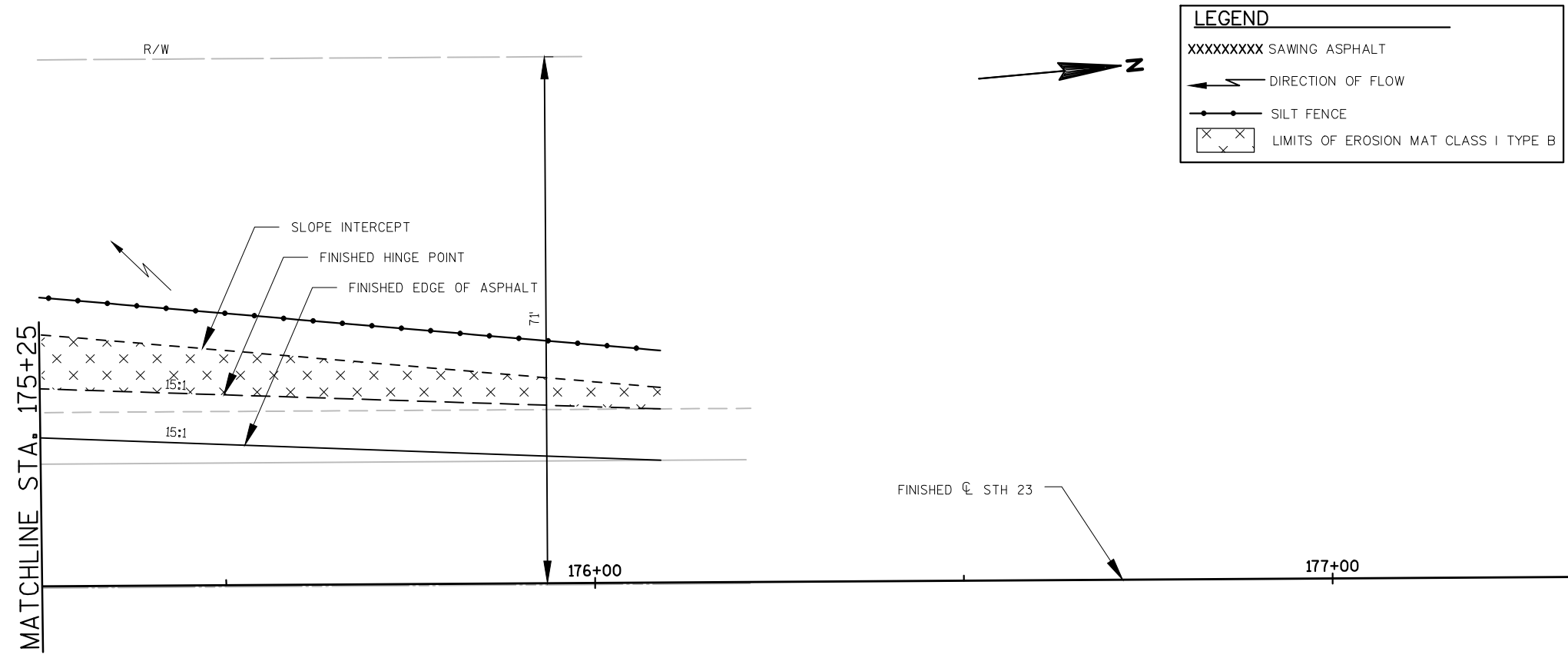
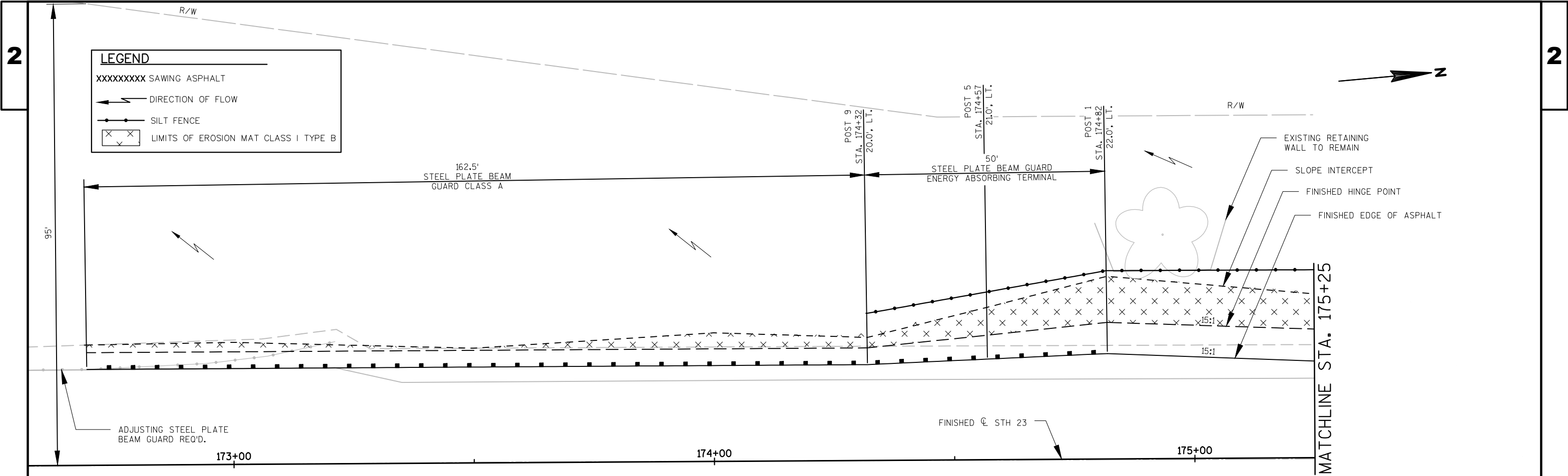
▨ LIMITS OF REMOVING ASPHALTIC SURFACE
MILLING 2" PLACE 2" HMA PAVEMENT 4
LT 58-28 S

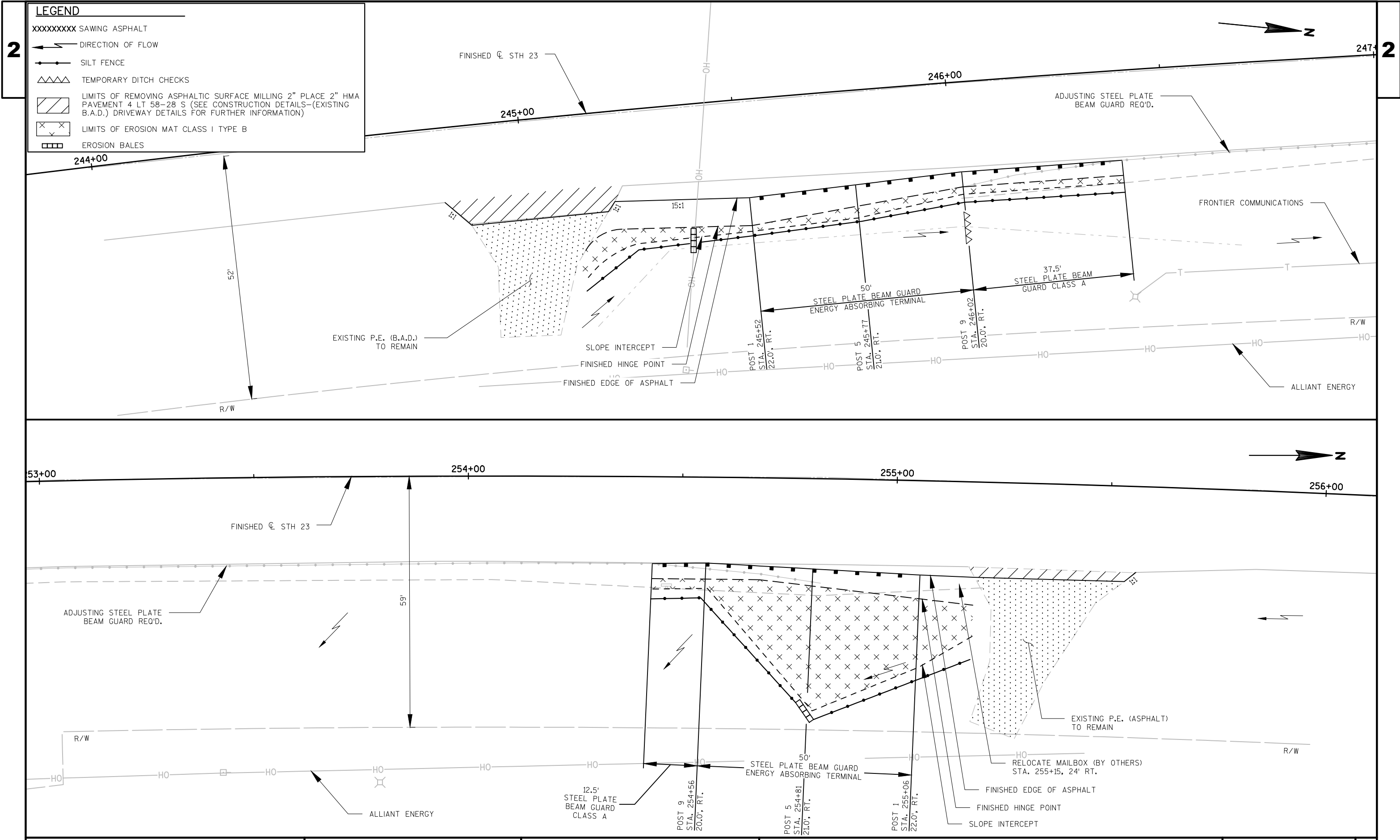
X X LIMITS OF EROSION MAT CLASS I TYPE B

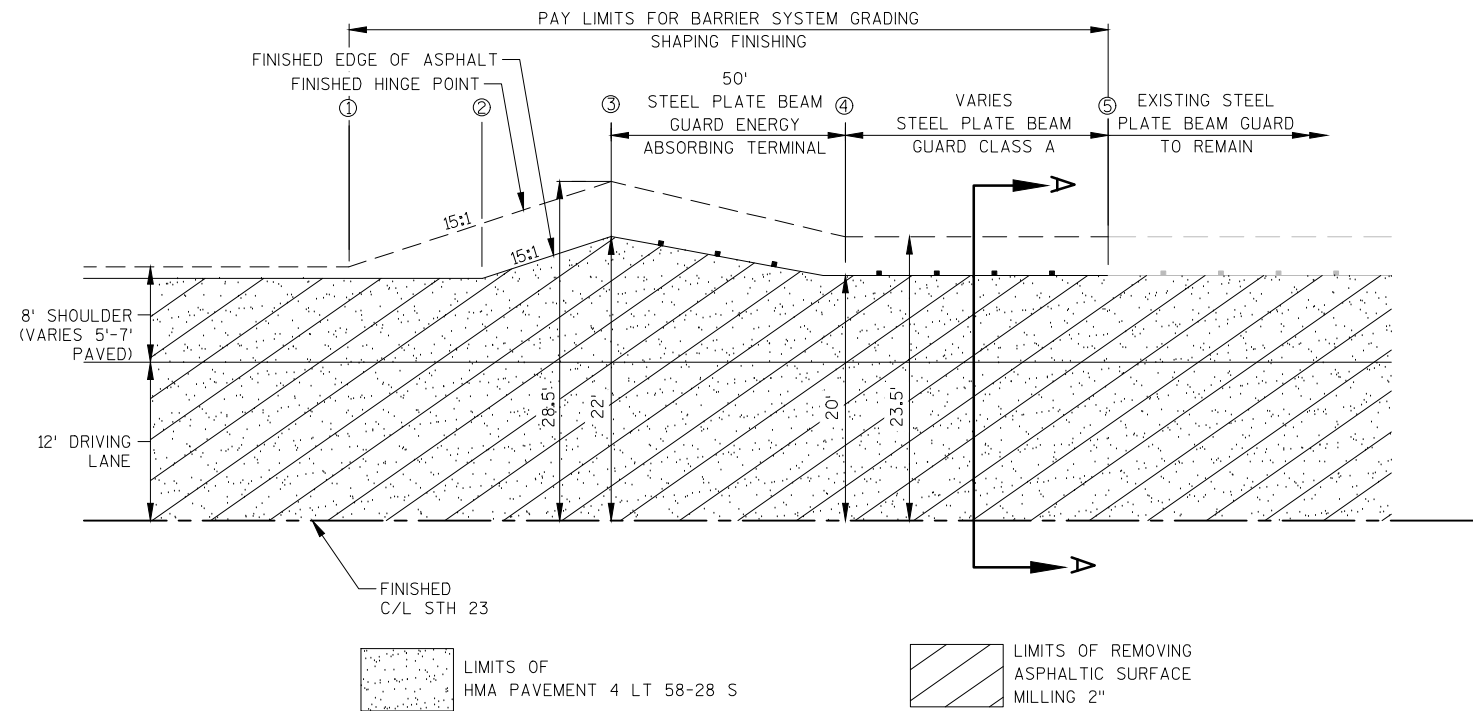








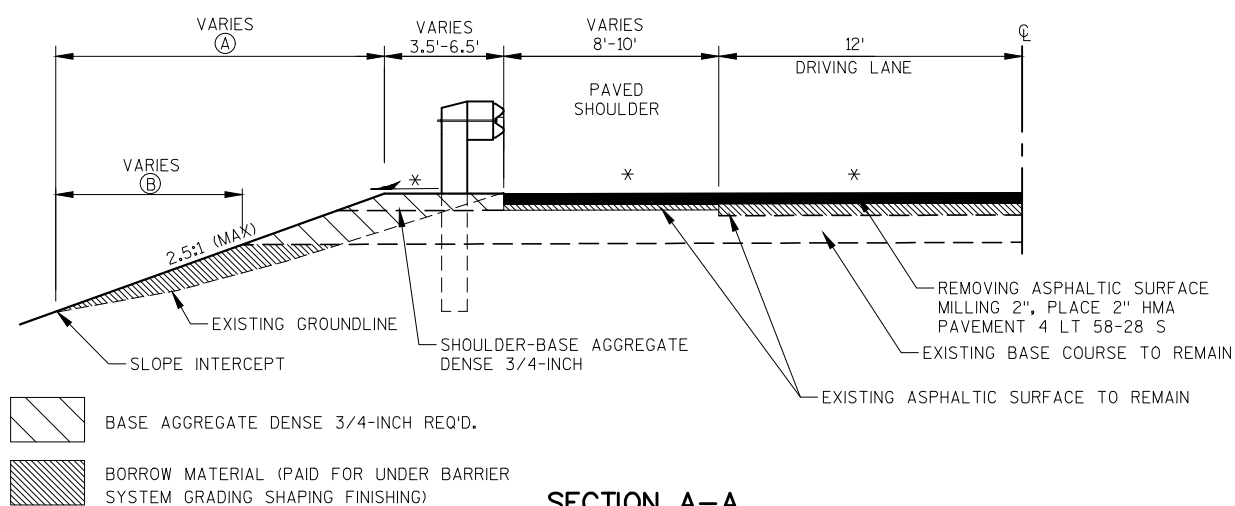




BEAMGUARD LAYOUT DETAIL

BEAMGUARD LAYOUT TABLE
STATION

STATION-STATION	LOCATION	①	②	③	④	⑤
123+50 - 124+37	MAINLINE, RT.	123+50	123+50	123+62	124+12	124+37
122+13 - 124+36	MAINLINE, LT.	122+13	122+41	122+86	123+36	124+36
126+34 - 128+68	MAINLINE, RT.	128+68	128+17	127+73	127+23	126+35
126+37 - 127+37	MAINLINE, LT.	127+37	127+34	127+25	126+75	126+37
166+41 - 169+35	MAINLINE, RT.	166+41	166+60	167+35	167+85	169+35
168+41 - 169+45	MAINLINE, LT.	168+41	168+41	168+96	169+46	169+46
172+69 - 176+09	MAINLINE, LT.	176+09	175+57	174+82	174+32	172+69
170+11 - 172+77	MAINLINE, RT.	172+77	172+77	171+49	170+99	170+11
244+81 - 246+40	MAINLINE, RT.	244+81	244+81	245+52	246+02	246+40
254+43 - 255+56	MAINLINE, RT.	255+56	255+56	255+06	254+56	254+43

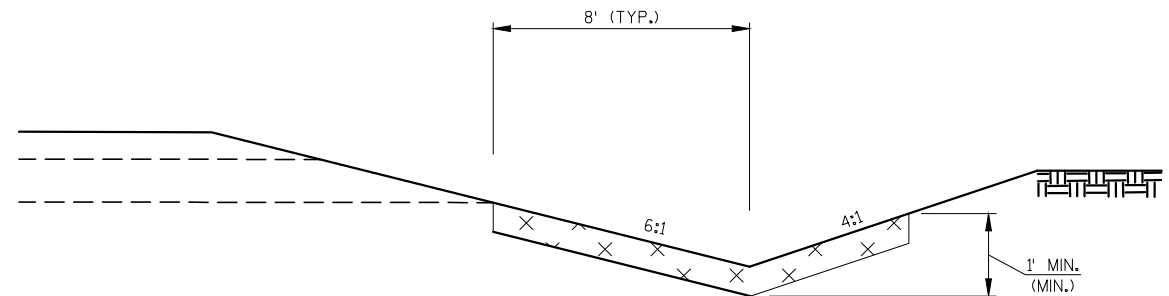


SECTION A-A

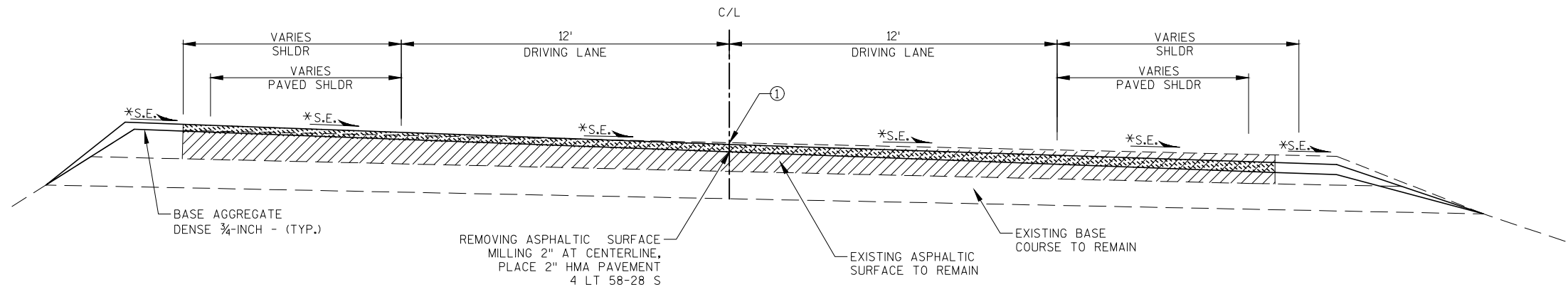
* SEE SUPERELEVATION TABLE

Ⓐ LIMITS OF EROSION MAT CLASS I TYPE B, FERTILIZER TYPE B, SEEDING MIXTURE NO. 30, AND SEEDING TEMPORARY (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.

Ⓑ LIMITS OF SALVAGED TOPSOIL (AS DIRECTED BY THE ENGINEER). PAID FOR UNDER BARRIER SYSTEM GRADING SHAPING FINISHING BID ITEM.



EROSION MAT DETAIL FOR DITCHES



SUPERELEVATION CORRECTION DETAIL

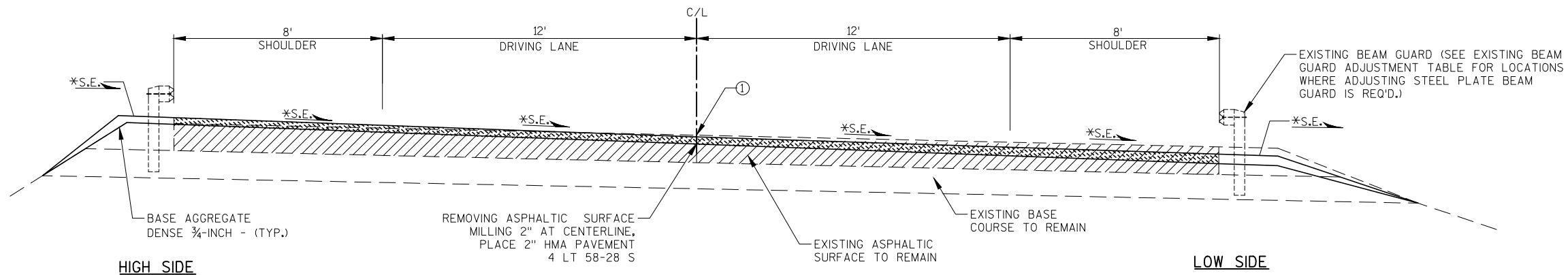
CURVE NO.	EXISTING SUPERELEVATION (%)	*PROPOSED SUPERELEVATION (%)	DIFFERENCE (%)
1	3.0	2.8	0.2
2	2.3	2.8	0.5
3	2.3	2.9	0.6
4	2.1	2.8	0.7
5	2.4	2.8	0.4

NOTE: CORRECT EXISTING SUPERELEVATION (%) TO PROPOSED SUPERELEVATION (%) BY SPLITTING DIFFERENCE (DIFFERENCE/2) BETWEEN THE HIGH AND LOW SIDES OF THE SUPERELEVATED ROADWAY.

① FINISHED STH 23 $\mathcal{Q}$ PROFILE TO MATCH EXISTING $\mathcal{Q}$ PROFILE.

 EXISTING ASPHALTIC SURFACE

 REMOVING ASPHALTIC SURFACE
MILLING 2" AT CENTERLINE, PLACE
2" HMA PAVEMENT 4 LT 58-28 S



SUPERELEVATION CORRECTION DETAIL WITH BEAMGUARD

EXISTING BEAM GUARD ADJUSTMENT TABLE

STATION-STATION	LOCATION	EXISTING BEAM GUARD HEIGHT (FT)	SUPERELEVATION CORRECTION ADJUSTMENTS (FT)	EXISTING BEAM GUARD HEIGHT AFTER SUPERELEVATION CORRECTION (FT)	ADJUSTMENT REQUIRED (Y/N) -HEIGHT (FT)	REMARKS
124+36 - 126+37						
124+36 - 126+37	MAINLINE, LT.	2.33' - 2.37'	+0.05'	2.38' - 2.42'	N	-
124+37 - 126+35						
124+37 - 125+62	MAINLINE, RT.	2.19' - 2.29'	-0.05'	2.14' - 2.24'	Y - RAISE 0.07' - 0.17'	ADJUSTING STEEL PLATE BEAM GUARD REQ'D.
125+62 - 126+35	MAINLINE, RT.	2.19' - 2.31'	-0.05'	2.14' - 2.26'	Y - RAISE 0.05' - 0.17'	ADJUSTING STEEL PLATE BEAM GUARD REQ'D.
169+35 - 170+11						
169+35 - 170+11	MAINLINE, RT.	2.26' - 2.31'	+0.06'	2.32' - 2.37'	N	-
169+46 - 172+69						
169+46 - 170+96	MAINLINE, LT.	2.13' - 2.20'	-0.06'	**2.07' - 2.14'	Y - RAISE 0.17' - 0.24'	ADJUSTING STEEL PLATE BEAM GUARD REQ'D.
170+96 - 172+69	MAINLINE, LT.	2.17' - 2.20'	-0.06'	**2.11' - 2.14'	Y - RAISE 0.17' - 0.20'	ADJUSTING STEEL PLATE BEAM GUARD REQ'D.
246+40 - 254+43						
246+40 - 254+43	MAINLINE, RT.	2.33' - 2.59'	+0.04'	2.37' - 2.63'	Y - LOWER 0.06' - 0.32'	ADJUSTING STEEL PLATE BEAM GUARD REQ'D.

* SEE SUPERELEVATION TABLE

** STATION RANGE IS LOCATED WITHIN SUPERELEVATION TRANSITION SECTION. ENGINEER IN FIELD TO VERIFY PRIOR TO ADJUSTING STEEL PLATE BEAM GUARD.

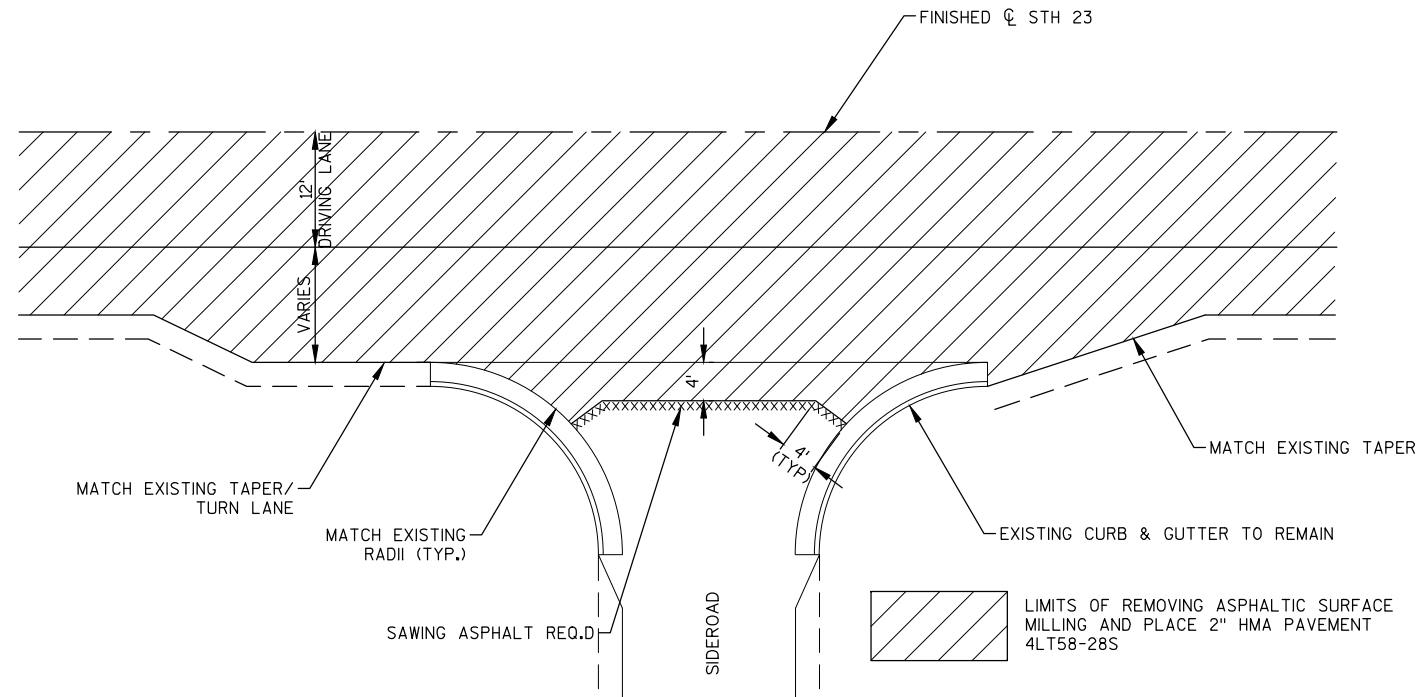
① FINISHED STH 23 $\mathcal{Q}$ PROFILE TO MATCH EXISTING $\mathcal{Q}$ PROFILE.

 EXISTING ASPHALTIC SURFACE

 REMOVING ASPHALTIC SURFACE
MILLING 2" AT CENTERLINE, PLACE
2" HMA PAVEMENT 4 LT 58-28 S

NOTES: GUARDRAIL HEIGHT IS MEASURED FROM EDGE OF ASPHALT TO TOP FACE OF GUARDRAIL.

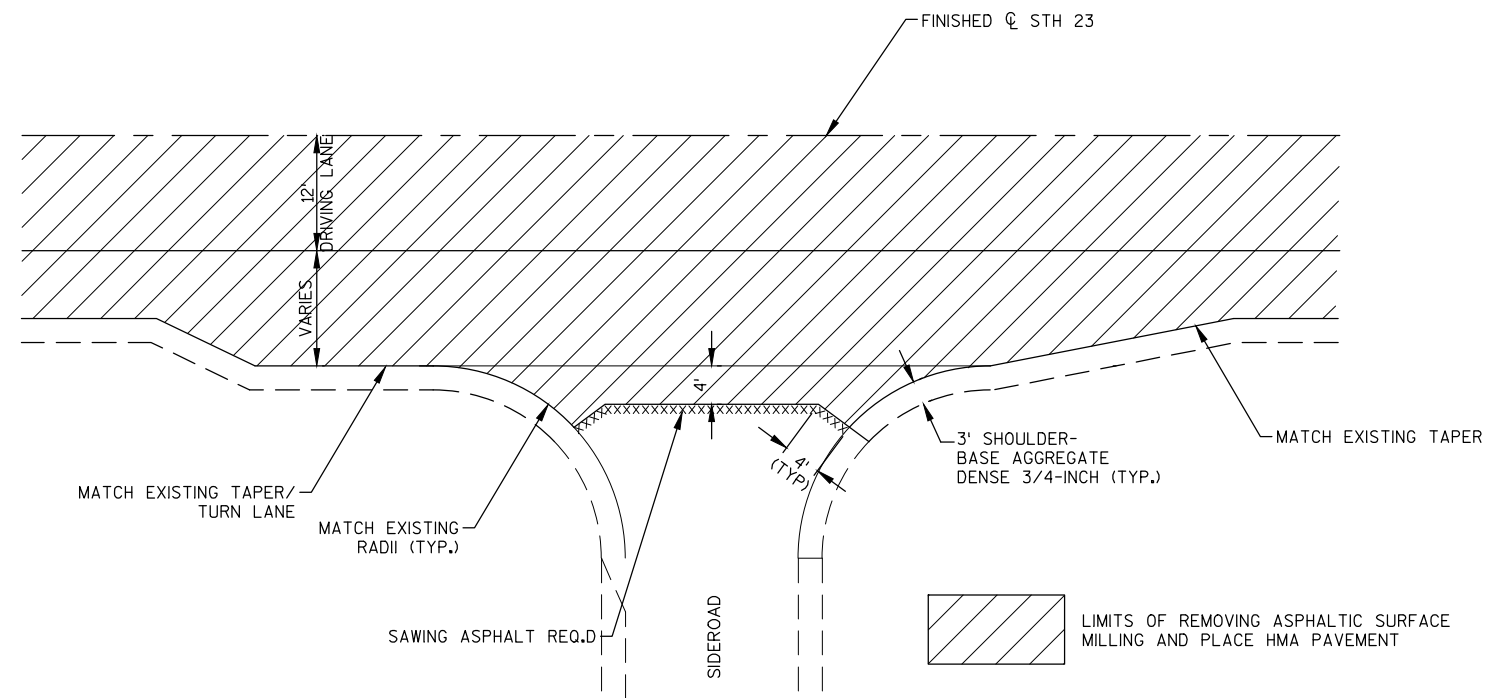
FOR LOCATIONS REQUIRING ADJUSTMENTS, ADJUST BEAM GUARD HEIGHT TO 2.3' (MEASURED FROM EDGE OF ASPHALT TO TOP FACE OF GUARDRAIL)



TYPICAL SIDEROAD DETAIL WITH CURB & GUTTER

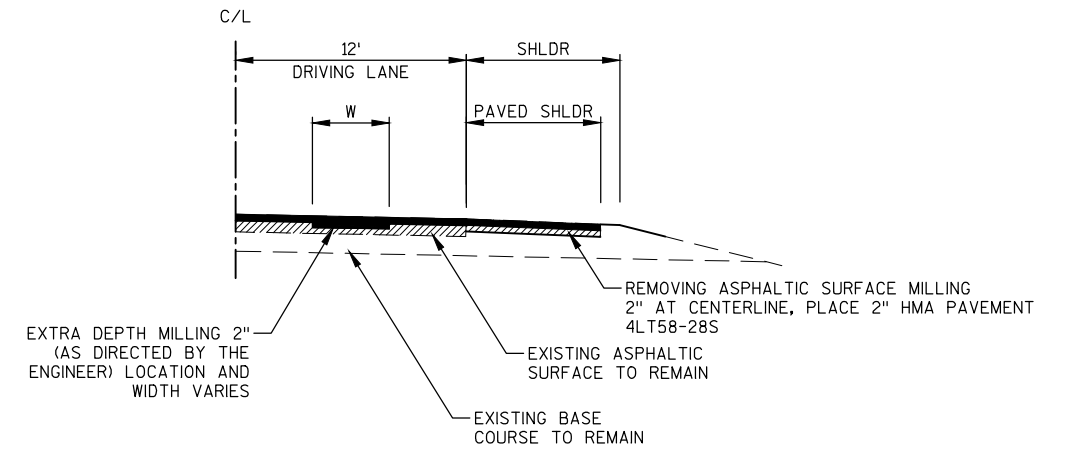
ROWE ROAD (SOUTH)
ROWE ROAD (NORTH)
GREEN LEAF GLEN DRIVE
GOVERNOR DODGE STATE PARK (MAIN ENTRANCE)

NORWEGIAN HOLLOW ROAD
GOLDMINE ROAD
JAMES ROAD
CTH ZZ



TYPICAL SIDEROAD DETAIL WITHOUT CURB & GUTTER

PARK RIDGE ROAD

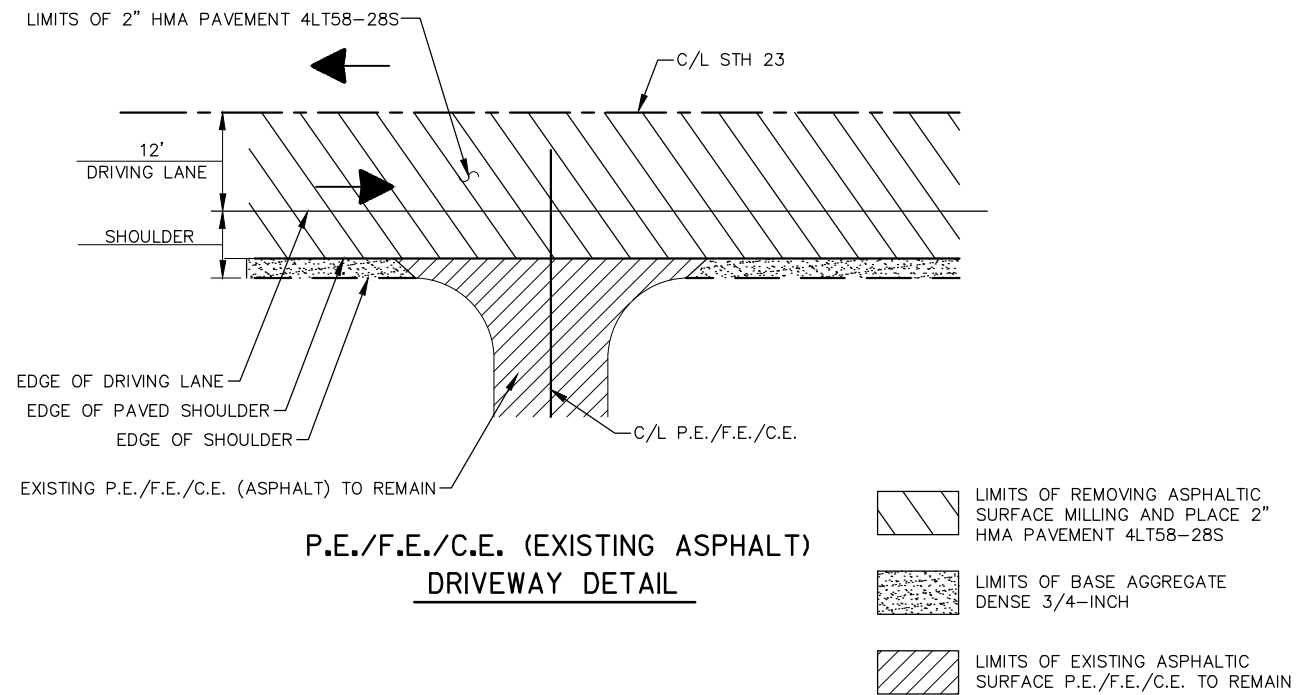


EXTRA DEPTH MILLING DETAIL

SEE MISCELLANEOUS QUANTITIES FOR LOCATIONS

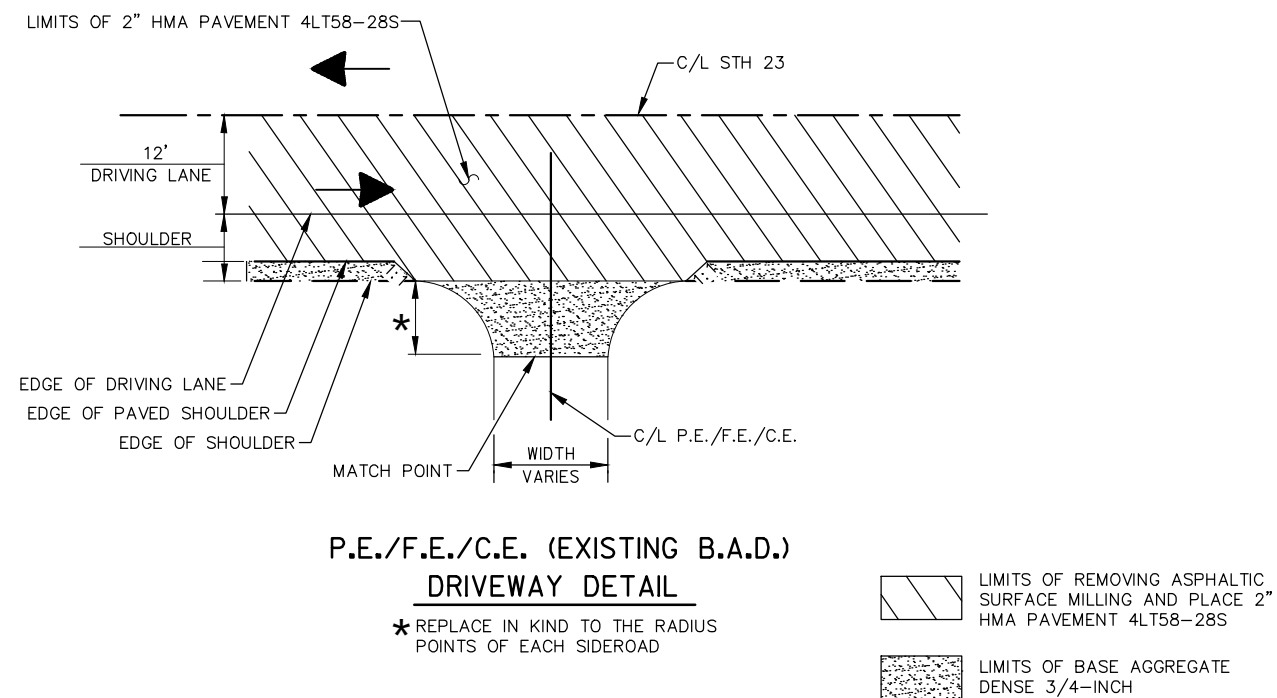
NOTE: PAVE 2" OF EXTRA DEPTH HMA PAVEMENT IN AREAS WHERE EXTRA DEPTH MILLING IS REQUIRED AS SHOWN IN THE PLANS.

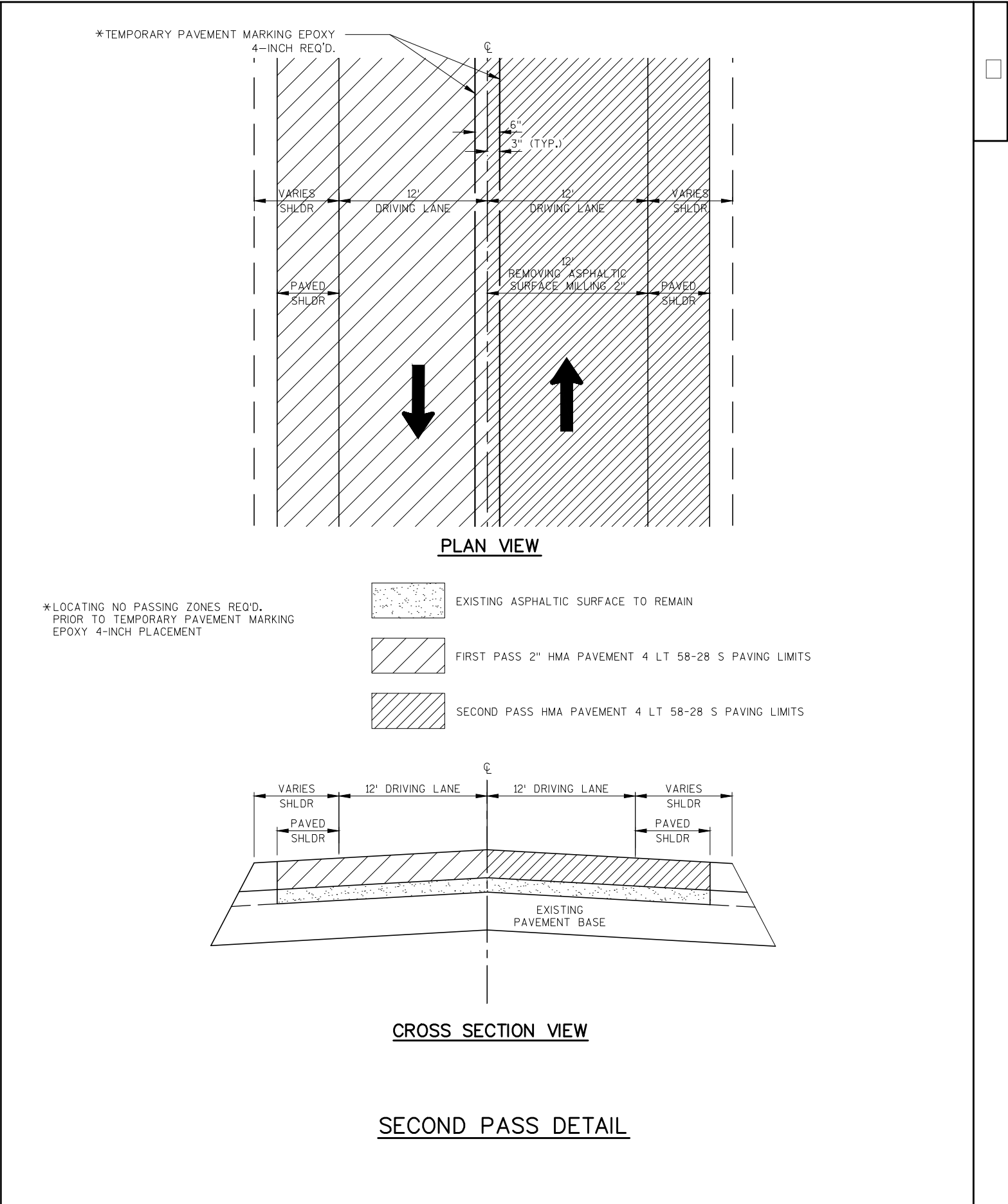
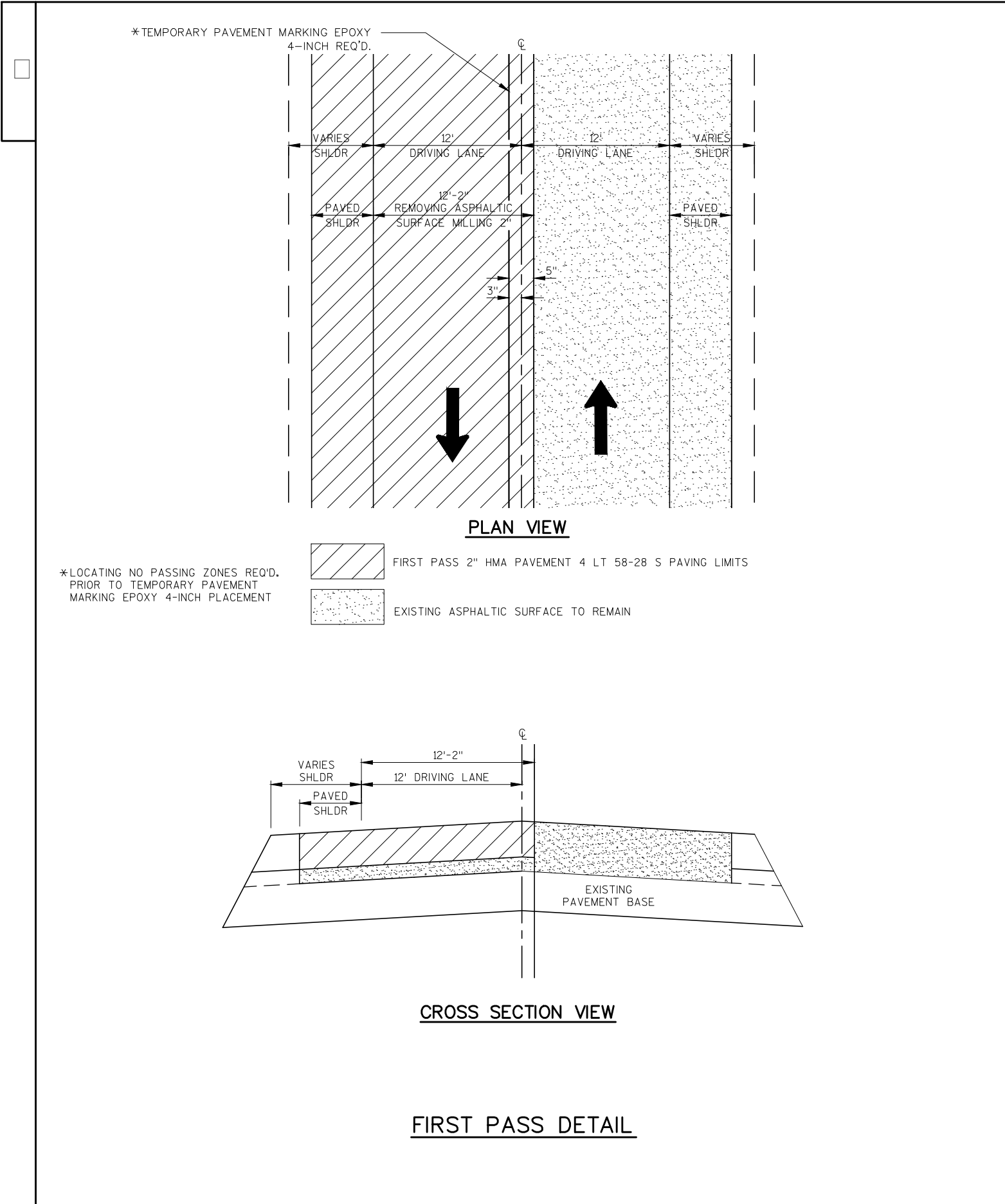
STATION - STATION	W (FT)
53+00 - 64+00, LT.	12
55+00 - 67+00, RT.	12
67+00 - 83+00, RT.	4
103+00 - 112+00, RT.	12
111+00 - 115+00, LT.	12
167+00 - 168+00, LT.	4
168+00 - 190+00, RT.	12
177+50 - 189+00, LT.	12
190+00 - 198+00, RT.	4
198+00 - 205+00, RT.	12
214+50 - 222+00, RT.	12
244+50 - 247+50, LT.	4
251+00 - 256+00, LT.	4
256+00 - 266+80.85, LT.	12
263+00 - 266+80.85, RT.	4

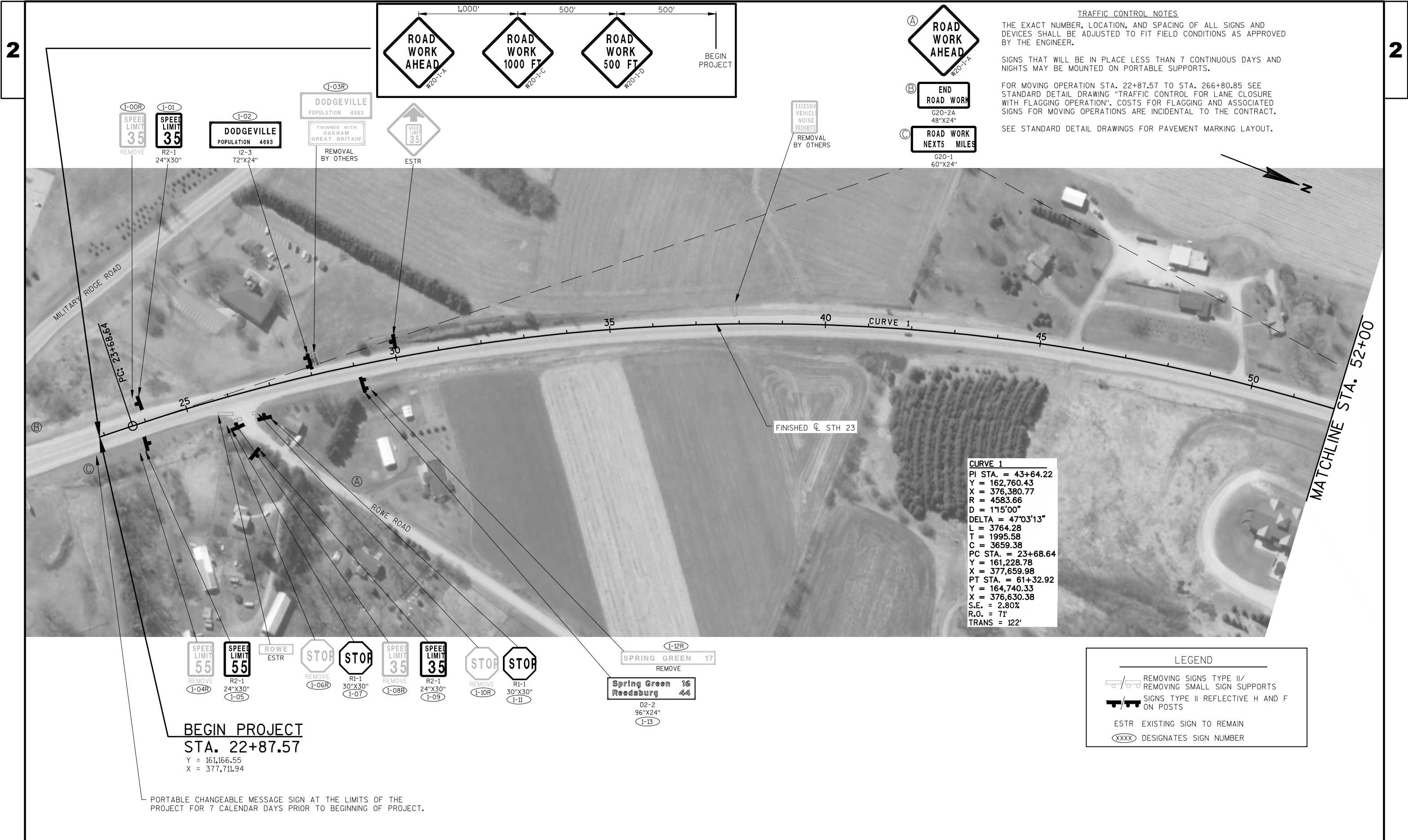


△ CONTROL POINTS

No.	STATION	DESCRIPTION	Y	X
7125	122+80	3/4" REBAR SET 45.0' RT.	170,848.43	377,351.68
7211	127+73	3/4" REBAR SET 24.3' LT.	171,329.08	377,212.31
3	129+91	3/4" REBAR SET 40.0' RT.	171,556.09	377,237.34
4	168+41	3/4" REBAR SET 48.2' LT.	175,198.29	376,061.86
5	171+25	3/4" REBAR SET 24.4' RT.	175,477.74	376,150.70
7378	174+90	3/4" REBAR SET 23.4' RT.	175,841.74	376,180.86
7	245+36	3/4" REBAR SET 53.1' RT.	182,817.48	375,846.79
8	247+71	3/4" REBAR SET 38.0' LT.	183,033.50	375,718.99
7567	255+49	3/4" REBAR SET 38.7' LT.	183,815.99	375,676.49









TRAFFIC CONTROL NOTES

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

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

FOR MOVING OPERATION STA. 22+87.57 TO STA. 266+80.85 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".



CURVE 1
PI STA. = 43+64.22
Y = 162,760.43
X = 376,380.77
R = 4583.66
D = 115°00"
DELTA = 47°03'13"
L = 3764.28
T = 1995.58
C = 3659.38
PC STA. = 23+68.64
Y = 161,228.78
X = 377,659.98
PT STA. = 61+32.92
Y = 164,740.33
X = 376,630.38
S.E. = 2.80%
R.O. = 71'
TRANS = 122'

PT: 61+32.92

MATCHLINE STA. 52+00

MATCHLINE STA. 81+00

ROWE
ESTR

SPEED
LIMIT
35
ESTR

STOP
REMOVE
(2-00R)

STOP
R1-1
30"X30"
(2-01)

(2-02R)
NO
PASSING
ZONE
REMOVE

*(2-03)
NO
PASSING
ZONE
W14-3
48"X36"

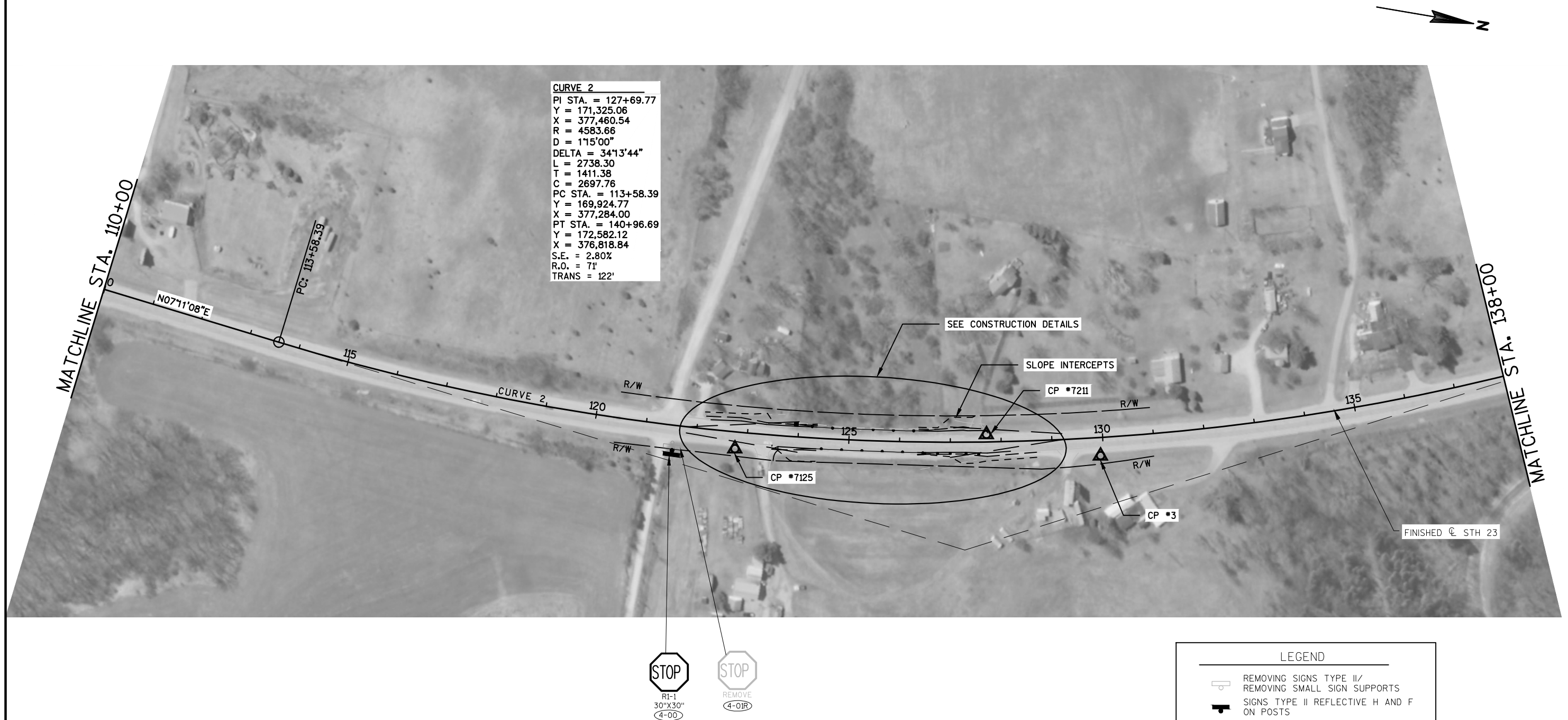
FINISHED & STH 23

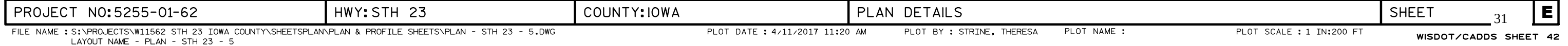
LEGEND

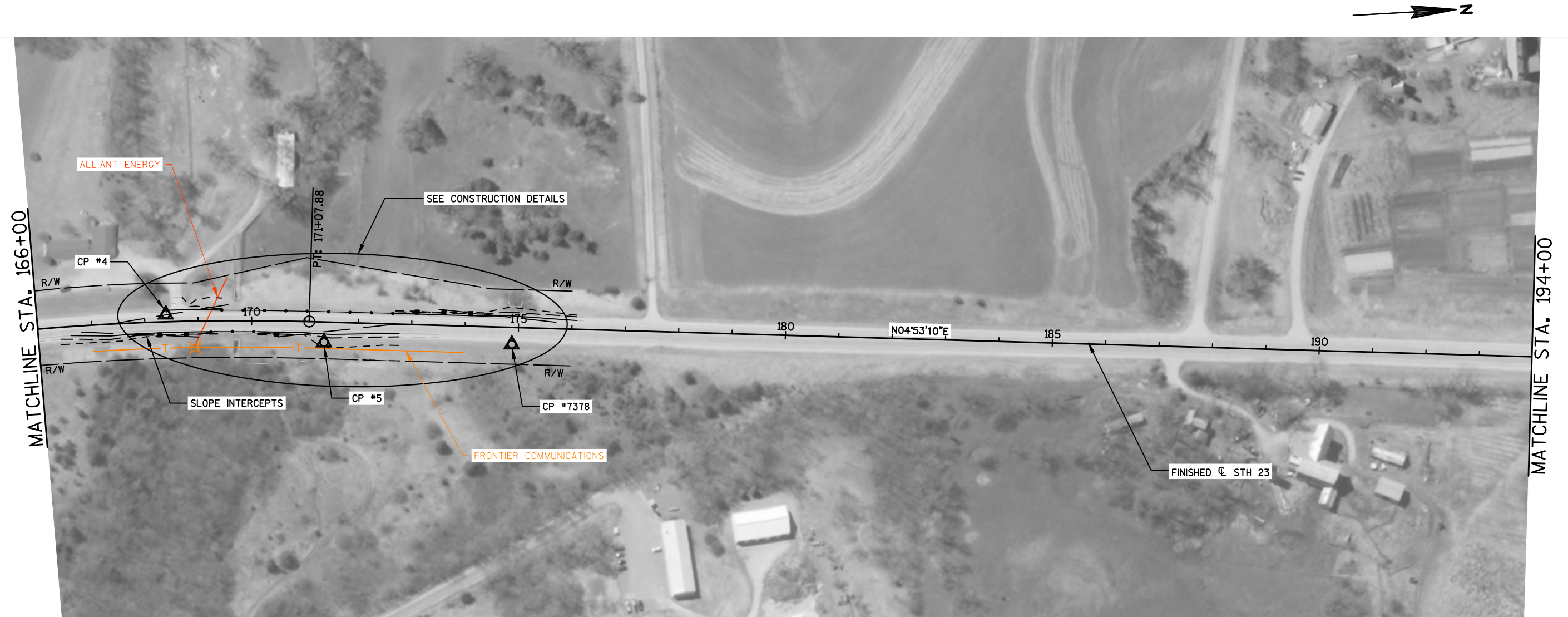
- REMOVING SIGNS TYPE II/
REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F
ON POSTS
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

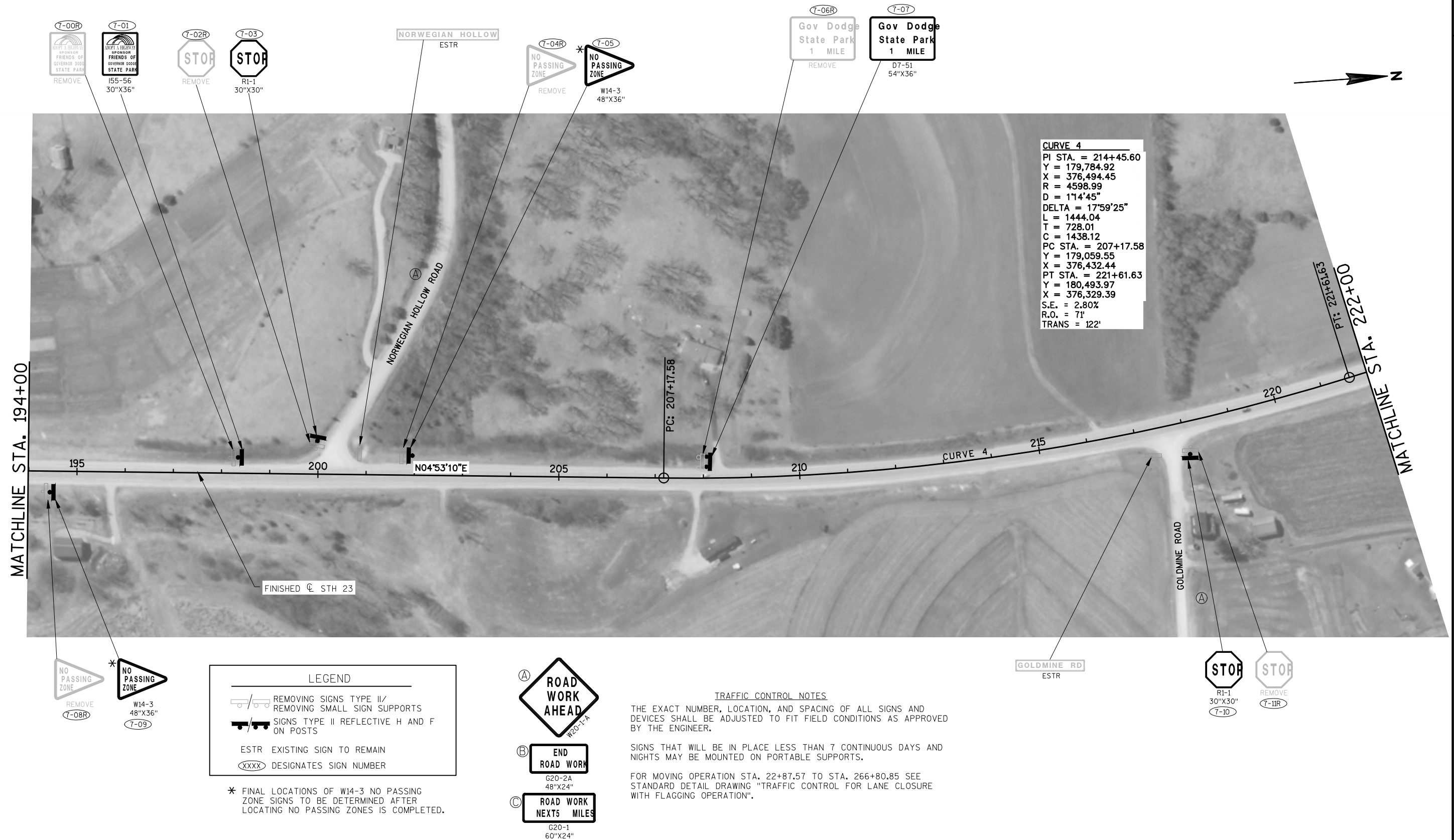
* FINAL LOCATIONS OF W14-3 NO PASSING
ZONE SIGNS TO BE DETERMINED AFTER
LOCATING NO PASSING ZONES IS COMPLETED.

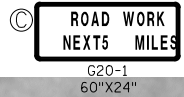












TRAFFIC CONTROL NOTES

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

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

FOR MOVING OPERATION STA. 22+87.57 TO STA. 266+80.85 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".



JAMES RD
ESTR

CURVE 5
PI STA. = 251+62.22
Y = 183,416.43
X = 375,649.09
R = 4615.46
D = 114'29"
DELTA = 19°57'18"
L = 1607.47
T = 811.96
C = 1599.36
PC STA. = 243+50.26
Y = 182,625.61
X = 375,833.18
PT STA. = 259+57.73
Y = 184,222.59
X = 375,745.94
S.E. = 2.80%
R.O. = 71'
TRANS = 122'

MATCHLINE STA. 222+00

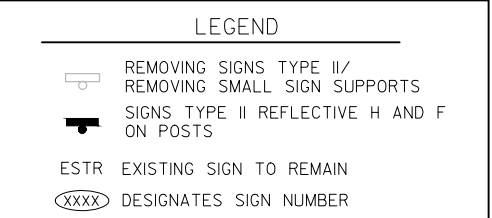
MATCHLINE STA. 250+00



LEGEND

- REMOVING SIGNS TYPE II/
REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE H AND F
ON POSTS
- ESTR EXISTING SIGN TO REMAIN
- (XXXX) DESIGNATES SIGN NUMBER

* FINAL LOCATIONS OF W14-3 NO PASSING ZONE SIGNS TO BE DETERMINED AFTER LOCATING NO PASSING ZONES IS COMPLETED.



Estimate Of Quantities

5255-01-62					
Line	Item	Item Description	Unit	Total	Qty
0010	204.0120	Removing Asphaltic Surface Milling	SY	108,400.000	108,400.000
0020	204.0165	Removing Guardrail	LF	410.000	410.000
0030	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	19.000	19.000
0040	213.0100	Finishing Roadway (project) 01. 5255-01-62	EACH	1.000	1.000
0050	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,950.000	1,950.000
0060	440.4410	Incentive IRI Ride	DOL	19,345.000	19,345.000
0070	450.4000	HMA Cold Weather Paving	TON	3,600.000	3,600.000
0080	455.0605	Tack Coat	GAL	8,850.000	8,850.000
0090	460.2000	Incentive Density HMA Pavement	DOL	9,160.000	9,160.000
0100	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	24,400.000	24,400.000
0110	460.5224	HMA Pavement 4 LT 58-28 S	TON	12,150.000	12,150.000
0120	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	31,700.000	31,700.000
0130	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	20,400.000	20,400.000
0140	614.0010	Barrier System Grading Shaping Finishing	EACH	10.000	10.000
0150	614.0305	Steel Plate Beam Guard Class A	LF	700.000	700.000
0160	614.0370	Steel Plate Beam Guard Energy Absorbing Terminal	EACH	10.000	10.000
0170	614.0400	Adjusting Steel Plate Beam Guard	LF	1,320.000	1,320.000
0180	614.0950	Replacing Guardrail Posts and Blocks	EACH	15.000	15.000
0190	614.0951	Replacing Guardrail Rail and Hardware	LF	80.000	80.000
0200	618.0100	Maintenance And Repair of Haul Roads (project) 01. 5255-01-62	EACH	1.000	1.000
0210	619.1000	Mobilization	EACH	1.000	1.000
0220	624.0100	Water	MGAL	14.000	14.000
0230	628.1104	Erosion Bales	EACH	80.000	80.000
0240	628.1504	Silt Fence	LF	1,700.000	1,700.000
0250	628.1520	Silt Fence Maintenance	LF	1,700.000	1,700.000
0260	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0270	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0280	628.2004	Erosion Mat Class I Type B	SY	1,960.000	1,960.000
0290	628.7504	Temporary Ditch Checks	LF	40.000	40.000
0300	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	19.000	19.000
0310	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	24.000	24.000
0320	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	5.000	5.000
0330	637.2210	Signs Type II Reflective H	SF	241.160	241.160
0340	637.2230	Signs Type II Reflective F	SF	62.000	62.000
0350	638.2602	Removing Signs Type II	EACH	44.000	44.000
0360	638.3000	Removing Small Sign Supports	EACH	47.000	47.000
0370	642.5001	Field Office Type B	EACH	1.000	1.000
0380	643.0100	Traffic Control (project) 01. 5255-01-62	EACH	1.000	1.000
0390	643.0300	Traffic Control Drums	DAY	250.000	250.000

Estimate Of Quantities

5255-01-62					
Line	Item	Item Description	Unit	Total	Qty
0400	643.0310.S	Temporary Portable Rumble Strips	LS	1.000	1.000
0410	643.0900	Traffic Control Signs	DAY	940.000	940.000
0420	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0430	646.0106	Pavement Marking Epoxy 4-Inch	LF	35,500.000	35,500.000
0440	646.2304.S	Pavement Marking Grooved Wet Reflective Epoxy 4-Inch	LF	47,700.000	47,700.000
0450	646.2308.S	Pavement Marking Grooved Wet Reflective Epoxy 8-Inch	LF	200.000	200.000
0460	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	30.000	30.000
0470	648.0100	Locating No-Passing Zones	MI	4.620	4.620
0480	649.0403	Temporary Pavement Marking Epoxy 4-Inch	LF	54,400.000	54,400.000
0490	650.8000	Construction Staking Resurfacing Reference	LF	24,400.000	24,400.000
0500	650.9910	Construction Staking Supplemental Control (project) 01. 5255-01-62	LS	1.000	1.000
0510	690.0150	Sawing Asphalt	LF	1,060.000	1,060.000
0520	SPV.0180	Special Extra Depth Milling	SY	18,800.000	18,800.000
0530	SPV.0195	Special Extra Depth HMA Pavement	TON	2,150.000	2,150.000

REMOVING ASPHALTIC SURFACE MILLING

STATION - STATION	LOCATION	204.0120 (SY)
22+87.57 - 25+85	MAINLINE	1390
25+85 - 51+00	MAINLINE	10670
51+00 - 62+31	MAINLINE	5927
62+31 - 70+00	MAINLINE, LT.	2018
62+31 - 68+75	MAINLINE, RT.	1692
68+75 - 112+60	MAINLINE, RT.	9298
70+00 - 112+60	MAINLINE, LT.	9034
112+60 - 144+59	MAINLINE	13567
144+59 - 153+20	MAINLINE, LT.	1828
144+59 - 151+60	MAINLINE, RT.	1490
153+20 - 160+70	MAINLINE, LT.	1960
151+60 - 159+00	MAINLINE, RT.	1937
160+70 - 165+00	MAINLINE, LT.	823
159+00 - 165+00	MAINLINE, RT.	1144
165+00 - 222+60	MAINLINE	21870
222+60 - 240+00	MAINLINE, LT.	3307
222+60 - 266+80.85	MAINLINE, RT.	8391
240+00 - 266+80.85	MAINLINE, LT.	7807
-	SIDEROADS	495
-	UNDISTRIBUTED	3752
TOTAL =		108400

REMOVING GUARDRAIL

STATION - STATION	LOCATION	204.0165 (L.F.)
123+97 - 124+36	MAINLINE, LT.	40
123+98 - 124+37	MAINLINE, RT.	40
126+38 - 126+78	MAINLINE, RT.	40
126+37 - 126+77	MAINLINE, LT.	40
168+97 - 169+36	MAINLINE, RT.	40
169+06 - 169+45	MAINLINE, LT.	40
170+11 - 170+51	MAINLINE, RT.	40
172+69 - 173+21	MAINLINE, LT.	50
246+01 - 246+40	MAINLINE, RT.	40
254+43 - 254+83	MAINLINE, RT.	40
TOTAL =		410

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION - STATION	LOCATION	211.0400 (STA)
122+00 - 124+00	MAINLINE, LT.	2
123+00 - 124+00	MAINLINE, RT.	1
126+00 - 127+00	MAINLINE, LT.	1
126+00 - 128+00	MAINLINE, RT.	2
166+00 - 169+00	MAINLINE, RT.	3
169+00 - 170+00	MAINLINE, LT.	1
170+00 - 173+00	MAINLINE, RT.	3
172+00 - 176+00	MAINLINE, LT.	4
245+00 - 246+00	MAINLINE, RT.	1
254+00 - 255+00	MAINLINE, RT.	1
TOTAL =		19

ALL BID ITEMS ARE CATEGORY 010 UNLESS OTHERWISE NOTED

BASE AGGREGATE DENSE 3/4-INCH

STATION - STATION	LOCATION	305.0110 (TON)
22+87.57 - 266+80.85	MAINLINE	1677
-	P.E./F.E./C.E.	60
-	UNDISTRIBUTED	213
TOTAL =		1950

HMA PAVEMENT

		450.4000 HMA COLD WEATHER PAVING (TON)	455.0605 TACK COAT (GAL)	460.4110.S REHEATING HMA PAVEMENT LONGITUDINAL JOINTS (LF)	460.5224 HMA PAVEMENT 4 LT 58-28 S (TON)	SPV. 0180.01 EXTRA DEPTH MILLING (SY)	SPV. 0195.01 EXTRA DEPTH HMA PAVEMENT (TON)	REMARKS
22+87.57 - 25+85	MAINLINE	--	97	--	155	--	--	
22+87.57 - 266+80.85	MAINLINE	--	--	24400	--	--	--	
25+85 - 51+00	MAINLINE	--	744	--	1190	--	--	
51+00 - 62+31	MAINLINE	--	414	--	662	--	--	
53+00 - 64+00	MAINLINE, LT.	--	103	--	--	1467	169	EXTRA DEPTH MILLING
55+00 - 67+00	MAINLINE, RT.	--	112	--	--	1600	184	EXTRA DEPTH MILLING
62+31 - 70+00	MAINLINE, LT.	--	141	--	225	--	--	
62+31 - 68+75	MAINLINE, RT.	--	118	--	189	--	--	
67+00 - 83+00	MAINLINE, RT.	--	50	--	--	712	82	EXTRA DEPTH MILLING
68+75 - 112+60	MAINLINE, RT.	--	649	--	1037	--	--	
70+00 - 112+60	MAINLINE, LT.	--	630	--	1008	--	--	
103+00 - 112+00	MAINLINE, RT.	--	84	--	--	1200	138	EXTRA DEPTH MILLING
111+00 - 115+00	MAINLINE, LT.	--	38	--	--	534	62	EXTRA DEPTH MILLING
112+60 - 144+59	MAINLINE	--	946	--	1533	--	--	
144+59 - 153+20	MAINLINE, LT.	--	128	--	204	--	--	
144+59 - 151+60	MAINLINE, RT.	--	104	--	166	--	--	
153+20 - 160+70	MAINLINE, LT.	--	137	--	219	--	--	
151+60 - 159+00	MAINLINE, RT.	--	135	--	216	--	--	
160+70 - 165+00	MAINLINE, LT.	--	57	--	92	--	--	
159+00 - 165+00	MAINLINE, RT.	--	80	--	128	--	--	
165+00 - 222+60	MAINLINE	--	1524	--	2458	--	--	
167+00 - 168+00	MAINLINE, LT.	--	4	--	--	45	6	EXTRA DEPTH MILLING
168+00 - 190+00	MAINLINE, RT.	--	206	--	--	2934	338	EXTRA DEPTH MILLING
177+50 - 189+00	MAINLINE, LT.	--	108	--	--	1534	177	EXTRA DEPTH MILLING
190+00 - 198+00	MAINLINE, RT.	--	25	--	--	356	41	EXTRA DEPTH MILLING
198+00 - 205+00	MAINLINE, RT.	--	66	--	--	934	108	EXTRA DEPTH MILLING
214+50 - 222+00	MAINLINE, RT.	--	70	--	--	1000	115	EXTRA DEPTH MILLING
222+60 - 240+00	MAINLINE, LT.	--	231	--	369	--	--	
222+60 - 266+80.85	MAINLINE, RT.	--	585	--	946	--	--	
240+00 - 266+80.85	MAINLINE, LT.	--	545	--	872	--	--	
244+50 - 247+50	MAINLINE, LT.	--	10	--	--	134	16	EXTRA DEPTH MILLING
251+00 - 256+00	MAINLINE, LT.	--	16	--	--	223	26	EXTRA DEPTH MILLING
256+00 - 266+80.85	MAINLINE, LT.	--	101	--	--	1442	166	EXTRA DEPTH MILLING
263+00 - 266+80.85	MAINLINE, RT.	--	107	--	--	1524	176	EXTRA DEPTH MILLING
-	SIDEROADS	--	35	--	56	--	--	
-	PROJECT	3600	-	--	-	--	--	
-	UNDISTRIBUTED	--	450	--	425	3161	346	
TOTALS =		3600	8850	24400	12150	18800	2150	

RUMBLE STRIPS

		465.0425 ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL (LF)	465.0475 ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL (LF)	643.0310.S TEMPORARY RUMBLE STRIPS (LS)	COMMENTS
22+87.57 - 266+80.85	PROJECT	--	--	1	--
22+87.57 - 266+80.85	MAINLINE, LT.	15900	--	--	TYPE 1
28+20 - 264+10	MAINLINE, RT.	15800	--	--	TYPE 1
28+20 - 264+10	MAINLINE	--	20400	--	--
TOTALS =		31700	20400	1	

BARRIER SYSTEM GRADING SHAPING FINISHING

FOR INFORMATIONAL PURPOSES ONLY											
STA. - STA.	LOCATION	614.0010 (EACH)	EXCAVATION	BORROW	SALVAGED	MULCHING	FERTILIZER	SEEDING	SEEDING	CONSTRUCTION	628.2004
			COMMON (CY)	(CY)	TOPSOIL (SY)	(SY)	TYPE B (CWT)	MIXTURE NO. 30 (LB)	TEMPORARY (LB)	STAKING SLOPE STAKES (LF)	EROSION MAT CLASS I TYPE B (SY)
123+50 - 124+37	MAINLINE, RT.	1	1	55	134	0	0.1	3	2	87	155
122+13 - 124+36	MAINLINE, LT.	1	--	55	80	0	0.2	5	3	223	230
126+35 - 128+68	MAINLINE, RT.	1	10	55	242	0	0.2	5	4	233	290
126+37 - 127+37	MAINLINE, LT.	1	--	45	91	0	0.1	2	2	100	108
166+41 - 169+35	MAINLINE, RT.	1	--	10	27	0	0.1	2	2	294	91
168+41 - 169+45	MAINLINE, LT.	1	--	25	80	0	0.1	2	2	104	99
172+69 - 176+09	MAINLINE, LT.	1	--	15	72	0	0.1	3	2	340	147
170+11 - 172+77	MAINLINE, RT.	1	--	60	212	0	0.1	5	4	266	267
244+81 - 246+40	MAINLINE, RT.	1	--	5	19	0	0.1	1	1	159	33
254+43 - 255+56	MAINLINE, RT.	1	--	40	123	0	0.1	3	2	114	150
UNDISTRIBUTED		--	--	--	--	--	--	--	--	--	390
TOTALS=		10	11	365	1080	0	1.2	31	24	1920	1960

BEAM GUARD ITEMS

STA. - STA.	LOCATION	614.0305	614.0370	614.0400	614.0950	614.0951
		STEEL PLATE BEAM GUARD CLASS A (LF)	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL (EACH)	ADJUSTING STEEL PLATE BEAM GUARD (LF)	REPLACING GUARDRAIL POSTS AND BLOCKS (EACH)	REPLACING GUARDRAIL RAIL AND HARDWARE (LF)
122+86 - 124+36	MAINLINE, LT.	100	1	--	--	--
126+37 - 127+25	MAINLINE, LT.	38	1	--	--	--
123+62 - 124+37	MAINLINE, RT.	25	1	--	--	--
124+37 - 126+35	MAINLINE, RT.	--	--	197	--	--
126+35 - 127+73	MAINLINE, RT.	87	1	--	--	--
167+35 - 169+35	MAINLINE, RT.	150	1	--	--	--
170+11 - 171+49	MAINLINE, RT.	87	1	--	--	--
168+96 - 169+46	MAINLINE, LT.	--	1	--	--	--
169+46 - 172+69	MAINLINE, LT.	--	--	322	--	--
172+69 - 174+82	MAINLINE, LT.	162	1	--	--	--
245+52 - 246+40	MAINLINE, RT.	38	1	--	--	--
246+40 - 254+43	MAINLINE, RT.	--	--	801	--	--
254+43 - 255+06	MAINLINE, RT.	13	1	--	--	--
UNDISTRIBUTED		--	--	--	15	80
TOTALS=		700	10	1320	15	80

MAINTENANCE AND REPAIR
OF HAUL ROADS

PROJECT	618.0100 (EACH)
5255-01-62	1
TOTAL =	1

EROSION BALES

STATION - STATION		LOCATION	628.1104 (EACH)
123+40		MAINLINE, LT.	13
126+93		MAINLINE, LT.	13
127+17		MAINLINE, RT.	13
245+36		MAINLINE, RT.	13
254+83		MAINLINE, RT.	13
--		UNDISTRIBUTED	15
TOTAL			80

WATER

	624.0100
PROJECT	(MGAL)
5255-01-62	14
TOTAL =	14

SILT FENCE

STATION - STATION	LOCATION	628.1504	628.1520
		SILT FENCE (LF)	SILT FENCE MAINTENANCE (LF)
122+11 - 124+37	MAINLINE, LT.	235	235
123+55 - 124+37	MAINLINE, RT.	85	85
126+36 - 127+37	MAINLINE, RT.	110	110
126+37 - 127+48	MAINLINE, LT.	120	120
166+41 - 168+00	MAINLINE, RT.	160	160
168+71 - 169+46	MAINLINE, LT.	75	75
171+00 - 172+77	MAINLINE, RT.	185	185
174+32 - 176+09	MAINLINE, LT.	177	177
245+12 - 246+40	MAINLINE, RT.	130	130
254+43 - 255+18	MAINLINE, RT.	90	90
--	UNDISTRIBUTED	333	333
TOTALS =		1700	1700

TEMPORARY DITCH CHECKS

STATION - STATION		LOCATION	628.7504 (LF)
167+85		MAINLINE, RT.	10
246+00		MAINLINE, RT.	10
--		UNDISTRIBUTED	20
TOTAL			40

MOBILIZATIONS EROSION CONTROL

PROJECT	628.1905	628.1910
	MOBILIZATIONS EROSION CONTROL (EACH)	MOBILIZATIONS EMERGENCY EROSION CONTROL (EACH)
5255-01-62	3	2
TOTAL	3	2

TRAFFIC CONTROL

	643.0100 TRAFFIC CONTROL (5255-01-62) (EACH)	643.0300 TRAFFIC CONTROL DRUMS (DAY)	643.0900 TRAFFIC CONTROL SIGNS (DAY)	643.1050 TRAFFIC CONTROL SIGNS PCMS (DAY)
LOCATION				
PROJECT	1	--	940	14
UNDISTRIBUTED	--	250	--	--
	1	250	940	14

PAVEMENT MARKING

STATION - STATION	LOCATION	DESCRIPTION	646.0106	646.2304.S	646.2308.S	647.0566	649.0403
			PAVEMENT MARKING EPOXY 4-INCH (L.F.)	PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 4-INCH (L.F.)	PAVEMENT MARKING GROOVED WET REFLECTIVE EPOXY 8-INCH (L.F.)	PAVEMENT MARKING STOP LINE EPOXY 18-INCH (L.F.)	TEMPORARY PAVEMENT MARKING EPOXY 4-INCH (LF)
22+87.57 - 59+00	MAINLINE	DOUBLE YELLOW	7224	--	--	--	10836
59+00 - 68+50	MAINLINE	N.B. PASSING ONLY	1188	--	--	--	2138
68+50 - 109+85	MAINLINE	PASSING	1034	--	--	--	2068
109+85 - 120+50	MAINLINE	S.B. PASSING ONLY	1332	--	--	--	1599
120+50 - 184+00	MAINLINE	DOUBLE YELLOW	12721	--	--	--	19094
154+95 - 156+95	MAINLINE, RT.	RIGHT TURN LANE	--	--	200	--	--
156+25 - 159+25	MAINLINE, LT.	PASSING (T-BYPASS LANE)	75	--	--	--	75
184+00 - 194+30	MAINLINE	N.B. PASSING ONLY	1288	--	--	--	2318
194+30 - 201+80	MAINLINE	PASSING	188	--	--	--	376
201+80 - 212+00	MAINLINE	S.B. PASSING ONLY	1275	--	--	--	1530
212+00 - 219+20	MAINLINE	DOUBLE YELLOW	1440	--	--	--	2160
219+20 - 230+30	MAINLINE	N.B. PASSING ONLY	1388	--	--	--	2498
230+30 - 236+95	MAINLINE	PASSING	167	--	--	--	334
236+95 - 241+80	MAINLINE	S.B. PASSING ONLY	607	--	--	--	729
241+80 - 266+80.85	MAINLINE	DOUBLE YELLOW	5002	--	--	--	7503
244+00 - 266+80.85	MAINLINE, LT. (SB PASSING LANE)	PASSING (WHITE)	571	--	--	--	1142
22+87.57 - 266+80.85	MAINLINE	WHITE EDGELINES	--	47700	--	--	--
--	CTH ZZ	STOP BAR	--	--	--	30	--
TOTAL			35500	47700	200	30	54400

LOCATING NO-PASSING ZONES

STATION - STATION	LOCATION	648.0100 (MI)
22+87.57 - 266+80.85	MAINLINE	4.62
TOTAL		4.62

SAWING ASPHALT

STATION - STATION	LOCATION	690.0150 (LF)
22+87.57	MAINLINE	51
123+50 - 123+87	MAINLINE, RT.	45
266+80.85	MAINLINE	54
--	ROWE ROAD (SOUTH)	105
--	ROWE ROAD (NORTH)	105
--	GREEN LEAF GLEN DRIVE	110
--	PARK RIDGE ROAD	55
--	GOVERNOR DODGE STATE PARK (MAIN ENTRANCE)	105
--	NORWEGIAN HOLLOW ROAD	120
--	GOLDMINE ROAD	110
--	JAMES ROAD	105
--	CTH ZZ	95
TOTAL		1060

CONSTRUCTION STAKING

STATION - STATION	LOCATION	650.8000	650.9910
		CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (5255-01-62) (LS)
22+87.57 - 266+80.85	MAINLINE	24400	-
-	PROJECT	-	1
TOTAL		24400	1

PERMANENT SIGNING

PERMANENT SIGNING
SHEET 1 OF 2

SIGN NUMBER	APPROX STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	637.2210	637.2230	634.0614 634.0616 634.0618			638.2602	638.3000	SIGN MOUNTED ON SAME POST AS	REMARKS
								SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF	POSTS WOOD 4X8-INCH			SIGNS TYPE II EACH	SMALL SIGN SUPPORTS EACH		
1-00R	23+80	Left		R2-1	Speed Limit _MPH	35	24X30	---	---	---	---	---	1	1		
1-01	23+80	Left		R2-1	Speed Limit _MPH	35	24X30	5.00	---	1	---	---	---	---		
1-02	28+10	Left		I2-3	Municipality Population Sign	Dodgeville	72X24	12.00	---	---	---	2	---	---		
					Population 4693		---	---	---	---	---	---	---	---		
1-03R	28+10	Left		I2-3	Municipality Population Sign	Dodgeville	---	---	---	---	---	---	1	2		
					Population 4693		---	---	---	---	---	---	---	---		
1-04R	23+75	Right		R2-1	Speed Limit _MPH	55	24X30	---	---	---	---	---	1	1		
1-05	23+75	Right		R2-1	Speed Limit _MPH	55	24X30	5.00	---	---	1	---	---	---		
1-06R	23+90	Right		R1-1	Stop		30X30	---	---	---	---	---	1	1		
1-07	23+90	Right		R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
1-08R	26+35	Right		R2-1	Speed Limit _MPH	35	24X30	---	---	---	---	---	1	1		
1-09	26+35	Right		R2-1	Speed Limit _MPH	35	24X30	5.00	---	---	1	---	---	---		
1-10R	23+90	Right	Rowe Road	R1-1	Stop		30X30	---	---	---	---	---	1	1		
1-11	23+90	Right	Rowe Road	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
1-12R	29+35	Right		D2-1	Destination/Distance (One)	Spring Green 17	---	---	---	---	---	---	1	2		
1-13	29+35	Right		D2-1	Destination/Distance (One)	Spring Green 16	96X24	16.00	---	2	---	---	---	---		
						Reedsburg 44										
2-00R	67+55	Right		R1-1	Stop		30X30	---	---	---	---	---	1	1		
2-01	67+55	Right		R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
2-02R	68+50	Right		W14-3	No Passing Zone		48X36	---	---	---	---	---	1	1		
2-03	68+50	Right		W14-3	No Passing Zone		48X36	---	6.00	1	---	---	---	---		
3-00	81+00	Left	Green Leaf Drive	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
3-01R	81+00	Left	Green Leaf Drive	R1-1	Stop		30X30	---	---	---	---	---	1	1		
3-02	97+45	Left		I55-56	Adopt-A-Highway Sponsor [Name]	Iowa County Highway Dept Employees	30X36	7.50	---	1	---	---	---	---		
3-03R	97+45	Left		I55-56	Adopt-A-Highway Sponsor [Name]	Iowa County Highway Dept Employees	30X36	---	---	---	---	---	1	1		
3-04	109+85	Left		W14-3	No Passing Zone		48X36	---	6.00	1	---	---	---	---		
3-05R	109+85	Left		W14-3	No Passing Zone		48X36	---	---	---	---	---	1	1		
3-06R	97+45	Right		I55-56	Adopt-A-Highway Sponsor [Name]	Friends of Governor Dodge State Park	30X36	---	---	---	---	---	1	1		
3-07	97+45	Right		I55-56	Adopt-A-Highway Sponsor [Name]	Friends of Governor Dodge State Park	30X36	7.50	---	---	1	---	---	---		
3-08R	104+40	Right		D7-51	[Name] State Park 1 Mile	Gov Dodge	54X36	---	---	---	---	---	1	2		
3-09	104+40	Right		D7-51	[Name] State Park 1 Mile	Gov Dodge	54X36	13.50	---	---	2	---	---	---		
4-00	121+55	Right	Driveway	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
4-01R	121+55	Right	Driveway	R1-1	Stop		30X30	---	---	---	---	---	1	1		
5-00R	143+90	Left	Park Ridge Road	R1-1	Stop		30X30	---	---	---	---	---	1	1		
5-01	143+90	Left	Park Ridge Road	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
5-02R	162+25	Left		M1-88	Wildlife Viewing (Binoculars Only)		18X18	---	---	---	---	---	1	---	5-04R	
5-03R	162+25	Left		D7-53-L	[Name State Park] /Arrow Left	Gov Dodge	54X36	---	---	---	---	---	1	2		
5-04	162+25	Left		D7-53-L	[Name State Park] /Arrow Left	Gov Dodge	54X36	13.50	---	---	2	---	---	---		
5-05	161+00	Left		M1-8 6	Wildlife Viewing Area		18X36	4.50	---	---	1	---	---	---		
5-06	161+00	Left		M1-88A	Arrow for M1-86		12X12	1.00	---	---	---	---	---	---	5-06	
5-07	151+70	Right		D7-53-R	[Name State Park] /Arrow Right	Gov Dodge	54X36	13.50	---	---	---	2	---	---		
5-08R	151+70	Right		M1-88	Wildlife Viewing (Binoculars Only)		18X18	---	---	---	---	---	1	---	5-10R	
5-09R	151+70	Right		D7-53-R	[Name State Park] /Arrow Right	Gov Dodge	54X36	---	---	---	---	---	1	2		
5-10	152+70	Right		M1-8 6	Wildlife Viewing Area		18X36	4.50	---	---	1	---	---	---		
5-11	152+70	Right		M1-88A	Arrow for M1-86		12X12	1.00	---	---	---	---	---	---	5-11	
5-12R	157+80	Right	State Park Driveway	R1-1	Stop		30X30	---	---	---	---	---	1	1		
5-13	157+80	Right	State Park Driveway	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
5-14R	158+65	Right		M3-1	Cardinal Direction Marker	North	24X12	---	---	---	---	---	1	1		
5-15R	158+65	Right		M1-6	STH Route Marker	23	24X24	---	---	---	---	---	1	---	5-16R	
SHEET TOTALS								145.76	12.00	13	9	4	23	25		

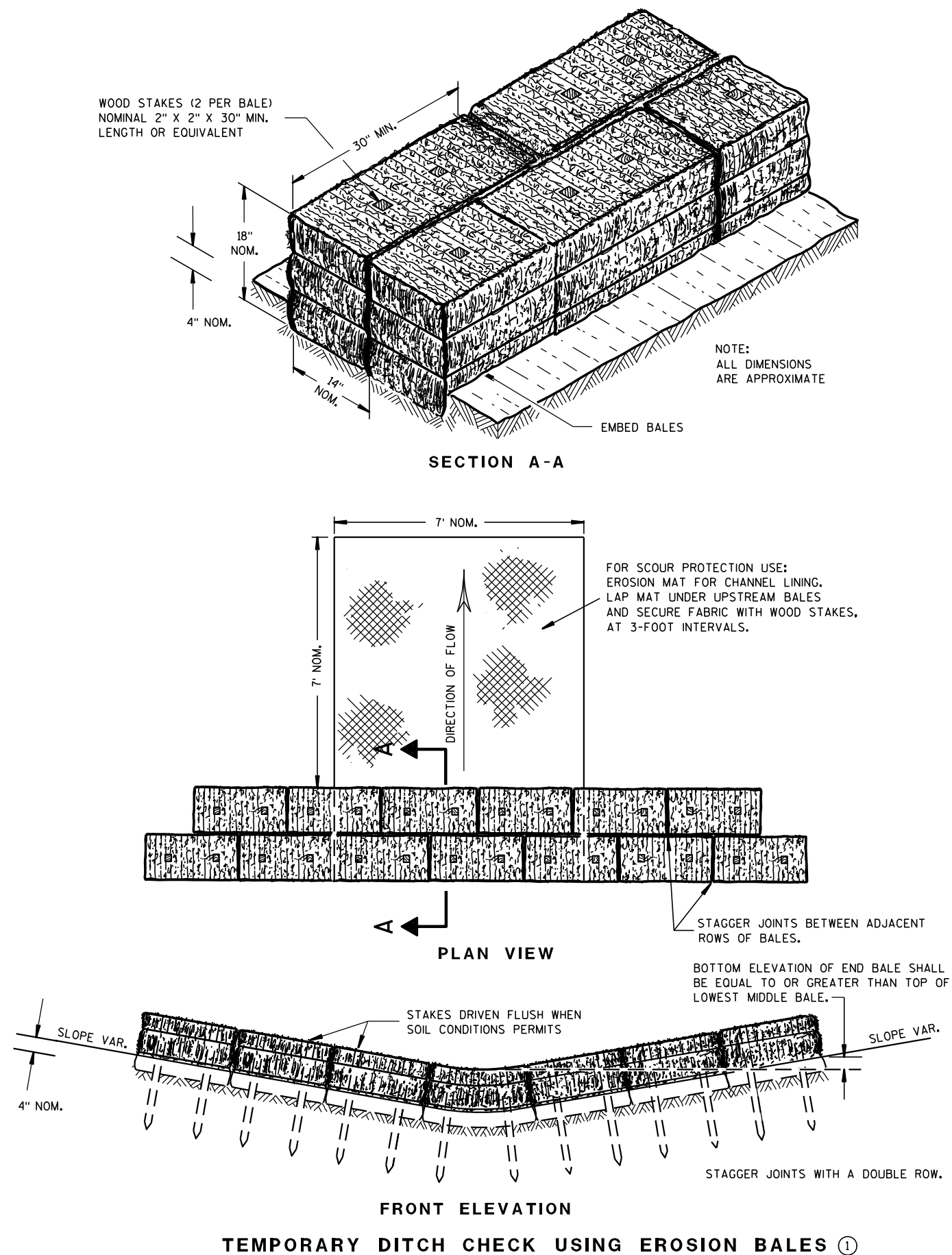
PERMANENT SIGNING CONTINUED

PERMANENT SIGNING
SHEET 2 OF 2

SIGN NUMBER	APPROX STATION	POSITION	SITE ID	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE IN X IN	637.2210 SIGNS TYPE II	637.2230 SIGNS TYPE II	634.0614 634.0616 634.0618 POSTS WOOD 4X6-INCH			638.2602 REMOVING SIGNS TYPE II	638.3000 REMOVING SMALL SIGN SUPPORTS	SIGN MOUNTED ON SAME POST AS	REMARKS
								REFLECTIVE H SF	REFLECTIVE F SF	14 FT EACH	16 FT EACH	18 FT EACH	TYPE II EACH	SUPPORTS EACH		
7-00R	198+20	Left	Norwegian Hollow Road	I55-56	Adopt-A-Highway Sponsor [Name]	Friends of Governor Dodge State Park	30X36	---	---	---	---	---	1	1		
7-01	198+20	Left		I55-56	Adopt-A-Highway Sponsor [Name]	Friends of Governor Dodge State Park	30X36	7.50	---	---	1	---	---	---		
7-02R	199+95	Left		R1-1	Stop		30X30	---	---	---	---	---	1	1		
7-03	199+95	Left		R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
7-04R	201+80	Left		W14-3	No Passing Zone		48X36	---	---	---	---	---	1	1		
7-05	201+80	Left		W14-3	No Passing Zone		48X36	---	6.00	---	1	---	---	---		
7-06R	207+95	Left		D7-51	[Name] State Park 1 Mile	Gov Dodge	54X36	---	---	---	---	---	1	2		
7-07	207+95	Left		D7-51	[Name] State Park 1 Mile	Gov Dodge	54X36	13.50	---	---	1	1	---	---		
7-08R	194+30	Right		W14-3	No Passing Zone		48X36	---	---	---	---	---	1	1		
7-09	194+30	Right		W14-3	No Passing Zone		48X36	---	6.00	---	1	---	---	---		
7-10	218+05	Right		R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
7-11R	218+05	Right		R1-1	Stop		30X30	---	---	---	---	---	1	1		
8-00R	236+95	Left		W14-3	No Passing Zone		48X36	---	---	---	---	---	1	1		
8-01	236+95	Left		W14-3	No Passing Zone		48X36	---	6.00	---	1	---	---	---		
8-02R	244+80	Left		R1-1	Stop		30X30	---	---	---	---	---	1	1		
8-03	244+80	Left		R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
8-04R	230+30	Right		W14-3	No Passing Zone		48X36	---	---	---	---	---	1	1		
8-05	230+30	Right		W14-3	No Passing Zone		48X36	---	6.00	---	1	---	---	---		
9-00R	251+25	Left		W4-2R	Right Lane Ends Symbol		36X36	---	---	---	---	---	1	1		
9-01	251+25	Left		W4-2R	Right Lane Ends Symbol		36X36	---	9.00	---	1	---	---	---		
9-02R	256+25	Left		W9-1R	Right Lane Ends		36X36	---	---	---	---	---	1	1		
9-03	256+25	Left		W9-1R	Right Lane Ends		36X36	---	9.00	---	1	---	---	---		
9-04R	265+00	Left		J4-1	Reassurance Assembly (1 Headed Route Panel)	South 23	24X36	---	---	---	---	---	1	1		
							---	---	---	---	---	---	---	---		
9-05	265+00	Left		J4-1	Reassurance Assembly (1 Headed Route Panel)	South 23	24X36	6.00	---	---	1	---	---	---		
							---	---	---	---	---	---	---	---		
9-06	266+20	Left		W1-7	Double Night Arrow		48X24	---	8.00	1	---	---	---	---		
9-07R	266+20	Left		W1-7	Double Night Arrow		48X24	---	---	---	---	---	1	1		
9-08R	266+85	Left		J13-1	Directional Without Cardinal (1 Headed Route Panel)	ZZ [Left Arrow]	24X45	---	---	---	---	---	1	1		
							---	---	---	---	---	---	---	---		
9-09	266+85	Left		J13-1	Directional Without Cardinal (1 Headed Route Panel)	ZZ [Left Arrow]	24X45	7.50	---	---	1	---	---	---		
							---	---	---	---	---	---	---	---		
9-10R	254+45	Right		J1-1	Junction Assembly	JCT ZZ	24X39	---	---	---	---	---	1	1		
							---	---	---	---	---	---	---	---		
9-11	254+45	Right		J1-1	Junction Assembly	JCT ZZ	24X39	6.50	---	---	1	---	---	---		
							---	---	---	---	---	---	---	---		
9-12	264+05	Right		R3-72	Oncoming Traffic Uses Center Lane		30X36	7.50	---	---	1	---	---	---		
9-13R	264+05	Right		R3-72	Oncoming Traffic Uses Center Lane		30X36	---	---	---	---	---	1	1		
9-14	265+65	Right		J13-1	Directional Without Cardinal (1 Headed Route Panel)	ZZ [Right Arrow]	24X45	7.50	---	---	1	---	---	---		
							---	---	---	---	---	---	---	---		
9-15R	265+65	Right		J13-1	Directional Without Cardinal (1 Headed Route Panel)	ZZ [Right Arrow]	24X45	---	---	---	---	---	1	1		
							---	---	---	---	---	---	---	---		
9-16	265+85	Right	CTH ZZ	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
9-17R	265+85	Right	CTH ZZ	R1-1	Stop		30X30	---	---	---	---	---	1	1		
9-18	266+53	Right	CTH ZZ	R1-1	Stop		30X30	5.18	---	1	---	---	---	---		
9-19R	266+53	Right	CTH ZZ	R1-1	Stop		30X30	---	---	---	---	---	1	1		
9-20R	266+55	Right	CTH ZZ	J13-1	Directional Without Cardinal (1 Headed Route Panel)	23 [Double Arrow]	24X45	---	---	---	---	---	1	1		
							---	---	---	---	---	---	---	---		
9-21	266+55	Right	CTH ZZ	J13-1	Directional Without Cardinal (1 Headed Route Panel)	23 [Double Arrow]	24X45	7.50	---	---	1	---	---	---		
							---	---	---	---	---	---	---	---		
9-22	268+00	Right		J4-1	Reassurance Assembly (1 Headed Route Panel)	South 23	24X36	6.00	---	---	1	---	---	---		
							---	---	---	---	---	---	---	---		
9-23R	268+00	Right		J4-1	Reassurance Assembly (1 Headed Route Panel)	South 23	24X36	---	---	---	---	---	1	1		
							---	---	---	---	---	---	---	---		
SHEET TOTALS								95.40	50.00	6	15	1	21	22		
PROJECT TOTALS								241.16	62.00	19	24	5	44	47		

Standard Detail Drawing List

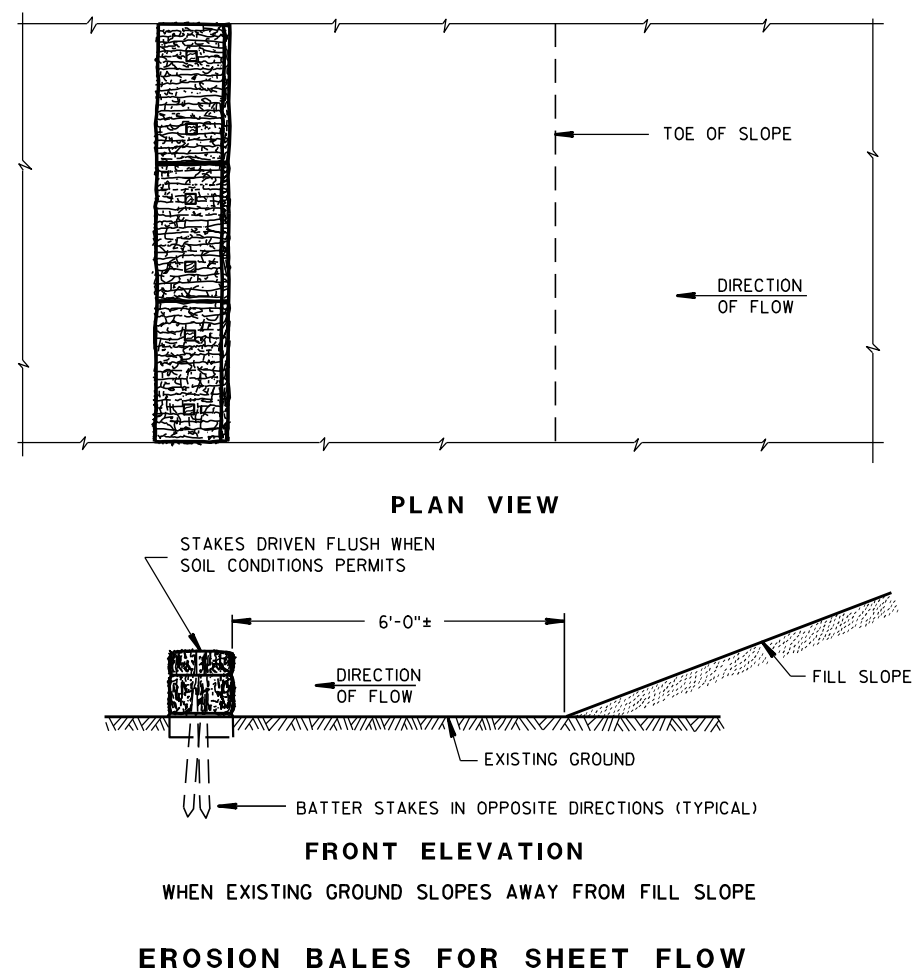
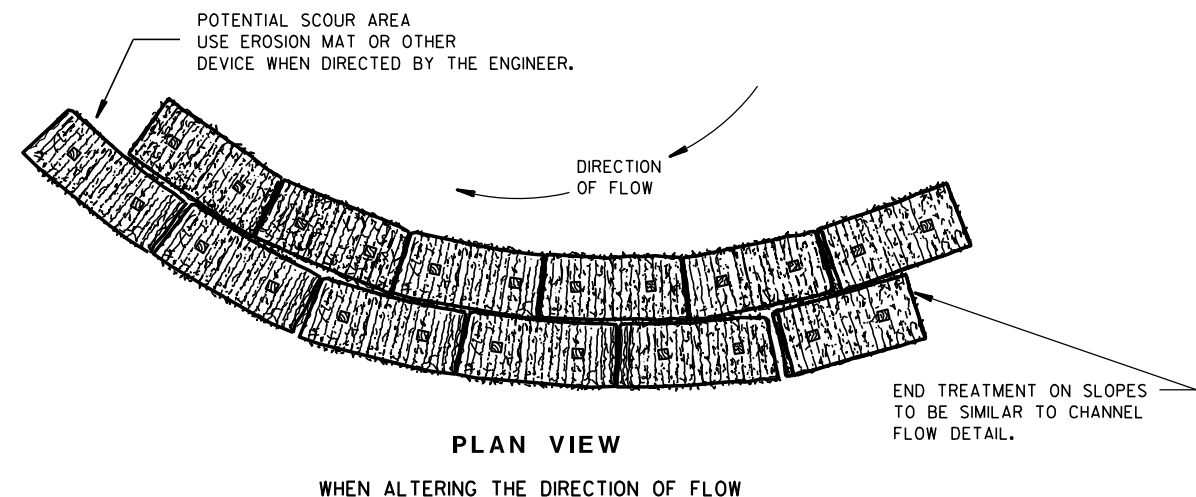
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01B	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B15-09A	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09B	STEEL PLATE BEAM GUARD, CLASS "A" INSTALLATION & ELEMENTS
14B15-09C	STEEL PLATE BEAM GUARD, CLASS "A", INSTALLATION & ELEMENTS
14B24-08A	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08B	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
14B24-08C	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL
15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-17A	LONGITUDINAL MARKING (MAINLINE)
15C12-05	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-02	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)
15C35-01B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-01C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D28-03	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY



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 TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

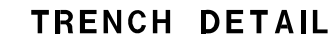
APPROVED

6/04/02
DATE/S/ Beth Conn-----
CHIEF ROADWAY DEVELOP 44 ENGINEER

FHWA



- 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.

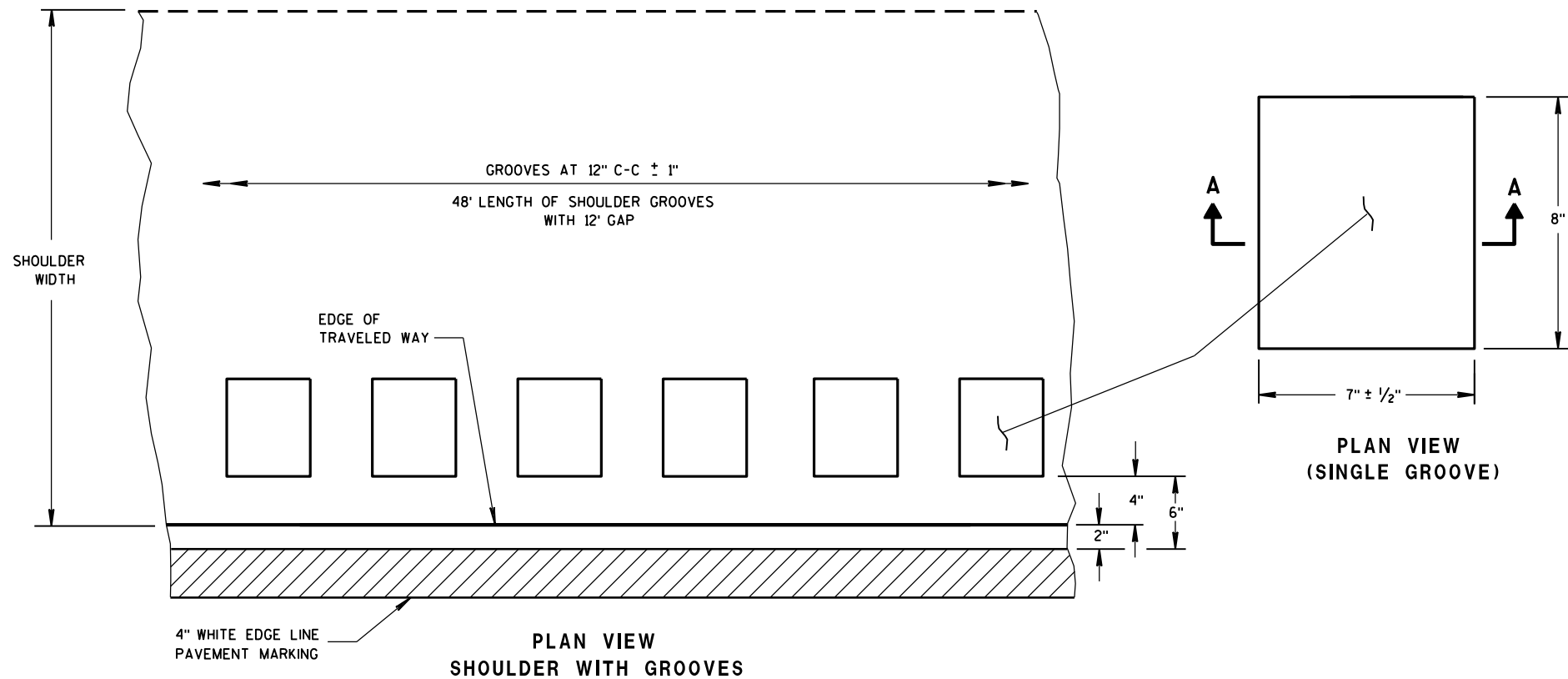


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05 /S/ Beth Connolly
DATE CHIEF ROADWAY DEVELOP 45 INEER

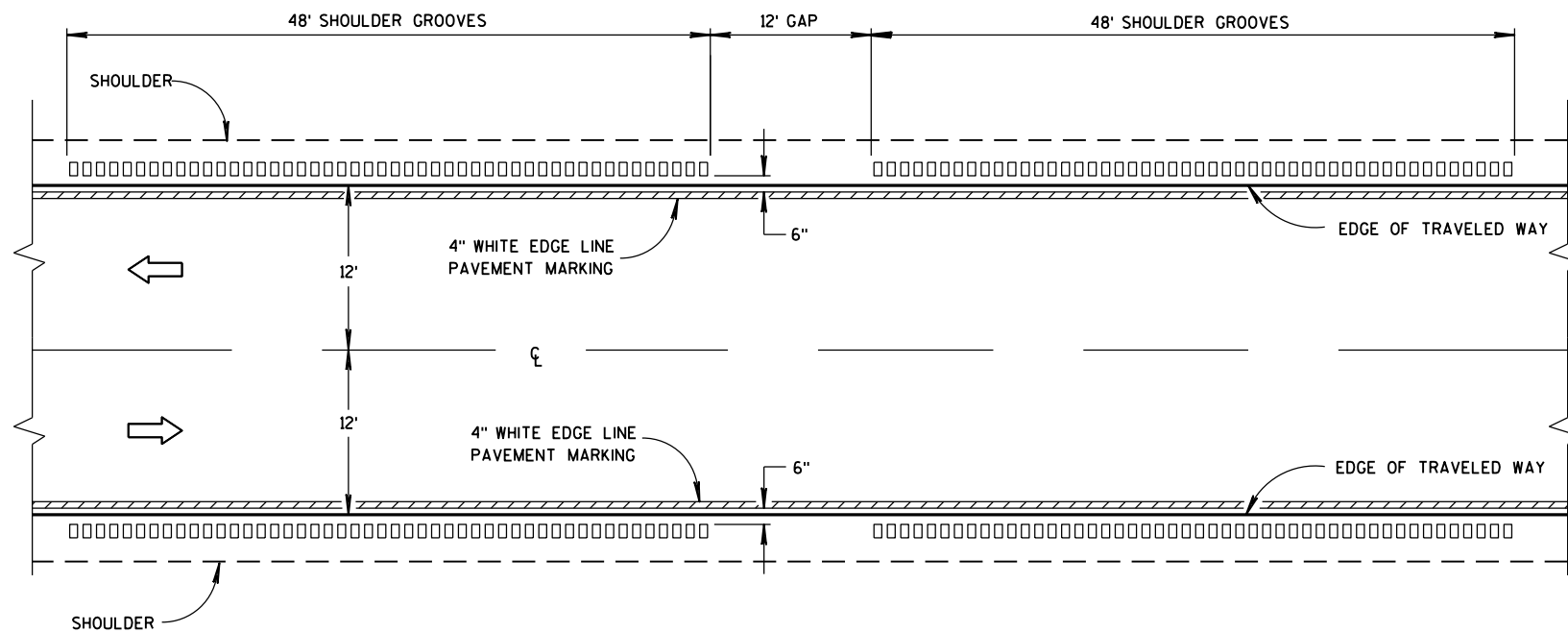
FHWA



6

PLAN VIEW (SINGLE GROOVE)

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



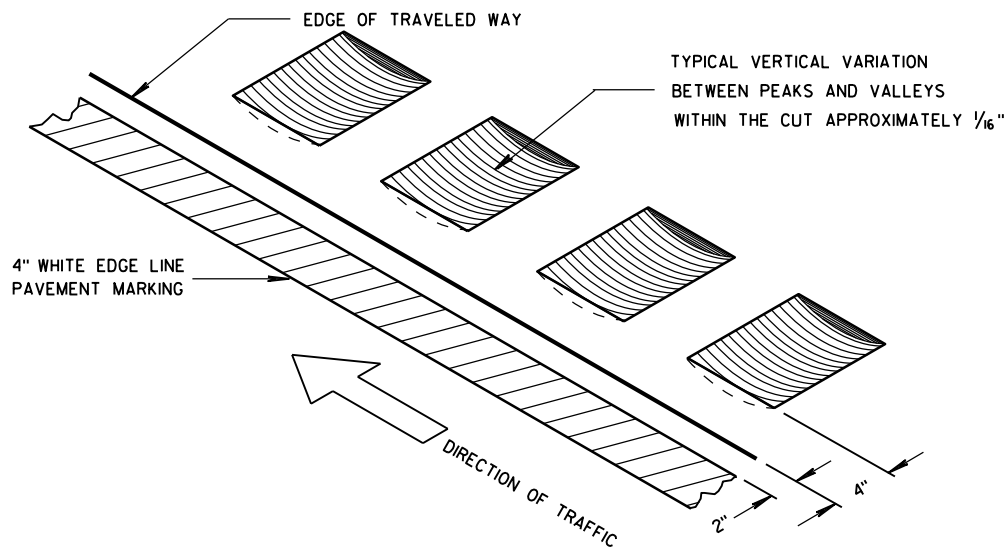
TYPE 1
2-LANE SHOULDER RUMBLE STRIP

GENERAL NOTES

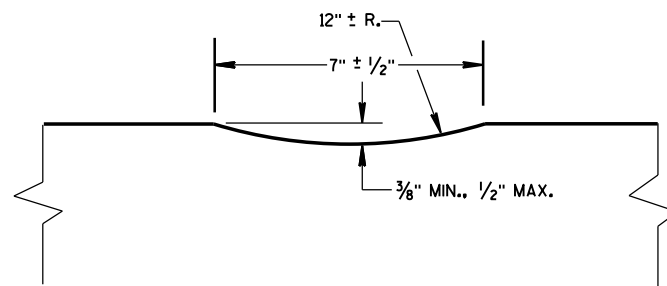
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



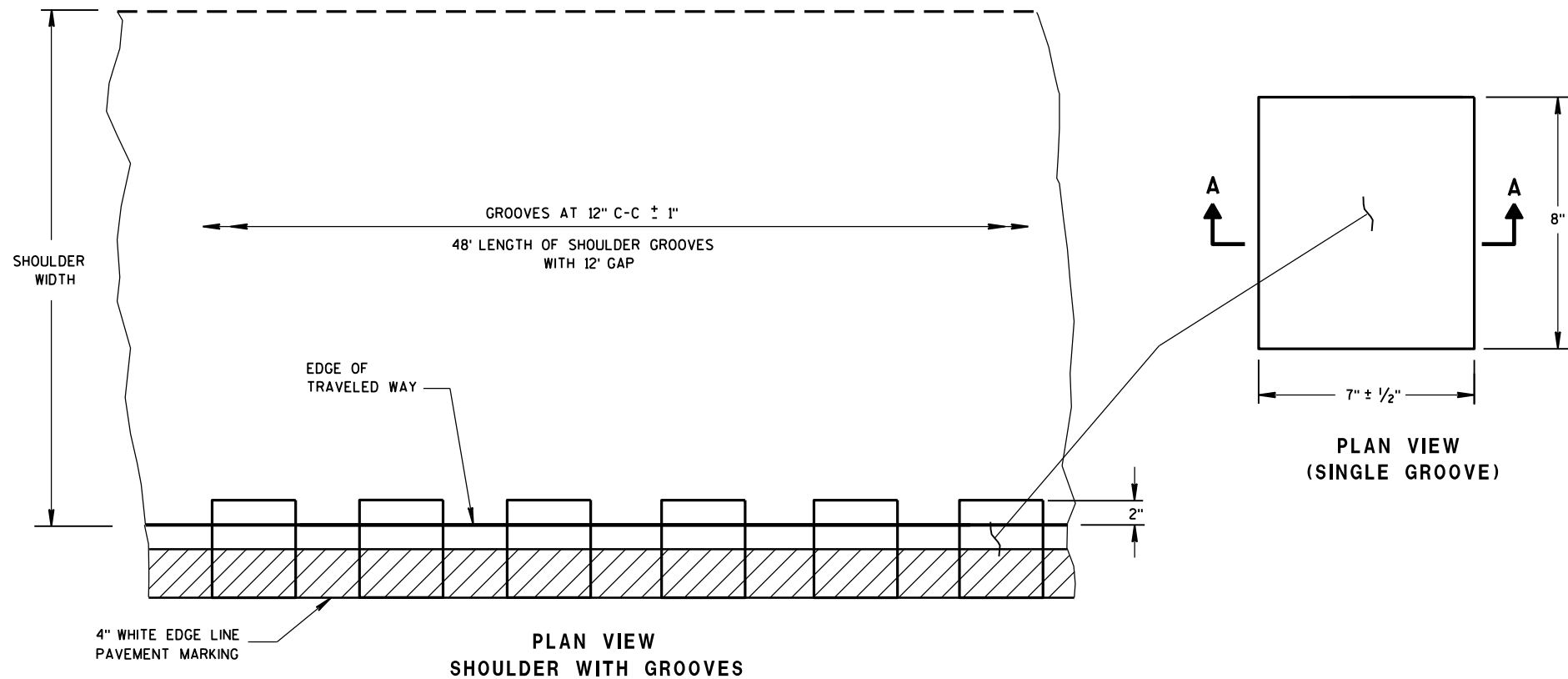
ISOMETRIC



SECTION A-A

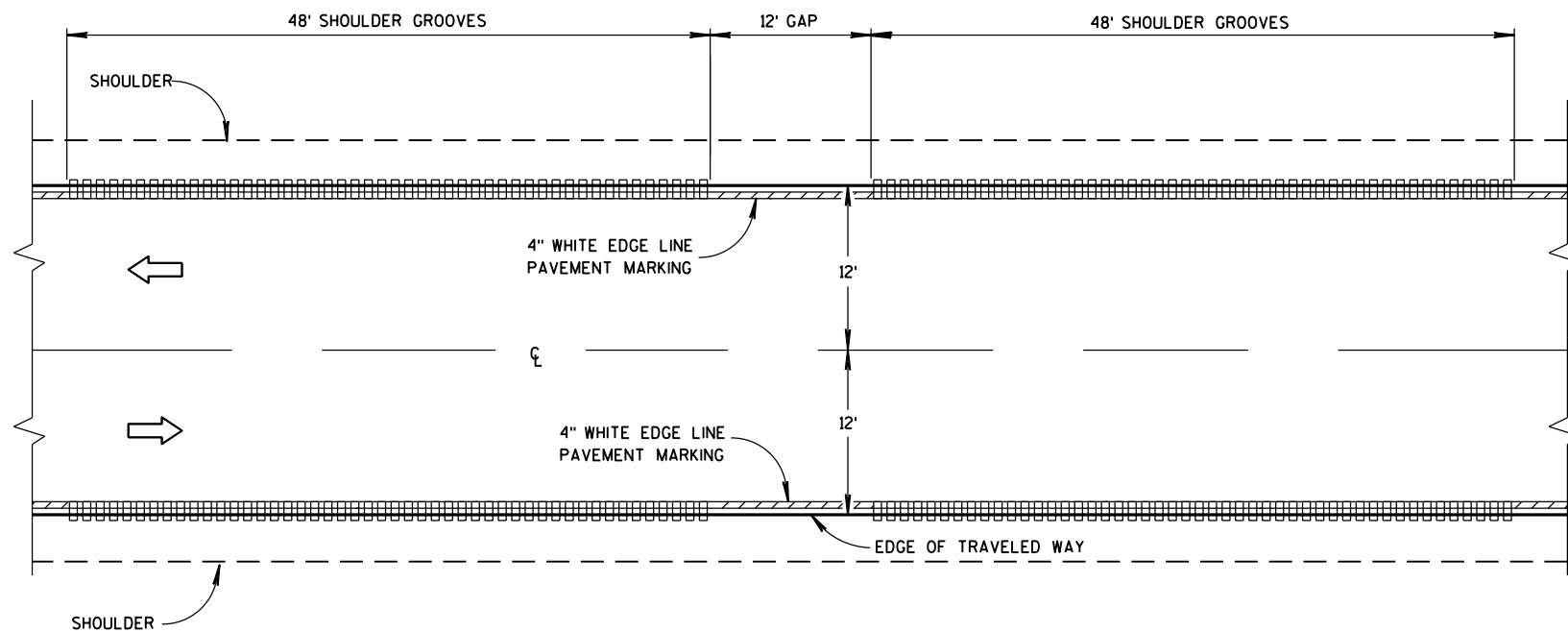
2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

PLACEMENT DETAIL FOR TYPE 2 MILLED RUMBLE STRIP



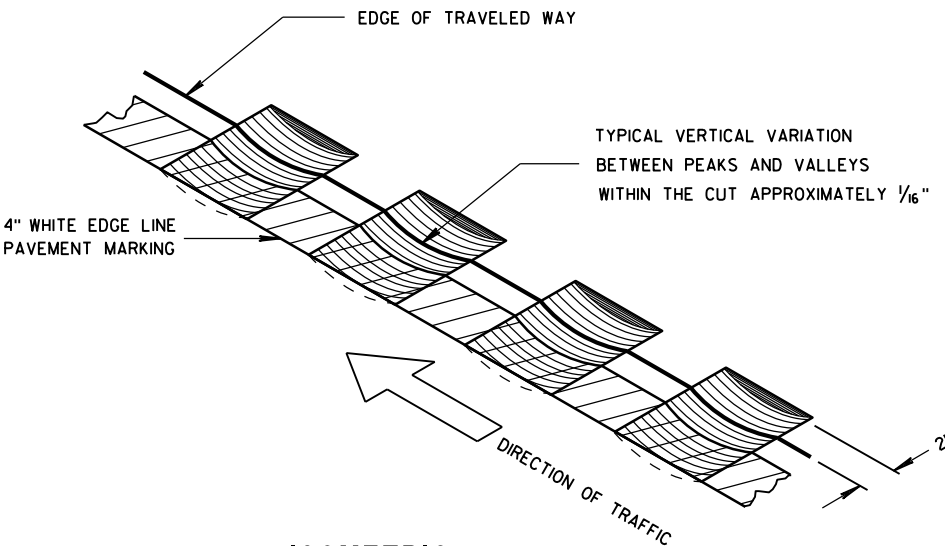
TYPE 2
2-LANE SHOULDER RUMBLE STRIP

GENERAL NOTES

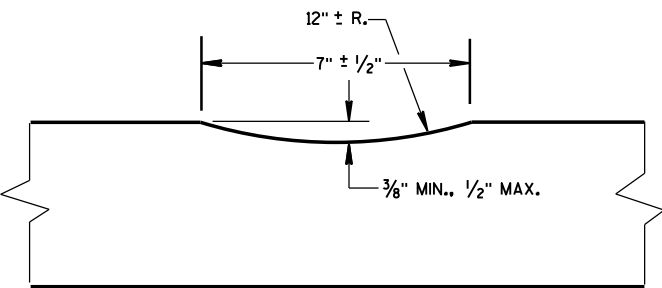
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL SHOULDER GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



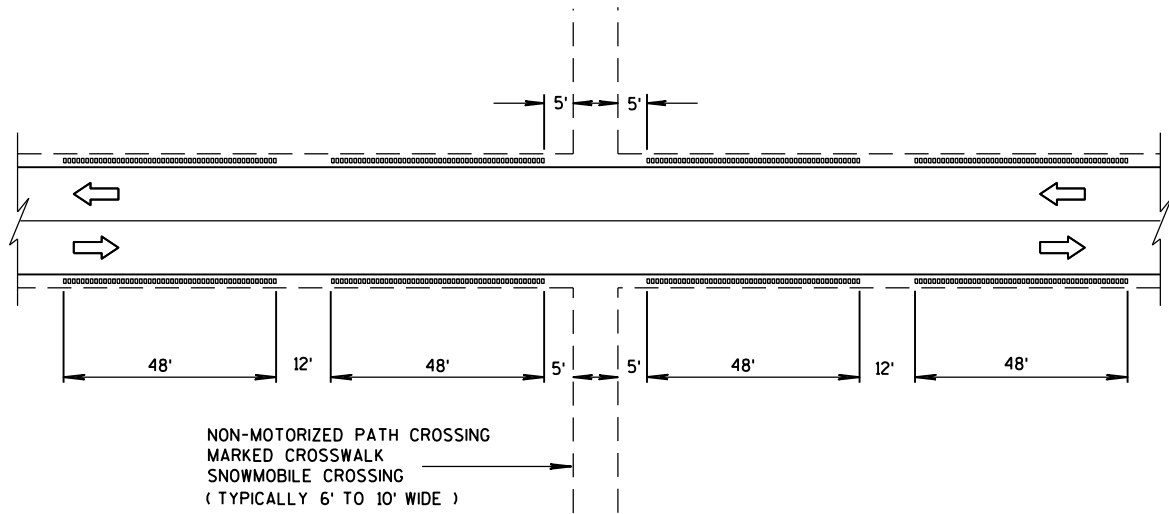
ISOMETRIC



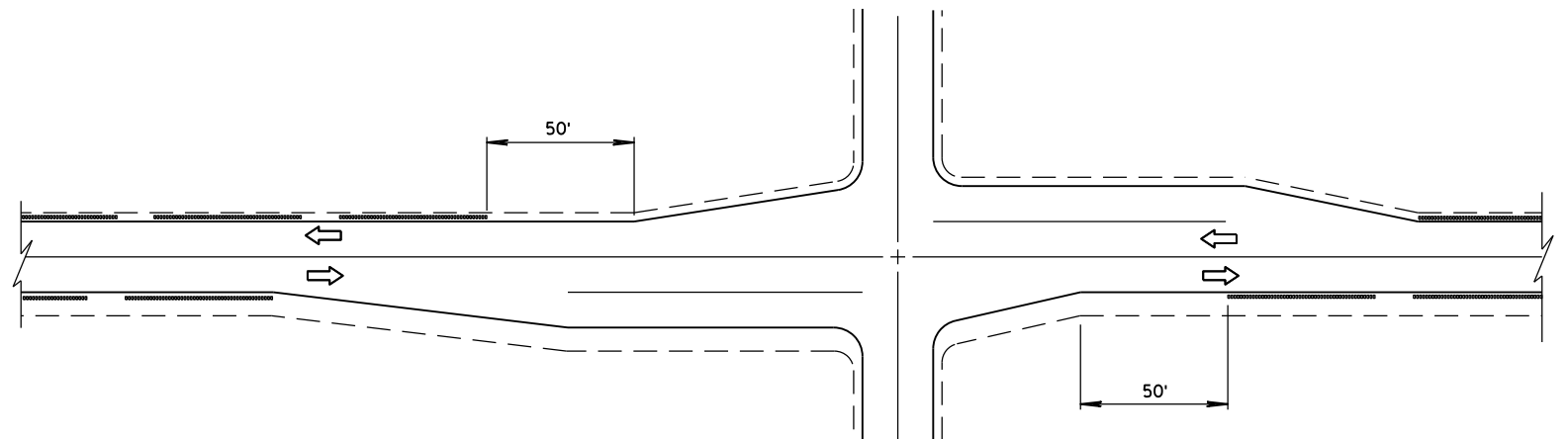
SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

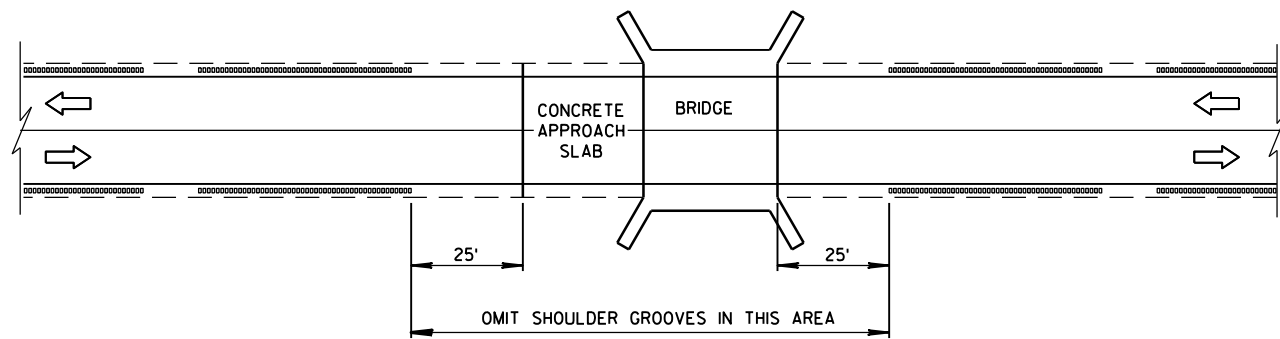
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



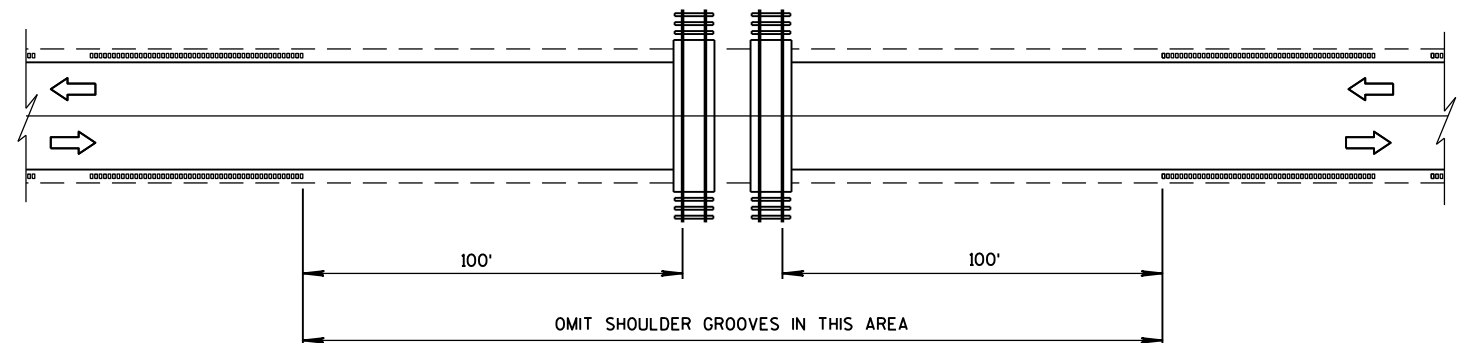
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



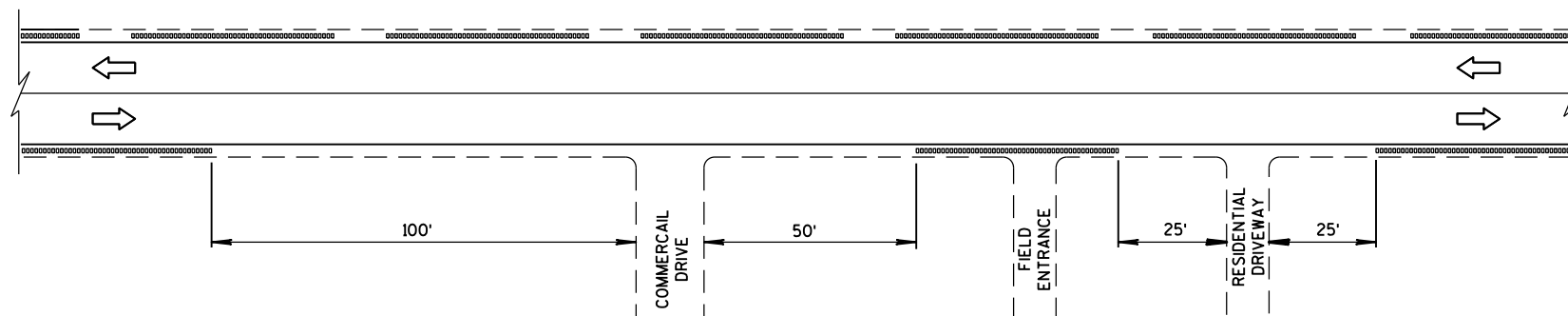
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



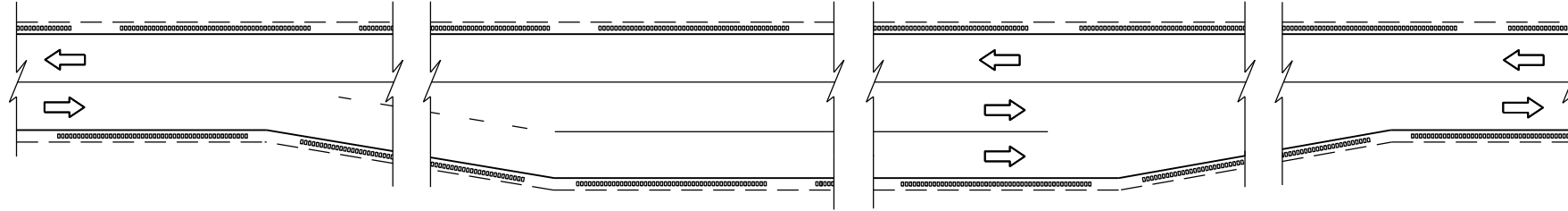
SHOULDER GROOVES AT RAILROADS



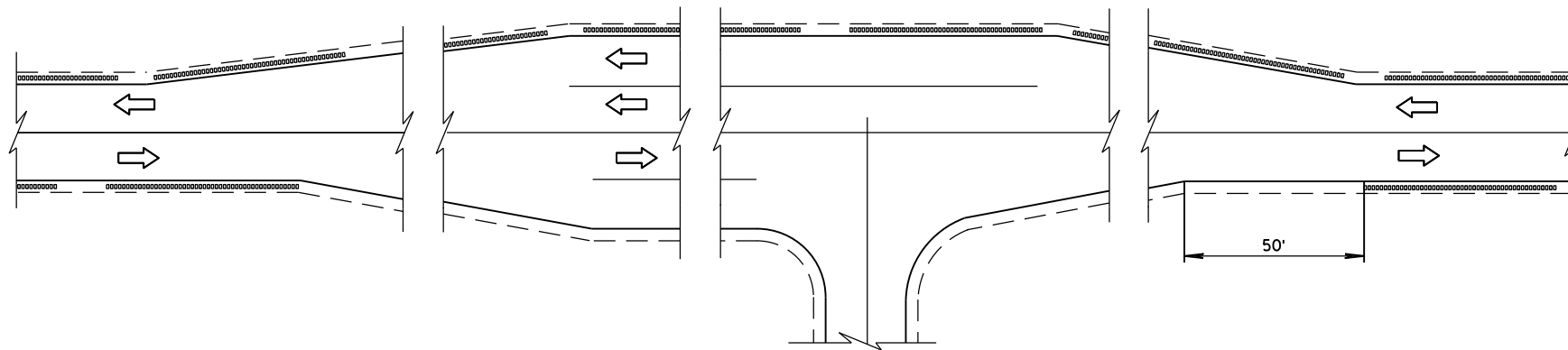
SHOULDER GROOVES AT DRIVEWAYS^①

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN¹
DEPARTMENT OF TRANSPORTATION⁴⁸



SHOULDER GROOVES AT PASSING AND CLIMBING LANES



SHOULDER GROOVES AT BYPASS LANES

2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED 12/17/2012 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER	49 ENT
FHWA		

GENERAL NOTES

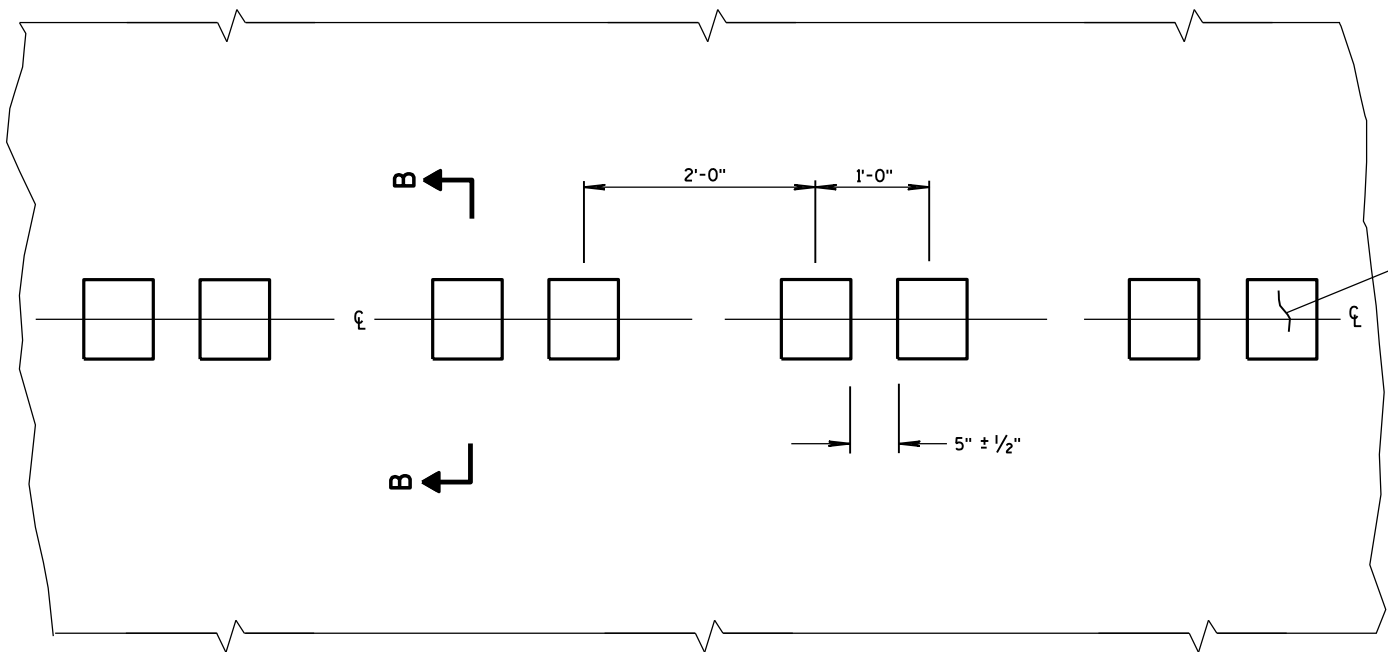
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

DO NOT MILL CENTER LINE GROOVES THROUGH ANY INTERSECTION, MARKED CROSSWALK, NON-MOTORIZED PATH CROSSING, OR SNOWMOBILE CROSSING.

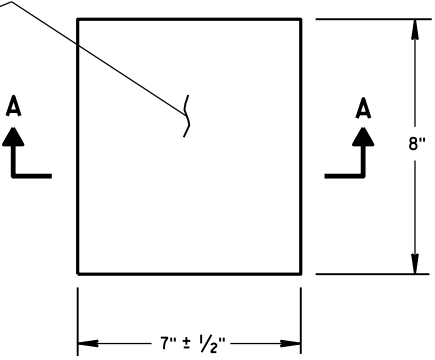
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

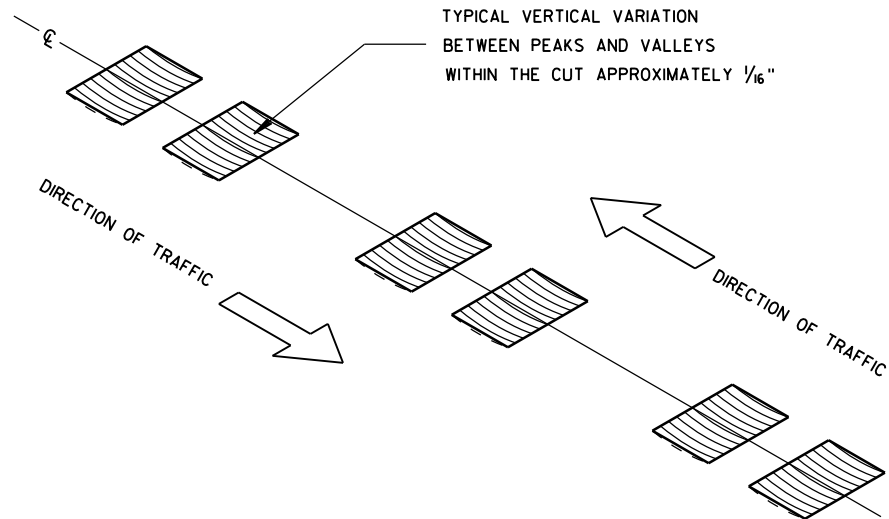
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



PLAN VIEW
CENTER LINE WITH GROOVES

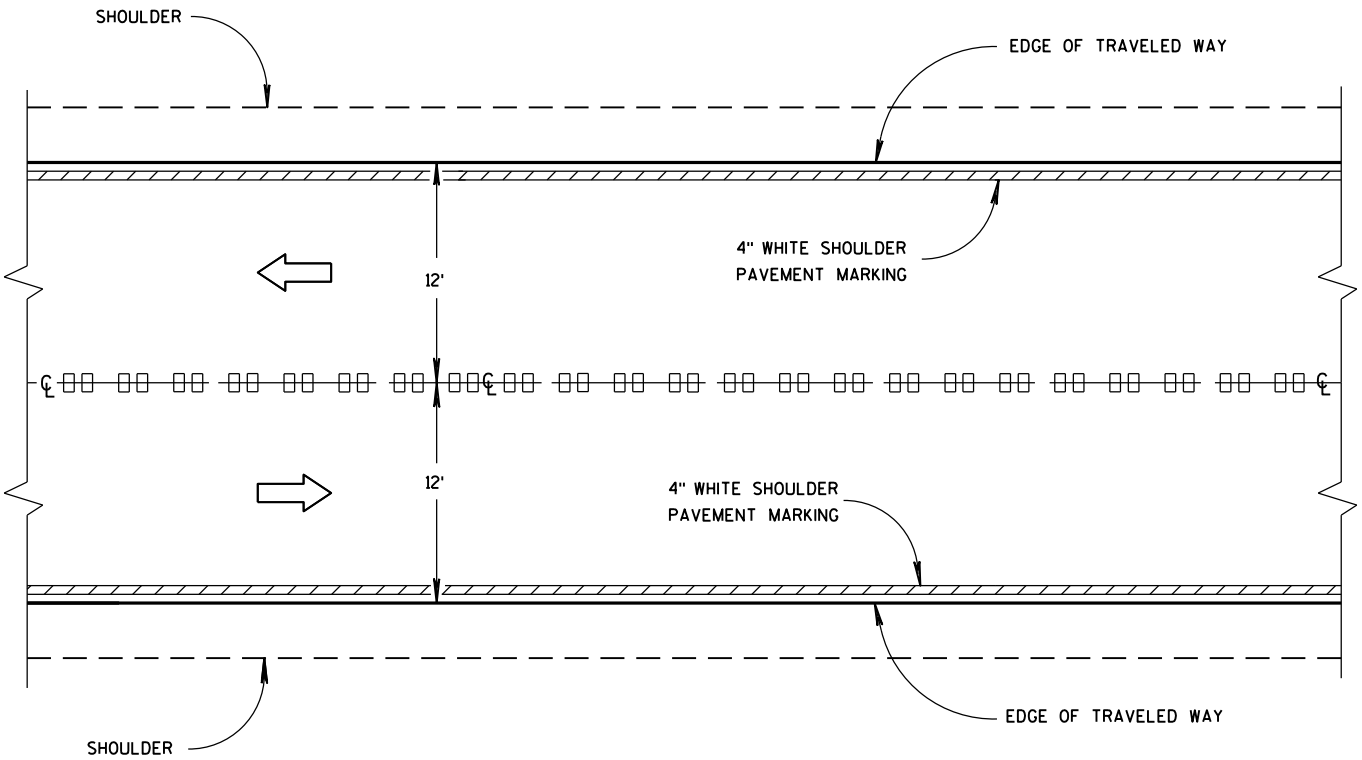


PLAN VIEW
(SINGLE GROOVE)

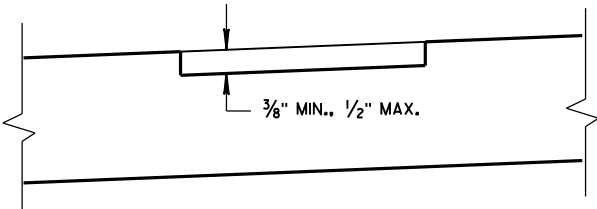


ISOMETRIC

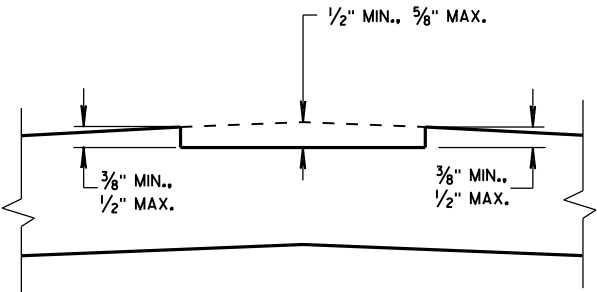
PLACEMENT DETAIL FOR MILLED RUMBLE STRIP



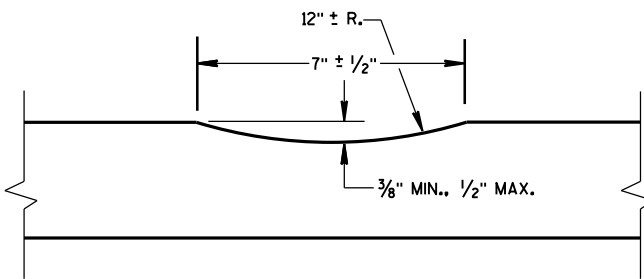
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



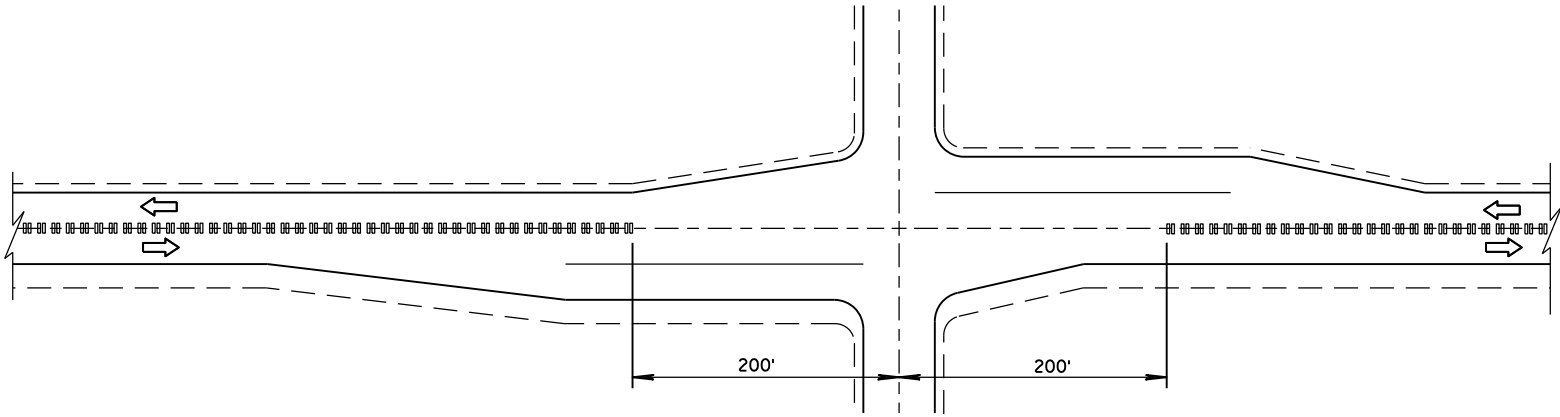
SECTION B-B
CROWNED ROADWAY



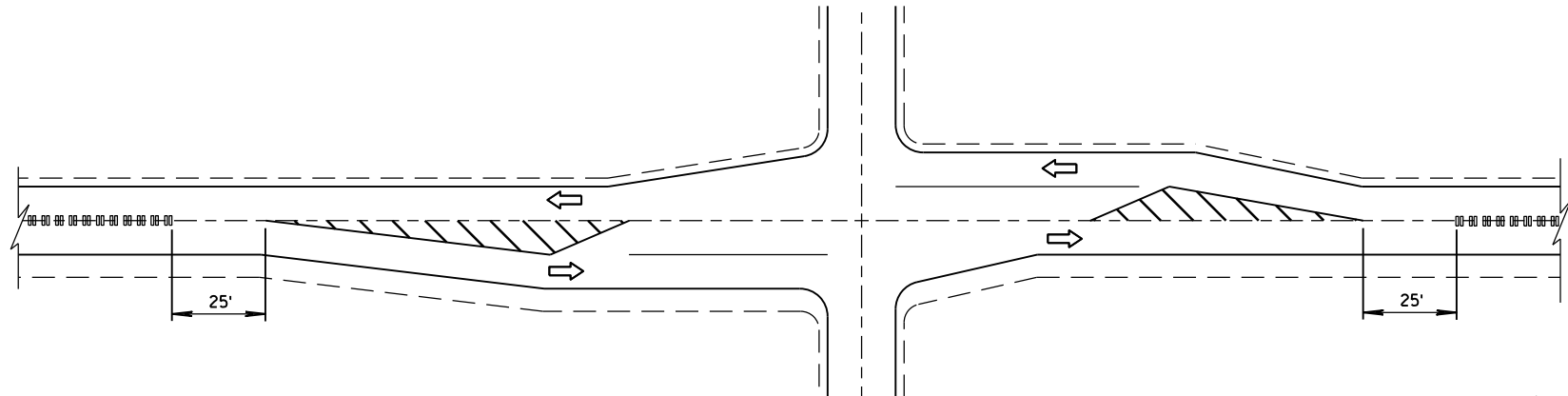
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

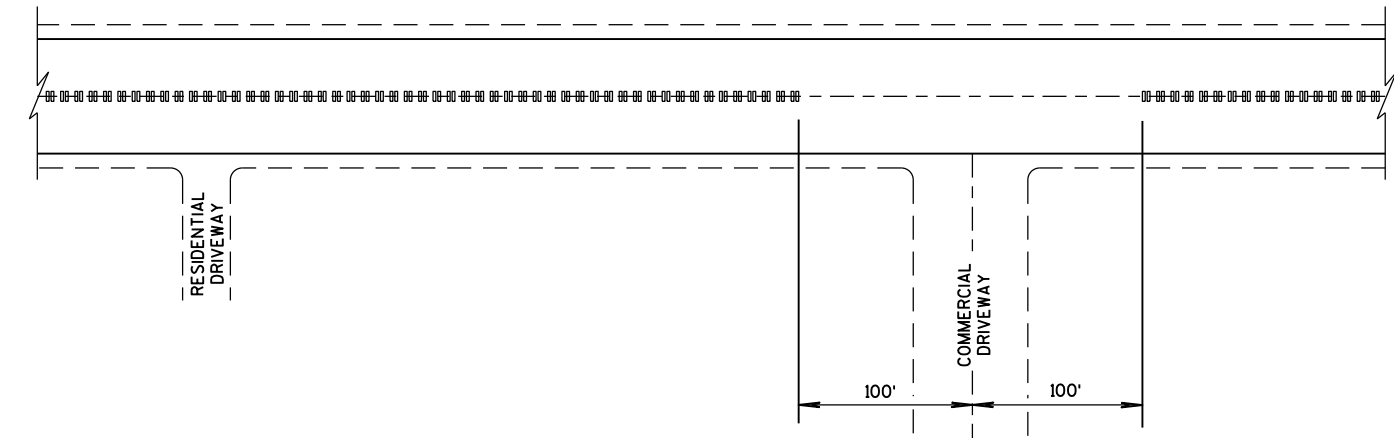
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS

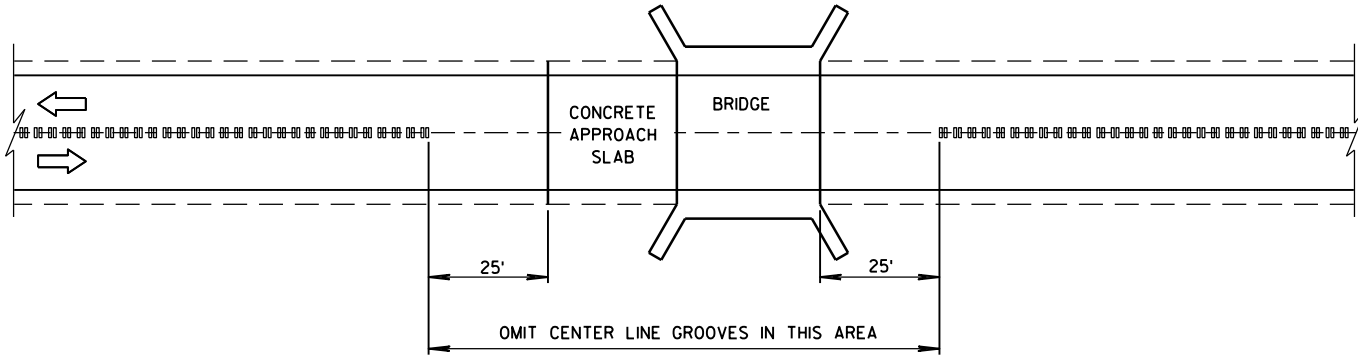


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

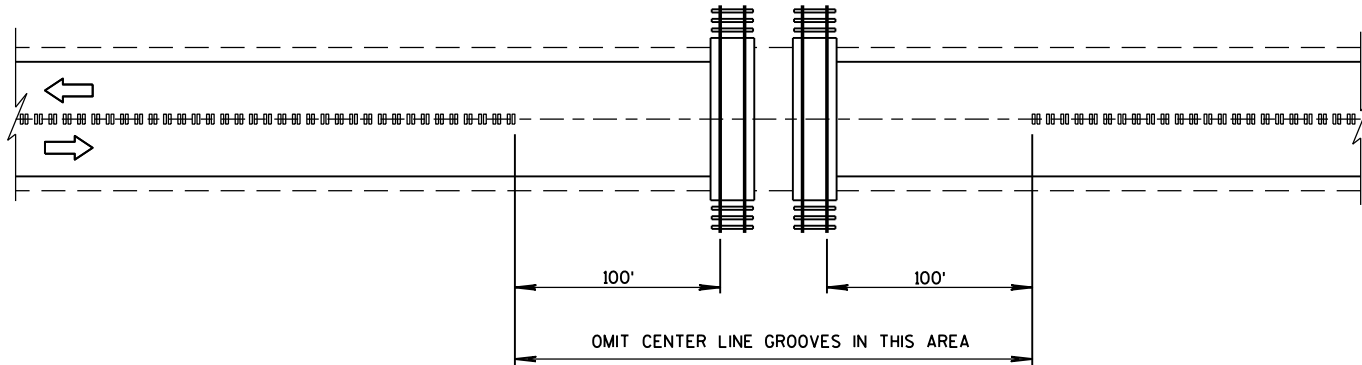


CENTER LINE GROOVES AT DRIVEWAYS¹

¹ CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



CENTER LINE GROOVES AT BRIDGES

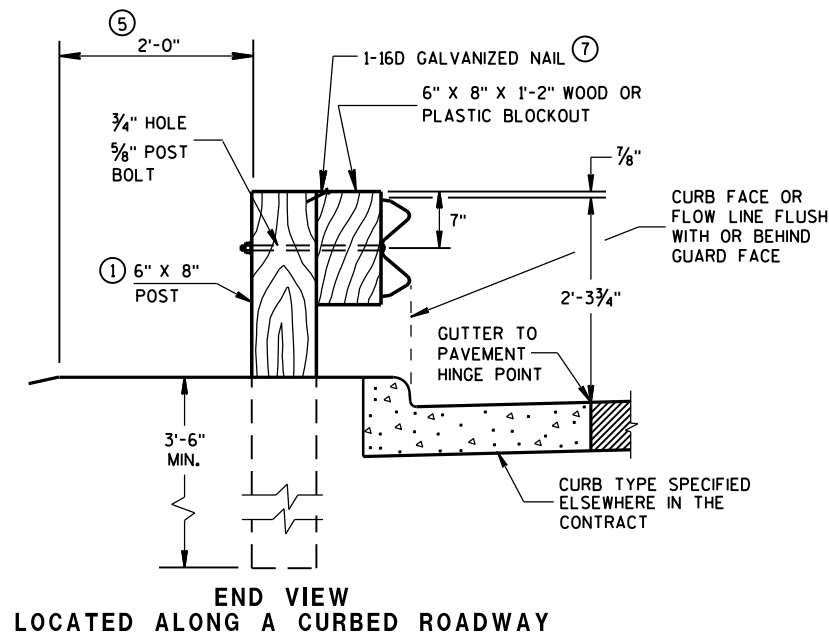


CENTER LINE GROOVES AT RAILROADS

2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE 5/15/2013	/S/ Jerry H. Zoog ROADWAY STANDARDS ENGINEER
FHWA	

6

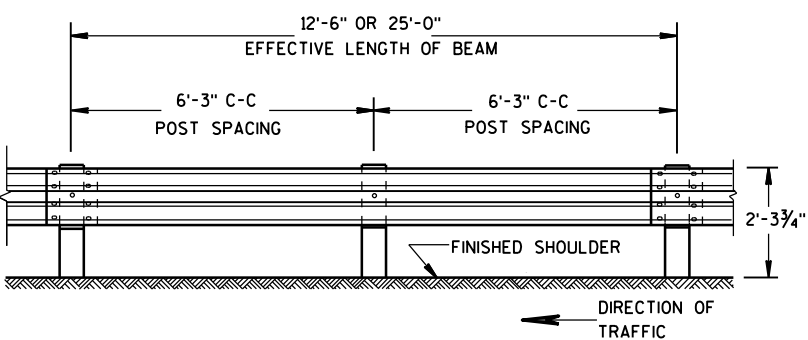
- S.D.D. 14 B 15-9a



TYPICAL INSTALLATION OF STEEL PLATE BEAM GUARD



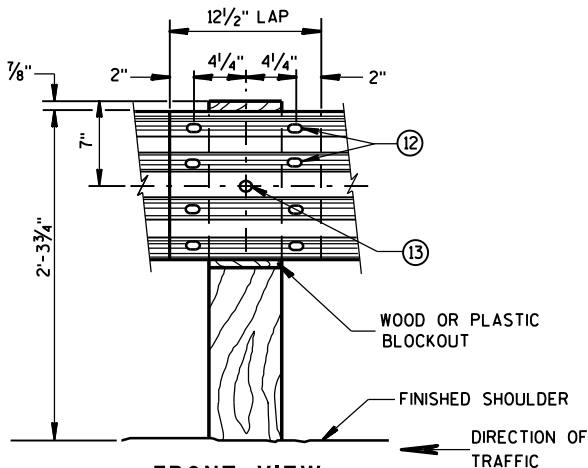
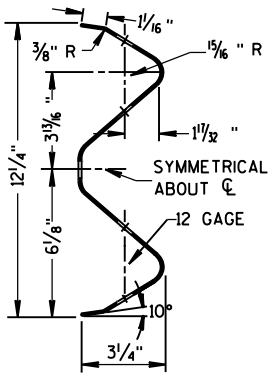
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION⁵²



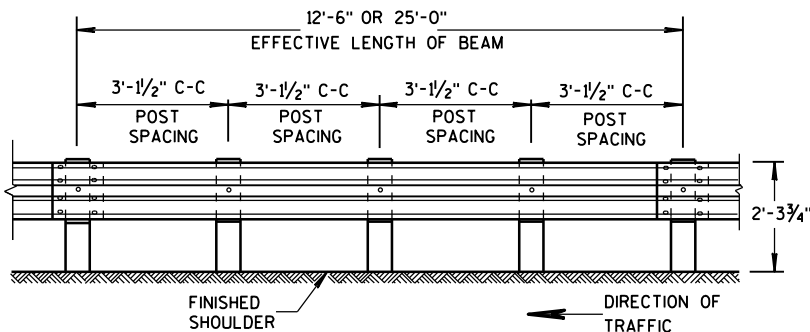
FRONT VIEW

POST SPACING STANDARD INSTALLATION

SECTION THRU W BEAM

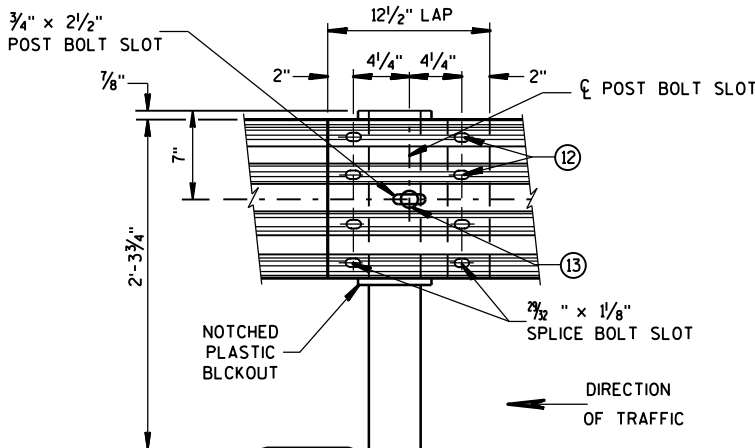


FRONT VIEW
BEAM SPLICE AT WOOD POST
AND POST MOUNTING DETAIL



FRONT VIEW

POST SPACING FOR LONGER POST
AT HALF POST SPACING W BEAM (LHW)

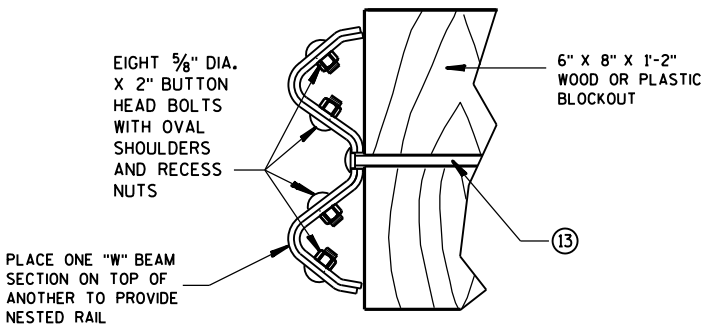


FRONT VIEW
BEAM SPLICE AT STEEL POST

TYPICAL SPLICING DETAILS
OF STEEL PLATE BEAM GUARD

GENERAL NOTES

- ⑧ PROVIDE SILVER REFLECTIVE SHEETING ON ALL REFLECTORS EXCEPT THOSE LOCATED ALONG THE LEFT EDGE OF ONE-WAY ROADWAYS, WHICH SHALL BE PROVIDED WITH YELLOW REFLECTIVE SHEETING. SHEETING IS TYPE H. SEE STANDARD SPECIFICATION 637.
- ⑨ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.
- ⑩ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
- ⑪ PROVIDE AN ANGLE OF BEND OF $90^\circ \pm 1^\circ$ FOR TWO-SIDED REFLECTORS.
- ⑫ 8 - 5/8" ϕ X 2" BUTTON HEAD BOLTS WITH OVAL SHOULDERS & RECESS NUTS.
- ⑬ 5/8" DIA. BUTTON HEAD BOLT AND RECESS NUT WITH 5/8" DIA. F844 FLAT WASHER UNDER NUT.

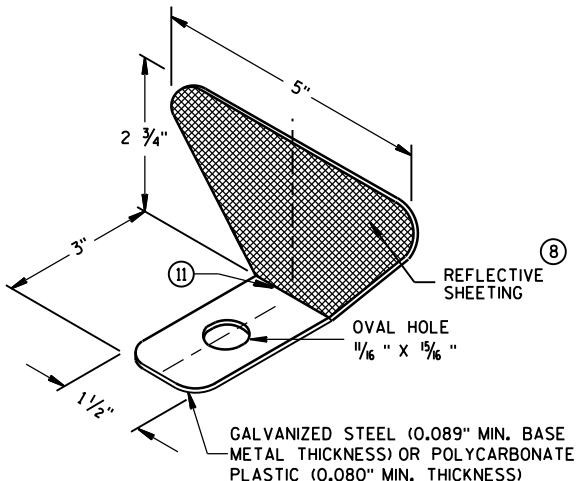
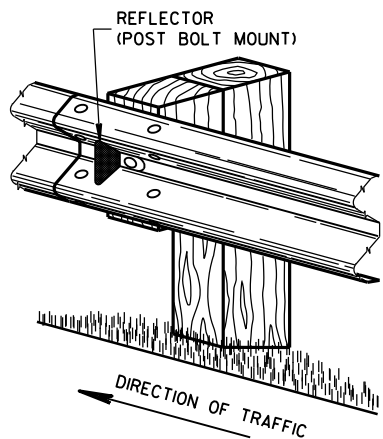


NESTED W BEAM (NW)

USE ALL OTHER STANDARD BEAM GUARD DETAILS FOR CONSTRUCTING NESTED W BEAM (NW)

REFLECTOR SPACING ⑨

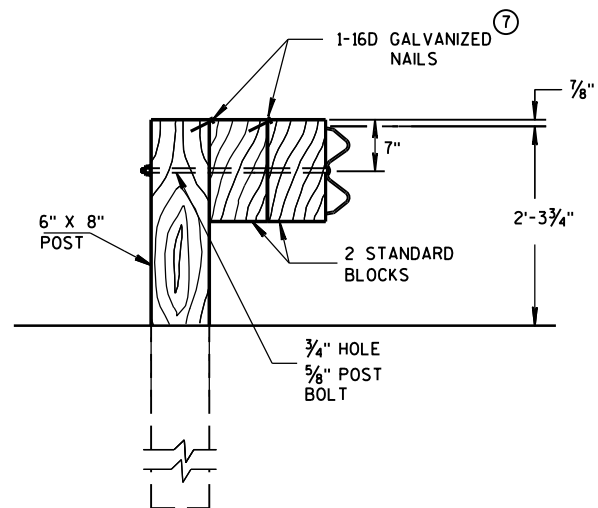
	BEAM GUARD LENGTH	REFLECTOR SPACING	NO. SURFACES REFLECTORIZED	MIN. NO. REFLECTORS
ONE WAY TRAFFIC	< 200'	50' C-C	1	3
	> 200'	100' C-C	1	
TWO WAY TRAFFIC	< 200'	25' C-C	1 ⑩	6
	> 200'	50' C-C	1 ⑩	
TWO WAY TRAFFIC	< 200'	50' C-C	2 ⑪	3
	> 200'	100' C-C	2 ⑪	



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

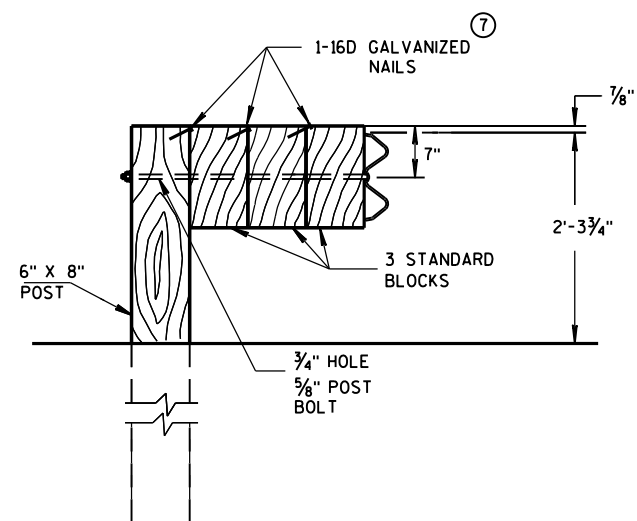
STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR DOUBLE BLOCKS

THE NUMBER OF DOUBLE BLOCK POSTS
WITHIN A BARRIER RUN IS UNLIMITED

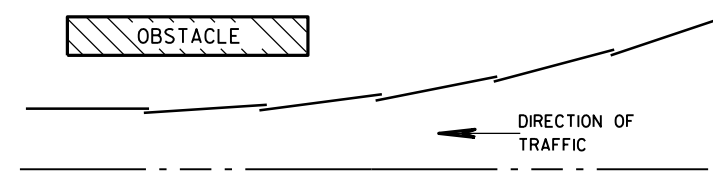


DETAIL FOR TRIPLE BLOCKS

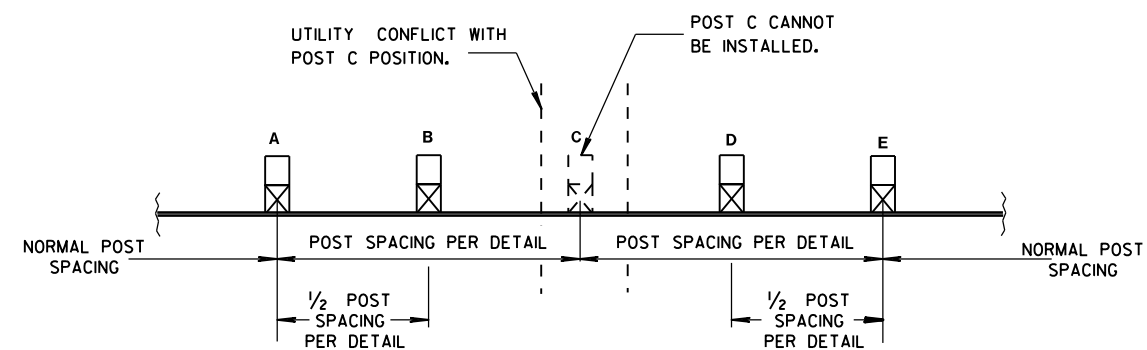
TRIPLE BLOCK DETAIL IS LIMITED TO ONE
LOCATION WITHIN A BEAM GUARD RUN.

NOTES: USE DOUBLE OR TRIPLE BLOCKS WHEN UNDERGROUND OBSTACLES
PREVENT THE POST FROM BEING INSTALLED.

DO NOT USE EXTRA BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND
SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION
DISTANCE OF THE BARRIER.



PLAN VIEW BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS UNDERGROUND OBSTRUCTION

STEEL PLATE BEAM GUARD,
CLASS "A",
INSTALLATION & ELEMENTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

June 2016
DATE

FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS ENGINEER

54

INT

6

S.D.D. 14 B 24-8a

6

S.D.D. 14 B 24-8a

- S.D.D. 14 B 24-8a**



S.D.D. 14 B 24-8a



S.D.D. 14 B 24-8a



S.D.D. 14 B 24-8a



S.D.D. 14 B 24-8a



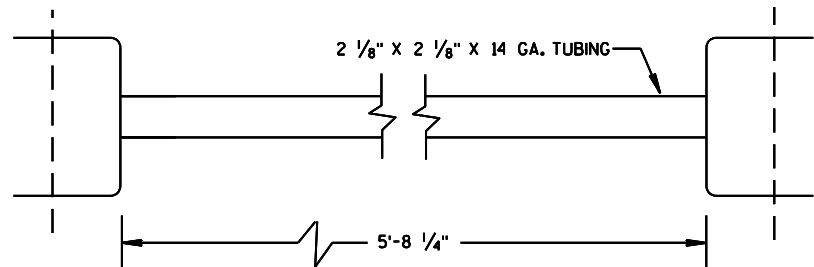
S.D.D. 14 B 24-8a



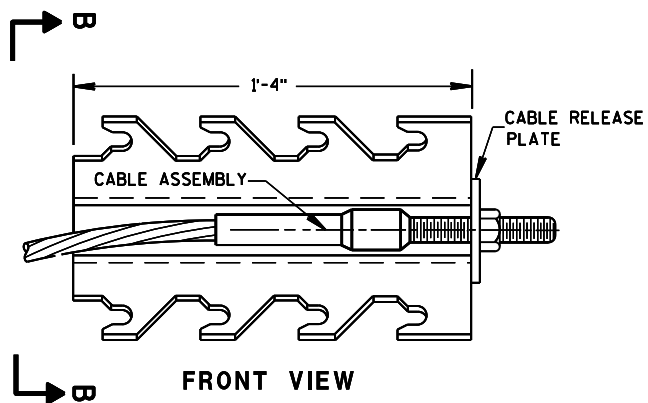
S.D.D. 14 B 24-8a

S.D.D. 14 B 24-8a

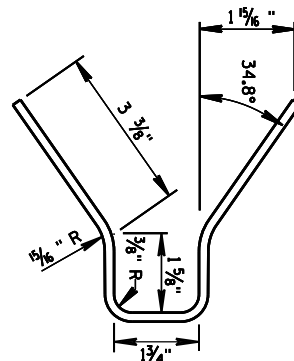
S.D.D. 14 B 24-8a



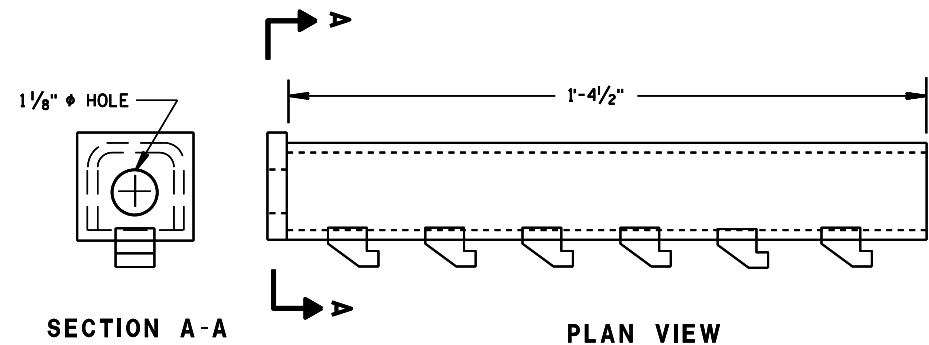
⑩ STRUT DETAIL (SKT-350)



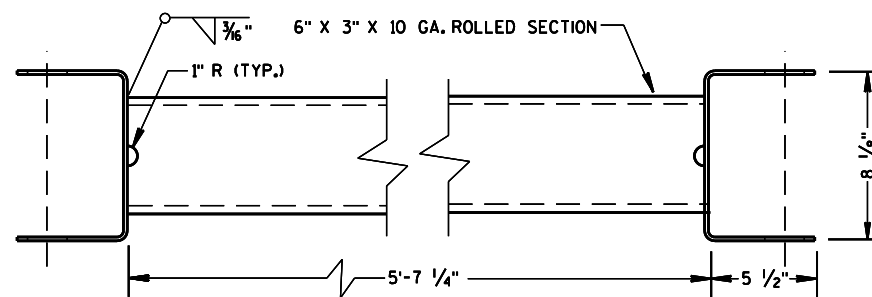
⑨ CABLE ANCHOR BOX (SKT-350)
(SKT-350)



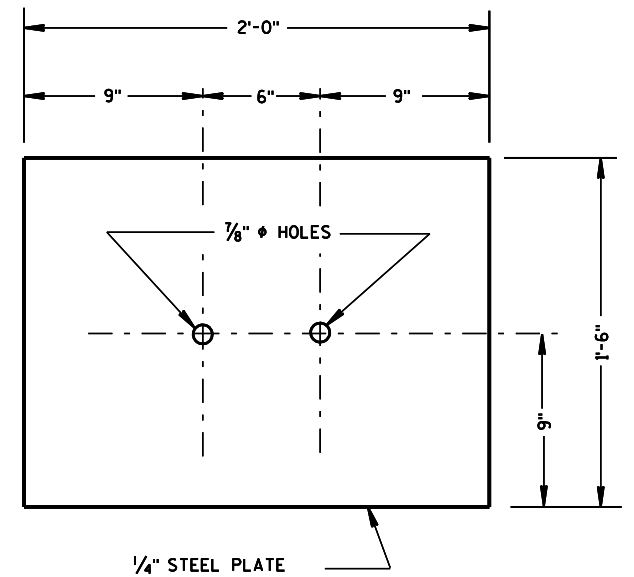
SECTION B-B



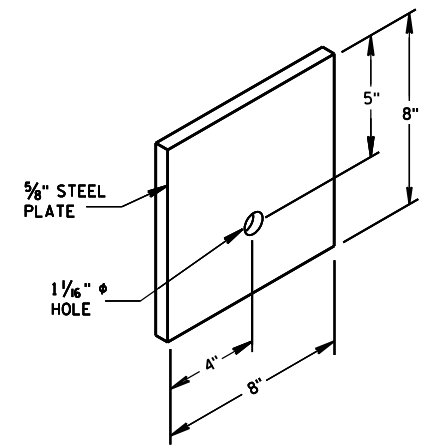
⑨ CABLE ANCHOR BOX (ET-2000/ET-2000 PLUS)



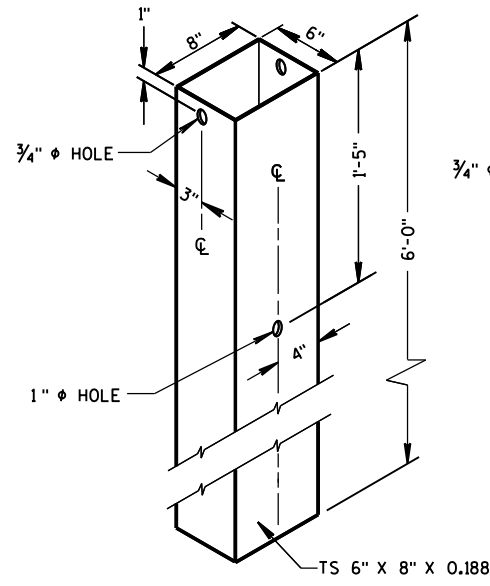
⑩ STRUT DETAIL (ET-2000/ET-2000 PLUS)
(ET-2000/ET-2000 PLUS)



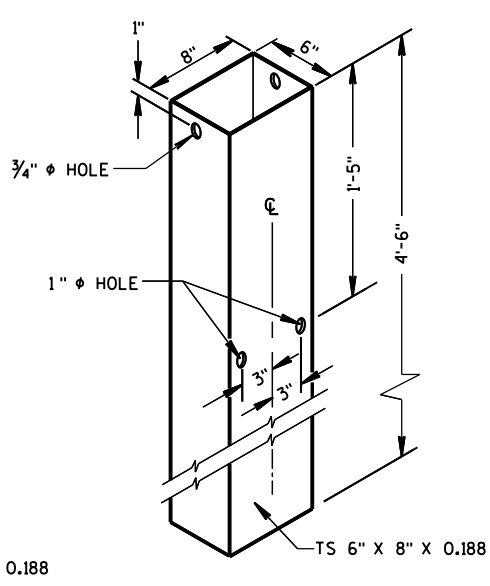
③ SOIL PLATE
(SKT-350, ET-2000/ET-2000 PLUS)



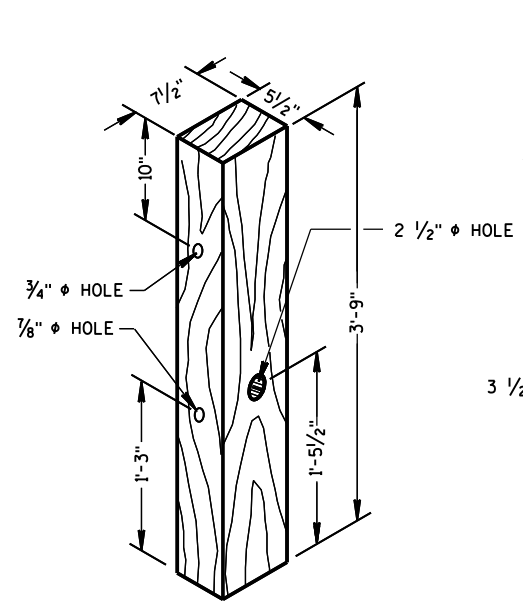
⑦ STEEL BEARING PLATE
(SKT-350, ET-2000/ET-2000 PLUS)



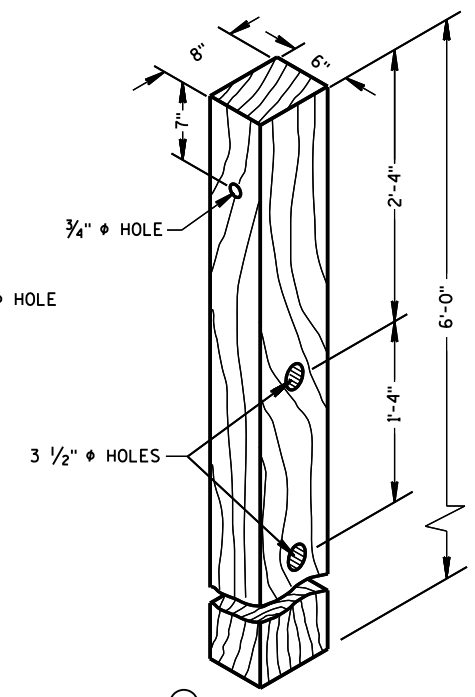
② 72" STEEL TUBE
(POSTS NO. 1-4)



② 54" STEEL TUBE
(POSTS NO. 1-4)

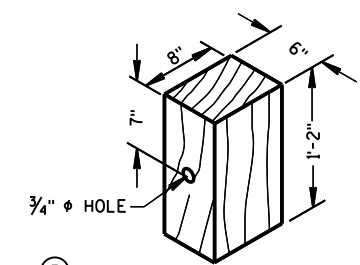


① TERMINAL POST
(POSTS NO. 1-4)

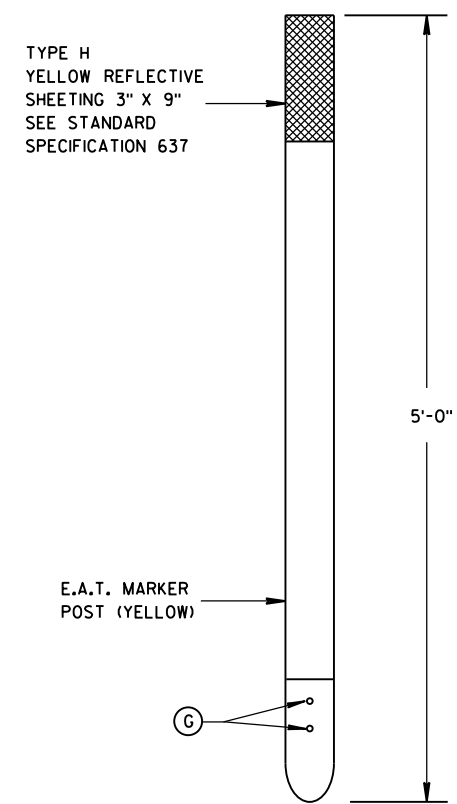


④ CRT POST
(POSTS NO'S 5-8)

WOOD BREAKAWAY POSTS



⑤ WOOD OFFSET BLOCK
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2



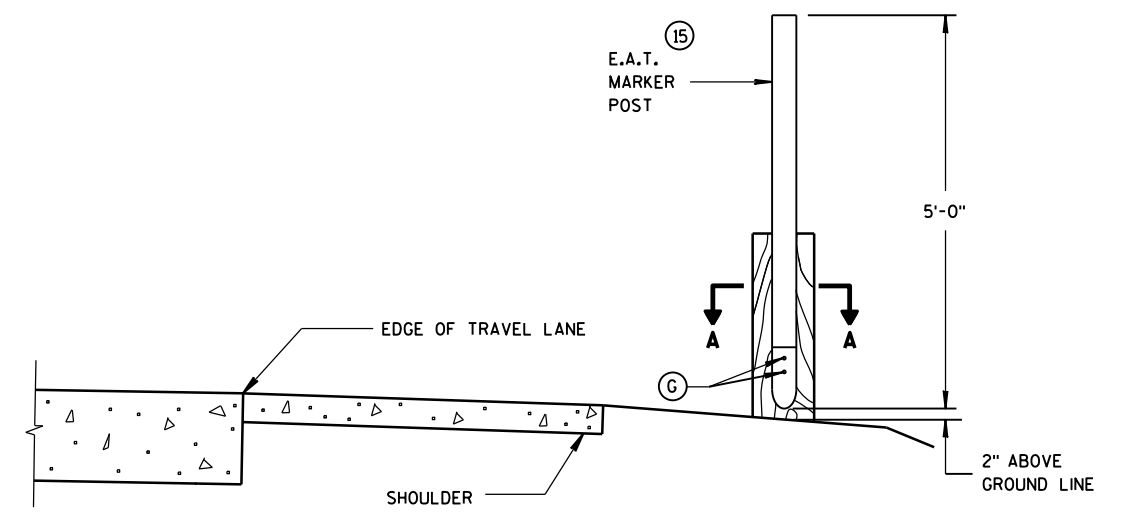
⑮ E.A.T. MARKER POST

GENERAL NOTES

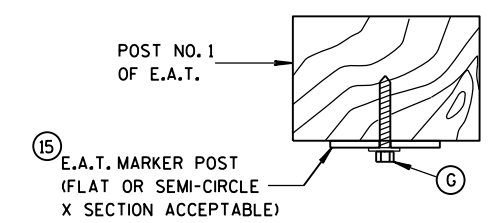
WHEN ROCK IS ENCOUNTERED DURING EXCAVATION, A 12 INCH DIA. POST HOLE EXTENDING 20 INCHES DEEP INTO THE ROCK MAY BE USED IF APPROVED BY THE ENGINEER. GRANULAR MATERIAL SHALL BE PLACED IN THE BOTTOM OF THE HOLE APPROXIMATELY 2 1/2" INCHES DEEP TO PROVIDE DRAINAGE. THE SOIL TUBES SHALL BE FIELD CUT TO LENGTH, PLACED IN THE HOLE AND BACKFILLED WITH ADEQUATELY COMPACTED MATERIAL EXCAVATED FROM THE HOLE.

SEE APPROVED PRODUCTS LIST FOR ACCEPTABLE E. A. T. MARKER POST.

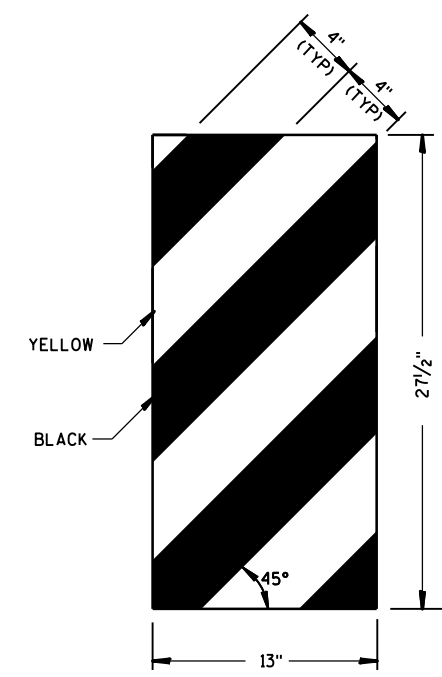
⑦ 1/2" DIA. X 3" LAG BOLT WITH WASHER.



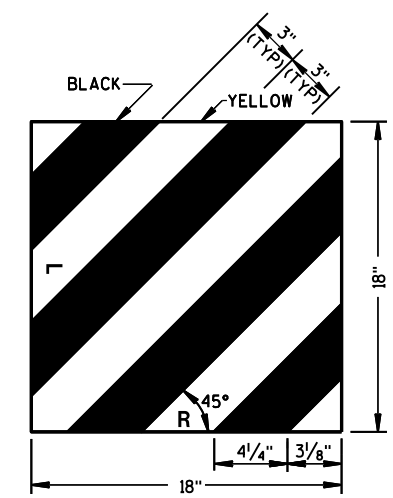
TYPICAL INSTALLATION OF E.A.T. MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A



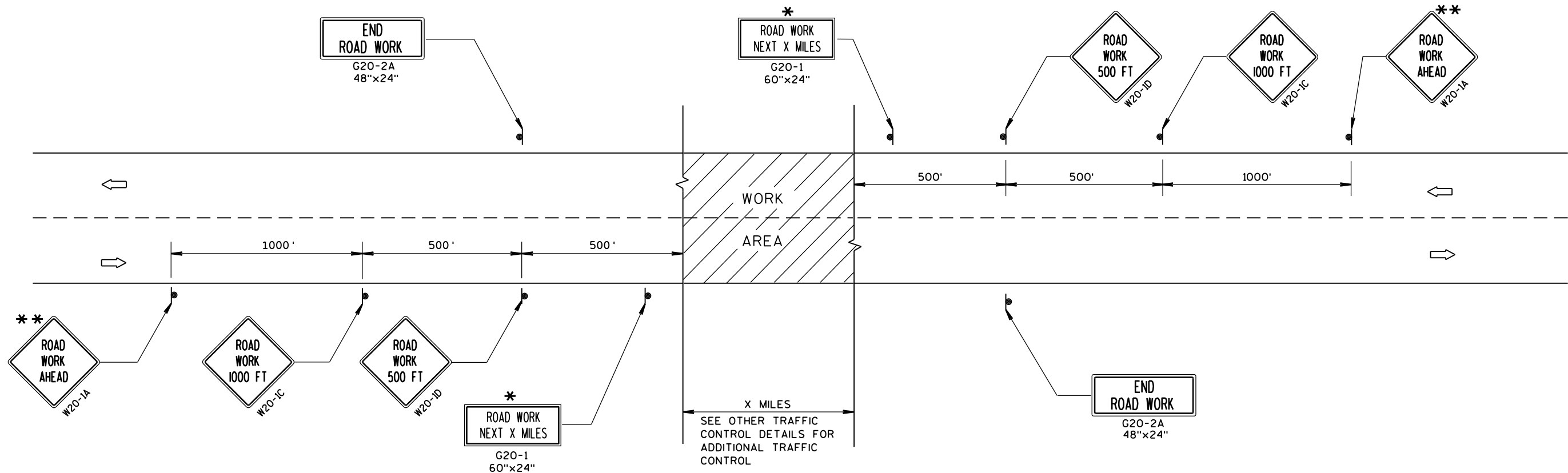
ET-2000 PLUS ONLY



ET-2000 AND SKT-350

⑭ REFLECTIVE SHEETING DETAILS

STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2014 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS ENGINEER



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.

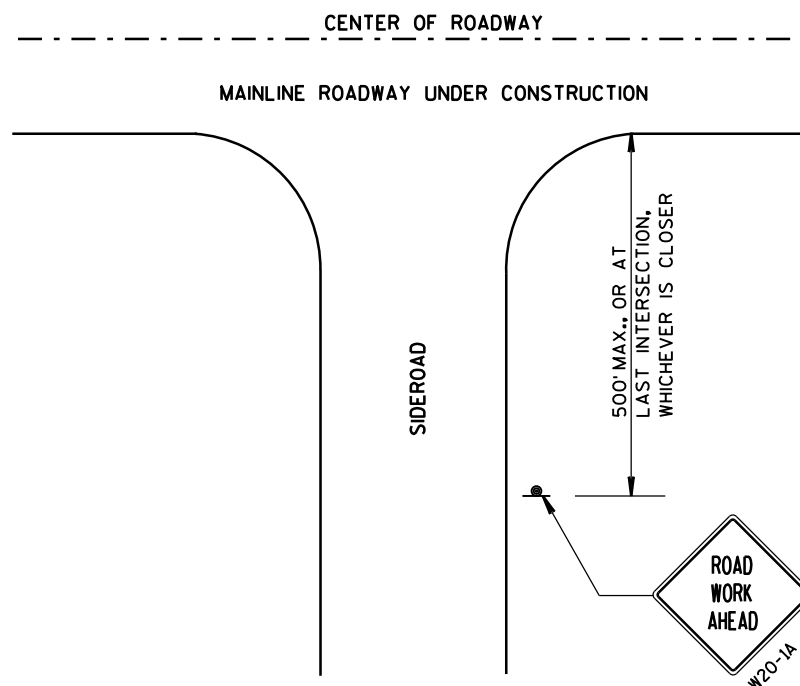
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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.



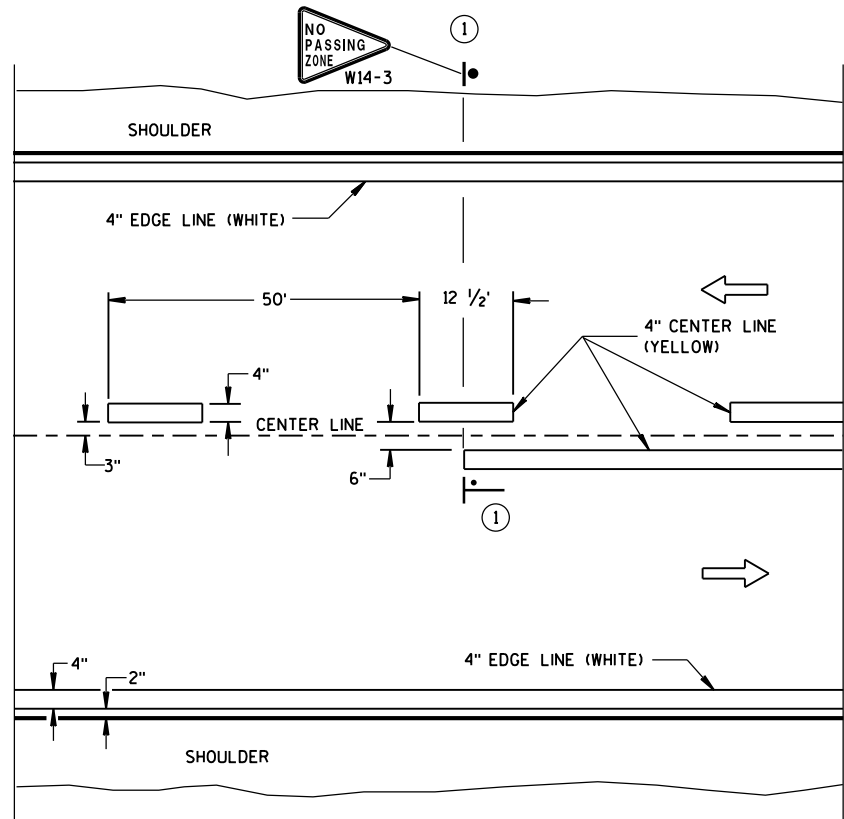
LEGEND

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

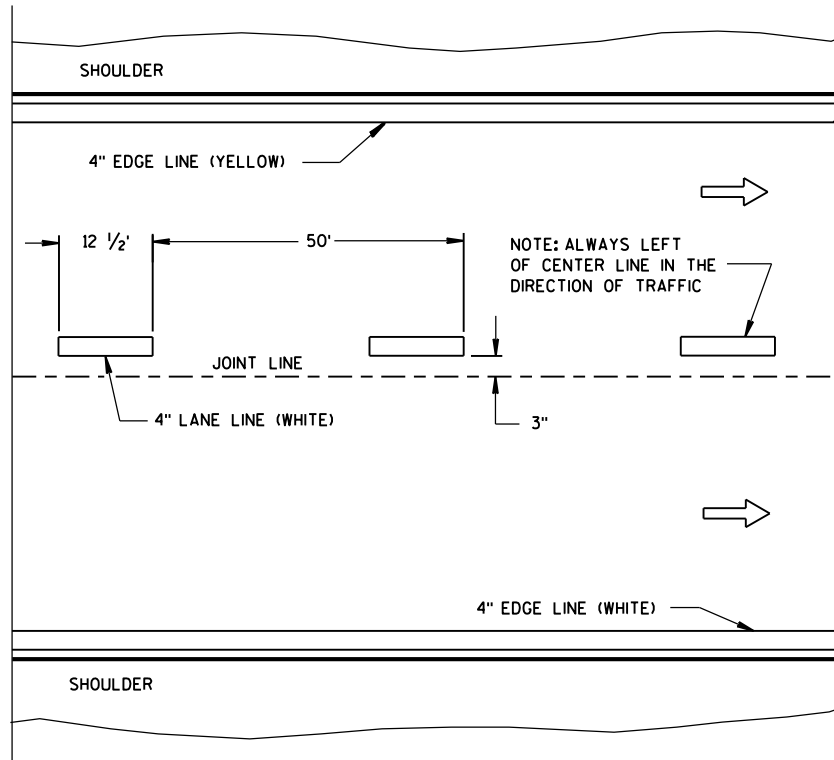
TRAFFIC CONTROL, ADVANCE
WARNING SIGNS 45 M.P.H.
OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

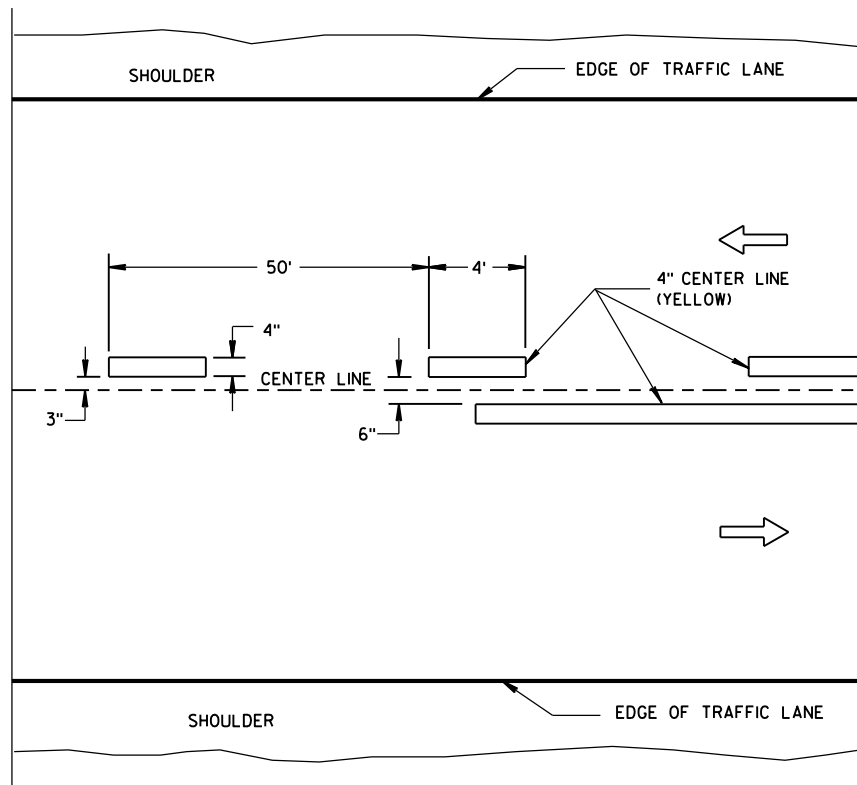


TWO WAY TRAFFIC

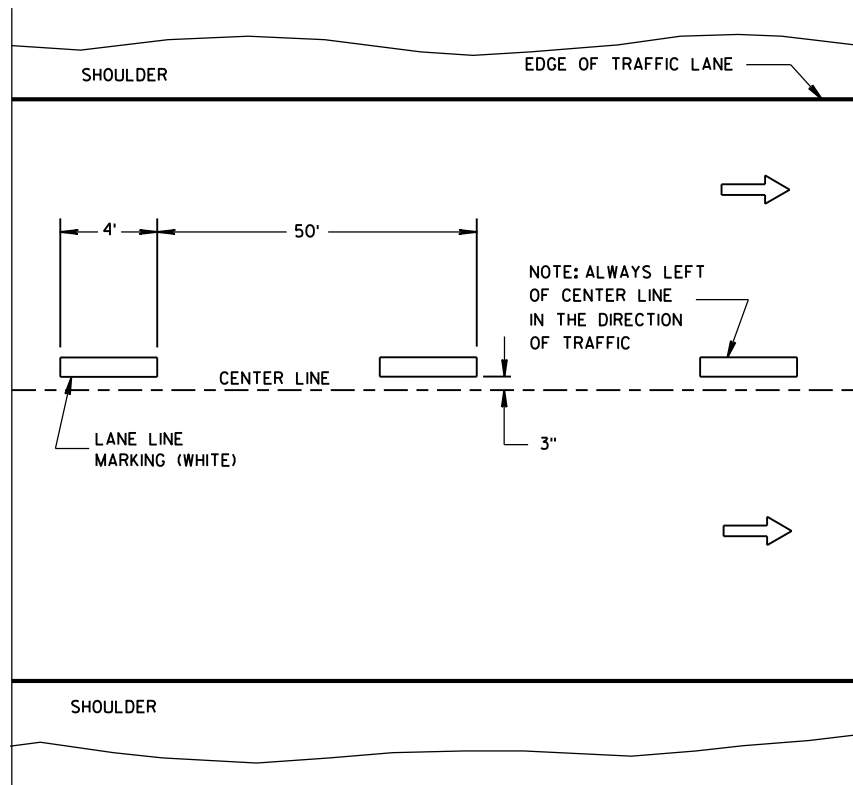


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

GENERAL NOTES

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

① NO PASSING ZONE W14-3 SIGN SHALL BE LOCATED WITHIN 50 FEET OF THE "T" MARKING.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

LEGEND

—●— "T" MARKING

● POST MOUNTED SIGN

LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE Sept., 2016 /S/ Matthew R. Rauch
STATE SIGNING AND MAP 59 ENGINEER
FHWA

LEGEND

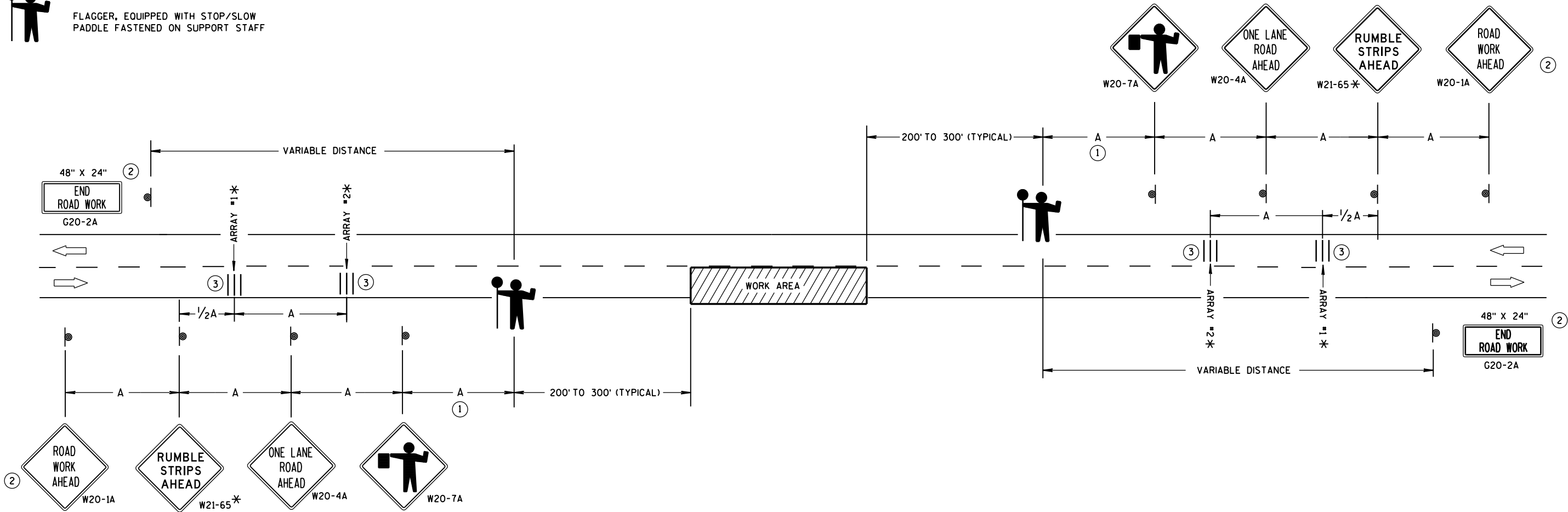
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA
- FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING A
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 W20-4A SIGNS, USING SPACING A.



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

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.

"W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS. PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

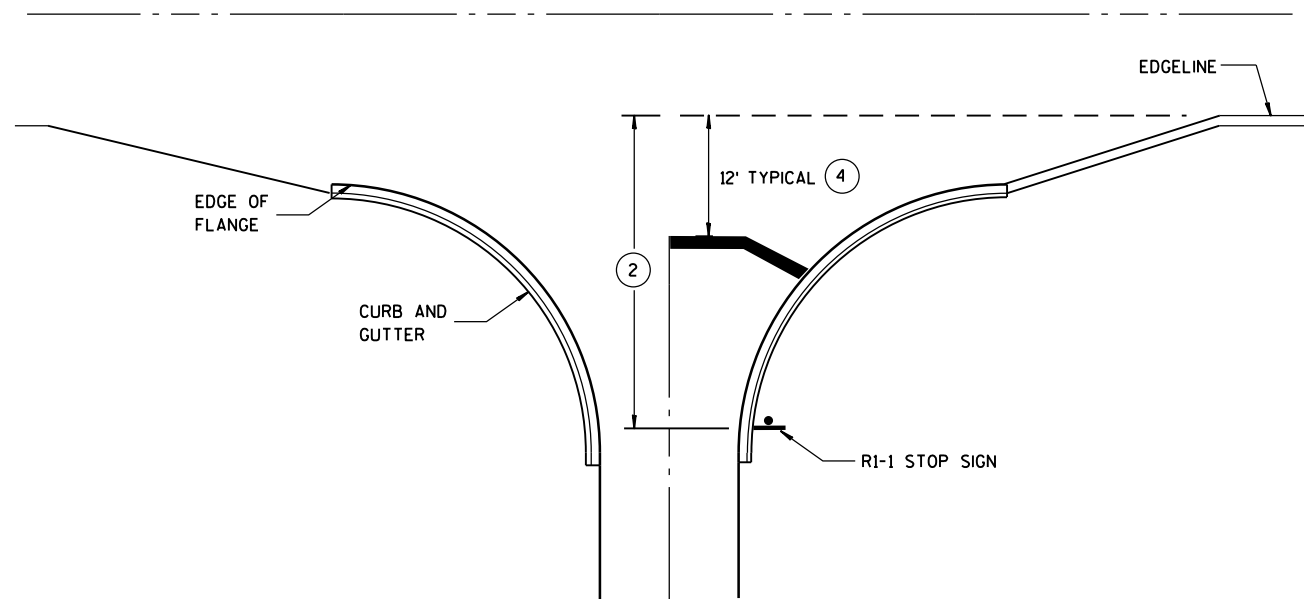
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, REMOVE TEMPORARY RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- * UTILIZE TEMPORARY RUMBLE STRIPS WHEN FLAGGING OPERATION IS ANTICIPATED TO BE STATIONARY IN EXCESS OF TWO HOURS.
- ① FOR A MOVING WORK OPERATION, SIGNING AND TEMPORARY RUMBLE STRIPS (IF USED) SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3,500 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.
- ③ EACH TEMPORARY RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

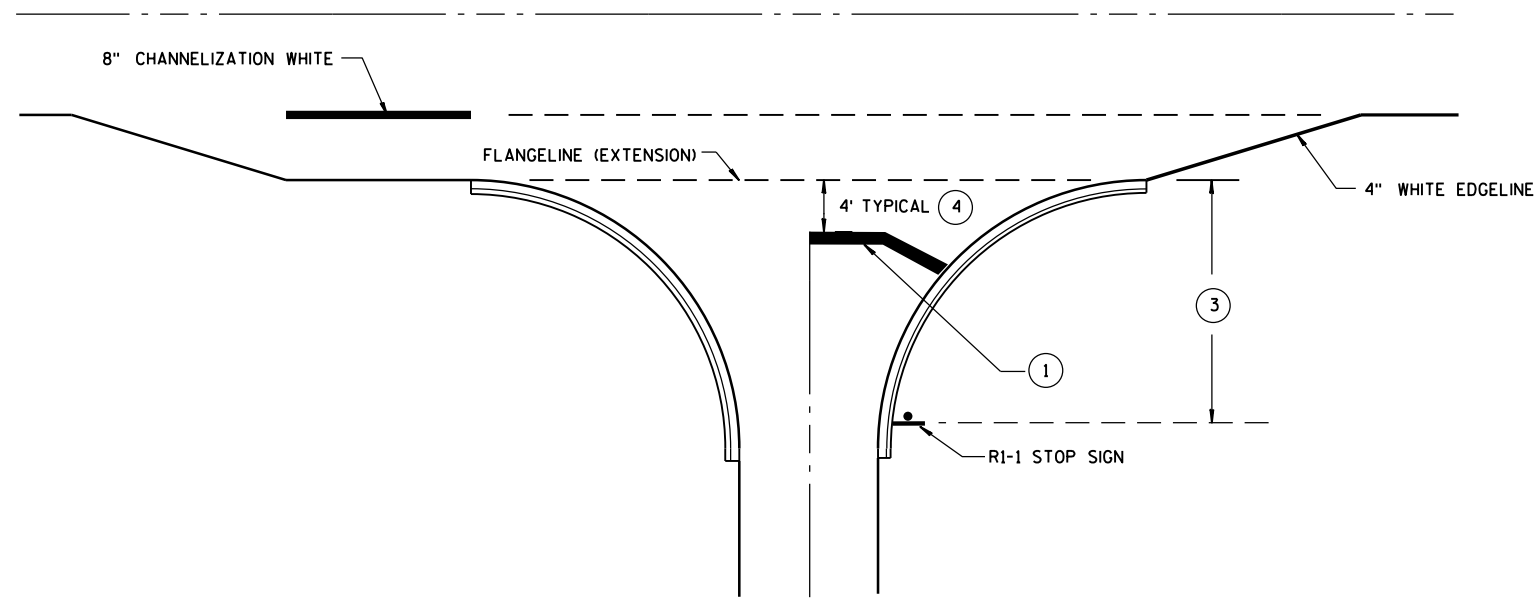
TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

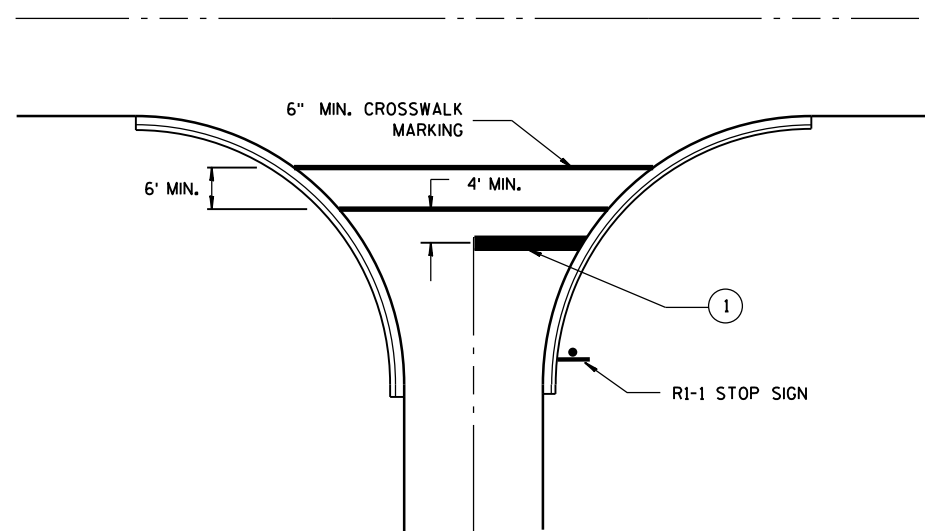
APPROVED
December, 2016 /S/ Andrew Heldtke
DATE WORK ZONE ENC 60
FHWA



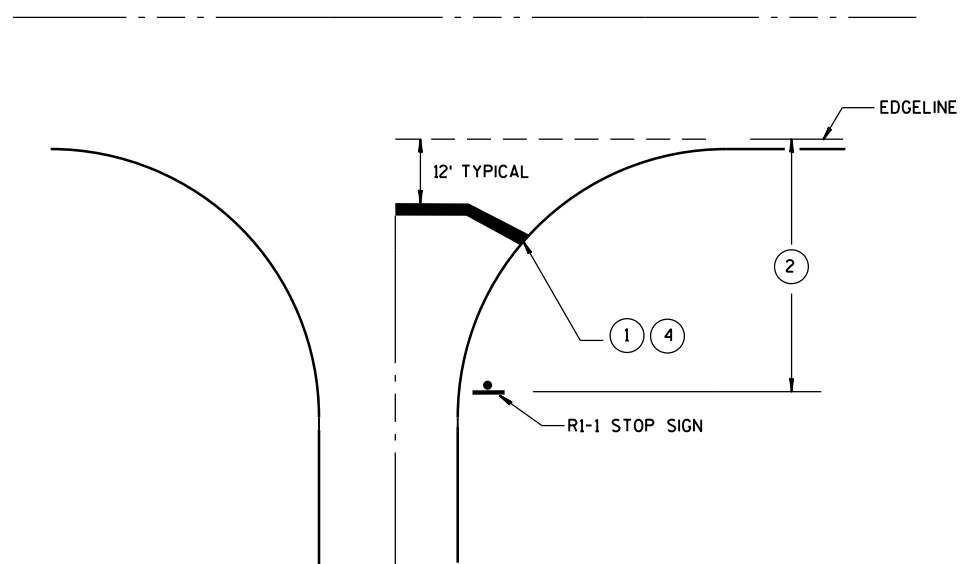
**TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER**



**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. (NO CLOSER THAN 4 FEET).

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

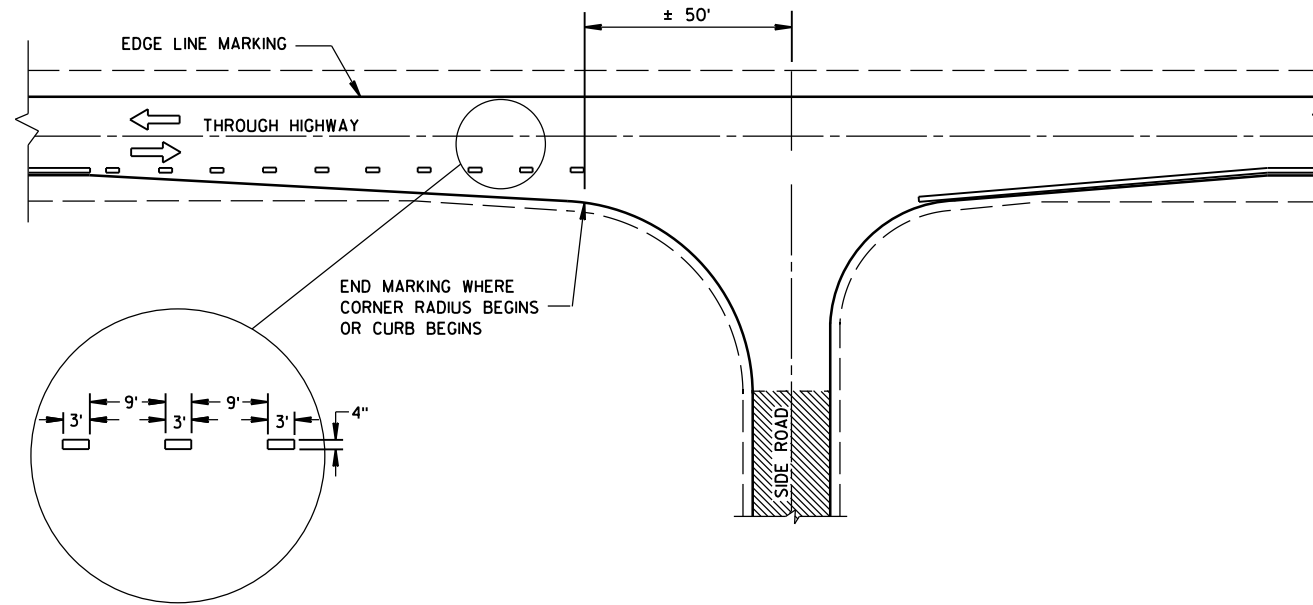
APPROVED

4-18-2016
DATE

FHWA

/S/ Matthew R. Rauch
STATE SIGNING AND MAR 61

JEER



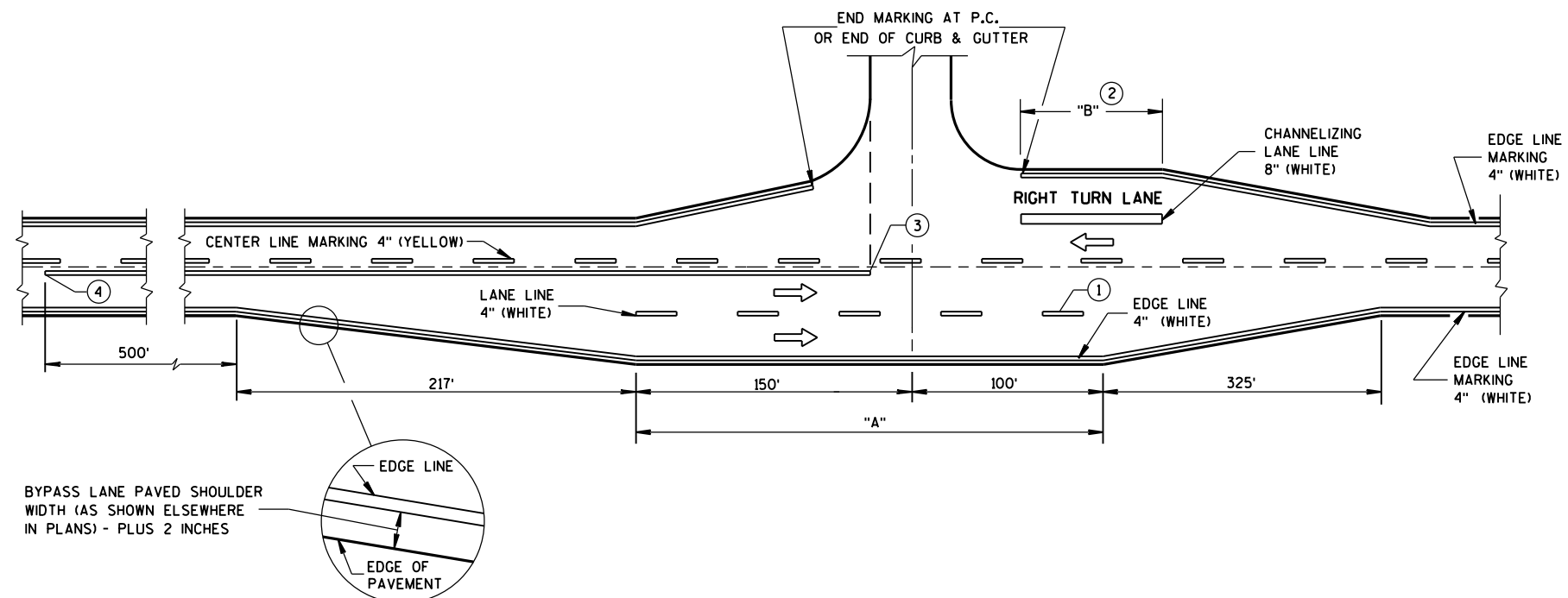
MINOR INTERSECTION WITHOUT CURBS

GENERAL NOTES

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

- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

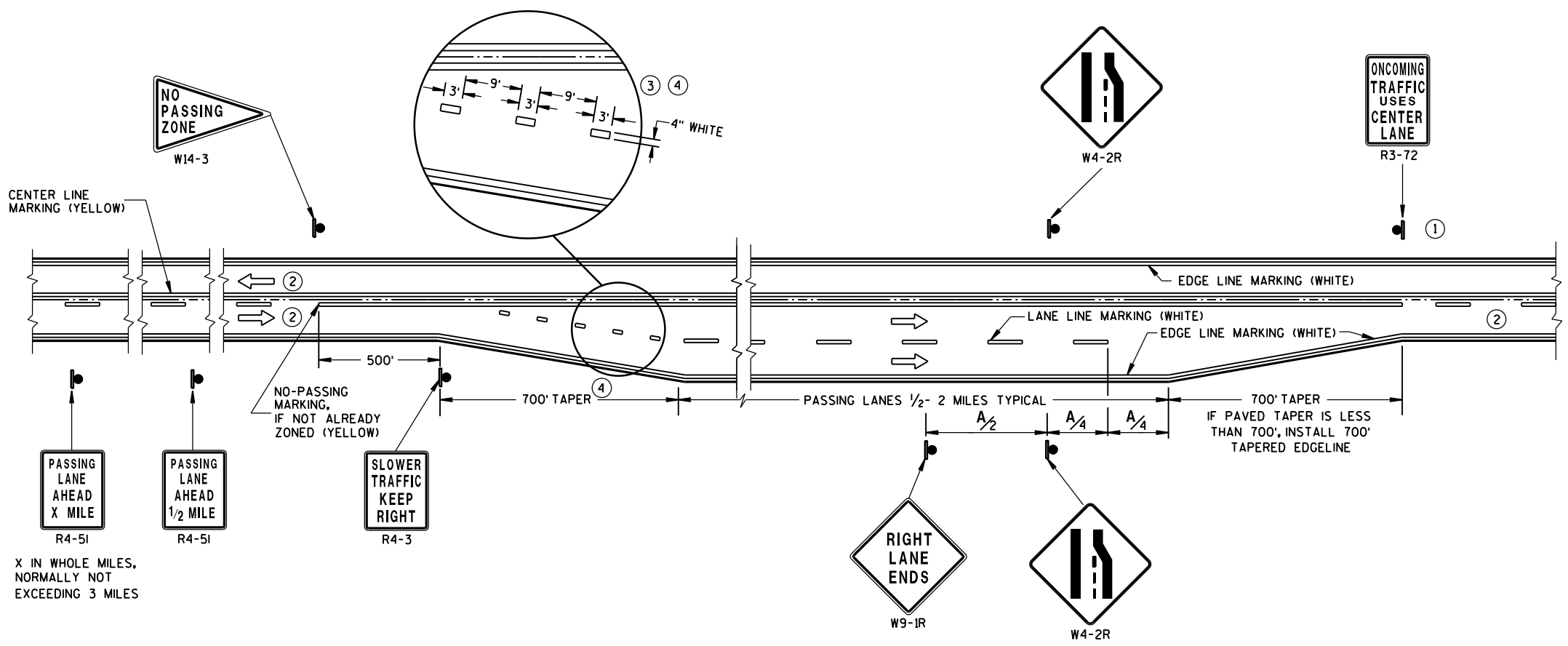
ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL



MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**SOLID DOUBLE-YELLOW LINE
(THROUGHOUT ENTIRE PASSING/CLIMBING LANE)**

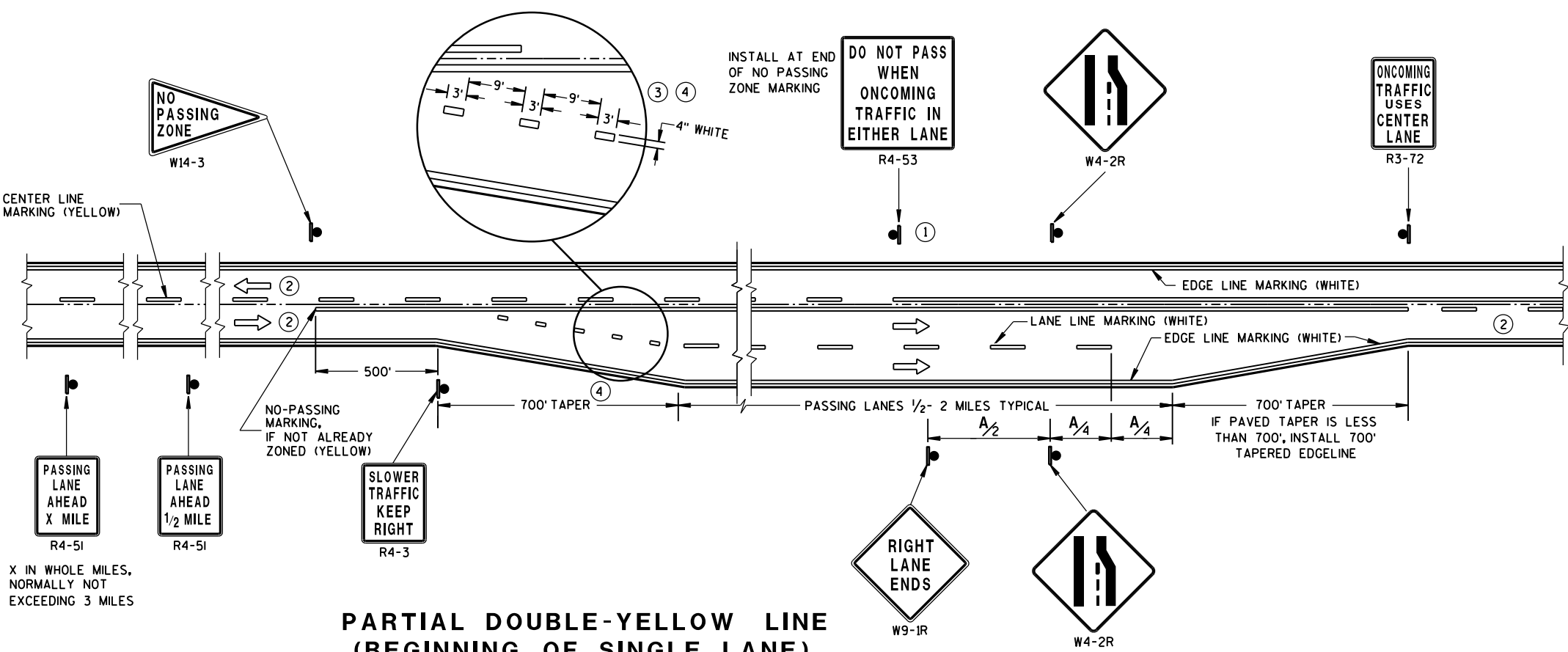
GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (➡) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

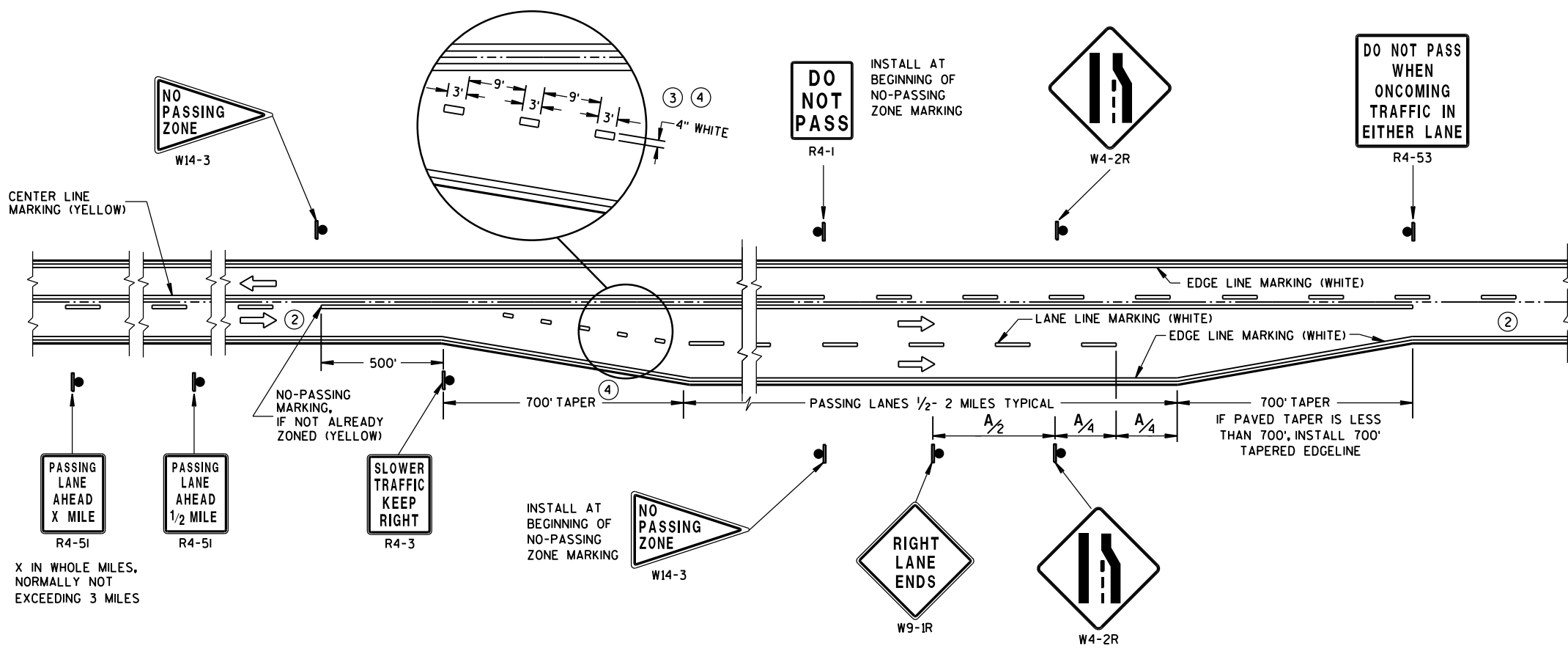
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950



**PARTIAL DOUBLE-YELLOW LINE
(BEGINNING OF SINGLE LANE)**

**PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



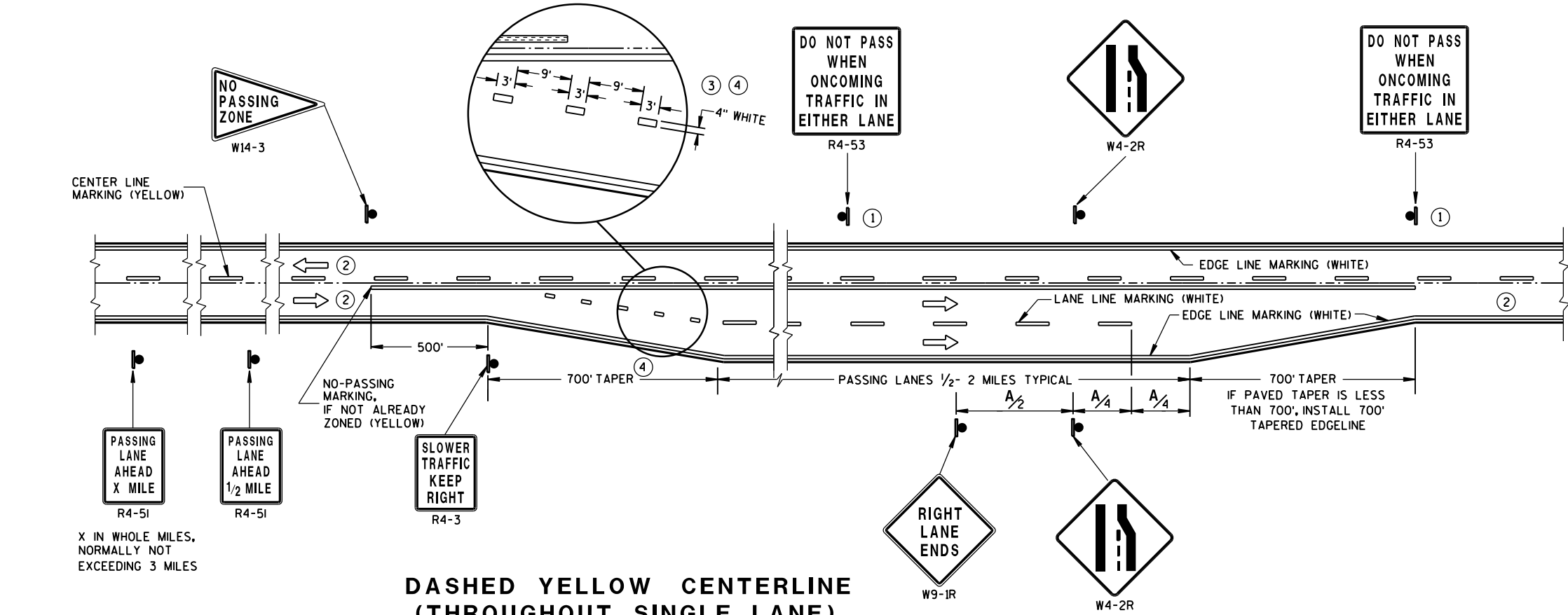
**SOLID DOUBLE-YELLOW LINE
(END OF SINGLE LANE)**

GENERAL NOTES

- ① SIGN SHALL BE REPEATED AT ONE MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE-GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING/CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE	
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	750
50	850
55	950



**DASHED YELLOW CENTERLINE
(THROUGHOUT SINGLE LANE)**

**PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MAP 64 ENGINEER
FHWA

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

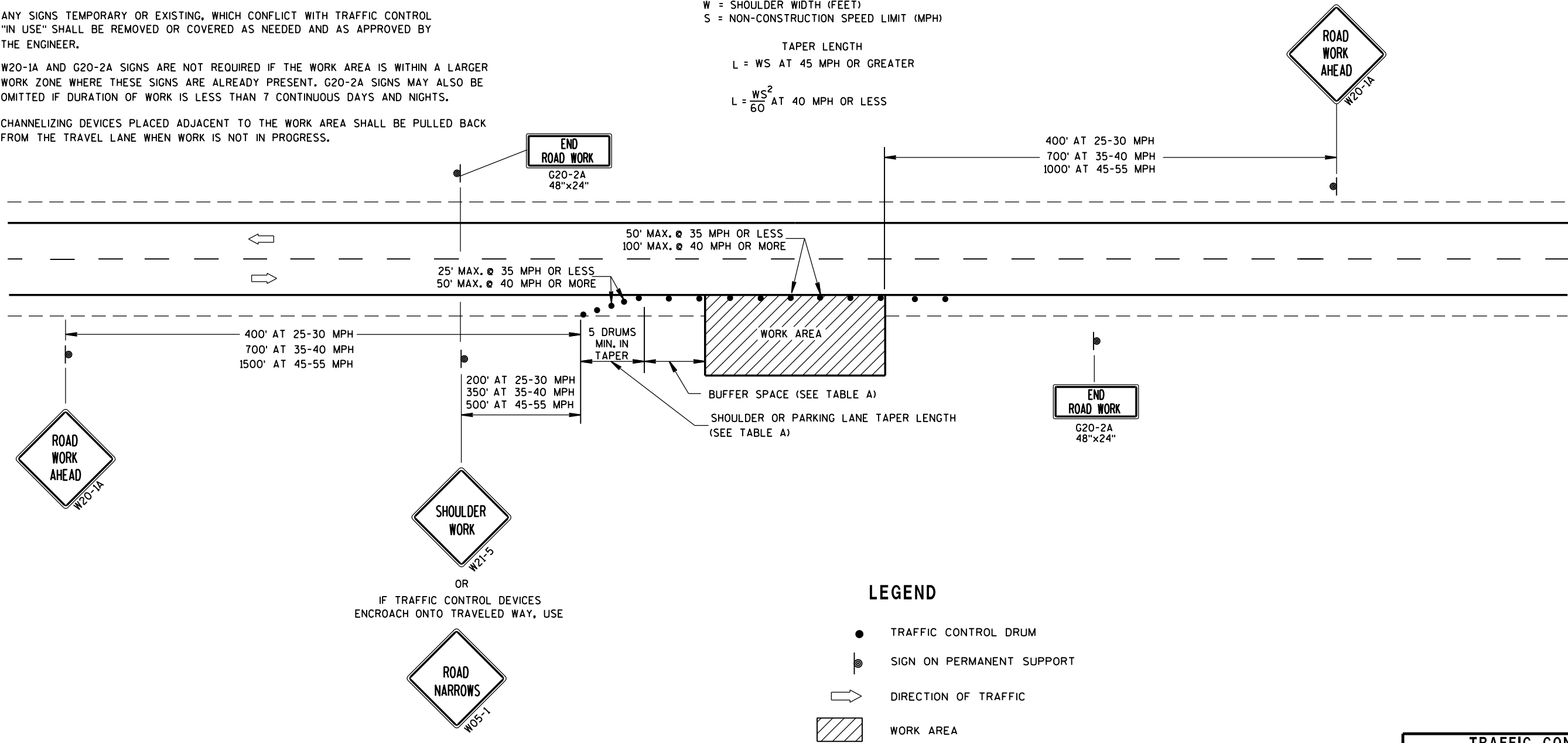
SHOULDER TAPER LENGTH (FEET)					BUFFER SPACE (FEET)
S \ W	4	6	8	10	
30	20	30	40	50	200
35	30	45	55	70	250
40	40	55	75	90	305
45	60	90	120	150	360
50	70	100	135	170	425
55	75	110	150	185	495

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 = $\frac{1}{3}L$

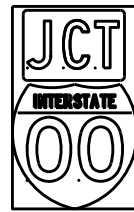


LEGEND

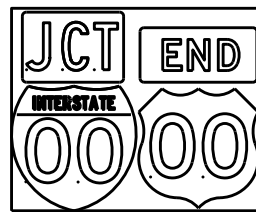
- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ▨ WORK AREA

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 SAFETY ENGINEER
FHWA	

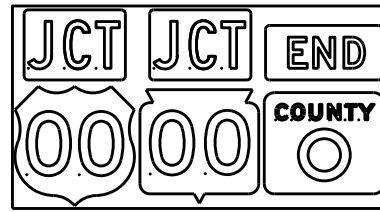
TYPICAL ASSEMBLIES



J1-1



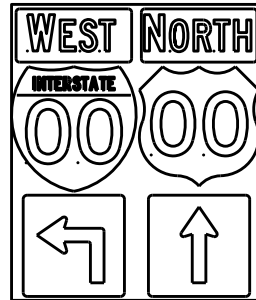
J1-2



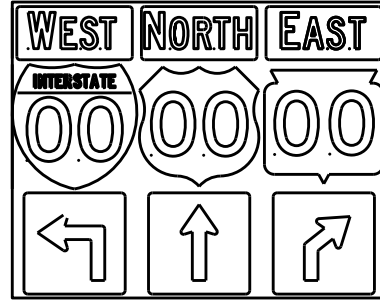
J1-3



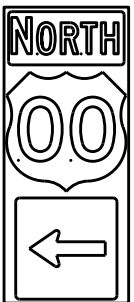
J2-1



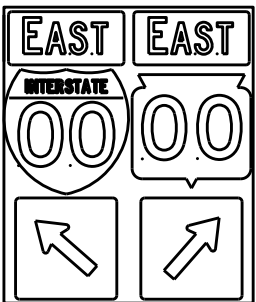
J2-2



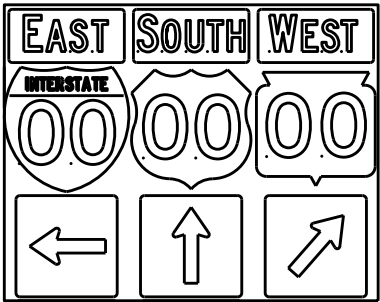
J2-3



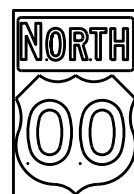
J3-1



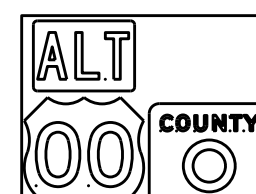
J3-2



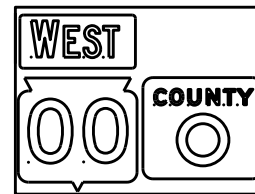
J3-3



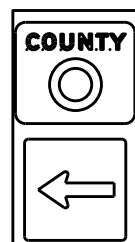
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

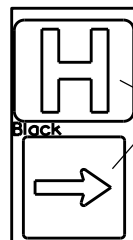


J22-1



JV

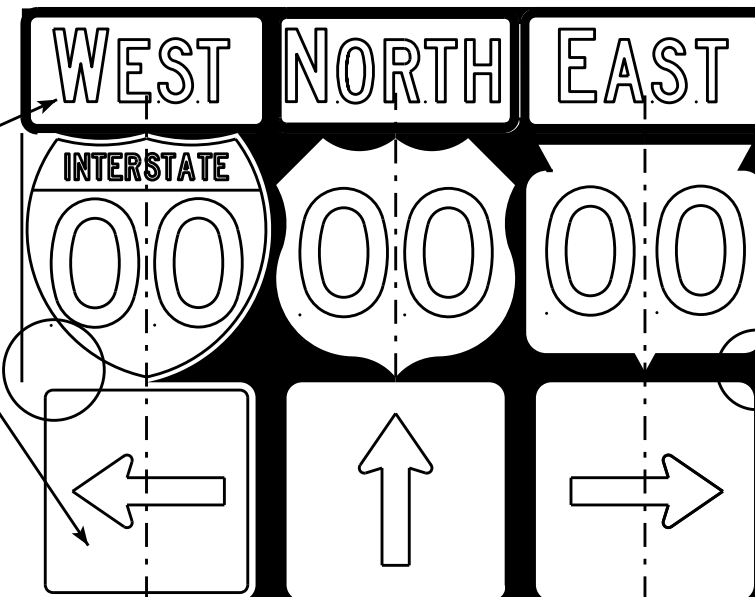
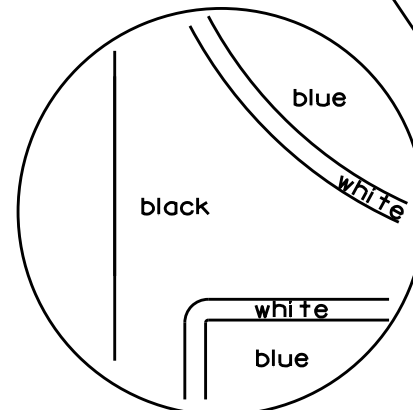
(Typical Vertical J-Assembly
See Note 10 and 11)



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

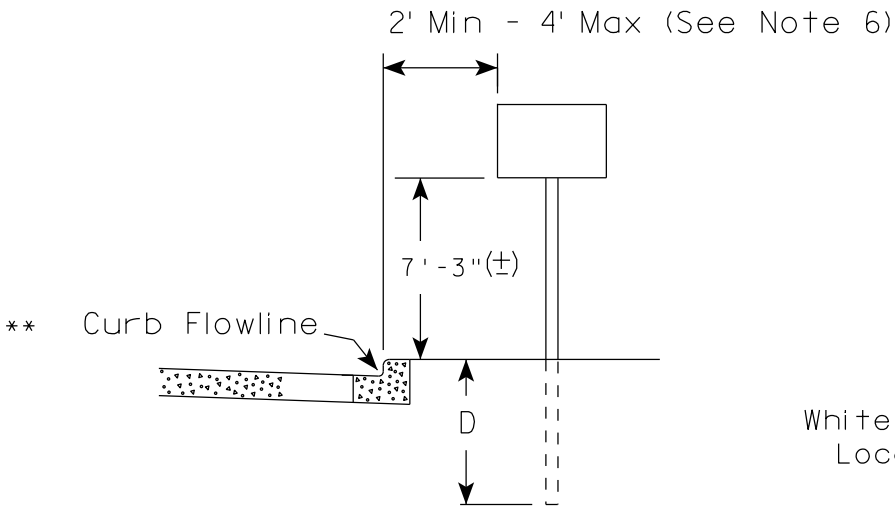
DATE 2/06/14 PL 66 A2-1S.8

SHEET NO: E

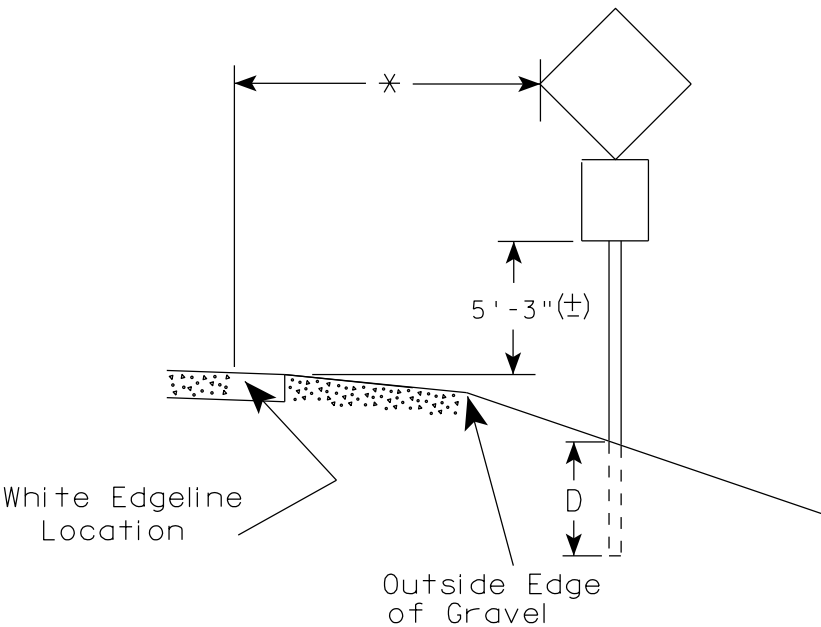
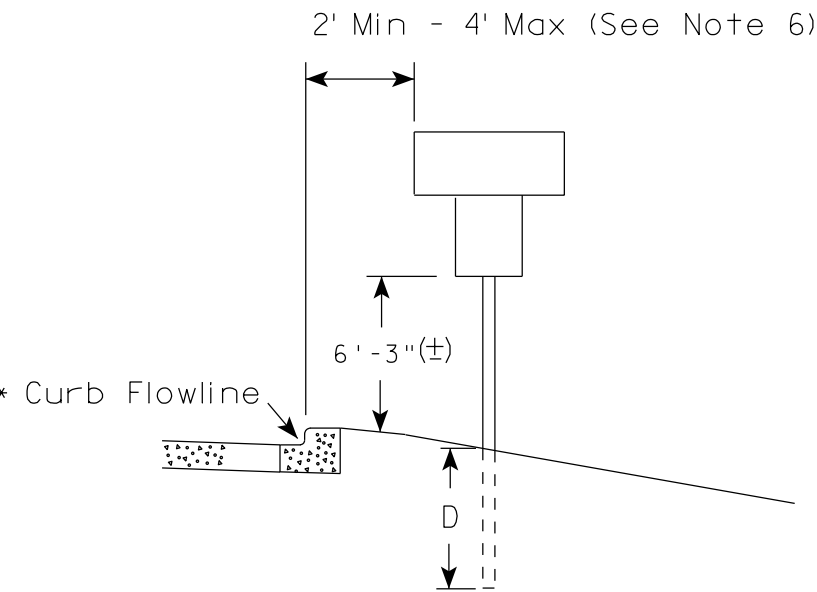
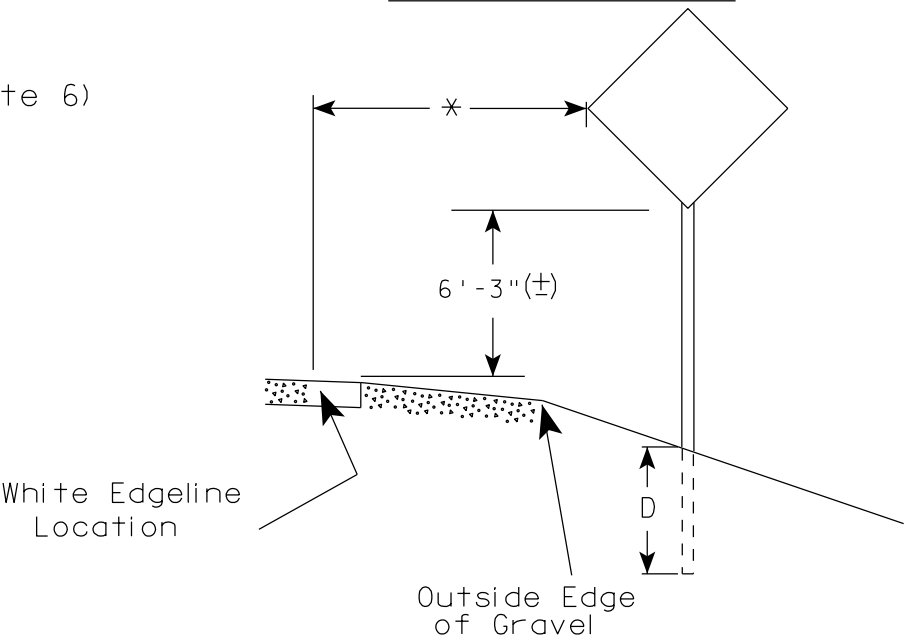
NOTES

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.

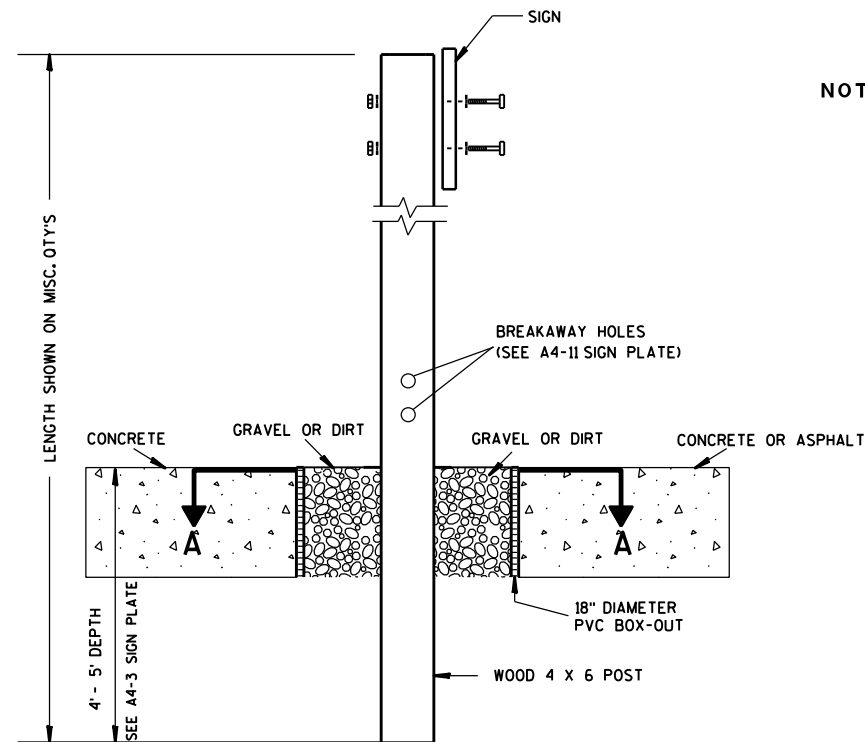
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

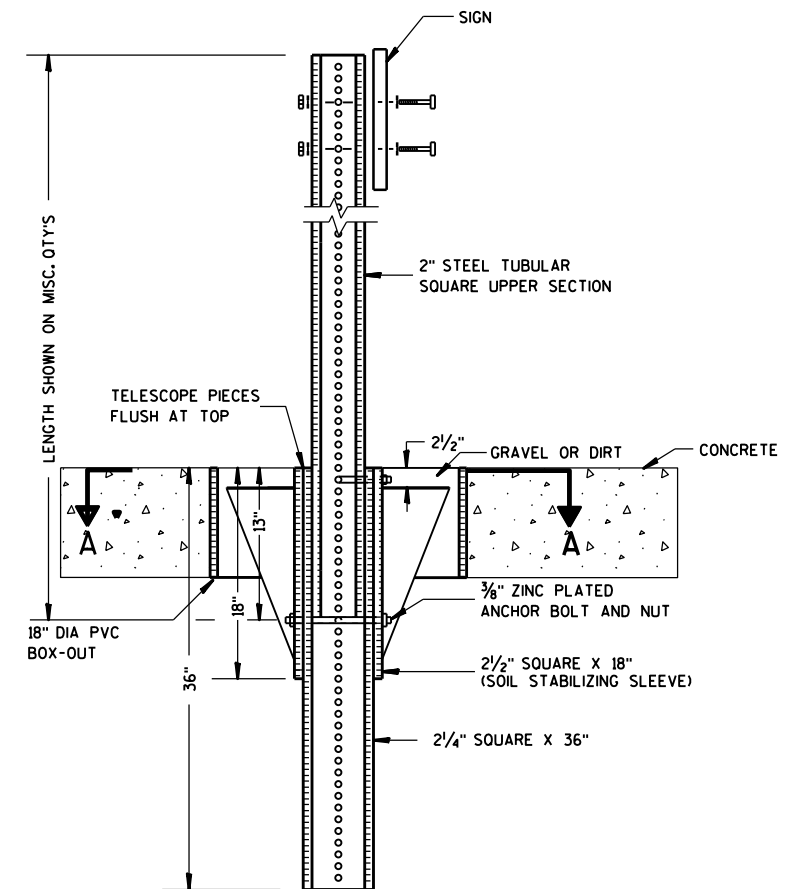
DATE 7/23/15 PLATE NO. A4-3.20



ELEVATION VIEW

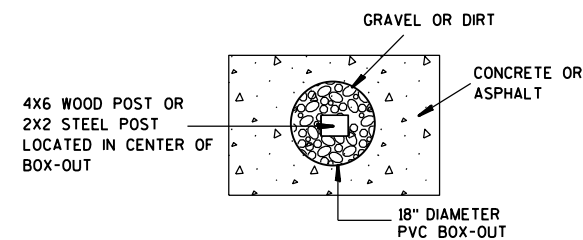
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 68 A4-3B.1

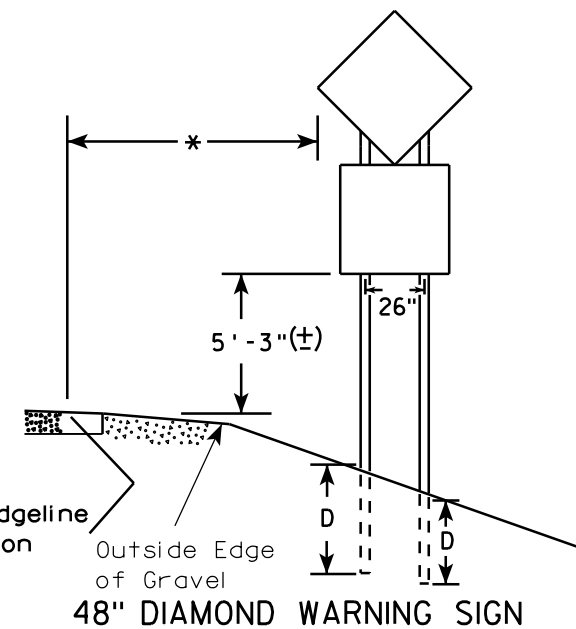
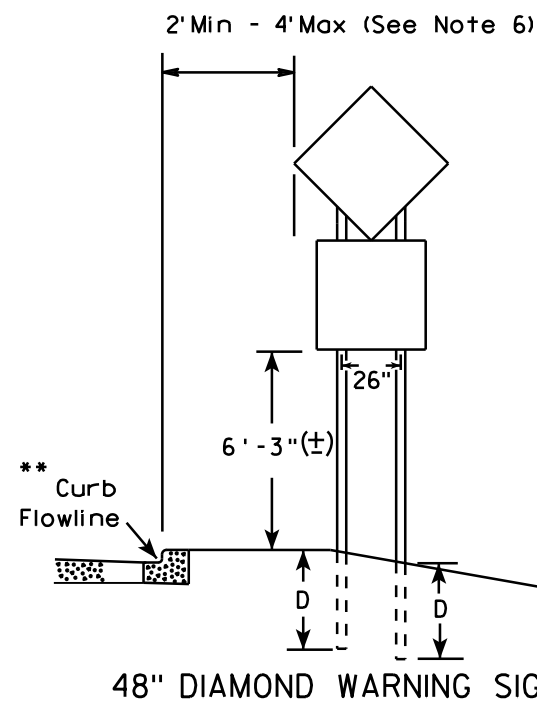
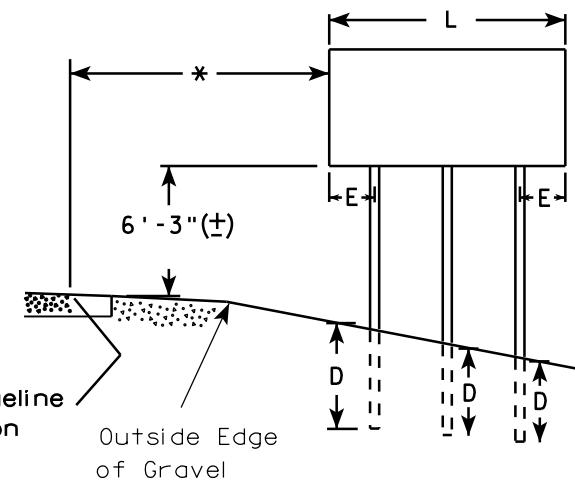
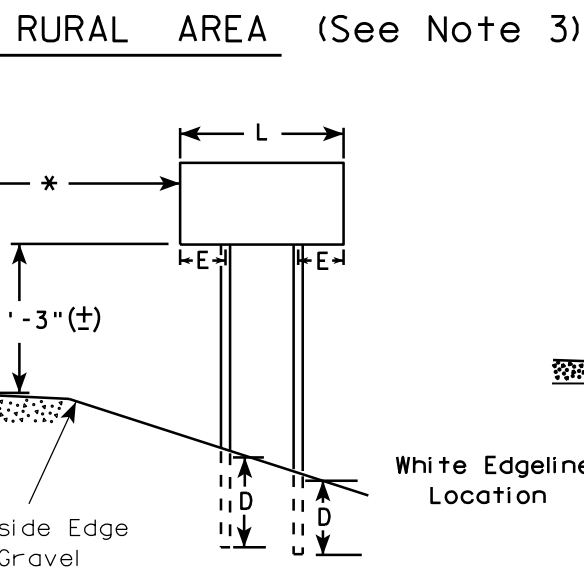
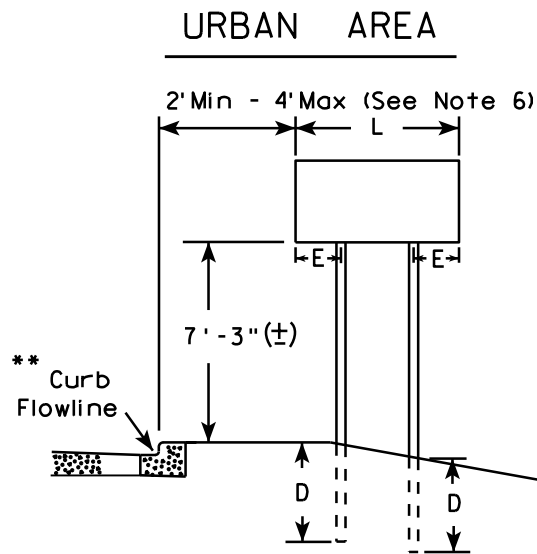
PROJECT NO:

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

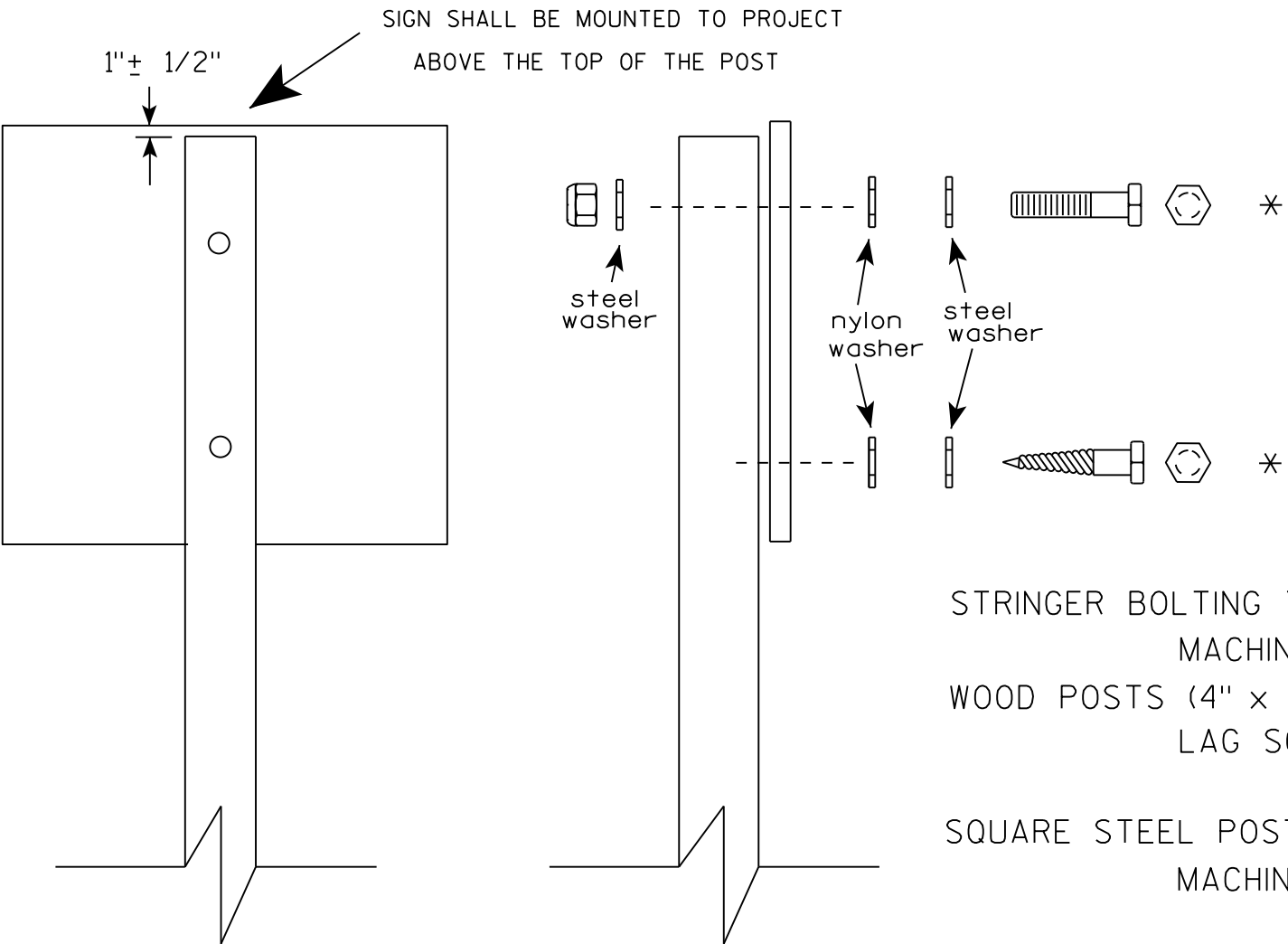
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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. 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.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
 - 3/8" X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - 3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- 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

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

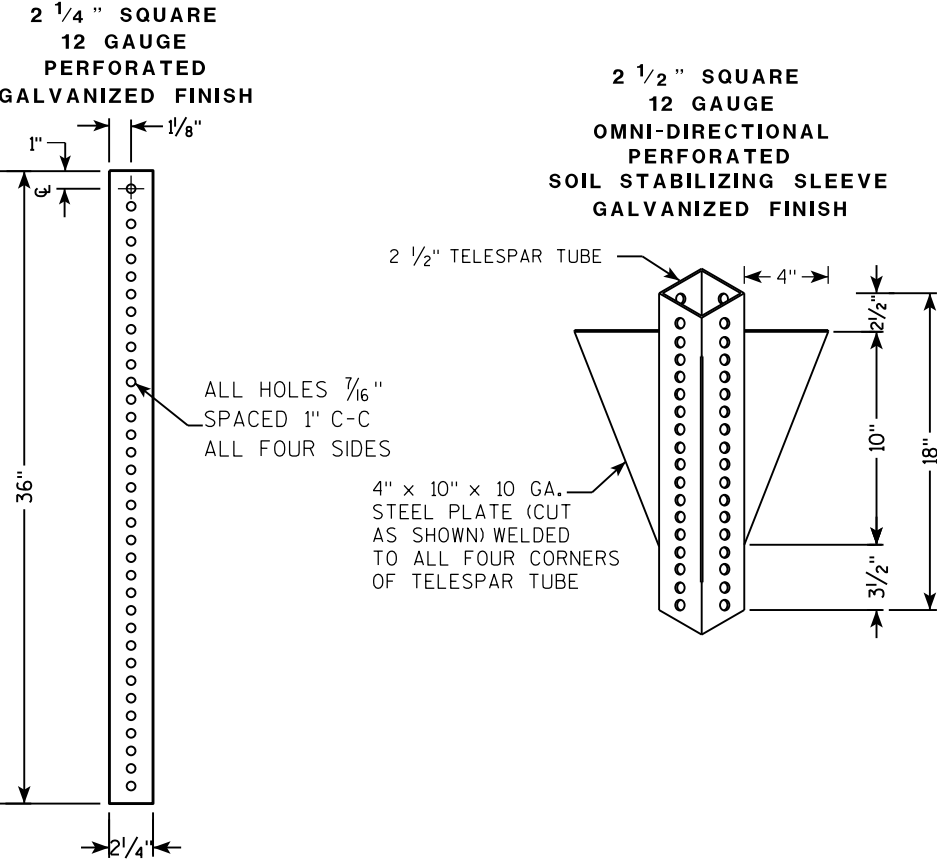
ATTACHMENT OF SIGNS
TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

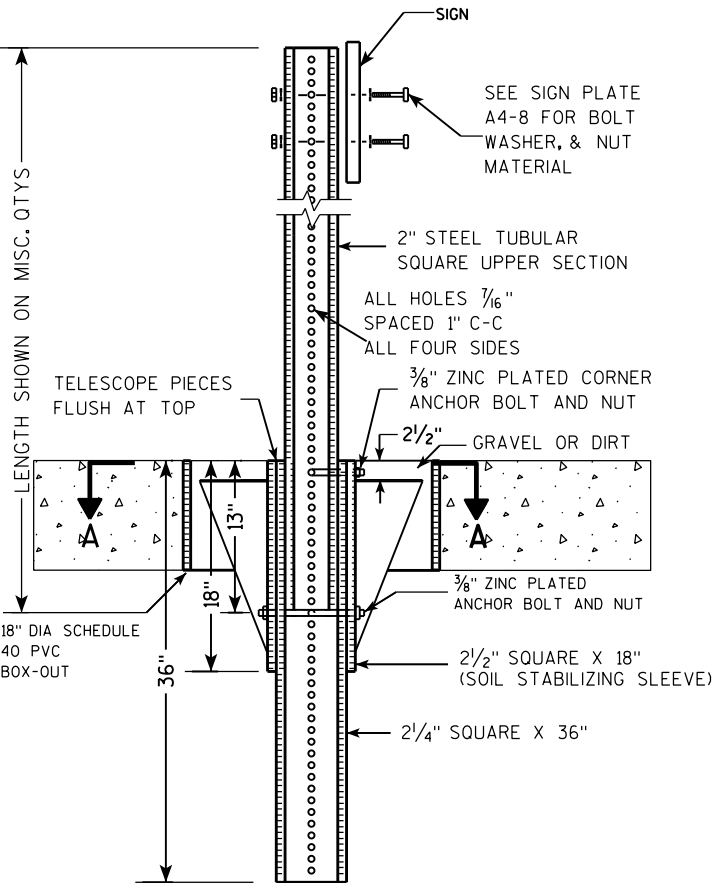
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/11/16 PLATE NO. A4-8.8
70

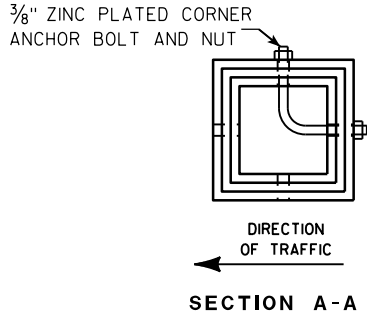
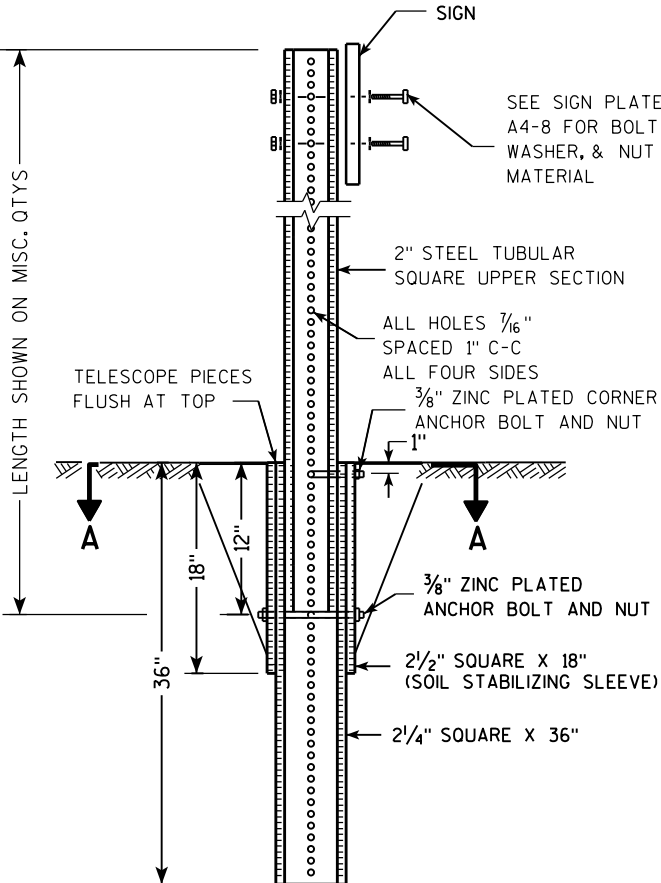
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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

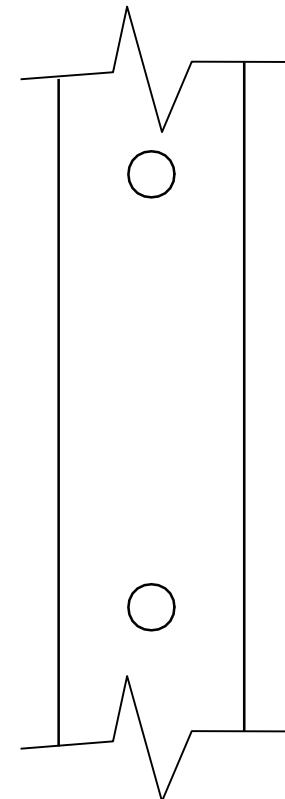
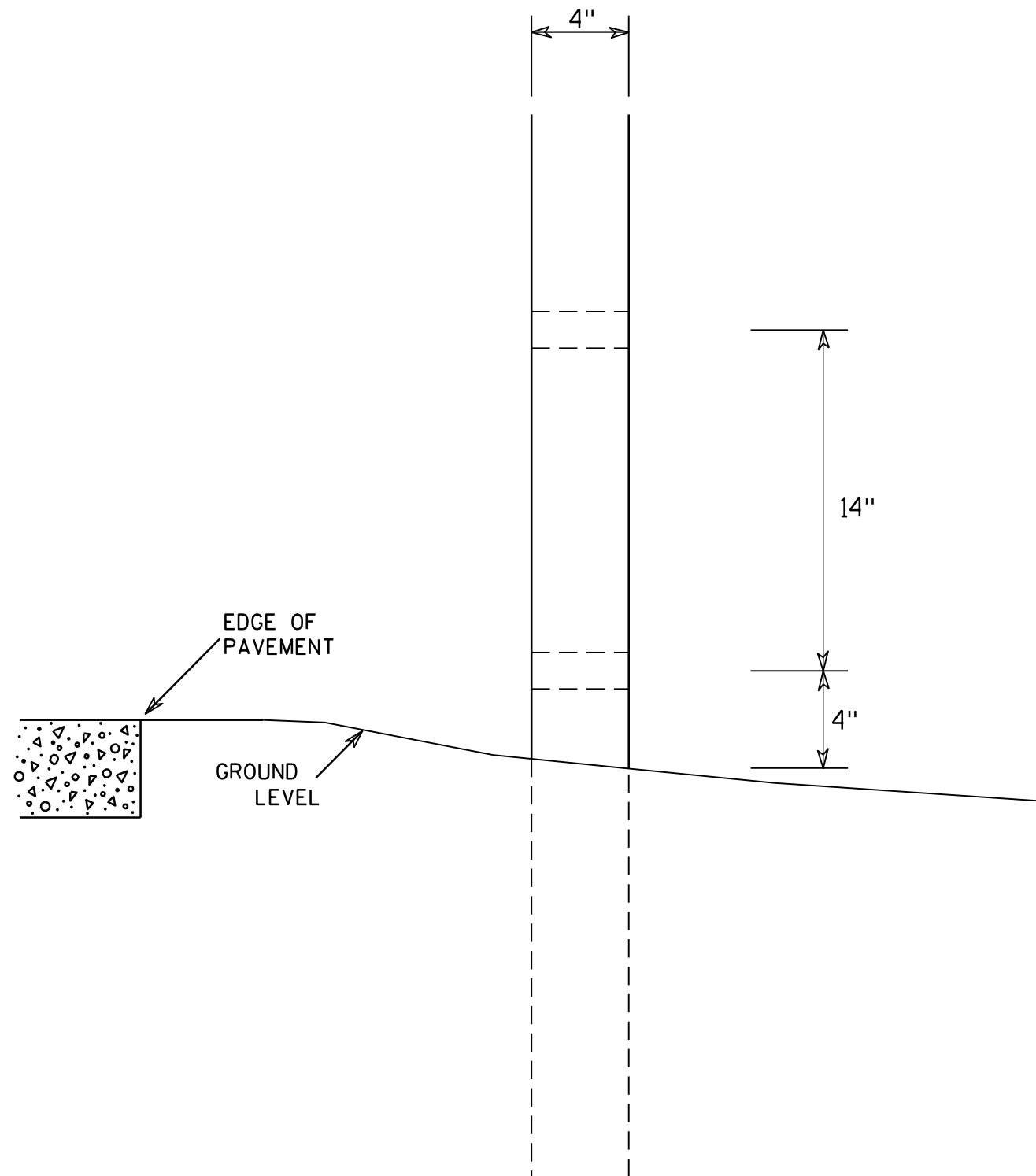
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 71 14-9.9



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1 1/2" diameter holes drilled perpendicular to the roadway centerline.

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

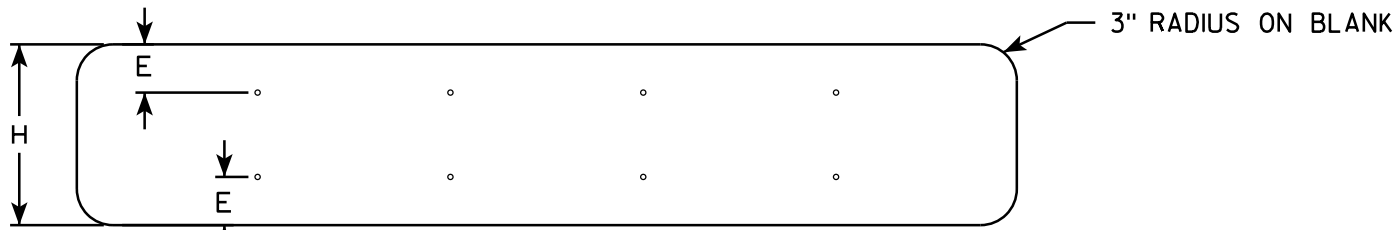
PROJECT NO:

HWY:

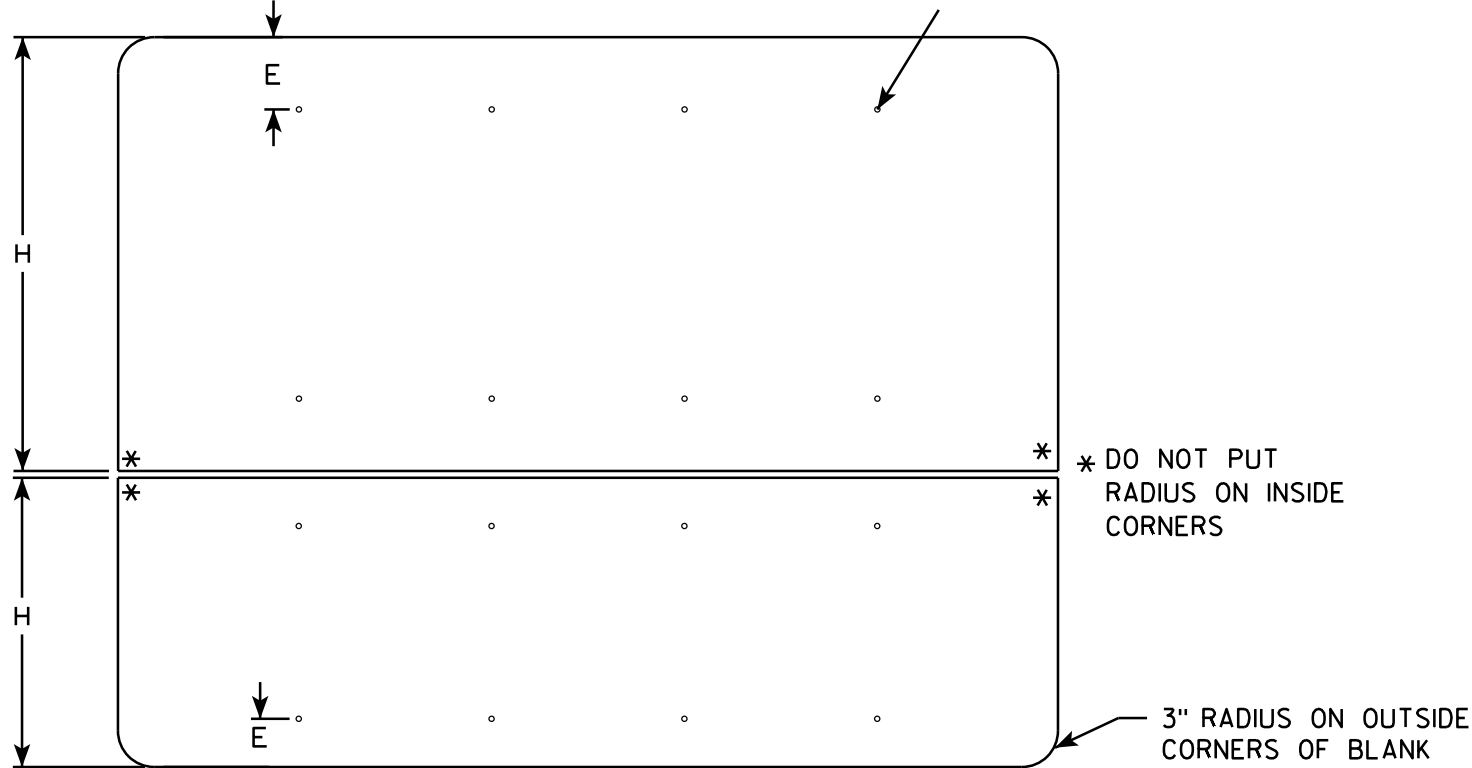
COUNTY:

SHEET NO: 72

E



SINGLE PIECE ALUMINUM SIGN 1/16" MOUNTING HOLES

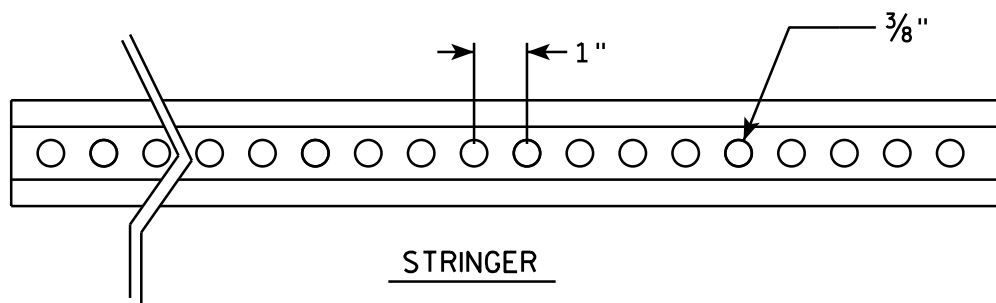


MULTI-PIECE ALUMINUM SIGN

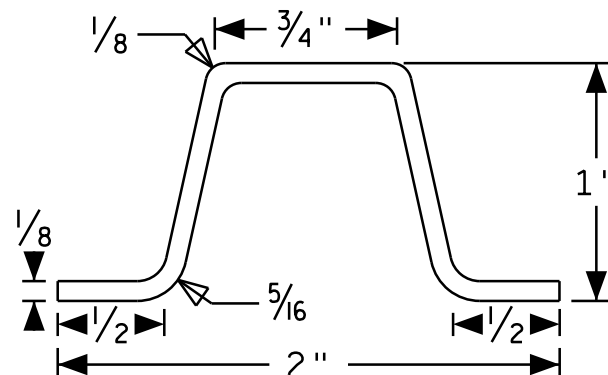
GENERAL NOTES

- ALL SIGNS OVER 60" IN WIDTH SHALL HAVE A 3" RADIUS ON THE OUTSIDE CORNERS OF THE ALUMINUM BLANK.
- MOUNTING HOLES SHALL BE 7/16" DIAMETER.
- SEE CHART FOR HOLE SPACING REQUIREMENTS
- FOR SIGN PANELS WITH DIMENSION (H) 36" AND OVER, DIMENSION E SHALL BE 6"
- FOR SIGN PANELS WITH DIMENSION (H) UNDER 36", DIMENSION E SHALL BE 4"
- SIGN STRINGER MATERIAL SHALL CONSIST OF STEEL CHANNEL POST SECTIONS, WEIGHING 1.12 LBS/FT IN ACCORDANCE WITH SECTION 633.2.1 OF THE STANDARD SPECIFICATIONS FOR HIGHWAY AND STRUCTURE CONSTRUCTION.
- SEE SIGN PLATE A4-8 FOR SIGN STRINGER BOLTING REQUIREMENTS.

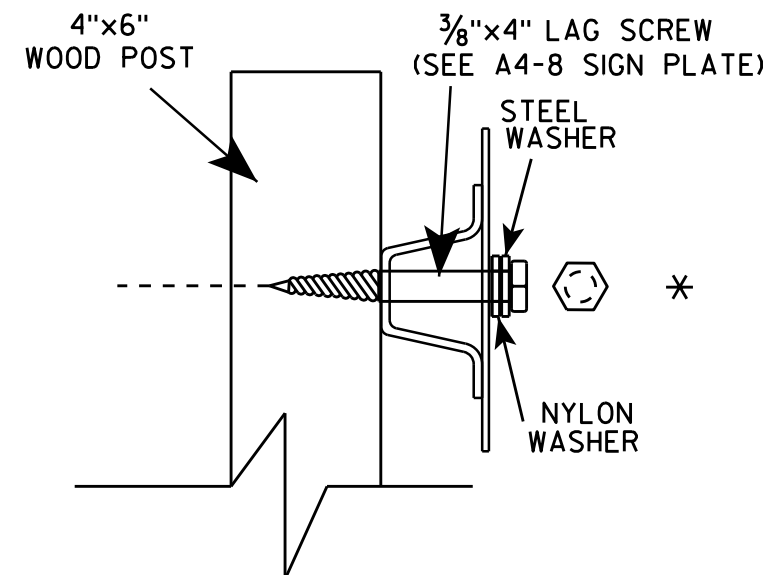
SIGN WIDTH	STRINGER WIDTH	POSTS	HOLE SPACING	MOUNTING HOLES			
78"	72"	2	16"	15"	31"	47"	63"
84"	72"	2	17"	16 1/2"	33 1/2"	50 1/2"	67 1/2"
90"	72"	2	18"	18"	36"	54"	72"
96"	90"	2	19"	19 1/2"	38 1/2"	57 1/2"	76 1/2"
102"	90"	2	20"	21"	41"	61"	81"
108"	90"	2	21"	22 1/2"	43 1/2"	64 1/2"	85 1/2"
114"	108"	3	15"	12"	27"	42"	57" 72" 87" 102"
120"	108"	3	16"	12"	28"	44"	60" 76" 92" 108"
126"	108"	3	17"	12"	29"	46"	63" 80" 97" 114"
132"	126"	3	18"	12"	30"	48"	66" 84" 102" 120"
138"	126"	3	19"	12"	31"	50"	69" 88" 107" 126"
144"	126"	3	20"	12"	32"	52"	72" 92" 112" 132"



CROSS SECTION VIEW OF CHANNEL

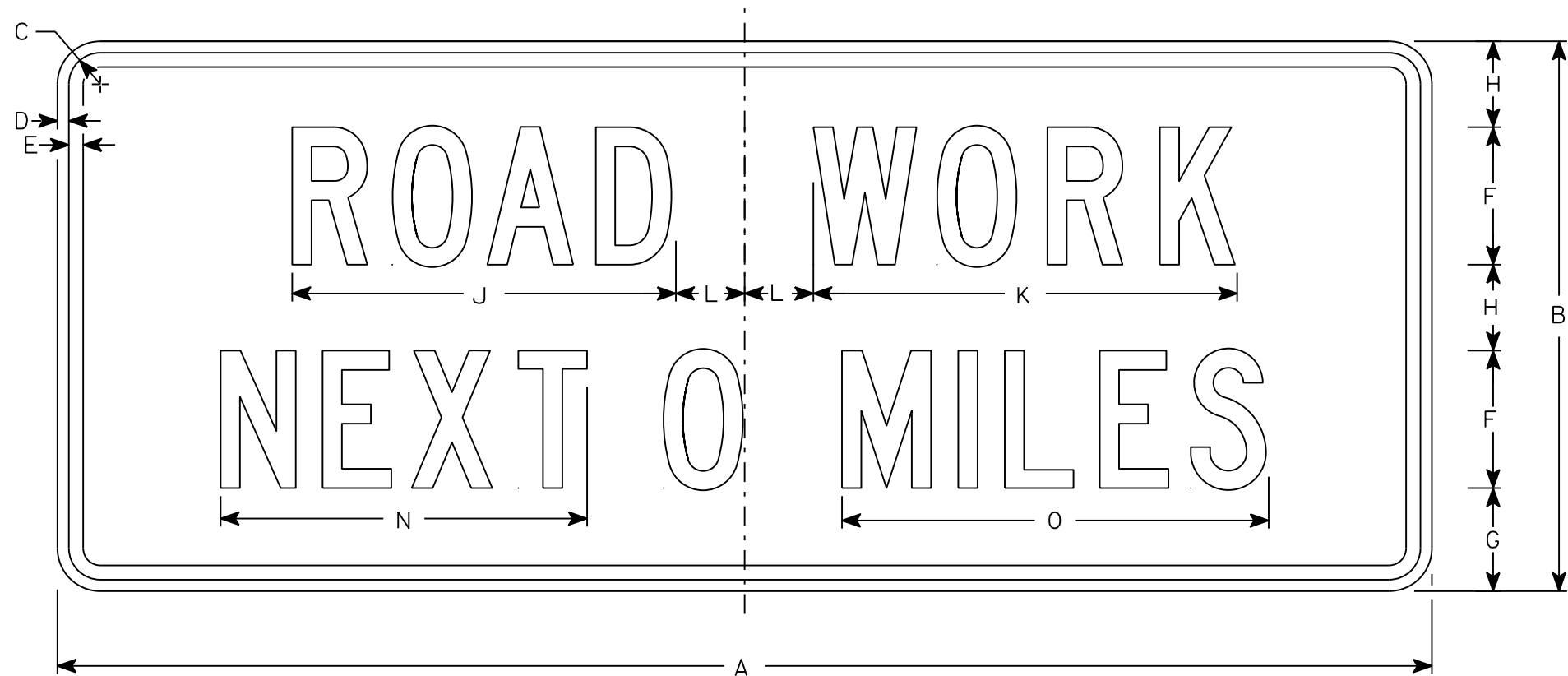


POST MOUNTING



SIGN STRINGER MOUNTING REQUIREMENTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/26/16	PLATE No. A4-18.1 73

7



G20-1

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.
5. Round distance to nearest whole Mile and 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																											
2	60	24	1 3⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10
3																											
4	60	24	1 3⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10
5																											

STANDARD SIGN
G20-1

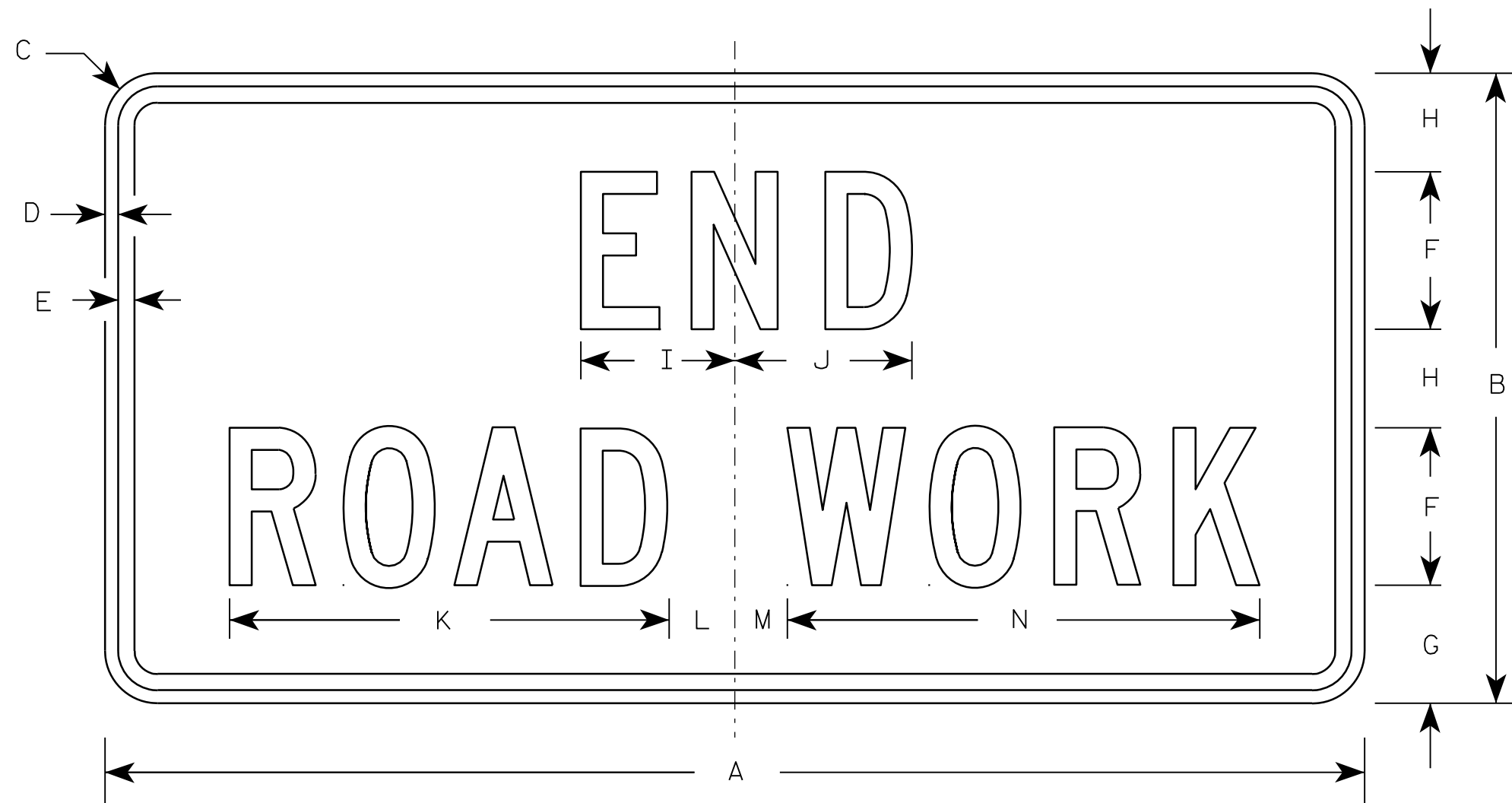
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/14/17 PLATE NO. G20-1.8

7

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 m ²
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

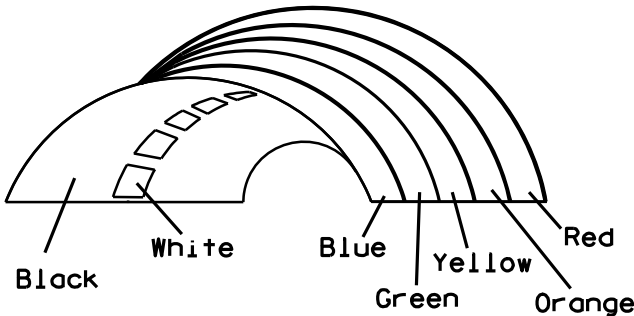
- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Orange
Message - Black
- Message Series - C
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. 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: 76

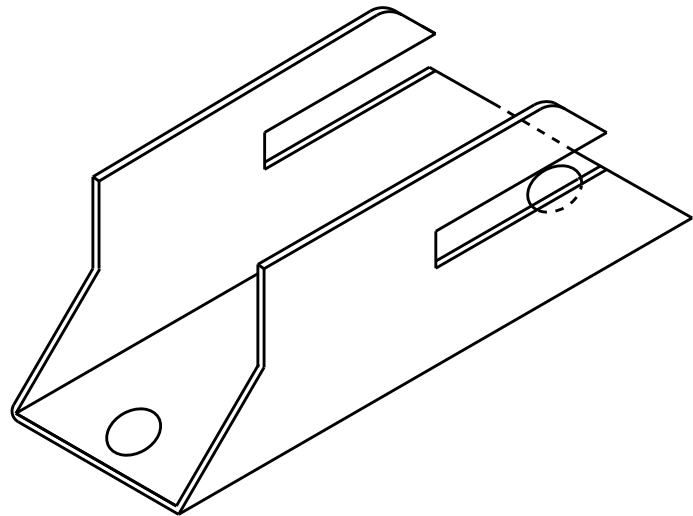
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

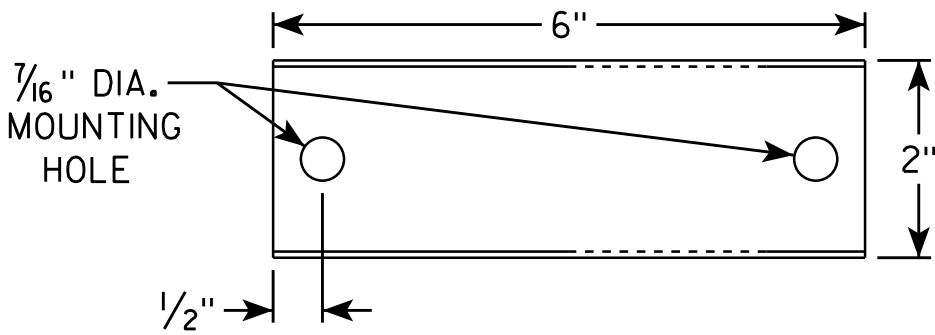
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

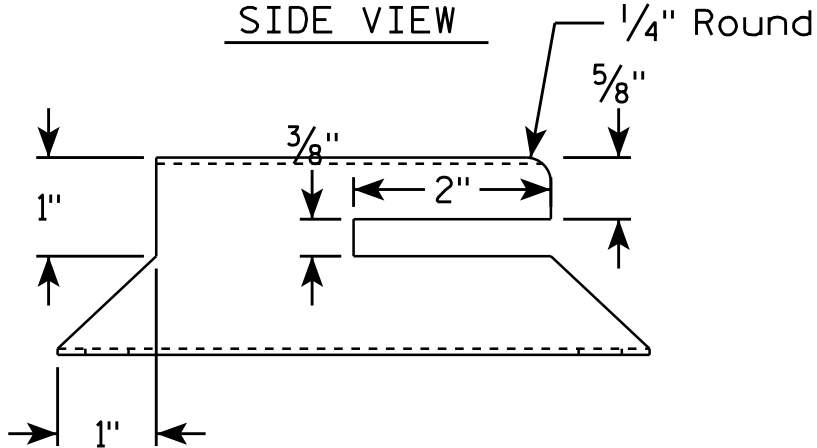
ISOMETRIC VIEW



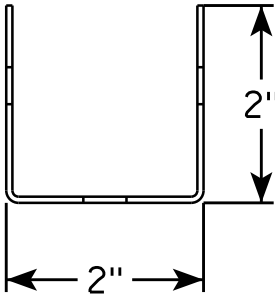
TOP VIEW



SIDE VIEW



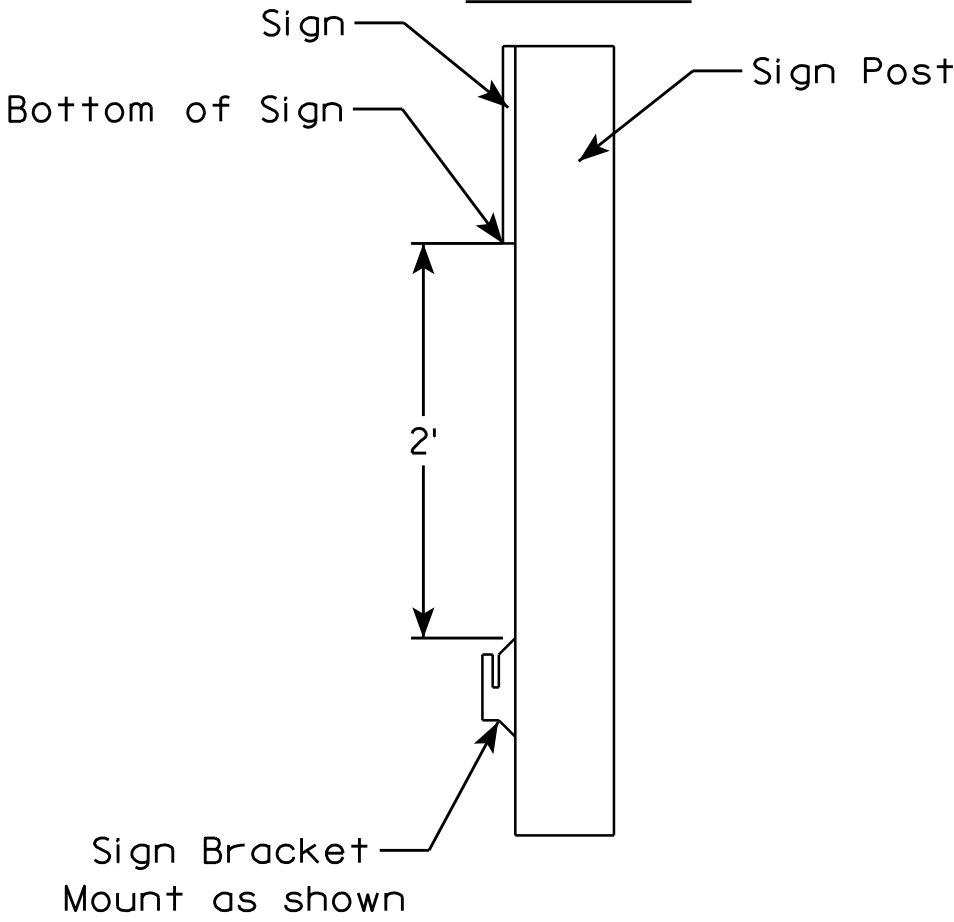
END VIEW



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.

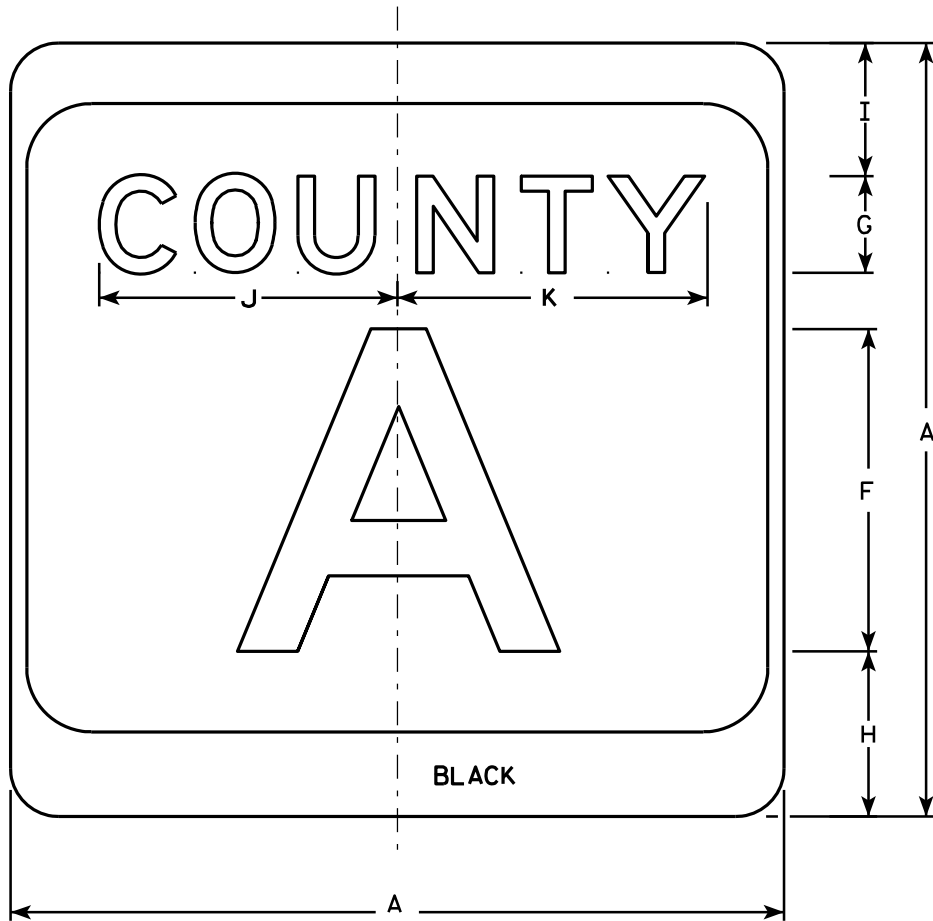
SIDE VIEW



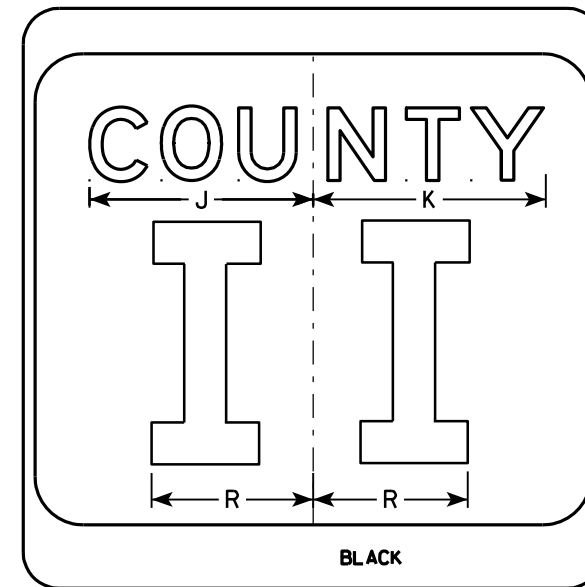
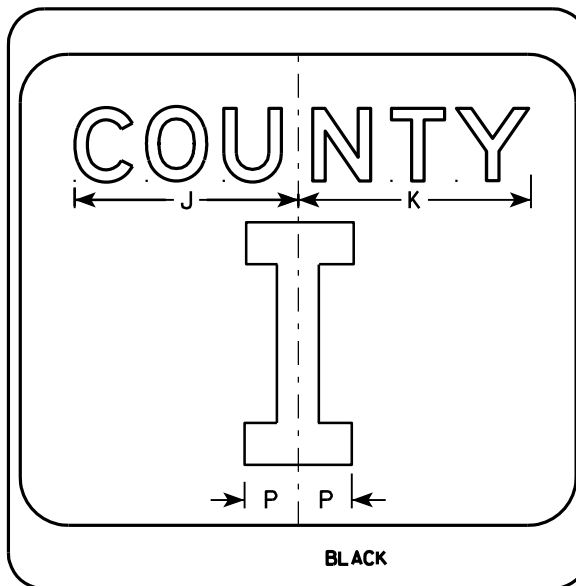
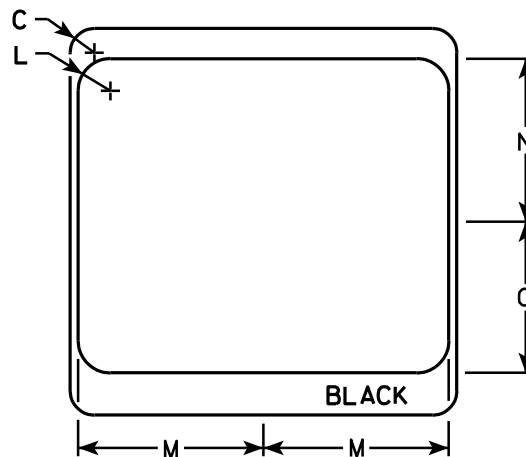
ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 4/26/16 PLA 77 5-56B.2

7



M1-5A



NOTES

1. Sign is Type II - see Note 7 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 7
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. Message Series E for 1 letter.
Message Series D for 2 letters unless message is too big then Series C.
Message Series C for 3 letters unless message is too big then Series B.
6. Substitute appropriate letters & optically center to achieve proper balance.
7. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective

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		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 78	E
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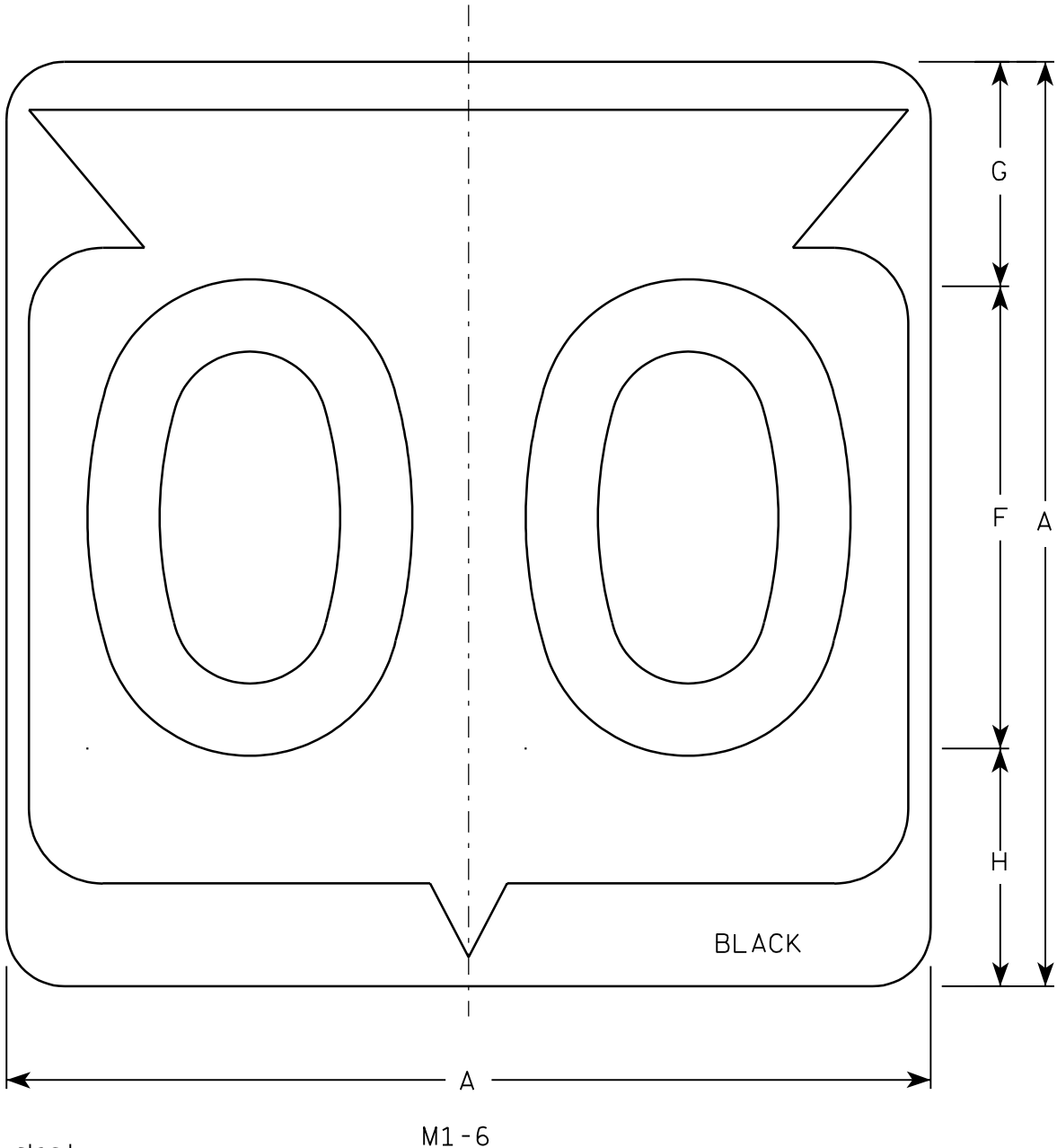
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 9/27/11 PLATE NO. M1-5A.8

7



Metric equivalent
for this sign is:

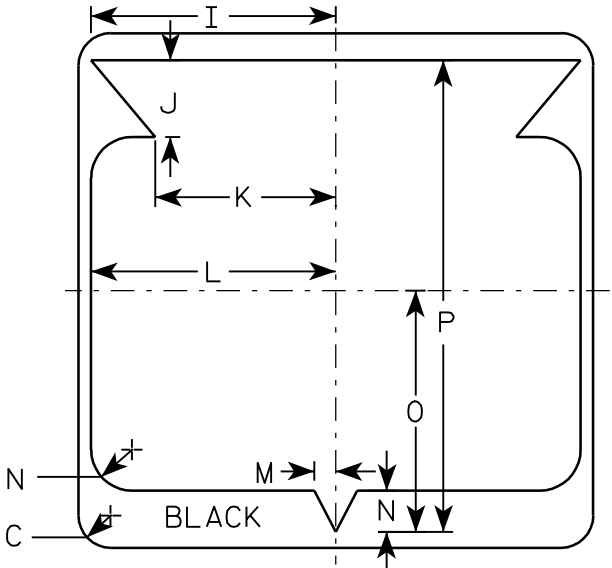
SIZE	
1	
2	600 mm X 600 mm
3	900 mm X 900 mm
4	900 mm X 900 mm
5	900 mm X 900 mm

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 ²
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: 79				E
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NOTES

1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White & Black - See Note 6
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. Substitute appropriate Series numerals and adjust spacing as per plate A10-1.
6. Permanent Signs
Background - Type H Reflective
Detour or temporary Signs
Background - Reflective



7

STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED 
for State Traffic Engineer

DATE 3/20/02 PLATE NO. M1-6.9

7

Metric equivalent
for this sign is:

SIZE	
1	
2	450 mm X 900 mm
3	
4	
5	

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 ²
1																												
2	18	36	1 1/8	3/8		4	2	13 3/4	2 1/2	1 5/8	7 1/4	7	4 3/8	1 3/4	2 5/8	7/8	1/4	3/4	5 1/8	2 1/8							4.5	.41
3																												
4																												
5																												

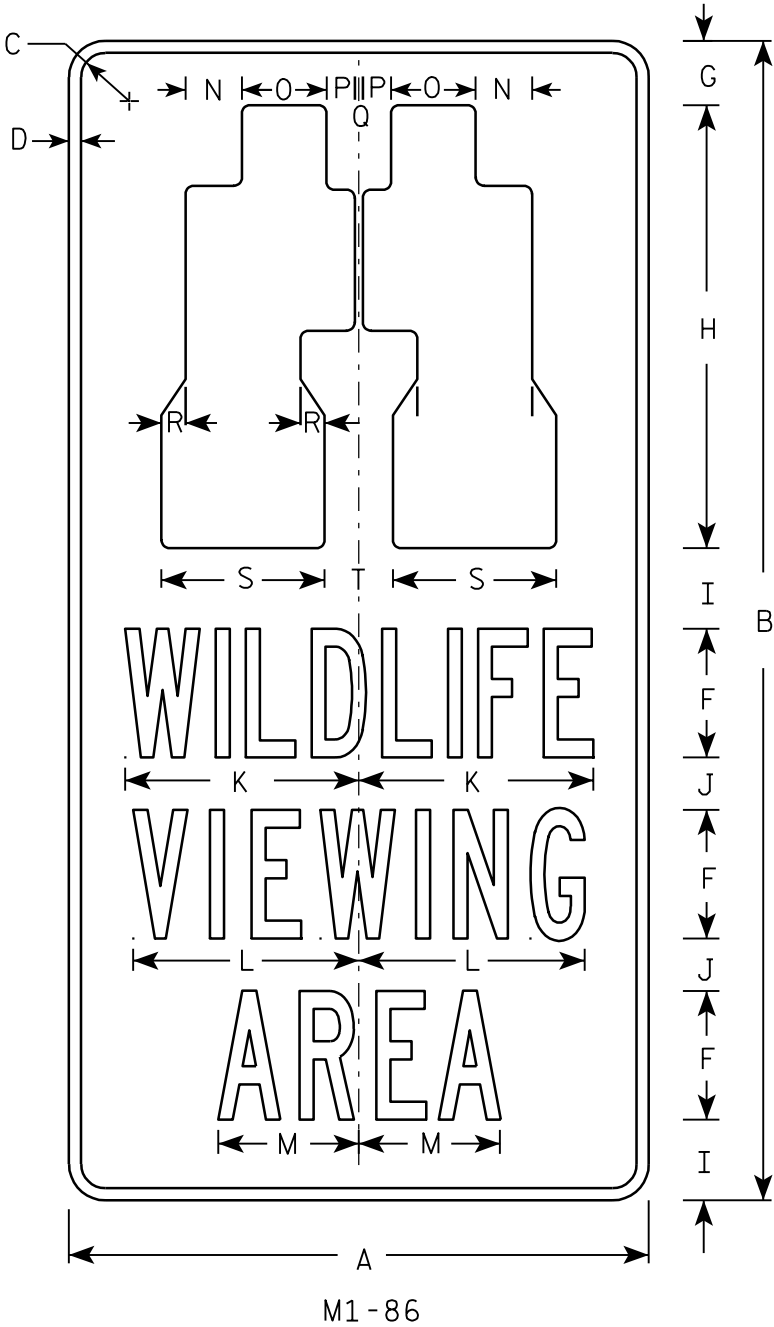
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 80

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 - Brown
Message - White - Type H Reflective
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.

STANDARD SIGN
M1-86

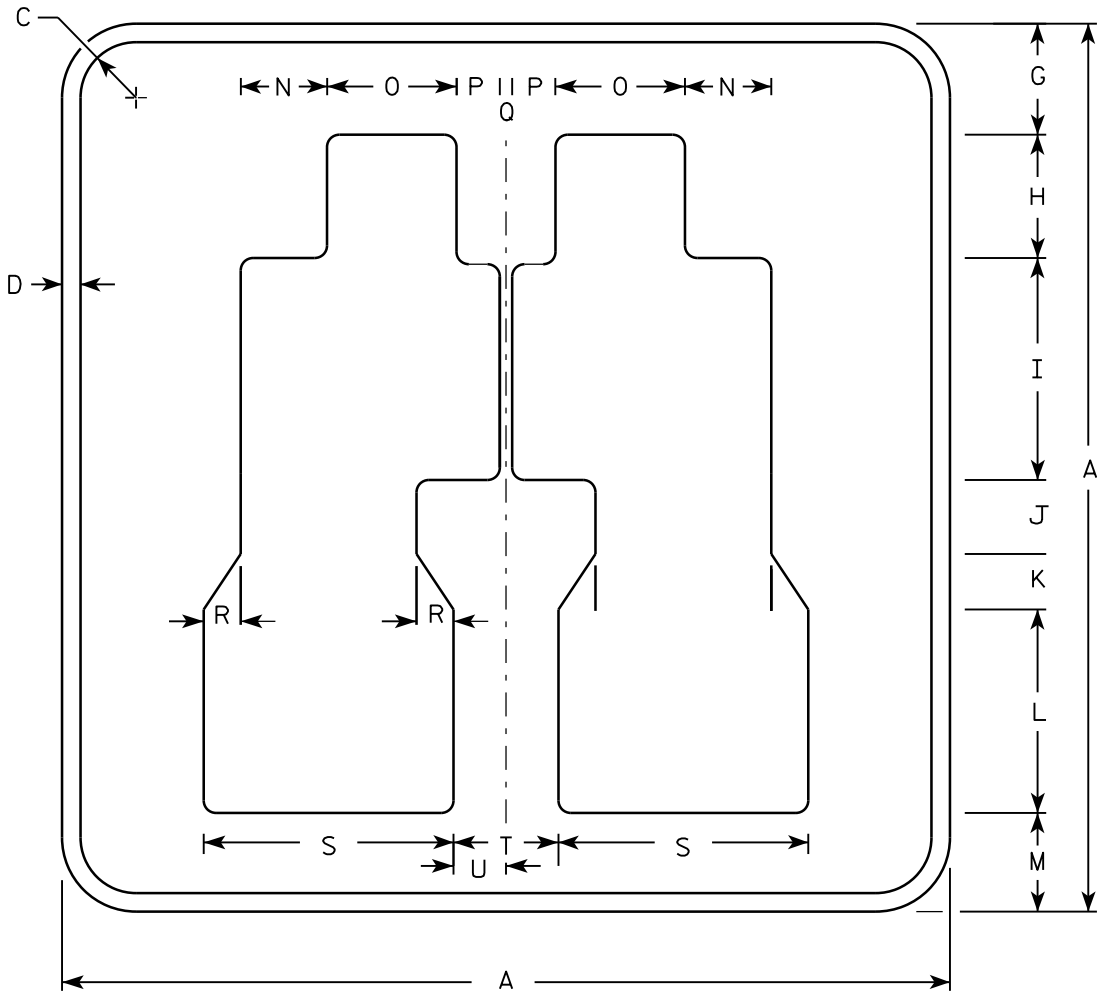
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Chester J. Spang
for State Traffic Engineer

DATE 1/30/02
PLATE NO. M1-86.3

NOTES

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



M1-88

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	8		1 1/8	3/8			1	1 1/8	2	3/4	1/2	1 7/8	7/8	3/4	1 1/8	3/8	1/8	3/8	2 1/4	1							.44
2	18		1 1/8	3/8			2 1/4	2 1/2	4 1/2	1 1/2	1 1/8	4 1/8	2	1 3/4	2 5/8	7/8	1/4	3/4	5 1/8	2 1/8	1 1/16						2.25
3																											
4																											
5																											

STANDARD SIGN

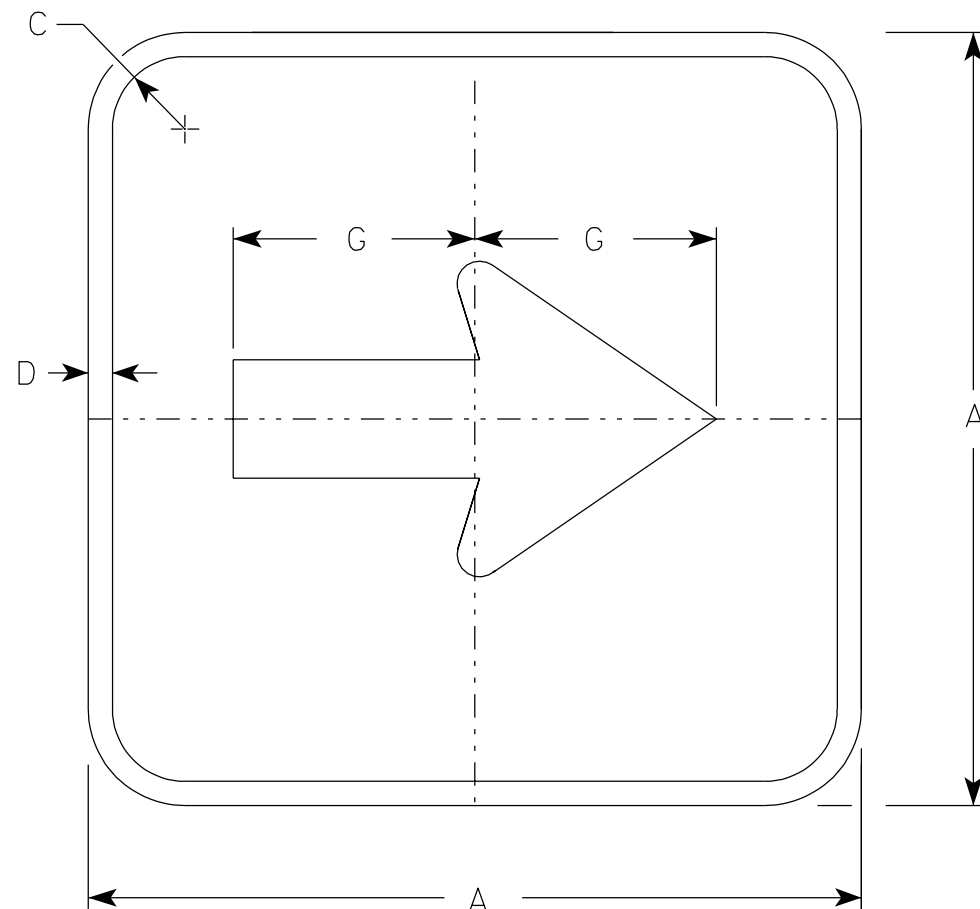
M1-88

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/16/15 PLAT 81 M1-88.3

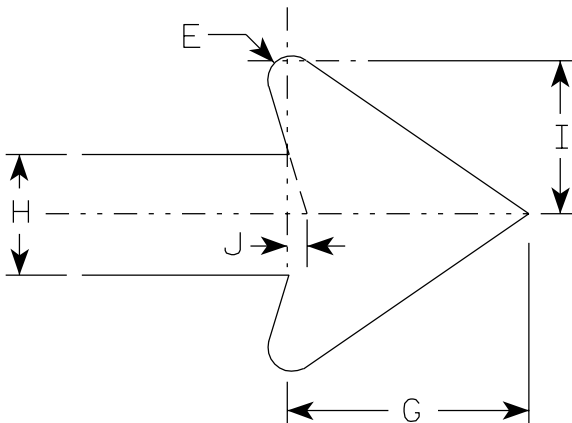
SHEET NO: E



M1-88A

NOTES

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



Metric equivalent for this sign is:

SIZE	
1	
2	300 mm X 300 mm
3	
4	
5	

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 m2
1																												
2	12		1 1/8				3 3/4	1 7/8	2 3/8	5/16																	1.0	.09
3																												
4																												
5																												

STANDARD SIGN
M1-88A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Christa J. Spang
for State Traffic Engineer

DATE 1/30/02 PLATE NO. M1-88A.2

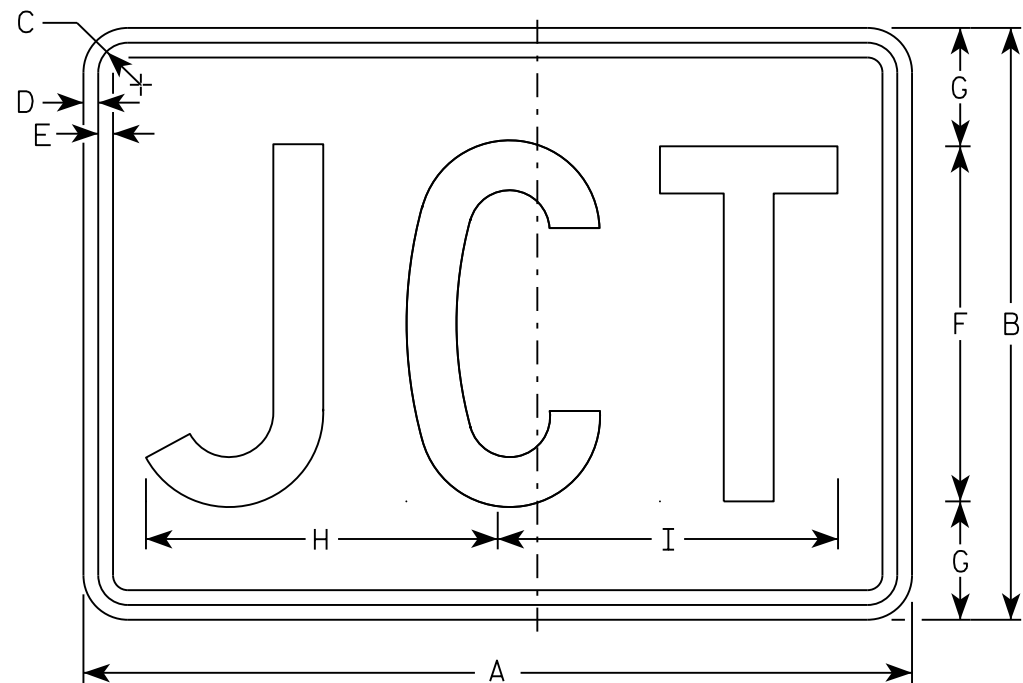
PROJECT NO:

HWY:

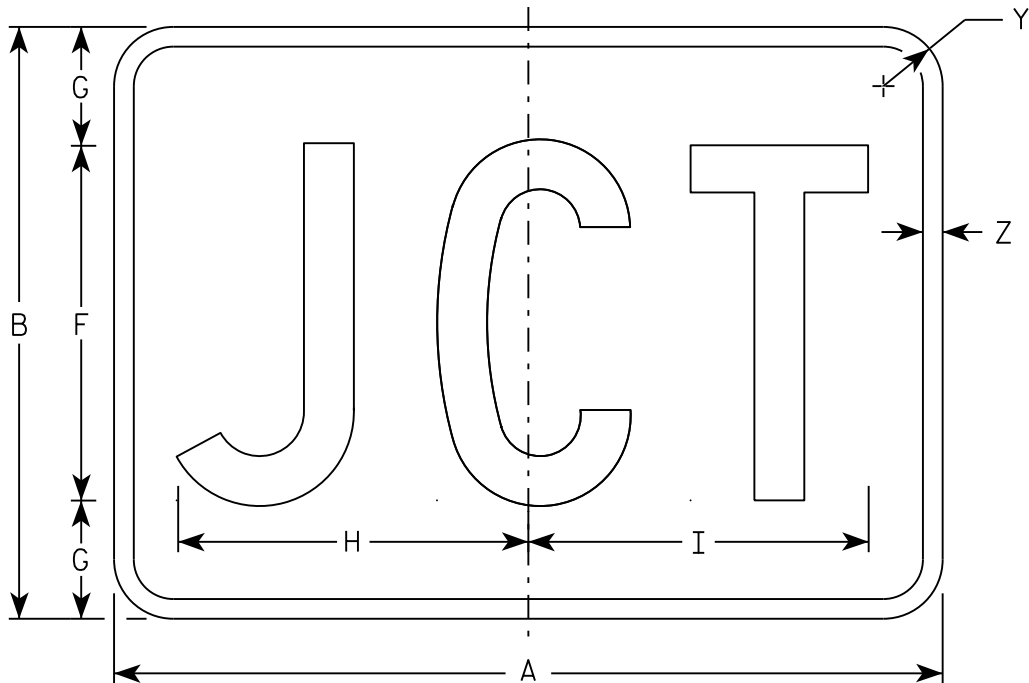
COUNTY:

SHEET NO: 82

E



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

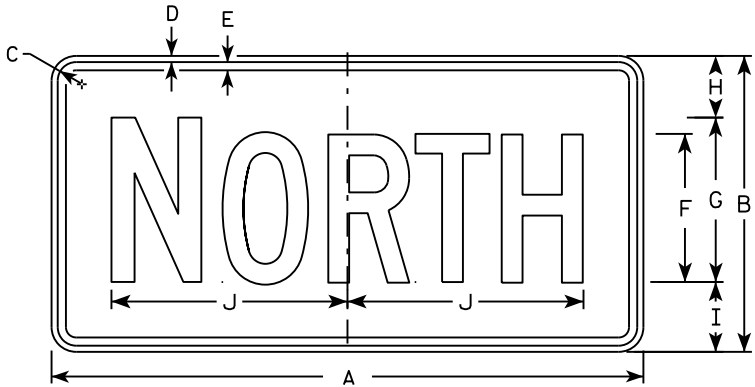
Matthew R. Rauch

For State Traffic Engineer

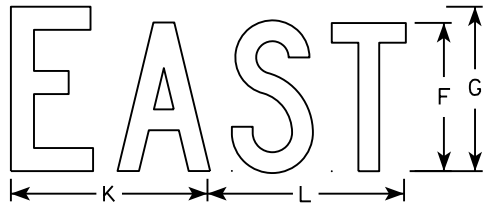
DATE 10/15/15

PLATE 83

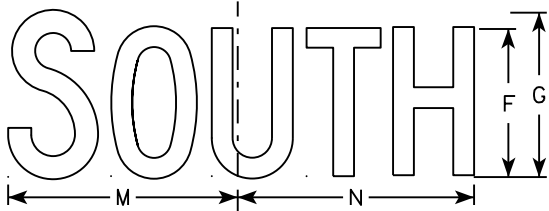
'2-1.12



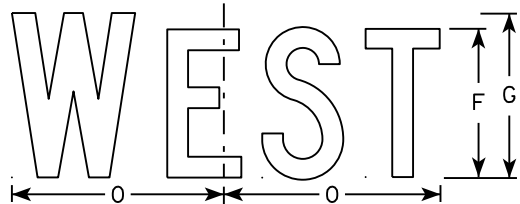
M3-1
MM3-1
MP3-1



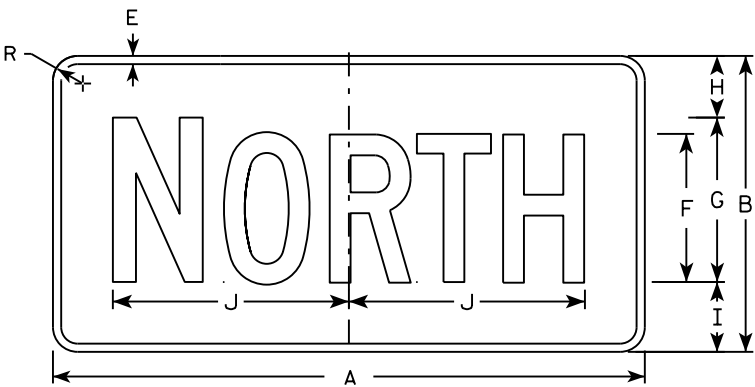
M3-2
MM3-2
MP3-2



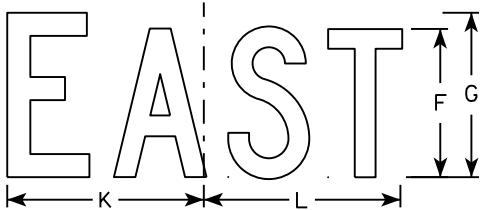
M3-3
MM3-3
MP3-3



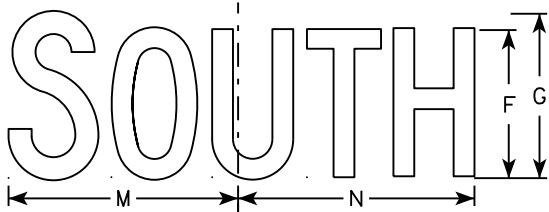
M3-4
MM3-4
MP3-4



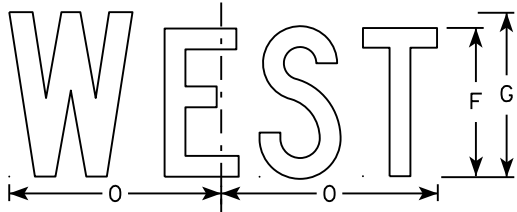
MB3-1
MK3-1
MN3-1



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.

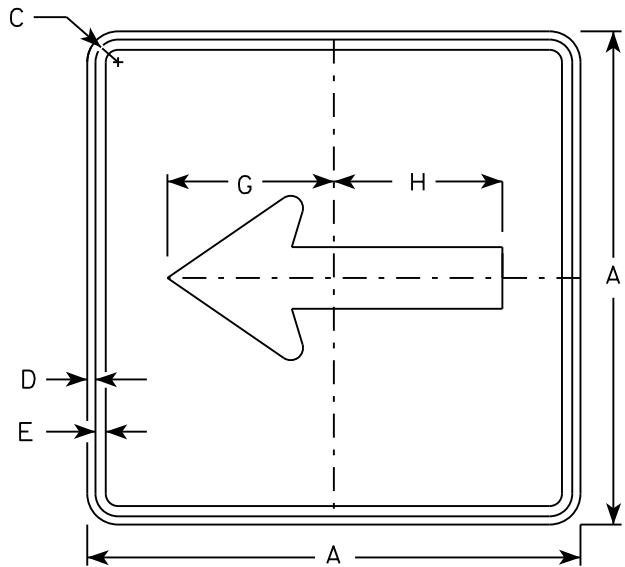
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8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

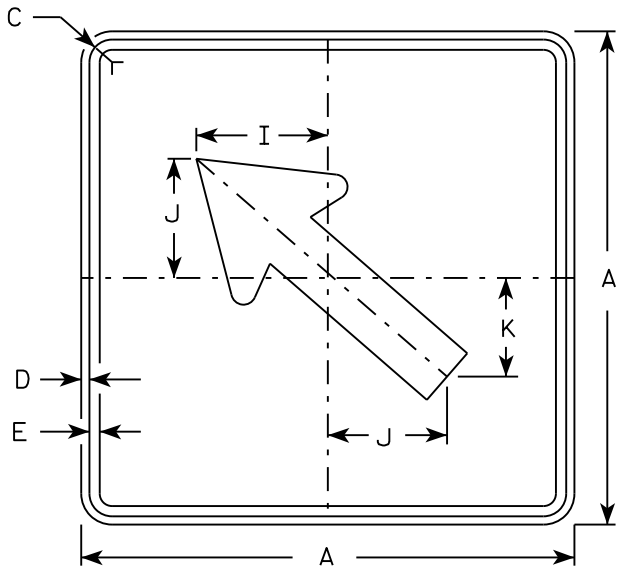
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

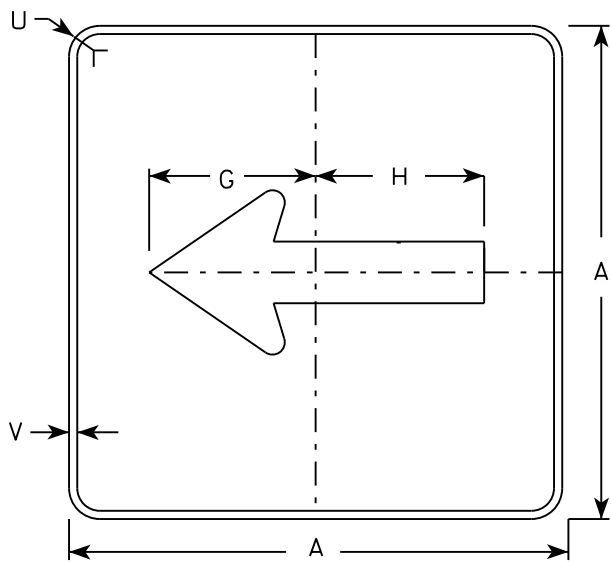
DATE 10/15/15 PLATE NO. M3-1.14
84



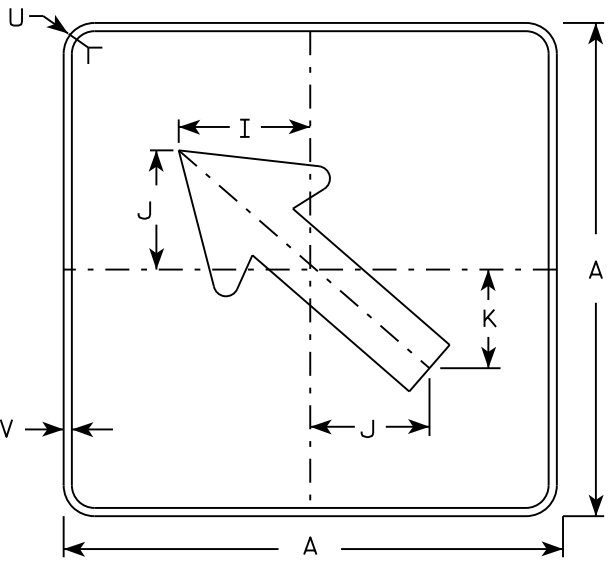
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



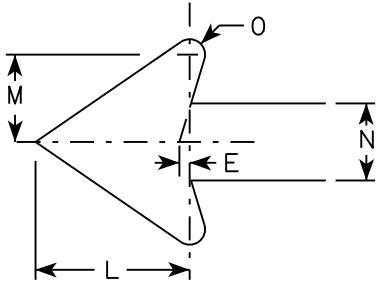
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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:

DATE 10/15/15

PLAT 85

SHEET NO:

E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

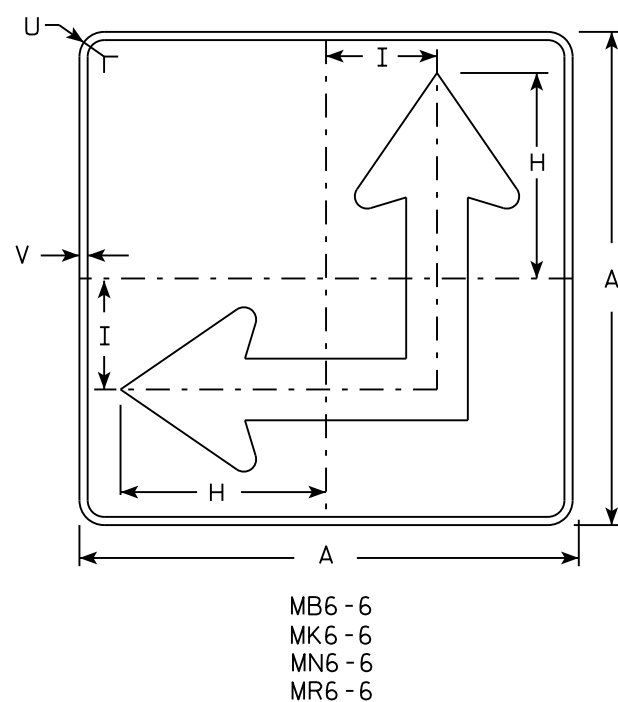
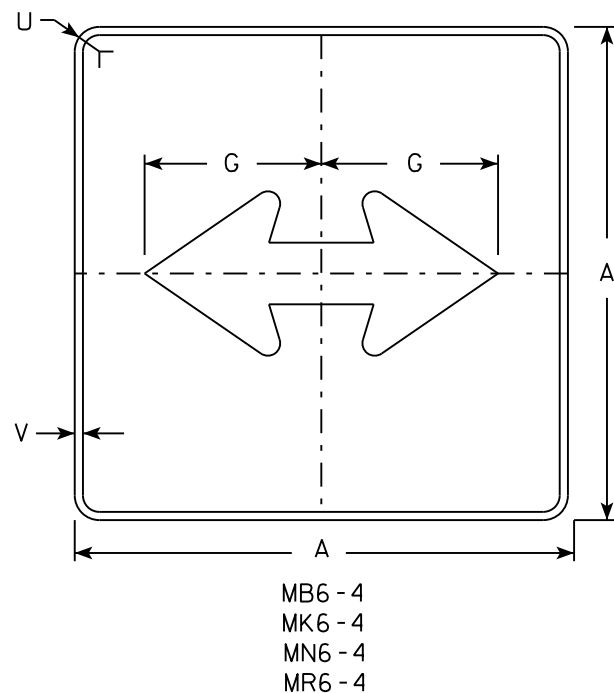
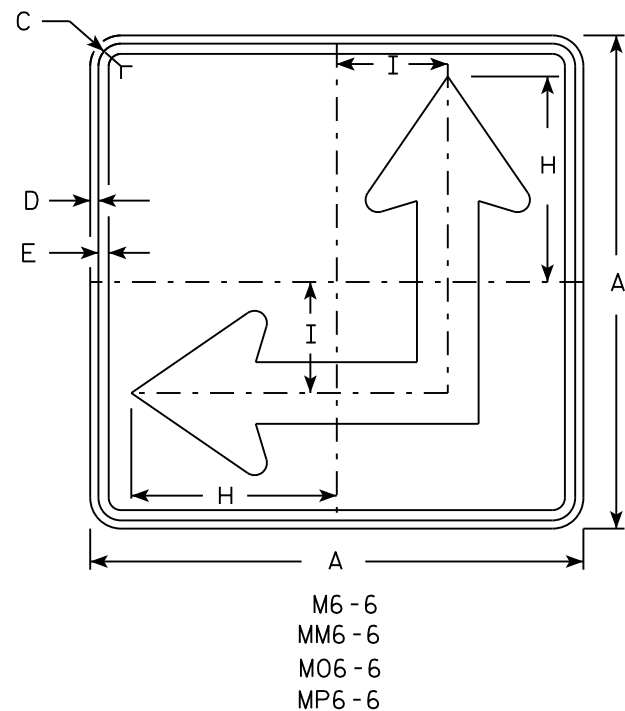
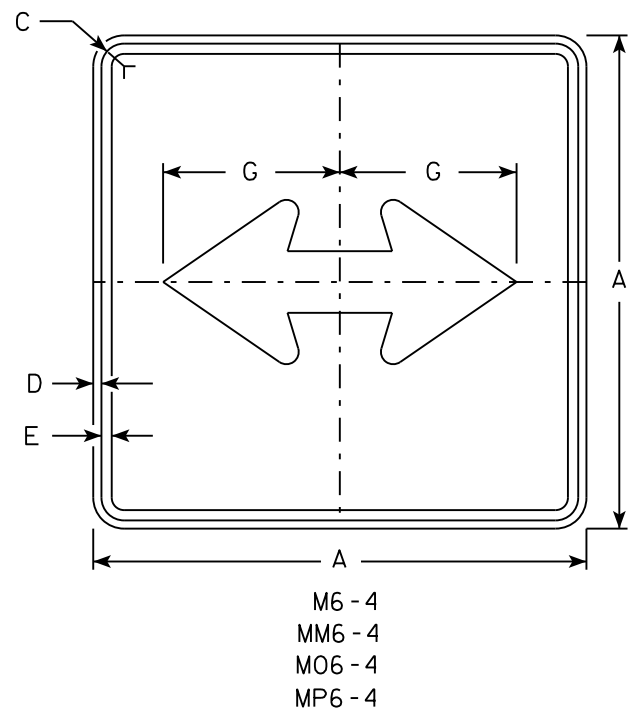
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15

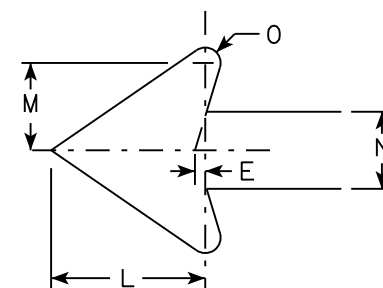
PLAT 85

M6-1.15



NOTES

- Signs are Type II - Type H 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.
- M6-4 and M6-6 Background - White
Message - Black
MB6-4 and MB6-6 Background - Blue
Message - White
MK6-4 and MK6-6 Background - Green
Message - White
MM6-4 and MM6-6 Background - White
Message - Green
MN6-4 and MN6-6 Background - Brown
Message - White
MO6-4 and MO6-6 Background - Orange - Type F Reflective
Message - Black
MP6-4 and MP6-6 Background - White
Message - Blue
MR6-4 and MR6-6 Background - Brown
Message - Yellow
- M6-6R same as M6-6L except arrow points ahead and 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 1/2	8 3/4	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	12 1/2	6 3/4			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	12 1/2	6 3/4			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	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25

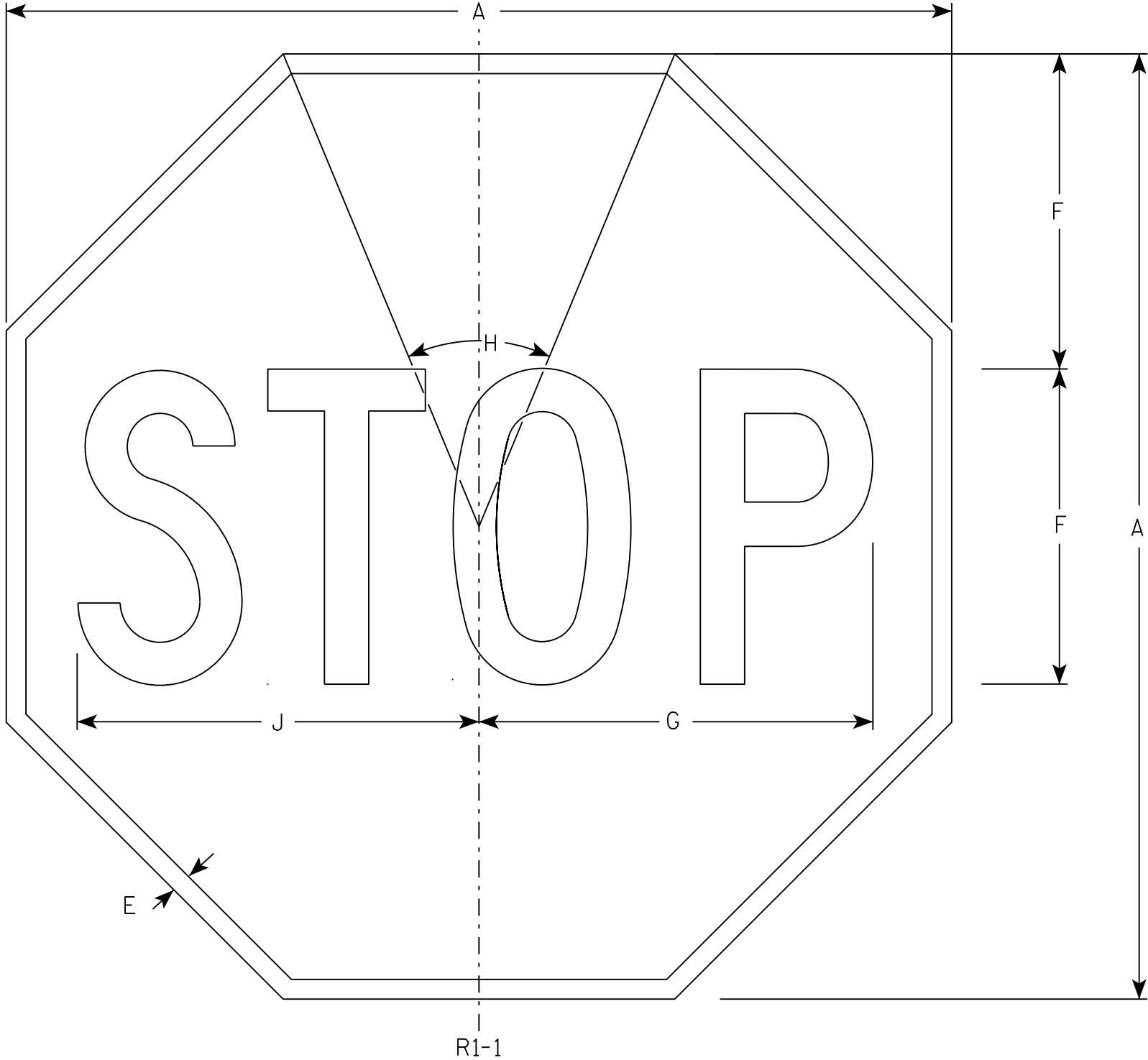
PROJECT NO:	HWY:	COUNTY:	PLAT NO:	SHEET NO:	E
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STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLAT 86 M6-4.10



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

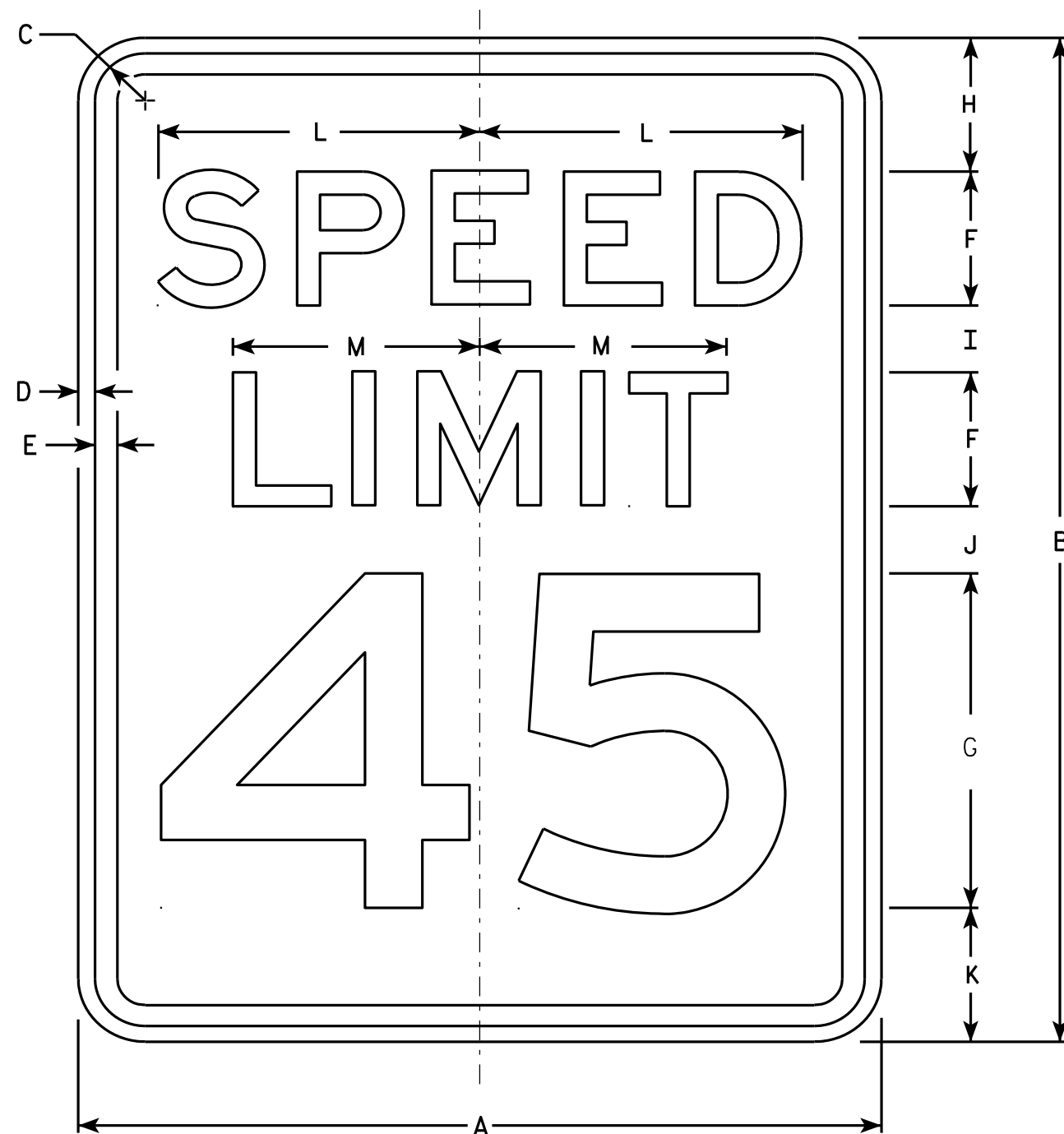
STANDARD SIGN

R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE 87 R1-1.13



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.

R2-1

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	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

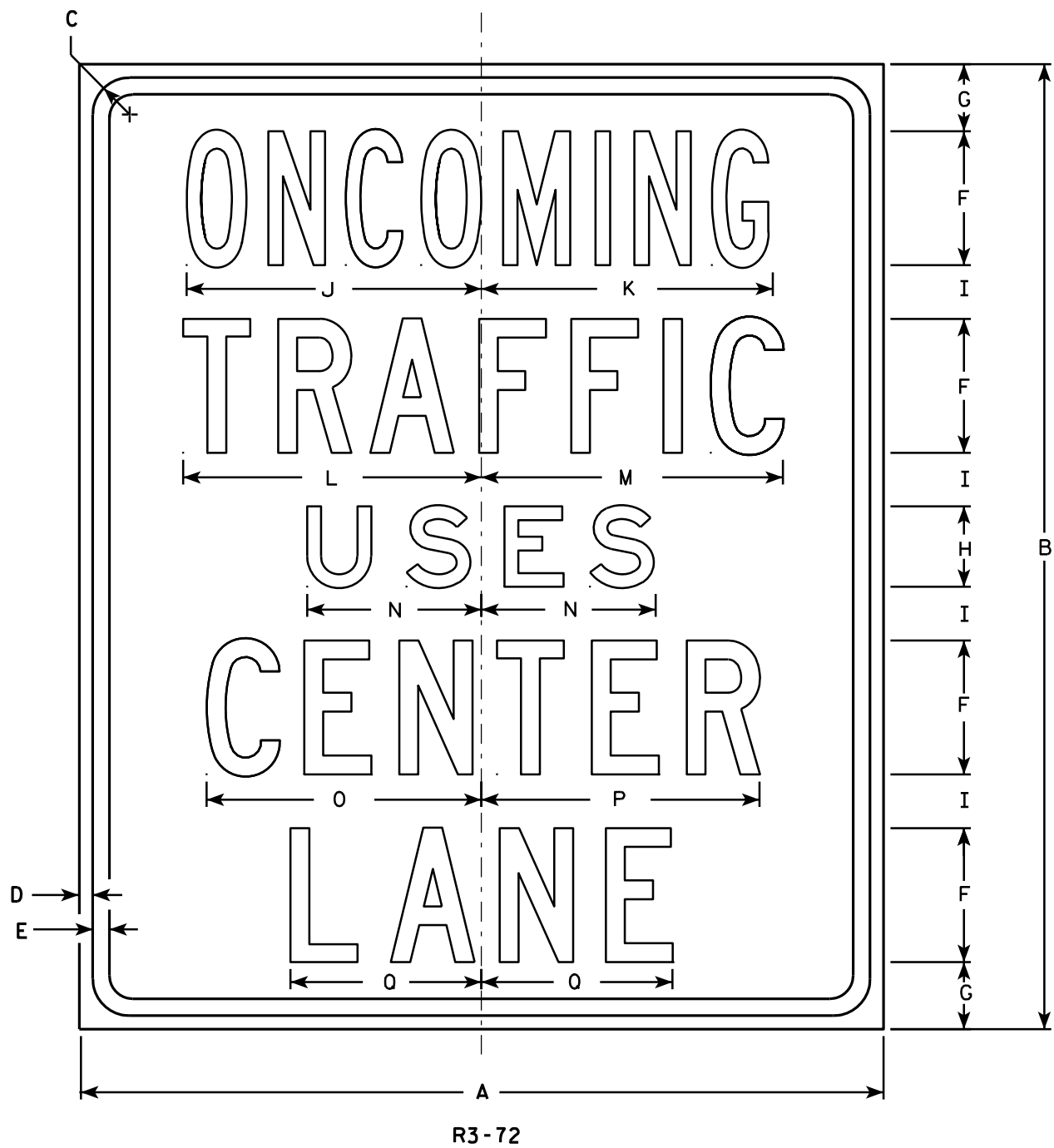
STANDARD SIGN
R2-1

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: 88 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 - Line 1 is Series B, Lines 2, 4 and 5 are Series C, and Line 3 is 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	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50
2S	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50
2M	30	36	1 3/8	1/2	5/8	5	2 1/2	3	2	11	10 7/8	11 1/8	11 1/4	6 1/2	10 1/4	10 3/8	7 1/8										7.50
3																											
4																											
5																											

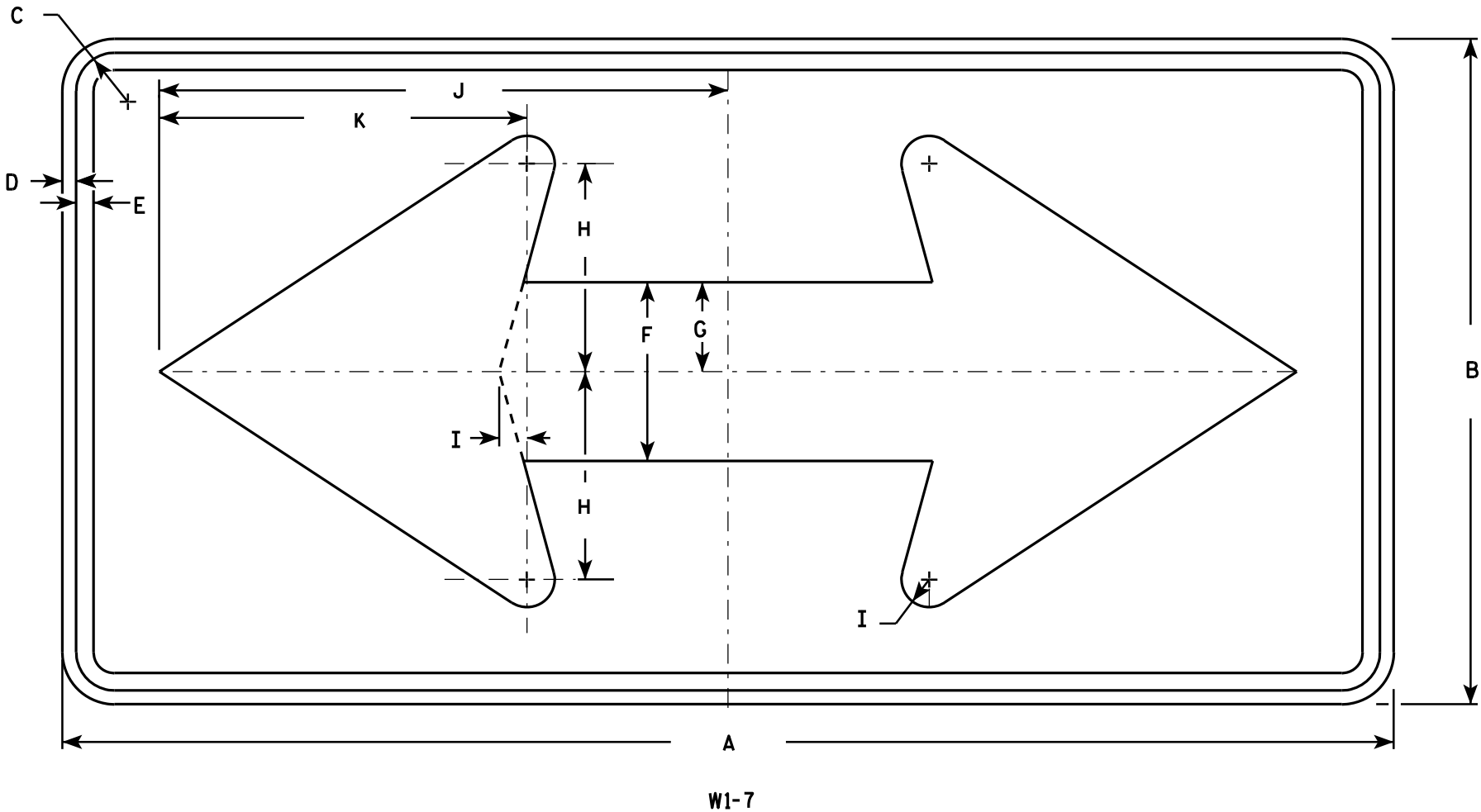
STANDARD SIGN R3-72

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/25/2011 PLATE NO. R3-72.5

PROJECT NO: HWY: COUNTY: SHEET NO: 89 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.

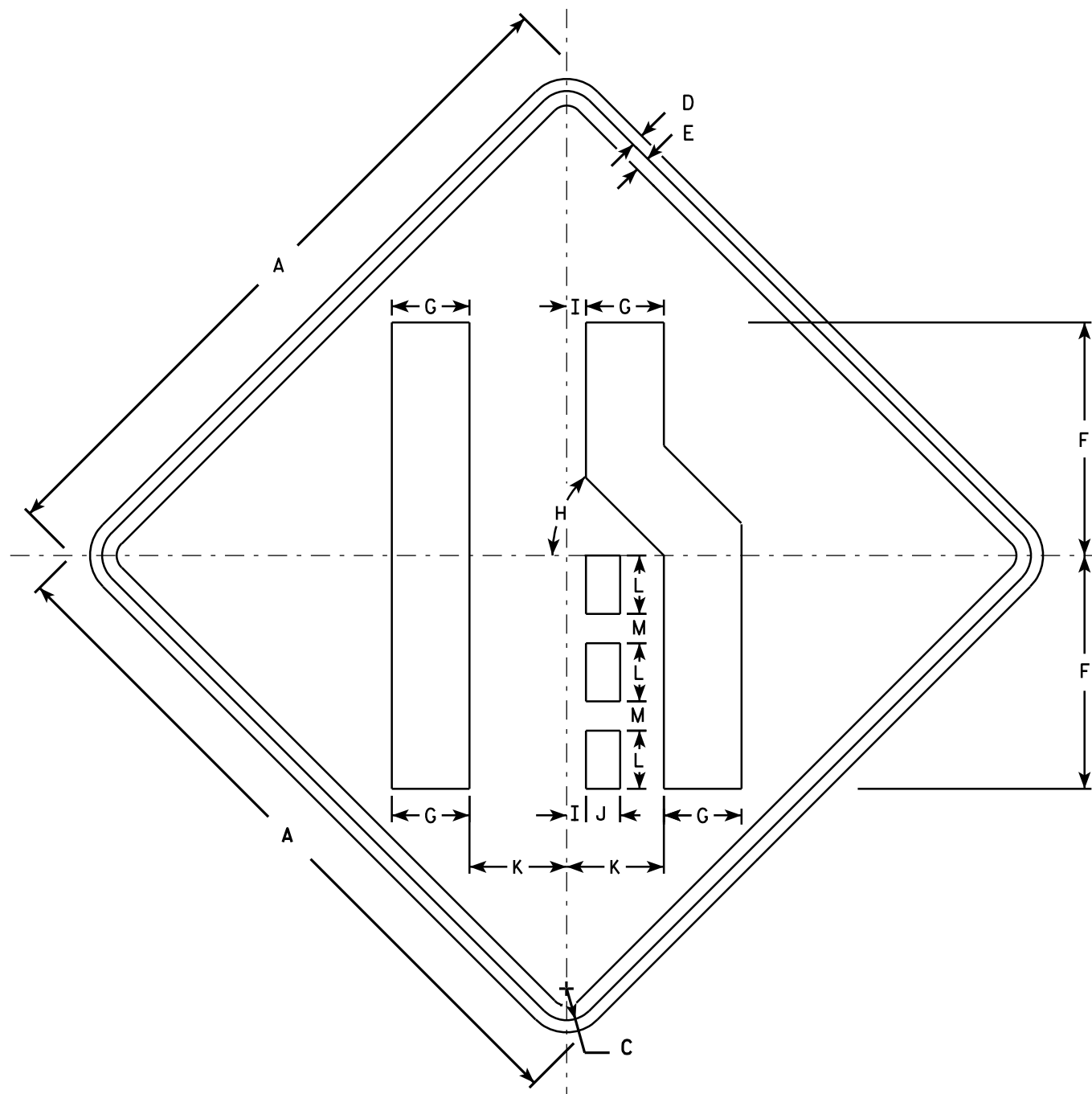
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30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



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - 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. W4-2L is the same as W4-2R except the symbols 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	30		1 3⁄8	1⁄2	5⁄8	10	3 3⁄8	45°	7⁄8	1 1⁄2	4 1⁄4	2 1⁄2	1 1⁄4														6.25
2S	36		1 5⁄8	5⁄8	3⁄4	12	4	45°	1	1 3⁄4	5	3	1 1⁄2														9.0
2M	36		1 5⁄8	5⁄8	3⁄4	12	4	45°	1	1 3⁄4	5	3	1 1⁄2														9.0
3	36		1 5⁄8	5⁄8	3⁄4	12	4	45°	1	1 3⁄4	5	3	1 1⁄2														9.0
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 W4-2

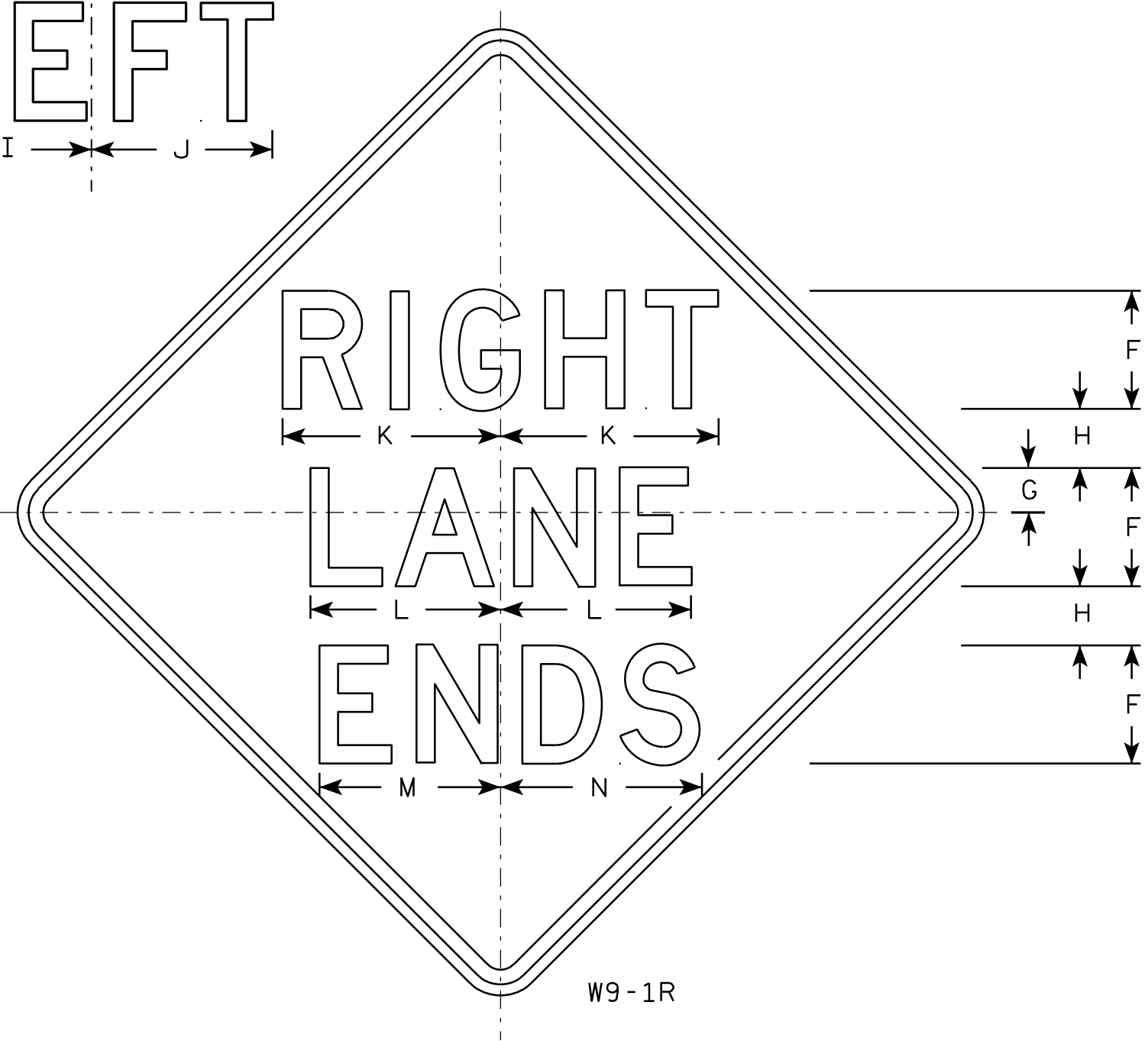
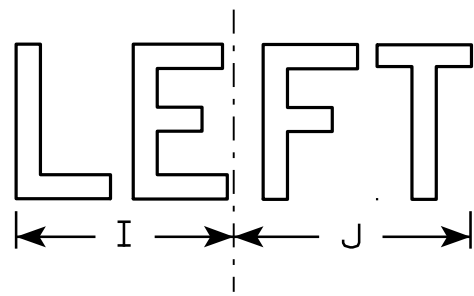
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/12/13 PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 91



W9-1R

NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. 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. W9-1L same as W9-1R except the word Left replaces Right.

7

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	30		1 3/8	1/2	5/8	5	1 1/2	2 1/2	7 1/8	7 5/8	9 1/4	8 1/8	7 5/8	8 5/8													6.25
2S	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
2M	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
3	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
4	36		1 5/8	5/8	3/4	6	2	3	8 1/2	9 1/8	11	9 3/4	9	10 3/8													9.0
5	48		2 1/4	3/4	1	8	3	4	11 1/4	12 1/4	14 3/4	12 7/8	12 1/4	13 5/8													16.0

PROJECT NO:

SHEET NO: 92

E

STANDARD SIGN

W9-1

WISCONSIN DEPT OF TRANSPORTATION

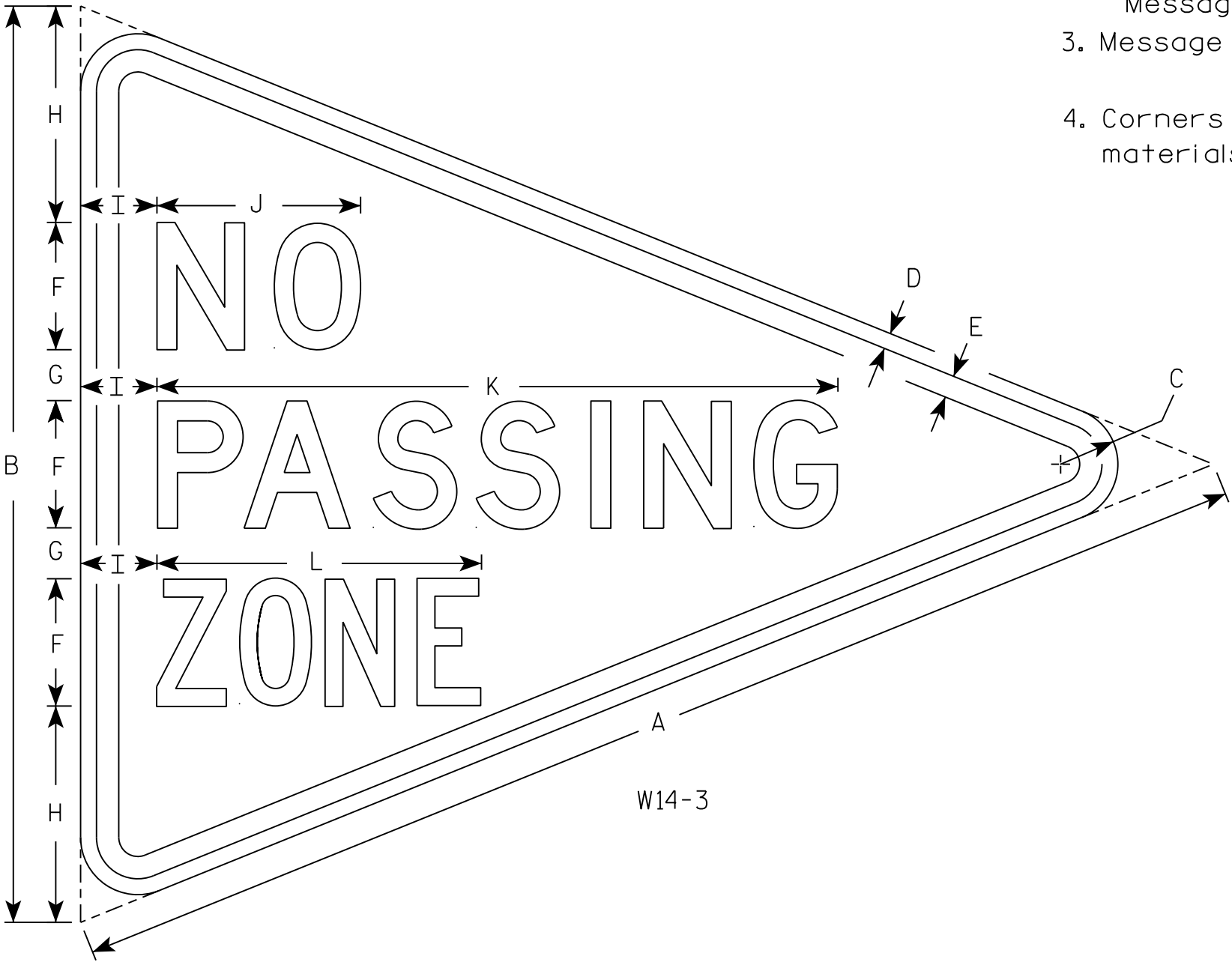
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/18/13

PLATE NO. W9-1.8

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - Lines 1 and 2 are Series D.
Line 3 is series C.
- 4. Corners and borders shall be rounded on all base materials for this sign.



7

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	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 93

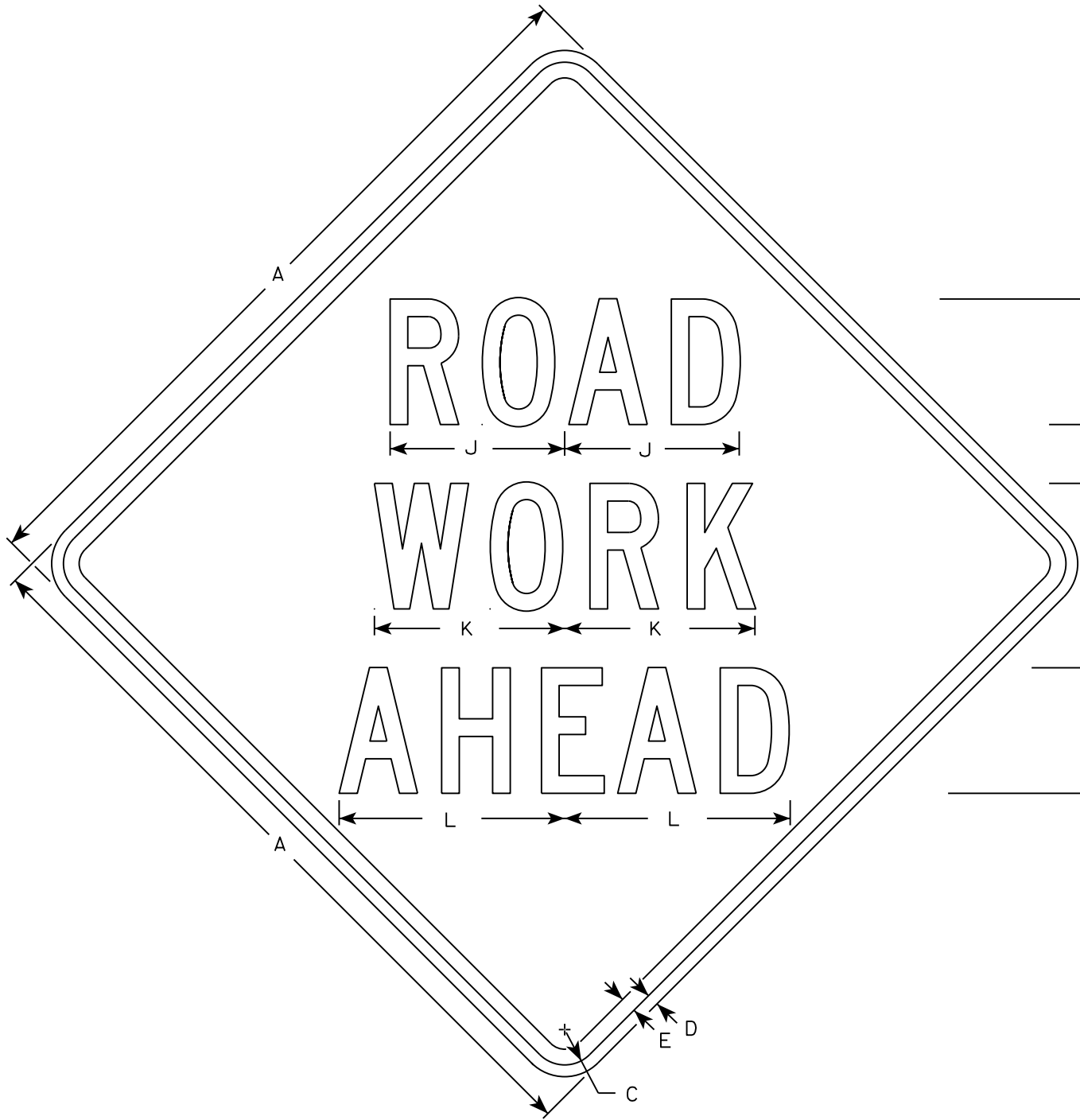
E

STANDARD SIGN
W14-3

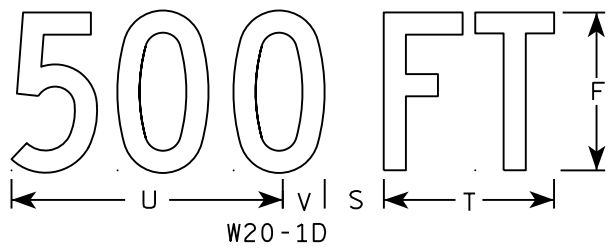
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

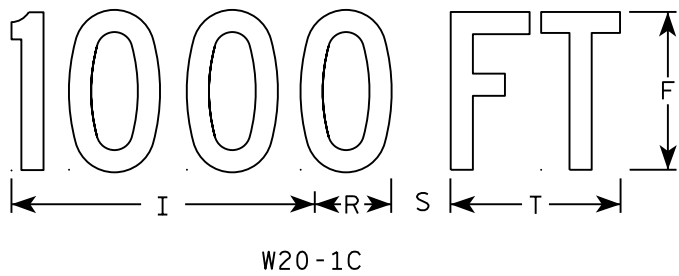
DATE 3/21/17 PLATE NO. W14-3.10



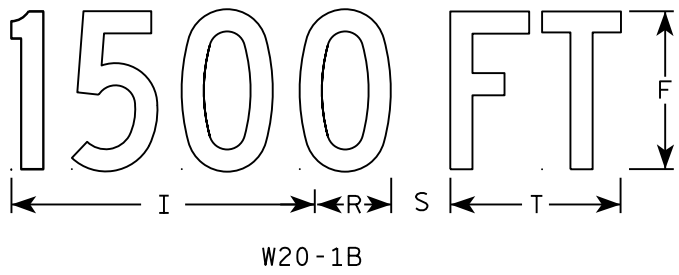
W20-1A



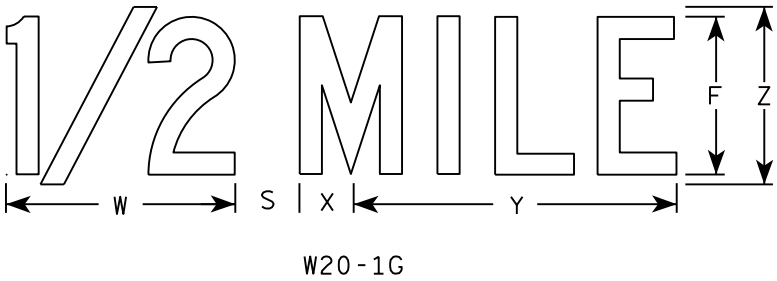
W20-1D



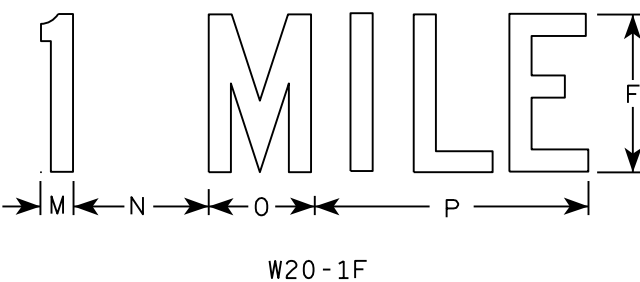
W20-1C



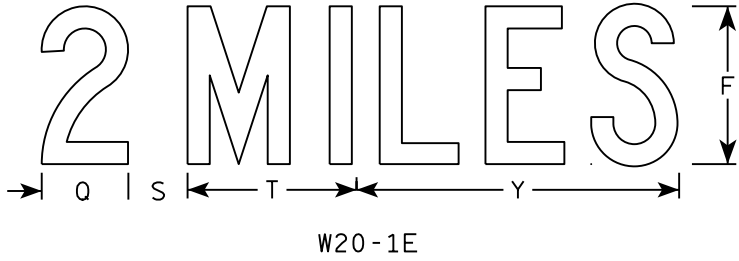
W20-1B



W20-1G



W20-1F



W20-1E

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.

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

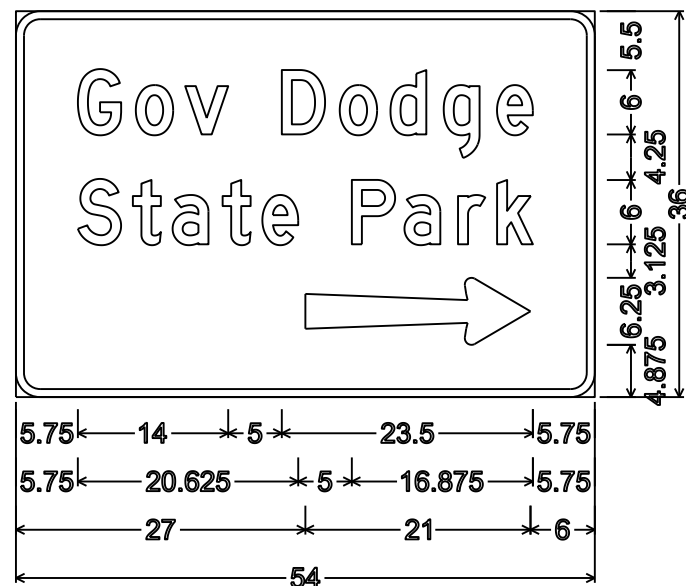
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

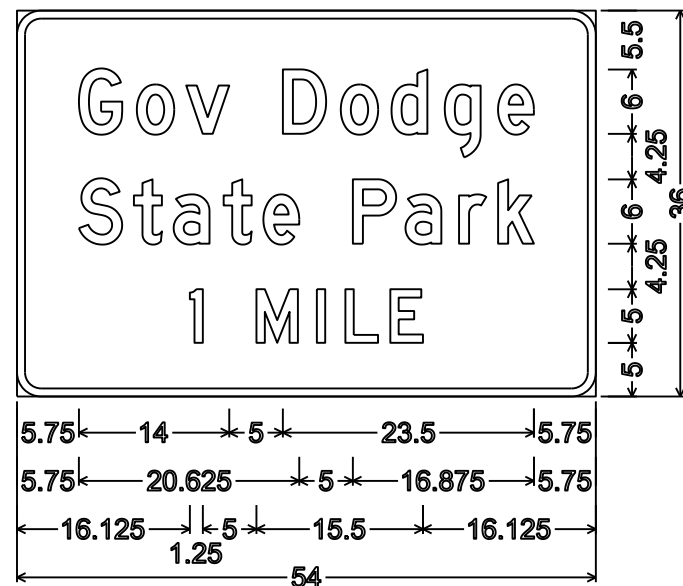
94

NOTES

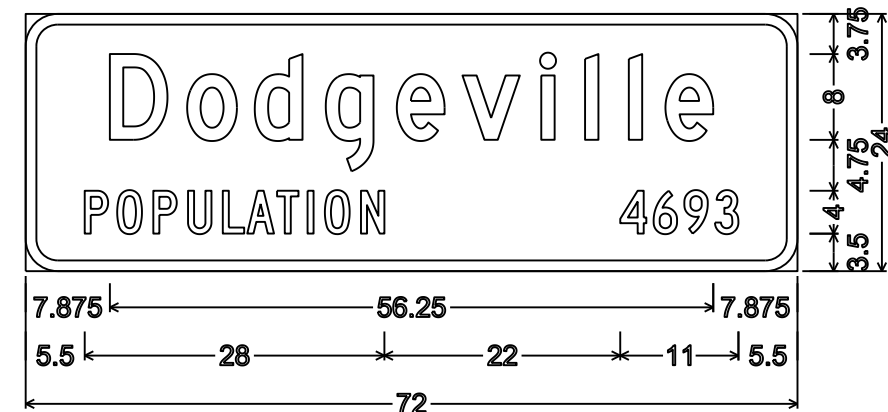
1. All Signs Type II - Type H Reflective
2. Color:
Background - Green except as noted
Message - White
3. Message Series - E except as noted



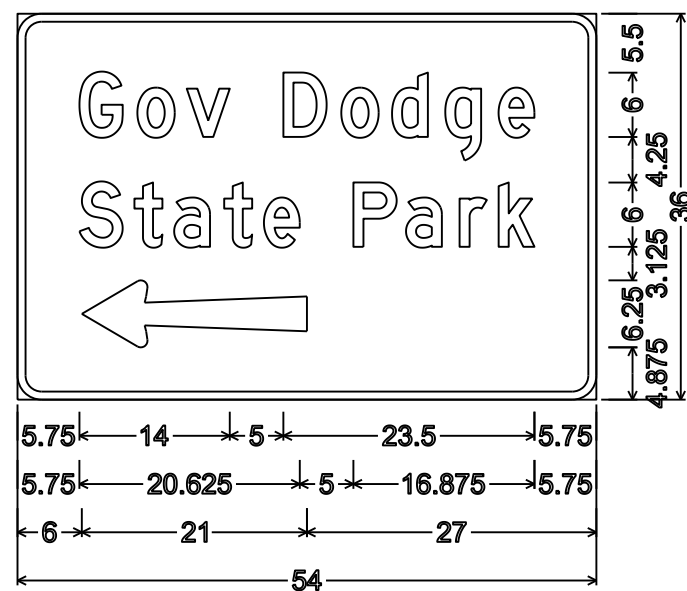
D7-53R;
2.250" Radius, 0.750" Border, White on Brown;
"Gov" D; "Dodge" D; "State" D; "Park" D



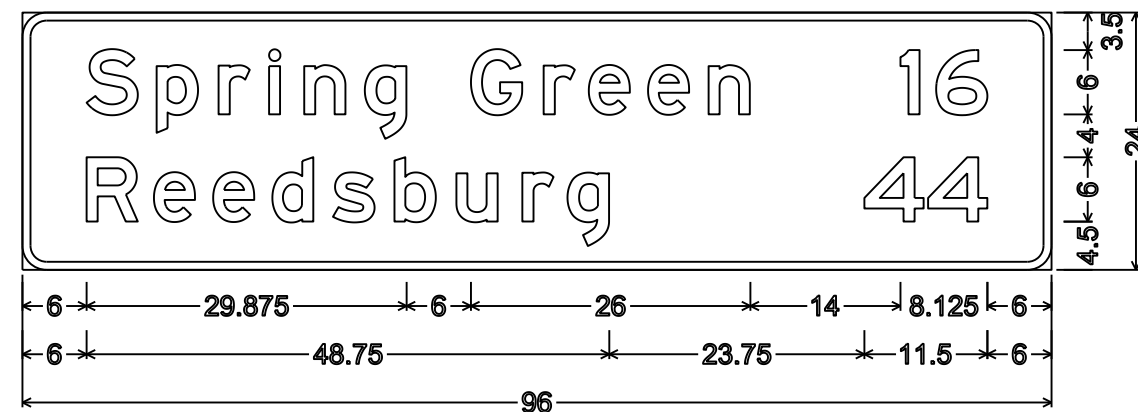
D7-51;
2.250" Radius, 0.750" Border, White on Brown;
"Gov" D; "Dodge" D; "State" D; "Park" D;
"1" D; "MILE" D



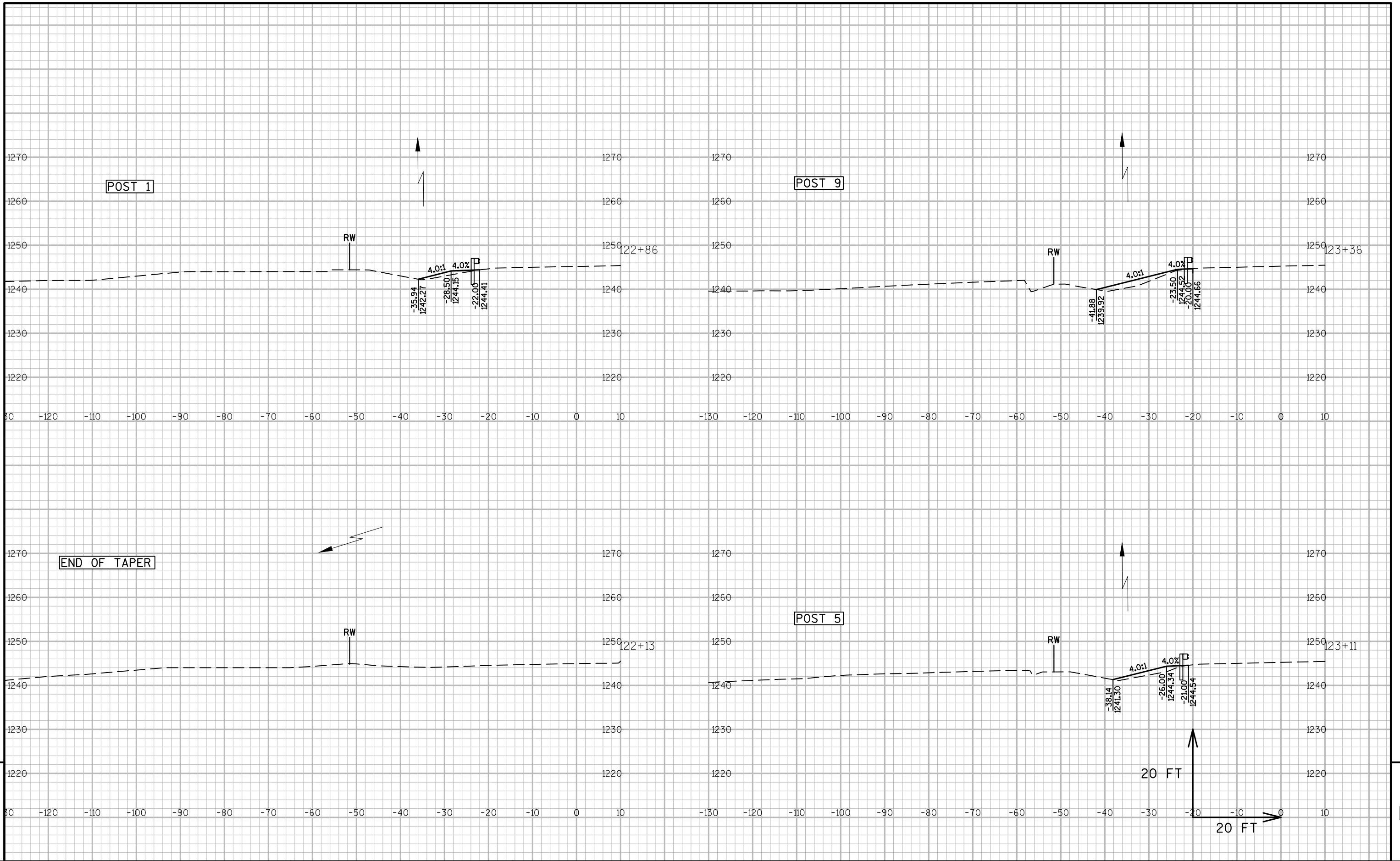
I2-3; 3.000" Radius, 1.000" Border,
"Dodgeville" D; "POPULATION" C; "4693" C

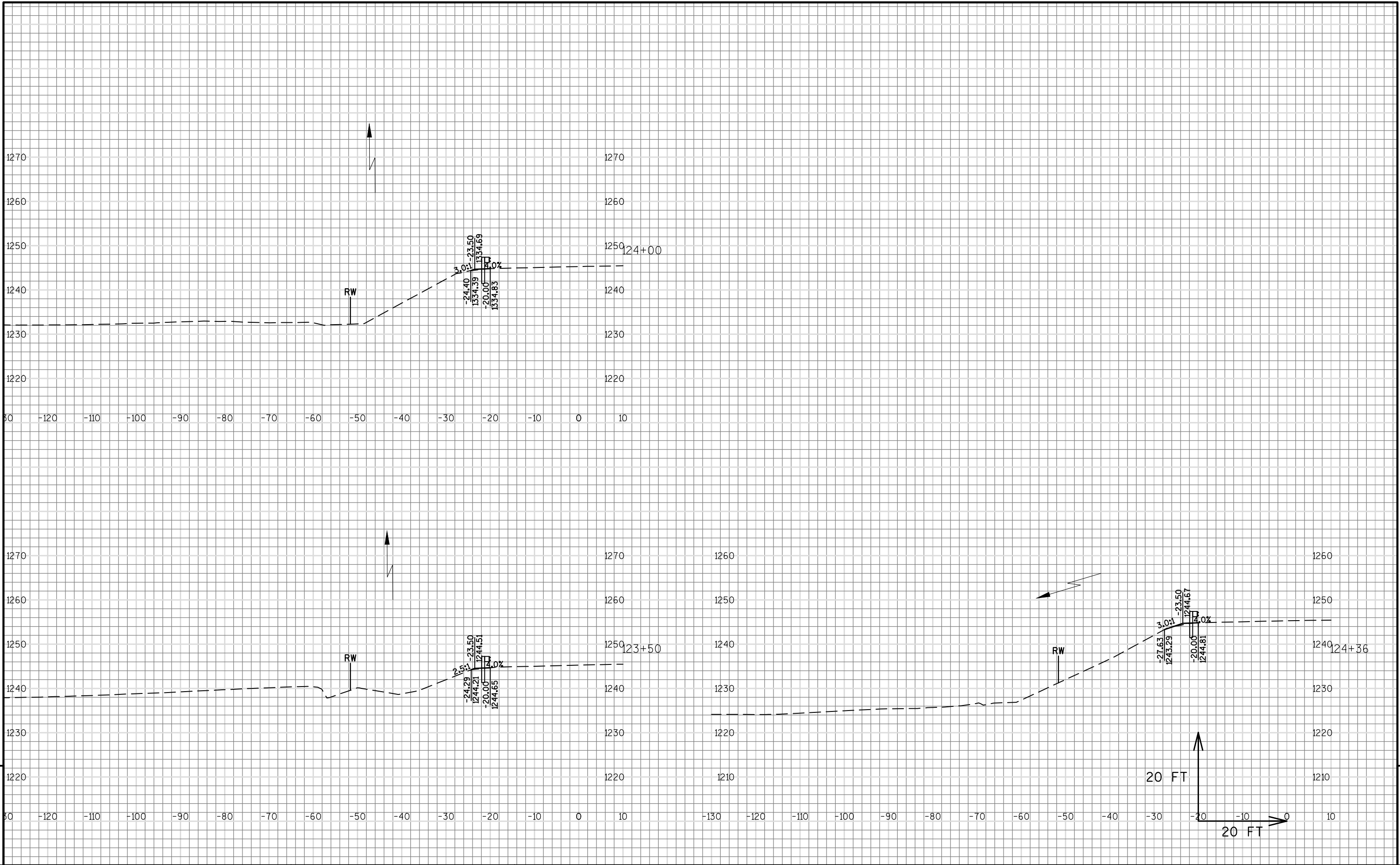


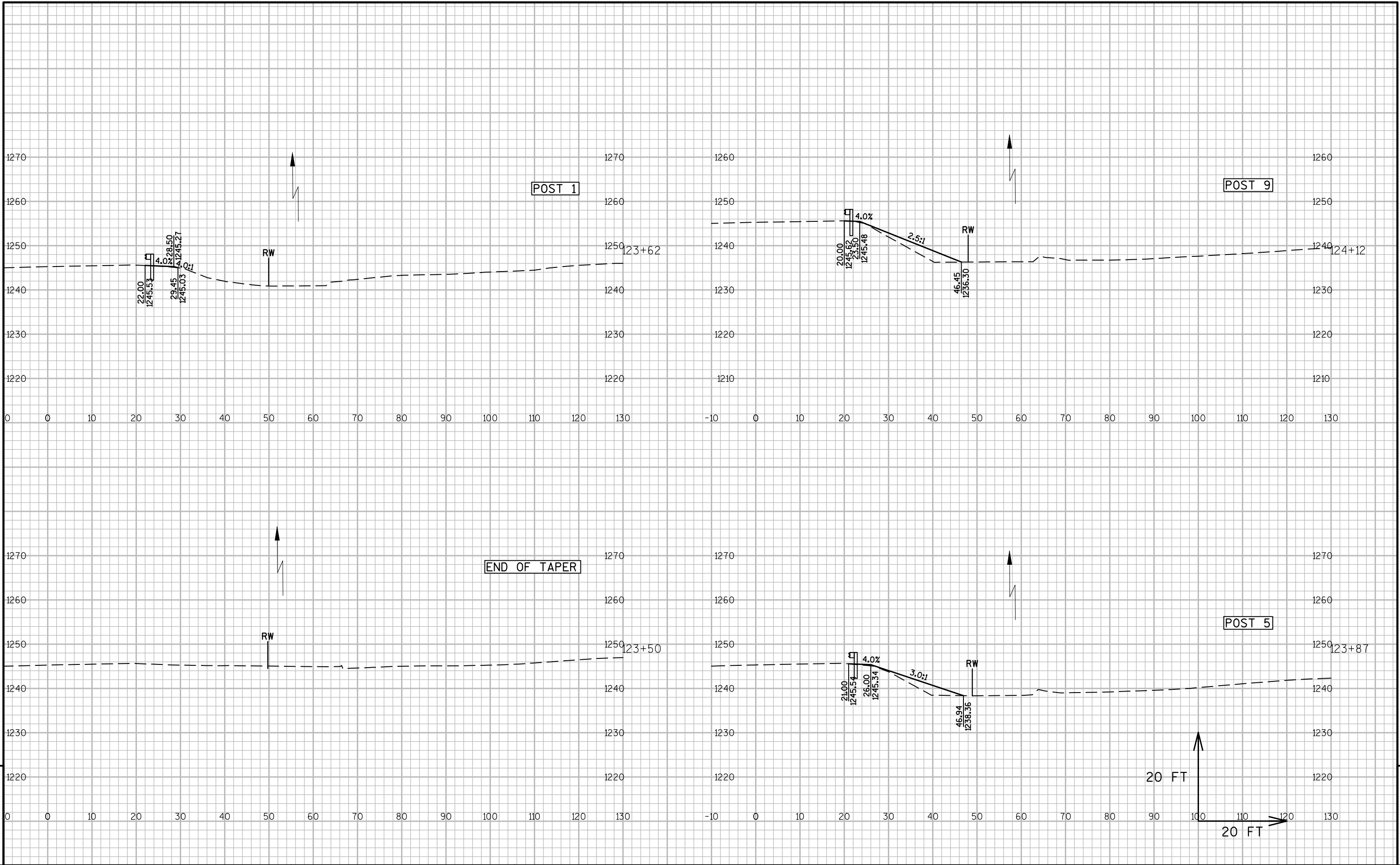
D7-53L;
2.250" Radius, 0.750" Border, White on Brown;
"Gov" D; "Dodge" D; "State" D; "Park" D

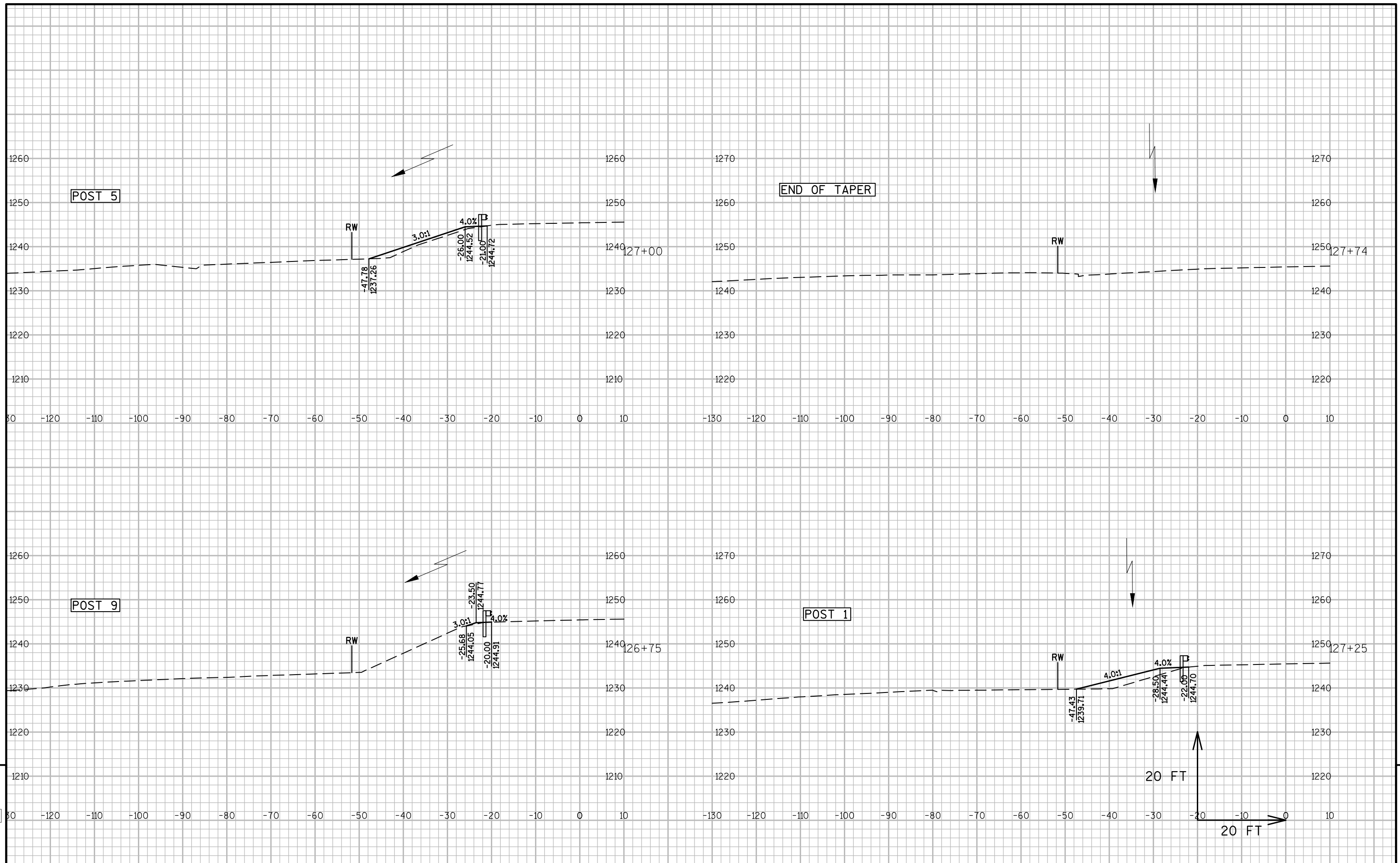


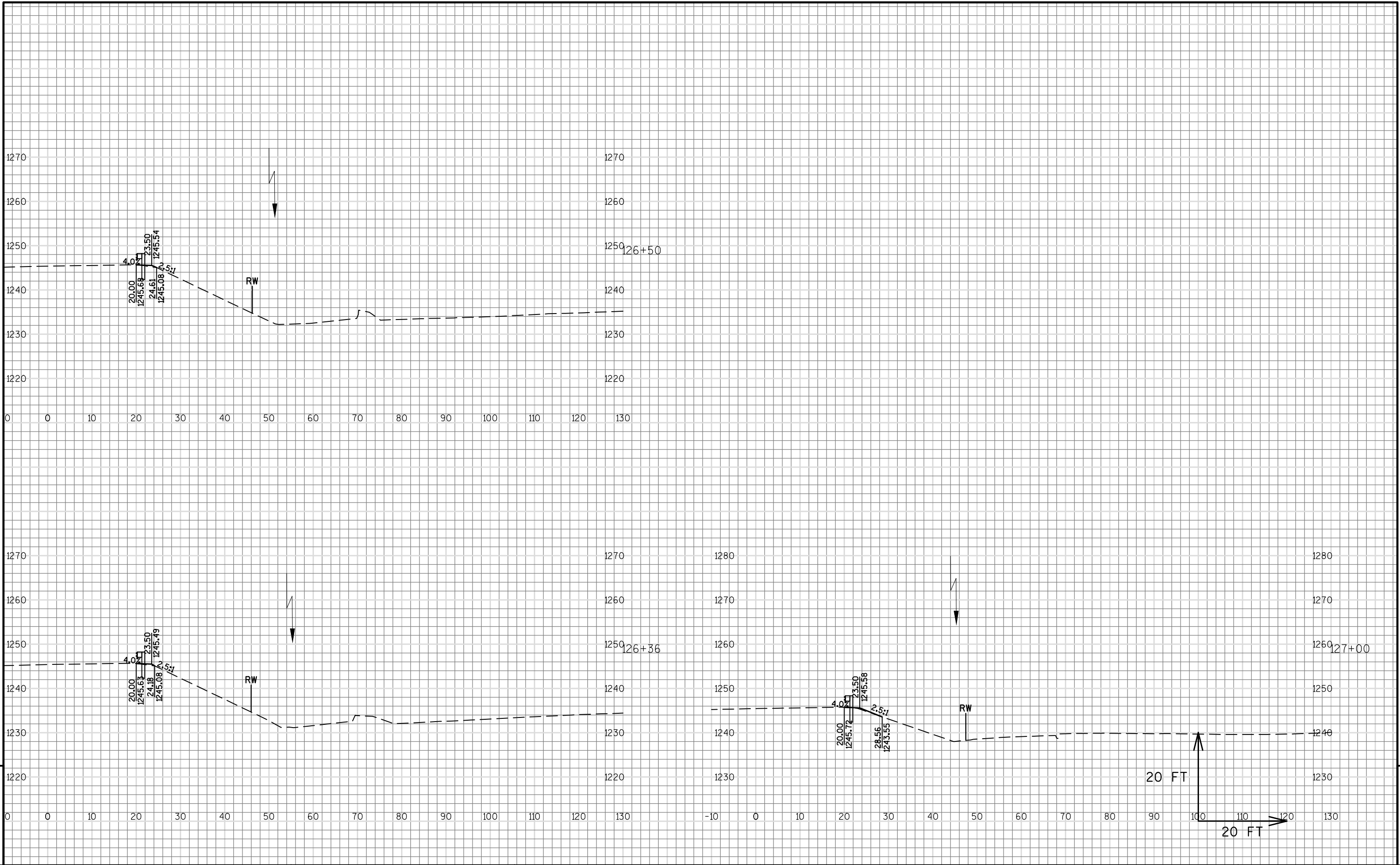
D2-2; 2.250" Radius, 0.750" Border

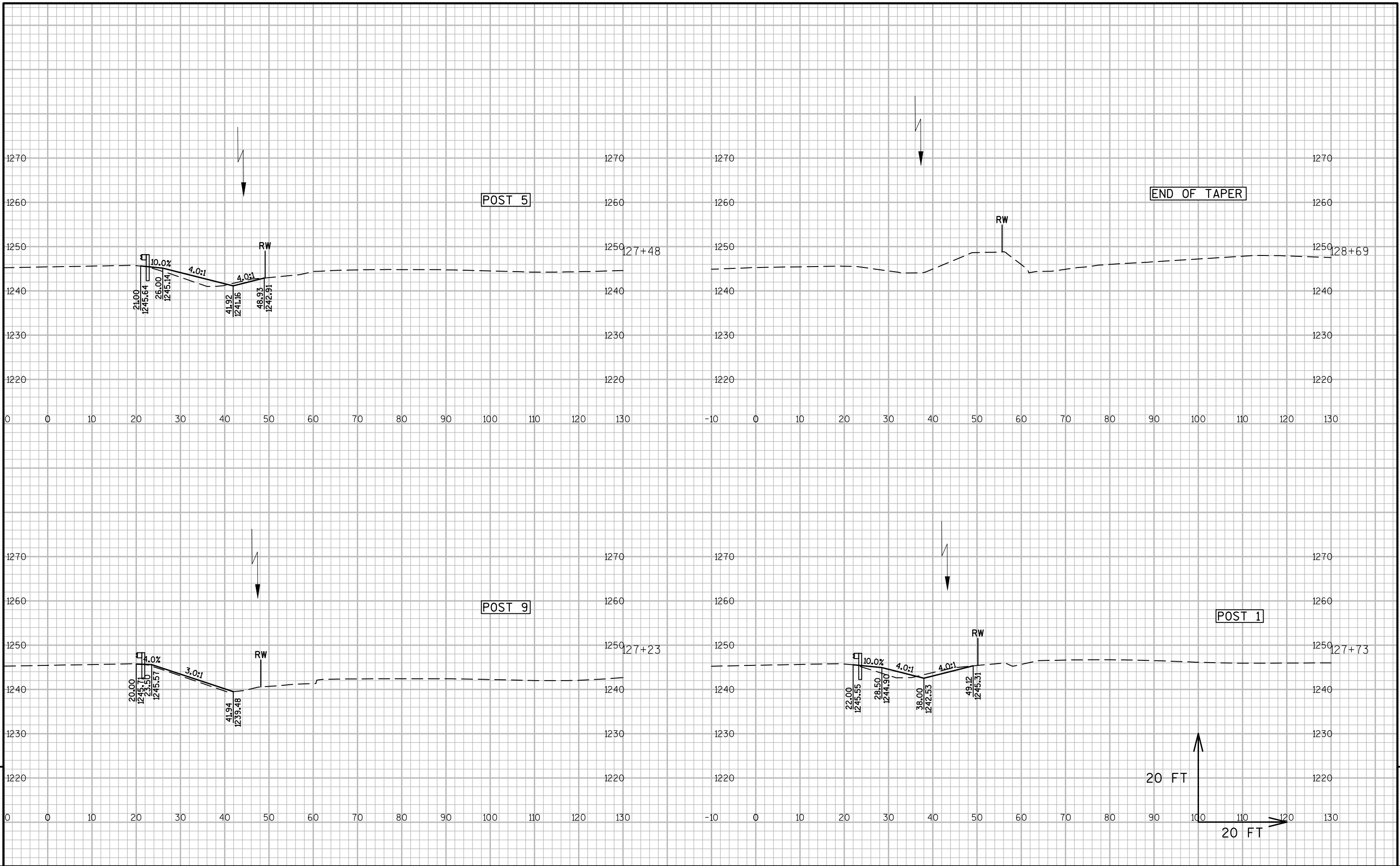


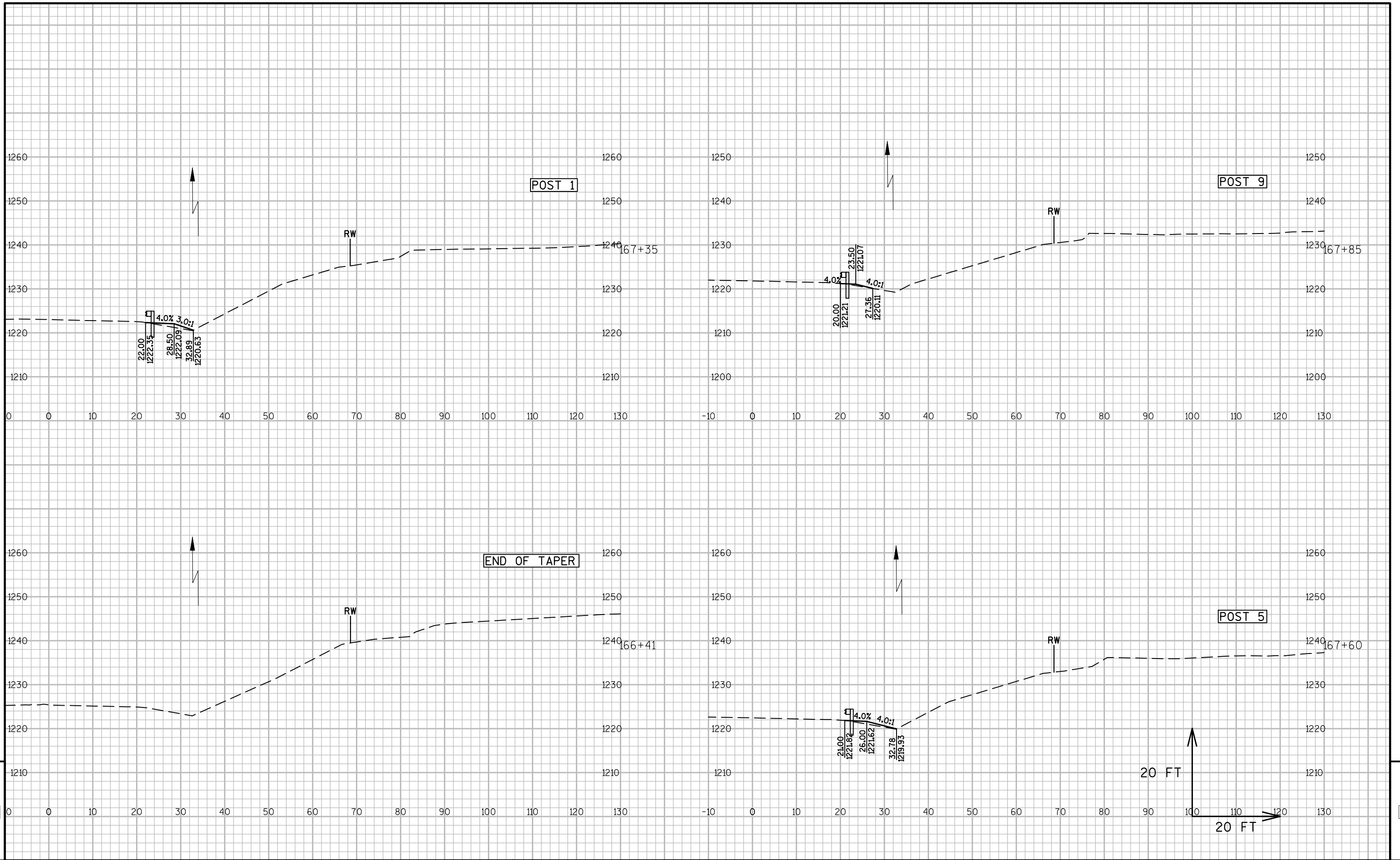


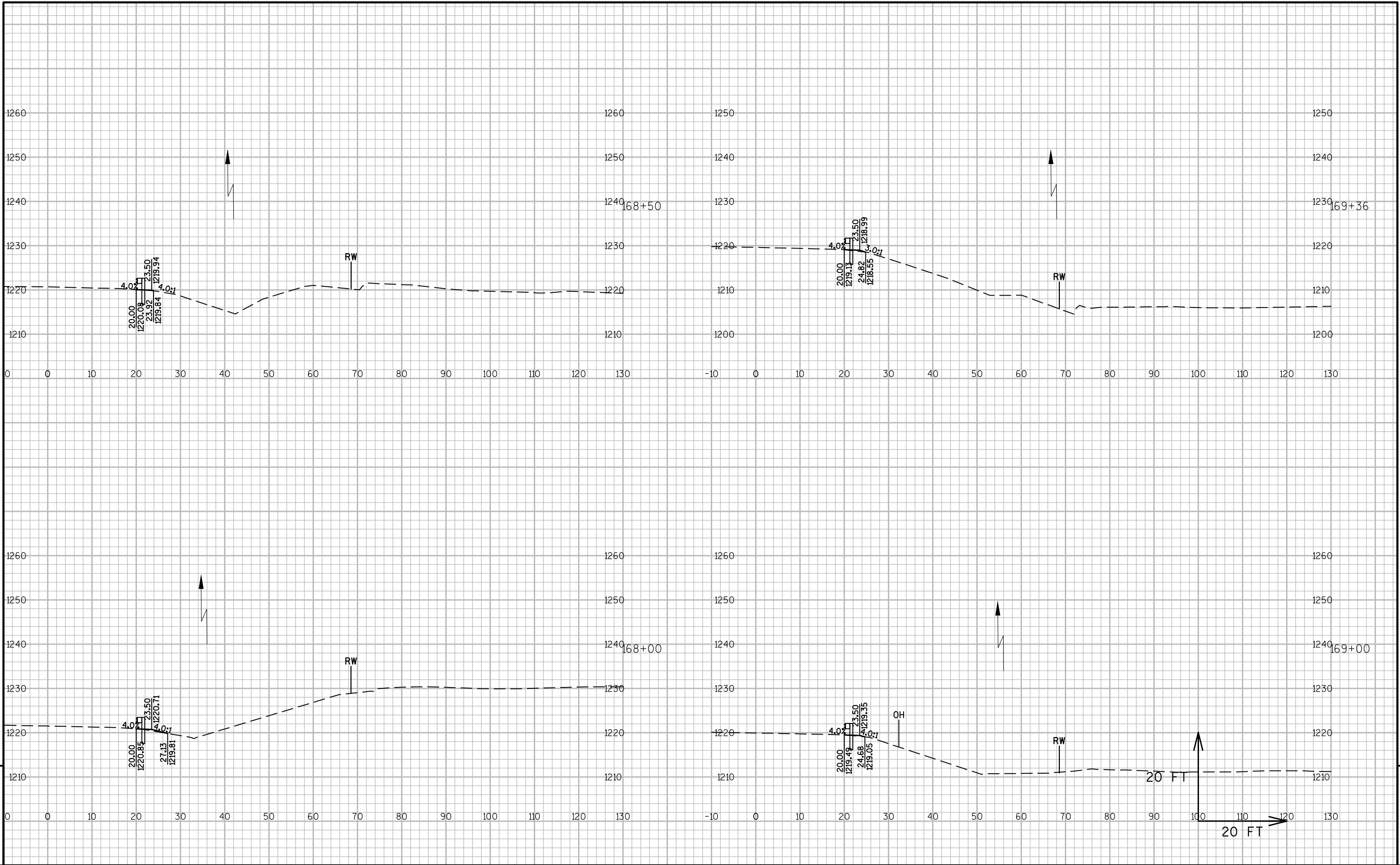


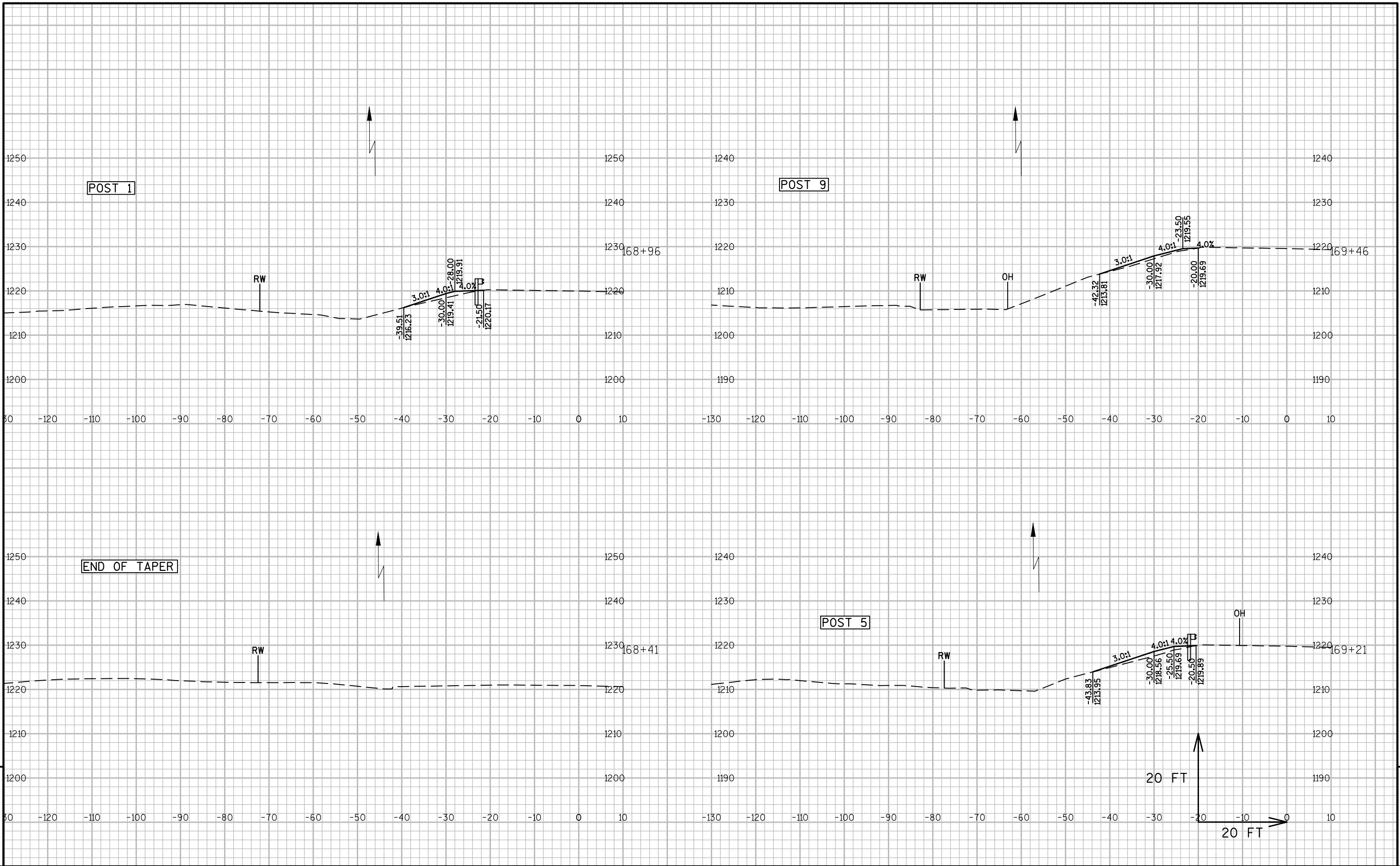


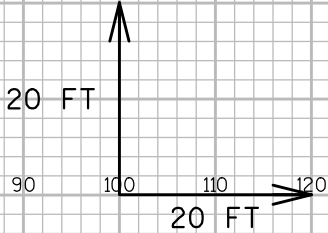
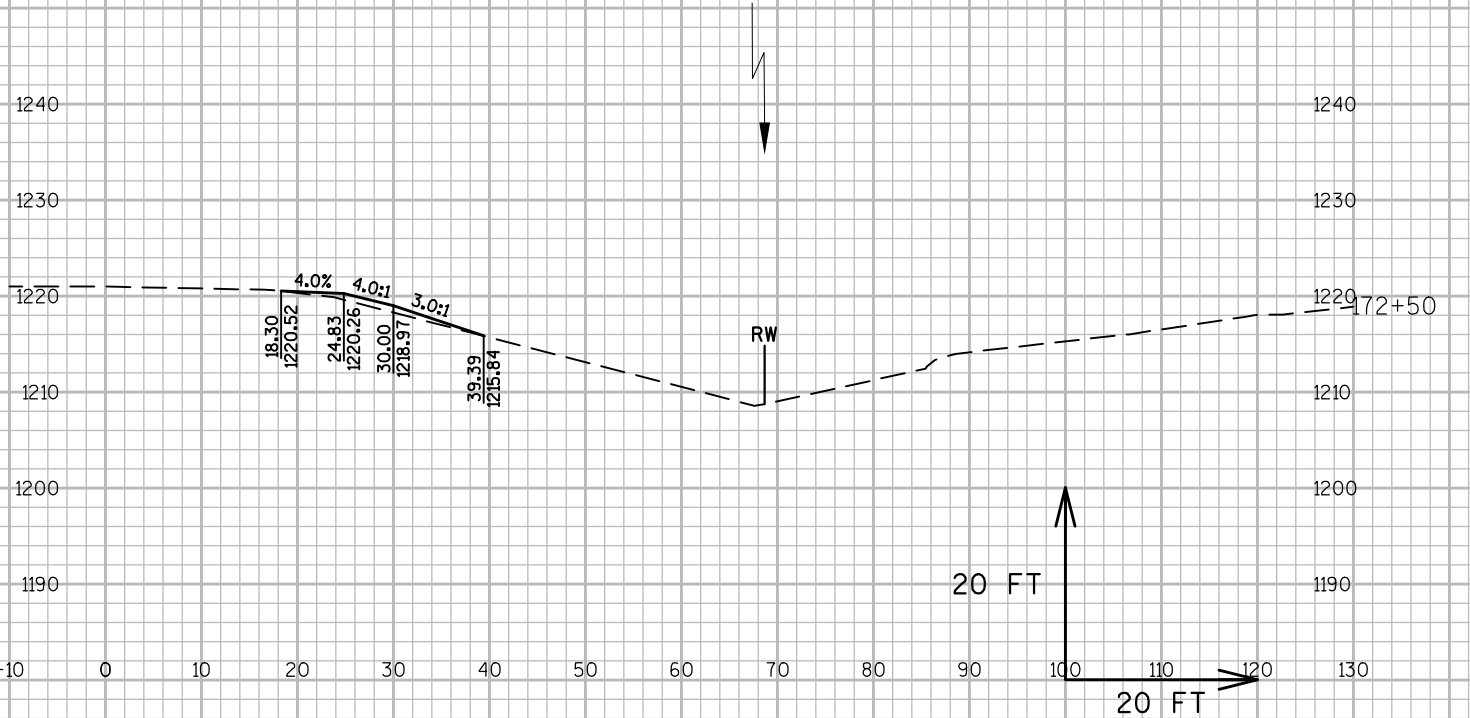
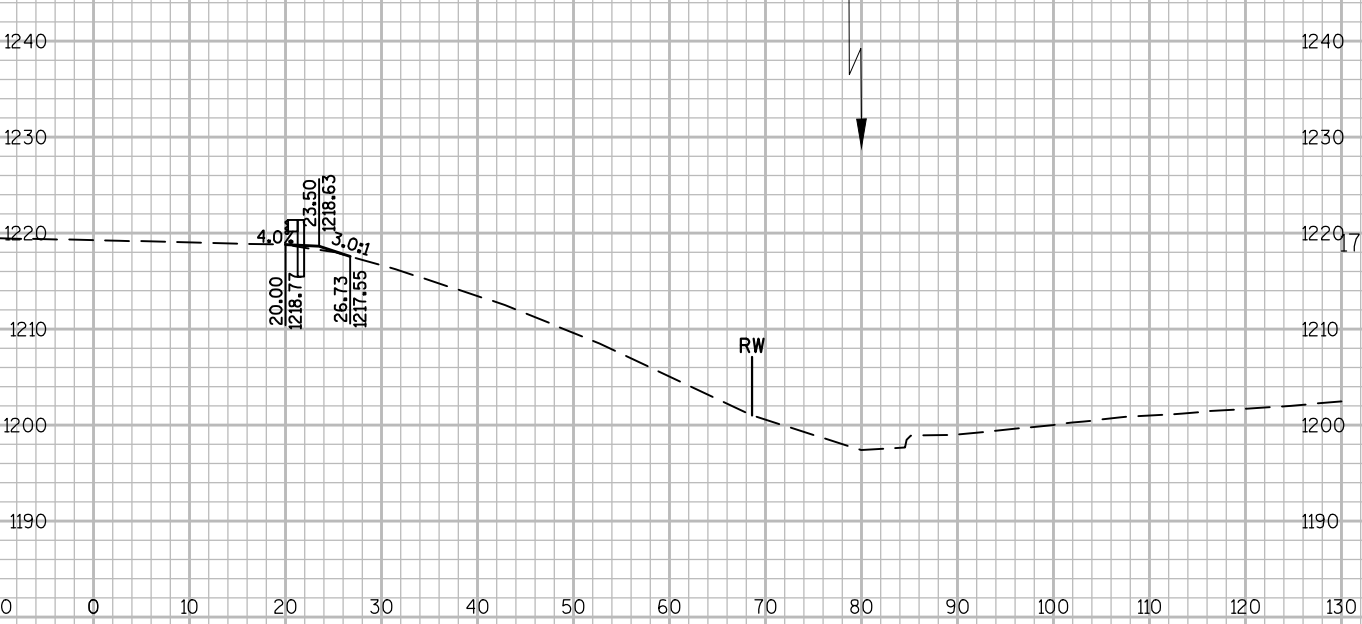
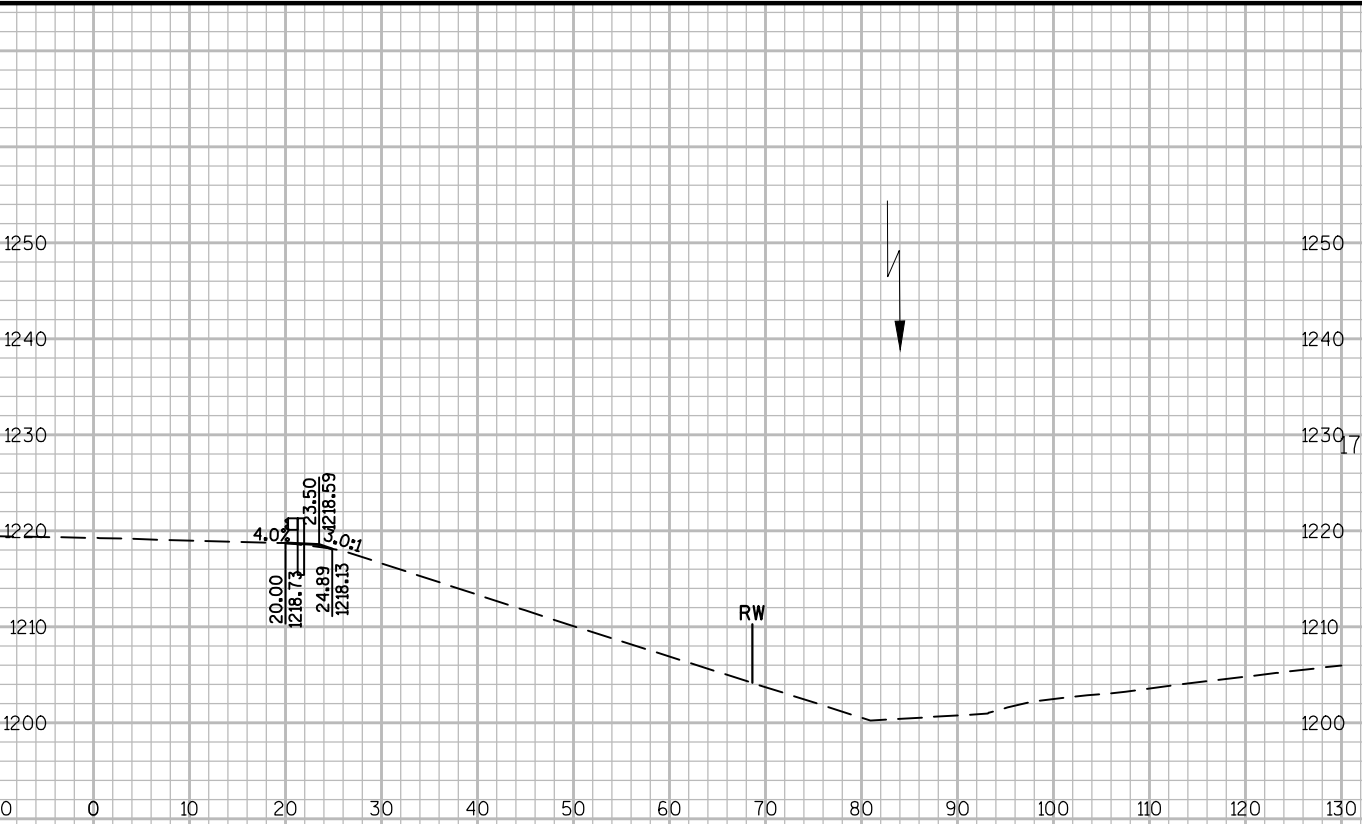


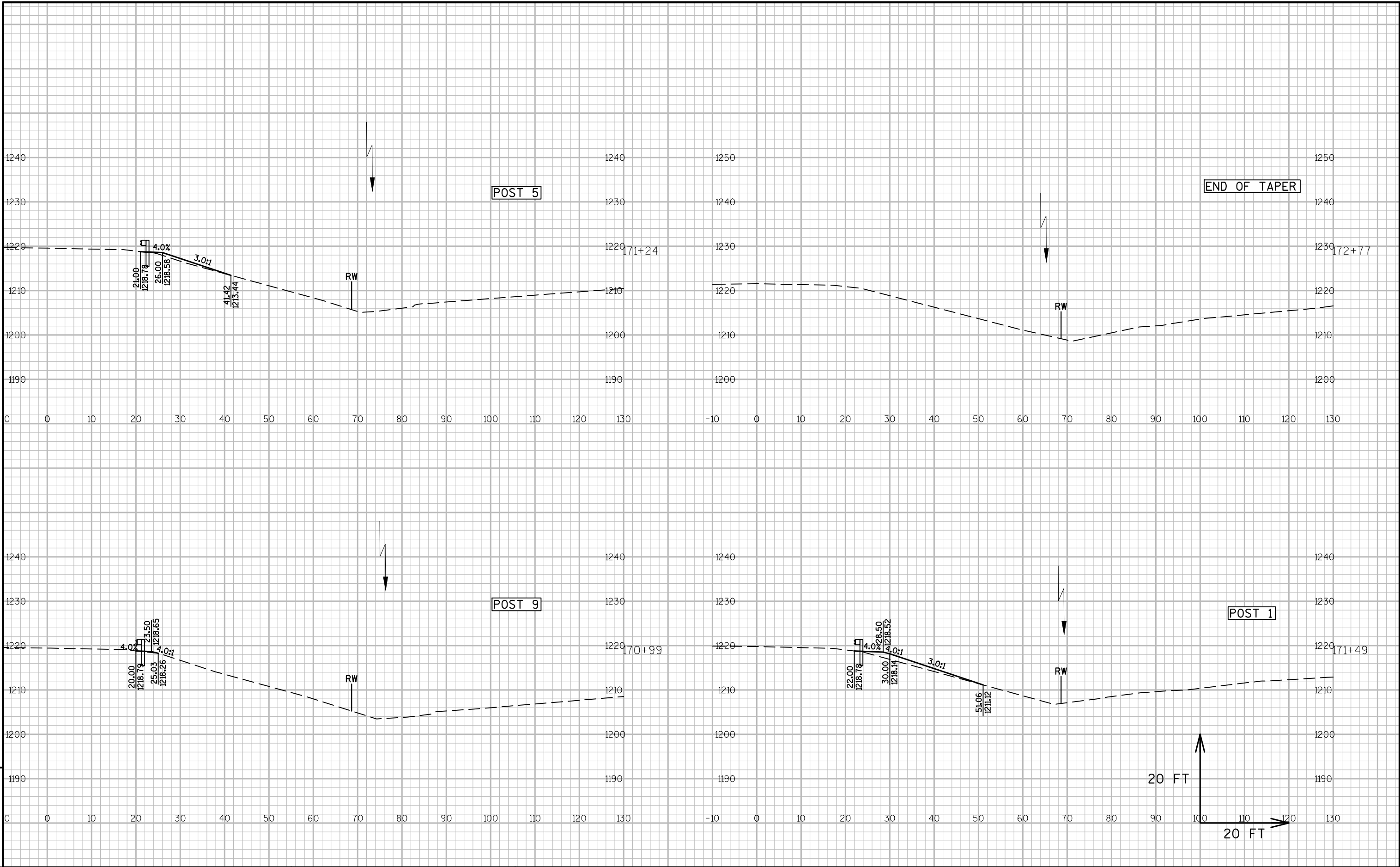


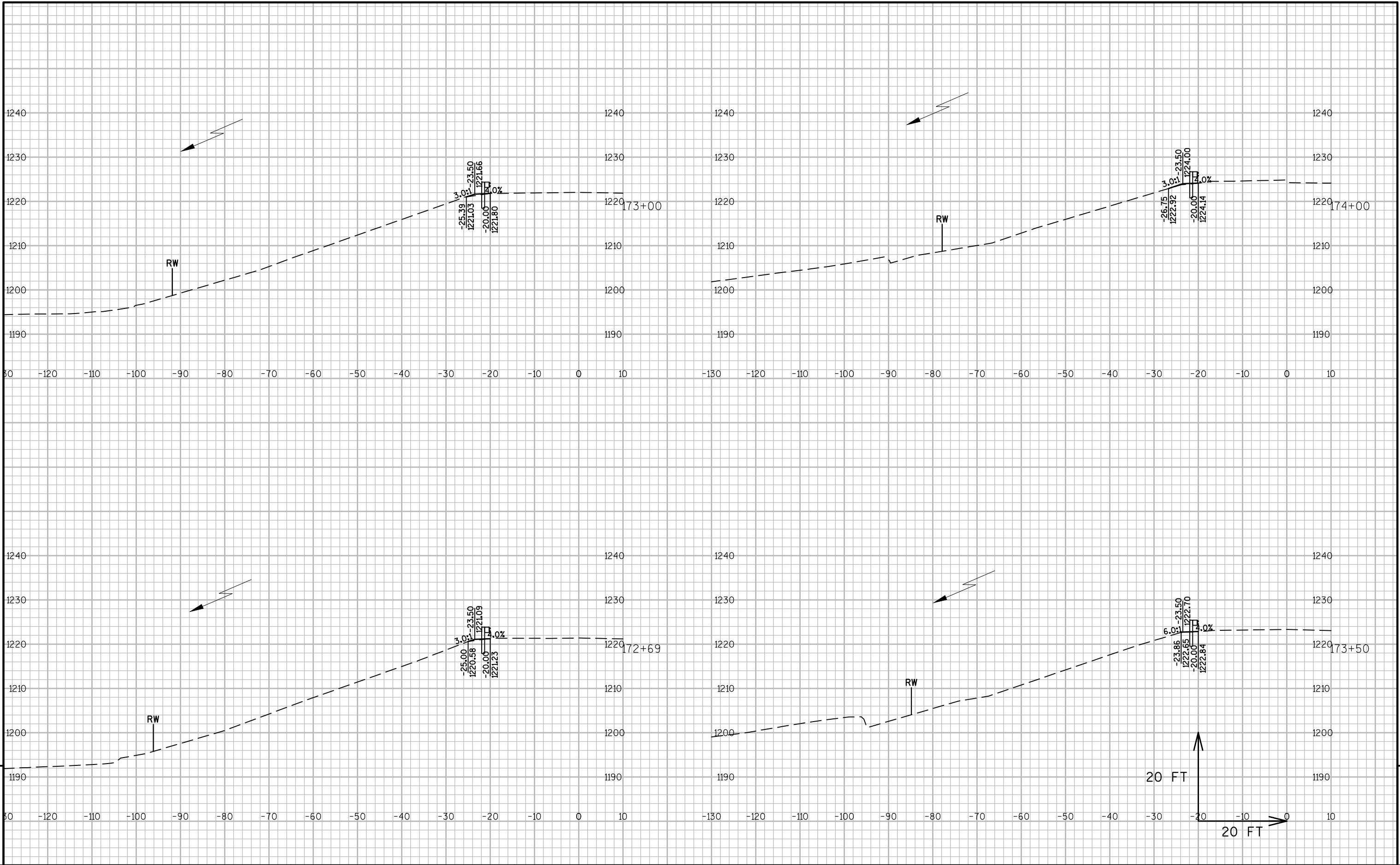


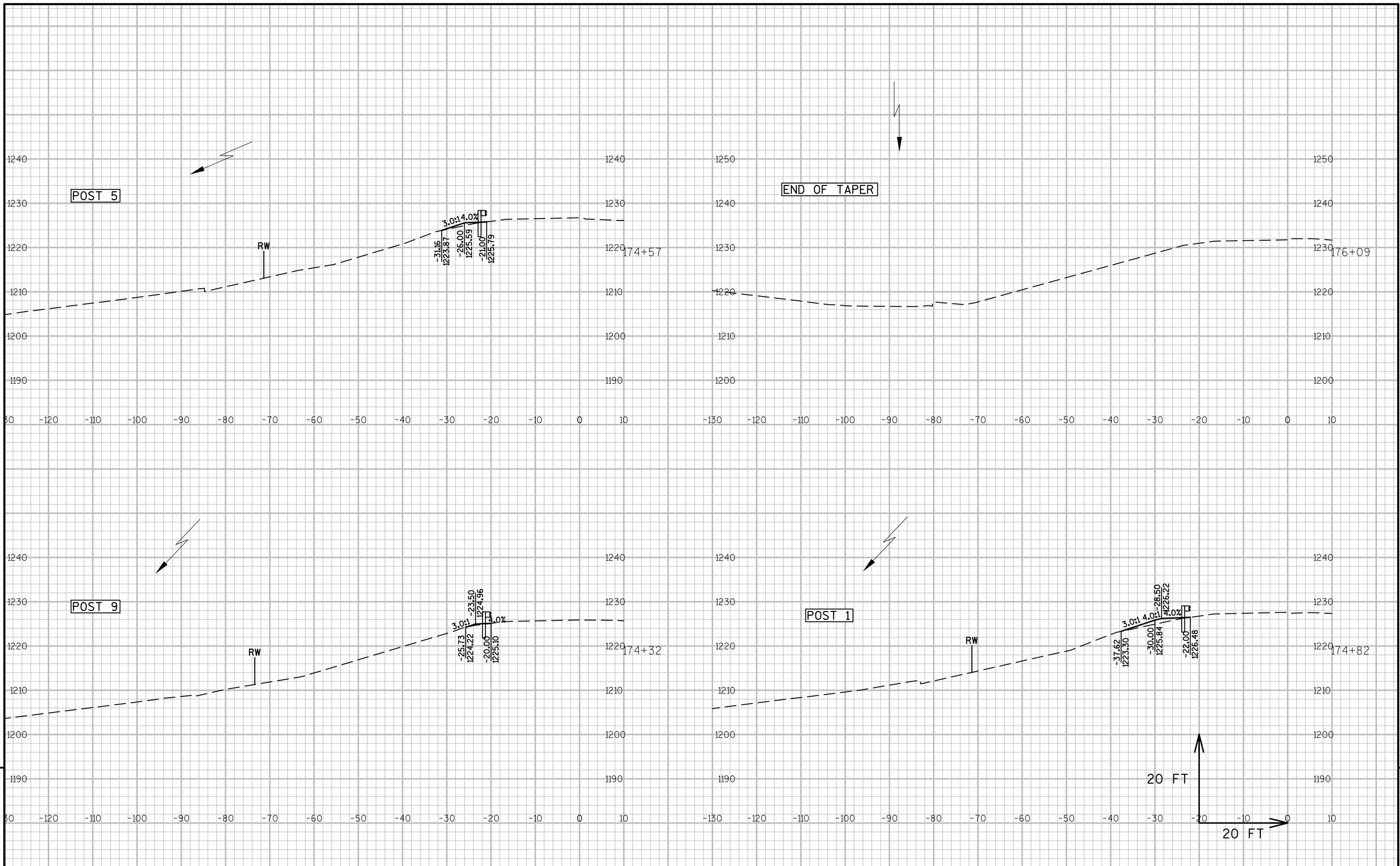


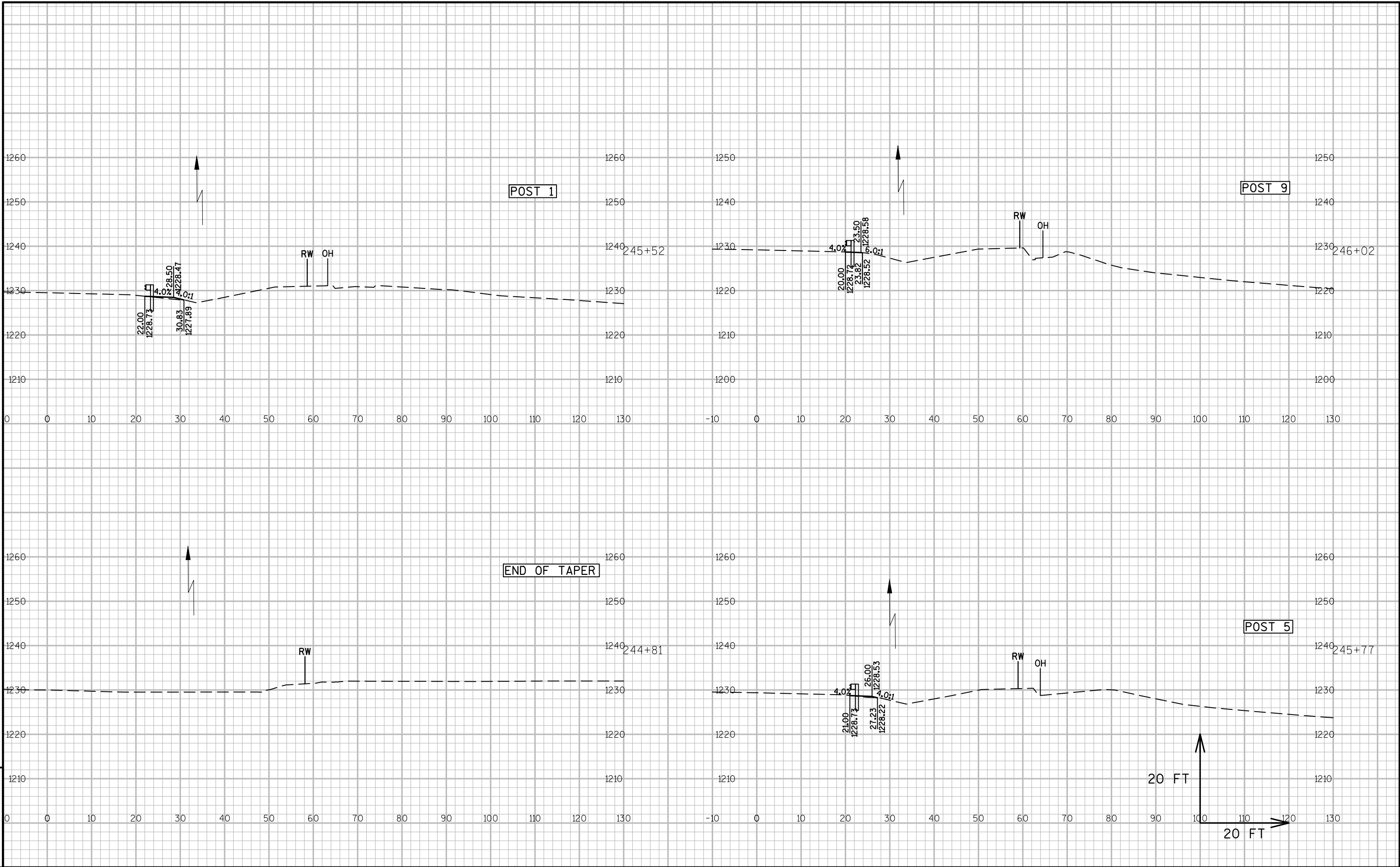


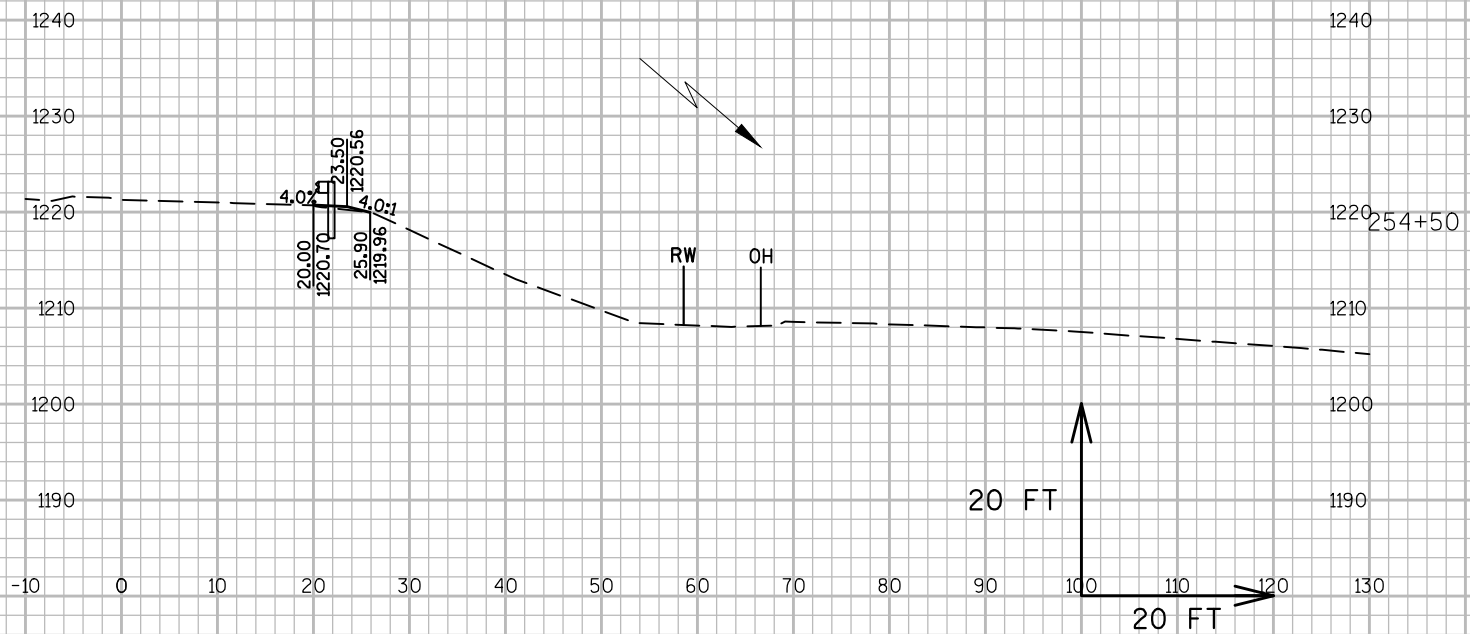
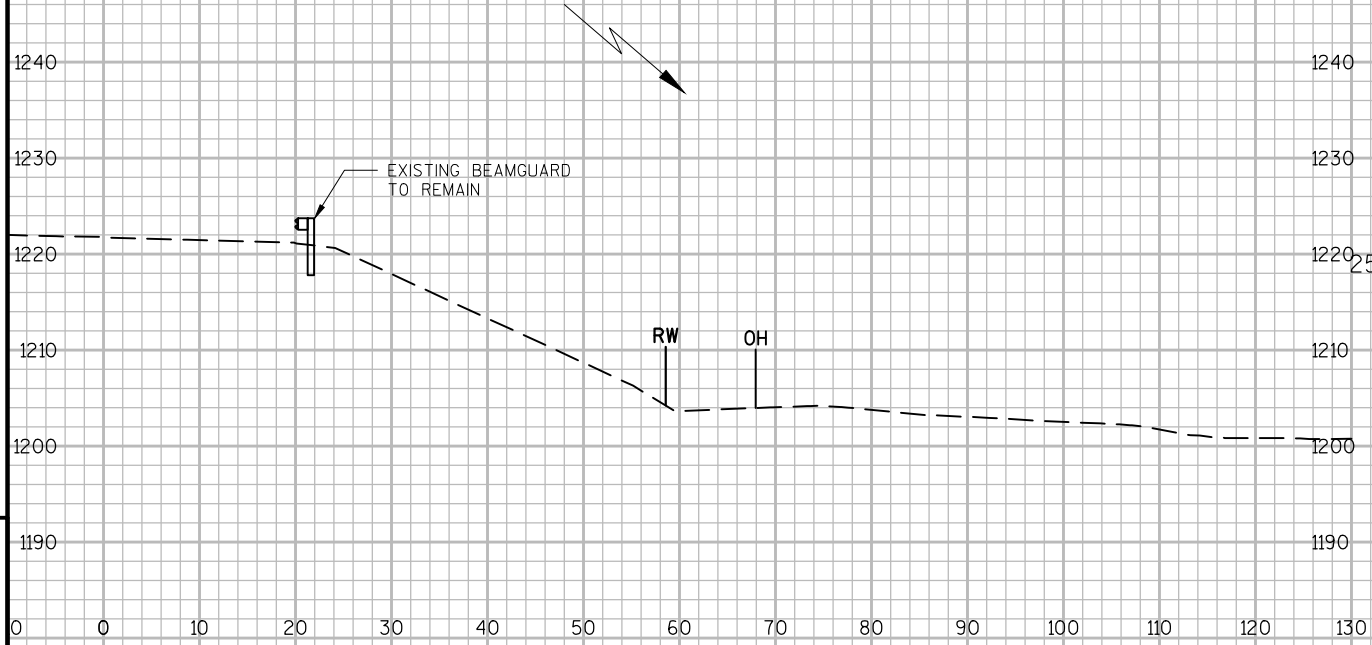
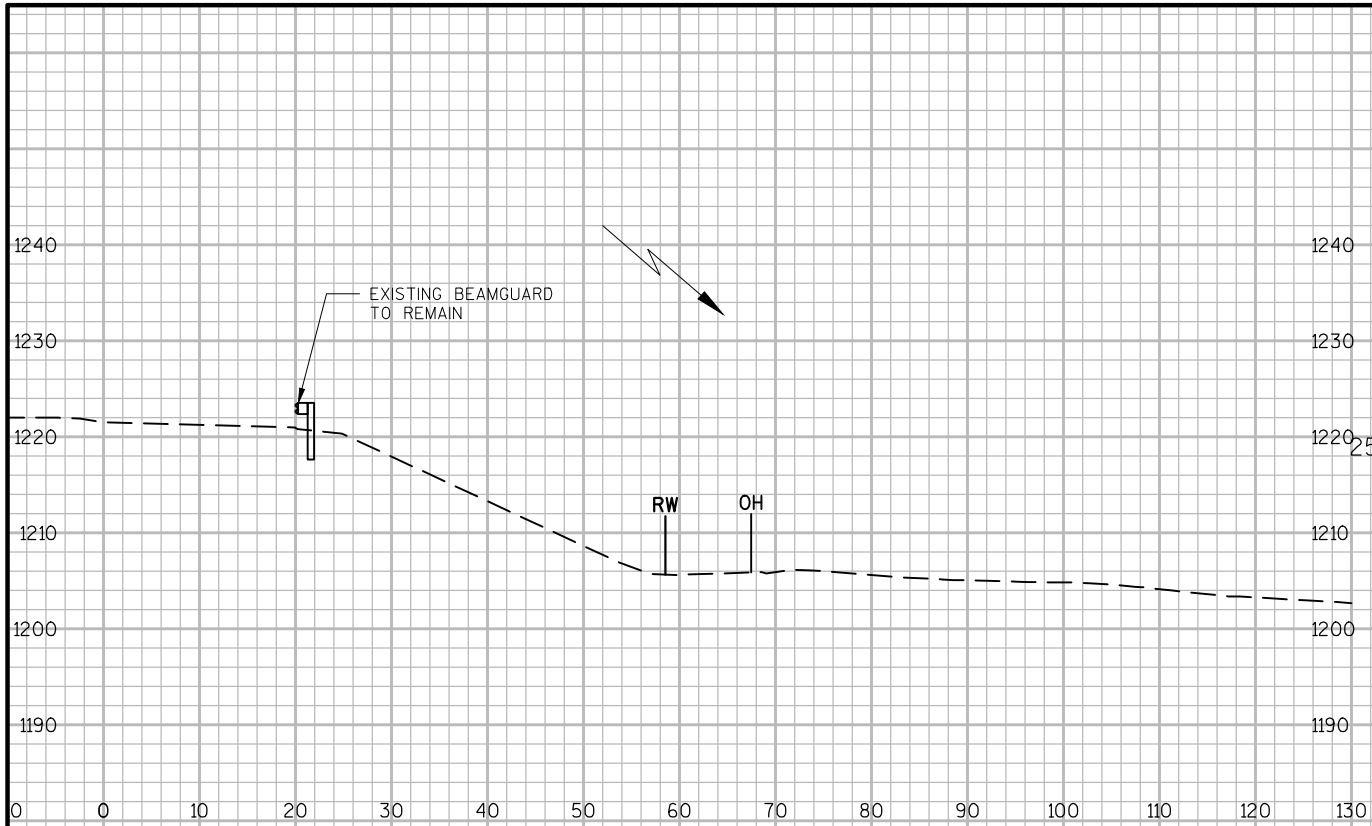


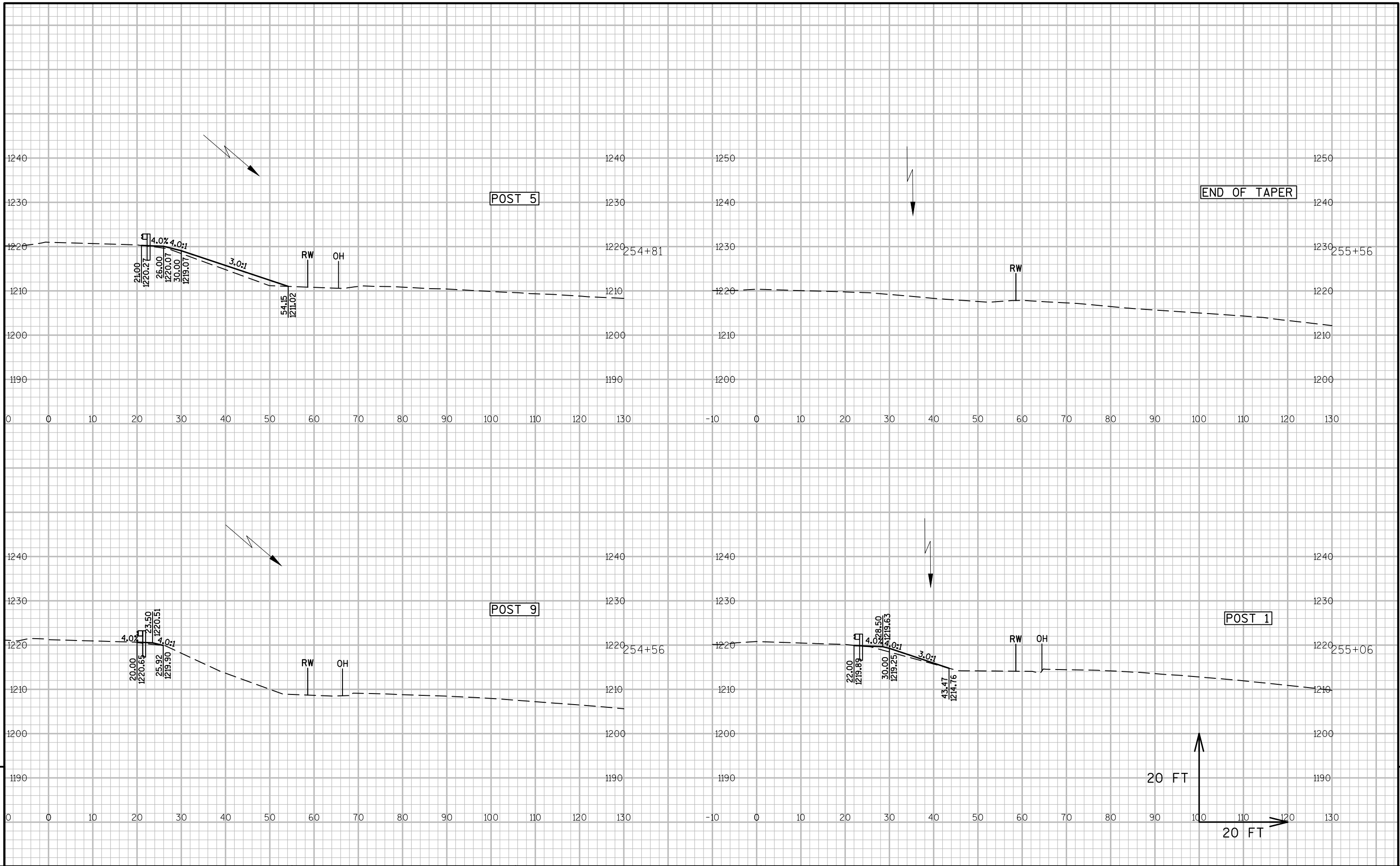


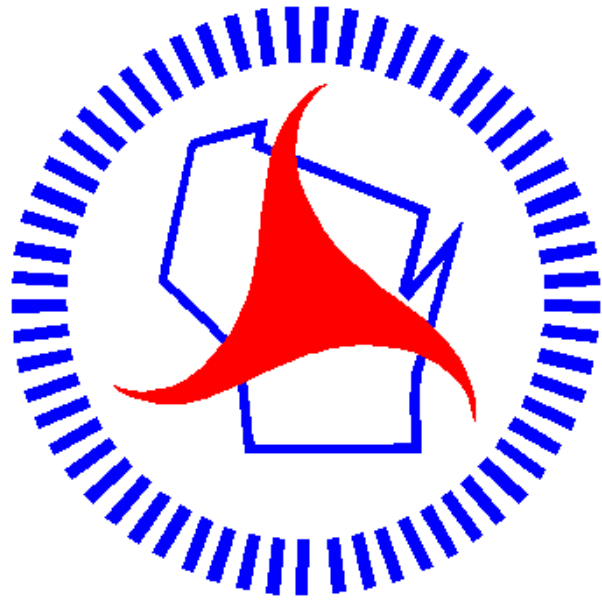












Wisconsin Department of Transportation

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