

LAX

PROJECT ID: 5880-03-63

WITH:

COUNTY: JUNEAU

JUNE 2017

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 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 = 98

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MAUSTON-WISCONSIN DELLS

WATER ST. - HONEYAIR ST.

USH 12

JUNEAU COUNTY

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5880-03-63		

STATE PROJECT NUMBER

5880-03-63



DESIGN DESIGNATION

A.A.D.T. 2014	=	1,880
A.A.D.T. 2040	=	2,190
D.H.V.	=	10.3
D.D.	=	60/40
T.	=	11.8%
DESIGN SPEED	=	55
ESALS	=	1,000,000

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

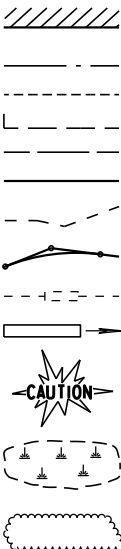
EXISTING CULVERT

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

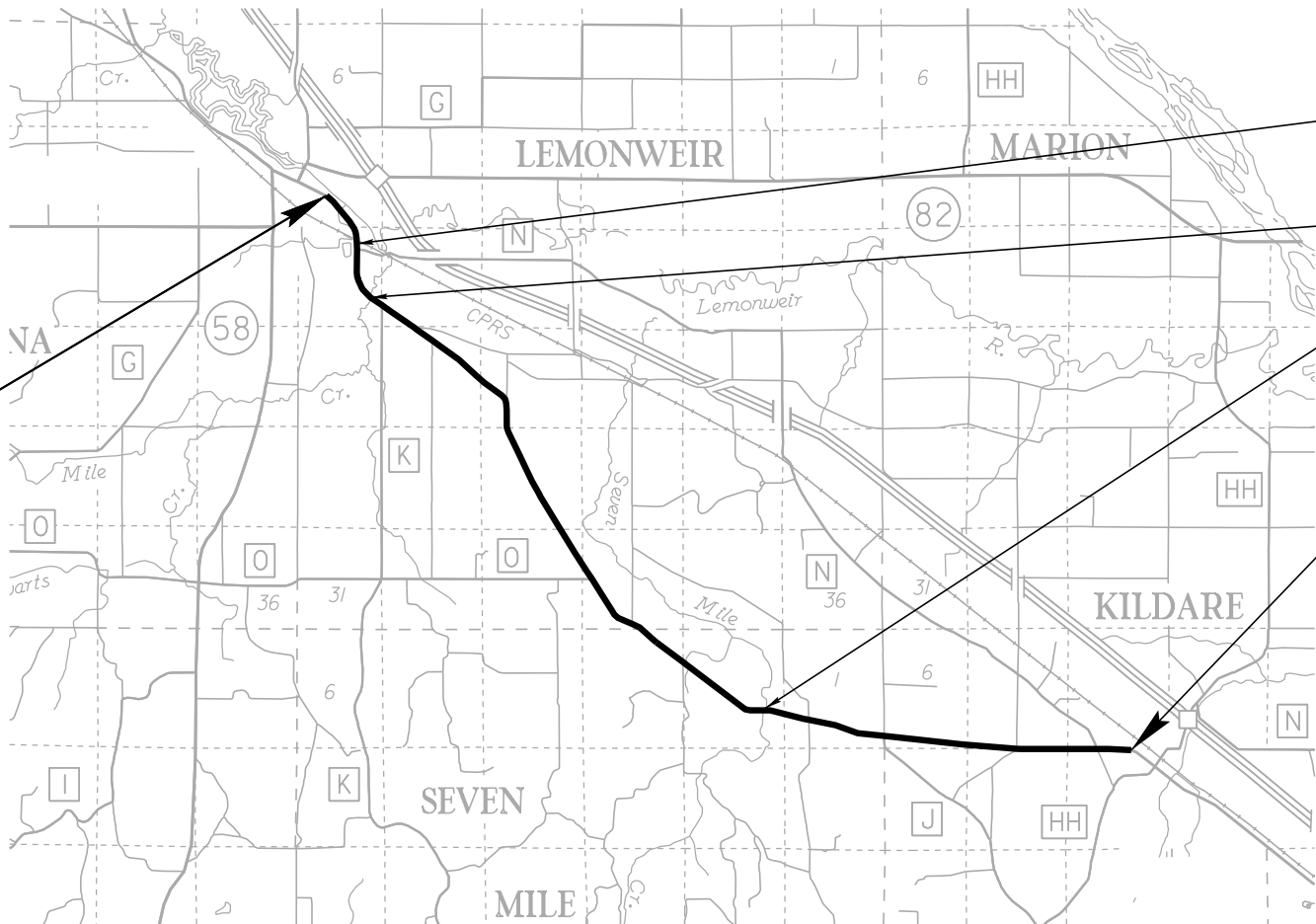
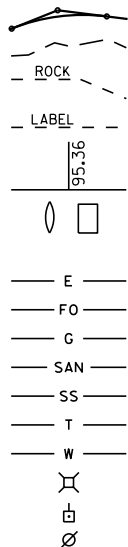
TELEPHONE

WATER

UTILITY PEDESTAL

POWER POLE

TELEPHONE POLE



BEGIN PROJECT
STATION 99+75

X= 465739
Y= 155450
+/-100'

EXCEPTION TO NET LENGTH
B-29-007
STA 125+05.4 TO STA 127+38.0

EXCEPTION TO NET LENGTH
B-29-0064
STA 158+46.2 TO STA 159+33.0

EXCEPTION TO NET LENGTH
B-29-0069
STA 471+43.3 TO STA 471+82

END PROJECT
STATION 699+00

LAYOUT

SCALE 0 1 MI.

TOTAL NET LENGTH OF CENTERLINE = 10.713 MI.

HORIZONTAL POSITIONS SHOWN ARE WISCONSIN COUNTY COORDINATES, JUNEAU COUNTY, NAD83 YEAR, IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	WISCONSIN DOT
Designer	TONY VANDER WIELEN
Project Manager	DAN KLEINERTZ
Regional Examiner	DAN KLEINERTZ
Regional Supervisor	JOSEPH GREGAS III
C.O. Examiner	

APPROVED FOR THE DEPARTMENT

DATE: 2/27/2017

Dan M. Klein
(Signature)

E

STANDARD ABBREVIATIONS

AC	ACRE	LC.	LONG CHORD
AGG	AGGREGATE	LS	LUMP SUM
<	ANGLE	M.P.	MARKER POST
AE, AEW	APRON ENDWALL	MGAL	1000 GALLONS
ASPH.	ASPHALTIC	N.C.	NORMAL CROWN
A.D.T.	AVERAGE DAILY TRAFFIC	N	NORTH
A.A.D.T.	ANNUAL AVERAGE DAILY TRAFFIC	NB	NORTHBOUND
B.F.	BACK FACE	NOR	NORMAL
BM	BENCHMARK	NO.	NUMBER
BTWN	BETWEEN	PAV'T	PAVEMENT
CTR.	CENTER	P.L.E.	PERMANENT LIMITED EASEMENT
C/L	CENTER LINE	P.C.	POINT OF CURVATURE
Δ	CENTRAL ANGLE OR DELTA	P.I.	POINT OF INTERSECTION
C.E.	COMMERCIAL ENTRANCE	P.T.	POINT OF TANGENCY
CONST.	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CMCP	CORRUGATED METAL CULVERT PIPE	P.E.	PRIVATE ENTRANCE
CMP	CORRUGATED METAL PIPE	PGL	PROFILE GRADE LINE
CO.	COUNTY	P.L.	PROPERTY LINE
CTH	COUNTY TRUNK HIGHWAY	R	RADIUS OR RANGE
CR.	CREEK	R/L	REFERENCE LINE
CABC	CRUSHED AGGREGATE BASE COURSE	R.C.C.P.	REINFORCED CONCRETE CULVERT PIPE
CY	CUBIC YARD	REQ'D	REQUIRED
CP	CONTROL POINT OR CULVERT PIPE	RT	RIGHT
C&G	CURB AND GUTTER	R.H.F.	RIGHT HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT OF WAY
D.H.V.	DESIGN HOURLY VOLUME	RD.	ROAD
DIA.	DIAMETER	SHLD.	SHOULDER(S)
D.D.	DIRECTIONAL DISTRIBUTION	SHR.	SHRINKAGE
DISCH.	DISCHARGE	S	SOUTH
DMS	DYNAMIC MESSAGE SIGN	SB	SOUTHBOUND
EA	EACH	S.F.	SQUARE FOOT (FEET)
E	EAST	SDD	STANDARD DETAIL DRAWING(S)
EB	EASTBOUND	STH	STATE TRUNK HIGHWAY
ELEC.	ELECTRIC(AL), ELEC. CABLE	STA.	STATION
EL., ELEV.	ELEVATION	S.E.	SUPERELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	S/L	SURVEY LINE
EXC.	EXCAVATION	SYM	SYMMETRICAL
EXIST	EXISTING	T.	PERCENT TRUCKS
F.F.	FACE TO FACE	TEL.	TELEPHONE
FERT.	FERTILIZER	TEMP.	TEMPORARY
F.E.	FIELD ENTRANCE	T.L.E.	TEMPORARY LIMITED EASEMENT
F/L, F.L.	FLOW LINE	T.O.C.	TOP OF CURB
GALV.	GALVANIZE	TYP	TYPICAL
H.S.	HIGH STRENGTH	UNCL.	UNCLASSIFIED
CWT	HUNDRED WEIGHT	U.G.	UNDERGROUND (CABLE)
INL	INLET	VAR	VARIABLE
INTER.	INTERSECTION	V.C.	VERTICAL CURVE
IH	INTERSTATE HIGHWAY	V.P.C.	VERTICAL POINT OF CURVATURE
JT.	JOINT	V.P.I.	VERTICAL POINT OF INTERSECTION
LT	LEFT	V.P.T.	VERTICAL POINT OF TANGENCY
L.H.F.	LEFT HAND FORWARD	Wt.	WEIGHT
L.	LENGTH OF CURVE	W	WEST
L.F.	LINEAR FOOT(FEET)	WB	WESTBOUND

GENERAL NOTES

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- ALL RADII ARE MEASURED TO EDGE OF PAVEMENT UNLESS OTHERWISE SHOWN OR NOTED ON THE PLAN.
- CONTRACTOR SHALL MAINTAIN ACCESS TO ALL DRIVEWAYS AT ALL TIMES EXCEPT WHEN PIPE LAYING OPERATIONS REQUIRE THE DRIVEWAY TO BE CLOSED. ACCESS TO DRIVEWAY SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER PIPE IN DRIVEWAY AREA IS INSTALLED. ACCESS SHALL BE PROVIDED DURING ALL NON-WORKING HOURS.
- PRIOR TO THE PLACEMENT OF STEEL PLATE BEAM GUARD OR MGS GUARDRAIL, THE SHOULDERS SHALL BE IN PLACE, SHAPED AND COMPACTED UNLESS SHOWN OTHERWISE.
- 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, BIKE OR PARKING LANE.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- THE RATE OF APPLICATION FOR TACK COAT IS COMPUTED AT 0.075 GAL/ SY

UTILITY CONTACTS

AT&T Legacy- Comm line 866 Rock Creek Rd Plano, IL 60545 Attn: Carl Donahue Phone: 847-420-9115 cd8729@att.com	Frontier Communication 107 Pleasant View Dr Plymouth WI, 537031 Attn: Jerald Moore Phone: gerald.r.moore@ftr.com	Dairyland Power 3200 East Ave S P.O. Box 817 La Crosse, WI 54602 Attn: Jane Eggen Phone:608-787-1248 jme@dairynet.com	Oakdale Electric 489 N Oakwood St PO Box 128 Oakdale, WI 54649 Attn: Scott Brookman Phone:608-372-4131 sbrookma@oakdalerec.com
WI Independent Network 800 Wisconsin Ave Suite 219 Eau Claire, WI 54703 Attn: John Louis Phone: 715-838-4012 jlouis@wins.net	Alliant Energy - elec & gas Suite 1000 4902 N Biltmore Lane Madison, WI 53718 Phone: 608-458-4871 jasonhogan@alliantenergy.com	City of Mauston - Water/Sewer 1260 North Rd Tomah , WI 54660-2046 Attn: Kirk Arity Phone: 608-374-7430	Lyndon Station Municipal Water 116 Lemonweir Street PO Box 408 Lyndon Station, WI 53944-0408 Attn: Steve Klicko buff@merr.com

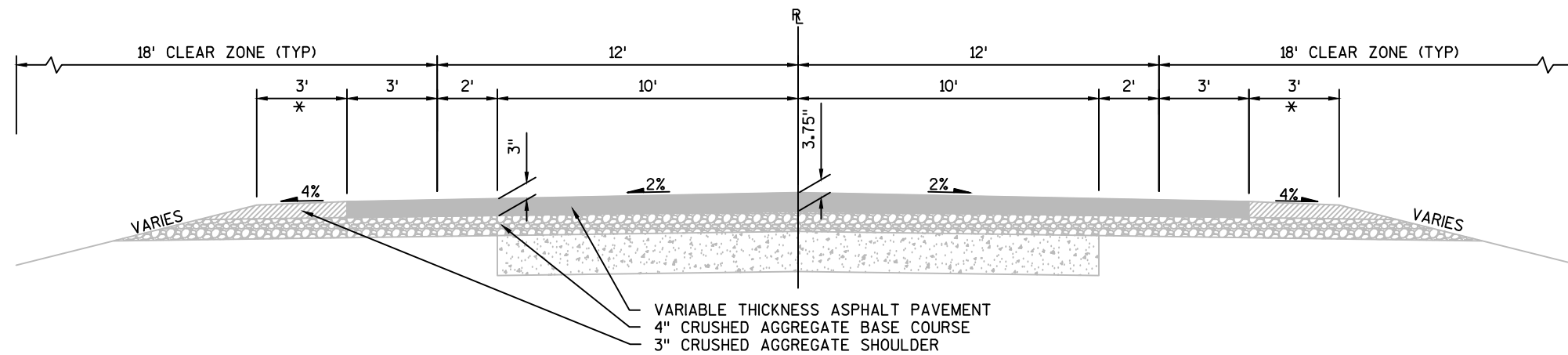
DNR LIAISON

MARC HERSHFIELD
ENVIRONMENTAL ANALYSIS & REVIEW SPECIALIST
WISCONSIN DEPT. OF NATURAL RESOURCES
WEST CENTRAL REGION
473 GRIFFITH AVENUE
WISCONSIN RAPIDS, WI 54494
715-421-7867

DESIGN CONTACTS

Tony VanderWielen
PROJECT DESIGNER
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LaCrosse, WI 54601
608-789-7878
anthony.vanderwielen@dot.wi.gov

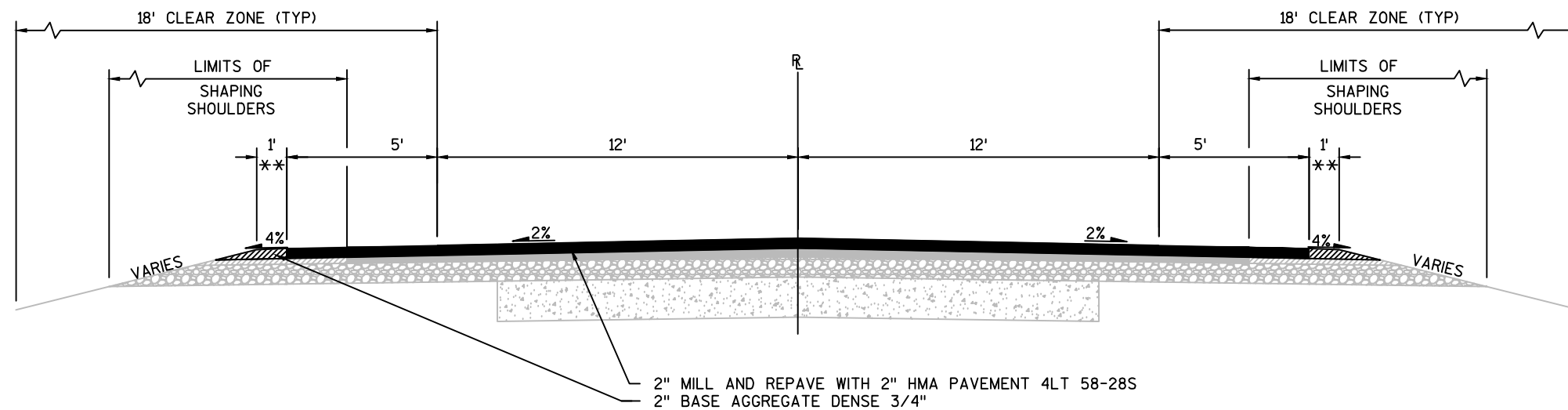




USH 12 EXISTING TYPICAL SECTION

STA. 114+00 - 125+05.4
STA. 127+38 - 158+46.2
STA. 159+33 - 471+43.3
STA. 471+82 - 669+00

*STA 114+00 - 125+05.4 LT & RT *STA. 159+33 - 161+00 LT & RT
*STA. 127+38 - 136+50 LT & RT *STA. 470+30 - 471+43.3 LT & RT
*STA. 157+00 - 158+46.2 LT & RT *STA. 471+82 - 472+80 LT & RT
*FULL PAVED SHOULDER LOCATIONS

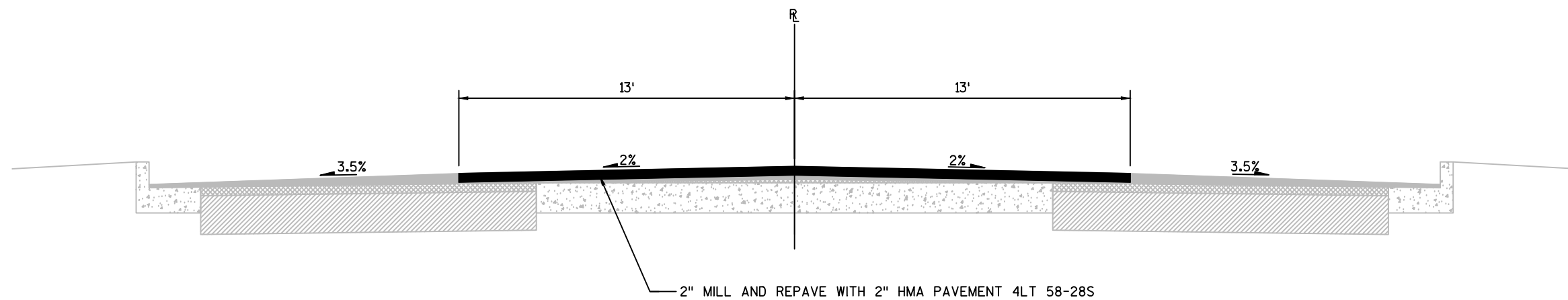
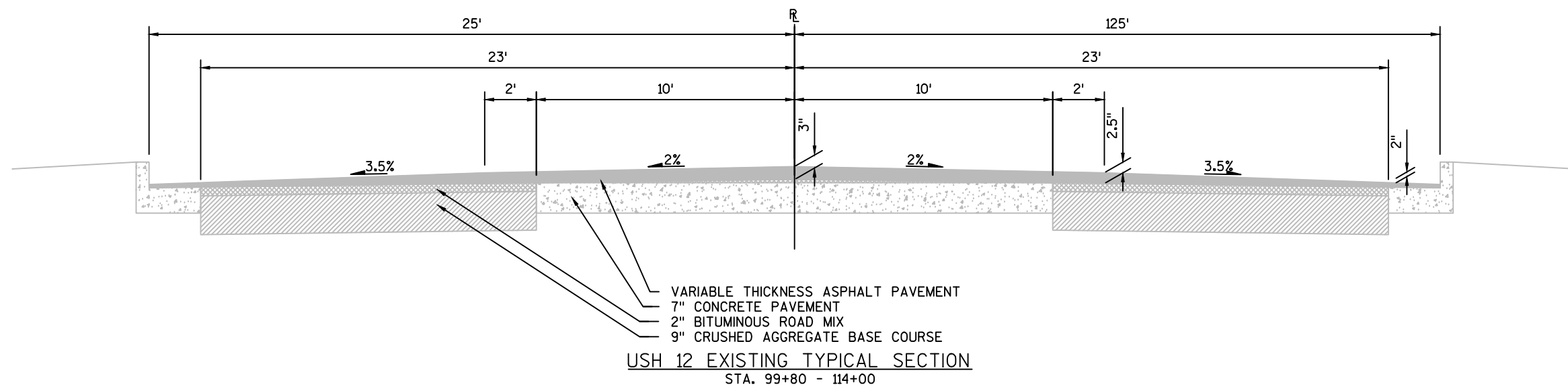


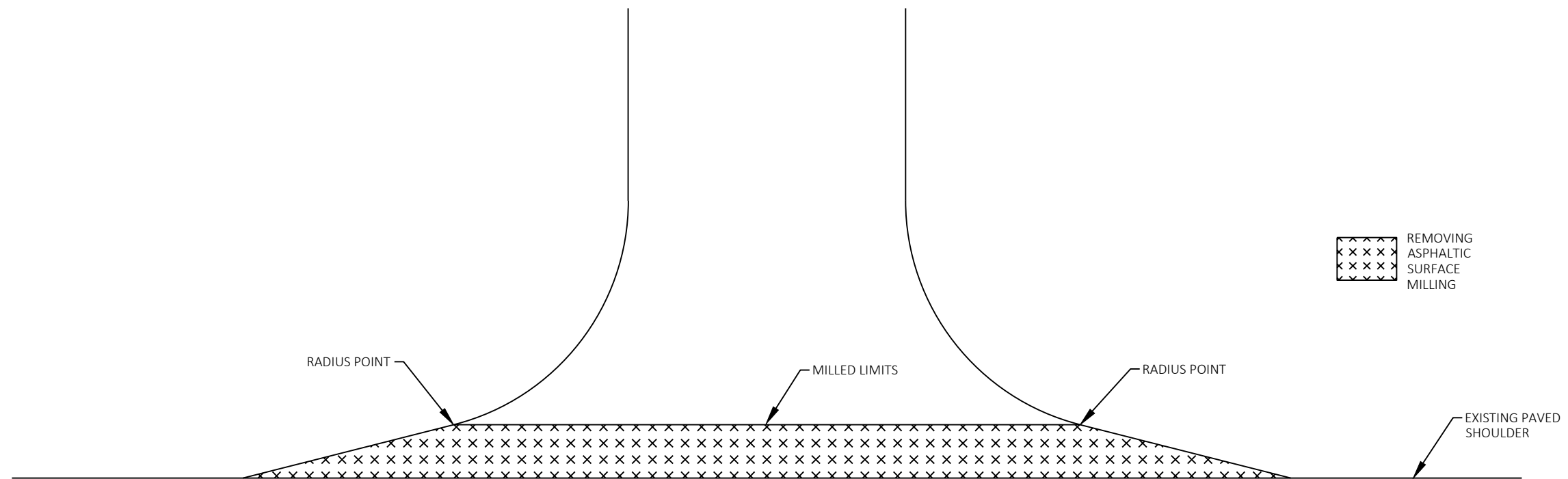
USH 12 PROPOSED TYPICAL SECTION

STA. 114+00 - 125+05.4
STA. 127+38 - 158+46.2
STA. 159+33 - 471+43.3
STA. 471+82 - 669+00

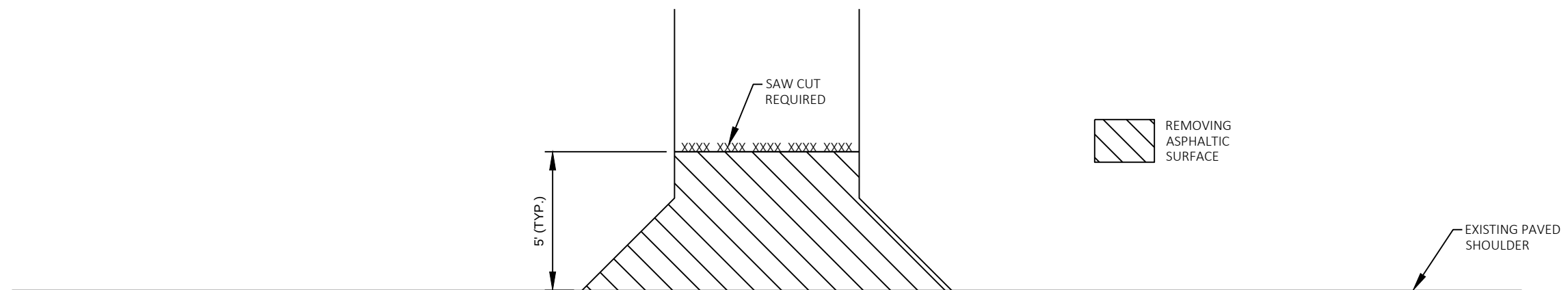
**STA 114+00 - 125+05.4 LT & RT **STA. 159+33 - 161+00 LT & RT
**STA. 127+38 - 136+50 LT & RT **STA. 470+30 - 471+43.3 LT & RT
**STA. 157+00 - 158+46.2 LT & RT **STA. 471+82 - 472+80 LT & RT
**FULL PAVED SHOULDER LOCATIONS

NOTE:
WHERE EXISTING FULL PAVED SHOULDERS ARE
LOCATED, MILL THE ENTIRE SHOULDER.

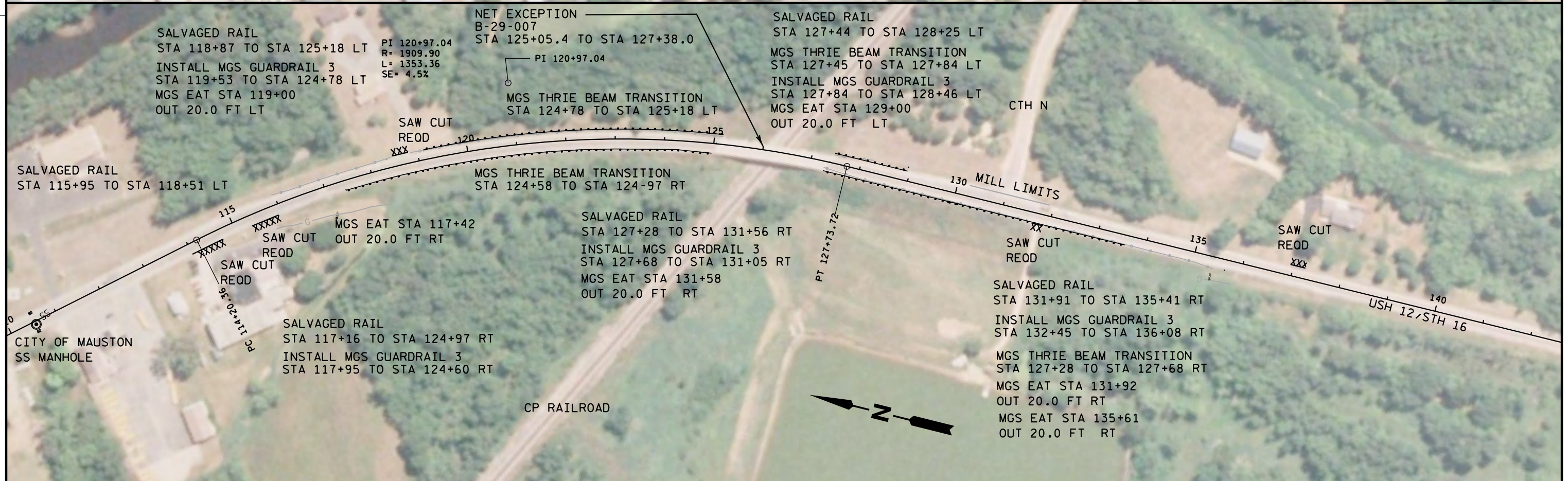
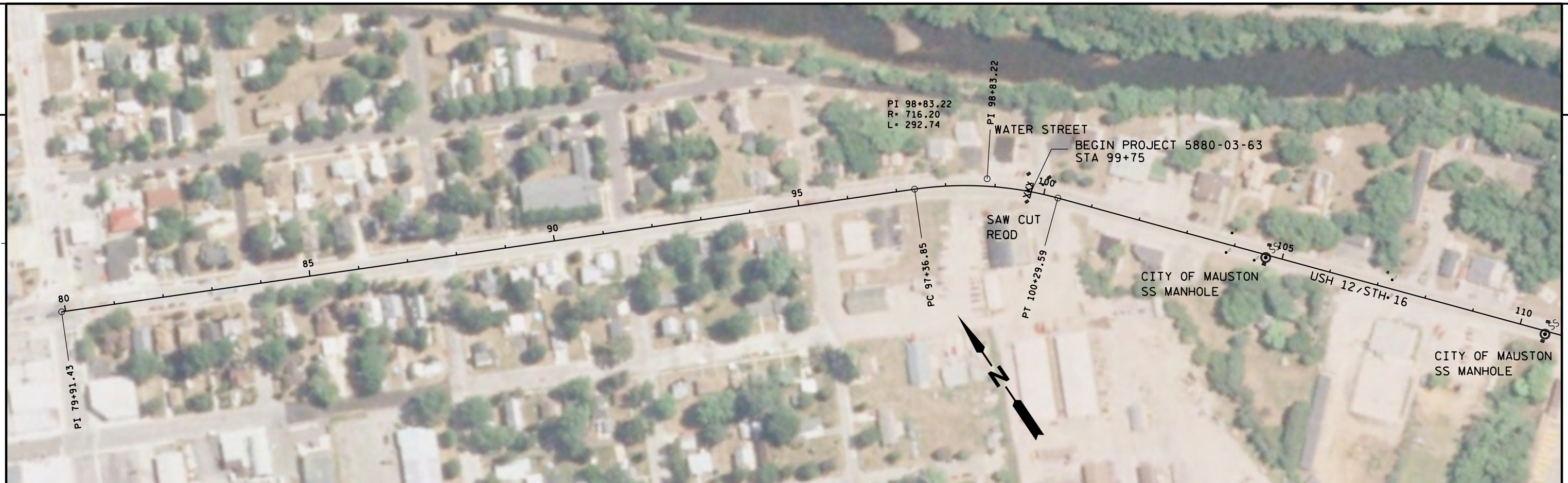




INTERSECTION DETAIL



ASPHALT DRIVEWAY DETAIL



PROJECT NO: 5880-03-63

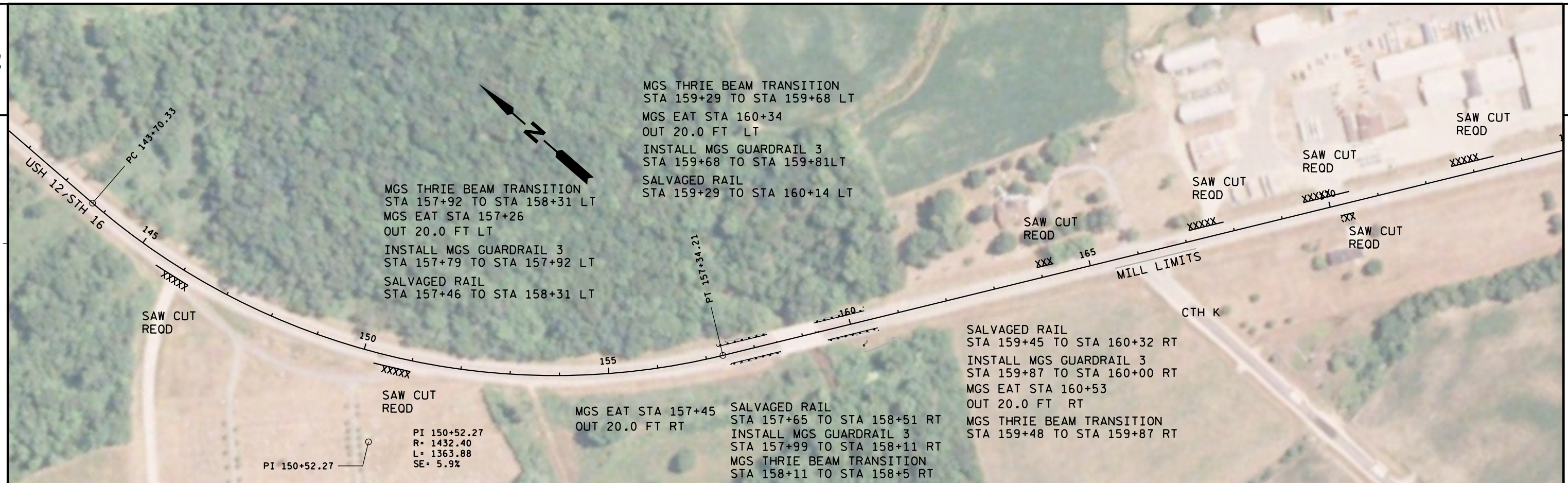
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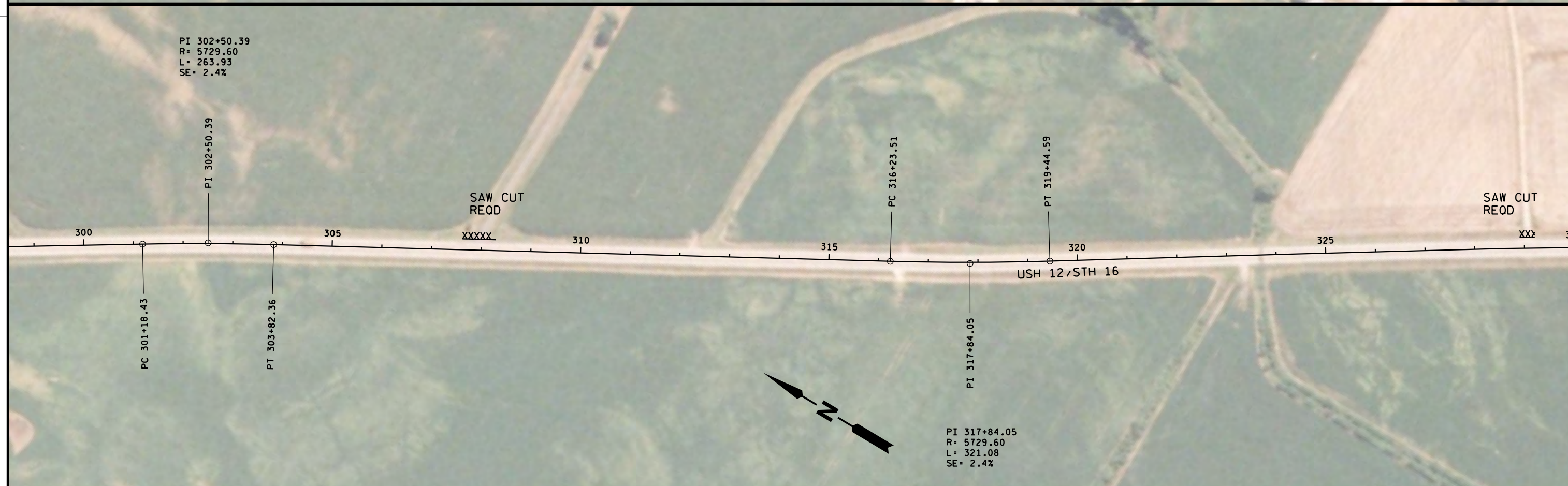
COUNTY: JUNEAU

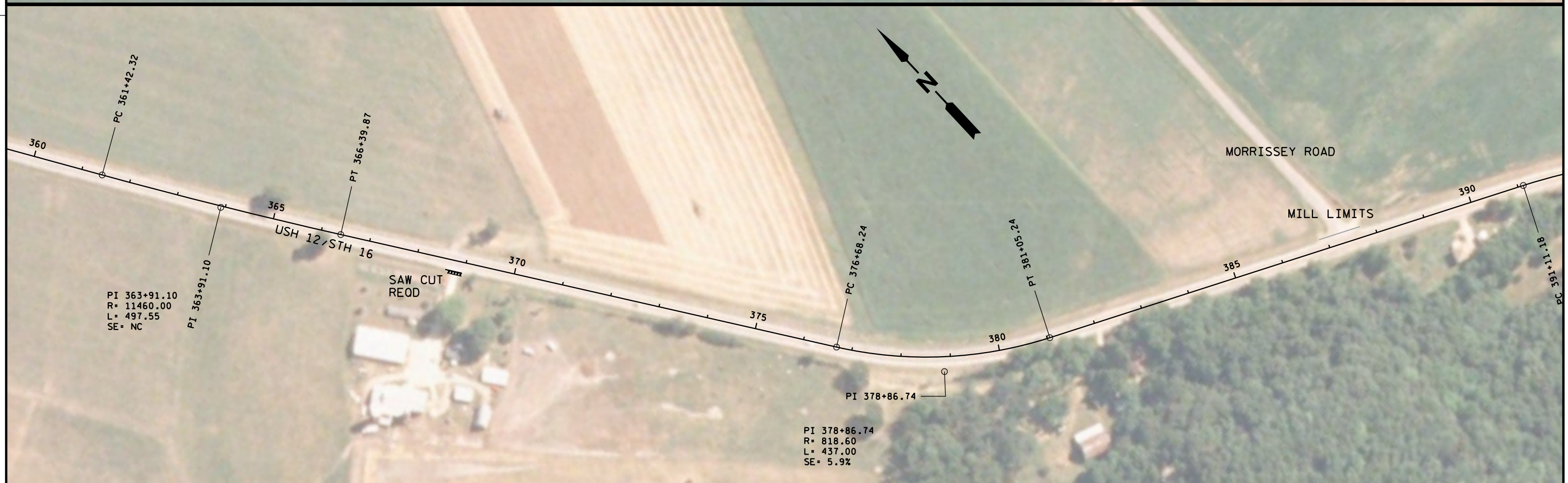
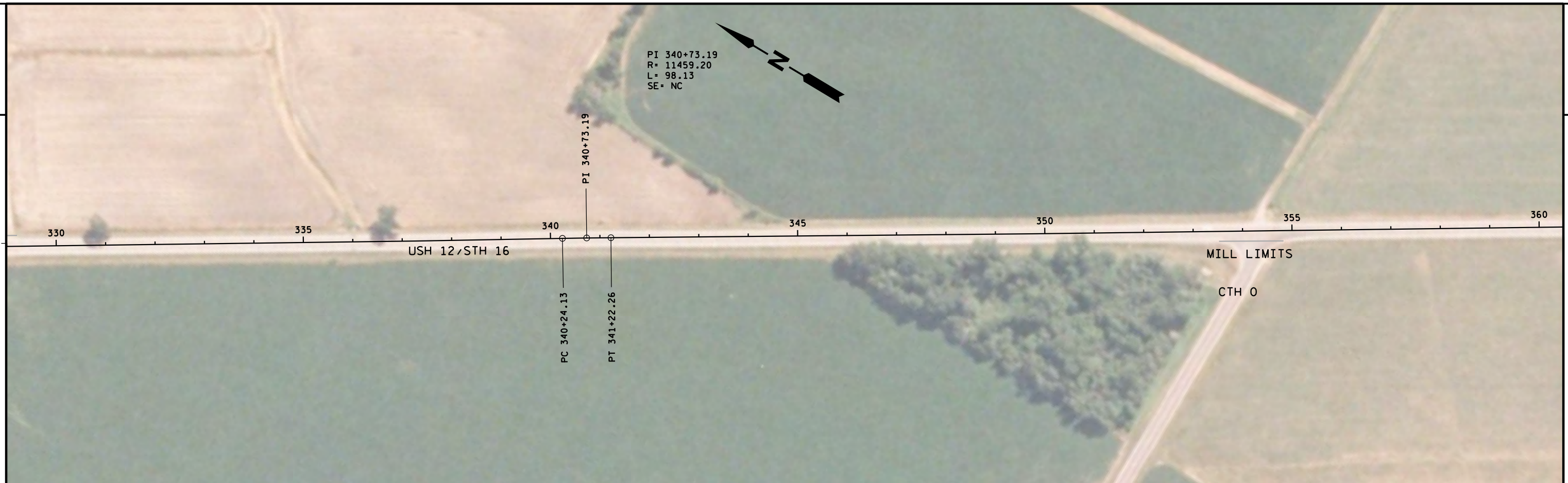
PLAN DETAILS

SHEET

E







PROJECT NO: 5880-03-63

HWY: USH 12

COUNTY: JUNEAU

PLAN DETAILS

SHEET

E

FILE NAME : P:\State\012\58800333\Cad\021205_.pd.dgn

PLOT DATE : 22-FEB-2017 10:31

PLOT BY : dotszz

PLOT NAME :

PLOT SCALE : 200:1

WISDOT/CADDs SHEET 42



PROJECT NO: 5880-03-63

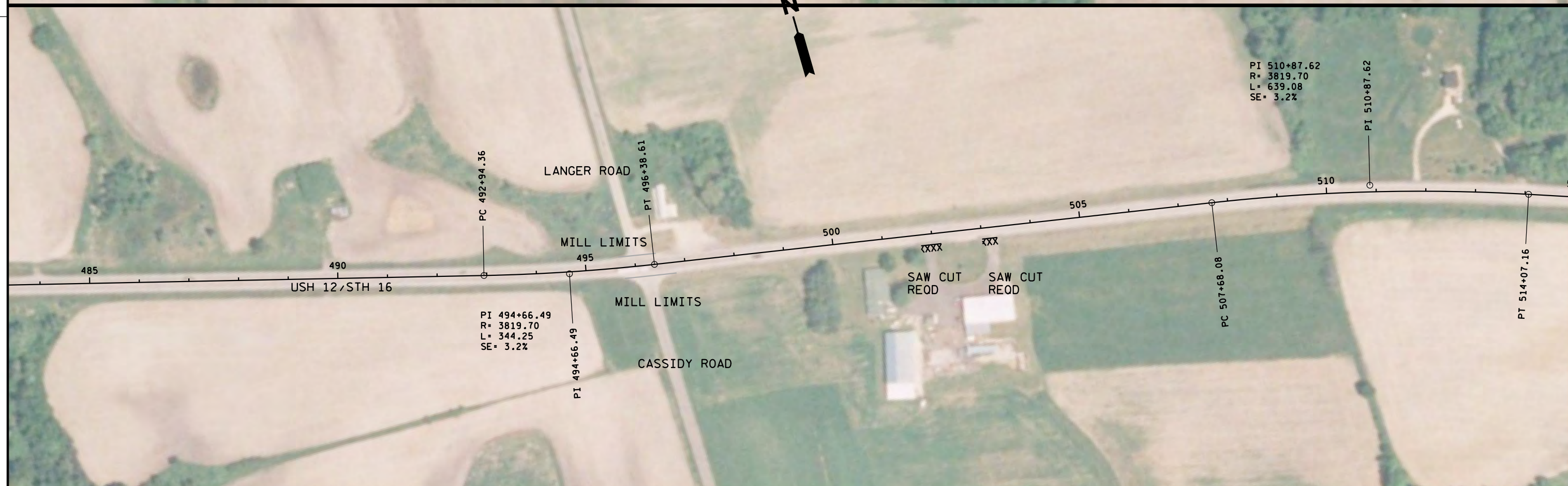
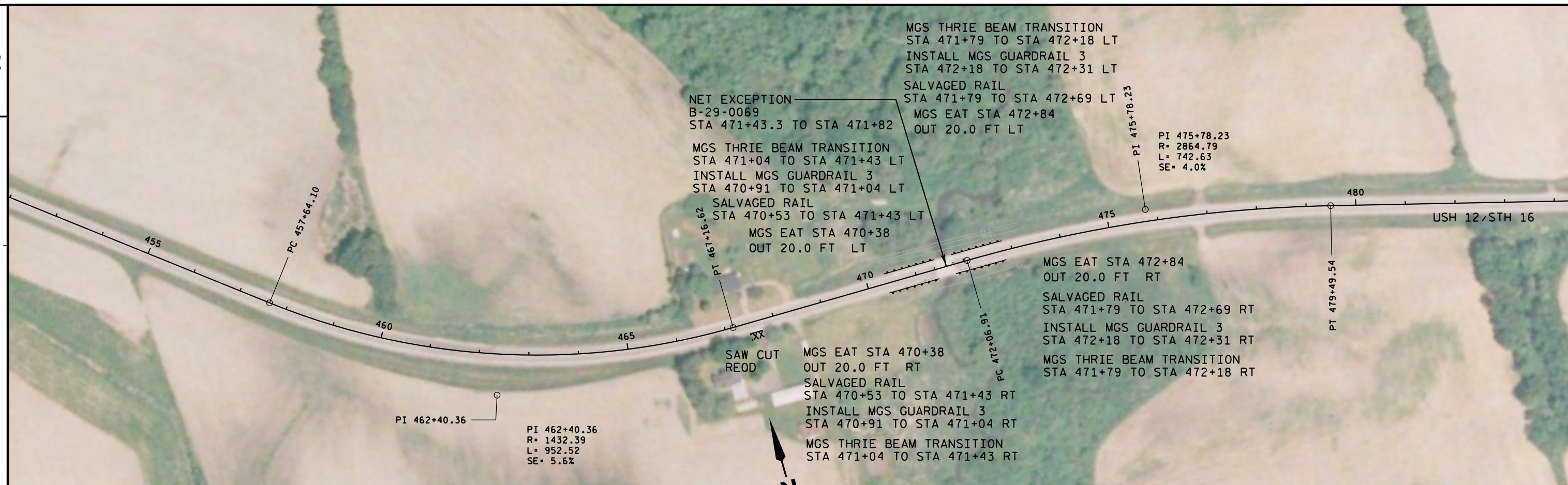
HWY: USH 12

COUNTY: JUNEAU

PLAN DETAILS

SHEET

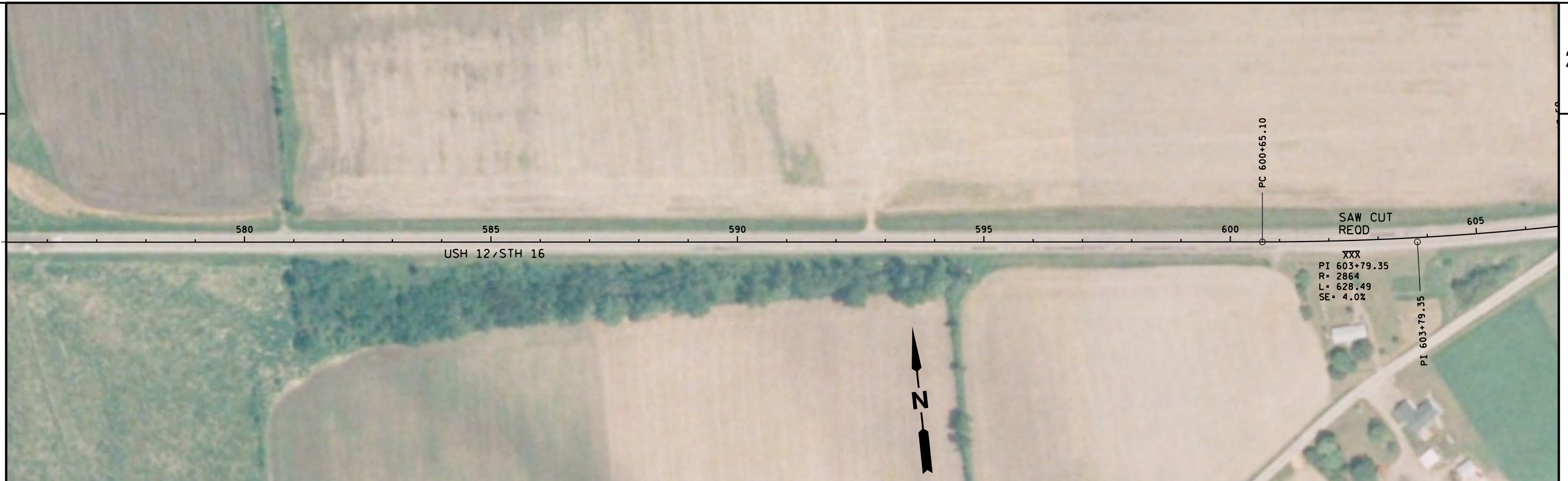
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PROJECT NO: 5880-03-63

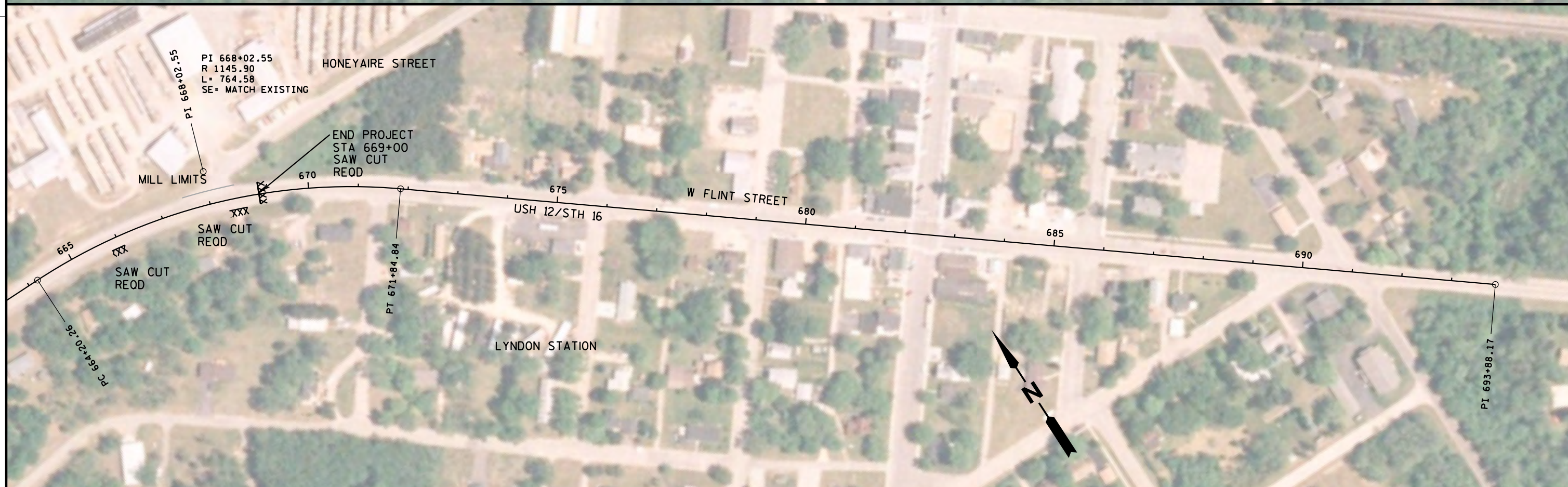
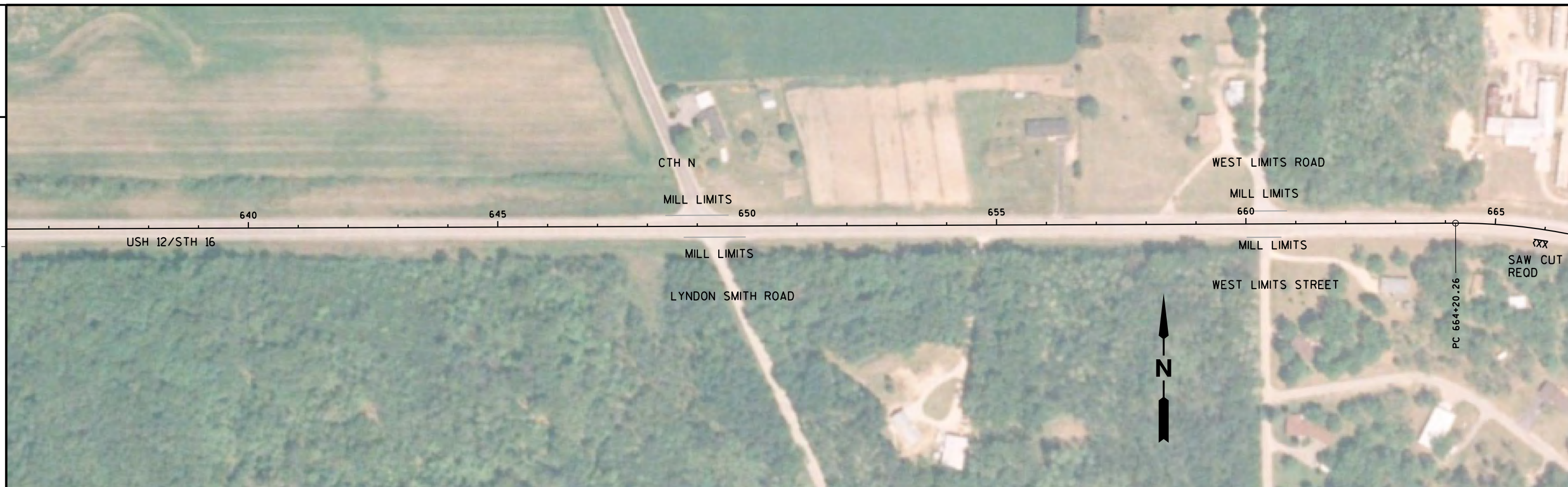
HWY: USH 12

COUNTY: JUNEAU

PLAN DETAILS

SHEET

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PROJECT NO: 5880-03-63

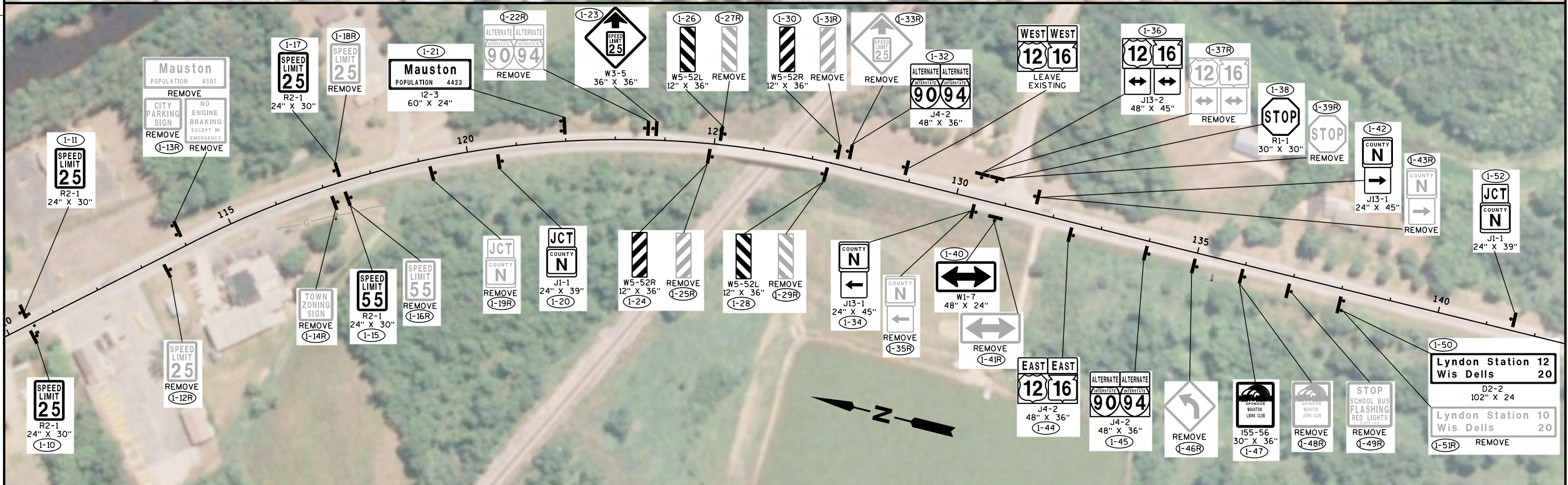
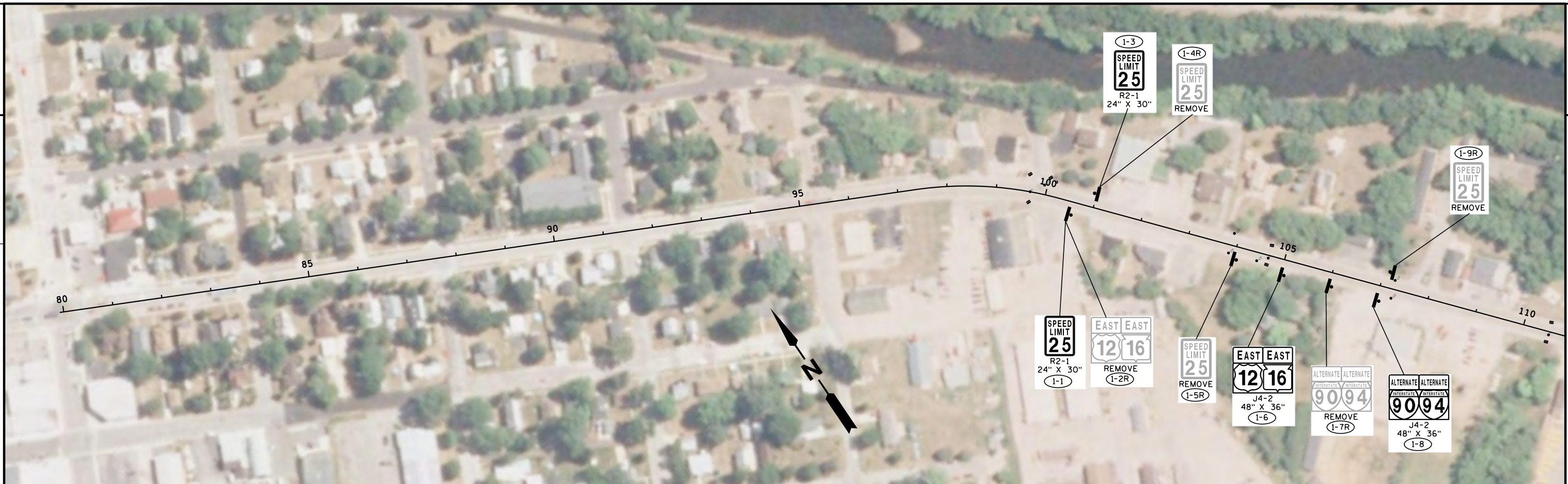
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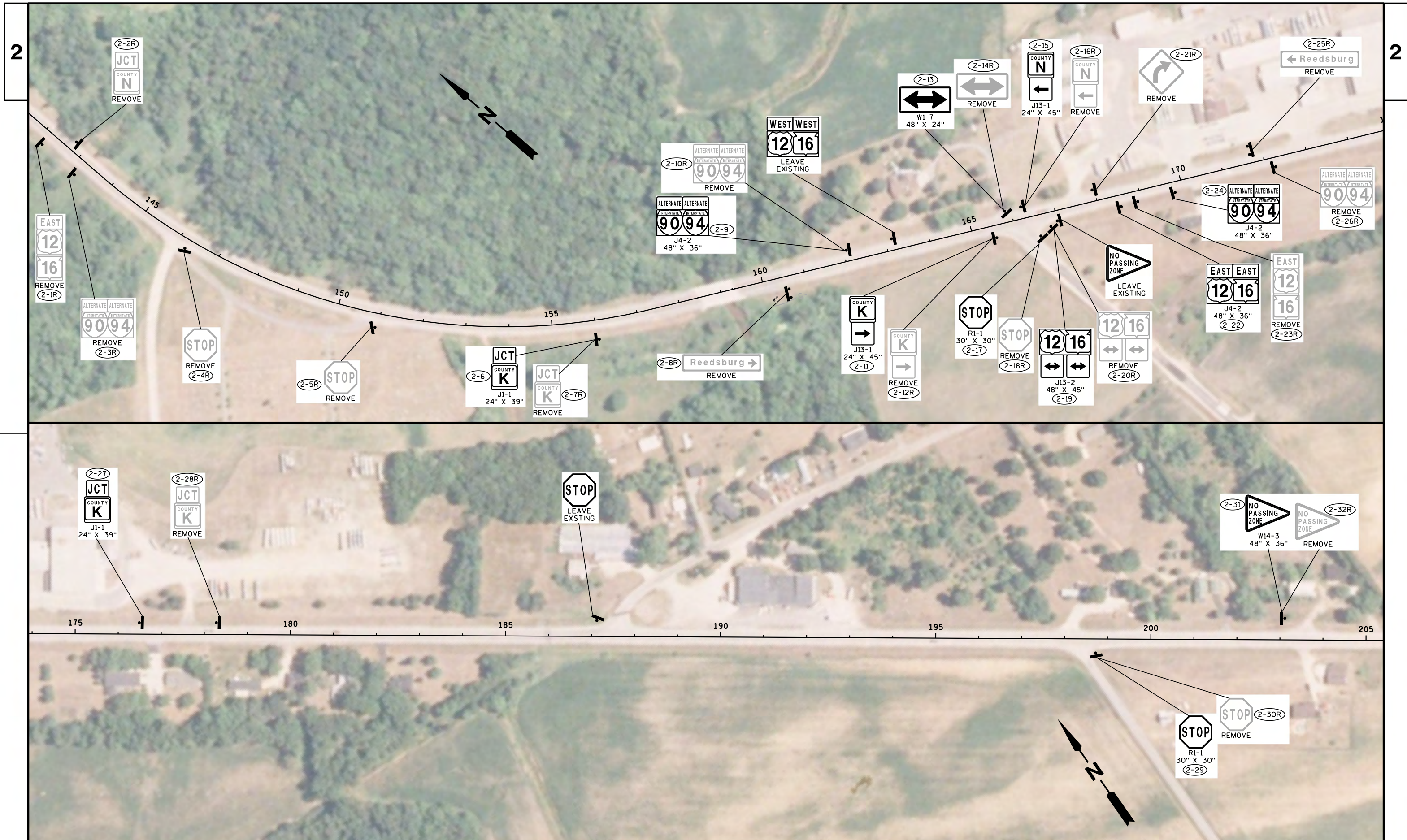
COUNTY: JUNEAU

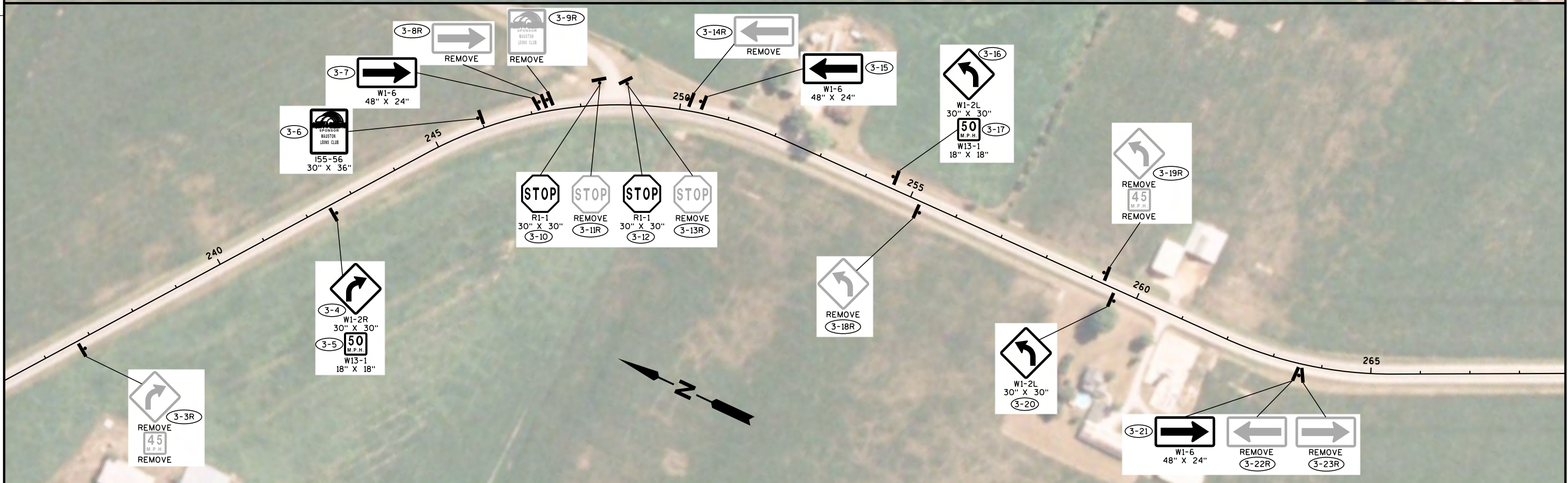
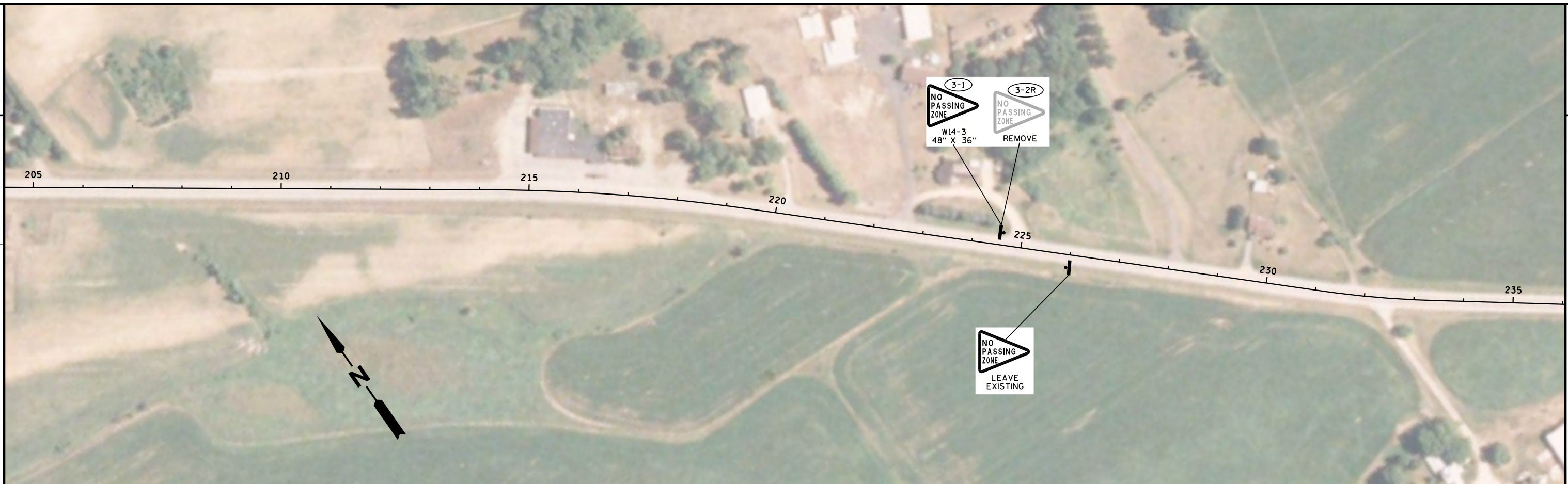
PLAN DETAILS

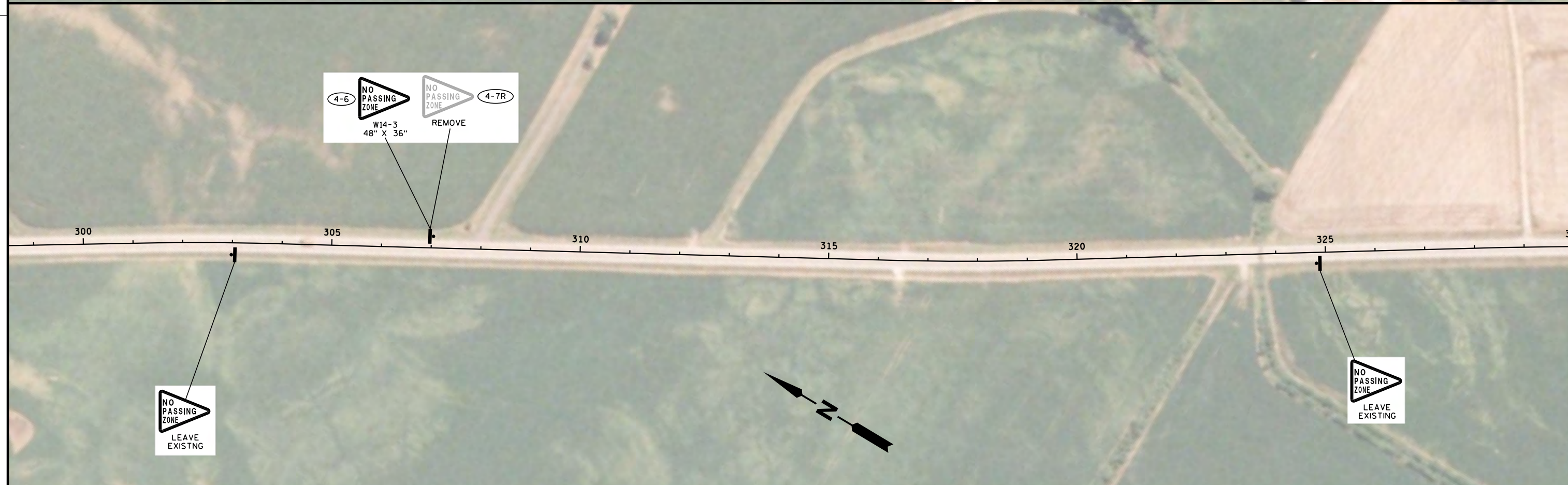
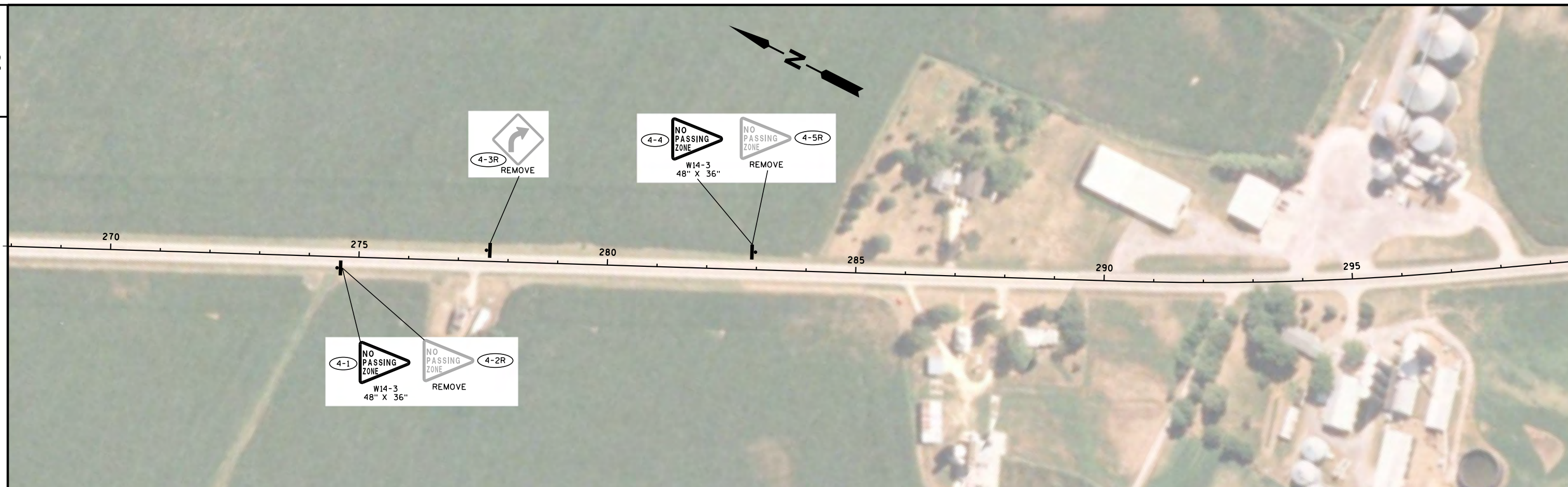
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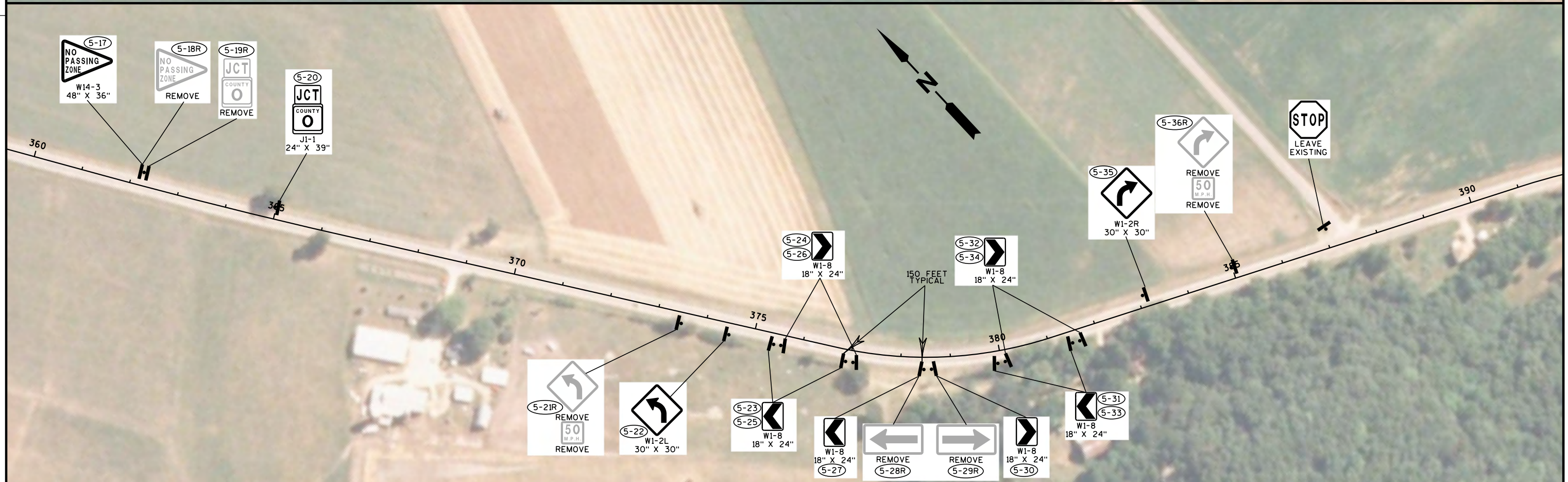
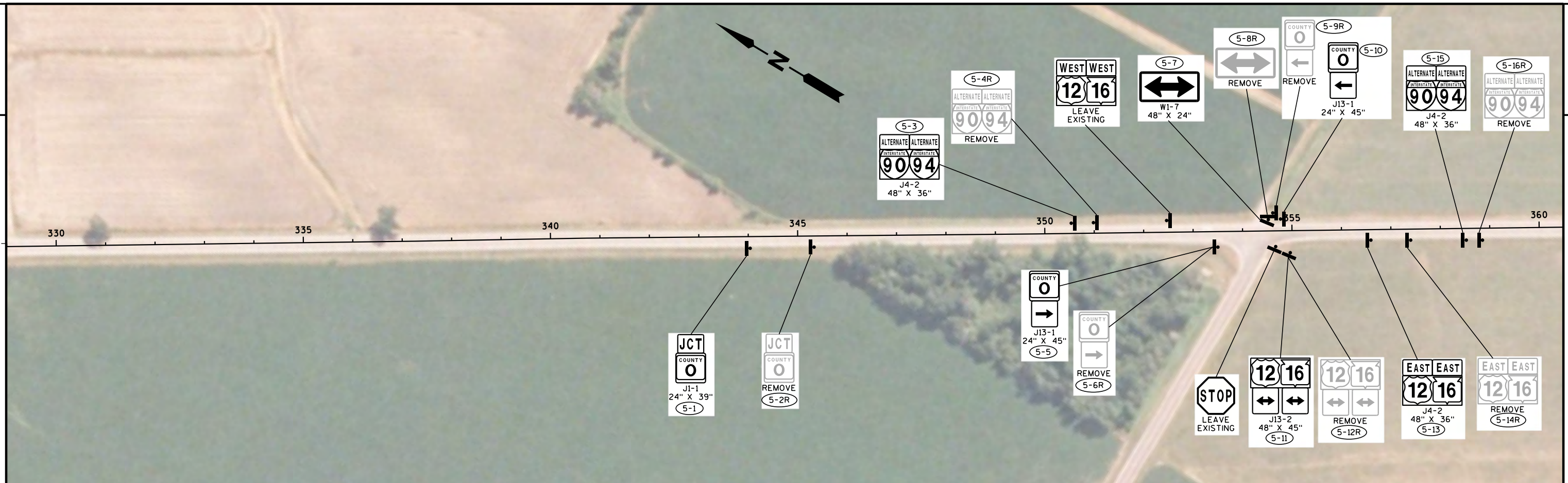
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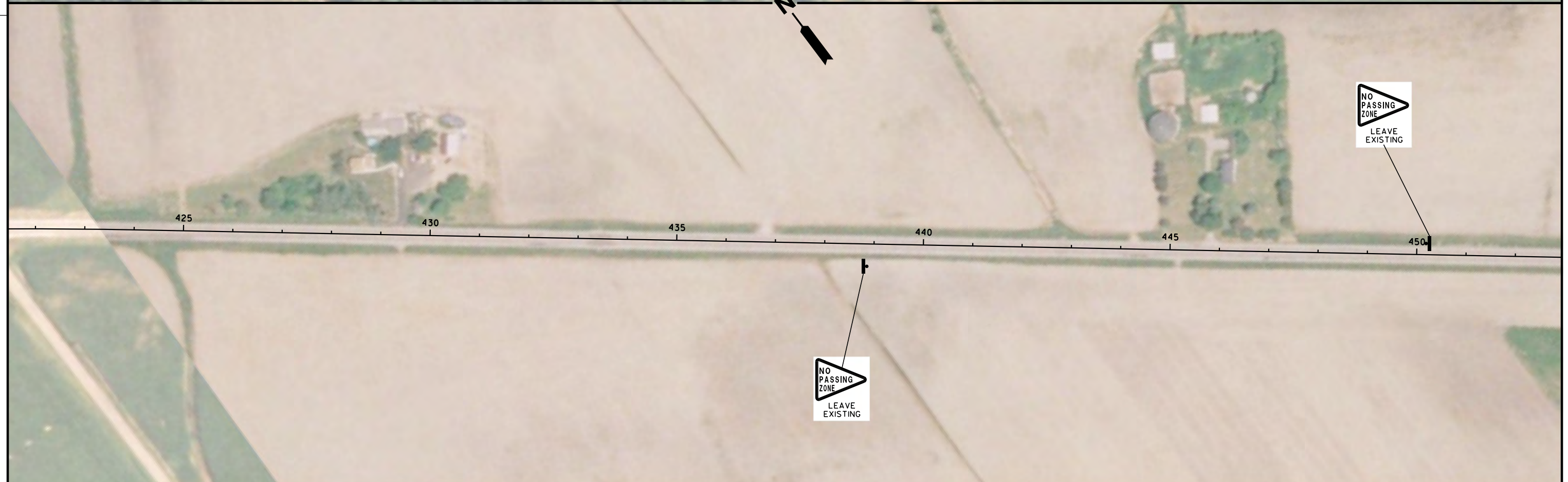
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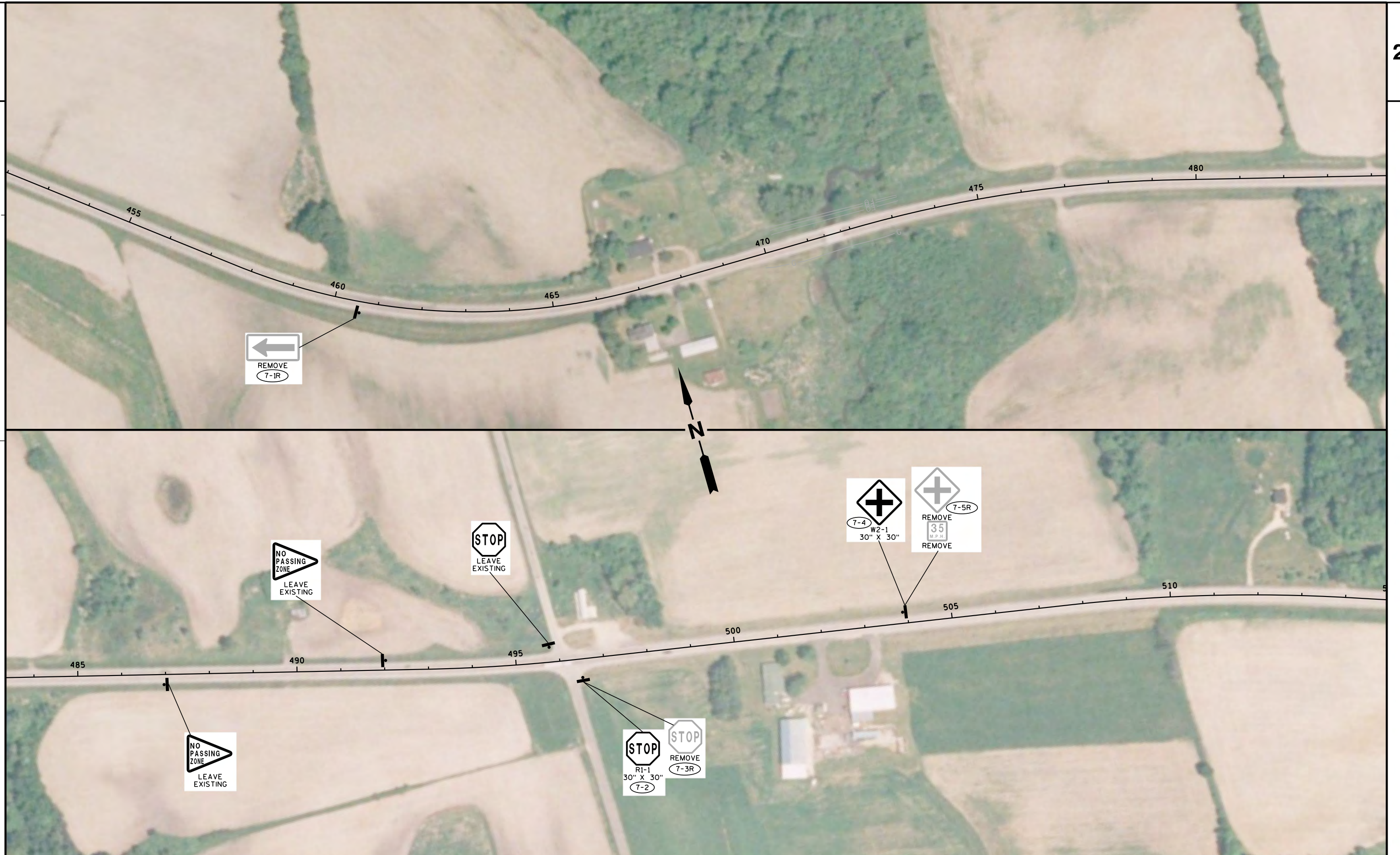
COUNTY: JUNEAU

PERMANENT SIGNING

SHEET

E





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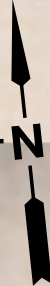
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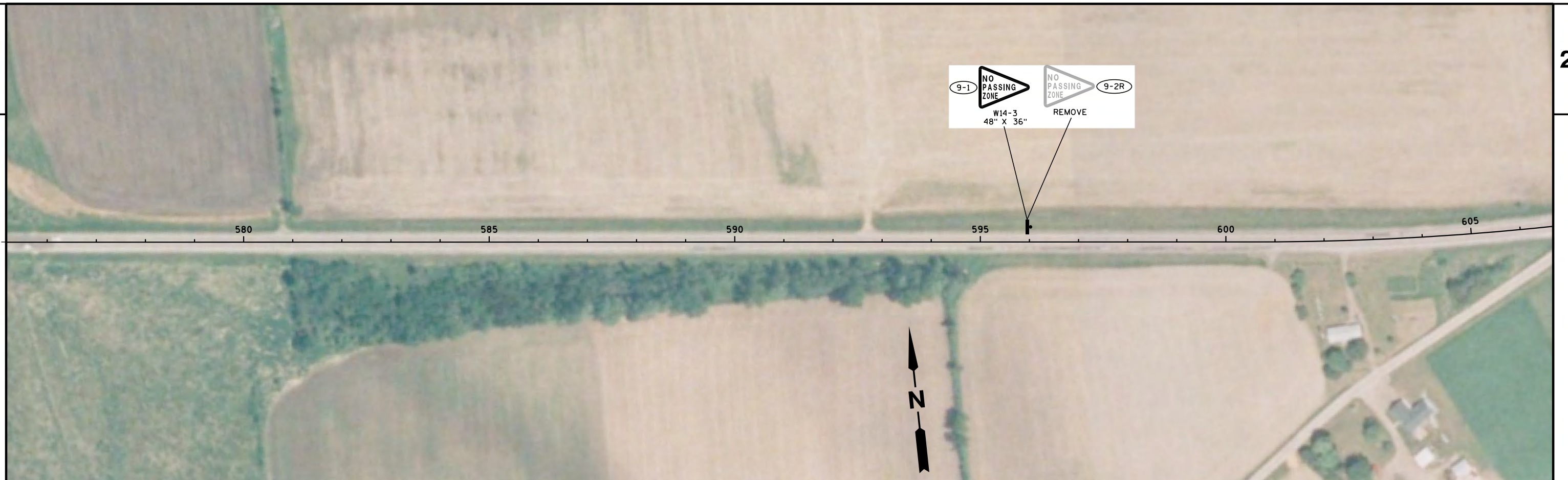
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PERMANENT SIGNING

SHEET

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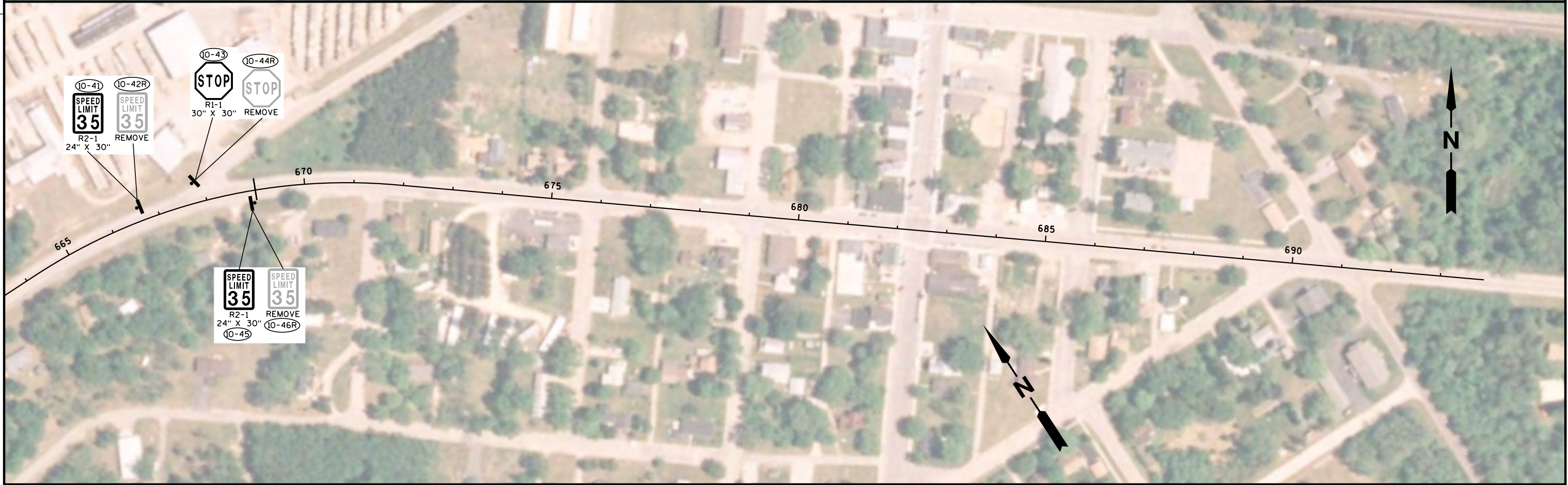
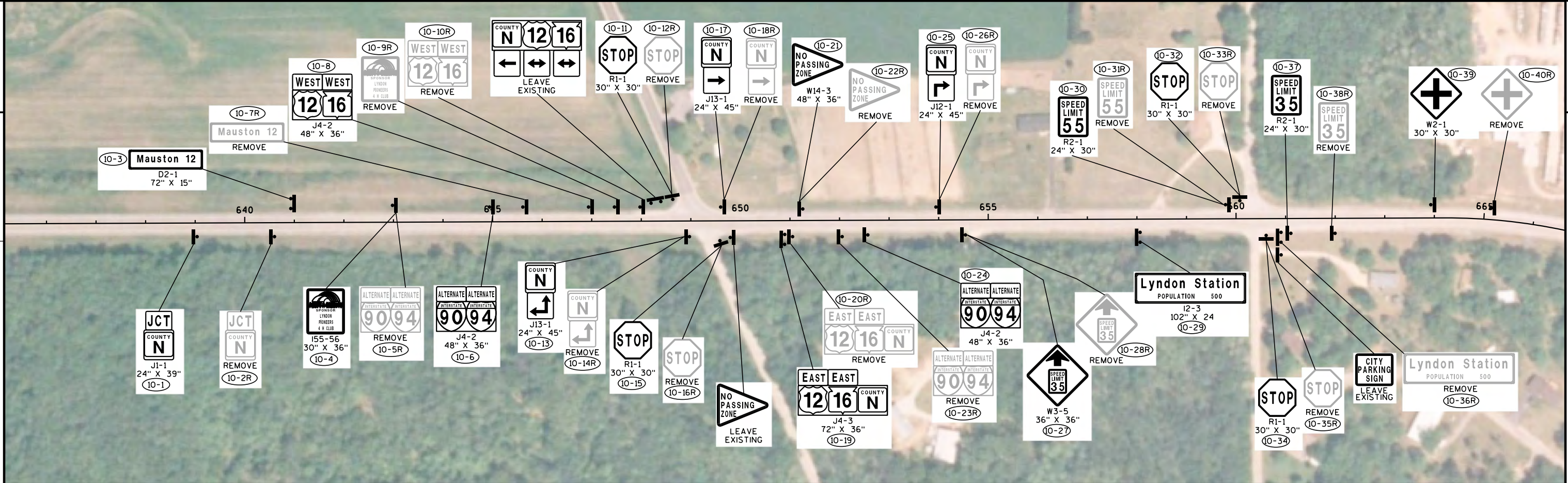
HWY: USH 12

COUNTY: JUNEAU

PERMANENT SIGNING

SHEET

E



Estimate Of Quantities

5880-03-63

Line	Item	Item Description	Unit	Total	Qty
0010	204.0110	Removing Asphaltic Surface	SY	3,095.000	3,095.000
0020	204.0120	Removing Asphaltic Surface Milling	SY	191,979.000	191,979.000
0030	213.0100	Finishing Roadway (project) 01.5880-03-63	EACH	1.000	1.000
0040	305.0110	Base Aggregate Dense 3/4-Inch	TON	11,179.000	11,179.000
0050	305.0500	Shaping Shoulders	STA	1,140.000	1,140.000
0060	440.4410	Incentive IRI Ride	DOL	43,120.000	43,120.000
0070	450.4000	HMA Cold Weather Paving	TON	6,050.000	6,050.000
0080	455.0605	Tack Coat	GAL	13,438.000	13,438.000
0090	460.2000	Incentive Density HMA Pavement	DOL	15,380.000	15,380.000
0100	460.4110.S	Reheating HMA Pavement Longitudinal Joints	LF	56,566.000	56,566.000
0110	460.5224	HMA Pavement 4 LT 58-28 S	TON	24,539.000	24,539.000
0120	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	157.000	157.000
0130	465.0425	Asphaltic Shoulder Rumble Strips 2-Lane Rural	LF	95,352.000	95,352.000
0140	465.0475	Asphalt Center Line Rumble Strips 2-Lane Rural	LF	45,886.000	45,886.000
0150	614.0920	Salvaged Rail	LF	3,227.000	3,227.000
0160	614.2300	MGS Guardrail 3	LF	1,950.000	1,950.000
0170	614.2500	MGS Thrie Beam Transition	LF	472.800	472.800
0180	614.2610	MGS Guardrail Terminal EAT	EACH	14.000	14.000
0190	618.0100	Maintenance And Repair of Haul Roads (project) 01.5880-03-63	EACH	1.000	1.000
0200	619.1000	Mobilization	EACH	1.000	1.000
0210	624.0100	Water	MGAL	18.000	18.000
0220	634.0612	Posts Wood 4x6-Inch X 12-FT	EACH	4.000	4.000
0230	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	76.000	76.000
0240	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	38.000	38.000
0250	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0260	637.2210	Signs Type II Reflective H	SF	619.520	619.520
0270	637.2230	Signs Type II Reflective F	SF	234.250	234.250
0280	638.2602	Removing Signs Type II	EACH	118.000	118.000
0290	638.3000	Removing Small Sign Supports	EACH	119.000	119.000
0300	642.5201	Field Office Type C	EACH	1.000	1.000
0310	643.0100	Traffic Control (project) 01.5880-03-63	EACH	1.000	1.000
0320	643.0300	Traffic Control Drums	DAY	6,000.000	6,000.000
0330	643.0900	Traffic Control Signs	DAY	1,400.000	1,400.000
0340	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0350	646.0106	Pavement Marking Epoxy 4-Inch	LF	171,170.000	171,170.000
0360	649.0402	Temporary Pavement Marking Paint 4-Inch	LF	106,418.000	106,418.000
0370	650.8000	Construction Staking Resurfacing Reference	LF	56,566.000	56,566.000
0380	690.0150	Sawing Asphalt	LF	2,314.000	2,314.000
0390	SPV.0060	Special 01. Concrete Surface Drain Modification	EACH	3.000	3.000

Estimate Of Quantities

5880-03-63					
0400	SPV.0180	Special 01. Removing Distressed Pavement Milling	SY	3,775.000	3,775.000

3

REMOVING ASPHALTIC SURFACE				REMOVING ASPHALTIC SURFACE				BASE AGGREGATE DENSE 3/4-INCH				
204.0110				204.0110				305.0110				
STATION	LOCATION	SY	REMARKS	STATION	LOCATION	SY	REMARKS	STATION	TO	STATION	LOCATION	TON
114+33	RT	38	CE	429+40	RT	15	FE	99+75	-	114+00	Mainline	249
115+68	RT	3	CE	445+19	RT	11	FE	114+00	-	125+05	Mainline	193
118+67	LT	15	CE	445+80	LT	15	PE	127+38	-	158+46	Mainline	544
131+79	RT	22	FE	467+59	RT	24	PE	159+33	-	471+43	Mainline	5462
137+13	LT	27	PE	468+40	RT	27	FE	471+82	-	669+00	Mainline	3451
142+85	RT	10	FE	476+00	LT	21	FE			Driveways		500
142+85	LT	13	FE	476+00	RT	21	FE			EAT Locations		280
145+82	RT	75	CE	483+95	LT	20	FE			Undistributed		500
150+69	RT	70	CE	489+80	LT	14	FE					
164+09	LT	38	PE	502+00	RT	39	PE			TOTAL 0010		11179
165+71	LT	19	FE	503+17	RT	51	FE					
167+55	LT	74	CE	513+84	LT	18	FE					
170+00	LT	92	CE	521+05	LT	19	PE					
170+15	RT	25	PE	522+59	LT	19	FE					
173+00	LT	108	CE	525+42	LT	19	PE					
176+91	RT	37	PE	560+95	LT	34	FE					
177+61	LT	13	CE	570+88	LT	22	FE					
180+00	RT	23	PE	580+78	LT	32	FE					
181+00	RT	13	PE	580+78	RT	24	FE					
182+20	RT	31	PE	592+60	LT	31	FE					
190+34	LT	83	CE	600+90	RT	15	FE					
192+31	LT	64	CE	602+44	RT	35	PE					
198+00	LT	33	PE	614+00	LT	23	PE					
200+00	LT	32	PE	616+81	RT	34	PE					
201+74	LT	30	PE	616+81	LT	28	FE					
203+58	LT	27	PE	633+61	RT	17	FE					
203+58	RT	28	PE	658+39	LT	24	PE					
205+13	LT	16	PE	665+98	RT	28	PE					
211+72	LT	27	FE	668+60	RT	38	PE					
216+10	LT	342	CE									
220+18	LT	22	PE									
222+50	LT	84	PE									
225+00	LT	25	PE									
228+10	LT	47	FE									
229+55	LT	40	PE									
271+75	LT	15	FE									
232+44	RT	20	PE									
252+45	LT	17	PE									
260+68	RT	14	PE									
260+74	LT	12	FE									
277+33	RT	12	PE									
286+00	RT	19	PE									
286+87	LT	13	PE									
288+00	RT	17	PE									
292+62	RT	15	FE									
294+00	LT	52	CE									
295+00	RT	62	PE									
295+20	LT	65	CE									
298+22	LT	50	CE									
308+00	LT	62	PE									
312+52	LT	11	FE									
316+54	LT	14	FE									
323+33	RT	10	FE									
329+05	LT	31	PE									
354+33	LT	14	FE									
368+67	LT	9	FE									
368+88	RT	37	PE									
382+00	RT	18	PE									
389+72	RT	17	PE									
392+71	RT	9	PE									
399+55	RT	15	PE									
403+00	RT	30	PE									
409+78	RT	14	PE									
420+64	LT	17	FE									
429+40	LT	40	PE									
CONTINUED IN NEXT COLUMN												

REMOVING ASPHALTIC SURFACE MILLING

STATION	TO	STATION	LOCATION	204.0120 SY	REMARKS
99+75	-	114+00	Mainline	4117	
114+00	-	125+05	Mainline	3685	
127+38	-	158+46	Mainline	10361	
159+33	-	471+43	Mainline	104034	
471+82	-	669+00	Mainline	65727	
114+00	-	125+05	LT & RT	737	FULL PAVED SHLD
127+38	-	136+50	LT & RT	608	FULL PAVED SHLD
157+00	-	158+46	LT & RT	97	FULL PAVED SHLD
159+33	-	161+00	LT & RT	111	FULL PAVED SHLD
470+30	-	471+43	LT & RT	76	FULL PAVED SHLD
471+82	-	472+80	LT & RT	65	FULL PAVED SHLD
CTH N			RT	164	
CTH K			RT	119	
Emmerson Rd			LT	93	
Carrig Rd			RT	115	
Noe Rd			LT	112	
CTH O			RT	97	
Morrissey Rd			LT	80	
Kennedy Rd			RT	84	
Langer Rd			LT	78	
Cassidy Rd			RT	96	
KI Townline Rd			LT	118	
CTH J			RT	129	
24th Ave			LT	115	
24th Ave S			RT	90	
CTH N			LT	132	
Lyndon Smith Rd			RT	111	
West Limits Rd			LT	204	
West Limit St			RT	205	
W. Honeyaire St			LT	219	
TOTAL 0010				191979	

REHEATING HMA PAVEMENT LONGITUDINAL JOINTS

STATION	TO	STATION	LOCATION	460.4110.S LF
99+75	-	114+00	Mainline	1425
114+00	-	125+05	Mainline	1105
127+38	-	158+46	Mainline	3108
159+33	-	471+43	Mainline	31210
471+82	-	669+00	Mainline	19718
TOTAL 0010				56566

HMA PAVEMENT 4 LT 58-28 S

STATION	TO	STATION	LOCATION	460.5224 TON	REMARKS
99+75	-	114+00	Mainline	461	
114+00	-	125+05	Mainline	468	
127+38	-	158+46	Mainline	1315	
159+33	-	471+43	Mainline	13205	
471+82	-	669+00	Mainline	8343	
114+00	-	125+05	LT & RT	28	FULL PAVED SHLD
127+38	-	136+50	LT & RT	23	FULL PAVED SHLD
157+00	-	158+46	LT & RT	4	FULL PAVED SHLD
159+33	-	161+00	LT & RT	4	FULL PAVED SHLD
470+30	-	471+43	LT & RT	3	FULL PAVED SHLD
471+82	-	472+80	LT & RT	2	FULL PAVED SHLD
CTH N			RT	12	
CTH K			RT	9	
Emmerson Rd			LT	7	
Carrig Rd			RT	9	
Noe Rd			LT	10	
CTH O			RT	6	
Morrissey Rd			LT	5	
Kennedy Rd			RT	6	
Langer Rd			LT	6	
Cassidy Rd			RT	7	
KI Townline Rd			LT	9	
CTH J			RT	10	
24th Ave			LT	8	
24th Ave S			RT	7	
CTH N			LT	10	
Lyndon Smith Rd			RT	9	
West Limits Rd			LT	17	
West Limit St			RT	17	
W. Honeyaire St			LT	19	
Undistributed/ Distressed Milled Areas				500	
TOTAL 0010				24539	

WATER

STATION	TO	STATION	LOCATION	624.0100 MGAL	REMARKS
99+75	-	669+00	LT & RT	18	Shoulder compaction
TOTAL 0010				18	

3

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES

STATION	TO	STATION	LOCATION	465.0120 TON	REMARKS
114+33			RT	3	CE
115+68			RT	2	CE
118+67			LT	1	CE
131+79			RT	2	FE
137+13			LT	2	PE
145+82			RT	6	CE
150+69			RT	5	CE
164+09			LT	3	PE
167+55			LT	7	CE
170+00			LT	7	CE
170+15			RT	2	PE
173+00			LT	8	CE
176+91			RT	3	PE
182+20			RT	2	PE
190+34			LT	7	CE
192+31			LT	5	CE
201+74			LT	2	PE
216+10			LT	27	CE
222+50			LT	7	PE
228+10			LT	4	FE
229+55			LT	3	PE
294+00			LT	4	CE
295+00			RT	5	PE
295+20			LT	5	CE
298+22			LT	5	CE
308+00			LT	5	PE
329+05			LT	2	PE
368+88			RT	3	PE
403+00			RT	2	PE
429+40			LT	3	PE
468+40			RT	2	PE
502+00			RT	3	PE
503+17			RT	2	FE
602+44			RT	3	PE
665+98			RT	2	PE
668+60			RT	3	PE

TOTAL 0010 157

MGS THRIE BEAM TRANSITION

STATION	TO	STATION	LOCATION	614.2500 LF	REMARKS
124+58	-	124+97	RT	39.4	Drilled holes reqd
124+78	-	125+18	LT	39.4	Drilled holes reqd
127+45	-	127+84	LT	39.4	Drilled holes reqd
127+28	-	127+68	RT	39.4	Drilled holes reqd
158+11	-	158+50	RT	39.4	
159+48	-	159+87	RT	39.4	
157+92	-	158+31	LT	39.4	
159+29	-	159+68	LT	39.4	
471+04	-	471+43	RT	39.4	Drilled holes reqd
471+78	-	472+18	RT	39.4	Drilled holes reqd
471+04	-	471+43	LT	39.4	Drilled holes reqd
471+79	-	472+18	LT	39.4	Drilled holes reqd

TOTAL 0010 472.8

MGS GUARDRAIL 3

STATION	TO	STATION	LOCATION	614.2300 LF
117+95	-	124+60	RT	662.5
119+53	-	124+78	LT	525
127+84	-	128+46	LT	62.5
127+68	-	131+05	RT	337.5
132+45	-	136+08	RT	263
157+99	-	158+11	RT	12.5
159+87	-	160+00	RT	12.5
157+79	-	157+92	LT	12.5
159+68	-	159+81	LT	12.5
470+91	-	471+04	RT	12.5
472+18	-	472+31	RT	12.5
470+91	-	471+04	LT	12.5
472+18	-	472+31	LT	12.5

TOTAL 0010 1950

MGS GUARDRAIL TERMINAL EAT

STATION	TO	STATION	LOCATION	614.2610 EACH	REMARKS
117+42			RT	1	POST 1
119+00			LT	1	POST 1
129+00			LT	1	POST 1
131+58			RT	1	POST 1
131+92			RT	1	POST 1
135+61			RT	1	POST 1
157+45			RT	1	POST 1
160+53			RT	1	POST 1
157+26			LT	1	POST 1
160+34			LT	1	POST 1
470+38			RT	1	POST 1
472+84			RT	1	POST 1
470+38			LT	1	POST 1
472+84			LT	1	POST 1

TOTAL 0010 14

3

ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	LOCATION	465.0425 LF
127+56	-	144+72	RT	1716
146+60	-	149+34	RT	274
151+29	-	158+21	RT	692
159+54	-	165+35	RT	581
167+67	-	169+95	RT	228
170+48	-	176+48	RT	600
177+38	-	179+59	RT	221
180+33	-	180+63	RT	30
181+33	-	181+84	RT	51
182+50	-	197+46	RT	1496
199+84	-	203+21	RT	337
203+99	-	232+00	RT	2801
232+81	-	260+33	RT	2752
261+02	-	276+95	RT	1593
277+68	-	287+62	RT	994
288+32	-	292+24	RT	392
292+91	-	294+84	RT	193
295+13	-	333+18	RT	3805
335+70	-	368+45	RT	3275
369+12	-	381+66	RT	1254
382+34	-	389+42	RT	708
390+16	-	392+40	RT	224
393+10	-	399+14	RT	604
399+84	-	402+66	RT	282
403+40	-	409+47	RT	607
410+26	-	420+16	RT	990
422+15	-	467+17	RT	4502
468+00	-	471+17	RT	317
472+07	-	495+52	RT	2345
497+55	-	501+54	RT	399
502+36	-	502+83	RT	47
503+59	-	535+76	RT	3217
538+32	-	602+00	RT	6368
602+74	-	606+55	RT	381
608+56	-	616+36	RT	780
617+14	-	648+48	RT	3134
650+67	-	658+86	RT	819

ASPHALTIC SHOULDER RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	LOCATION	465.0425 LF
127+74	-	129+81	LT	207
132+38	-	136+76	LT	438
137+45	-	158+21	LT	2076
159+59	-	163+78	LT	419
164+55	-	166+91	LT	236
168+74	-	169+33	LT	59
171+36	-	172+18	LT	82
174+43	-	176+93	LT	250
178+82	-	183+33	LT	451
184+23	-	186+77	LT	254
193+79	-	197+63	LT	384
198+52	-	201+35	LT	283
202+06	-	203+22	LT	116
204+00	-	213+90	LT	990
219+05	-	219+84	LT	79
220+54	-	221+93	LT	139
223+77	-	224+47	LT	70
225+52	-	227+76	LT	224
228+45	-	229+13	LT	68
229+73	-	247+60	LT	1787
249+44	-	252+14	LT	270
252+79	-	286+50	LT	3371
287+18	-	289+54	LT	236
291+62	-	293+23	LT	161
296+50	-	297+50	LT	100
299+42	-	307+62	LT	820
308+45	-	328+69	LT	2024
329+42	-	386+08	LT	5666
387+85	-	429+05	LT	4120
429+82	-	445+44	LT	1562
446+15	-	467+16	LT	2101
468+70	-	471+17	LT	247
472+07	-	494+99	LT	2292
496+83	-	511+43	LT	1460
512+17	-	520+75	LT	858
521+47	-	525+00	LT	353
528+84	-	535+23	LT	639
537+64	-	605+74	LT	6810
608+16	-	613+59	LT	543
614+28	-	647+36	LT	3308
650+65	-	658+55	LT	790
TOTAL 0010				95352

TRAFFIC CONTROL DRUMS

LOCATION	643.0300 DAY	REMARKS
Beam Guard locations	6000	25' spacing
TOTAL 0010	6000	

ASPHALT CENTER LINE RUMBLE STRIPS 2-LANE RURAL

STATION	TO	STATION	LOCATION	465.0475 LF
127+64	-	129+05	C/L	141
133+05	-	144+85	C/L	1180
146+85	-	149+61	C/L	276
151+61	-	158+21	C/L	660
159+58	-	164+25	C/L	467
171+03	-	172+05	C/L	102
174+06	-	185+53	C/L	1147
193+37	-	196+43	C/L	306
200+45	-	213+75	C/L	1330
218+17	-	246+67	C/L	2850
250+67	-	289+31	C/L	3864
291+31	-	293+00	C/L	169
296+09	-	297+20	C/L	111
299+20	-	352+15	C/L	5295
356+15	-	385+24	C/L	2909
389+24	-	419+00	C/L	2976
423+00	-	471+13	C/L	4813
472+05	-	494+00	C/L	2195
498+25	-	534+76	C/L	3651
538+93	-	605+00	C/L	6607
609+26	-	647+00	C/L	3774
651+37	-	658+36	C/L	699
662+36	-	666+00	C/L	364
TOTAL 0010				45886

TRAFFIC CONTROL SIGNS

LOCATION	643.0900 DAY	REMARKS
Begin Project	250	Advance warning
End Project	250	Advance warning
sidelines	900	Advance warning
TOTAL 0010	1400	

TRAFFIC CONTROL SIGNS PCMS

LOCATION	643.1050 DAY	REMARKS
Begin Project	7	Coordinate location
End Project	7	with engineer
TOTAL 0010	14	

PAVEMENT MARKING EPOXY 4-INCH

STATION	TO	STATION	LOCATION	646.0106	DASH YL	WHITE
				646.0106 LF	LF	LF
100+22	-	166+18	C/L	12016	300.0	
166+18		204+56	C/L		962.5	
204+56	-	214+39	C/L	983	250.0	
214+39	-	215+45	C/L		25.0	
215+45	-	274+30	C/L	7845	975.0	
274+30	-	283+25	C/L		225.0	
283+25	-	291+75	C/L	850	125.0	
291+75	-	294+37	C/L		62.5	
294+37	-	302+44	C/L	807	200.0	
302+44	-	306+66	C/L		100.0	
306+66	-	313+52	C/L	686	175.0	
313+52	-	327+72	C/L		350.0	
327+72	-	335+16	C/L	744	187.5	
335+16	-	362+14	C/L		675.0	
362+14	-	411+26	C/L	7434	600.0	
411+26	-	419+53	C/L		212.5	
419+53	-	427+65	C/L	812	200.0	
427+65	-	430+29	C/L		62.5	
430+29	-	438+74	C/L	845	212.5	
438+74	-	450+51	C/L		300.0	
450+51	-	486+64	C/L	5204	500.0	
486+64	-	491+39	C/L		125.0	
491+39	-	535+13	C/L	6431	575.0	
535+13	-	595+00	C/L		1500.0	
595+00	-	600+65	C/L	565	137.5	
600+65	-	606+26	C/L		137.5	
606+26	-	611+16	C/L	490	125.0	
611+16	-	631+26	C/L		500.0	
631+26	-	639+75	C/L	849	121.5	
639+75	-	642+92	C/L		75.0	
642+92	-	650+00	C/L	708	175.0	
650+00	-	651+06	C/L		25.0	
651+06	-	669+00	C/L	2524	262.5	
112+82	-	669+00	LT			55618
116+00	-	669+00	RT			55300
SUBTOTAL				49793	10459	110918
TOTAL 0010				171170		

CONSTRUCTION STAKING RESURFACING REFERENCE

STATION	TO	STATION	LOCATION	650.8000 LF
99+75	-	114+00	Mainline	1425
114+00	-	125+05	Mainline	1105
127+38	-	158+46	Mainline	3108
159+33	-	471+43	Mainline	31210
471+82	-	669+00	Mainline	19718
TOTAL 0010				56566

SPECIAL (01 CONCRETE SURFACE DRAIN MODIFICATION)

STATION	LOCATION	SPV.0060.01 EACH
125+00	RT	1
127+34	RT	1
471+84	RT	1
TOTAL 0010		3

SPECIAL (01 REMOVING DISTRESSED PAVEMENT MILLING)

LOCATION	SPV.0180.01 SY	REMARKS
UNDISTRIBUTED	3775	2% OF MILLED SURFACE
TOTAL 0010	3775	

TEMPORARY PAVEMENT MARKING PAINT 4-INCH

STATION	TO	STATION	LOCATION	646.0106	DASH YL
				649.0402 LF	LF
100+22	-	166+18	C/L	12016	94
166+18		204+56	C/L		308
204+56	-	214+39	C/L	983	80
214+39	-	215+45	C/L		8
215+45	-	274+30	C/L	7845	314
274+30	-	283+25	C/L		72
283+25	-	291+75	C/L	850	68
291+75	-	294+37	C/L		20
294+37	-	302+44	C/L	807	64
302+44	-	306+66	C/L		36
306+66	-	313+52	C/L	686	56
313+52	-	327+72	C/L		114
327+72	-	335+16	C/L	744	60
335+16	-	362+14	C/L		216
362+14	-	411+26	C/L	7434	190
411+26	-	419+53	C/L		68
419+53	-	427+65	C/L	812	64
427+65	-	430+29	C/L		20
430+29	-	438+74	C/L	845	68
438+74	-	450+51	C/L		94
450+51	-	486+64	C/L	5204	162
486+64	-	491+39	C/L		40
491+39	-	535+13	C/L	6431	186
535+13	-	595+00	C/L		480
595+00	-	600+65	C/L	565	44
600+65	-	606+26	C/L		44
606+26	-	611+16	C/L	490	40
611+16	-	631+26	C/L		160
631+26	-	639+75	C/L	849	68
639+75	-	642+92	C/L		24
642+92	-	650+00	C/L	708	56
650+00	-	651+06	C/L		12
651+06	-	669+00	C/L	2524	86
SUB TOTAL				49793	3416
2 APPLICATIONS				X2	X2
TOTAL 0010				106418	

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN MESSAGE	SIGN SIZE IN INCHES	POSTS WOOD 4 x 6 INCH 12 FOOT 634.0612 EACH	POSTS WOOD 4 x 6 INCH 14 FOOT 634.0614 EACH	POSTS WOOD 4 x 6 INCH 16 FOOT 634.0616 EACH	POSTS WOOD 4 x 6 INCH 18 FOOT 634.0618 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
2-26R	172+05	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE 90 ALTERNATE 94	48 x 36							1	1		
2-27	176+50	Left	J1-1	Junction Assembly	JCT K	24 x 39		1			6.50					
2-28R	177+25	Left	J1-1	Junction Assembly	JCT K	24 x 39							1	1		
2-29	198+70	Right	R1-1	Stop		30 x 30		1			5.18					Carrig Rd
2-30R	198+70	Right	R1-1	Stop		30 x 30							1	1		
2-31	203+00	Left	W14-3	No Passing Zone		48 x 36		1				6.00				
2-32R	203+00	Left	W14-3	No Passing Zone		48 x 36							1	1		
3-1	224+50	Left	W14-3	No Passing Zone		48 x 36		1				6.00				
3-2R	224+50	Left	W14-3	No Passing Zone		48 x 36							1	1		
3-3R	236+80	Right	W1-2R	Right Curve		30 x 30							1	1		
			W13-1	Speed Advisory 45	45	18 x 18										
3-4	242+50	Right	W1-2R	Right Curve		30 x 30			1			6.25				
3-5	242+50	Right	W13-1	Speed Advisory 50	50	18 x 18						2.25				3-4
3-6	246+00	Left	I55-56	Adopt A Highway	MAUSTON LIONS CLUB	30 x 36		1			7.50					
3-7	247+10	Left	W1-6	Night Arrow (Single)		48 x 24		1				8.00				
3-8R	247+15	Left	W1-6	Night Arrow (Single)		48 x 24							1	1		
3-9R	247+15	Left	I55-56	Adopt A Highway	MAUSTON LIONS CLUB	30 x 36							1			3-8R
3-10	248+20	Left	R1-1	Stop		30 x 30		1			5.18					
3-11R	248+20	Left	R1-1	Stop		30 x 30							1	1		Noe Rd
3-12	249+00	Left	R1-1	Stop		30 x 30		1			5.18					
3-13R	249+00	Left	R1-1	Stop		30 x 30							1	1		Noe Rd
3-14R	250+10	Left	W1-6	Night Arrow (Single)		48 x 24							1	1		
3-15	250+20	Left	W1-6	Night Arrow (Single)		48 x 24						8.00				
3-16	254+60	Left	W1-2L	Left Curve		30 x 30			1			6.25				
3-17	254+60	Left	W13-1	Speed Advisory 50	50	18 x 18						2.25				3-16
3-18R	255+15	Right	W1-2L	Left Curve		30 x 30							1	1		
3-19R	259+20	Left	W1-2L	Left Curve		30 x 30							1	1		
			W13-1	Speed Advisory 45	45	18 x 18										
3-20	259+50	Right	W1-2L	Left Curve		30 x 30		1				6.25				
3-21	263+60	Right	W1-6	Night Arrow (Single)		48 x 24		1				8.00				
3-22R	263+60	Right	W1-6	Night Arrow (Single)		48 x 24							1	1		
3-23R	263+60	Right	W1-6	Night Arrow (Single)		48 x 24							1			3-22R
4-1	274+75	Right	W14-3	No Passing Zone		48 x 36			1			6.00				
4-2R	274+75	Right	W14-3	No Passing Zone		48 x 36							1	1		
4-3R	277+65	Left	W1-2R	Right Curve		30 x 30							1	1		
4-4	282+95	Left	W14-3	No Passing Zone		48 x 36			1			6.00				
4-5R	282+95	Left	W14-3	No Passing Zone		48 x 36							1	1		
4-6	307+00	Left	W14-3	No Passing Zone		48 x 36			1			6.00				
4-7R	307+00	Left	W14-3	No Passing Zone		48 x 36							1	1		
5-1	344+00	Right	J1-1	Junction Assembly	JCT 0	24 x 39			1		6.50					
5-2R	345+20	Right	J1-1	Junction Assembly	JCT 0	24 x 39							1	1		
5-3	350+65	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE 90 ALTERNATE 94	48 x 36			1		12.00					
5-4R	351+00	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE 90 ALTERNATE 94	48 x 36							1	1		
5-5	353+45	Right	J13-1	Directional Assembly Without Cardinals	0 (Right Arrow)	24 x 45		1			7.50					
5-6R	353+45	Right	J13-1	Directional Assembly Without Cardinals	0 (Right Arrow)	24 x 45							1	1		
5-7	354+40	Left	W1-7	Night Arrow (Double)		48 x 24		1				8.00				
5-8R	354+40	Left	W1-7	Night Arrow (Double)		48 x 24							1			5-9R
5-9R	354+45	Left	J13-1	Directional Assembly Without Cardinals	0 (Left Arrow)	24 x 45			1		7.50					
5-10	354+75	Left	J13-1	Directional Assembly Without Cardinals	0	24 x 45							1	1		

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																			REMOVING	MOUNTED	REMARKS
																			SMALL	ON SAME	
																			SUPPORTS	POST AS	
SIGN	STATION	LOCATION	SIGN	SIGN	SIGN	SIGN	SIGN	POSTS	POSTS	POSTS	POSTS	SIGNS	SIGNS	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	REMOVING	
NUMBER			CODE	DESCRIPTION	MESSAGE	IN	INCHES	WOOD	WOOD	WOOD	WOOD	TYPE II	TYPE II	TYPE II	TYPE II	TYPE II	TYPE II	TYPE II	TYPE II	TYPE II	
								4 x 6 INCH	4 x 6 INCH	4 x 6 INCH	4 x 6 INCH	REFLECTIVE H	REFLECTIVE F	REFLECTIVE F	REFLECTIVE F	REFLECTIVE F	REFLECTIVE F	REFLECTIVE F	REFLECTIVE F	REFLECTIVE F	
								12 FOOT	14 FOOT	16 FOOT	18 FOOT	SF	SF	SF	SF	SF	SF	SF	SF	SF	
								634.0612	634.0614	634.0616	634.0618	637.2210	637.2230	638.2602	638.3000	638.3000	638.3000	638.3000	638.3000	638.3000	
								EACH	EACH	EACH	EACH										
0010	1-43R	131+60	Left	J13-1	Directional Assembly Without Cardinals	N	24 x 45												1	1	
0010						(Right Arrow)															
0010	1-44	132+40	Right	J4-2	Reassurance Assembly (2 Heads)	EAST EAST	48 x 36			1		12.00									
0010						12 16															
0010	1-45	134+00	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE	48 x 36			1		12.00									
0010						90 94															
0010	1-46R	135+00	Right	W1-2R	Left Curve		30 x 30									1	1				
0010	1-47	136+00	Right	I55-56	Adopt A Highway	MAUSTON	30 x 36			1		7.50									
0010						LIONS CLUB															
0010	1-48R	136+00	Right	I55-56	Adopt A Highway	MAUSTON	30 x 36									1	1				
0010						LIONS CLUB															
0010	1-49R	137+00	Right	R59-51	Stop for School Bus with Flashing Lights		24 x 24									1	1				
0010	1-50	138+00	Right	D2-2	Destinations Distances	Lyndon Station 12	102 x 24		2			17.00									
0010						Wis Dells 20															
0010	1-51R	138+00	Right	D2-2	Destinations Distances	Lyndon Station 12	102 x 24									1	2				
0010						Wis Dells 20															
0010	1-52	141+50	Left	J1-1	Junction Assembly	JCT	24 x 39			1		6.50									
0010						N															
0010	2-1R	142+00	Right	JV	Vertical Reassurance Assembly	EAST	24 x 60									1	1				
0010						12															
0010						16															
0010	2-2R	142+85	Left	J1-1	Junction Assembly	JCT	24 x 39									1	1				
0010						N															
0010	2-3R	143+00	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE	48 x 36									1	1				
0010						90 94															
0010	2-4R	146+20	Right	R1-1	Stop		30 x 30									1	1				
0010	2-5R	150+85	Right	R1-1	Stop		30 x 30									1	1				
0010	2-6	156+00	Right	J1-1	Junction Assembly	JCT	24 x 39			1		6.50									
0010						K															
0010	2-7R	156+00	Right	J1-1	Junction Assembly	JCT	24 x 39									1	1				
0010						K															
0010	2-8R	160+50	Right	D1-1	Destination Arrow	Reedsburg (Right Arrow)	84 x 15									1	2				
0010	2-9	162+05	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE	48 x 36		1			12.00									
0010						90 94															
0010	2-10R	162+05	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE	48 x 36									1	1				
0010						90 94															
0010	2-11	165+50	Right	J13-1	Directional Assembly Without Cardinals	K	24 x 45		1			7.50									
0010						(Right Arrow)															
0010	2-12R	165+50	Right	J13-1	Directional Assembly Without Cardinals	K	24 x 45									1	1				
0010						(Right Arrow)															
0010	2-13	165+85	Left	W1-7	Night Arrow (Double)		48 x 24		1			8.00									
0010	2-14R	165+85	Left	W1-7	Night Arrow (Double)		48 x 24									1	1				
0010	2-15	166+35	Left	J13-1	Directional Assembly Without Cardinals	K	24 x 45		1			7.50									
0010						(Left Arrow)															
0010	2-16R	166+35	Left	J13-1	Directional Assembly Without Cardinals	K	24 x 45									1	1				
0010						(Left Arrow)															
0010	2-17	166+40	Right	R1-1	Stop		30 x 30		1			5.18									CTH K
0010	2-18R	166+40	Right	R1-1	Stop		36 x 36									1	1				
0010	2-19	166+45	Right	J13-2	Directional Assembly Without Cardinals	12 16	48 x 45			1		15.00									
0010						(Double Arrow) (Double Arrow)															
0010	2-20R	166+45	Right	J13-2	Directional Assembly Without Cardinals	12 16	48 x 45									1	1				
0010						(Double Arrow) (Double Arrow)															
0010	2-21R	168+00	Left	W1-2R	Right Curve		30 x 30									1	1				
0010	2-22	168+45	Right	J4-2	Reassurance Assembly (2 Heads)	EAST EAST	48 x 36		1			12.00									
0010						12 16															
0010	2-23R	168+90	Right	JV	Vertical Reassurance Assembly	EAST	24 x 60									1	1				
0010						12															
0010						16															
0010	2-24	169+80	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE	48 x 36		1			12.00									
0010						90 94															
0010	2-25R	171+80	Left	D1-1	Destination Arrow	(Left Arrow) Reedsburg	84 x 15									1	2				
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SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN MESSAGE	SIGN SIZE IN INCHES	POSTS WOOD 4 x 6 INCH 12 FOOT 634.0612 EACH	POSTS WOOD 4 x 6 INCH 14 FOOT 634.0614 EACH	POSTS WOOD 4 x 6 INCH 16 FOOT 634.0616 EACH	POSTS WOOD 4 x 6 INCH 18 FOOT 634.0618 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
2-26R	172+05	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1		
2-27	176+50	Left	J1-1	Junction Assembly	JCT K	24 x 39		1			6.50					
2-28R	177+25	Left	J1-1	Junction Assembly	JCT K	24 x 39							1	1		
2-29	198+70	Right	R1-1	Stop		30 x 30		1			5.18					Carrig Rd
2-30R	198+70	Right	R1-1	Stop		30 x 30							1	1		
2-31	203+00	Left	W14-3	No Passing Zone		48 x 36		1				6.00				
2-32R	203+00	Left	W14-3	No Passing Zone		48 x 36							1	1		
3-1	224+50	Left	W14-3	No Passing Zone		48 x 36		1				6.00				
3-2R	224+50	Left	W14-3	No Passing Zone		48 x 36							1	1		
3-3R	236+80	Right	W1-2R W13-1	Right Curve Speed Advisory 45	45	30 x 30 18 x 18							1	1		
3-4	242+50	Right	W1-2R	Right Curve		30 x 30			1			6.25				
3-5	242+50	Right	W13-1	Speed Advisory 50	50	18 x 18						2.25				3-4
3-6	246+00	Left	I55-56	Adopt A Highway	MAUSTON LIONS CLUB	30 x 36		1			7.50					
3-7	247+10	Left	W1-6	Night Arrow (Single)		48 x 24		1				8.00				
3-8R	247+15	Left	W1-6	Night Arrow (Single)		48 x 24							1	1		
3-9R	247+15	Left	I55-56	Adopt A Highway	MAUSTON LIONS CLUB	30 x 36							1			3-8R
3-10	248+20	Left	R1-1	Stop		30 x 30		1			5.18					
3-11R	248+20	Left	R1-1	Stop		30 x 30							1	1		Noe Rd
3-12	249+00	Left	R1-1	Stop		30 x 30		1			5.18					
3-13R	249+00	Left	R1-1	Stop		30 x 30							1	1		Noe Rd
3-14R	250+10	Left	W1-6	Night Arrow (Single)		48 x 24							1	1		
3-15	250+20	Left	W1-6	Night Arrow (Single)		48 x 24						8.00				
3-16	254+60	Left	W1-2L	Left Curve		30 x 30			1			6.25				
3-17	254+60	Left	W13-1	Speed Advisory 50	50	18 x 18						2.25				3-16
3-18R	255+15	Right	W1-2L	Left Curve		30 x 30							1	1		
3-19R	259+20	Left	W1-2L	Left Curve		30 x 30							1	1		
			W13-1	Speed Advisory 45	45	18 x 18										
3-20	259+50	Right	W1-2L	Left Curve		30 x 30		1				6.25				
3-21	263+60	Right	W1-6	Night Arrow (Single)		48 x 24		1				8.00				
3-22R	263+60	Right	W1-6	Night Arrow (Single)		48 x 24							1	1		
3-23R	263+60	Right	W1-6	Night Arrow (Single)		48 x 24							1			3-22R
4-1	274+75	Right	W14-3	No Passing Zone		48 x 36			1			6.00				
4-2R	274+75	Right	W14-3	No Passing Zone		48 x 36							1	1		
4-3R	277+65	Left	W1-2R	Right Curve		30 x 30							1	1		
4-4	282+95	Left	W14-3	No Passing Zone		48 x 36			1			6.00				
4-5R	282+95	Left	W14-3	No Passing Zone		48 x 36							1	1		
4-6	307+00	Left	W14-3	No Passing Zone		48 x 36			1			6.00				
4-7R	307+00	Left	W14-3	No Passing Zone		48 x 36							1	1		
5-1	344+00	Right	J1-1	Junction Assembly	JCT 0	24 x 39			1		6.50					
5-2R	345+20	Right	J1-1	Junction Assembly	JCT 0	24 x 39							1	1		
5-3	350+65	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36			1		12.00					
5-4R	351+00	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1		
5-5	353+45	Right	J13-1	Directional Assembly Without Cardinals	0 (Right Arrow)	24 x 45		1			7.50					
5-6R	353+45	Right	J13-1	Directional Assembly Without Cardinals	0 (Right Arrow)	24 x 45							1	1		
5-7	354+40	Left	W1-7	Night Arrow (Double)		48 x 24		1				8.00				
5-8R	354+40	Left	W1-7	Night Arrow (Double)		48 x 24							1			5-9R
5-9R	354+45	Left	J13-1	Directional Assembly Without Cardinals	0 (Left Arrow)	24 x 45			1		7.50					
5-10	354+75	Left	J13-1	Directional Assembly Without Cardinals	0	24 x 45							1	1		

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SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN MESSAGE	SIGN SIZE IN INCHES	POSTS	POSTS	POSTS	POSTS	SIGNS	SIGNS	REMOVING	REMOVING	MOUNTED	REMARKS	
							WOOD 4 x 6 INCH 12 FOOT 634.0612 EACH	WOOD 4 x 6 INCH 14 FOOT 634.0614 EACH	WOOD 4 x 6 INCH 16 FOOT 634.0616 EACH	WOOD 4 x 6 INCH 18 FOOT 634.0618 EACH	TYPE II REFLECTIVE H 637.2210 SF	TYPE II REFLECTIVE F 637.2230 SF	TYPE II SIGNS 638.2602 EACH	SMALL SIGN SUPPORTS 638.3000 EACH	ON SAME POST AS SIGN NUMBER		
5-11	354+70	Right	J13-2	Directional Assembly Without Cardinals	(Left Arrow) 12 16	48 x 45			1		15.00						
5-12R	354+70	Right	J13-2	Directional Assembly Without Cardinals	(Double Arrow) (Double Arrow) 12 16	48 x 45							1	1			
5-13	356+50	Right	J4-2	Reassurance Assembly (2 Heads)	EAST EAST 12 16	48 x 36			1		12.00						
5-14R	357+30	Right	J4-2	Reassurance Assembly (2 Heads)	EAST EAST 12 16	48 x 36							1	1			
5-15	358+50	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36			1		12.00						
5-16R	358+85	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1			
5-17	362+15	Left	W14-3	No Passing Zone		48 x 36			1		6.00						
5-18R	362+15	Left	W14-3	No Passing Zone		48 x 36							1		5-19R		
5-19R	362+15	Left	J1-1	Junction Assembly	JCT 0	24 x 39							1	1			
5-20	365+00	Left	J1-1	Junction Assembly	JCT 0	24 x 39			1		6.50						
5-21R	373+50	Right	W1-2L	Left Curve		30 x 30							1	1			
5-22	374+50	Right	W13-1	Speed Advisory 50	50	18 x 18			1			6.25					
5-23	375+35	Right	W1-2L	Left Curve		30 x 30											
5-24	375+60	Right	W1-8	Chevron		18 x 24		1			3.00						
5-25	376+85	Right	W1-8	Chevron		18 x 24		1			3.00						
5-26	377+10	Right	W1-8	Chevron		18 x 24		1			3.00						
5-27	378+35	Right	W1-8	Chevron		18 x 24		1			3.00						
5-28R	378+35	Right	W1-6	Night Arrow (Single)		48 x 24							1	1			
5-29R	378+60	Right	W1-6	Night Arrow (Single)		48 x 24							1	1			
5-30	378+60	Right	W1-8	Chevron		18 x 24		1			3.00						
5-31	379+85	Right	W1-8	Chevron		18 x 24		1			3.00						
5-32	380+10	Right	W1-8	Chevron		18 x 24		1			3.00						
5-33	381+35	Right	W1-8	Chevron		18 x 24		1			3.00						
5-34	381+60	Right	W1-8	Chevron		18 x 24		1			3.00						
5-35	383+10	Left	W1-2R	Right Curve		30 x 30			1		6.25						
5-36R	385+00	Left	W1-2R	Right Curve		30 x 30							1	1			
6-1	411+05	Right	W13-1	Speed Advisory 50	50	18 x 18											
6-2R	411+05	Right	W14-3	No Passing Zone		48 x 36			1		6.00						
6-3	419+85	Left	W14-3	No Passing Zone		48 x 36			1		6.00		1	1			
6-4R	419+85	Left	W14-3	No Passing Zone		48 x 36							1	1			
7-1R	460+55	Right	W1-6	Night Arrow (Single)		48 x 24							1	1			
7-2	496+40	Right	R1-1	Stop		30 x 30		1		5.18						Langer Rd	
7-3R	496+40	Right	R1-1	Stop		30 x 30							1	1			
7-4	504+00	Left	W2-1	Cross Road Warning Sign		30 x 30		1			6.25						
7-5R	504+00	Left	W2-1	Cross Road Warning Sign		30 x 30							1	1			
8-1R	526+00	Right	W13-1	Speed Advisory 35	35	18 x 18											
8-1R	526+00	Right	J1-1	Junction Assembly	JCT J	24 x 39							1	1			
8-2	526+50	Right	J1-1	Junction Assembly	JCT J	24 x 39			1		6.50						
8-3	532+15	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36			1		12.00						
8-4R	532+95	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1			
8-5	534+15	Left	J4-2	Reassurance Assembly (2 Heads)	WEST WEST 12 16	48 x 36			1		12.00						
8-6R	534+15	Left	J4-2	Reassurance Assembly (2 Heads)	WEST WEST 12 16	48 x 36							1	1			
8-7	535+35	Right	W14-3	No Passing Zone		48 x 36		1			6.00						
8-8R	535+35	Right	W14-3	No Passing Zone		48 x 36							1	1			
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PROJECT NO: 5880-03-63				HWY: USH 12			COUNTY:JUNEAU				MISCELLANEOUS QUANTITIES				SHEET:		E

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SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN MESSAGE	SIGN SIZE IN INCHES	POSTS WOOD 4 x 6 INCH 12 FOOT 634.0612 EACH	POSTS WOOD 4 x 6 INCH 14 FOOT 634.0614 EACH	POSTS WOOD 4 x 6 INCH 16 FOOT 634.0616 EACH	POSTS WOOD 4 x 6 INCH 18 FOOT 634.0618 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOUNTED ON SAME POST AS SIGN NUMBER
8-9	536+25	Right	J13-1	Directional Assembly Without Cardinals	J (Right Arrow)	24 x 45		1			7.50				
8-10R	536+25	Right	J13-1	Directional Assembly Without Cardinals	J (Right Arrow)	24 x 45							1	1	
8-11	536+40	Left	R1-1	Stop		30 x 30		1			5.18				
8-12R	536+40	Left	R1-1	Stop		30 x 30							1	1	
8-13	537+10	Right	J13-2	Directional Assembly Without Cardinals	12 16 (Double Arrow) (Double Arrow)	48 x 45			1		15.00				
8-14R	537+10	Right	J13-2	Directional Assembly Without Cardinals	12 16 (Double Arrow) (Double Arrow)	48 x 45							1	1	
8-15	537+70	Right	I55-56	Adopt A Highway	LYNDON PIONEERS 4H CLUB	30 x 36		1			7.50				
8-16R	537+70	Right	I55-56	Adopt A Highway	LYNDON PIONEERS 4H CLUB	30 x 36							1	1	
8-17R	540+00	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1	
8-18	541+00	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36			1		12.00				
8-19	547+50	Left	J1-1	Junction Assembly	JCT J	24 x 39			1		6.50				
8-20R	549+00	Left	J1-1	Junction Assembly	JCT J	24 x 39							1	1	
9-1	596+00	Left	W14-3	No Passing Zone		48 x 36		1				6.00			
9-2R	596+00	Left	W14-3	No Passing Zone		48 x 36							1	1	
9-3	607+05	Left	R1-1	Stop		30 x 30		1			5.18				
9-4R	607+05	Left	R1-1	Stop		30 x 30							1	1	
9-5	607+30	Right	R1-1	Stop		30 x 30		1			5.18				
9-6R	607+30	Right	R1-1	Stop		30 x 30							1	1	
9-7	611+50	Right	W14-3	No Passing Zone		48 x 36		1				6.00			
9-8R	611+50	Right	W14-3	No Passing Zone		48 x 36							1	1	
9-9	631+55	Left	W14-3	No Passing Zone		48 x 36		1				6.00			
9-10	631+55	Left	W14-3	No Passing Zone		48 x 36							1	1	
10-1	639+00	Right	J1-1	Junction Assembly	JCT N	24 x 39		1			6.50				
10-2R	640+55	Right	J1-1	Junction Assembly	JCT N	24 x 39							1	1	
10-3	641+00	Left	D2-1	Destination Distance	Mauston 12	72 x 15		2			7.50				
10-4	643+00	Left	I55-56	Adopt A Highway	LYNDON PIONEERS 4H CLUB	30 x 36		1			7.50				
10-5R	643+00	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1	
10-6	645+00	Left	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36		1			12.00				
10-7R	645+75	Left	D2-1	Destination Distance	Mauston 12	72 x 15							1	1	
10-8	647+00	Left	J4-2	Reassurance Assembly (2 Heads)	WEST WEST 12 16	48 x 36		1			12.00				
10-9R	647+50	Left	I55-56	Adopt A Highway	LYNDON PIONEERS 4H CLUB	30 x 36							1	1	
10-10R	648+00	Left	J4-2	Reassurance Assembly (2 Heads)	WEST WEST 12 16	48 x 36							1	1	
10-11	648+75	Left	R1-1	Stop		30 x 30		1			5.18				
10-12R	648+75	Left	R1-1	Stop		36 x 36							1	1	
10-13	648+80	Right	J13-1	Directional Assembly Without Cardinals	N (Left and Ahead Arrow)	24 x 45		1			7.50				
10-14R	648+80	Right	J13-1	Directional Assembly Without Cardinals	N (Left and Ahead Arrow)	24 x 45							1	1	

CONTINUED ON NEXT PAGE

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	SIGN MESSAGE	SIGN SIZE IN INCHES	POSTS WOOD 4 x 6 INCH 12 FOOT 634.0612 EACH	POSTS WOOD 4 x 6 INCH 14 FOOT 634.0614 EACH	POSTS WOOD 4 x 6 INCH 16 FOOT 634.0616 EACH	POSTS WOOD 4 x 6 INCH 18 FOOT 634.0618 EACH	SIGNS TYPE II REFLECTIVE H 637.2210 SF	SIGNS TYPE II REFLECTIVE F 637.2230 SF	REMOVING SIGNS TYPE II 638.2602 EACH	REMOVING SMALL SIGN SUPPORTS 638.3000 EACH	MOUNTED ON SAME POST AS SIGN NUMBER	REMARKS
10-15	649+60	Right	R1-1	Stop		30 x 30		1			5.18					Smith Rd
10-16R	649+60	Right	R1-1	Stop		30 x 30							1	1		
10-17	649+75	Left	J13-1	Directional Assembly Without Cardinals	N (Right Arrow)	24 x 45		1			7.50					
10-18R	649+75	Left	J13-1	Directional Assembly Without Cardinals	N (Right Arrow)	24 x 45							1	1		
10-19	650+95	Right	J4-3	Reassurance Assembly (3 Heads)	EAST EAST 12 16 N	72 x 36		1	1		18.00					
10-20R	651+00	Right	J4-3	Reassurance Assembly (3 Heads)	EAST EAST 12 16 N	72 x 36							1	1		
10-21	651+15	Left	W14-3	No Passing Zone		48 x 36			1		6.00					
10-22R	651+15	Left	W14-3	No Passing Zone		48 x 36							1	1		
10-23R	652+00	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36							1	1		
10-24	651+50	Right	J4-2	Reassurance Assembly (2 Heads)	ALTERNATE ALTERNATE 90 94	48 x 36		1			12.00					
10-25	654+00	Left	J12-1	Route Turn Assembly Without Cardinals	N (Right Turn Arrow)	24 x 45			1		7.50					
10-26R	654+00	Left	J12-1	Route Turn Assembly Without Cardinals	N (Right Turn Arrow)	24 x 45							1	1		
10-27	654+50	Right	W3-5	Speed Limit Ahead 35	35	36 x 36			1		9.00					
10-28R	654+50	Right	W3-5	Speed Limit Ahead 35	35	36 x 36							1	1		
10-29	658+00	Right	I2-3	Lyndon Station Population Sign	Lyndon Station Population 500	102 x 24		2			17.00					
10-30	659+90	Left	R2-1	Speed Limit 55	55	24 x 30		1			5.00					
10-31R	659+90	Left	R2-1	Speed Limit 55	55	24 x 30							1	1		
10-32	660+05	Left	R1-1	Stop		30 x 30		1			5.18					
10-33R	660+05	Left	R1-1	Stop		30 x 30							1	1		
10-34	660+50	Right	R1-1	Stop		30 x 30		1			5.18					
10-35R	660+50	Right	R1-1	Stop		30 x 30							1	1		
10-36R	660+65	Right	I2-3	Lyndon Station Population Sign	Lyndon Station Population 500	102 x 24							1	2		
10-37	660+65	Right	R2-1	Speed Limit 35	35	24 x 30		1			5.00					
10-38R	660+95	Right	R2-1	Speed Limit 35	35	36 x 48							1	1		
10-39	664+00	Left	W2-1	Cross Road Warning Sign		30 x 30		1			6.25					
10-40R	665+15	Left	W2-1	Cross Road Warning Sign		30 x 30							1	1		
10-41	666+80	Left	R2-1	Speed Limit 35	35	24 x 30		1			5.00					
10-42R	666+80	Left	R2-1	Speed Limit 35	35	24 x 30							1	1		
10-43	667+95	Left	R1-1	Stop		30 x 30		1			5.18					
10-44R	667+95	Left	R1-1	Stop		30 x 30							1	1		
10-45	668+90	Right	R2-1	Speed Limit 35	35	24 x 30		1			5.00					
10-46R	668+90	Right	R2-1	Speed Limit 35	35	24 x 30							1	1		
TOTAL 0010							4	76	38	1	619.52	234.25	118	119		

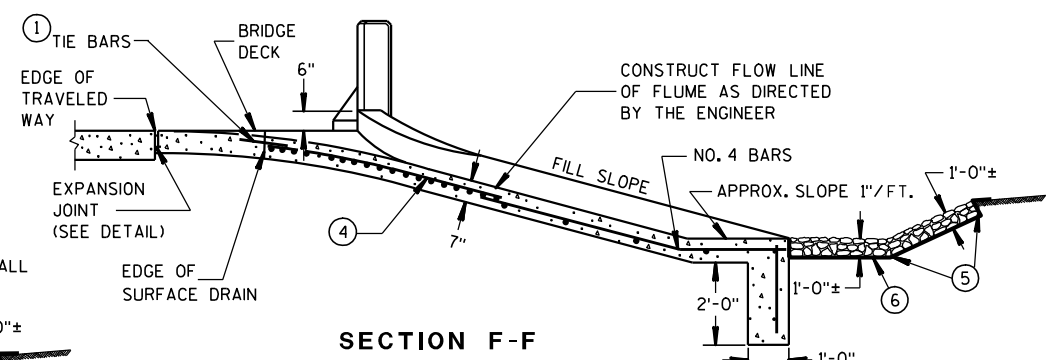
SAWING ASPHALT

		690.0150		
STATION	TO	STATION	LOCATION	LF
99+75			C/L	26
114+33			RT	69
115+68			RT	58
118+67			LT	67
131+79			RT	22
137+13			LT	31
145+82			RT	82
150+69			RT	77
164+09			LT	35
167+55			LT	72
170+00			LT	95
170+15			RT	27
173+00			LT	88
176+91			RT	44
182+20			RT	34
190+34			LT	101
192+31			LT	78
201+74			LT	34
216+00			LT	428
222+50			LT	74
228+10			LT	50
229+55			LT	42
294+00			LT	52
295+00			RT	58
295+20			LT	70
298+22			LT	63
308+00			LT	67
329+05			LT	30
368+88			RT	34
403+00			RT	29
429+40			LT	44
468+40			RT	26
502+00			RT	40
503+17			RT	30
602+44			RT	35
665+98			RT	29
668+60			RT	37
669+00			C/L	36
TOTAL 0010				2314

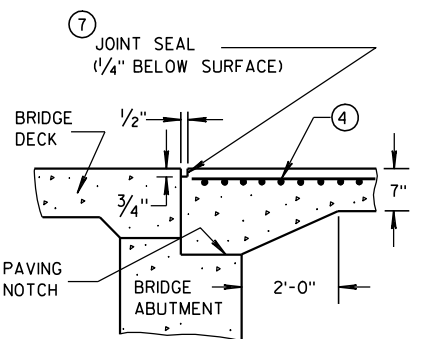
End Project

Standard Detail Drawing List

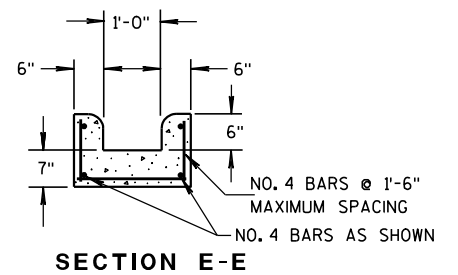
08D02-06	CONCRETE SURFACE DRAINS FLUME TYPE AT STRUCTURES
09A01-13A	AT-GRADE SIDE ROAD INTERSECTION, TYPES "B1", "B2", "C" AND D AND TEE INTERSECTION BYPASS LANE
13A10-01A	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01C	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A10-01D	2-LANE RURAL SHOULDER RUMBLE STRIP, MILLING
13A11-02A	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
13A11-02B	2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING
14B42-03A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-03C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04A	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04B	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B42-04C	MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL
14B44-02A	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02B	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B44-02C	MIDWEST GUARDRAIL SYSTEM ENERGY ABSORBING TERMINAL (MGS)
14B45-04A	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04B	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04C	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
14B45-04F	MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION (MGS)
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)
15C08-17B	PAVEMENT MARKING (TURN LANES)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-03A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-01A	PAVEMENT MARKING (INTERSECTIONS)



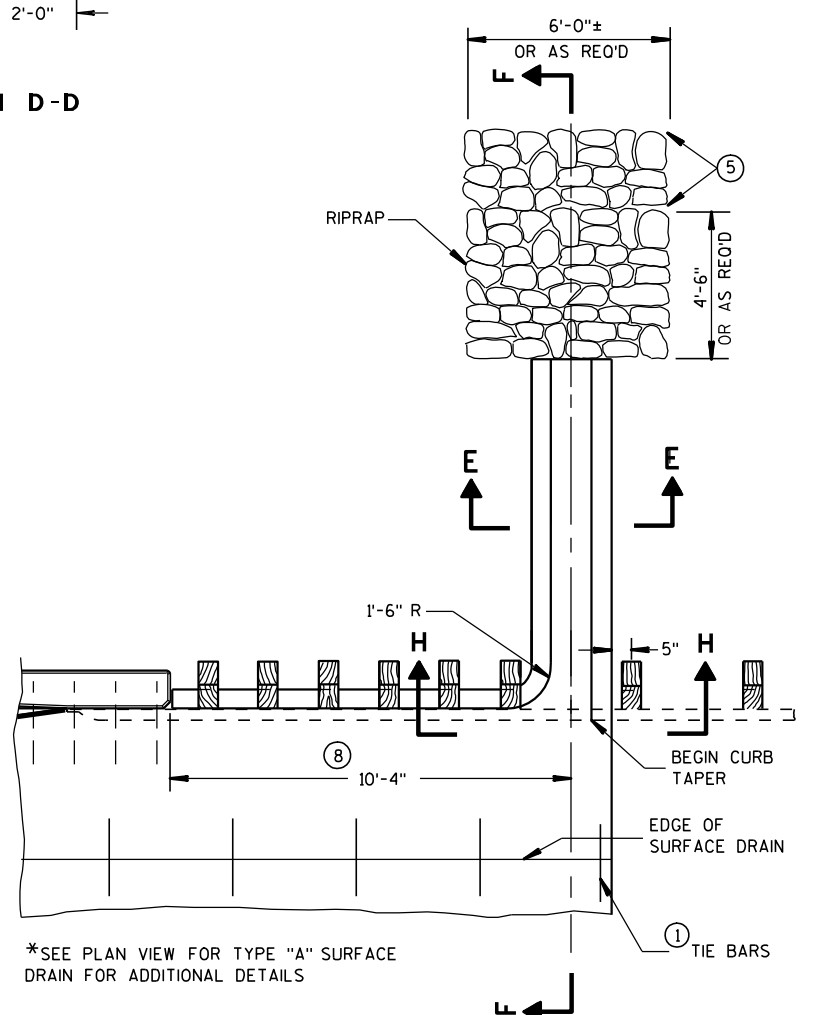
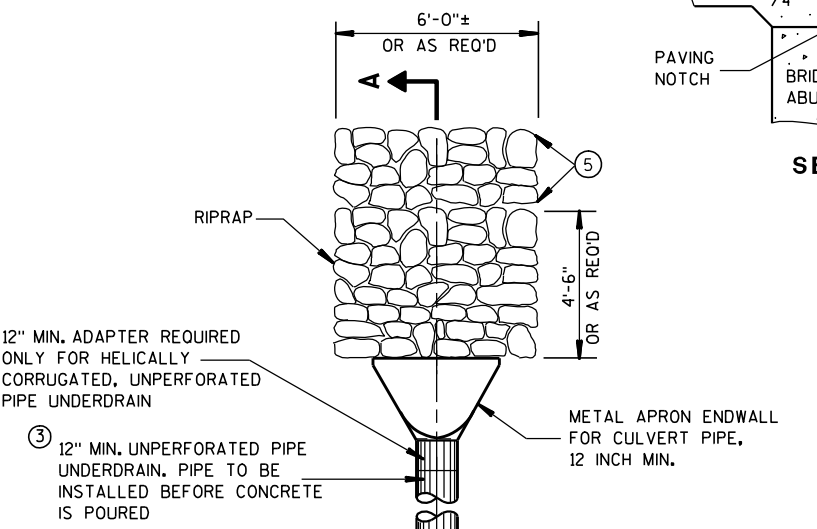
SECTION F-F



SECTION D-D

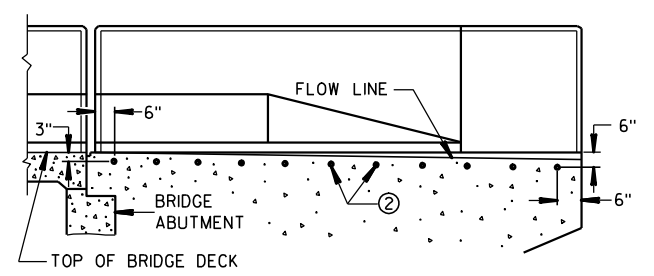


SECTION E-E

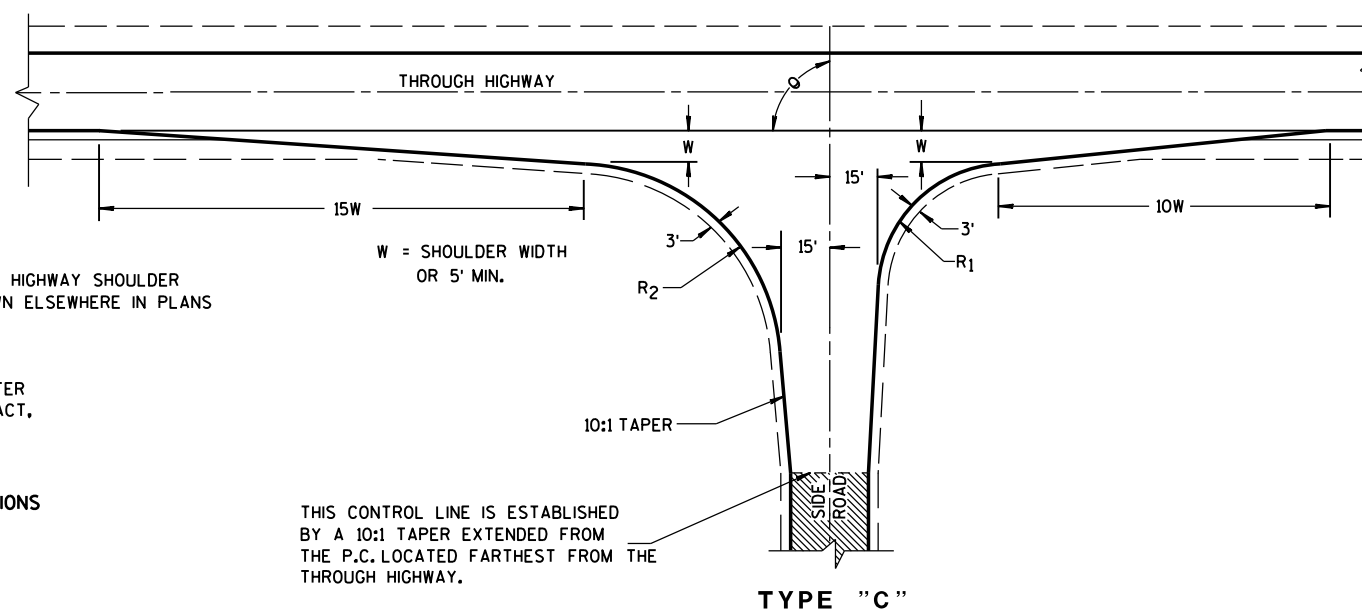


* PARTIAL PLAN VIEW
SURFACE DRAIN WITHOUT PIPE
TYPE "B"

⑧ THIS DIMENSION MAY VARY DEPENDING ON THE SPACING OF POSTS FOR THE STEEL PLATE BEAM GUARD. THE TYPICAL LOCATION FOR THE SURFACE DRAIN IS WHERE THE POST SPACING WIDENS TO 3'-1 1/2".

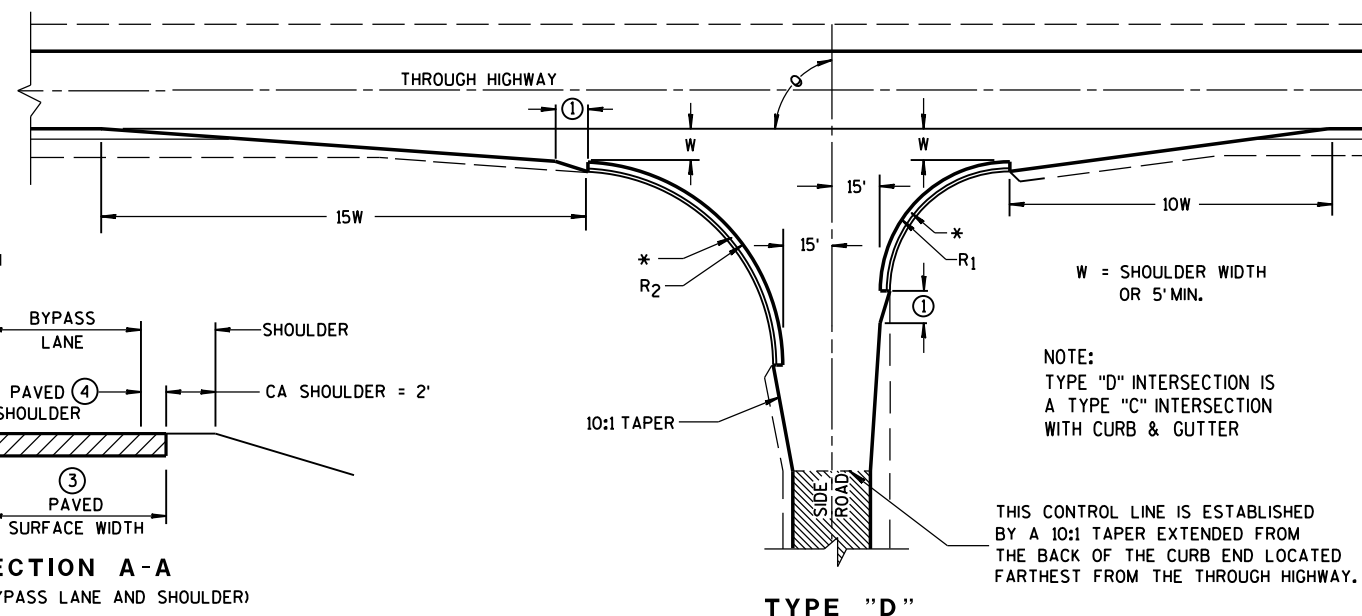


APPROVED	
9/4/08	/S/ Jerry H. Zogg
DATE	ROADWAY STANDARDS DEVELOPMENT
	ENGINEER
FHWA	



**RADI DIMENSIONS FOR TYPES
"B1", "B2", "C" AND "D" INTERSECTIONS**

θ	R_1	R_2
65-70	35	70
71-80	40	70
81-90	40	60
91-100	50	55
101-110	60	45



DESIGNS MAY BE USED INTERCHANGEABLY IN COMBINATION OR SEPARATELY FOR ANY ONE COMPLETE INTERSECTION DEPENDING UPON INTERSECTION ANGLE AND SURFACING OF EACH APPROACH ROADWAY.

WHEN THE SIDE ROAD IS NOT PRESENTLY PAVED, PAVEMENT SHALL BE PLACED TO THE LIMITS SHOWN UNLESS OTHERWISE PROVIDED IN THE CONTRACT. WHERE THE CONSTRUCTION LIMITS ARE BEYOND THE PAVING LIMITS, CRUSHED AGGREGATE SURFACING SHALL BE PLACED BETWEEN THE PAVING LIMITS AND CONSTRUCTION LIMITS.

WHEN THE SIDE ROAD IS PRESENTLY PAVED, NEW PAVEMENT SHALL BE PLACED TO THE LIMITS OF DESIGN AS SHOWN AND BEYOND, IF NECESSARY, TO MEET EXISTING PAVEMENT.

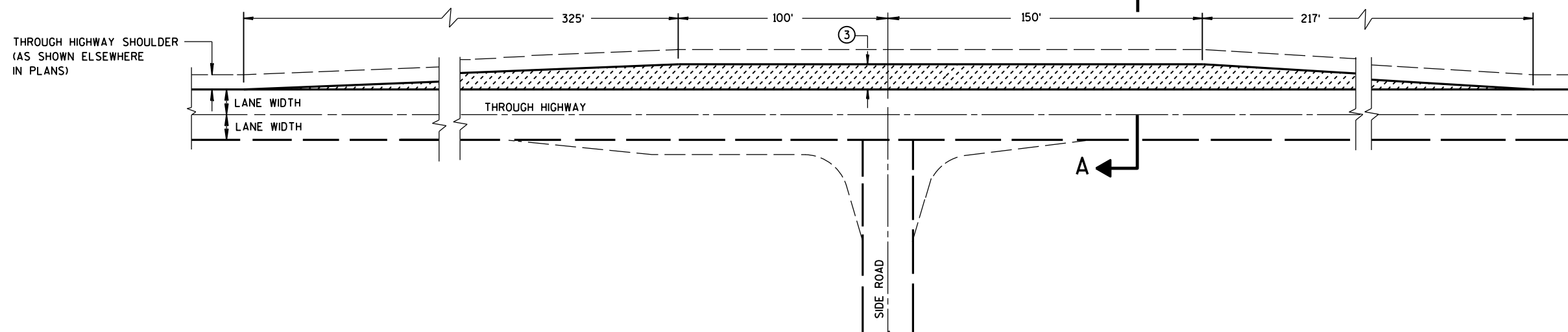
WHEN THE SIDE ROAD IS THE CONSTRUCTION PROJECT, THE INTERSECTION SURFACING SHALL BE THE SAME AS FOR THE PROJECT.

-  EXISTING PAVED SURFACE
-  BYPASS LANE

- ① 10-FT TYPICAL.
- ② 12-FT** PLUS ADDITIONAL WIDTH FOR BIKE LANE IF SHOWN ELSEWHERE IN THE PLAN.

**10-FT MAY BE USED ON TYPE B2 ON RESURFACING PROJECTS IF SPECIFIED IN THE CONTRACT.
- ③ BYPASS LANE PAVED SURFACE WIDTH OUTSIDE OF TRAVEL LANE
-ASPHALT = 12-FT PLUS PAVED SHOULDER WIDTH.
-PC CPNCRETE = 13-FT PLUS PAVED SHOULDER WIDTH.
- ④ BYPASS LANE PAVED SHOULDER WIDTH = THE GREATER OF 1-FT OR THE PAVED SHOULDER WIDTH OF THE THROUGH HIGHWAY.

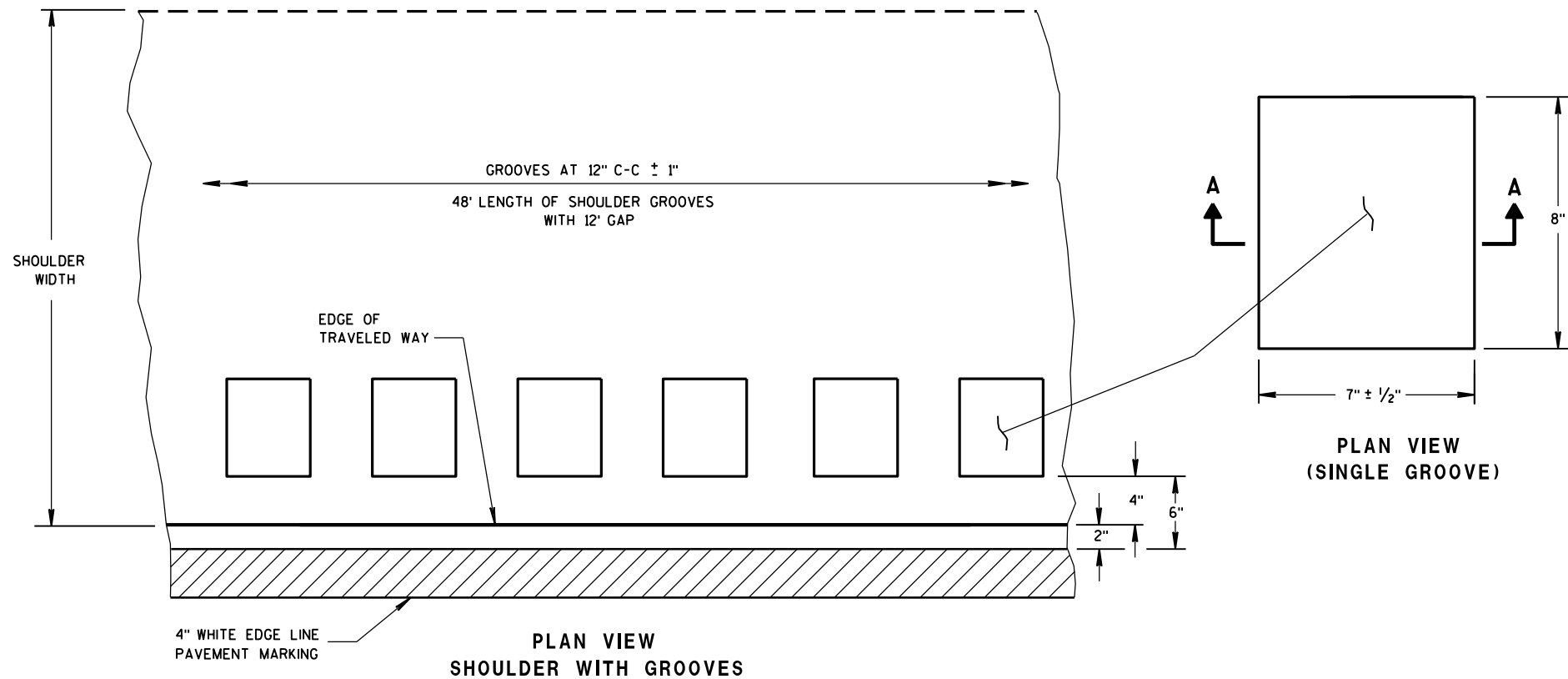
SECTION A-A
 NG BYPASS LANE AND SHOULDER



TEE INTERSECTION BYPASS LANE DETAIL

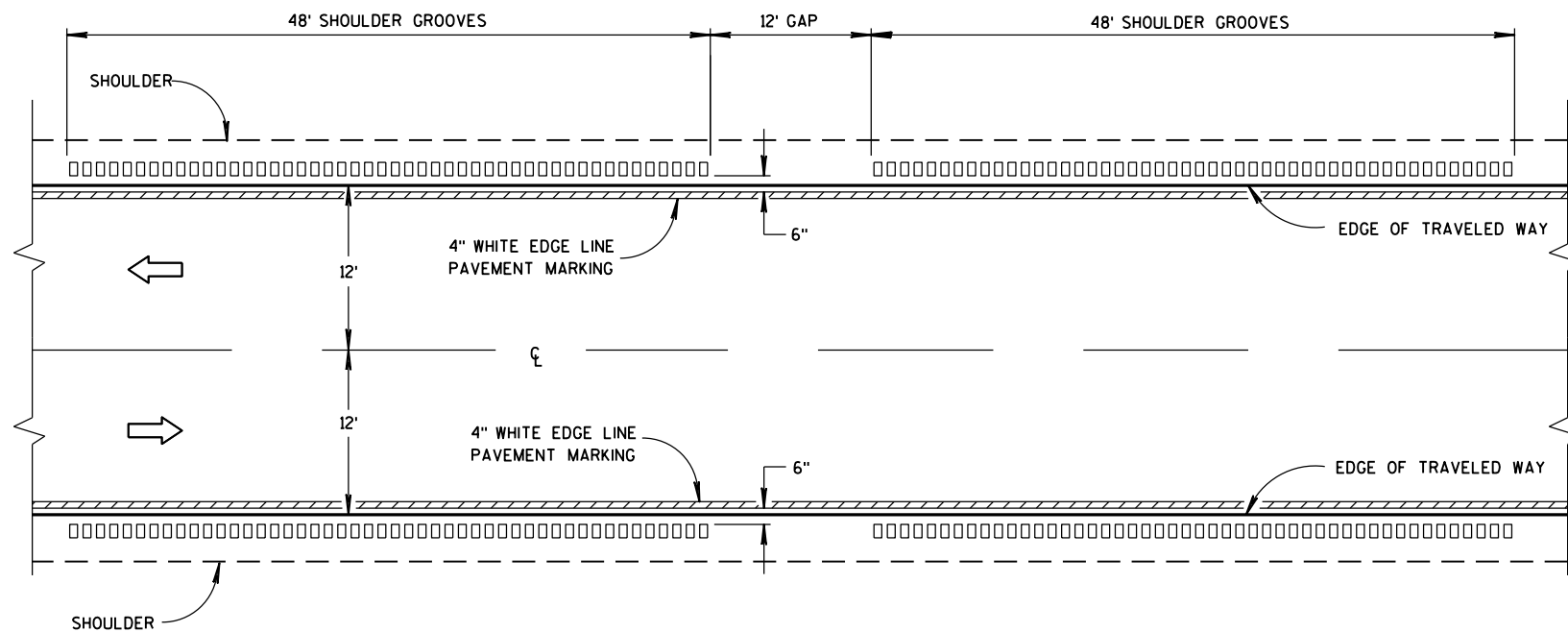
AT-GRADE SIDE ROAD
INTERSECTION, TYPES "B1", "B2",
"C" AND "D" AND TEE
INTERSECTION BYPASS LANE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



6

PLACEMENT DETAIL FOR TYPE 1 MILLED RUMBLE STRIP



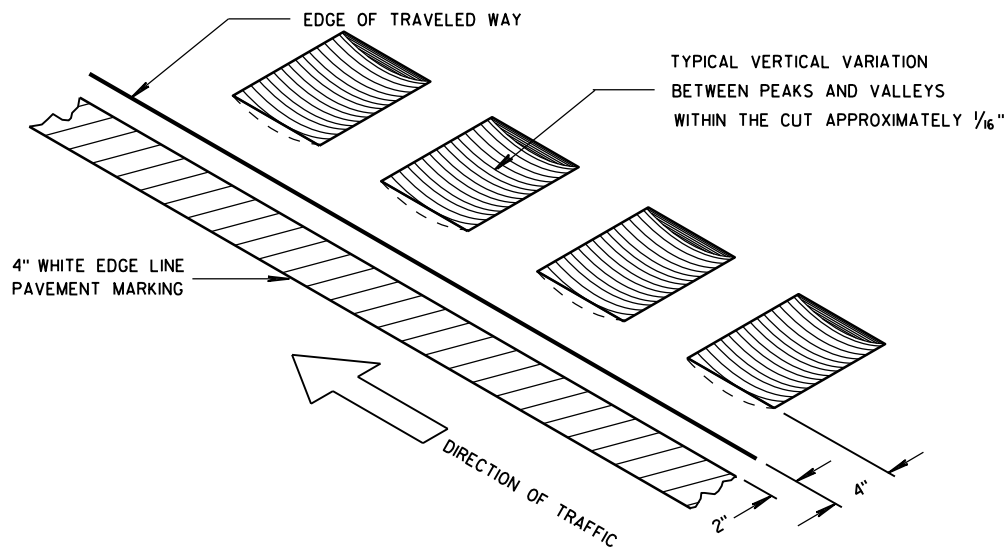
TYPE 1
2-LANE SHOULDER RUMBLE STRIP

GENERAL NOTES

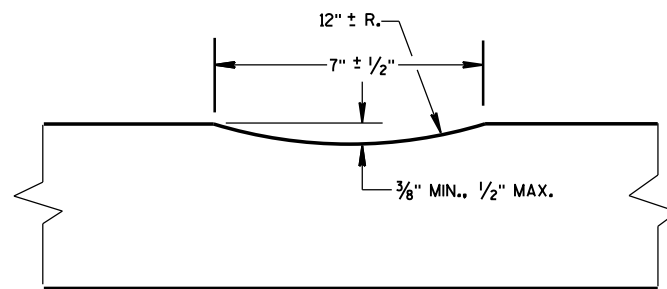
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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.



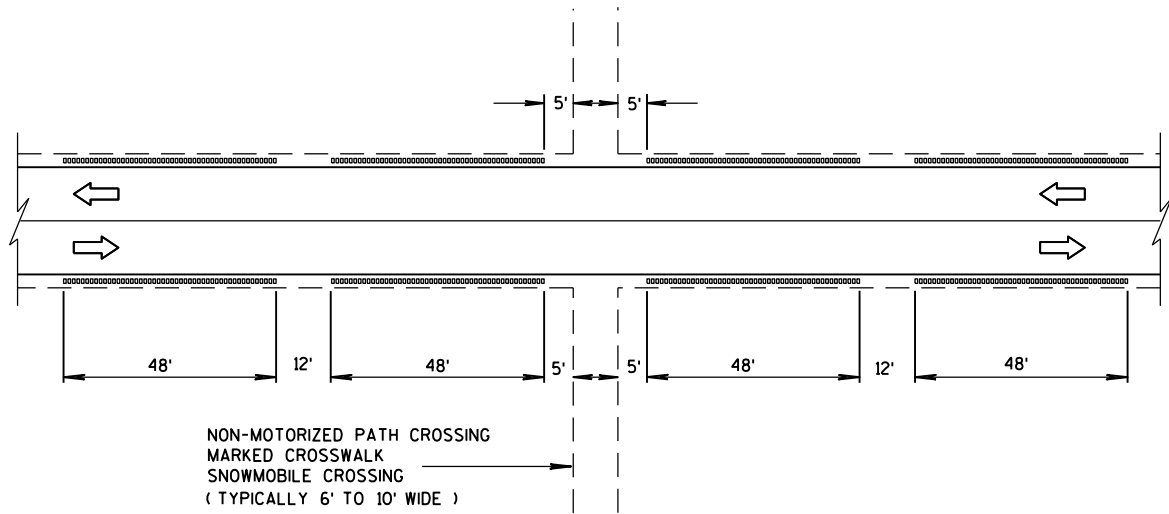
ISOMETRIC



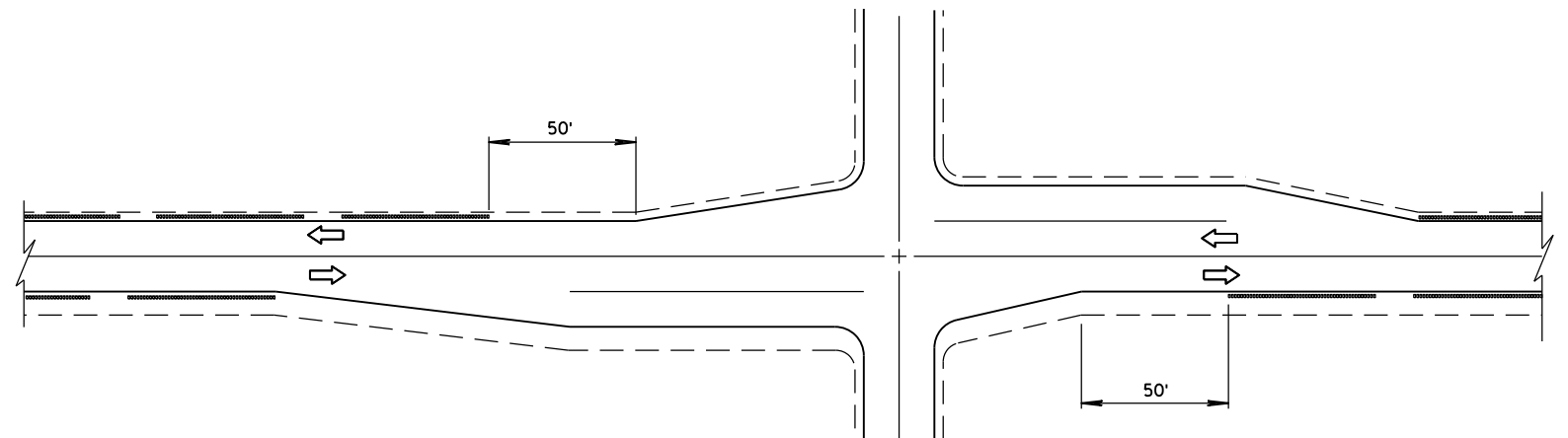
SECTION A-A

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

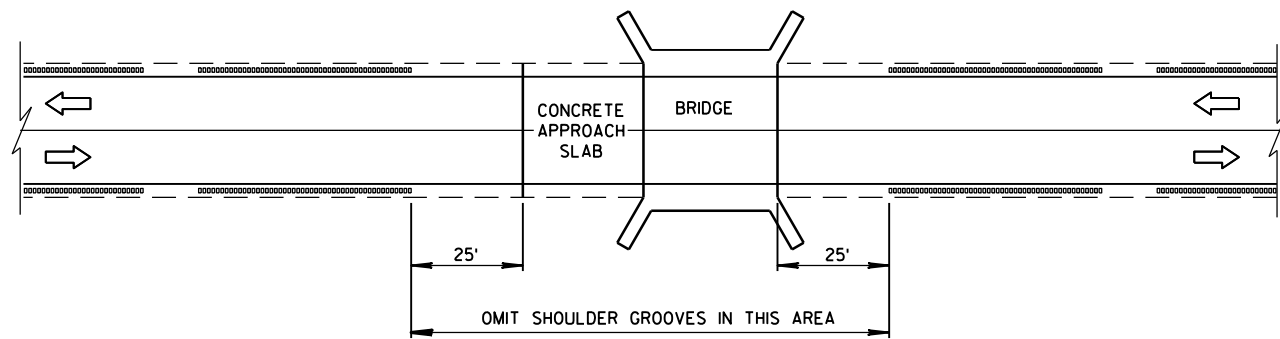
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



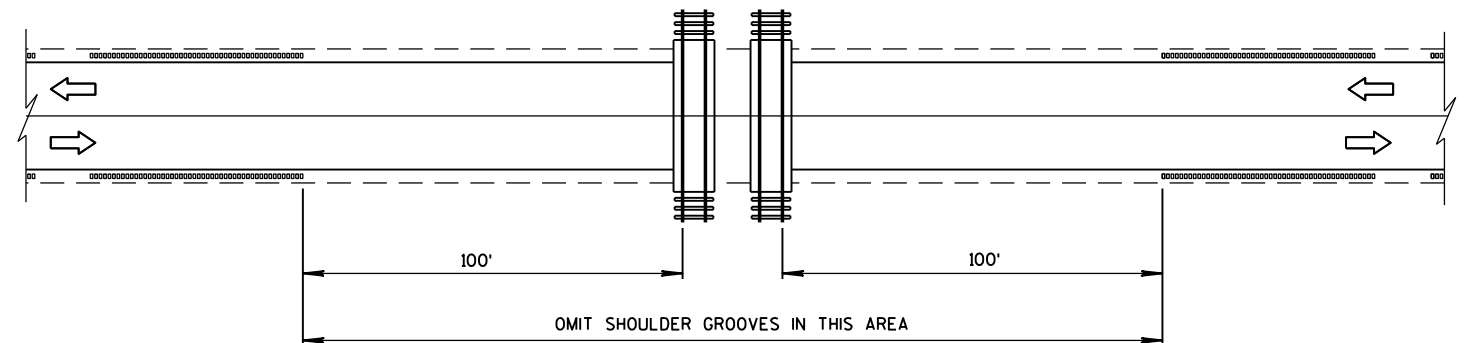
SHOULDER GROOVES AT MISCELLANEOUS CROSSINGS



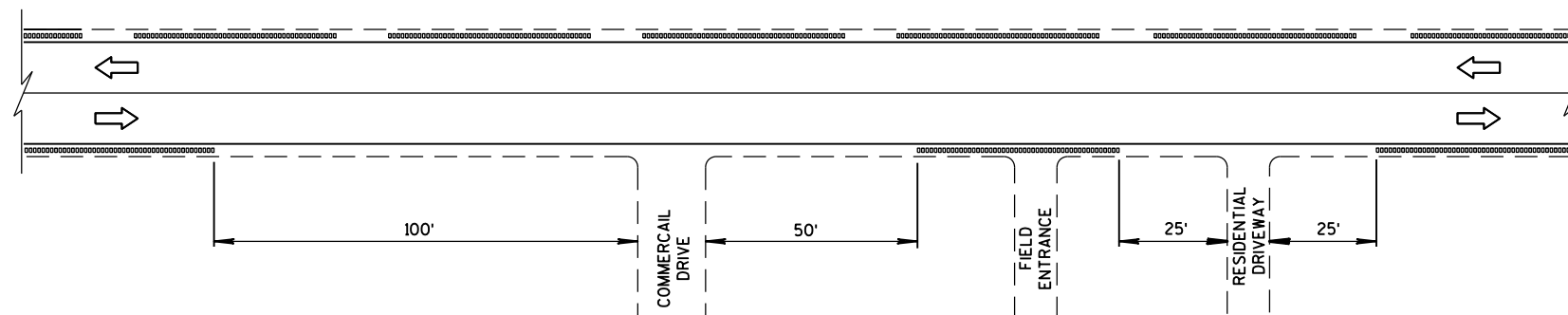
SHOULDER GROOVES AT INTERSECTIONS



SHOULDER GROOVES AT BRIDGES



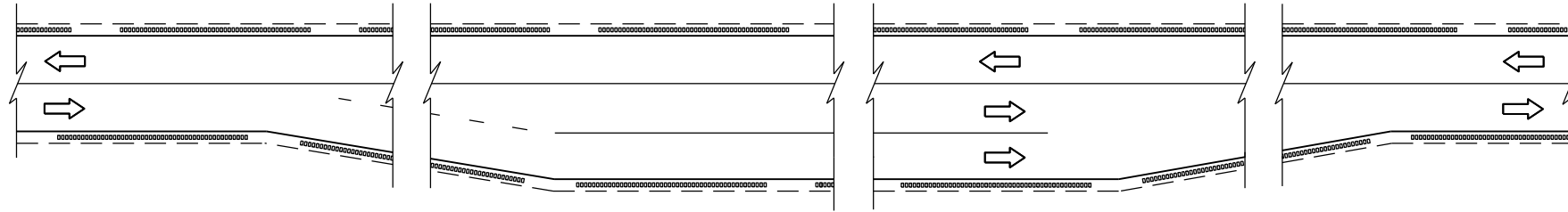
SHOULDER GROOVES AT RAILROADS



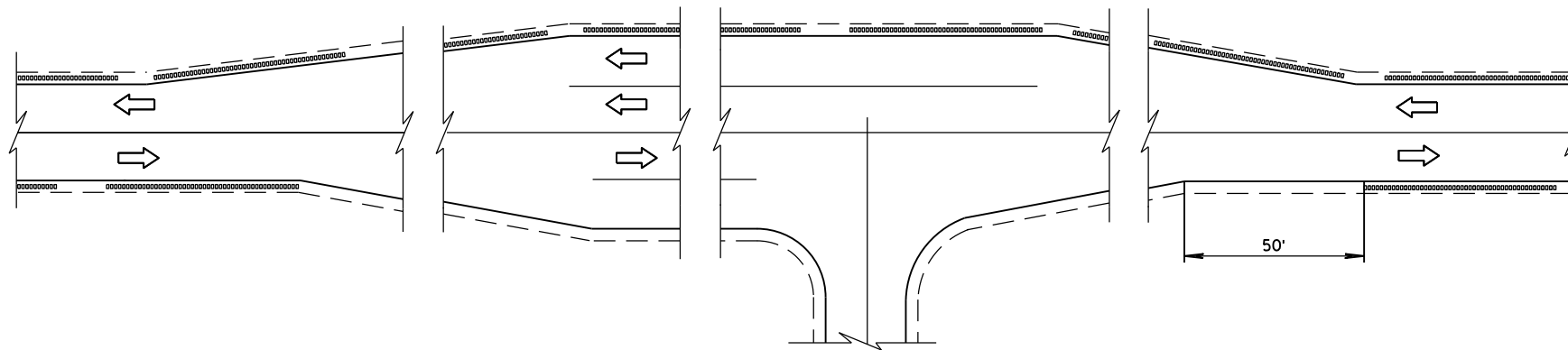
SHOULDER GROOVES AT DRIVEWAYS^①

2-LANE RURAL
SHOULDER RUMBLE STRIP, MILLING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 DEVELOPMENT ENGINEER
FHWA	

GENERAL NOTES

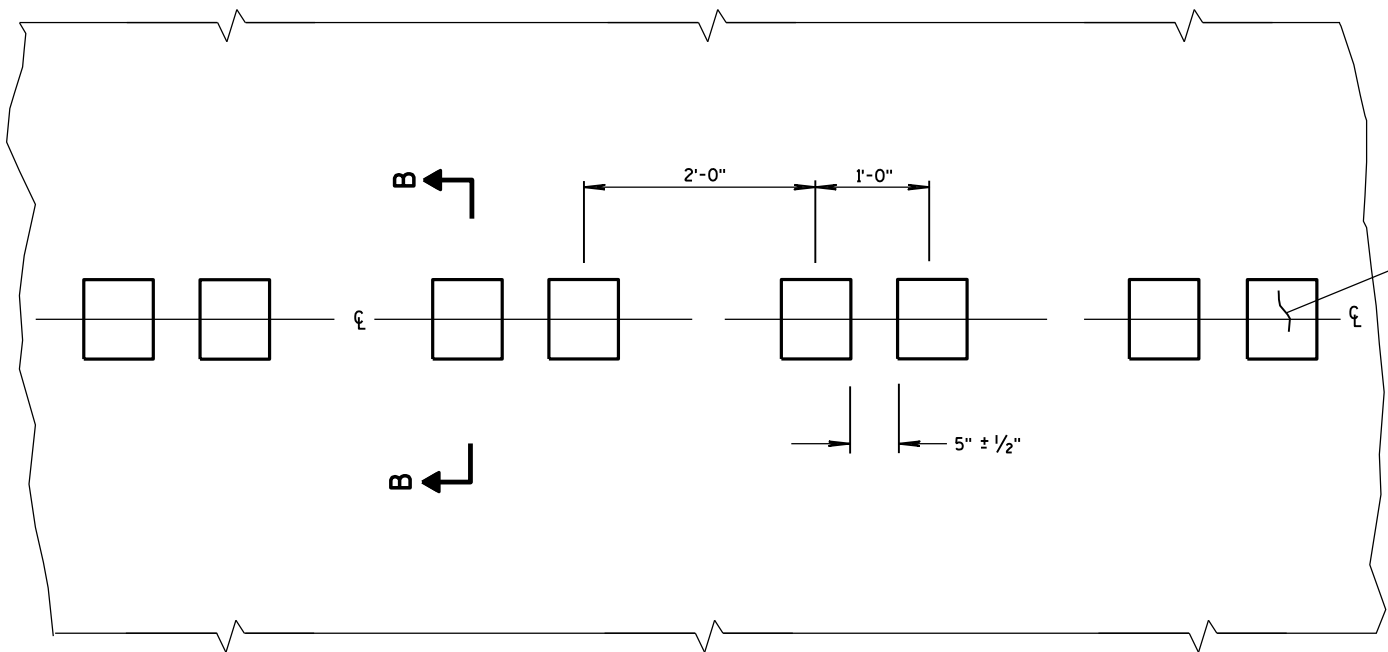
DETAILS OF CONSTRUCTION SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

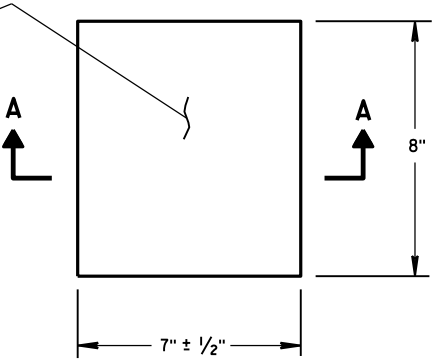
INSTALL PAVEMENT MARKING AFTER THE GROOVES ARE INSTALLED.

SEE SIGNING PLAN FOR SIGN REQUIREMENTS THAT MAY BE NEEDED.

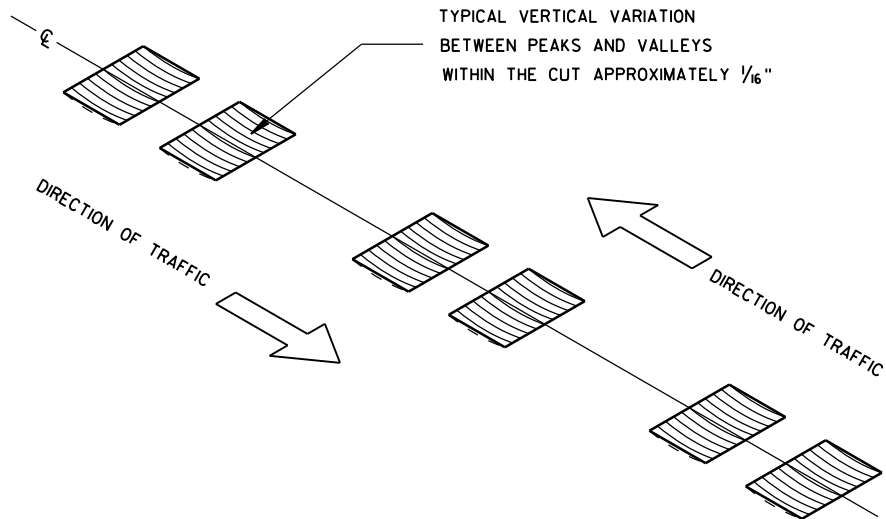
- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS, WHEN DIRECTED BY THE ENGINEER.



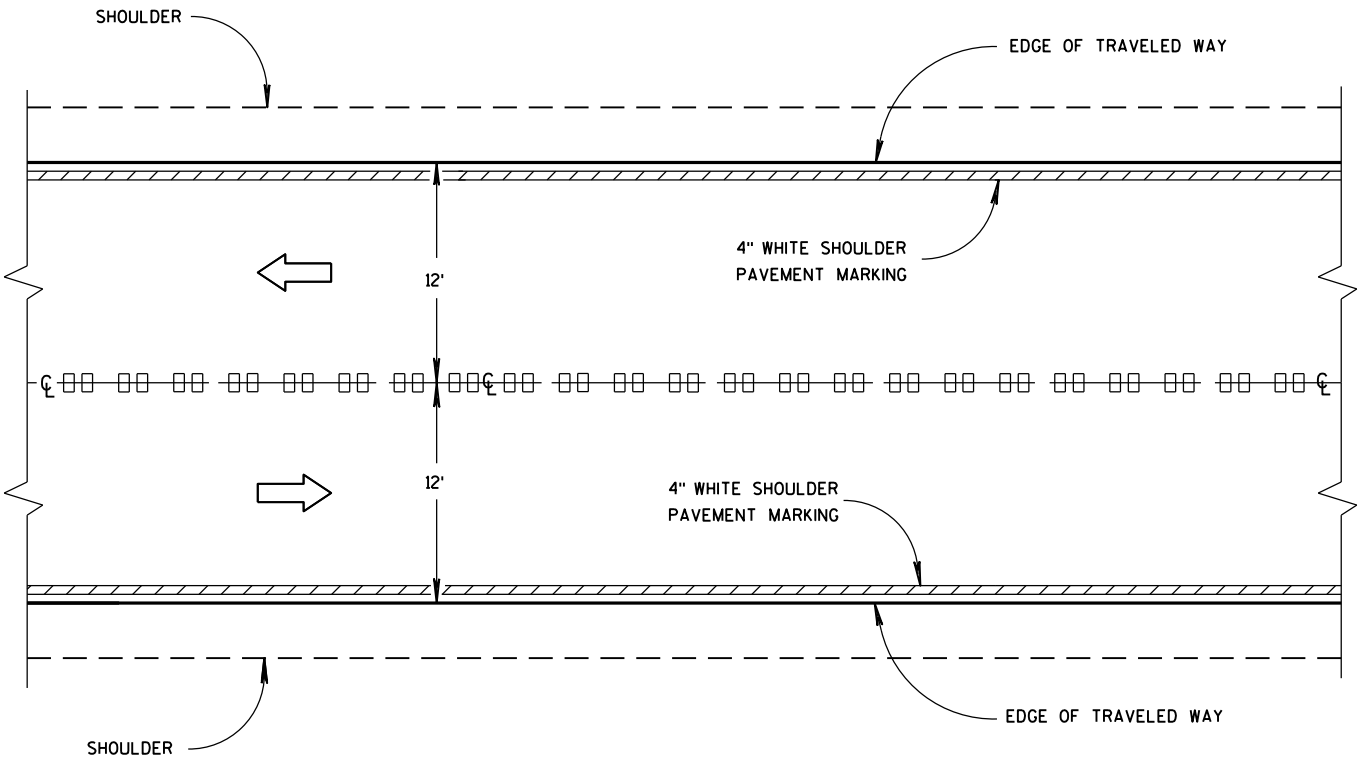
PLAN VIEW
CENTER LINE WITH GROOVES



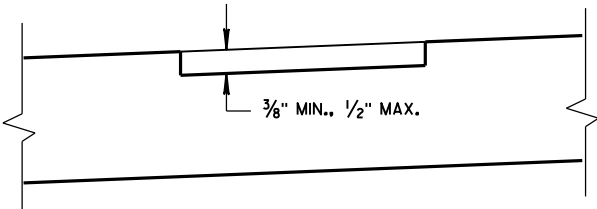
PLAN VIEW
(SINGLE GROOVE)



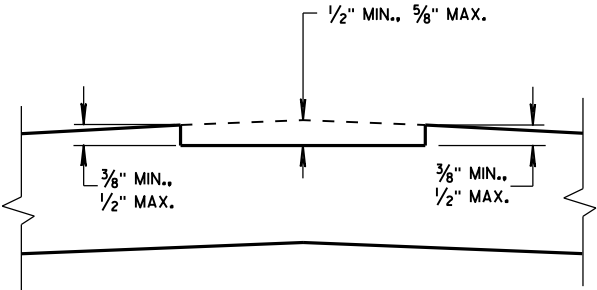
ISOMETRIC



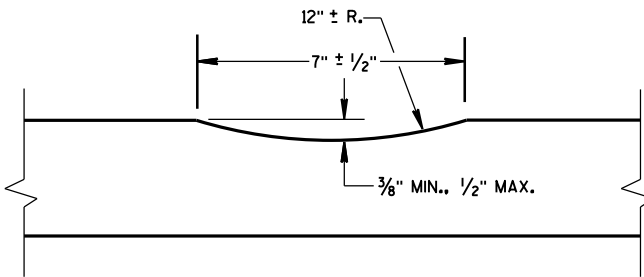
CENTER LINE GROOVES ON TWO-WAY ROADWAYS



SECTION B-B
SUPERELEVATED ROADWAY



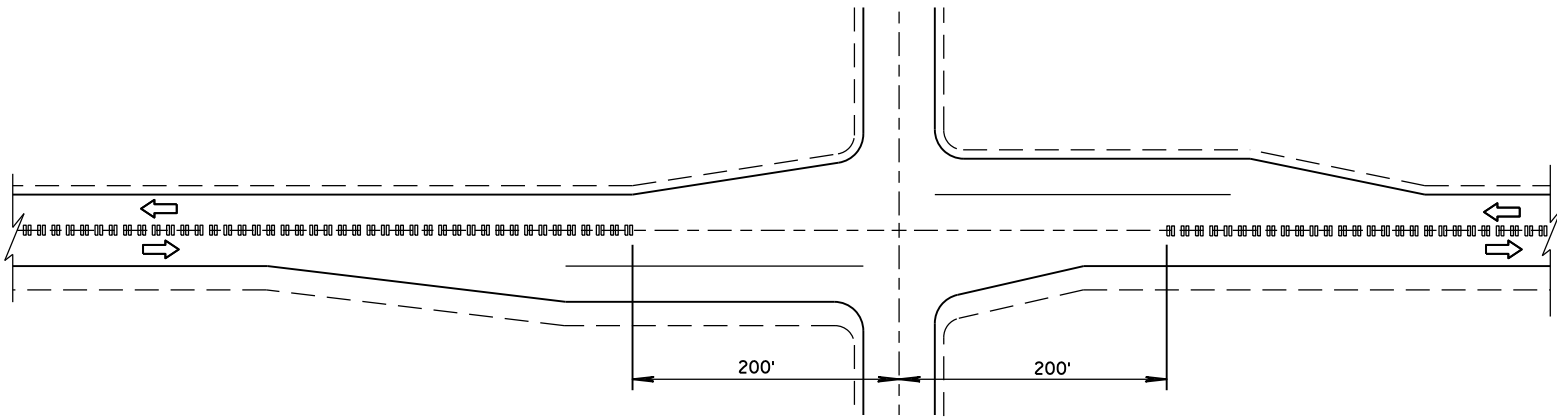
SECTION B-B
CROWNED ROADWAY



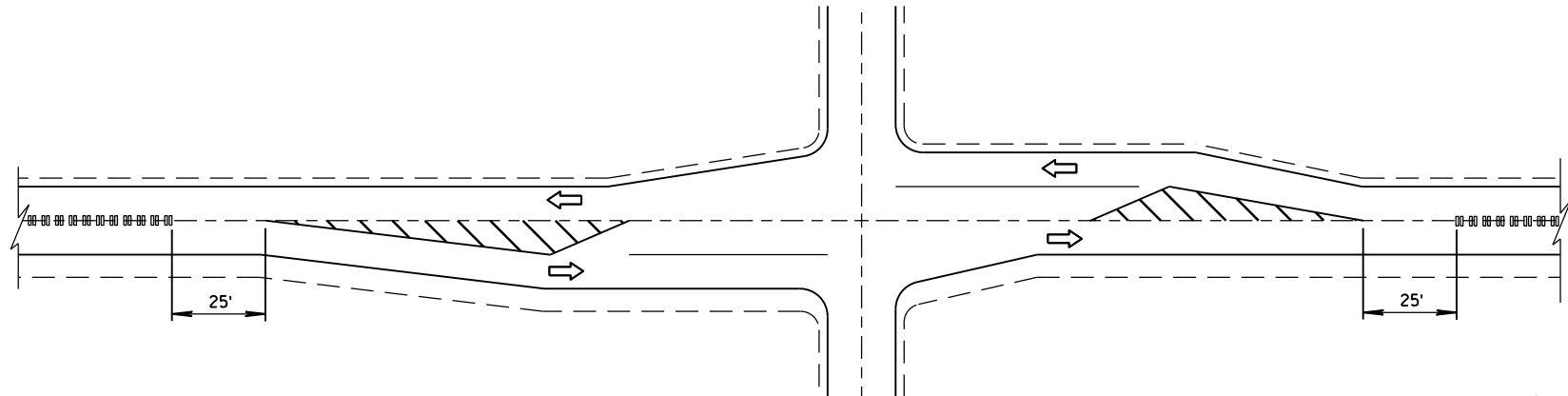
SECTION A-A

2-LANE RURAL
CENTER LINE RUMBLE STRIP,
MILLING

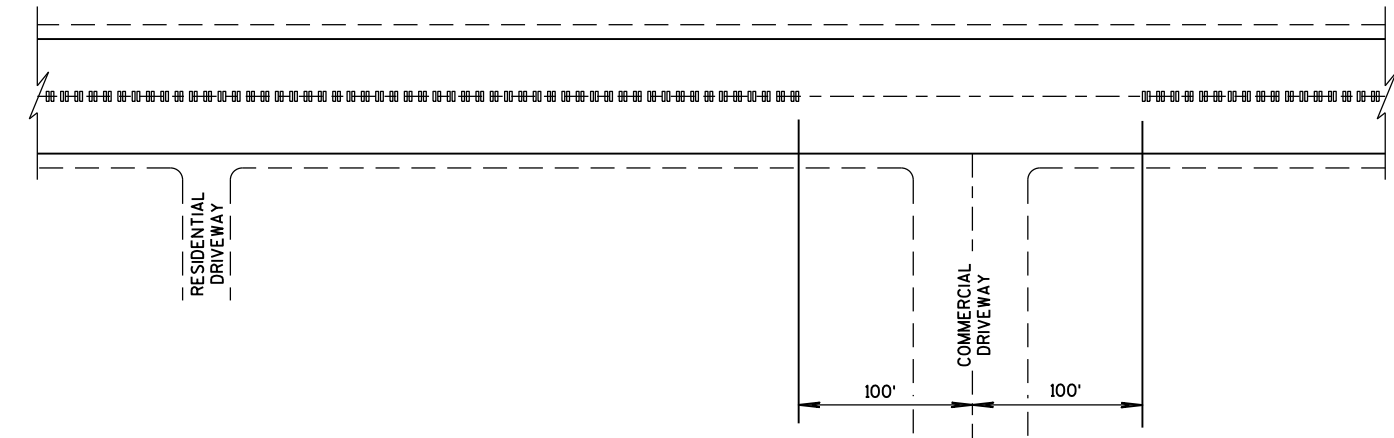
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTER LINE GROOVES AT INTERSECTIONS

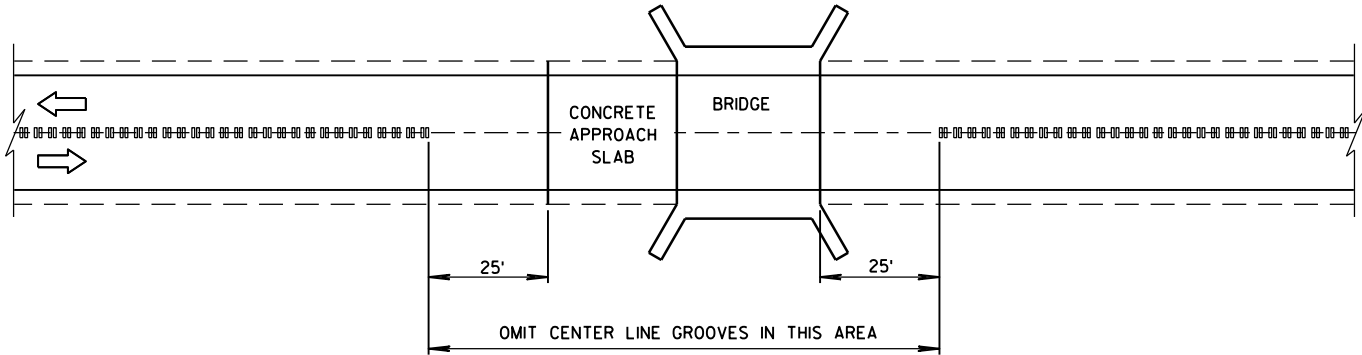


CENTER LINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)

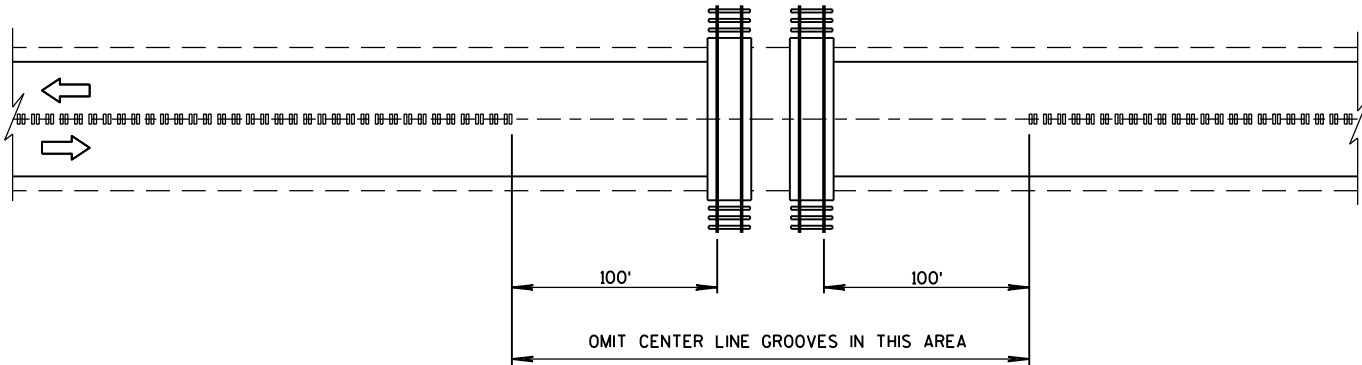


CENTER LINE GROOVES AT DRIVEWAYS^①

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

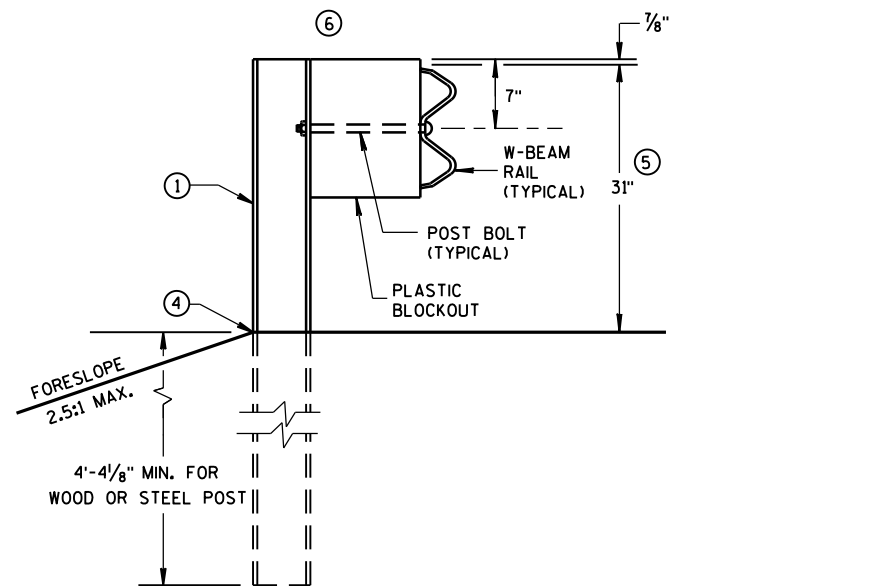
2-LANE RURAL CENTER LINE RUMBLE STRIP, MILLING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/15/2013 DATE	/S/ Jerry H. Zogg ROADWAY STANDARDS DEVELOPMENT ENGINEER
FHWA	

6

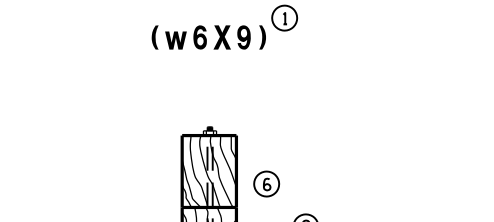
- S.D.D. 14 B 42-3a**



S.D.D. 14 B 42-3a



Technical drawing of a post-and-rail fence detail. The drawing shows a cross-section of a fence post (1) with a plastic blockout (4) and a post bolt (5) securing a W-beam rail (6). The rail is 7 inches high and the post is 31 inches high. The top of the rail is 7/8 inch thick. The post is 4'-4 1/8 inches minimum for wood or steel. The foreslope is 2.5:1 maximum.



(w6X9) ①

⑥



PLAN VIEW
WOOD POST,
BLOCKOUT & BEAM

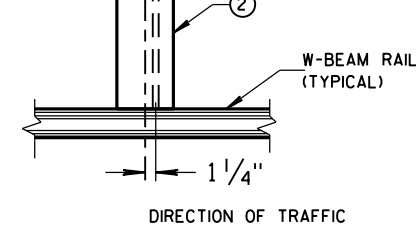
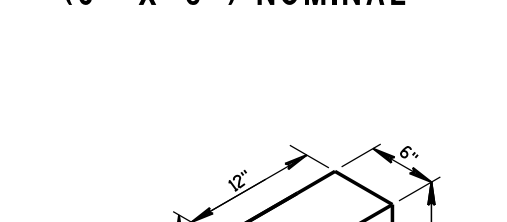
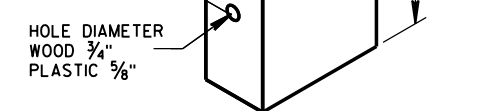


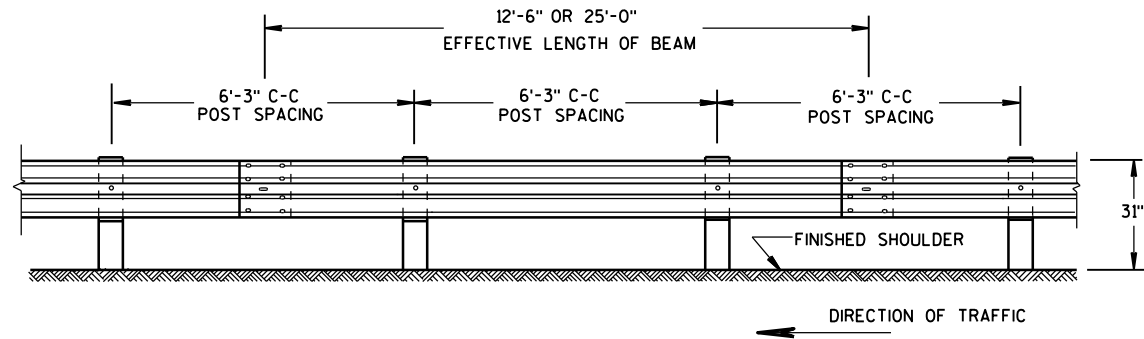
Diagram illustrating the typical W-beam rail (W-BEAM RAIL) configuration. The diagram shows a cross-section of the rail with a dimension of 1 1/4" indicated. The direction of traffic is shown by an arrow pointing to the right, labeled "DIRECTION OF TRAFFIC".



A diagram of a rectangular block. The top horizontal edge is labeled "12\"", and the right vertical edge is labeled "6\"".

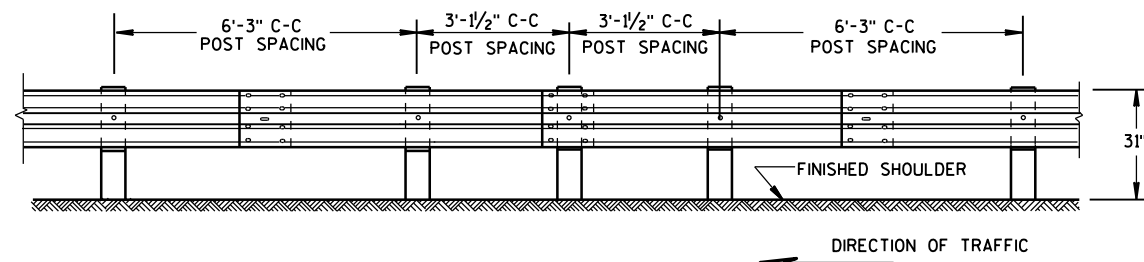


HOLE DIAMETER
WOOD $\frac{3}{4}$ "
PLASTIC $\frac{5}{8}$ "



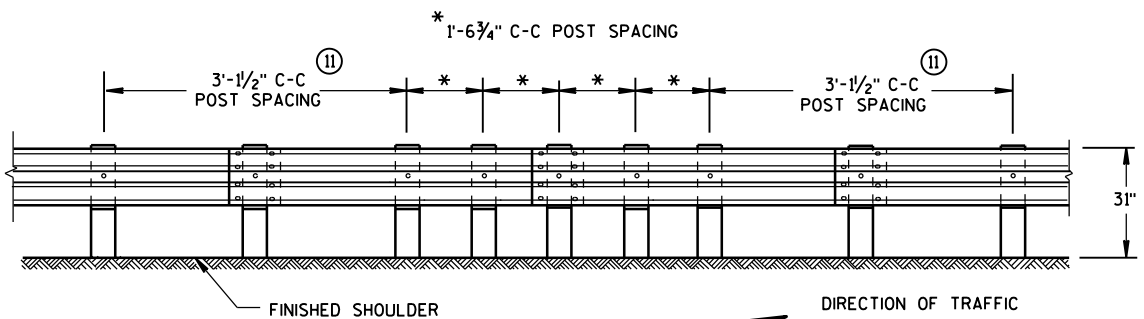
FRONT VIEW

POST SPACING STANDARD INSTALLATION



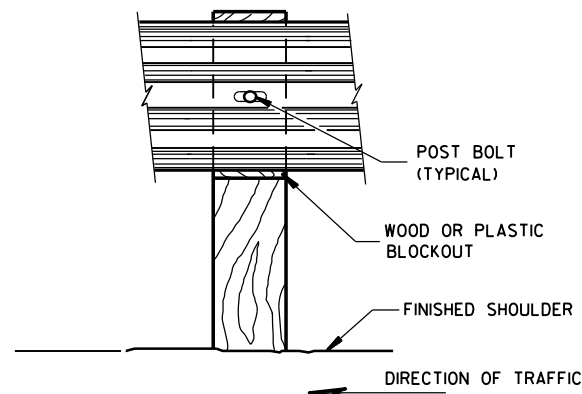
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

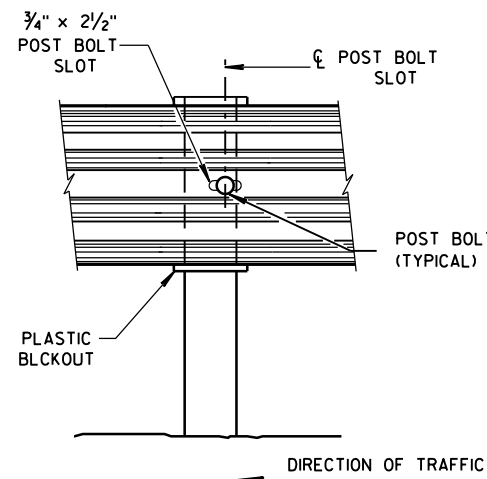


FRONT VIEW

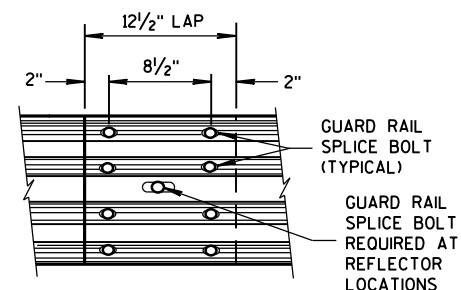
QUARTER POST SPACING (QS)



FRONT VIEW AT WOOD POST

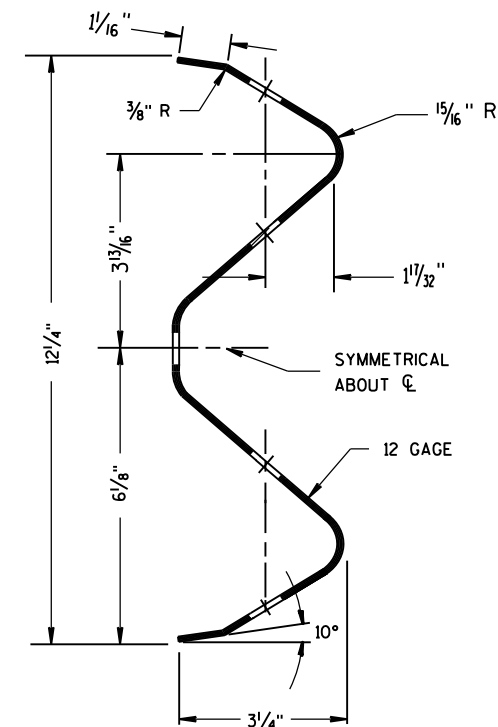


FRONT VIEW AT STEEL POST

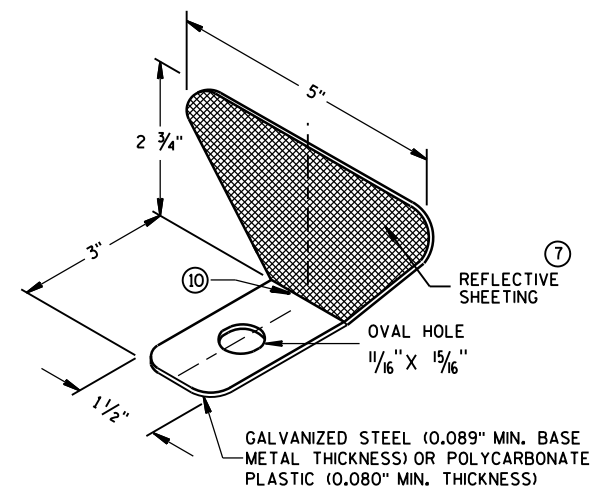
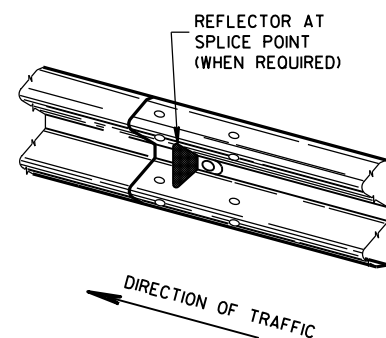


FRONT VIEW

MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

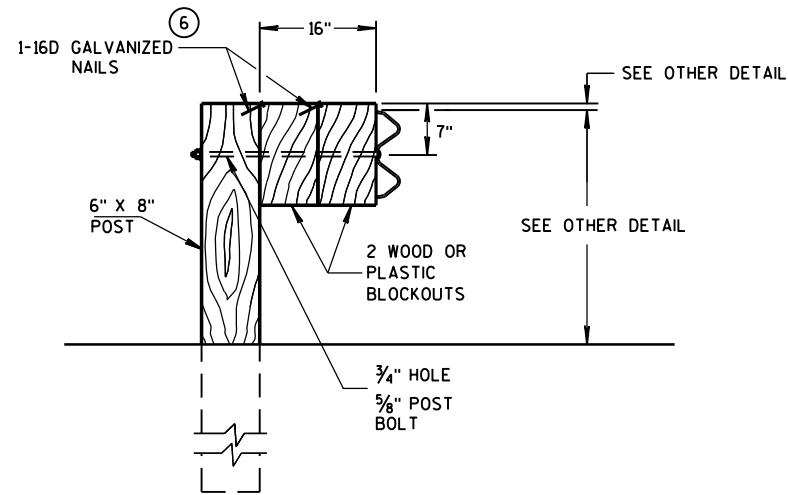
GENERAL NOTES

- ⑦ 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.
 - ⑧ DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL. RAIL SPLICE LOCATIONS ARE THE ONLY ACCEPTABLE LOCATIONS FOR REFLECTORS.
 - ⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
 - ⑩ PROVIDE AN ANGLE OF BEND OF $90^\circ \pm 1^\circ$ FOR TWO-SIDED REFLECTORS.
 - ⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.
- POST BOLTS ARE A $\frac{5}{8}$ " DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES $\frac{5}{8}$ " DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND $\frac{5}{8}$ " DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.
- GUARD RAIL SPLICE BOLTS ARE A $\frac{5}{8}$ " DIAMETER ASTM A307 GUARDRAIL HEAD BOLT. A GUARDRAIL SPLICE BOLT REQUIRES $\frac{5}{8}$ " DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT.

REFLECTOR SPACING ^⑧				
	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 ^⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 ^⑩	3
	> 200'	100' C-C	2	

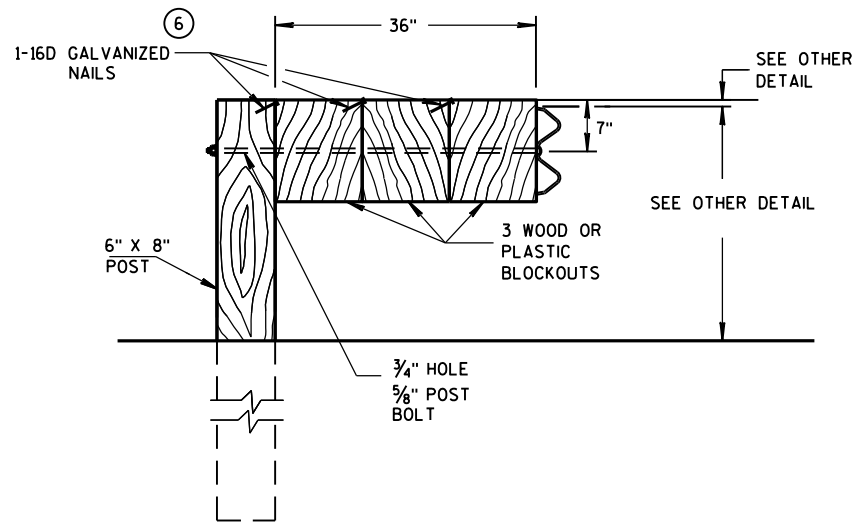
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR 16" BLOCKOUT DEPTH

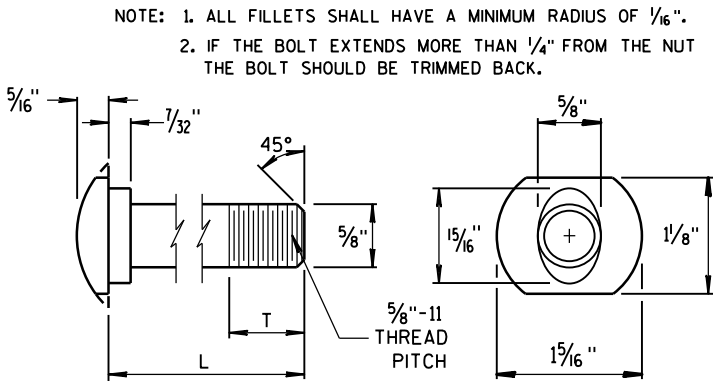
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



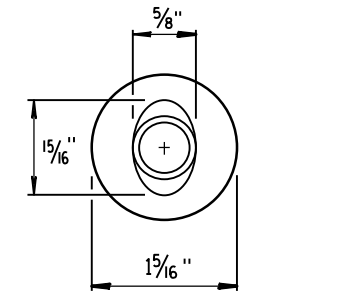
DETAIL FOR 36" BLOCKOUT DEPTH

NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

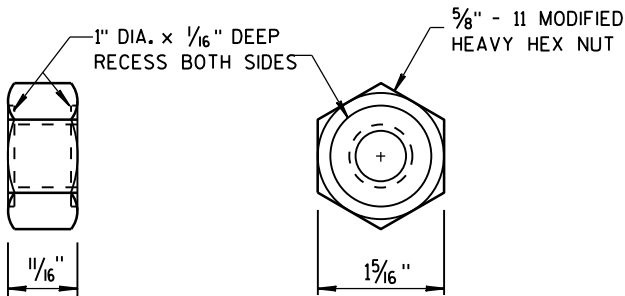
DO NOT USE 16" OR 36" BLOCKOUTS IF IT CAUSES THE POST TO BE DRIVEN BEYOND SHOULDER HINGE POINT OR CAUSES A FIXED OBJECT TO BE WITHIN THE DEFLECTION DISTANCE OF THE BARRIER.



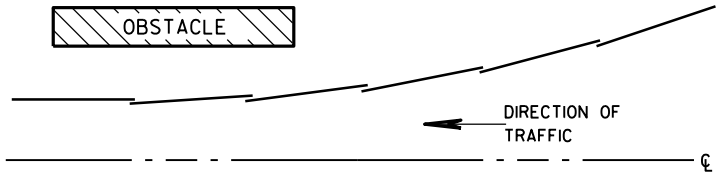
POST BOLT TABLE



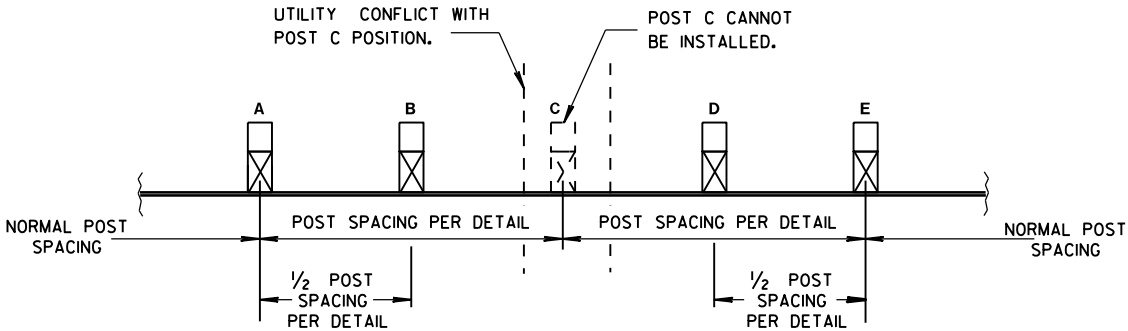
ALTERNATE BOLT HEAD



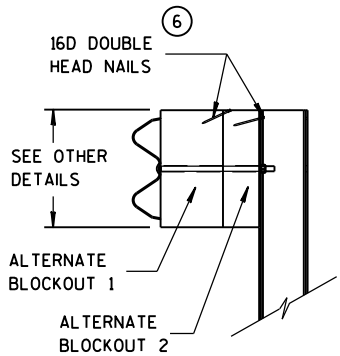
POST BOLT AND RECESS NUT



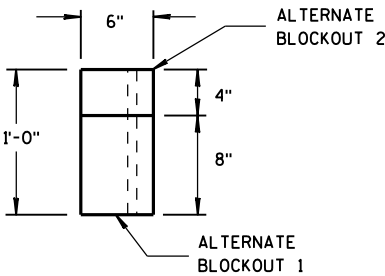
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

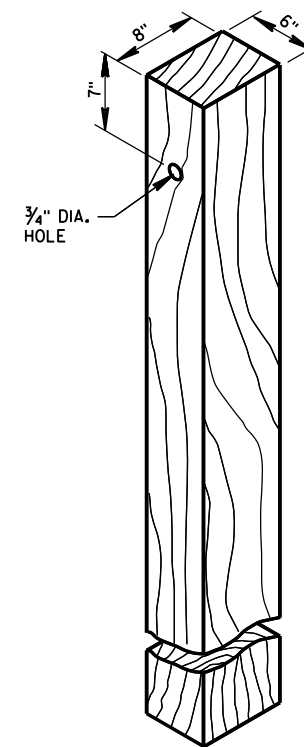
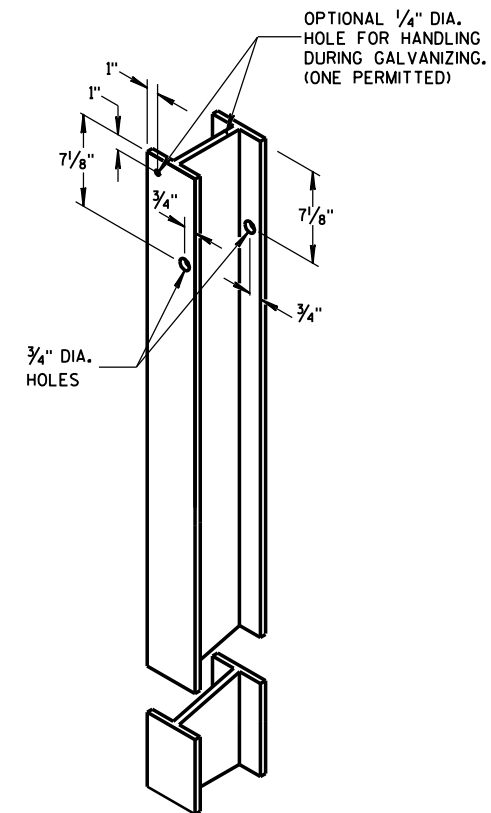
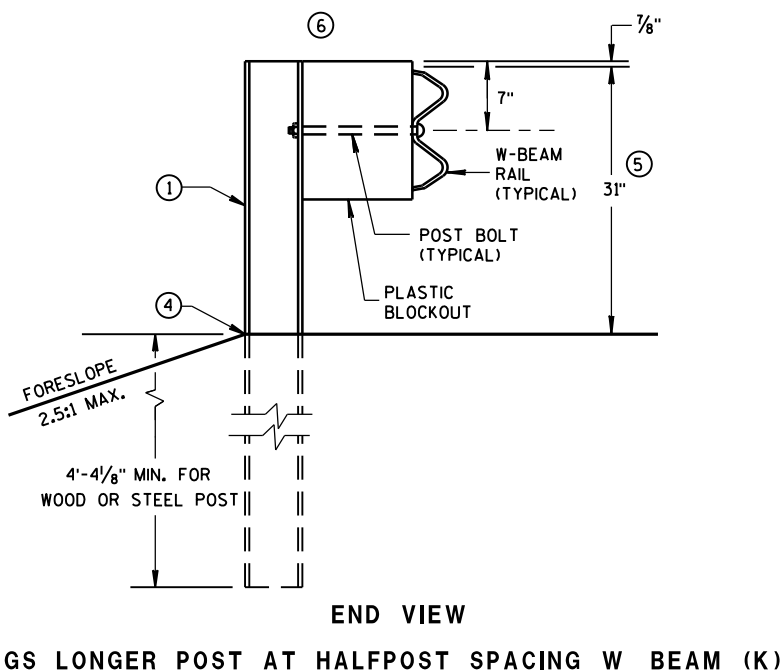
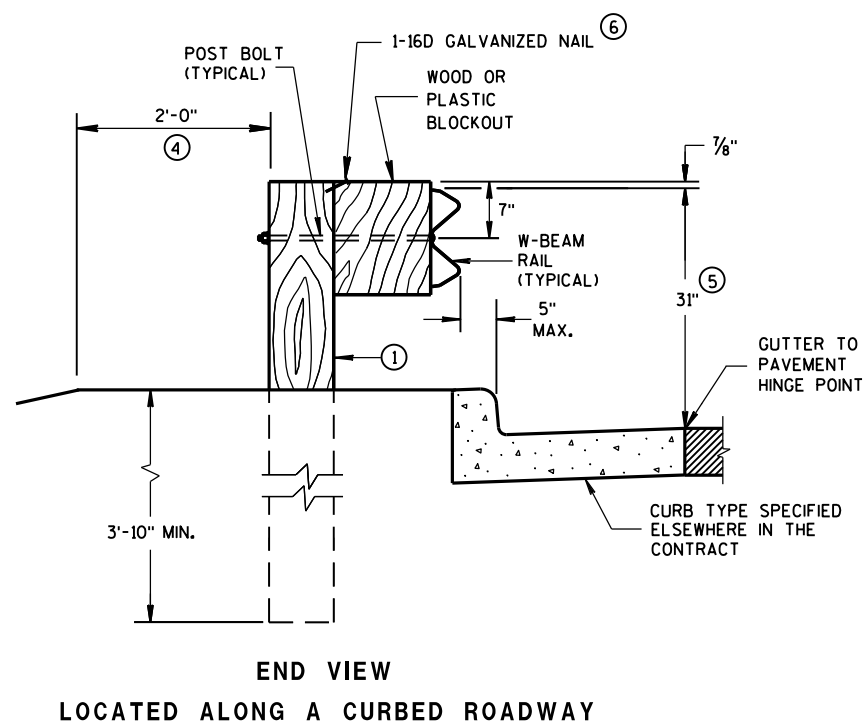
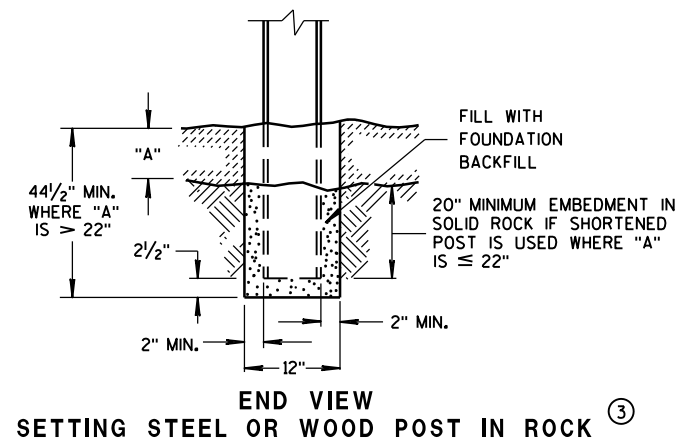
ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

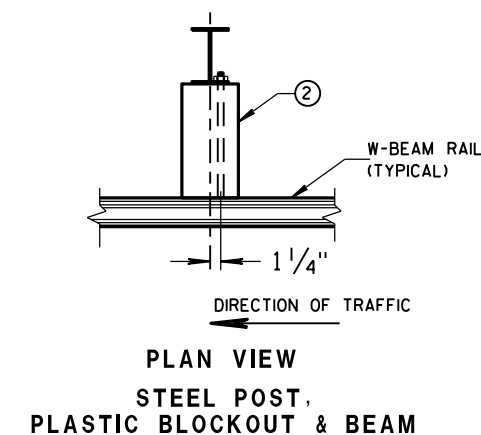
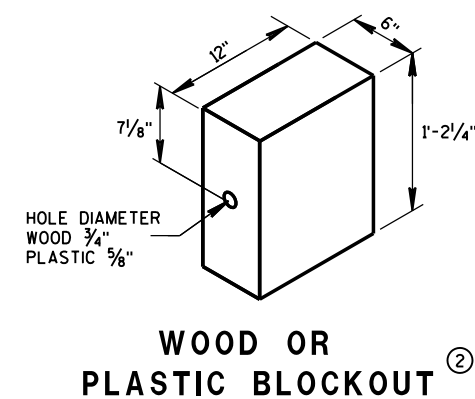
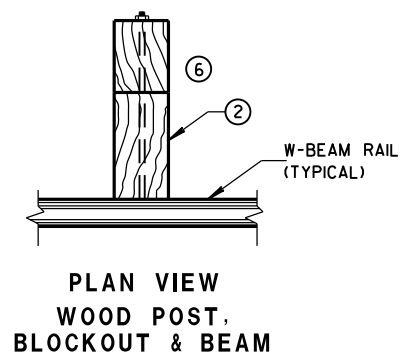
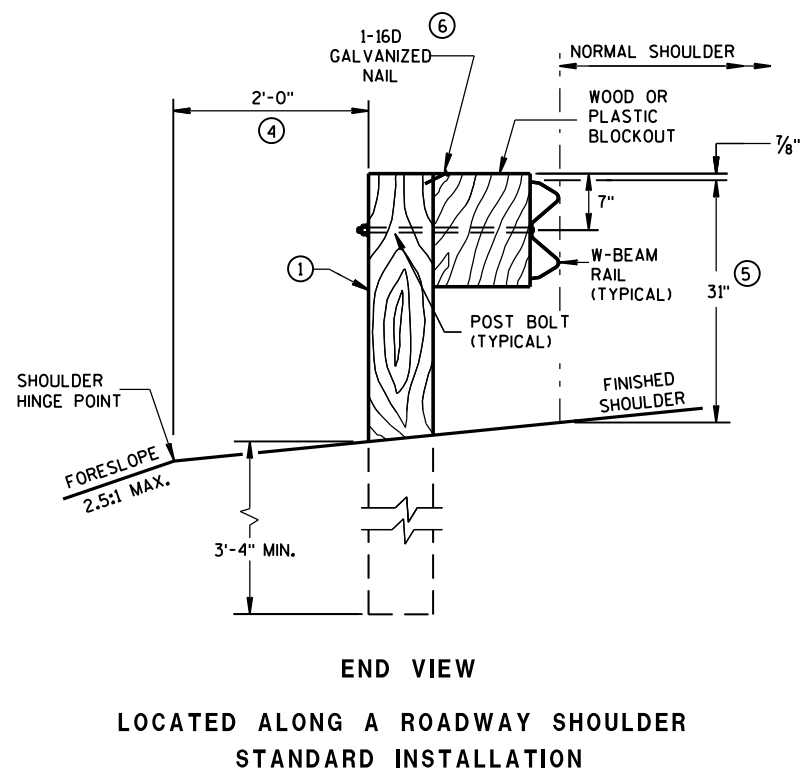
APPROVED
June 2014
DATE /S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

- ① WOOD OR STEEL POSTS (w6X9 OR w6X8.5) MAY BE USED. DO NOT INTERMIX WOOD AND STEEL POSTS. INSTALL STEEL POSTS WITH HOLES ON APPROACHING TRAFFIC SIDE.
- ② USE WOOD OR APPROVED PLASTIC BLOCKOUTS. WOOD BLOCKOUTS MAY BE CONSTRUCTED OUT OF TWO OR MORE WOOD BLOCKOUTS. SEE ALTERNATE WOOD BLOCKOUT DETAIL. DIMENSIONS OF APPROVED PLASTIC BLOCKOUTS MAY VARY.
- ③ IF ROCK IS ENCOUNTERED DURING EXCAVATION, PROVIDE A HOLE 12 INCHES IN DIAMETER EXTENDING 20 INCHES DEEP INTO THE ROCK. PLACE APPROXIMATELY 2 1/2 INCHES OF GRANULAR MATERIAL IN THE BOTTOM OF THE HOLE. CUT THE POSTS THE TO LENGTH AND INSTALL. BACKFILL WITH EXCAVATED MATERIAL AND COMPACT. BACKFILL IS TO BE FREE OF LARGE ROCKS.
- ④ WHEN THE DISTANCE FROM BACK OF POST TO SHOULDER HINGE POINT IS LESS THAN 2 FEET INSTALL LONGER POST AT HALF POST SPACING (K).
- ⑤ FOR NEW MGS INSTALLATION TOP OF W-BEAM RAIL TOLERANCE IS $\pm 1"$. FOR EXISTING MGS INSTALLATION TOP OF W-BEAM IS BETWEEN 27 3/4" TO 32".
- ⑥ WHEN USING STEEL POST AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.



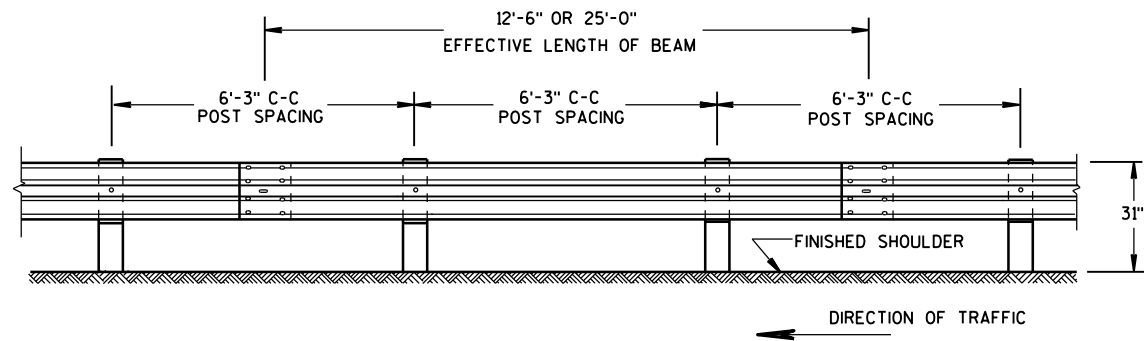
**STEEL POST &
HOLE PUNCHING DETAIL
(w6X9) ①**

**WOOD POST
(6" X 8") NOMINAL ①**



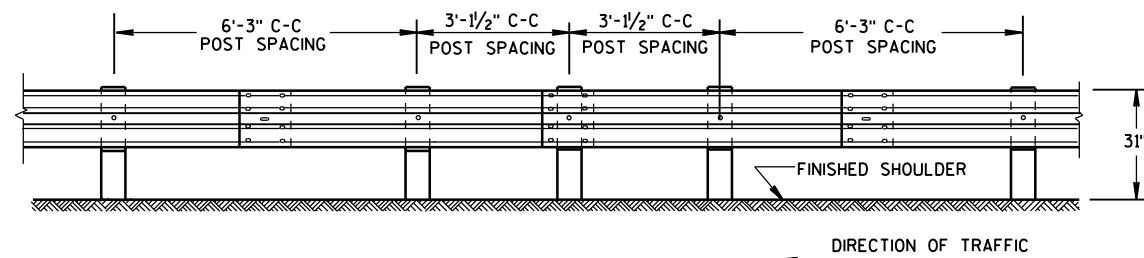
**MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL**

**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION**



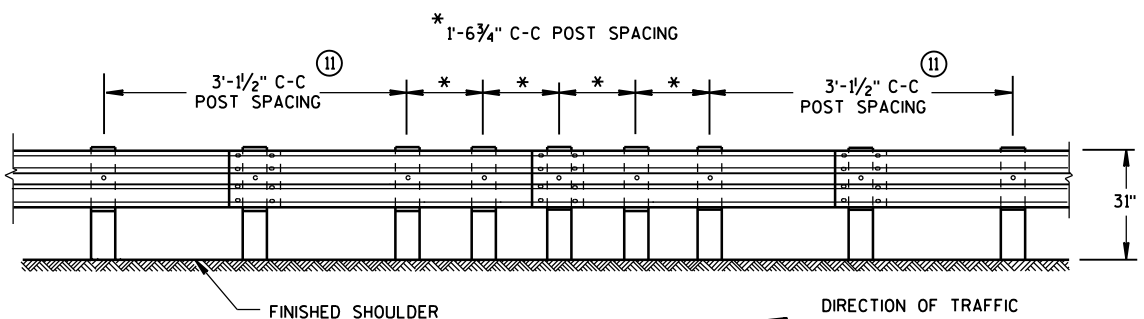
FRONT VIEW

POST SPACING STANDARD INSTALLATION



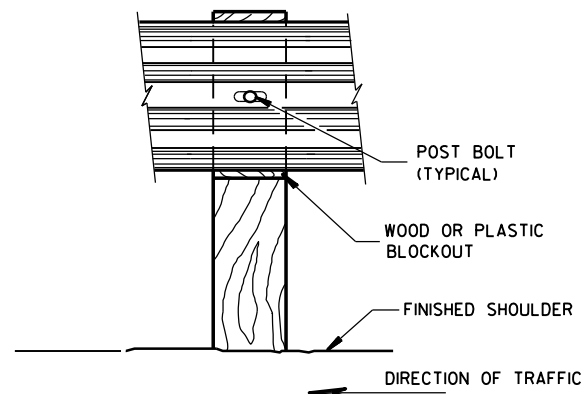
FRONT VIEW

HALF POST SPACING (HS) AND HALF POST SPACING WITH LONGER POSTS (K)

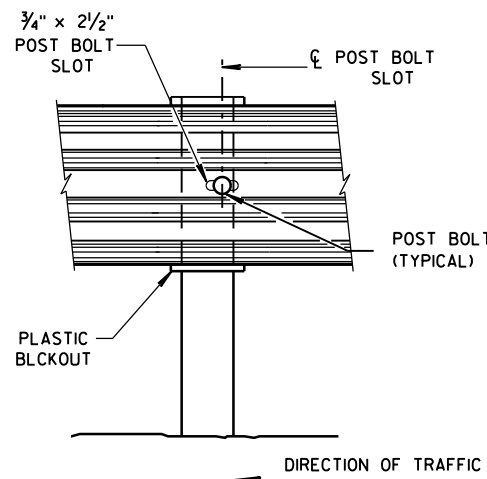


FRONT VIEW

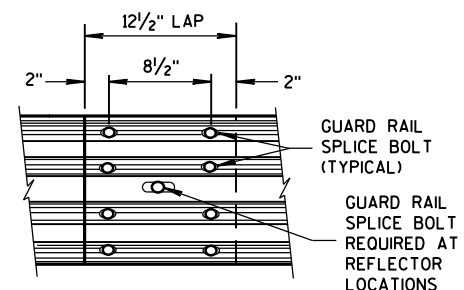
QUARTER POST SPACING (QS)



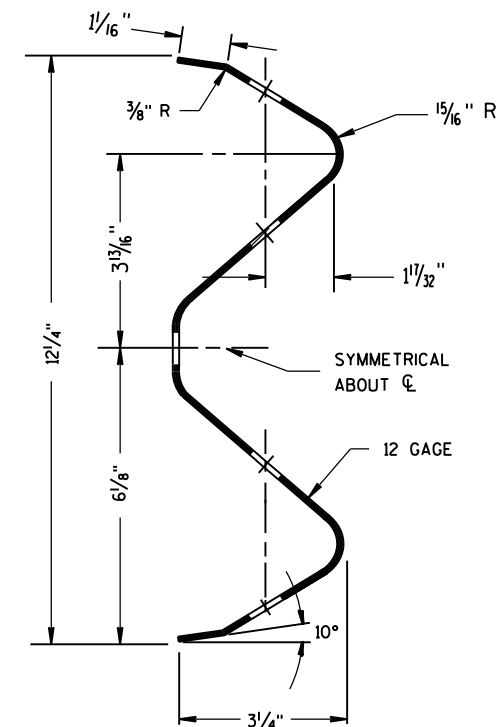
FRONT VIEW AT WOOD POST



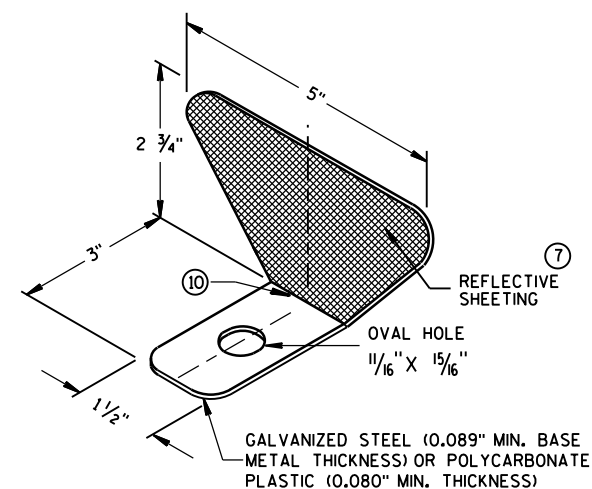
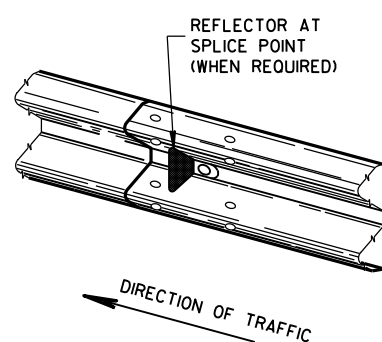
FRONT VIEW AT STEEL POST



FRONT VIEW
MID-SPAN BEAM SPLICE



SECTION THRU W-BEAM RAIL



ONE SIDED REFLECTOR DETAIL AND TYPICAL INSTALLATION

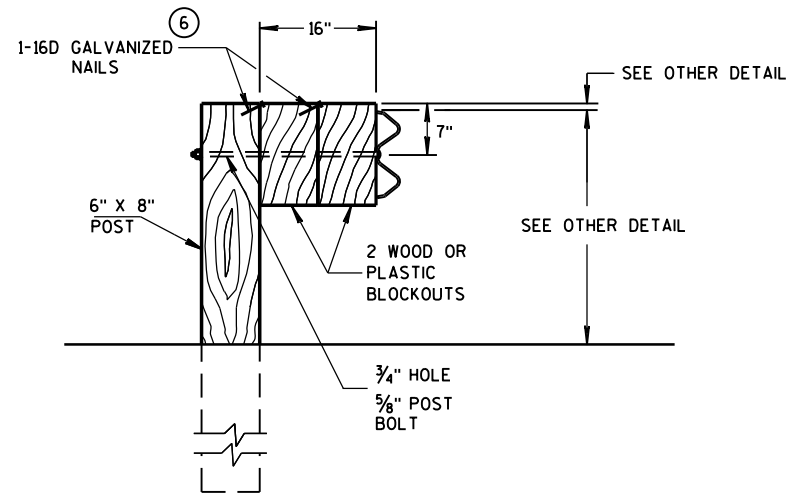
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 - ⑨ REVERSE EVERY OTHER REFLECTOR FOR 2-WAY VISIBILITY. THE CONTRACTOR MAY FURNISH TWO-SIDED REFLECTORS IN LIEU OF ONE-SIDED REFLECTORS.
 - ⑩ PROVIDE AN ANGLE OF BEND OF $90^\circ \pm 1^\circ$ FOR TWO-SIDED REFLECTORS.
 - ⑪ 25 FEET OF HALF POST SPACING IS REQUIRED ON APPROACH AND DEPARTURE ENDS OF QUARTER POST SPACING.
- POST BOLTS ARE A $\frac{5}{8}$ " DIAMETER ASTM A307 GUARDRAIL BOLT. A POST BOLT REQUIRES $\frac{5}{8}$ " DIAMETER A563A DOUBLE RECESSED (DR) HEAVY HEX NUT AND $\frac{5}{8}$ " DIAMETER F844 FLAT WASHER. POST BOLTS MAY BE LONGER IF MULTIPLE BLOCKOUTS ARE BEING USED.
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REFLECTOR SPACING

	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 ⑨	6
	> 200'	50' C-C	1	
TWO WAY TRAFFIC	< 200'	50' C-C	2 ⑩	3
	> 200'	100' C-C	2	

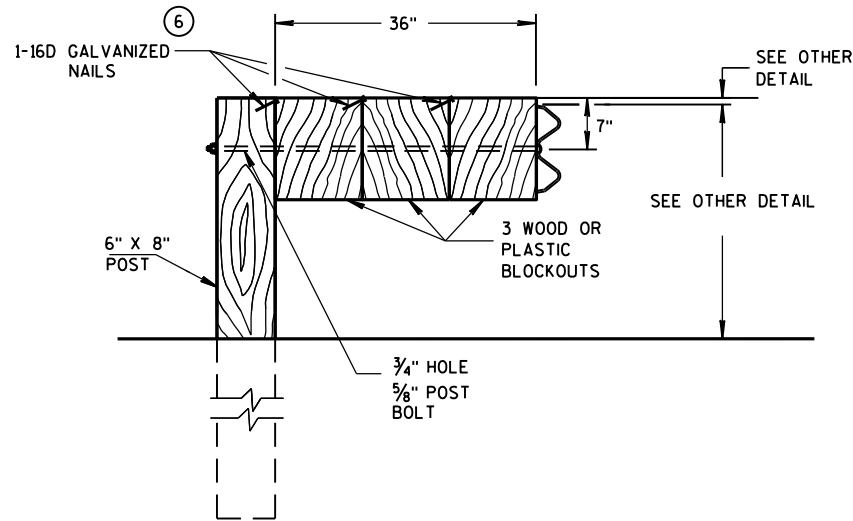
MIDWEST GUARDRAIL SYSTEM (MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



DETAIL FOR 16" BLOCKOUT DEPTH

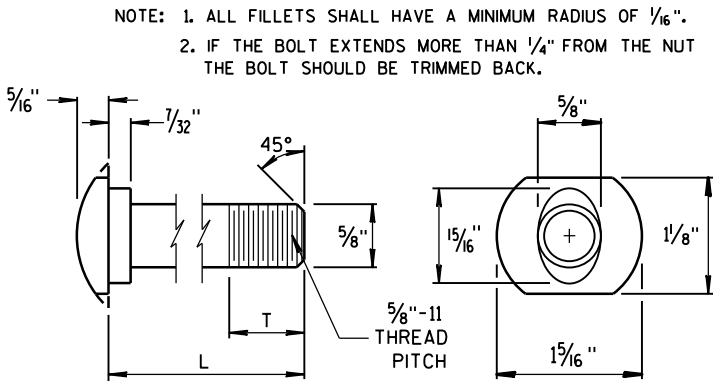
IT IS ACCEPTABLE TO USE BLOCKOUTS UP TO 16" DEEP TO INCREASE THE POST OFFSET TO AVOID UNDERGROUND OBSTACLES. THERE IS NO LIMIT TO THE NUMBER OF POSTS THAT CAN HAVE ADDITIONAL BLOCKOUTS UP TO 16" DEEP.



DETAIL FOR 36" BLOCKOUT DEPTH

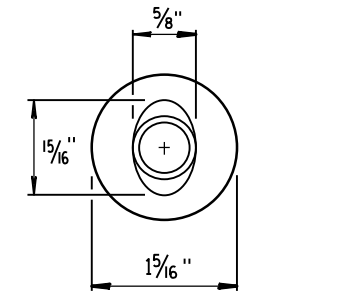
NOTES: UNDER SPECIAL CIRCUMSTANCES, SUCH AS AVOIDING OBSTACLES THAT ARE NOT RELOCATED, IT IS ACCEPTABLE TO INSTALL ADDITIONAL BLOCKOUTS TO OBTAIN UP TO 36" DEPTH FOR ONE OR TWO POSTS IN A SECTION OF GUARDRAIL.

DO NOT USE 16" OR 36" 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.

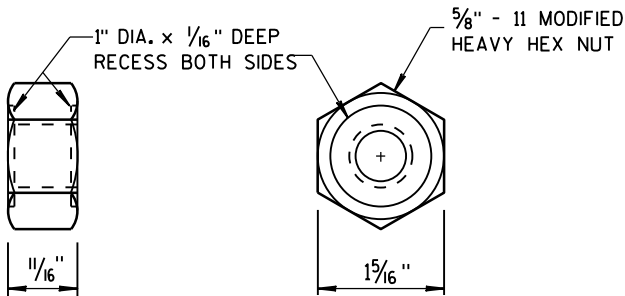


POST BOLT TABLE

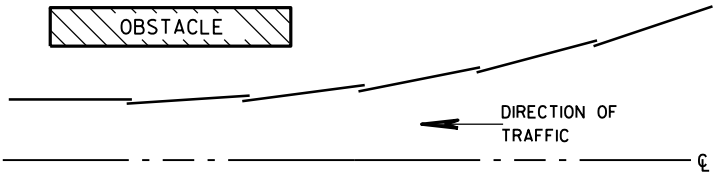
L	T (MIN.)
1 1/4"	1 1/8"
2"	1 3/4"
10"	4"
14"	4 1/16"
18"	4"
21"	4 1/16"
25"	4"



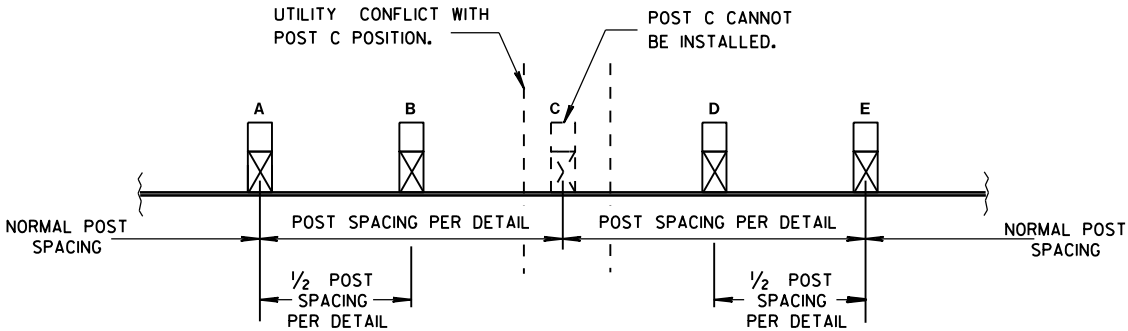
ALTERNATE BOLT HEAD



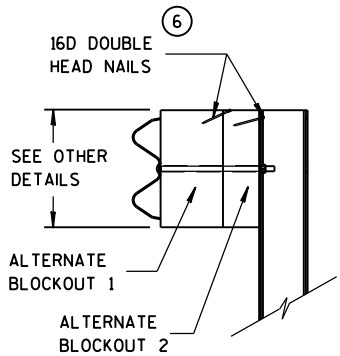
POST BOLT, SPLICE BOLT
AND RECESS NUT



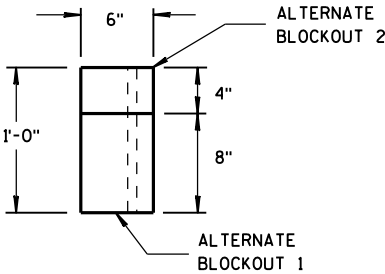
PLAN VIEW
BEAM LAPPING DETAIL



POST DRIVING FOR CONTINUOUS
UNDERGROUND OBSTRUCTION



SIDE VIEW



TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL

MIDWEST GUARDRAIL SYSTEM
(MGS) GUARDRAIL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA

GENERAL NOTES

- (A) THE SLOPE IN THE AREA BOUNDED BY THE GRADELINE, THE HINGE POINT LINE (HPL), AND THE CLEAR ZONE LIMITS (CZL) SHALL BE 4:1 OR FLATTER.
- (B) AFTER FINAL ASSEMBLY, RECHECK CABLE TO BE SURE IT IS TAUT AND HAS NOT RELAXED.
- (C) DIFFERENT MANUFACTURES REQUIRE DIFFERENT PERFORATED W-BEAM RAIL END PANELS. SEE MANUFACTURES INFORMATION.
- (D) THE TOP OF THE STEEL TUBE ON POST 1 AND POST 2 SHALL NOT BE MORE THAN 3" ABOVE THE FINISH GROUND ELEVATION.
- (E) ATTACH ALUMINUM SHEET TO E.A.T. HEAD USING 4 STAINLESS STEEL SELF-TAPPING SCREWS, ONE SCREW PER CORNER.
- (G) 1/2" DIAMETER X 3" LONG LAG BOLT AND WASHER.
- (H) HARDWARE VARIES BETWEEN DIFFERENT MANUFACTURES. SEE MANUFACTURE'S DRAWING FOR INFORMATION.
- (I) DIMENSIONS MAY VARY. SEE MANUFACTURE'S INFORMATION.

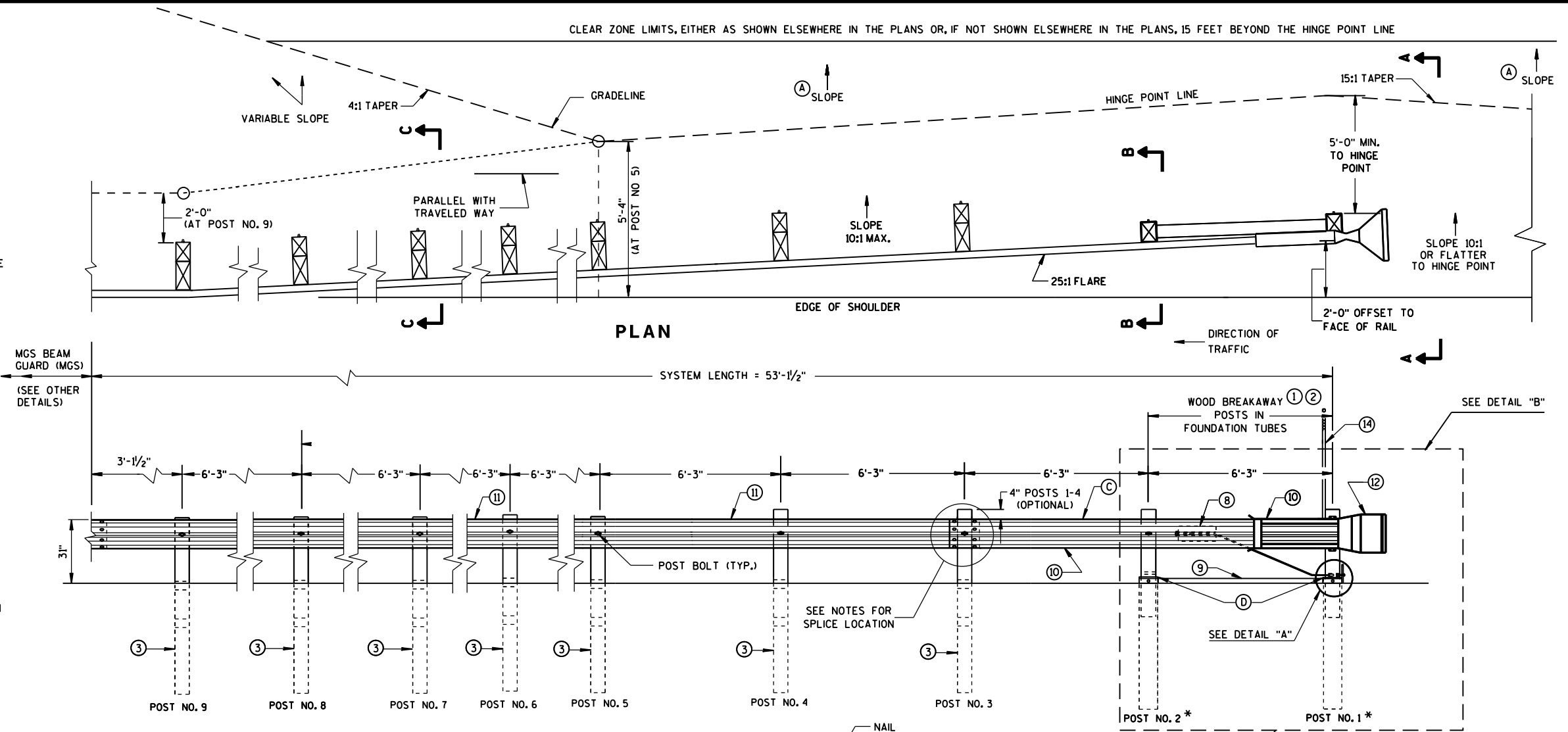
SEE SDD 14B42 FOR MORE INFORMATION.

* DO NOT ATTACH BLOCKOUTS TO POSTS 1 AND 2.

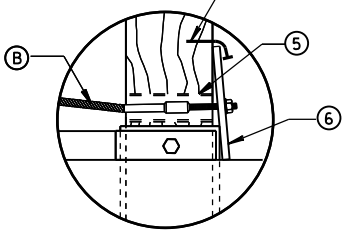
DO NOT INSTALL REFLECTORS ON THE FIRST 50 FEET OF THE APPROACH END OF THE ENERGY ABSORBING TERMINAL.

W-BEAM RAIL SPLICES ARE LOCATED AT POST NUMBER 3, AND BETWEEN POST 5 AND 6, BETWEEN POSTS 7 AND 8, AND MIDDLE OF THE SPAN AFTER POST 9.

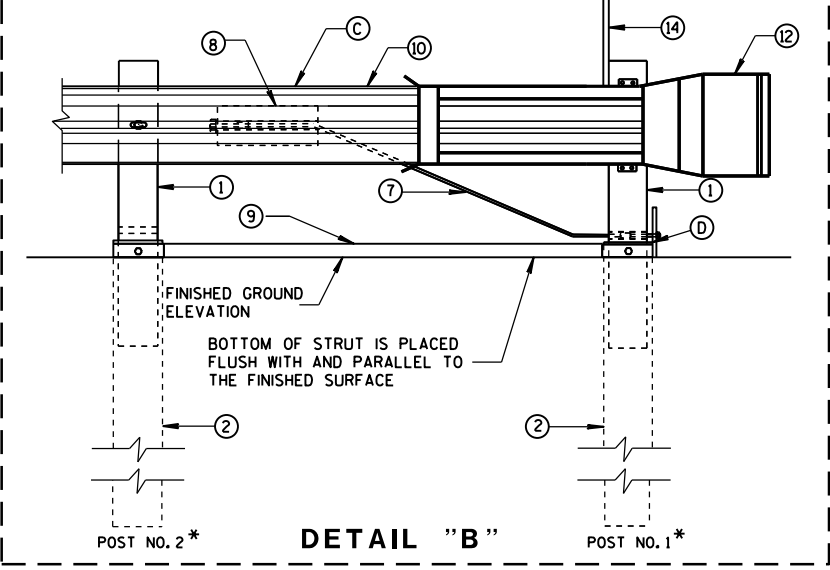
THE CENTER OF THE UPPER 3/2" DIAMETER HOLE ON POST NUMBER 3 THROUGH POST 9 IS TO BE FLUSH WITH THE GROUND LINE UP TO A MAXIMUM OF 2" ABOVE GROUND LINE.



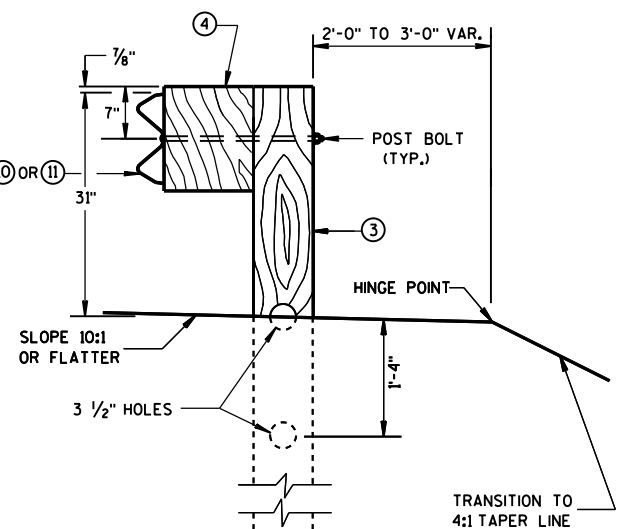
ELEVATION



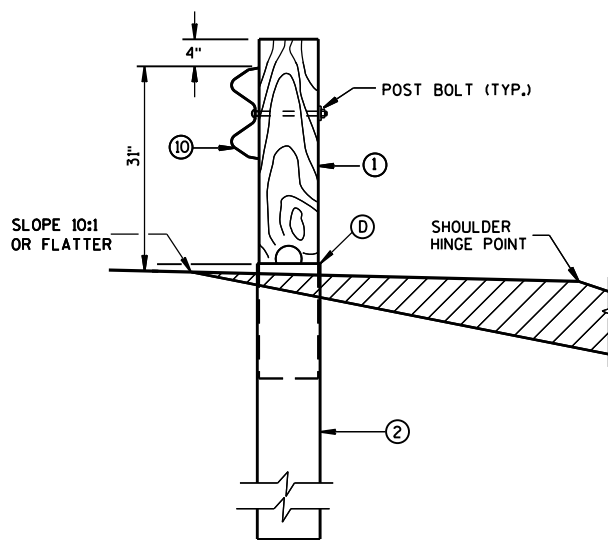
DETAIL "A"



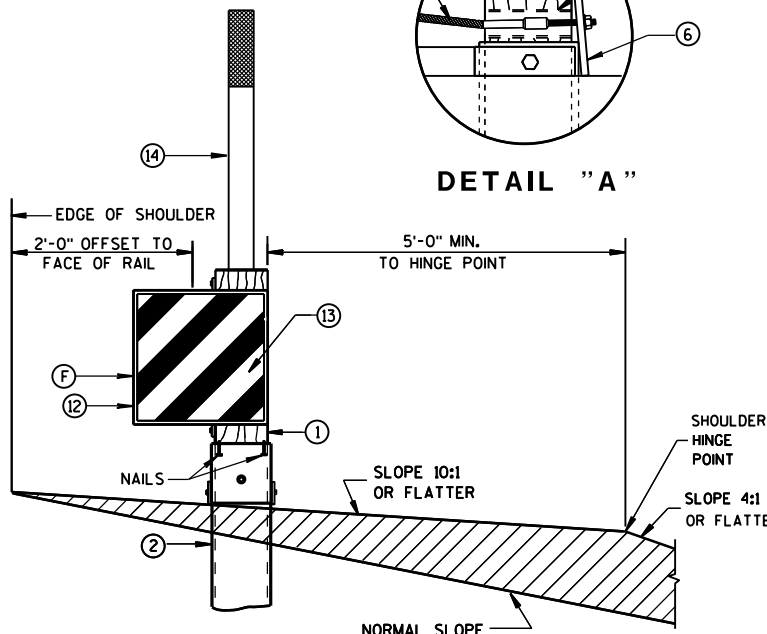
DETAIL "B"



SECTION C-C
TYPICAL AT POST NOS. 3-9



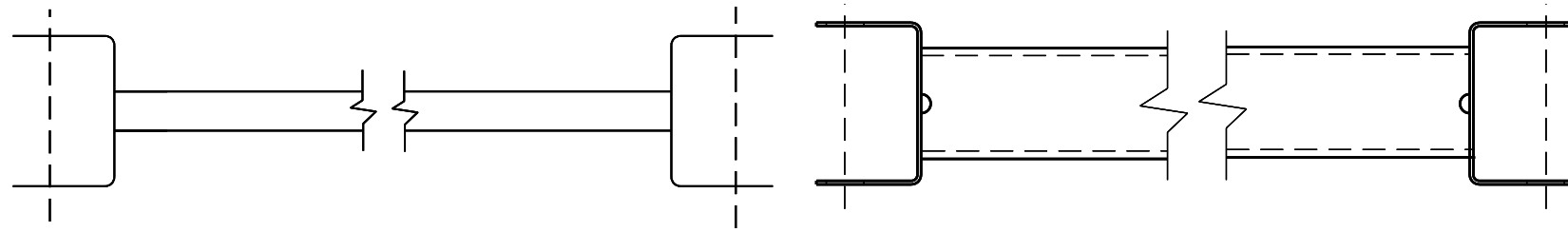
SECTION B-B
TYPICAL AT POST NO. 2*



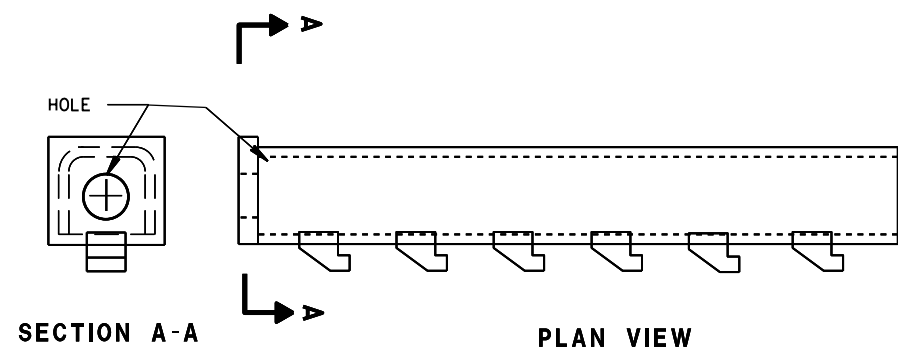
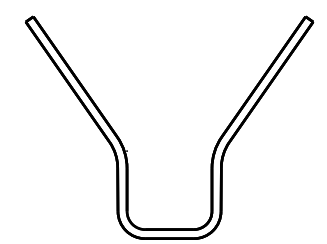
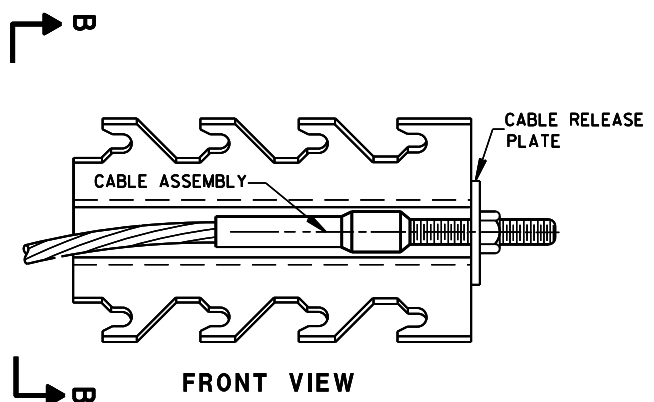
SECTION A-A
TYPICAL AT POST NO. 1*

MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



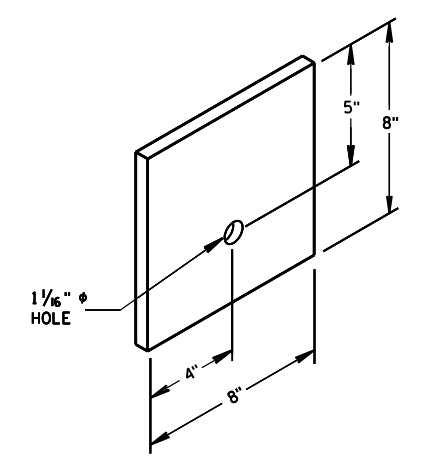
9 H
GENERIC GROUND STRUT



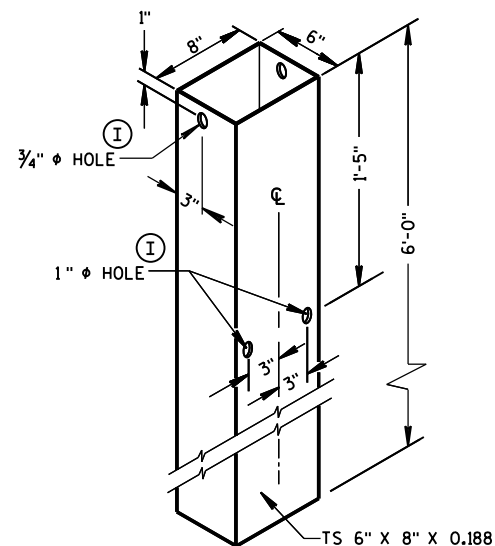
8 H
GENERIC ANCHOR CABLE BOX

BILL OF MATERIALS

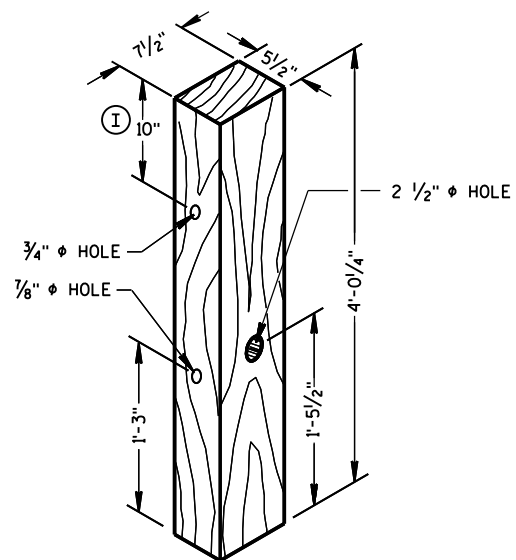
PART NO.	DESCRIPTION
MATERIALS PROVIDED BY MGS EAT MANUFACTURER. SEE MANUFACTURER'S DETAILS FOR MORE INFORMATION.	
①	WOOD BREAKAWAY POST
②	6" X 8" X 0.188", 6'-0" LONG FOUNDATION TUBE AT POSTS 1 AND 2
③	WOOD CRT
④	WOOD BLOCKOUT
⑤	PIPE SLEEVE
⑥	BEARING PLATE
⑦	BCT CABLE ASSEMBLY
⑧	ANCHOR CABLE BOX
⑨	GROUND STRUT
⑩	PERFORATED W-BEAM RAIL END PANEL, 12'-6" LONG.
⑪	STANDARD W-BEAM RAIL. MULTIPLE SECTIONS REQUIRED. SECTIONS VARY IN LENGTH.
⑫	END SECTION EAT
⑬	0.040" ALUMINUM SHEET WITH REFLECTIVE SHEETING TYPE F PER SECTION 637 OF THE STANDARD SPECIFICATIONS
⑭	EAT MARKER POST - YELLOW (SEE APPROVED PRODUCTS LIST)



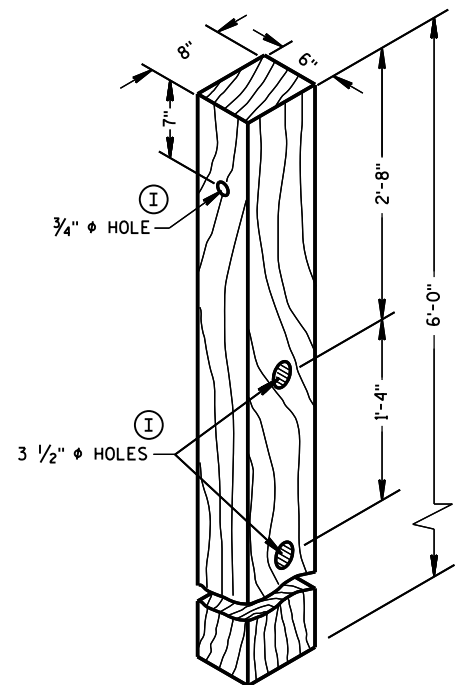
⑥
BEARING PLATE



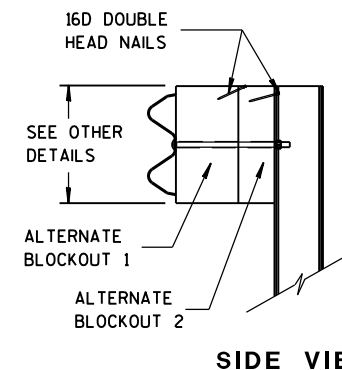
FOUNDATION TUBE ②



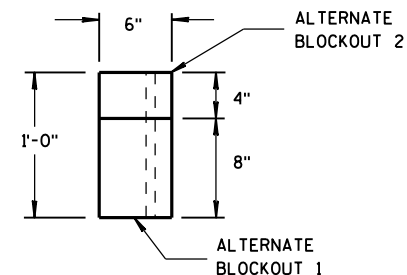
POSTS NUMBER 1 AND 2
WOOD BREAKAWAY POST ①



POSTS NUMBER 3-9
WOOD CRT POST ③

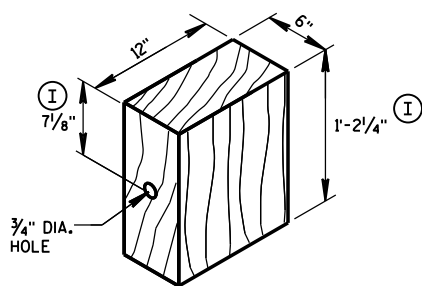


SIDE VIEW



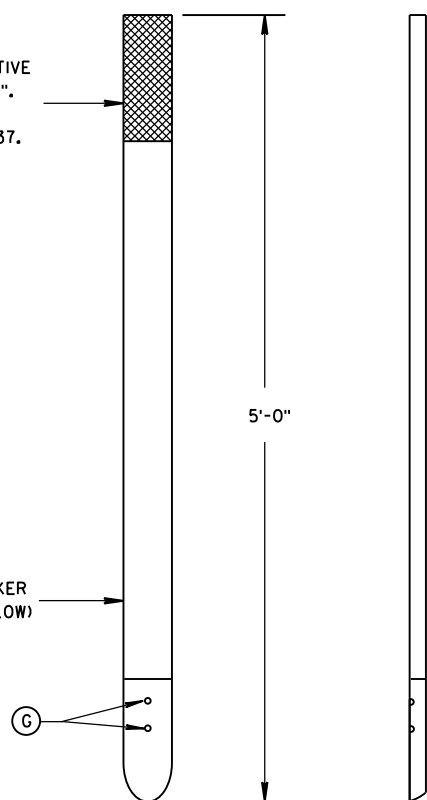
TOP VIEW

ALTERNATE WOOD
BLOCKOUT DETAIL



WOOD BLOCKOUT ④
REQ'D. AT ALL POSTS EXCEPT POST NO'S 1 & 2

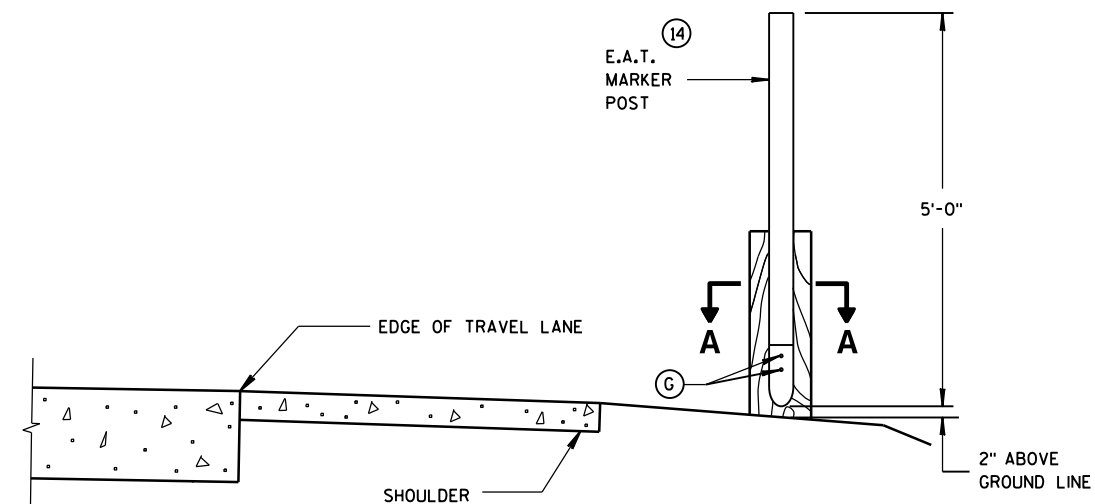
TYPE H
YELLOW REFLECTIVE
SHEETING 3" X 9".
SEE STANDARD
SPECIFICATION 637.



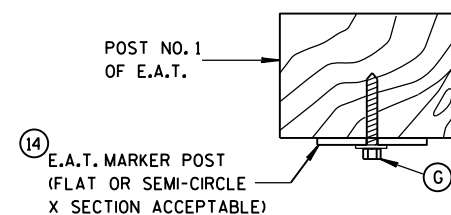
FRONT VIEW

SIDE VIEW

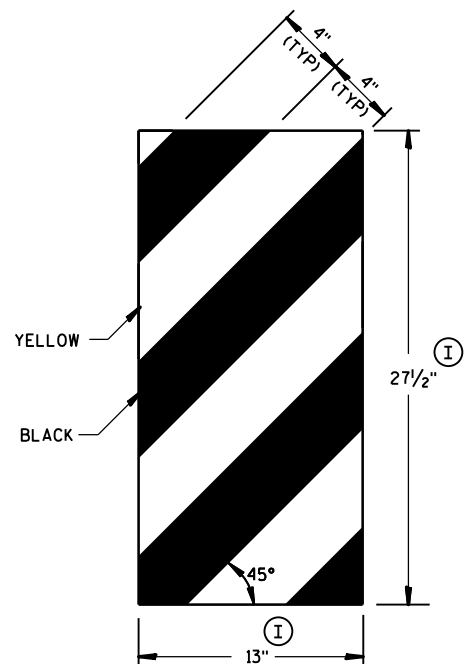
E.A.T. MARKER POST ⑭



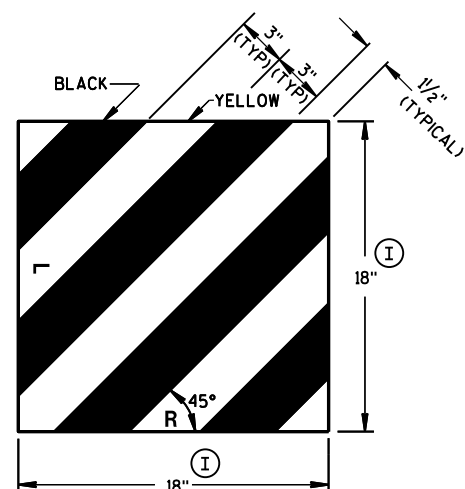
TYPICAL INSTALLATION OF E.A.T.
MARKER POST BACKSIDE OF POST NO. 1
(E.A.T. AND RAIL REMOVED FOR CLARITY)



SECTION A-A



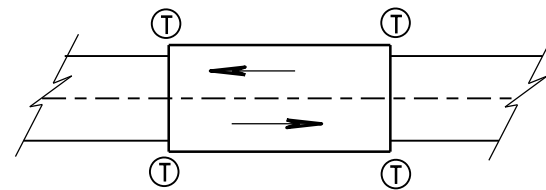
GENERIC REFLECTIVE SHEETING ⑬ ①



MIDWEST GUARDRAIL SYSTEM
ENERGY ABSORBING TERMINAL
(MGS)

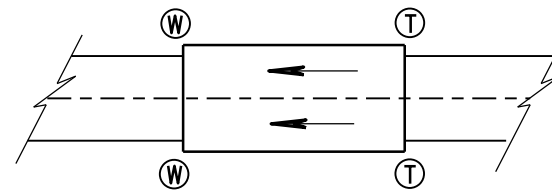
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2014 /S/ Jerry H. Zogg
DATE ROADWAY STANDARDS DEVELOPMENT
ENGINEER
FHWA



TWO WAY TRAFFIC

Ⓣ THRIE BEAM CONNECTION



ONE WAY TRAFFIC

Ⓦ W-BEAM CONNECTION WHEN REQUIRED

GENERAL NOTES

IF ROCK IS ENCOUNTERED, REMOVE ROCK TO FULL DEPTH OF POST PLUS 2½", AND 12" DIAMETER AROUND POST. SEE 14B42 FOR MORE DETAILS.

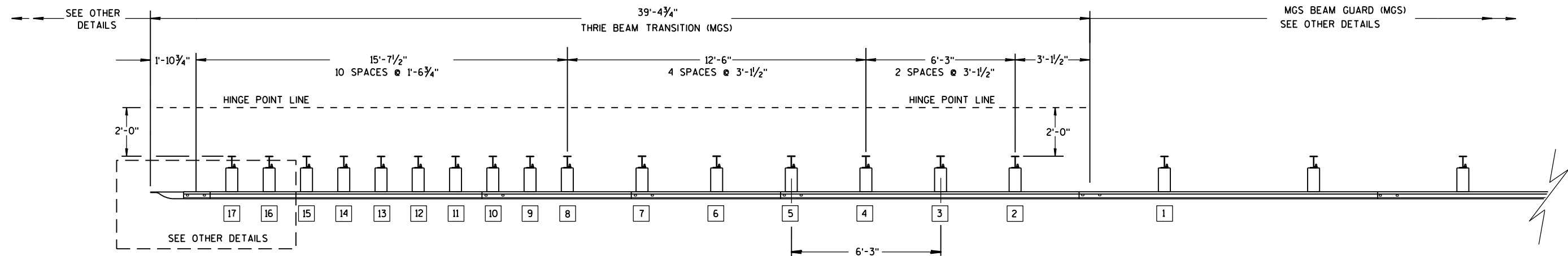
TRANSITION USES STEEL POSTS ONLY.

SEE STANDARD DETAIL DRAWING 14 B 42 FOR MORE INFORMATION.

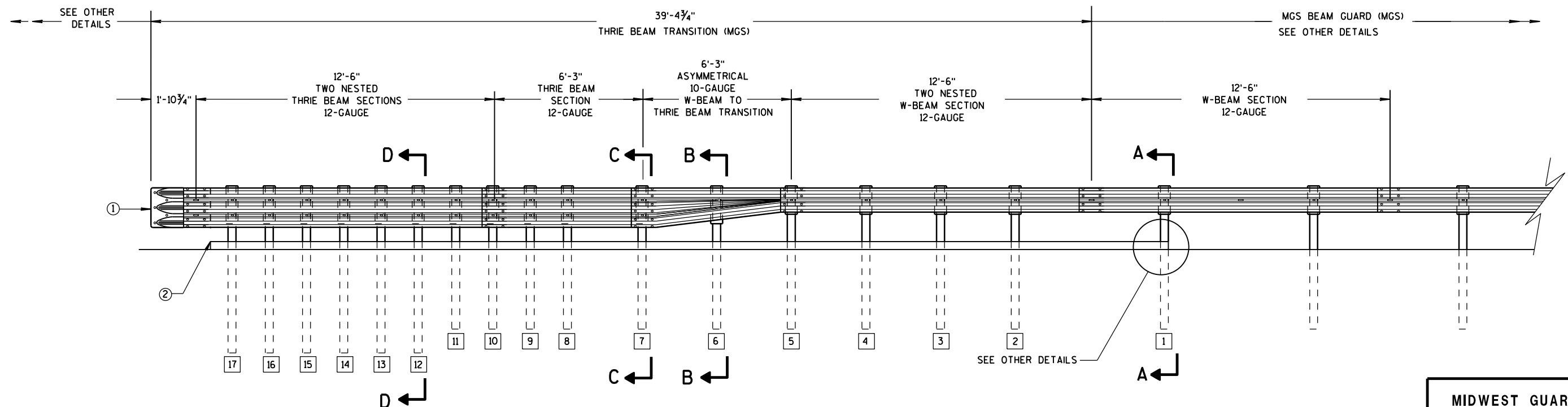
① BRIDGE RAILING TYPE "W" DOES NOT REQUIRE A TERMINAL CONNECTOR.

② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.

TYPICAL LOCATIONS OF THRIE BEAM AND W-BEAM CONNECTIONS TO BRIDGE



PLAN VIEW



ELEVATION VIEW

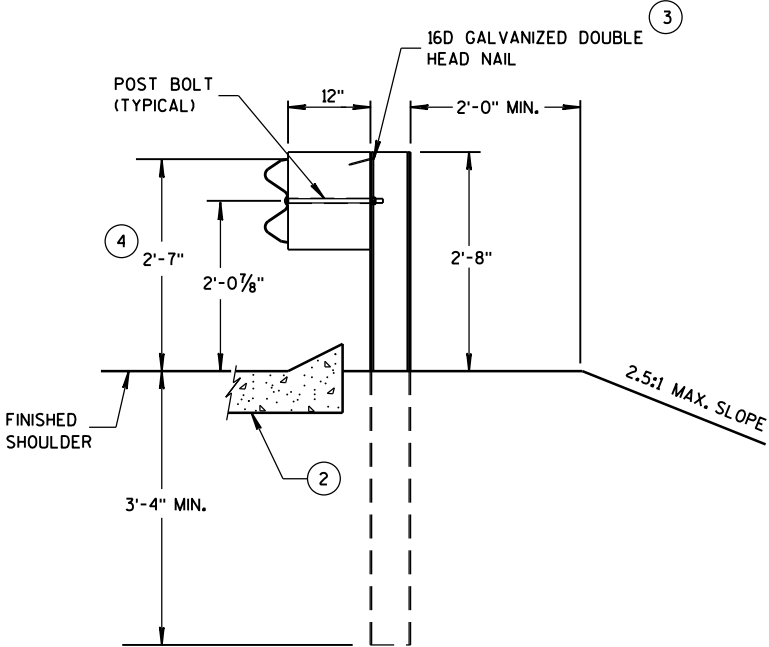
MIDWEST GUARDRAIL SYSTEM THRIE BEAM TRANSITION

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

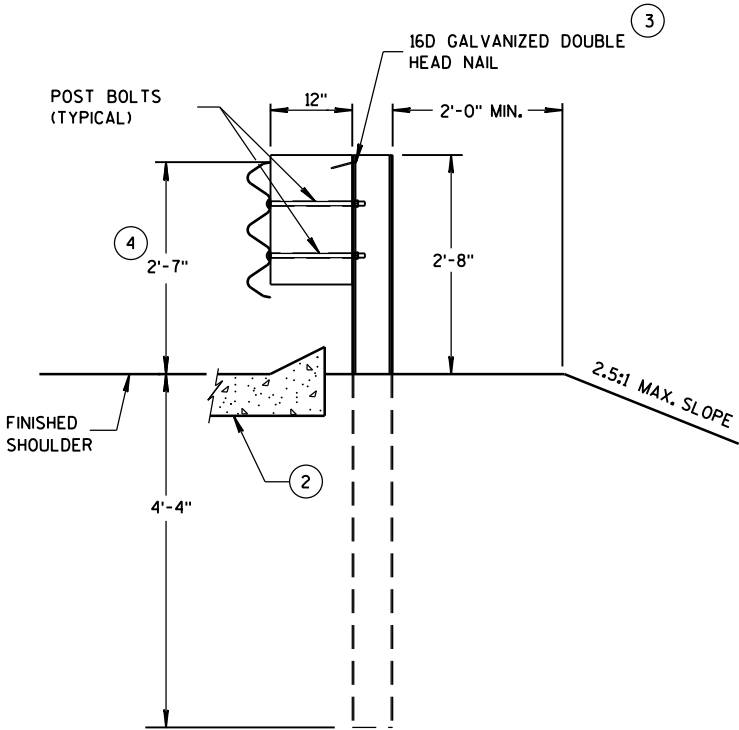
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

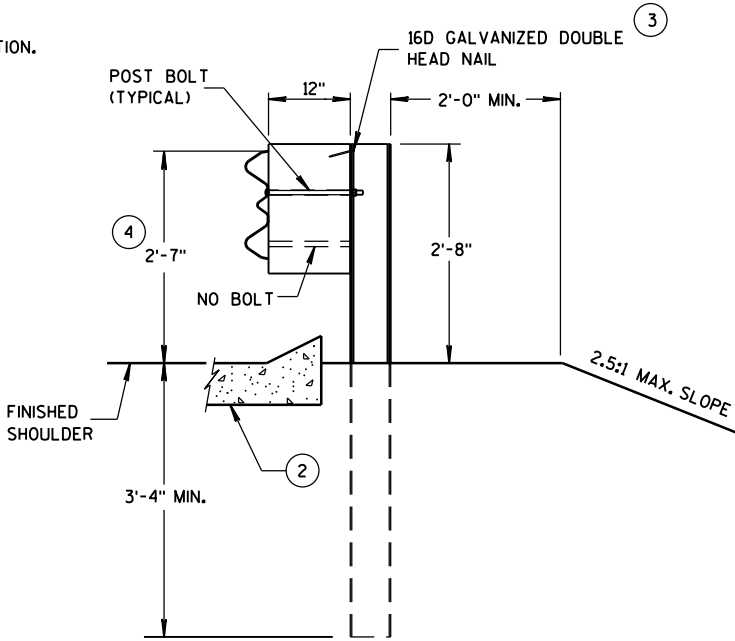
- 2 OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- 3 WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 10D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.
- 4 TOLERANCE FOR TOP OF W-BEAM RAIL IS ± 1".



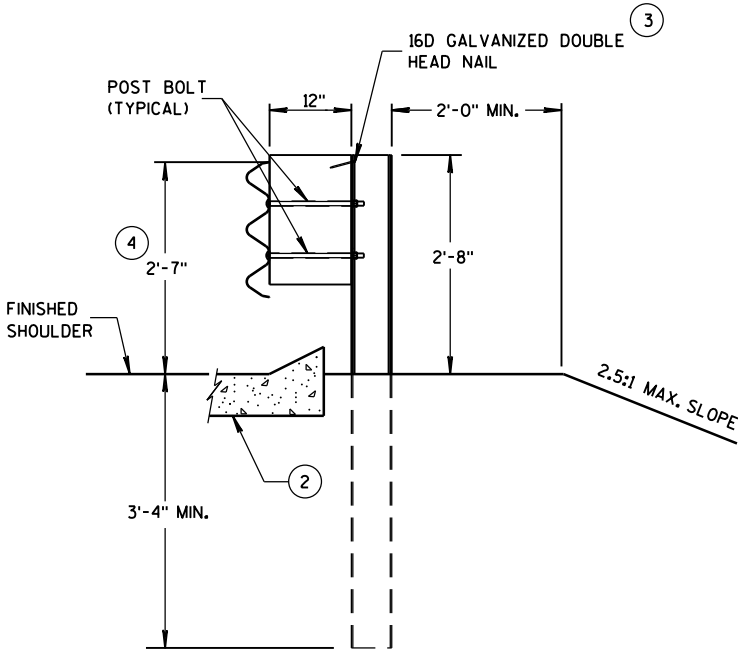
SECTION A-A
POSTS 1-5



SECTION D-D
POSTS 12-17



SECTION B-B
POST 6



SECTION C-C
POSTS 7-11

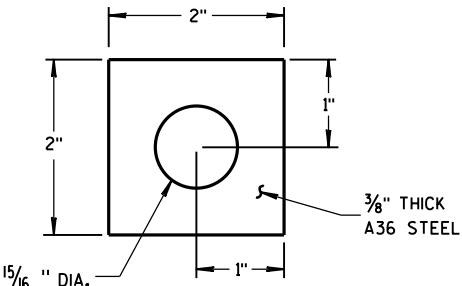
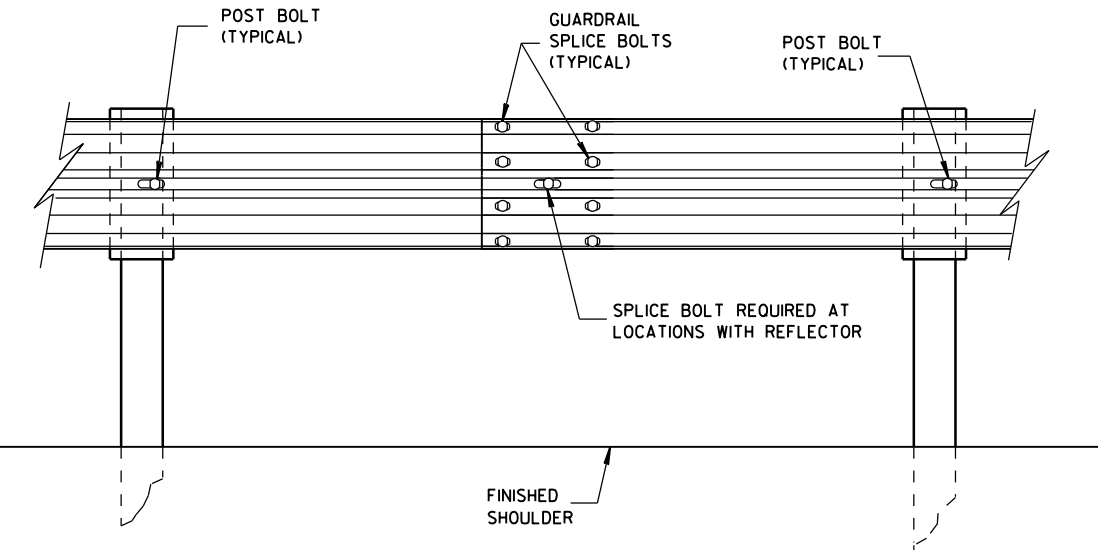
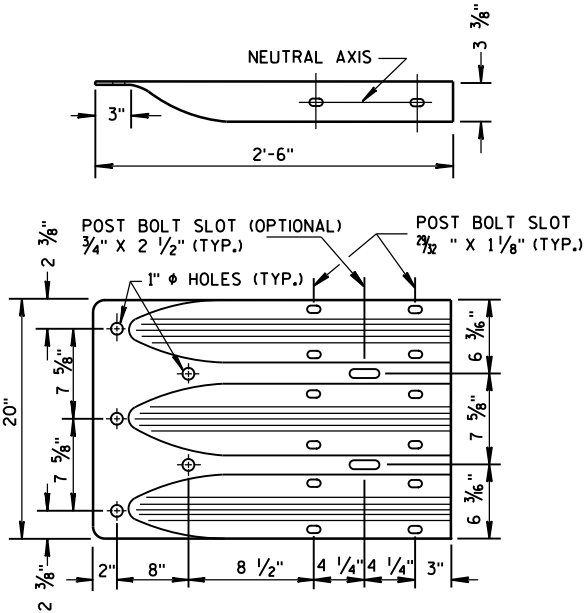


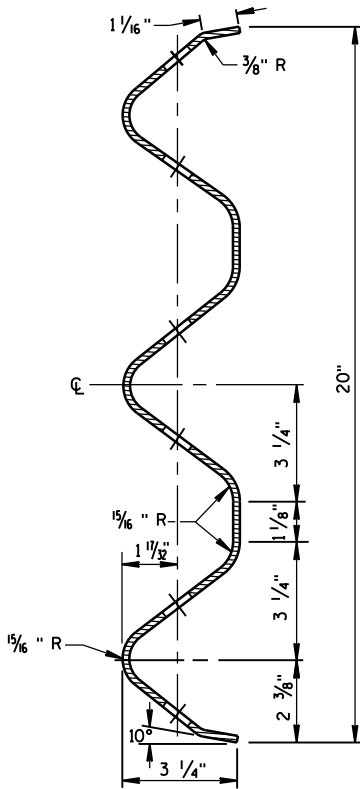
PLATE WASHER DETAIL



SPlice DETAIL



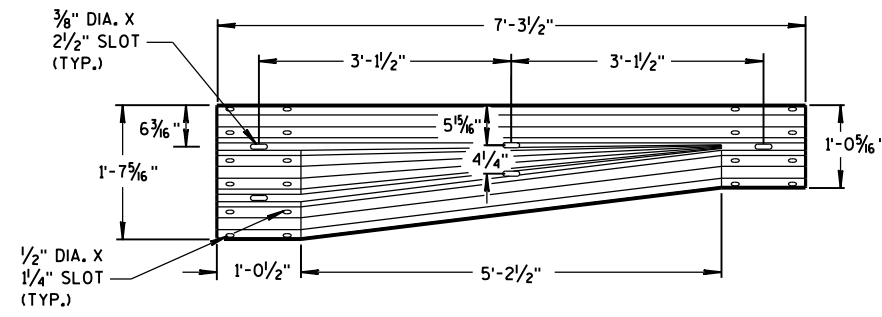
THRIE BEAM
TERMINAL CONNECTOR



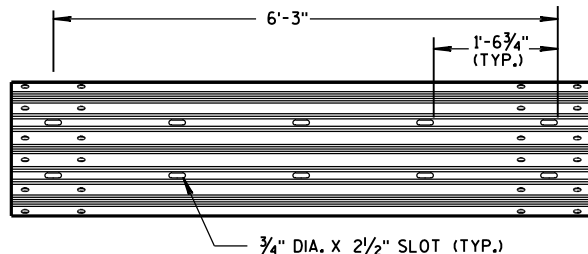
SECTION THRU THRIE
BEAM RAIL ELEMENT

MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

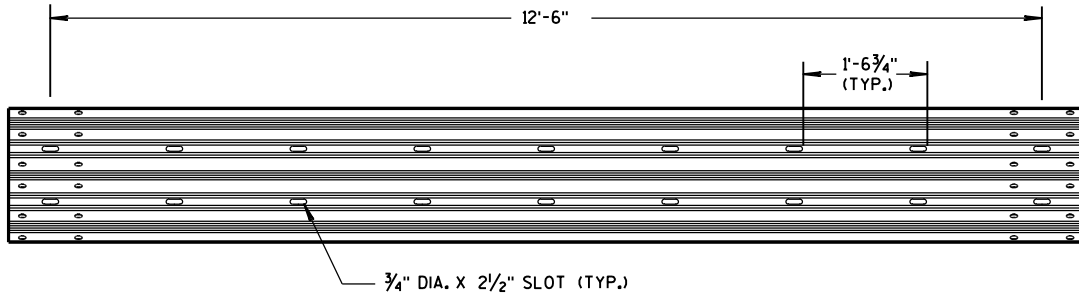
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



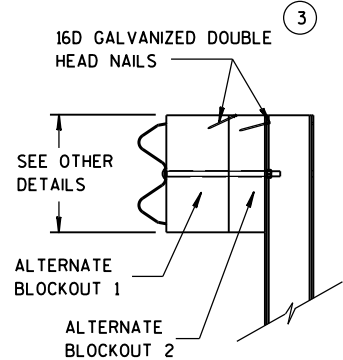
W-BEAM TO THRIE BEAM TRANSITION SECTION



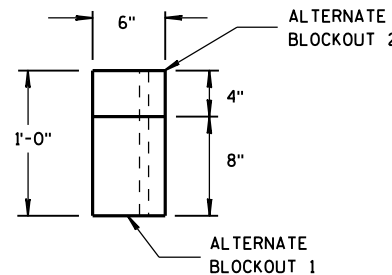
6'-3" THRIE BEAM SECTION



12'-6" THRIE BEAM SECTION

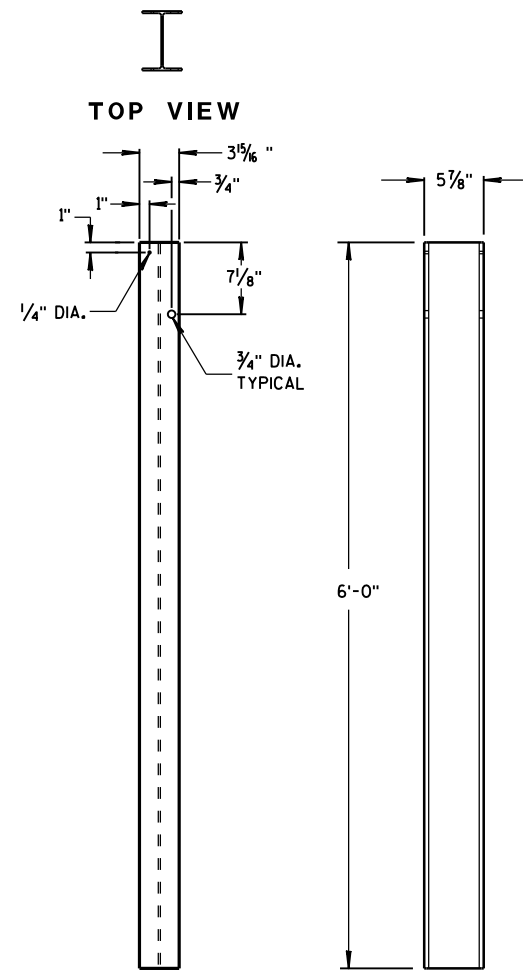


SIDE VIEW



TOP VIEW

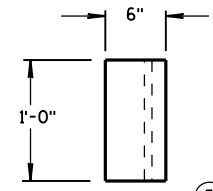
ALTERNATE WOOD BLOCKOUT DETAIL



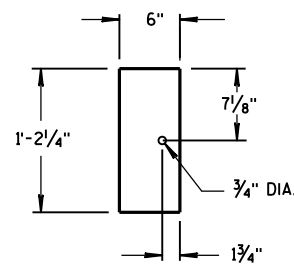
FRONT VIEW

SIDE VIEW

STEEL POSTS 1-5

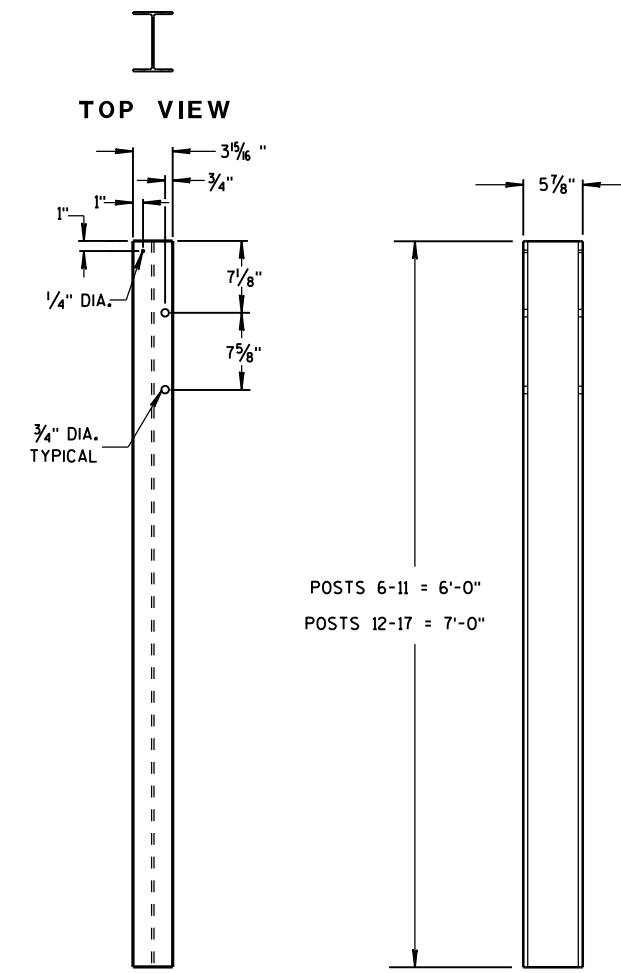


TOP VIEW



FRONT VIEW

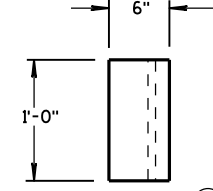
BLOCKOUT POSTS 1-5



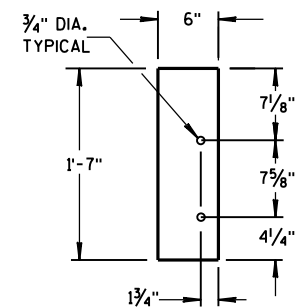
FRONT VIEW

SIDE VIEW

STEEL POSTS 6-17



TOP VIEW



FRONT VIEW

BLOCKOUT POSTS 6-17

GENERAL NOTES

STEEL POSTS ARE W6X9 OR W6X8.5.

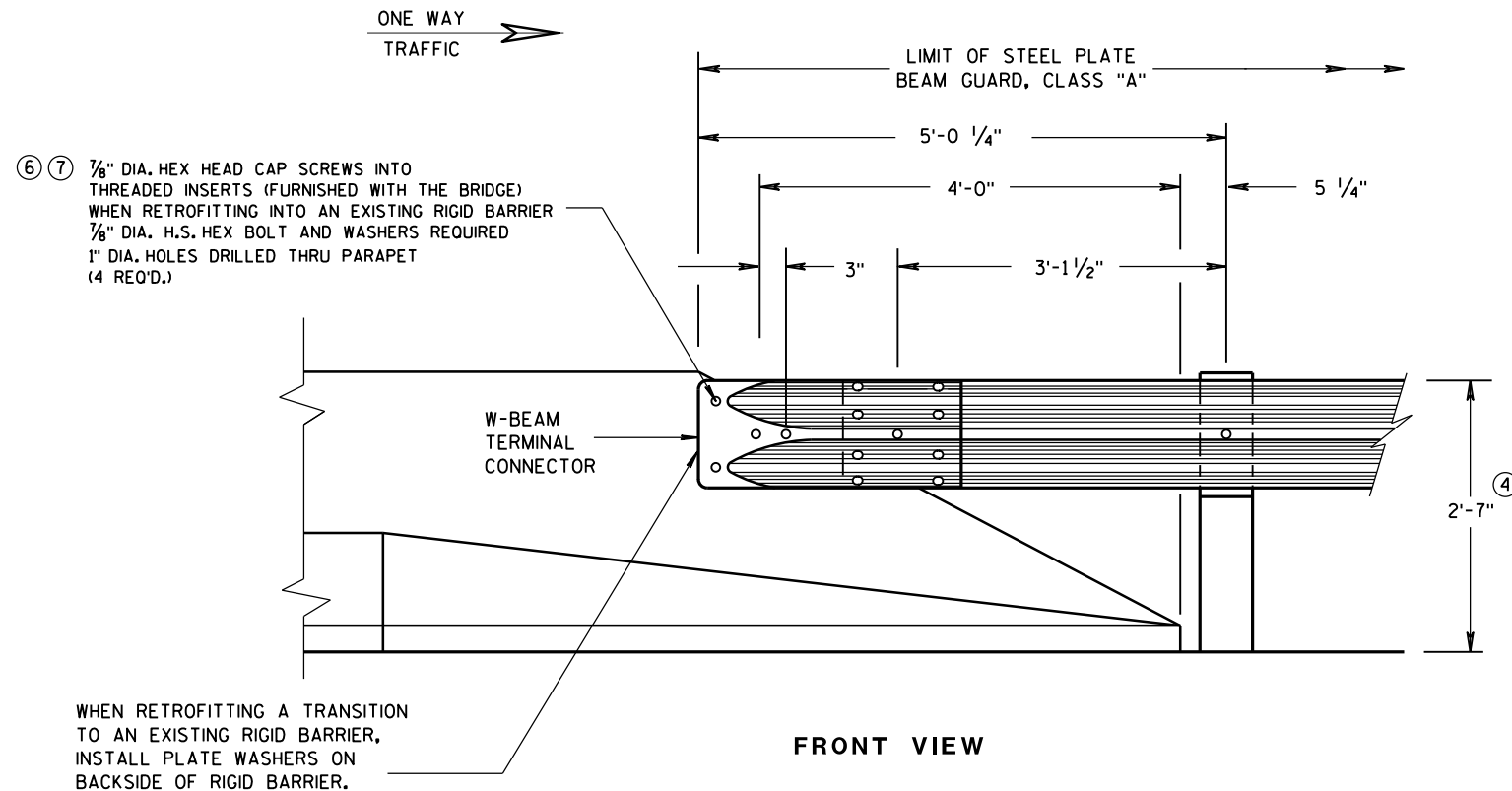
BOLT HOLES FOR POST ARE ON FRONT AND OF SIDE OF POST.

3 WHEN USING STEEL POSTS AND WOOD BLOCKOUTS INSTALL FOUR 16D GALVANIZED NAILS. INSTALL NAILS AT THE BACK CORNERS OF THE BLOCK AND BEND THE NAILS OVER THE FLANGE OF THE STEEL POST.

5 WOOD BLOCKS MAY BE CONSTRUCTED OUT OF 2 WOOD BLOCKS. SEE ALTERNATE WOOD BLOCK DETAIL.

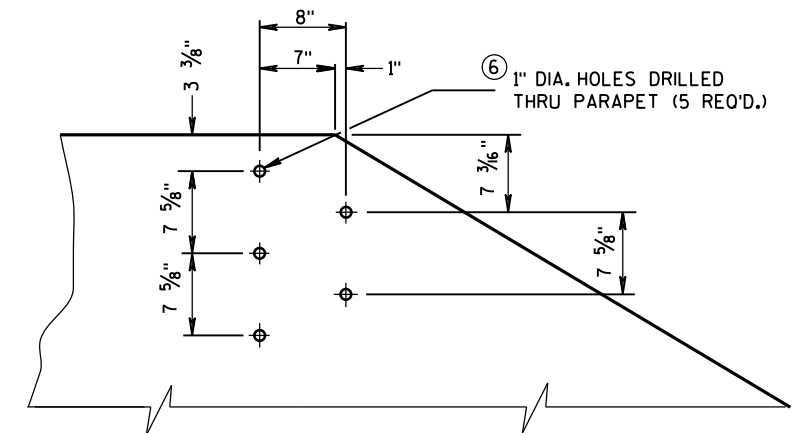
MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

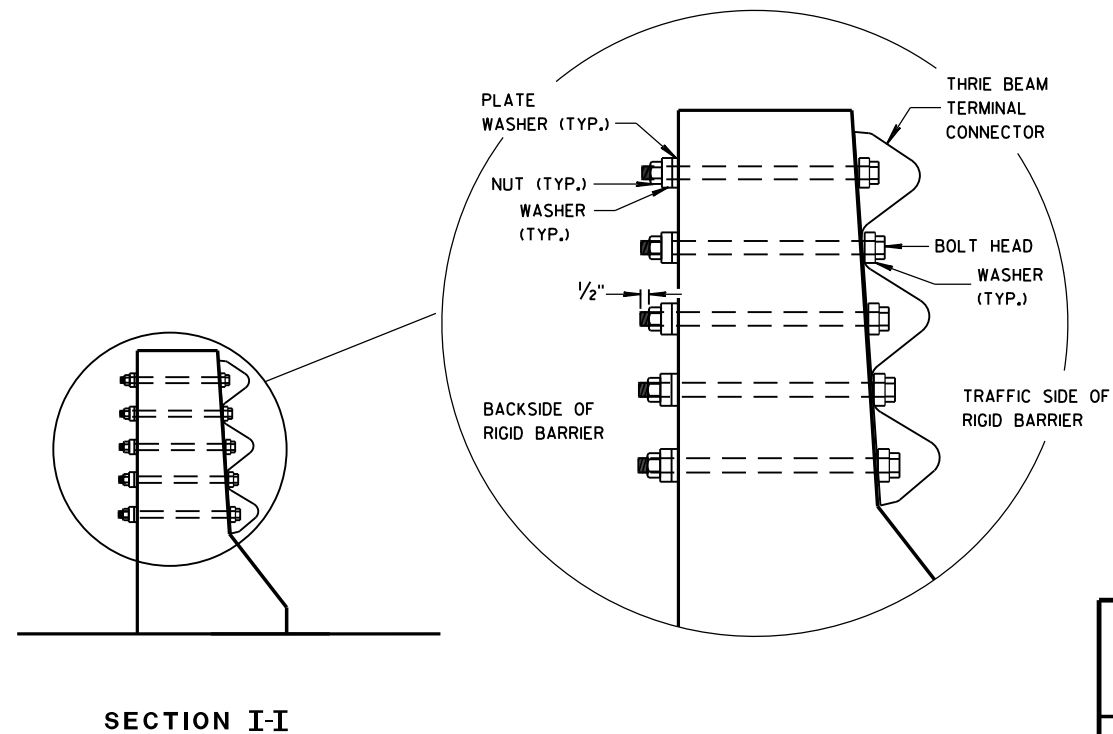
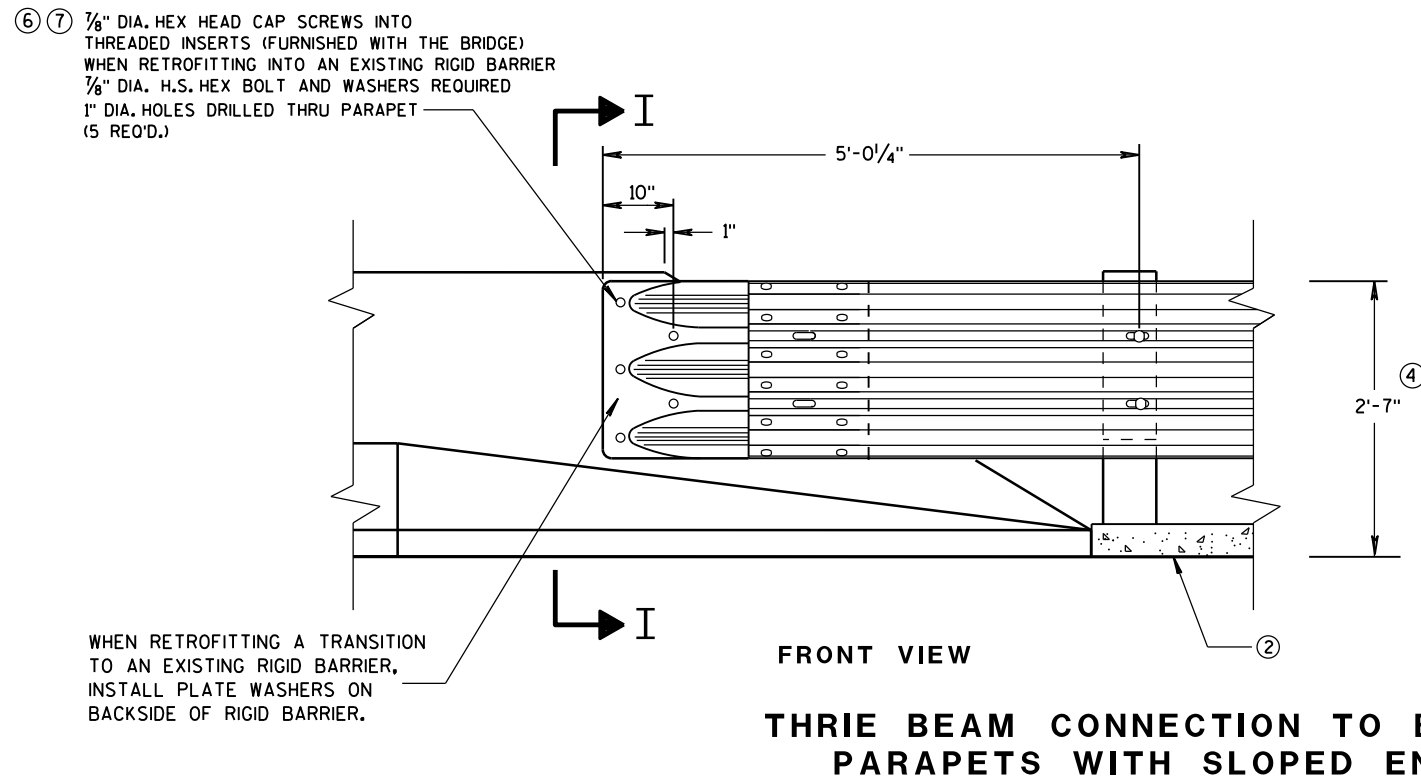


GENERAL NOTES

- ② OPTIONAL CURB AND GUTTER OR DRAINAGE FEATURE SEE PLAN FOR INFORMATION.
- ④ TOLERANCE FOR TOP OF BEAM IS $\pm 1"$.
- ⑥ DRILLING BOLT HOLES THROUGH THE PARAPET, BOLTS, NUTS, WASHERS AND REPAIRING DAMAGED CONCRETE ARE INCIDENTAL TO THE CONTRACT.
- ⑦ BOLTS MAY BE A325 BOLTS OR A449 BOLTS. BOLT LENGTH AND THREADING LENGTH ARE TO ALLOW FOR A TIGHT CONNECTION BETWEEN RIGID BARRIER AND THRIE BEAM CONNECTION PLATE. CONTRACTOR IS TO FIELD VERIFY BOLT LENGTH AND THREAD LENGTH. ONE ROUND WASHER REQUIRED BETWEEN BOLT HEAD AND THRIE BEAM CONNECTOR PLATE. BOLTS THAT EXTEND THROUGH THE PARAPET AND OUT THE BACK FACE REQUIRE A HARDENED ROUND STEEL WASHER THAT IS 2" O.D. X 5/8" THICK AND ONE PLATE WASHER. REPAIR ANY DAMAGED CONCRETE FROM BOLT INSTALLATION.



DRILL HOLE LOCATION AND PATTERN
FOR THRIE BEAM CONNECTION

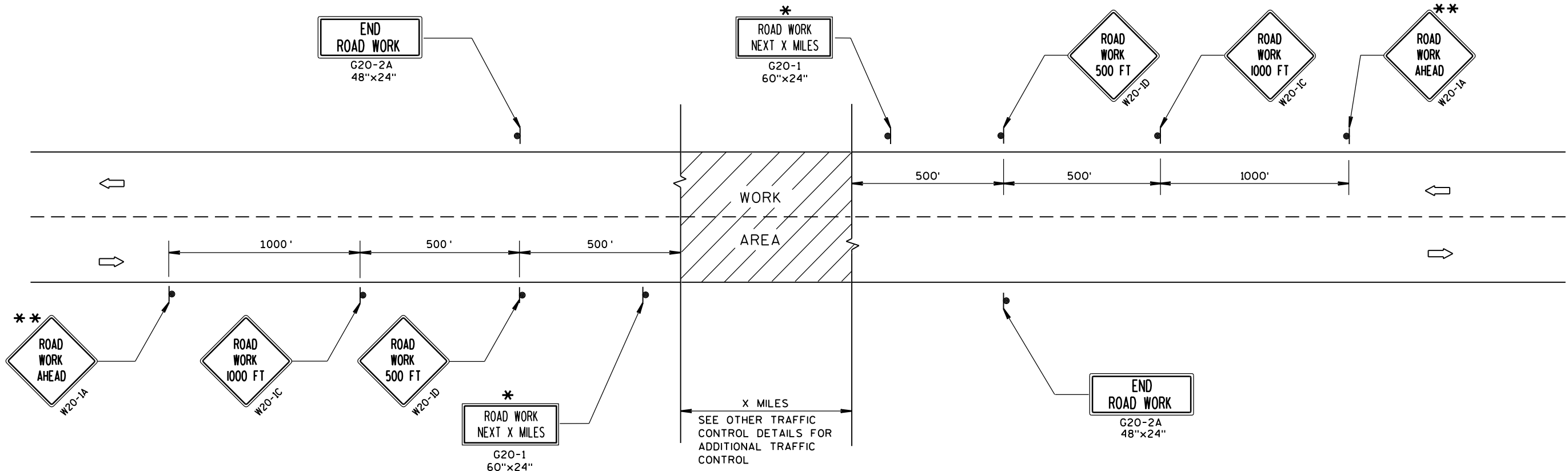


MIDWEST GUARDRAIL SYSTEM
THRIE BEAM TRANSITION (MGS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June, 2015
DATE
FHWA

/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
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.

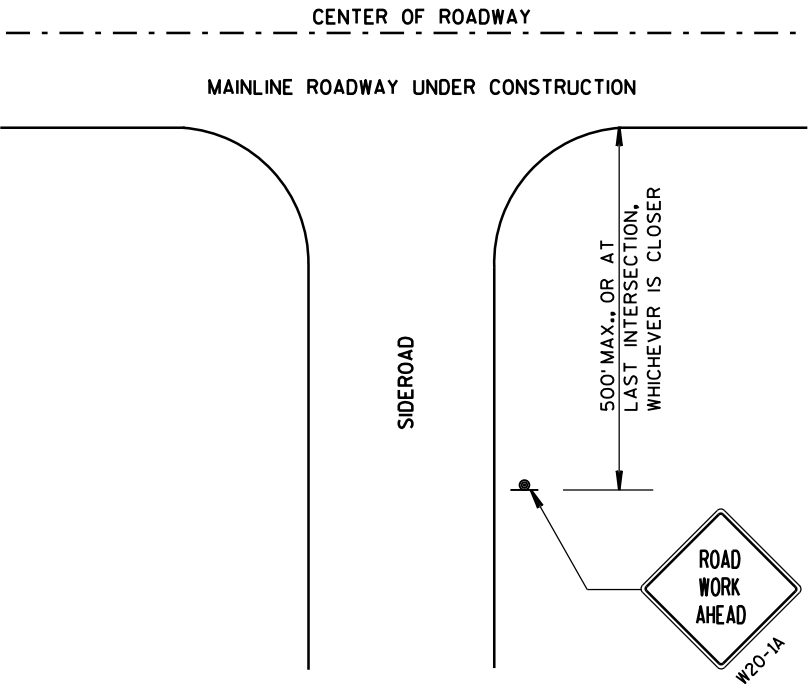
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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.



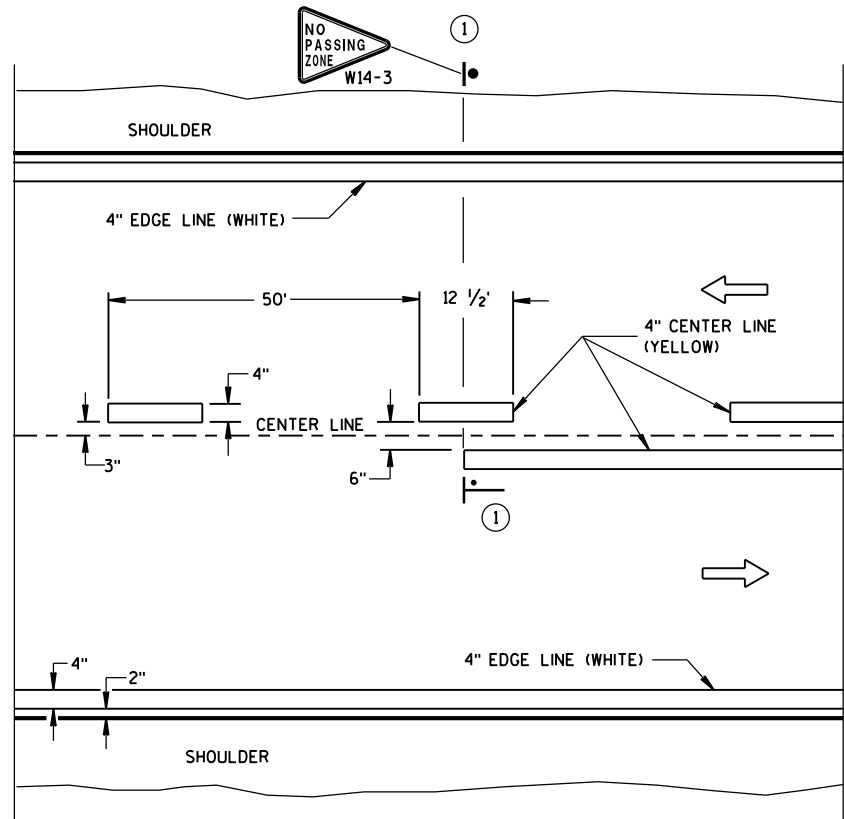
LEGEND

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

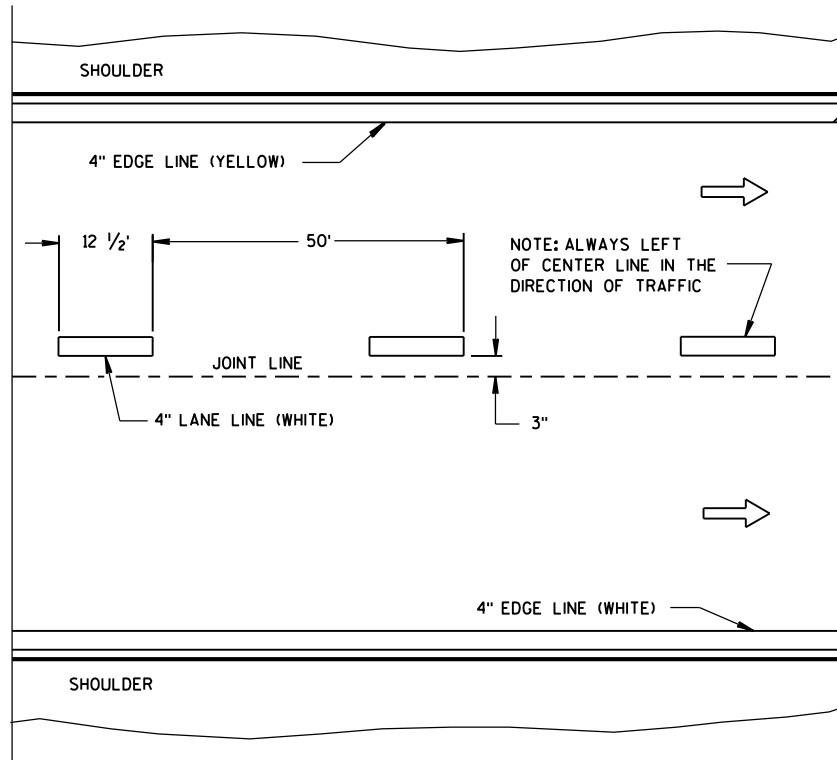
TRAFFIC CONTROL, ADVANCE
WARNING SIGNS 45 M.P.H.
OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

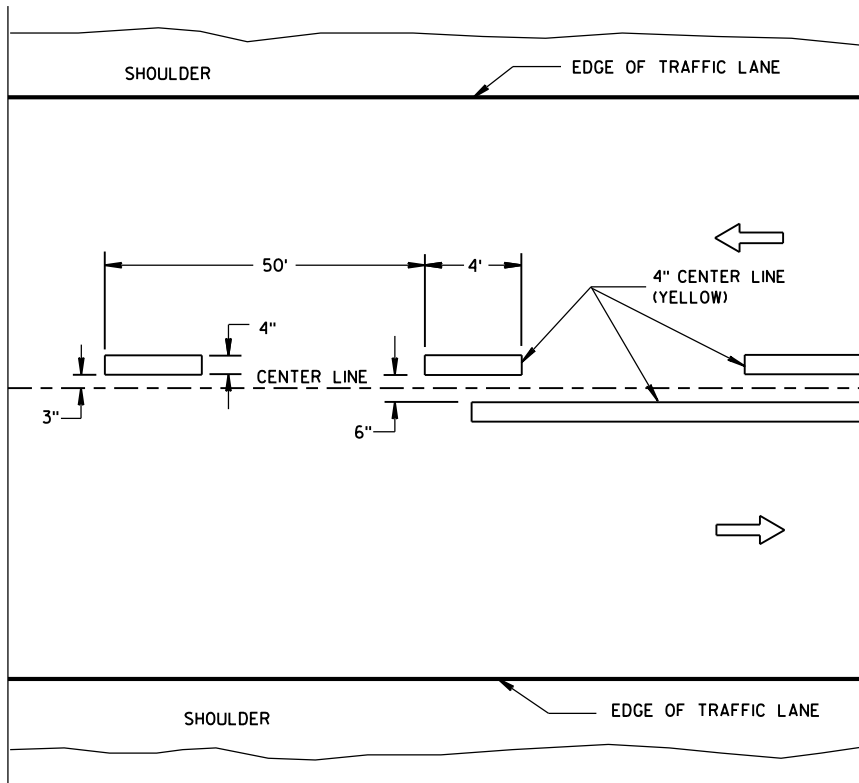


TWO WAY TRAFFIC

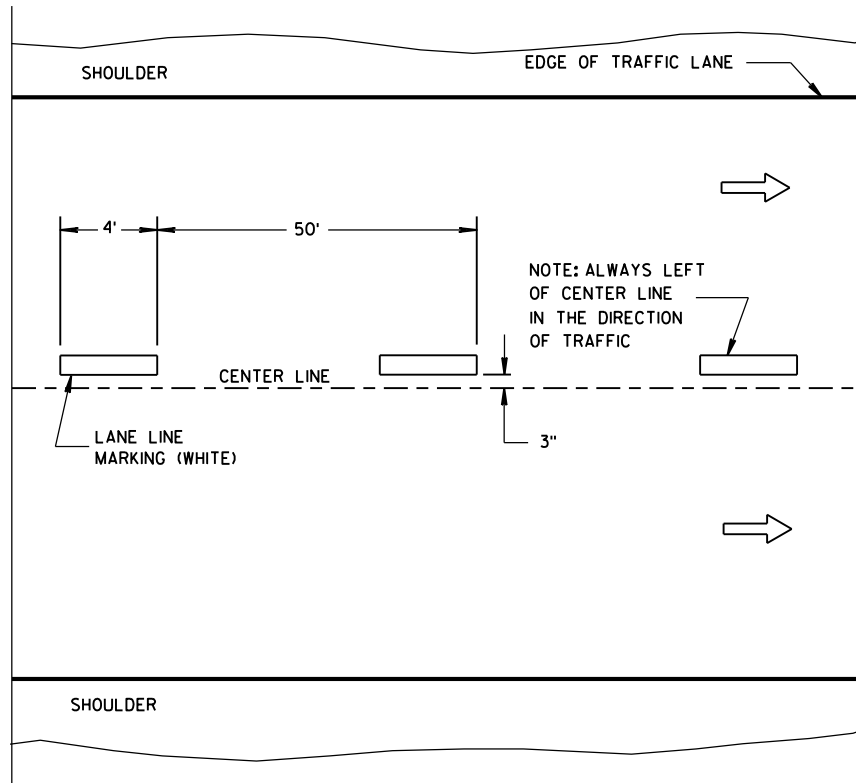


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY 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

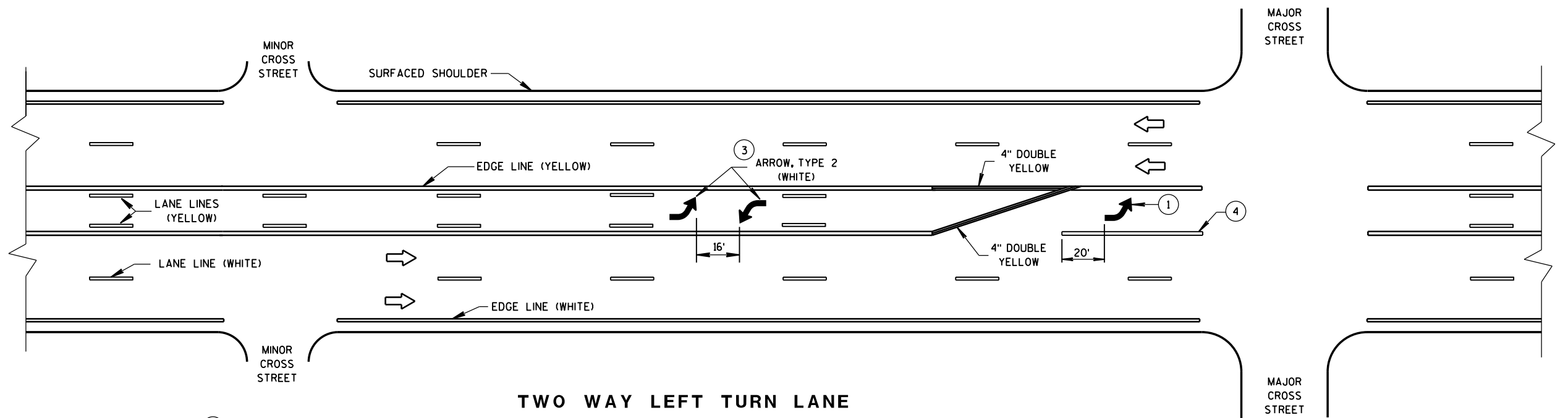
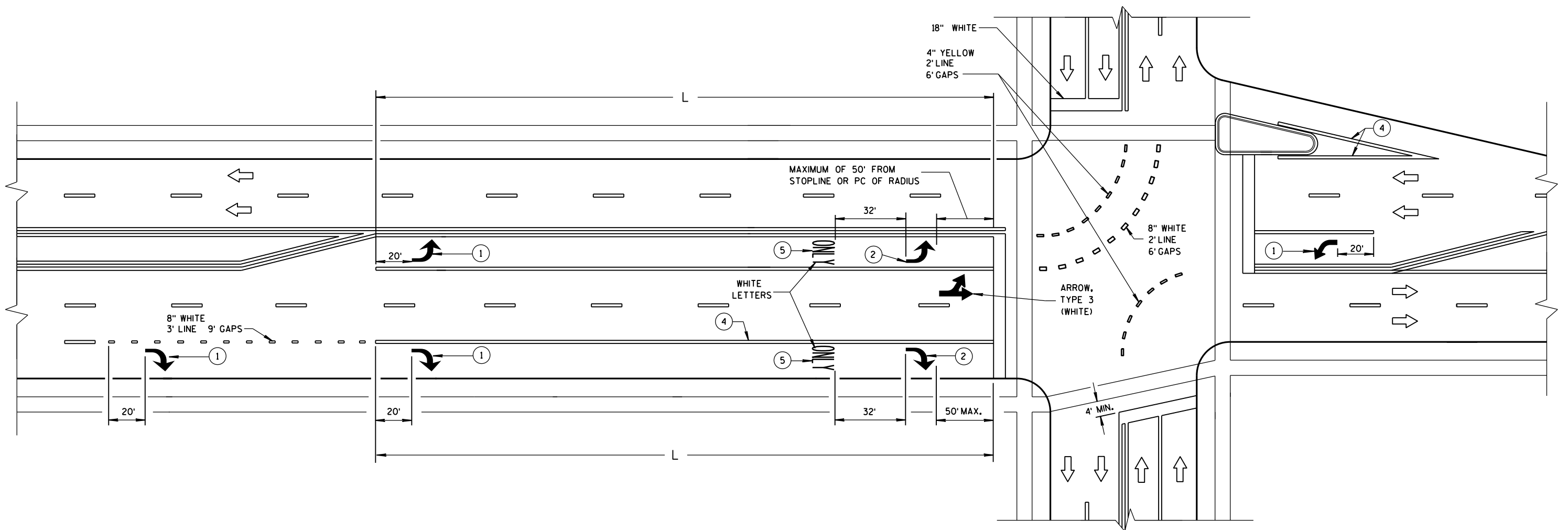
—●— "T" MARKING

● POST MOUNTED SIGN

LONGITUDINAL MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



GENERAL NOTES

- ① REQUIRED ARROW, TYPE 2 (WHITE).
- ② REQUIRED ARROW, TYPE 2 (WHITE) WHEN L IS GREATER THAN 78 FEET AND LESS THAN OR EQUAL TO 166 FEET.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ 8" WHITE
- ⑤ REQUIRED WORD ONLY WHEN L IS GREATER THAN 166 FEET.

TWO WAY LEFT TURN LANE

NOTE:
ARROW SYMBOL ()
SHOWS DIRECTION OF TRAVEL

L = LENGTH OF TURN BAY

PAVEMENT MARKING
(TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

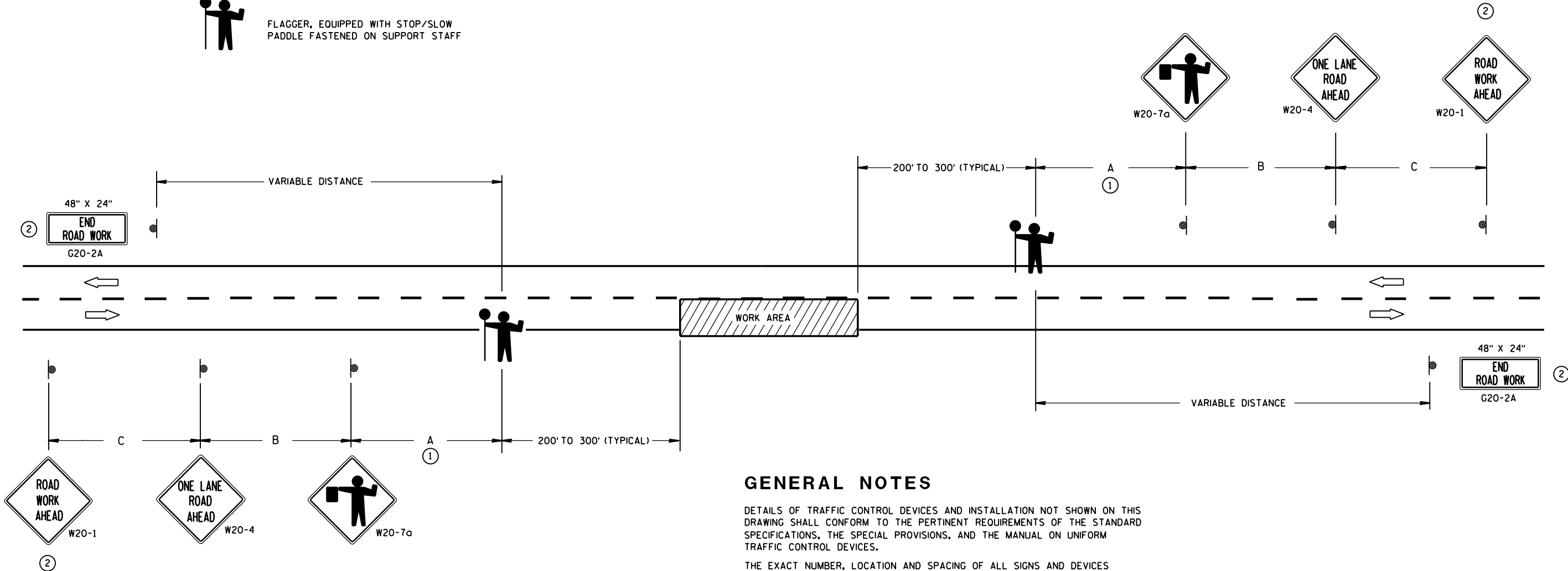
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

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



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



GENERAL NOTES

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

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

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

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

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

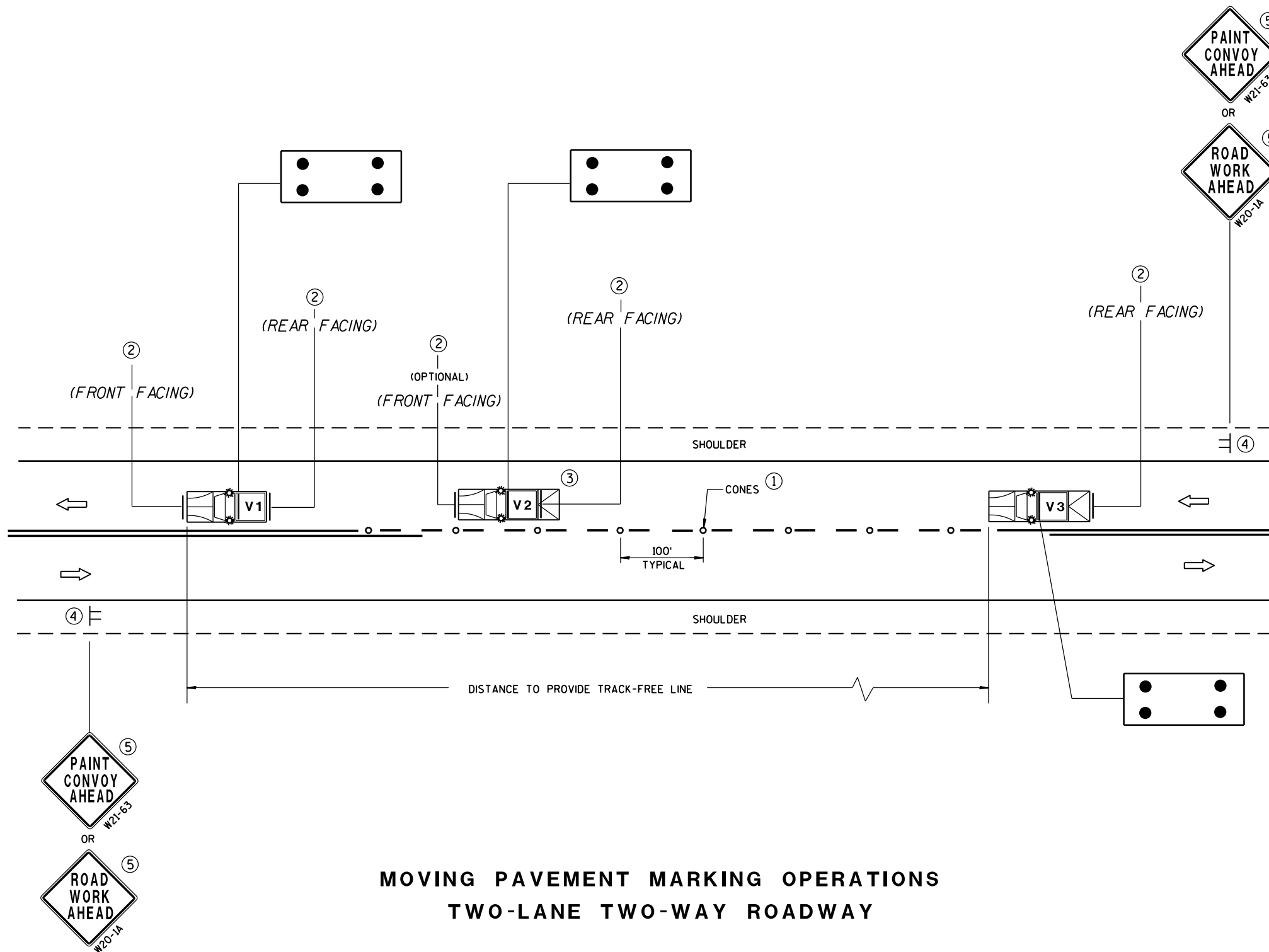
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

TRAFFIC CONTROL FOR LANE
CLOSURE (SUITABLE FOR
MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

GENERAL NOTES

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

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

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

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

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

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

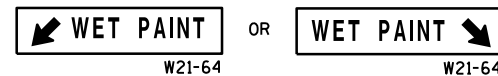
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

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

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

② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.



③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.

④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.

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

LEGEND

V1 LEAD VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE WITH TMA

TMA TRUCK-MOUNTED ATTENUATOR

SIGN ON TEMPORARY SUPPORT

DIRECTION OF TRAFFIC

CONES

FLASHING ARROW PANEL (CAUTION)

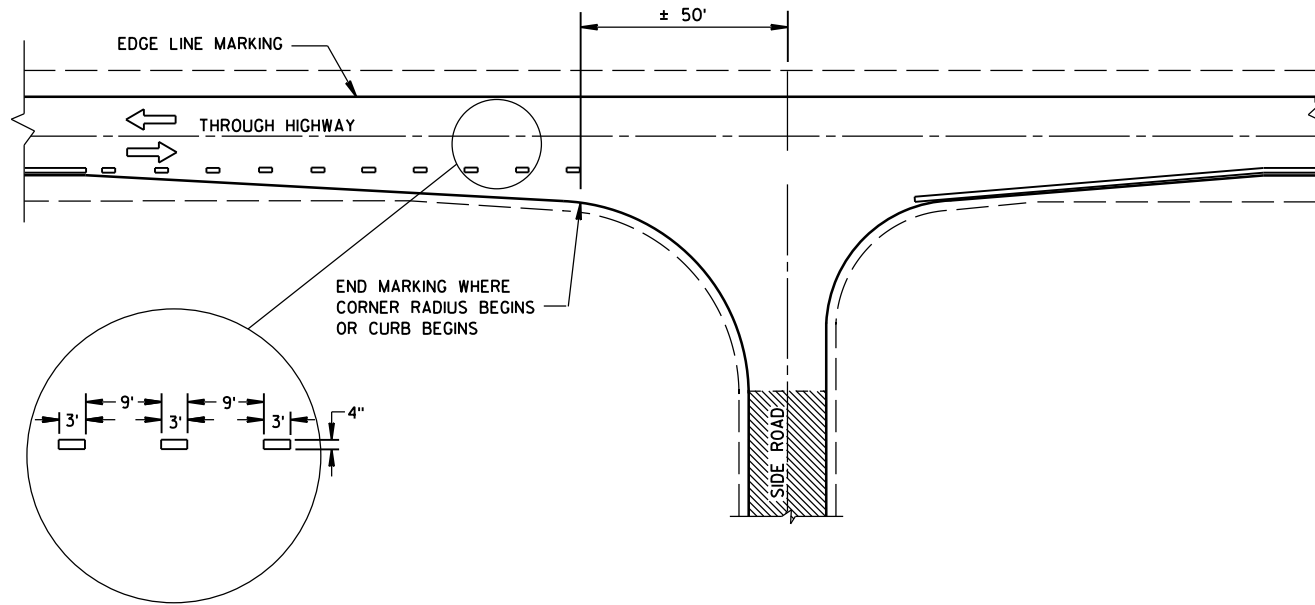
MOVING PAVEMENT MARKING
OPERATION
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

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

FHWA



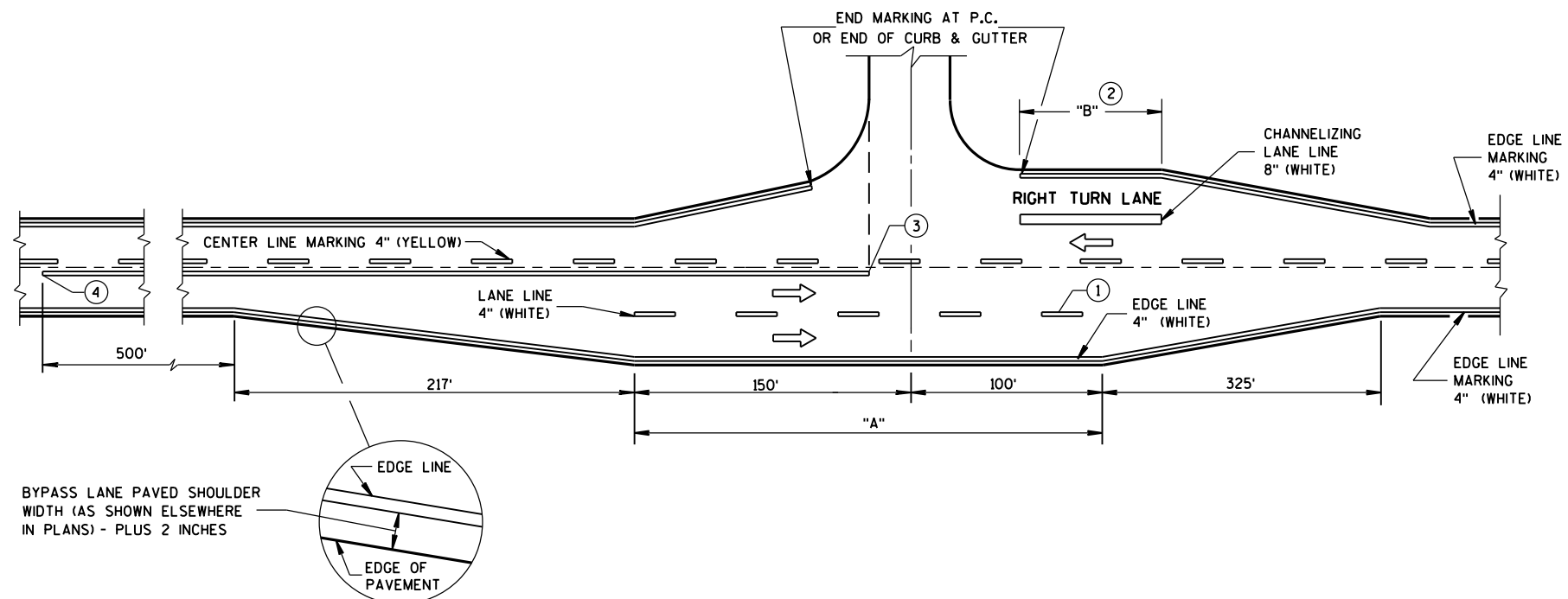
MINOR INTERSECTION WITHOUT CURBS

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



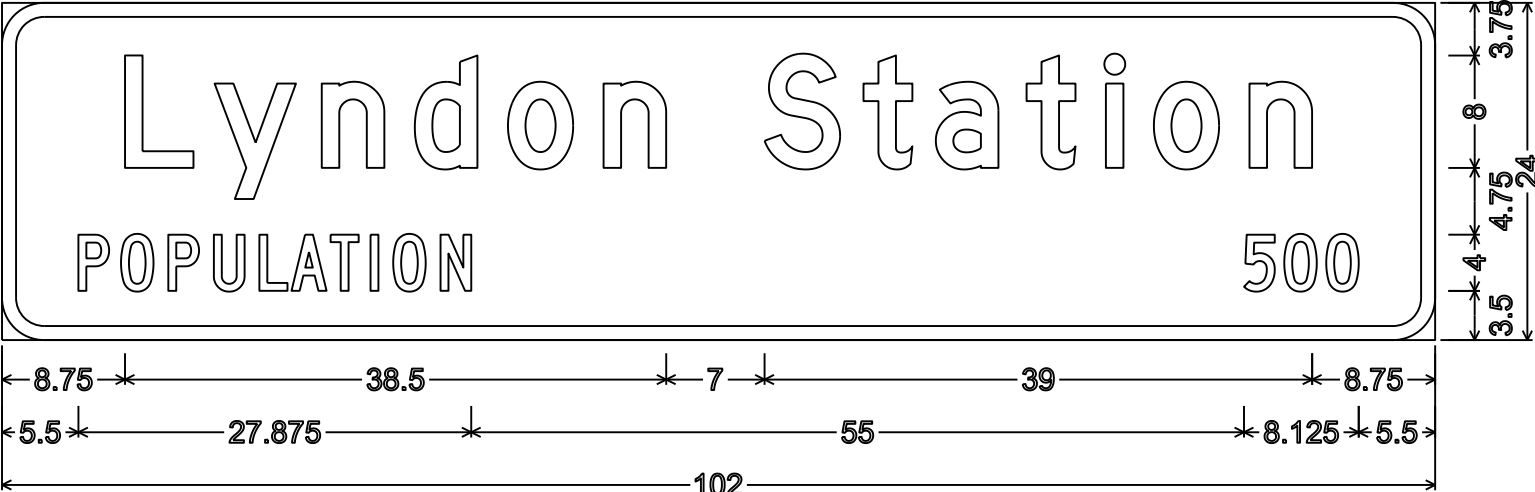
MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANES)

**PAVEMENT MARKING
(INTERSECTIONS)**

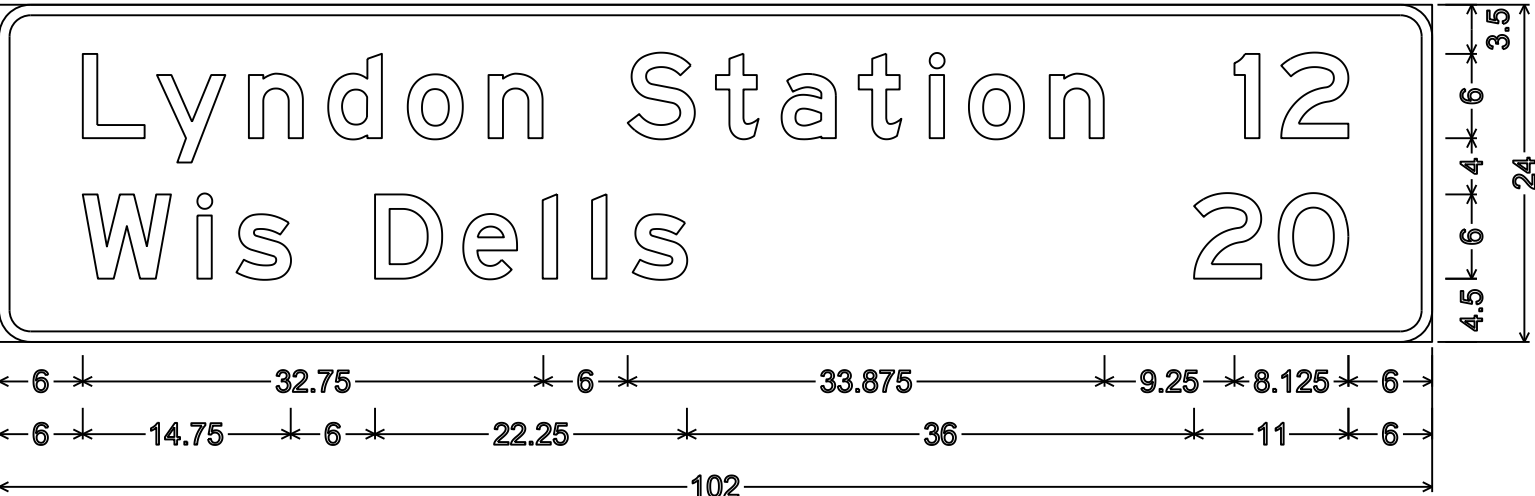
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

NOTES

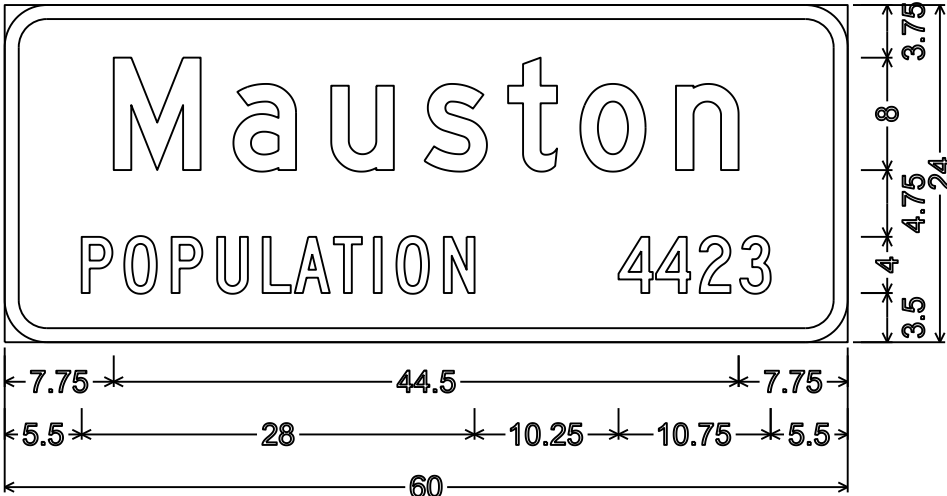
1. All Signs Type II - Type H Reflective
2. Color:
Background - Green
Message - White
3. Message Series - E except as noted



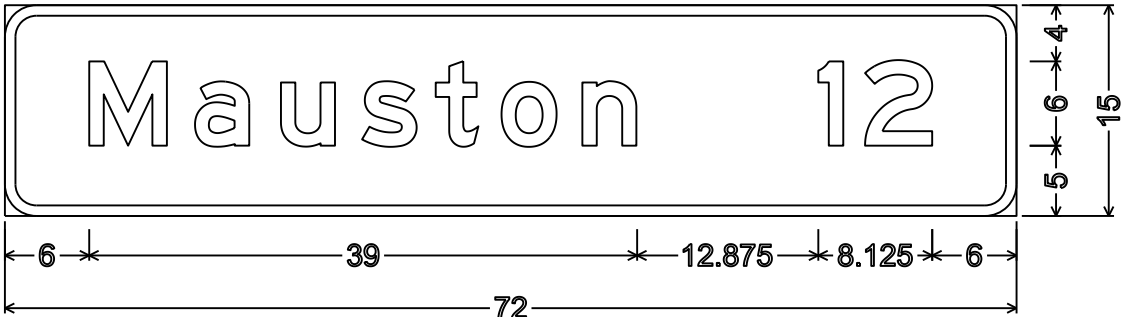
I2-3; 3.000" Radius, 1.000" Border,
"Lyndon" D; "Station" D; "POPULATION" C; "500" C



D2-2; 2.250" Radius, 0.750" Border

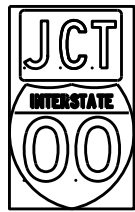


I2-3; 3.000" Radius, 1.000" Border,
"Mauston" D; "POPULATION" C; "4423" C

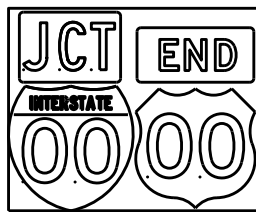


D2-1; 2.250" Radius, 0.750" Border

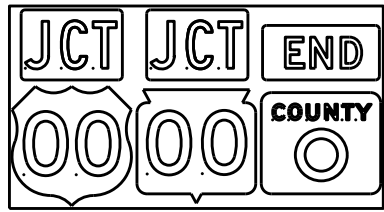
TYPICAL ASSEMBLIES



J1-1



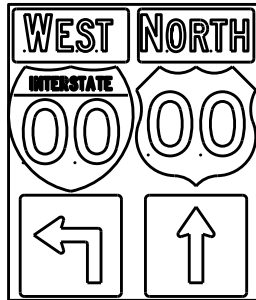
J1-2



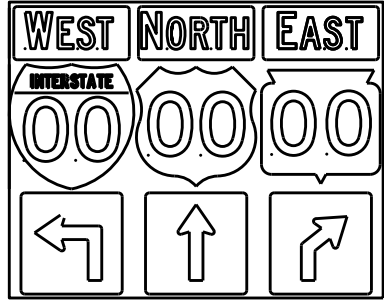
J1-3



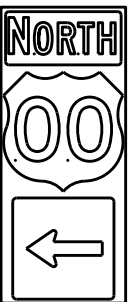
J2-1



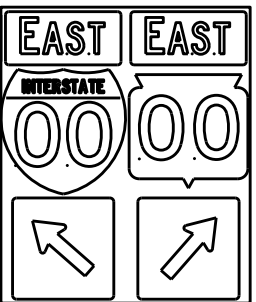
J2-2



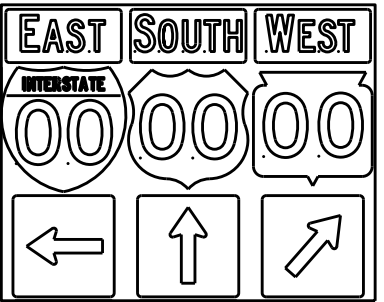
J2-3



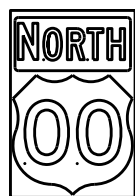
J3-1



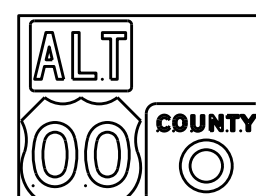
J3-2



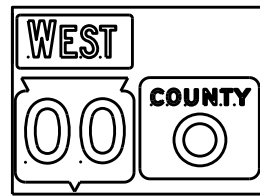
J3-3



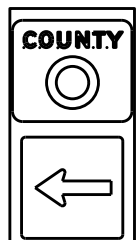
J4-1



J4-2



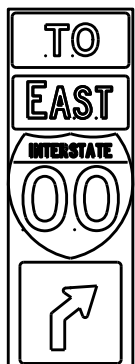
J4-2



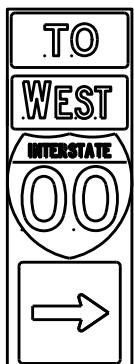
J13-1



J12-1



J32-1



J33-1



J23-1

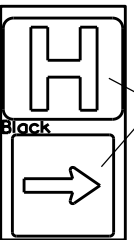


J22-1



JV

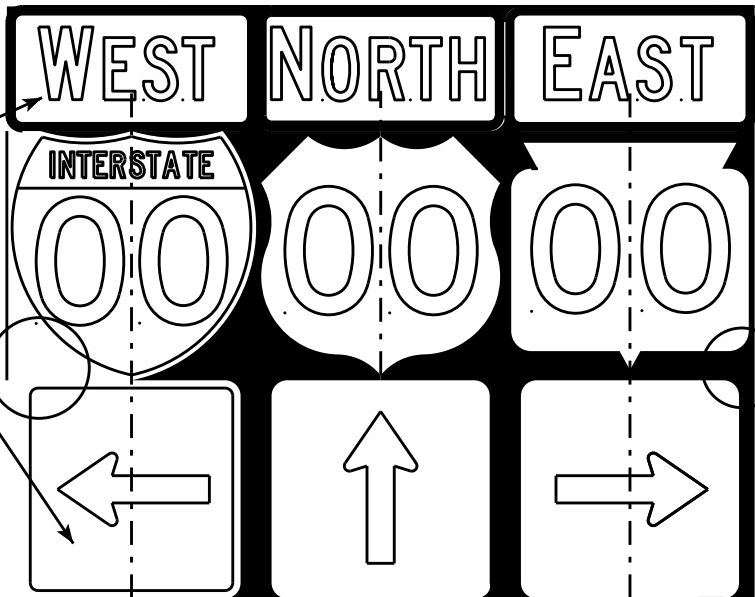
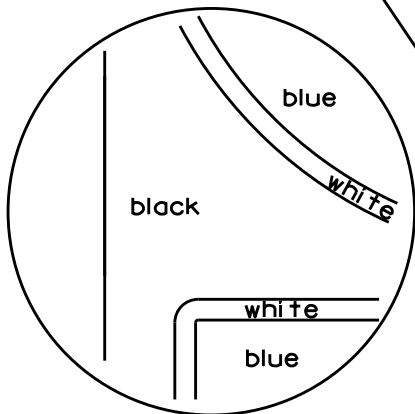
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

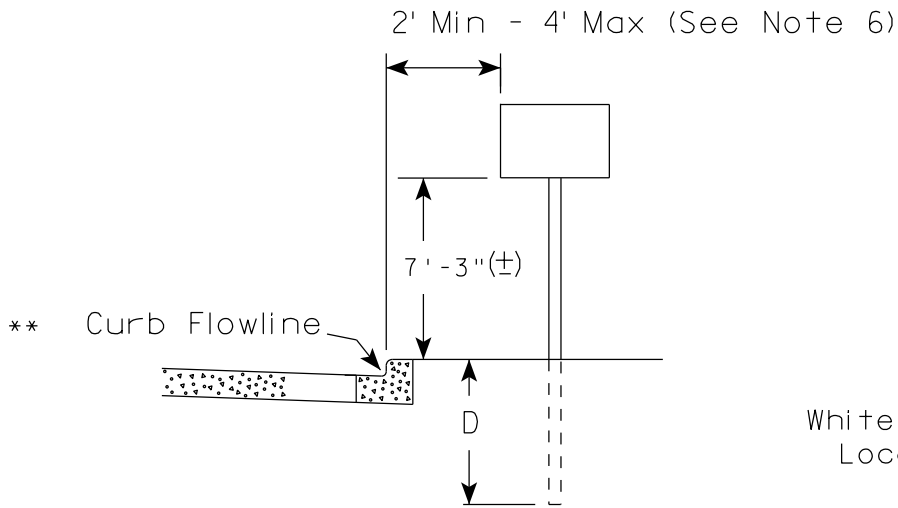
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

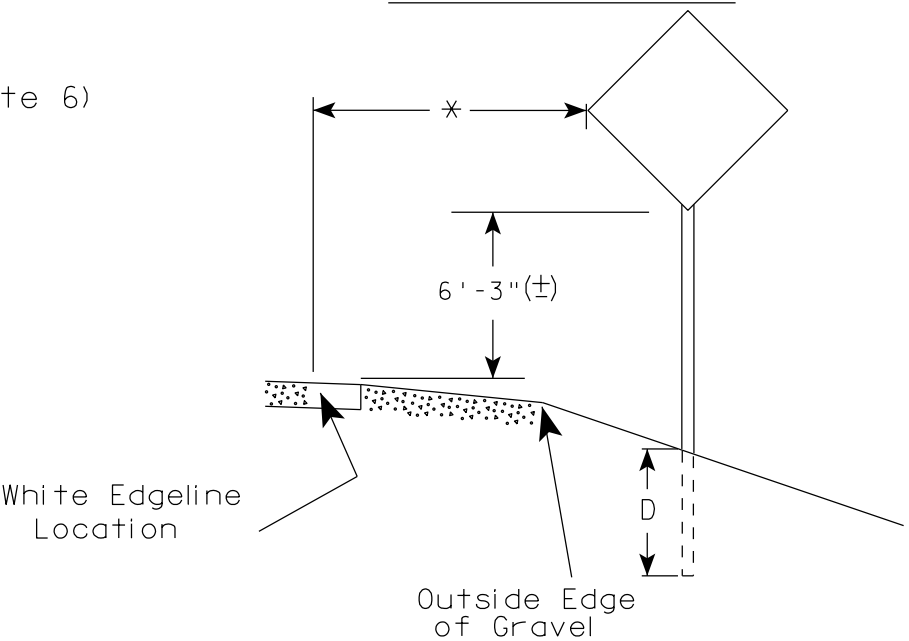
NOTES

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

URBAN AREA

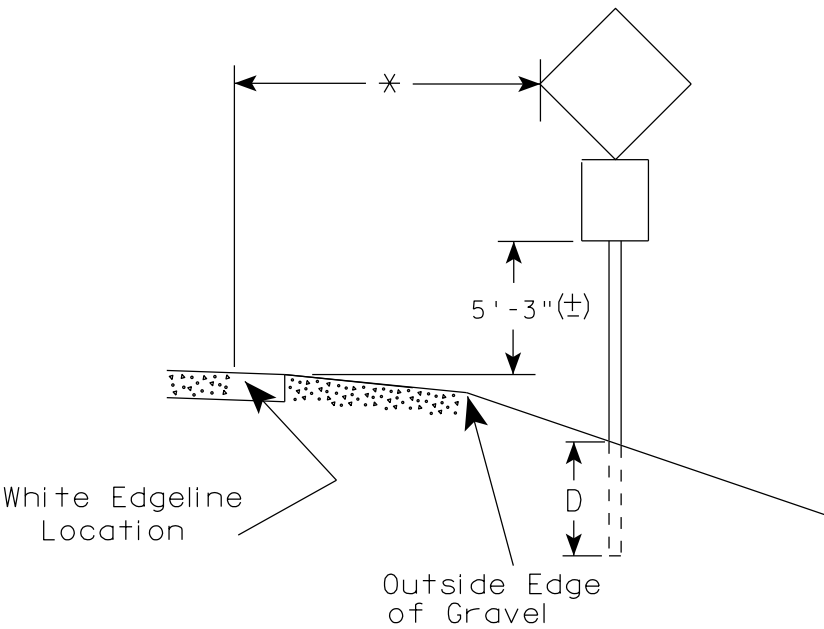
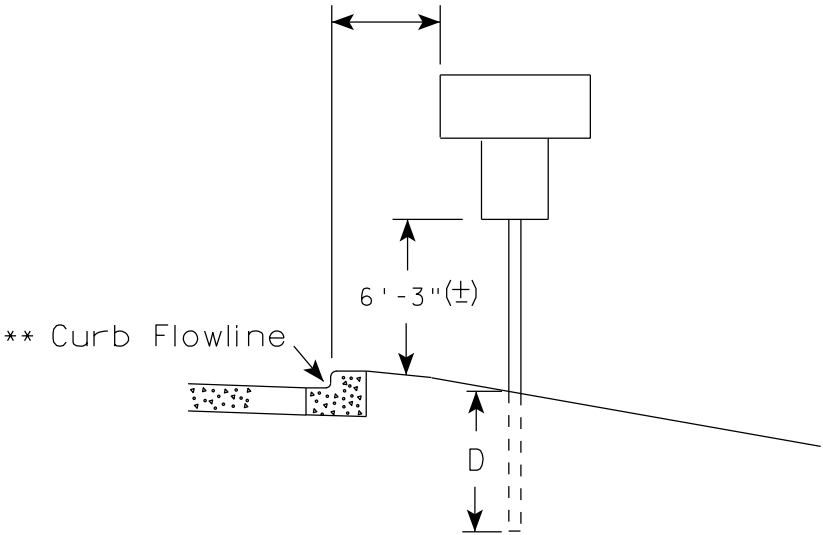


RURAL AREA (See Note 2)



- GENERAL NOTES
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
 2. If signs are mounted on barrier wall, see A4-10 sign plate.
 3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
 4. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
 5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. The (±) tolerance for mounting height is 3 inches.
 8. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
 9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

2' Min - 4' Max (See Note 6)



POST EMBEDMENT DEPTH

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

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

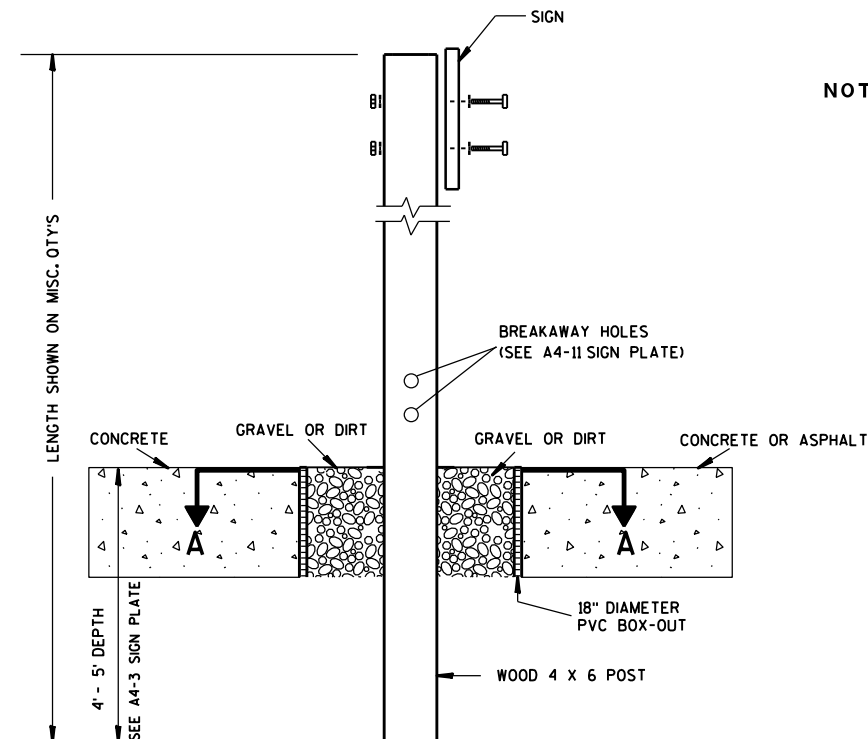
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

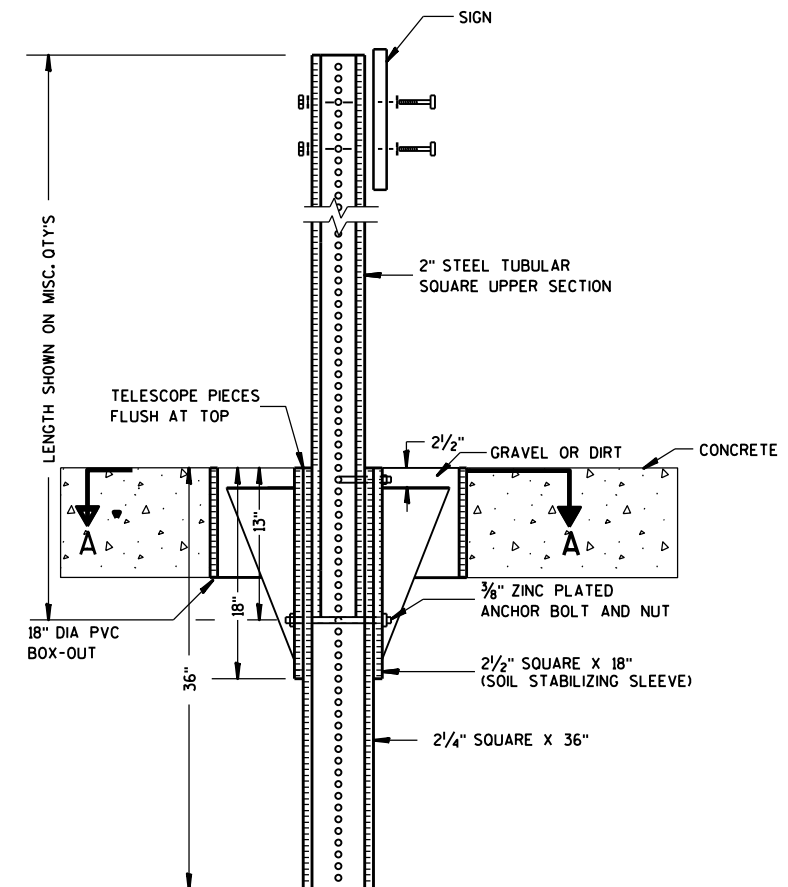
DATE 7/23/15 PLATE NO. A4-3.20



ELEVATION VIEW

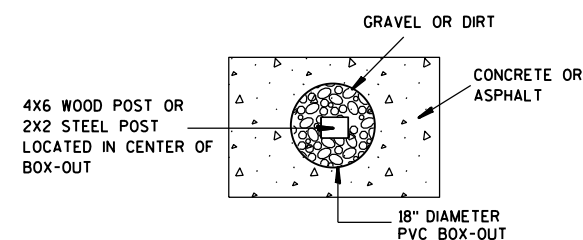
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

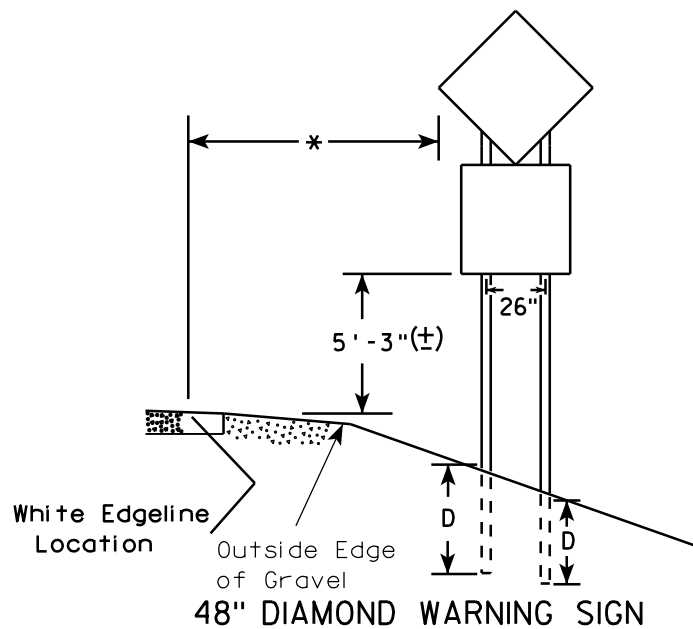
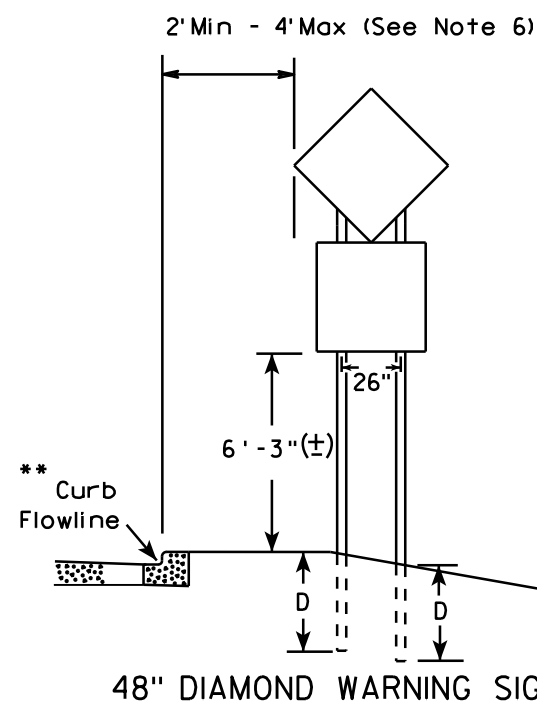
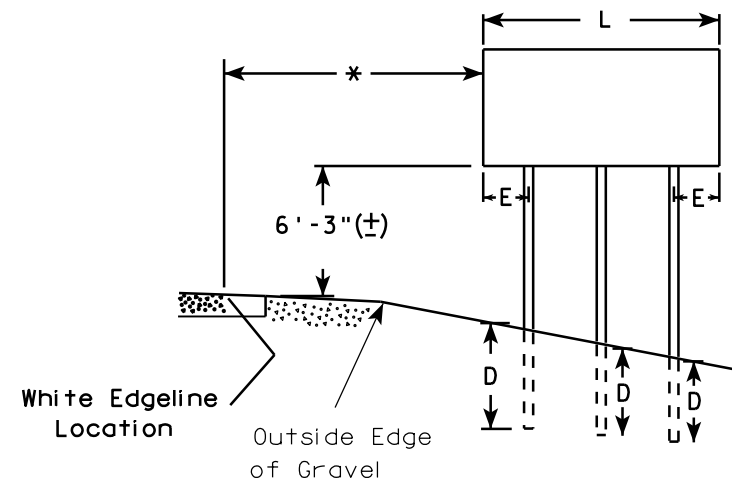
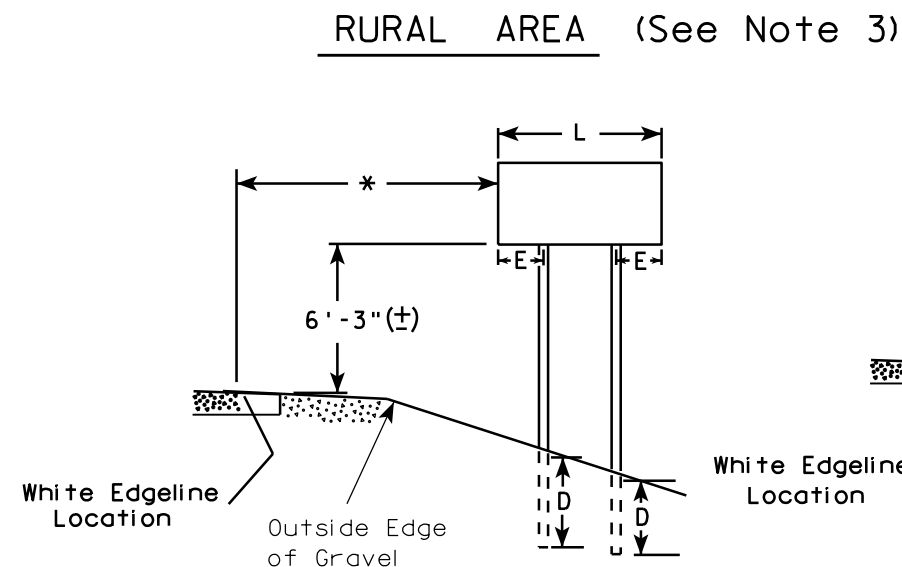
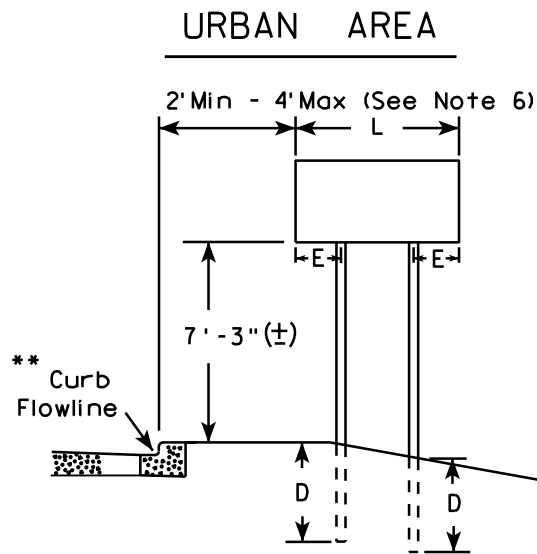
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



- GENERAL NOTES**
1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
 2. See tables below for required number of posts.
 3. For expressways and freeways, mounting height is 7'-3" (±) or 6'-3" (±) depending upon existence of sub-sign.
 4. The (±) tolerance for mounting height is 3 inches.
 5. Minimum mounting height for J assemblies (A2-1S) is 7'-3" (±) or 6'-3" (±) per urban or rural detail respectively.
 6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
 7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the engineer.
 8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

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

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

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

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

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

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

POST EMBEDMENT DEPTH

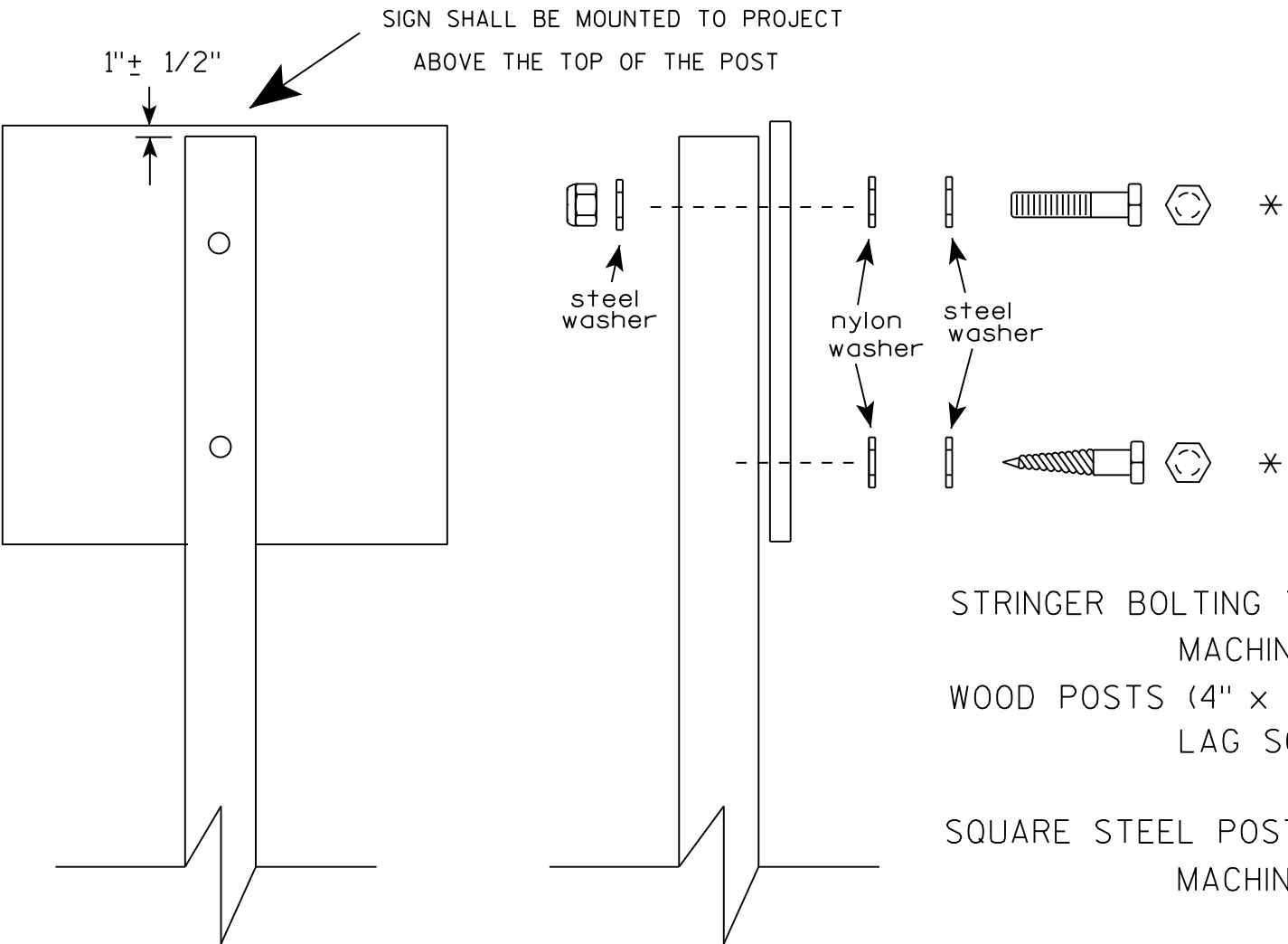
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (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 $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " 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

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**

1"

$\frac{1}{8}"$

ALL HOLES $\frac{7}{16}"$
SPACED 1" C-C
ALL FOUR SIDES

2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

18" DIA SCHEDULE 40 PVC BOX-OUT

36"

18"

13"

2 1/2"

2 1/4" SQUARE X 36"

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

3/8" ZINC PLATED ANCHOR BOLT AND NUT

2 1/2" GRAVEL OR DIRT

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES

3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY.

Side View Dimensions:

- Overall height: LENGTH SHOWN ON MISC. QTY'S
- Distance from ground to top of signpost: 36"
- Distance from ground to top of signpost (alternative measurement): 18"
- Distance from ground to top of signpost (alternative measurement): 12"

End View Dimensions:

- Signpost diameter: 2"
- Signpost wall thickness: 1/4"
- Signpost length: 18"
- Signpost wall thickness: 3/4"

Labels and Specifications:

- SIGN
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
- 2" STEEL TUBULAR SQUARE UPPER SECTION
- ALL HOLES 7/16" SPACED 1" C-C
- ALL FOUR SIDES
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
- 1"
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
- 2 1/4" SQUARE X 36"
- TELESCOPE PIECES FLUSH AT TOP

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

DIRECTION
OF TRAFFIC

SECTION A-A

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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

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

PROJECT NO:

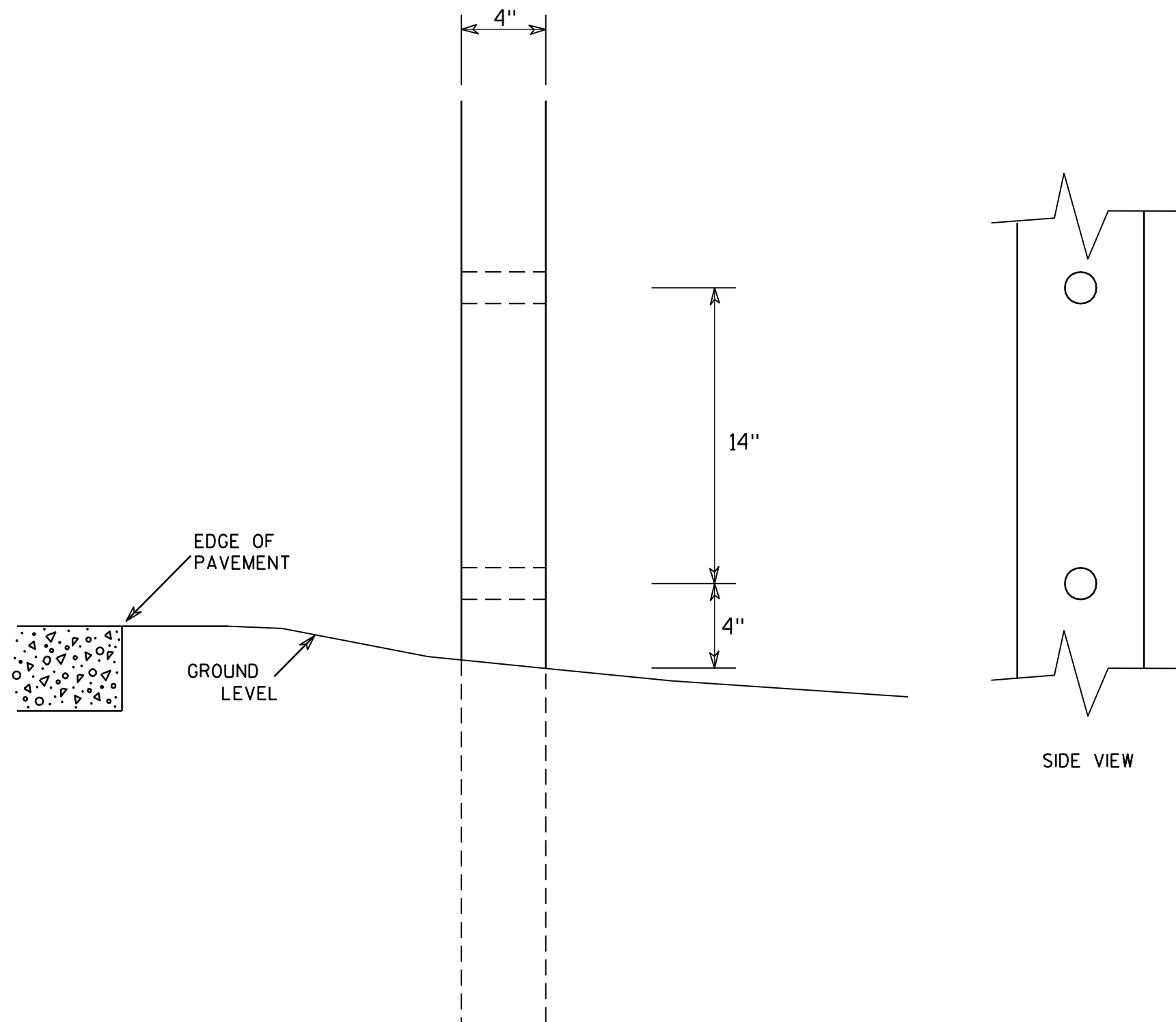
HWY:

COUNTY:

SHEET NO:

T

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

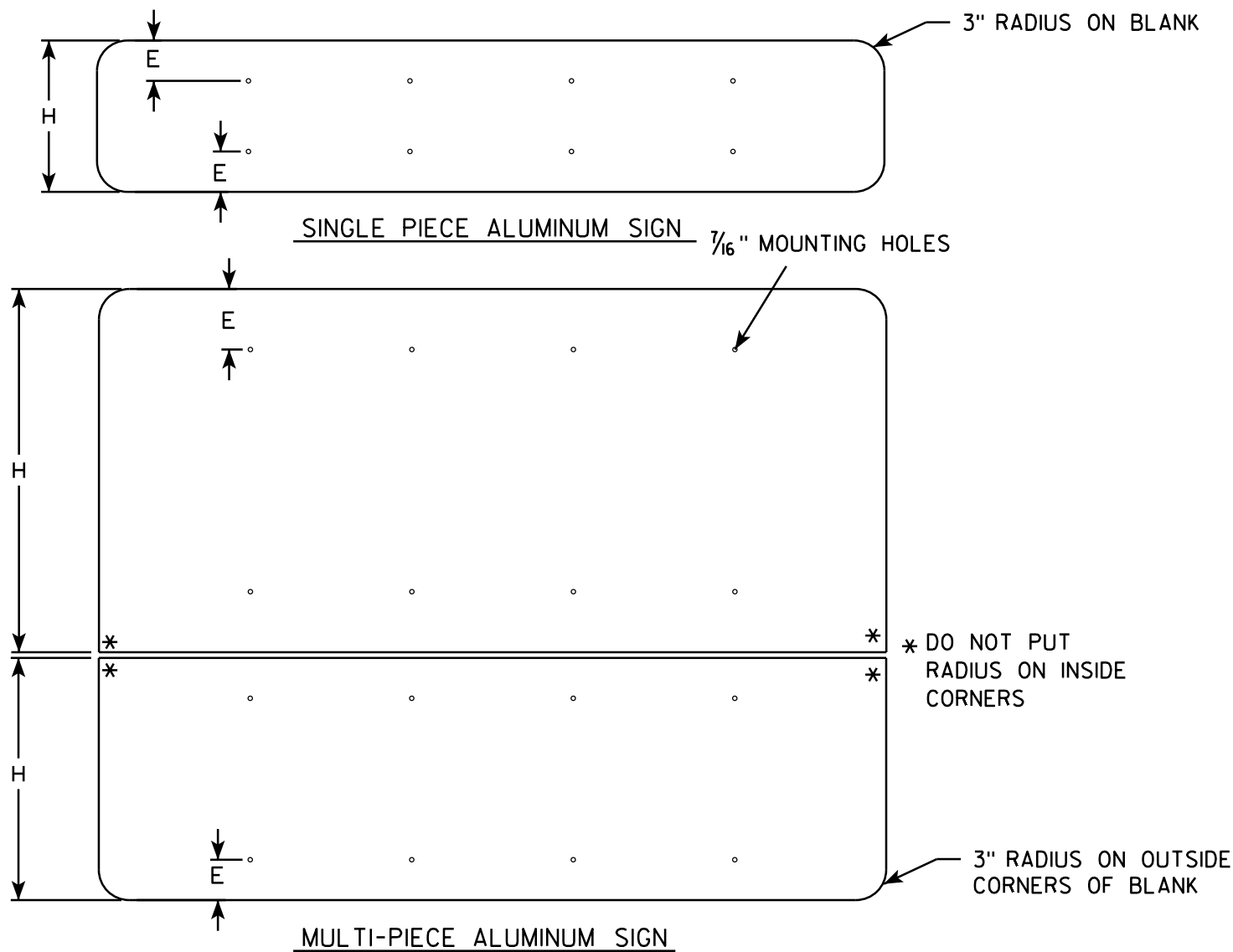
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

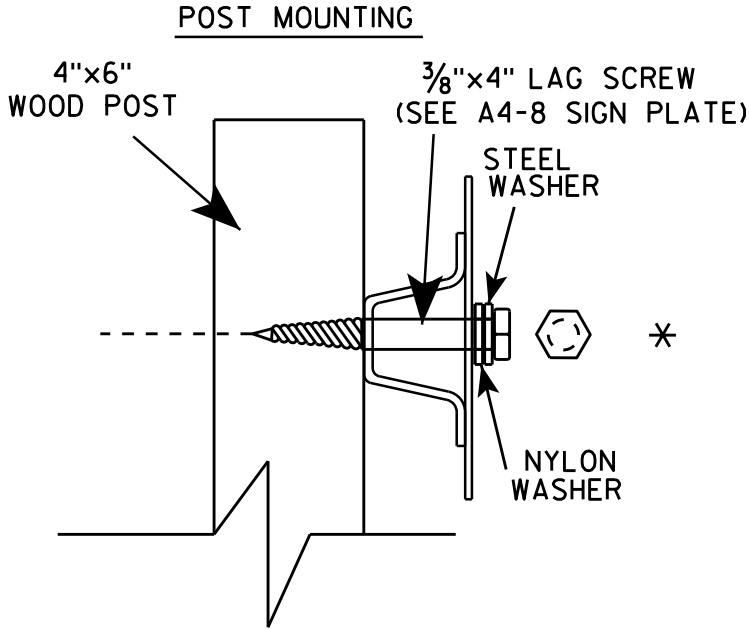
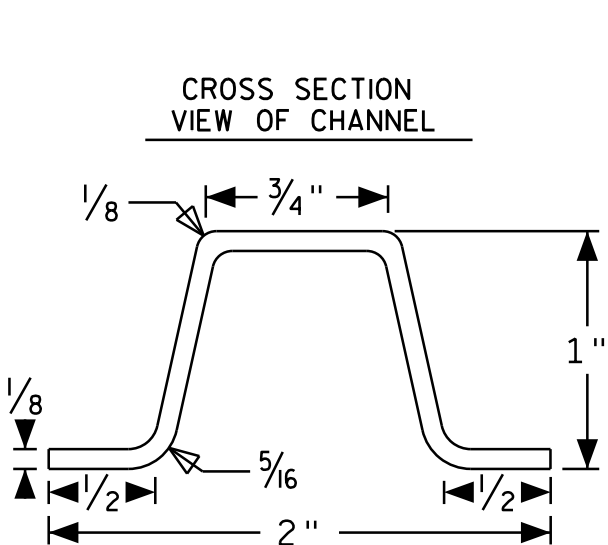
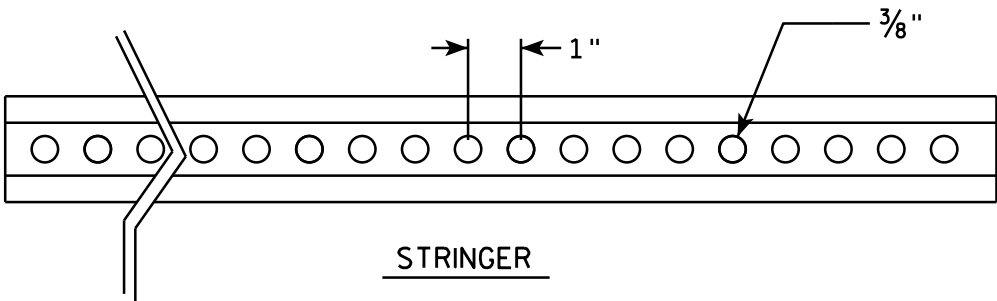
E



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"



SIGN STRINGER
MOUNTING REQUIREMENTS

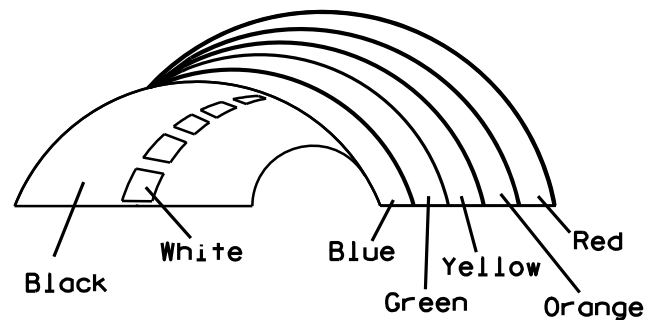
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/26/16 PLATE NO. A4-18.1



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:
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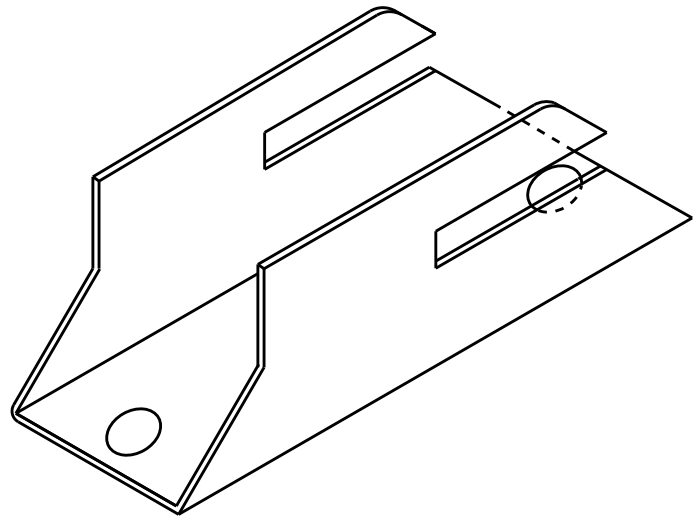
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

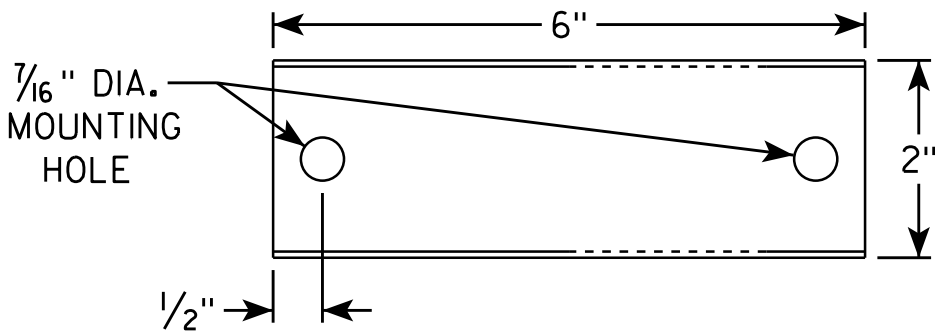
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

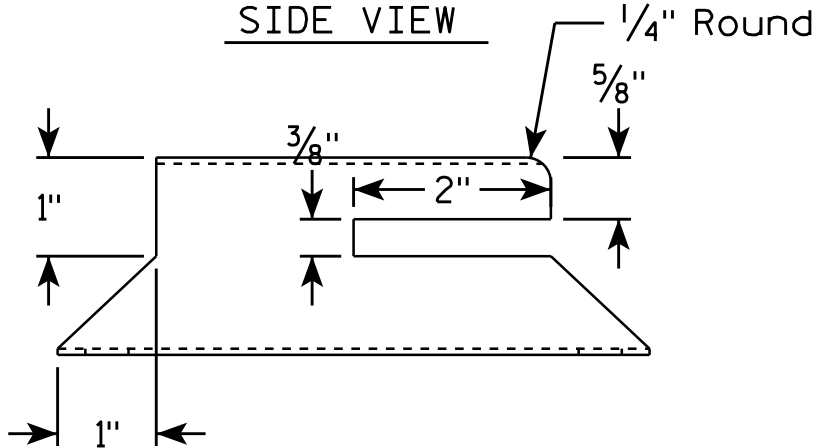
ISOMETRIC VIEW



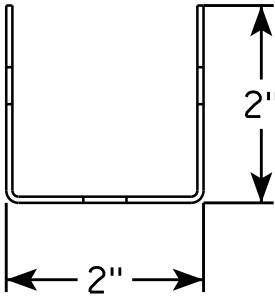
TOP VIEW



SIDE VIEW



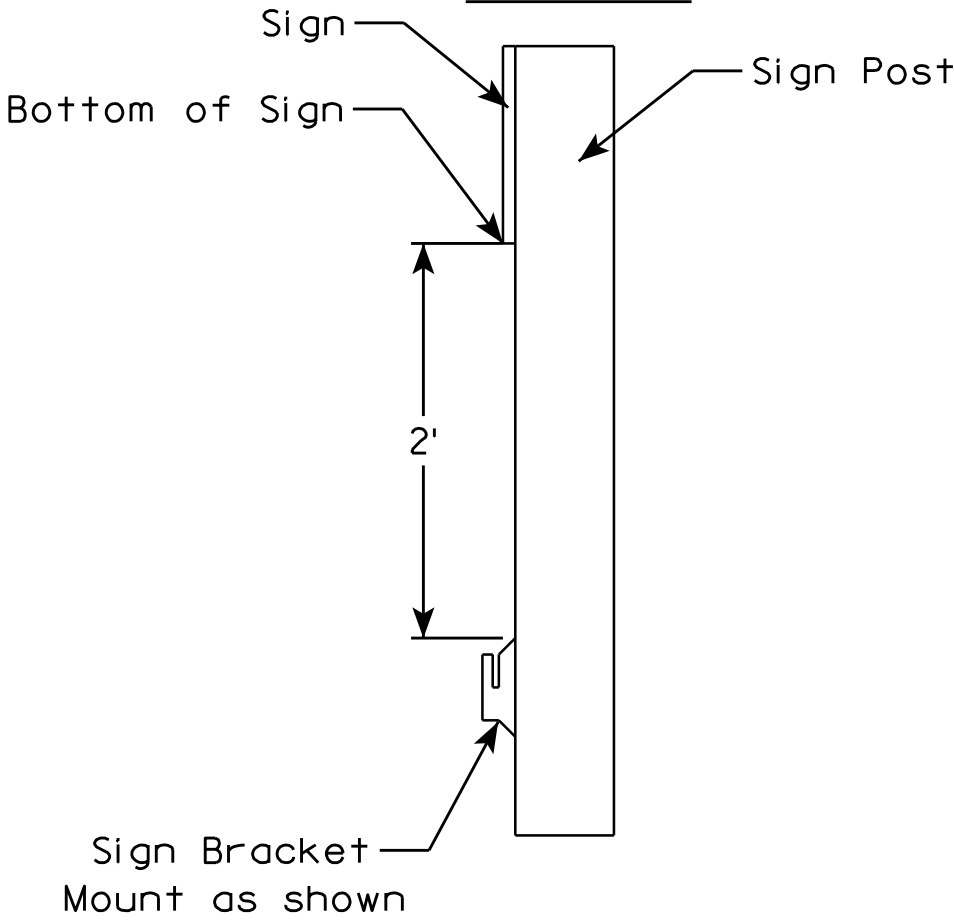
END VIEW



NOTES

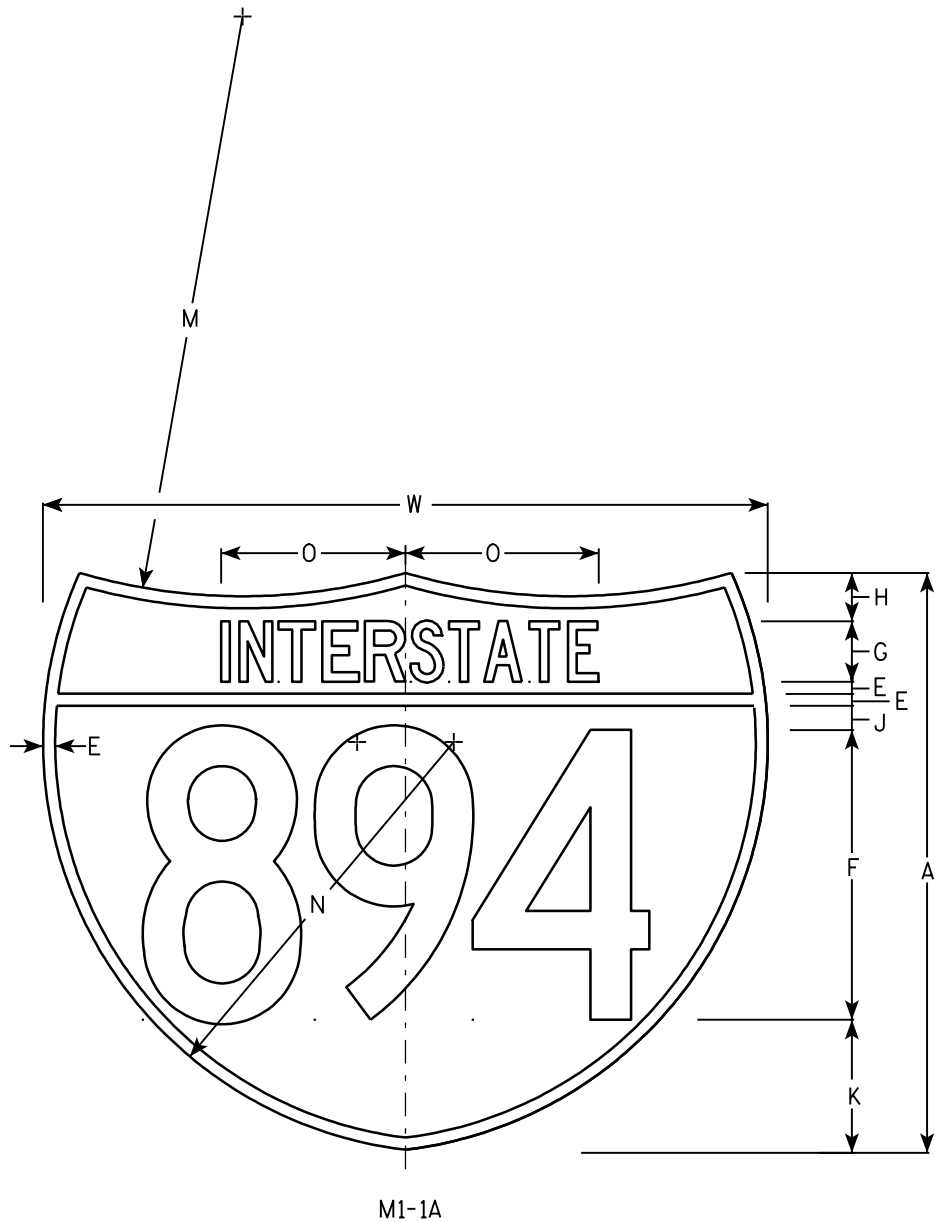
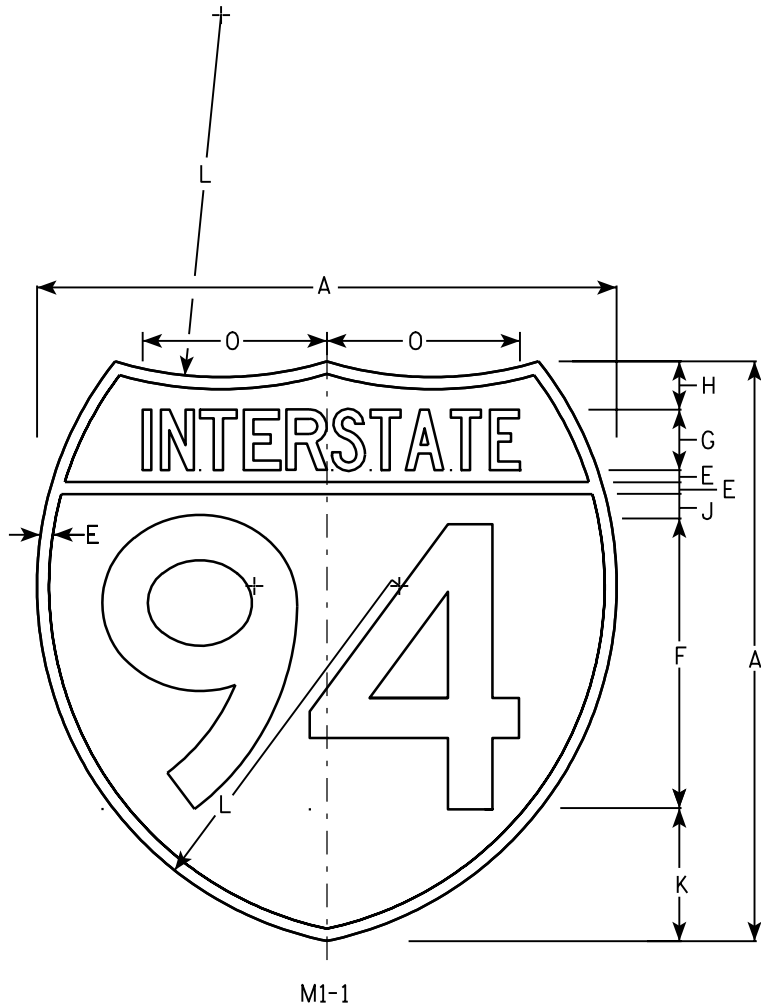
1. Must be capable of permanent attachment to a wood or steel channel sign post utilizing the fastening hardware specified on the A4-8 sign plate.
2. Shall be entirely primed and painted with two coats of a black powder coated enamel paint.
3. Shall be made with 12 gauge steel, and incorporate no welds, 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 PLATE NO. I55-56B.2



NOTES

- 1. Sign is Type II - See Note 6 - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Top Red - Bottom Blue (See Note 6)
Message - White - See Note 6
- 3. Message Series - See note 5
- 4. Substitute appropriate numerals & adjust spacing as per plate A10-1.
- 5. M1-1 - Numerals - D
Interstate - C
M1-1A - All copy - C
- 6. Permanent Signs
Message - Type H Reflective
Detour or other temporary signs
Background - Reflective
Message - Reflective

Metric equivalent for these signs are:

SIZE	M1 - 1	SIZE	M1 - 1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 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	Area sq. ft.	Area sq. ft.	Area m ²	Area m ²
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

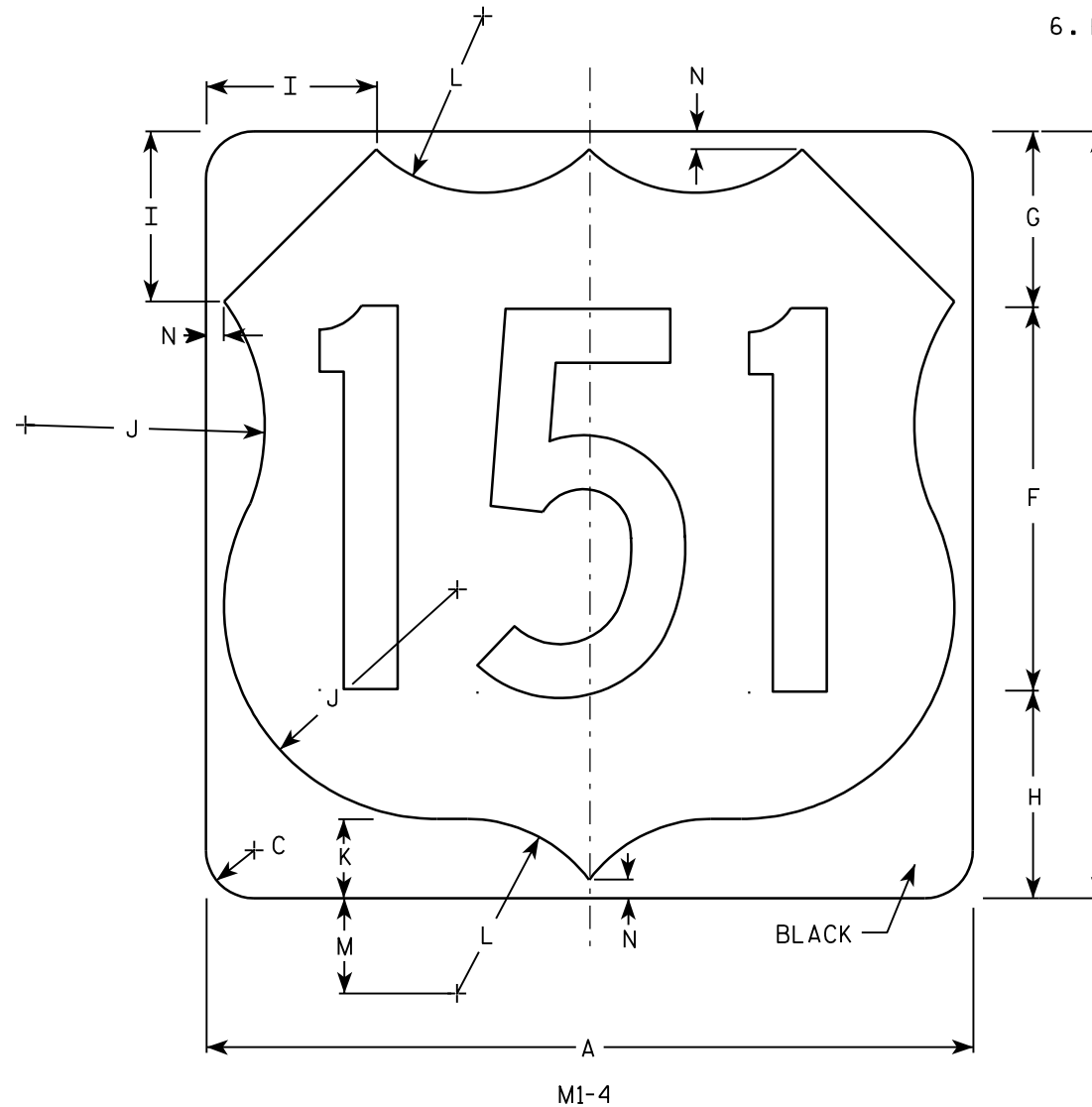
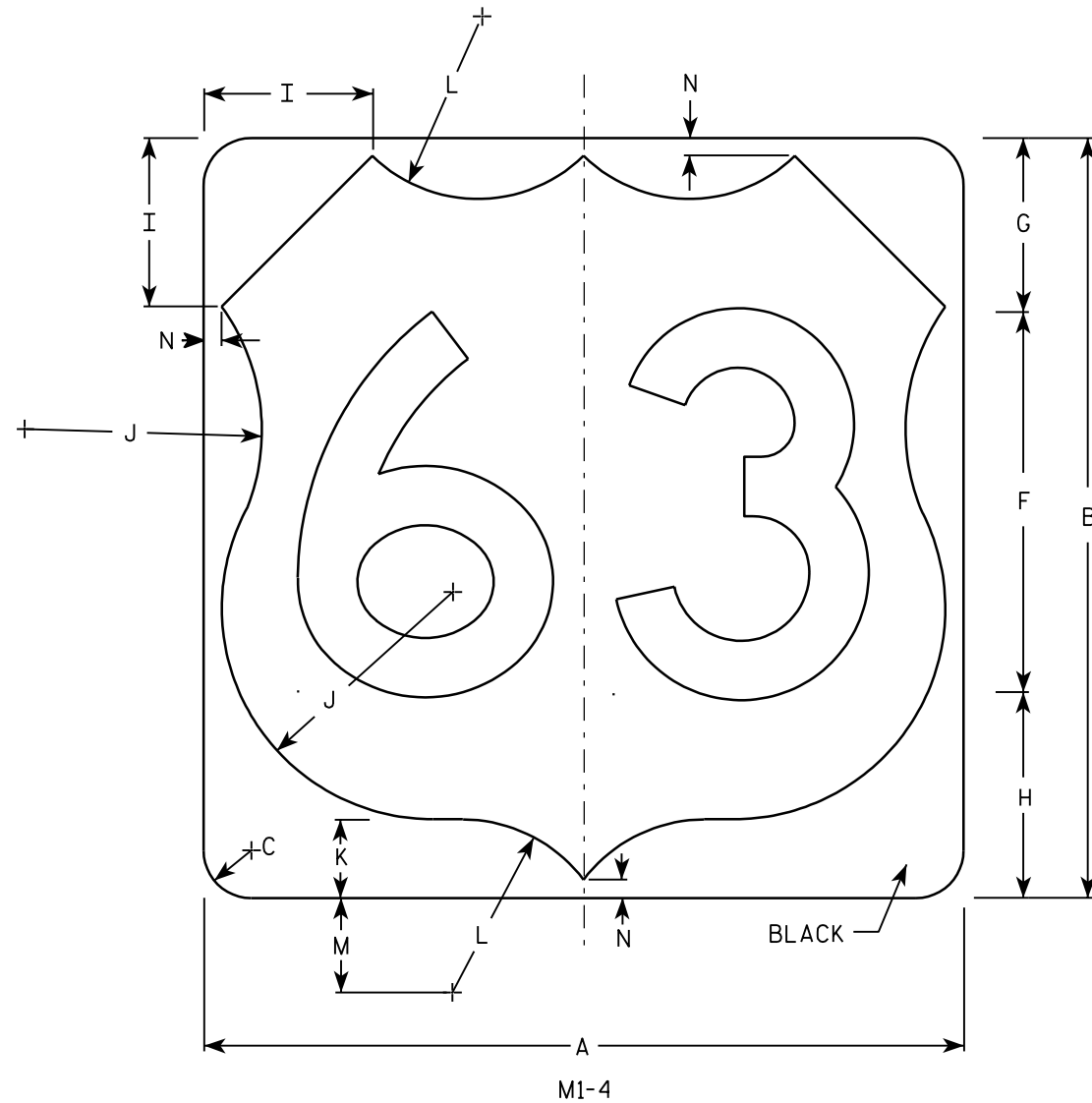
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 08/23/05 PLATE NO. M1-1.8

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 numerals and adjust
spacing as per Plate A10-1.
6. Permanent Signs
Background - Type H Reflective
Detour or other temporary signs
Background - Reflective



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	Areq sq. ft.	Area m ²
1																												
2	24	24	1 1/2			12	5 1/2	6 1/2	5	7 1/2	2 1/2	5 1/2	3	1/2													4.0	.36
3	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
4	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81
5	36	36	2 1/4			18	8 1/4	9 1/4	7 1/4	11 1/4	3 3/4	8 1/4	4 1/2	3/4													9.0	.81

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
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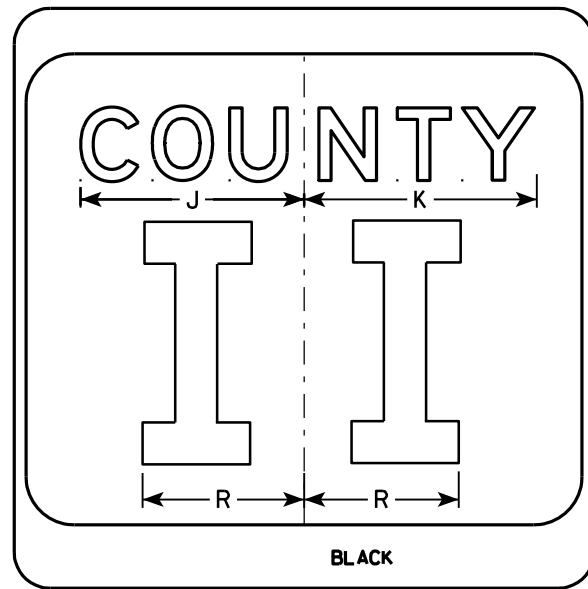
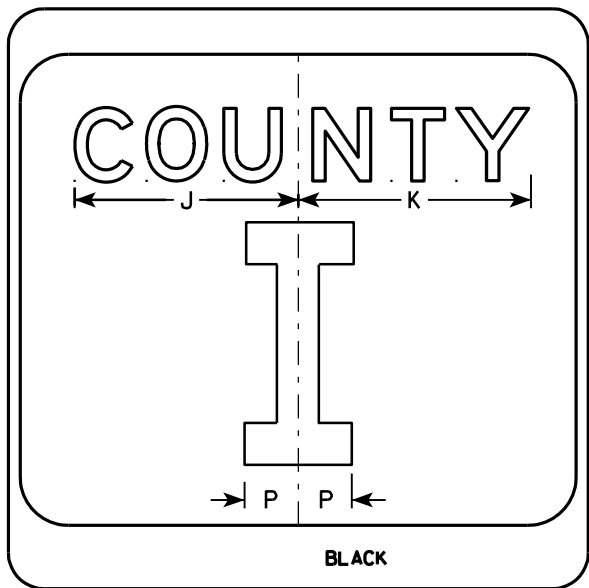
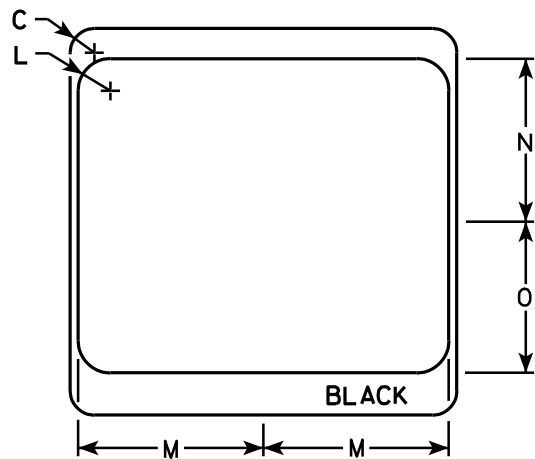
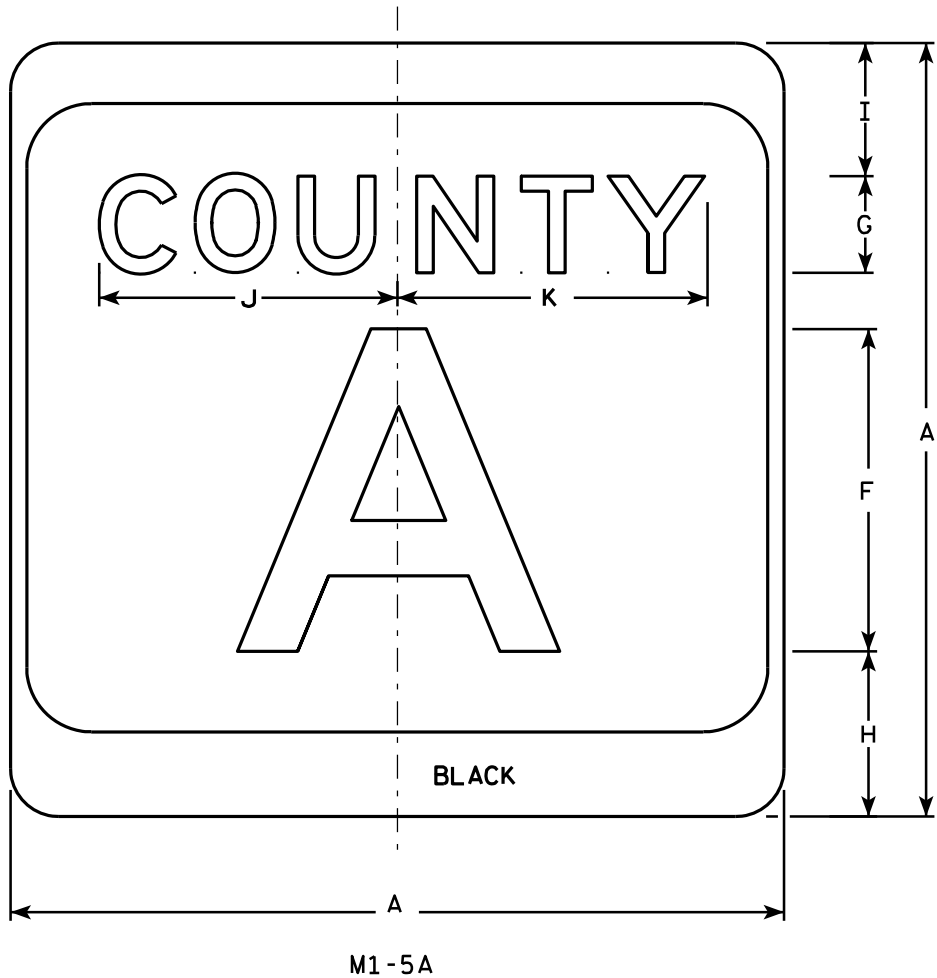
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 08/25/05 PLATE NO. M1-4.9

7



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:	E
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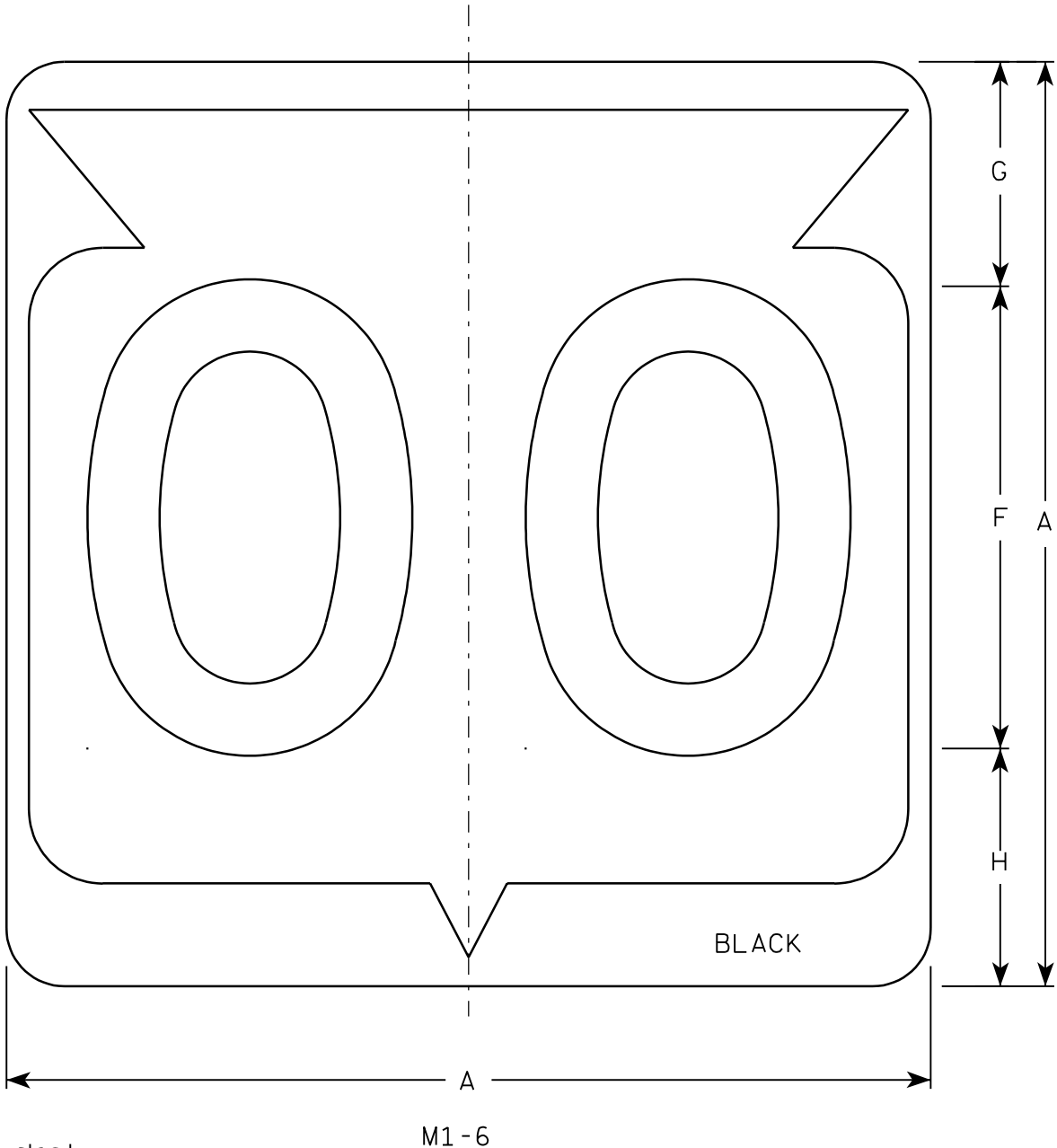
CTH MARKER
M1-5A FOR ASSEMBLIES

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:

E

FILE NAME : C:\Users\Projects\tr_stdp\late\M16.DGN

PLOT DATE : 13-OCT-2005 14:55

PLOT BY : DITJPH

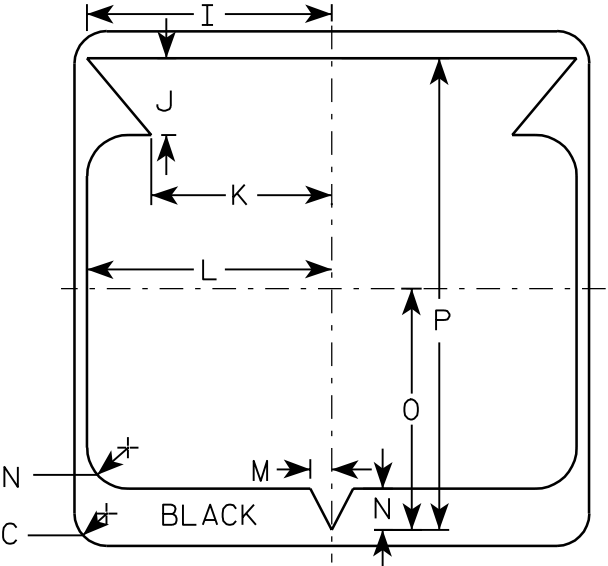
PLOT NAME :

PLOT SCALE : 6.715871:1.000000

WISDOT/CADDS SHEET 42

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



STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

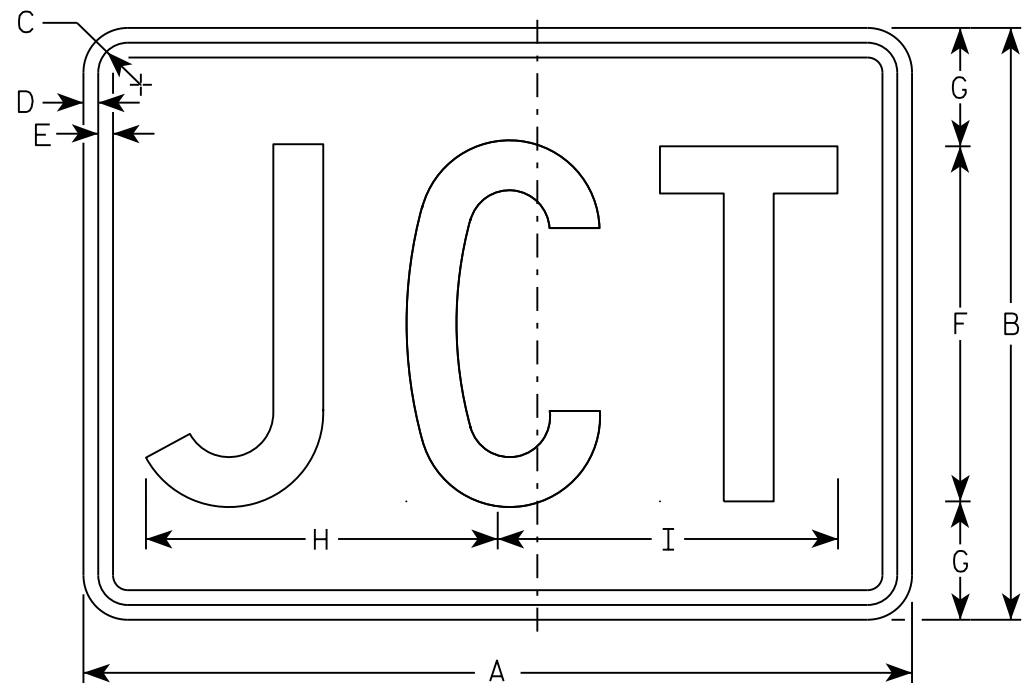
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

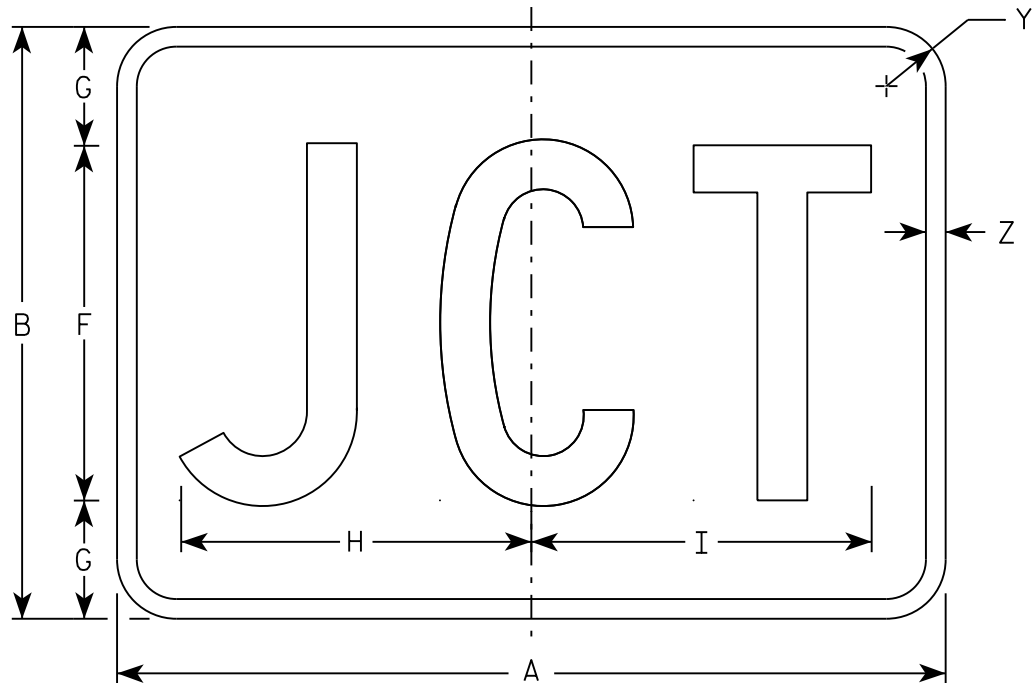
Chester J. Spang
for State Traffic Engineer

DATE 3/20/02

PLATE NO. M1-6.9



M2-1
MM2-1
MP2-1



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

NOTES

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

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

STANDARD SIGN

M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

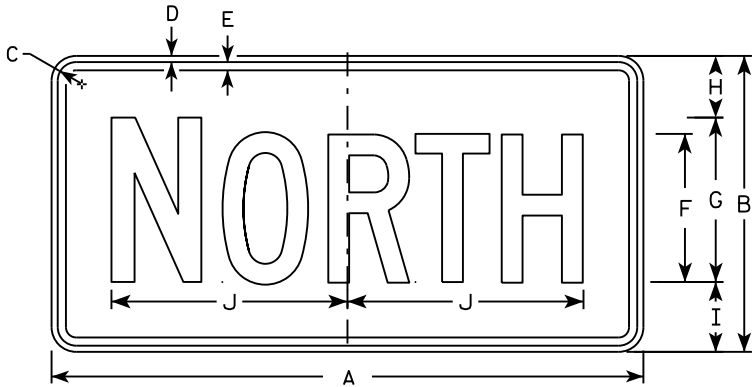
APPROVED

Matthew R. Rauch

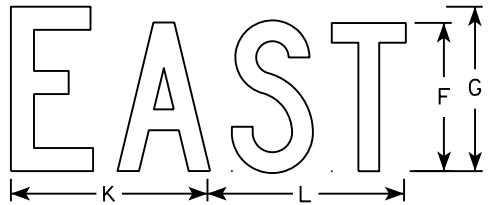
For State Traffic Engineer

DATE 10/15/15

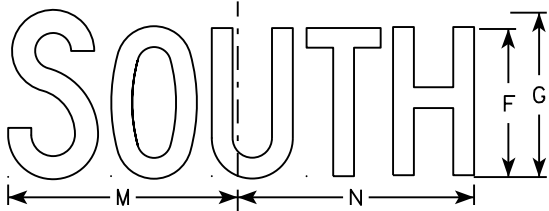
PLATE NO. M2-1.12



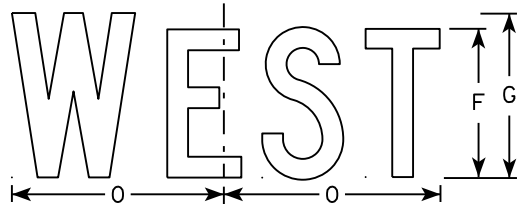
M3-1
MM3-1
MP3-1



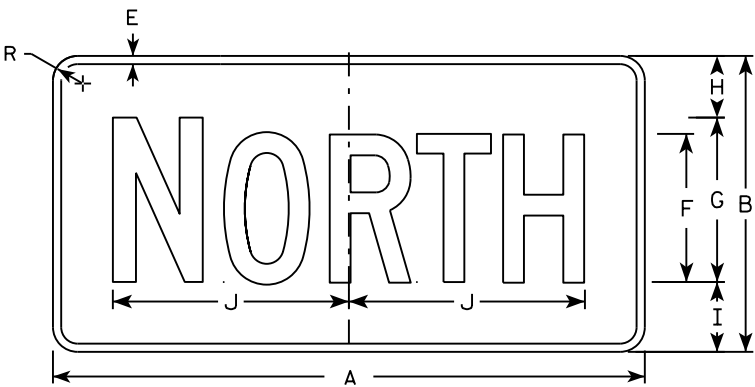
M3-2
MM3-2
MP3-2



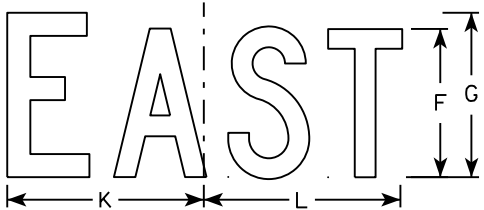
M3-3
MM3-3
MP3-3



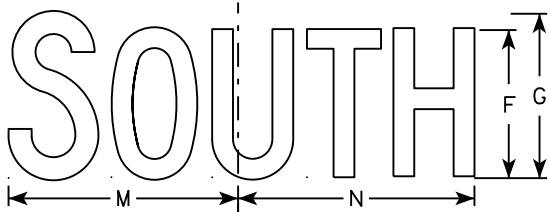
M3-4
MM3-4
MP3-4



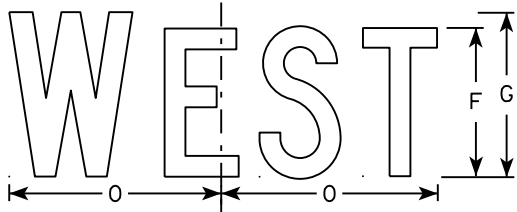
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

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

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

STANDARD SIGNS
M3-1 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

NOTES

1. Sign is Type II - Type H except as Shown
2. Color:

Background - See Note 5

Message - See note 5
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.
5. M4-1

Background - White

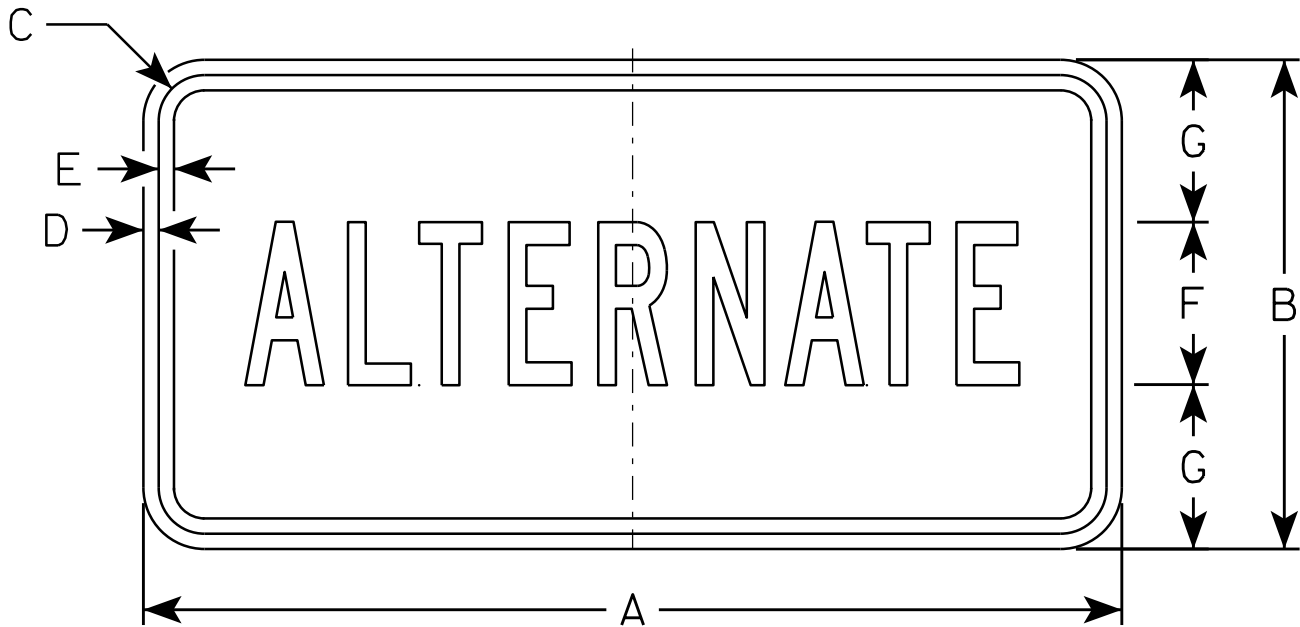
Message - Black
- MB4-1

Background - Blue

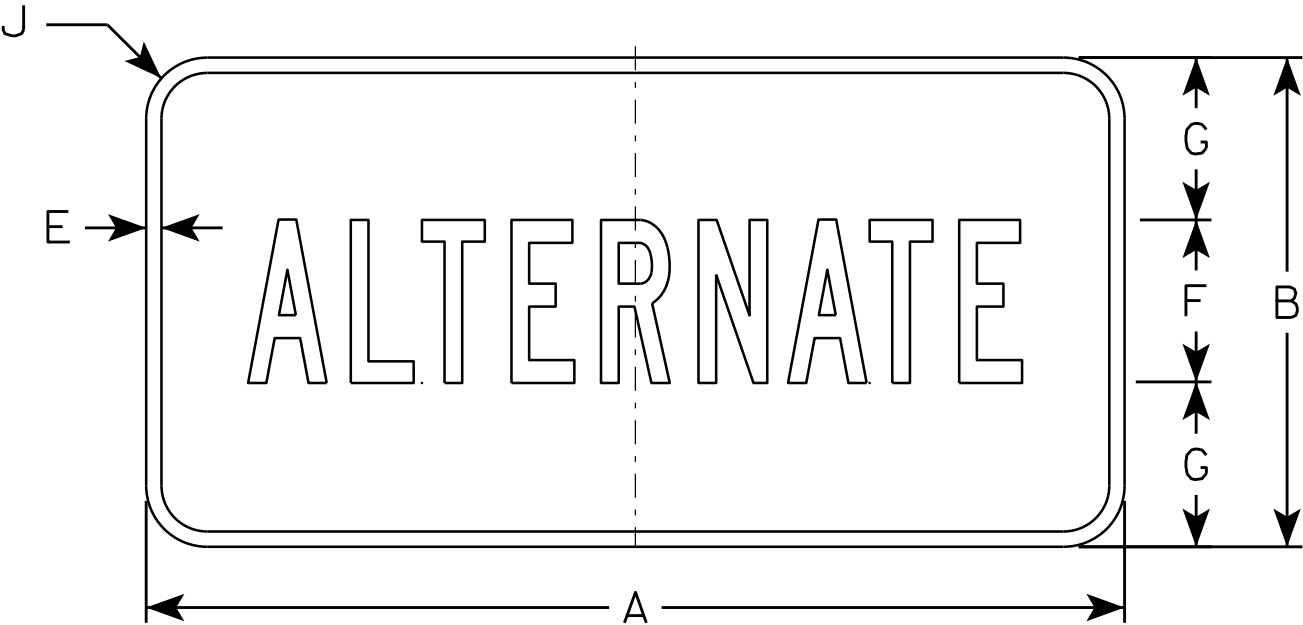
Message - White
- M04-1

Background - Orange - Type F

Message - Black



M4 - 1
M04 - 1



MB4 - 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																											
2	24	12	1 1/8	3/8	3/8	4	4	9 3/4	9 1/2	1 1/2																	2.00
3	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
4	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5
5	36	18	1 1/8	3/8	1/2	7	5 1/2	16 3/8	16 1/2	1 1/2																	4.5

STANDARD SIGN

M4 - 1

WISCONSIN DEPT OF TRANSPORTATION

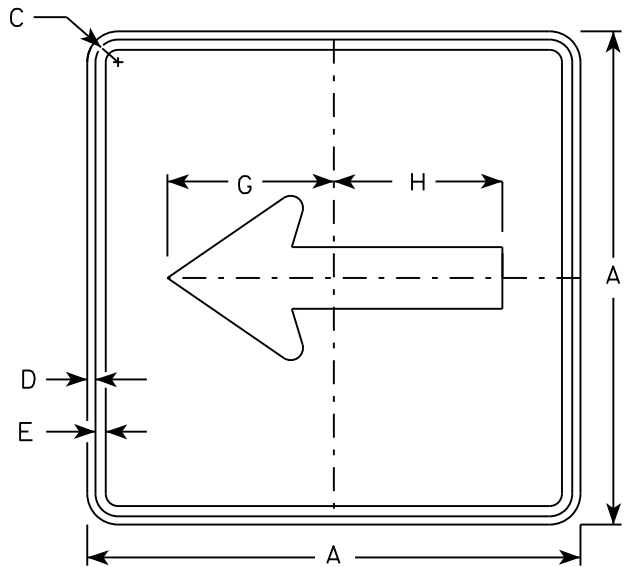
APPROVED

Matthew R. Rauch

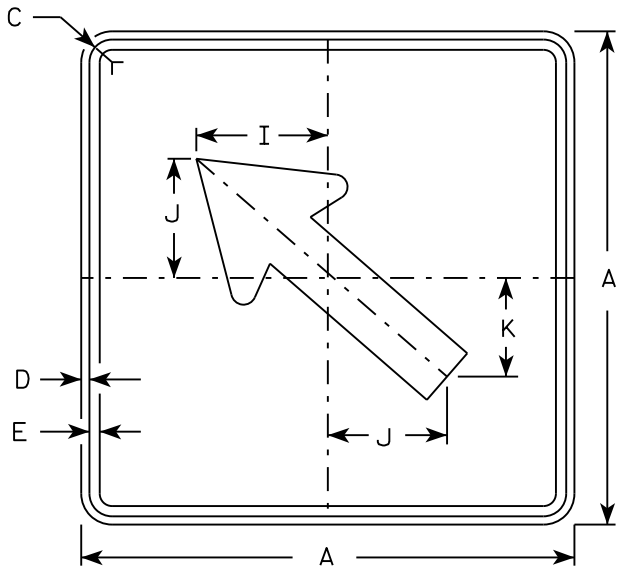
for State Traffic Engineer

DATE 6/30/14

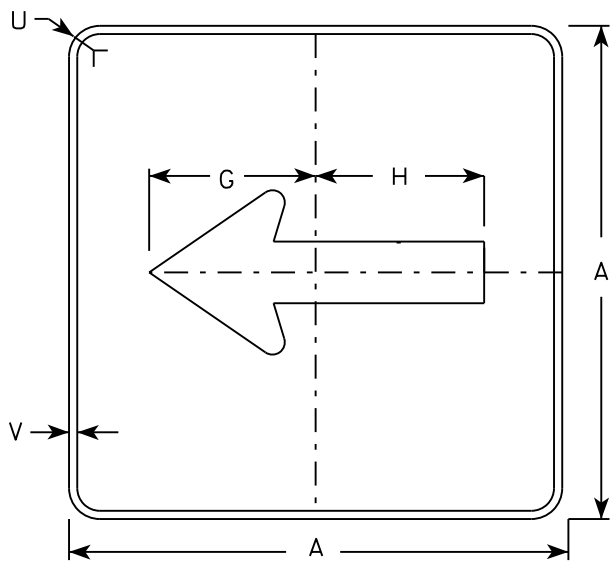
PLATE NO. M4-1.8



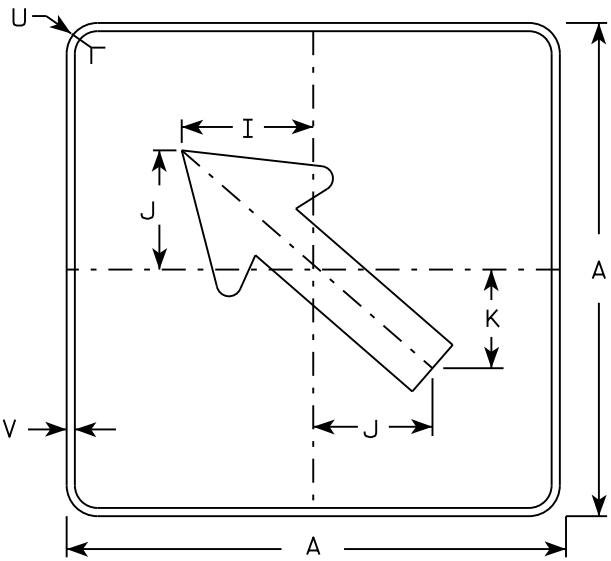
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



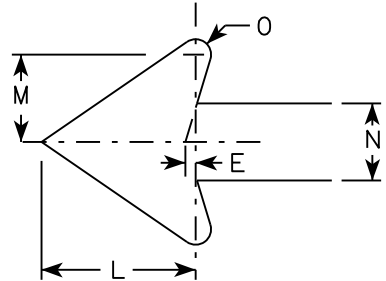
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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



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



NOTES

- 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.
- M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

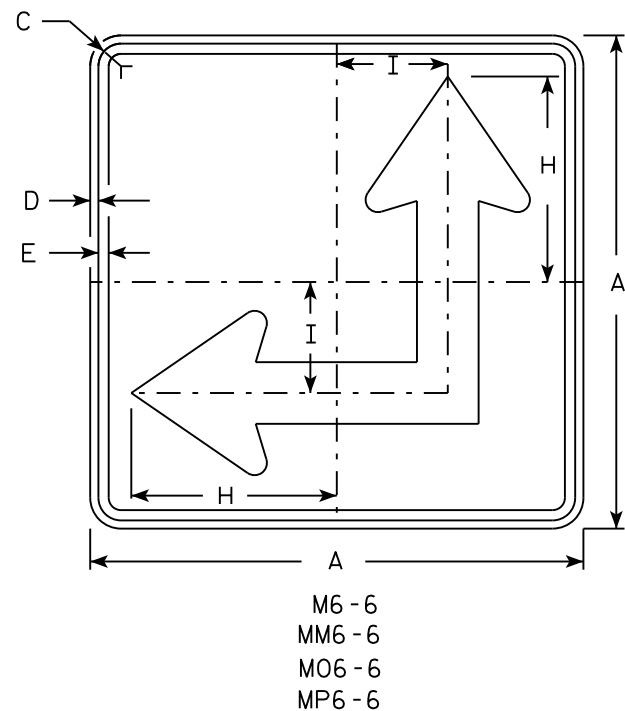
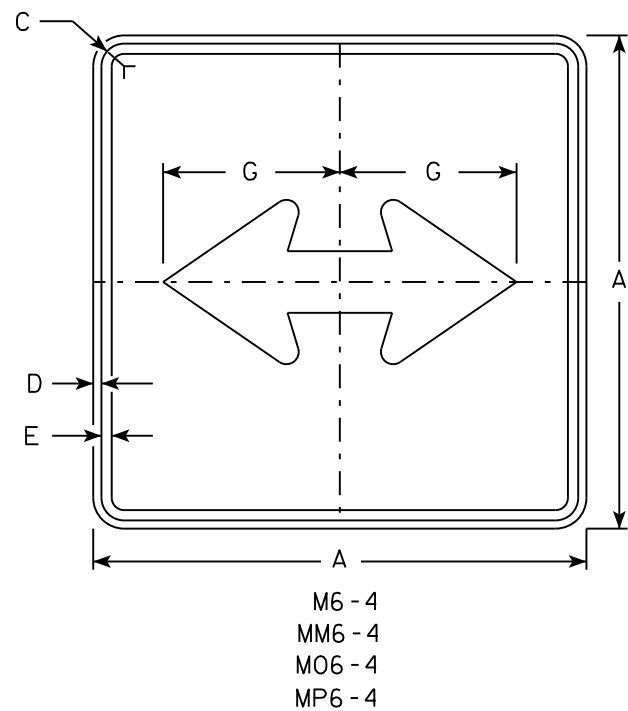
E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

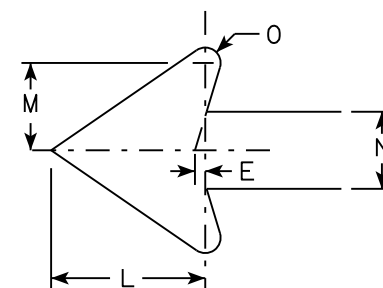
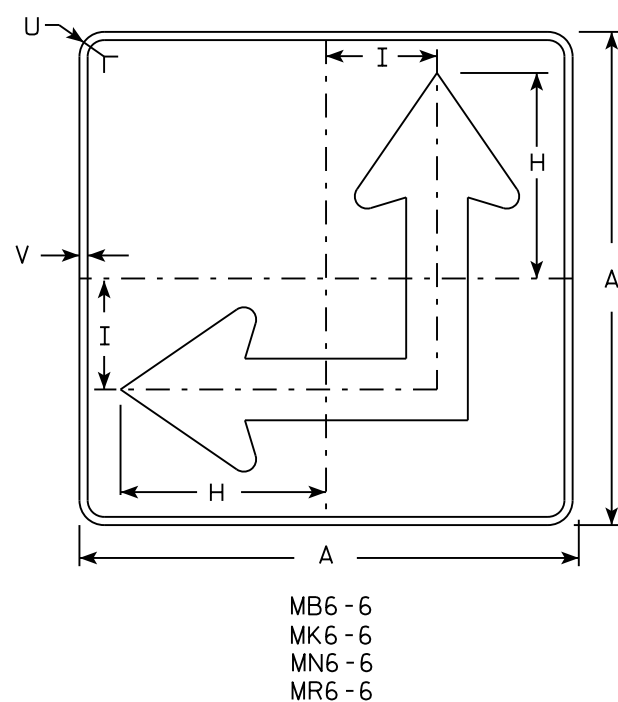
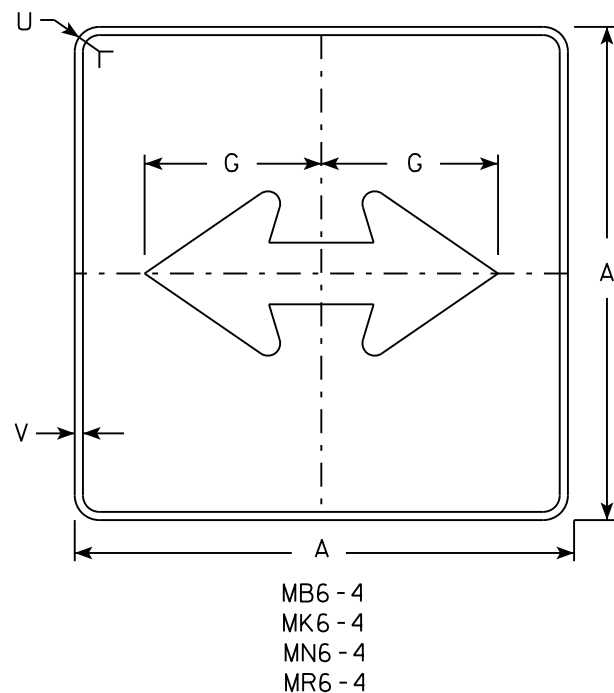
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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



- 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
M06-4 and M06-6 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.



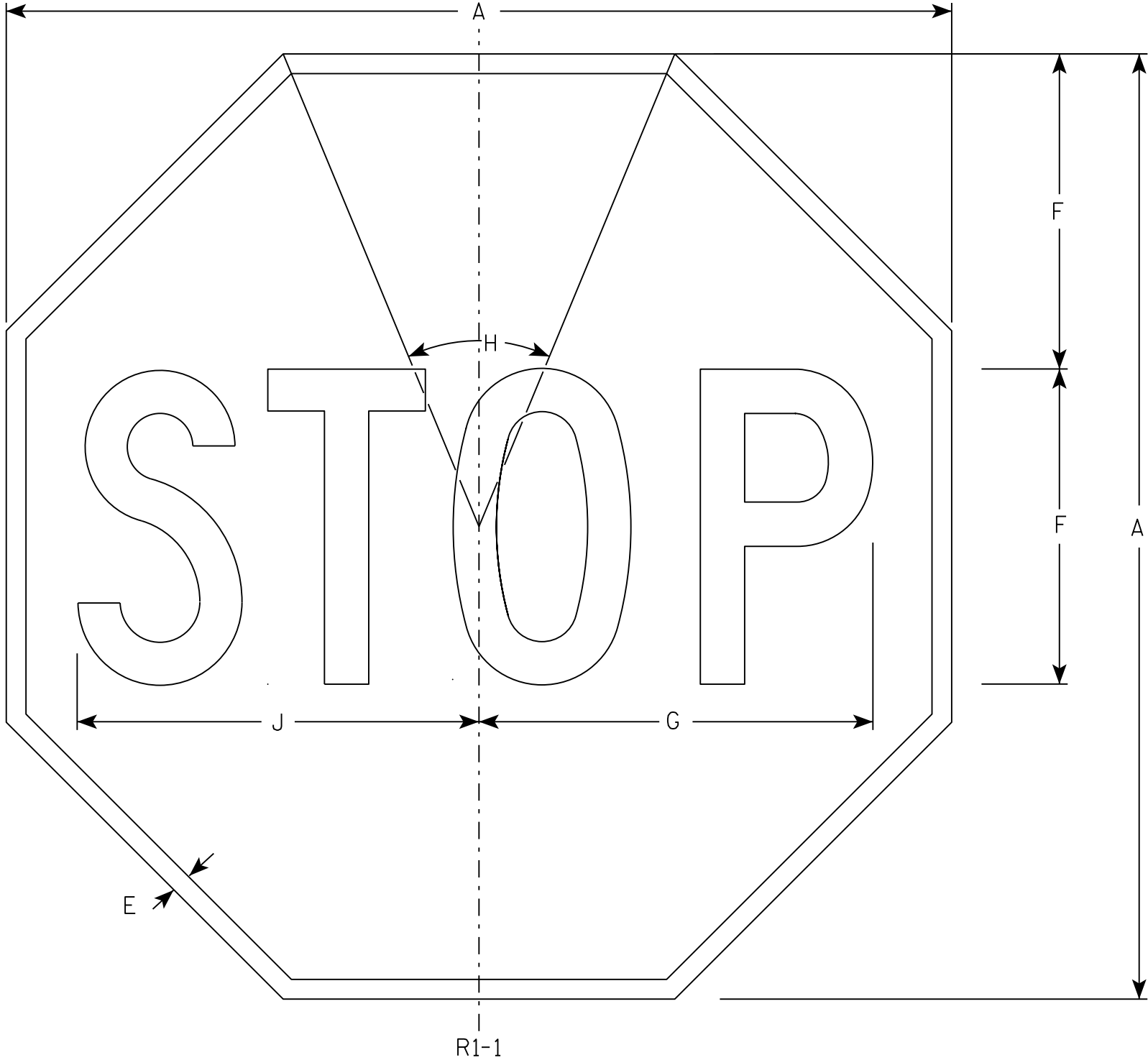
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	21		1 1/8	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2						1 1/2	1/2					3.06
3	30		1 3/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4						1 7/8	1/2					6.25
4	30		1 3/8	1/2	5/8		10 3/4	12 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

STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE NO. 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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86
7	12				1/4	4	5	45°		5 1/8																	0.78

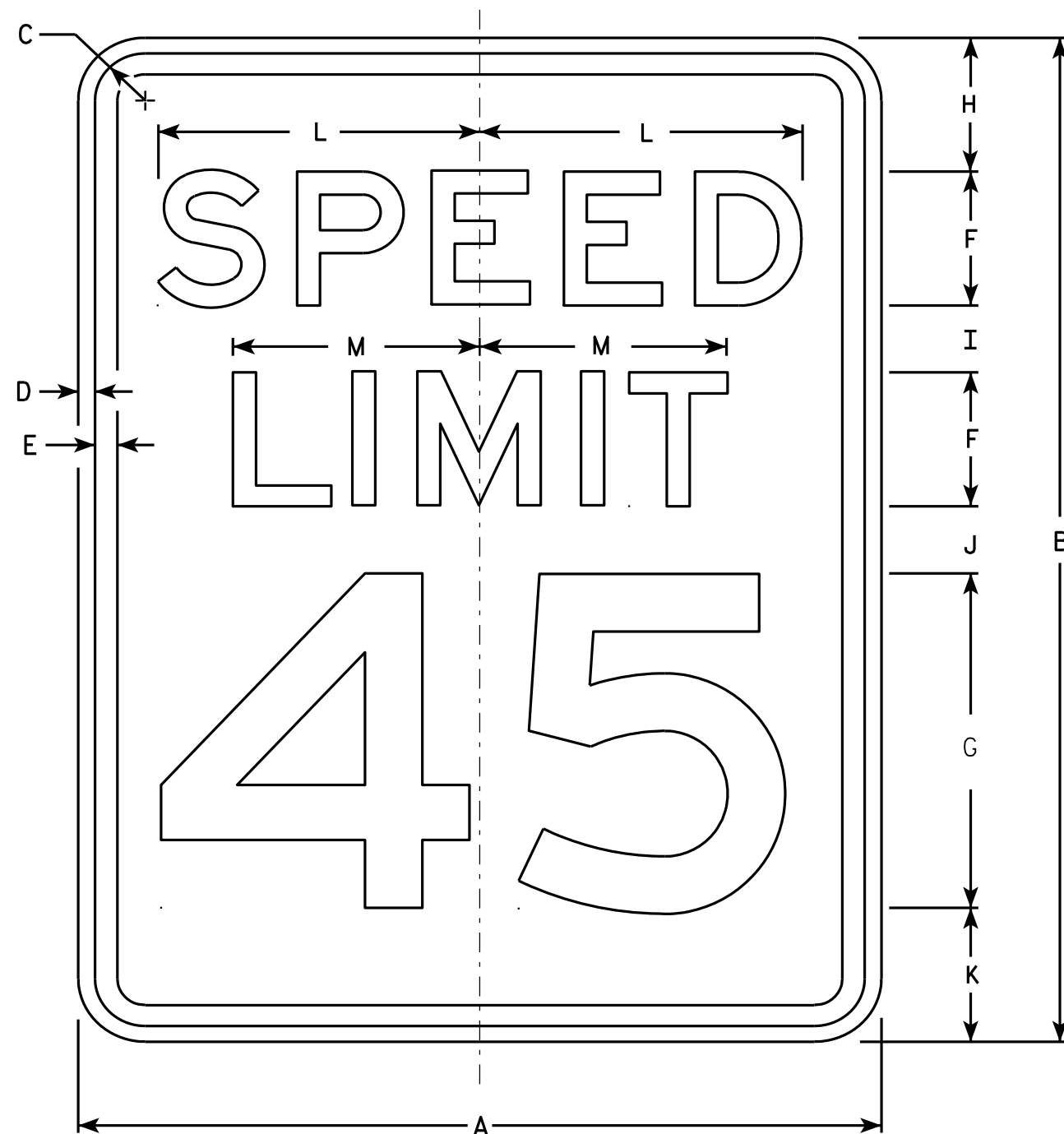
STANDARD SIGN

R1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/12/15 PLATE NO. R1-1.13



R2-1

NOTES

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

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

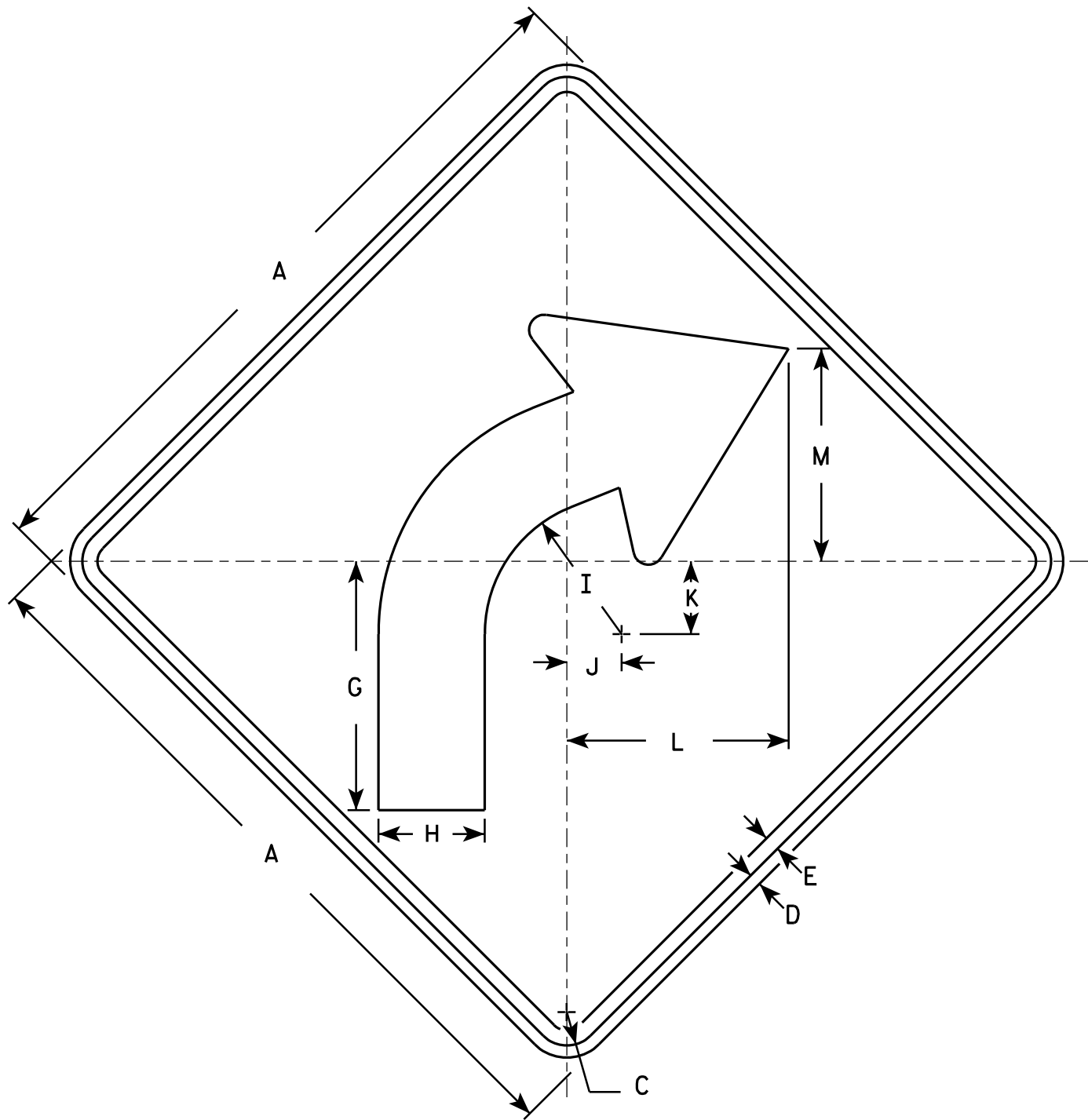
STANDARD SIGN R2-1

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 5/26/10 PLATE NO. R2-1.13

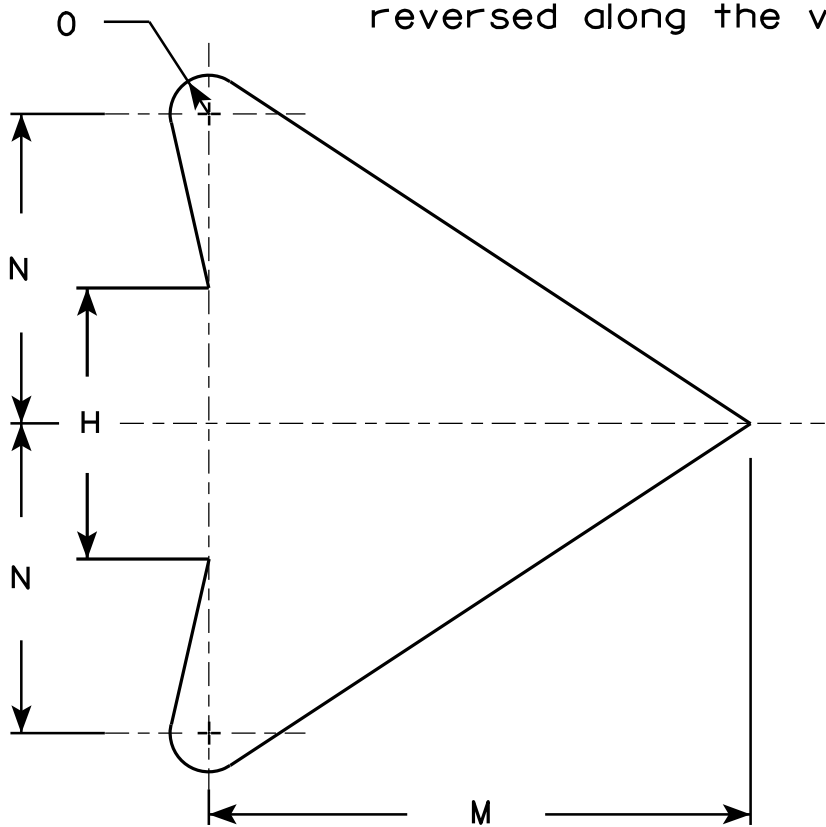
PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

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



W1-2R



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 3/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
3	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
4	36		1 5/8	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6	3/4												9.0
5	48		2 1/4	3/4	1		16 1/2	7	9	3 1/2	4 5/8	14 1/2	14	8	1												16.0

STANDARD SIGN
W1-2

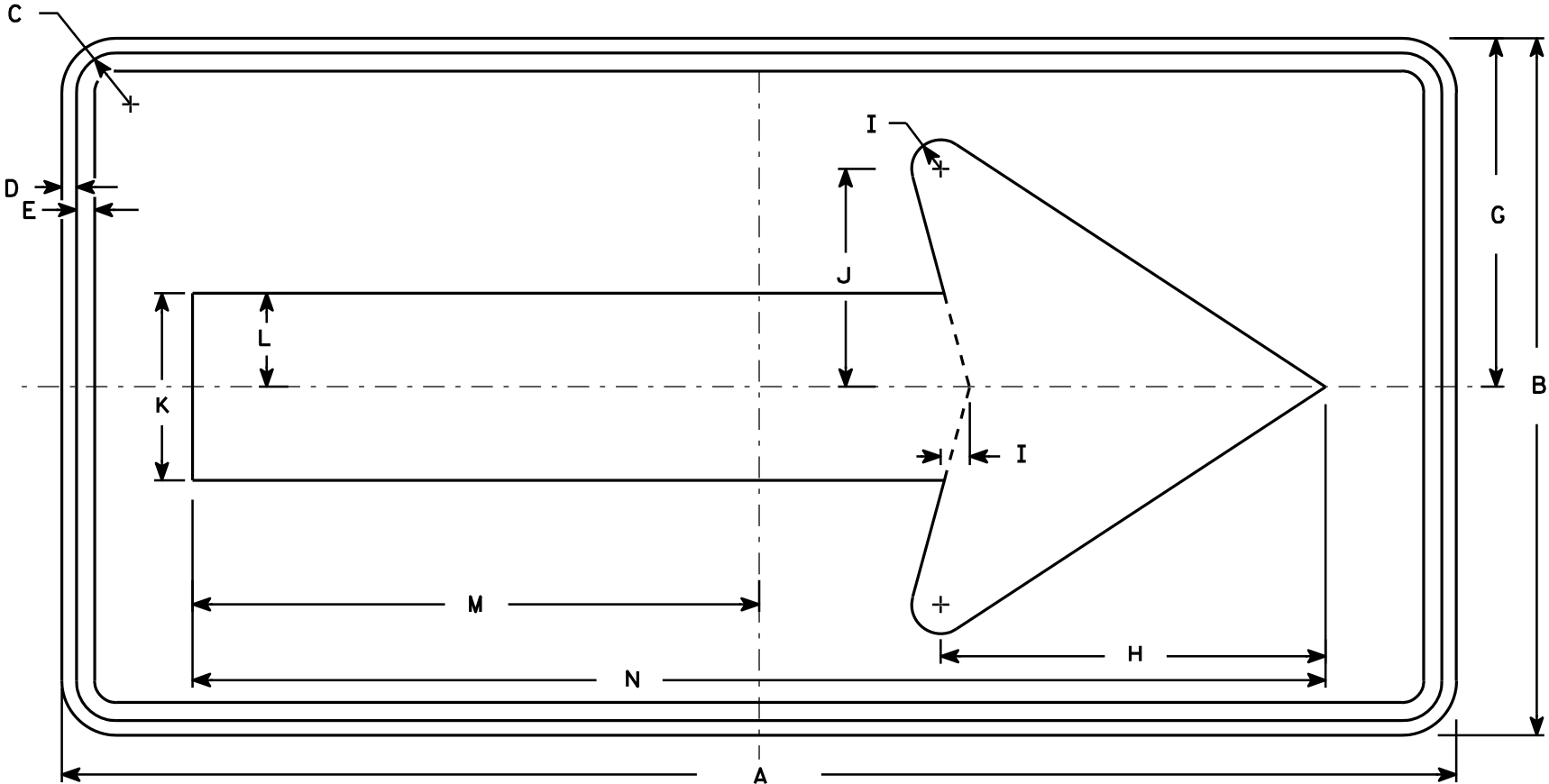
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

NOTES

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



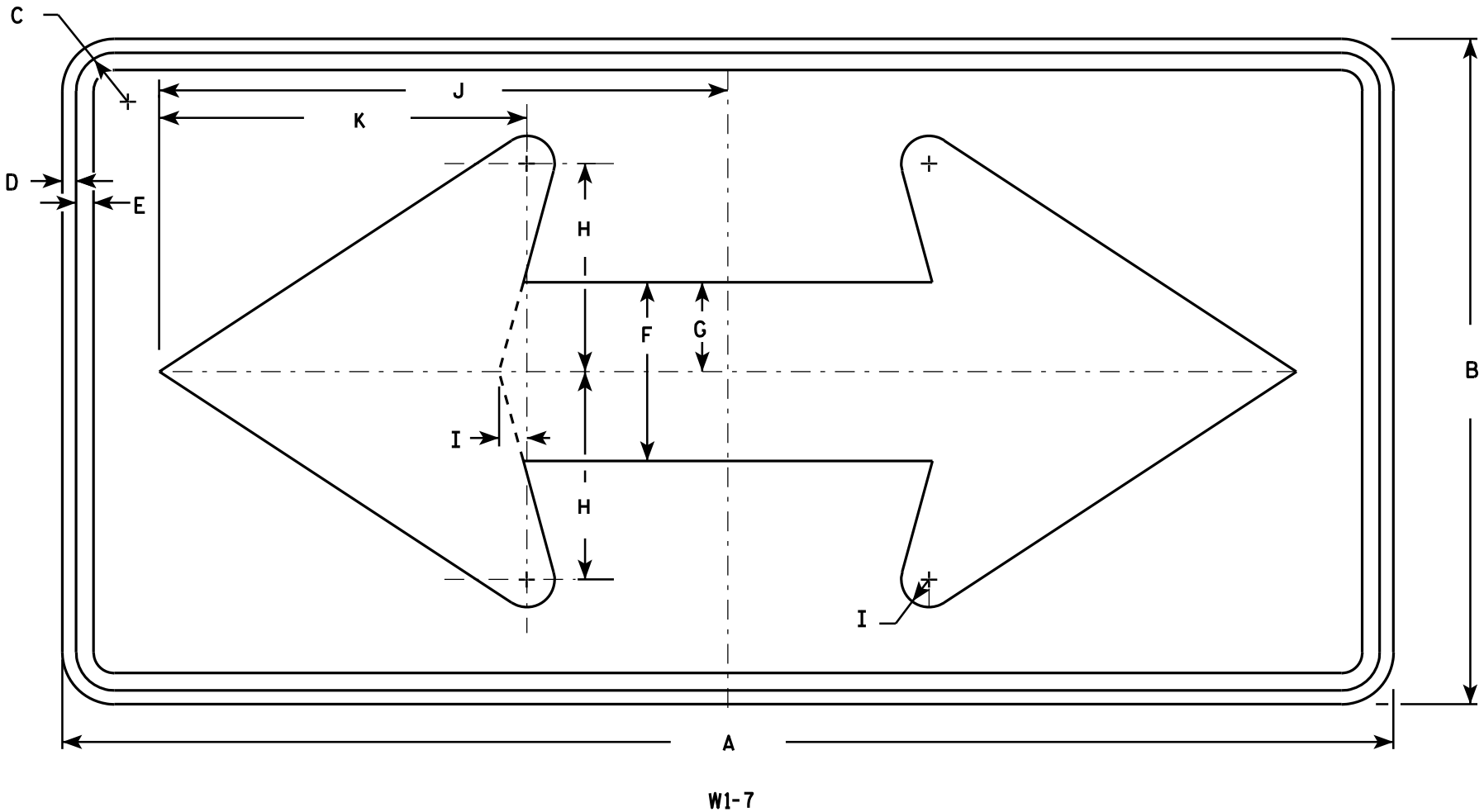
W1-6

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	3/8		9	10	3/4	5 5/8	4 3/4	2 3/8	14 5/8	29 1/4													4.5
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	96	48	2 1/4	3/4	1		24	26 1/2	2	15	13	6 1/2	39	78													32.0

STANDARD SIGN
W1-6

WISCONSIN DEPT OF TRANSPORTATION

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



NOTES

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

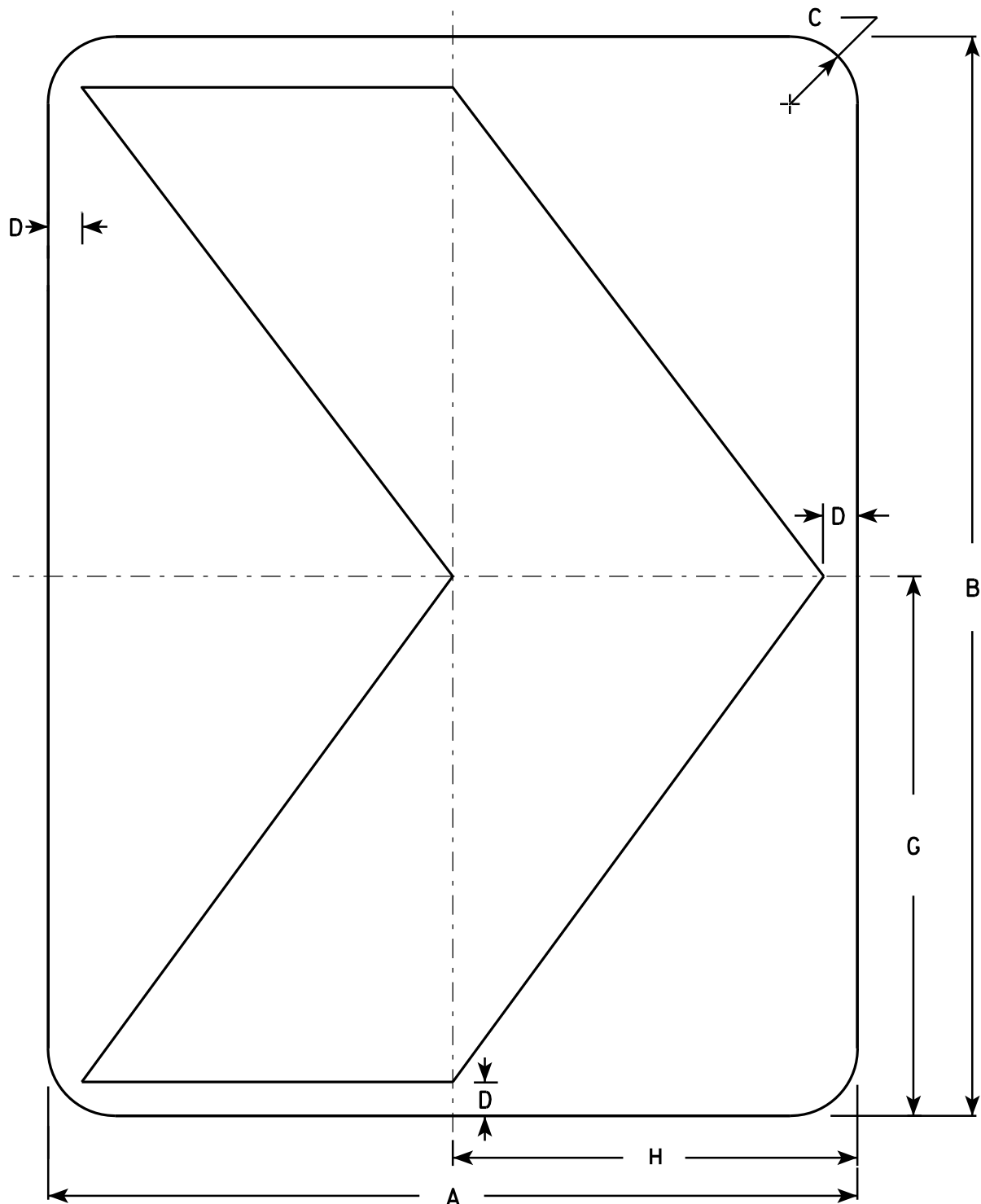
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/8	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 3/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30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

STANDARD SIGN
W1 - 7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

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

W1-8

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

STANDARD SIGN

W1-8

WISCONSIN DEPT OF TRANSPORTATION

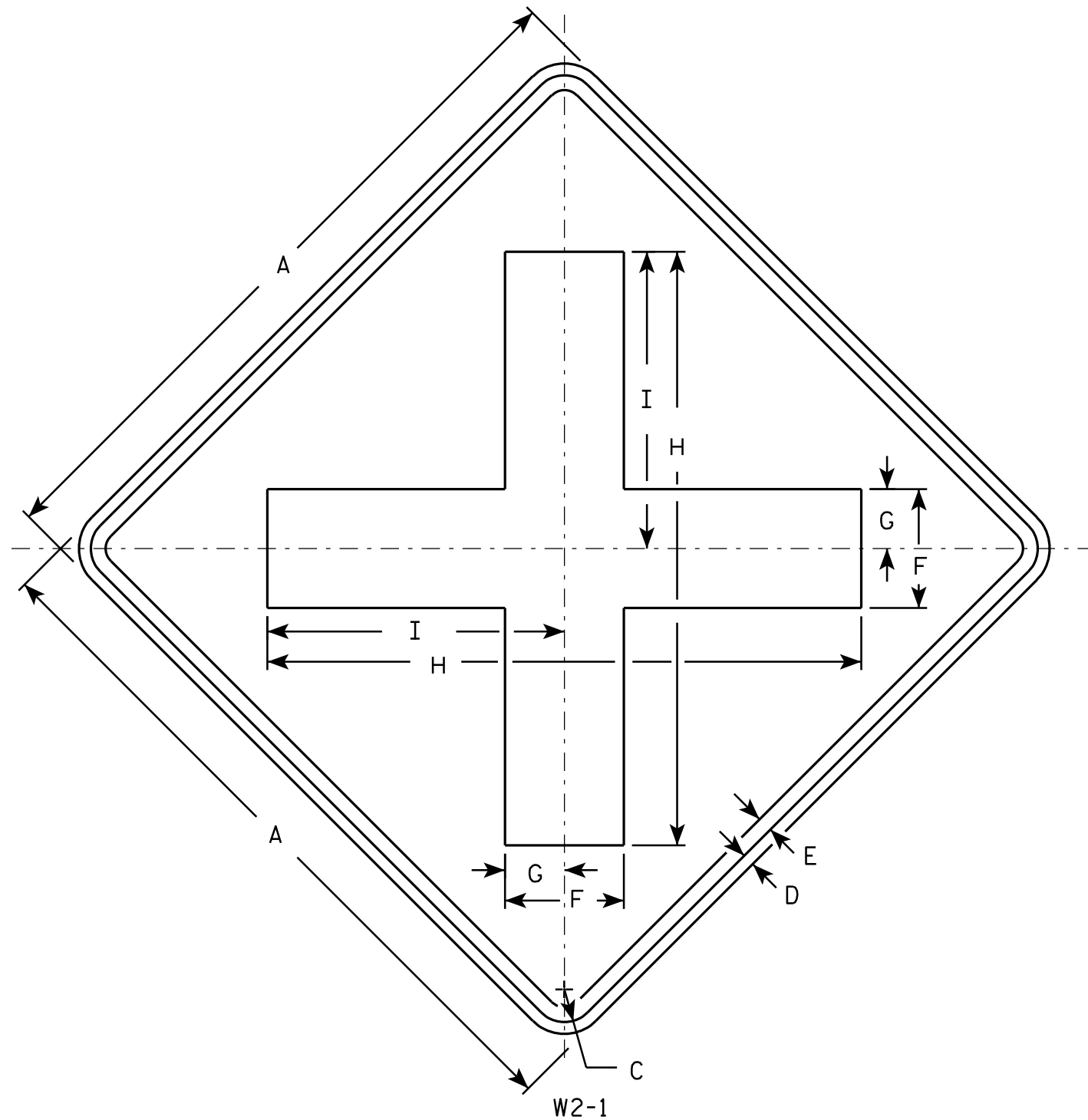
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO:

E



NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/8	3/8	1/2	4	2	20	10																		4.0
2S	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 3/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		1 5/8	5/8	3/4	6	3	30	15																		9.0
4	48		2 1/4	3/4	1	8	4	40	20																		16.0
5																											

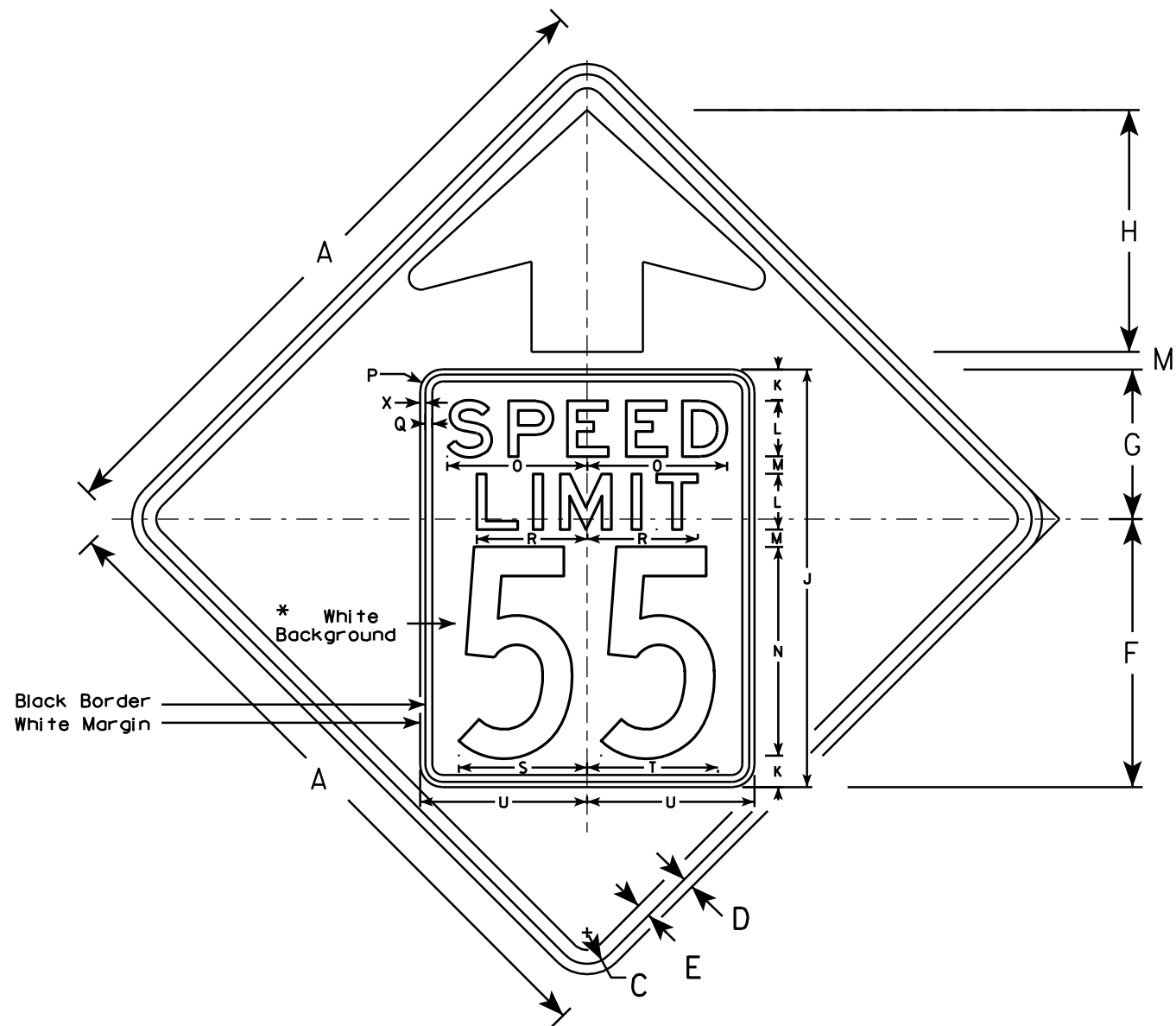
STANDARD SIGN W2-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-1.9

PROJECT NO: HWY: COUNTY: SHEET NO: E

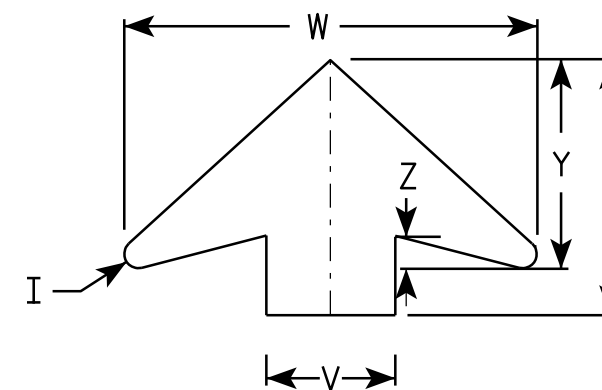


W3-5

NOTES

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

*Speed Limit Sign shall have a White Background



ARROW DETAIL

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

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

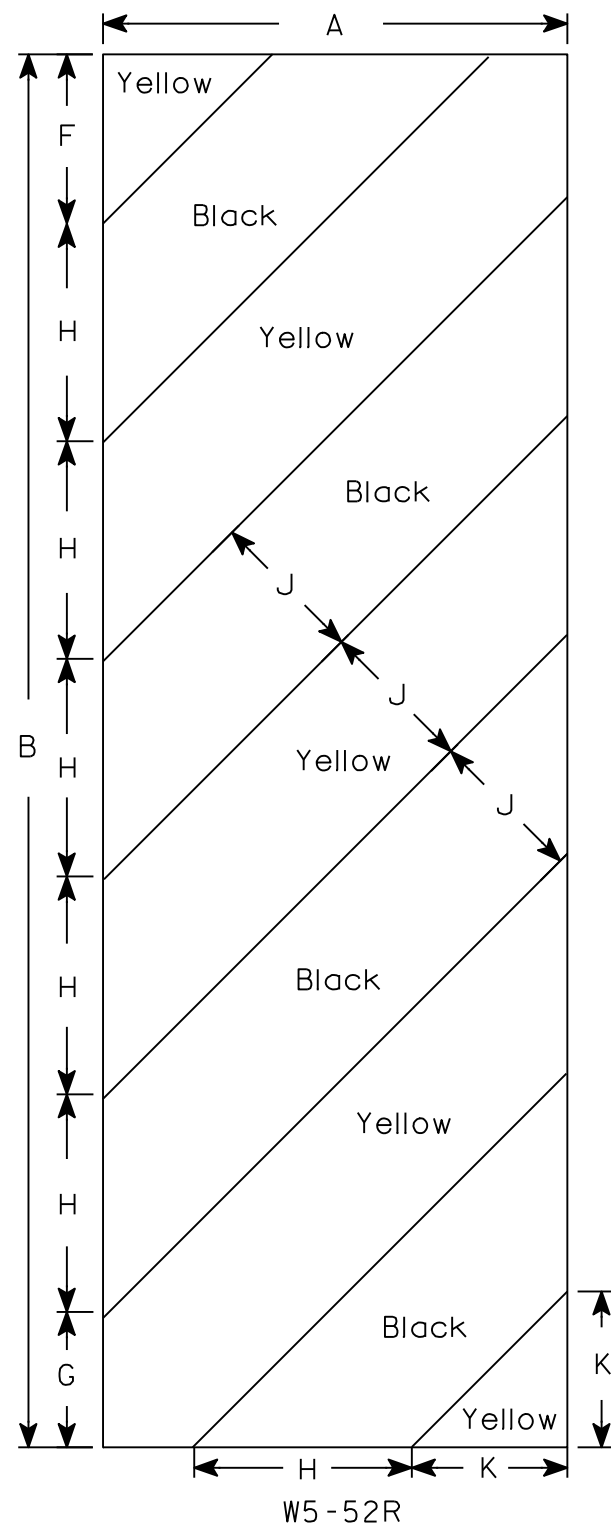
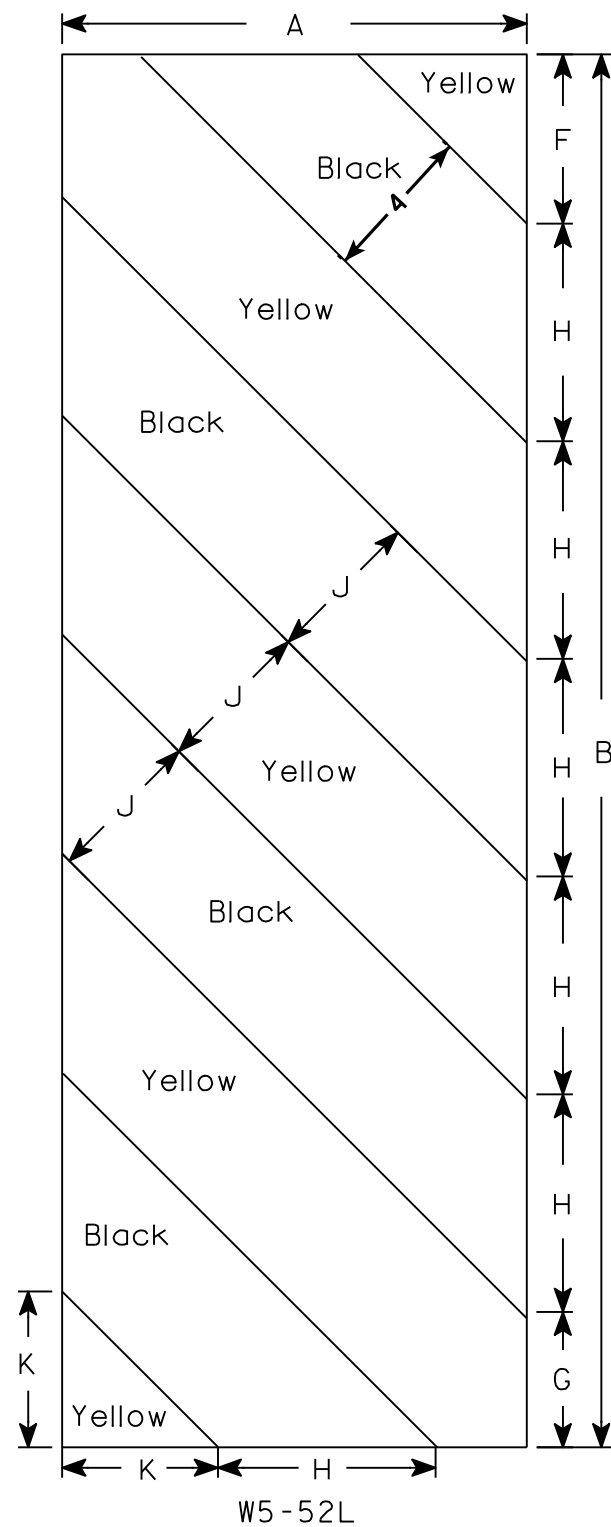
DATE 5/29/12

PLATE NO. W3-5.5

PROJECT NO:

SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Yellow
Message - Black
- 3. 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. Alternate colors of stripes as shown.

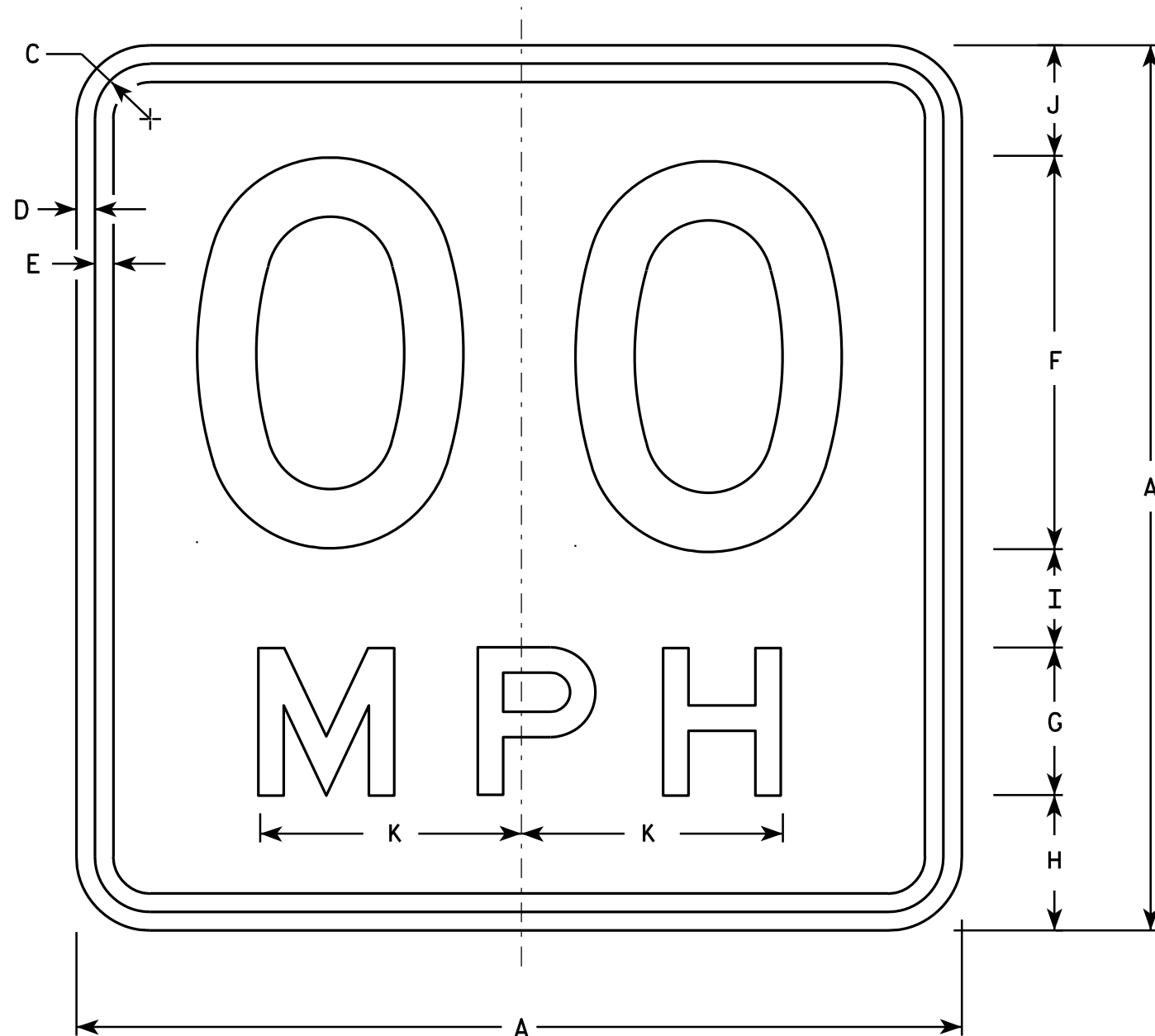
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	12	36				4 3⁄8	3 1⁄2	5 5⁄8	45°	4	4																3.0
2M	12	36				4 3⁄8	3 1⁄2	5 5⁄8	45°	4	4																3.0
3	18	54				6	5 1⁄2	8 1⁄2	45°	6	6 5⁄16																6.75
4																											
5																											

STANDARD SIGN
W5-52L & W5-52R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W5-52.9



NOTES

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

W13-1

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

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

STANDARD SIGN

W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

PROJECT NO:

HWY:

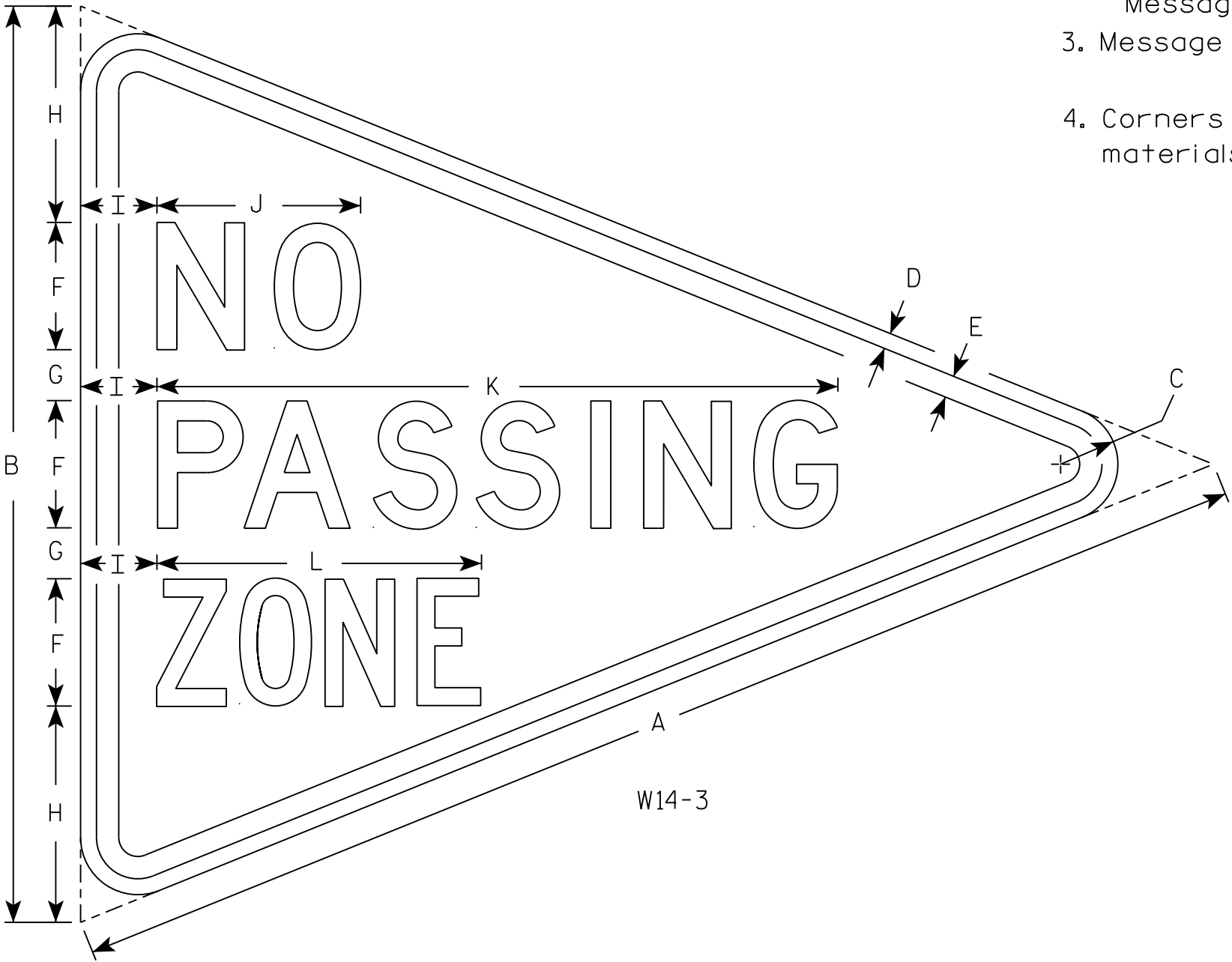
COUNTY:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 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.



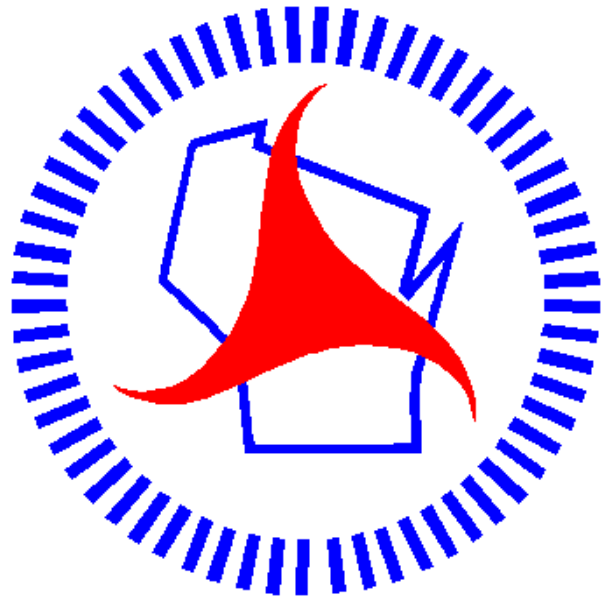
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

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



Wisconsin Department of Transportation

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through innovation and exceptional service.

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