

EAU

Jan 12, 2021

PROJECT ID:
WITH: N/A

7995-02-57

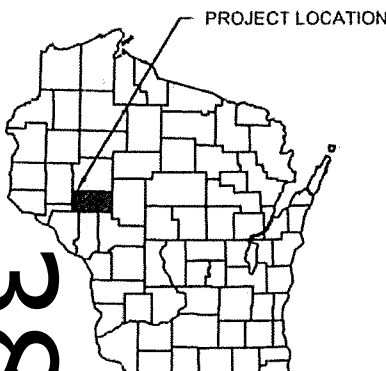
COUNTY:

EAU CLAIRE

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 (Includes Erosion Control Plan)
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	10	Gross Sections

TOTAL SHEETS = 110



DESIGN DESIGNATION

A.A.D.T.	2021	=	7,770
A.A.D.T.	2041	=	10,371
D.H.V.		=	1427
D.D.		=	59/41
T.		=	6.8%
DESIGN SPEED		=	45 MPH
ESALS		=	1,500,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

C EAU CLAIRE, N CLAIREMONT AVE

STH 312 TO COUNTY LINE ROAD

CTH T

EAU CLAIRE COUNTY

STATE PROJECT NUMBER

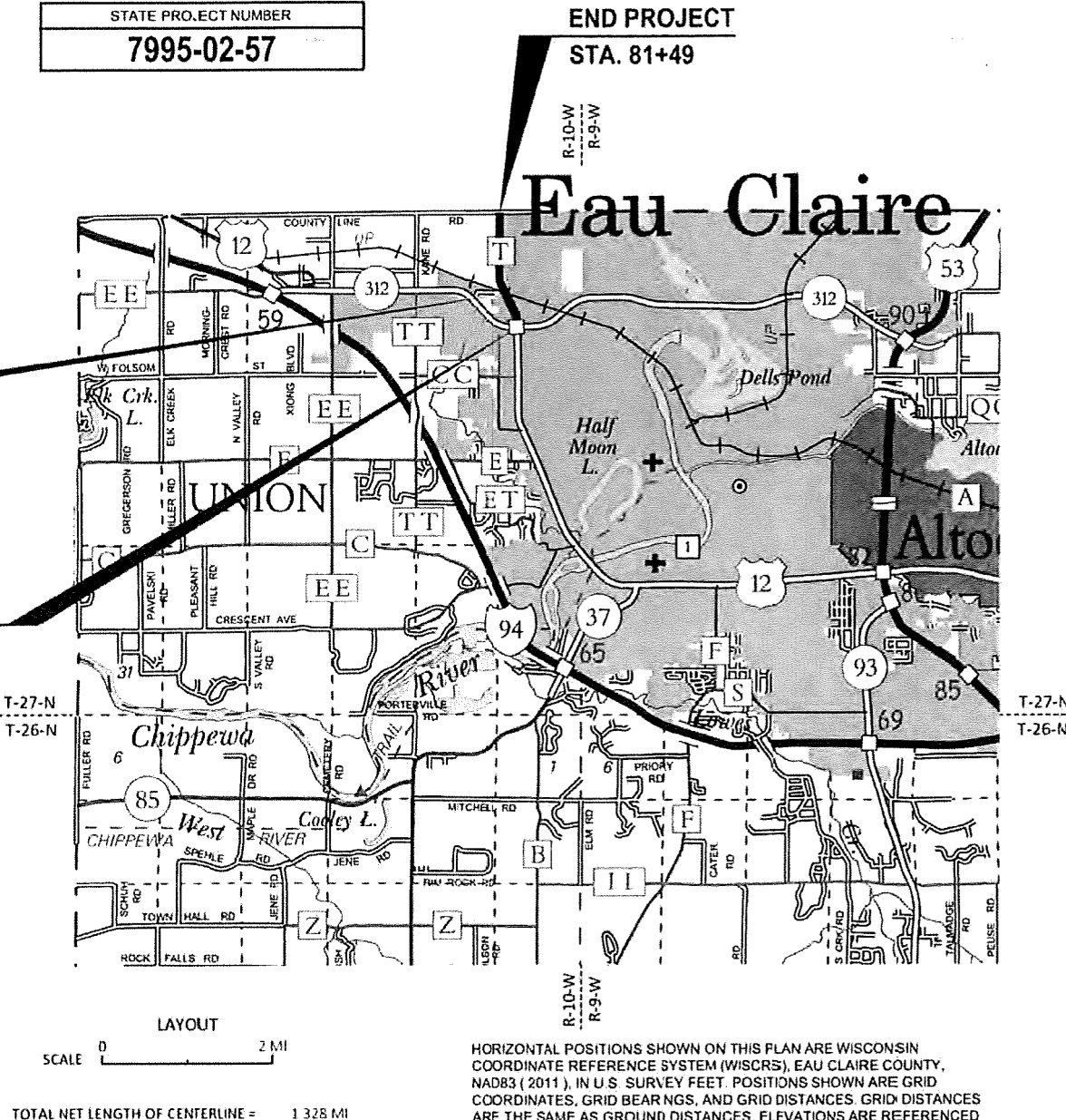
7995-02-57

END PROJECT

STA. 81+49

EXCEPTION TO NET
C/L LENGTH
STA. 30+23.24 -
STA. 30+37.95

BEGIN PROJECT
STA. 11+23
Y = 288,596.21
X = 327,687.79



HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), EAU CLAIRE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2011). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT

7995-02-57

FEDERAL PROJECT

PROJECT

WISC 2021113

CONTRACT

1

ACCEPTED FOR

COUNTY of EAU CLAIRE

7/27/20
(Date)

(Highway Commissioner)

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc
Engineers - Architects - Surveyors



07/27/2020

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	MATTHEW THORNTON, P.E.
Regional Examiner	WISCONSIN DOT NW REGION
Regional Supervisor	ANDREW STENSLAND, P.E.

APPROVED FOR THE DEPARTMENT

DATE: 07/29/2020
(Signature)

E

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

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

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

4.25-INCHES OF HMA PAVEMENT SHALL BE CONSTRUCTED WITH A 2.25-INCH LOWER LAYER OF HMA PAVEMENT 3 MT 58-28 S, AND A 2-INCH UPPER LAYER OF HMA PAVEMENT 4 MT 58-34 S FROM STA. 44+13 - STA. 81+49.

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

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

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

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

DIGGERS  **HOTLINE**

Dial **811** or (800) 242-851

www.DiggersHotline.com

EAU CLAIRE COUNTY HIGHWAY COMMISSION
2000 SPOONER AVE.
ALTOONA, WI 54720
ATTN: JON JOHNSON
PH: (715) 839-2952
E-MAIL: JON.JOHNSON@CO.EAU-CLAIRE.WI.US

JEWELL ASSOCIATES ENGINEERS, INC.
560 SUNRISE DRIVE
SPRING GREEN, WI 53588-9304
ATTN: FRED GRUBER, P.E.
PH: (608) 588-7484
CELL: (608) 341-8194
E-MAIL: FRED.GRUBER@JEWELLASSOC.COM

NW & NC REGION RAIL COORDINATOR
1701 N4th STREET
SUPERIOR, WI 54880
ATTN: ANNA DAVEY
PH: (715) 392-7960
E-MAIL: ANNA.DAVEY@DOT.WI.GOV

STATE OF WISCONSIN
DNR WEST CENTRAL REGION HEADQUARTERS
1300 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
ATTN: LEAH NICOL
PH: (715) 934-9014
E-MAIL: LEAH.NICOL@WISCONSIN.GOV

CITY OF EAU CLAIRE
203 S FARWELL ST
EAU CLAIRE, WI 54702
ATTN: LEAH NESS
PH: (715) 839-4934
E-MAIL: LEAH.NESS@EAUCLAIREWI.GOV

WISCONSIN DOT
718 WEST CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
ATTN: DAVE FENSKE
PH: (715) 836-2800
E-MAIL: DAVID.FENSKE@DOT.WI.GOV

COMMUNICATION LINES

CENTURYLINK
100 S. CINCINNATI AVE, SUITE 1200
TULSA, OK 74103
ATTN: KENDALL WILLIAMS-ZETINA
PH: (918) 547-0547
E-MAIL: KENDALL.ZETINA@CENTURYLINK.COM

CINC
105 GARFIELD AVENUE
EAU CLAIRE, WI 54701
ATTN: DAREN BAUER
PH: (715) 836-5286
E-MAIL: BAUERDP@UWEC.EDU

CHARTER COMMUNICATIONS
1201 McCANN DR
ALTOONA, WI 54720
ATTN: SHANE YODER
PH: (715) 831-8940 EXT: 51113
E-MAIL: SHANE.YODER@CHARTER.COM

VERIZON / MCI
15725 WEST RYERSON ROAD
NEW BERLIN, WI 53151
ATTN: ALPER KOLCU
PH: (262) 782-9907
E-MAIL: INVESTIGATIONS@VERIZON.COM

AT&T DISTRIBUTION
304 S DEWEY ST
EAU CLAIRE, WI 54701
ATTN: RICK PODOLAK
PH: (715) 410-0656
E-MAIL: RP4514@ATT.COM

SPRINT
849 EARL STREET
ST PAUL, MN 55106
ATTN: DAN HILLIARD
PH: (612) 217-3526
E-MAIL: DAN.J.HILLIARD@T-MOBILE.COM

WEST WISCONSIN TELCOM COOP
5808 OLD MILL PLAZA
EAU CLAIRE, WI 54703
ATTN: BRADLEY SCHMIDTKNECHT
PH: (715) 231-2000
E-MAIL: BRADS@WWT.COOP

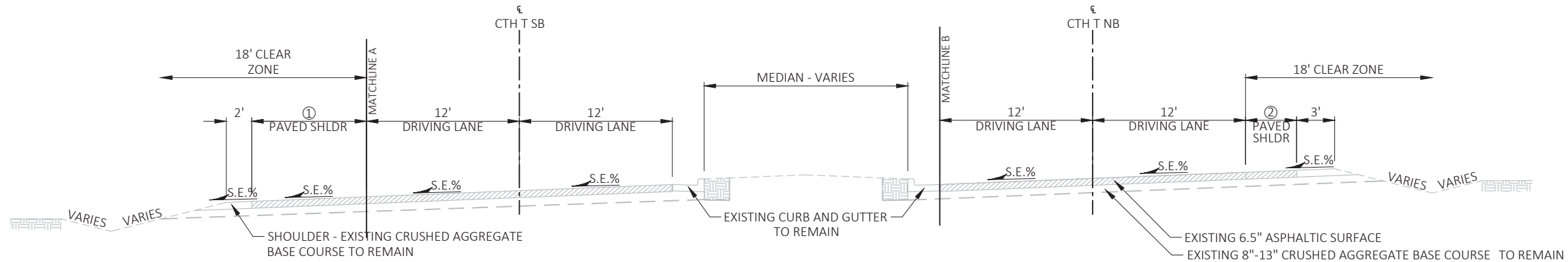
XCEL ENERGY
PO BOX 8
EAU CLAIRE, WI 54702
ATTN: BRADY GARDOW
PH: (715) 737-1450
E-MAIL: BRADY.P.GARDOW@XCELENERGY.COM

XCEL ENERGY
PO BOX 8
EAU CLAIRE, WI 54702
ATTN: DAVID MELSNESS
PH: (715) 737-1495
E-MAIL: DAVID.J.MELSNESS@XCELENERGY.COM

CITY OF EAU CLAIRE
1040 FOREST ST
EAU CLAIRE, WI 54703
ATTN: LANE BERG
PH: (715) 839-1876
E-MAIL: LANE.BERG@EAUCLAIREWI.GOV

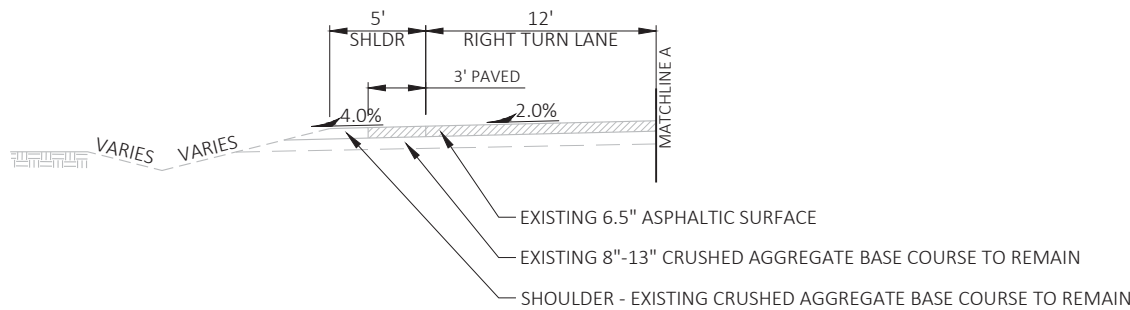
ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average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

- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PERMANENT SIGNING AND PAVEMENT MARKING
- TRAFFIC CONTROL PLAN

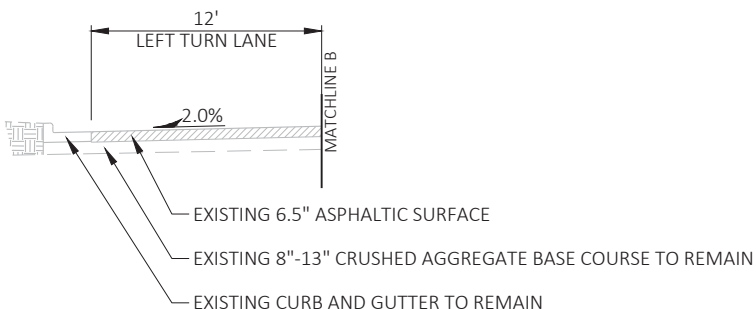


TYPICAL EXISTING SUPERELEVATED SECTION
STA. 11+23 - STA. 17+71

STATION	EXISTING	
	LEFT (%)	RIGHT (%)
11+23	1.20%	2.00%
11+50	2.00%	0.42%
11+92	2.00%	0.00%
12+00	2.00%	0.45%
12+26	2.00%	2.00%
12+50	3.43%	3.43%
12+60	4.00%	4.00%
FULL SUPERELEVATION		
15+04	4.00%	4.00%
15+33		
17+20		
17+71	2.00%	2.00%

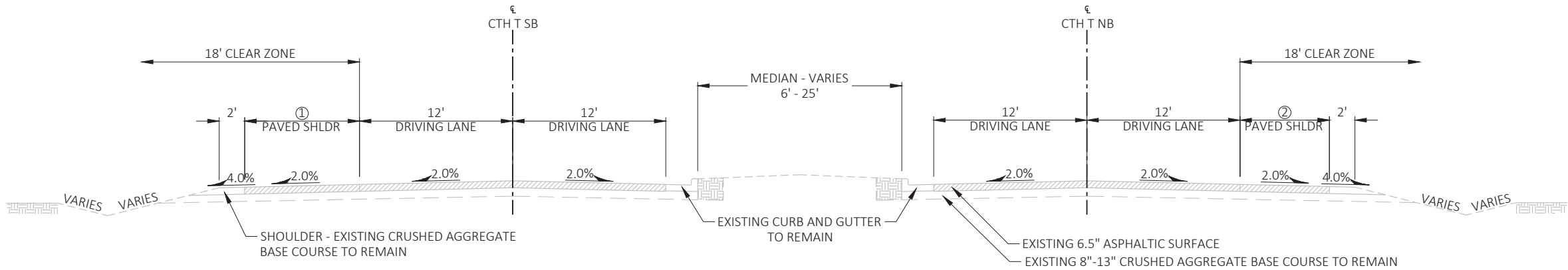


PARTIAL TYPICAL EXISTING SECTION
STA. 11+23 - STA. 11+50, LT.
STA. 13+91 - STA. 15+61, RT.

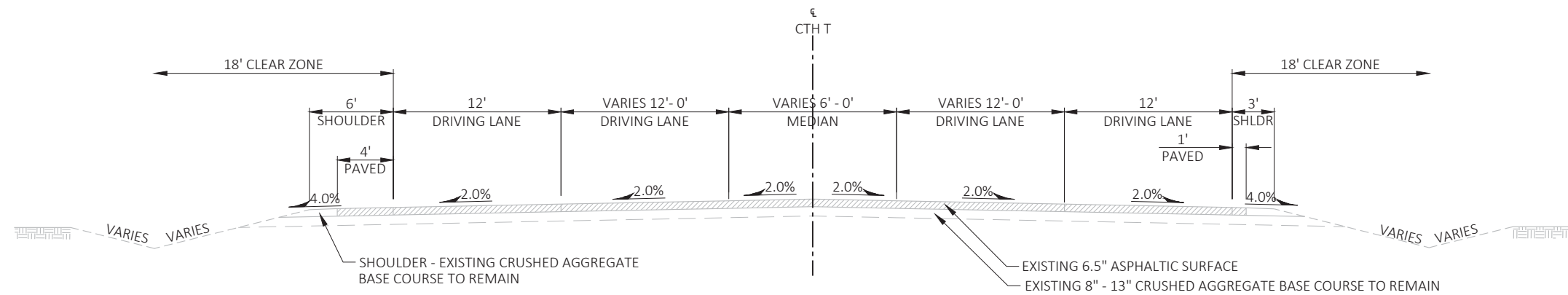


PARTIAL TYPICAL EXISTING SECTION
STA. 14+81 - STA. 15+61, RT.
STA. 16+61 - STA. 17+51, LT.

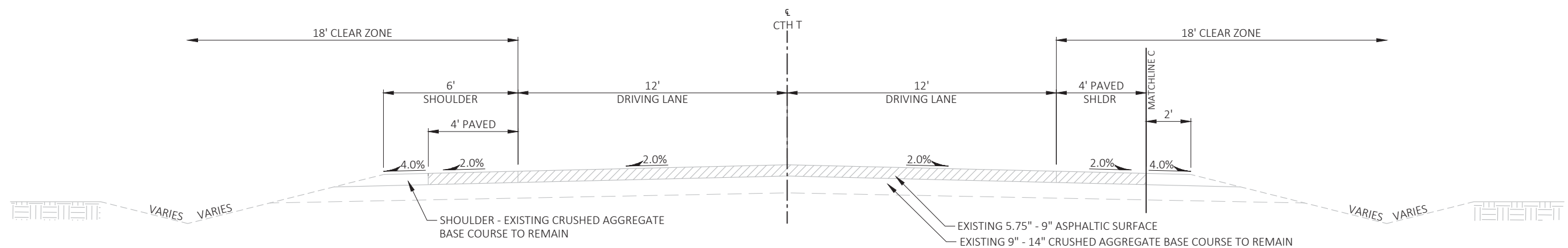
STATION - STATION	LT PAVED SHOULDER WIDTH ① (FT)	RT PAVED SHOULDER WIDTH ② (FT)
STA. 11+23 - STA. 16+61	9	7
STA. 16+61 - STA. 21+25	4	1



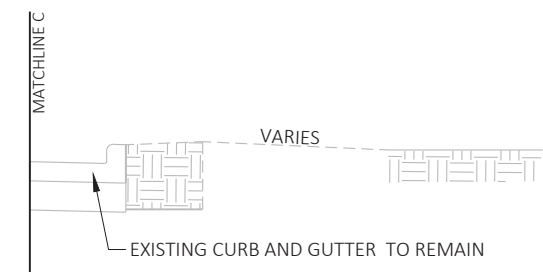
TYPICAL EXISTING SECTION
STA. 17+71 - STA. 21+25



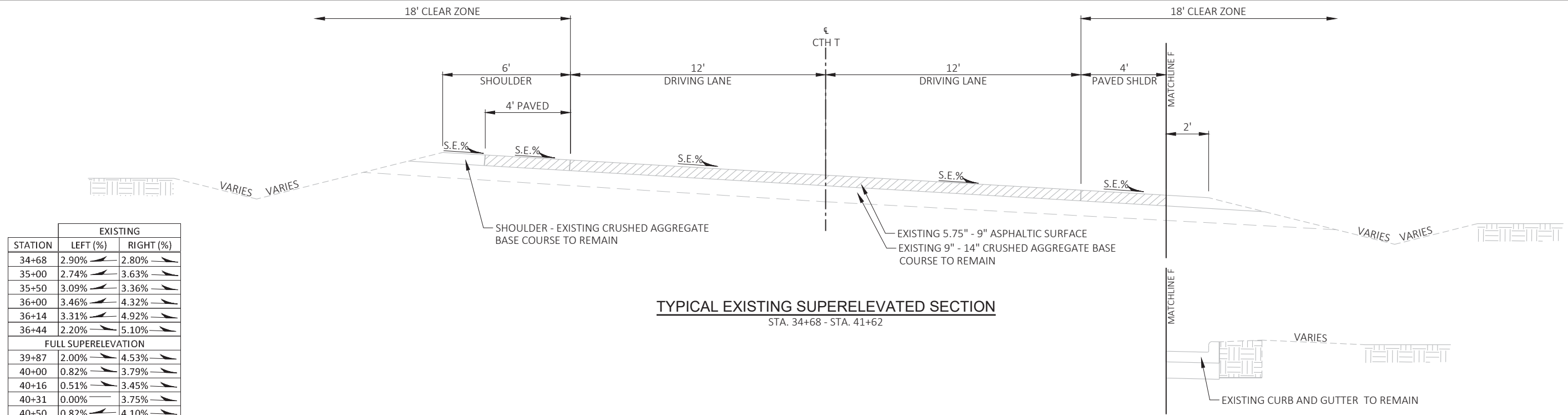
TYPICAL EXISTING SECTION
STA. 21+25 - STA. 29+20



TYPICAL EXISTING SECTION
STA. 29+20 - STA. 34+68
STA. 41+62 - STA. 44+13



PARTIAL TYPICAL EXISTING SECTION
STA. 37+13 - STA. 44+13

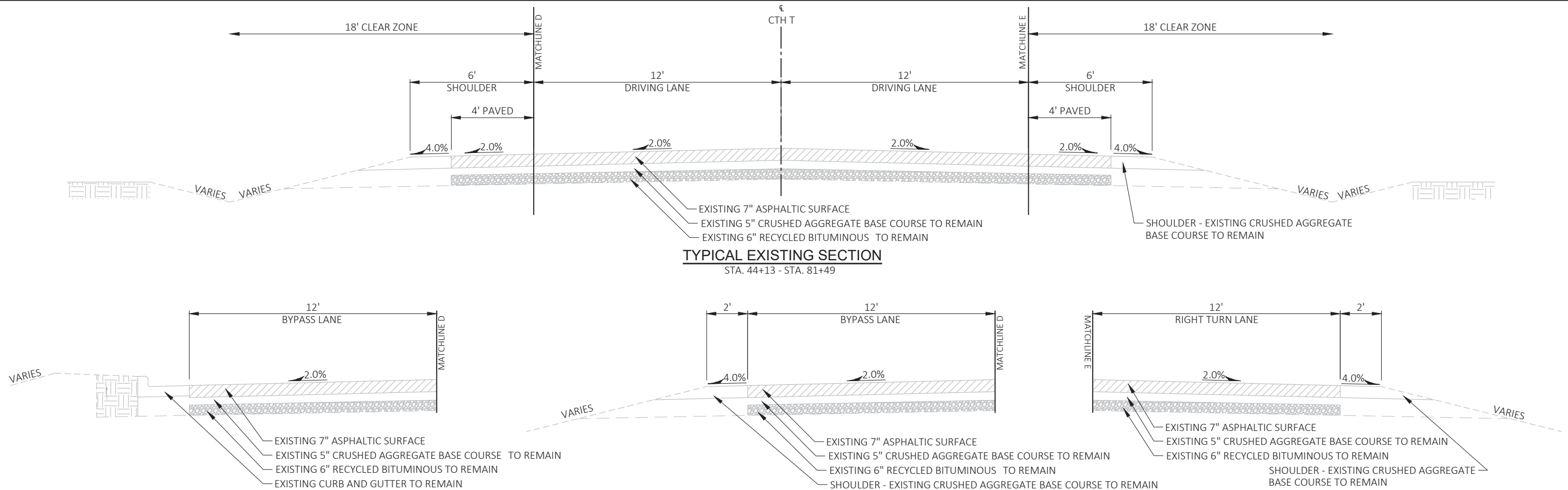
**TYPICAL EXISTING SUPERELEVATED SECTION**

STA. 34+68 - STA. 41+62

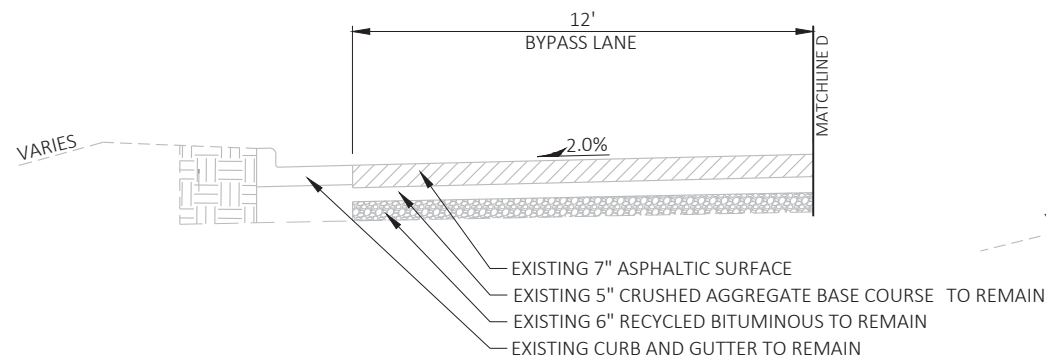
STATION	EXISTING	
	LEFT (%)	RIGHT (%)
34+68	2.90%	2.80%
35+00	2.74%	3.63%
35+50	3.09%	3.36%
36+00	3.46%	4.32%
36+14	3.31%	4.92%
36+44	2.20%	5.10%
FULL SUPERELEVATION		
39+87	2.00%	4.53%
40+00	0.82%	3.79%
40+16	0.51%	3.45%
40+31	0.00%	3.75%
40+50	0.82%	4.10%
41+00	1.07%	4.19%
41+50	2.53%	4.10%
41+62	2.60%	3.19%

PARTIAL TYPICAL EXISTING SUPERELEVATED SECTION

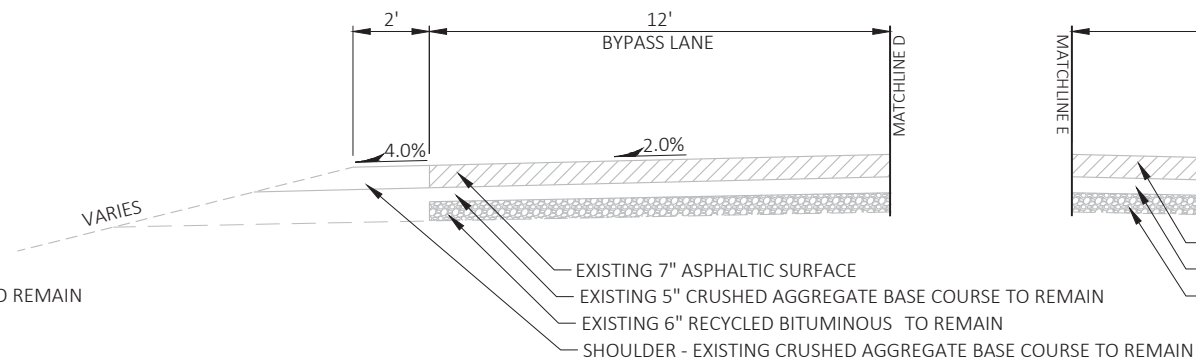
STA. 37+13 - STA. 41+62

**TYPICAL EXISTING SECTION**

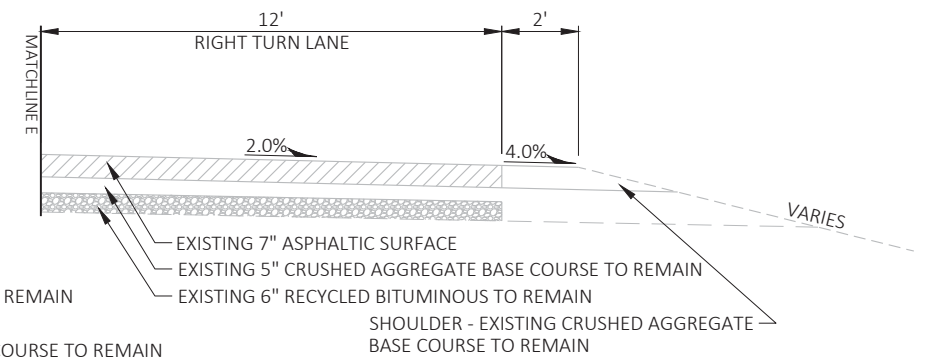
STA. 44+13 - STA. 81+49

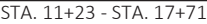
**PARTIAL TYPICAL EXISTING SECTION**

STA. 48+40 - STA. 51+63, LT.

**PARTIAL TYPICAL EXISTING SECTION**

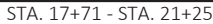
STA. 61+00 - STA. 63+56, LT.

**PARTIAL TYPICAL EXISTING SECTION**STA. 47+40 - STA. 49+40, RT.
STA. 59+60 - STA. 61+55, RT.



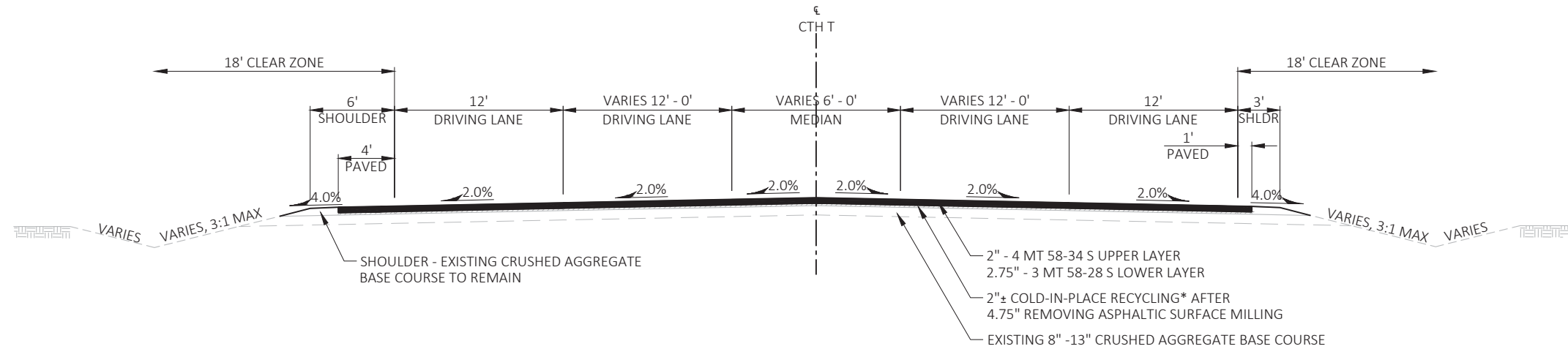
	EXISTING		PROPOSED	
STATION	LEFT (%)	RIGHT (%)	LEFT (%)	RIGHT (%)
11+23	1.20% 	2.00% 	1.20% 	2.00% 
11+50	2.00% 	0.42% 	2.00% 	0.42% 
11+92	2.00% 	0.00% 	2.00% 	0.00% 
12+00	2.00% 	0.45% 	2.00% 	0.45% 
12+26	2.00% 	2.00% 	2.00% 	2.00% 
12+50	3.43% 	3.43% 	3.43% 	3.43% 
12+60	4.00% 	4.00% 	4.00% 	4.00% 
FULL SUPERELEVATION				
15+04	4.00% 	4.00% 	4.00% 	4.00% 
15+33			MATCH CURB AND GUTTER	
17+20				
17+71	2.00% 	2.00% 	2.00% 	2.00% 

***SEE SUPERELEVATION TABLE



****CONSTRUCT BASE AGGREGATE SHOULDER ACCORDING TO "SHAPING SHOULDERS" SPECIFICATION. USE UNDISTRIBUTED 3/4-INCH BASE AGGREGATE DENSE QUANTITY IF ADDITIONAL MATERIAL IS NEEDED.**

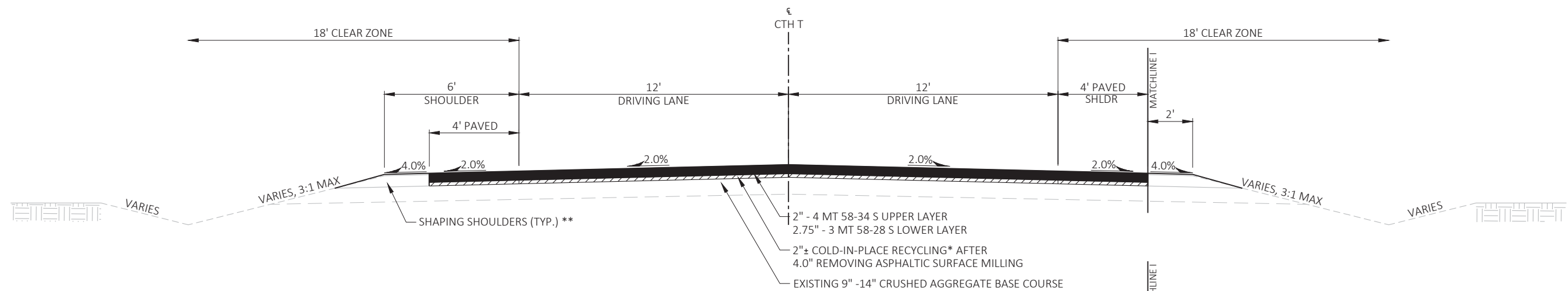
STATION - STATION	LT PAVED SHOULDER WIDTH ① (FT)	RT PAVED SHOULDER WIDTH ② (FT)
STA. 11+23 - STA. 16+61	9	7
STA. 16+61 - STA. 21+25	4	1

**TYPICAL FINISHED SECTION**

STA. 21+25 - STA. 29+20

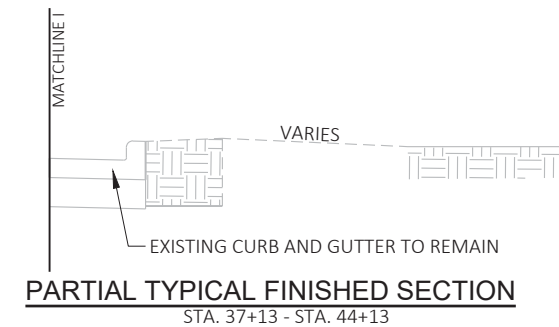
*PERFORM CIR TO FULL DEPTH OF REMAINING EXISTING ASPHALT. VERIFY EXISTING PAVEMENT DEPTH PRIOR TO REMOVING ASPHALTIC SURFACE MILLING. ASSUME 15% SWELL FROM EXISTING ASPHALT TO CIR LAYER.

**CONSTRUCT BASE AGGREGATE SHOULDER ACCORDING TO "SHAPING SHOULDERS" SPECIFICATION. USE UNDISTRIBUTED 3/4-INCH BASE AGGREGATE DENSE QUANTITY IF ADDITIONAL MATERIAL IS NEEDED.

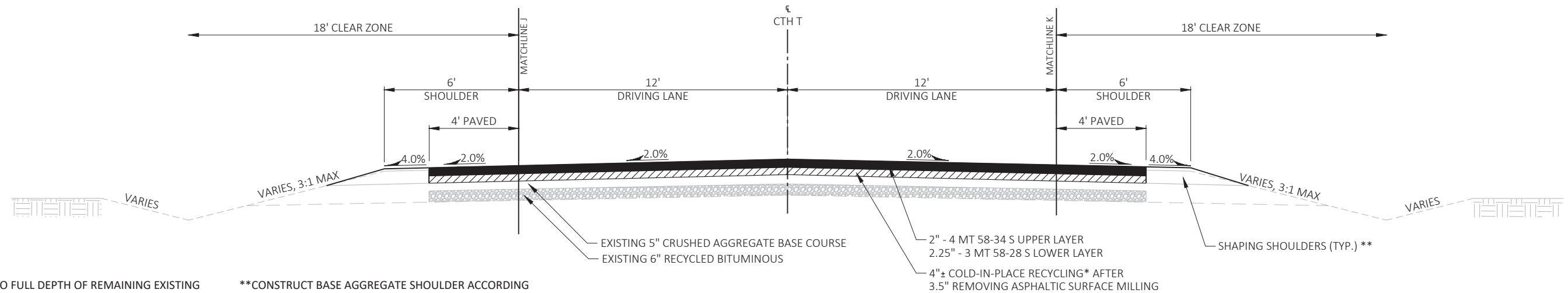
**TYPICAL FINISHED SECTION**STA. 29+20 - STA. 34+68
STA. 41+62 - STA. 44+13

*PERFORM CIR TO FULL DEPTH OF REMAINING EXISTING ASPHALT. VERIFY EXISTING PAVEMENT DEPTH PRIOR TO REMOVING ASPHALTIC SURFACE MILLING. ASSUME 15% SWELL FROM EXISTING ASPHALT TO CIR LAYER.

**CONSTRUCT BASE AGGREGATE SHOULDER ACCORDING TO "SHAPING SHOULDERS" SPECIFICATION. USE UNDISTRIBUTED 3/4-INCH BASE AGGREGATE DENSE QUANTITY IF ADDITIONAL MATERIAL IS NEEDED.

**PARTIAL TYPICAL FINISHED SECTION**

STA. 37+13 - STA. 44+13

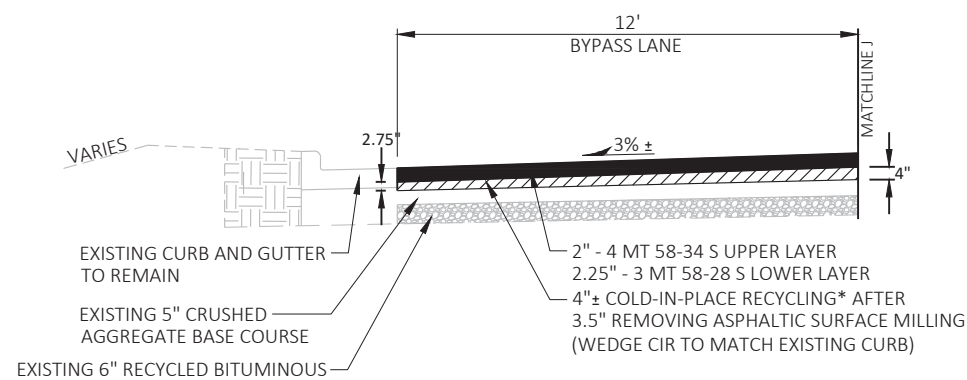


*PERFORM CIR TO FULL DEPTH OF REMAINING EXISTING ASPHALT. VERIFY EXISTING PAVEMENT DEPTH PRIOR TO REMOVING ASPHALTIC SURFACE MILLING. ASSUME 15% SWELL FROM EXISTING ASPHALT TO CIR LAYER.

**CONSTRUCT BASE AGGREGATE SHOULDER ACCORDING TO "SHAPING SHOULDERS" SPECIFICATION. USE UNDISTRIBUTED 3/4-INCH BASE AGGREGATE DENSE QUANTITY IF ADDITIONAL MATERIAL IS NEEDED.

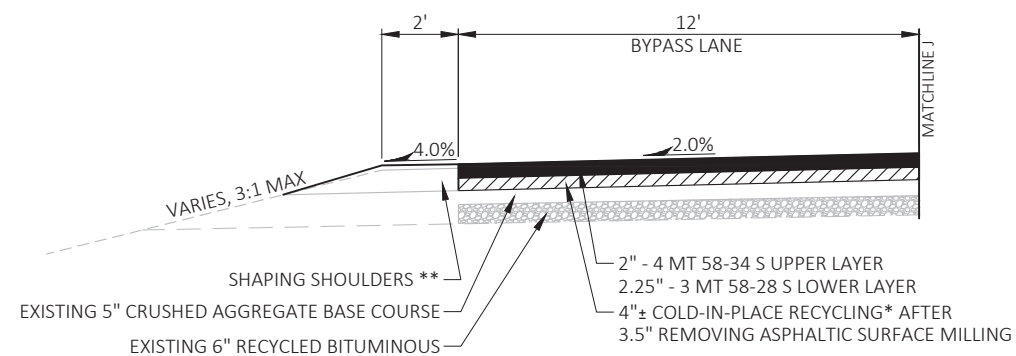
TYPICAL FINISHED SECTION

STA. 44+13 - STA. 81+49



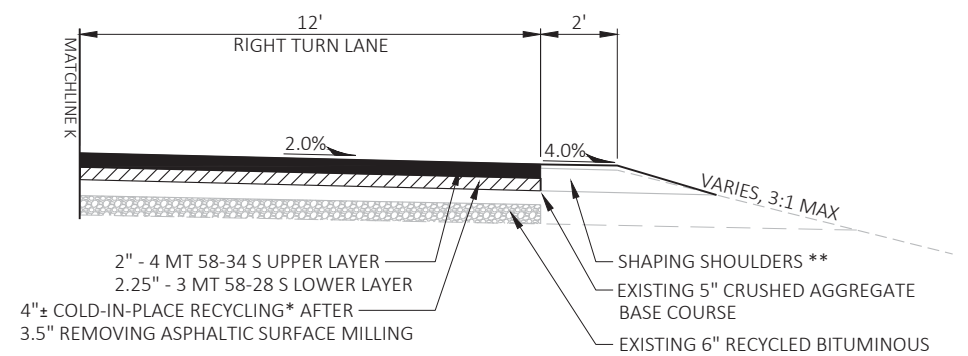
PARTIAL TYPICAL FINISHED SECTION

STA. 48+40 - STA. 51+63, LT.



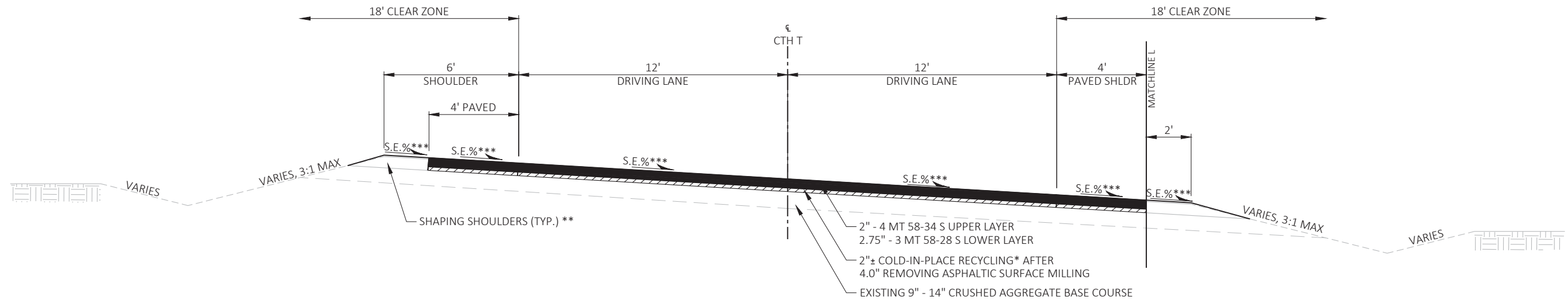
PARTIAL TYPICAL FINISHED SECTION

STA. 61+00 - STA. 63+56, LT.



PARTIAL TYPICAL FINISHED SECTION

STA. 47+40 - STA. 49+40, RT.
STA. 59+60 - STA. 61+55, RT.

**CURVE 2 SUPERELVATION**

STATION	EXISTING		PROPOSED	
	LEFT (%)	RIGHT (%)	LEFT (%)	RIGHT (%)
34+68	2.90%	2.80%	2.00%	2.00%
35+00	2.74%	3.63%	1.52%	2.00%
35+50	3.09%	3.36%	0.76%	2.00%
36+00	3.46%	4.32%	0.06%	2.00%
36+14	3.31%	4.92%	2.00%	2.00%
36+44	2.20%	5.10%	5.90%	5.90%
FULL SUPERELEVATION				
39+87	2.00%	4.53%	5.90%	5.90%
40+00	0.82%	3.79%	4.16%	4.16%
40+16	0.51%	3.45%	2.00%	2.00%
40+31	0.00%	3.75%	0.00%	2.00%
40+50	0.82%	4.10%	0.29%	2.00%
41+00	1.07%	4.19%	1.05%	2.00%
41+50	2.53%	4.10%	1.82%	2.00%
41+62	2.60%	3.19%	2.00%	2.00%

TYPICAL FINISHED SUPERELEVATED SECTION

STA. 34+68 - STA. 41+62

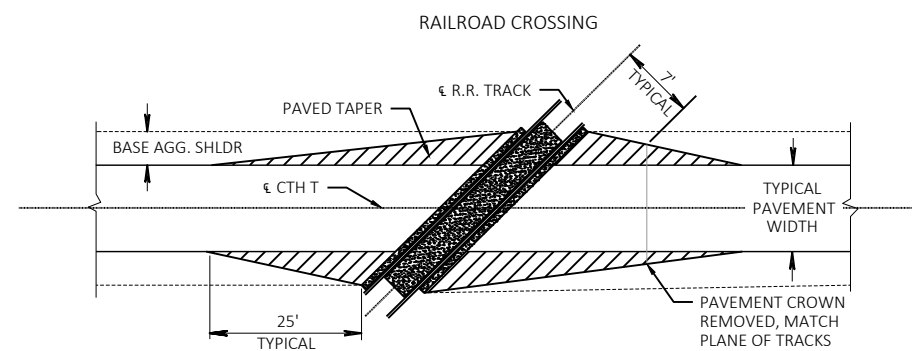
*PERFORM CIR TO FULL DEPTH OF REMAINING EXISTING ASPHALT. VERIFY EXISTING PAVEMENT DEPTH PRIOR TO REMOVING ASPHALTIC SURFACE MILLING. ASSUME 15% SWELL FROM EXISTING ASPHALT TO CIR LAYER.

***SEE SUPERELEVATION TABLE

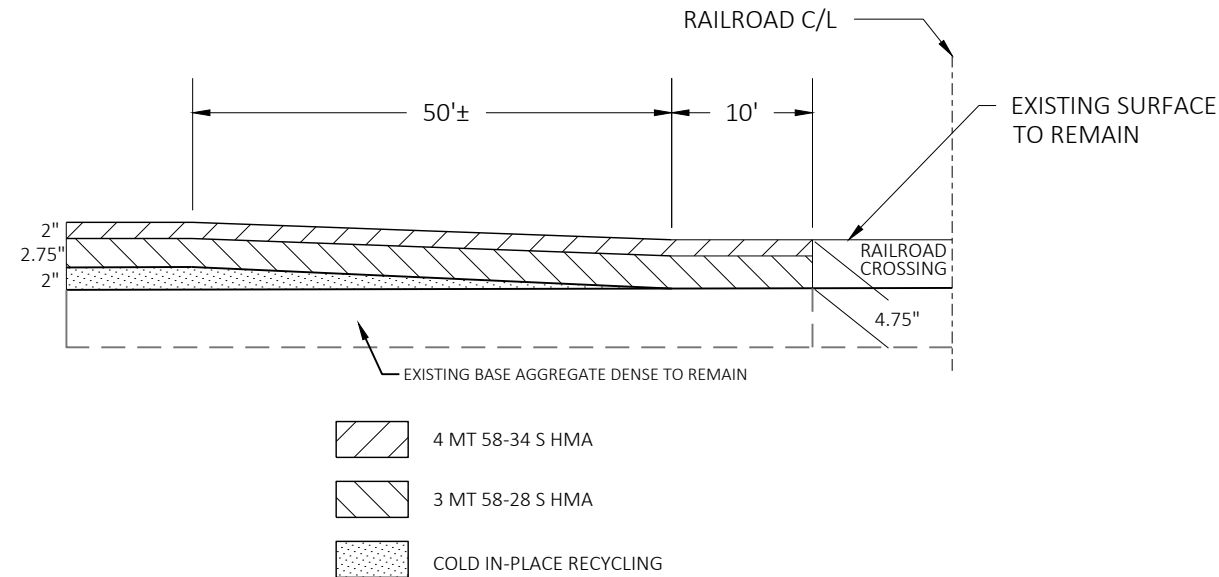
**CONSTRUCT BASE AGGREGATE SHOULDER ACCORDING TO "SHAPING SHOULDERS" SPECIFICATION. USE UNDISTRIBUTED 3/4-INCH BASE AGGREGATE DENSE QUANTITY IF ADDITIONAL MATERIAL IS NEEDED.

PARTIAL FINISHED SUPERELEVATED SECTION

STA. 37+13 - STA. 41+62

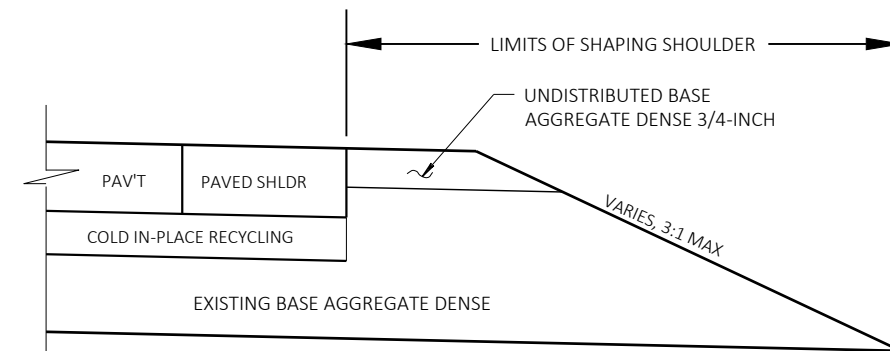


**PAVING LIMITS AT RAILROAD CROSSING
PLAN VIEW**

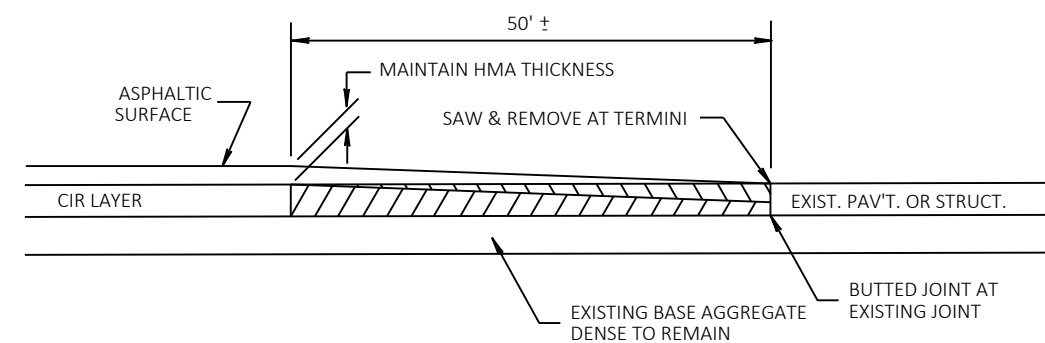


**RAILROAD CROSSING APPROACH
PROFILE VIEW**

-  4 MT 58-34 S HMA
-  3 MT 58-28 S HMA
-  COLD IN-PLACE RECYCLING



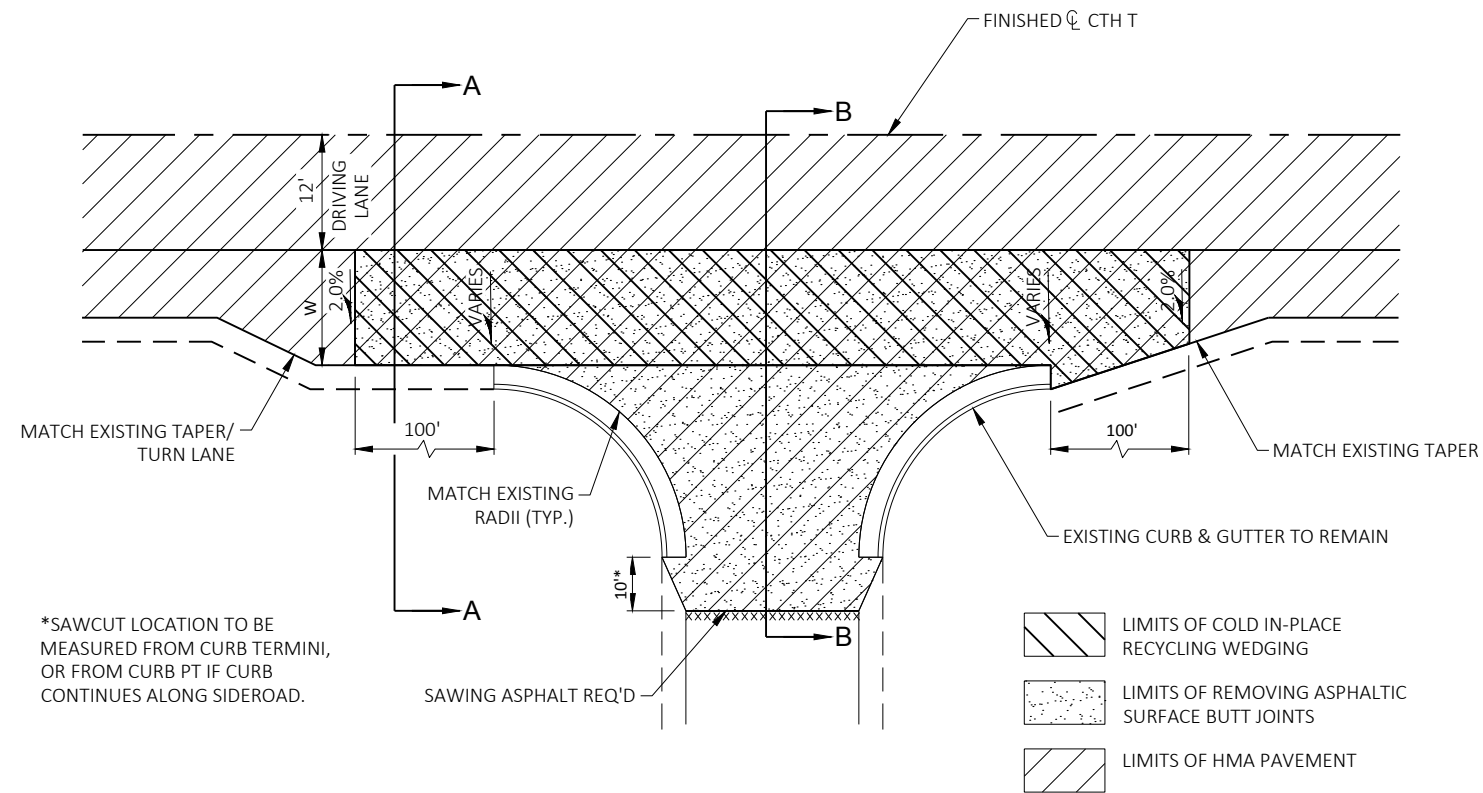
SHAPING SHOULDER DETAIL



**COLD IN-PLACE RECYCLING (CIR)
OVERLAP JOINT, BUTTED DETAIL**

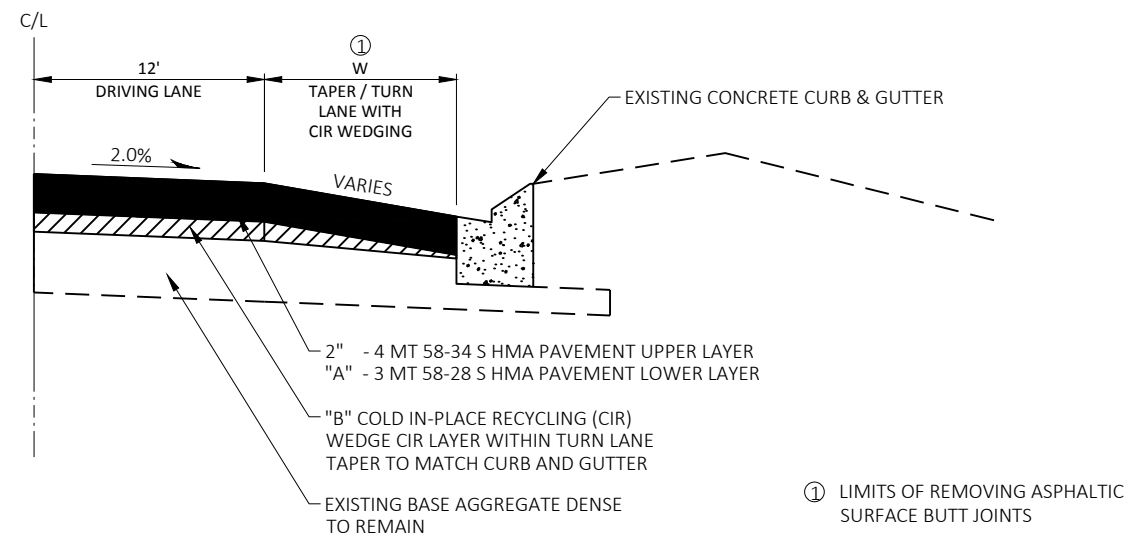
-  ASPHALTIC SURFACE REMOVAL
-  CIR LAYER WEDGING

NOTE: AT STA. 80+92 BEGIN CIR WEDGE 50'
PRIOR TO INTERSECTION CURB AND GUTTER.
DECREASE CIR THICKNESS SO HMA LAYERS
REMAIN CONSTANT AND MATCH CURB AND
GUTTER HEIGHT AND EXISTING PAVEMENT
SAWCUT.

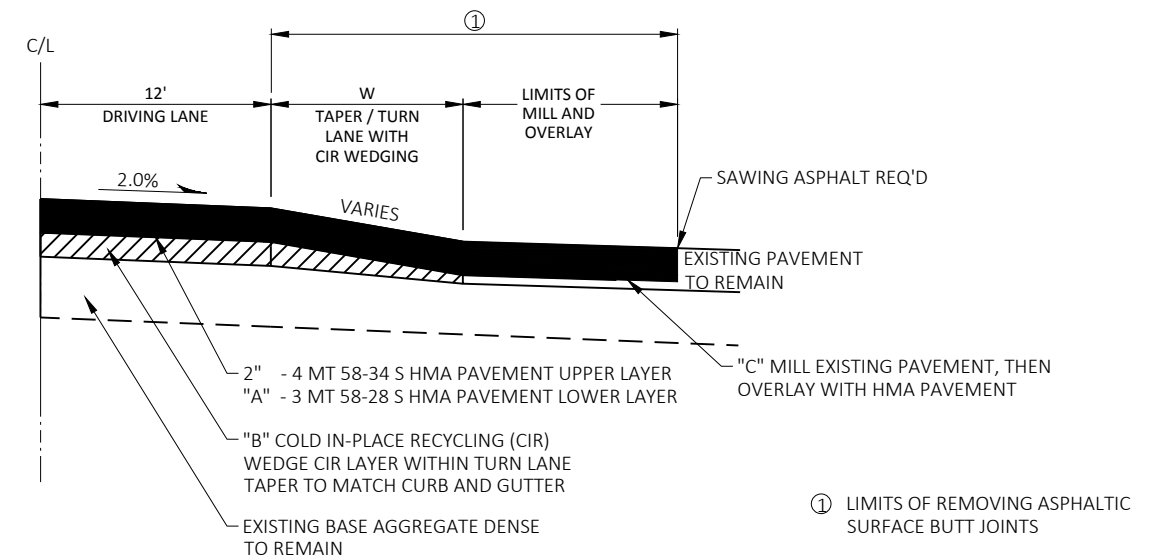


TYPICAL SIDEROAD DETAIL WITH CURB & GUTTER

ALPINE ROAD
VENTURE DRIVE
PROSPECT DRIVE
FORTUNE DRIVE

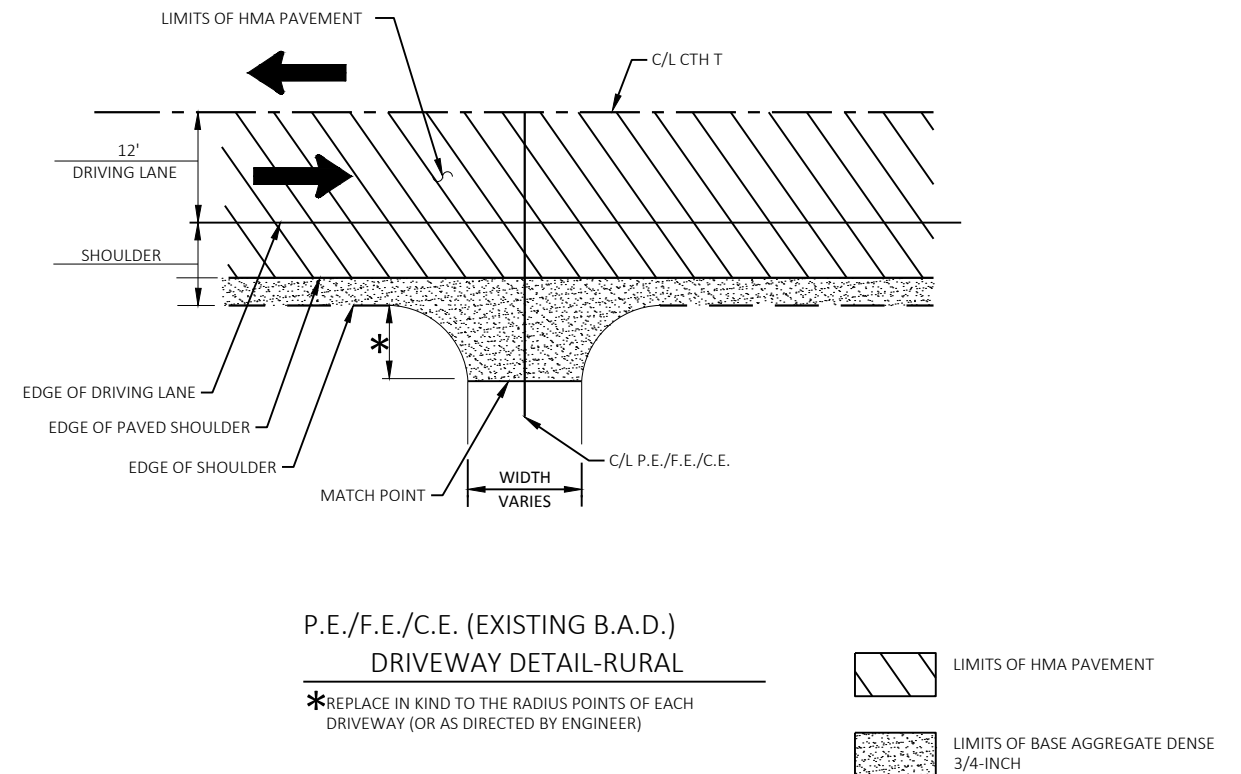
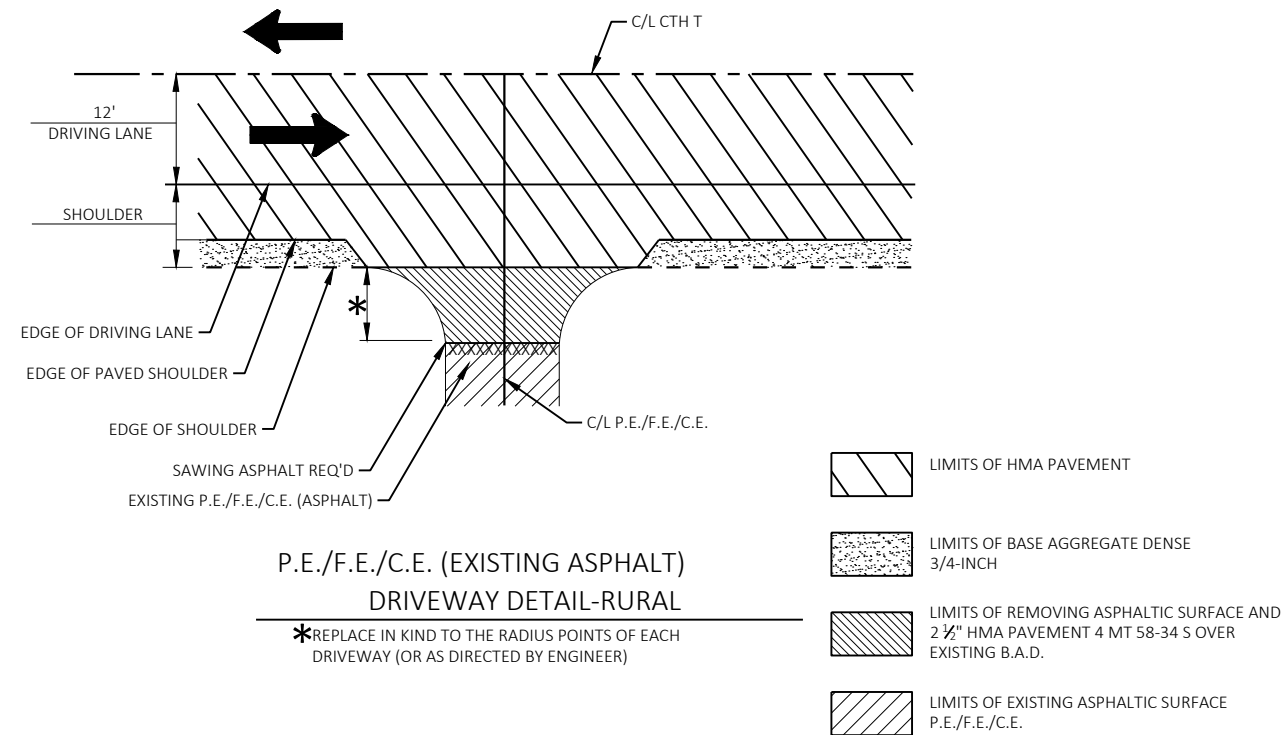


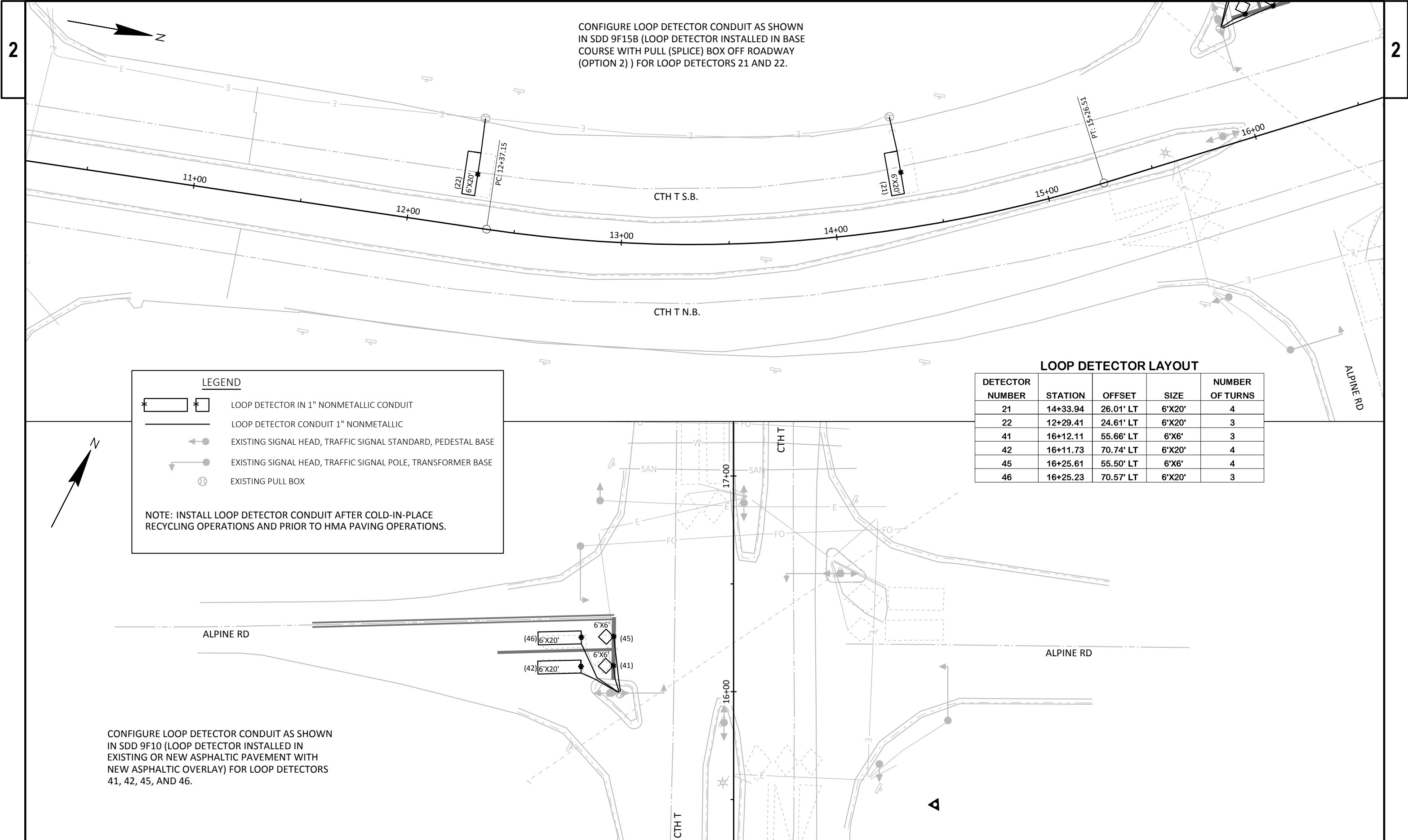
SECTION VIEW A - A



SECTION VIEW B - B

	W (FT)	A (IN)	B (IN)	C (IN)
ALPINE ROAD	11'	2.75"	2"	4.75"
VENTURE DRIVE	11'	2.75"	2"	4.75"
PROSPECT DRIVE	12'	2.25"	4"	4.25"
FORTUNE DRIVE	13'	2.25"	4"	4.25"





CONFIGURE LOOP DETECTOR CONDUIT AS SHOWN
IN SDD 9F15B (LOOP DETECTOR INSTALLED IN BASE
COURSE WITH PULL (SPLICE) BOX OFF ROADWAY
(OPTION 2)) FOR LOOP DETECTORS 21 AND 22.

LEGEND

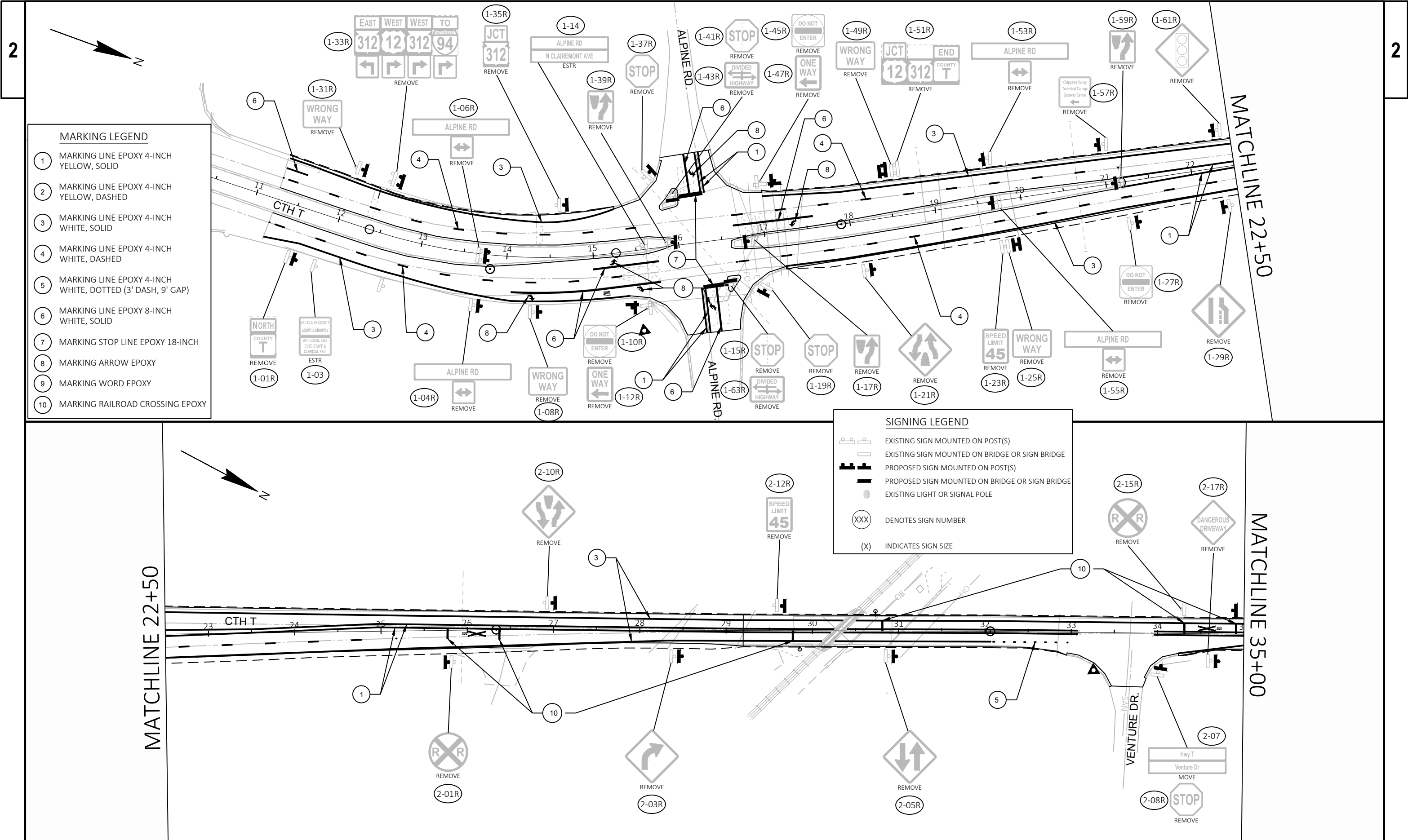
- LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
- LOOP DETECTOR CONDUIT 1" NONMETALLIC
- EXISTING SIGNAL HEAD, TRAFFIC SIGNAL STANDARD, PEDESTAL BASE
- EXISTING SIGNAL HEAD, TRAFFIC SIGNAL POLE, TRANSFORMER BASE
- EXISTING PULL BOX

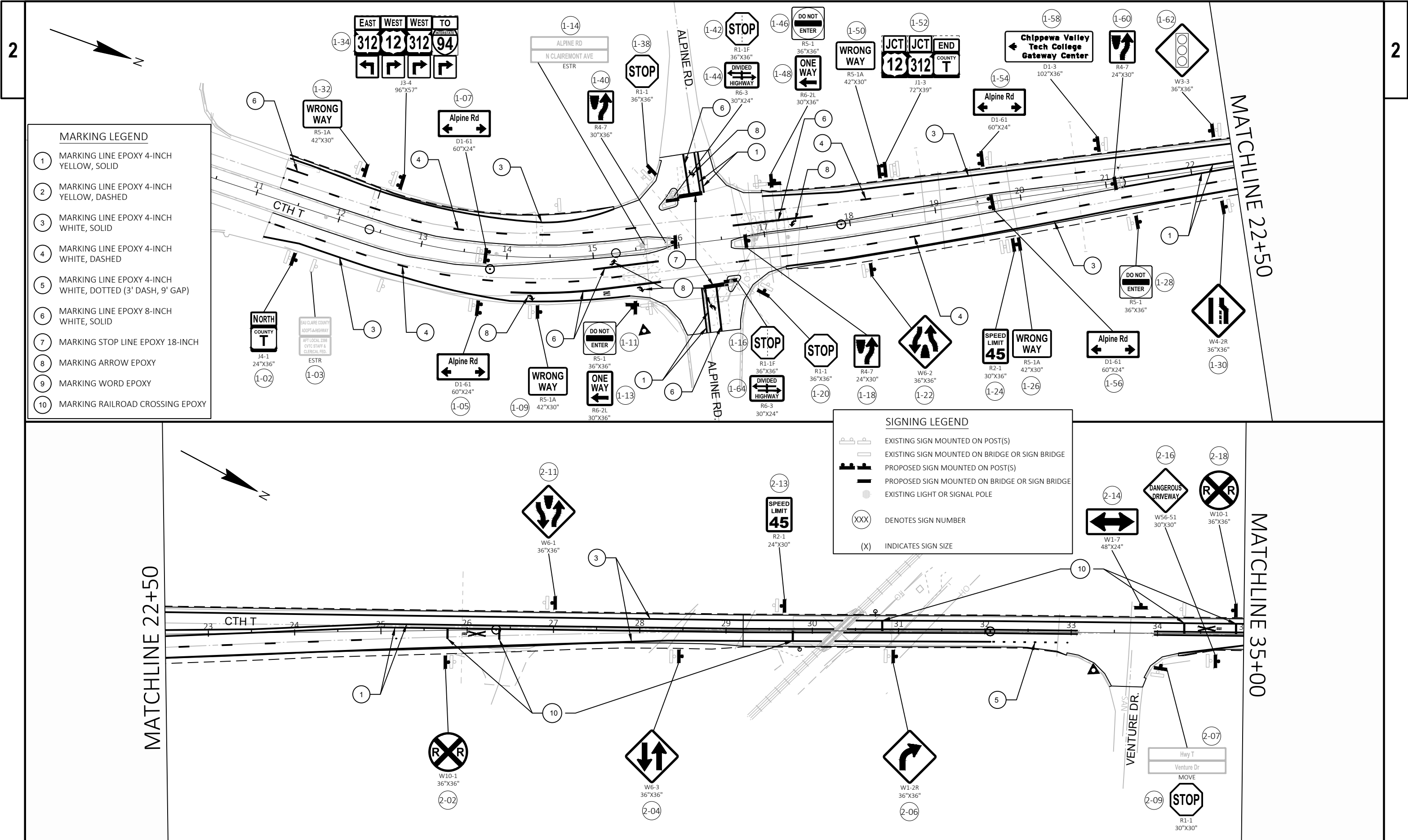
NOTE: INSTALL LOOP DETECTOR CONDUIT AFTER COLD-IN-PLACE
RECYCLING OPERATIONS AND PRIOR TO HMA PAVING OPERATIONS.

LOOP DETECTOR LAYOUT

DETECTOR NUMBER	STATION	OFFSET	SIZE	NUMBER OF TURNS
21	14+33.94	26.01' LT	6'X20'	4
22	12+29.41	24.61' LT	6'X20'	3
41	16+12.11	55.66' LT	6'X6'	3
42	16+11.73	70.74' LT	6'X20'	4
45	16+25.61	55.50' LT	6'X6'	4
46	16+25.23	70.57' LT	6'X20'	3

CONFIGURE LOOP DETECTOR CONDUIT AS SHOWN
IN SDD 9F10 (LOOP DETECTOR INSTALLED IN
EXISTING OR NEW ASPHALTIC PAVEMENT WITH
NEW ASPHALTIC OVERLAY) FOR LOOP DETECTORS
41, 42, 45, AND 46.



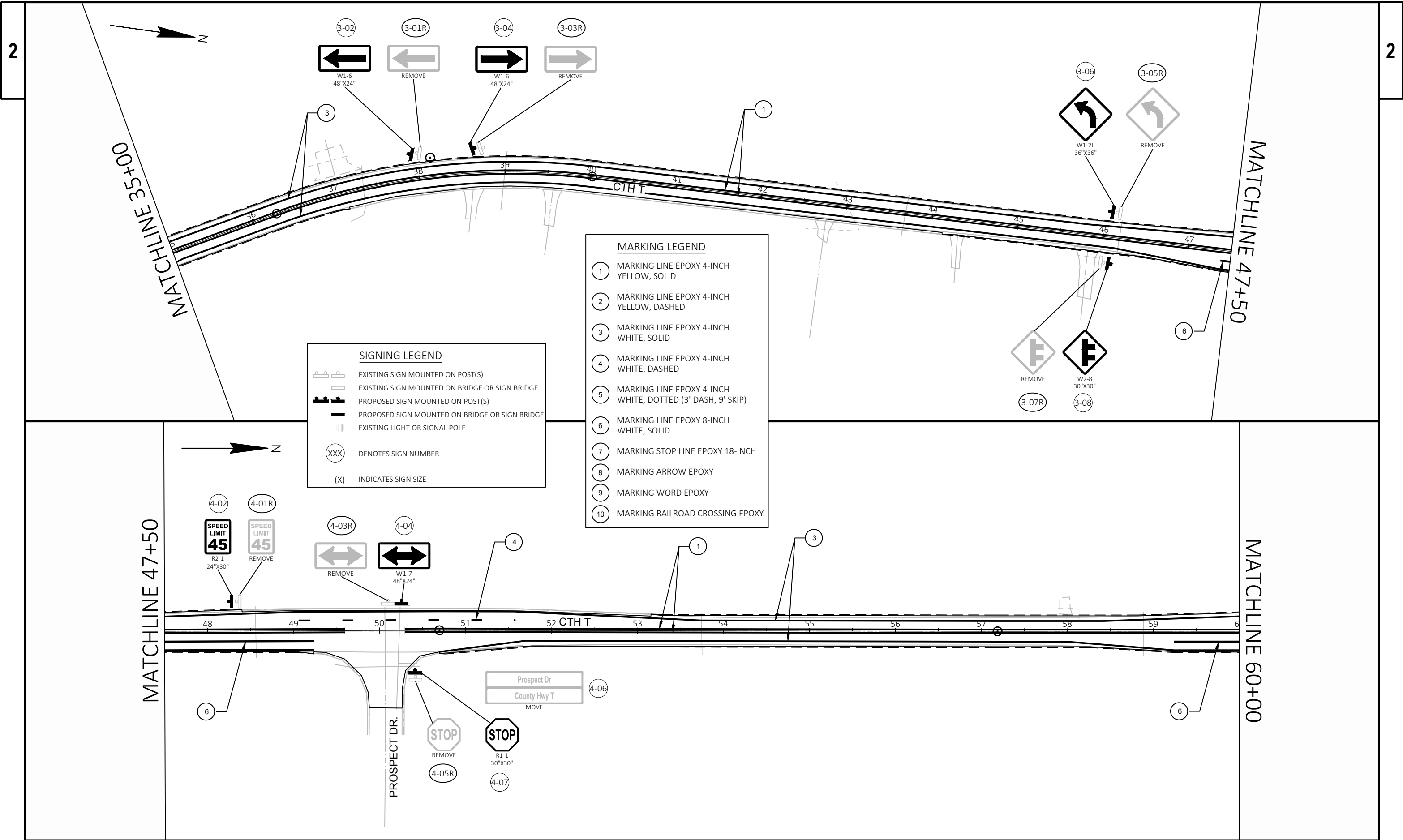


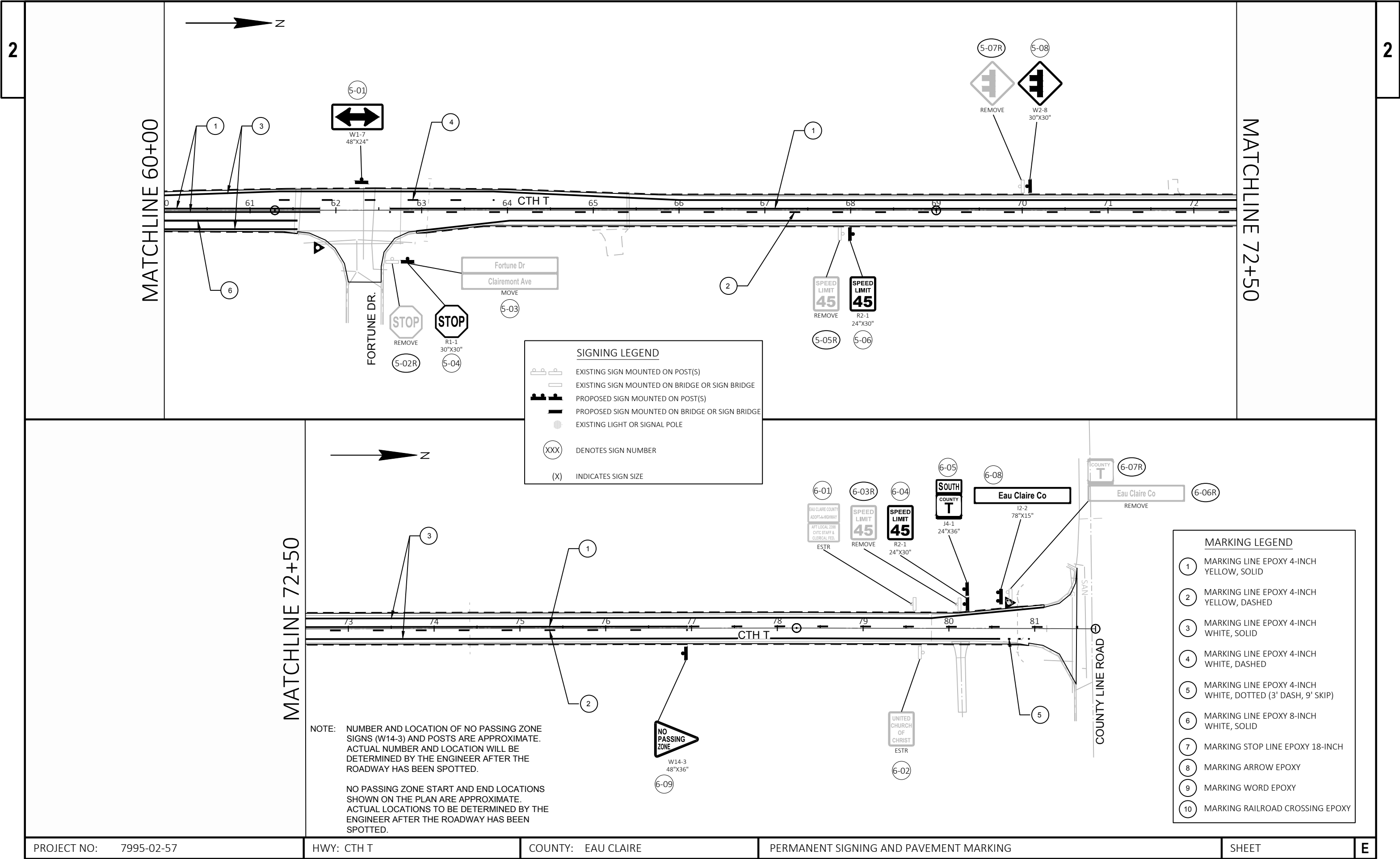
MARKING LEGEND

- 1 MARKING LINE EPOXY 4-INCH YELLOW, SOLID
- 2 MARKING LINE EPOXY 4-INCH YELLOW, DASHED
- 3 MARKING LINE EPOXY 4-INCH WHITE, SOLID
- 4 MARKING LINE EPOXY 4-INCH WHITE, DASHED
- 5 MARKING LINE EPOXY 4-INCH WHITE, DOTTED (3' DASH, 9' GAP)
- 6 MARKING LINE EPOXY 8-INCH WHITE, SOLID
- 7 MARKING STOP LINE EPOXY 18-INCH
- 8 MARKING ARROW EPOXY
- 9 MARKING WORD EPOXY
- 10 MARKING RAILROAD CROSSING EPOXY

SIGNING LEGEND

- EXISTING SIGN MOUNTED ON POST(S)
- EXISTING SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- PROPOSED SIGN MOUNTED ON POST(S)
- PROPOSED SIGN MOUNTED ON BRIDGE OR SIGN BRIDGE
- EXISTING LIGHT OR SIGNAL POLE
- DENOTES SIGN NUMBER
- INDICATES SIGN SIZE





2

GENERAL NOTES:

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

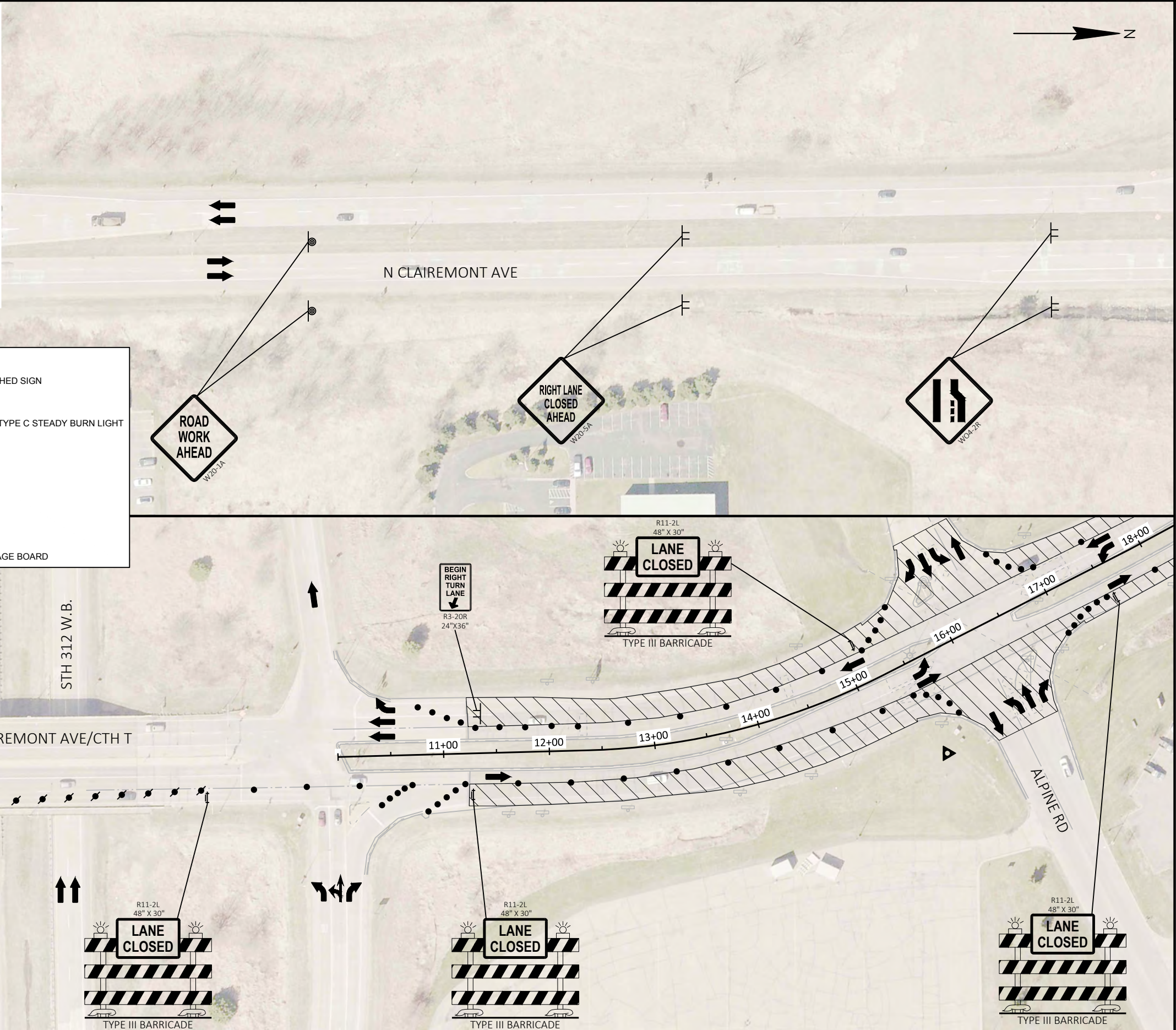
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER.

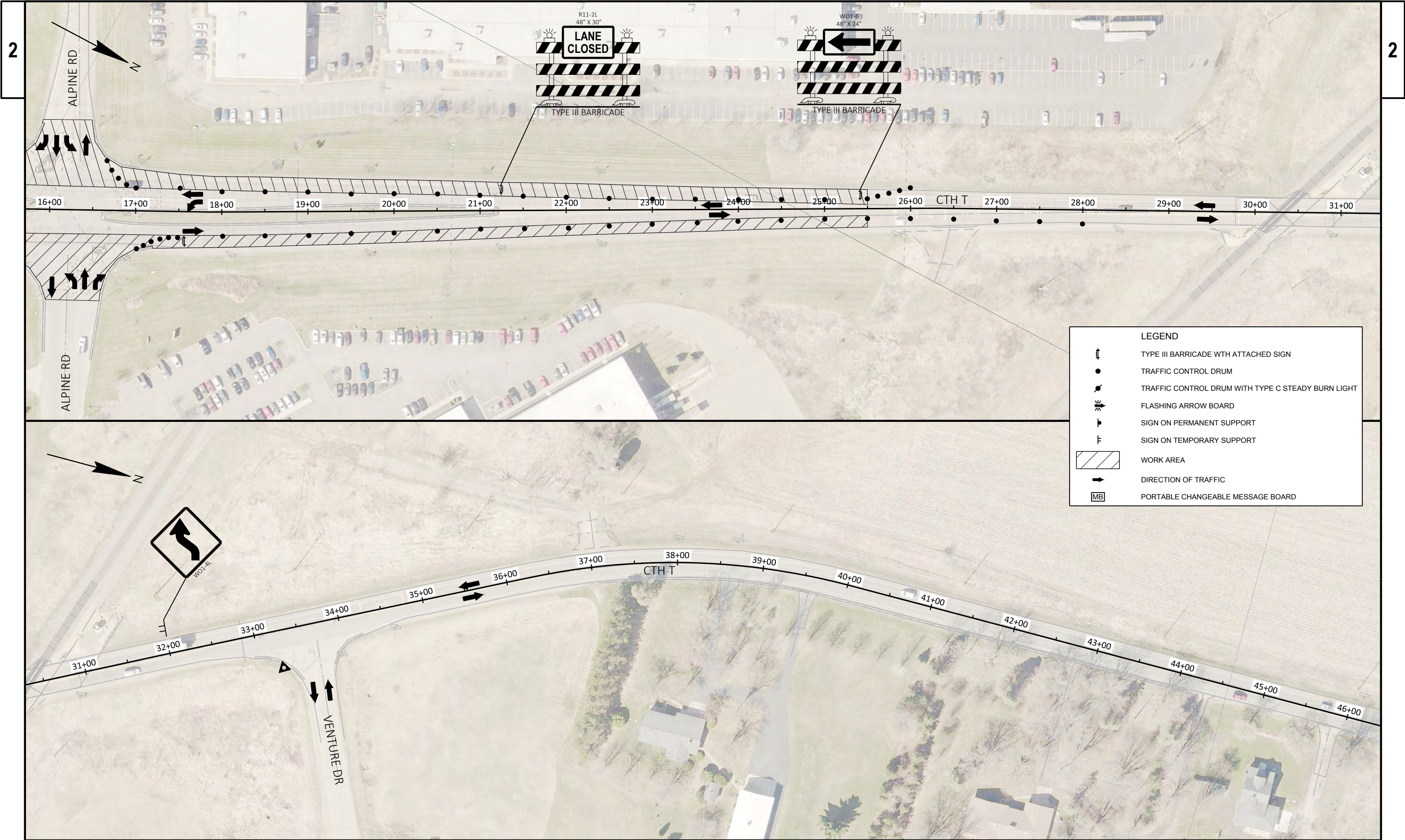
FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

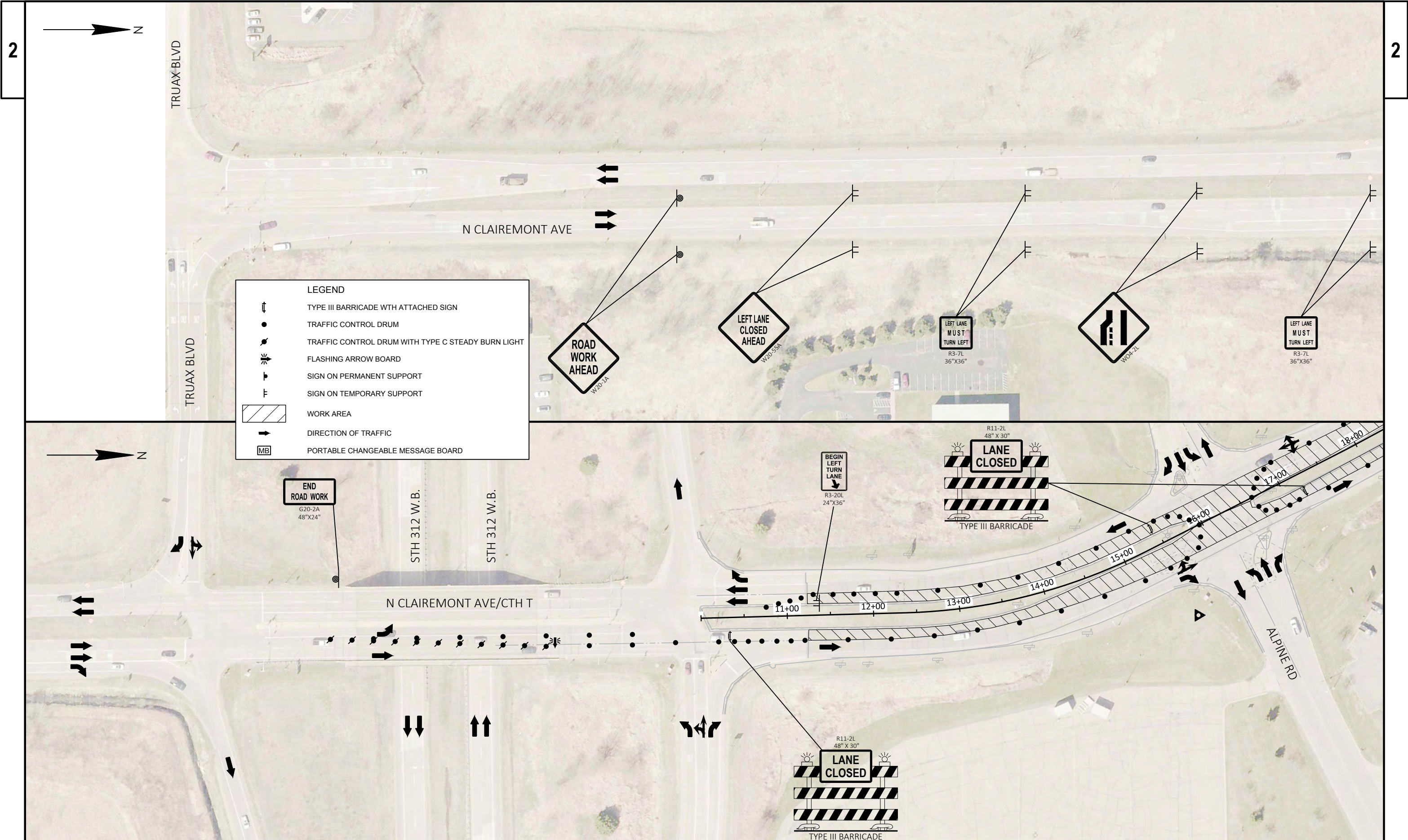
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

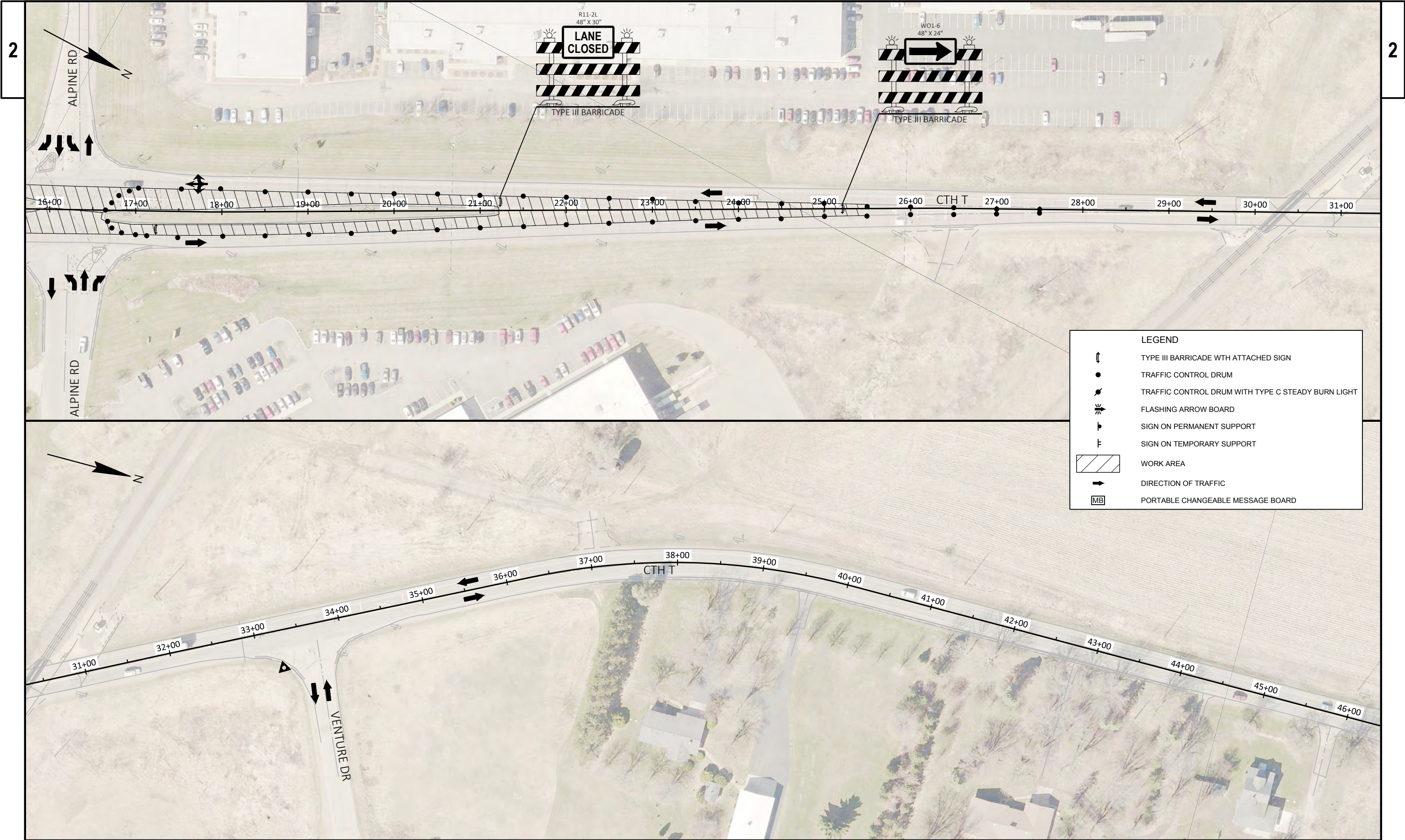
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION. ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS







PROJECT NO: 7995-02-57	HWY: CTH T	COUNTY: EAU CLAIRE	TRAFFIC CONTROL	SHEET	E
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PROJECT NO: 7995-02-57	HWY: CTH T	COUNTY: EAU CLAIRE	TRAFFIC CONTROL	SHEET	E
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Estimate Of Quantities

7995-02-57					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	90.000	90.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	5,850.000	5,850.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	29,600.000	29,600.000
0008	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 7995-02-57	LS	1.000	1.000
0010	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 7995-02-57	EACH	1.000	1.000
0012	211.0800.S	Base Repair for CIR Layer	CY	400.000	400.000
0014	213.0100	Finishing Roadway (project) 01. 7995-02-57	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	180.000	180.000
0018	305.0500	Shaping Shoulders	STA	130.000	130.000
0020	327.1000.S	CIR Asphaltic Base Layer	SY	33,150.000	33,150.000
0022	455.0605	Tack Coat	GAL	4,370.000	4,370.000
0024	455.0770.S	Asphalt Stabilizing Agent	TON	115.000	115.000
0026	460.2000	Incentive Density HMA Pavement	DOL	5,930.000	5,930.000
0028	460.6223	HMA Pavement 3 MT 58-28 S	TON	5,170.000	5,170.000
0030	460.6244	HMA Pavement 4 MT 58-34 S	TON	4,090.000	4,090.000
0032	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	13.000	13.000
0034	618.0100	Maintenance And Repair of Haul Roads (project) 01. 7995-02-57	EACH	1.000	1.000
0036	619.1000	Mobilization	EACH	1.000	1.000
0038	624.0100	Water	MGAL	33.000	33.000
0040	628.7015	Inlet Protection Type C	EACH	12.000	12.000
0042	628.7555	Culvert Pipe Checks	EACH	55.000	55.000
0044	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	3.000	3.000
0046	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	31.000	31.000
0048	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	15.000	15.000
0050	634.0620	Posts Wood 4x6-Inch X 20-FT	EACH	5.000	5.000
0052	637.2210	Signs Type II Reflective H	SF	308.290	308.290
0054	637.2215	Signs Type II Reflective H Folding	SF	14.920	14.920
0056	637.2230	Signs Type II Reflective F	SF	135.890	135.890
0058	638.2102	Moving Signs Type II	EACH	3.000	3.000
0060	638.2602	Removing Signs Type II	EACH	52.000	52.000
0062	638.3000	Removing Small Sign Supports	EACH	47.000	47.000
0064	642.5001	Field Office Type B	EACH	1.000	1.000
0066	643.0300	Traffic Control Drums	DAY	1,568.000	1,568.000
0068	643.0420	Traffic Control Barricades Type III	DAY	77.000	77.000
0070	643.0705	Traffic Control Warning Lights Type A	DAY	154.000	154.000
0072	643.0715	Traffic Control Warning Lights Type C	DAY	168.000	168.000
0074	643.0800	Traffic Control Arrow Boards	DAY	14.000	14.000

Estimate Of Quantities

7995-02-57					
Line	Item	Item Description	Unit	Total	Qty
0076	643.0900	Traffic Control Signs	DAY	1,175.000	1,175.000
0078	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0080	643.5000	Traffic Control	EACH	1.000	1.000
0082	646.1020	Marking Line Epoxy 4-Inch	LF	13,760.000	13,760.000
0084	646.3020	Marking Line Epoxy 8-Inch	LF	885.000	885.000
0086	646.4520	Marking Line Same Day Epoxy 4-Inch	LF	9,950.000	9,950.000
0088	646.5020	Marking Arrow Epoxy	EACH	6.000	6.000
0090	646.5120	Marking Word Epoxy	EACH	1.000	1.000
0092	646.5320	Marking Railroad Crossings Epoxy	EACH	2.000	2.000
0094	646.6120	Marking Stop Line Epoxy 18-Inch	LF	60.000	60.000
0096	648.0100	Locating No-Passing Zones	MI	1.070	1.070
0098	649.0105	Temporary Marking Line Paint 4-Inch	LF	11,020.000	11,020.000
0100	650.8000	Construction Staking Resurfacing Reference	LF	8,007.000	8,007.000
0102	650.8500	Construction Staking Electrical Installations (project) 01. 7995-02-57	LS	1.000	1.000
0104	650.9910	Construction Staking Supplemental Control (project) 01. 7995-02-57	LS	1.000	1.000
0106	652.0800	Conduit Loop Detector	LF	372.000	372.000
0108	652.0900	Loop Detector Slots	LF	350.000	350.000
0110	655.0800	Loop Detector Wire	LF	1,887.000	1,887.000
0112	690.0150	Sawing Asphalt	LF	485.000	485.000
0114	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0116	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0118	SPV.0105	Special 02. Material Transfer Vehicle	LS	1.000	1.000

ASPHALT REMOVAL ITEMS				
STATION - STATION	LOCATION	204.0110	204.0115	204.0120
		REMOVING ASPHALTIC SURFACE (SY)	REMOVING ASPHALTIC SURFACE BUTT JOINTS (SY)	REMOVING ASPHALTIC SURFACE MILLING (SY)
11+23 - 11+73	CTH T, NB	--	194	--
11+23 - 11+73	CTH T, SB	--	218	--
11+73 - 21+21	CTH T, NB	--	--	3170
11+73 - 21+21	CTH T, SB	--	--	3360
21+21 - 29+72	CTH T	--	--	4250
29+62 - 30+22	CTH T	--	245	--
30+37 - 30+97	CTH T	--	246	--
30+97 - 44+13	CTH T	--	--	4830
44+13 - 80+43	CTH T	--	--	13990
80+43 - 81+49	CTH T	--	616	--
14+36 - 18+00	CTH T, RT (ALPINE RD)	--	1087	--
14+30 - 17+82	CTH T, LT (ALPINE RD)	--	967	--
32+00 - 35+25	CTH T, RT (VENTURE DR)	--	597	--
48+23 - 51+70	CTH T, RT (PROSPECT DR)	--	797	--
60+55 - 81+49	CTH T, RT (FORTUNE DR)	--	883	--
44+30	CTH T, RT (P.E.)	25	--	--
45+85	CTH T, RT (P.E.)	44	--	--
80+14	CTH T, RT (P.E.)	21	--	--
TOTALS =		90	5850	29600

SHOULDERING ITEMS				
STATION - STATION	LOCATION	305.0110	305.0500	624.0100
		BASE AGGREGATE DENSE 3/4-INCH (TON)	SHAPING SHOULDERS (STA)	WATER (MGAL)
11+23 - 15+30	CTH T, LT	3	5	1
11+23 - 15+30	CTH T, RT	3	5	1
16+00 - 30+23	CTH T, LT	9	15	3
16+00 - 30+23	CTH T, RT	9	15	3
30+37 - 44+13	CTH T, LT	18	15	4
30+37 - 33+00	CTH T, RT	4	3	1
34+25 - 37+13	CTH T, RT	4	3	1
44+13 - 48+40	CTH T, LT	8	5	1
44+46 - 45+68	CTH T, RT	3	2	1
46+00 - 49+23	CTH T, RT	5	4	1
50+69 - 61+55	CTH T, RT	23	12	3
53+15 - 80+92	CTH T, LT	55	28	8
63+31 - 80+92	CTH T, RT	36	18	5
TOTALS =		180	130	33

HMA ITEMS						
		211.0100 PREPARE FOUNDATION FOR ASPHALTIC PAVING	460.6223 HMA PAVEMENT 3 MT 58-28 S	460.6244 HMA PAVEMENT 4 MT 58-34 S	455.0605 TACK COAT	SPV.0105.02 MATERIAL TRANSFER VEHICLE
<u>STATION - STATION</u>	<u>LOCATION</u>	<u>(LS)</u>	<u>(TON)</u>	<u>(TON)</u>	<u>(GAL)</u>	<u>(LS)</u>
11+23 - 81+49	CTH T	1	--	--	--	1
11+23 - 30+23	CTH T	--	2135	1555	1660	--
30+38 - 44+13	CTH T	--	910	655	700	--
44+13 - 81+49	CTH T	--	2125	1880	2010	--
	TOTALS =	1	5170	4090	4370	1

COLD-IN-PLACE RECYCLING ITEMS					
STATION - STATION	LOCATION	211.0700.S	211.0800.S	327.1000.S	455.0770.S
		PREPARE FOUNDATION FOR CIR BASE LAYER (EACH)	BASE REPAIR FOR CIR LAYER (CY)	CIR ASPHALT BASE LAYER (SY)	ASPHALT STABILIZATION AGENT (TON)
11+23 - 81+49	CTH T	1	400	--	--
11+23 - 21+22	CTH T, NB	--	--	3835	10
11+23 - 21+22	CTH T, SB	--	--	4085	10
21+22 - 30+13	CTH T	--	--	4440	11
30+47 - 44+13	CTH T	--	--	5310	13
44+13 - 81+49	CTH T	--	--	15480	71
TOTALS =		1	400	33150	115

ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES		
STATION	LOCATION	465.0120 (TON)
44+31	CTH T, RT (P.E.)	4
45+87	CTH T, RT (P.E.)	6
80+14	CTH T, RT (P.E.)	3
TOTAL =		13

EROSION CONTROL			
STATION	LOCATION	628.7015	628.7555
		INLET PROTECTION TYPE C (EACH)	CULVERT PIPE CHECKS (EACH)
13+13	CTH T MEDIAN, LT & RT	2	--
15+91	CTH T MEDIAN, LT & RT	2	--
16+92	CTH T, RT	--	3
18+87	CTH T MEDIAN, LT & RT	2	--
18+97	CTH T MEDIAN, LT & RT	2	--
20+65	CTH T, RT	--	5
25+92	CTH T, RT	--	5
30+85	CTH T, RT	--	3
31+56	CTH T, LT	--	5
36+78	CTH T, LT (P.E.)	--	5
42+56	CTH T, RT (P.E.)	--	3
43+17	CTH T, RT	1	--
57+89	CTH T, LT	--	3
63+05	CTH T, RT	--	7
74+42	CTH T, RT	--	7
80+80	CTH T, RT	--	3
--	UNDISTRIBUTED	3	6
TOTALS =		12	55

PERMANENT SIGNING - REMOVALS

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	638.2602 REMOVING SIGNS TYPE II (EACH)	638.3000 REMOVING SMALL SIGN SUPPORTS (EACH)	REMARKS
1-01R	11+60	CTH T, RT	J4-1	M3-1, M1-5A	NORTH, CTH T	1	1	
1-04R	13+18	CTH T, RT	--	STREET SIGN	ALPINE RD; <-->	1	1	
1-06R	13+18	CTH T, RT (MEDIAN)	--	STREET SIGN	ALPINE RD; <-->	1	2	
1-08R	14+31	CTH T, RT	R5-1A	WRONG WAY		1	1	
1-10R	15+55	CTH T, RT	R5-1	DO NOT ENTER		1	1	
1-12R	15+55	CTH T, RT	R6-2L	ONE WAY <--		1	--	MOUNTED BELOW SIGN 1-10R
1-15R	16+55	CTH T, RT (ALPINE RD)	R1-1F	STOP (FOLDING)		1	--	
1-63R	16+55	CTH T, RT (ALPINE RD)	R6-3	DIVIDED HIGHWAY		1	--	MOUNTED BELOW SIGN 1-15R
1-17R	16+88	CTH T, RT (MEDIAN)	R4-7	KEEP RIGHT		1	1	
1-19R	16+88	CTH T, RT (ALPINE RD)	R1-1	STOP		1	1	
1-21R	18+09	CTH T, RT	W6-2	DIVIDED HIGHWAY ENDS		1	1	
1-23R	19+71	CTH T, RT	R2-1	SPEED LIMIT	45	1	1	
1-25R	19+71	CTH T, RT	R5-1A	WRONG WAY		1	--	MOUNTED TO BACK OF SIGN 1-23R
1-27R	21+23	CTH T, RT	R5-1	DO NOT ENTER		1	1	
1-29R	22+39	CTH T, RT	W4-2R	RIGHT LANE ENDS		1	1	
1-31R	12+00	CTH T, LT	R5-1A	WRONG WAY		1	1	
1-33R	12+43	CTH T, LT	J3-4	J ASSEMBLY		1	3	
1-35R	14+59	CTH T, LT	J1-1	J ASSEMBLY		1	1	
1-37R	15+74	CTH T, LT (ALPINE RD)	R1-1	STOP		1	1	
1-39R	15+86	CTH T, LT	R4-7	KEEP RIGHT		1	1	
1-41R	16+00	CTH T, LT (ALPINE RD)	R1-1F	STOP (FOLDING)		1	--	
1-43R	16+00	CTH T, LT (ALPINE RD)	R6-3	DIVIDED HIGHWAY		1	--	MOUNTED BELOW SIGN 1-41R
1-45R	17+05	CTH T, LT	R5-1	DO NOT ENTER		1	1	
1-47R	17+05	CTH T, LT	R6-2L	ONE WAY <--		1	--	MOUNTED BELOW SIGN 1-45R
1-49R	18+63	CTH T, LT	R5-1A	WRONG WAY		1	--	MOUNTED ON BACK OF SIGN 1-51R
1-51R	18+63	CTH T, LT	J1-3	J ASSEMBLY		1	2	
1-53R	19+71	CTH T, LT	--	STREET SIGN	ALPINE RD; <-->	1	1	
1-55R	19+71	CTH T, RT (MEDIAN)	--	STREET SIGN	ALPINE RD; <-->	1	1	
1-57R	21+06	CTH T, LT	SPECIAL	DESTINATION DIRECTION	CHIPPEWA VALLEY TECHNICAL COLLEGE GATEWAY CENTER <--	1	1	
1-59R	21+15	CTH T, LT (MEDIAN)	R4-1	KEEP RIGHT		1	1	
1-61R	22+39	CTH T, LT	W3-1	TRAFFIC SIGNALS AHEAD		1	1	
2-01R	25+82	CTH T, RT	W10-1	RAILROAD CROSSING		1	1	
2-03R	28+40	CTH T, RT	W1-2R	ROAD CURVES RIGHT		1	1	
2-05R	30+88	CTH T, RT	W6-3	TWO-WAY TRAFFIC		1	1	
2-08R	33+95	CTH T, RT (VENTURE DR)	R1-1	STOP		1	1	
2-10R	26+89	CTH T, LT	W6-1	DIVIDED HIGHWAY BEGINS		1	1	
2-12R	29+55	CTH T, LT	R2-1	SPEED LIMIT	45	1	1	
2-15R	34+62	CTH T, RT	W56-51	DANGEROUS DRIVEWAY		1	1	
2-17R	34+91	CTH T, LT	W10-1	RAILROAD CROSSING		1	1	
3-01R	38+01	CTH T, LT	W1-6	LARGE ARROW LEFT		1	1	
3-03R	38+68	CTH T, LT	W1-6	LARGE ARROW RIGHT		1	1	
3-05R	46+13	CTH T, LT	W1-2L	ROAD CURVES LEFT		1	1	
3-07R	46+06	CTH T, RT	W2-8	DOUBLE SIDE ROADS RIGHT		1	1	
4-01R	48+34	CTH T, LT	R2-1	SPEED LIMIT	45	1	1	
4-03R	50+13	CTH T, LT	W1-7	TWO-DIRECTION LARGE ARROW		1	1	
4-05R	50+34	CTH T, RT (PROSPECT DR)	R1-1	STOP		1	1	
5-02R	62+58	CTH T, RT (FORTUNE DR)	R1-1	STOP		1	1	
5-05R	67+91	CTH T, RT	R2-1	SPEED LIMIT	45	1	1	
5-07R	69+97	CTH T, LT	W2-8	DOUBLE SIDE ROADS LEFT		1	1	
6-03R	80+09	CTH T, LT	R2-1	SPEED LIMIT	45	1	1	
6-06R	80+73	CTH T, LT	I2-2	COUNTY	EAU CLAIRE CO	1	1	
6-07R	80+73	CTH T, LT	M1-5A		CTH T	1	--	MOUNTED ABOVE SIGN 6-06R
TOTALS =						52	47	

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PERMANENT SIGNING - PROPOSED

638.2102

SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (IN)	SIGNS TYPE II REFLECTIVE			POSTS WOOD 4X6-INCH				MOVING SIGNS TYPE II (EACH)	REMARKS
							637.2210	637.2215	637.2230	634.0614	634.0616	634.0618	634.062		
							H (SF)	H FOLDING (SF)	F (SF)	14-FT (EACH)	16-FT (EACH)	18-FT (EACH)	20-FT (EACH)		
1-02	11+60	CTH T, RT	J4-1	M3-1, M1-5A	NORTH, CTH T	24X36	6.00	--	--	--	1	--	--	--	EXISTING SIGN TO REMAIN
1-03	11+92	CTH T, RT	--	--	ADOPT-A-HIGHWAY	--	--	--	--	--	--	--	--	--	
1-05	13+18	CTH T, RT	D1-61	STREET SIGN	ALPINE RD, <-- -->	60X24	10.00	--	--	--	1	1	--	--	
1-07	13+18	CTH T, RT (MEDIAN)	D1-61	STREET SIGN	ALPINE RD, <-- -->	60X24	10.00	--	--	--	1	1	--	--	
1-09	14+31	CTH T, RT	R5-1A	WRONG WAY		42X30	8.75	--	--	--	1	--	--	--	
1-11	15+55	CTH T, RT	R5-1	DO NOT ENTER		36X36	9.00	--	--	--	1	--	--	--	MOUNTED BELOW SIGN 1-11 EXISTING SIGN TO REMAIN
1-13	15+55	CTH T, RT	R6-2L	ONE WAY <--		30X36	7.50	--	--	--	--	--	--	--	
1-14	15+58	CTH T, LT (MEDIAN)	--	STREET SIGN	ALPINE RD, N CLAIREMONT AVE	--	--	--	--	--	--	--	--	--	
1-16	16+55	CTH T, RT (ALPINE RD)	R1-1F	STOP (FOLDING)		36X36	--	7.46	--	--	--	--	--	--	
1-64	16+55	CTH T, RT (ALPINE RD)	R6-3	DIVIDED HIGHWAY		30X24	5.00	--	--	--	--	--	--	--	
1-18	16+88	CTH T, RT (MEDIAN)	R4-7	KEEP RIGHT		24X30	5.00	--	--	1	--	--	--	--	MOUNTED TO BACK OF SIGN 1-24
1-20	16+88	CTH T, RT (ALPINE RD)	R1-1	STOP		36X36	7.46	--	--	--	1	--	--	--	
1-22	18+09	CTH T, RT	W6-2	DIVIDED HIGHWAY ENDS		36X36	--	--	9.00	--	--	1	--	--	
1-24	19+71	CTH T, RT	R2-1	SPEED LIMIT	45	30X36	7.50	--	--	--	1	--	--	--	
1-26	19+71	CTH T, RT	R5-1A	WRONG WAY		42X30	8.75	--	--	--	--	--	--	--	
1-28	21+23	CTH T, RT	R5-1	DO NOT ENTER		36X36	9.00	--	--	--	1	--	--	--	
1-30	22+39	CTH T, RT	W4-2R	RIGHT LANE ENDS		36X36	--	--	9.00	--	--	1	--	--	
1-32	12+00	CTH T, LT	R5-1A	WRONG WAY		42X30	8.75	--	--	--	1	--	--	--	
1-34	12+43	CTH T, LT	J3-4	M3-2, M1-6, M5-1L; M3-4, M1-4, M5-1R; EAST, STH 312, ↖ ; WEST, USH 12, ↗ ; M3-4, M1-6, M5-1R; M4-5, M1-1, M5-1R WEST, STH 312, ↗ ; TO, IH 94, ↗		96X57	38.00	--	--	--	--	--	3	--	
1-38	15+74	CTH T, LT (ALPINE RD)	R1-1	STOP		36X36	7.46	--	--	--	1	--	--	--	
1-40	15+86	CTH T, LT	R4-7	KEEP RIGHT		30X36	7.50	--	--	1	--	--	--	--	MOUNTED BELOW SIGN 1-42
1-42	16+00	CTH T, LT (ALPINE RD)	R1-1F	STOP (FOLDING)		36X36	--	7.46	--	--	--	--	--	--	
1-44	16+00	CTH T, LT (ALPINE RD)	R6-3	DIVIDED HIGHWAY		30X24	5.00	--	--	--	--	--	--	--	
1-46	17+05	CTH T, LT	R5-1	DO NOT ENTER		36X36	9.00	--	--	--	1	--	--	--	
1-48	17+05	CTH T, LT	R6-2L	ONE WAY <--		30X36	7.50	--	--	--	--	--	--	--	
1-50	18+63	CTH T, LT	R5-1A	WRONG WAY		42X30	8.75	--	--	--	--	--	--	--	MOUNTED ON BACK OF SIGN 1-52
1-52	18+63	CTH T, LT	J1-3	M2-1, M1-4; M2-1, M1-6; M4-6, M1-5A	JCT, USH 12; STH 312; END, CTH T	72X39	19.50	--	--	--	--	2	--	--	
1-54	19+71	CTH T, LT	D1-61	STREET SIGN	ALPINE RD, <-- -->	60X24	10.00	--	--	--	1	1	--	--	
1-56	19+71	CTH T, RT (MEDIAN)	D1-61	STREET SIGN	ALPINE RD, <-- -->	60X24	10.00	--	--	--	1	1	--	--	
1-58	21+06	CTH T, LT	D1-3	DESTINATION DIRECTION	CHIPPEWA VALLEY TECHNICAL COLLEGE GATEWAY CENTER <--	102X36	25.50	--	--	--	--	--	2	--	
1-60	21+15	CTH T, LT (MEDIAN)	R4-1	KEEP RIGHT		24X30	5.00	--	--	1	--	--	--	--	MOUNT ABOVE SIGN 2-09
1-62	22+39	CTH T, LT	W3-1	TRAFFIC SIGNALS AHEAD		36X36	--	--	9.00	--	--	1	--	--	
2-02	25+77	CTH T, RT	W10-1	RAILROAD CROSSING		36X36	--	--	7.07	--	1	--	--	--	
2-04	28+45	CTH T, RT	W6-3	TWO-WAY TRAFFIC		36X36	--	--	9.00	--	--	1	--	--	
2-06	30+90	CTH T, RT	W1-2R	ROAD CURVES RIGHT		36X36	--	--	9.00	--	--	1	--	--	
2-07	33+95	CTH T, RT (VENTURE DR)	--	STREET SIGN	HWY T; VENTURE DR	--	--	--	--	--	--	--	--	1	
2-09	33+95	CTH T, RT (VENTURE DR)	R1-1	STOP		30X30	5.18	--	--	--	1	--	--	--	
2-11	26+89	CTH T, LT	W6-1	DIVIDED HIGHWAY BEGINS		36X36	--	--	9.00	--	--	1	--	--	
2-13	29+55	CTH T, LT	R2-1	SPEED LIMIT	45	24X30	5.00	--	--	--	1	--	--	--	
2-14	33+78	CTH T, LT	W1-7	TWO-DIRECTION LARGE ARROW		48X24	--	--	8.00	--	1	--	--	--	
2-16	34+62	CTH T, RT	W56-51	DANGEROUS DRIVEWAY		30X30	--	--	6.25	--	1	--	--	--	
2-18	34+91	CTH T, LT	W10-1	RAILROAD CROSSING		36X36	--	--	7.07	--	1	--	--	--	
3-02	38+01	CTH T, LT	W1-6	LARGE ARROW LEFT		48X24	--	--	8.00	--	1	--	--	--	
3-04	38+68	CTH T, LT	W1-6	LARGE ARROW RIGHT		48X24	--	--	8.00	--	1	--	--	--	
3-06	46+13	CTH T, LT	W1-2L	ROAD CURVES LEFT		36X36	--	--	9.00	--	--	1	--	--	
3-08	46+06	CTH T, RT	W2-8	DOUBLE SIDE ROADS RIGHT		30X30	--	--	6.25	--	1	--	--	--	
SUBTOTALS =							266.10	14.92	113.64	3	22	13	5	1	

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PERMANENT SIGNING - PROPOSED (CONTINUED)

														638.2102		
SIGN NUMBER	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	ORDER LINES	SIGN SIZE (IN)	SIGNS TYPE II REFLECTIVE			POSTS WOOD 4X6-INCH				MOVING SIGNS TYPE II (EACH)	REMARKS	
							637.2210 H (SF)	637.2215 H FOLDING (SF)	637.2230 F (SF)	634.0614 14-FT (EACH)	634.0616 16-FT (EACH)	634.0618 18-FT (EACH)	634.062 20-FT (EACH)			
4-02	48+34	CTH T, LT	R2-1	SPEED LIMIT	45	24X30	5.00	--	--	--	1	--	--	--		
4-04	50+13	CTH T, LT	W1-7	TWO-DIRECTION LARGE ARROW		48X24	--	--	8.00	--	1	--	--	--		
4-06	50+34	CTH T, RT (PROSPECT DR)	--	STREET SIGN	PROSPECT DR; COUNTY HWY T	--	--	--	--	--	--	--	--	1	MOUNT ABOVE SIGN 4-07	
4-07	50+34	CTH T, RT (PROSPECT DR)	R1-1	STOP		30X30	5.18	--	--	--	1	--	--	--		
5-01	62+40	CTH T, LT	W1-7	TWO-DIRECTION LARGE ARROW		48X24	--	--	8.00	--	1	--	--	--		
5-03	62+58	CTH T, RT (FORTUNE DR)	--	STREET SIGN	FORTUNE DR; CLAIREMONT AVE	--	--	--	--	--	--	--	--	1	MOUNT ABOVE SIGN 5-04	
5-04	62+58	CTH T, RT (FORTUNE DR)	R1-1	STOP		30X30	5.18	--	--	--	1	--	--	--		
5-06	67+91	CTH T, RT	R2-1	SPEED LIMIT	45	24X30	5.00	--	--	--	1	--	--	--		
5-08	69+97	CTH T, LT	W2-8	DOUBLE SIDE ROADS LEFT		30X30	--	--	6.25	--	1	--	--	--		
6-01	79+56	CTH T, LT	--	--	ADOPT-A-HIGHWAY	--	--	--	--	--	--	--	--	--	EXISTING SIGN TO REMAIN	
6-02	79+70	CTH T, RT	--	--	UNITED CHURCH OF CHRIST <--	--	--	--	--	--	--	--	--	--	EXISTING SIGN TO REMAIN	
6-04	80+09	CTH T, LT	R2-1	SPEED LIMIT	45	24X30	5.00	--	--	--	1	--	--	--		
6-05	80+09	CTH T, LT	J4-1	M3-3; M1-5A	SOUTH; CTH T	24X36	6.00	--	--	--	1	--	--	--		
6-08	80+73	CTH T, LT	I2-2	COUNTY	EAU CLAIRE CO	78X20	10.83	--	--	--	--	2	--	--		
6-09	76+95	CTH T, RT	W14-3	NO PASSING ZONE		48X36	5.56	--	--	--	--	--	--	--		
SUBTOTALS =							42.19	0.00	22.25	0	9	2	0	2		
TOTALS =							308.29	14.92	135.89	3	31	15	5	3		

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TRAFFIC CONTROL

STATION - STATION	LOCATION	643.0300	643.0420	643.0705	643.0715	643.0800	643.0900	643.1050	643.5000	COMMENT
		DRUMS (DAYS)	BARRICADES TYPE III (DAYS)	WARNING LIGHTS TYPE A (DAYS)	WARNING LIGHTS TYPE C (DAYS)	ARROW BOARDS (DAYS)	SIGNS (DAYS)	SIGNS PCMS (DAYS)	TRAFFIC CONTROL (EACH)	
--	CTH T	--	--	--	--	--	--	--	1	
800' N OF TRUAX BLVD	CTH T	--	--	--	--	--	--	7	--	
81+00	CTH T, LT	--	--	--	--	--	--	7	--	
4 LANE OUTSIDE LANES										
585' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) W20-1A
935' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) W20-5A
1485' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) WO4-2R
5+50 - 28+00	CTH T NB, RT	497	21	42	91	7	21	--	--	(1 EA.) R11-2L
5+80	CTH T SB, LT	--	--	--	--	--	50	--	--	(1) G20-2A
10+75 - 25+50	CTH T SB, LT	287	14	28	--	--	14	--	--	(1 EA.) R11-2L
25+50	CTH T SB, LT	--	7	14	--	--	7	--	--	(1) WO1-6
32+00	CTH T, LT	--	--	--	--	--	7	--	--	(1) WO1-4L
4 LANE INSIDE LANES										
585' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) W20-1A
785' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) W20-55A
985' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) R3-7L
1185' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) WO4-2L
1385' N OF TRUAX BLVD	CTH T NB, LT & RT	--	--	--	--	--	14	--	--	(2) R3-7L
5+70 - 27+50	CTH T NB, LT	469	14	28	77	7	14	--	--	(1 EA.) R11-2L
5+80	CTH T SB, RT	--	--	--	--	--	7	--	--	(1) G20-2A
10+75 - 27+50	CTH T SB, RT	315	14	28	--	--	14	--	--	(1 EA.) R11-2L
25+50	CTH T SB, RT	--	7	14	--	--	7	--	--	(1) WO1-6
MILLING										
7+75	CTH T NB, LT & RT	--	--	--	--	--	34	--	--	(2) WO8-52
11+25	CTH T NB, LT & RT	--	--	--	--	--	68	--	--	(2 EA.) WO8-1, WO16-7L
28+70	CTH T, LT	--	--	--	--	--	17	--	--	(1) WO8-52
64+00	CTH T, RT	--	--	--	--	--	17	--	--	(1) WO8-52
81+00	CTH T, LT	--	--	--	--	--	34	--	--	(1 EA.) WO8-1, WO16-7L
85+00	CTH T, LT	--	--	--	--	--	17	--	--	(1) WO8-52
--	ALPINE RD, WEST	--	--	--	--	--	17	--	--	(1) WO8-52
--	ALPINE RD, EAST	--	--	--	--	--	17	--	--	(1) WO8-52
--	VENTURE DR	--	--	--	--	--	17	--	--	(1) WO8-52
--	PROSPECT DR	--	--	--	--	--	17	--	--	(1) WO8-52
--	FORTUNE DR	--	--	--	--	--	17	--	--	(1) WO8-52
NORTH PRJCT LIMITS										
500' N OF COUNTY LINE RD	CTH T, RT	--	--	--	--	--	50	--	--	(1) G20-2A
500' N OF COUNTY LINE RD	CTH T, LT	--	--	--	--	--	50	--	--	(1) W20-1D
1000' N OF COUNTY LINE RD	CTH T, LT	--	--	--	--	--	50	--	--	(1) W20-1C
2000' N OF COUNTY LINE RD	CTH T, LT	--	--	--	--	--	50	--	--	(1) W20-1A
SIDEROADS										
--	STH 312 WB EXIT	--	--	--	--	--	50	--	--	(1) W20-1A
--	STH 312 EB EXIT	--	--	--	--	--	50	--	--	(1) W20-1A
--	ALPINE RD, WEST	--	--	--	--	--	50	--	--	(1) W20-1A
--	ALPINE RD, EAST	--	--	--	--	--	50	--	--	(1) W20-1A
--	VENTURE DR	--	--	--	--	--	50	--	--	(1) W20-1A
--	PROSPECT DR	--	--	--	--	--	50	--	--	(1) W20-1A
--	FORTUNE DR	--	--	--	--	--	50	--	--	(1) W20-1A
--	COUNTY LINE RD, WEST	--	--	--	--	--	50	--	--	(1) W20-1A
--	COUNTY LINE RD, EAST	--	--	--	--	--	50	--	--	(1) W20-1A
TOTALS =		1568	77	154	168	14	1175	14	1	

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MARKING LINE EPOXY								
STATION - STATION	LOCATION	646.4520		646.1020			646.3020	646.6120
		MARKING LINE SAME DAY EPOXY 4-INCH		MARKING LINE EPOXY 4-INCH			MARKING LINE EPOXY 8-INCH	MARKING STOP LINE EPOXY 18-INCH
		YELLOW SOLID (LF)	YELLOW DASHED (LF)	WHITE SOLID (LF)	WHITE DASHED (LF)	WHITE DOTTED (LF)	(LF)	(LF)
11+24 - 15+37	CTH T NB, RT	--	--	436	--	--	--	--
11+24 - 15+74	CTH T NB, C/L	--	--	--	116	--	--	--
14+07 - 15+74	CTH T NB, RT	--	--	--	--	--	175	--
14+98 - 15+74	CTH T NB, LT	--	--	--	--	--	77	--
16+64 - 25+17	CTH T NB, C/L	--	--	--	214	--	--	--
17+20 - 25+17	CTH T NB, RT	--	--	799	--	--	--	--
11+24 - 15+31	CTH T SB, LT	--	--	388	--	--	--	--
11+24 - 11+50	CTH T SB, LT	--	--	--	--	--	25	--
11+24 - 15+97	CTH T SB, C/L	--	--	--	116	--	--	--
16+65 - 17+58	CTH T SB, RT	--	--	--	--	--	92	--
16+65 - 21+16	CTH T SB, C/L	--	--	--	113	--	--	--
17+03 - 25+17	CTH T SB, LT	--	--	814	--	--	--	--
21+17 - 25+17	CTH T, C/L	800	--	--	--	--	--	--
25+17 - 30+36	CTH T, LT	--	--	519	--	--	--	--
25+17 - 30+23	CTH T, C/L	1012	--	--	--	--	--	--
25+17 - 30+11	CTH T, RT	--	--	493	--	--	--	--
30+26 - 32+06	CTH T, RT	--	--	180	--	--	--	--
30+08 - 33+08	CTH T, C/L	600	--	--	--	--	--	--
32+06 - 32+95	CTH T, RT	--	--	--	--	24	--	--
33+50 - 81+11	CTH T, LT	--	--	5068	--	--	--	--
33+96 - 49+60	CTH T, C/L	3127	--	--	--	--	--	--
34+24 - 49+24	CTH T, RT	--	--	1495	--	--	--	--
47+39 - 49+24	CTH T, RT	--	--	--	--	--	185	--
49+07 - 51+57	CTH T, LT	--	--	--	63	--	--	--
50+29 - 61+82	CTH T, C/L	2306	--	--	--	--	--	--
50+69 - 61+55	CTH T, RT	--	--	1087	--	--	--	--
59+24 - 61+55	CTH T, RT	--	--	--	--	--	230	--
61+34 - 63+84	CTH T, LT	--	--	--	63	--	--	--
62+63 - 76+94	CTH T, C/L	1431	358	--	--	--	--	--
62+94 - 80+57	CTH T, RT	--	--	1763	--	--	--	--
76+94 - 81+49	CTH T, C/L	--	114	--	--	--	--	--
80+57 - 80+93	CTH T, RT	--	--	--	--	9	--	--
16+06 - 16+35	CTH T, LT (ALPINE DR)	--	--	--	--	--	--	30
16+20	CTH T, LT (ALPINE DR)	--	--	--	--	--	48	--
16+35	CTH T, LT (ALPINE DR)	96	--	--	--	--	--	--
16+22 - 16+51	CTH T, RT (ALPINE DR)	--	--	--	--	--	--	30
16+22	CTH T, RT (ALPINE DR)	106	--	--	--	--	--	--
16+37	CTH T, RT (ALPINE DR)	--	--	--	--	--	53	--
SUBTOTALS =		9478	472	13042	685	33	885	60
TOTALS =		9950		13760			885	60

SAWING ASPHALT		
STATION	LOCATION	690.0150 (LF)
11+23	CTH T, SB	40
11+23	CTH T, NB	37
16+00	ALPINE RD (WEST)	56
16+00	ALPINE RD (EAST)	61
33+68	VENTURE DR	36
44+30	CTH T, RT (P.E.)	13
45+85	CTH T, RT (P.E.)	18
50+00	PROSPECT DR	39
62+50	FORTUNE DR	38
80+14	CTH T, RT (P.E.)	13
81+49	CTH T	134
TOTAL=		485

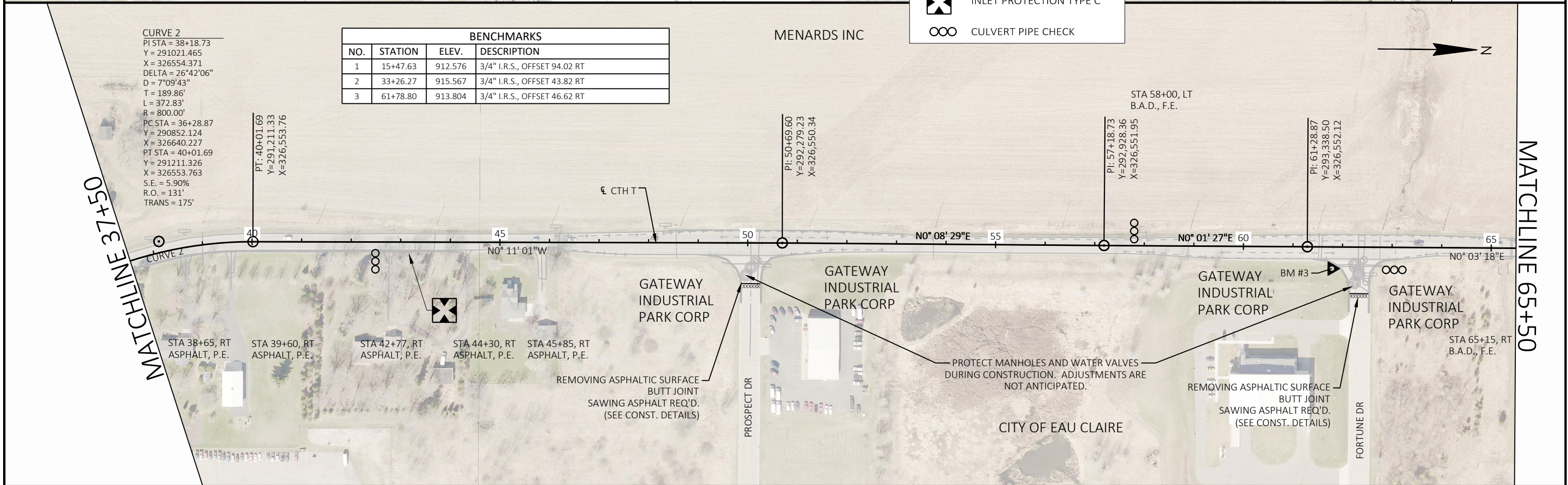
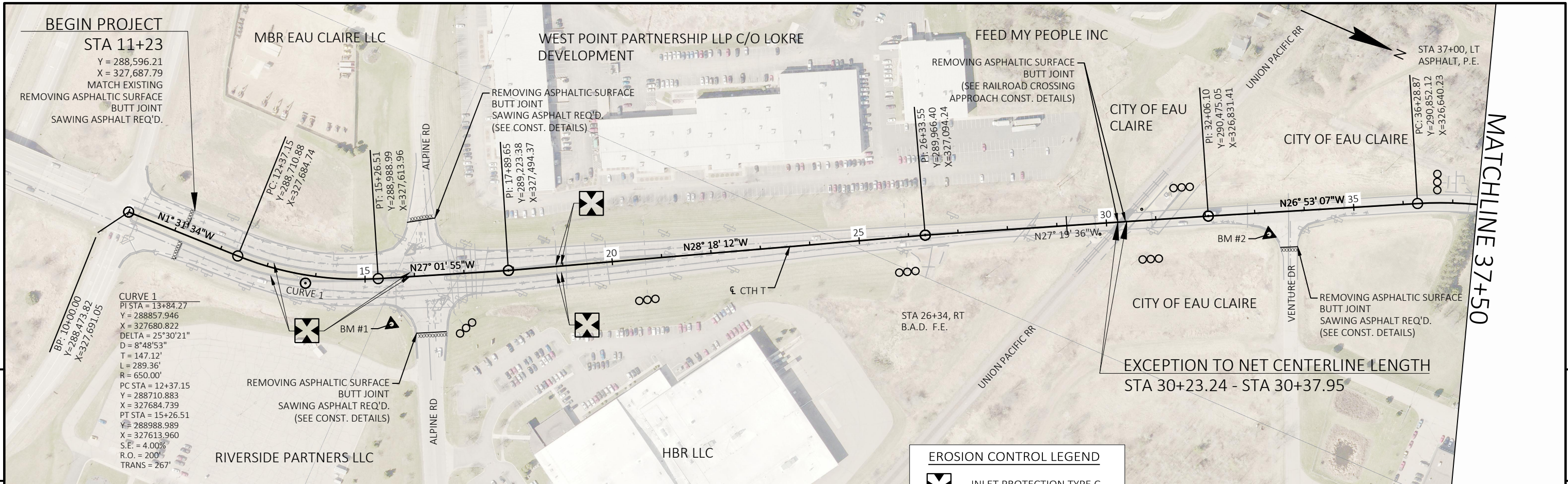
MARKING ARROW, WORD, RAILROAD CROSSING EPOXY				
STATION	LOCATION	646.5020	646.5120	646.5320
		MARKING ARROW EPOXY (EACH)	MARKING WORD EPOXY (EACH)	MARKING RAILROAD CROSSING EPOXY (EACH)
14+25	CTH T NB, RT	1	--	--
15+07	CTH T NB, RT	--	1	--
15+18	CTH T NB, LT	1	--	--
15+46	CTH T NB, RT	1	--	--
17+30	CTH T SB, RT	1	--	--
16+23	CTH T, 84' LT (ALPINE DR)	1	--	--
16+32	CTH T, 80' RT (ALPINE DR)	1	--	--
25+77 - 29+77	CTH T, RT	--	--	1
30+81 - 34+91	CTH T, LT	--	--	1
TOTALS =		6	1	2

LOCATING NO-PASSING ZONES			TEMPORARY MARKING LINE PAINT 4-INCH		
STATION - STATION	LOCATION	648.0100 (MI)	STATION - STATION	LOCATION	649.0105 (LF)
25+17 - 81+49	CTH T	1.07	11+24 - 25+17	CTH T, NB	660
			11+24 - 21+17	CTH T, SB	460
			21+17 - 25+17	CTH T, C/L	1600
			25+17 - 81+49	CTH T, C/L	8300
SUBTOTALS =		1.07	TOTALS =		11020

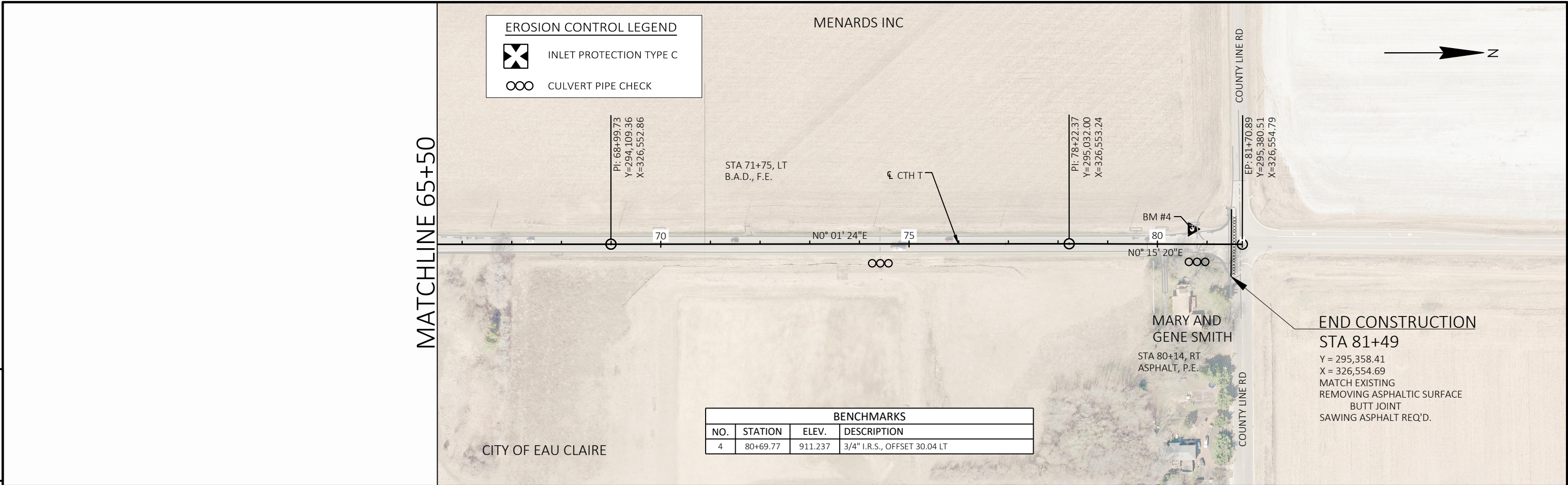
CONSTRUCTION STAKING				
STATION - STATION	LOCATION	650.8500	650.8000	650.9910
		CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS (LS)	CONSTRUCTION STAKING RESURFACING REFERENCE (LF)	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (LS)
11+23 - 21+21	CTH T, LT	--	984	--
11+23 - 21+21	CTH T, RT	--	1009	--
21+21 - 30+23	CTH T	--	902	--
30+37 - 81+49	CTH T	--	5112	--
11+23 - 81+49	CTH T	1	--	1
TOTALS =		1	8007	1

LOOP DETECTOR ITEMS								
LOOP NUMBER	STATION	LOCATION	SIZE	TURNS EACH	652.0800	652.0900	655.0800	
					CONDUIT LOOP DETECTOR (LF)	LOOP DETECTOR SLOTS (LF)	LOOP DETECTOR WIRE (LF)	
41	16+12.11	CTH T, 55.66' LT	6'X6'	3	38	32	198	
42	16+11.73	CTH T, 70.74' LT	6'X20'	4	72	60	432	
45	16+25.61	CTH T, 55.60' LT	6'X6'	4	50	46	368	
46	16+25.23	CTH T, 70.57' LT	6'X20'	3	82	76	387	
21	14+33.94	CTH T, 26.01' LT	6'X20'	4	84	84	400	
22	12+29.41	CTH T, 24.61' LT	6'X20'	3	84	84	300	
TOTALS =					372	350	1887	

PROJECT NO: 7995-02-57	HWY: CTH T	COUNTY: EAU CLAIRE	MISCELLANEOUS QUANTITIES	SHEET	E
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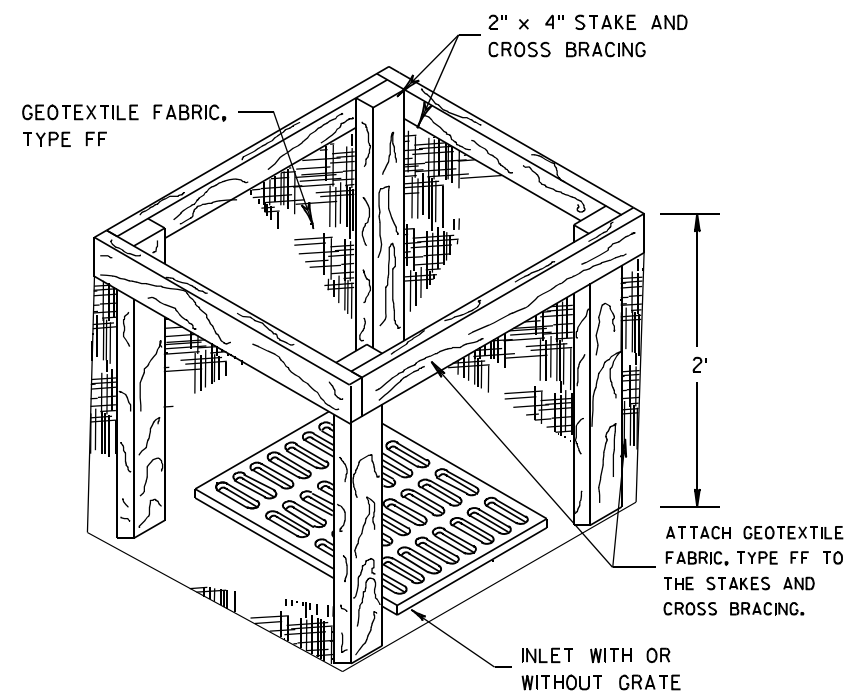
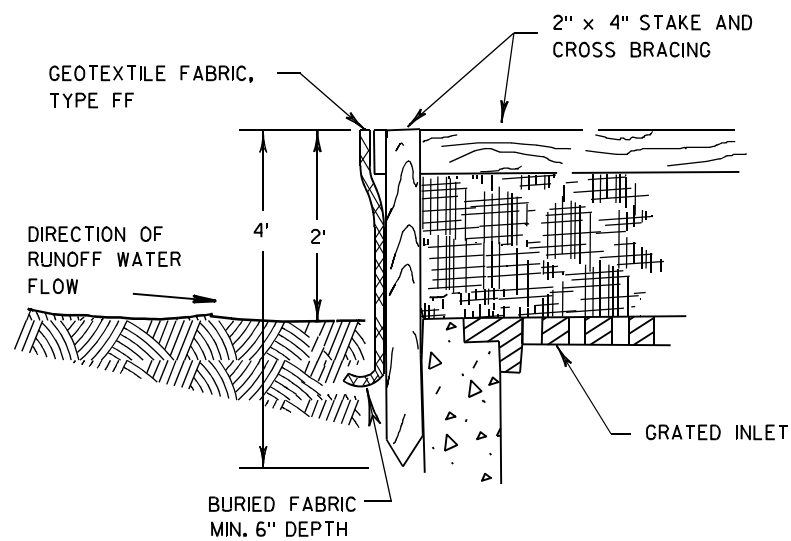


PROJECT NO: 7995-02-57	HWY: CTH T	COUNTY: EAU CLAIRE	PLAN DETAILS	SHEET E
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Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
09B02-10	CONDUIT
09B04-11	PULL BOX
09F10-04	LOOP DETECTOR INSTALLED IN EXISTING OR NEW ASPHALTIC PAVEMENT WITH NEW ASPHALTIC OVERLAY
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
13B01-10	PAVEMENT DETAILS FOR RAILROAD APPROACH
13C19-02	HMA LONGITUDINAL JOINTS
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C09-11A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-10	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-06A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-06B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D28-04	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



INLET PROTECTION, TYPE A

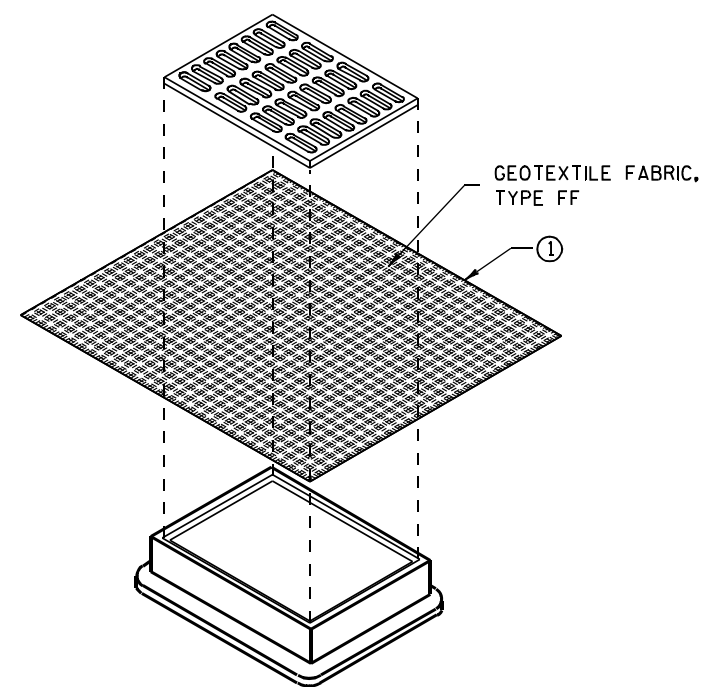
GENERAL NOTES

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

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

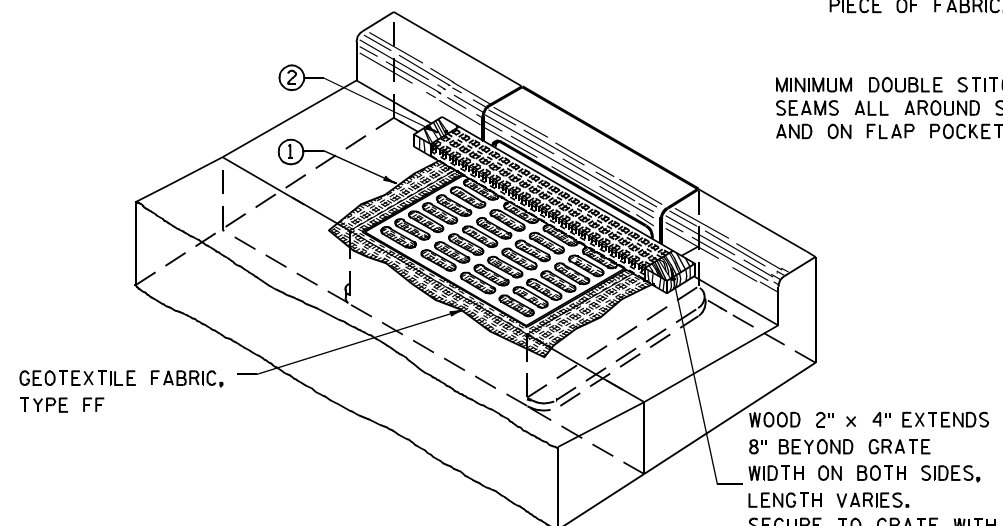
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

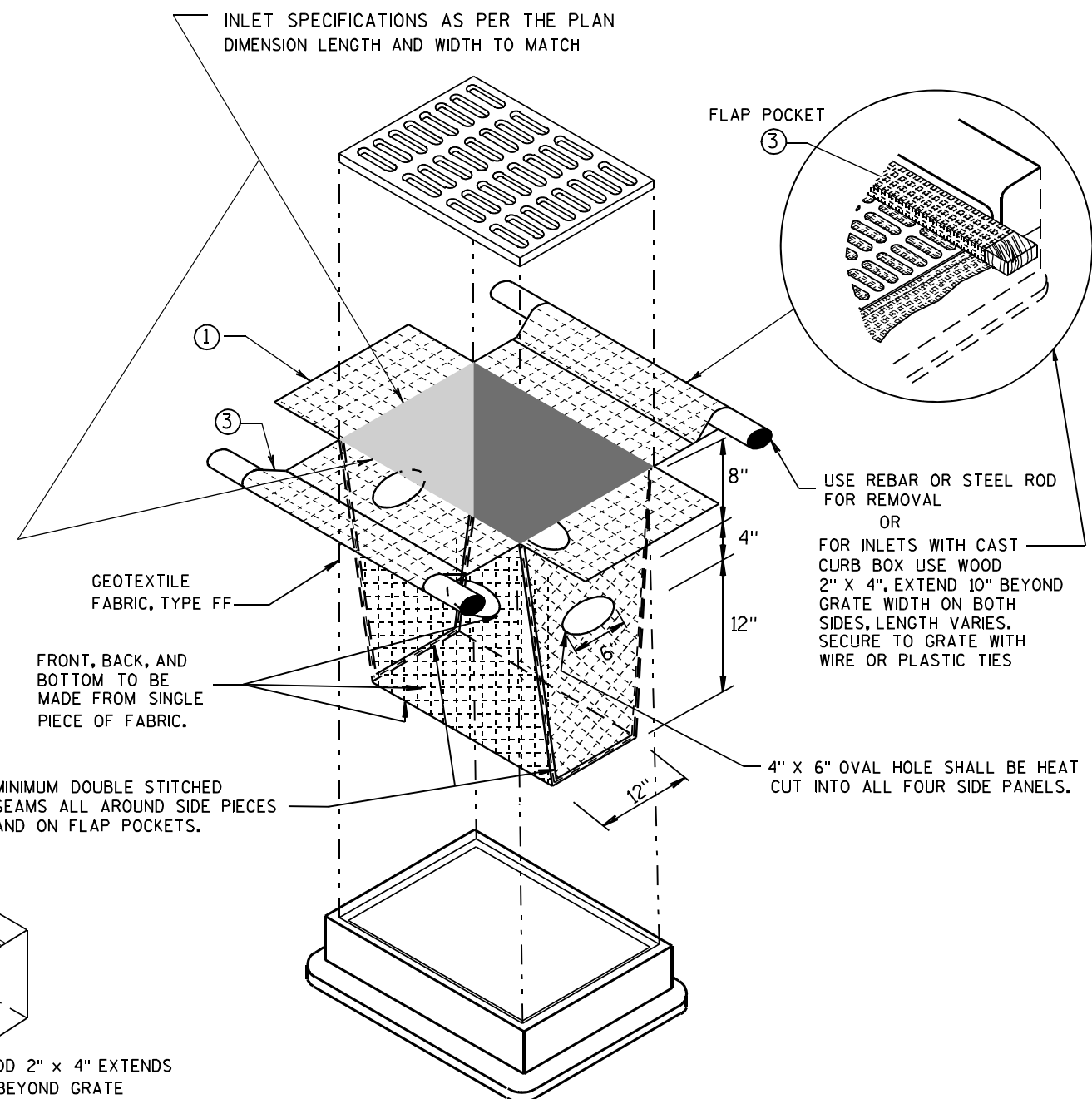
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



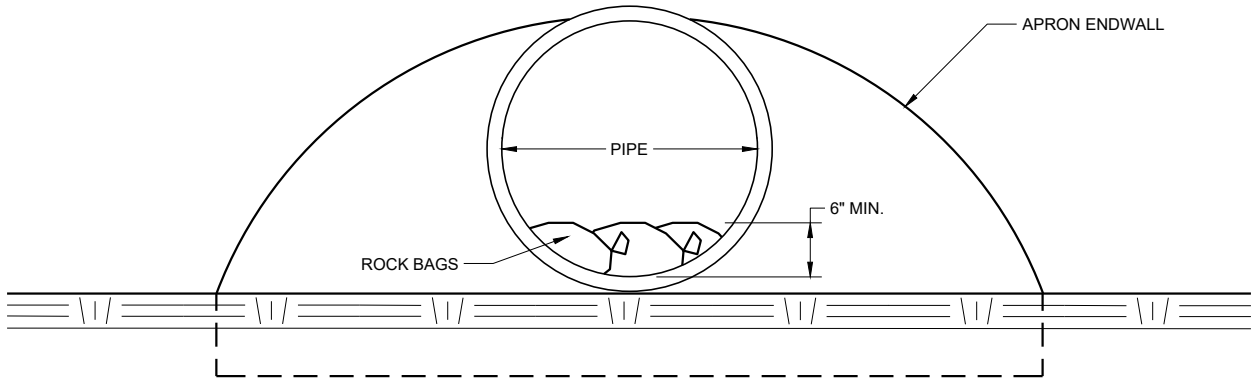
INLET PROTECTION, TYPE D

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

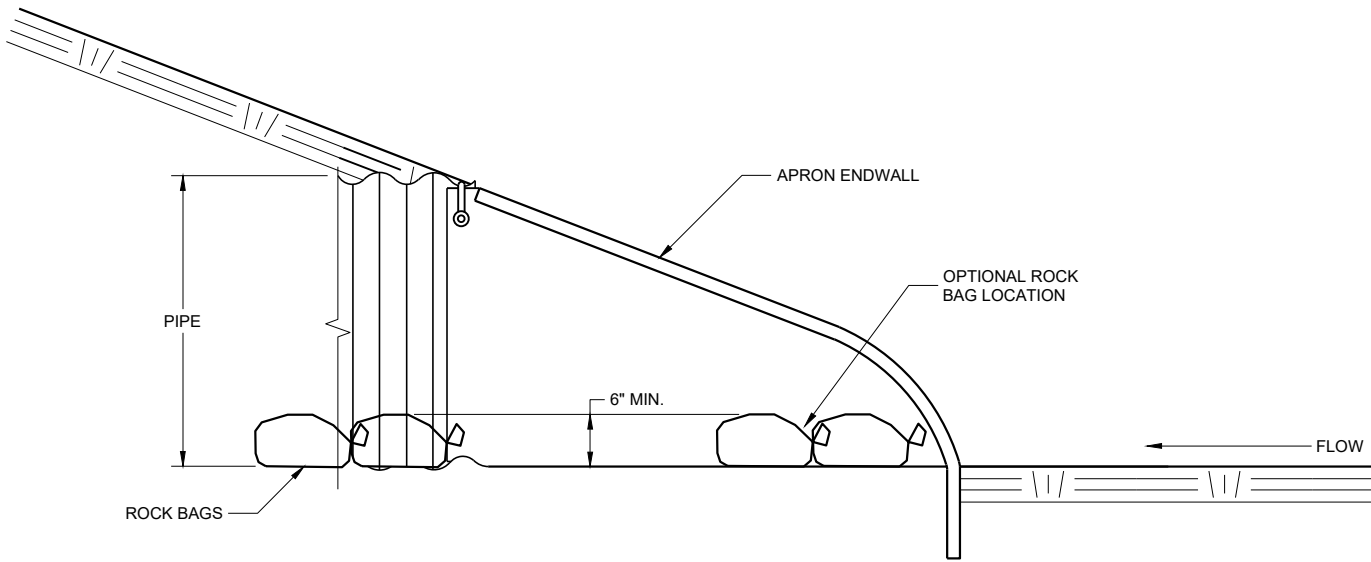
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



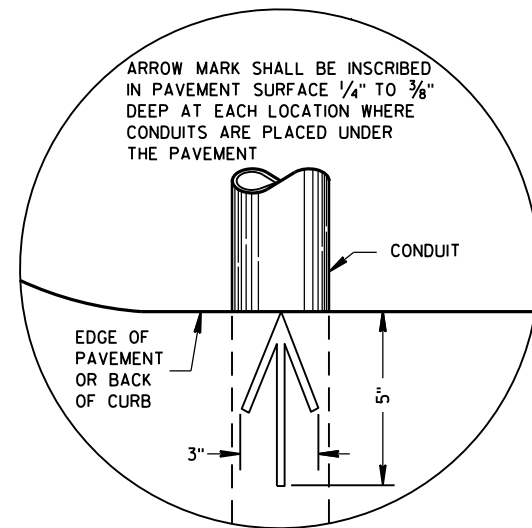
END VIEW



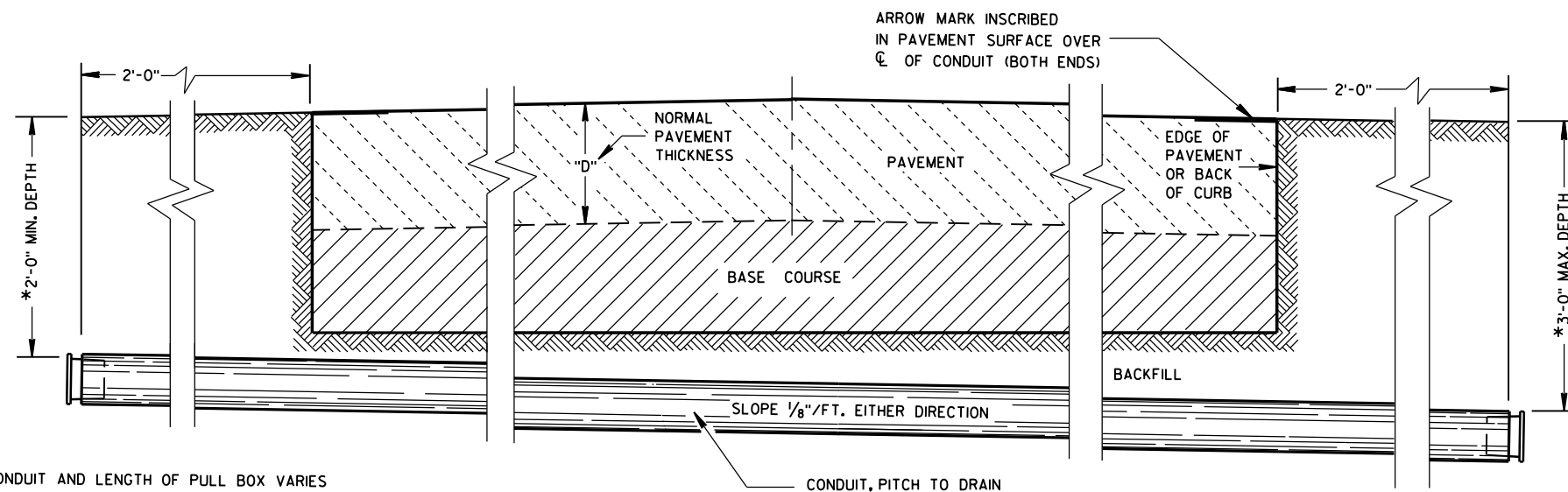
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER
FHWA	



PLAN VIEW
ARROW MARK



*DEPTH OF CONDUIT AND LENGTH OF PULL BOX VARIES
WITH HEIGHT OF CURB USED. ALSO SEE PULL BOX S.D.D. 9B4

SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

GENERAL NOTES

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

METALLIC (STANDARD SPECIFICATION 652.2.2) OR NONMETALLIC (STANDARD SPECIFICATION 652.2.3) CONDUIT SHALL BE FURNISHED AND PLACED AS SHOWN.

DEPTH OF CONDUIT INSTALLED BELOW THE TRAVELED WAY SHALL BE 24 INCHES MINIMUM AND 36 INCHES MAXIMUM.

DEPTH OF CONDUIT INSTALLED THAT IS NOT BELOW THE TRAVELED WAY SHALL BE 18 INCHES MINIMUM AND 36 INCHES MAXIMUM.

ANY EXCEPTION TO THE MAXIMUM DEPTH SHALL BE ONLY WITH THE WRITTEN APPROVAL OF THE ENGINEER.

THE TRENCH SHALL NOT BE BACKFILLED PRIOR TO INSPECTION OF THE CONDUIT.

ALL METALLIC CONDUIT RACEWAY ENDS SHALL BE REAMED AND THREADED.

ALL METALLIC CONDUIT IN WHICH WIRE OR CABLE IS TO BE INSTALLED SHALL BE BUSHED WITH APPROVED THREADED BUSHINGS BEFORE INSTALLATION OF THE WIRE OR CABLE.

ALL METALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT TO BE INSTALLED SHALL BE CAPPED WITH THREADED PROTECTIVE CAPS, AS APPROVED BY THE ENGINEER.

ALL NONMETALLIC CONDUIT SHALL BE CAPPED OR PLUGGED IMMEDIATELY AFTER INSTALLATION AND SHALL REMAIN CAPPED OR PLUGGED UNTIL WIRE/CABLES ARE INSTALLED.

NONMETALLIC CONDUITS IN WHICH WIRE OR CABLE IS NOT BEING INSTALLED SHALL REMAIN CAPPED OR PLUGGED.

BENDING OF PVC ELECTRICAL CONDUIT SHALL BE ACCOMPLISHED BY USING A BLANKET OR EMERSION TYPE TANK DESIGNED FOR THE PURPOSE OF BENDING PVC ELECTRICAL CONDUIT.

ALL CUT ENDS SHALL BE TRIMMED INSIDE AND OUTSIDE TO REMOVE ALL ROUGH EDGES ON NONMETALLIC CONDUIT. (SEE NEC 347.5)

WHEN REQUIRED TO CONNECT NONMETALLIC CONDUIT TO METALLIC CONDUIT, ONLY U.L. LISTED ADAPTER FITTINGS SHALL BE USED.

PRIOR TO CONDUIT ACCEPTANCE, CONDUIT CAPS OR PLUGS SHALL BE REMOVED, AND THE CAPS, PLUGS AND CONDUIT ENDS SHALL BE THOROUGHLY CLEANED AND THEN THE CAPS OR PLUGS REINSTALLED TO ENSURE THAT THE CAPS OR PLUGS CAN BE EASILY REMOVED IN THE FUTURE.

ALL CONDUIT BEING FURNISHED AND INSTALLED SHALL HAVE THE U.L. LABEL FIRMLY ATTACHED.

CONDUIT RUNS SHALL BE THE SAME SIZE OF CONDUIT FROM ONE END TO THE OTHER (FROM PULL BOX TO PULL BOX-OR-JUNCTION BOX TO JUNCTION BOX-OR-BASE TO BASE, ETC.).

TRACER WIRE SHALL BE INSTALLED AS STATED IN THE STANDARD SPECIFICATION, ITEM 652.3.1.1.

ALL CONDUIT RUNS SHALL BE STRAIGHT (WITHOUT BENDS) FROM PULL BOX TO PULL BOX, PULL BOX TO BASE AND BASE TO BASE AS SHOWN ON THE PLANS.

CONDUIT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March, 2017
DATE

/S/ Ahmet Demirbilek
STATE ELECTRICAL ENGINEER

FHWA

TABLE OF NOMINAL DIMENSIONS AND WEIGHTS

DIMENSION IN INCHES		CORRUGATED STEEL PIPE								
PIPE DIAMETER (INSIDE)	A	12	12	12	18	18	18	24	24	24
PIPE LENGTH **	B	24	30	36	24	30	36	36	42	48
WALL THICKNESS	C	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064
COVER	D	10 1/4	10 1/4	10 1/4	16 1/4	16 1/4	16 1/4	22 1/4	22 1/4	22 1/4
FRAME	E	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2	26 1/2	26 1/2	26 1/2
FRAME	F	8 1/2	8 1/2	8 1/2	14 1/2	14 1/2	14 1/2	20 1/2	20 1/2	20 1/2
FRAME	G	11 1/2	11 1/2	11 1/2	17 1/2	17 1/2	17 1/2	23 1/2	23 1/2	23 1/2
WEIGHT IN POUNDS *										
FRAME AND COVER		60	60	60	110	110	110	155	155	155

* THE ACTUAL WEIGHT OF THE MANHOLE FRAME AND COVER MAY VARY WITHIN 5 PERCENT PLUS OR MINUS OF THE WEIGHTS SHOWN.

** NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

GENERAL NOTES

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

ALL FRAMES AND COVERS SHALL BE HEAVY DUTY TYPE, SUITABLE FOR VEHICULAR TRAFFIC LOADS.

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

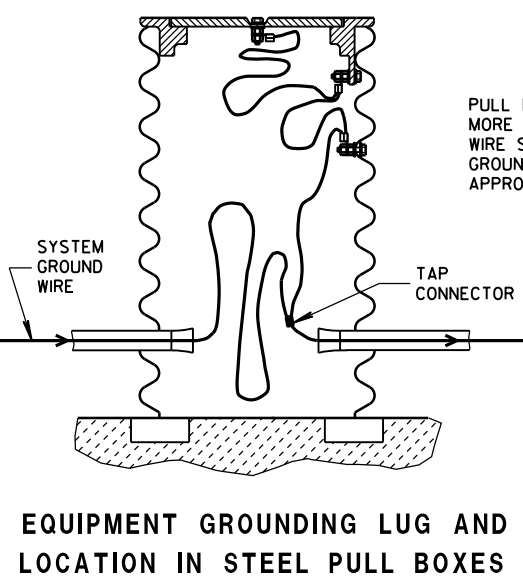
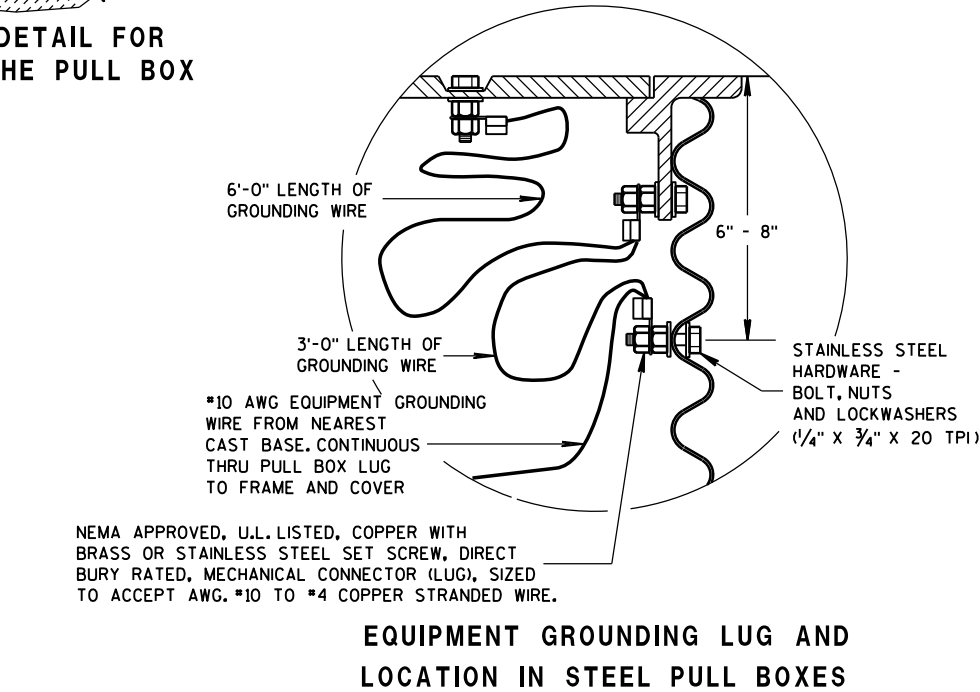
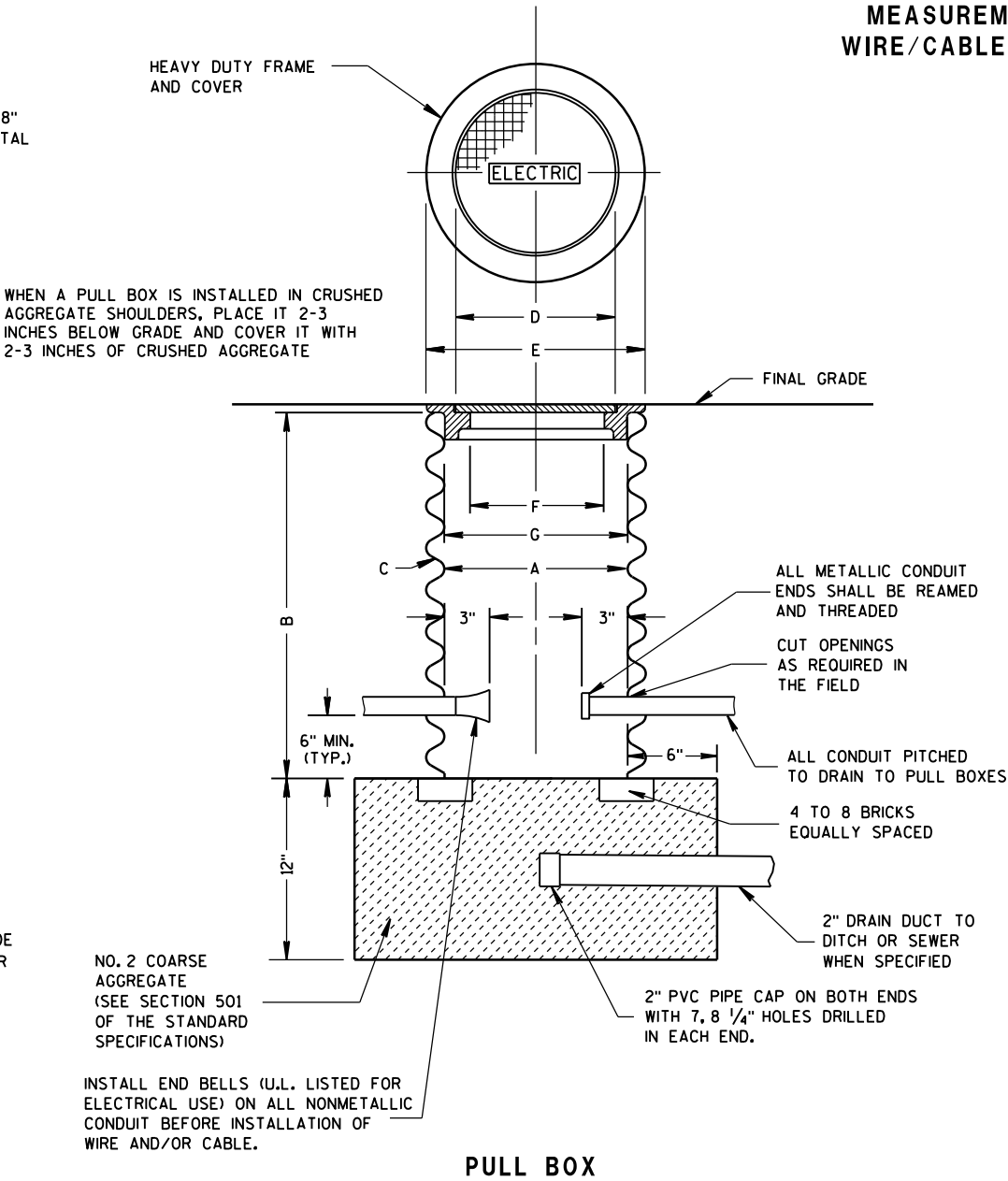
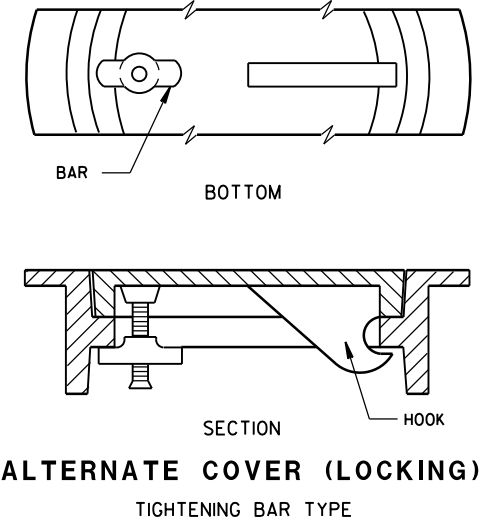
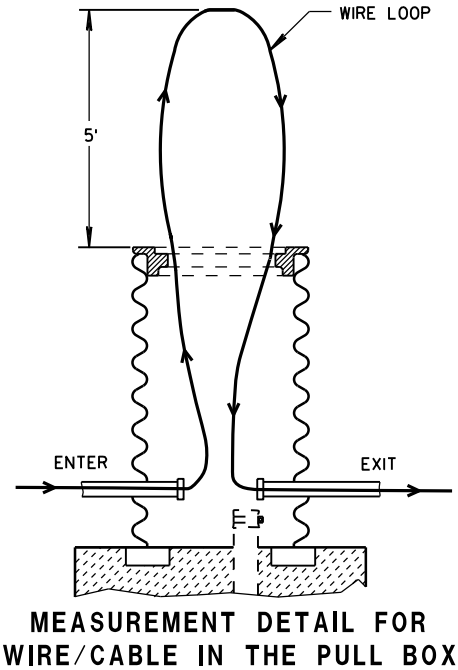
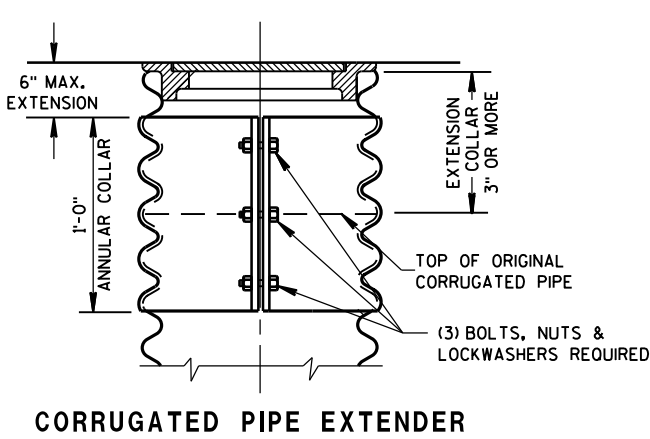
ENTRANCE HOLES INTO PULL BOXES SHALL BE CUT WITH A CIRCULAR HOLE SAW OR HYDRAULIC CONDUIT PUNCH. HOLE SIZE SHALL BE THE OUTSIDE DIAMETER OF THE CONDUIT THAT IS TO FIT IN THE OPENING PLUS NO MORE THAN 1/4".

THE CONTRACTOR SHALL NOT INSTALL WIRE IN ANY PULL BOX UNTIL ITS INSTALLATION HAS BEEN INSPECTED AND ACCEPTED BY THE ENGINEER.

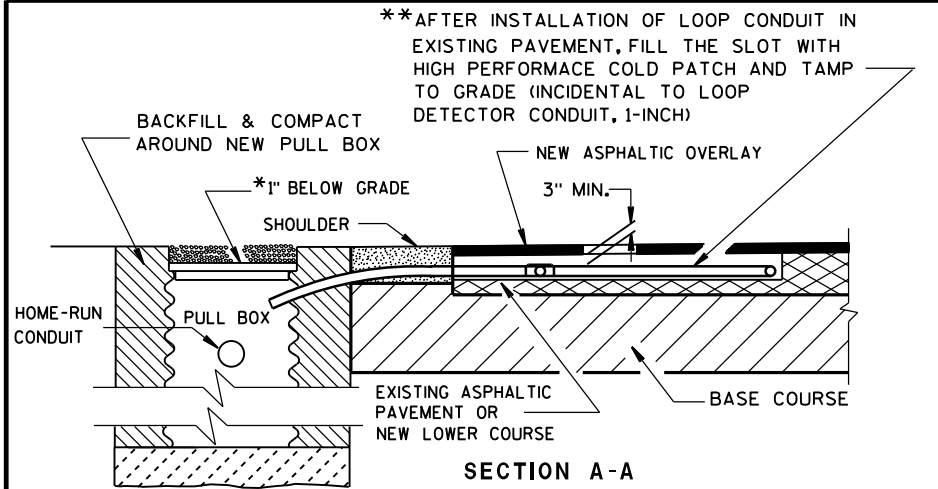
GROUNDING LUGS (MECHANICAL CONNECTORS) SHALL BE U.L. LISTED AND APPROVED FOR USE WITH COPPER WIRE.

ALL METALLIC CONDUIT IN WHICH WIRE AND/OR CABLE IS TO BE INSTALLED, SHALL BE BUSHED BEFORE INSTALLATION OF THE WIRE AND/OR CABLE.

WHEN PULL BOXES ARE INSTALLED FOR FUTURE USE, DO NOT INSTALL THE EQUIPMENT GROUNDING LUG. THE EQUIPMENT GROUNDING LUG, THE EQUIPMENT GROUNDING ELECTRODE AND THE EQUIPMENT GROUNDING CONDUCTOR SHALL BE REQUIRED AND INSTALLED UNDER A FUTURE WIRING CONTRACT.

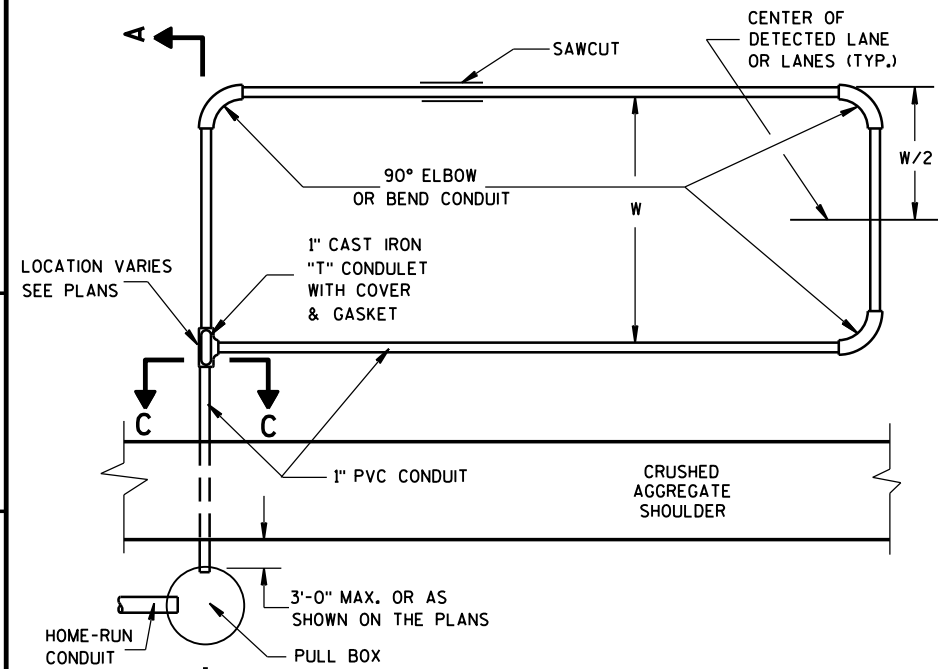


PULL BOX	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2014 DATE	/S/ Ahmet Demirbilek STATE ELECTRICAL ENGINEER
FHWA	

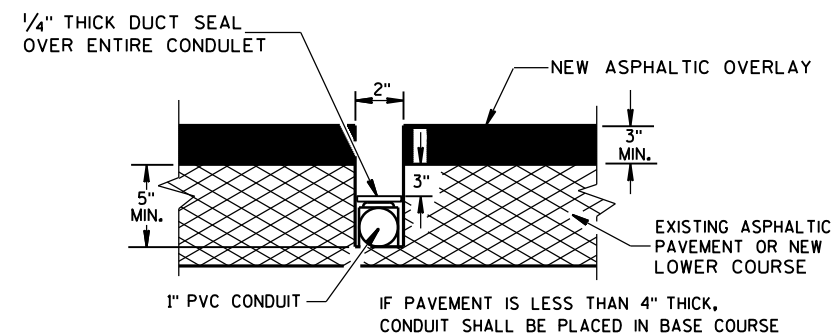


SECTION A-A
NO CURB & GUTTER
LOOP DETECTOR INSTALLATION DETAIL

**RECESS PULL BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.



TYPICAL PLAN OF LOOP DETECTOR



SIDE VIEW
SECTION C-C
LOOP DETECTOR SLOT DETAIL

GENERAL NOTES

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

LOOP SIZE, LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL BOX.

SPLICES SHALL BE INSTALLED BY USING CAST IN PLACE SPLICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPLICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPLICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPLICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPLICING THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

BEFORE PLACING THE 1 INCH CONDUIT IN THE CLEANED OUT SLOT, PLACE SOME OF THE TAR OR EPOXY SEALANT IN THE SLOT TO A DEPTH OF APPROXIMATELY 1/2 INCH. IF THE CONDUIT MUST BE PLACED IN THE BASE COURSE, DO NOT PLACE THE TAR OR EPOXY SEALANT IN THE SLOT.

ONCE THE 2" LOOP SLOT HAS BEEN CHIPPED OUT, THE LOOP INSTALLATION SHALL BE COMPLETED PRIOR TO OPENING THE LANE(S) TO TRAFFIC.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

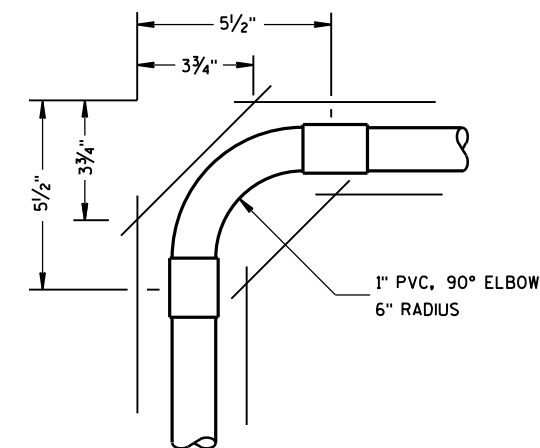
THE #12 AWG LOOP WIRE FROM THE LOOP TO THE ROADSIDE PULL BOX, SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE INSTALLATION.

SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

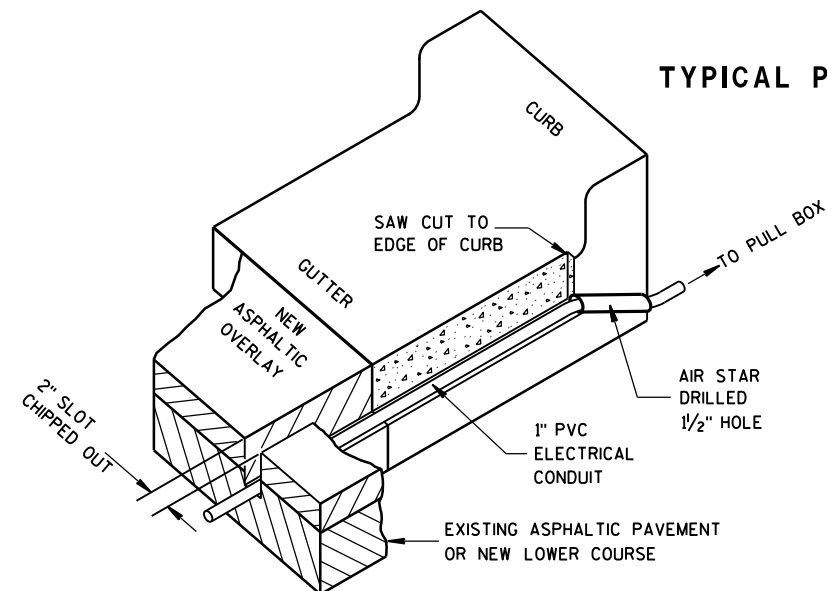
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL BOX, AND BE INSTALLED IN ONE, NON-SPLICED, CONTINUOUS LENGTH.

** AFTER THE HIGH PERFORMANCE COLD PATCH HAS BEEN TAMPED, SEAL THE SLOT/HIGH PERFORMANCE COLD PATCH/ PAVEMENT OPENING WITH HOT POURED ELASTIC TYPE MATERIAL CONFORMING TO THE REQUIREMENTS OF THE "SPECIFICATION FOR JOINT SEALANTS, HOT POURED, FOR CONCRETE AND ASPHALT PAVEMENTS, ASTM DESIGNATION: D3405".

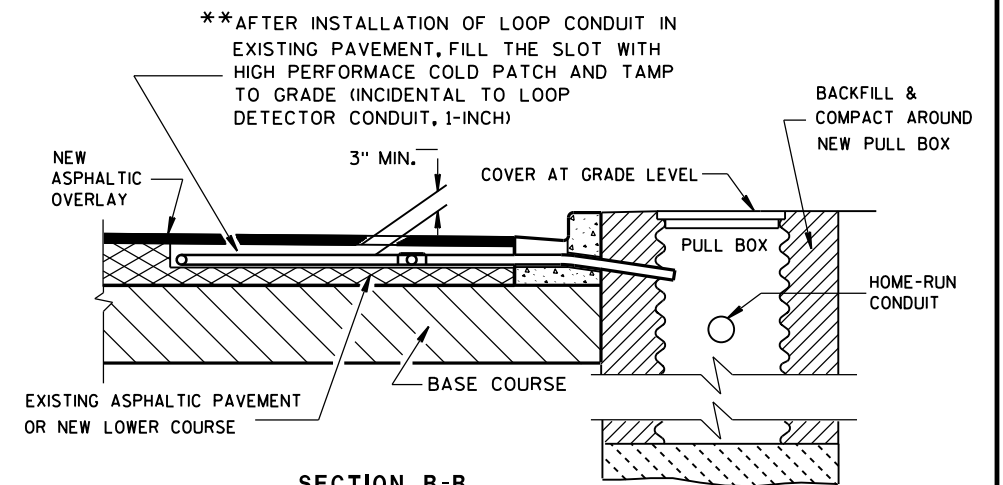
IN THE EVENT HIGH PERFORMANCE COLD PATCH IS NOT AVAILABLE, AND FLEXIBLE TYPE EPOXY IS USED AS A LOOP SLOT FILLER, THE 2 INCH SLOT SHALL BE TOTALLY CLEAN AND DRY BEFORE ITS INSTALLATION. EPOXY USE SHALL BE APPROVED BY THE DISTRICT TRAFFIC ENGINEER AND THE FURNISHED EPOXY SHALL BE INSTALLED AFTER WRITTEN APPROVAL BY THE PROJECT ENGINEER.



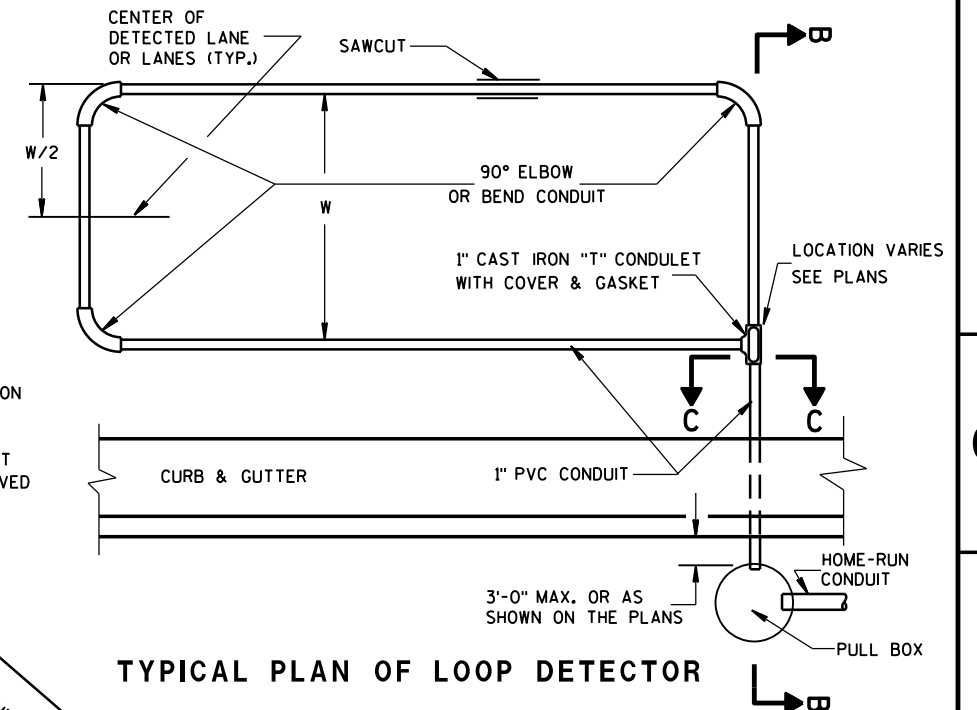
TOP VIEW
CORNER SAW SLOT DETAIL



ISOMETRIC VIEW
TYPICAL SAW CUT DETAIL FOR LEAD-IN CONDUIT



SECTION B-B
CURB & GUTTER
LOOP DETECTOR INSTALLATION DETAIL

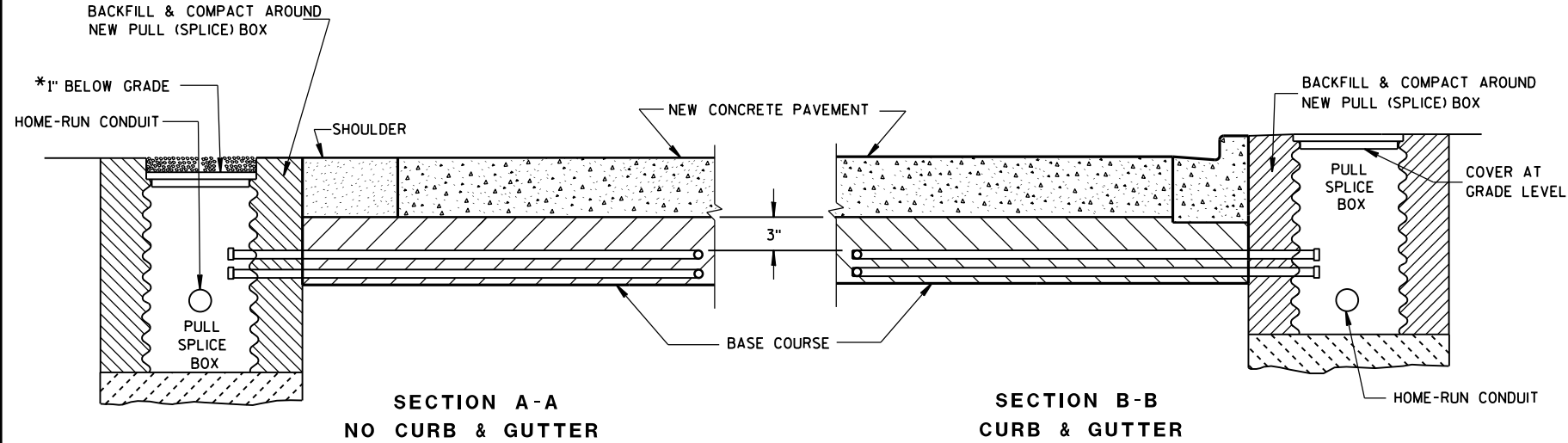


TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR INSTALLED IN
EXISTING OR NEW ASPHALTIC
PAVEMENT WITH NEW
ASPHALTIC OVERLAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sep. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL ENGINEER
FHWA



*RECESS PULL (SPlice) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

LOOP DETECTOR INSTALLATION DETAIL

GENERAL NOTES

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

LOOP SIZE, CONFIGURATION LOCATION, NUMBER OF TURNS OF WIRE AND ASSOCIATED SIGNAL PHASE SHALL BE AS SHOWN ON THE PLANS.

PITCH LEAD OUT CONDUIT TO DRAIN TO ROADSIDE PULL (SPlice) BOX.

SPICES SHALL BE INSTALLED BY USING CAST IN PLACE SPICE KITS LISTED ON THE DEPARTMENTS APPROVED PRODUCTS LIST OR AN ENGINEER APPROVED EQUAL. NON-INSULATED BUTT SPICES TO FIT #12 AWG STRANDED WIRE SHALL BE USED. SPICES SHALL BE SOLDERED AND INSULATED FROM EACH OTHER AS PER INSTRUCTIONS INCLUDED IN THE SPICE KIT.

MEASURE GROUND RESISTANCE USING A MEGGER. REPLACE LOOP WIRE NOT ATTAINING A READING OF INFINITY TO GROUND.

AFTER SPlicing THE LOOP WIRE TO THE LOOP LEAD-IN CABLE, THE CONTRACTOR SHALL MEASURE INDUCTANCE, GROUND RESISTANCE AND WIRE RESISTANCE AT THE CABINET END OF THE LEAD-IN CABLE AND FURNISH A COPY OF THE READINGS TO THE PROJECT ENGINEER FOR EVALUATION.

LOOP DETECTOR LEADS SHALL BE IDENTIFIED WITH THEIR ASSOCIATED LOOP BY USE OF WATERPROOF TAGS AT BOTH ENDS OF THE CABLE. A LISTING OF THE CABLE IDENTIFICATION PER INDIVIDUAL LOOP LEAD-IN SHALL BE PLACED IN THE CABINET.

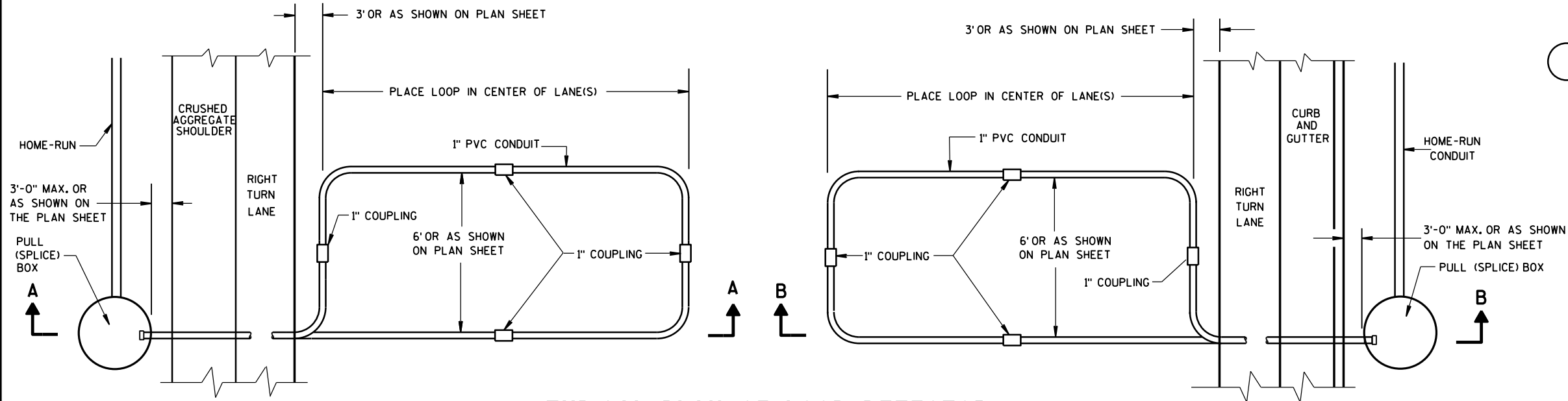
THE #12 AWG. LOOP WIRE IN THE PULL (SPlice) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPliced TO THE LOOP LEAD-IN CABLE.

SPICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPlice) BOXES AT THE SIDE OF THE ROAD.

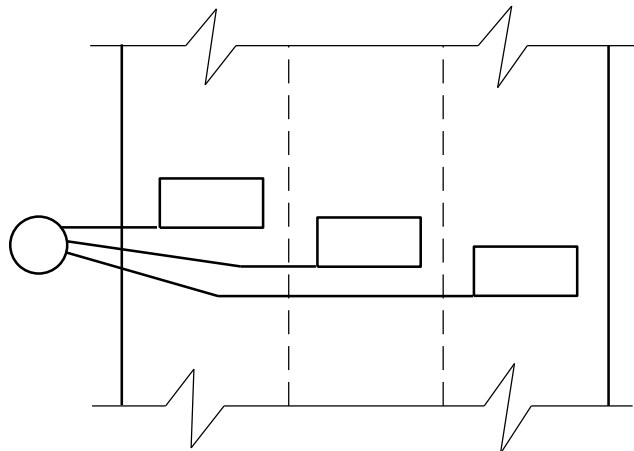
THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPlice) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPlice) BOX, AND BE INSTALLED IN ONE, NON-SPliced CONTINUOUS LENGTH.

PROTECTION OF THE CONDUITS IN THE BASE COURSE SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE NEW PAVEMENT IS INSTALLED.

SHOULD INSTALLATION REPAIR BE REQUIRED, IT SHALL BE DONE UNDER THE DIRECTION OF THE PROJECT ENGINEER.



TYPICAL PLAN OF LOOP DETECTOR WITH 24" PULL (SPlice) BOX

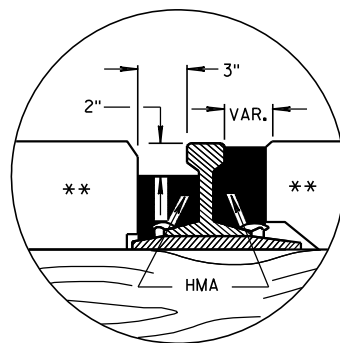
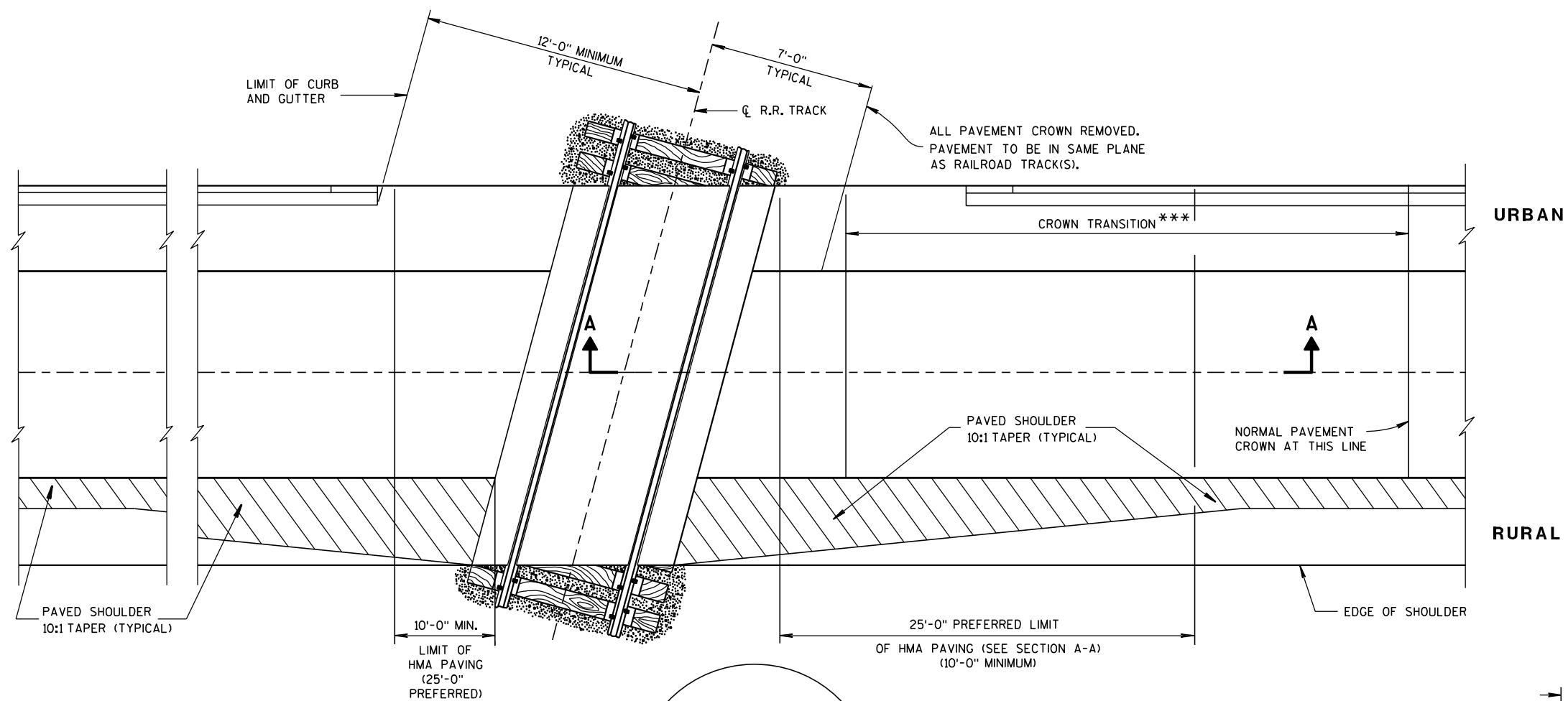


MULTI-LANE INSTALLATION

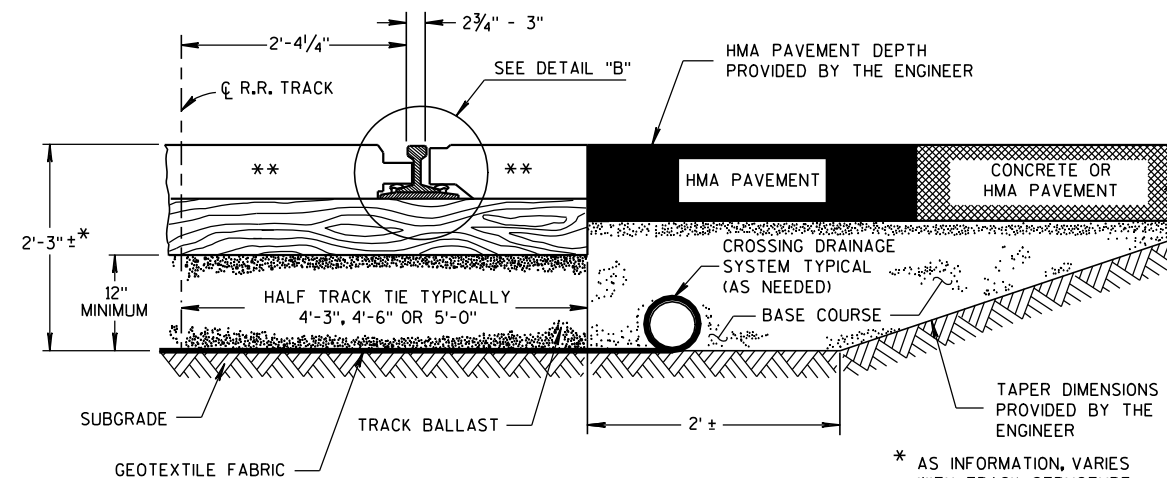
LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPlice) BOX OFF ROADWAY (OPTION 2)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: Sept. 2014
STATE ELECTRICAL ENGINEER: /S/ Ahmet Demirelek
FHWA

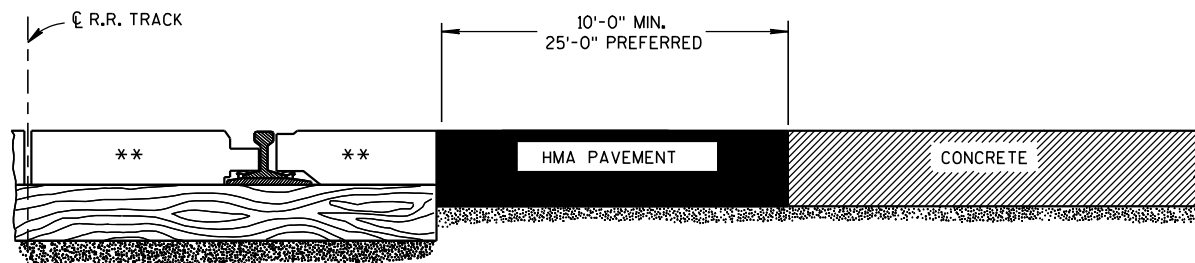


DETAIL B
HMA FLANGEWAY
AND FIELD FILLERS



TYPICAL HALF SECTION

* AS INFORMATION, VARIES WITH TRACK STRUCTURE AND SOIL CONDITIONS



SECTION A-A
CONCRETE PAVEMENT APPROACH



SECTION A-A
HMA PAVEMENT APPROACH

EXAMPLES OF PAVEMENT APPROACHES

GENERAL NOTES

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

TIMBER, CONCRETE OR RUBBER CROSSING SURFACE MATERIAL, RAILS, TIES, BALLAST, GEOTEXTILE FABRIC AND CROSSING DRAINAGE SYSTEM BY OTHERS UNLESS OTHERWISE PROVIDED.

HMA PAVEMENT APPROACHES AND HMA PAVEMENT CROSSING SURFACES TO BE PLACED BY CONTRACTOR UNLESS OTHERWISE PROVIDED.

HMA FLANGEWAY AND FIELD FILLERS TO BE PLACED AND THOROUGHLY HAND COMPACTED BY THE CONTRACTOR WHEN NOT PROVIDED BY OTHERS. SEE DETAIL B. HMA FILLERS NOT REQUIRED WHEN RUBBER FILLERS ARE PROVIDED.

HMA PAVEMENT SHALL BE ROLLED PARALLEL TO THE TRACK.

** CROSSING SURFACE MAY BE TIMBER, RUBBER, CONCRETE, HMA PAVEMENT OR A COMBINATION OF SUCH MATERIALS.

*** CROWN TRANSITION LENGTH SHOWN ELSEWHERE IN THE PLAN.

PAVEMENT DETAILS FOR RAILROAD APPROACH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

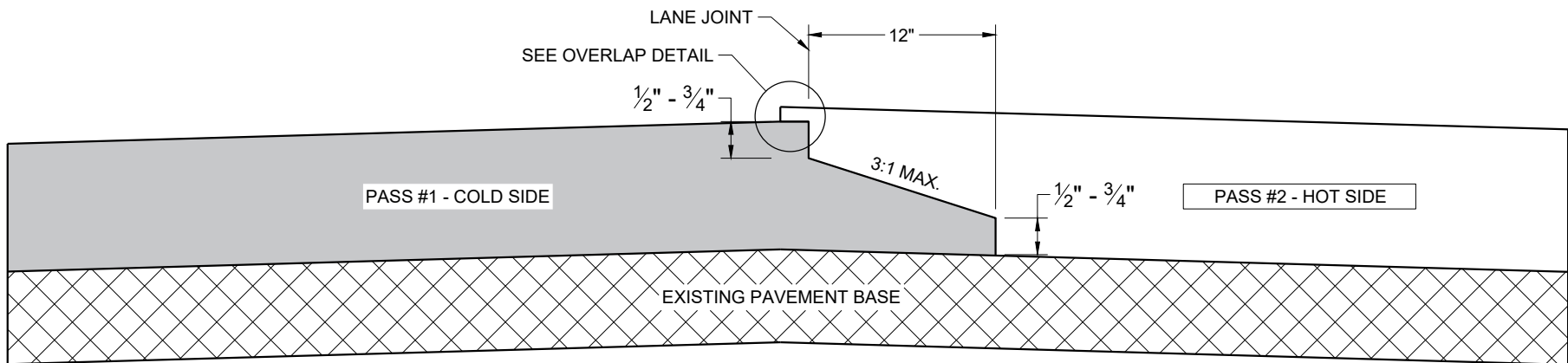
APPROVED

8-28-09

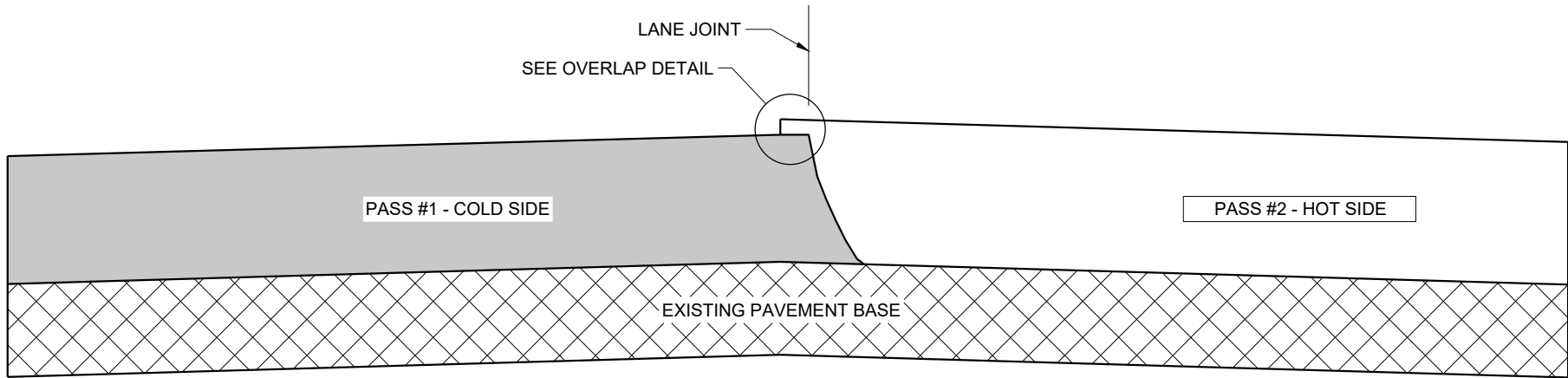
DATE

FHWA

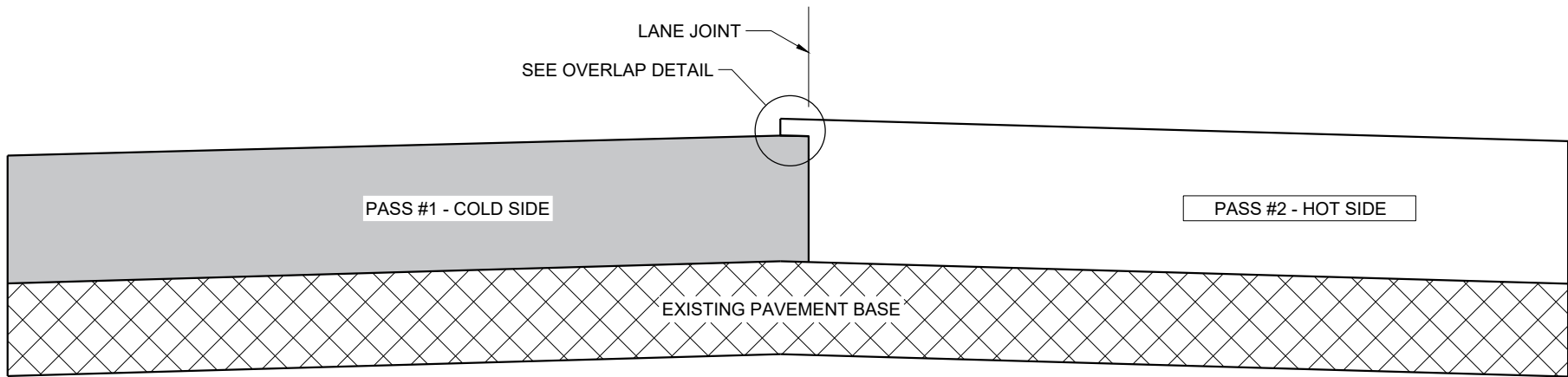
/S/ Ronald E. Adams
CHIEF, RAILROADS & HARBORS SECTION



TYPICAL PAVEMENT CROSS SECTION
OF NOTCHED WEDGE LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL LONGITUDINAL JOINT



TYPICAL PAVEMENT CROSS SECTION
OF MILLED LONGITUDINAL JOINT

GENERAL NOTES

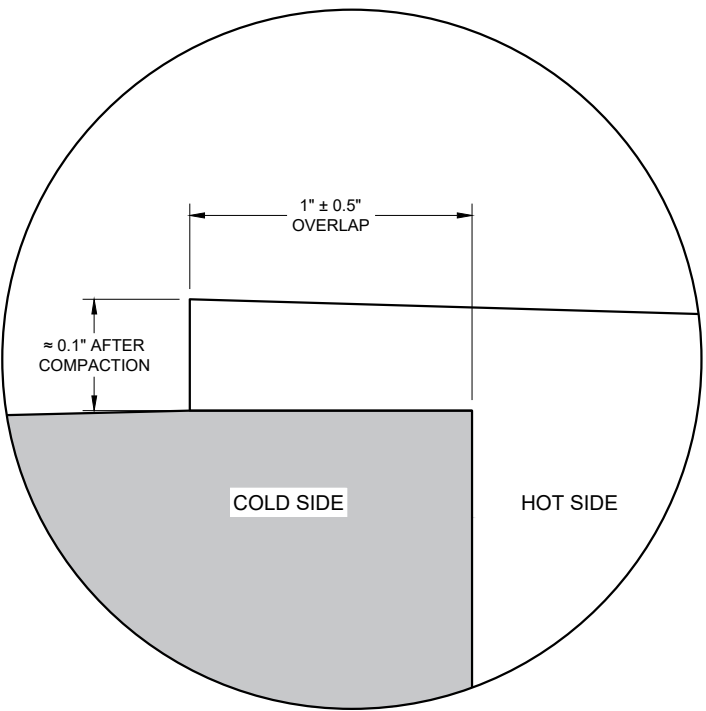
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY 1" ± 0.5" AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY 0.1" AFTER FINAL COMPACTION.

ONLY REMOVE THE LONGITUDINAL NOTCHED WEDGE JOINT FOR SMA PAVEMENT OR AS DIRECTED BY THE ENGINEER TO ADDRESS SPECIFIC LENGTHS OF JOINT DAMAGED BY TRAFFIC.

WHEN MILLING BACK OR REMOVING ANY LONGITUDINAL JOINT, LIMIT THE MATERIAL REMOVED TO 2" FROM THE TOP NOTCH OR FROM THE VERTICAL JOINT EDGE ON THE COLD SIDE OF THE JOINT.

USE LONGITUDINAL MILLED JOINT AS PLANS SHOW OR THE AS THE ENGINEER DIRECTS.



OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA

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" X 48" UNLESS OTHERWISE NOTED.

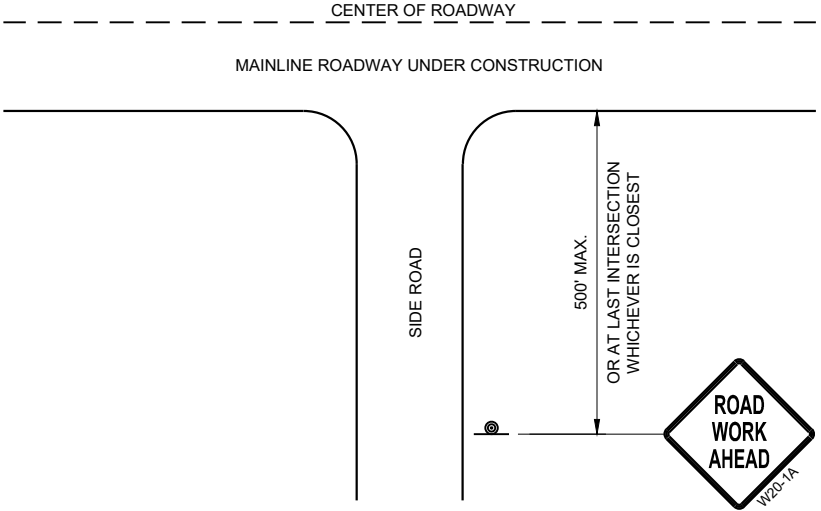
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 REESTABLISHED.

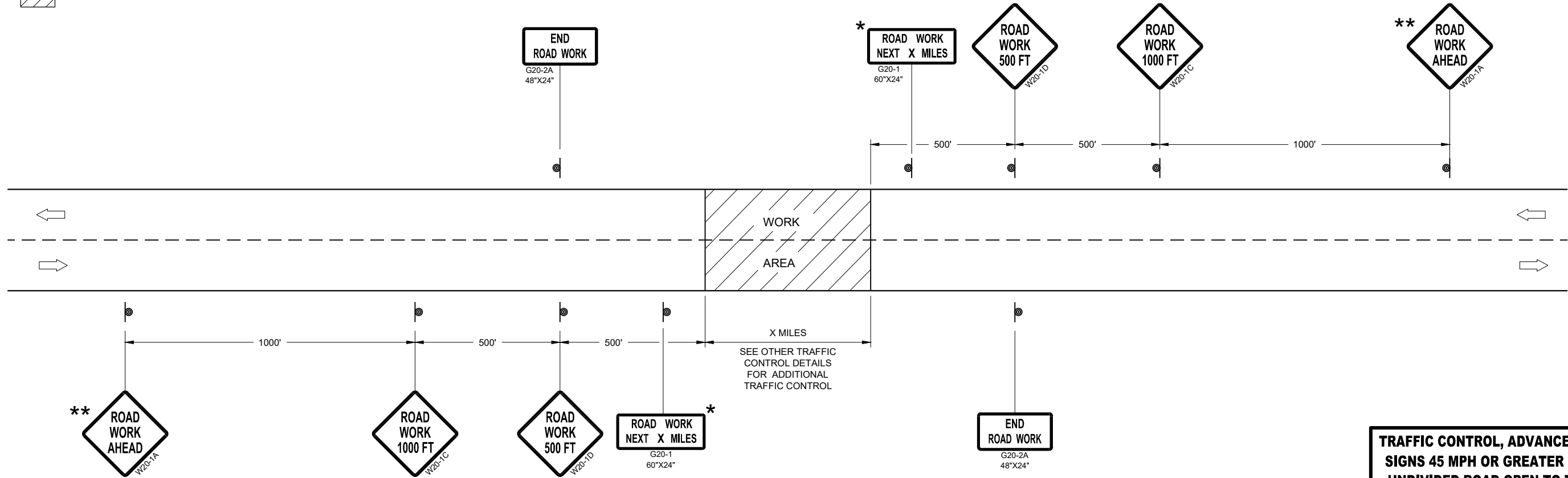
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



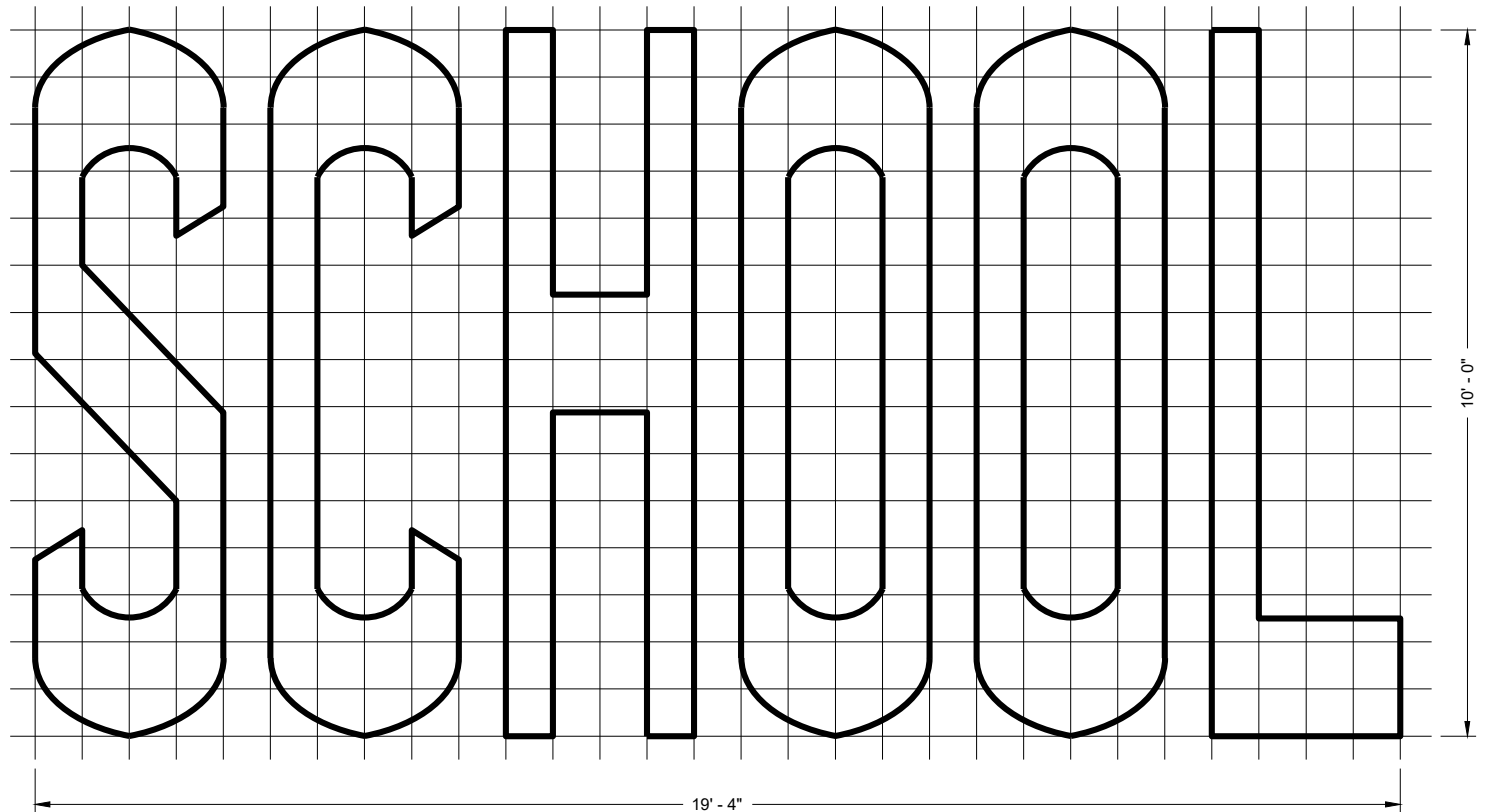
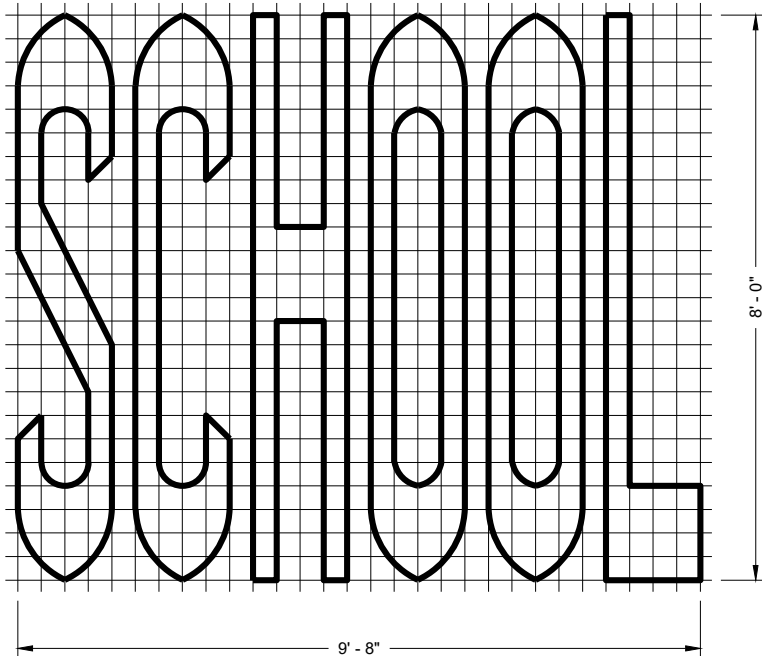
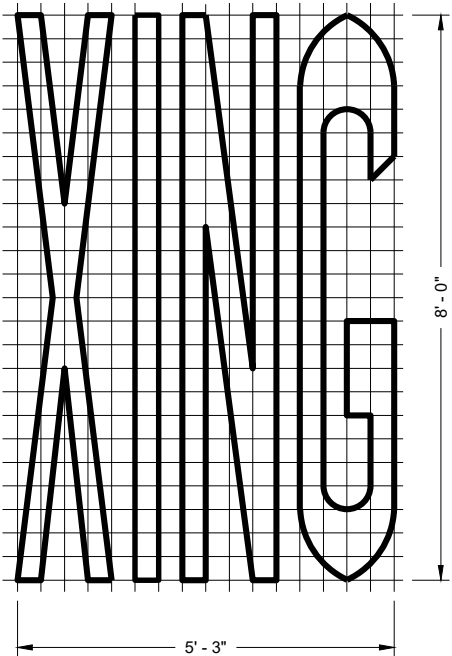
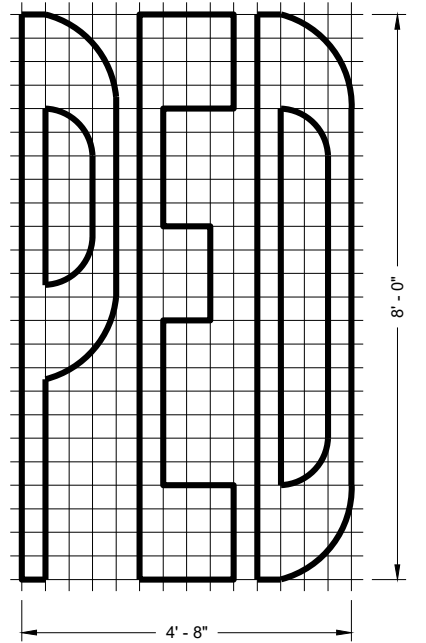
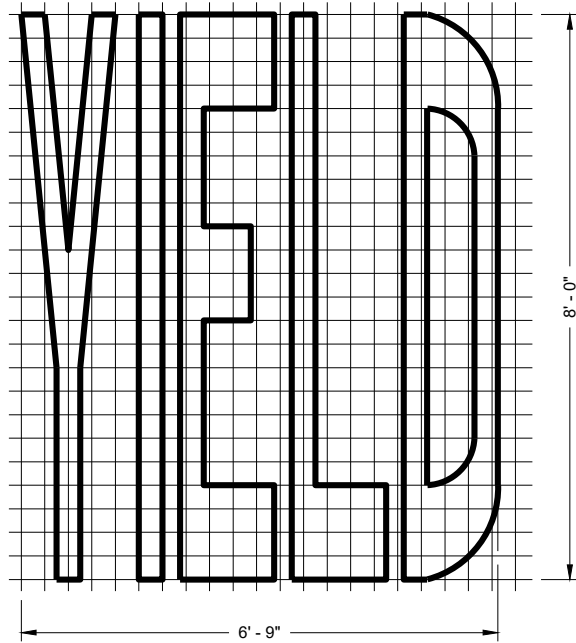
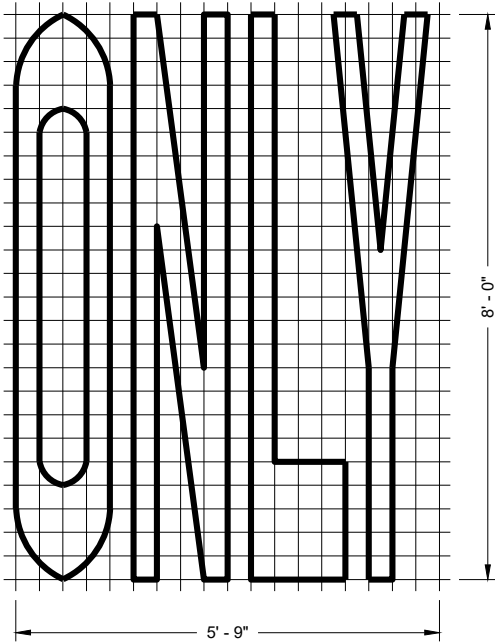
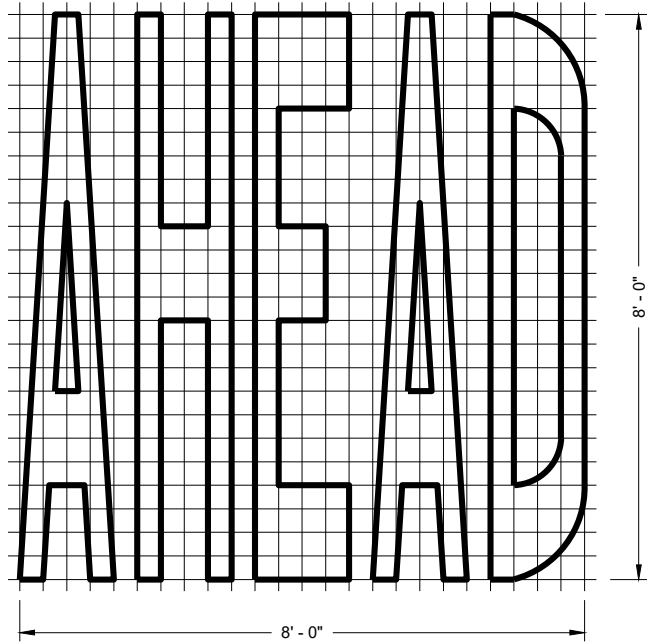
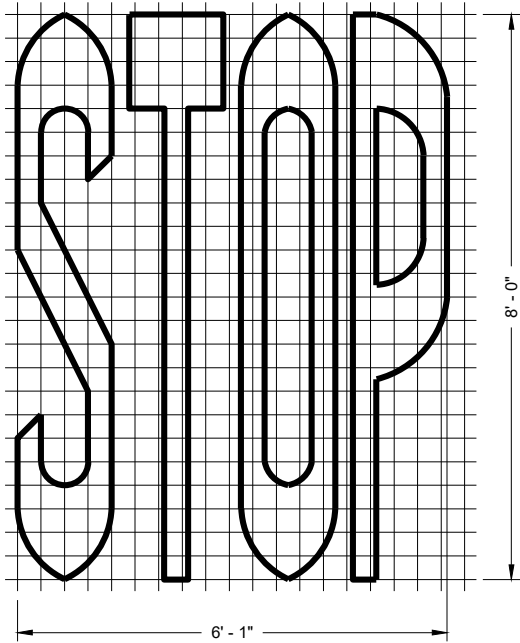
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



SINGLE LANE

TWO - LANE

GENERAL NOTES

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

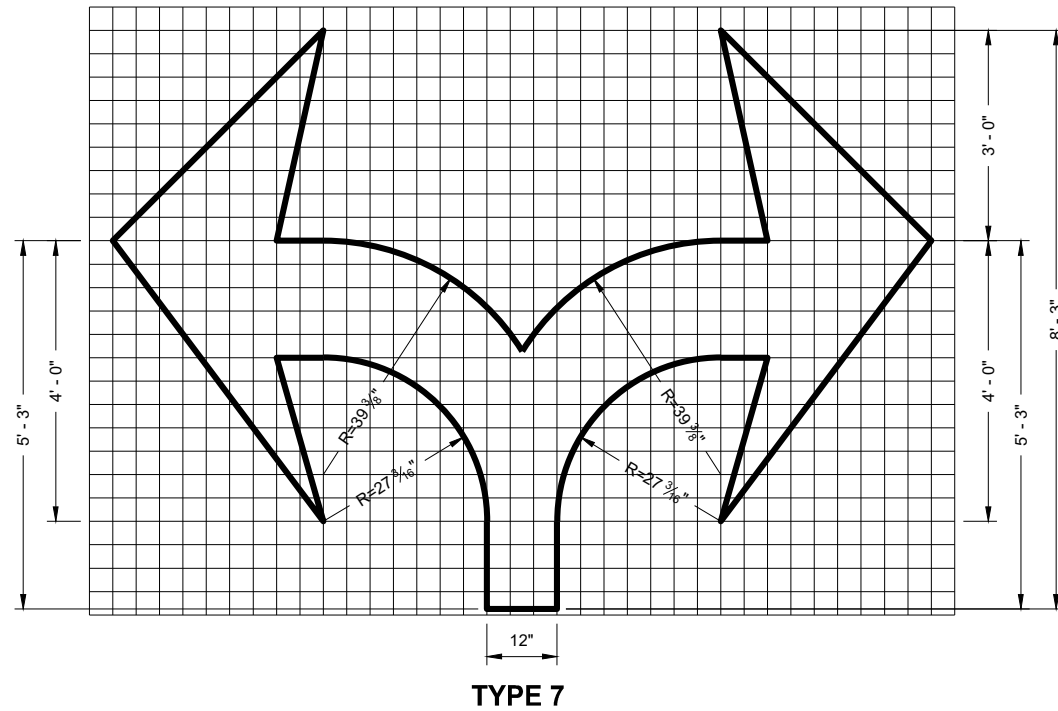
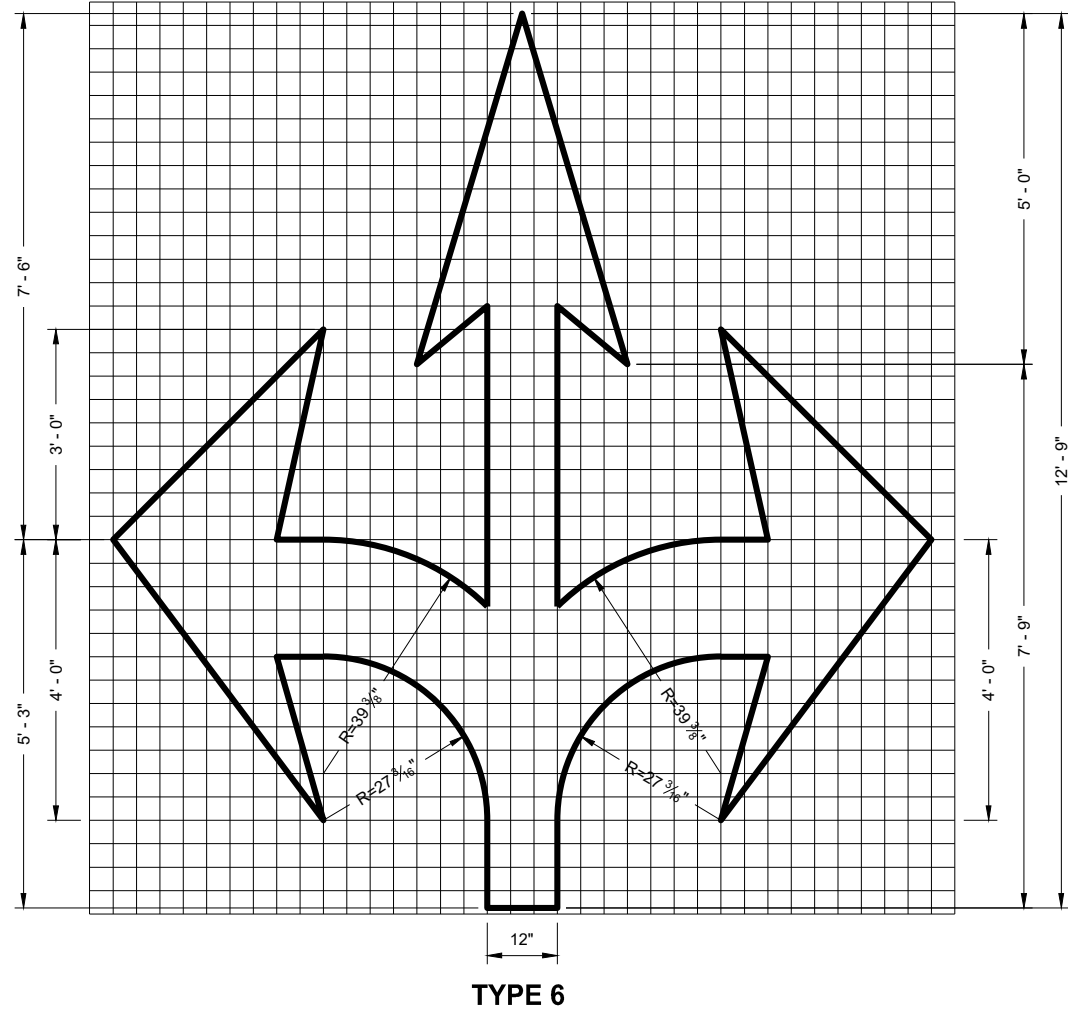
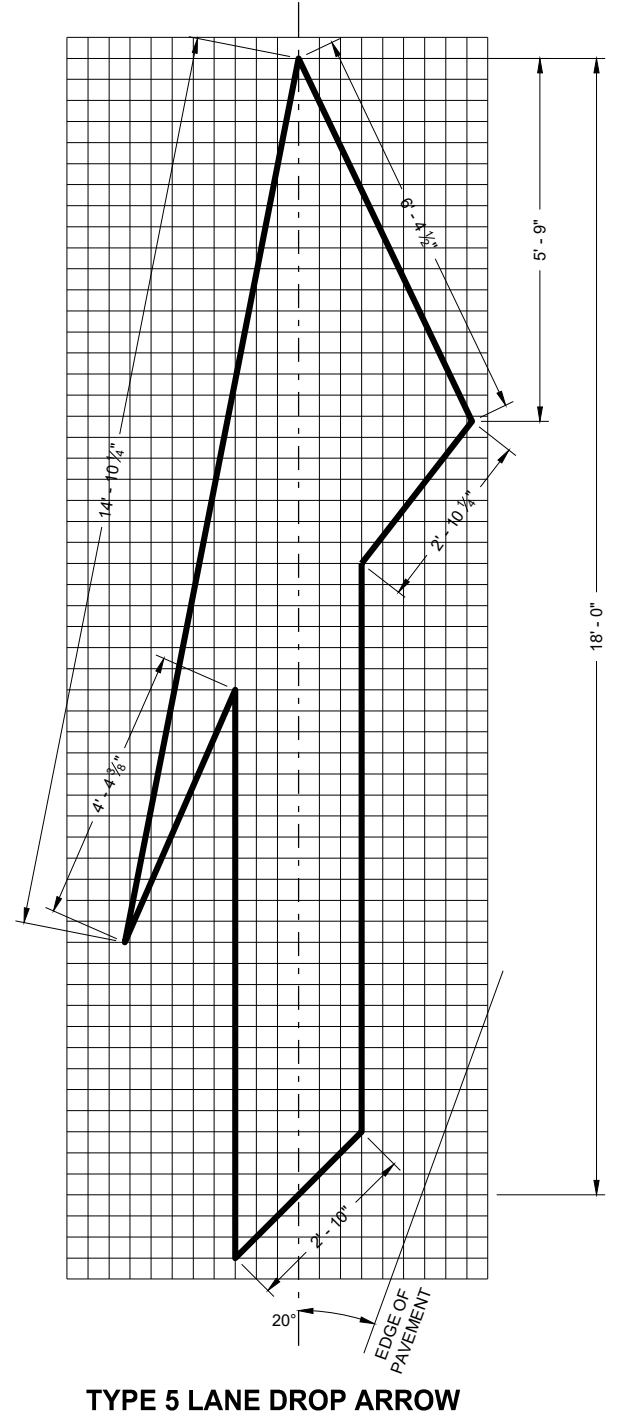
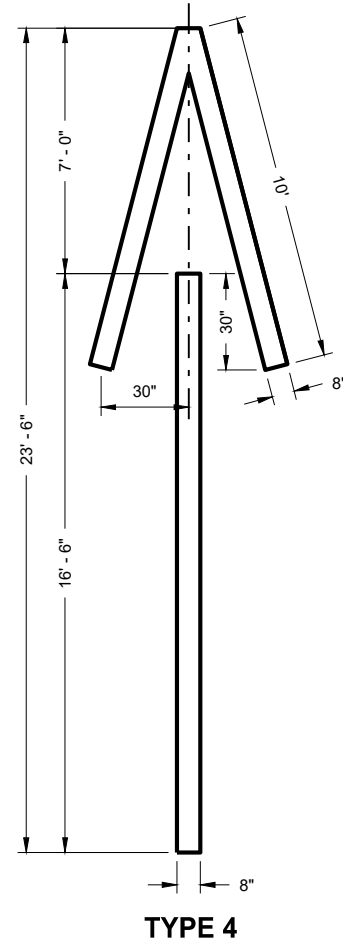
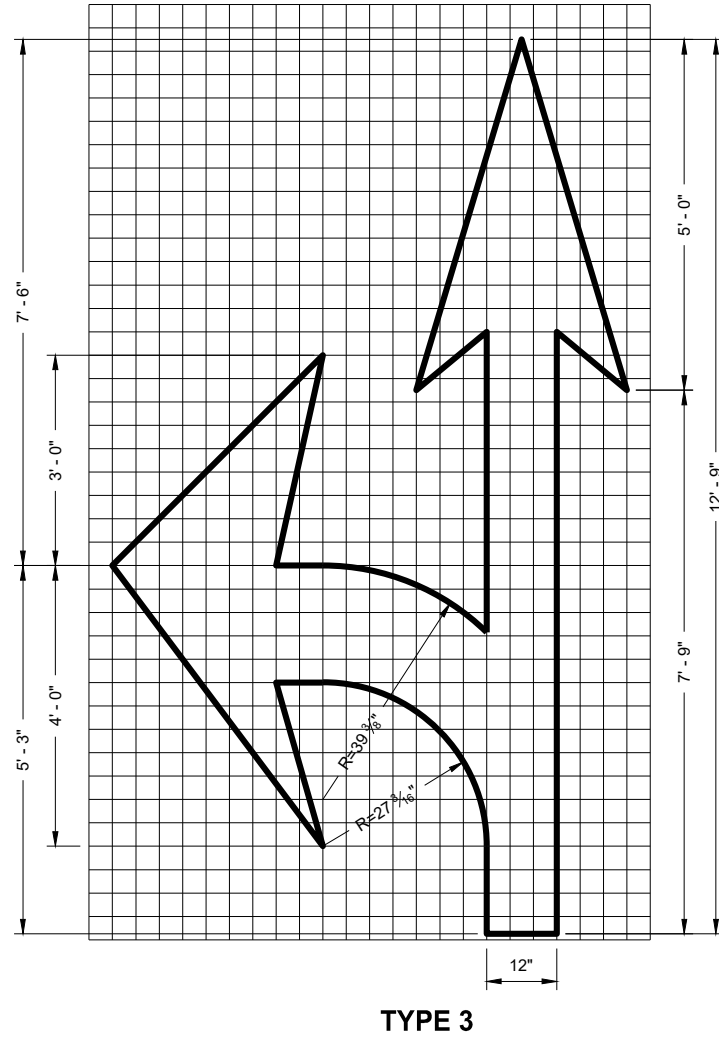
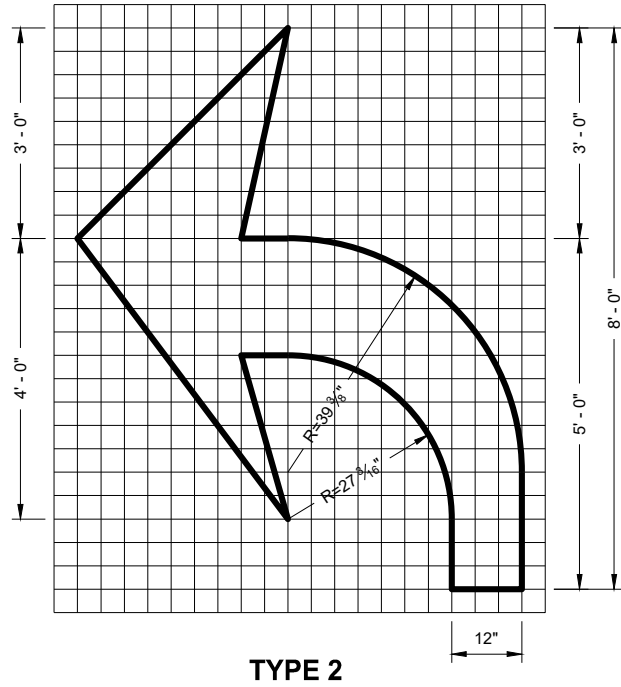
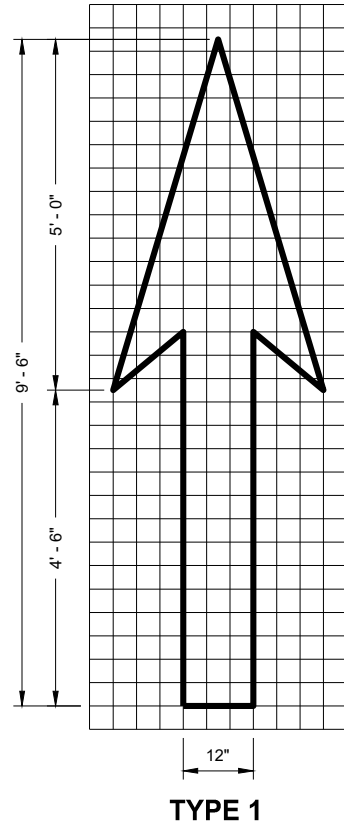
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA



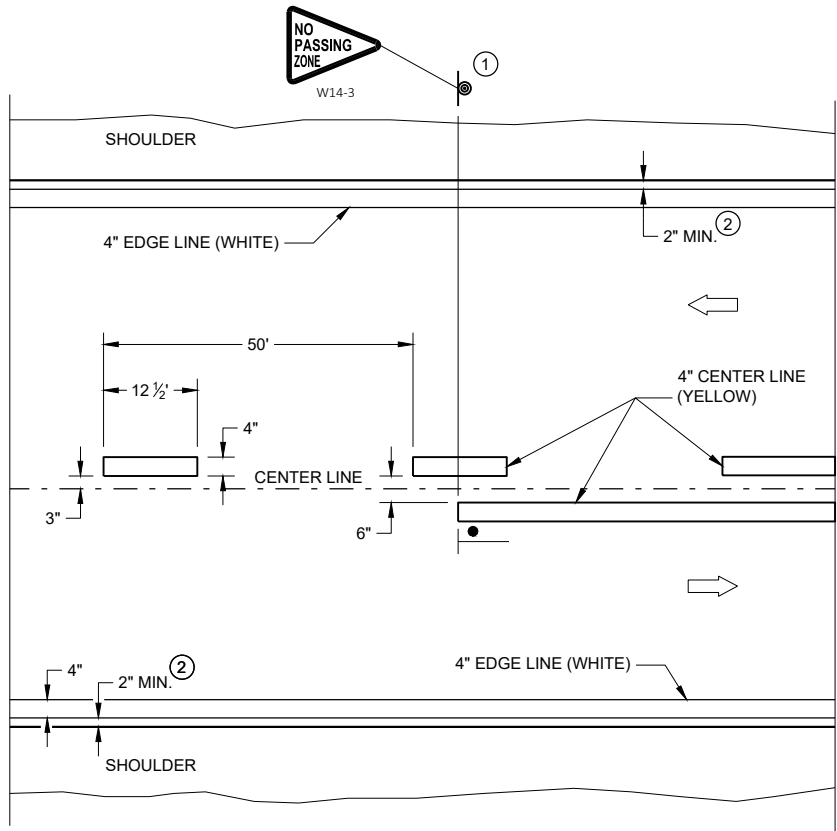
GENERAL NOTES

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

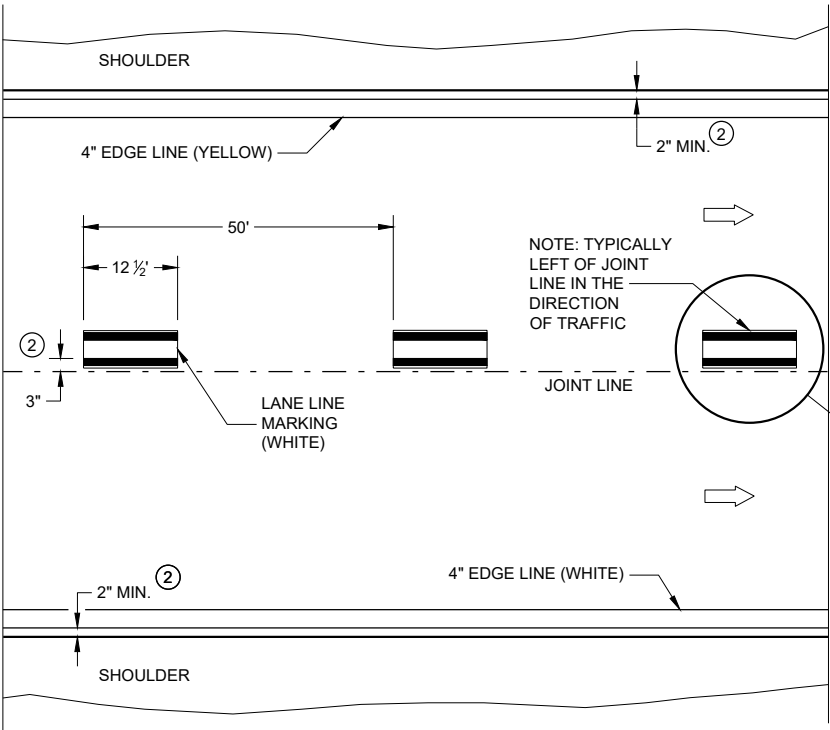
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA

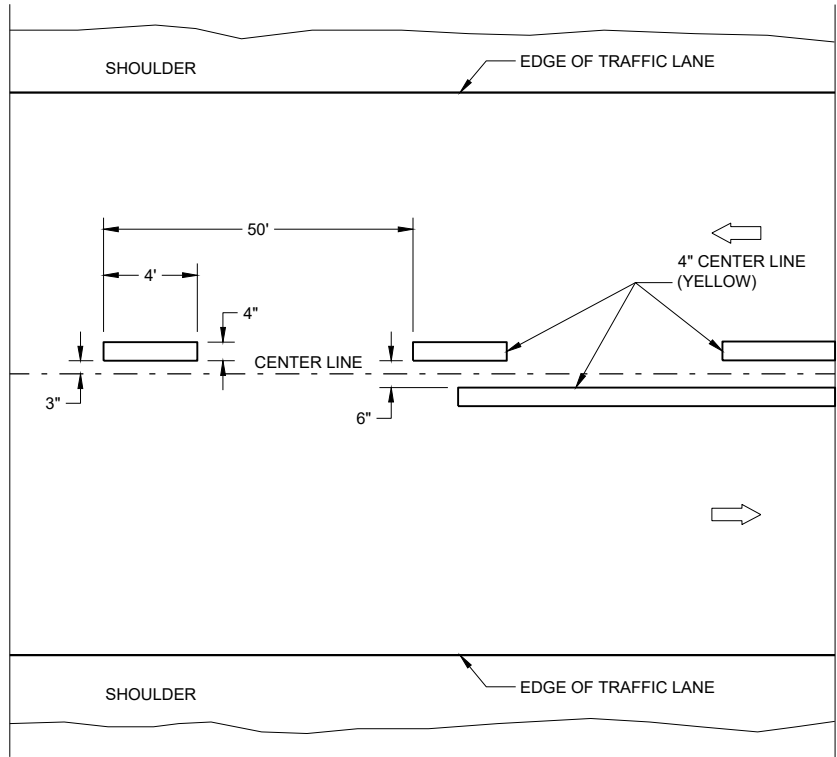


TWO WAY TRAFFIC

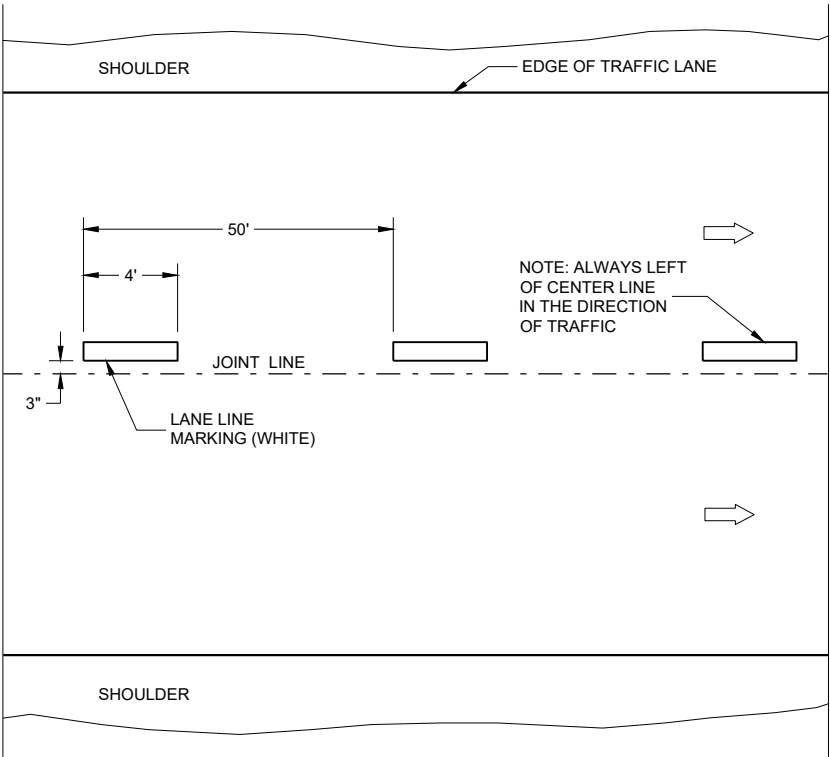


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

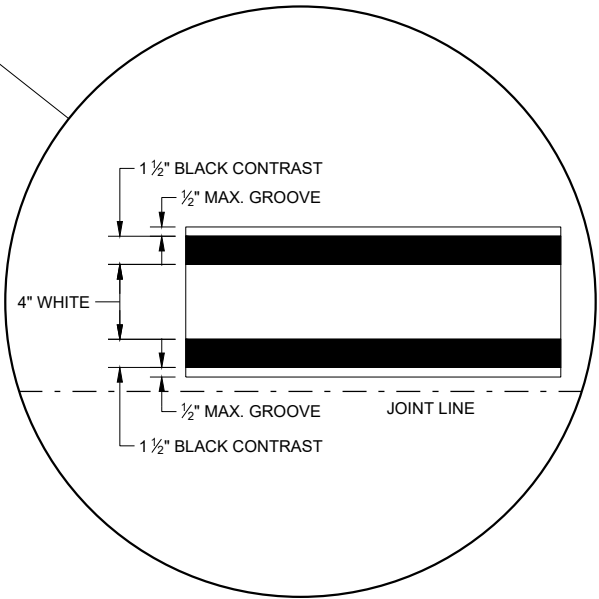
GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITH 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

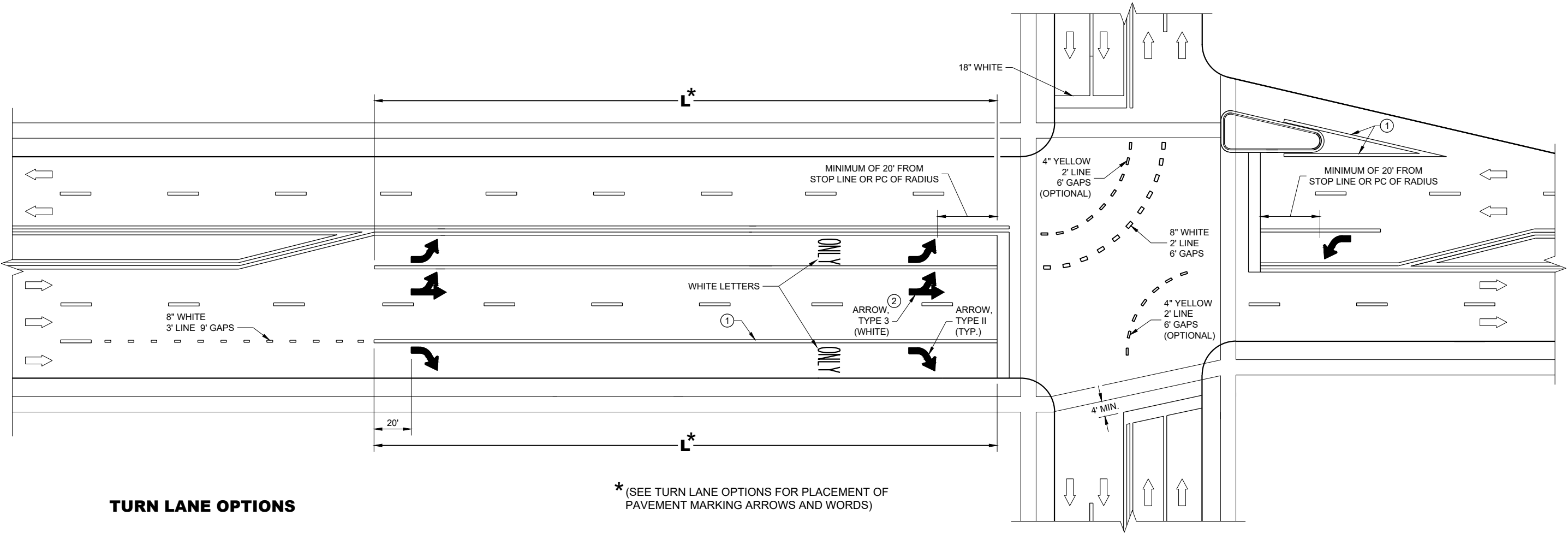


LONGITUDINAL MARKING (MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE
/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING
ENGINEER

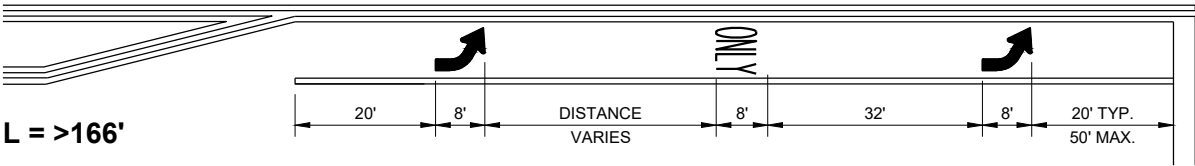
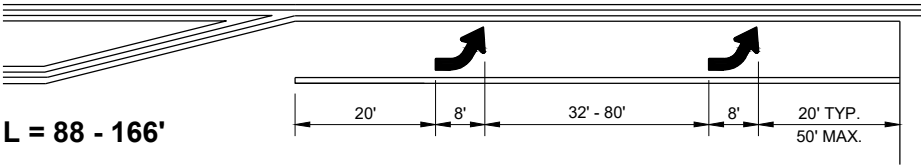
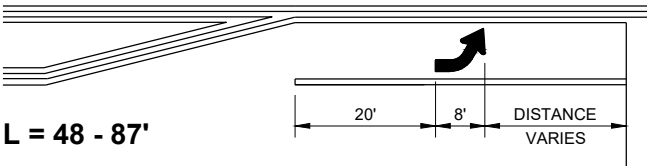
FHWA



*(SEE TURN LANE OPTIONS FOR PLACEMENT OF
PAVEMENT MARKING ARROWS AND WORDS)

TURN LANE OPTIONS

LENGTH OF TURN BAY (**L**) OF 0 - 47' DOES NOT
REQUIRE PAVEMENT MARKING ARROWS OR WORDS



GENERAL NOTES

- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



W14-3

500' MIN.

NO-PASSING
ZONE MARKING

PERPENDICULAR
TO ROADWAY



W10-1

PAVEMENT MARKING

GENERAL NOTES

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

RETRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

- ① MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNALS, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

TABLE BASED UPON 2C-4 WISCONSIN
SUPPLEMENT OF MANUAL ON UNIFORM
TRAFFIC CONTROL DEVICES.

Posted Speed (M.P.H.)	Dimension Range (Feet)
25	150*- 250
30	200*- 300
35	250*- 450
40	300*- 500
45	400*- 650
50	550*- 800
55	750*- 1000
60	1000*- 1250
65	1000*- 1250

* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSE PROXIMITY OF DRIVEWAYS, BRIDGES, SIDEROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

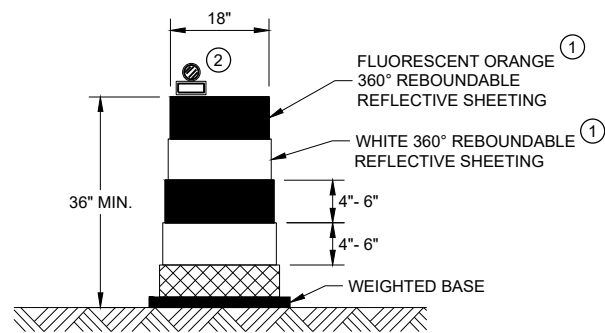
SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

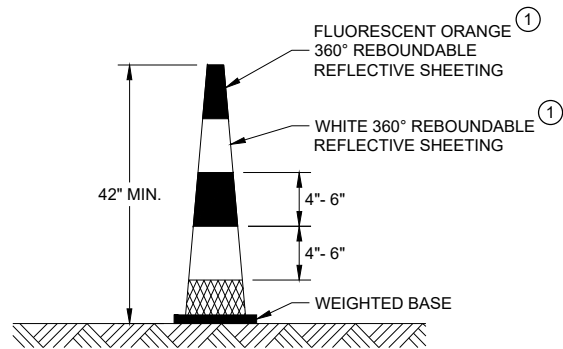
APPROVED

Sept., 2017 /S/ Matthew R. Rauch
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

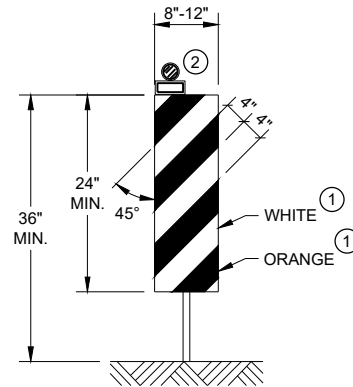


DRUM



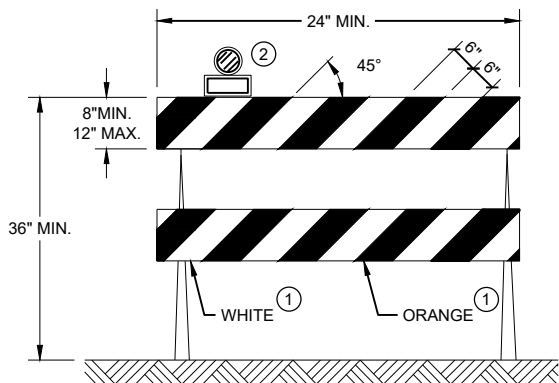
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



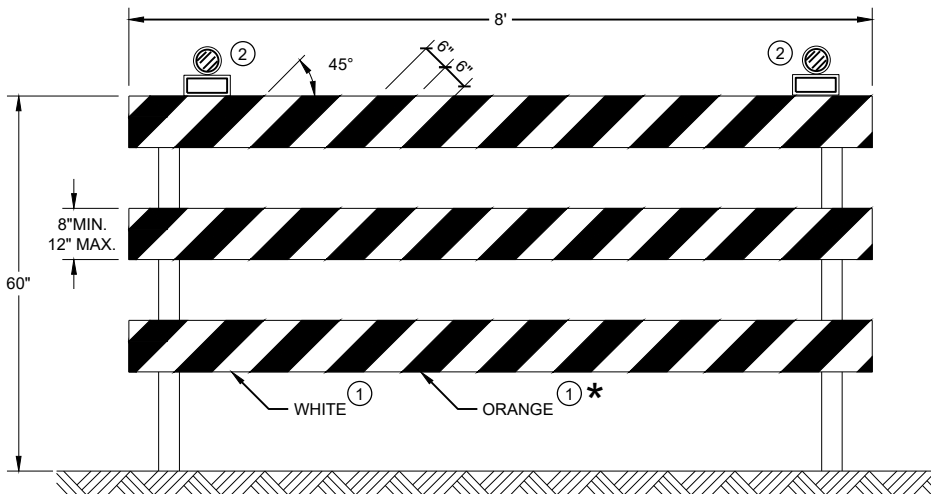
VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO
THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

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.

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

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

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS, DEVICES, AND 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.

FLAGGING

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

① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' 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.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

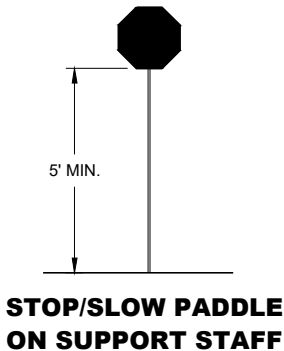
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

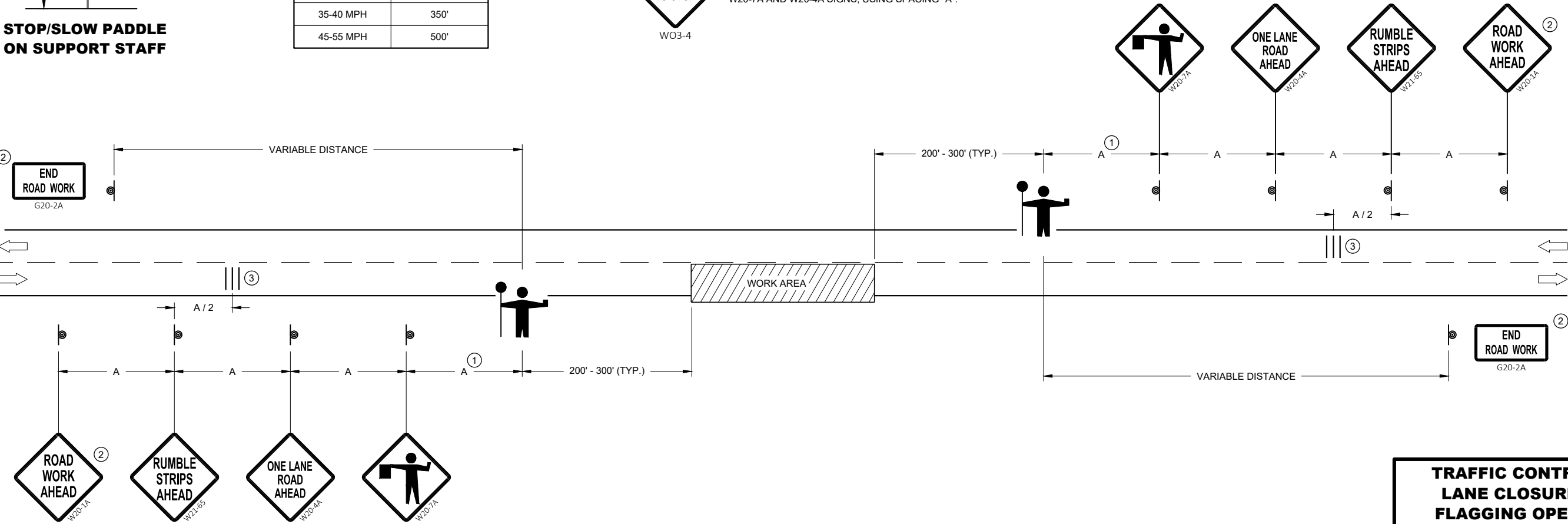


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

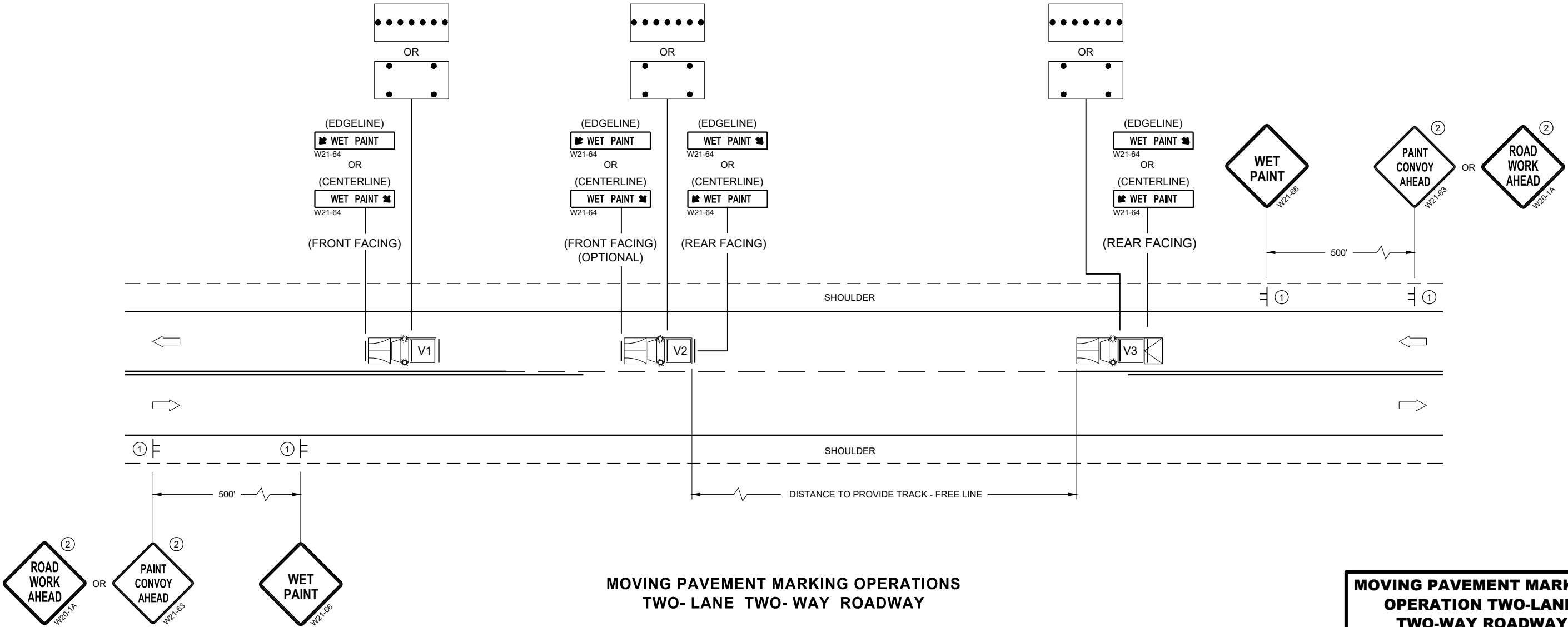
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 18" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

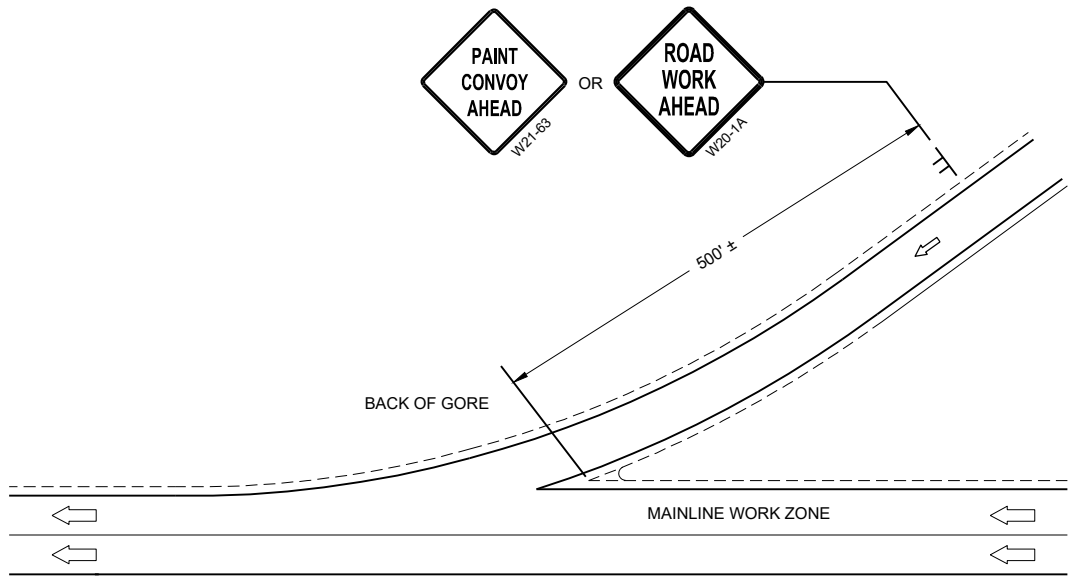
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

LEGEND

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



GENERAL NOTES

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

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

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

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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

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

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

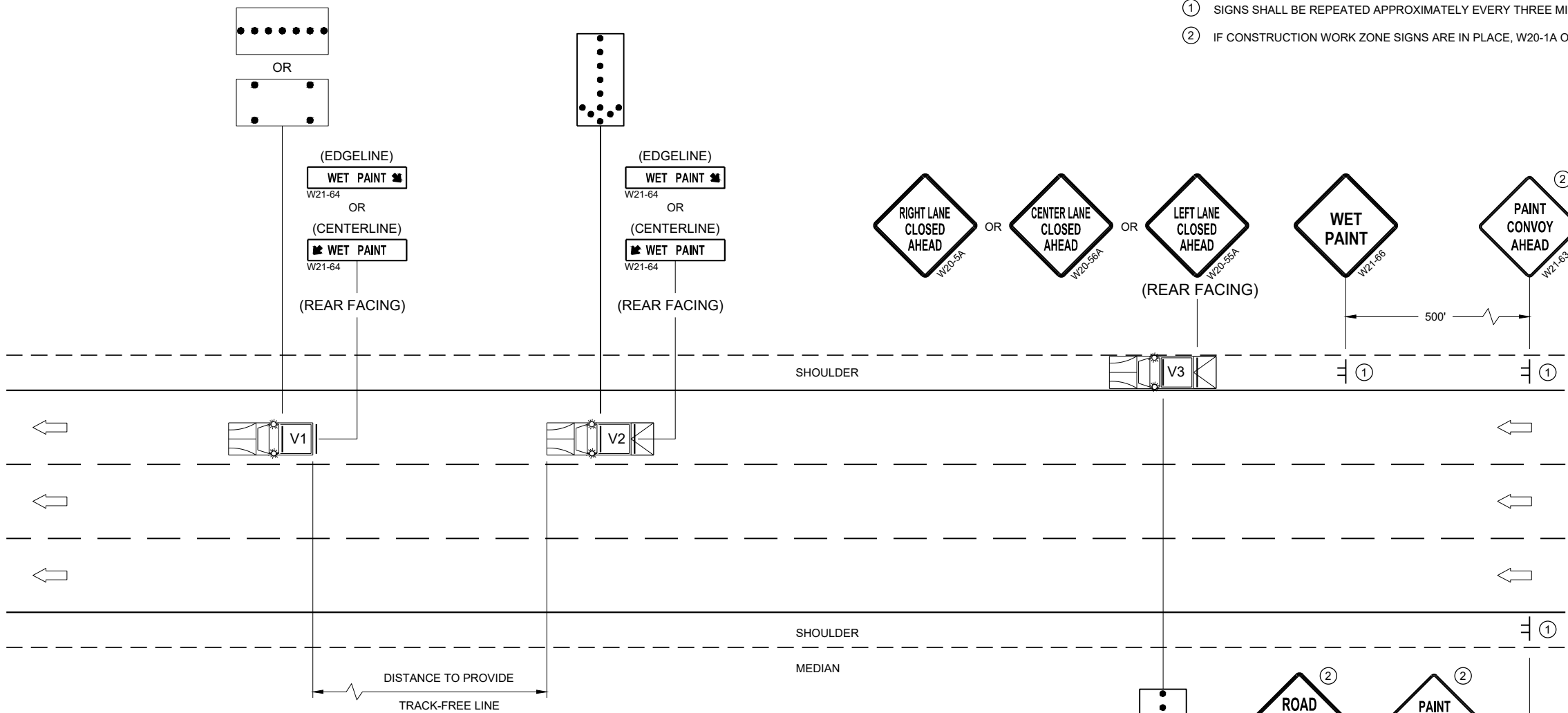
IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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

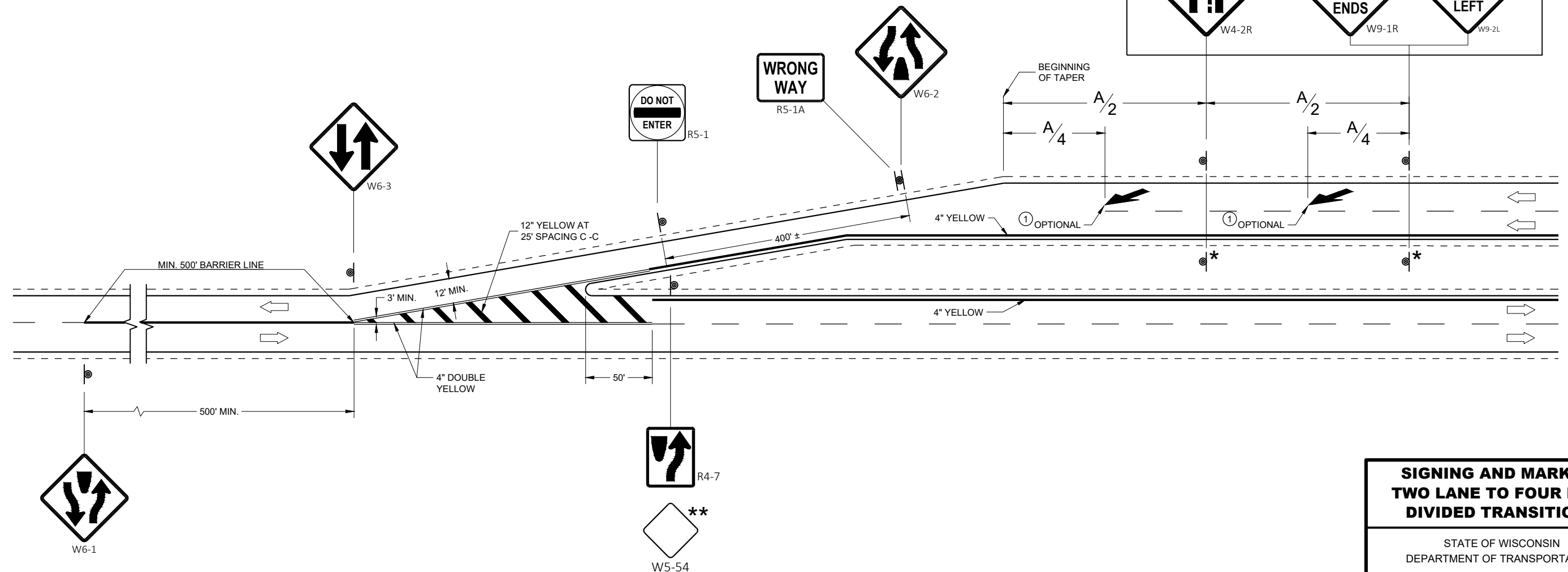
* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

LEGEND

 SIGN MOUNTED ON PERMANENT SUPPORT

➡ DIRECTION OF TRAFFIC

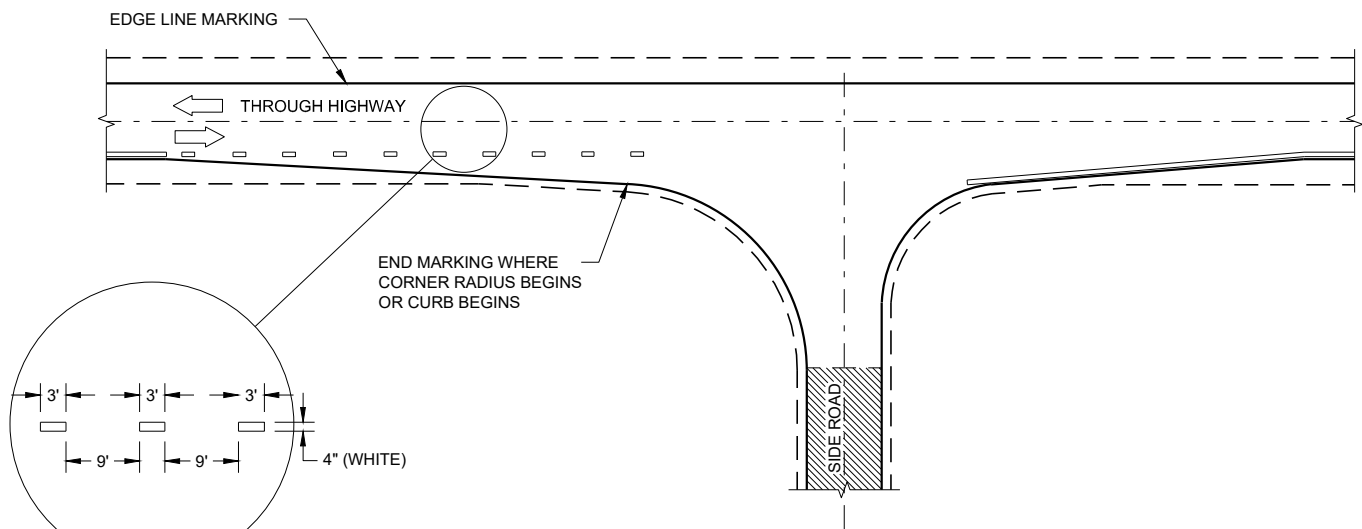
POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'
65	1200'
70	1250'



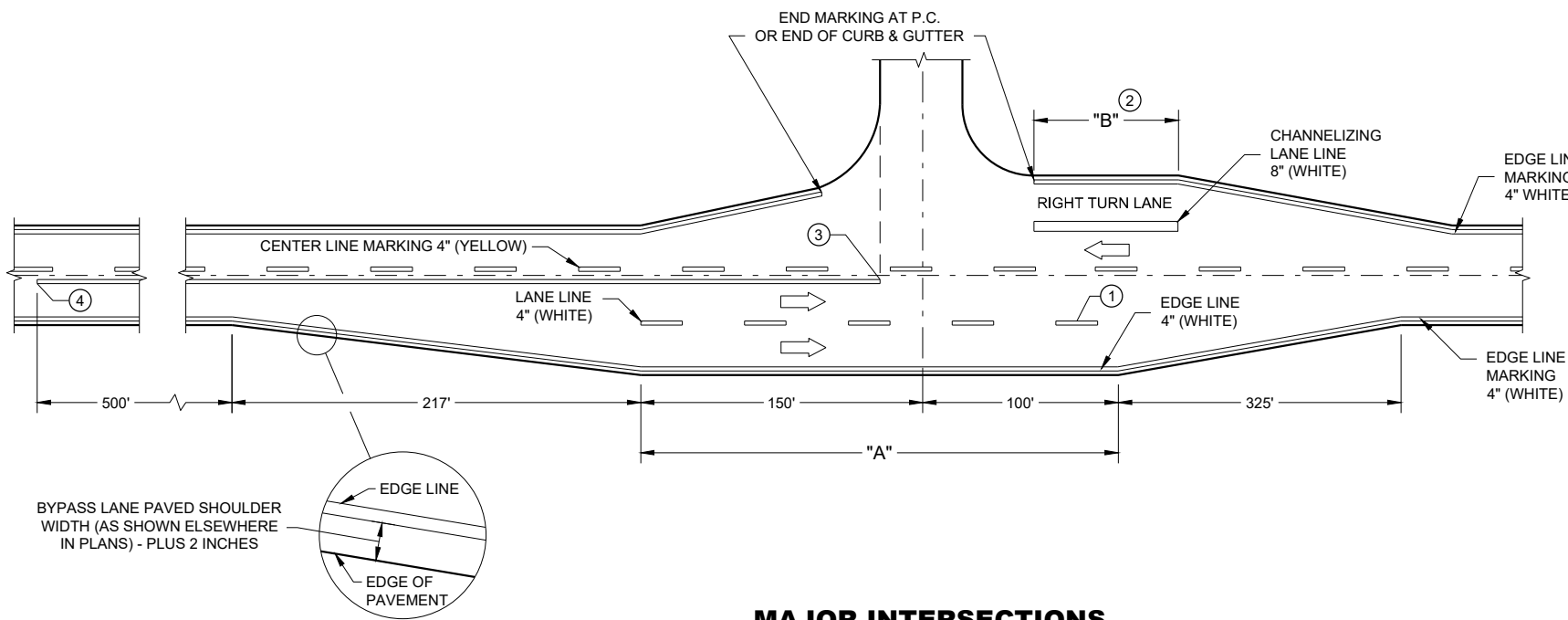
APPROVED
May 2020
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

CHINA



MINOR INTERSECTION



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

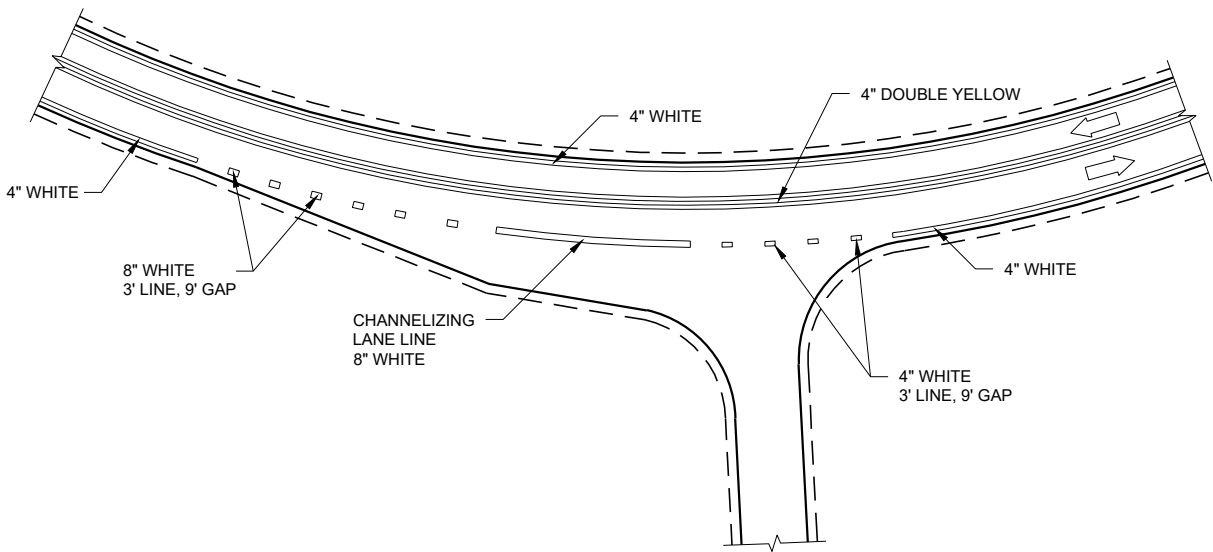
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES 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.

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

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

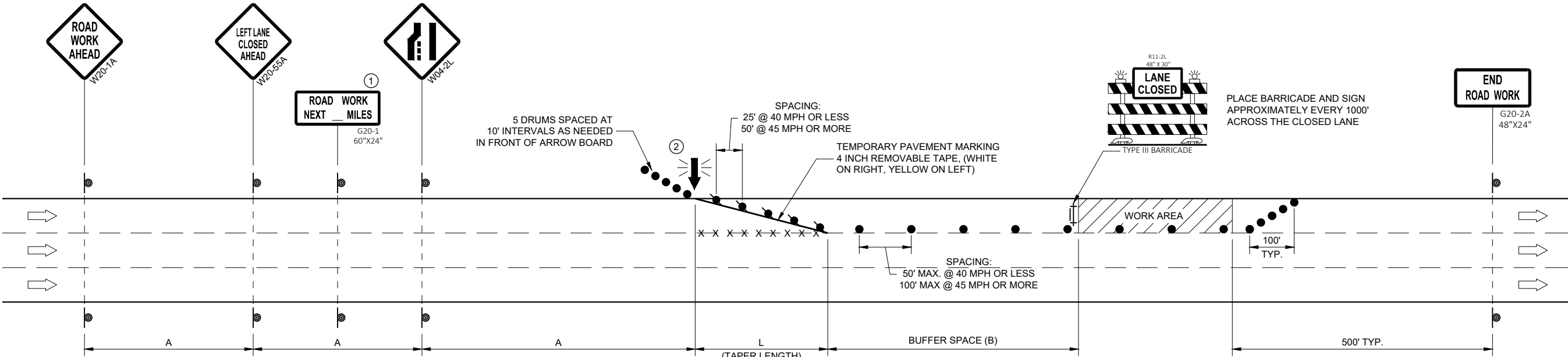
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER

LEGEND

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

GENERAL NOTES

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

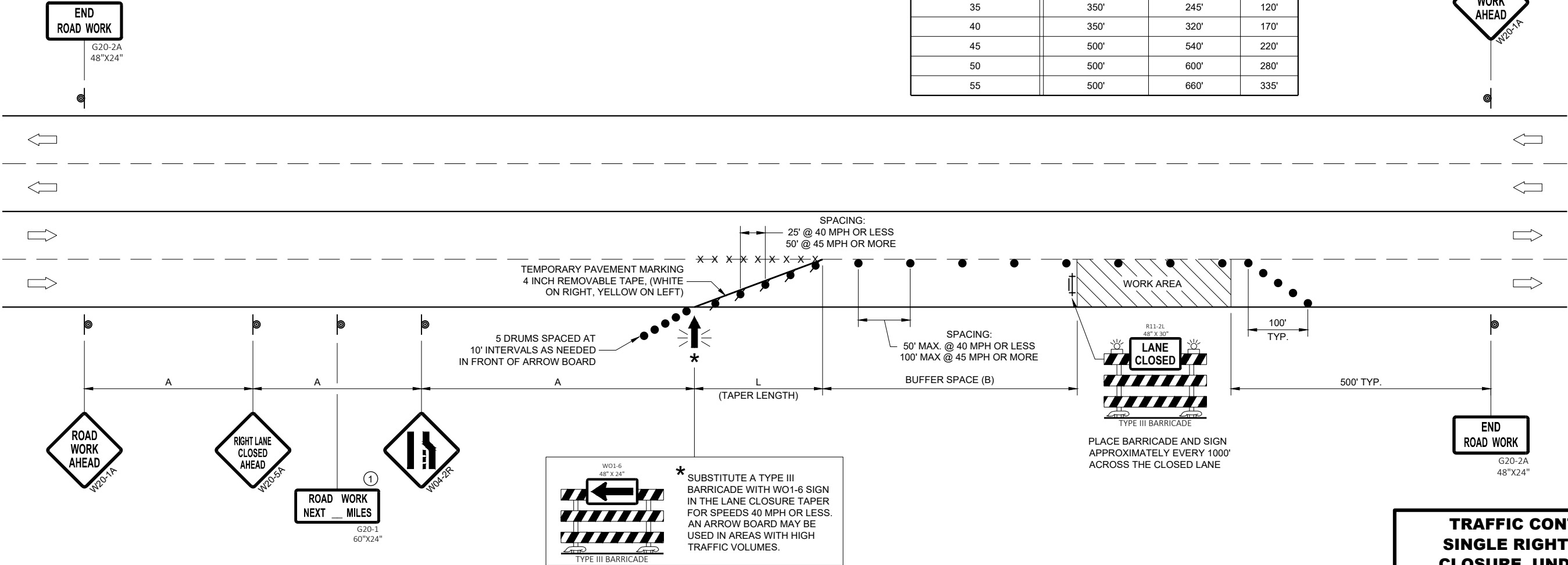
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

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



**TRAFFIC CONTROL,
SINGLE RIGHT LANE
CLOSURE, UNDIVIDED
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"X 36" SIGNS MAY BE USED IF APPROVED BY REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

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

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

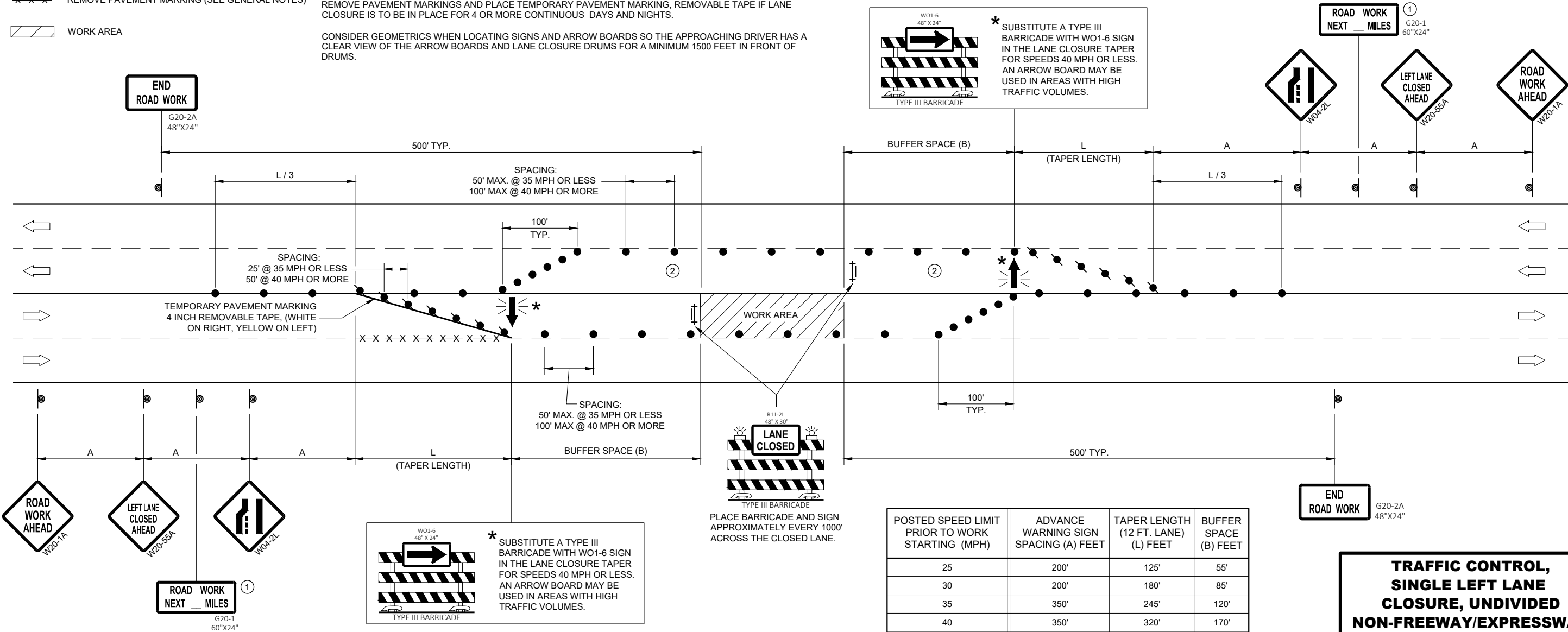
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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

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

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



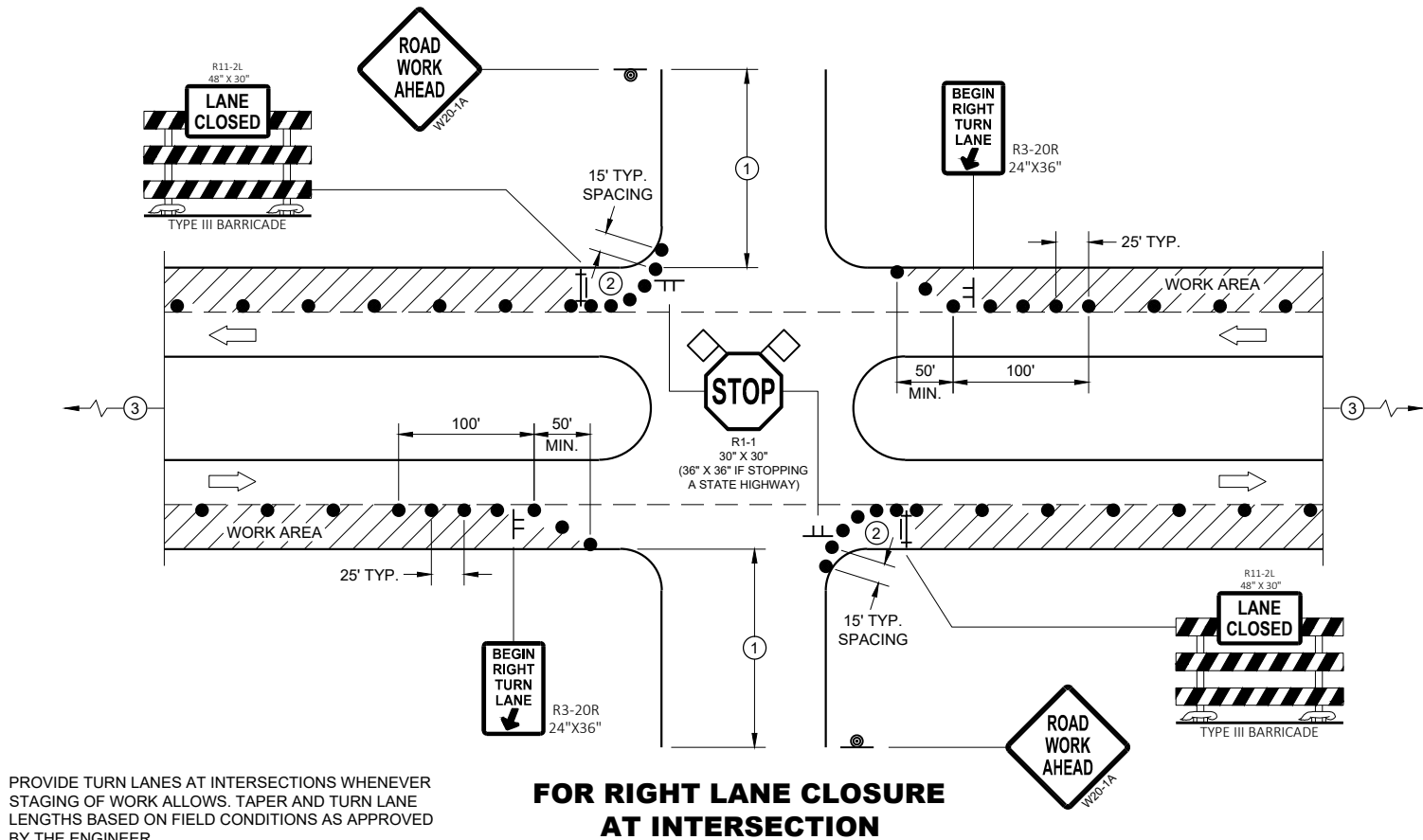
TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA



GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

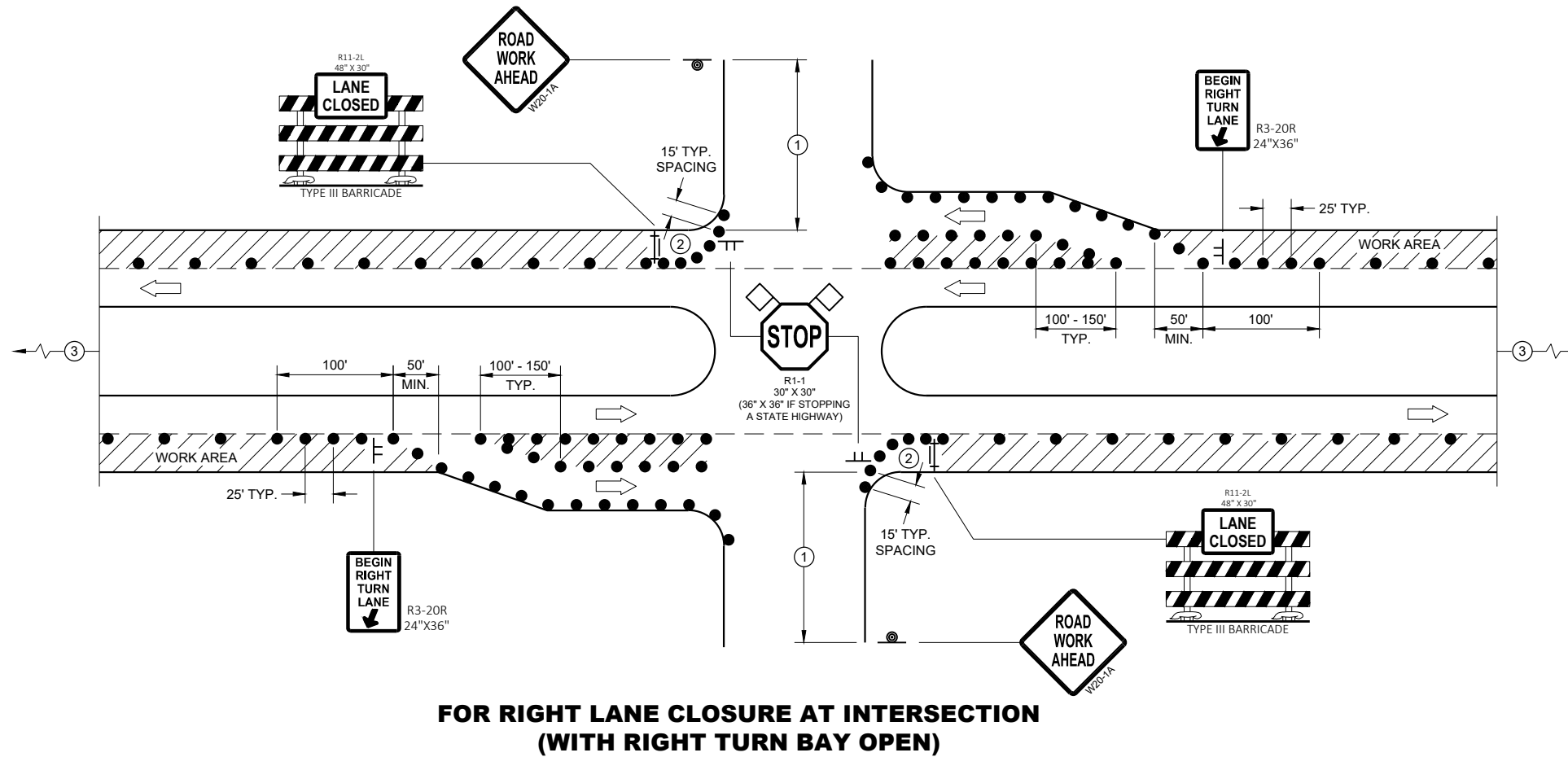
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

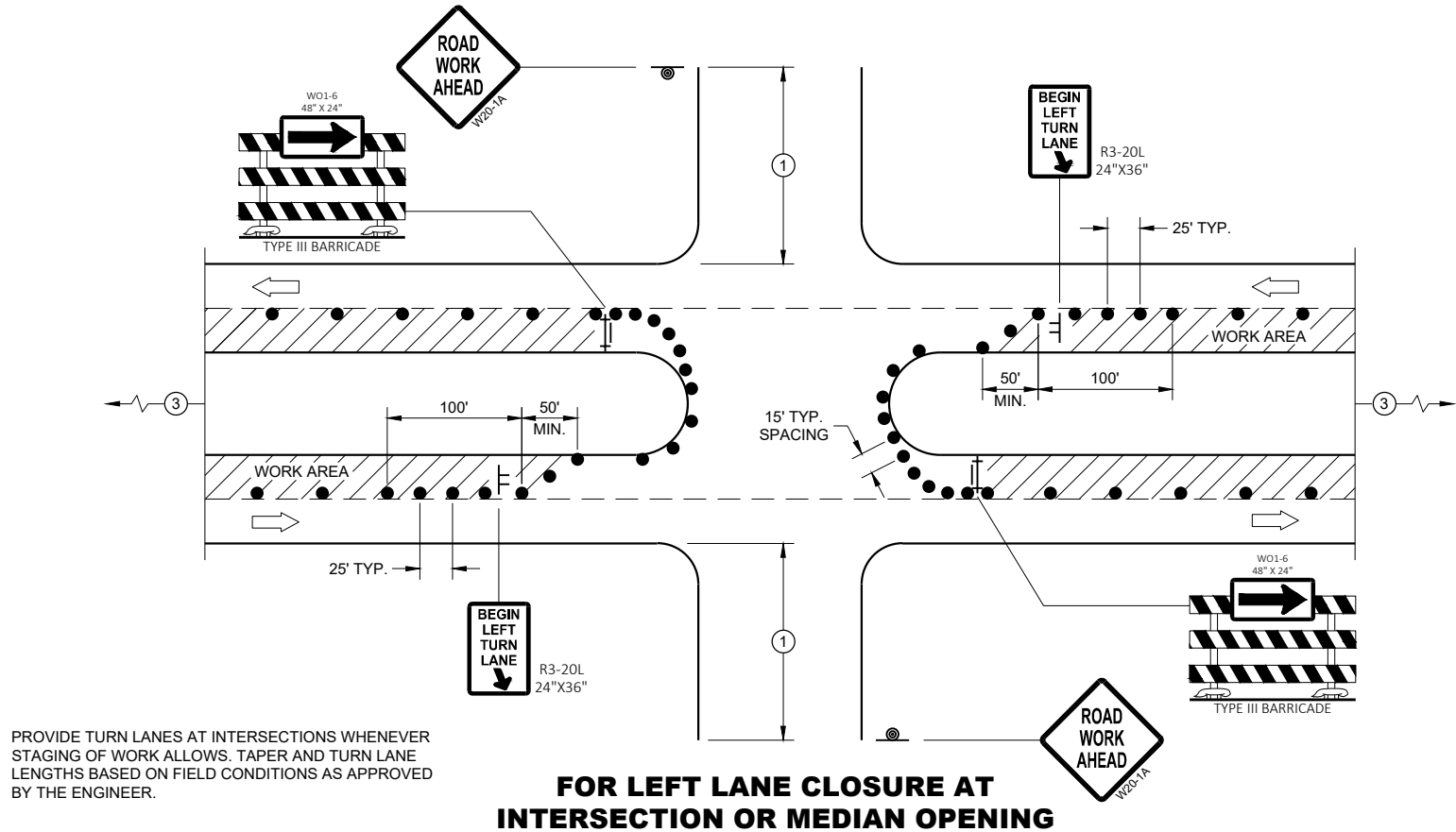
LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA



**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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

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

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

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

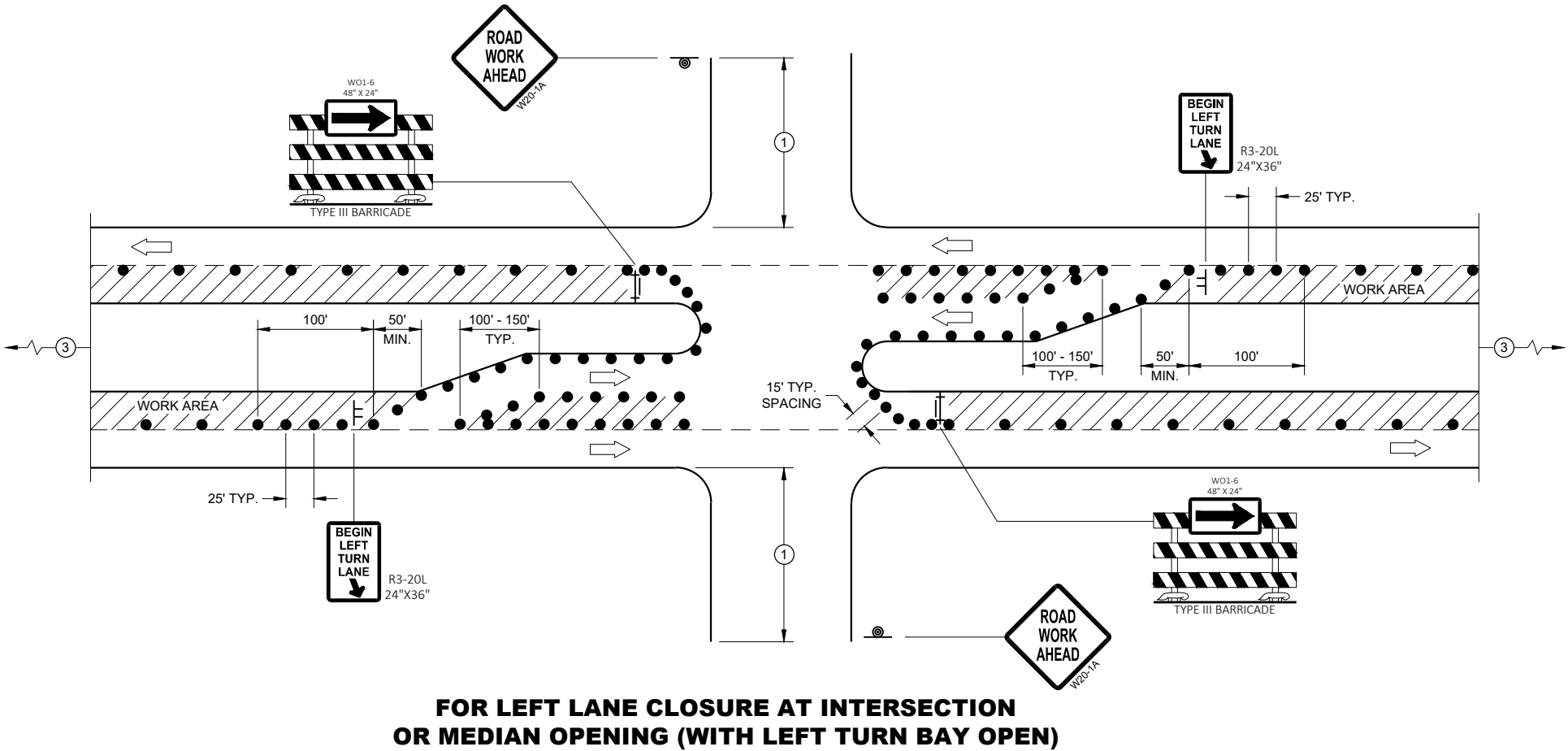
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA



TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡➡ FLASHING ARROW BOARD
- ▨ WORK AREA

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

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

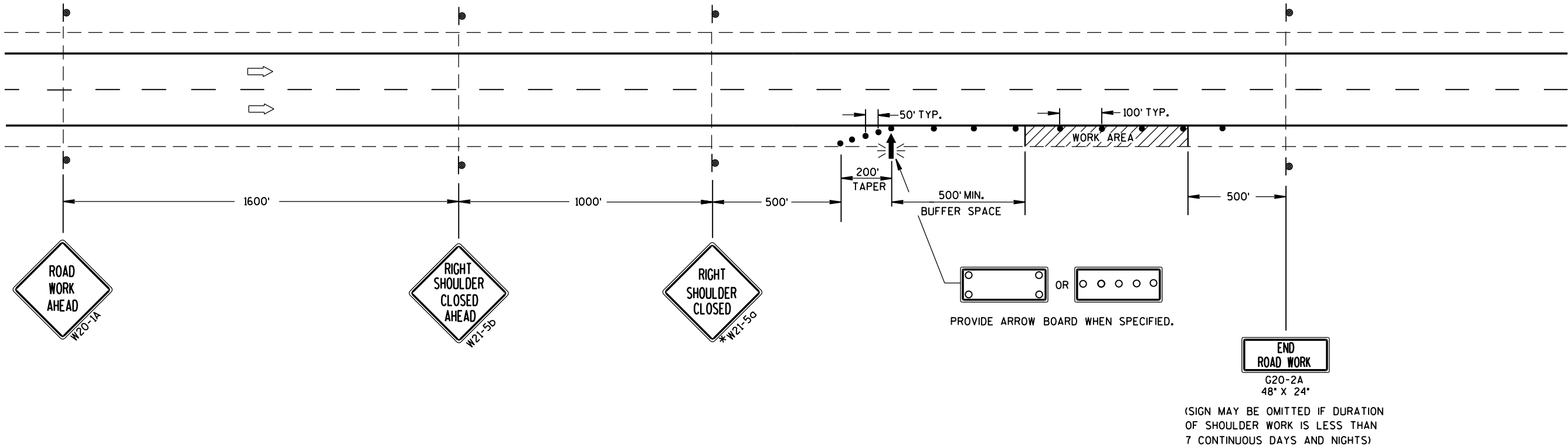
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

WHEN A 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.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER

LEGEND

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

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

"WO" SIGN IS THE SAME AS "W" SIGN EXCEPT THE BACKGROUND IS ORANGE.

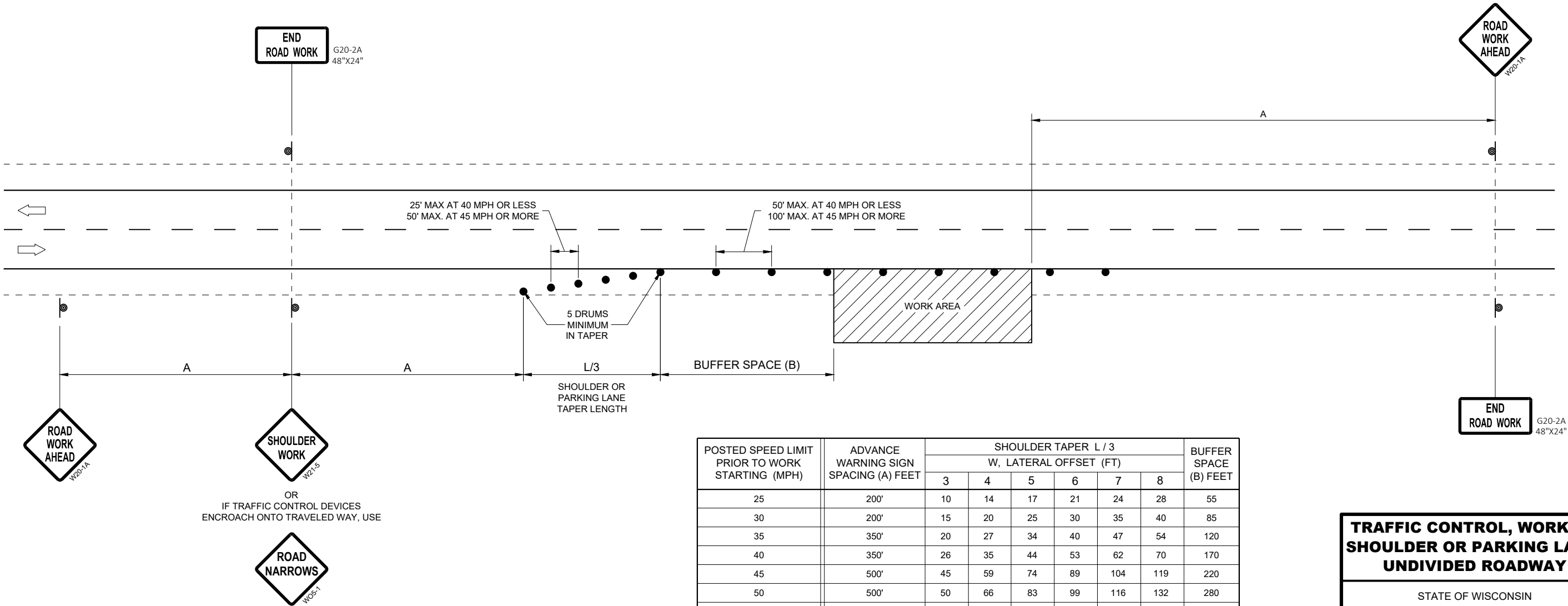
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

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

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



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHOULDER TAPER L / 3 W, LATERAL OFFSET (FT)						BUFFER SPACE (B) FEET
		3	4	5	6	7	8	
25	200'	10	14	17	21	24	28	55
30	200'	15	20	25	30	35	40	85
35	350'	20	27	34	40	47	54	120
40	350'	26	35	44	53	62	70	170
45	500'	45	59	74	89	104	119	220
50	500'	50	66	83	99	116	132	280
55	500'	54	73	91	109	127	145	335'

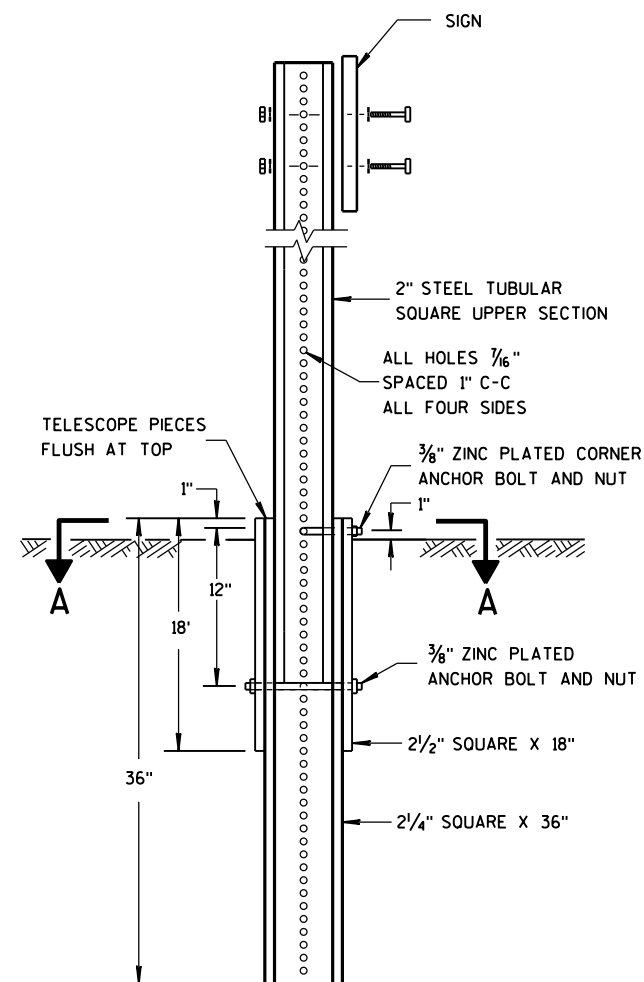
TRAFFIC CONTROL, WORK ON
SHOULDER OR PARKING LANE,
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

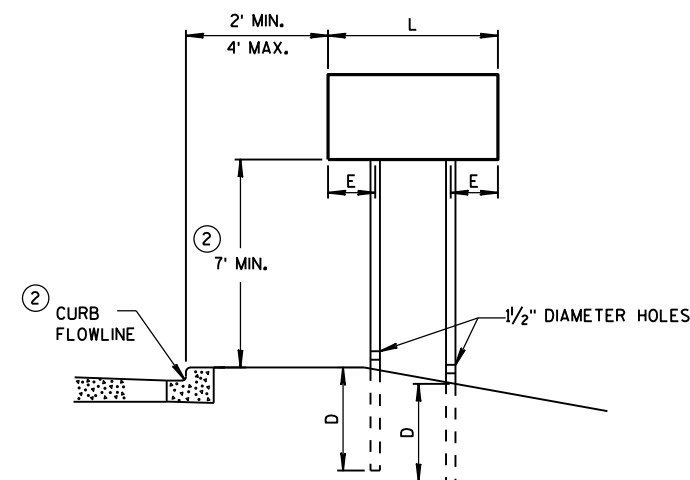
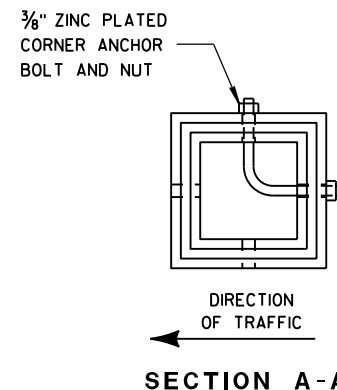


DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL 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

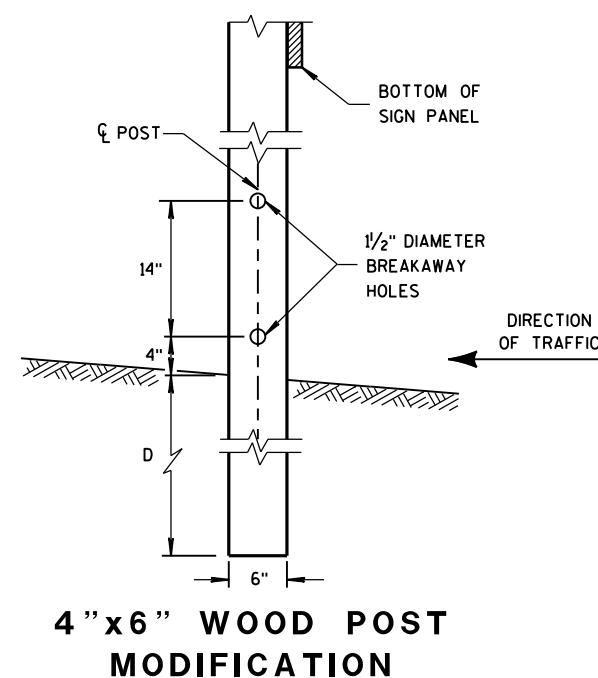
SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL
BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).
SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



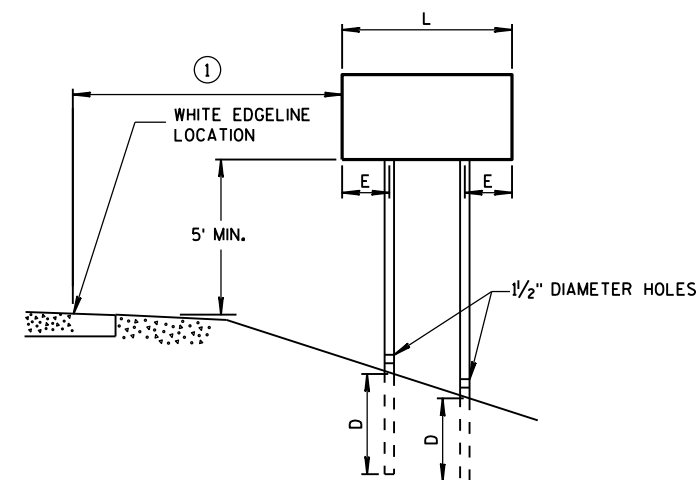
URBAN AREA

POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST EMBEDMENT DEPTH	
AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4 "x6 " WOOD POST
MODIFICATION



RURAL AREA

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

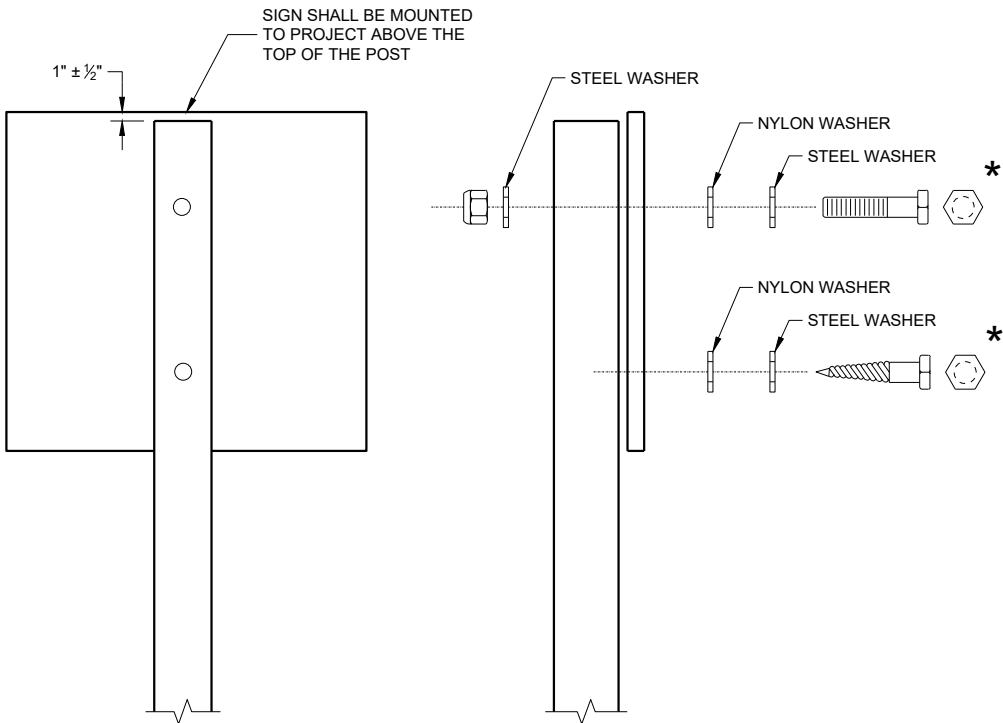
SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② THE EXISTENCE OF CURB AND GUTTER DOES NOT IN ITSELF MANDATE THE VERTICAL CLEARANCE ILLUSTRATED. THAT HEIGHT IS TYPICALLY MEASURED WHERE THERE IS SIDEWALK ADJACENT TO THE ROADWAY OR PARKING IS PERMITTED. IN THE ABSENCE OF SIDEWALK, VERTICAL CLEARANCE IS MEASURED FROM THE TOP OF THE CURB. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS
SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM
DESIGNATION: A 153, CLASS D, OR SC 3
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM
DESIGNATION: B 633, TYPE III, SC 3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH
SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED
COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

WOOD POST (4" x 6")
LAG SCREWS - 3/8" x 3"
MACHINE BOLTS - 5/16" x 6 1/2" OR 7" LENGTH W/NUTS

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 INCH

WASHERS (ALL POSTS) -
1 1/4" O.D. x 3/8" I.D. x 1/16" STEEL
1 1/4" O.D. x 3/8" I.D. x 0.080 NYLON

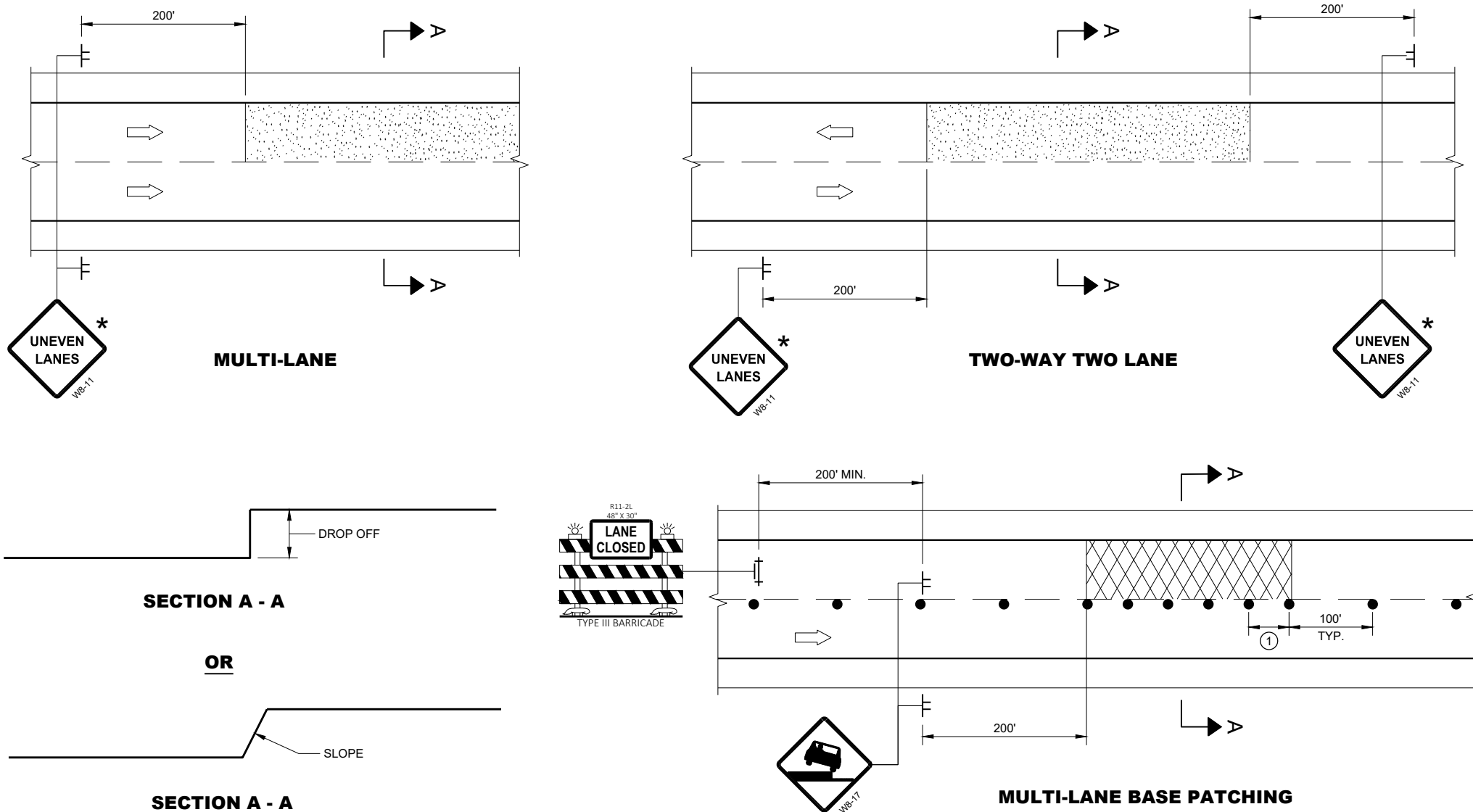
* TWO DIFFERENT FASTENING SYSTEMS ARE SHOWN FOR ILLUSTRATION
PURPOSES. ON ANY INDIVIDUAL SIGN, EITHER ONE OR THE OTHER SYSTEM
SHALL BE USED. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH
THE SIGN AREA. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER
THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS
TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



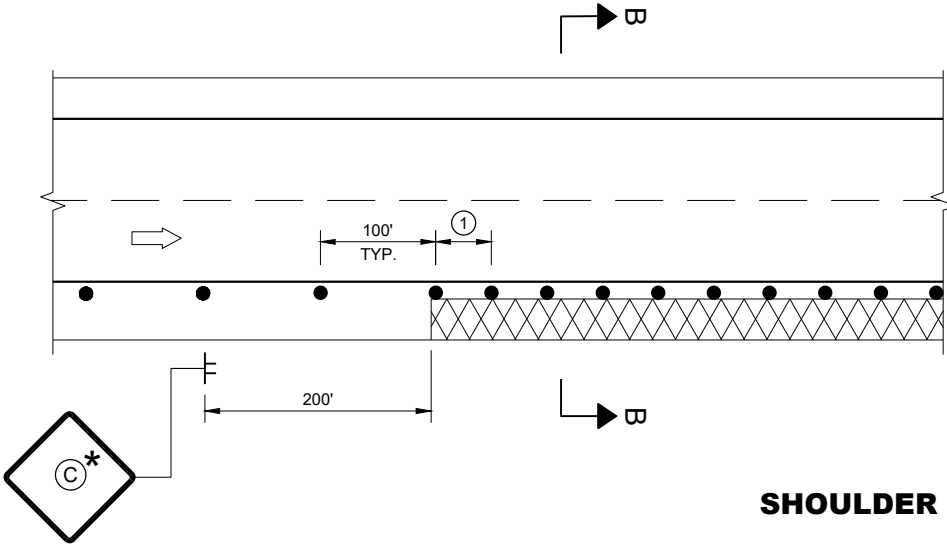
ADJACENT LANE DROP-OFFS

GENERAL NOTES

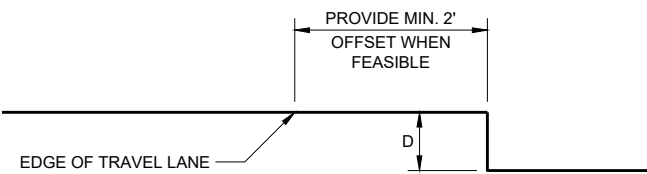
- FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- * IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.
- ① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN (C)
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF W8-9A PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2018
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

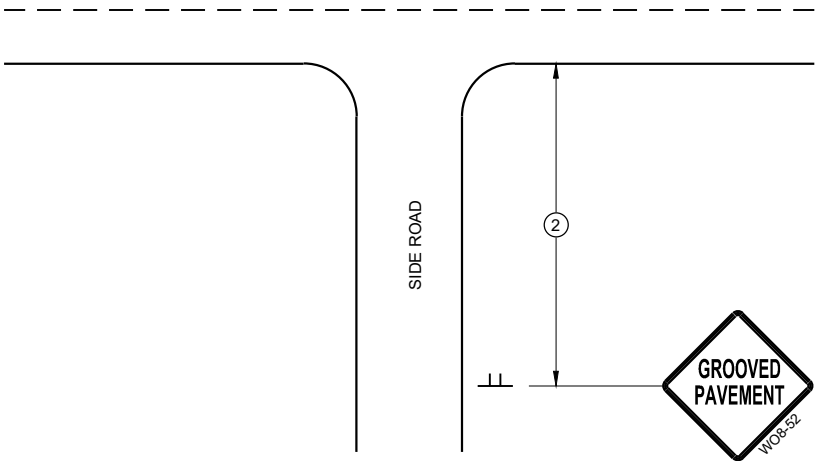
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

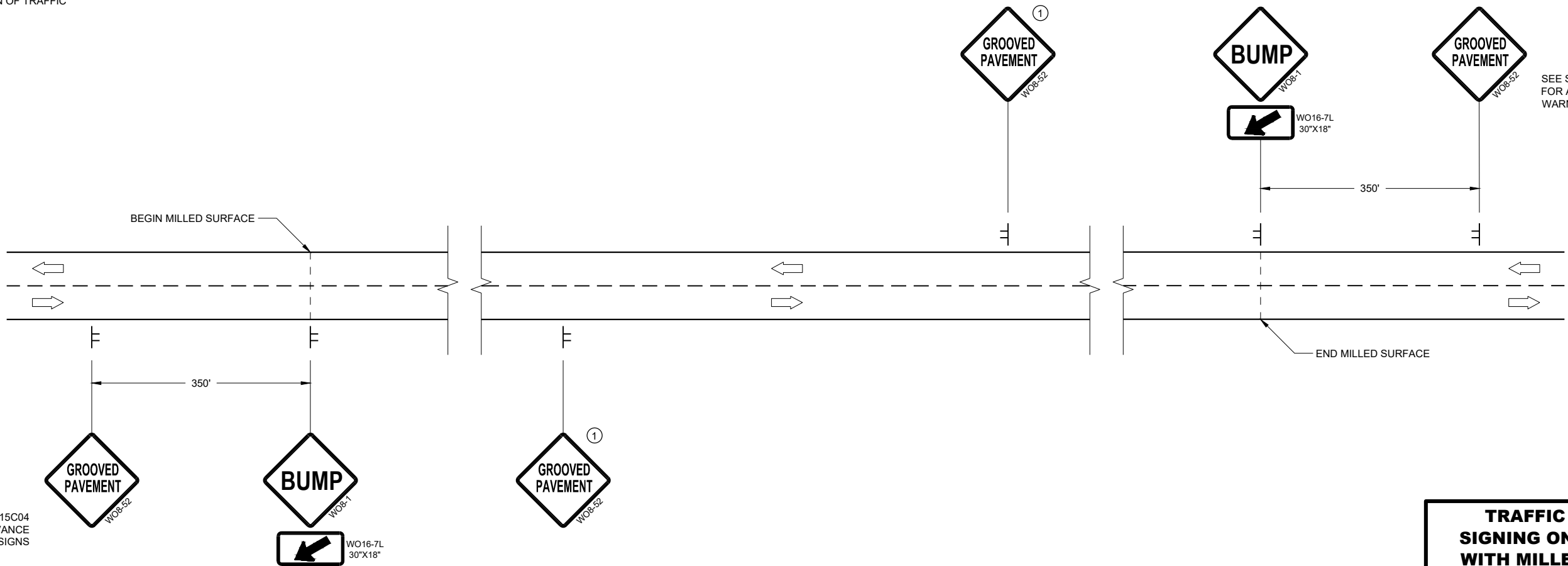
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



DETAIL FOR SIGNING ON MILLED SURFACES

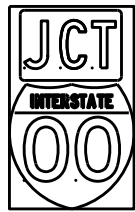
TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

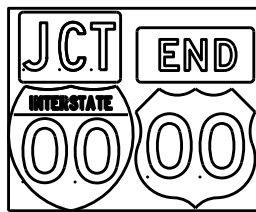
APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

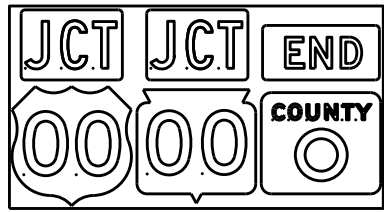
TYPICAL ASSEMBLIES



J1-1



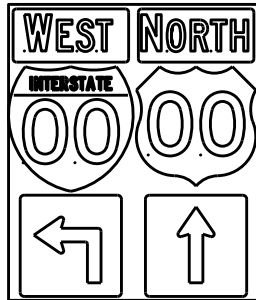
J1-2



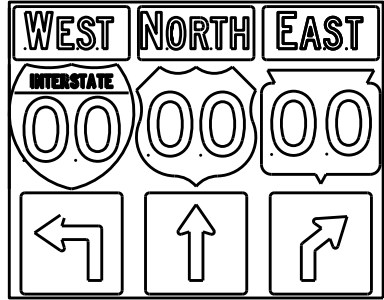
J1-3



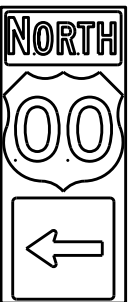
J2-1



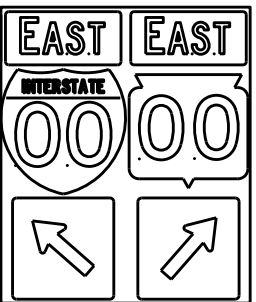
J2-2



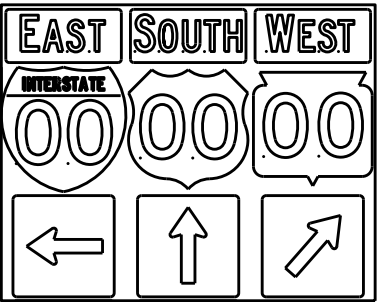
J2-3



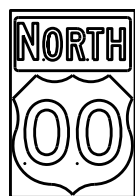
J3-1



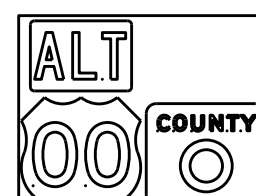
J3-2



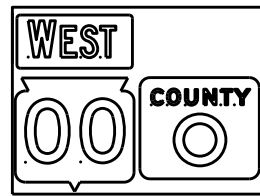
J3-3



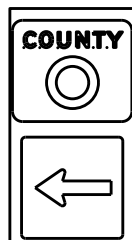
J4-1



J4-2



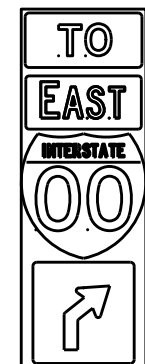
J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

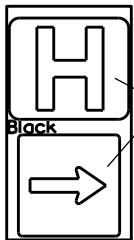


J22-1



JV

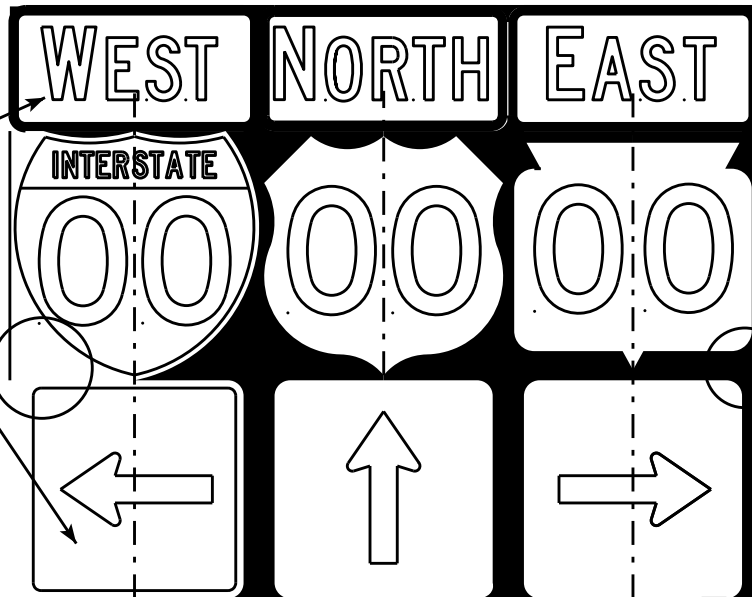
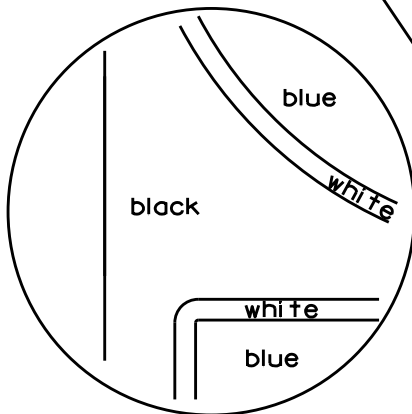
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

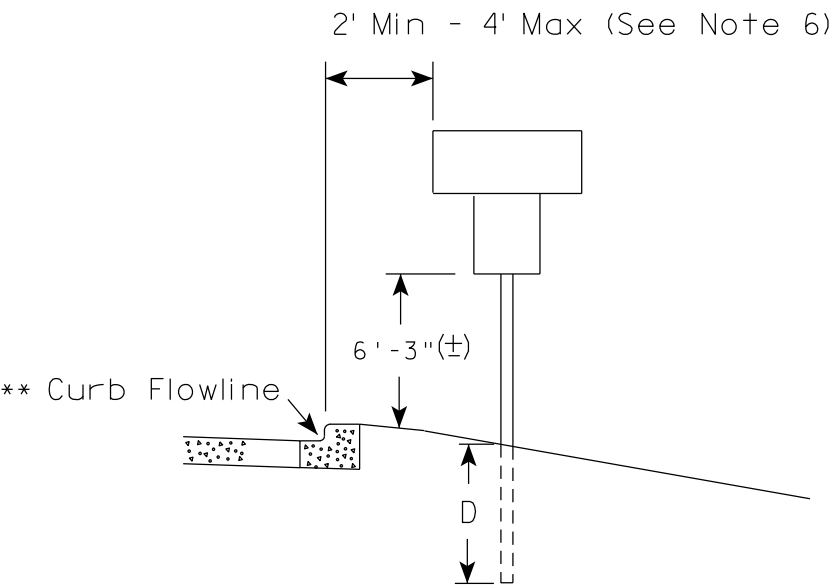
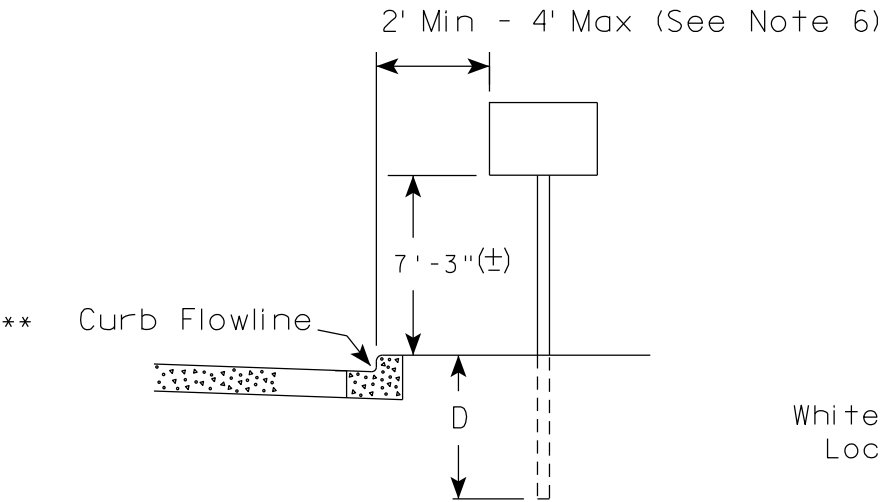
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

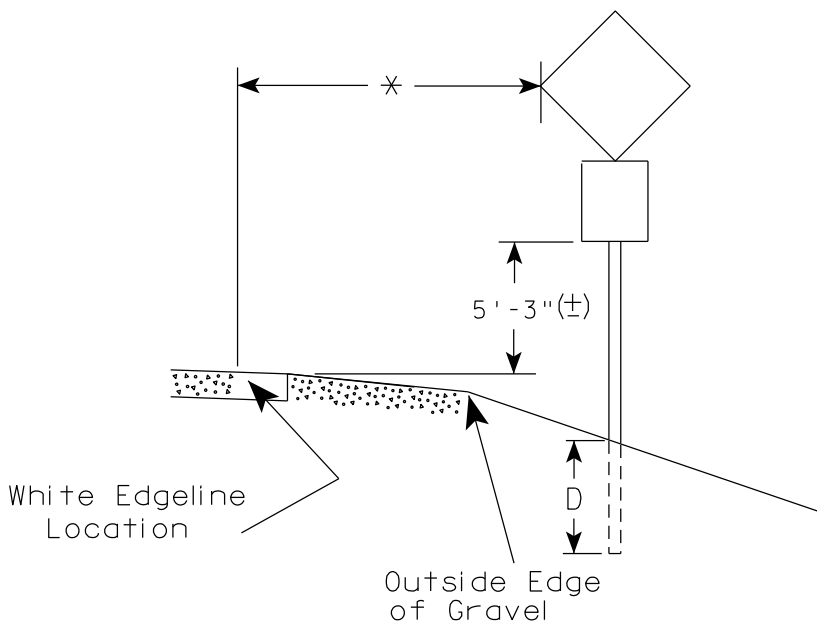
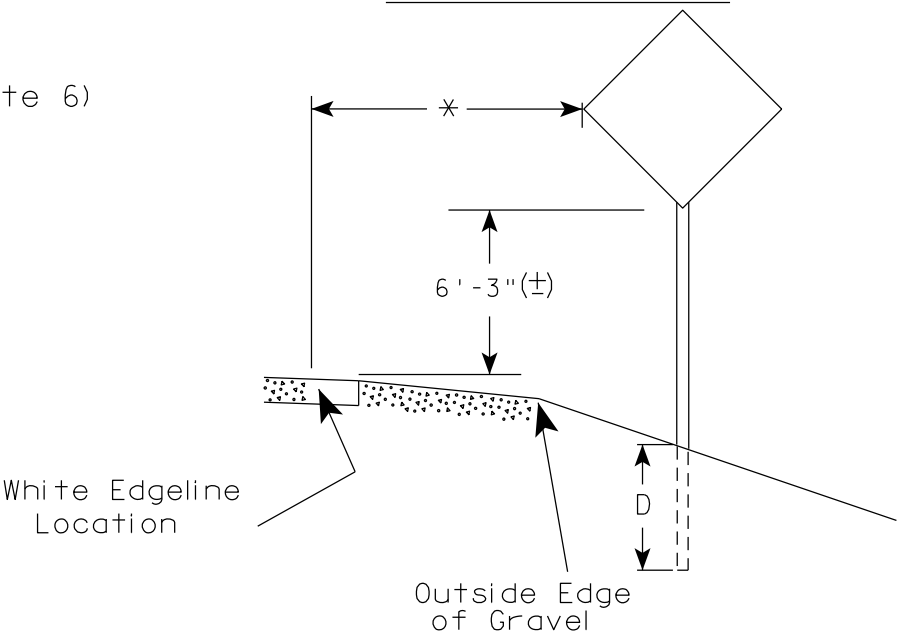
NOTES

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 or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) 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" (±).
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 signs mounted on traffic signal poles is 5'- 3" (±).
5. Offset distance shall be consistent with existing signs or consistent throughout length of project.
6. The (±) tolerance for mounting height is 3 inches.
7. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the 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.

✱ 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.

POST EMBEDMENT DEPTH

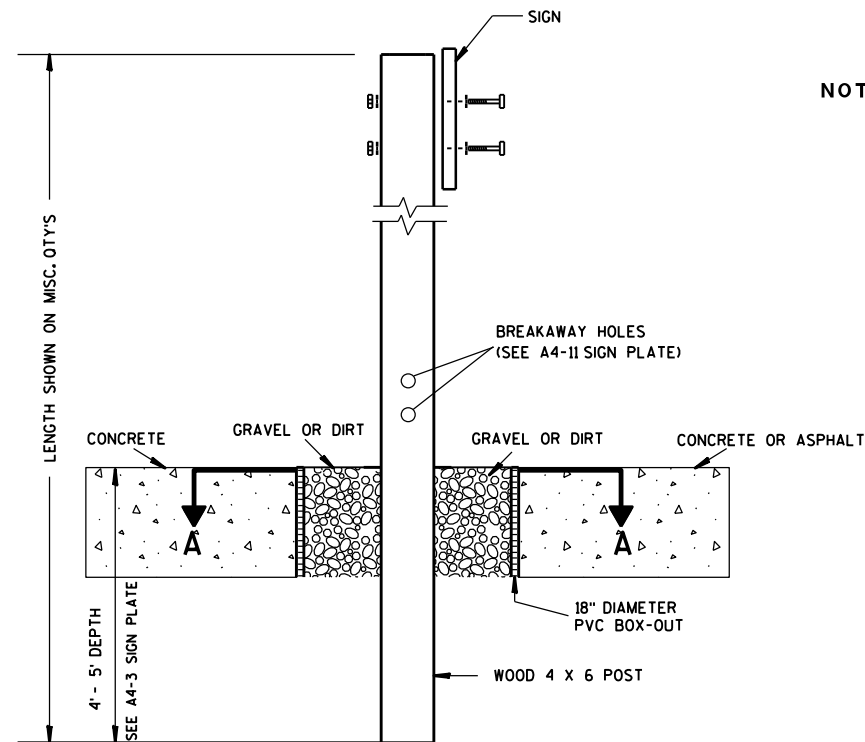
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

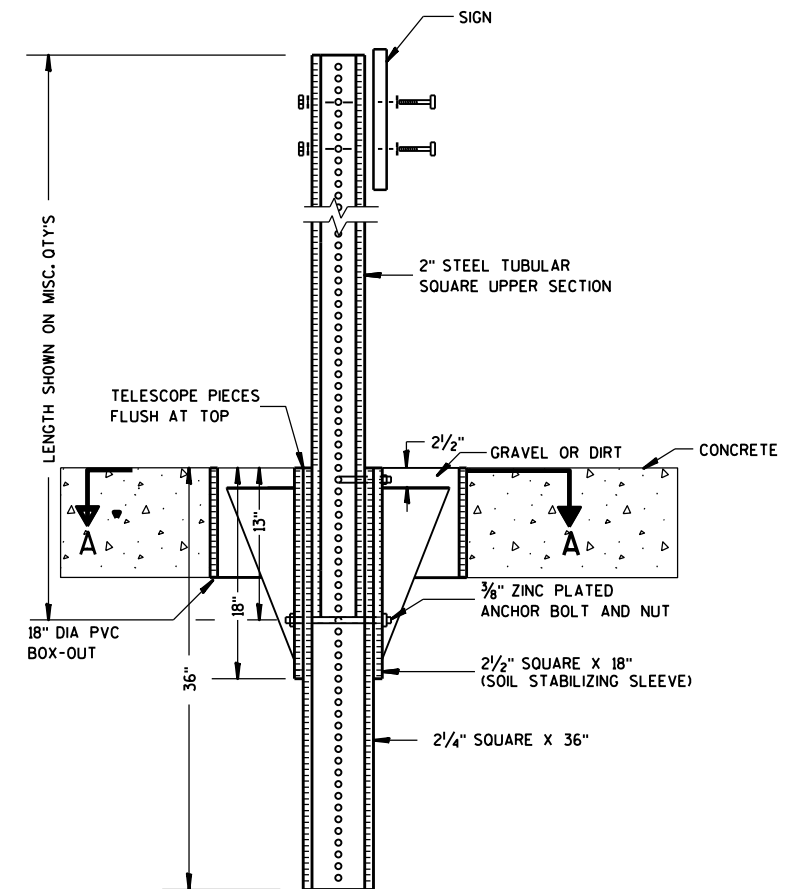
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

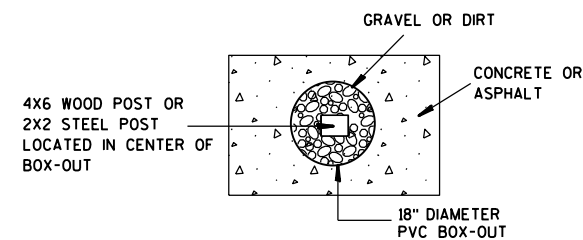
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

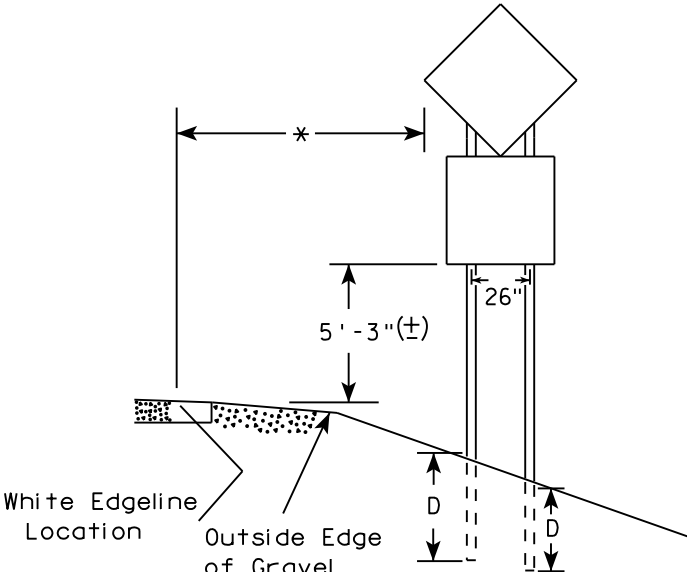
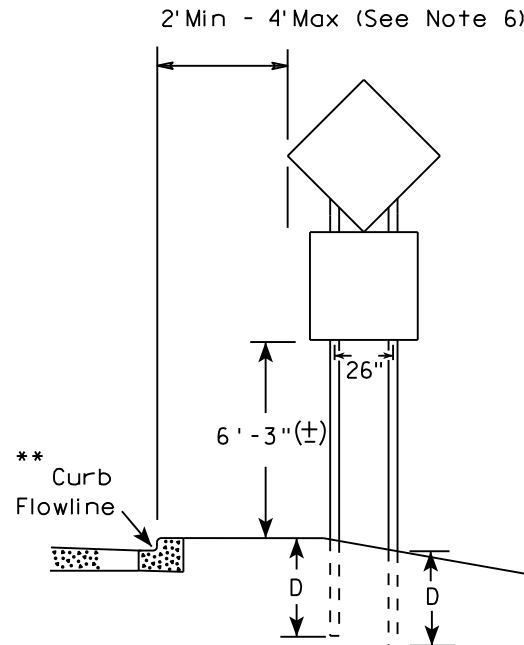
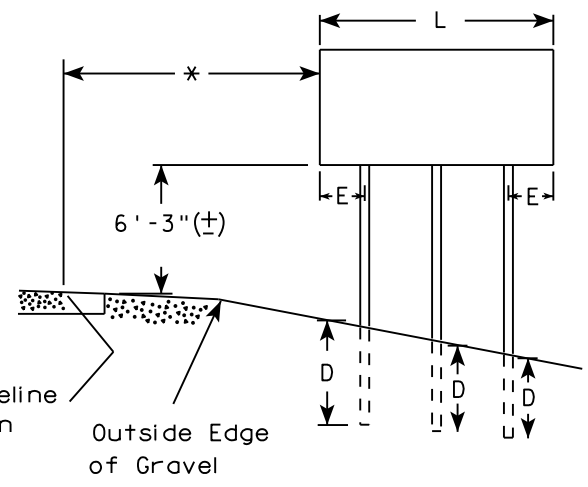
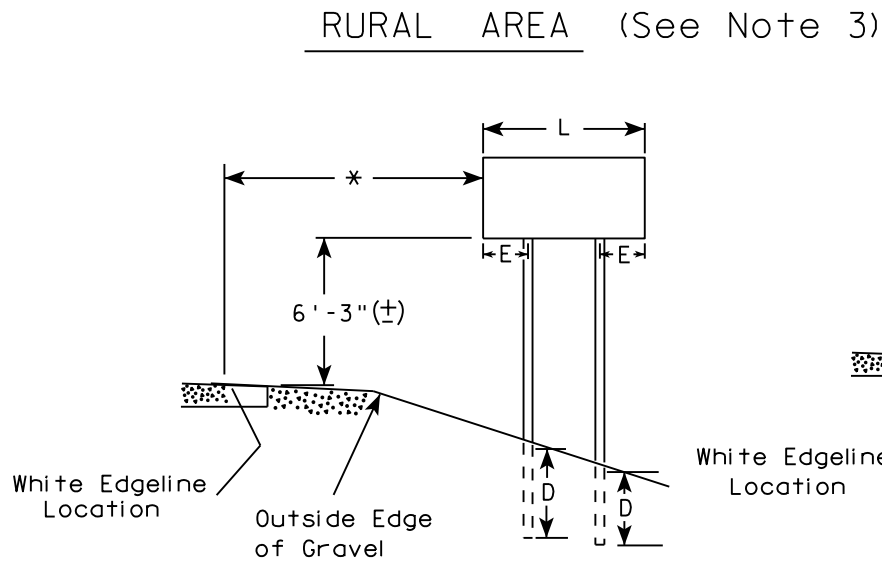
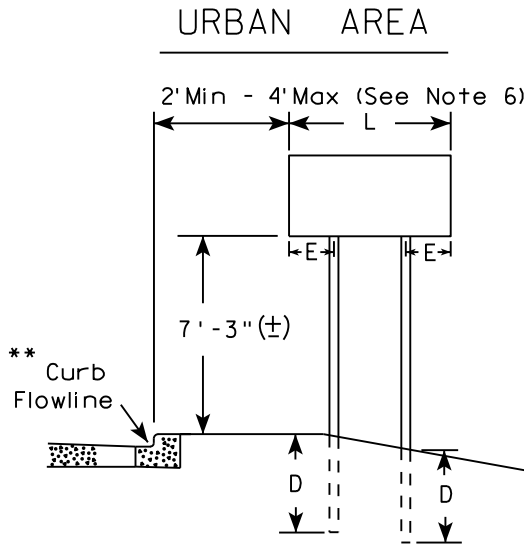
PROJECT NO:

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. J-Assemblies are considered to be one sign for mounting height.
 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 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

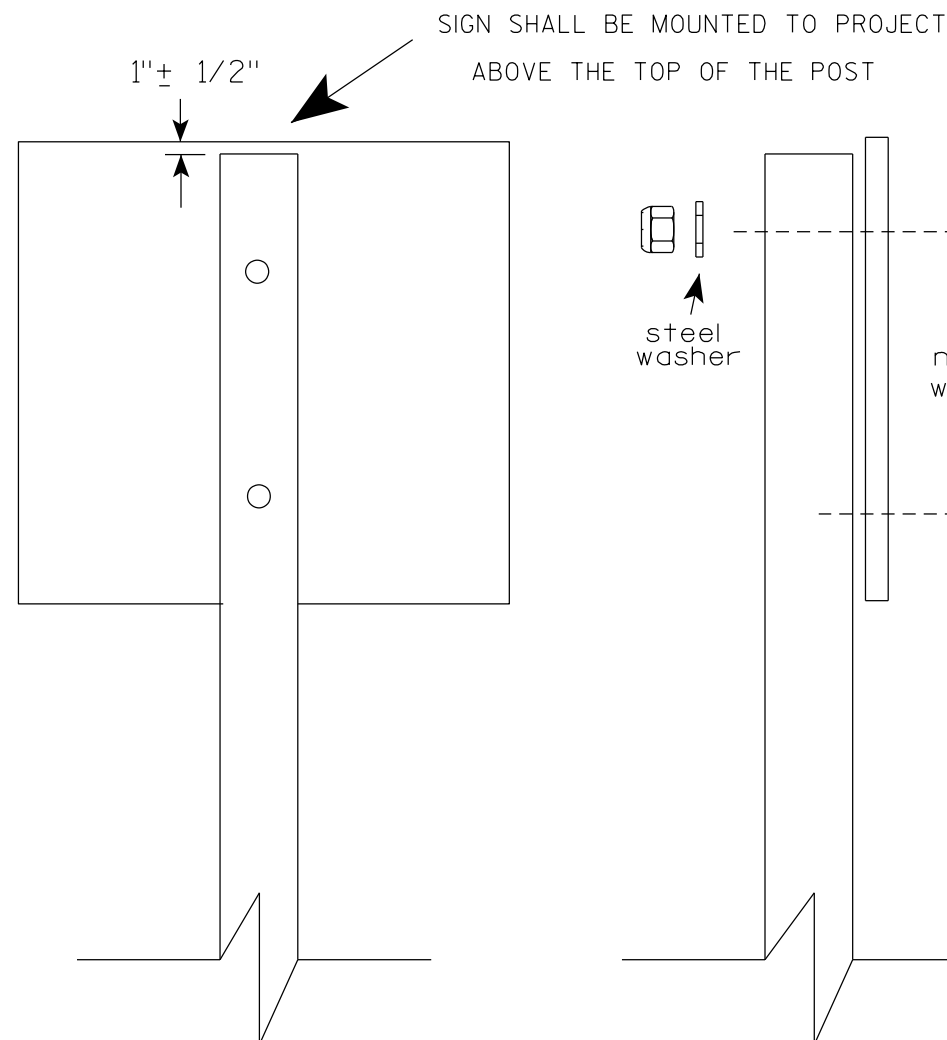
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/21/17 PLATE NO. A4-4.15



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 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	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**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

4" x 10" x 10 GA. — 
STEEL PLATE (CUT
AS SHOWN) WELDED
TO ALL FOUR CORNERS
OF TELESPAR TUBE

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

2 1/2" TELES PAR TUBE

4"

2 1/2"

10"

3 1/2"

19"

4" x 10" x 10 GA. STEEL PLATE (CUT AS SHOWN) WELDED TO ALL FOUR CORNERS OF TELES PAR TUBE

LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 2" STEEL TUBULAR SQUARE UPPER SECTION
 ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES
 $\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT
 2" GRAVEL OR DIRT
 $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
 2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 2" SQUARE X 36"
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN

LENGTH SHOWN ON MISC. QTY'S

SIGN

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

2" STEEL TUBULAR SQUARE UPPER SECTION

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

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

TELESCOPE PIECES FLUSH AT TOP

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

2 $\frac{1}{2}$ " SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 $\frac{1}{4}$ " SQUARE X 36"

36"

18"

12"

A

B

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

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:

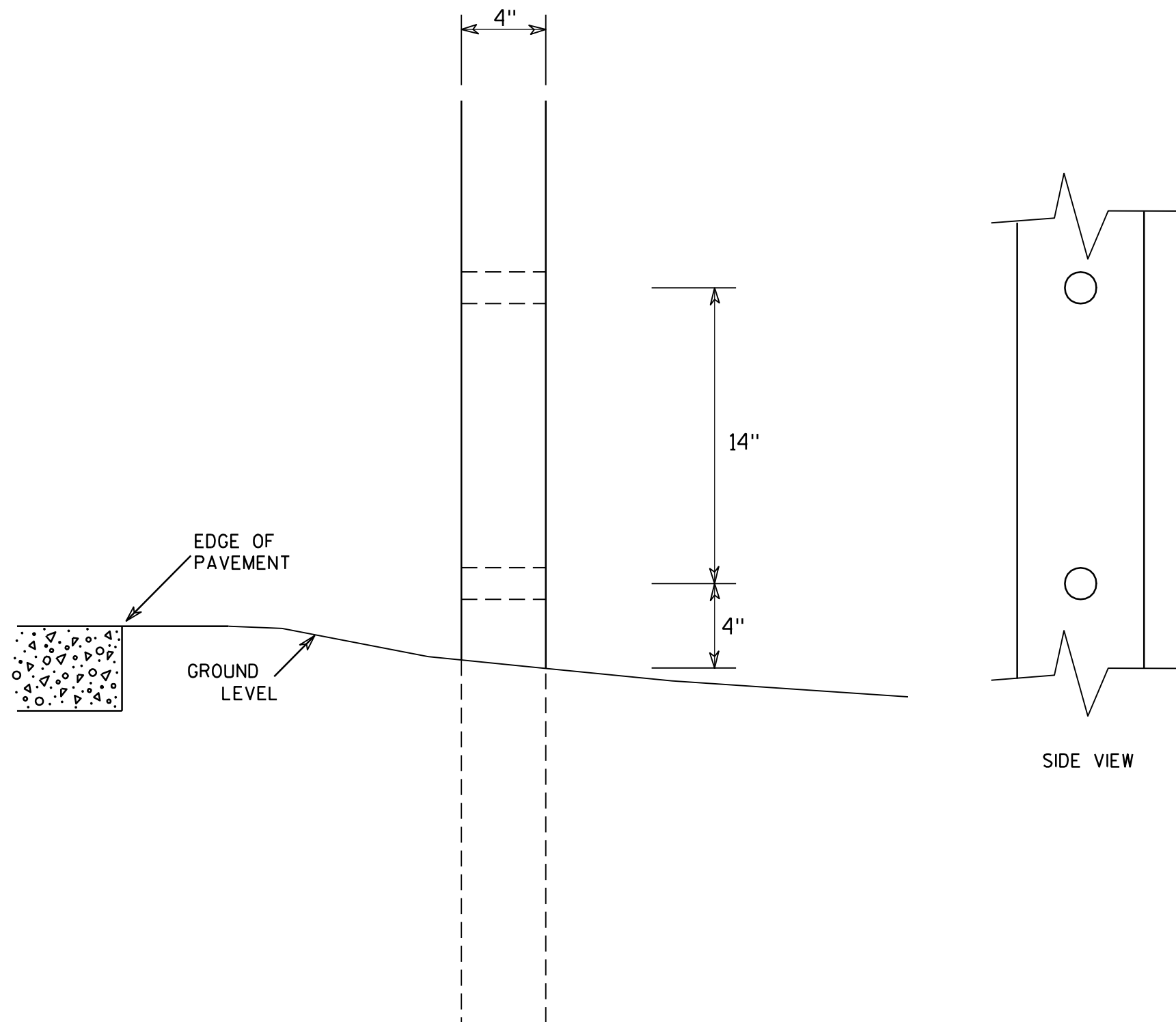
HWY:

COUNTY:

SHEET NO:

E

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

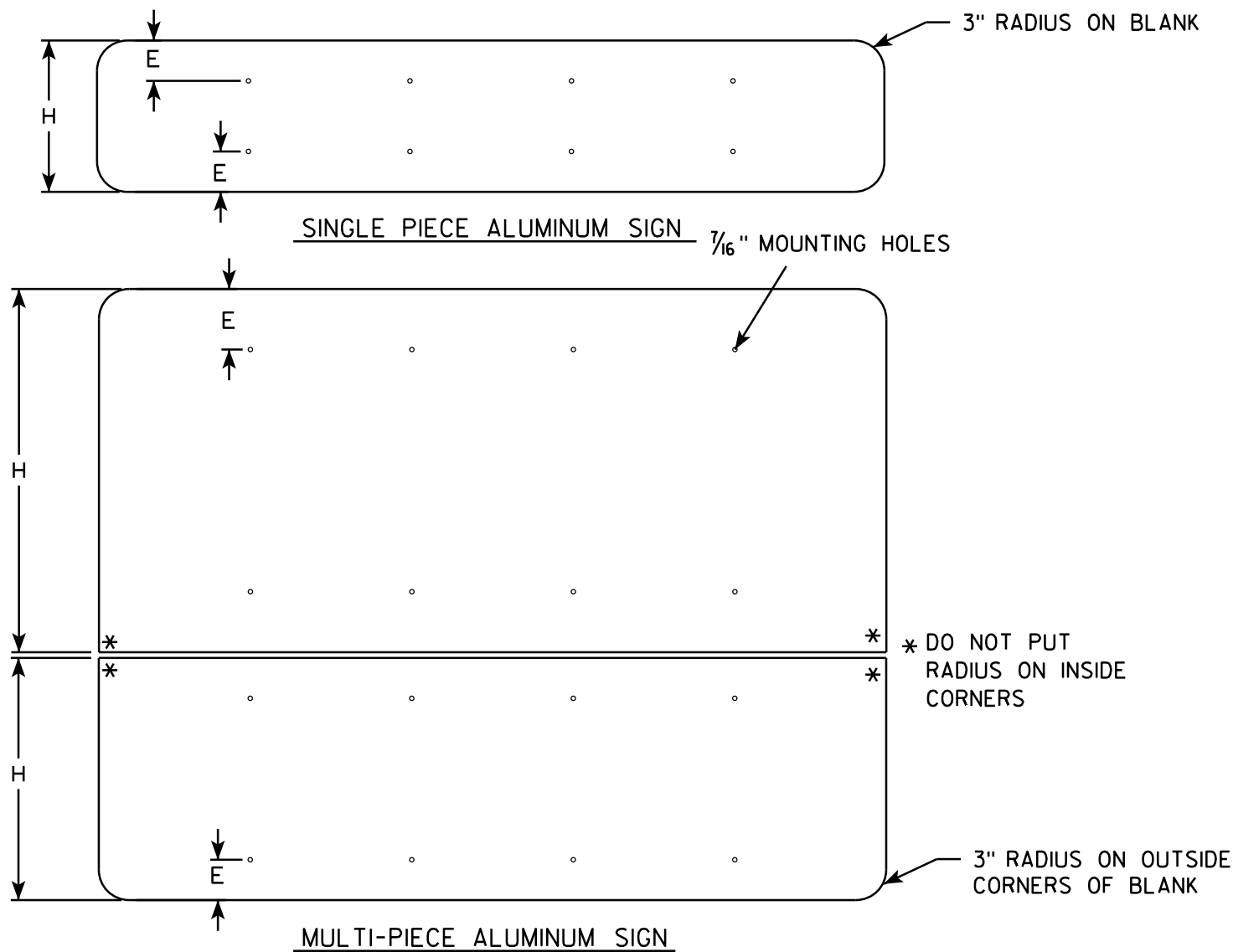
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

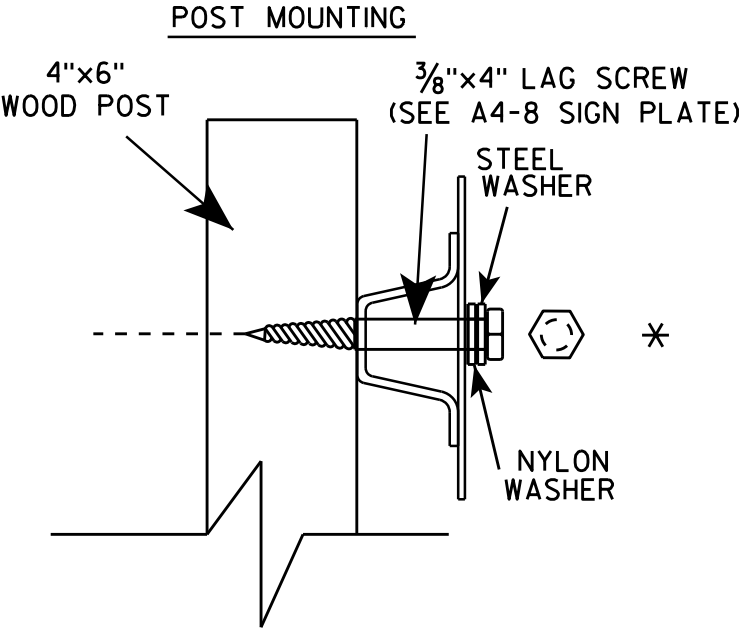
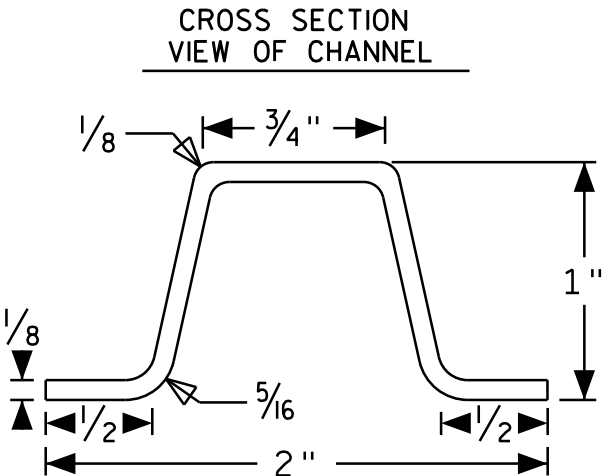
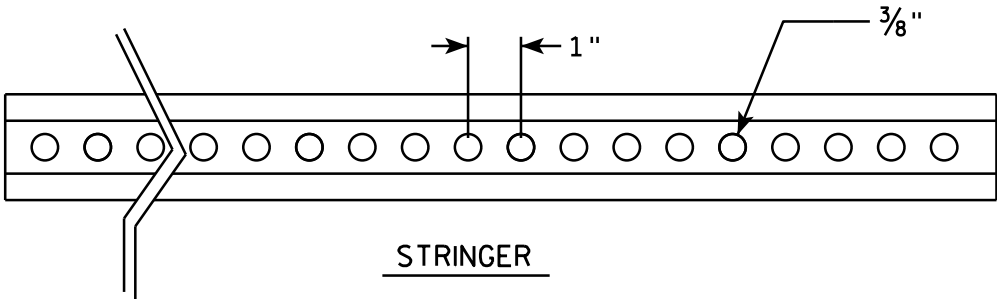
E



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

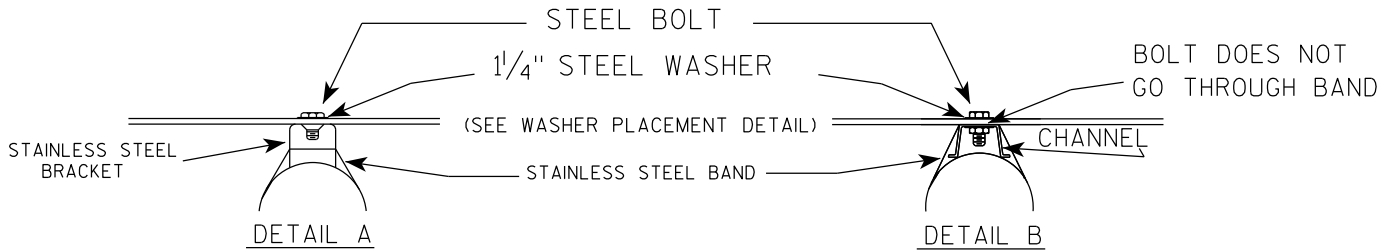
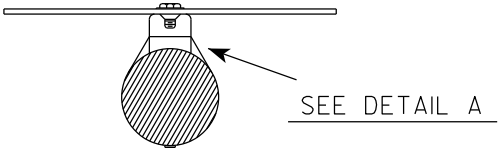
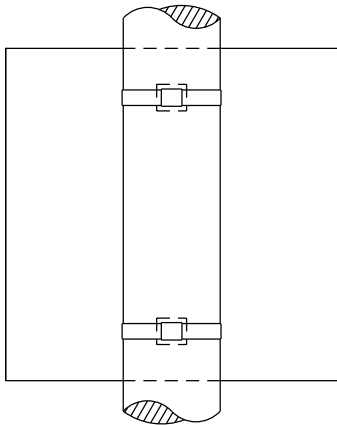
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

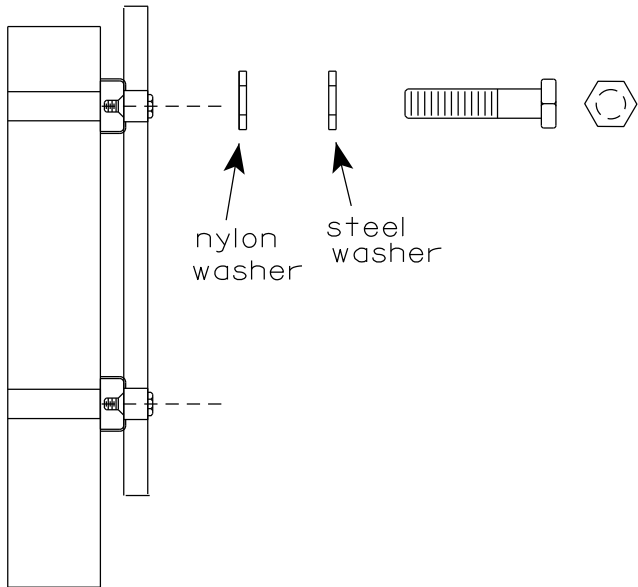
DATE 4/26/16 PLATE NO. A4-18.1

BANDING

SINGLE SIGN



WASHER PLACEMENT

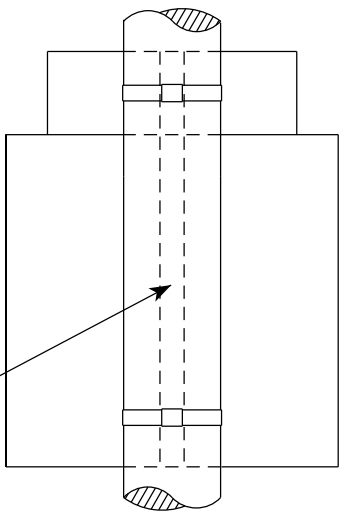


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

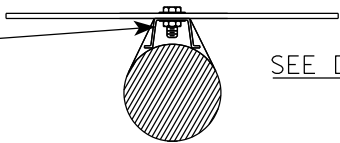
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

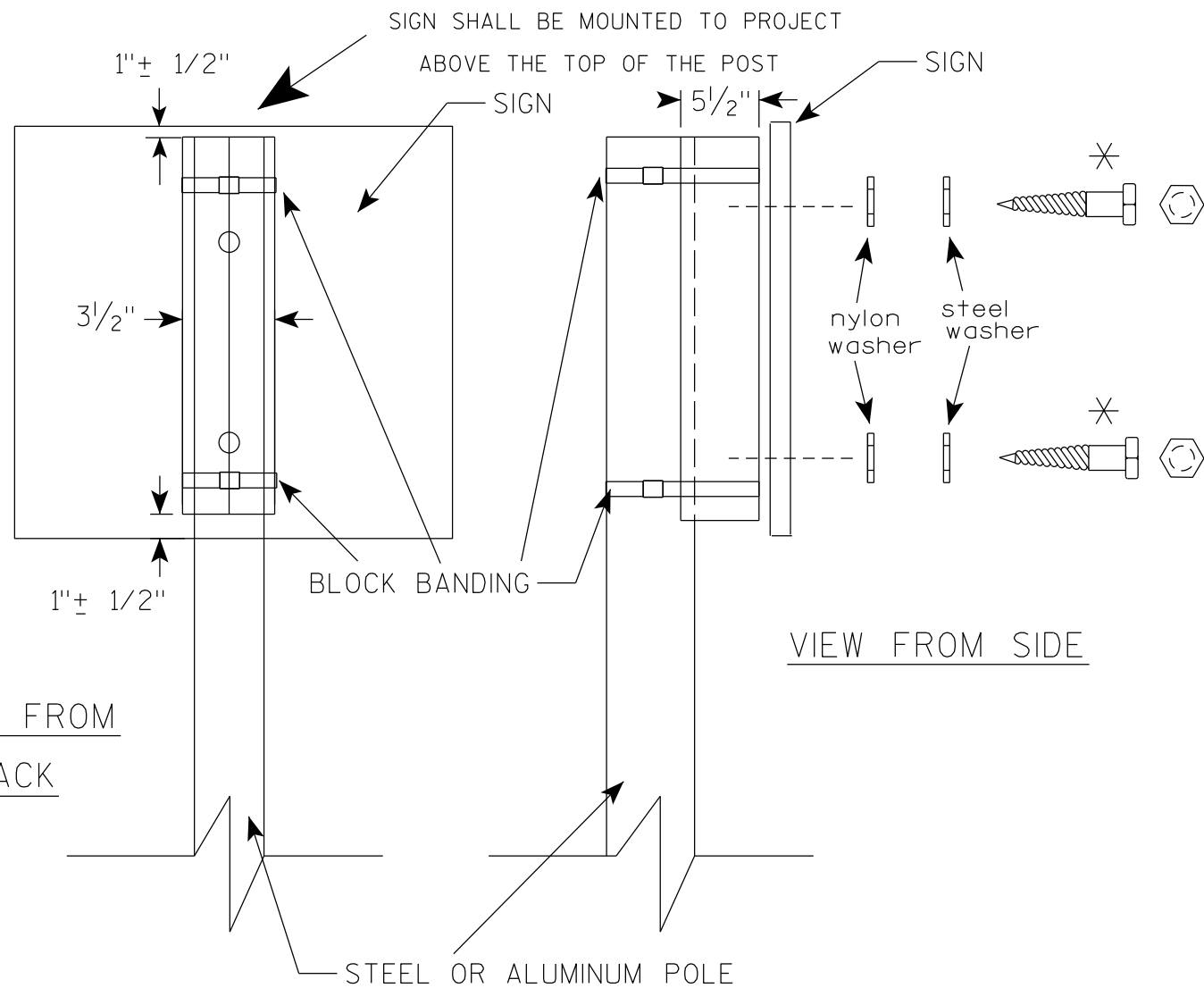


STANDARD SIGN
SIGN BANDING DETAILS

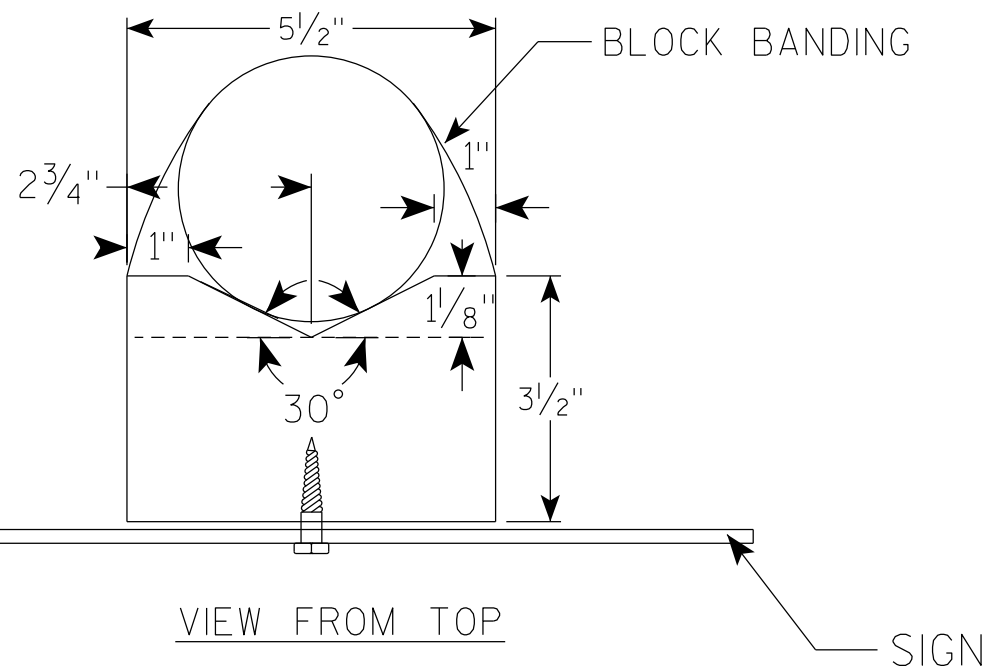
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4

VIEW FROM
BACK



VIEW FROM SIDE



GENERAL NOTES

1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WisDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE $1\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $1\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer

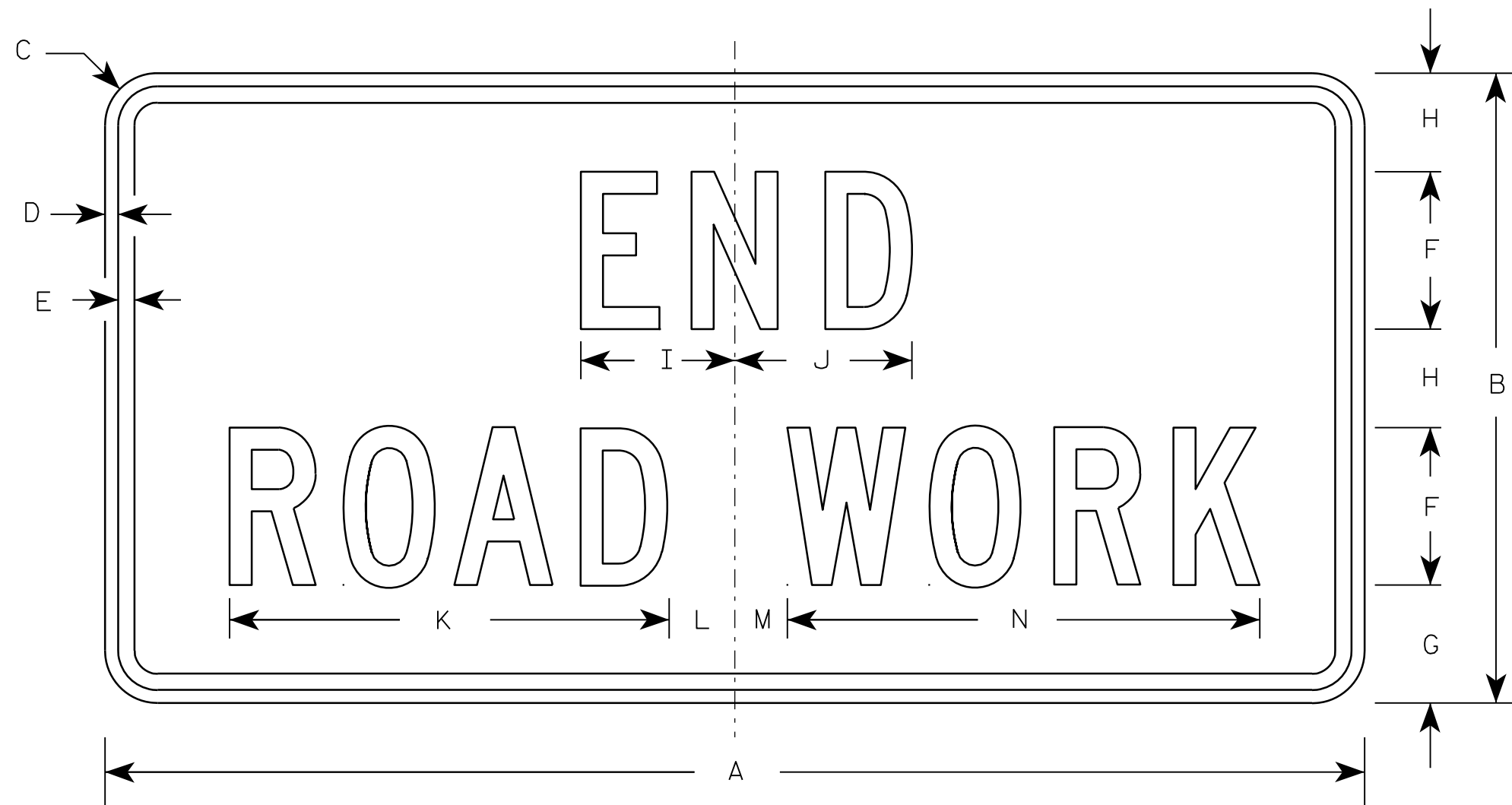
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E

7



G20-2A

Metric equivalent
for this sign is:

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area m ²
1	36	18	1 1/8	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5	0.41
2	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
3	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
4	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72
5	48	24	1 1/2	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0	0.72

NOTES

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

7

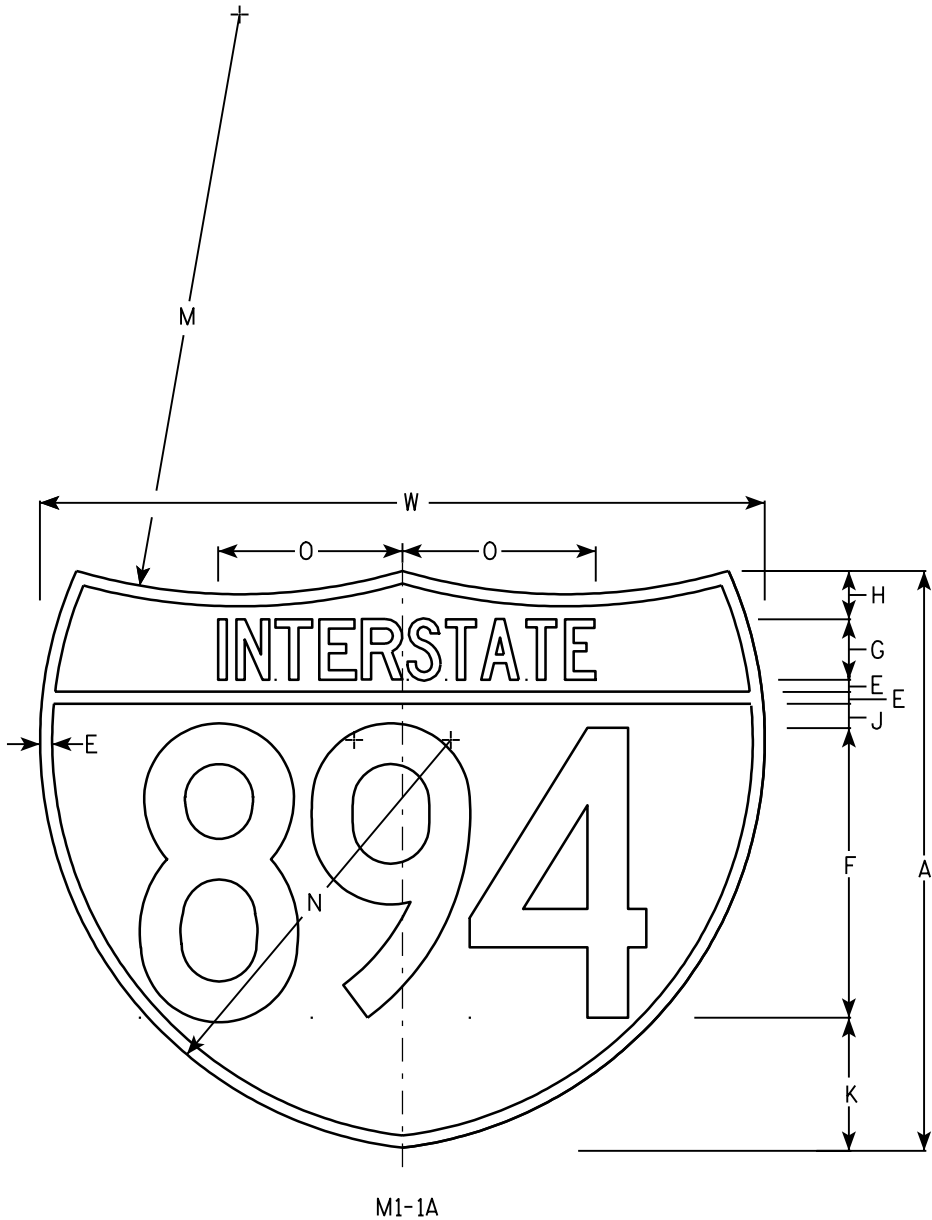
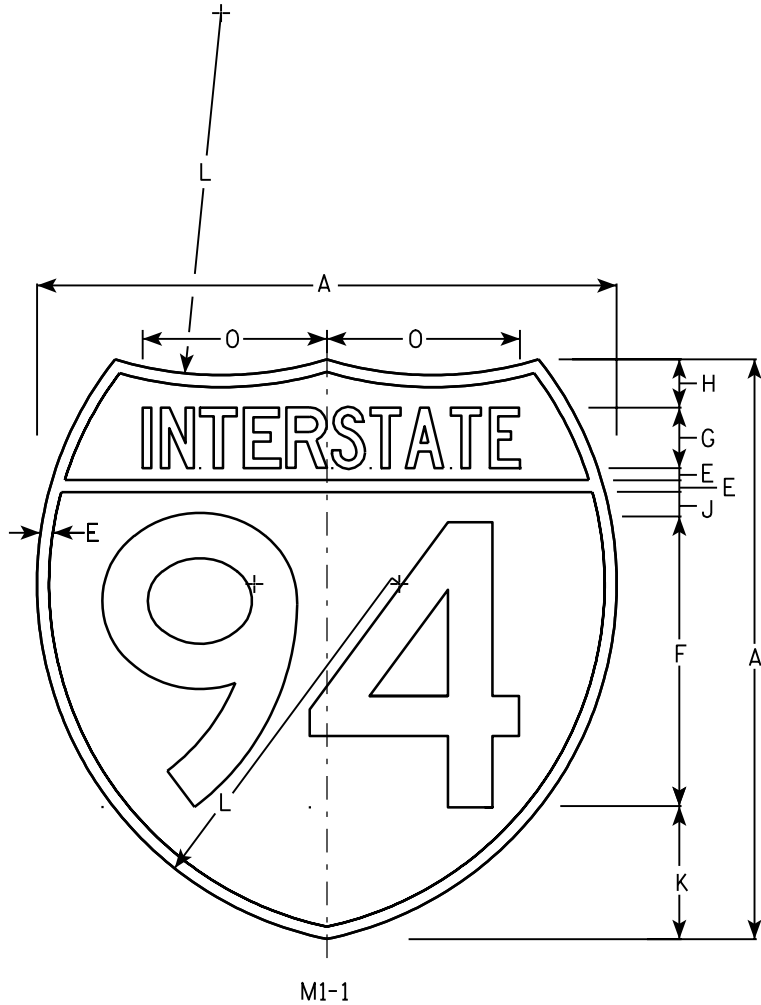
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/30/09 PLATE NO. G20-2A.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 - 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

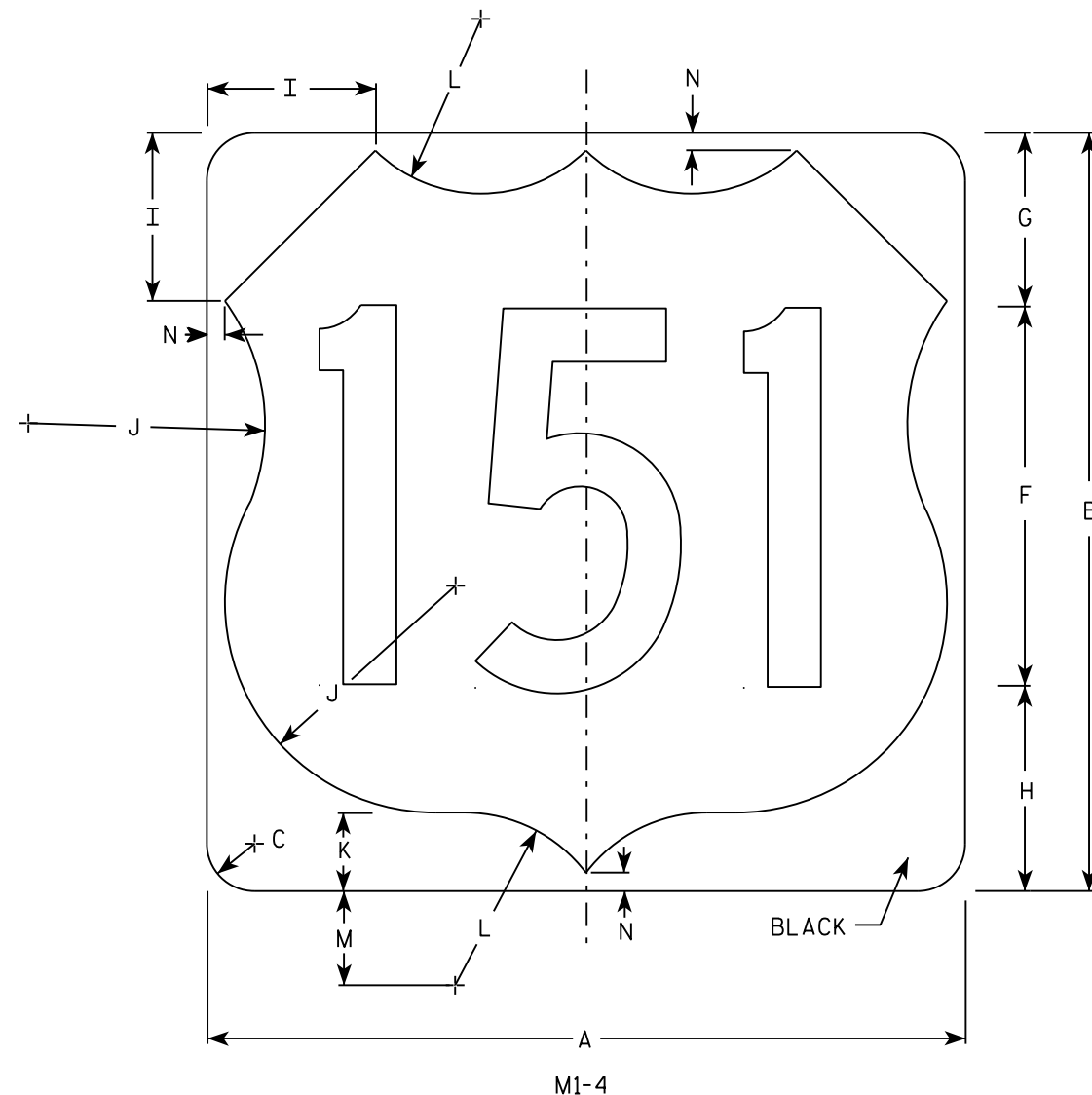
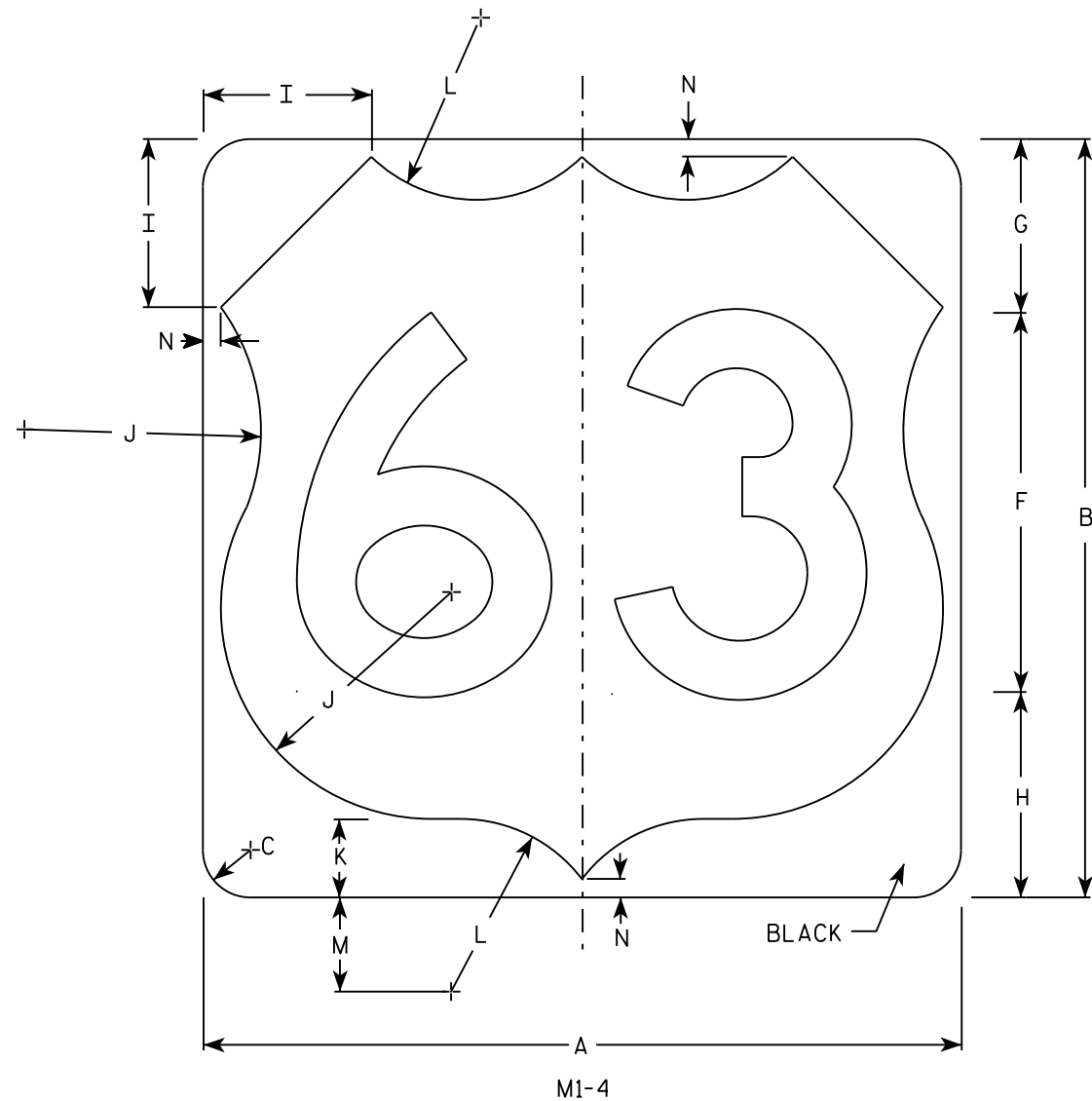
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

NOTES

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



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Areq. sq. ft.
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
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
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
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

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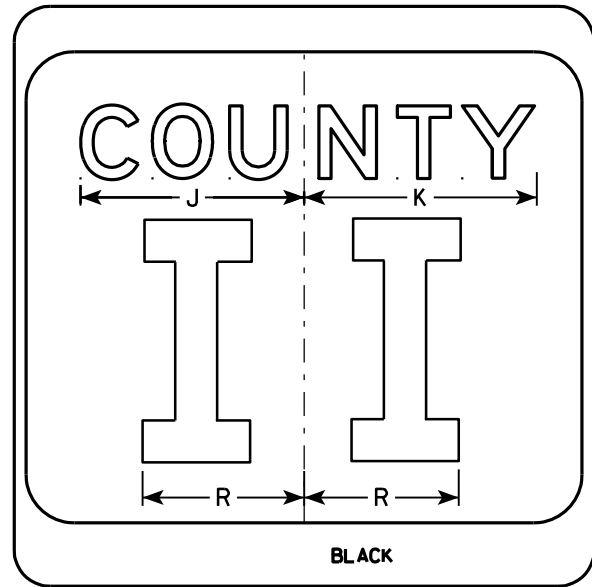
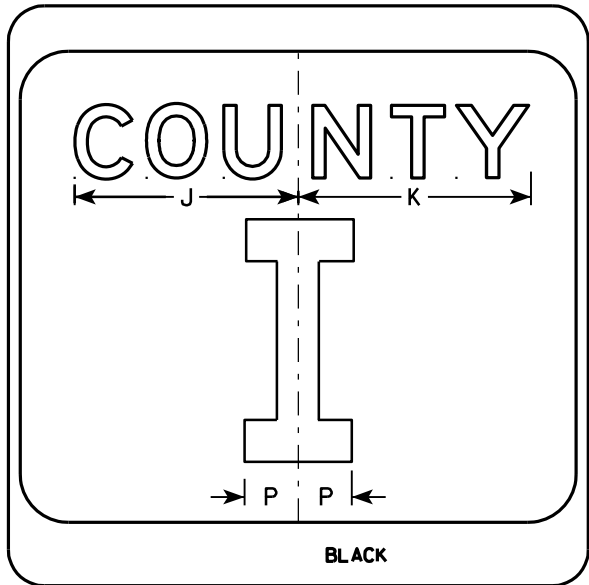
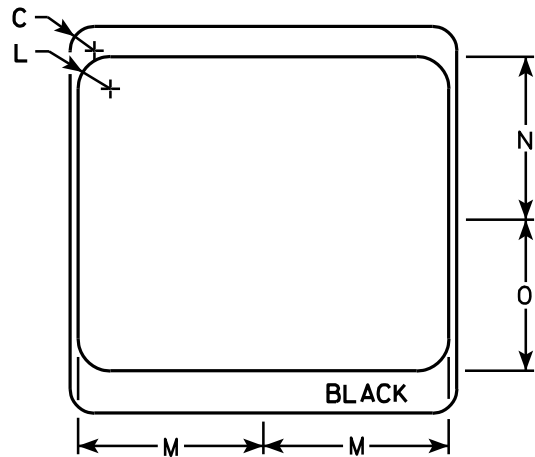
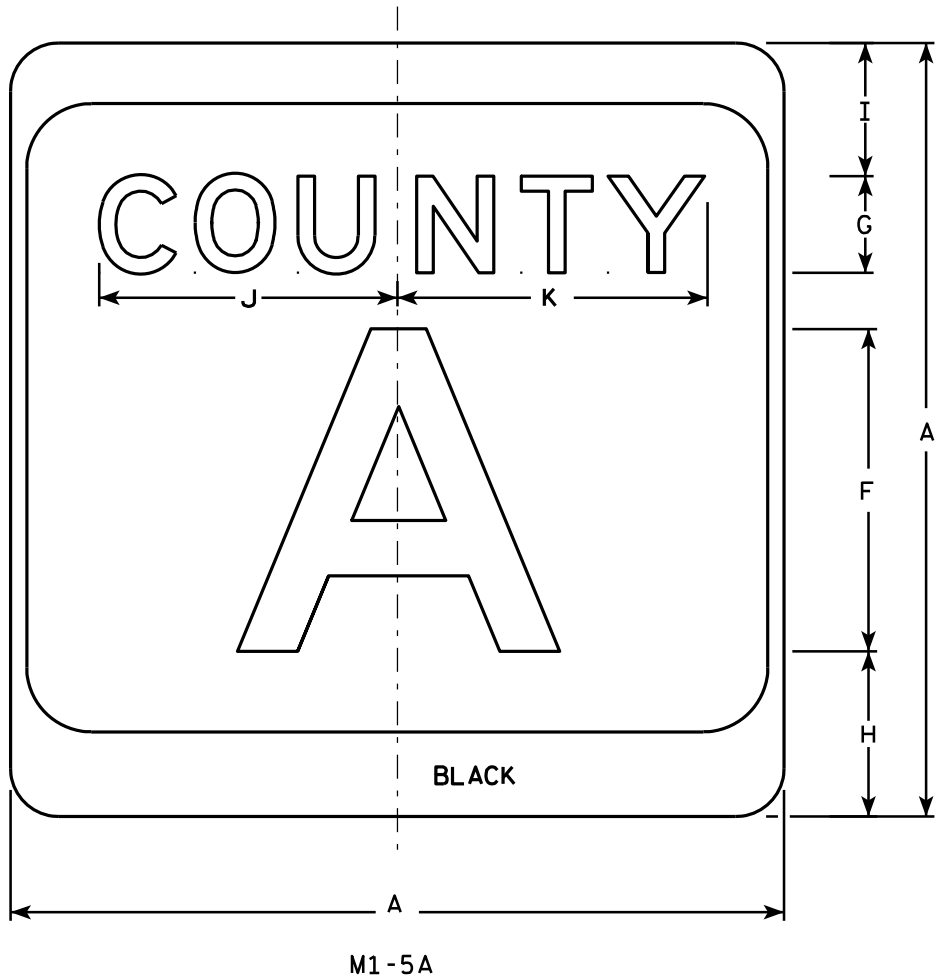
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-4.10

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

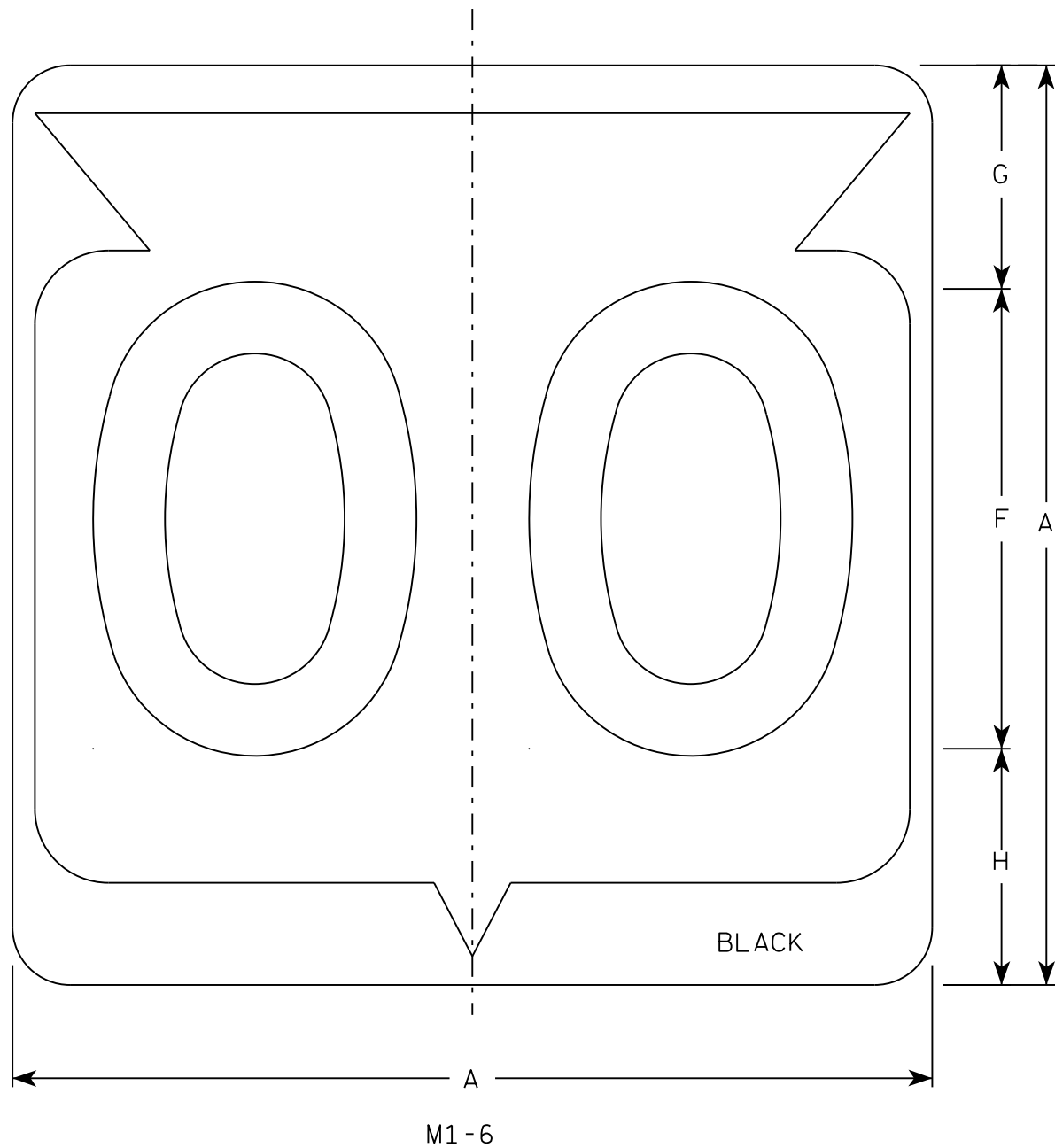
CTH MARKER
M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

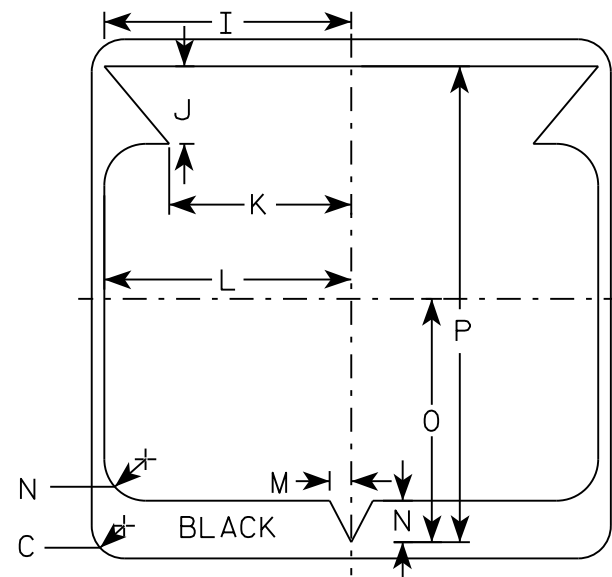
DATE 9/27/11 PLATE NO. M1-5A.8

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D except 3 number signs 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.



7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
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
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
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
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

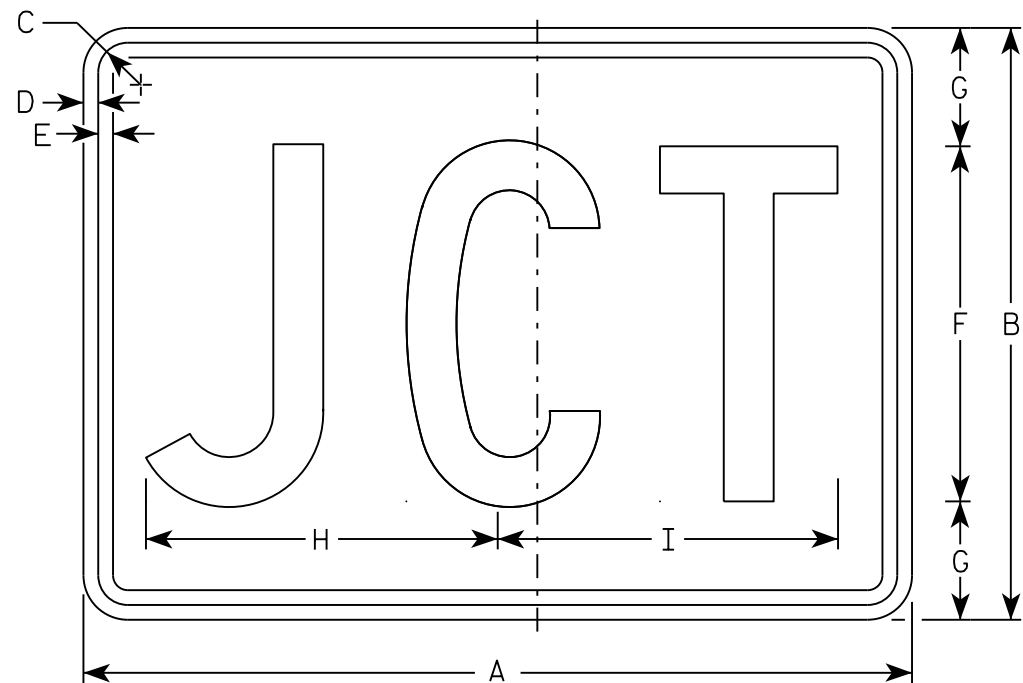
STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

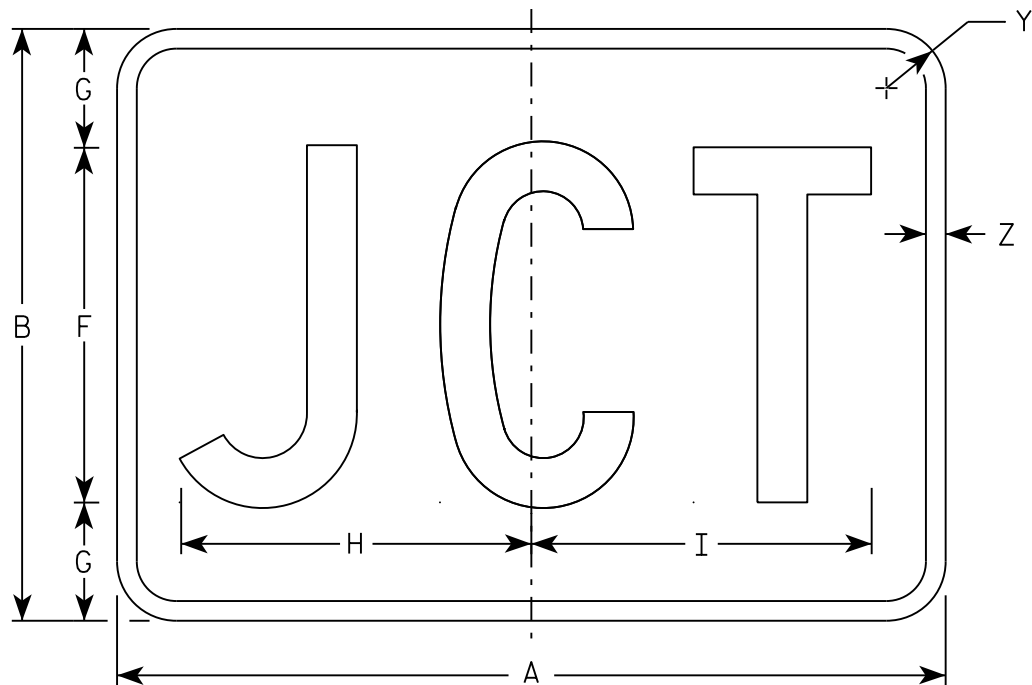
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/16/18 PLATE NO. M1-6.10

SHEET NO: E



M2-1
MM2-1
MP2-1



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

NOTES

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

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

STANDARD SIGN

M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

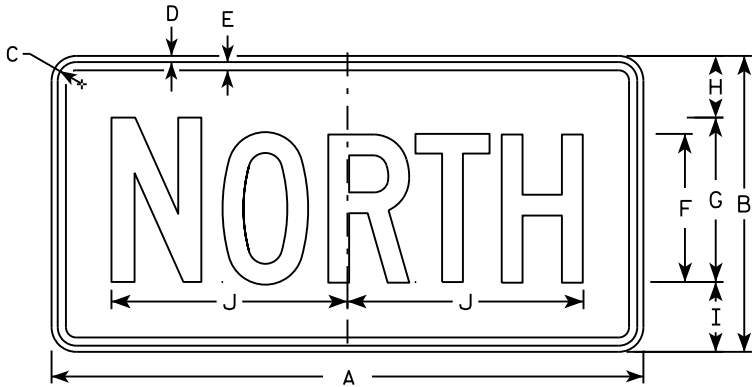
APPROVED

Matthew R. Rauch

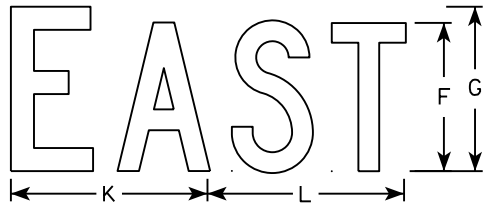
For State Traffic Engineer

DATE 10/15/15

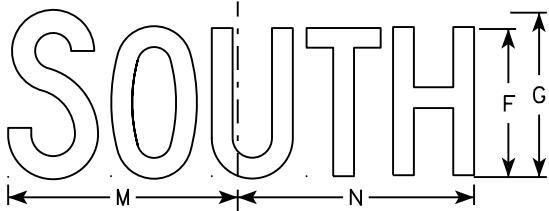
PLATE NO. M2-1.12



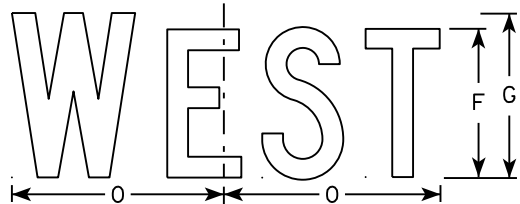
M3-1
MM3-1
MP3-1



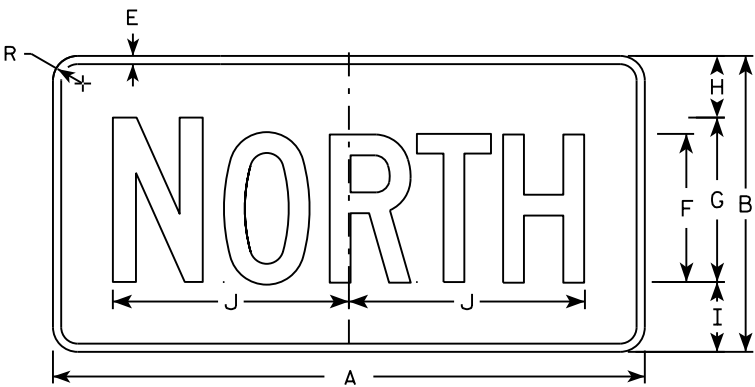
M3-2
MM3-2
MP3-2



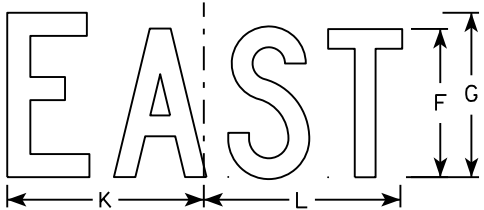
M3-3
MM3-3
MP3-3



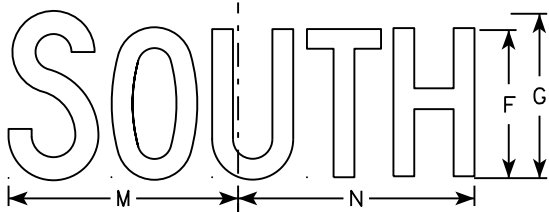
M3-4
MM3-4
MP3-4



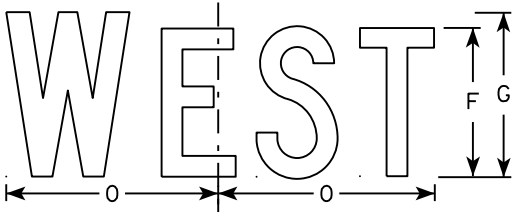
MB3-1
MK3-1
MN3-1



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

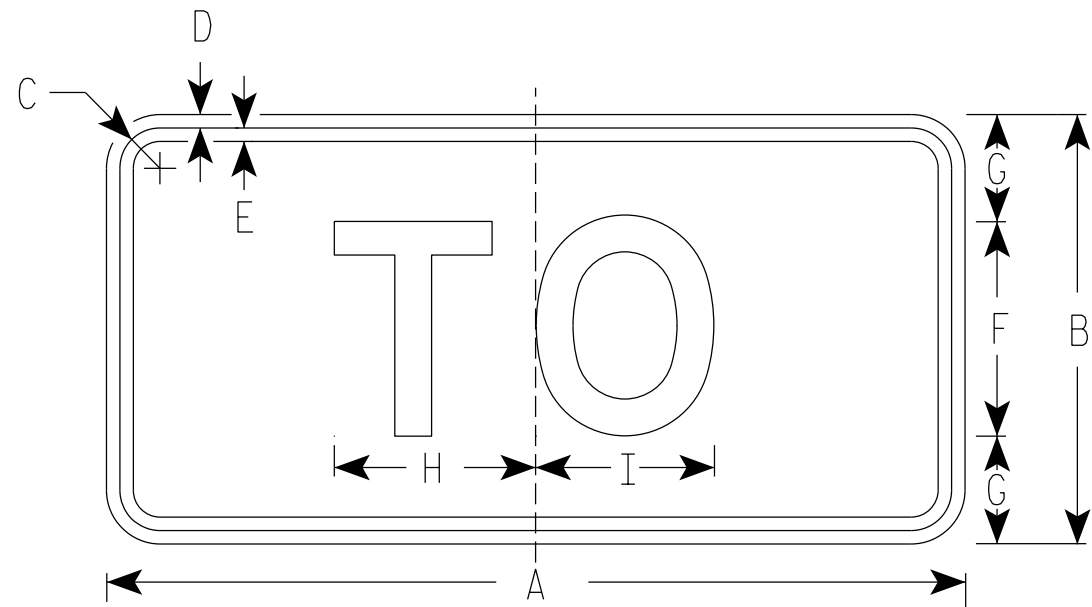
STANDARD SIGNS
M3-1 thru M3-4
SERIES

WISCONSIN DEPT OF TRANSPORTATION

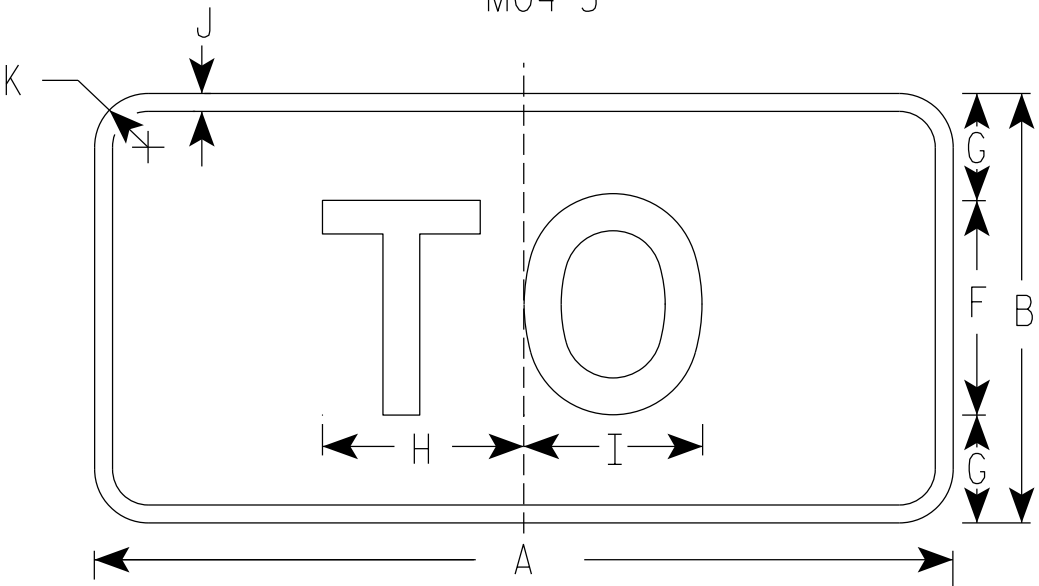
APPROVED
Matthew R. Rauch
for State Traffic Engineer

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

7



M4-5
MM4-5
MP4-5
M04-5



MB4-5
MK4-5
MN4-5

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - See note 5
Message - See note 5
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. M4-5 Background - White
Message - Black
MB4-5 Background - Blue
Message - White
MK4-5 Background - Green
Message - White
MM4-5 Background - White
Message - Green
MN4-5 Background - Brown
Message - White
MP4-5 Background - White
Message - Blue
M04-5 Background - Orange Type F Reflective
Message - Black

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

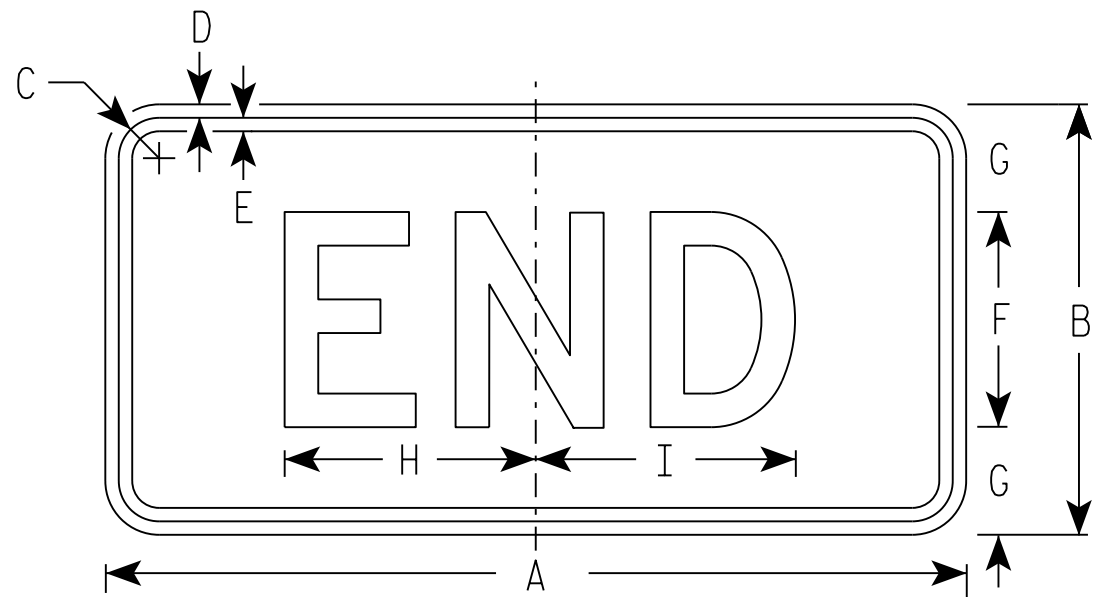
STANDARD SIGN
M4-5

WISCONSIN DEPT OF TRANSPORTATION

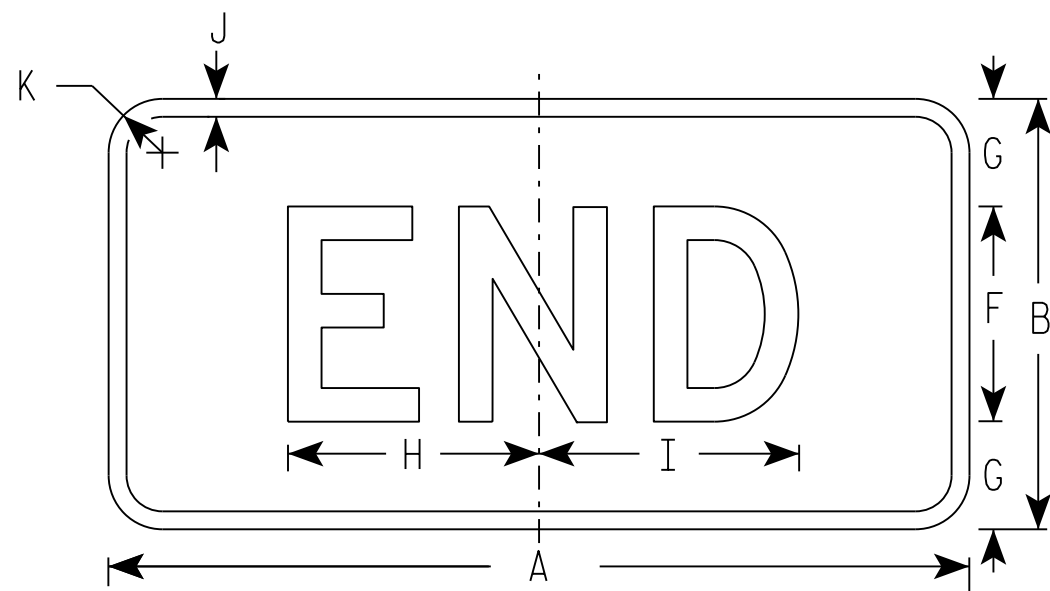
APPROVED
Matthew R. Rauch
State Traffic Engineer

DATE 03/7/19 PLATE NO. M4-5.9

7



M4-6
MM4-6
MP4-6



MB4-6
MK4-6
MN4-6
MR4-6

NOTES

- Sign is Type II - Type H
- Color:
Background - See note 5
Message - See note 5
- Message Series - D
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M4-6 Background - White
Message - Black
MB4-6 Background - Blue
Message - White
MK4-6 Background - Green
Message - White
MM4-6 Background - White
Message - Green
MN4-6 Background - Brown
Message - White
MP4-6 Background - White
Message - Blue
MR4-6 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	24	12	1 1/8	3/8	3/8	6	3	7	7 1/4	1/2	1 1/2																2.00
3	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
4	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5
5	36	18	1 1/8	3/8	1/2	9	4 1/2	12	11 7/8	1/2	1 1/2																4.5

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

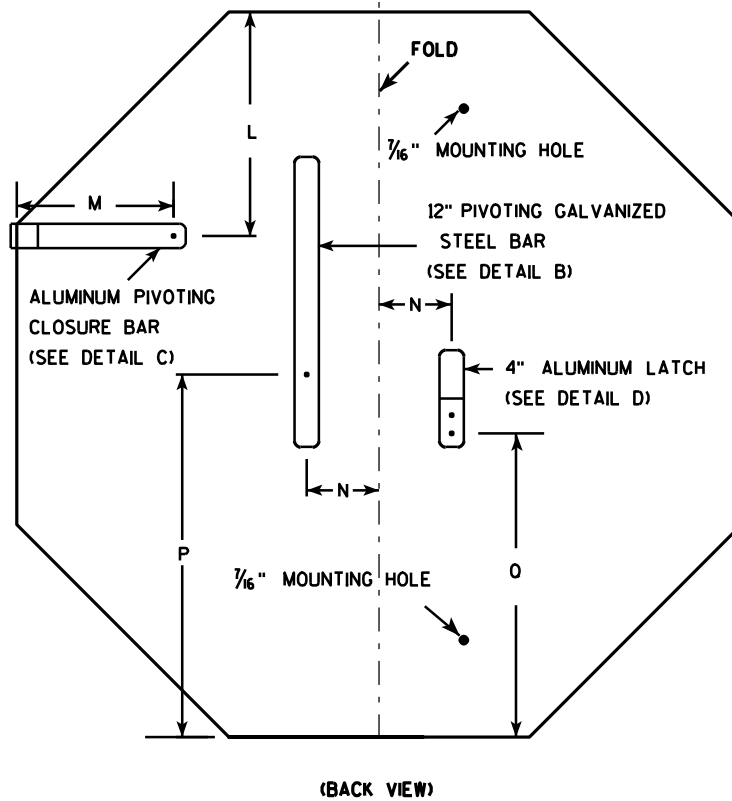
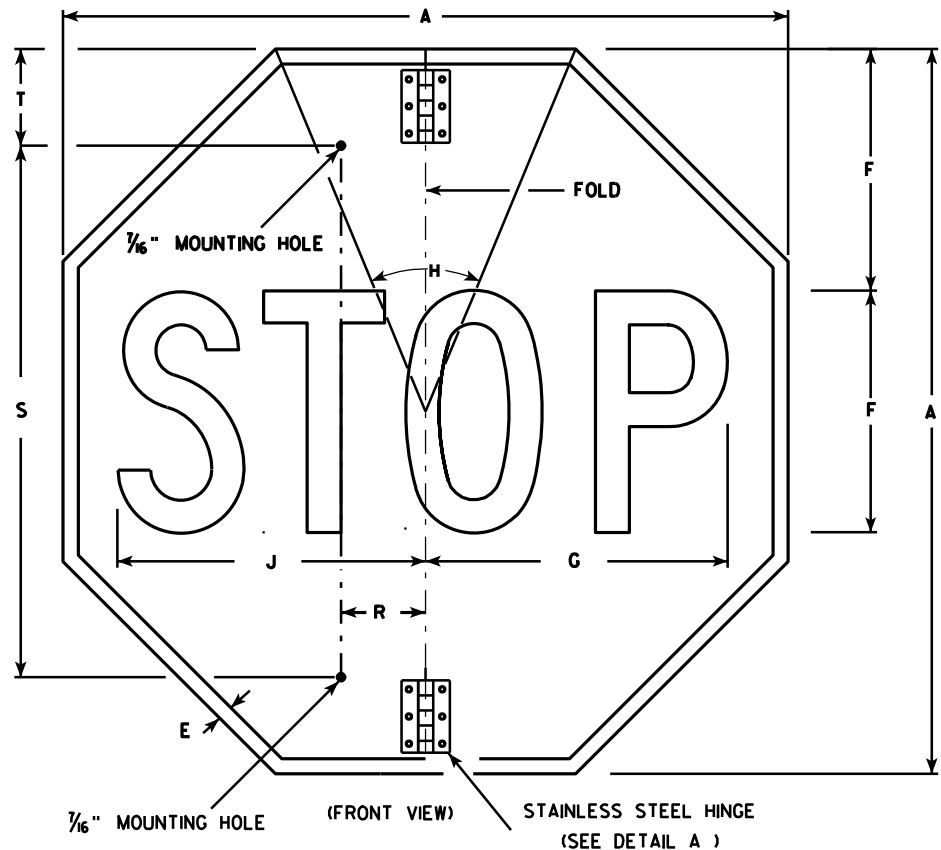
E

STANDARD SIGN
M4-6

WISCONSIN DEPT OF TRANSPORTATION

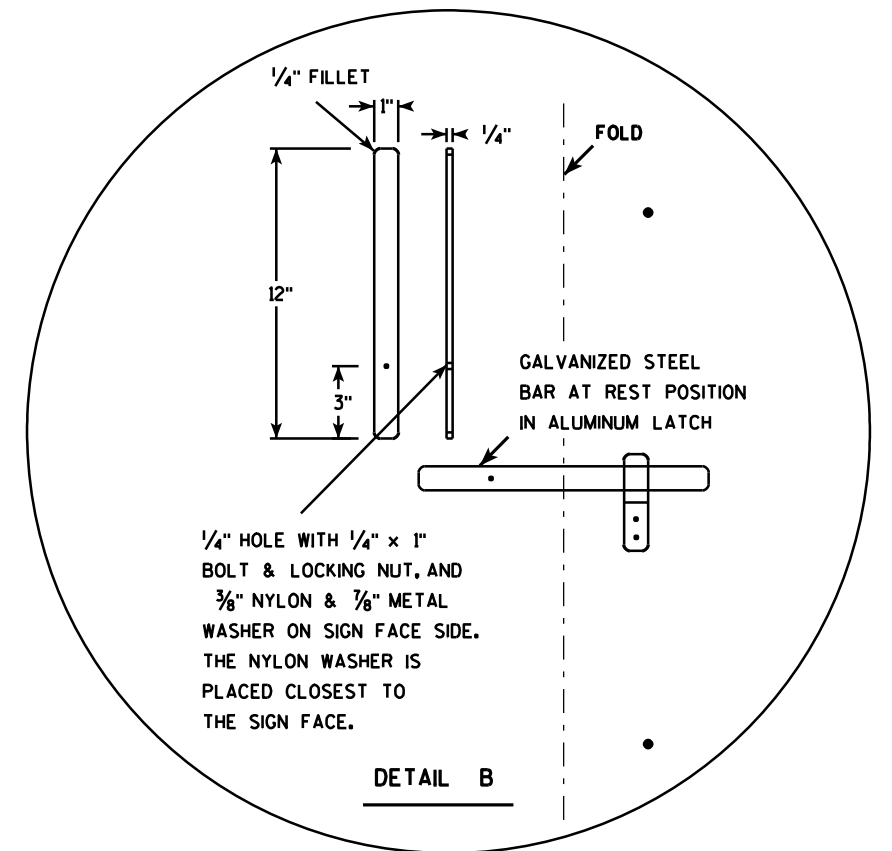
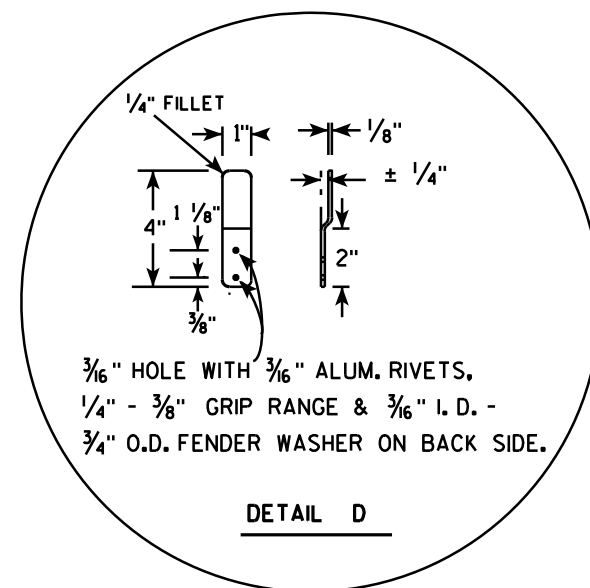
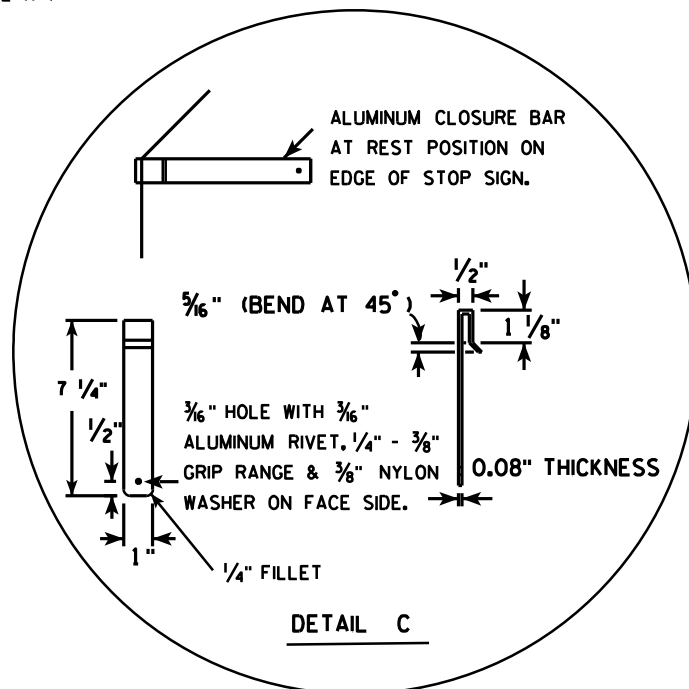
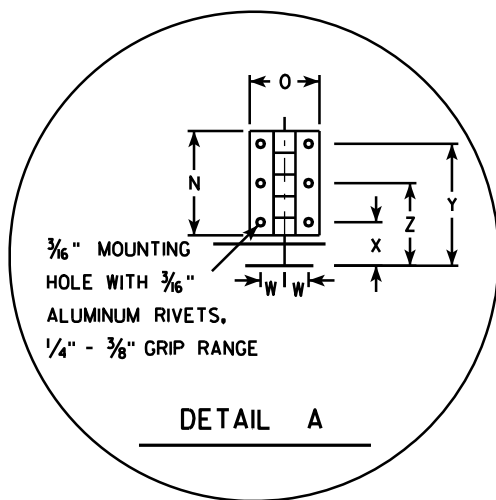
APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 10/15/15 PLATE NO. M4-7.9



NOTES

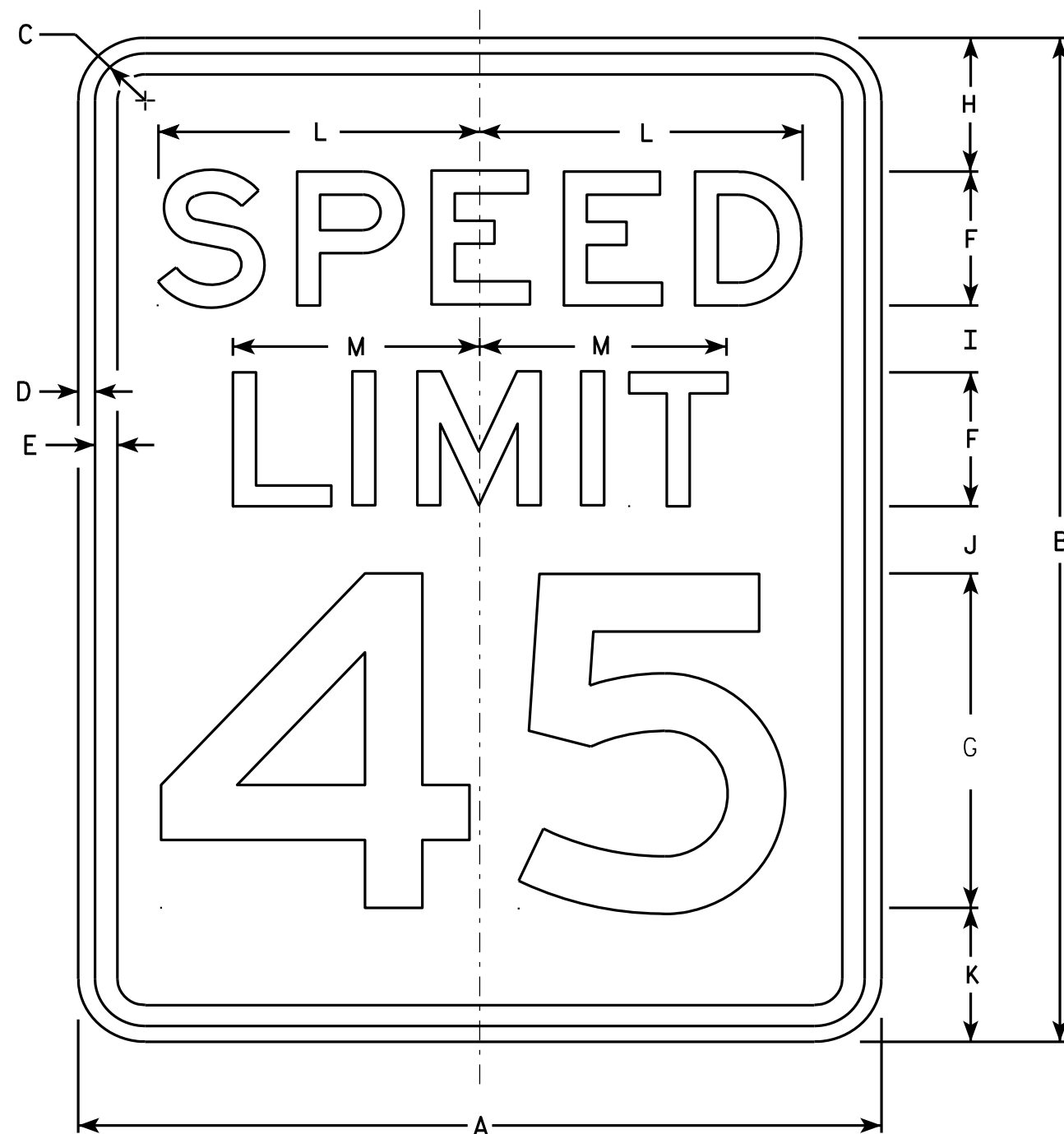
- Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Red
Message - White
- Message Series - C
- All hardware used on the folding STOP sign installation shall conform to 637.2.4 of the WIS DOT Standard Specification.



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	30				$\frac{5}{8}$	10	12 $\frac{1}{2}$	45		12 $\frac{3}{4}$		9 $\frac{1}{4}$	6 $\frac{1}{2}$	3	2	15	12 $\frac{3}{8}$	2 $\frac{1}{2}$	22	5			$\frac{11}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	5.18
2M	36				$\frac{3}{4}$	12	15	45		15 $\frac{3}{8}$		11	6 $\frac{1}{2}$	3	2	18	15 $\frac{3}{8}$	2 $\frac{1}{2}$	26	5			$\frac{11}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	7.46
3	36				$\frac{3}{4}$	12	15	45		15 $\frac{3}{8}$		11	6 $\frac{1}{2}$	3	2	18	15 $\frac{3}{8}$	2 $\frac{1}{2}$	26	5			$\frac{11}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	7.46
4																											
5																											

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN R1-1F	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 12/03/10	PLATE NO. R1-1F.3



NOTES

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

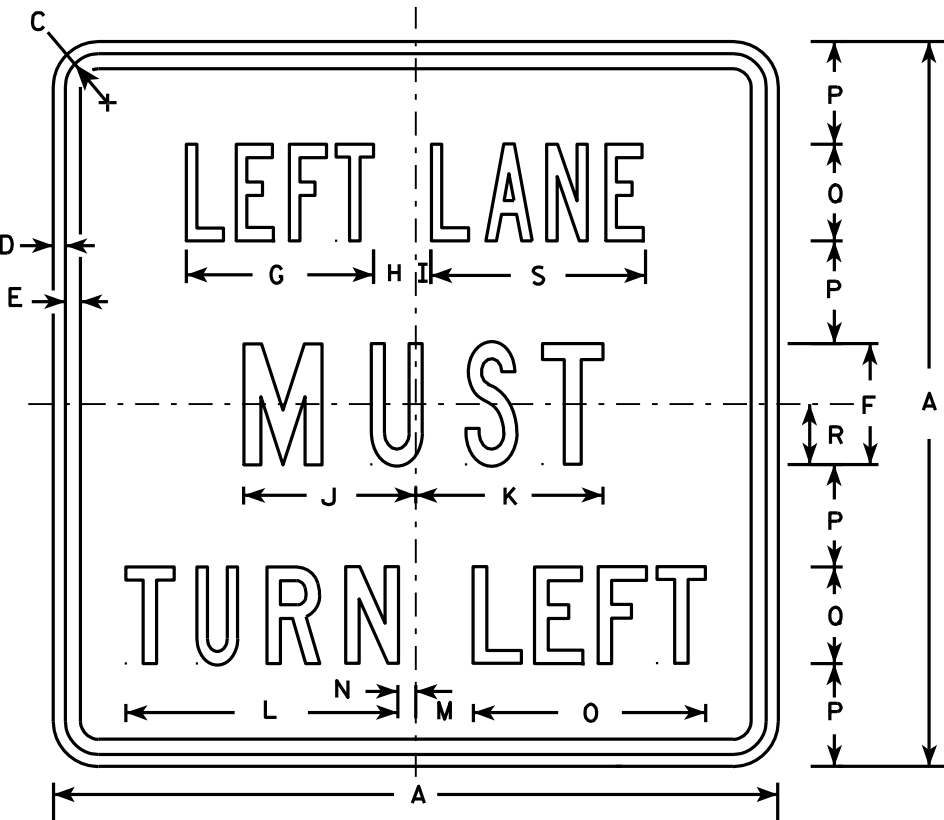
R2-1

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

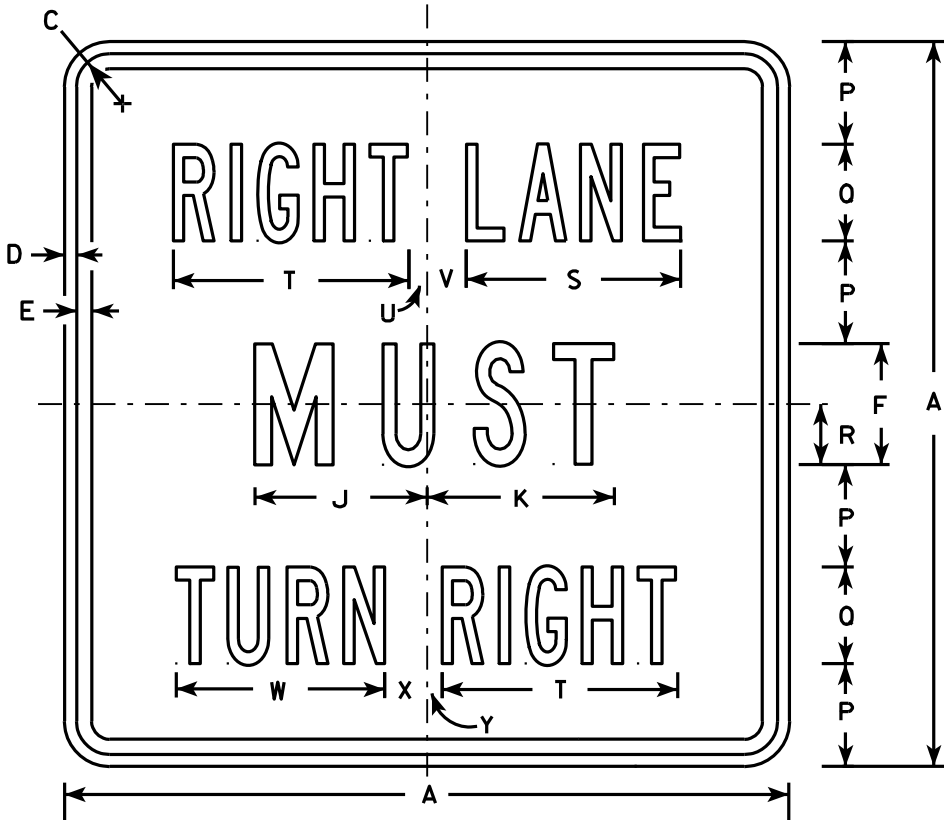
STANDARD SIGN R2-1

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

PROJECT NO: HWY: COUNTY: SHEET NO: E



R3-7L



R3-7R

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - Line 1 is Series B.
Line 2 is Series C.
Line 3 on plate R3-7R is Series B and Series C on plate R3-7L.
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2S	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
2M	30		1 3/8	1/2	5/8	5	7 3/4	1 3/4	5/8	7 1/8	7 3/4	11 1/4	2 3/8	3/4	9 5/8	4 1/4	4	2 1/2	8 7/8	9 3/4	3/4	1 5/8	8 5/8	1 5/8	5/8		6.25
3	36		1 5/8	5/8	3/4	6	9 5/8	2	1 1/8	8 3/4	9	13 1/2	3 7/8	1 1/2	12 1/2	5	5	3	10 5/8	12	7/8	2 1/4	10 5/8	2 1/8	1		9.00
4	48		2 1/4	3/4	1	8	13 1/2	2 3/8	1 1/2	11 1/2	11 7/8	17 3/4	3 5/8	2 1/2	16 3/8	6 1/2	7	4	14 3/8	16 7/8	5/8	3 1/4	15 1/8	2 3/4	1 1/8		16.00
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

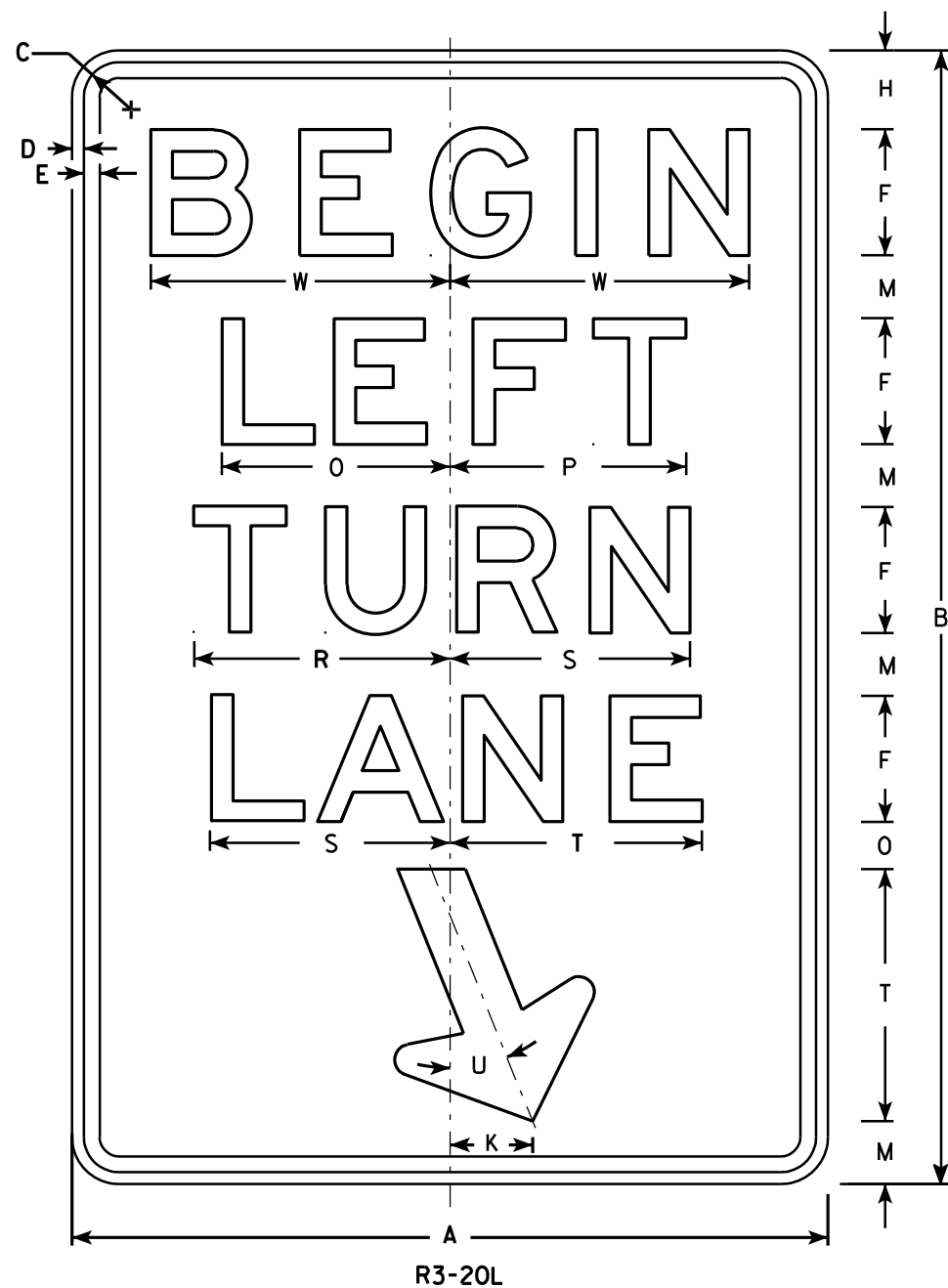
E

STANDARD SIGN
R3-7L & R3-7R

WISCONSIN DEPT OF TRANSPORTATION

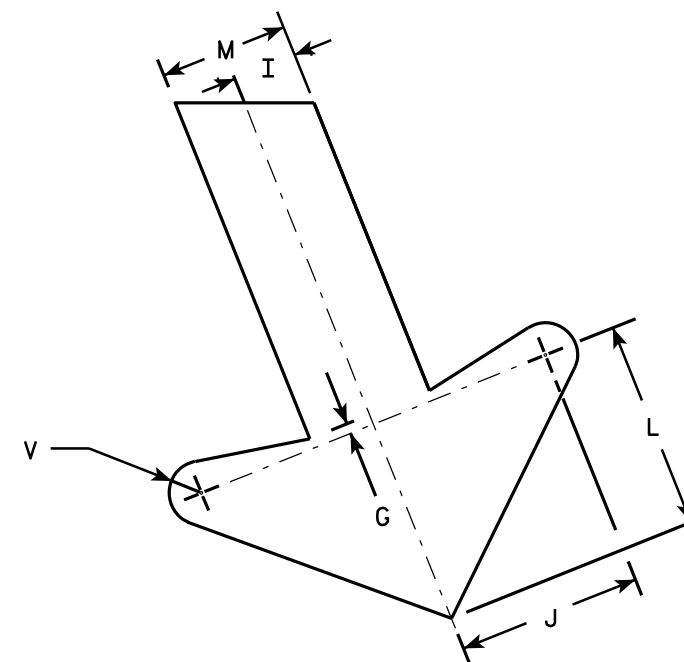
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/18/2011 PLATE NO. R3-7.3



NOTES

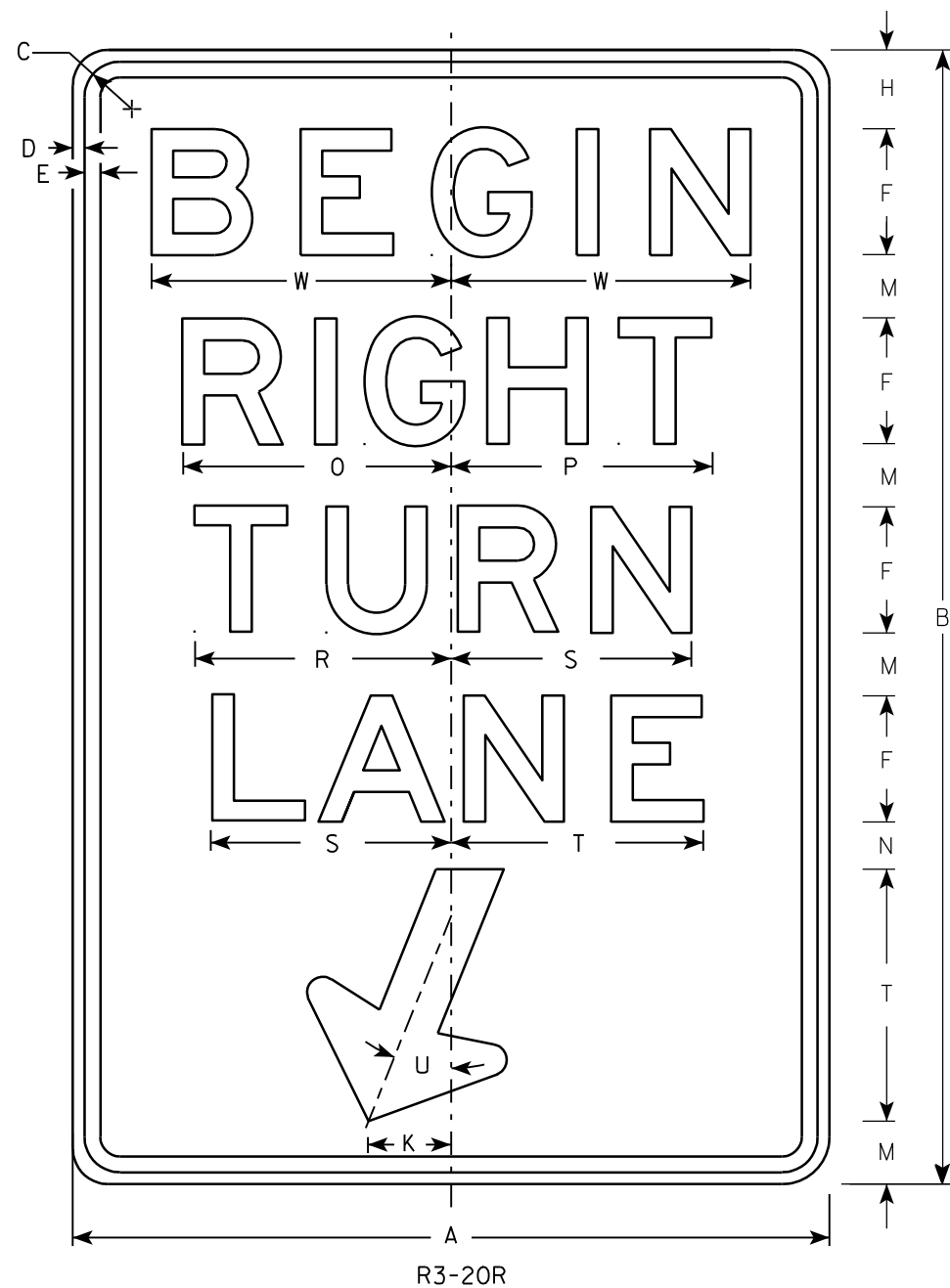
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as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



ARROW DETAIL

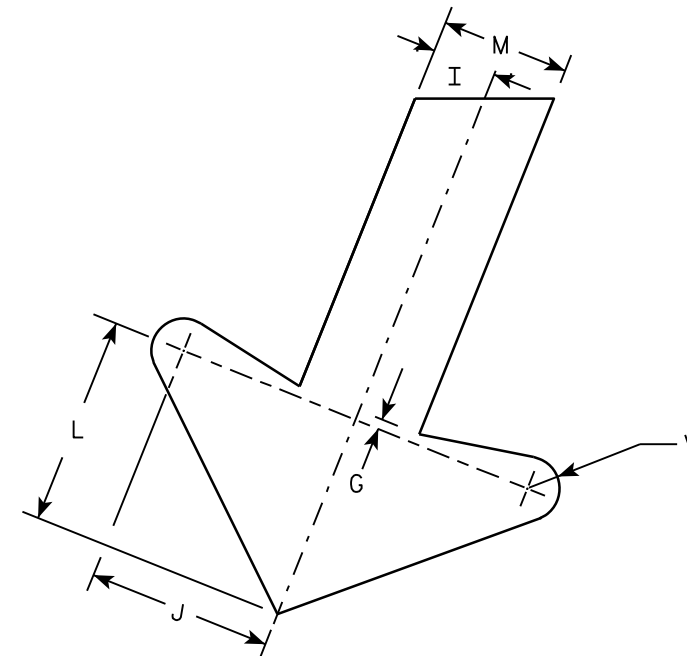
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
3	36	54	1 3/4	1/2	5/8	6	3/8	3 3/4	1 1/2	4 1/4	4	4 7/8	3	2 1/4	10 7/8	11 1/4		12 1/4	11 1/2	12	22°	3/4	13 1/4				13.5
4																											
5																											

STANDARD SIGN R3-20L	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 10/18/10	PLATE NO. R3-20L.7



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
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.



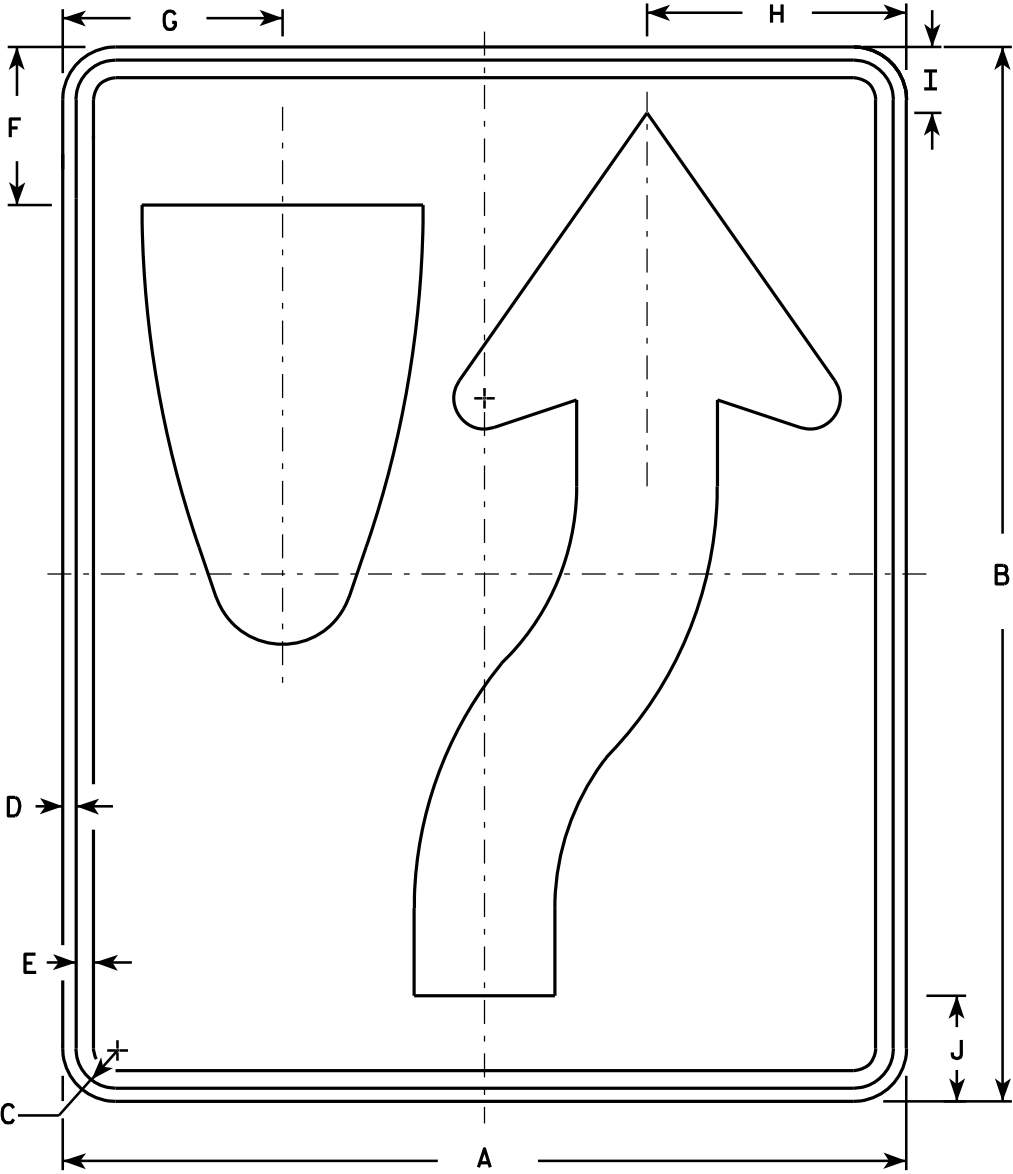
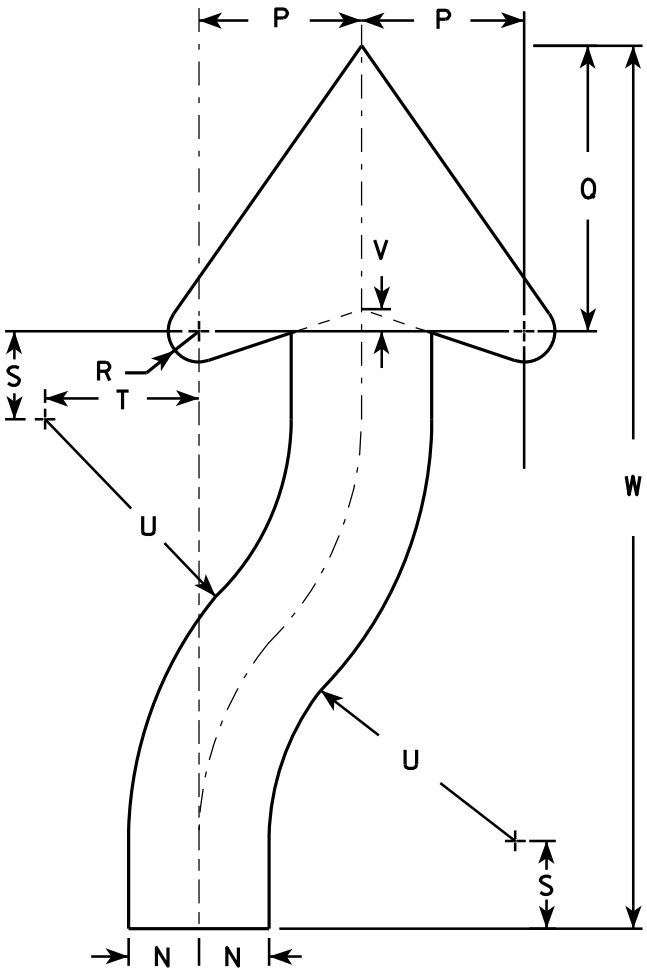
ARROW DETAIL

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

STANDARD SIGN R3-20R	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 10/18/10	PLATE NO. R3-20R.6

NOTES

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



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

STANDARD SIGN

R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

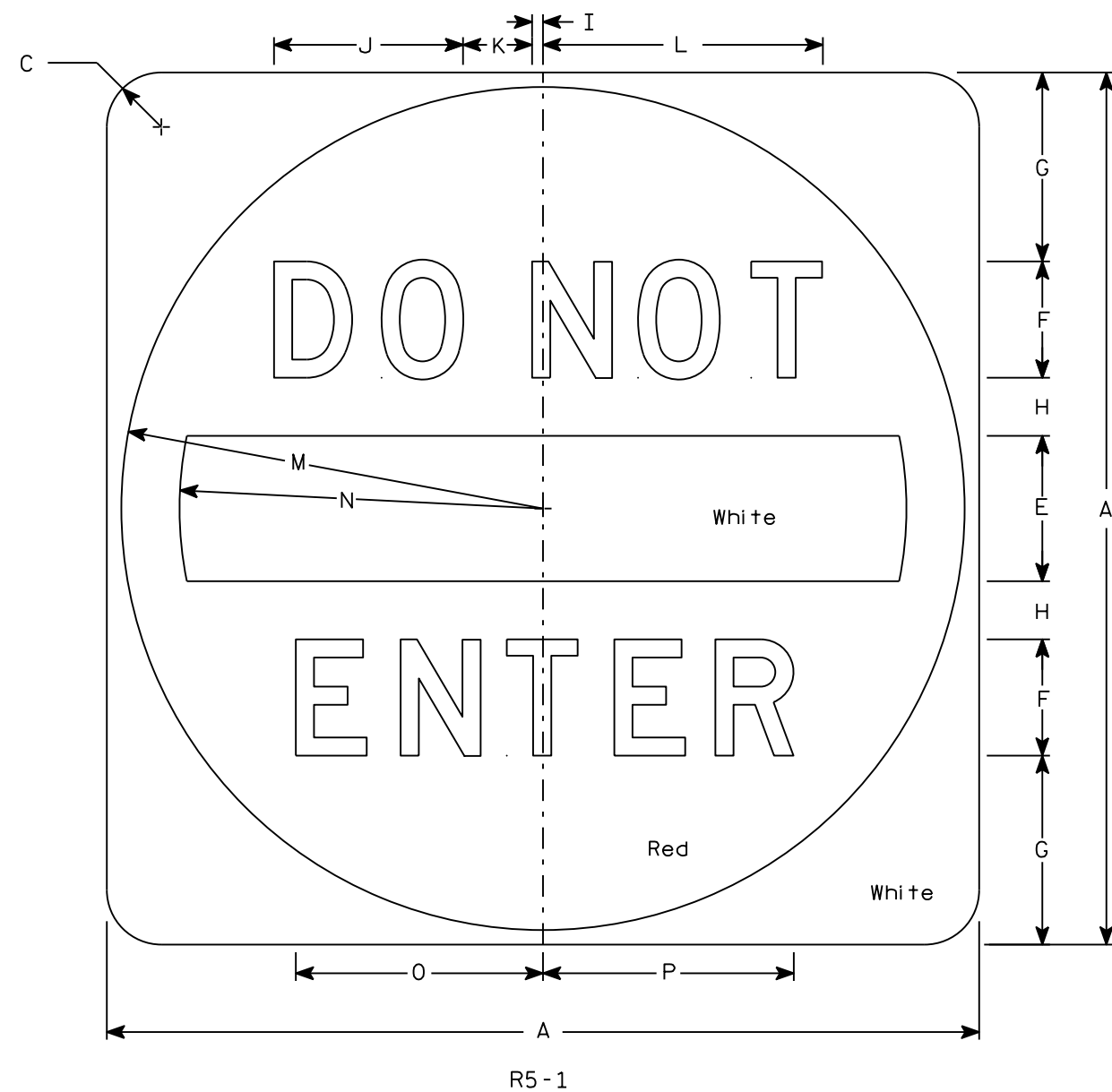
HWY:

COUNTY:

SHEET NO:

E

7



NOTES

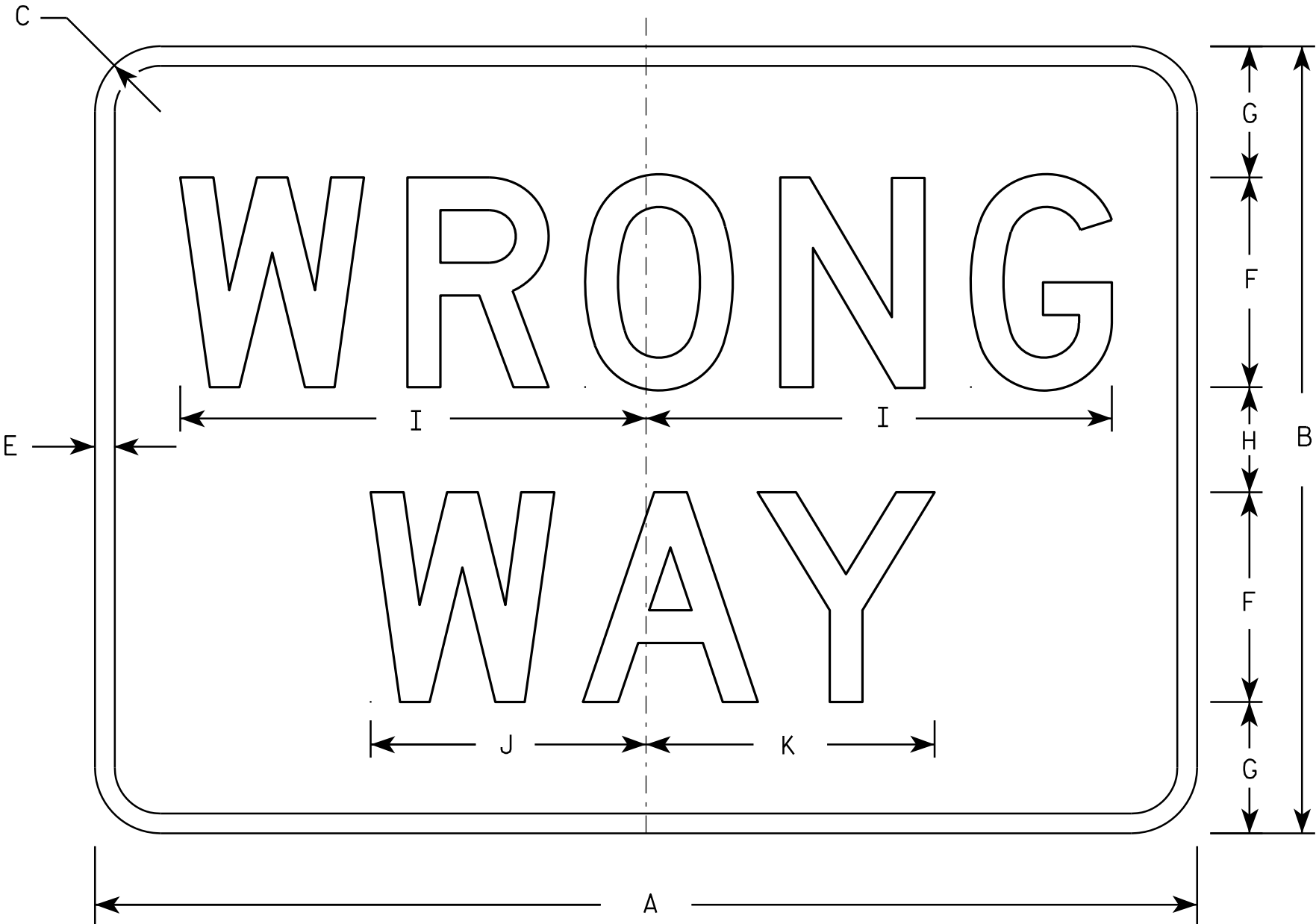
1. Sign is Type II - Type H Reflective
2. Color:
Background - See detail
Message - White
3. Message Series - D

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 7⁄8		5	4	6 1⁄2	2	3⁄8	6 1⁄2	2 3⁄8	9 5⁄8	14 1⁄2	12 1⁄2	8 1⁄2	8 5⁄8											6.25
2M	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
3	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
4	36		2 1⁄4		6	5	7 1⁄2	2 1⁄2	1⁄2	8 1⁄8	3	12 1⁄8	17 1⁄2	15	10 5⁄8	10 3⁄4											9.0
5	48		3		8	6	11	3	5⁄8	9 3⁄4	3 5⁄8	14 1⁄2	23 1⁄2	20	12 3⁄4	12 7⁄8											16.0

STANDARD SIGN R5-1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/15/18	PLATE NO. R5-1.16

PROJECT NO:	HWY:	COUNTY:	SHEET NO: E	
FILE NAME : C:\CAEfiles\Projects\tr_stdplate\R51.DGN PLOT DATE : 15-MAR-2018 14:31 PLOT BY : **...plotuser...** PLOT NAME : PLOT SCALE : 5.914594:1.000000 WISDOT/CADDs SHEET 42				



R5-1A

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 - D
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

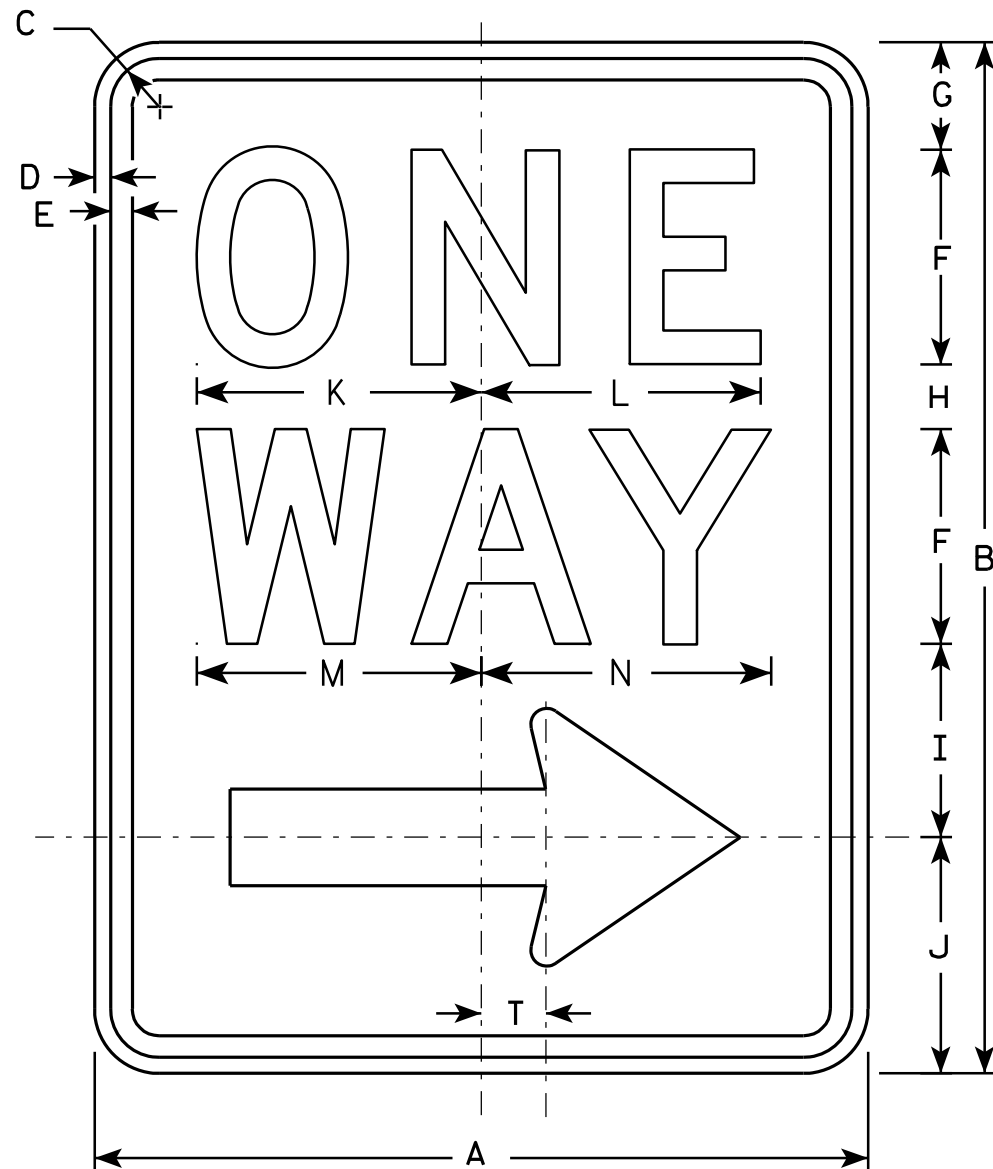
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	18	1 1/2		1/2	5	3	2	11	6 1/2	6 7/8																3.75
2S	36	24	2		5/8	6	4 1/2	3	13 1/4	7 7/8	8 1/4																6.00
2M	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
3	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
4	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75
5	42	30	2 1/2		3/4	8	5	4	17 3/4	10 1/2	11																8.75

STANDARD SIGN
R5-1A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

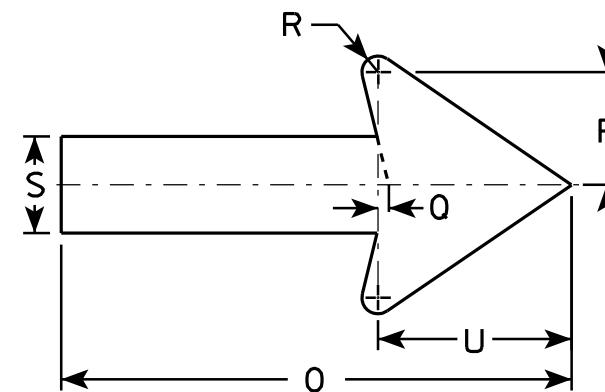
DATE 12/17/10 PLATE NO. R5-1A.2



R6-2R

NOTES

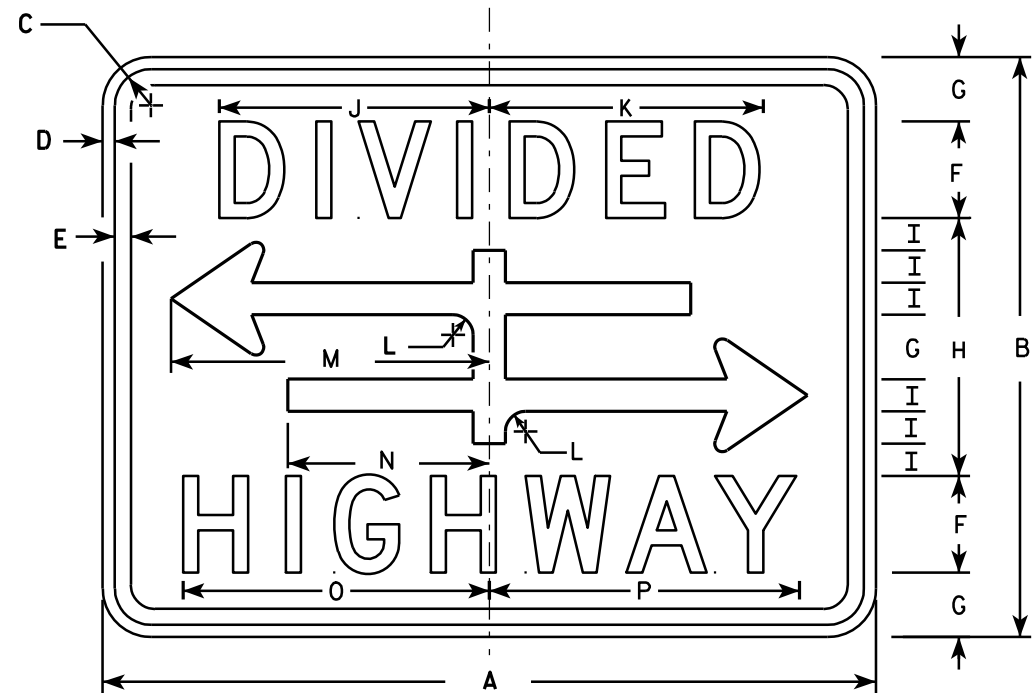
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as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



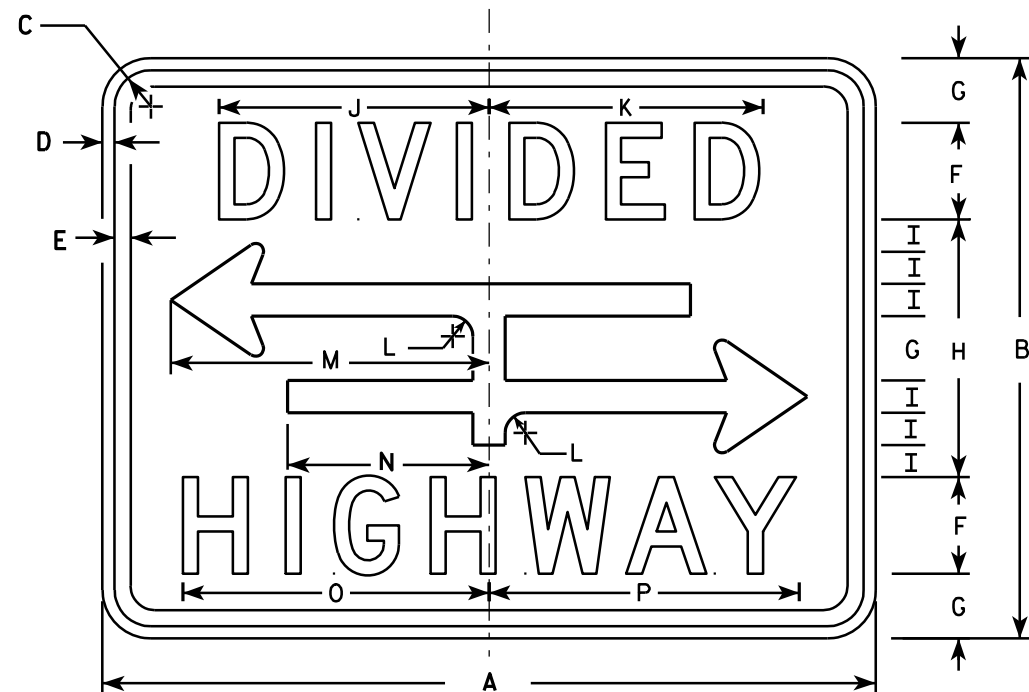
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN R6-2 R&L	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 11/2/10	PLATE NO. R6-2.8



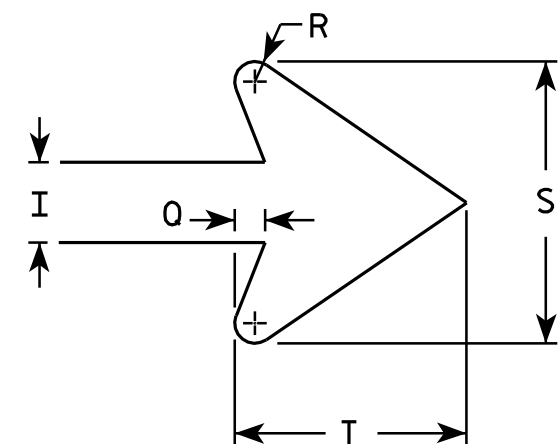
R6-3



R6-3A

NOTES

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



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	18	1 1/8	3/8	3/8	3	2	8	1	8 3/8	8 1/2	5/8	9 7/8	6 1/4	9 1/2	9 5/8	3/8	1/4	3 1/2	2 3/4							3.0
2S	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
2M	30	24	1 1/8	3/8	1/2	4	2 5/8	10 3/4	1 3/8	10 1/2	10 5/8	7/8	12 1/2	7 7/8	12 1/4	12 3/8	1/2	3/8	4 5/8	3 5/8							5.0
3																											
4																											
5																											

STANDARD SIGN R6-3 & R6-3A

WISCONSIN DEPT OF TRANSPORTATION

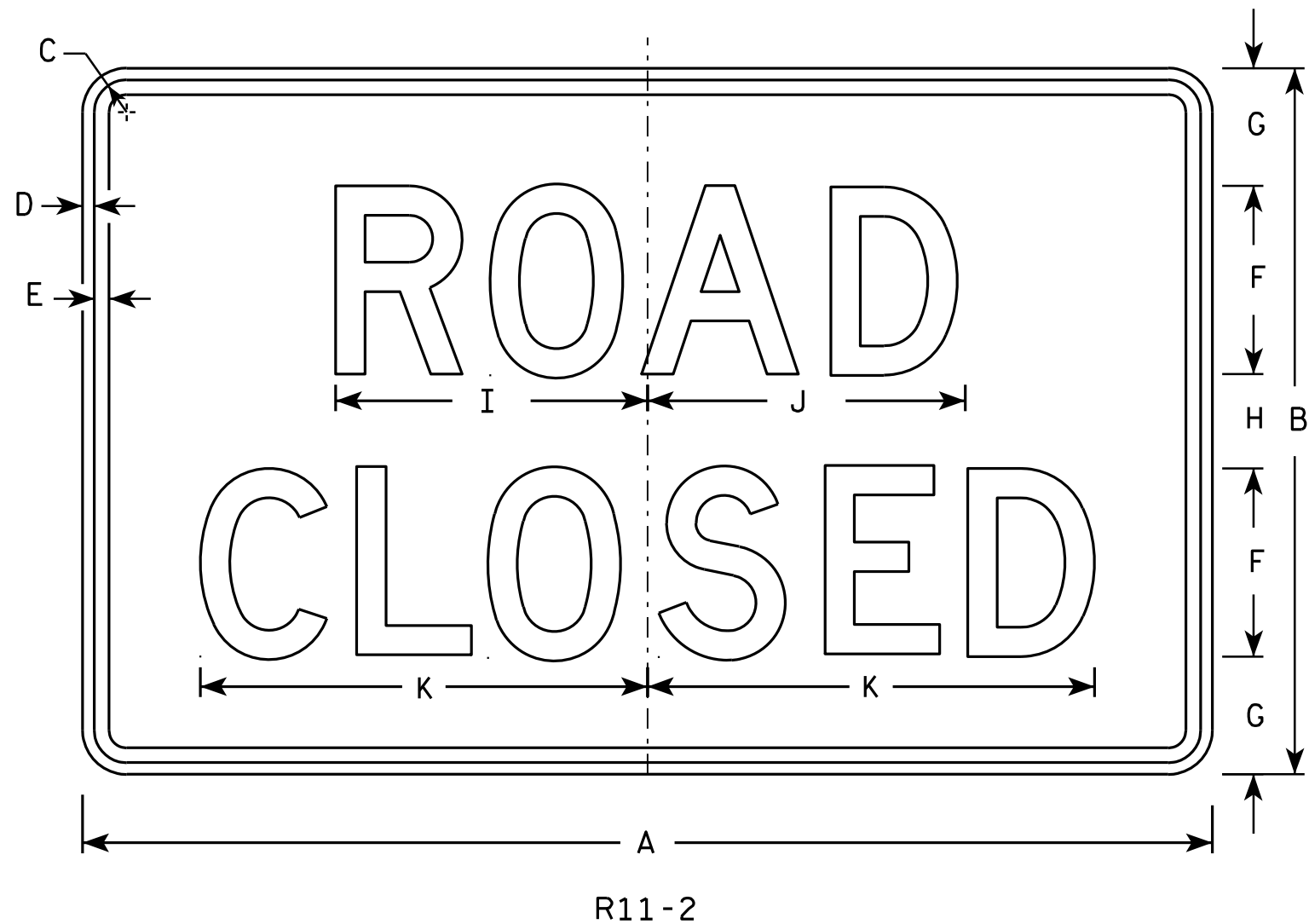
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/31/2011 PLATE NO. R6-3.5

PROJECT NO:

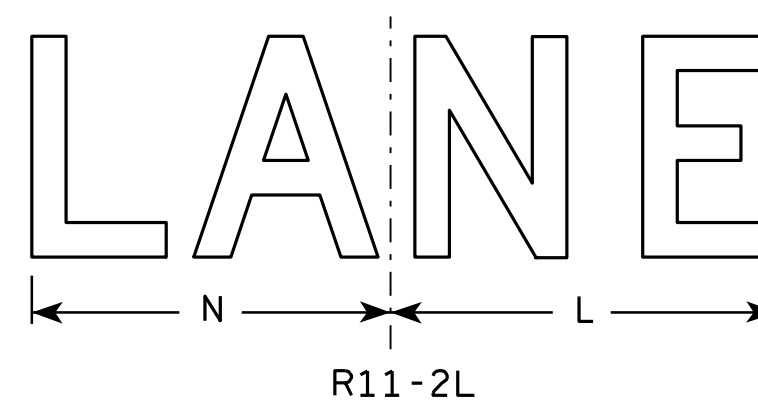
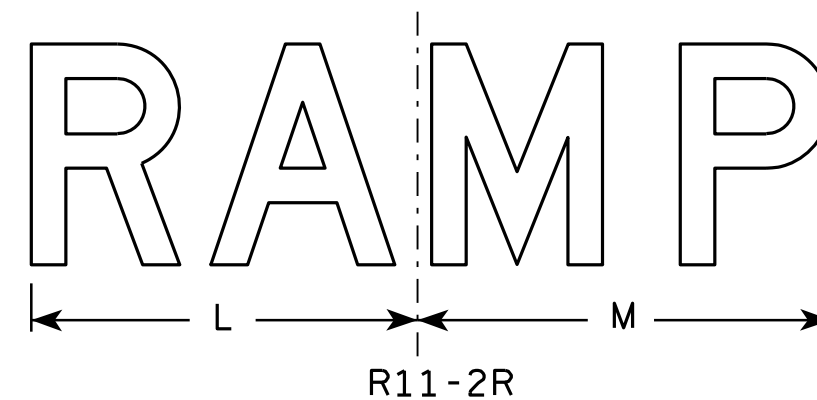
SHEET NO:

E



NOTES

- Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - White
Message - Black
- Message Series - D
- 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.
- Modify the message as required.



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

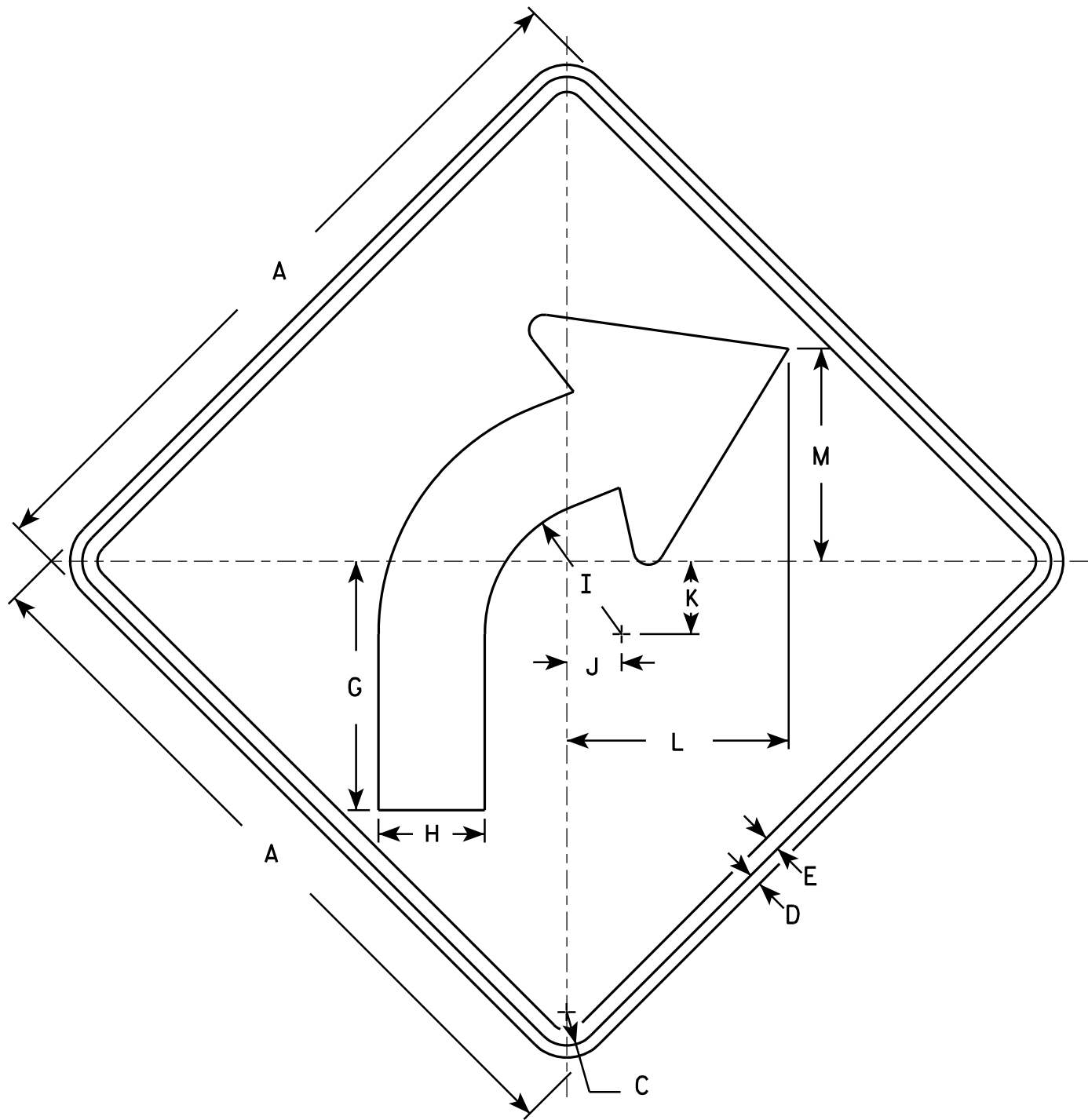
STANDARD SIGN R11-2

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 4/1/11 PLATE NO. R11-2.10

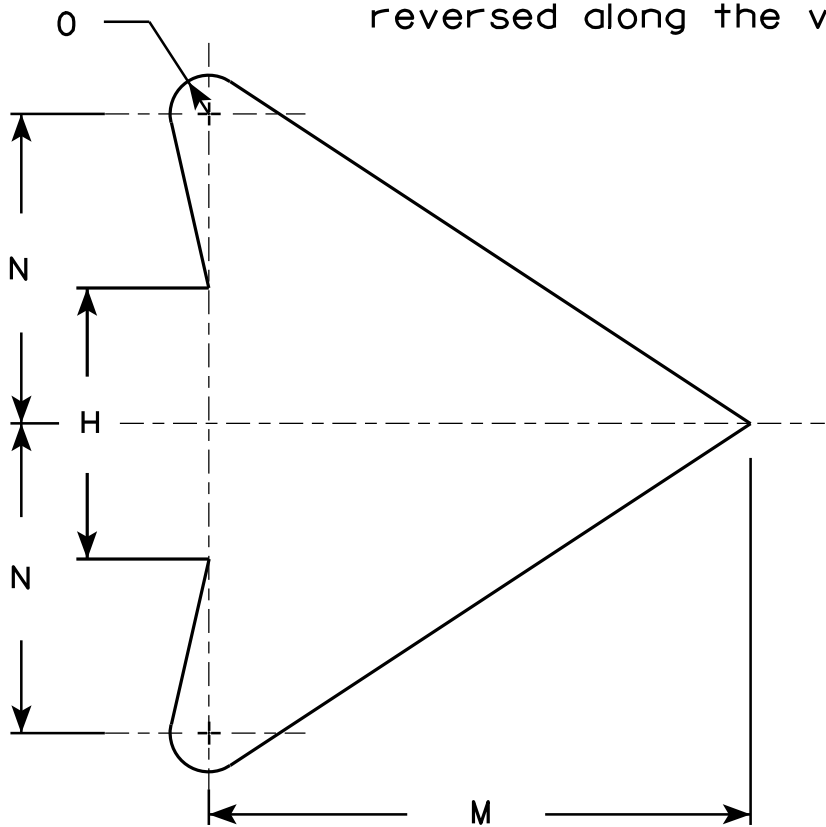
PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

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

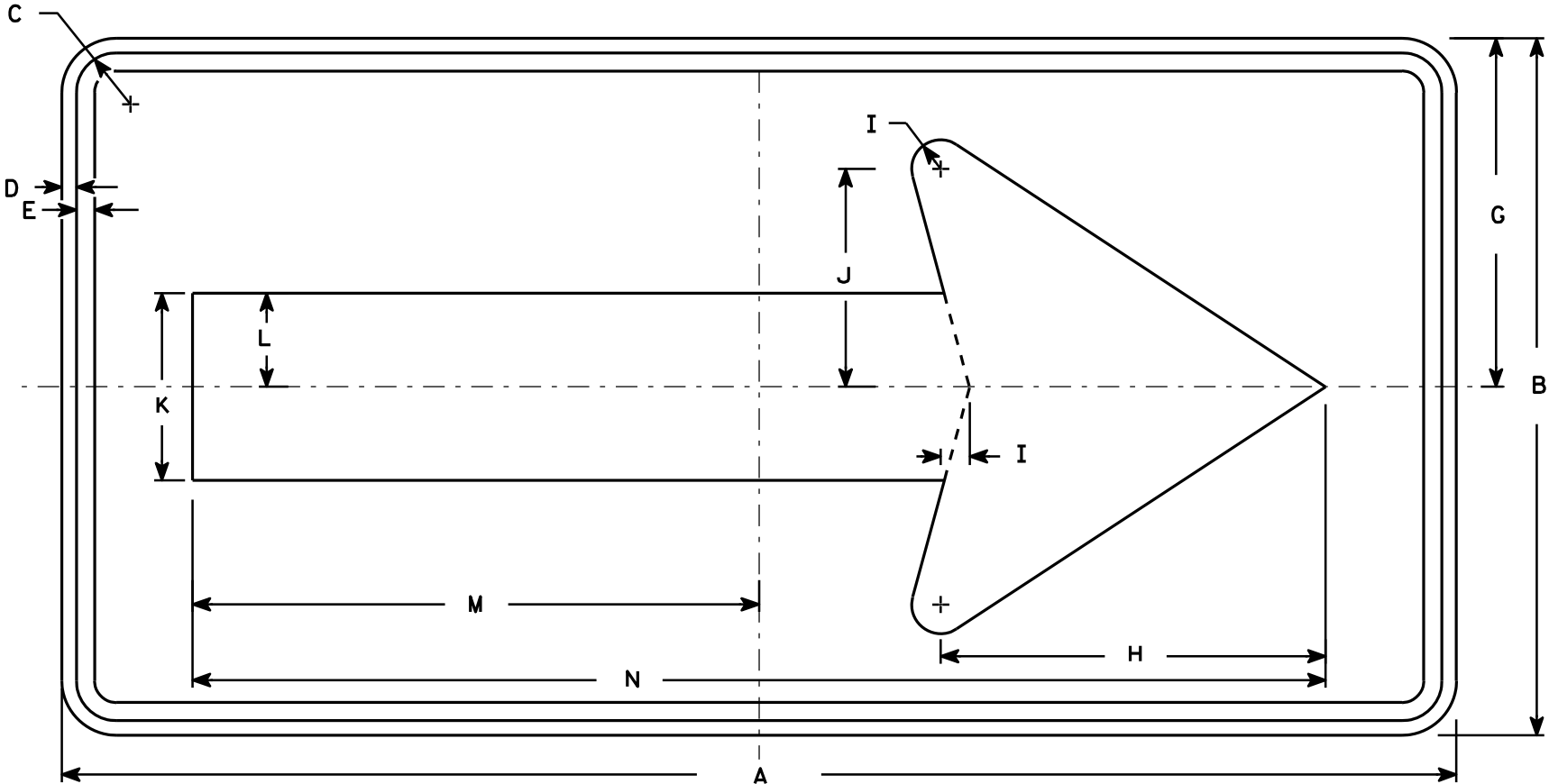
DATE 5/15/12 PLATE NO. W1-2.10

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

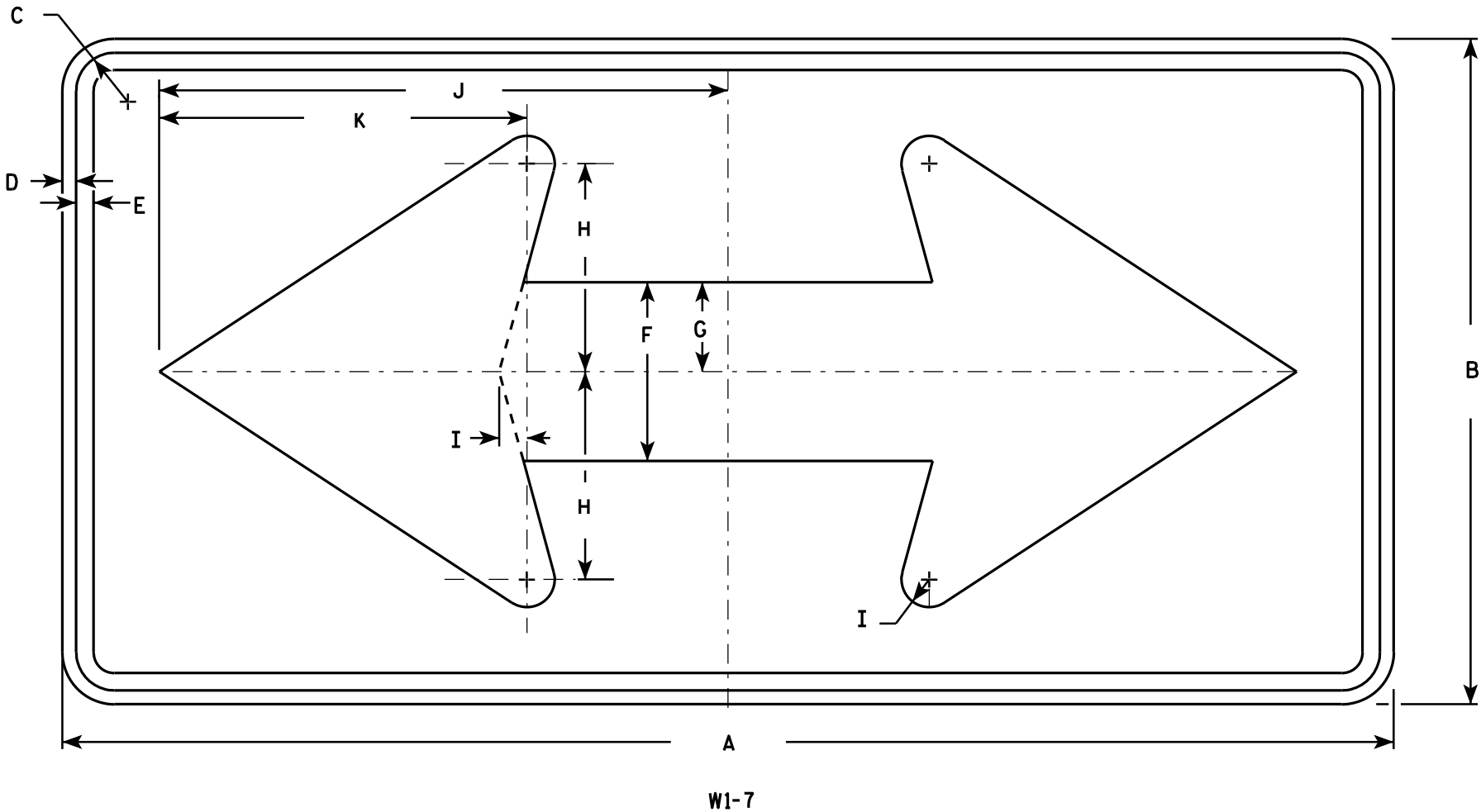
APPROVED

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

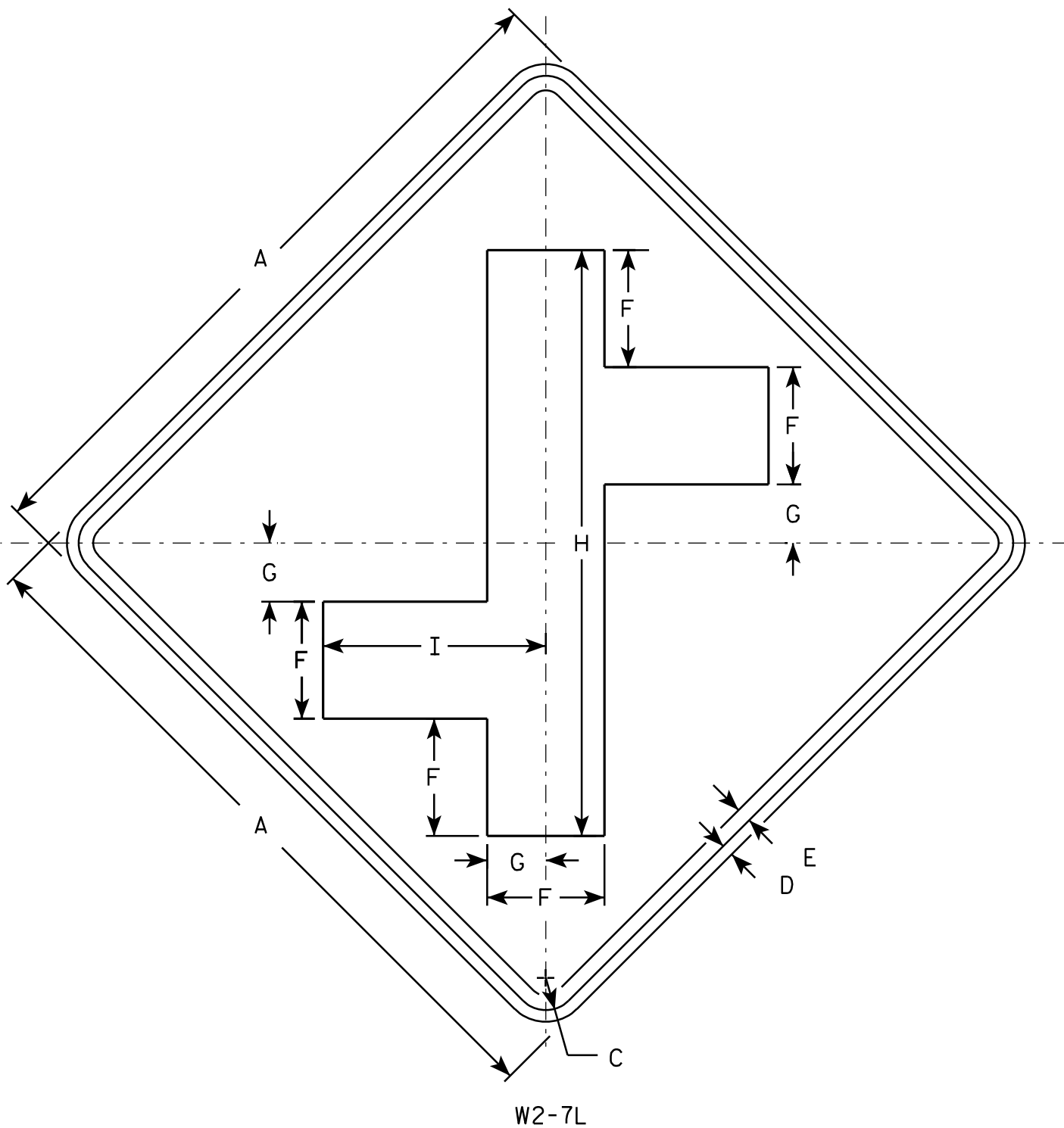
STANDARD SIGN

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.

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	30		1 3⁄8	1⁄2	5⁄8	5	2 1⁄2	25	9 1⁄2																		
2M	30		1 3⁄8	1⁄2	5⁄8	5	2 1⁄2	25	9 1⁄2																		6.25
3	36		1 5⁄8	5⁄8	3⁄4	6	3	30	11 3⁄8																		9.0
4	48		2 1⁄4	3⁄4	1	8	4	40	15 1⁄4																		16.0
5																											

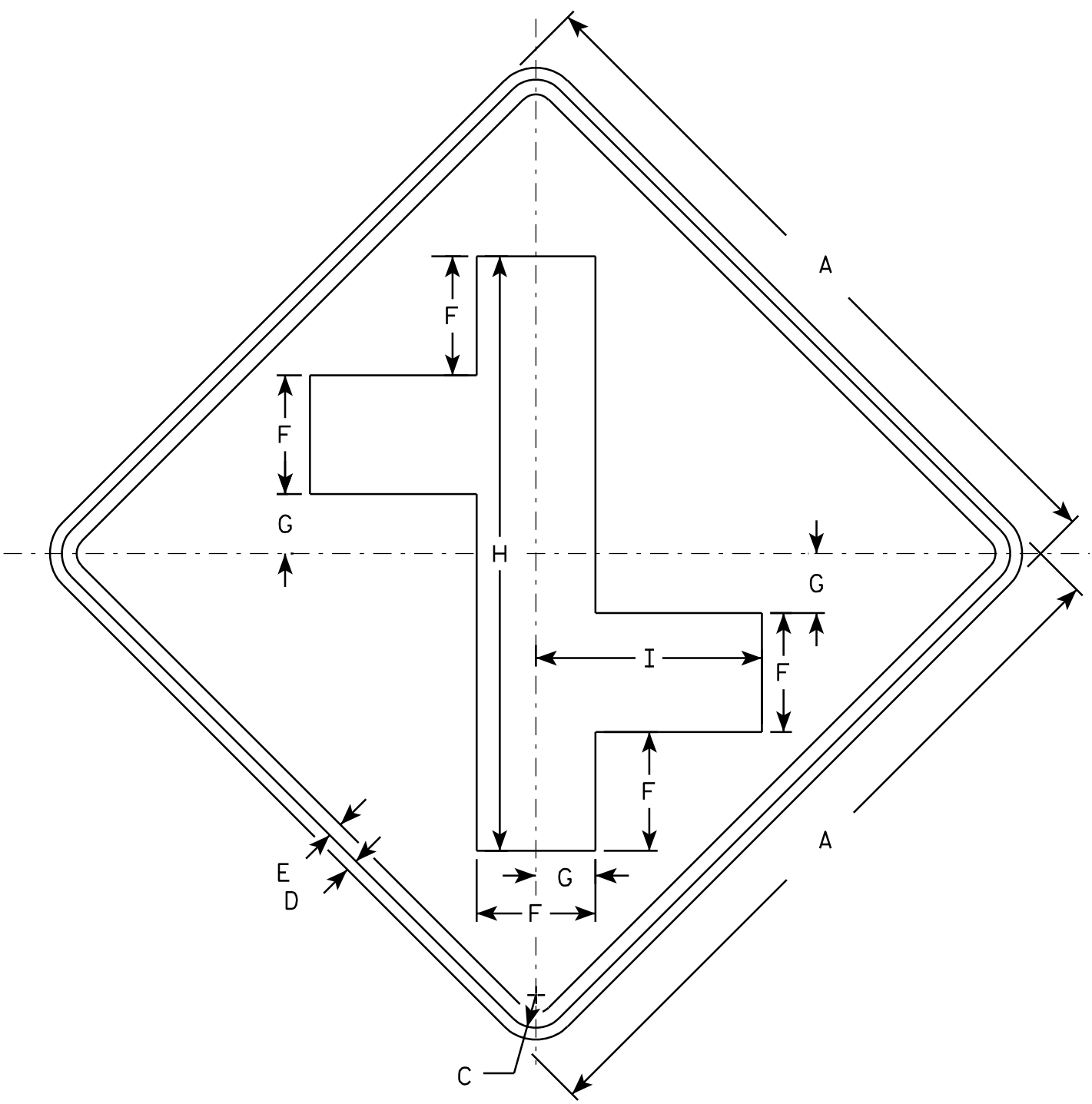
STANDARD SIGN W2-7L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-7L.2

PROJECT NO: HWY: COUNTY: SHEET NO: E



W2-7R

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																											
2S	30		1 3⁄8	1⁄2	5⁄8	5	2 1⁄2	25	9 1⁄2																		6.25
2M	30		1 3⁄8	1⁄2	5⁄8	5	2 1⁄2	25	9 1⁄2																		6.25
3	36		1 5⁄8	5⁄8	3⁄4	6	3	30	11 3⁄8																		9.0
4	48		2 1⁄4	3⁄4	1	8	4	40	15 1⁄4																		16.0
5																											

STANDARD SIGN
W2-7R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/29/12 PLATE NO. W2-7R.2

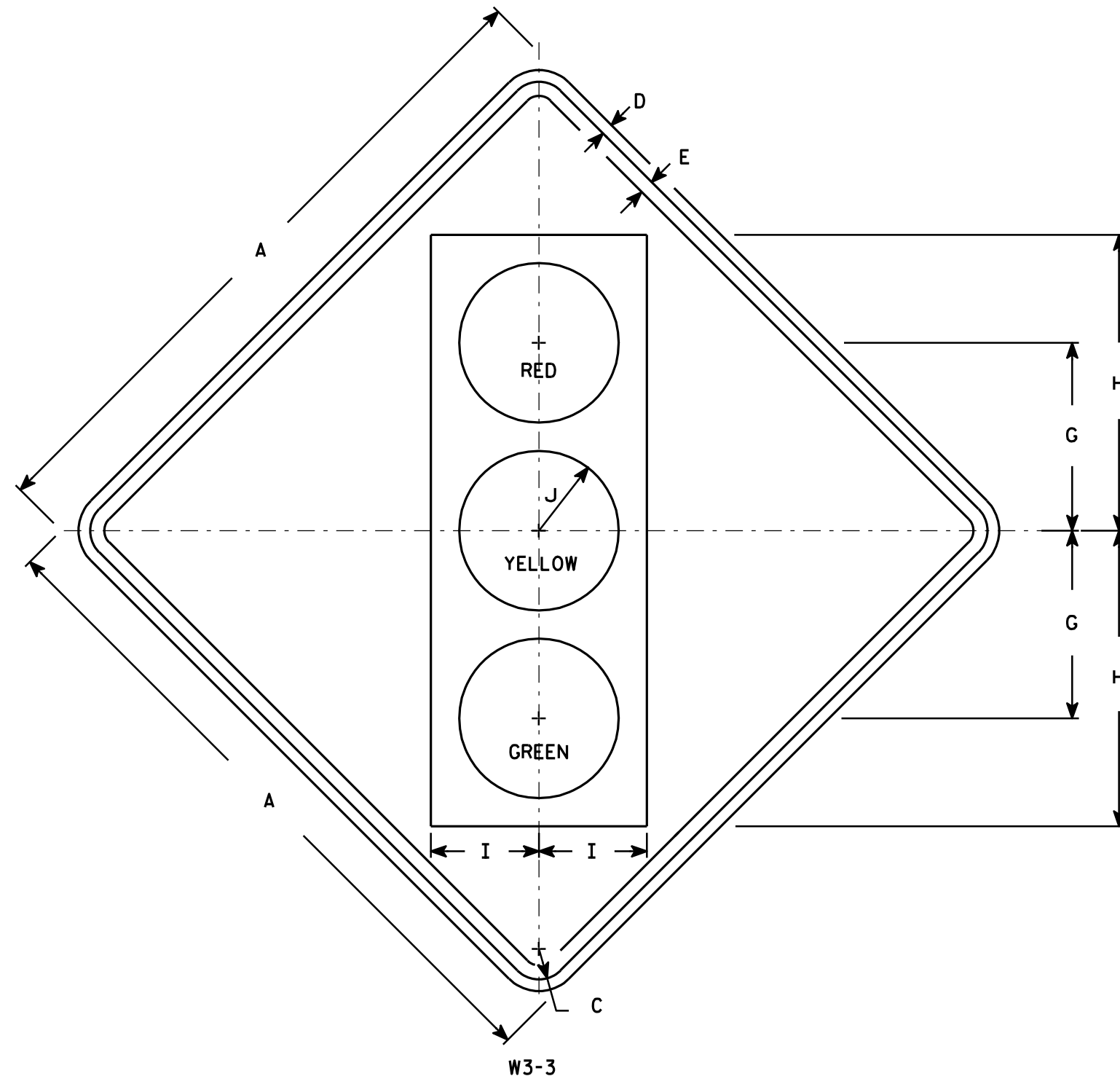
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- Color:
Background - Yellow
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.
- Symbol and border are non-reflective black.
Top circle - Type H Reflectorized Red
Center circle - Same as background
Bottom circle - Type H Reflectorized Green

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3/8	1/2	5/8		8 3/4	13 3/4	5	3 3/4																	6.25
2S	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
2M	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
3	36		1 5/8	5/8	3/4		10	15 3/4	5 3/4	4 1/4																	9.0
4	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0
5	48		2 1/4	3/4	1		12 1/2	20	7 1/2	5																	16.0

STANDARD SIGN W3-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 6/7/10

PLATE NO. W3-3.11

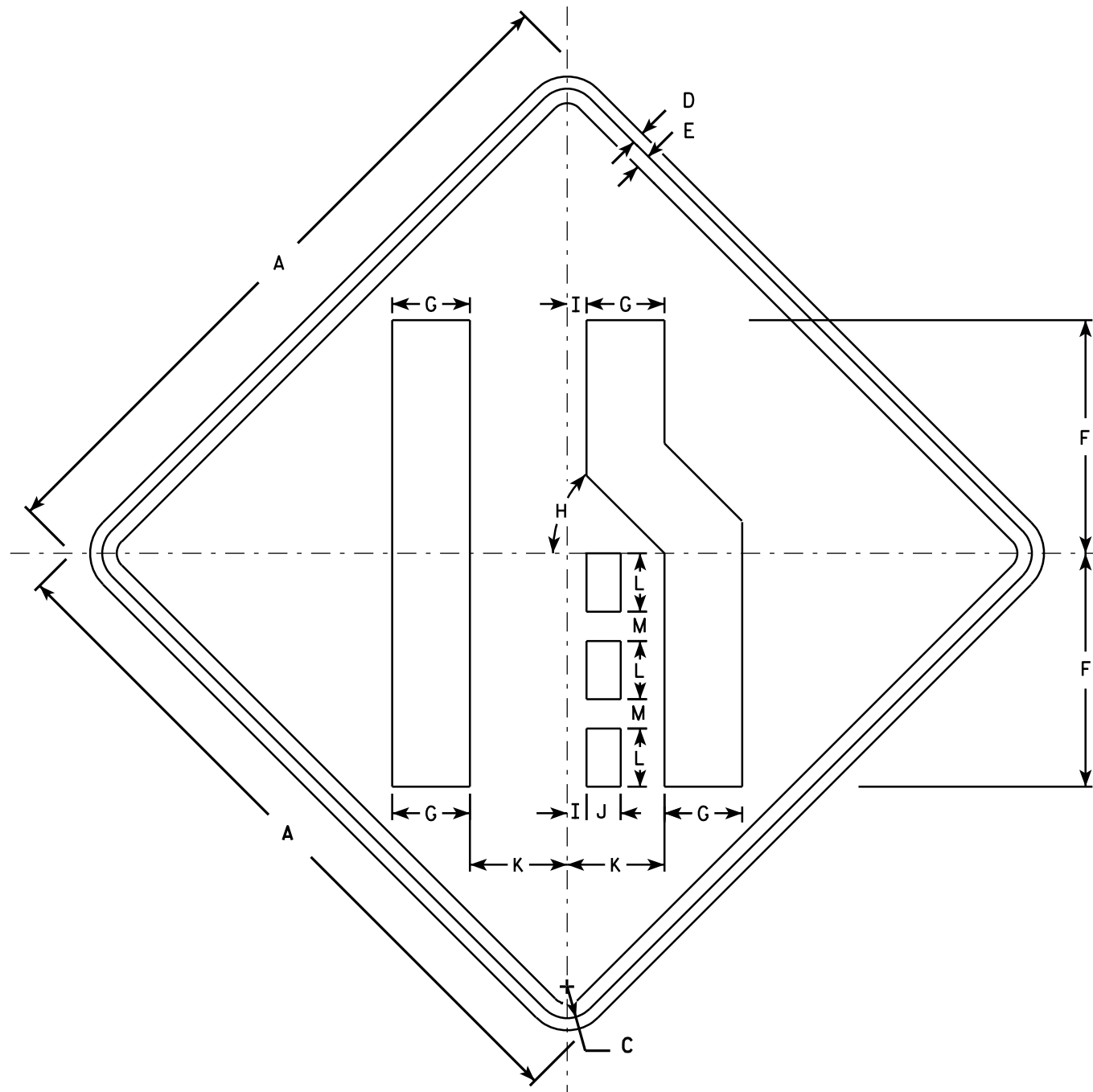
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



W4-2R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W4-2L is the same as W4-2R except the symbols is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3⁄8	1⁄2	5⁄8	10	3 3⁄8	45°	7⁄8	1 1⁄2	4 1⁄4	2 1⁄2	1 1⁄4														6.25
2S	36		1 5⁄8	5⁄8	3⁄4	12	4	45°	1	1 3⁄4	5	3	1 1⁄2														9.0
2M	36		1 5⁄8	5⁄8	3⁄4	12	4	45°	1	1 3⁄4	5	3	1 1⁄2														9.0
3	36		1 5⁄8	5⁄8	3⁄4	12	4	45°	1	1 3⁄4	5	3	1 1⁄2														9.0
4	48		2 1⁄4	3⁄4	1	16	5 3⁄8	45°	1 1⁄4	2 3⁄8	6 3⁄4	4	2														16.0
5	48		2 1⁄4	3⁄4	1	16	5 3⁄8	45°	1 1⁄4	2 3⁄8	6 3⁄4	4	2														16.0

STANDARD SIGN W4-2

WISCONSIN DEPT OF TRANSPORTATION

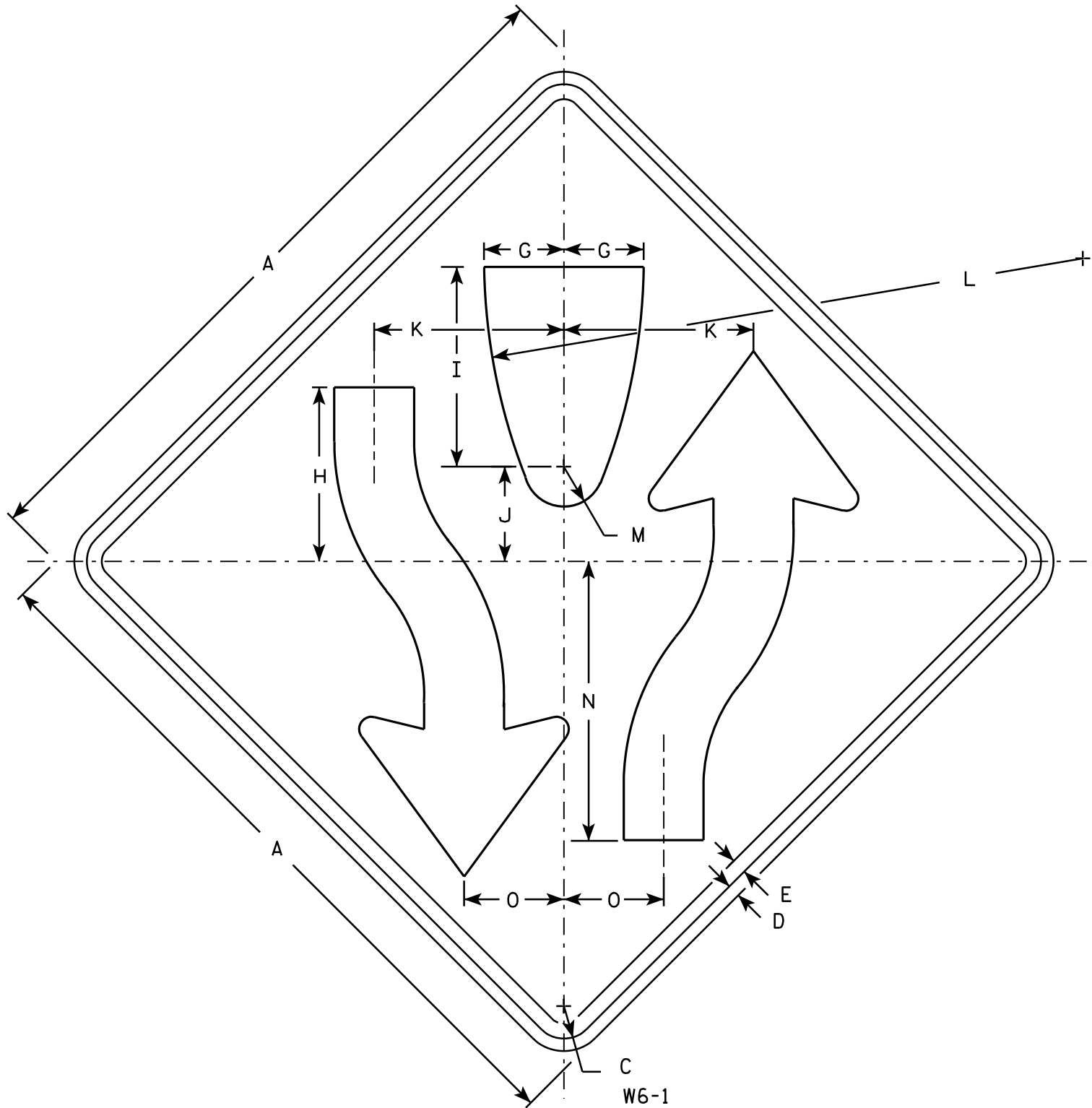
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

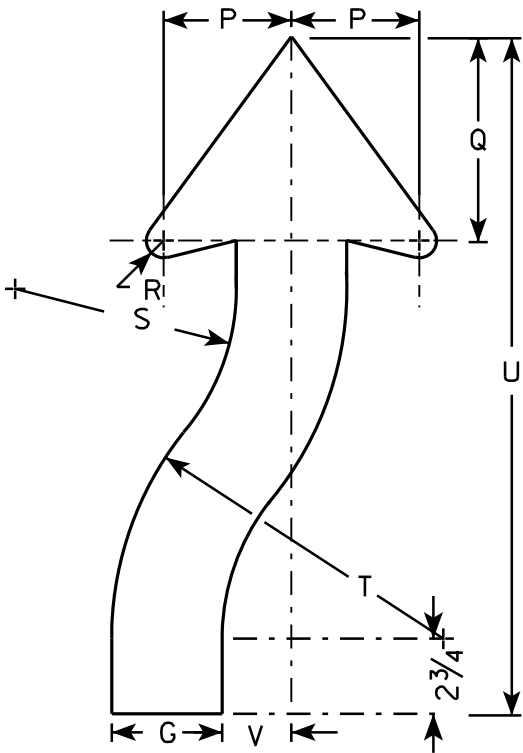
SHEET NO:

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. W6-2 same as W6-1 but is rotated 180° when mounted.



ARROW DETAIL

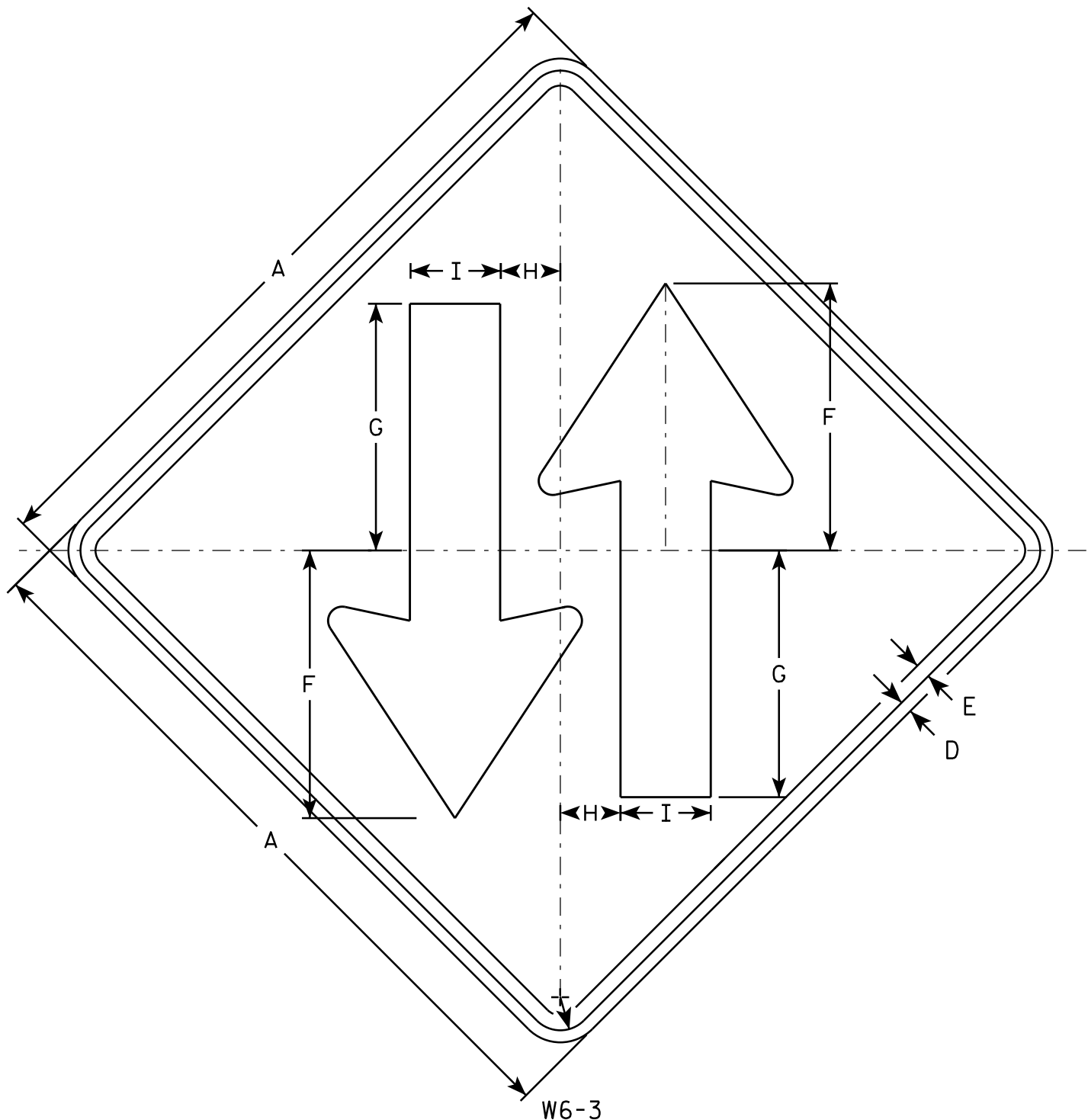
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 3⁄8	1⁄2	5⁄8		3 1⁄4	8	8 1⁄4	4 1⁄8	7 7⁄8	25	1 3⁄4	11 5⁄8	4 1⁄8	3 7⁄8	6 3⁄4	5⁄8	6 5⁄8	9 7⁄8	21 5⁄8	2					6.25
2S	36		1 5⁄8	5⁄8	3⁄4		4	8 3⁄4	10	4 3⁄4	9 1⁄2	30	2	14	5	4 5⁄8	7 3⁄8	7⁄8	8	12	24 1⁄2	2 1⁄2					9.0
2M	36		1 5⁄8	5⁄8	3⁄4		4	8 3⁄4	10	4 3⁄4	9 1⁄2	30	2	14	5	4 5⁄8	7 3⁄8	7⁄8	8	12	24 1⁄2	2 1⁄2					9.0
3																											
4	48		2 1⁄4	3⁄4	1		5 3⁄8	11 5⁄8	13 3⁄8	6 3⁄8	12 5⁄8	40	2 5⁄8	18 5⁄8	6 5⁄8	6 1⁄4	9 7⁄8	1 1⁄4	10 5⁄8	16	32 5⁄8	3 3⁄8					16.0
5	48		2 1⁄4	3⁄4	1		5 3⁄8	11 5⁄8	13 3⁄8	6 3⁄8	12 5⁄8	40	2 5⁄8	18 5⁄8	6 5⁄8	6 1⁄4	9 7⁄8	1 1⁄4	10 5⁄8	16	32 5⁄8	3 3⁄8					16.0

STANDARD SIGN
W6-1 & W6-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

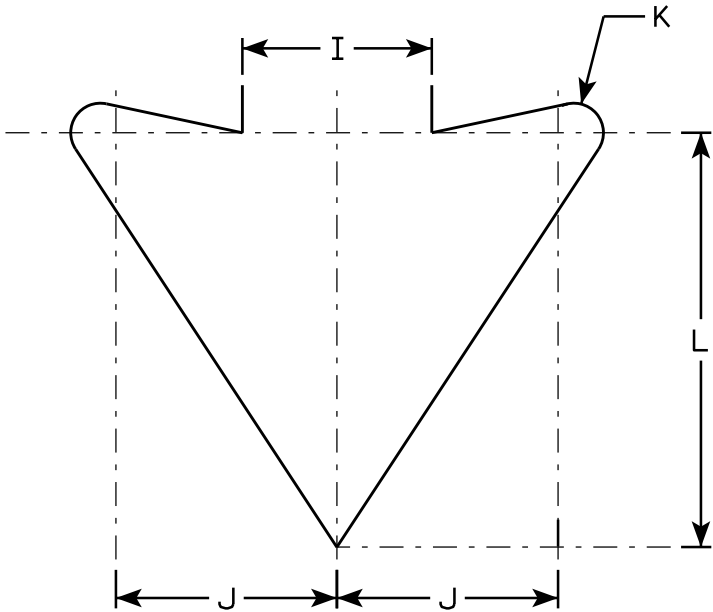
DATE 03/12/13 PLATE NO. W6-1.14



W6-3

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.



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	30		1 3/8	1/2	5/8	11 1/8	10 1/4	2 1/2	3 3/4	4 3/8	5/8	8 1/4															6.25
2S	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
2M	36		1 5/8	5/8	3/4	13 3/8	12 1/4	3	4 1/2	5 1/4	3/4	9 7/8															9.0
3																											
4	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0
5	48		2 1/4	3/4	1	17 3/4	16 3/8	4	6	7	1	13 1/8															16.0

STANDARD SIGN
W6-3

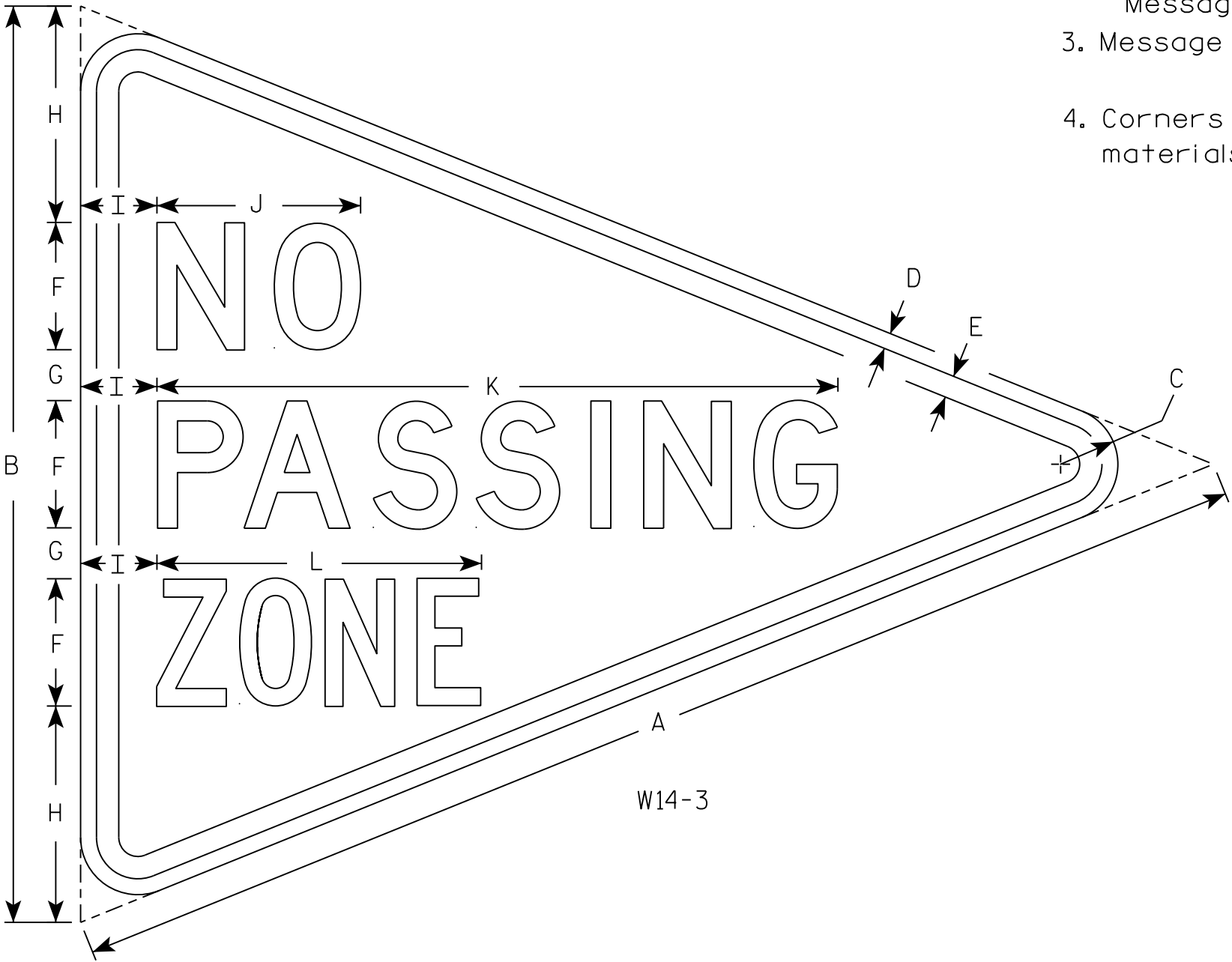
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 3/10/16 PLATE NO. W6-3.11

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.



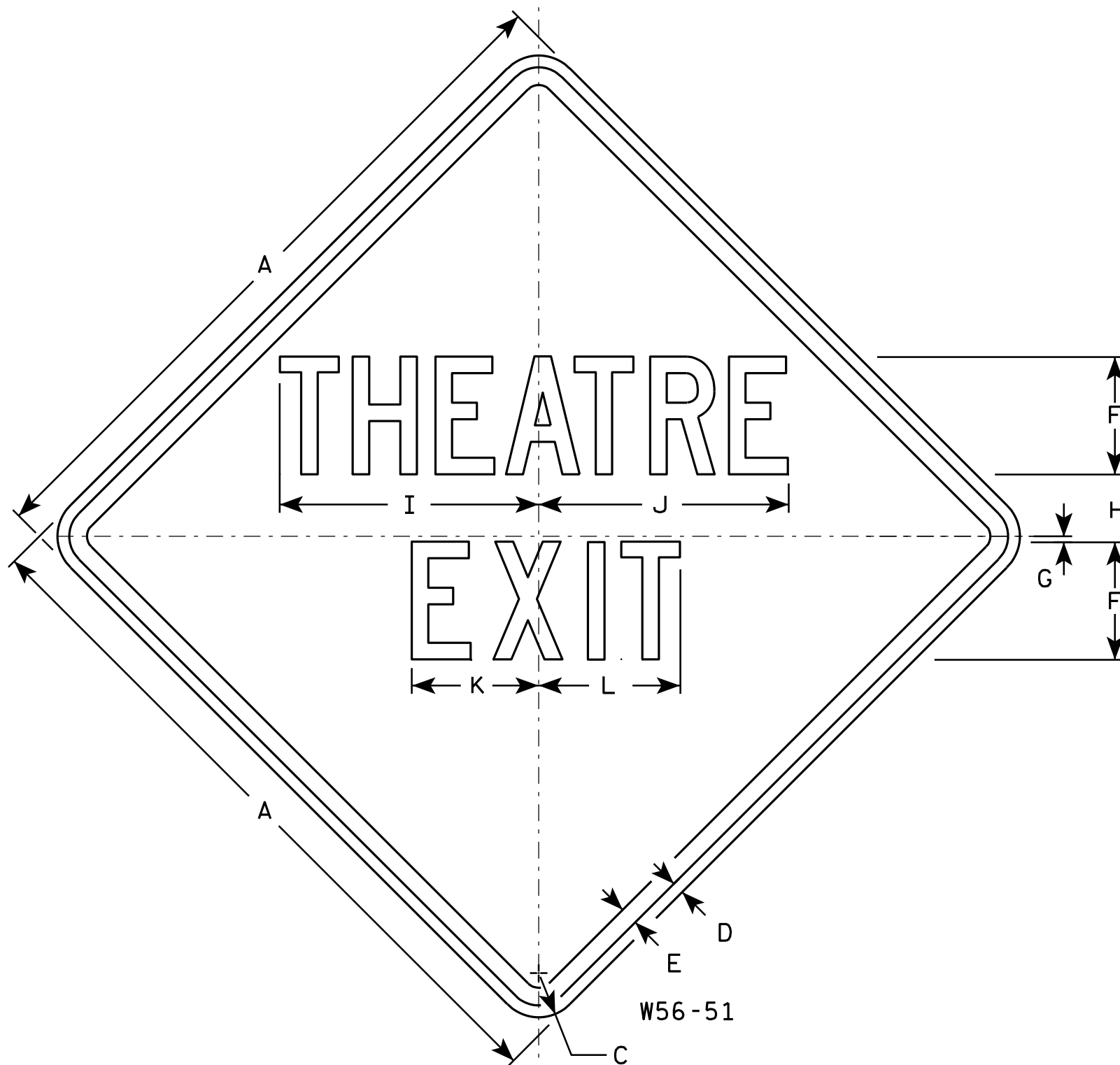
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

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



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
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30		1 ³ / ₈	1/2	⁵ / ₈	5	1 1/2	3	11	10 ⁵ / ₈	5 ³ / ₈	6															6.25
2M	30		1 ³ / ₈	1/2	⁵ / ₈	5	1 1/2	3	11	10 ⁵ / ₈	5 ³ / ₈	6															6.25
3	36		1 ⁵ / ₈	⁵ / ₈	³ / ₄	6	2	4	13 1/8	12 ³ / ₄	6 ⁵ / ₈	7 ³ / ₈															9.00
4																											
5																											

STANDARD SIGN W56-51

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 3/13/13 PLATE NO. W56-51.7

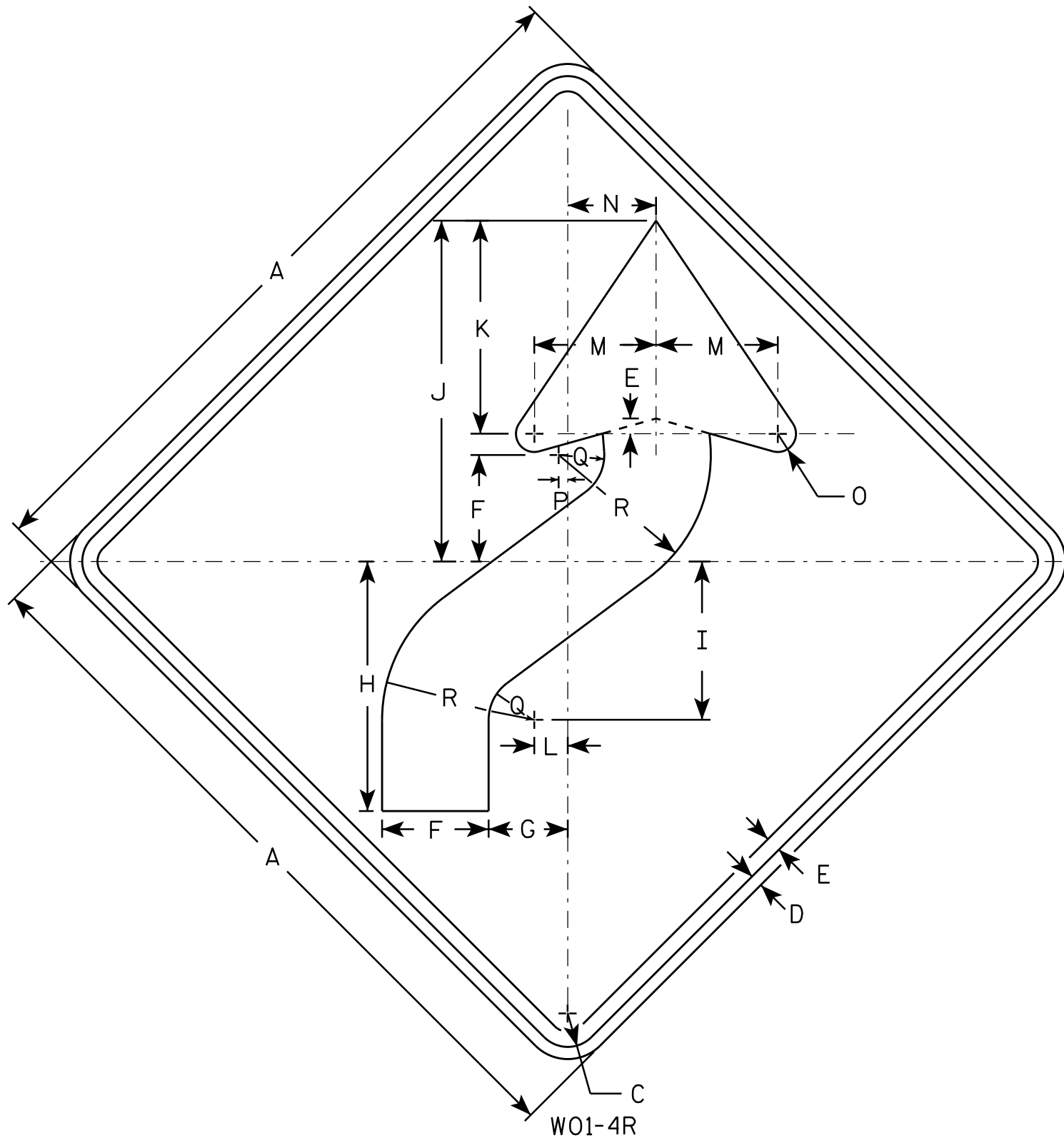
PROJECT NO:

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 - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
2S	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
2M	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
3	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
4	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0
5	48		2 1/4	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN W01-4

WISCONSIN DEPT OF TRANSPORTATION

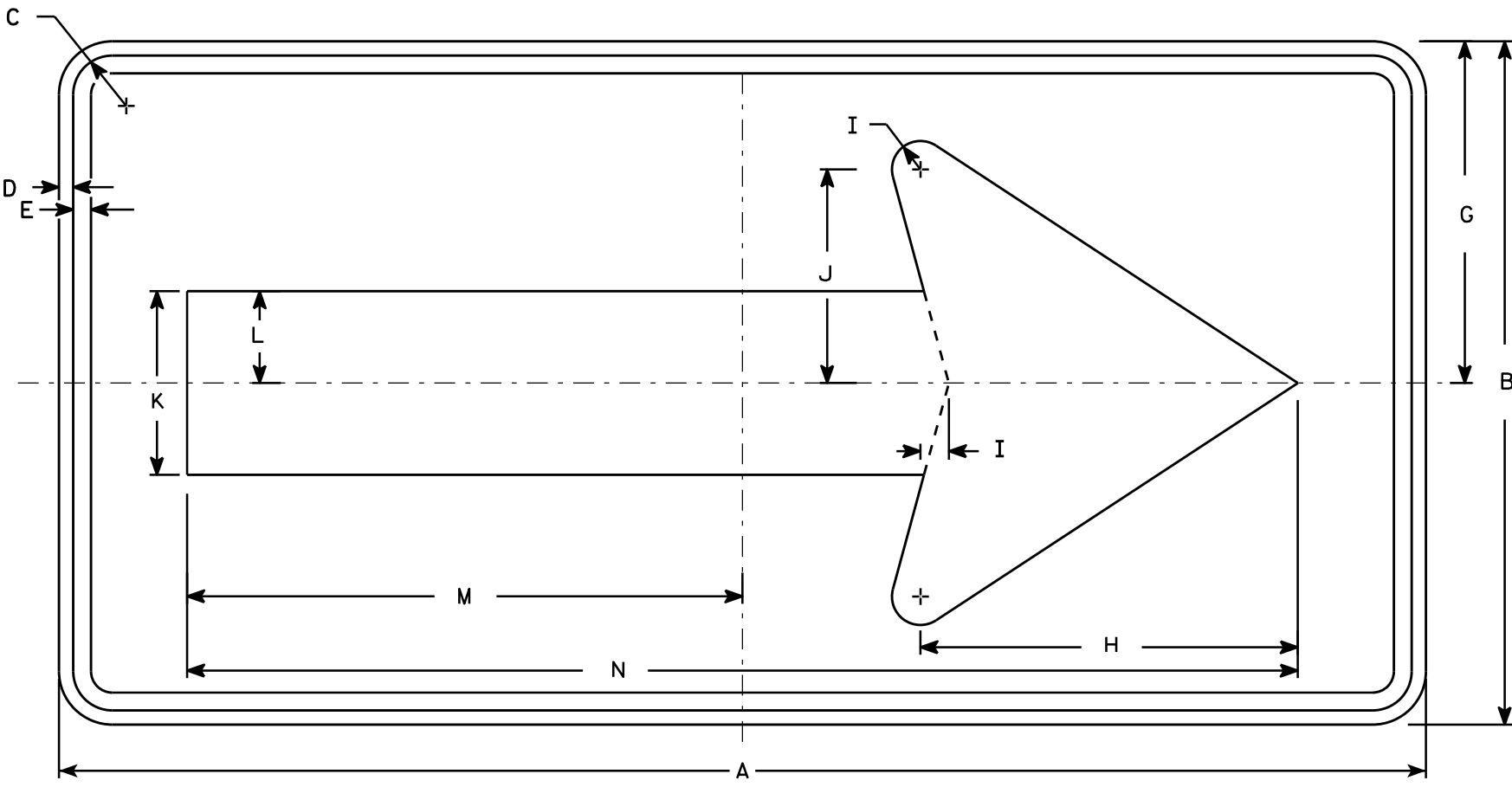
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-4.1

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 - Orange
Message - Black
3. Corners may be square or rounded when base
material is plywood but borders shall be rounded
as shown. When base material is metal, the
corners and borders shall be rounded.



W01-6

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																											
2S	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
2M	48	24	1 3⁄8	1⁄2	5⁄8		12	13 1⁄4	1	7 1⁄2	6 1⁄2	3 1⁄4	19 1⁄2	39													8.0
3	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
4	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5
5	60	30	1 3⁄8	1⁄2	5⁄8		15	16 1⁄4	1 1⁄4	9 1⁄4	8	4	24 3⁄8	48 3⁄4													12.5

STANDARD SIGN

W01-6

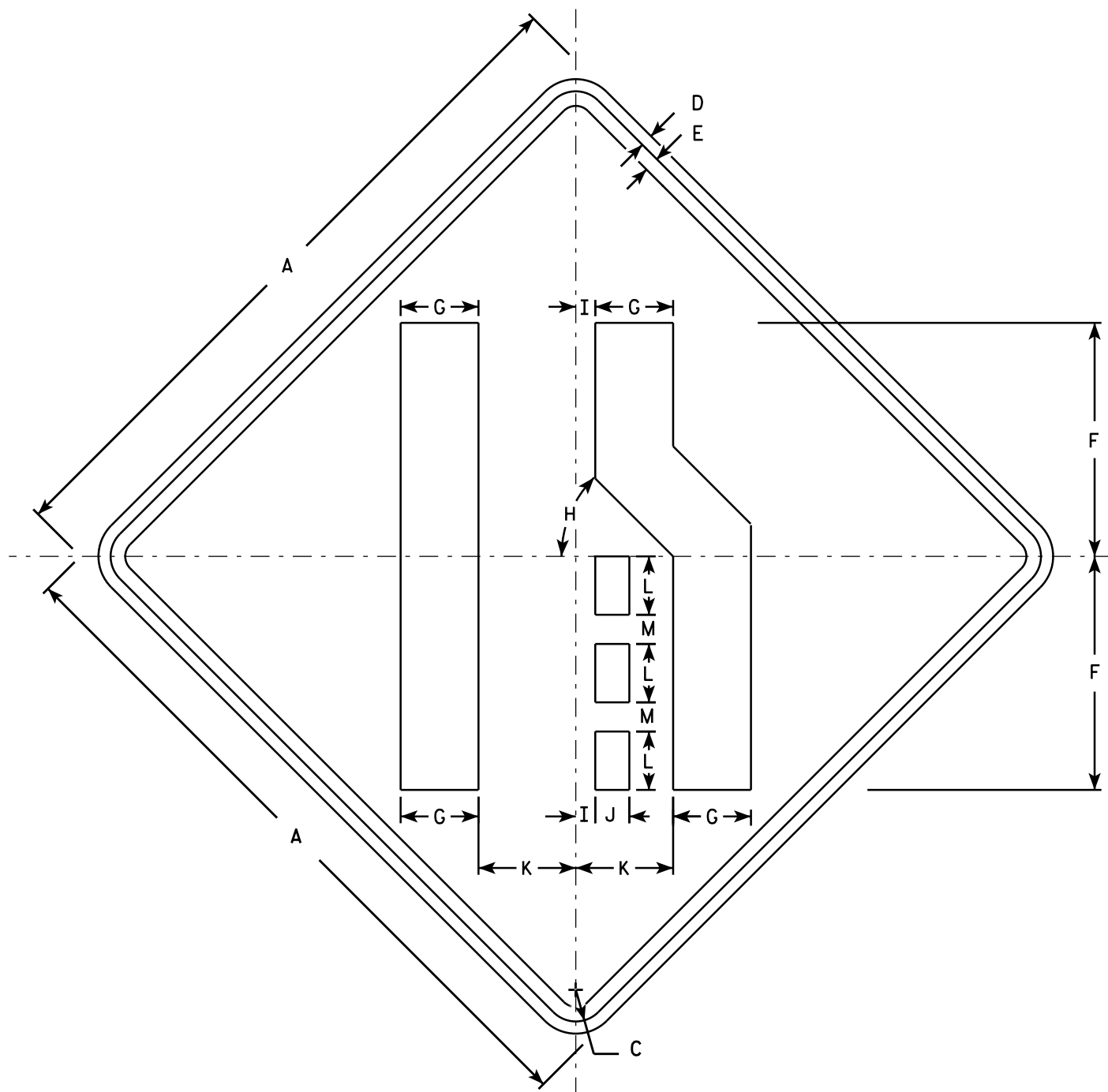
WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 11/18/13

PLATE NO. W01-6.1



W04-2R

NOTES

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

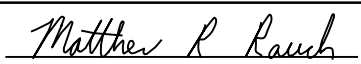
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		2 1/4	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		2 1/4	3/4	1	16	5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

STANDARD SIGN

W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

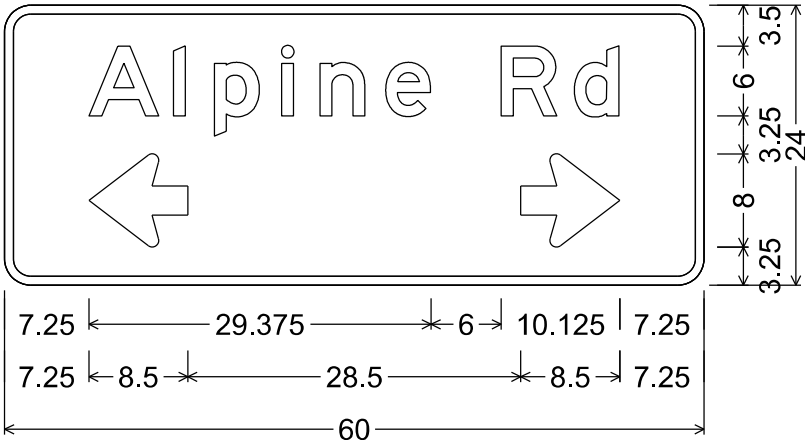


For State Traffic Engineer

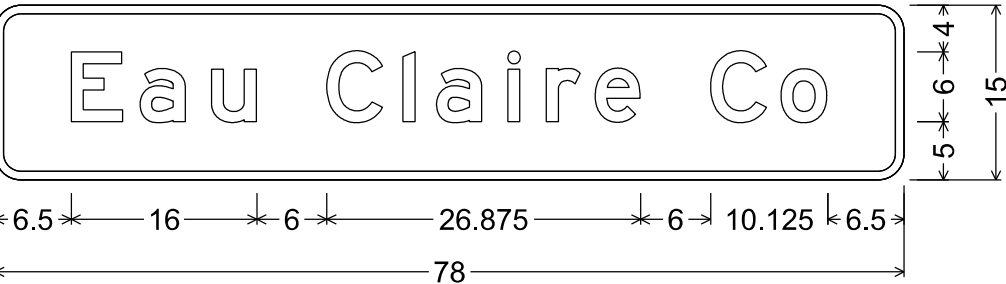
DATE 11/20/13

PLATE NO. W04-2.1

7



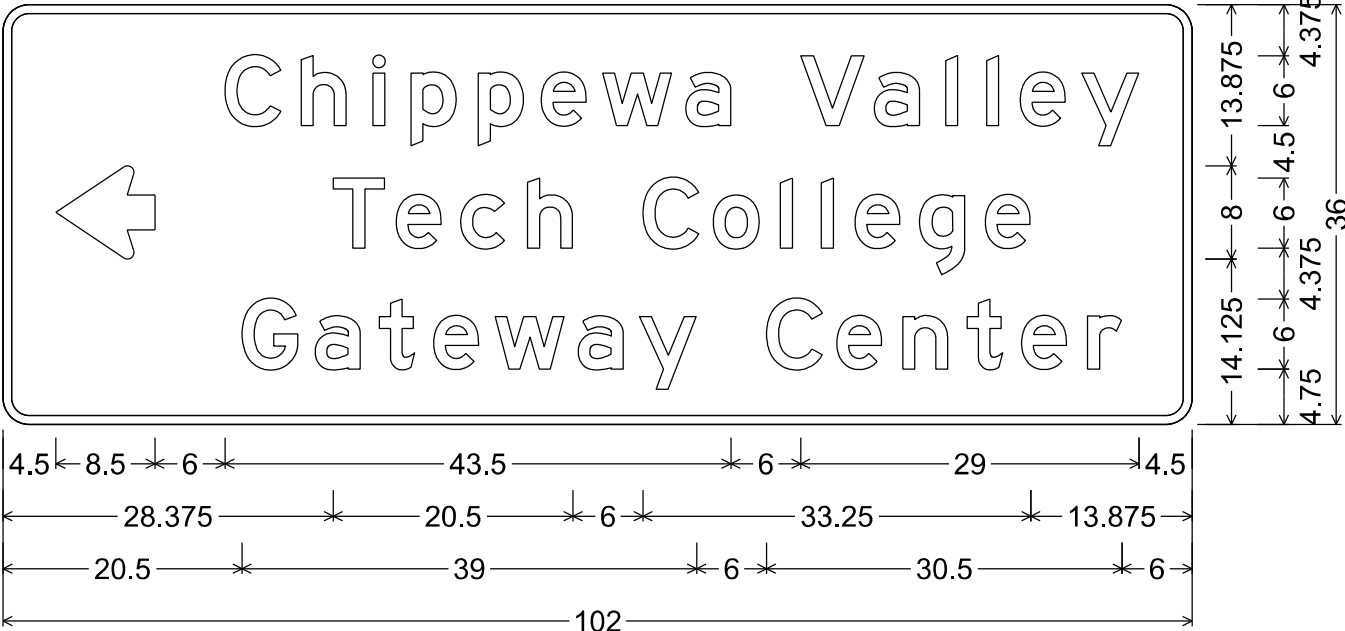
D1-61; 2.250" Radius, 0.750" Border



I2-2; 2.250" Radius, 0.750" Border

NOTES

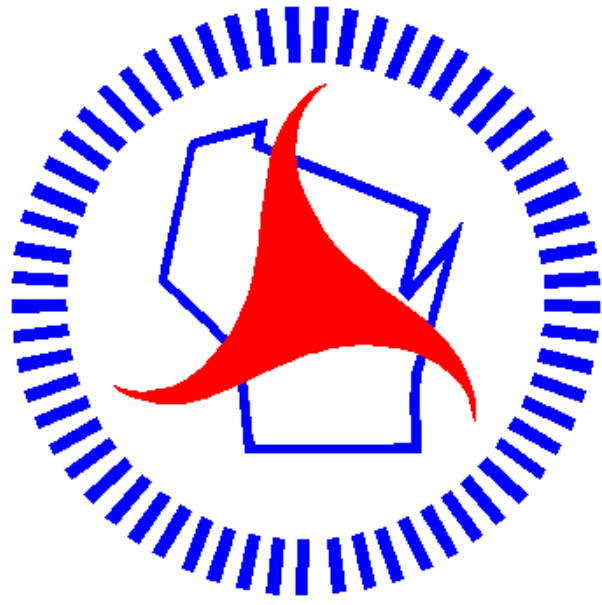
- 1. All Signs Type II - Type H Reflective
- 2. Color:
 - Background - Green
 - Message - White
- 3. Message Series - E



D1-3; 2.250" Radius, 0.750" Border

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Notes



Wisconsin Department of Transportation

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