

RHI
PROJECT ID:
WITH:
COUNTY:

9070-05-73

21

ONEIDA

MAY 2021

ORDER OF SHEETS

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

TOTAL SHEETS = 216



N

DESIGN DESIGNATION

A.A.D.T.	2015	=	13,200
A.A.D.T.	2040	=	18,300
D.H.V.		=	
D.D.		=	61/39
T.		=	5.1%
DESIGN SPEED		=	35 MPH
ESALS		=	3,600,000

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

ROCK

LABEL

95.36

E

FO

G

SAN

SS

T

W

CAUTION

STATE OF WISCONSIN

DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

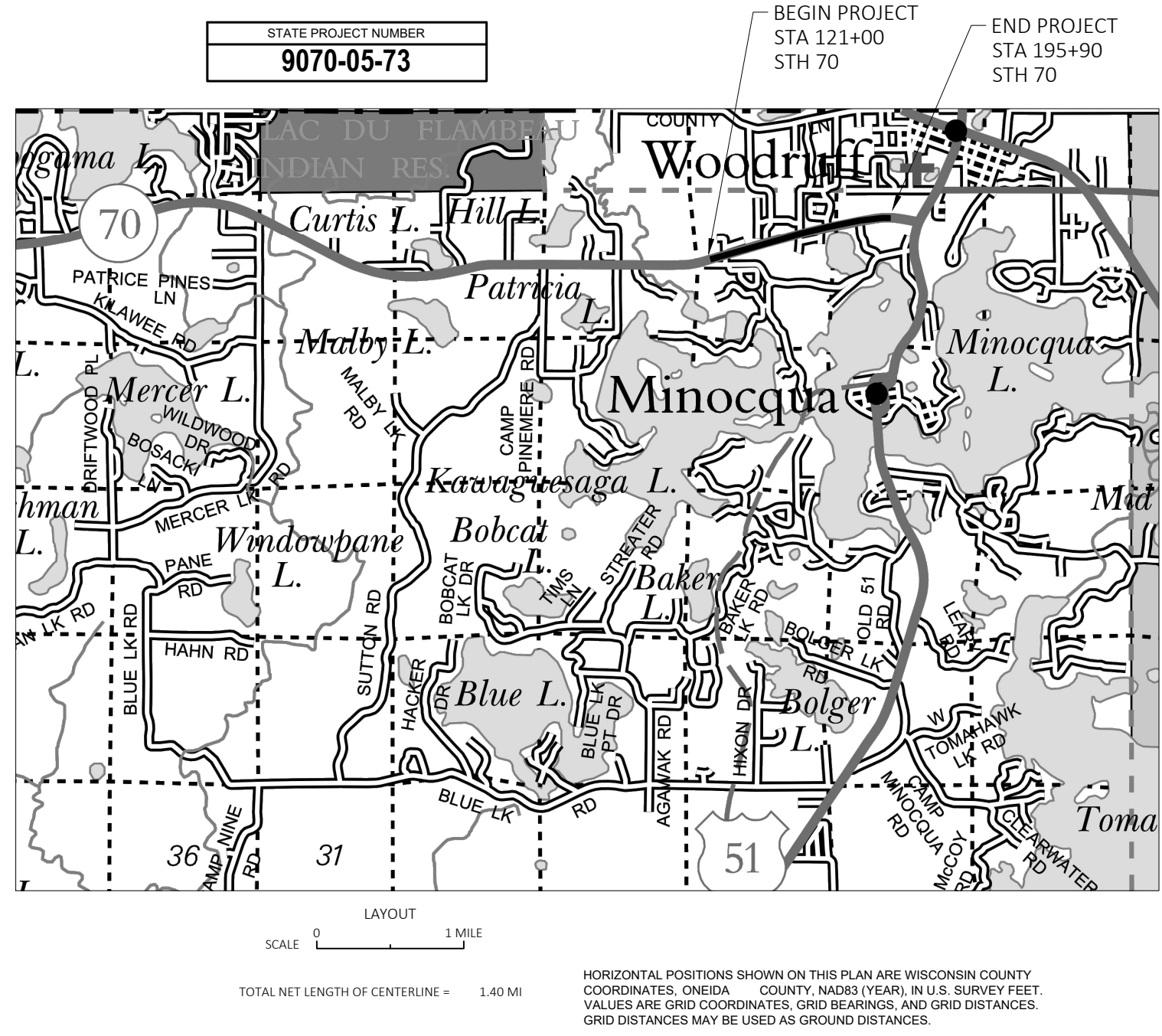
FIFIELD - WOODRUFF

MORGAN ROAD - USH 51

STH 70

ONEIDA

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9070-05-73	WISC 2021311	1



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	
Designer	ADAM HOLQUIST
Project Manager	JESSE JEFFERSON
Regional Examiner	CHERYL SIMON
Regional Supervisor	DAN ERVA

APPROVED FOR THE DEPARTMENT

DATE: 01/28/2021

(Signature)

E

GENERAL NOTES:

- WHEN THE QUANTITY OF THE ITEMS BASE AGGREGATE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLANS IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.
- 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.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING, SEEDING, AND EMATTING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

RUNOFF COEFFICIENT TABLE

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

TOTAL PROJECT AREA = ____12.5____ ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = ____0.5____ ACRES

UTILITY CONTACTS:

WISCONSIN PUBLIC SERVICE CORPORATION - GAS/PETROLEUM
NAME: CHRIS GILMAN
STREET: 2027 NAVAJO STREET, PO BOX 160
CITY: RHINELANDER, WI 54501
PHONE MOBILE: 715-490-4153
PHONE WORK: 715-369-7133
EMAIL: CHRIS.GILMAN@WISCONSINPUBLICSERVICE.COM

WISCONSIN PUBLIC SERVICE CORPORATION - ELECTRICITY
NAME: KEVIN TERMAAT
STREET: PO BOX 1166
CITY: WAUSAU, WI 54401-1166
PHONE MOBILE:
PHONE WORK: 715-848-7353
EMAIL: KEVIN.TERMATT@WISCONSINPUBLICSERVICE.COM

LAKELAND SANITARY DISTRICT #1 - SEWER AND WATER
NAME: WILBUR PETERS
STREET: 8780 MORGAN ROAD
CITY: MINOCQUA, WI 54548
PHONE MOBILE: 715-360-5984
PHONE WORK: 715-356-4454
EMAIL: WILBURLAKELAND@YAHOO.COM

FRONTIER COMMUNICATIONS OF WI LLC - COMMUNICATION
NAME: RUSS RYAN
STREET: 315 OAK STREET
CITY: OAKFIELD, WI 53065
PHONE MOBILE: 920-737-9662
PHONE WORK: 920-583-3275
EMAIL: RUSSELL.W.RYAN@FTR.COM

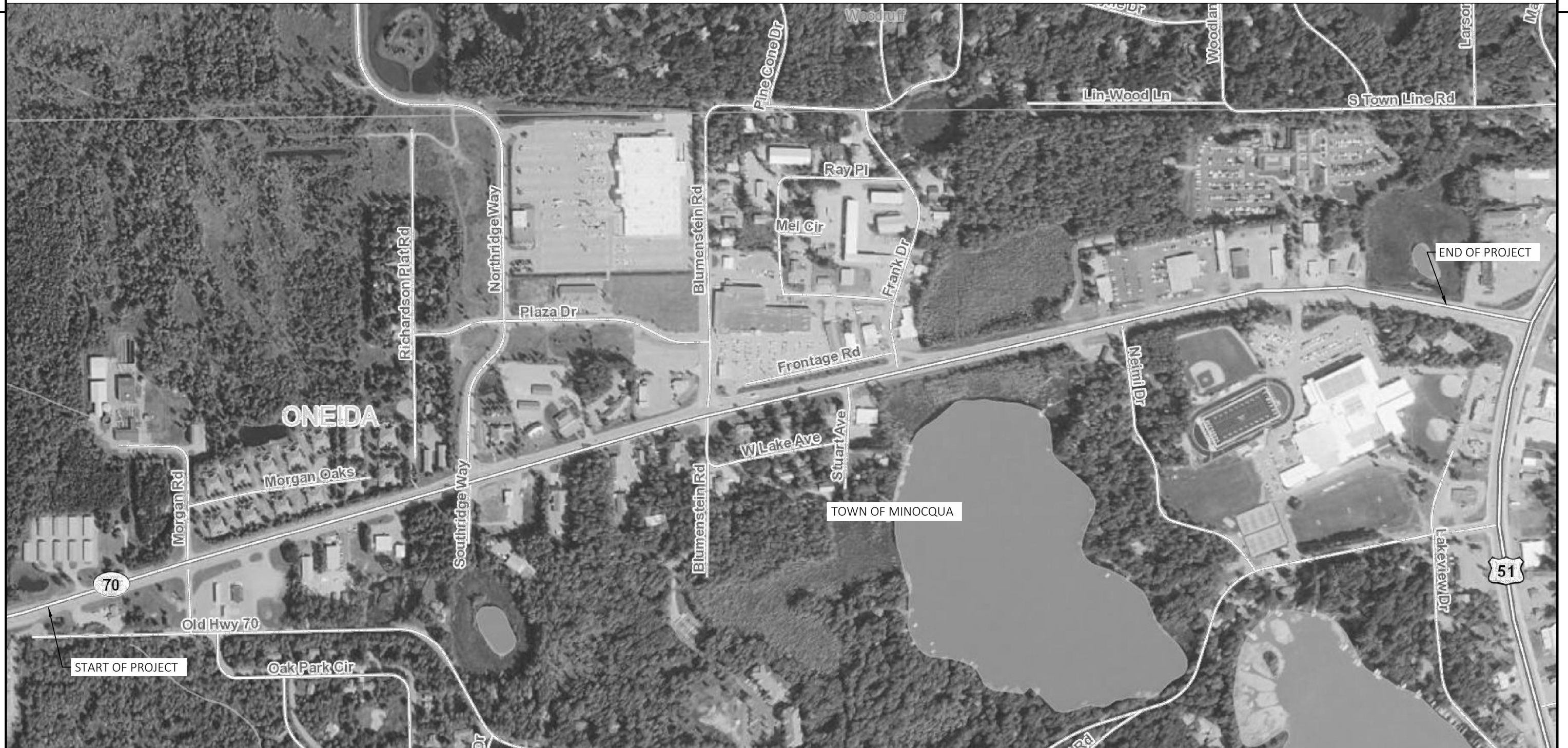
CHARTER COMMUNICATIONS - COMMUNICATION LINE
NAME: STEVE BROWN
STREET: 821 LINCOLN STREET
CITY: RHINELANDER, WI 54501
PHONE MOBILE:
PHONE WORK: 715-519-0042
EMAIL: STEVE.BROWN@CHARTER.COM

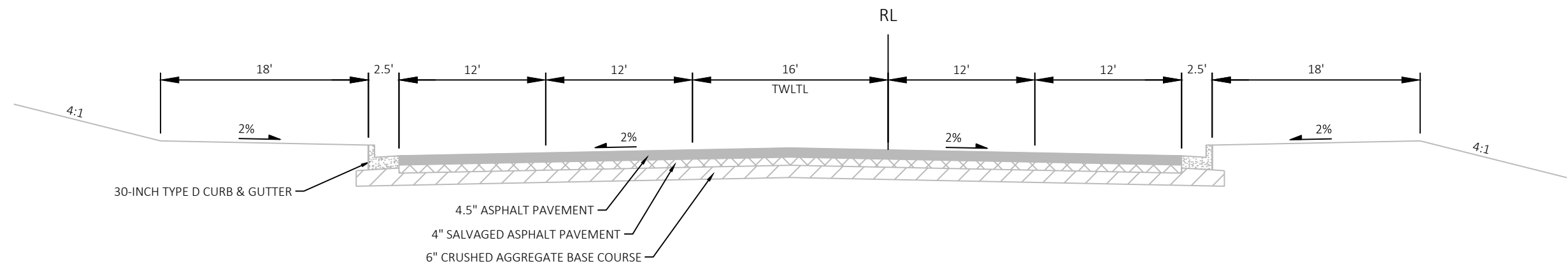
DNR CONTACT:

WENDY HENNIGES
107 SUTLIFF AVENUE
RHINELANDER, WI 54501
WENDY.HENNIGES@WISCONSIN.GOV
715-365-8916

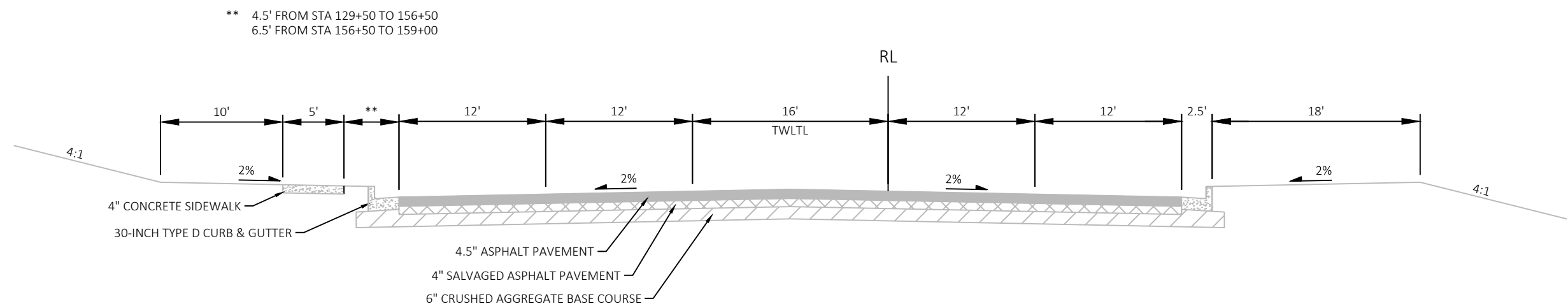


Dial 811 or (800)242-8511
www.DiggersHotline.com





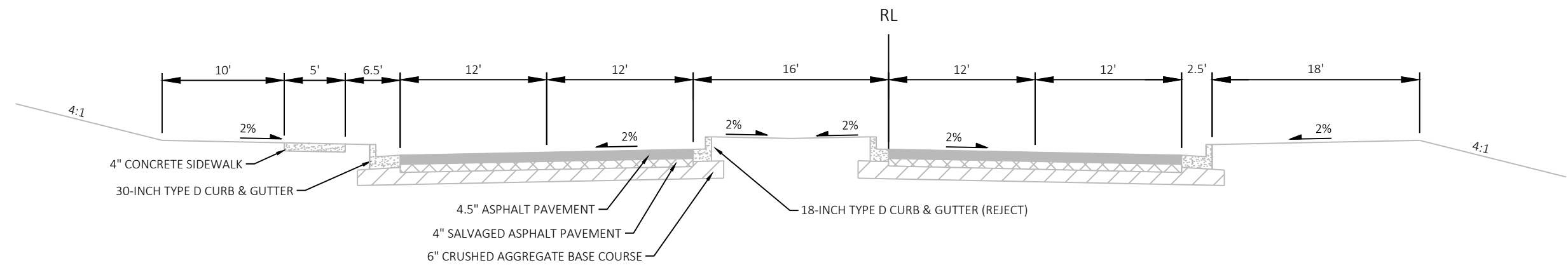
EXISTING TYPICAL SECTION STH 70
STA 121+00 TO 129+50



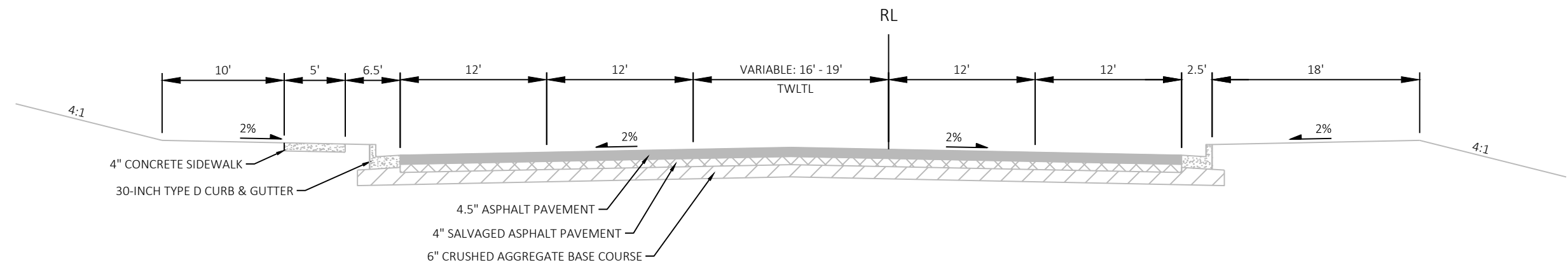
EXISTING TYPICAL SECTION STH 70
STA 129+50 TO 159+00

2

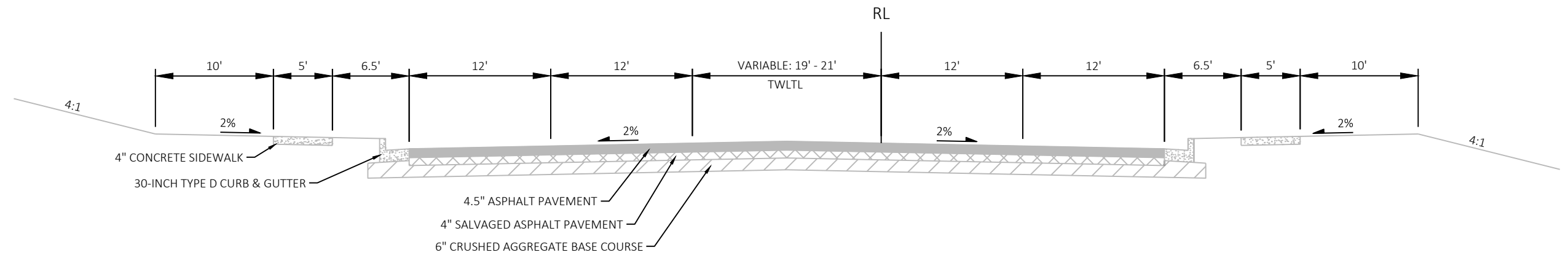
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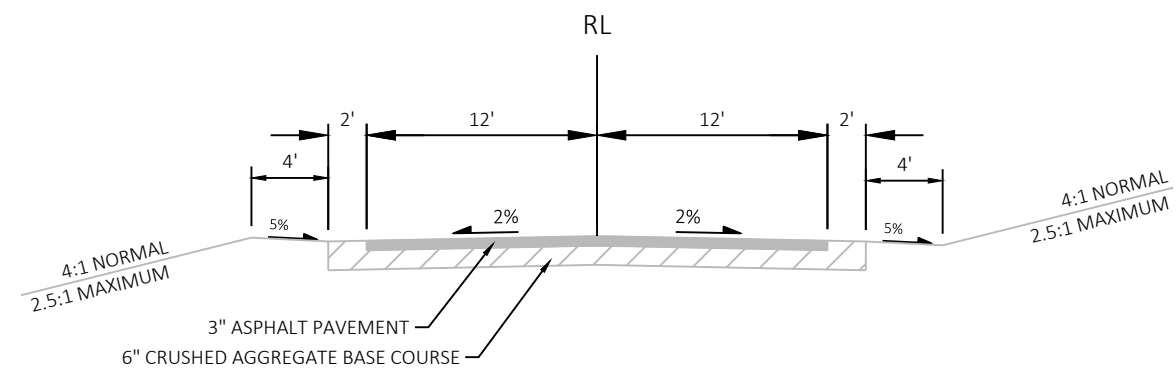
EXISTING TYPICAL SECTION STH 70
STA 159+50 to 174+80



EXISTING TYPICAL SECTION STH 70
STA 174+80 to 188+00



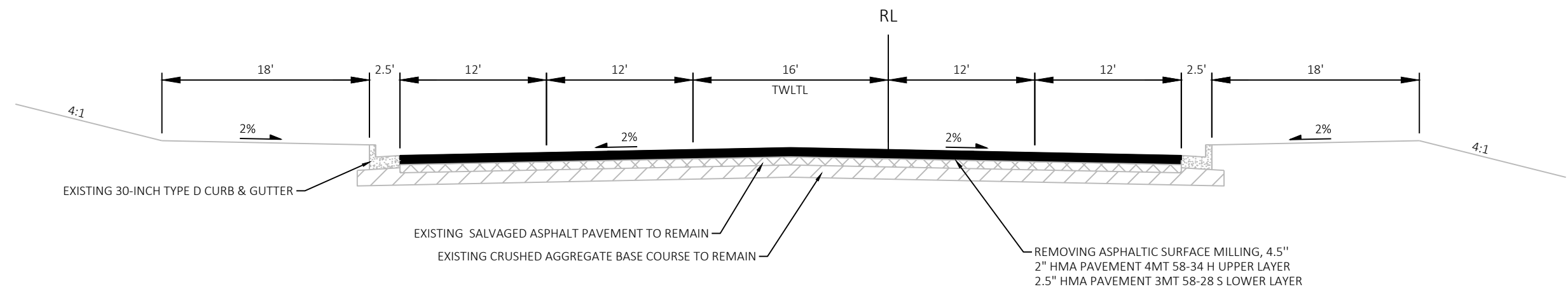
EXISTING TYPICAL SECTION STH 70
STA 188+00 TO 195+90



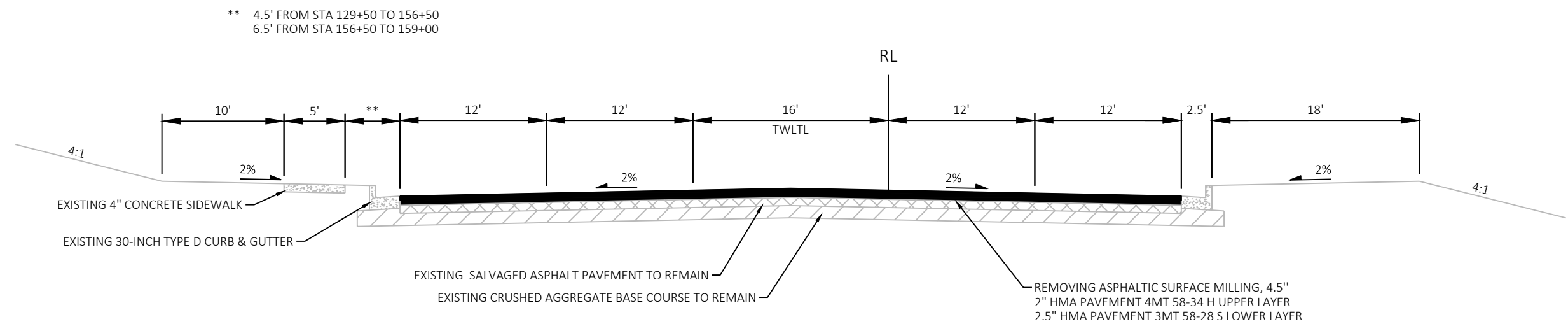
EXISTING TYPICAL SECTION SIDEROADS

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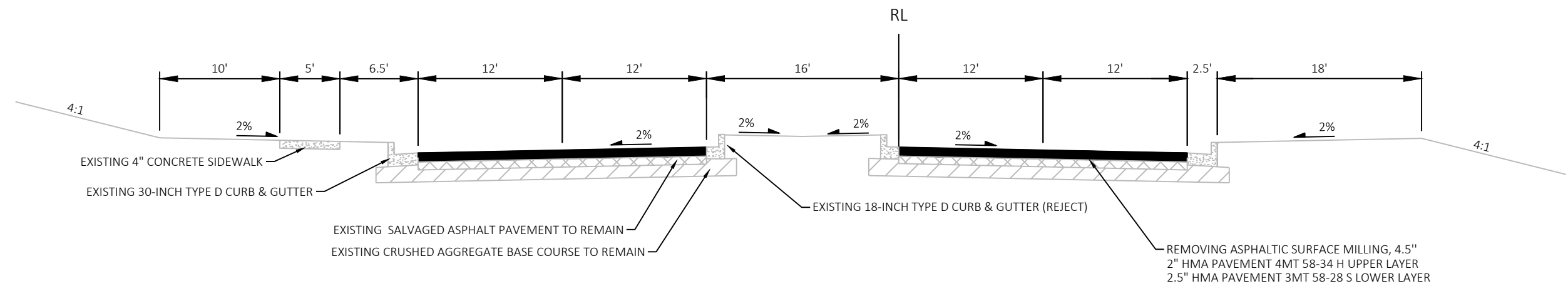
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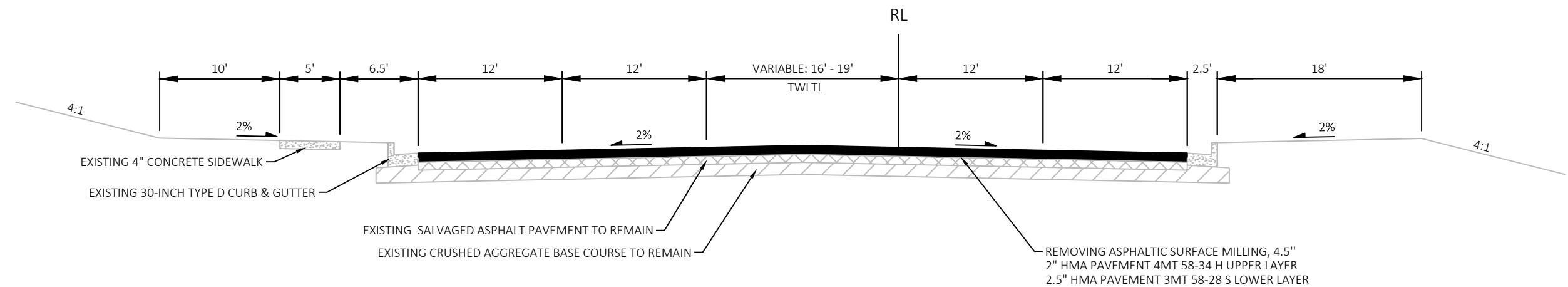
PROPOSED TYPICAL SECTION STH 70
STA 121+00 TO 129+50



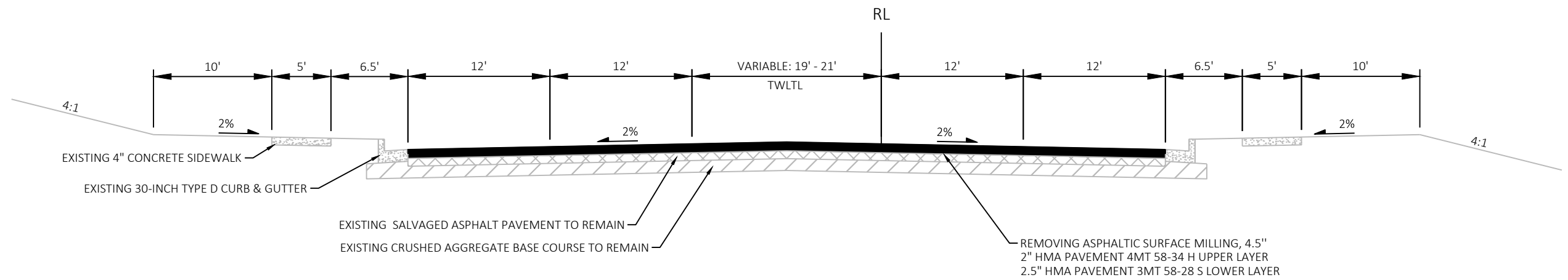
PROPOSED TYPICAL SECTION STH 70
STA 129+50 TO 159+00



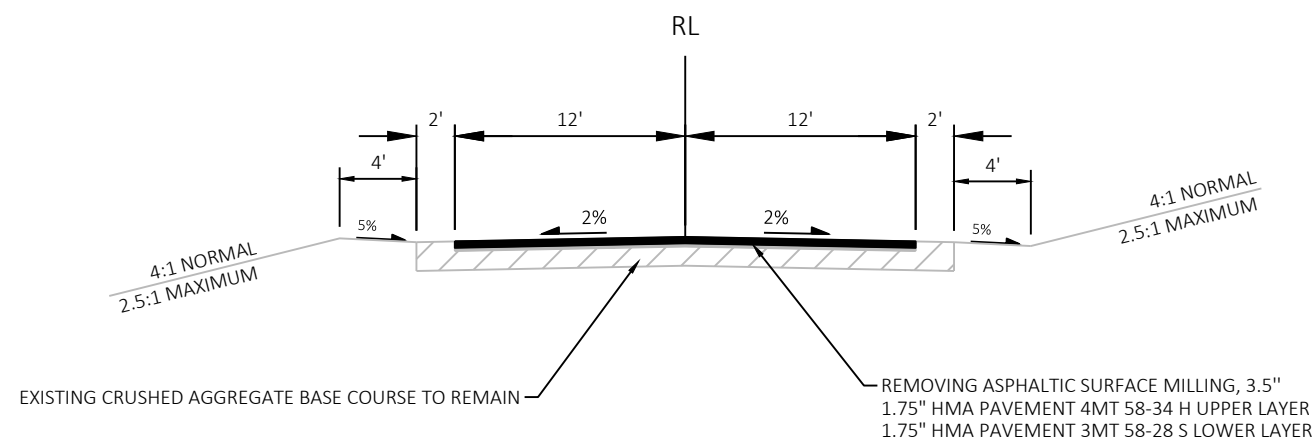
PROPOSED TYPICAL SECTION STH 70
STA 159+50 to 174+80



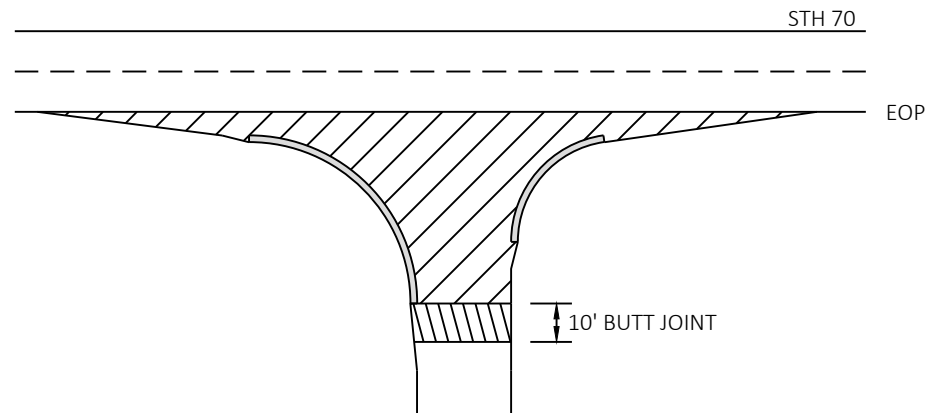
PROPOSED TYPICAL SECTION STH 70
STA 174+80 to 188+00



PROPOSED TYPICAL SECTION STH 70
STA 188+00 TO 195+90



PROPOSED TYPICAL SECTION SIDEROADS

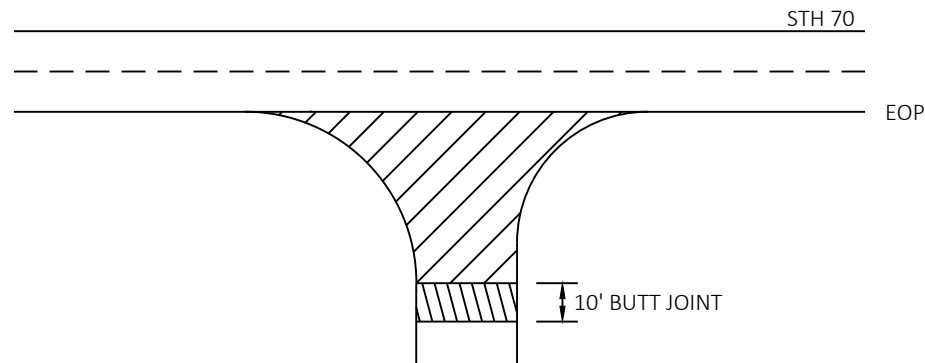


- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

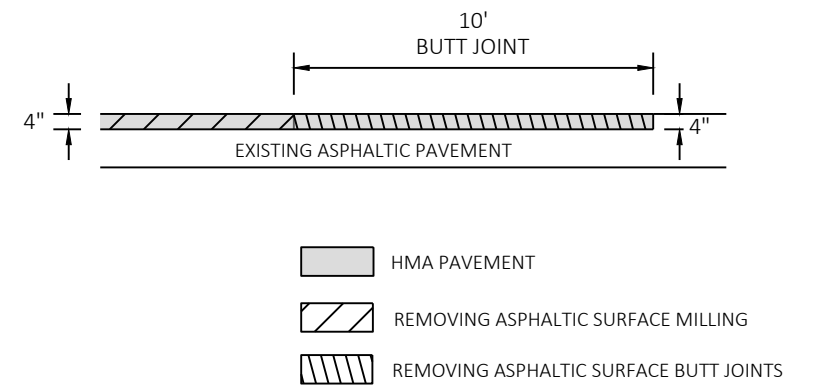


- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL

NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITHOUT CURB AND GUTTER



- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

BUTT JOINT

MAINLINE AND SIDE ROADS

2

RESTORE LANDSCAPING, ISLAND, OR DRIVEWAY IN-KIND

REMOVAL LIMITS 2' BEHIND CURB
SAWCUT REQUIRED IF IN ASPHALT OR CONCRETE

18-INCH OR 30-INCH TYPE D CURB & GUTTER (MATCH EXISTING)

4.5" HMA PAVEMENT OVER EXISTING BAD 1 1/4-INCH

SAWCUT 2' BEYOND FLAG LINE

EXISTING ASPHALT PAVEMENT

EXISTING SALVAGED ASPHALT PAVEMENT

EXISTING BASE AGGREGATE

TYPICAL CURB & GUTTER REPLACEMENT

SEE PLAN SHEETS FOR SPECIFIC LOCATIONS

2

EXISTING CONCRETE ISLAND SURFACE

EXISTING BASE AGGREGATE

PROPOSED CURB RAMP (CONCRETE SIDEWALK 4")

SAWCUT

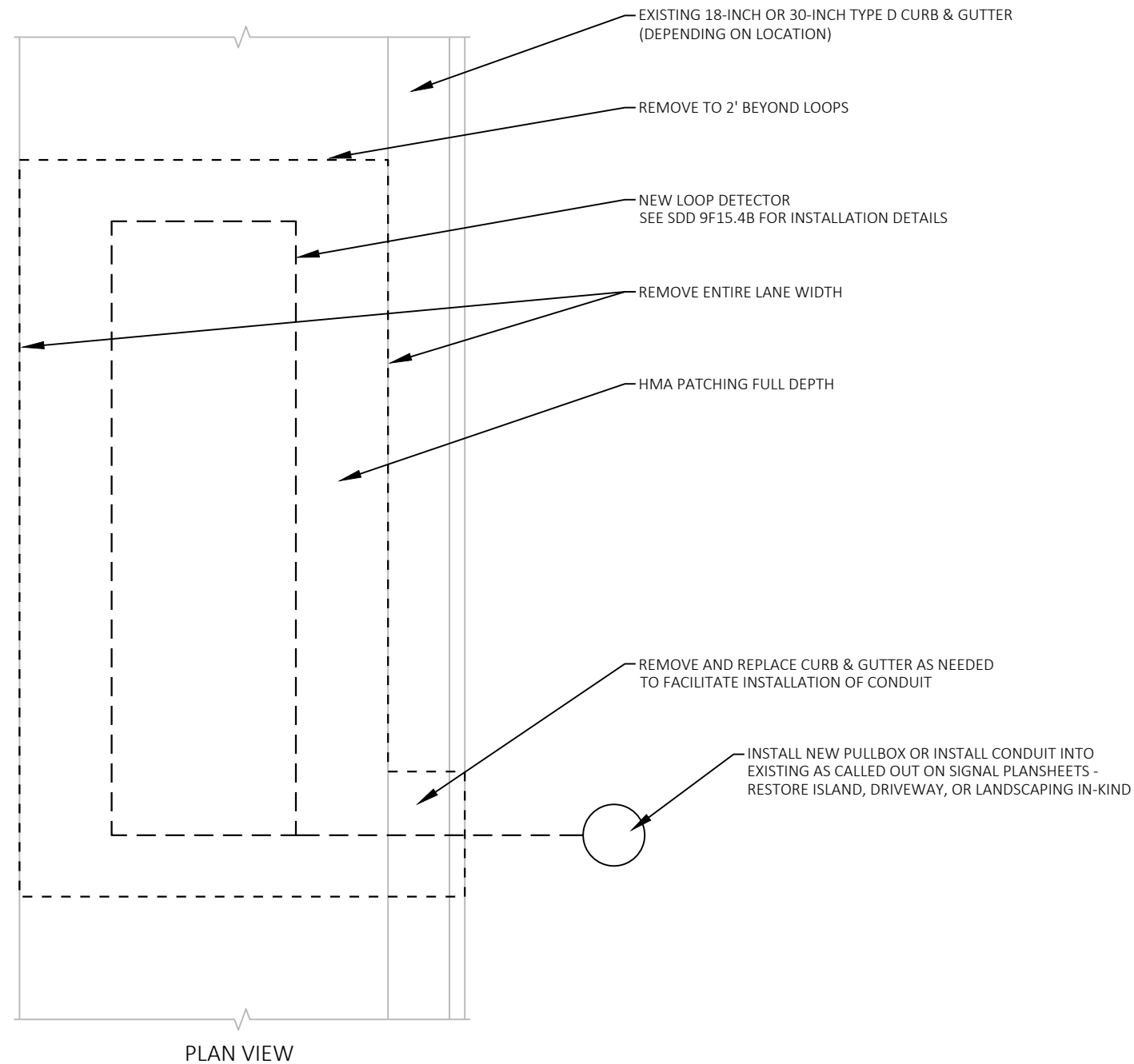
1:1 SLOPE

BAD 1 1/4-INCH, 6 INCH

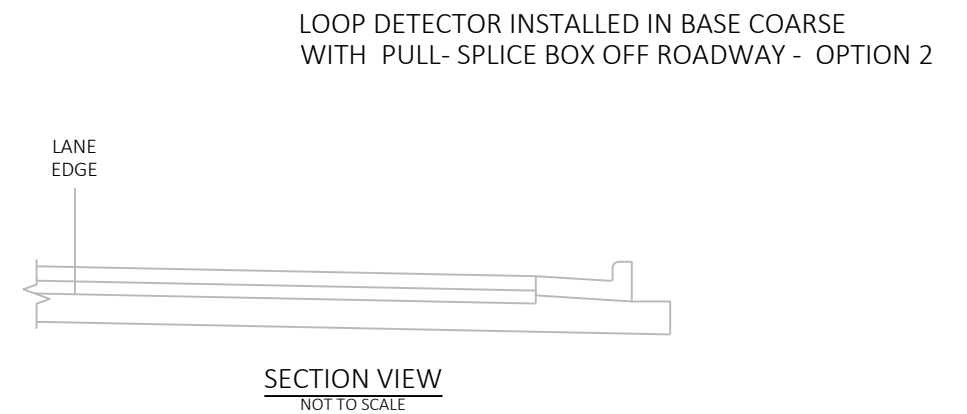
ISLAND CURB RAMP REPLACEMENT

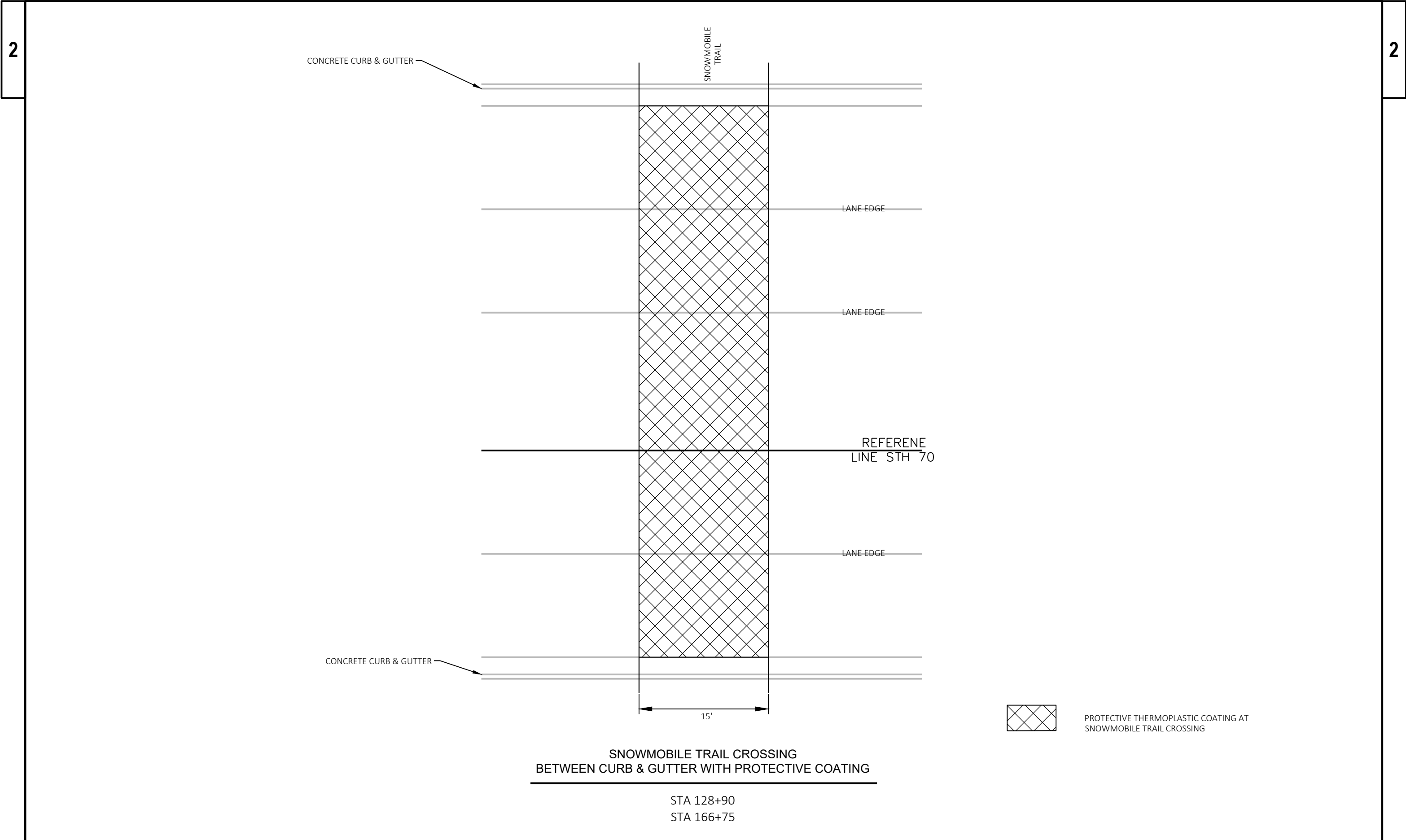
SEE RAMP DETAIL SHEETS FOR SPECIFIC LOCATIONS

PROJECT NO: 9070-05-73	HWY: STH 70	COUNTY: ONEIDA	PLAN: CONSTRUCTION DETAILS	SHEET 11	E						
FILE NAME : N:\PDS\C3D\90700503\SHEETSPLAN\021001-CD.DWG LAYOUT NAME - 06		PLOT DATE : 1/27/2021 4:50 PM		PLOT BY : HOLQUIST, ADAM D		PLOT NAME :		PLOT SCALE : 1 IN:5 FT		WISDOT/CADDs SHEET 42	



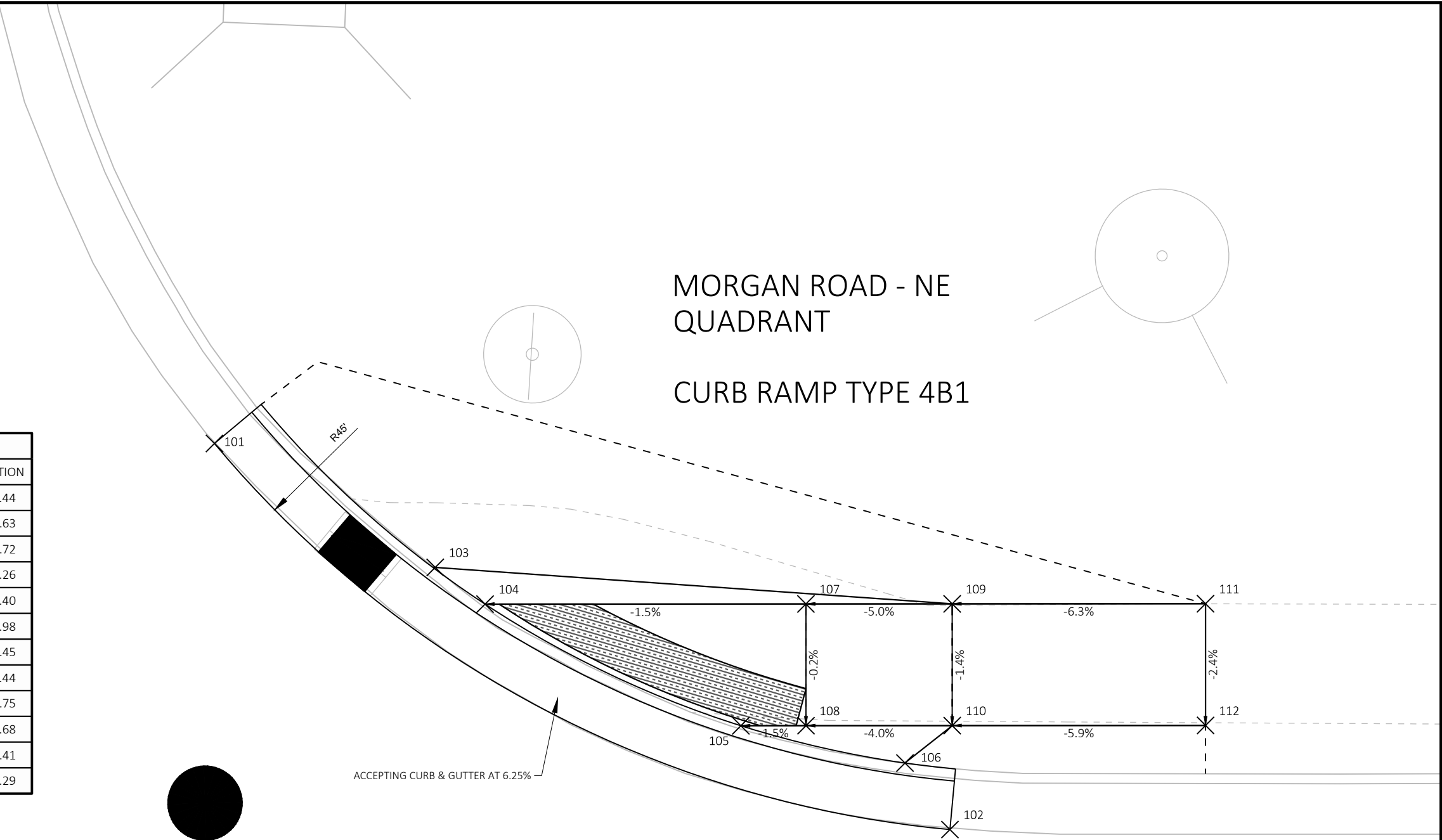
TYPICAL TRAFFIC SIGNAL LOOP LOCATION
SEE RAMP TRAFFIC SIGNAL PLAN SHEETS FOR SPECIFIC LOCATIONS



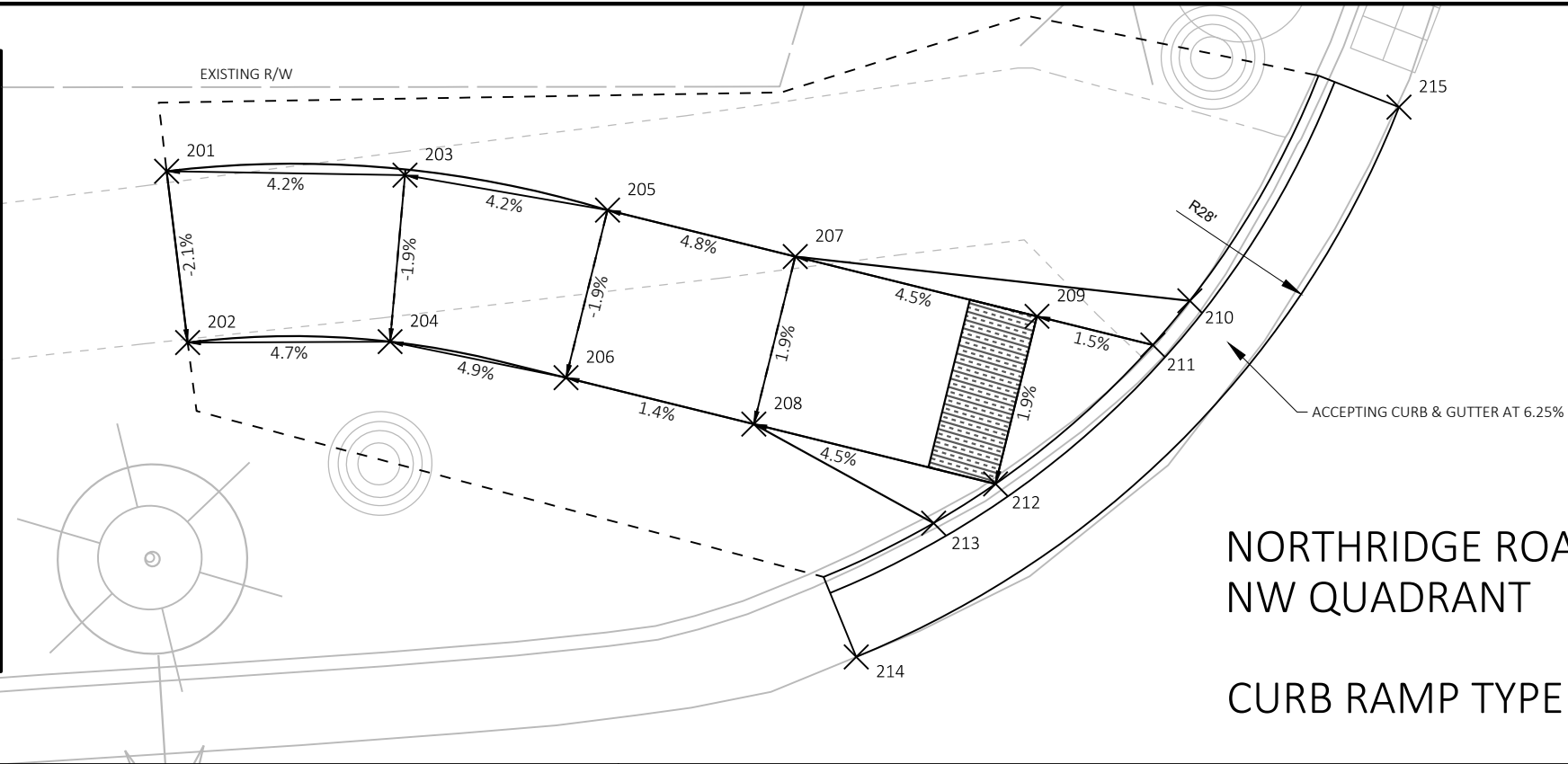


NOTE: POINT TABLES
ARE NOT FINALIZED -
WILL DO FINAL
REFINEMENTS TO
SURFACES AND POINT
TABLES AFTER REVIEW.

POINT TABLE			
POINT NAME	Y	X	ELEVATION
101	254734.899	182549.207	1599.44
102	254728.183	182582.652	1599.63
103	254732.565	182559.341	1599.72
104	254731.693	182561.729	1599.26
105	254729.859	182573.215	1599.40
106	254730.286	182580.114	1599.98
107	254735.410	182574.370	1599.45
108	254730.613	182575.781	1599.44
109	254737.104	182580.131	1599.75
110	254732.307	182581.541	1599.68
111	254740.038	182590.112	1600.41
112	254735.241	182591.522	1600.29

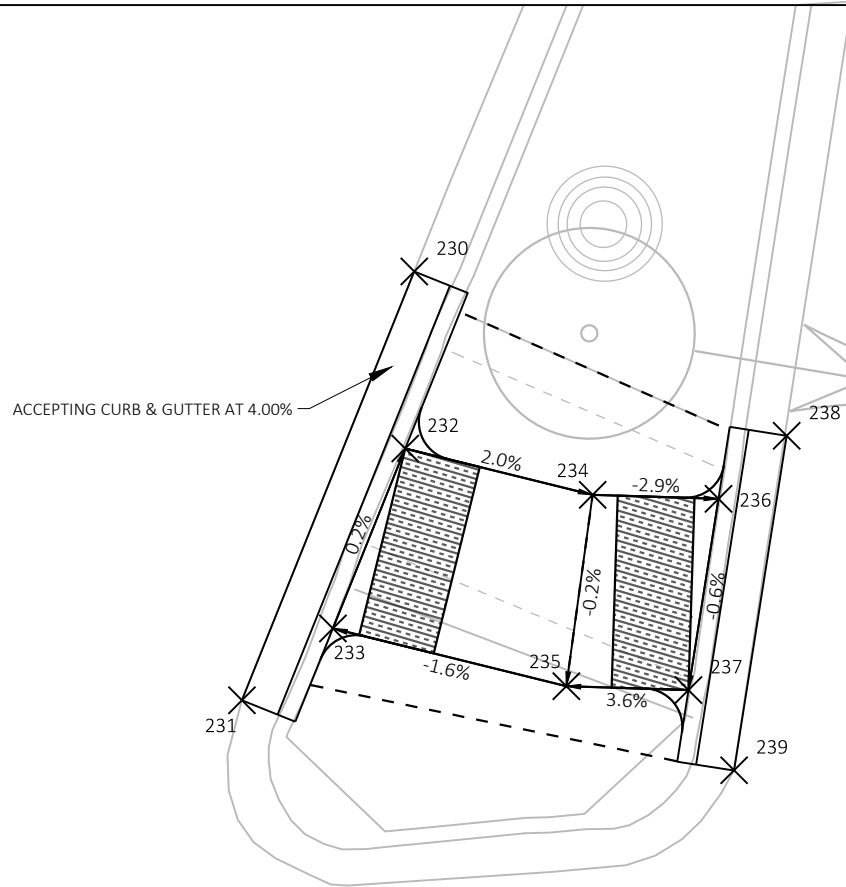


POINT TABLE			
POINT NAME	Y	X	ELEVATION
201	255137.918	183886.846	1600.95
202	255133.327	183888.828	1600.84
203	255139.751	183893.502	1600.66
204	255135.003	183894.446	1600.57
205	255140.431	183899.416	1600.41
206	255135.435	183899.630	1600.31
207	255140.671	183905.014	1600.14
208	255135.676	183905.228	1600.23
209	255140.981	183912.219	1599.81
210	255142.658	183916.340	1600.21
211	255141.129	183915.672	1599.76
212	255135.985	183912.433	1599.91
213	255134.389	183911.031	1600.45
214	255130.040	183909.971	1600.16
215	255149.745	183920.574	1599.66

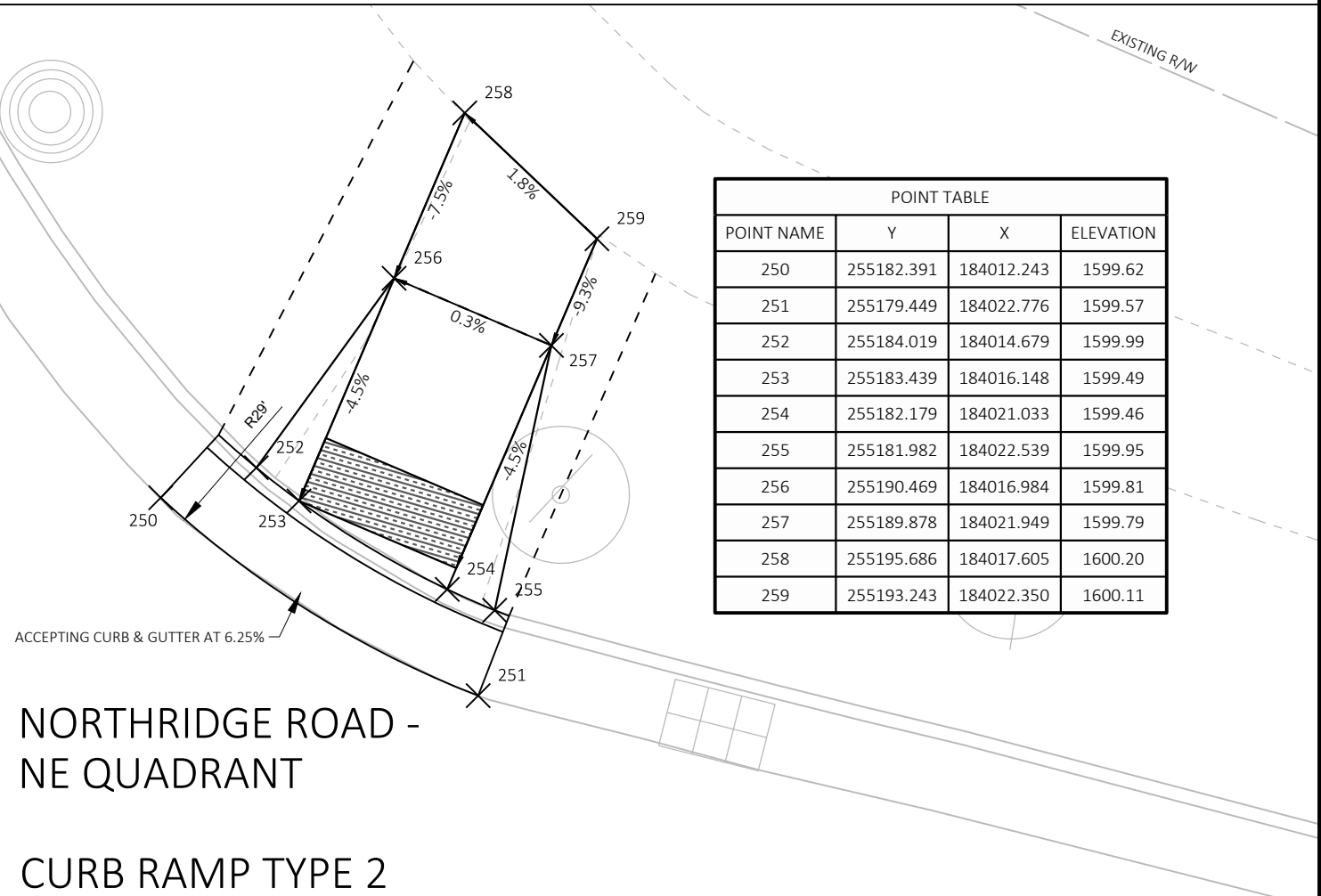


NORTHRIDGE ROAD -
WEST ISLAND

CURB RAMP TYPE 5



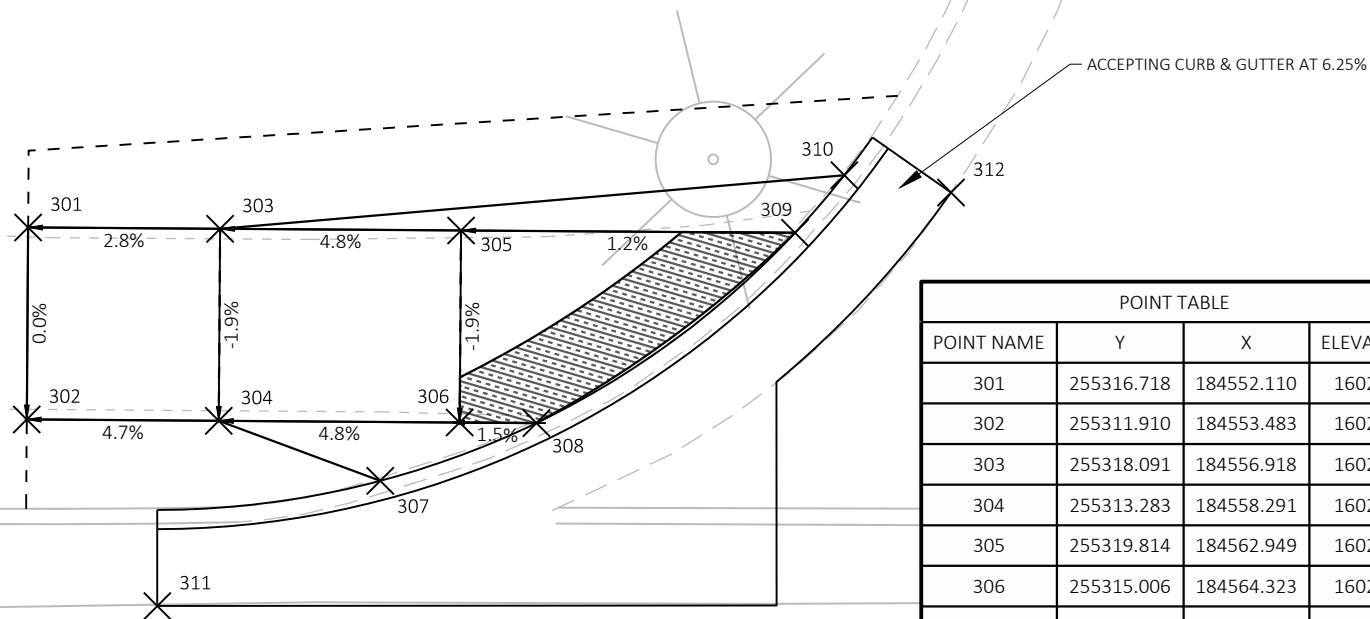
POINT TABLE			
POINT NAME	Y	X	ELEVATION
230	255146.528	183935.749	1600.30
231	255134.550	183934.585	1600.28
232	255142.038	183936.820	1600.36
233	255137.012	183936.331	1600.35
234	255142.254	183941.843	1600.46
235	255137.281	183942.587	1600.45
236	255143.077	183945.016	1600.36
237	255138.080	183945.666	1600.33
238	255145.151	183946.259	1600.31
239	255136.410	183947.396	1600.26



POINT TABLE			
POINT NAME	Y	X	ELEVATION
250	255182.391	184012.243	1599.62
251	255179.449	184022.776	1599.57
252	255184.019	184014.679	1599.99
253	255183.439	184016.148	1599.49
254	255182.179	184021.033	1599.46
255	255181.982	184022.539	1599.95
256	255190.469	184016.984	1599.81
257	255189.878	184021.949	1599.79
258	255195.686	184017.605	1600.20
259	255193.243	184022.350	1600.11

STA 150+66 CE - NW
QUADRANT

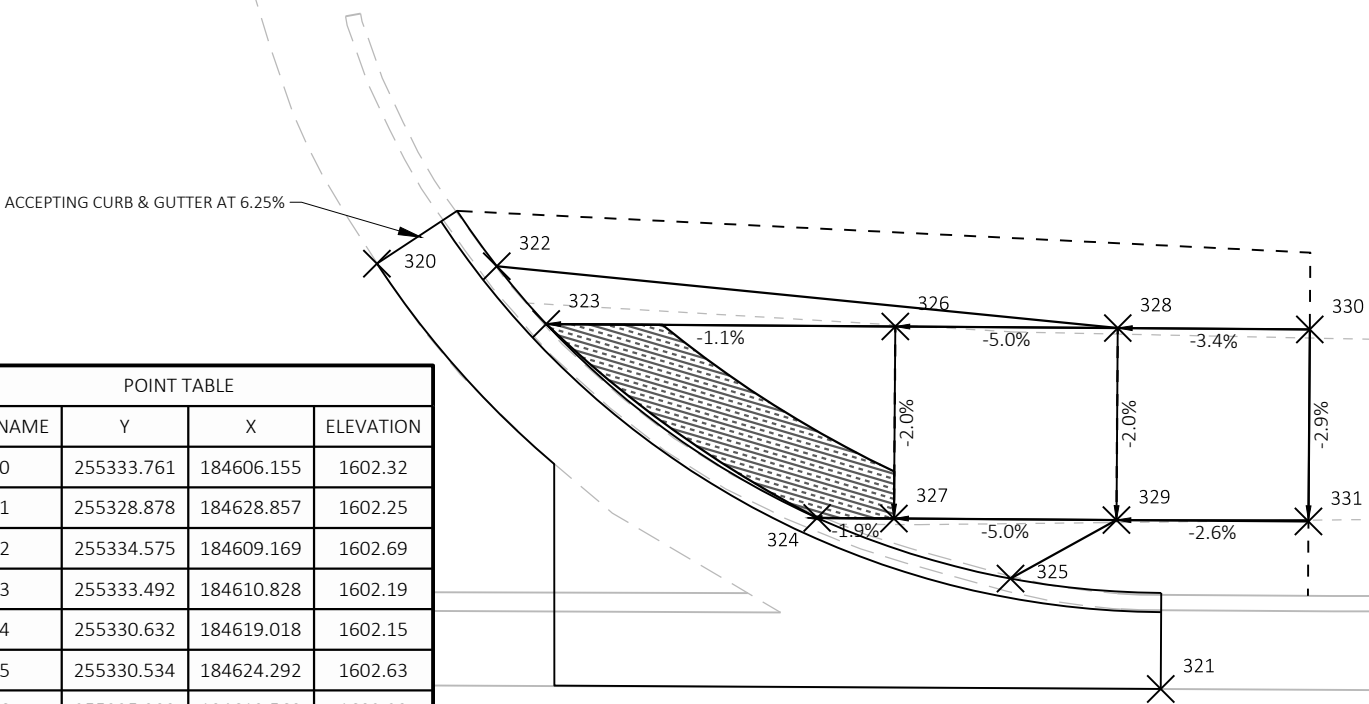
CURB RAMP TYPE 4B1



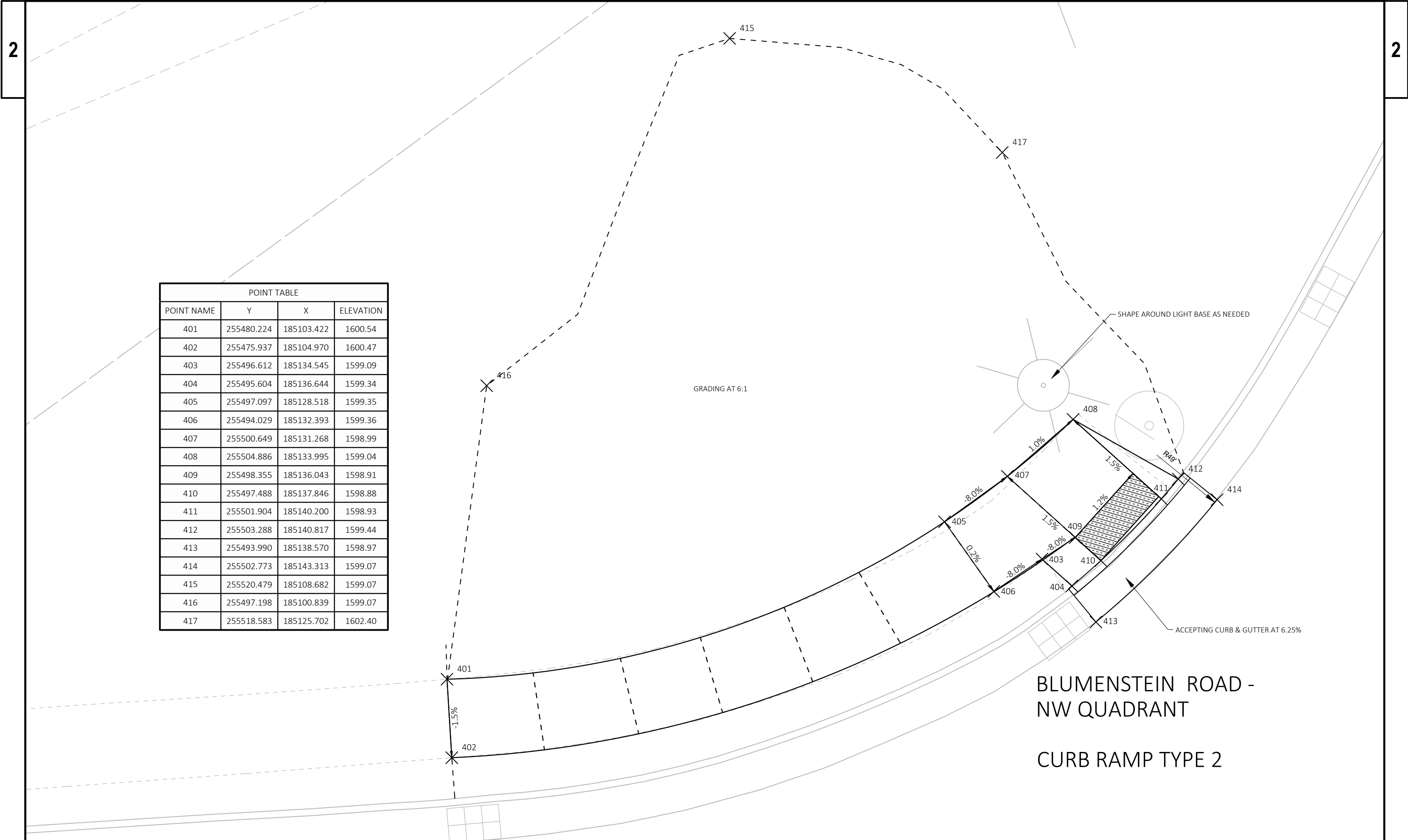
POINT TABLE			
POINT NAME	Y	X	ELEVATION
301	255316.718	184552.110	1602.75
302	255311.910	184553.483	1602.75
303	255318.091	184556.918	1602.61
304	255313.283	184558.291	1602.52
305	255319.814	184562.949	1602.31
306	255315.006	184564.323	1602.21
307	255312.968	184562.768	1602.66
308	255315.556	184566.246	1602.18
309	255322.203	184571.311	1602.20
310	255324.005	184572.123	1602.70
311	255308.205	184558.112	1602.29
312	255324.354	184574.915	1602.33

STA 150+66 CE - NE
QUADRANT

CURB RAMP TYPE 4B1

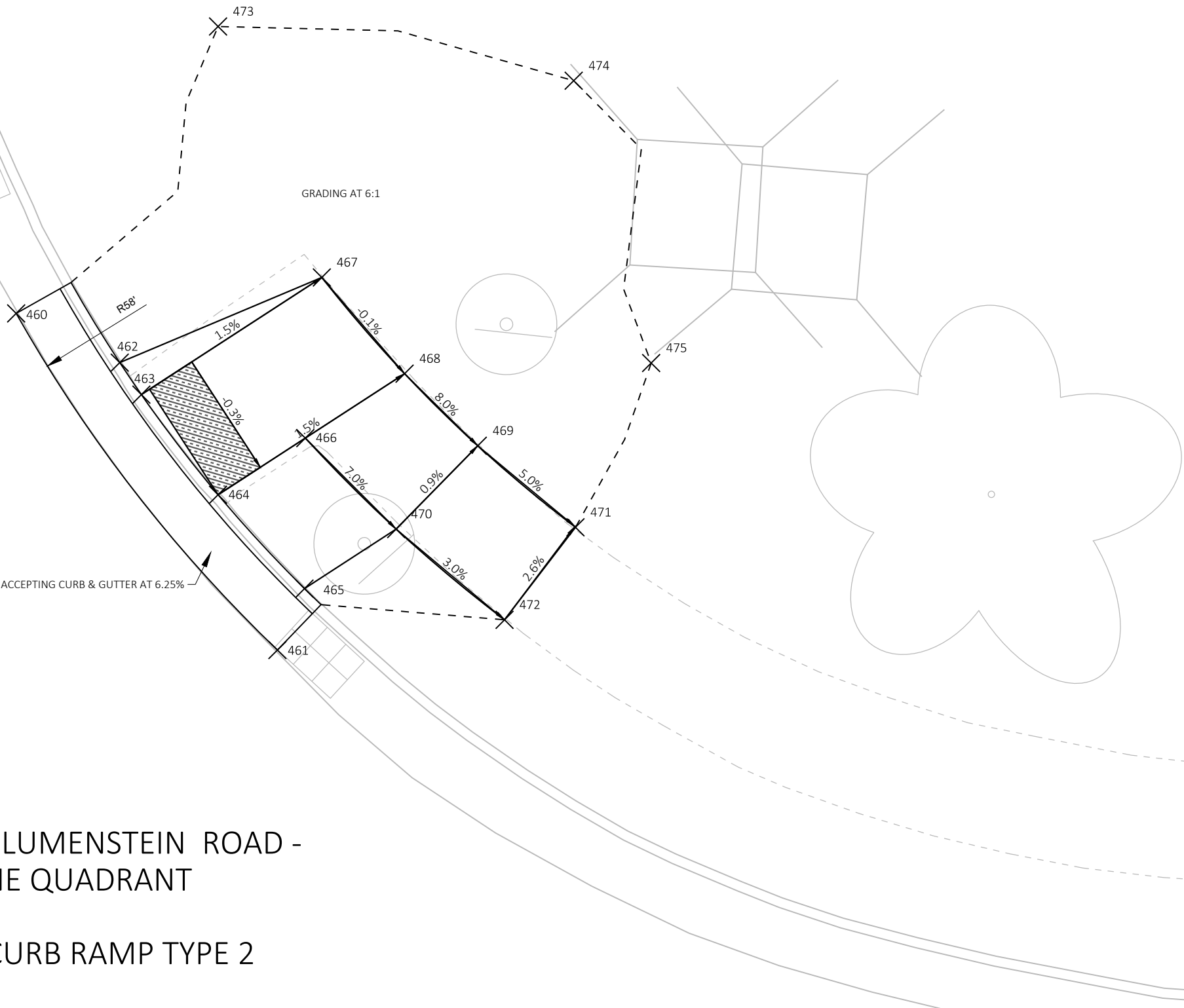


POINT TABLE			
POINT NAME	Y	X	ELEVATION
320	255333.761	184606.155	1602.32
321	255328.878	184628.857	1602.25
322	255334.575	184609.169	1602.69
323	255333.492	184610.828	1602.19
324	255330.632	184619.018	1602.15
325	255330.534	184624.292	1602.63
326	255335.989	184619.568	1602.29
327	255331.182	184620.941	1602.19
328	255337.581	184625.138	1602.58
329	255332.773	184626.511	1602.48
330	255338.954	184629.946	1602.75
331	255334.146	184631.319	1602.61



POINT TABLE			
POINT NAME	Y	X	ELEVATION
401	255480.224	185103.422	1600.54
402	255475.937	185104.970	1600.47
403	255496.612	185134.545	1599.09
404	255495.604	185136.644	1599.34
405	255497.097	185128.518	1599.35
406	255494.029	185132.393	1599.36
407	255500.649	185131.268	1598.99
408	255504.886	185133.995	1599.04
409	255498.355	185136.043	1598.91
410	255497.488	185137.846	1598.88
411	255501.904	185140.200	1598.93
412	255503.288	185140.817	1599.44
413	255493.990	185138.570	1598.97
414	255502.773	185143.313	1599.07
415	255520.479	185108.682	1599.07
416	255497.198	185100.839	1599.07
417	255518.583	185125.702	1602.40

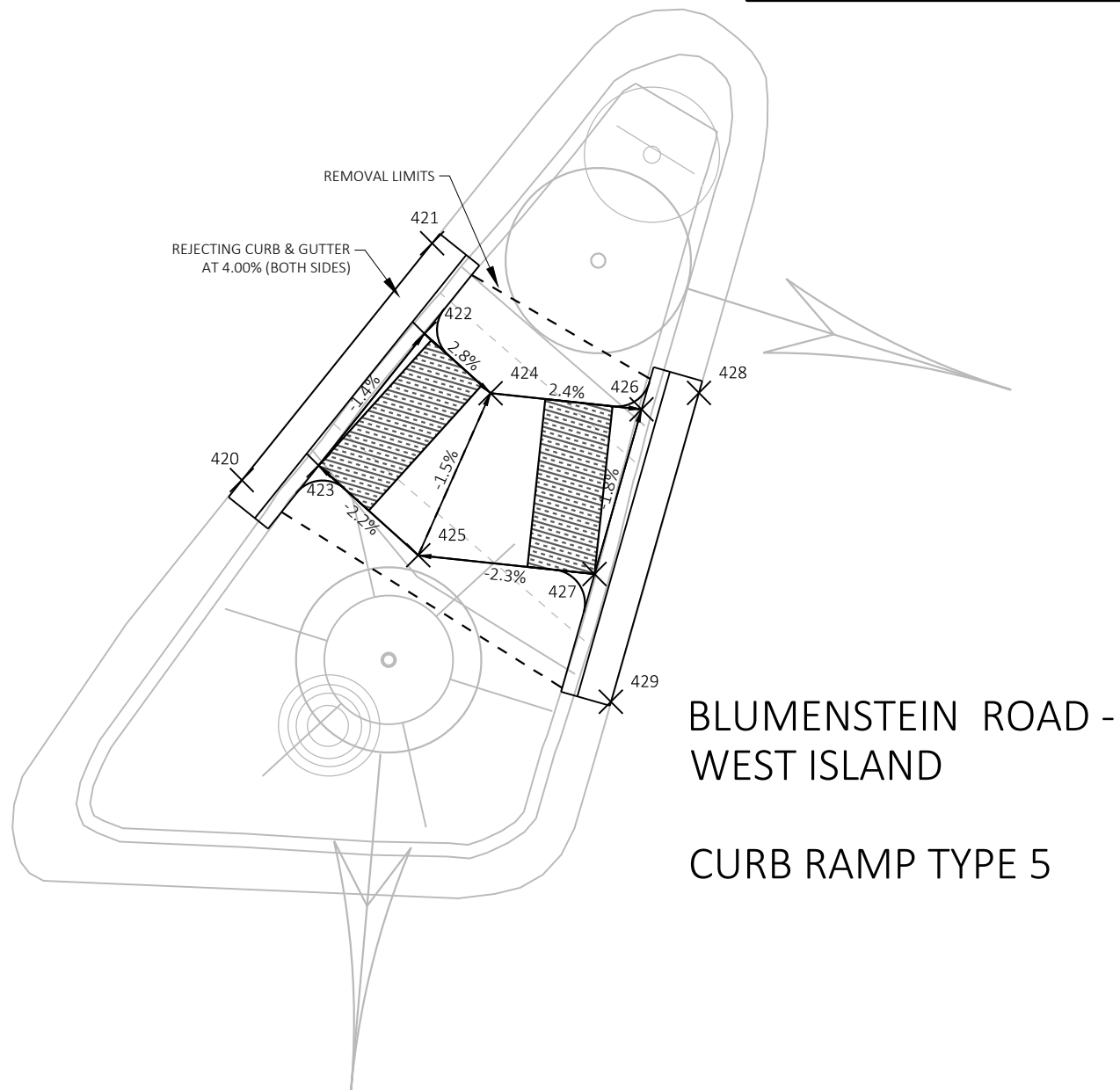
POINT TABLE			
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460	255534.681	185250.854	1598.97
461	255524.761	185264.585	1598.94
462	255533.963	185255.355	1599.34
463	255532.985	185256.537	1598.84
464	255530.022	185260.583	1598.83
465	255527.408	185264.929	1599.32
466	255533.158	185263.276	1598.90
467	255539.472	185262.107	1598.97
468	255536.727	185266.340	1598.97
469	255534.795	185269.939	1599.29
470	255530.703	185267.758	1599.25
471	255532.779	185274.578	1599.54
472	255528.456	185272.907	1599.42
473	255547.886	185255.342	1598.94
474	255549.795	185269.512	1601.09
475	255539.892	185275.626	1600.62



BLUMENSTEIN ROAD -
NE QUADRANT

CURB RAMP TYPE 2

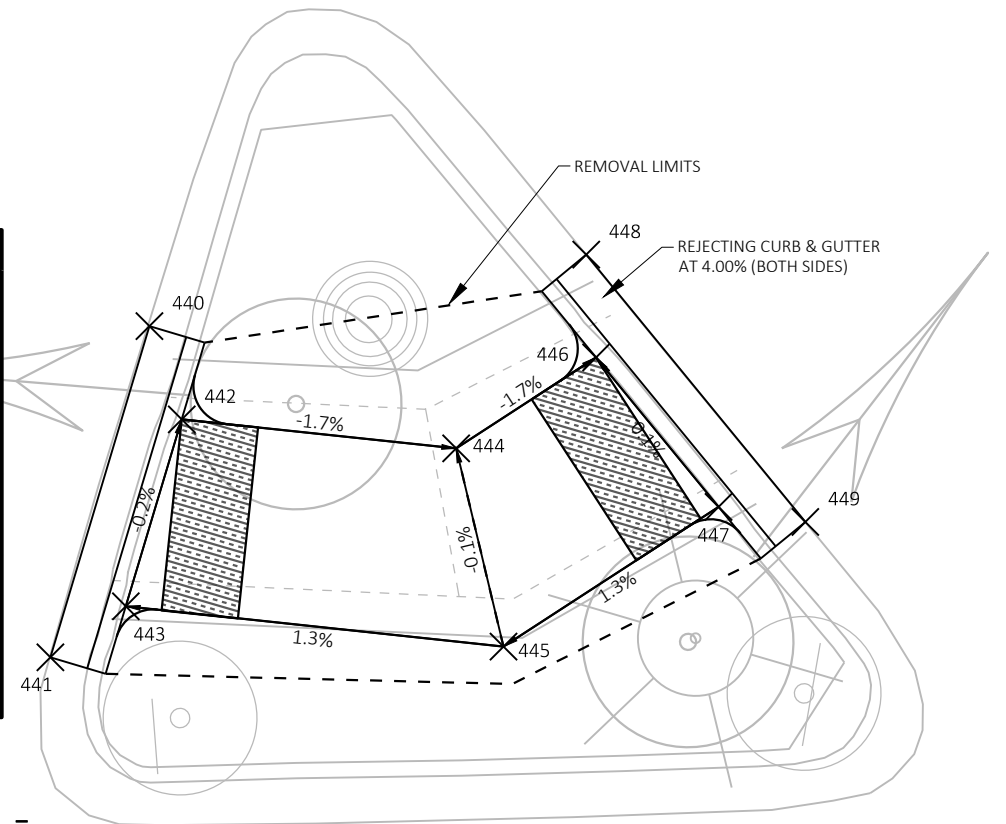
POINT TABLE			
POINT NAME	Y	X	ELEVATION
420	255487.765	185153.825	1599.86
421	255496.084	185157.258	1599.74
422	255493.450	185157.793	1599.82
423	255488.820	185155.883	1599.89
424	255492.308	185160.170	1599.90
425	255487.099	185159.465	1599.98
426	255493.109	185164.596	1600.01
427	255488.034	185164.634	1600.10
428	255494.054	185166.089	1599.93
429	255484.541	185166.159	1600.10



BLUMENSTEIN ROAD -
WEST ISLAND

CURB RAMP TYPE 5

POINT TABLE			
POINT NAME	Y	X	ELEVATION
440	255506.275	185224.356	1599.79
441	255497.276	185224.308	1599.81
442	255504.181	185225.845	1599.85
443	255499.102	185225.818	1599.86
444	255505.469	185232.915	1599.73
445	255500.863	185235.550	1599.73
446	255508.766	185235.745	1599.65
447	255505.930	185239.900	1599.65
448	255511.263	185234.746	1599.60
449	255506.190	185242.180	1599.59



BLUMENSTEIN ROAD -
EAST ISLAND

CURB RAMP TYPE 5

2

POINT 501 AT TIE-IN

POINT 502 AT TIE-IN

ACCEPTING CURB & GUTTER AT 6.25%

FRANK DRIVE - NW
QUADRANT

CURB RAMP TYPE 4B1

POINT TABLE			
POINT NAME	Y	X	ELEVATION
501	255687.120	186098.844	1597.06
502	255682.264	186100.038	1596.95
503	255691.500	186116.652	1596.91
504	255686.644	186117.846	1596.81
505	255692.933	186122.478	1596.64
506	255688.077	186123.672	1596.54

POINT TABLE			
POINT NAME	Y	X	ELEVATION
507	255687.101	186125.944	1596.94
508	255689.419	186129.126	1596.45
509	255696.246	186135.948	1596.48
510	255698.135	186137.376	0.00
511	255679.733	186116.473	1596.54
512	255704.189	186143.763	1596.71

CURB RAMP TYPE 4B1

POINT TABLE			
POINT NAME	Y	X	ELEVATION
501	255687.120	186098.844	1597.06
502	255682.264	186100.038	1596.95
503	255691.500	186116.652	1596.91
504	255686.644	186117.846	1596.81
505	255692.933	186122.478	1596.64
506	255688.077	186123.672	1596.54

POINT TABLE			
POINT NAME	Y	X	ELEVATION
507	255687.101	186125.944	1596.94
508	255689.419	186129.126	1596.45
509	255696.246	186135.948	1596.48
510	255698.135	186137.376	0.00
511	255679.733	186116.473	1596.54
512	255704.189	186143.763	1596.71

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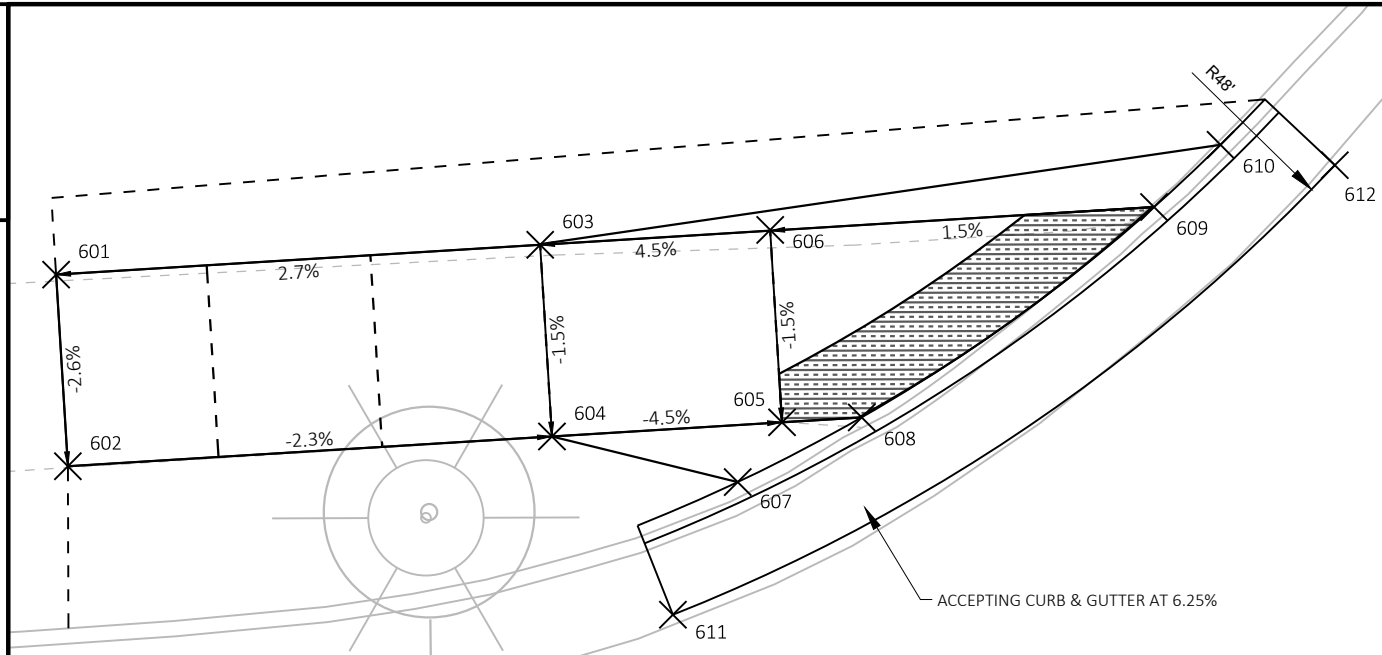
POINT TABLE			
POINT NAME	Y	X	ELEVATION
550	255758.687	186192.202	1597.60
551	255753.227	186210.322	1597.45
552	255758.750	186198.786	1597.95
553	255758.273	186200.215	1597.44
554	255756.928	186205.035	1597.39
555	255755.868	186209.921	1597.84
556	255758.126	186210.456	1597.73
557	255757.081	186215.345	1597.95
558	255765.085	186201.828	1597.55
559	255764.039	186206.719	1597.50
560	255762.993	186211.608	1597.80
561	255761.947	186216.498	1598.04

The site plan illustrates the layout of Frank Drive - Island, featuring two curb ramps. The upper ramp, labeled 'ACCEPTING CURB & GUTTER AT 3.25%', connects a sidewalk to a road. The lower ramp, labeled 'ACCEPTING CURB & GUTTER AT 6.25%', connects a sidewalk to a road. The plan includes various points (521-541) and slopes (e.g., 3.3%, -0.6%, 0.8%, 0.5%, -0.2%, 6.1%, -4.9%, -8.0%, 2.0%, 1.6%, 8.0%). A point table is provided for reference.

POINT TABLE			
POINT NAME	Y	X	ELEVATION
521	255712.520	186191.032	1597.08
522	255702.866	186193.114	1596.87
523	255711.979	186193.706	1597.43
524	255710.529	186194.019	1596.90
525	255705.639	186195.073	1596.80
526	255704.140	186195.397	1597.26
527	255707.727	186203.560	1596.93
528	255711.440	186197.725	1596.96
529	255712.636	186202.585	1597.04
530	255720.321	186195.961	1597.60
531	255721.339	186200.856	1597.61
532	255728.081	186194.459	1597.75
533	255728.840	186199.406	1597.77
534	255735.616	186194.849	1597.76
535	255734.444	186199.710	1597.73
536	255740.852	186194.554	1598.08
537	255740.510	186196.008	1597.60
538	255739.367	186200.876	1597.56
539	255739.017	186202.355	1598.04
540	255744.164	186191.388	1597.57
541	255741.420	186203.070	1597.47

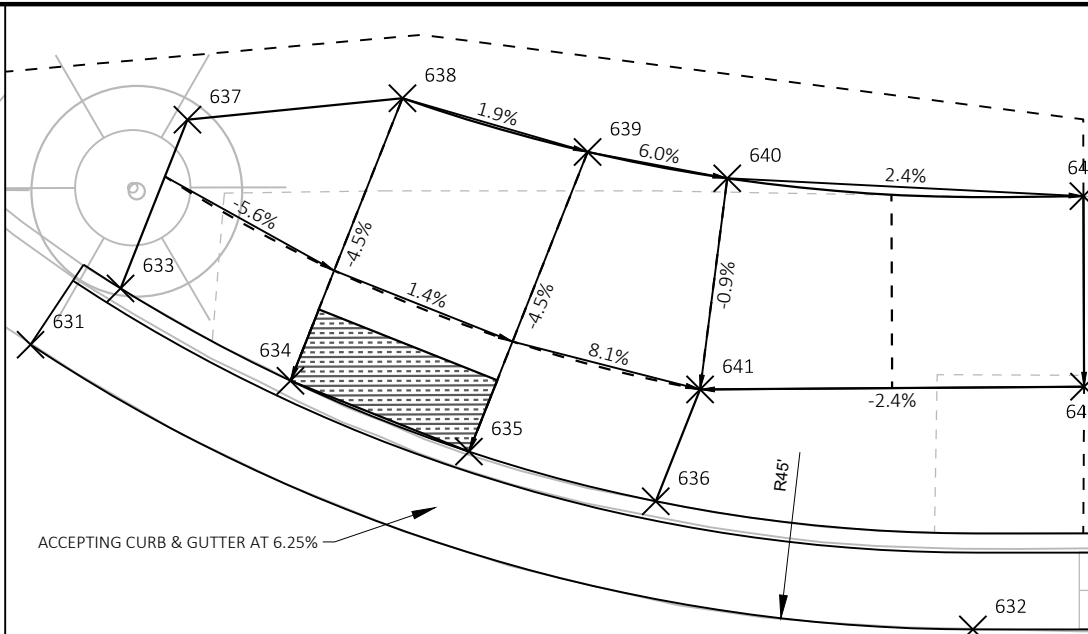
CURB RAMPS TYPE 2

POINT TABLE			
POINT NAME	Y	X	ELEVATION
521	255712.520	186191.032	1597.08
522	255702.866	186193.114	1596.87
523	255711.979	186193.706	1597.43
524	255710.529	186194.019	1596.90
525	255705.639	186195.073	1596.80
526	255704.140	186195.397	1597.26
527	255707.727	186203.560	1596.93
528	255711.440	186197.725	1596.96
529	255712.636	186202.585	1597.04
530	255720.321	186195.961	1597.60
531	255721.339	186200.856	1597.61
532	255728.081	186194.459	1597.75
533	255728.840	186199.406	1597.77
534	255735.616	186194.849	1597.76
535	255734.444	186199.710	1597.73
536	255740.852	186194.554	1598.08
537	255740.510	186196.008	1597.60
538	255739.367	186200.876	1597.56
539	255739.017	186202.355	1598.04
540	255744.164	186191.388	1597.57
541	255741.420	186203.070	1597.47



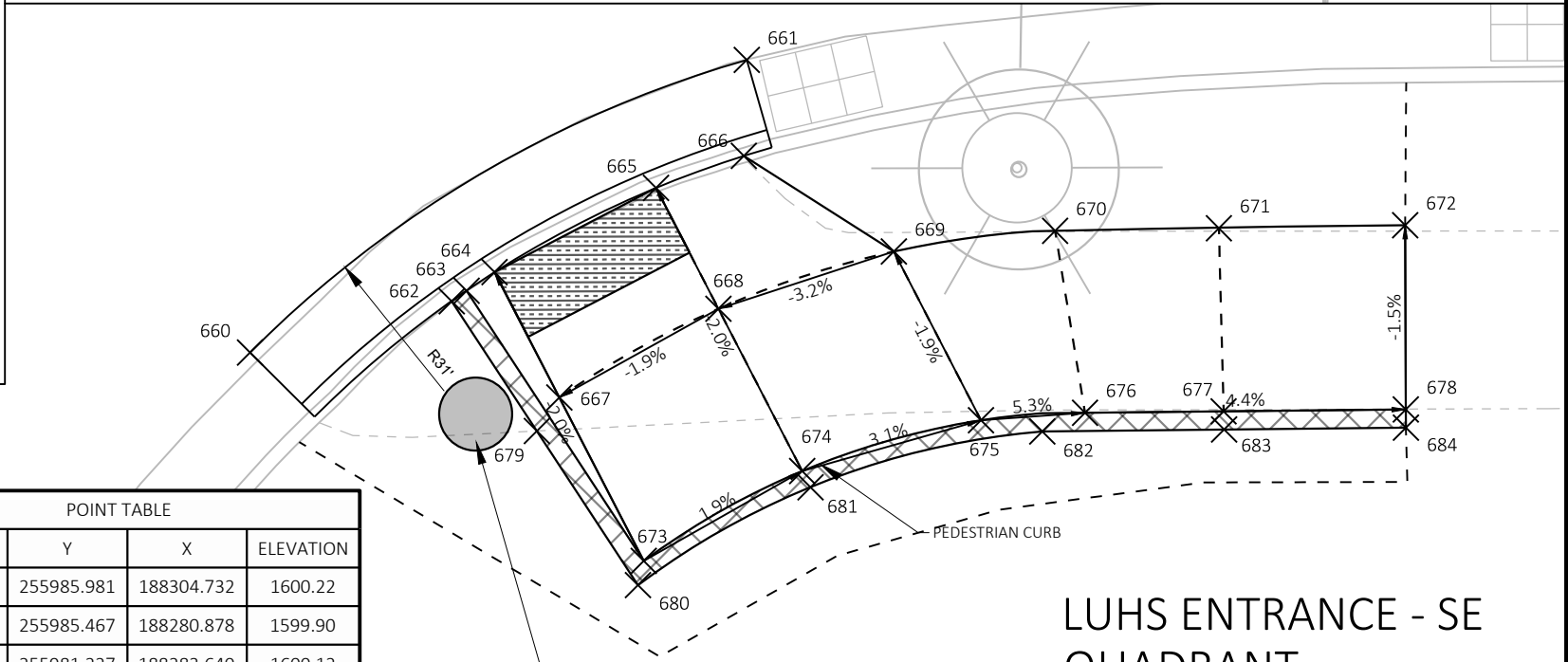
POINT TABLE			
POINT NAME	Y	X	ELEVATION
601	256073.344	188158.977	1599.72
602	256068.352	188159.268	1599.59
603	256074.079	188171.584	1599.37
604	256069.087	188171.875	1599.30
605	256069.436	188177.865	1599.03
606	256074.446	188177.573	1599.11
607	256067.885	188176.708	1599.51
608	256069.557	188179.941	1599.00
609	256075.011	188187.572	1598.95
610	256076.626	188189.307	1599.43
611	256064.434	188175.010	1599.15
612	256076.085	188192.281	1599.05

CLINIC ENTRANCE - NW QUADRANT
CURB RAMP TYPE 4B1



POINT TABLE			
POINT NAME	Y	X	ELEVATION
631	256072.893	188259.406	1599.29
632	256065.398	188283.920	1599.64
633	256074.351	188261.755	1599.68
634	256071.932	188266.172	1599.26
635	256070.073	188270.814	1599.33
636	256068.762	188275.674	1599.89
637	256078.741	188263.510	1599.68
638	256079.281	188269.111	1599.62
639	256077.864	188273.929	1599.71
640	256077.167	188277.562	1599.93
641	256071.671	188276.838	1599.88
642	256076.671	188286.838	1600.15
643	256071.709	188286.838	1600.12

CLINIC ENTRANCE - NE QUADRANT
CURB RAMP TYPE 1

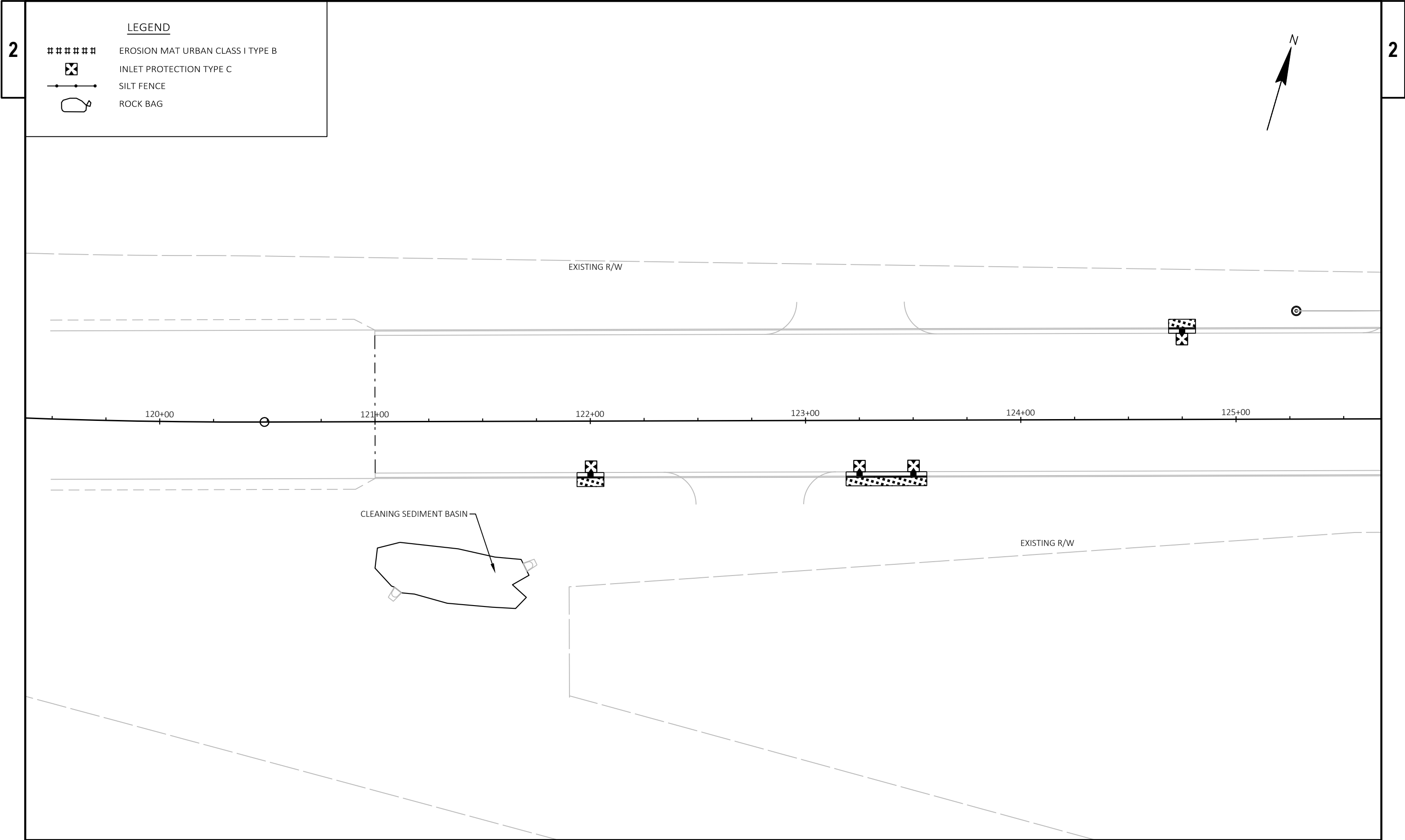


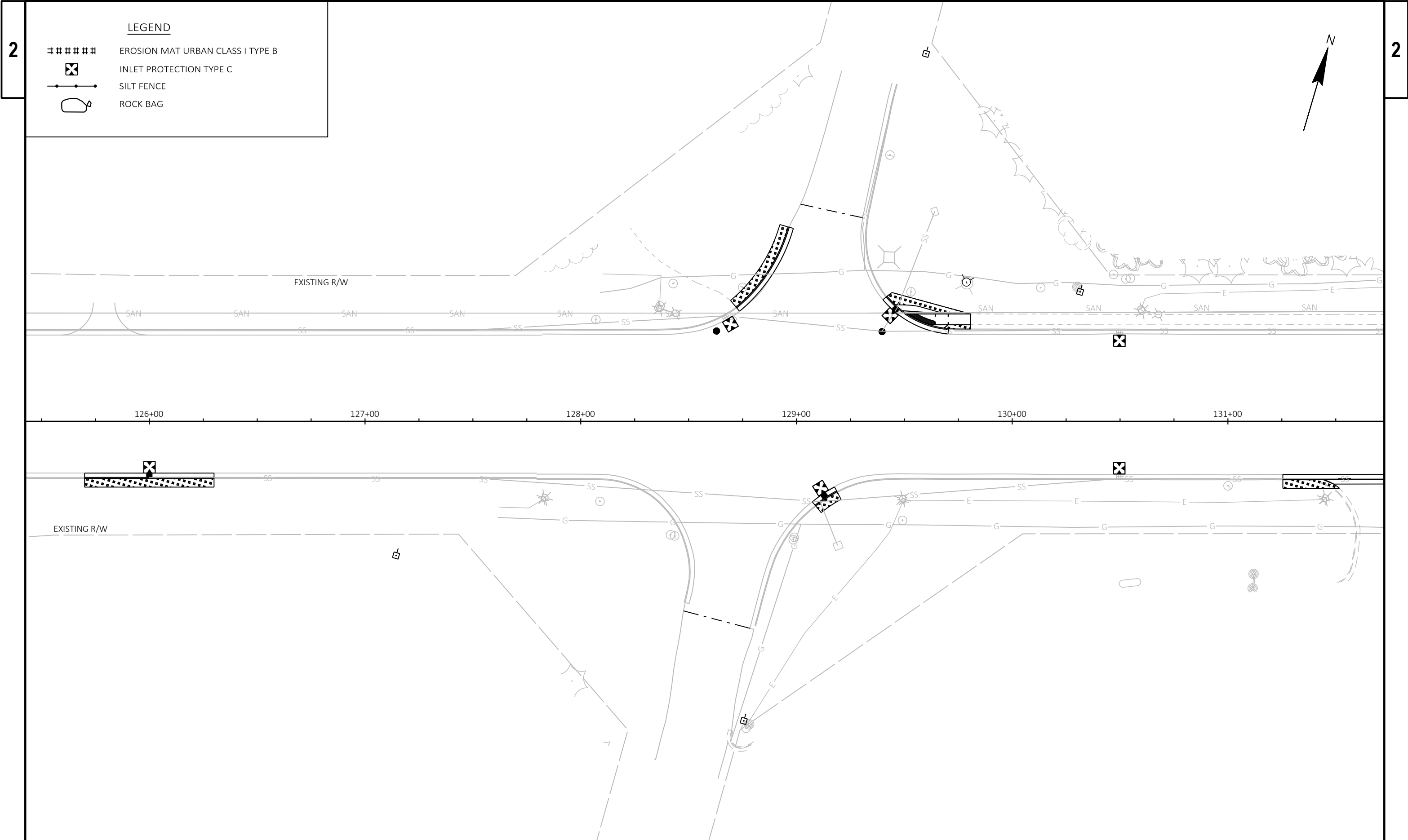
LUHS ENTRANCE - SE QUADRANT
CURB RAMP TYPE 1

POINT TABLE			
POINT NAME	Y	X	ELEVATION
660	255987.649	188273.011	1599.24
661	255995.637	188286.675	1599.53
662	255989.035	188278.554	1599.71
663	255989.322	188278.963	1599.72
664	255989.834	188279.731	1599.25
665	255992.132	188284.172	1599.35
666	255993.003	188286.584	1599.89
667	255986.387	188281.497	1599.33
668	255988.807	188285.874	1599.42

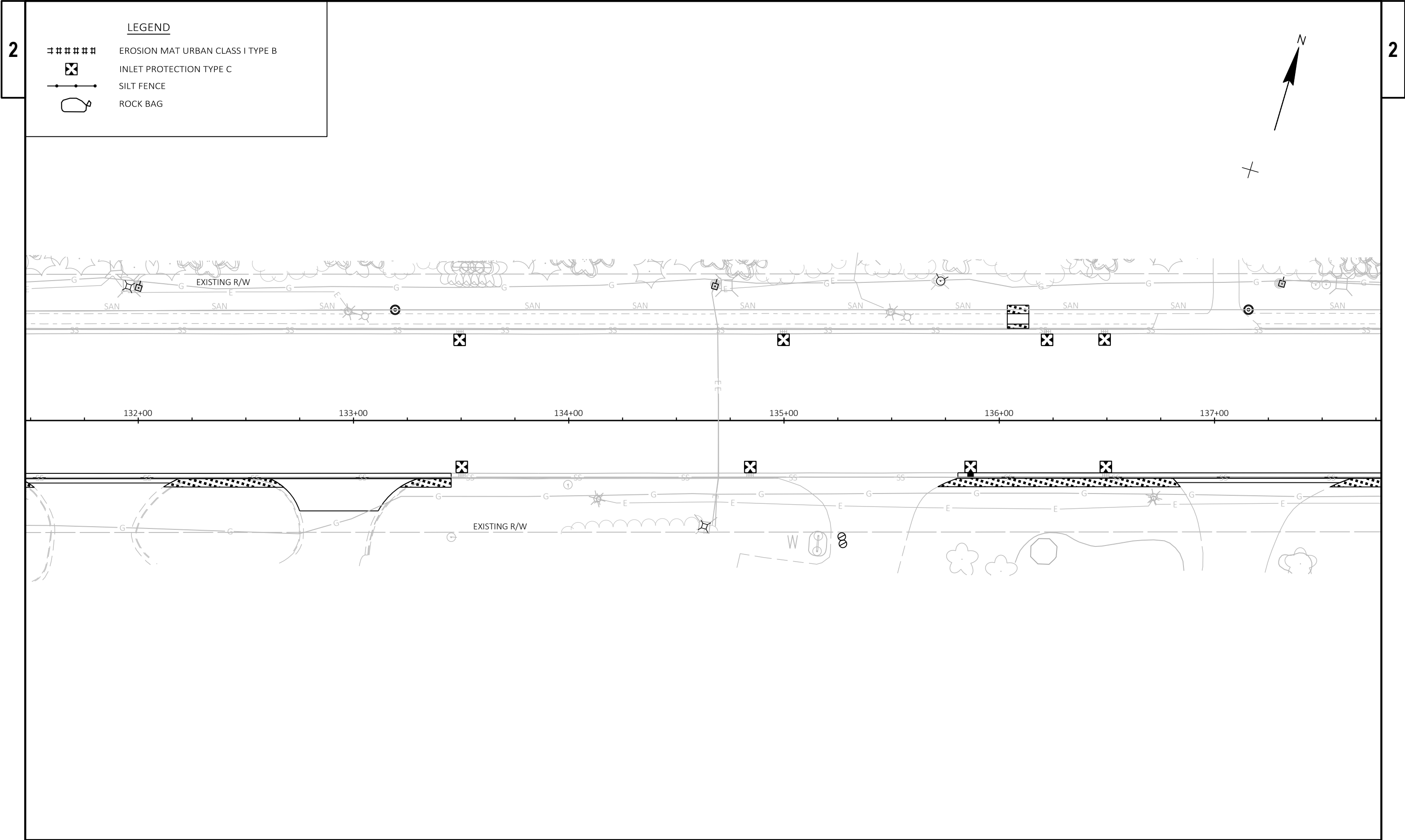
POINT TABLE			
POINT NAME	Y	X	ELEVATION
669	255990.364	188290.694	1599.58
670	255990.915	188295.123	1599.76
671	255990.974	188299.619	1599.94
672	255991.040	188304.732	1600.15
673	255981.891	188283.800	1599.43
674	255984.345	188288.159	1599.52
675	255985.723	188293.071	1599.68
676	255985.919	188295.927	1599.83
677	255985.946	188299.732	1600.00

POINT TABLE			
POINT NAME	Y	X	ELEVATION
678	255985.981	188304.732	1600.22
679	255985.467	188280.878	1599.90
680	255981.227	188283.640	1600.12
681	255983.899	188288.387	1600.11
682	255985.411	188294.753	1600.15
683	255985.446	188299.744	1600.18
684	255985.481	188304.736	1600.24

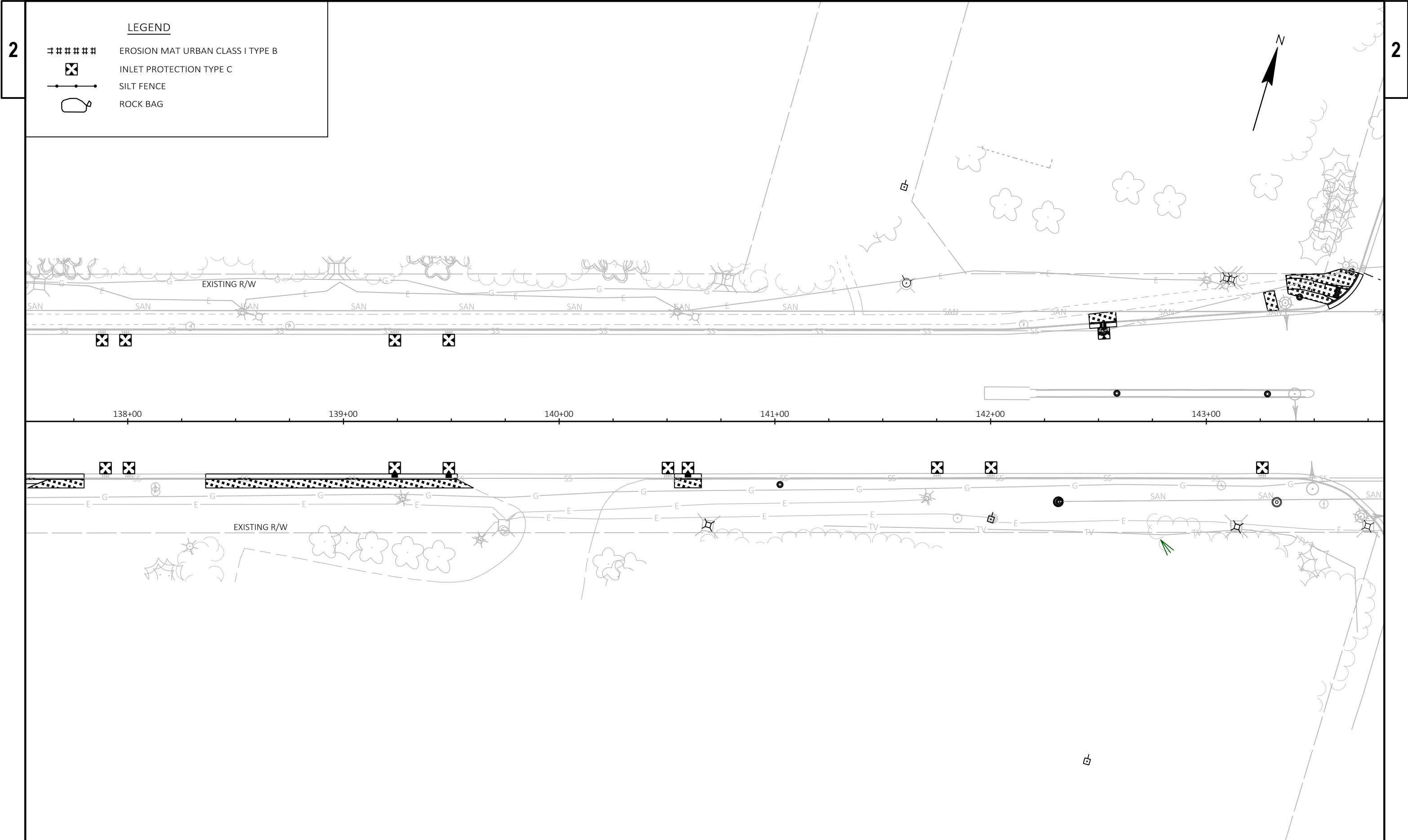




- LEGEND**
- EROSION MAT URBAN CLASS I TYPE B
 - INLET PROTECTION TYPE C
 - SILT FENCE
 - ROCK BAG



- LEGEND**
- ##### EROSION MAT URBAN CLASS I TYPE B
 - ☒ INLET PROTECTION TYPE C
 - +— SILT FENCE
 - 🛑 ROCK BAG

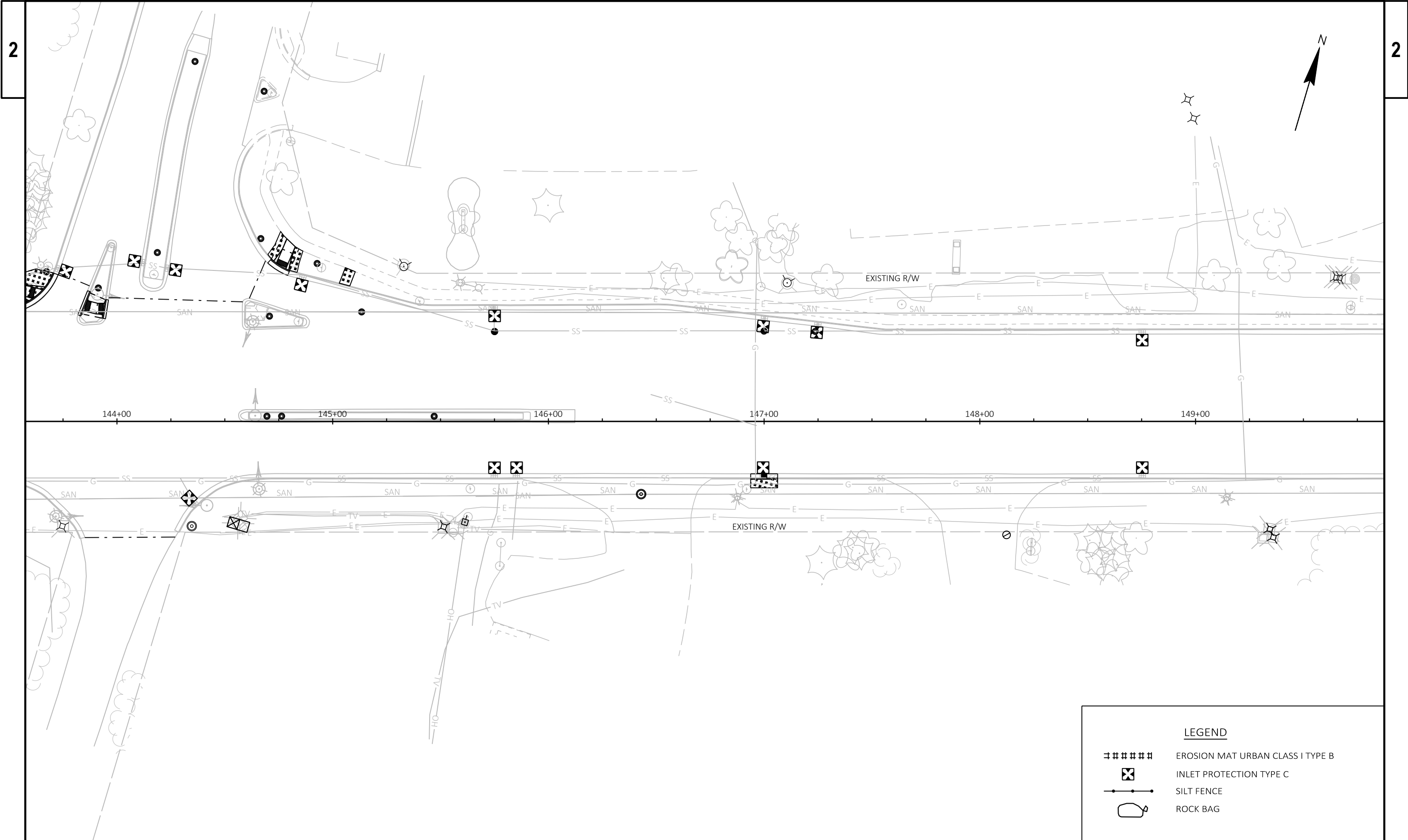


2

2

LEGEND

- ##### EROSION MAT URBAN CLASS I TYPE B
- ☒ INLET PROTECTION TYPE C
- SILT FENCE
- 👛 ROCK BAG



#####

EROSION MAT URBAN CLASS I TYPE B

⊠

INLET PROTECTION TYPE C

—●—●—

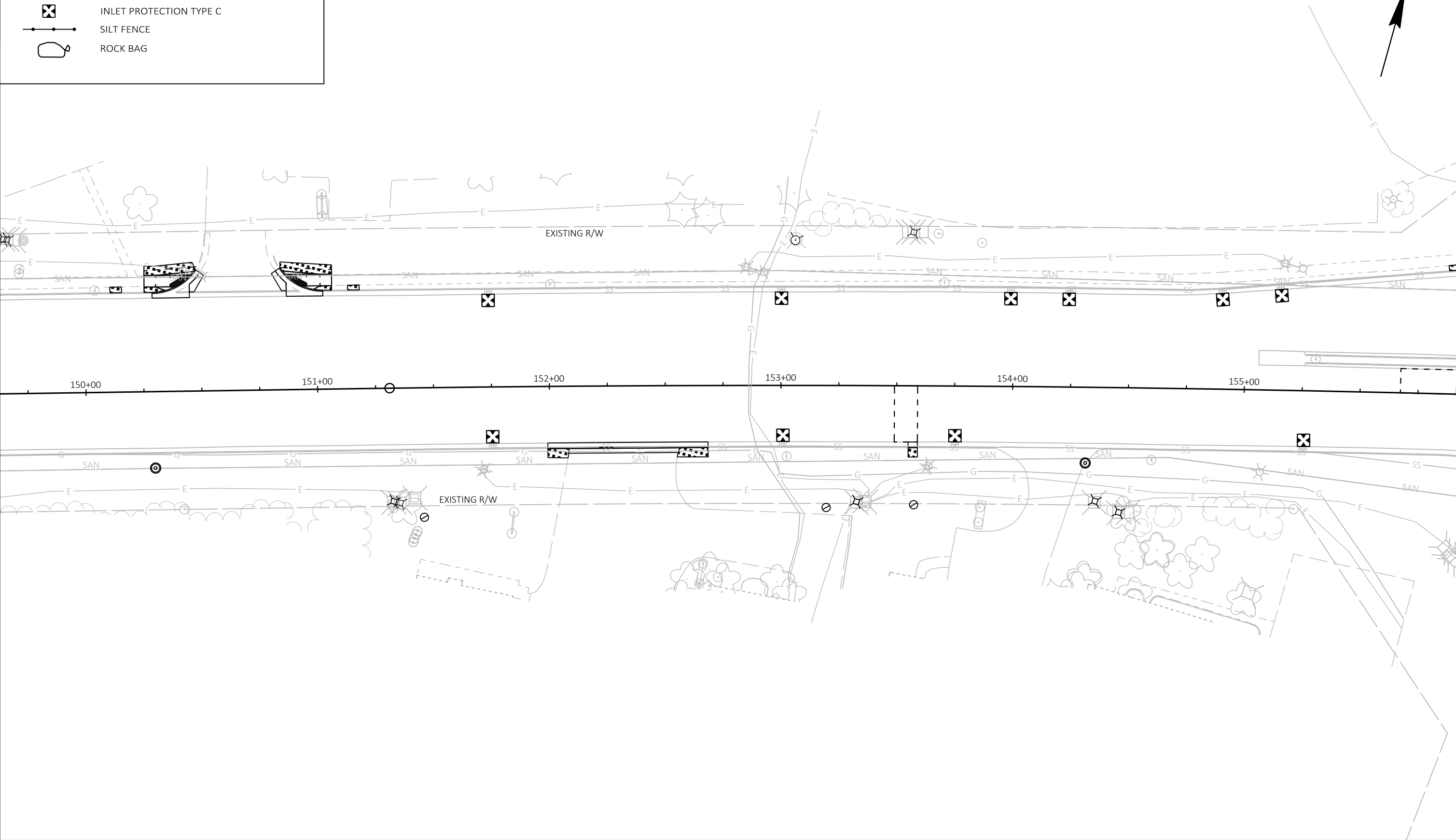
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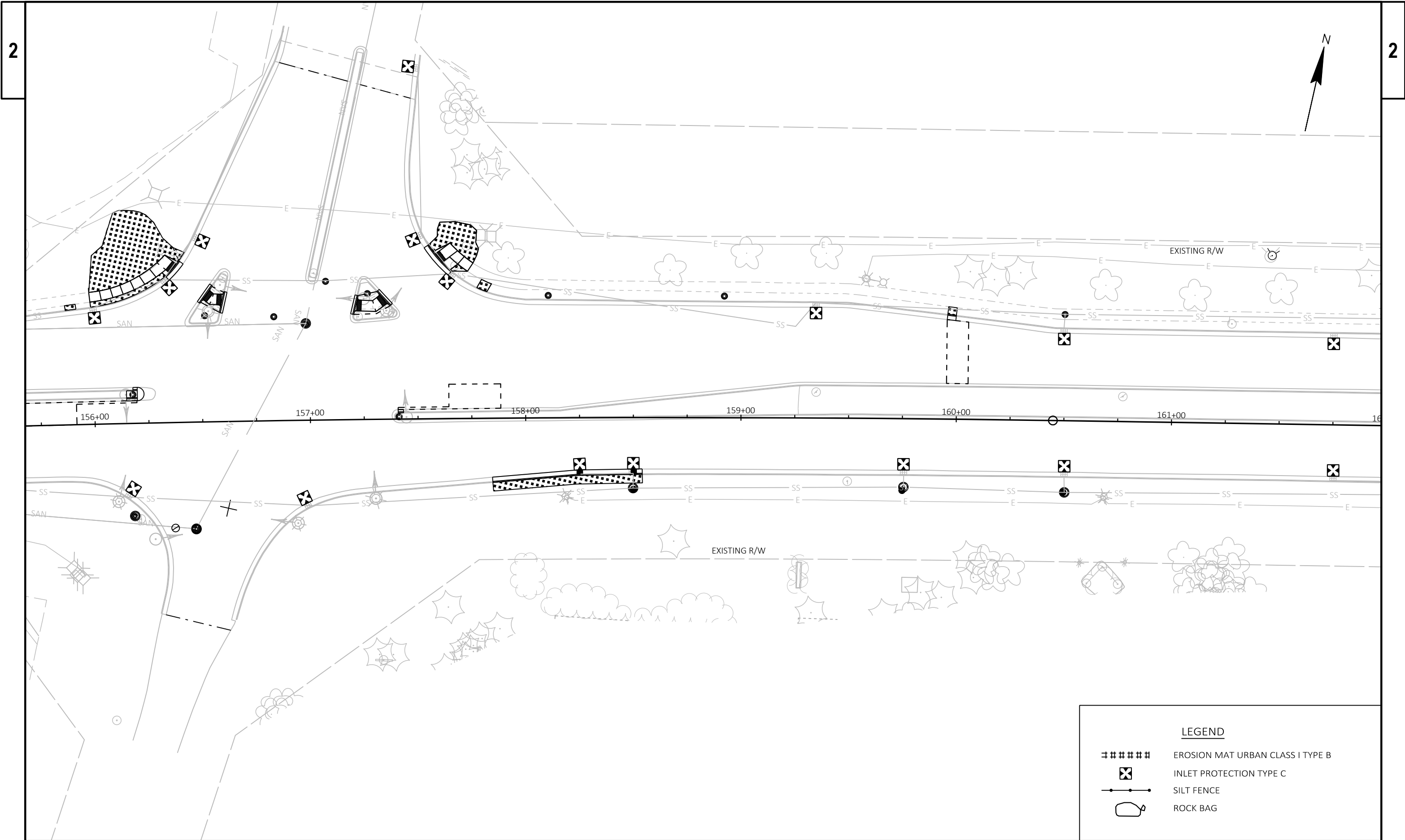
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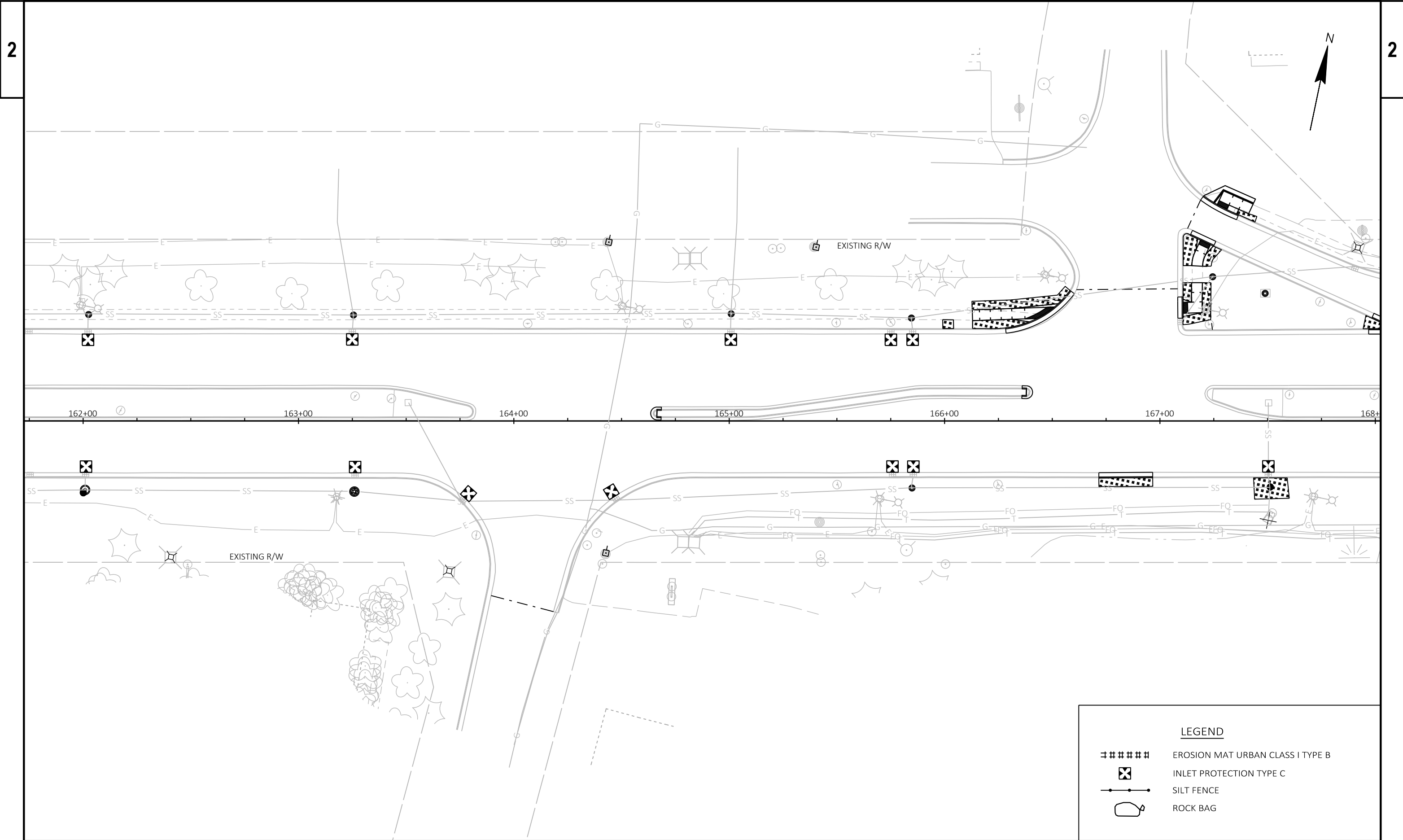
ROCK BAG

LEGEND

- ##### EROSION MAT URBAN CLASS I TYPE B
- ☒ INLET PROTECTION TYPE C
- SILT FENCE
- ⬮ ROCK BAG

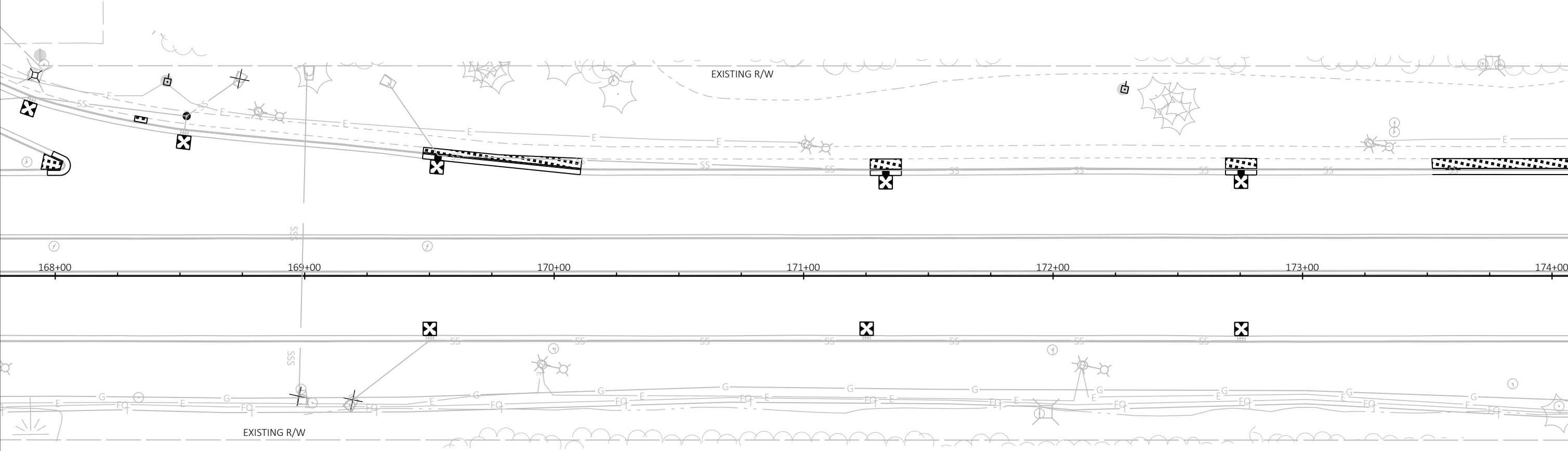






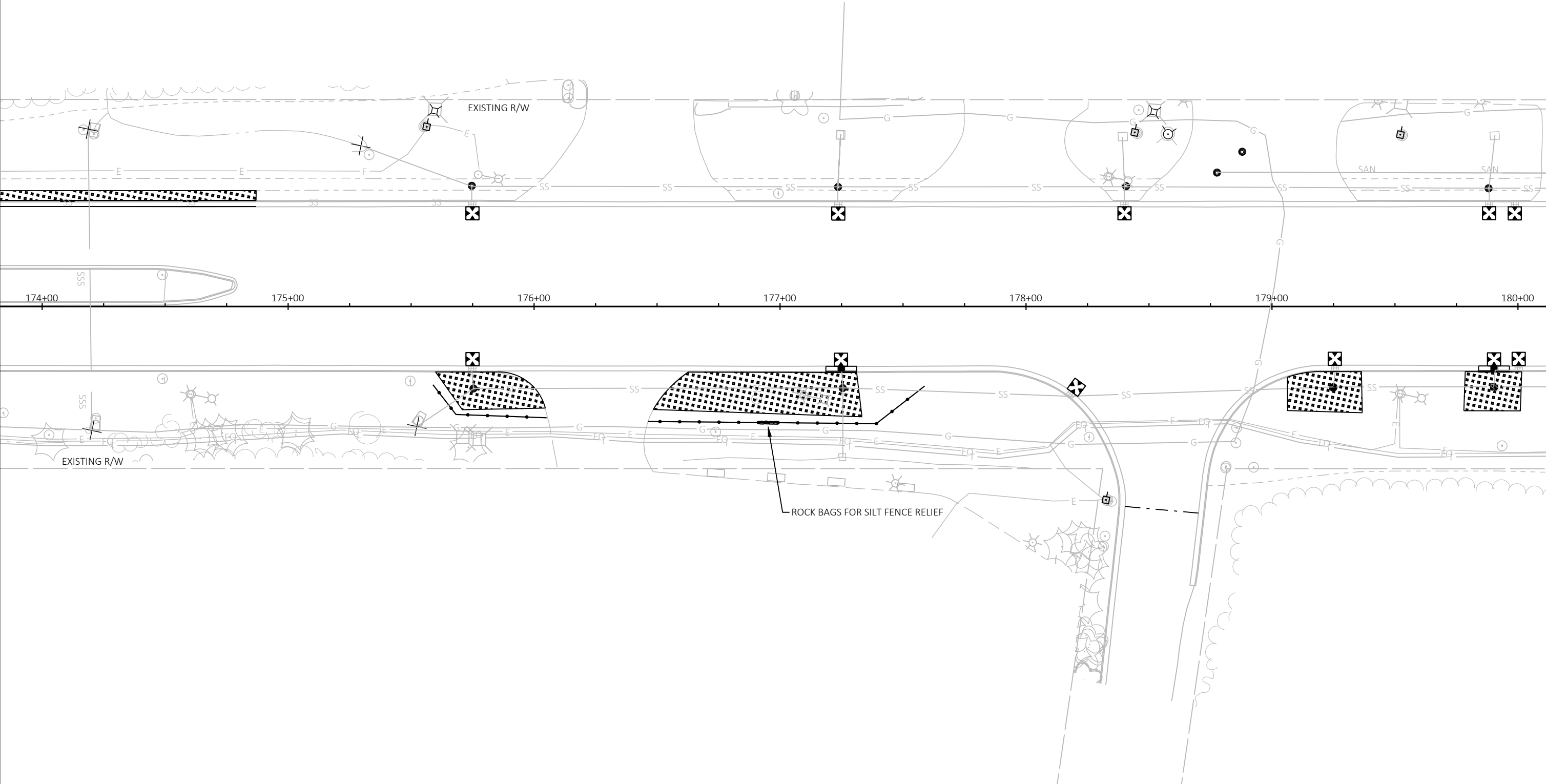
LEGEND

- ##### EROSION MAT URBAN CLASS I TYPE B
- ☒ INLET PROTECTION TYPE C
- SILT FENCE
- ⬮ ROCK BAG



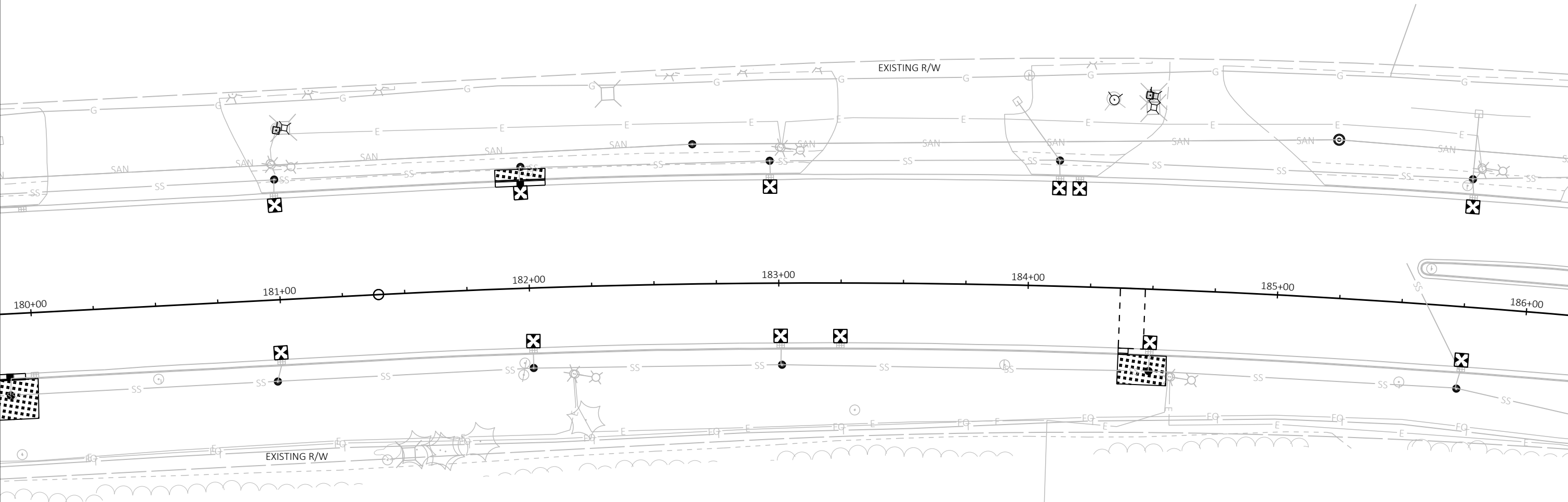
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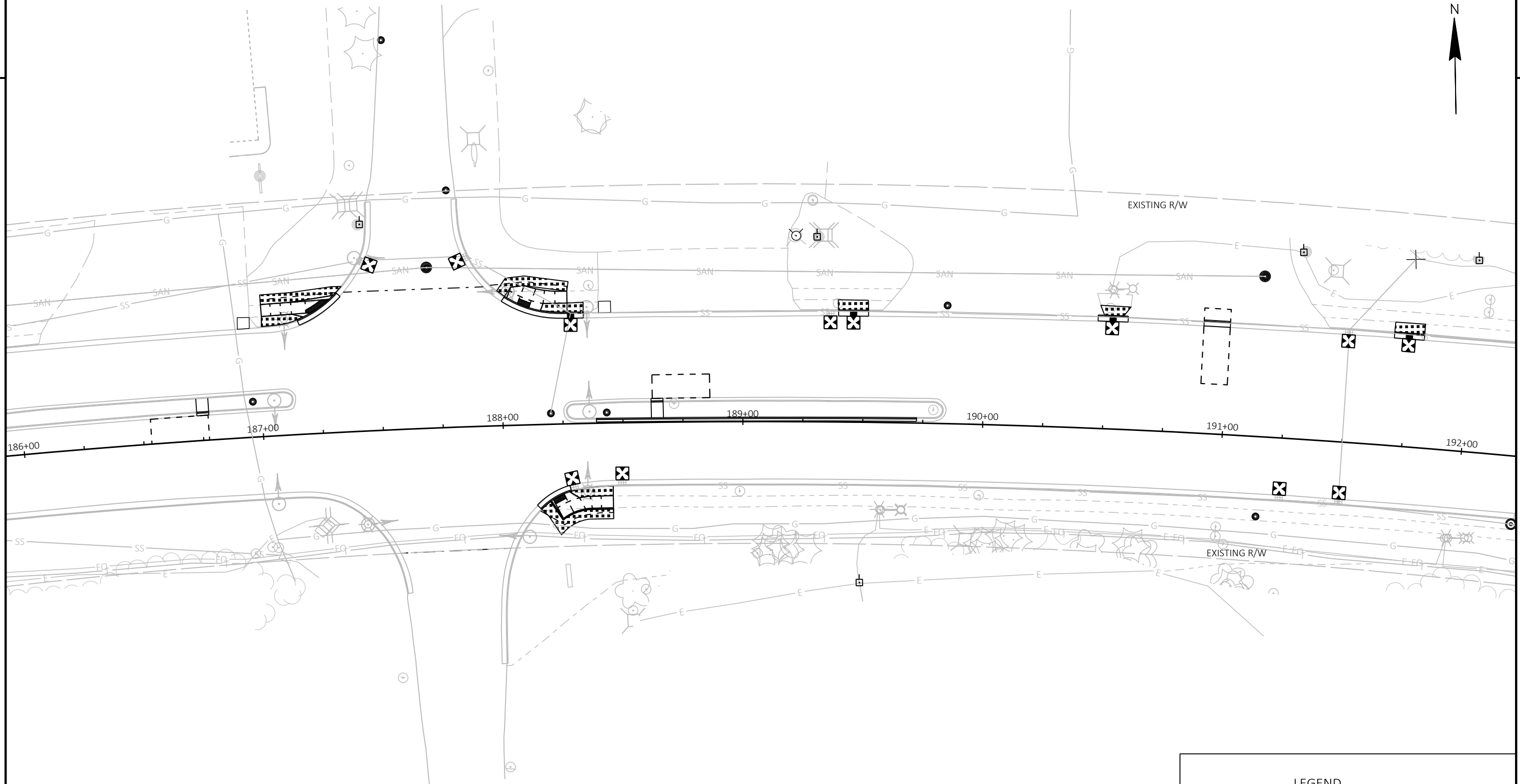
- ##### EROSION MAT URBAN CLASS I TYPE B
- ☒ INLET PROTECTION TYPE C
- SILT FENCE
- ⬡ ROCK BAG



LEGEND

- ##### EROSION MAT URBAN CLASS I TYPE B
- ⊠ INLET PROTECTION TYPE C
- SILT FENCE
- ⬢ ROCK BAG





LEGEND

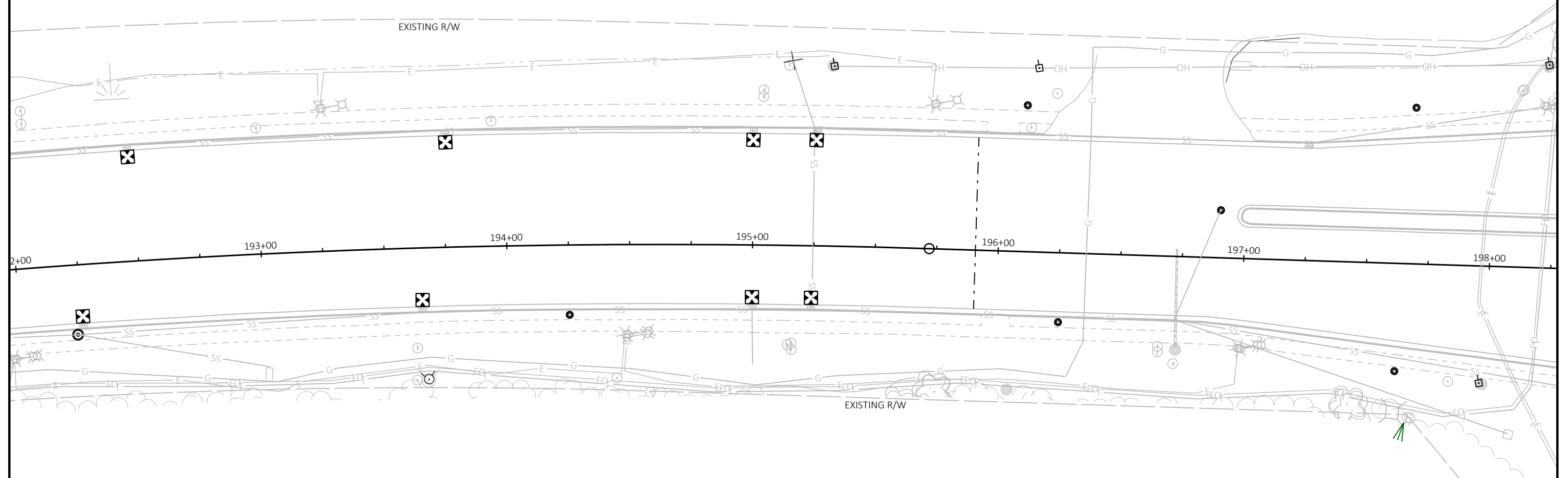
- ##### EROSION MAT URBAN CLASS I TYPE B
- ⊠ INLET PROTECTION TYPE C
- SILT FENCE
- 👛 ROCK BAG

2

2

LEGEND

	EROSION MAT URBAN CLASS I TYPE B
	INLET PROTECTION TYPE C
	SILT FENCE
	ROCK BAG



PROJECT NO:	9070-05-73
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HWY: STH 70

COUNTY: ONEIDA

EROSION CONTROL

SHEET

34

11

FILE NAME : \\RHIRTOPFLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETSPLAN\022001-EC.DWG
LAYOUT NAME - 13

PLOT DATE : 1/27/2021 5:25 PM

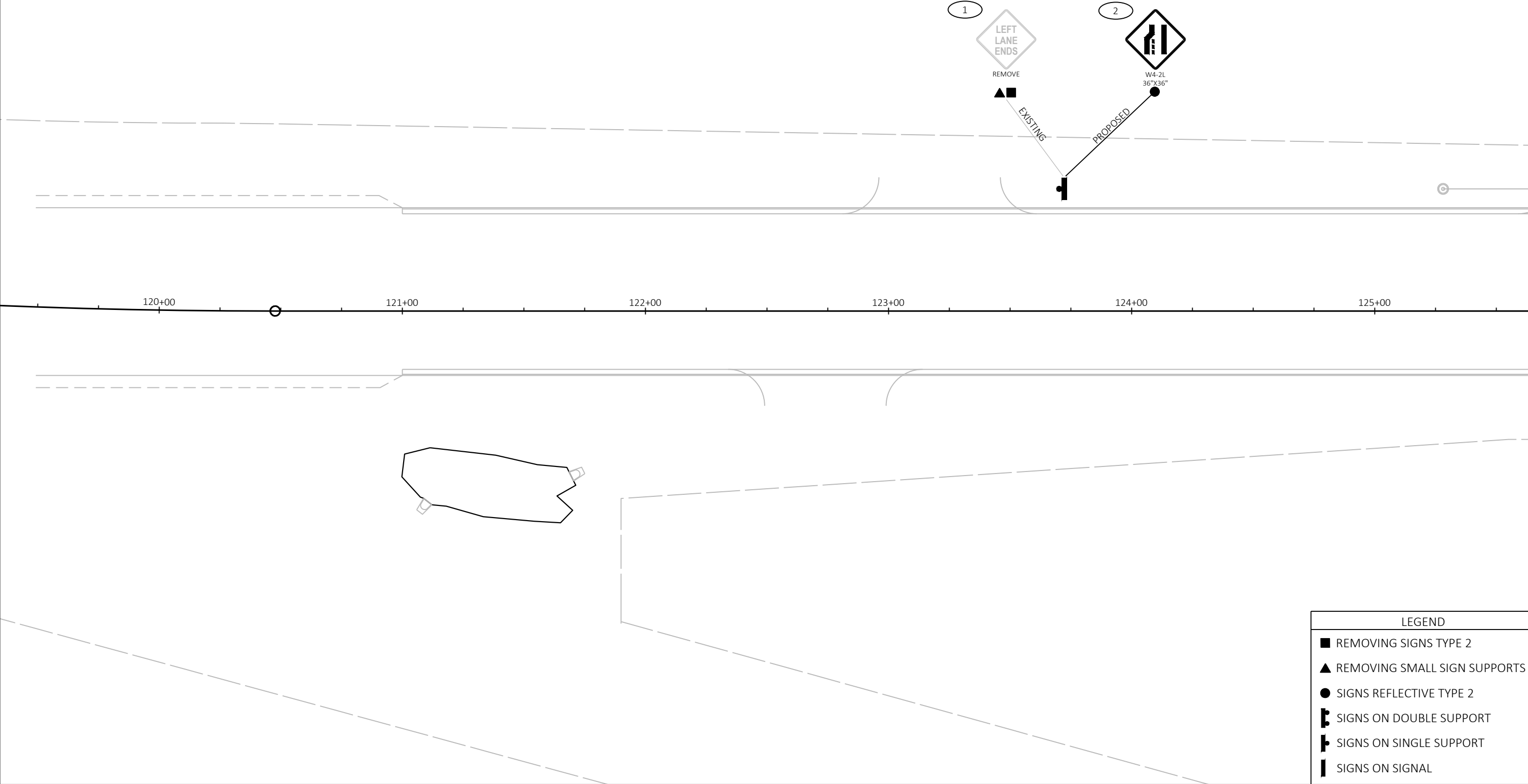
PLOT BY : HOLQUIST, ADAM D

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

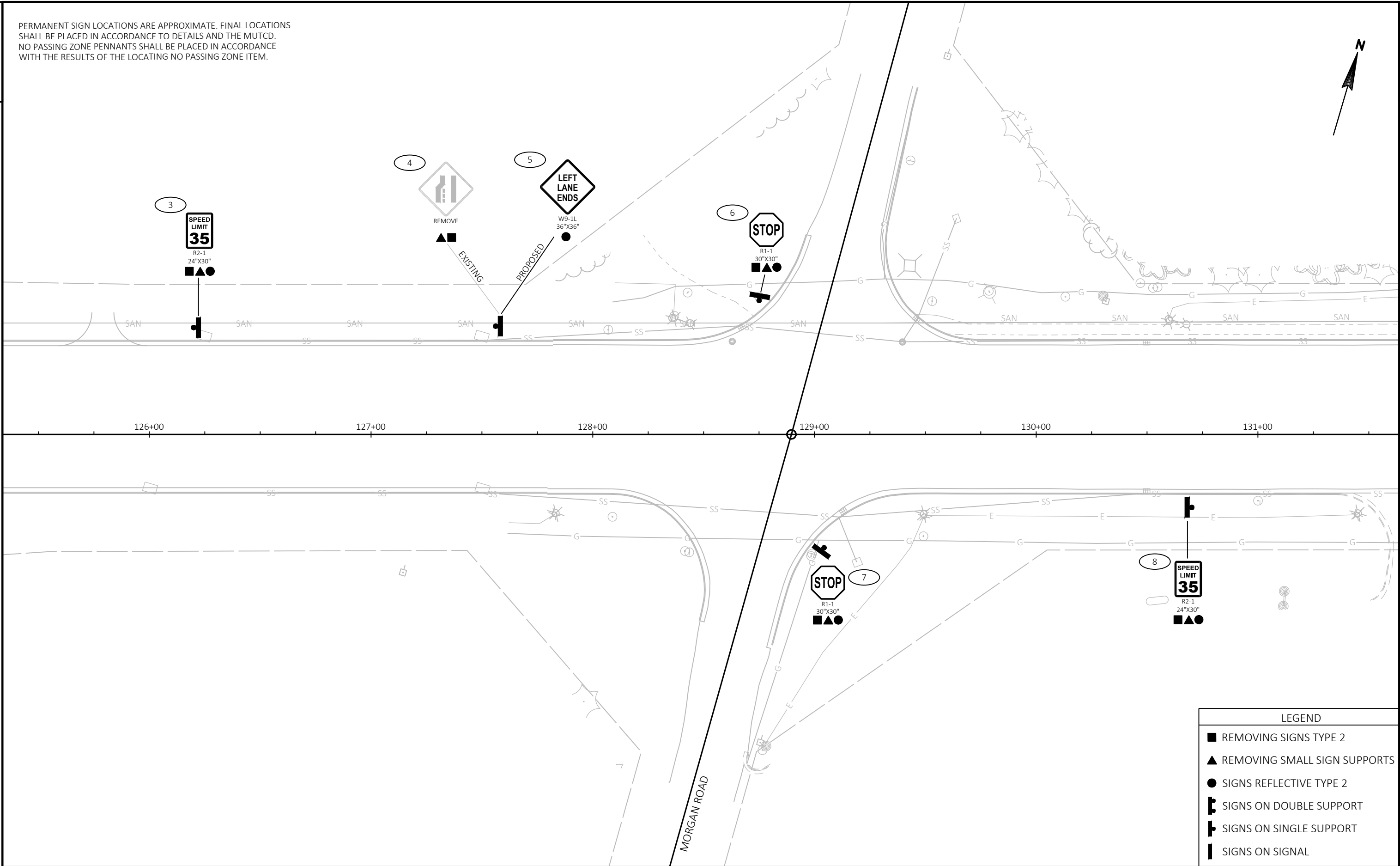
WISDOT/CADDS SHEET 42

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



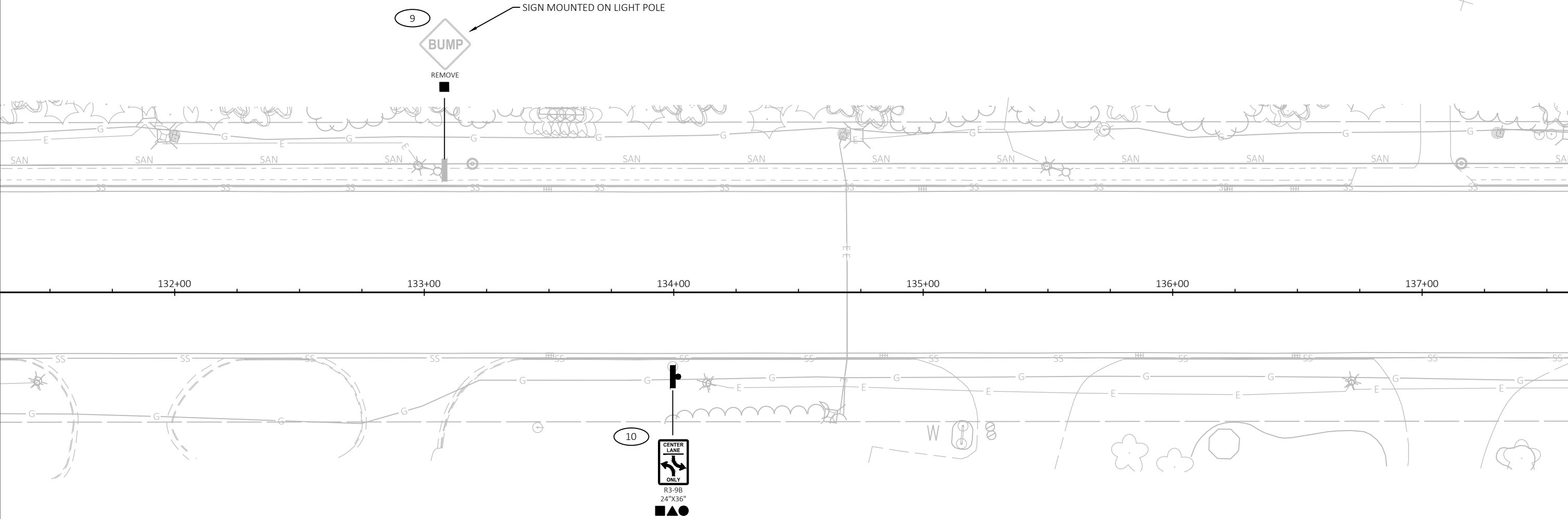
PROJECT NO: 9070-05-73	HWY: STH 70	COUNTY: ONEIDA	PERMANENT SIGNING	SHEET 35	E
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PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



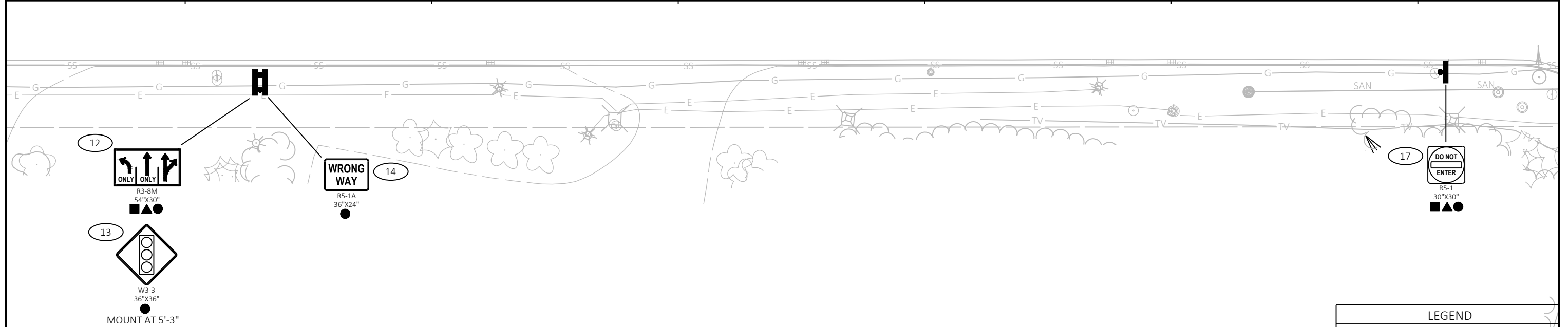
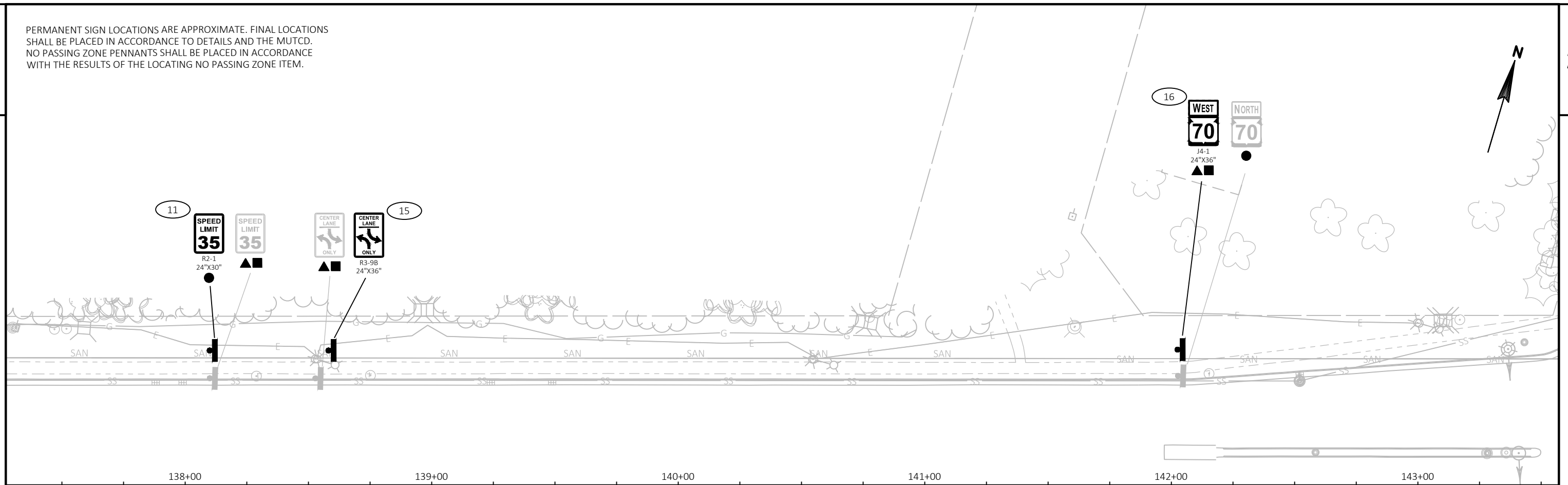
LEGEND	
■	REMOVING SIGNS TYPE 2
▲	REMOVING SMALL SIGN SUPPORTS
●	SIGNS REFLECTIVE TYPE 2
⌋	SIGNS ON DOUBLE SUPPORT
⌋	SIGNS ON SINGLE SUPPORT
⌋	SIGNS ON SIGNAL

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



LEGEND	
■	REMOVING SIGNS TYPE 2
▲	REMOVING SMALL SIGN SUPPORTS
●	SIGNS REFLECTIVE TYPE 2
⌋	SIGNS ON DOUBLE SUPPORT
⌋	SIGNS ON SINGLE SUPPORT
⌋	SIGNS ON SIGNAL

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



LEGEND	
■	REMOVING SIGNS TYPE 2
▲	REMOVING SMALL SIGN SUPPORTS
●	SIGNS REFLECTIVE TYPE 2
⌋	SIGNS ON DOUBLE SUPPORT
⌋	SIGNS ON SINGLE SUPPORT
⌋	SIGNS ON SIGNAL

PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

PERMANENT SIGNING

SHEET

38

E

FILE NAME : \\RHIRTOP\PLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 04

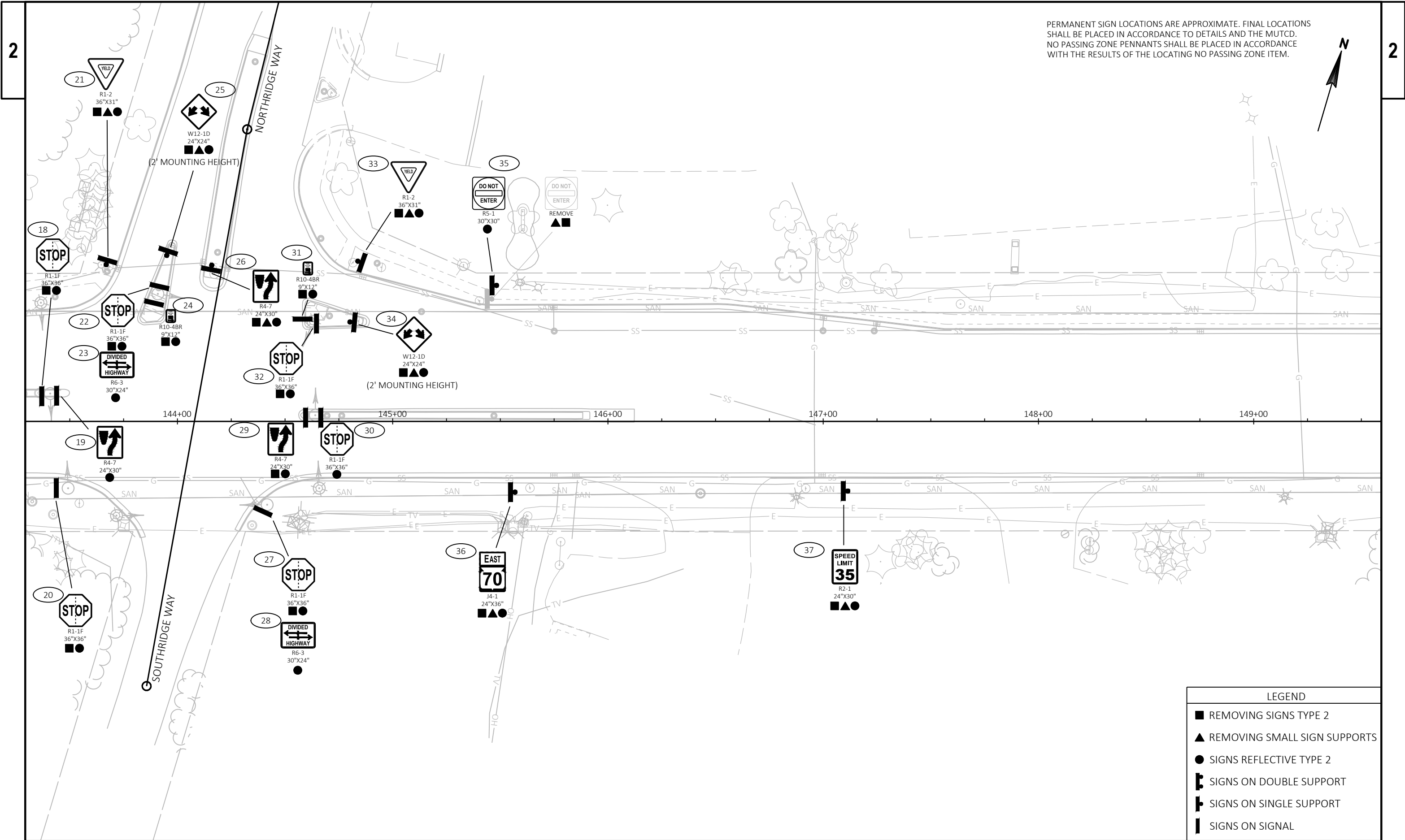
PLOT DATE : 1/27/2021 5:30 PM

PLOT BY : HOLQUIST, ADAM D

PLOT NAME :

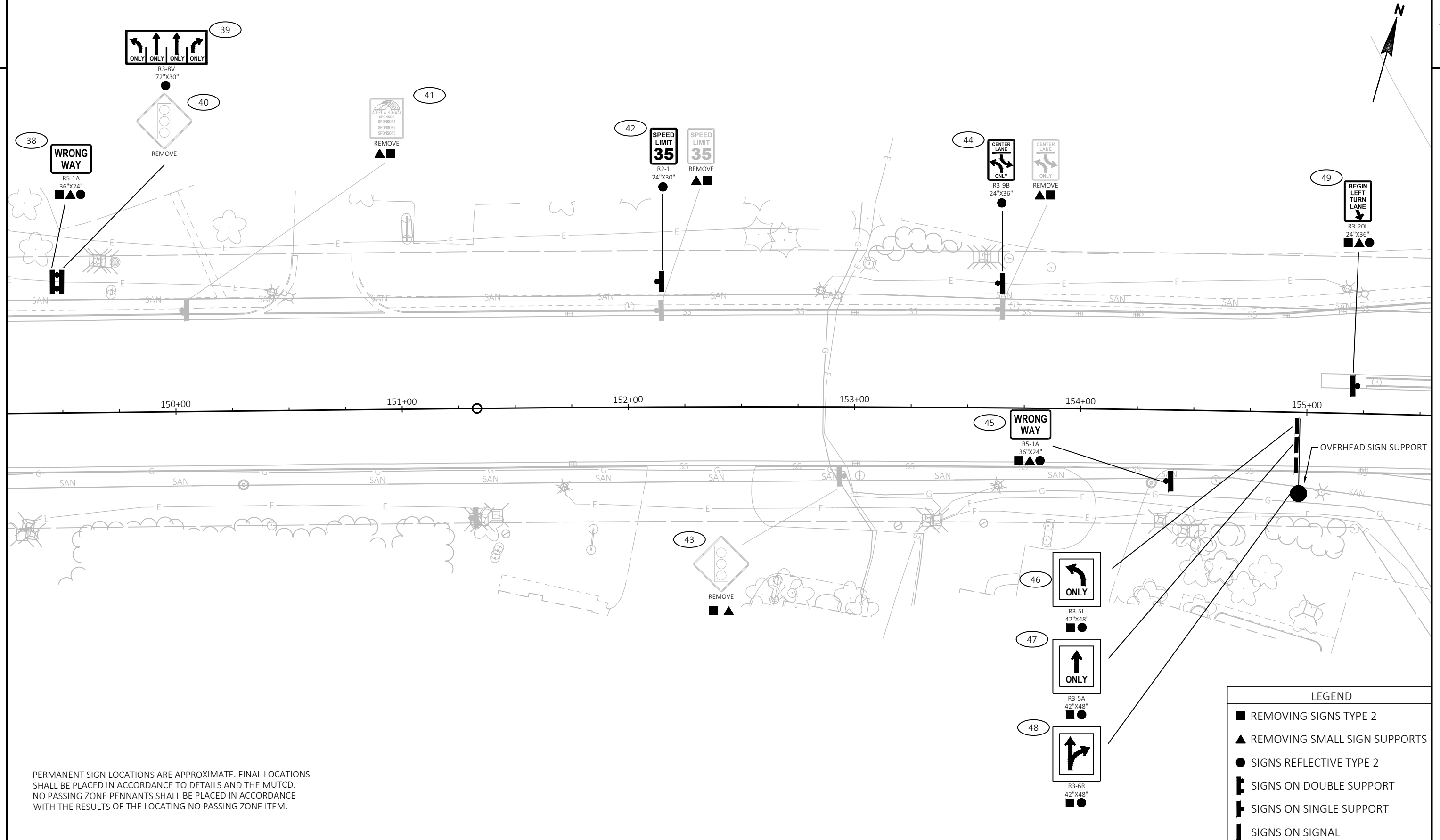
PLOT SCALE : 1 IN=40 FT

WISDOT/CADD5 SHEET 42



PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

LEGEND	
■	REMOVING SIGNS TYPE 2
▲	REMOVING SMALL SIGN SUPPORTS
●	SIGNS REFLECTIVE TYPE 2
⏏	SIGNS ON DOUBLE SUPPORT
⏏	SIGNS ON SINGLE SUPPORT
⏏	SIGNS ON SIGNAL



PROJECT NO: 9070-05-73

HWY: STH 70

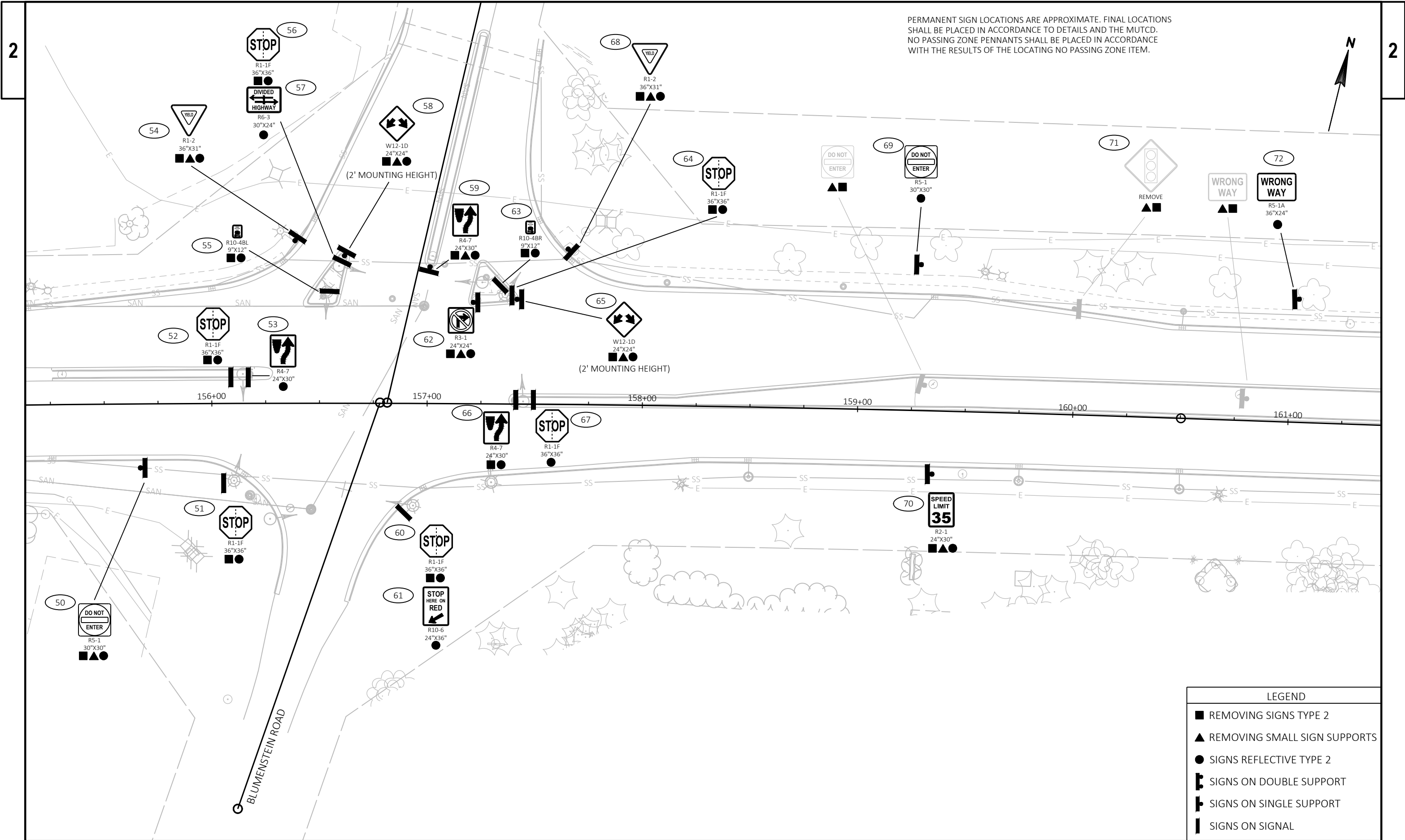
COUNTY: ONEIDA

PERMANENT SIGNING

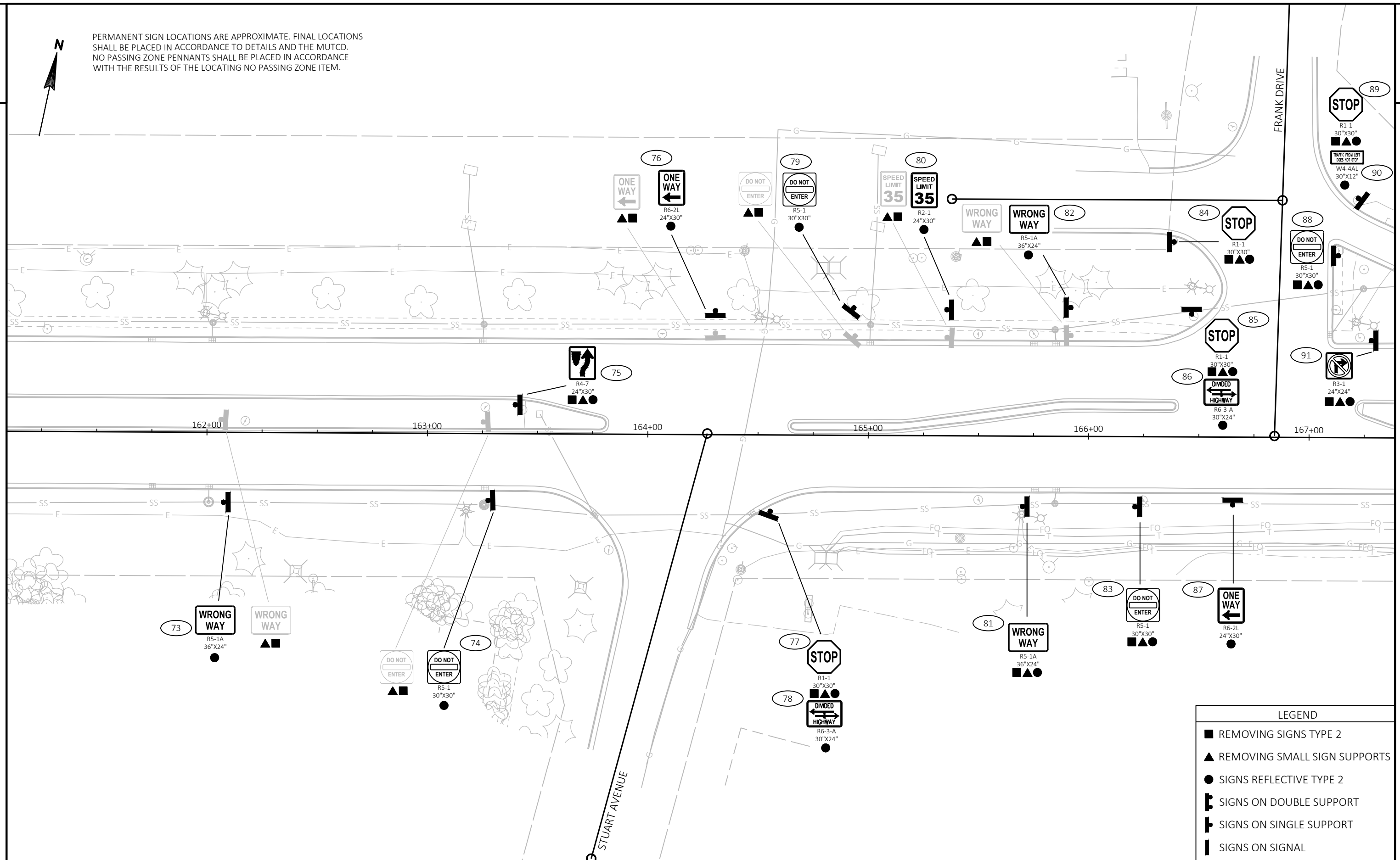
SHEET

40

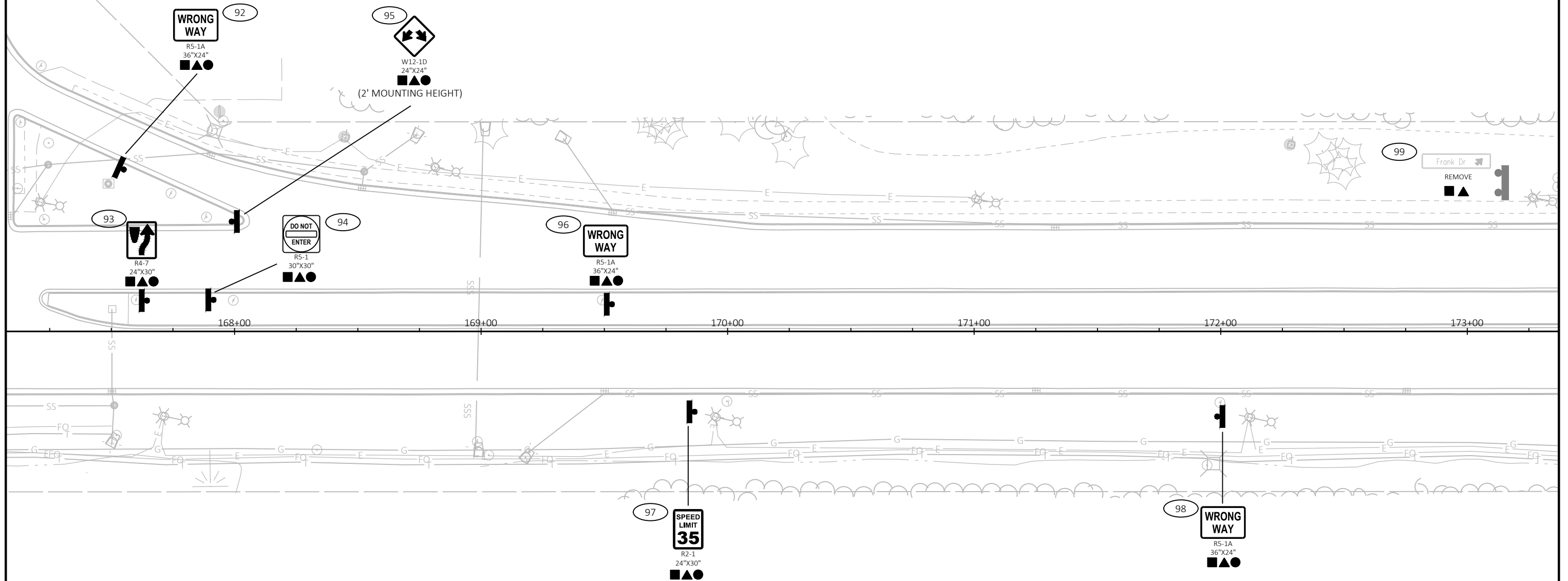
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PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



LEGEND

- REMOVING SIGNS TYPE 2
- ▲ REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE 2
- ⌋ SIGNS ON DOUBLE SUPPORT
- ⌋ SIGNS ON SINGLE SUPPORT
- ⌋ SIGNS ON SIGNAL

PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

PERMANENT SIGNING

SHEET

43

E

FILE NAME : \\RHIRTOPFLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 09

PLOT DATE : 1/27/2021 5:30 PM

PLOT BY : HOLQUIST, ADAM D

PLOT NAME :

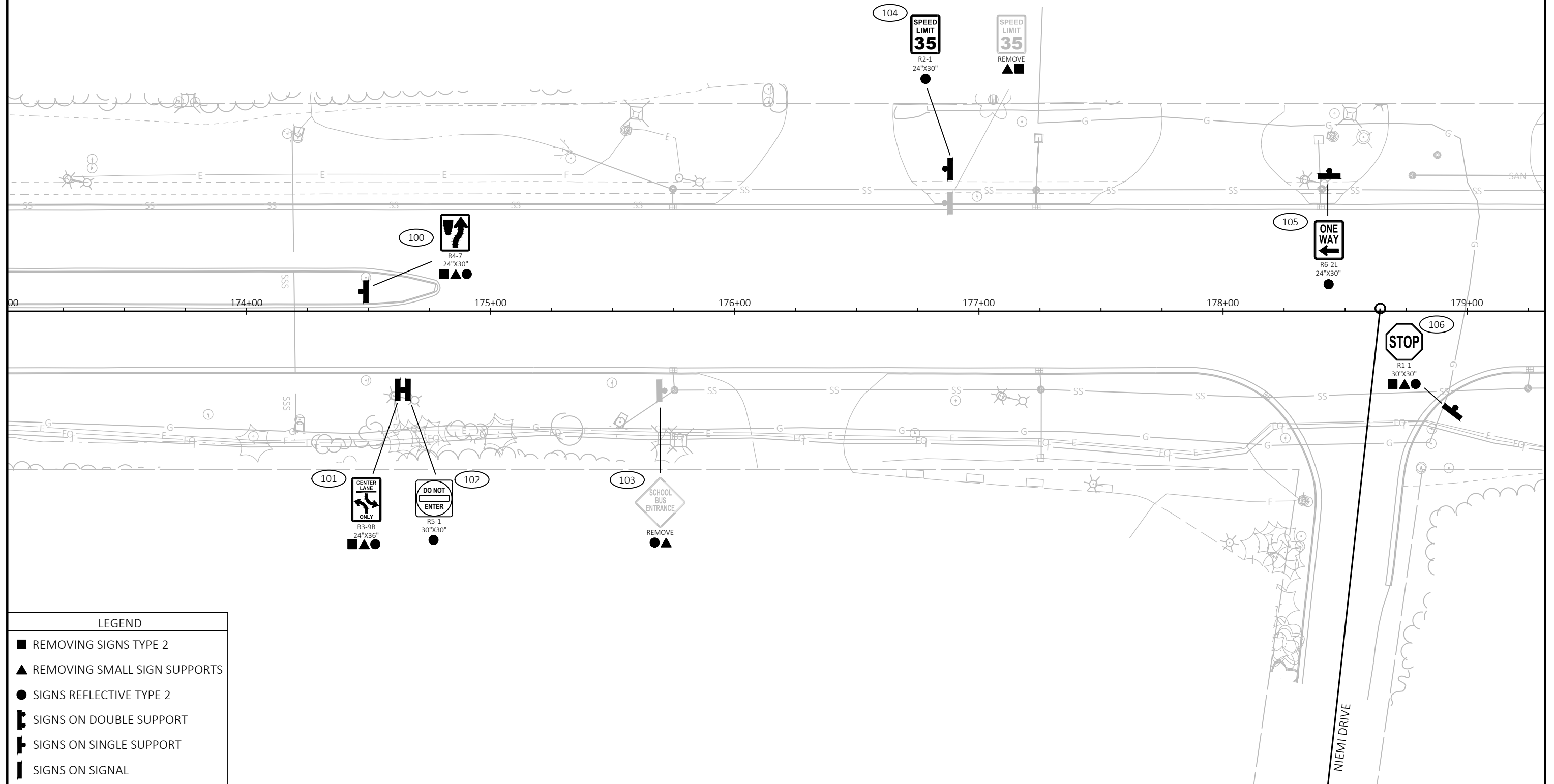
PLOT SCALE : 1 IN=40 FT

WISDOT/CADDs SHEET 42

2

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

2



LEGEND

- REMOVING SIGNS TYPE 2
- ▲ REMOVING SMALL SIGN SUPPORTS
- SIGNS REFLECTIVE TYPE 2
- ⌋ SIGNS ON DOUBLE SUPPORT
- ⌋ SIGNS ON SINGLE SUPPORT
- ⌋ SIGNS ON SIGNAL

PROJECT NO:	9070-05-73
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HWY: STH 70

COUNTY: ONEIDA

PERMANENT SIGNING

SHEET

14

1

FILE NAME : \\RHIRTOPFLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETSPLAN\023201-PS.DWG
LAYOUT NAME - 10

PLOT DATE : 1/27/2021 5:30 PM

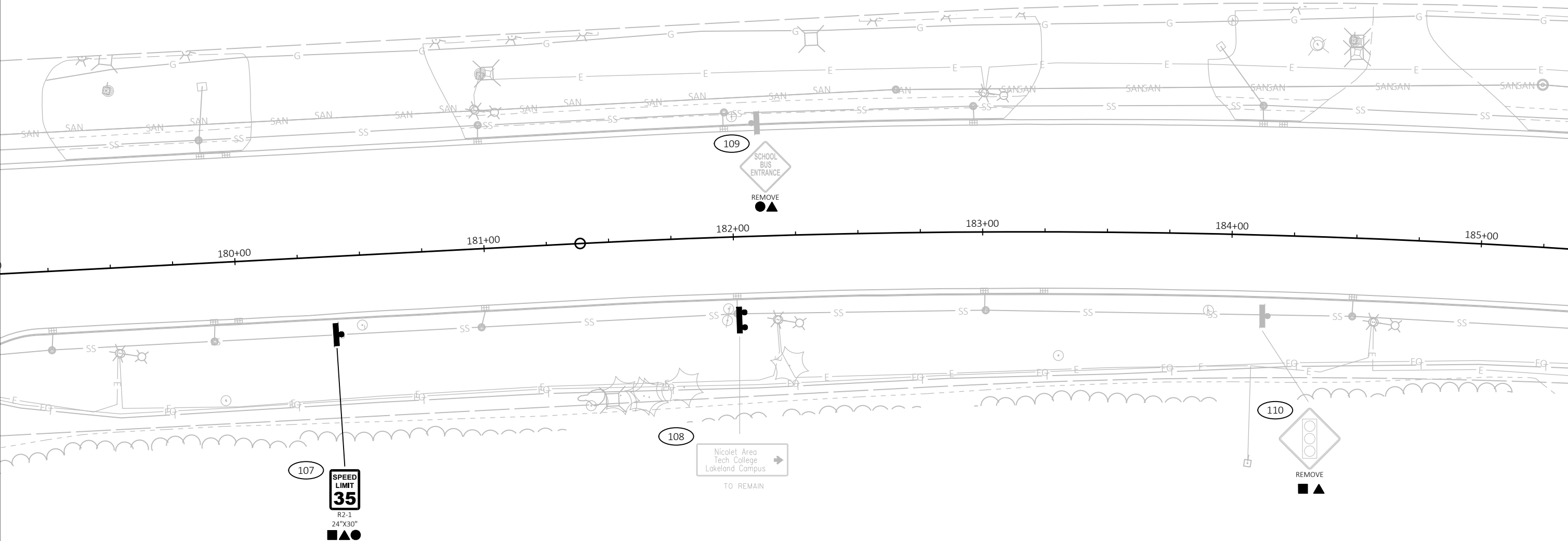
PLOT BY : HOLQUIST, ADAM D

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

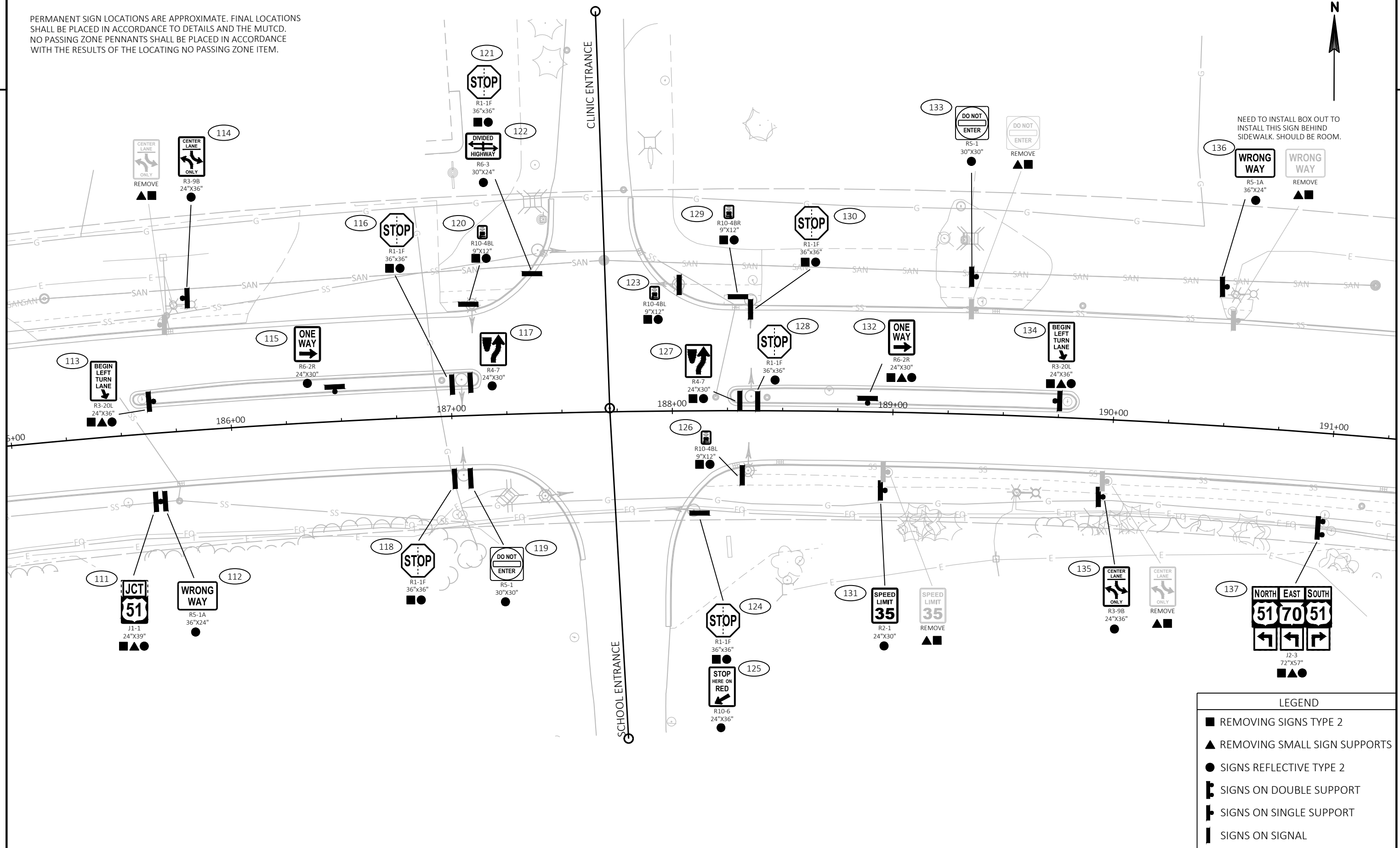
WISDOT/CADDS SHEET 42

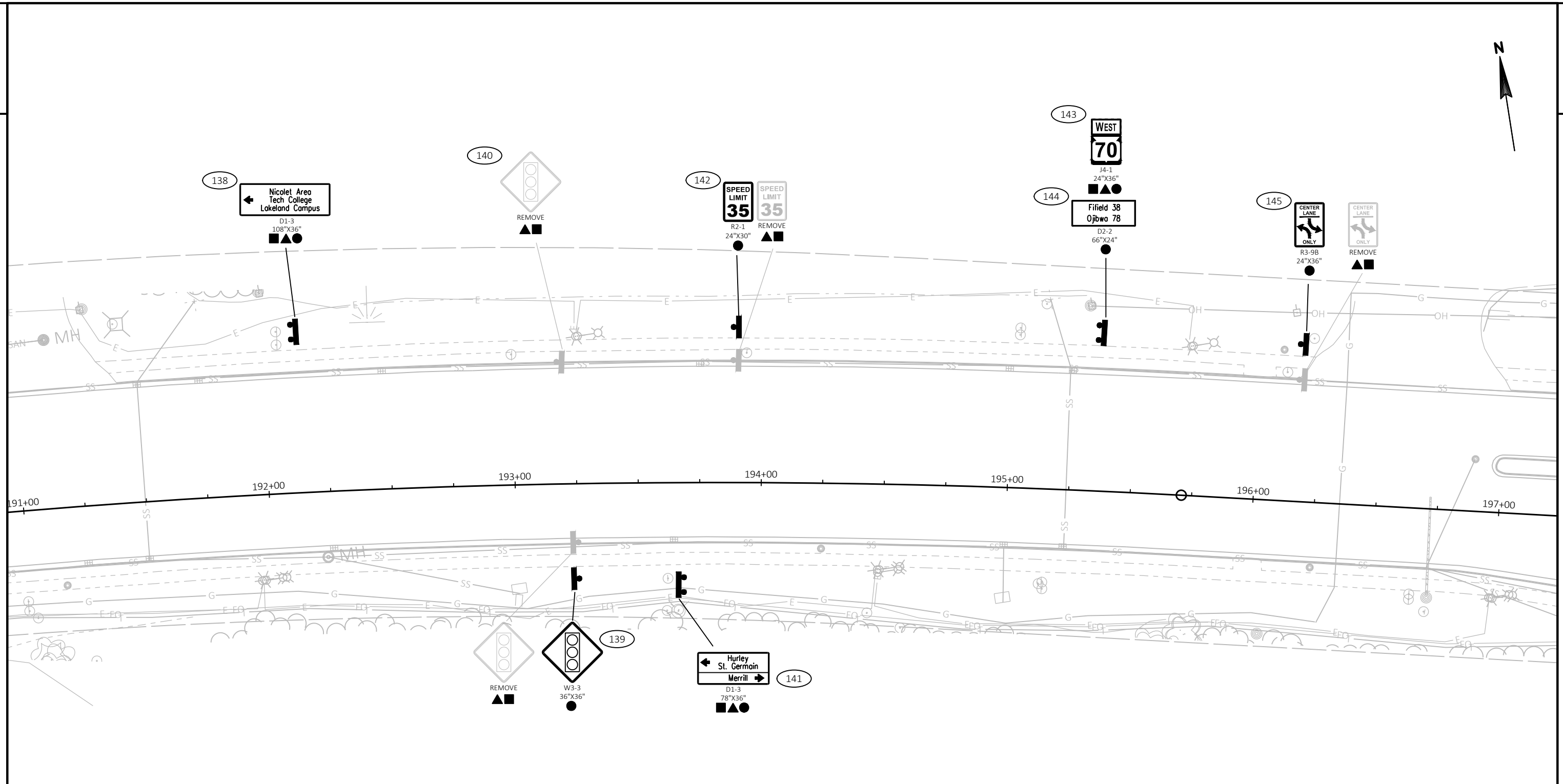
PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.



LEGEND	
■	REMOVING SIGNS TYPE 2
▲	REMOVING SMALL SIGN SUPPORTS
●	SIGNS REFLECTIVE TYPE 2
⌋	SIGNS ON DOUBLE SUPPORT
⌋	SIGNS ON SINGLE SUPPORT
⌋	SIGNS ON SIGNAL

PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

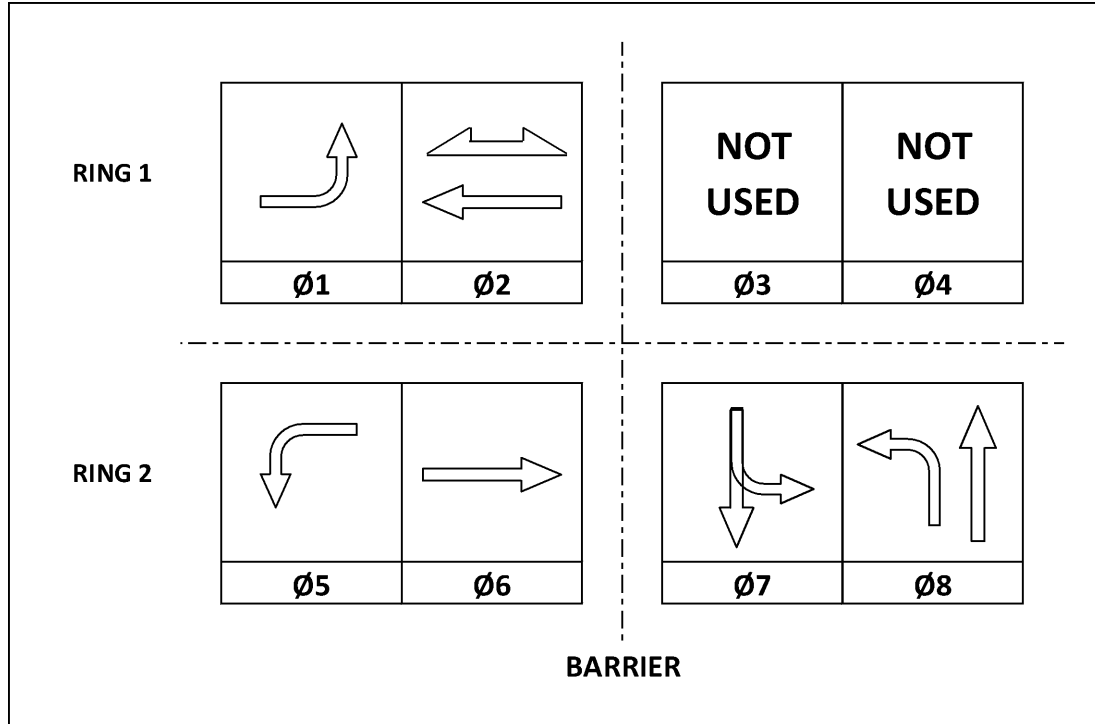




PERMANENT SIGN LOCATIONS ARE APPROXIMATE. FINAL LOCATIONS SHALL BE PLACED IN ACCORDANCE TO DETAILS AND THE MUTCD. NO PASSING ZONE PENNANTS SHALL BE PLACED IN ACCORDANCE WITH THE RESULTS OF THE LOCATING NO PASSING ZONE ITEM.

LEGEND	
■	REMOVING SIGNS TYPE 2
▲	REMOVING SMALL SIGN SUPPORTS
●	SIGNS REFLECTIVE TYPE 2
⌋	SIGNS ON DOUBLE SUPPORT
⌋	SIGNS ON SINGLE SUPPORT
	SIGNS ON SIGNAL

	HEAD NUMBERS	F L A S H
Ø1	1A, 1B	-
Ø2	2A, 2B, 5A, 5B	R
Ø3		
Ø4		
Ø5	5A, 5B	-
Ø6	6A, 6B, 1A, 1B	R
Ø7	7A, 7B, 7C	R
Ø8	8A, 8B, 8C	R
Ø2P	2-1 , 2-2	-
Ø4P		
Ø6P		
Ø8P		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4				
5		2		X
6	X	2	MIN	X
7				X
8				X

OVERLAPS		
O.L.	"A"	NONE
O.L.	"B"	NONE
O.L.	"C"	NONE
O.L.	"D"	NONE

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM (TO CENTRACS)	X
PHONE	

TYPE OF LIGHTING	
BY OTHER AGENCY	
* IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

* WISDOT OWNS AND OPERATES THE LIGHTING
UNITS ON THE SIGNAL MAST ARMS

GENERAL NOTES:

- ANY ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
- WHEN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING CONCURRENTLY WITHOUT A CLEARANCE INTERVAL.
- WHEN OPPOSING THROUGH PHASES ARE TIMING CONCURRENTLY, THEY SHALL TERMINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT

TRAFFIC CONTROL SIGNAL STH 70 AND NORTHDRIDGE WAY TOWN OF MINOCQUA ONEIDA COUNTY	
SIGNAL NO. S43-1281 (REV#1)	
REGION CONTACT: RON JOHNSON DESIGNED BY: REVISED BY: RON JOHNSON	PAGE 2 OF 2

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	61 / 62	12 / 13	21 / 22	52 / 53	71	74 / 75	81 / 82	
CALLED PHASE	6	1	2	5		7	8	
CALL OPTION	X	X	X	X		X	X	
DELAY TIME							3.0	
EXTENTION OPTION	X	X	X	X	X	X	X	
EXTEND TIME	5.0	2.0	5.0	2.0	2.0	2.0	3.0	
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								
STRETCH TIME					1.0			
LOOP SIZE (FTxFT)	(2) 6x6	(2) 6x6	(2) 6x6	(2) 6x6	6x6	(2) 6x6	(2) 6x6	
NUMBER TURNS	4	3	4	3	3	3	3	

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)		14/15		54/55	72/73		83/84	
CALLED PHASE		1		5	7		8	
CALL OPTION		X		X	X		X	
DELAY TIME							5.0	
EXTENTION OPTION		X		X	X		X	
EXTEND TIME		2.0		2.0	2.0		3.0	
USE ADDED INITIAL								
CROSS SWITCH PHASE								
STRETCH TIME								
LOOP SIZE (FTxFT)		(2) 6x6		(2) 6x6	(2) 6x6		(2) 6x6	
NUMBER TURNS		3		3	3		3	

19	17	23	21	27	25	31	29

20	18	24	22	28	26	32	30

DETECTOR INPUT
PLAN LOOP DETECTOR*(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENTION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE
STRETCH TIME
LOOP SIZE (FTxFT)
NUMBER TURNS

DETECTOR INPUT
PLAN LOOP DETECTOR*(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENTION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE
STRETCH TIME
LOOP SIZE (FTxFT)
NUMBER TURNS

PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

SEQUENCE OF OPERATIONS

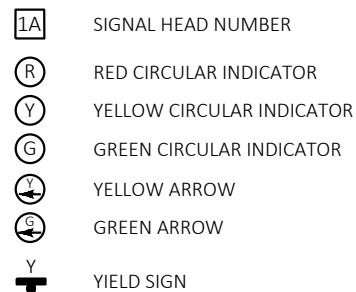
SHEET

49

E

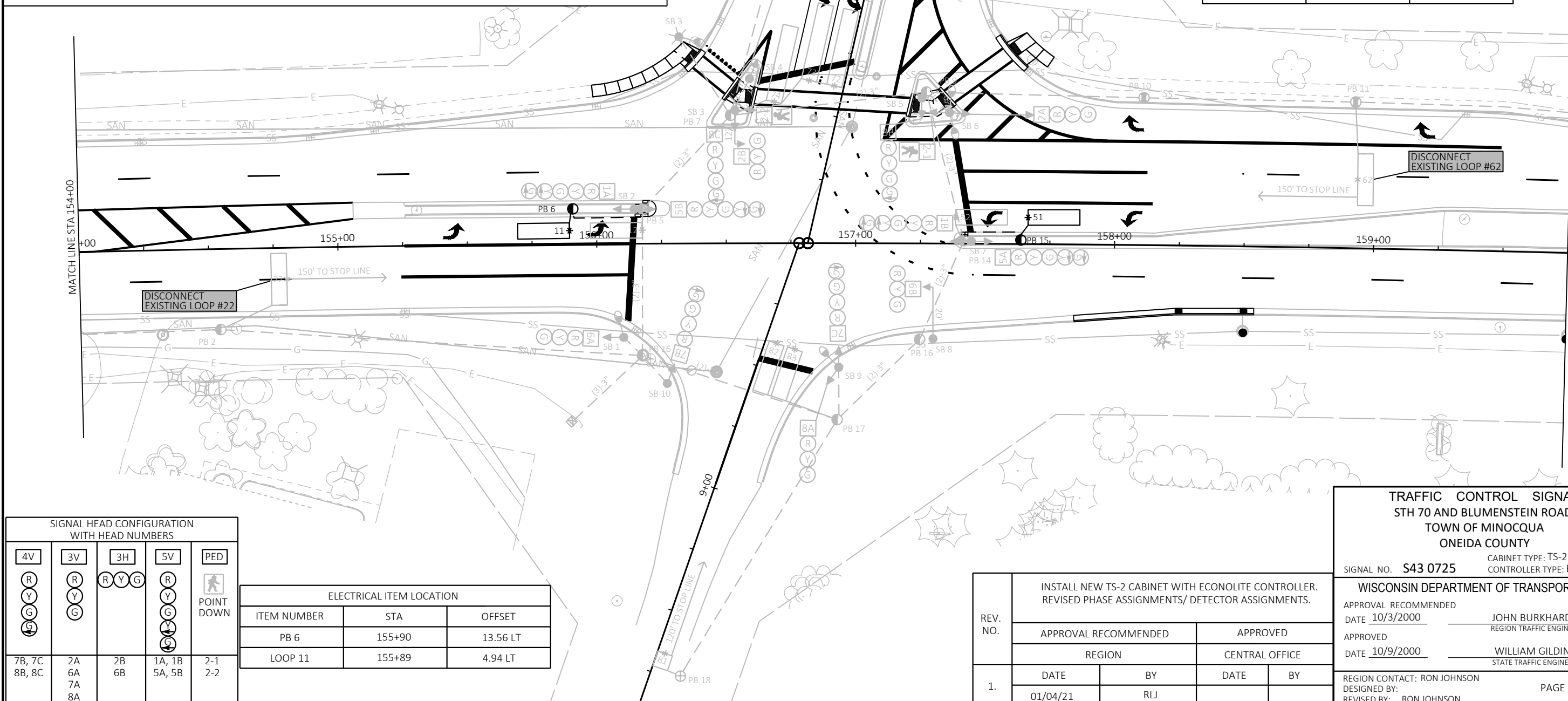
CONSTRUCTION NOTES:

1. INSTALL NEW LOOP DETECTORS AS IDENTIFIED ON THE PLAN. LOCATION IS TO FRONT CENTER OF THE DETECTOR LOOP. LOOP SHALL BE CENTERED IN TRAFFIC LANE. INSTALL LOOPS IN AGGREGATE BASE COURSE. DISTANCE BETWEEN MULTIPLE STOP BAR LOOPS SHALL BE 8 FEET.
2. INSTALL NEW PULLBOXES (PB 3, PB 6, PB 12 AND PB 15.) AS IDENTIFIED ON THE PLAN. CONTRACTOR SHALL HAVE THE PULLBOXES INSPECTED BEFORE PULLING SIGNAL WIRE INTO THE SYSTEM.
3. EACH NEW LOOP DETECTOR SHALL HAVE A SEPARATE LEAD-IN CABLE TO THE CONTROL CABINET.
4. LOCATIONS OF EXISTING UTILITY INSTALLATIONS AND STRUCTURES ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS OR STRUCTURES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
5. INSTALL FOLDING STOP SIGNS ON FOLLOWING SIGNAL POLES: SB1, SB2, SB4, SB6, SB7, SB9
6. SIGNAL PLAN REVISION FOR INSTALLATION OF NEW TS-2 CABINET (REORIENTED PHASING TO STATE STANDARD AND TO BE CONSISTENT ALONG CORRIDOR. REVISED ALL SIGNAL HEAD NUMBERS / LOOP DETECTOR PHASE ASSIGNMENTS FOR CONSISTENCY AND STANDARD).



NOTE: ALL LENSES ARE 12-INCH LED
GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS PROPOSED

ELECTRICAL ITEM LOCATION		
ITEM NUMBER	STA	OFFSET
PB 15	157+66	1.50 LT
LOOP 51	157+67	10.25 LT

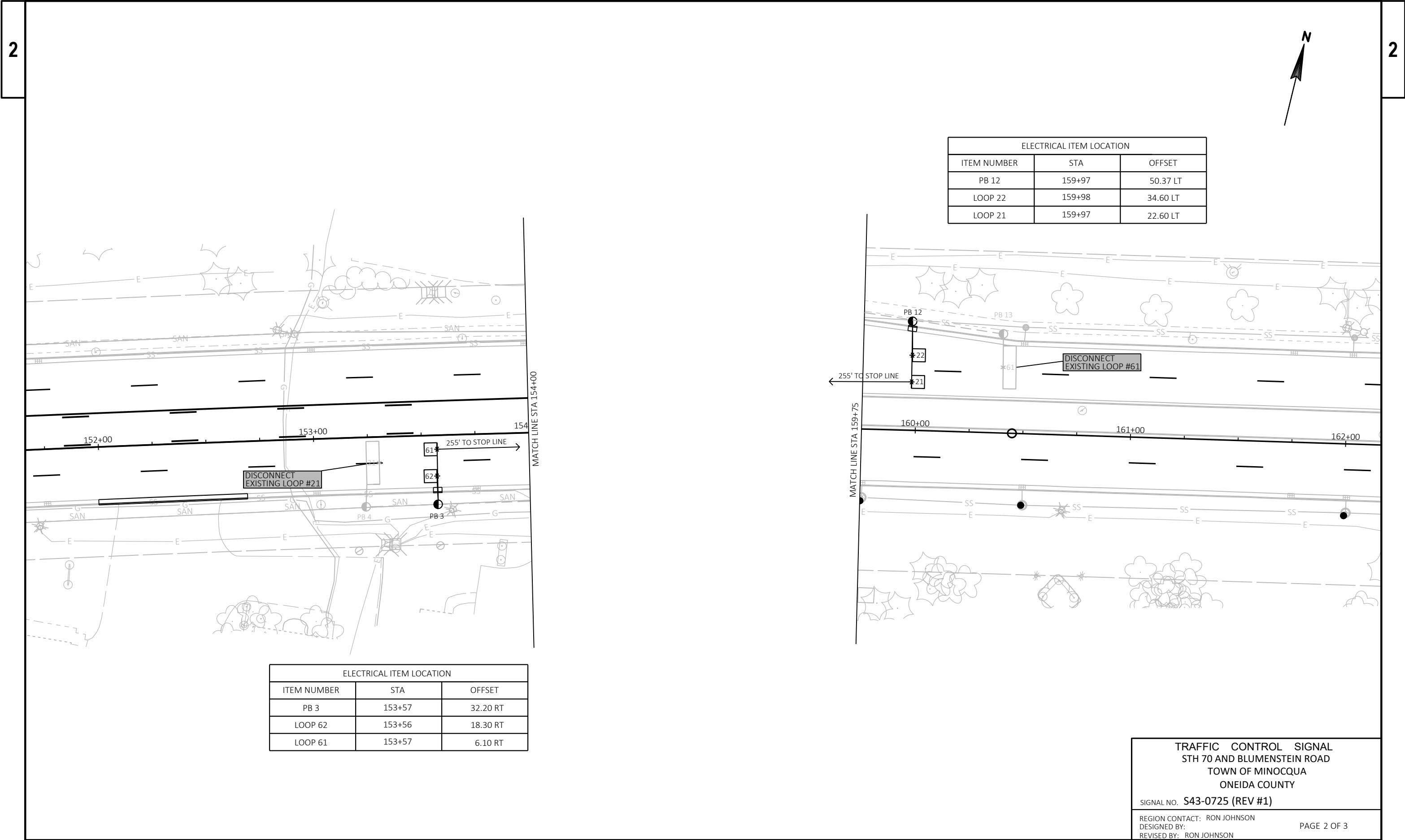


SIGNAL HEAD CONFIGURATION WITH HEAD NUMBERS				
4V    	3V   	3H   	5V     	PED  POINT DOWN
7B, 7C 8B, 8C	2A 6A 7A 8A	2B 6B	1A, 1B 5A, 5B	2-1 2-2

ELECTRICAL ITEM LOCATION		
ITEM NUMBER	STA	OFFSET
PB 6	155+90	13.56 LT
LOOP 11	155+89	4.94 LT

REV. NO.	INSTALL NEW TS-2 CABINET WITH ECONOLITE CONTROLLER. REVISED PHASE ASSIGNMENTS/ DETECTOR ASSIGNMENTS.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
1.	DATE	BY	DATE	BY
	01/04/21	RLJ		

TRAFFIC CONTROL SIGNAL	
STH 70 AND BLUMENSTEIN ROAD	
TOWN OF MINOCQUA	
ONEIDA COUNTY	
SIGNAL NO. S43 0725	CABINET TYPE: TS-2 CONTROLLER TYPE: ECONOLITE
WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVAL RECOMMENDED	
DATE <u>10/3/2000</u>	<u>JOHN BURKHARDT</u> REGION TRAFFIC ENGINEER
APPROVED	
DATE <u>10/9/2000</u>	<u>WILLIAM GILDING</u> STATE TRAFFIC ENGINEER
REGION CONTACT: RON JOHNSON	
DESIGNED BY:	
REVISED BY: RON JOHNSON	



ELECTRICAL ITEM LOCATION		
ITEM NUMBER	STA	OFFSET
PB 3	153+57	32.20 RT
LOOP 62	153+56	18.30 RT
LOOP 61	153+57	6.10 RT

ELECTRICAL ITEM LOCATION		
ITEM NUMBER	STA	OFFSET
PB 12	159+97	50.37 LT
LOOP 22	159+98	34.60 LT
LOOP 21	159+97	22.60 LT

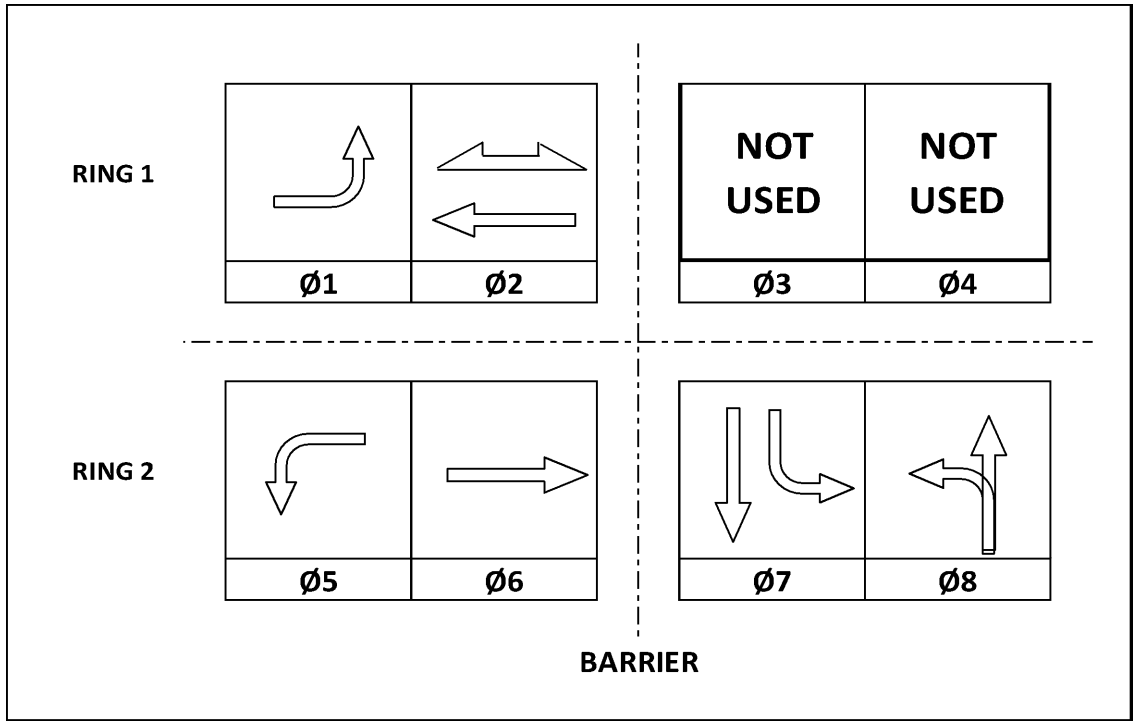
TRAFFIC CONTROL SIGNAL
STH 70 AND BLUMENSTEIN ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S43-0725 (REV #1)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: RON JOHNSON

PAGE 2 OF 3

	HEAD NUMBERS	FLASH
Ø1	1A, 1B	-
Ø2	2A, 2B, 5A, 5B	R
Ø3		
Ø4		
Ø5	5A, 5B	
Ø6	6A, 6B, 1A, 1B	R
Ø7	7A, 7B, 7C	R
Ø8	8A, 8B, 8C	R
Ø2P	2-1, 2-2	
Ø4P		
Ø6P		
Ø8P		



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4				
5		2		
6	X	2	MIN	X
7				X
8				X

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM (TO CENTRACS)	X
PHONE	

TYPE OF LIGHTING	
BY OTHER AGENCY	
* IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

* WISDOT OWNS AND OPERATES THE LIGHTING UNITS ON THE SIGNAL MAST ARMS

GENERAL NOTES:

1. PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
2. IF ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING PRESENTLY WITHOUT A CLEARANCE INTERVAL.
3. IF OPPOSING THROUGH PHASES ARE TIMING CONCURRENTLY, THEY SHALL BE TIMED TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	61	11	21	51	71	73	81	83
CALLED PHASE	6	1	2	5		7		8
CALL OPTION	X	X	X	X		X		X
DELAY TIME								5.0
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME	5.0	2.0	5.0	2.0	2.0	2.0	2.0	2.0
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								
STRETCH TIME					1.0		1.5	
LOOP SIZE (FTxFT)	6x6	6x20	6x6	6x20	6x20	6x30	6x6	6x20
NUMBER TURNS	4	3	4	3	3	3	3	3

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	62	12	22	52	72	74	82	
CALLED PHASE	6	1	2	5	7	7	8	
CALL OPTION	X	X	X	X	X	X	X	
DELAY TIME							5.0	
EXTENTION OPTION	X	X	X	X	X	X	X	
EXTEND TIME	5.0	2.0	5.0	2.0	2.0	2.0	2.0	
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								
STRETCH TIME								
LOOP SIZE (FTxFT)	6x6	6x20	6x6	6x20	6x30	6x30	6x20	
NUMBER TURNS	4	3	4	3	3	3	3	

19	17	23	21	27	25	31	29

DETECTOR INPUT
PLAN LOOP DETECTOR*(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENTION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE
STRETCH TIME
LOOP SIZE (FTxFT)
NUMBER TURNS

20	18	24	22	28	26	32	30

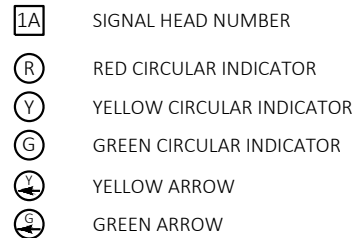
DETECTOR INPUT
PLAN LOOP DETECTOR*(S)
CALLED PHASE
CALL OPTION
DELAY TIME
EXTENTION OPTION
EXTEND TIME
USE ADDED INITIAL
CROSS SWITCH PHASE
STRETCH TIME
LOOP SIZE (FTxFT)
NUMBER TURNS

TRAFFIC CONTROL SIGNAL
STH 70 AND BLUMENSTEIN ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S43- 0725 (REV #1)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: RON JOHNSON

PAGE 3 OF 3



2 |

- LEGEND:**

 - (XX) SIGNAL HEAD, TROMBONE AREA, TRANSFORMER BASE
 - PUSH BUTTON
 - LUMINAIRE, TRAFFIC POLE, TRANSFORMER BASE
 - LOOP DETECTOR IN 1" NONMETALLIC CONDUIT
 - PULL BOX, STEEL, 24" X 36"
 - PULL BOX, STEEL, 12" X 24"
 - GREEN CIRCULAR INDICATOR
 - YELLOW ARROW
 - GREEN ARROW

NOTE: ALL LENSES ARE 12-INCH LED
GRAYSHADE REPRESENTS EXISTING
BOLD REPRESENTS PROPOSED

TRAFFIC CONTROL SIGNAL
STH 70 AND BLUMENSTEIN ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

ELECTRICAL ITEM LOCATION

ITEM NUMBER	STA	OFFSET
PB 9A	186+77	14.51 LT
LOOP 11	186+77	4.95 LT

SIGNAL HEAD CONFIGURATION WITH HEAD NUMBERS

3V	3H	5V	PED
(R) (Y) (G)	(R) (Y) (G)	(R) (Y) (G)	POINT DOWN
2A 4A 6A 8A, 8C	2B 4B 6B 8B	1A, 1B 5A, 5B	2-1 2-2 8-1 8-C

ELECTRICAL ITEM LOCATION

ITEM NUMBER	STA	OFFSET
PB 5A	188+63	4.36 LT
LOOP 51	188+63	14.80 LT

TRAFFIC CONTROL SIGNAL
STH 70 AND BLUMENSTEIN ROAD
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S43 0792
CABINET TYPE: TS-2
CONTROLLER TYPE: ECONOLITE

WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVAL RECOMMENDED
 DATE 10/3/2000
 APPROVED
 DATE 10/9/2000

JOHN BURKHARDT
 REGION TRAFFIC ENGINEER

WILLIAM GILDING
 STATE TRAFFIC ENGINEER

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: RON JOHNSON

APPROVAL RECOMMENDED
APPROVED
REGION
CENTRAL OFFICE

DATE
BY
DATE
BY

1.

INSTALL NEW TS-2 CABINET WITH ECONOLITE CONTROLLER. REVISED PHASE ASSIGNMENTS/ DETECTOR ASSIGNMENTS.

REV. NO.

1.

INSTALL FOLDING STOP SIGNS ON FOLLOWING SIGNAL POLES: SB1, SB2, SB4, SB6, SB7, SB9
SIGNAL PLAN REVISION FOR INSTALLATION OF NEW TS-2 CABINET (REORIENTED PHASING TO STATE STANDARD AND TO BE CONSISTENT ALONG CORRIDOR. REVISED ALL SIGNAL HEAD NUMBERS / LOOP DETECTOR PHASE ASSIGNMENTS FOR CONSISTENCY AND STANDARD).

SIGNAL HEAD CONFIGURATION WITH HEAD NUMBERS			
3V R Y G	3H R Y G	5V R Y G Y G	PED  POINT DOWN
2A 4A 6A 8A, 8C	2B 4B 6B 8B	1A, 1B 5A, 5B	2-1 2-2 8-1 8-C

REV. NO.	INSTALL NEW TS-2 CABINET WITH ECONOLITE CONTROLLER. REVISED PHASE ASSIGNMENTS/ DETECTOR ASSIGNMENTS.			
	APPROVAL RECOMMENDED		APPROVED	
	REGION		CENTRAL OFFICE	
1.	DATE	BY	DATE	BY
	01/04/21	RLJ		

PROJECT NO: 9070-05-73

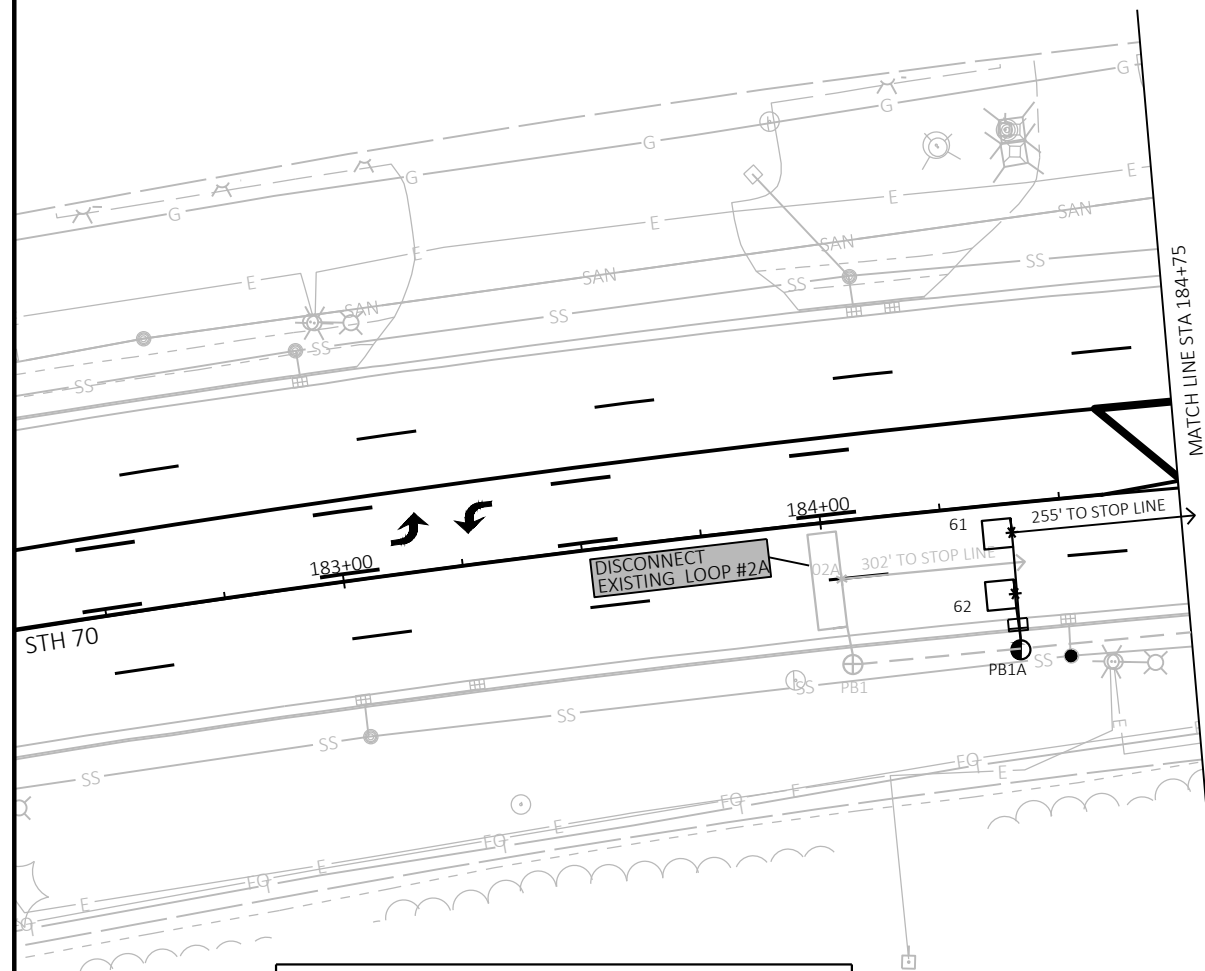
HWY: STH 70

COUNTY: ONEIDA

TRAFFIC SIGNAL PLAN

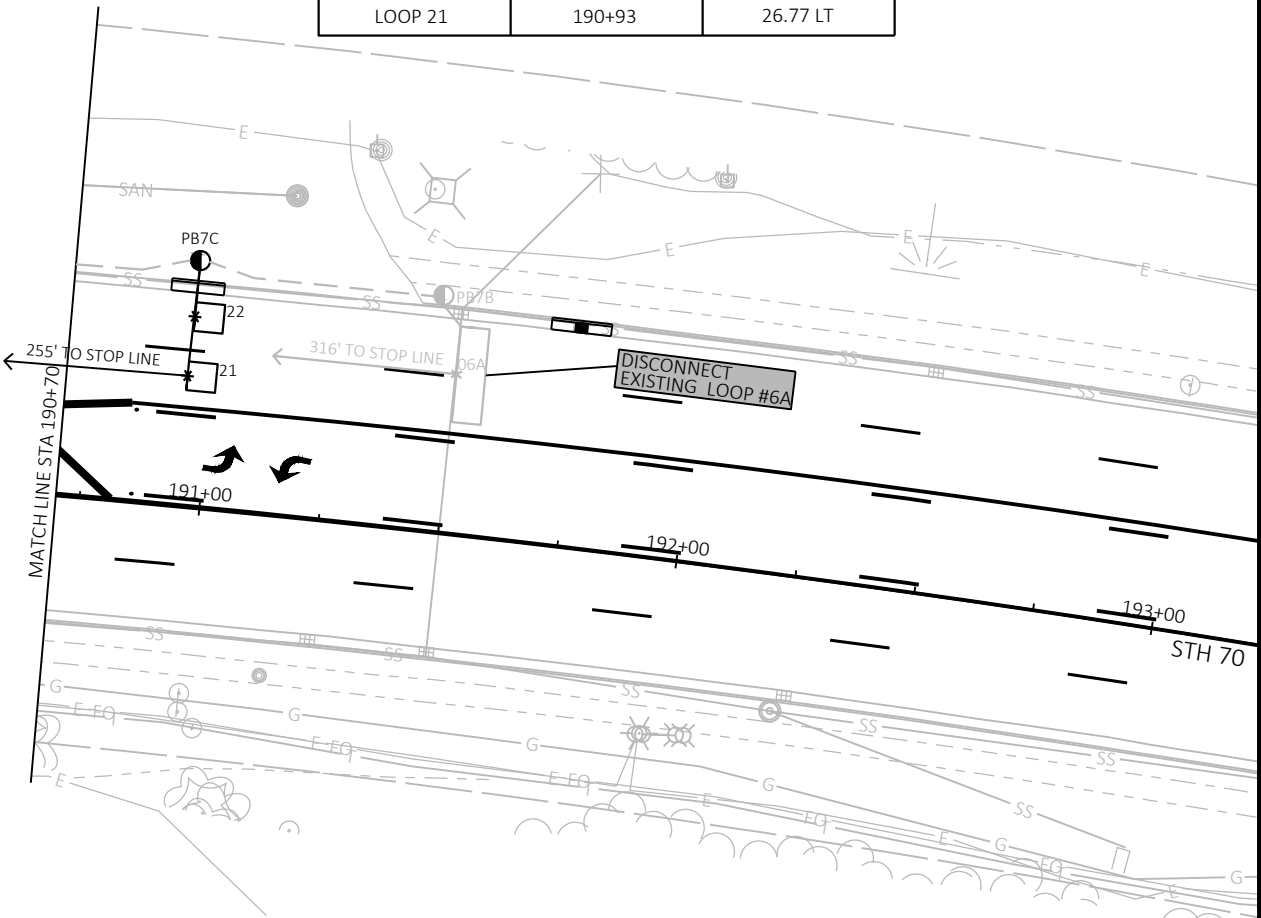
SHEET

53



ELECTRICAL ITEM LOCATION		
ITEM NUMBER	STA	OFFSET
PB 1A	184+45	30.36 RT
LOOP 62	184+45	18.10 RT
LOOP 61	184+45	6.00 RT

ELECTRICAL ITEM LOCATION		
ITEM NUMBER	STA	OFFSET
PB 7C	190+93	51.00 LT
LOOP 22	190+93	38.77 LT
LOOP 21	190+93	26.77 LT



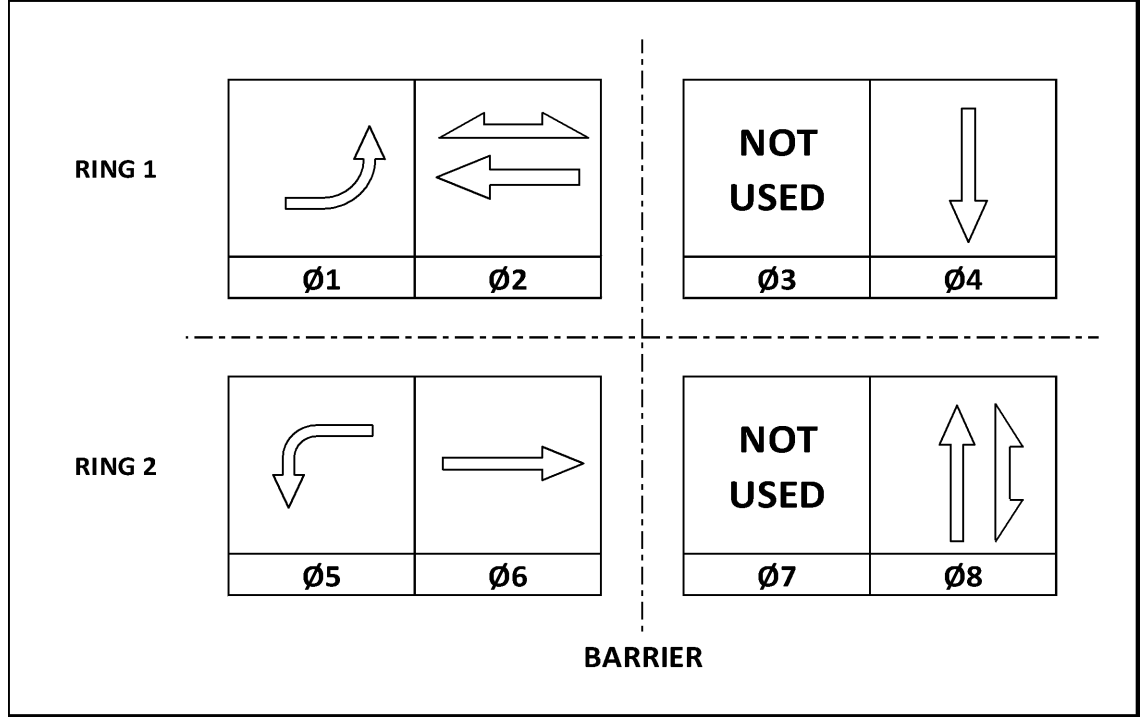
TRAFFIC CONTROL SIGNAL
STH 70 AND LAKELAND HIGH SCHOOL/
MARSHFIELD CLINIC
TOWN OF MINOCQUA
ONEIDA COUNTY

SIGNAL NO. S43-0792 (REV #1)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: RON JOHNSON

PAGE 2 OF 3

	HEAD NUMBERS	FLASH
Ø1	1A, 1B	-
Ø2	2A, 2B, 5A, 5B	R
Ø3		
Ø4	4A, 4B, 4C	R
Ø5	5A, 5B	-
Ø6	6A, 6B, 1A, 1B	R
Ø7		
Ø8	8A, 8B, 8C	R
Ø2P	2-1, 2-2	-
Ø4P		
Ø6P		
Ø8P	8-1, 8-2	R



RING 2

Ø5

Ø6

NOT USED

Ø7

Ø8

BARRIER



CONTROLLER LOGIC

PHASE NUMBER	PHASE LOCKING	DUAL ENTRY W / Ø	PHASE RECALL	PHASE ACTIVE
1		6		X
2	X	6	MIN	X
3				
4		8		X
5		2		X
6	X	2	MIN	X
7				
8		4		X

TYPE OF PRE-EMPT	
NONE	X
RAILROAD	
EMERGENCY VEHICLE	
GTT	
TOMAR	
HARDWIRE	
OTHER	
LIFT BRIDGE	
QUEUE DETECTOR	

TYPE OF INTERCONNECT	
NONE	X
TBC	
CLOSED LOOP TWISTED PAIR	
CLOSED LOOP FIBER OPTIC	
RADIO	

TYPE OF REMOTE COMMUNICATION	
NONE	
FIBER	
CELL MODEM (TO CENTRACS)	X
PHONE	

TYPE OF LIGHTING	
BY OTHER AGENCY	
* IN TRAFFIC SIGNAL CABINET	X
IN SEPARATE DOT LIGHTING CABINET	

* WISDOT OWNS AND OPERATES THE LIGHTING UNITS ON THE SIGNAL MAST ARMS

GENERAL NOTES:

* ACTUATED PHASE FOR WHICH THERE IS NO CALL SHALL BE SKIPPED.
EN ONE PHASE IS ON ALONE, ANY NONCONFLICTING PHASE MAY START TIMING ICURRENTLY WITHOUT A CLEARANCE INTERVAL.
EN OPPOSING THROUGH PHASES ARE TIMING CONCURRENTLY, THEY SHALL MINATE TOGETHER DUE TO PERMISSIVE LEFT TURN CONFLICT

DETECTOR LOGIC

DETECTOR INPUT	3	1	7	5	11	9	15	13
PLAN LOOP DETECTOR*(S)	61	11	21	51	41	42	81	82
CALLED PHASE	6	1	2	5		4		8
CALL OPTION	X	X	X	X		X		X
DELAY TIME								
EXTENTION OPTION	X	X	X	X	X	X	X	X
EXTEND TIME	5.0	2.0	5.0	2.0	2.0	2.0	2.0	2.0
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								
STRETCH TIME					1.0		1	
LOOP SIZE (FTxFT)	6x6	6x20	6x6	6x20	6x6	6x20	6x10	6x20
NUMBER TURNS	4	3	4	3	4	3	3	3

DETECTOR INPUT	4	2	8	6	12	10	16	14
PLAN LOOP DETECTOR*(S)	62	12	22	52		43		83
CALLED PHASE	6	1	2	5		4		8
CALL OPTION	X	X	X	X		X		X
DELAY TIME						5.0		5.0
EXTENTION OPTION	X	X	X	X		X		X
EXTEND TIME	5.0	2.0	5.0	2.0		2.0		2.0
USE ADDED INITIAL	X		X					
CROSS SWITCH PHASE								
STRETCH TIME								
LOOP SIZE (FTxFT)	6x6	6x20	6x6	6x20		6x20		6x20
NUMBER TURNS	4	3	4	3		3		3

19	17	23	21	27	25	31	29

20	18	24	22	28	26	32	30

DETECTOR INPUT	19	17	23	21	27	25	31	29
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
STRETCH TIME								
LOOP SIZE (FTxFT)								
NUMBER TURNS								

DETECTOR INPUT	20	18	24	22	28	26	32	30
PLAN LOOP DETECTOR*(S)								
CALLED PHASE								
CALL OPTION								
DELAY TIME								
EXTENTION OPTION								
EXTEND TIME								
USE ADDED INITIAL								
CROSS SWITCH PHASE								
STRETCH TIME								
LOOP SIZE (FTxFT)								
NUMBER TURNS								

TRAFFIC CONTROL SIGNAL
STH 70 AND LAKELAND HIGH SCHOOL/
MARSHFIELD CLINIC
TOWN OF MINOCQUA
ONEIDA COUNTY

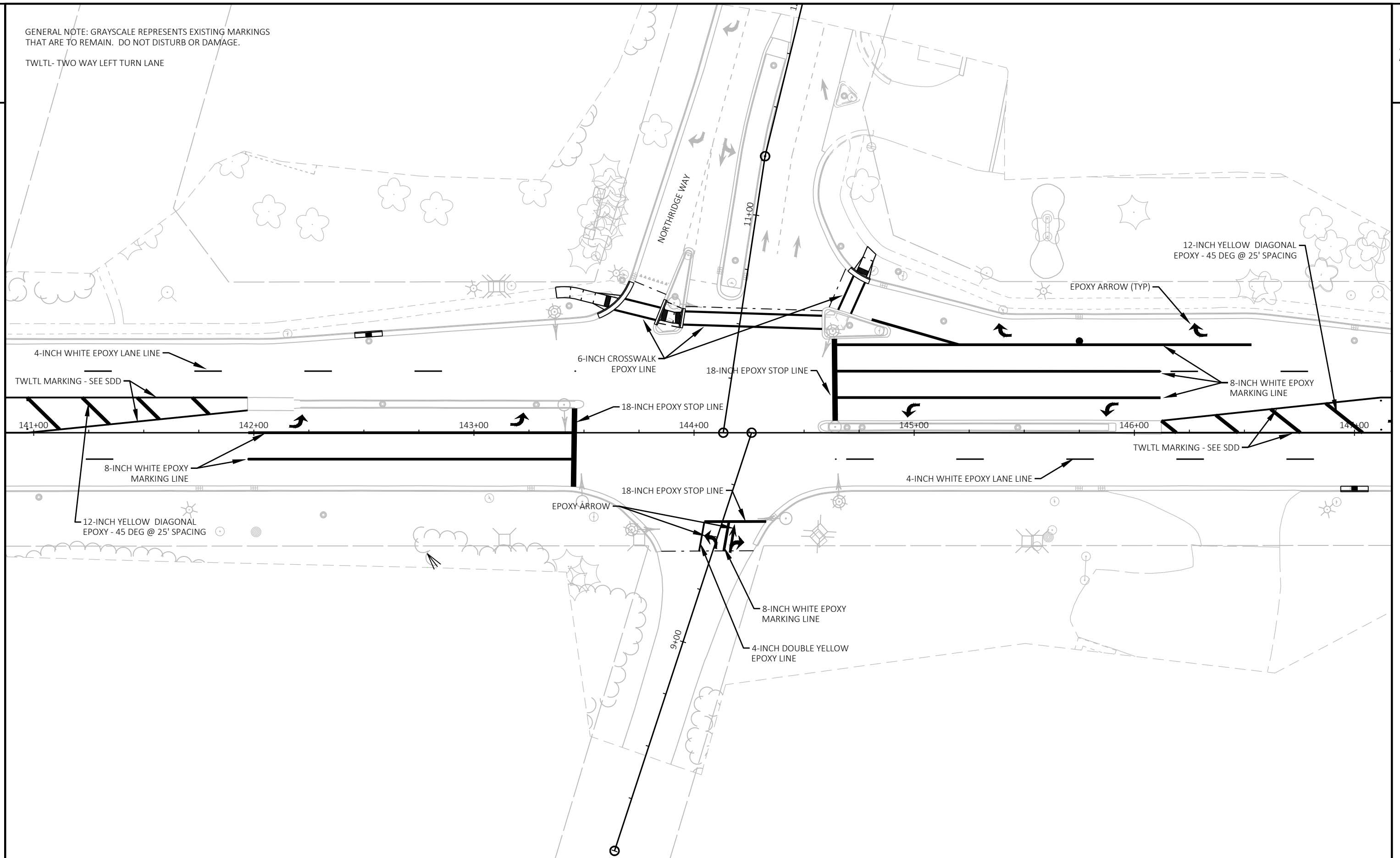
SIGNAL NO. S43-0792 (REV #1)

REGION CONTACT: RON JOHNSON
DESIGNED BY:
REVISED BY: RON JOHNSON

PAGE 3 OF 3

GENERAL NOTE: GRAYSCALE REPRESENTS EXISTING MARKINGS THAT ARE TO REMAIN. DO NOT DISTURB OR DAMAGE.

TWLT- TWO WAY LEFT TURN LANE



PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

INTERSECTION PAVEMENT MARKING

SHEET

56

E

FILE NAME: \\RHIRTOP\FLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETS\PLAN\024501-PM.DWG
LAYOUT NAME - 01

PLOT DATE: 1/27/2021 5:56 PM

PLOT BY: HOLQUIST, ADAM D

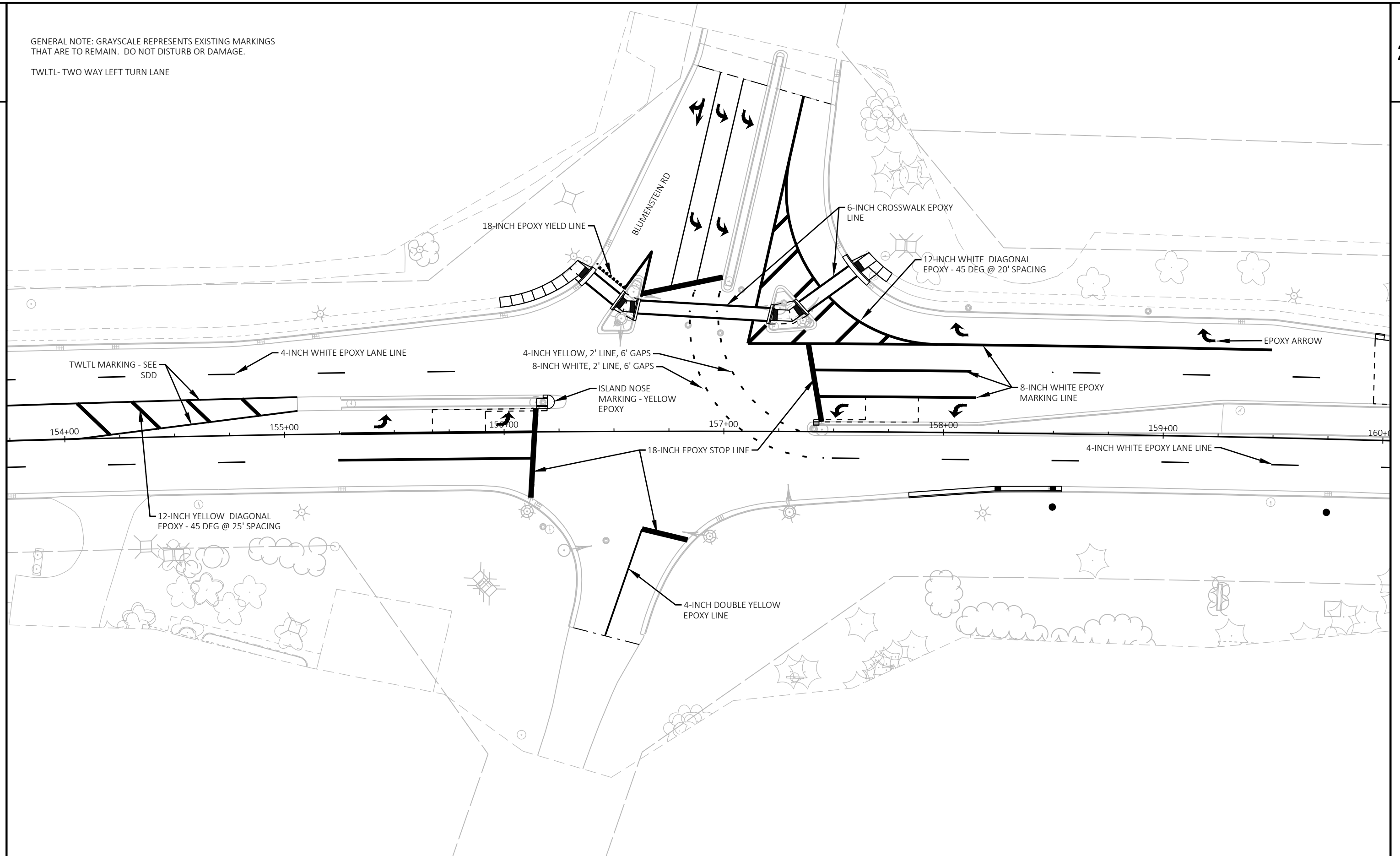
PLOT NAME:

PLOT SCALE: 1 IN=40 FT

WISDOT/CADDs SHEET 42

GENERAL NOTE: GRAYSCALE REPRESENTS EXISTING MARKINGS
THAT ARE TO REMAIN. DO NOT DISTURB OR DAMAGE.

TWLTL- TWO WAY LEFT TURN LANE



PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

INTERSECTION PAVEMENT MARKING

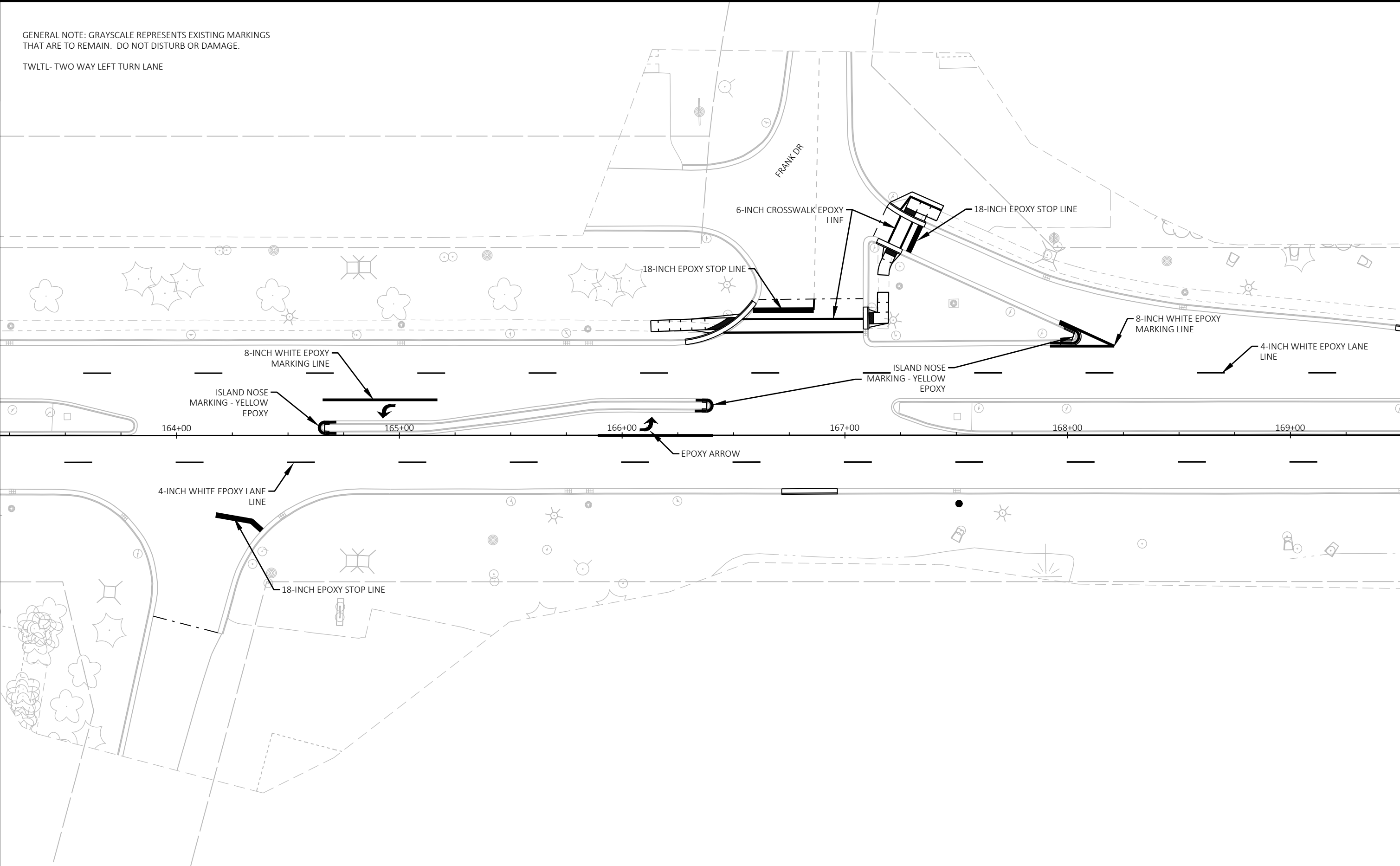
SHEET

57

E

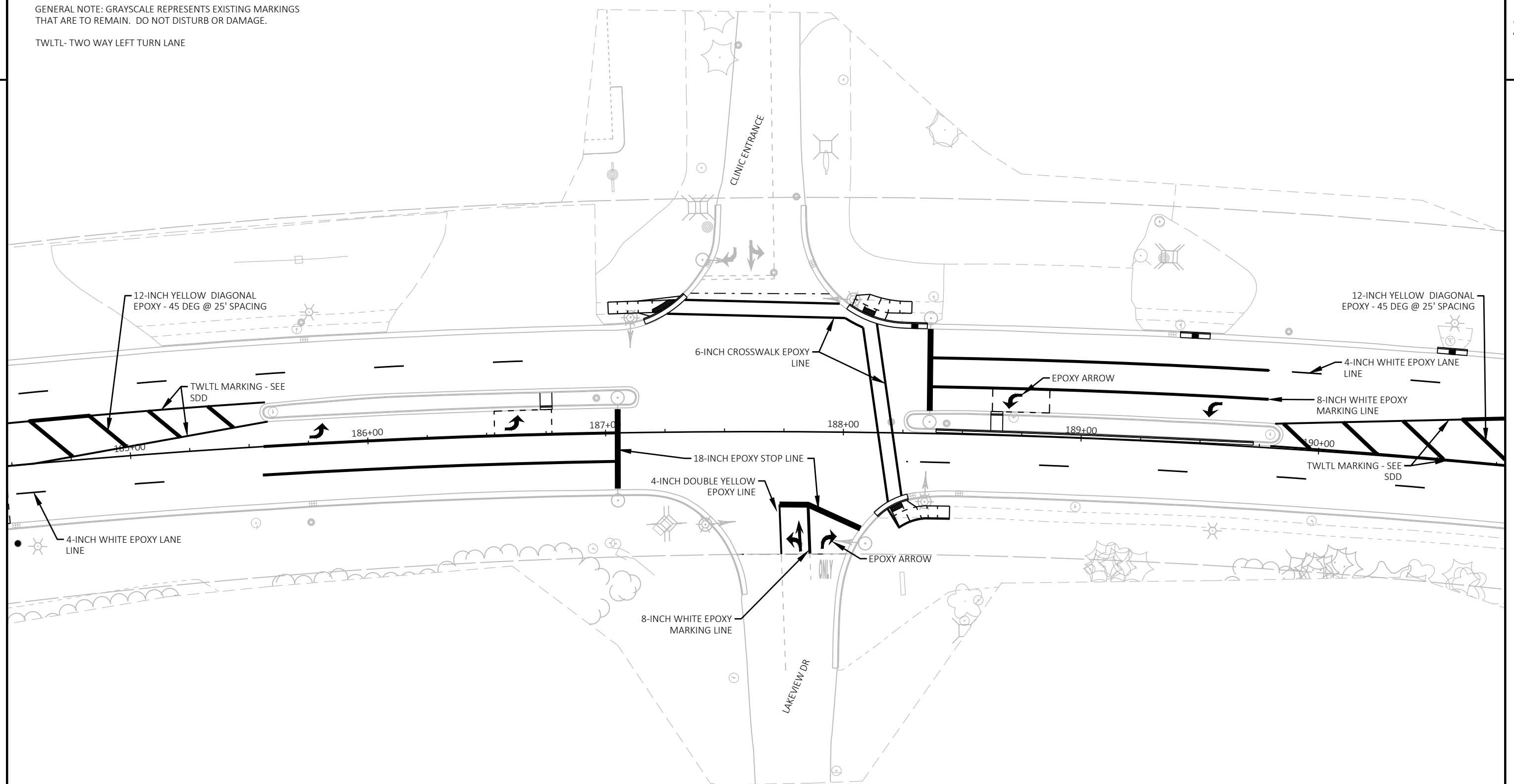
GENERAL NOTE: GRAYSCALE REPRESENTS EXISTING MARKINGS
THAT ARE TO REMAIN. DO NOT DISTURB OR DAMAGE.

TWLT- TWO WAY LEFT TURN LANE



GENERAL NOTE: GRAYSCALE REPRESENTS EXISTING MARKINGS
THAT ARE TO REMAIN. DO NOT DISTURB OR DAMAGE.

TWLTL- TWO WAY LEFT TURN LANE



PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

INTERSECTION PAVEMENT MARKING

SHEET

59

E

FILE NAME : \\RHIRTOP\FLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETS\PLAN\024501-PM.DWG
LAYOUT NAME - 04

PLOT DATE : 1/27/2021 5:56 PM

PLOT BY : HOLQUIST, ADAM D

PLOT NAME :

PLOT SCALE : 1 IN=40 FT

WISDOT/CADD5 SHEET 42



1

MAX.
11'
WIDTH

W12-52
48"x48"

7 MILES
AHEAD

W057-52
48"x36"

2

EAST

M3-2
24"x12"

70

M1-6
24"x24"

MAX.
11'
WIDTH

W12-52
48"x48"

3

MAX.
11'
WIDTH

W12-52
48"x48"

4

WEST

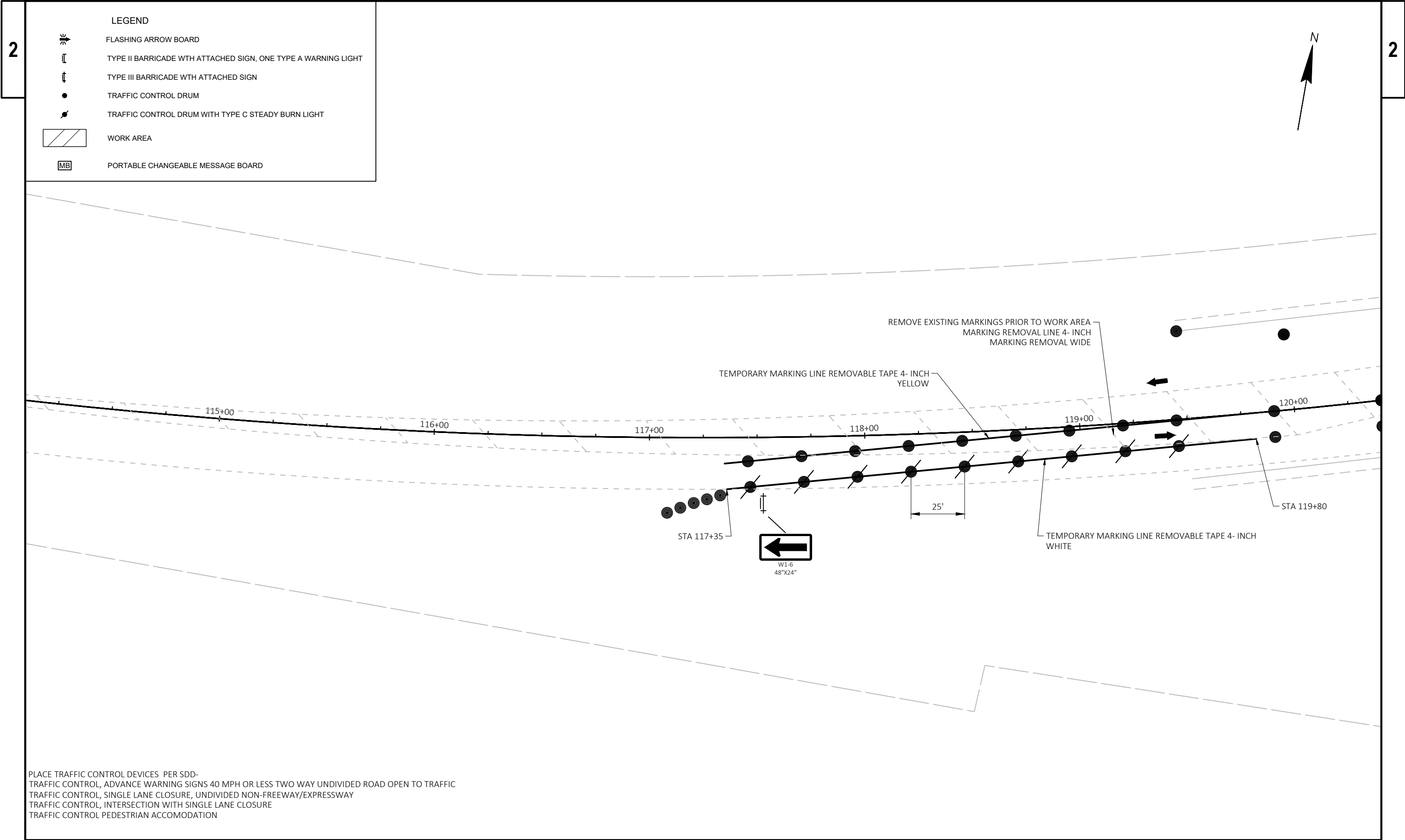
M3-4
24"x12"

70

M1-6
24"x24"

MAX.
11'
WIDTH

W12-52
48"x48"



2

2

LEGEND	
	FLASHING ARROW BOARD
	TYPE II BARRICADE WITH ATTACHED SIGN, ONE TYPE A WARNING LIGHT
	TYPE III BARRICADE WITH ATTACHED SIGN
	TRAFFIC CONTROL DRUM
	TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
	WORK AREA
	PORTABLE CHANGEABLE MESSAGE BOARD



120+00

121+00

122+00

123+00

124+00

125+00

MB

PLACE AT STA 120+50 RT, 7 DAYS PRIOR TO CONSTRUCTION

MESSAGE: WIS 70
ROAD
WORK

BEGINS
DAY X/XX

**LANE
CLOSED**

R11-2L
48"X30"

PROJECT NO:	9070-05-73
-------------	------------

HWY: STH 70

COUNTY: ONEIDA

TRAFFIC CONTROL STAGE 1

SHEET 62

E

FILE NAME : \\RHIRTOPFLPPI01\N3PUBLIC\PD5\C3D\90700503\SHEETSPLAN\026001-S1.DWG
LAYOUT NAME - 02

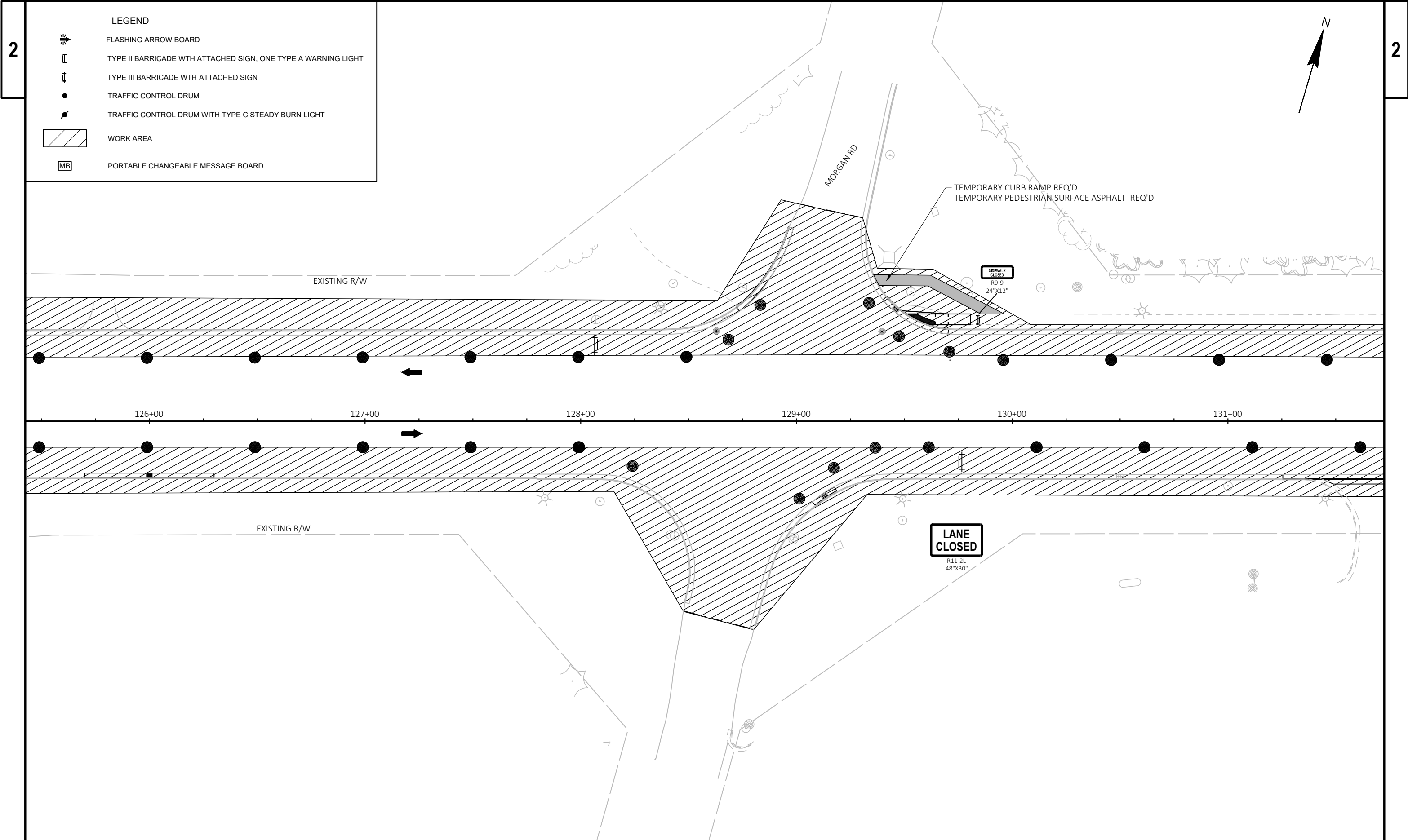
PLOT DATE : 1/27/2021 12:04 PM

PLOT BY : HOLQUIST, ADAM D

PLOT NAME :

PLOT SCALE : 1 IN:40 FT

WISDOT/CADDS SHEET 42

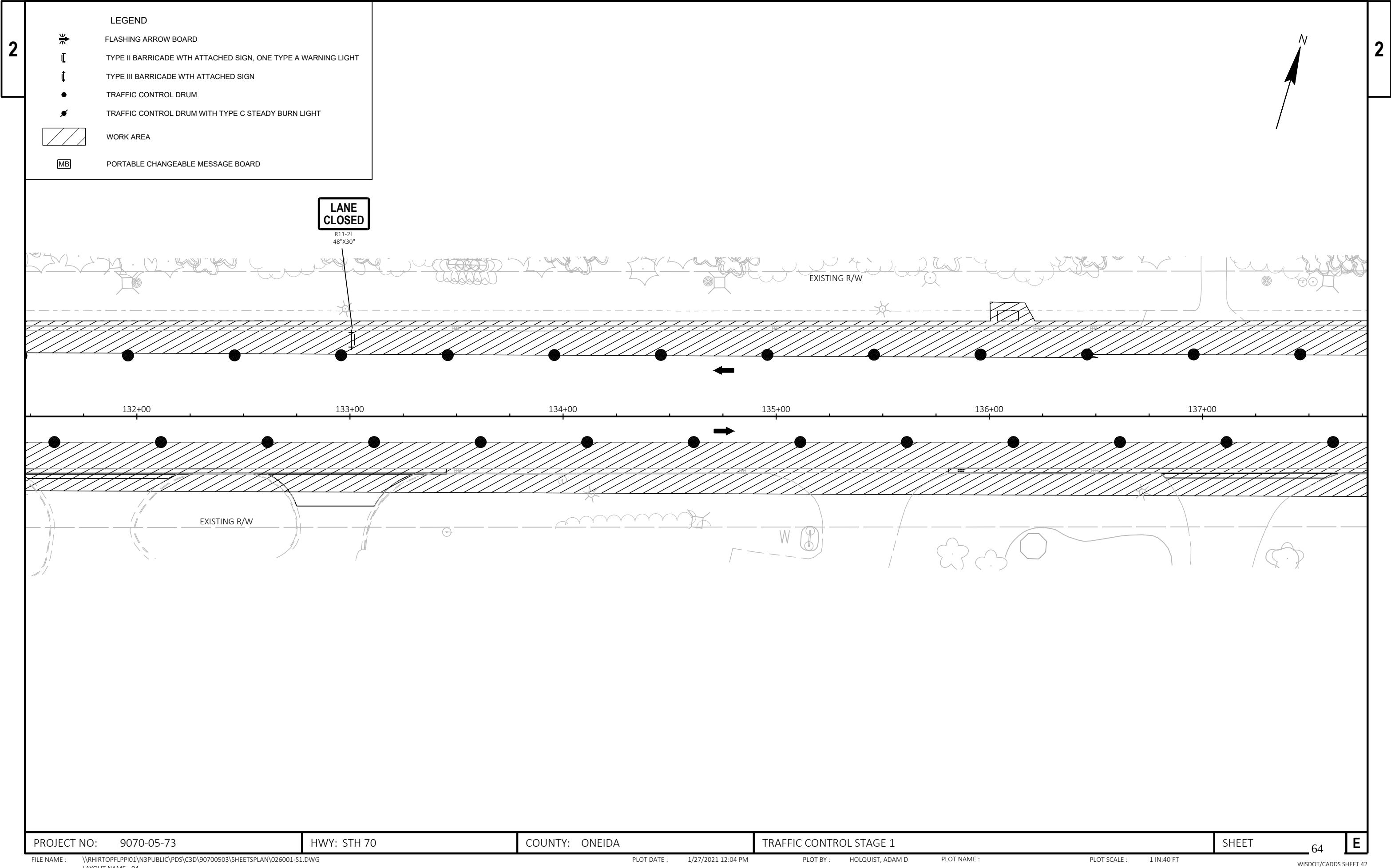


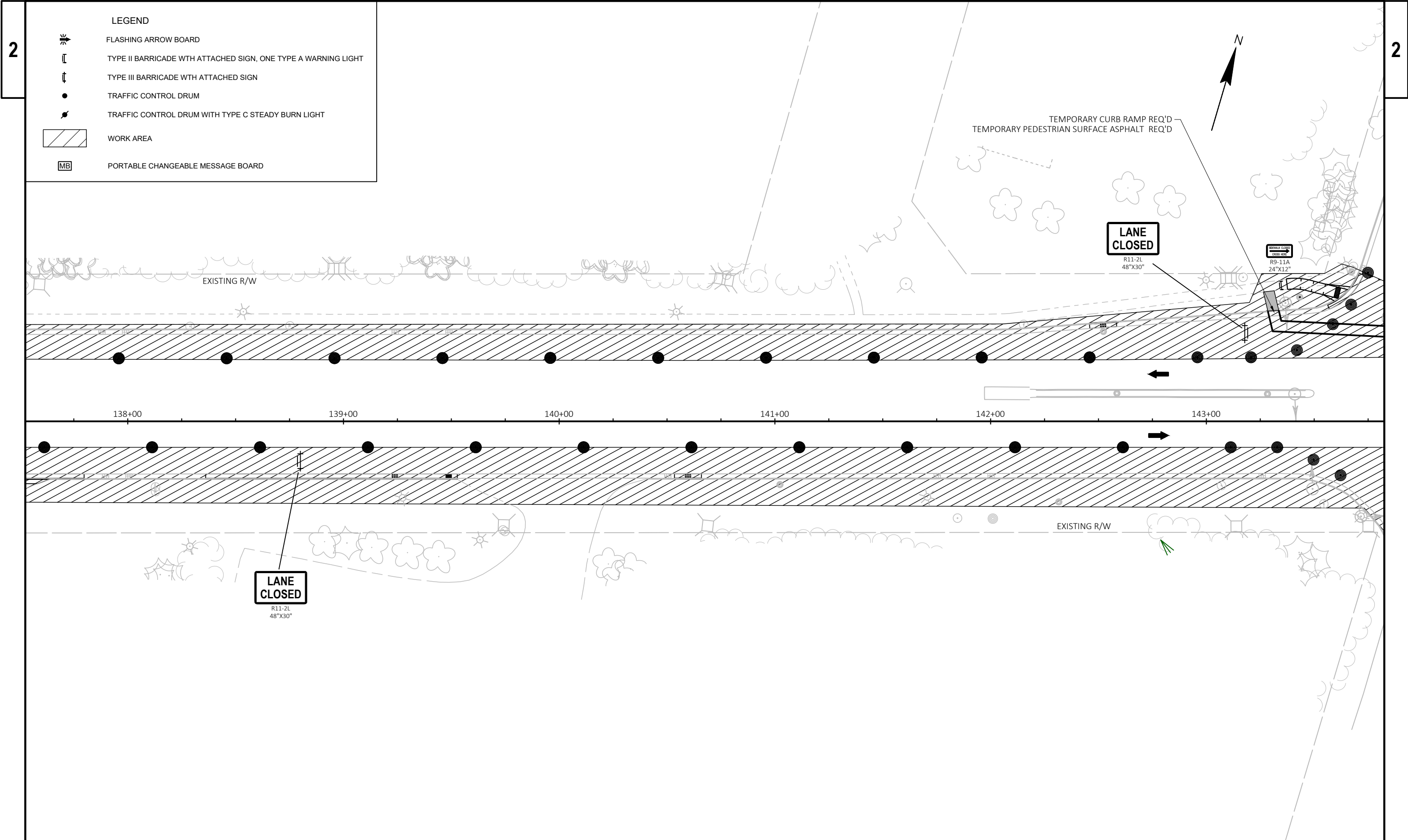
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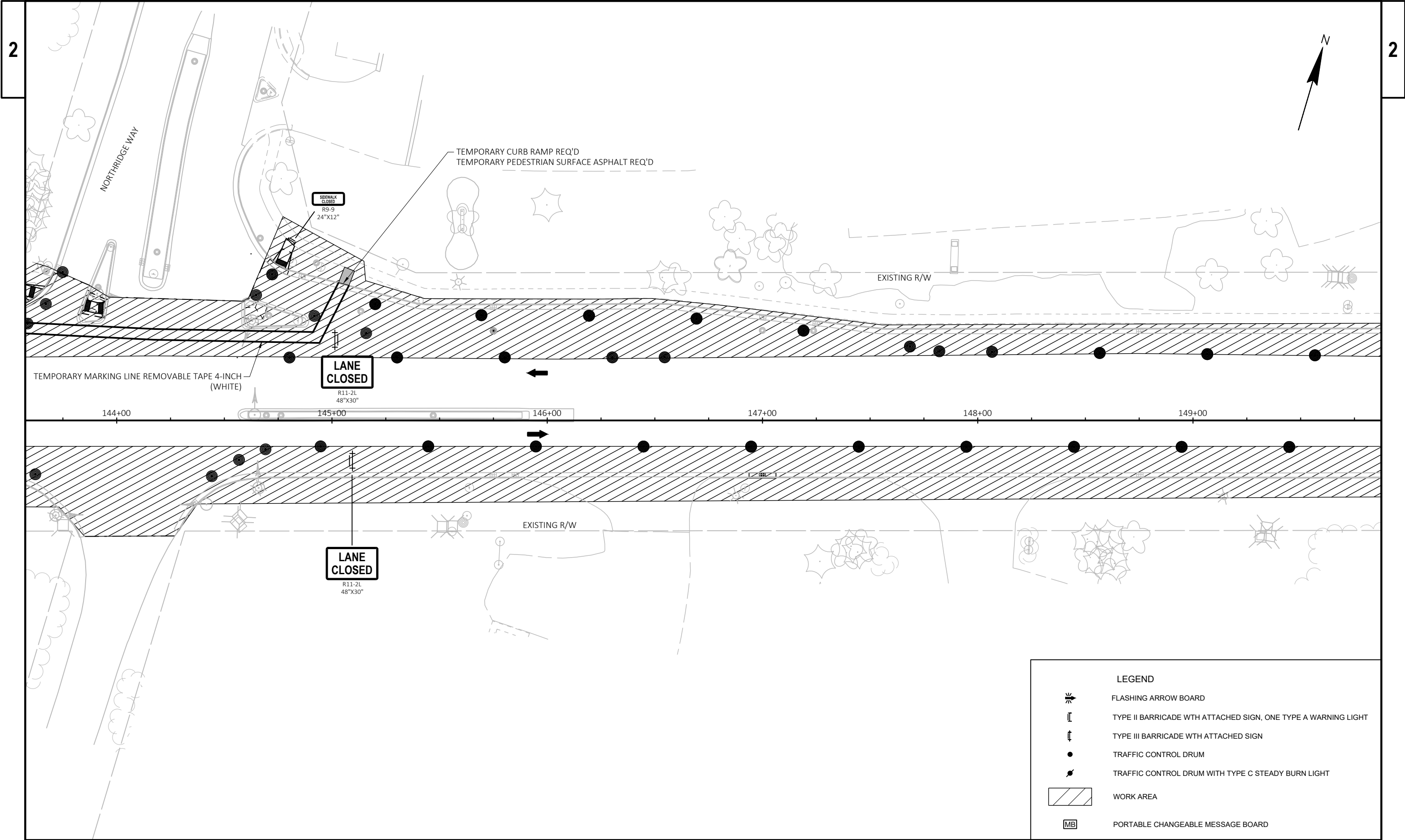
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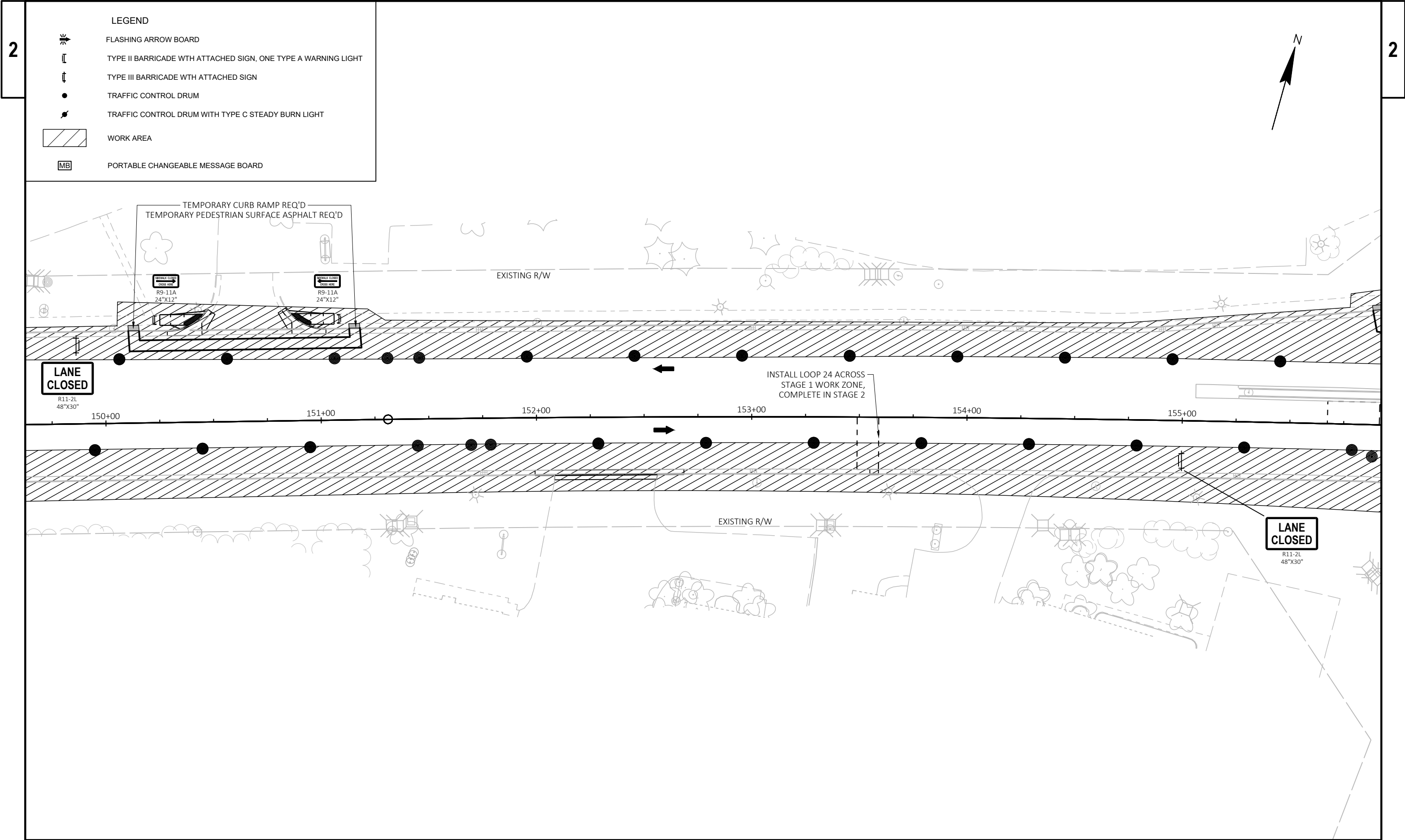
LEGEND

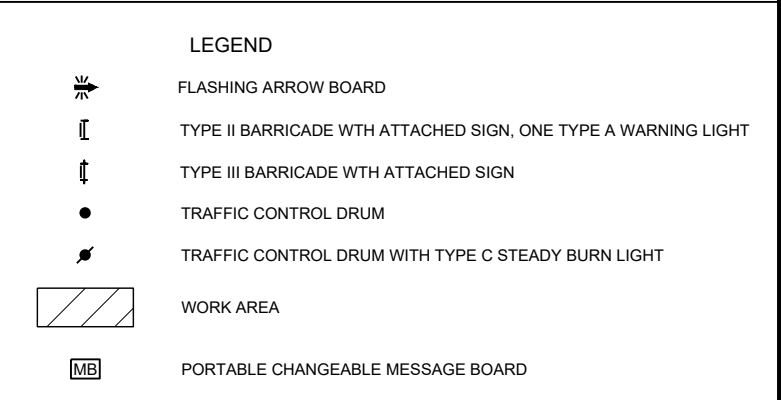
- FLASHING ARROW BOARD
- TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- WORK AREA
- PORTABLE CHANGEABLE MESSAGE BOARD

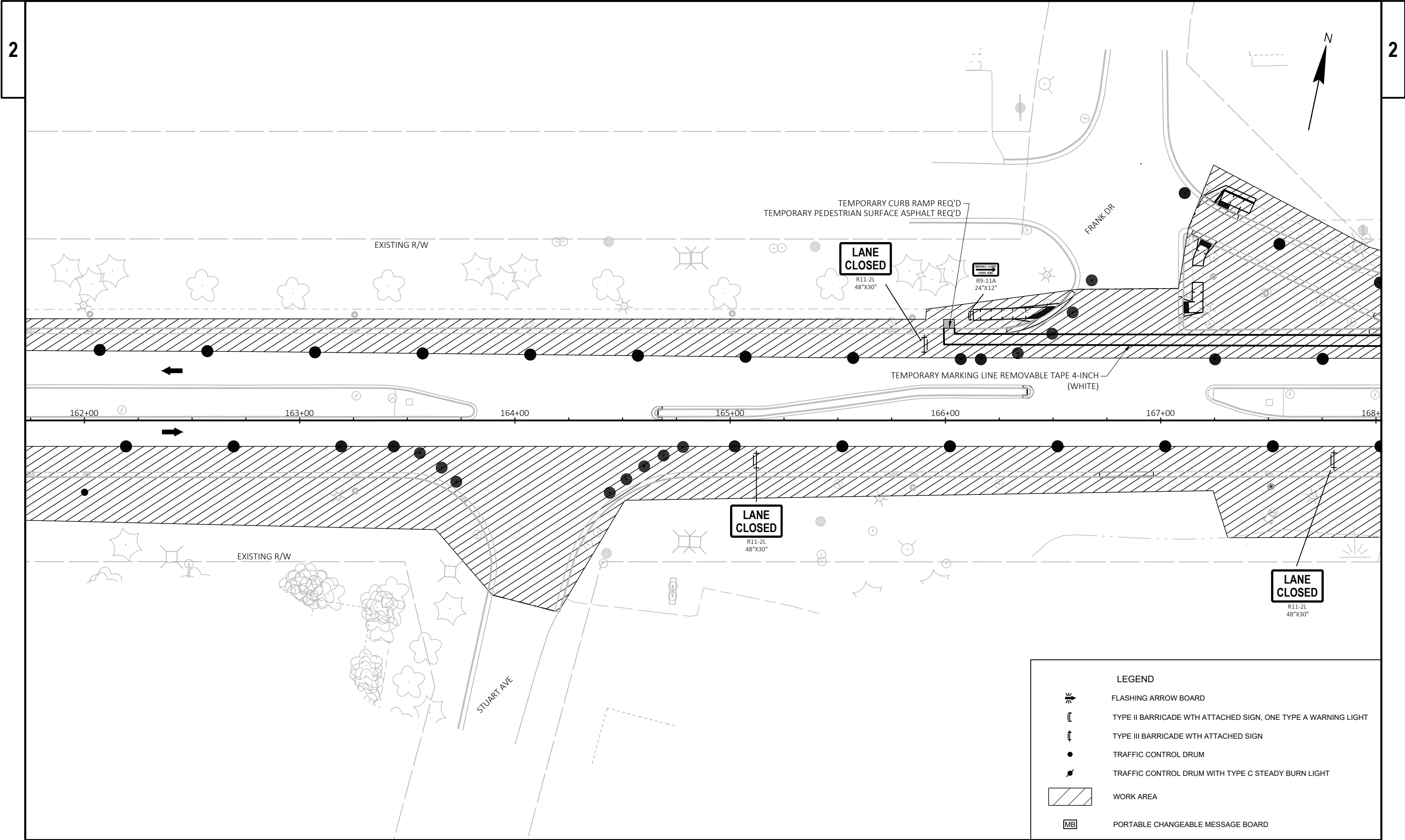


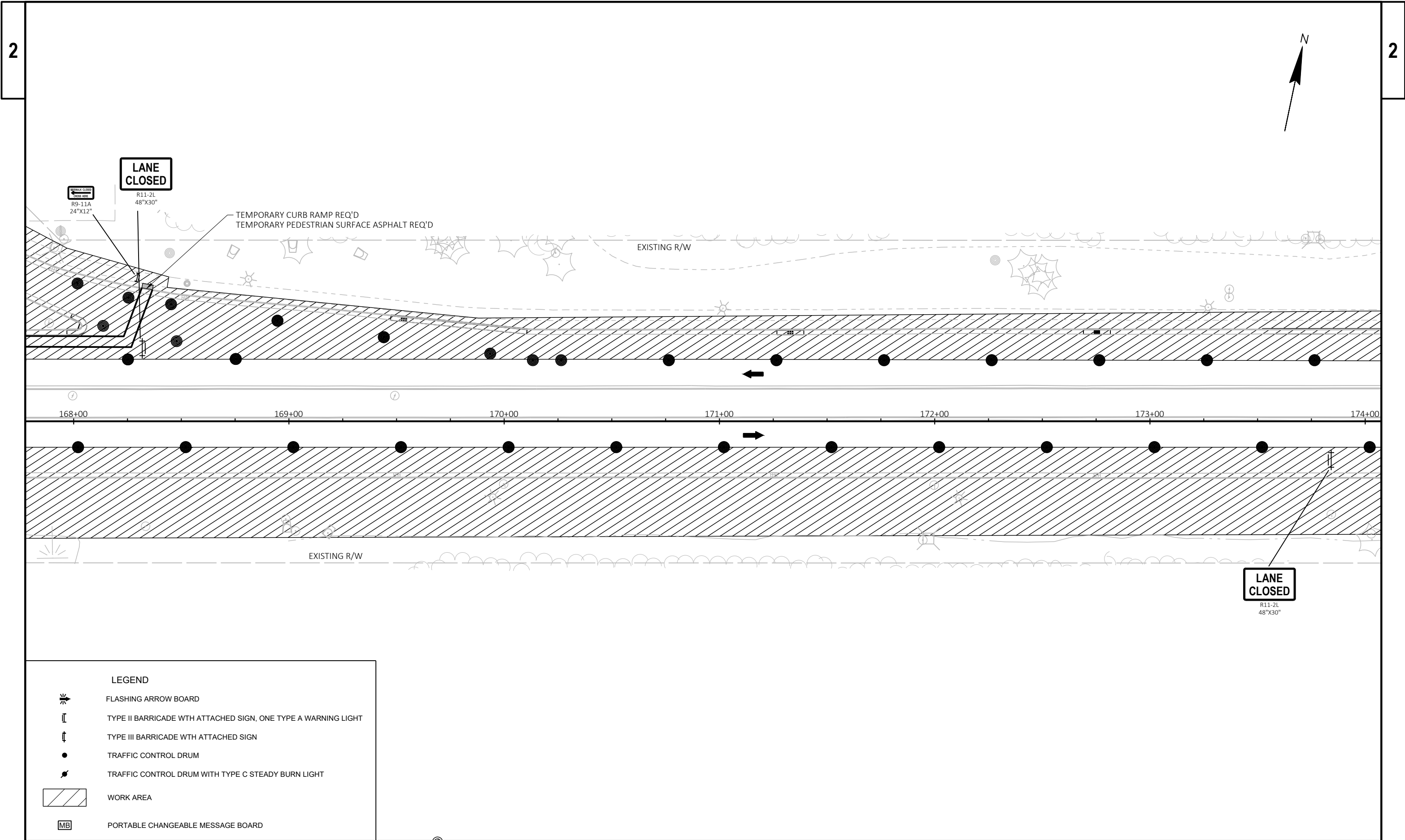






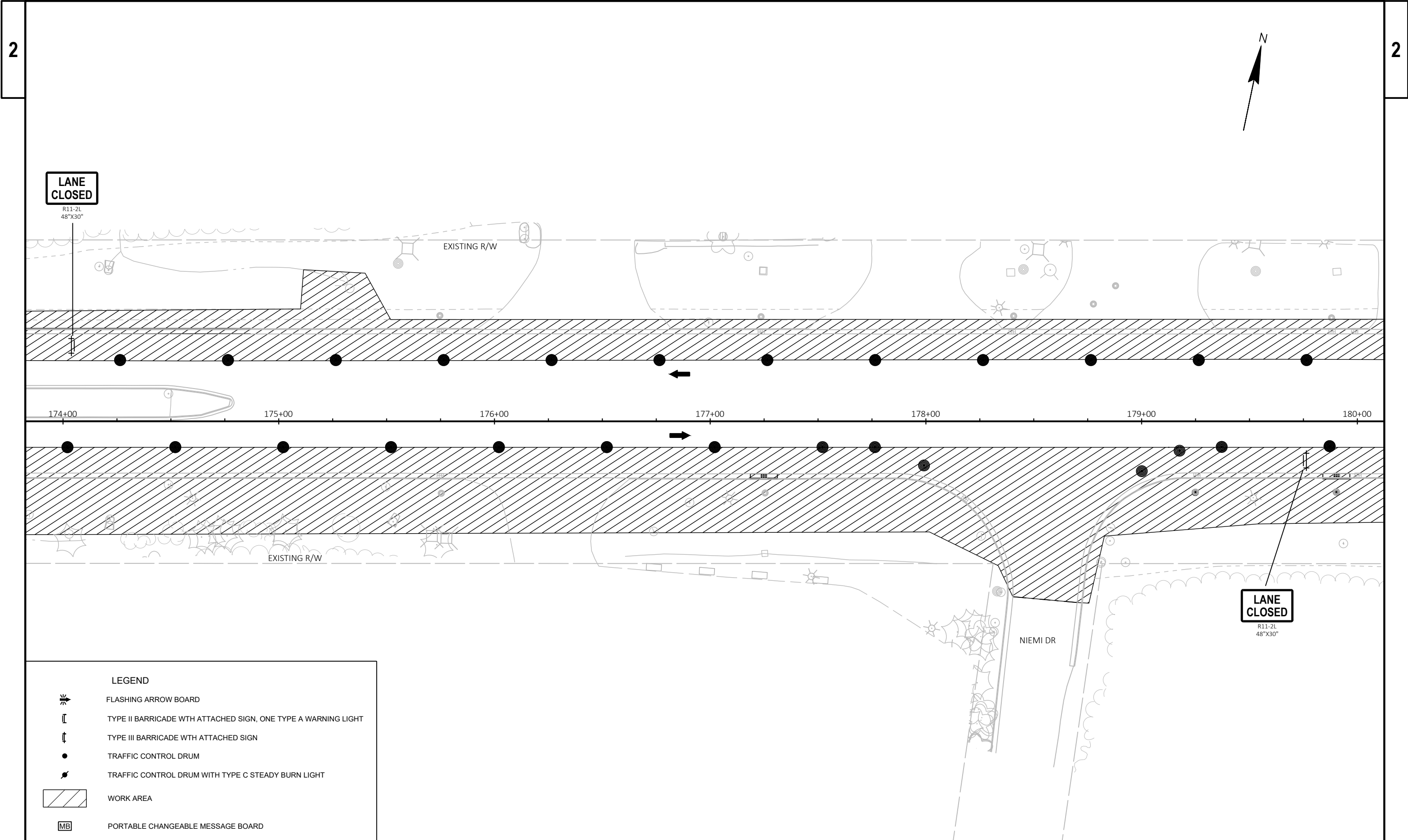






LEGEND

- FLASHING ARROW BOARD
- TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- WORK AREA
- PORTABLE CHANGEABLE MESSAGE BOARD



LEGEND

FLASHING ARROW BOARD

TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT

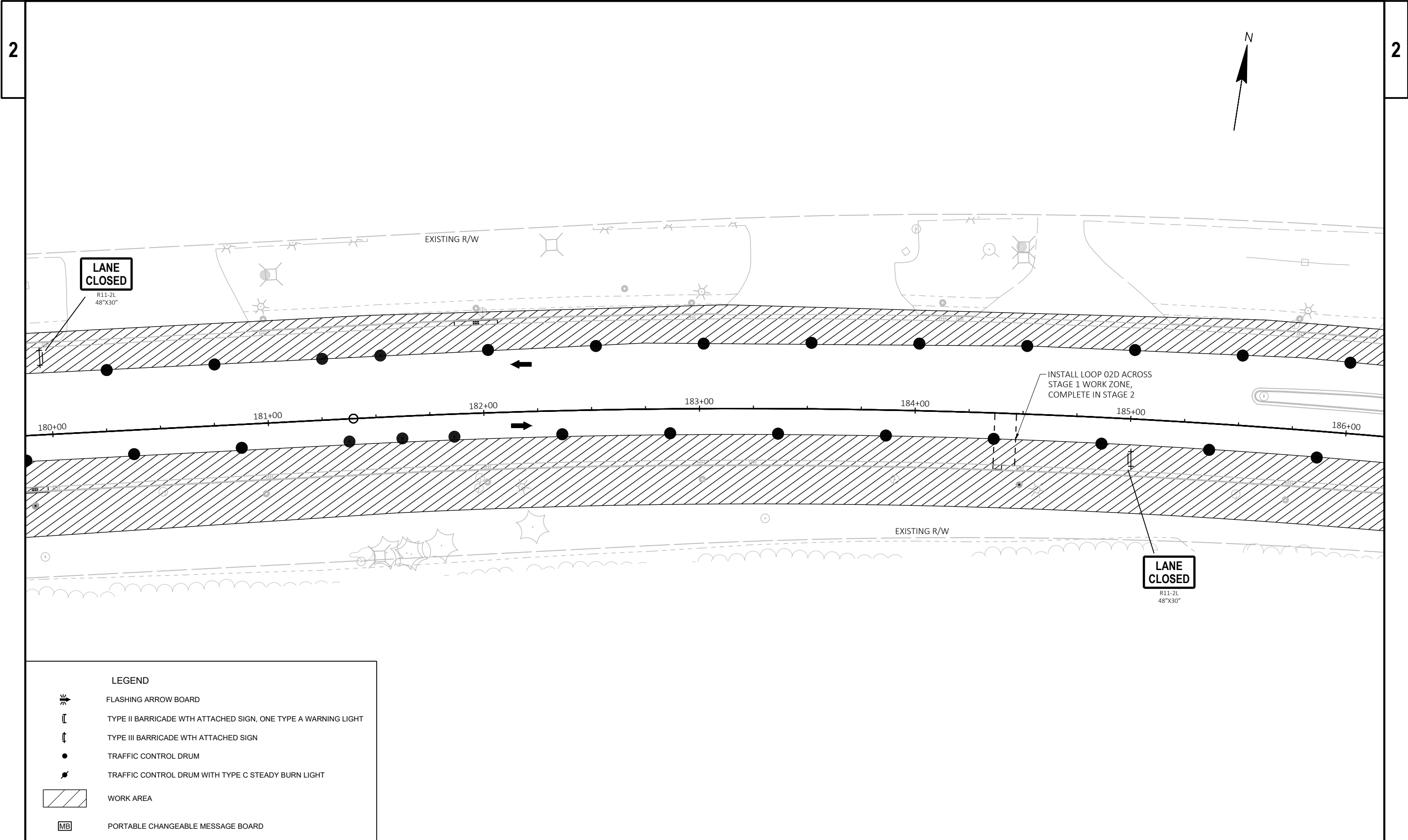
TYPE III BARRICADE WTH ATTACHED SIGN

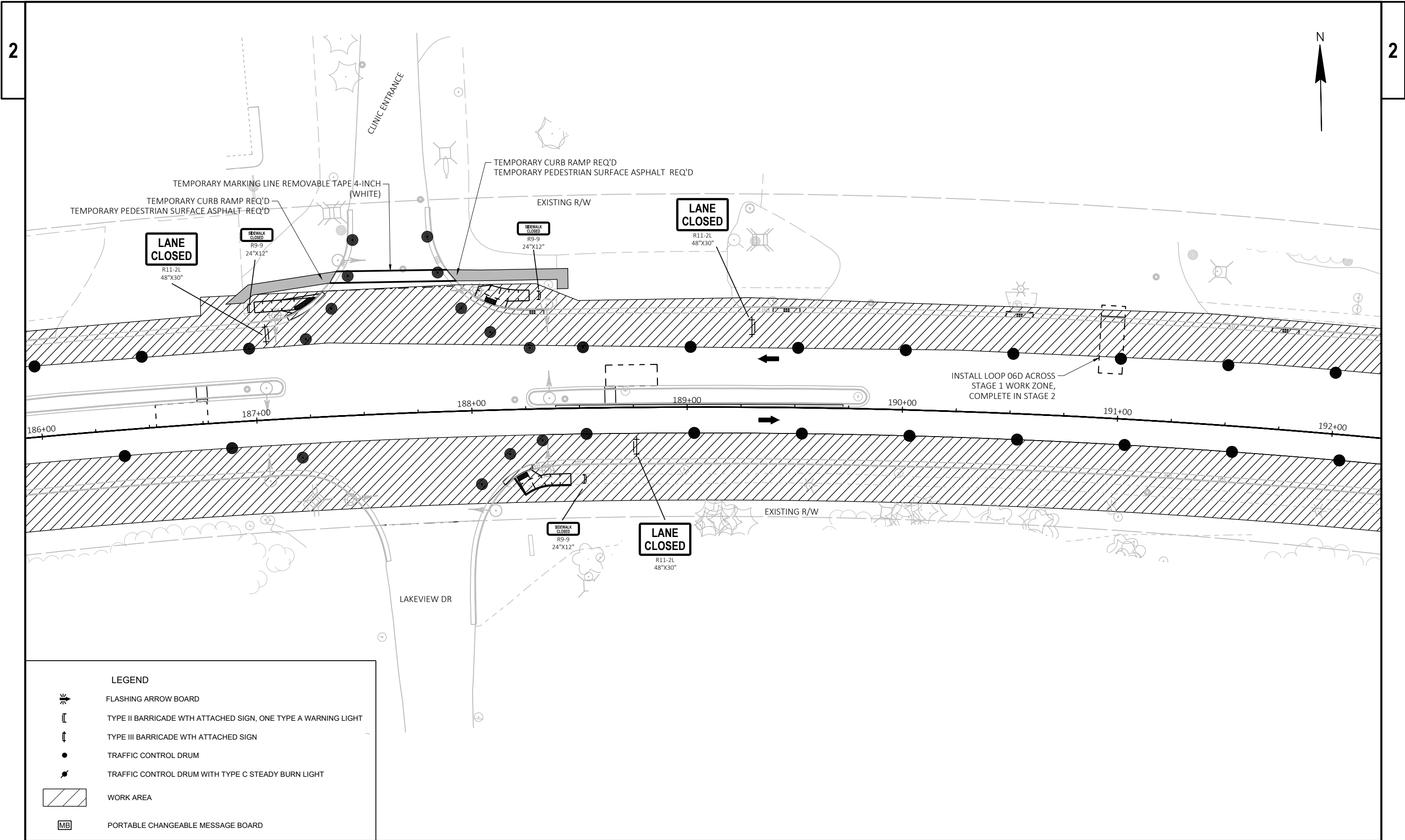
TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

WORK AREA

PORTABLE CHANGEABLE MESSAGE BOARD





LEGEND

FLASHING ARROW BOARD

TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT

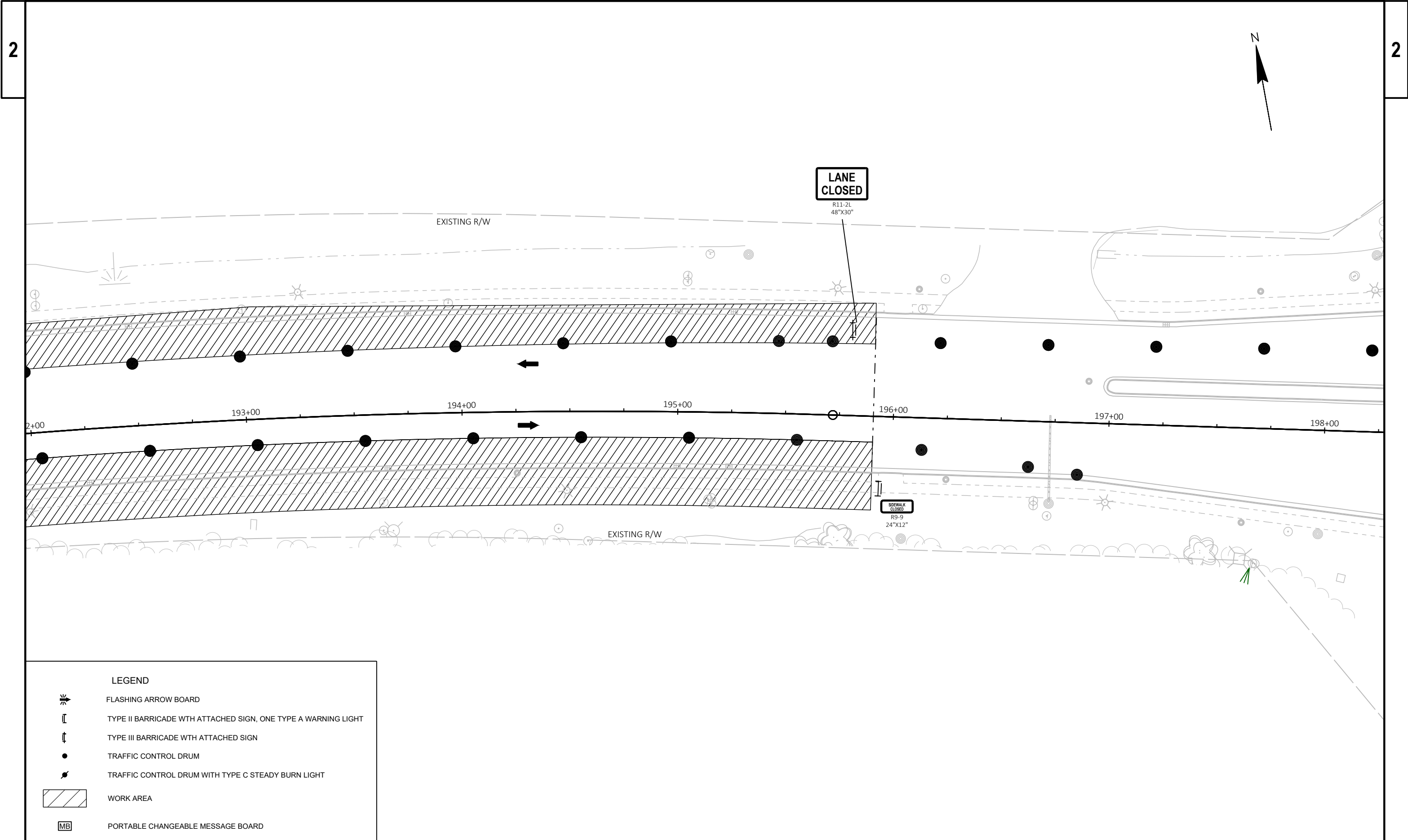
TYPE III BARRICADE WTH ATTACHED SIGN

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

WORK AREA

PORTABLE CHANGEABLE MESSAGE BOARD



LEGEND

FLASHING ARROW BOARD

TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT

TYPE III BARRICADE WTH ATTACHED SIGN

TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

WORK AREA

PORTABLE CHANGEABLE MESSAGE BOARD

PLACE TRAFFIC CONTROL DEVICES PER SDD-
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO WAY UNDIVIDED ROAD OPEN TO TRAFFIC
TRAFFIC CONTROL, SINGLE LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
TRAFFIC CONTROL, INTERSECTION WITH SINGLE LANE CLOSURE
TRAFFIC CONTROL PEDESTRIAN ACCOMODATION

MB

PLACE AT STA 197+50 RT, 7 DAYS PRIOR TO CONSTRUCTION
MESSAGE: WIS 70
ROAD
WORK

BEGINS
DAY X/XX

EXISTING R/W

196+00 197+00 198+00 199+00 200+00

EXISTING R/W

CLOSE NB OUTSIDE LEFT TURN LANE

LANE
CLOSED

R11-2L
48"X30"

LANE
CLOSED

R11-2L
48"X30"

R9-11
24"X12"

LEGEND



FLASHING ARROW BOARD



TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT



TYPE III BARRICADE WTH ATTACHED SIGN



TRAFFIC CONTROL DRUM



TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT



WORK AREA



PORTABLE CHANGEABLE MESSAGE BOARD

PROJECT NO: 9070-05-73

HWY: STH 70

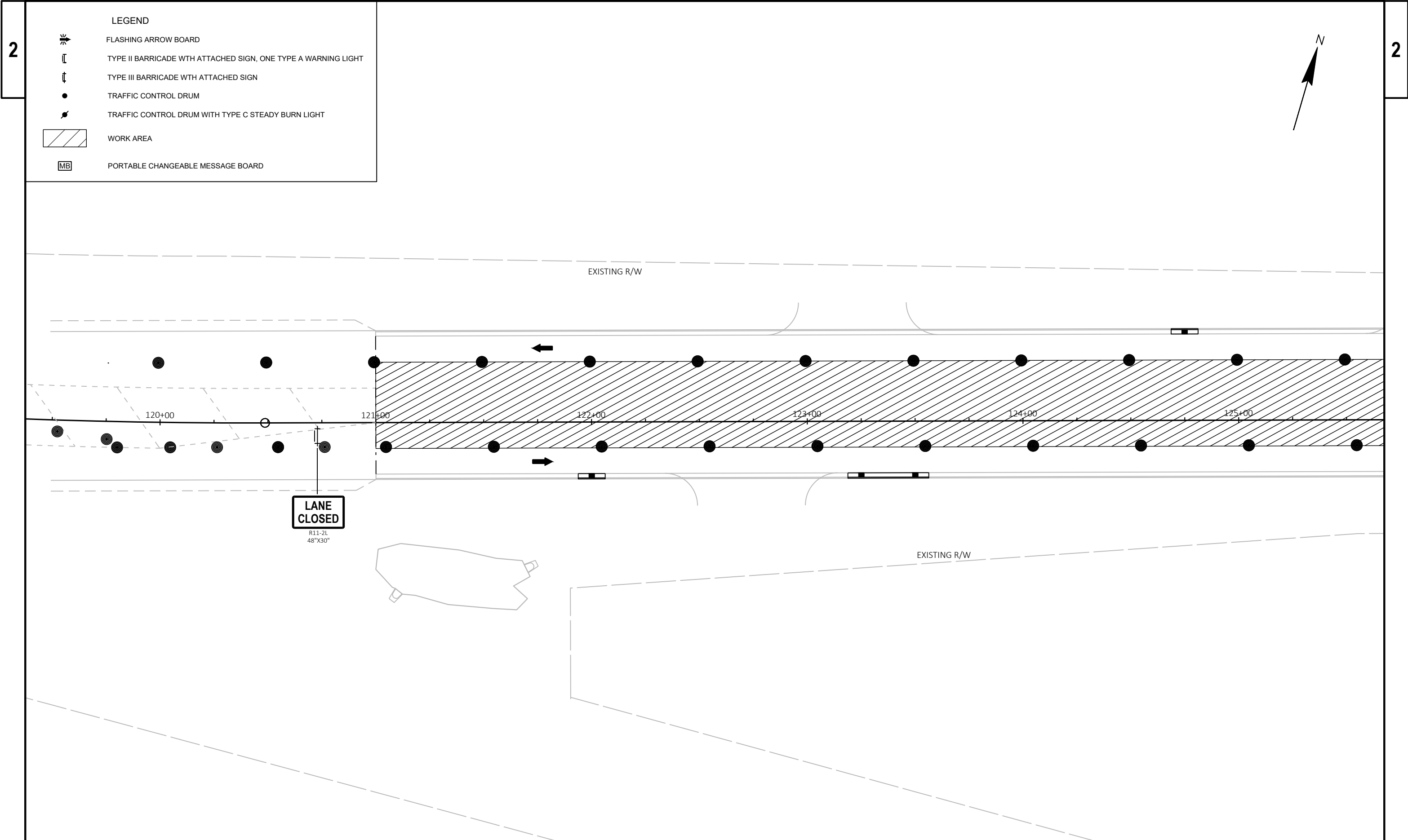
COUNTY: ONEIDA

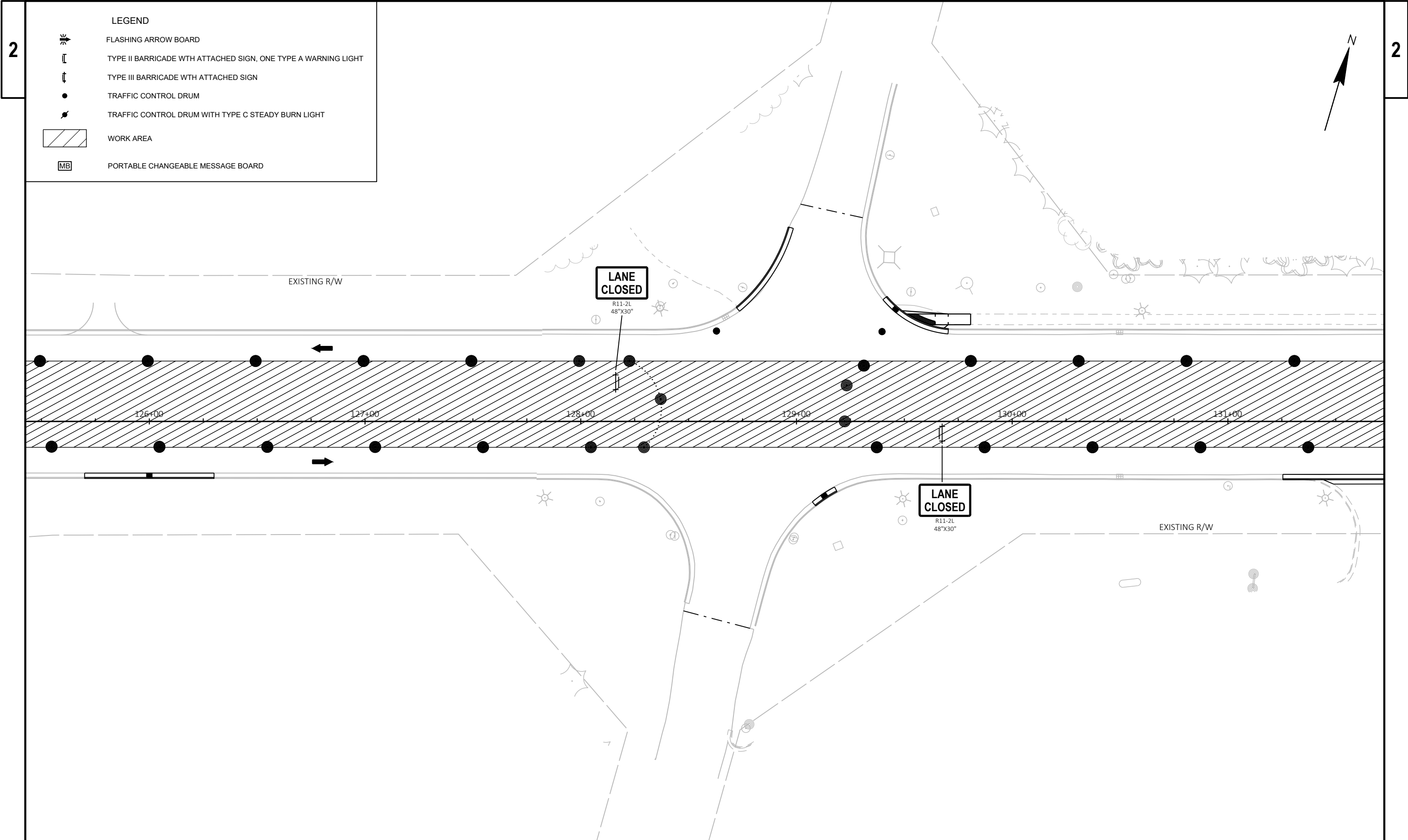
TRAFFIC CONTROL STAGE 1

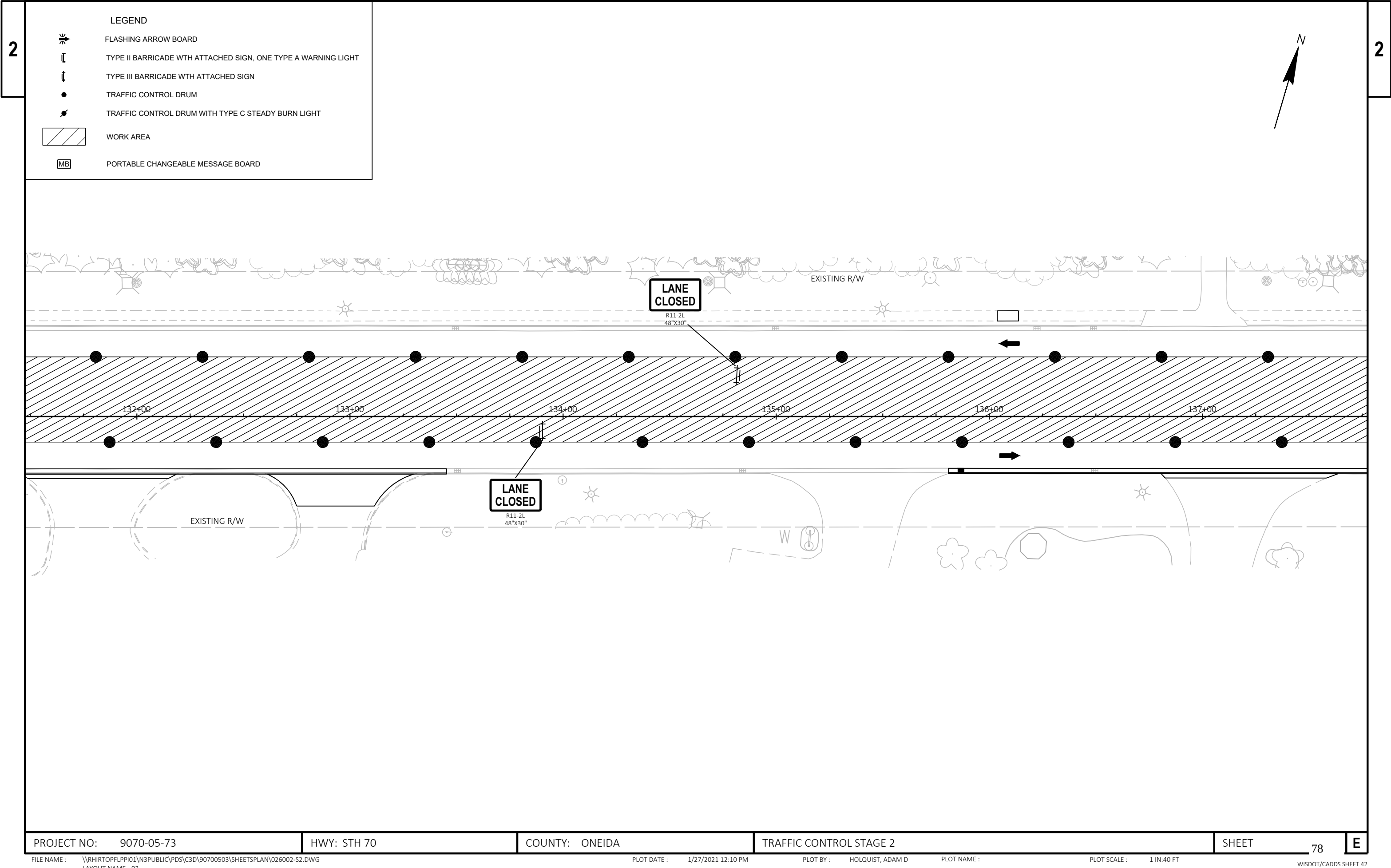
SHEET

75

E

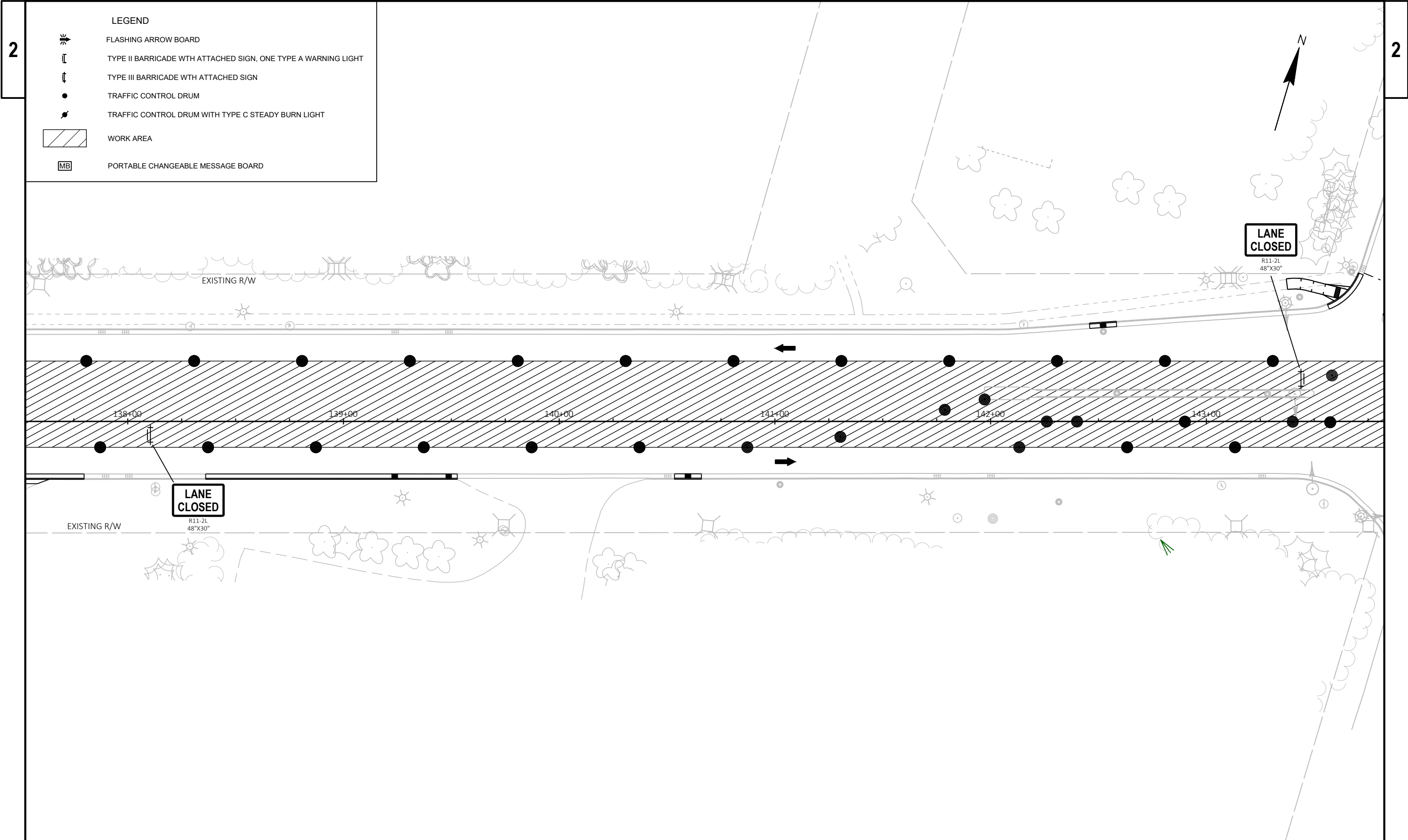


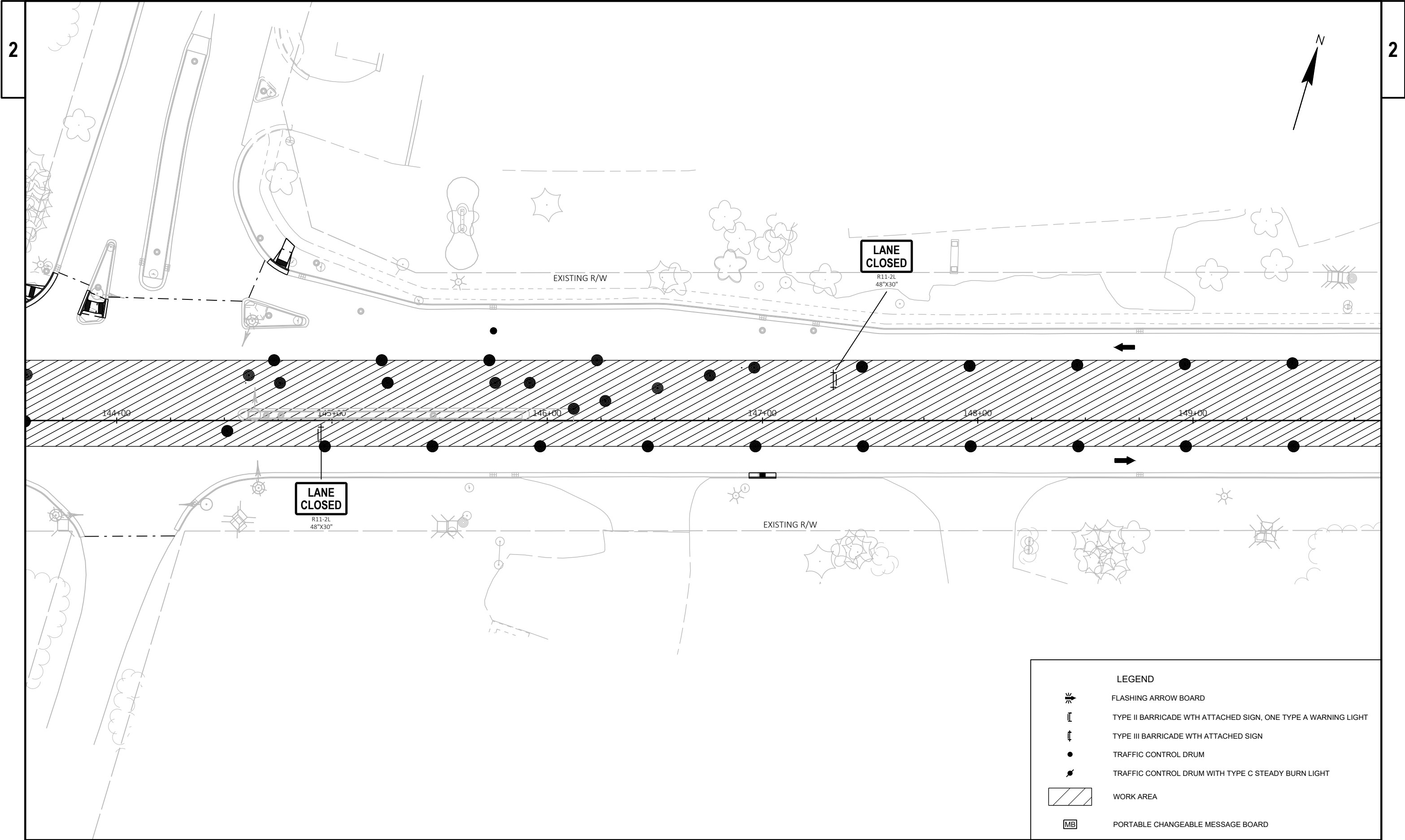


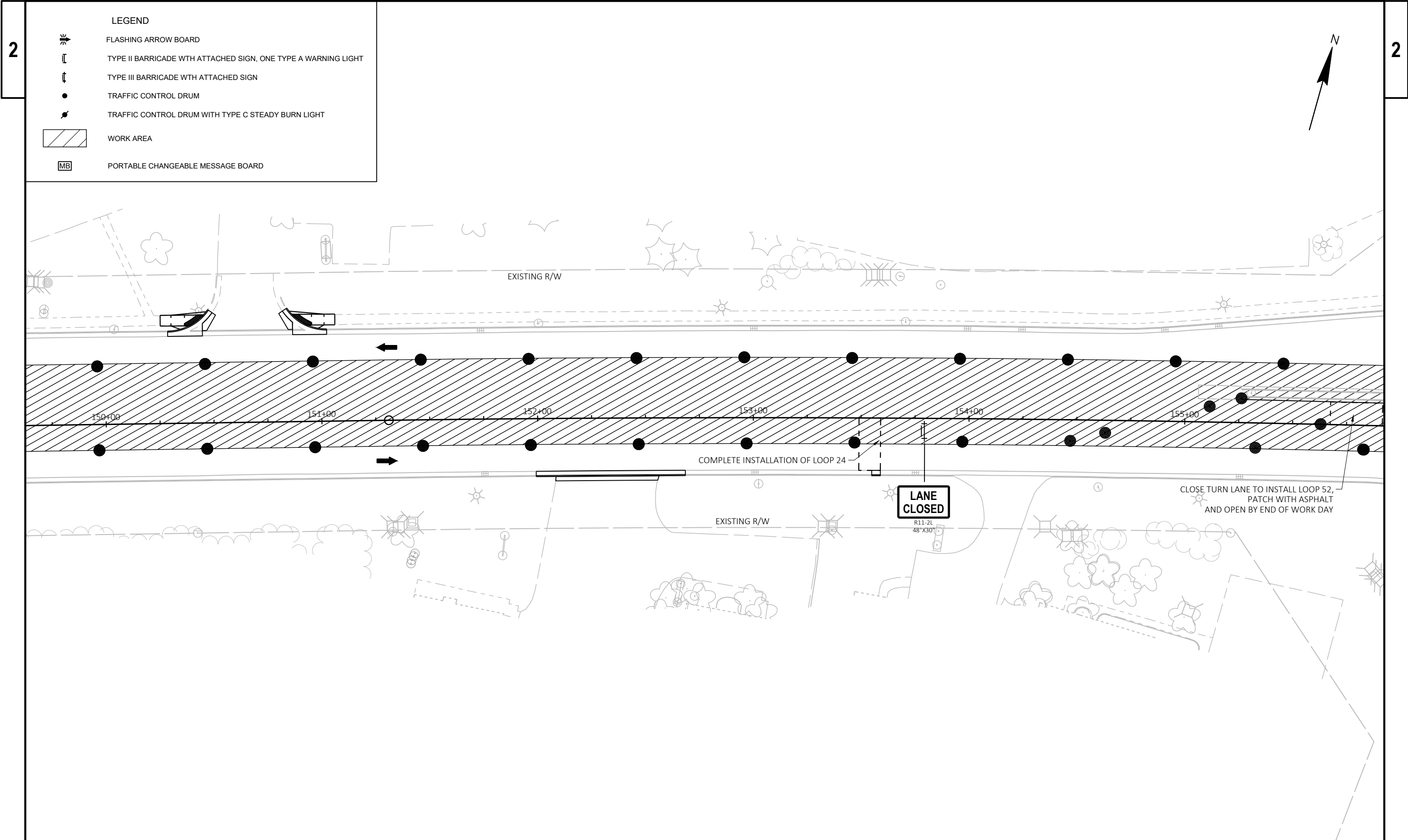


LEGEND

-  FLASHING ARROW BOARD
-  TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT
-  TYPE III BARRICADE WTH ATTACHED SIGN
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  WORK AREA
-  PORTABLE CHANGEABLE MESSAGE BOARD

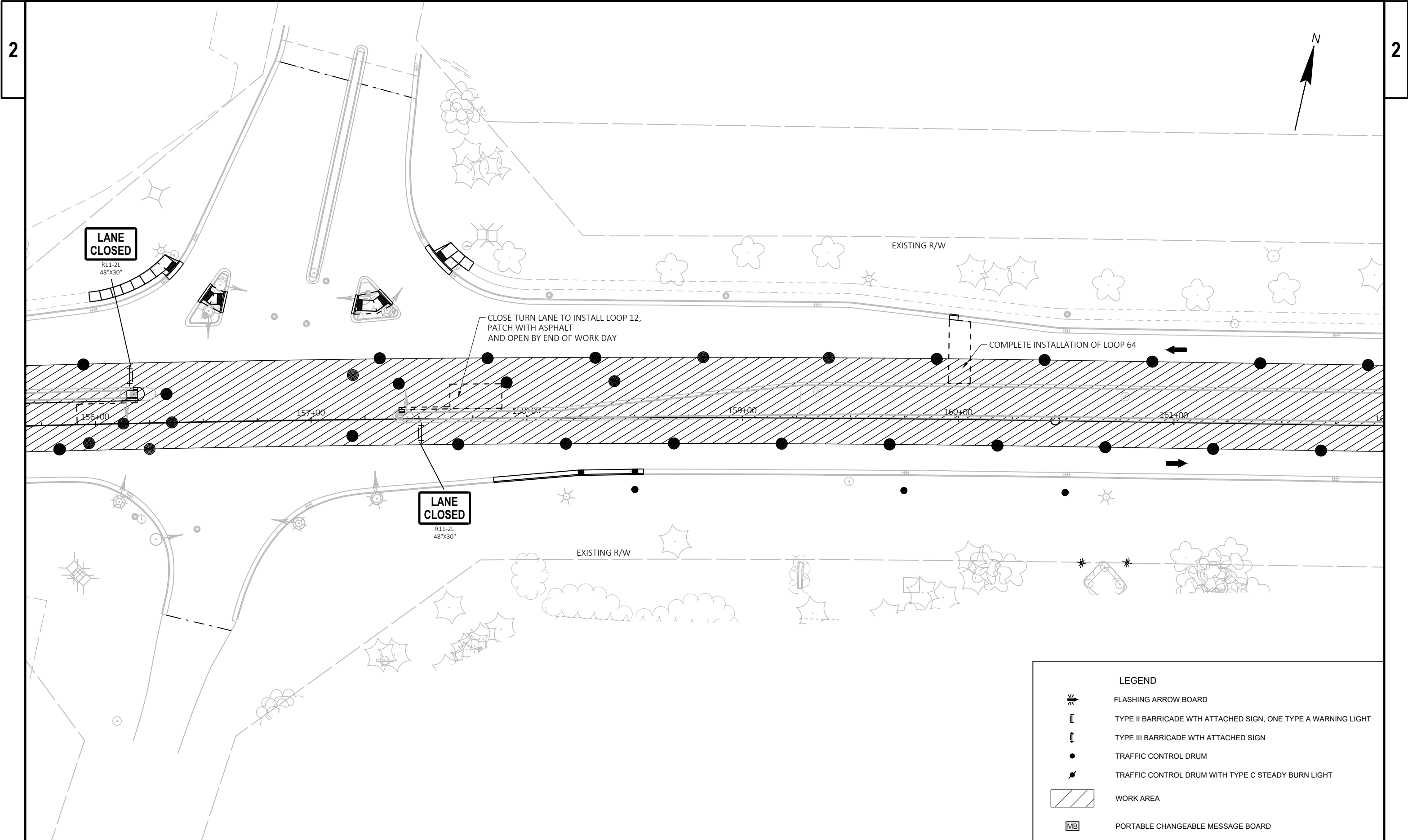


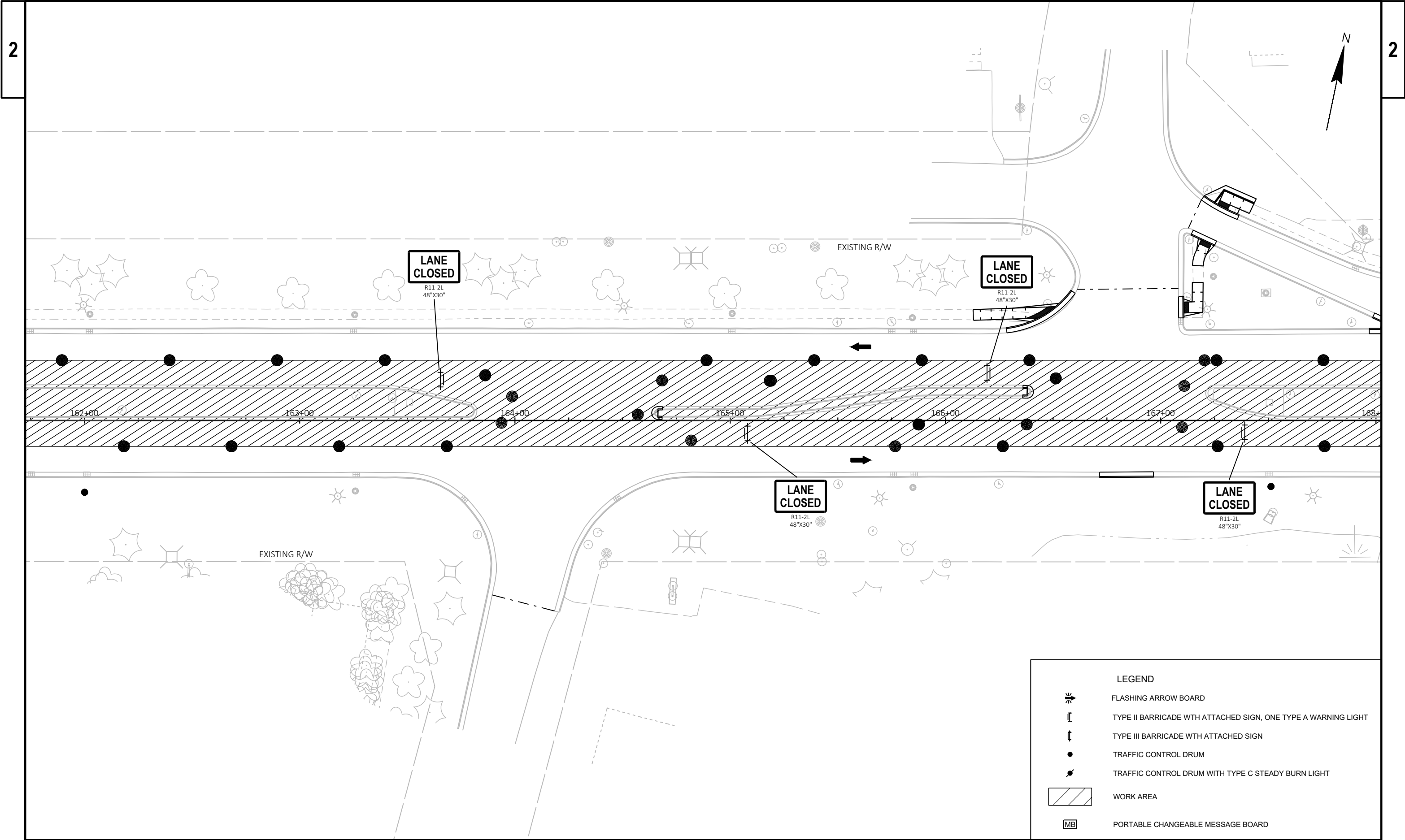


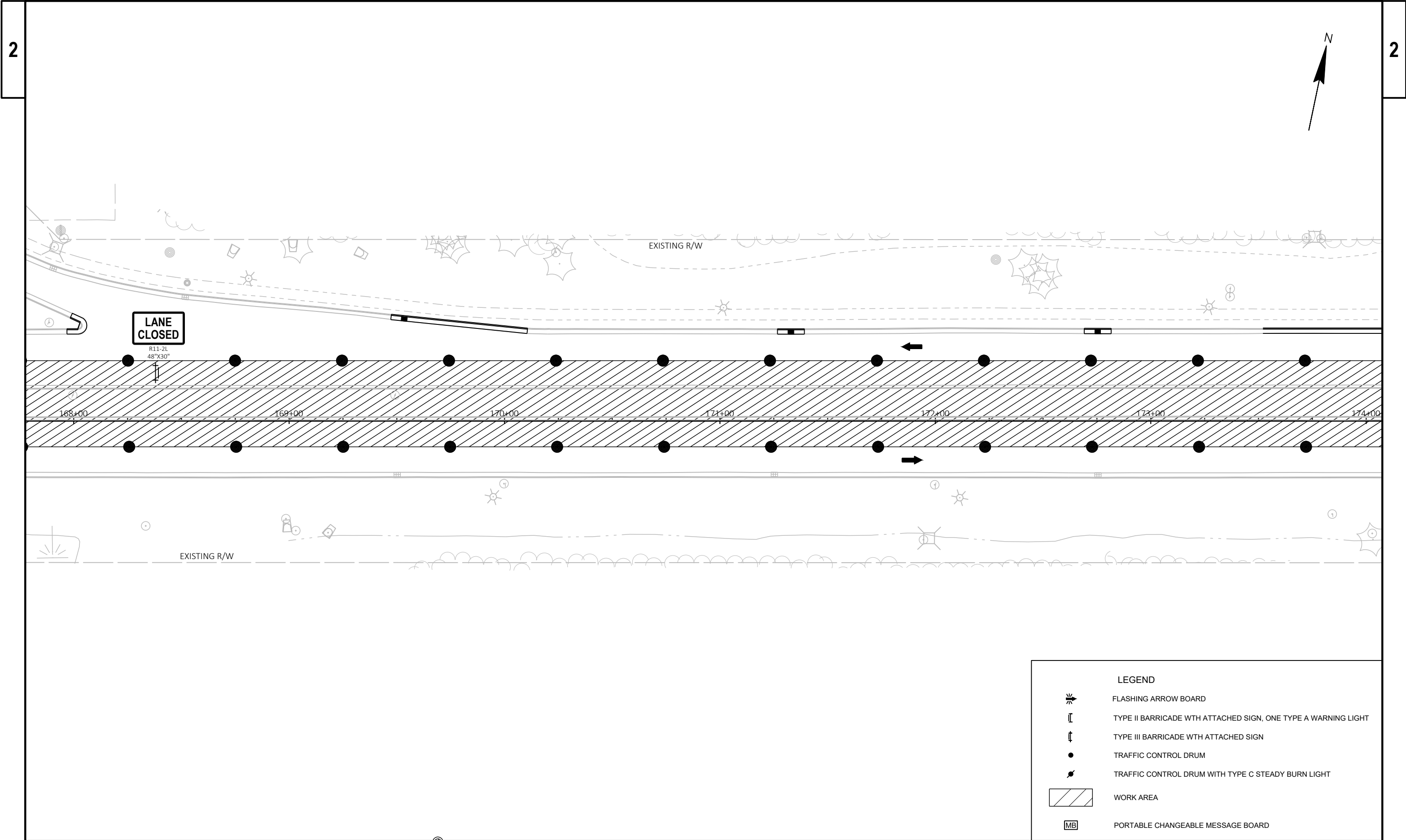


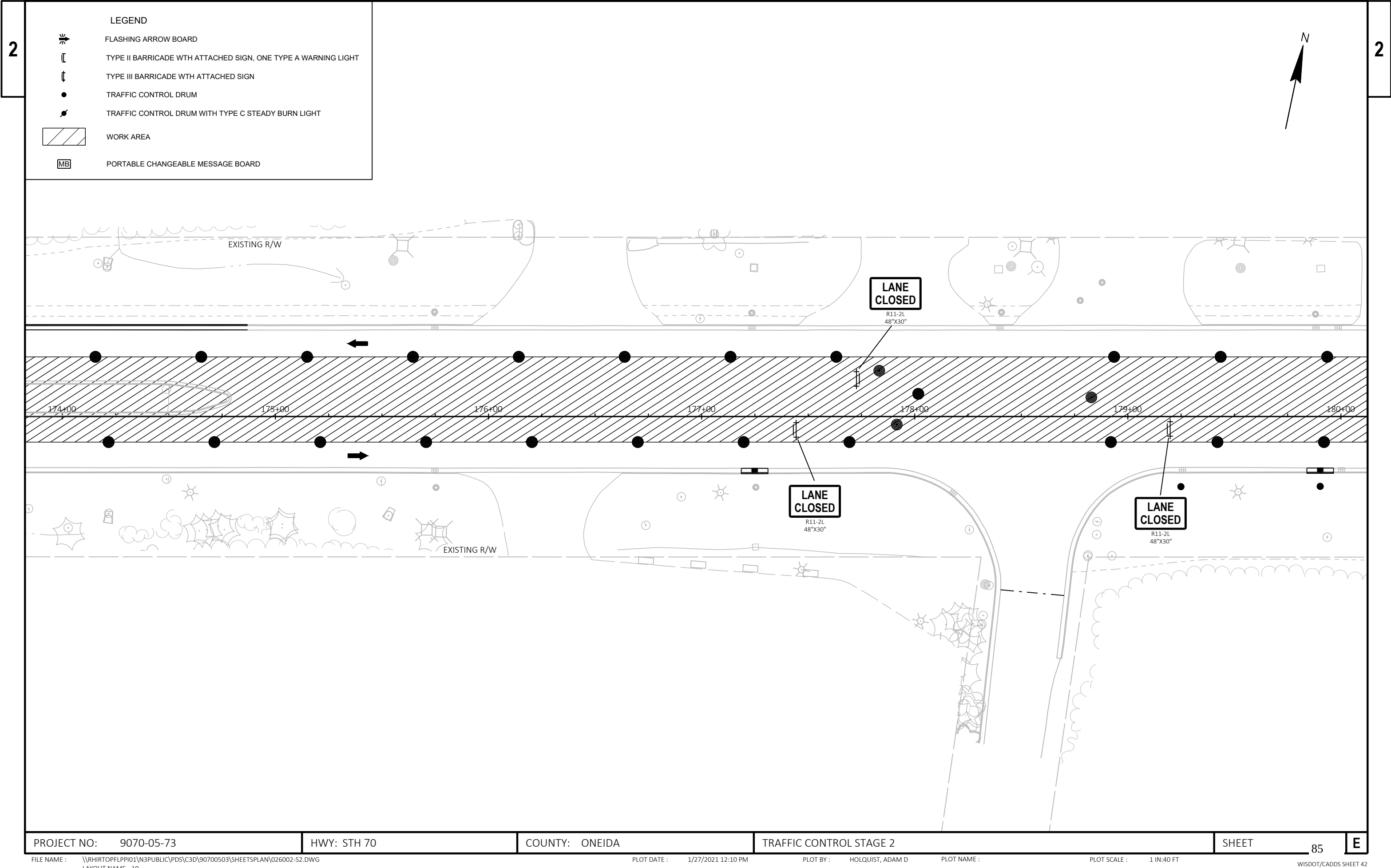
LEGEND

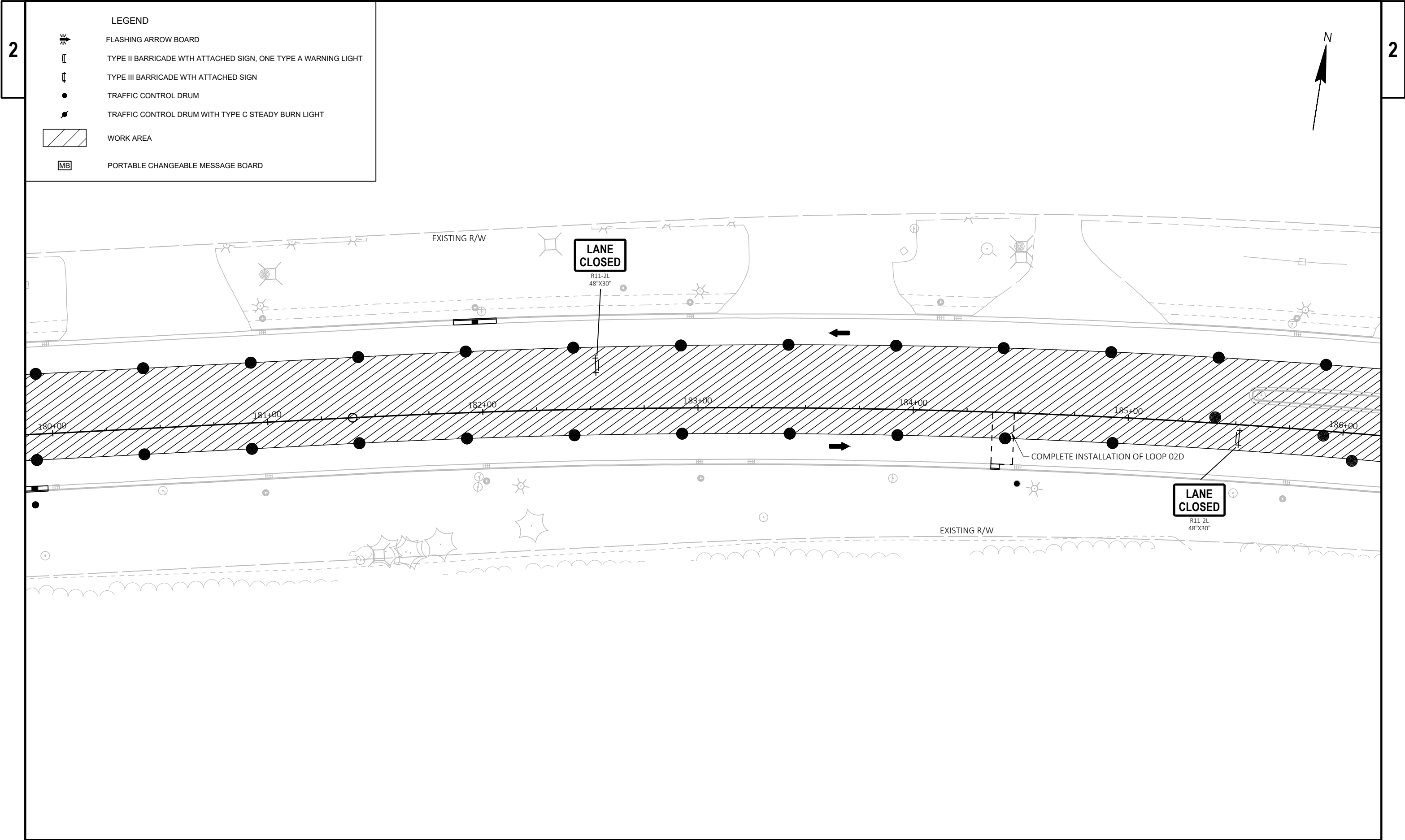
-  FLASHING ARROW BOARD
-  TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT
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-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
-  WORK AREA
-  PORTABLE CHANGEABLE MESSAGE BOARD

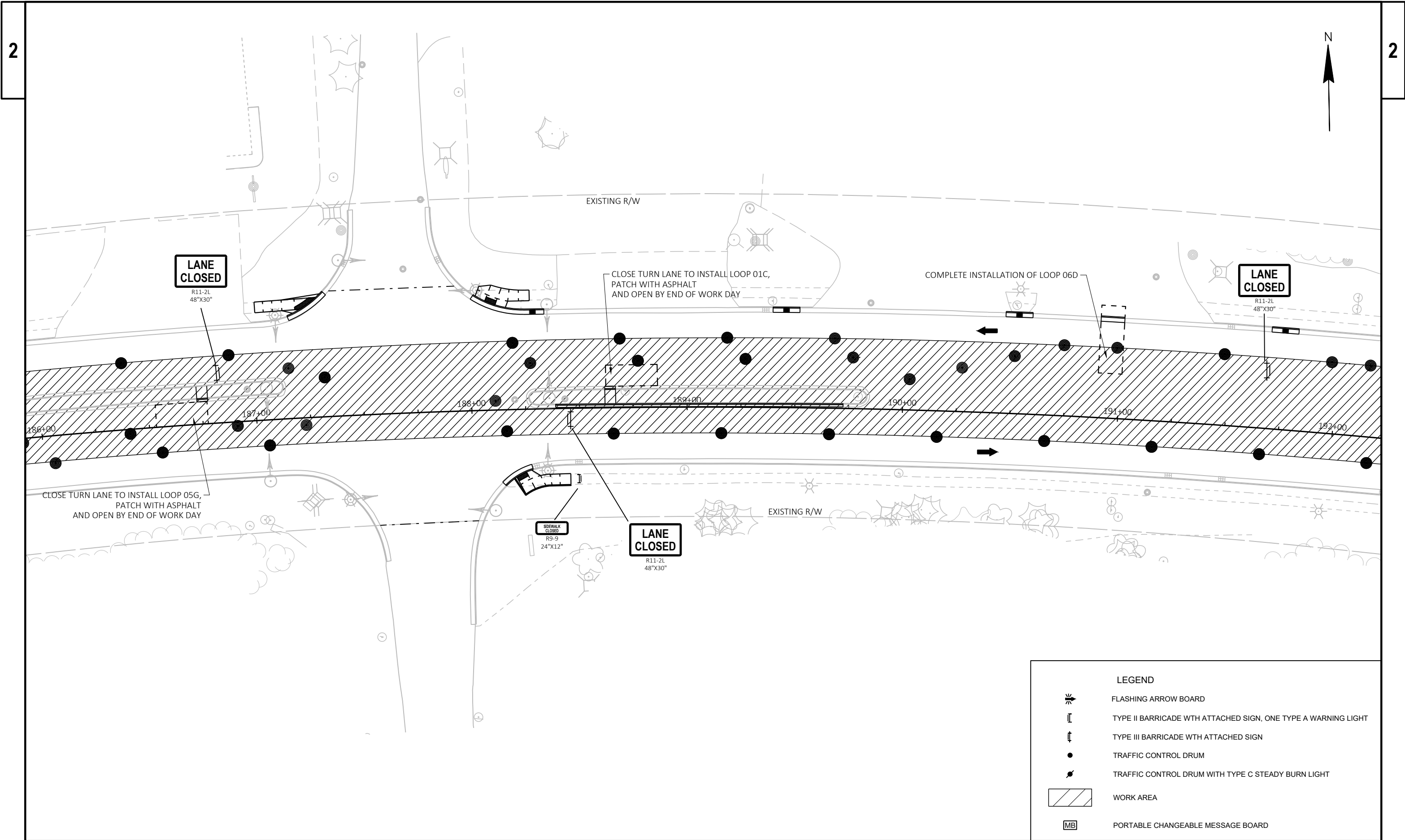












LEGEND

FLASHING ARROW BOARD

TYPE II BARRICADE WTH ATTACHED SIGN, ONE TYPE A WARNING LIGHT

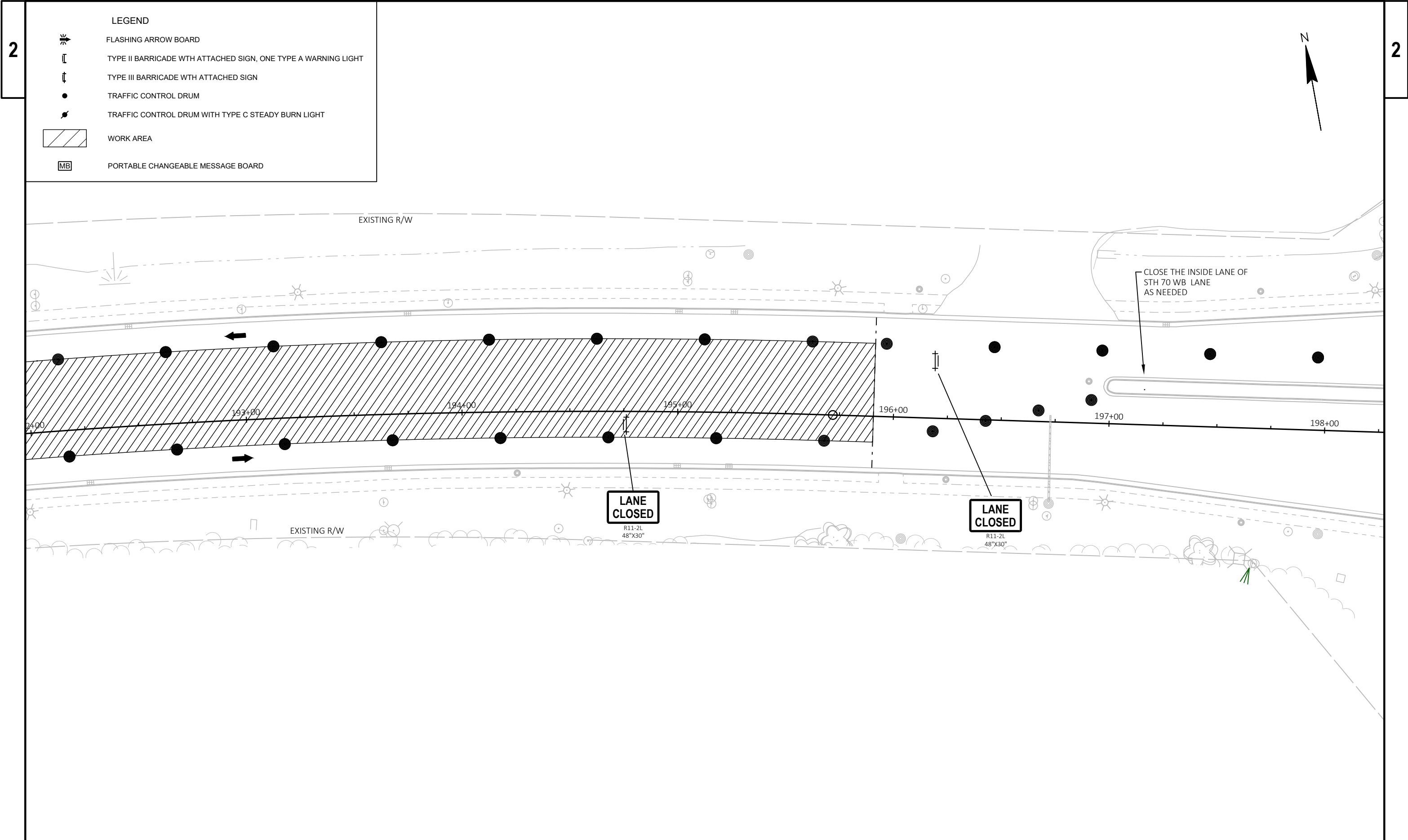
TYPE III BARRICADE WTH ATTACHED SIGN

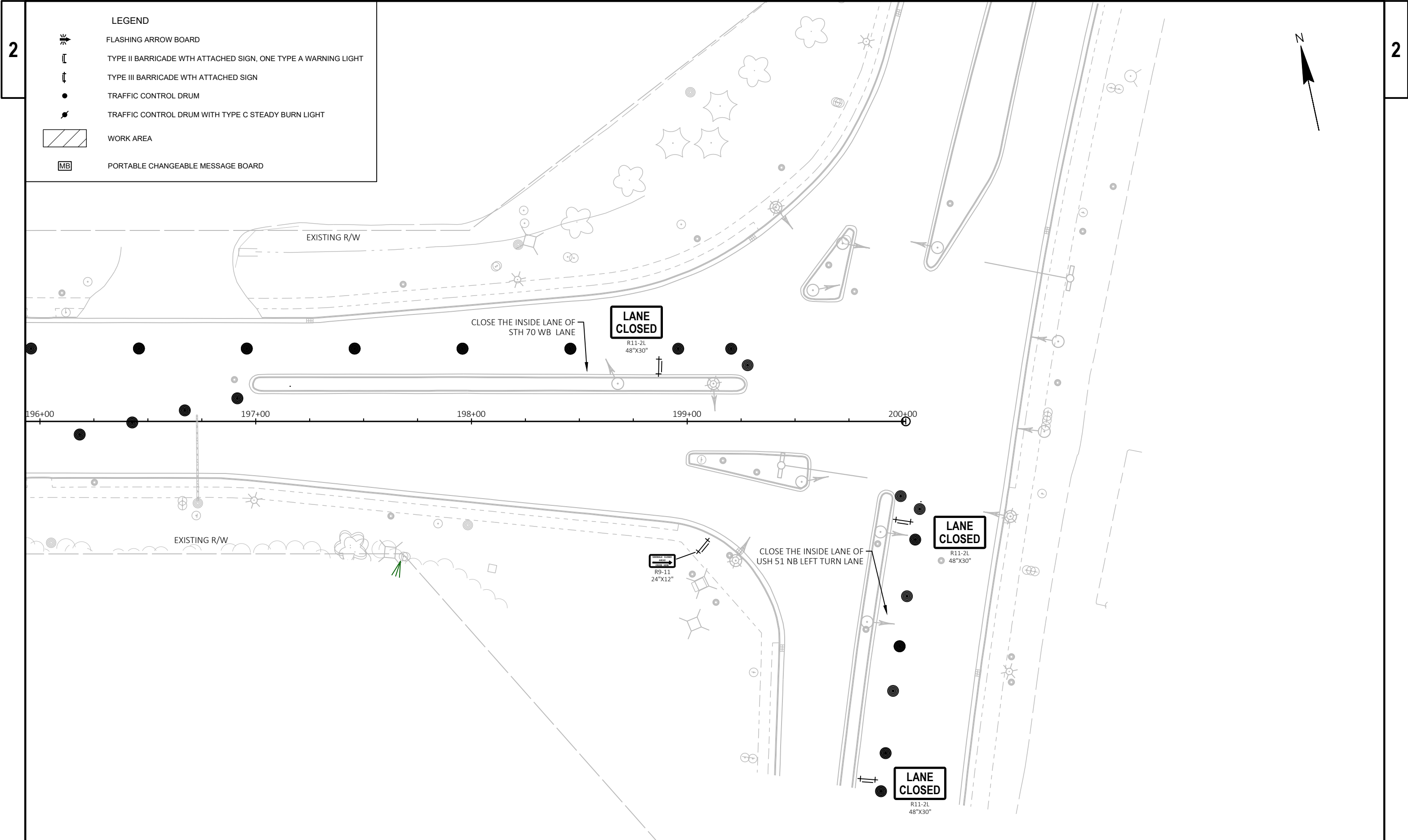
TRAFFIC CONTROL DRUM

TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT

WORK AREA

PORTABLE CHANGEABLE MESSAGE BOARD





Estimate Of Quantities

9070-05-73					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	504.000	504.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	747.000	747.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	55,203.000	55,203.000
0008	204.0150	Removing Curb & Gutter	LF	1,975.000	1,975.000
0010	204.0155	Removing Concrete Sidewalk	SY	230.000	230.000
0012	204.0220	Removing Inlets	EACH	1.000	1.000
0014	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 9070-05-73	LS	1.000	1.000
0016	213.0100	Finishing Roadway (project) 01. 9070-05-73	EACH	1.000	1.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	120.000	120.000
0020	455.0605	Tack Coat	GAL	3,943.000	3,943.000
0022	460.2000	Incentive Density HMA Pavement	DOL	8,080.000	8,080.000
0024	460.6223	HMA Pavement 3 MT 58-28 S	TON	7,153.000	7,153.000
0026	460.6444	HMA Pavement 4 MT 58-34 H	TON	6,309.000	6,309.000
0028	465.0105	Asphaltic Surface	TON	29.000	29.000
0030	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	40.000	40.000
0032	520.8700	Cleaning Culvert Pipes	EACH	7.000	7.000
0034	601.0407	Concrete Curb & Gutter 18-Inch Type D	LF	275.000	275.000
0036	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	1,658.000	1,658.000
0038	601.0600	Concrete Curb Pedestrian	LF	54.000	54.000
0040	602.0405	Concrete Sidewalk 4-Inch	SF	2,149.000	2,149.000
0042	602.0505	Curb Ramp Detectable Warning Field Yellow	SF	150.000	150.000
0044	602.0605	Curb Ramp Detectable Warning Field Radial Yellow	SF	95.000	95.000
0046	608.0115	Relaid Storm Sewer 15-Inch	LF	24.000	24.000
0048	608.0124	Relaid Storm Sewer 24-Inch	LF	192.000	192.000
0050	611.3230	Inlets 2x3-FT	EACH	1.000	1.000
0052	611.8110	Adjusting Manhole Covers	EACH	13.000	13.000
0054	611.8115	Adjusting Inlet Covers	EACH	30.000	30.000
0056	618.0100	Maintenance And Repair of Haul Roads (project) 01. 9070-05-73	EACH	1.000	1.000
0058	619.1000	Mobilization	EACH	1.000	1.000
0060	620.0300	Concrete Median Sloped Nose	SF	63.000	63.000
0062	625.0100	Topsoil	SY	1,331.000	1,331.000
0064	628.1504	Silt Fence	LF	250.000	250.000
0066	628.1520	Silt Fence Maintenance	LF	100.000	100.000
0068	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0070	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0072	628.1920	Cleaning Sediment Basins	CY	50.000	50.000
0074	628.2008	Erosion Mat Urban Class I Type B	SY	1,331.000	1,331.000
0076	628.7015	Inlet Protection Type C	EACH	133.000	133.000

Estimate Of Quantities

9070-05-73

Line	Item	Item Description	Unit	Total	Qty
0078	628.7570	Rock Bags	EACH	20.000	20.000
0080	629.0210	Fertilizer Type B	CWT	2.000	2.000
0082	630.0130	Seeding Mixture No. 30	LB	30.000	30.000
0084	630.0500	Seed Water	MGAL	14.000	14.000
0086	634.0808	Posts Tubular Steel 2x2-Inch X 8-FT	EACH	5.000	5.000
0088	634.0814	Posts Tubular Steel 2x2-Inch X 14-FT	EACH	52.000	52.000
0090	634.0816	Posts Tubular Steel 2x2-Inch X 16-FT	EACH	37.000	37.000
0092	634.0818	Posts Tubular Steel 2x2-Inch X 18-FT	EACH	2.000	2.000
0094	637.2210	Signs Type II Reflective H	SF	674.910	674.910
0096	637.2215	Signs Type II Reflective H Folding	SF	134.280	134.280
0098	637.2230	Signs Type II Reflective F	SF	103.500	103.500
0100	638.2602	Removing Signs Type II	EACH	117.000	117.000
0102	638.3000	Removing Small Sign Supports	EACH	95.000	95.000
0104	642.5201	Field Office Type C	EACH	1.000	1.000
0106	643.0300	Traffic Control Drums	DAY	14,000.000	14,000.000
0108	643.0410	Traffic Control Barricades Type II	DAY	310.000	310.000
0110	643.0420	Traffic Control Barricades Type III	DAY	1,175.000	1,175.000
0112	643.0705	Traffic Control Warning Lights Type A	DAY	2,020.000	2,020.000
0114	643.0715	Traffic Control Warning Lights Type C	DAY	280.000	280.000
0116	643.0800	Traffic Control Arrow Boards	DAY	20.000	20.000
0118	643.0900	Traffic Control Signs	DAY	2,435.000	2,435.000
0120	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0122	643.5000	Traffic Control	EACH	1.000	1.000
0124	644.1410	Temporary Pedestrian Surface Asphalt	SF	704.000	704.000
0126	644.1601	Temporary Pedestrian Curb Ramp	DAY	150.000	150.000
0128	646.1020	Marking Line Epoxy 4-Inch	LF	16,579.000	16,579.000
0130	646.3020	Marking Line Epoxy 8-Inch	LF	2,567.000	2,567.000
0132	646.5020	Marking Arrow Epoxy	EACH	51.000	51.000
0134	646.6120	Marking Stop Line Epoxy 18-Inch	LF	409.000	409.000
0136	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	7.000	7.000
0138	646.7120	Marking Diagonal Epoxy 12-Inch	LF	617.000	617.000
0140	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	835.000	835.000
0142	646.8120	Marking Curb Epoxy	LF	50.000	50.000
0144	646.8220	Marking Island Nose Epoxy	EACH	5.000	5.000
0146	646.9000	Marking Removal Line 4-Inch	LF	900.000	900.000
0148	646.9200	Marking Removal Line Wide	LF	170.000	170.000
0150	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	2,148.000	2,148.000
0152	650.4000	Construction Staking Storm Sewer	EACH	3.000	3.000
0154	650.8000	Construction Staking Resurfacing Reference	LF	14,980.000	14,980.000
0156	650.8500	Construction Staking Electrical Installations (project) 01.	LS	1.000	1.000

Estimate Of Quantities

9070-05-73					
Line	Item	Item Description	Unit	Total	Qty
9070-05-73					
0158	650.9000	Construction Staking Curb Ramps	EACH	17.000	17.000
0160	650.9910	Construction Staking Supplemental Control (project) 01. 9070-05-73	LS	1.000	1.000
0162	652.0225	Conduit Rigid Nonmetallic Schedule 40 2-Inch	LF	77.000	77.000
0164	652.0800	Conduit Loop Detector	LF	740.000	740.000
0166	653.0135	Pull Boxes Steel 24x36-Inch	EACH	8.000	8.000
0168	653.0900	Adjusting Pull Boxes	EACH	1.000	1.000
0170	655.0700	Loop Detector Lead In Cable	LF	3,789.000	3,789.000
0172	655.0800	Loop Detector Wire	LF	2,702.000	2,702.000
0174	690.0150	Sawing Asphalt	LF	2,757.000	2,757.000
0176	690.0250	Sawing Concrete	LF	392.000	392.000
0178	740.0440	Incentive IRI Ride	DOL	40,000.000	40,000.000
0180	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0182	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,200.000	1,200.000
0184	SPV.0180	Special 01. Protective Thermoplastic Coating at Snowmobile Trail Crossing	SY	283.000	283.000

REMOVING ASPHALTIC SURFACE / PREPARE FOUNDATION FOR ASPHALTIC PAVING

204.0110 211.0100 REMOVING ASPHALTIC SURFACE PREPARE FOUNDATION FOR ASPHALTIC PAVING						
CATEGORY	STATION	TO	STATION	LOCATION	SY	LS
0010	121+00		195+90	PROJECT	-	1
0010	121+94	-	126+30	RT	24	-
	124+69	-	128+97	LT	13	-
	129+09	-	140+66	RT	125	-
	129+41	-	143+95	LT	20	-
	144+71	-	156+61	LT	49	-
	146+94	-	153+60	RT	19	-
	157+20	-	166+59	LT	18	-
	157+85	-	166+97	RT	52	-
	167+10	-	187+33	LT	99	-
	177+18	-	184+40	RT	6	-
	188+00	-	191+80	LT	76	-
	188+15	-	188+28	RT	3	-
TOTAL 0010					504	1

REMOVING ASPHALTIC SURFACE BUTT JOINTS

204.0115 REMOVING ASPHALTIC SURFACE BUTT JOINTS						
CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	121+00	-	121+10	CL	71	BEGIN PROJECT
	195+80	-	195+90	CL	78	END PROJECT
	9+04	-	11+00	LT/ RT	69	MORGAN RD
	10+40	-	10+82	LT	106	NORTH RIDGE WAY
	9+43	-	9+75	RT	51	SOUTH RIDGE
	9+01	-	11+62	LT/ RT	100	BLUMENSTEIN RD
	9+12	-	9+75	RT	34	STUART AVE
	10+40	-	10+61	LT	71	FRANK DR
	9+16	-	9+76	RT	34	NIEMI RD
	9+48	-	10+58	LT/ RT	134	SCHOOL/ CLINIC ENTRANCE
TOTAL 0010					747	

REMOVING ASPHALTIC SURFACE MILLING

204.0120 REMOVING ASPHALTIC SURFACE MILLING						
CATEGORY	STATION	TO	STATION	LOCATION	SY	REMARKS
0010	121+10	-	195+80	LT	30850	MAINLINE
	121+10	-	195+80	RT	19719	MAINLINE
	9+04	-	11+00	LT/ RT	741	MORGAN RD
	10+40	-	10+82	LT	534	NORTH RIDGE WAY
	9+43	-	9+75	RT	160	SOUTH RIDGE
	9+01	-	11+62	LT/ RT	1934	BLUMENSTEIN RD
	9+12	-	9+75	RT	303	STUART AVE
	10+40	-	10+61	LT	462	FRANK DR
	9+16	-	9+76	RT	299	NIEMI RD
	9+48	-	10+58	LT/ RT	201	SCHOOL/ CLINIC ENTRANCE
TOTAL 0010					55,203	

BASE AGGREGATE DENSE

					305.0120	
					B.A.D. 1 1/4	
					INCH	
CATEGORY	STATION	TO	STATION	LOCATION	TON	REMARKS
0010	143+25	-	188+50	LT	20	TEMPORARY PEDESTRIAN SURFACE
	129+50	-	191+00	LT/ RT	60	SIDEWALK REPLACEMENT
	175+75	-	176+75	RT	30	STORM SEWER REPLACEMENT
	UNDISTRIBUTED			LT/RT	10	
TOTAL 0010					120	

HMA ITEMS									
					455.0605	460.6223	460.6444	465.0120	
						HMA	HMA	ASPHALTIC	
						PAVEMENT 3	PAVEMENT 4	SURFACE	
					TACK COAT	MT 58-28 S	MT 58-34 H	DRIVEWAYS	
								AND FIELD	
								ENTRANCES	
CATEGORY	STATION	TO	STATION	LOCATION	GAL	TON	TON	TON	REMARKS
0010	121+00	-	195+90	LT	2,179	4,359	3,487	2	MAINLINE
	121+00	-	195+90	RT	1,397	2,794	2,235	38	MAINLINE
	9+04	-	11+00	LT/RT	57	--	91	--	MORGAN RD
	10+40	-	10+82	LT	45	--	72	--	NORTH RIDGE WAY
	9+43	-	9+75	RT	15	--	24	--	SOUTH RIDGE
	9+01	-	11+62	LT/RT	142	--	228	--	BLUMENSTEIN RD
	9+12	-	9+75	RT	24	--	38	--	STUART AVE
	10+40	-	10+61	LT	37	--	60	--	FRANK DR
	9+16	-	9+76	RT	23	--	37	--	NIEMI RD
	9+48	-	10+58	LT/RT	23	--	38	--	SCHOOL/CLINIC ENTRANCE
TOTAL 0010					3943	7153	6309	40	

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ADJUSTING STORM SEWER										
					204.0220	520.8700	611.3230	611.8110	611.8115	
					REMOVING INLETS	CLEANING CULVERT PIPES	INLETS 2X3- FT	ADJUSTING MANHOLE COVERS	ADJUSTING INLET COVERS	
CATEGORY	STATION	TO	STATION	LOCATION	EACH	EACH	EACH	EACH	EACH	
0010	121+00	-	126+00	RT	--	--	--	--	3	
	124+75	-	128+75	LT	--	--	--	1	1	
	129+15	-	140+65	RT	--	--	--	--	6	
	129+35	-	142+55	LT	--	--	--	1	2	
	145+75	-	145+75	LT	--	--	--	1	--	
	147+00	-	147+00	RT	--	--	--	--	1	
	158+25	-	162+00	RT	--	--	--	4	2	
	167+50	-	177+25	RT	--	3	--	1	1	
	169+50	-	177+00	LT	--	4	--	--	3	
	179+25	-	180+00	RT	--	--	--	2	1	
	182+00	-	191+75	LT	1	--	1	--	4	
UNDISTRUBUTED					--	--	--	3	6	
TOTAL 0010					1	7	1	13	30	

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RELAID STORM SEWER							
		608.0115		608.0124			
		RELAID		RELAID			
		STORM		STORM			
		SEWER 15-		SEWER 24-			
		INCH		INCH			
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS
0010	175+50	-	175+75	RT	8	28	OUTFALL D- MH 32M
	175+75	-	177+25	RT	16	164	MH 32M- MH 34M
TOTAL 0010					24	192	

LANDSCAPING ITEMS

		625.0100		628.2008		629.0210		630.0130		630.0500	
		TOPSOIL		EROSION		FERTILIZER		SEEDING		SEED WATER	
		SY		MAT URBAN		TYPE B		MIXTURE			
		SY		CLASS I TYPE		CWT		NO. 30			
		B									
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	CWT	LB	MGAL		
0010	122+00	-	126+25	RT	50	50	0.04	1	--		
	124+75	-	129+00	LT	30	30	0.02	1	--		
	129+00	-	143+00	RT	170	170	0.11	3	--		
	129+50	-	143+75	LT	80	80	0.05	2	--		
	147+00	-	153+75	RT	20	20	0.02	1	--		
	144+75	-	156+50	LT	160	160	0.10	3	--		
	157+75	-	167+50	RT	60	60	0.04	2	--		
	157+50	-	168+50	LT	120	120	0.08	3	--		
	169+50	-	187+25	LT	120	120	0.08	3	--		
	175+50	-	184+50	RT	330	330	0.21	6	--		
	188+00	-	192+00	LT	40	40	0.03	1	--		
	188+25	-	188+50	RT	30	30	0.02	1	--		
UNDISTRIBUTED				LT/ RT	121	121	0.8	3	14		
TOTAL 0010					1,331	1,331	2	30	14		

CONCRETE MEDIAN SLOPED NOSE

		620.0300	
		CONCRETE	
		MEDIAN	
		SLOPED	
		NOSE	
CATEGORY	STATION	LOCATION	SF
0010	156+20	MEDIAN	15
	164+65	MEDIAN	13
	166+40	MEDIAN	13
	168+04	FRANK DR	22
TOTAL 0010			63

PROJECT NO: 9070-05-73

HWY: STH 70

COUNTY: ONEIDA

MISCELLANEOUS QUANTITIES

SHEET

95

E

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EROSION CONTROL

					628.1504	628.1520	628.1905	628.1910 MOBILIZATIO NS	628.1920	628.7015	628.7570
					SILT FENCE	SILT FENCE MAINTENAN CE	MOBILIZATIO NS EROSION CONTROL	EMERGENCY EROSION CONTROL	CLEANING SEDIMENT BASINS	INLET PROTECTION TYPE C	ROCK BAGS
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	EACH	EACH	CY	EACH	EA
0010	121+00	-	195+25	PROJECT	--	--	2	1	50	133	--
	175+50	-	177+75	RT	200	100	--	--	--	--	15
	UNDISTRIBUTED				50	--	--	--	--	--	5
	TOTAL 0010				250	100	2	1	50	133	20

TEMPORARY PEDESTRIAN SURFACE

					644.1410 TEMPORARY PEDESTRIAN SURFACE ASPHALT	644.1601 TEMPORARY PEDESTRIAN CURB RAMP	
CATEGORY	STATION	TO	STATION	LOCATION	SF	DAY	REMARKS
0010	129+35	-	129+96	LT	289	15	MORGAN RD
	143+25	-	145+10	LT	83	30	NORTHRIDGE WAY
	150+15	-	151+25	LT	23	30	COMMERCIAL ENTRANCE
	155+80	-	157+75	LT	35	30	BLUMENSTEIN RD
	166+00	-	168+35	LT	31	30	FRANK DR
	186+90	-	188+50	LT	532	30	CLINIC ENTRANCE
TOTAL 0010					704	150	

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TRAFFIC CONTROL ITEMS

		643.0300	643.0410	643.0420	643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A	643.0715 TRAFFIC CONTROL WARNING LIGHTS TYPE C	643.08 TRAFFIC CONTROL ARROW BOARDS	643.0900 TRAFFIC CONTROL SIGNS	643.1050 TRAFFIC CONTROL SIGNS PCMS	643.5000 TRAFFIC CONTROL
CATEGORY	LOCATION	DAY	DAY	DAY	DAY	DAY	DAY	DAY	DAY	EACH
0010	STAGE 1	8300	280	800	1360	280	20	1520	14	0.5
	STAGE 2	5700	30	375	660	--	--	915	--	0.5
	TOTAL 0010	14,000	310	1,175	2,020	280	20	2,435	14	1

PAVEMENT MARKING														
					646.1020		646.3020	646.5020	646.6120	646.6220	646.7120		646.7420 MARKING	
					MARKING LINE EPOXY 4- INCH		MARKING LINE EPOXY 8-INCH	MARKING ARROW EPOXY	MARKING STOP LINE EPOXY 18- INCH	MARKING YIELD LINE EPOXY 18- INCH	MARKING DIAGONAL EPOXY 12- INCH		CROSSWALK EPOXY TRANSVERSE LINE 6-INCH	
					YELLOW	WHITE	WHITE	WHITE	WHITE	WHITE	YELLOW	WHITE	WHITE	
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	EACH	LF	EACH	LF	LF	LF	
0010	114+70	-	143+50	STH 70	6505	1086	296	12	36	--	233	--	--	
	144+65	-	156+20	STH 70	2238	518	662	8	78	--	124	--	--	
	157+40	-	187+15	STH 70	2763	1419	444	12	69	--	76	--	--	
	188+15	-	195+90	STH 70	1528	346	284	6	34	--	86	--	153	
	10+45	-	10+79	NORTHRIDGE WAY	--	--	42	2	--	--	--	--	194	
	9+43	-	9+58	SOUTHRIDGE	50	--	26	2	28	--	--	--	--	
	9+01	-	11+60	BLUMENSTEIN RD	77	--	736	7	38	7	--	98	205	
	9+63	-	9+63	STUART AVE	--	--	--	--	24	--	--	--	--	
	10+46	-	11+03	FRANK DR	10	--	56	--	40	--	--	--	143	
	9+64	-	9+64	NIEMI DR	--	--	--	--	26	--	--	--	--	
	10+48	-	10+54	CLINIC ENTRANCE	--	--	--	--	--	--	--	--	140	
	9+48	-	9+69	SCHOOL ENTRANCE	42	--	21	2	36	--	--	--	--	
	SUBTOTAL					13211	3368	--	--	--	--	519	98	--
	TOTAL 0010					16,579		2,567	51	409	7	617		835

CURB MARKING				
		646.8120	646.8220	
		MARKING CURB EPOXY	MARKING ISLAND NOSE EPOXY	
CATEGORY	STATION	LOCATION	LF	EACH
0010	156+20	MEDIAN	10	1
	157+45	MEDIAN	10	1
	164+70	MEDIAN	10	1
	166+40	MEDIAN	10	1
	168+10	FRANK DR	10	1
TOTAL 0010			50	5

TEMPORARY MARKING									
				646.9000	646.9200	649.0150			
				MARKING REMOVAL LINE 4- INCH	MARKING REMOVAL LINE WIDE	TEMPORARY MARKING LINE REMOVABLE TAPE 4- INCH			
						YELLOW	WHITE		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	LF	LF	REMARKS
0010	117+35	-	121+00	CL	900	170	250	250	STAGE 1
	192+05	-	195+30	CL	--	--	--	1648	TEMP CROSSWALK
				SUBTOTAL	--	--	250	1898	
				TOTAL 0010	900	170	2,148		

STAKING ITEMS

					650.4000	650.8000	650.8500	650.9000	650.9910
					CONSTRUCTION STAKING STORM SEWER	CONSTRUCTION STAKING RESURFACING REFERENCE	CONSTRUCTION STAKING ELECTRICAL INSTALLATIONS 9070-05-73	CONSTRUCTION STAKING CURB RAMPS	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 9070-05-73
CATEGORY	STATION	TO	STATION	LOCATION	EACH	LF	LS	EACH	LS
0010	121+00	-	143+00	LT/ RT	--	4400	--	1	1
	143+00	-	157+00	LT/ RT	--	2800	--	7	--
	157+00	-	170+00	LT/ RT	--	2600	--	6	--
	170+00	-	195+90	LT/ RT	3	5180	1	3	--
TOTAL 0010					3	14,980	1	17	1

SAWING

					690.0150	690.0250		
					SAWING ASPHALT	SAWING CONCRETE		
CATEGORY	STATION	TO	STATION	LOCATION	LF	LF	REMARKS	
0010	122+00	-	128+90	LT/ RT	229	25	TIE INS/ C&G REPLACEMENTS	
	129+08	-	143+70	LT/ RT	806	55	TIE INS/ C&G REPLACEMENTS	
	143+75	-	156+50	LT/ RT	320	65	TIE INS/ C&G REPLACEMENTS	
	157+00	-	167+00	LT/ RT	354	55	TIE INS/ C&G REPLACEMENTS	
	167+00	-	187+25	LT/ RT	472	95	TIE INS/ C&G REPLACEMENTS	
	187+50	-	191+80	LT/ RT	326	61	TIE INS/ C&G REPLACEMENTS	
UNDISTRIBUTED					CL	251	36	
TOTAL 0010						2,757	392	

THERMOPLASTIC COATING

					SPV.0180.01 PROTECTIVE THERMOPLASTIC COATING AT SNOWMOBILE TRAIL CROSSING
CATEGORY	STATION	-	STATION	LOCATION	SY
0010	128+70	-	129+08	CL	165
	166+40	-	166+92	CL	118
					283

ELECTRICAL ITEMS											
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PERMANENT SIGNING																
						638.2602	638.3000	637.2210	637.2230	637.2215	634.0808	634.0814	634.0816	634.0818		
						REMOVING	REMOVING			SIGNS TYPE II	POSTS	POSTS	POSTS	POSTS	MOUNT ON	
						SIGNS	SMALL SIGN	SIGNS TYPE II	SIGNS TYPE II	REFLECTIVE H	TUBULAR STEEL	TUBULAR STEEL	TUBULAR STEEL	TUBULAR STEEL	SAME POST	
						TYPE II	SUPPORTS	REFLECTIVE H	REFLECTIVE F	FOLDING	2X2 INCH X 8 FT	2X2 INCH X 14 FT	2X2 INCH X 16 FT	2X2 INCH X 18 FT	AS SIGN #	
STATION	LOC	SIGN #	SIGN CODE	SIZE W x H		EACH	EACH	SF	SF	SF	EACH	EACH	EACH	EACH		DESCRIPTION COMMENTS
123+75	LT	1	W9-1L	36 x 36		1	1	-	-	-	-	-	-	-		LEFT LANE ENDS REMOVE
123+75	LT	2	W4-2L	36 x 36		-	-	-	9.00	-	-	-	1	-		LEFT LANE ENDS (SYMBOL) NEW LOCATION
126+25	LT	3	R2-1	24 x 30		1	1	5.00	-	-	-	1	-	-		SPEED LIMIT 35
127+55	LT	4	W4-2L	36 x 36		1	1	-	-	-	-	-	-	-		LEFT LANE ENDS (SYMBOL) REMOVE
127+55	LT	5	W9-1L	36 x 36		-	-	-	9.00	-	-	-	1	-		LEFT LANE ENDS NEW LOCATION
128+70	LT	6	R1-1	30 x 30		1	1	5.18	-	-	-	1	-	-		STOP ON MORGAN ROAD
129+15	RT	7	R1-1	30 x 30		1	1	5.18	-	-	-	1	-	-		STOP ON MORGAN ROAD
130+70	RT	8	R2-1	24 x 30		1	1	5.00	-	-	-	1	-	-		SPEED LIMIT 35
133+10	LT	9	W8-1	30 x 30		1	-	-	-	-	-	-	-	-		BUMP MNTD ON LIGHT - REMOVE
133+95	RT	10	R3-9B	24 x 36		1	1	6.00	-	-	-	-	1	-		CENTER LANE TURNS ONLY
138+05	LT	11	R2-1	24 x 30		1	1	5.00	-	-	-	1	-	-		SPEED LIMIT 35
138+30	RT	12	R3-8M	54 x 30		1	2	11.25	-	-	-	-	2	-		LEFT ONLY / AHEAD ONLY / AHEAD,RIGHT
138+30	RT	13	W3-3	36 x 36		-	-	-	9.00	-	-	-	-	-	12	SIGNALS AHEAD 5'3" MOUNTING HEIGHT
138+30	RT	14	R5-1A	36 x 24		-	-	6.00	-	-	-	-	-	-	12	WRONG WAY
138+45	LT	15	R3-9B	24 x 36		1	1	6.00	-	-	-	-	1	-		CENTER LANE TURNS ONLY
142+05	LT	16	J4-1	24 x 36		1	1	6.00	-	-	-	-	1	-		REASSURANCE J-ASSY
			M3-4	24 x 12		-	-	-	-	-	-	-	-	-		WEST
			M1-6	24 x 24		-	-	-	-	-	-	-	-	-		STH 70
143+00	RT	17	R5-1	30 x 30		1	1	6.25	-	-	-	1	-	-		DO NOT ENTER
143+40	MED	18	R1-1F	36 x 36		1	-	-	-	7.46	-	-	-	-		FOLDING STOP MOUNTED ON SIGNAL
143+40	MED	19	R4-7	24 x 30		-	-	5.00	-	-	-	-	-	-	18	KEEP RIGHT MOUNTED ON SIGNAL
143+45	RT	20	R1-1F	36 x 36		1	-	-	-	7.46	-	-	-	-		FOLDING STOP MOUNTED ON SIGNAL
143+60	LT	21	R1-2	36 x 31		1	1	3.88	-	-	-	1	-	-		YIELD
143+80	LT	22	R1-1F	36 x 36		1	-	-	-	7.46	-	-	-	-		FOLDING STOP MOUNTED ON SIGNAL
143+80	LT	23	R6-3	30 x 24		-	-	5.00	-	-	-	-	-	-	22	DIVIDED HIGHWAY MOUNTED ON SIGNAL
143+80	LT	24	R104BR	9 x 12		1	-	0.75	-	-	-	-	-	-		PUSH BUTTON TO CROSS MOUNTED ON SIGNAL
143+85	LT	25	W12-1D	24 x 24		1	1	-	4.00	-	1	-	-	-		DOUBLE DIAGONAL ARROW 2' MOUNTING HEIGHT
144+05	LT	26	R4-7	24 x 30		1	1	5.00	-	-	-	1	-	-		KEEP RIGHT
144+35	RT	27	R1-1F	36 x 36		1	-	-	-	7.46	-	-	-	-		FOLDING STOP MOUNTED ON SIGNAL
144+35	RT	28	R6-3	30 x 24		-	-	5.00	-	-	-	-	-	-	27	DIVIDED HIGHWAY MOUNTED ON SIGNAL
144+55	MED	29	R4-7	24 x 30		1	-	5.00	-	-	-	-	-	-		KEEP RIGHT MOUNTED ON SIGNAL
144+55	MED	30	R1-1F	36 x 36		-	-	-	-	7.46	-	-	-	-	29	FOLDING STOP MOUNTED ON SIGNAL
144+60	LT	31	R10-4BR	9 x 12		1	-	0.75	-	-	-	-	-	-		PUSH BUTTON TO CROSS MOUNTED ON SIGNAL
SHEET SUBTOTAL:						23	16	97.24	31	37.3	1	8	7	0		

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					638.2602	638.3000	637.2210	637.2230	637.2215	634.0808	634.0814	634.0816	634.0818			
					REMOVING	REMOVING			SIGNS TYPE II	POSTS	POSTS	POSTS	POSTS			
					SIGNS	SMALL SIGN	SIGNS TYPE II	SIGNS TYPE II	REFLECTIVE H	TUBULAR STEEL	TUBULAR STEEL	TUBULAR STEEL	TUBULAR STEEL			
					TYPE II	SUPPORTS	REFLECTIVE H	REFLECTIVE F	FOLDING	2X2 INCH X 8 FT	2X2 INCH X 14 FT	2X2 INCH X 16 FT	2X2 INCH X 18 FT	MOUNT ON		
STATION	LOC	SIGN #	SIGN CODE	SIZE W x H	TYPE II EACH	EACH	SF	SF	SF	EACH	EACH	EACH	EACH	AS SIGN #	DESCRIPTION	COMMENTS
172+00	RT	98	R5-1A	36 x 24	1	1	6.00	-	-	-	1	-	-		WRONG WAY	
173+20	LT	99	D1-1	66 x 15	1	2	6.88	-	-	-	2	-	-		DIRECTIONAL	FRANK DRIVE (RA)
174+40	MED	100	R4-7	24 x 30	1	1	5.00	-	-	-	1	-	-		KEEP RIGHT	
174+65	RT	101	R3-9B	24 x 36	1	1	6.00	-	-	-	-	1	-		CENTER LANE TURNS ONLY	
174+65	RT	102	R5-1	30 x 30	-	-	6.25	-	-	-	-	-	-	101	DO NOT ENTER	
175+60	RT	103		36 x 36	1	1	-	-	-	-	-	-	-		SCHOOL BUS ENTRANCE	REMOVE
176+85	LT	104	R2-1	24 x 30	1	1	5.00	-	-	-	1	-	-		SPEED LIMIT 35	
178+45	LT	105	R6-2L	24 x 30	-	-	5.00	-	-	-	1	-	-		ONE WAY LEFT	
178+95	RT	106	R1-1	30 x 30	1	1	5.18	-	-	-	1	-	-		STOP	ON NIEMI ROAD
180+30	RT	107	R2-1	24 x 30	1	1	5.00	-	-	-	1	-	-		SPEED LIMIT 35	
181+95	RT	108	D1-3	108 x 36	1	2	27.00	-	-	-	-	2	-		DIRECTIONAL	NICOLET AREA TECH COLLEGE LAKELAND CAMPUS (RA)
182+15	LT	109		36 x 36	1	1	-	-	-	-	-	-	-		SCHOOL BUS ENTRANCE	REMOVE
184+15	RT	110	W3-3	36 x 36	1	1	-	9.00	-	-	-	1	-		SIGNALS AHEAD	
185+65	RT	111	J1-1	24 x 39	1	1	6.50	-	-	-	-	1	-		JUNCTION J-ASSY	USH 51
			M2-1	24 x 15	-	-	-	-	-	-	-	-	-		JCT	
			M1-4	24 x 24	-	-	-	-	-	-	-	-	-		USH 51	
185+65	RT	112	R5-1A	36 x 24	-	-	6.00	-	-	-	-	-	-	111	WRONG WAY	
185+70	MED	113	R3-20L	24 x 36	1	1	6.00	-	-	-	-	1	-		BEGIN LEFT TURN LANE	RIGHT ARROW
185+75	LT	114	R3-9B	24 x 36	1	1	6.00	-	-	-	-	1	-		CENTER LANE TURNS ONLY	
186+35	MED	115	R6-2R	24 x 30	-	-	5.00	-	-	-	1	-	-		ONE WAY RIGHT	
187+05	MED	116	R1-1F	36 x 36	1	-	-	-	7.46	-	-	-	-		FOLDING STOP	MOUNTED ON SIGNAL
187+05	MED	117	R4-7	24 x 30	-	-	5.00	-	-	-	-	-	-	116	KEEP RIGHT	MOUNTED ON SIGNAL
187+10	RT	118	R1-1F	36 x 36	1	-	-	-	7.46	-	-	-	-		FOLDING STOP	MOUNTED ON SIGNAL
187+10	RT	119	R5-1	30 x 30	-	-	6.25	-	-	-	-	-	-	118	DO NOT ENTER	MOUNTED ON SIGNAL
187+10	LT	120	R10-4BL	9 x 12	1	-	0.75	-	-	-	-	-	-		PUSH BUTTON TO CROSS	MOUNTED ON SIGNAL
187+30	LT	121	R1-1F	36 x 36	1	-	-	-	7.46	-	-	-	-		FOLDING STOP	MOUNTED ON SIGNAL
187+30	LT	122	R6-3	30 x 24	-	-	5.00	-	-	-	-	-	-	121	DIVIDED HIGHWAY	MOUNTED ON SIGNAL
188+00	LT	123	R10-4BL	9 x 12	1	-	0.75	-	-	-	-	-	-		PUSH BUTTON TO CROSS	MOUNTED ON SIGNAL
188+10	RT	124	R1-1F	36 x 36	1	-	-	-	7.46	-	-	-	-		FOLDING STOP	MOUNTED ON SIGNAL
188+10	RT	125	R10-6	24 x 36	-	-	6.00	-	-	-	-	-	-	124	STOP HERE ON RED	MOUNTED ON SIGNAL
188+25	RT	126	R10-4BL	9 x 12	1	-	0.75	-	-	-	-	-	-	-	PUSH BUTTON TO CROSS	MOUNTED ON SIGNAL
188+30	MED	127	R4-7	24 x 30	1	-	5.00	-	-	-	-	-	-		KEEP RIGHT	MOUNTED ON SIGNAL
188+30	MED	128	R1-1F	36 x 36	-	-	-	-	7.46	-	-	-	-	127	FOLDING STOP	MOUNTED ON SIGNAL
188+30	LT	129	R10-4BR	9 x 12	1	-	0.75	-	-	-	-	-	-		PUSH BUTTON TO CROSS	MOUNTED ON SIGNAL
SHEET SUBTOTAL:					23	16	137.06	9	37.3	0	9	7	0			

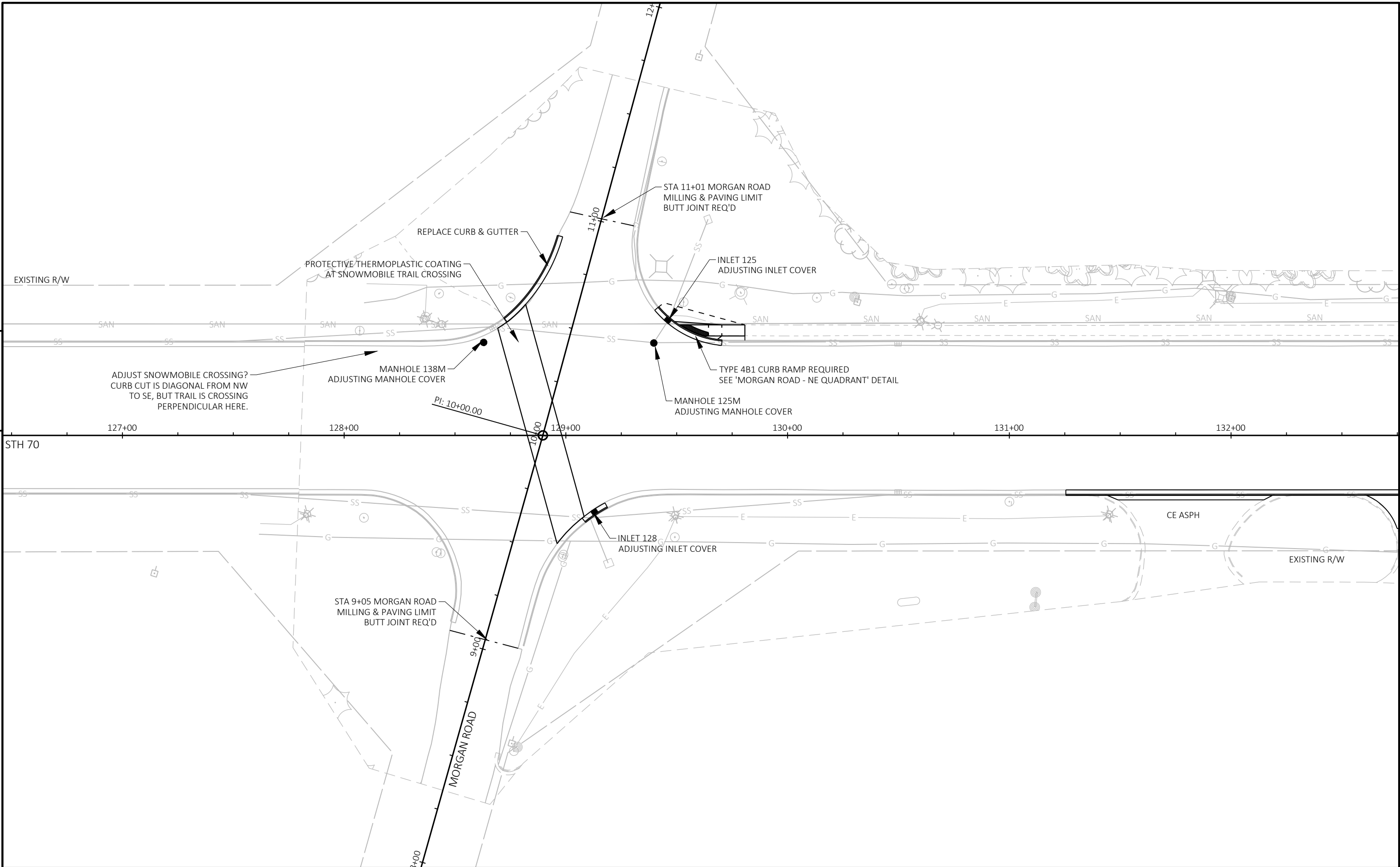
PROJECT NO: 9070-05-73		HWY: STH 70		COUNTY: ONEIDA		MISCELLANEOUS QUANTITIES		SHEET 103		E
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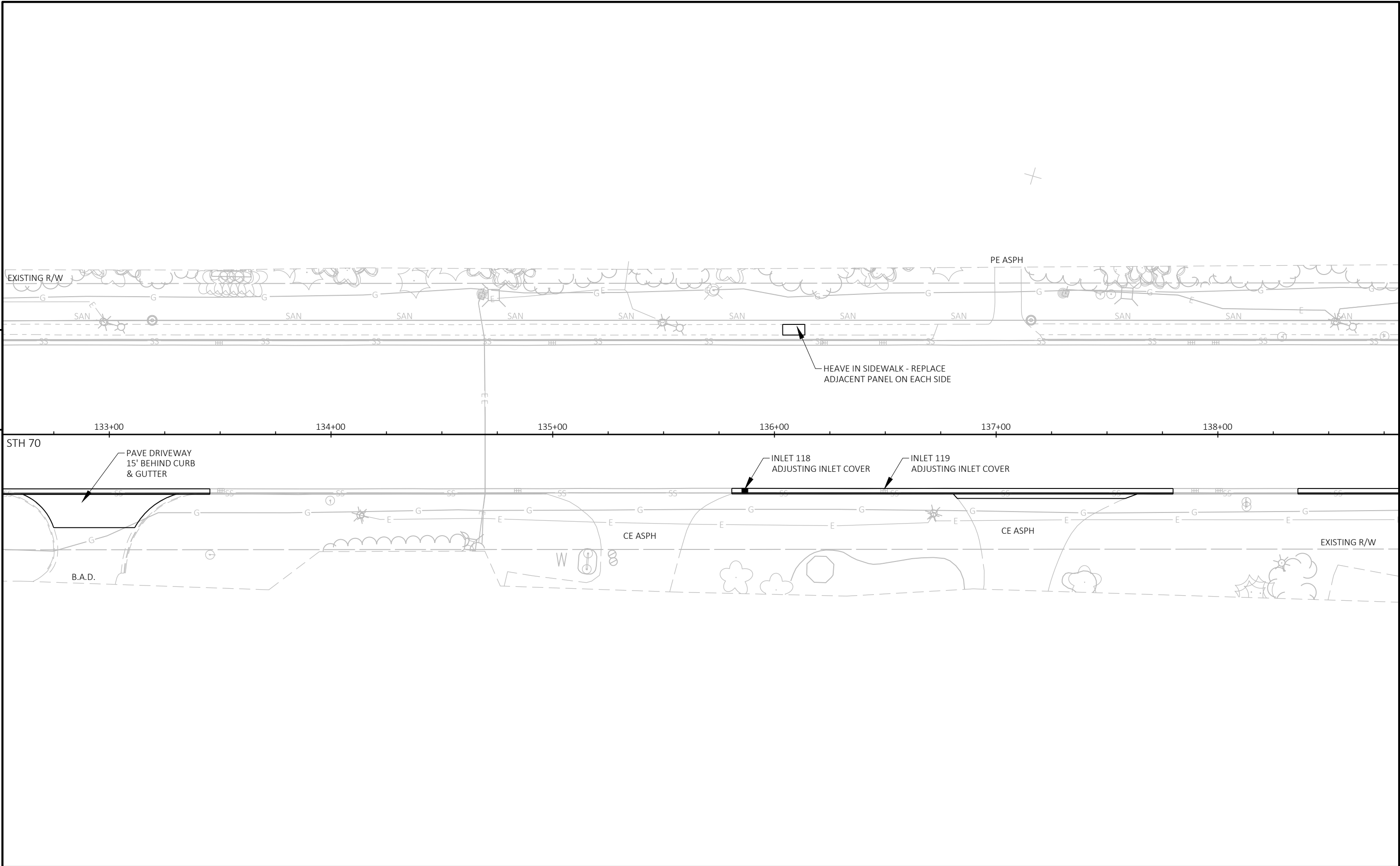
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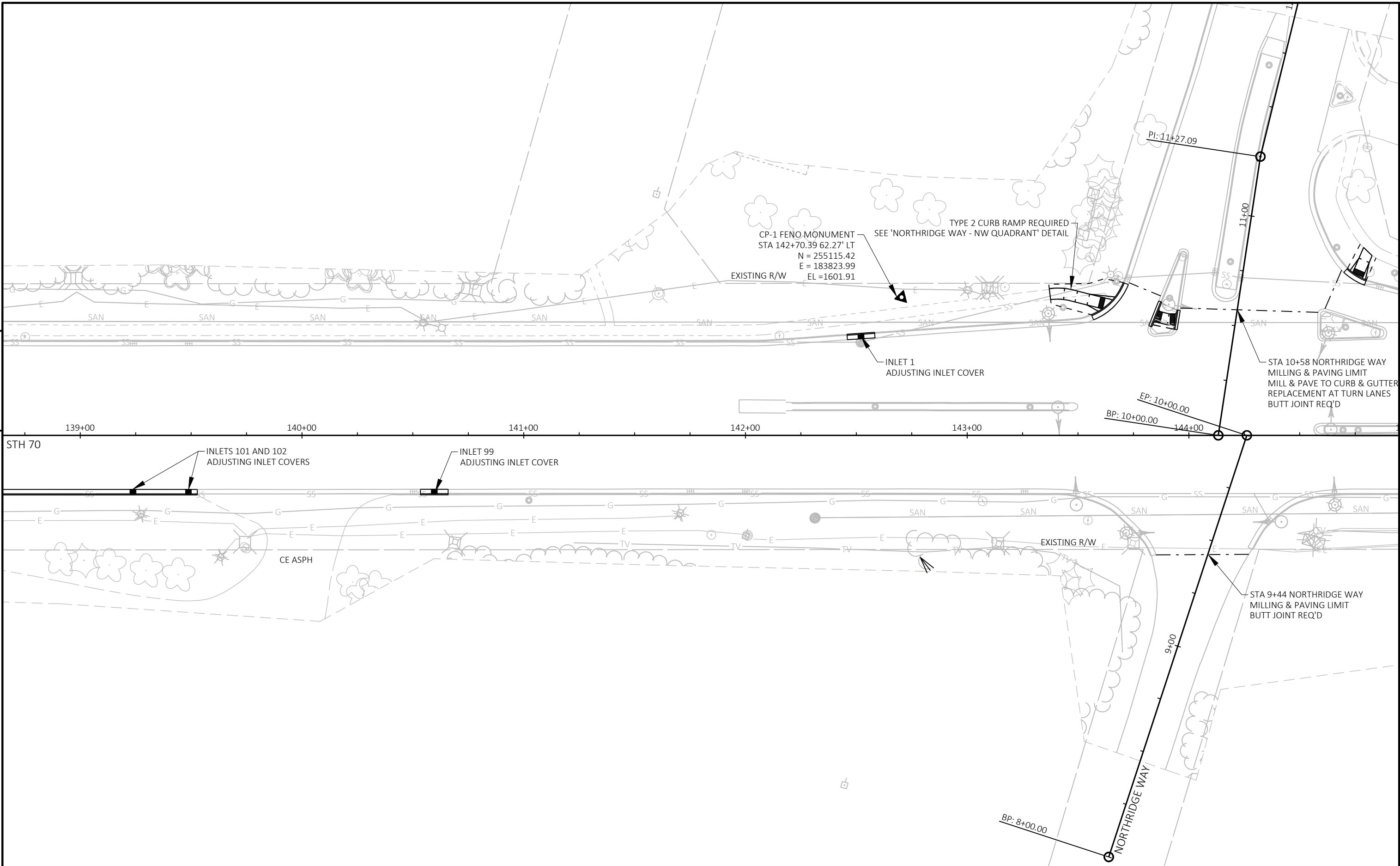
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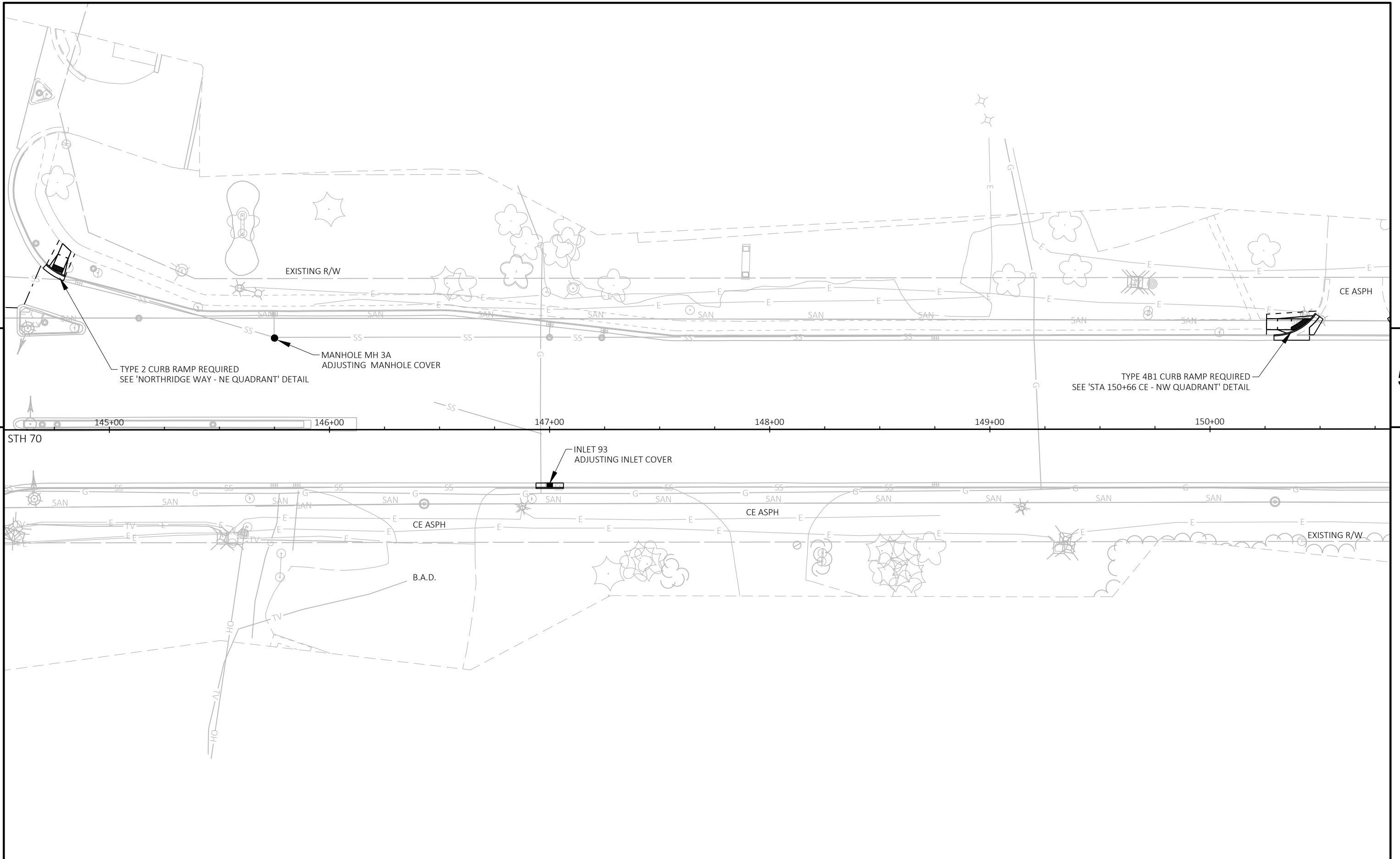
				638.2602		638.3000	637.2210	637.2230	637.2215	634.0808	634.0814	634.0816	634.0818			
				REMOVING		REMOVING			SIGNS TYPE II		POSTS	POSTS	POSTS	POSTS	MOUNT ON	
				SIGNS		SMALL SIGN	SIGNS TYPE II	SIGNS TYPE II	REFLECTIVE H	TUBULAR STEEL	TUBULAR STEEL	TUBULAR STEEL	TUBULAR STEEL	SAME POST		
				TYPE II		SUPPORTS	REFLECTIVE H	REFLECTIVE F	FOLDING	2X2 INCH X 8 FT	2X2 INCH X 14 FT	2X2 INCH X 16 FT	2X2 INCH X 18 FT	AS SIGN #		
STATION	LOC	#	CODE	W	x	H	EACH	EACH	SF	SF	SF	EACH	EACH	EACH	EACH	DESCRIPTION
																COMMENTS
188+30	LT	130	R1-1F	36	x	36	1	-	-	-	7.46	-	-	-	-	FOLDING STOP
188+95	RT	131	R2-1	24	x	30	1	1	5.00	-	-	-	1	-	-	SPEED LIMIT 35
189+00	MED	132	R6-2R	24	x	30	1	1	5.00	-	-	-	1	-	-	ONE WAY RIGHT
189+45	LT	133	R5-1	30	x	30	1	1	6.25	-	-	-	1	-	-	DO NOT ENTER
189+80	MED	134	R3-20L	24	x	36	1	1	6.00	-	-	-	-	1	-	BEGIN LEFT TURN LANE
189+90	RT	135	R3-9B	24	x	36	1	1	6.00	-	-	-	-	1	-	CENTER LANE TURNS ONLY
190+50	LT	136	R5-1A	36	x	24	1	1	6.00	-	-	-	1	-	-	WRONG WAY
190+95	RT	137	J2-3	72	x	57	1	2	28.50	-	-	-	-	-	2	DIRECTIONAL J-ASSY
			M3-1	24	x	12	-	-	-	-	-	-	-	-	-	NORTH
			M1-4	24	x	24	-	-	-	-	-	-	-	-	-	USH 51
			M5-1L	21	x	21	-	-	-	-	-	-	-	-	-	LA
			M3-2	24	x	12	-	-	-	-	-	-	-	-	-	EAST
			M1-6	24	x	24	-	-	-	-	-	-	-	-	-	STH 70
			M5-1L	21	x	21	-	-	-	-	-	-	-	-	-	LA
			M3-3	24	x	12	-	-	-	-	-	-	-	-	-	SOUTH
			M1-4	24	x	24	-	-	-	-	-	-	-	-	-	USH 51
			M5-1R	21	x	21	-	-	-	-	-	-	-	-	-	RA
192+10	LT	138	D1-3	108	x	36	1	2	27.00	-	-	-	-	2	-	DIRECTIONAL
193+10	RT	139	W3-3	36	x	36	1	1	-	9.00	-	-	-	1	-	NICOLET AREA TECH COLLEGE
193+25	LT	140	W3-3	36	x	36	1	1	-	9.00	-	-	-	1	-	LAKELAND CAMPUS (RA)
193+25	LT	140	W3-3	36	x	36	1	1	-	9.00	-	-	-	1	-	SIGNALS AHEAD
193+65	RT	141	D1-3	78	x	36	1	2	19.50	-	-	-	-	2	-	SIGNALS AHEAD
193+65	RT	141	D1-3	78	x	36	1	2	19.50	-	-	-	-	2	-	DESTINATION
193+90	LT	142	R2-1	24	x	30	1	1	5.00	-	-	-	1	-	-	HURLEY / ST GERMAIN (LA)
193+90	LT	142	R2-1	24	x	30	1	1	5.00	-	-	-	1	-	-	MERRILL (RA)
193+90	LT	142	R2-1	24	x	30	1	1	5.00	-	-	-	1	-	-	SPEED LIMIT 35
195+35	LT	143	J4-1	24	x	36	1	2	6.00	-	-	-	-	-	-	REASSURANCE J-ASSY
			M3-4	24	x	12	-	-	-	-	-	-	-	-	-	WEST
			M1-6	24	x	24	-	-	-	-	-	-	-	-	-	STH 70
195+35	LT	144	D2-2	66	x	24	-	-	11.00	-	-	-	-	2	-	DISTANCE
196+15	LT	145	R3-9B	24	x	36	1	1	6.00	-	-	-	-	1	-	FIFIELD 38 / OJIBWA 78
196+15	LT	145	R3-9B	24	x	36	1	1	6.00	-	-	-	-	1	-	CENTER LANE TURNS ONLY
SHEET SUBTOTAL:							15	18	137.25	18	7.46	0	5	11	2	
PROJECT TOTAL:							117	95	674.91	103.5	134.28	5	52	37	2	

3

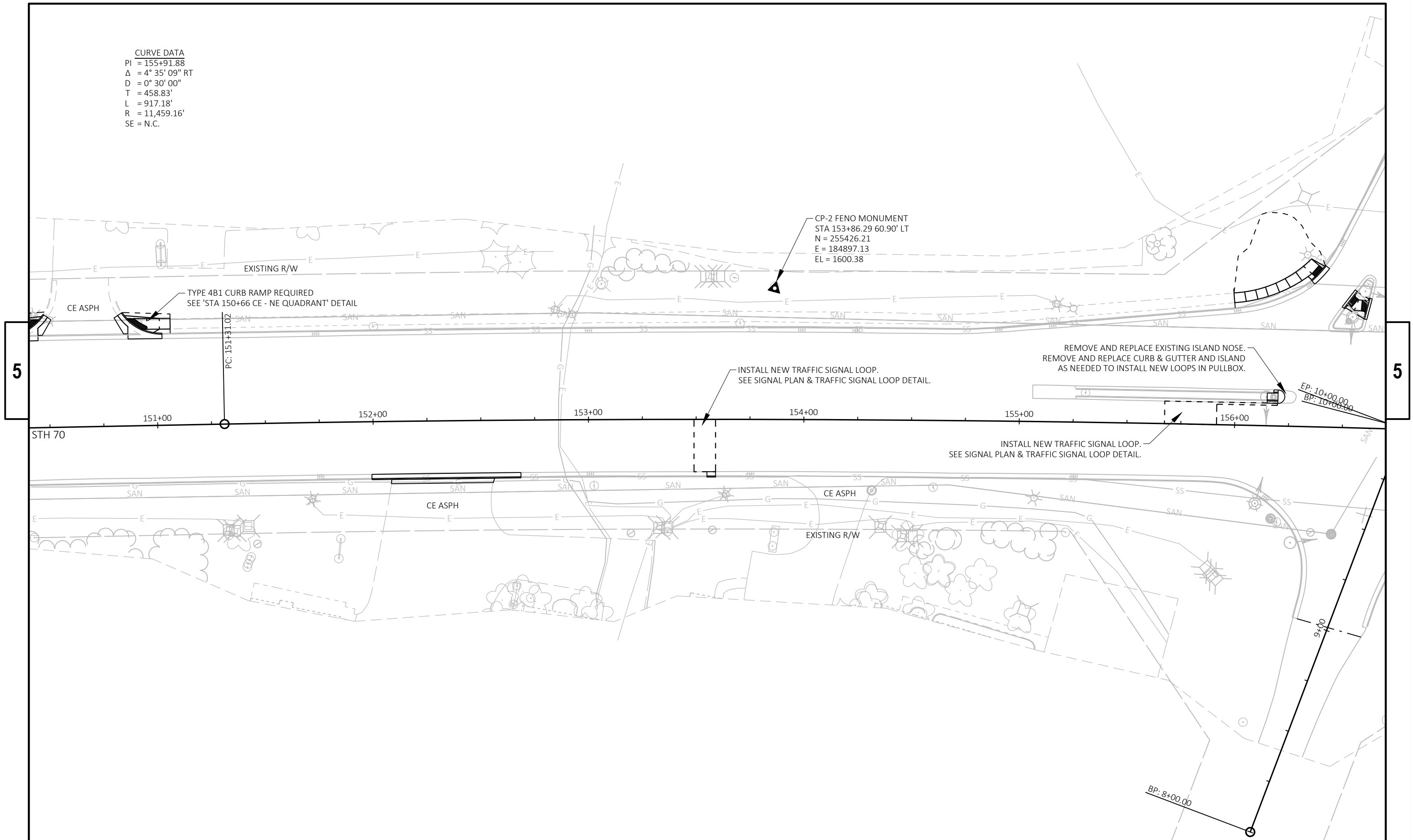


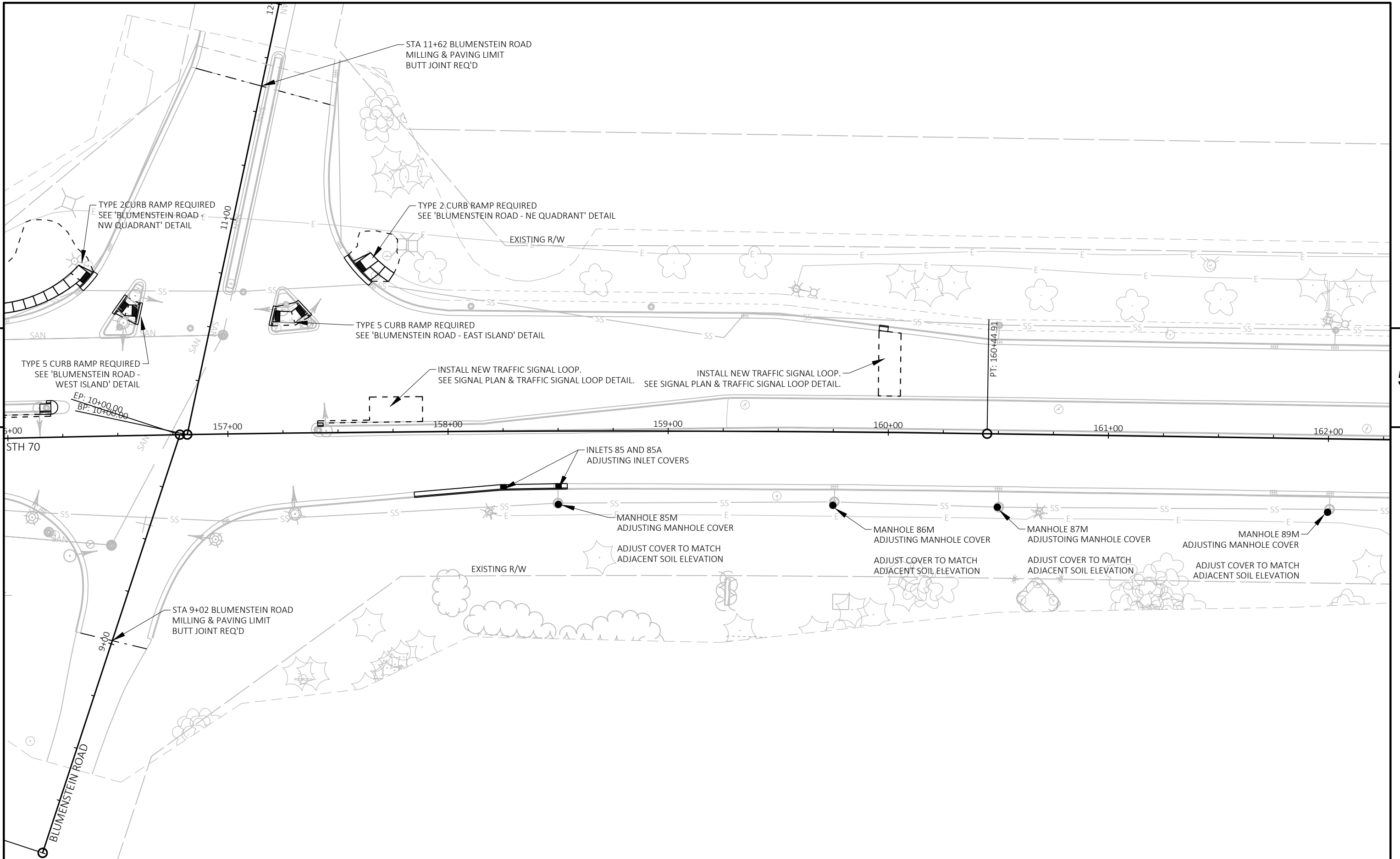


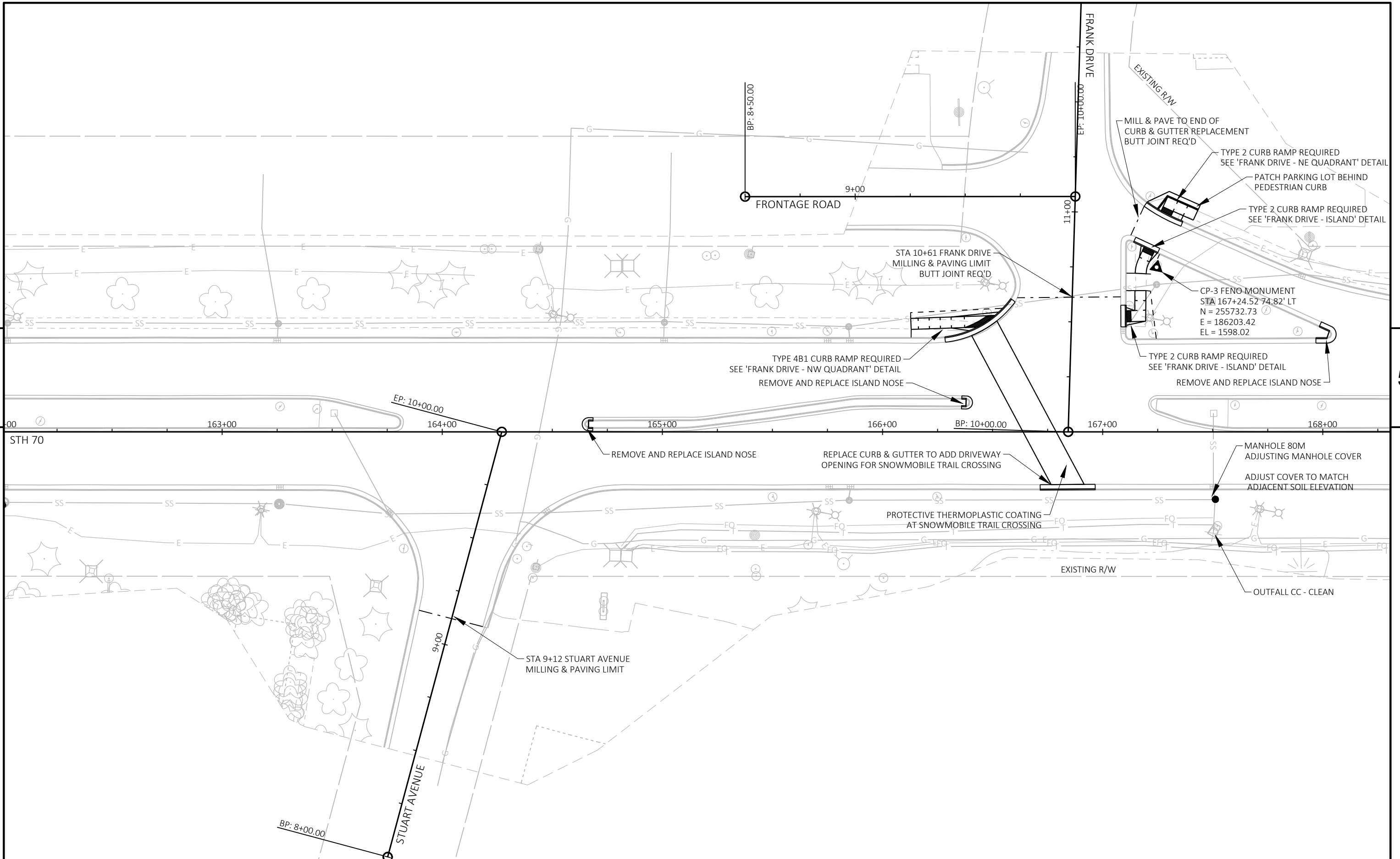


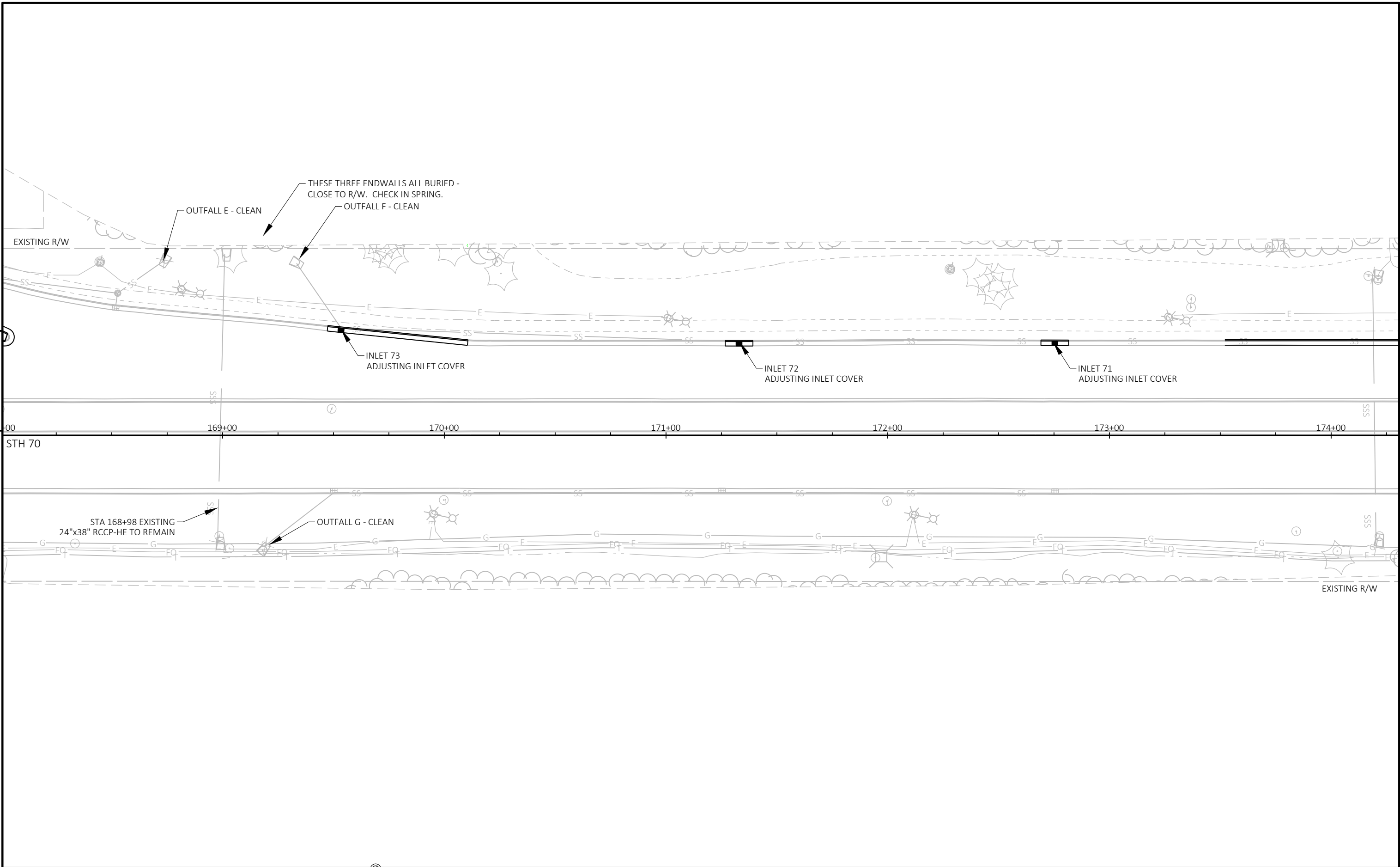


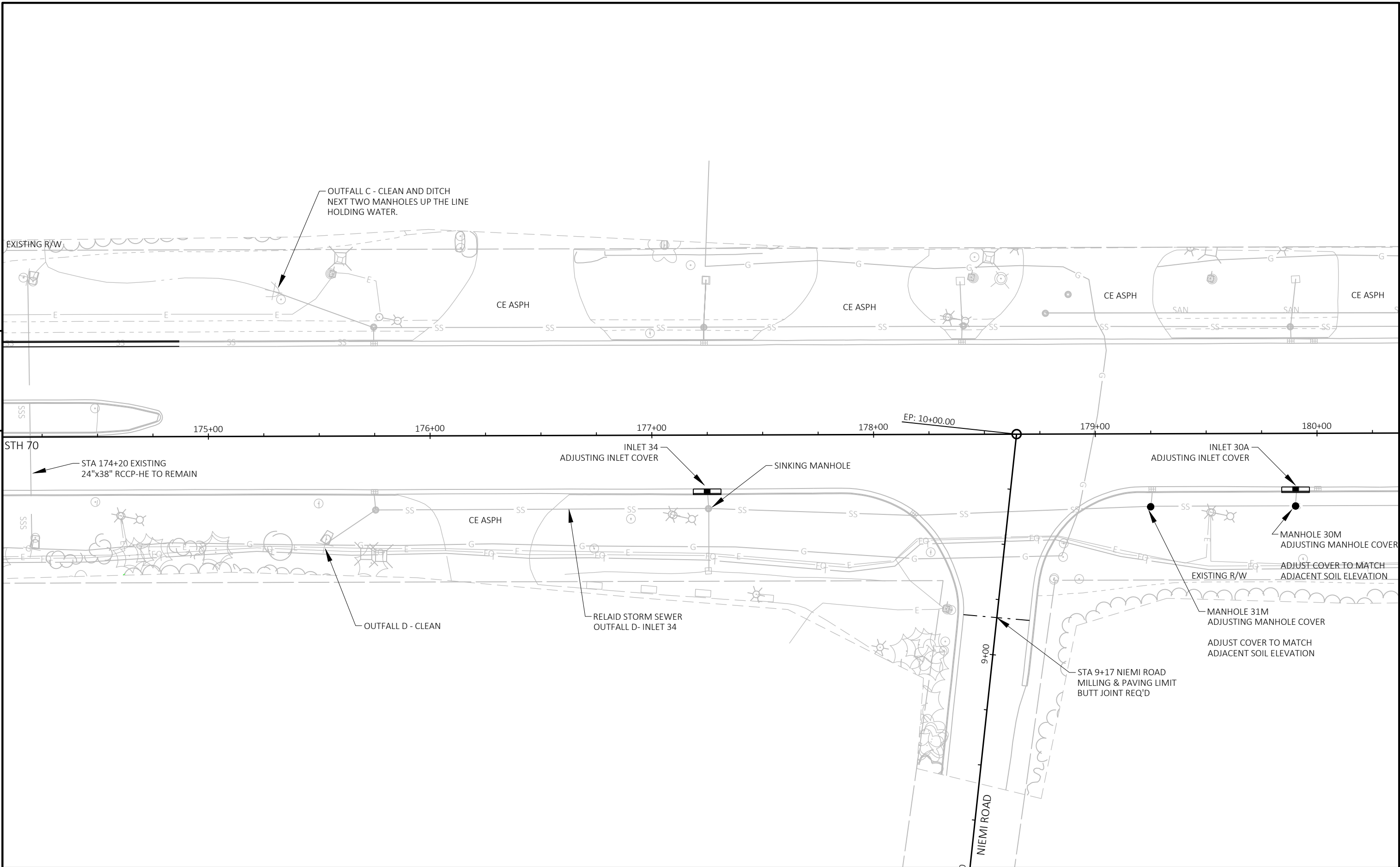
CURVE DATA
PI = 155+91.88
Δ = 4° 35' 09" RT
D = 0° 30' 00"
T = 458.83'
L = 917.18'
R = 11,459.16'
SE = N.C.





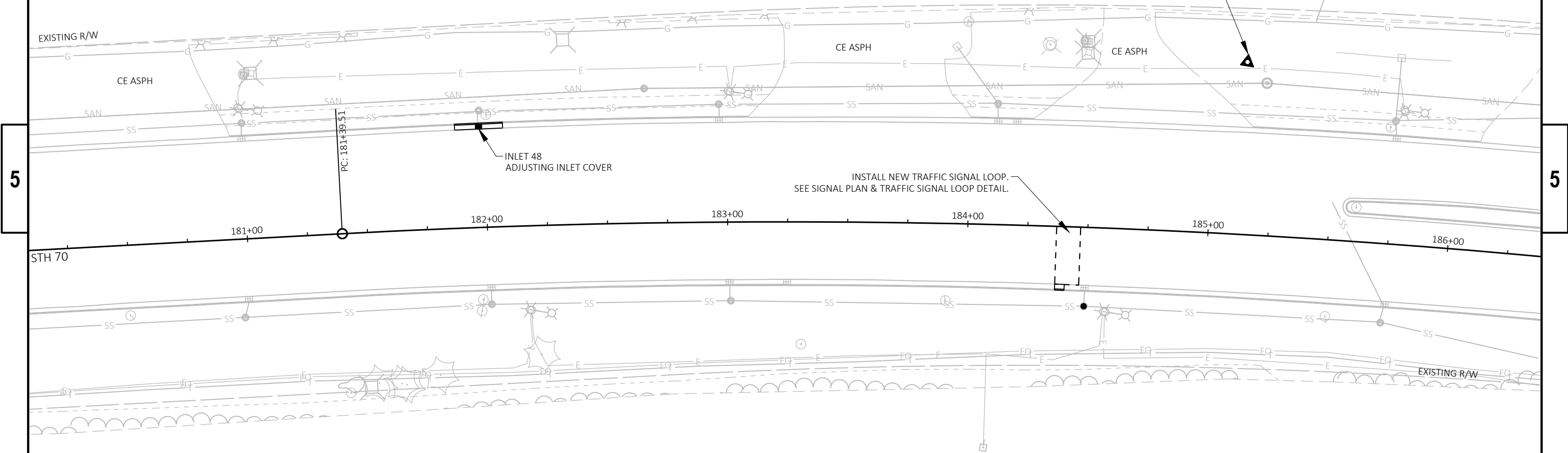






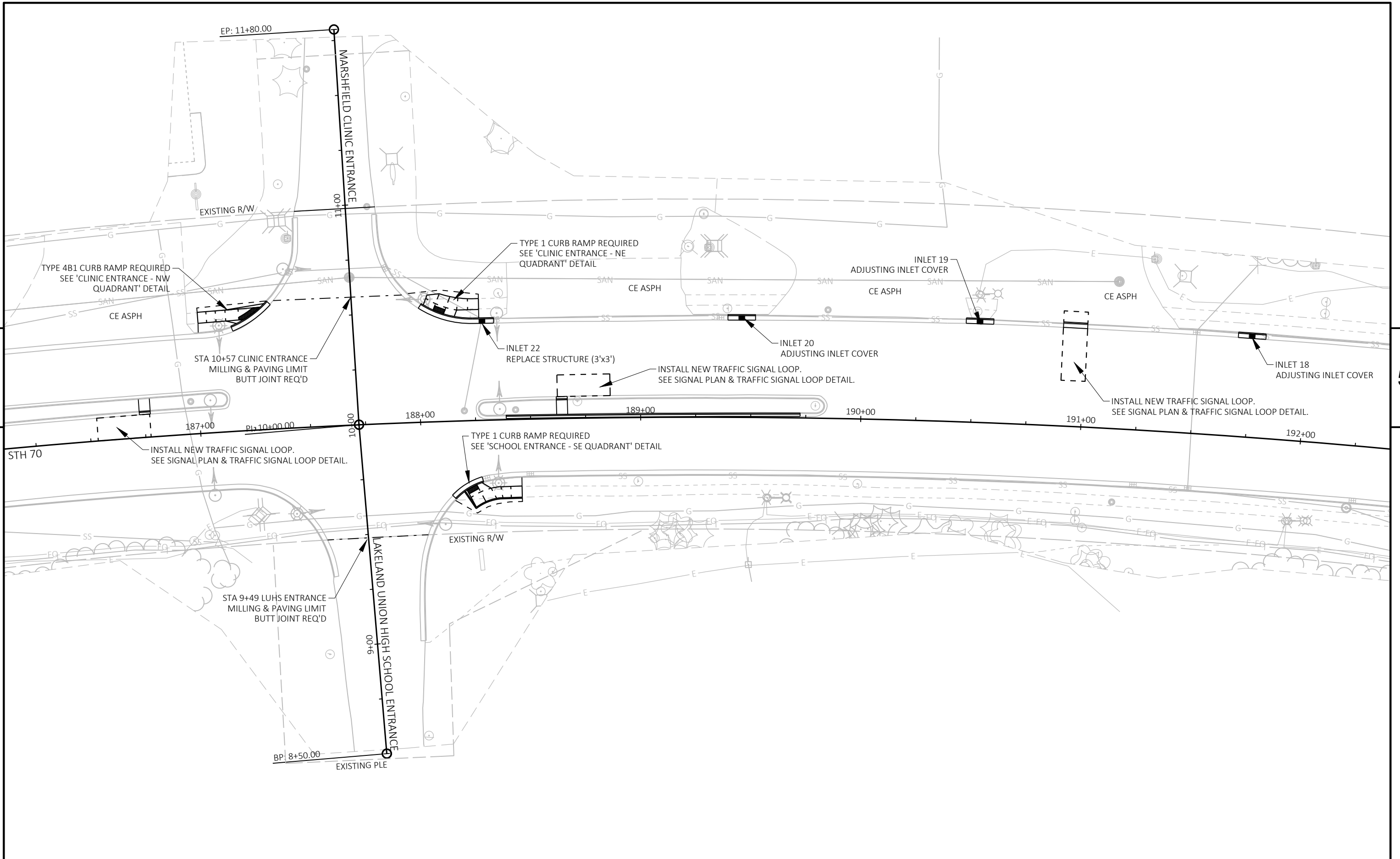
CURVE DATA
PI = 188+65.20
Δ = 23° 52' 13" RT
D = 1° 40' 00"
T = 726.65'
L = 1,432.22'
R = 3,437.75'
SE = N.C.

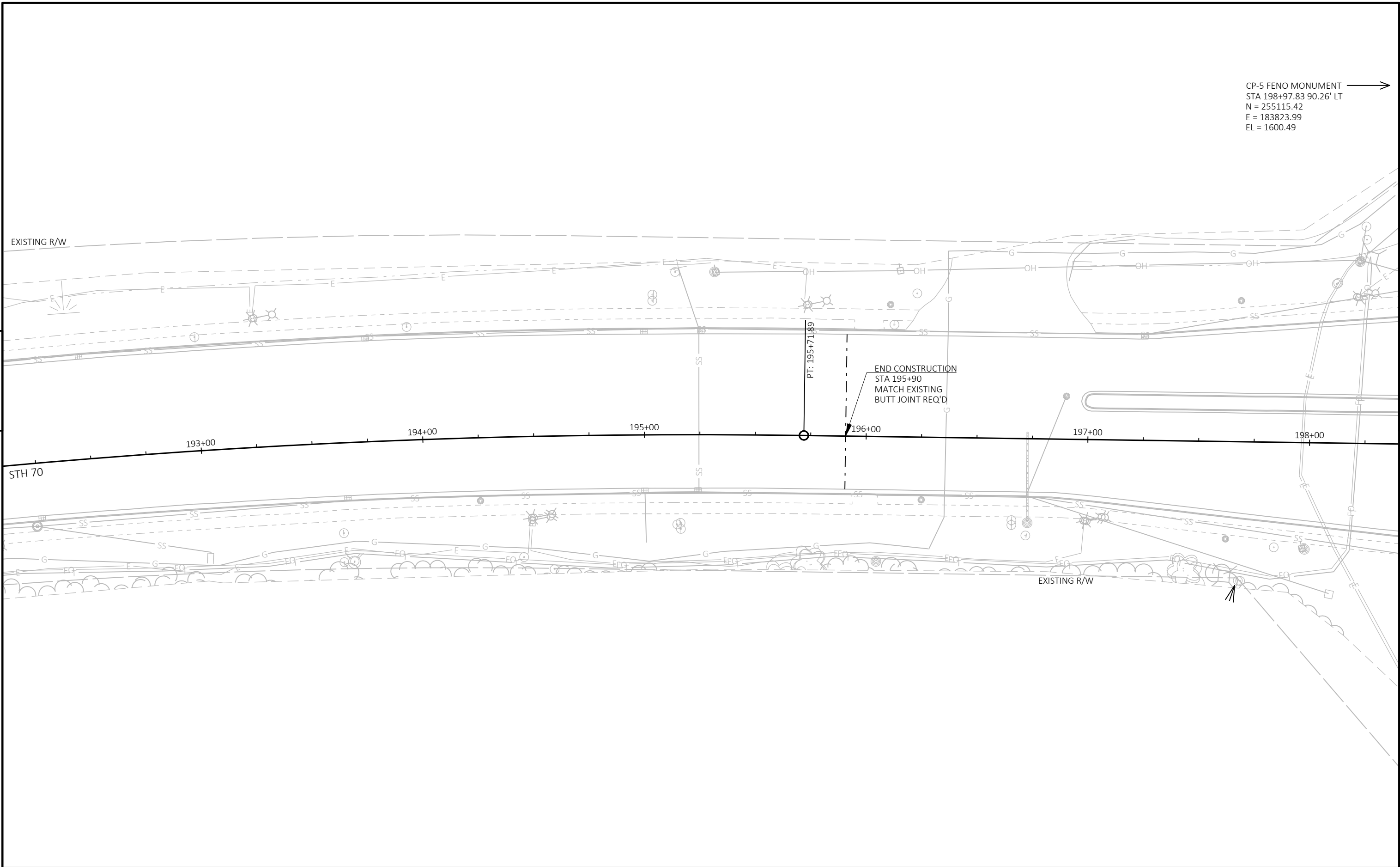
CP-4 FENO MONUMENT
STA 185.12.55 71.80' LT
N = 256076.60
E = 187965.42
EL = 1602.50



5

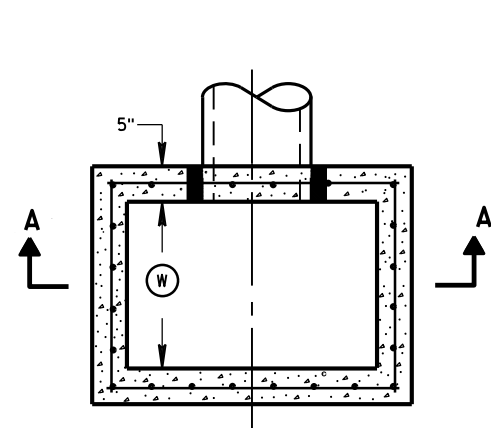
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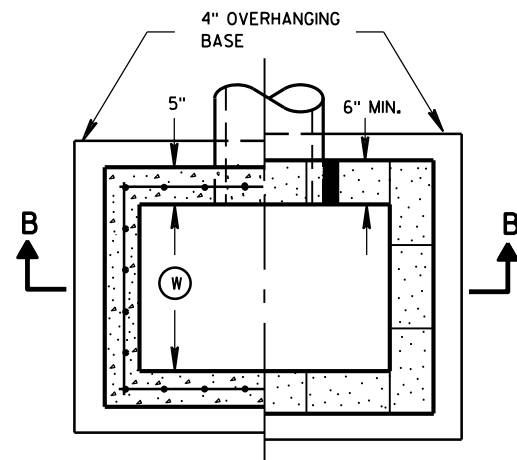


Standard Detail Drawing List

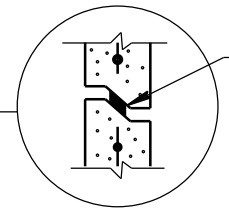
08C07-02	INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D05-20A	CURB RAMPS TYPES 1 AND 1-A
08D05-20B	CURB RAMPS TYPES 2 AND 3
08D05-20C	CURB RAMPS TYPES 4A AND 4A1
08D05-20D	CURB RAMPS TYPE 4B AND 4B1
08D05-20E	CURB RAMPS TYPES 5, 6, 7A, 7B & 8
08D05-20F	CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS
08D05-20G	CURB RAMPS RECTANGULAR AND RADIAL DETECTABLE WARNING PLATES
08E09-06	SILT FENCE
08E10-02	INLET PROTECTION TYPE A, B, C AND D
09B02-10	CONDUIT
09B04-11	PULL BOX
09F08-04	LOOP DETECTOR PLACED IN CRUSHED AGGREGATE BASE (NEW ASPHALTIC PAVEMENT)
09F15-04A	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 1)
09F15-04B	LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPLICE) BOX OFF ROADWAY (OPTION 2)
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C11-07B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-04	MEDIAN ISLAND MARKING
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C20-02	YIELD MARKING
15C27-03B	PAVEMENT MARKING (ISLANDS)
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D30-06A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-06B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-06C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES



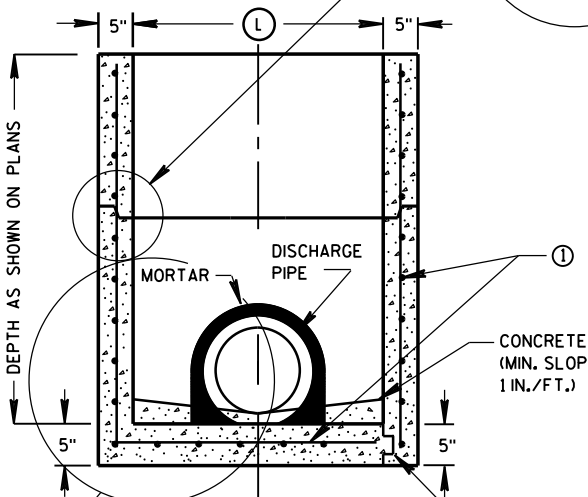
PLAN VIEW



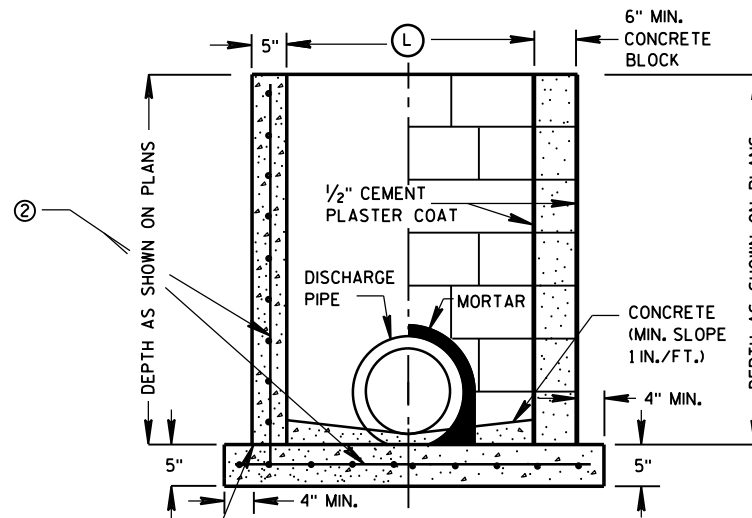
PLAN VIEW



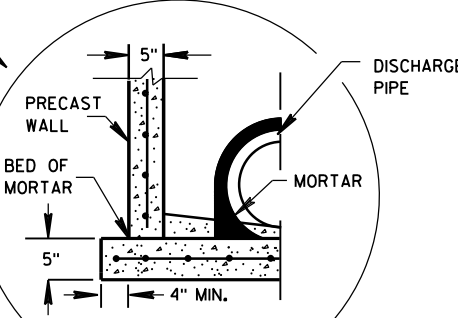
RISER JOINTS TO BE SEALED WITH A BUTYL RUBBER SEAL PER SEALANT MANUFACTURERS RECOMMENDATIONS CONFORMING TO ASTM C 990 (TYP)



SECTION A-A



SECTION B-B



SEPARATE PRECAST REINFORCED CONCRETE BASE OPTION

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.

UNLESS OTHERWISE AUTHORIZED IN WRITING BY THE ENGINEER, THE CONTRACTOR SHALL NOT ORDER AND DELIVER PRECAST INLET UNITS REQUIRED FOR THE PROJECT UNTIL A LIST OF SIZES IS FURNISHED BY THE ENGINEER.

DETAILED DRAWINGS FOR PROPOSED ALTERNATE DESIGNS FOR UNDERGROUND DRAINAGE STRUCTURES SHALL BE SUBMITTED TO THE ENGINEER FOR APPROVAL PROVIDING THAT SUCH ALTERNATE DESIGNS MAKE PROVISION FOR EQUIVALENT CAPACITY AND STRENGTH.

ALL PRECAST INLET UNITS SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF ASTM C 913.

ALL DRAINAGE STRUCTURES ARE DESIGNATED ON THE PLANS AS "MANHOLES 3X3-L", "CATCH BASINS 4-B", "INLETS 2X3-H", ETC. THE FIRST NUMBERS DESIGNATES THE SIZE OF THE STRUCTURE, AND THE FOLLOWING LETTER DESIGNATES THE TYPE OF COVER TO BE USED TO COMPRISE THE COMPLETE UNIT.

BASES SHALL BE PLACED ON A BED OF MATERIAL AT LEAST 6 INCHES IN DEPTH, WHICH MEETS THE REQUIREMENTS OF FOUNDATION BACKFILL. THIS BEDDING SHALL BE COMPACTED AND PROVIDE UNIFORM SUPPORT FOR THE ENTIRE AREA OF THE BASE.

ALL BAR STEEL REINFORCEMENT SHALL BE EMBEDDED 2 INCHES CLEAR UNLESS OTHERWISE SHOWN OR NOTED.

PRECAST REINFORCED RISERS SHALL HAVE A TONGUE AND GROOVE JOINT WITH TONGUE UP OR DOWN.

4" OVERHANGING BASES ARE REQUIRED FOR CAST-IN-PLACE REINFORCED CONCRETE AND CONCRETE BLOCK INSTALLATIONS. 4" OVERHANG IS REQUIRED WHEN SEPARATE PRECAST BASE IS PROVIDED. OVERHANG IS NOT REQUIRED ON PRECAST STRUCTURES WITH AN INTEGRAL OR MONOLITHIC BASE.

MAXIMUM INSIDE PIPE DIAMETER DETERMINED BY 3 INCH CLEARANCE ON EACH SIDE OF THE OUTSIDE WALL OF THE PIPE. SEE DETAIL "A". ASSUMES PIPE ENTERS PERPENDICULAR TO THE STRUCTURE.

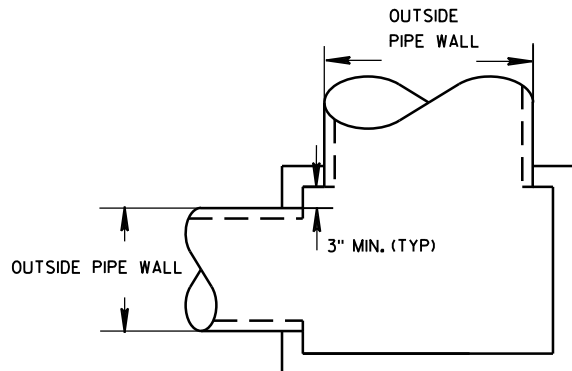
- ① FOR PRECAST INLETS PROVIDE REINFORCING STEEL IN ACCORDANCE TO ASTM C 913.
- ② CONTRACTOR TO PROVIDE DRAWING(S) STAMPED BY A PROFESSIONAL ENGINEER FOR STEEL REINFORCING DESIGN FOR CAST-IN-PLACE STRUCTURES.

INLET COVER MATRIX

INLET SIZE	WIDTH ① (FT)	LENGTH ② (FT)	ALL A'S	ALL B'S	BW	F	ALL H'S	S	T	V	WM
2X2-FT	2	2	X	X				X		X	
2X2.5-FT	2	2.5			X			X	X	X	X
2X3-FT	2	3					X				
2.5X3-FT	2.5	3				X					

PIPE MATRIX

INLET SIZE	MAXIMUM INSIDE PIPE DIAMETER	
	WIDTH (IN)	LENGTH (IN)
2X2-FT	12	12
2X2.5-FT	12	18
2X3-FT	12	24
2.5X3-FT	18	24



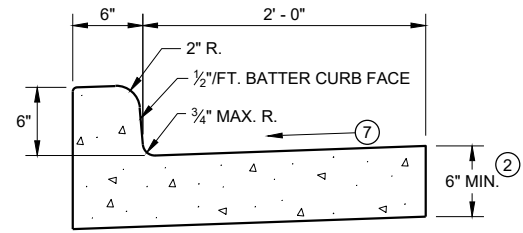
DETAIL "A"

INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT

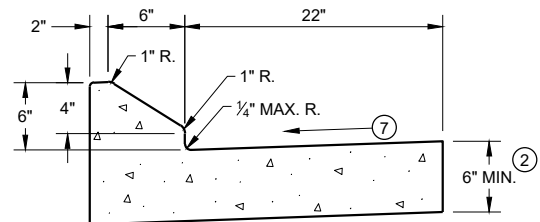
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept., 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS D UNIT SUPERVIS 119
FHWA

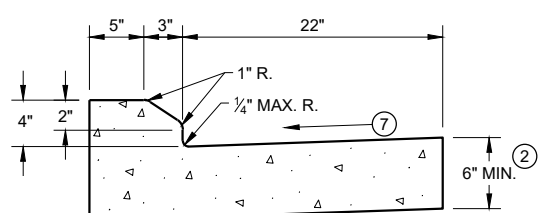
INLETS 2X2-FT, 2X2.5-FT, 2X3-FT AND 2.5X3-FT



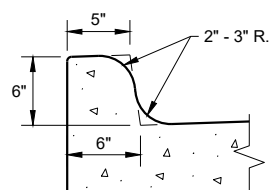
TYPES A^① & D



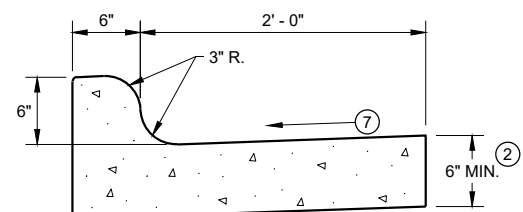
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

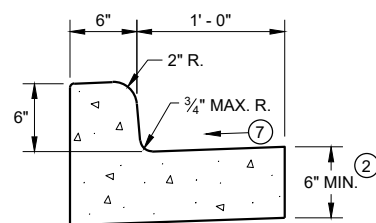


TYPES K^① & L
(OPTIONAL CURB SHAPE)



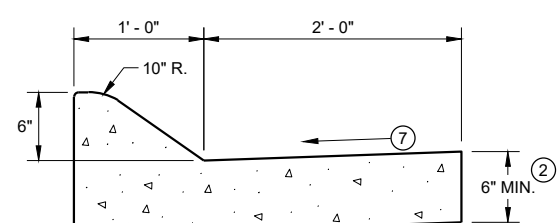
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

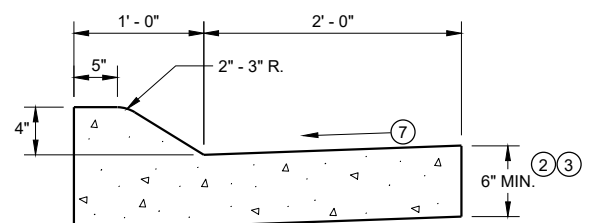


TYPES A^① & D

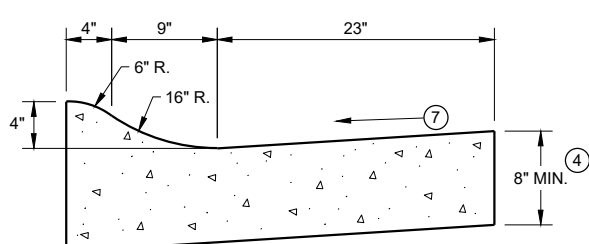
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



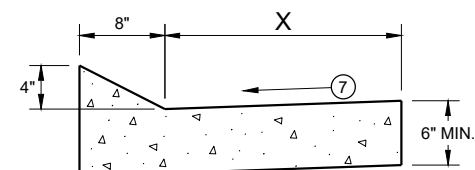
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

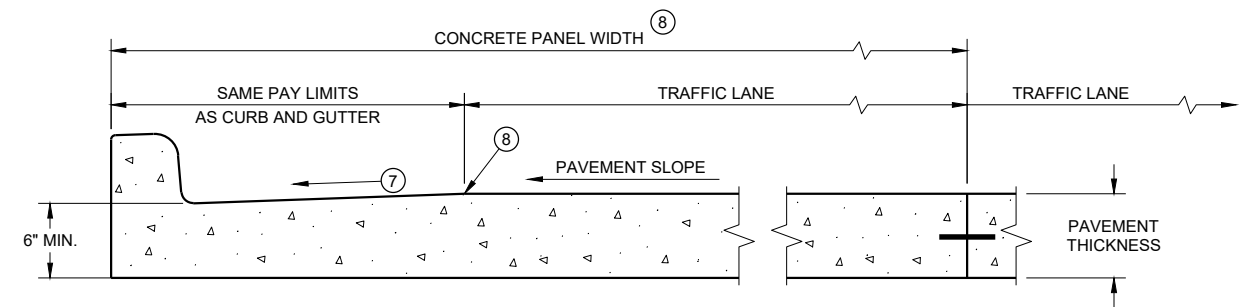


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

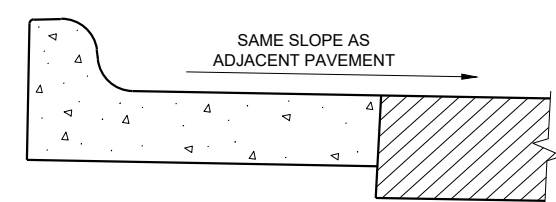
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

PAVEMENT THICKNESS	MAXIMUM PANEL WIDTH
LESS THAN 10"	12'
10" & ABOVE	15'



PARTIAL SECTION OF PAVEMENT *
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



REVERSE SLOPE GUTTER^⑥
(TYPICAL FOR ALL CURB & GUTTER TYPES)

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 120

GENERAL NOTES

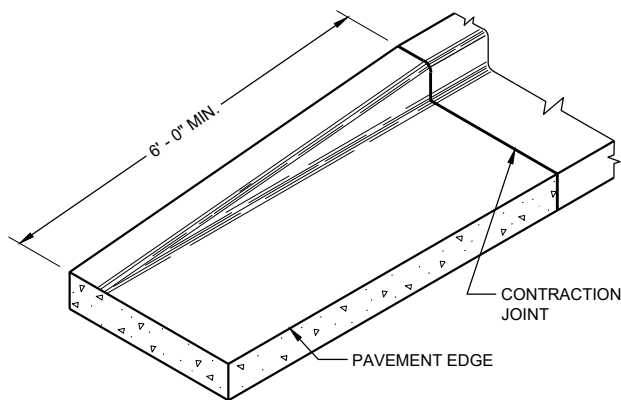
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

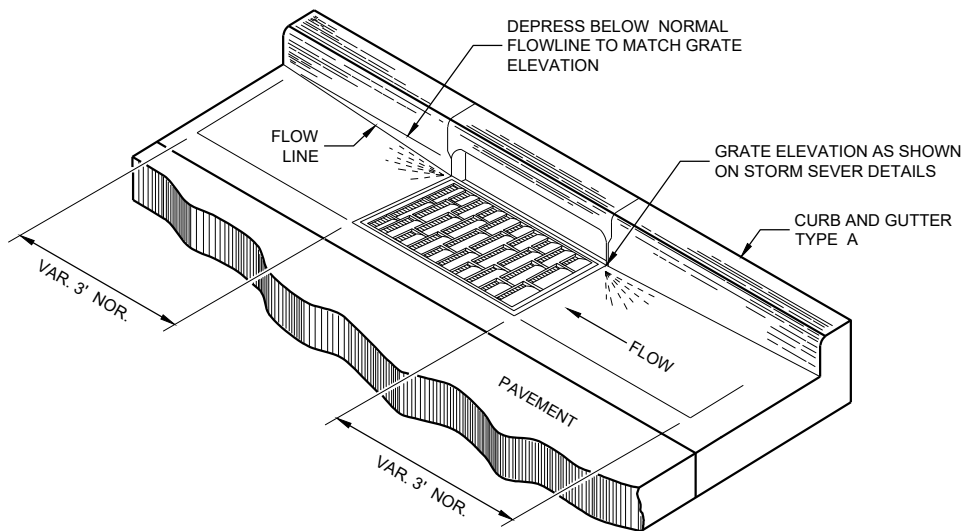
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

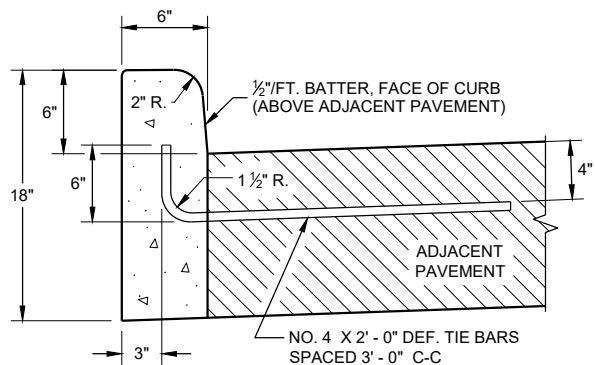
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.



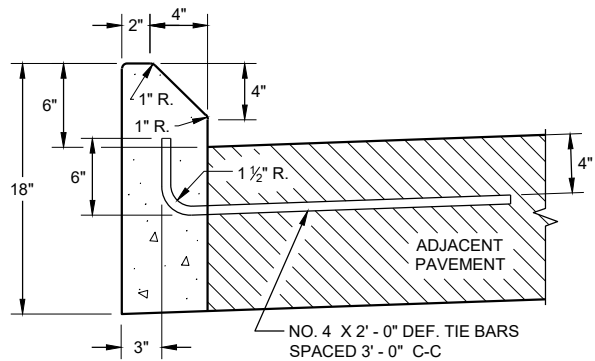
END SECTION CURB AND GUTTER



DETAIL OF CURB AND GUTTER AT INLETS
(TYPICAL H INLET COVER SHOWN)

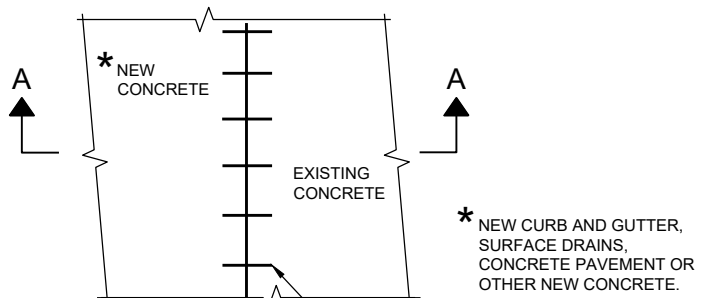


TYPES A^① & D

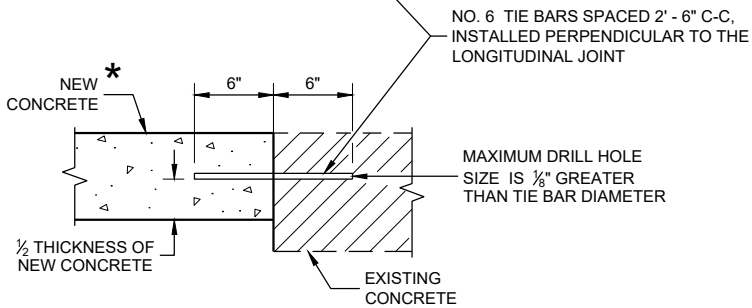


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

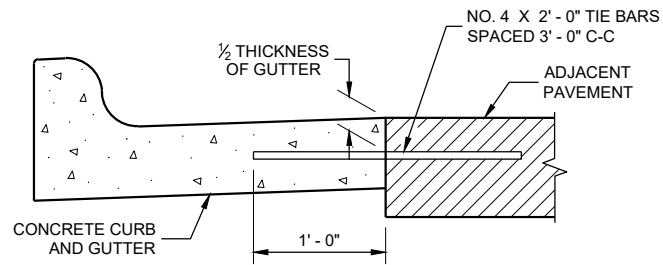
GENERAL NOTES

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

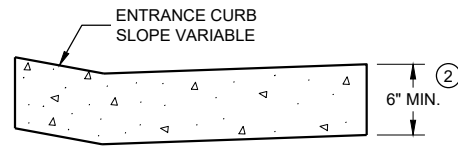
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



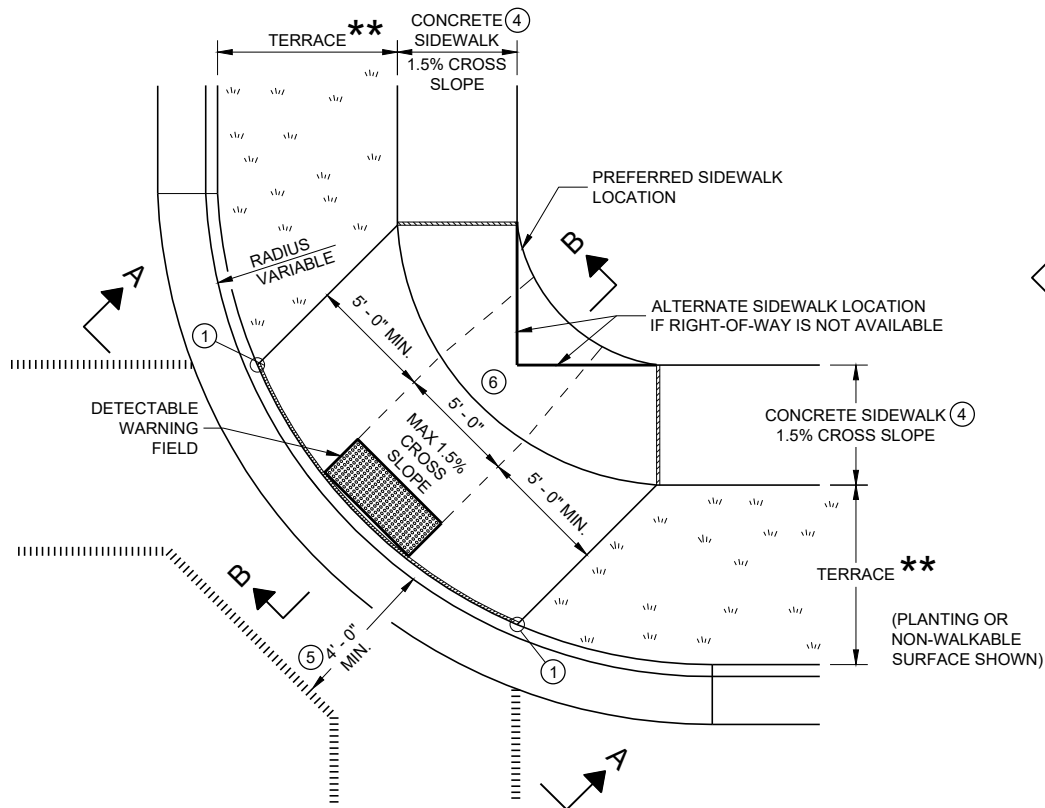
DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS

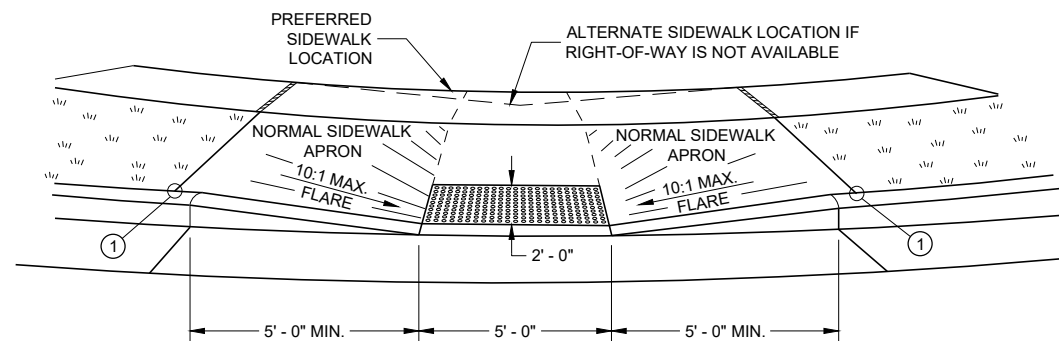
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT ENGINEER 121

FHWA

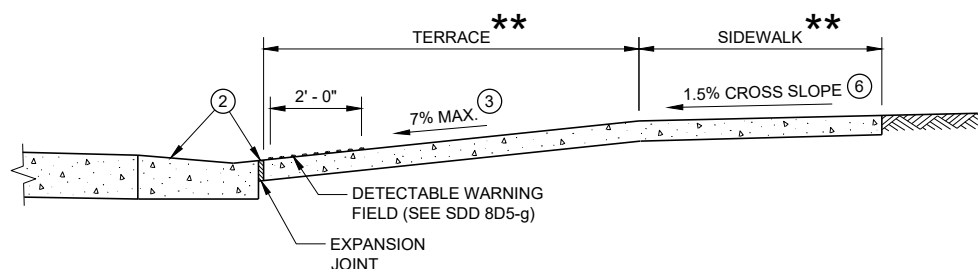


PLAN VIEW
CURB RAMP TYPE 1
(CENTER OF CORNER RADIUS)

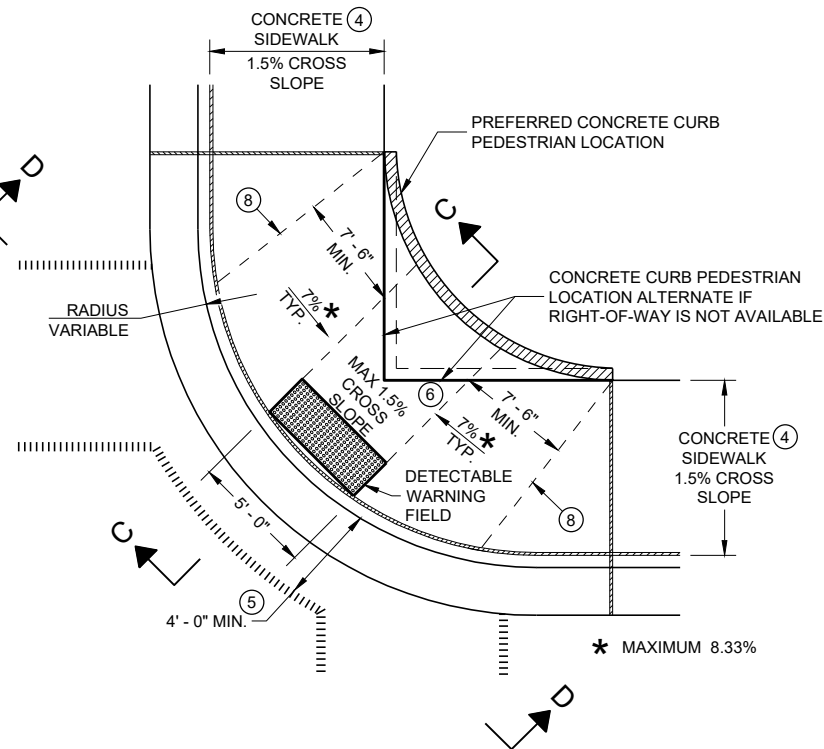


VIEW A - A FOR TYPE 1

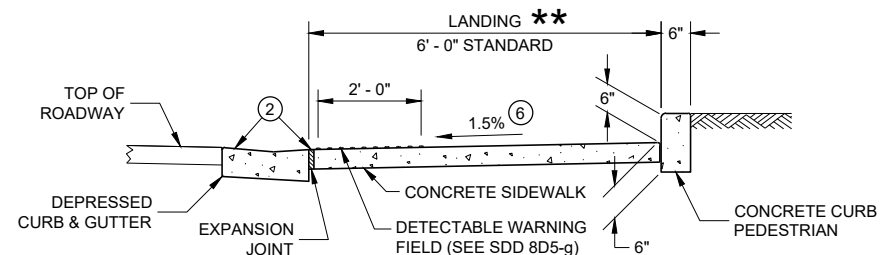
** WIDTH SHOWN ELSEWHERE
IN THE PLANS



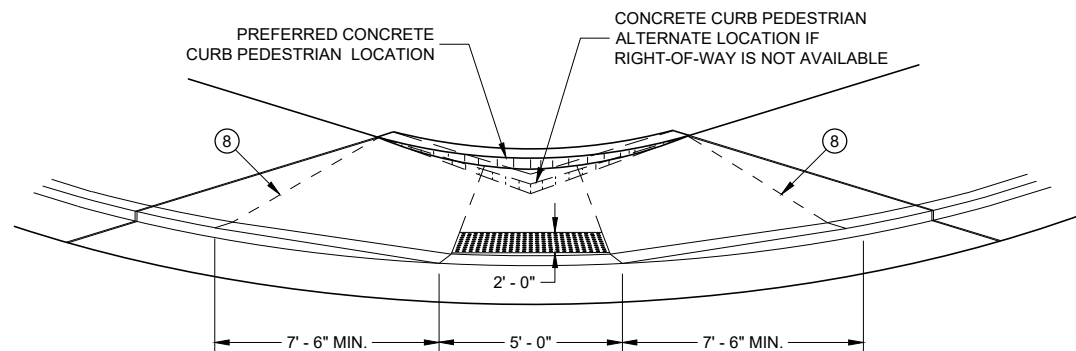
SECTION B - B FOR TYPE 1



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



SECTION C - C FOR TYPE 1 - A



VIEW D - D FOR TYPE 1 - A

GENERAL NOTES

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

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

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

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

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

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

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

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

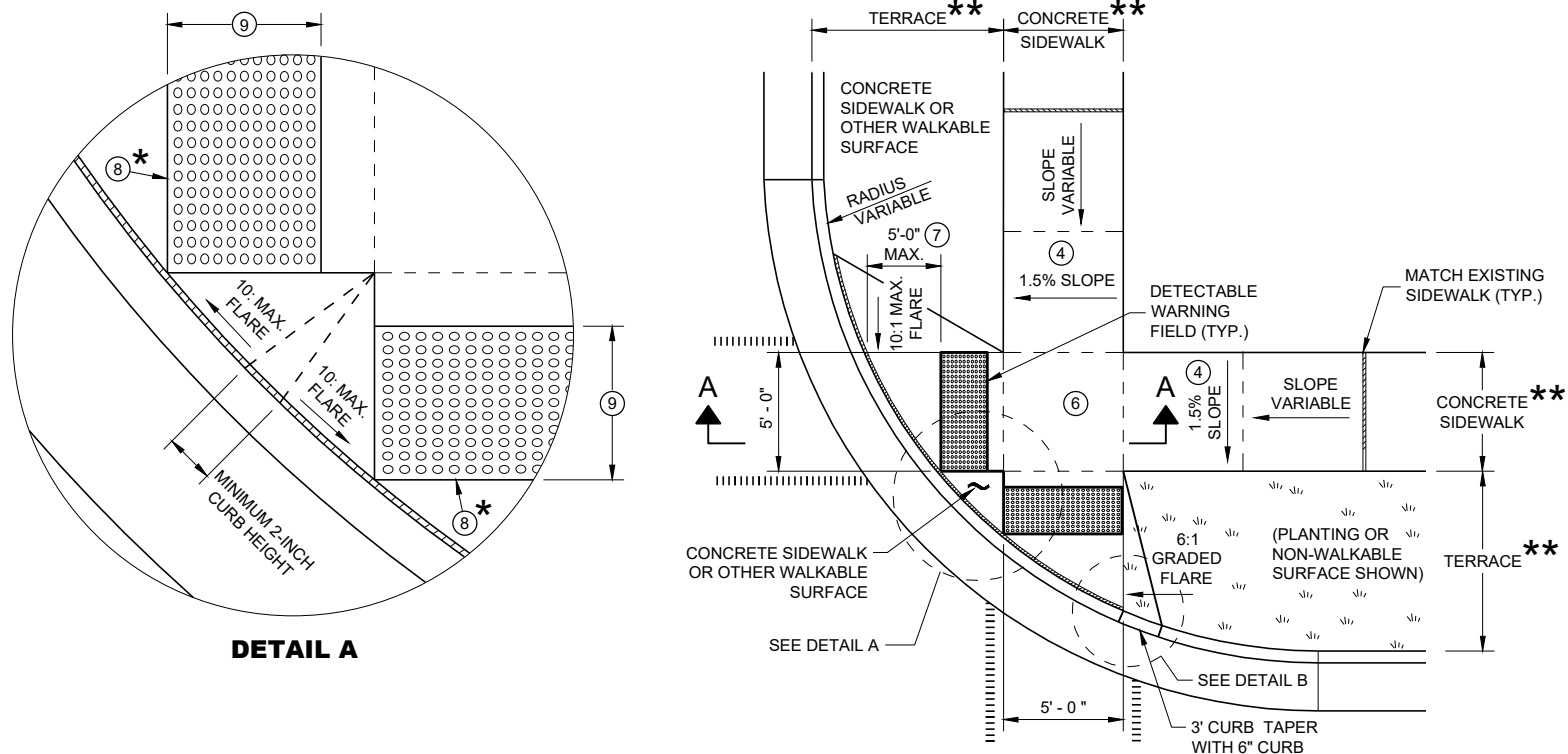
- 1 THIS POINT IS AN EXTENSION OF OUTSIDE EDGE OF APPROACHING SIDEWALK WHERE IT MEETS THE BACK OF CONCRETE CURB. POINT LOCATION MAY BE ADJUSTED TO ALIGN WITH BEGINNING OF FULL-HEIGHT CURB IF THIS DISTANCE IS SHORT.
- 2 GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- 3 MAXIMUM 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- 4 ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- 5 PROVIDE A LEVEL LANDING IN THE STREET AND GUTTER AREA (2% MAXIMUM SLOPE IN ANY DIRECTION). WHEN THE GUTTER SLOPE EXCEEDS 2%, CONSTRUCT THE LEVEL LANDING IN THE STREET AREA.
- 6 PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- 8 PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.

LEGEND

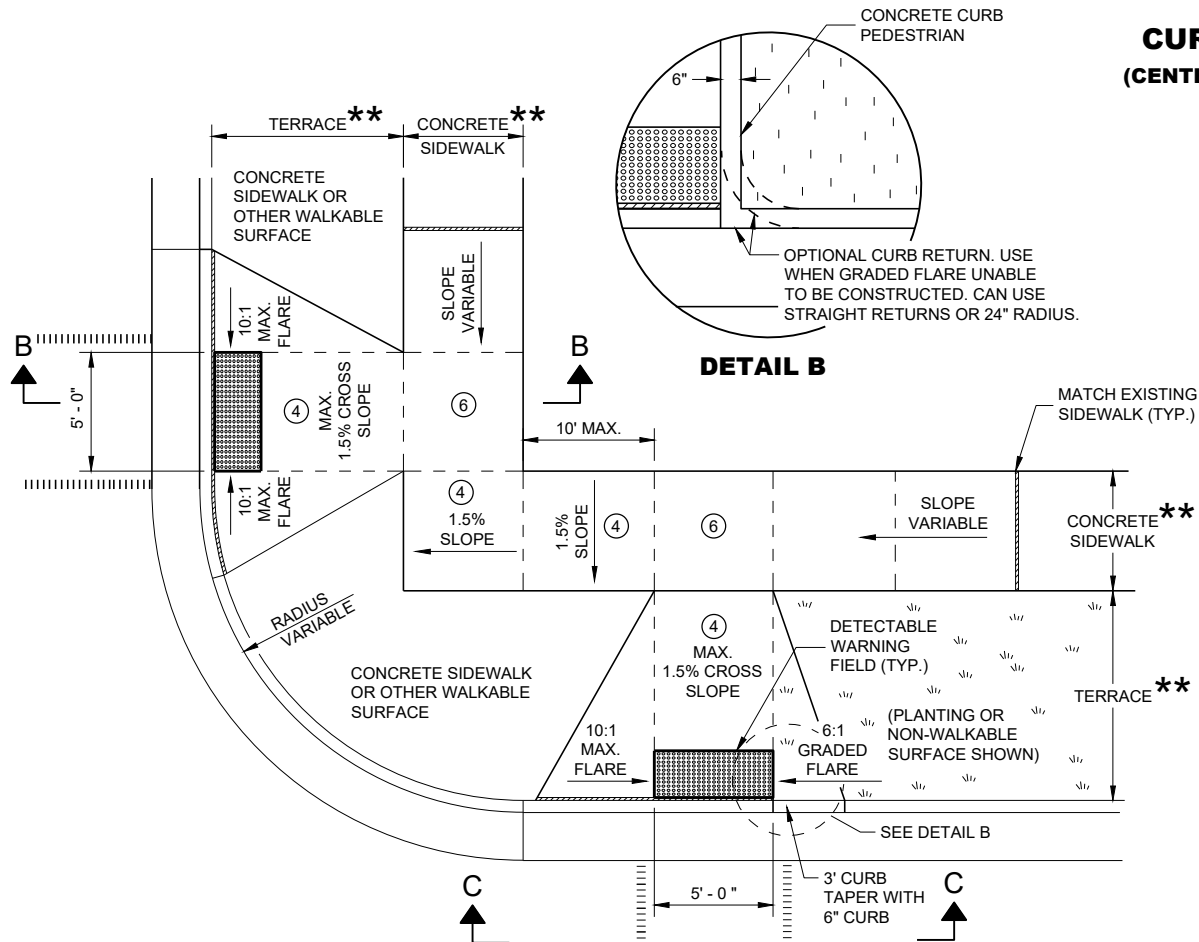
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT FIELD LOCATED
- PAVEMENT MARKING CROSSWALK (WHITE)

CURB RAMPS TYPE 1 AND 1-A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



**PLAN VIEW
CURB RAMP TYPE 2
(CENTER OF CORNER RADIUS)**



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

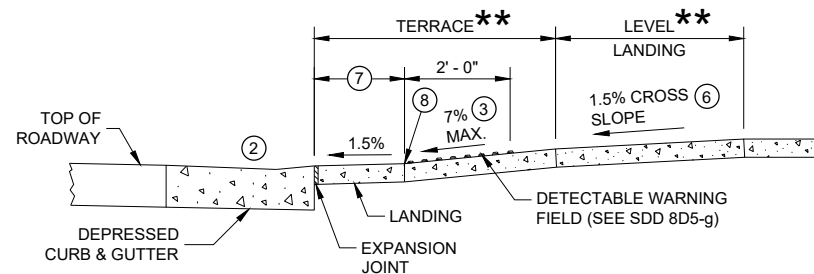
GENERAL NOTES

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

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.

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

- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE (2.67% OR LESS) AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET X 5 FEET.
- ⑦ WHEN GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑨ WHEN DISTANCE IS LESS THAN 6' - 0", IT MAY BE DIFFICULT TO ACHIEVE A 7% SLOPE OR FLATTER ALONG THE RAMP. REDUCE CURB HEIGHT IN TRIANGLE AREA TO ACHIEVE 7% SLOPE OR FLATTER ON RAMP. CONSTRUCT 2-INCH MINIMUM CURB HEIGHT BETWEEN 10:1 FLARES.



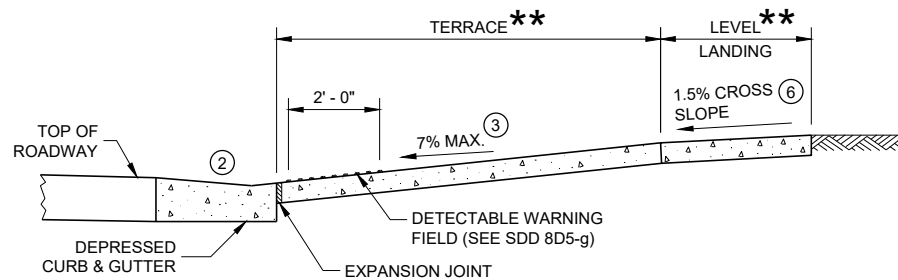
SECTION A - A FOR TYPE 2

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

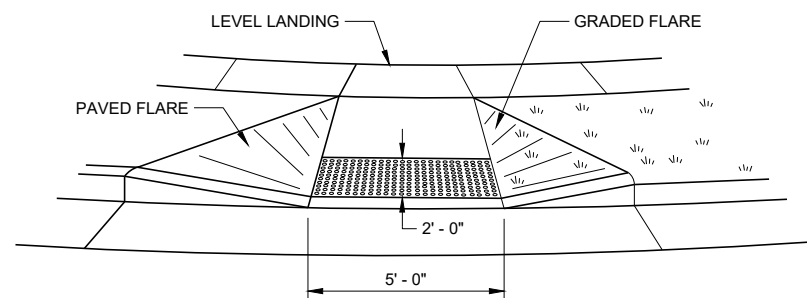
** WIDTH SHOWN ELSEWHERE
IN THE PLANS

LEGEND

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



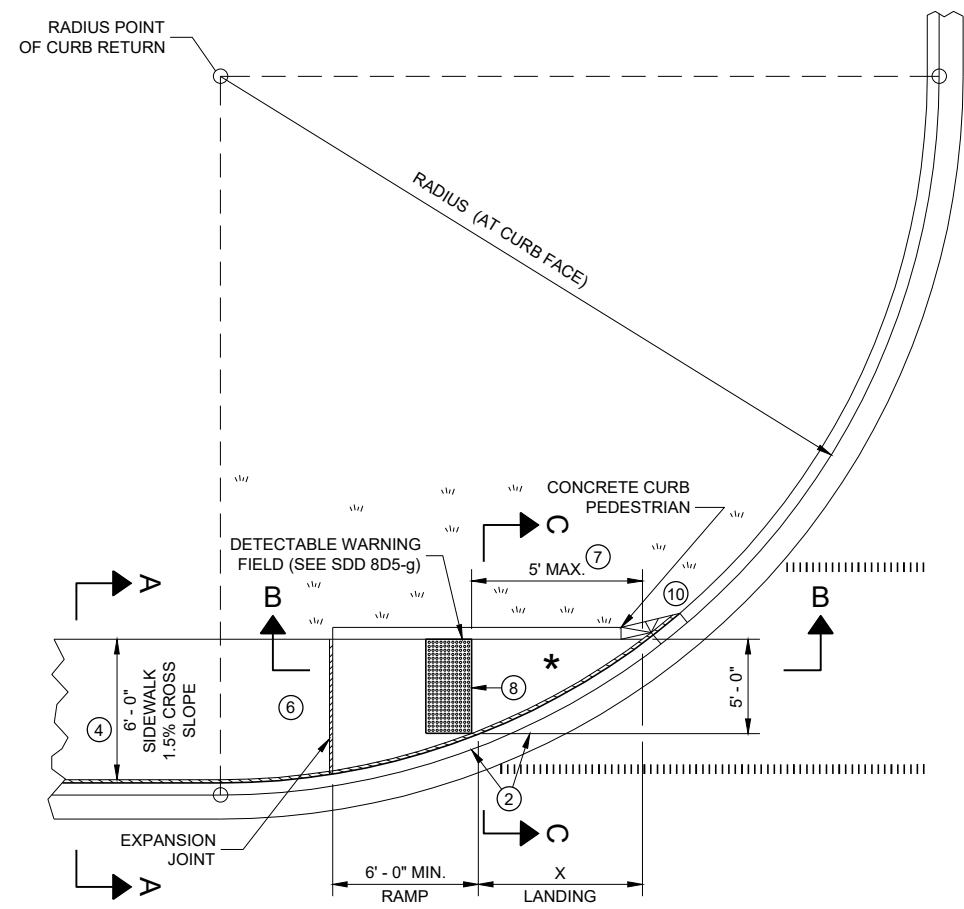
SECTION B - B FOR TYPE 3



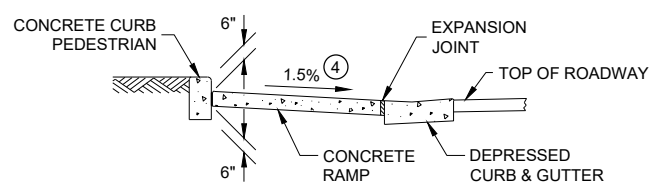
VIEW C - C FOR TYPE 3

**CURB RAMPS
TYPE 2 AND 3**

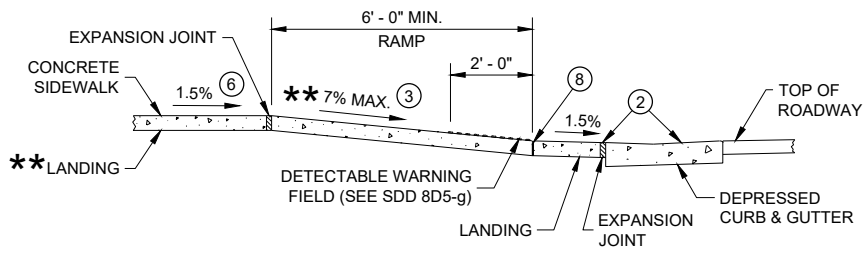
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW
CURB RAMP TYPE 4A



SECTION C - C FOR TYPE 4A



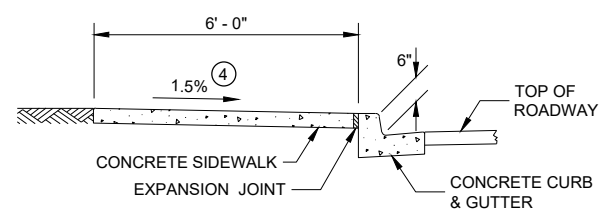
SECTION B - B FOR
TYPE 4A AND TYPE 4A1

** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

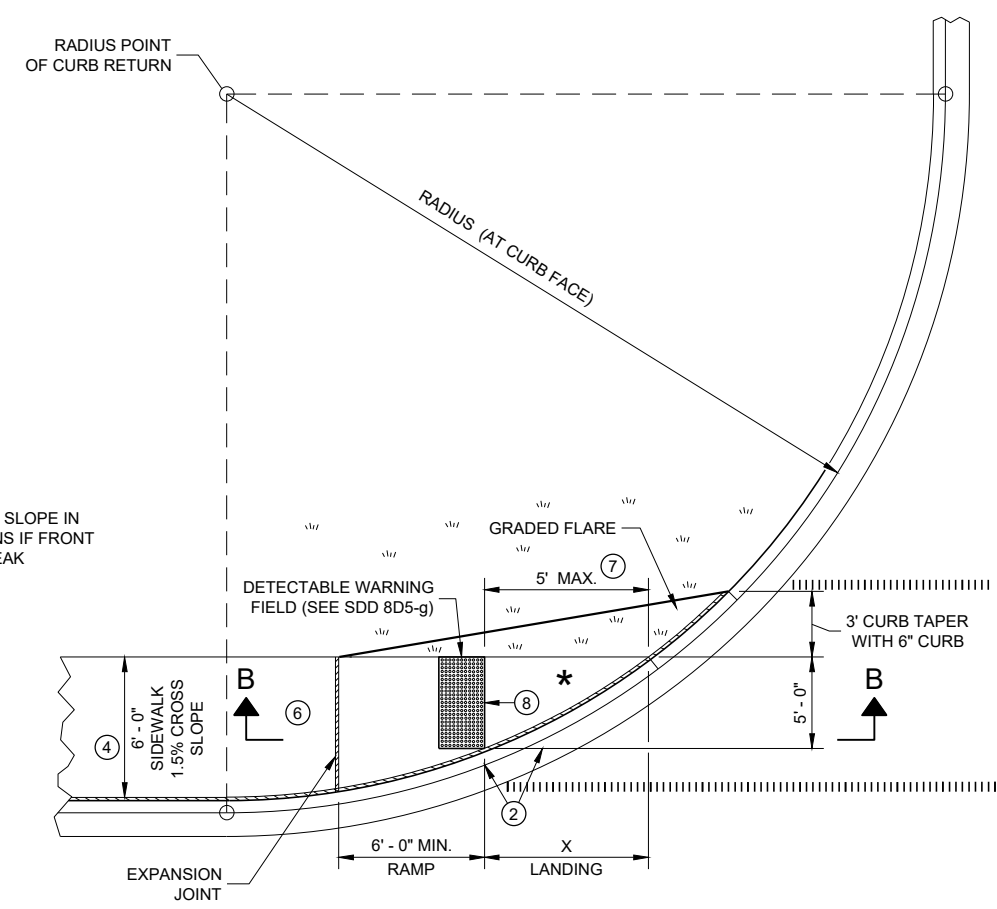
* MAXIMUM 2.0% SLOPE IN ALL DIRECTIONS IF FRONT OF GRADE BREAK

RADIUS (AT CURB FACE)	X
10 FEET	4' - 7"
15 FEET	6' - 5 1/2"

INTERMEDIATE RADII CAN BE INTERPOLATED



SECTION A - A FOR TYPE 4A



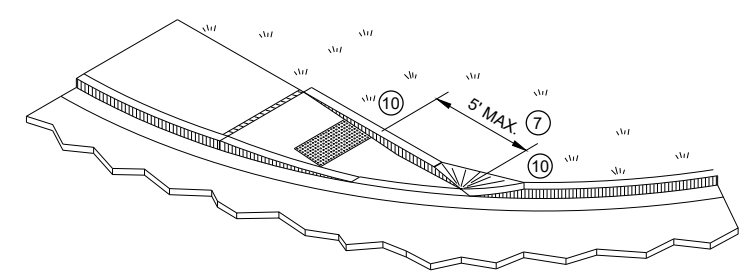
PLAN VIEW
CURB RAMP TYPE 4A1

GENERAL NOTES

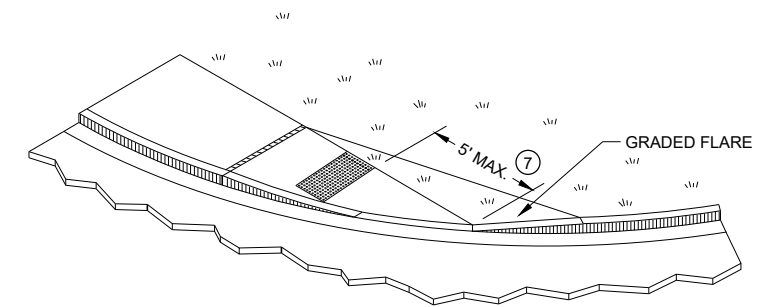
- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
 - ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
 - ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
 - ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
 - ⑦ WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
 - ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
 - ⑩ INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

LEGEND

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



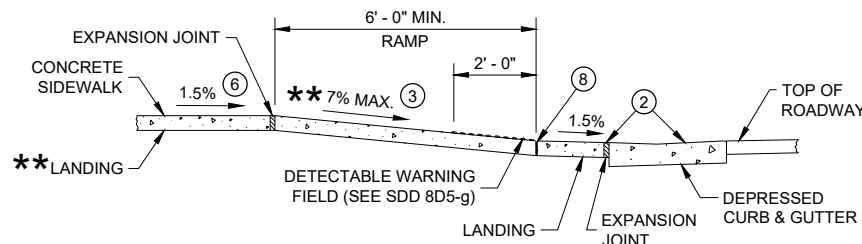
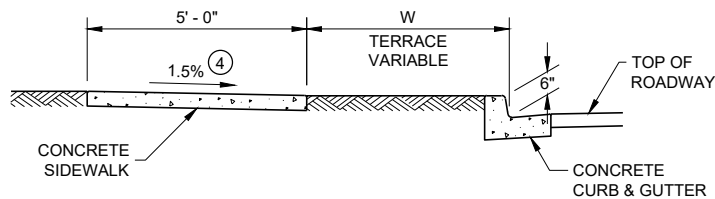
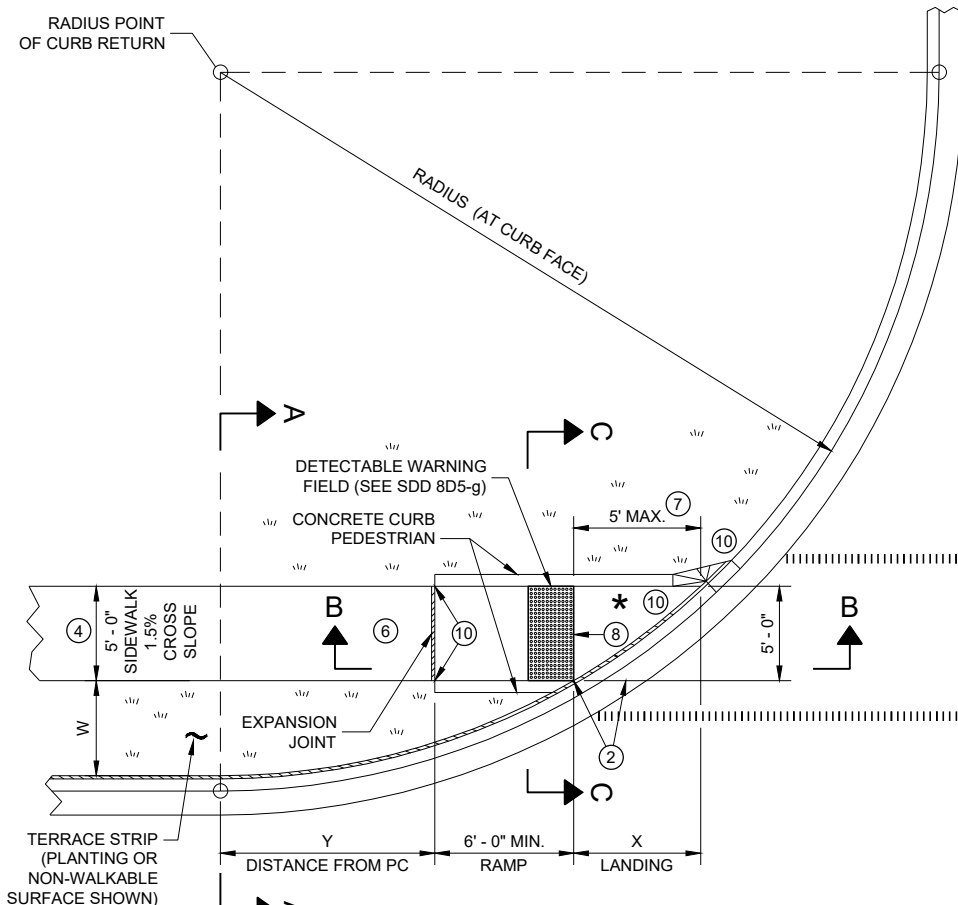
ISOMETRIC VIEW FOR TYPE 4A



ISOMETRIC VIEW FOR TYPE 4A1

CURB RAMPS TYPE 4A AND 4A1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 124

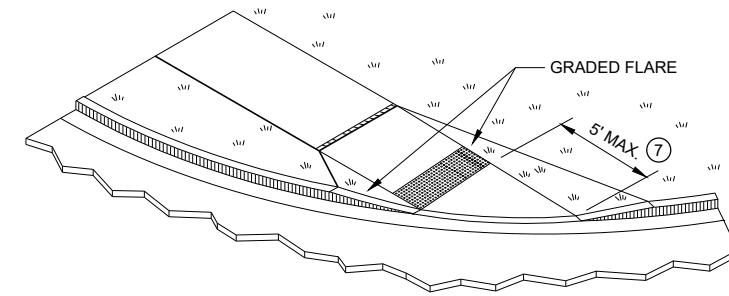
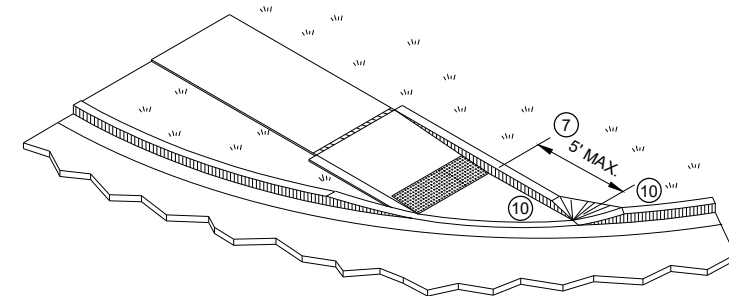
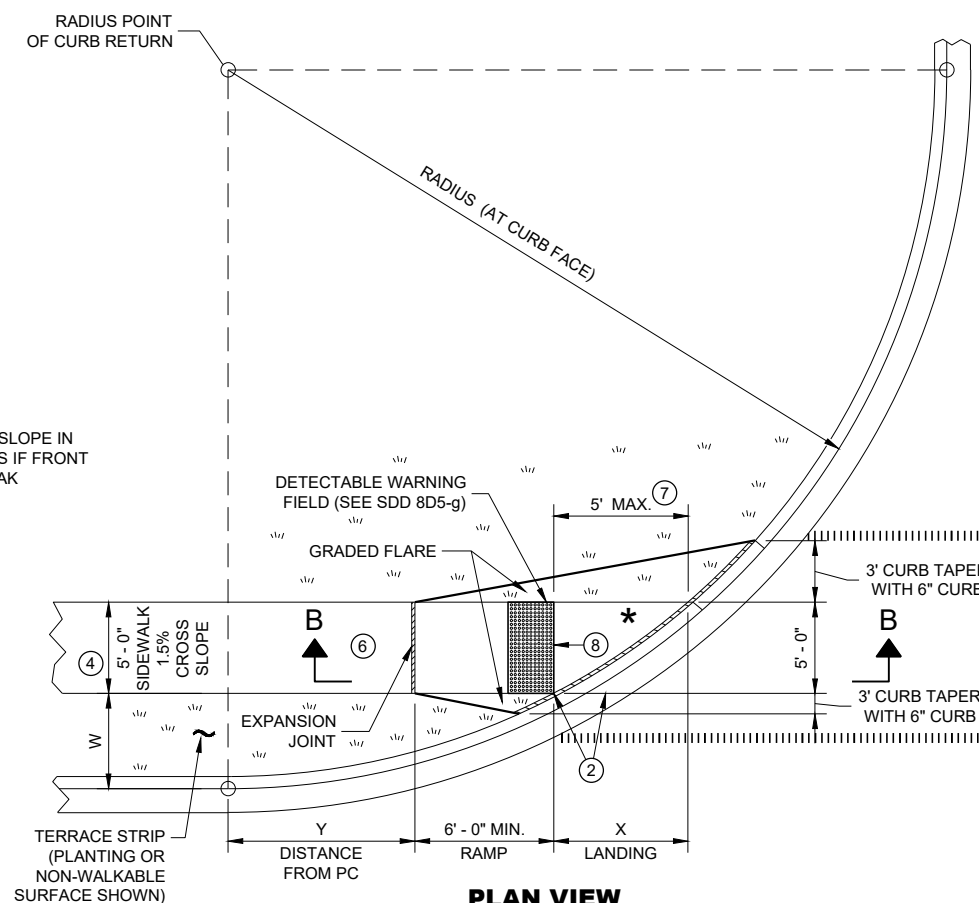
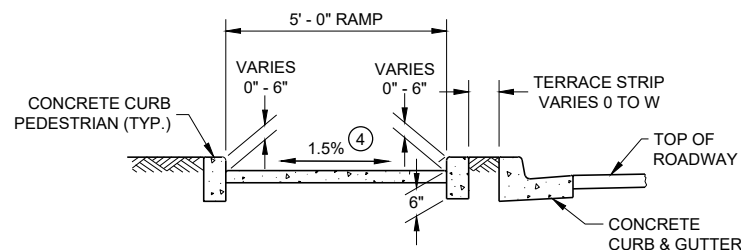


** IF RAMP SLOPE IS LESS THAN 5.0%, THEN NO ADJACENT UPHILL LANDING IS REQUIRED

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

RADIUS (AT CURB FACE)	W = 3' - 0"		W = 4' - 0"		W = 5' - 0"		W = 6' - 0"		W = 7' - 0"		W = 8' - 0"		W = 9' - 0"		W = 10' - 0"	
	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y	X	Y
10 FEET	2' - 10 1/4"	0' - 5"	2' - 1"	1' - 4 1/2"	1' - 5"	2' - 1"	0' - 10"	2' - 7 1/2"	0' - 3 3/4"	3' - 0 1/4"						
15 FEET	4' - 6 3/4"	2' - 1 3/4"	3' - 9"	3' - 5 3/4"	3' - 1 1/4"	4' - 6"	2' - 6 3/4"	5' - 4 1/2"	2' - 1"	6' - 1"	1' - 8"	6' - 8 1/2"	1' - 3 1/4"	7' - 2 1/2"	0' - 10 3/4"	7' - 7 1/4"
20 FEET	5' - 9 3/4"	3' - 6 1/2"	4' - 11 1/2"	5' - 1 3/4"	4' - 3 1/4"	6' - 5 1/2"	3' - 8 3/4"	7' - 7"	3' - 3"	8' - 6 1/2"	2' - 10"	9' - 4 1/2"	2' - 5 1/2"	10' - 1 1/4"	2' - 1 1/4"	10' - 9"
30 FEET			6' - 9 1/4"	7' - 11 1/4"	6' - 0 1/4"	9' - 8"	5' - 5"	11' - 1 3/4"	4' - 10 3/4"	12' - 5 3/4"	4' - 5 1/2"	13' - 7 3/4"	4' - 0 3/4"	14' - 8 1/2"	3' - 8 1/2"	15' - 8 1/4"
40 FEET									6' - 1 3/4"	15' - 8 1/2"	5' - 8"	17' - 2"	5' - 3"	18' - 5 3/4"	4' - 10 3/4"	19' - 8 1/4"
50 FEET															5' - 10 1/4"	23' - 2"

INTERMEDIATE RADII CAN BE INTERPOLATED
DIMENSION "Y" IS CALCULATED BASED ON 6'-0" RAMP LENGTH
DIMENSION "X" IS CALCULATED BASED ON 5'-0" SIDEWALK WIDTH



LEGEND

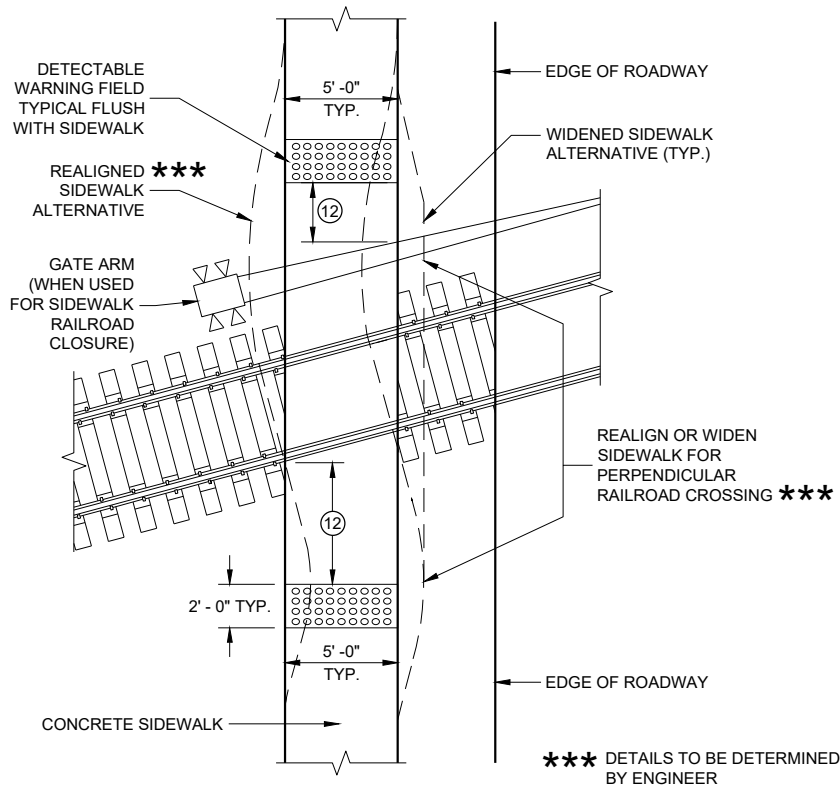
- 1/2" EXPANSION JOINT SIDEWALK
- CONTRACTION JOINT SIDEWALK
- PAVEMENT MARKING CROSSWALK (WHITE)

GENERAL NOTES

- AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIONS IN FRONT OF RAMP ACCESS AREAS.
- 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.
- DETECTABLE WARNING FIELDS THAT ARE INSTALLED AS A GROUP OR SIDE BY SIDE, SHALL BE FROM THE SAME MANUFACTURER.
- GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- WHEN THIS GRADE BREAK DISTANCE EXCEEDS 5 FEET, USE RADIAL DETECTABLE WARNING FIELD PER SDD 8D5-f.
- PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.

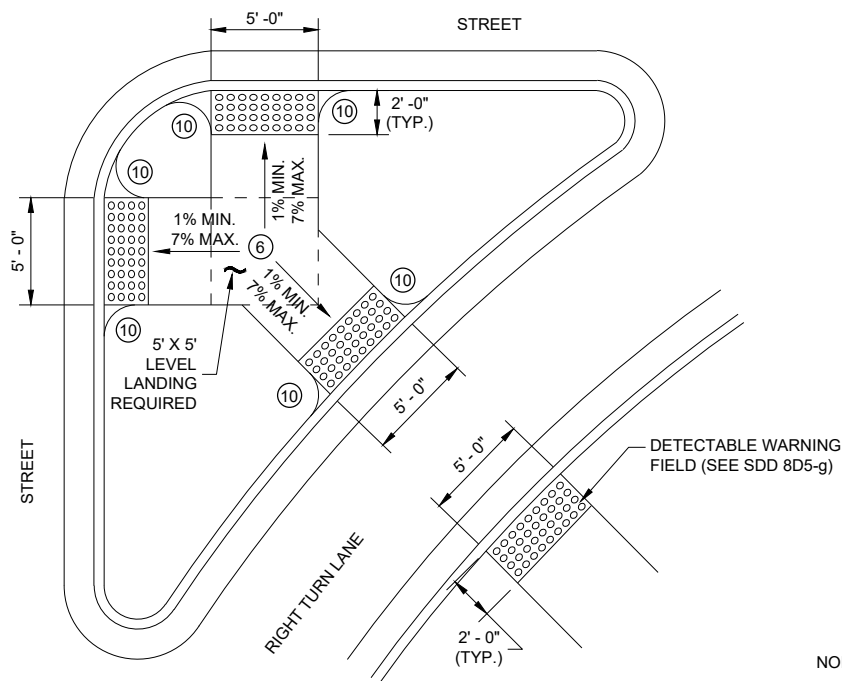
CURB RAMPS TYPE 4B AND 4B1

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CURB RAMP TYPE 8

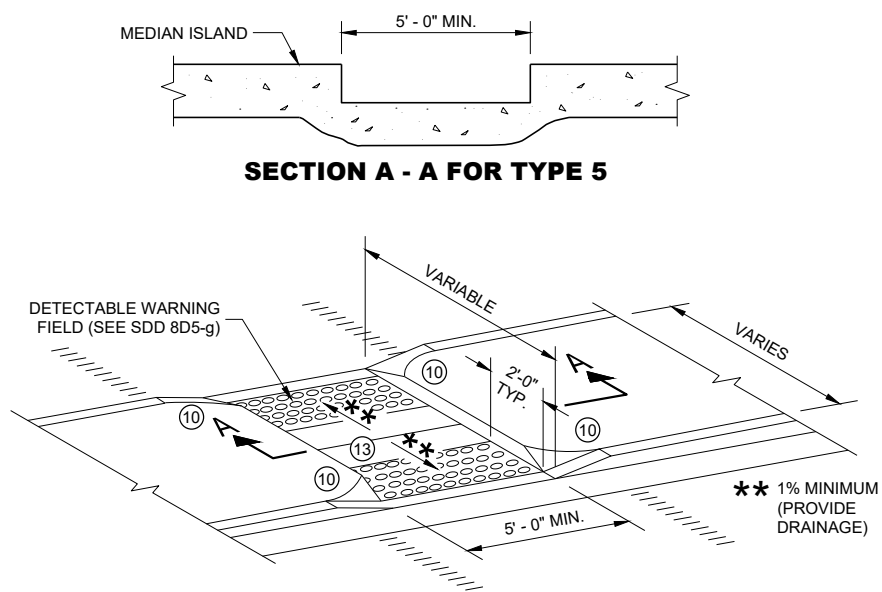
**DETECTABLE WARNINGS
AT RAILROAD CROSSING**



CURB RAMP TYPE 6

DETECTABLE WARNING AT ISLANDS

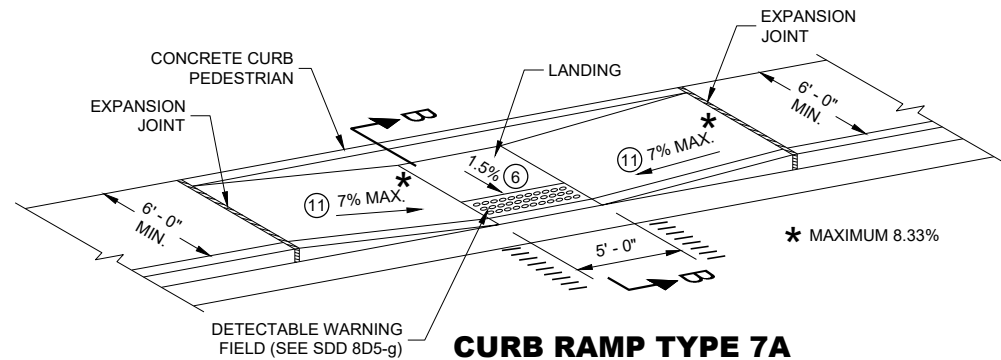
REFER TO GENERAL NOTES (2) AND (3)
FOR ALL ISLAND CURB RAMPS



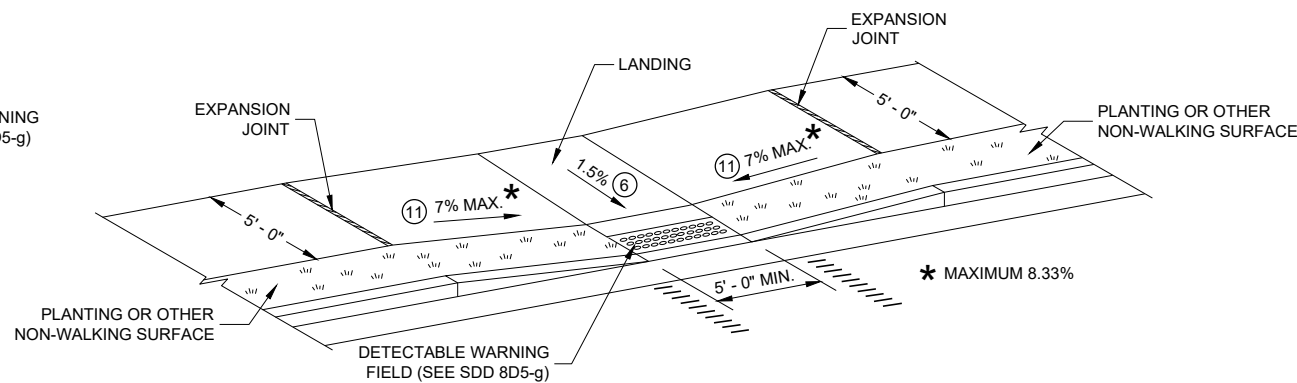
SECTION A - A FOR TYPE 5

CURB RAMP TYPE 5

**MEDIAN ISLAND
NON-ELEVATED PEDESTRIAN CROSSING**



**CURB RAMP TYPE 7A
MID BLOCK CROSSING**



**CURB RAMP TYPE 7B
MID BLOCK CROSSING**

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

GENERAL NOTES

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

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.

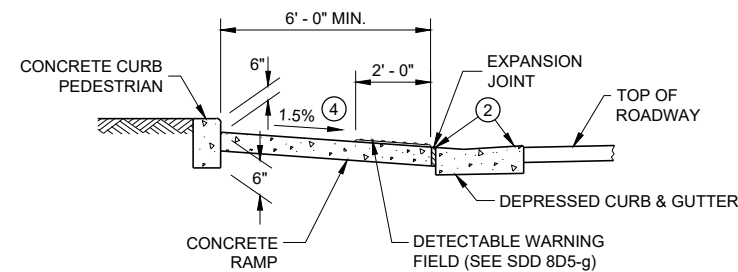
SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2%.

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

- (2) GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4 - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- (3) AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- (4) ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- (6) PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LEVEL LANDING SIZE IS 5 FEET BY 5 FEET.
- (10) INSTALL TRANSITION NOSE (INCIDENTAL TO OTHER PAY ITEMS). DO NOT MARK TRANSITION NOSE.
- (11) SLOPE SIDEWALK TOWARD LANDING AS SHOWN WHERE THERE IS NO TERRACE OR WHERE THE TERRACE WIDTH IS LESS THAN 6 FEET WIDE.
- (12) THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO A RAILROAD CROSSING SHALL BE 1.5 FEET ±0.1' FROM THE FACE OF THE GATE ARM IF THE GATE ARM EXTENDS ACROSS THE SIDEWALK. WHERE THERE IS NO PEDESTRIAN GATE, THE EDGE OF THE DETECTABLE WARNING FIELD NEAREST TO THE RAILROAD CROSSING SHALL BE 15 FEET FROM THE NEAREST RAIL.
- (13) DO NOT INSTALL DETECTABLE WARNING FIELDS AT THE EDGES OF STEET-LEVEL PEDESTRIAN REFUGE ISLANDS IF A MINIMUM 2 FOOT CONCRETE SURFACE WITHOUT DETECTABLE WARNINGS (MEASURED IN THE DIRECTION OF PEDESTRIAN TRAVEL) CANNOT BE ACHIEVED.

LEGEND

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



SECTION B - B FOR TYPE 7A

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-c IS EXCEEDED

EXPANSION JOINT

DETECTABLE WARNING FIELD RADIAL

GRADED FLARE

SEE DETAIL A

15

16

17

3' CURB WITH 6'

5'-0"

2'-0"

6'-0" MIN.

RAMP

LANDING 'XR'

MIN. 2'-0" DWF COVERAGE

16

17

6'-0" SIDEWALK 1.5% CROSS SLOPE

A

A

8

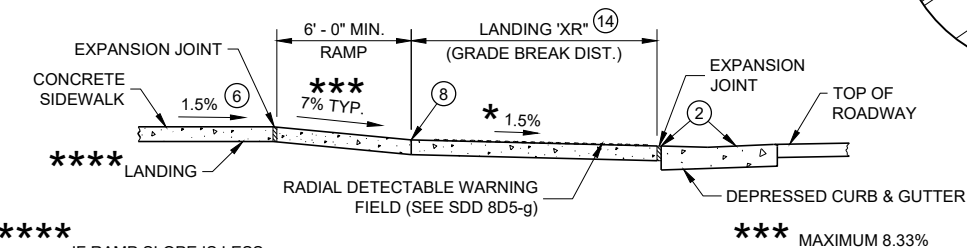
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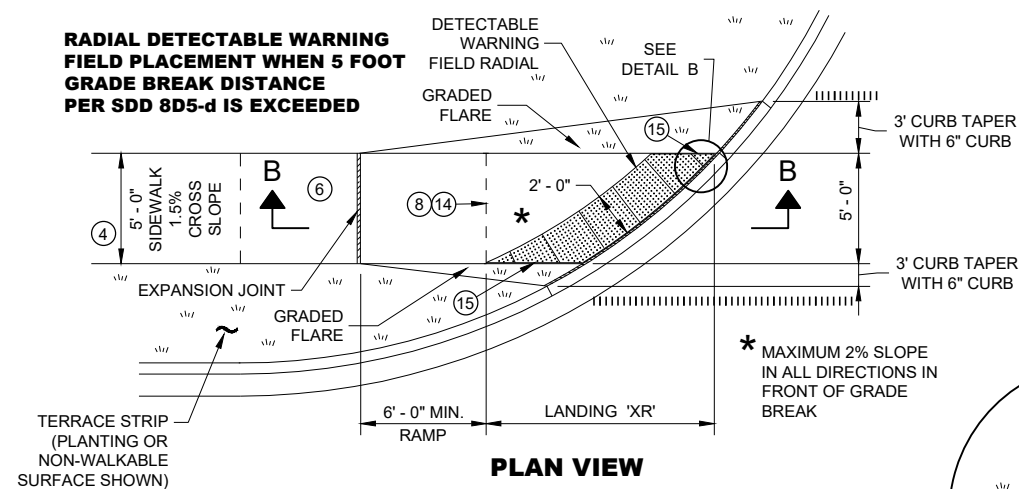
17

* MAXIMUM 2% SLOPE IN ALL DIRECTIONS IN FRONT OF GRADE BREAK

PLAN VIEW
CURB RAMP TYPE 4A1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)

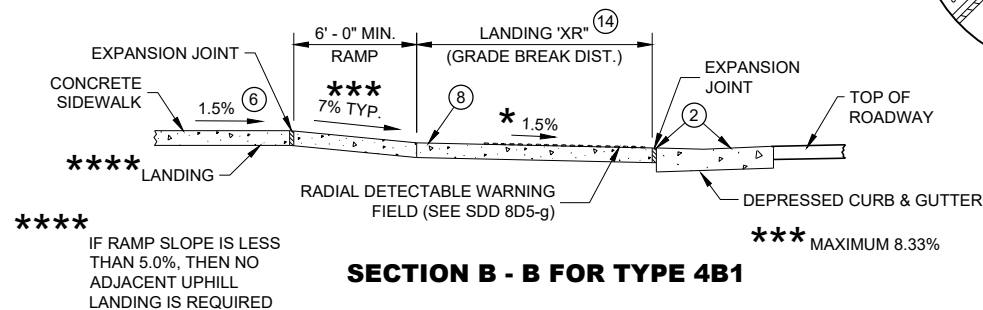


SECTION A - A FOR TYPE 4A1



NON-WALKABLE
SURFACE SHOWN)

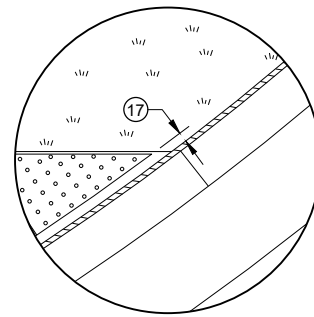
PLAN VIEW
CURB RAMP TYPE 4B1
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)



SECTION B - B FOR TYPE 4B1

LEGEND

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



DETAIL A

GENERAL NOTES

AVOID PLACING DRAINAGE STRUCTURES, JUNCTION BOXES OR OTHER OBSTRUCTIO

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.

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

APPLY RADIAL DETECTABLE WARNING PLACEMENT SIMILARLY FOR TYPE 4A AND 4A1 CURB RAMPS AND SIMILARLY FOR TYPE 4B AND 4B1 CURB RAMPS. TYPE 4A AND 4B CURB RAMPS ARE NOT SHOWN.

REFER TO SDD 8D5-g FOR ADDITIONAL RADIAL PLATE REQUIREMENTS.

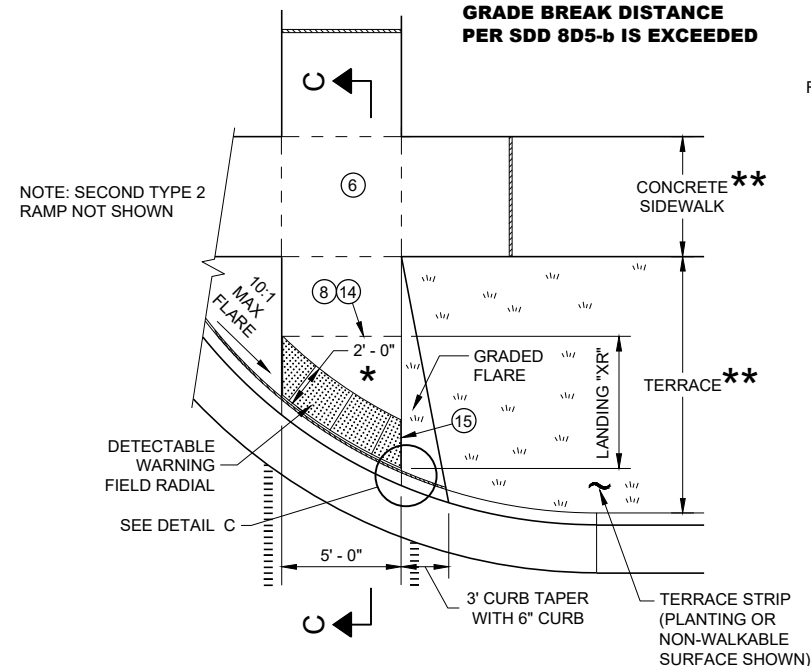
FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

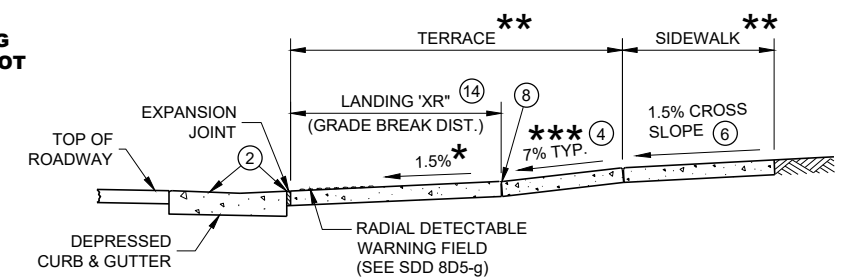
- ② GRADE CHANGE BETWEEN GUTTER FLAG SLOPE AND THE CURB RAMP SLOPE SHALL NOT EXCEED 11%. MAXIMUM GUTTER FLAG SLOPE IS 4%. PROVIDE LONGITUDINAL DRAINAGE AROUND CURB AND AWAY FROM CURB RAMP. NO VERTICAL LIPS OR DISCONTINUITIES GREATER THAN 1/4" - INCH ARE ALLOWED. SLOPE OF CURB HEAD OPENING SHALL MATCH THE RAMP SLOPE, MINIMALLY 1.5% AND NOT TO EXCEED 7%. WHEN ADJACENT TO 1.5% LANDING, CONSTRUCT CURB HEAD OPENING AT 1.5% IN THE DIRECTION OF PEDESTRIAN TRAVEL.
- ③ AN 8.33% CURB RAMP SLOPE IS ALLOWABLE WITH FLATTENED GUTTER FLAG SLOPE AND NOT TO EXCEED 11% GRADE CHANGE.
- ④ ±0.5% CONSTRUCTION TOLERANCE IN SIDEWALK CROSS SLOPE. THE SIDEWALK CROSS SLOPE SHALL NOT EXCEED 2% WITHOUT PRIOR APPROVAL FROM THE ENGINEER.
- ⑥ PROVIDE A LEVEL LANDING (MAXIMUM 2% SLOPE) IN ANY DIRECTION OF PEDESTRIAN TRAVEL. STANDARD LANDING SIZE IS 5 FEET BY 5 FEET.
- ⑧ PROVIDE GRADE BREAK PERPENDICULAR TO DIRECTION OF WHEELCHAIR TRAVEL.
- ⑭ CONSULT ENGINEER IF GRADE BREAK LOCATION (END OF LANDING DIMENSION "XR") REQUIRES FIELD ADJUSTMENT WHEN ESTABLISHING FINAL RADIAL DETECTABLE WARNING FIELD LOCATION.
- ⑮ FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.
- ⑯ USE 1' X 2" RECTANGULAR END PLATE AT END OF TYPE 4A1 RAMP AND PROVIDE MINIMUM 2' - 0" DETECTABLE WARNING FIELD COVERAGE (IN DIRECTION OF PEDESTRIAN TRAVEL) ALONG THE ENTIRE CURB RAMP WIDTH.
- ⑰ A MAXIMUM 3 INCH CONCRETE BORDER WITH IS ALLOWABLE IN FROM OF RADIAL DETECTABLE WARNING FIELD FOR CONSTRUCTABILITY PURPOSES. CONCRETE BORDER WIDTH MAY VARY UP TO 1 INCH.

RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED

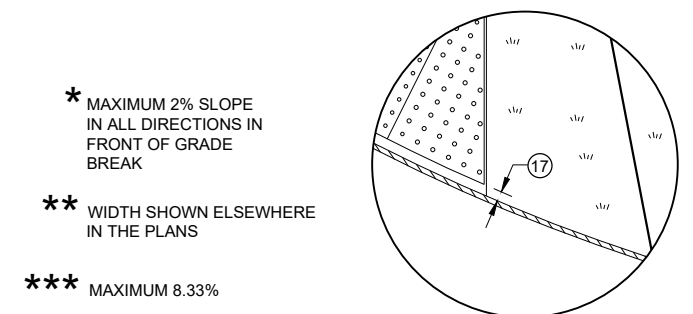
Diagram illustrating the required field placement of a radial detectable warning when the 5-foot grade break distance is exceeded. The diagram shows a cross-section of a curb and a plan view of the landing area. The plan view indicates a "LANDING 'XR'" of 14 feet, with an 8-foot distance from the curb to the start of the detectable warning. The area is labeled "TERRACE" and "SIDEWALK" with a 1.5% cross slope. A note states: "RADIAL DETECTABLE WARNING FIELD PLACEMENT WHEN 5 FOOT GRADE BREAK DISTANCE PER SDD 8D5-b IS EXCEEDED".



PLAN VIEW
CURB RAMP TYPE 2
(GRADE BREAK DISTANCE GREATER THAN 5 FEET)
(ON LINE WITH SIDEWALK)



SECTION C - C FOR TYPE 2



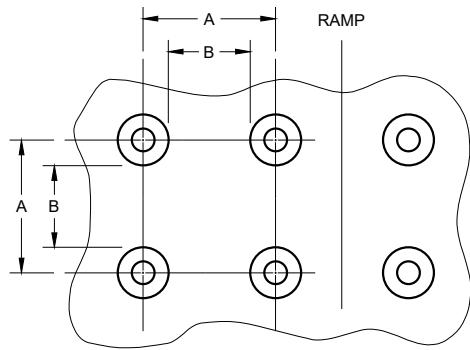
l) **DETAIL C**

CURB RAMPS RADIAL DETECTABLE WARNING FIELD APPLICATIONS

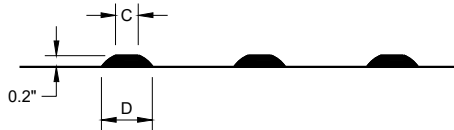
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 127

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

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

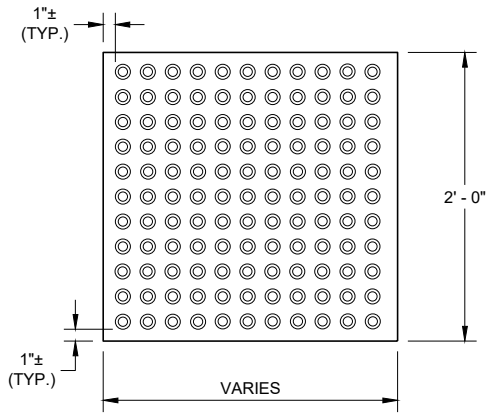


PLAN VIEW

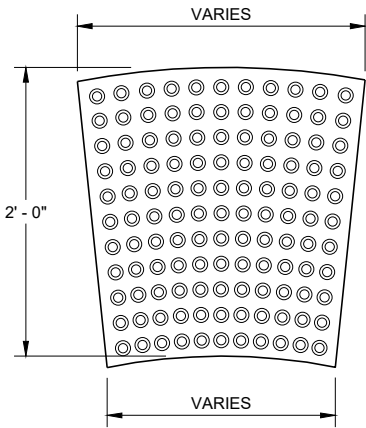


ELEVATION VIEW

TRUNCATED DOMES
DETECTABLE WARNING PATTERN DETAIL



RECTANGULAR
PLATES



RADIAL
PLATES

PLAN VIEW
DETECTABLE WARNING FIELDS (TYPICAL)

GENERAL NOTES

DETECTABLE WARNING FIELDS THAT ARE INSTALLED AT A CURB RAMP SHALL BE FROM THE SAME MANUFACTURER.

PLACE ALL DETECTABLE WARNING FIELD SYSTEMS IN ACCORDANCE TO THE MANUFACTURER'S RECOMMENDATION.

FIELD CUTS AT INTERMEDIATE JOINTS WITHIN THE RADIAL DETECTABLE WARNING FILED ARE PROHIBITED.

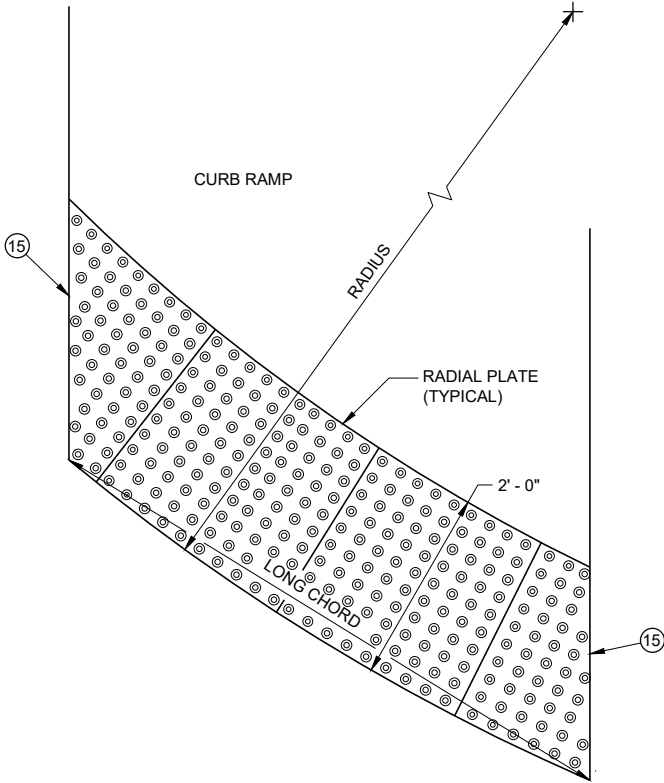
DETERMINE FINAL RADIAL WARNING FIELD CONFIGURATION AND ITS INDIVIDUAL PLATE LOCATIONS. PERFORM PRE-LAYOUT PRIOR TO PLACEMENT IN PLASTIC CONCRETE. FOLLOW MANUFACTURER'S PRODUCT LIST AND INSTALLATION RECOMMENDATIONS.

FOR RADIAL DETECTABLE WARNING FIELD APPLICATIONS WHERE STANDARD RADIAL PLATES ARE NOT AVAILABLE AT AN INTERSECTION CURB RADIUS, A COMBINATION OF SQUARE OR RECTANGULAR PLATES AND RADIAL PLATES MAY BE USED TO FORM RADIAL CONFIGURATION. RADIAL WEDGE PLATES IN COMBINATION WITH SQUARE PLATES ARE ALSO ACCEPTABLE. FOLLOW MANUFACTURER'S RECOMMENDATIONS.

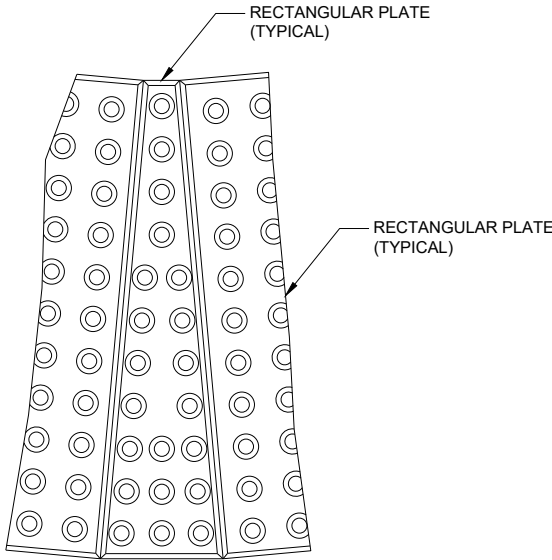
REFER TO CONTRACT AND STANDARD SPECIFICATIONS FOR FIELD CUTTING REQUIREMENTS.

DO NOT EMBED IN CONCRETE ANY FIELD-CUT PLATES WITH CUT EDGES SHORTER THAN 6 INCHES. CONSULT WITH MANUFACTURER FOR RE-DRILLING AND ANCHORING REQUIREMENTS OF FIELD-CUT PLATES.

15 FIELD SAW CUTS ALONG RADIAL DETECTABLE WARNING PLATES WILL BE NECESSARY TO MATCH EACH CURB RAMP EDGE. AVOID CUTTING THROUGH DOMES WHENEVER POSSIBLE. MAKE FIELD CUTS TRUE TO LINE AND WITHIN 1/8" DEVIATION. SMOOTH EDGES OF FIELD CUT PLATES.



PLAN VIEW
RADIAL DETECTABLE
WARNING FIELD ATTRIBUTES



PLAN VIEW
RADIAL WEDGE PLATE
CONNECTION DETAIL

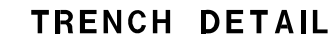
CURB RAMPS
RECTANGULAR AND RADIAL
DETECTABLE WARNING PLATES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA 128



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

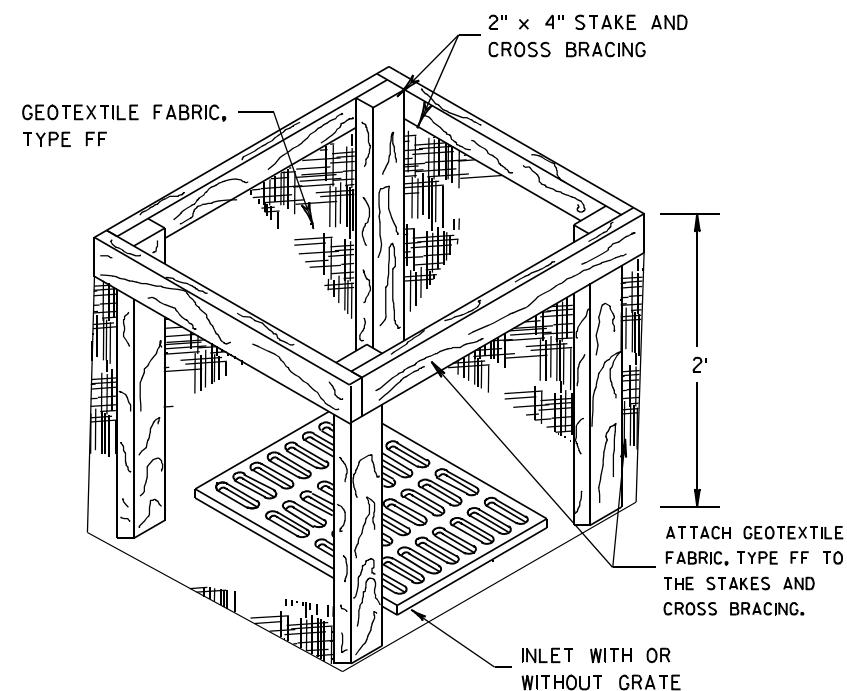
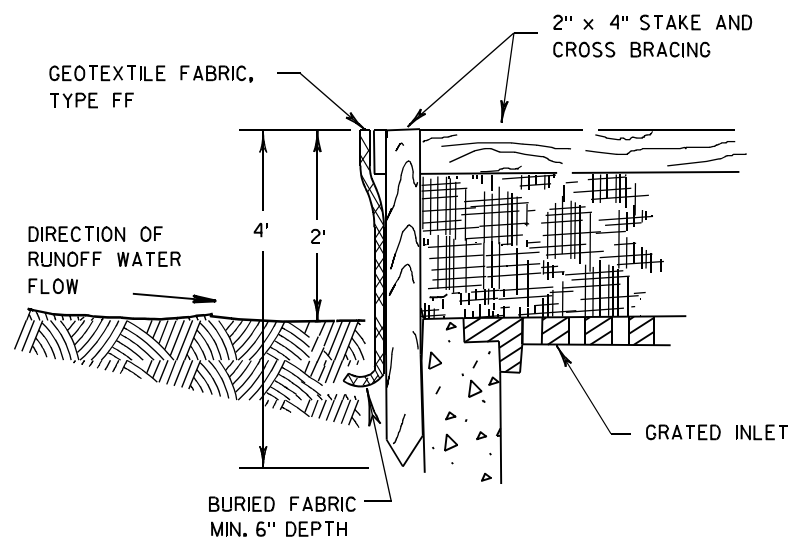


SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4-29-05
DATE /S/ Beth Connolly
CHIEF ROADWAY DEVELOPMENT 129 ENGINEER

FHWA



INLET PROTECTION, TYPE A

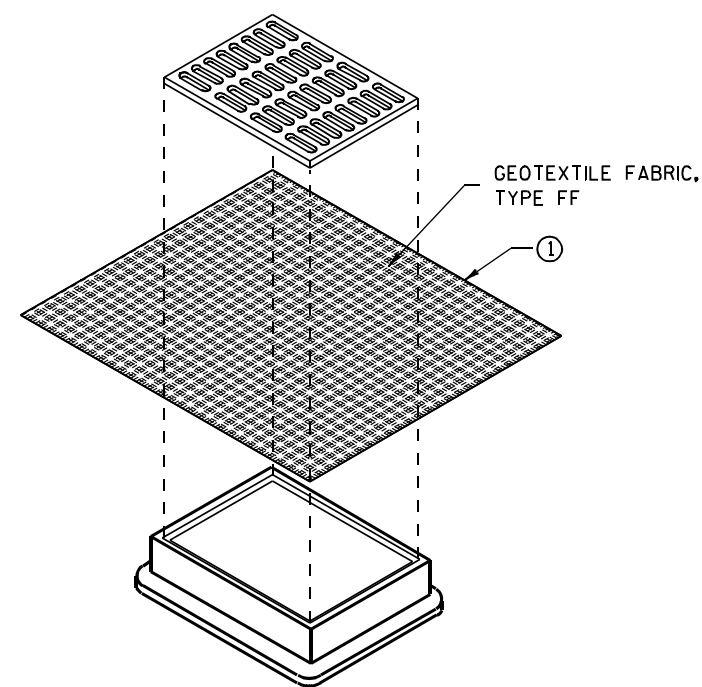
GENERAL NOTES

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

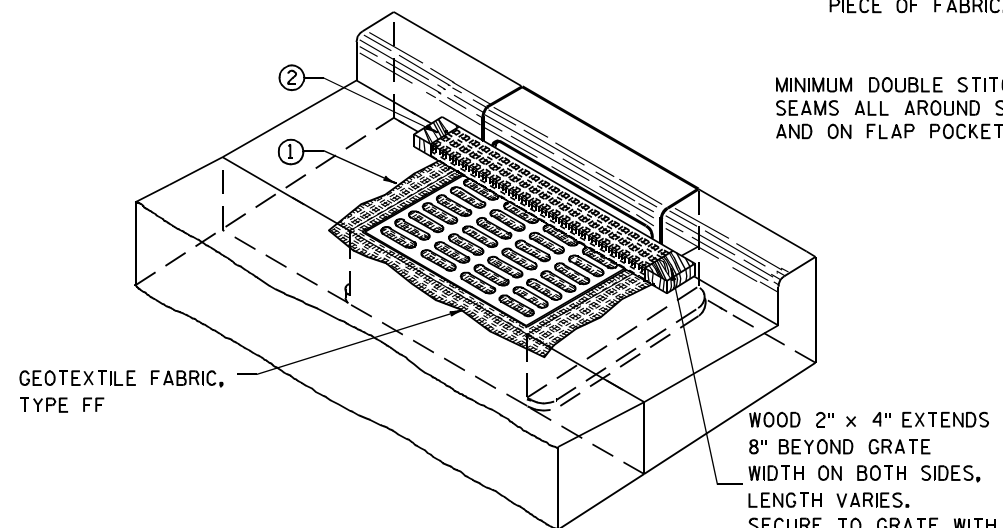
MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

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

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



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**
(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

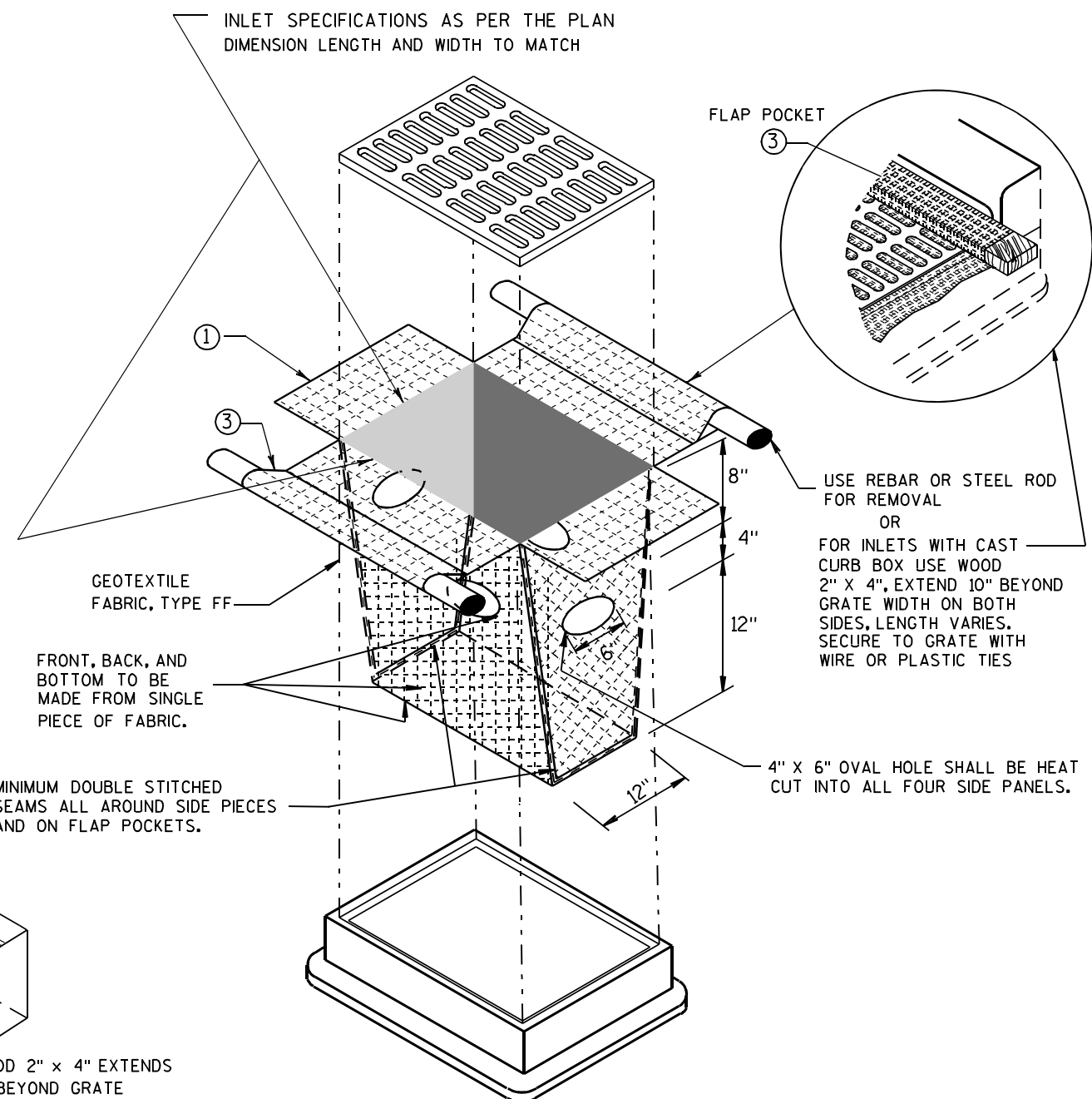
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



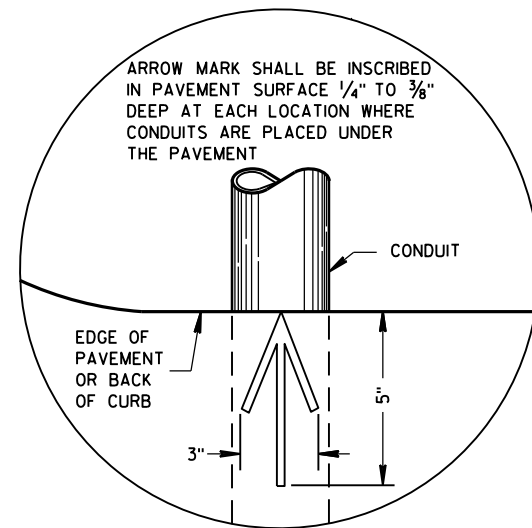
INLET PROTECTION, TYPE D

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

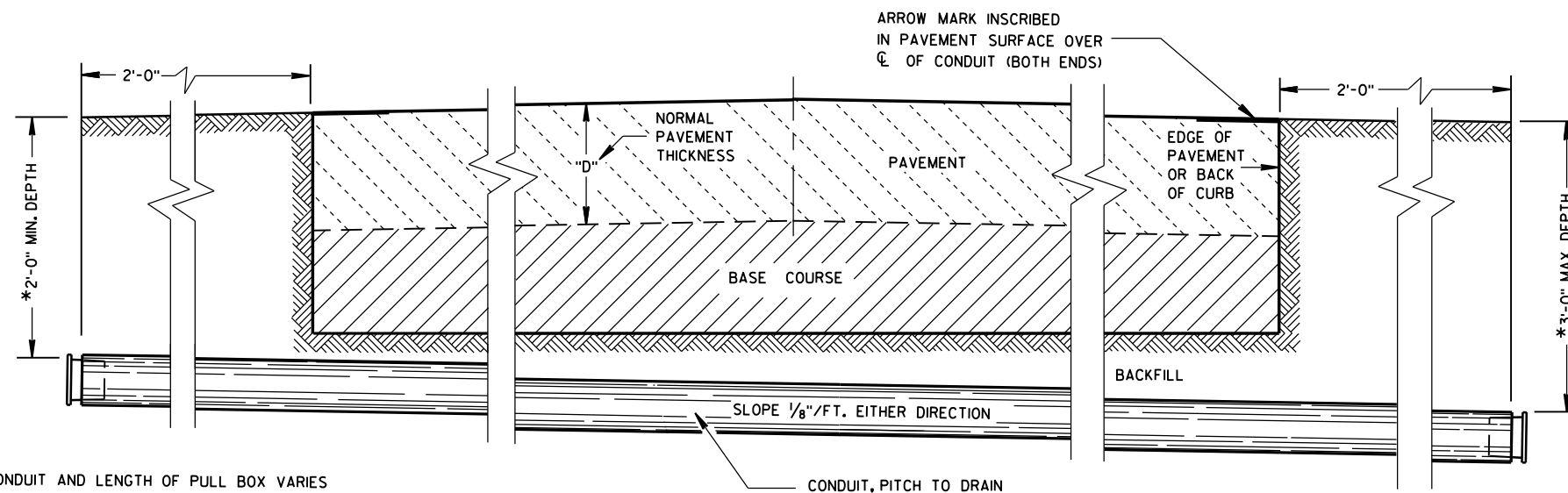
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 130
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



PLAN VIEW
ARROW MARK



SIDE ELEVATION
DETAIL FOR CONDUIT UNDER PAVED HIGHWAYS

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

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 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 131
FHWA

6

S.D.D. 9 B 4-11

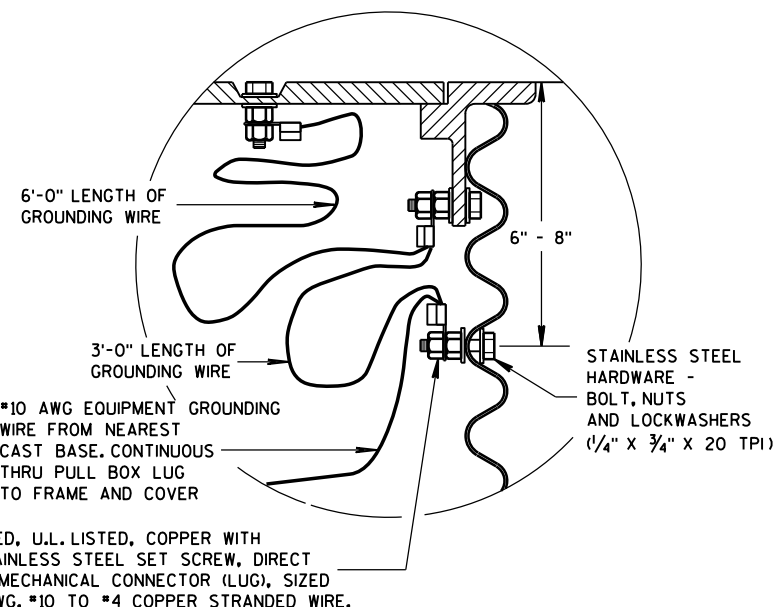
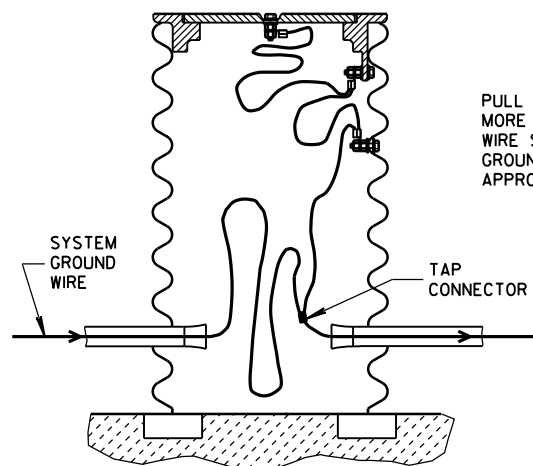
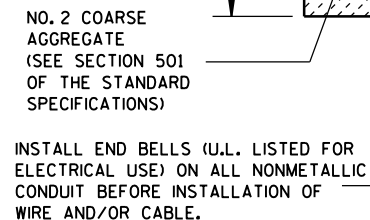
**) NORMALLY USED LENGTHS. THE PROJECT ENGINEER SHALL DETERMINE IF PIPE LENGTHS, OTHER THAN THOSE SPECIFIED, SHALL BE USED, TO A MAXIMUM OF 48" (CONTINUOUS LENGTH, NON-SPLICED). THE ADDITIONAL LENGTH SHALL BE INCIDENTAL TO THE PULL BOX BID PRICE.

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

PULL BOXES LOCATED IN THE ROADWAYS SHALL HAVE LOCKING COVERS.

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

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



NEMA APPROVED, U.L. LISTED, COPPER WITH
BRASS OR STAINLESS STEEL SET SCREW, DIRECT
BURY RATED, MECHANICAL CONNECTOR (LUG), SIZED
TO ACCEPT AWG. #10 TO #4 COPPER STRANDED WIRE.

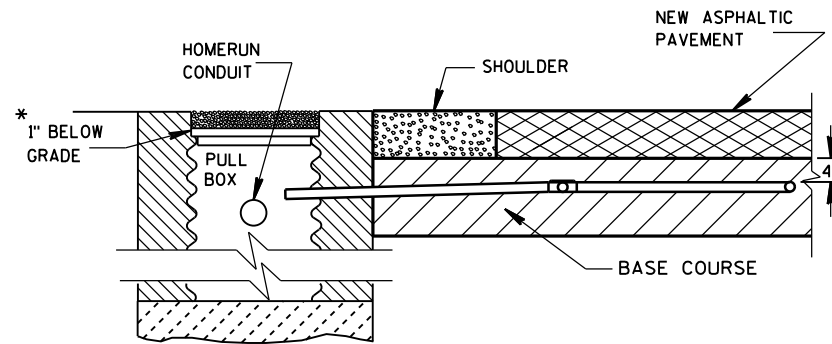
PULL BOX TO NEAREST BASE DISTANCE
MORE THAN 20 FEET. PULL BOX GROUND
WIRE SHALL CONNECT AT SYSTEM
GROUNDING WIRE. USE DEPARTMENT
APPROVED TAP CONNECTOR.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 132
FHWA

6

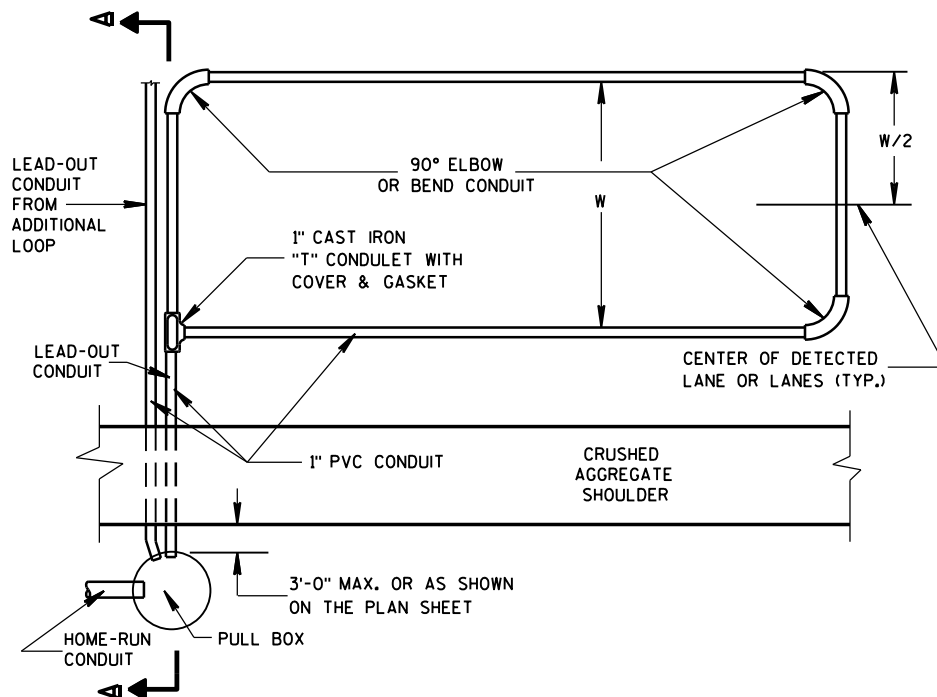
S.D.D. 9 B 4-11



SECTION A-A
NO CURB & GUTTER

DETECTOR LOOP 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

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.

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.

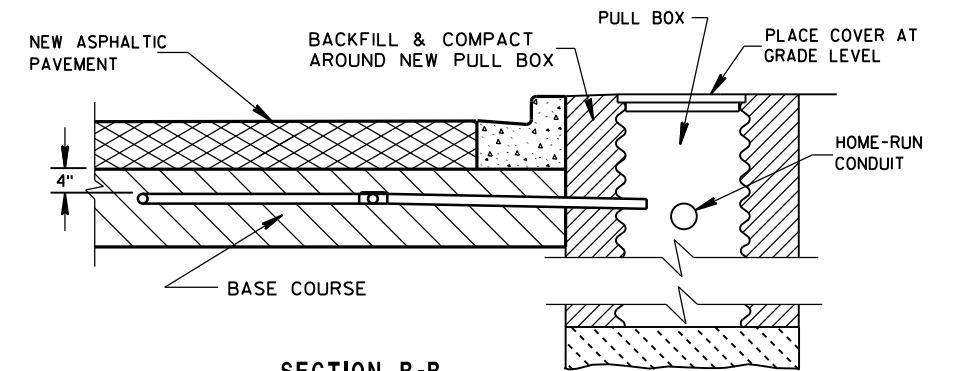
SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL BOXES AT THE SIDE OF THE ROAD.

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

PROTECTION OF THE CONDUIT AND CONDULET SHALL BE REQUIRED AFTER INSTALLATION AND BEFORE THE ASPHALTIC PAVEMENT IS PLACED.

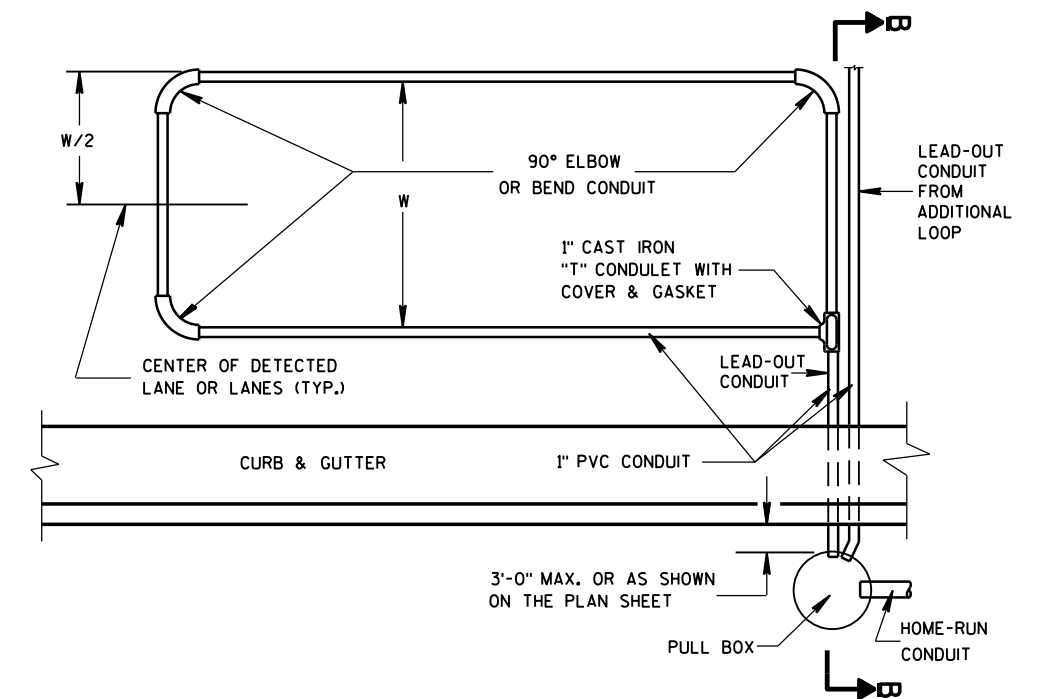
WHEN MULTIPLE LAYERS OF ASPHALTIC PAVEMENT ARE TO BE PLACED, LOOPS MAY BE INSTALLED BY SAWING A TWO INCH WIDE SLOT IN THE FIRST LAYER, DIG OUT THE ASPHALTIC MATERIAL AND BASE COURSE, PLACE THE LOOP, FILL THE SLOT WITH BASE COURSE MATERIAL AND NEW ASPHALTIC MATERIAL AND TAMP THE ASPHALTIC MATERIAL IN PLACE.

SHOULD TRAFFIC BE ALLOWED TO USE THE AREA OF ROADWAY WITH THE NEWLY INSTALLED LOOP BEFORE THE PLACEMENT OF THE NEXT LAYER OF ASPHALTIC PAVEMENT, THE SLOT/PAVEMENT OPENING SHALL BE SEALED 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".



SECTION B-B
CURB & GUTTER

LOOP DETECTOR INSTALLATION DETAIL

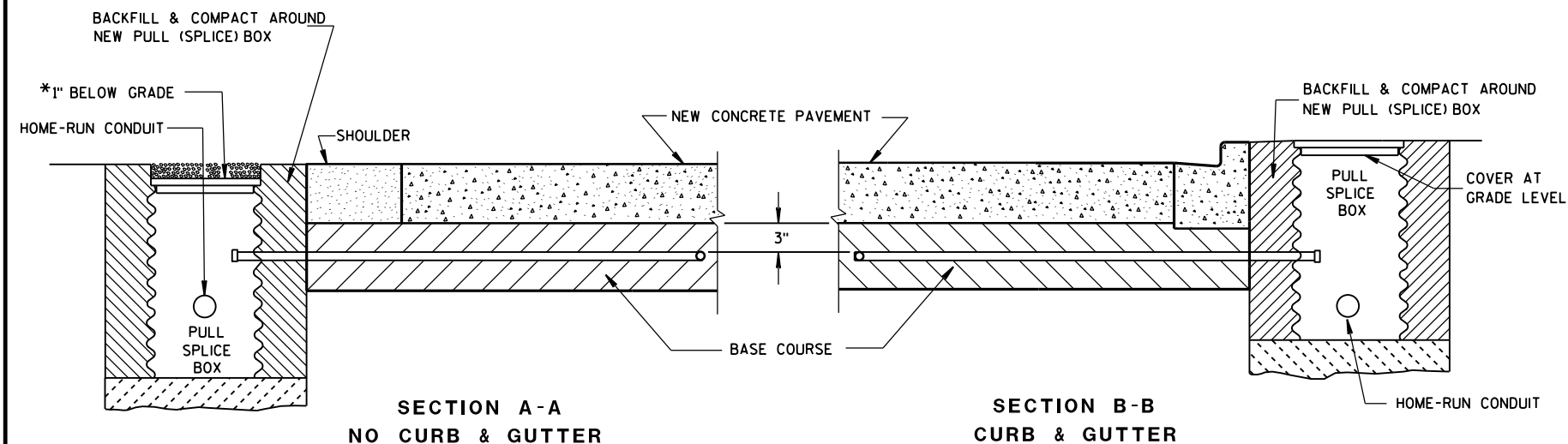


TYPICAL PLAN OF LOOP DETECTOR

LOOP DETECTOR PLACED
IN CRUSHED AGGREGATE BASE
(NEW ASPHALTIC PAVEMENT)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
Sept. 2014 /S/ Ahmet Demirbilek
DATE STATE ELECTRICAL 133
FHWA



*RECESS PULL (SPICE) 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 (SPICE) 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.

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.

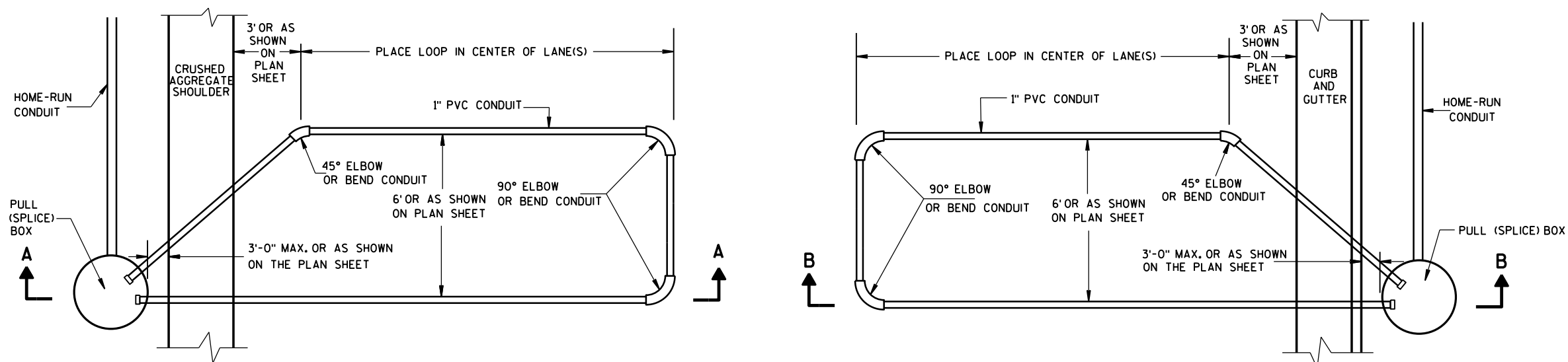
THE #12 AWG. LOOP WIRE IN THE PULL (SPICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.

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

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

PROTECTION OF THE CONDUIT 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.

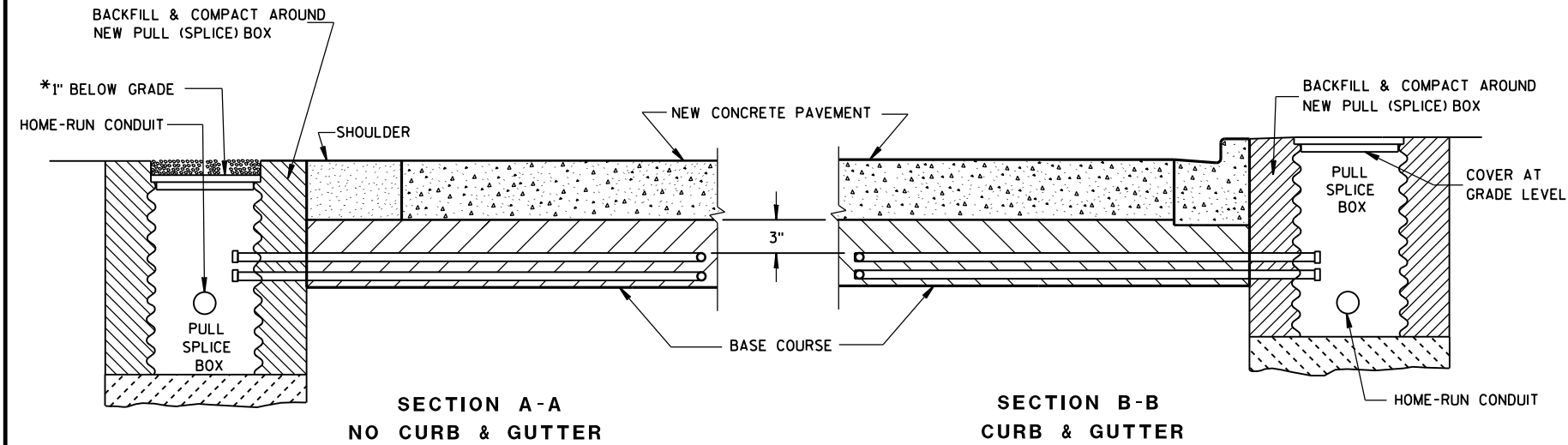


TYPICAL PLAN OF LOOP DETECTOR
WITH 18" OR 24" PULL (SPICE) BOX

LOOP DETECTOR INSTALLED IN
BASE COURSE WITH PULL (SPICE)
BOX OFF ROADWAY
(OPTION 1)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE Sept. 2014 /S/ Ahmet Demirbilek
STATE ELECTRICAL 134
FHWA

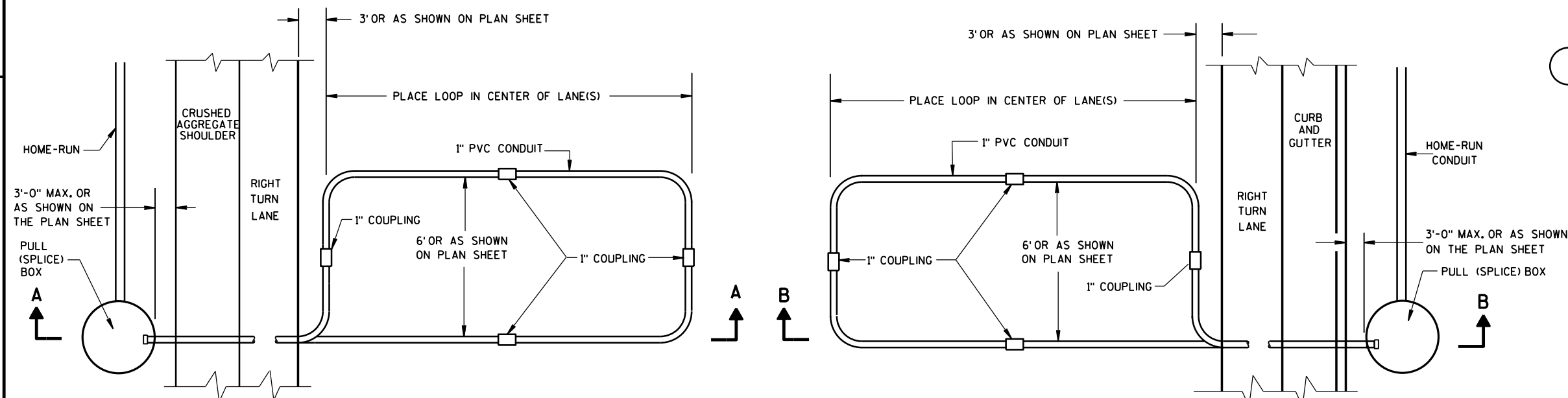


*RECESS PULL (SPICE) BOX SO THAT THE COVER IS 3" BELOW GRADE IN SHOULDER AREAS OF CRUSHED AGGREGATE. BACKFILL OVER COVER WITH THE CRUSHED AGGREGATE TO BRING THE AREA TO GRADE LEVEL.

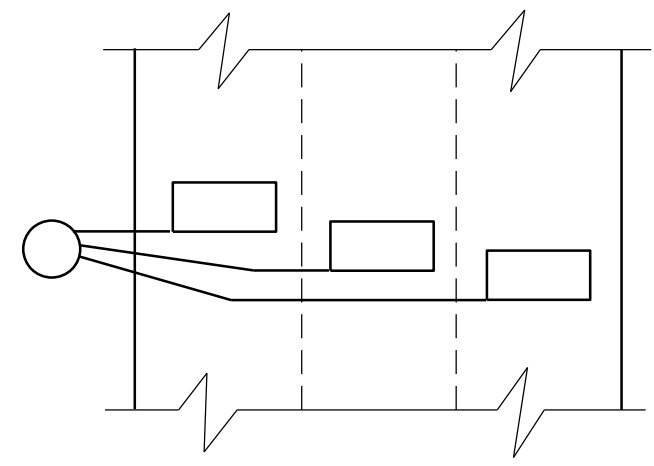
LOOP DETECTOR INSTALLATION DETAIL

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 (SPICE) 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.
- 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 (SPICE) BOX SHALL BE HAND TWISTED AT LEAST 3 TWISTS PER FOOT BEFORE BEING SPLICED TO THE LOOP LEAD-IN CABLE.
- SPLICES OF LOOP WIRE TO LEAD-IN CABLE SHALL BE MADE ONLY IN PULL (SPICE) BOXES AT THE SIDE OF THE ROAD.
- THE #12 AWG LOOP WIRE SHALL BE INSTALLED FROM THE ROADSIDE PULL (SPICE) BOX, THROUGH THE LOOP CONDUIT, BACK TO THE ROADSIDE PULL (SPICE) 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 (SPICE) BOX

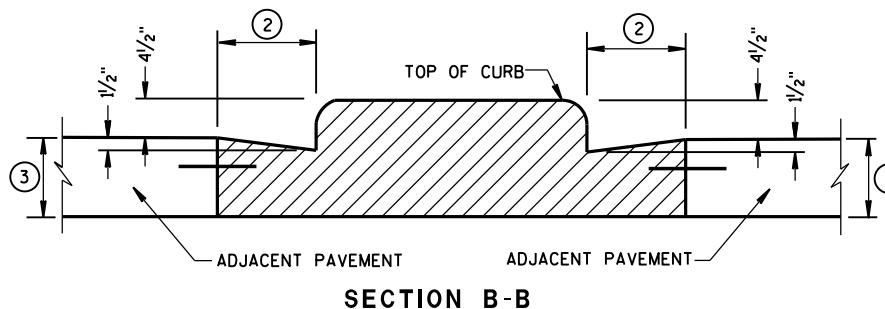
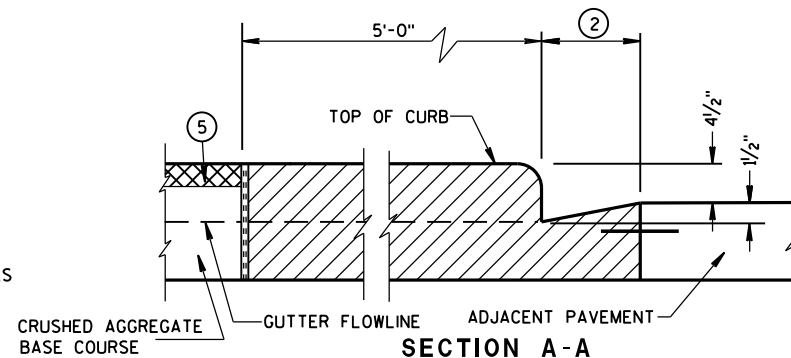
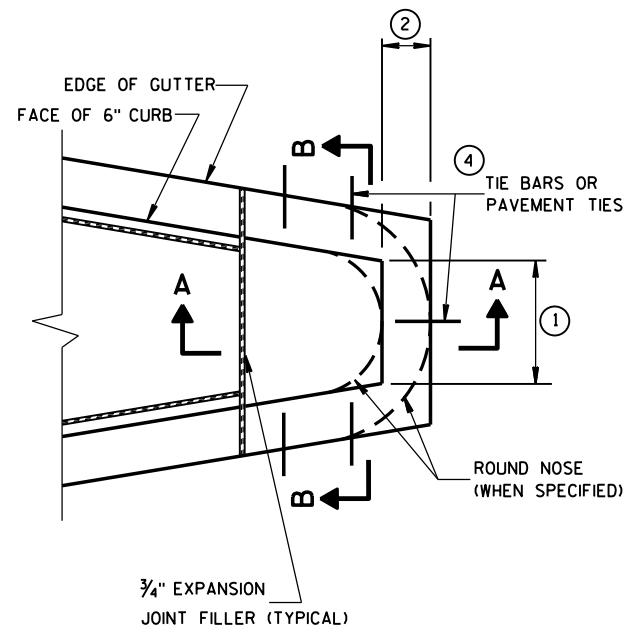
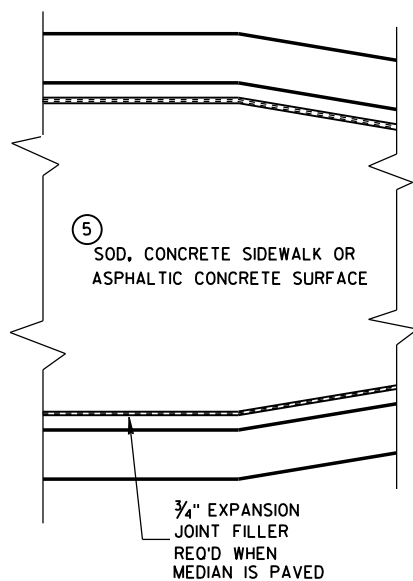


MULTI-LANE INSTALLATION

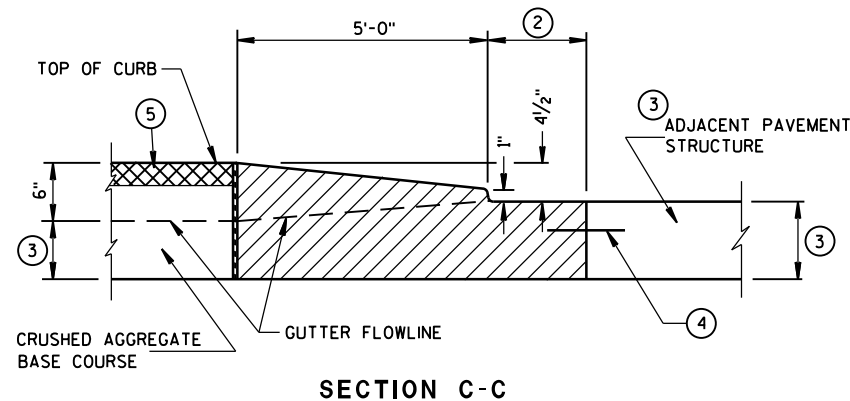
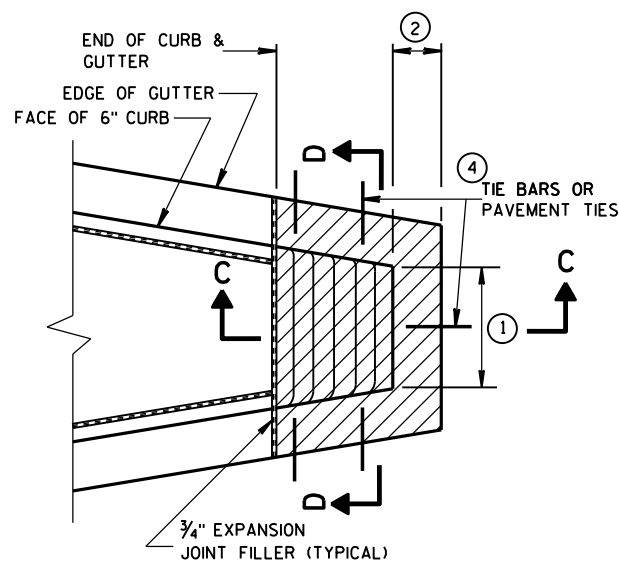
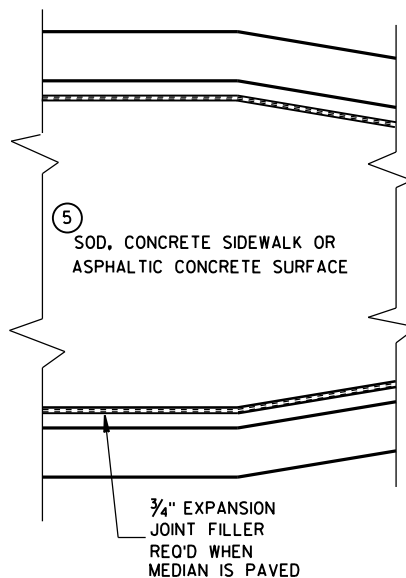
LOOP DETECTOR INSTALLED IN BASE COURSE WITH PULL (SPICE) BOX OFF ROADWAY (OPTION 2)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE FHWA	/S/ Ahmet Demirelek STATE ELECTRICAL 135

6
S.D.D. 9 F 15-4b

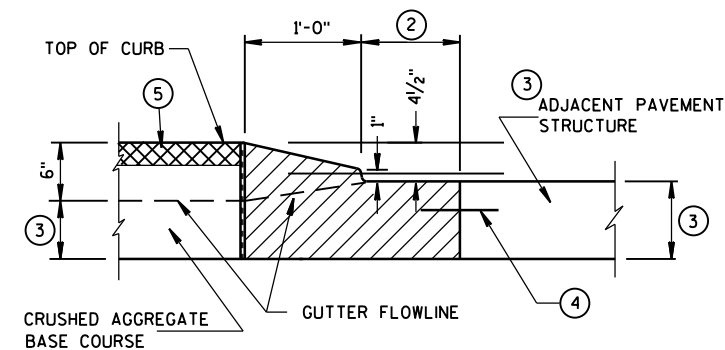
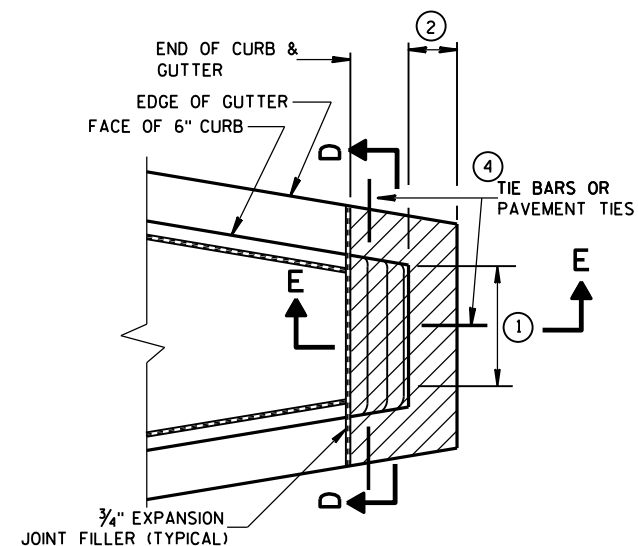
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S.D.D. 9 F 15-4b



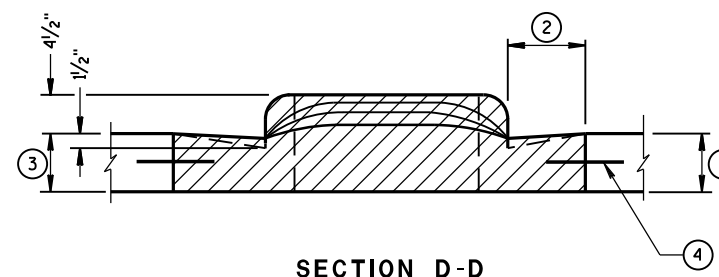
CONCRETE MEDIAN BLUNT NOSE DETAIL



CONCRETE MEDIAN SLOPED NOSE TYPE 1



CONCRETE MEDIAN SLOPED NOSE TYPE 2



GENERAL NOTES

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

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

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

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

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

CONCRETE MEDIAN NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

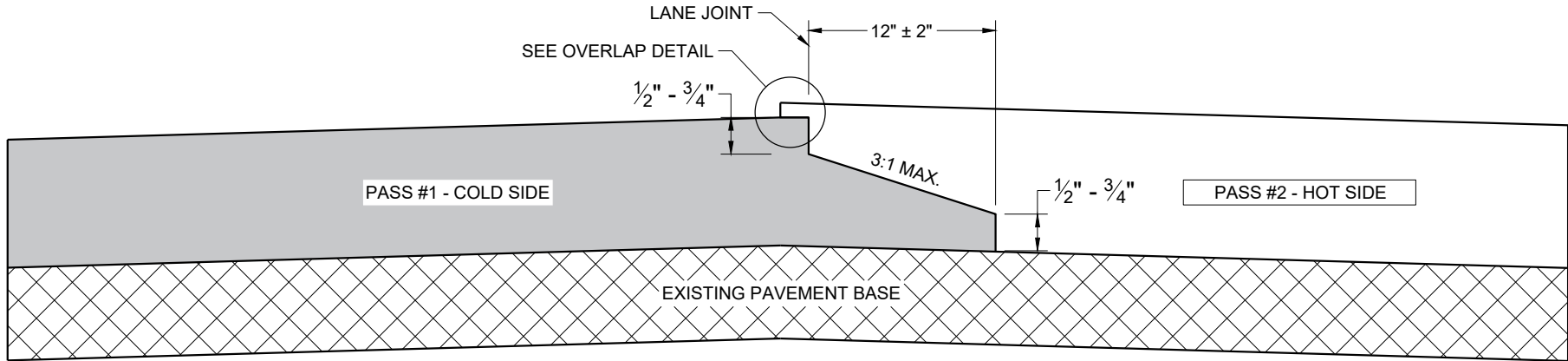
6/8/2006

DATE

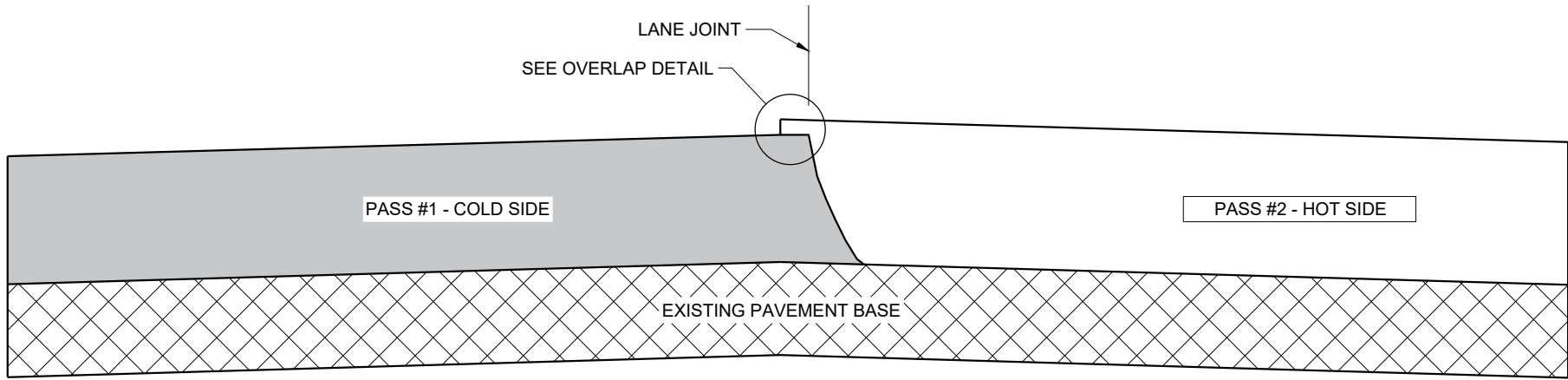
FHWA

/S/ Jerry H. Zoag
ROADWAY STANDARDS & 136
ENGINEER

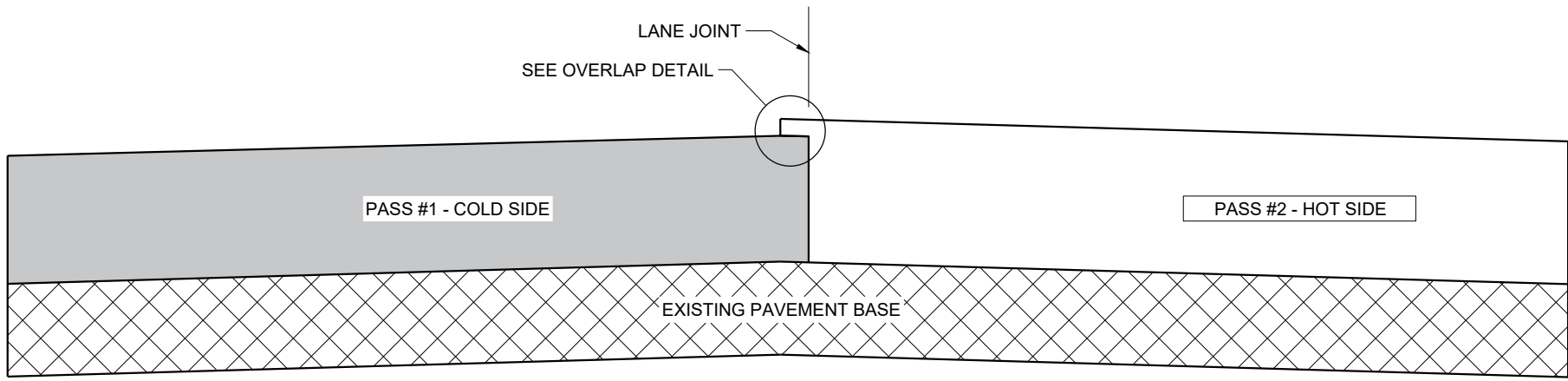
4T



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

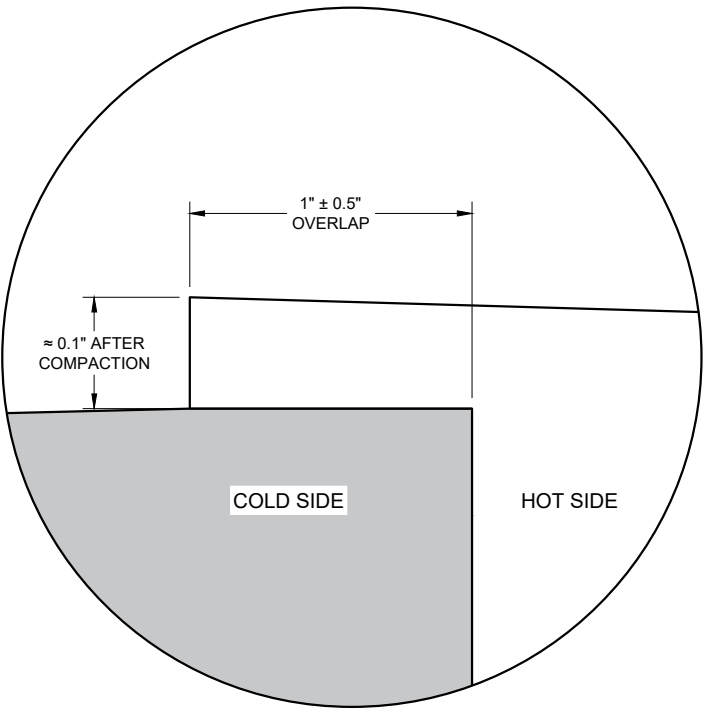
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

FOR ALL LONGITUDINAL JOINTS, ENSURE THE PAVER SCREED OVERLAPS THE PREVIOUSLY PLACED PAVEMENT BY $1" \pm 0.5"$ AND THE HOT SIDE OF THE JOINT REMAINS HIGHER THAN THE COLD SIDE BY APPROXIMATELY $0.1"$ AFTER FINAL COMPACTION. (IT WILL BE FLUSH WHEN PAVING IN ECHELON.)

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.

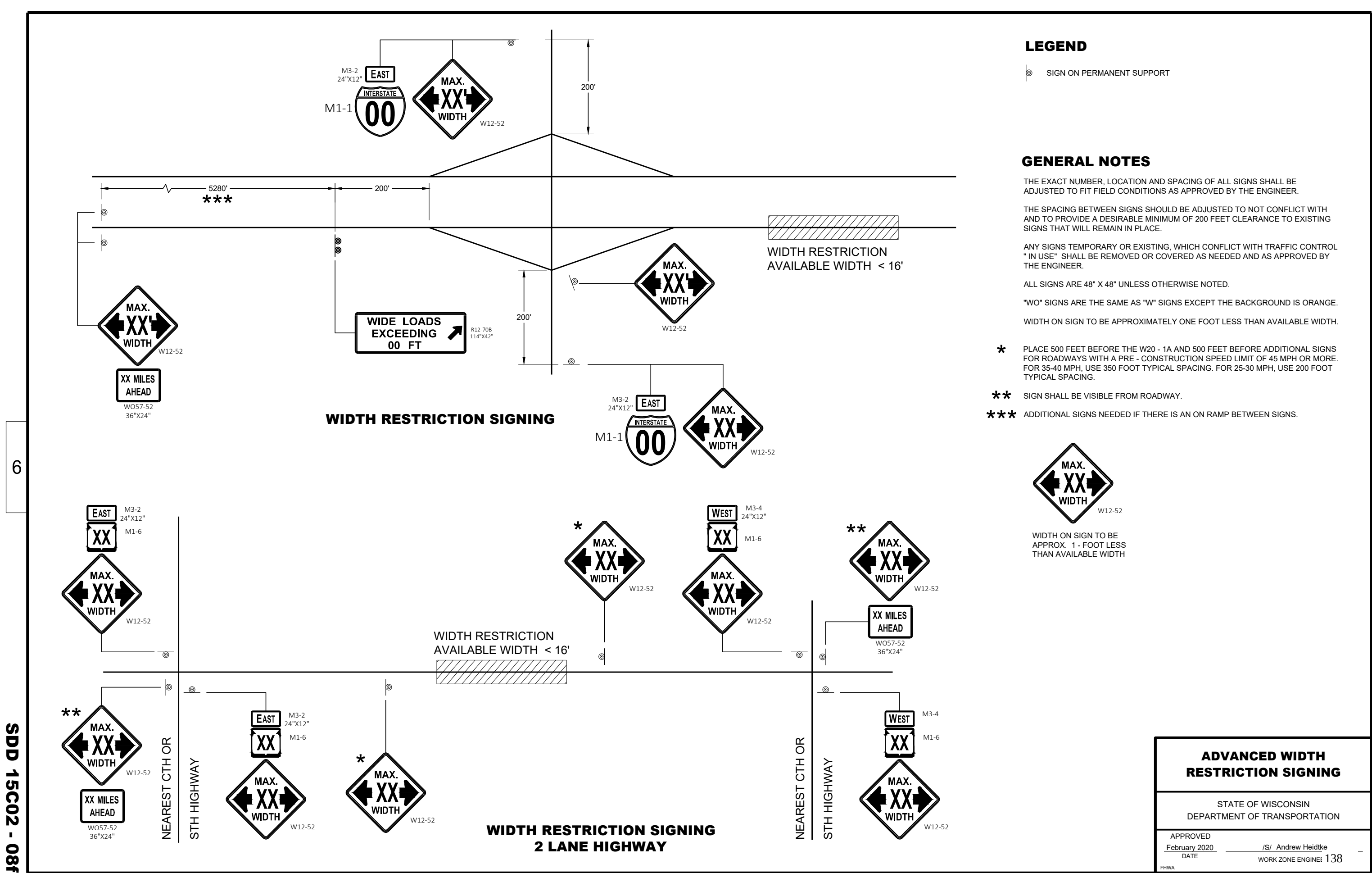


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 137
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. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

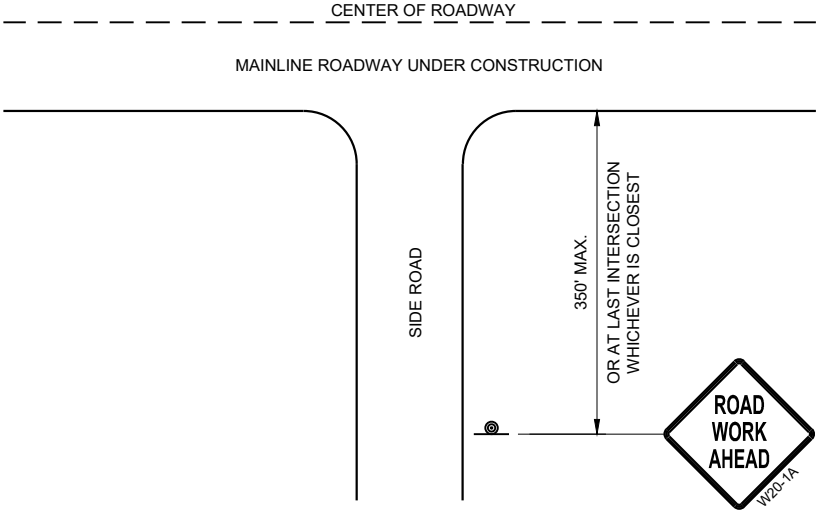
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

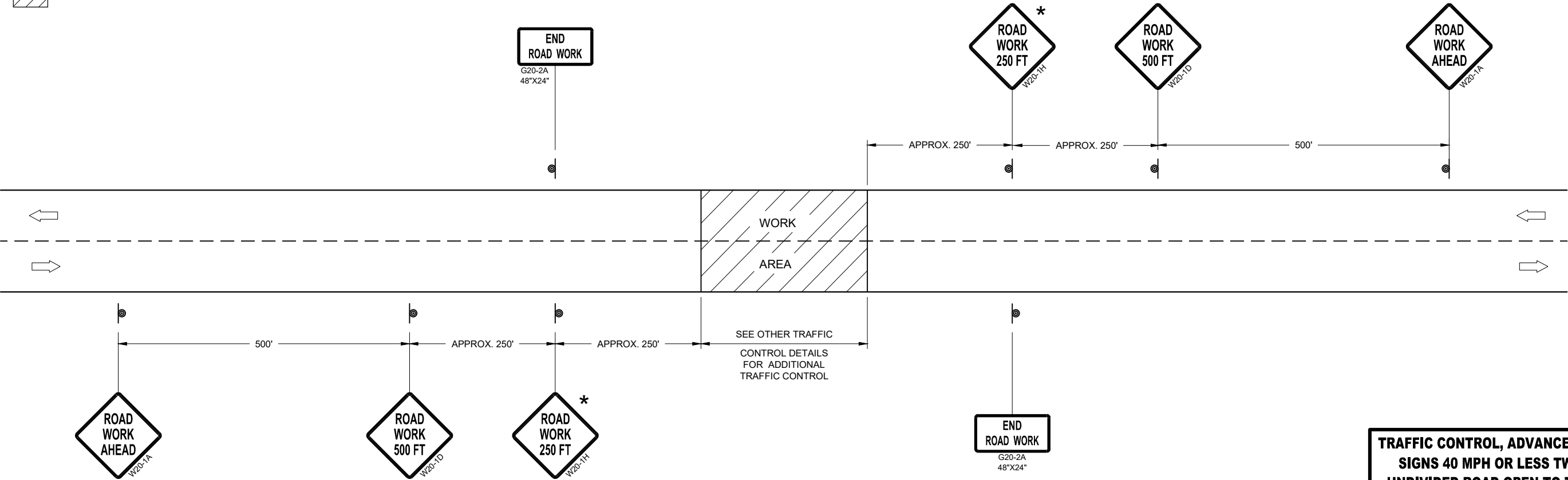
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



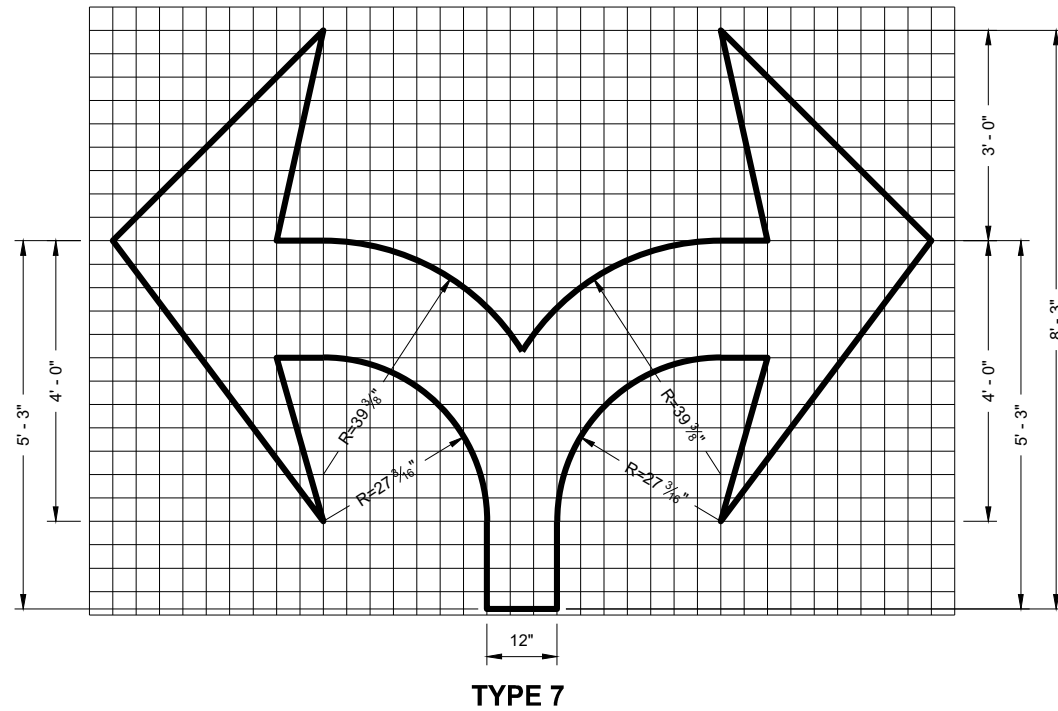
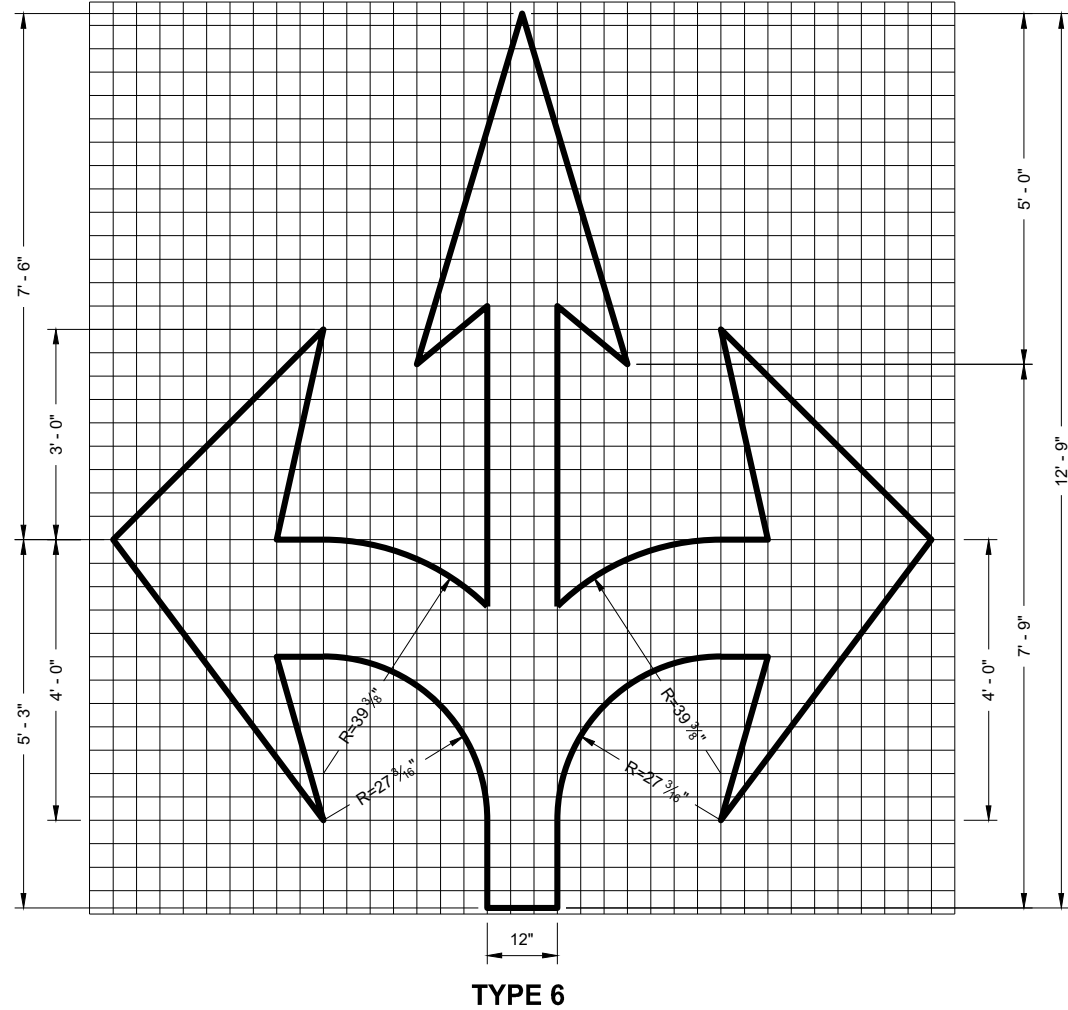
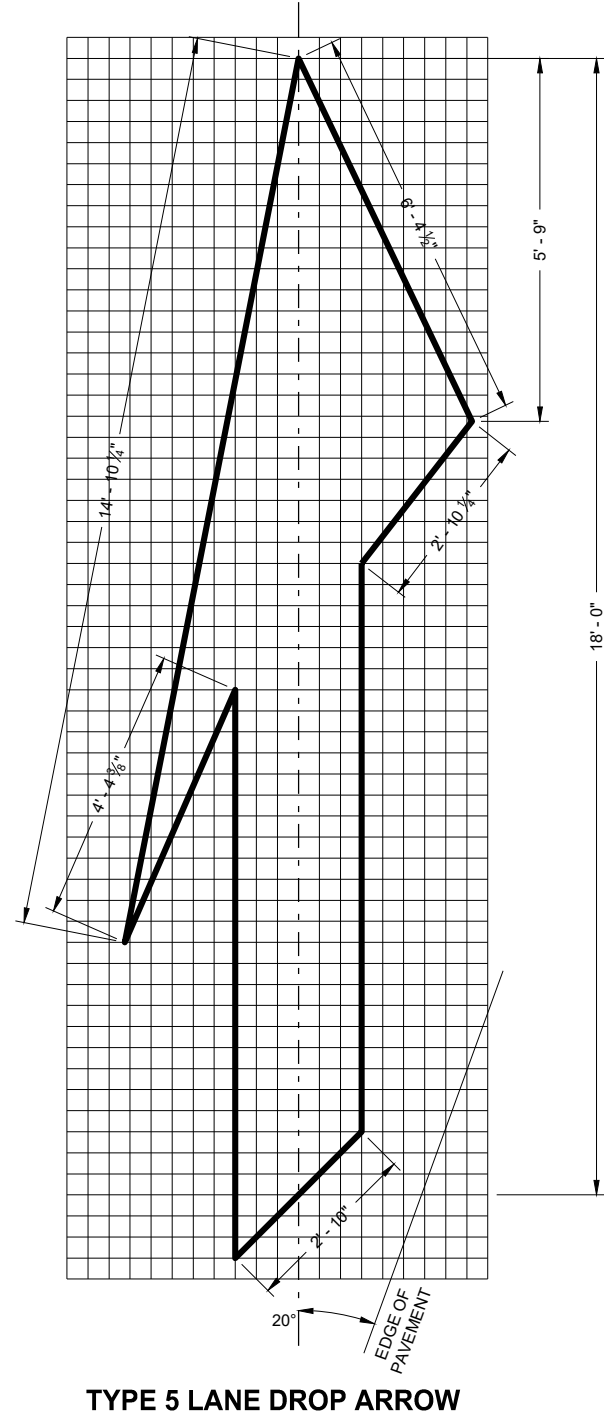
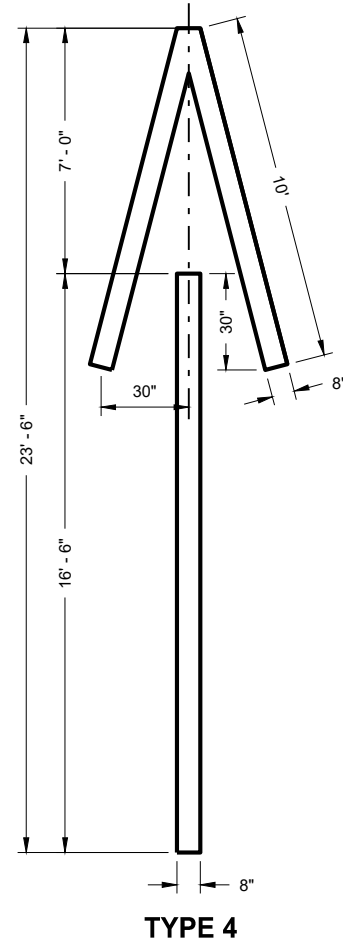
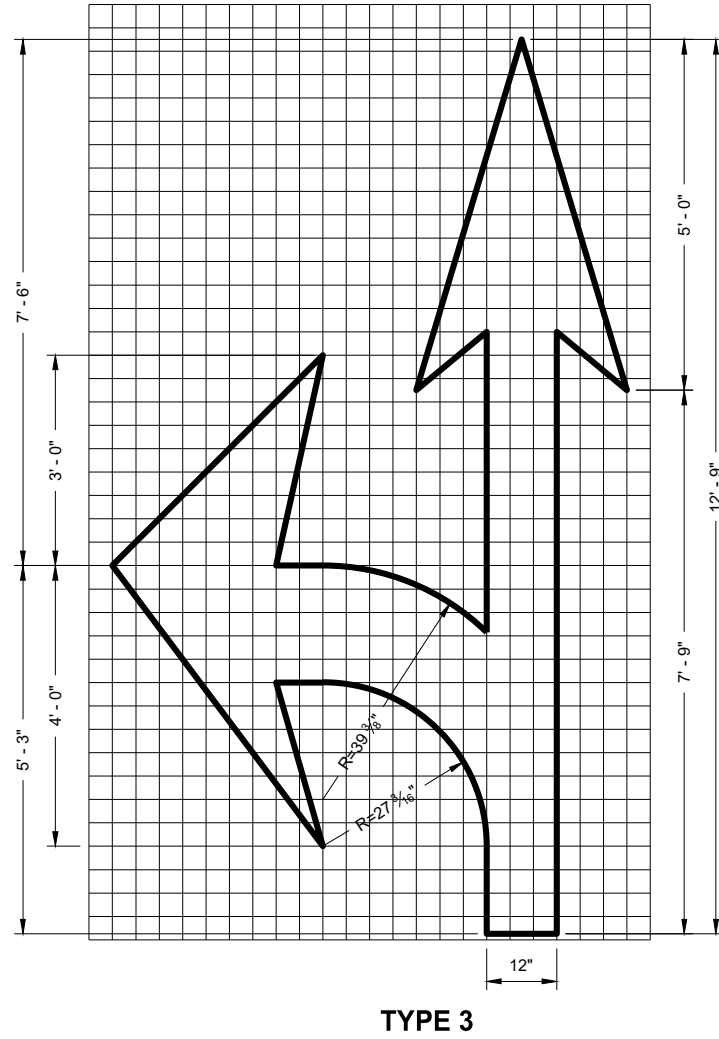
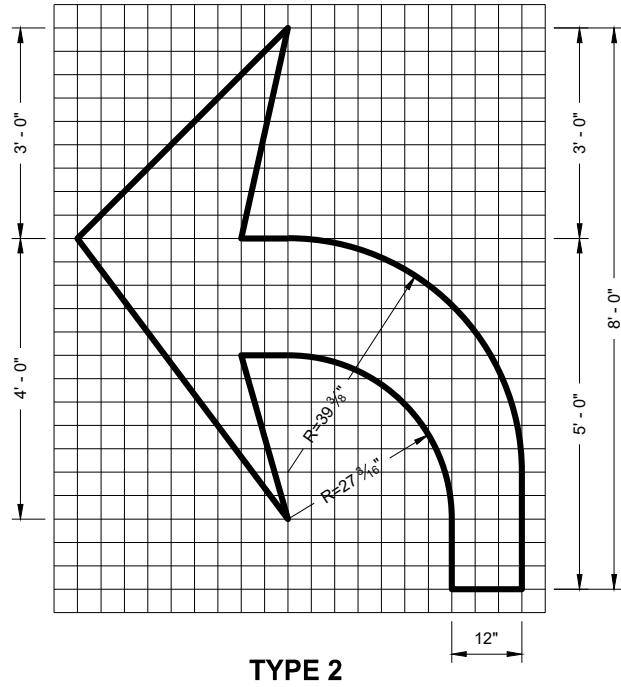
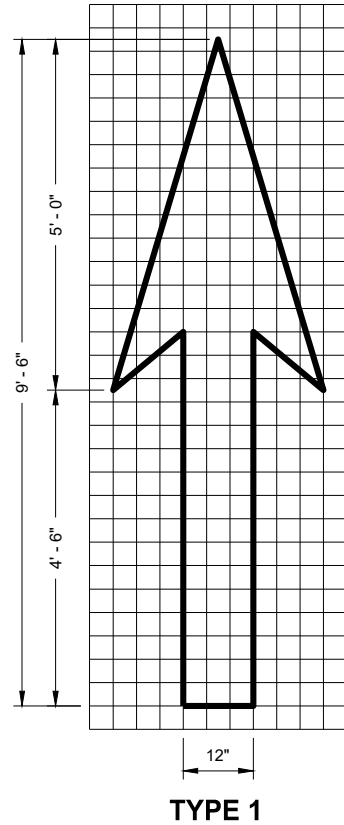
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 139

FHWA



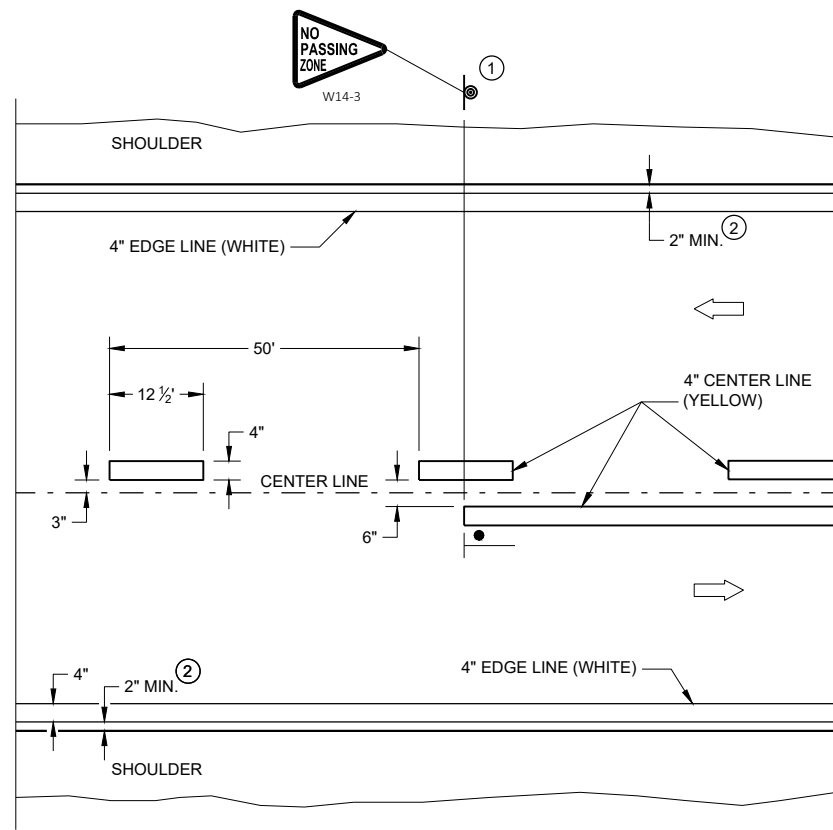
GENERAL NOTES

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.

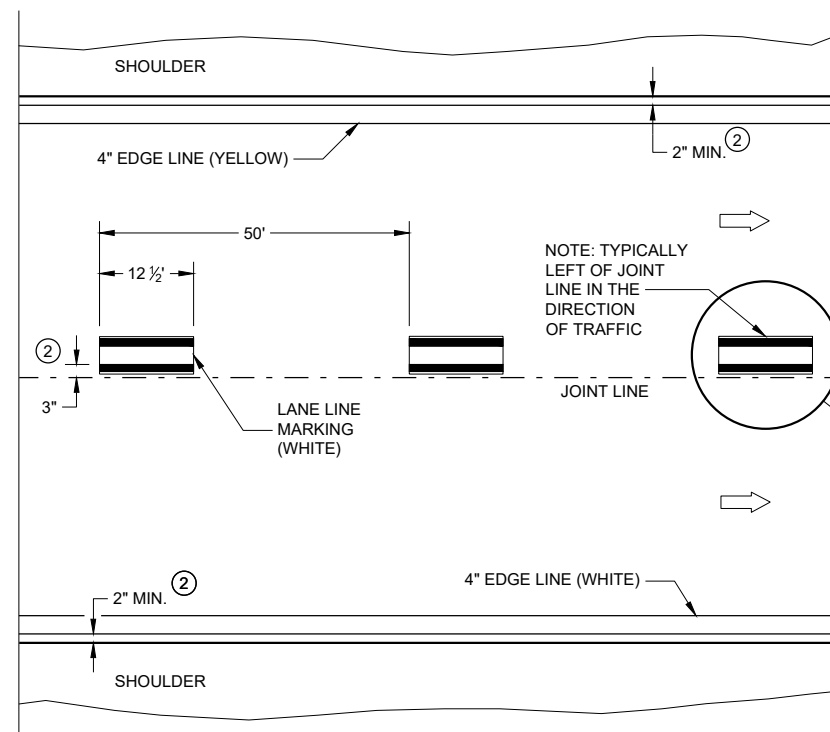
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 140
FHWA

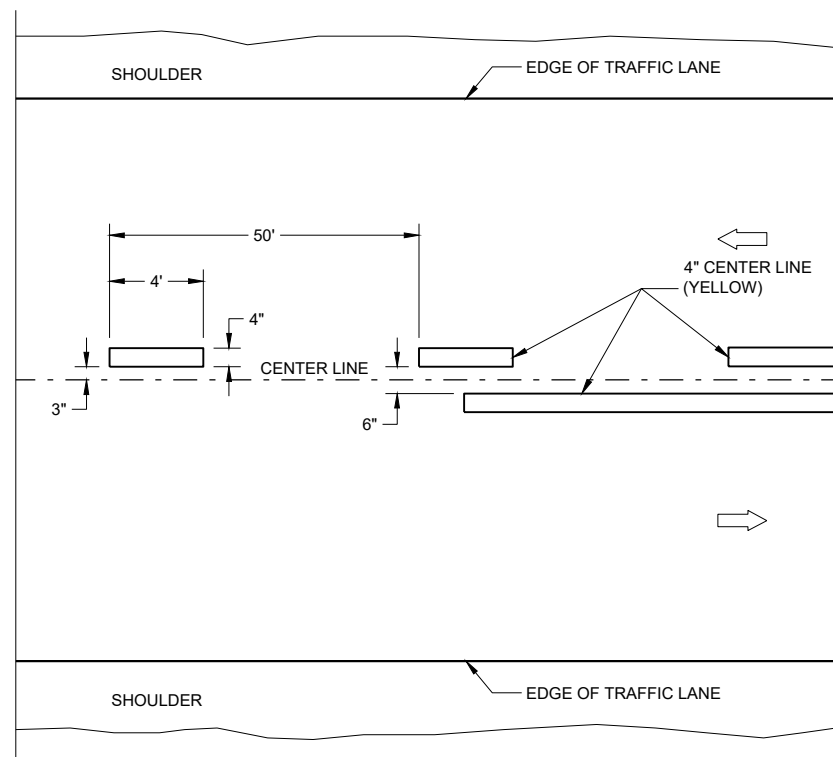


TWO WAY TRAFFIC

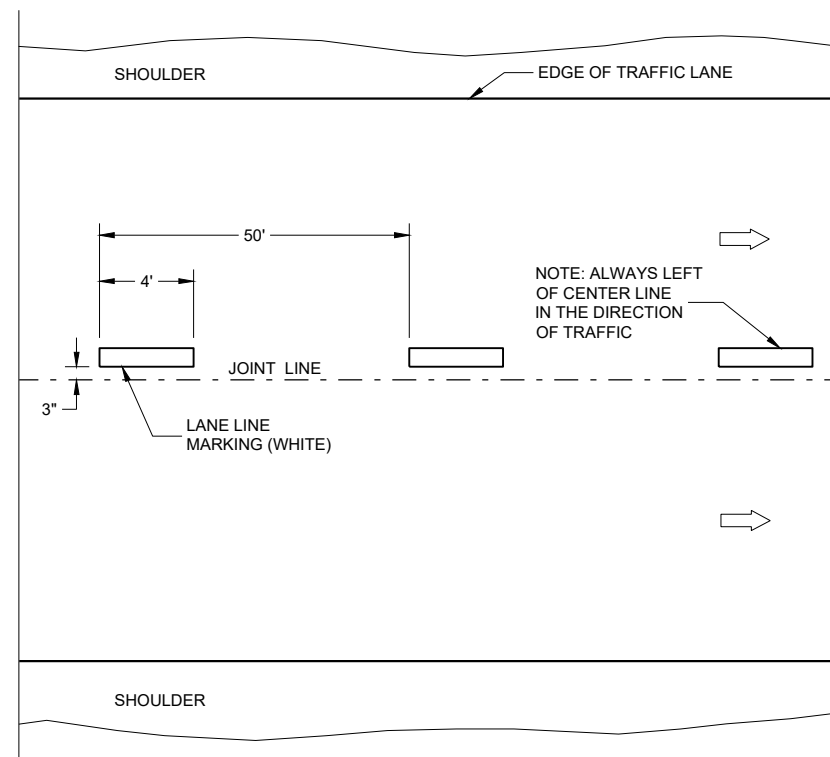


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

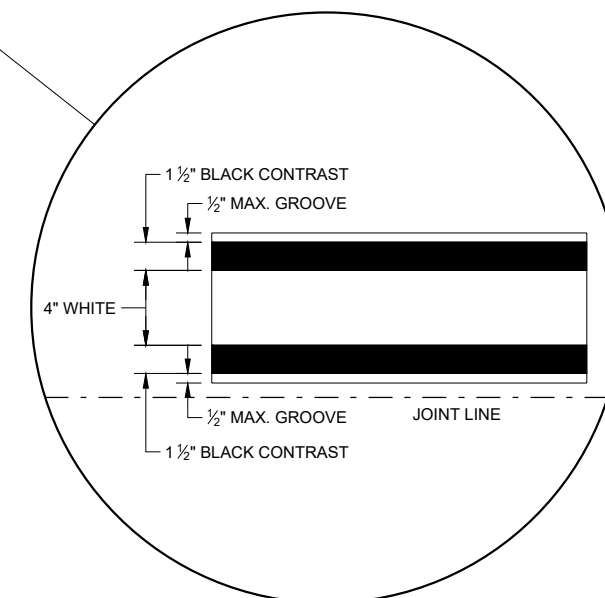
GENERAL NOTES

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

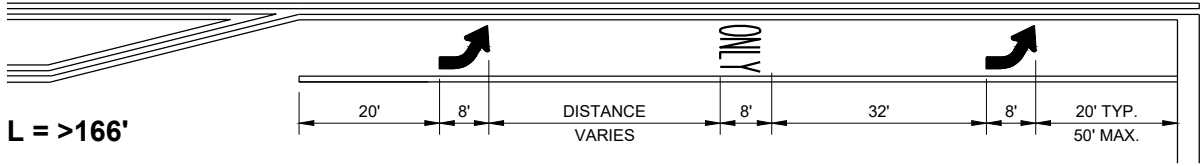
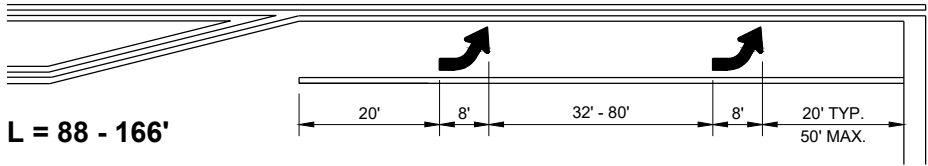
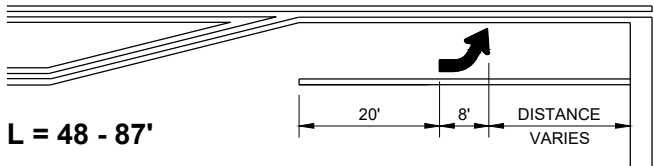
/S/ Matthew Rauch
STATEWIDE SIGNING AND M
ENGINEER

141

FHWA

TURN LANE OPTIONS

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



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

GENERAL NOTES

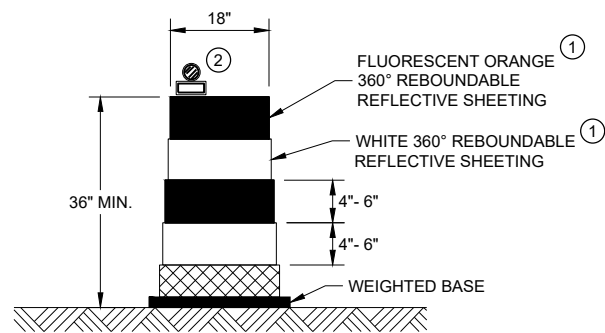
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

→ DIRECTION OF TRAFFIC

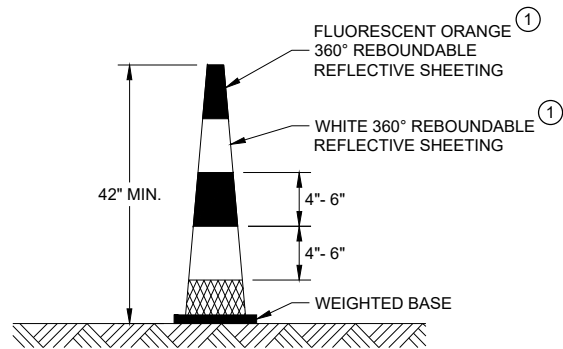
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 142

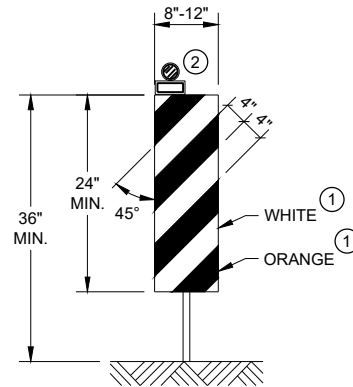


DRUM



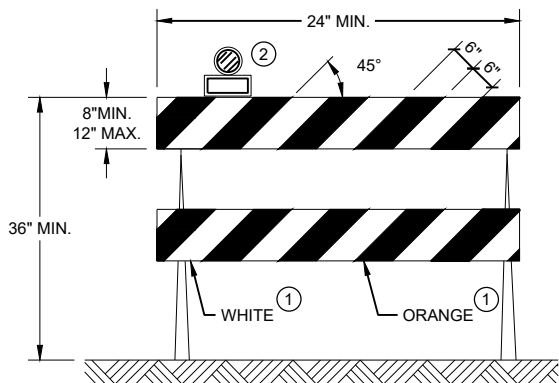
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



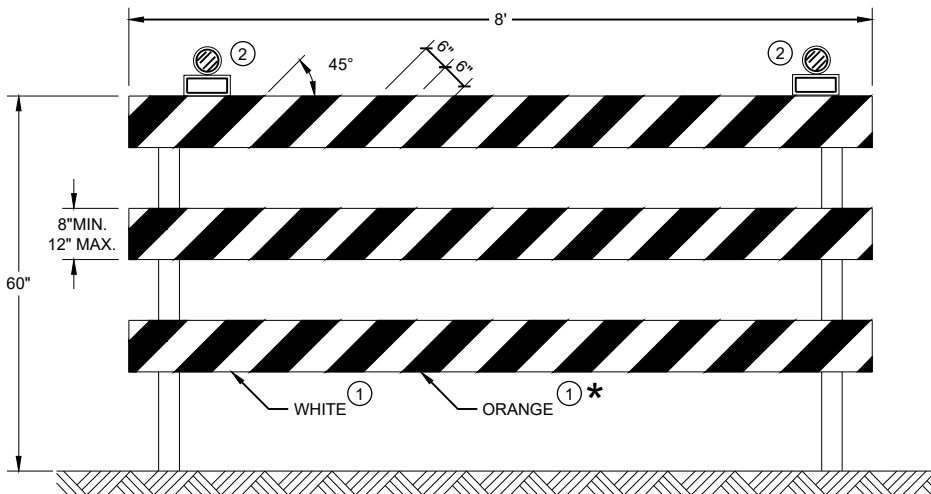
VERTICAL PANEL

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.

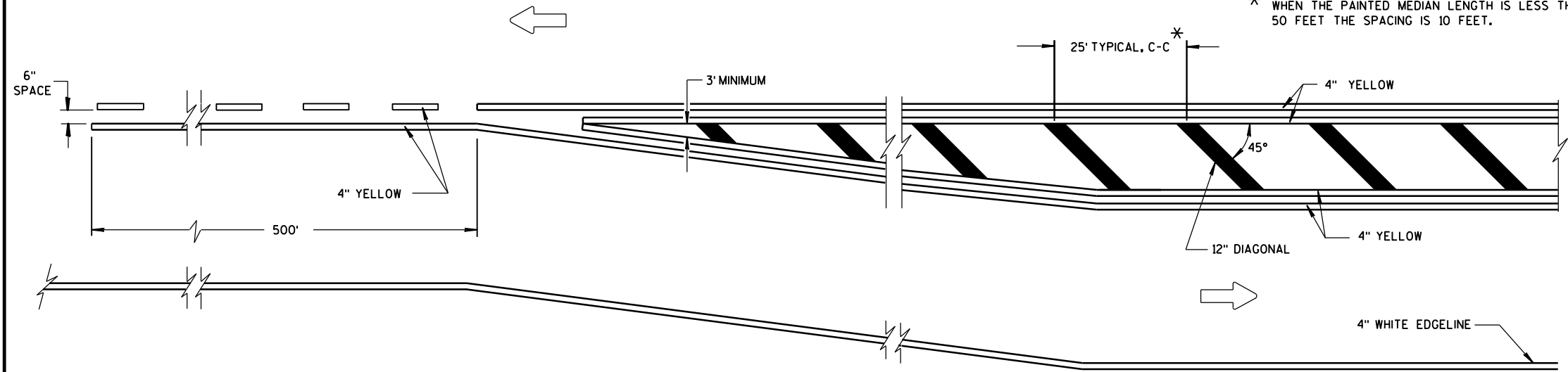
GENERAL NOTES

- 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 143
FHWA

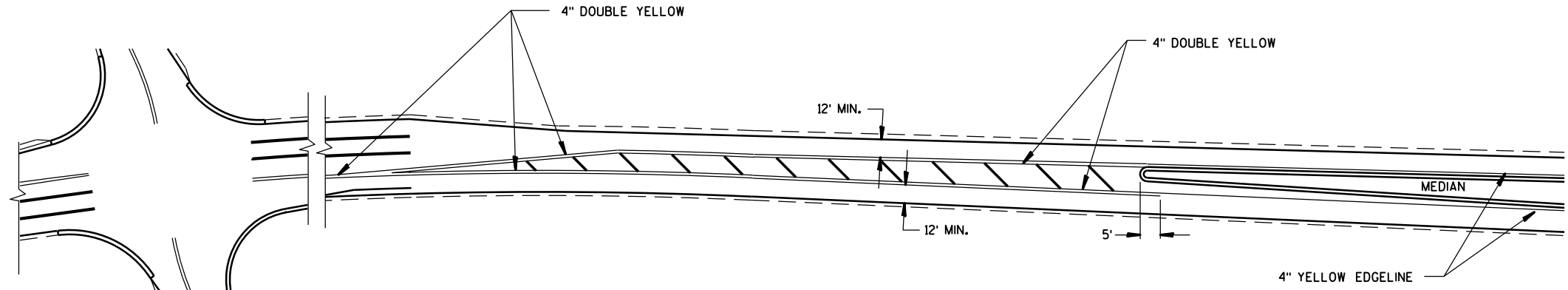


MEDIAN ISLAND DETAIL

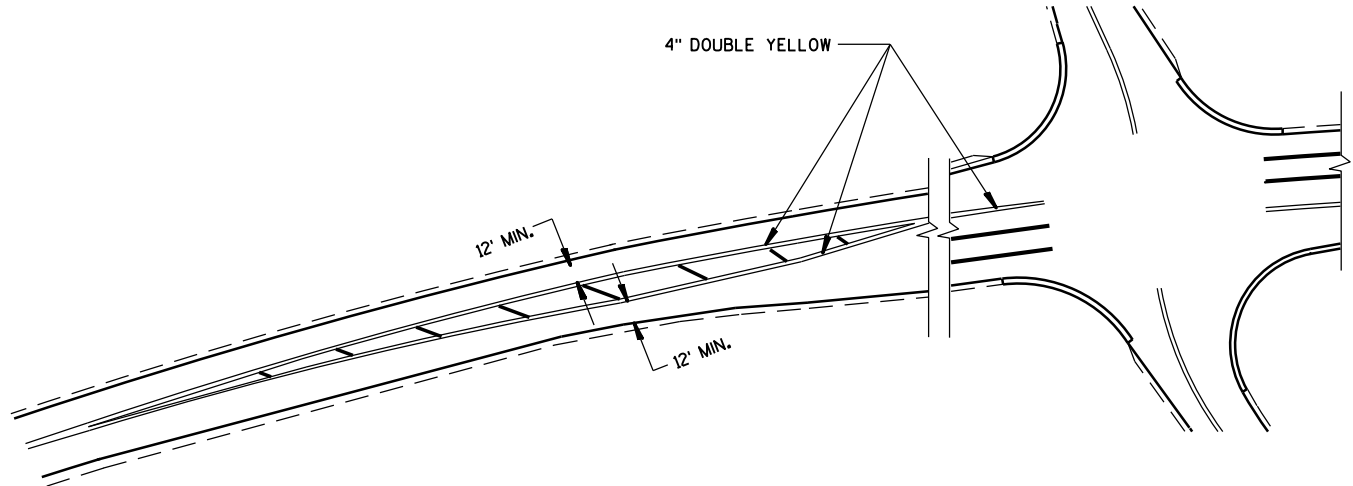
GENERAL NOTE

DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

➡ DIRECTION OF TRAVEL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING			
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
APPROVED			
June 2017	/S/ Matthew Rauch		
DATE	STATE SIGNING AND MARK	144	ER
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 (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.

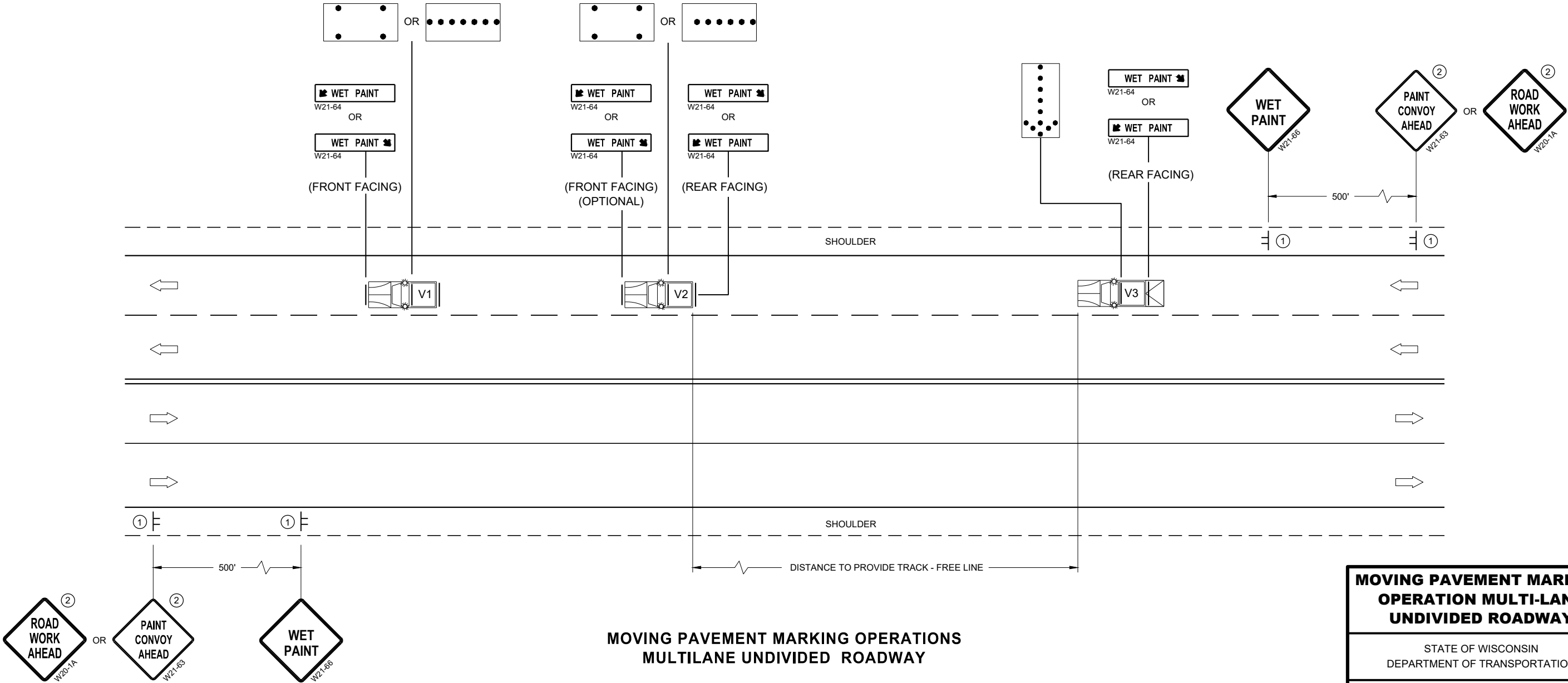
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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 VEHICLES 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 HAVE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS.

- 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.

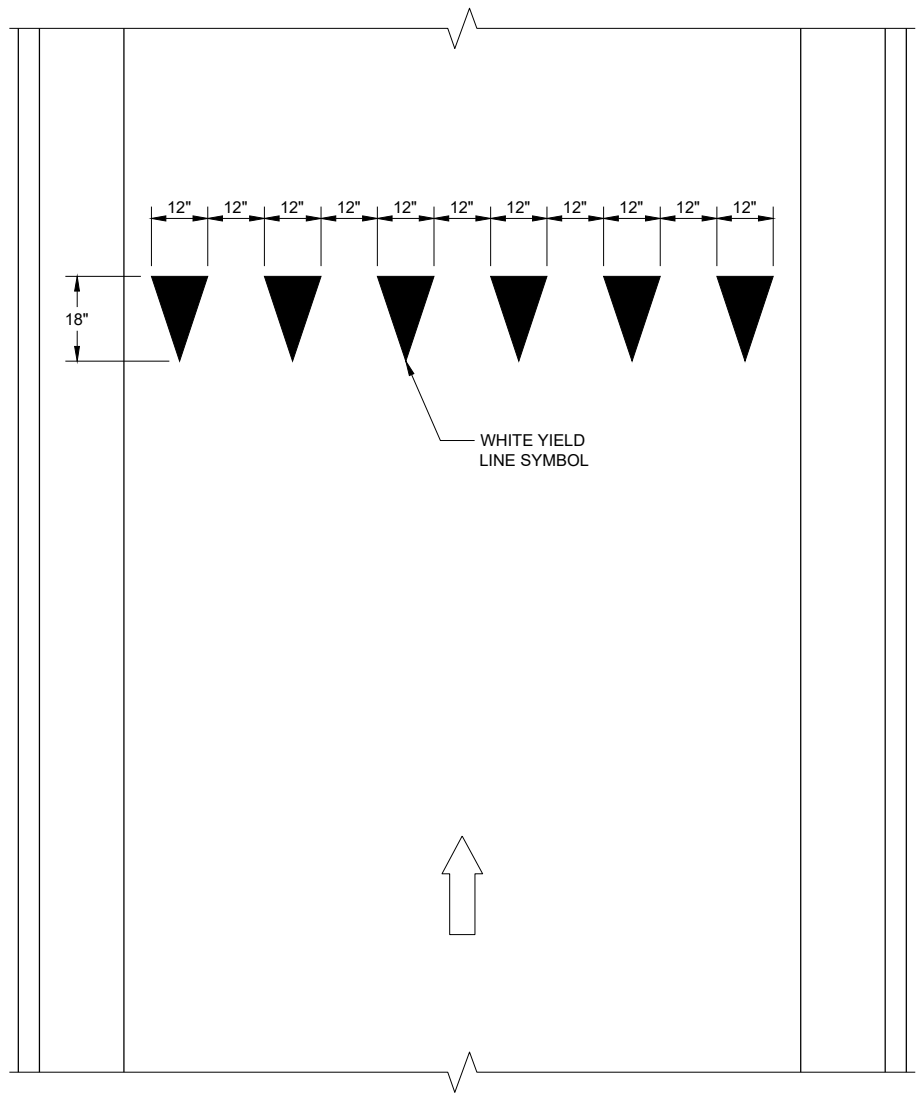


MOVING PAVEMENT MARKING OPERATIONS
MULTILANE UNDIVIDED ROADWAY

MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
UNDIVIDED ROADWAY

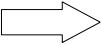
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

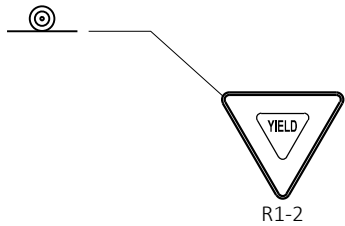
APPROVED
November 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 145
FHWA



YIELD LINE

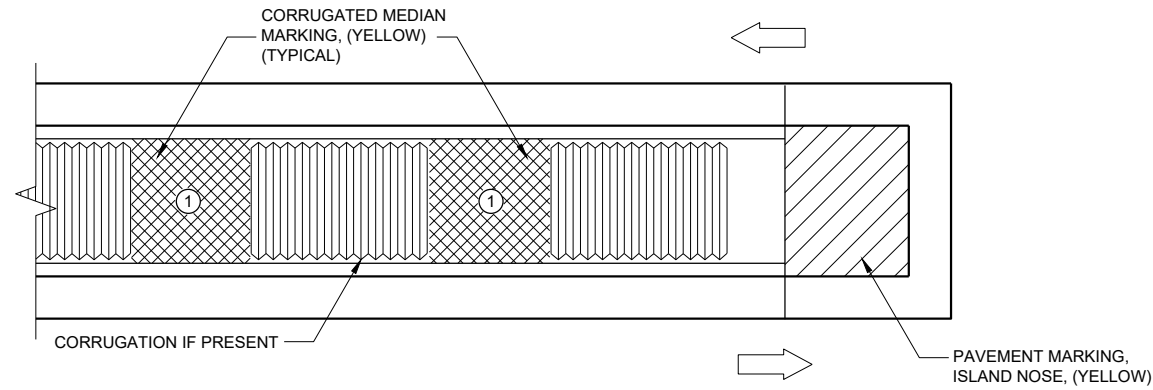
LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL

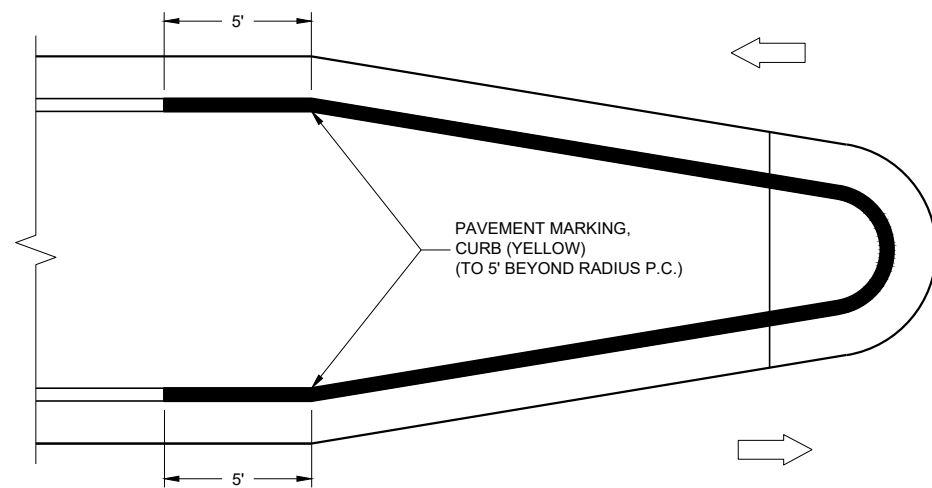


YIELD MARKINGS		
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION		
APPROVED 4-81-2016 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MAP ENGINEER	146

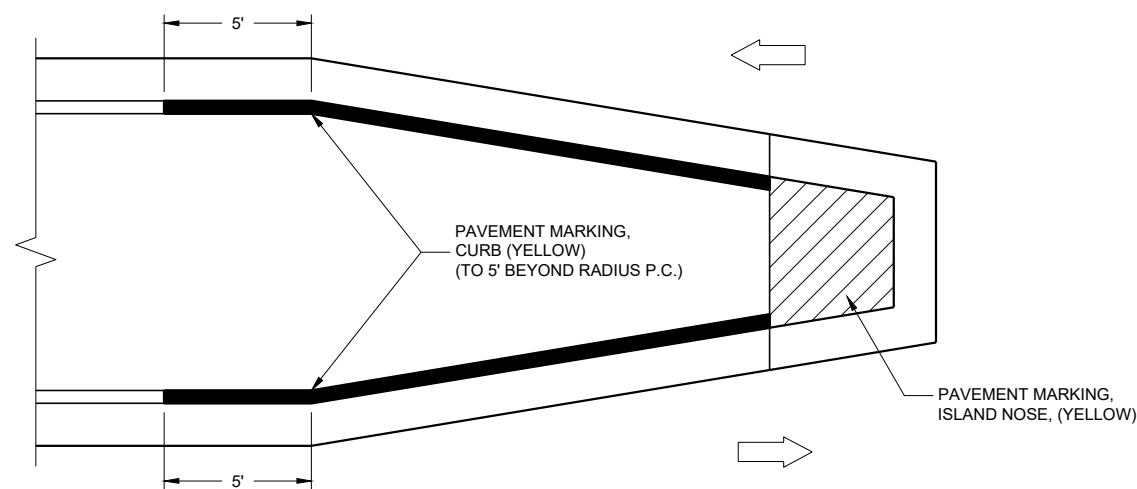
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

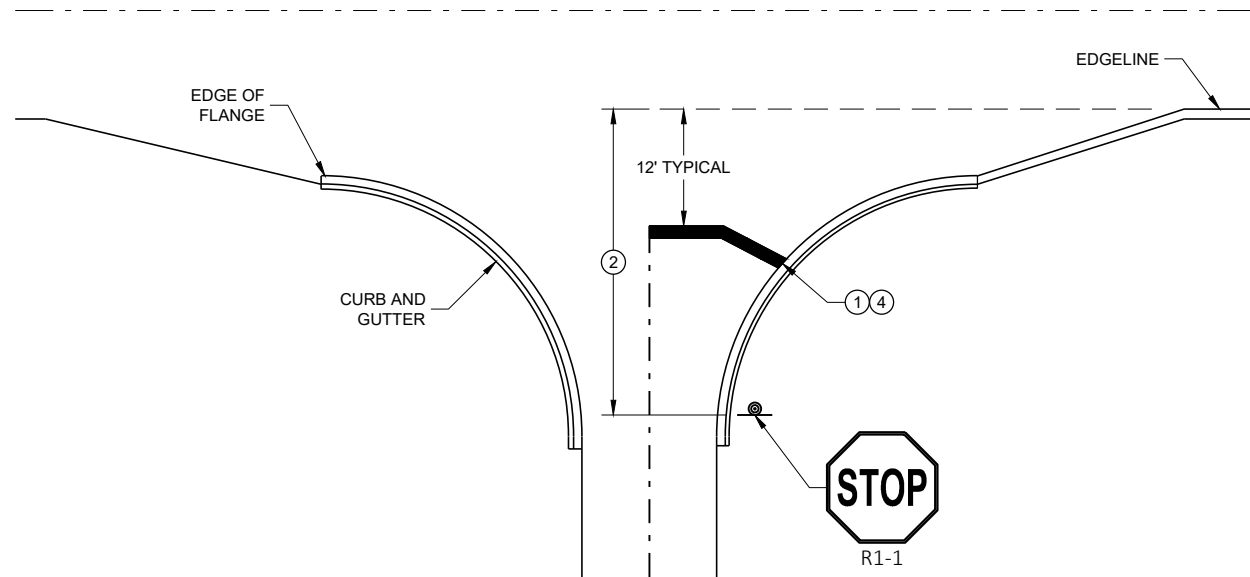
WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

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

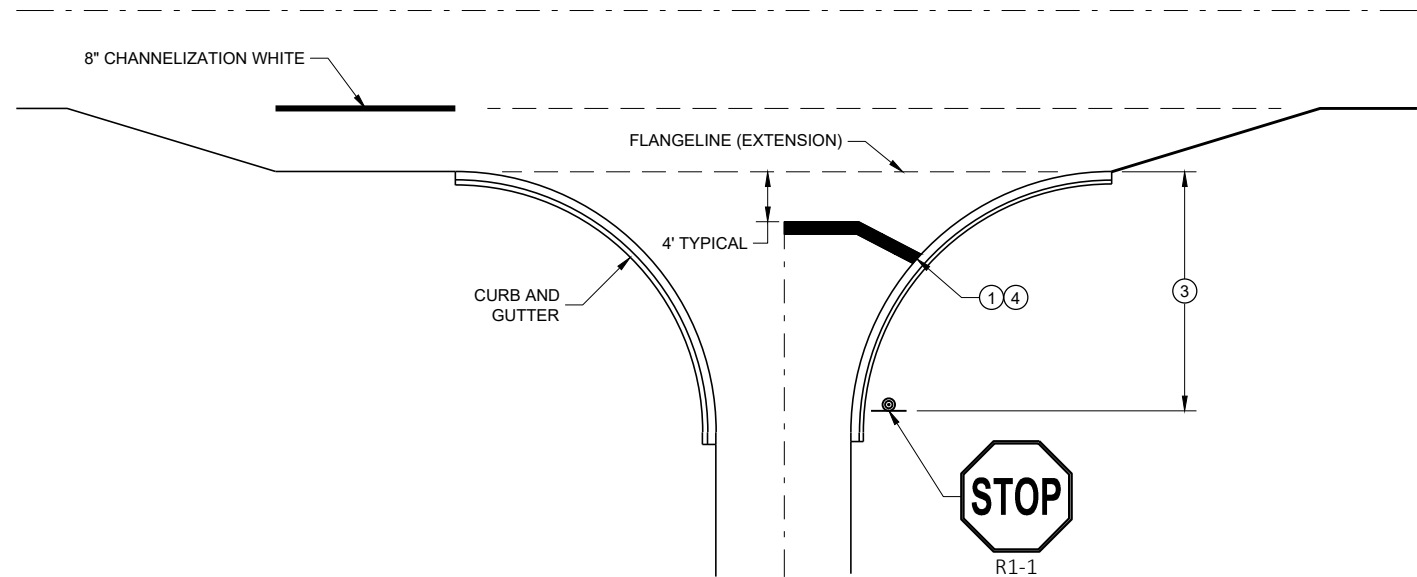
PAVEMENT MARKINGS
(ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

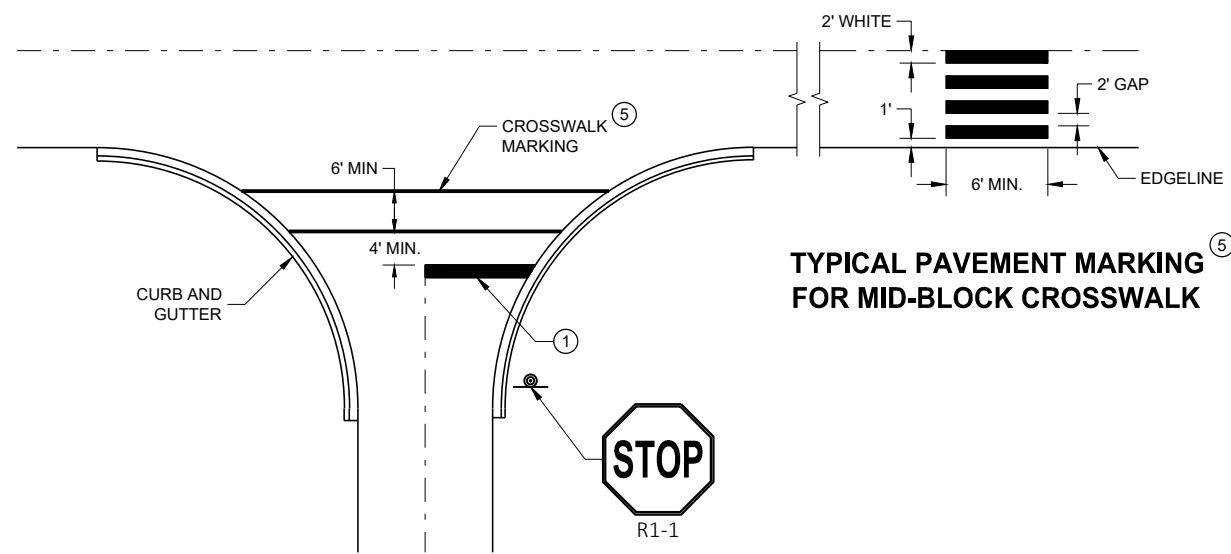
APPROVED
7/2018
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MAP ENGINEER 147
FHWA



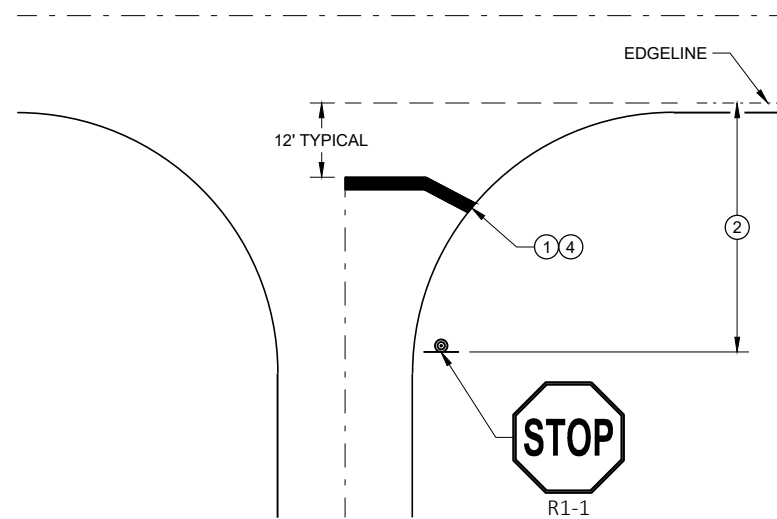
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGE LINE LOCATION.

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 148
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

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.

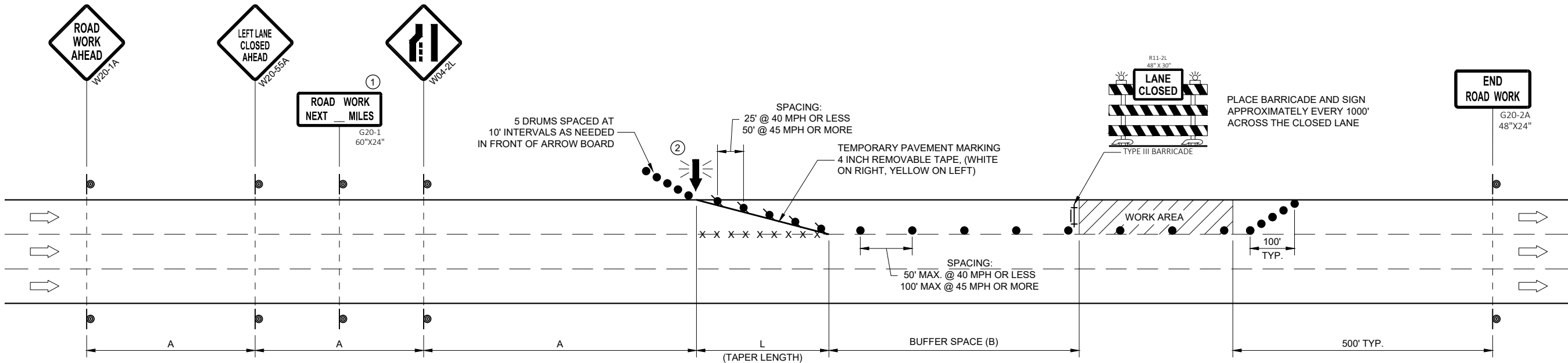
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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.

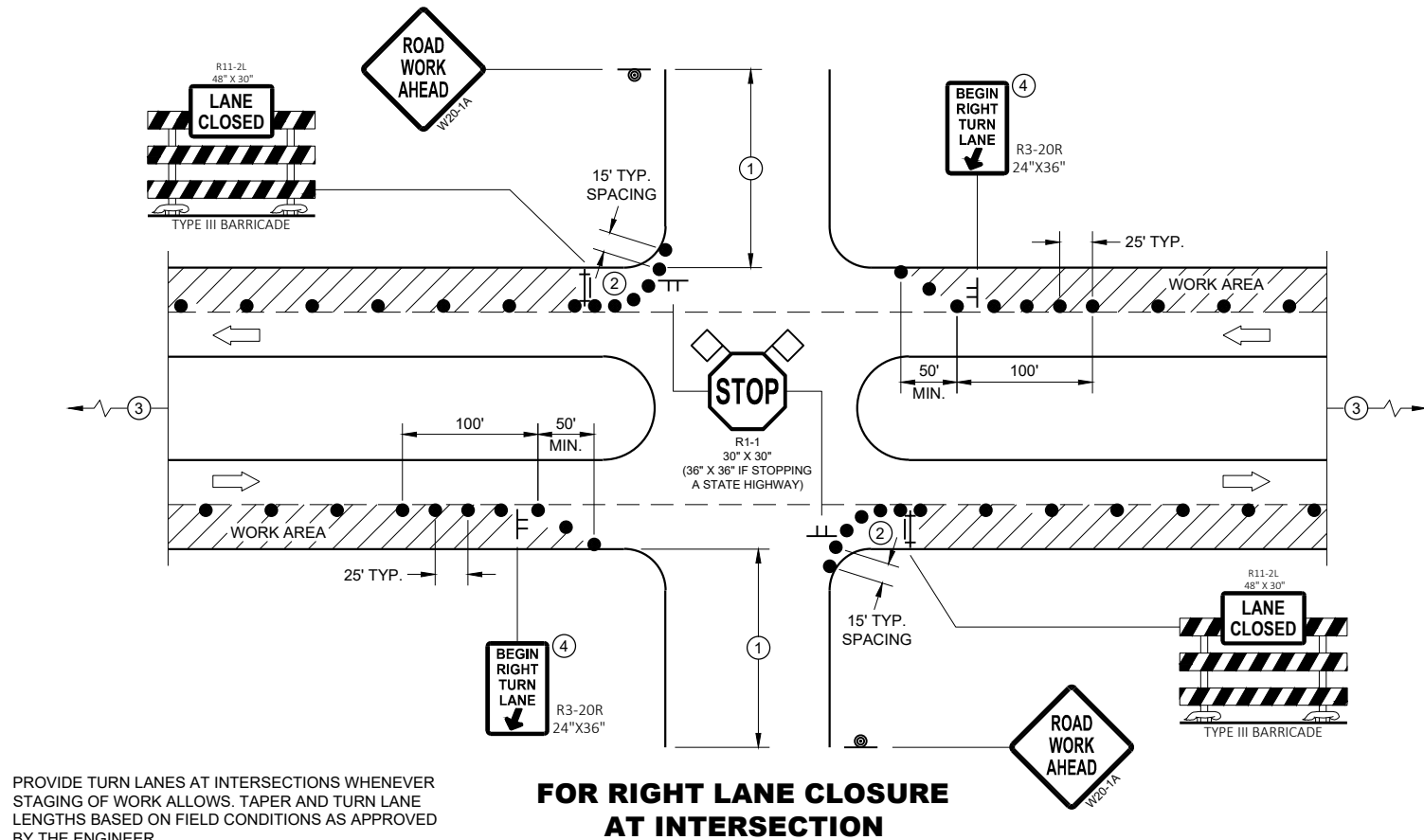


POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

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

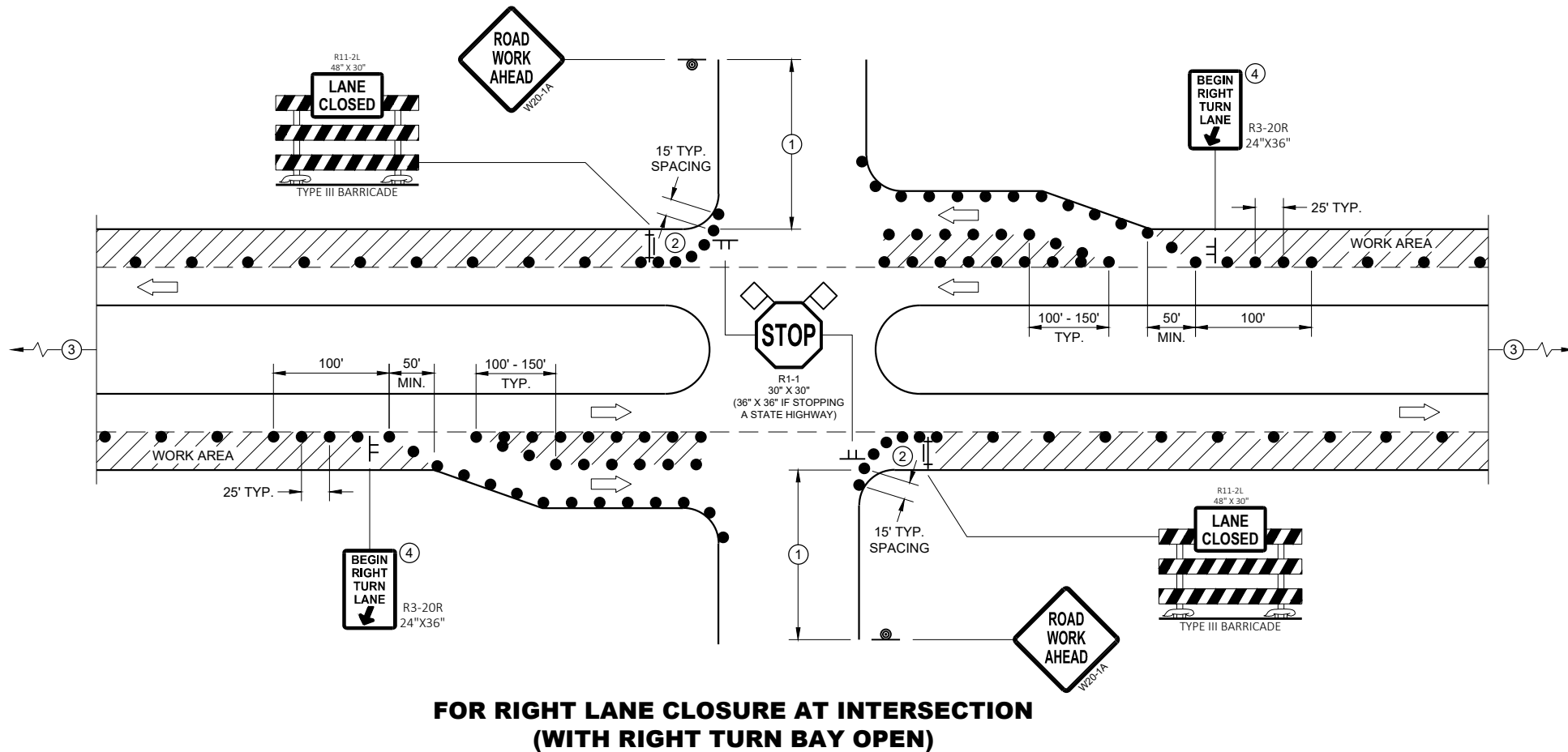
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE T SAFETY ENGINEER 149
FHWA



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

FOR RIGHT LANE CLOSURE AT INTERSECTION



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

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.

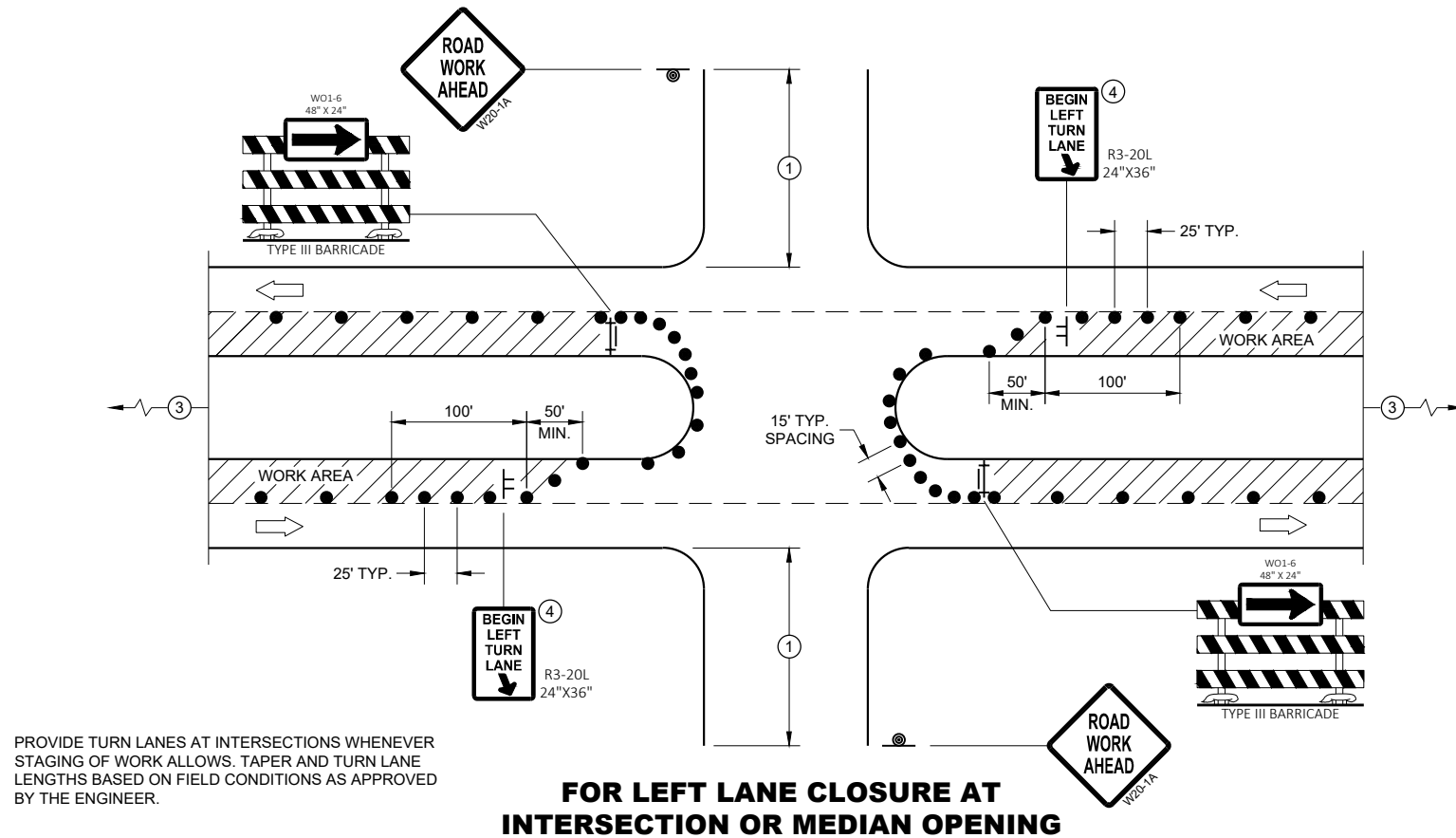
- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

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 150

**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.

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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.

- 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 151
FHWA



**SIDEWALK
CLOSED**

R9-9
24" X 12"

-TEMPORARY PEDESTRIAN
ACCESS. SEE SDD 15D30
SHEET "c" (1)

6

A rectangular sign with a black border and the text "SIDEWALK CLOSED" in bold, black, sans-serif capital letters. Below the sign, the text "R9-9" and "24\" X 12\"" is printed.

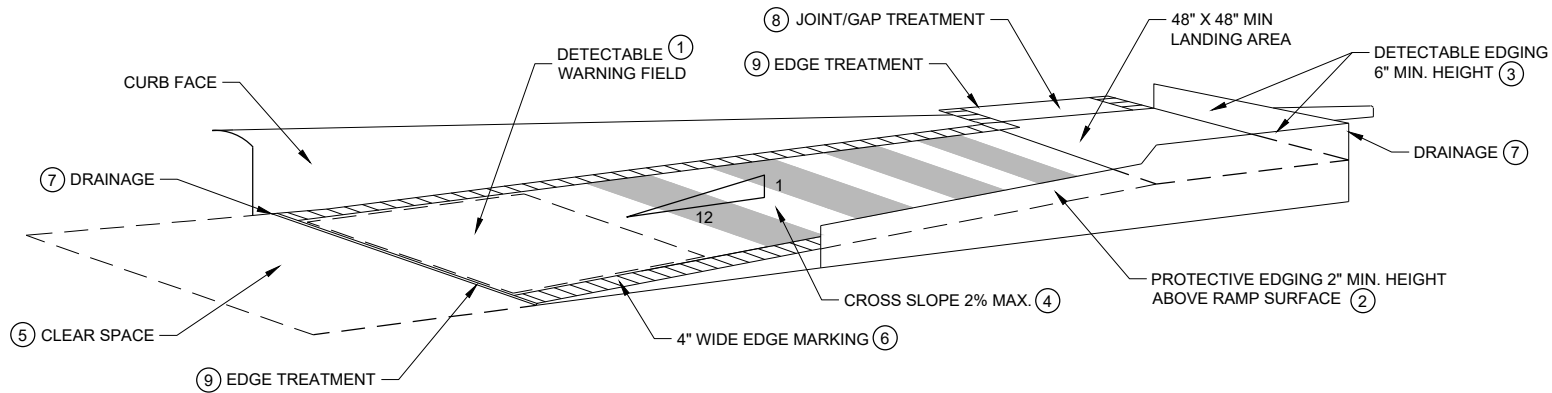
TEMPORARY
PEDESTRIAN
ACCESS.
SEE SDD 15D30
SHEET "c"

SDD 15D30 - 06a

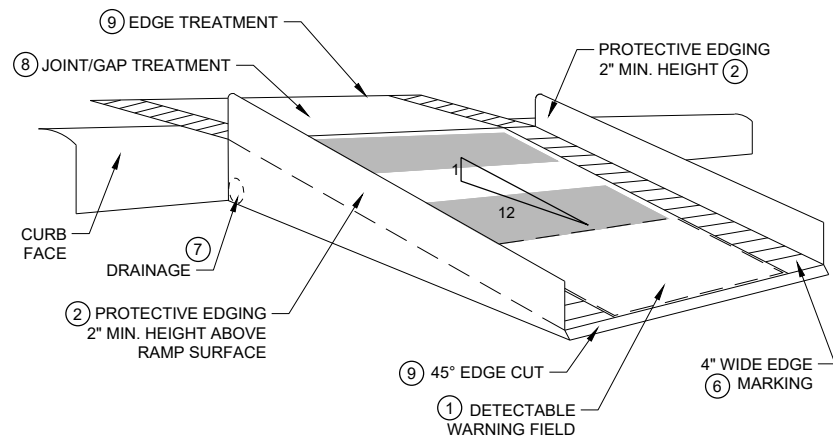


16

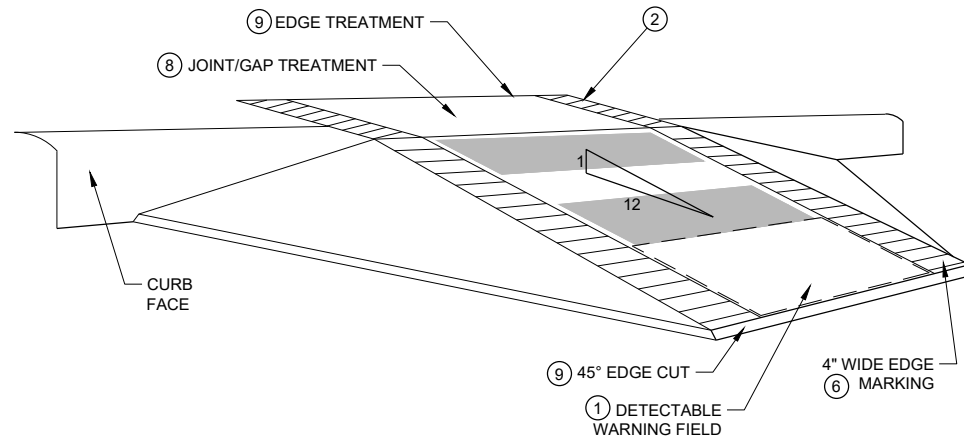
SDD 15D30 - 06a



TEMPORARY CURB RAMP PARALLEL TO CURB



WITH PROTECTIVE EDGE



WITH SIDE APRON

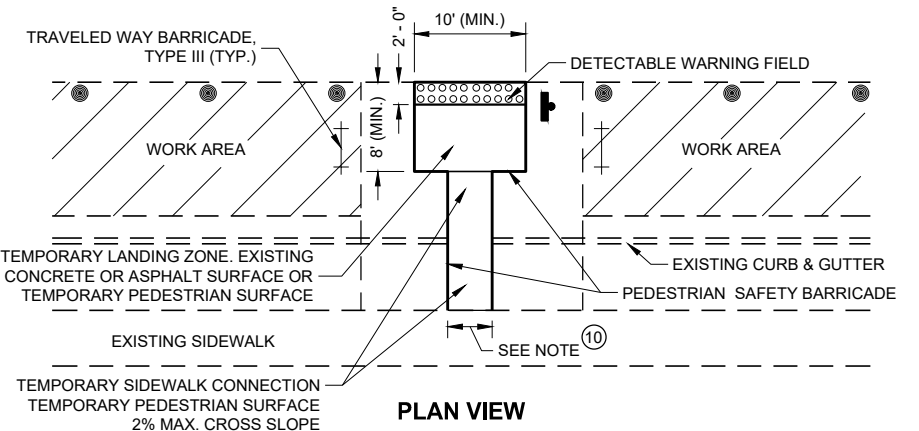
TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

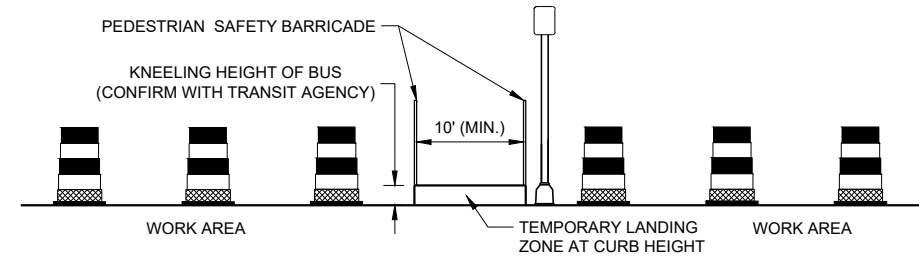
NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

- 1 CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE. INSTALL CONTRASTING DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS. REFER TO SDD 08D05, SHEET "e".
- 2 PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- 3 DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- 4 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- 5 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
- 6 THE CURB RAMP WALKWAY EDGE SHALL BE MARKED WITH A YELLOW COLOR, 4" WIDE MARKING, UNLESS A CONTRASTING DETECTABLE WARNING FIELD IS PROVIDED.
- 7 DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- 8 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- 9 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES SHALL BE VERTICAL UP TO 1/4" HIGH AND BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- 10 5" WIDE MIN. WITH PEDESTRIAN SAFETY BARRICADE, 10' WIDE MIN. WITHOUT PEDESTRIAN SAFETY BARRICADE.



PLAN VIEW



PROFILE VIEW

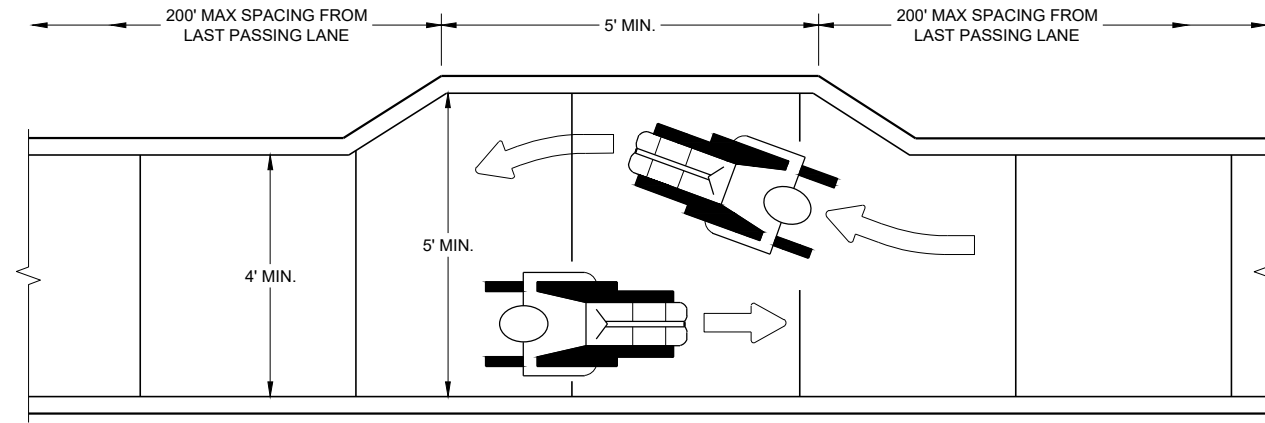
TEMPORARY BUS STOP PAD

LEGEND

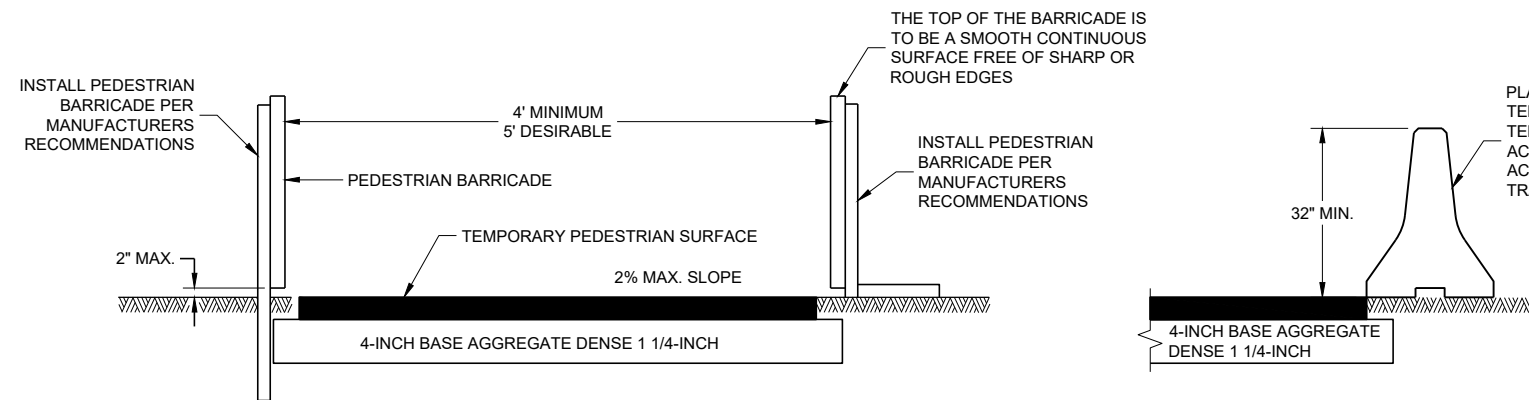
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- WORK AREA

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

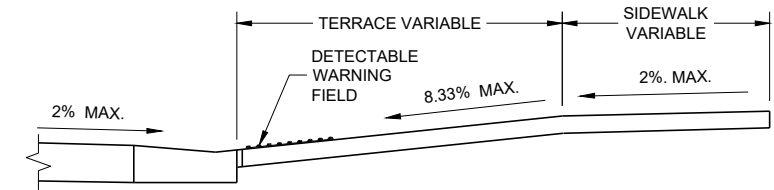
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 153



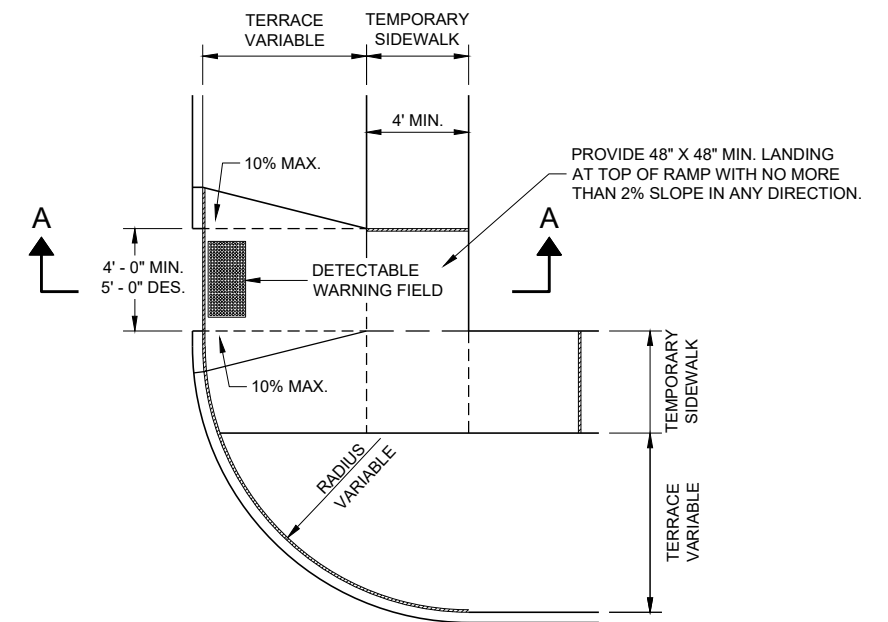
NARROW SIDEWALK PASSING DETAIL



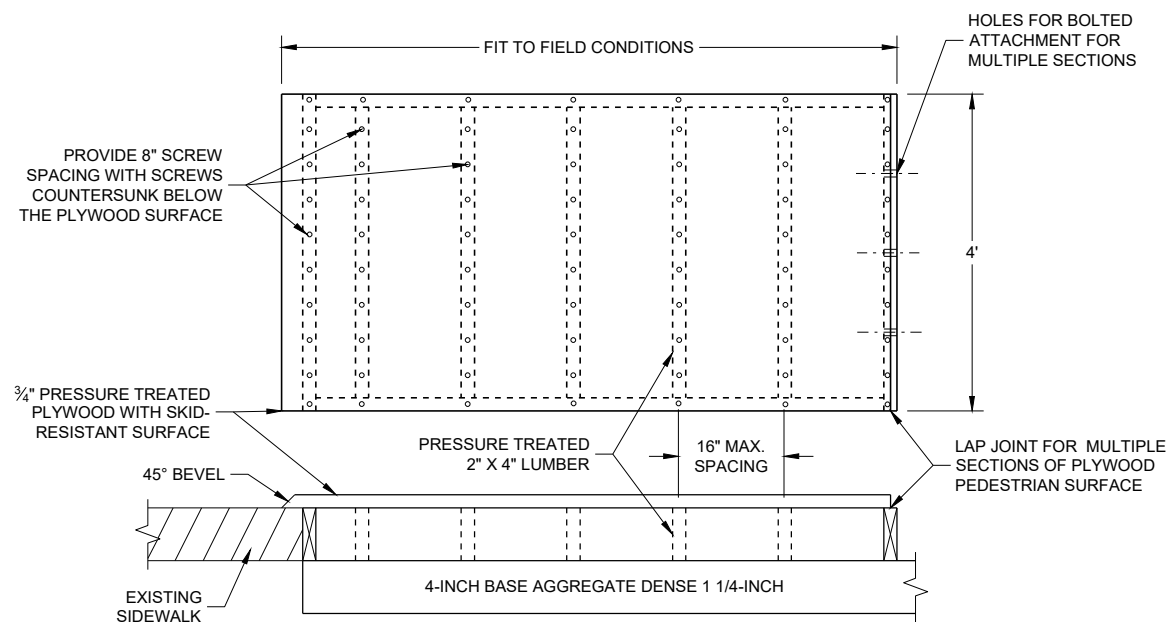
TEMPORARY PEDESTRIAN ACCESS



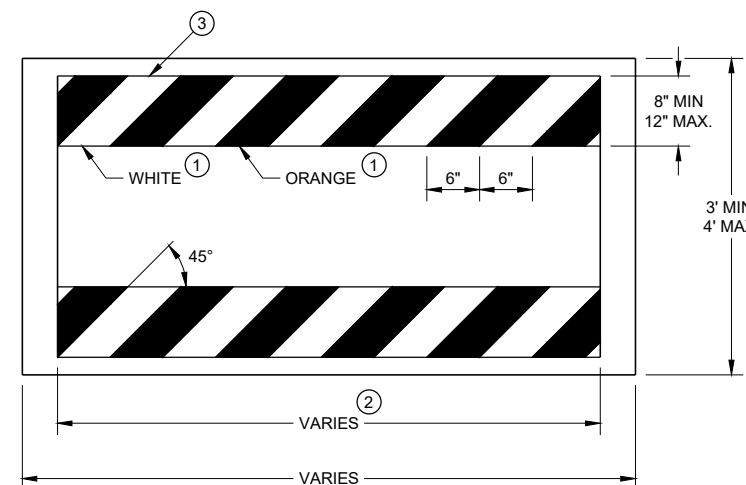
SECTION A - A



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



TEMPORARY PEDESTRIAN SURFACE PLYWOOD



TEMPORARY PEDESTRIAN BARRICADE *

GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- * USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 154
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.

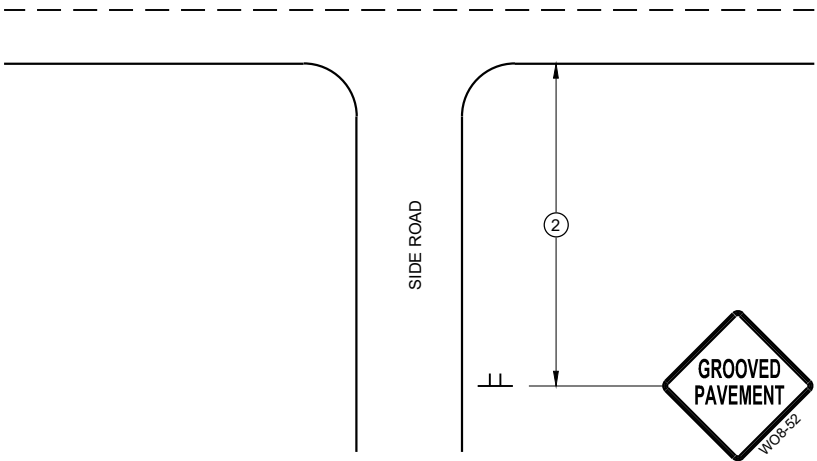
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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.

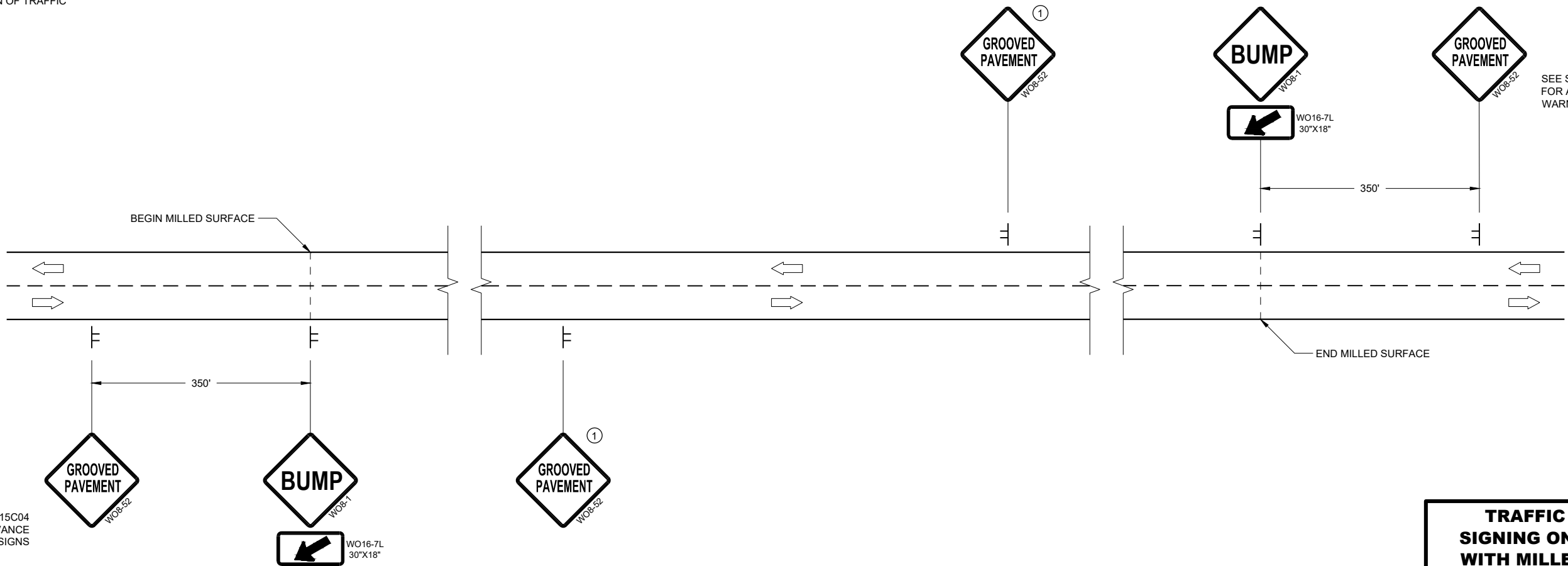
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



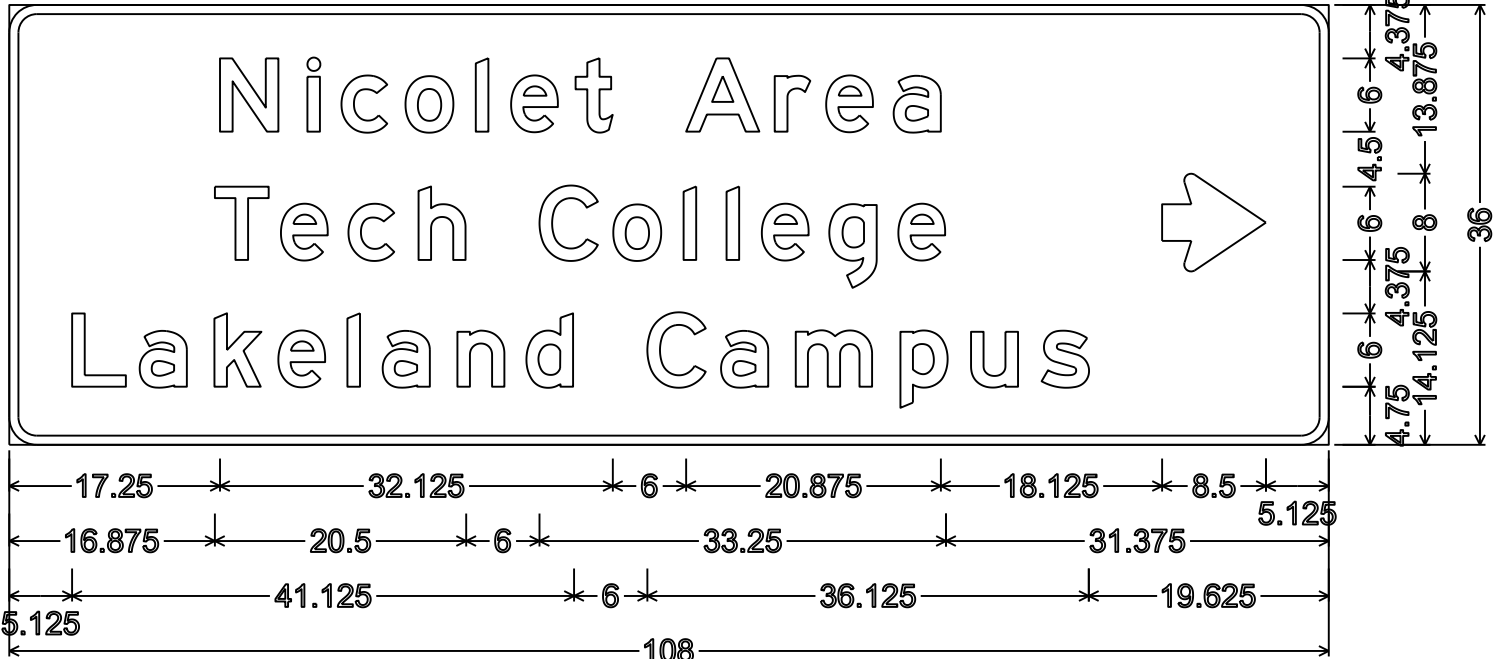
DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

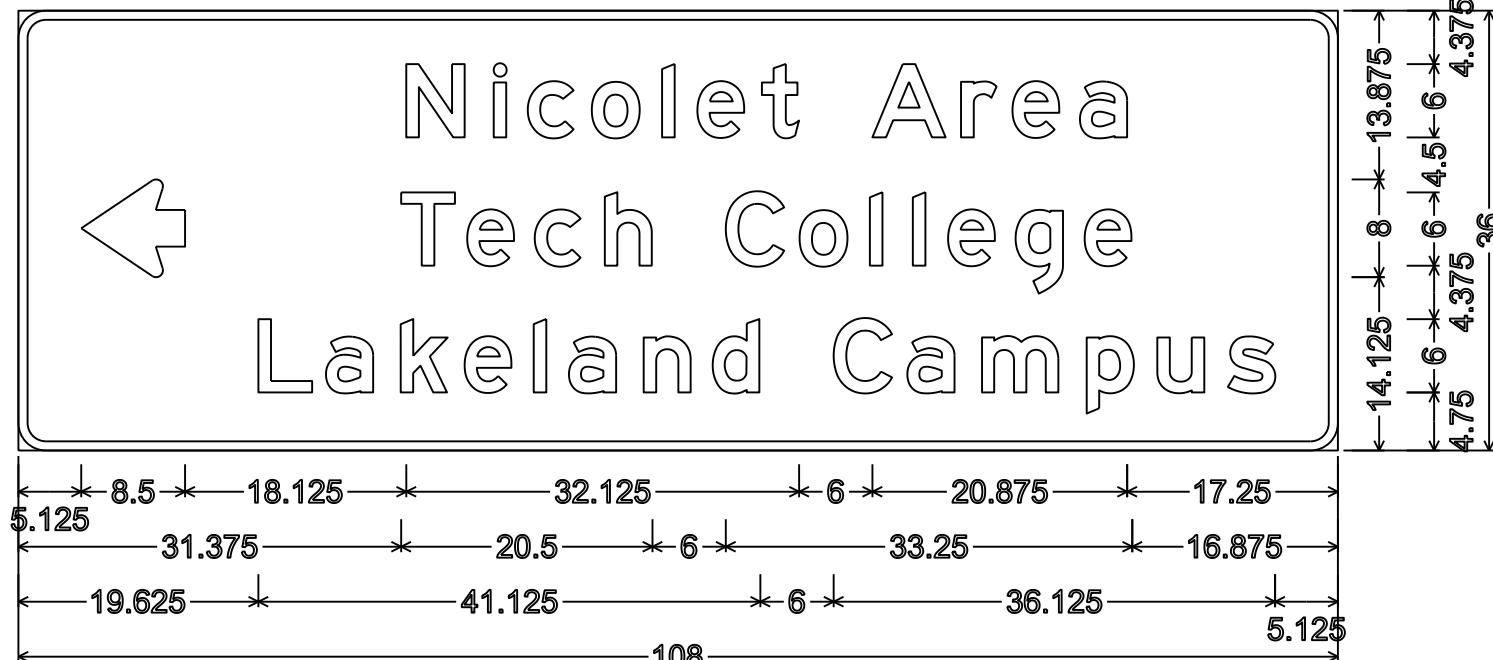
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 155

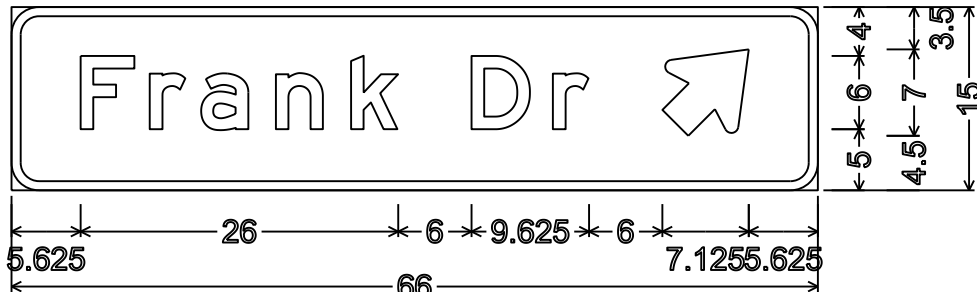
FHWA



D1-3; 2.250" Radius, 0.750" Border



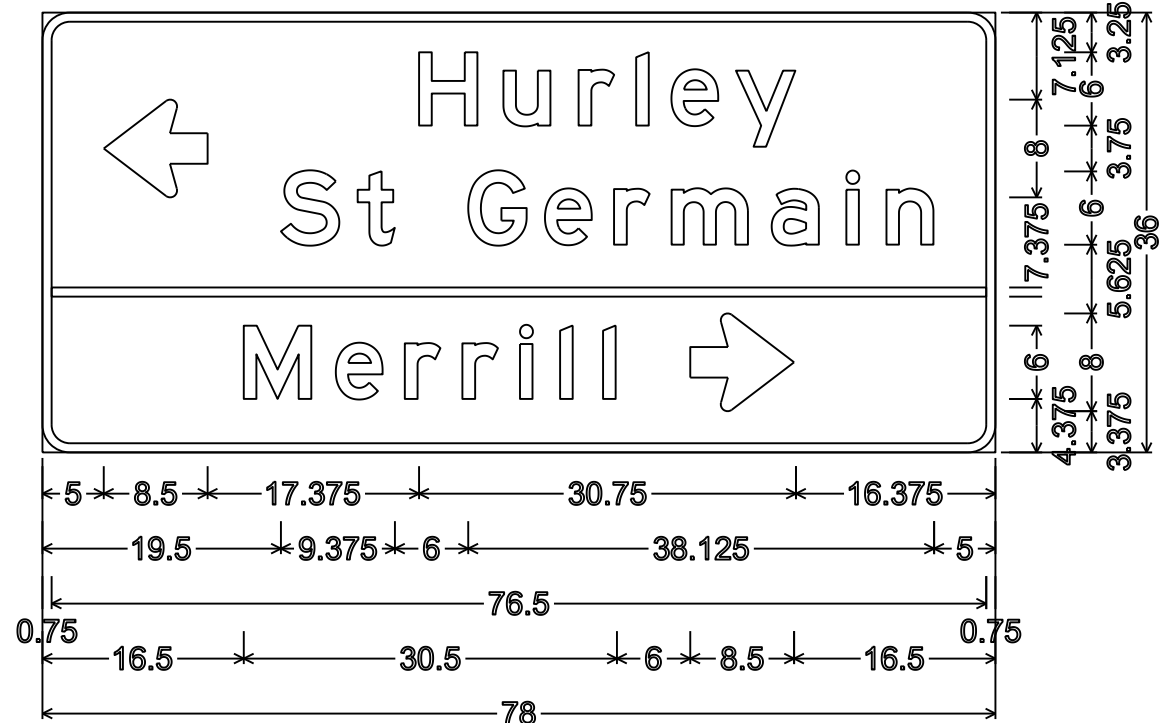
D1-3; 2.250" Radius, 0.750" Border



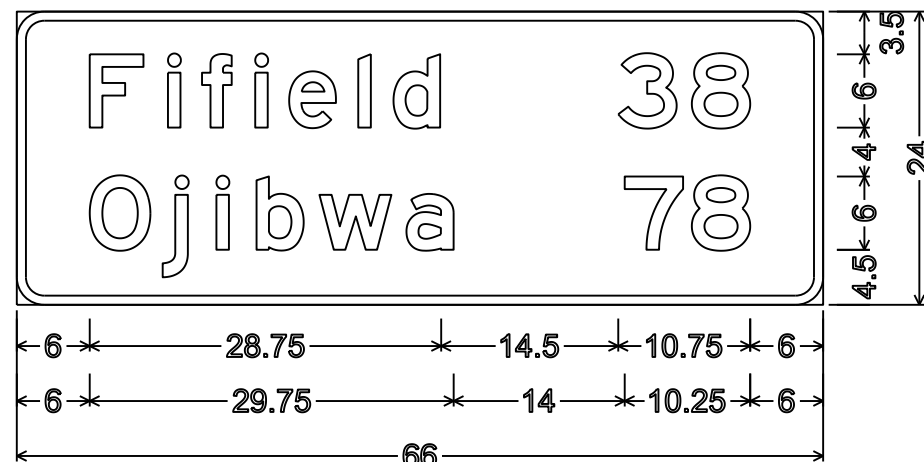
D1-1; 2.250" Radius, 0.750" Border

NOTES

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

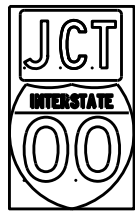


D1-3; 2.250" Radius, 0.750" Border

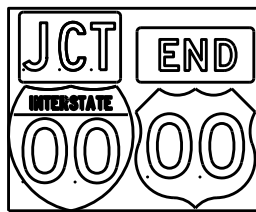


D2-2; 2.250" Radius, 0.750" Border

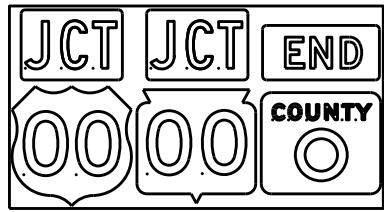
TYPICAL ASSEMBLIES



J1-1



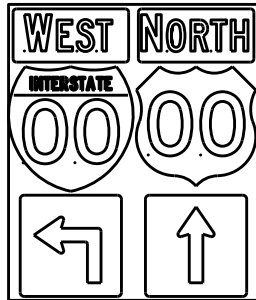
J1-2



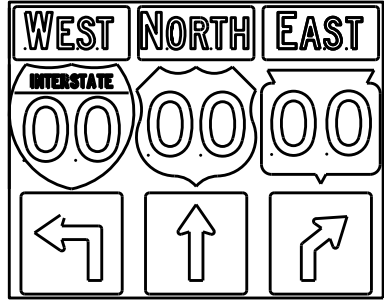
J1-3



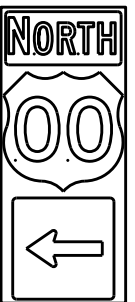
J2-1



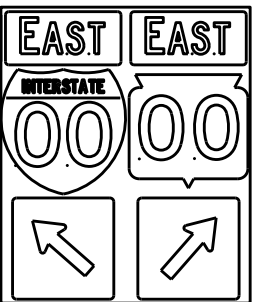
J2-2



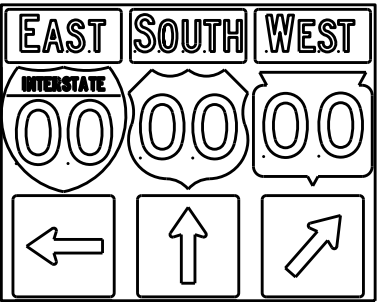
J2-3



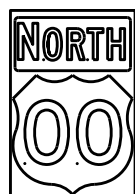
J3-1



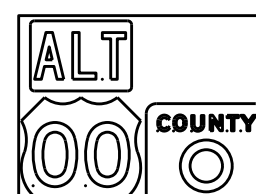
J3-2



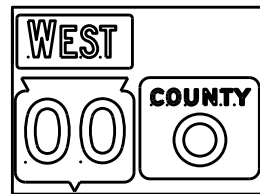
J3-3



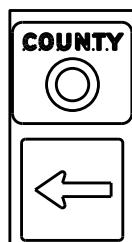
J4-1



J4-2



J4-2



J13-1



J12-1



J32-1



J33-1



J23-1

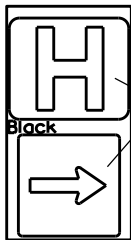


J22-1



JV

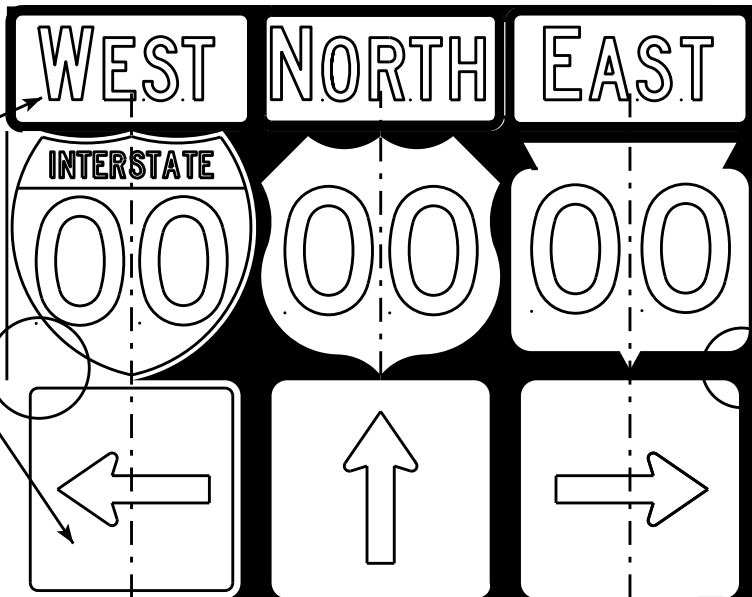
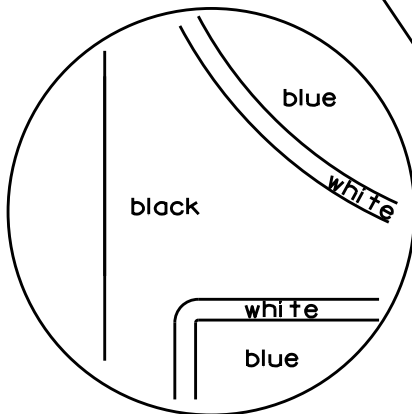
(Typical Vertical J-Assembly
See Note 10 and 11)



JH-1

Blue Background

[blue background
with interstate]



[black background]

ROUTE MARKERS & COMPONENTS
IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

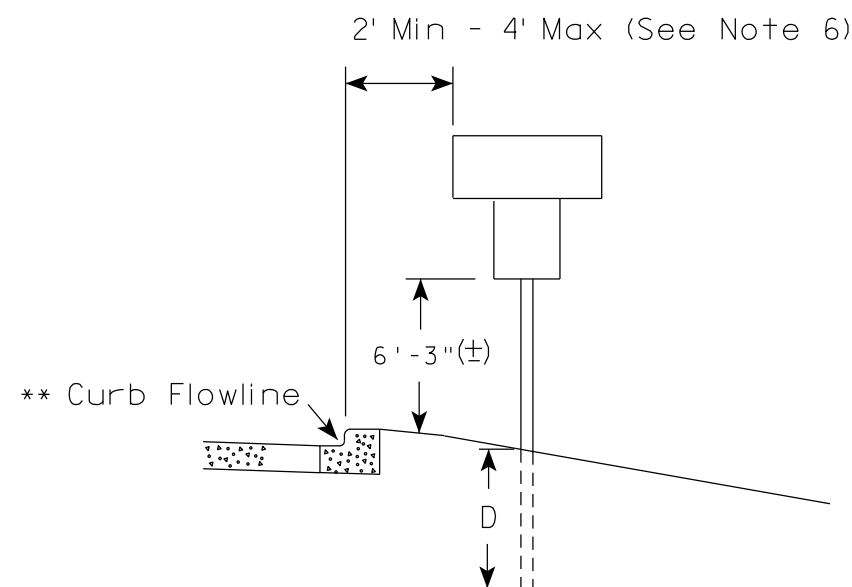
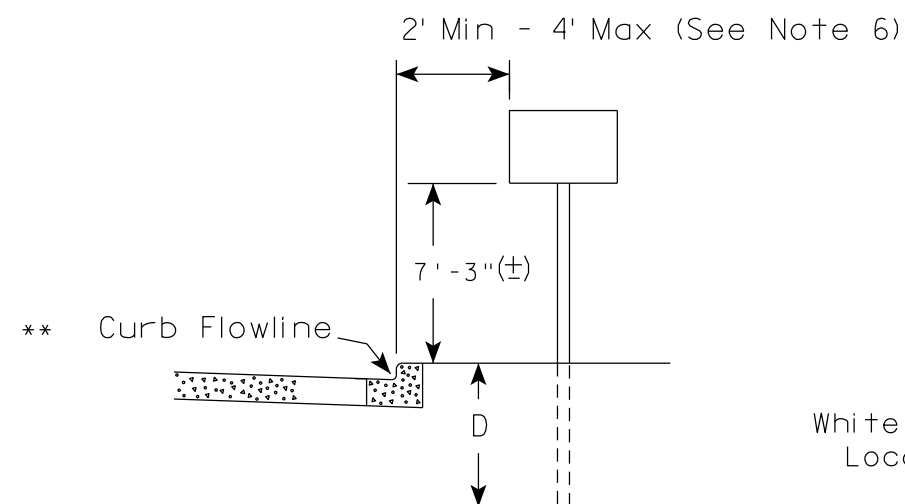
DATE 2/06/14 PL 157 A2-1S.8

SHEET NO: E

NOTES

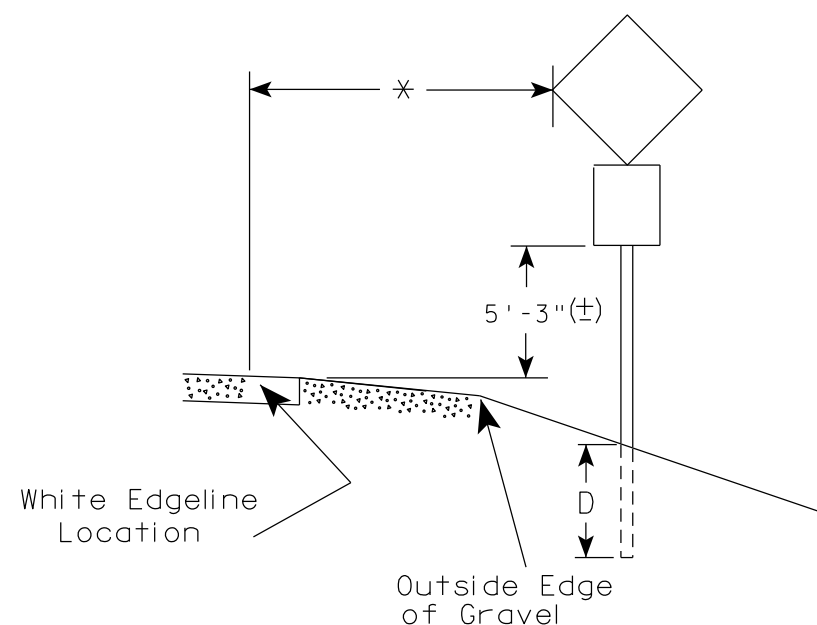
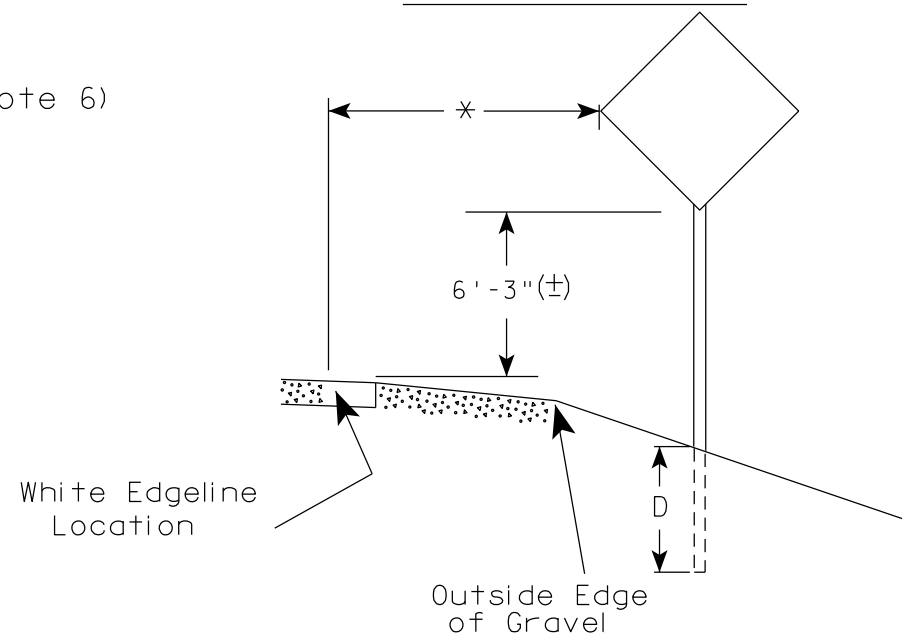
1. Signs are Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Black Non-reflective
Message - see Note 5
3. Message Series - See Note 5
4. Corners shall be square or rounded if base material is plywood.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

URBAN AREA



✱✱ 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.

RURAL AREA (See Note 2)



✱ 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'

GENERAL NOTES

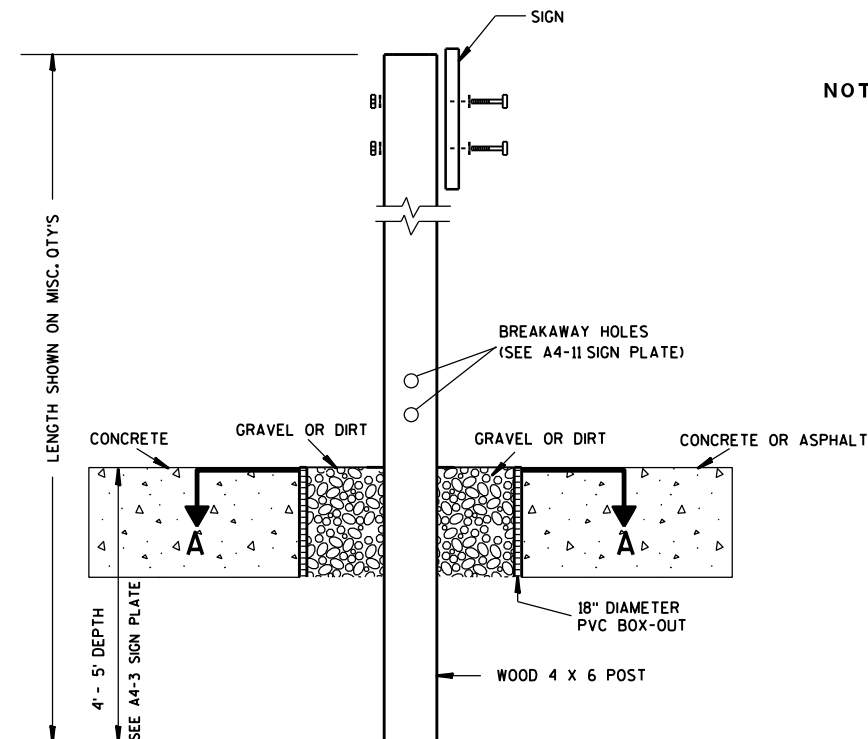
1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (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.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

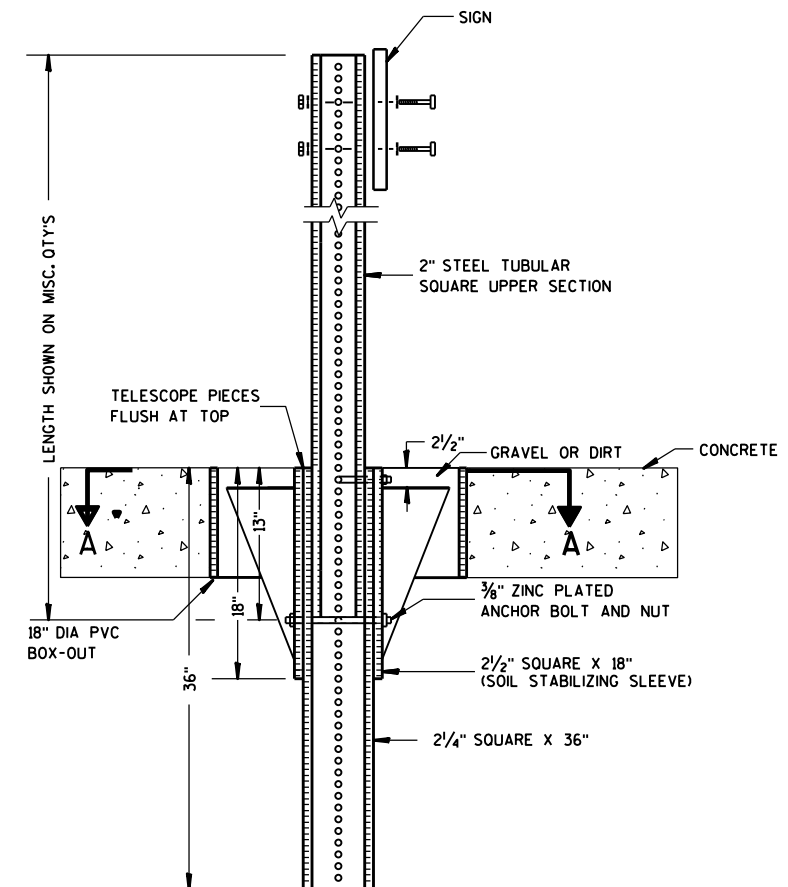
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

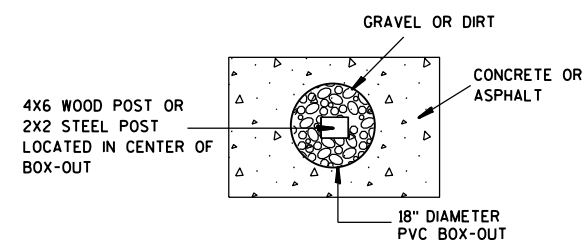
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 159 A4-3B.1

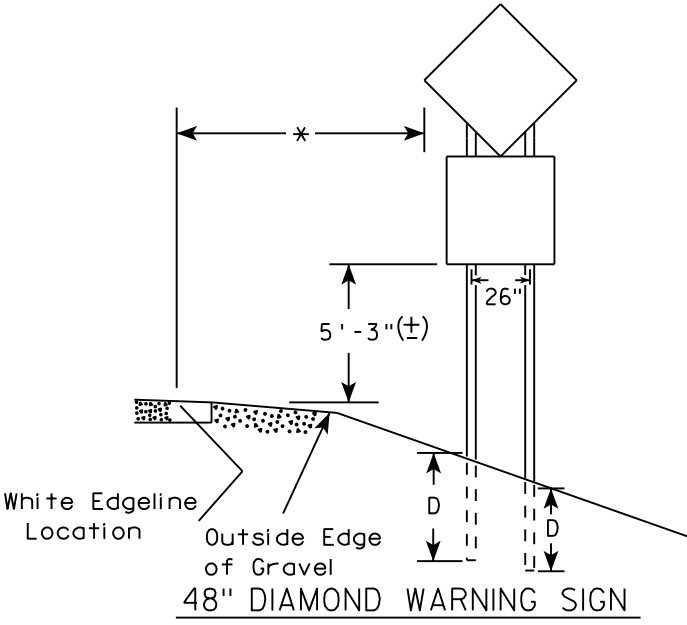
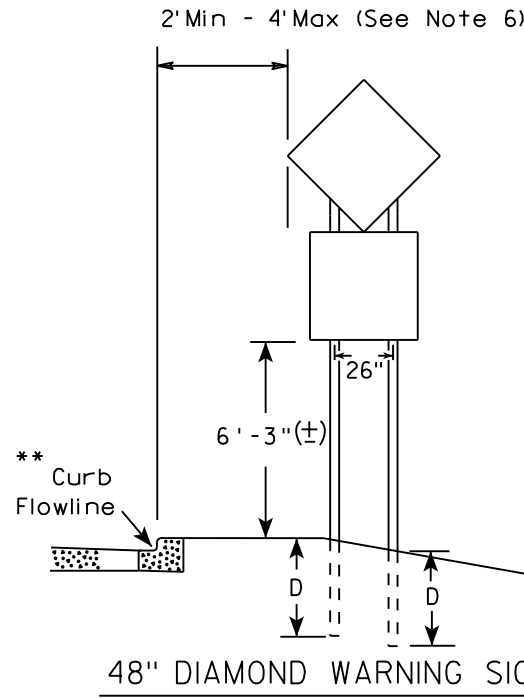
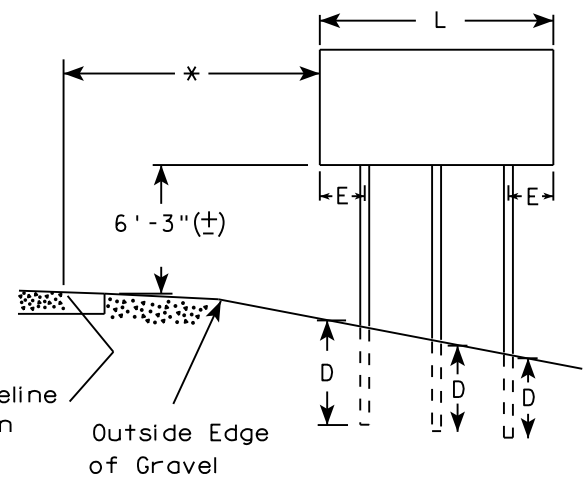
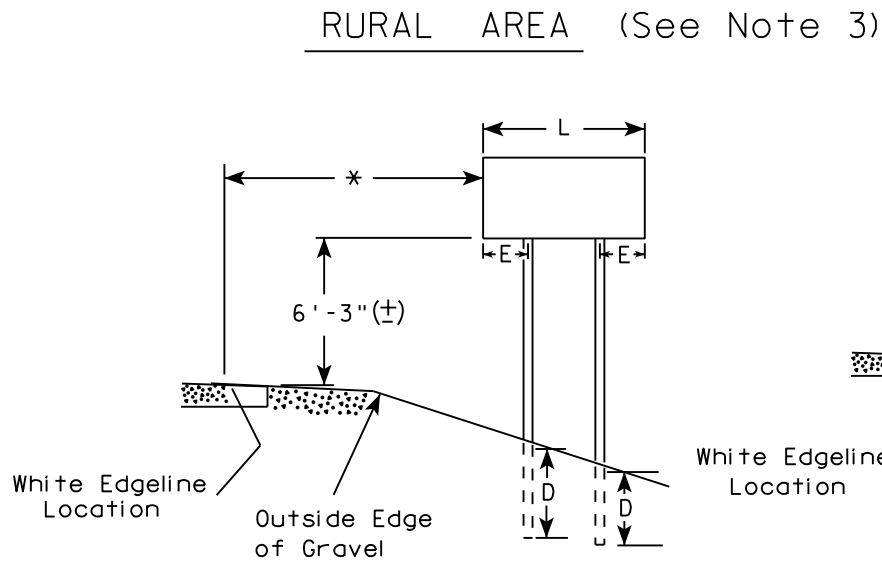
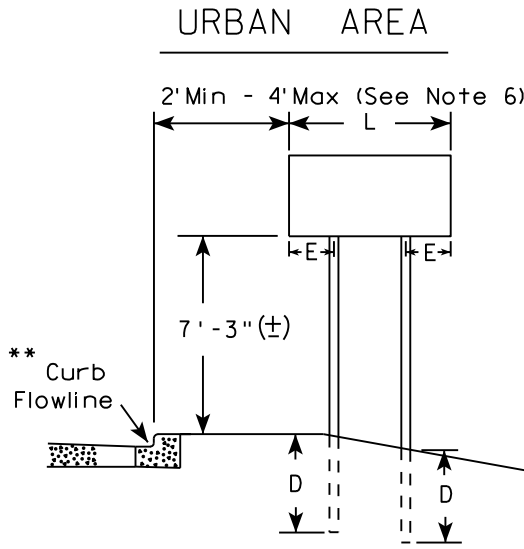
PROJECT NO:

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.

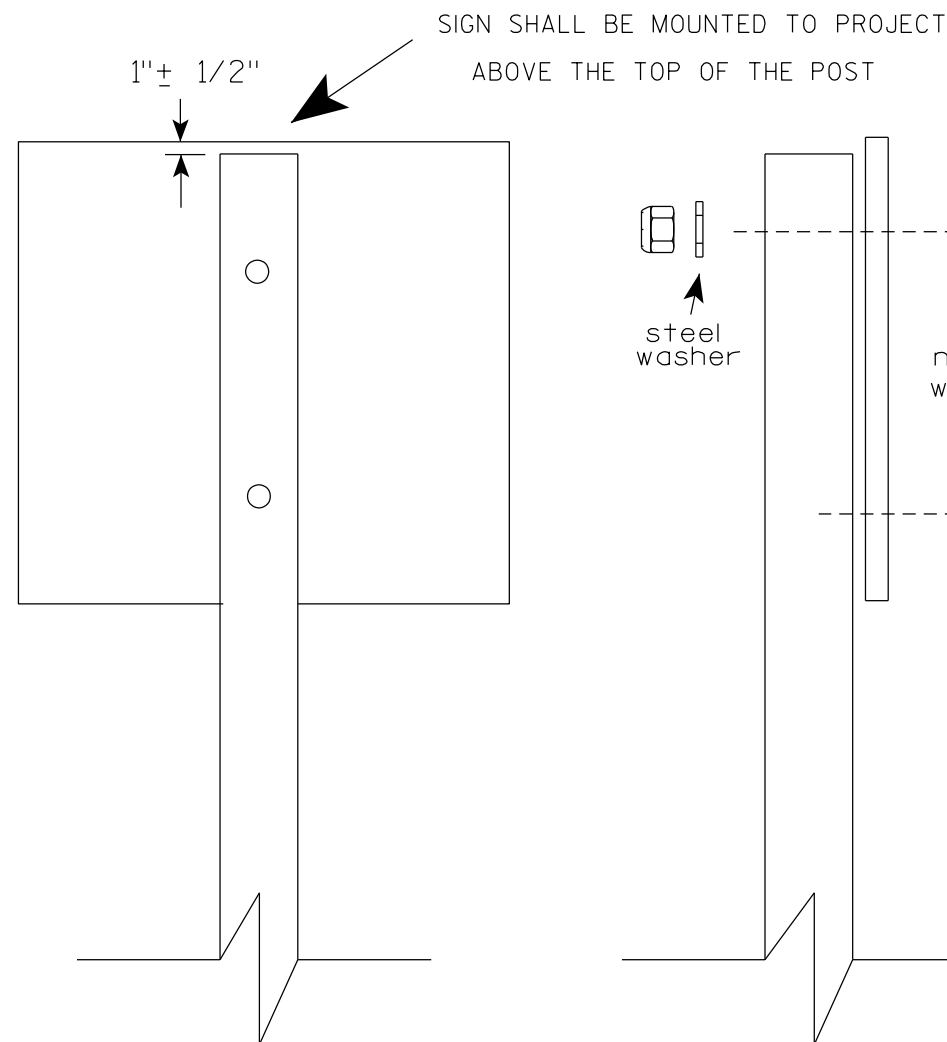
SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

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	<i>Matthew R. Rauch</i> 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.

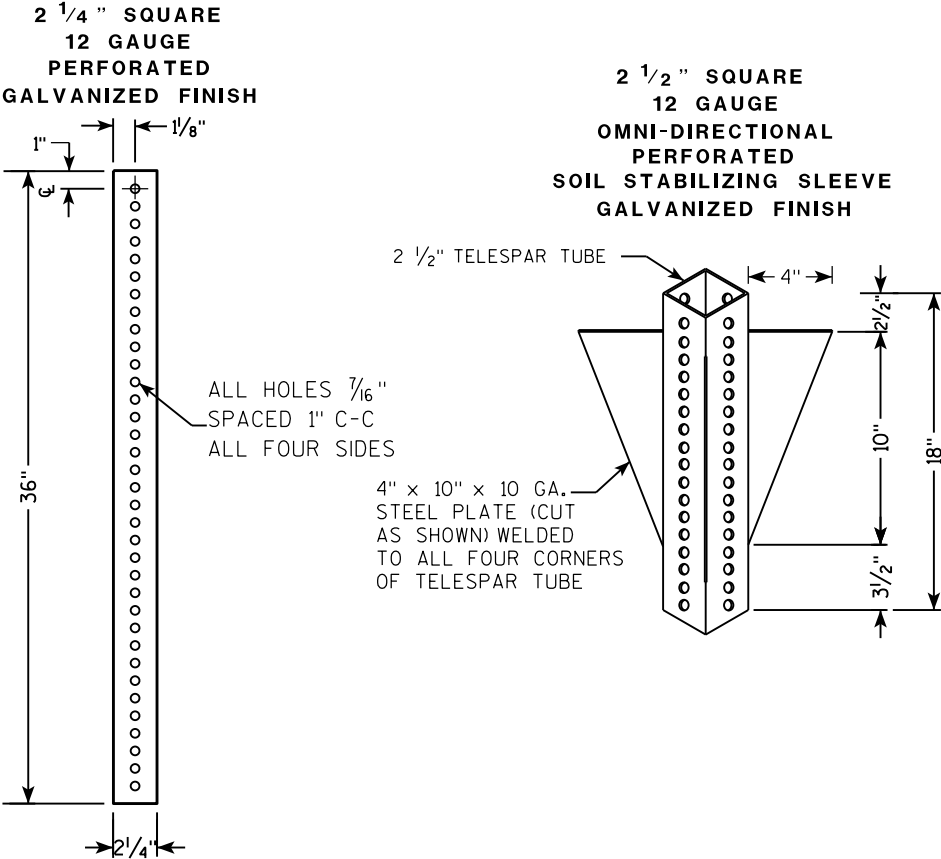
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

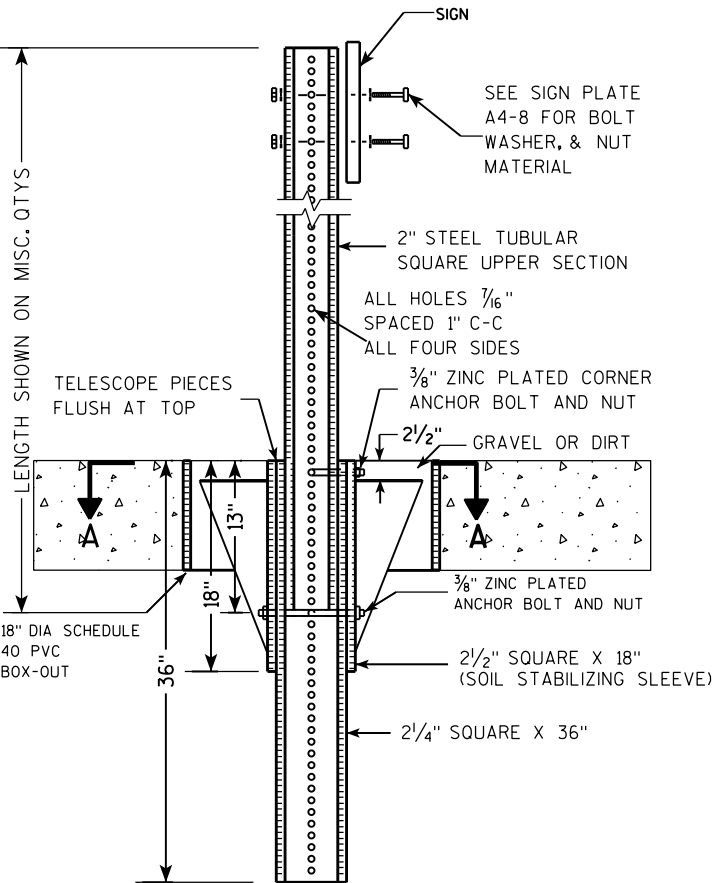
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

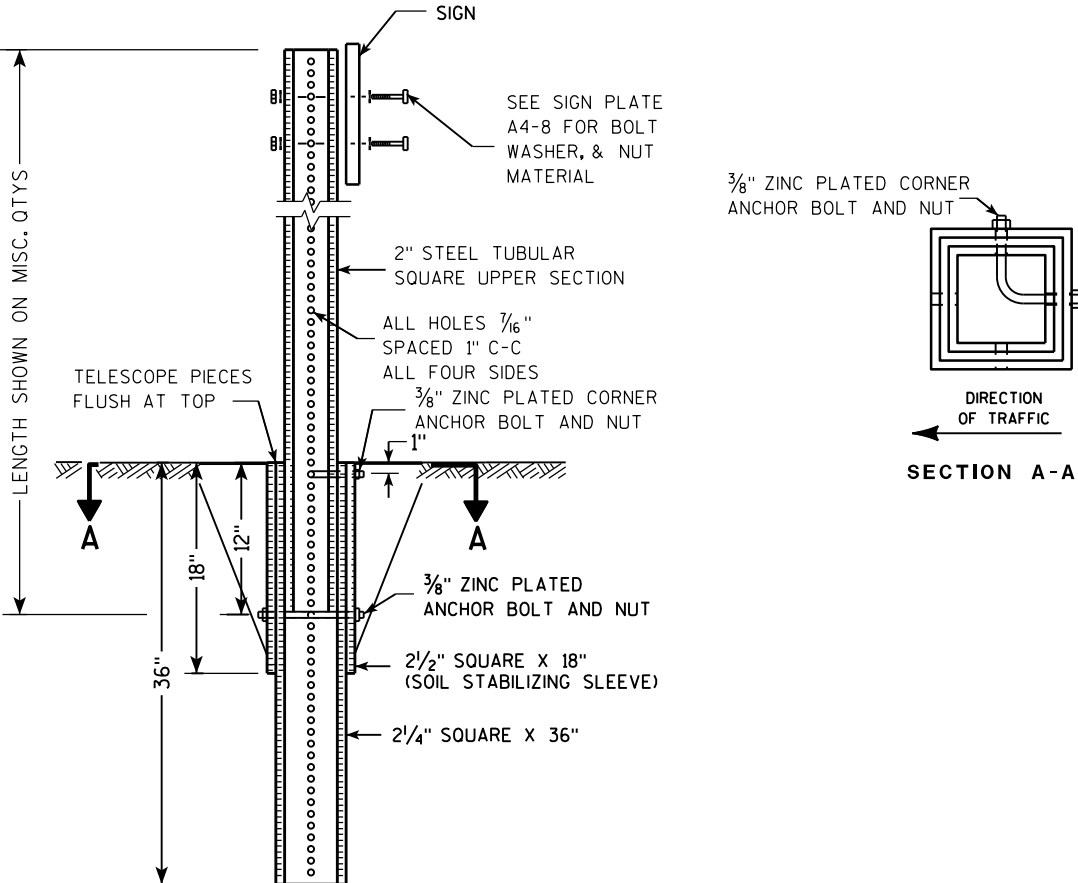
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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



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



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

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

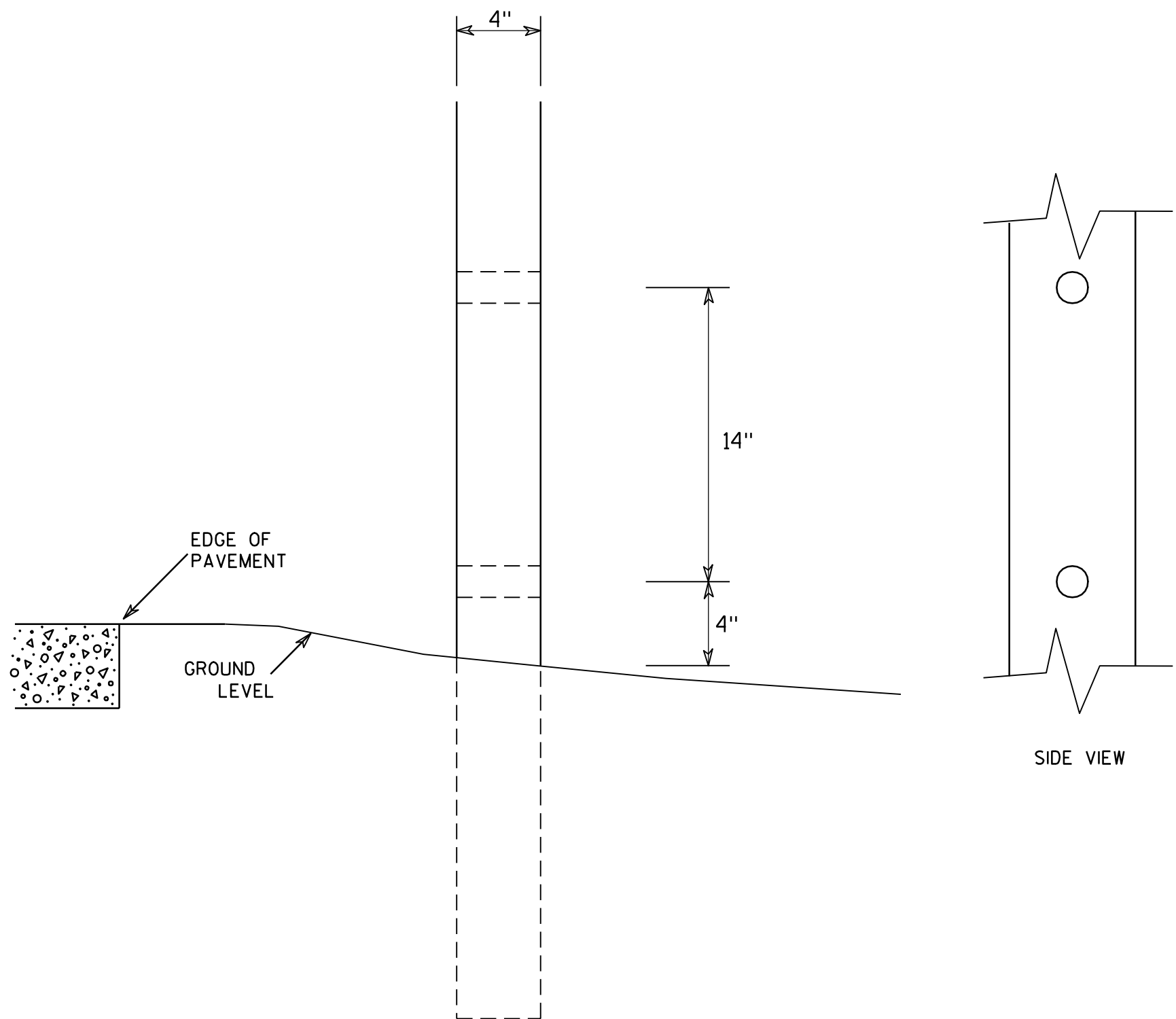
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 162 14-9.9

7



GENERAL NOTES

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

7

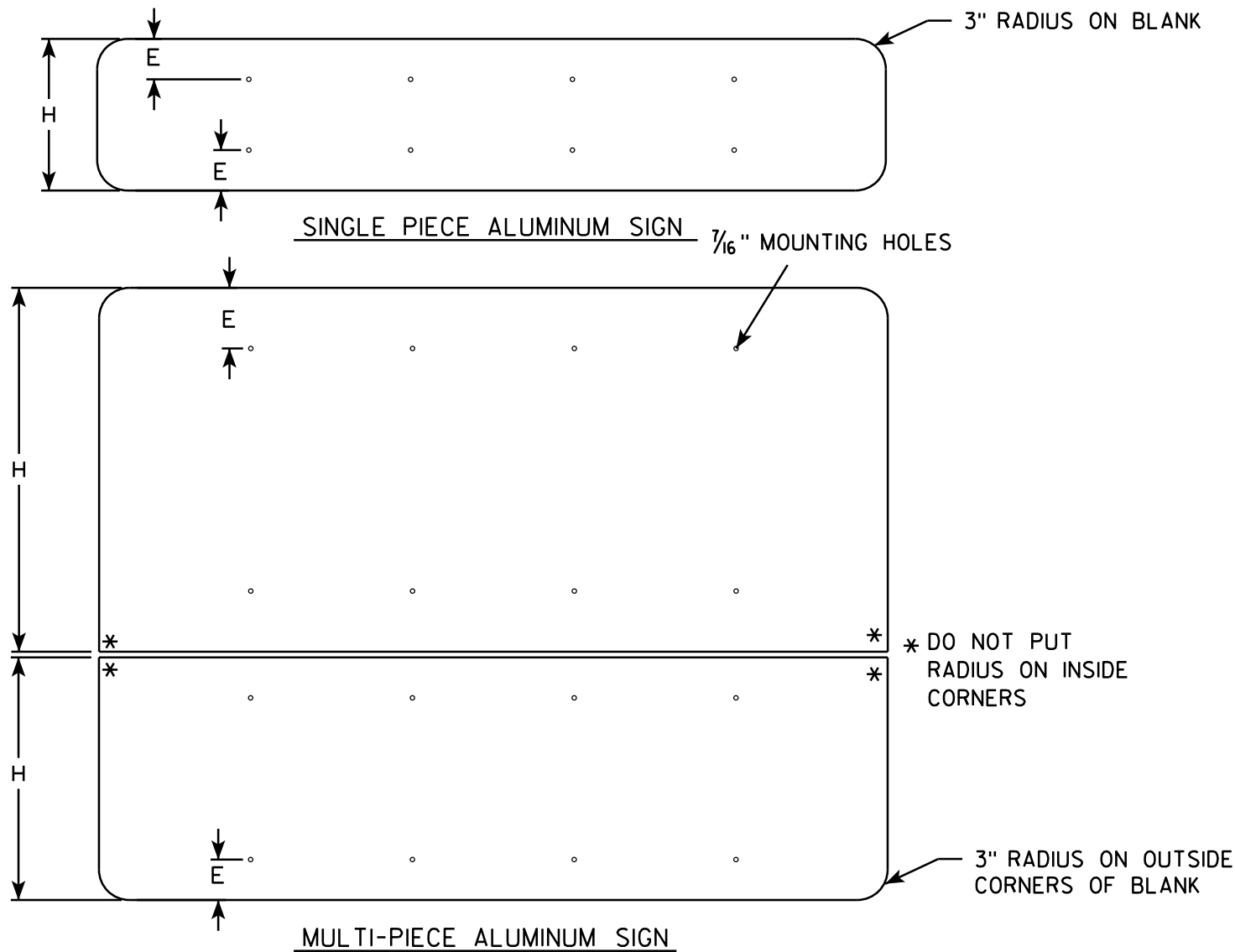
4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Chester J. Spang*
for State Traffic Engineer

DATE 3/27/97 PLATE NO. A4-11.2

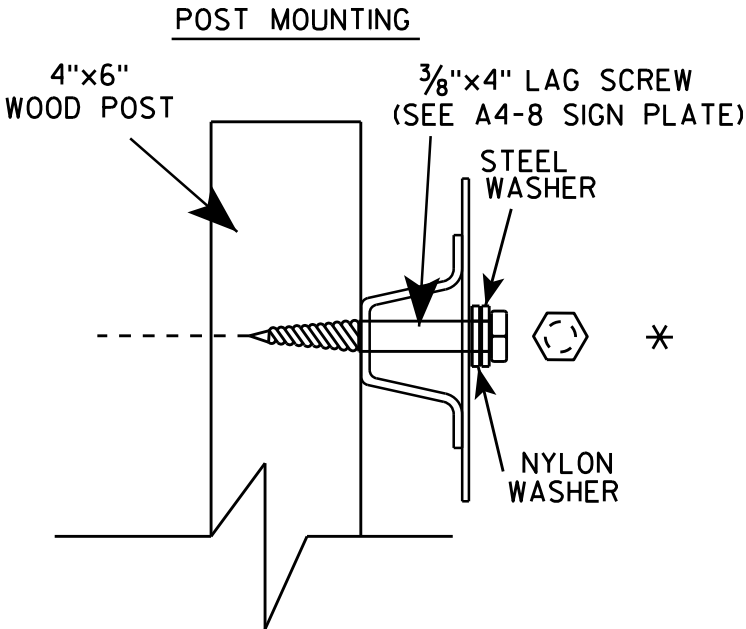
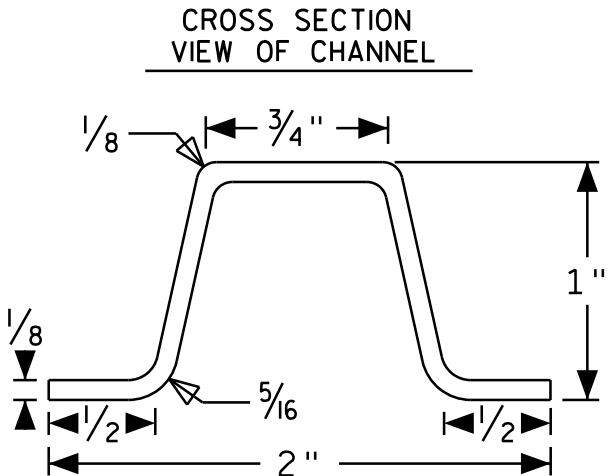
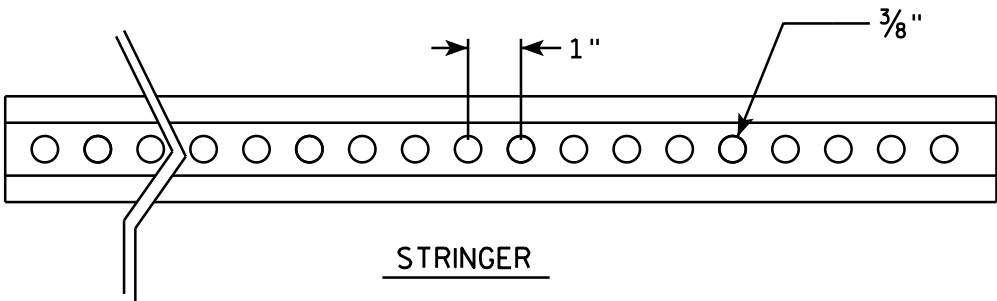
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 163	E
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GENERAL NOTES

- 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

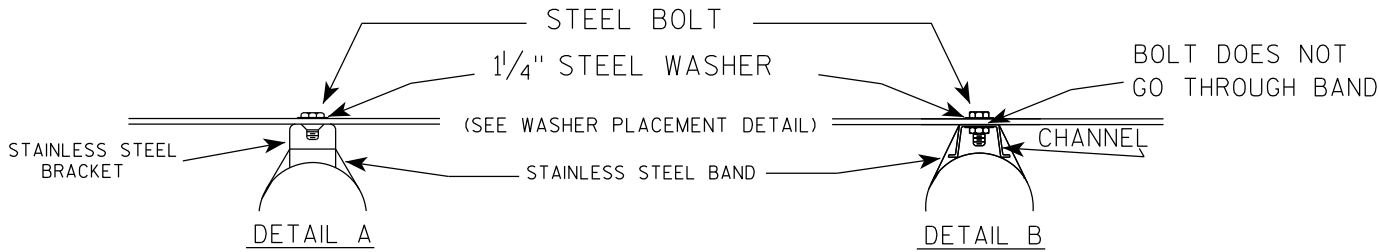
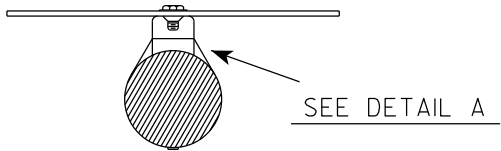
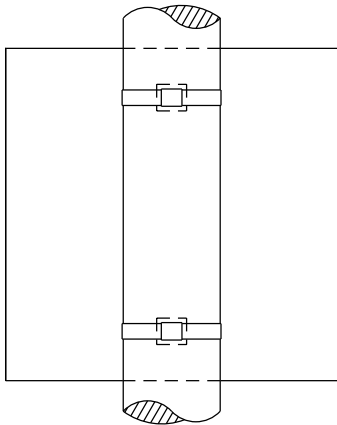
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

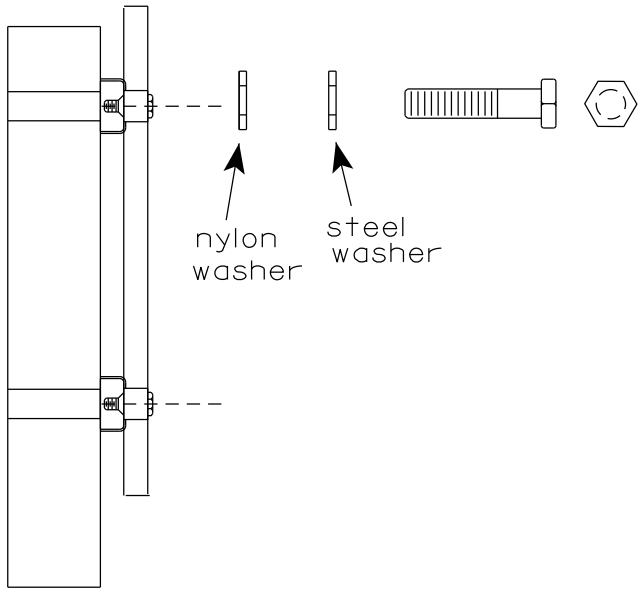
DATE 4/26/16 PLATE No A4-18.1
164

BANDING

SINGLE SIGN



WASHER PLACEMENT

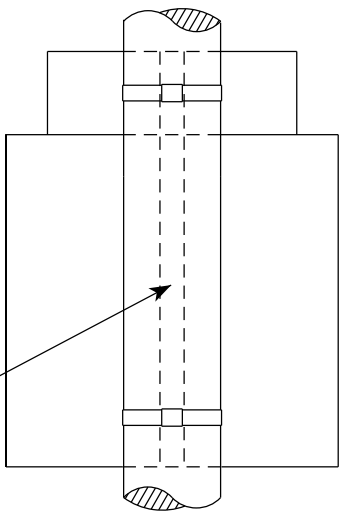


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

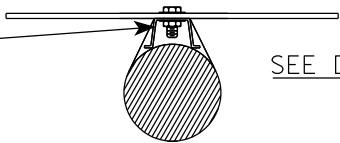
GENERAL NOTES

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

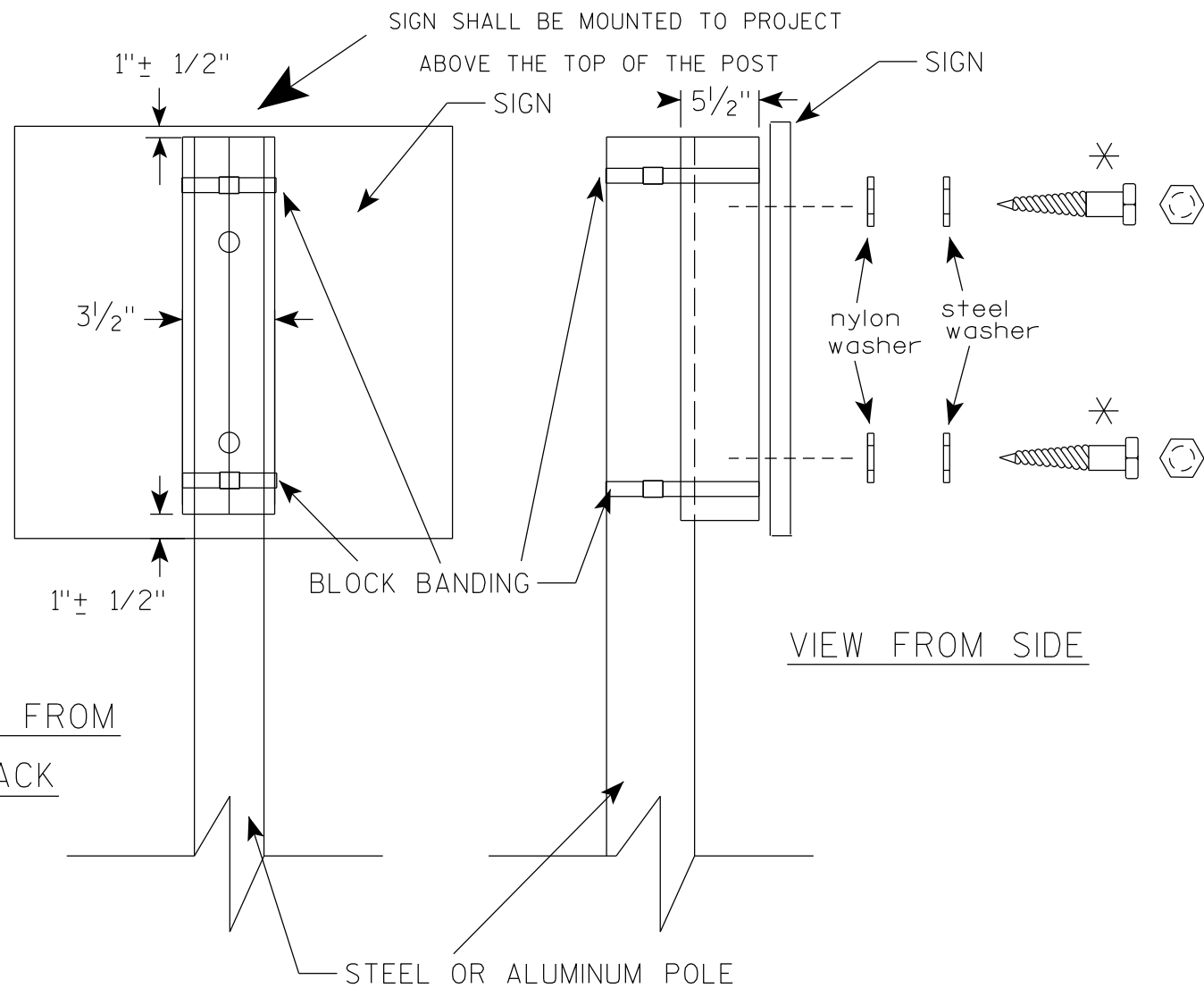


STANDARD SIGN
SIGN BANDING DETAILS

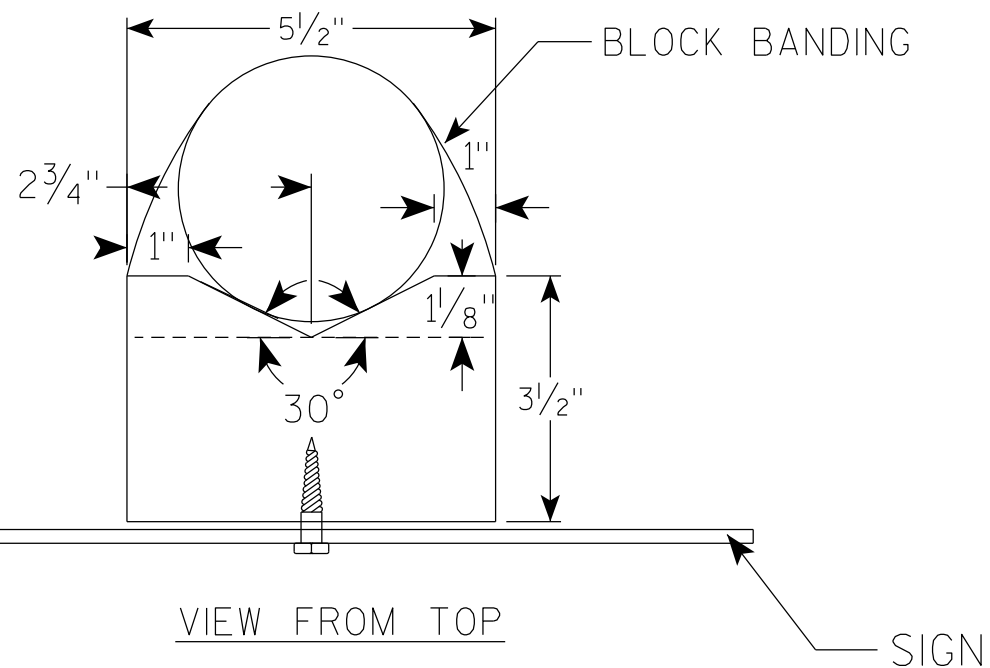
WISCONSIN DEPT OF TRANSPORTATION

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

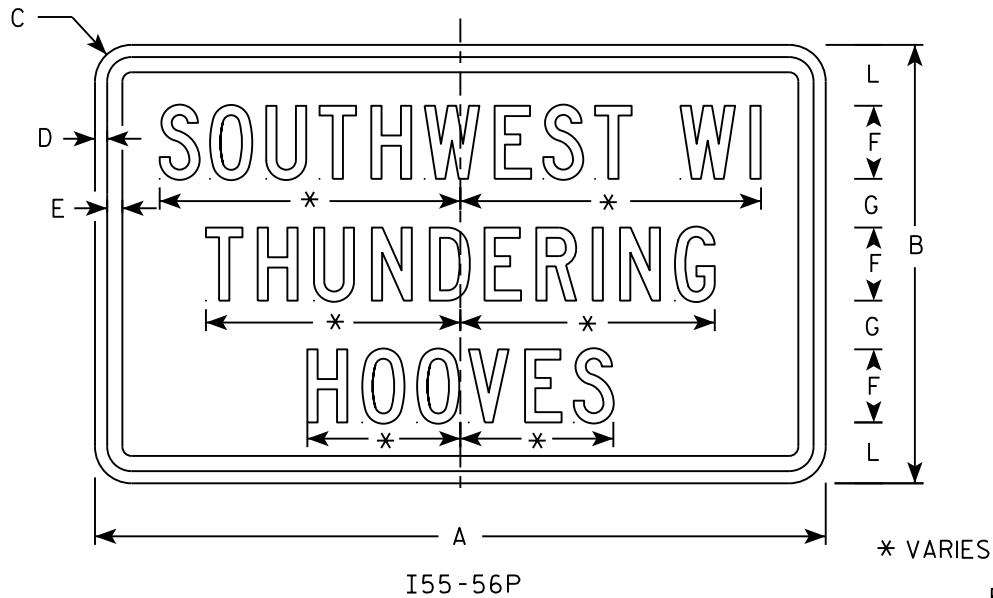
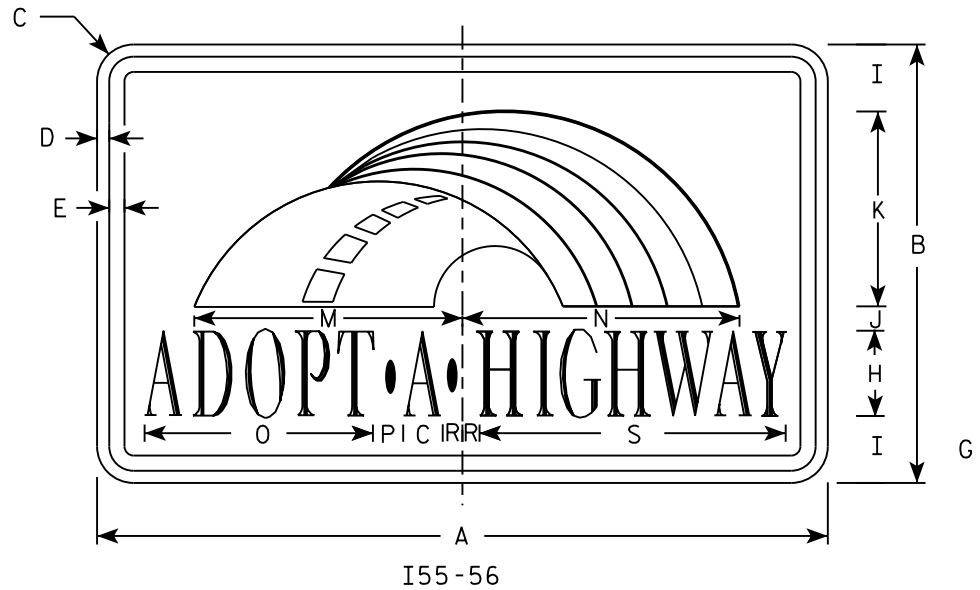
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

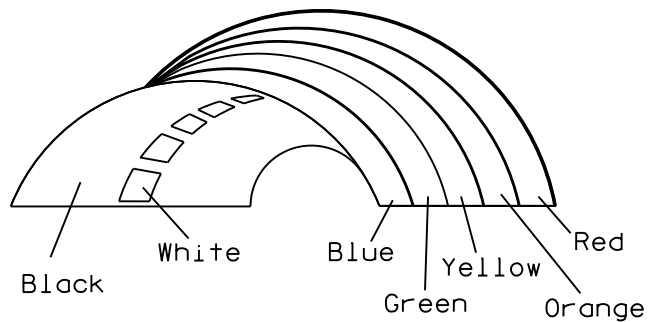
PROJECT NO:

SHEET NO: 166

E



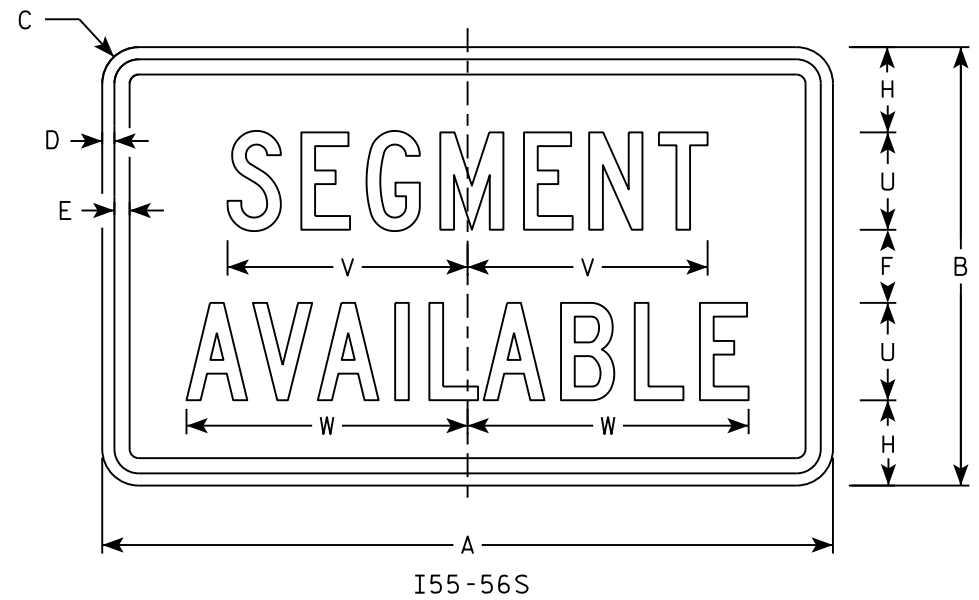
Background Colors of Symbol*



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

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - (See Note 4)
3. Message Series - (See Note 5)
4. Border - Blue
Adopt a Highway - Red
All other Text - Blue
5. Adopt a Highway - Dutch 8011L
All other Text - Series C
6. Contractor shall provide and install a new post bracket in accordance with the I55-56B sign detail.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	30	18	1 1/2	1/2	5/8	3	2	3 1/2	2 3/4	1	8	2 1/2	11 1/4	11 1/8	9 3/8	1 1/4		3/4	12 5/8	7 1/2	4	9 7/8	11 1/2				3.75
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 167

E

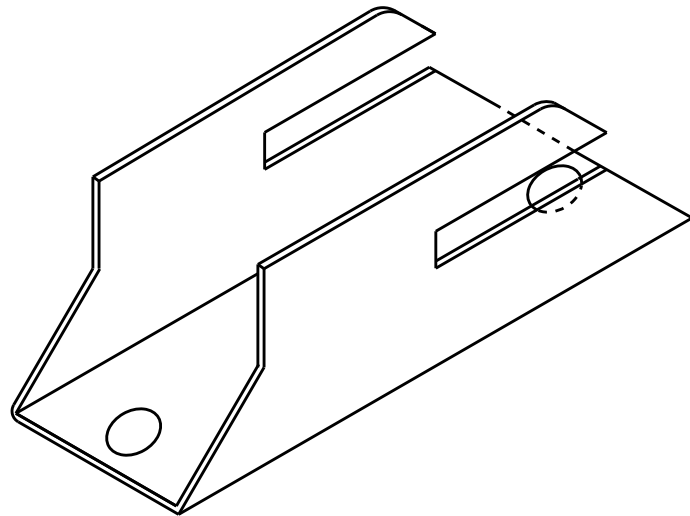
STANDARD SIGN
I55-56

WISCONSIN DEPT OF TRANSPORTATION

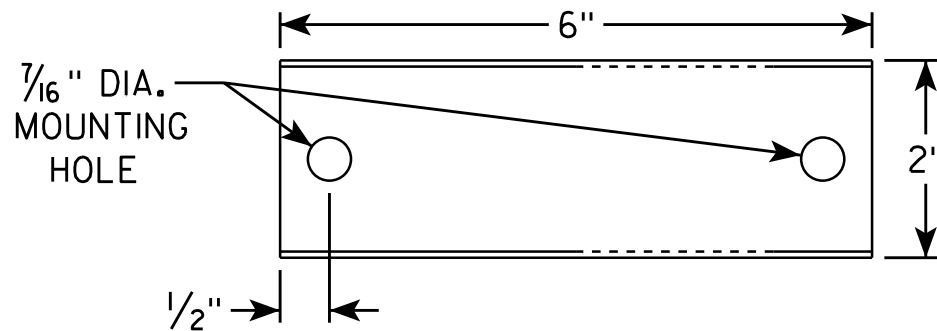
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/20/18 PLATE NO. I55-56.4

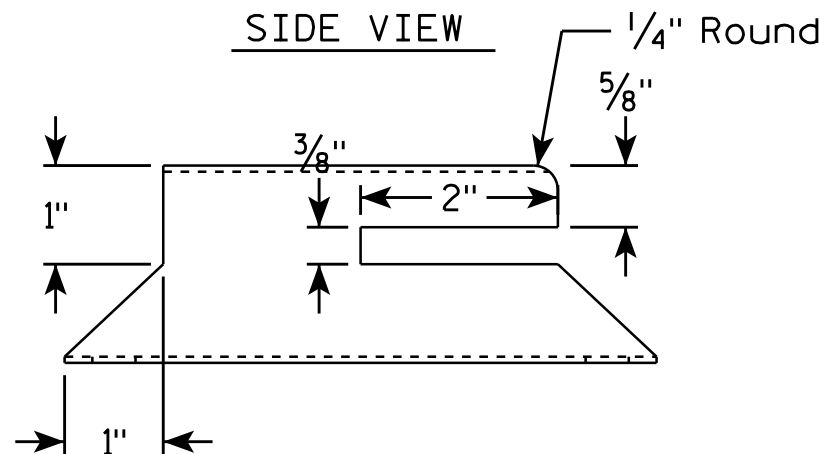
ISOMETRIC VIEW



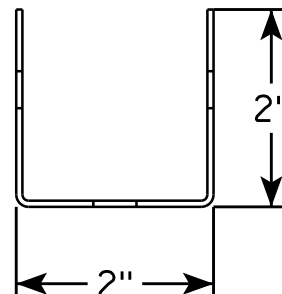
TOP VIEW



SIDE VIEW



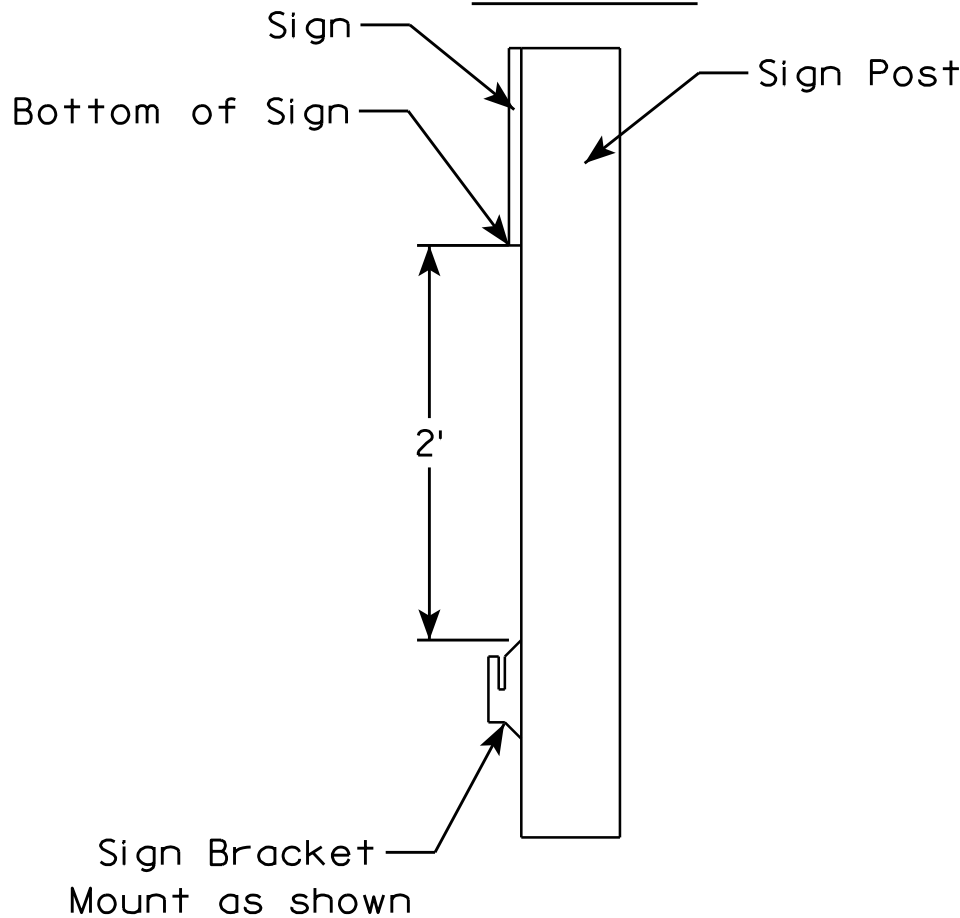
END VIEW



NOTES

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

SIDE VIEW



ROLLUP SIGN BRACKET
I55-56B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/26/16 PLA 168 I55-56B.2

PROJECT NO:

HWY:

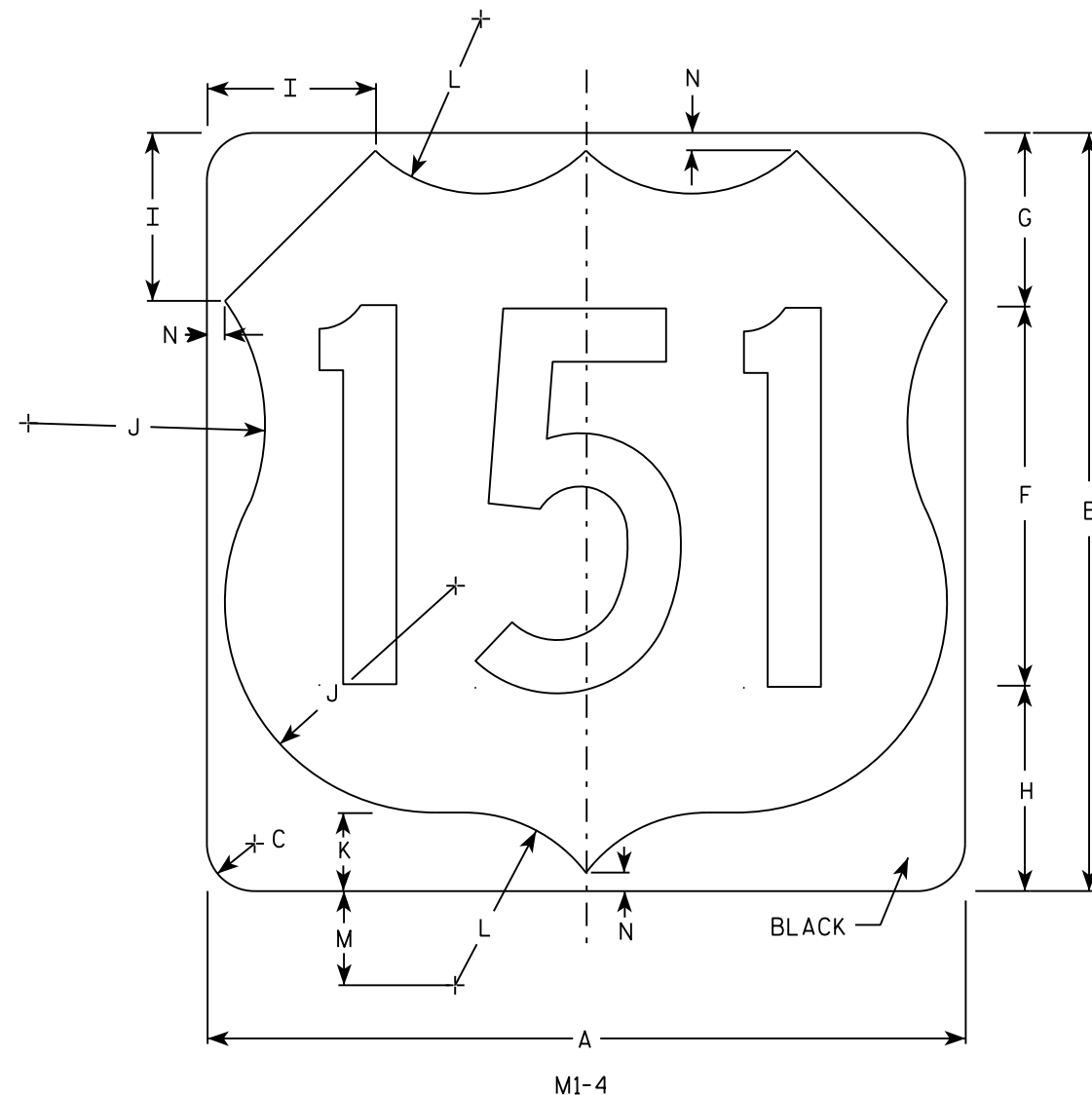
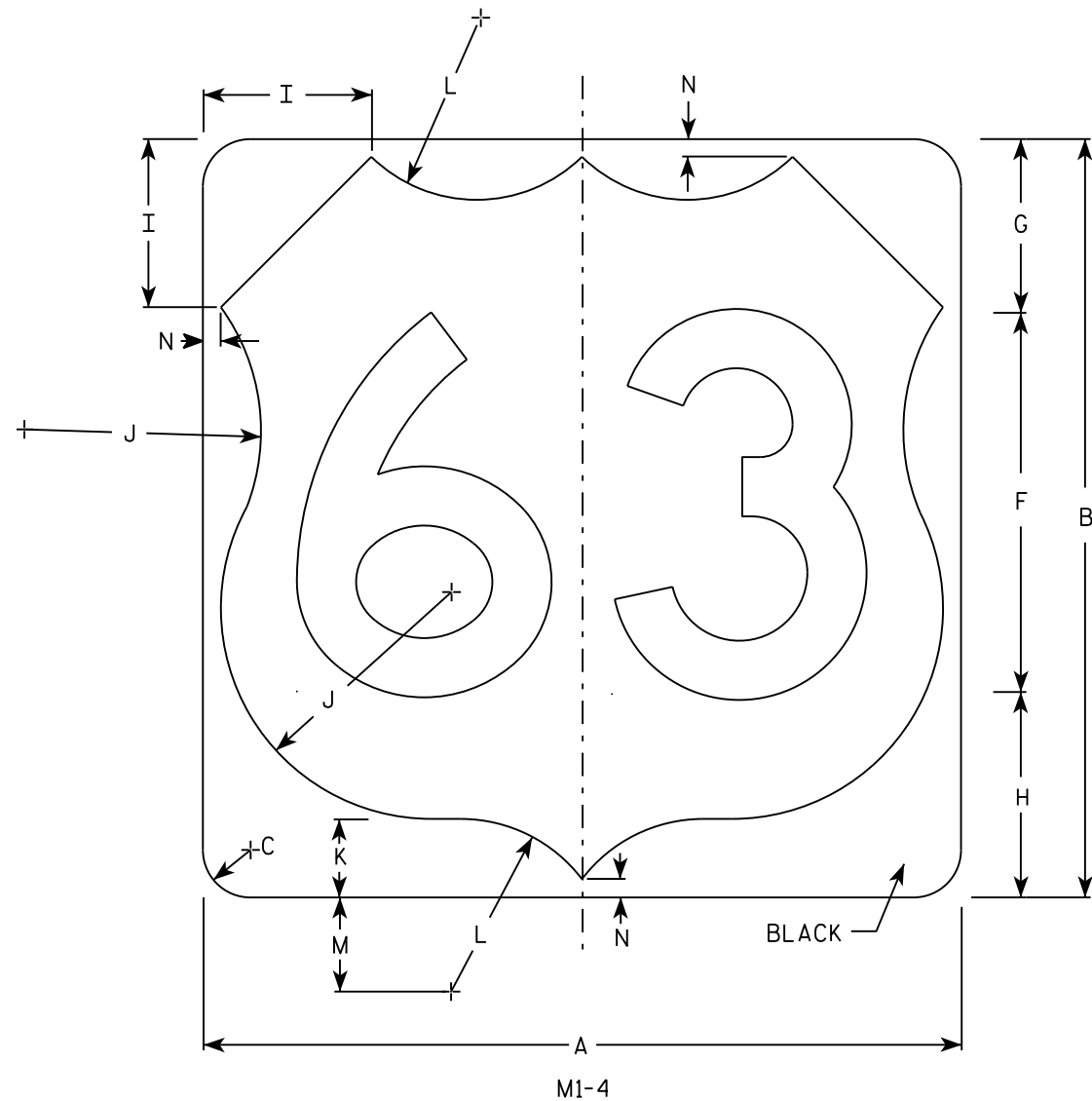
COUNTY:

SHEET NO:

E

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

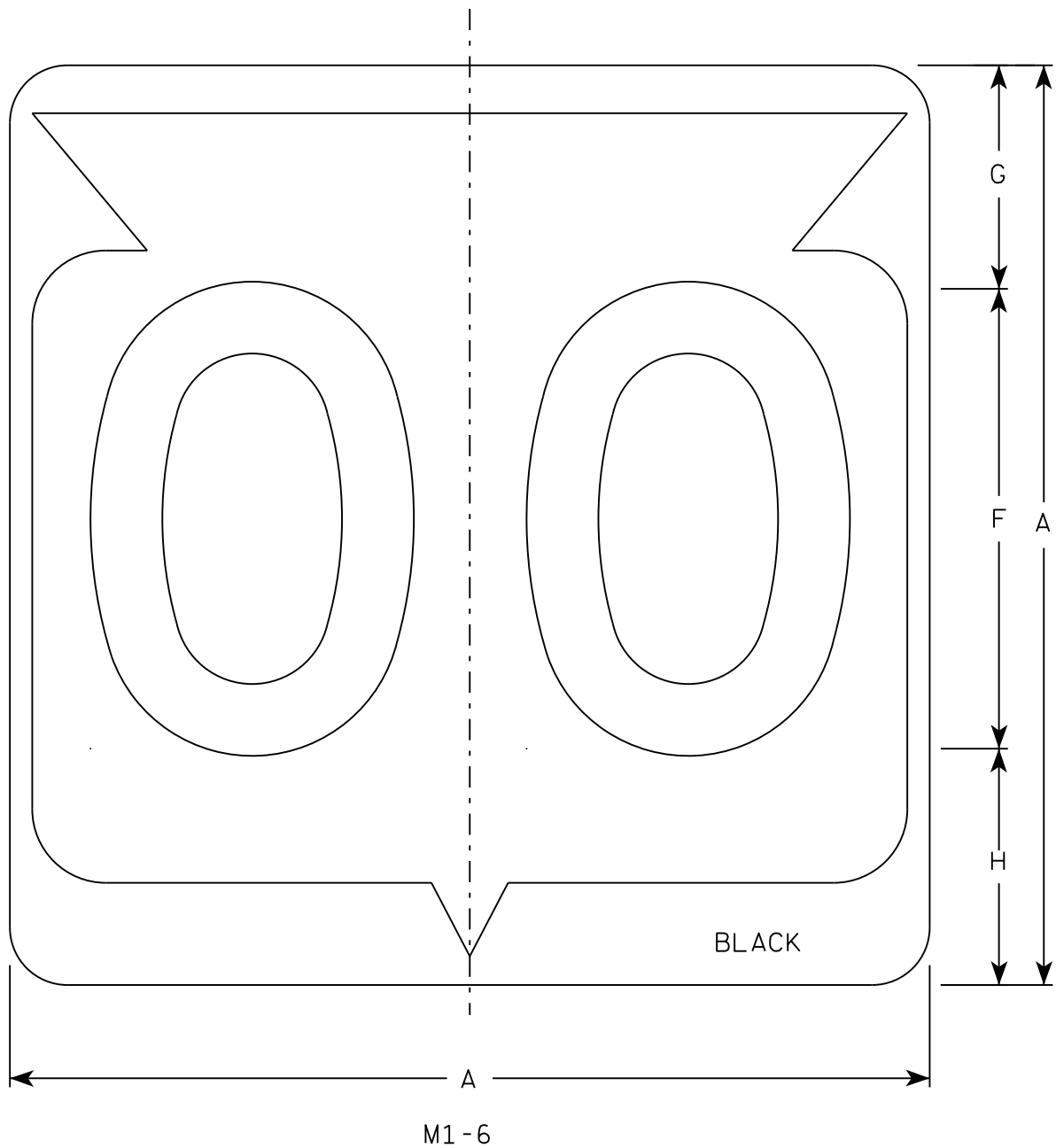
PROJECT NO:			HWY:			COUNTY:						SHEET NO: 169			E
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USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

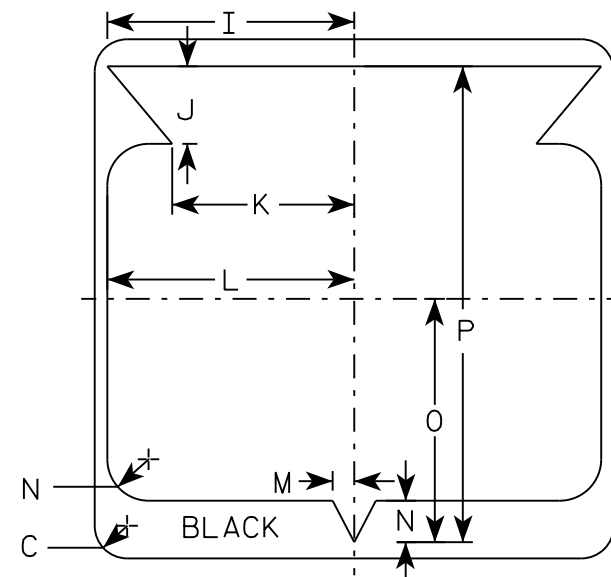
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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.



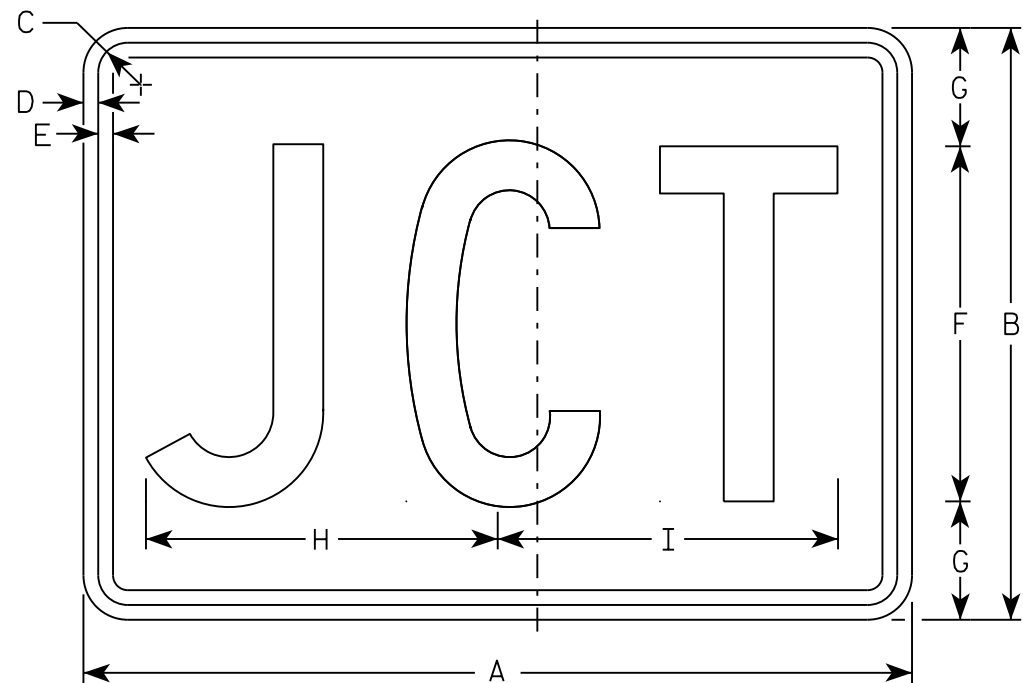
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			12	5 1/2	6 1/2	10 1/4	2 1/2	8 7/8	11 1/2	1	1 7/8	11 1/4	21 7/8											4.0
3	36		2 1/4			18	8 3/4	9 1/4	15 3/8	5 3/8	12 5/8	17 1/8	1 1/2	2 7/8	16 7/8	33											9.0
4	36		2 1/4			18	8 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

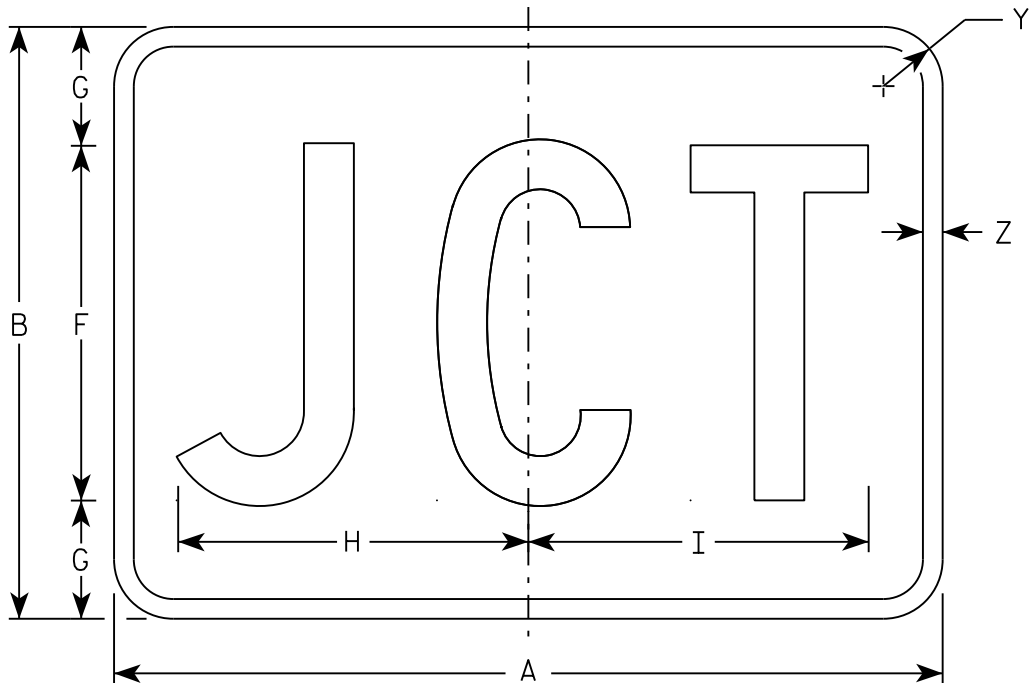
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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

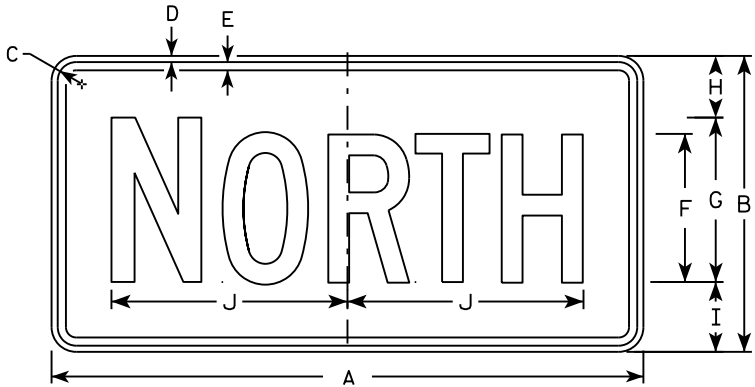
Matthew R. Rauch

For State Traffic Engineer

DATE 10/15/15

PLATE 171

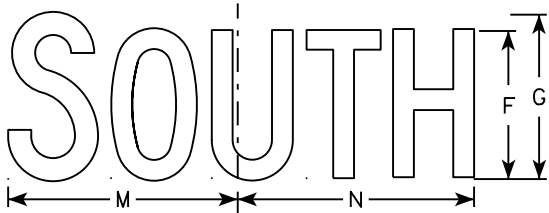
'2-1.12



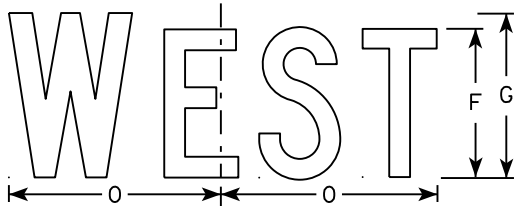
M3-1
MM3-1
MP3-1



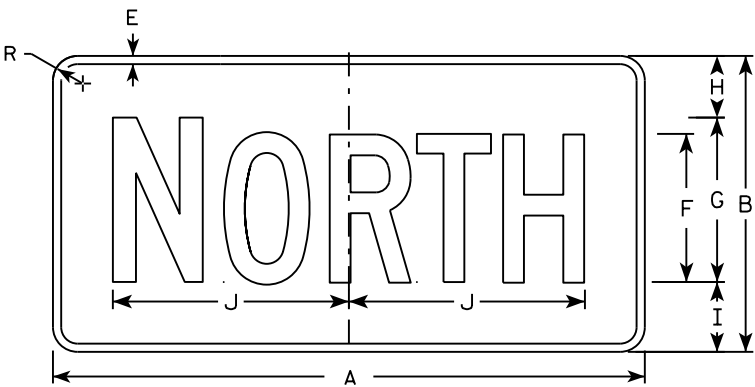
M3-2
MM3-2
MP3-2



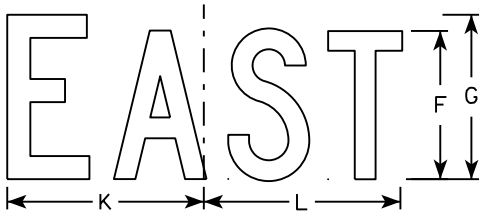
M3-3
MM3-3
MP3-3



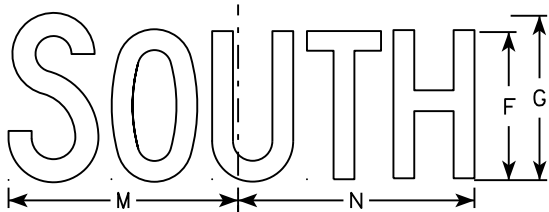
M3-4
MM3-4
MP3-4



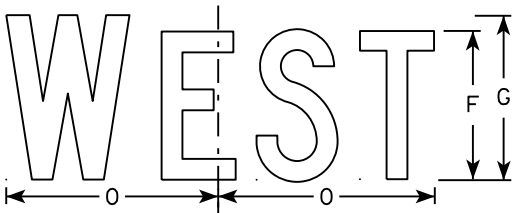
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

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

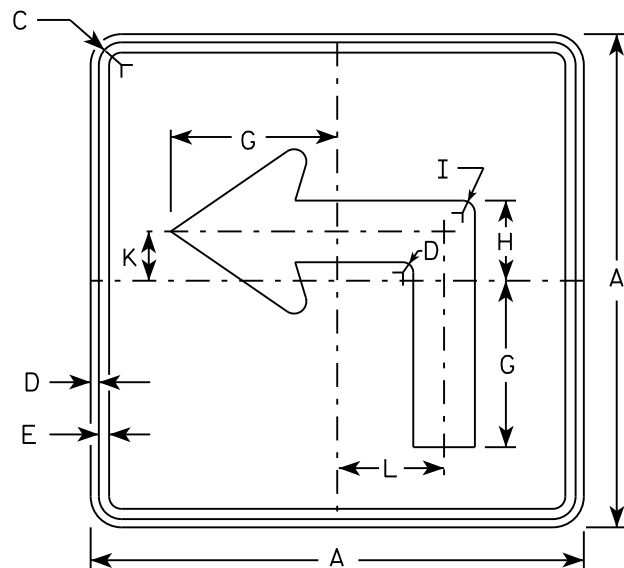
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8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

STANDARD SIGNS
M3-1 thru M3-4
SERIES

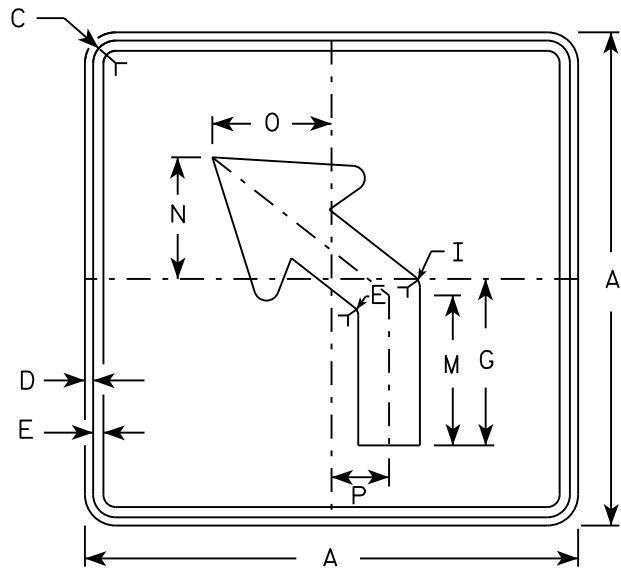
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

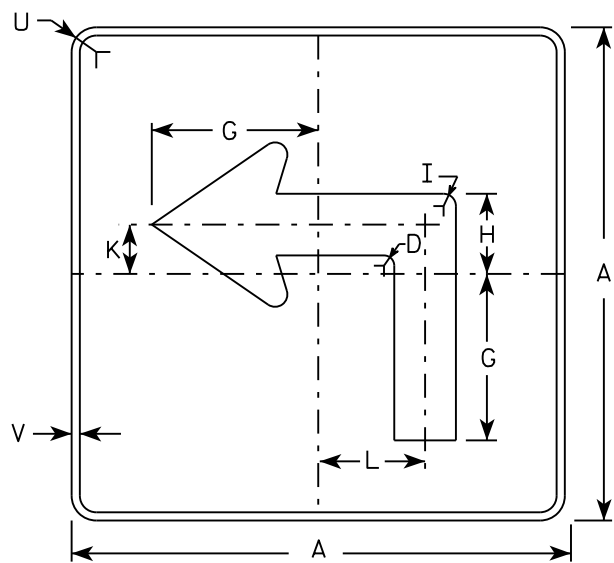
DATE 10/15/15 PLATE NO. 172 M3-1.14



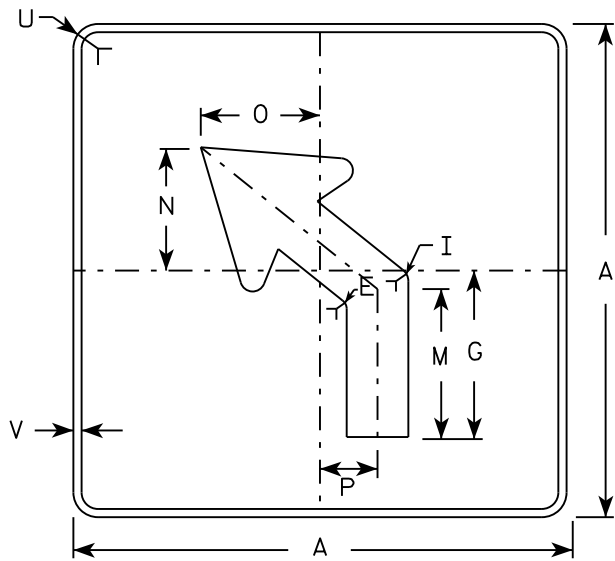
M5-1L
MM5-1L
M05-1L
MP5-1L



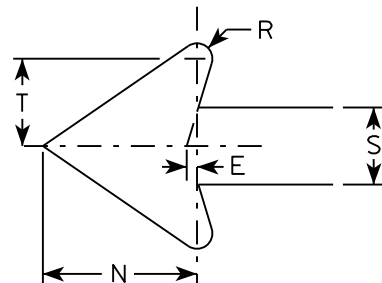
M5-2L
MM5-2L
M05-2L
MP5-2L



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



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



NOTES

- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | |
|-----------------|---|
| M5-1 and M5-2 | Background - White |
| | Message - Black |
| MB5-1 and MB5-2 | Background - Blue |
| | Message - White |
| MK5-1 and MK5-2 | Background - Green |
| | Message - White |
| MM5-1 and MM5-2 | Background - White |
| | Message - Green |
| MN5-1 and MN5-2 | Background - Brown |
| | Message - White |
| M05-1 and M05-2 | Background - Orange - Type F Reflective |
| | Message - Black |
| MP5-1 and MP5-2 | Background - White - Type H Reflective |
| | Message - Blue |
| MR5-1 and MR5-2 | Background - Brown |
| | Message - Yellow |
- M5-1R same as M5-1L except arrow points right.
- M5-2R same as M5-2L except arrow tilts right.

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

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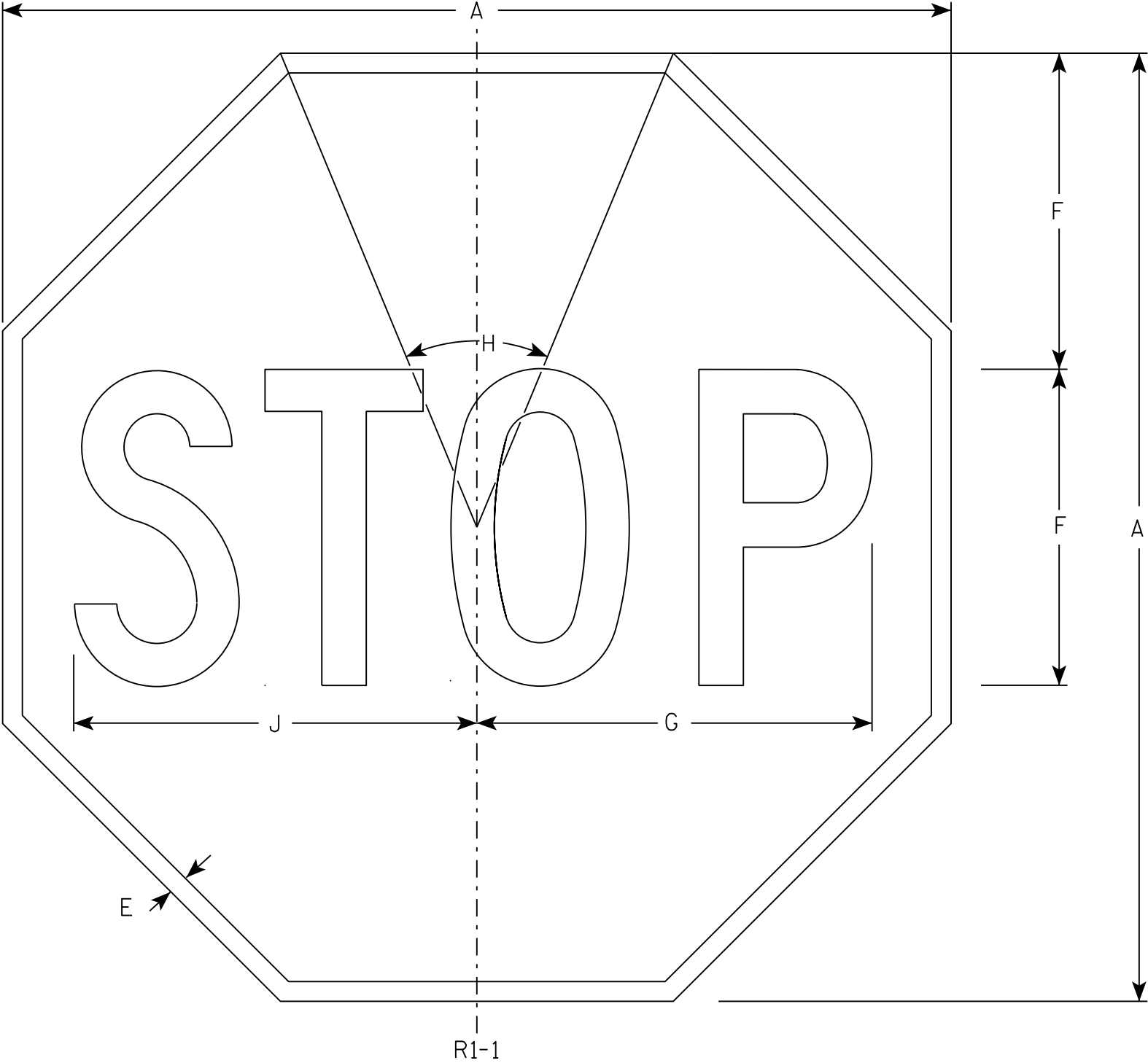
STANDARD SIGN
M5-1 & M5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/15/15 PLATE 173 M5-1.13

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 - Red
Message - White
- 3. Message Series - C

7

R1-1

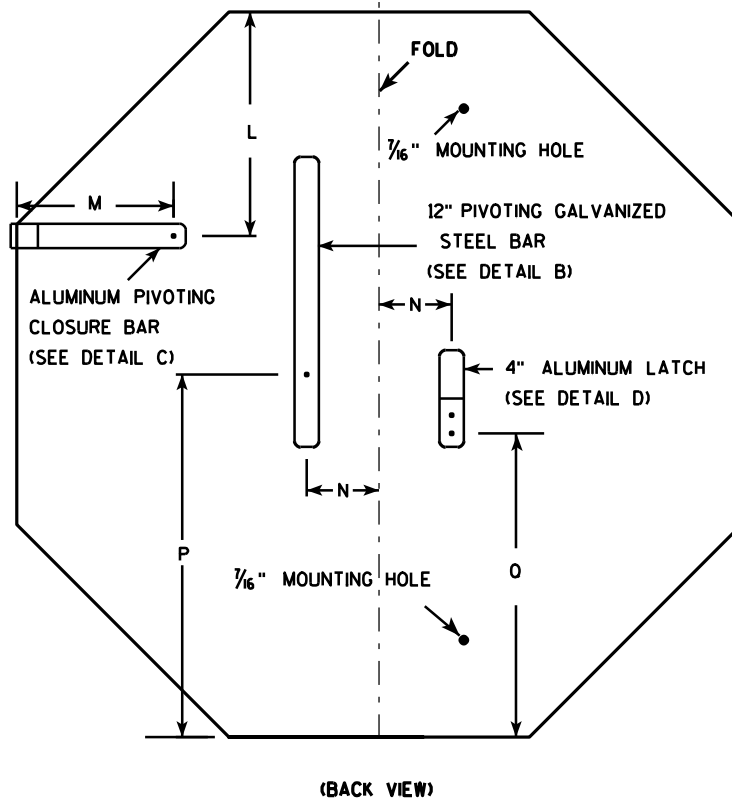
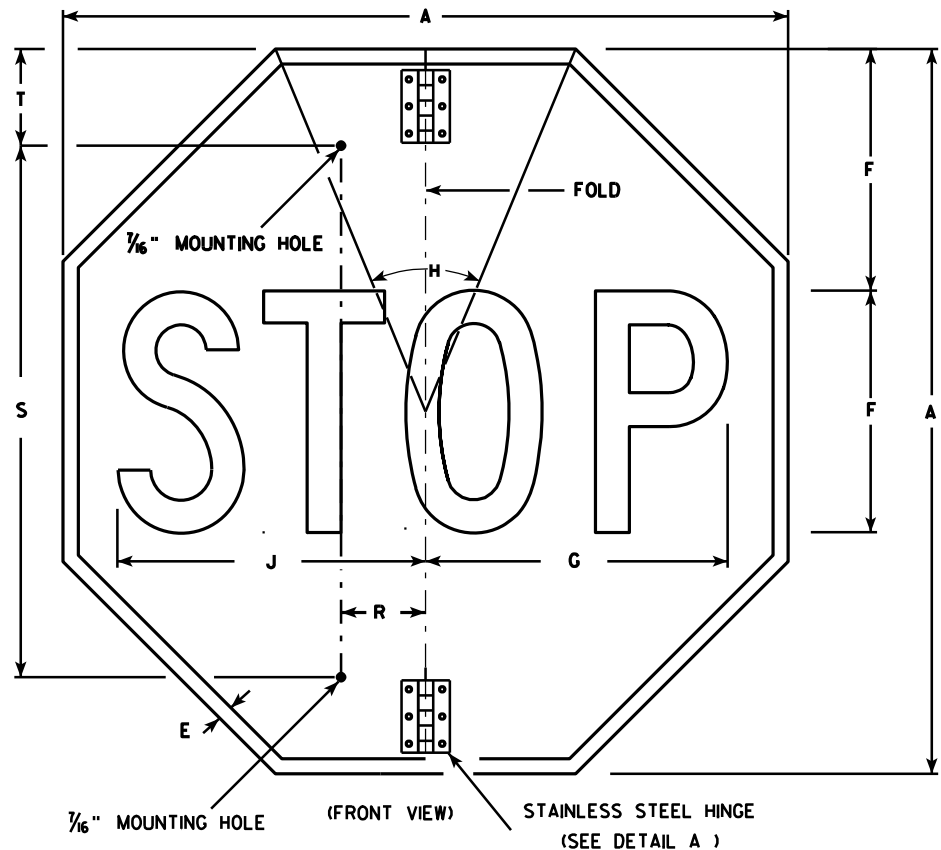
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°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

STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

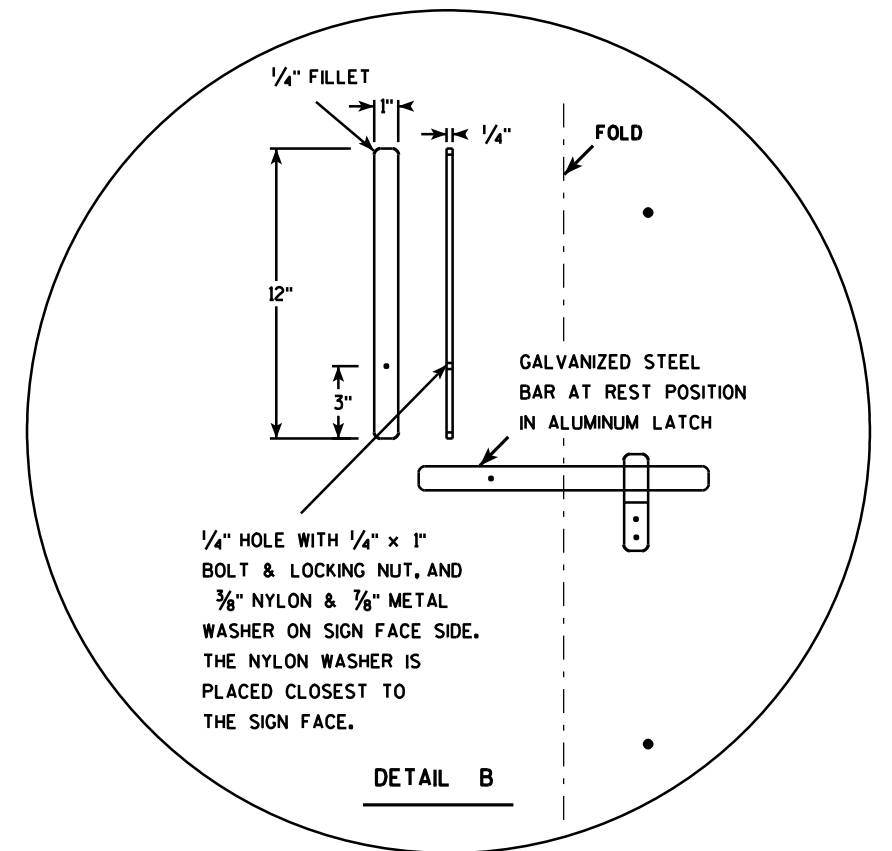
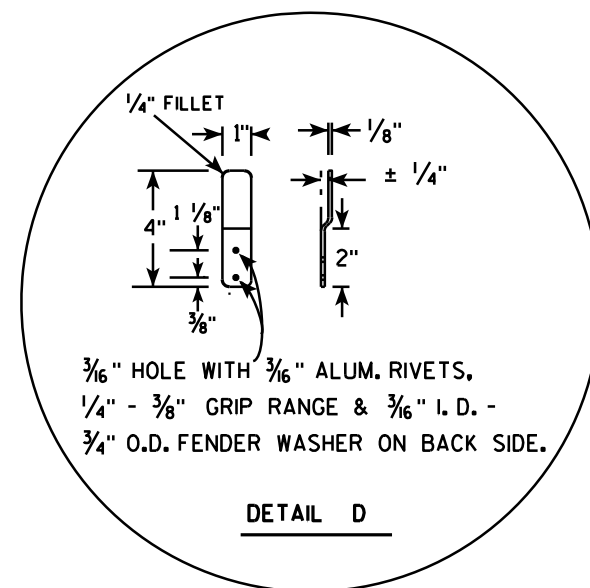
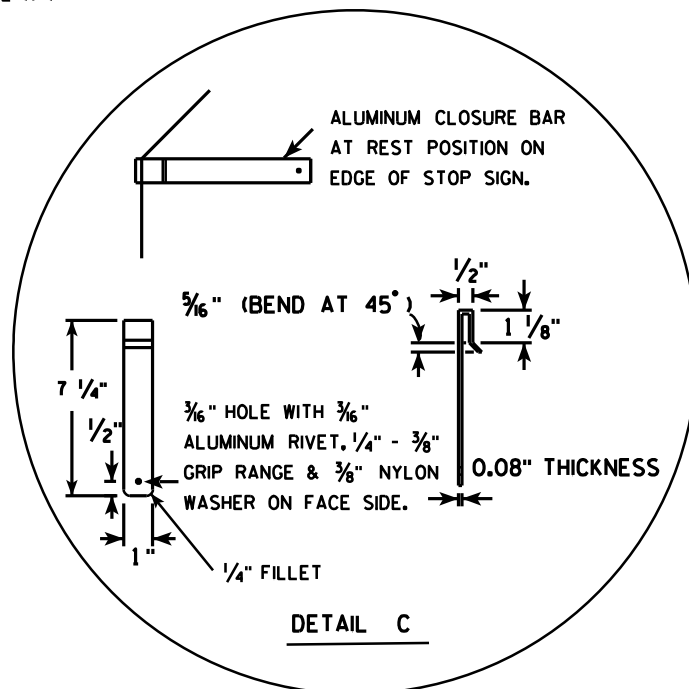
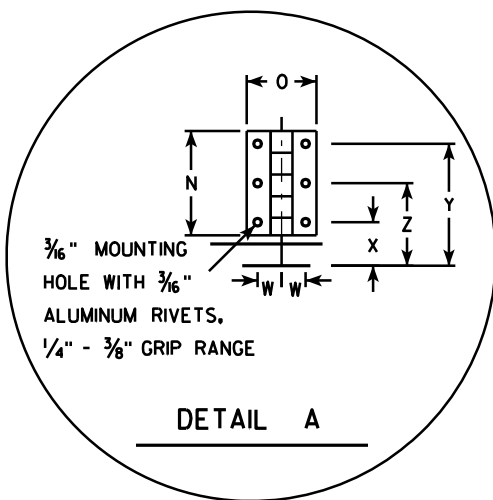
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Red
Message - White
3. Message Series - C
4. 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			$\frac{1}{16}$	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			$\frac{1}{16}$	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			$\frac{1}{16}$	1 $\frac{1}{4}$	3 $\frac{1}{2}$	2 $\frac{3}{8}$	7.46
4																											
5																											

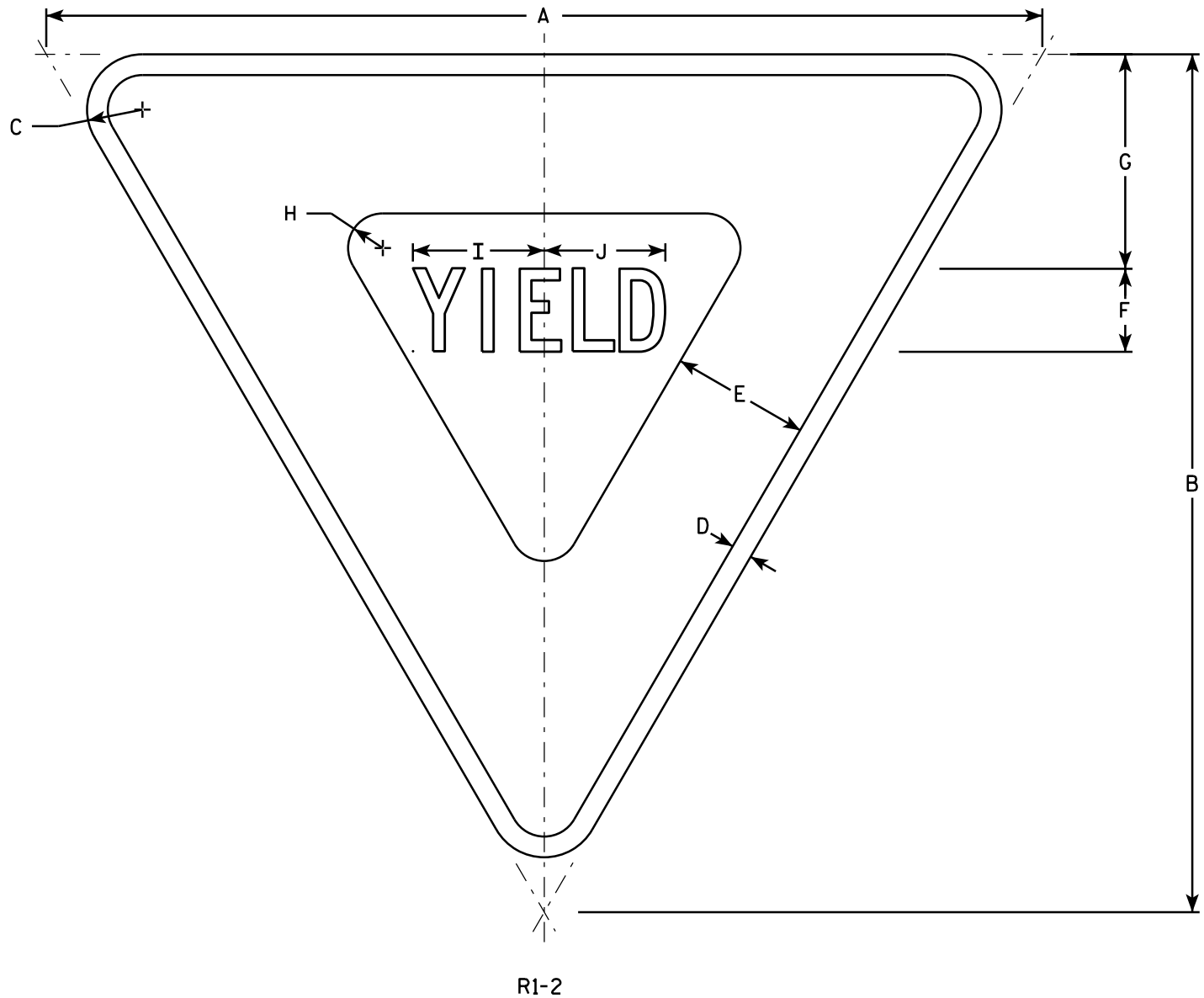
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 175	E
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STANDARD SIGN R1-1F

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
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 - 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. The border strip and word message are reflectorized red.

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	26	1 1/2	5/8	4	2 1/2	6 3/8	7/8	4	3 5/8																	2.71
2S	36	31	2	3/4	5	3	7 3/4	1 1/4	4 3/4	4 3/8																	3.88
2M	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
3	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
4	48	42	3	1	6	4	9 3/4	2	6 1/4	5 7/8																	7.00
5	60	52	3	1 1/2	8	5	13	2 1/2	7 7/8	7 1/4																	10.83
6																											
7	18	15 1/2	1	3/8	2 1/2	1 1/2	3 7/8	5/8	2 3/8	2 1/4																	0.97

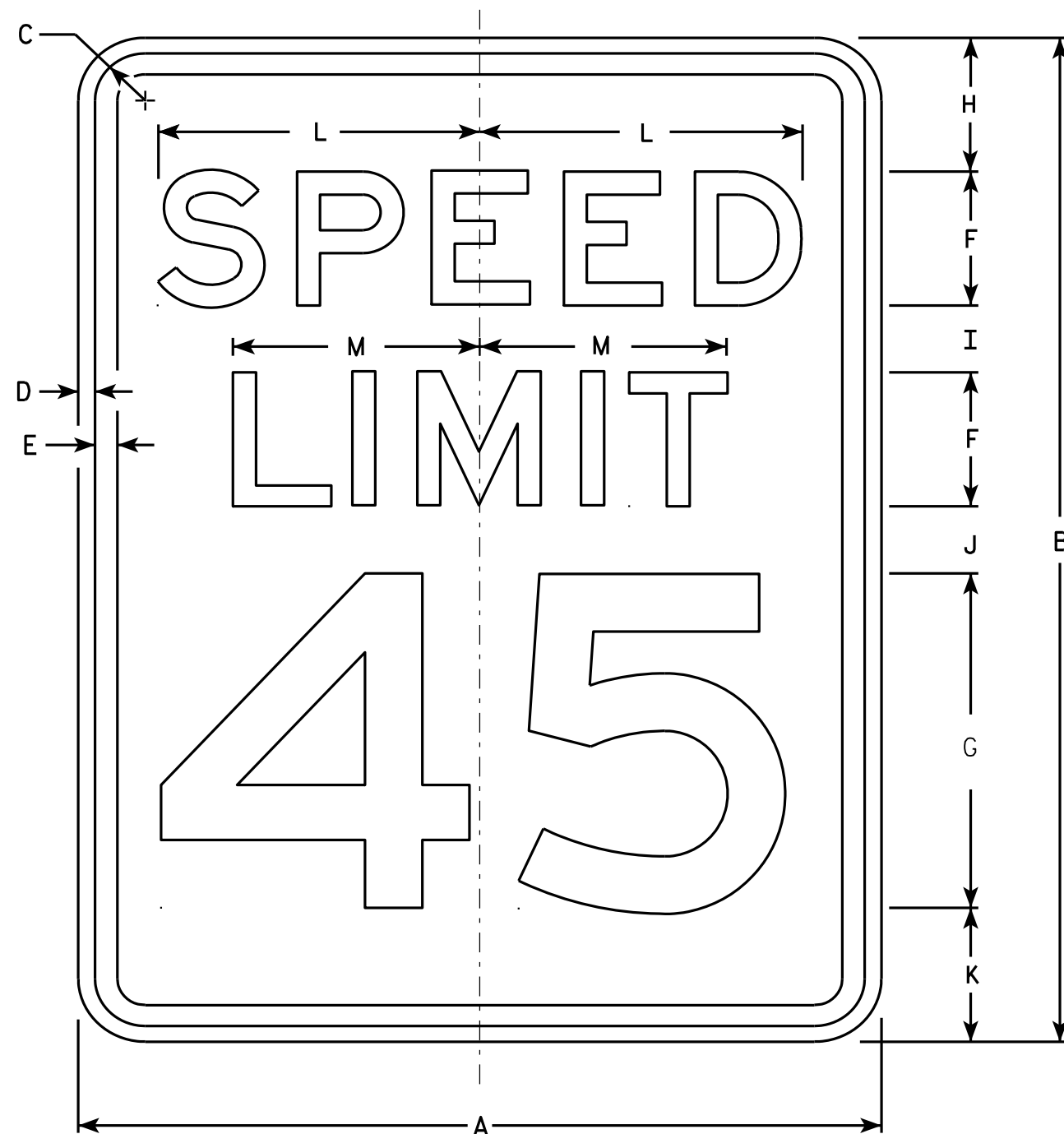
STANDARD SIGN

R1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/13/14 PLATE 176 P1-2.12



R2-1

NOTES

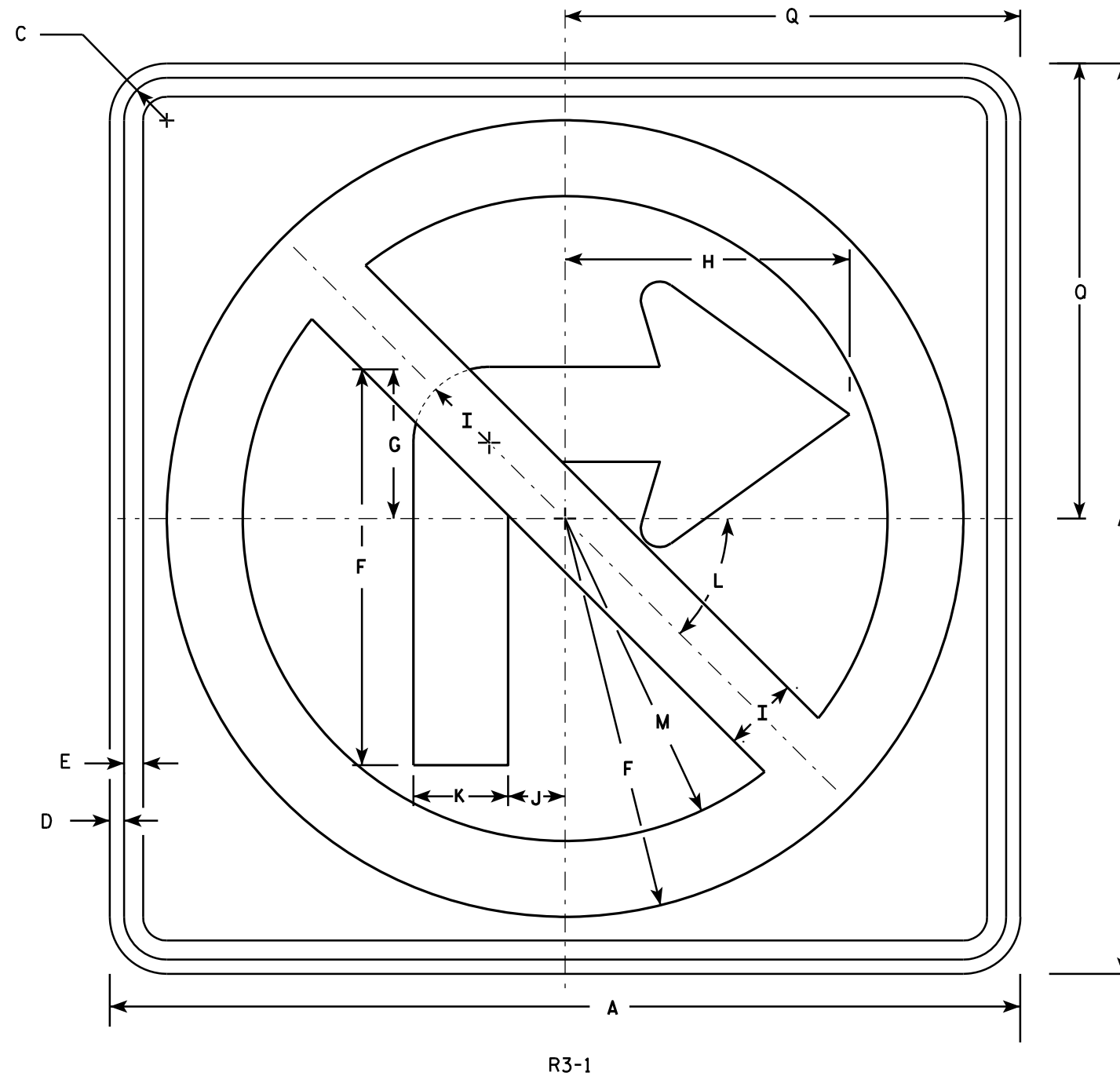
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as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

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

STANDARD SIGN
R2-1

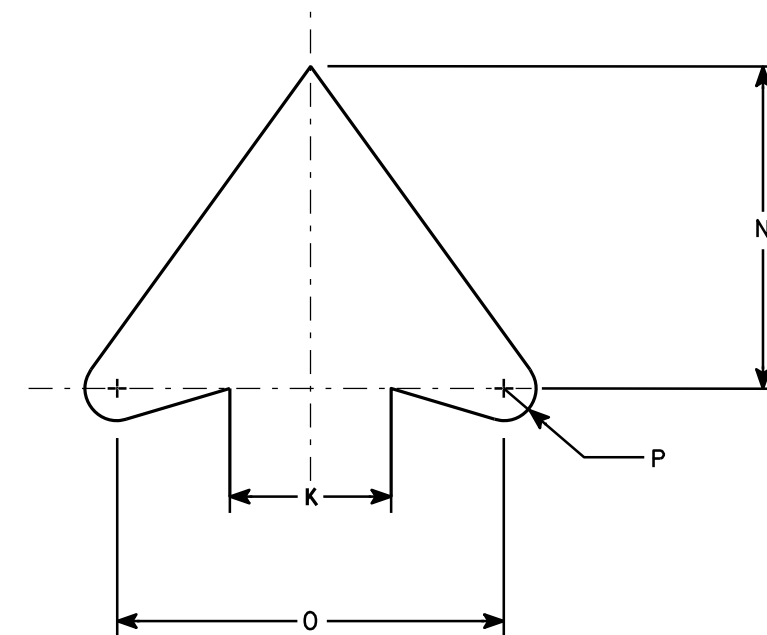
WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
For State Traffic Engineer
DATE 5/26/10 PLATE NO. R2-1.13

PROJECT NO: HWY: COUNTY: SHEET NO: 177 E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - See note 4
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. Border & Arrow are non reflective black, the circle with diagonal bar is reflective red.



ARROW DETAIL

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

STANDARD SIGN

R3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

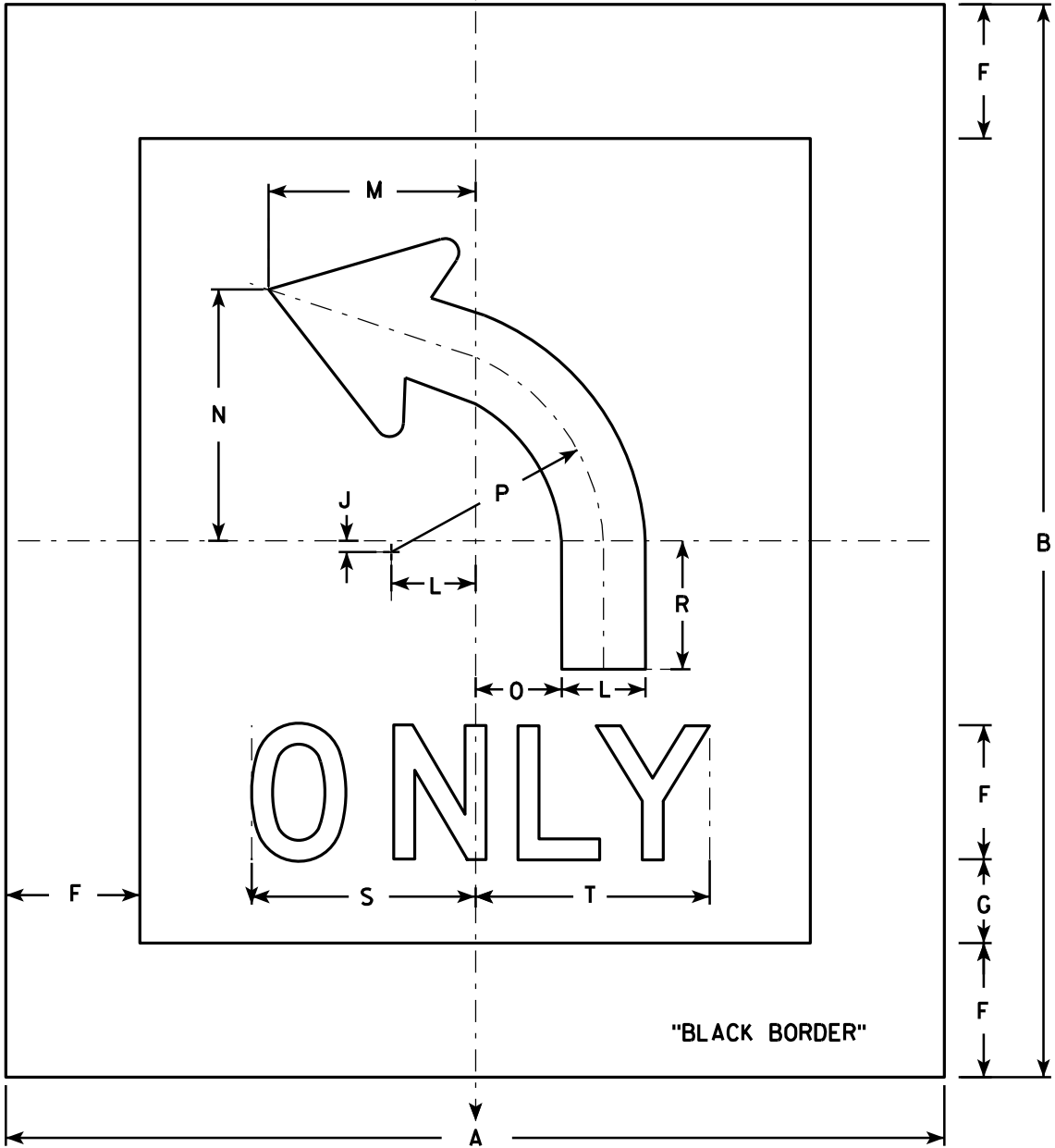
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 178

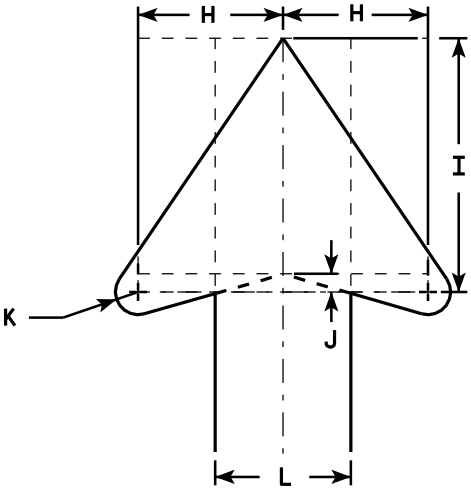
E



R3-5L

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. When base material is metal, the corners shall be rounded.
5. R3-5R is the same as R3-5L except curved portion of arrow points right.
6. The 6" border is non-reflective black.



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	42	48				6	3 ¾	4	7	½	⅝	3 ¾	9 ¼	11 ¼	3 ⅞	9 ½		5 ¾	10	10 ½							1.26
2M	42	48				6	3 ¾	4	7	½	⅝	3 ¾	9 ¼	11 ¼	3 ⅞	9 ½		5 ¾	10	10 ½							1.26
3																											
4																											
5																											

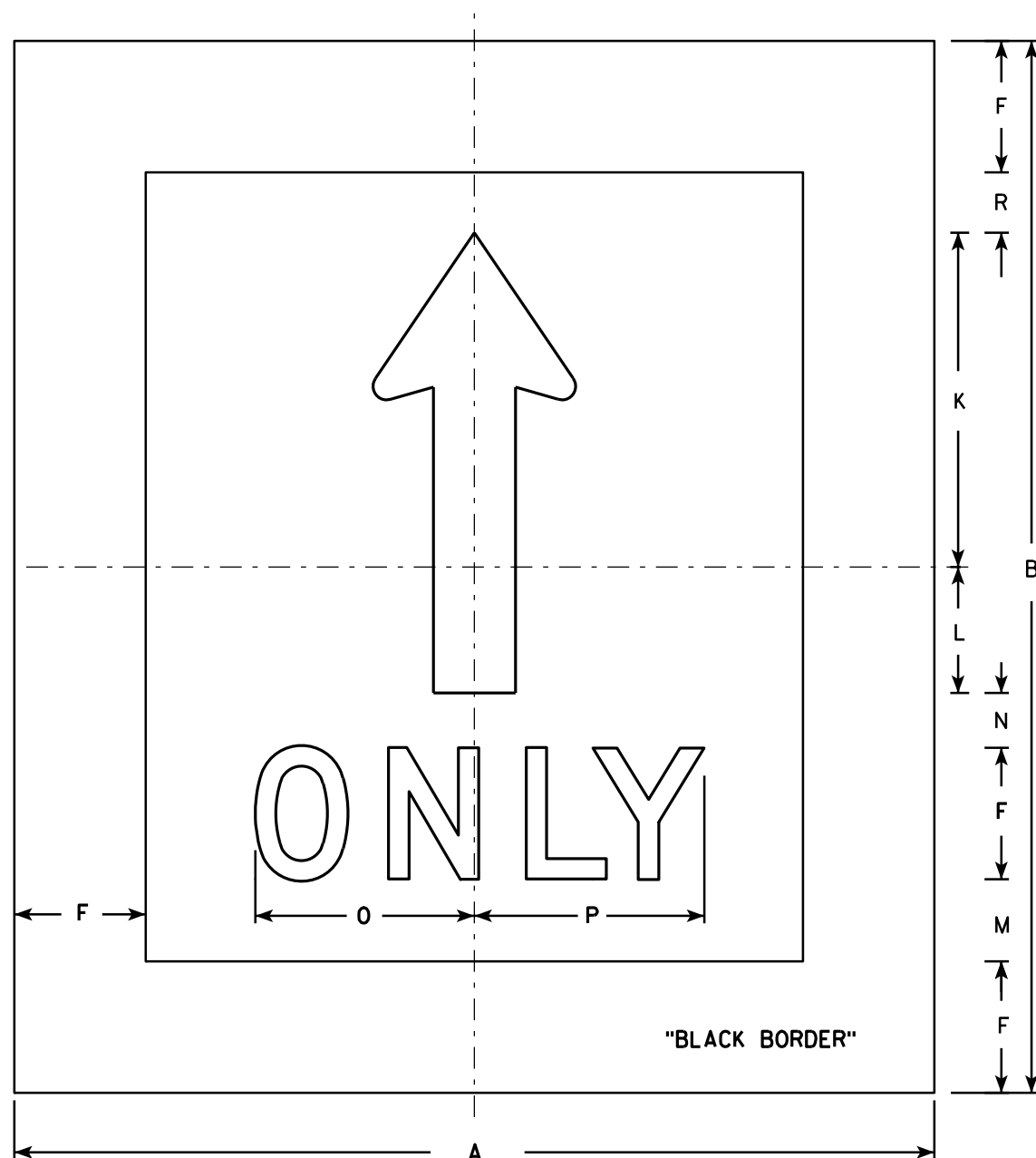
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 179	E
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STANDARD SIGN
R3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

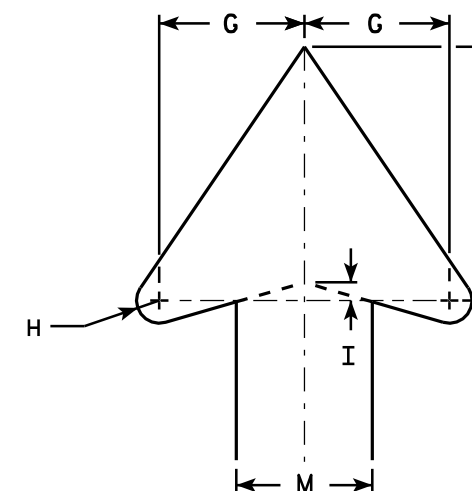
DATE 2/24/11 PLATE NO. R3-5.6



R3-5A

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. When base material is metal, the corners shall be rounded.
5. The 6" border is non-reflective black.



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	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
2M	42	48				6	4	5/8	1/2	7	15 1/4	5 3/4	3 3/4	2 1/2	10	10 1/2		2 3/4									1.26
3																											
4																											
5																											

STANDARD SIGN R3-5A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/24/11 PLATE NO. R3-5A.5

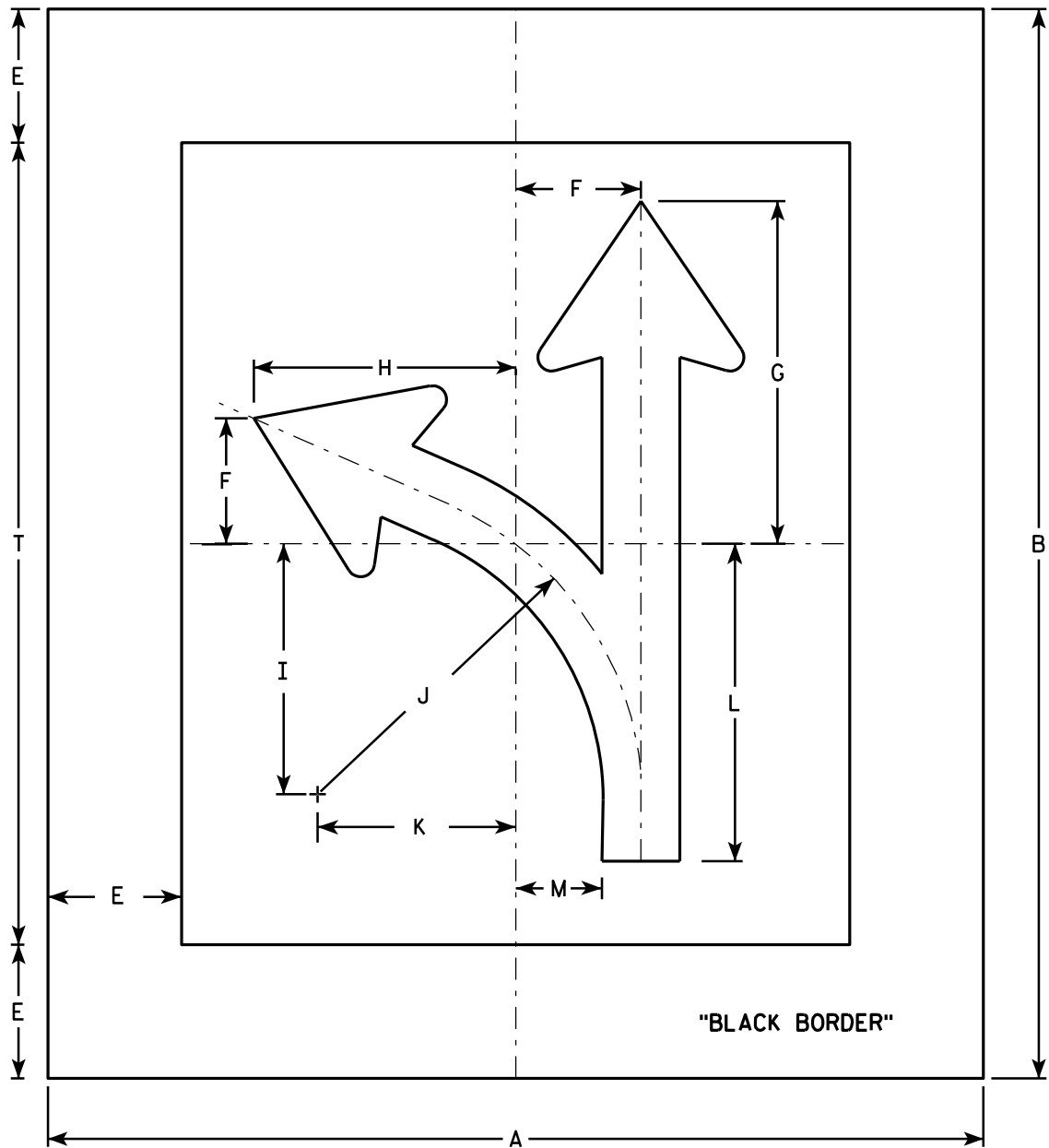
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 180

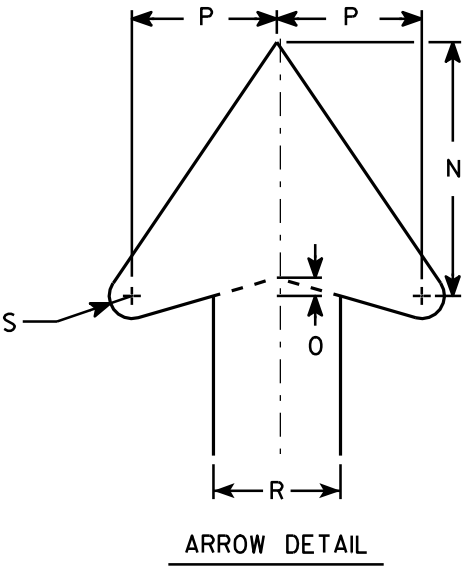
E



R3-6L

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. Corners may be square or rounded when base material is plywood. When base material is metal, the corners shall be rounded.
- 4. R3-6R is the same as R3-6L except curved portion of arrow points right.
- 5. The 6" border is non-reflective 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																											
2S	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
2M	42	48			6	5 5/8	15 3/8	11 3/4	11 1/4	14 1/2	8 7/8	14 1/4	3 7/8	7	1/2	4		3 1/2	5/8	36							14.0
3																											
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

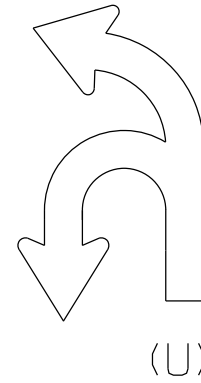
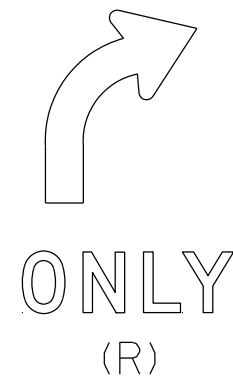
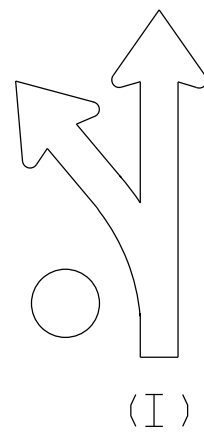
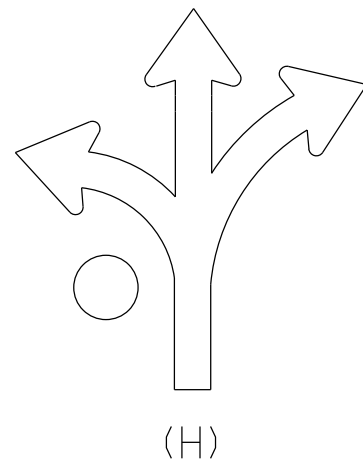
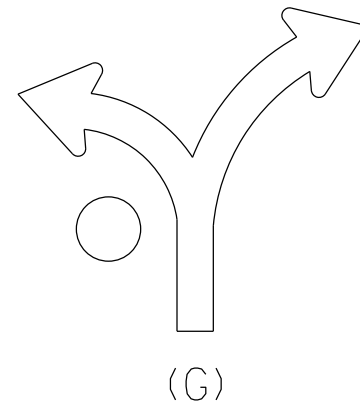
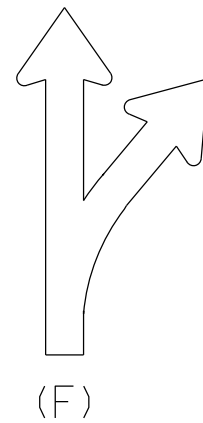
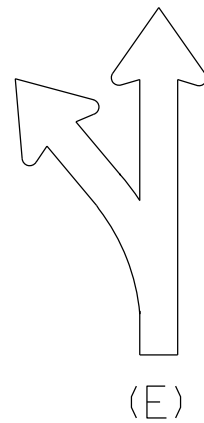
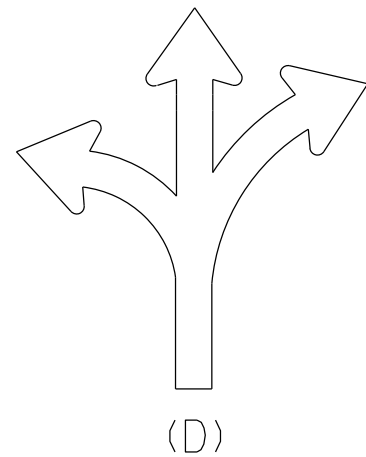
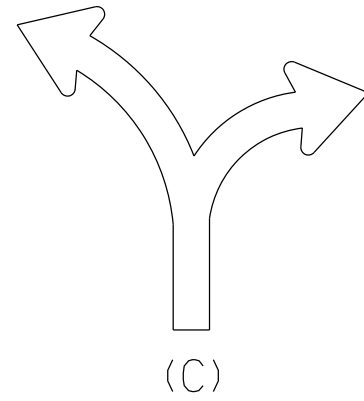
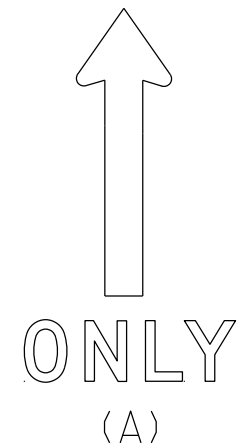
SHEET NO: 181

STANDARD SIGN
R3-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 3/17/2011 PLATE NO. R3-6.5



NOTES

1. Sigs are Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Use appropriate Letter for Sign Code
Each letter added makes sign wider. Example R3-8EAR
5. Square footage of sign varies by letters

1 Letter = 3.75 sq ft for Size 2

6.0 sq ft for Size 3

10.0 sq ft for Size 4 or 5

2 Letters = 7.5 sq ft for Size 2

12.0 sq ft for Size 3

20.0 sq ft for Size 4 or 5

3 Letters = 11.25 sq ft for Size 2

18.0 sq ft for Size 3

30.0 sq ft for Size 4 or 5

4 Letters = 15.0 sq ft for Size 2

24.0 sq ft for Size 3

40.0 sq ft for Size 4 or 5

5 Letters = 18.75 sq ft for Size 2

30.0 sq ft for Size 3

50.0 sq ft for Size 4 or 5

6 Letters = 22.5 sq ft for Size 2

36.0 sq ft for Size 3

60.0 sq ft for Size 4 or 5

6. When letters C,D,G,H are used on the Left or Right end of the sign the Sq.Ft. changes.

Add the amounts when these letters are used:

1.25 sq ft for Size 2

1.5 sq ft for Size 3

2.0 sq ft for Size 4 or 5

STANDARD SIGN
R3-8 Series

WISCONSIN DEPT OF TRANSPORTATION

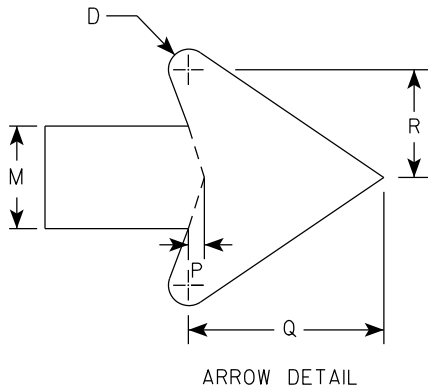
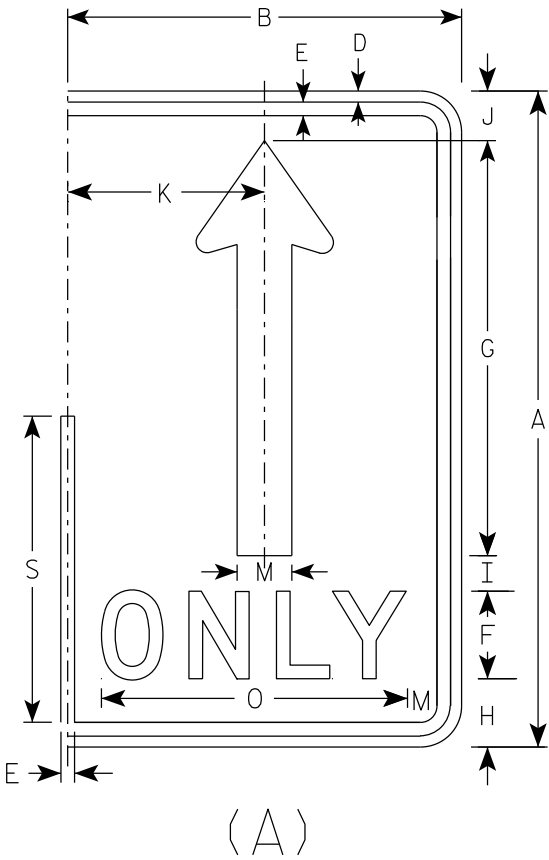
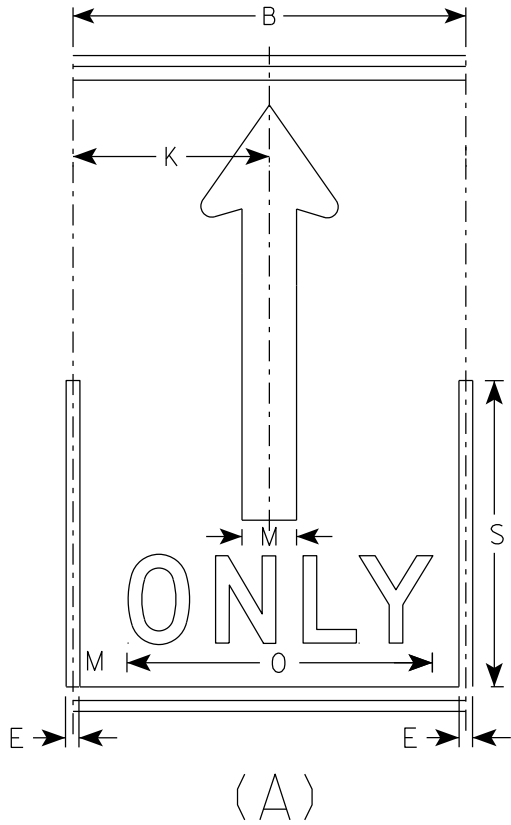
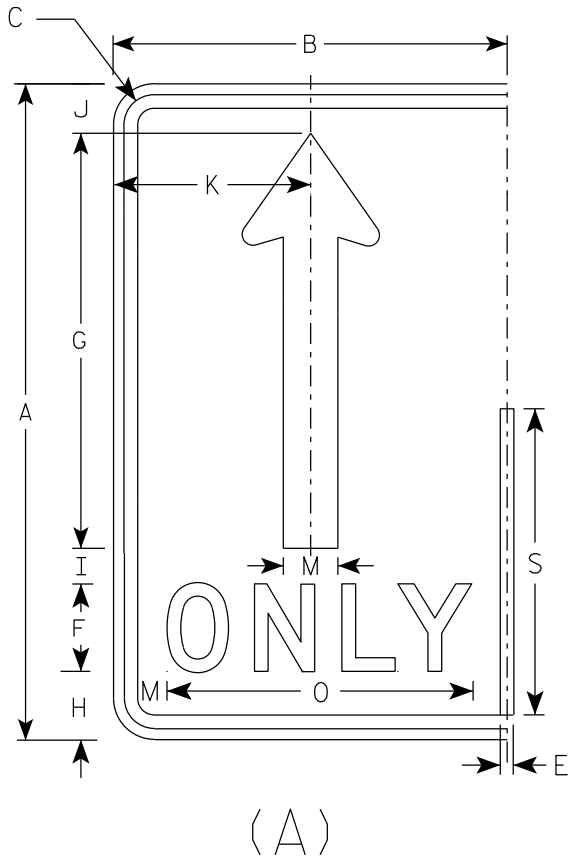
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 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	18	1 3⁄8	1⁄2	5⁄8	4	19	3 1⁄8	1 5⁄8	2 1⁄4	9		2 1⁄2		14	3⁄8	4 3⁄4	2 5⁄8	14								3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	19	3 1⁄8	1 5⁄8	2 1⁄4	9		2 1⁄2		14	3⁄8	4 3⁄4	2 5⁄8	14								3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	22 3⁄4	3 3⁄4	1 3⁄4	2 3⁄4	12		3		17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4								6.0
4	48	30	2 1⁄4	3⁄4	1	6	30 3⁄8	5 1⁄8	2 7⁄8	3 5⁄8	15		4		21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0
5	48	30	2 1⁄4	3⁄4	1	6	30 3⁄8	5 1⁄8	2 7⁄8	3 5⁄8	15		4		21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0

STANDARD SIGN
R3-8 (A) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

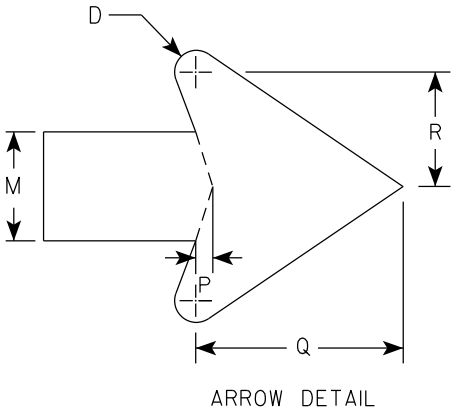
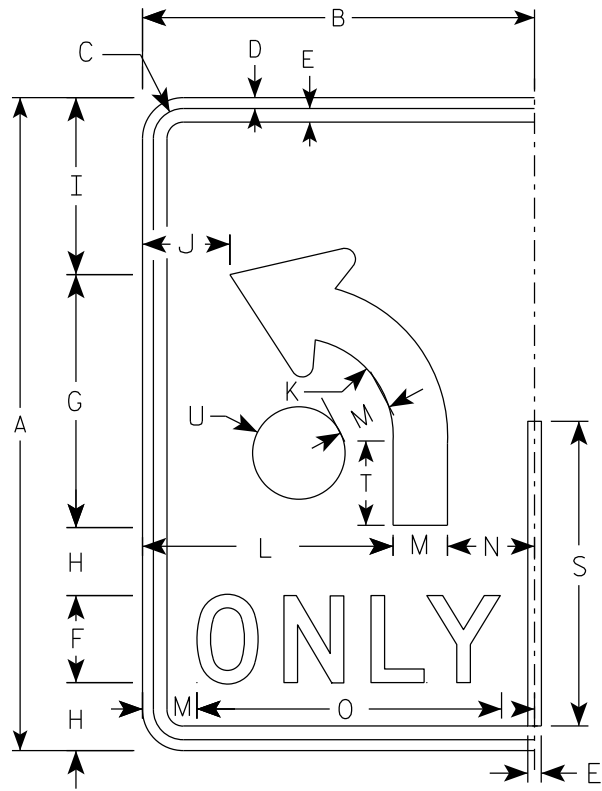
NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black

Message Series - D



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	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8	2 1⁄8						3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8	2 1⁄8						3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	14	3 1⁄2	9 3⁄4	6	5 3⁄8	15	3	6	17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4	4 5⁄8	2 1⁄2						6.0
4	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4	3 3⁄8						10.0
5	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4	3 3⁄8						10.0

STANDARD SIGN

R3-8 (B) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

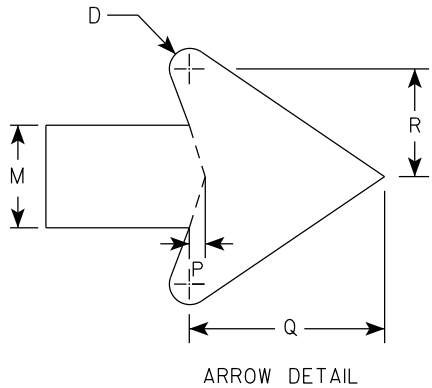
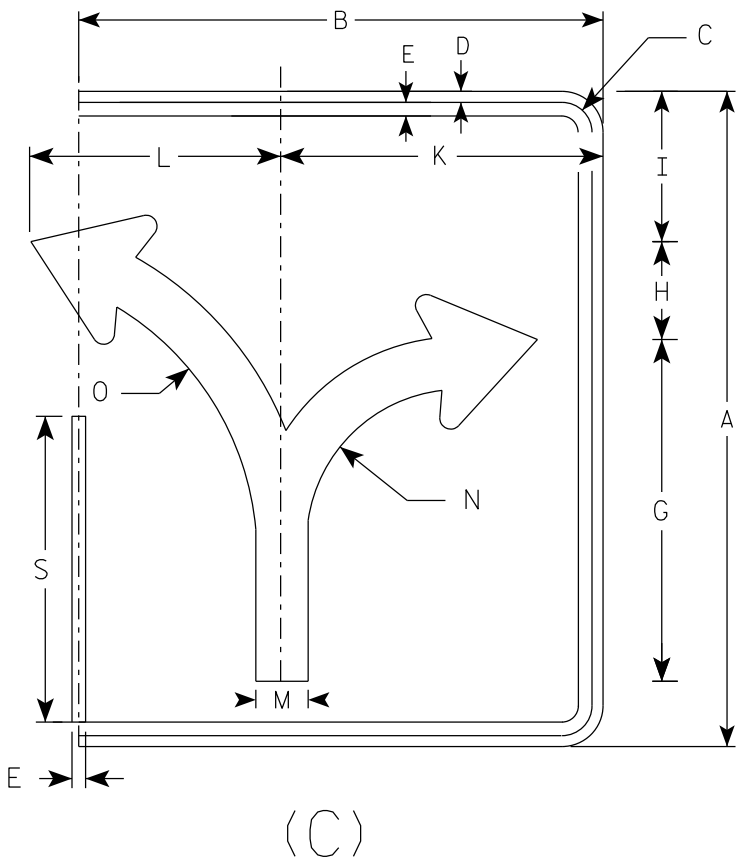
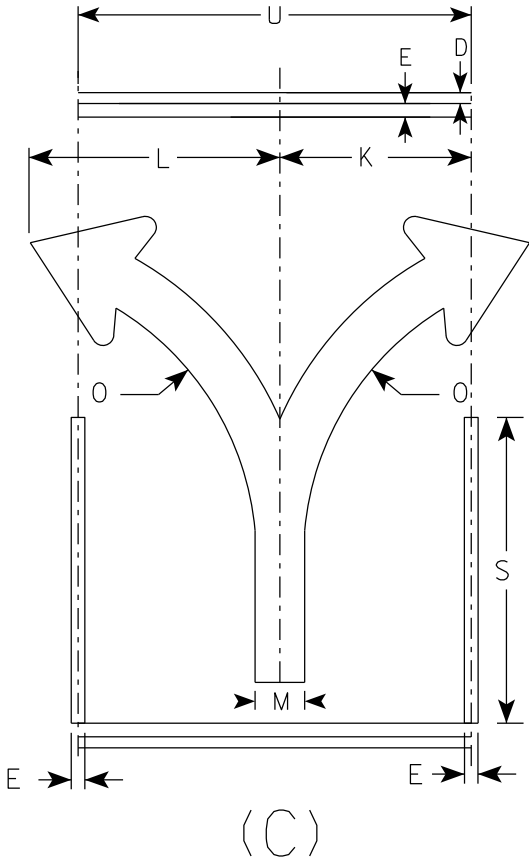
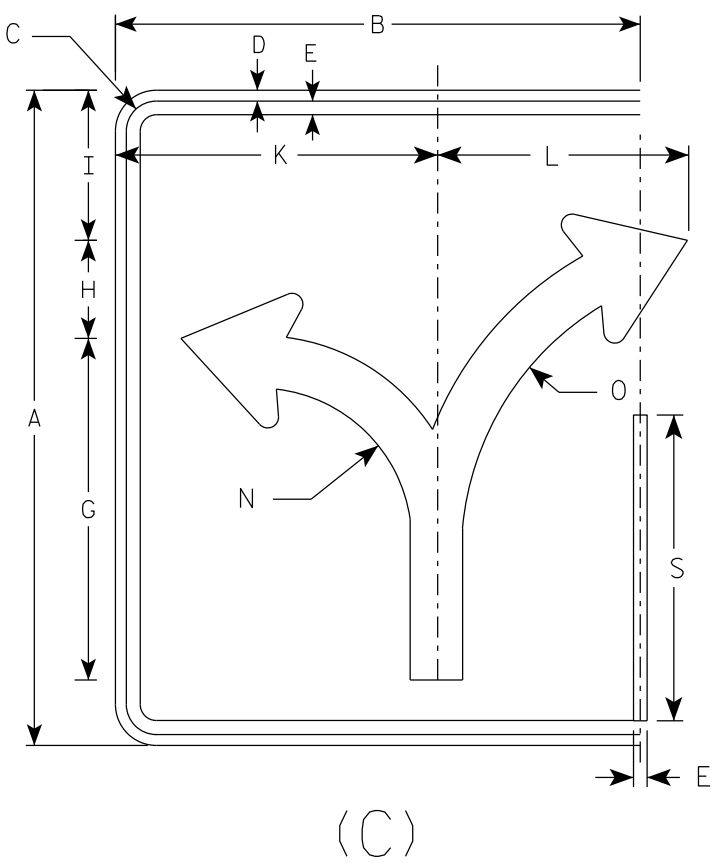
7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



7

																											ENDS	MIDDLE
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.
1																												
2S	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	6 7⁄8		14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		18						5.0	3.75
2M	30	24	1 3⁄8	1⁄2	5⁄8		15 5⁄8	4 1⁄2	6 7⁄8		14 3⁄4	11 1⁄2	2 3⁄8	7	13 1⁄4	3⁄8	4 1⁄2	2 1⁄2	14		18						5.0	3.75
3	36	30	1 3⁄8	1⁄2	5⁄8		18 3⁄4	5 1⁄2	8 1⁄4		17 1⁄4	17 1⁄4	2 7⁄8	8 3⁄8	16	1⁄2	5 1⁄2	3	16 3⁄4		24						7.5	6.0
4	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	11		23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		30						12.0	10.0
5	48	36	2 1⁄4	3⁄4	1		24 7⁄8	7 1⁄4	11		23 1⁄8	18	3 3⁄4	11 1⁄8	21 1⁄4	5⁄8	7 1⁄8	4	22 3⁄8		30						12.0	10.0

PROJECT NO:

HWY:

COUNTY:

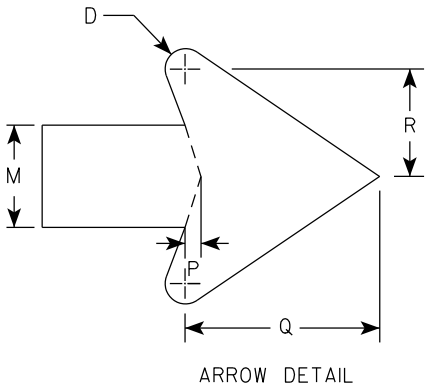
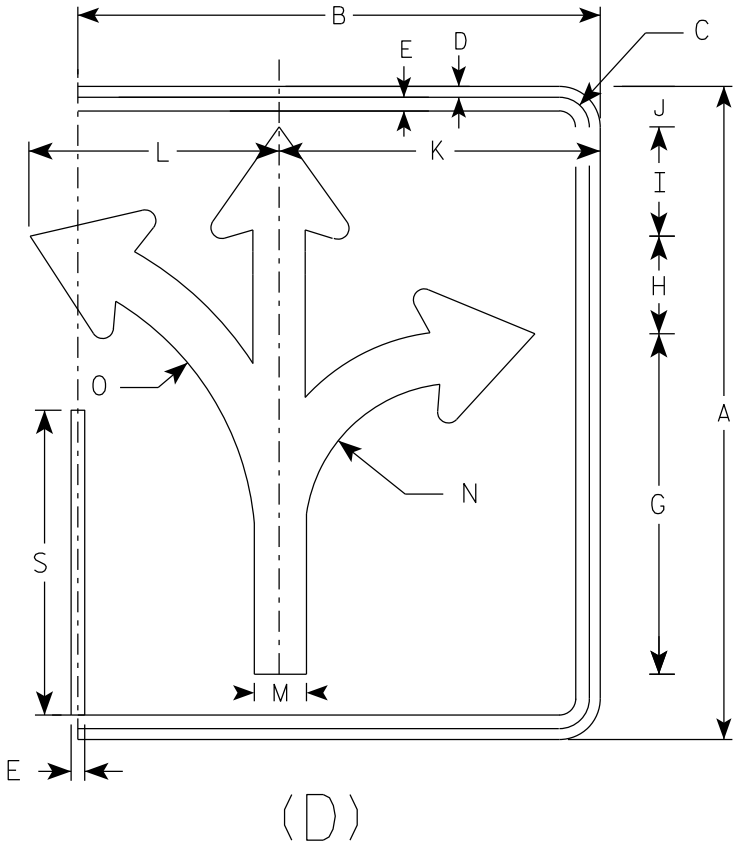
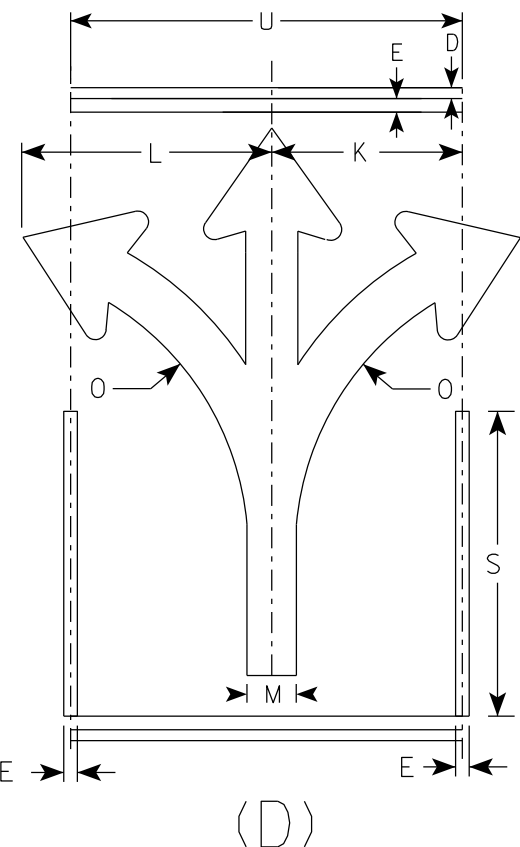
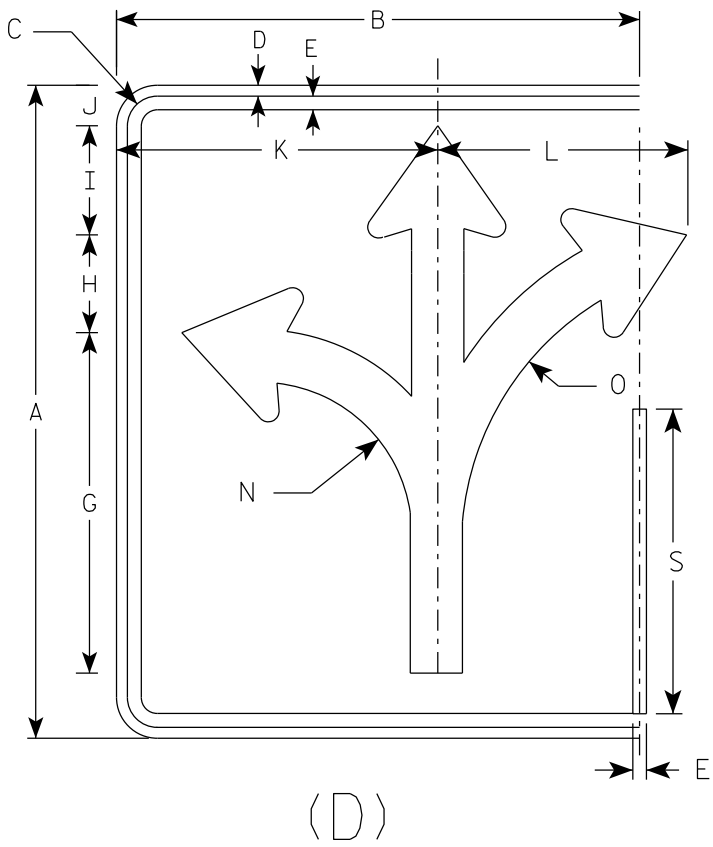
SHEET NO: 185

E

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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	ENDS	MIDDLE
																											Area sq. ft.	Area sq. ft.
1																												
2S	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
2M	30	24	1 3/8	1/2	5/8		15 5/8	4 1/2	5	1 7/8	14 3/4	11 1/2	2 3/8	7	13 1/4	3/8	4 1/2	2 1/2	14		18						5.0	3.75
3	36	30	1 3/8	1/2	5/8		18 3/4	5 1/2	6	2 1/4	17 1/4	17 1/4	2 7/8	8 3/8	16	1/2	5 1/2	3	16 3/4		24						7.5	6.0
4	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0
5	48	36	2 1/4	3/4	1		24 7/8	7 1/4	7 7/8	3 1/8	23 1/8	18	3 3/4	11 1/8	21 1/4	5/8	7 1/8	4	22 3/8		30						12.0	10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 186

E

STANDARD SIGN
R3-8 (D) Arrow

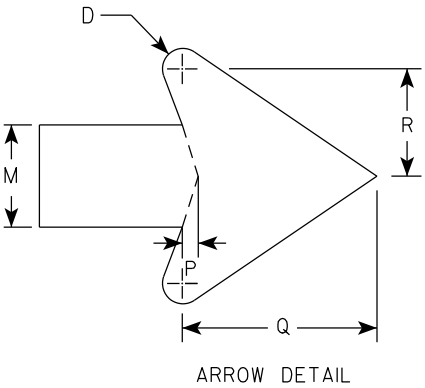
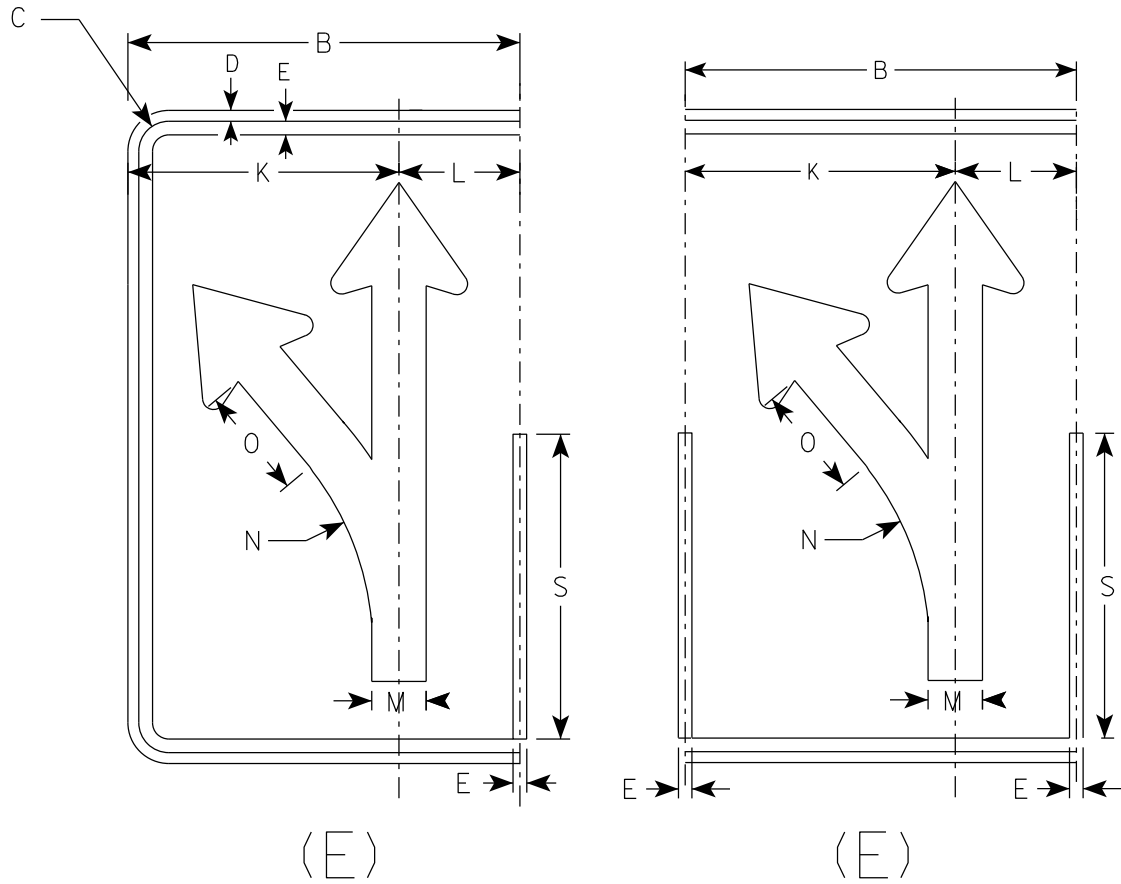
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
3	36	24	1 3⁄8	1⁄2	5⁄8		21 7⁄8	5 5⁄8	4	4 7⁄8	16 1⁄8	7 3⁄4	3	15 7⁄8	6 1⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4								6.0
4	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0
5	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 187

E

STANDARD SIGN
R3-8 (E) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

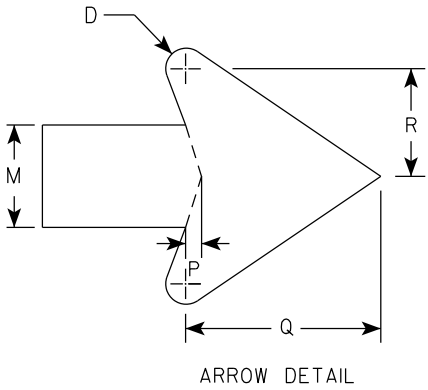
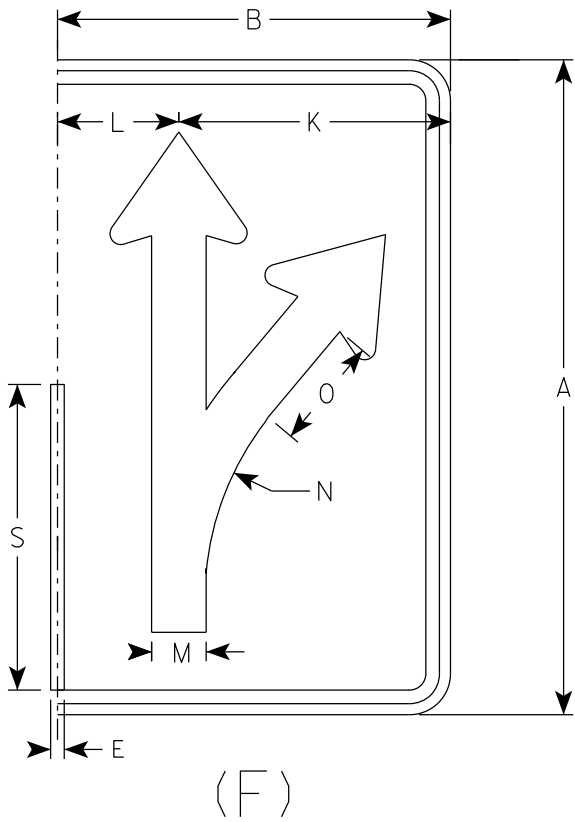
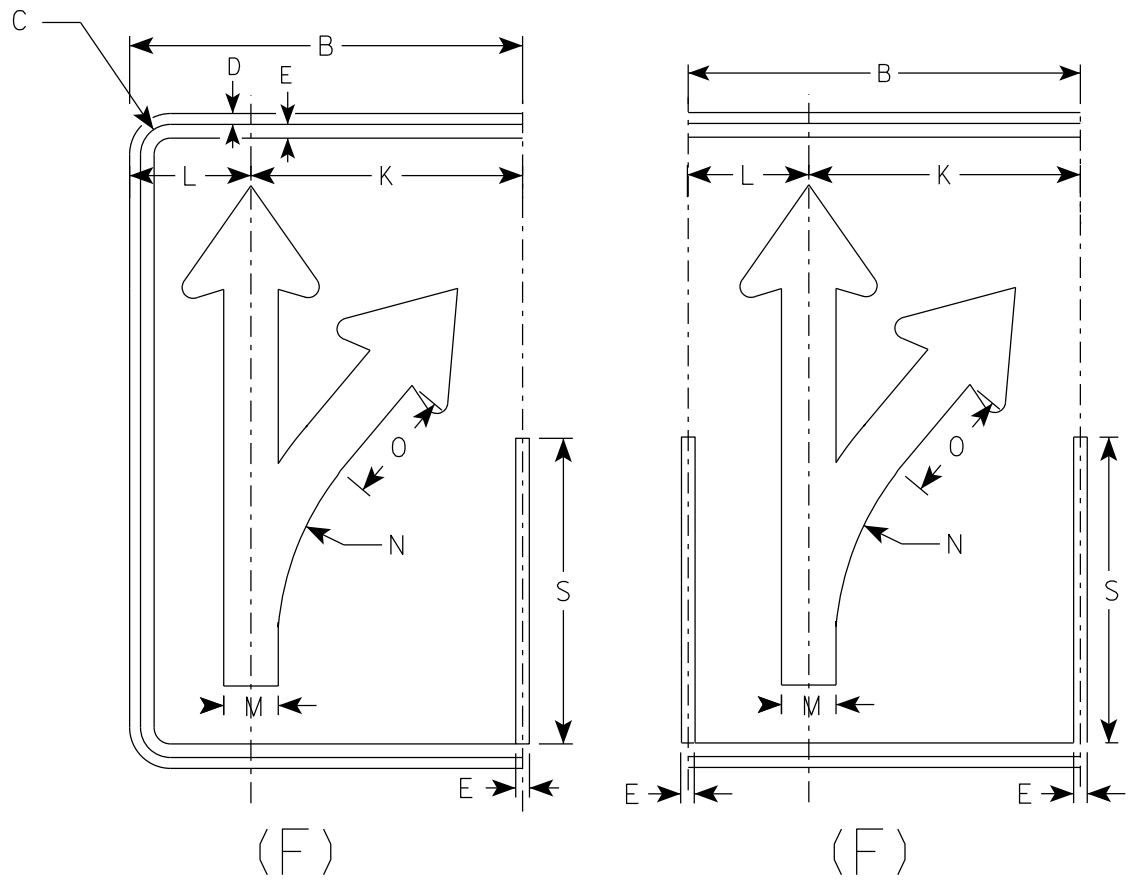
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14								3.75
3	36	24	1 3⁄8	1⁄2	5⁄8		21 7⁄8	5 5⁄8	4	4 7⁄8	16 1⁄8	7 3⁄4	3	15 7⁄8	6 1⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4								6.0
4	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0
5	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8								10.0

PROJECT NO:

HWY:

COUNTY:

DATE 5/21/19

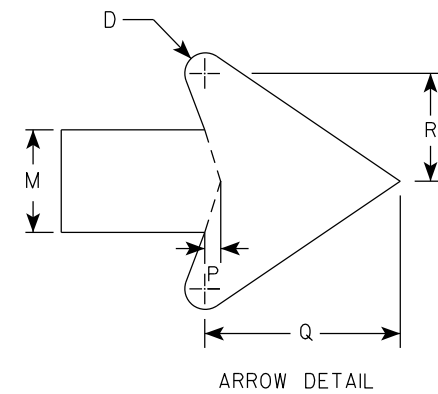
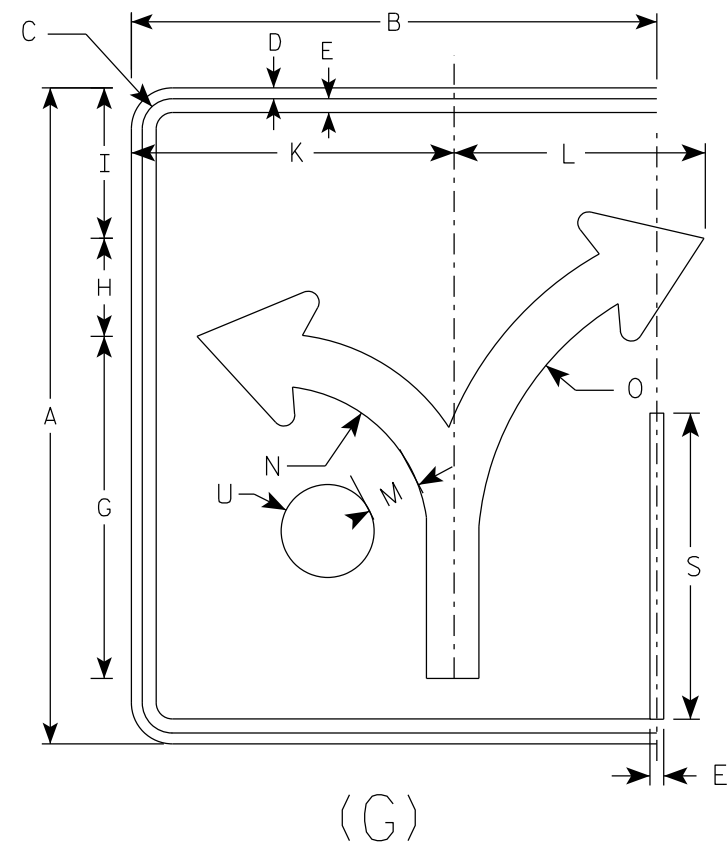
PLATE NO. R3-8.1

SHEET NO: 188

E

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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	24	1 3⁄8	½	5⁄8		15 5⁄8	4 ½	6 7⁄8		14 ¾	11 ½	2 3⁄8	7	13 ¼	3⁄8	4 ½	2 ½	14		2 ⅛						5.0
2M	30	24	1 3⁄8	½	5⁄8		15 5⁄8	4 ½	6 7⁄8		14 ¾	11 ½	2 3⁄8	7	13 ¼	3⁄8	4 ½	2 ½	14		2 ⅛						5.0
3	36	30	1 3⁄8	½	5⁄8		18 ¾	5 ½	8 ¼		17 ¼	17 ¼	2 7⁄8	8 3⁄8	16	½	5 ½	3	16 ¾		2 ½						7.5
4	48	36	2 ¼	¾	1		24 7⁄8	7 ¼	11		23 ⅛	18	3 ¾	11 ⅛	21 ¼	5⁄8	7 ⅛	4	22 3⁄8		3 3⁄8						12.0
5	48	36	2 ¼	¾	1		24 7⁄8	7 ¼	11		23 ⅛	18	3 ¾	11 ⅛	21 ¼	5⁄8	7 ⅛	4	22 3⁄8		3 3⁄8						12.0

STANDARD SIGN

R3-8 (G) Arrow

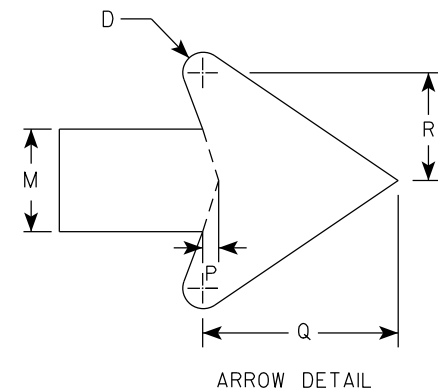
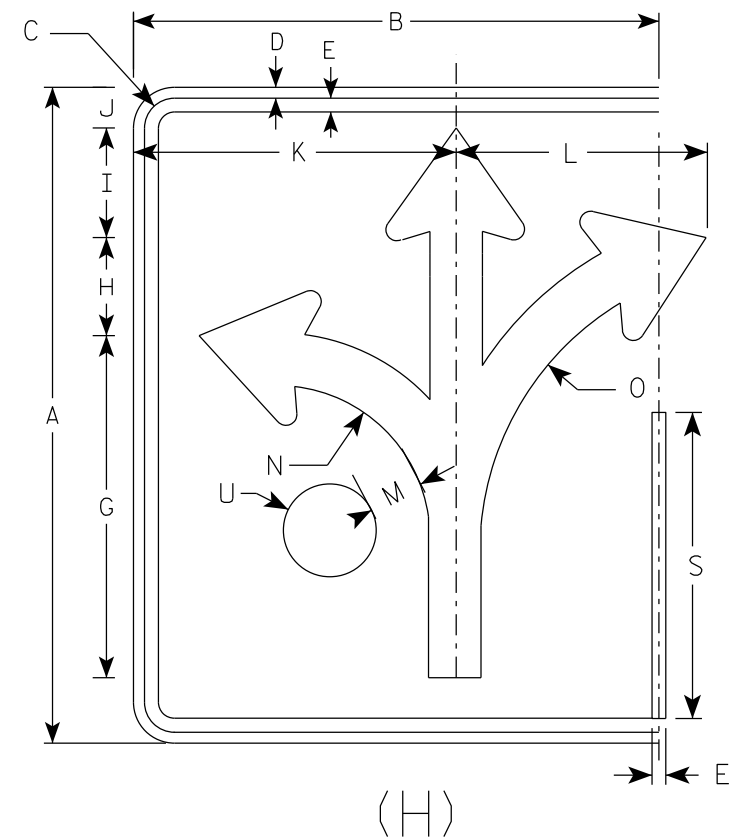
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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	24	1 3⁄8	½	5⁄8		15 5⁄8	4 ½	5	1 7⁄8	14 ¾	11 ½	2 3⁄8	7	13 ¼	3⁄8	4 ½	2 ½	14		2 ⅛						5.0
2M	30	24	1 3⁄8	½	5⁄8		15 5⁄8	4 ½	5	1 7⁄8	14 ¾	11 ½	2 3⁄8	7	13 ¼	3⁄8	4 ½	2 ½	14		2 ⅛						5.0
3	36	30	1 3⁄8	½	5⁄8		18 ¾	5 ½	6	3 ⅛	17 ¼	17 ¼	2 7⁄8	8 3⁄8	16	½	5 ½	3	16 ¾		2 ½						7.5
4	48	36	2 ¼	¾	1		24 7⁄8	7 ¼	7 7⁄8	3 ⅛	23 ⅛	18	3 ¾	11 ⅛	21 ¼	5⁄8	7 ⅛	4	22 3⁄8		3 3⁄8						12.0
5	48	36	2 ¼	¾	1		24 7⁄8	7 ¼	7 7⁄8	3 ⅛	23 ⅛	18	3 ¾	11 ⅛	21 ¼	5⁄8	7 ⅛	4	22 3⁄8		3 3⁄8						12.0

PROJECT NO:		HWY:		COUNTY:		SHEET NO: 190		E
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STANDARD SIGN
R3-8 (H) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

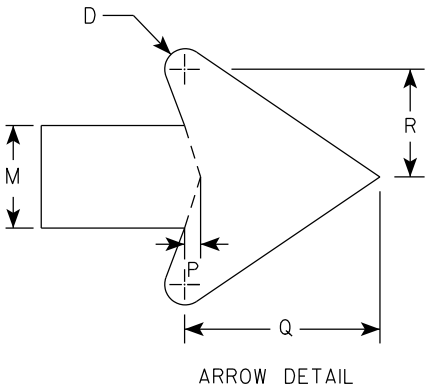
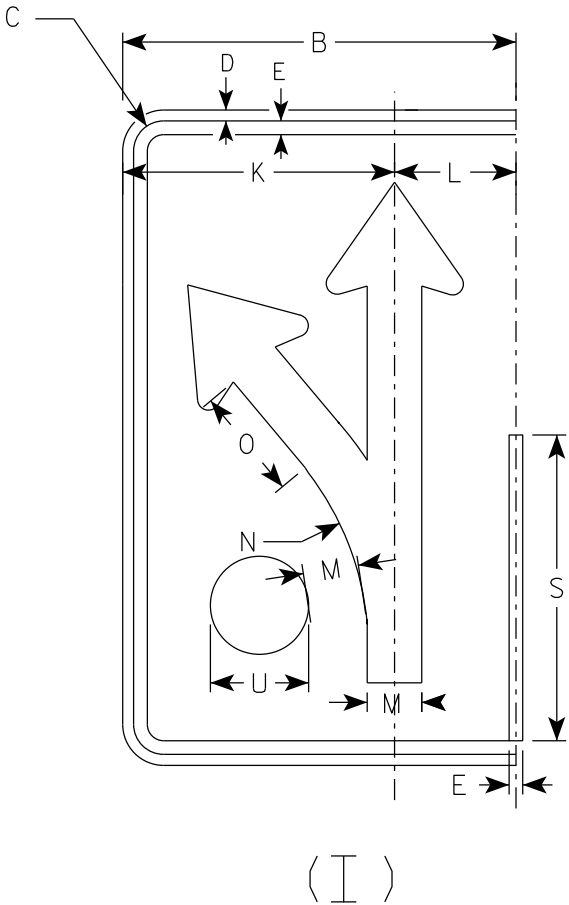
DATE 5/21/19 PLATE NO. R3-8.1

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - None



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	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14		2 1⁄8						3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8		18 1⁄4	4 3⁄4	3 1⁄4	3	12 1⁄2	5 1⁄2	2 1⁄2	13 1⁄4	5 1⁄8	3⁄8	4 3⁄4	2 5⁄8	14		2 1⁄8						3.75
3	36	24	1 3⁄8	1⁄2	5⁄8		21 7⁄8	5 5⁄8	4	4 7⁄8	16 1⁄8	7 3⁄4	3	15 7⁄8	6 1⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4		2 1⁄2						6.0
4	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8		3 3⁄8						10.0
5	48	30	2 1⁄4	3⁄4	1		29 1⁄8	7 1⁄2	5 1⁄4	5 3⁄8	20 1⁄2	9 1⁄2	4	21 1⁄4	8 1⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8		3 3⁄8						10.0

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 191

E

STANDARD SIGN

R3-8 (I) Arrow

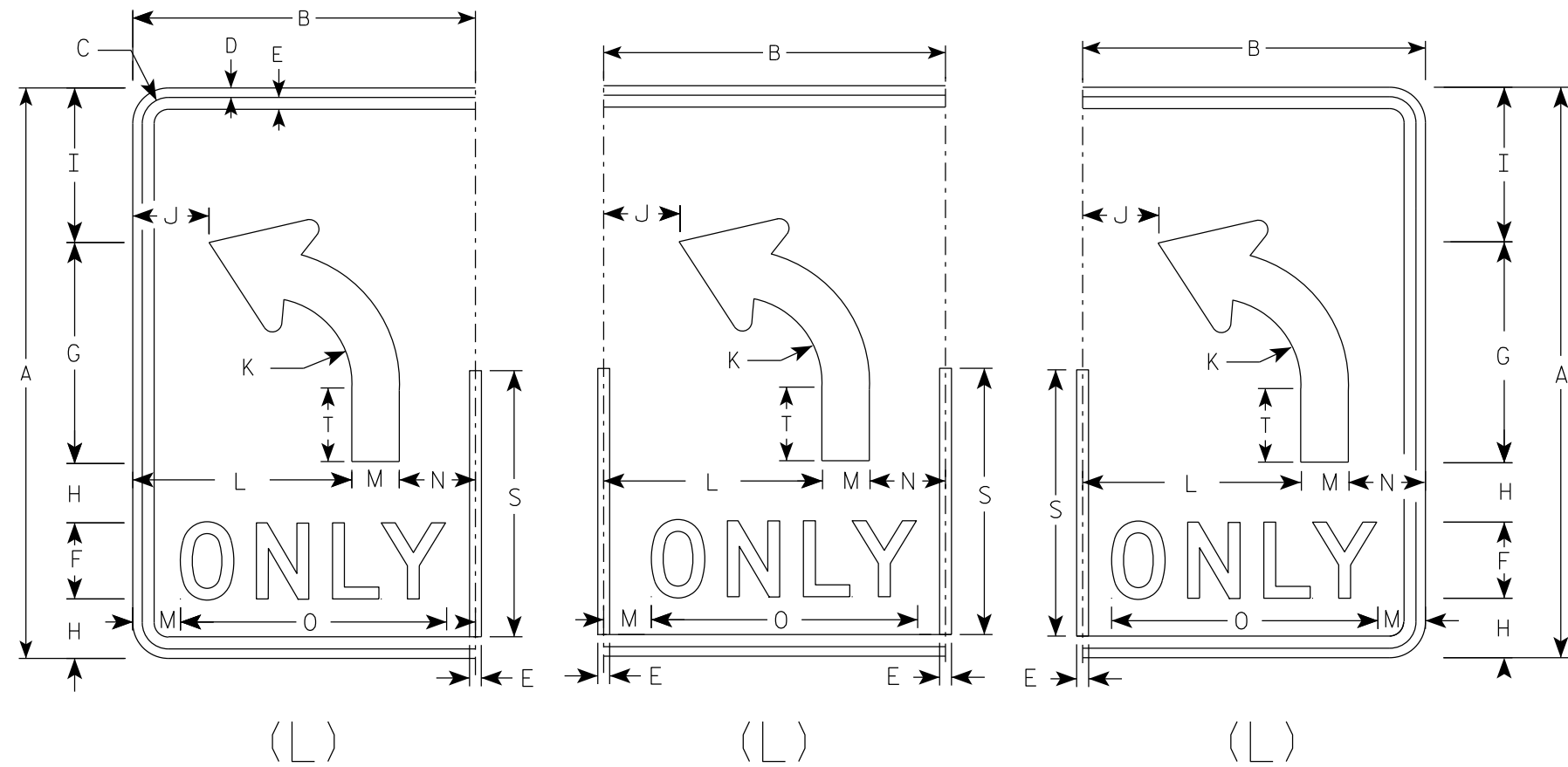
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

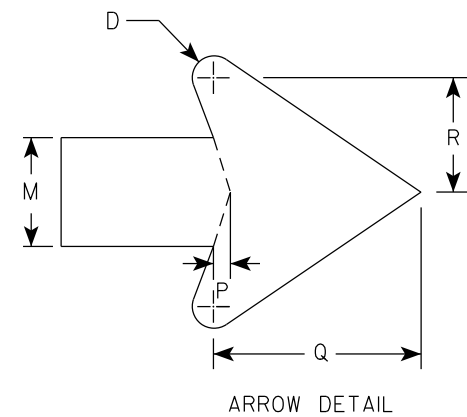
DATE 5/21/19 PLATE NO. R3-8.1

7



NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
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	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	14	3 1⁄2	9 3⁄4		5 3⁄8	15	3	6	17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4	4 5⁄8							6.0
4	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0
5	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0

PROJECT NO:																											SHEET NO: 192	E
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STANDARD SIGN
R3-8 (L) Arrow

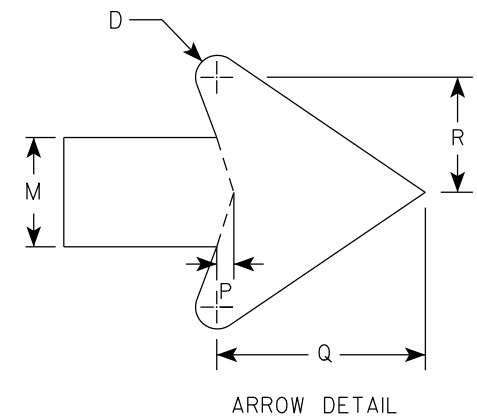
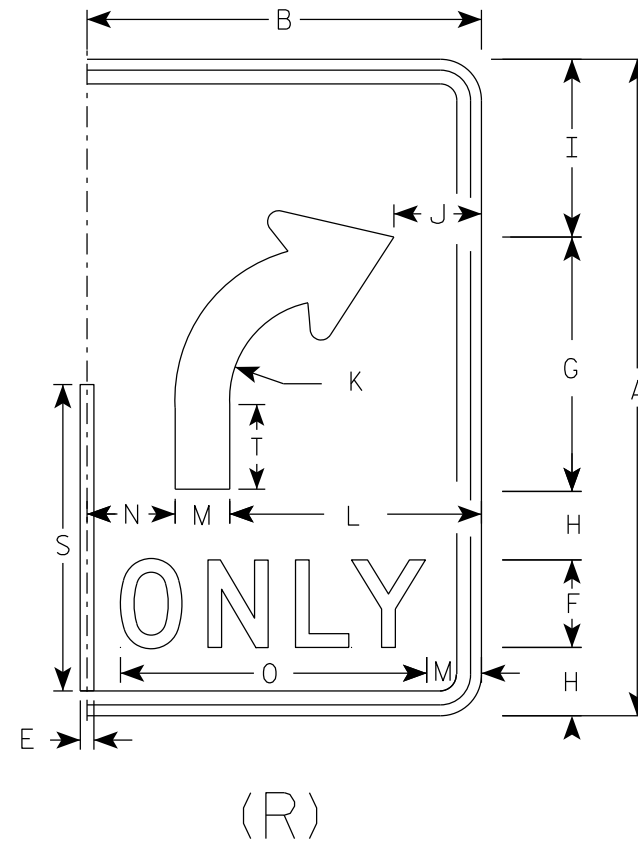
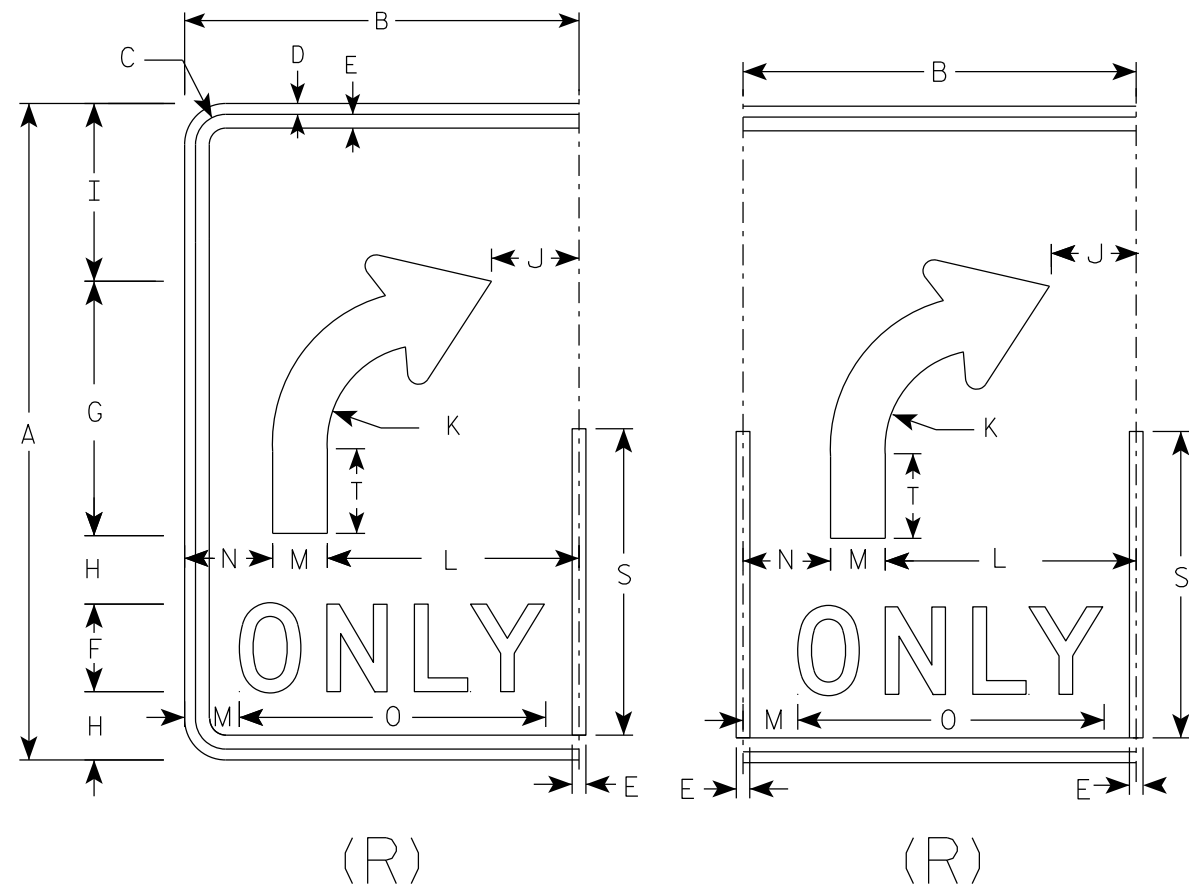
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/21/19 PLATE NO. R3-8.1

NOTES

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



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	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
2M	30	18	1 3⁄8	1⁄2	5⁄8	4	11 5⁄8	3 1⁄8	8 1⁄8	4	4 1⁄2	11 1⁄2	2 1⁄2	4	14	3⁄8	4 3⁄4	2 5⁄8	14	3 7⁄8							3.75
3	36	24	1 3⁄8	1⁄2	5⁄8	5	14	3 1⁄2	9 3⁄4	6	5 3⁄8	15	3	6	17 5⁄8	1⁄2	5 3⁄4	3 1⁄8	16 3⁄4	4 5⁄8							6.0
4	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0
5	48	30	2 1⁄4	3⁄4	1	6	18 5⁄8	5 1⁄8	13 1⁄8	6 1⁄8	7 1⁄4	18	4	8	21 3⁄4	5⁄8	7 5⁄8	4 1⁄4	22 3⁄8	6 1⁄4							10.0

STANDARD SIGN

R3-8 (R) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

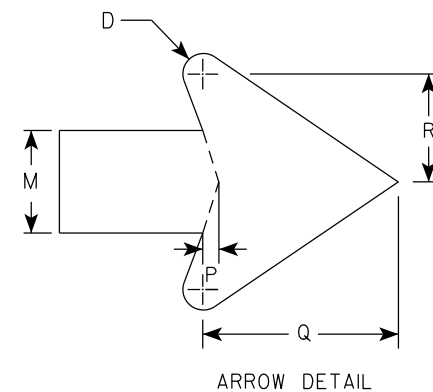
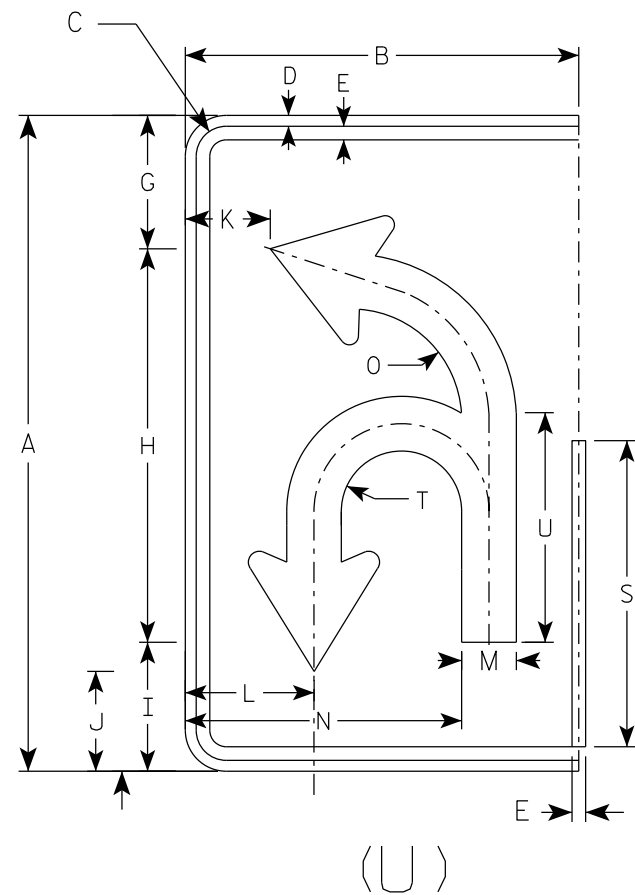
for State Traffic Engineer

DATE 5/21/19

PLATE NO. R3-8.1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - None



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	18	1 3⁄8	½	5⁄8		6 1⁄8	18	5 7⁄8	4 5⁄8	3 7⁄8	5 7⁄8	2 ½	12 5⁄8	5 1⁄8	3⁄8	4 ¾	2 5⁄8	14	2 ¾	10 ½						3.75
2M	30	18	1 3⁄8	½	5⁄8		6 1⁄8	18	5 7⁄8	4 5⁄8	3 7⁄8	5 7⁄8	2 ½	12 5⁄8	5 1⁄8	3⁄8	4 ¾	2 5⁄8	14	2 ¾	10 ½						3.75
3	36	24	1 3⁄8	½	5⁄8		21 7⁄8	21 5⁄8	7 1⁄8	5 ½	5 7⁄8	8 ¼	3	16 3⁄8	6 1⁄8	½	5 ¾	3 1⁄8	16 ¾	3 ¼	12 5⁄8						6.0
4	48	30	2 ¼	¾	1		29 1⁄8	28 ¾	9 3⁄8	7 ¼	6 7⁄8	10	4	20 7⁄8	8 1⁄8	5⁄8	7 5⁄8	4 ¼	22 3⁄8	4 3⁄8	16 ¾						10.0
5	48	30	2 ¼	¾	1		29 1⁄8	28 ¾	9 3⁄8	7 ¼	6 7⁄8	10	4	20 7⁄8	8 1⁄8	5⁄8	7 5⁄8	4 ¼	22 3⁄8	4 3⁄8	16 ¾						10.0

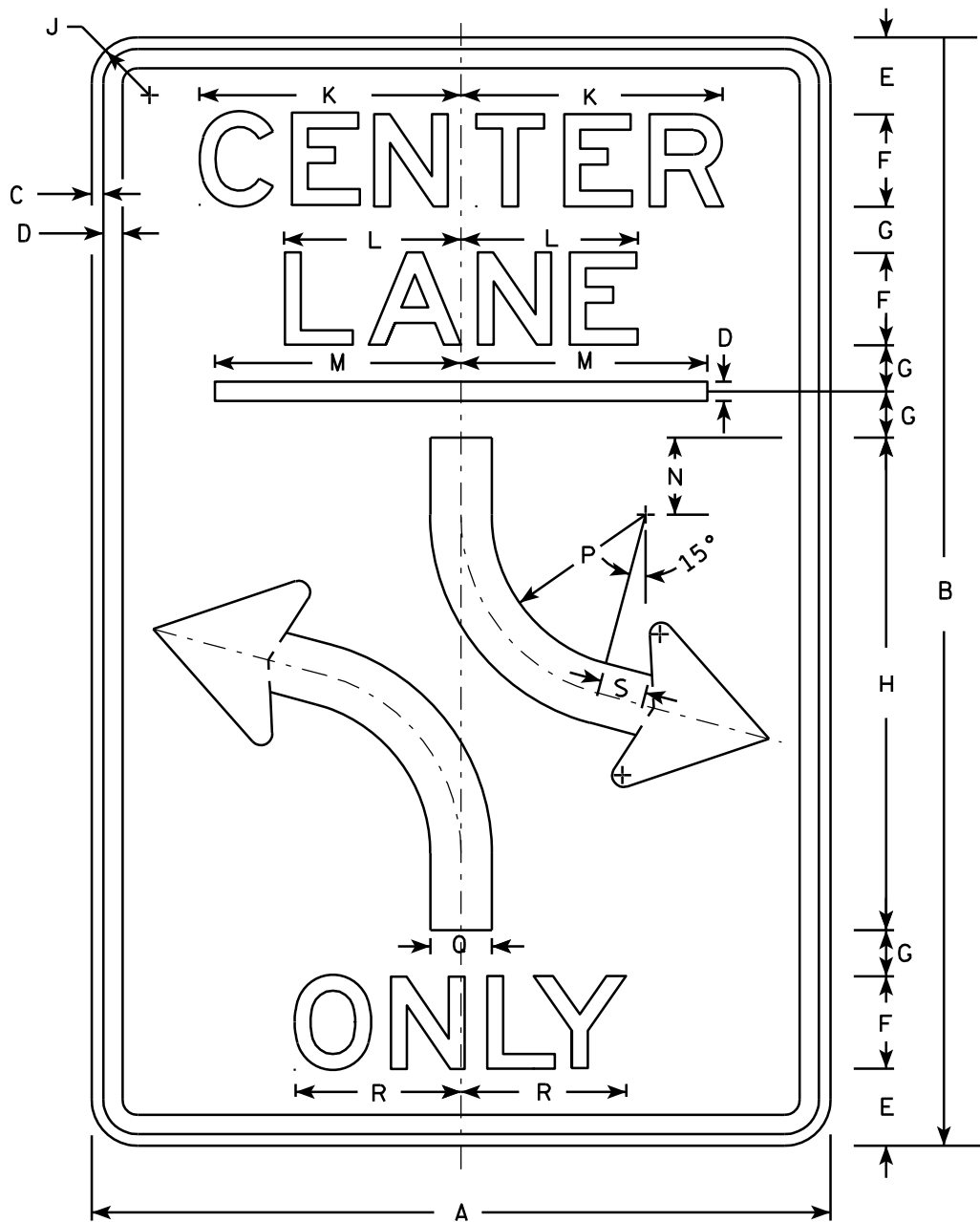
STANDARD SIGN

R3-8 (U) Arrow

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

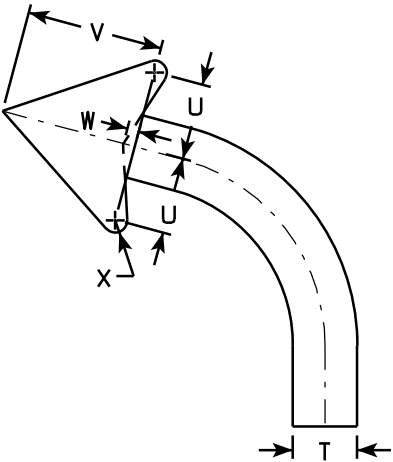
DATE 5/21/19 PLATE NO. R3-8.1



R3-9B

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	$\frac{3}{8}$	$\frac{1}{2}$	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	16		1 $\frac{1}{2}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	8	2 $\frac{1}{2}$		6	2	5 $\frac{1}{8}$	1 $\frac{1}{2}$		2 $\frac{3}{8}$	4 $\frac{3}{8}$	$\frac{3}{8}$				6.0
2M	24	36	$\frac{3}{8}$	$\frac{1}{2}$	2 $\frac{1}{2}$	3	1 $\frac{1}{2}$	16		1 $\frac{1}{2}$	8 $\frac{1}{2}$	5 $\frac{3}{4}$	8	2 $\frac{1}{2}$		6	2	5 $\frac{1}{8}$	1 $\frac{1}{2}$		2 $\frac{3}{8}$	4 $\frac{3}{8}$	$\frac{3}{8}$				6.0
3	36	48	$\frac{5}{8}$	$\frac{7}{8}$	3 $\frac{1}{2}$	5	1 $\frac{1}{2}$	20		2 $\frac{1}{4}$	14 $\frac{1}{8}$	9 $\frac{1}{2}$	12	3		4	3	9 $\frac{7}{8}$	2		3 $\frac{1}{2}$	6 $\frac{1}{8}$	$\frac{1}{2}$				12.0
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 195

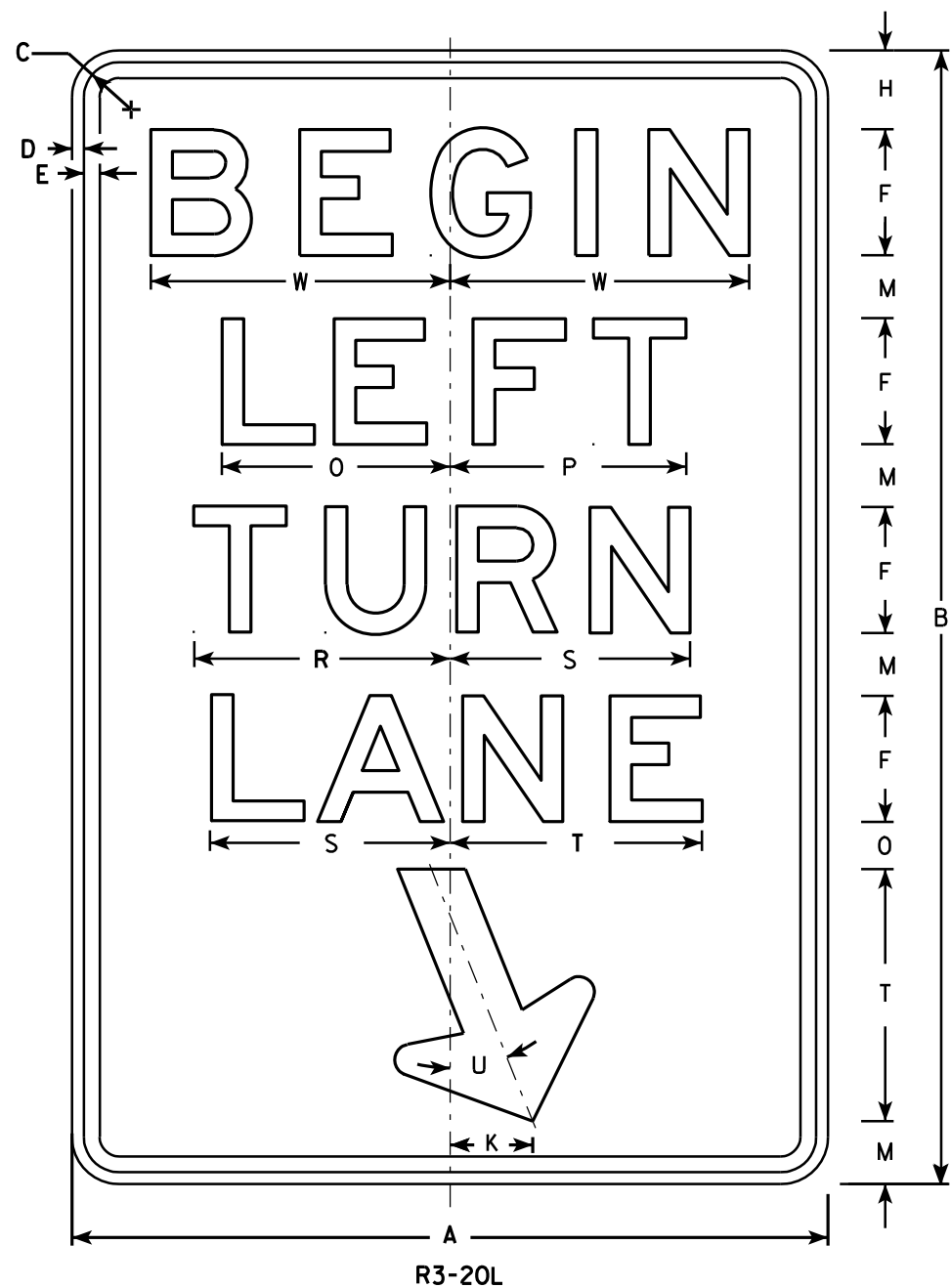
E

STANDARD SIGN
R3-9B

WISCONSIN DEPT OF TRANSPORTATION

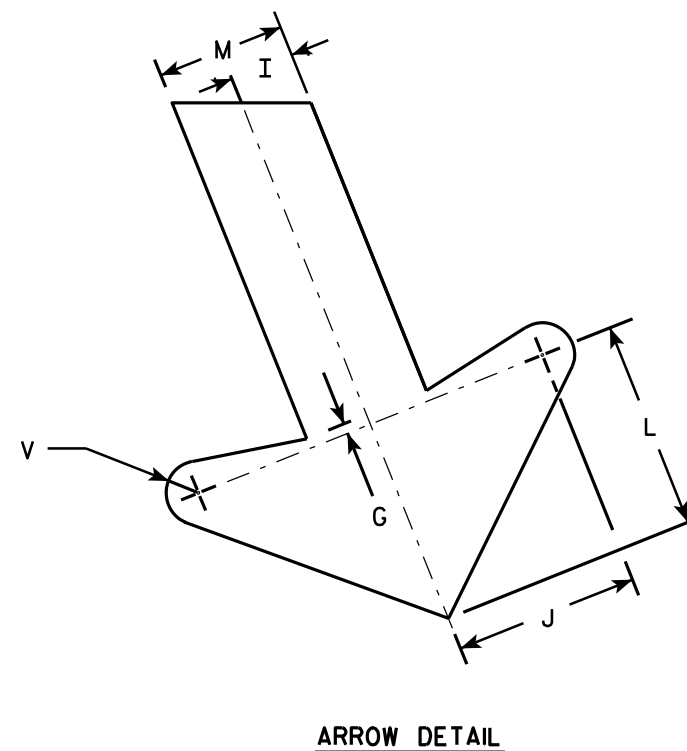
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/24/2011 PLATE NO. R3-9B.5



NOTES

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



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

STANDARD SIGN
R3-20L

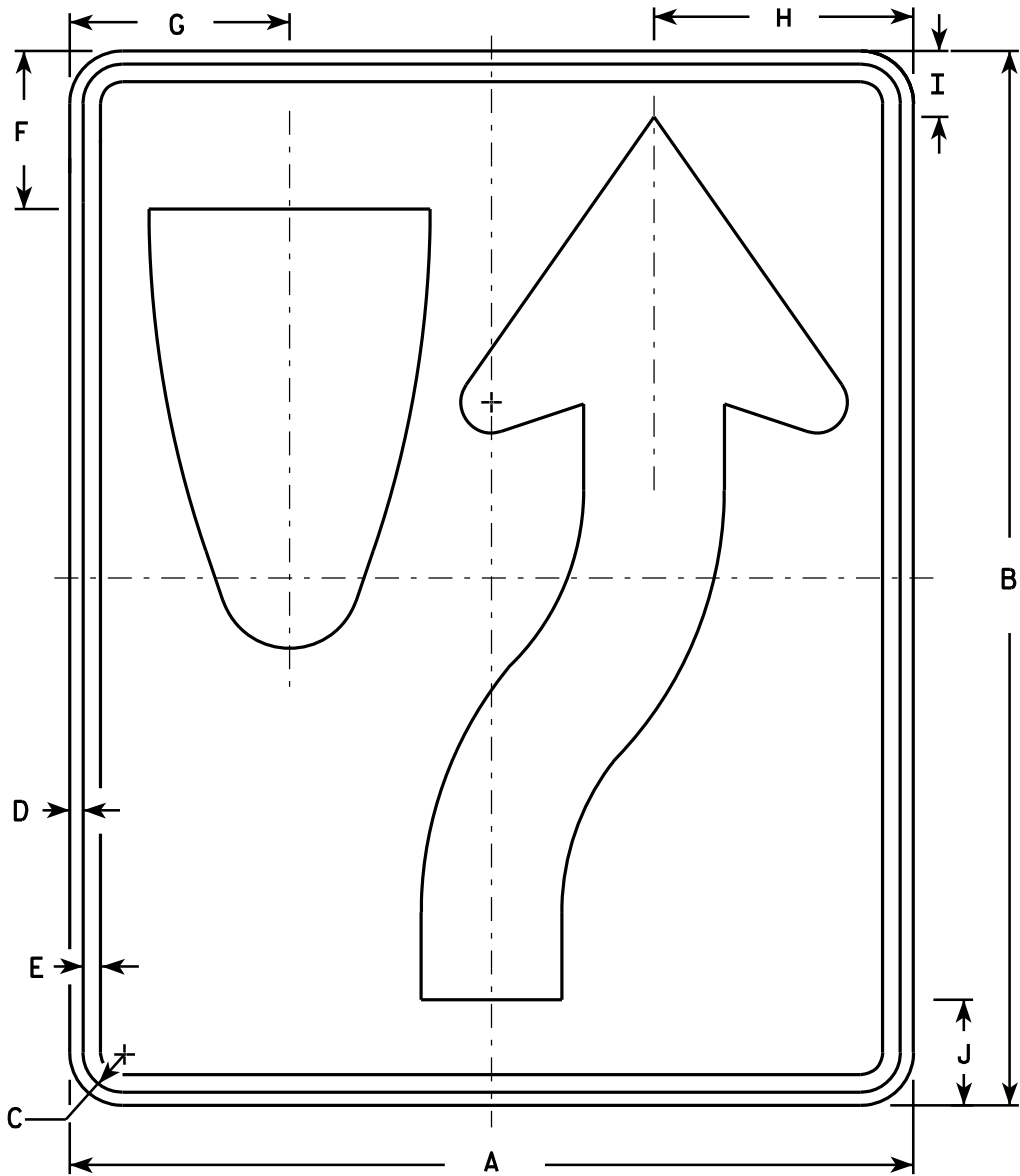
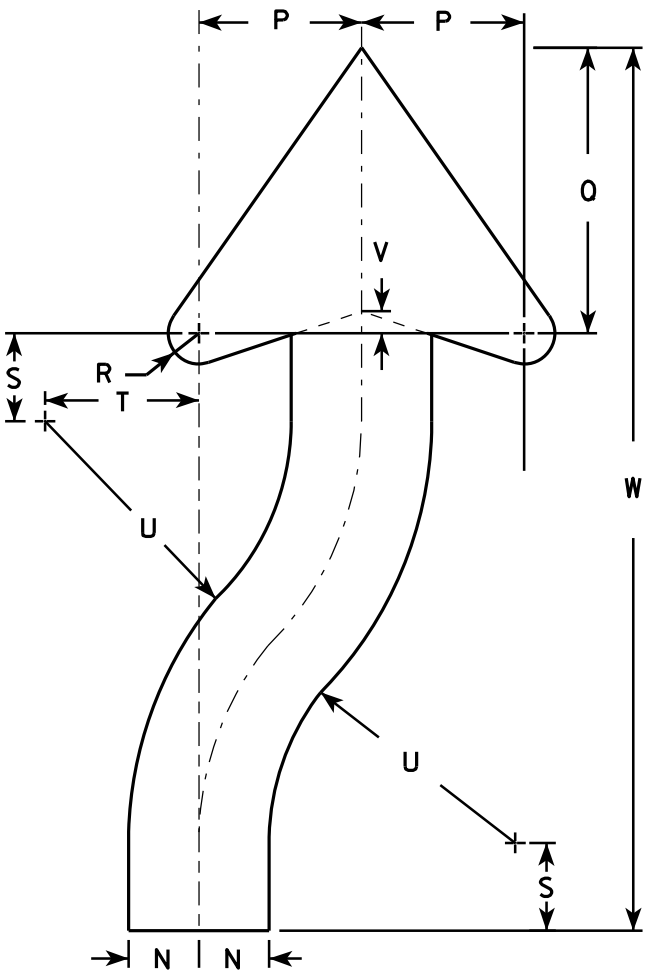
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

NOTES

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



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

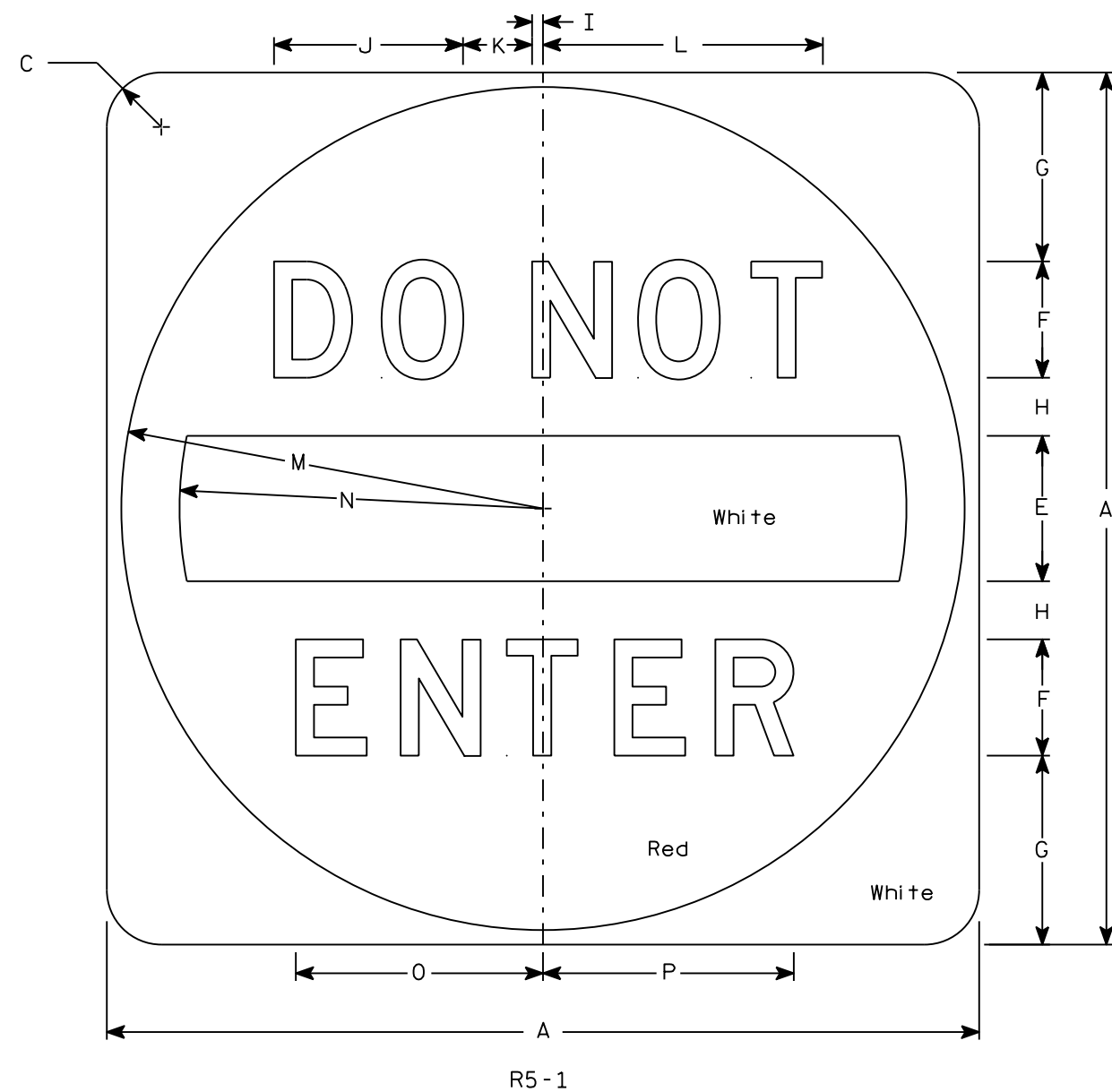
R4-7 & R4-8

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



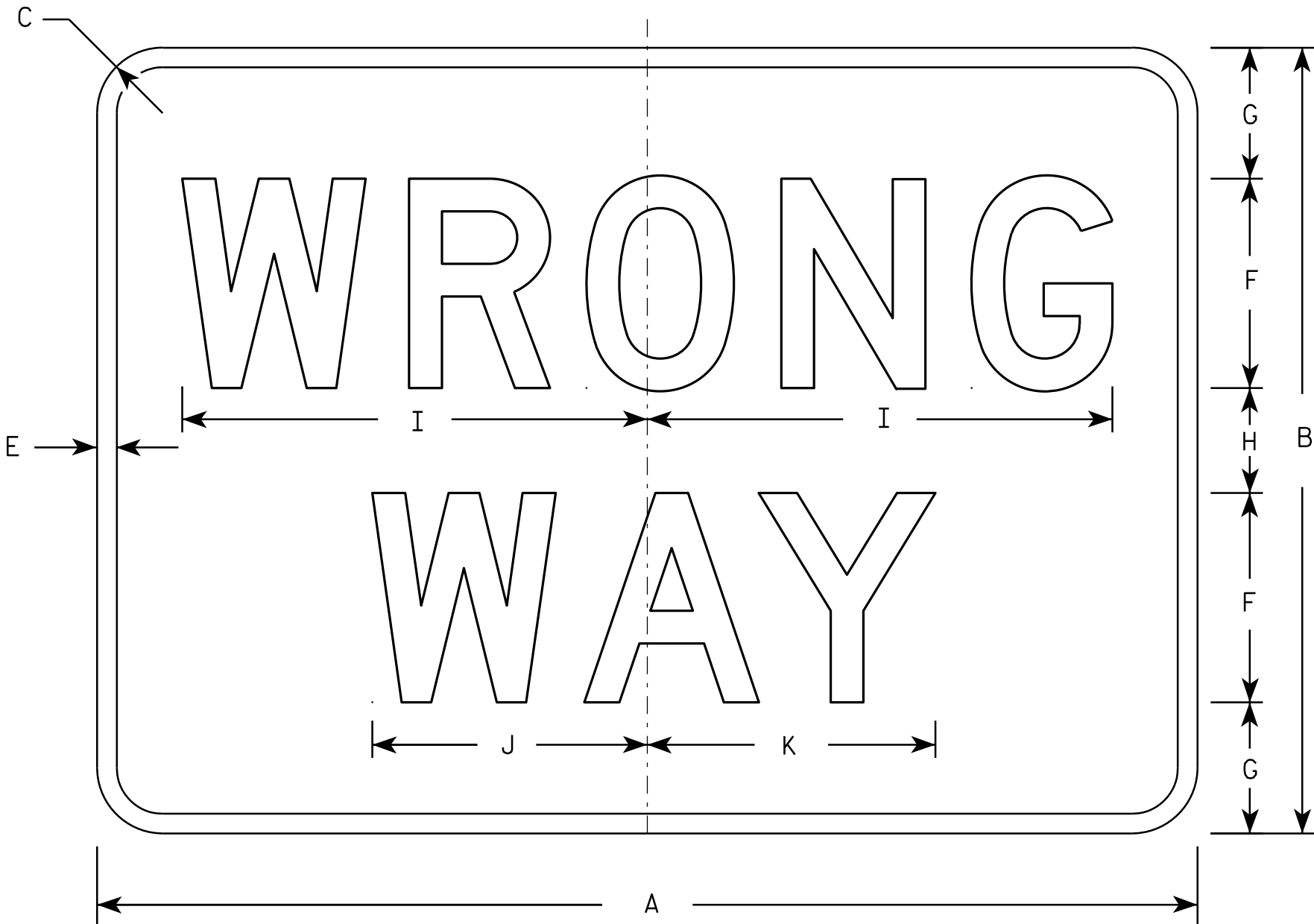
NOTES

- 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



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.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	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

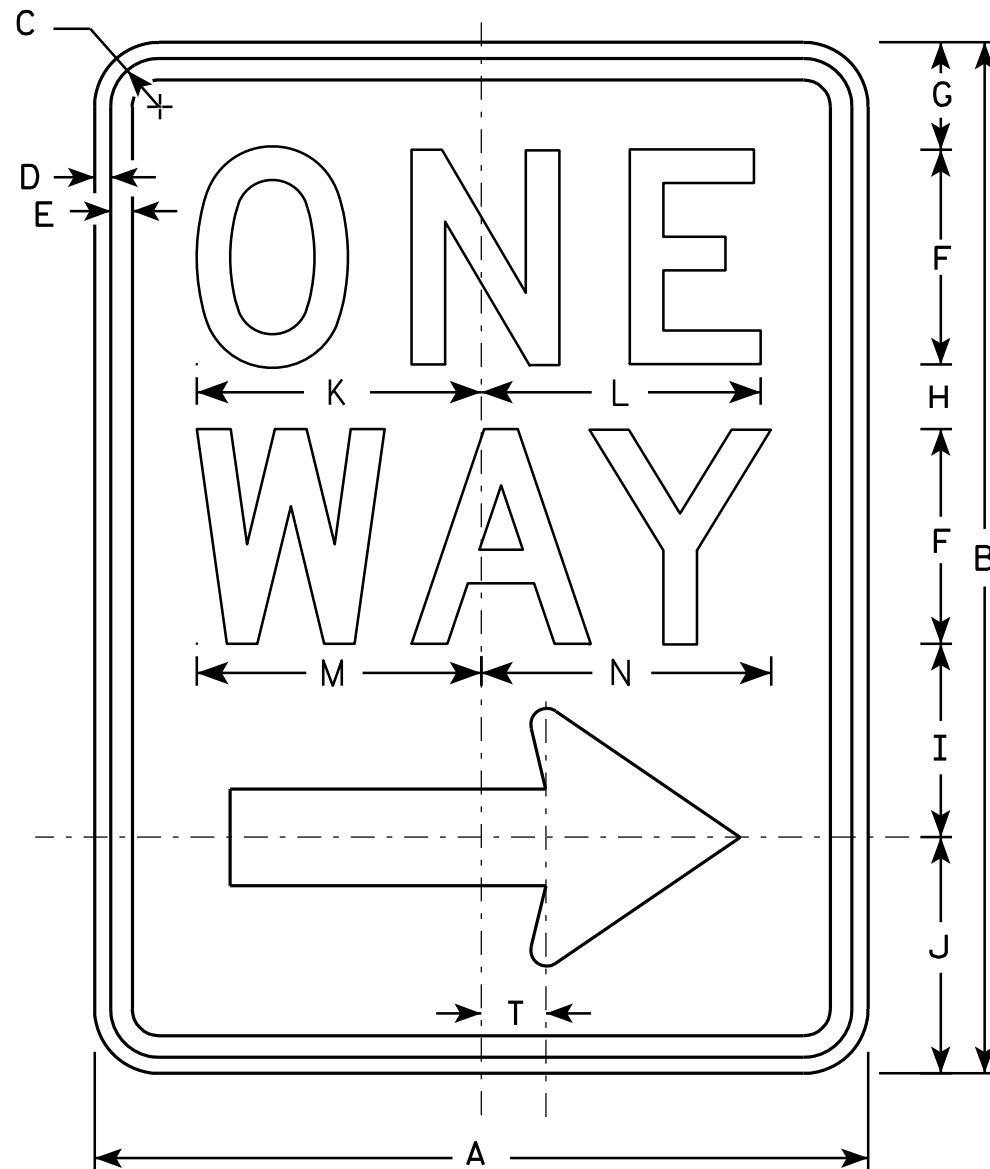
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 199

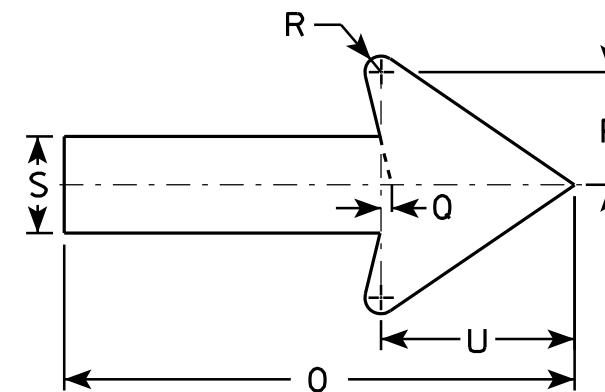
E



R6-2R

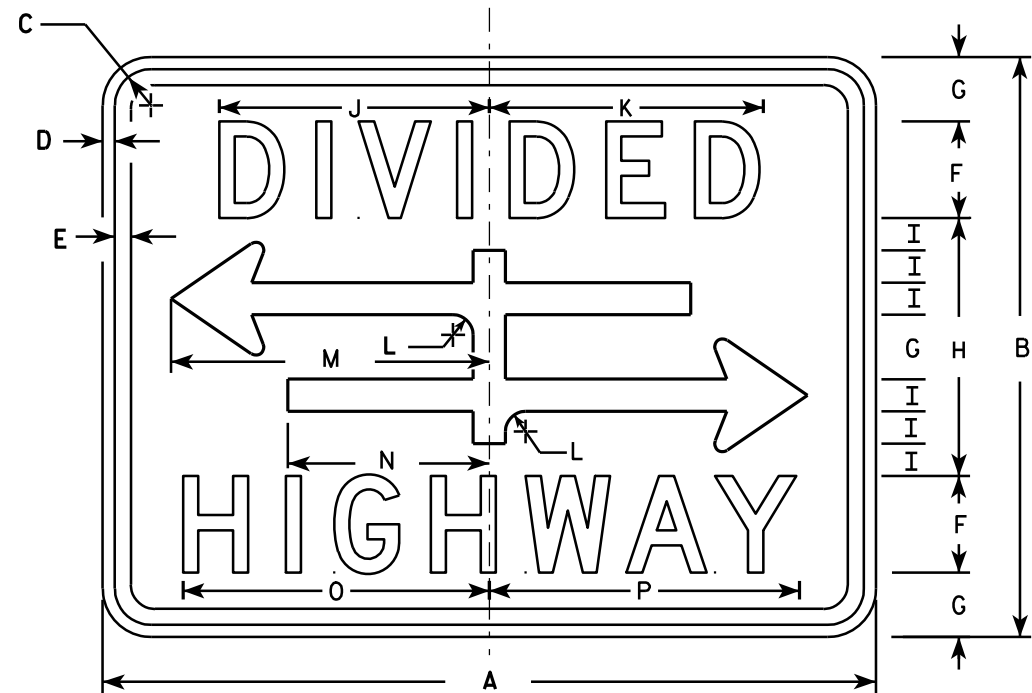
NOTES

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

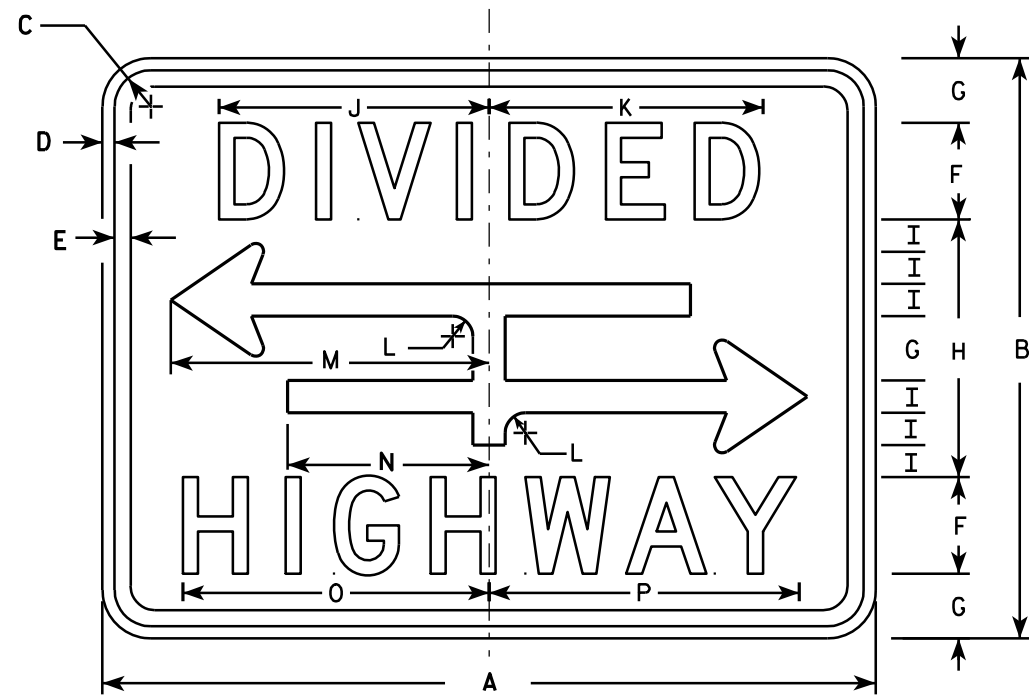


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z
1	18	24	1 1/8	3/8	1/2	5	2 1/2	1 1/2	4 1/2	5 1/2	6 5/8	6 1/2	6 5/8	6 3/4	11 7/8	2 5/8	1/4	3/8	2 1/4	1 1/2	4 1/2					
2S	24	30	1 1/8	3/8	1/2	6	3	2 1/2	5 1/2	7	8 1/8	8 1/8	8 1/2	8 5/8	16	3 1/2	3/8	1/2	3	2	6					
2M	30	36	1 3/8	1/2	5/8	8	2 1/2	2 5/8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

PROJECT NO:	HWY:	COUNTY:	SHEET NO: 200	E
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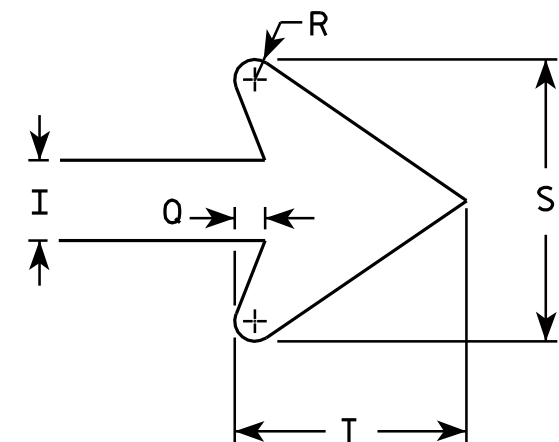
R6-3



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																											

PROJECT NO:

STANDARD SIGN
R6-3 & R6-3A

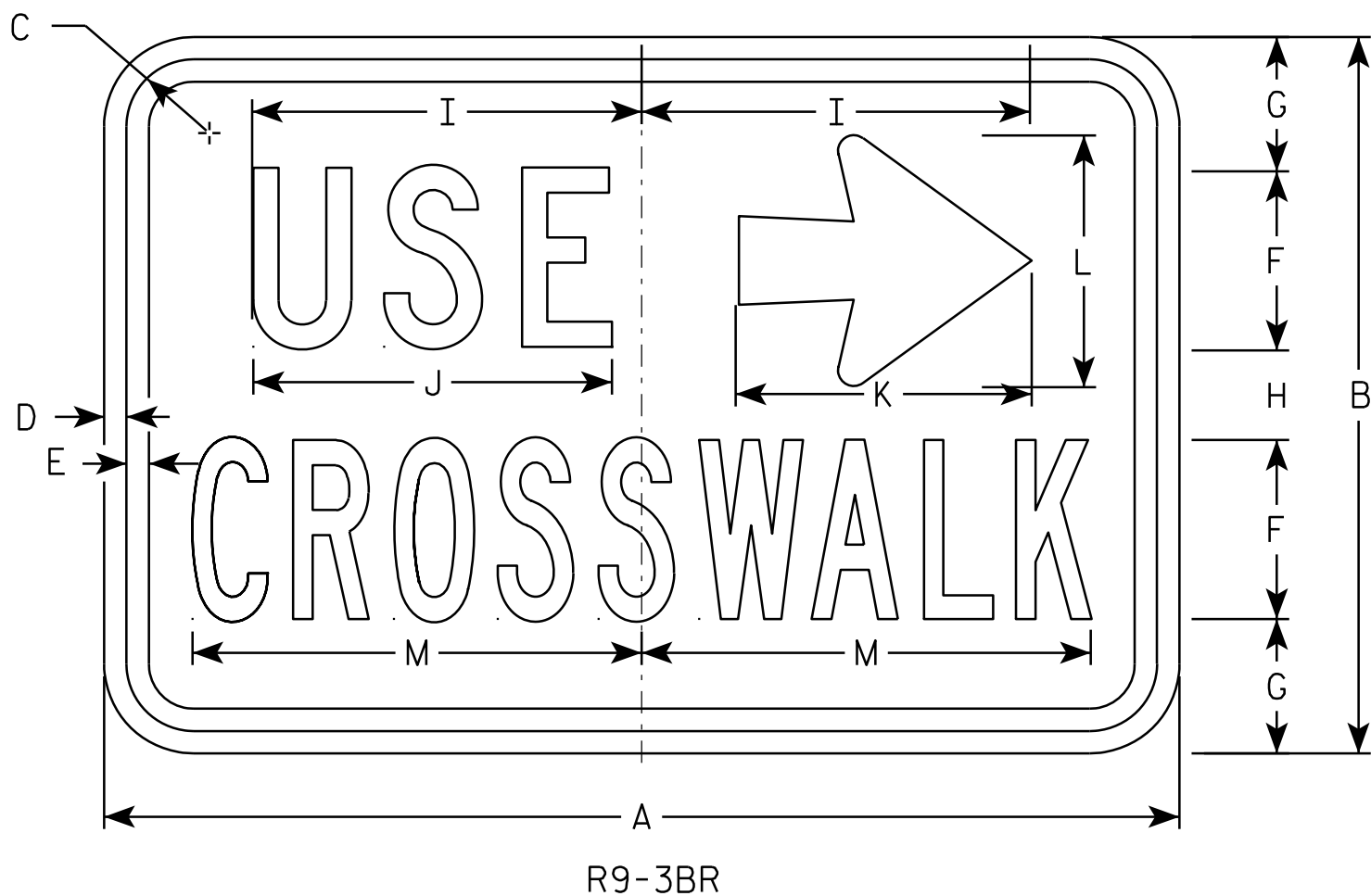
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

SHEET NO: 201

E



NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - C Line 1, Series B Line 2
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. R9-3BL is the same as R9-3BR except USE and the arrow are switched.

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	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
2M	18	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	6 1/2	6	5	4 1/4	7 1/2														1.5
3																											
4																											
5																											

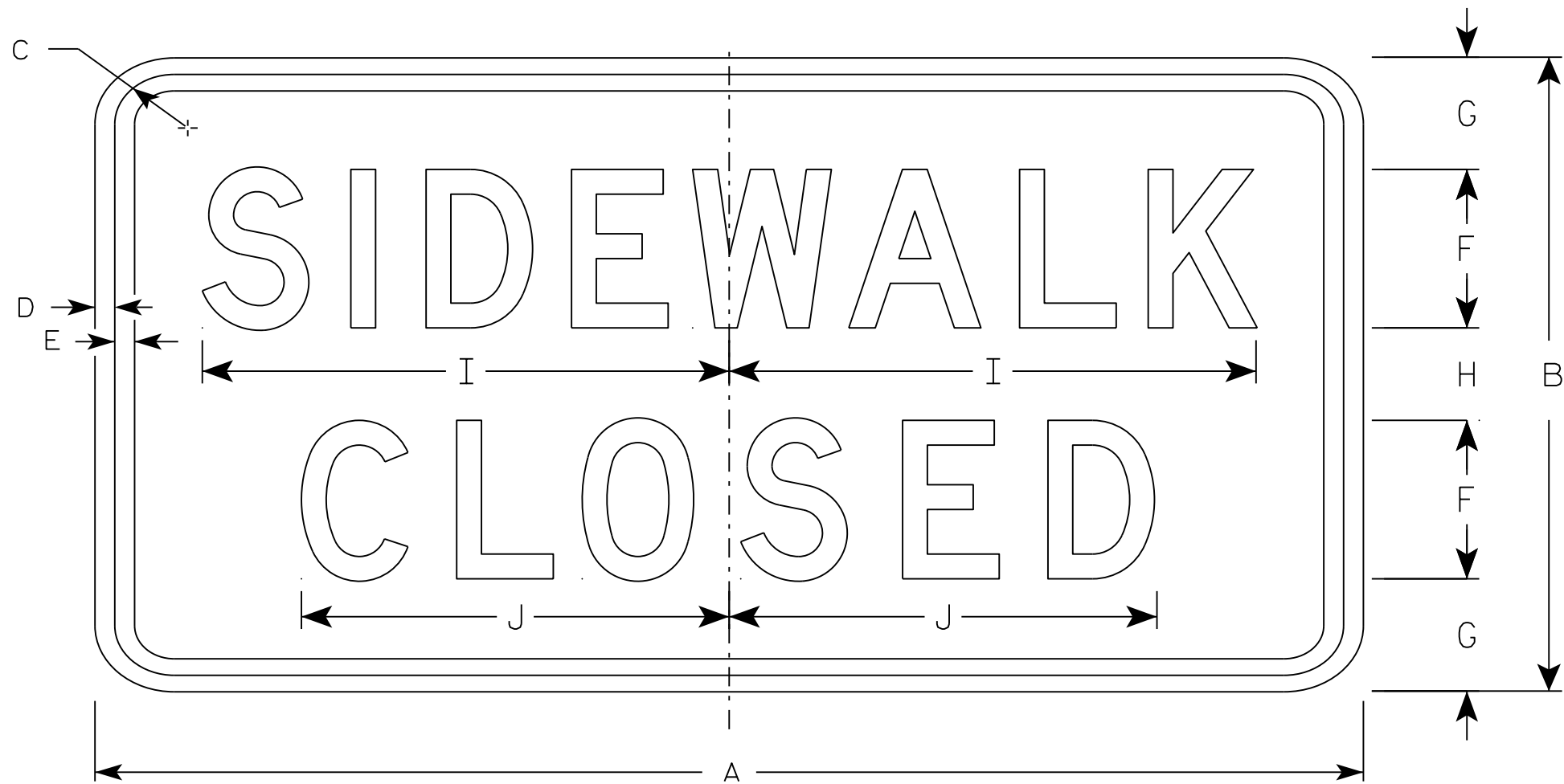
PROJECT NO:	HWY:	COUNTY:	SHEET NO: 202	E
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STANDARD SIGN
R9-3BR&L

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/4/10 PLATE NO. R9-3B.2



R9-9

NOTES

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

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

STANDARD SIGN
R9-9

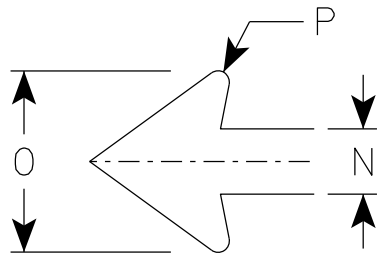
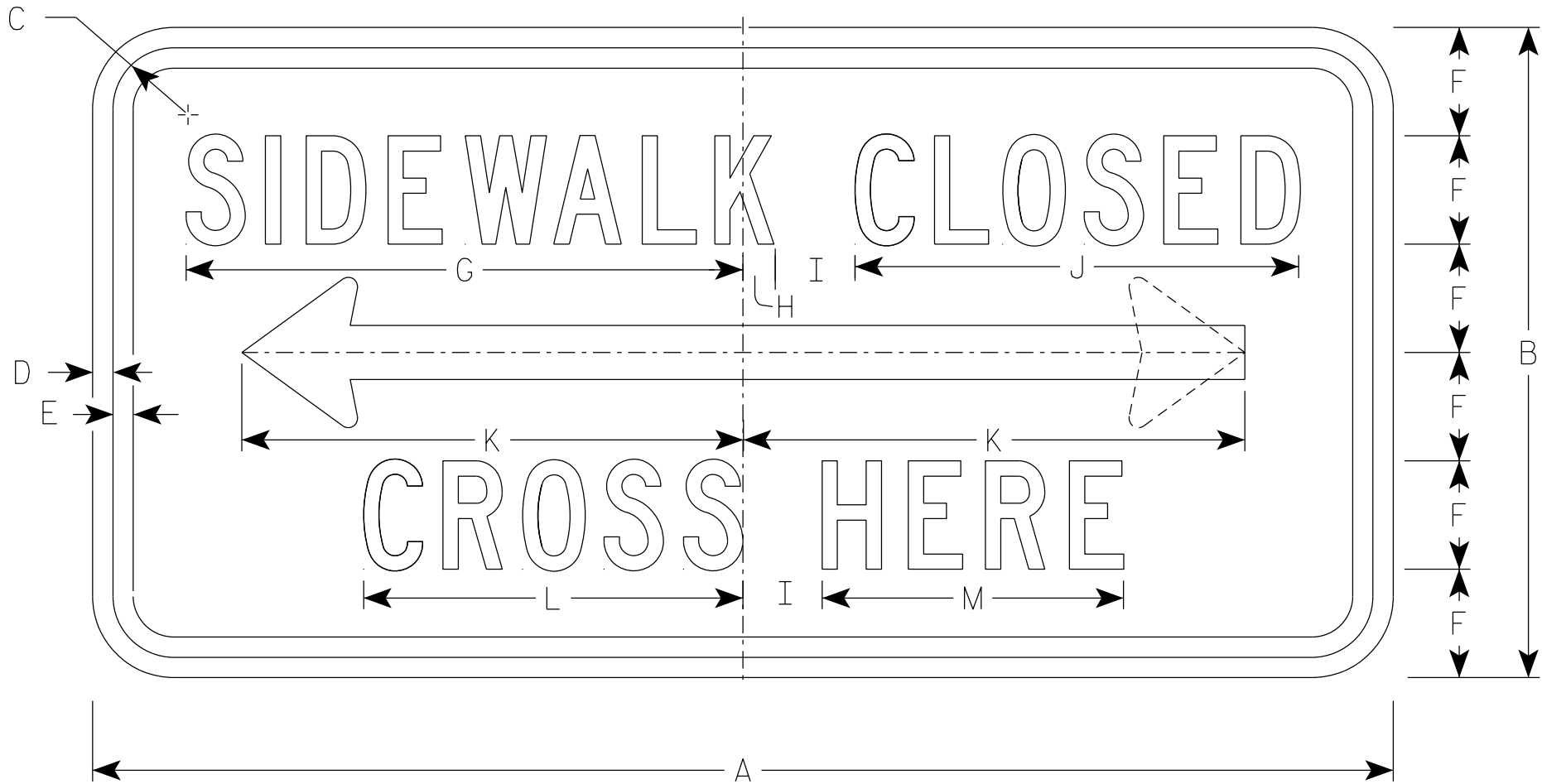
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/11/16 PLATE 203 R9-9.6

NOTES

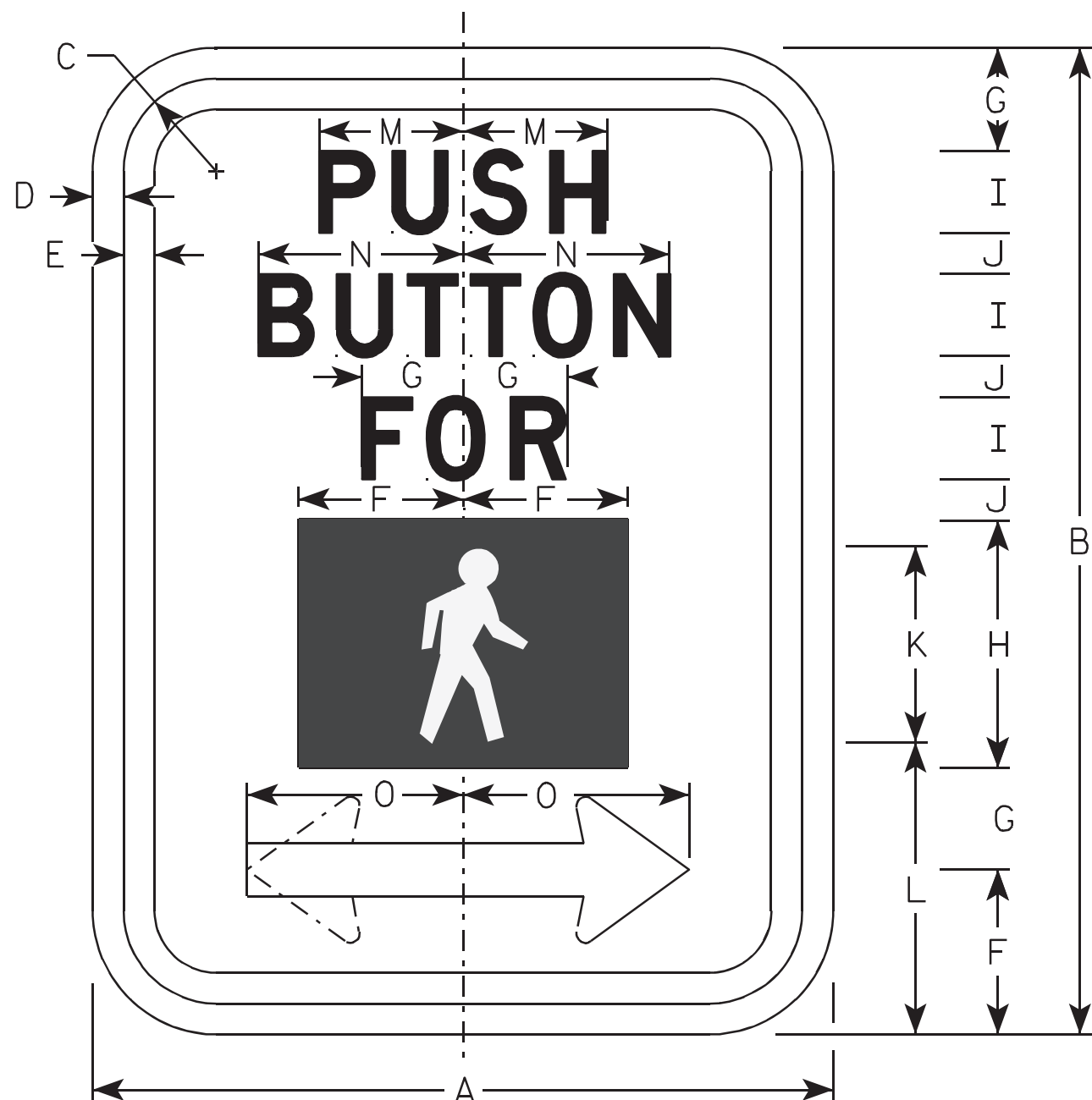
- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Use Size 2 for Sidewalks. Use Size 3 for paths and Trails.



ARROW DETAIL

R9-11A

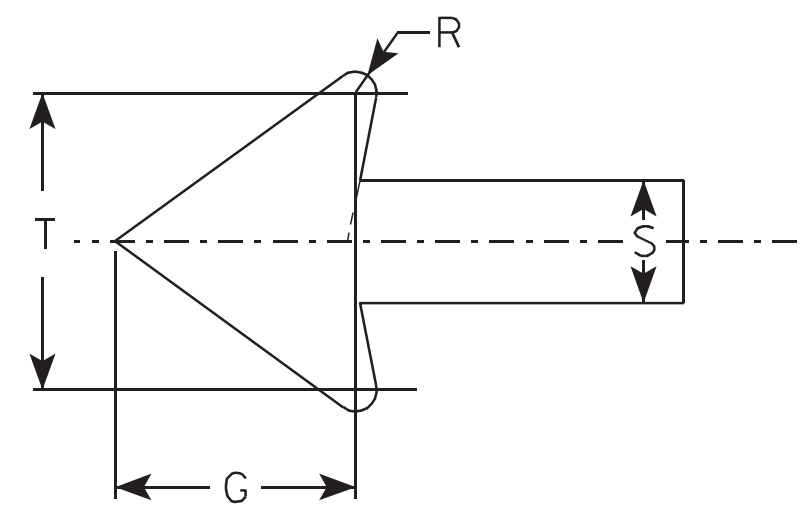
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
2M	24	12	1 1/8	3/8	3/8	2	10 1/4	5/8	1 1/2	8 1/4	9 1/4	7	5 5/8	1	2 3/4	1/8											2.0
3	30	15	1 1/8	3/8	1/2	2 1/2	12 3/4	1/2	2	10 1/4	12 3/8	8 5/8	6 3/4	1 1/4	3 5/8	1/4											3.125
4																											
5																											



R10-4BR

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
Symbol - White on 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. R10-4BD (DOUBLE)
R10-4BL (LEFT)
R10-4BR (RIGHT)



ARROW DETAIL

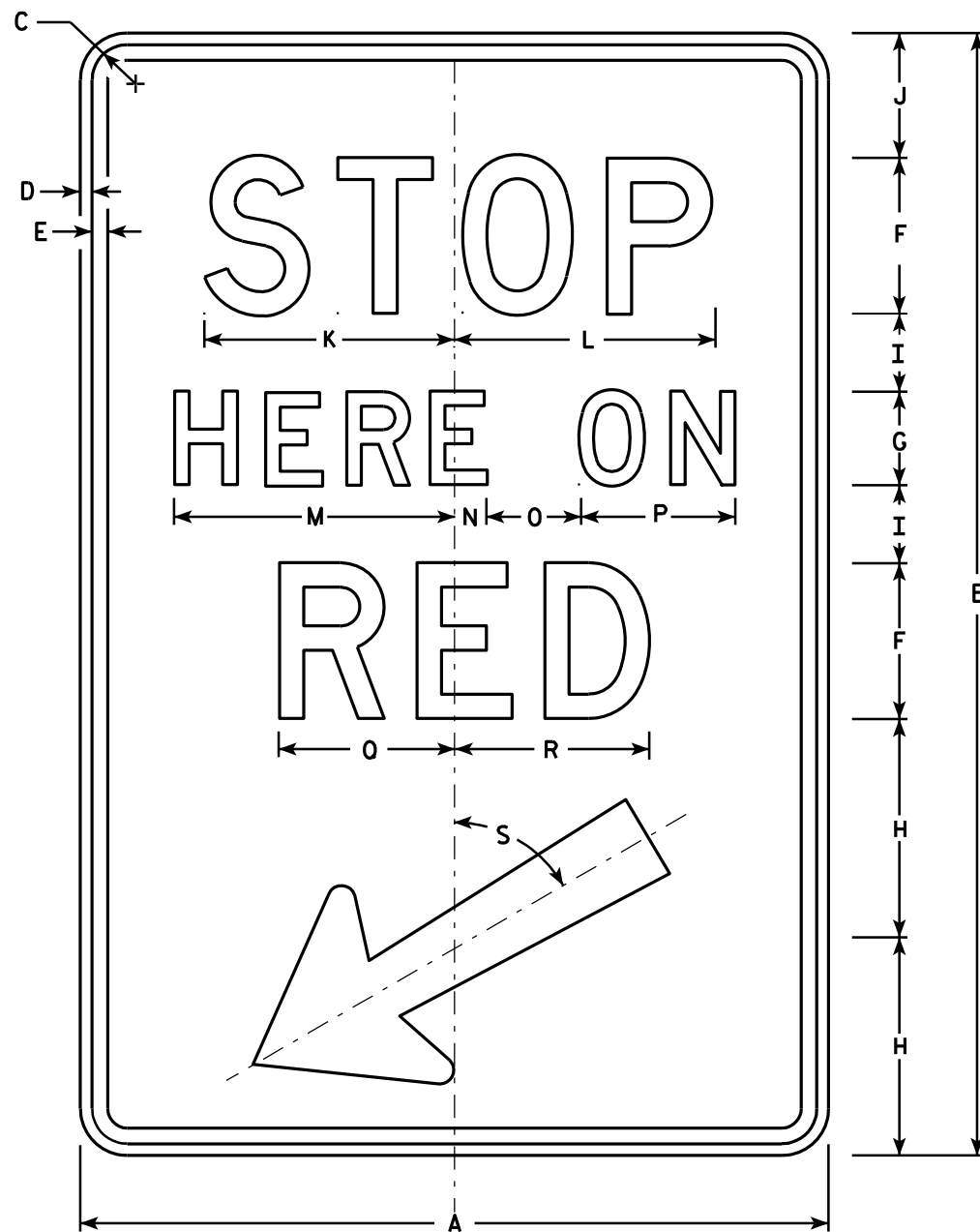
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	6	9	1/2	1/8	1/8	1 1/2	7/8	2 1/4	3/4	3/8	1 3/4	2 5/8	1 1/8	1 5/8	1 3/4			1/8	1/2	1 1/8							0.38
2S	9	12	1 1/8	3/8	3/8	2	1 1/4	3	1	1/2	2 3/8	3 1/2	1 3/4	2 1/2	2 5/8			1/8	5/8	1 1/2							0.75
2M	9	12	1 1/8	3/8	3/8	2	1 1/4	3	1	1/2	2 3/8	3 1/2	1 3/4	2 1/2	2 5/8			1/8	5/8	1 1/2							0.75
3																											
4																											
5																											

STANDARD SIGN
R10-4BD. L & R

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

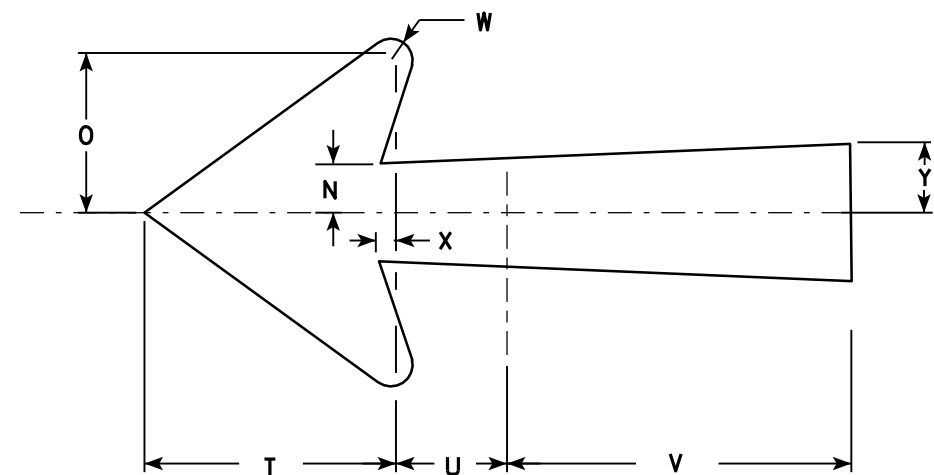
DATE 4/5/11 PLATE NO. R10-4B.2



R10-6

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																											
2S	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
2M	24	36	1 1/8	3/8	1/2	5	3	7	2 1/2	4	8	8 3/8	9	1	3	5	5 5/8	6 1/4	60°	5 1/4	2 1/4	7 1/8	1/2	3/8	1 3/8		6.0
3																											
4																											
5																											

STANDARD SIGN R10-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/5/11 PLATE NO. R10-6.6

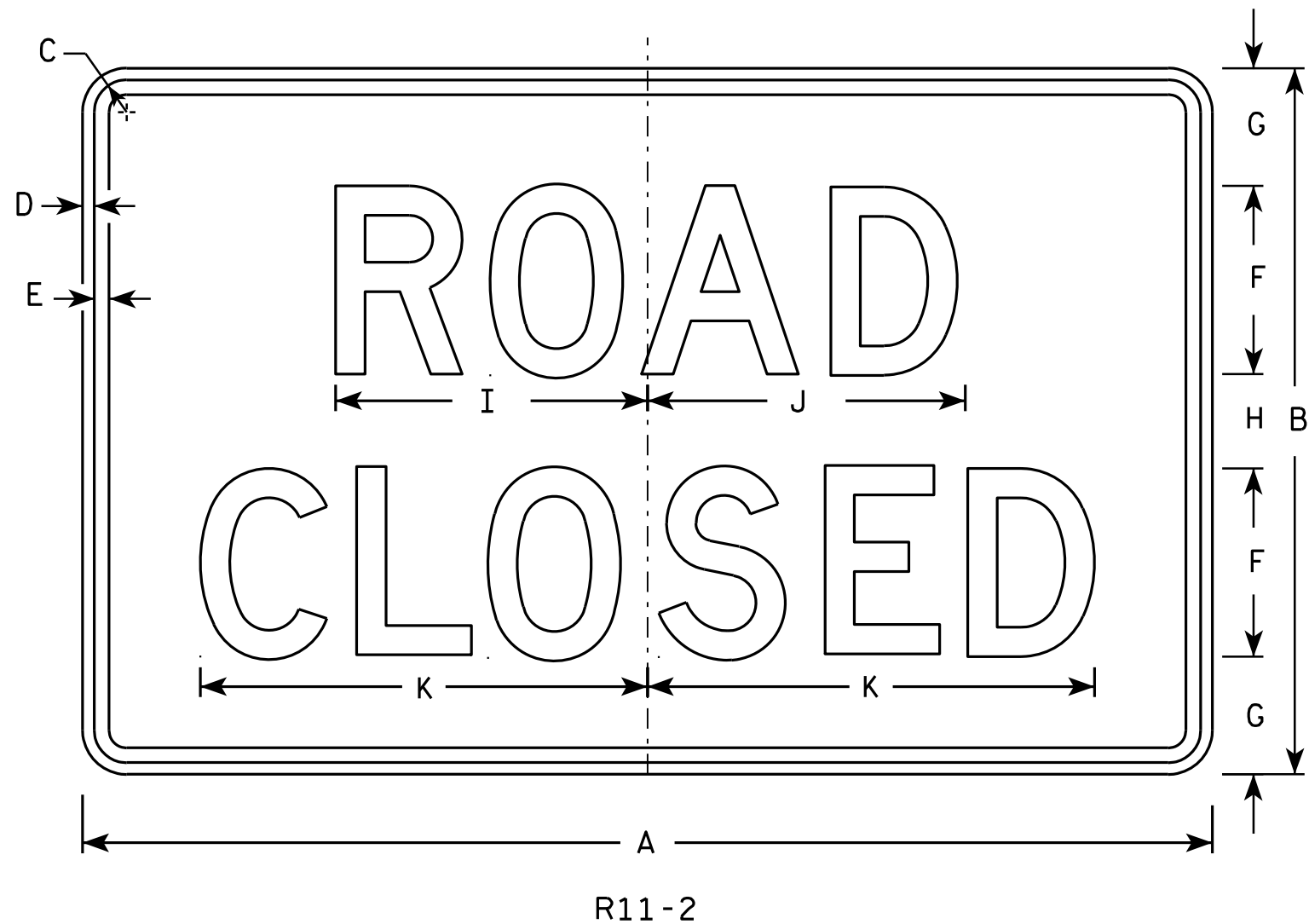
PROJECT NO:

HWY:

COUNTY:

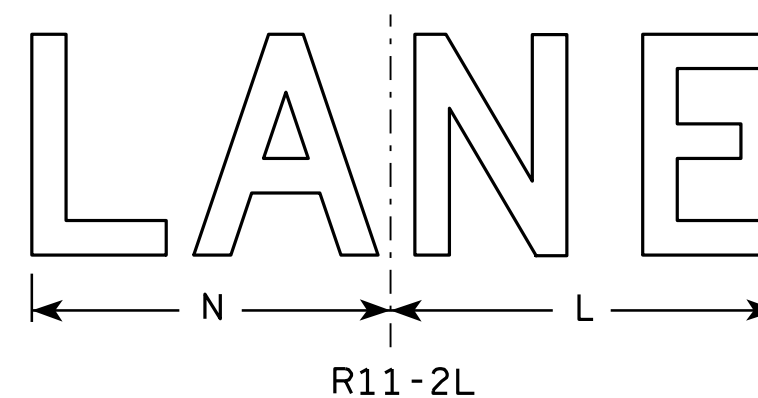
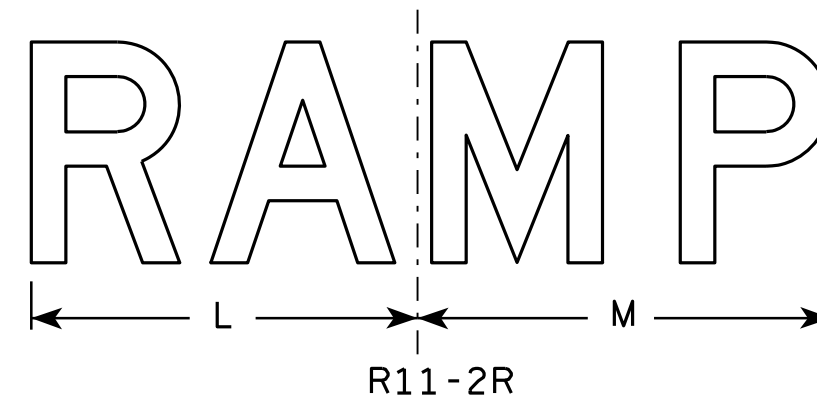
SHEET NO: 206

E



NOTES

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

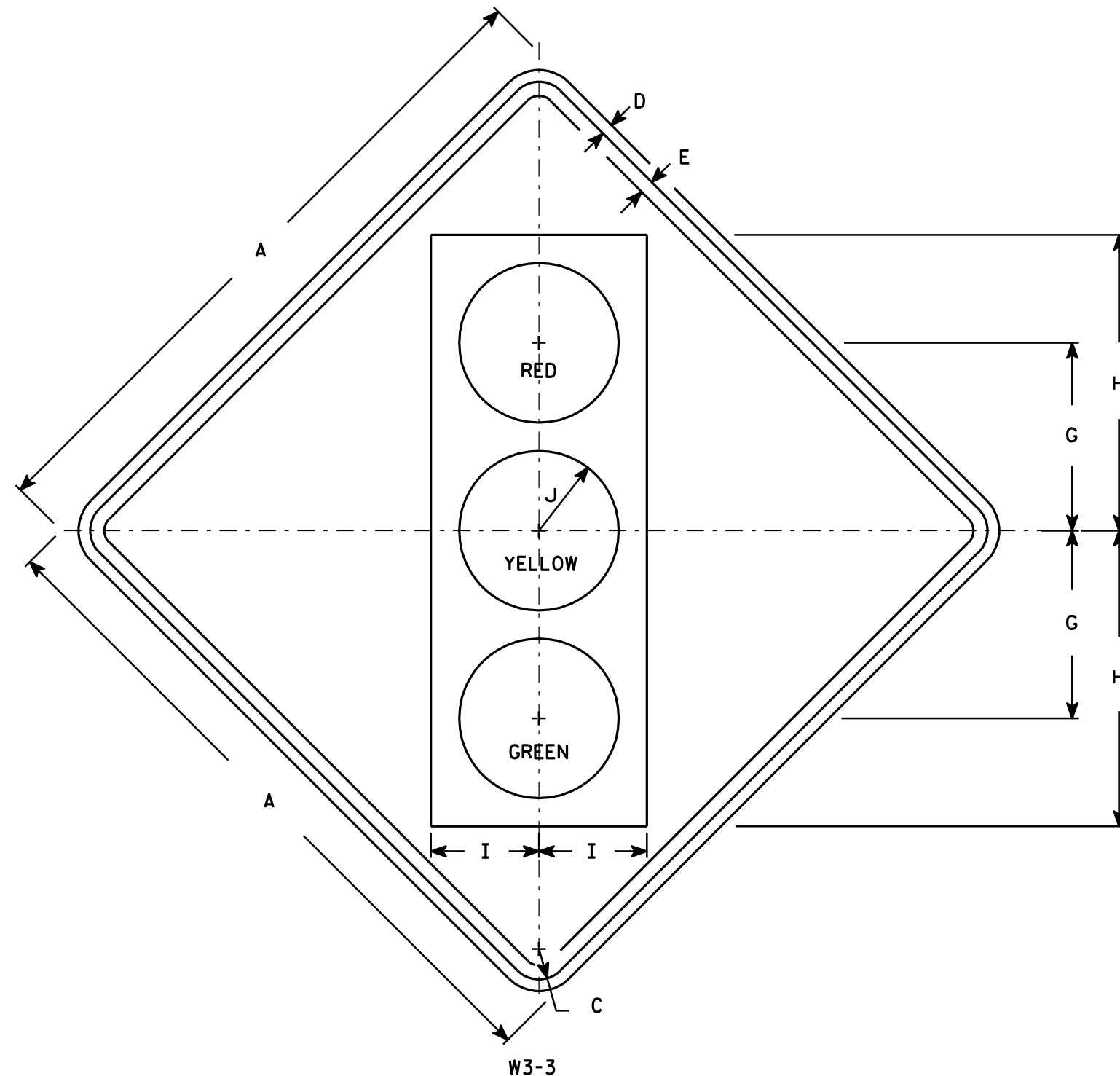


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
2M	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13													10.0
3	48	30	1 3⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13				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

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: 207 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

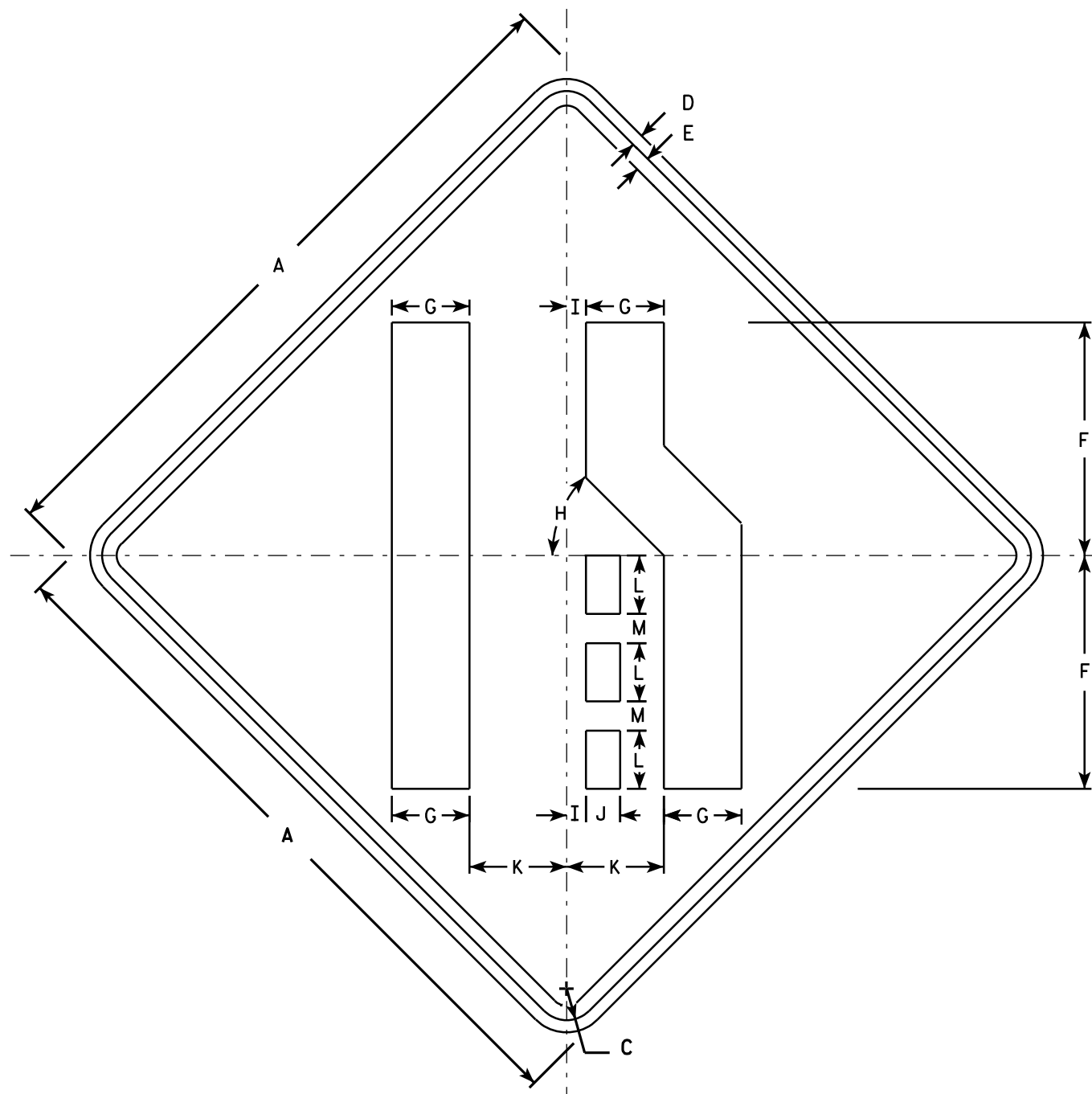
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 208

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

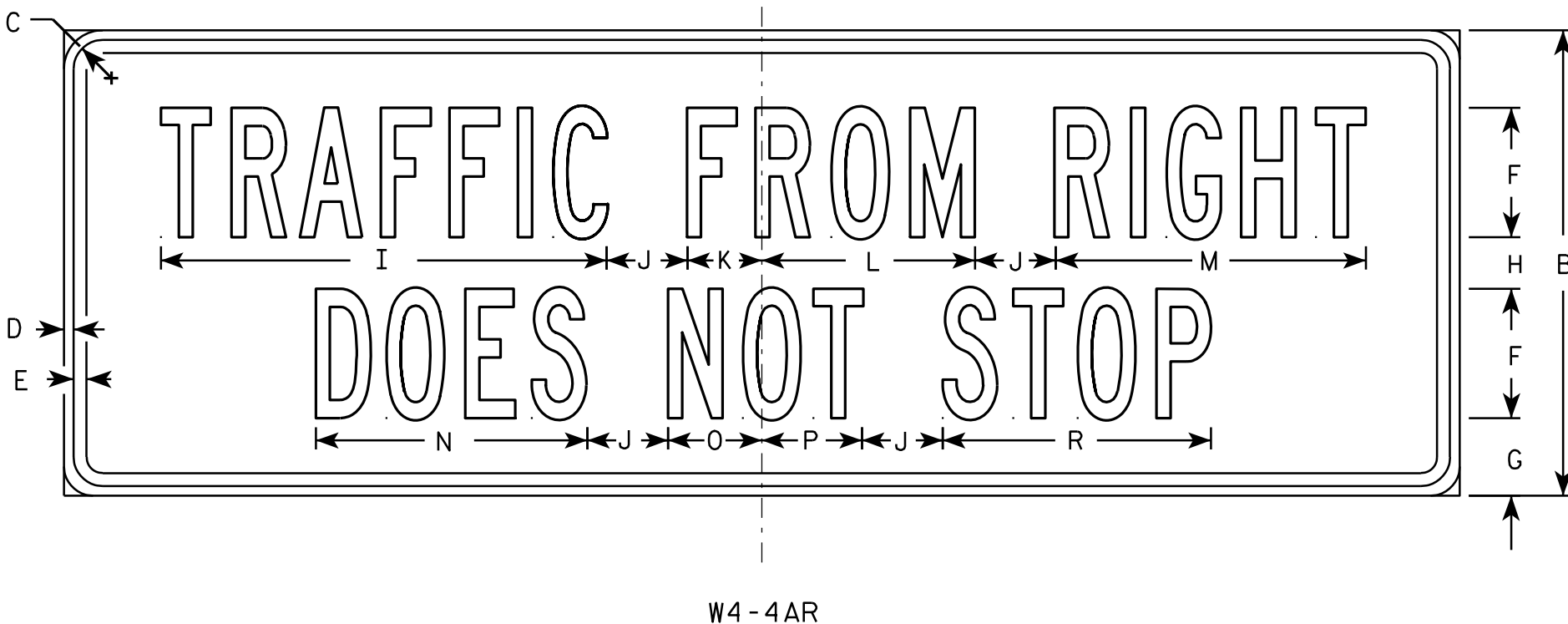
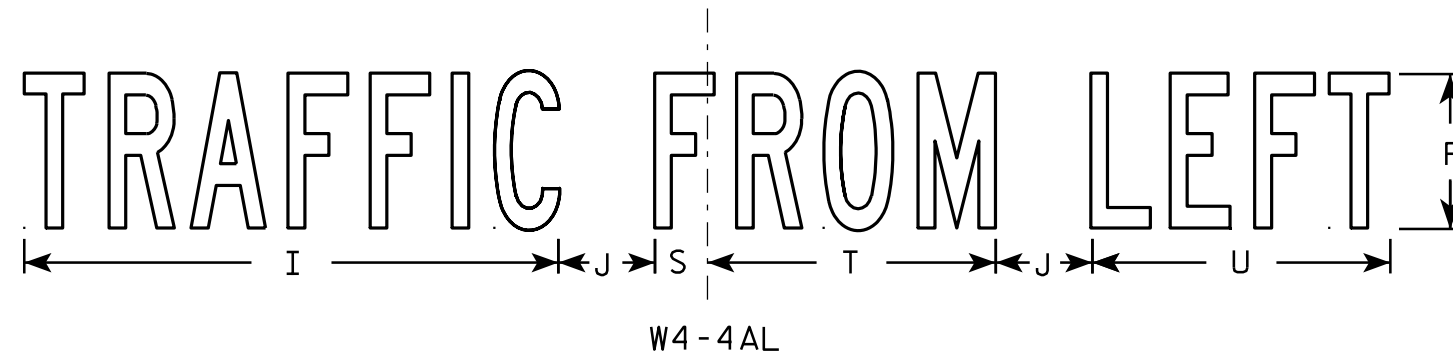
DATE 3/12/13

PLATE NO. W4-2.14

PROJECT NO:

SHEET NO: 209

E



NOTES

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

7

7

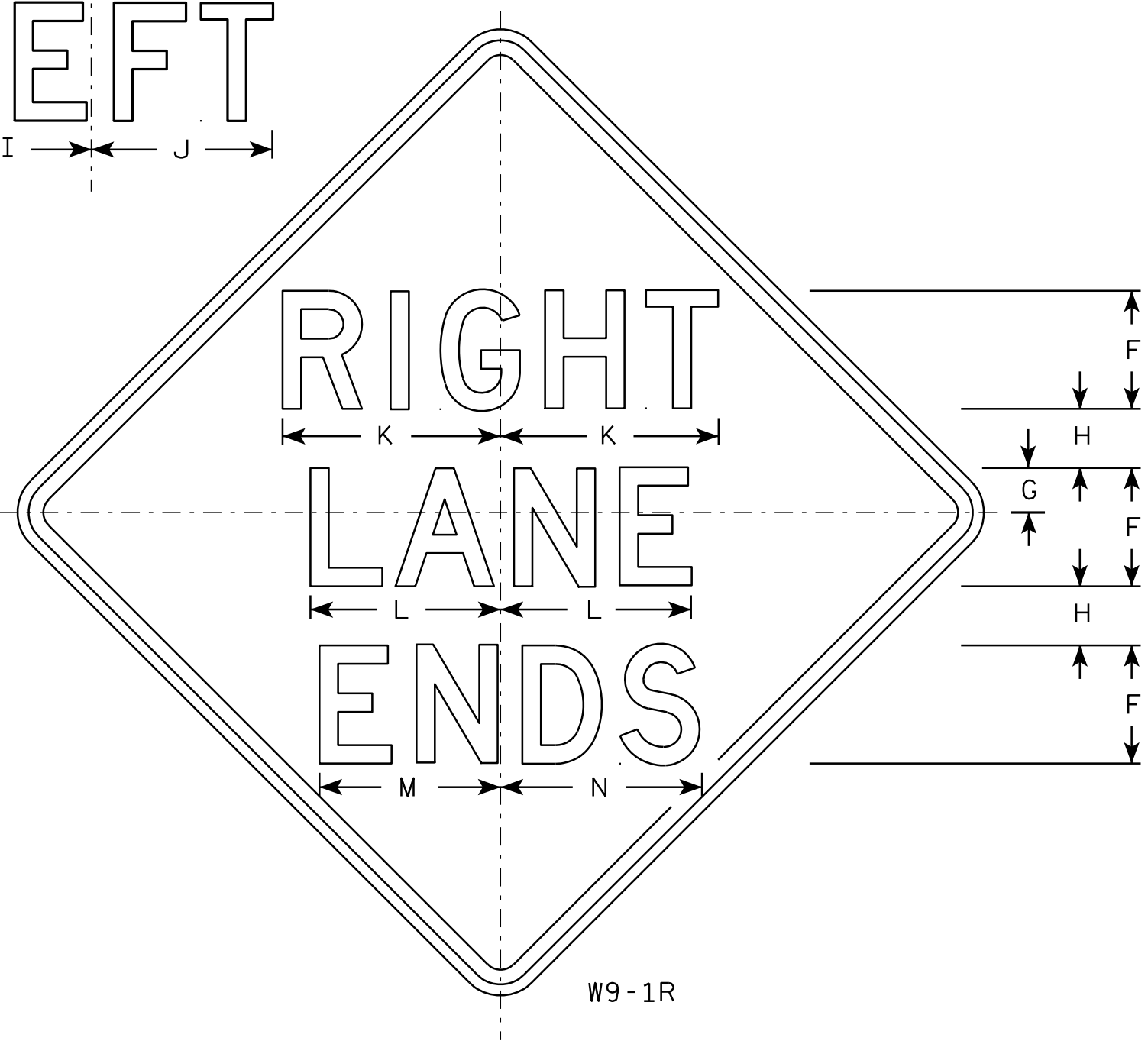
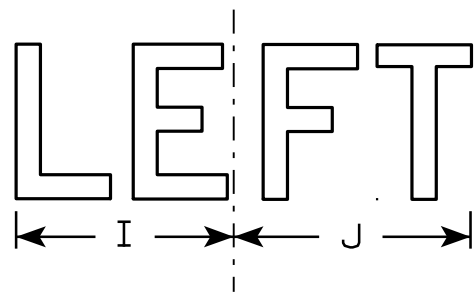
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	O	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
2M	30	12	1 1/8	3/8	3/8	3	2 1/4	1 1/2	10 3/8	1 1/2	1 3/4	4 7/8	7 1/4	6 1/4	2 1/4	2 1/4		6 1/4	1	5 5/8	5 3/4						2.5
3	42	15	1 1/8	3/8	1/2	4	2 5/8	1 3/4	13 7/8	2 3/8	2 1/8	6 3/4	9 3/4	8 3/8	2 3/4	3 3/8		8 3/8	1 1/8	7 3/4	7 3/4						4.4
4	54	18	1 1/8	3/8	1/2	5	3	2	17 1/4	3 1/8	2 7/8	8 1/4	12	10 1/2	3 5/8	3 7/8		10 3/8	1 3/4	9 3/8	9 5/8						6.8
5																											

STANDARD SIGN
W4-4AL & W4-4AR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 03/12/13 PLATE NO. W4-4A.2



W9-1R

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Yellow
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. W9-1L same as W9-1R except the word Left replaces Right.

7

7

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

PROJECT NO:

SHEET NO: 211

E

STANDARD SIGN

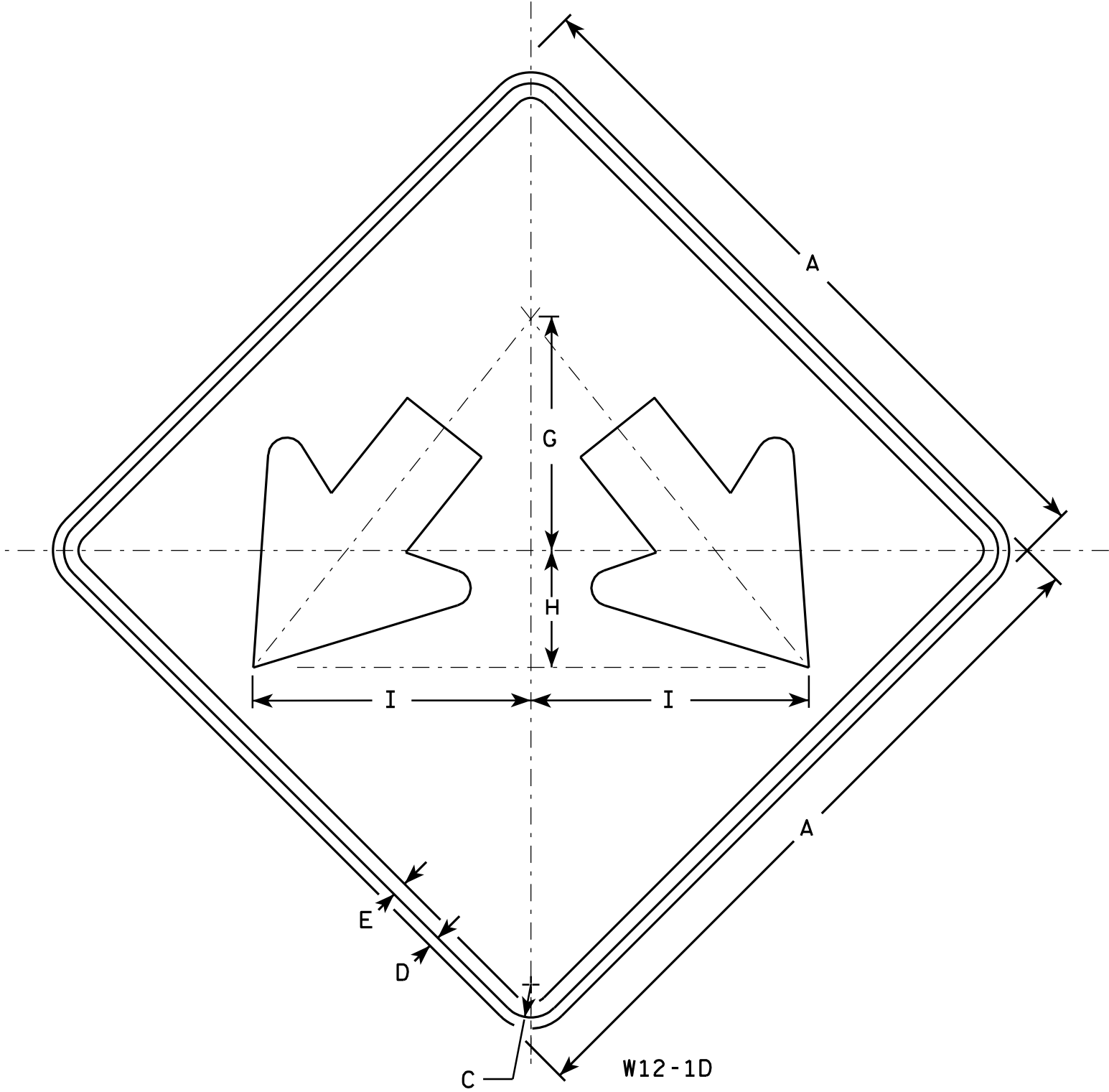
W9-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

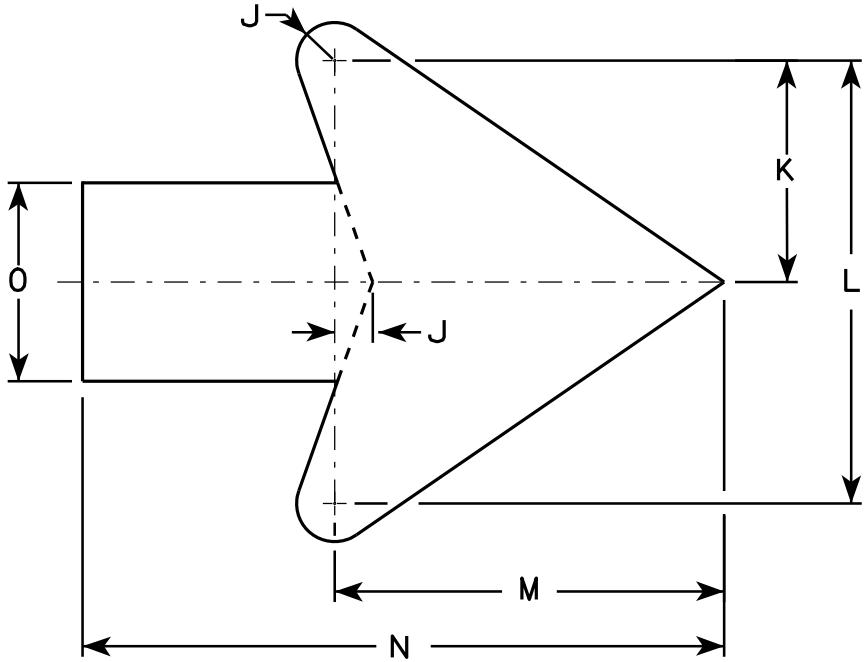
DATE 03/18/13

PLATE NO. W9-1.8



NOTES

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

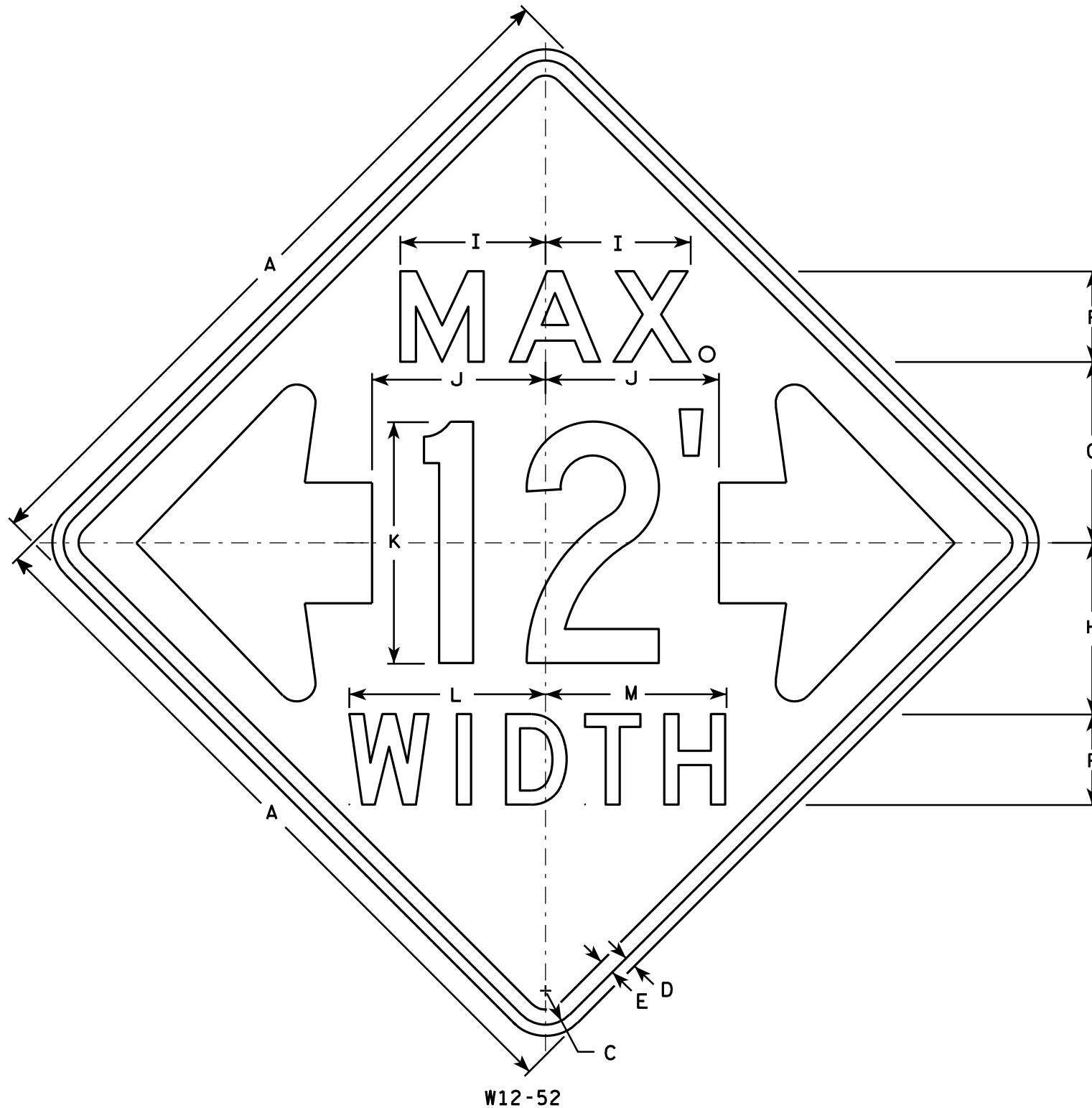
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
2M	24		1 1/8	1/2	3/8		8	4	9 1/2	3/8	3 3/8	7 1/4	6 3/8	10 3/8	3 1/4												4.0
3	30		1 3/8	1/2	5/8		10	5	11 7/8	3/4	4 1/2	9	7 7/8	13	4												6.25
4	36		1 3/8	1/2	5/8		12	6	14 1/4	1	5 1/2	10 7/8	9 5/8	15 3/4	4 3/4												9.0
5	48		2 1/4	3/4	1		16	8	19	1 1/4	7 1/4	14 1/2	12 3/4	21	6 1/4												16.0

STANDARD SIGN
W12-1D

WISCONSIN DEPT OF TRANSPORTATION

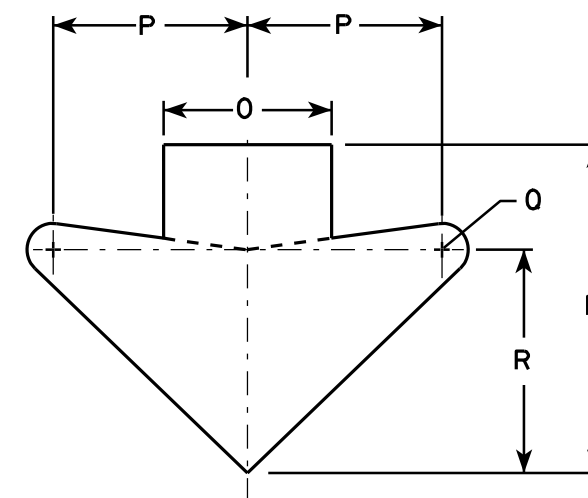
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/13/13 PLATE NO. W12-1D.15



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 - See note 5
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- The top line is series E, the numerals are series C, and the bottom line is series D.
- Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

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

STANDARD SIGN W12-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
For State Traffic Engineer

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

PROJECT NO:

HWY:

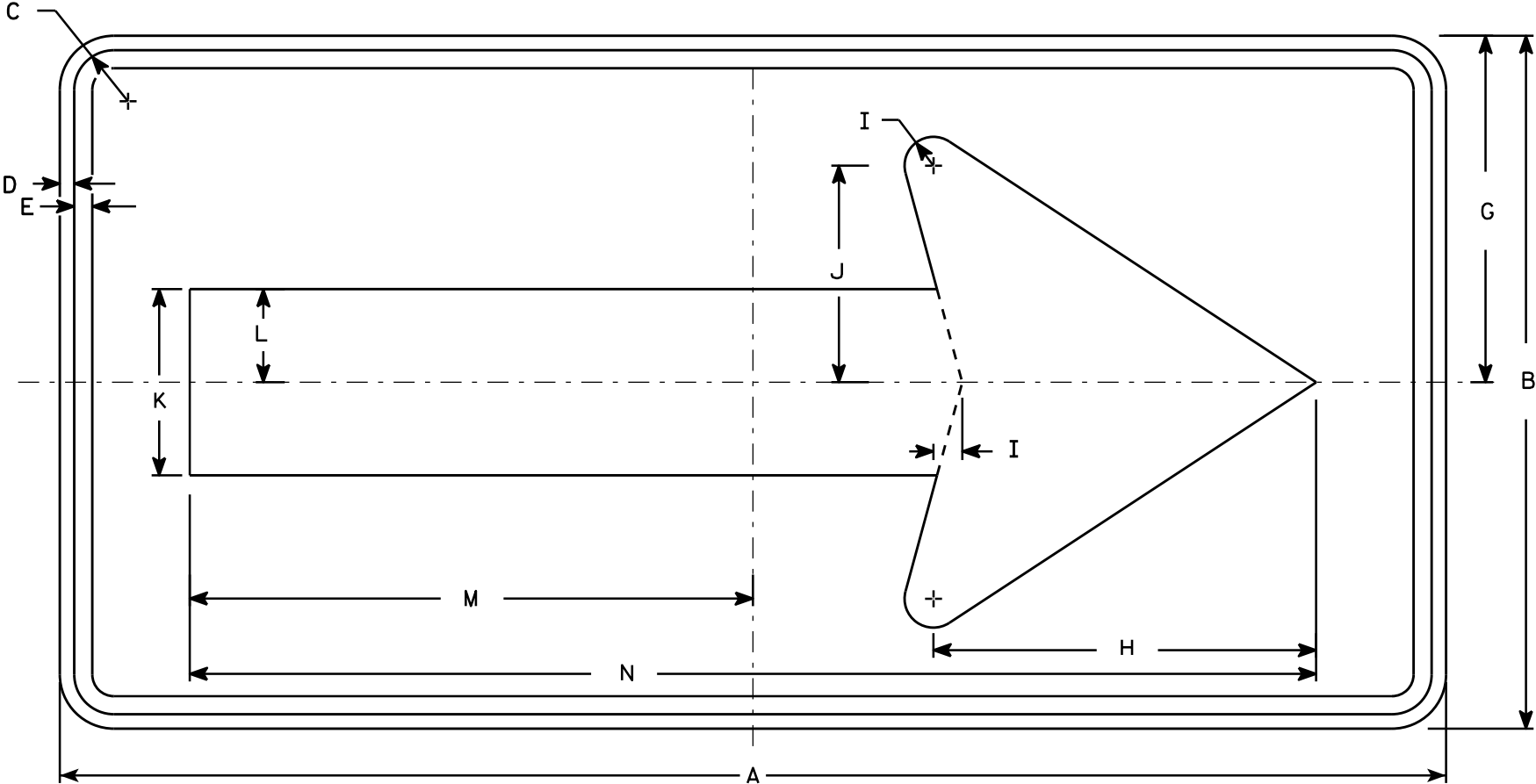
COUNTY:

SHEET NO: 213

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

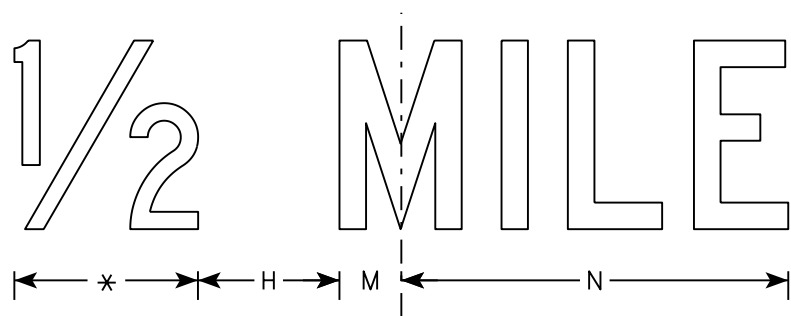
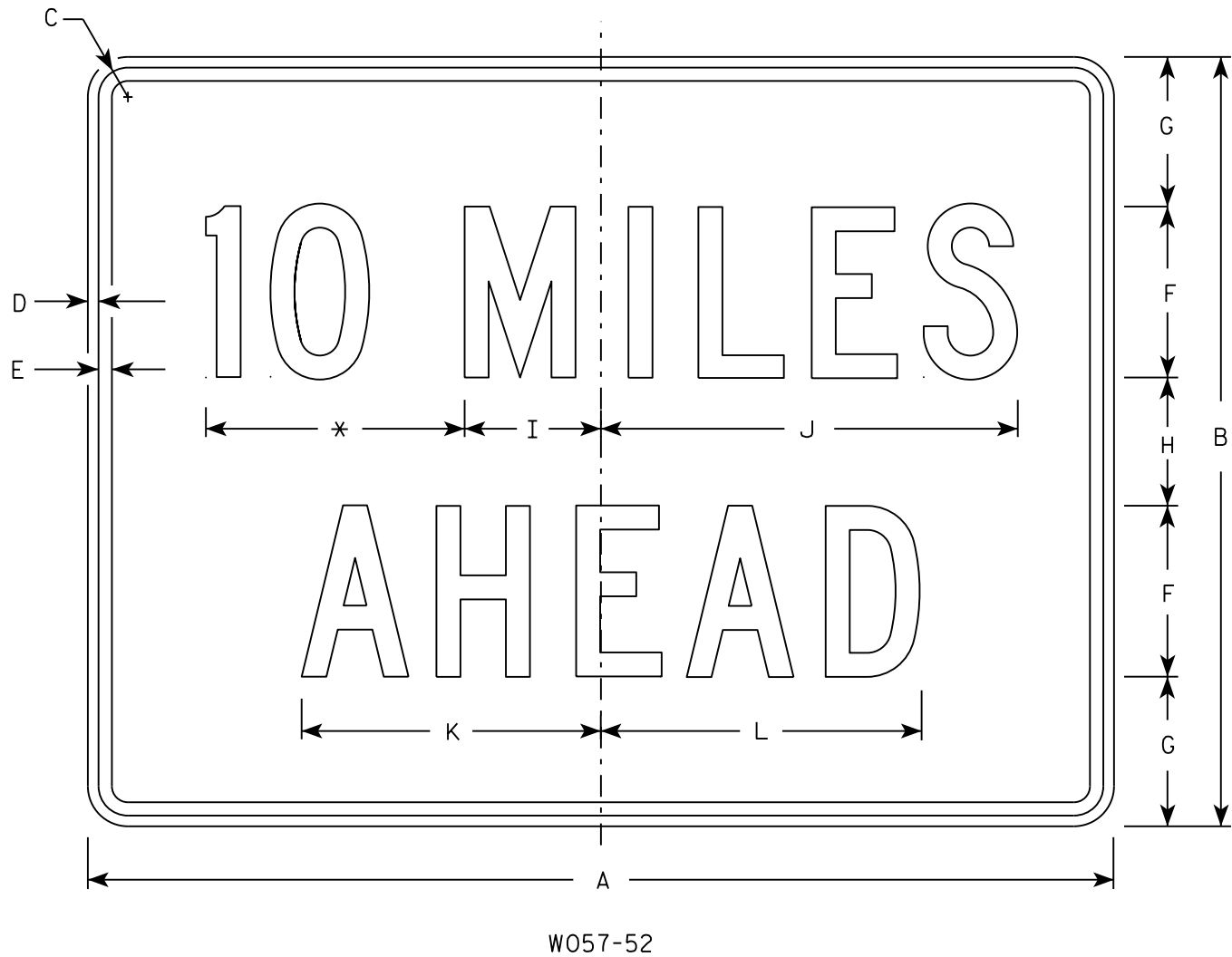
APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 11/18/13 PLATE NO. 214 W01-6.1

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

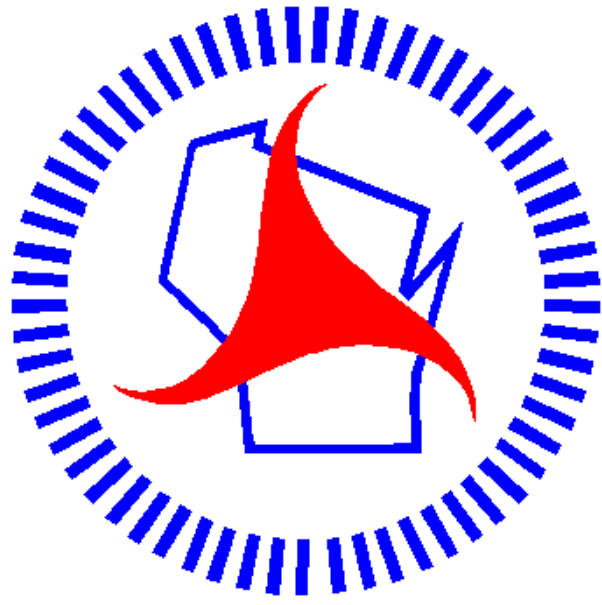
- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. Substitute appropriate numerals to the nearest quarter mile and optically adjust spacing to achieve proper balance.



* See note 5

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	24	1 1/8	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	1 3/8	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN W057-52	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 3/21/17	PLATE NO. W057-52.2



Wisconsin Department of Transportation

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