

WISCONSIN
PROJECT ID: 6280-02-74
COUNTY: PORTAGE

JUNE 2021

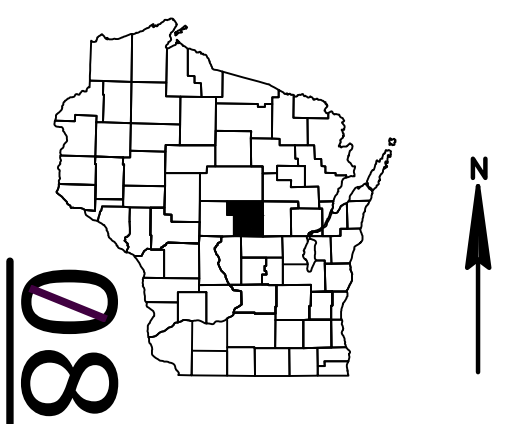
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT

STEVENS POINT - ROSHOLT
I39 TO STEVENS POINT AIRPORT
STH 66
PORTAGE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6280-02-74	WISC 2021409	1

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

TOTAL SHEETS = 120

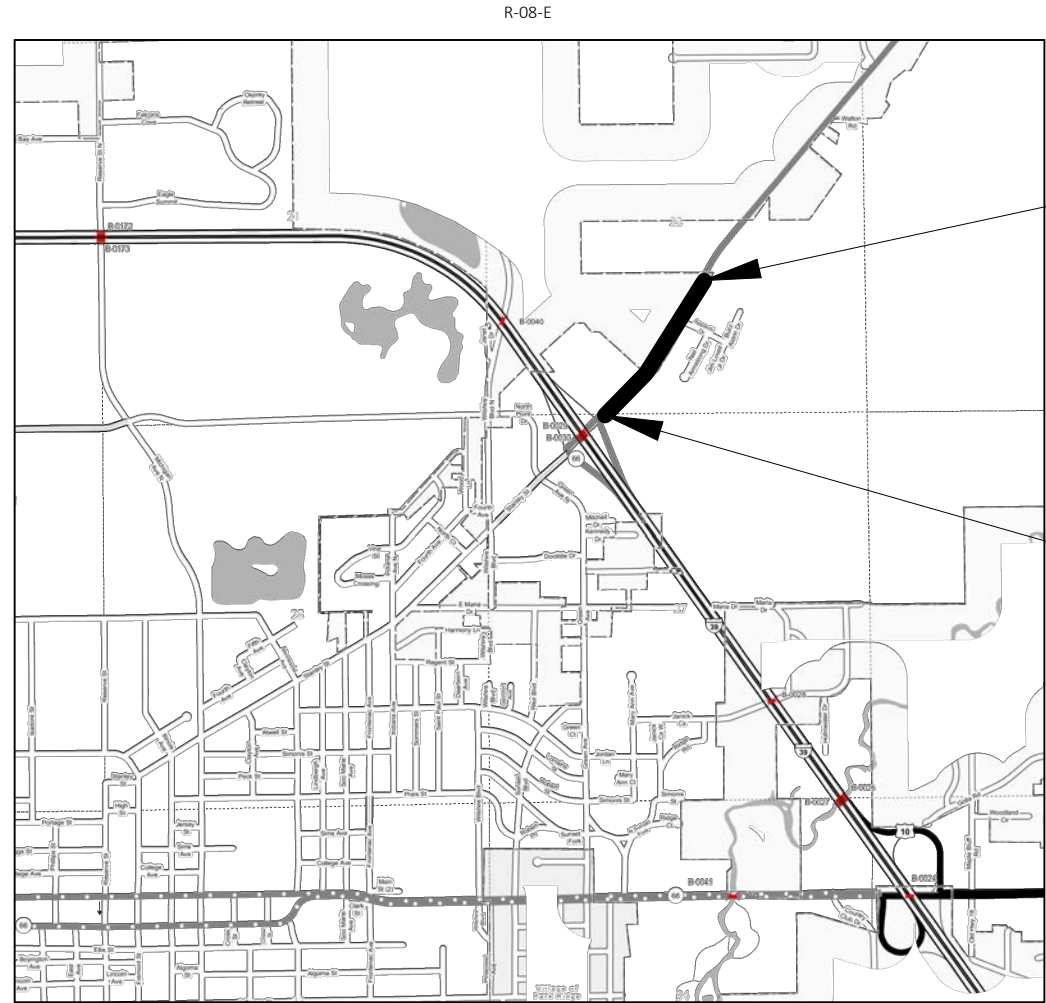


DESIGN DESIGNATION		
A.A.D.T.	2017	= 9,600
A.A.D.T.	2039	= 11,700
D.H.V.		= 8.4
D.D.		= 59/41
T.		= 9.7%
DESIGN SPEED		= 45 mph
ESALS		= 1,700,000

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
	STORM SEWER
	TELEPHONE
	WATER
MARSH AREA	UTILITY PEDESTAL
	POWER POLE
WOODED OR SHRUB AREA	TELEPHONE POLE

STATE PROJECT NUMBER
6280-02-74



END PROJECT
STA 68+75EB X = 175.150.735
Y = 211567.585
STA 168+55WB X = 175139.936
Y = 211573.320

BEGIN PROJECT
STA 45+00EB X = 173820.427
Y = 209634.278
STA 145+00WB X = 173775.924
Y = 209680.273

LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.450

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, PORTAGE COUNTY, NAD83 (1991), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor WISDOT-NCR
Designer ERIN CHRISTIANSON
Project Manager MARK STEIDL
Regional Examiner CHERYL SIMON
Regional Supervisor NICHOLE LYSNE

APPROVED FOR THE DEPARTMENT
DATE: 4/17/20

(Signature)

E

GENERAL NOTES

WHEN THE QUANTITY OF THE ITEMS OF BASE AGGREGATE, SUBBASE OR HMA PAVEMENT IS MEASURED FOR PAYMENT BY THE TON OR CUBIC YARD, THE DEPTH OR THICKNESS OF THE LAYERS SHOWN ON THE PLAN IS APPROXIMATE AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER.

CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

THE LOCATION 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.

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 = 4.508 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.350 ACRES

UTILITIES

ASTREA - COMMUNICATION LINE

RUSSELL KENNY
105 KENT STREET
IRON MOUNTAIN, MI 49801
PHONE: (906) 282-6434
E-MAIL: Russell.kenny@astreaconnect.com

AT&T WISCONSIN - COMMUNICATION LINE

CHUCK BARTELT
70 E DIVISION STREET
FOND DU LAC, WI 54935
PHONE: (920) 929-1013 WORK
PHONE: (920) 410-5104 MOBILE
E-MAIL: CB1461@ATT.COM

CHARTER COMMUNICATIONS - COMMUNICATION LINE

RUDI RUDIGER
5024 HEFFRON STREET
STEVENS POINT, WI 54481
PHONE: (715) 204-5339
E-MAIL: rudi.rudiger@charter.com

WPS- ELECTRICITY

DAVE PETERSEN
3300 N MAIN STREET
OSHKOSH, WI 54901
PHONE: (920) 236-5910 WORK
PHONE: (920) 680-2036 MOBILE
E-MAIL: david.petersen@siconsinpublicservice.com

WPS - GAS/PETROLEUM

STEVE BONECK
3300 N MAIN STREET
OSHKOSH, WI 54901
PHONE: (920) 236-5918 WORK
PHONE: (920) 606-3338 MOBILE
E-MAIL: steve.boneck@wisconsinpublicservice.com

CITY OF STEVENS POINT - AIRPORT FACILITY

JASON DRAHEIM
4501 HWY 66 (AIRPORT)
STEVENS POINT, WI 54482
PHONE: (715) 345-8989
E-MAIL: jdraheim@stevenspoint.com

CITY OF STEVENS POINT - COMMUNICATION

JASON DRAHEIM
4501 HWY 66 (AIRPORT)
STEVENS POINT, WI 54482
PHONE: (715) 345-8989
E-MAIL: jdraheim@stevenspoint.com

CITY OF STEVENS POINT - SEWER

ERIC SOUTHWORTH
300 BLISS AVENUE
STEVENS POINT, WI 54481
PHONE: (715) 342-4846
E-MAIL: esouthworth@stevenspoint.com

CITY OF STEVENS POINT - WATER

ERIC SOUTHWORTH
300 BLISS AVENUE
STEVENS POINT, WI 54481
PHONE: (715) 342-4846
E-MAIL: esouthworth@stevenspoint.com

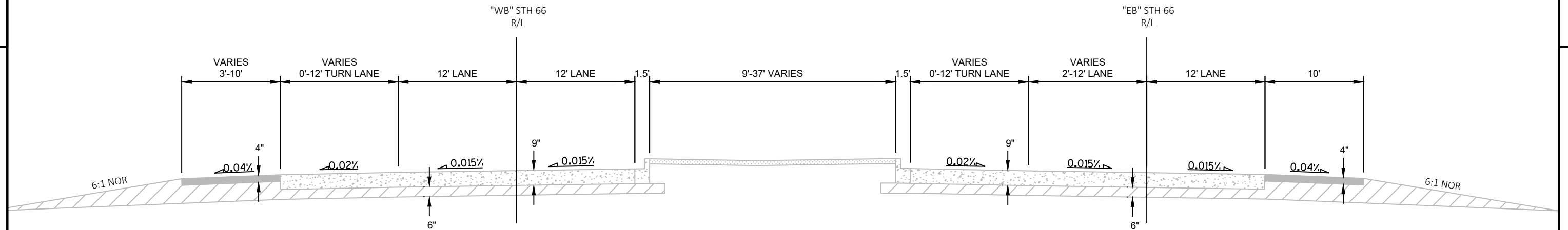
DNR

CASEY JONES

DNR WISCONSIN RAPIDS SERVICE CENTER
473 GRIFFITH AVENUE
WISCONSIN RAPIDS, WI 54494
PHONE: (715) 213-6571 MOBILE
E-MAIL: CASEY.JONES@WISCONSIN.GOV



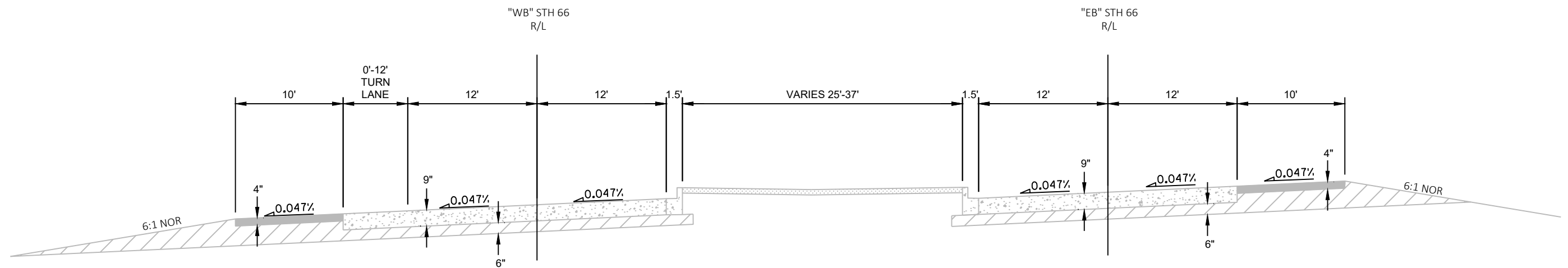
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PROJECT OVERVIEW	SHEET	E
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EXISTING TYPICAL SECTION STH 66/STANLEY STREET

STA 145+00WB TO STA 151+90WB
STA 157+75WB TO STA 165+10WB

STA 45+00EB TO STA 51+65EB
STA 57+50EB TO STA 65+30EB



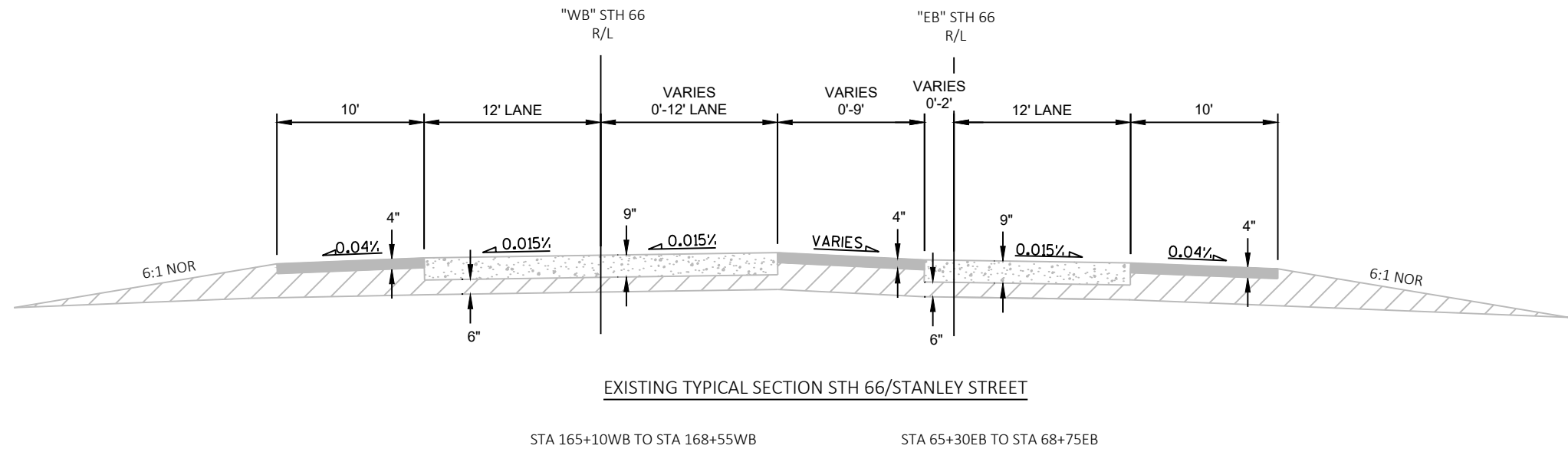
EXISTING TYPICAL SECTION STH 66/STANLEY STREET

STA 151+90WB TO STA 157+75WB

STA 51+65EB TO STA 57+50EB

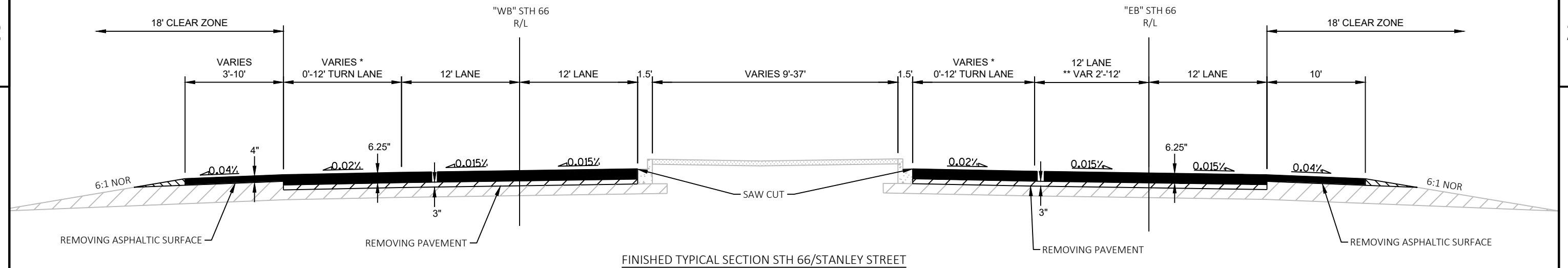
LEGEND

- EXISTING PC CONCRETE PAVEMENT
- EXISTING HMA PAVEMENT
- EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING TOPSOIL
- EXISTING CONCRETE CURB & GUTTER 18-INCH



LEGEND

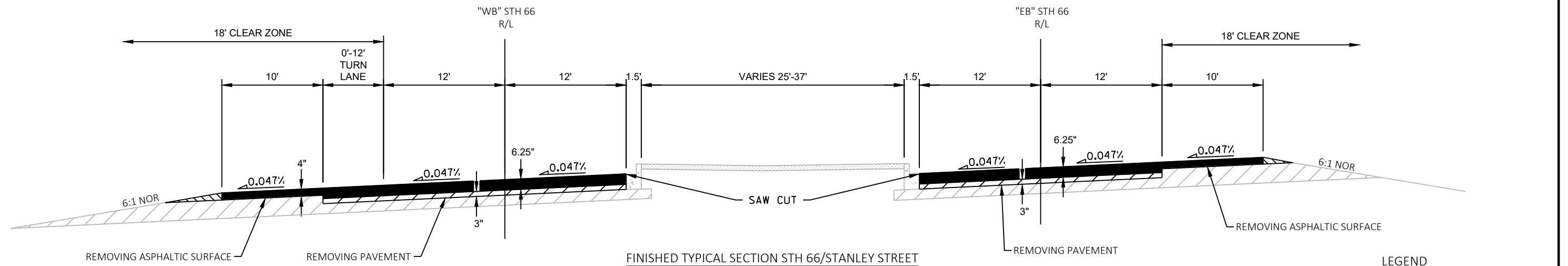
- EXISTING PC CONCRETE PAVEMENT
- EXISTING HMA PAVEMENT
- EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING TOPSOIL
- EXISTING CONCRETE CURB & GUTTER 18-INCH



STA 145+00WB TO STA 151+90WB
STA 157+75WB TO STA 165+10WB
STA 165+10WB TO STA 165+54WB (LT SHLD ONLY)

STA 45+00EB TO STA 51+65EB
STA 57+50EB TO STA 61+20EB
STA 61+20EB TO STA 65+30EB (EXCLUDE RT SHLD) **

* LEAVE EXISTING CONCRETE TURN LANE: STA 45+64EB TO STA 49+57EB
STA 148+47WB TO STA 153+65WB



STA 151+90WB TO STA 157+75WB

STA 51+65EB TO STA 57+50EB

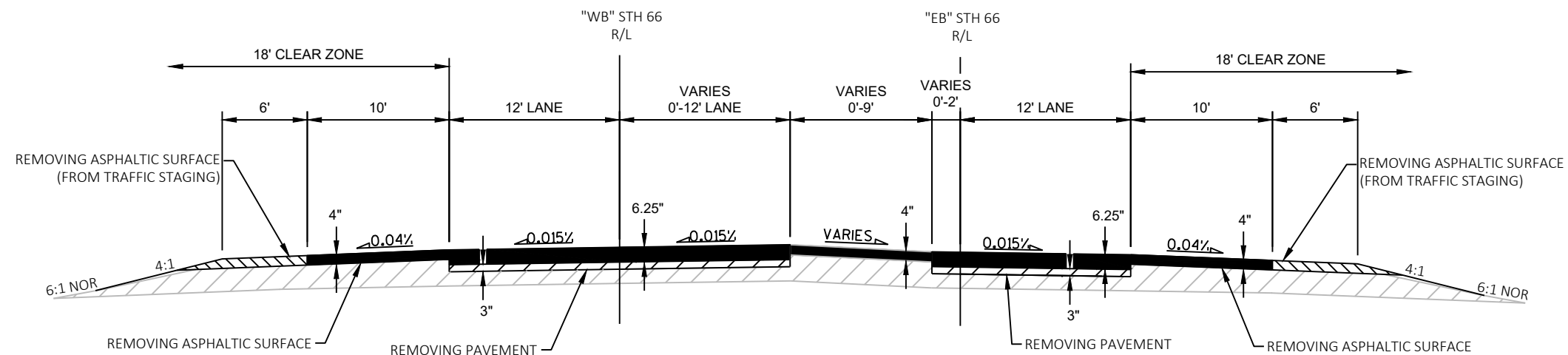
NOTE: HMA PAVEMENT TYPES

DRIVING LANES:
LOWER LAYER = 4.5-INCHES, TYPE 3 MT 58-28 S (2 LIFTS)
UPPER LAYER = 1.75-INCHES, TYPE 4 MT 58-28 H

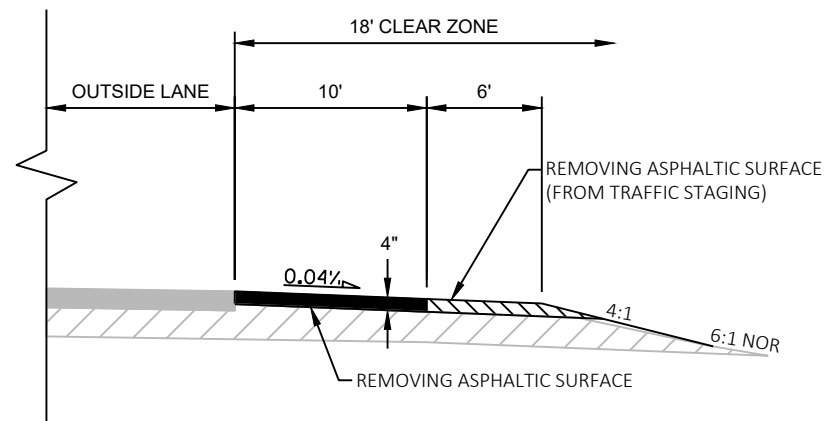
SHOULDERS:
LOWER LAYER = 2.25-INCHES, TYPE 3 MT 58-28 S
UPPER LAYER = 1.75-INCHES, TYPE 4 MT 58-28 S

LEGEND

- HMA PAVEMENT (SEE NOTE FOR TYPES)
- BASE AGGREGATE DENSE 1 1/4-INCH
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING PC CONCRETE PAVEMENT
- EXISTING HMA PAVEMENT
- EXISTING BASE AGGREGATE DENSE 1 1/4-INCH
- EXISTING TOPSOIL
- EXISTING CONCRETE CURB & GUTTER 18-INCH



STA 165+10WB TO STA 165+54WB (EXCLUDE LT SHLD) STA 61+20EB TO STA 65+30EB (RT SHLD ONLY)
STA 165+10WB TO STA 168+55WB STA 65+30EB TO STA 68+75EB



STA 168+55WB TO STA 177+00WB

STA 68+75EB TO STA 173+88WB

NOTE: HMA PAVEMENT TYPES

DRIVING LANES:
LOWER LAYER = 4.5-INCHES, TYPE 3 MT 58-28 S (2 LIFTS)
UPPER LAYER = 1.75-INCHES, TYPE 4 MT 58-28 H

SHOULDERS:
LOWER LAYER = 2.25-INCHES, TYPE 3 MT 58-28 S
UPPER LAYER = 1.75-INCHES, TYPE 4 MT 58-28 S

LEGEND

	HMA PAVEMENT (SEE NOTE FOR TYPES)
	BASE AGGREGATE DENSE 1 1/4-INCH
	BASE AGGREGATE DENSE 3/4-INCH
	EXISTING HMA PAVEMENT
	EXISTING BASE AGGREGATE DENSE 1 1/4-INCH

PROJECT NO: 6280-02-74

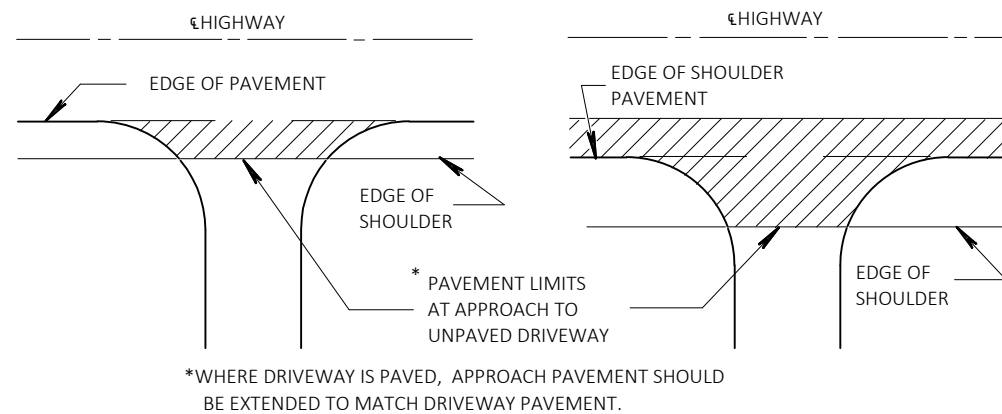
HWY: STH 66

COUNTY: PORTAGE

TYPICAL SECTION

SHEET

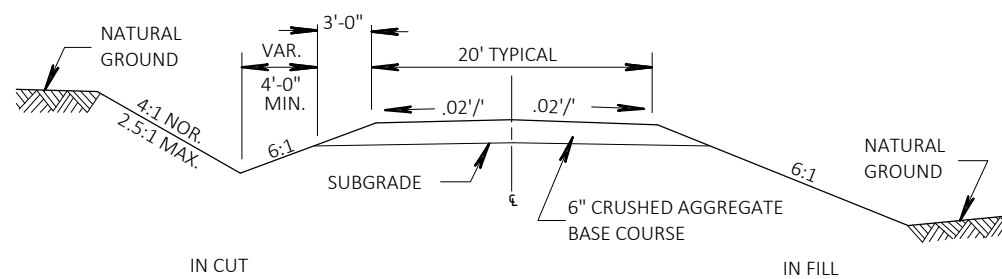
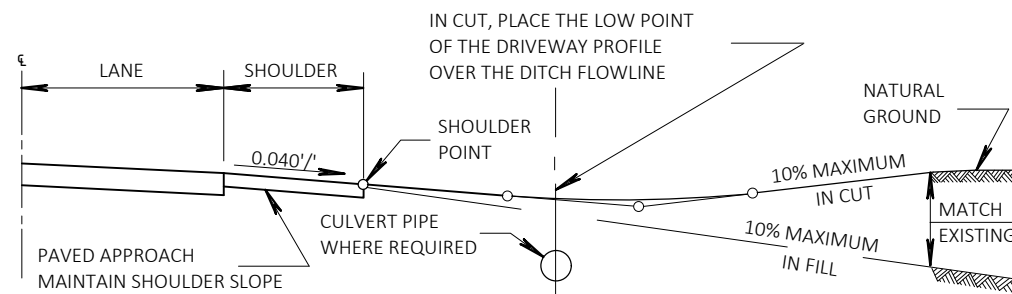
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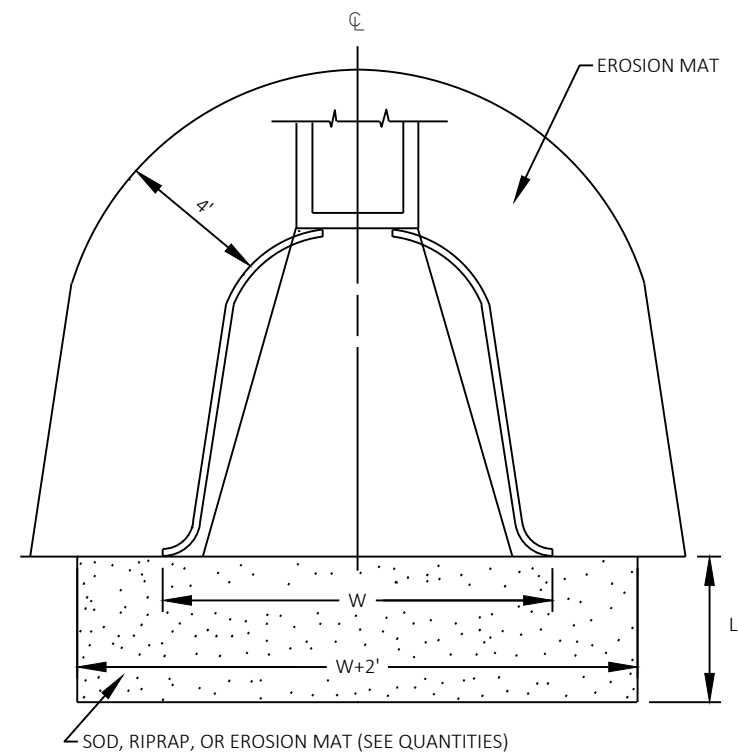
PLAN VIEW

PLAN VIEW
(PAVED SHOULDER ON HIGHWAY)

RURAL DRIVEWAY INTERSECTION DETAIL

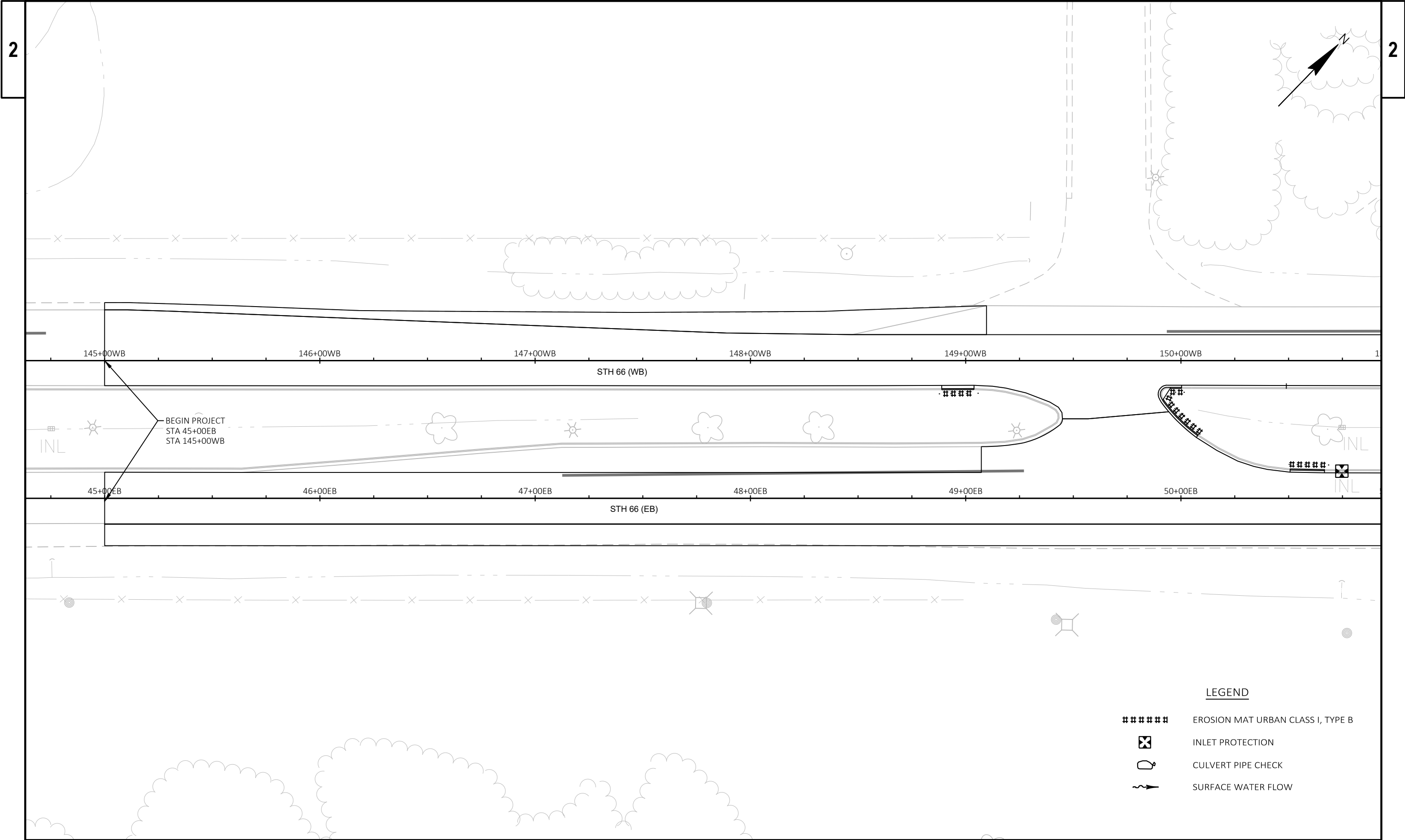
TYPICAL CROSS SECTION FOR PRIVATE
DRIVE OR FIELD ENTRANCE

TYPICAL DRIVEWAY PROFILES



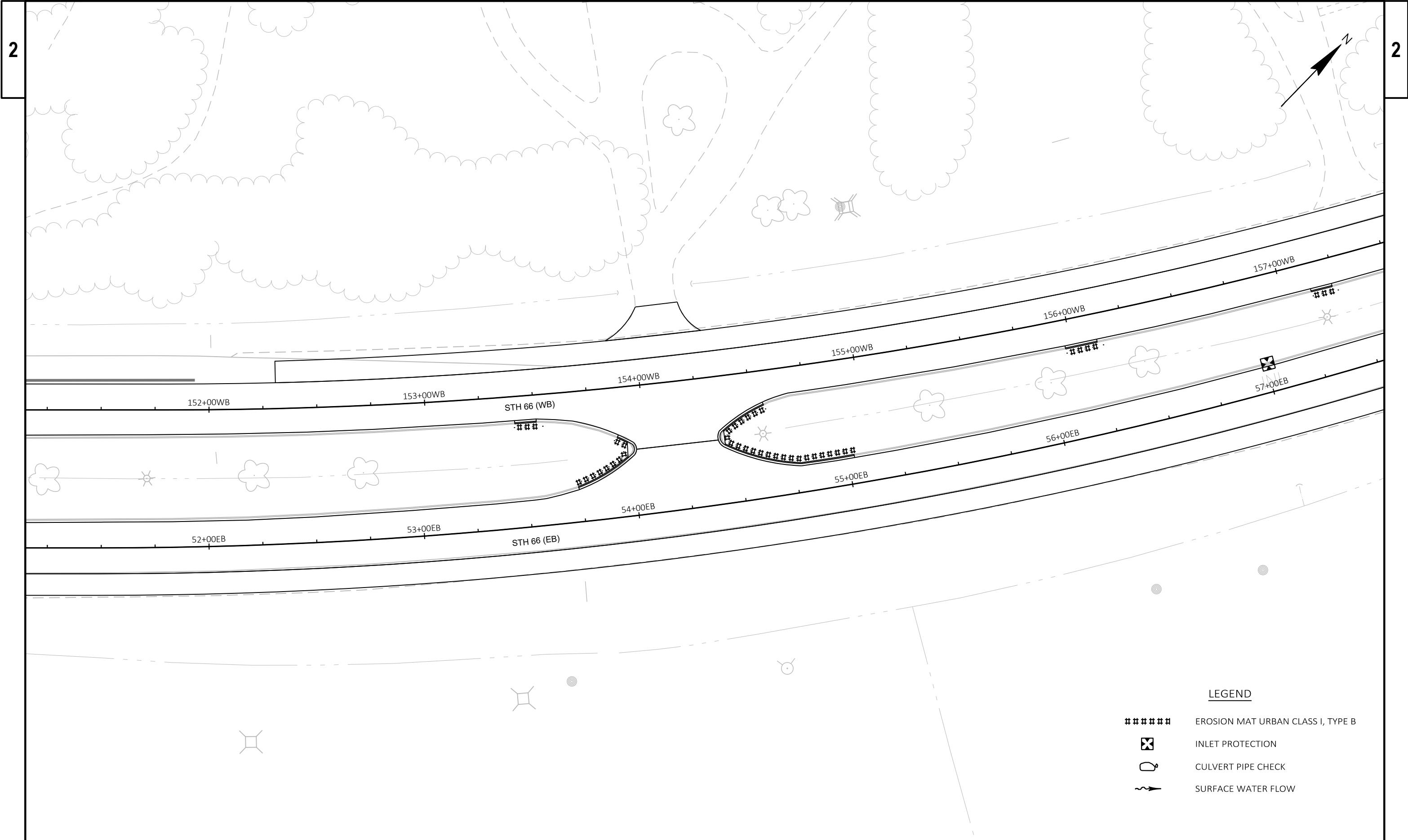
EROSION CONTROL AT PIPE ENDS

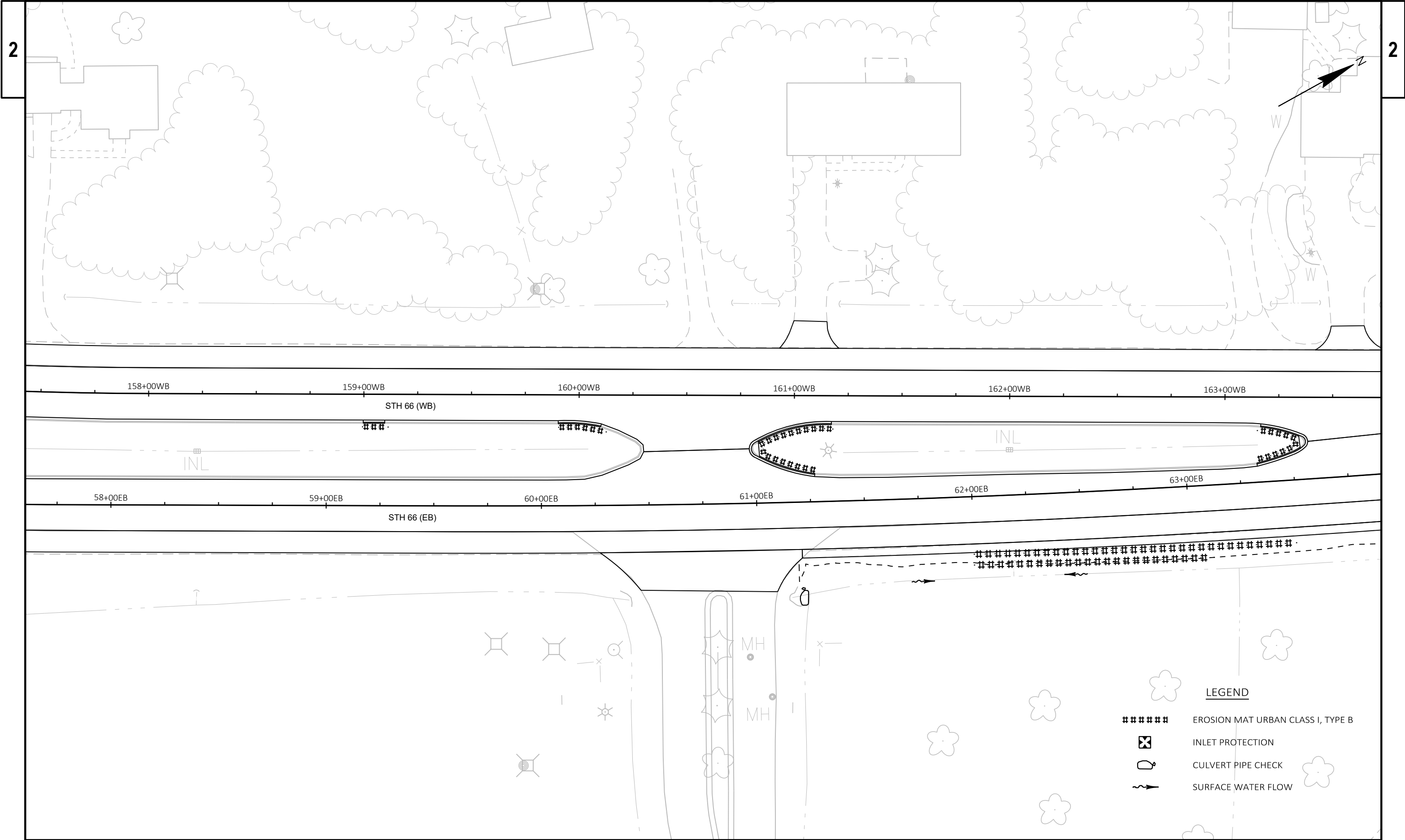
L = 3 TIMES DIAMETER OR 10' MIN.
INCREASE IF WARRANTED



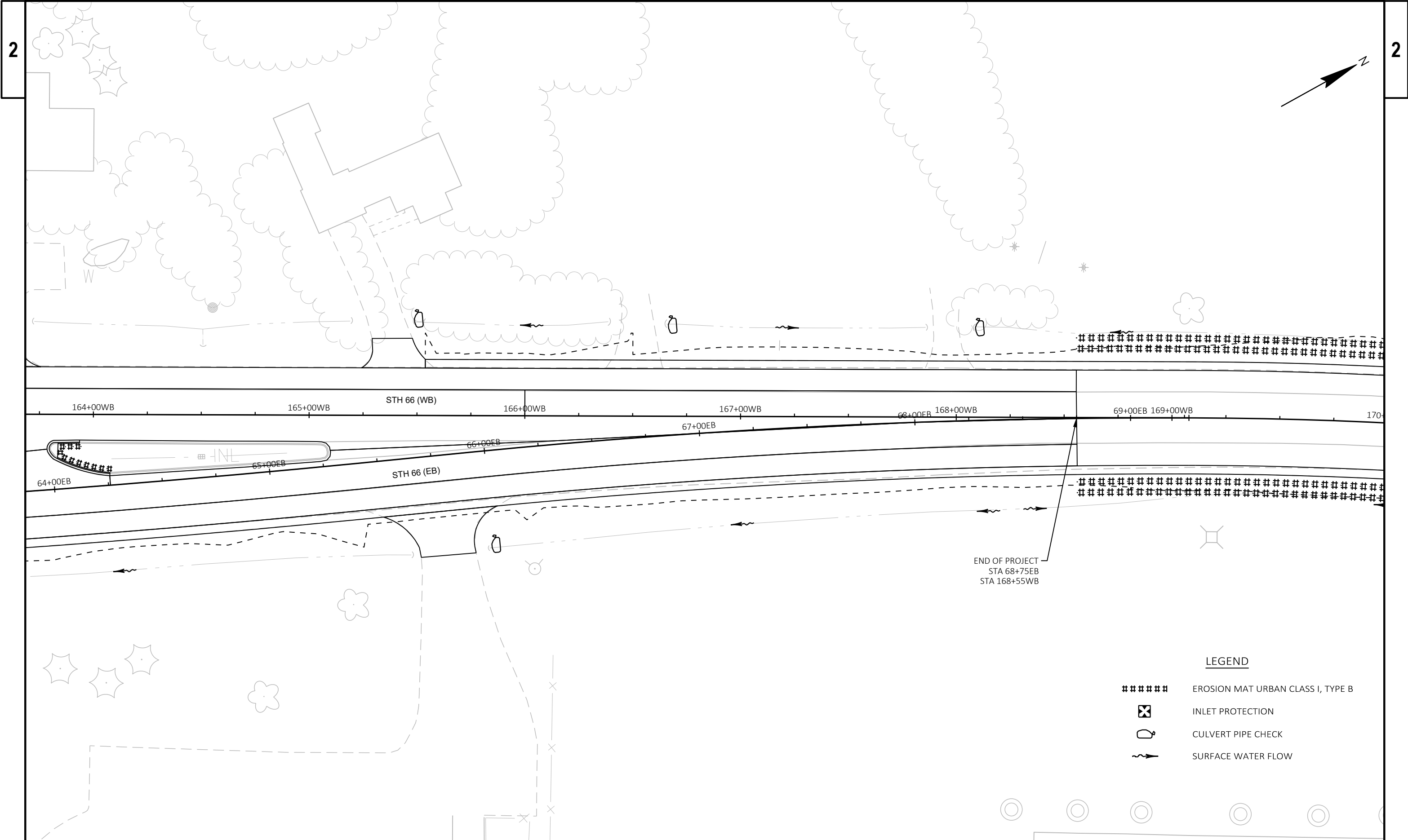
LEGEND

- ##### EROSION MAT URBAN CLASS I, TYPE B
- ⊗ INLET PROTECTION
- ⊙ CULVERT PIPE CHECK
- ~> SURFACE WATER FLOW



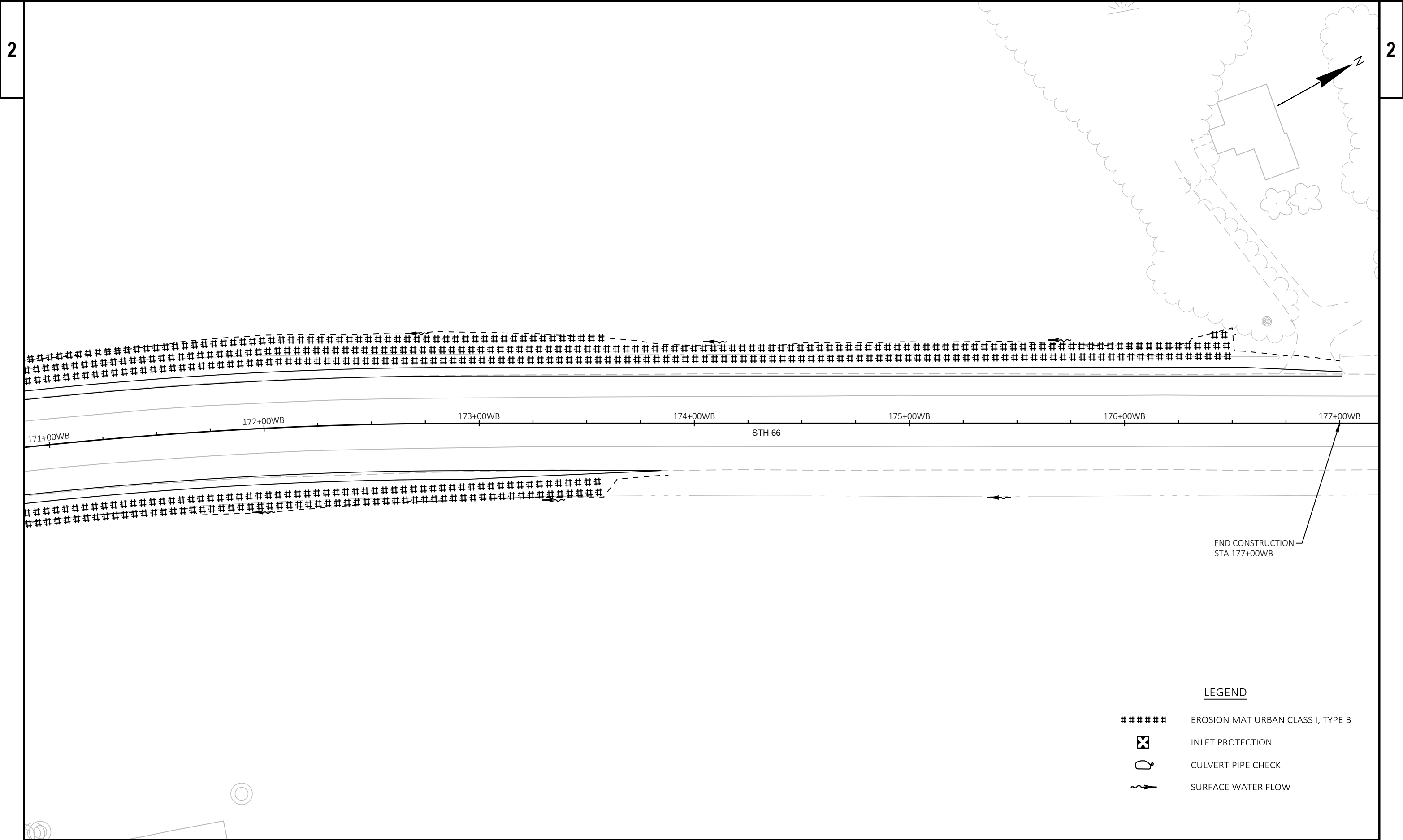


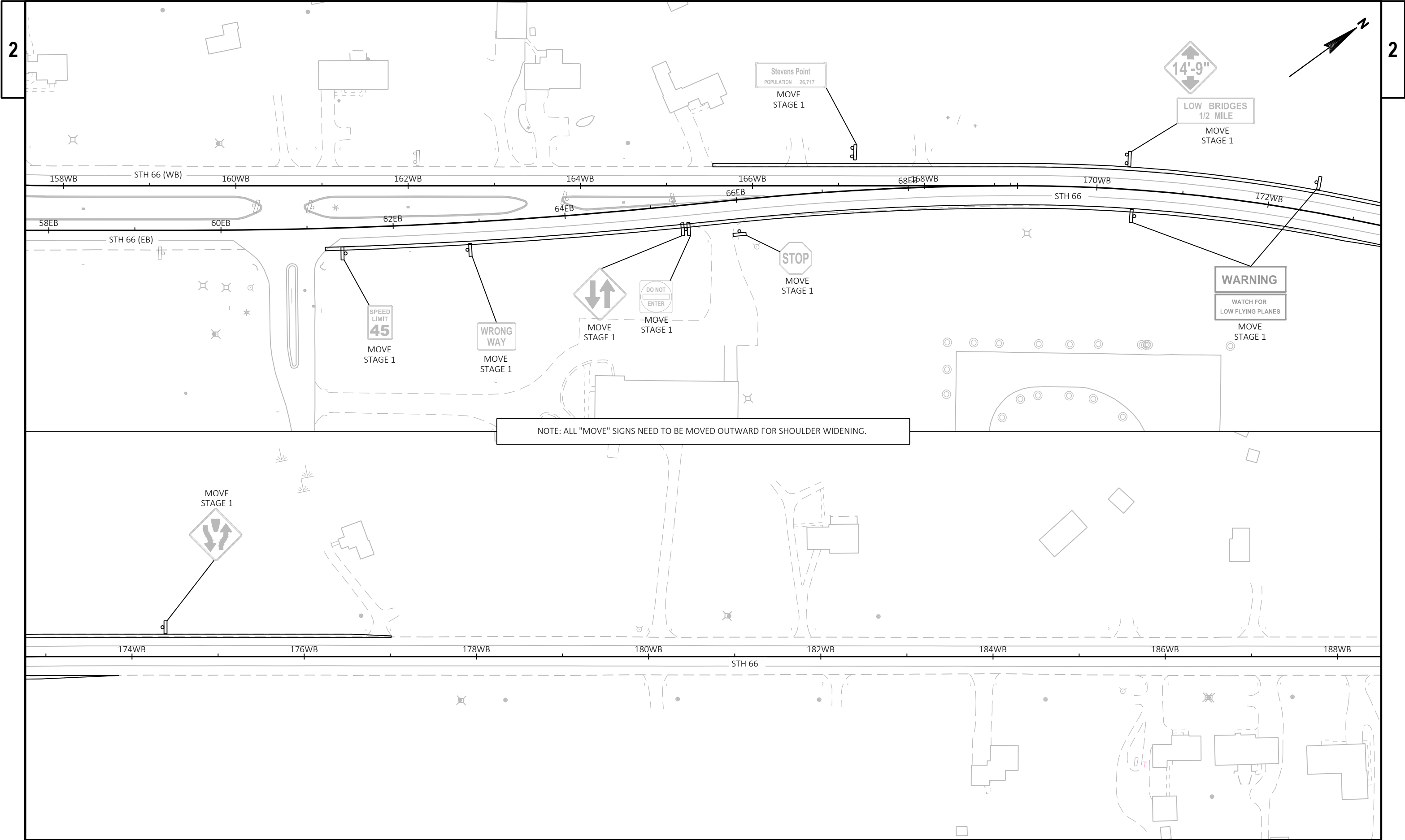
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	EROSION CONTROL	SHEET	E
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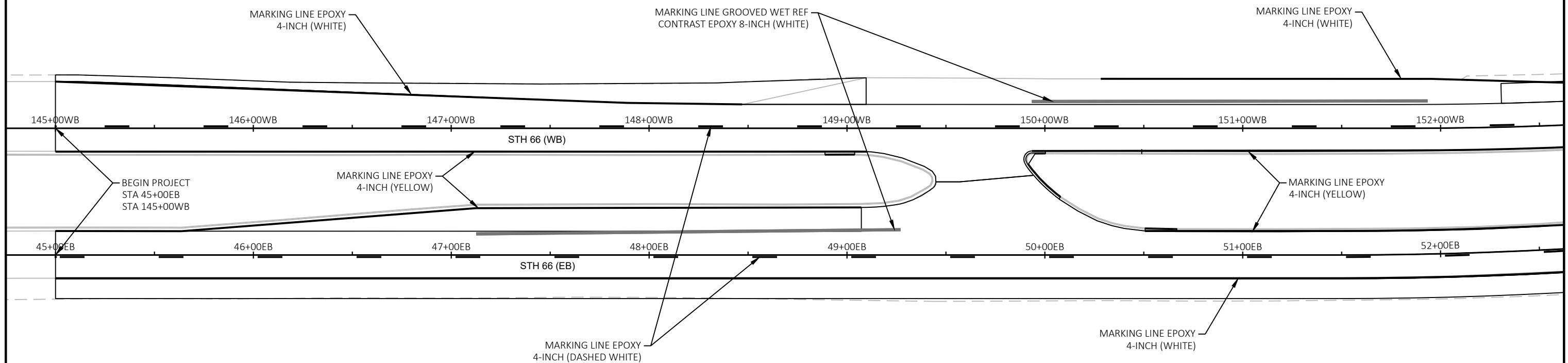
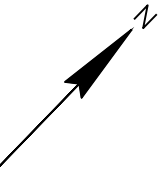
LEGEND

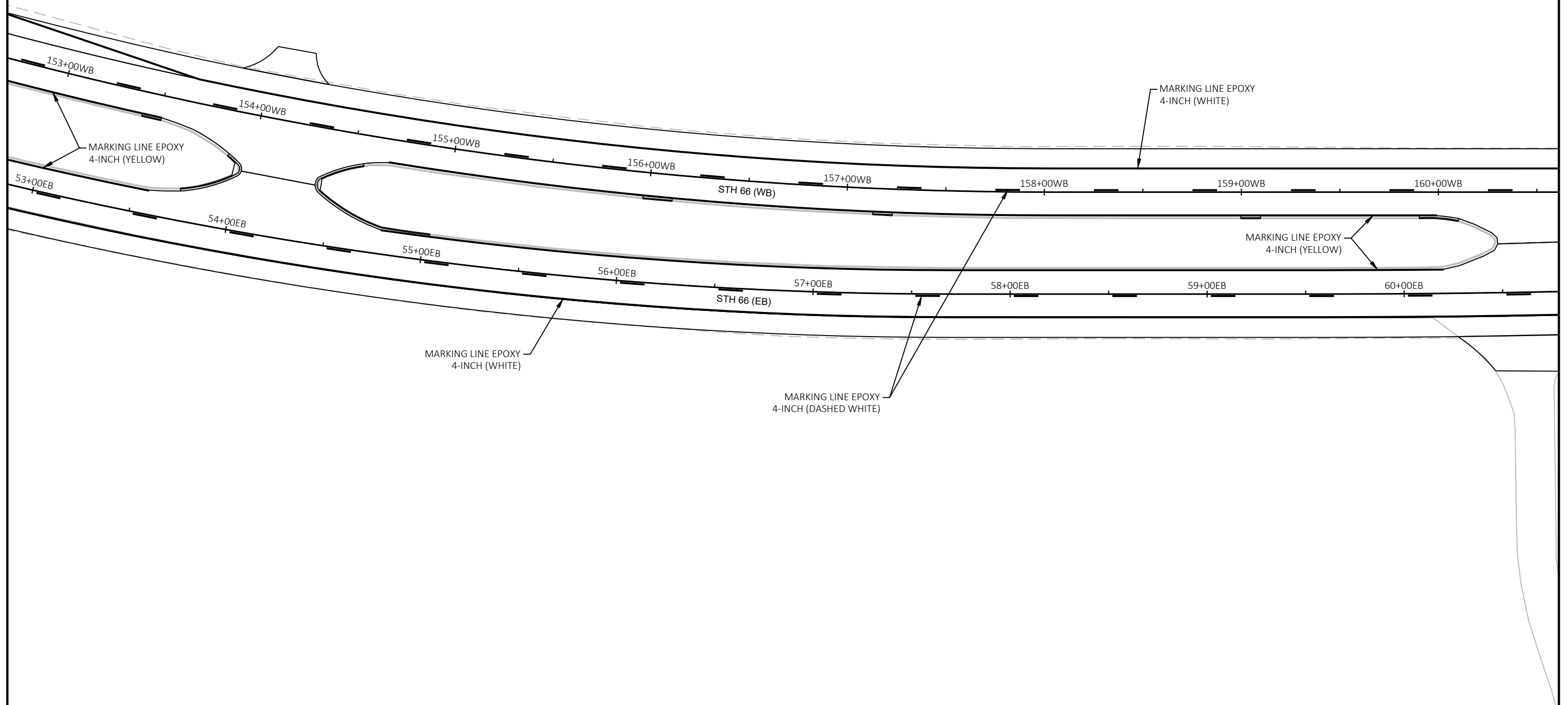
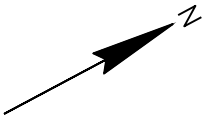
- ##### EROSION MAT URBAN CLASS I, TYPE B
- ☒ INLET PROTECTION
- CULVERT PIPE CHECK
- ~> SURFACE WATER FLOW



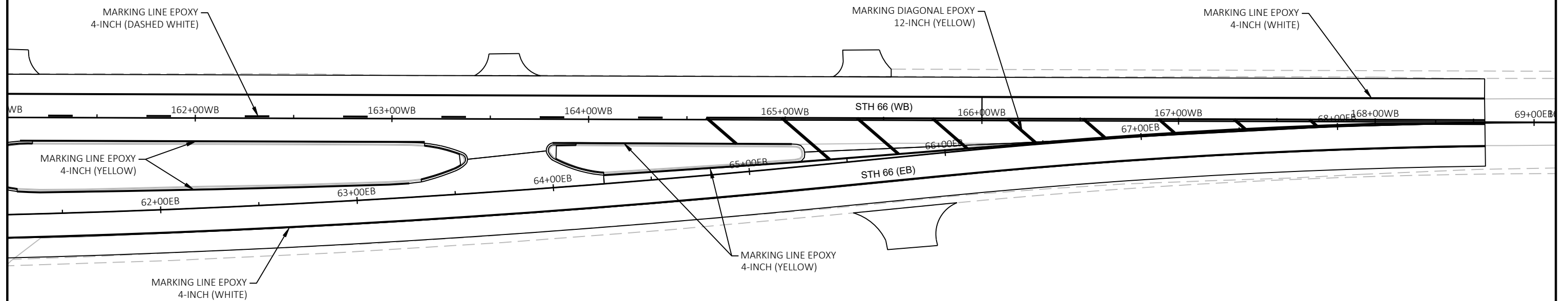
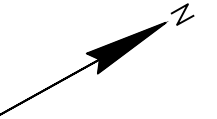


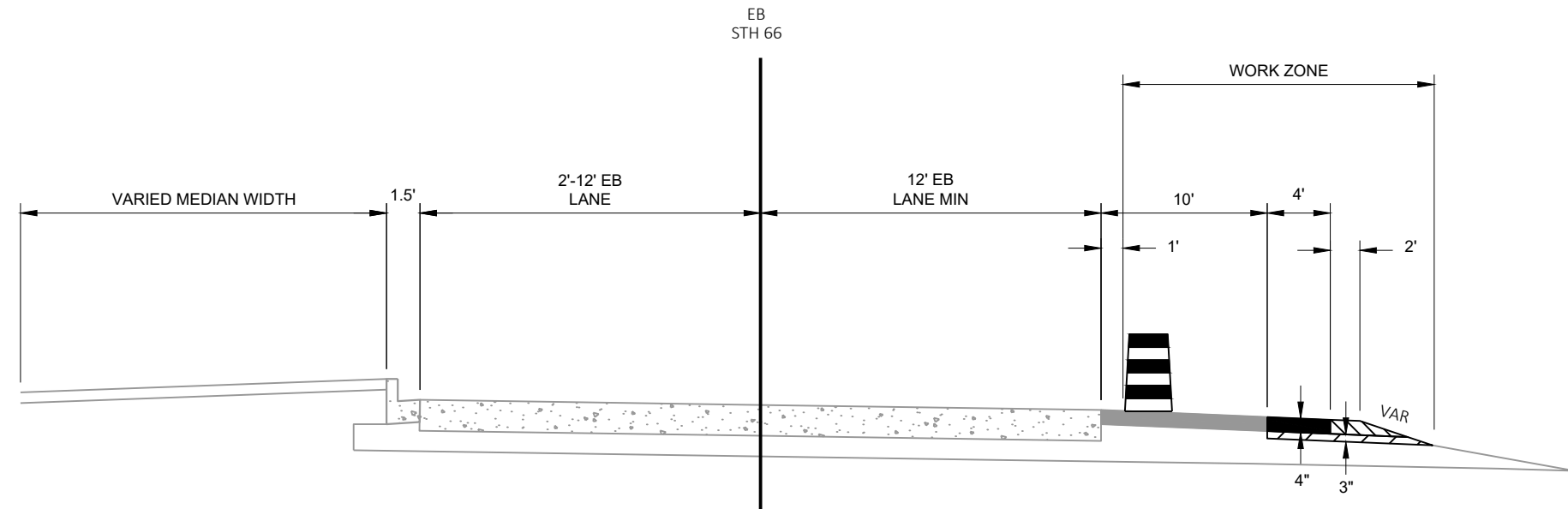
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PERMANENT SIGNING	SHEET 42
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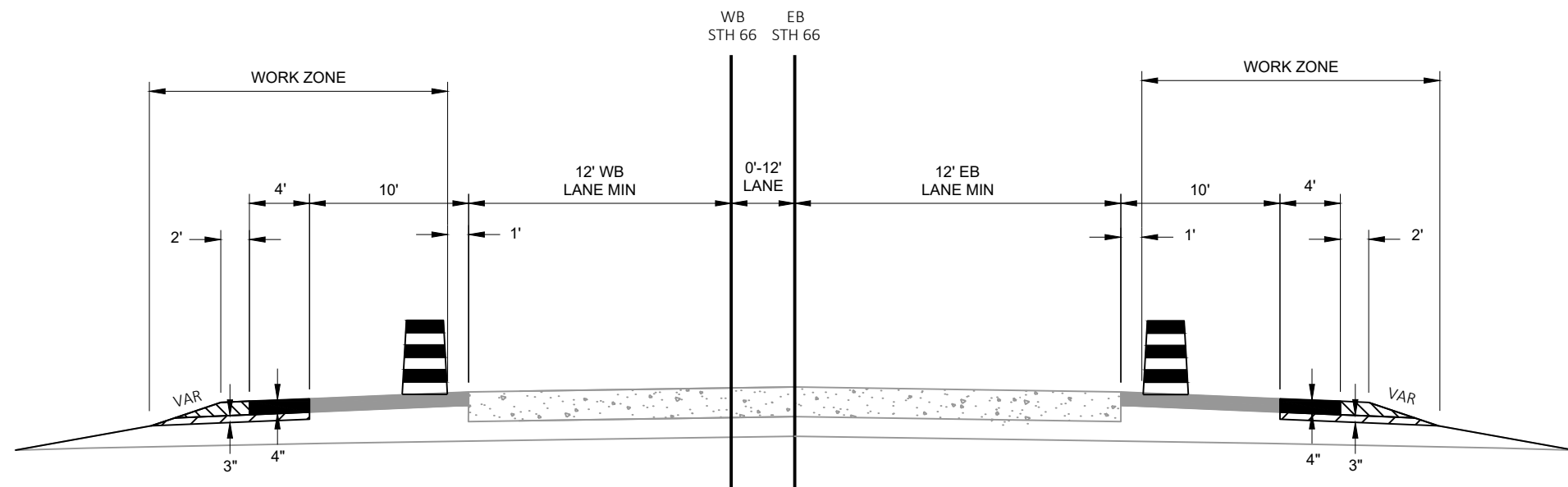
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PAVEMENT MARKING	SHEET	E
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STAGE 1 FINISHED TYPICAL HALF SECTION

STA 61+20EB TO STA 65+30EB



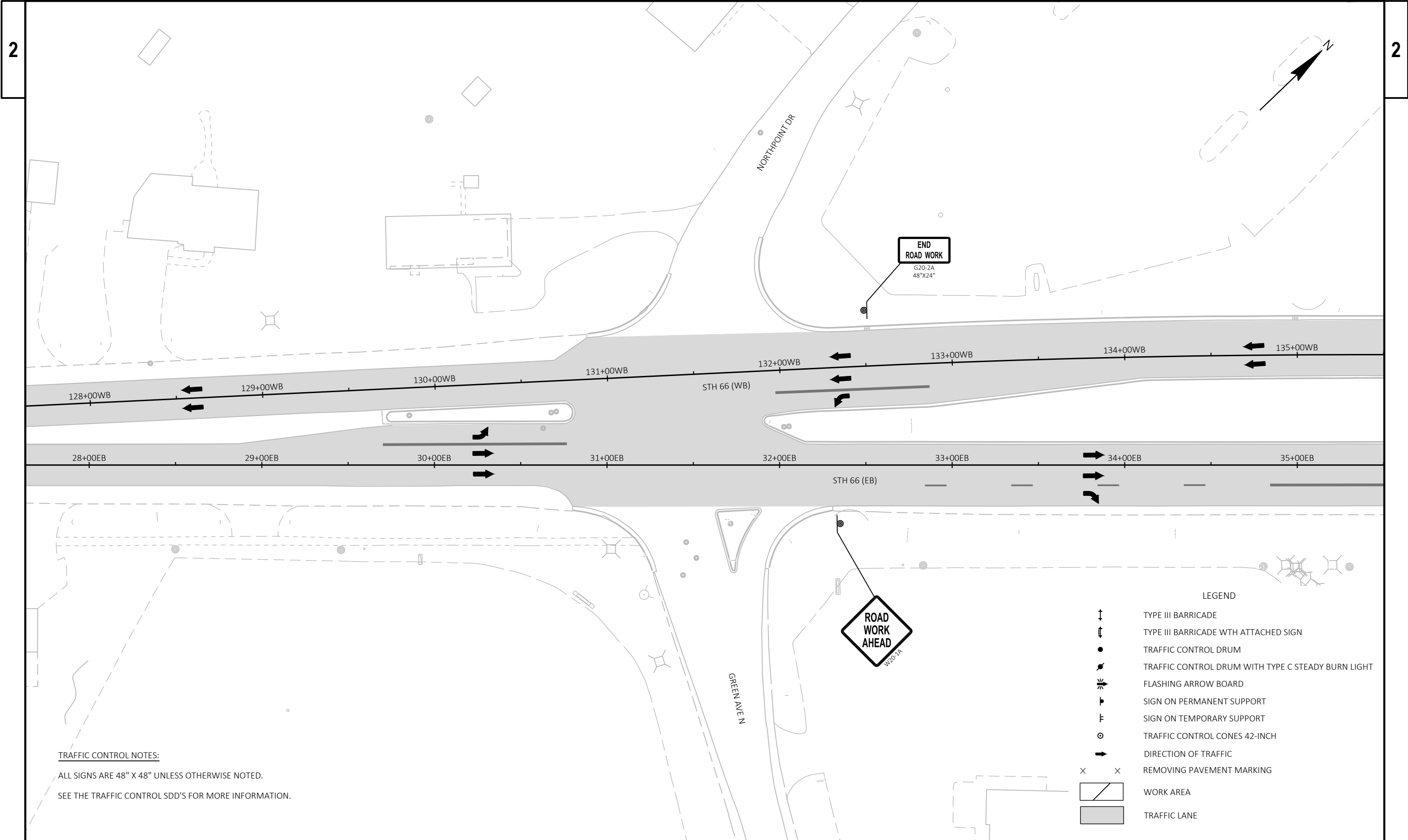
STAGE 1 FINISHED TYPICAL SECTION

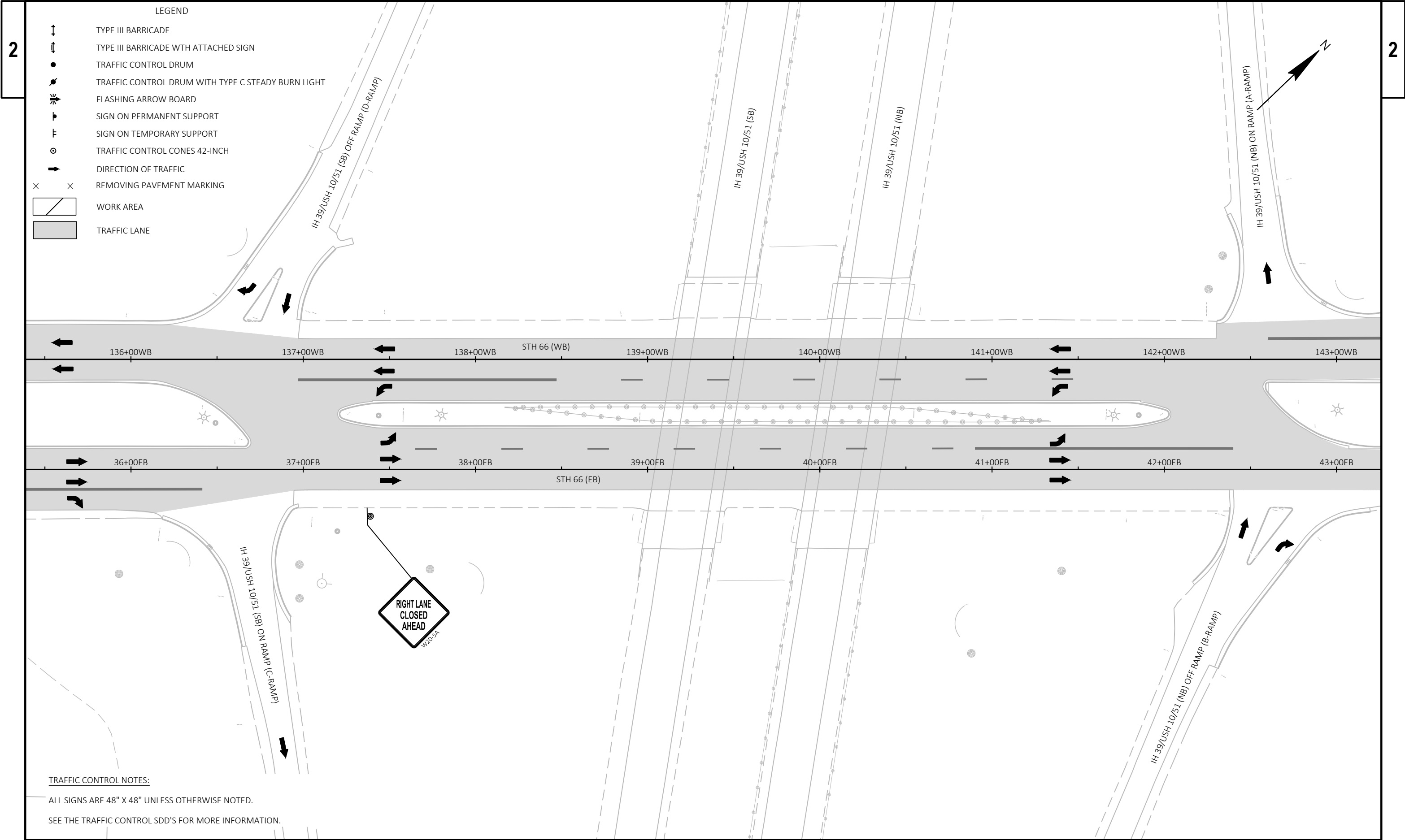
STA 165+55WB TO STA 177+00WB

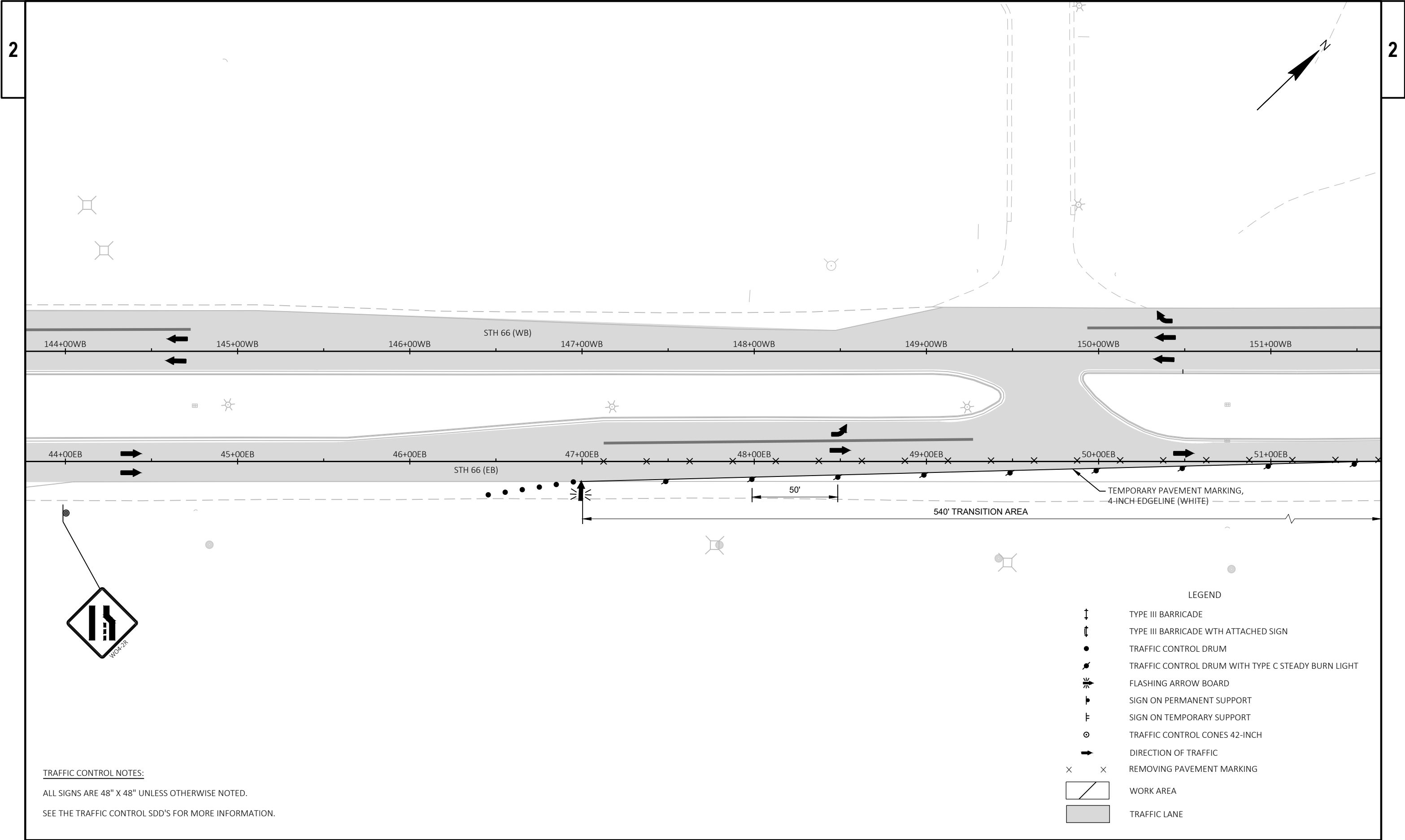
STA 65+30EB TO STA 173+88WB

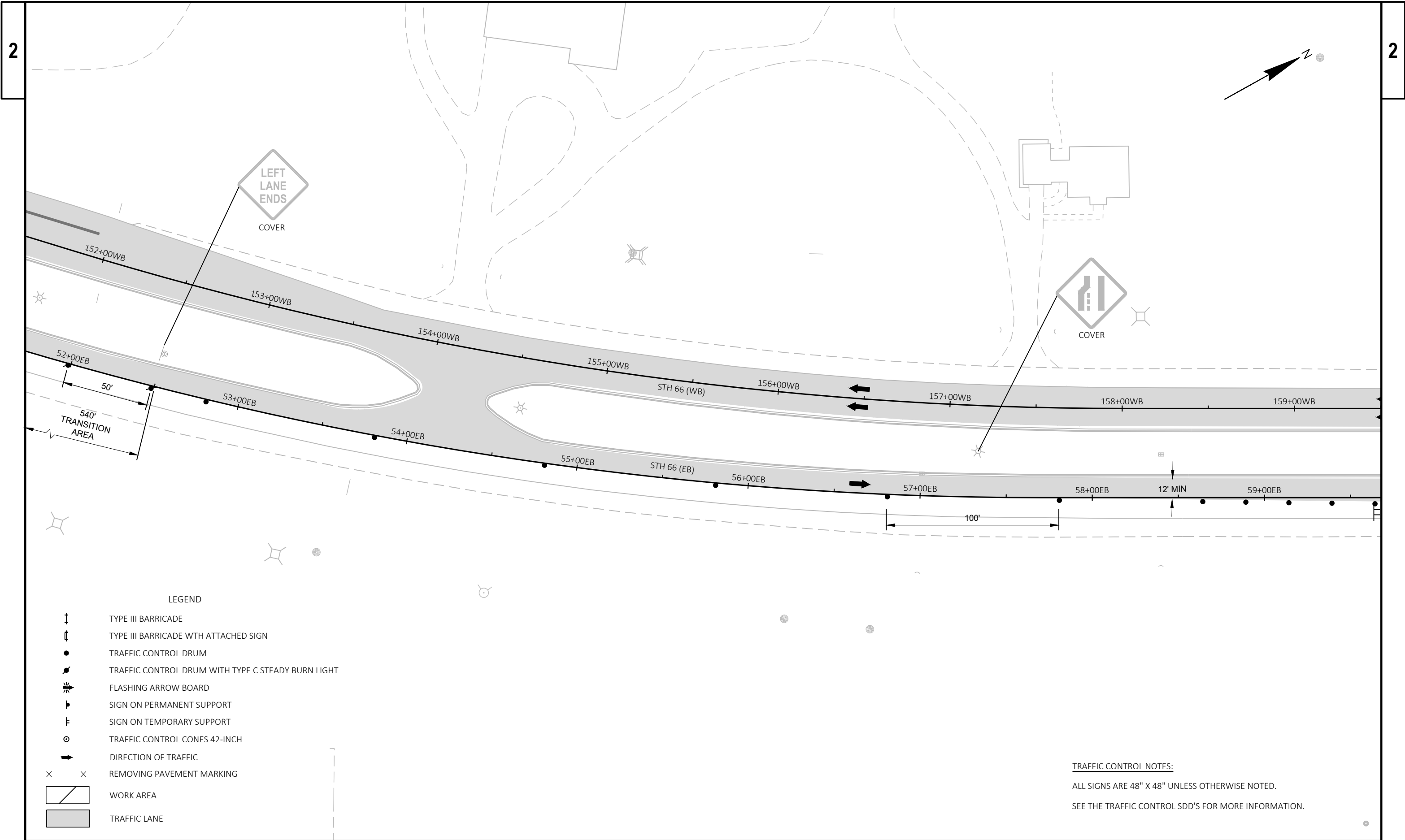
LEGEND

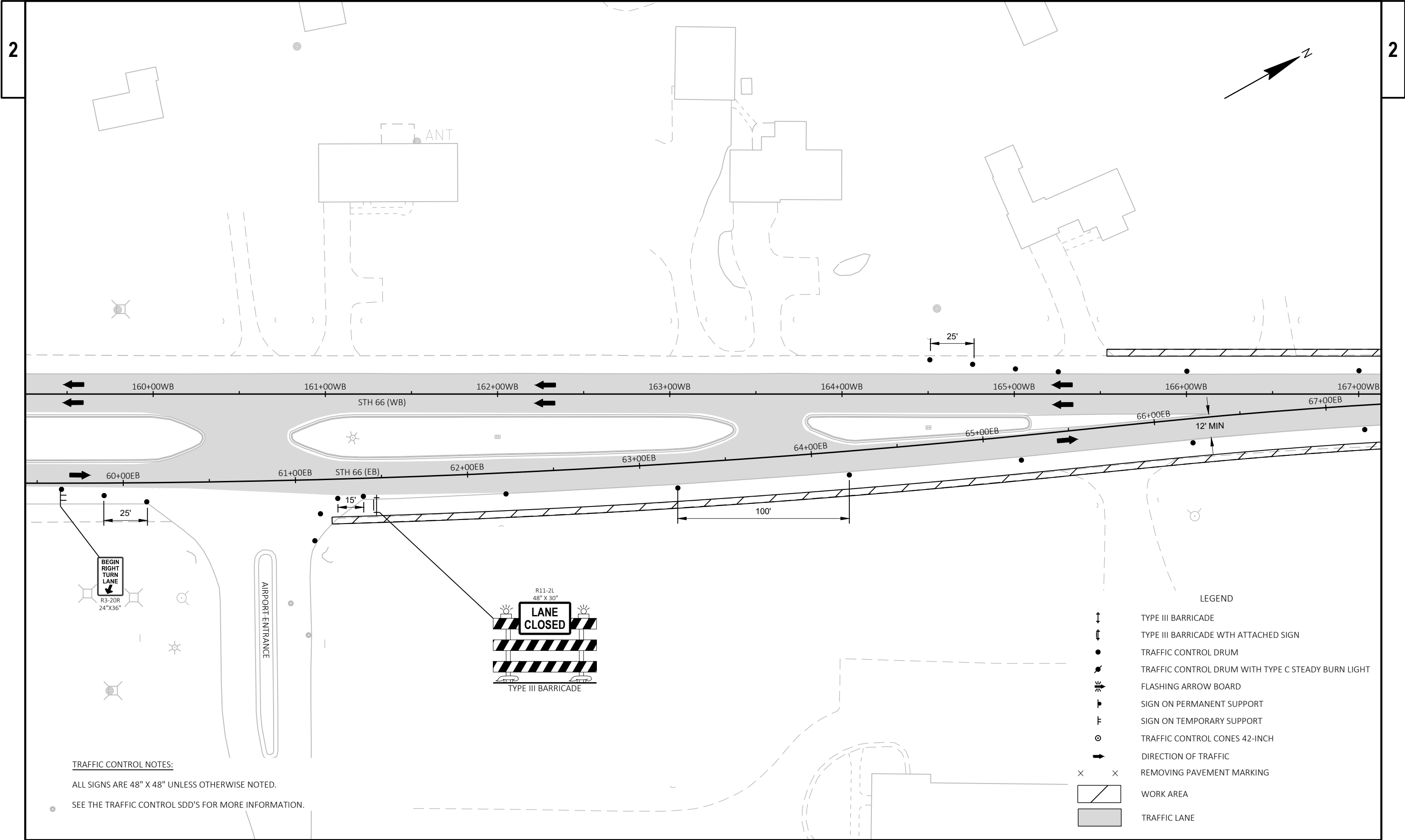
- TEMPORARY ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 1/4-INCH
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING PC CONCRETE PAVEMENT
- EXISTING HMA PAVEMENT

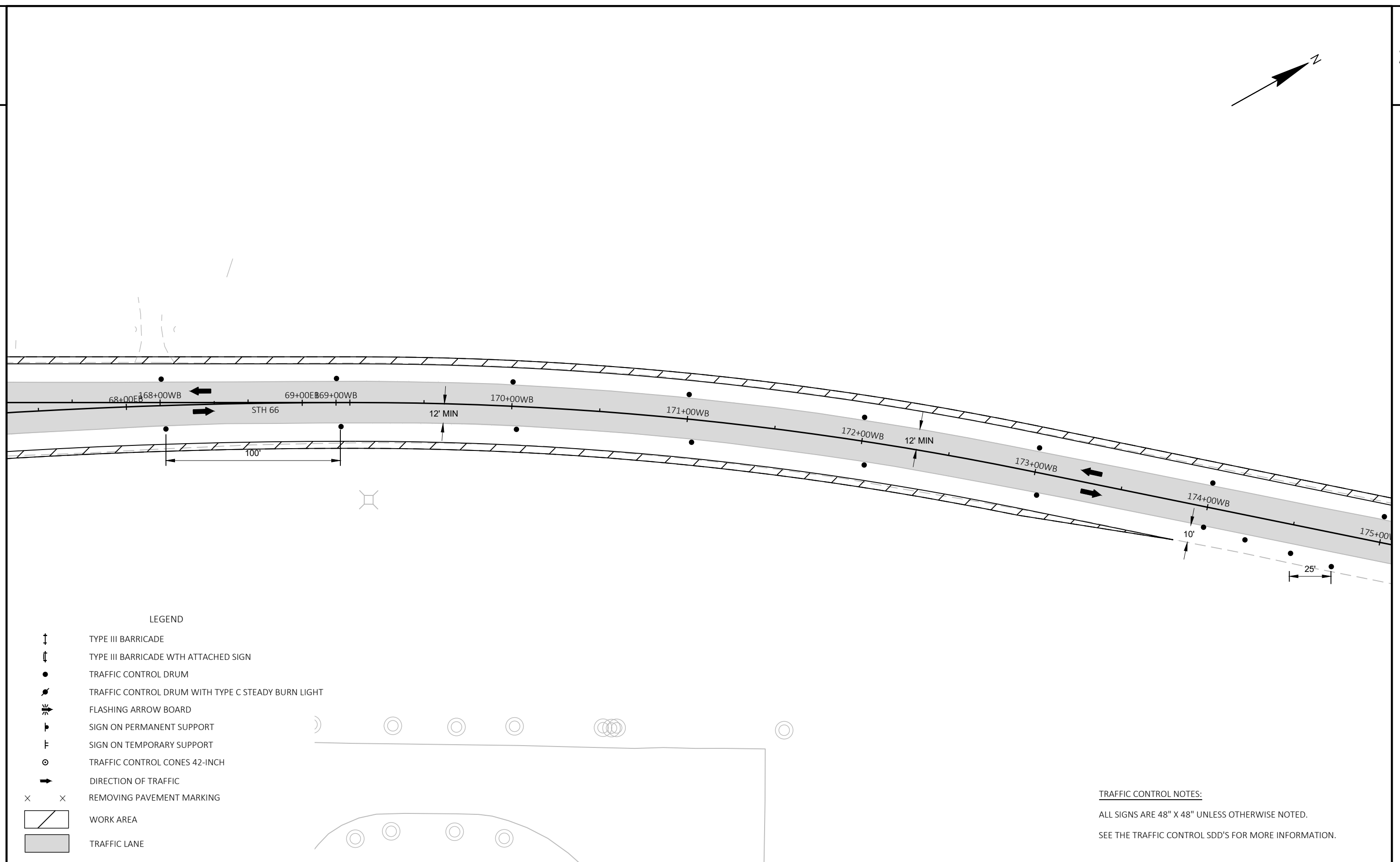


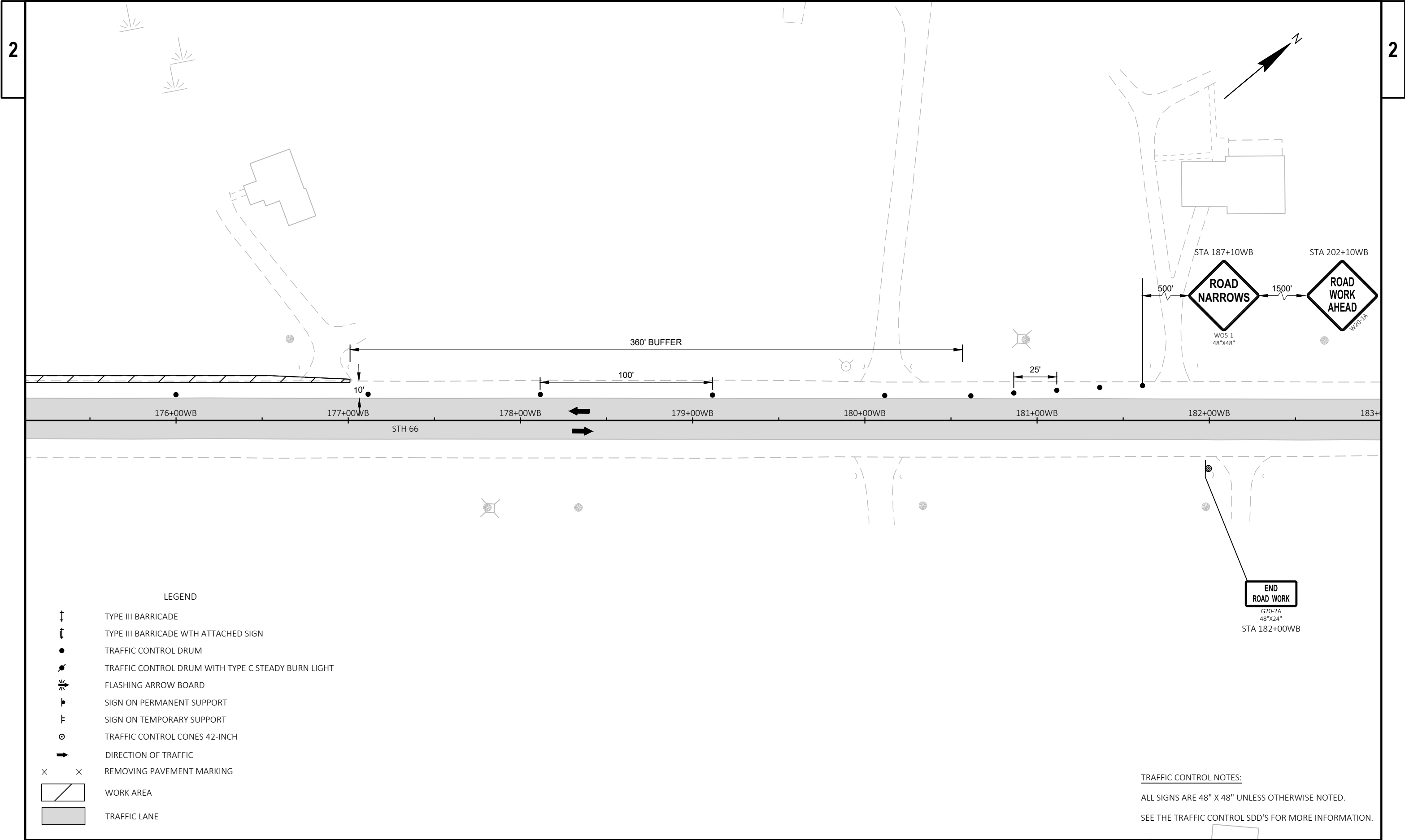










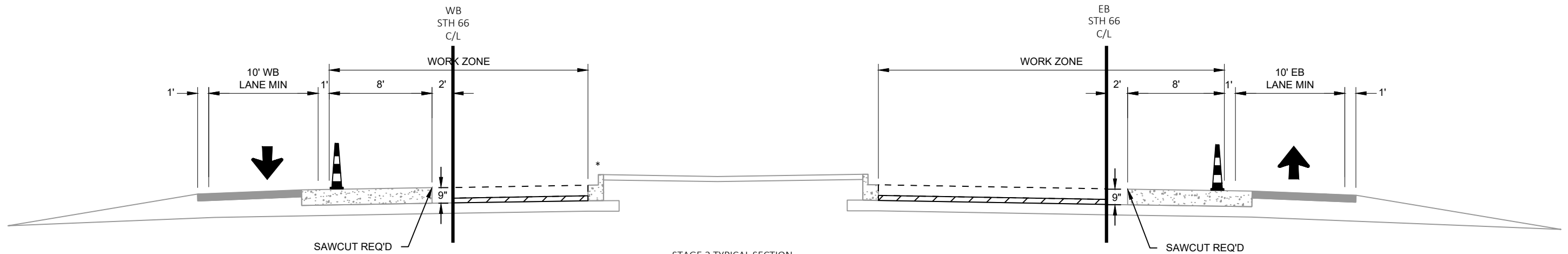


- LEGEND
- TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - FLASHING ARROW BOARD
 - SIGN ON PERMANENT SUPPORT
 - SIGN ON TEMPORARY SUPPORT
 - TRAFFIC CONTROL CONES 42-INCH
 - DIRECTION OF TRAFFIC
 - REMOVING PAVEMENT MARKING
 - WORK AREA
 - TRAFFIC LANE

TRAFFIC CONTROL NOTES:

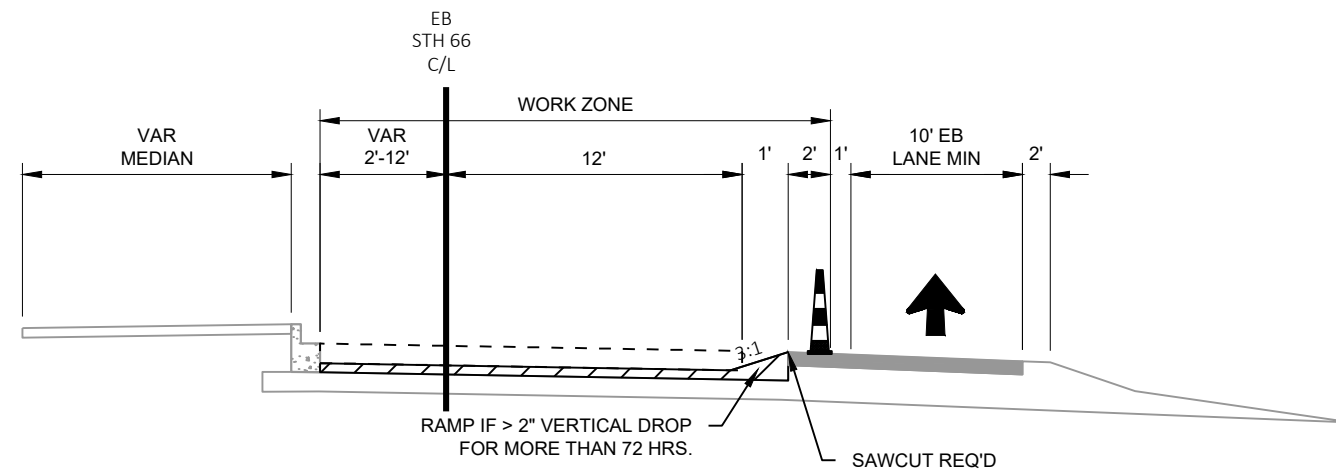
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

SEE THE TRAFFIC CONTROL SDD'S FOR MORE INFORMATION.



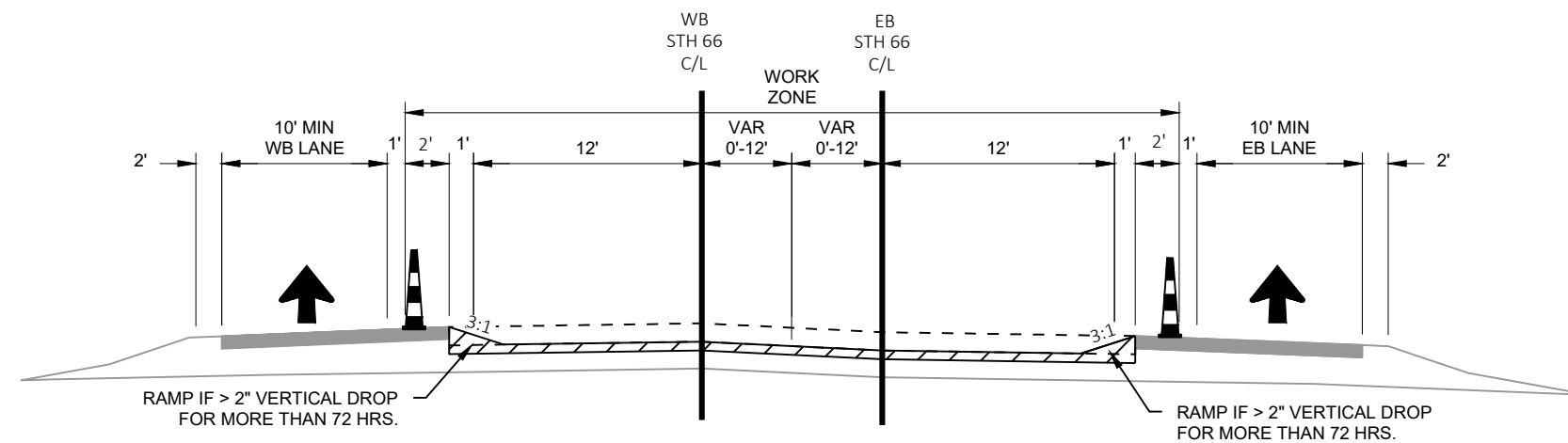
STAGE 2 TYPICAL SECTION

STA 145+00WB TO STA 166+00WB STA 45+00EB TO STA 61+20EB
* CURBED MEDIAN ENDS AT STA 165+10WB



STAGE 2 TYPICAL SECTION

STA 61+20EB TO STA 65+30EB



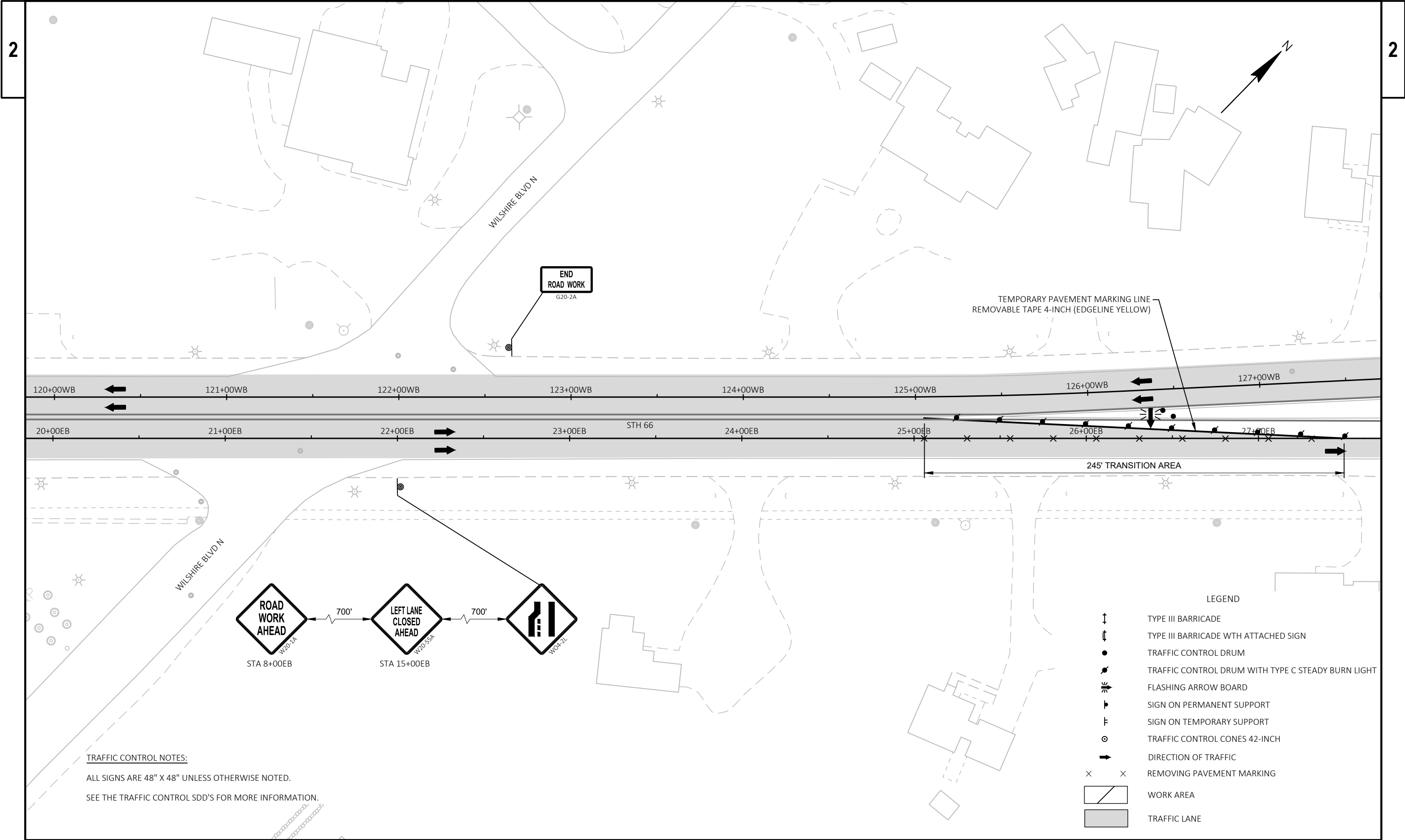
STAGE 2 FINISHED TYPICAL SECTION

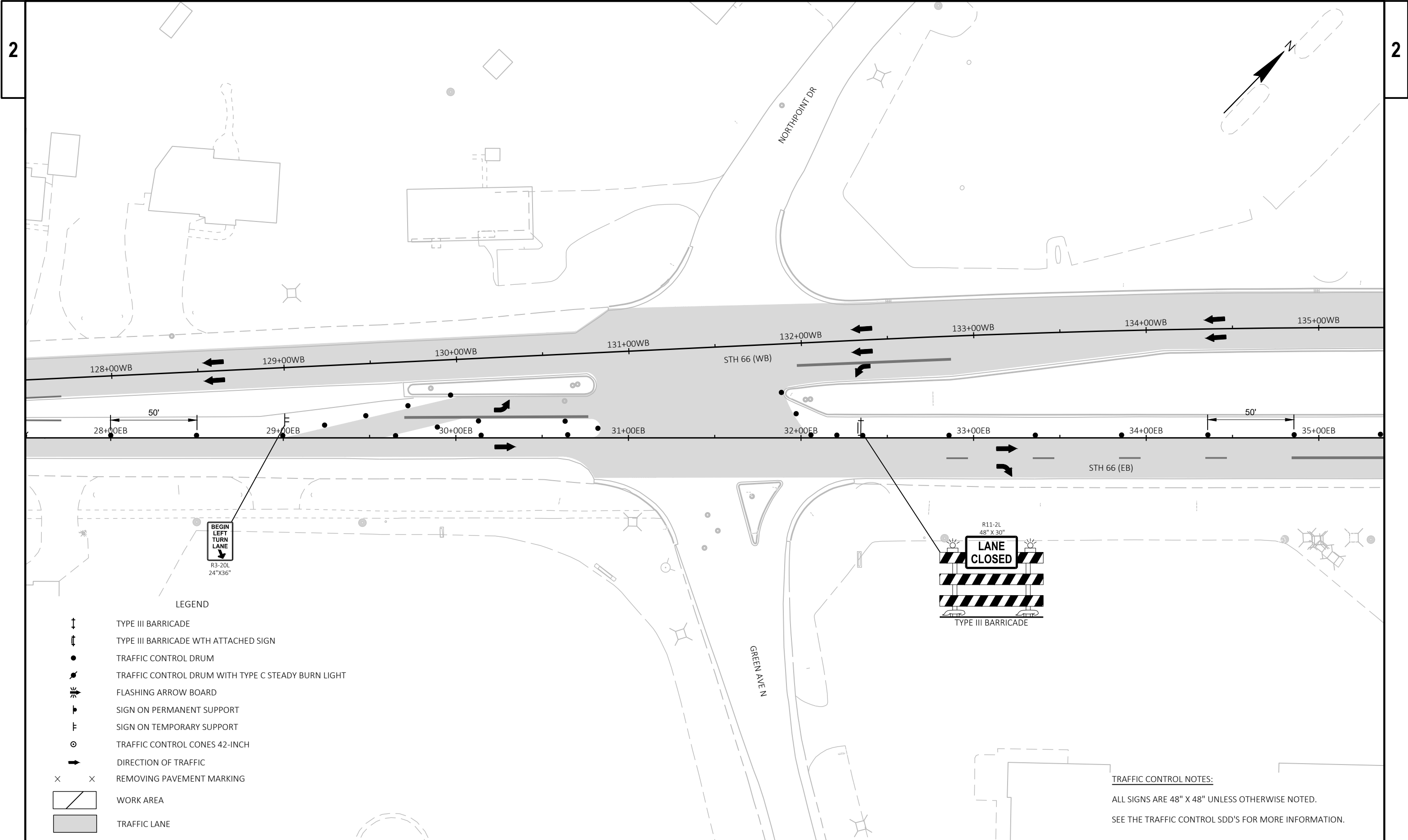
STA 166+00WB TO STA 168+55WB

STA 65+30EB TO STA 68+75EB

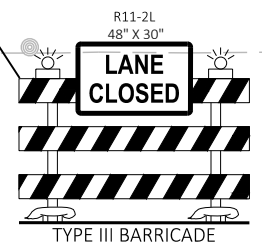
LEGEND

- HMA PAVEMENT
- TEMPORARY ASPHALTIC PAVEMENT
- BASE AGGREGATE DENSE 1 1/4-INCH
- BASE AGGREGATE DENSE 3/4-INCH
- EXISTING PC CONCRETE PAVEMENT
- EXISTING HMA PAVEMENT

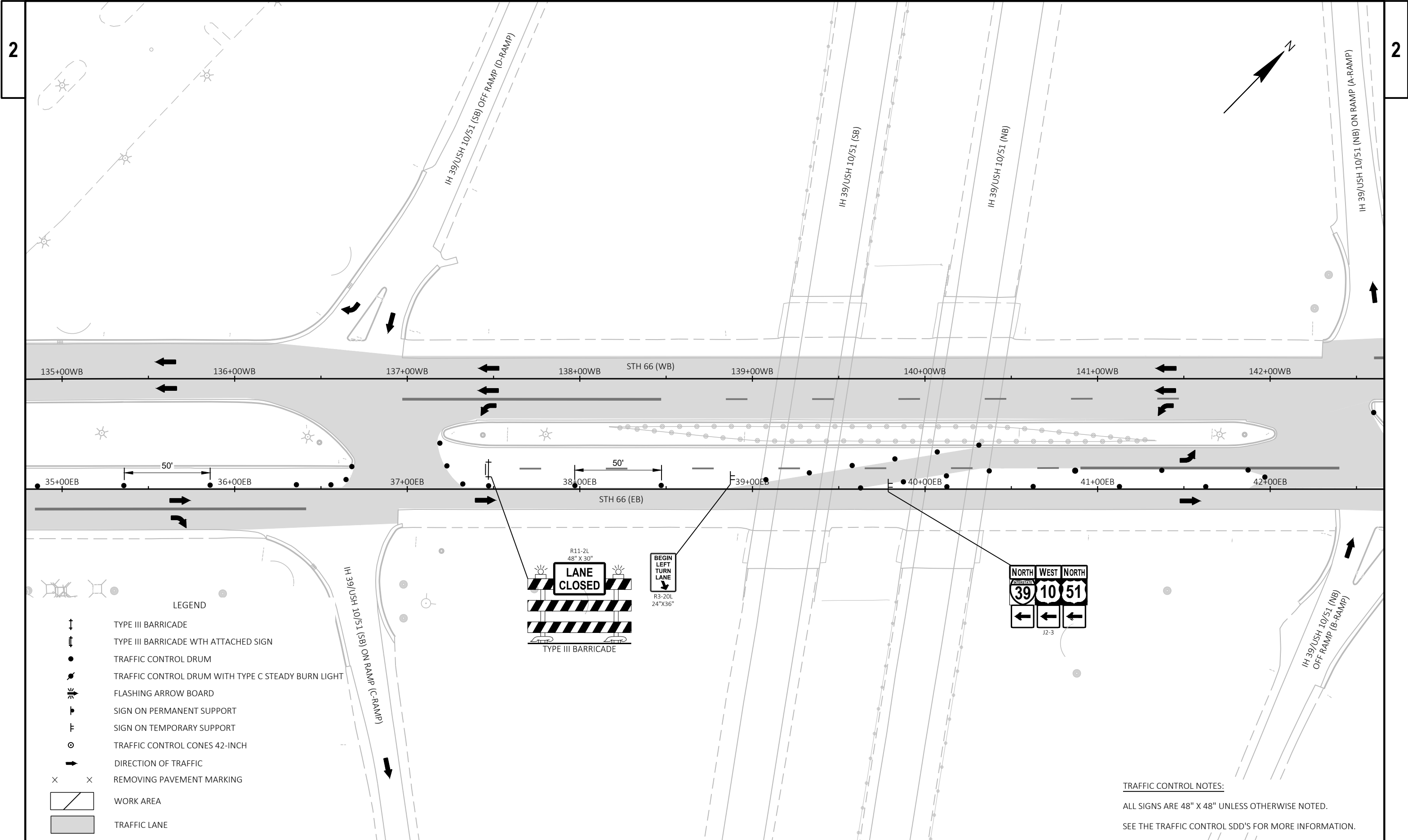


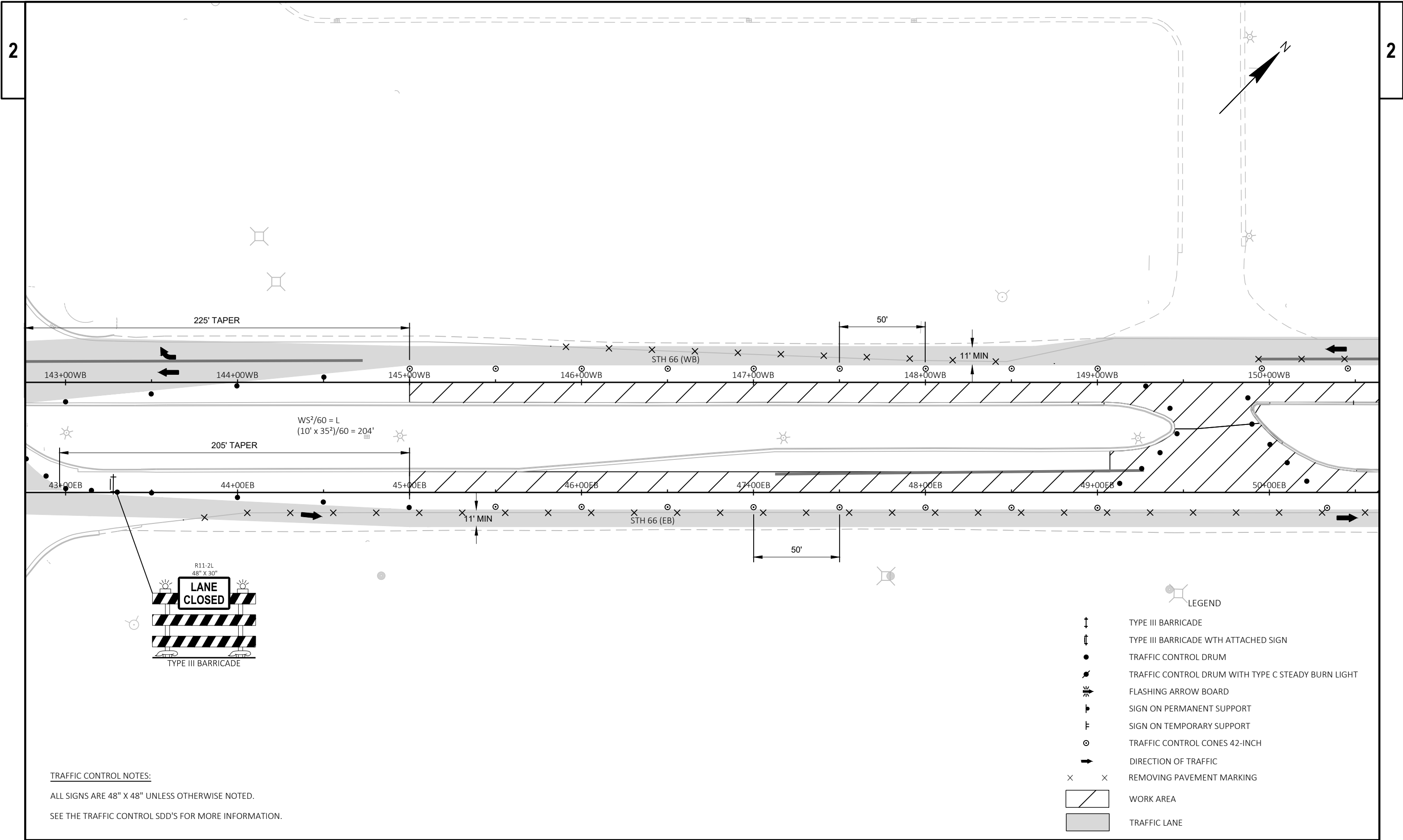


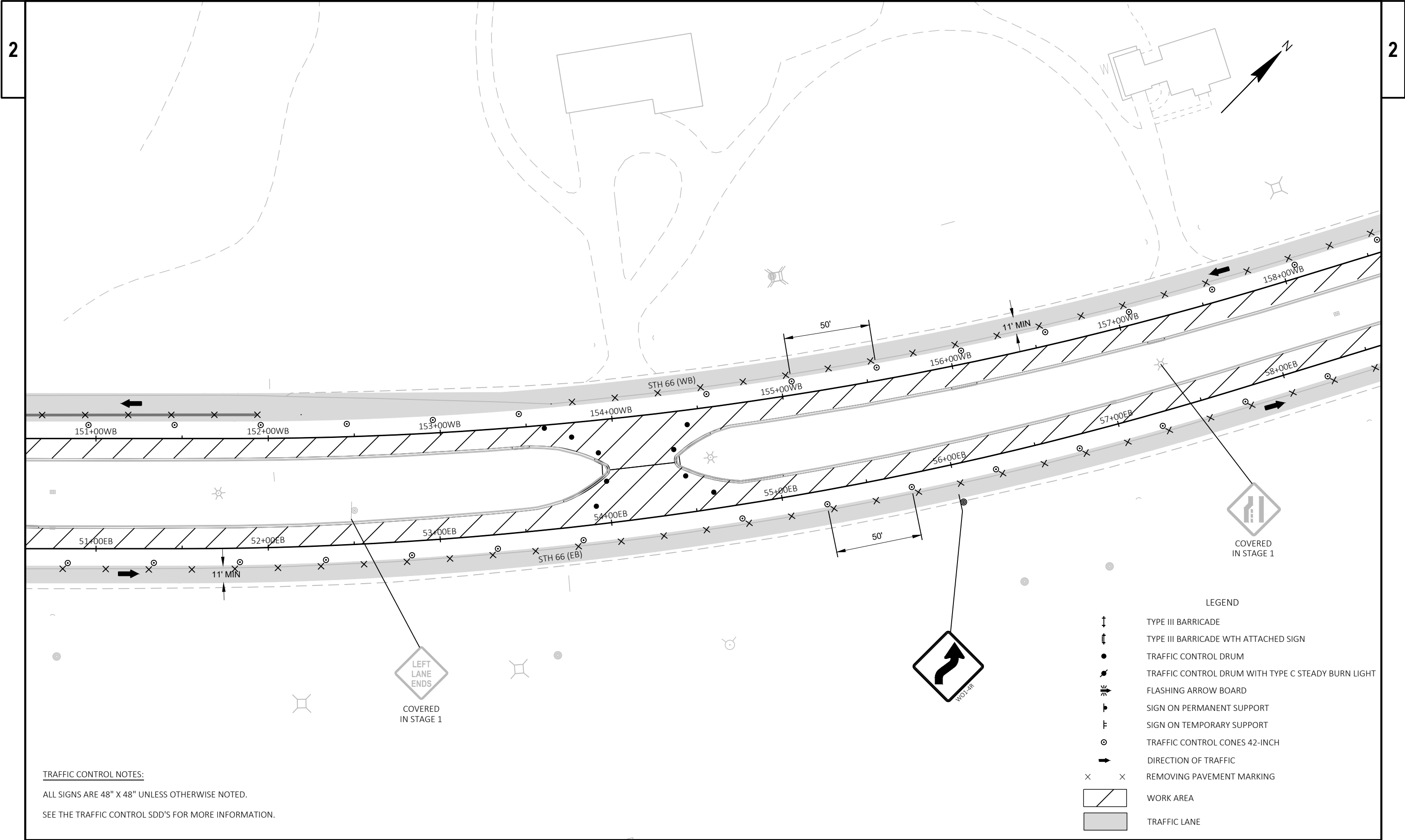
- LEGEND
- TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - FLASHING ARROW BOARD
 - SIGN ON PERMANENT SUPPORT
 - SIGN ON TEMPORARY SUPPORT
 - TRAFFIC CONTROL CONES 42-INCH
 - DIRECTION OF TRAFFIC
 - REMOVING PAVEMENT MARKING
 - WORK AREA
 - TRAFFIC LANE

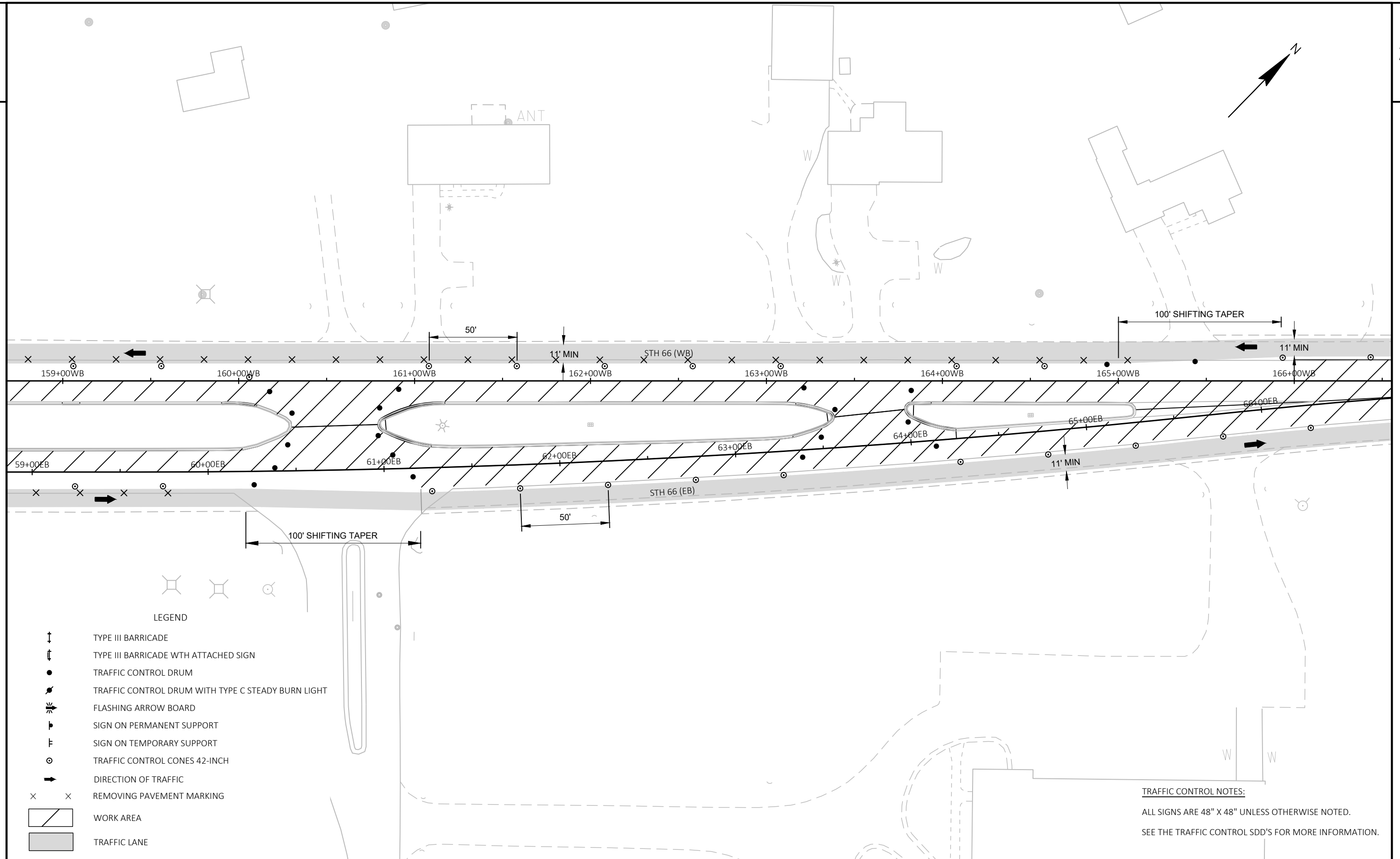


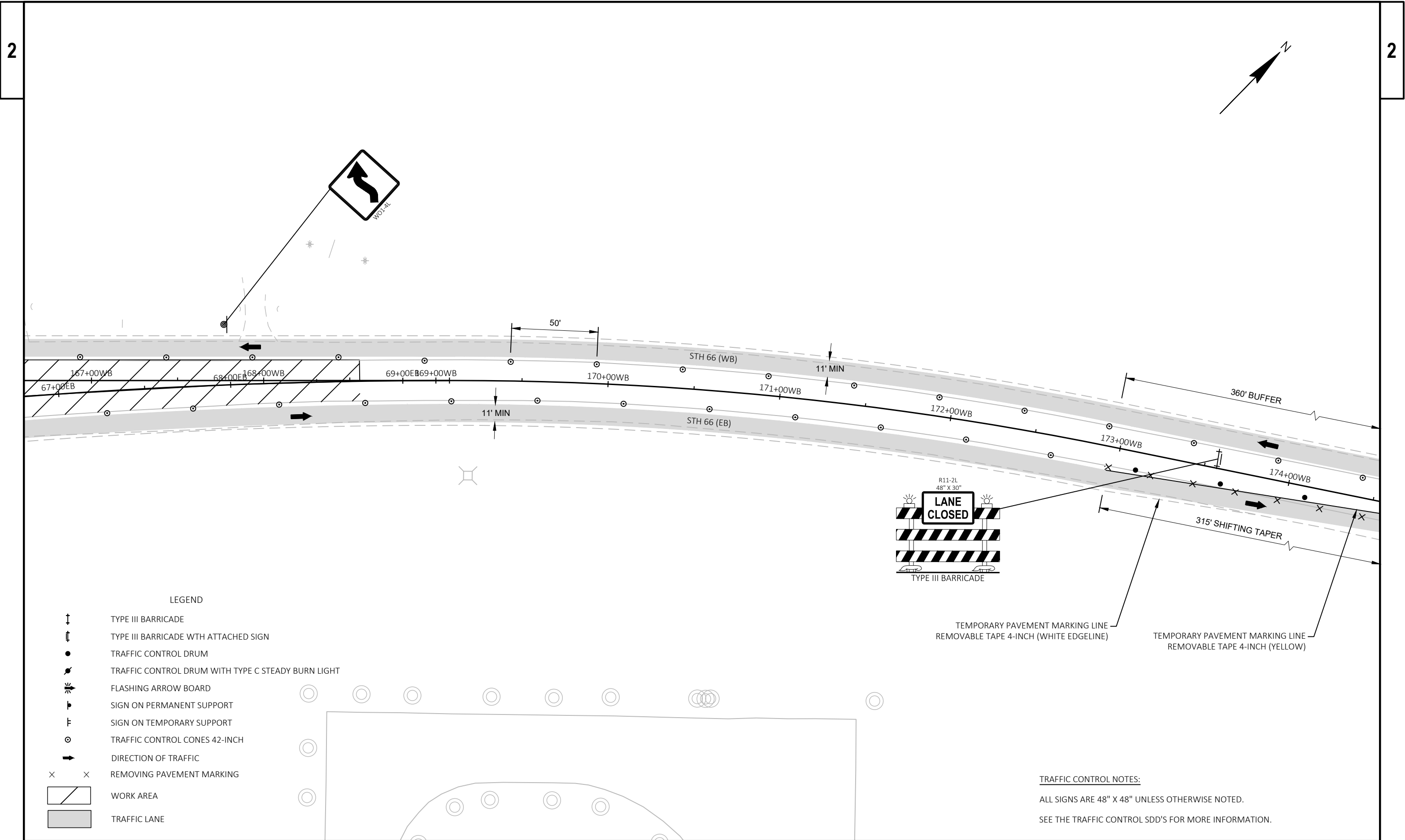
TRAFFIC CONTROL NOTES:
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
SEE THE TRAFFIC CONTROL SDD'S FOR MORE INFORMATION.

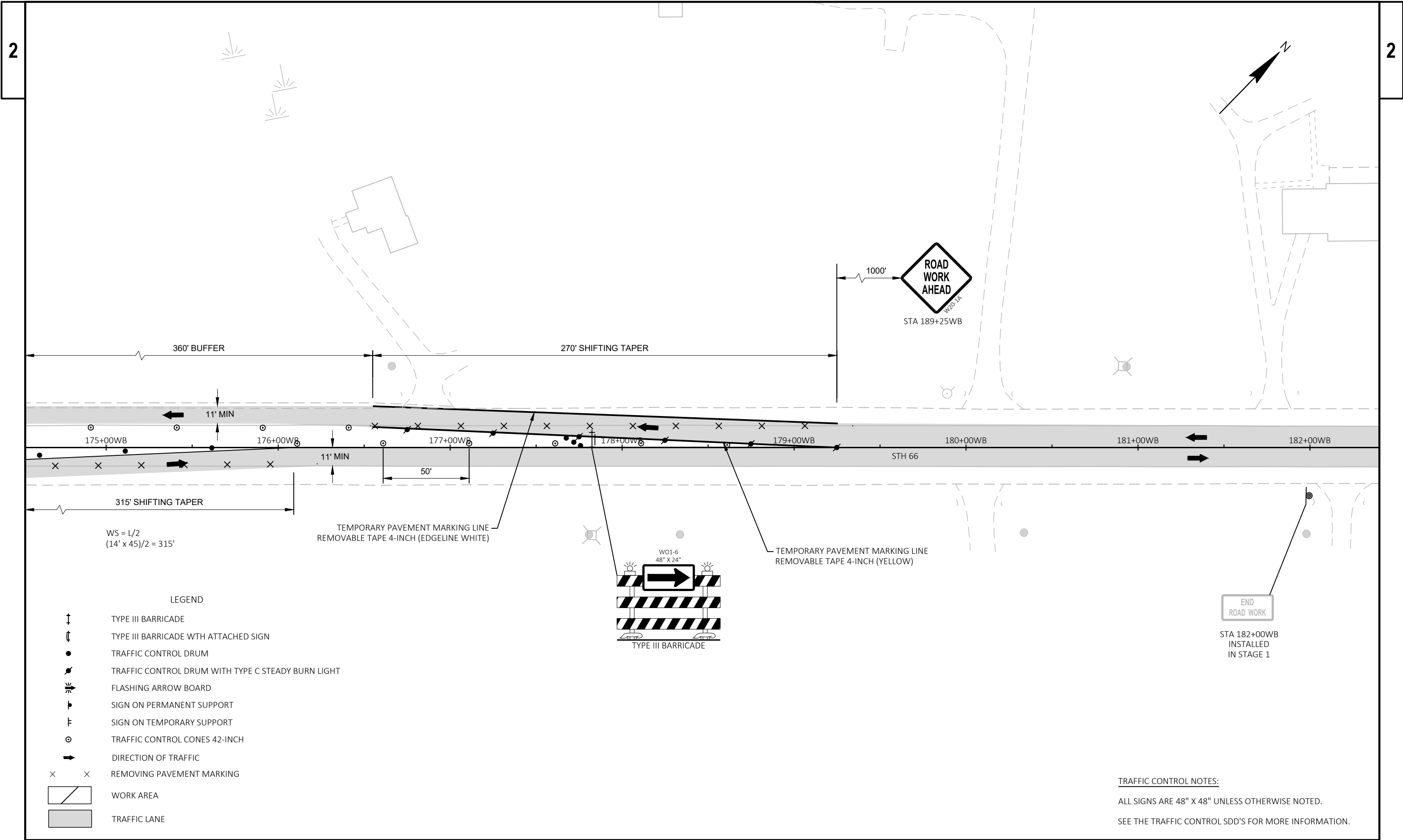


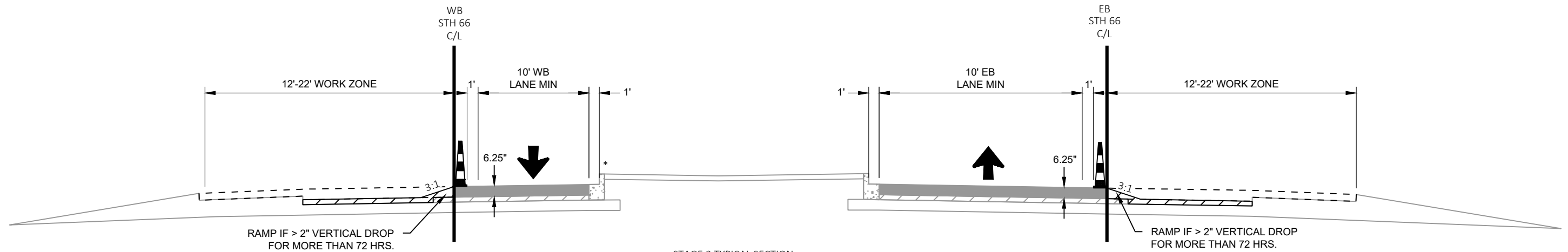






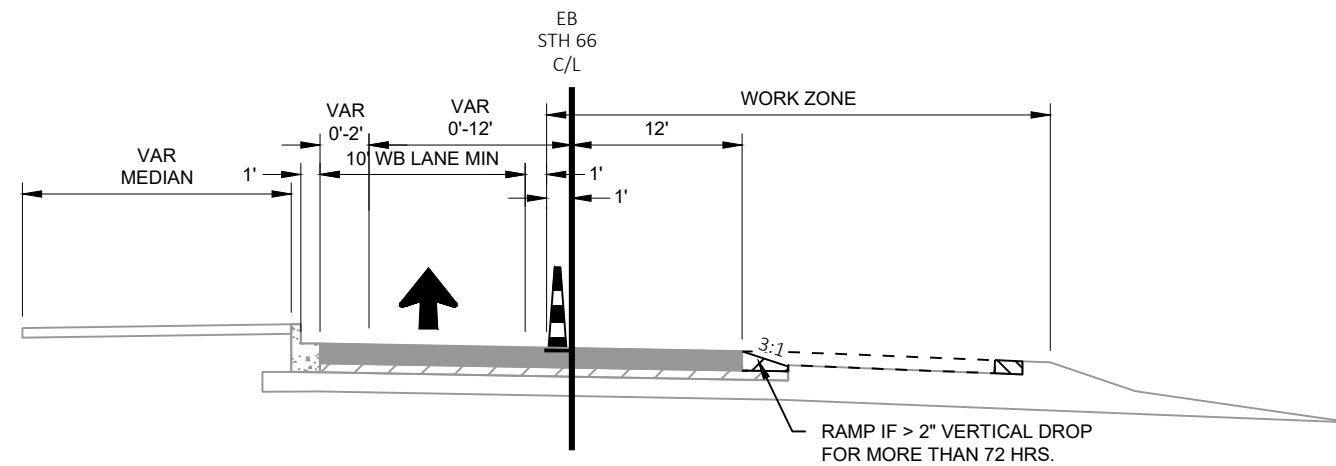






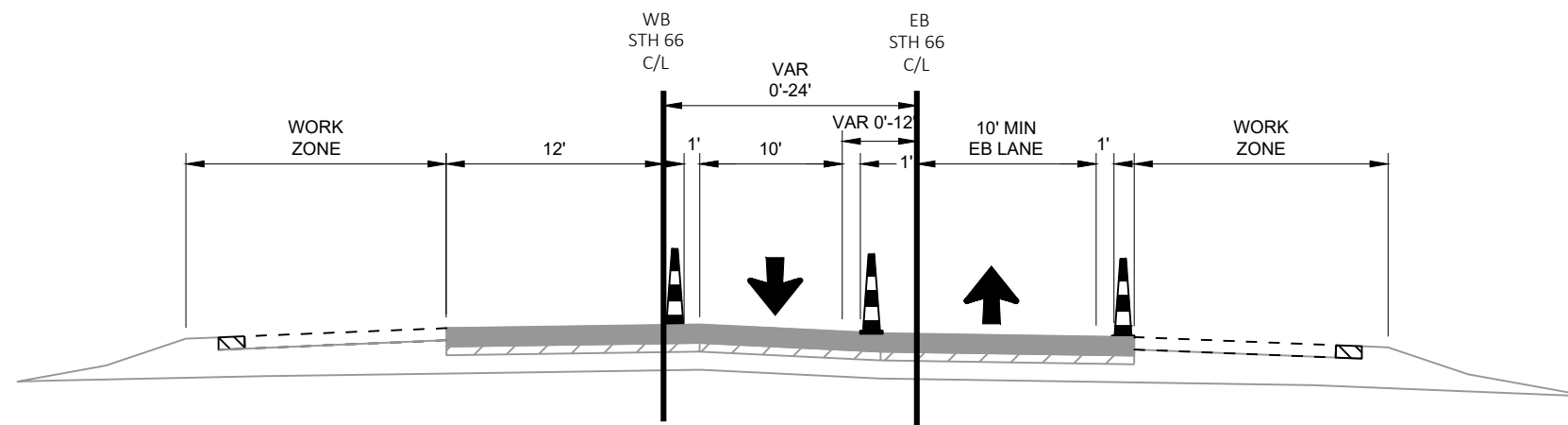
STAGE 3 TYPICAL SECTION

STA 145+00WB TO STA 166+00WB STA 45+00EB TO STA 61+20EB
* CURBED MEDIAN ENDS AT STA 165+10WB



STAGE 3 TYPICAL SECTION

STA 61+20EB TO STA 65+30EB



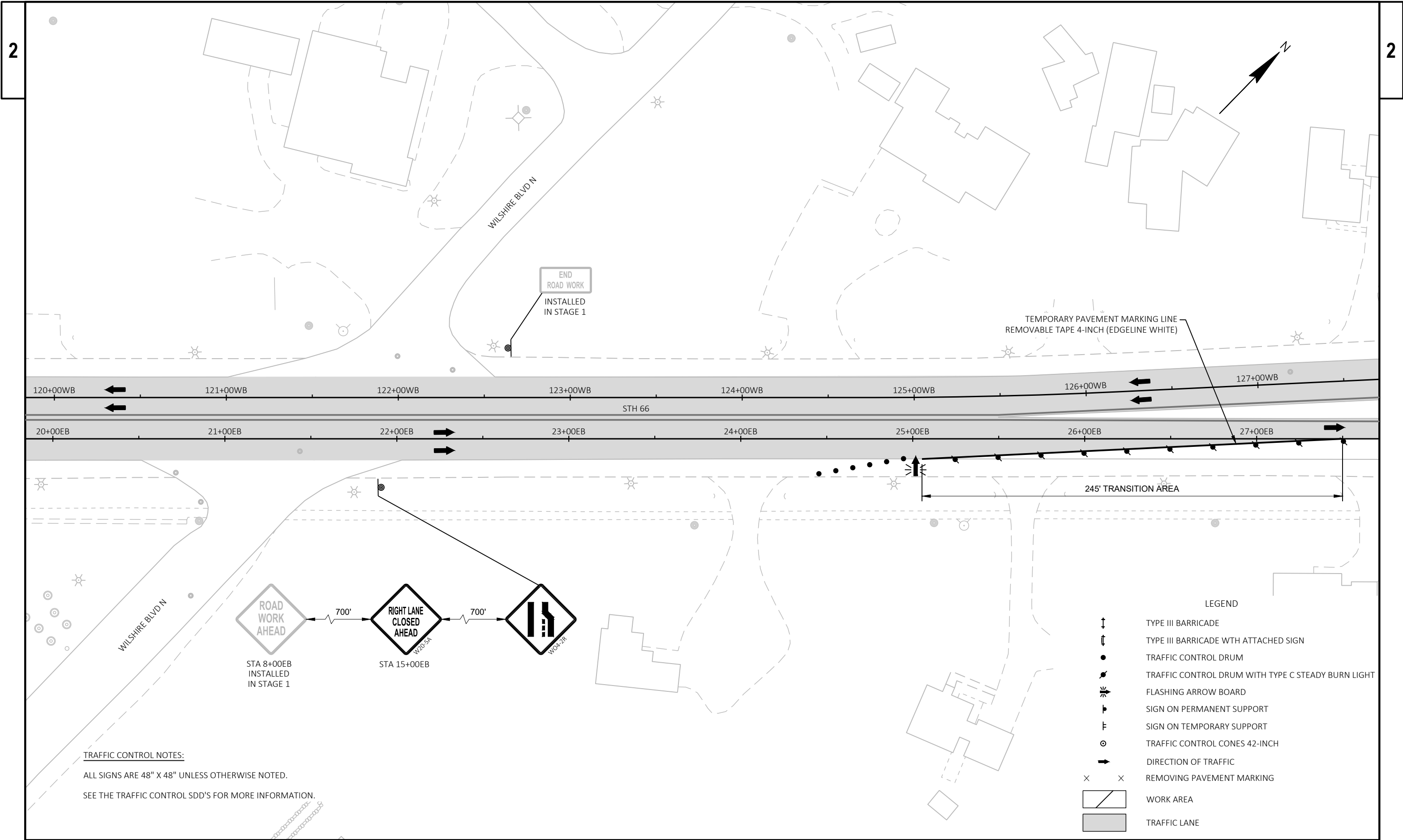
STAGE 3 FINISHED TYPICAL SECTION

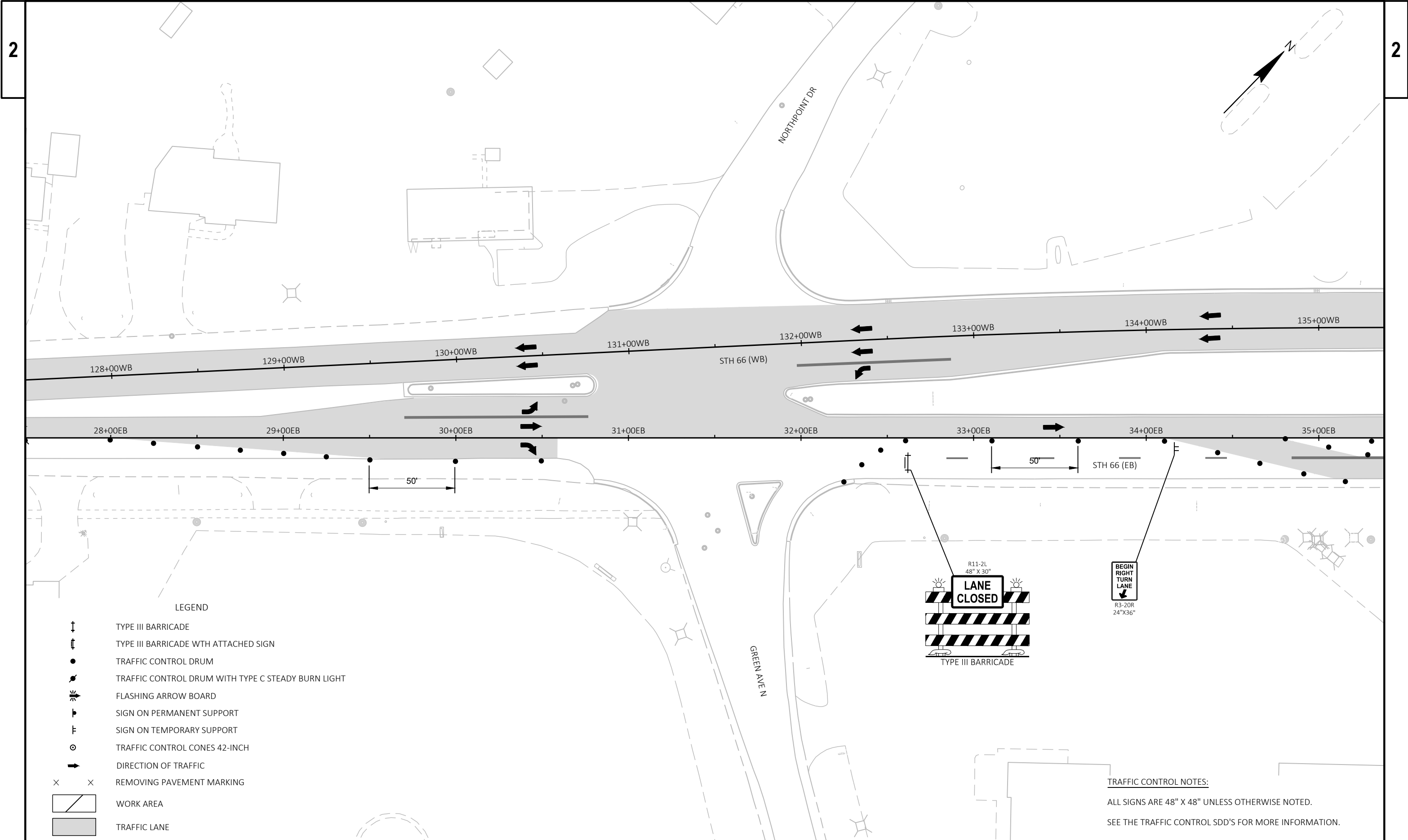
STA 166+00WB TO STA 168+55WB STA 65+30EB TO STA 68+75EB
STA 168+55WB TO STA 177+00WB * STA 68+75EB TO STA 173+88WB *

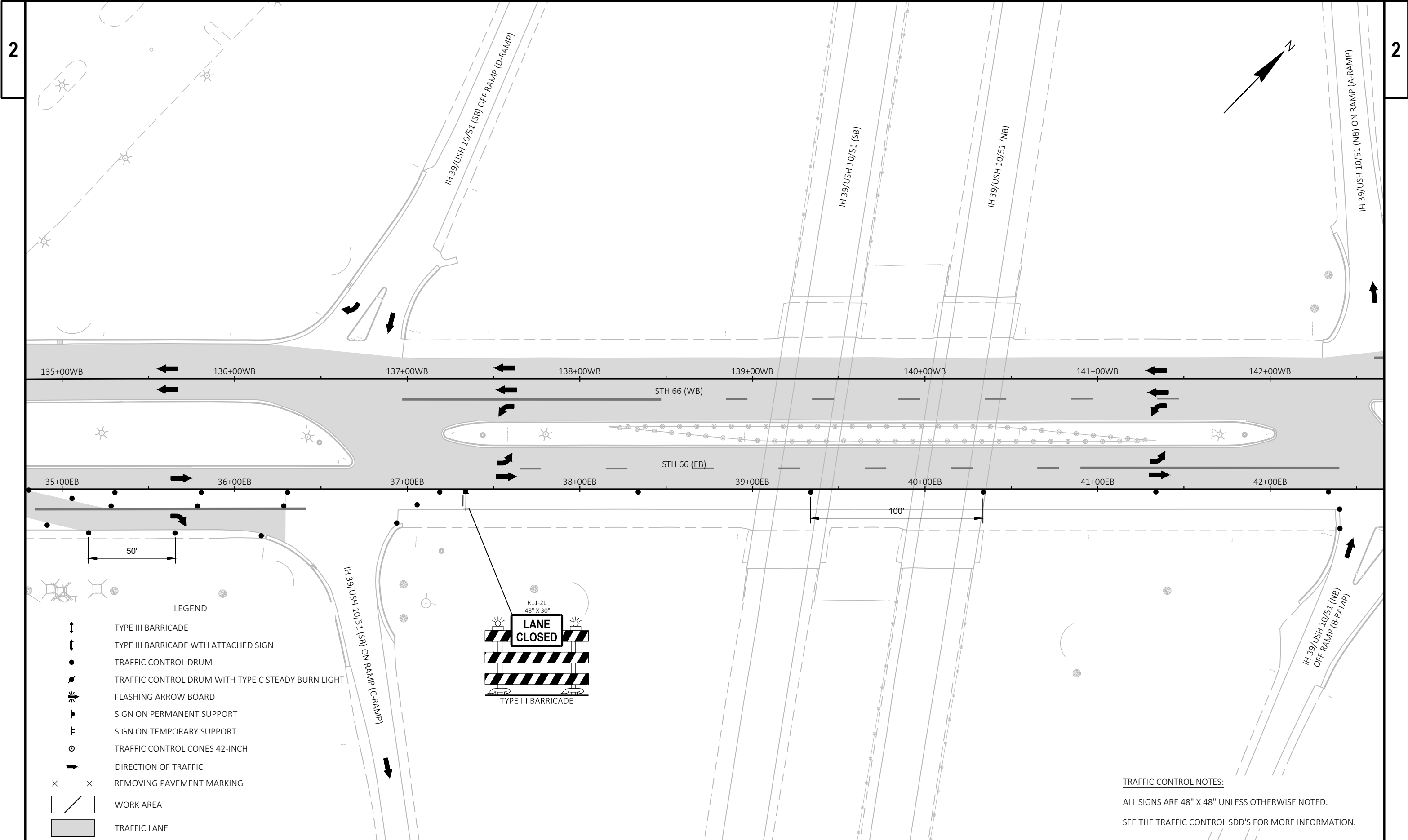
* ONLY REMOVE 2-FT TEMPORARY ASPHALTIC PAVEMENT
AND REPLACE WITH BASE AGGREGATE DENSE 3/4-INCH

LEGEND

	HMA PAVEMENT
	TEMPORARY ASPHALTIC PAVEMENT
	BASE AGGREGATE DENSE 1 1/4-INCH
	BASE AGGREGATE DENSE 3/4-INCH
	EXISTING PC CONCRETE PAVEMENT
	EXISTING HMA PAVEMENT



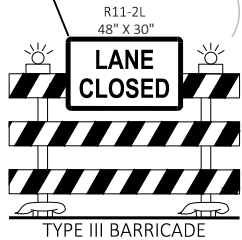




- LEGEND
- TYPE III BARRICADE
 - TYPE III BARRICADE WITH ATTACHED SIGN
 - TRAFFIC CONTROL DRUM
 - TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
 - FLASHING ARROW BOARD
 - SIGN ON PERMANENT SUPPORT
 - SIGN ON TEMPORARY SUPPORT
 - TRAFFIC CONTROL CONES 42-INCH
 - DIRECTION OF TRAFFIC
 - REMOVING PAVEMENT MARKING

WORK AREA

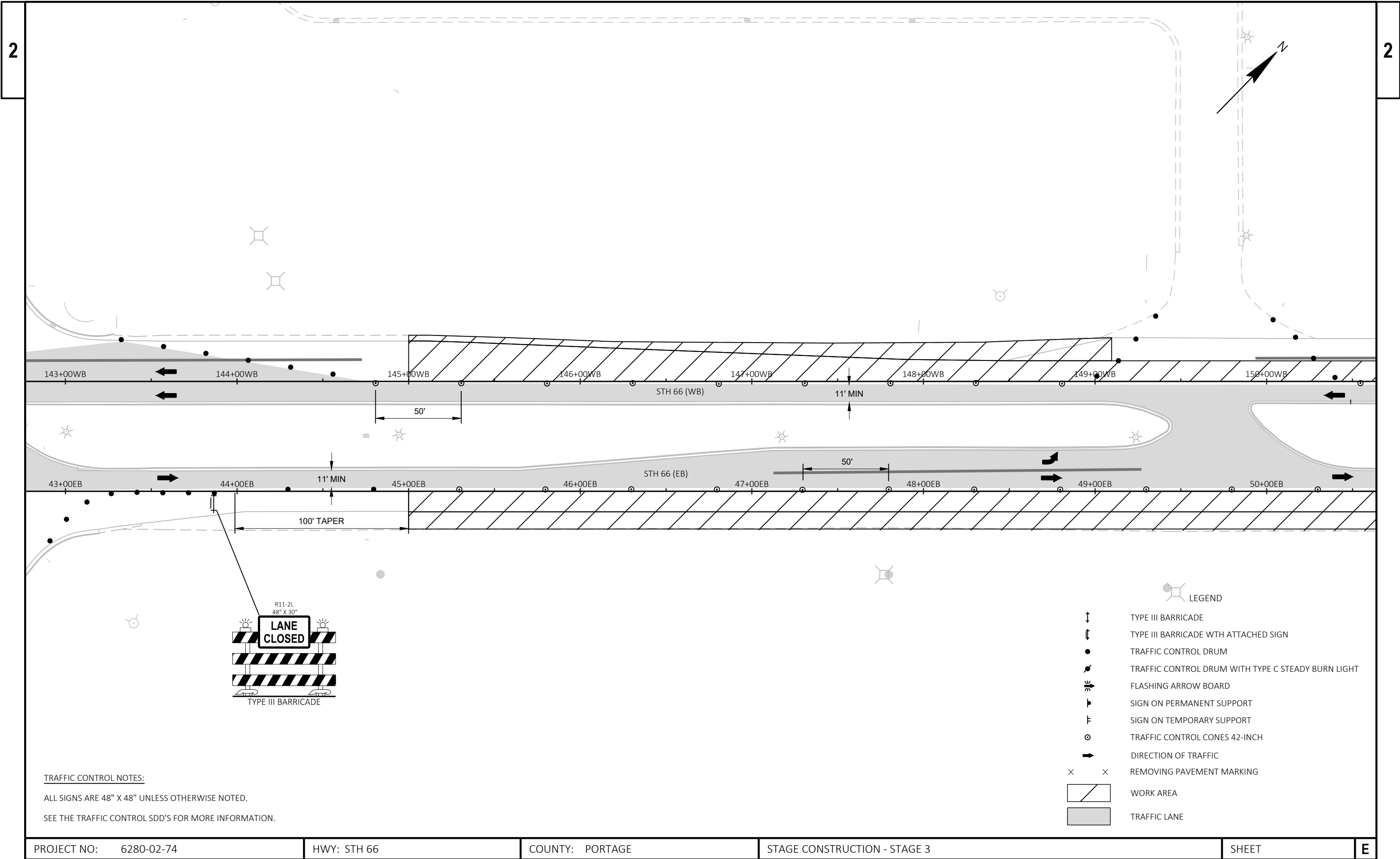
TRAFFIC LANE

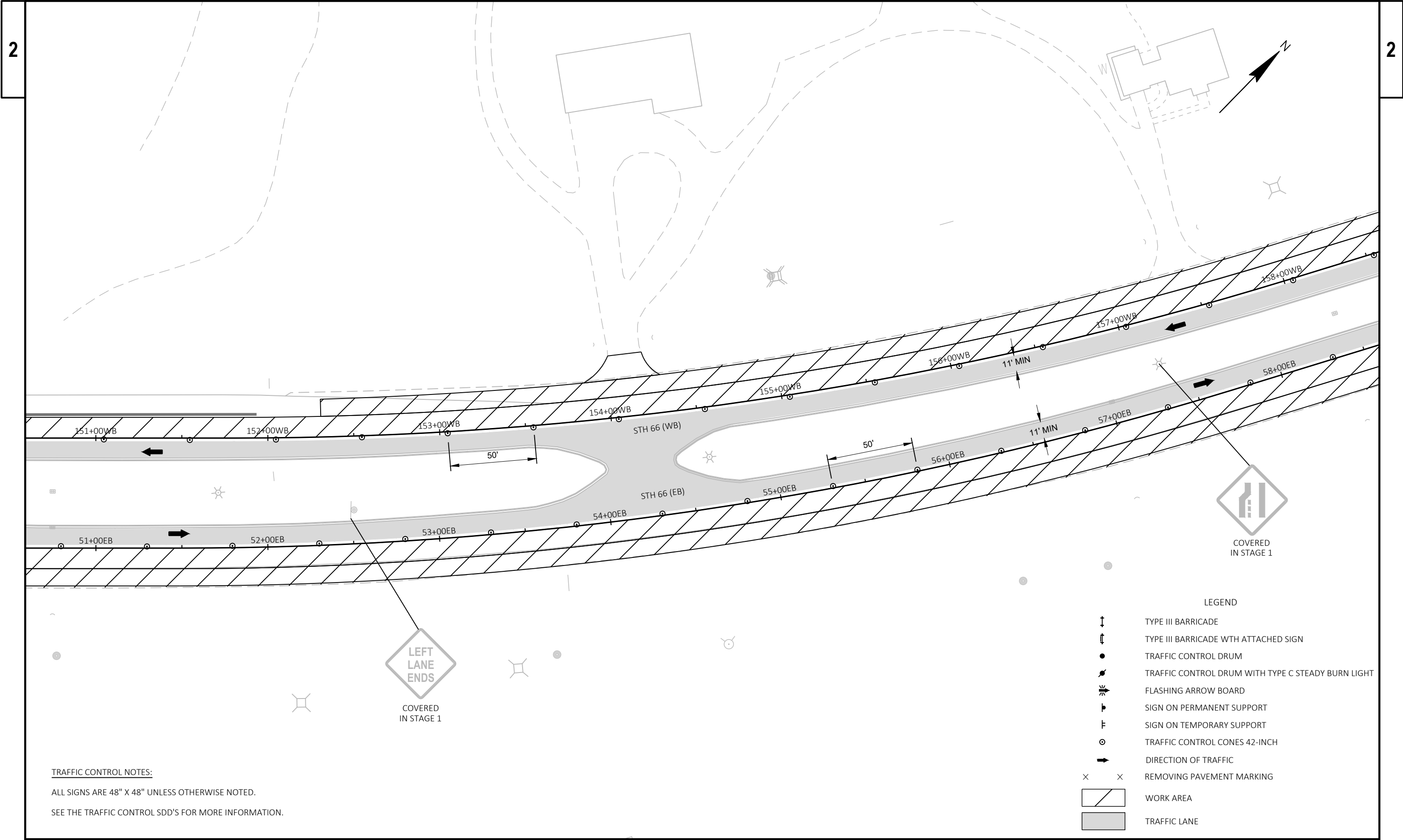


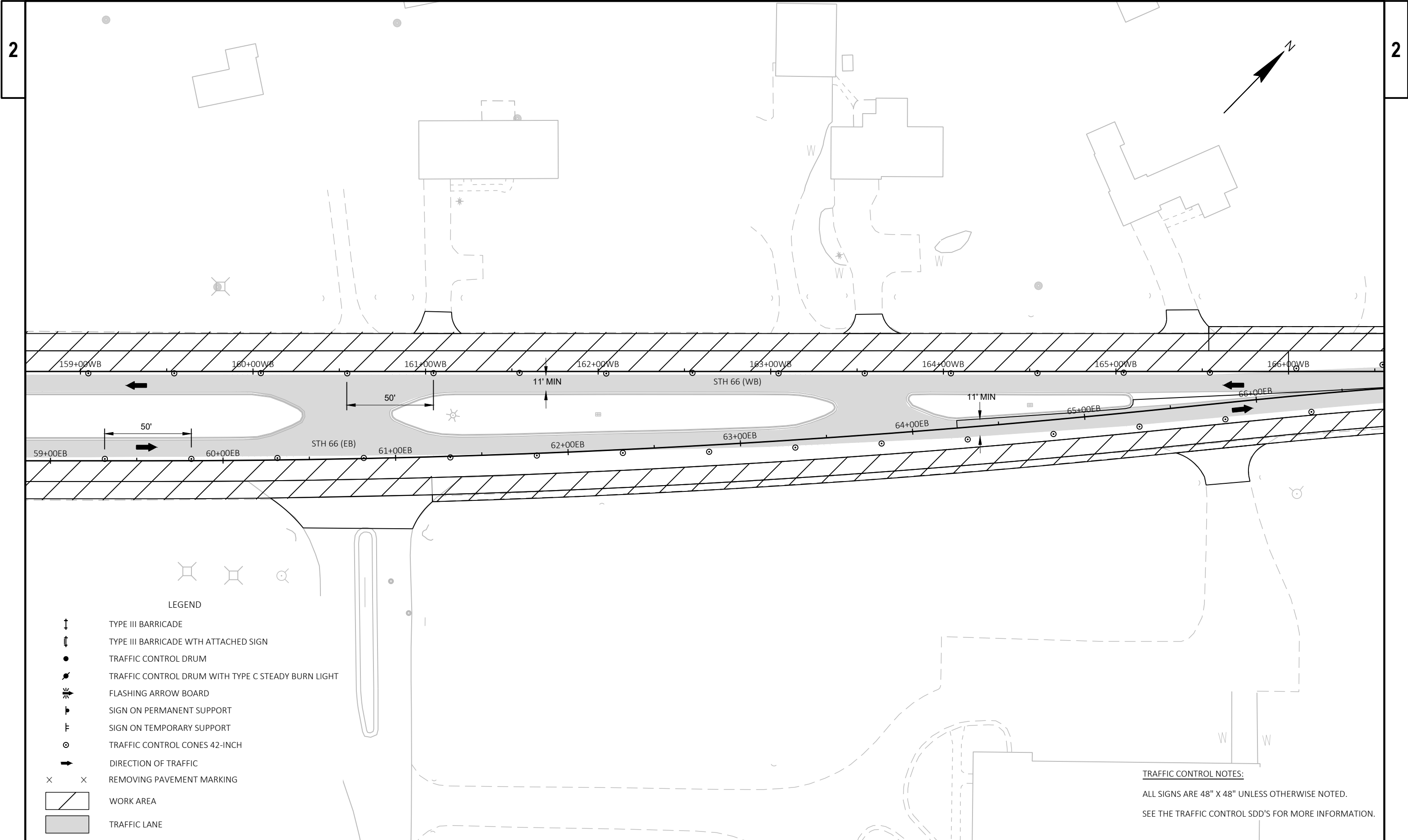
TRAFFIC CONTROL NOTES:

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

SEE THE TRAFFIC CONTROL SDD'S FOR MORE INFORMATION.



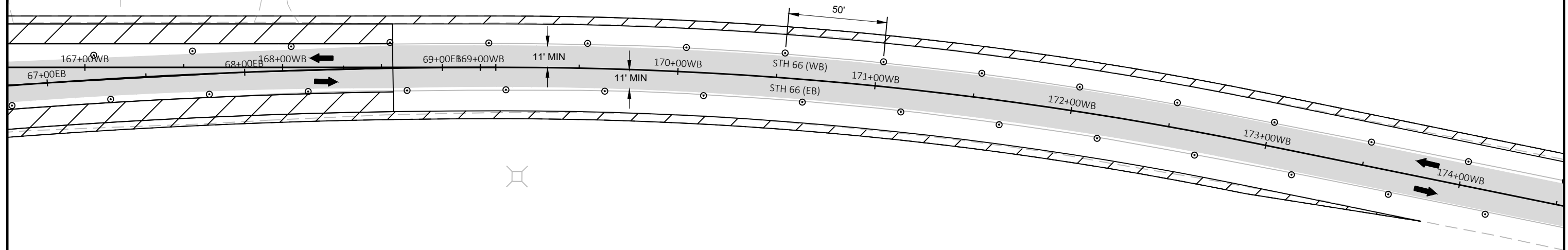
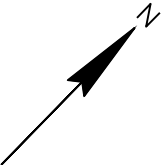




LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WTH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- FLASHING ARROW BOARD
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONES 42-INCH
- DIRECTION OF TRAFFIC
- REMOVING PAVEMENT MARKING
- WORK AREA
- TRAFFIC LANE

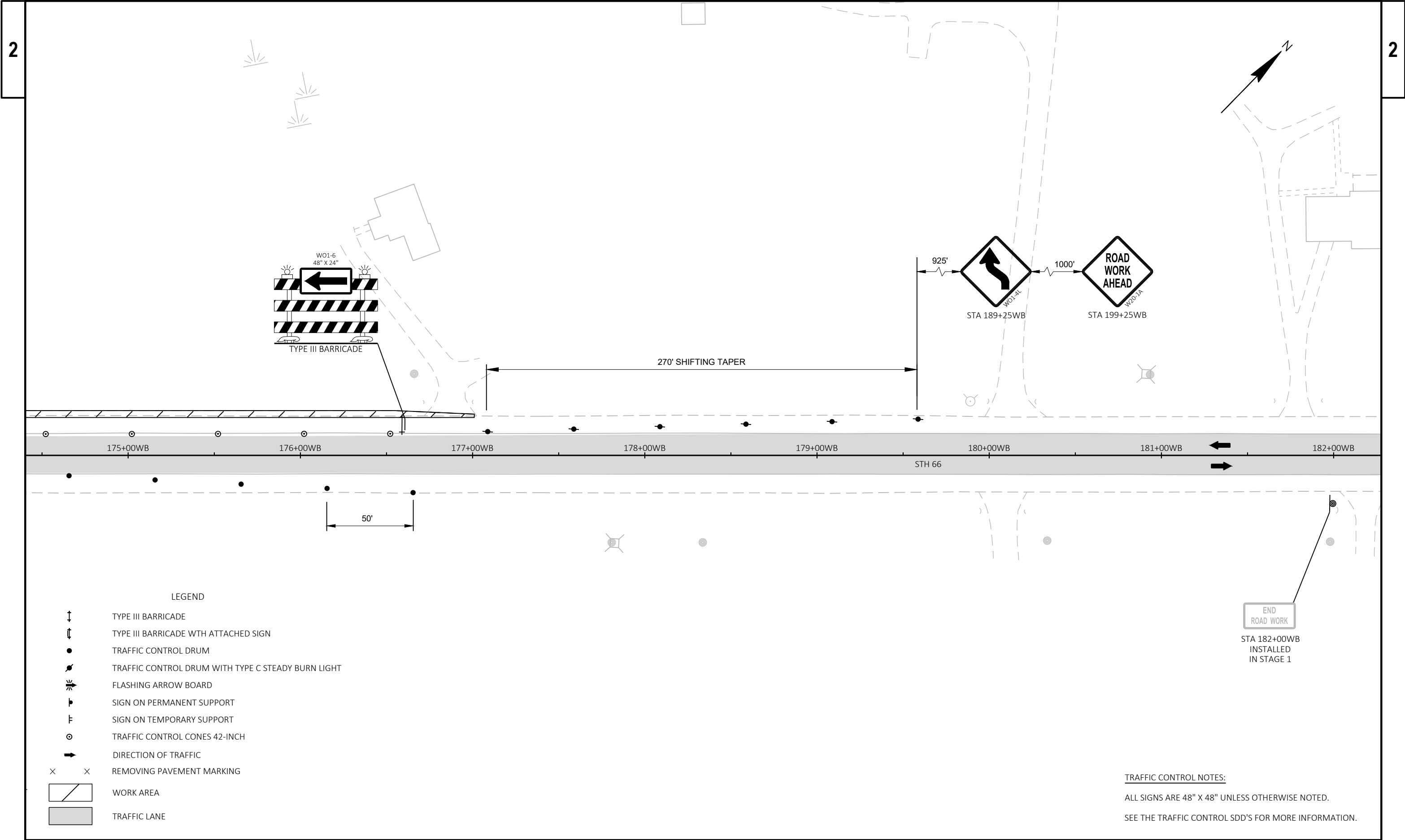
TRAFFIC CONTROL NOTES:
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
SEE THE TRAFFIC CONTROL SDD'S FOR MORE INFORMATION.



LEGEND

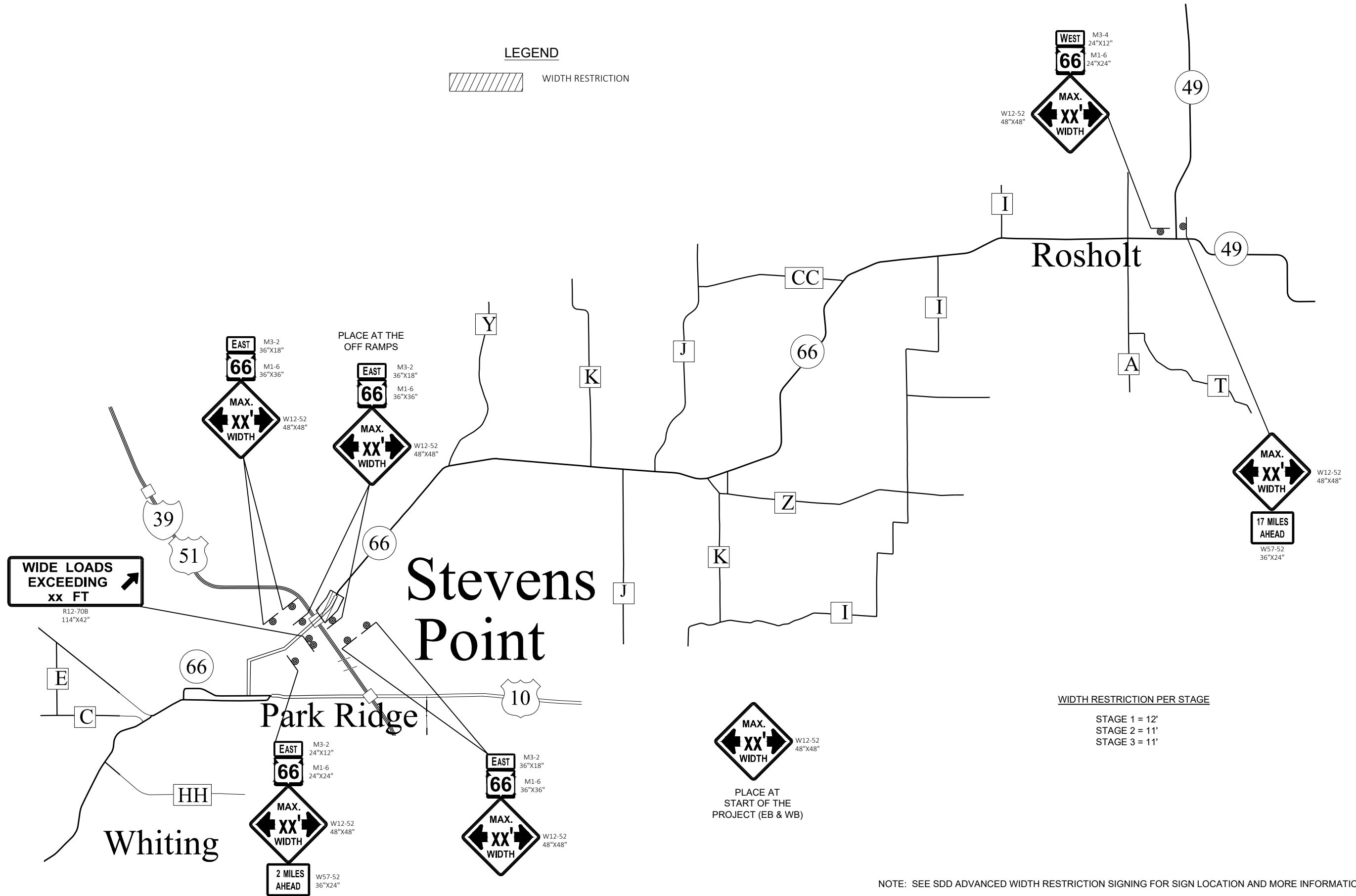
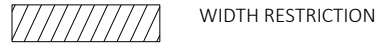
- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- ⚡ FLASHING ARROW BOARD
- ⌋ SIGN ON PERMANENT SUPPORT
- ⌋ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL CONES 42-INCH
- ➡ DIRECTION OF TRAFFIC
- × × REMOVING PAVEMENT MARKING
- ▨ WORK AREA
- ▬ TRAFFIC LANE

TRAFFIC CONTROL NOTES:
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
SEE THE TRAFFIC CONTROL SDD'S FOR MORE INFORMATION.



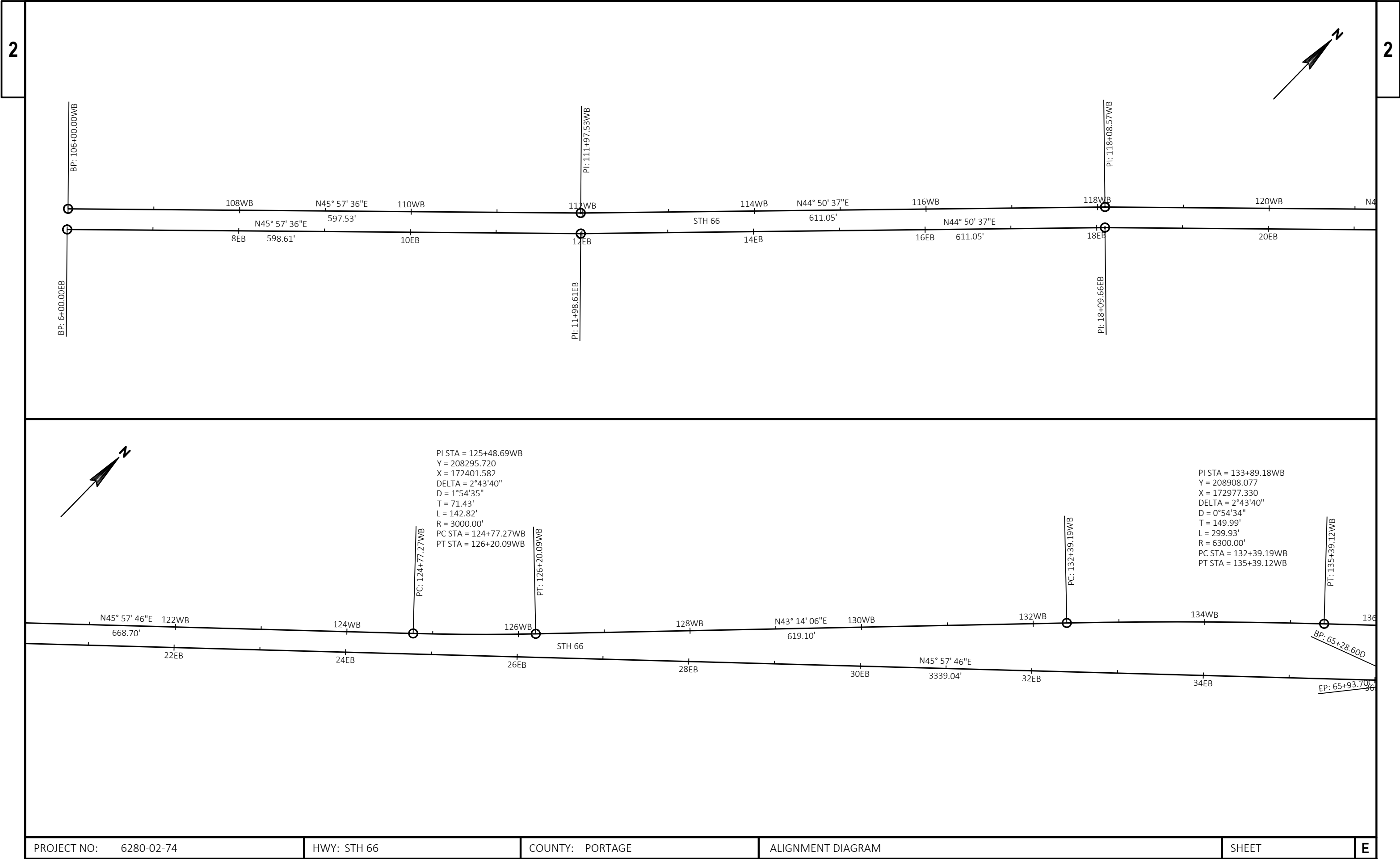


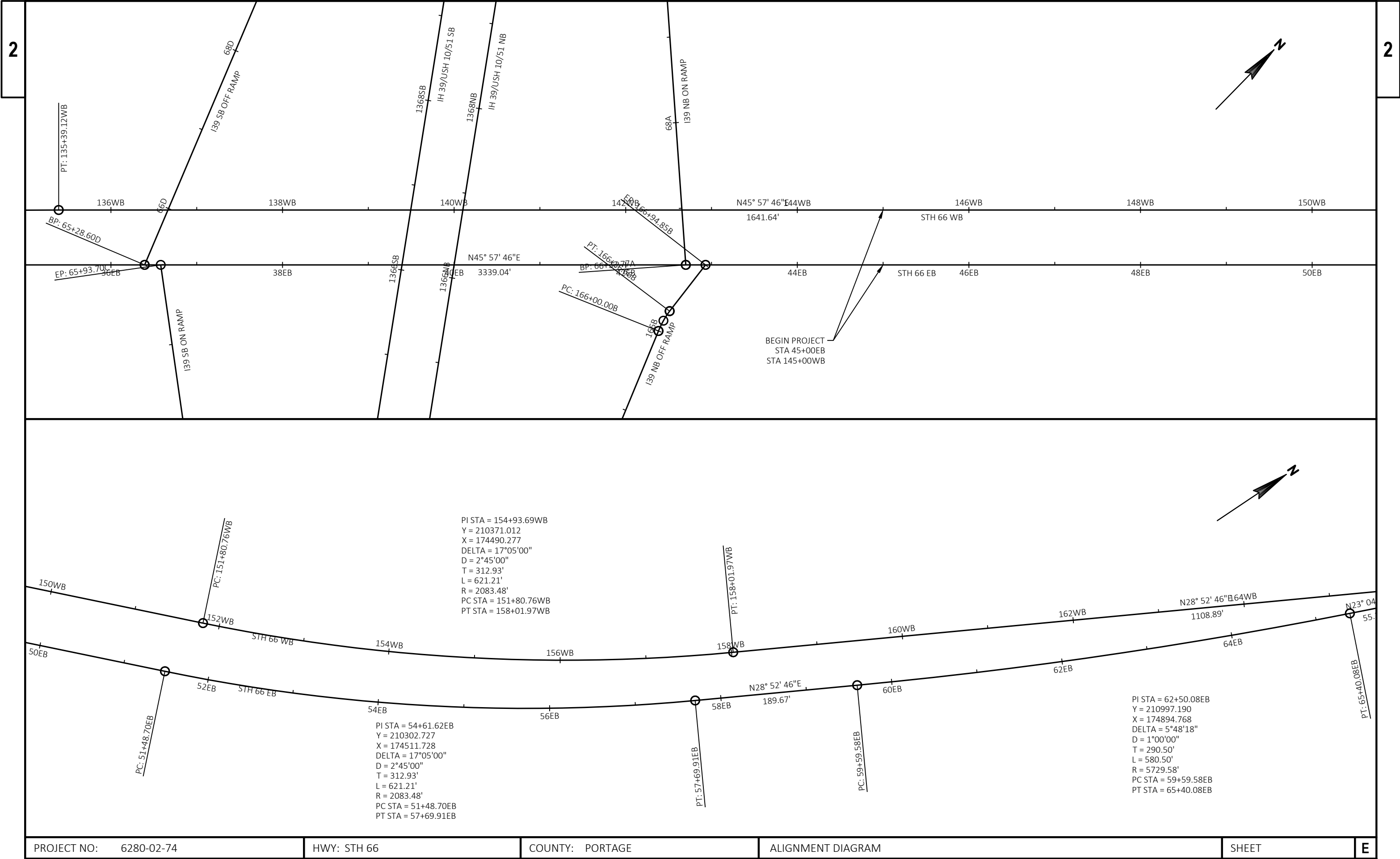
LEGEND



WIDTH RESTRICTION PER STAGE

- STAGE 1 = 12'
- STAGE 2 = 11'
- STAGE 3 = 11'

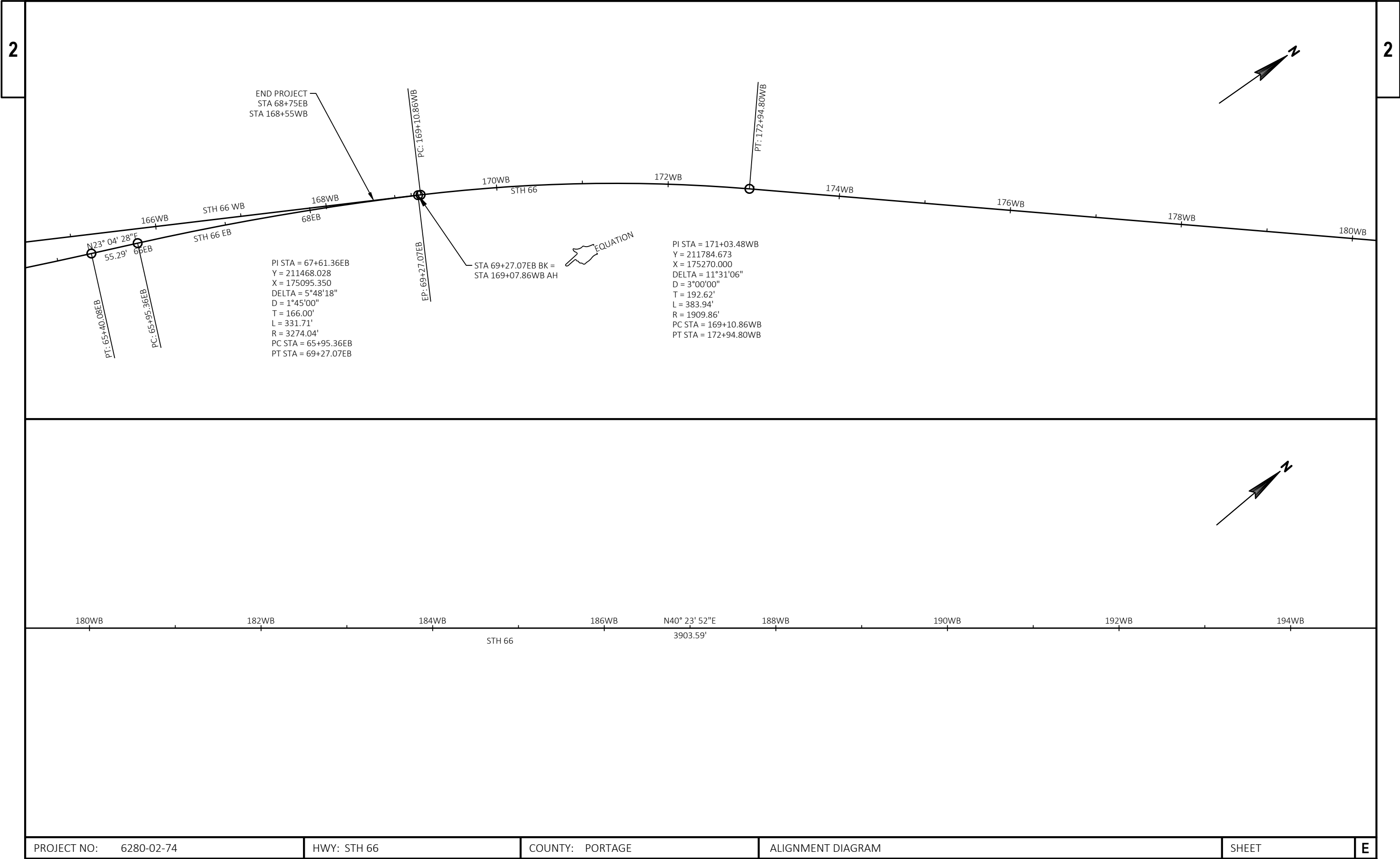




PI STA = 154+93.69WB
Y = 210371.012
X = 174490.277
DELTA = 17°05'00"
D = 2°45'00"
T = 312.93'
L = 621.21'
R = 2083.48'
PC STA = 151+80.76WB
PT STA = 158+01.97WB

PI STA = 54+61.62EB
Y = 210302.727
X = 174511.728
DELTA = 17°05'00"
D = 2°45'00"
T = 312.93'
L = 621.21'
R = 2083.48'
PC STA = 51+48.70EB
PT STA = 57+69.91EB

PI STA = 62+50.08EB
Y = 210997.190
X = 174894.768
DELTA = 5°48'18"
D = 1°00'00"
T = 290.50'
L = 580.50'
R = 5729.58'
PC STA = 59+59.58EB
PT STA = 65+40.08EB



Estimate Of Quantities

6280-02-74					
Line	Item	Item Description	Unit	Total	Qty
0002	204.0100	Removing Concrete Pavement	SY	12,827.000	12,827.000
0004	204.0110	Removing Asphaltic Surface	SY	6,196.000	6,196.000
0006	204.0150	Removing Curb & Gutter	LF	714.000	714.000
0008	205.0100	Excavation Common	CY	240.000	240.000
0010	211.0100	Prepare Foundation for Asphaltic Paving (project) 01. 6280-02-74	LS	1.000	1.000
0012	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	48.000	48.000
0014	213.0100	Finishing Roadway (project) 01. 6280-02-74	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	541.000	541.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,453.000	2,453.000
0020	416.0610	Drilled Tie Bars	EACH	207.000	207.000
0022	455.0605	Tack Coat	GAL	1,540.000	1,540.000
0024	460.2000	Incentive Density HMA Pavement	DOL	3,610.000	3,610.000
0026	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,880.000	3,880.000
0028	460.6224	HMA Pavement 4 MT 58-28 S	TON	504.000	504.000
0030	460.6424	HMA Pavement 4 MT 58-28 H	TON	1,257.000	1,257.000
0032	465.0125	Asphaltic Surface Temporary	TON	243.000	243.000
0034	601.0405	Concrete Curb & Gutter 18-Inch Type A	LF	675.000	675.000
0036	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6280-02-74	EACH	1.000	1.000
0038	619.1000	Mobilization	EACH	1.000	1.000
0040	620.0300	Concrete Median Sloped Nose	SF	166.000	166.000
0042	624.0100	Water	MGAL	35.000	35.000
0044	625.0100	Topsoil	SY	2,240.000	2,240.000
0046	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0048	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0050	628.2008	Erosion Mat Urban Class I Type B	SY	2,240.000	2,240.000
0052	628.7015	Inlet Protection Type C	EACH	2.000	2.000
0054	628.7555	Culvert Pipe Checks	EACH	20.000	20.000
0056	629.0210	Fertilizer Type B	CWT	1.340	1.340
0058	630.0140	Seeding Mixture No. 40	LB	40.400	40.400
0060	630.0500	Seed Water	MGAL	15.000	15.000
0062	634.0614	Posts Wood 4x6-Inch X 14-FT	EACH	4.000	4.000
0064	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	7.000	7.000
0066	638.2102	Moving Signs Type II	EACH	9.000	9.000
0068	642.5201	Field Office Type C	EACH	1.000	1.000
0070	643.0300	Traffic Control Drums	DAY	4,969.000	4,969.000
0072	643.0420	Traffic Control Barricades Type III	DAY	186.000	186.000
0074	643.0705	Traffic Control Warning Lights Type A	DAY	372.000	372.000
0076	643.0715	Traffic Control Warning Lights Type C	DAY	723.000	723.000

Estimate Of Quantities

6280-02-74					
Line	Item	Item Description	Unit	Total	Qty
0078	643.0800	Traffic Control Arrow Boards	DAY	50.000	50.000
0080	643.0900	Traffic Control Signs	DAY	2,125.000	2,125.000
0082	643.0920	Traffic Control Covering Signs Type II	EACH	6.000	6.000
0084	643.1070	Traffic Control Cones 42-Inch	DAY	4,803.000	4,803.000
0086	643.5000	Traffic Control	EACH	1.000	1.000
0088	646.1020	Marking Line Epoxy 4-Inch	LF	11,200.000	11,200.000
0090	646.3545	Marking Line Grooved Wet Ref Contrast Epoxy 8-Inch	LF	415.000	415.000
0092	646.7120	Marking Diagonal Epoxy 12-Inch	LF	160.000	160.000
0094	646.9000	Marking Removal Line 4-Inch	LF	4,755.000	4,755.000
0096	649.0120	Temporary Marking Line Epoxy 4-Inch	LF	1,065.000	1,065.000
0098	649.0150	Temporary Marking Line Removable Tape 4-Inch	LF	2,200.000	2,200.000
0100	650.5000	Construction Staking Base	LF	11,187.000	11,187.000
0102	650.8000	Construction Staking Resurfacing Reference	LF	5,575.000	5,575.000
0104	650.9910	Construction Staking Supplemental Control (project) 01. 6280-02-74	LS	1.000	1.000
0106	650.9920	Construction Staking Slope Stakes	LF	2,430.000	2,430.000
0108	690.0150	Sawing Asphalt	LF	360.000	360.000
0110	690.0250	Sawing Concrete	LF	10,095.000	10,095.000
0112	740.0440	Incentive IRI Ride	DOL	3,580.000	3,580.000
0114	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0116	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000

REMOVING PAVEMENT

STATION - STATION		LOCATION	204.0100 SY	REMARKS
45+00EB - 64+26EB		STH 66 (EB)	3022	INSIDE LANE
45+00EB - 68+75EB		STH 66 (EB)	3169	OUTSIDE LANE
145+00WB - 168+56WB		STH 66 (WB)	3626	INSIDE LANE
145+00WB - 166+00WB		STH 66 (WB)	3010	OUTSIDE LANE
TOTAL			12827	

REMOVING ASPHALTIC SURFACE

STATION - STATION		LOCATION	204.0110 SY	REMARKS
45+00EB - 68+75EB		STH 66 (EB) SHLD	2880	
61+20EB - 173+88WB		STH 66 (EB) SHLD	548	TEMP WIDENING
145+00WB - 168+56WB		STH 66 (WB) SHLD	2261	
165+54WB - 177+00WB		STH 66 (WB) SHLD	507	TEMP WIDENING
TOTAL			6196	

REMOVING CURB & GUTTER

STATION - STATION		LOCATION	204.0150 LF	REMARKS
148+89WB - 149+04WB		STH 66 MEDIAN	15	
150+00WB - 50+07EB		STH 66 MEDIAN	38	
50+51EB - 50+67EB		STH 66 MEDIAN	16	
153+41WB - 153+51WB		STH 66 MEDIAN	10	
53+74EB - 153+88WB		STH 66 MEDIAN	42	
154+55WB - 55+03EB		STH 66 MEDIAN	67	
155+97WB - 156+12WB		STH 66 MEDIAN	15	
157+13WB - 157+23WB		STH 66 MEDIAN	10	
159+00WB - 159+10WB		STH 66 MEDIAN	10	
159+90WB - 160+10WB		STH 66 MEDIAN	20	
61+27EB - 161+17WB		STH 66 MEDIAN	74	
63+33EB - 163+17WB		STH 66 MEDIAN	49	
163+94WB - 64+26EB		STH 66 MEDIAN	48	
UNDISTRIBUTED		STH 66 MEDIAN	300	
TOTAL			714	

PREPARE FOUNDATION FOR ASPHALTIC PAVING

STATION - STATION		LOCATION	211.0100 LS	REMARKS
45+00EB - 68+75EB		STH 66 (EB)	1	
145+00WB - 168+55WB		STH 66 (WB)		
TOTAL			1	

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS

STATION - STATION		LOCATION	211.0400 STA	REMARKS
45+00EB - 68+75EB		STH 66 (EB)	24	RT SHLD
145+00WB - 168+55WB		STH 66 (WB)	24	LT SHLD
TOTAL			48	

COMMON EXCAVATION

			205.0100 COMMON EXCAVATION CY	AVAILABL E MATERIAL CY	UNEXPANDED FILL CY	EXPANDE D FILL (13) CY	MASS ORDINATE +/- (14) CY	WAST E CY	REMARKS
DIVISION 1									
STH 66 (EB)			98	98	0	1	97	97	
STH 66 (WB)			143	143	75	94	49	49	
DIVISION 1 SUBTOTAL			240	240	76	94	146	146	
GRAND TOTAL			240	240	76	94	146	146	
TOTAL			240						

NOTES:
(13) EXPANDED FILL FACTOR = 1.25
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.

BASE AGGREGATE DENSE

STATION - STATION	LOCATION	305.0110	305.0120	REMARKS
		3/4-INCH TON	1 1/4-INCH TON	
45+00EB - 61+20EB	STH 66 (EB)	45	---	
45+00EB - 64+25EB	STH 66 (EB)	---	504	INSIDE LANE
45+00EB - 68+75EB	STH 66 (EB)	---	528	OUTSIDE LANE
61+20EB - 173+88WB	STH 66 (EB)	232	166	
145+00WB - 165+54WB	STH 66 (WB)	57	---	
145+00WB - 166+00WB	STH 66 (WB)	---	502	OUTSIDE LANE
145+00WB - 168+56WB	STH 66 (WB)	---	604	INSIDE LANE
165+54WB - 177+00WB	STH 66 (WB)	207	149	
TOTALS		541	2453	

TACK COAT

STATION - STATION	LOCATION	455.0605	REMARKS
		GAL	
45+00EB - 64+26EB	STH 66 (EB)	302	INSIDE LANE
45+00EB - 68+75EB	STH 66 (EB)	317	OUTSIDE LANE
45+00EB - 68+75EB	STH 66 (EB)	144	SHOULDER
145+00WB - 166+00WB	STH 66 (WB)	301	OUTSIDE LANE
145+00WB - 168+56WB	STH 66 (WB)	363	INSIDE LANE
145+00WB - 168+56WB	STH 66 (WB)	113	SHOULDER
TOTAL		1540	

HMA PAVEMENT

STATION - STATION	LOCATION	460.6223	460.6224	460.6424	REMARKS
		3 MT 58-28 S TON	4 MT 58-28 S TON	4 MT 58-28 H TON	
45+00EB - 64+26EB	STH 66 (EB)	761	---	296	INSIDE LANE
45+00EB - 68+75EB	STH 66 (EB)	799	---	311	OUTSIDE LANE
45+00EB - 68+75EB	STH 66 (EB)	363	282	---	SHOULDER
145+00WB - 166+00WB	STH 66 (WB)	758	---	295	OUTSIDE LANE
145+00WB - 168+56WB	STH 66 (WB)	914	---	355	INSIDE LANE
145+00WB - 168+56WB	STH 66 (WB)	285	222	---	SHOULDER
TOTALS		3880	504	1257	

ASPHALTIC SURFACE TEMPORARY

STATION - STATION	LOCATION	465.0125	REMARKS
		TON	
61+20EB - 173+88WB	STH 66 (EB)	126	SHLD WIDENING
165+54WB - 177+00WB	STH 66 (WB)	117	SHLD WIDENING
TOTAL		243	

WATER

STATION - STATION	LOCATION	624.0100	630.0500	REMARKS
		WATER MGAL	SEED MGAL	
45+0EB - 68+75EB	STH 66 (EB)	12	---	
61+20WB - 173+88WB	STH 66 (EB)	---	5	
145+00WB - 168+55WB	STH 66 (WB)	13	---	
165+54WB - 177+00WB	STH 66 (WB)	---	6	
DUST CONTROL	PROJECT LIMITS	5	---	
UNDISTRIBUTED	PROJECT LIMITS	5	4	
TOTALS		35	15	

CONCRETE CURB & GUTTER

STATION - STATION	LOCATION	601.0405	416.0610	REMARKS
		18-INCH TYPE A LF	DRILLED TIE BARS EACH	
148+89WB - 149+04WB	STH 66 MEDIAN	15	4	
150+00WB - 50+07EB	STH 66 MEDIAN	29	8	
50+51EB - 50+67EB	STH 66 MEDIAN	16	4	
153+41WB - 153+51WB	STH 66 MEDIAN	10	2	
53+74EB - 153+88WB	STH 66 MEDIAN	32	9	
154+55WB - 55+03EB	STH 66 MEDIAN	59	18	
155+97WB - 156+12WB	STH 66 MEDIAN	15	4	
157+13WB - 157+23WB	STH 66 MEDIAN	10	2	
159+00WB - 159+10WB	STH 66 MEDIAN	10	2	
159+90WB - 160+10WB	STH 66 MEDIAN	20	5	
61+27EB - 161+17WB	STH 66 MEDIAN	62	19	
63+33EB - 163+17WB	STH 66 MEDIAN	49	15	
163+94WB - 64+26EB	STH 66 MEDIAN	48	15	
UNDISTRIBUTED	STH 66 MEDIAN	300	100	
TOTALS		675	207	

EROSION CONTROL												
STATION	LOCATION	628.2008		628.7015	628.7555	629.0210	630.0140	628.1905	628.1910	REMARKS		
		EROSION	625.0100	PROTECTION	PIPE		SEEDING	MOBILIZATIONS	EROSION			
		MAT URBAN	TOPSOIL	TYPE C	CHECK		MIXTURE	EROSION	EROSION			
		SY	SY	EACH	EACH	CWT	LB	EACH	EACH			
50+75EB	STH 66 (EB) LT	---	---	1	---	---	---	---	---			
57+00EB	STH 66 (EB) LT	---	---	1	---	---	---	---	---			
61+15EB	STH 66 (EB) RT	---	---	---	3	---	---	---	---	AIRPORT ENTRANCE		
62+00EB - 63+50EB	STH 66 (EB) RT	114	114	---	---	0.01	2.1	---	---			
65+95EB	STH 66 (EB) RT	---	---	---	3	---	---	---	---	DRIVEWAY		
168+55WB - 173+50WB	STH 66 (EB) RT	519	519	---	---	0.33	9.3	---	---			
165+50WB	STH 66 (WB) LT	---	---	---	3	---	---	---	---	DRIVEWAY		
168+55WB - 176+50WB	STH 66 (WB) LT	1130	1130	---	---	0.71	20.3	---	---			
166+65WB	STH 66 (WB) LT	---	---	---	3	---	---	---	---	DRIVEWAY		
168+05WB	STH 66 (WB) LT	---	---	---	3	---	---	---	---	DRIVEWAY		
CURB & GUTTER REPAIR	STH 66 MEDIAN	300	300	---	---	0.19	5.4					
UNDISTRIBUTED	PROJECT LIMITS	177	177	---	5	0.10	3.3	2	2			
TOTALS		2240	2240	2	20	1.34	40.4	2	2			

SIGNING

STATION	LOCATION	DESCRIPTION	638.2102	POSTS WOOD		REMARKS
			MOVING	4x6-INCH #		
			SIGNS	634.0614	634.0616	
			TYPE II	14-FT	16-FT	
			EACH	EACH	EACH	
61+40EB	STH 66 (EB) RT	45 MPH	1	---	1	
62+95EB	STH 66 (EB) RT	WRONG WAY	1	1	---	
65+40EB	STH 66 (EB) RT	TWO WAY TRAFFIC SYMBOL / DO NOT ENTER	1	---	1	
66+00EB	STH 66 (EB) RT	STOP	1	1	---	
167+20WB	STH 66 (WB) LT	STEVENS POINT POPULATION	1	---	2	
170+40WB	STH 66 (EB) RT	WARNING / LOW FLYING PLANES	1	---	1	
170+40WB	STH 66 (WB) LT	14'-9" / LOW BRIDGE 1/2 MILE	1	1	1	
172+55WB	STH 66 (WB) LT	WARNING / LOW FLYING PLANES	1	---	1	
174+40WB	STH 66 (WB) LT	DIVIDED HIGHWAY AHEAD	1	1	---	
TOTALS			9	4	7	

NEW POSTS TO BE INSTALLED AFTER TEMPORARY ASPHALT IS REMOVED FROM SHOULDER WIDENING.

CONCRETE MEDIAN SLOPED NOSE

STATION	LOCATION	620.0300		REMARKS
		SF		
149+91WB	STH 66 MEDIAN	26		TYPE 2
54+00EB	STH 66 MEDIAN	29		TYPE 2
54+43EB	STH 66 MEDIAN	20		TYPE 2
61+00EB	STH 66 MEDIAN	32		TYPE 2
63+55EB	STH 66 MEDIAN	22		TYPE 2
64+00EB	STH 66 MEDIAN	37		TYPE 2
TOTAL		166		

TRAFFIC CONTROL COVERING SIGNS TYPE II

STAGE	643.0920		EACH	REMARKS
	NUMBER	NUMBER		
	OF CYCLES	OF SIGNS		
STAGE 1	1	2	2	STA 52+50EB, STA 57+40EB (MEDIAN)
STAGE 2	1	2	2	STA 52+50EB, STA 57+40EB (MEDIAN)
STAGE 3	1	2	2	STA 52+50EB, STA 57+40EB (MEDIAN)
TOTAL			6	

TRAFFIC CONTROL DRUMS & WARNING LIGHTS

STATION - STATION	LOCATION	643.0300 DRUMS			643.0715 LIGHTS TYPE C			REMARKS
		NO	DAYS	DAY	NO	DAYS	DAY	
STAGE 1								
51+80EB - 174+75B	STH 66 (EB)	50	9	450	11	9	99	SEE STAGE 1 CONSTRUCTION SHEETS
164+50WB - 181+60WB	STH 66 (WB)	24	9	216	---	---	---	SEE STAGE 1 CONSTRUCTION SHEETS
STAGE 1 SUB-TOTALS				666		99		
STAGE 2								
25+25EB - 175+60WB	STH 66 (EB)	104	13	1352	10	13	130	SEE STAGE 2 CONSTRUCTION SHEETS
143+50WB - 179+25WB	STH 66 (WB)	31	13	403	6	13	78	SEE STAGE 2 CONSTRUCTION SHEETS
STAGE 2 SUB-TOTALS				1755		208		
STAGE 3								
24+45EB - 64+30EB	STH 66 (EB)	71	28	1988	10	26	260	SEE STAGE 3 CONSTRUCTION SHEETS
143+30WB - 169+00WB	STH 66 (WB)	20	28	560	6	26	156	SEE STAGE 3 CONSTRUCTION SHEETS
STAGE 3 SUB-TOTALS				2548		416		
GRAND TOTALS				4969		723		

TRAFFIC CONTROL BARRICADE & WARNING LIGHTS TYPE A

STATION - STATION	LOCATION	643.0420 BARRICADE TYPE III			643.0705 LIGHTS TYPE A			REMARKS
		NO	DAYS	DAY	NO	DAYS	DAY	
<u>STAGE 1</u>								
61+50EB	STH 66 (EB)	1	9	9	2	9	18	SEE STAGE 1 CONSTRUCTION SHEETS
STAGE 1 SUB-TOTALS				9	18			
<u>STAGE 2</u>								
32+35EB - 43+25EB	STH 66 (EB)	3	13	39	6	13	78	SEE STAGE 2 CONSTRUCTION SHEETS
173+60WB - 177+75WB	STH 66 (WB)	2	13	26	4	13	52	SEE STAGE 2 CONSTRUCTION SHEETS
STAGE 2 SUB-TOTALS				65	130			
<u>STAGE 3</u>								
32+35EB - 43+25EB	STH 66 (EB)	3	28	84	6	28	168	SEE STAGE 3 CONSTRUCTION SHEETS
176+60WB	STH 66 (WB)	1	28	28	2	28	56	SEE STAGE 3 CONSTRUCTION SHEETS
STAGE 3 SUB-TOTALS				112	224			
GRAND TOTALS				186	372			

TRAFFIC CONTROL SIGNS

LOCATION	MESSAGE	SIGN CODE	NO	DAYS	643.0900 DAY	REMARKS
STAGE 1						
STH 66 (EB & WB)	ROAD WORK AHEAD	W20-1A	2	9	18	SEE STAGE 1 CONSTRUCTION SHEETS
	RIGHT LANE CLOSED AHEAD	W20-5A	1	9	9	SEE STAGE 1 CONSTRUCTION SHEETS
	RIGHT LANE ENDS SYMBOL	WO4-2R	1	9	9	SEE STAGE 1 CONSTRUCTION SHEETS
	BEGIN RIGHT TURN LANE	R3-20R	1	9	9	SEE STAGE 1 CONSTRUCTION SHEETS
	LANE CLOSED	R11-2L	1	9	9	SEE STAGE 1 CONSTRUCTION SHEETS
	ROAD NARROWS	WO5-1	1	9	9	SEE STAGE 1 CONSTRUCTION SHEETS
	END ROAD WORK	G20-2A	2	9	18	SEE STAGE 1 CONSTRUCTION SHEETS
STAGE 1 SUB-TOTAL					81	
STAGE 2						
STH 66 (EB & WB)	ROAD WORK AHEAD	W20-1A	2	13	26	SEE STAGE 2 CONSTRUCTION SHEETS
	LEFT LANE CLOSED AHEAD	W20-55A	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
	LEFT LANE ENDS SYMBOL	WO4-2L	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
	BEGIN LEFT TURN LANE	R3-20L	2	13	26	SEE STAGE 2 CONSTRUCTION SHEETS
	LANE CLOSED	R11-2L	4	13	52	SEE STAGE 2 CONSTRUCTION SHEETS
	NORTH/I39 WEST/US 10; NORTH/US 51; ARROWS	J2-3	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
	ROAD CURVES AHEAD (RIGHT)	WO1-4R	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
	ROAD CURVES AHEAD (LEFT)	WO1-4L	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
	NIGHT ARROW	WO1-6	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
	END ROAD WORK	G20-2A	2	13	26	SEE STAGE 2 CONSTRUCTION SHEETS
STAGE 2 SUB-TOTAL					208	
STAGE 3						
STH 66 (EB & WB)	ROAD WORK AHEAD	W20-1A	2	28	56	SEE STAGE 3 CONSTRUCTION SHEETS
	RIGHT LANE CLOSED AHEAD	W20-5A	1	28	28	SEE STAGE 3 CONSTRUCTION SHEETS
	RIGHT LANE ENDS SYMBOL	WO4-2R	1	28	28	SEE STAGE 3 CONSTRUCTION SHEETS
	LANE CLOSED	R11-2L	3	28	84	SEE STAGE 3 CONSTRUCTION SHEETS
	BEGIN RIGHT TURN LANE	R3-20R	1	28	28	SEE STAGE 3 CONSTRUCTION SHEETS
	NIGHT ARROW	WO1-6	1	28	28	SEE STAGE 3 CONSTRUCTION SHEETS
	ROAD CURVES AHEAD (LEFT)	WO1-4L	1	28	28	SEE STAGE 3 CONSTRUCTION SHEETS
	END ROAD WORK	G20-2A	2	28	56	SEE STAGE 3 CONSTRUCTION SHEETS
STAGE 3 SUB-TOTAL					336	
WIDTH RESTRICTION						
START OF PROJECT (EB & WB)	MAX XX WIDTH *	W12-52	3	50	150	SEE WIDTH RESTRICTION SHEETS
	EAST	M3-2	1	50	50	SEE WIDTH RESTRICTION SHEETS
	STH 66	M1-6	1	50	50	SEE WIDTH RESTRICTION SHEETS
	2 MILES AHEAD	W57-52	1	50	50	SEE WIDTH RESTRICTION SHEETS
	WIDE LOAD EXCEEDING XX FT	R12-70B	1	50	50	SEE WIDTH RESTRICTION SHEETS
STH 49 & STH 66 INTERSECTION	MAX XX WIDTH *	W12-52	2	50	100	SEE WIDTH RESTRICTION SHEETS
	17 MILES AHEAD	WO57-52	1	50	50	SEE WIDTH RESTRICTION SHEETS
	WEST	M3-4	1	50	50	SEE WIDTH RESTRICTION SHEETS
	STH 66	M1-6	1	50	50	SEE WIDTH RESTRICTION SHEETS
IH 39/USH 10/51 (NB & SB)	MAX XX WIDTH *	W12-52	6	50	300	SEE WIDTH RESTRICTION SHEETS
	EAST	M3-2	6	50	300	SEE WIDTH RESTRICTION SHEETS
	STH 66	M1-6	6	50	300	SEE WIDTH RESTRICTION SHEETS
WIDTH RESTRICTION SUB-TOTAL					1500	
GRAND TOTAL					2125	
* STAGE 1 = 12'						
STAGE 2 = 11'						
STAGE 3 = 11'						

TRAFFIC CONTROL ARROW BOARDS

643.0800					
STATION	LOCATION	NO	DAY	DAY	REMARKS
STAGE 1					
52+35EB	STH 66 (EB)	1	9	9	SEE STAGE 1 CONSTRUCTION SHEETS
STAGE 1 SUB-TOTAL				9	
STAGE 2					
26+35EB	STH 66 (EB)	1	13	13	SEE STAGE 2 CONSTRUCTION SHEETS
STAGE 2 SUB-TOTAL				13	
STAGE 3					
25+00EB	STH 66 (EB)	1	28	28	SEE STAGE 3 CONSTRUCTION SHEETS
STAGE 3 SUB-TOTAL				28	
GRAND TOTAL				50	

TRAFFIC CONTROL CONES 42-INCH

643.1070					
STATION	LOCATION	NO	DAY	DAY	REMARKS
STAGE 2					
45+00EB - 178+60WB	STH 66 (EB)	53	13	689	SEE STAGE 2 CONSTRUCTION SHEETS
145+00WB - 176+40WB	STH 66 (WB)	58	13	754	SEE STAGE 2 CONSTRUCTION SHEETS
STAGE 2 SUB-TOTAL				1443	
STAGE 3					
27+50EB - 174+25WB	STH 66 (EB)	58	28	1624	SEE STAGE 3 CONSTRUCTION SHEETS
144+80WB - 176+50WB	STH 66 (WB)	62	28	1736	SEE STAGE 3 CONSTRUCTION SHEETS
STAGE 3 SUB-TOTAL				3360	
GRAND TOTAL				4803	

MARKING LINE

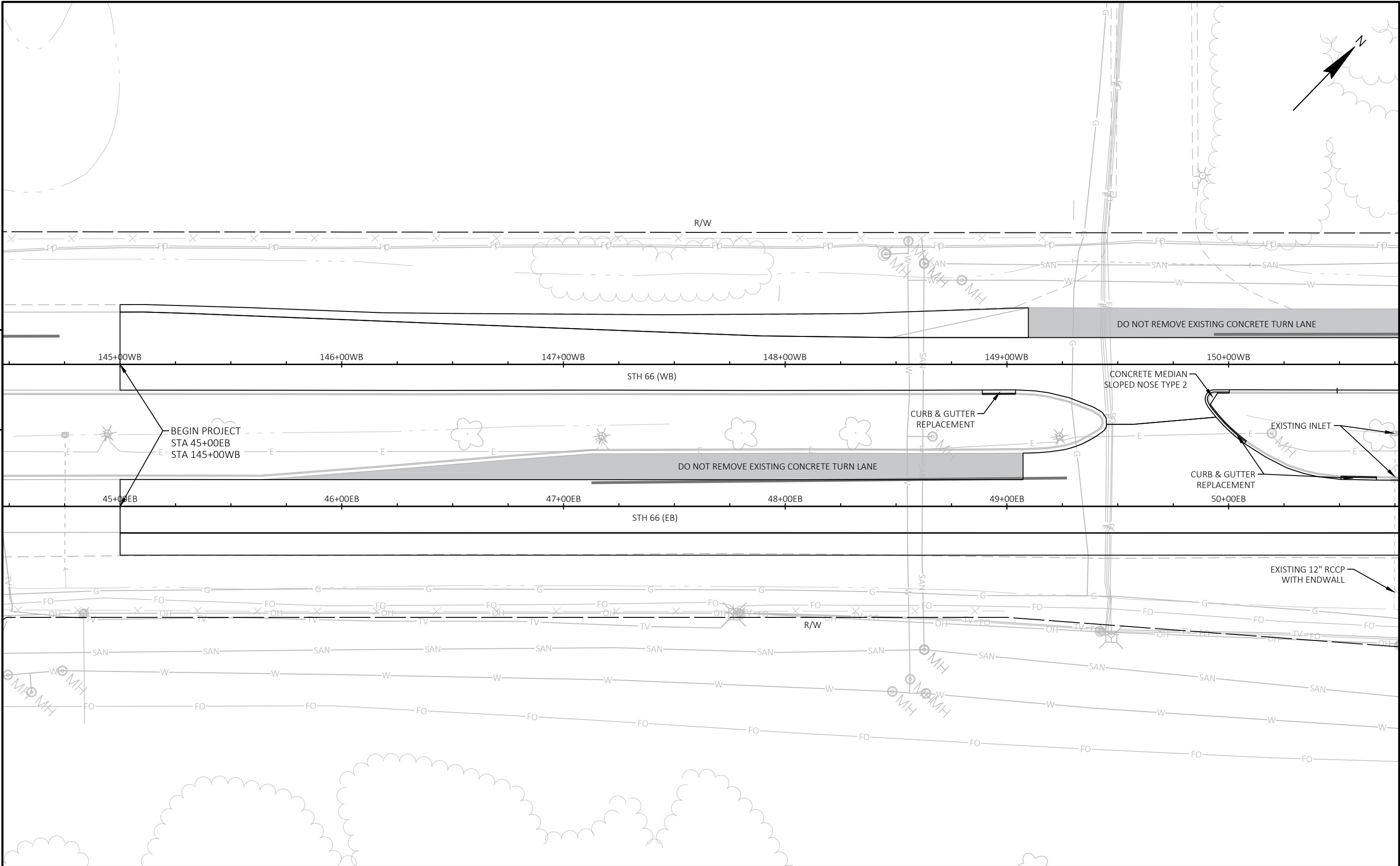
646.3545											
646.1020											
4-INCH EPOXY											
649.0150											
GROOVED WET REF											
646.7120											
DIAGONAL REMOVAL											
646.9000											
TEMPORARY REMOVABLE											
649.0120											
TEMPORARY TAPE EPOXY											
C/L DOUBLE C/L DASHED EDGELINE EDGELINE											
EPOXY EPOXY LINE EPOXY TAPE EPOXY											
8-INCH 12-INCH 4-INCH 4-INCH 4-INCH											
STATION - STATION	LOCATION	C/L DOUBLE YELLOW LF	C/L DASHED WHITE LF	EDGELINE YELLOW LF	EDGELINE WHITE LF	EPOXY 8-INCH LF	EPOXY 12-INCH LF	LINE 4-INCH LF	EPOXY 4-INCH LF	TAPE 4-INCH LF	REMARKS
25+05EB - 27+50EB	STH 66 (EB)	---	---	245	245	---	---	245	---	490	STAGE 2 & 3
44+75EB - 60+00EB	STH 66 (EB)	---	---	---	---	---	---	1525	---	---	STAGE 2
45+00EB - 68+75EB	STH 66 (EB)	115	415	1850	2380	215	---	---	---	---	
47+00EB - 52+40EB	STH 66 (EB)	---	125	---	---	---	---	125	540	---	STAGE 1
52+50EB - 57+75EB	STH 66 (EB)	---	---	---	---	---	---	525	525	---	
61+20EB - 63+90EB	STH 66 (EB)	---	---	---	---	---	---	---	---	270	STAGE 3
145+00WB - 168+55WB	STH 66 (WB)	---	500	1970	2175	200	160	---	---	---	
145+75WB - 165+00WB	STH 66 (WB)	---	---	---	---	---	---	1750	---	---	STAGE 2
166+00WB - 168+70WB	STH 66 (WB)	---	---	---	---	---	---	---	---	270	STAGE 3
172+95WB - 176+10WB	STH 66 (EB)	---	---	320	320	---	---	315	---	630	STAGE 2
176+55WB - 179+25WB	STH 66 (WB)	---	---	270	270	---	---	270	---	540	STAGE 2
SUB-TOTALS		115	1040	4655	5390	415	160	4755	1065	2200	
TOTALS			11200			415	160	4755	1065	2200	

CONSTRUCTION STAKING

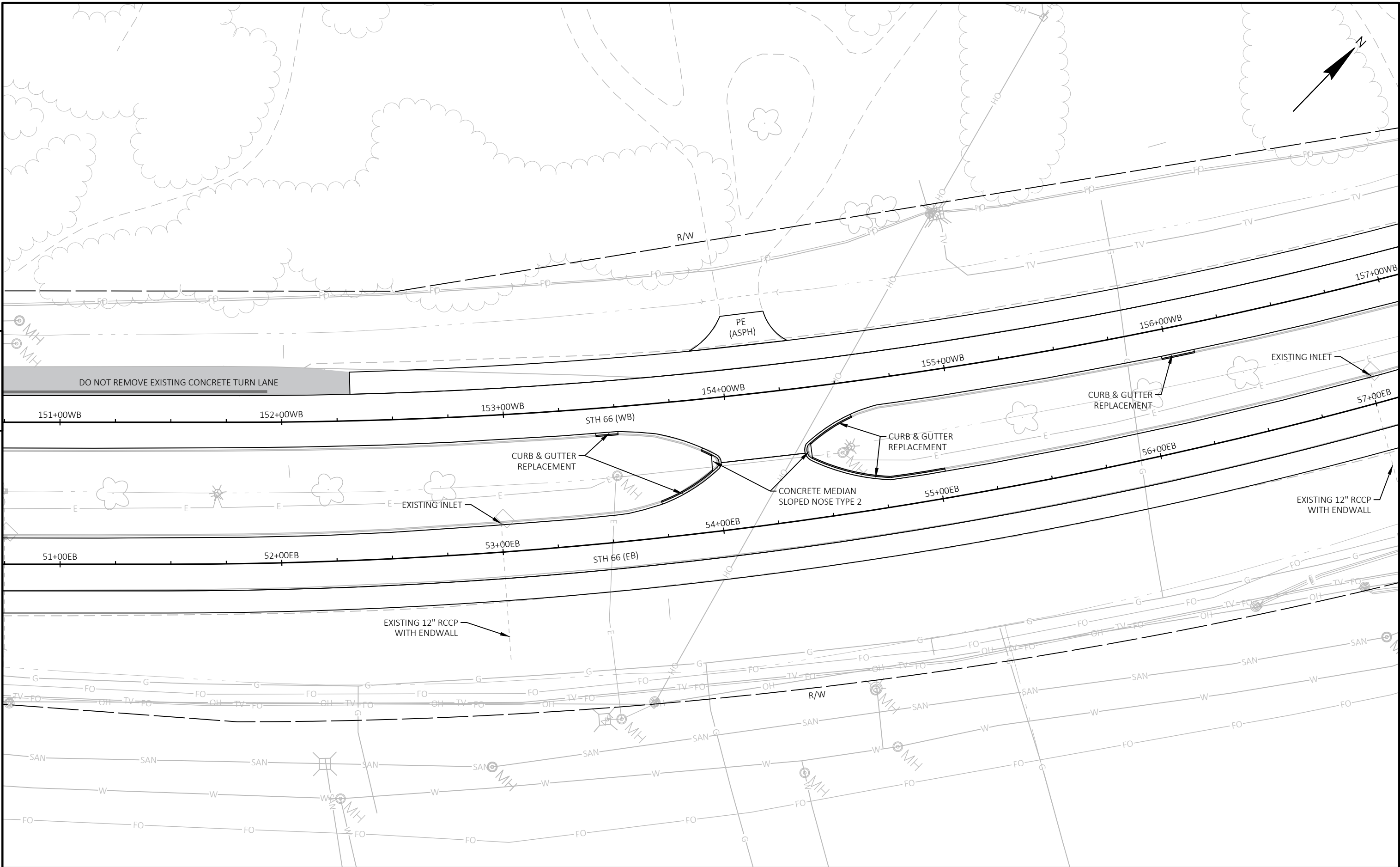
STATION - STATION	LOCATION	650.5000	650.8000	650.9910	650.9920	REMARKS
		BASE LF	RESURFACING REFERENCES LF	SUPPLEMENTAL CONTROL (6600-00-61) LS	SLOPE STAKES LF	
45+00EB - 64+25EB	STH 66 (EB)	1926	---	---	---	INSIDE LANE
45+00EB - 68+75EB	STH 66 (EB)	2375	2375	---	---	OUTSIDE LANE
61+20EB - 173+88WB	STH 66 (EB)	1284	---	---	1284	SHLD WIDENING
145+00WB - 166+00WB	STH 66 (WB)	2100	---	---	---	OUTSIDE LANE
145+00WB - 168+56WB	STH 66 (WB)	2356	---	---	---	INSIDE LANE
145+00WB - 177+00WB	STH 66 (WB)	---	3200	---	---	
165+54WB - 177+00WB	STH 66 (WB)	1146	---	---	1146	SHLD WIDENING
PROJECT LIMITS	STH 66	---	---	1	---	
TOTALS		11187	5575	1	2430	

SAWING

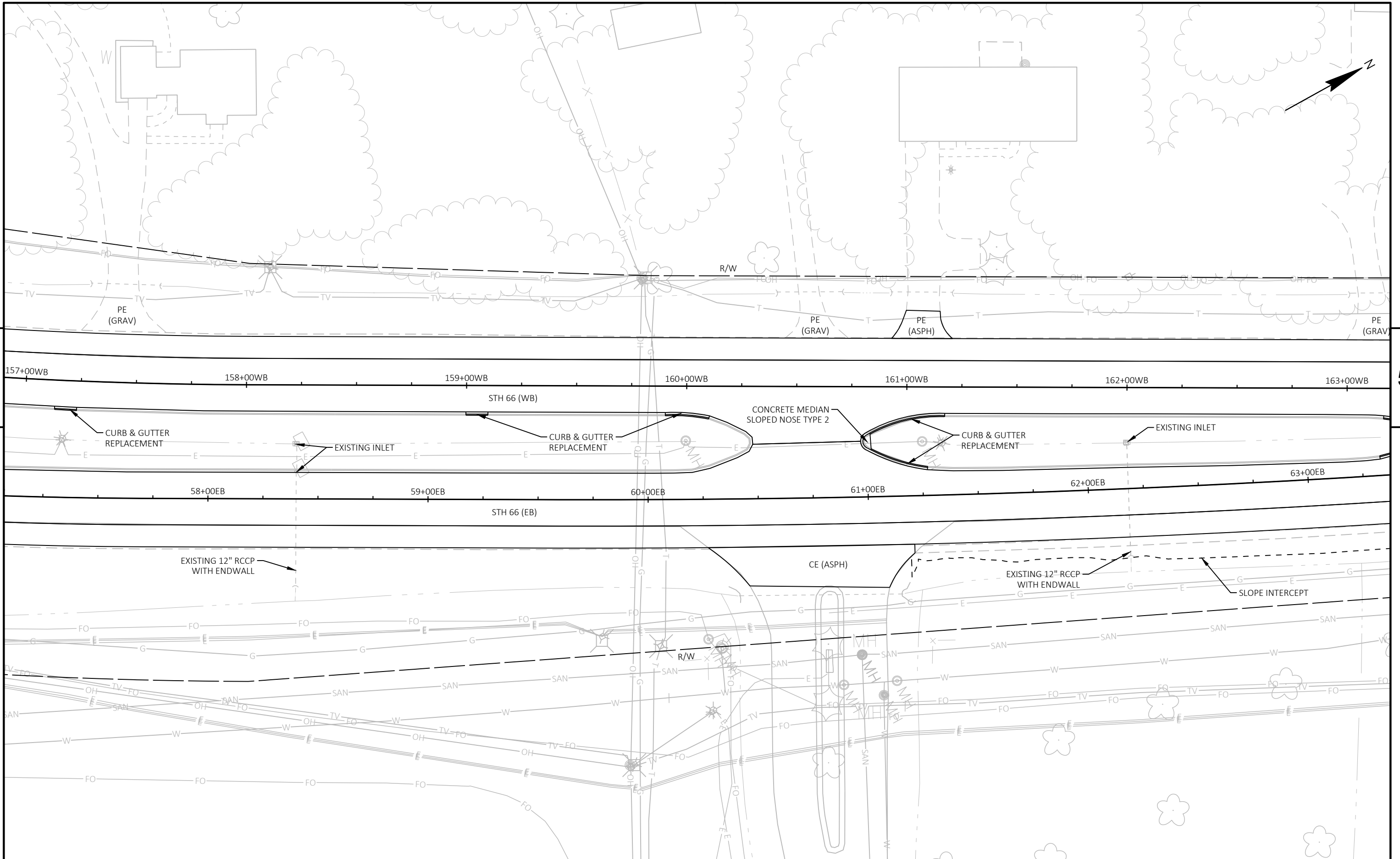
STATION - STATION	LOCATION	690.0150	690.0250	REMARKS
		ASPHALT LF	CONCRETE LF	
45+00EB - 68+75EB	STH 66 (EB)	185	4047	
145+00WB - 168+56WB	STH 66 (WB)	175	5181	
148+89WB - 149+04WB	STH 66 MEDIAN	---	18	CURB & GUTTER REPLACEMENT
150+00WB - 50+07EB	STH 66 MEDIAN	---	38	CURB & GUTTER REPLACEMENT
50+51EB - 50+67EB	STH 66 MEDIAN	---	16	CURB & GUTTER REPLACEMENT
153+41WB - 153+51WB	STH 66 MEDIAN	---	10	CURB & GUTTER REPLACEMENT
53+74EB - 153+88WB	STH 66 MEDIAN	---	42	CURB & GUTTER REPLACEMENT
154+55WB - 55+03EB	STH 66 MEDIAN	---	67	CURB & GUTTER REPLACEMENT
155+97WB - 156+12WB	STH 66 MEDIAN	---	15	CURB & GUTTER REPLACEMENT
157+13WB - 157+23WB	STH 66 MEDIAN	---	10	CURB & GUTTER REPLACEMENT
159+00WB - 159+10WB	STH 66 MEDIAN	---	10	CURB & GUTTER REPLACEMENT
159+90WB - 160+10WB	STH 66 MEDIAN	---	20	CURB & GUTTER REPLACEMENT
61+27EB - 161+17WB	STH 66 MEDIAN	---	74	CURB & GUTTER REPLACEMENT
63+33EB - 163+17WB	STH 66 MEDIAN	---	49	CURB & GUTTER REPLACEMENT
163+94WB - 64+26EB	STH 66 MEDIAN	---	48	CURB & GUTTER REPLACEMENT
UNDISTRIBUTED	STH 66 MEDIAN	---	450	CURB & GUTTER REPLACEMENT
TOTALS		360	10095	



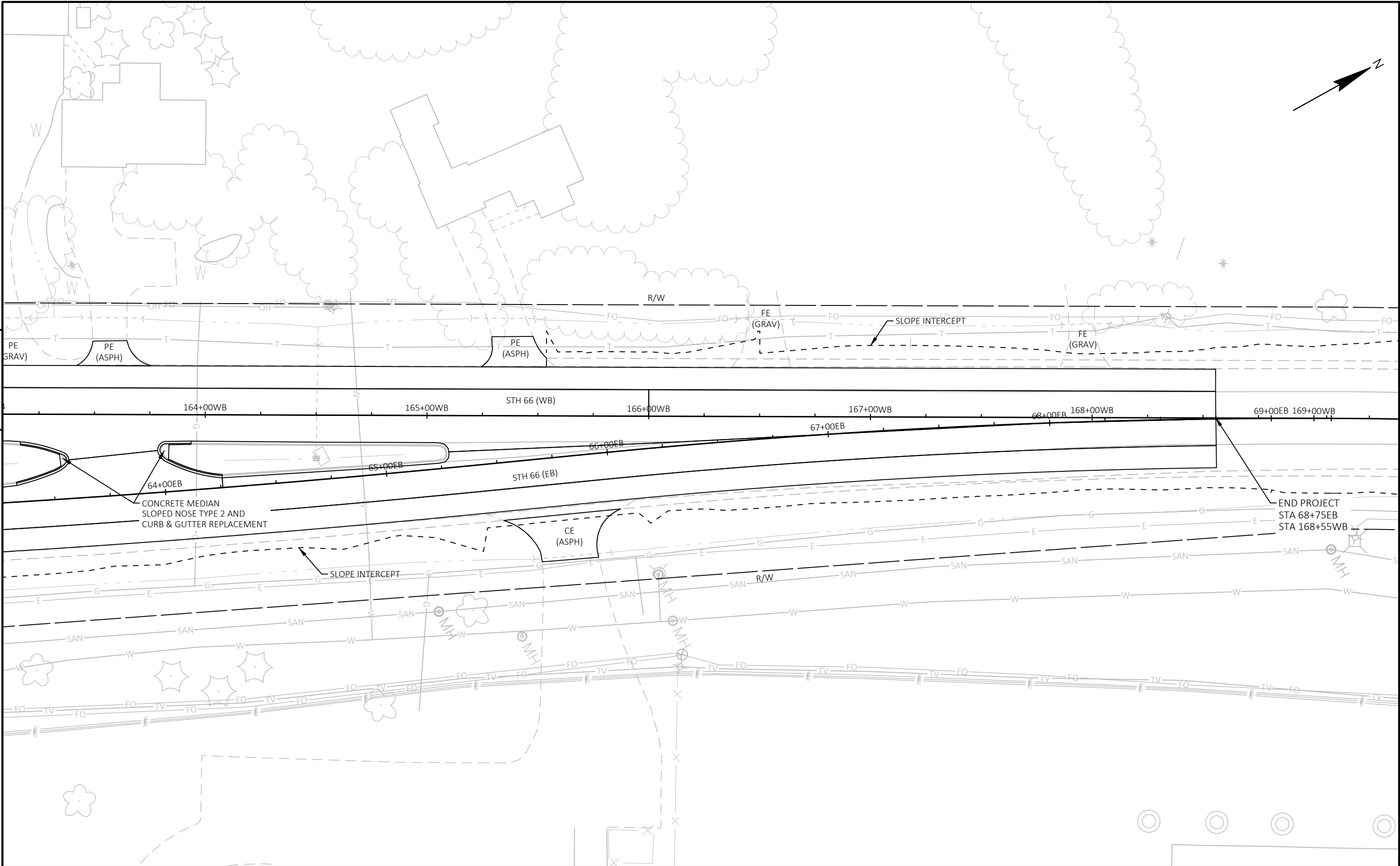
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PLAN SHEETS	SHEET	E
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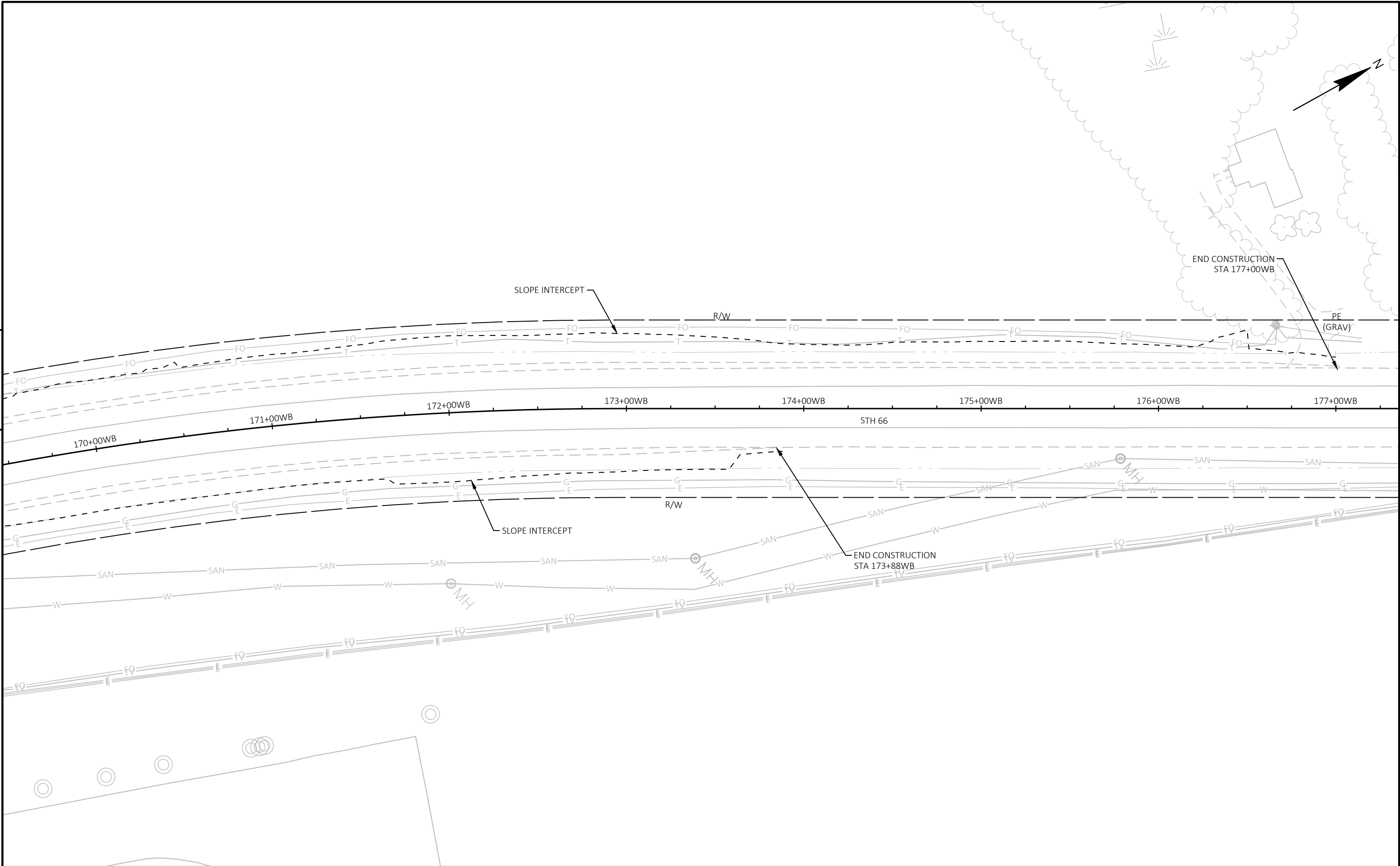
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PLAN SHEETS	SHEET	E
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PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PLAN SHEETS	SHEET	E
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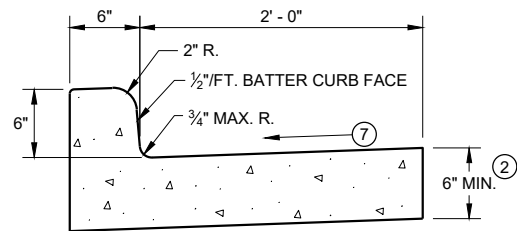
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PLAN SHEETS	SHEET	E
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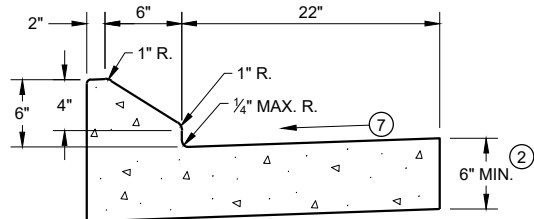
PROJECT NO: 6280-02-74	HWY: STH 66	COUNTY: PORTAGE	PLAN SHEETS	SHEET	E
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Standard Detail Drawing List

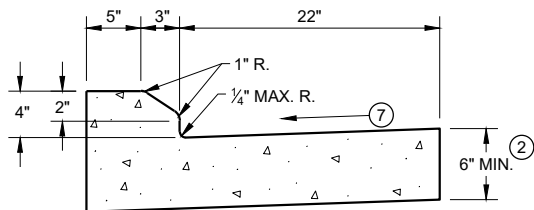
08D01-21A	CONCRETE CURB & GUTTER
08D01-21B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E15-01	CULVERT PIPE CHECK
11B02-02	CONCRETE MEDIAN NOSE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C11-08B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05A	PAVEMENT MARKINGS, MEDIAN ISLANDS
15C18-05B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C21-10	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
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
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS



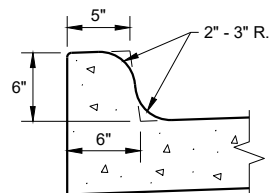
TYPES A^① & D



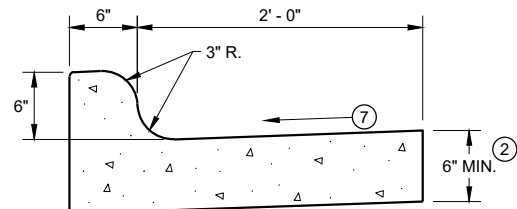
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

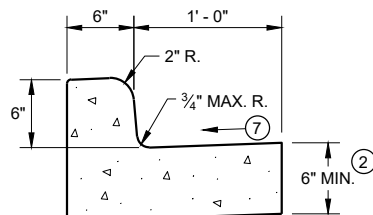


TYPES K^① & L
(OPTIONAL CURB SHAPE)



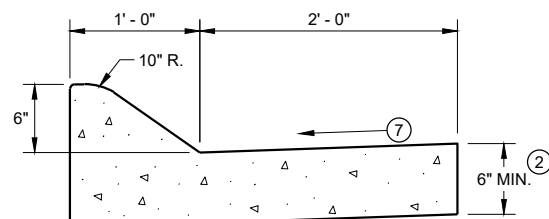
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

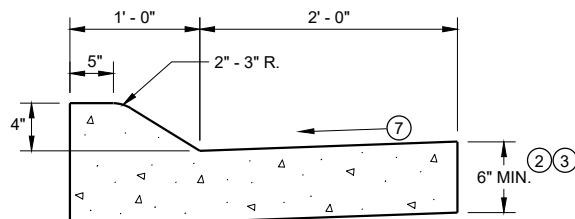


TYPES A^① & D

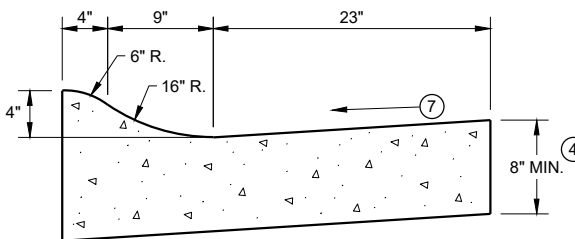
CONCRETE CURB AND GUTTER 18"



6" SLOPED CURB TYPES A^① & D



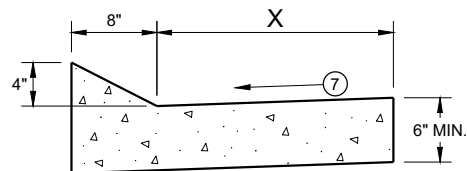
4" SLOPED CURB TYPES A^① & D



4" SLOPED CURB TYPES R^① & T^⑤

CONCRETE CURB AND GUTTER 36"

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

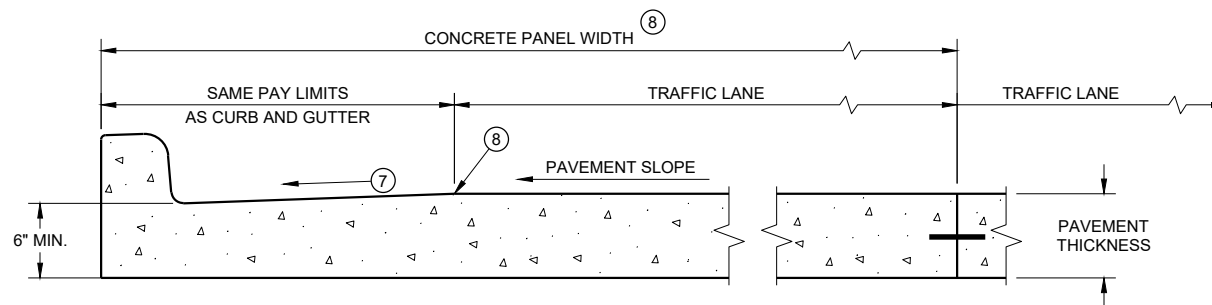


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

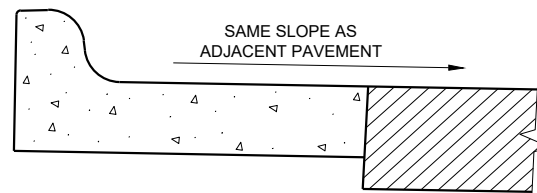
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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)

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.

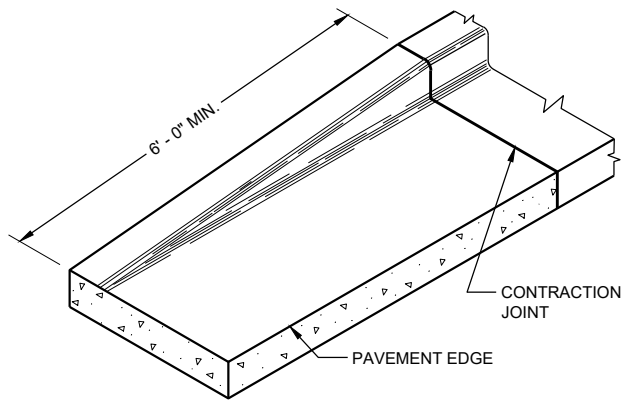
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

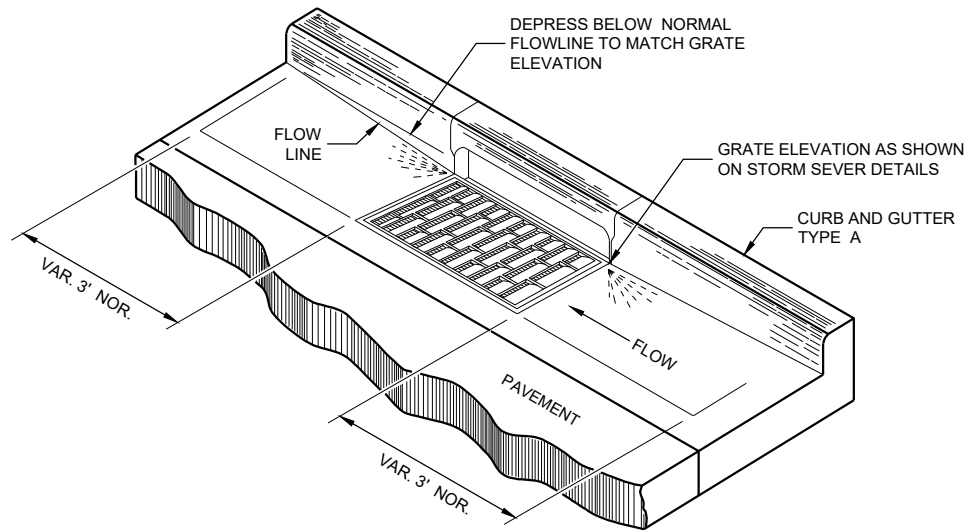
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH 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.

CONCRETE CURB AND GUTTER

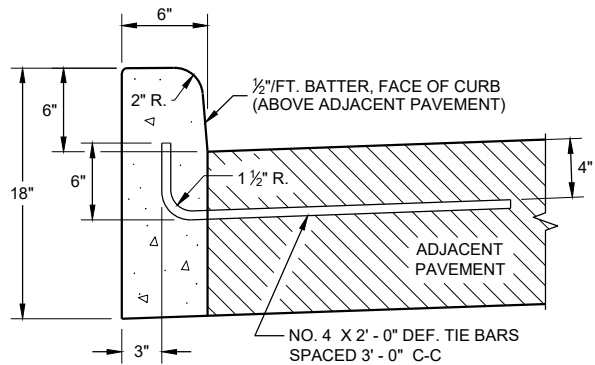
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



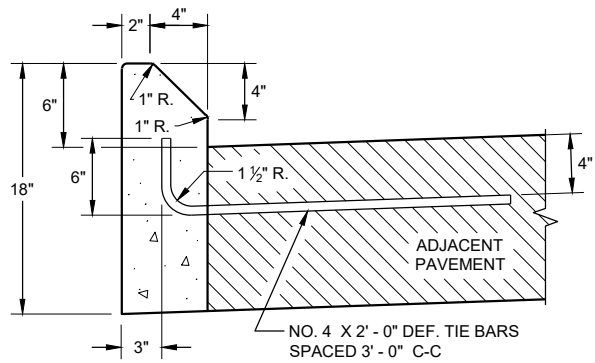
END SECTION CURB AND GUTTER



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

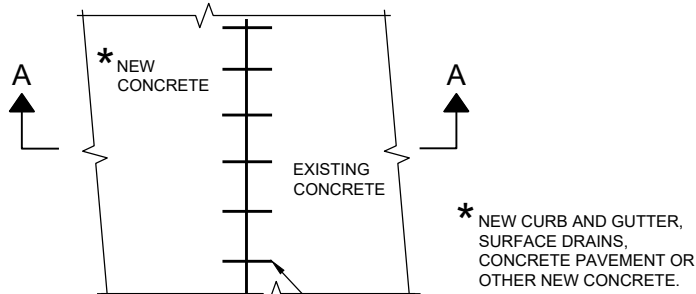


TYPES A^① & D

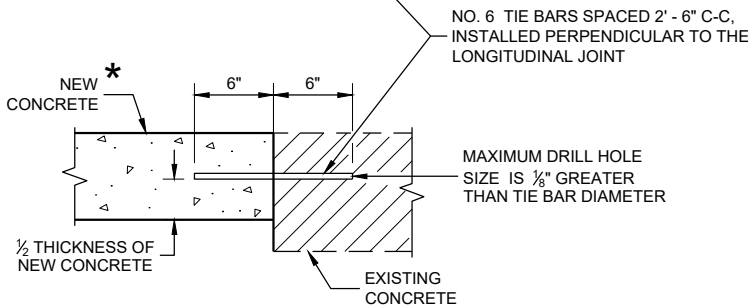


TYPES G^① & J

CONCRETE CURB



PLAN VIEW



SECTION A - A

TIE BARS DRILLED
INTO EXISTING PAVEMENT

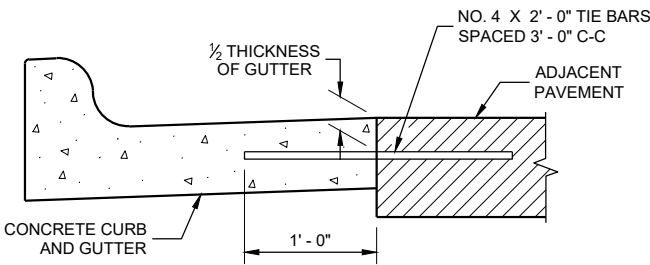
GENERAL NOTES

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

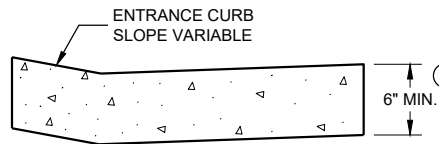
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- 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.
- ⑨ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.



TYPICAL TIE BAR LOCATION^①



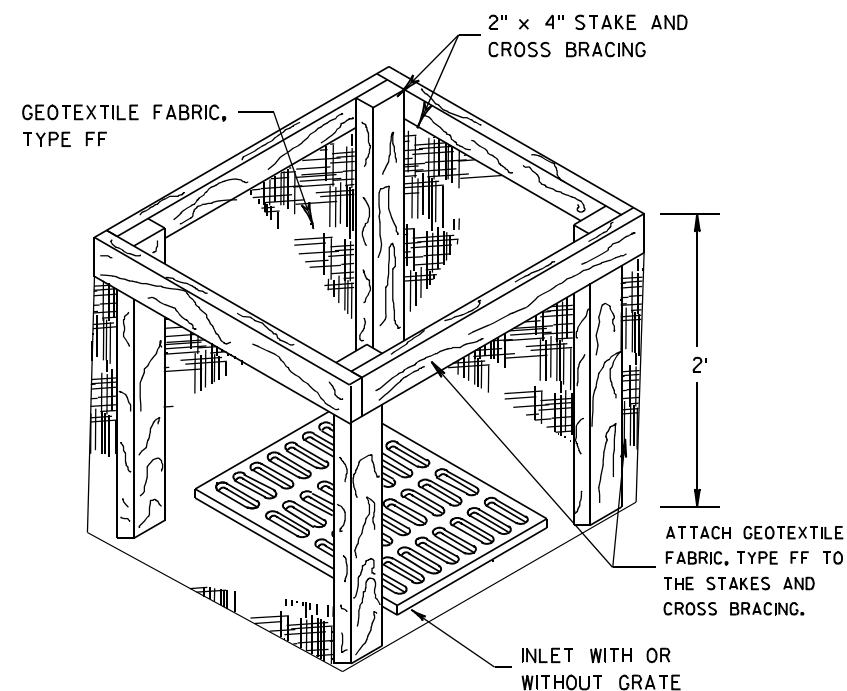
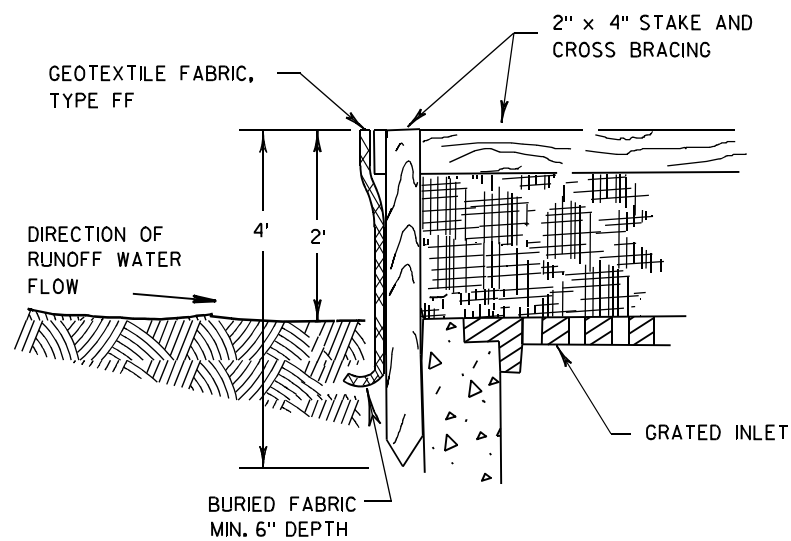
DRIVEWAY ENTRANCE CURB^⑨
(WHEN DIRECTED BY THE ENGINEER)

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

FHWA



INLET PROTECTION, TYPE A

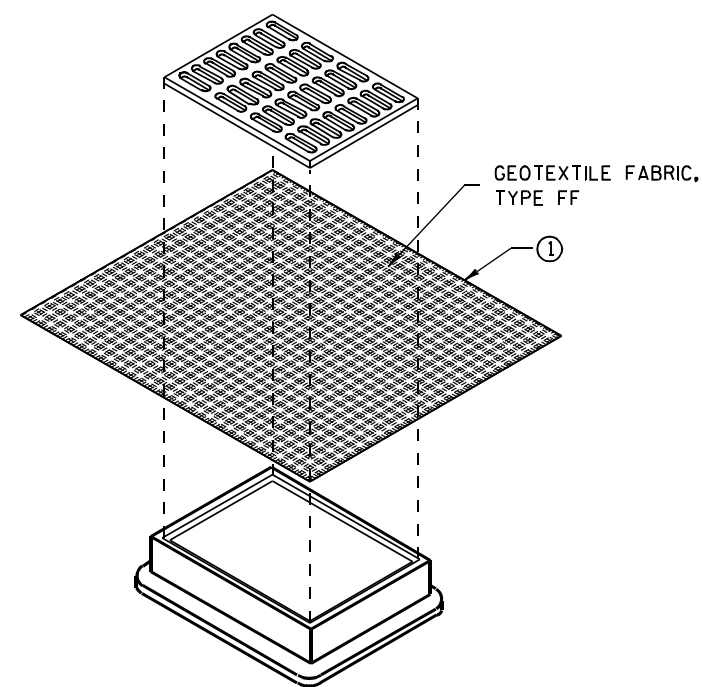
GENERAL NOTES

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.

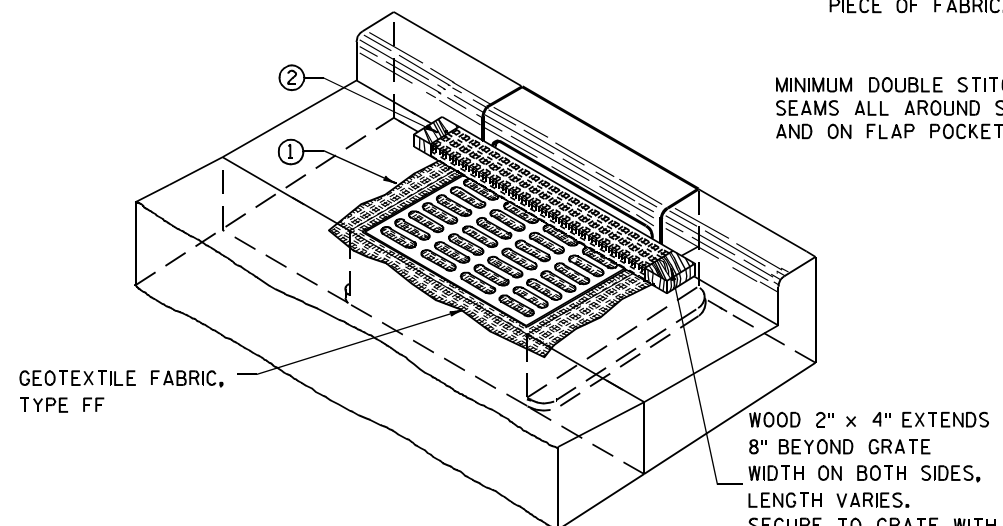
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

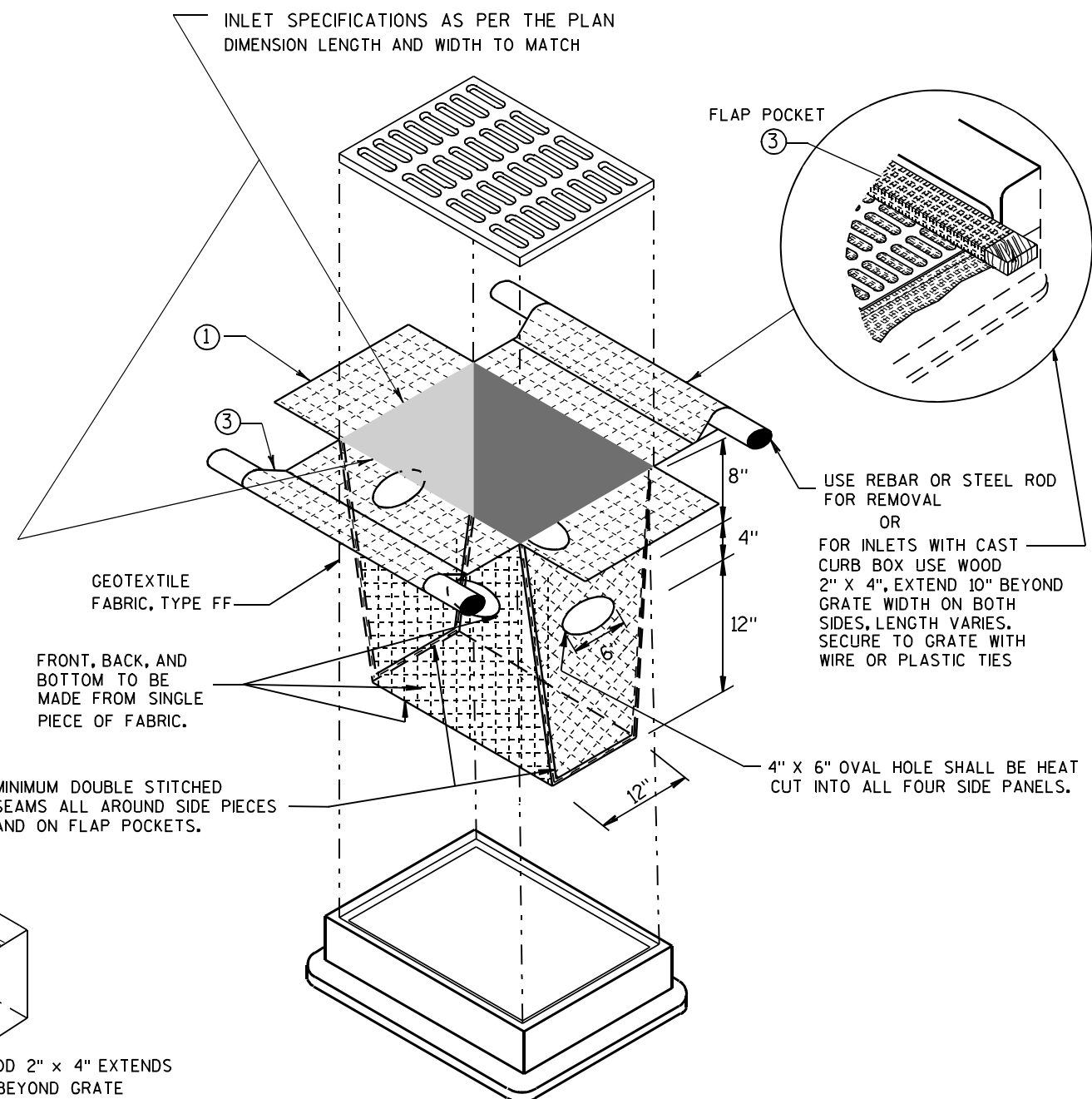
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



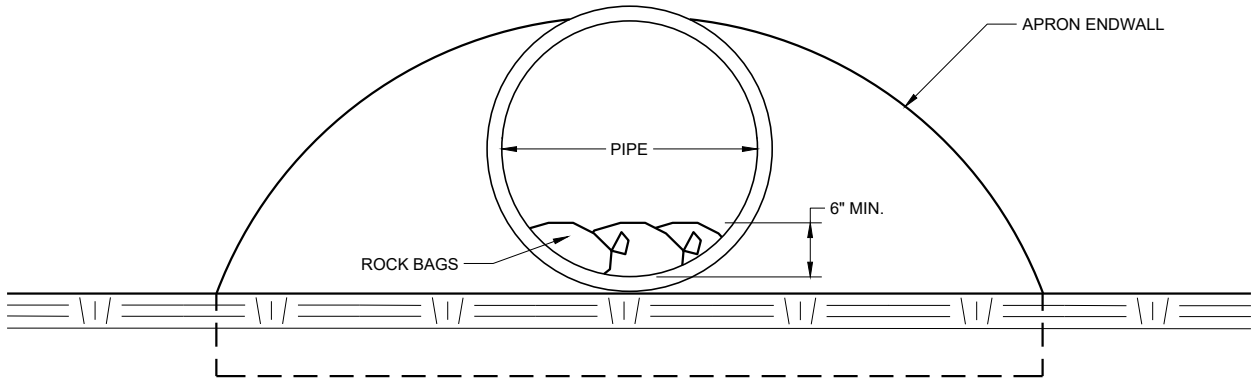
INLET PROTECTION, TYPE D

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

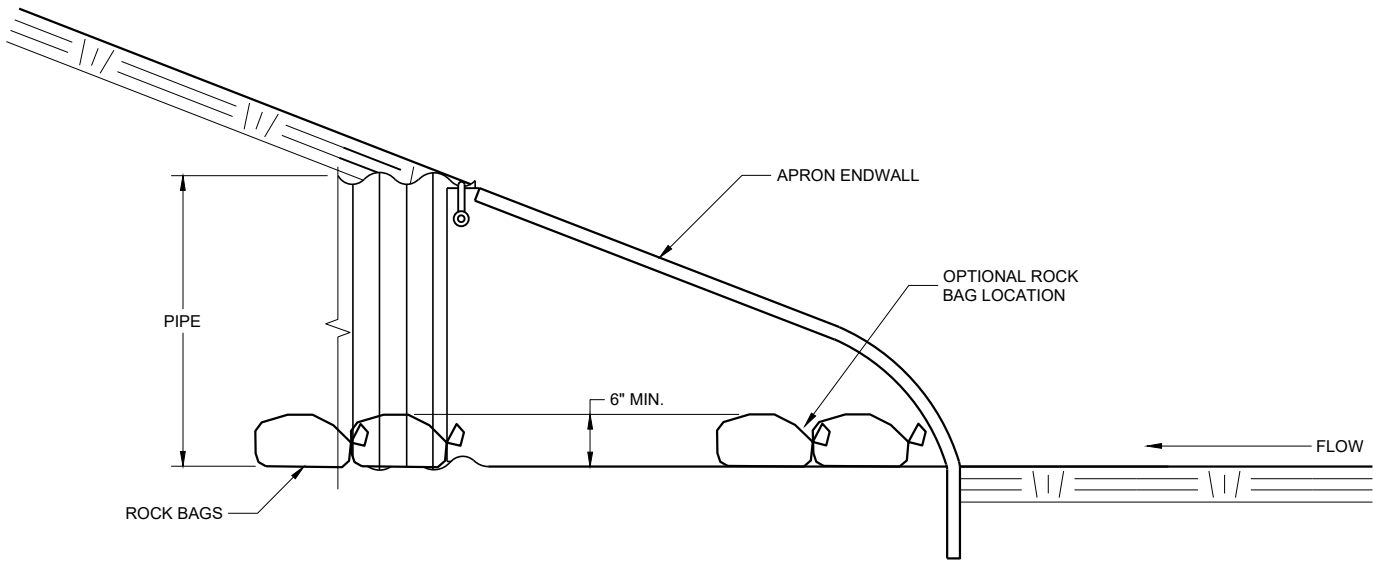
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



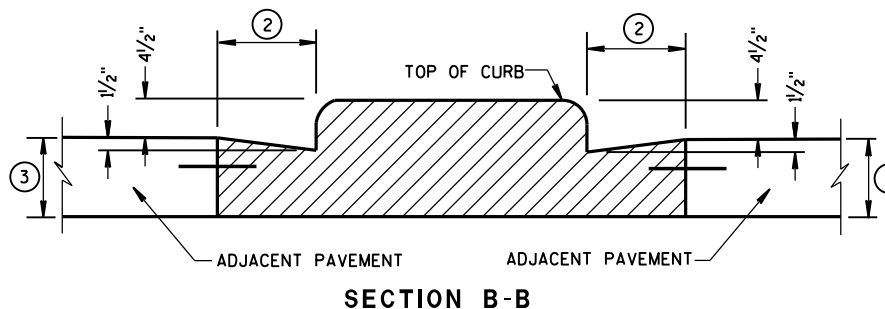
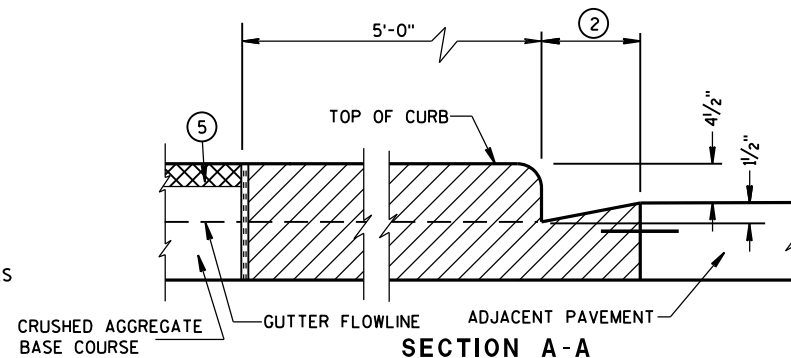
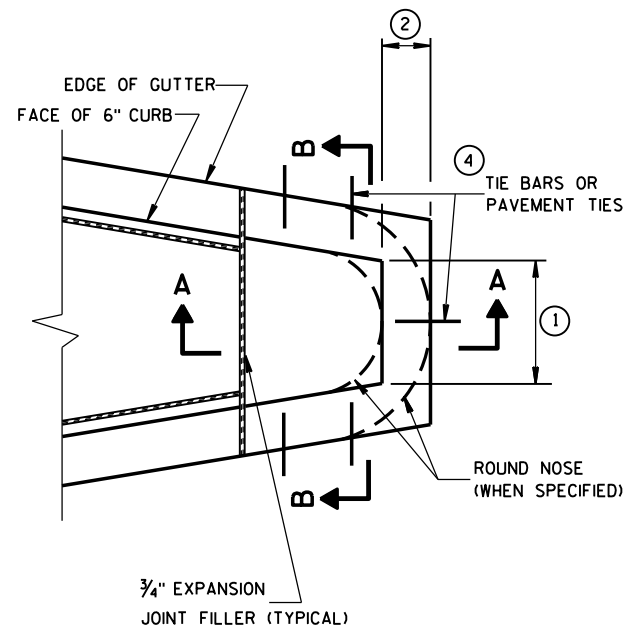
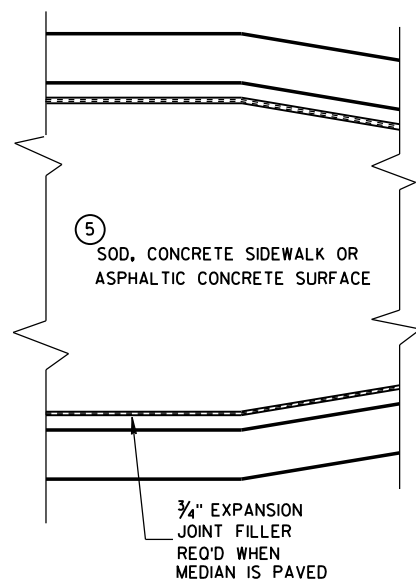
END VIEW



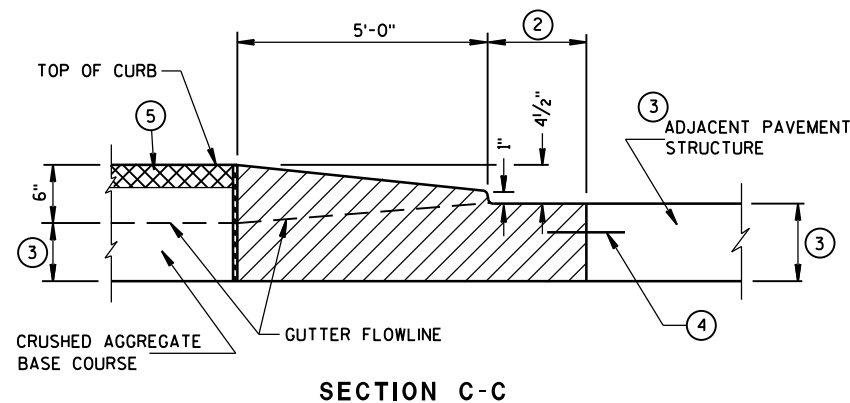
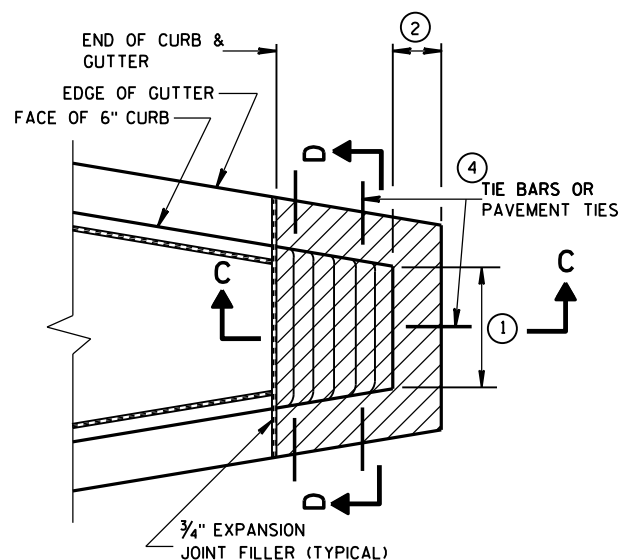
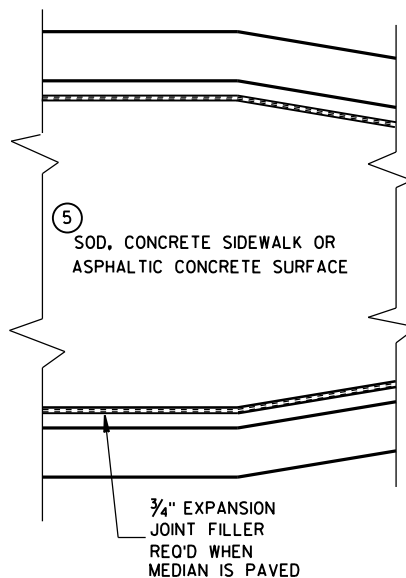
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

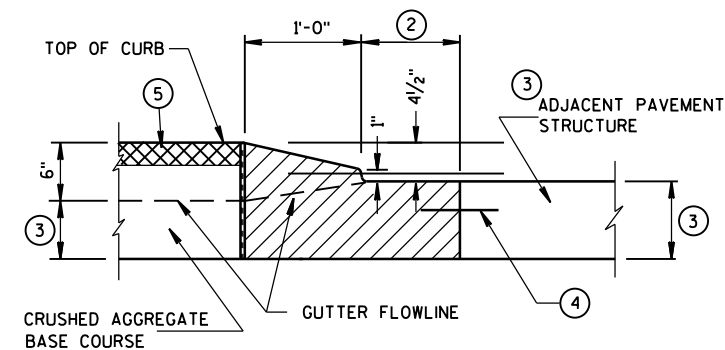
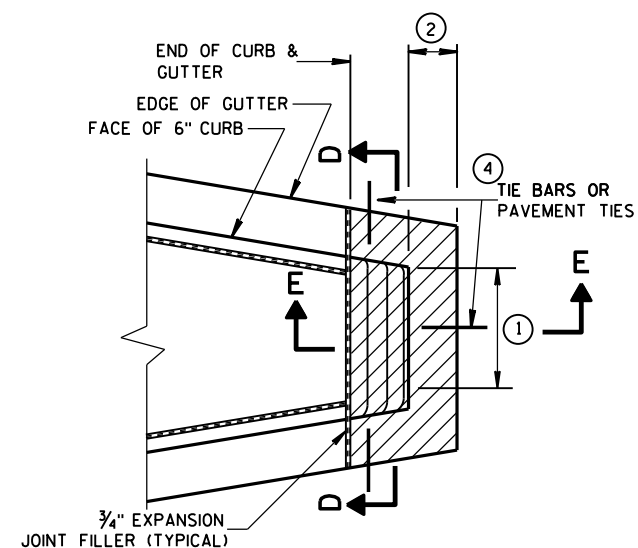
CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER
FHWA	



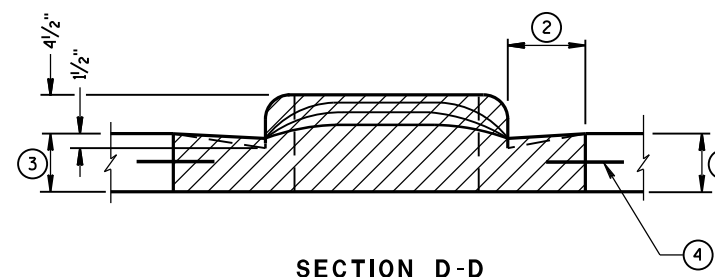
CONCRETE MEDIAN BLUNT NOSE DETAIL



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

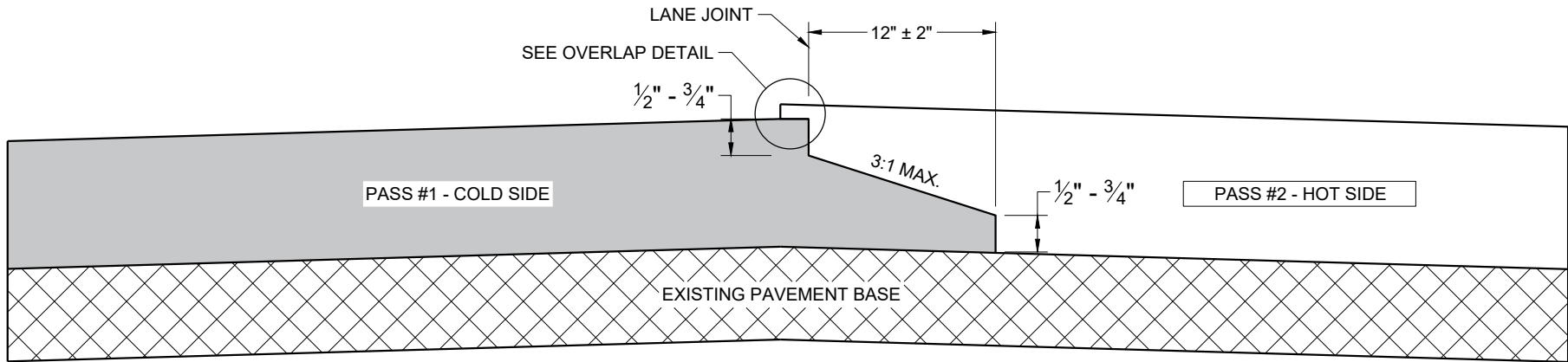
APPROVED

6/8/2006

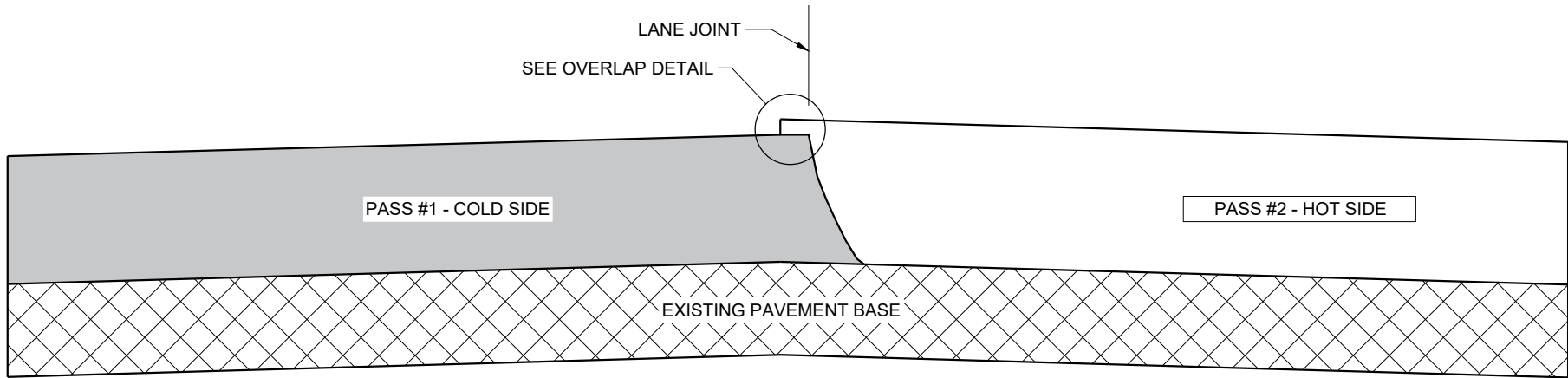
DATE

FHWA

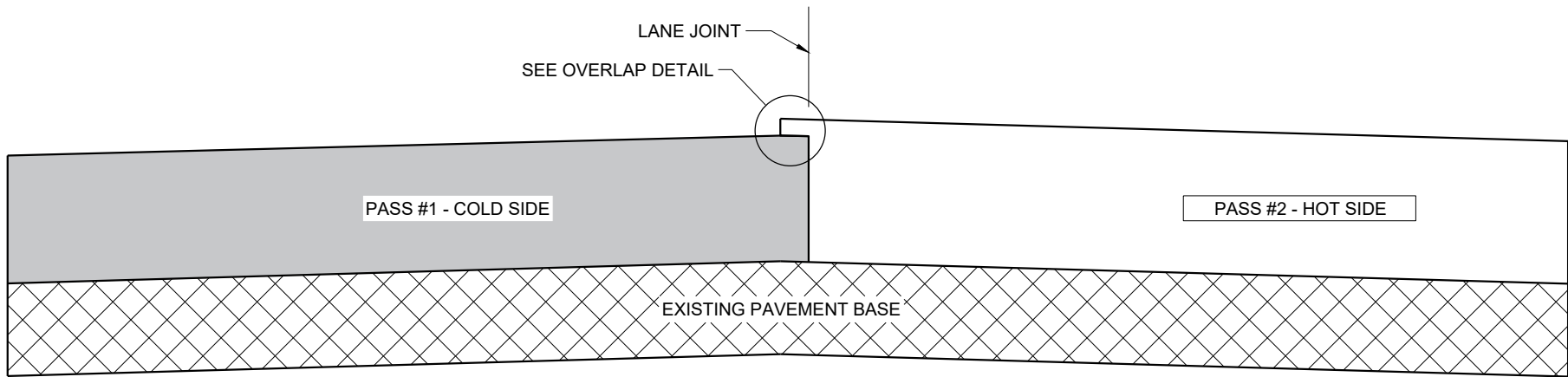
/S/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)**

GENERAL NOTES

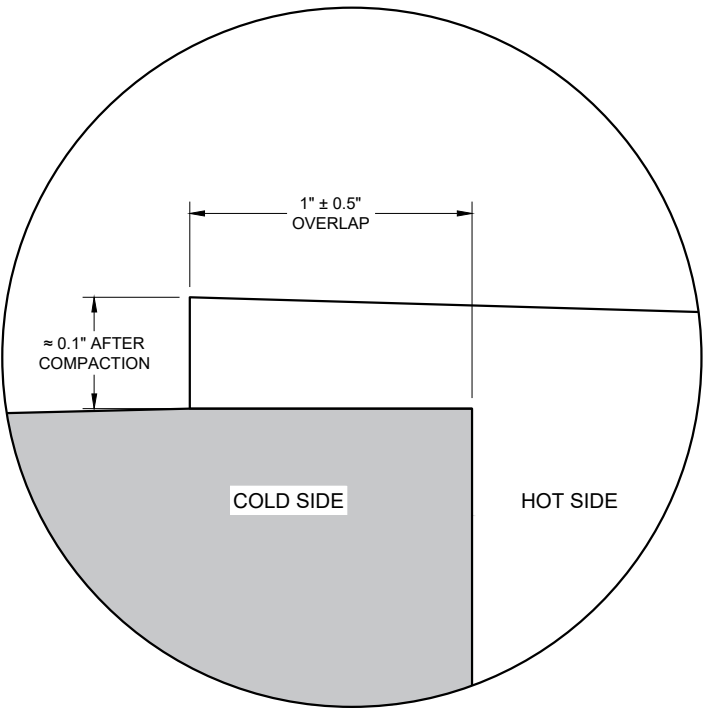
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

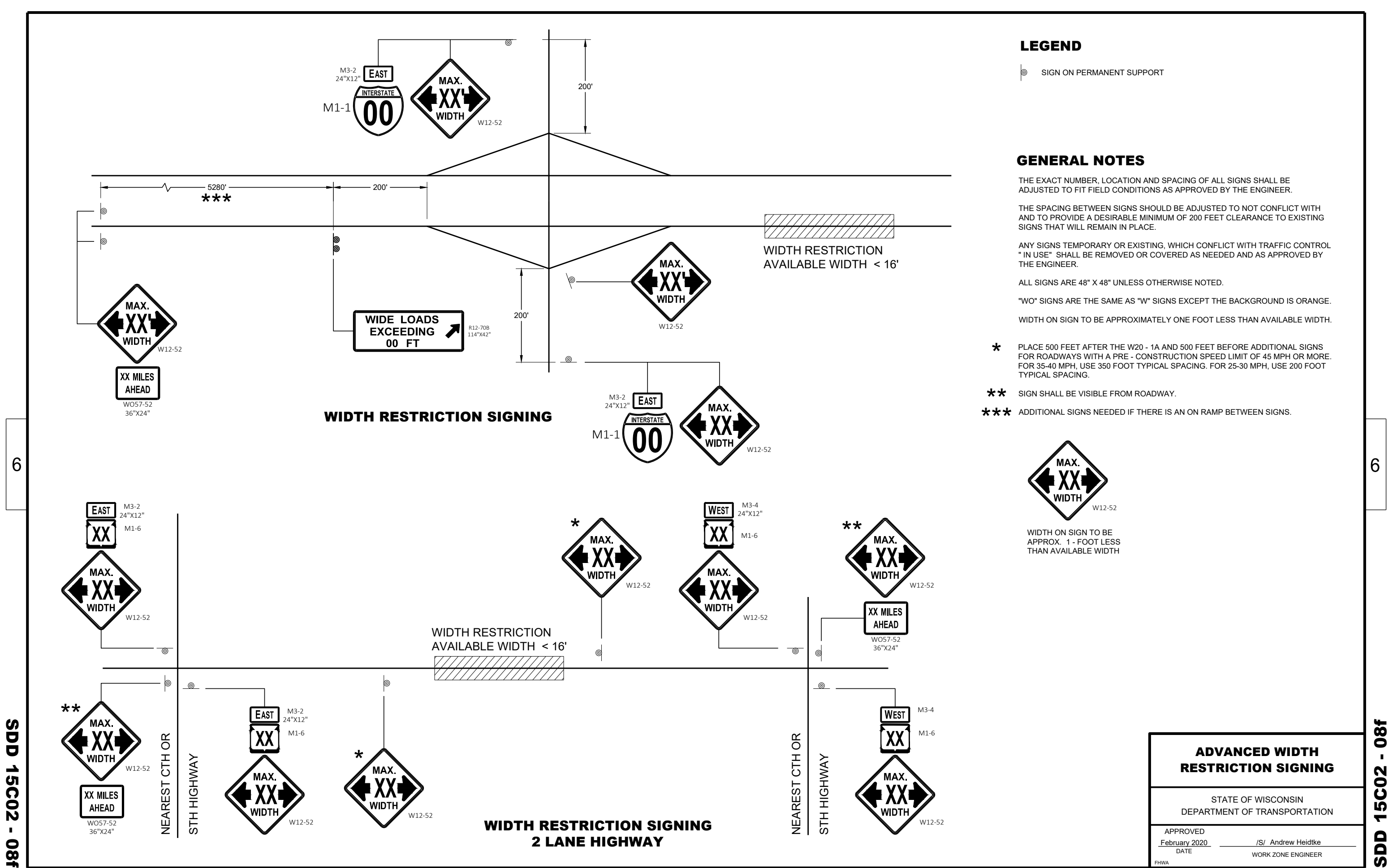


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



ADVANCED WIDTH RESTRICTION SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

GENERAL NOTES

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

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

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

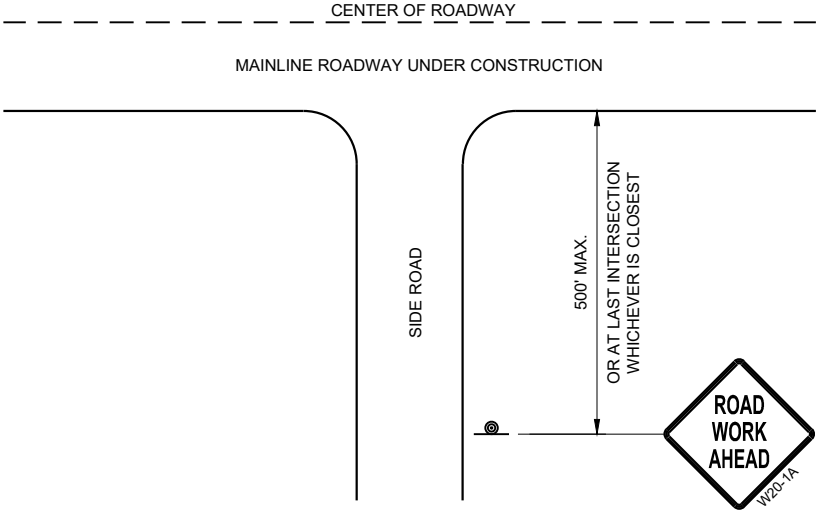
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

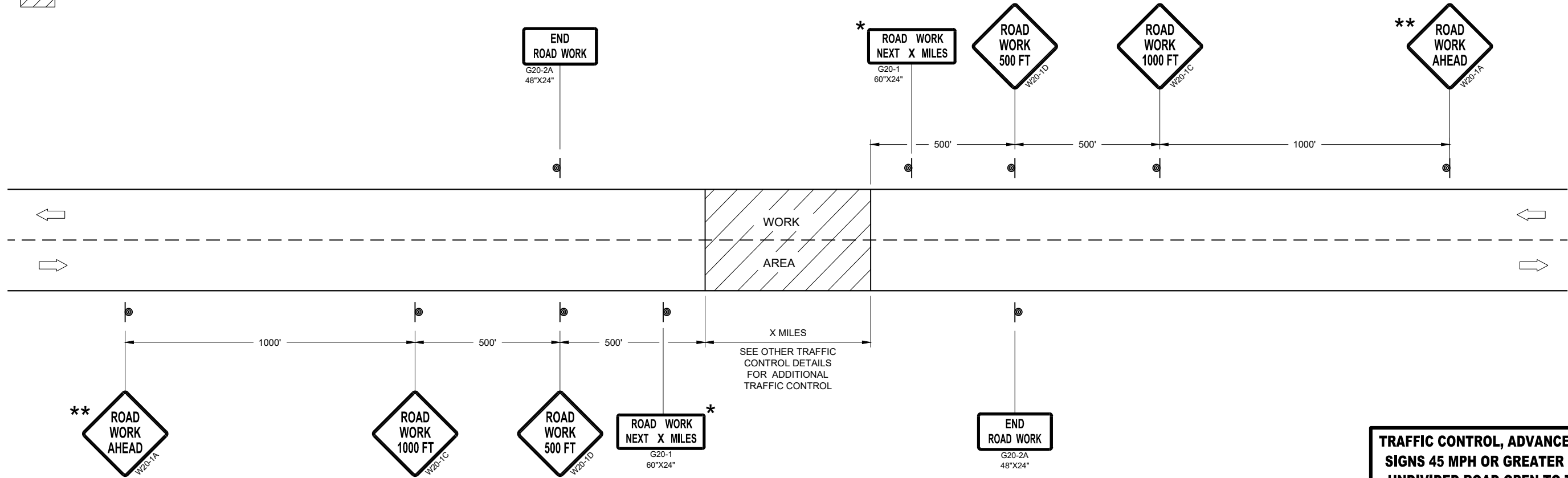
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

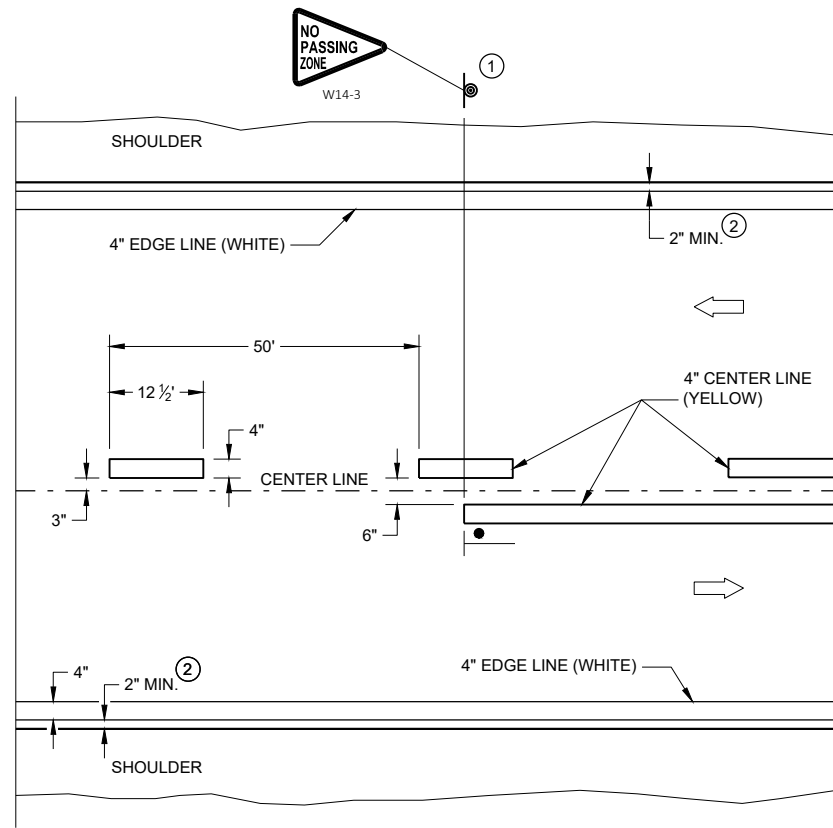


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

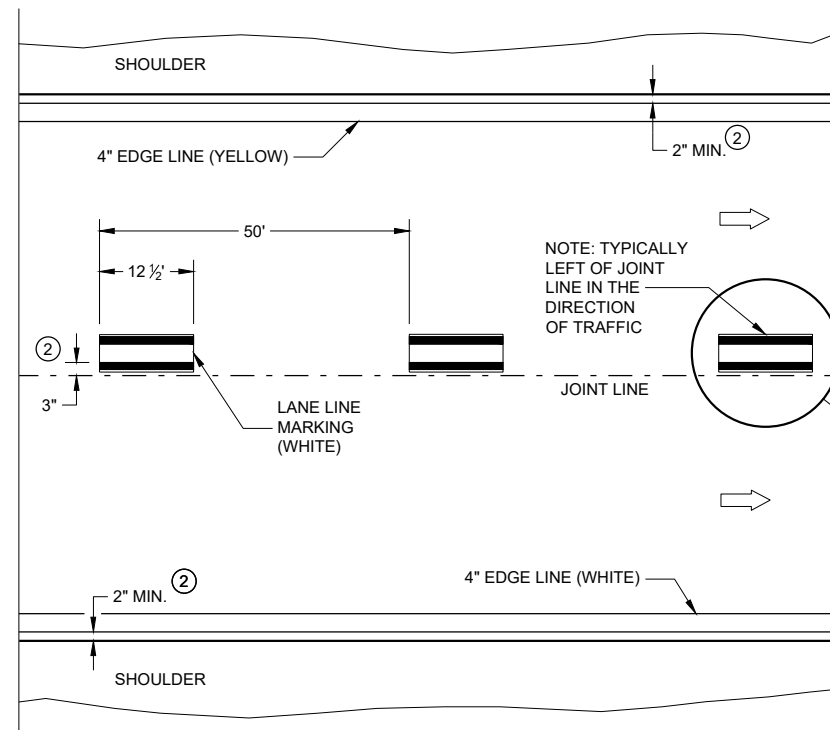
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

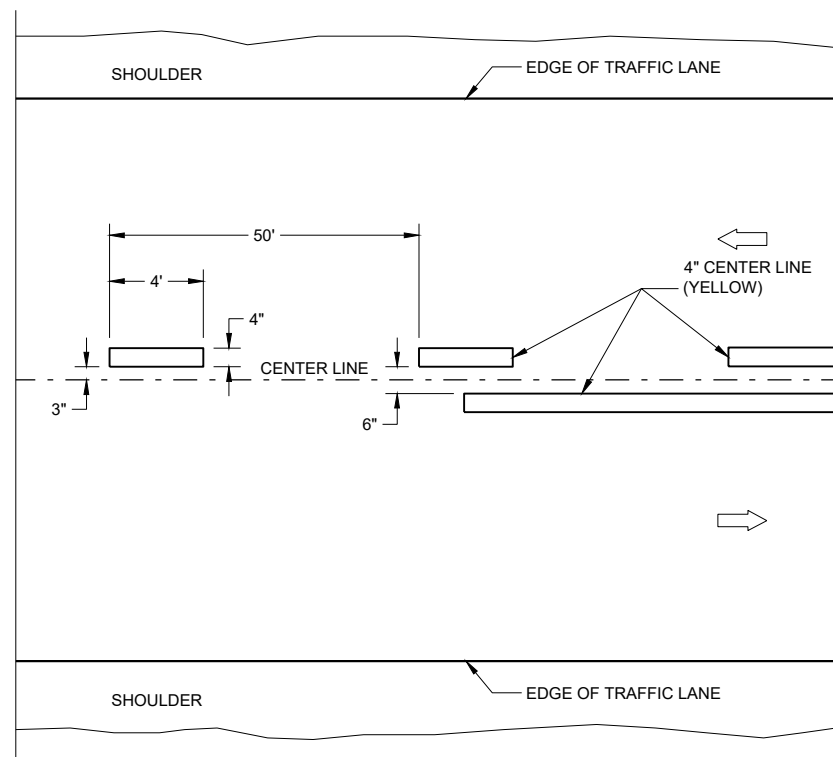


TWO WAY TRAFFIC

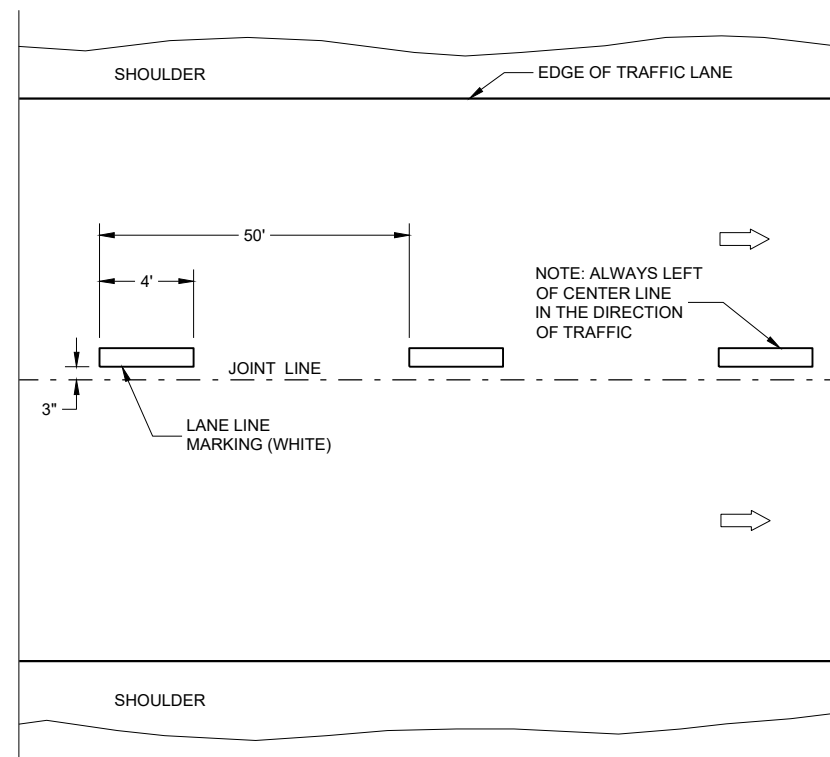


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

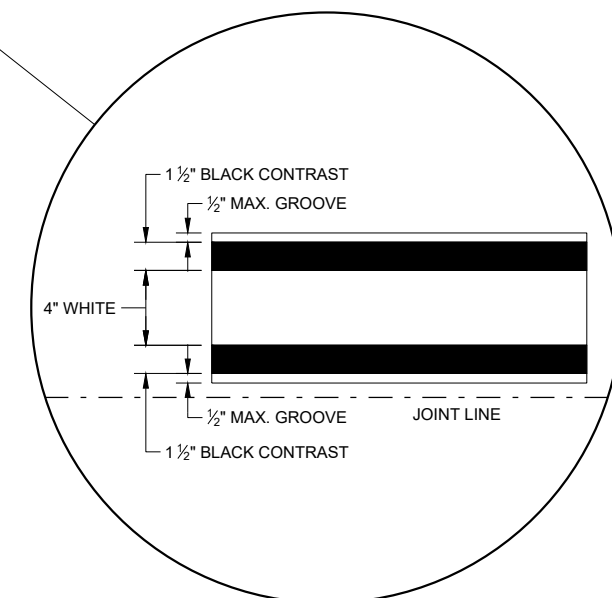
GENERAL NOTES

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

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

LEGEND

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

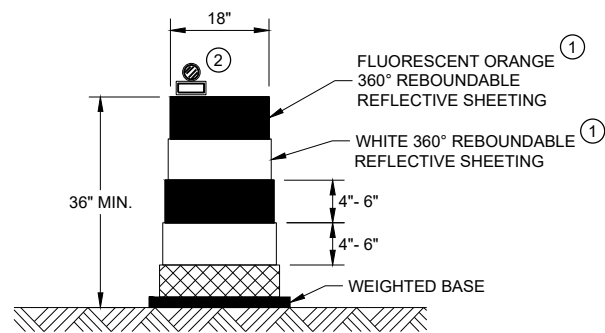


LONGITUDINAL MARKING (MAINLINE)

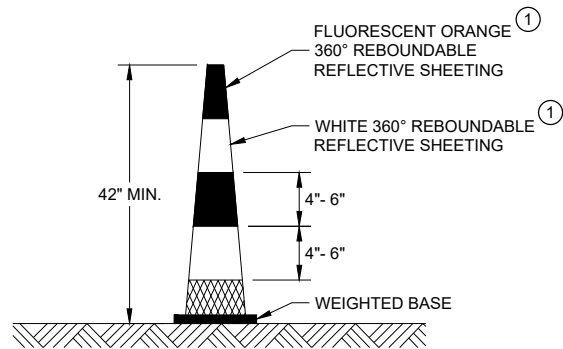
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020
DATE

/S/ Matthew Rauch
STATEWIDE SIGNING AND MARKING
ENGINEER

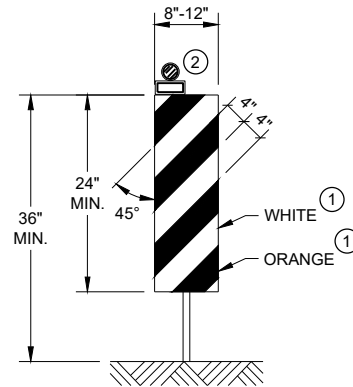


DRUM



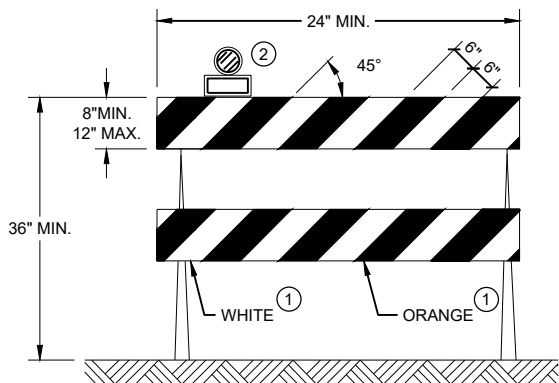
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



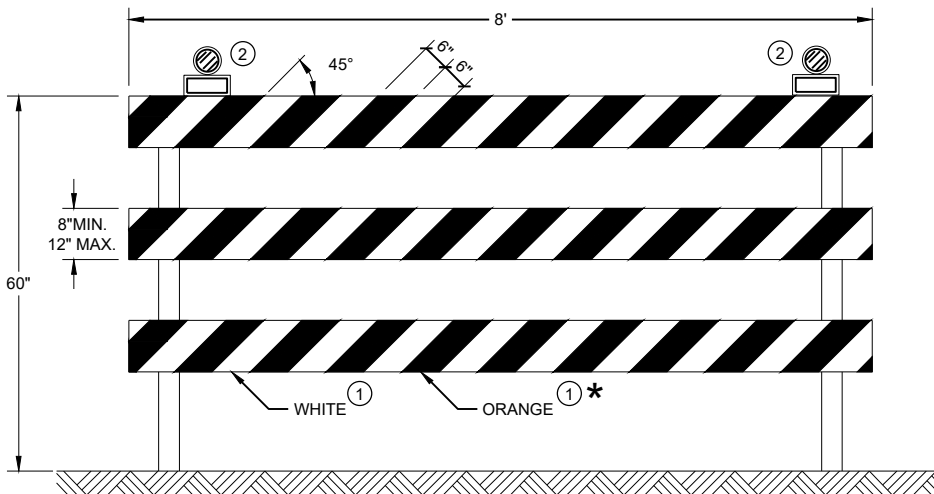
VERTICAL PANEL

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
November 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.

② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

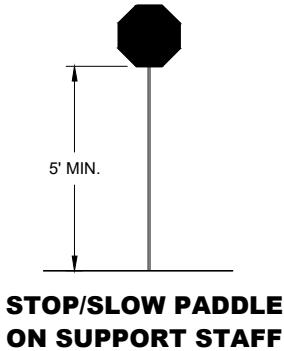
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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

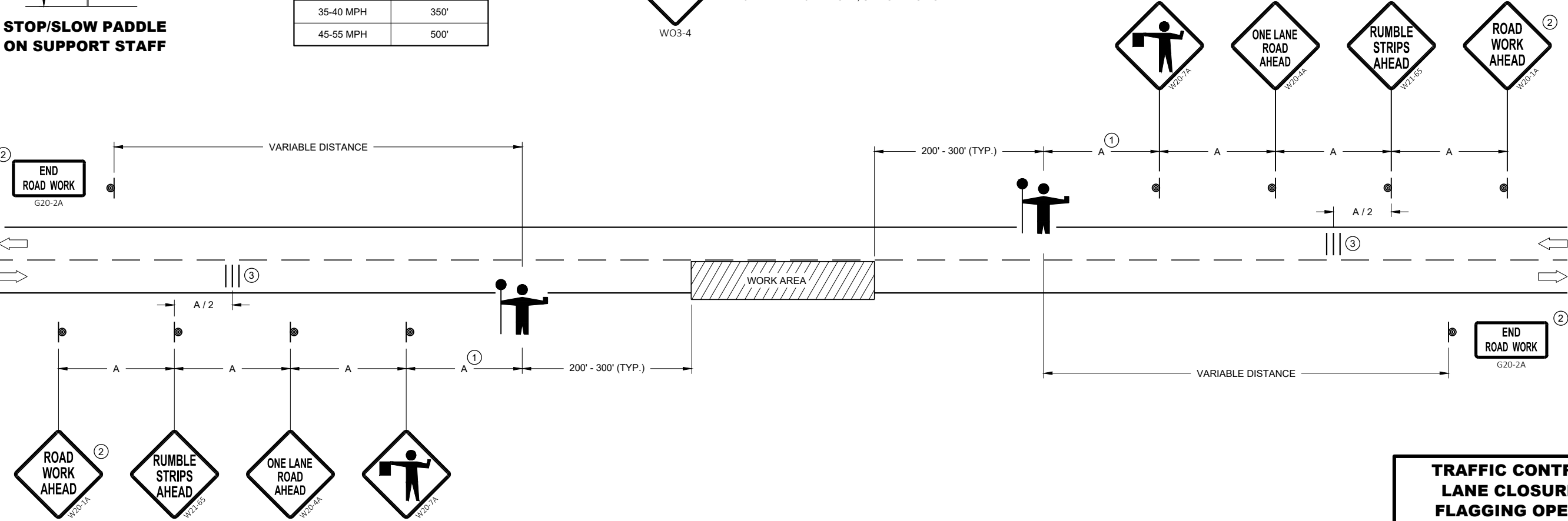


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



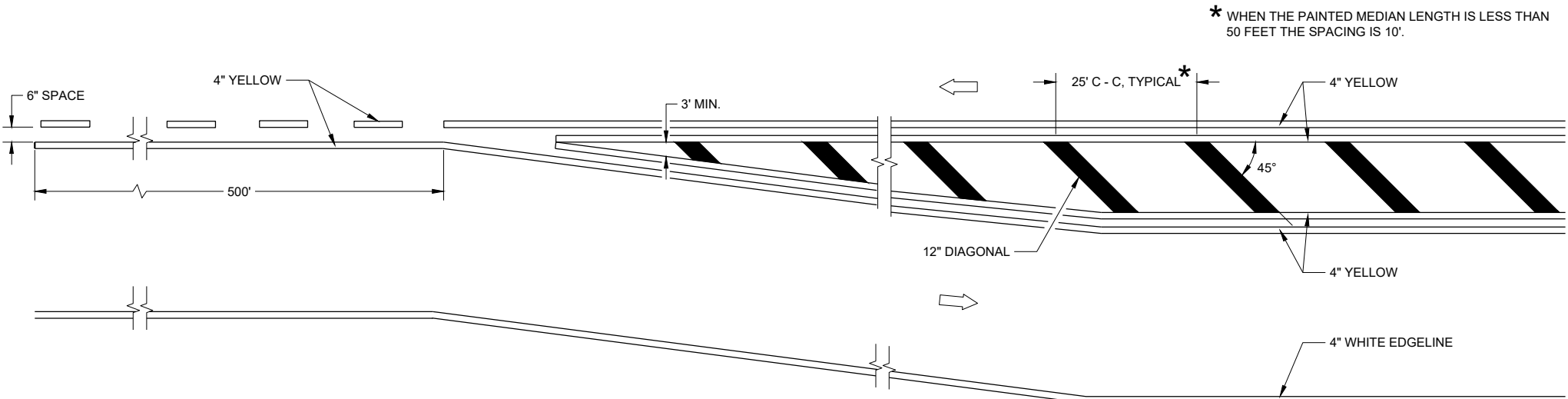
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

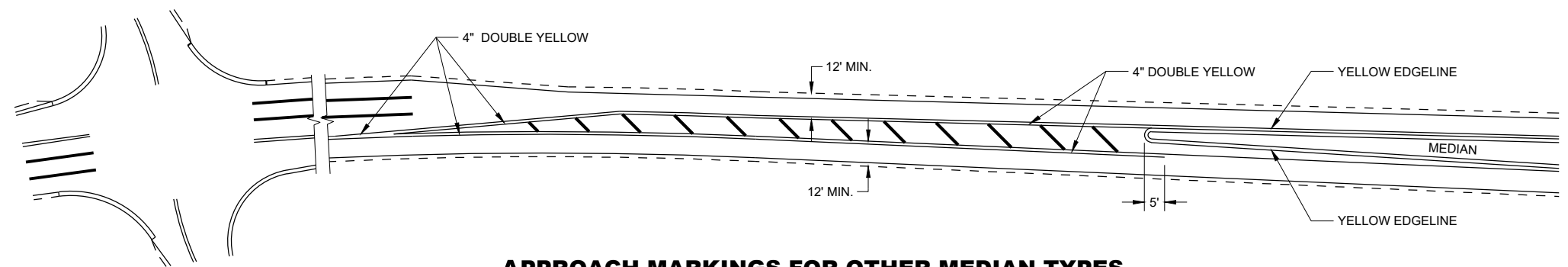


MEDIAN ISLAND DETAIL

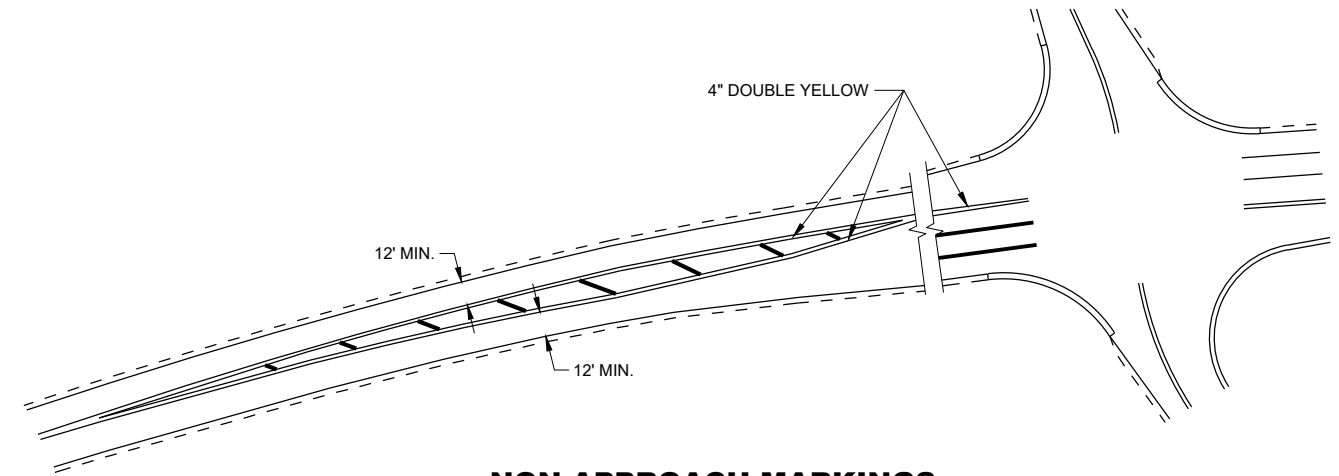
GENERAL NOTES

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

DIRECTION OF TRAVEL

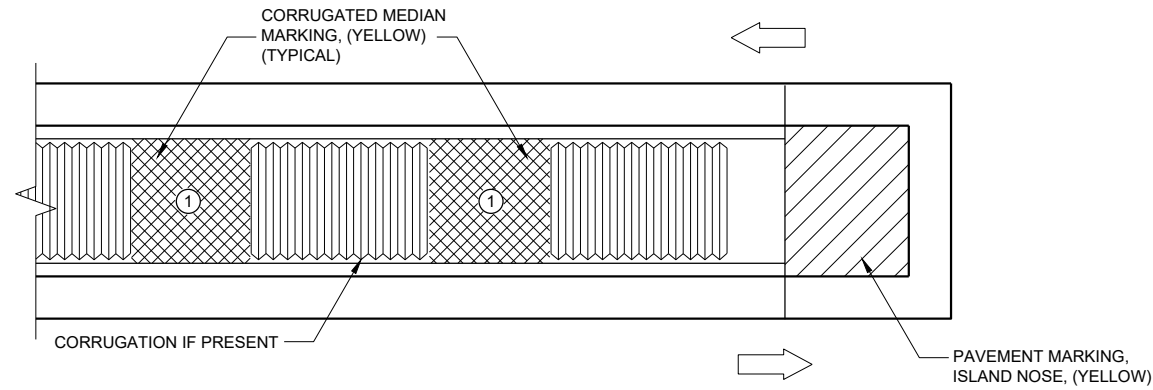


APPROACH MARKINGS FOR OTHER MEDIAN TYPES

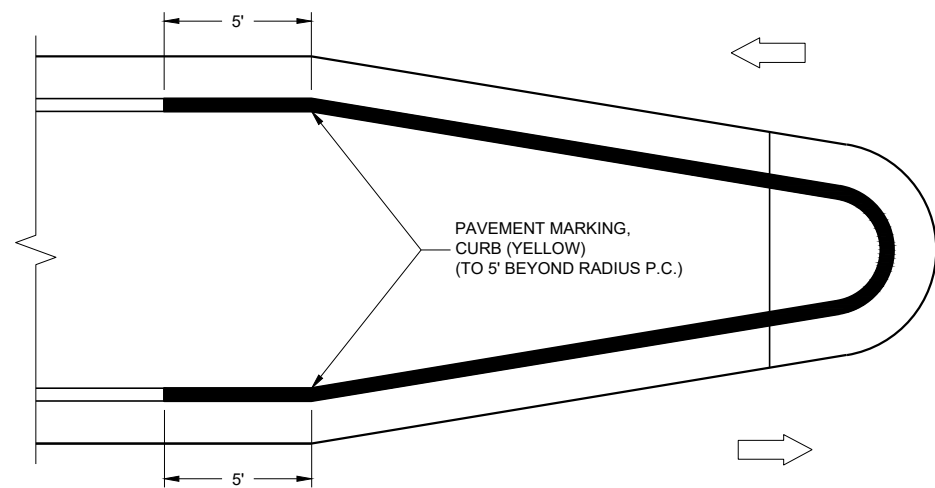


NON-APPROACH MARKINGS

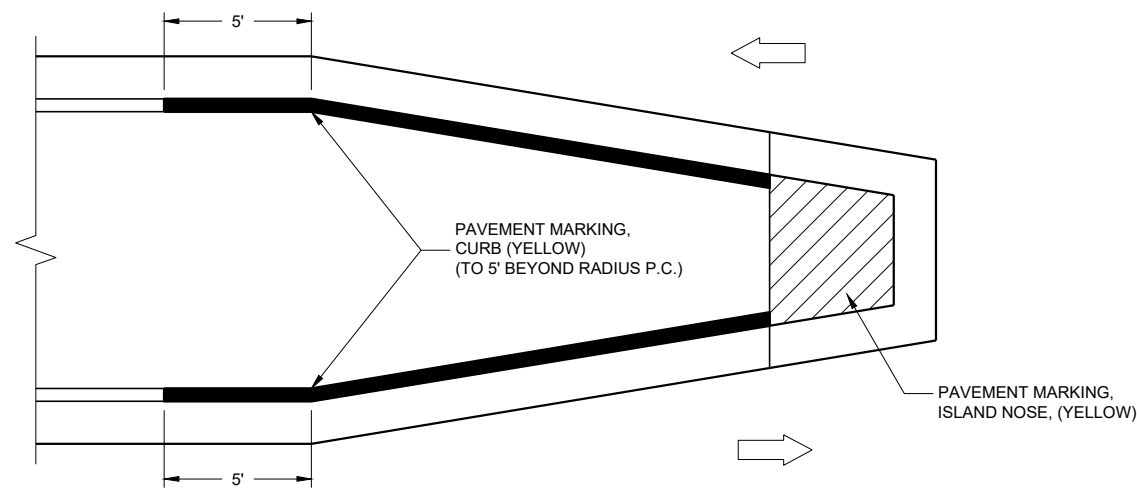
MEDIAN ISLAND PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2021 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



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,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE /S/ Matthew R. Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA

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

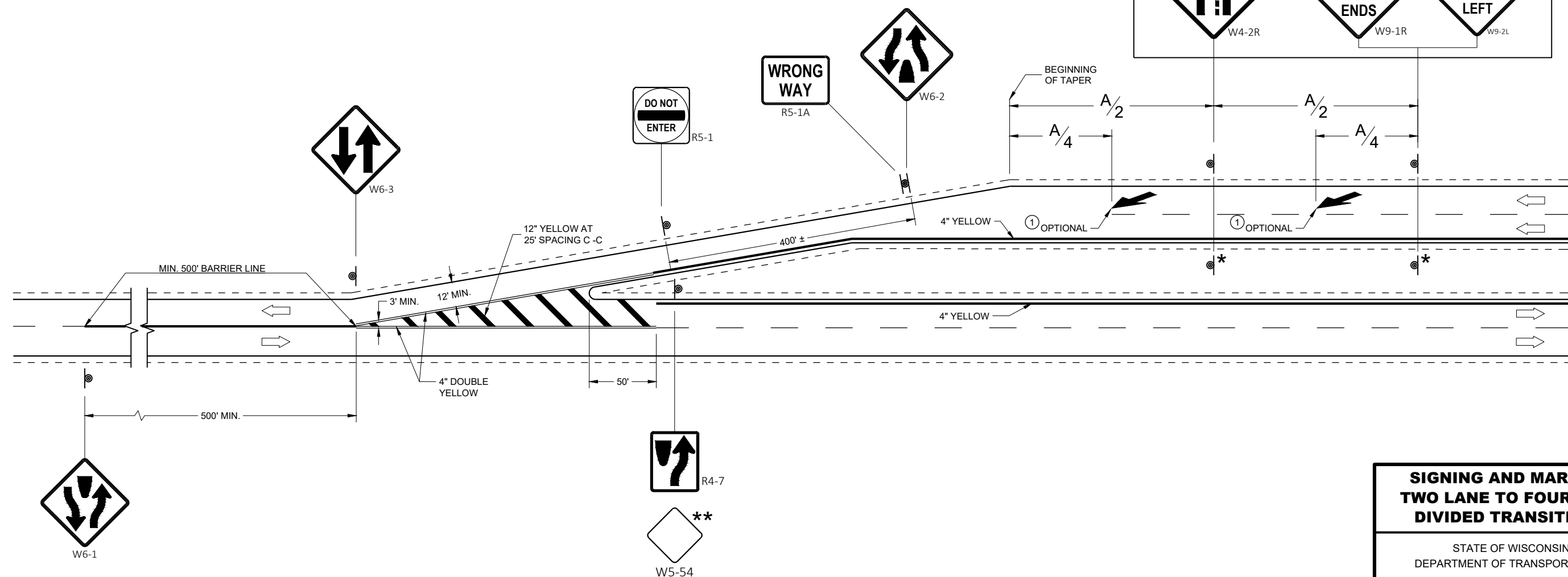
* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

LEGEND

 SIGN MOUNTED ON PERMANENT SUPPORT

➡ DIRECTION OF TRAFFIC

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



APPROVED
May 2020
DATE

/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

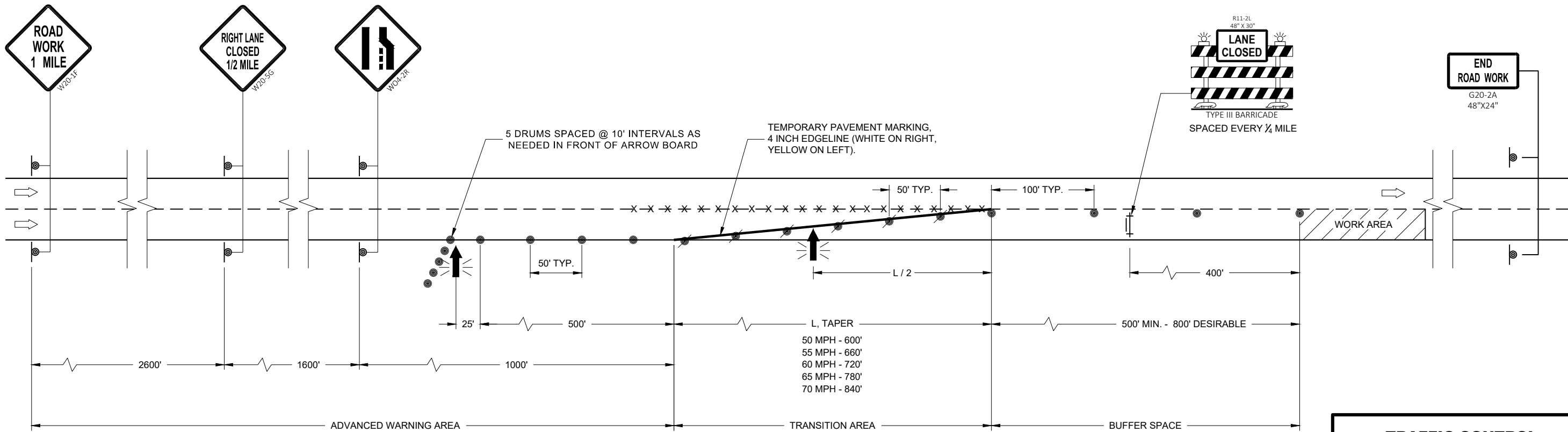
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

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)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- FLASHING ARROW BOARD



TRAFFIC CONTROL
LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

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

GENERAL NOTES

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.

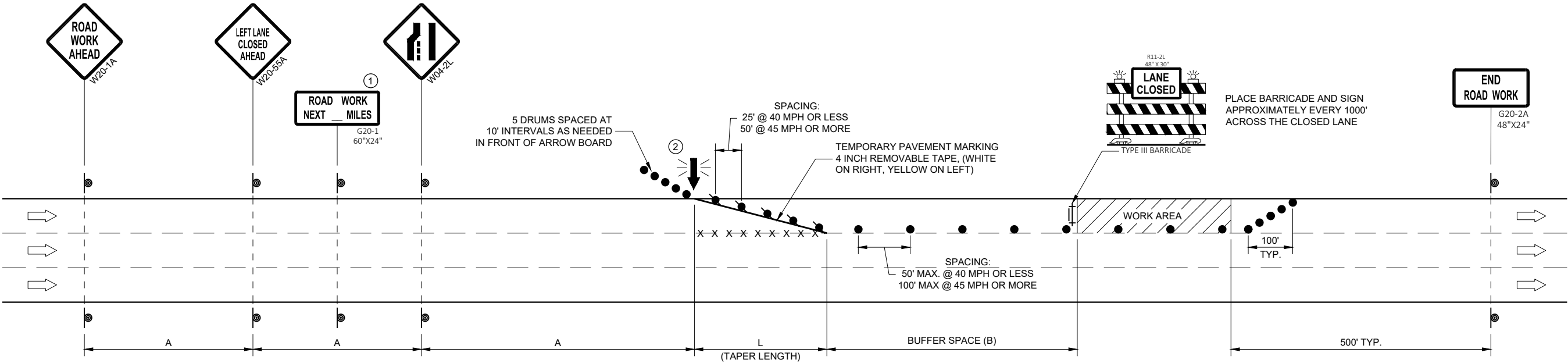
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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'

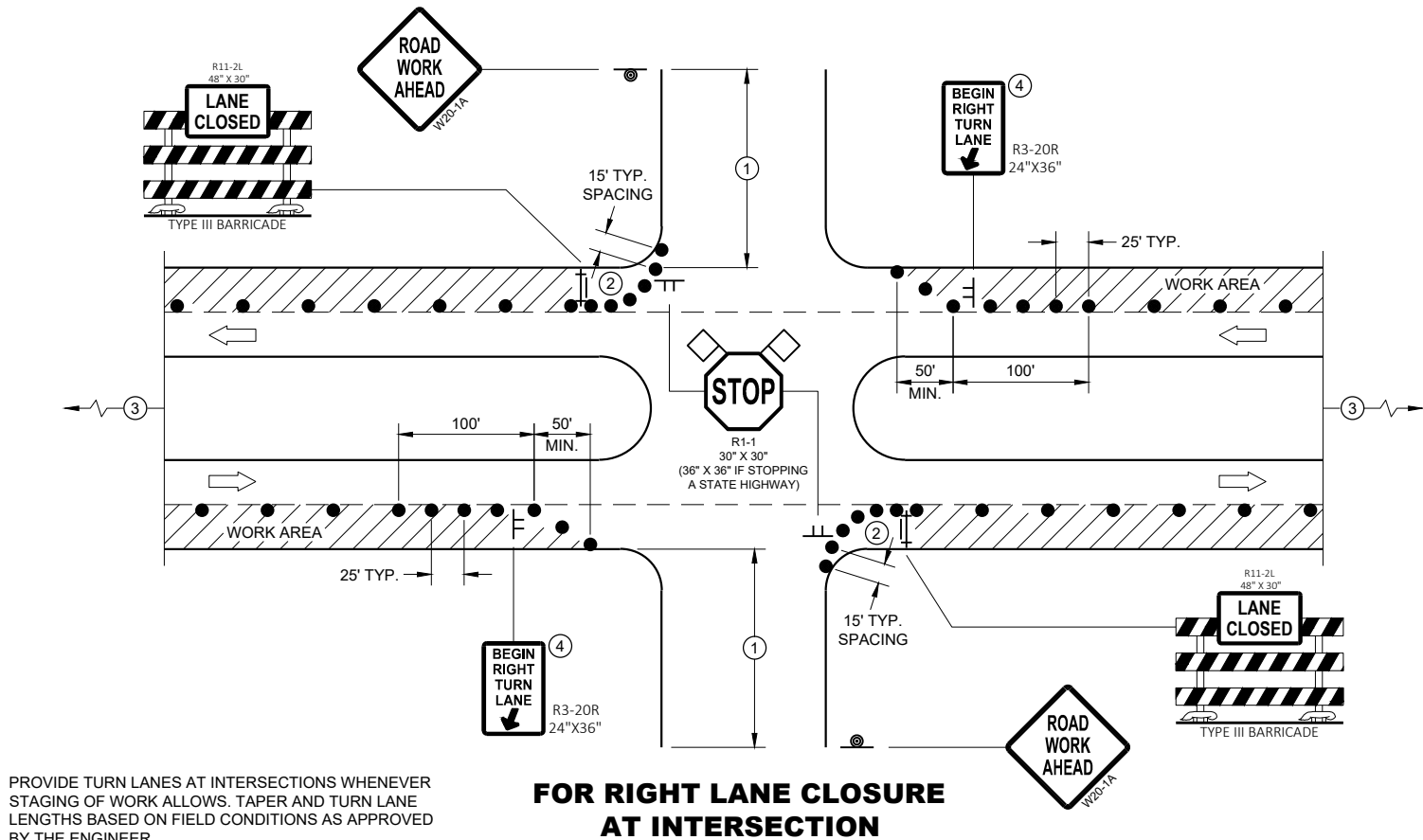
TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA



GENERAL NOTES

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

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

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

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

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

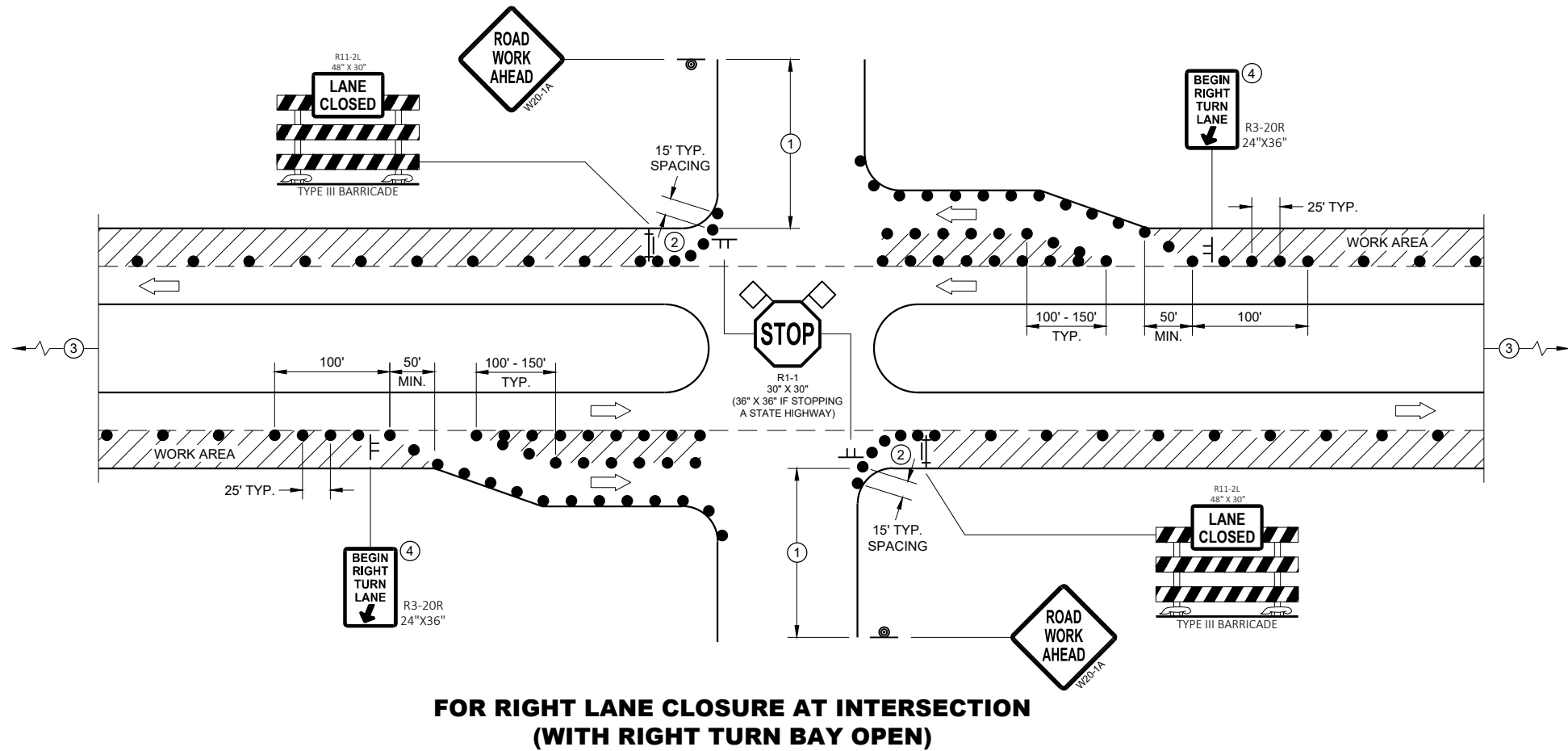
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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

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

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

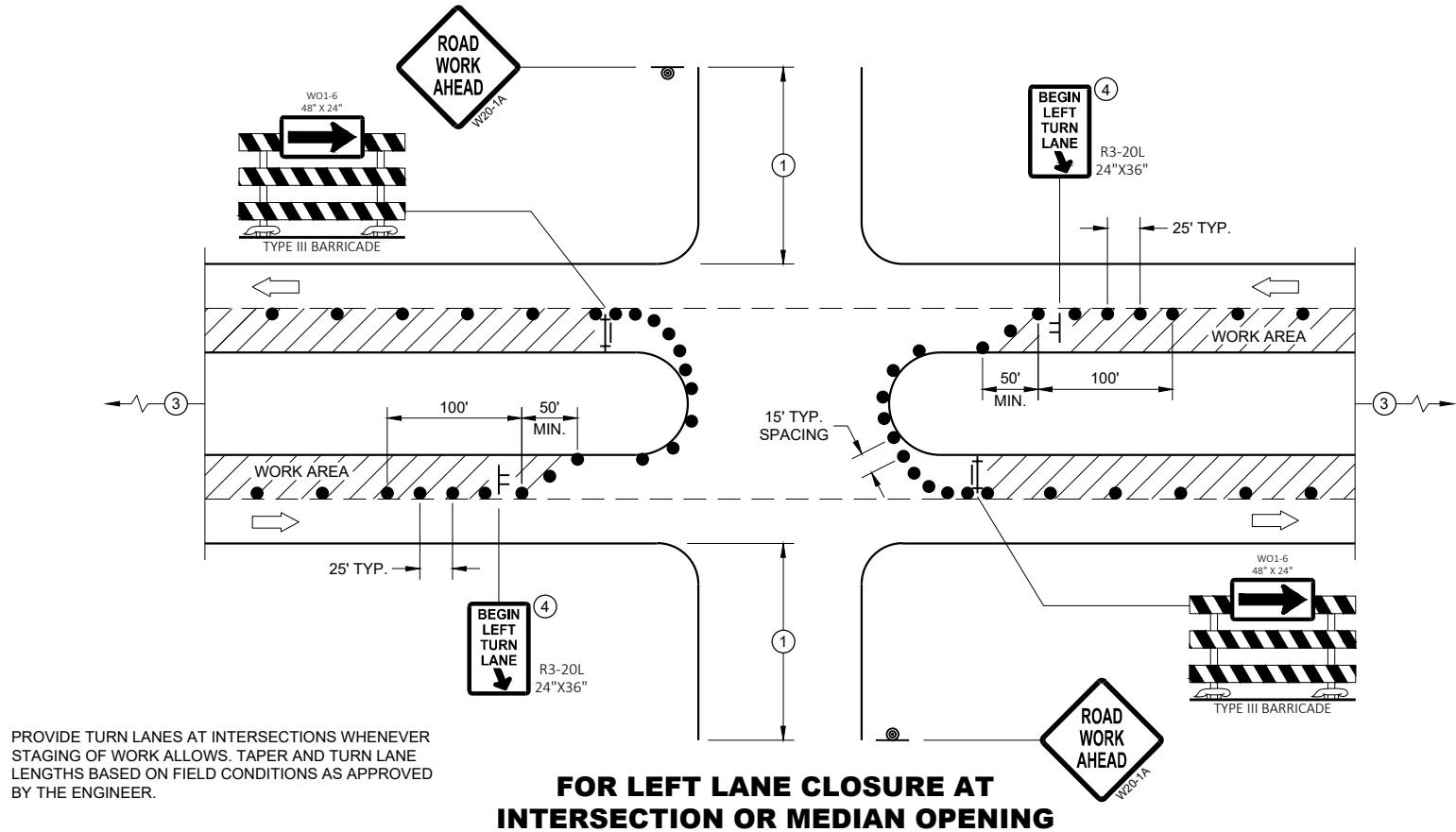


LEGEND

- 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



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.

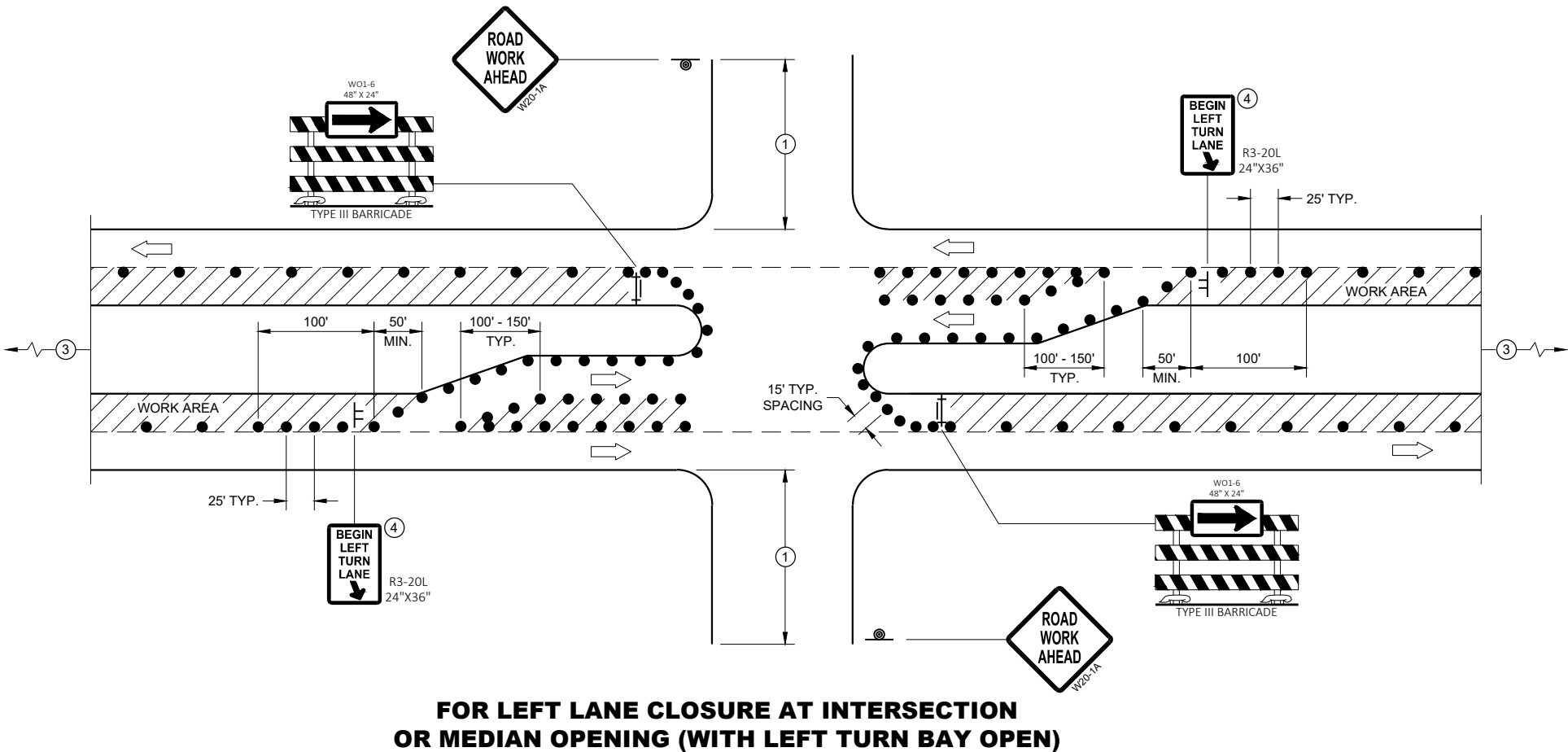
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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 LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

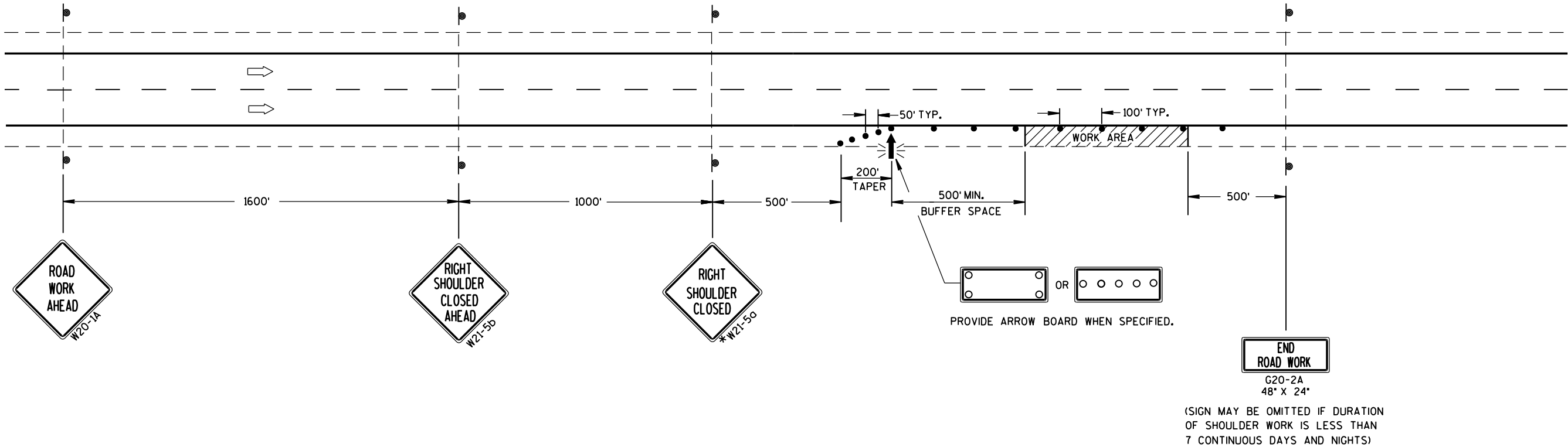
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

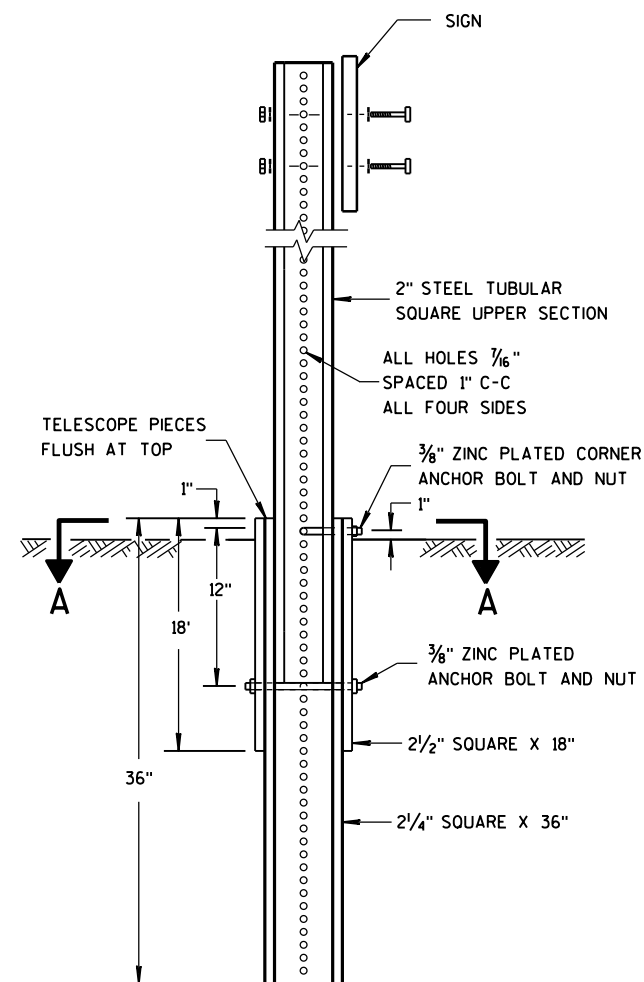
*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

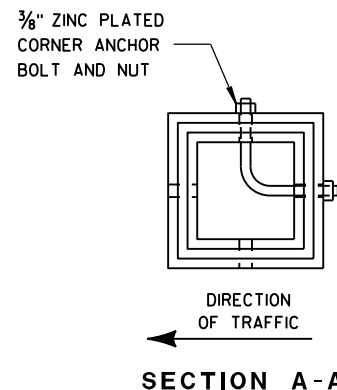


DETAIL OF TUBULAR
STEEL SIGN POST

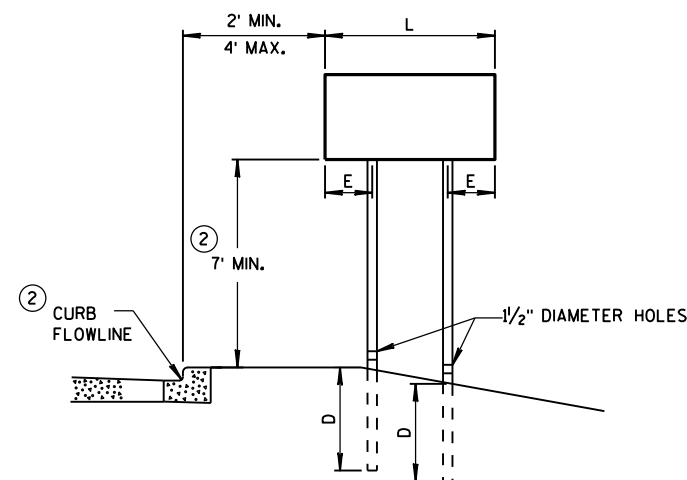
TUBULAR STEEL POSTS

AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

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



SECTION A-A

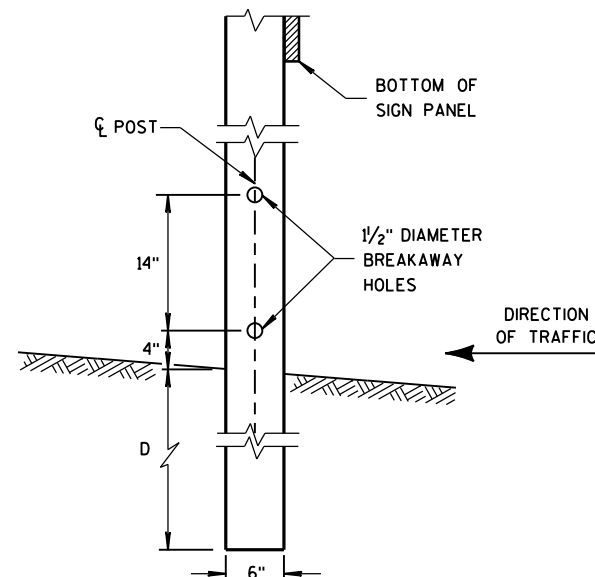


URBAN AREA

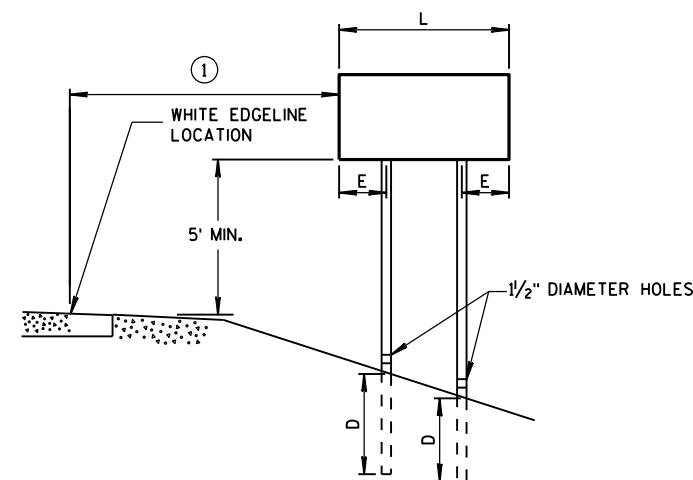
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST
EMBEDMENT DEPTH

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



4 "x6 " WOOD POST
MODIFICATION



RURAL AREA

4 " X 6 " WOOD POST

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

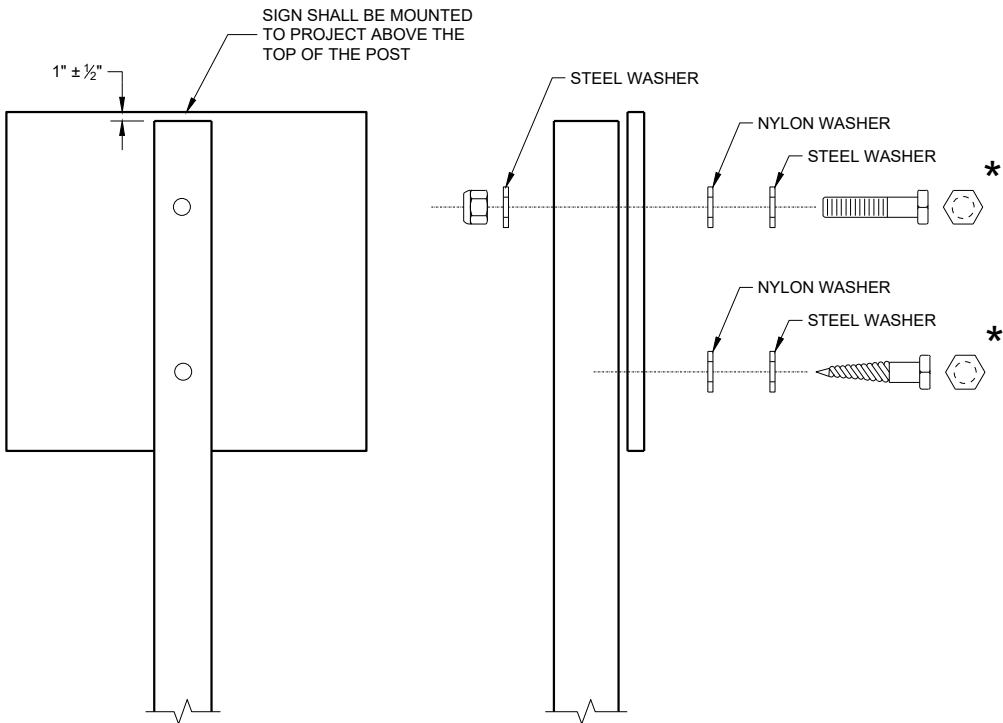
SEE NOTE ③

GENERAL NOTES

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

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

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

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

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

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

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

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

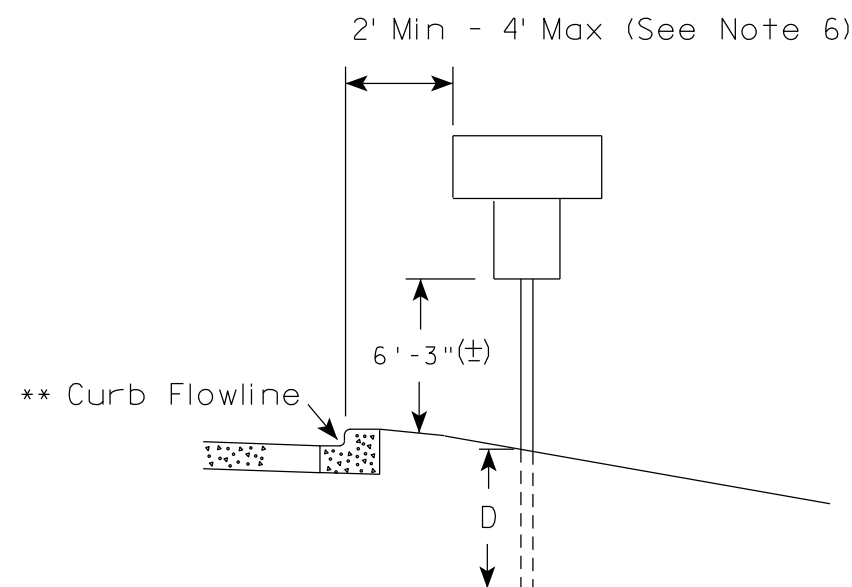
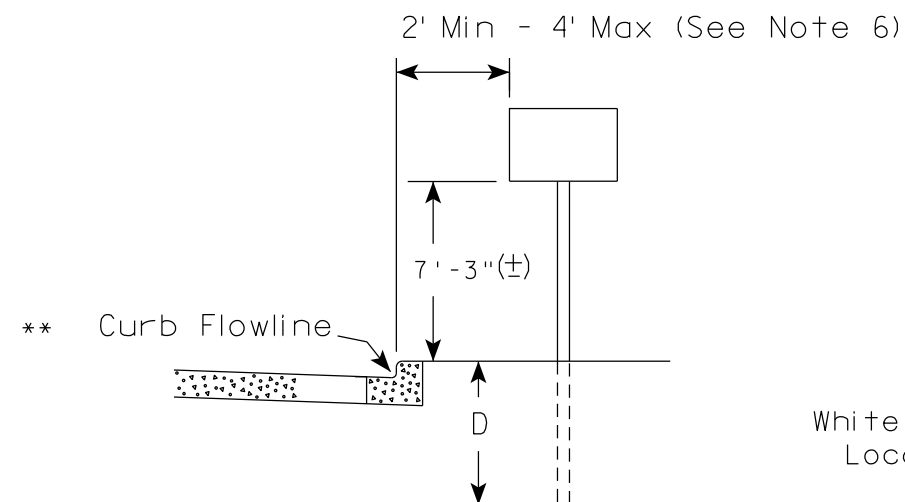
ATTACHMENT OF SIGNS
TO POSTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

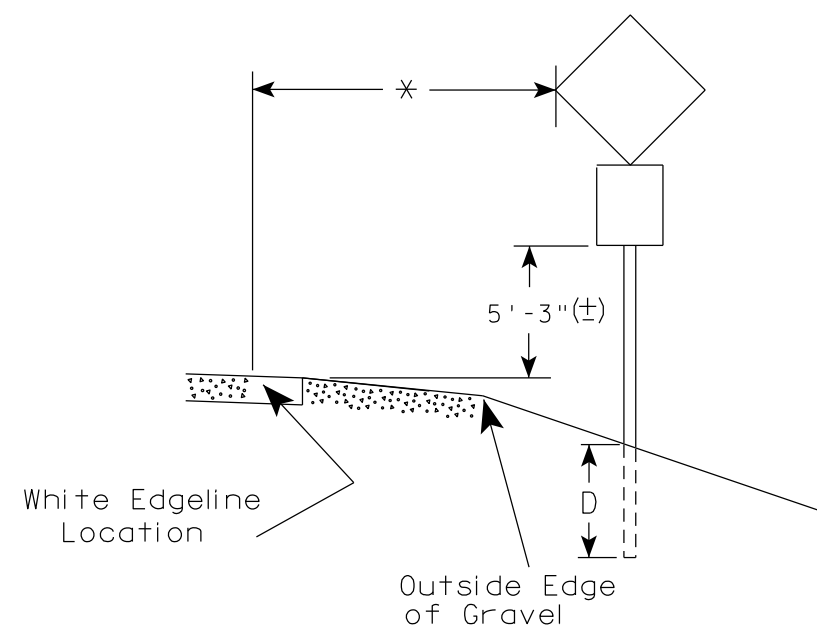
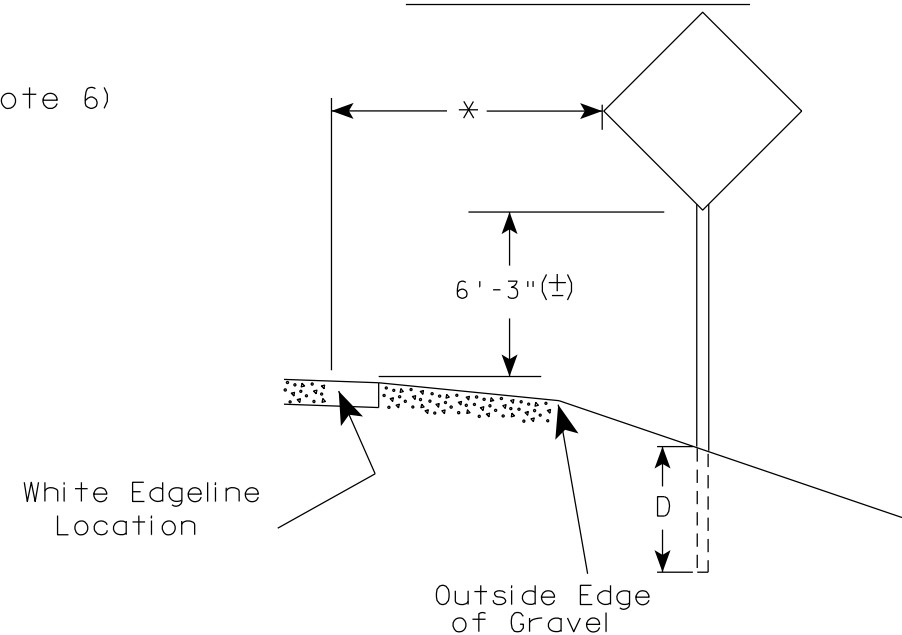
FHWA

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

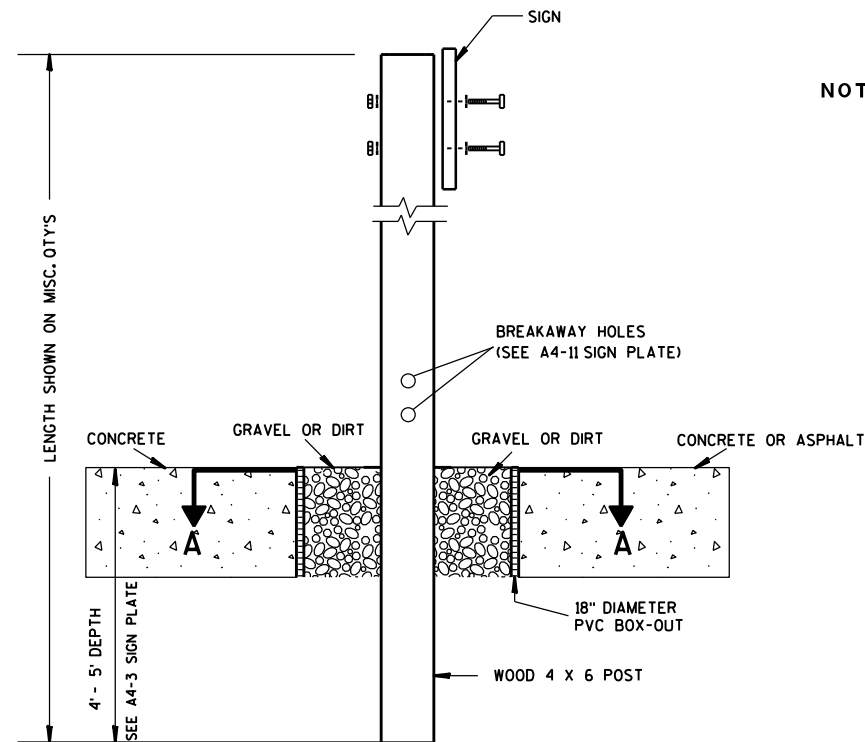
- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (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" (±).
- For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- The (±) tolerance for mounting height is 3 inches.
- 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

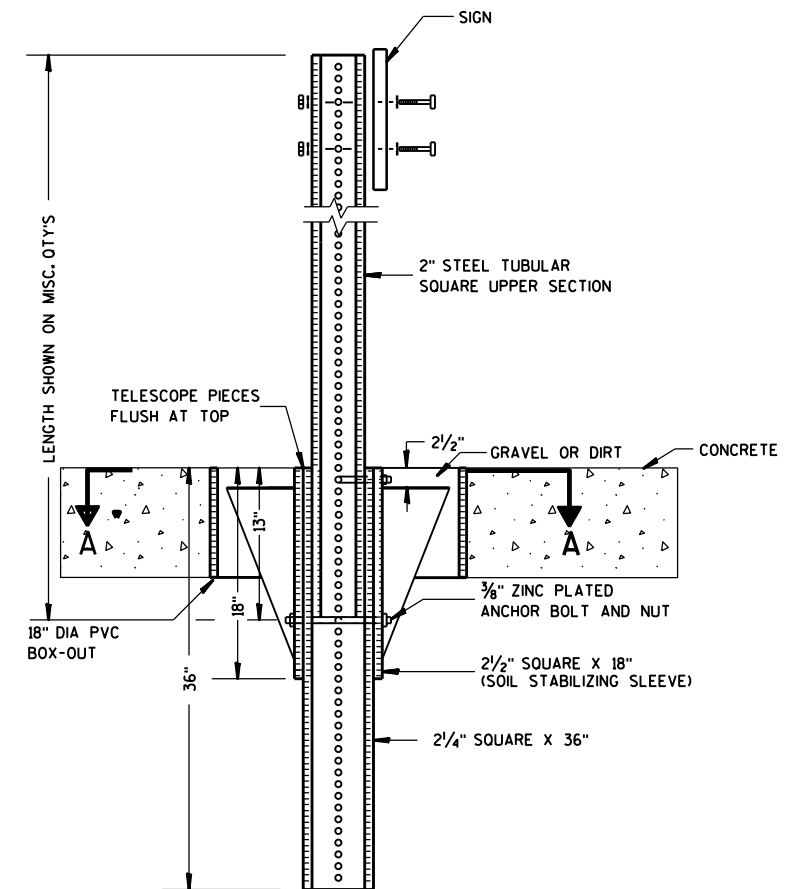
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

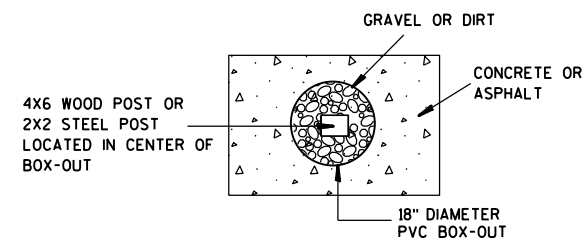
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLATE NO. A4-3B.1

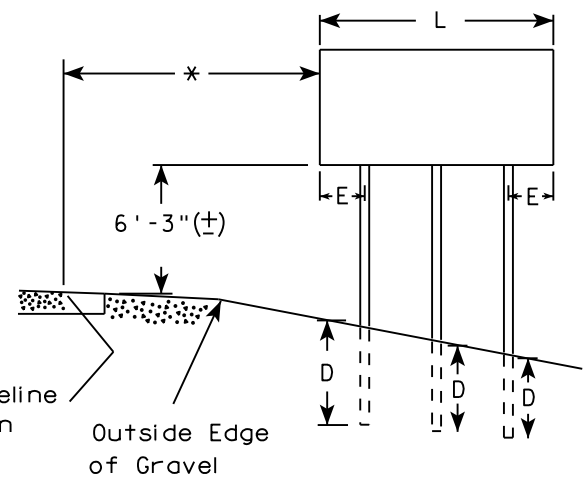
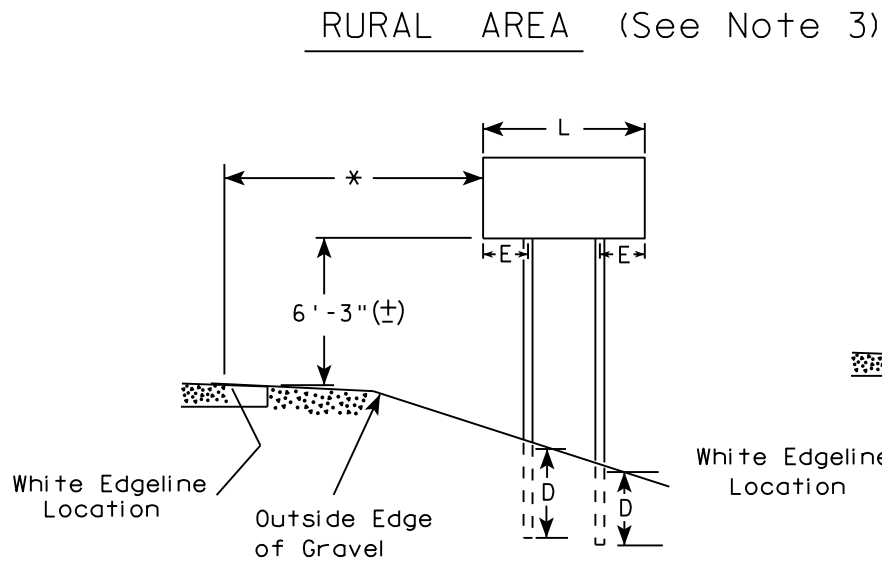
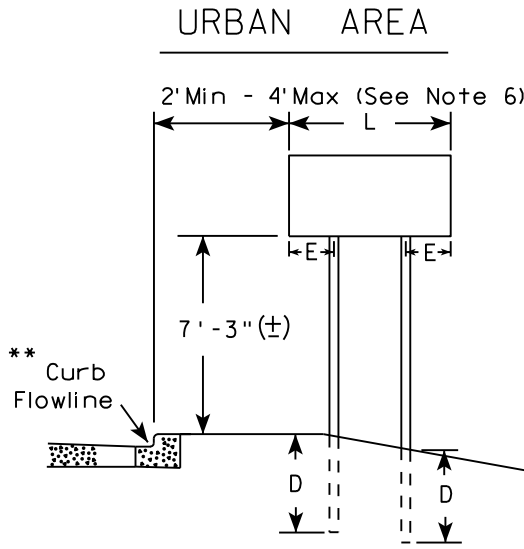
PROJECT NO:

HWY:

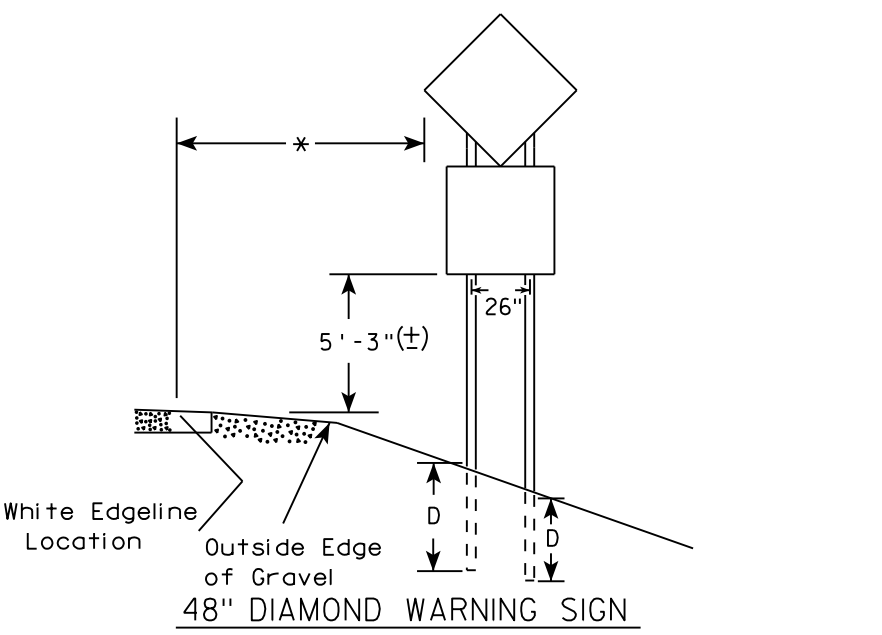
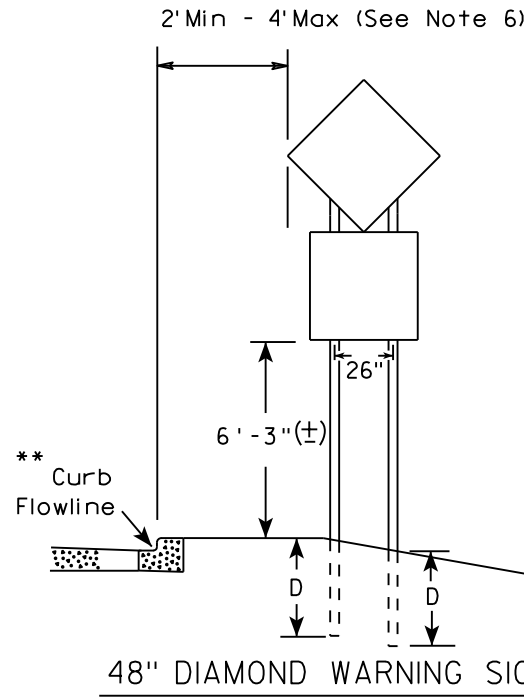
COUNTY:

SHEET NO:

E



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



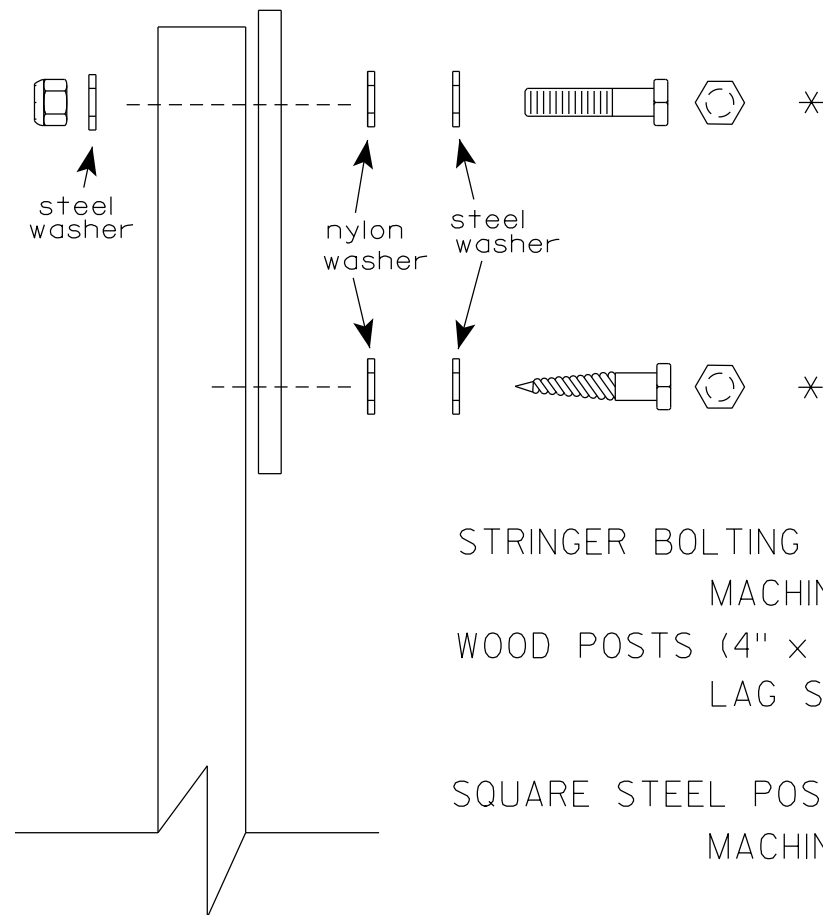
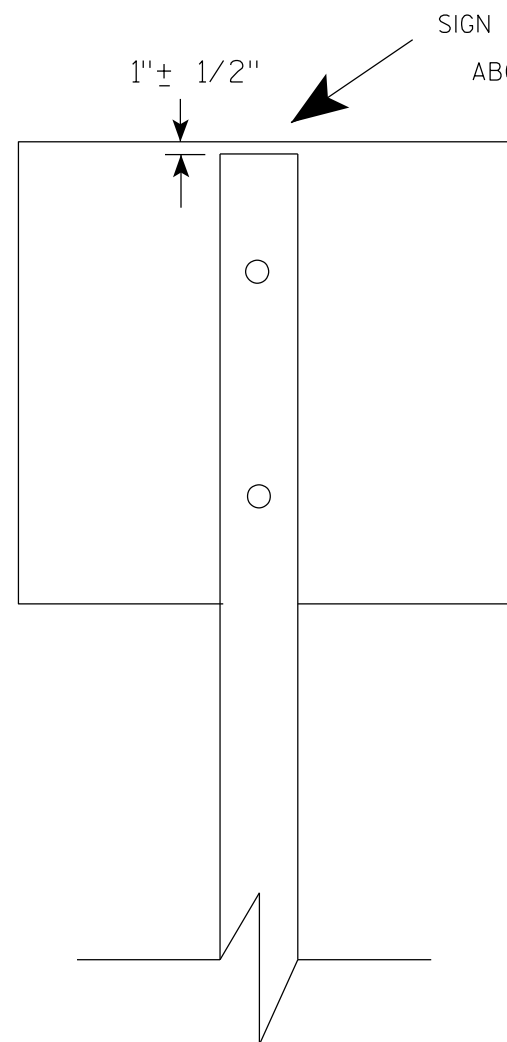
- * 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.
- ** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.
- *** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

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

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

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

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<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.

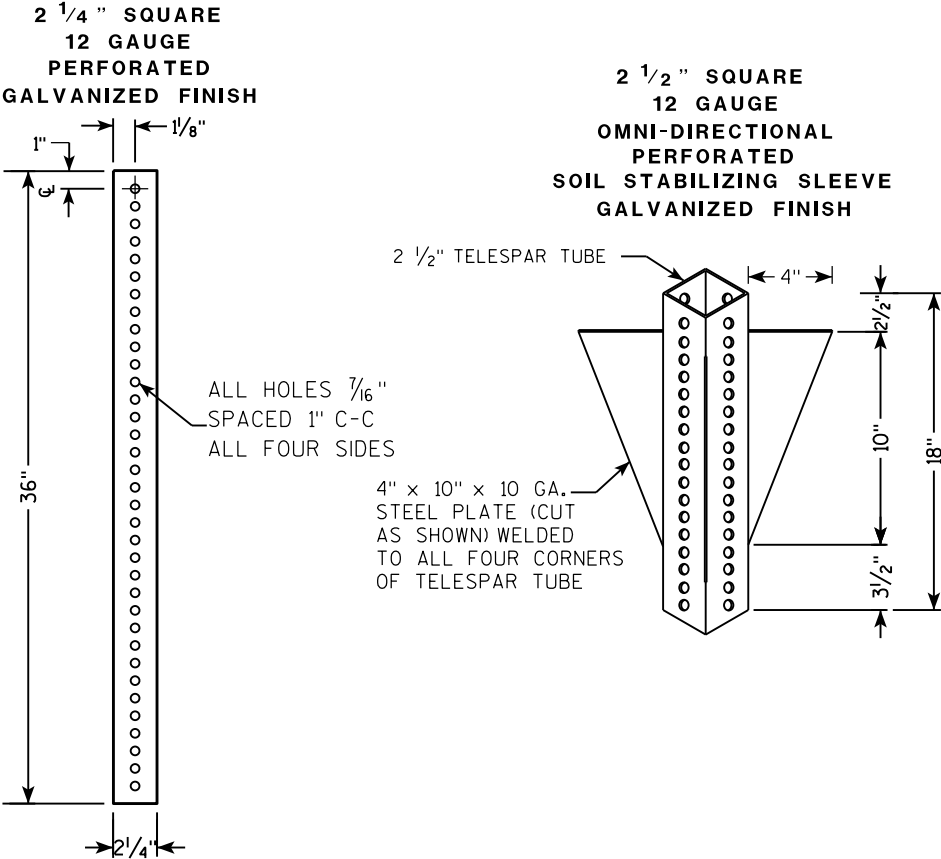
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

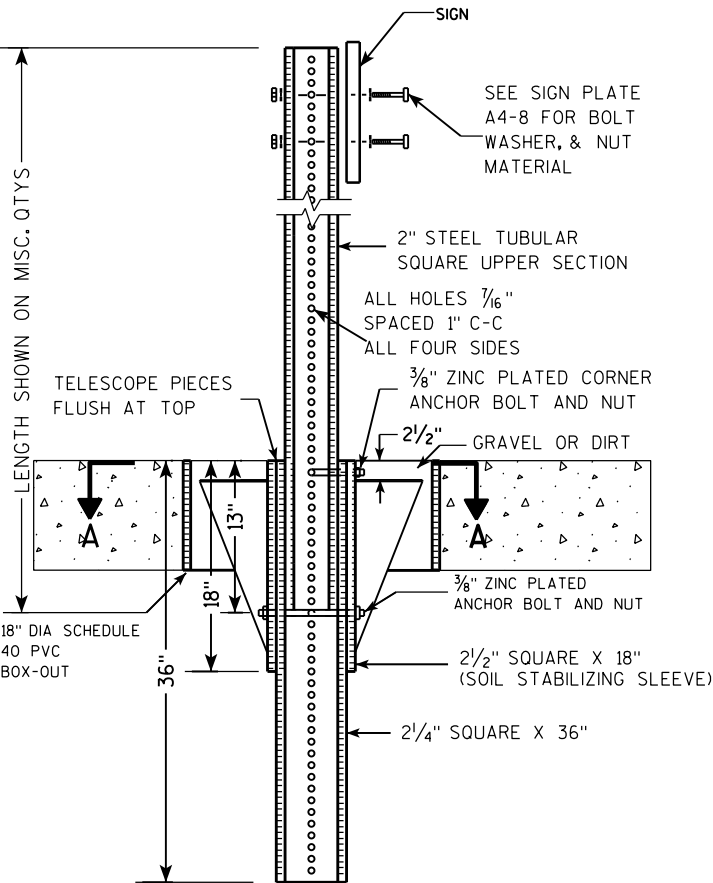
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

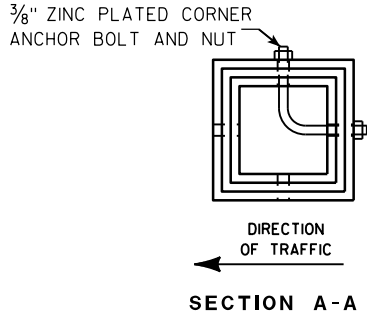
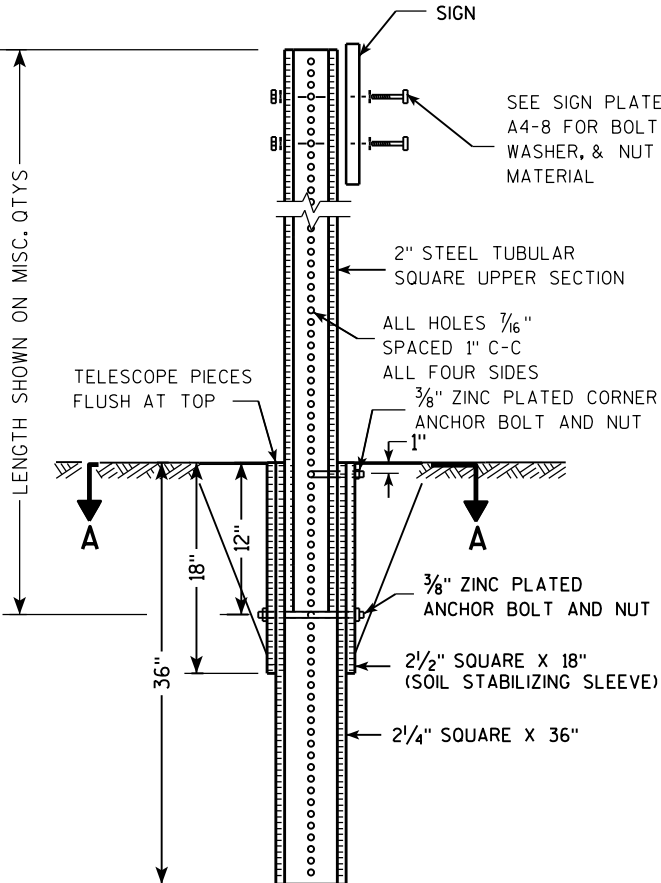
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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).

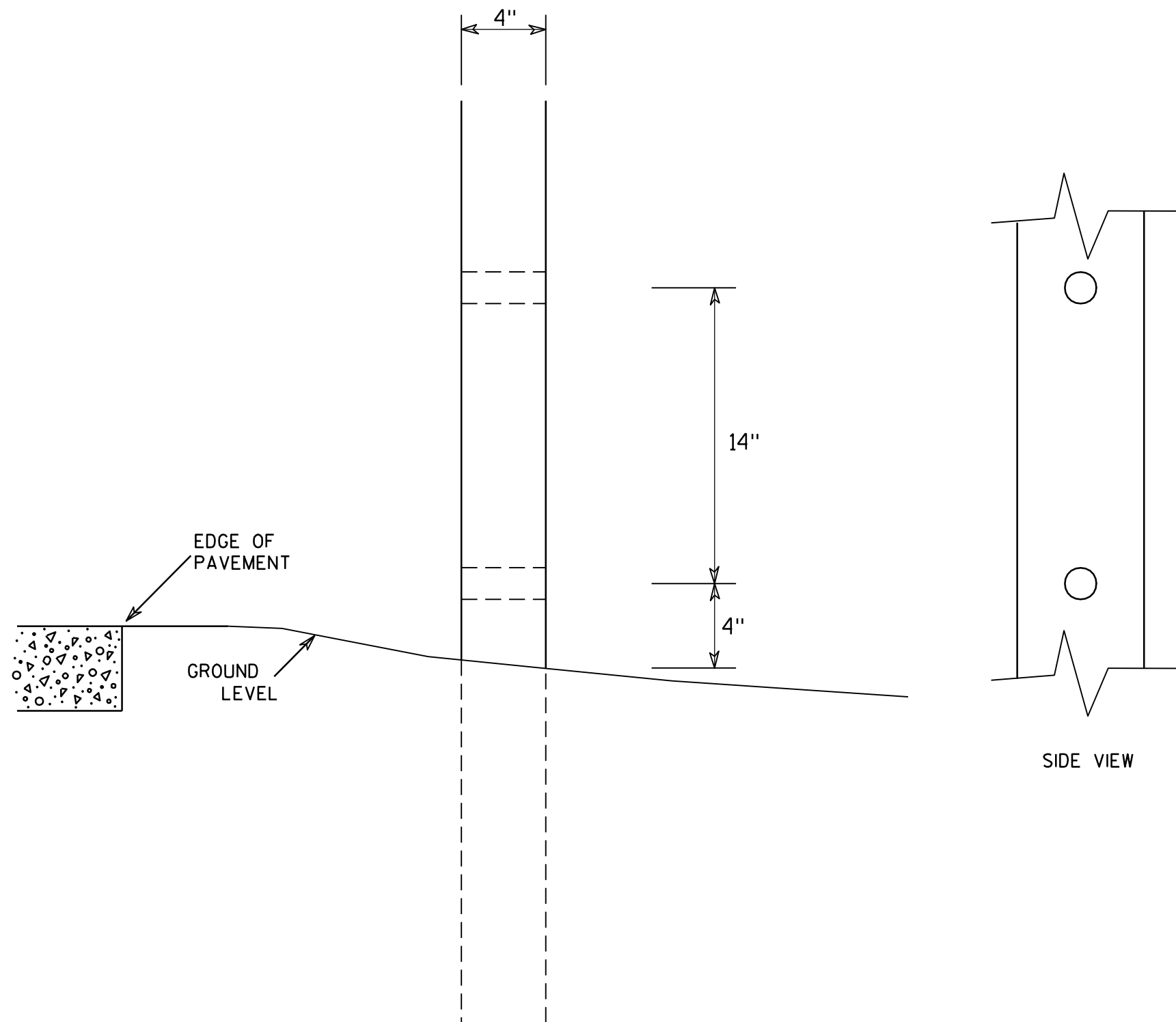
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

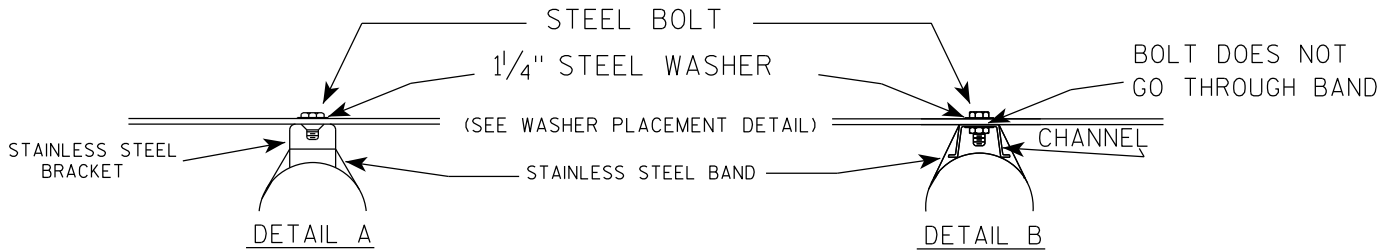
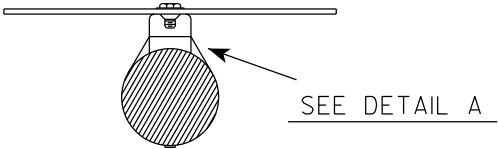
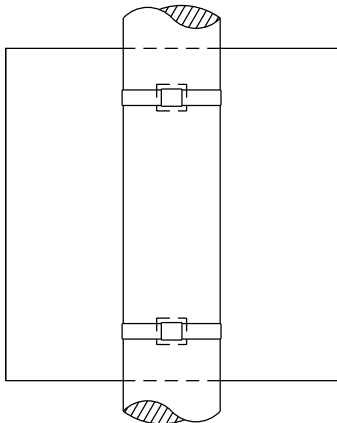
COUNTY:

SHEET NO:

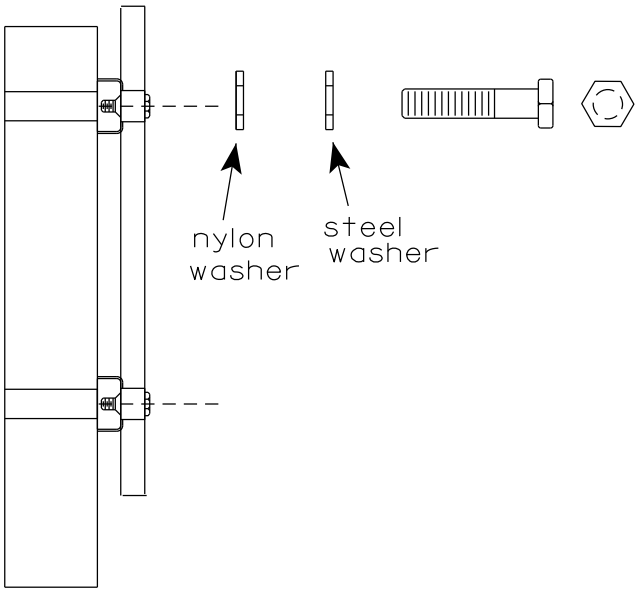
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

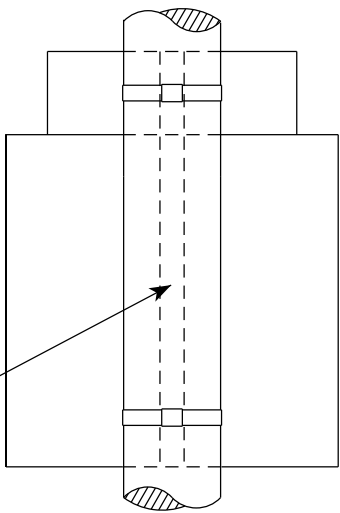


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

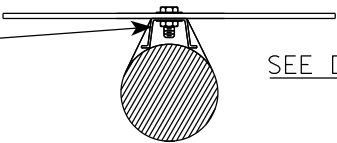
GENERAL NOTES

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

"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

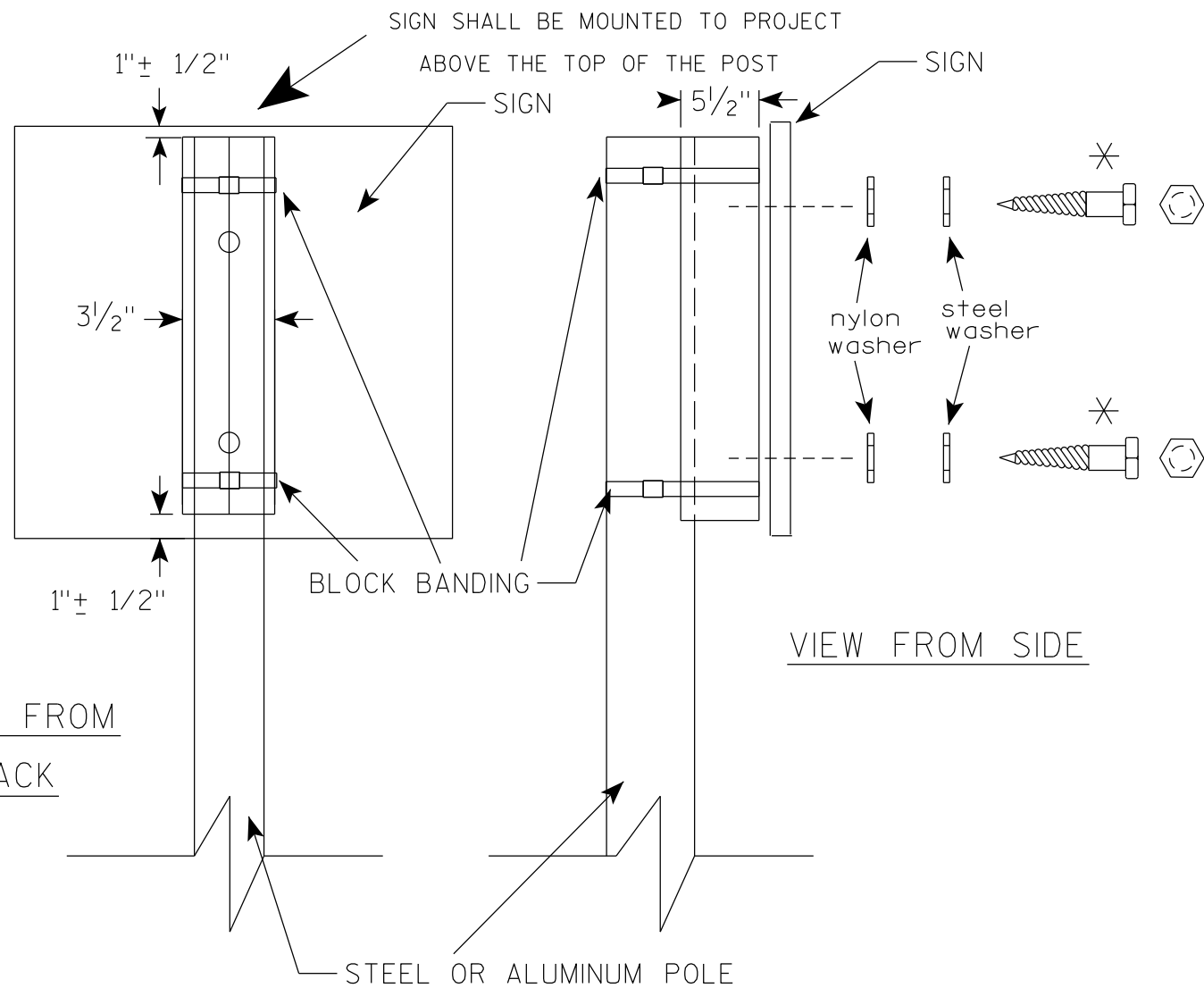


STANDARD SIGN
SIGN BANDING DETAILS

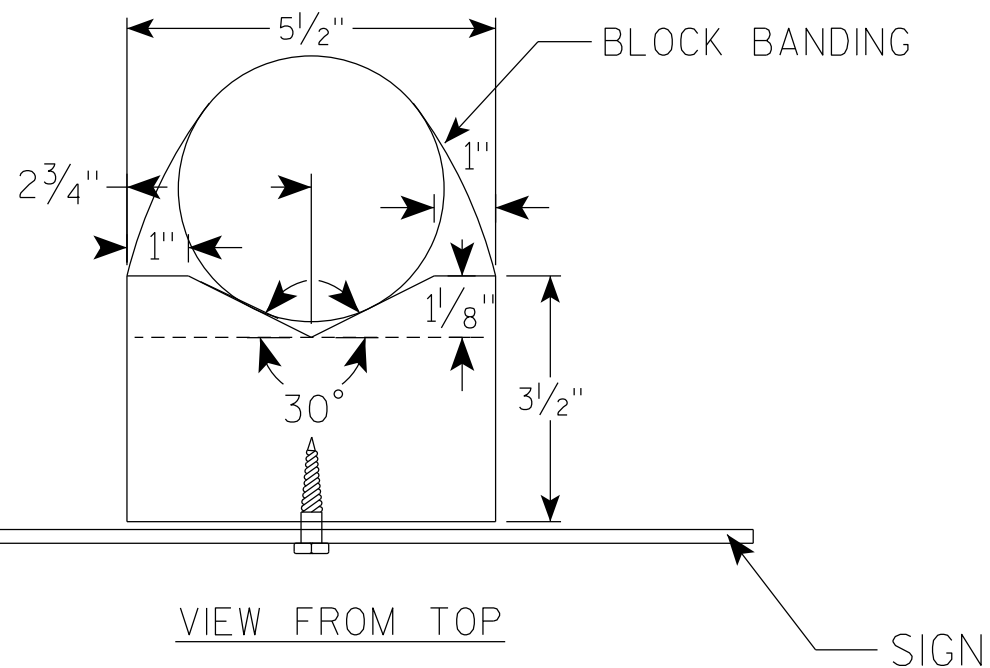
WISCONSIN DEPT OF TRANSPORTATION

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

VIEW FROM
BACK



VIEW FROM SIDE



GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
for State Traffic Engineer

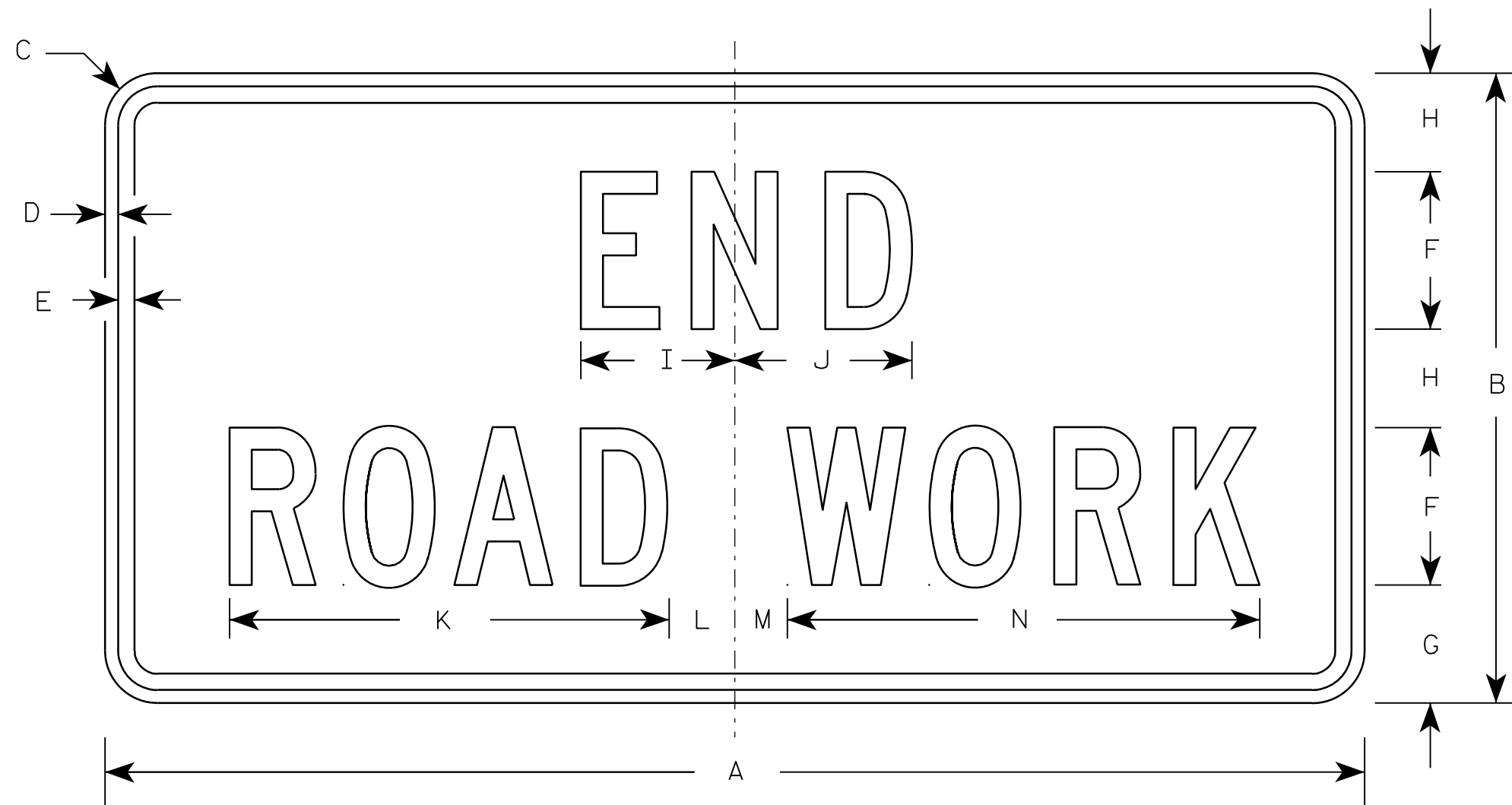
DATE 6/10/19 PLATE NO. A5-10.2

PROJECT NO:

SHEET NO:

E

7



G20-2A

Metric equivalent
for this sign is:

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

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

NOTES

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

7

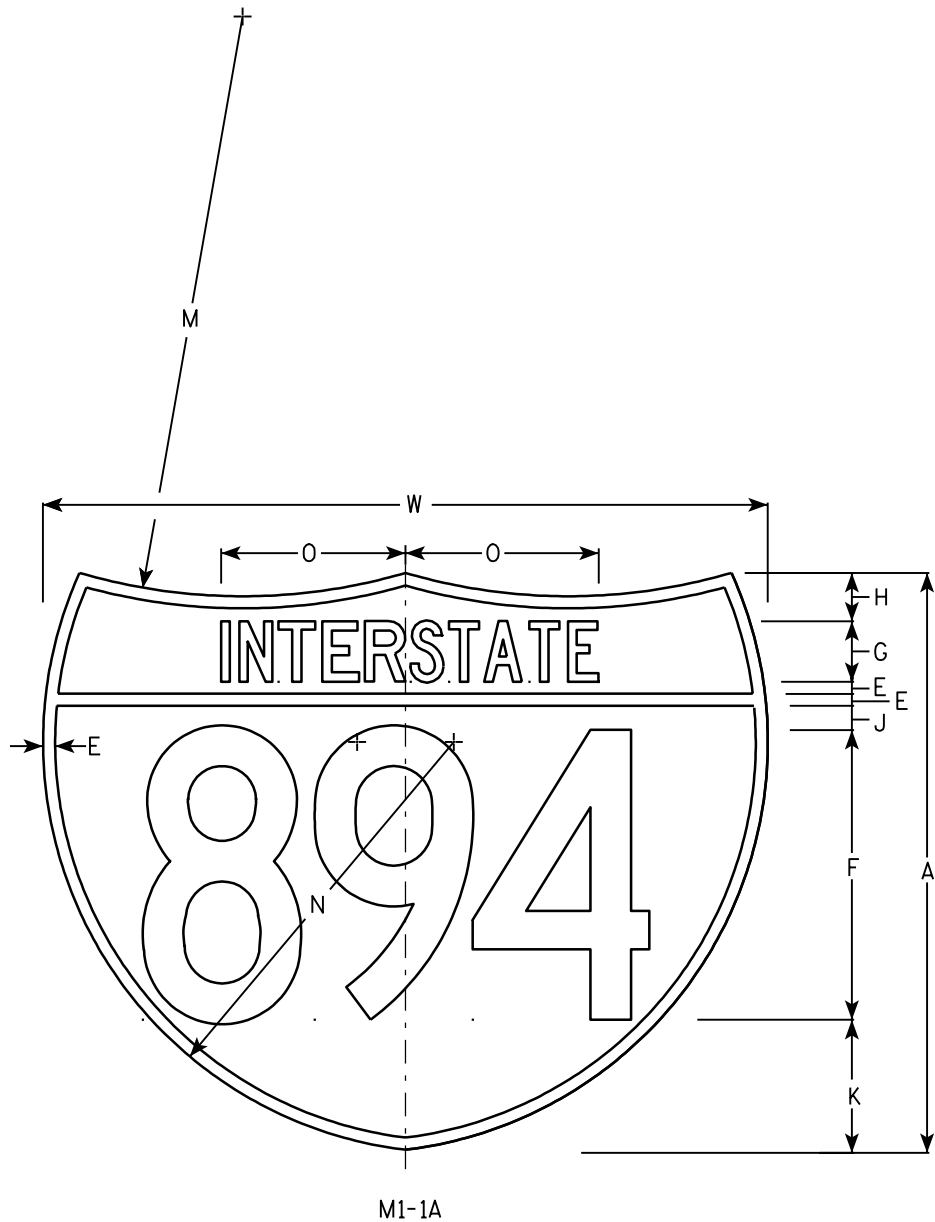
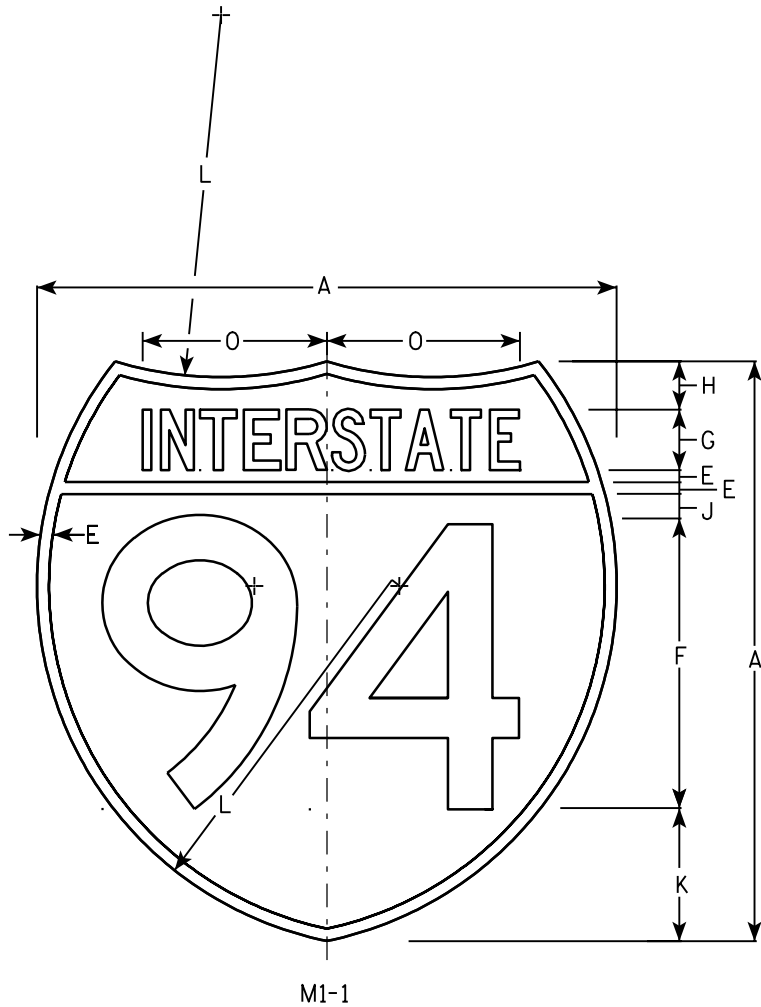
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

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

Metric equivalent for these signs are:

SIZE	M1 - 1	SIZE	M1 - 1A
1			
2	600 mm X 600 mm	2	600 mm X 750 mm
3	900 mm X 900 mm	3	900 mm X 1125 mm
4	900 mm X 900 mm	4	900 mm X 1125 mm
5	900 mm X 900 mm	5	900 mm X 1125 mm

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Area sq. ft.	Area sq. ft.	Area m ²	Area m ²
1																													
2	24				1/2	12	2 1/2	2		1	5 1/2	15	24	17	7 7/8								30			3.13	3.91	.36	.46
3	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
4	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05
5	36				3/4	18	3 3/4	3		1 1/2	8 1/4	22 1/2	36	25 1/2	11 3/4								45			7.03	8.79	.81	1.05

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

INTERSTATE ROUTE MARKER
M1-1 FOR ASSEMBLIES

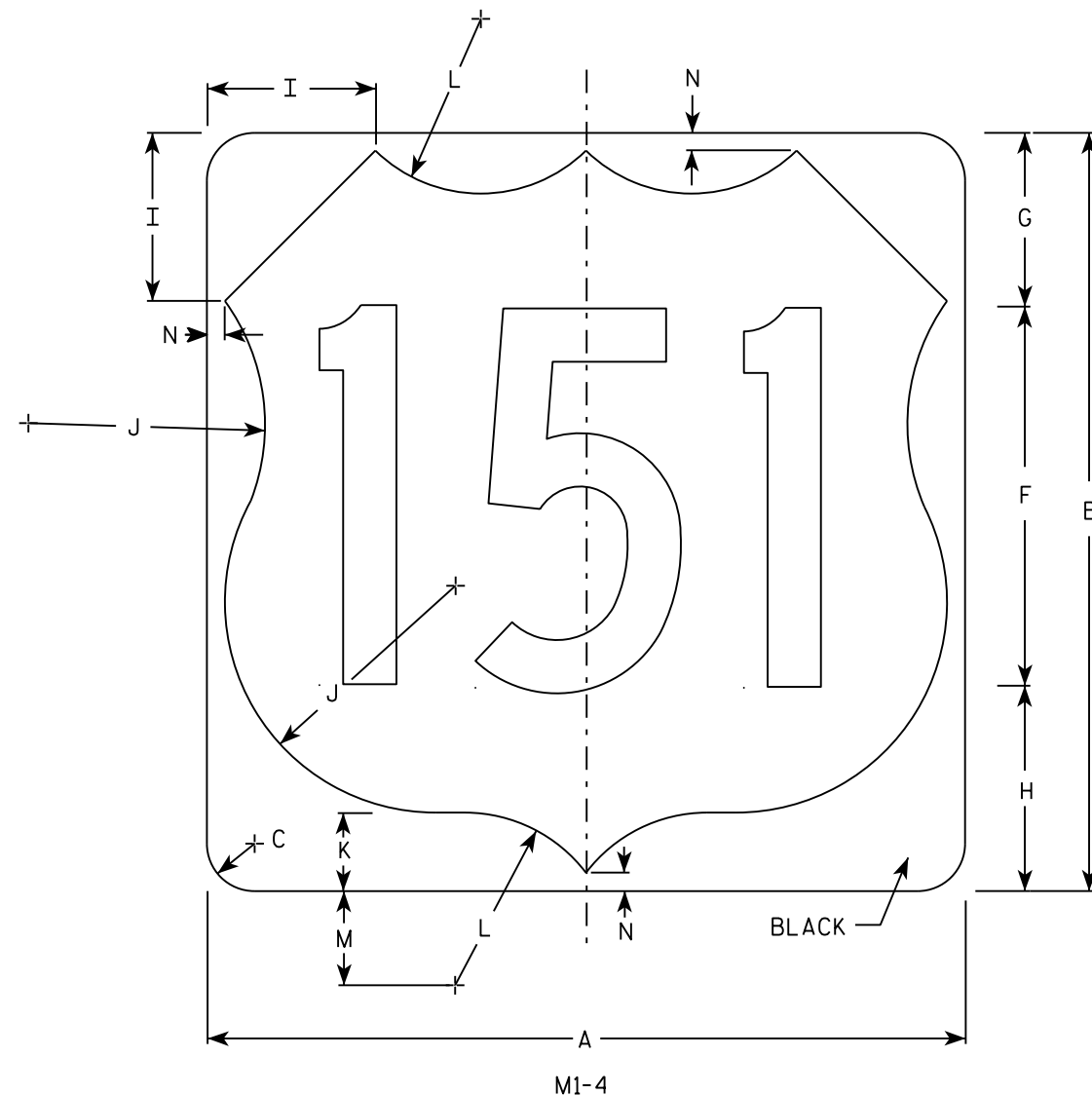
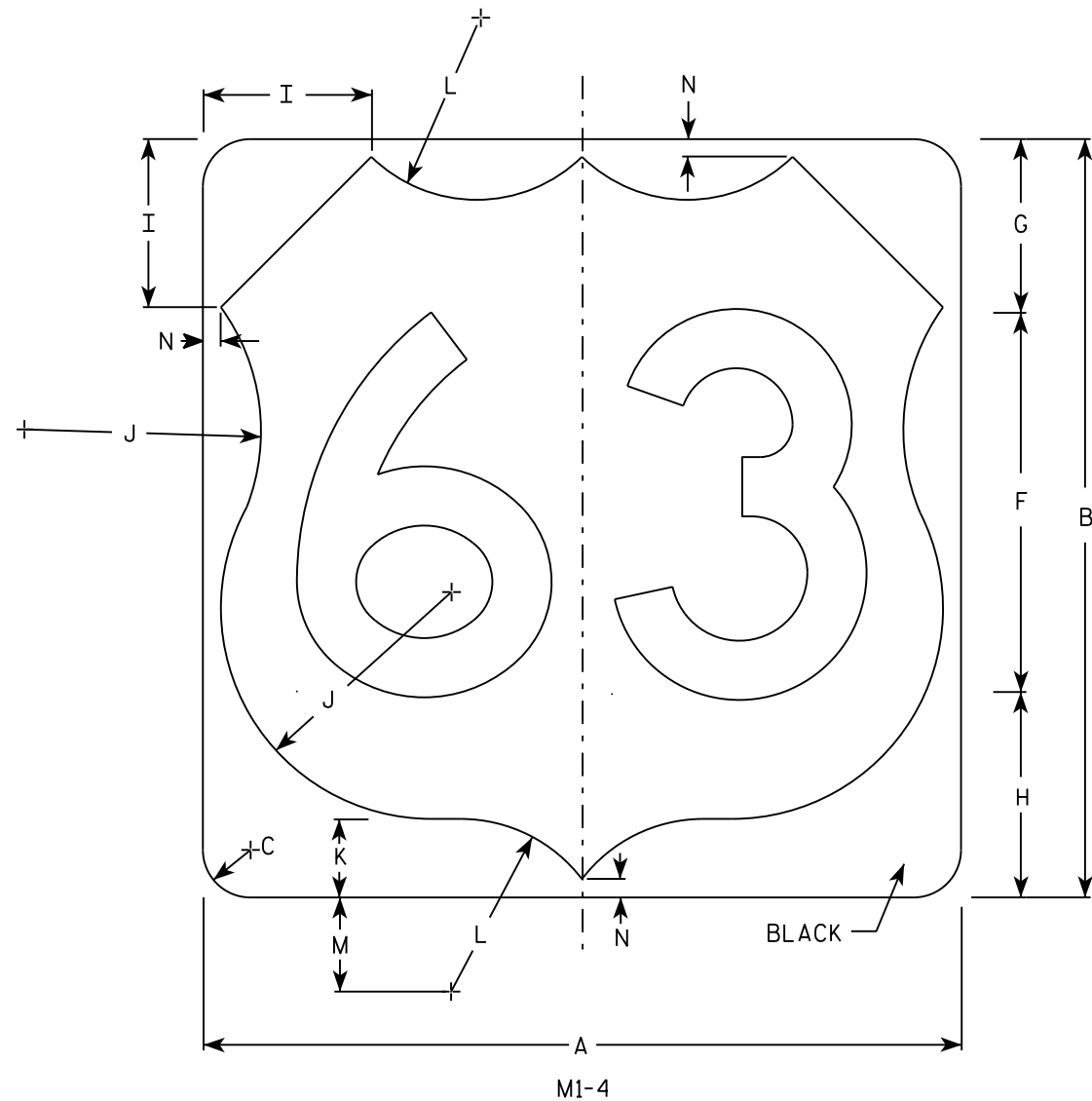
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

NOTES

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



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

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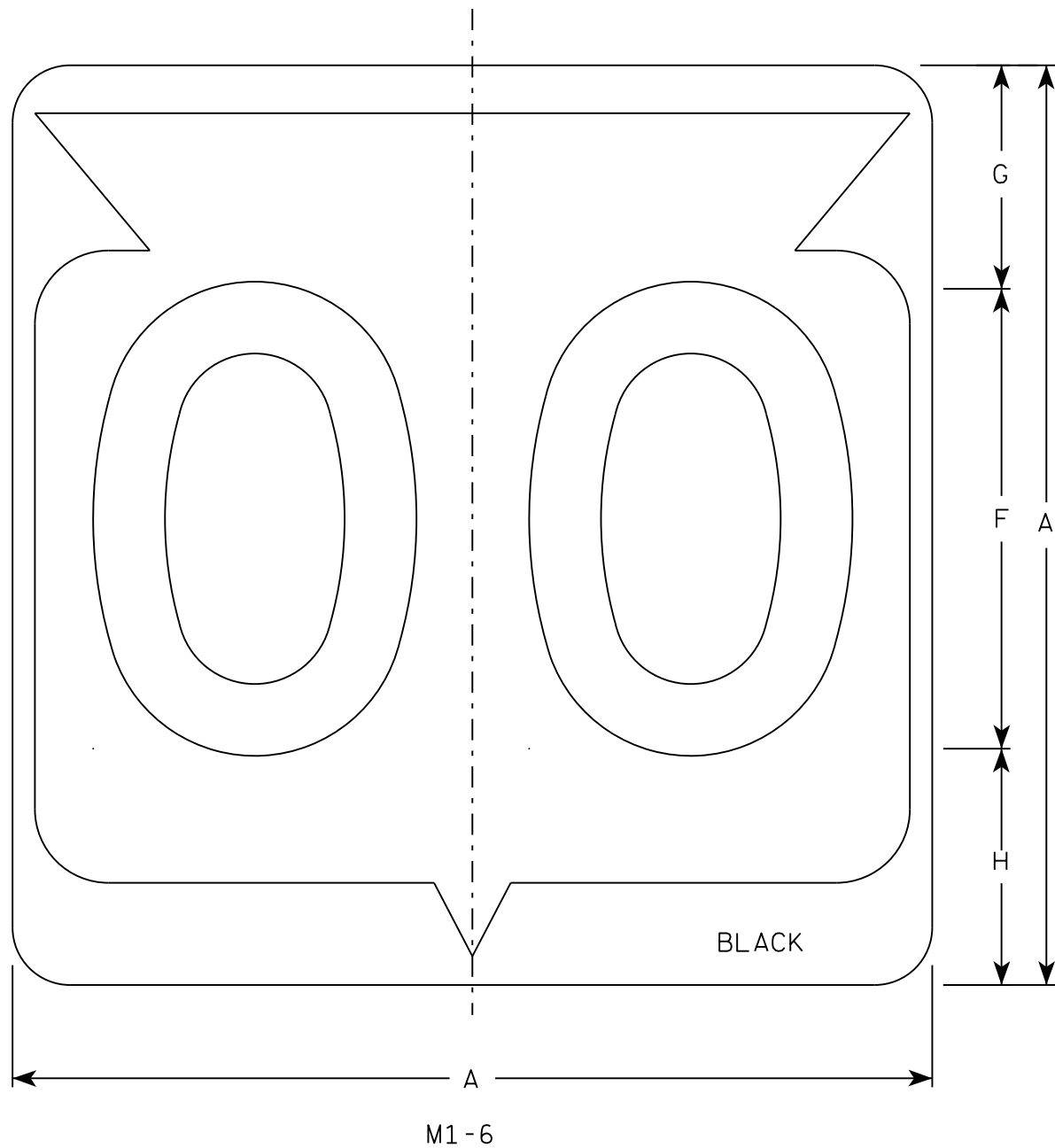
USH MARKER
M1-4 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

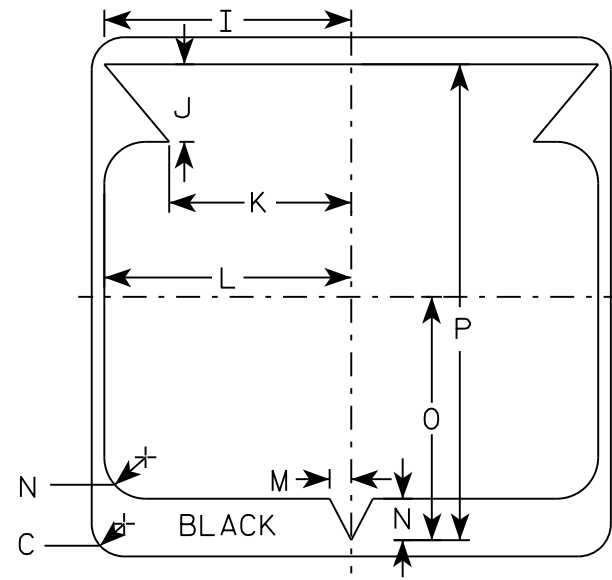
DATE 3/16/18 PLATE NO. M1-4.10

7



NOTES

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



7

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

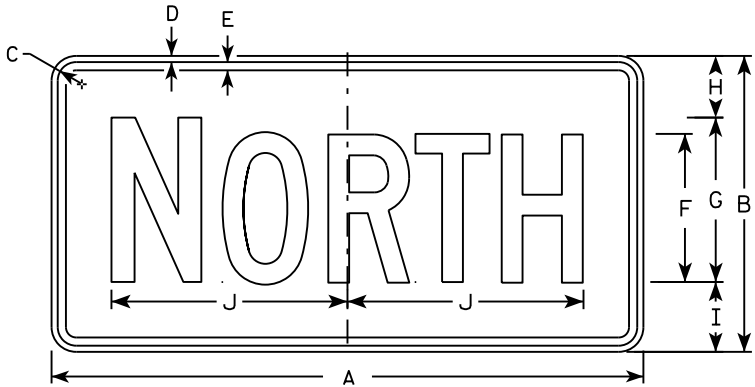
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STATE ROUTE MARKER
M1-6 FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

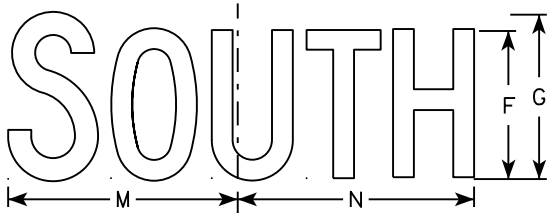
DATE 3/16/18 PLATE NO. M1-6.10



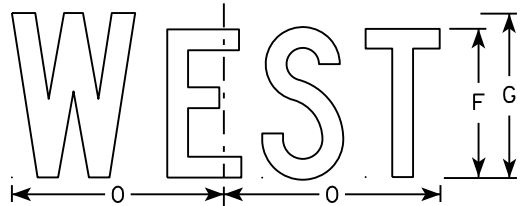
M3-1
MM3-1
MP3-1



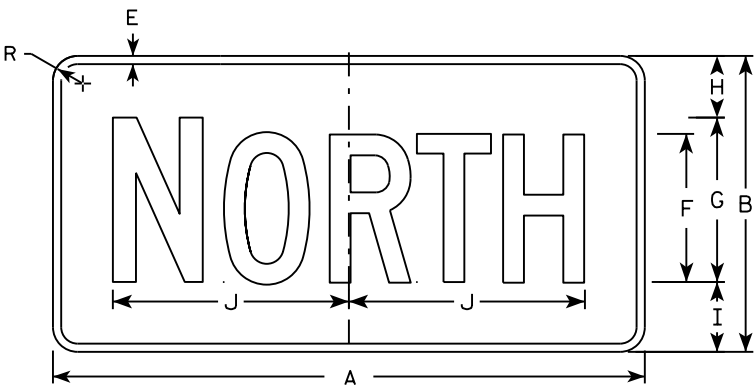
M3-2
MM3-2
MP3-2



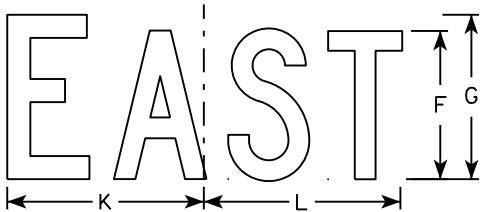
M3-3
MM3-3
MP3-3



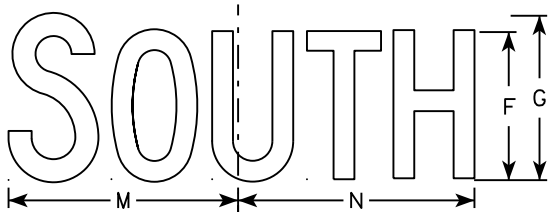
M3-4
MM3-4
MP3-4



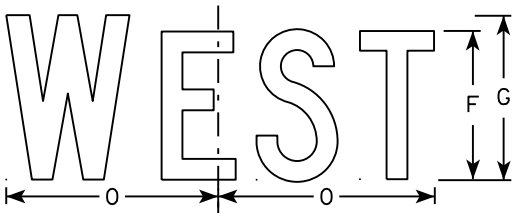
MB3-1
MK3-1
MN3-1



MB3-2
MK3-2
MN3-2



MB3-3
MK3-3
MN3-3



MB3-4
MK3-4
MN3-4

NOTES

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

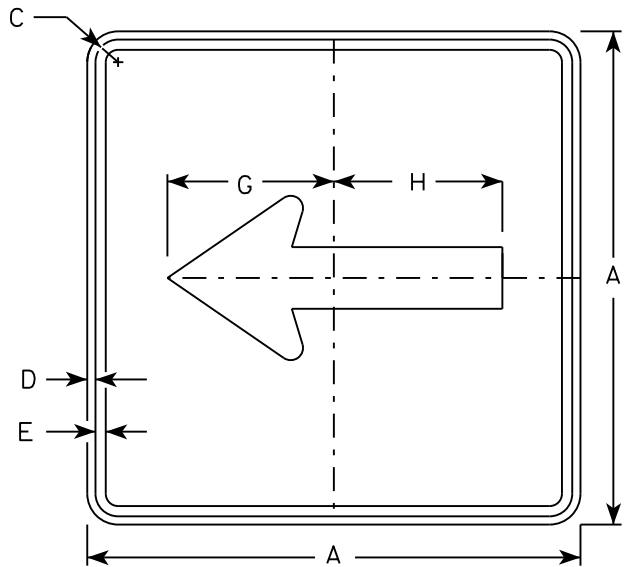
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24	12	1 1/8	3/8	3/8	6	7	2 1/4	2 3/4	10 1/4	7 7/8	8 3/8	10 1/4	9 3/4	8 3/4			1 1/2									2.00
3	36	18	1 1/8	3/8	1/2	9	10	3 3/4	4 1/4	14 3/8	12	12 1/8	14	14 1/8	13			1 1/2									4.5
4	36	18	1 1/8	3/8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

STANDARD SIGNS
M3-1 thru M3-4
SERIES

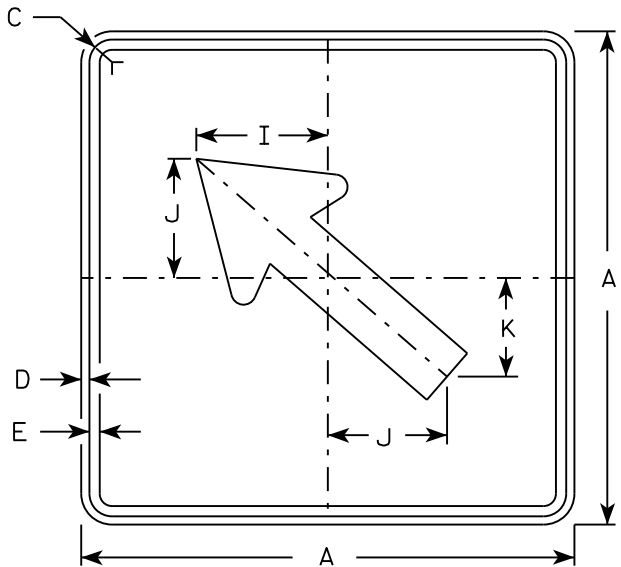
WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

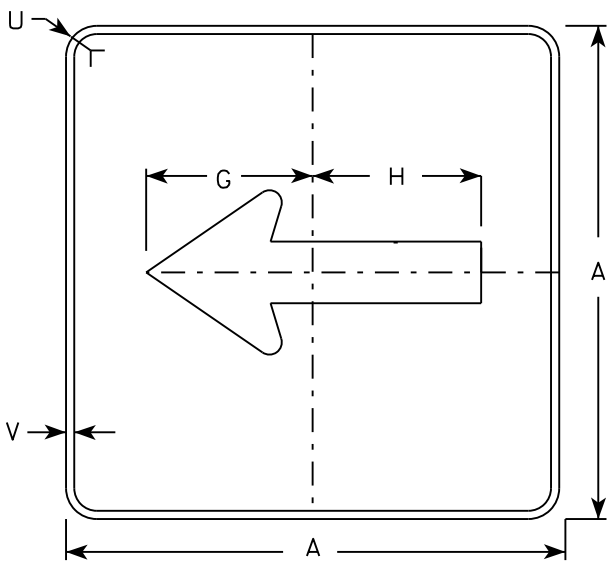
DATE 10/15/15 PLATE NO. M3-1.14



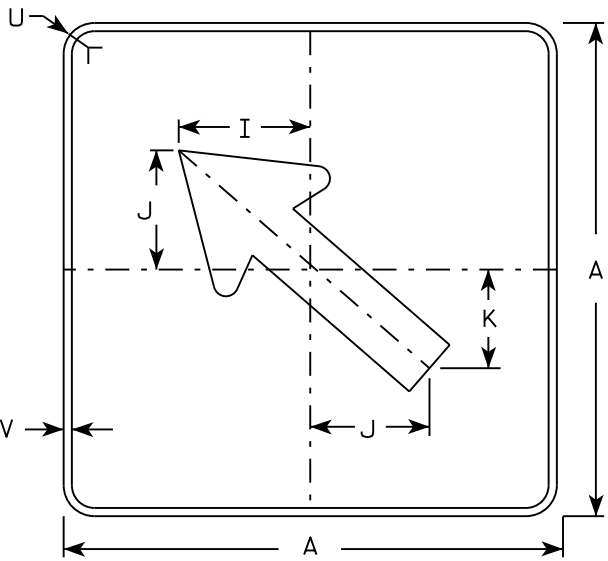
M6 - 1
MM6 - 1
M06 - 1
MP6 - 1



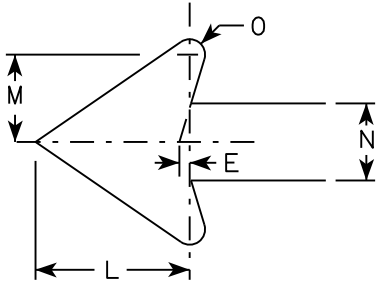
M6 - 2
MM6 - 2
M06 - 2
MP6 - 2



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



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



NOTES

- Signs are Type II - Type H except as Shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-1 and M6-2 Background - White
Message - Black
MB6-1 and MB6-2 Background - Blue
Message - White
MK6-1 and MK6-2 Background - Green
Message - White
MM6-1 and MM6-2 Background - White
Message - Green
MN6-1 and MN6-2 Background - Brown
Message - White
M06-1 and M06-2 Background - Orange - Type F Reflective
Message - Black
MP6-1 and MP6-2 Background - White
Message - Blue
MR6-1 and MR6-2 Background - Brown
Message - Yellow

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

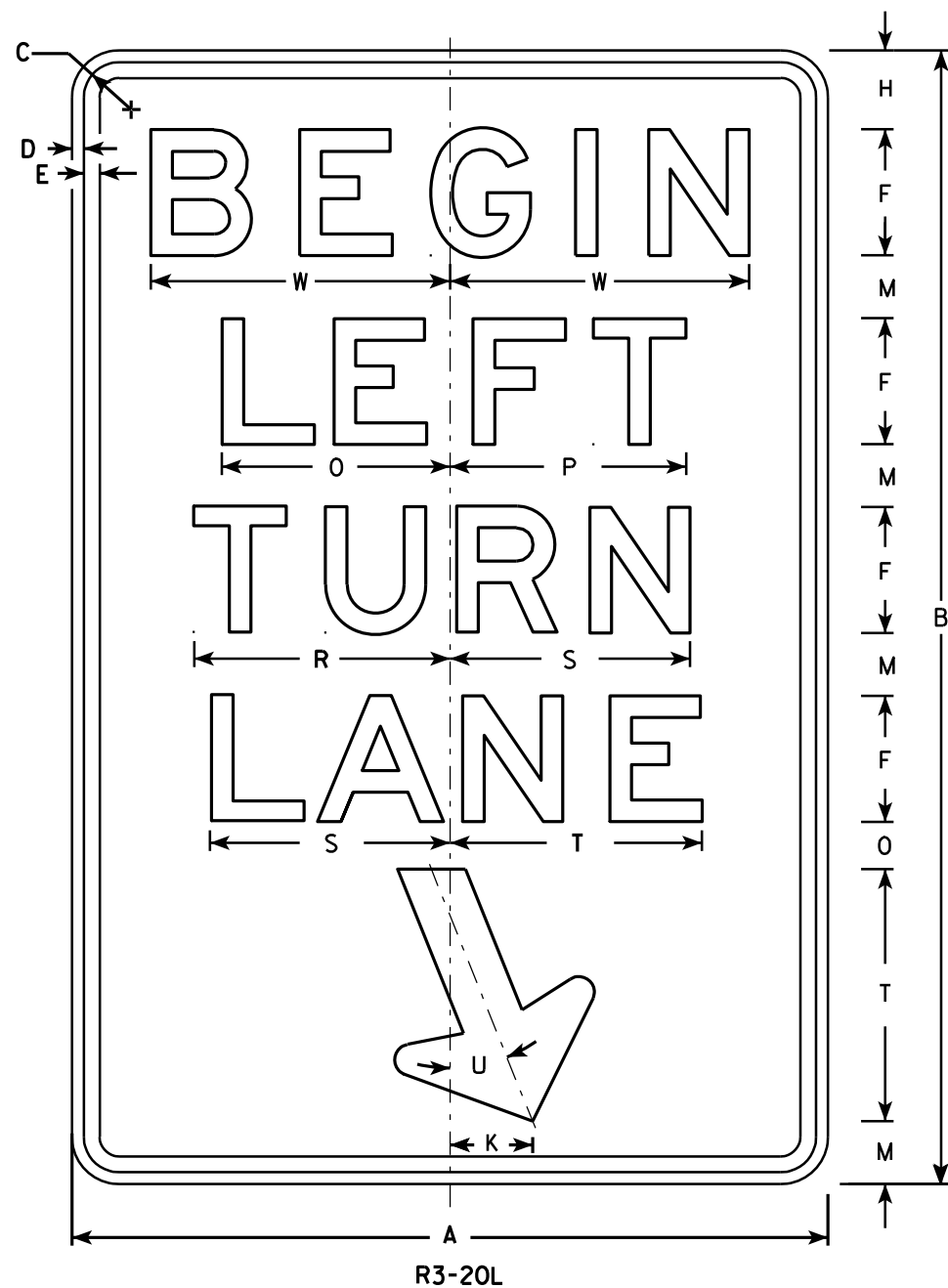
E

STANDARD SIGN
M6 - 1 & M6 - 2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

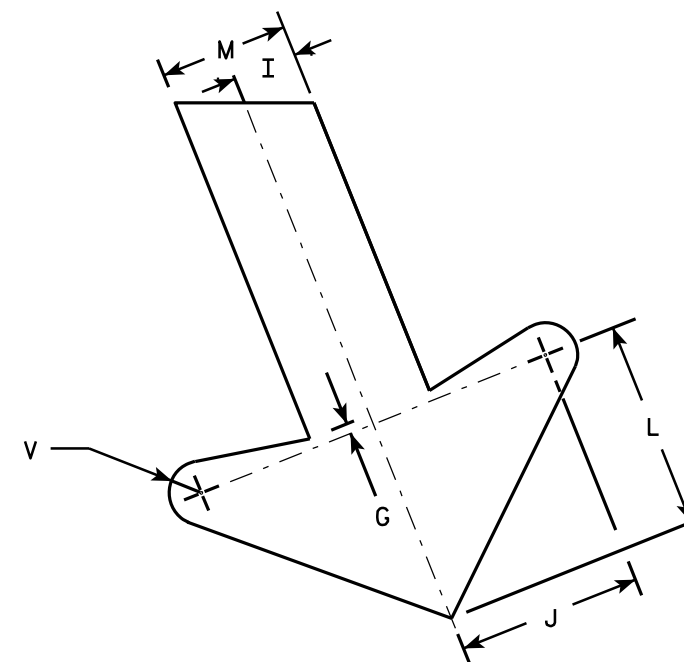
APPROVED
Matthew R. Rauch
for State Traffic Engineer

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



NOTES

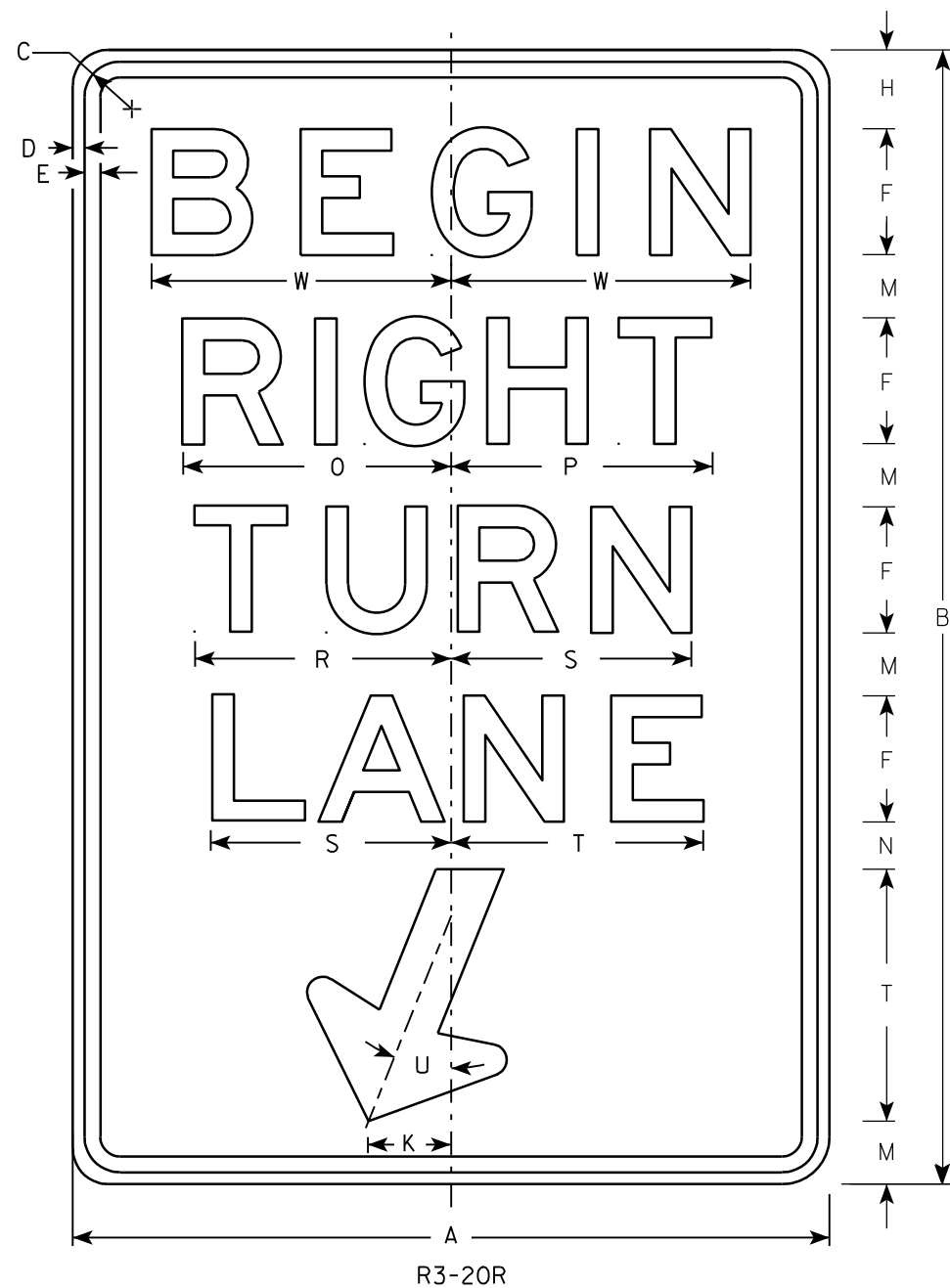
1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as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



ARROW DETAIL

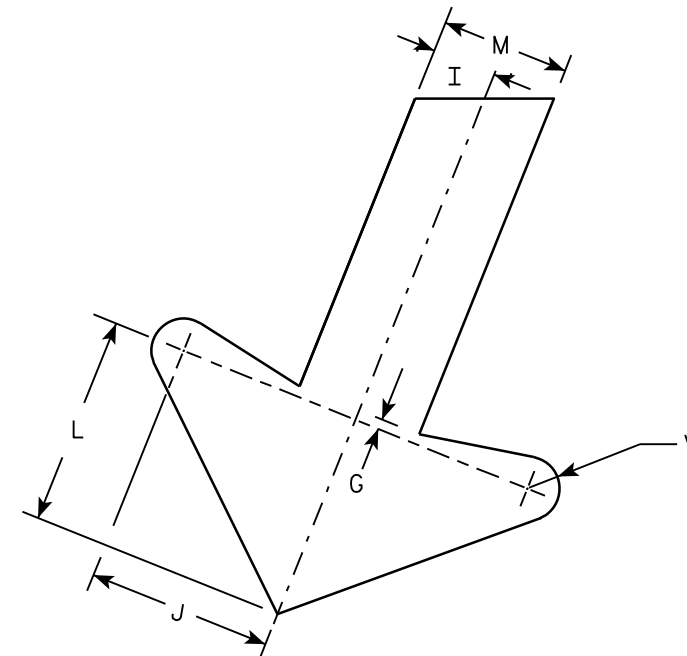
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°	1/2	9 1/2				6.0
2M	24	36	1 1/8	3/8	1/2	4	1/4	2 1/2	1	2 7/8	2 5/8	3 1/4	2	1 1/2	7 1/4	7 1/2		8 1/8	7 5/8	8	22°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

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



NOTES

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



ARROW DETAIL

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

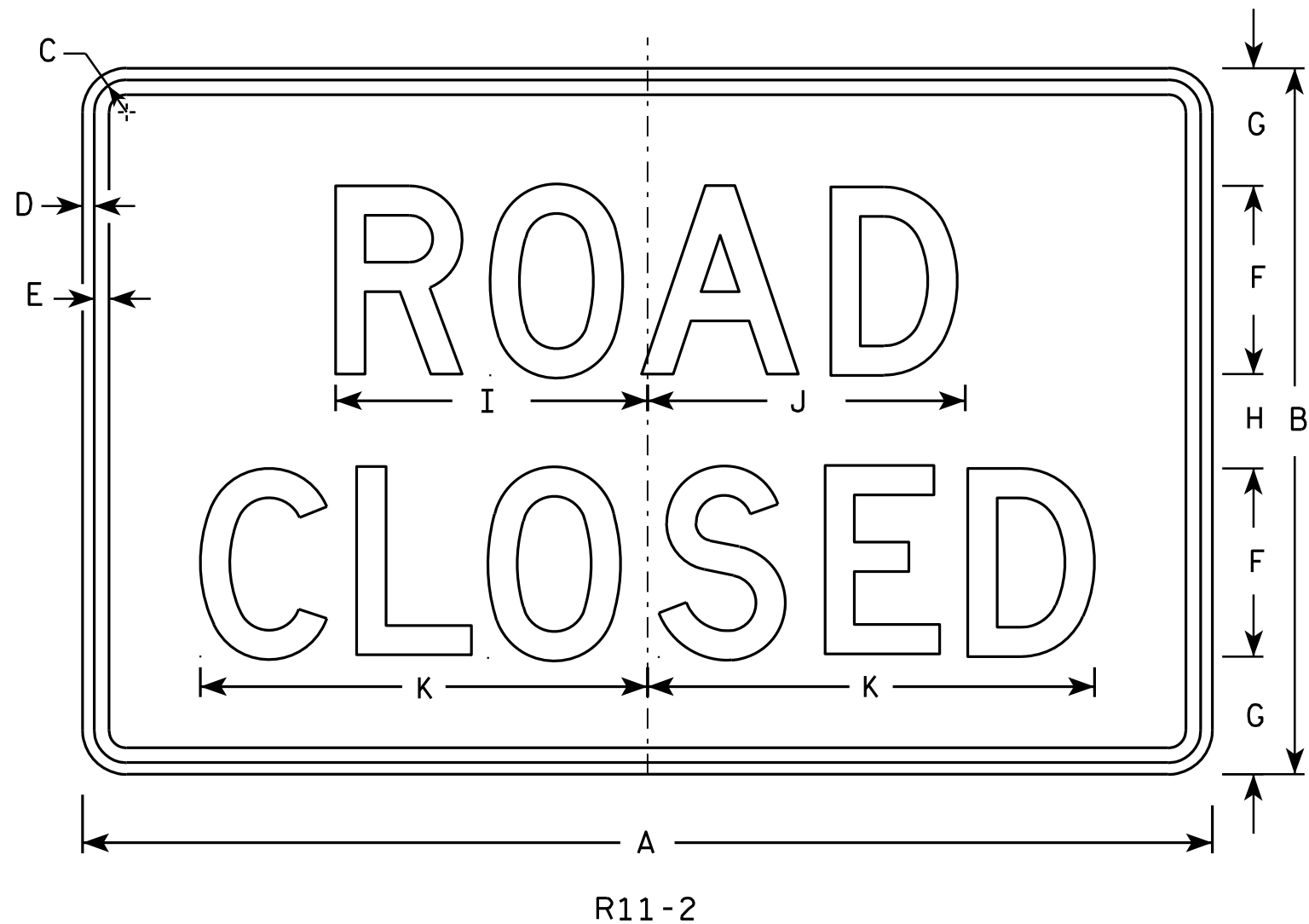
PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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STANDARD SIGN
R3-20R

WISCONSIN DEPT OF TRANSPORTATION

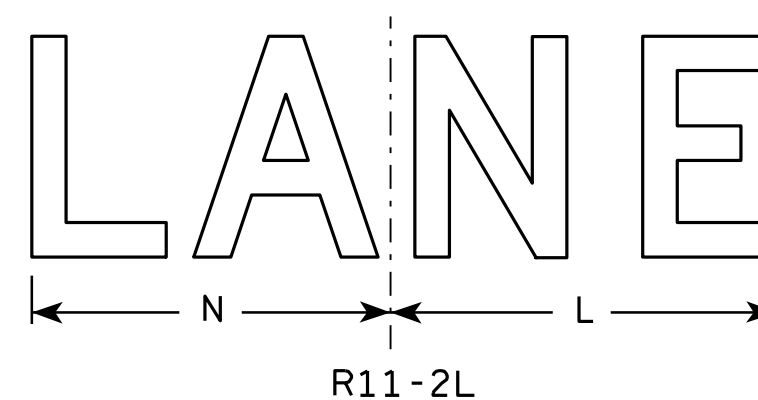
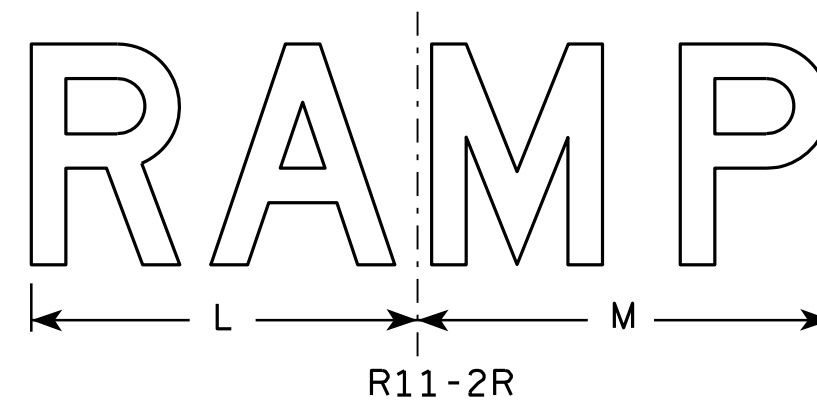
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20R.6



NOTES

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

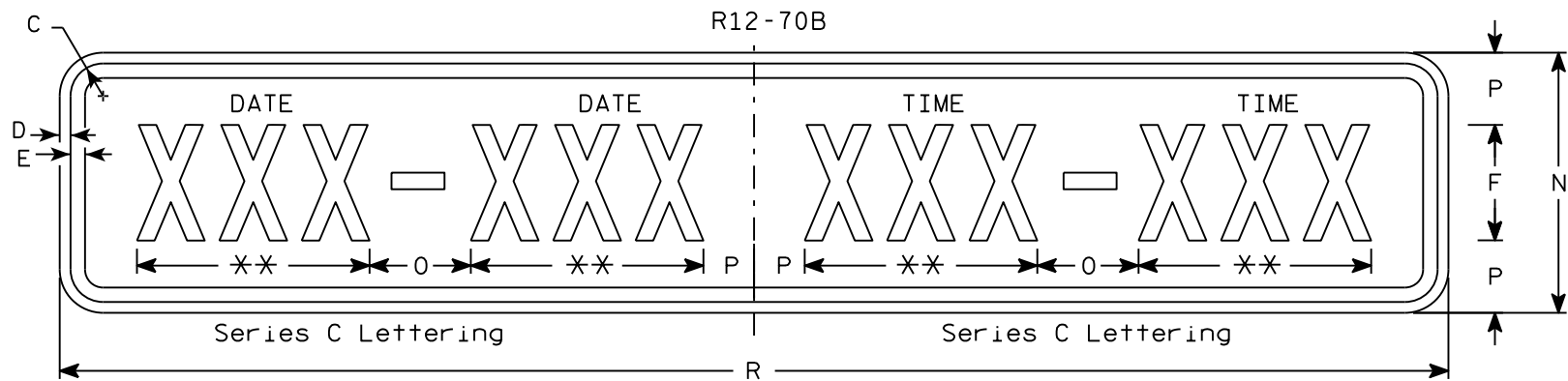
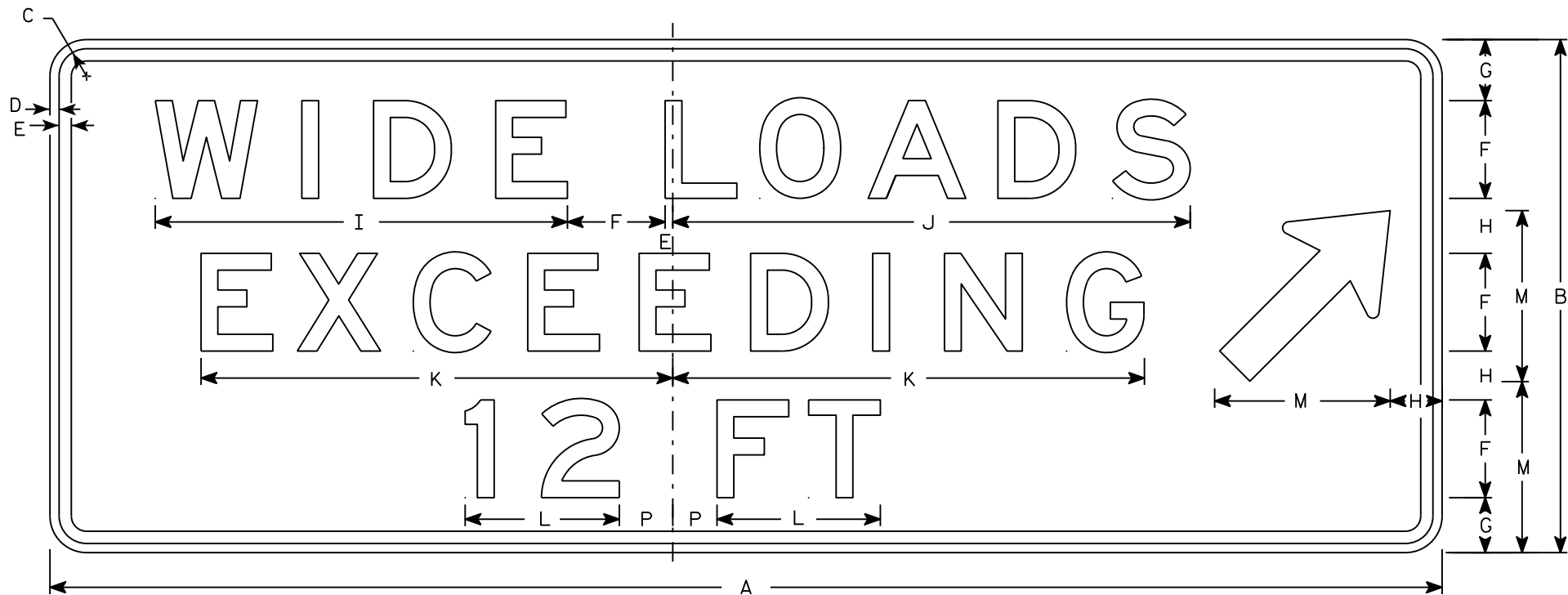
STANDARD SIGN R11-2

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: 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 - E except as noted
 - 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.
- ** Substitute appropriate message, optically center message



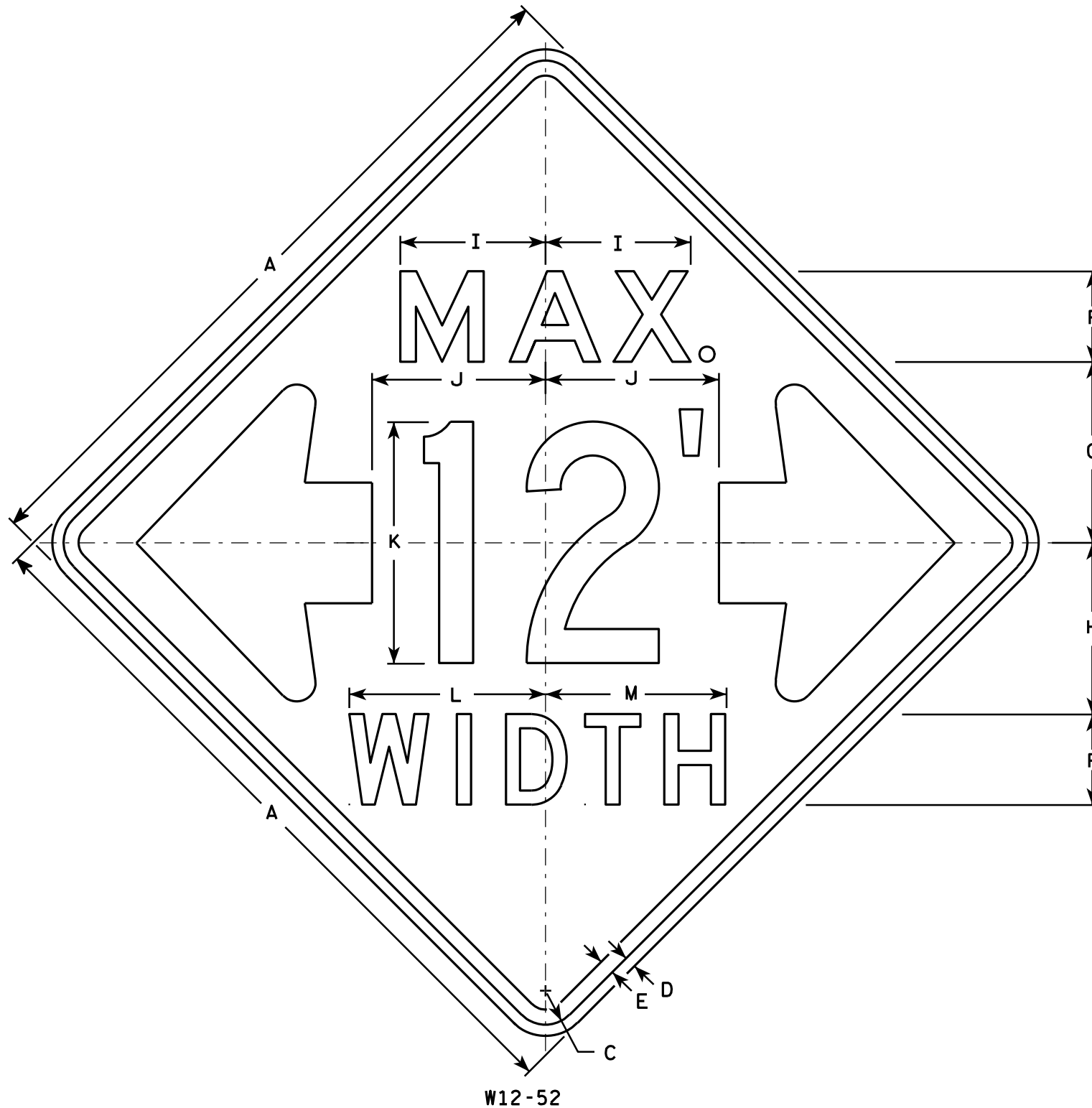
R12-70C																												R12-70	R12-70C
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.	Area sq. ft.	
1																													
2S	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5	
2M	90	36	2 1/4	1/2	5/8	6	4	5	20 7/8	28 3/8	24 5/8	8 1/8	12	12	6	3		66									22.5	5.5	
3																													
4	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0	
5	114	42	2 1/4	3/4	1	8	5	4	34	42	39	13	14	18	7	3 1/2		96									36.75	12.0	

TYPICAL SIGN
R12-70B

WISCONSIN DEPT OF TRANSPORTATION

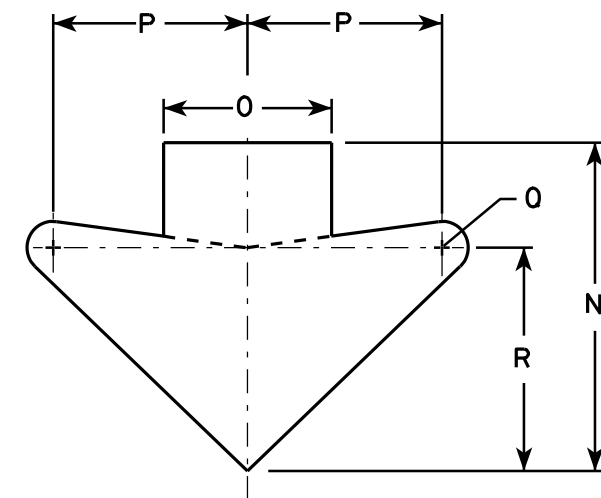
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/10/15 PLATE NO. R12-70B.3



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:

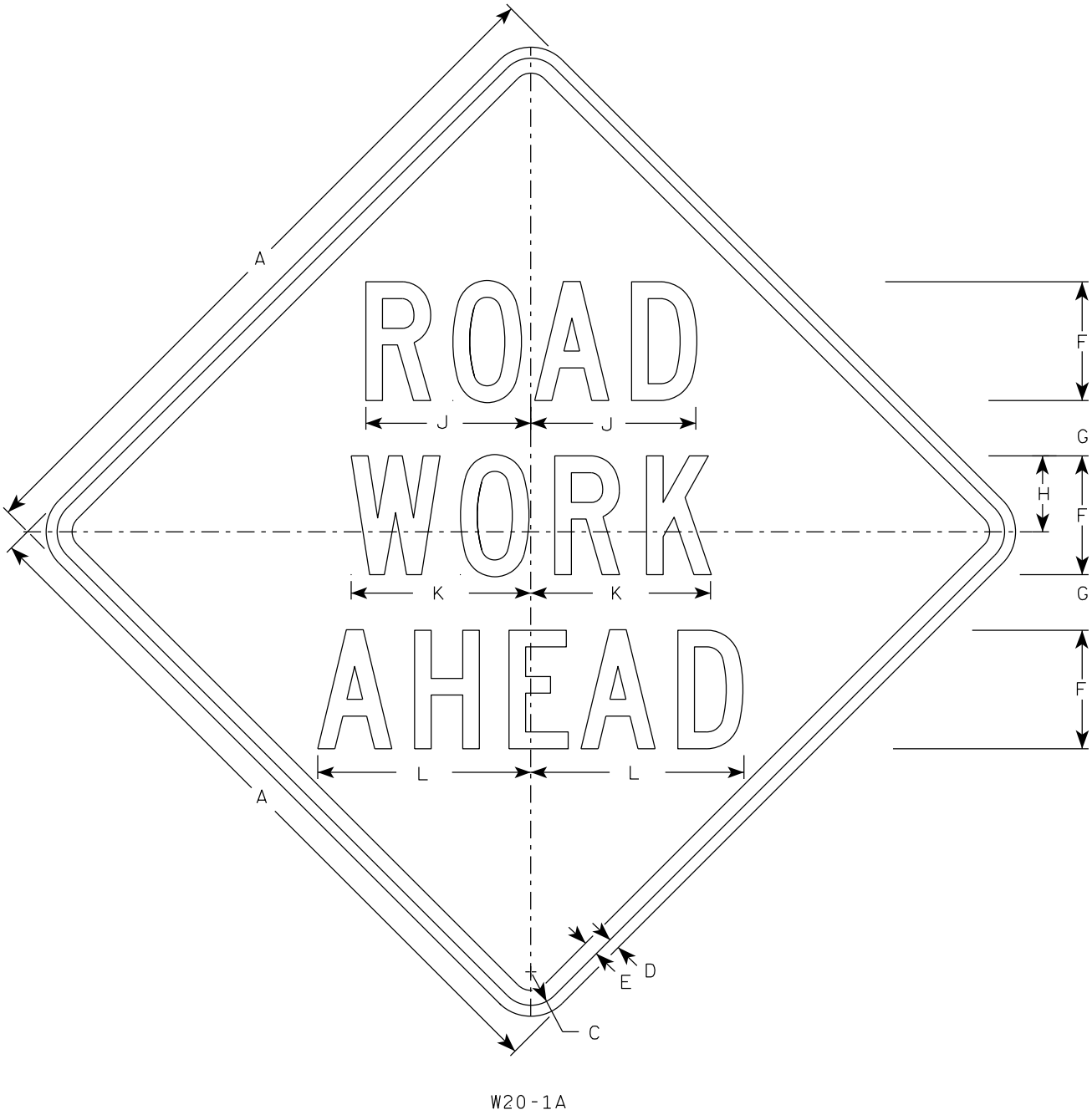
COUNTY:

SHEET NO:

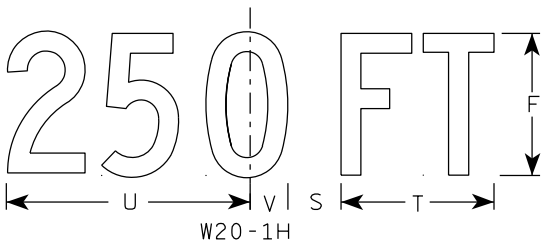
E

NOTES

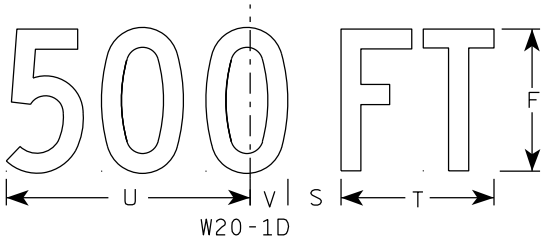
1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1A



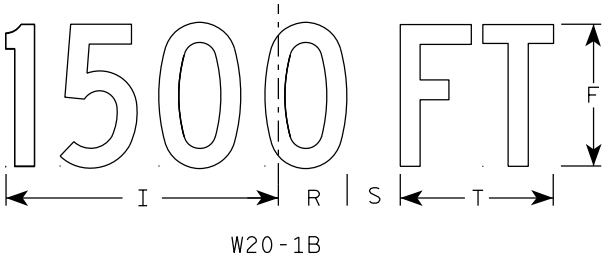
W20-1H



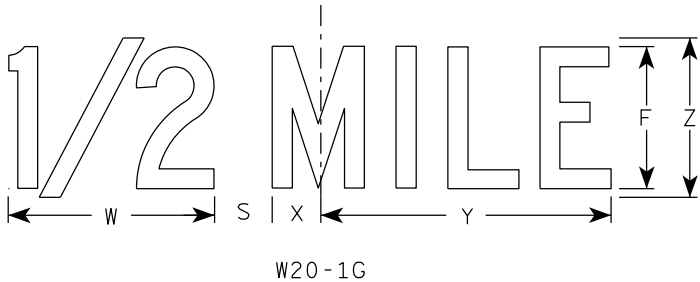
W20-1D



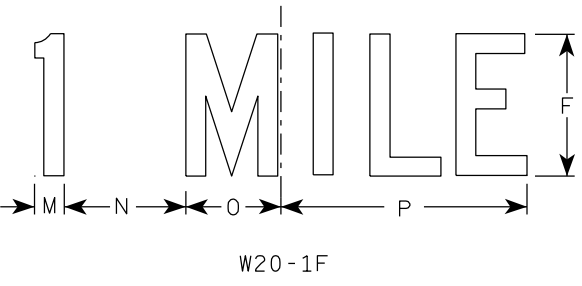
W20-1C



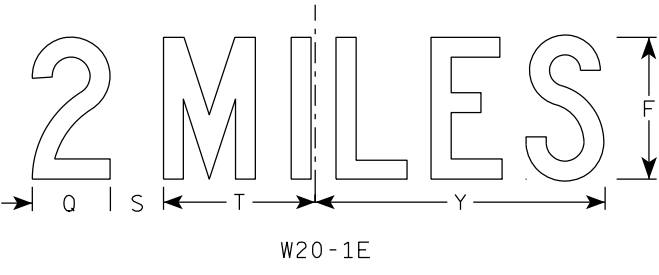
W20-1B



W20-1G



W20-1F



W20-1E

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	A _{req} sq. ft.
1	36		1 5/8	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		2 1/4	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0

STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

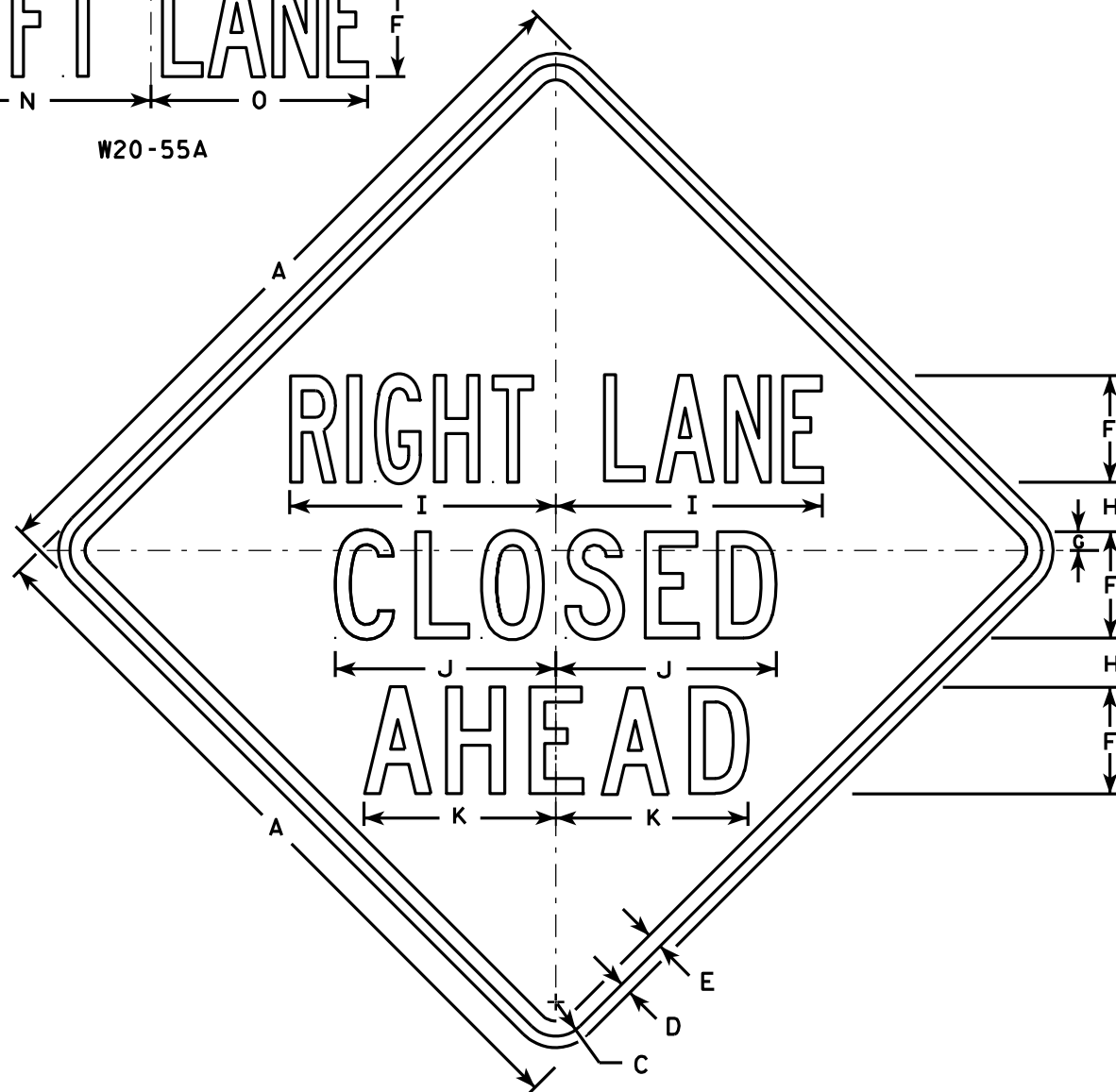
DATE 3/25/2020 PLATE NO. W20-1.11

CENTER LANE

W20-56A

LEFT LANE

W20-55A



W20-5A

500 FT

W20-5D

1000 FT

W20-5C

1500 FT

W20-5B

1/2 MILE

W20-5G

1 MILE

W20-5F

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. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. "----- LANE" is Series B.
All other copy is Series C.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	1 5/8	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	2 1/4	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

PROJECT NO:

HWY:

COUNTY:

STANDARD SIGN
W20-5A, B, C, D, F & G

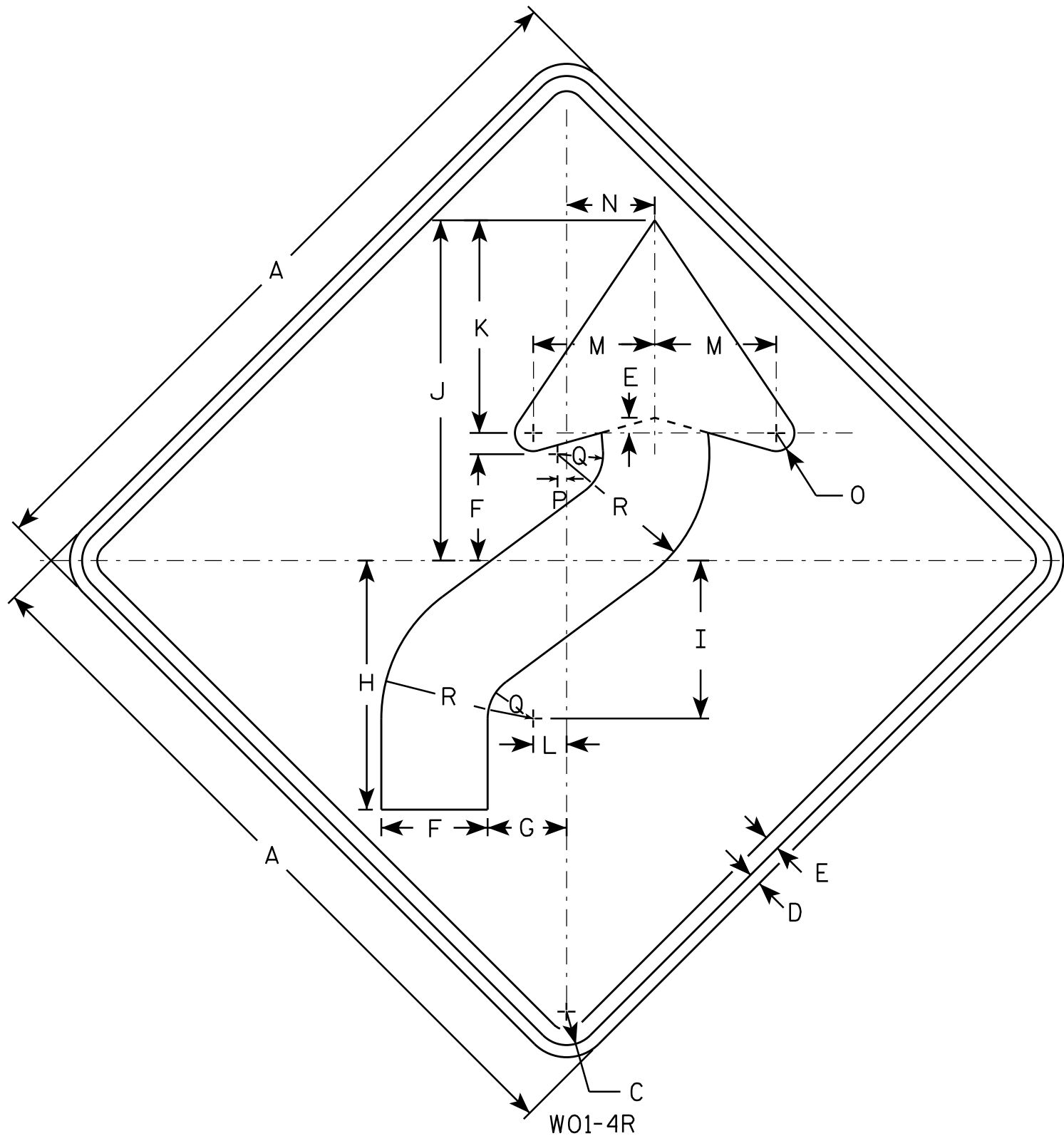
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

SHEET NO:

E



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
4. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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

STANDARD SIGN W01-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

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

PROJECT NO:

HWY:

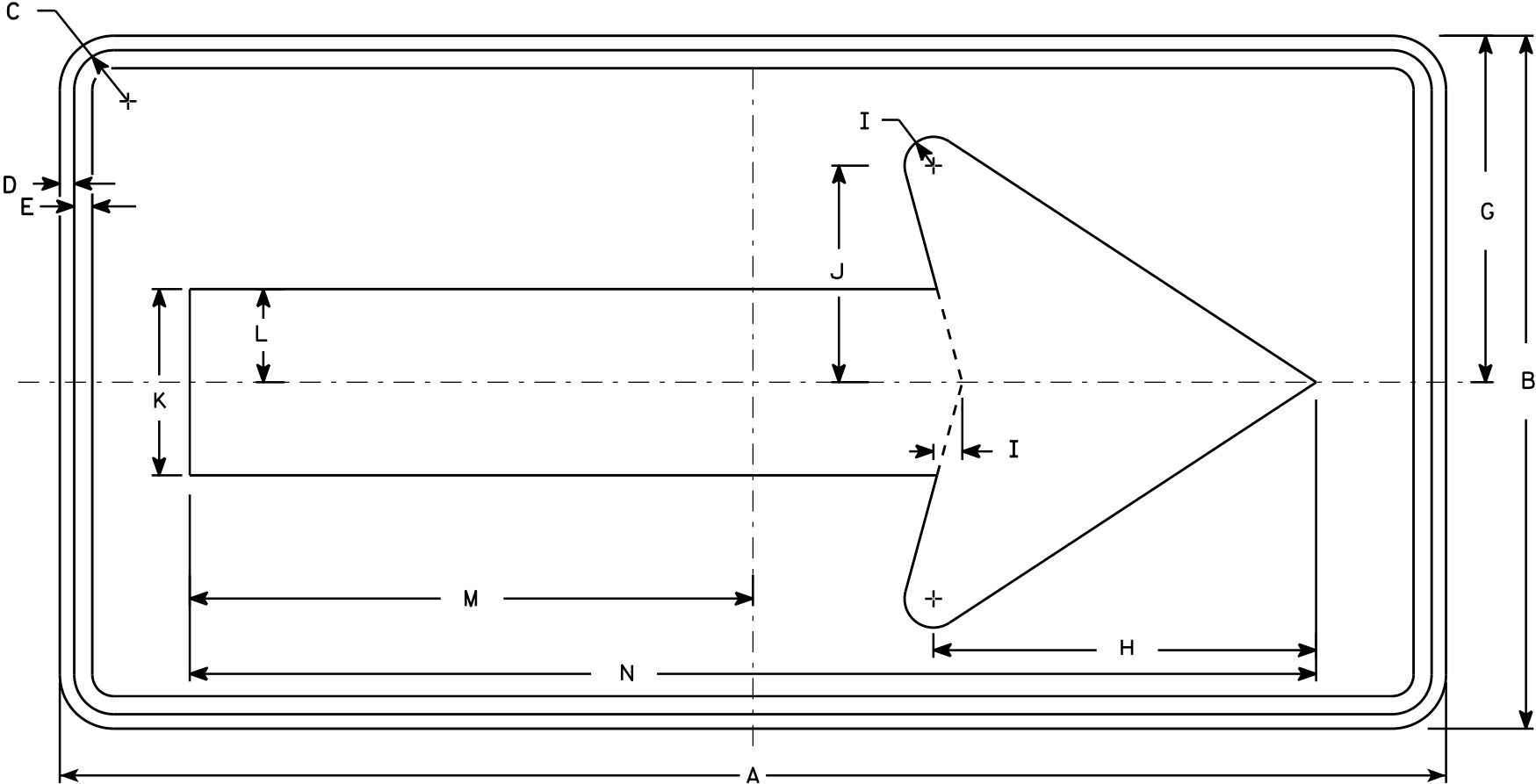
COUNTY:

SHEET NO:

E

NOTES

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



W01-6

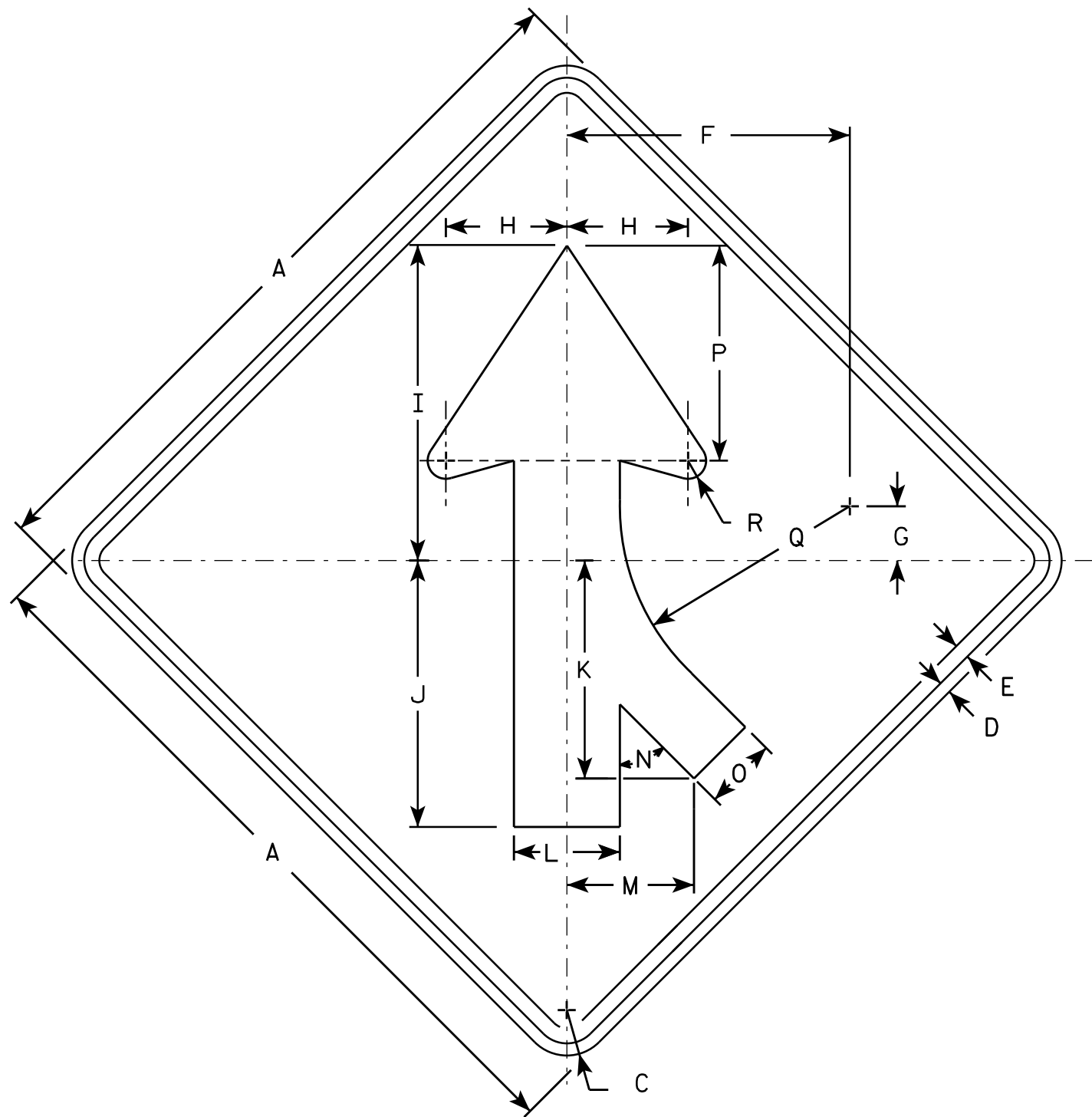
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 3/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 3/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4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

STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

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



W04-1R

NOTES

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		2 1/4	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

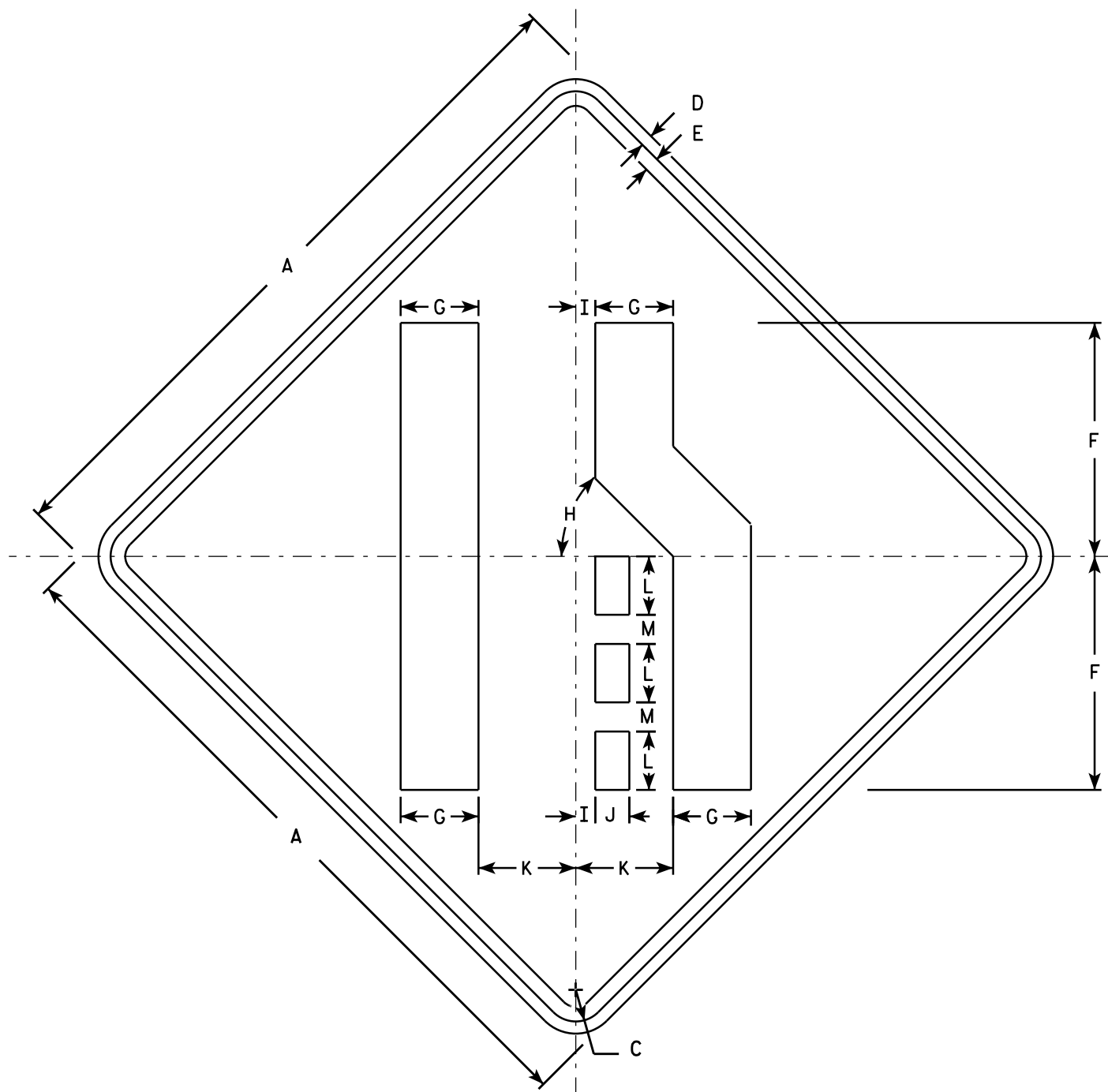
STANDARD SIGN

W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W04-1.1



W04-2R

NOTES

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

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

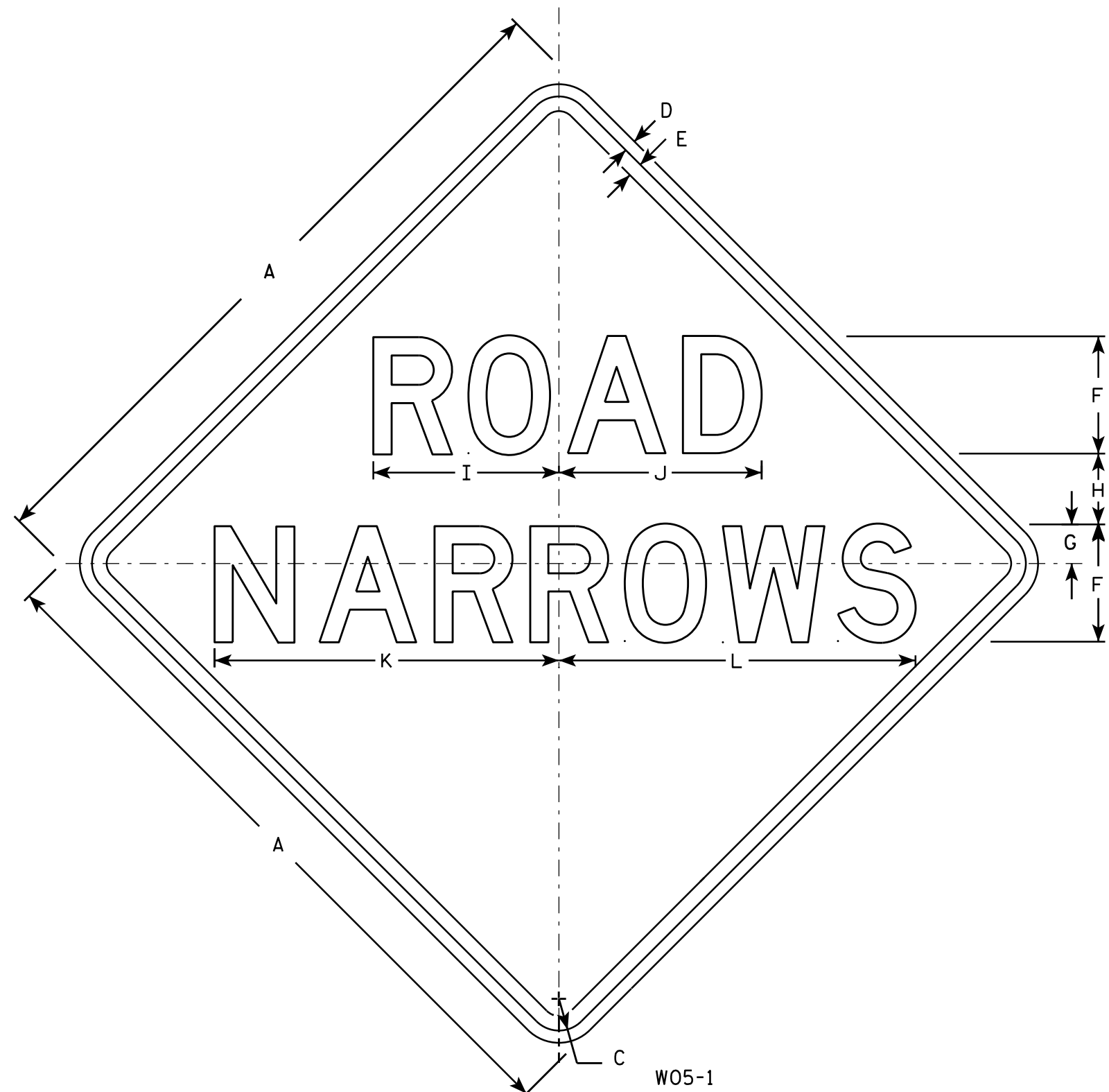
STANDARD SIGN

W04-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 11/20/13 PLATE NO. W04-2.1



W05-1

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

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		1 5/8	5/8	3/4	6	2	3 1/2	9 1/2	10 3/8	17 5/8	18 1/4															9.0
2S	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
2M	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
3	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
4	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0
5	48		2 1/4	3/4	1	8	3	4	12 3/4	13 3/4	23 1/2	24 3/8															16.0

STANDARD SIGN

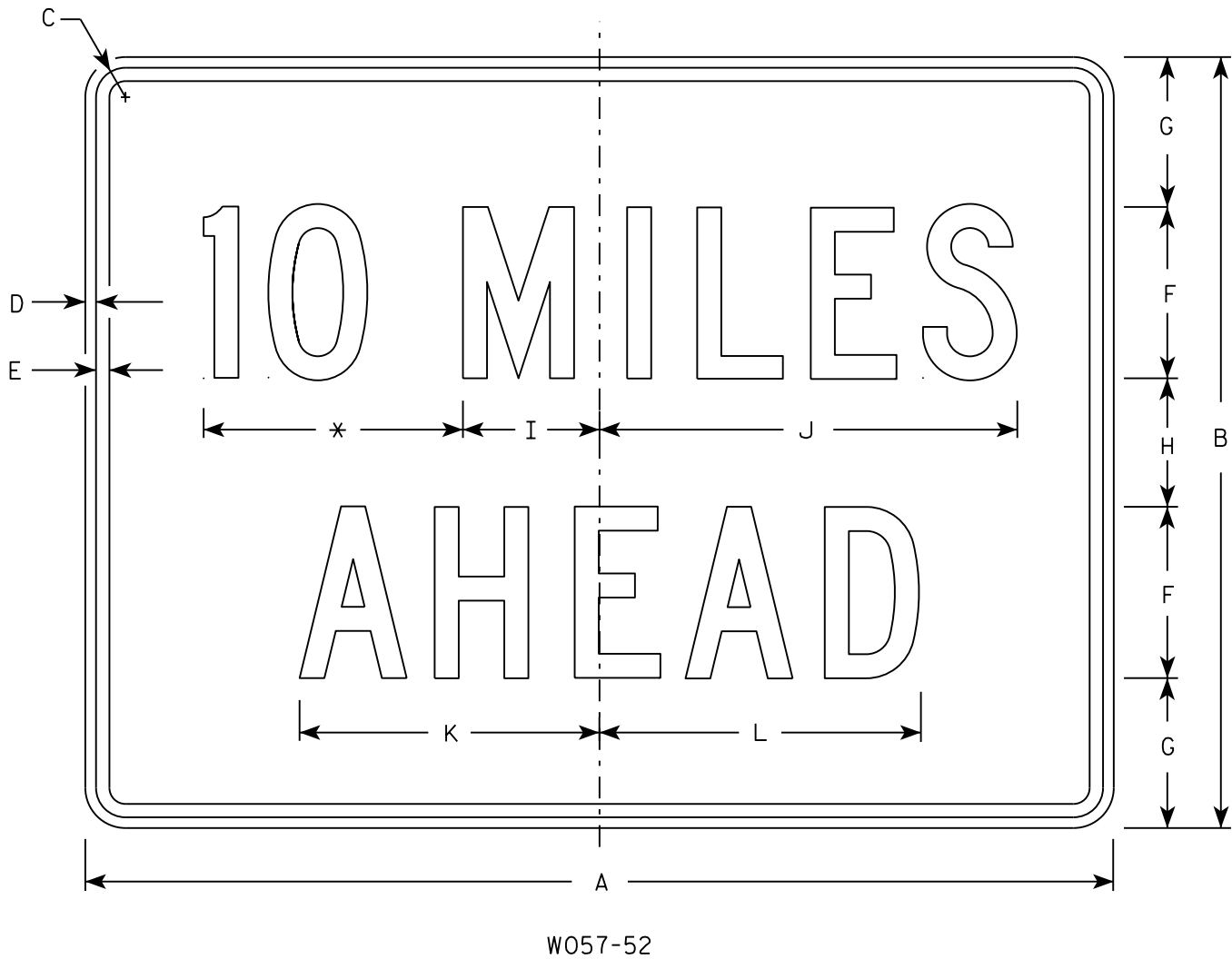
W05-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

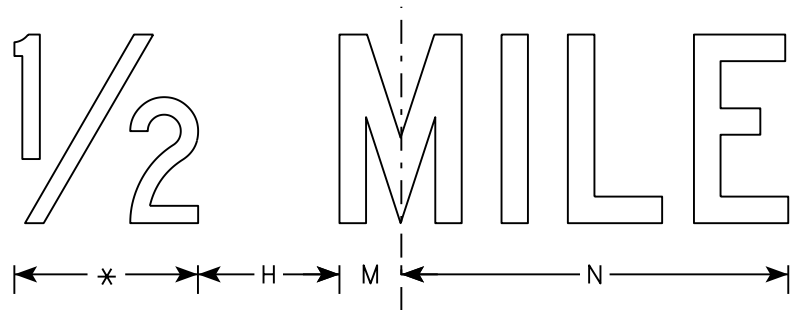
DATE 11/20/13 PLATE NO. W05-1.1

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
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STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

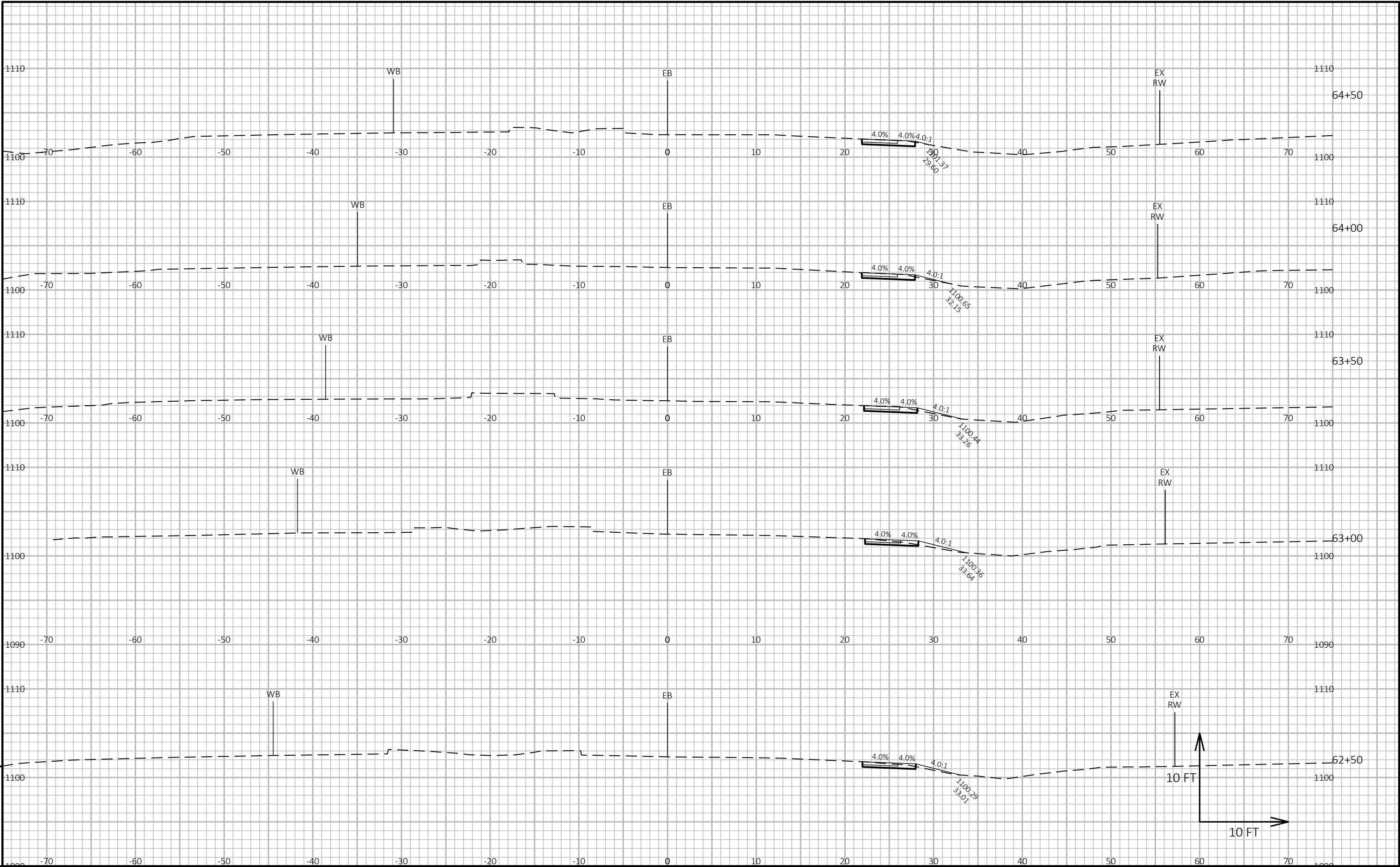
DATE 3/21/17 PLATE NO. W057-52.2

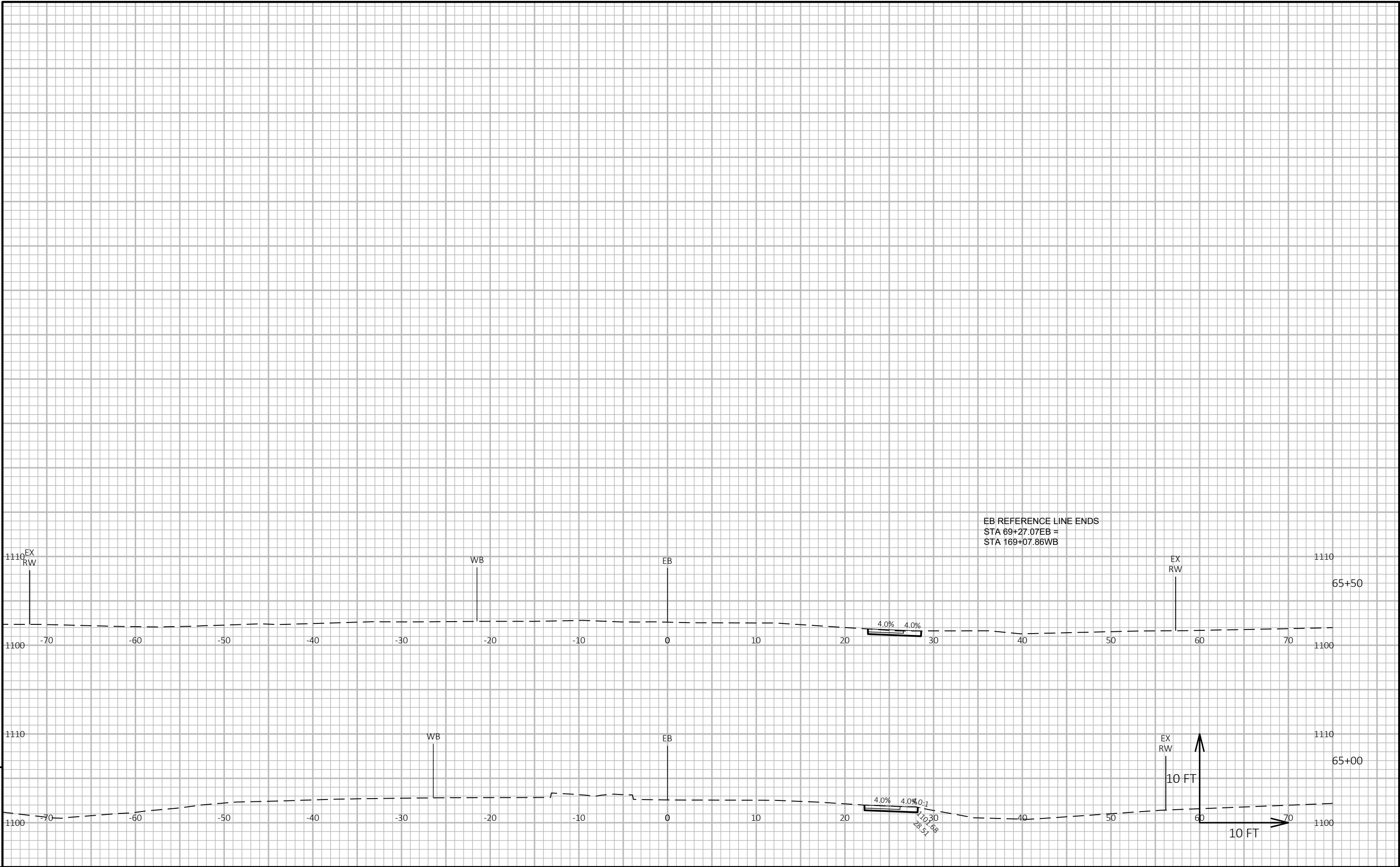
STH 66 (EB) EARTHWORK

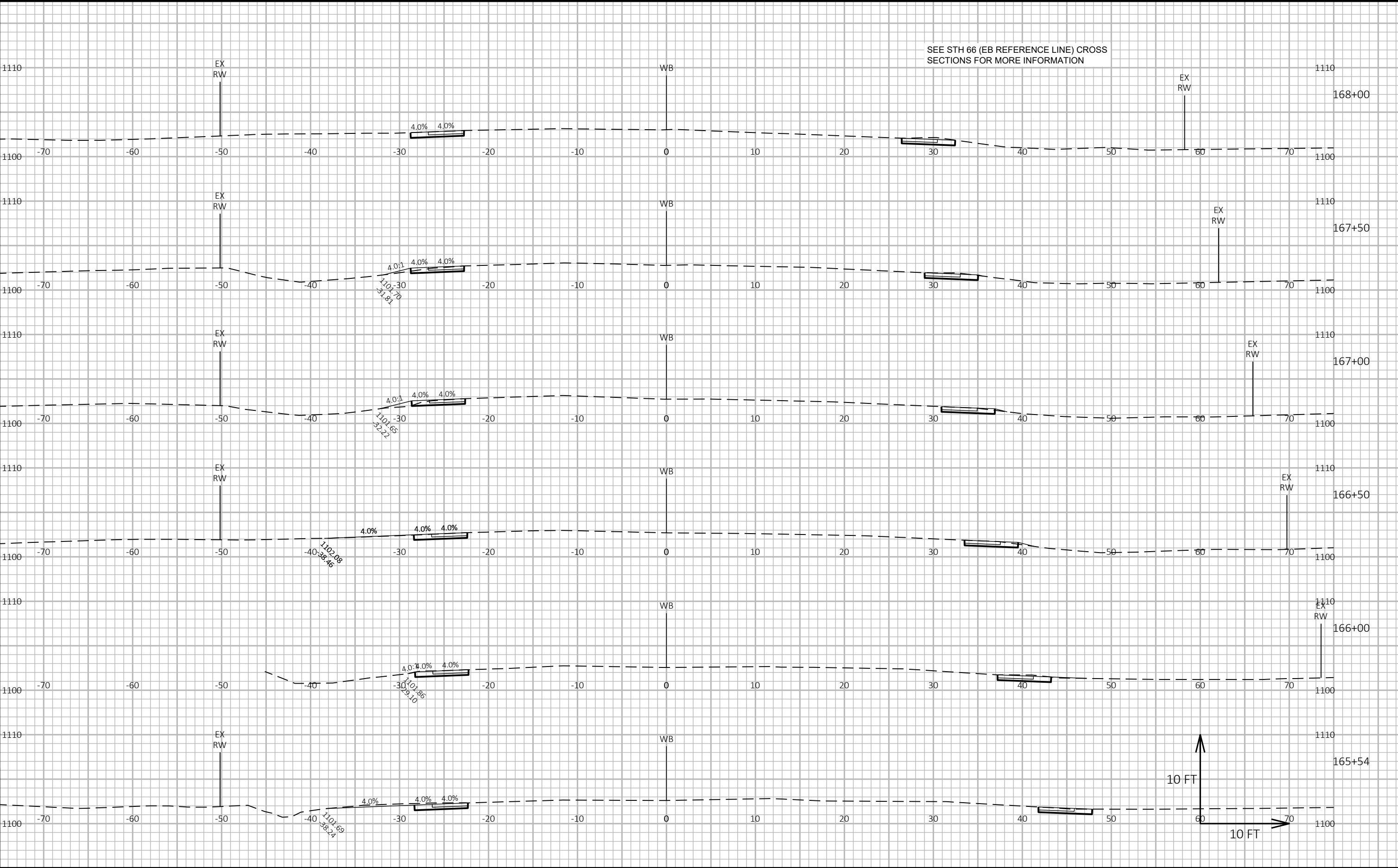
STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)	EXPANDED FILL	MASS ORDINATE
	CUT	FILL	CUT	FILL	CUT		
61+19EB	4.09	0.00	0	0.00	0	0	0
61+50EB	3.57	0.00	4	0.00	4	0	4
62+00EB	3.16	0.00	6	0.00	11	0	11
62+50EB	2.83	0.00	6	0.00	16	0	16
63+00EB	2.47	0.01	5	0.01	21	0	21
63+50EB	3.30	0.00	5	0.01	26	0	26
64+00EB	3.32	0.00	6	0.00	33	0	33
64+50EB	3.39	0.00	6	0.00	39	0	39
65+00EB	3.51	0.00	6	0.00	45	0	45
65+50EB	3.23	0.00	6	0.00	51	0	51
66+00EB	3.56	0.00	6	0.00	58	0	58
66+50EB	3.33	0.00	6	0.00	64	0	64
67+00EB	3.32	0.00	6	0.00	70	0	70
67+50EB	3.63	0.00	6	0.00	77	0	77
68+00EB	4.01	0.00	7	0.00	84	0	84
68+50EB	3.59	0.12	7	0.11	91	0	91
69+00EB	3.75	0.22	7	0.31	98	1	97

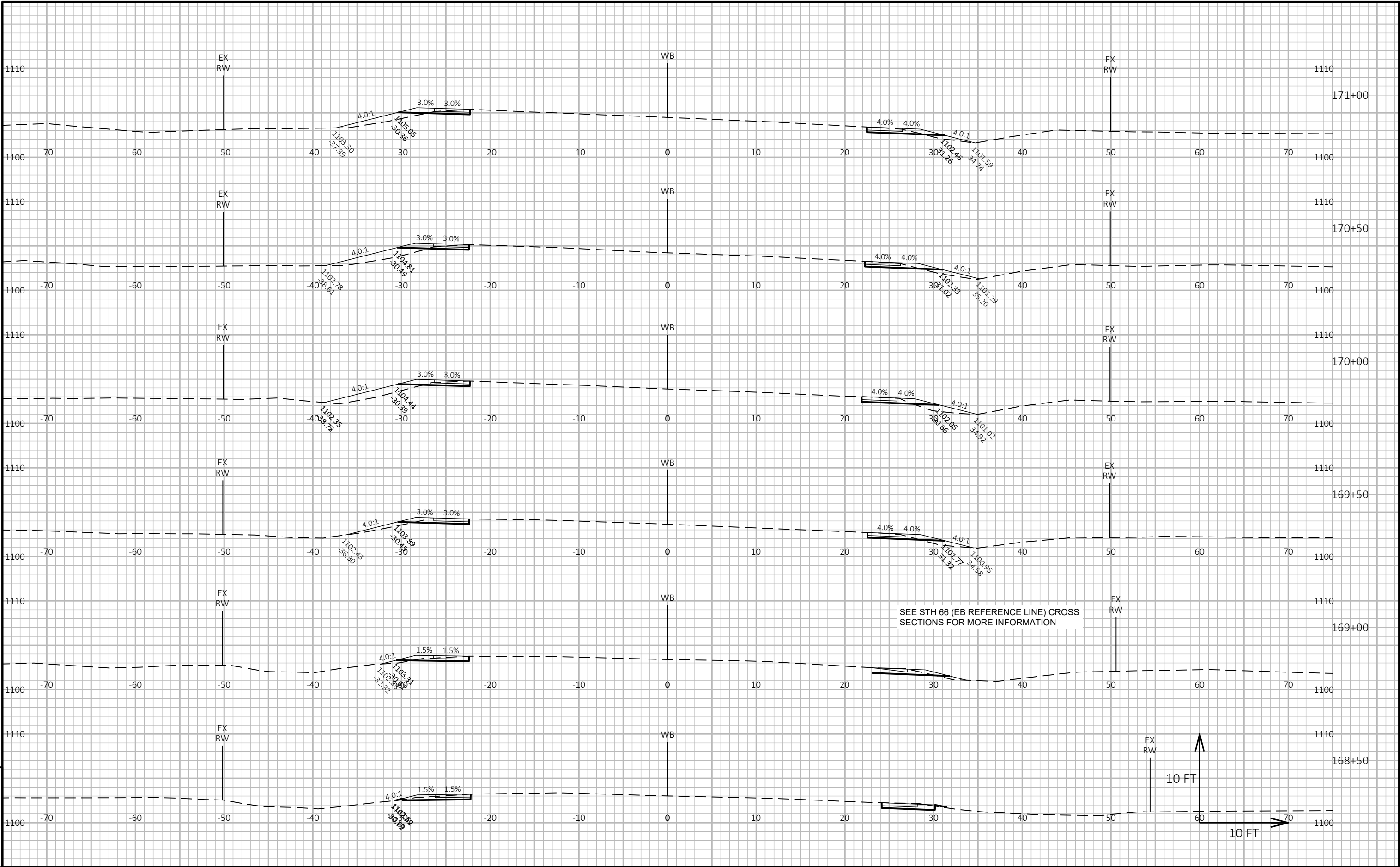
STH 66 (WB) EARTHWORK

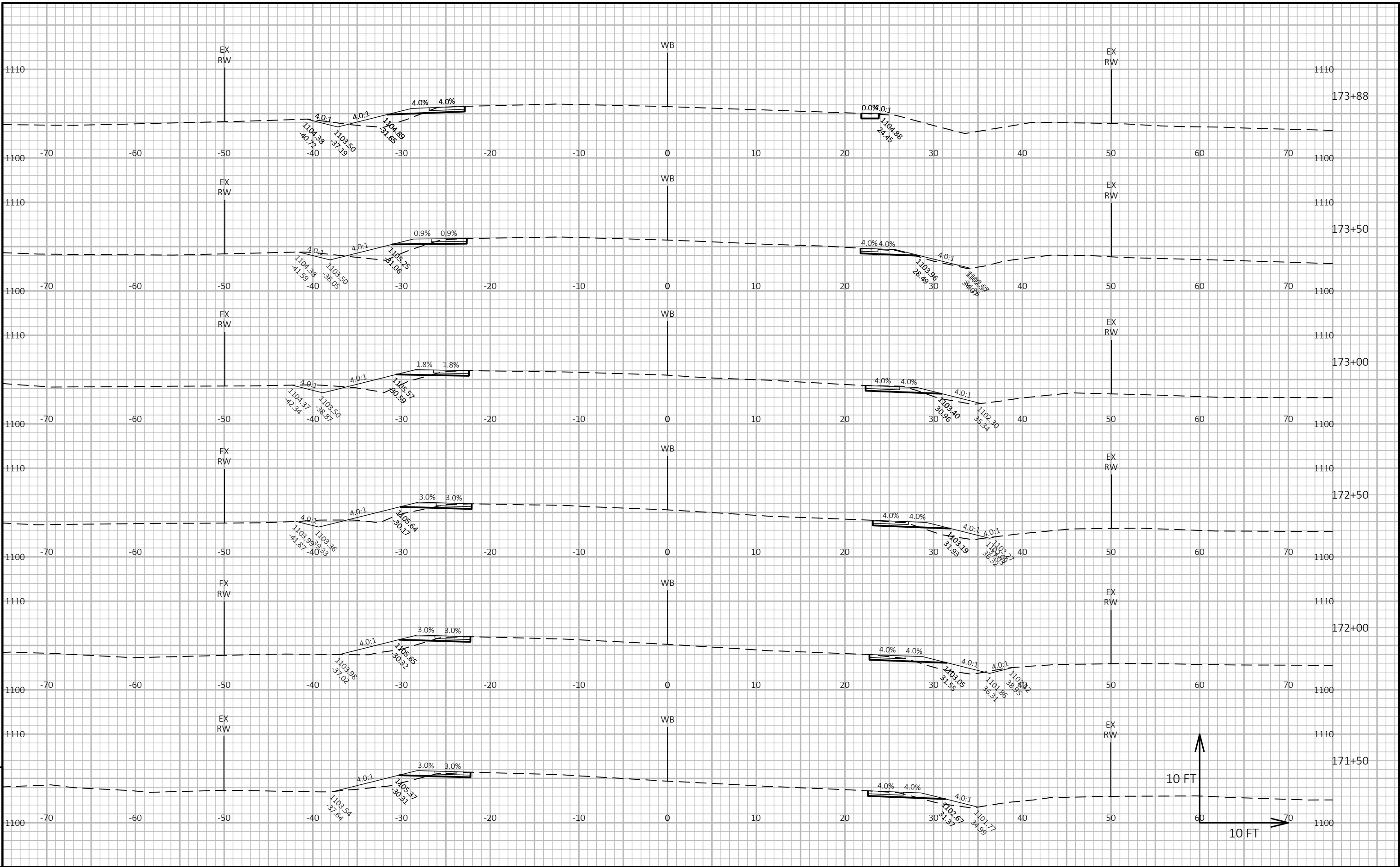
STATION	AREA (SF)		INCREMENTAL VOL (CY) (UNADJUSTED)		CUMULATIVE VOL (CY)	EXPANDED FILL	MASS ORDINATE
	CUT	FILL	CUT	FILL	CUT		
165+54WB	4.15	0.00	0	0	0	0	0
166+00WB	3.59	0.00	7	0	7	0	7
166+50WB	3.38	0.00	6	0	13	0	13
167+00WB	2.75	0.01	6	0	19	0	19
167+50WB	2.74	0.00	5	0	24	0	24
168+00WB	3.51	0.00	6	0	30	0	30
168+50WB	2.91	0.06	6	0	36	0	35
169+00WB	2.22	0.32	5	0	40	1	40
169+08WB	5.42	0.81	1	0	41	1	41
169+50WB	5.39	1.26	8	2	50	3	47
170+00WB	4.79	2.52	9	4	59	7	52
170+50WB	4.31	2.56	8	5	68	13	55
171+00WB	4.47	1.82	8	4	76	18	58
171+50WB	4.20	2.55	8	4	84	23	61
172+00WB	3.79	3.82	7	6	91	31	61
172+50WB	4.00	3.20	7	7	98	39	60
173+00WB	5.19	3.08	9	6	107	46	61
173+50WB	4.49	2.84	9	5	116	53	63
173+88WB	3.33	2.74	6	4	121	58	64
174+00WB	2.18	2.88	1	1	123	59	63
174+50WB	1.67	2.91	4	5	126	66	60
175+00WB	1.97	3.25	3	6	130	73	57
175+50WB	1.52	3.34	3	6	133	81	52
176+00WB	1.34	2.52	3	5	136	88	48
176+50WB	2.01	1.49	3	4	139	92	46
177+00WB	2.20	0.00	4	1	143	94	49

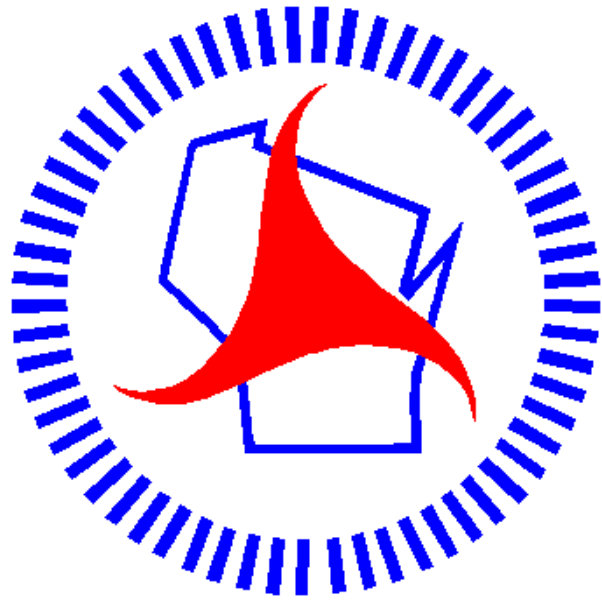












Wisconsin Department of Transportation

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