

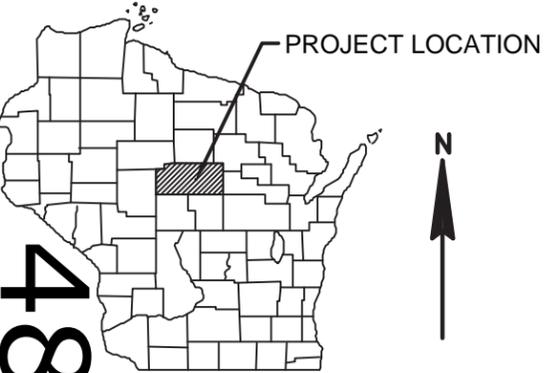
PROJECT ID: 6999-18-78
WITH: N/A

COUNTY: MARATHON

ORDER OF SHEETS

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

TOTAL SHEETS = 50



A.A.D.T. (2019)	=	1,600
A.A.D.T. (2043)	=	2,050
D.H.V. (2043)	=	UNKNOWN
D.D. (%)	=	50/50
T.	=	3%
DESIGN SPEED	=	25 MPH
ESALS	=	88,000

CONVENTIONAL SIGNS

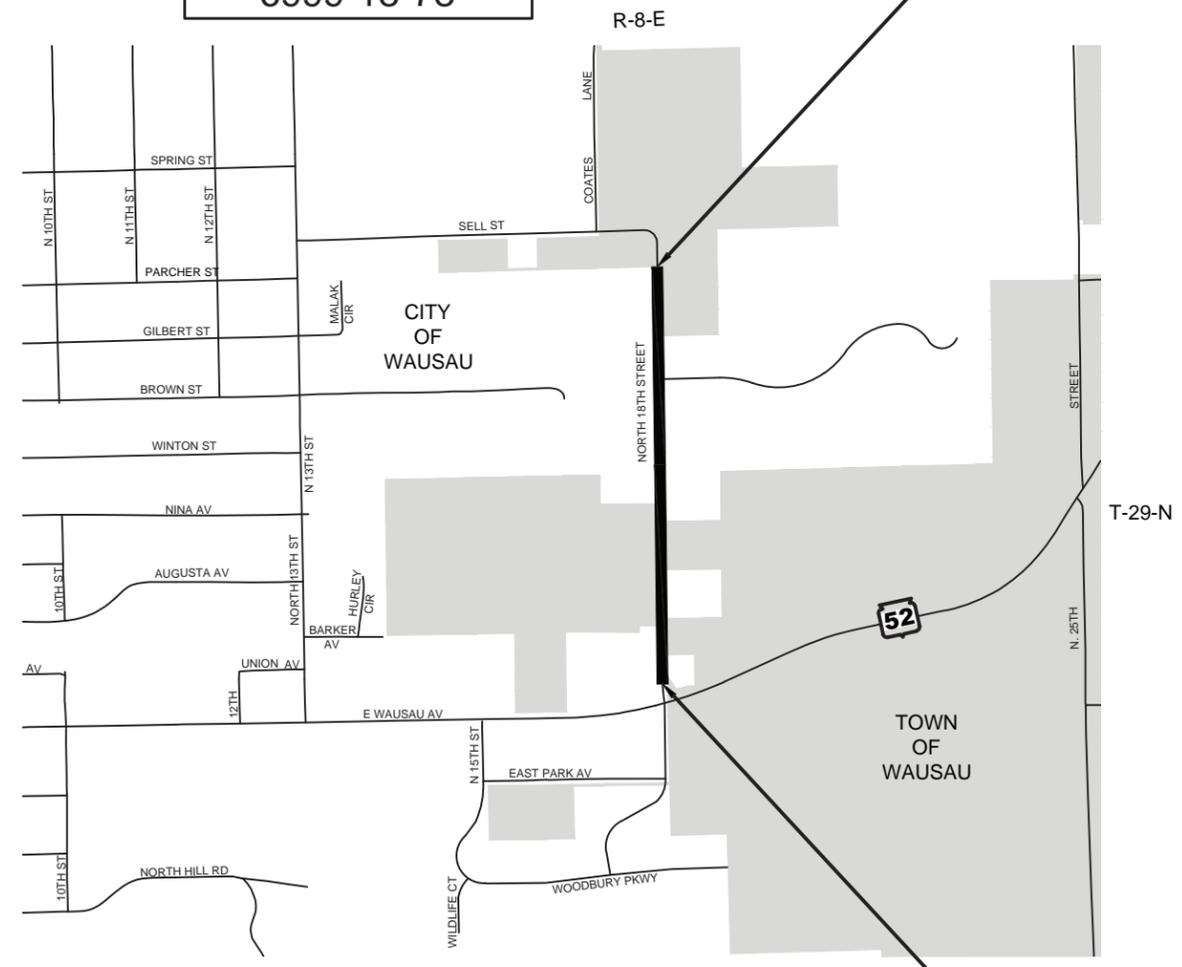
COMBUSTIBLE FLUIDS WARNING		UNDERGROUND UTILITIES	
PROPERTY LINE (P.L.)		CABLE TV	TV
HIGHWAY RIGHT-OF-WAY (R/W)		SANITARY SEWER	SA
SLOPE INTERCEPT		STORM SEWER	SS
INLET		WATER	W
EXISTING HYDRANT		GAS	G
WATER VALVE W/BOX		ELECTRIC	E
WATER CURB STOP		TELEPHONE	T
EXISTING GAS VALVE OR TEST STATION		FIBER OPTIC CABLE	FO
EXISTING SIGN		OVERHEAD UTILITY	OH
EXISTING POWER POLE W/LIGHT MAST		SERVICE PEDESTAL	
EXISTING LIGHT POLE		GUY WIRE	
EXISTING MAILBOX		POWER POLE	
SAWCUT REQUIRED			
EXISTING IRON PIPE			
EXISTING TREE OR SHRUB			
EXISTING MANHOLES			

PROPOSED TEXT .20
EXISTING TEXT .04

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
C WAUSAU, NORTH 18TH STREET
STH 52 TO SELL STREET
LOCAL STREET
MARATHON COUNTY

STATE PROJECT NUMBER
6999-18-78

END PROJECT
STA. 33+83.37



LAYOUT
SCALE IN FEET
0 500 1000

BEGIN PROJECT
STA. 10+83.20
Y=207,483.04
X= 288,266.64

TOTAL NET LENGTH OF CENTERLINE = 0.436 MI.

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, MARATHON 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.

ALL ELEVATIONS ON THIS PROJECT ARE REFERENCED TO THE NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD88), 2012 ADJUSTMENT

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6999-18-78	WISC 2023051	1

ACCEPTED FOR
CITY OF WAUSAU, WISCONSIN
DATE: 7-21-22 *Katherine Roenker*
(Signature of Official)
Mayor
(Title of Official)

ORIGINAL PLANS PREPARED BY:
CITY OF WAUSAU, WISCONSIN
ENGINEERING DEPARTMENT

DATE: 7/19/22 *Allen M. Wesolowski*
(Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY
Surveyor _____ CITY OF WAUSAU
Designer _____ CITY OF WAUSAU
Project Manager _____ MIKE GRAGE
Regional Examiner _____ MIKE GRAGE
Regional Supervisor _____ DAN ERVA

APPROVED FOR THE DEPARTMENT
DATE: 7/21/2022 *Will [Signature]*
(Signature)

E

UTILITIES

COMMUNICATIONS

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

NET-LEC, LLC
 RICK VINCENT
 470 SECURITY BOULEVARD
 GREEN BAY, WI 54313
 PHONE: (920) 617-7316
 EMAIL: RICK.VINCENT@NSIGHT.COM

SPECTRUM
 SCOTT GHODES
 853 MCINTOSH STREET
 WAUSAU, WI 54403
 OFFICE PHONE: (715) 803-2989
 MOBILE PHONE: (715) 519-0065
 EMAIL: SCOTT.GHODES@CHARTER.COM

WATER

WAUSAU WATER WORKS
 SHANNON LANE
 1701 N. RIVER DRIVE
 WAUSAU, WI 54403
 OFFICE PHONE: (715) 271-7265
 MOBILE PHONE: (715) 571-9774
 EMAIL: SHANNON.LANE@CI.WAUSAU.WI.US

SANITARY SEWER

WAUSAU WATER WORKS
 RYAN DWELLY
 415 ADRIAN STREET
 WAUSAU, WI 54401
 OFFICE PHONE: (715) 261-6948
 MOBILE PHONE: (715) 574-3179
 EMAIL: RYAN.DWELLY@CI.WAUSAU.WI.US

ELECTRIC

WISCONSIN PUBLIC SERVICE CORPORATION
 JESSE PATTEN
 P.O. BOX 1166
 WAUSAU, WI 54448
 OFFICE PHONE: (715) 848-7405
 MOBILE PHONE: (715) 573-0349
 EMAIL: JESSE.PATTEN@WISCONSINPUBLICSERVICE.COM
 EMERGENICES (24HRS): 1-800-450-7280

GAS

WISCONSIN PUBLIC SERVICE CORPORATION
 SHANE SARKKINEN
 1700 SHERMAN STREET
 WAUSAU, WI 54402
 OFFICE PHONE: (715) 848-7387
 MOBILE PHONE: (715) 966-1040
 EMAIL: SHANE.SARKKINEN@WISCONSINPUBLICSERVICE.COM
 EMERGENICES (24HRS): 1-800-450-7280

OTHER CONTACTS

CITY OF WAUSAU CONTACTS:

CITY OF WAUSAU - ENGINEERING DEPARTMENT
 CITY HALL
 407 GRANT STREET
 WAUSAU, WISCONSIN 54403-4783
 OFFICE 715-261-6740 FAX 715-261-6759 AFTER HOURS 715-849-7798
 EMAIL: ENGINEERING@CI.WAUSAU.WI.US

ERIC LINDMAN - DIRECTOR OF PUBLIC WORKS & UTILITIES
 EMAIL: ERIC.LINDMAN@CI.WAUSAU.WI.US
 OFFICE 715-261-6745

ALLEN WESOLOWSKI - CITY ENGINEER
 EMAIL: ALLEN.WESOLOWSKI@CI.WAUSAU.WI.US
 OFFICE 715-261-6762

TJ NIKSICH - PROJECT ENGINEER
 EMAIL: THOMAS.NIKSICH@CI.WAUSAU.WI.US
 OFFICE 715-261-6748

DAVID HUENPFNER - CITY SURVEYOR
 EMAIL: DAVID.HUENPFNER@CI.WAUSAU.WI.US
 OFFICE 715-261-6754

DESIGN CONSULTANT

EMCS, INC.
 500 NORTH 17TH AVENUE
 WAUSAU, WI 54401
 OFFICE: 715-845-1081

UTILITIES WITHIN PROJECT LIMITS

NOTE:
 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.



DNR LIAISON

CASEY JONES
 DNR WISCONSIN RAPIDS SERVICE CENTER
 473 GRIFFITH DRIVE
 WISCONSIN RAPIDS, WI 54494
 (715) 213-6571
 CASEY.JONES@WISCONSIN.GOV

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.

THE CONTRACTOR WILL BE RESPONSIBLE FOR SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY THEIR OPERATIONS OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.

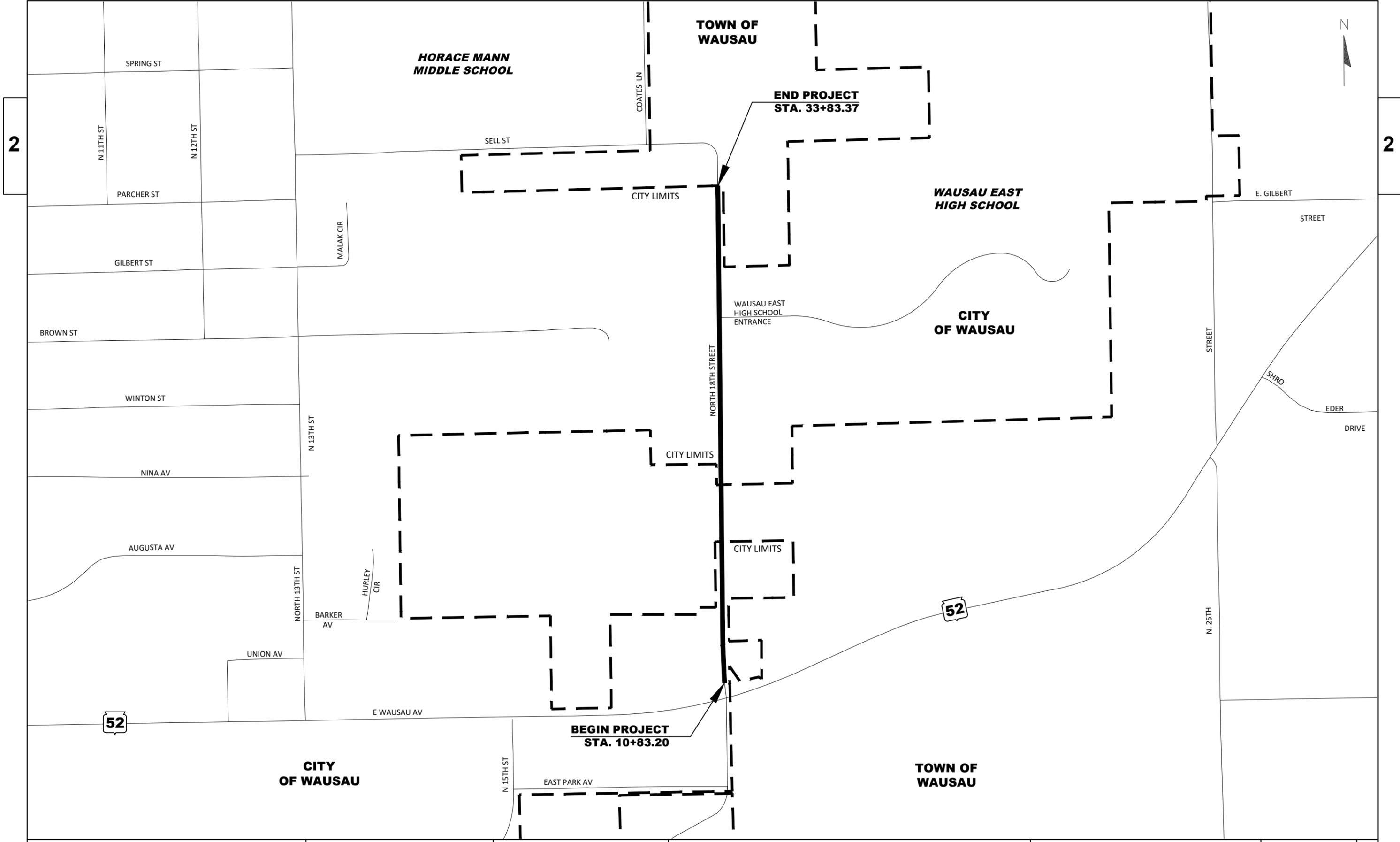
ORDER OF SECTION 2 SHEETS

- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PAVEMENT MARKING
- TRAFFIC CONTROL

RUNOFF COEFFICIENT TABLE

LAND USE	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
	0-2	2-6	6 & OVER									
ROW CROPS	0.08	0.16	0.22	0.12	0.20	0.27	0.15	0.24	0.33	0.19	0.28	0.38
	0.22	0.30	0.38	0.26	0.34	0.44	0.30	0.37	0.50	0.34	0.41	0.56
MEDIAN STRIP-TURF	0.19	0.20	0.24	0.19	0.22	0.26	0.20	0.23	0.30	0.20	0.25	0.30
	0.24	0.26	0.30	0.25	0.28	0.33	0.26	0.30	0.37	0.27	0.32	0.40
SIDE SLOPE-TURF			0.25			0.27			0.28			0.30
			0.32			0.34			0.36			0.38
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 = 1.8 ACRES
 TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.0 ACRES (GRADING AREA)



2

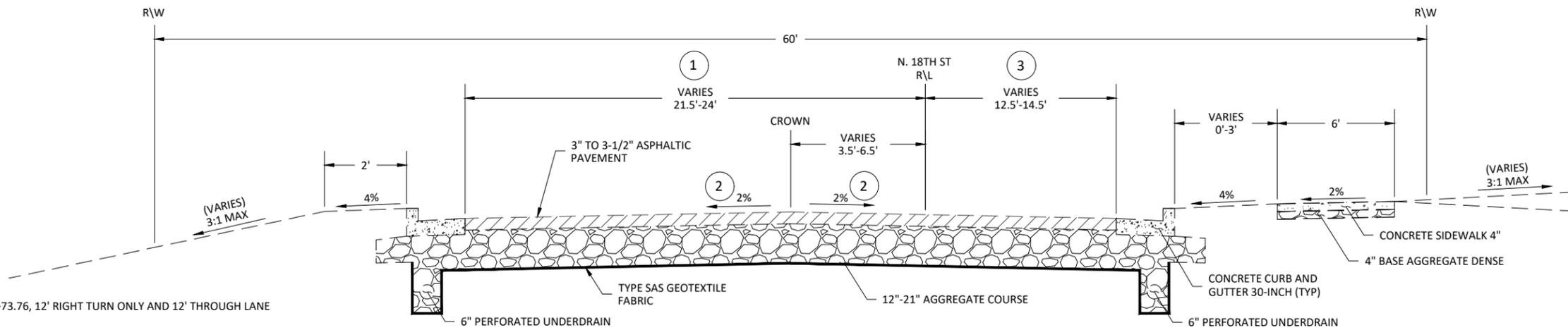
2

PROJECT NO: 6999-18-78	HWY: NORTH 18TH STREET	COUNTY: MARATHON	PROJECT OVERVIEW	SHEET	E
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O:\Engineering\DWG\PROJ\1144\DWG\1144_18thStreet_GeneralNotes.dwg, 6/27/2022 8:18:45 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel

NOTES

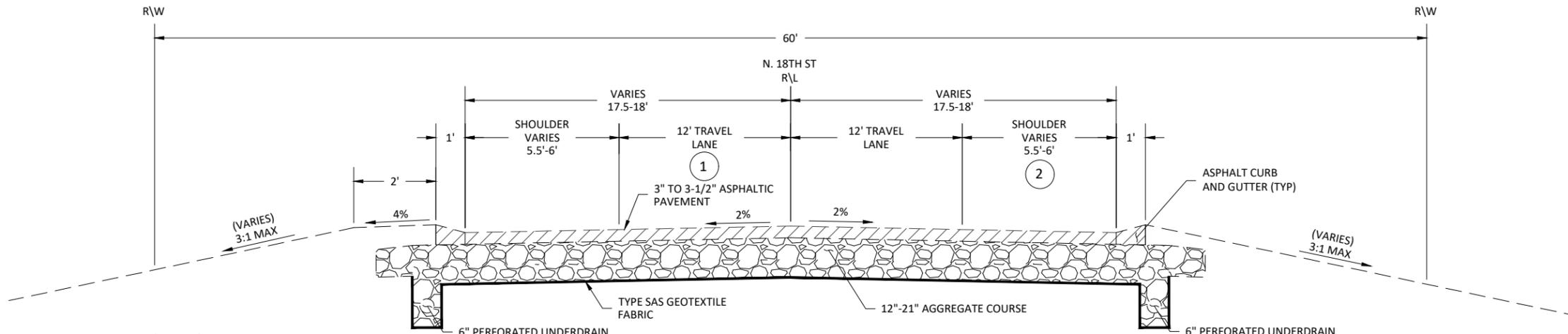
- ① STA. 10+83.20 TO STA. 12+73.76, 12' RIGHT TURN ONLY AND 12' THROUGH LANE
- ② STA. 10+83.20 TO STA. 11+50, CROSS SLOPE VARIES DUE TO SUPERELEVATION
- ③ STA. 10+83.20 TO STA. 11+58.91, LANE WIDENS TO 26' TO MATCH STH '52'



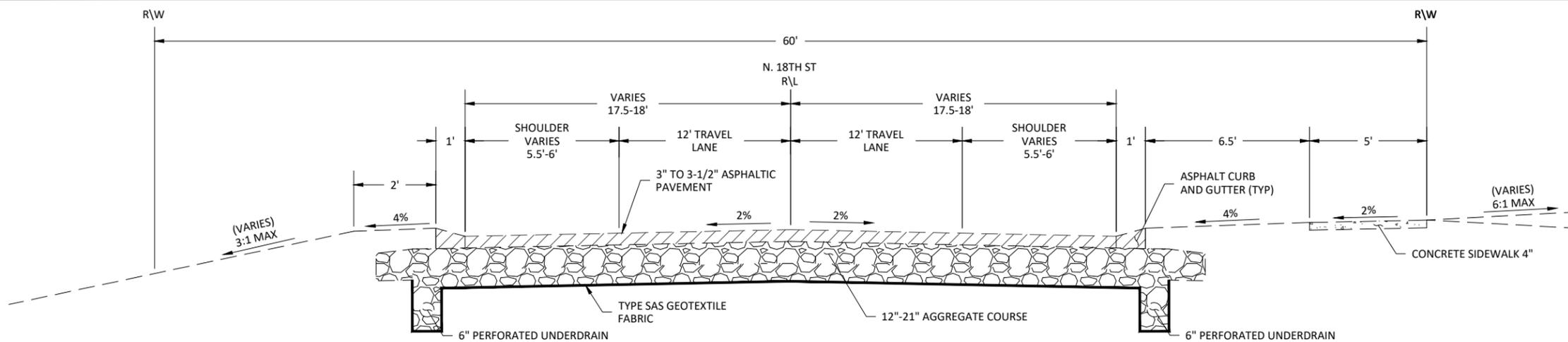
EXISTING TYPICAL SECTION - N. 18TH STREET
 STA. 10+83.20 - STA. 13+80.29

NOTES

- ① STA. 13+80.29 TO STA. 15+72.88, TRAVEL LANE VARIES 12' TO 16.5'
- ② STA. 13+80.31 TO STA. 15+72.88, SHOULDER VARIES 1.5' TO 5.5'
 STA. 25+19.97 TO STA. 28+42.77, SHOULDER VARIES 5.5' TO 12.5' FOR TURN LANE



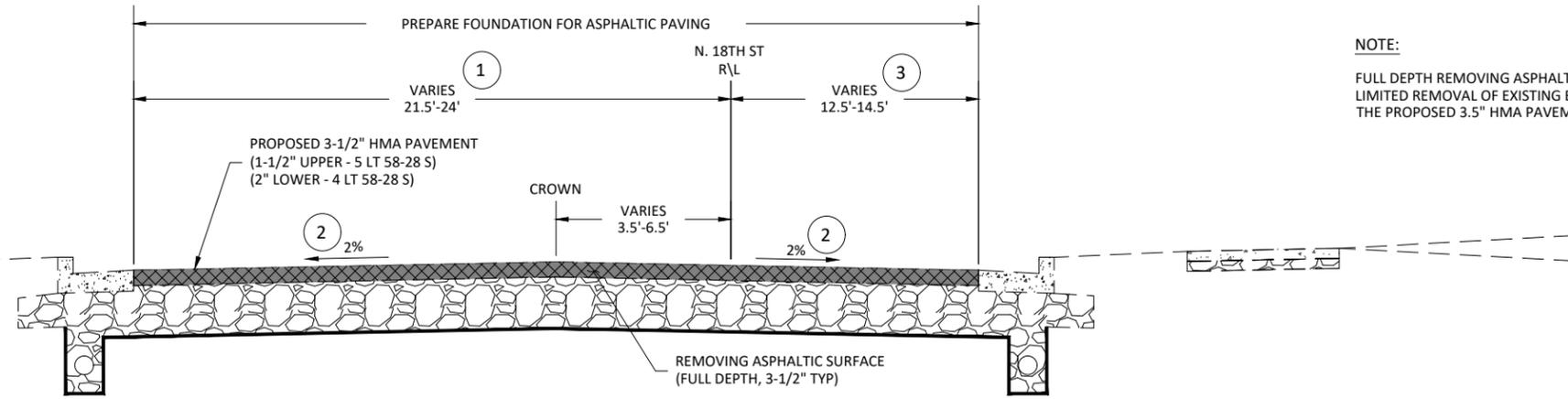
EXISTING TYPICAL SECTION - N. 18TH STREET
 STA. 13+80.29 - STA. 28+18.70



EXISTING TYPICAL SECTION - N. 18TH STREET
 STA. 28+18.70 - STA. 33+83.37

NOTES

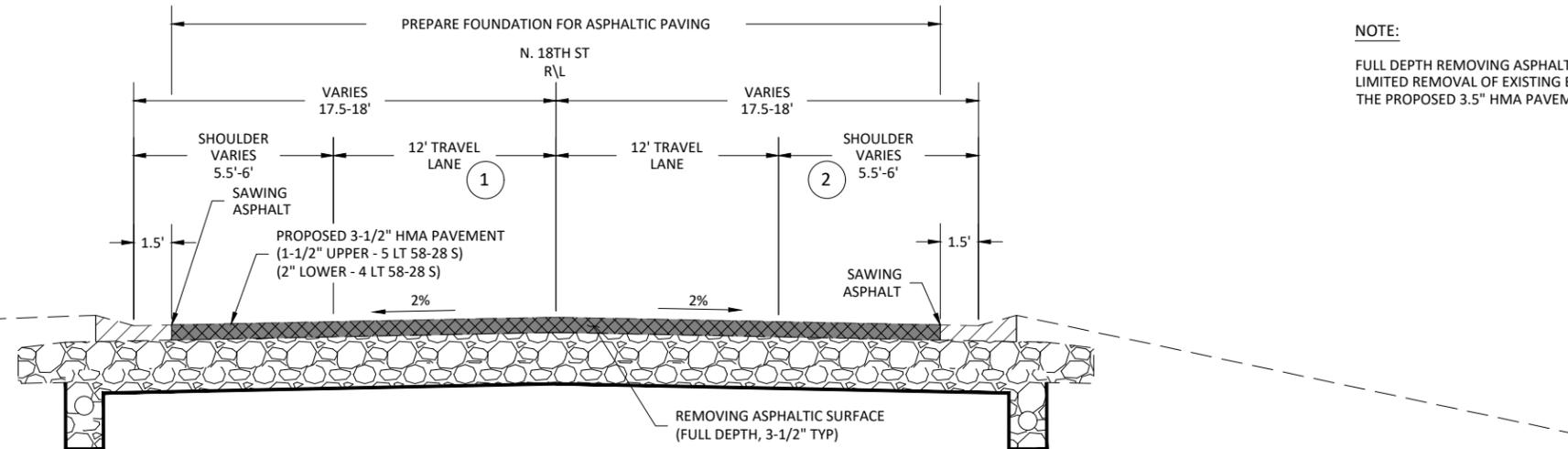
- ① STA. 10+83.20 TO STA. 12+73.76, 12' RIGHT TURN ONLY AND 12' THROUGH LANE
- ② STA. 10+83.20 TO STA. 11+50, CROSS SLOPE VARIES DUE TO SUPERELEVATION
- ③ STA. 10+83.20 TO STA. 11+58.91, LANE WIDENS TO 26' TO MATCH STH '52'



PROPOSED TYPICAL SECTION - N. 18TH STREET
 STA. 10+83.20 - STA. 13+80.29

NOTES

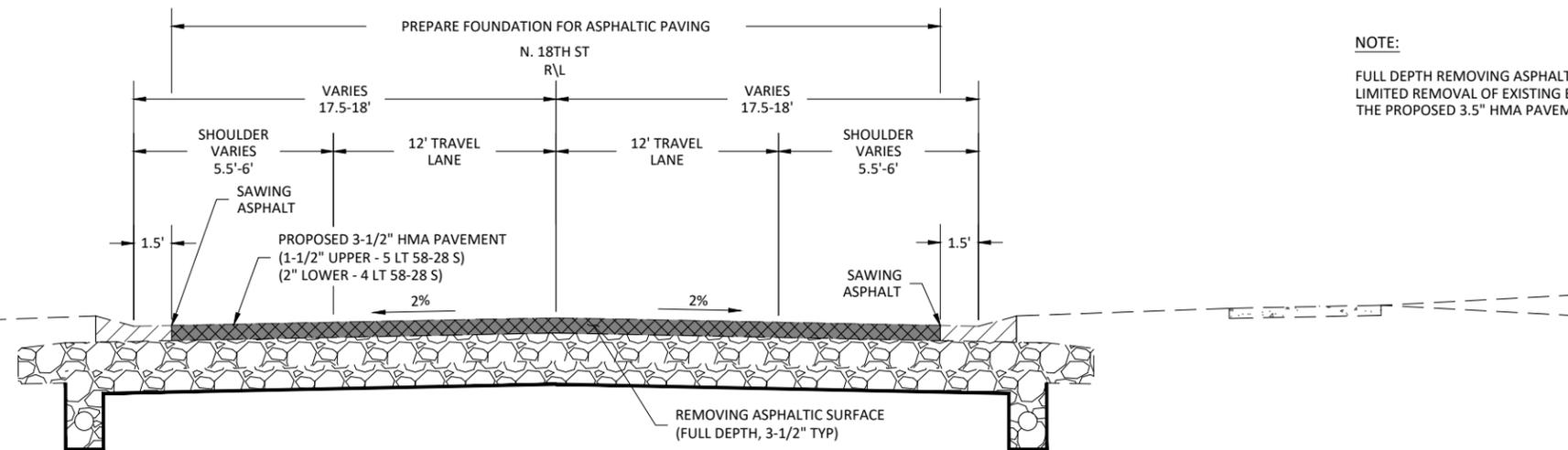
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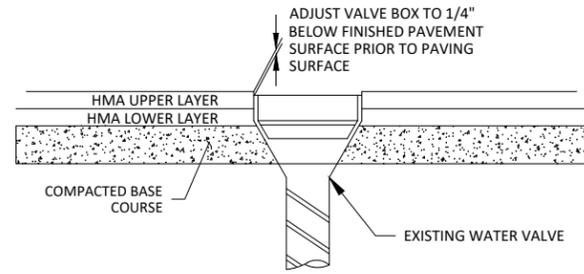
PROPOSED TYPICAL SECTION - N. 18TH STREET
 STA. 13+80.29 - STA. 28+18.70

NOTE:

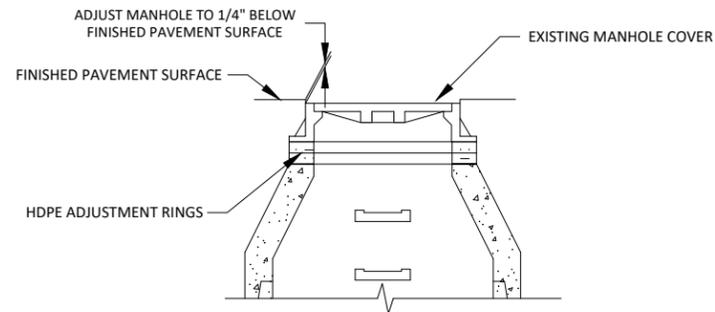
FULL DEPTH REMOVING ASPHALTIC SURFACE MAY INCLUDE SOME LIMITED REMOVAL OF EXISTING BASE AGGREGATE TO ACCOMMODATE THE PROPOSED 3.5" HMA PAVEMENT. NO PROFILE RAISE PROPOSED.



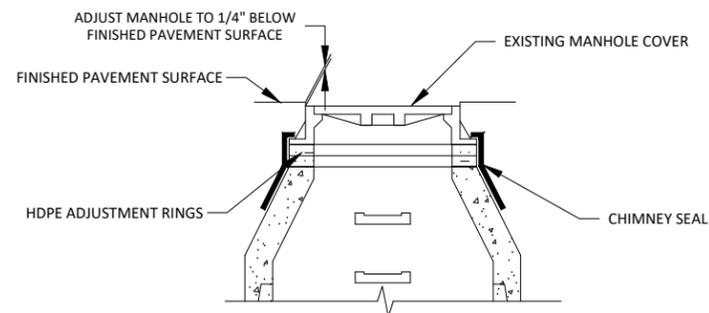
PROPOSED TYPICAL SECTION - N. 18TH STREET
 STA. 28+18.70 - STA. 33+83.37



ADJUSTING WATER VALVE BOXES



**ADJUSTING MANHOLE COVERS
(STORM SEWER MANHOLES)**



ADJUSTING SANITARY MANHOLE COVERS

NOTES:
ADJUST MANHOLE COVERS IN ACCORDANCE WITH SPECIAL PROVISIONS. USE OF TEMPORARY COVER PLATES IS PROPOSED DURING PAVING.

TRAFFIC CONTROL GENERAL NOTES

1. ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
2. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
3. ALL TYPE III BARRICADES SHALL BE EQUIPPED WITH TYPE "A" (LOW INTENSITY FLASHING LIGHTS) PER SDD'S.
4. PLACE LOW SHOULDER AND UNEVEN LANE SIGNS DURING THE PAVEMENT REMOVAL AND PAVING OPERATION. SEE SDD "TRAFFIC CONTROL FOR DROP-OFF SIGNING" FOR ADDITIONAL INFORMATION.
5. DELINEATE PRIVATE ACCESS WITH TRAFFIC CONTROL DRUMS, WHERE REQUIRED.

2

2

TRAFFIC CONTROL SIGNS PCMS MESSAGES

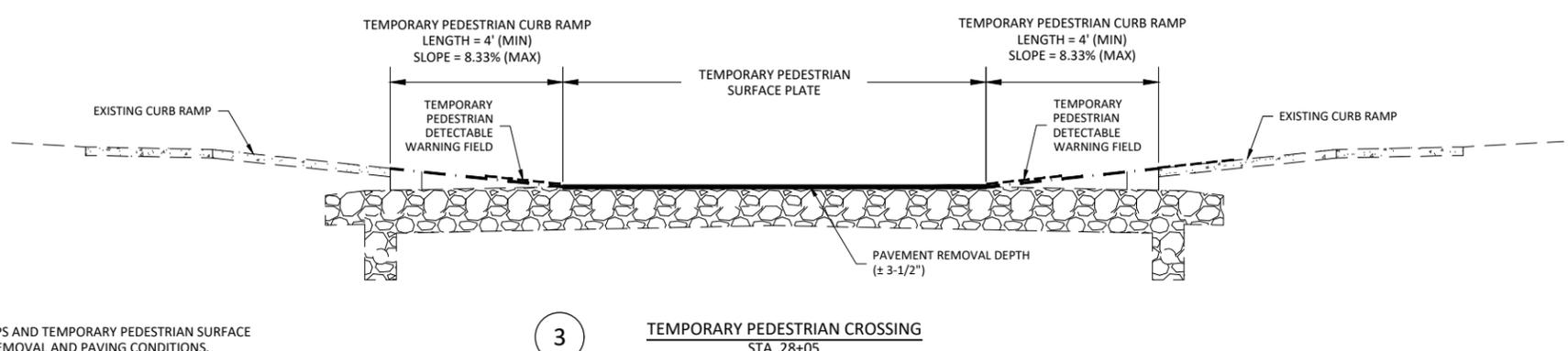
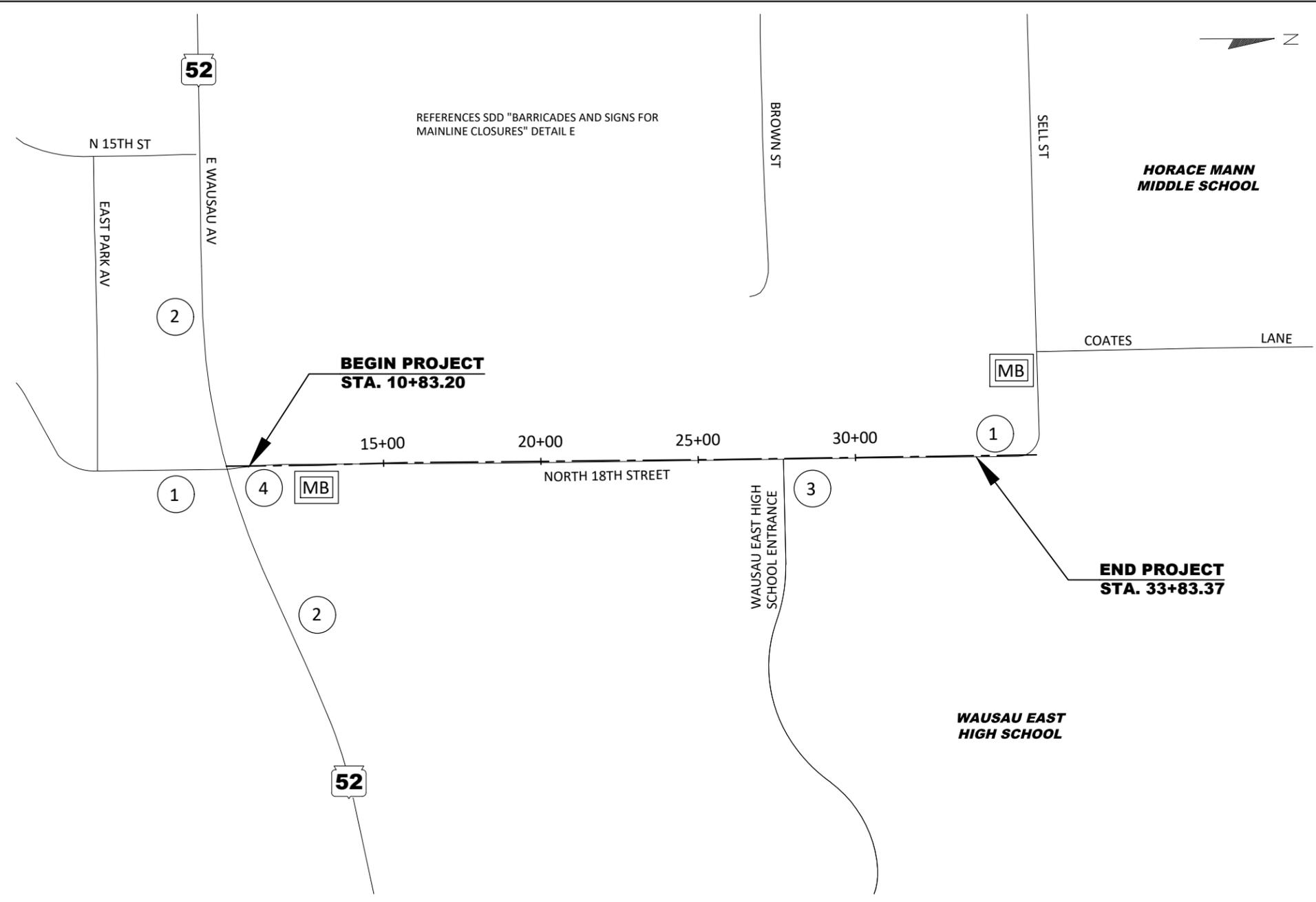
PCMS SIGN LOCATION	PRIOR TO CONSTRUCTION	
	PHASE 1	PHASE 2
N 18TH ST NB 0.1 MILES NORTH OF BEGIN PROJECT LIMITS	N 18TH ST WORK STARTS	STARTING DATE
N 18TH ST SB 0.1 MILES NORTH OF END PROJECT LIMITS ON SELL ST	N 18TH ST WORK STARTS	STARTING DATE

PCMS GENERAL NOTES

- ADJUST TRAFFIC CONTROL PCMS MESSAGES AS NEEDED BASED ON CONSTRUCTION SCHEDULE
- CONSIDER GEOMETRICS WHEN LOCATING MESSAGE BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE BOARD FOR A MINIMUM OF 1,000 FEET IN FRONT OF THE MESSAGE BOARD. PLACE MESSAGE BOARDS AS FAR AWAY AS POSSIBLE WITHOUT HAMPERING VISIBILITY.
- PLACE TRAFFIC CONTROL SIGNS AND PCMS AND DISPLAY THE MESSAGE 7 DAYS PRIOR TO THE EXPECTED START OF THE PROPOSED WORK. ADJUST THE MESSAGE DATE ACCORDINGLY.

LEGEND

- 1 PLACE TRAFFIC CONTROL PER SDD "BARRICADES AND SIGNS FOR MAINLINE CLOSURES (DETAIL C AND DETAIL E)"
 - 2 PLACE TRAFFIC CONTROL PER SDD "BARRICADES AND SIGNS FOR SIDEROAD CLOSURES (DETAIL E)" FOR ADVANCED SIGNING ON STH 52. SUPPLEMENT THE W20-1A WITH A FMS FOR NORTH 18TH STREET ON STH 52. CLOSE THE EB LT AND WB RT TURN LANES AT STH 52/NORTH 18TH STREET WITH DRUMS (25' SPACING) AND TYPE III BARRICADES WITH TYPE A LIGHTS.
 - 3 MAINTAIN PEDESTRIAN CROSSING AT WAUSAU EAST HIGH SCHOOL ENTRANCE PER SDD "TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION" AND THE DETAIL SHOWN. (SEE MISCELLANEOUS QUANTITIES FOR ITEMS)
 - 4 CLOSE SHORT DISCONTINUOUS SIDEWALK SECTION AT STH 52 (SEE MISCELLANEOUS QUANTITIES FOR ITEMS); DO NOT INTERRUPT PEDESTRIAN TRAFFIC ALONG STH 52
- MB** TRAFFIC CONTROL SIGNS PCMS



NOTE:

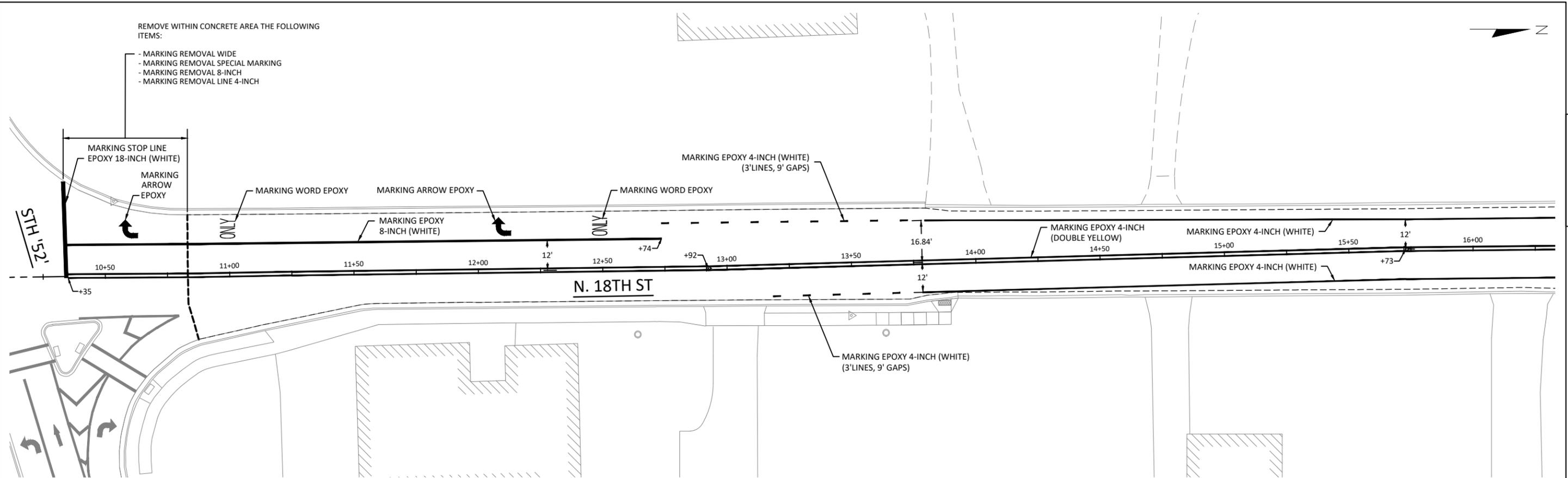
ADJUST TEMPORARY RAMPS AND TEMPORARY PEDESTRIAN SURFACE TO ADDRESS PAVEMENT REMOVAL AND PAVING CONDITIONS.

REMOVE WITHIN CONCRETE AREA THE FOLLOWING ITEMS:

- MARKING REMOVAL WIDE
- MARKING REMOVAL SPECIAL MARKING
- MARKING REMOVAL 8-INCH
- MARKING REMOVAL LINE 4-INCH

2

2

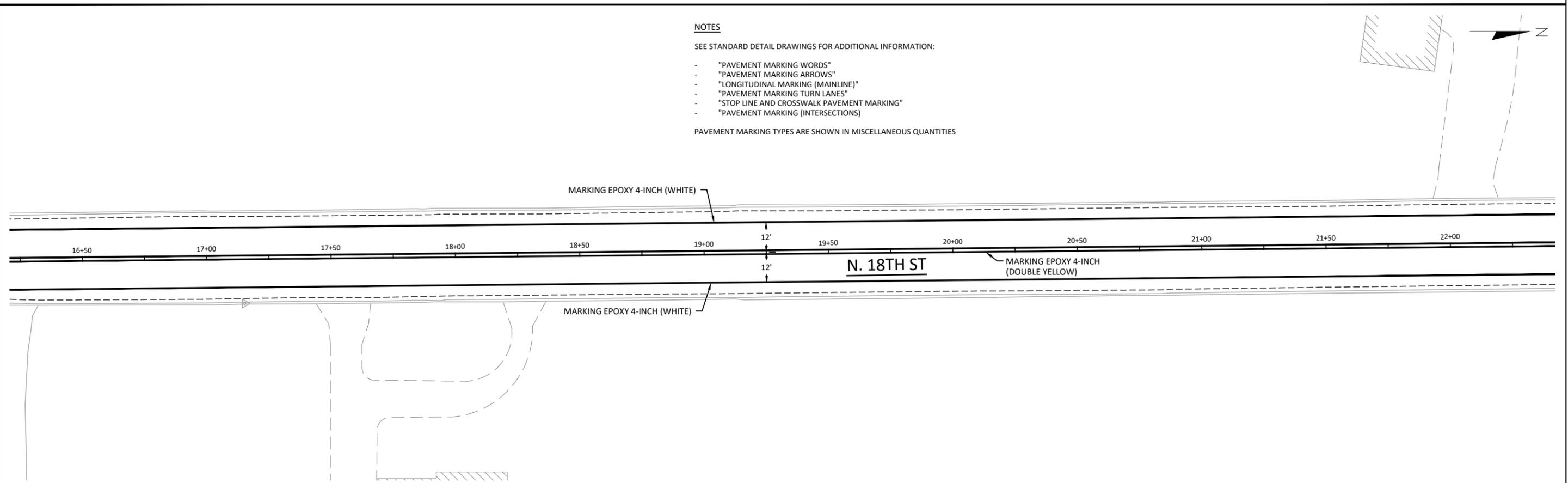


NOTES

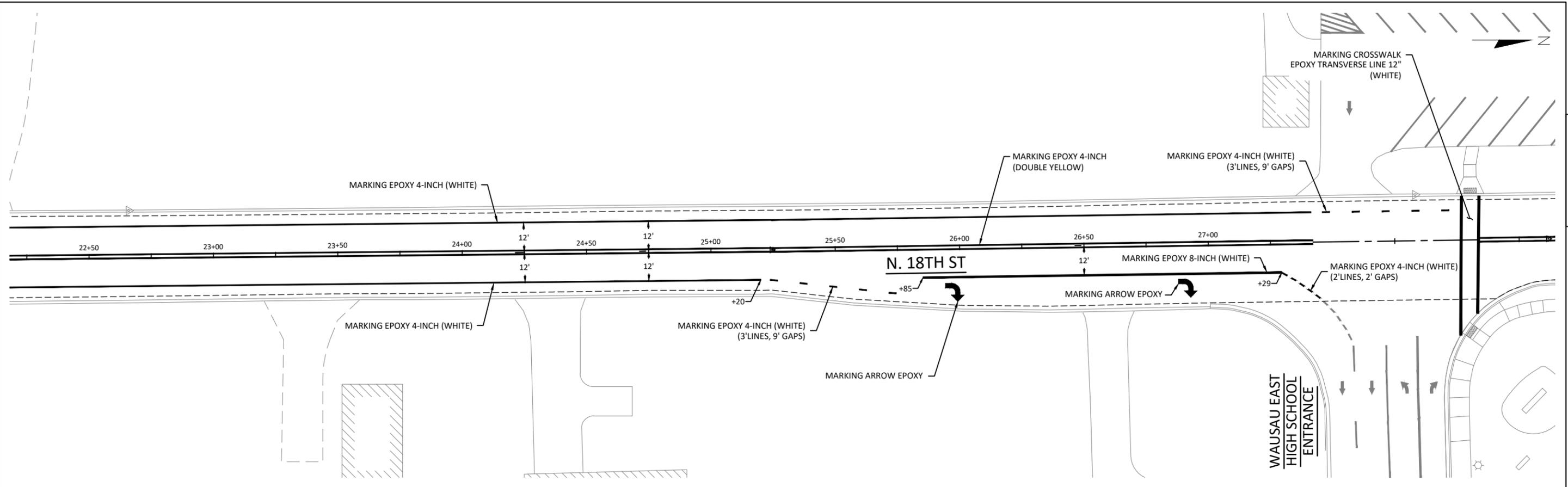
SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION:

- "PAVEMENT MARKING WORDS"
- "PAVEMENT MARKING ARROWS"
- "LONGITUDINAL MARKING (MAINLINE)"
- "PAVEMENT MARKING TURN LANES"
- "STOP LINE AND CROSSWALK PAVEMENT MARKING"
- "PAVEMENT MARKING (INTERSECTIONS)"

PAVEMENT MARKING TYPES ARE SHOWN IN MISCELLANEOUS QUANTITIES



PROJECT NO: 6999-18-78	HWY: NORTH 18TH STREET	COUNTY: MARATHON	PAVEMENT MARKING	SHEET	E
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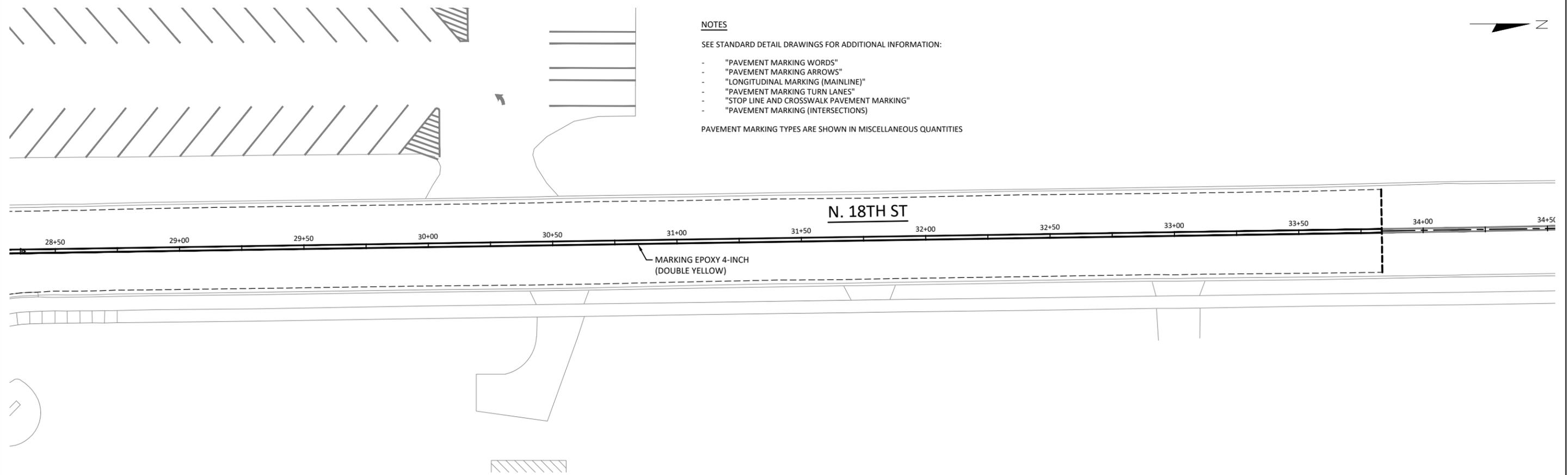


NOTES

SEE STANDARD DETAIL DRAWINGS FOR ADDITIONAL INFORMATION:

- "PAVEMENT MARKING WORDS"
- "PAVEMENT MARKING ARROWS"
- "LONGITUDINAL MARKING (MAINLINE)"
- "PAVEMENT MARKING TURN LANES"
- "STOP LINE AND CROSSWALK PAVEMENT MARKING"
- "PAVEMENT MARKING (INTERSECTIONS)"

PAVEMENT MARKING TYPES ARE SHOWN IN MISCELLANEOUS QUANTITIES



Estimate Of Quantities

6999-18-78

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	8,766.000	8,766.000
0004	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 6999-18-78	EACH	1.000	1.000
0006	213.0100	Finishing Roadway (project) 01. 6999-18-78	EACH	1.000	1.000
0008	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	25.000	25.000
0010	455.0605	Tack Coat	GAL	435.000	435.000
0012	460.2000	Incentive Density HMA Pavement	DOL	1,090.000	1,090.000
0014	460.5224	HMA Pavement 4 LT 58-28 S	TON	975.000	975.000
0016	460.5225	HMA Pavement 5 LT 58-28 S	TON	730.000	730.000
0018	465.0110	Asphaltic Surface Patching	TON	7.000	7.000
0020	611.8110	Adjusting Manhole Covers	EACH	8.000	8.000
0022	611.8120.S	Cover Plates Temporary	EACH	14.000	14.000
0024	618.0100	Maintenance And Repair of Haul Roads (project) 01. 6999-18-78	EACH	1.000	1.000
0026	619.1000	Mobilization	EACH	1.000	1.000
0028	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0030	628.1910	Mobilizations Emergency Erosion Control	EACH	1.000	1.000
0032	628.7015	Inlet Protection Type C	EACH	20.000	20.000
0034	642.5001	Field Office Type B	EACH	1.000	1.000
0036	643.0300	Traffic Control Drums	DAY	1,156.000	1,156.000
0038	643.0420	Traffic Control Barricades Type III	DAY	200.000	200.000
0040	643.0705	Traffic Control Warning Lights Type A	DAY	400.000	400.000
0042	643.0900	Traffic Control Signs	DAY	631.000	631.000
0044	643.1000	Traffic Control Signs Fixed Message	SF	5.000	5.000
0046	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0048	643.5000	Traffic Control	EACH	1.000	1.000
0050	644.1430	Temporary Pedestrian Surface Plate	SF	180.000	180.000
0052	644.1601	Temporary Pedestrian Curb Ramp	DAY	50.000	50.000
0054	644.1605	Temporary Pedestrian Detectable Warning Field	SF	20.000	20.000
0056	644.1810	Temporary Pedestrian Barricade	LF	12.000	12.000
0058	646.1020	Marking Line Epoxy 4-Inch	LF	7,135.000	7,135.000
0060	646.3020	Marking Line Epoxy 8-Inch	LF	384.000	384.000
0062	646.5020	Marking Arrow Epoxy	EACH	4.000	4.000
0064	646.5120	Marking Word Epoxy	EACH	2.000	2.000
0066	646.6020	Marking Stop Line Epoxy 12-Inch	LF	37.000	37.000
0068	646.9000	Marking Removal Line 4-Inch	LF	100.000	100.000
0070	646.9100	Marking Removal Line 8-Inch	LF	50.000	50.000
0072	646.9200	Marking Removal Line Wide	LF	37.000	37.000
0074	646.9300	Marking Removal Special Marking	EACH	1.000	1.000
0076	650.8000	Construction Staking Resurfacing Reference	LF	2,300.000	2,300.000
0078	650.9911	Construction Staking Supplemental Control (project) 01. 6999-18-78	EACH	1.000	1.000
0080	690.0150	Sawing Asphalt	LF	4,414.000	4,414.000
0082	740.0440	Incentive IRI Ride	DOL	1,742.550	1,742.550
0084	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	150.000	150.000
0086	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000
0088	SPV.0060	Special 01. Adjusting Sanitary Manhole Covers	EACH	6.000	6.000
0090	SPV.0060	Special 02. Adjusting Water Valve Boxes	EACH	4.000	4.000
0092	SPV.0090	Special 01. Marking Crosswalk Epoxy Transverse Line 12-Inch	LF	83.000	83.000

REMOVAL ITEMS

CATEGORY	LOCATION	STATION	TO	STATION	OFFSET	204.0110*	690.0150*
						REMOVING ASPHALTIC SURFACE SY	SAWING ASPHALT LF
0010	N. 18TH STREET	10+83.20	-	33+83.37	LT&RT	8,710	4,078
TOTALS						8,710	4,078

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

ASPHALTIC ITEMS

CATEGORY	LOCATION	STATION	TO	STATION	OFFSET	455.0605	460.5224	460.5225
						TACK COAT GAL	HMA PAVEMENT 4 LT 58-28 S TON	HMA PAVEMENT 5 LT 58-28 S TON
0010	N. 18TH STREET	10+83.20	-	33+83.37	LT&RT	435	975	730
TOTALS						435	975	730

EROSION CONTROL MOBILIZATION

CATEGORY	LOCATION	628.1905	628.1910
		MOBILIZATIONS EROSION CONTROL EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL EACH
0010	PROJECT	2	1
TOTALS		2	1

INLET PROTECTION

CATEGORY	STATION	OFFSET	628.7015
			INLET PROTECTION TYPE C EACH
0010	14+60	LT&RT	2
	17+00	LT&RT	2
	17+90	LT&RT	4
	19+15	LT&RT	2
	20+85	LT&RT	2
	23+60	LT&RT	2
	32+40	LT&RT	2
	34+15	LT&RT	2
UNDISTRIBUTED			2
TOTAL			20

ADJUSTING MANHOLE AND WATER VALVE ITEMS

CATEGORY	STATION	OFFSET	204.0110* REMOVING ASPHALTIC SURFACE SY	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH TON	465.0110 ASPHALTIC SURFACE PATCHING TON	611.8110 ADJUSTING MANHOLE COVERS EACH	611.8120.S COVER PLATES TEMPORARY EACH	690.0150* SAWING ASPHALT LF	SPV.0060.01 ADJUSTING SANITARY MANHOLE COVERS EACH	SPV.0060.02 ADJUSTING WATER VALVE BOXES EACH
0010	14+59	15.2' LT	4	2	0.5	1	1	24	--	--
	16+98	13.2' LT	4	2	0.5	1	1	24	--	--
	17+92	12.9' LT	4	2	0.5	1	1	24	--	--
	19+15	11.2' LT	4	2	0.5	1	1	24	--	--
	20+85	13.5' LT	4	2	0.5	1	1	24	--	--
	22+38	13.0' LT	4	2	0.5	1	1	24	--	--
	23+60	12.5' LT	4	2	0.5	1	1	24	--	--
	32+41	12.6' LT	4	2	0.5	1	1	24	--	--
CATEGORY 0010 TOTALS			32	14	4	8	8	192	--	--
0020	12+07	4.5' RT	4	2	0.5	--	1	24	1	--
	14+02	6.1' RT	4	2	0.5	--	1	24	1	--
	17+15	11.0' RT	4	2	0.5	--	1	24	1	--
	20+07	3.3' RT	--	--	--	--	--	--	--	1
	20+08	11.1' RT	4	2	0.5	--	1	24	1	--
	20+15	12.3' RT	--	--	--	--	--	--	--	1
	20+34	3.7' RT	--	--	--	--	--	--	--	1
	23+79	11.4' RT	4	2	0.5	--	1	24	1	--
	25+58	9.5' RT	4	2	0.5	--	1	24	1	--
	25+98	1.0' LT	--	--	--	--	--	--	--	1
CATEGORY 0020 TOTALS			24	11	3	--	6	144	6	4
TOTALS			56	25	7	8	14	336	6	4

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE

TRAFFIC CONTROL ITEMS

CATEGORY	LOCATION	643.0300		643.0420		643.0705		643.0900		643.1050	
		STAGE DURATION DAYS	TRAFFIC CONTROL DRUMS NO.	TRAFFIC CONTROL BARRICADES TYPE III NO.	TRAFFIC CONTROL BARRICADES TYPE III DAY	TRAFFIC CONTROL WARNING LIGHTS TYPE A NO.	TRAFFIC CONTROL WARNING LIGHTS TYPE A DAY	TRAFFIC CONTROL SIGNS NO.	TRAFFIC CONTROL SIGNS DAY	TRAFFIC CONTROL SIGNS PCMS NO.	TRAFFIC CONTROL SIGNS PCMS DAY
0010	PRIOR TO CONSTRUCTION	7	8	56	--	--	--	--	--	2	14
	PROJECT ADVANCED WARNING & STH 52 TURN LANE CLOSURES	25	30	750	8	200	16	400	23	575	--
	PAVEMENT REMOVAL AND PAVING OPERATION	14	25	350	--	--	--	--	4	56	--
TOTALS				1,156		200		400		631	14

3

TEMPORARY PEDESTRIAN ACCOMMODATION ITEMS

CATEGORY	STATION	OFFSET	STAGE DURATION DAYS	644.1810	644.1430	644.1601		644.1605
				TEMPORARY PEDESTRIAN BARRICADE LF	TEMPORARY PEDESTRIAN SURFACE PLATE SF	TEMPORARY PEDESTRIAN CURB RAMP NO.	TEMPORARY PEDESTRIAN CURB RAMP DAY	TEMPORARY PEDESTRIAN WARNING FIELD SF
0010	10+75	RT	25	12	--	--	--	--
	28+05	LT&RT	25	--	180	2	50	20
TOTALS				12	180	2	50	20

TRAFFIC CONTROL SIGNS FIXED MESSAGE

CATEGORY	LOCATION	NUMBER REQUIRED	SIGN SIZE	SF	SIGN MESSAGE
			W X H IN X IN		
0010	STH 52 EB/WB ADVANCED WARNING	2	30"x12"	5.00	"N 18th ST"
TOTAL				5.00	

3

MISCELLANEOUS PAVEMENT MARKING ITEMS

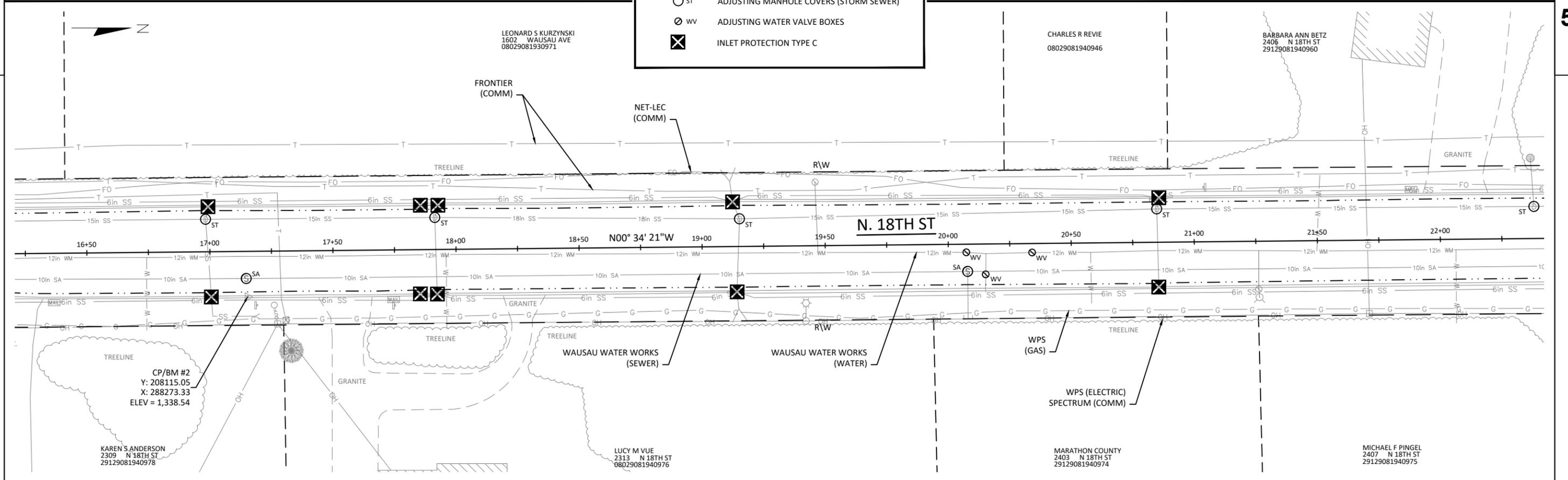
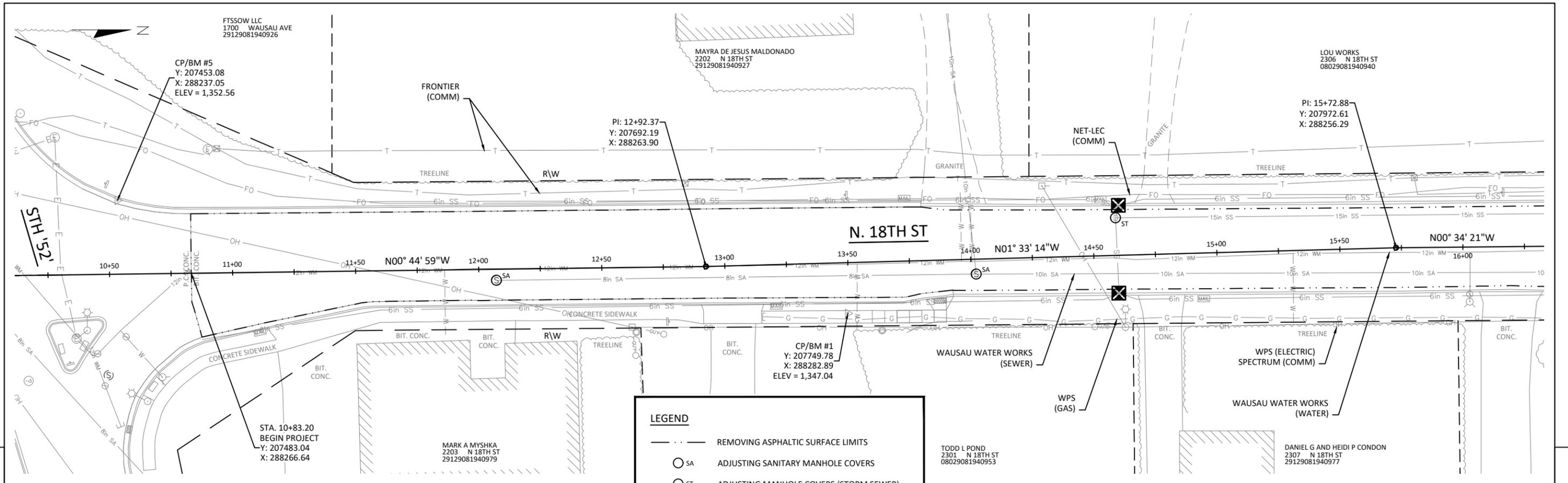
CATEGORY	LOCATION	STATION TO	STATION	646.5120	646.5020	646.6020	SPV.0090.01	646.9000	646.9100	646.9200	646.9300
				MARKING WORD EPOXY EACH	MARKING ARROW EPOXY EACH	MARKING STOP LINE EPOXY 12-INCH LF	MARKING CROSSWALK EPOXY TRANSVERSE LINE 12-INCH LF	MARKING REMOVAL LINE 4-INCH LF	MARKING REMOVAL LINE 8-INCH LF	MARKING REMOVAL LINE WIDE LF	MARKING REMOVAL SPECIAL MARKING EACH
0010	STH 52 INTERSECTION AND TURN LANE	10+35	- 10+74	2	2	37	--	100	50	37	1
	WAUSAU EAST HS INTERSECTION AND TURN LANE	25+85	- 27+29	--	2	--	83	--	--	--	--
TOTALS				2	4	37	83	100	50	37	1

LONG LINE PAVEMENT MARKING ITEMS

CATEGORY	LOCATION	STATION TO	STATION	OFFSET	646.1020			646.3020
					MARKING LINE EPOXY 4-INCH			MARKING LINE EPOXY 8-INCH
					3' LINE SKIP WHITE LF	9' SOLID WHITE LF	SOLID YELLOW LF	SOLID WHITE LF
0010	N. 18TH STREET	10+35	- 33+83	LT&RT	75	2,500	4,560	384
TOTALS					75	2,500	4,560	384

CONSTRUCTION STAKING ITEMS

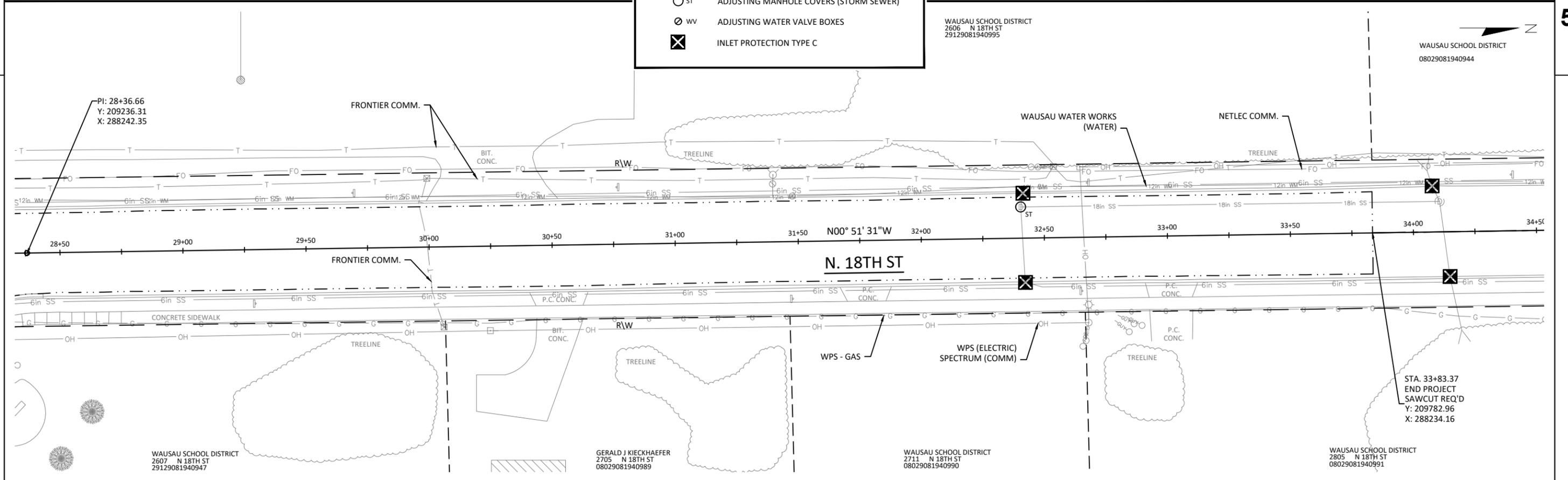
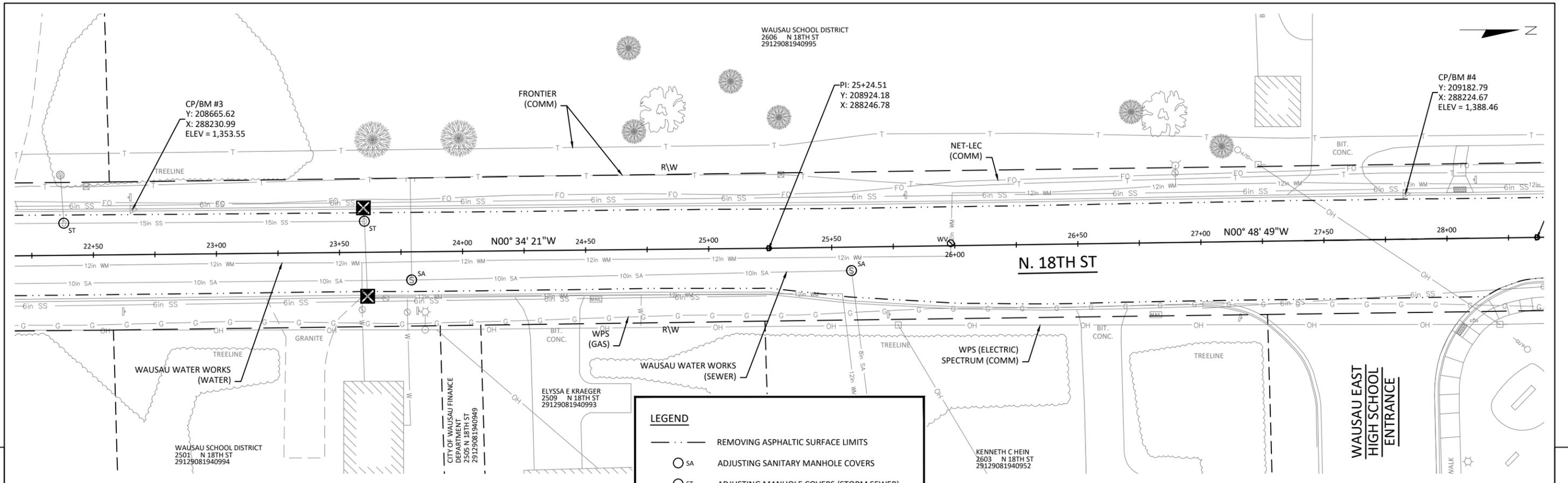
CATEGORY	STATION TO	STATION	OFFSET	650.8000	650.9911.01
				CONSTRUCTION STAKING RESURFACING REFERENCE LF	CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 6999-18-78 EACH
0010	10+83	- 33+83	LT&RT	2,300	--
	PROJECT			--	1
TOTALS				2,300	1



LEGEND

- REMOVING ASPHALTIC SURFACE LIMITS
- SA ADJUSTING SANITARY MANHOLE COVERS
- ST ADJUSTING MANHOLE COVERS (STORM SEWER)
- WV ADJUSTING WATER VALVE BOXES
- ⊗ INLET PROTECTION TYPE C

PROJECT NO: 6999-18-78	HWY: NORTH 18TH STREET	COUNTY: MARATHON	PLAN	SHEET	E
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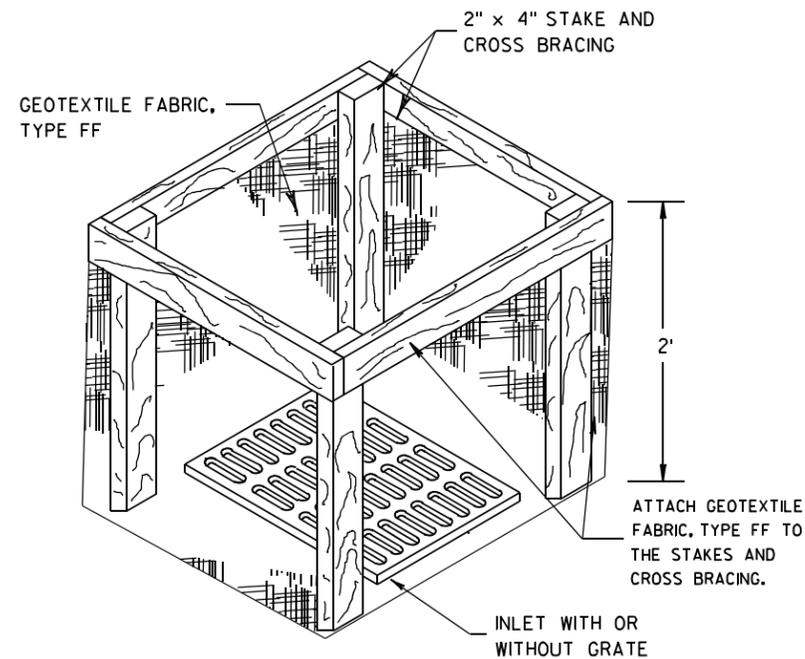
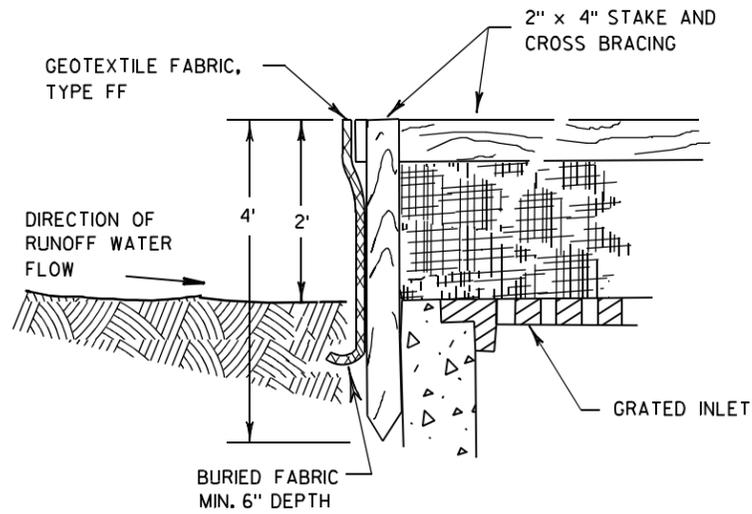


PROJECT NO: 6999-18-78	HWY: NORTH 18TH STREET	COUNTY: MARATHON	PLAN	SHEET	E
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O:\Engineering\DWG\PROJ\1144\DWG\1144_18thStreet_PLAN.dwg, 8/29/2022 9:41:05 AM, City of Wausau - Engineering Department, Plotted by: J.D. VanBoxel

Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
13C19-03	HMA LONGITUDINAL JOINTS
15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15D30-07A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07B	TRAFFIC CONTROL, TEMPORARY ADA COMPLIANT PEDESTRIAN ACCOMMODATION
15D30-07C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-07J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D39-02	TRAFFIC CONTROL, DROP-OFF SIGNING
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL



INLET PROTECTION, TYPE A

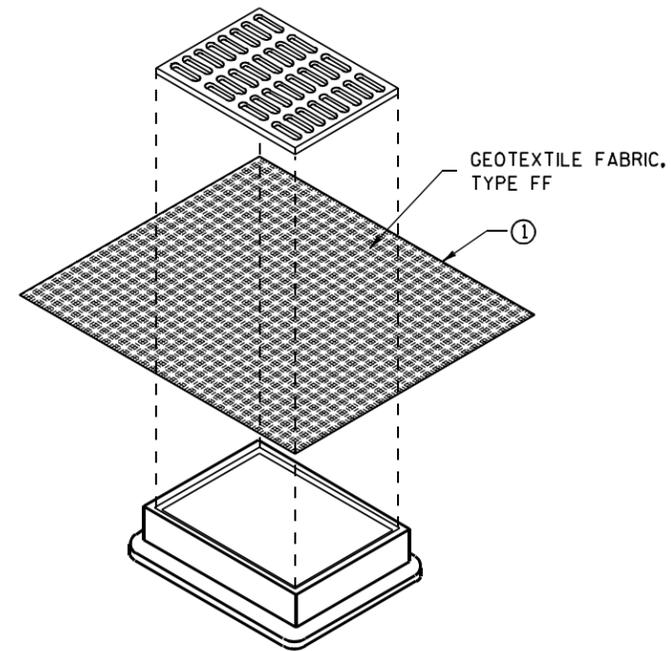
GENERAL NOTES

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.

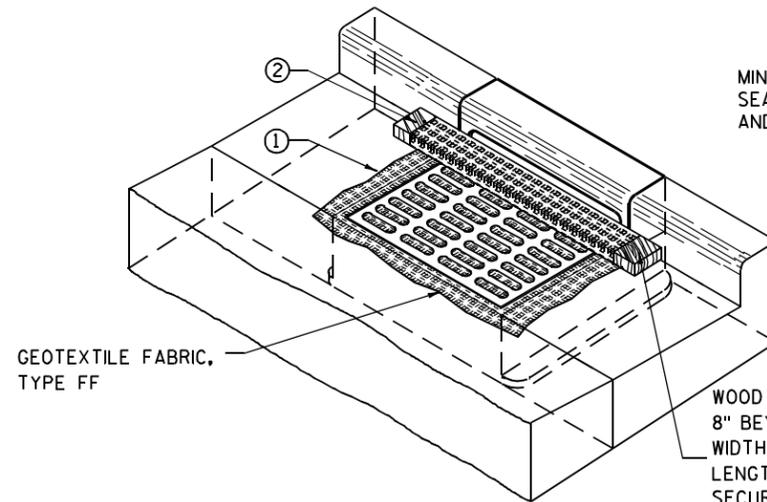
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- 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.

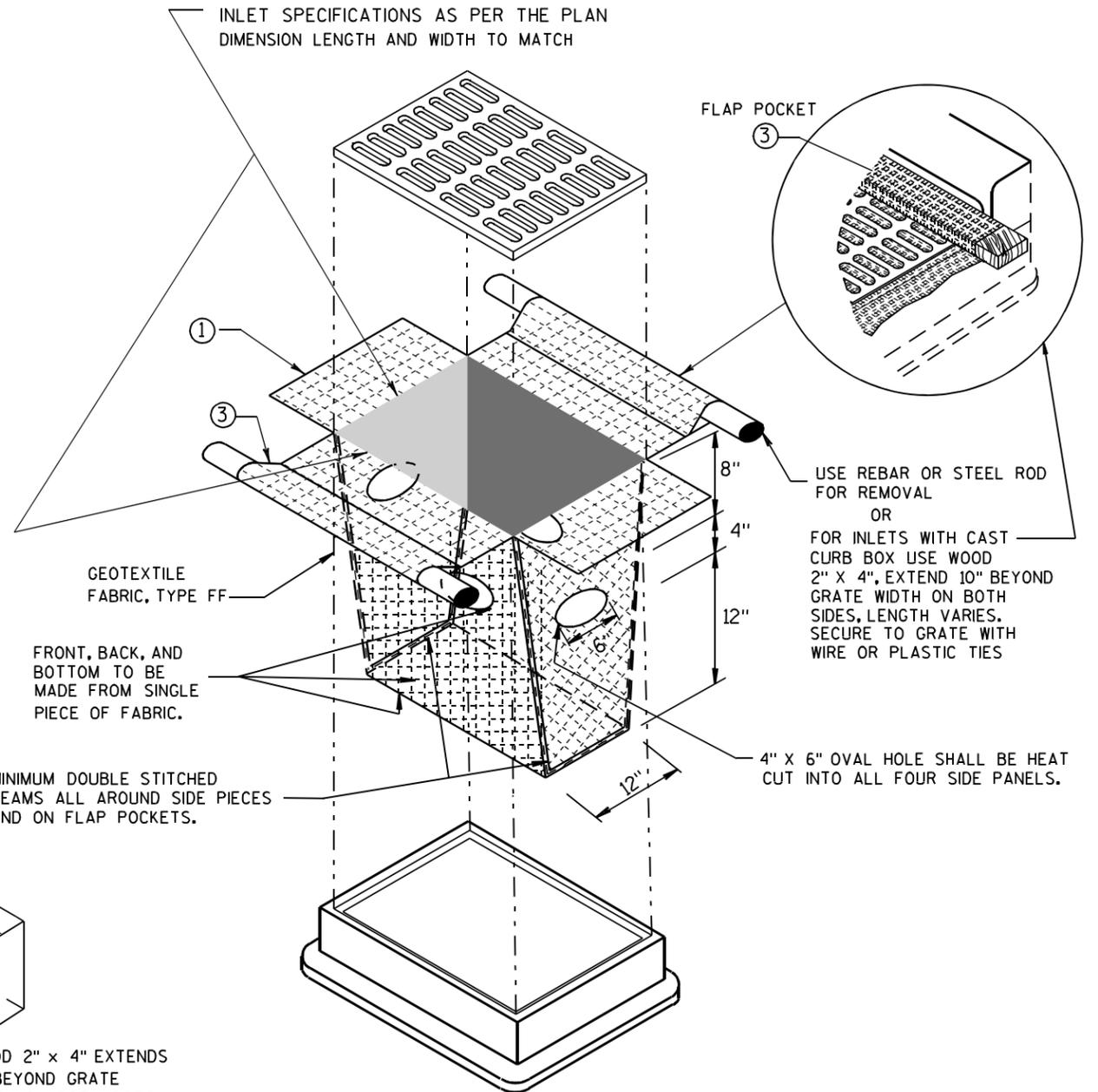
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

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.



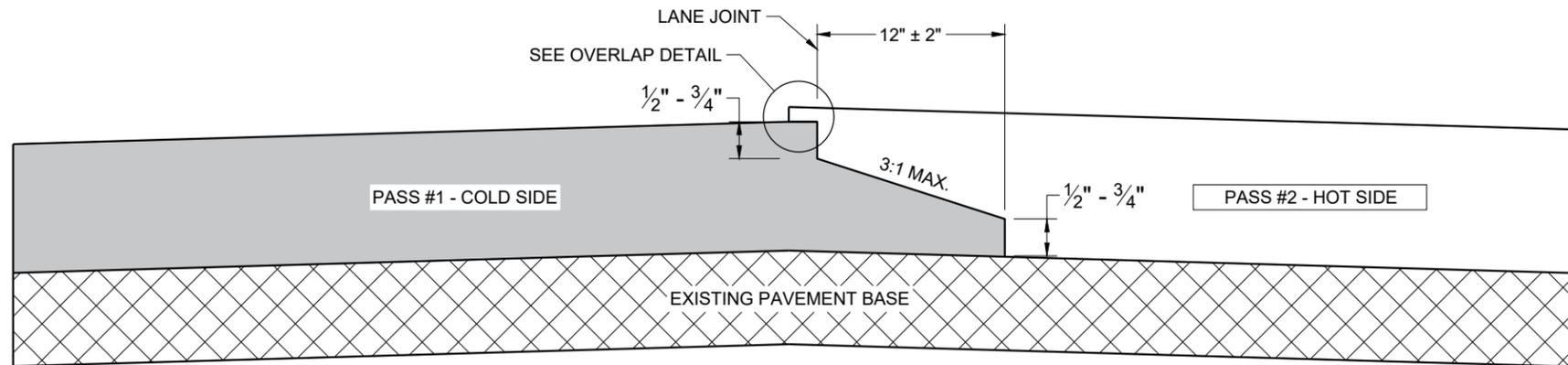
INLET PROTECTION, TYPE D

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

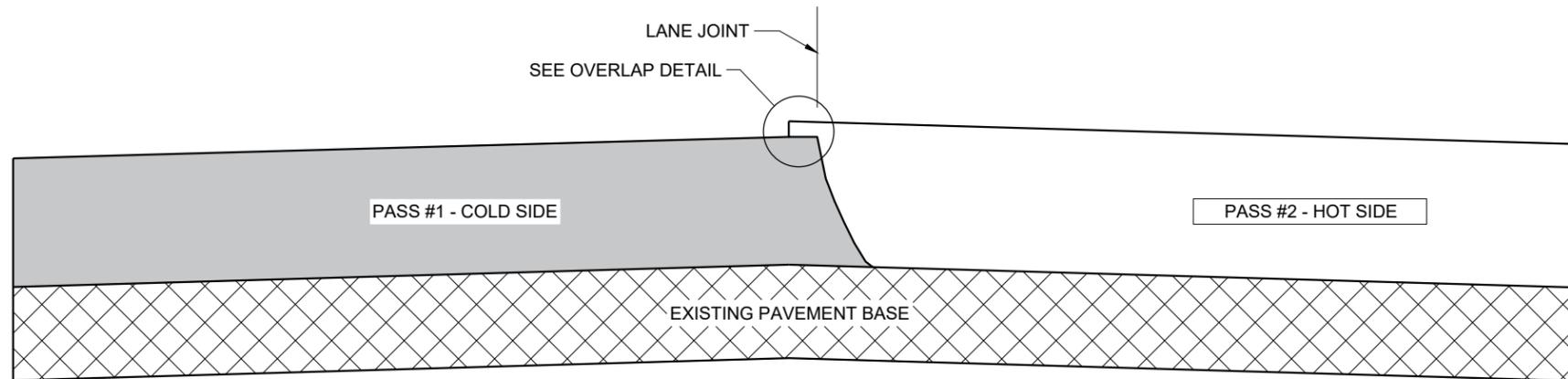
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

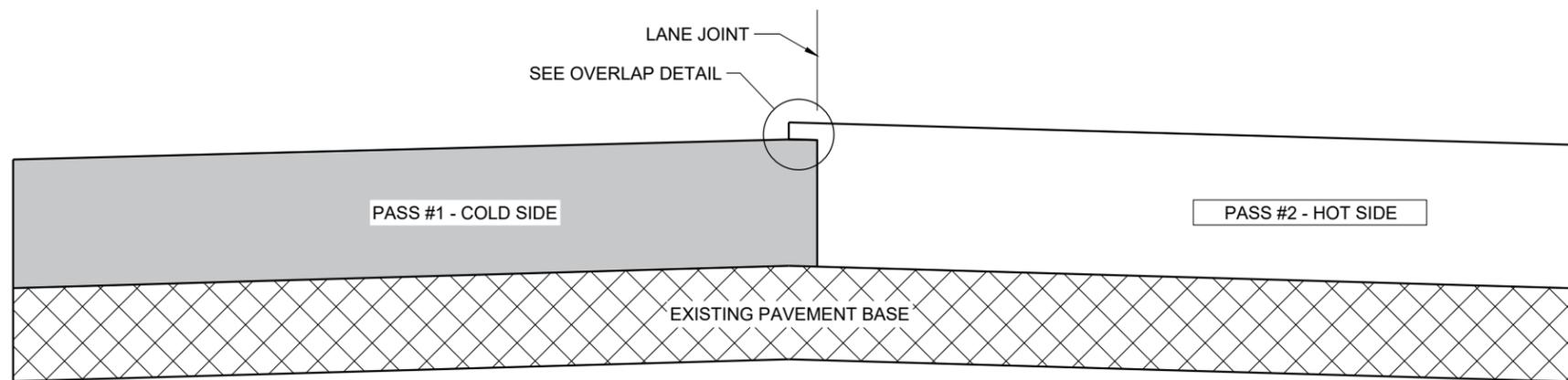
APPROVED
10/16/02 /S/ Beth Connestra
DATE
CHIEF ROADWAY DEVELOPMENT ENGINEER
FHWA



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

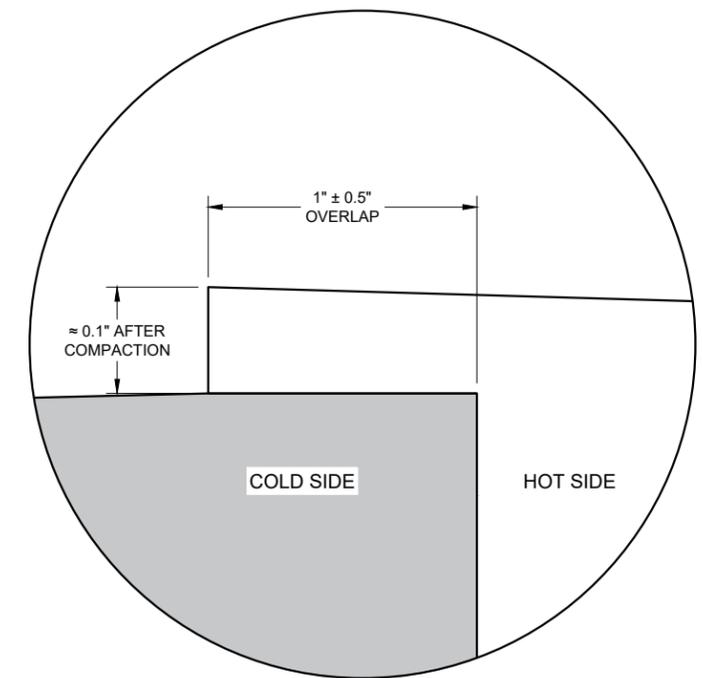
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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)

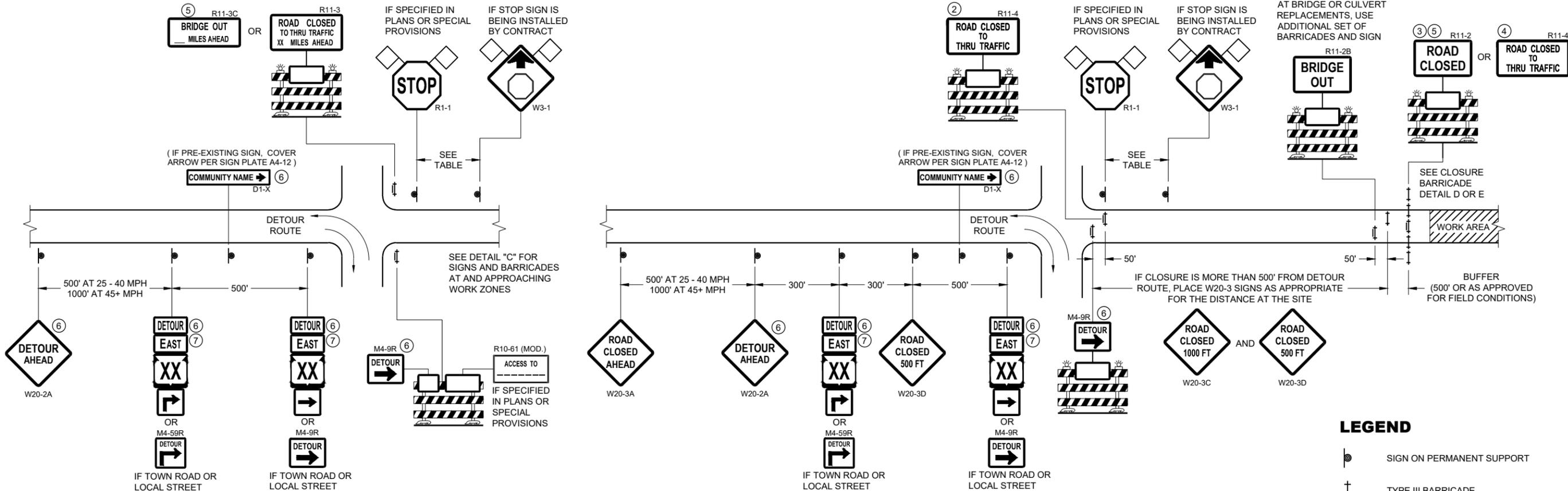
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6

SDD 13C19 - 03

SDD 13C19 - 03

HMA LONGITUDINAL JOINTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2020 DATE	/S/ Steven Hefel HMA PAVEMENT ENGINEER
FHWA	



**DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

**DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR**

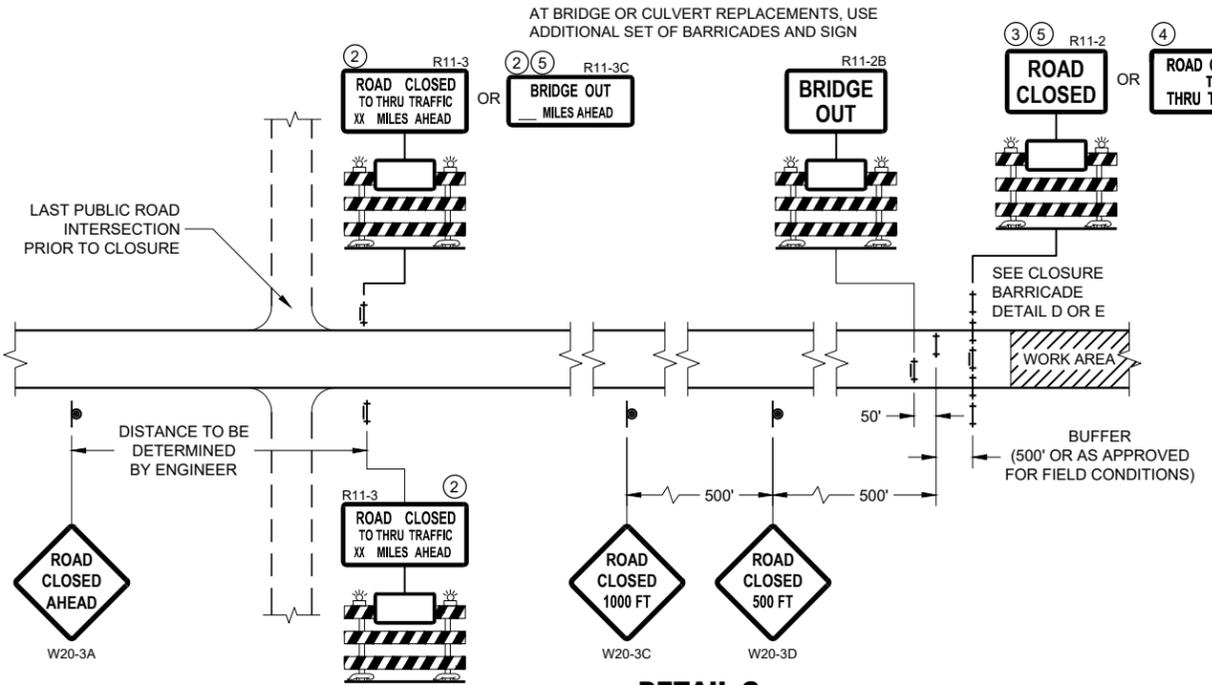
WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

LEGEND

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



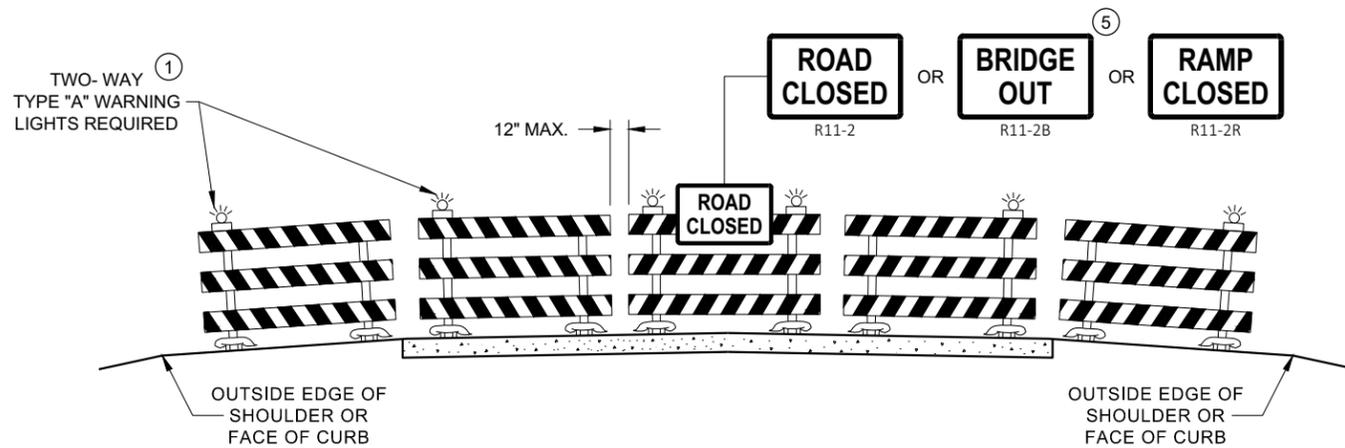
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

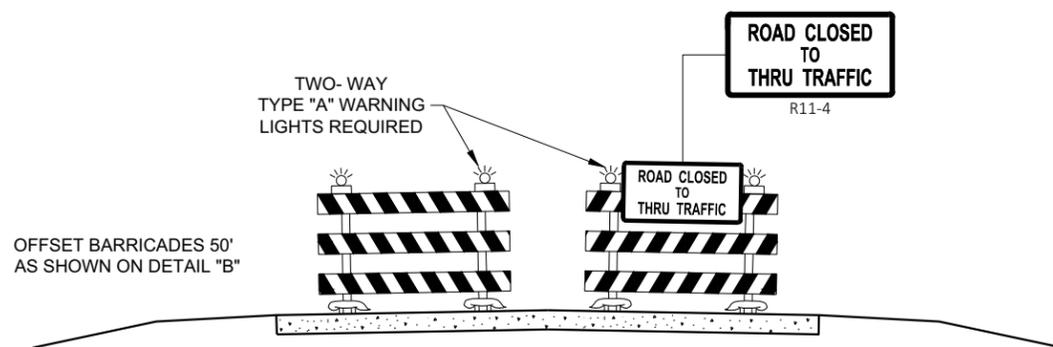
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



**DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW**



**DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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.

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

BARRICADES THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

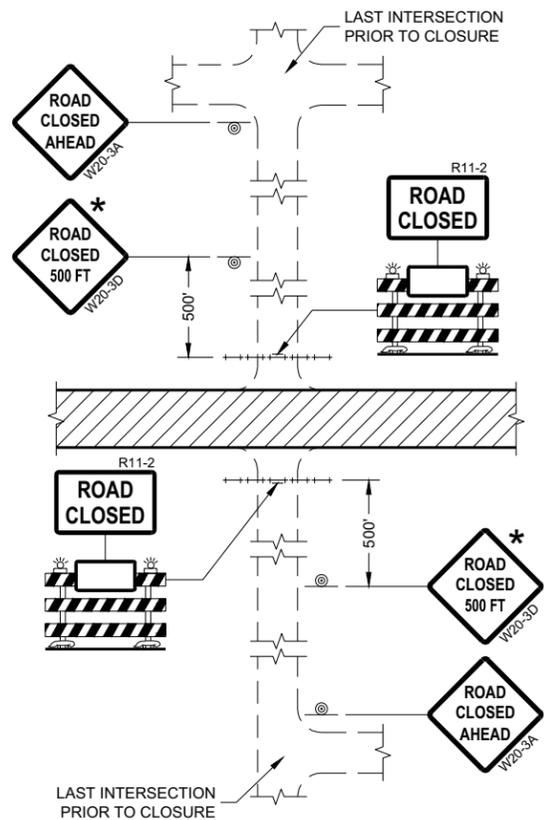
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES**

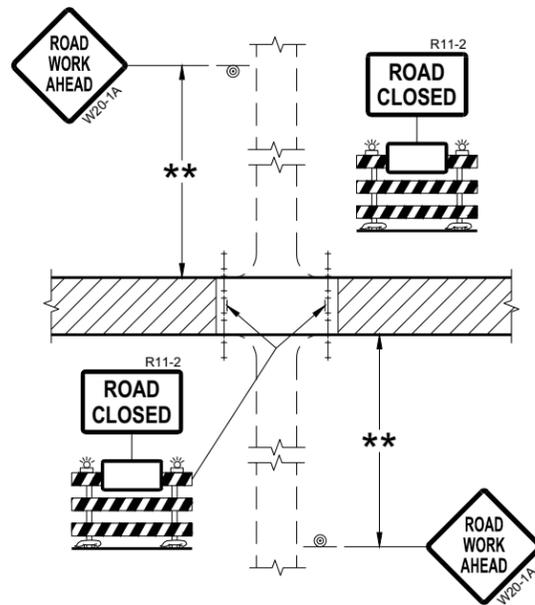
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

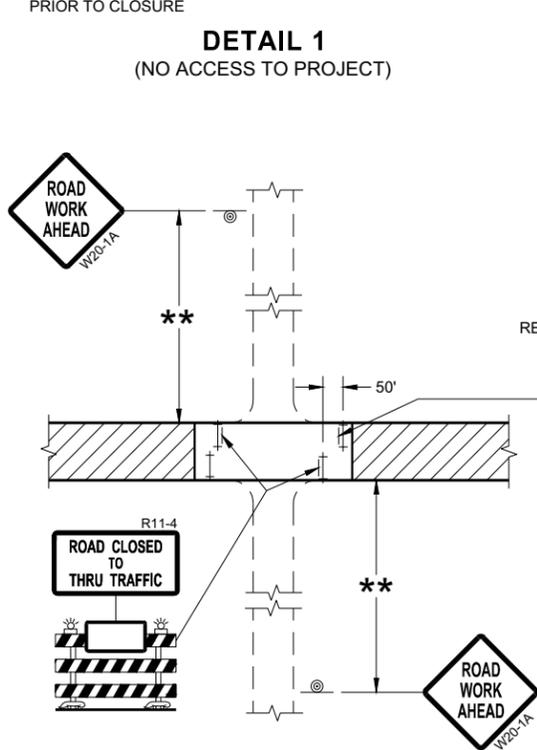
FHWA



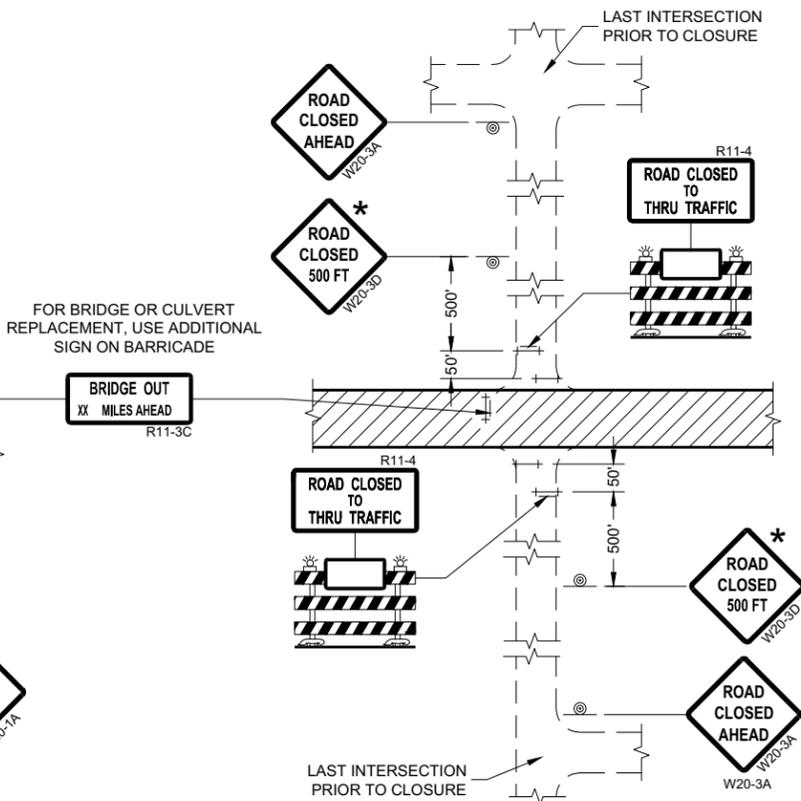
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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.

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

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.

BARRICADES 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.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN
- ⚡ TYPE "A" WARNING LIGHT (FLASHING)
- ▨ WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

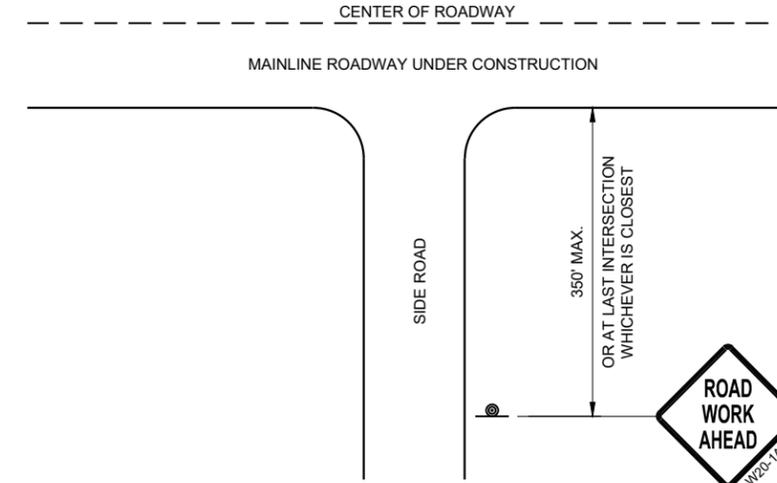
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

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

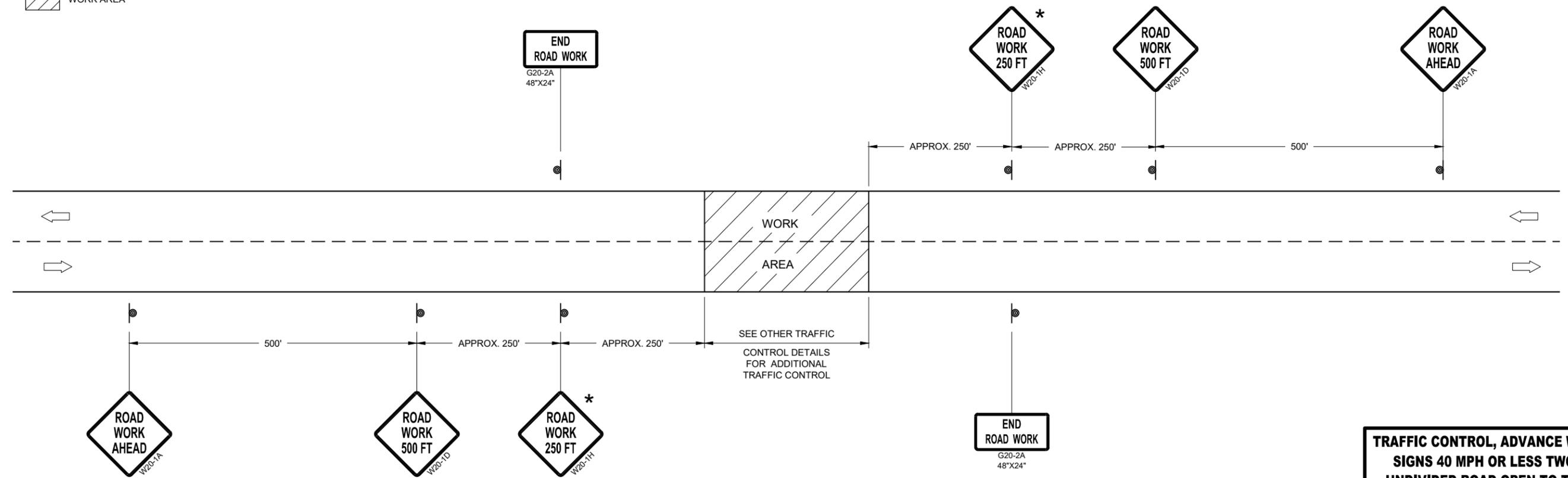
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**

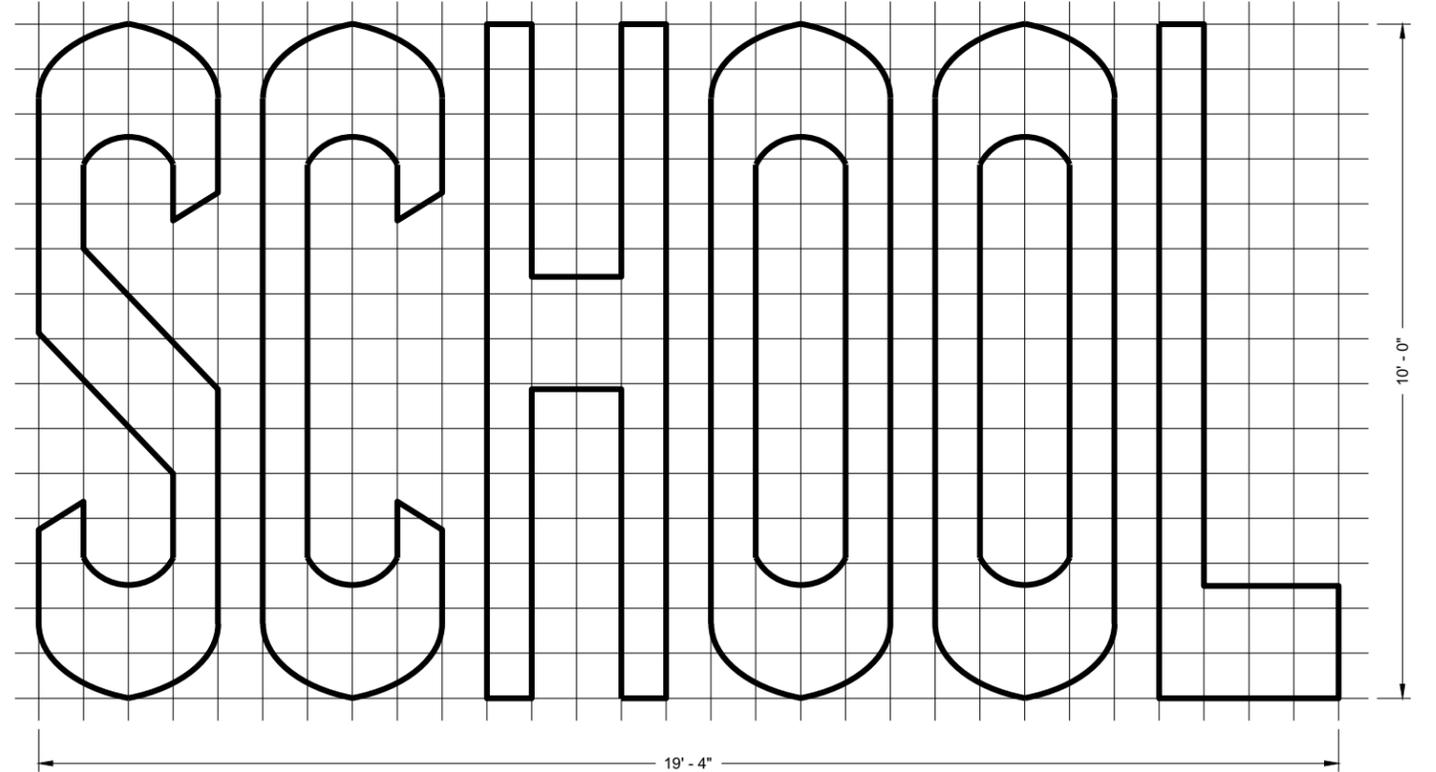
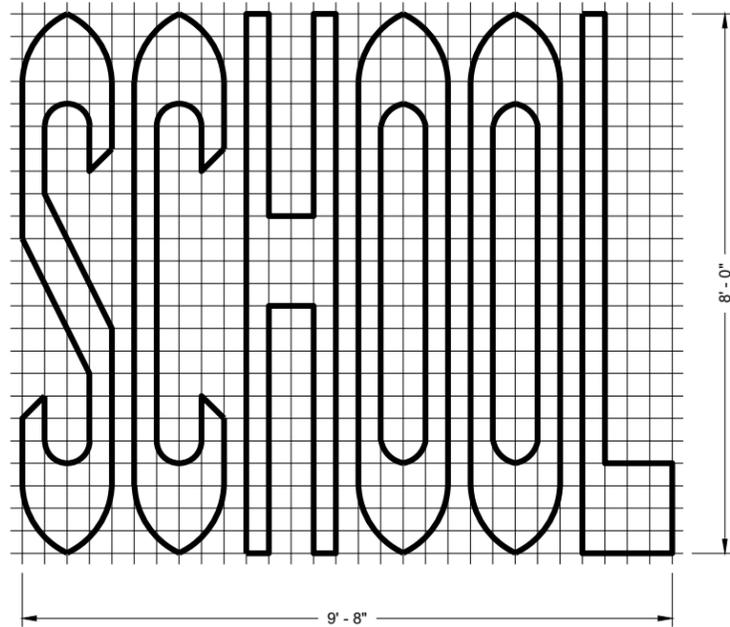
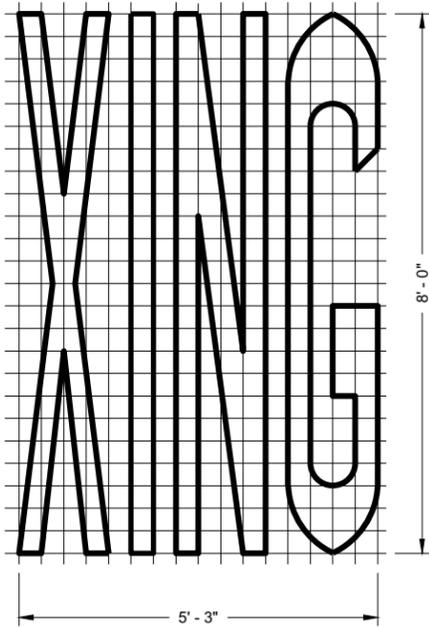
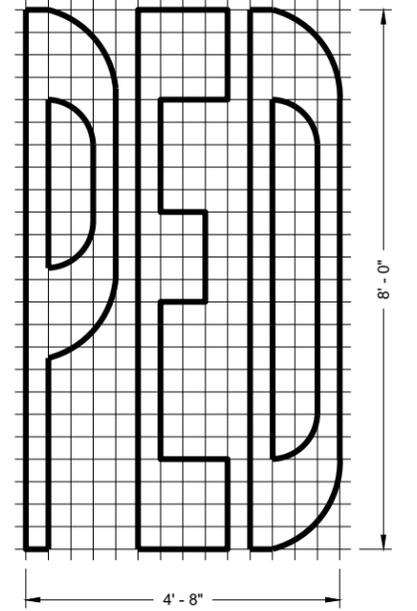
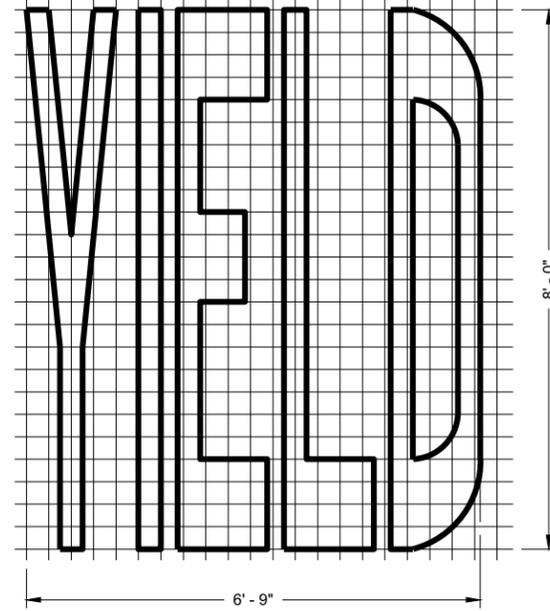
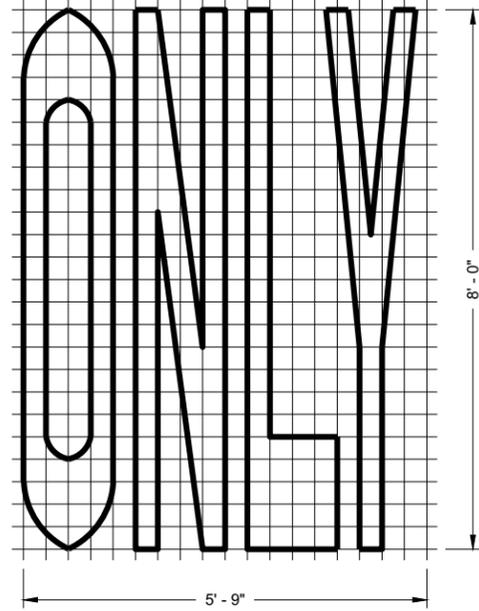
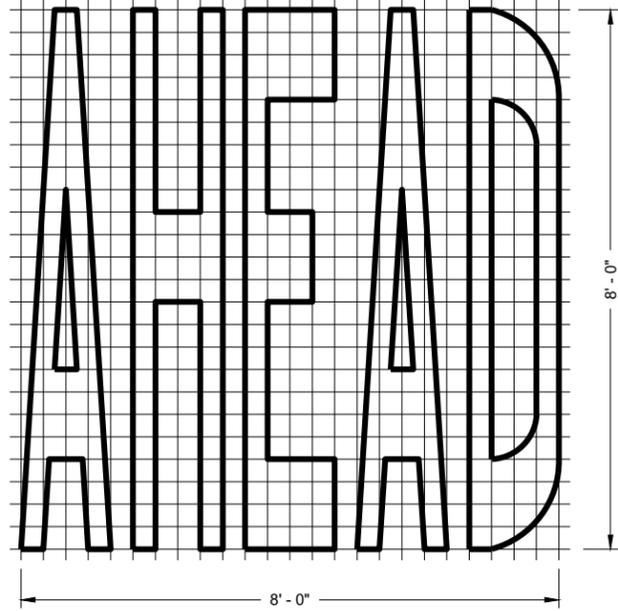
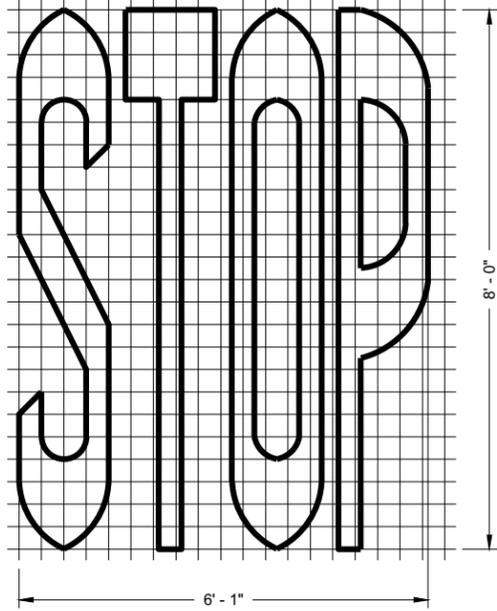
LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE July 2018	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



SINGLE LANE

TWO - LANE

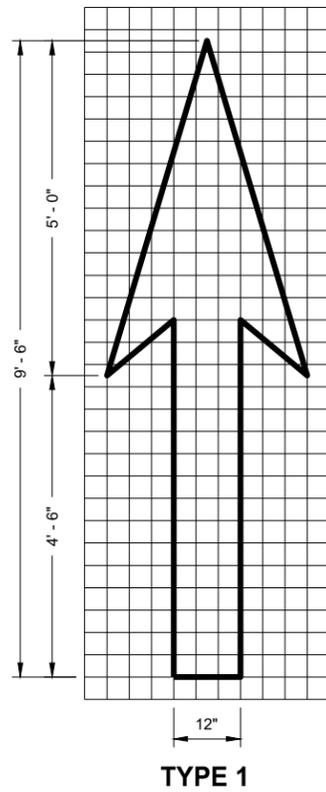
GENERAL NOTES

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

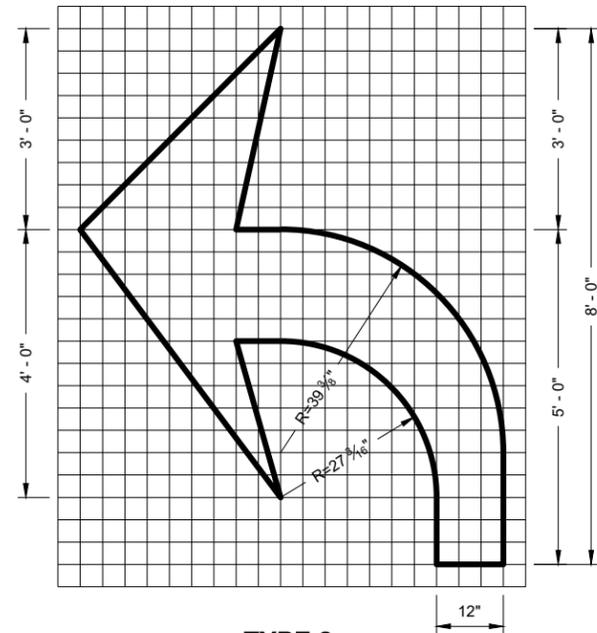
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

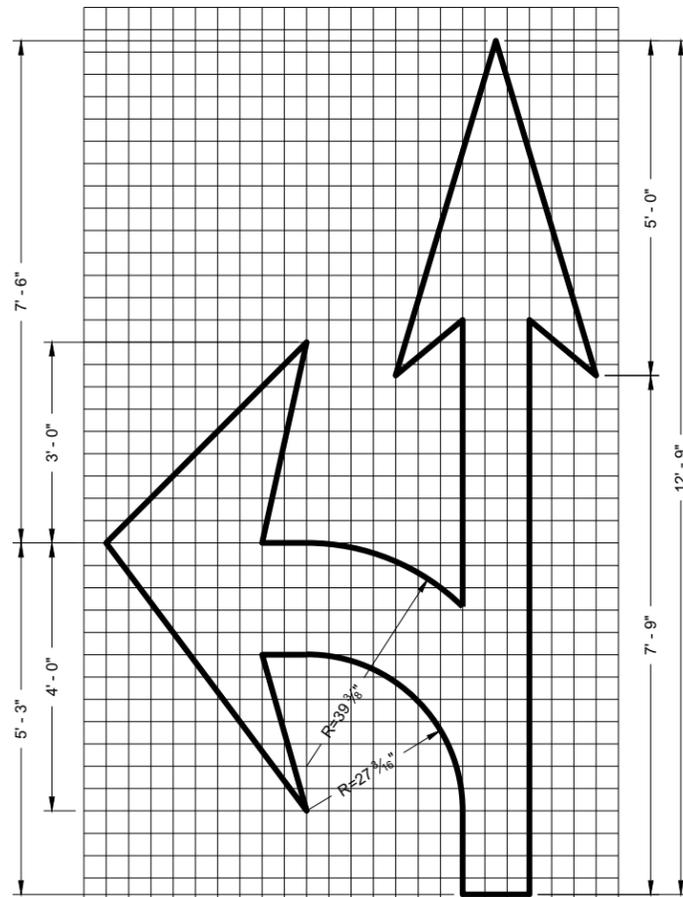
APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER



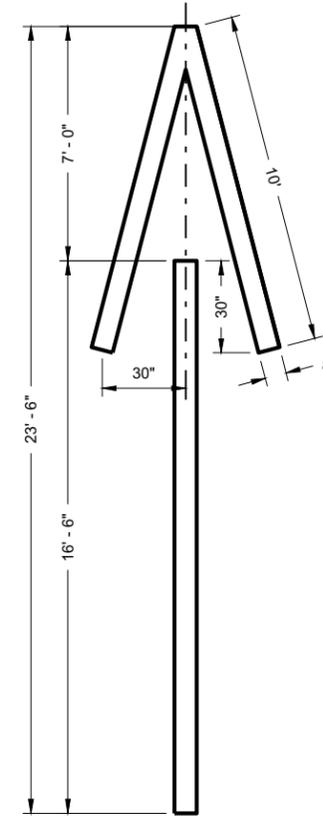
TYPE 1



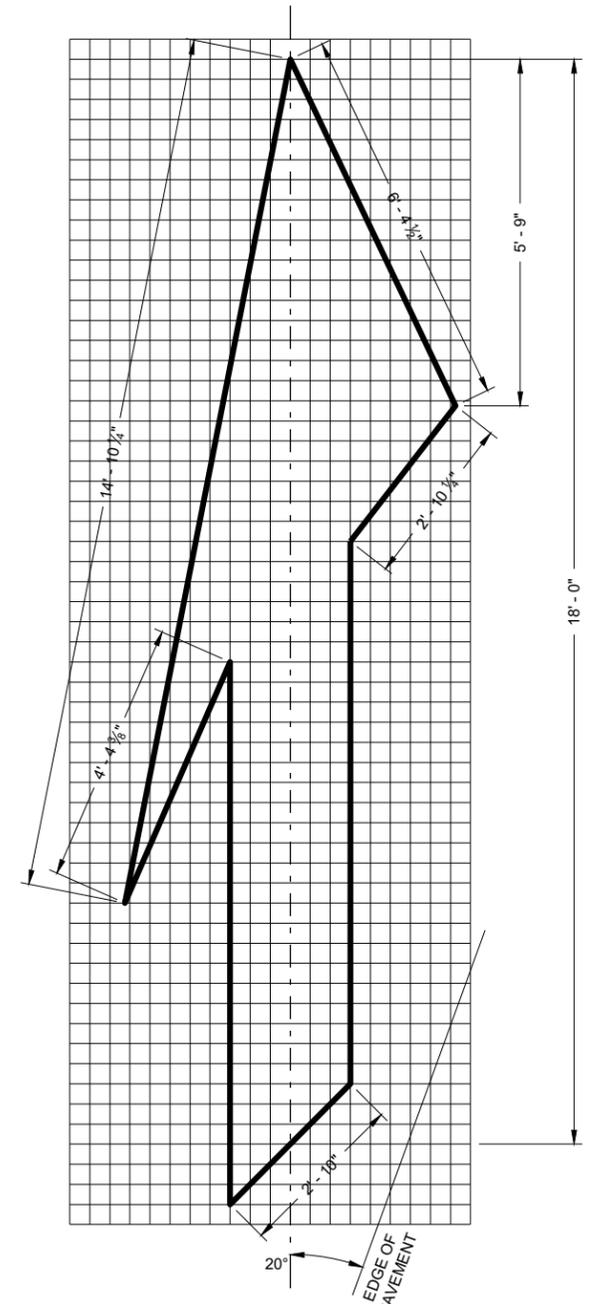
TYPE 2



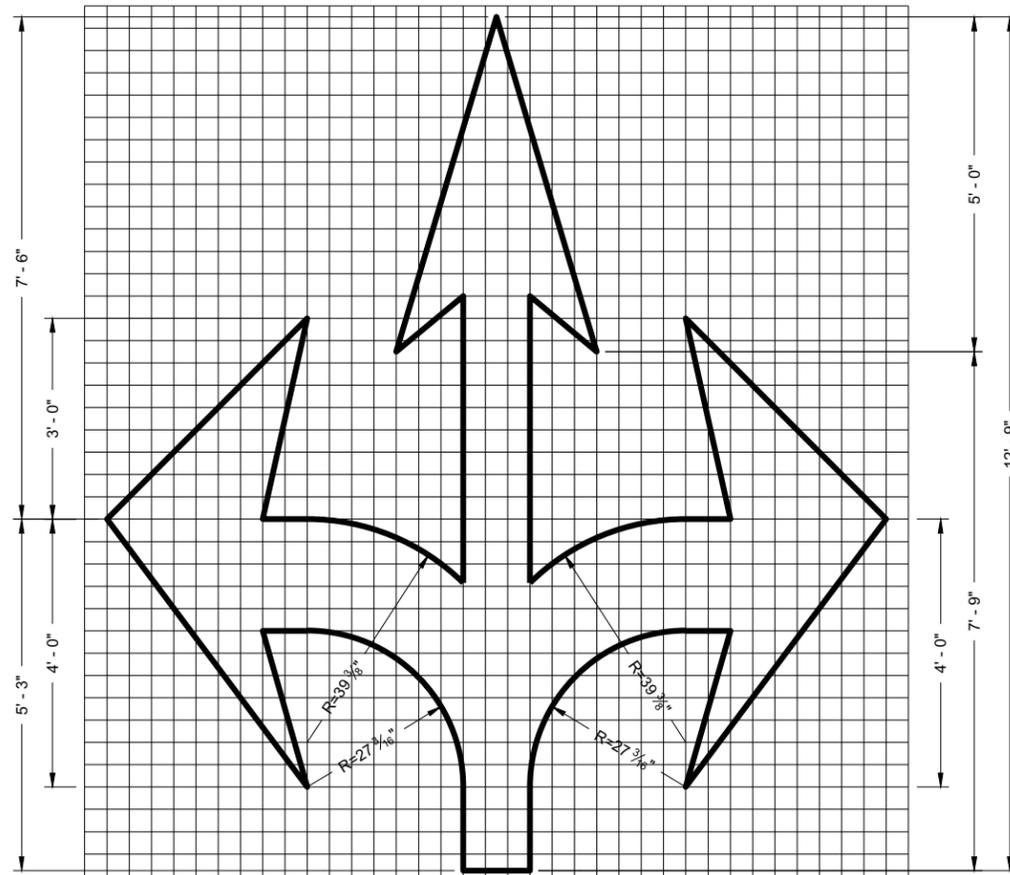
TYPE 3



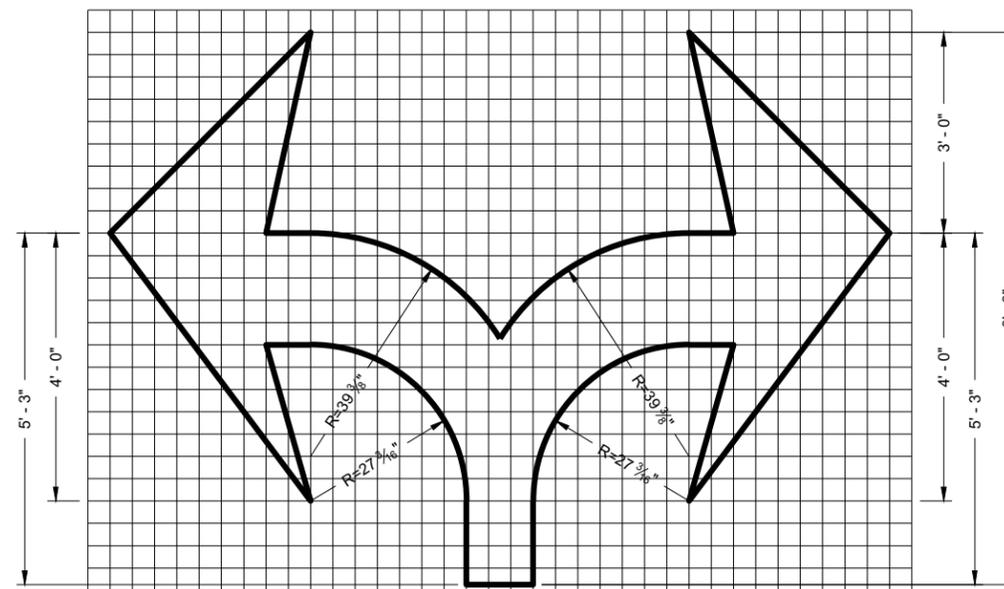
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

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

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019

DATE

FHWA

/s/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

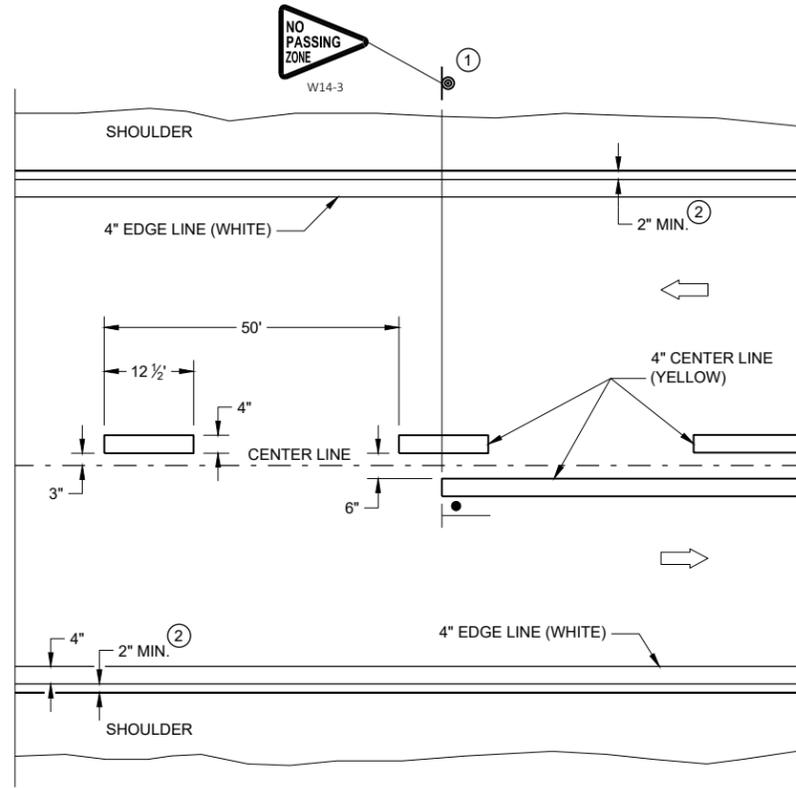
GENERAL NOTES

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

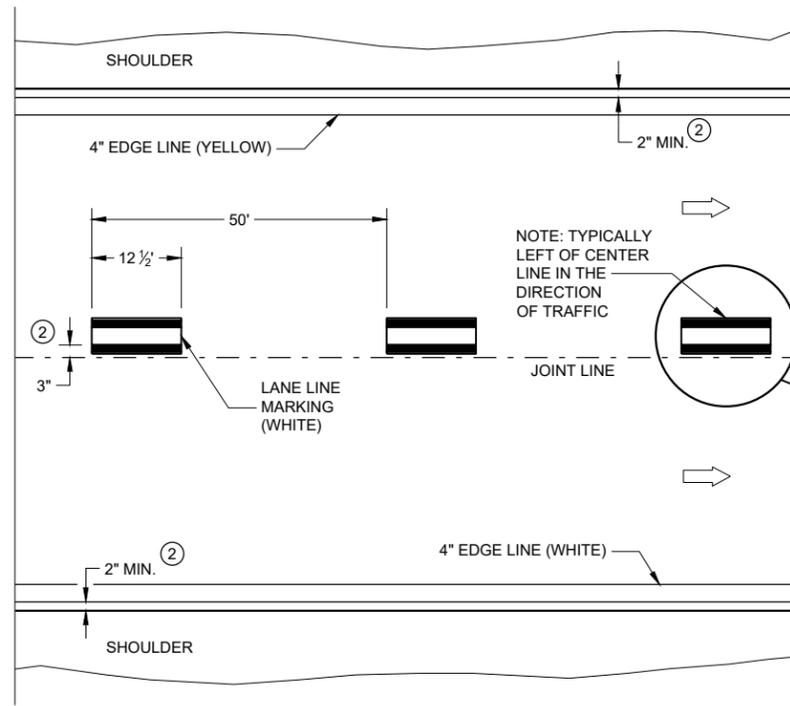
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

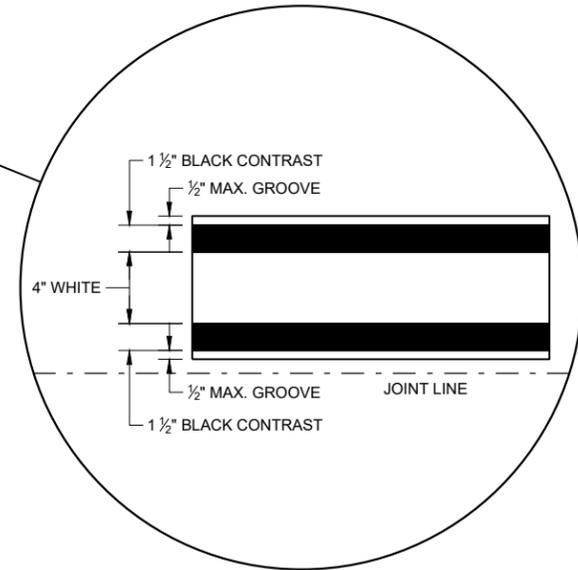


TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



6

6

SDD 15C08 - 21a

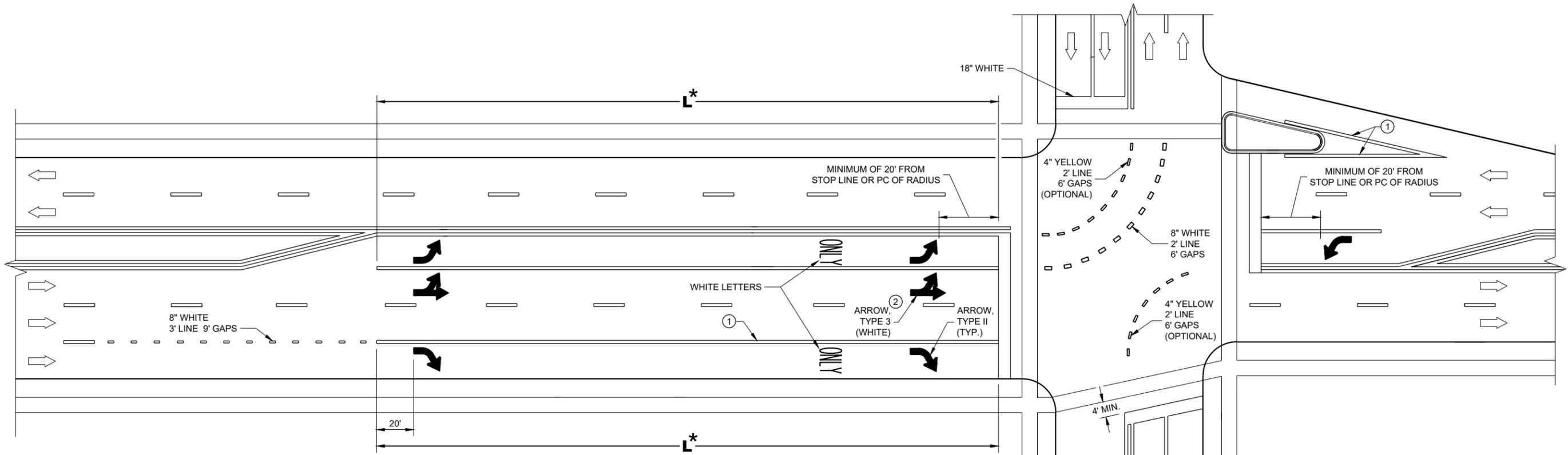
SDD 15C08 - 21a

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

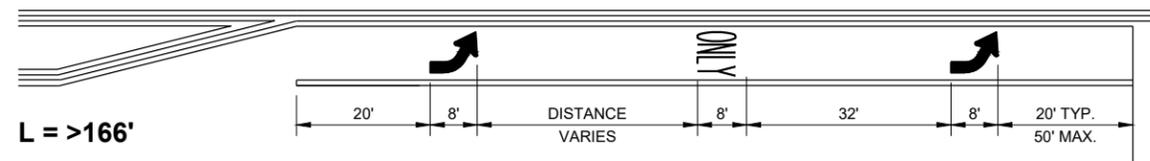
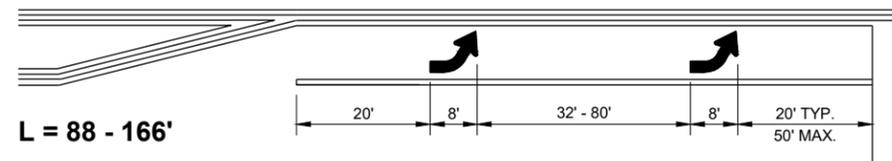
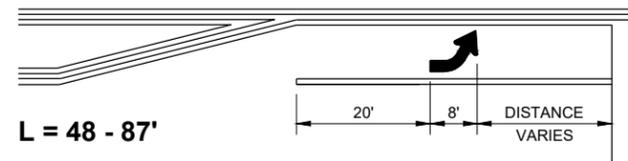
APPROVED
DATE: May 2022 /S/ Jeannie Silver
STATEWIDE SIGNING AND MARKING ENGINEER

FHWA



TURN LANE OPTIONS

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



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

GENERAL NOTES

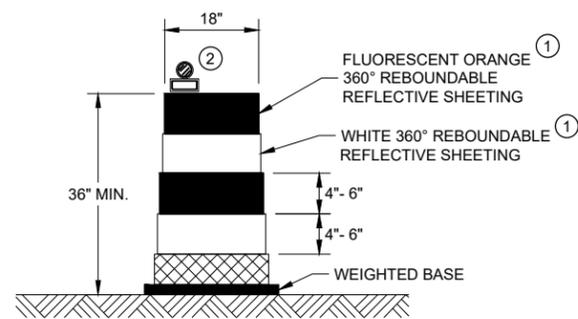
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

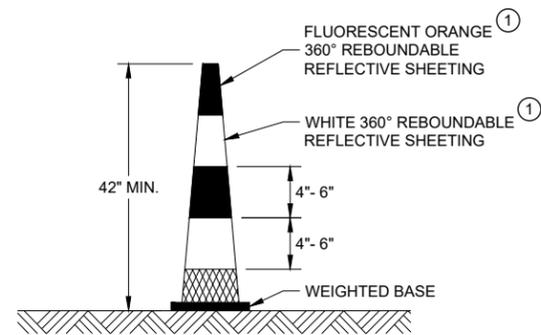
L = LENGTH OF TURN BAY

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

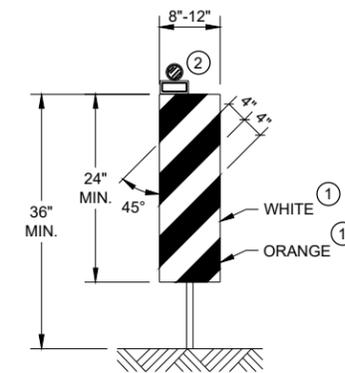


DRUM



42" CONE

DO NOT USE IN TAPERS
 1/2 SPACING OF DRUMS

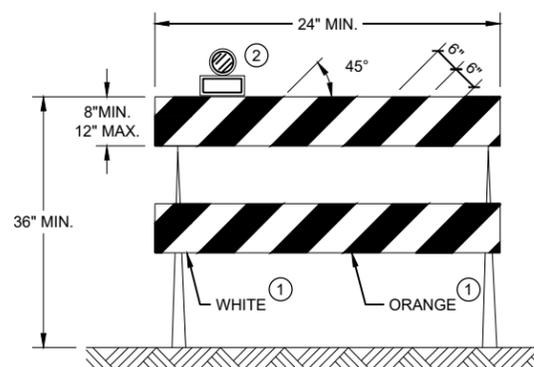


VERTICAL PANEL

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

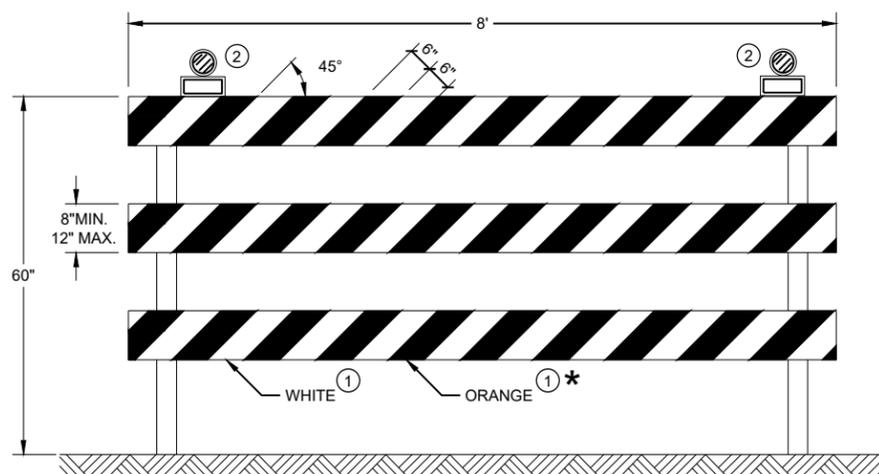
GENERAL NOTES

- 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.



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.

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2021 DATE	/S/ Andrew Heidtke 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.

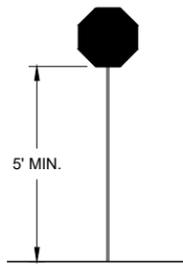
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM 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.



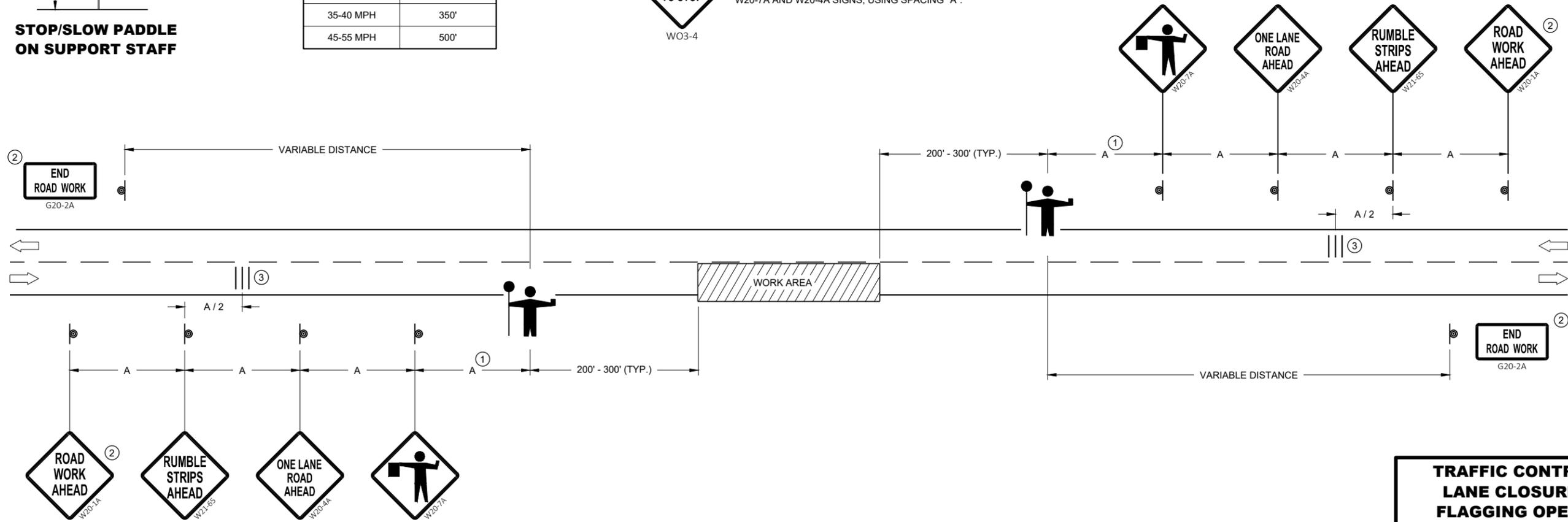
STOP/SLOW PADDLE ON SUPPORT STAFF

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".



6

6

SDD 15C12 - 09a

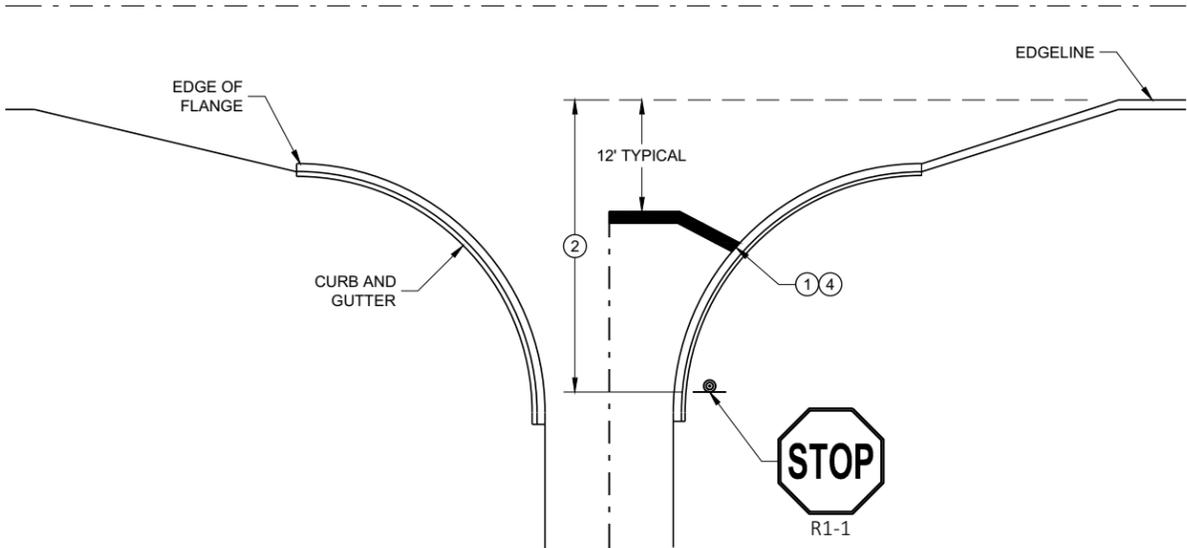
SDD 15C12 - 09a

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE May 2022	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

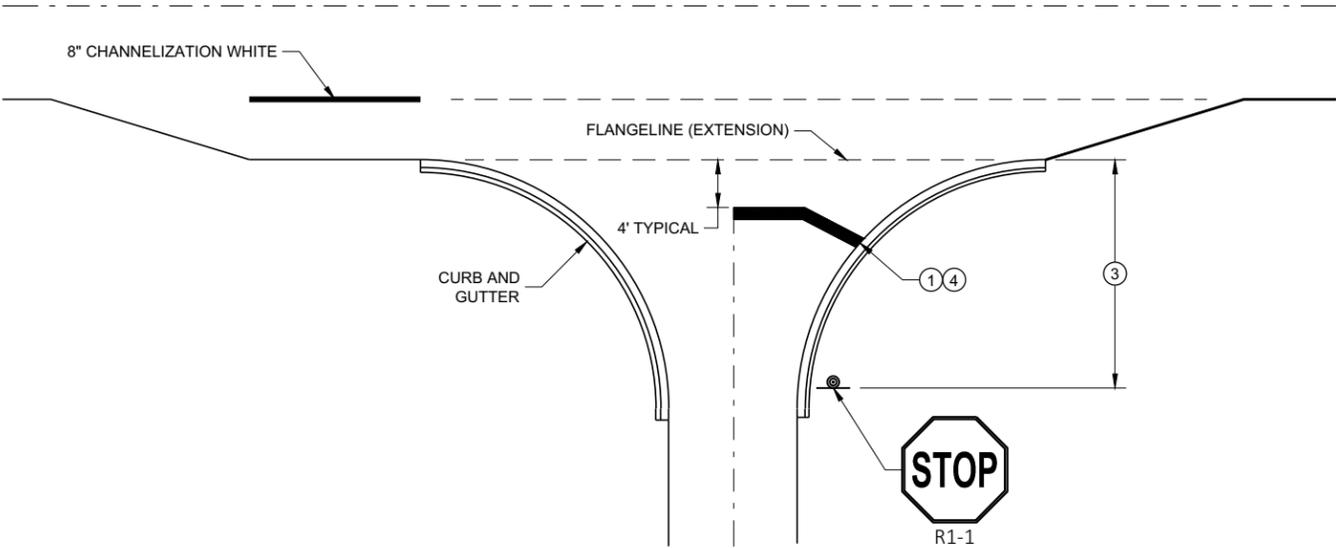
GENERAL NOTES

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

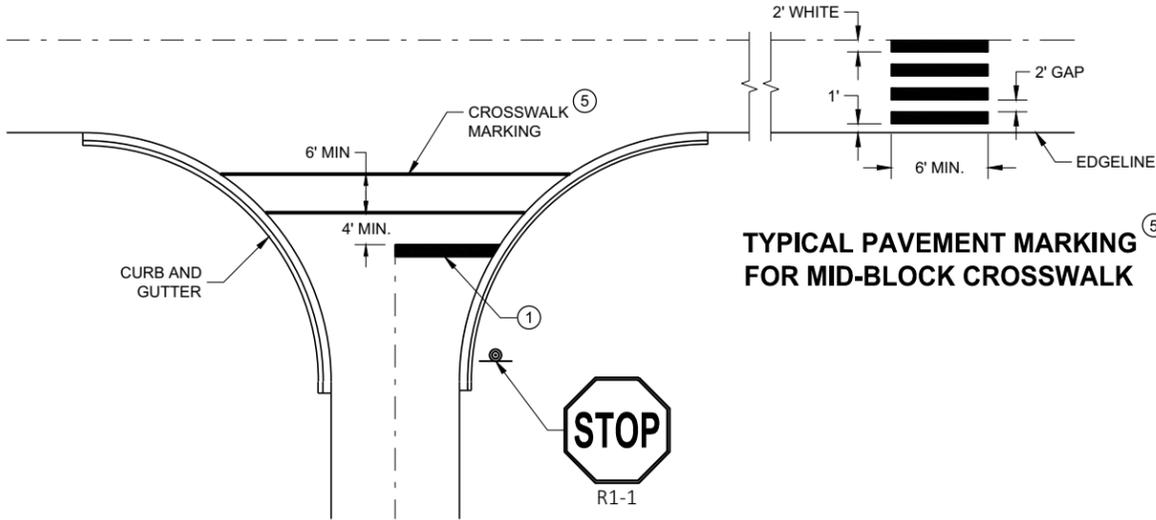
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



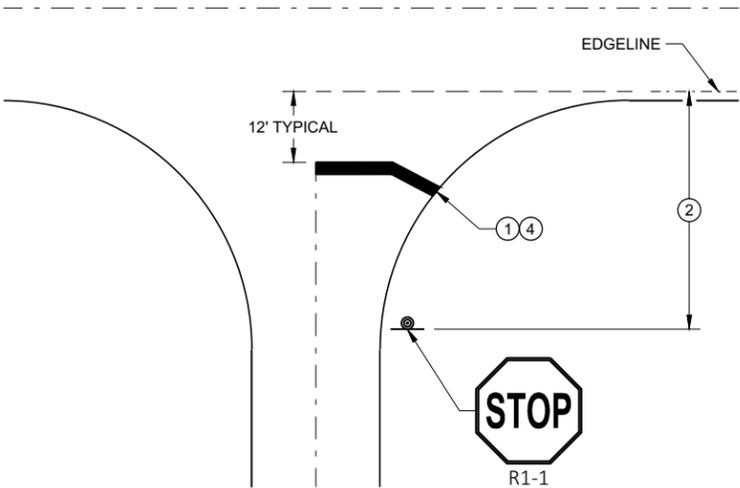
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

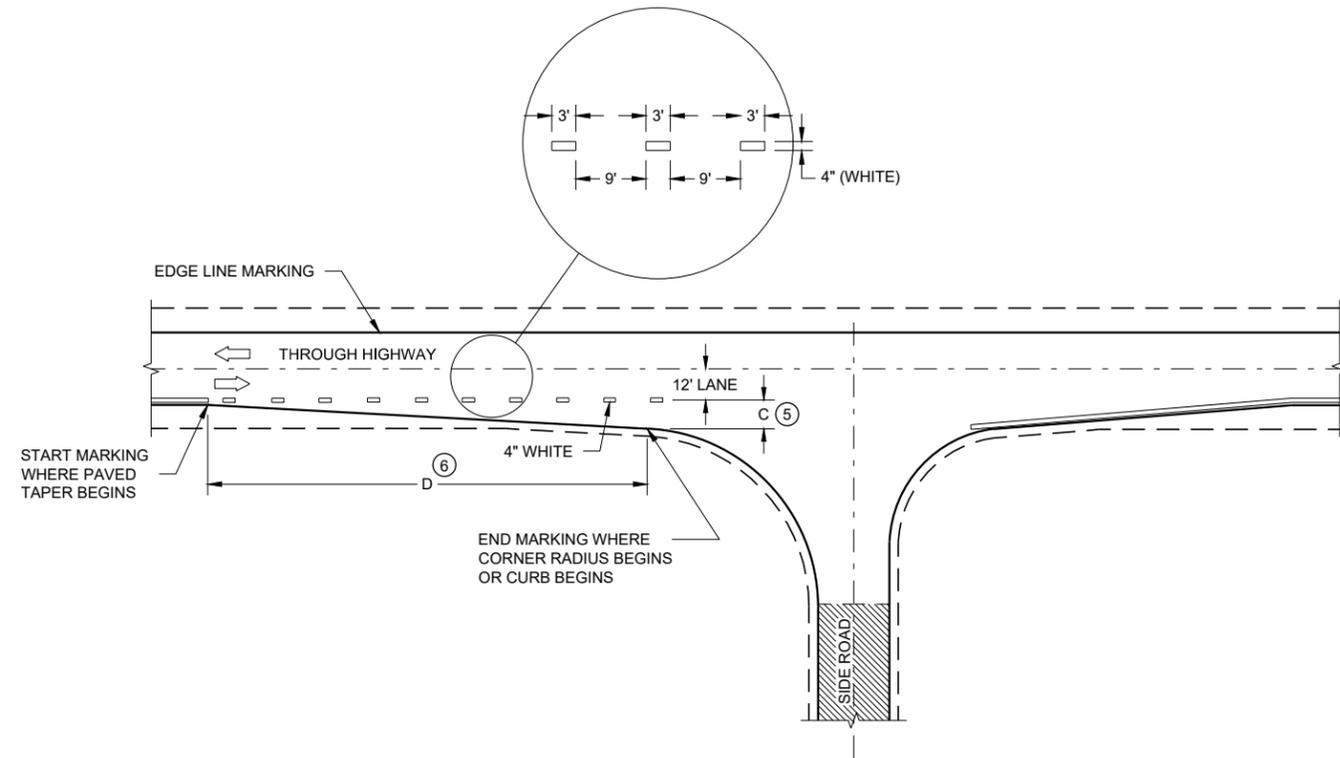
GENERAL NOTES

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

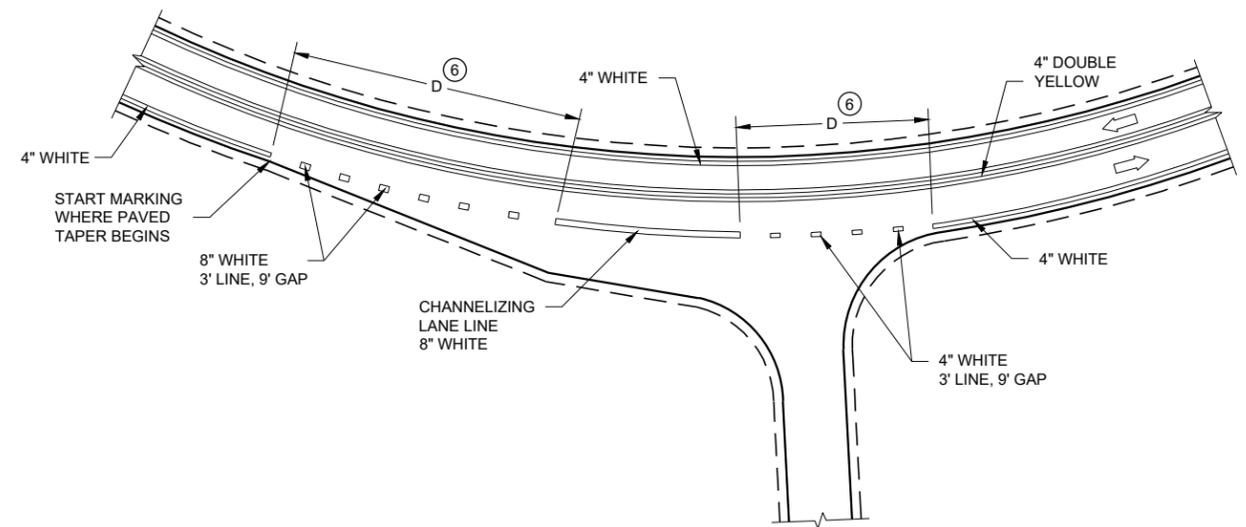
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

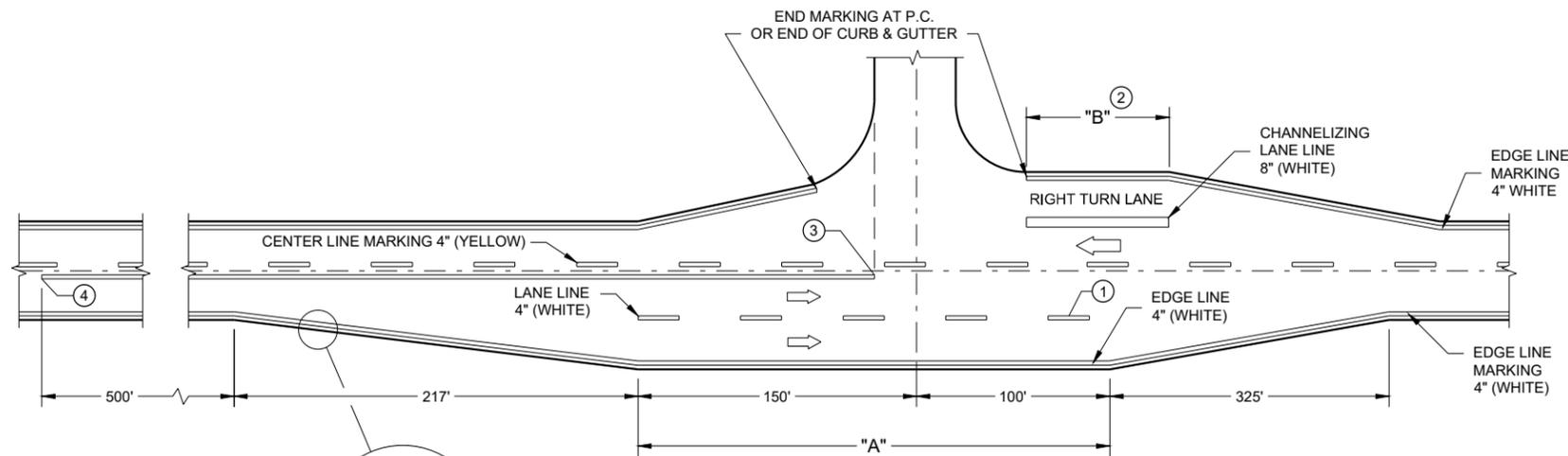
➡ DIRECTION OF TRAVEL



MINOR INTERSECTION

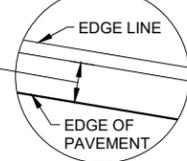


INTERSECTION ON OUTSIDE OF CURVE



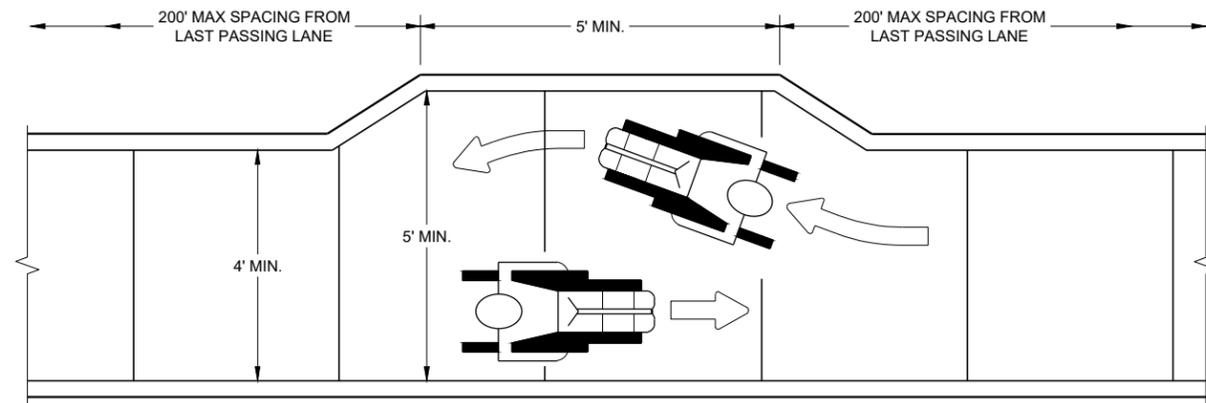
**MAJOR INTERSECTIONS
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

BYPASS LANE PAVED SHOULDER WIDTH (AS SHOWN ELSEWHERE IN PLANS) - PLUS 2 INCHES

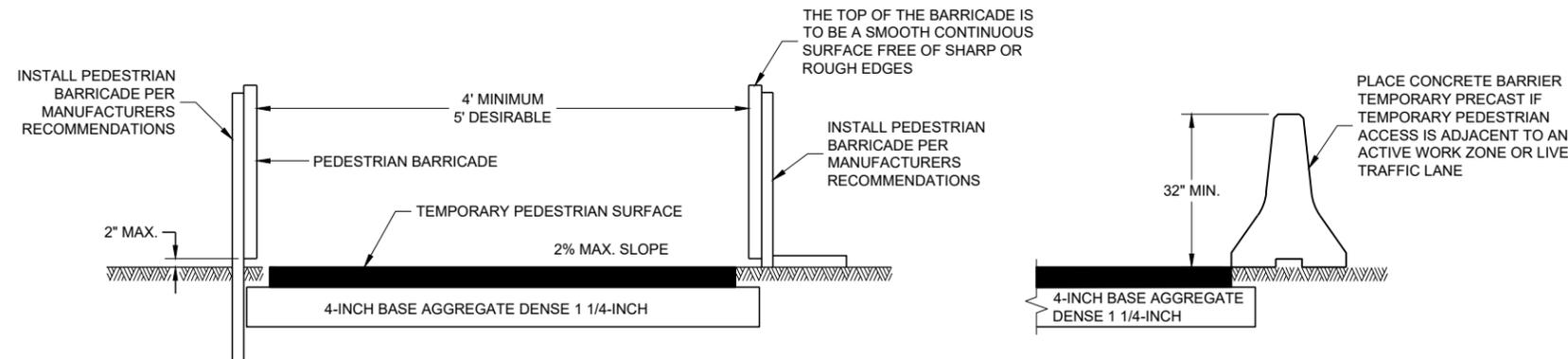


**PAVEMENT MARKING
(INTERSECTIONS)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



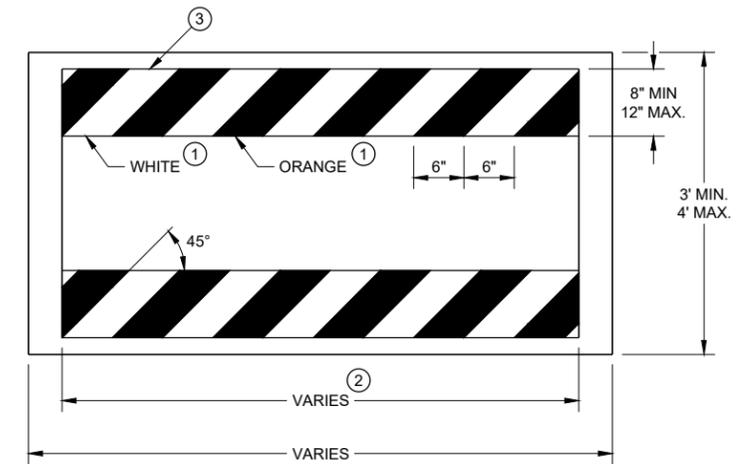
NARROW SIDEWALK PASSING DETAIL



TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

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

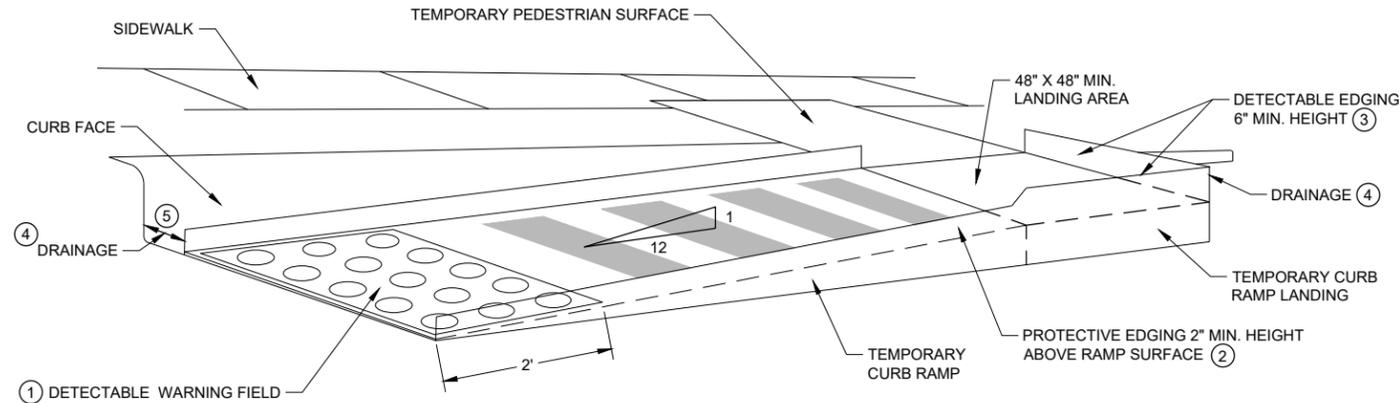


TEMPORARY PEDESTRIAN BARRICADE*

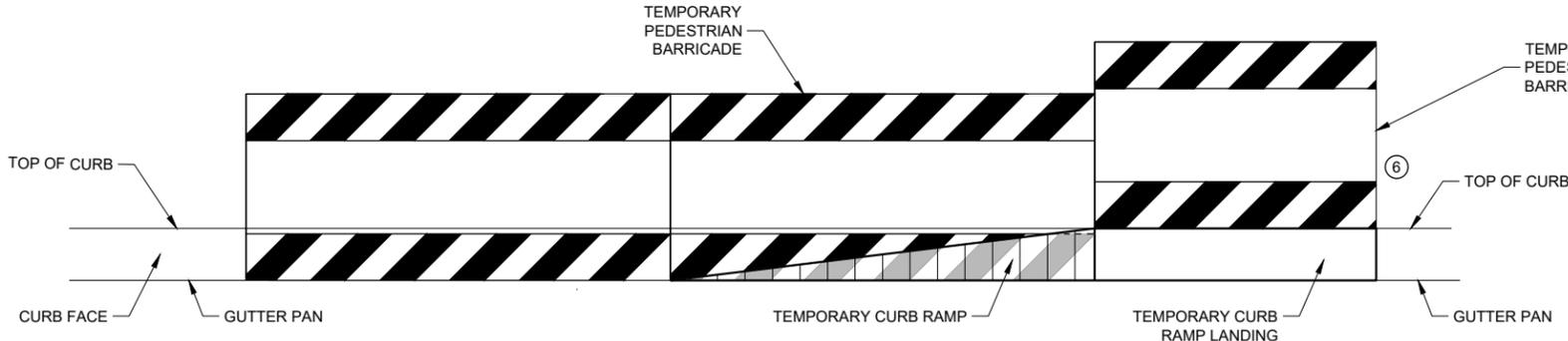
GENERAL NOTES

CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
 CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
 CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.
 LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

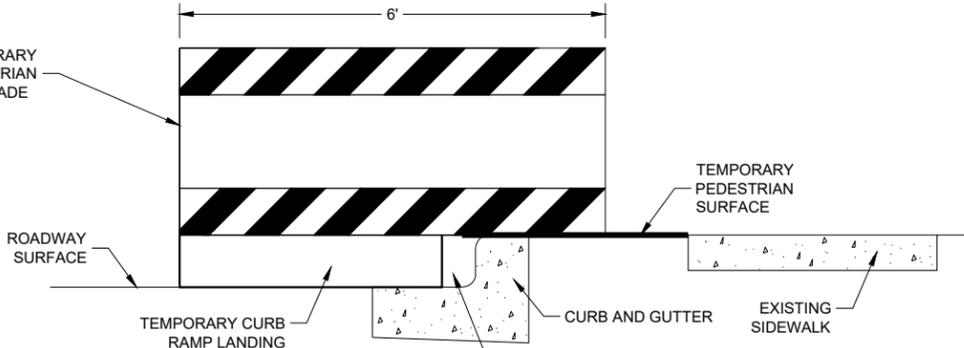
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ 6" MINIMUM BETWEEN CURB FACE AND EDGE OF RAMP
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



PERSPECTIVE VIEW



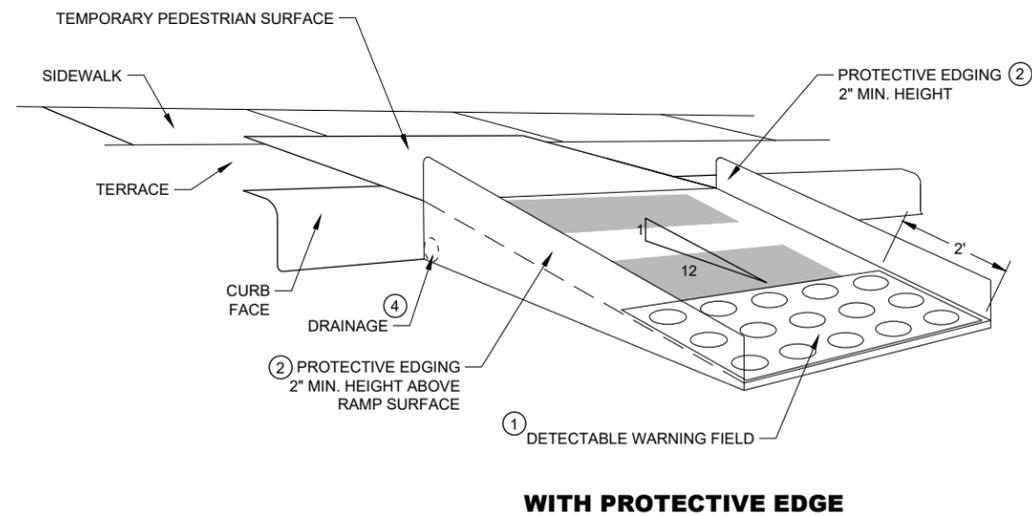
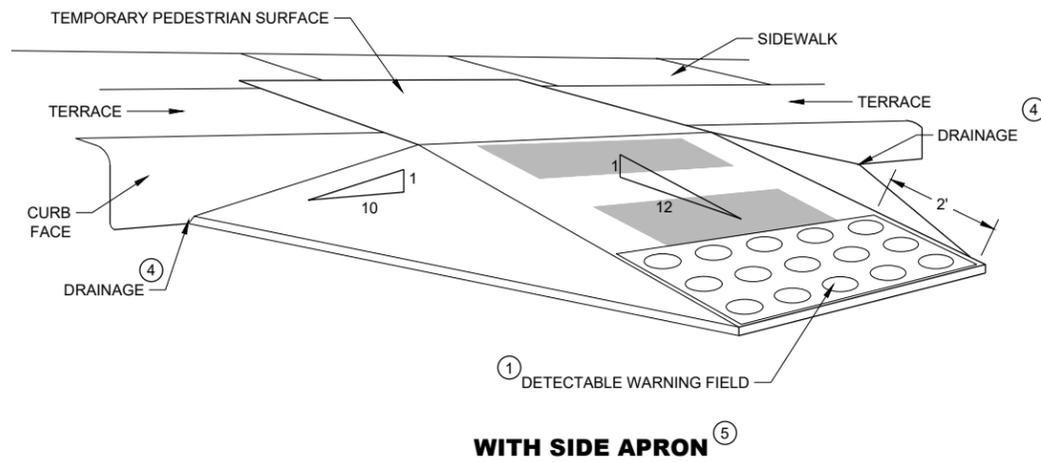
FRONT VIEW



SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

<p>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

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

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

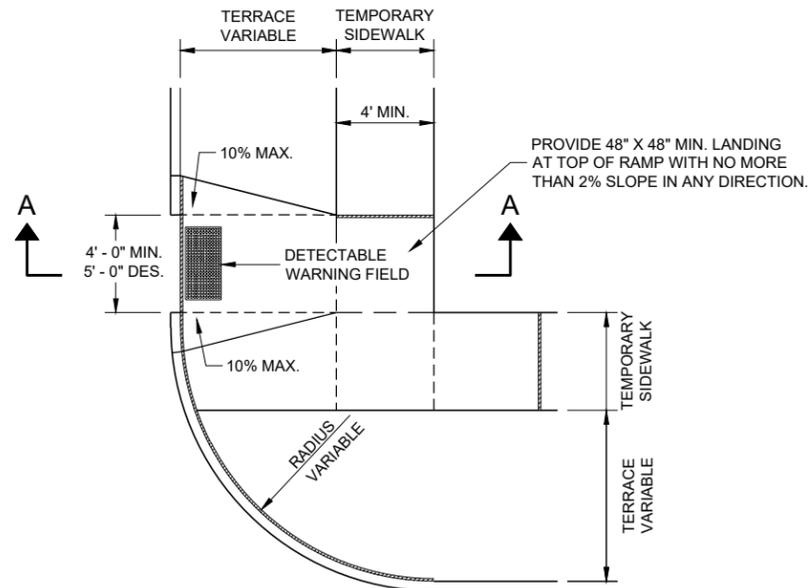
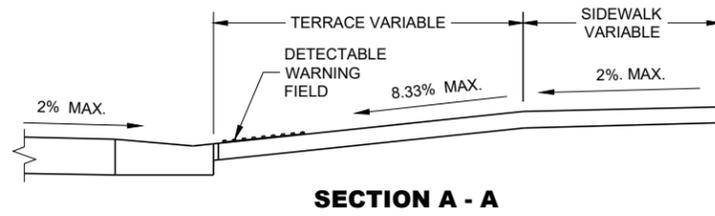
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- (1) INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- (2) PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- (3) DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- (4) DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- (5) CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

GENERAL NOTES

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



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

6

6

SDD 15D30 - 07d

SDD 15D30 - 07d

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMP OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.

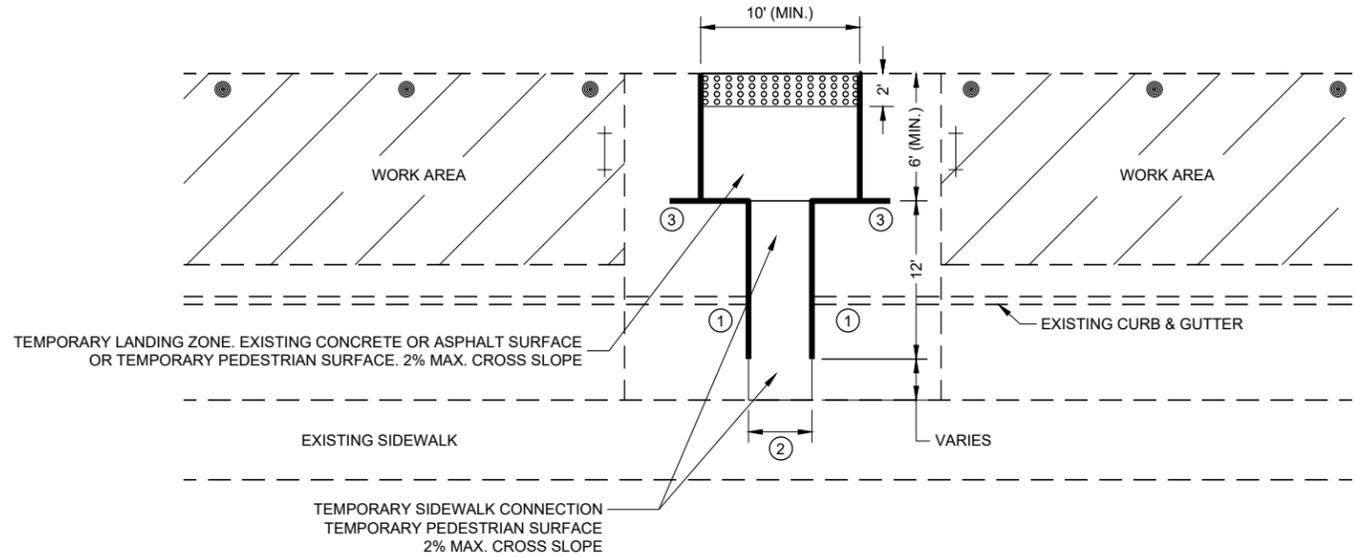
DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).

LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

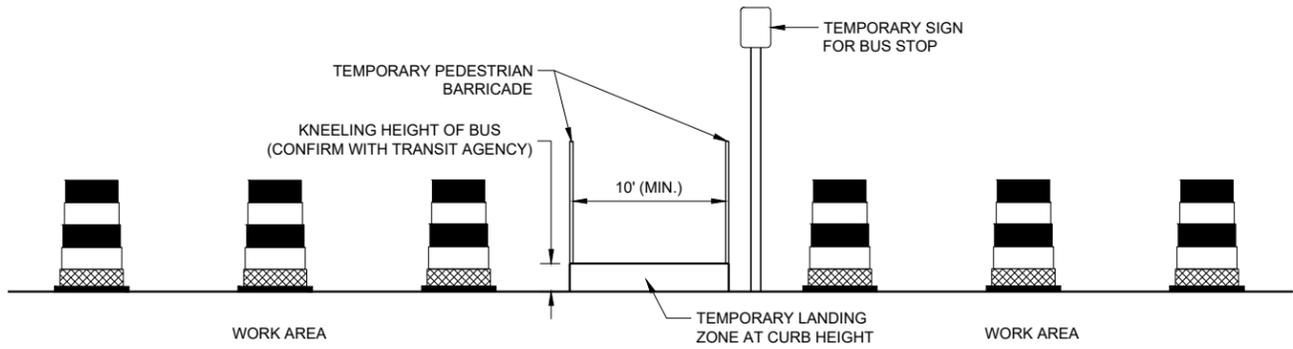
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

CURB RAMP AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.



PLAN VIEW



**PROFILE VIEW
TEMPORARY BUS STOP PAD**

LEGEND

- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- TEMPORARY DETECTABLE WARNING FIELD
- WORK AREA

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

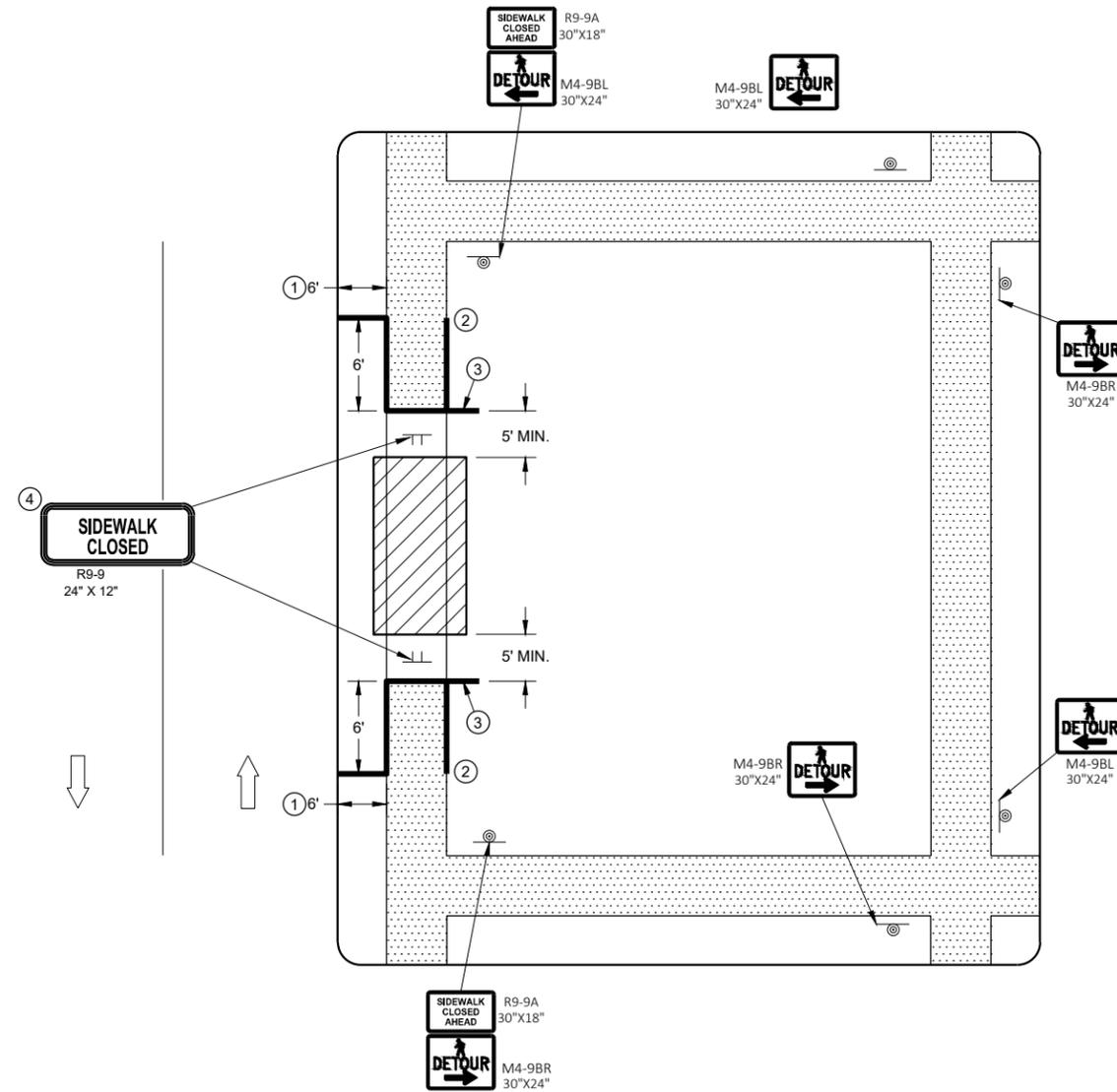
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

GENERAL NOTES

- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

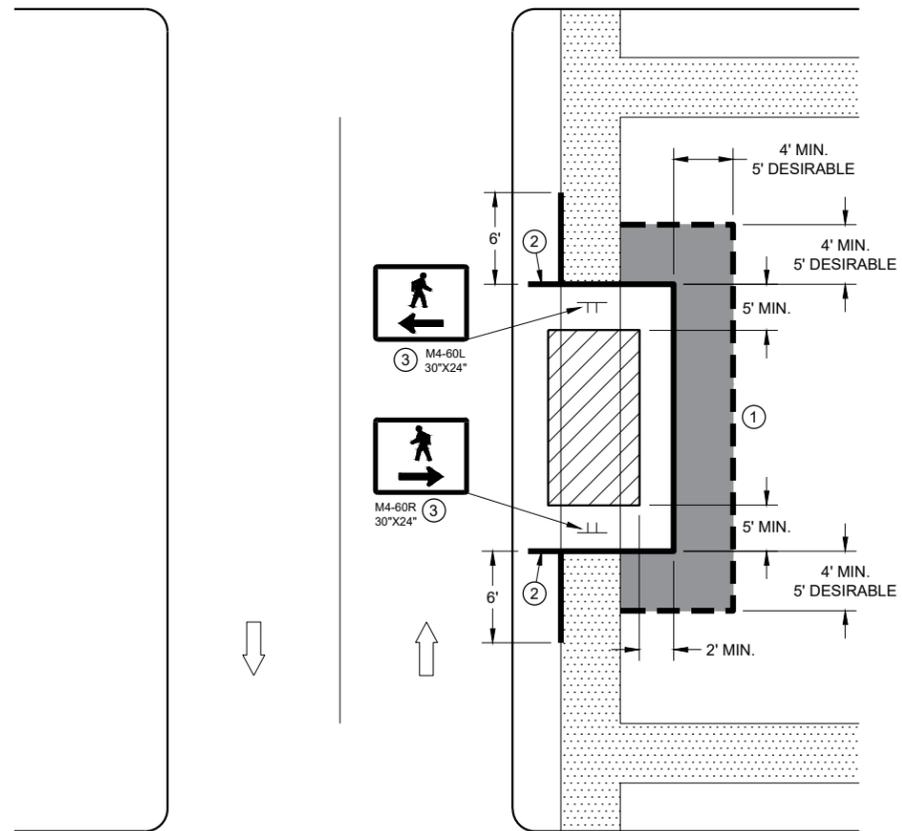
TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  WORK AREA
-  UNDER PEDESTRIAN TRAFFIC
-  TEMPORARY PEDESTRIAN SURFACE
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



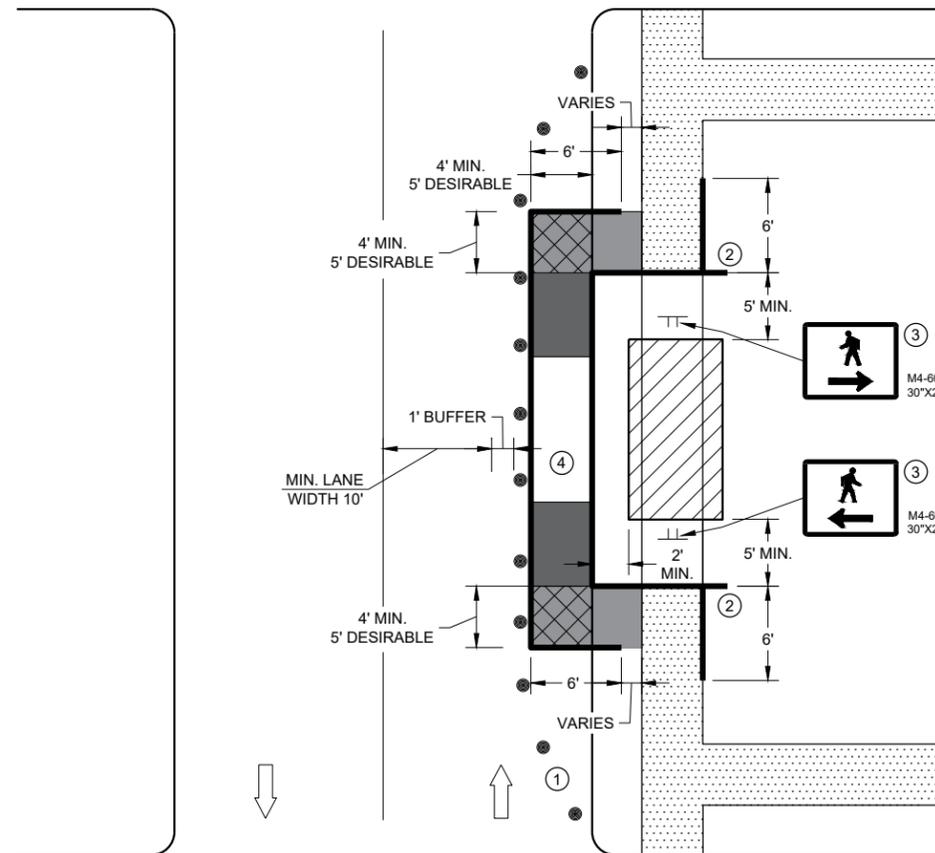
**SIDEWALK DIVERSION
SINGLE SIDE**

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  WORK AREA
-  UNDER PEDESTRIAN TRAFFIC
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6

6

SDD 15D30 - 07h

SDD 15D30 - 07h

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

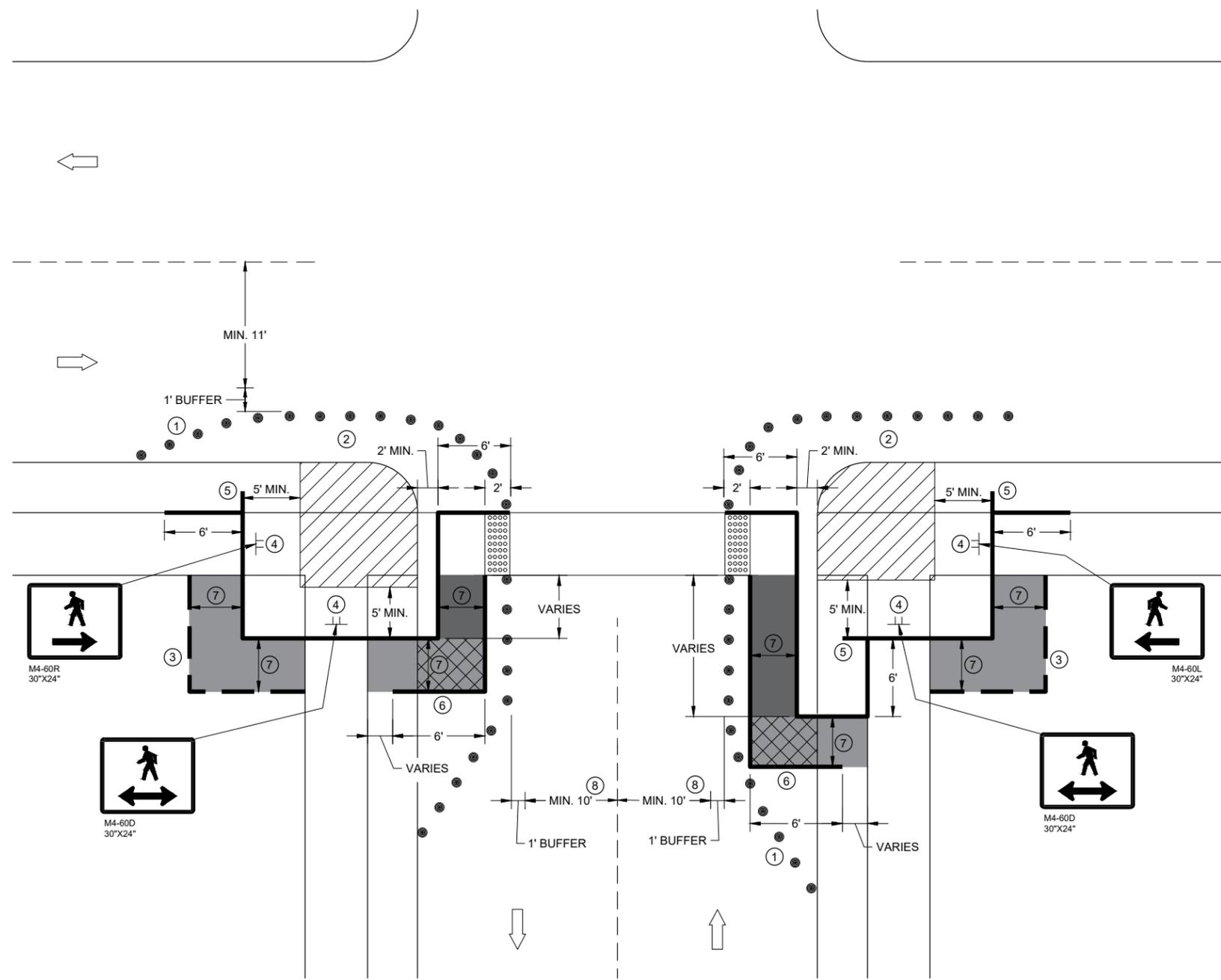
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  WORK AREA
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

6

6

SDD 15D30 - 07i

SDD 15D30 - 07i

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

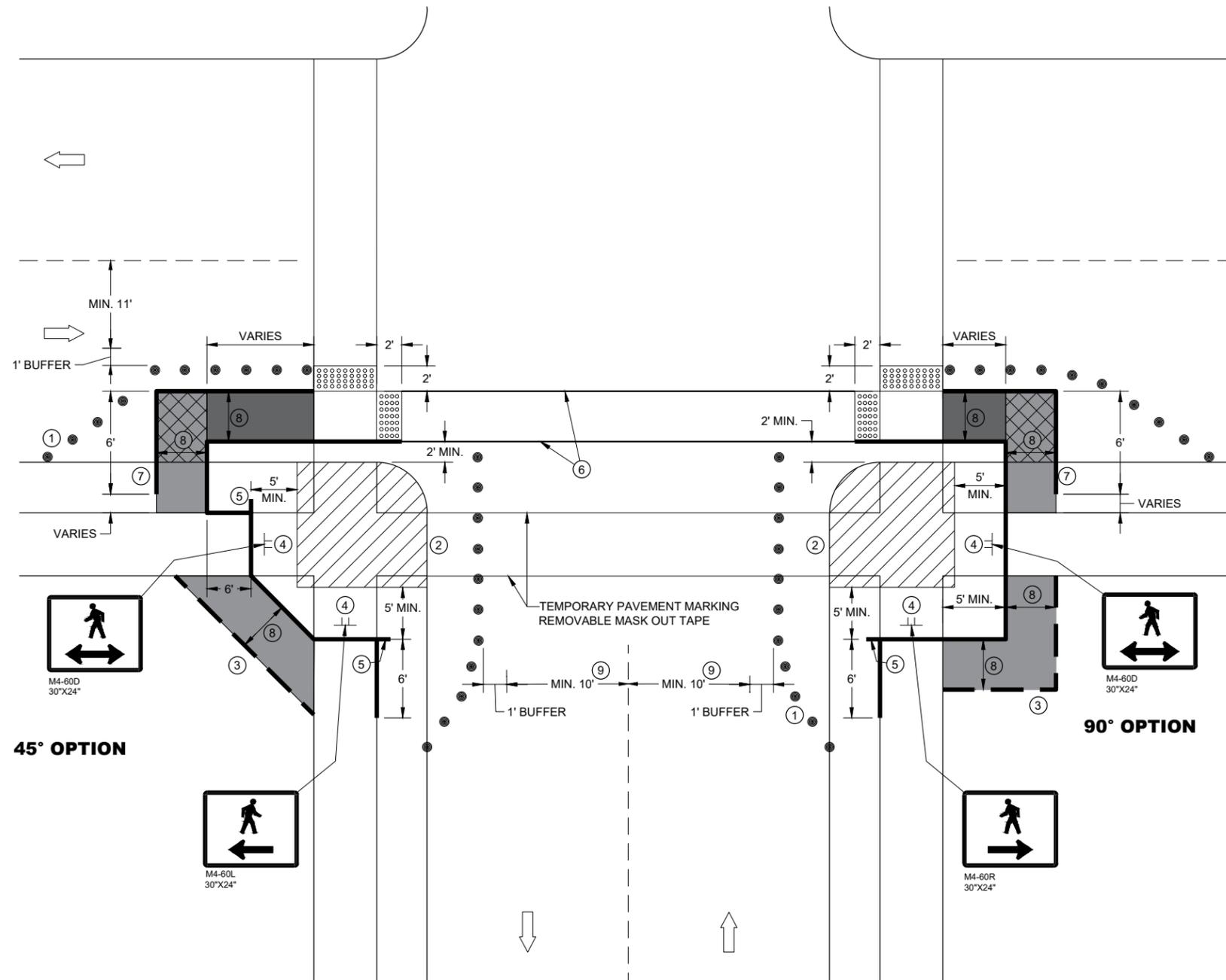
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

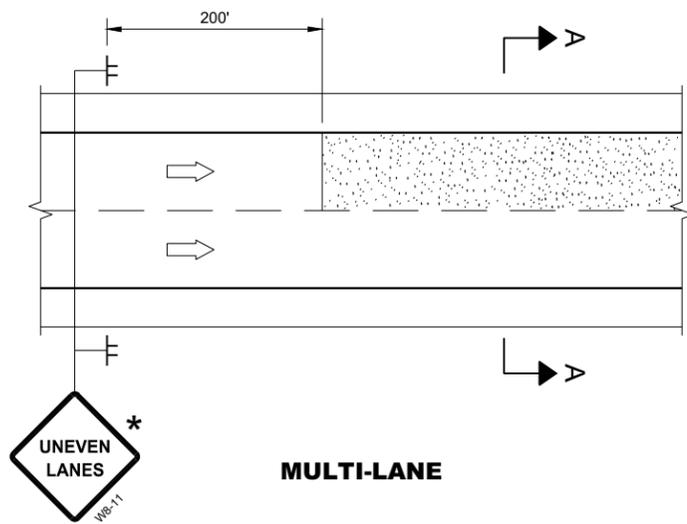
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  WORK AREA
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



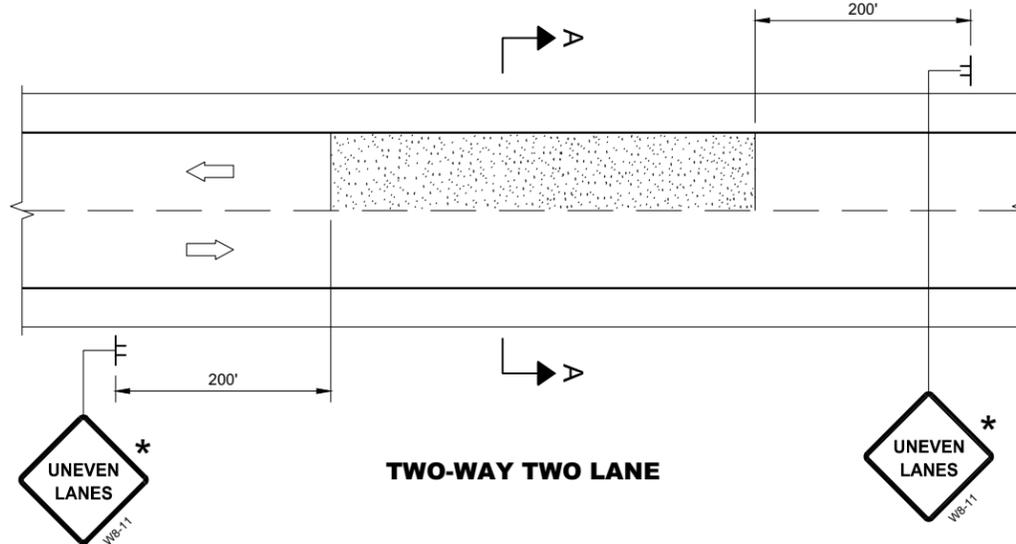
CURB RAMP PEDESTRIAN TRAFFIC CONTROL

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

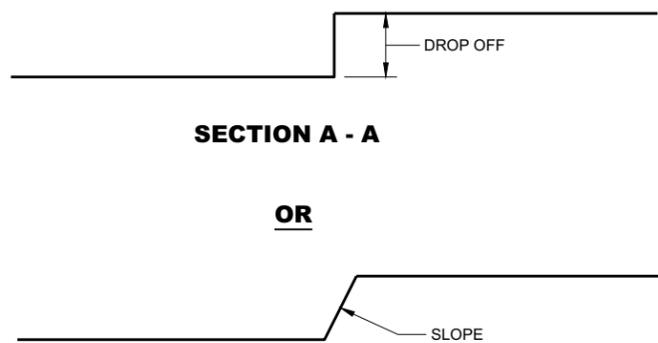
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MULTI-LANE



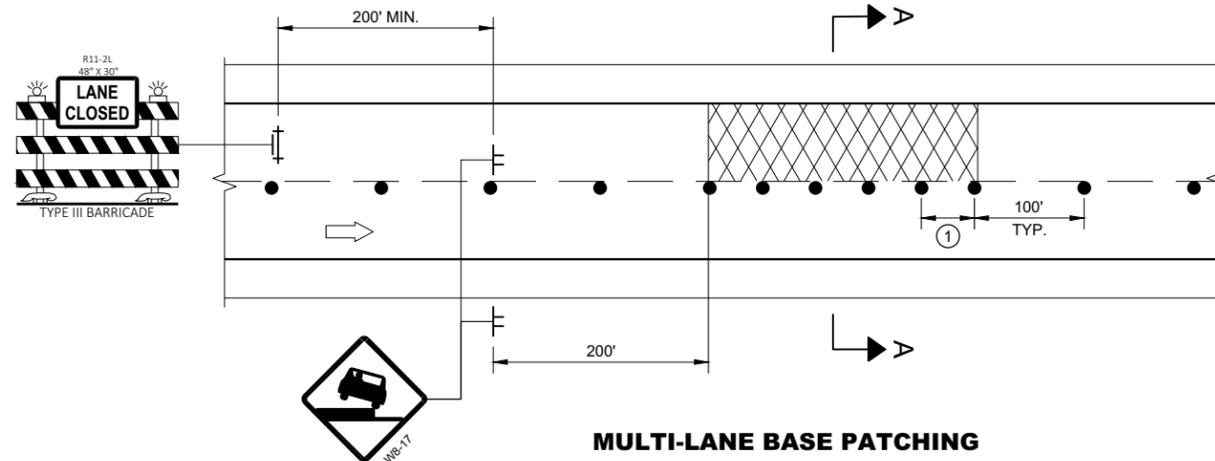
TWO-WAY TWO LANE



SECTION A - A

OR

SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

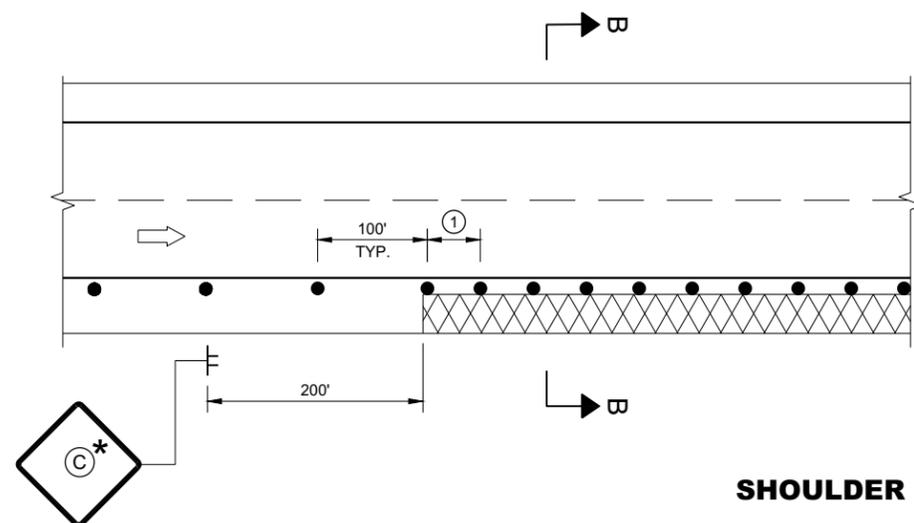
GENERAL NOTES

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

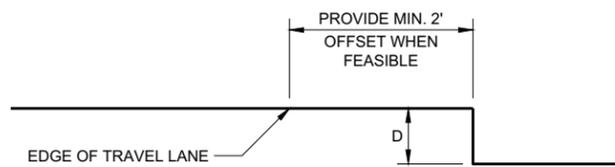
LEGEND

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

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



SHOULDER DROP-OFFS



SECTION B - B

**TRAFFIC CONTROL,
DROP-OFF SIGNING**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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

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

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

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

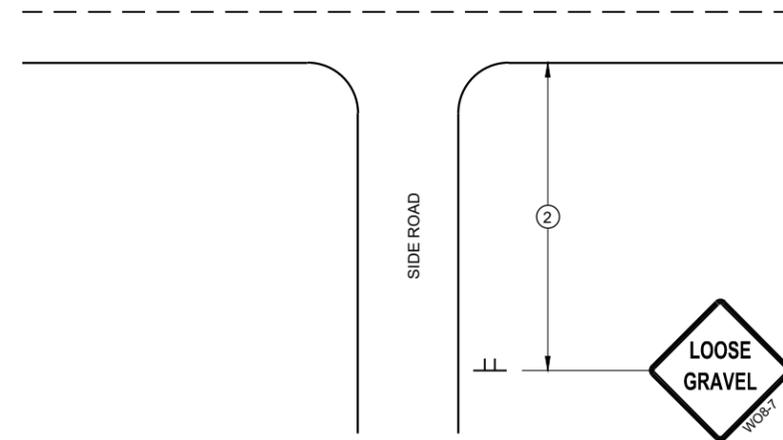
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

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

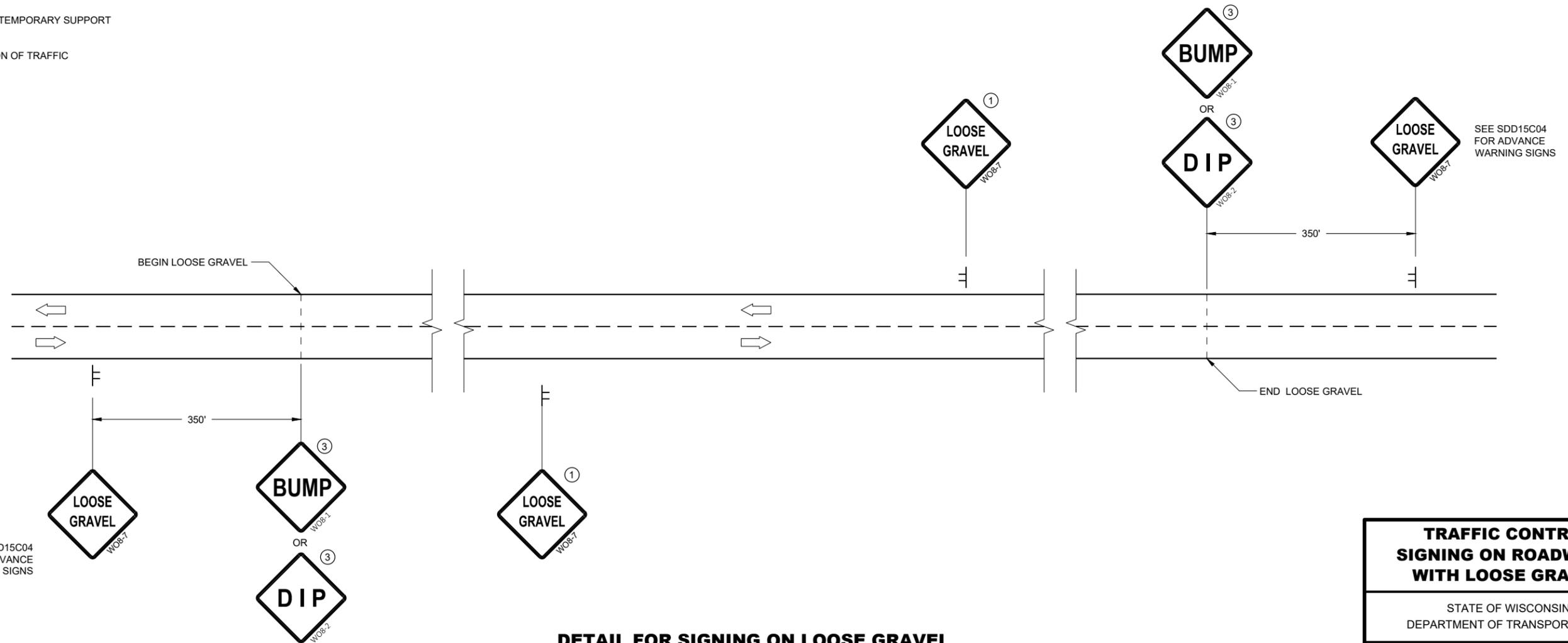
- ① PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- ③ ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH SIGN DETAIL



DETAIL FOR SIGNING ON LOOSE GRAVEL OR CHIP SEALED SURFACES

SEE SDD15C04 FOR ADVANCE WARNING SIGNS

TRAFFIC CONTROL SIGNING ON ROADWAYS WITH LOOSE GRAVEL

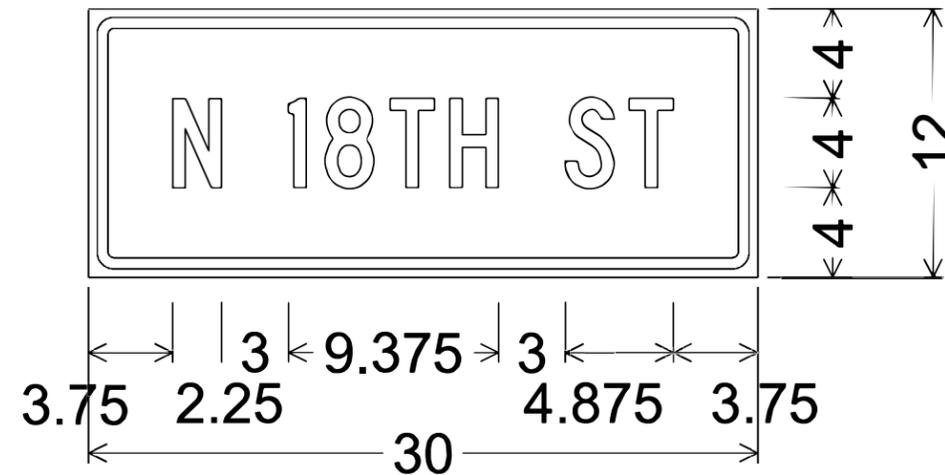
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

NOTES

- 1. Fixed Message Sign Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C



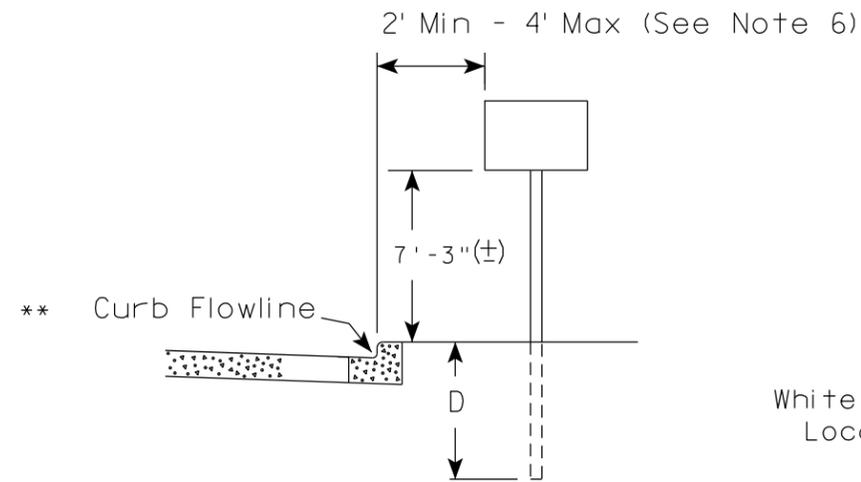
1.125" Radius, 0.500" Border, 0.375" Indent

7

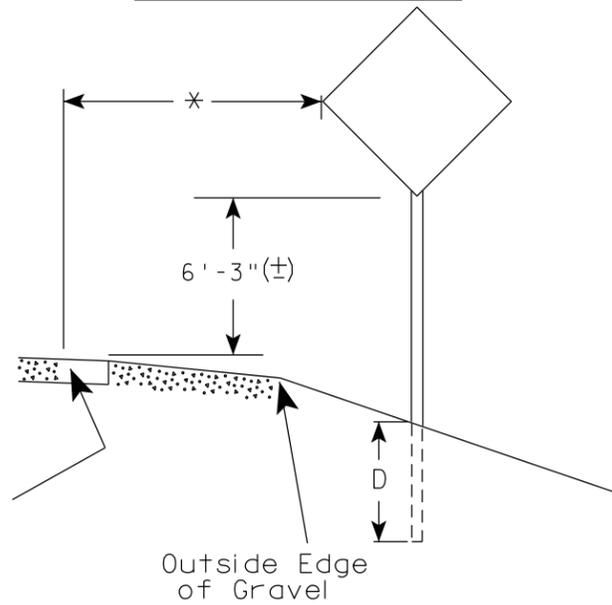
7

URBAN AREA

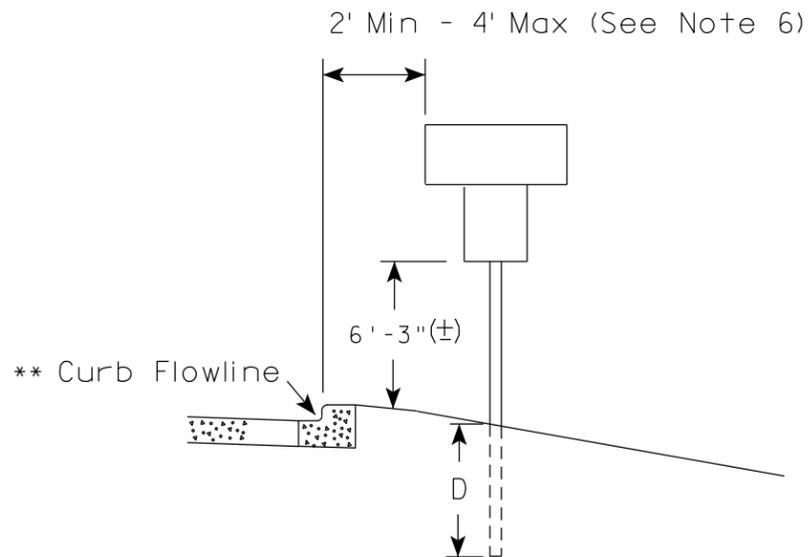
RURAL AREA (See Note 2)



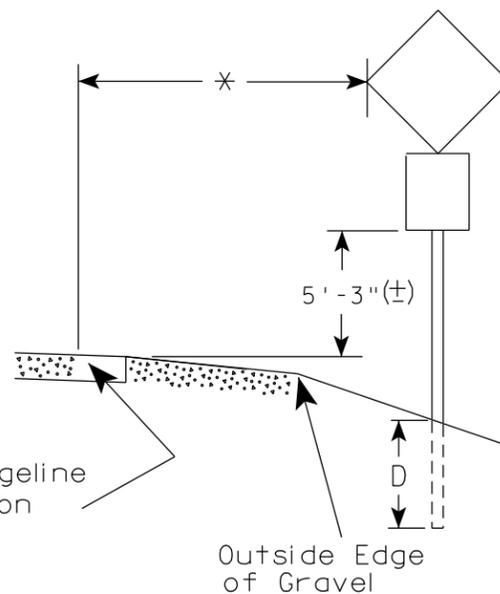
White Edgeline Location



Outside Edge of Gravel



White Edgeline Location



Outside Edge of Gravel

POST EMBEDMENT DEPTH

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

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

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

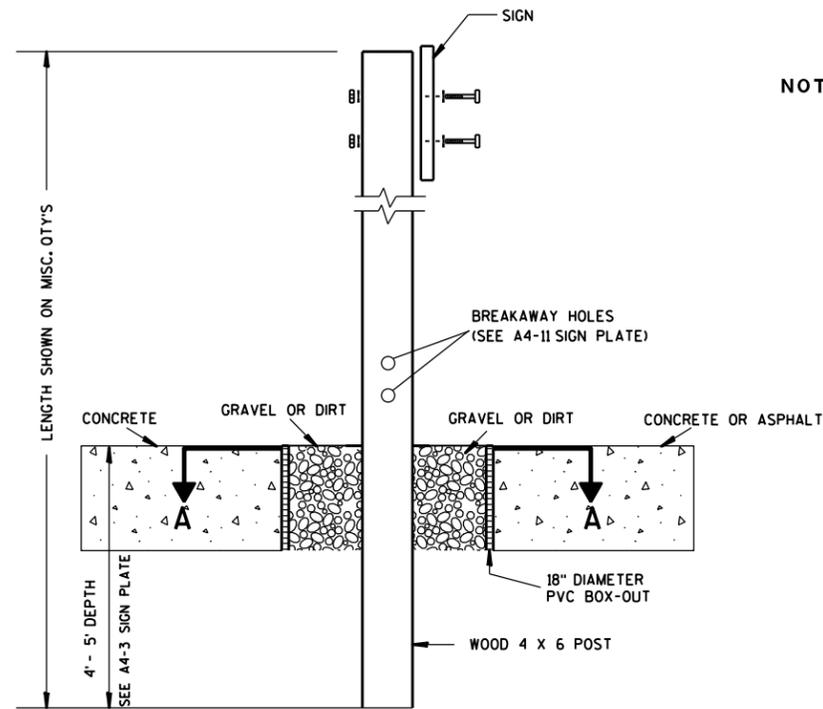
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

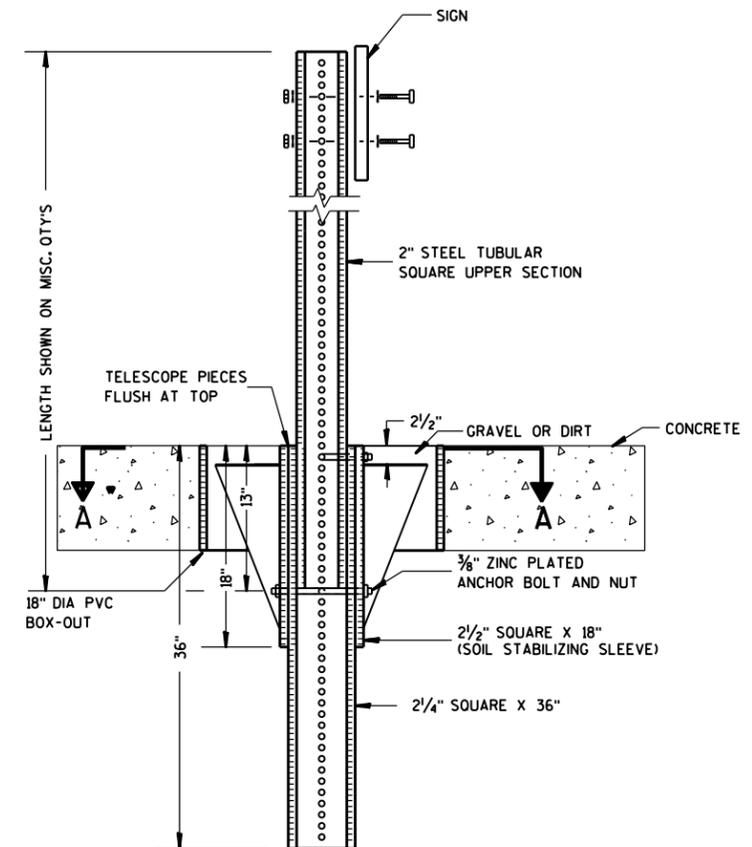
DATE 5/13/2020 PLATE NO. A4-3.22



ELEVATION VIEW

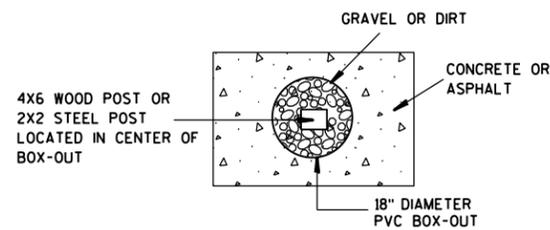
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

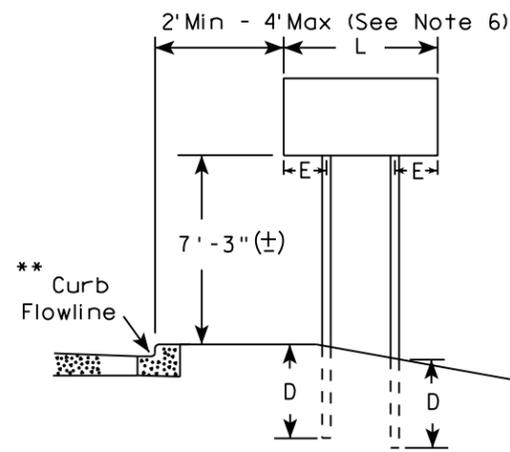
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

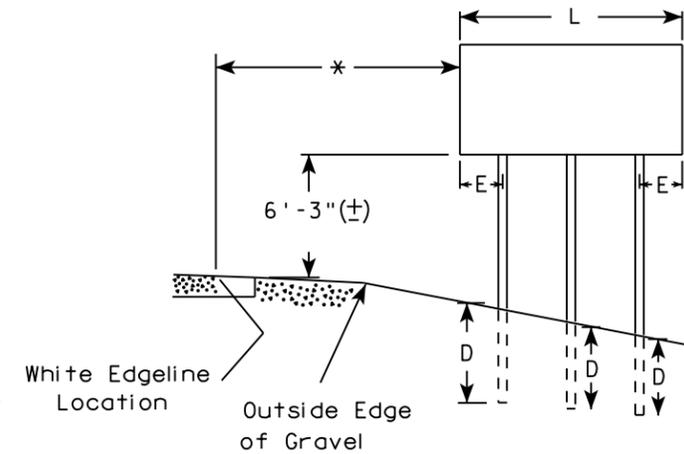
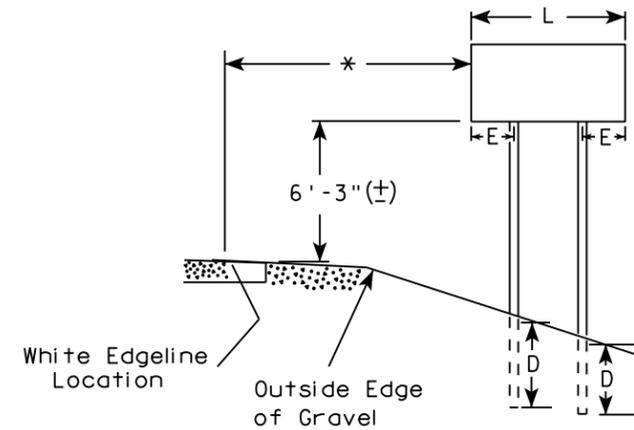
GENERAL NOTES

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" (±).

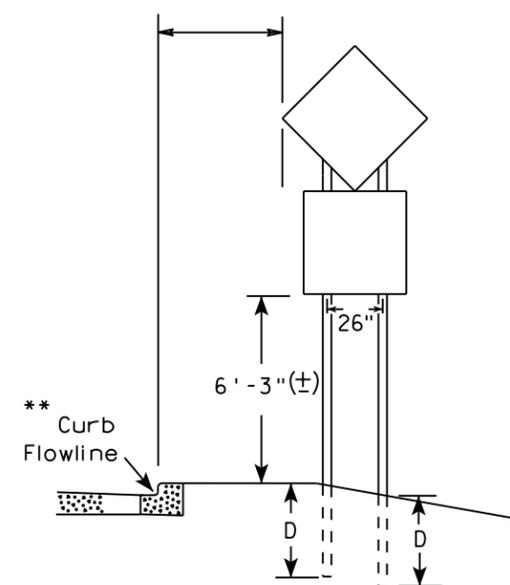
URBAN AREA



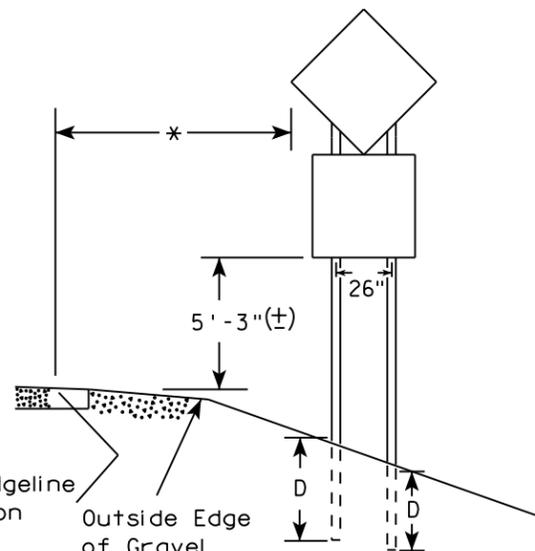
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

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

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

POST EMBEDMENT DEPTH

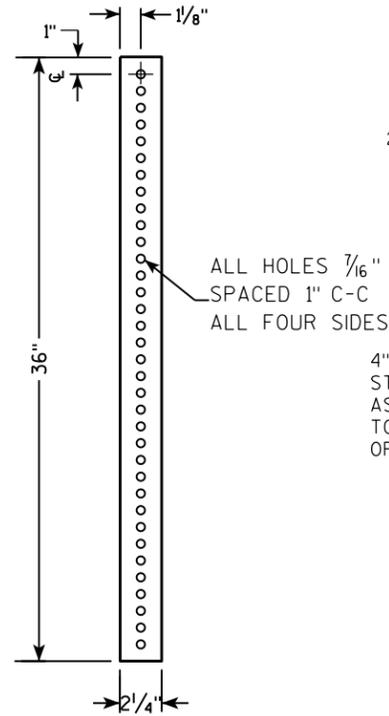
Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

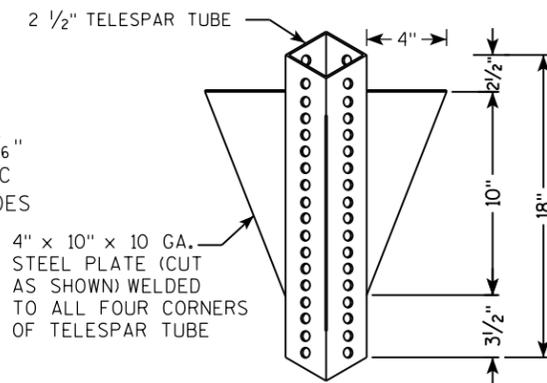
WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

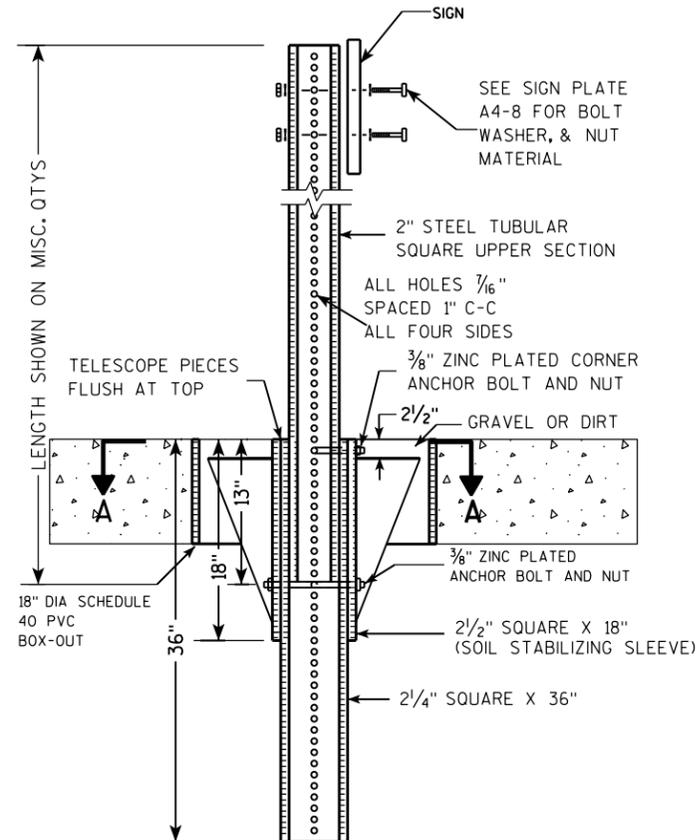
**2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**



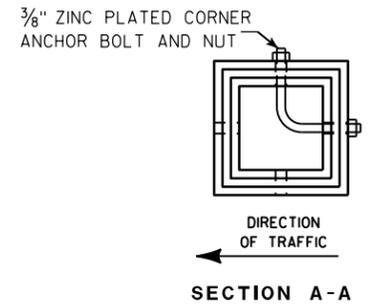
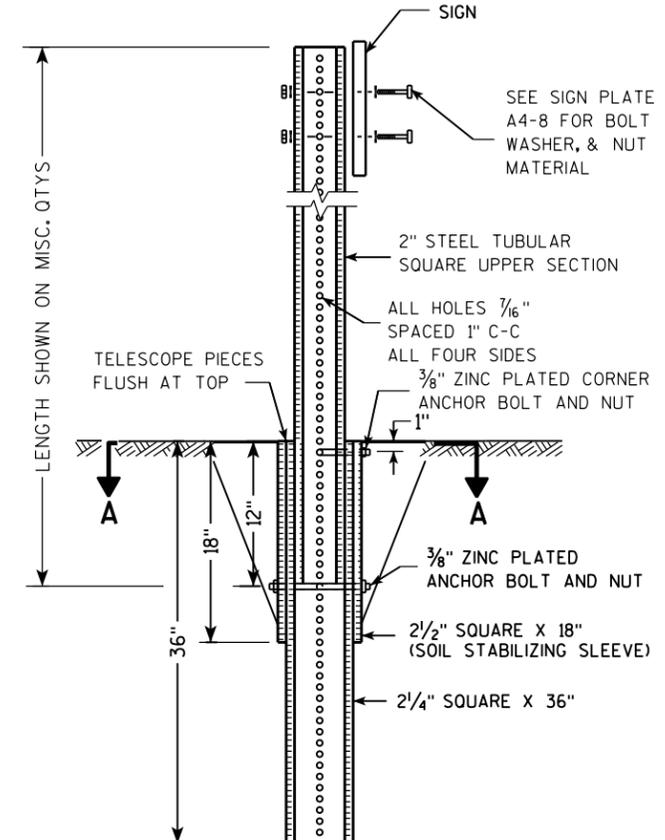
**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**



**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

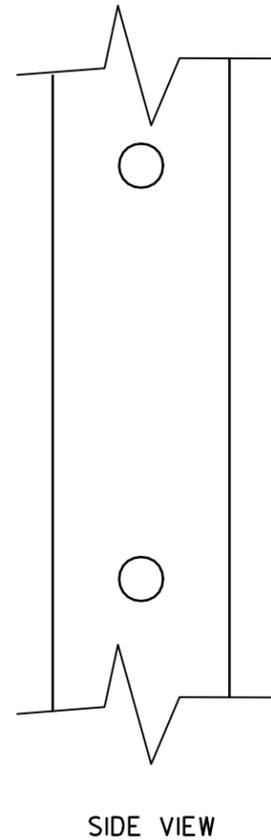
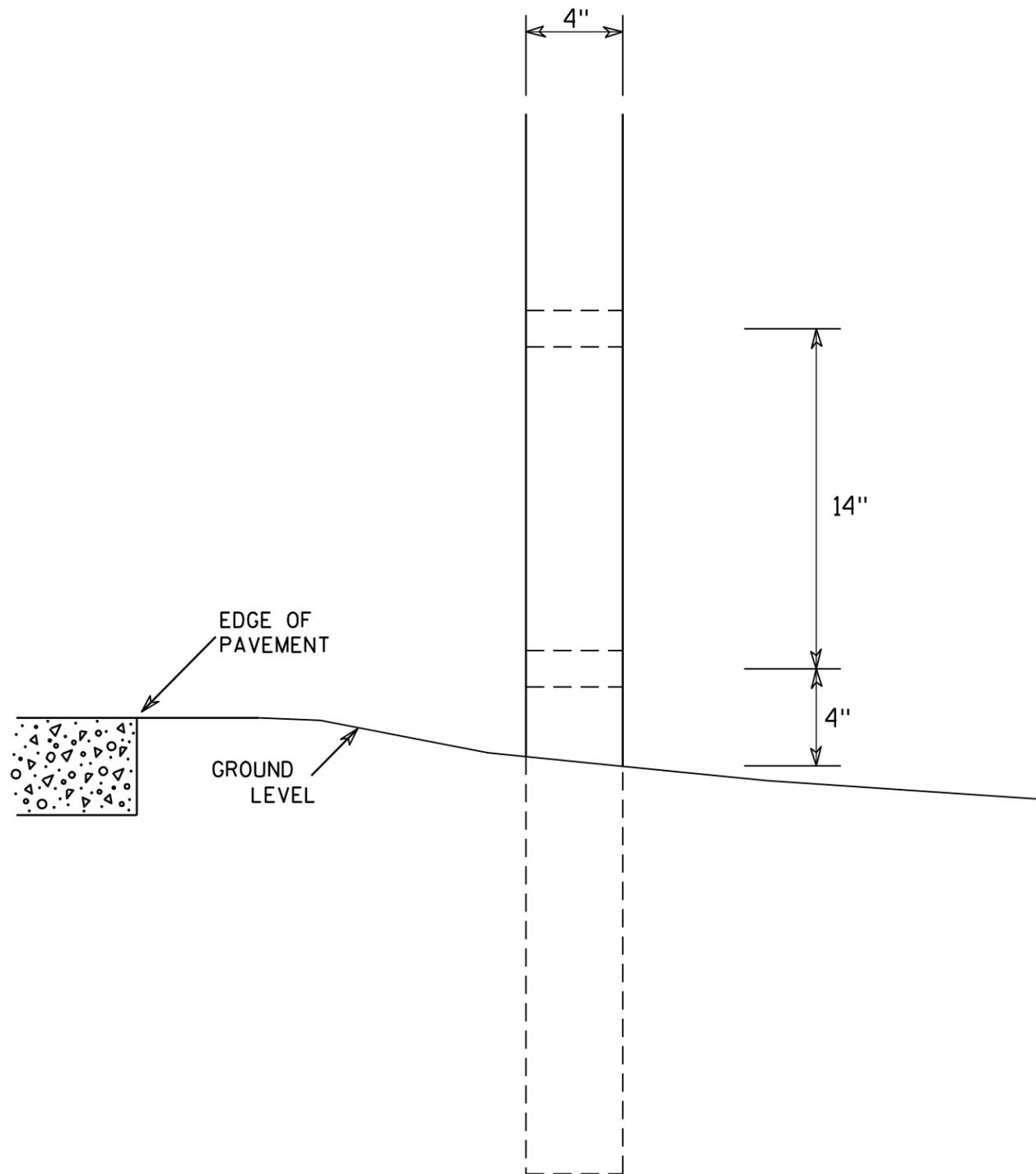
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



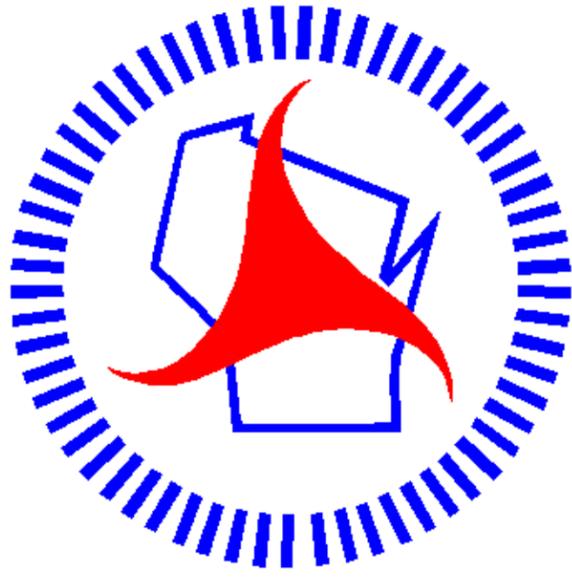
GENERAL NOTES

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

7

7

4 X 6 WOOD POST MODIFICATIONS	
<i>WISCONSIN DEPT OF TRANSPORTATION</i>	
APPROVED	<i>Chester J. Spang</i> for State Traffic Engineer
DATE 3/27/97	PLATE NO. A4-11.2



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>