

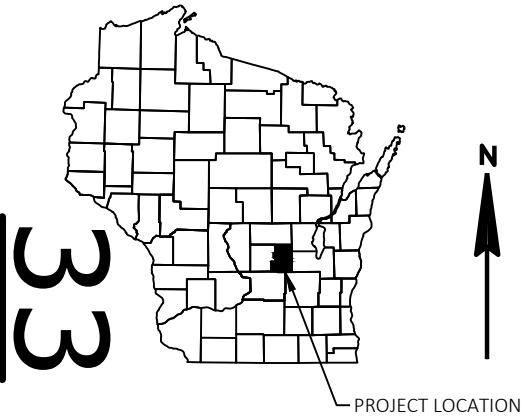
RHI
PROJECT ID: 6536-03-73
WITH: N/A
COUNTY: GREEN LAKE

NOVEMBER 2024

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 = 68



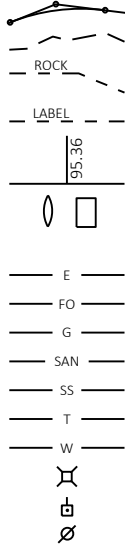
DESIGN DESIGNATION 6536-03-03

A.A.D.T.	2025	=	1900
A.A.D.T.	2045	=	2116
D.H.V.		=	271
D.D.		=	62/38
T.		=	7.7%
DESIGN SPEED		=	60 MPH
ESALS		=	340,000

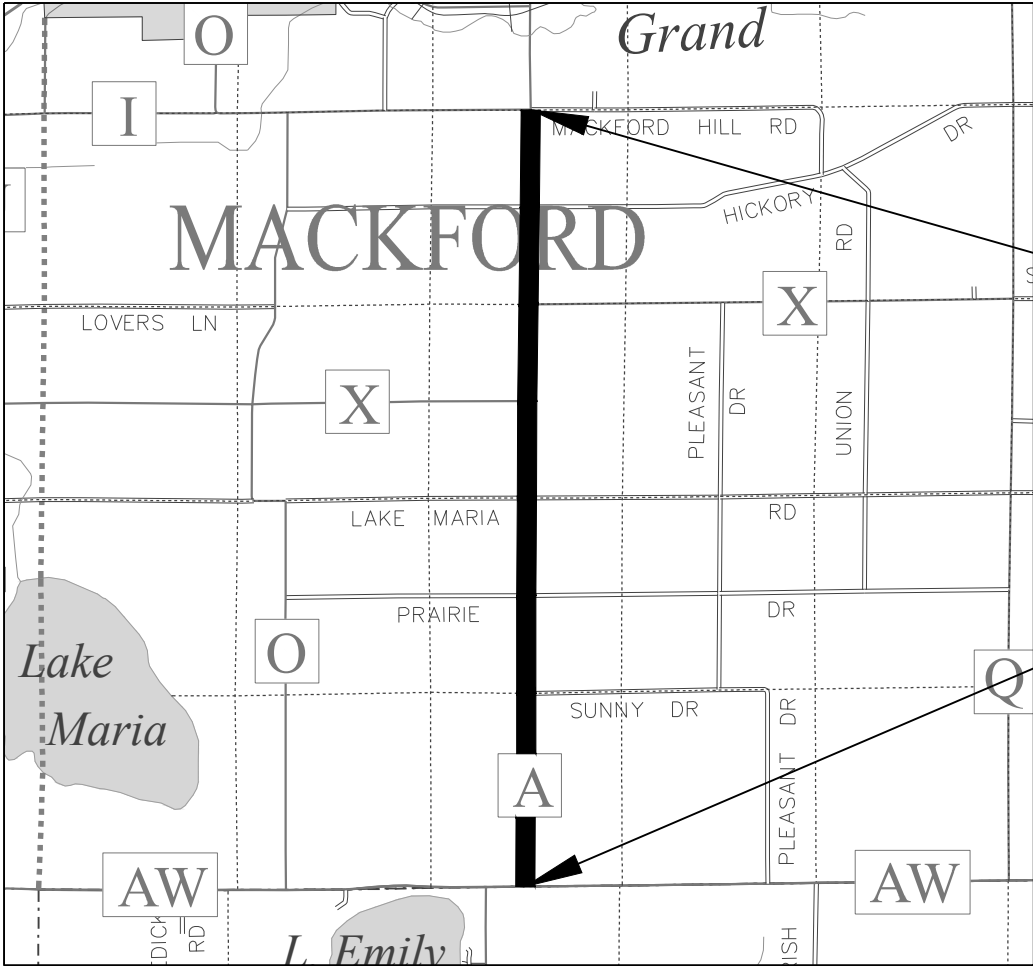
CONVENTIONAL SYMBOLS

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

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



R-12-E R-13-E



LAYOUT
SCALE 0 1 MI

TOTAL NET LENGTH OF CENTERLINE = 4.040 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), GREEN LAKE NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6536-03-73	WISC 2025053	1

ACCEPTED FOR
GREEN LAKE COUNTY
7/22/2024 *Derek Washuda*
Date (Signature and Title of Official)

ORIGINAL PLANS PREPARED BY
WESTBROOK
Associated Engineers, Inc.
619 EAST HOXIE STREET
P.O. BOX 429
SPRING GREEN, WISCONSIN 53588
PHONE (608) 588-7866
FAX (608) 588-7954

WISCONSIN
AARON B. PALMER
E-35695
RICHLAND CENTER, WI
PROFESSIONAL ENGINEER
DATE: 7/11/24 *Handwritten Signature*
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PREPARED BY
Surveyor WESTBROOK ASSOCIATED ENGINEERS, INC.
Designer WESTBROOK ASSOCIATED ENGINEERS, INC.
Project Manager JASON SCHAEFFER
Regional Examiner NORTH CENTRAL REGION
Regional Supervisor DAN ERVA, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 7/23/2024 *Handwritten Signature*
(Signature)

E

GENERAL NOTES

THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.

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

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LBS/SY/IN.

APPLY TACK COAT AT A RATE OF 0.07 GAL/SY TO MILLED SURFACES AND CIR SURFACES AND 0.05 GAL/SY BETWEEN LAYERS OF HMA PAVEMENT.

EXISTING RIGHT OF WAY AS SHOWN IS APPROXIMATE.

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.

THE LIMITS OF PAVEMENT REMOVAL ON SIDE STREETS ARE APPROXIMATE AND SHALL BE VERIFIED IN THE FIELD BY THE ENGINEER.

REMOVAL OF ASPHALTIC SURFACES WHERE AN ABUTTING ASPHALTIC SURFACE IS TO REMAIN IN PLACE SHALL REQUIRE A VERTICAL SAWCUT MEETING THE APPROVAL OF THE ENGINEER IN THE FIELD.

THE PROPOSED SHOULDER WIDTH SHOWN IN THE TYPICAL SECTIONS ARE MINIMUM WIDTH. PERPETUATE EXISTING SHOULDERS THAT ARE WIDER THAN WHAT IS SHOWN IN THE TYPICAL SECTIONS.

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

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

ACCESS TO DRIVEWAYS SHALL BE RE-ESTABLISHED IMMEDIATELY AFTER OPERATIONS ARE COMPLETED.

TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT, ALL SIGNS RELATING TO THIS OPERATION SHALL BE COVERED OR REMOVED AND FACILITY RESTORED TO NORMAL OPERATIONS.

DO NOT DRIVE OR STORE EQUIPMENT, OR STORE CONSTRUCTION MATERIALS IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

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

UTILITIES CONTACTS

BRIGHTSPEED
COMMUNICATIONS
SCOTT HEINZELMAN
144 N PEARL ST
BERLIN, WI 54923
PHONE: (608) 716-5964
EMAIL: SCOTT.HEINZELMAN@BRIGHTSPEED.COM

ALLIANT ENERGY
ELECTRIC
CODY JACKSON
506 FENTON ST
RIPON, WI 54971
PHONE: (920) 748-4013
EMAIL: CODYJACKSON@ALLIANTENERGY.COM

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	EXC	EXCAVATION	PSI	POUNDS PER SQUARE INCH
AC	ACRE	EBS	EXCAVATION BELOW SUBGRADE	PE	PRIVATE ENTRANCE
AGG	AGGREGATE	EXIST	EXISTING	PROJ	PROJECT
AH	AHEAD	FERT	FERTILIZER	PL	PROPERTY LINE
∠	ANGLE	FE	FIELD ENTRANCE	PRW	PROPOSED RIGHT OF WAY
AADT	ANNUAL AVERAGE DAILY TRAFFIC	FL OR F/L	FLOW LINE	R	RADIUS
AEW	APRON ENDWALL	FT	FOOT	RL OR R/L	REFERENCE LINE
ASPH	ASPHALTIC	FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	REQD	REQUIRED
BK	BACK	HES	HIGH EARLY STRENGTH	RT	RIGHT
BC	BACK OF CURB	HE	HIGHWAY EASEMENT	RHF	RIGHT HAND FORWARD
BAD	BASE AGGREGATE DENSE	CWT	HUNDRED WEIGHT	R/W	RIGHT OF WAY
BL OR B/L	BASE LINE	IN DIA	INCH DIAMETER	RD	ROAD
BM	BENCH MARK	INL	INLET	RDWY	ROADWAY
CB	CATCH BASIN	ID	INSIDE DIAMETER	SHLDR	SHOULDER
CL OR C/L	CENTER LINE	INTERS	INTERSECTION	SW	SIDEWALK
Δ	CENTRAL ANGLE OR DELTA	IH	INTERSTATE HIGHWAY	SB	SOUTHBOUND
CE	COMMERCIAL ENTRANCE	INV	INVERT	SPECS	SPECIFICATIONS
CONC	CONCRETE	JT	JOINT	SF	SQUARE FEET
CSW	CONCRETE SIDEWALK	LT	LEFT	SY	SQUARE YARD
CONST	CONSTRUCTION	LHF	LEFT HAND FORWARD	SDD	STANDARD DETAIL DRAWINGS
CP	CONTROL POINT	L	LENGTH OF CURVE	STH	STATE TRUNK HIGHWAY
CO	COUNTY	LF	LINEAR FOOT	STA	STATION
CTH	COUNTY TRUCK HIGHWAY	LC	LONG CHORD OF CURVE	SE	SUPERELEVATION
CY	CUBIC YARD	LS	LUMP SUM	SL OR S/L	SURVEY LINE
CP	CULVERT PIPE	MGAL	ONE THOUSAND GALLONS	TEMP	TEMPORARY
C & G	CURB AND GUTTER	MH	MANHOLE	TI	TEMPORARY INTEREST
D	DEGREE OF CURVE	ML OR M/L	MATCH LINE	TLE	TEMPORARY LIMITED EASEMENT
DHV	DESIGN HOUR VOLUME	NOM	NOMINAL	TC	TOP OF CURB
DIA	DIAMETER	NC	NORMAL CROWN	TL OR T/L	TRANSIT LINE
DD	DIRECTIONAL DISTRIBUTION	NB	NORTHBOUND	T	TRUCKS (PERCENT OF)
DE	DRAINAGE EASEMENT	NO	NUMBER	TYP	TYPICAL
DWY	DRIVEWAY	OD	OUTSIDE DIAMETER	USH	UNITED STATES HIGHWAY
EA	EACH	PAVT	PAVEMENT	VAR	VARIABLE
EB	EASTBOUND	PLE	PERMANENT LIMITED EASEMENT	VC	VERTICAL CURVE
EL OR ELEV	ELEVATION	PC	POINT OF CURVATURE	VPC	VERTICAL POINT OF CURVATURE
EMB	EMBANKMENT	PI	POINT OF INTERSECTION	VPI	VERTICAL POINT OF INTERSECTION
EW	ENDWALL	PT	POINT OF TANGENCY	VPT	VERTICAL POINT OF TANGENCY
EAT	ENERGY ABSORBING TERMINAL	PCC	PORTLAND CEMENT CONCRETE	W	WEST
ESALS	EQUIVALENT SINGLE AXLE LOADS	LB	POUND	WB	WESTBOUND

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	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 STRIPTURF:	.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 SLOPETURF:			.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 = 49.13 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.00 ACRES

ORDER OF SECTION 2 DETAIL SHEETS

- GENERAL NOTES
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PERMANENT SIGNING AND MARKING

WISCONSIN DNR LIAISON

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DESIGN CONSULTANT

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COUNTY HIGHWAY COMMISSIONER

DEREK MASHUDA
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GREEN LAKE, WI 54941
PHONE: (920) 294-4062
EMAIL: DMASHUDA@GREENLAKECOUNTYWI.GOV

PROJECT NO: 6536-03-73

HWY: CTH A

COUNTY: GREEN LAKE

GENERAL NOTES

SHEET

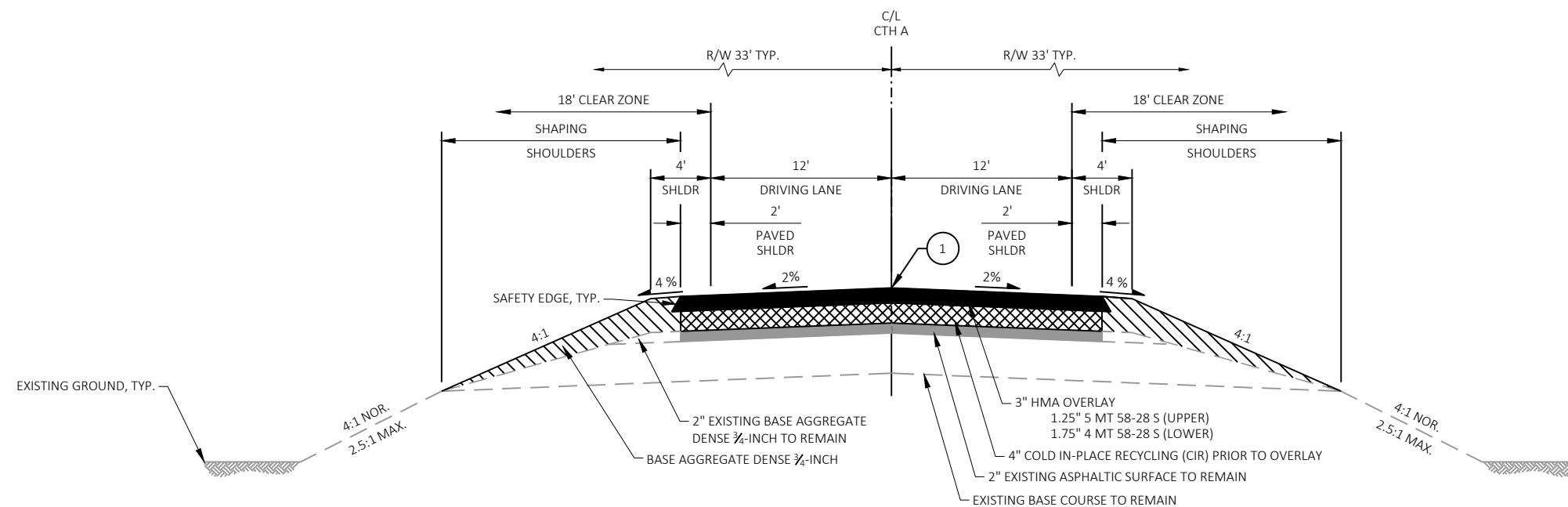
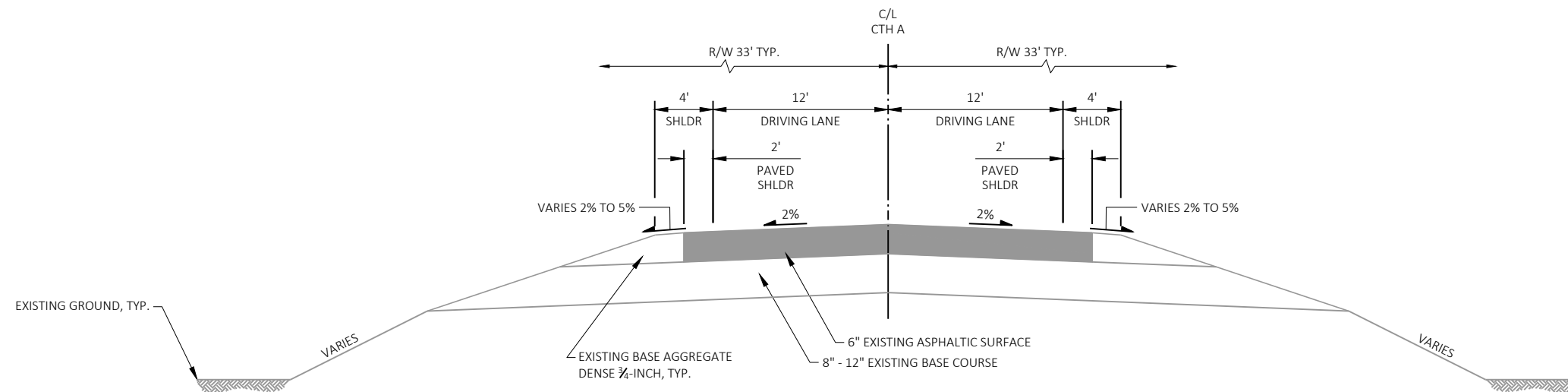
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2

2

PROJECT NO: 6536-03-73	HWY: CTH A	COUNTY: GREEN LAKE	PROJECT OVERVIEW	SHEET	E
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① ASPHALTIC CENTERLINE RUMBLE STRIPS 2-LANE RURAL.
SEE MISCELLANEOUS QUANTITIES SHEET FOR LOCATIONS.

PROJECT NO: 6536-03-73

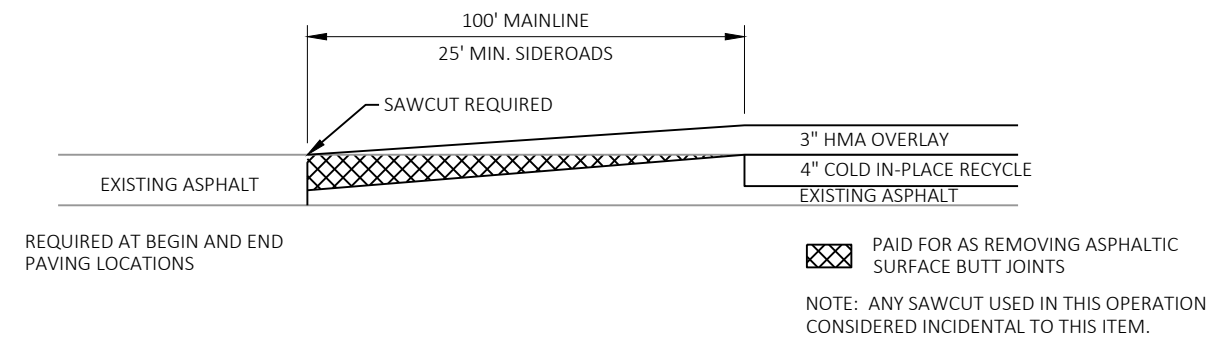
HWY: CTH A

COUNTY: GREEN LAKE

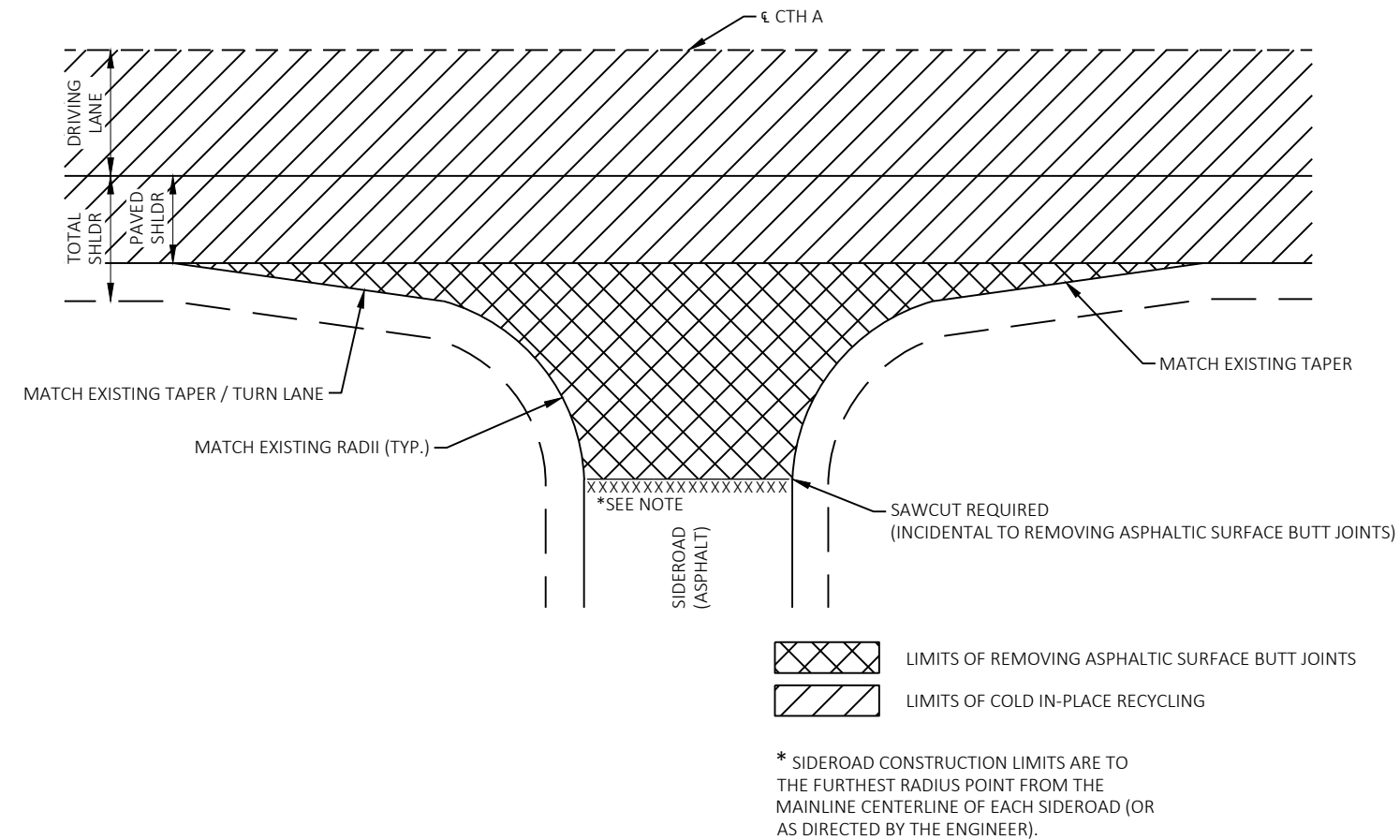
TYPICAL SECTIONS

SHEET

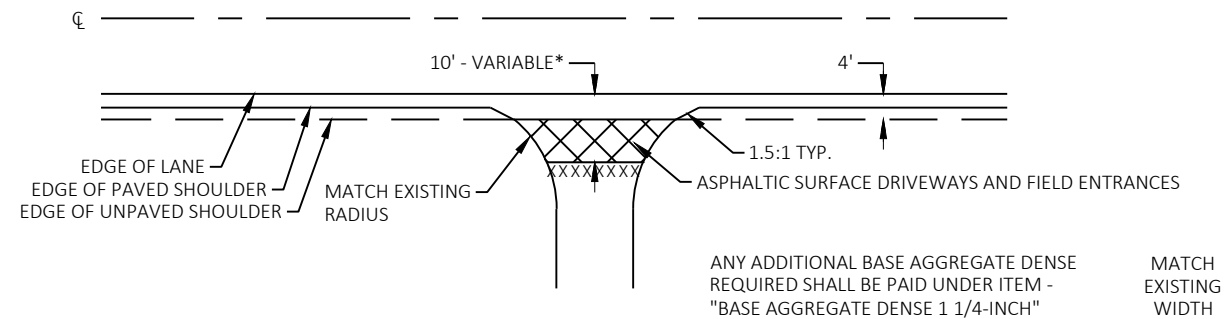
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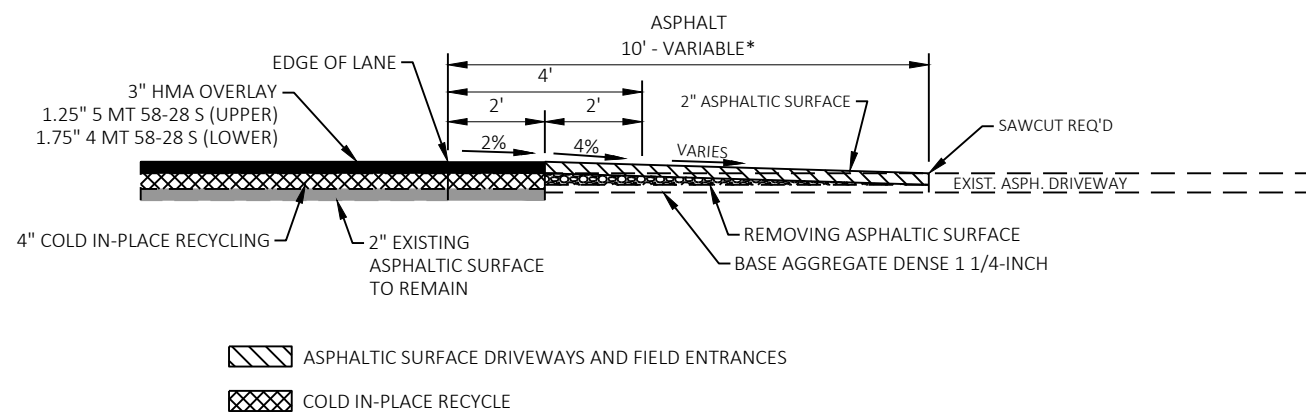
BUTT JOINT



PAVEMENT REMOVAL AT INTERSECTION DETAIL -
NO CURB & GUTTER



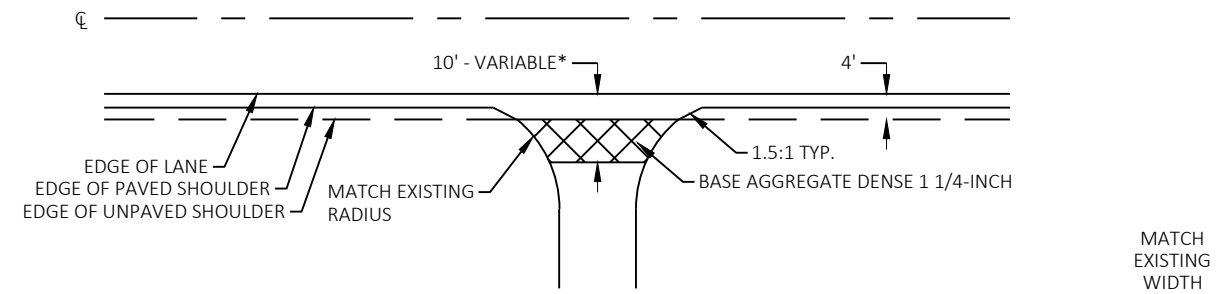
PLAN VIEW



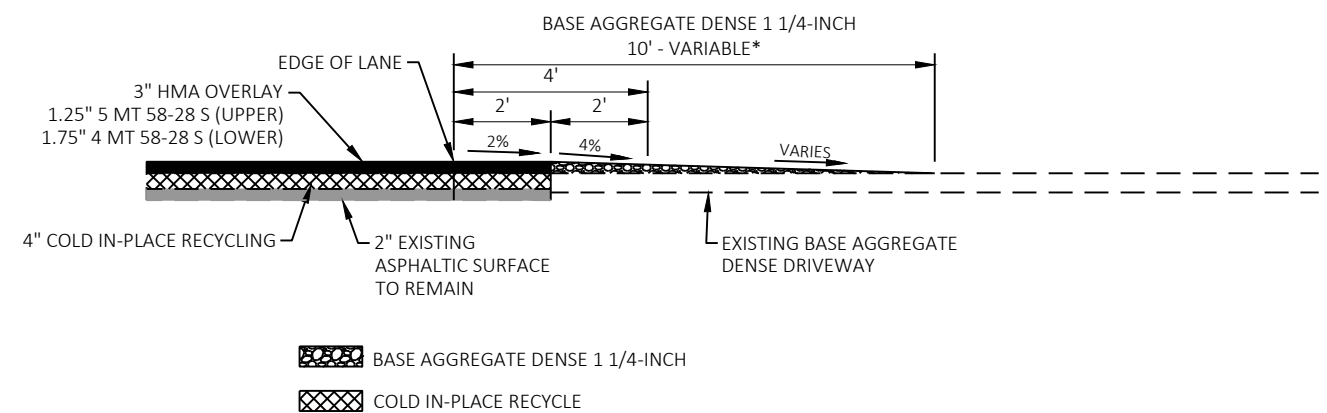
ELEVATION VIEW

ASPHALTIC DRIVEWAY DETAIL

*EXACT DIMENSIONS TO BE DETERMINED
BY ENGINEER IN THE FIELD



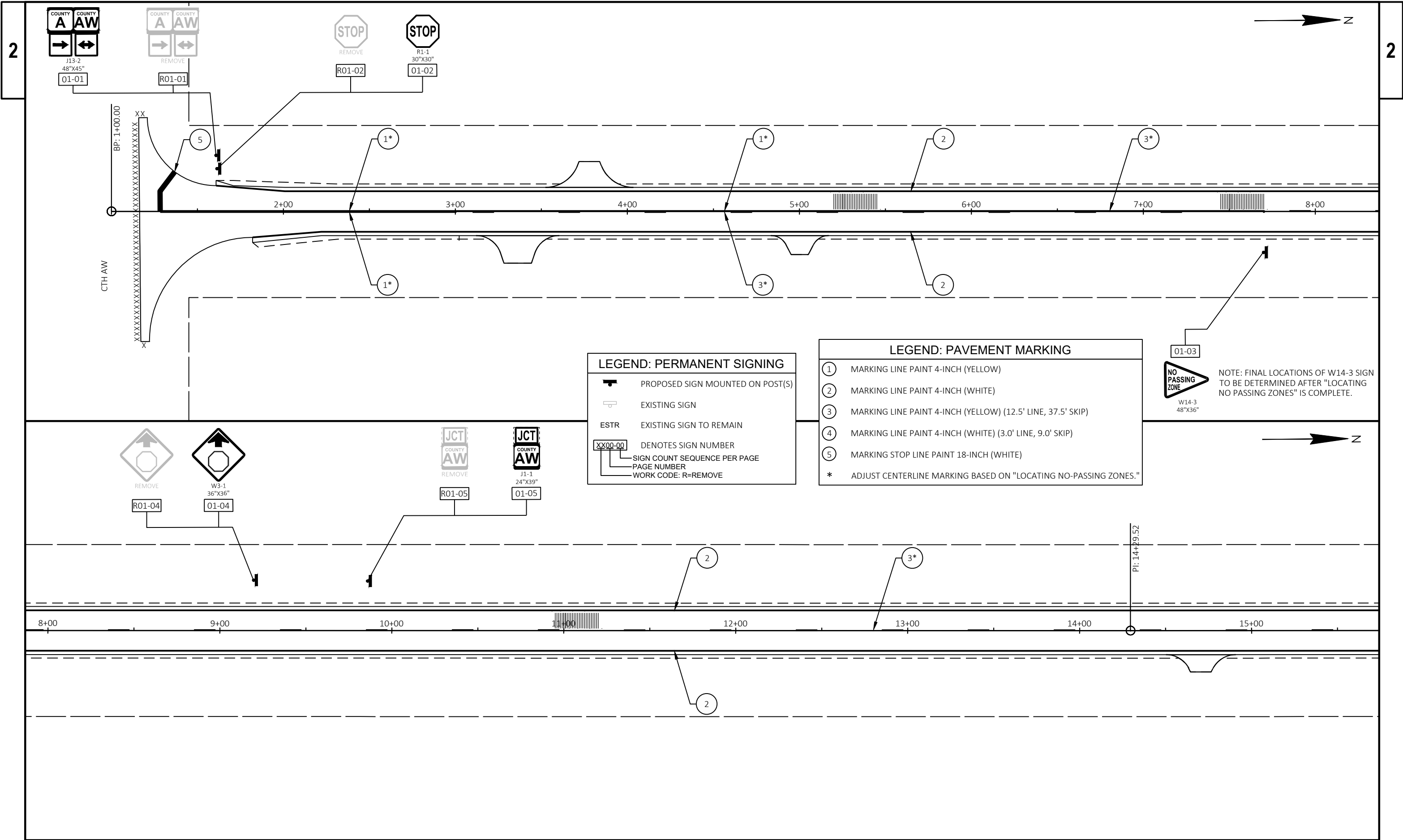
PLAN VIEW



ELEVATION VIEW

BASE AGGREGATE DRIVEWAY DETAIL

*EXACT DIMENSIONS TO BE DETERMINED
BY ENGINEER IN THE FIELD



LEGEND: PERMANENT SIGNING

- PROPOSED SIGN MOUNTED ON POST(S)
- EXISTING SIGN
- ESTR EXISTING SIGN TO REMAIN
- XX00-00 DENOTES SIGN NUMBER
- SIGN COUNT SEQUENCE PER PAGE
- PAGE NUMBER
- WORK CODE: R=REMOVE

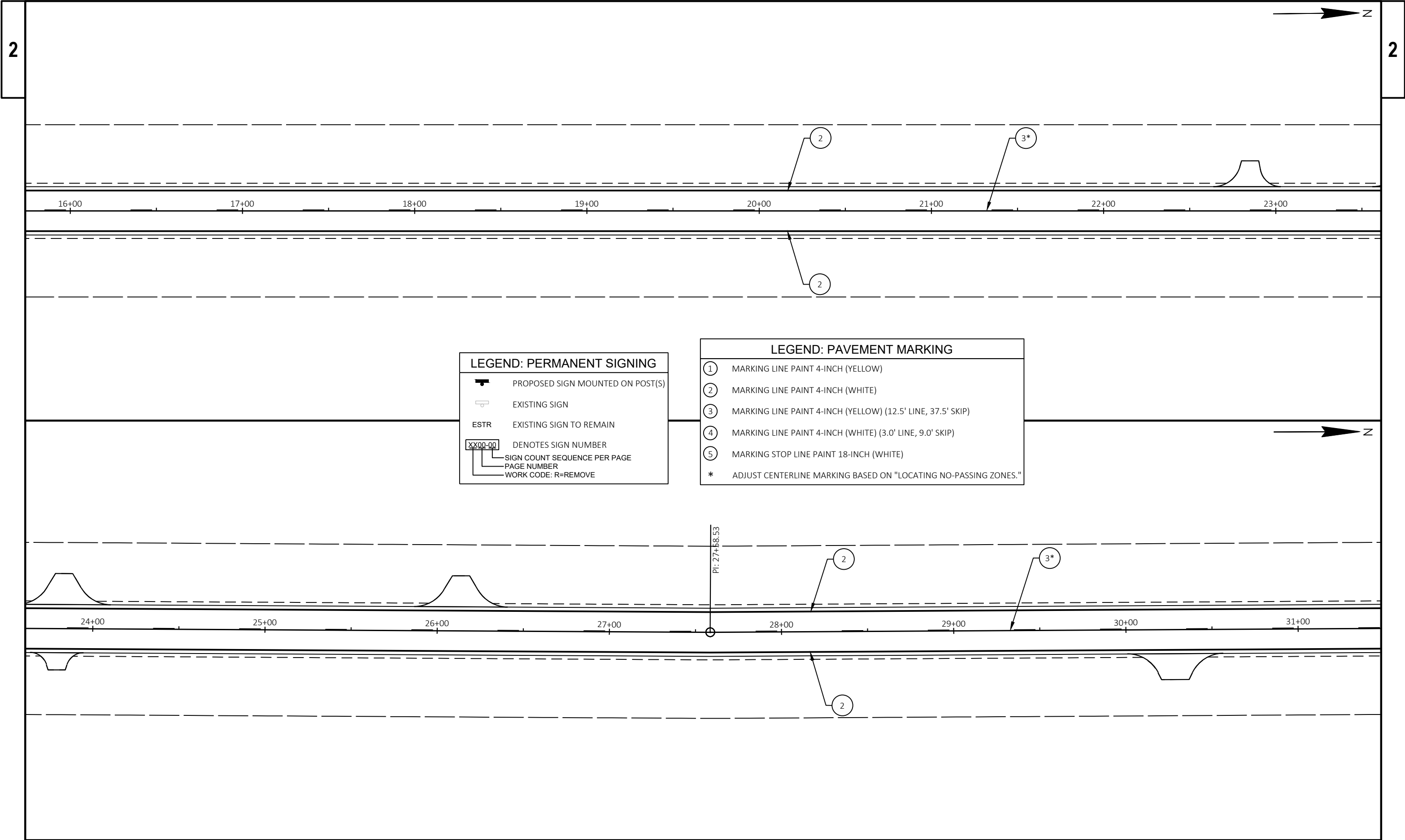
LEGEND: PAVEMENT MARKING

- ① MARKING LINE PAINT 4-INCH (YELLOW)
- ② MARKING LINE PAINT 4-INCH (WHITE)
- ③ MARKING LINE PAINT 4-INCH (YELLOW) (12.5' LINE, 37.5' SKIP)
- ④ MARKING LINE PAINT 4-INCH (WHITE) (3.0' LINE, 9.0' SKIP)
- ⑤ MARKING STOP LINE PAINT 18-INCH (WHITE)
- * ADJUST CENTERLINE MARKING BASED ON "LOCATING NO-PASSING ZONES."

01-03

W14-3 48"x36"

NOTE: FINAL LOCATIONS OF W14-3 SIGN TO BE DETERMINED AFTER "LOCATING NO PASSING ZONES" IS COMPLETE.



LEGEND: PERMANENT SIGNING

PROPOSED SIGN MOUNTED ON POST(S)

EXISTING SIGN

ESTR

EXISTING SIGN TO REMAIN

XX00-00

1

2

3

DENOTES SIGN NUMBER

SIGN COUNT SEQUENCE PER PAGE

PAGE NUMBER

WORK CODE: R=REMOVE

LEGEND: PAVEMENT MARKING

1

MARKING LINE PAINT 4-INCH (YELLOW)

2

MARKING LINE PAINT 4-INCH (WHITE)

3

MARKING LINE PAINT 4-INCH (YELLOW) (12.5' LINE, 37.5' SKIP)

4

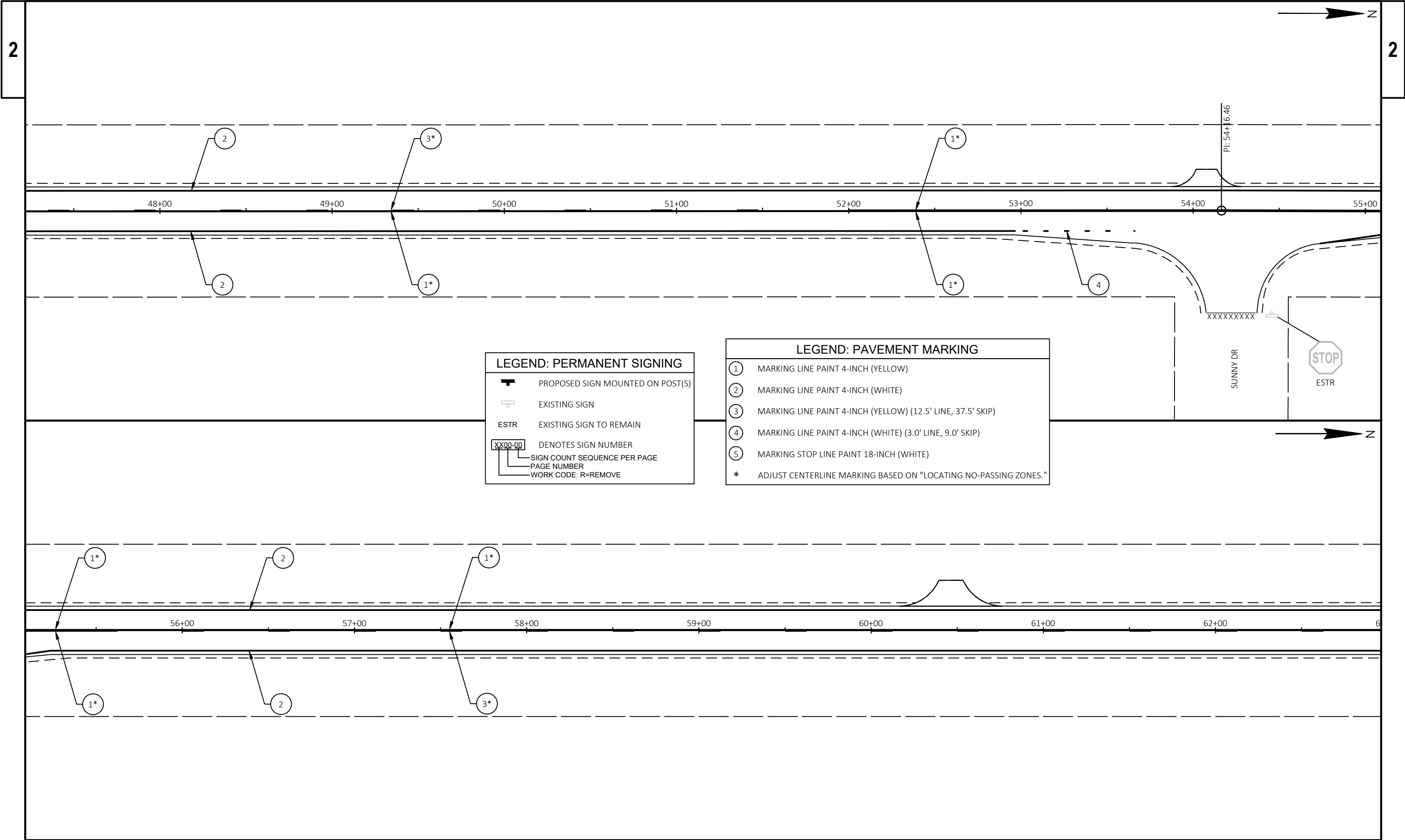
MARKING LINE PAINT 4-INCH (WHITE) (3.0' LINE, 9.0' SKIP)

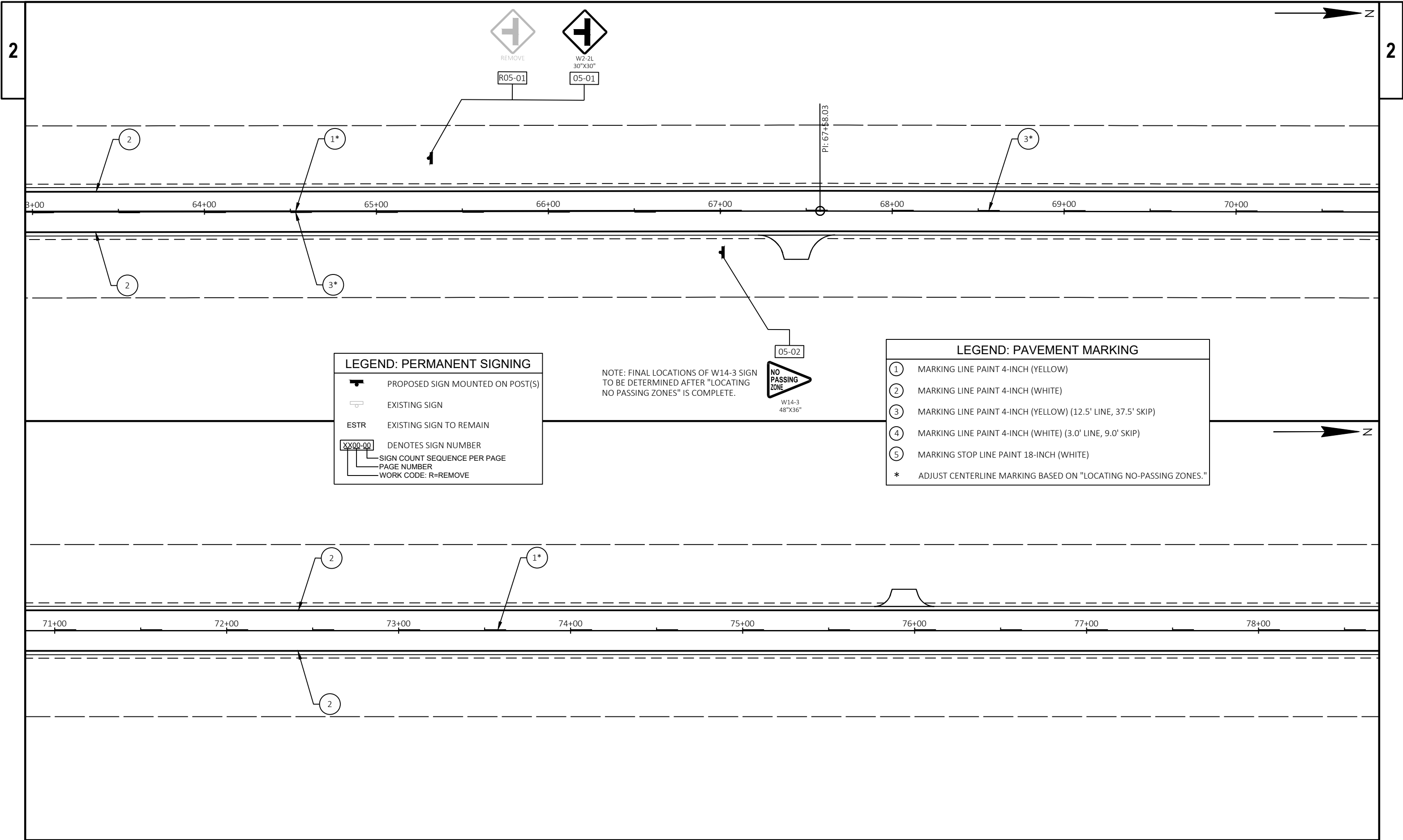
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MARKING STOP LINE PAINT 18-INCH (WHITE)

*

ADJUST CENTERLINE MARKING BASED ON "LOCATING NO-PASSING ZONES."





LEGEND: PERMANENT SIGNING

PROPOSED SIGN MOUNTED ON POST(S)

EXISTING SIGN

ESTR

EXISTING SIGN TO REMAIN

XX00-00

SIGN COUNT SEQUENCE PER PAGE

PAGE NUMBER

WORK CODE: R=REMOVE

DENOTES SIGN NUMBER

NOTE: FINAL LOCATIONS OF W14-3 SIGN TO BE DETERMINED AFTER "LOCATING NO PASSING ZONES" IS COMPLETE.

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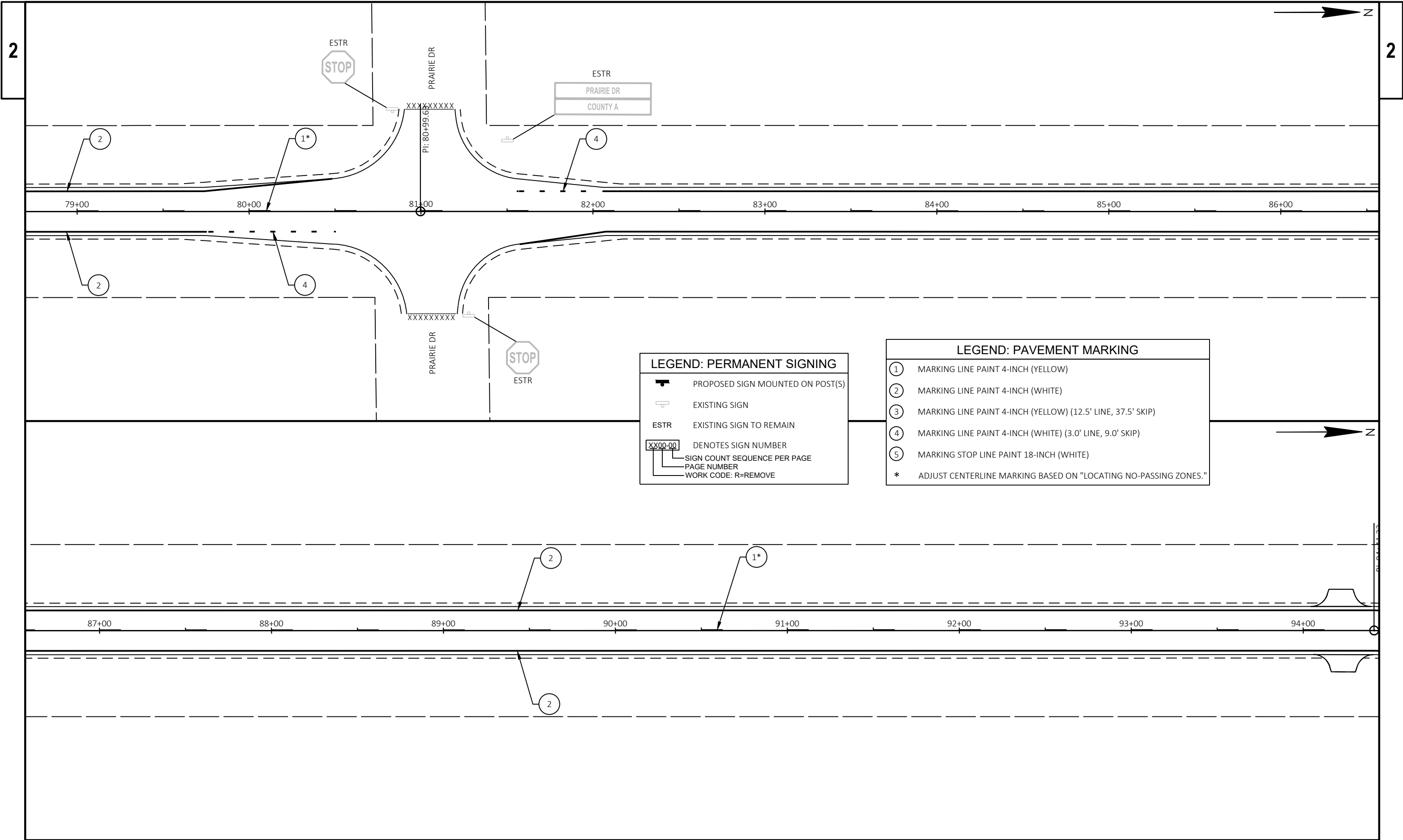
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ADJUST CENTERLINE MARKING BASED ON "LOCATING NO-PASSING ZONES."



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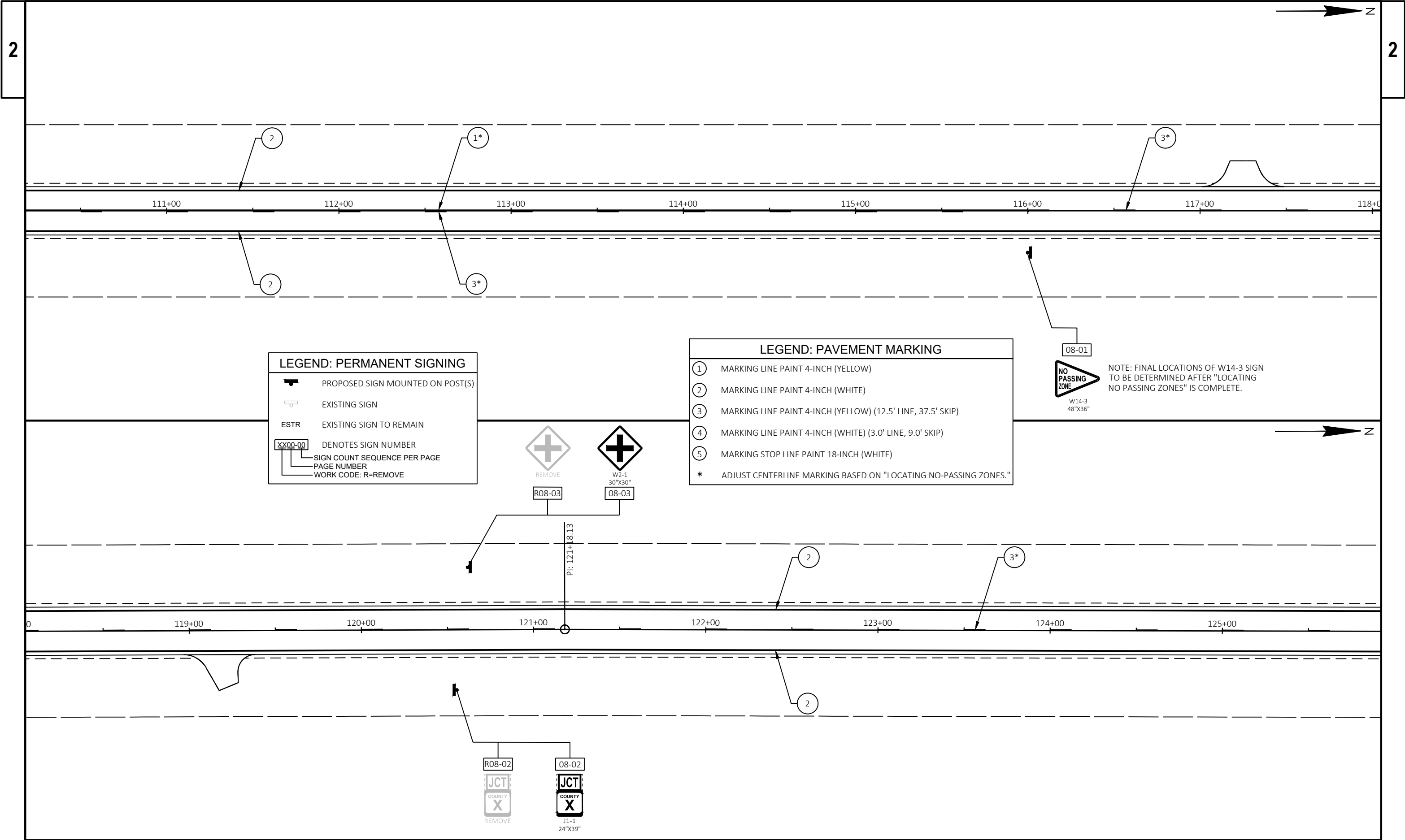
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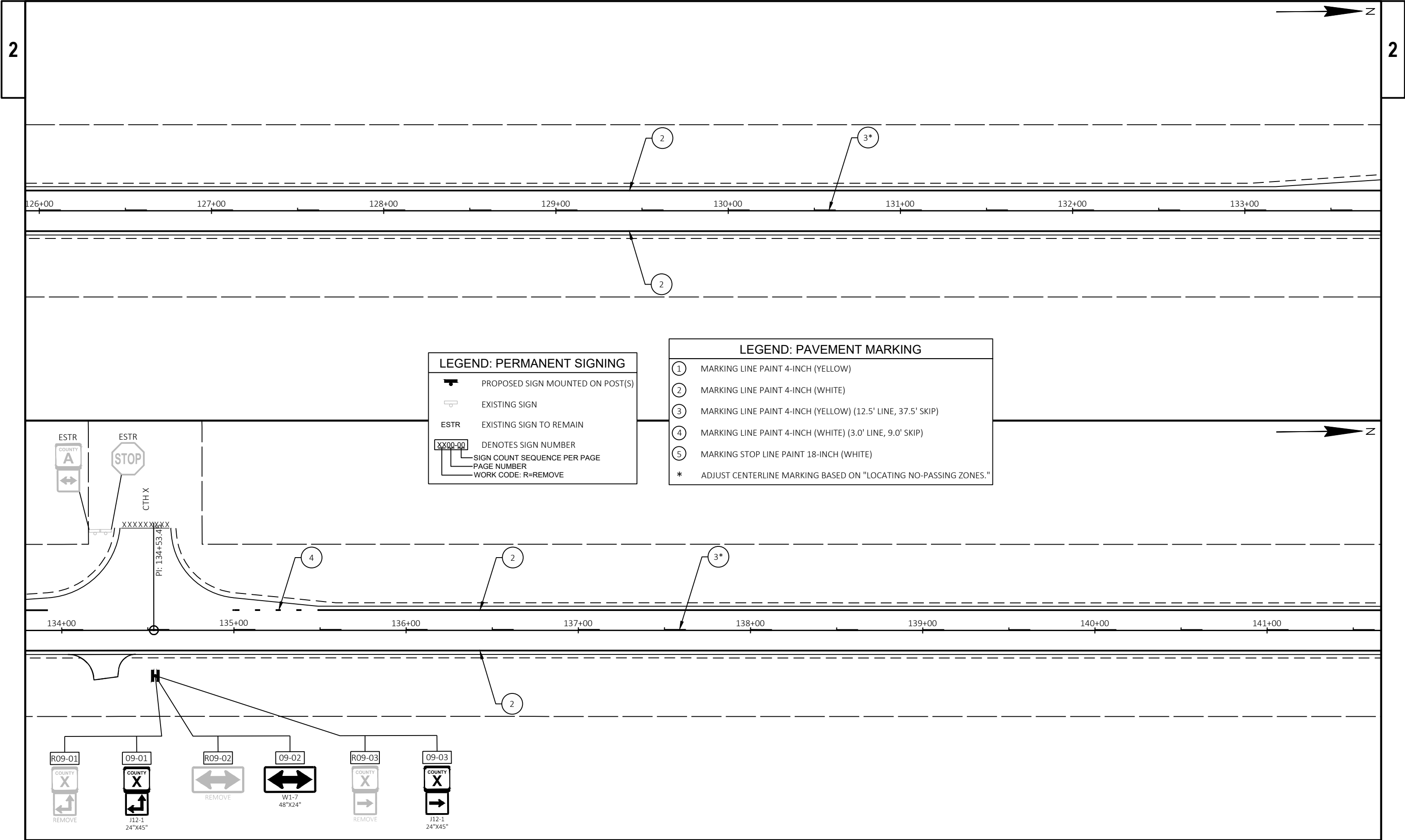
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*

ADJUST CENTERLINE MARKING BASED ON "LOCATING NO-PASSING ZONES."







LEGEND: PERMANENT SIGNING

PROPOSED SIGN MOUNTED ON POST(S)

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EXISTING SIGN TO REMAIN

XX00-00

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MARKING LINE PAINT 4-INCH (YELLOW) (12.5' LINE, 37.5' SKIP)

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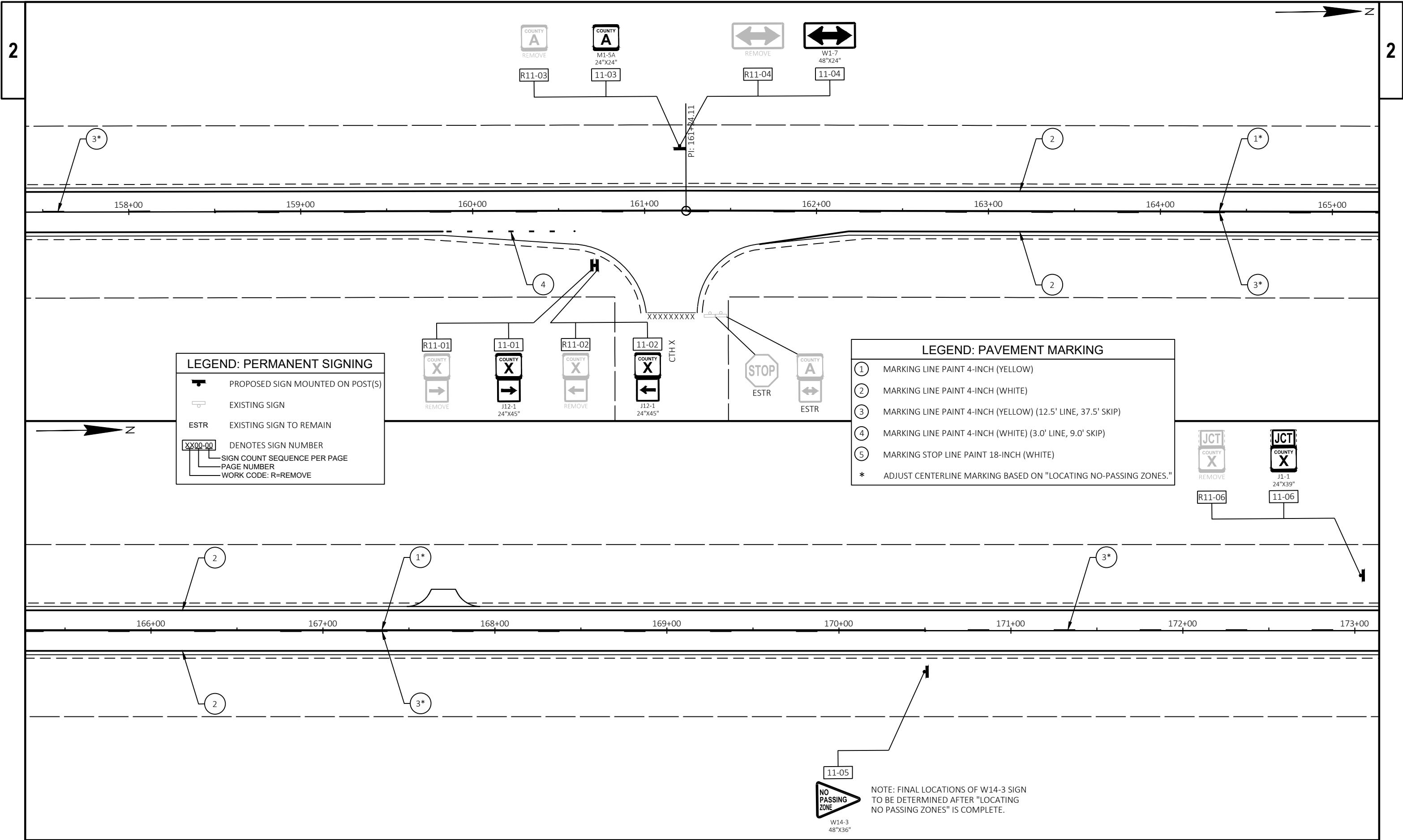
MARKING LINE PAINT 4-INCH (WHITE) (3.0' LINE, 9.0' SKIP)

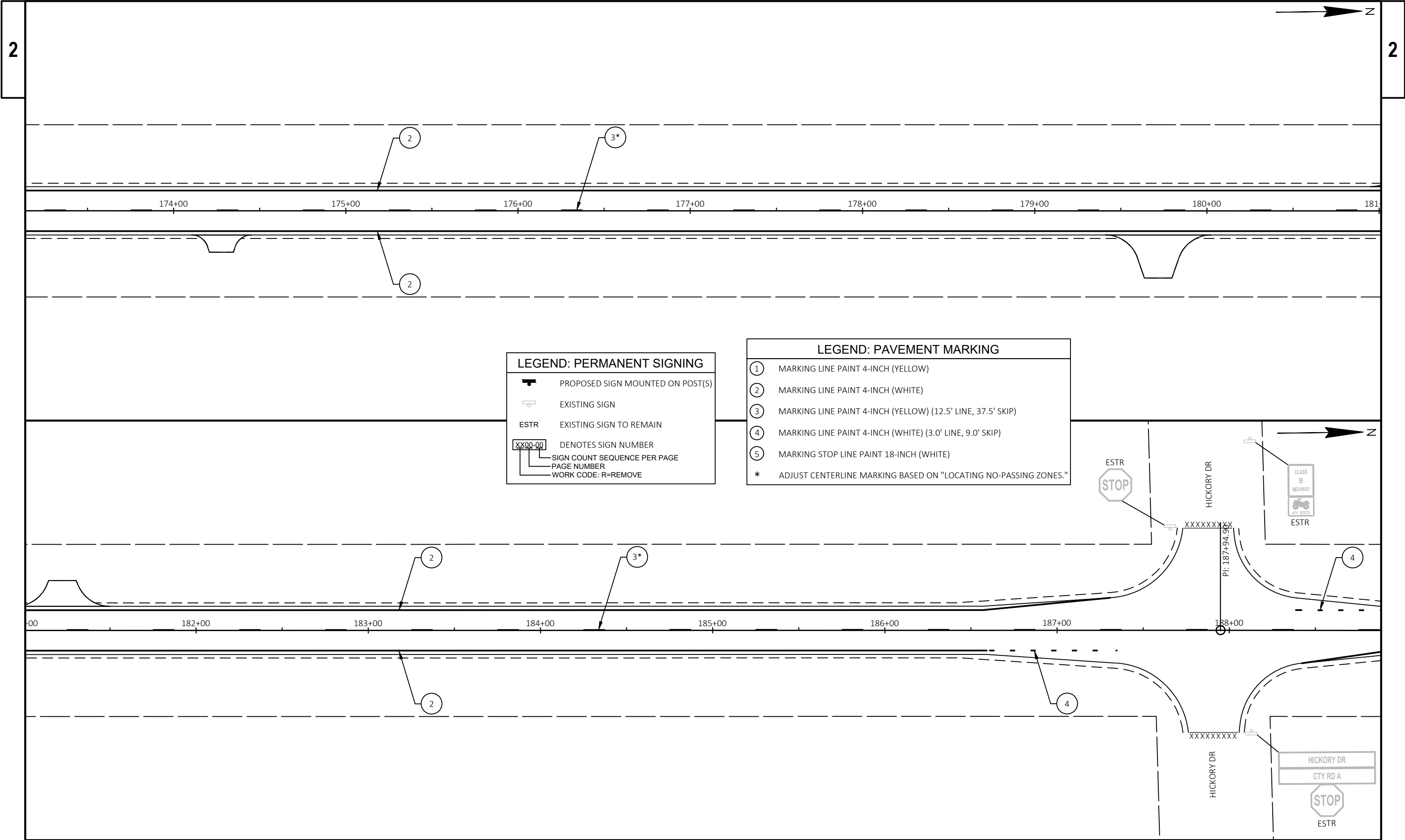
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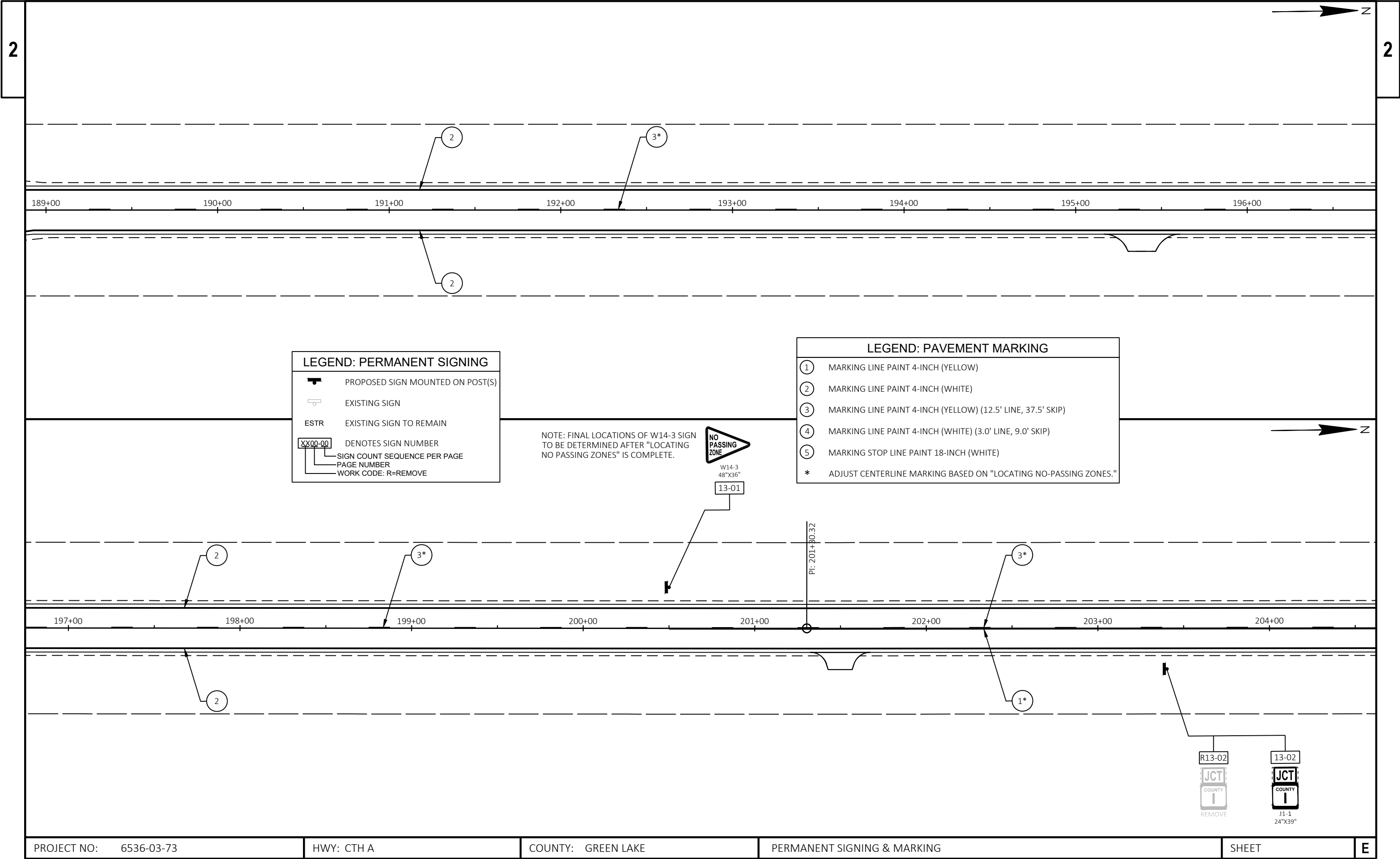
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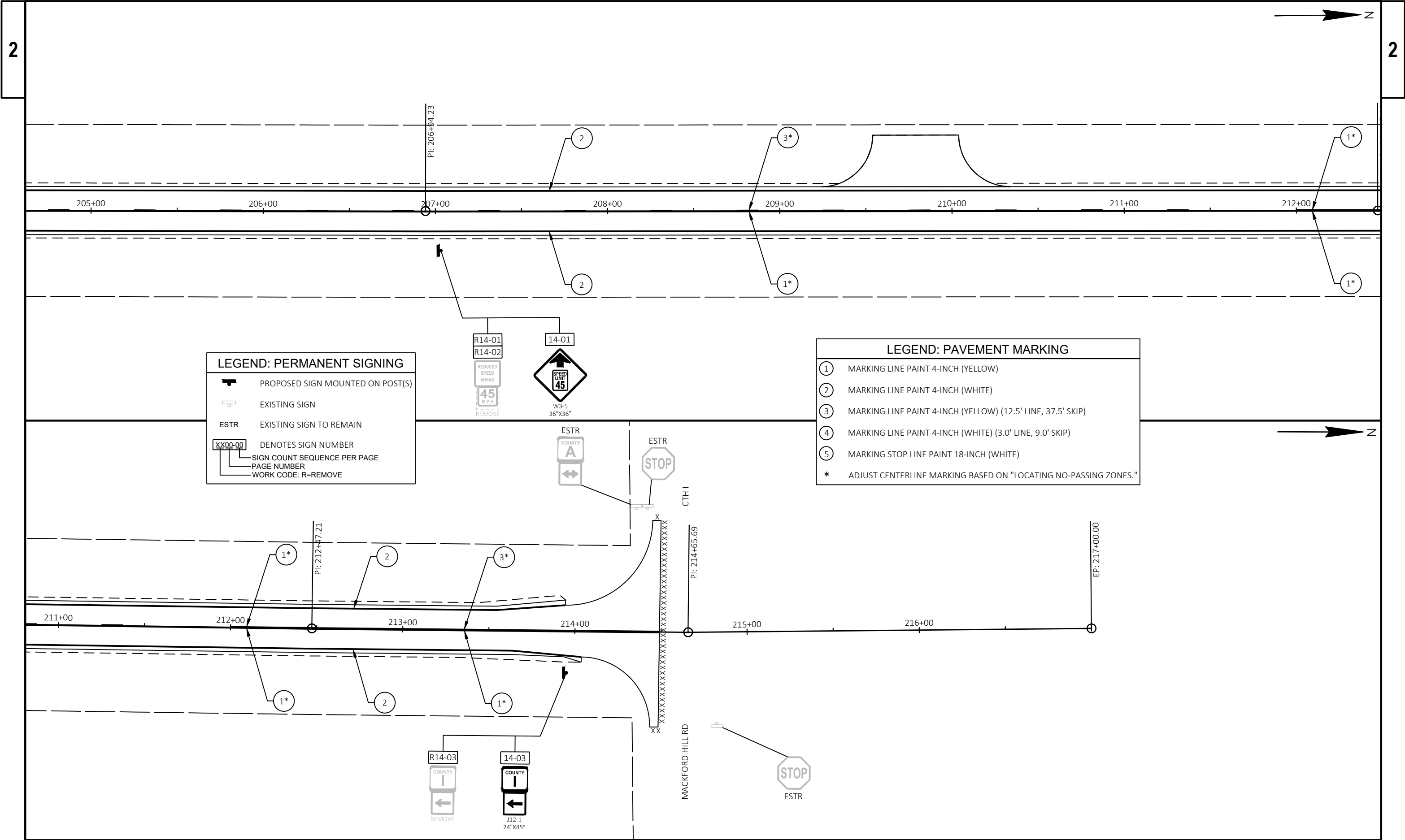
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ADJUST CENTERLINE MARKING BASED ON "LOCATING NO-PASSING ZONES."









Estimate Of Quantities

6536-03-73

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	30.000	30.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	4,060.000	4,060.000
0006	211.0700.S	Prepare Foundation for CIR Base Layer (project) 01. 6536-03-73	EACH	1.000	1.000
0008	211.0800.S	Base Repair for CIR Layer	CY	450.000	450.000
0010	213.0100	Finishing Roadway (project) 01. 6536-03-73	EACH	1.000	1.000
0012	305.0110	Base Aggregate Dense 3/4-Inch	TON	4,920.000	4,920.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	330.000	330.000
0016	305.0500	Shaping Shoulders	STA	428.000	428.000
0018	327.1000.S	CIR Asphaltic Base Layer	SY	66,780.000	66,780.000
0020	455.0605	Tack Coat	GAL	8,354.000	8,354.000
0022	455.0770.S	Asphalt Stabilizing Agent	TON	300.000	300.000
0024	460.2000	Incentive Density HMA Pavement	DOL	7,490.000	7,490.000
0026	460.6224	HMA Pavement 4 MT 58-28 S	TON	6,823.000	6,823.000
0028	460.6225	HMA Pavement 5 MT 58-28 S	TON	4,875.000	4,875.000
0030	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	5.000	5.000
0032	465.0560	Asphaltic Rumble Strips, Centerline	LF	18,700.000	18,700.000
0034	465.0580	Asphaltic Rumble Strips, Transverse	SY	75.000	75.000
0036	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6536-03-73	EACH	1.000	1.000
0038	619.1000	Mobilization	EACH	1.000	1.000
0040	624.0100	Water	MGAL	49.200	49.200
0042	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	24.000	24.000
0044	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	1.000	1.000
0046	637.2210	Signs Type II Reflective H	SF	102.680	102.680
0048	637.2230	Signs Type II Reflective F	SF	97.230	97.230
0050	638.2602	Removing Signs Type II	EACH	22.000	22.000
0052	638.3000	Removing Small Sign Supports	EACH	17.000	17.000
0054	642.5001	Field Office Type B	EACH	1.000	1.000
0056	643.0420	Traffic Control Barricades Type III	DAY	2,176.000	2,176.000
0058	643.0705	Traffic Control Warning Lights Type A	DAY	4,352.000	4,352.000
0060	643.0900	Traffic Control Signs	DAY	3,264.000	3,264.000
0062	643.3105	Temporary Marking Line Paint 4-Inch	LF	10,636.000	10,636.000
0064	643.5000	Traffic Control	EACH	1.000	1.000
0066	646.1005	Marking Line Paint 4-Inch	LF	57,334.000	57,334.000
0068	646.6105	Marking Stop Line Paint 18-Inch	LF	26.000	26.000
0070	648.0100	Locating No-Passing Zones	MI	4.040	4.040
0072	650.8000	Construction Staking Resurfacing Reference	LF	21,333.000	21,333.000
0074	650.9911	Construction Staking Supplemental Control (project) 01. 6536-03-73	EACH	1.000	1.000
0076	690.0150	Sawing Asphalt	LF	15.000	15.000
0078	740.0440	Incentive IRI Ride	DOL	8,080.000	8,080.000
0080	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	1,200.000	1,200.000
0082	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0084	SPV.0060	Special 01. Verify and Reestablish Section Corner and Landmark Reference Monuments	EACH	8.000	8.000

3

REMOVING ASPHALTIC SURFACE BUTT JOINTS				
STATION	TO	STATION	LOCATION	204.0115 SY
1+82	-	3+82	MAINLINE	630
53+66	-	54+73	SUNNY DRIVE, RT	310
80+48	-	81+56	PRAIRIE DRIVE, LT	310
80+50	-	81+57	PRAIRIE DRIVE, RT	310
107+27	-	108+35	LAKE MARIA ROAD, LT	320
107+28	-	108+35	LAKE MARIA ROAD, RT	310
133+92	-	135+00	CTH X, LT	310
160+59	-	161+67	CTH X, RT	310
187+31	-	188+39	HICKORY DR, LT	310
187+34	-	188+42	HICKORY DR, RT	310
211+94	-	213+94	MAINLINE	630
TOTAL				4,060

BASE AGGREGATE DENSE					
				305.0110 BASE AGGREGATE DENSE 3/4-INCH	624.0100
STATION	TO	STATION	LOCATION	TON	WATER MGAL
1+61	-	80+90	MAINLINE,LT	910	9.1
1+82	-	54+07	MAINLINE, RT	600	6.0
54+37	-	80+92	MAINLINE, RT	310	3.1
81+20	-	107+68	MAINLINE,LT	320	3.2
81+21	-	107+70	MAINLINE, RT	320	3.2
107+98	-	134+34	MAINLINE,LT	310	3.1
107+99	-	161+01	MAINLINE, RT	620	6.2
134+63	-	156+36	MAINLINE,LT	250	2.5
156+68	-	187+73	MAINLINE,LT	360	3.6
161+31	-	187+76	MAINLINE, RT	320	3.2
188+02	-	213+94	MAINLINE,LT	300	3.0
188+06	-	214+04	MAINLINE, RT	300	3.0
TOTAL				4,920	49.2

SHAPING SHOULDERS				
STATION	TO	STATION	LOCATION	305.0500 STA
1+16	-	214+49	MAINLINE, RT	214
1+16	-	214+49	MAINLINE, LT	214
TOTAL				428

RUMBLE STRIPS					
				465.0560 ASPHALTIC RUMBLE STRIPS, CENTERLINE	465.0580 ASPHALTIC RUMBLE STRIPS, TRANSVERSE
STATION	TO	STATION	LOCATION	LF	SY
3+00	-	5+20	MAINLINE	220	---
5+20	-	5+45	MAINLINE	25	25
5+45	-	7+45	MAINLINE	200	---
7+45	-	7+70	MAINLINE	25	25
7+70	-	10+95	MAINLINE	325	---
10+95	-	11+20	MAINLINE	25	25
11+20	-	52+22	MAINLINE	4,110	---
56+22	-	79+05	MAINLINE	2,290	---
83+05	-	105+84	MAINLINE	2,280	---
109+84	-	132+49	MAINLINE	2,270	---
136+49	-	159+16	MAINLINE	2,270	---
163+16	-	185+88	MAINLINE	2,280	---
189+88	-	213+65	MAINLINE	2,380	---
TOTAL				18,700	75

ASPHALTIC ITEMS									
STATION	TO	STATION	LOCATION	211.0800.S BASE REPAIR FOR CIR LAYER CY	327.1000.S CIR ASPHALTIC BASE LAYER SY	455.0605 TACK COAT GAL	455.0770.S ASPHALT STABILIZING AGENT TON	460.6224 HMA PAVEMENT 4 MT 58-28 S TON	460.6225 HMA PAVEMENT 5 MT 58-28 S TON
1+16	-	214+49	MAINLINE	450	66,780	8,013	300	6,544	4,675
SUBTOTAL				450	66,780	8,013	300	6,544	4,675
53+66	-	54+73	SUNNY DR, RT	---	---	37	---	31	22
80+48	-	81+56	PRAIRIE DR, LT	---	---	38	---	31	22
80+50	-	81+57	PRAIRIE DR, RT	---	---	38	---	31	22
107+27	-	108+35	LAKE MARIA RD, LT	---	---	39	---	32	23
107+28	-	108+35	LAKE MARIA RD, RT	---	---	37	---	30	22
133+92	-	135+00	CTH X, LT	---	---	38	---	31	22
160+59	-	161+67	CTH X, RT	---	---	38	---	31	23
187+31	-	188+39	HICKORY DR, LT	---	---	38	---	31	22
187+34	-	188+42	HICKORY DR, RT	---	---	38	---	31	22
SUBTOTAL				0	0	341	0	279	200
TOTAL				450	66,780	8,354	300	6,823	4,875

DRIVEWAYS AND FIELD ENTRANCES							
STATION	TO	STATION	LOCATION	204.0110	305.0120	465.0120	REMARKS
				REMOVING ASPHALTIC SURFACE SY	BASE AGGREGATE DENSE 1 1/4-INCH TON	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES TON	
3+19	-	3+53	MAINLINE, RT	---	12	---	AGGREGATE DRIVEWAY
3+61	-	3+95	MAINLINE, LT	---	10	---	AGGREGATE DRIVEWAY
4+89	-	5+11	MAINLINE, RT	---	5	---	AGGREGATE DRIVEWAY
14+58	-	14+83	MAINLINE, RT	---	5	---	AGGREGATE DRIVEWAY
22+71	-	22+96	MAINLINE, LT	---	7	---	AGGREGATE DRIVEWAY
23+65	-	24+02	MAINLINE, LT	---	12	---	AGGREGATE DRIVEWAY
23+70	-	23+89	MAINLINE, RT	---	4	---	AGGREGATE DRIVEWAY
25+95	-	26+32	MAINLINE, LT	---	12	---	AGGREGATE DRIVEWAY
30+09	-	30+48	MAINLINE, RT	---	12	---	AGGREGATE DRIVEWAY
43+28	-	43+48	MAINLINE, LT	---	5	---	AGGREGATE DRIVEWAY
44+67	-	44+87	MAINLINE, RT	---	4	---	AGGREGATE DRIVEWAY
53+95	-	54+21	MAINLINE, LT	---	5	---	AGGREGATE DRIVEWAY
60+26	-	60+67	MAINLINE, LT	---	12	---	AGGREGATE DRIVEWAY
67+29	-	67+59	MAINLINE, RT	---	9	---	AGGREGATE DRIVEWAY
75+82	-	76+05	MAINLINE, LT	---	5	---	AGGREGATE DRIVEWAY
94+10	-	94+34	MAINLINE, LT	---	5	---	AGGREGATE DRIVEWAY
94+12	-	94+35	MAINLINE, RT	---	5	---	AGGREGATE DRIVEWAY
105+40	-	105+73	MAINLINE, LT	---	11	---	AGGREGATE DRIVEWAY
107+40	-	107+66	MAINLINE, RT	---	14	---	AGGREGATE DRIVEWAY
117+09	-	117+41	MAINLINE, LT	---	11	---	AGGREGATE DRIVEWAY
119+04	-	119+32	MAINLINE, RT	---	11	---	AGGREGATE DRIVEWAY
134+11	-	134+37	MAINLINE, RT	---	8	---	AGGREGATE DRIVEWAY
154+26	-	154+72	MAINLINE, LT	---	18	---	AGGREGATE DRIVEWAY
156+36	-	156+68	MAINLINE, LT	30	10	5	ASPHALT DRIVEWAY
167+56	-	167+84	MAINLINE, LT	---	6	---	AGGREGATE DRIVEWAY
174+16	-	174+39	MAINLINE, RT	---	5	---	AGGREGATE DRIVEWAY
179+50	-	179+94	MAINLINE, RT	---	22	---	AGGREGATE DRIVEWAY
181+04	-	181+41	MAINLINE, LT	---	11	---	AGGREGATE DRIVEWAY
195+24	-	195+53	MAINLINE, RT	---	6	---	AGGREGATE DRIVEWAY
201+38	-	201+61	MAINLINE, RT	---	5	---	AGGREGATE DRIVEWAY
209+35	-	210+23	MAINLINE, LT	---	63	---	AGGREGATE DRIVEWAY
TOTAL				30	330	5	

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PROJECT NO:	6536-03-73	HWY:	CTH A	COUNTY:	GREEN LAKE	MISCELLANEOUS QUANTITIES	SHEET	E
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PERMANENT SIGNING

SIGN #	STATION	LOCATION	SIGN CODE	SIGN DESCRIPTION	634.0616	634.0618	637.2210	637.2230	REMARKS
					POSTS WOOD 4X6-INCH X 16-FT EACH	POSTS WOOD 4X6-INCH X 18-FT EACH	SIGNS TYPE II REFLECTIVE H SF	SIGNS TYPE II REFLECTIVE F SF	
01-01	1+61	MAINLINE, LT	J13-2	COUNTY ROUTE MARKER (A), ARROW (RIGHT), COUNTY ROUTE MARKER (AW), DOUBLE ARROW	1	---	15.00	---	
01-02	1+61	MAINLINE, LT	R1-1	STOP	1	---	5.18	---	
01-03	7+70	MAINLINE, RT	W14-3	NO PASSING ZONE	1	---	---	5.56	
01-04	9+20	MAINLINE, LT	W3-1	STOP AHEAD SYMBOL	1	---	---	9.00	
01-05	9+86	MAINLINE, LT	J1-1	JUNCTION, COUNTY ROUTE MARKER (AW)	1	---	6.50	---	
03-01	40+99	MAINLINE, RT	W2-2R	INTERSECTION (RIGHT)	1	---	---	6.25	
03-02	41+00	MAINLINE, LT	W14-3	NO PASSING ZONE	1	---	---	5.56	
05-01	65+30	MAINLINE, LT	W2-2L	INTERSECTION (LEFT)	1	---	---	6.25	
05-02	67+00	MAINLINE, RT	W14-3	NO PASSING ZONE	1	---	---	5.56	
07-01	95+50	MAINLINE, LT	W14-3	NO PASSING ZONE	1	---	---	5.56	
08-01	116+00	MAINLINE, RT	W14-3	NO PASSING ZONE	1	---	---	5.56	
08-02	120+55	MAINLINE, RT	J1-1	JUNCTION, COUNTY ROUTE MARKER (X)	1	---	6.50	---	
08-03	120+62	MAINLINE, LT	W2-1	INTERSECTION	1	---	---	6.25	
09-01	134+55	MAINLINE, RT	J12-1	COUNTY ROUTE MARKER (X), TWO-DIRECTION ARROW (UP/LEFT)	---	1	7.50	---	
09-02	134+55	MAINLINE, RT	W1-7	DOUBLE ARROW	---	---	---	8.00	INSTALLED ON SAME POST AS 09-01
09-03	134+55	MAINLINE, RT	J12-1	COUNTY ROUTE MARKER (X), ARROW (RIGHT)	---	---	7.50	---	INSTALLED ON SAME POST AS 09-01
10-01	142+17	MAINLINE, LT	J12-1	COUNTY ROUTE MARKER (X), TURN ARROW (RIGHT)	1	---	7.50	---	
10-02	148+00	MAINLINE, LT	W14-3	NO PASSING ZONE	1	---	---	5.56	
10-03	152+89	MAINLINE, RT	J12-1	COUNTY ROUTE MARKER (X), TURN ARROW (RIGHT)	1	---	7.50	---	
11-01	160+70	MAINLINE, RT	J12-1	COUNTY ROUTE MARKER (X), ARROW (RIGHT)	1	---	7.50	---	
11-02	160+70	MAINLINE, RT	J12-1	COUNTY ROUTE MARKER (X), ARROW (LEFT)	---	---	7.50	---	
11-03	161+20	MAINLINE, LT	M1-5A	COUNTY ROUTE MARKER (A)	1	---	4.00	---	
11-04	161+20	MAINLINE, LT	W1-7	DOUBLE ARROW	---	---	---	8.00	INSTALLED ON SAME POST AS 11-03
11-05	170+50	MAINLINE, RT	W14-3	NO PASSING ZONE	1	---	---	5.56	
11-06	173+03	MAINLINE, LT	J1-1	JUNCTION, COUNTY ROUTE MARKER (X)	1	---	6.50	---	
13-01	200+50	MAINLINE, LT	W14-3	NO PASSING ZONE	1	---	---	5.56	
13-02	203+40	MAINLINE, RT	J1-1	JUNCTION, COUNTY ROUTE MARKER (I)	1	---	6.50	---	
14-01	207+03	MAINLINE, RT	W3-5	REDUCE SPEED AHEAD (45)	1	---	---	9.00	
14-03	213+95	MAINLINE, RT	J1-1	COUNTY ROUTE MARKER (I), ARROW (LEFT)	1	---	7.50	---	
TOTAL					24	1	102.68	97.23	

REMOVING SIGNS

SIGN #	STATION	LOCATION	638.2602	638.3000
			REMOVING SIGNS TYPE II EACH	REMOVING SMALL SIGN SUPPORTS EACH
R01-01	1+61	MAINLINE, LT	1	1
R01-02	1+61	MAINLINE, LT	1	1
R01-04	9+20	MAINLINE, LT	1	1
R01-05	9+86	MAINLINE, LT	1	1
R03-01	40+99	MAINLINE, RT	1	1
R05-01	65+30	MAINLINE, LT	1	1
R08-02	120+55	MAINLINE, RT	1	1
R08-03	120+62	MAINLINE, LT	1	1
R09-01	134+55	MAINLINE, RT	1	1
R09-02	134+55	MAINLINE, RT	1	---
R09-03	134+55	MAINLINE, RT	1	---
R10-01	142+17	MAINLINE, LT	1	1
R10-03	152+89	MAINLINE, RT	1	1
R11-01	160+70	MAINLINE, RT	1	1
R11-02	160+70	MAINLINE, RT	1	---
R11-03	161+20	MAINLINE, LT	1	1
R11-04	161+20	MAINLINE, LT	1	---
R11-06	173+03	MAINLINE, LT	1	1
R13-02	203+40	MAINLINE, RT	1	1
R14-01	207+03	MAINLINE, RT	1	1
R14-02	207+03	MAINLINE, RT	1	---
R14-03	213+95	MAINLINE, RT	1	1
TOTAL			22	17

MARKING LINE ITEMS

				643.3105			646.1005		
				TEMPORARY MARKING LINE PAINT 4-INCH			MARKING LINE PAINT 4-INCH		
				SOLID YELLOW LF	4' LINE 46' SKIP YELLOW LF	SOLID WHITE LF	SOLID YELLOW LF	3' LINE 9' SKIP WHITE LF	12.5' LINE 37.5' SKIP YELLOW LF
1+28	-	3+00	DOUBLE YELLOW	344	0	258	344	0	0
3+00	-	6+00	NB PASSING ONLY	300	24	600	300	0	75
6+00	-	41+00	PASSING	0	280	7,000	0	0	875
41+00	-	52+00	SB PASSING ONLY	1,100	88	2,200	1,100	0	275
52+00	-	55+50	DOUBLE YELLOW	700	0	524	700	18	0
55+50	-	67+00	NB PASSING ONLY	1,150	92	2,300	1,150	0	288
67+00	-	95+50	PASSING	0	228	5,362	0	30	713
95+50	-	106+00	SB PASSING ONLY	1,050	84	2,100	1,050	0	263
106+00	-	109+00	PASSING	0	24	261	0	30	75
109+00	-	116+00	NB PASSING ONLY	700	56	1,400	700	0	175
116+00	-	148+00	PASSING	0	256	6,244	0	12	800
148+00	-	156+00	SB PASSING ONLY	800	64	1,600	800	0	200
156+00	-	158+50	PASSING	0	20	500	0	0	63
158+50	-	170+50	NB PASSING ONLY	1,200	96	2,140	1,200	18	300
170+50	-	200+50	PASSING	0	240	5,660	0	30	750
200+50	-	212+00	SB PASSING ONLY	1,150	92	2,300	1,150	0	288
212+00	-	214+49	DOUBLE YELLOW	498	0	399	498	0	0
LOCATING NO-PASSING ZONES				0	0	0	2,216	0	0
SUBTOTAL				8,992	1,644	40,848	11,208	138	5,140
TOTAL				10,636			57,334		

PROJECT NO: 6536-03-73

HWY: CTH A

COUNTY: GREEN LAKE

MISCELLANEOUS QUANTITIES

SHEET

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MARKING STOP LINE PAINT 18-INCH

646.6105		
STATION	LOCATION	LF
1+28	MAINLINE, LT	26
	TOTAL	26

TRAFFIC CONTROL

643.0420 TRAFFIC CONTROL BARRICADES TYPE III								643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.5000 TRAFFIC CONTROL EACH	
LOCATION	DURATION DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY	NO.	DAY
PROJECT	68	32	2,176	64	4,352	48	3,264	1		1		1	
TOTAL			2,176		4,352		3,264					1	

LOCATING NO-PASSING ZONES

648.0100				
STATION	TO	STATION	LOCATION	MI
1+16	-	214+49	MAINLINE	4.04
			TOTAL	4.04

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CONSTRUCTION STAKING

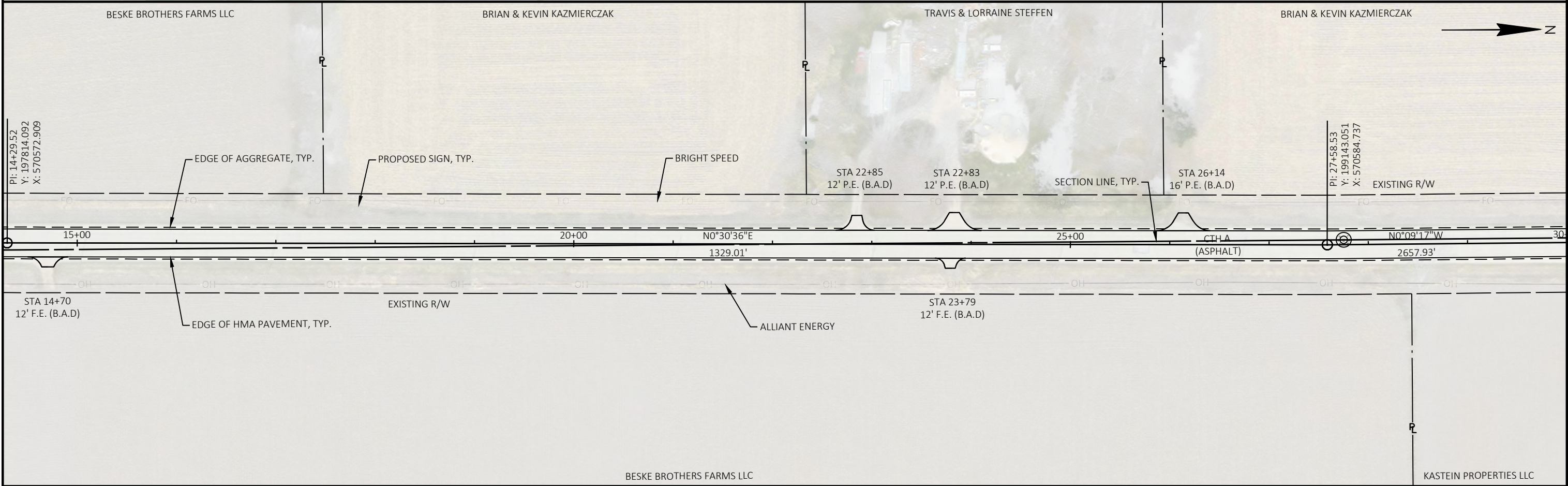
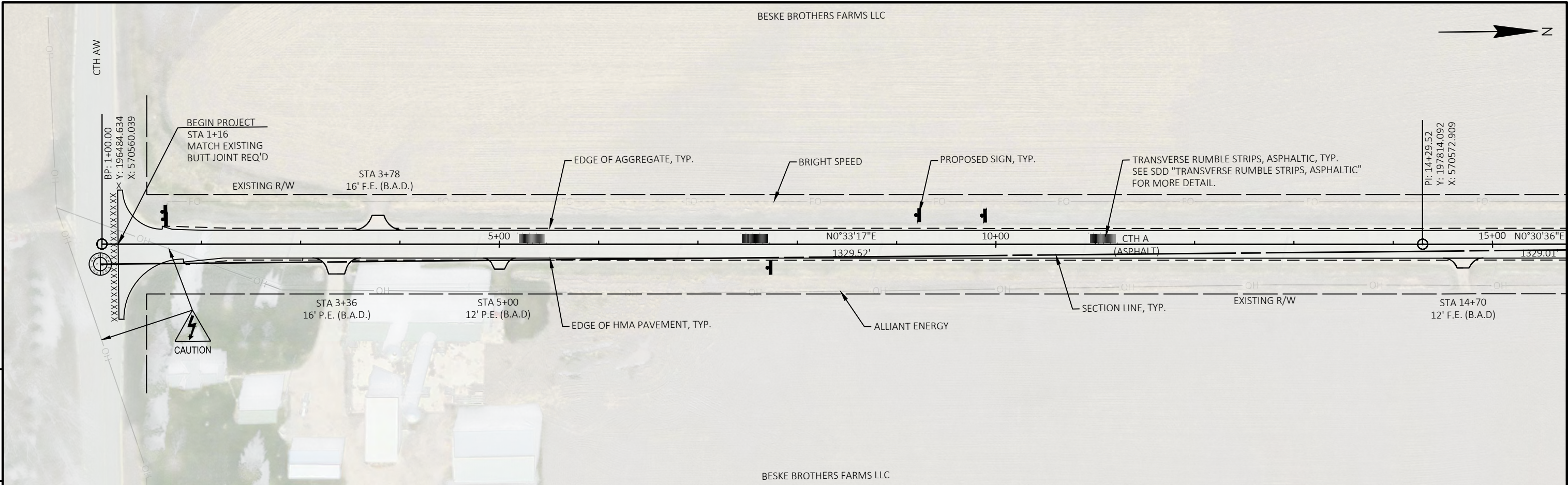
650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF				650.9911.01 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL 6535-03-73 EACH	
STATION	TO	STATION	LOCATION	LF	EACH
1+16	-	214+49	MAINLINE	21,333	1
			TOTAL	21,333	1

SAWING ASPHALT

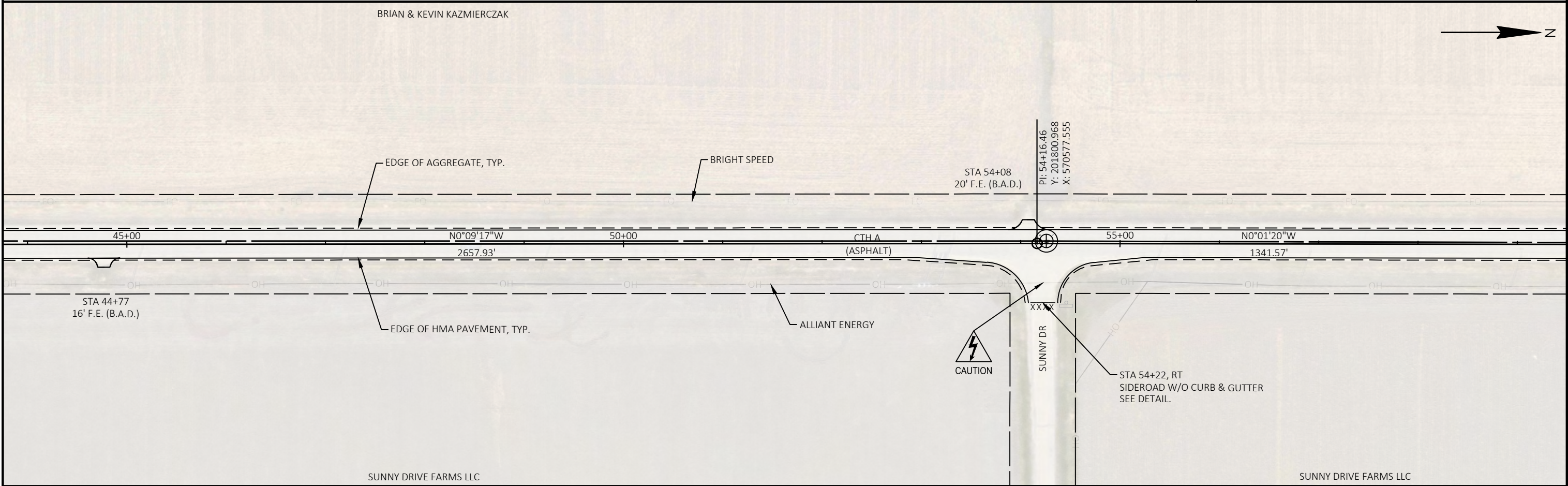
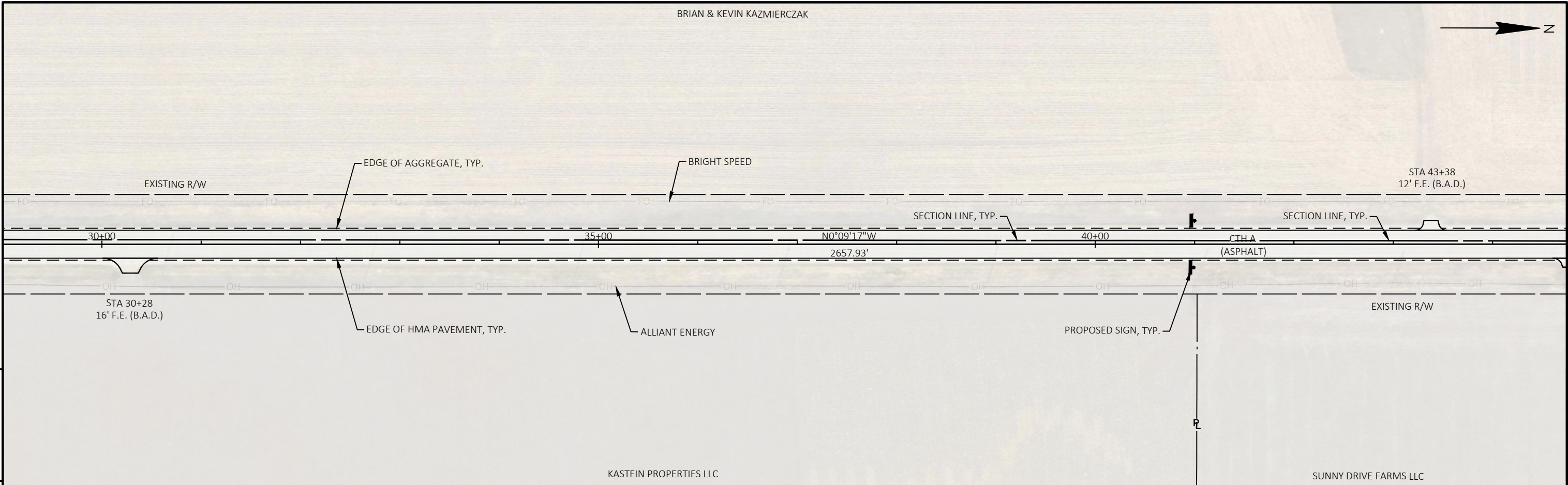
690.0150				
STATION	TO	STATION	LOCATION	LF
156+45	-	156+60	ASPH, PE	15
			TOTAL	15

VERIFY AND REESTABLISH SECTION CORNER
AND LANDMARK REFERENCE MONUMENTS

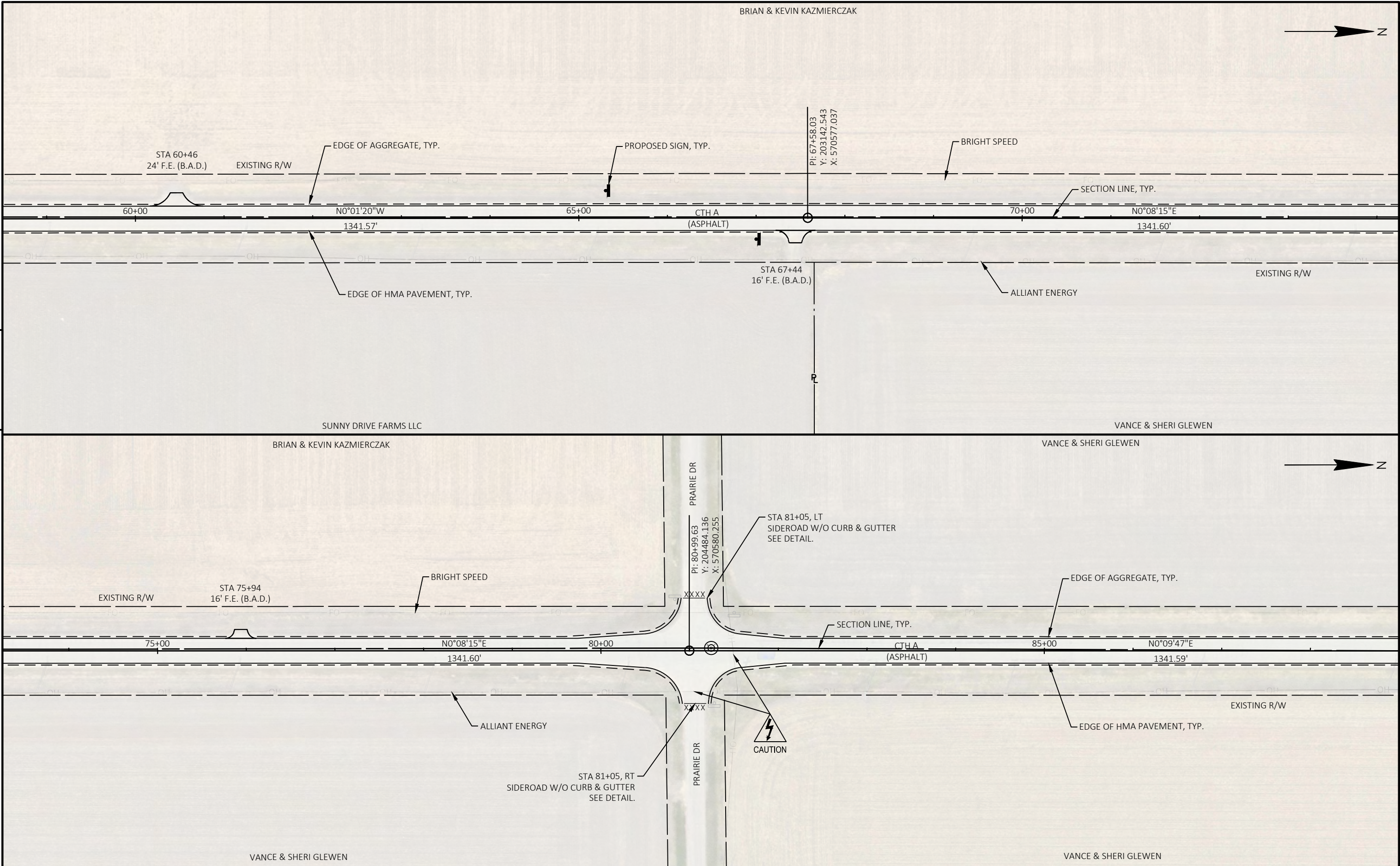
SPV.0060.01		
STATION	LOCATION	EACH
27+75.17	4.83' LT	1
54+25.75	2.51' LT	1
81+24.21	3.04' LT	1
107+84.25	0.29' LT	1
134+50.16	5.30' RT	1
161+13.26	0.11' LT	1
187+90.89	0.27' LT	1
214+62.00	0.19' RT	1
	TOTAL 0010	8



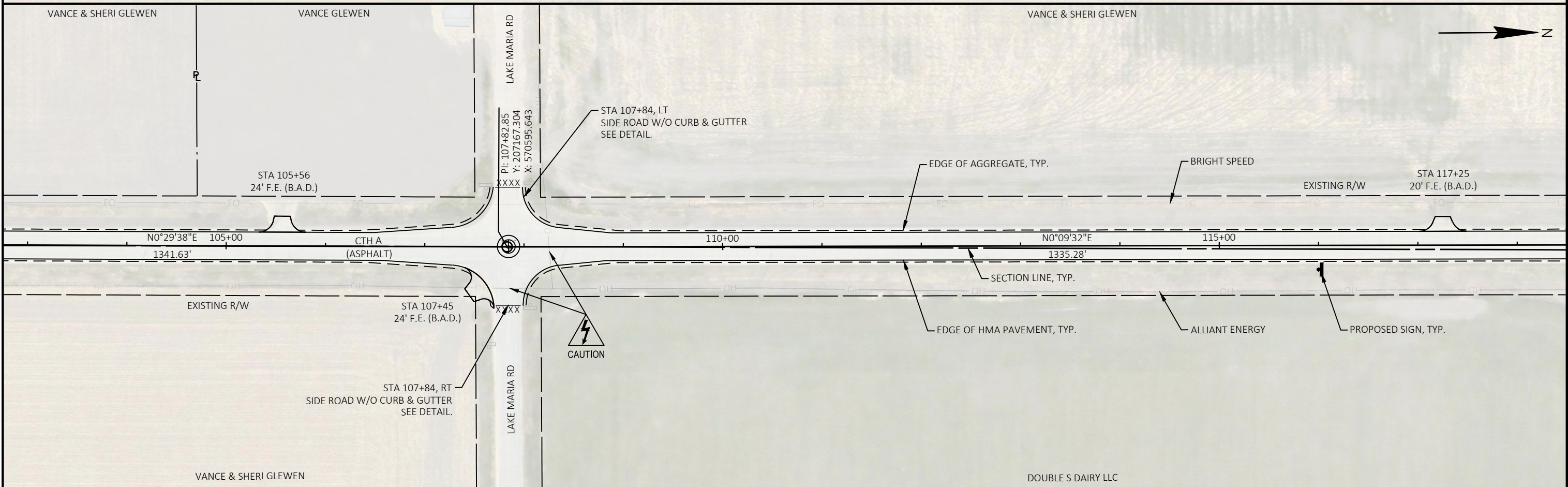
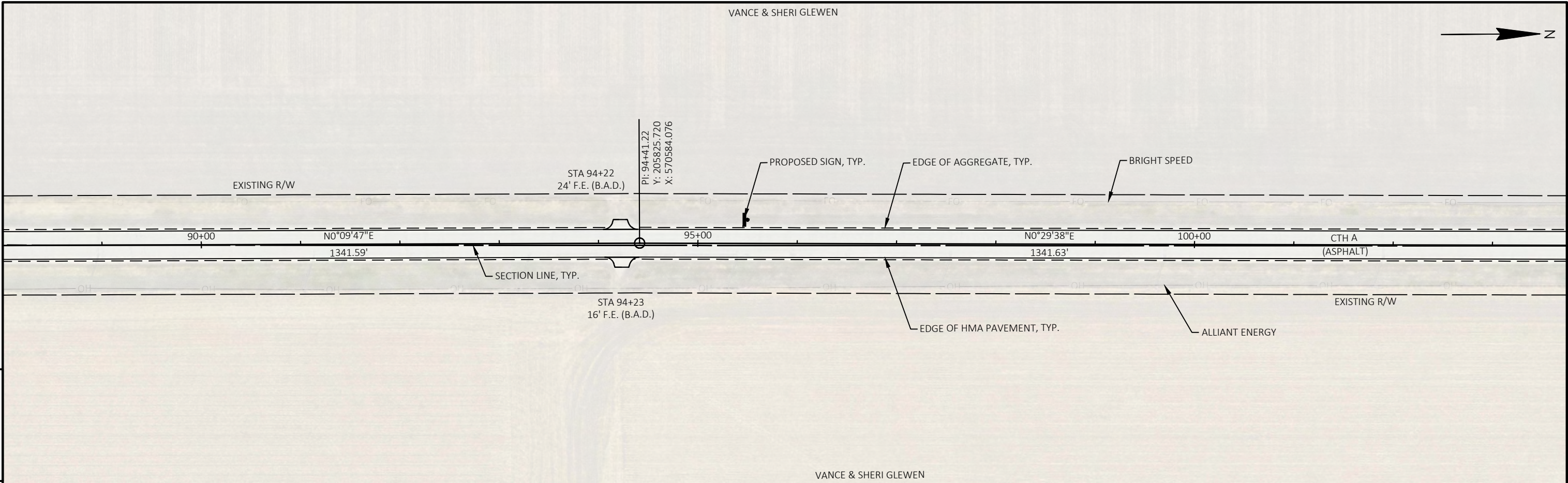
PROJECT NO: 6536-03-73	HWY: CTH A	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET	E
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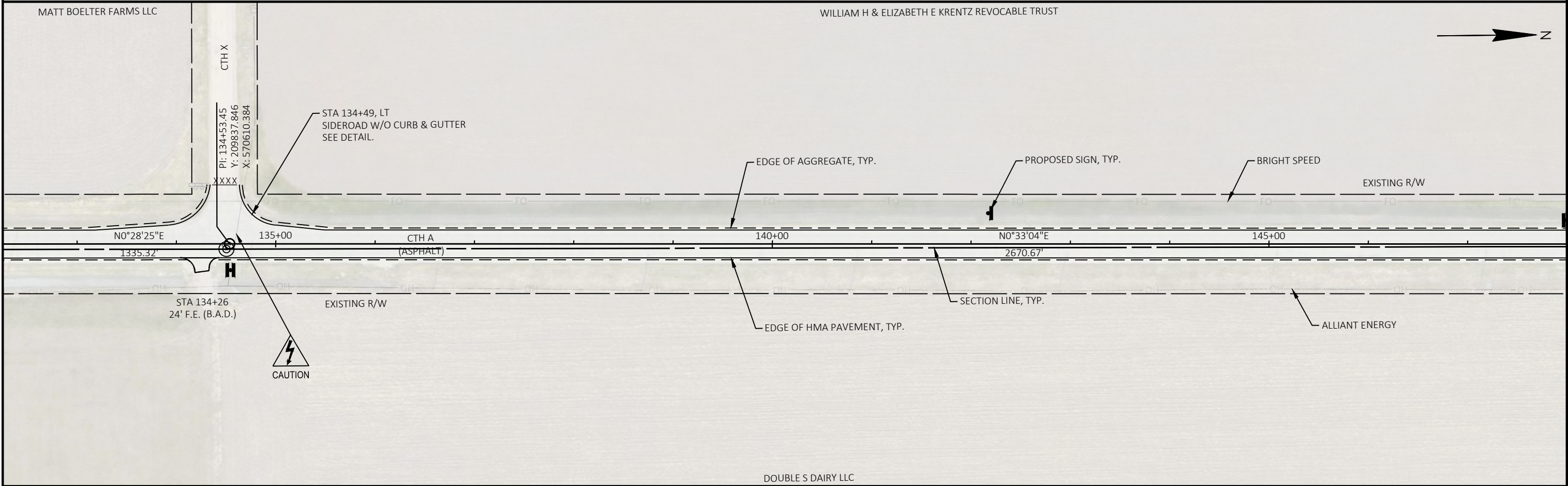
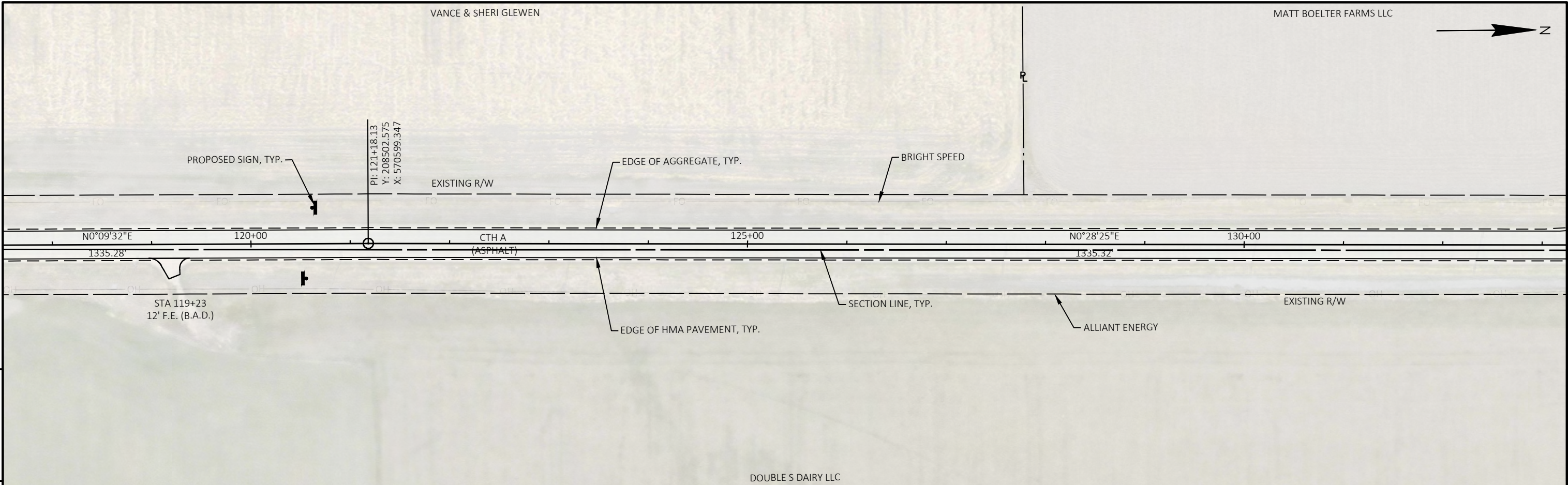
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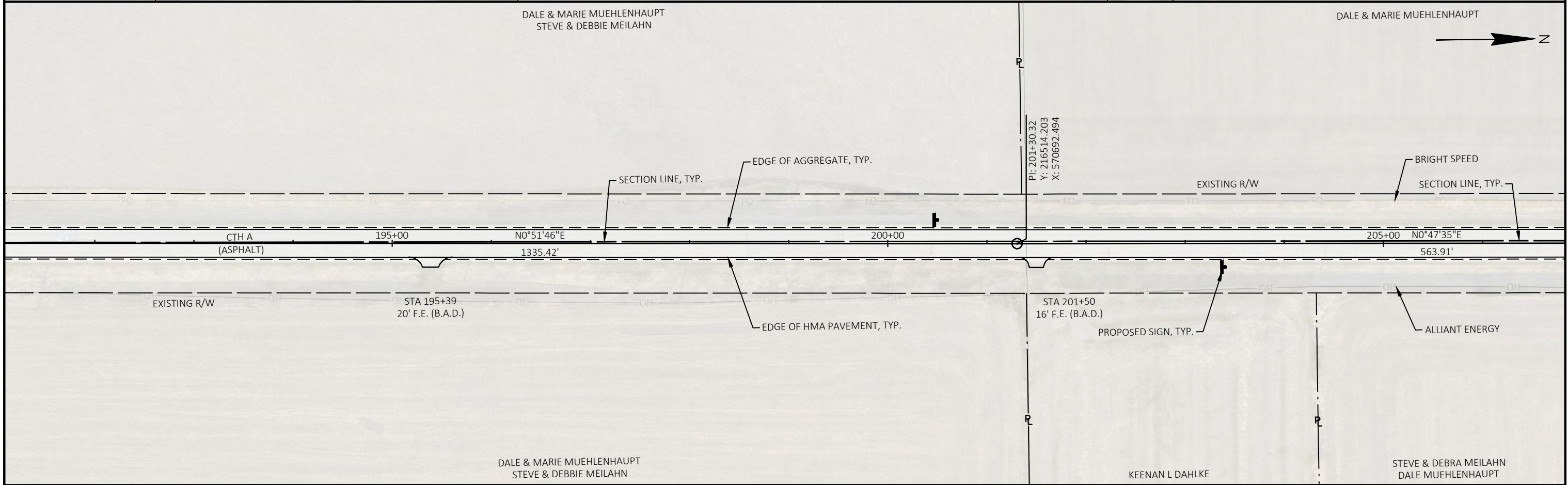
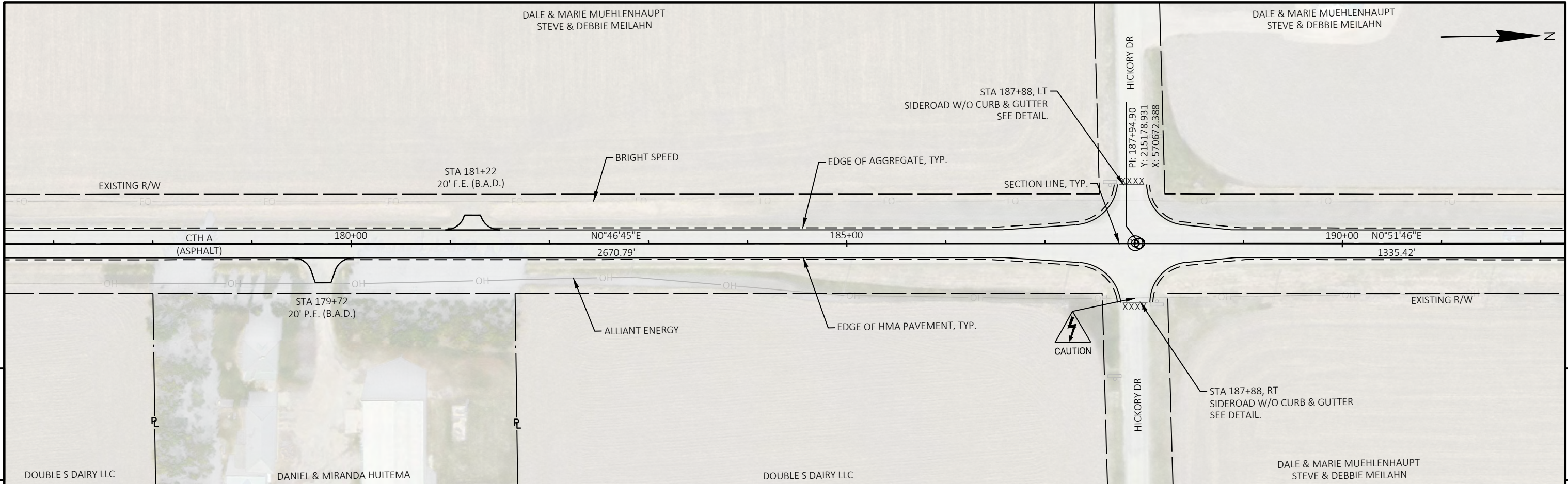
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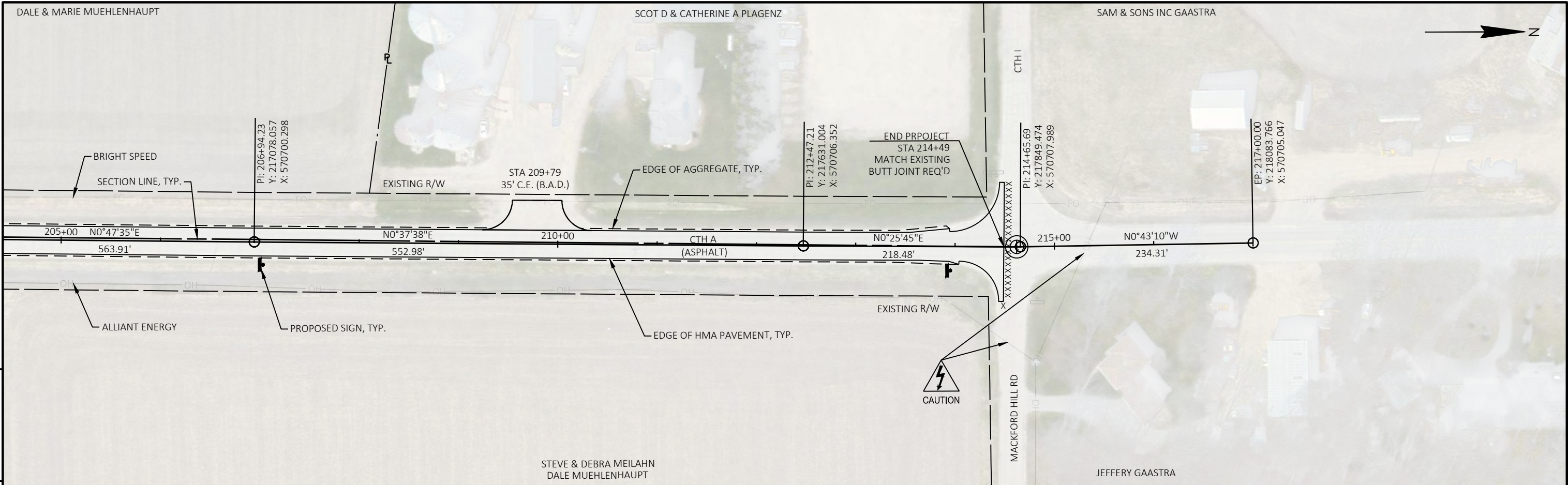
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PROJECT NO: 6536-03-73	HWY: CTH A	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET	E
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PROJECT NO: 6536-03-73	HWY: CTH A	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET	E
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
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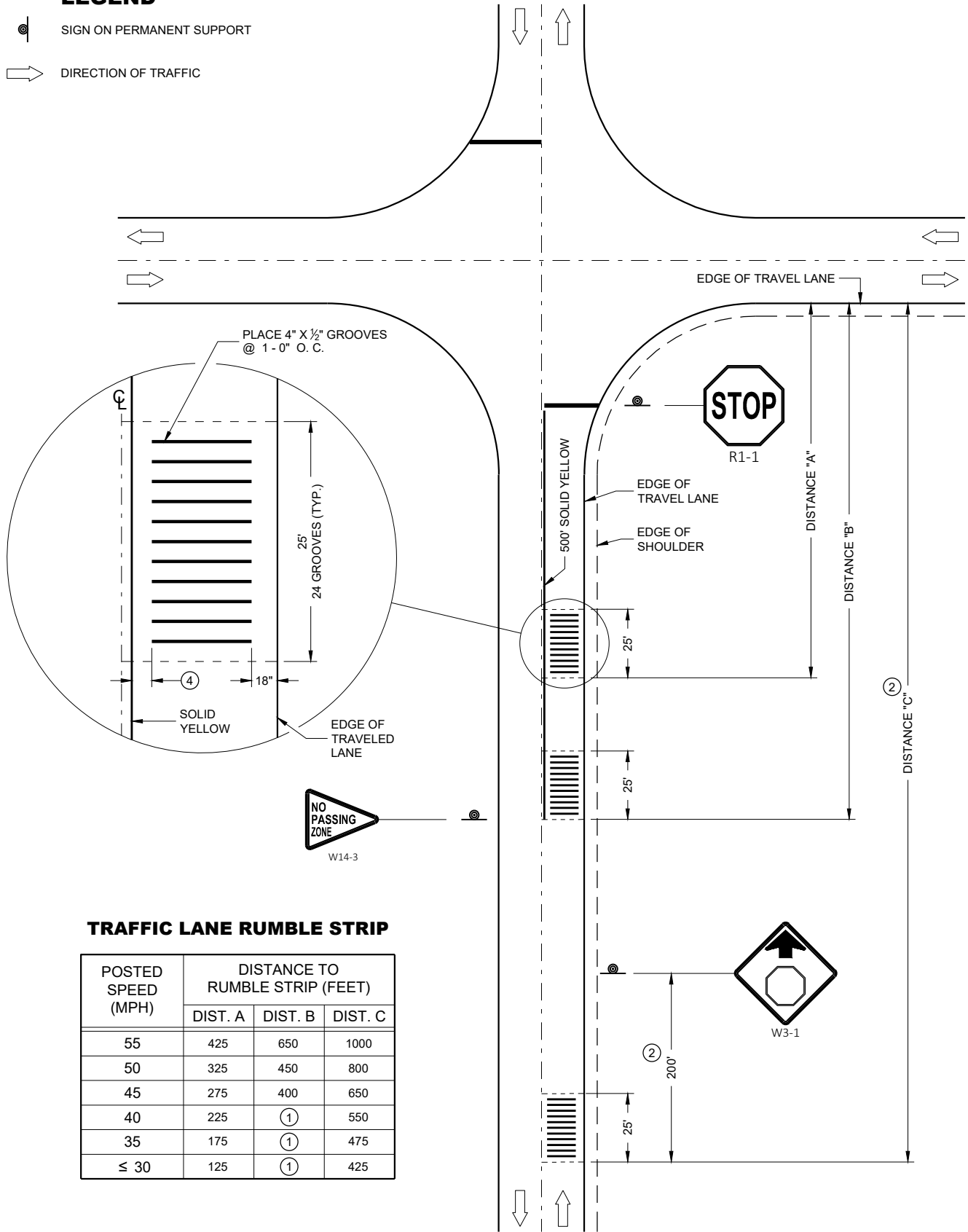
PROJECT NO: 6536-03-73	HWY: CTH A	COUNTY: GREEN LAKE	PLAN SHEETS	SHEET	E
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Standard Detail Drawing List

13A08-02	TRANSVERSE RUMBLE STRIPS, ASPHALTIC
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC



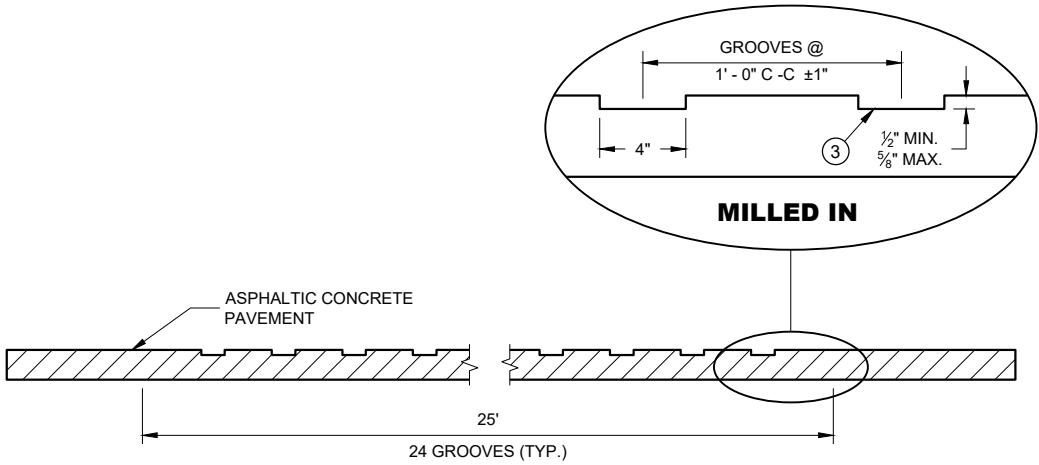
TRAFFIC LANE RUMBLE STRIP

POSTED SPEED (MPH)	DISTANCE TO RUMBLE STRIP (FEET)		
	DIST. A	DIST. B	DIST. C
55	425	650	1000
50	325	450	800
45	275	400	650
40	225	①	550
35	175	①	475
≤ 30	125	①	425

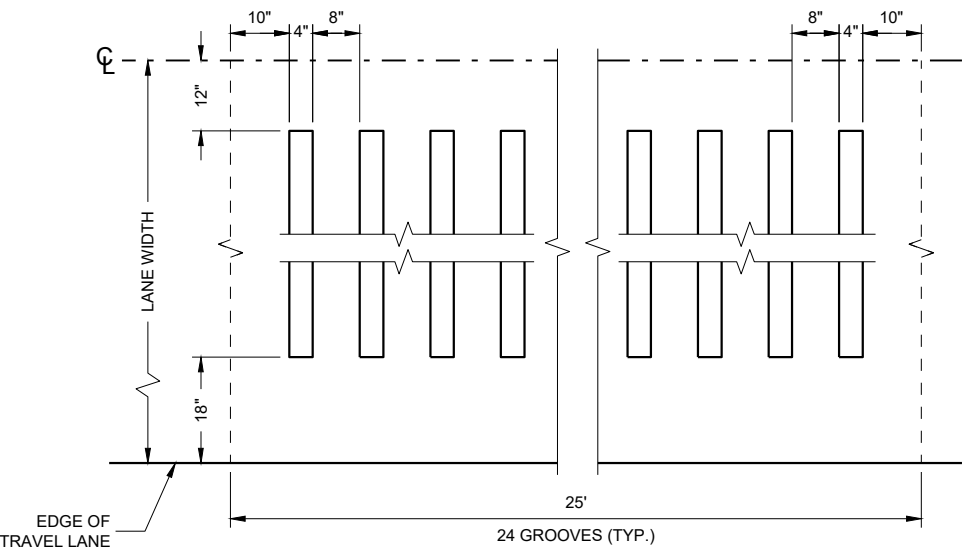
RUMBLE STRIP LOCATION

GENERAL NOTES

- CONTRACTOR SHALL CONFIRM RUMBLE STRIP LOCATION WITH THE ENGINEER PRIOR TO INSTALLATION. THE ENGINEER MAY MODIFY THE RUMBLE STRIP LOCATION AS FIELD CONDITIONS DICTATE.
- WHEN ASPHALTIC PAVEMENT IS NEW IN THE RUMBLE AREA, THE CONTRACTOR SHALL ALLOW THE PAVEMENT TO CURE A MINIMUM OF 7 DAYS PRIOR TO RUMBLE INSTALLATION.
- PAVEMENT MARKING AND SIGNING DETAILS AND SPECIFICATIONS ARE PROVIDE ELSEWHERE IN THE CONTRACT.
- ① ELIMINATE THE MIDDLE SET OF RUMBLE STRIPS.
 - ② LOCATE RUMBLE STRIP 200 FEET IN ADVANCE OF W3-1 SIGN AS SHOWN. IF W3-1 IS NOT IN PLACE, USE DISTANCE "C".
 - ③ TYPICAL VERTICAL VARIATION BETWEEN PEAKS AND VALLEYS WITHIN THE CUT APPROXIMATELY $\frac{1}{16}$ ".
 - ④ 12 INCH CLEAR BETWEEN THE SOLID YELLOW LINE AND THE EDGE OF THE RUMBLE.



ELEVATION VIEW



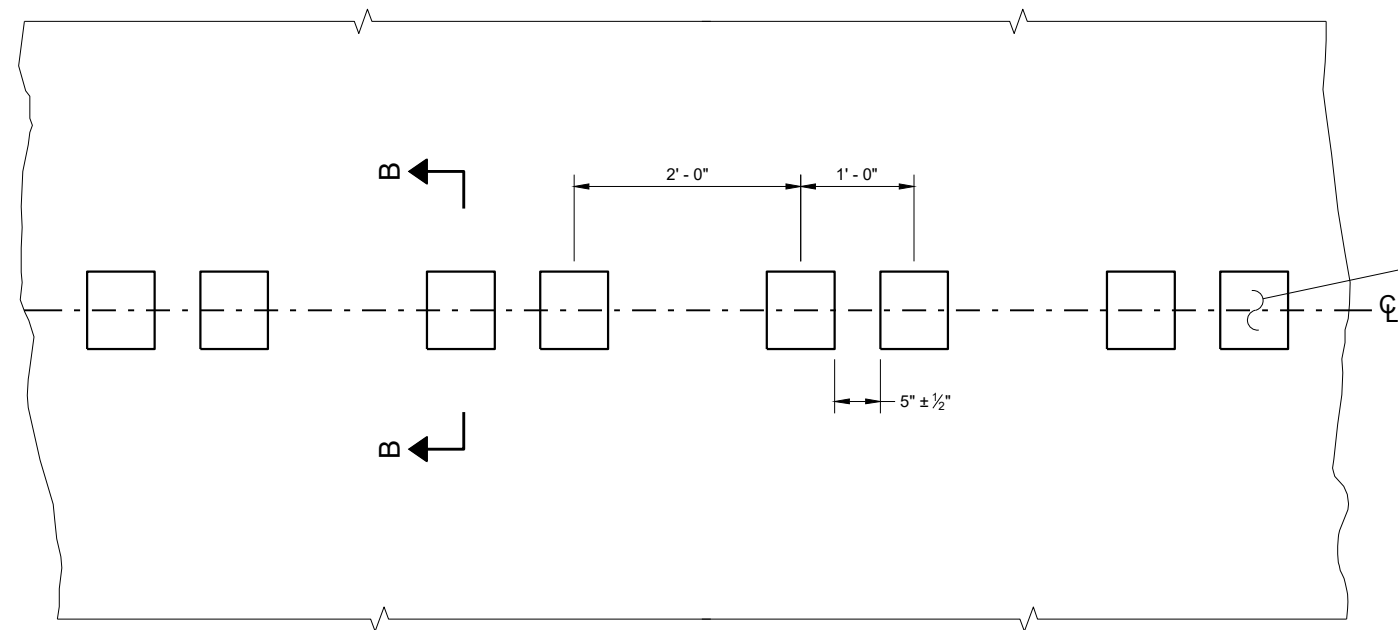
PLAN VIEW

ASPHALTIC PAVEMENT MILLED IN

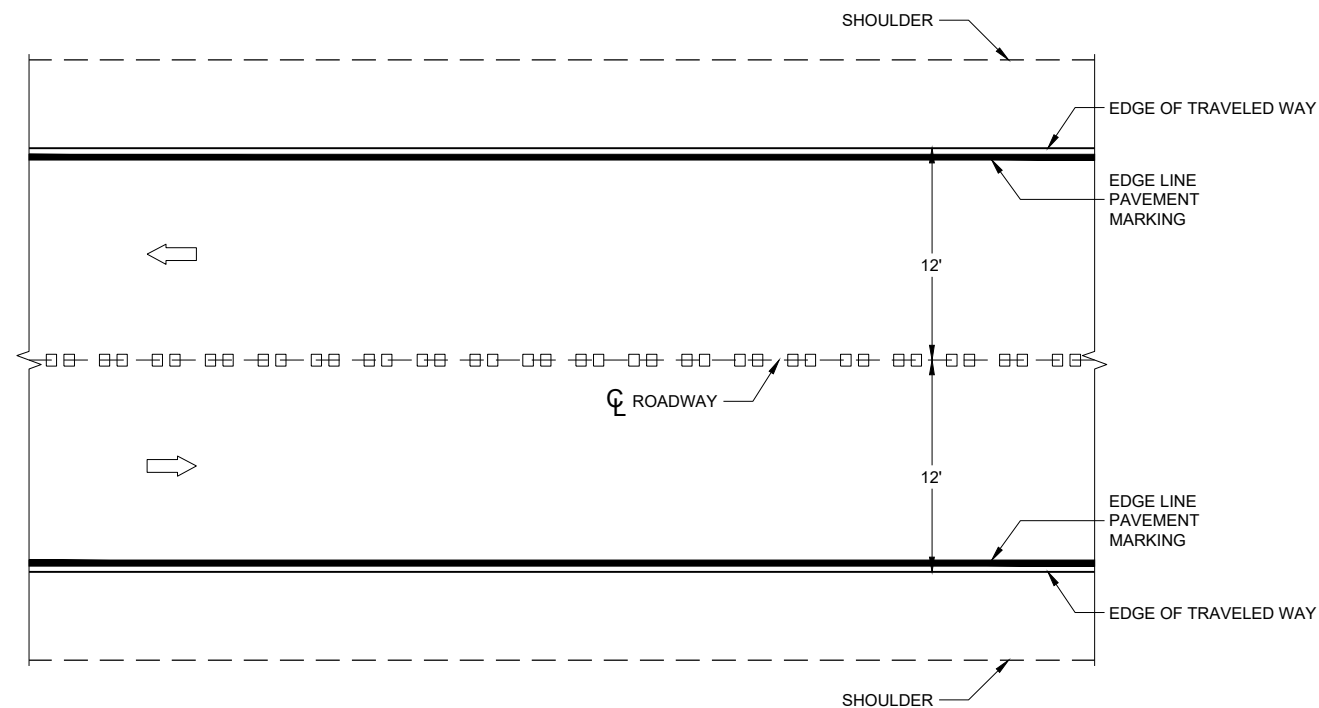
TRANSVERSE RUMBLE STRIPS, ASPHALTIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Rodney Taylor
ROADWAY DESIGN STANDARDS
UNIT SUPERVISOR
FHWA

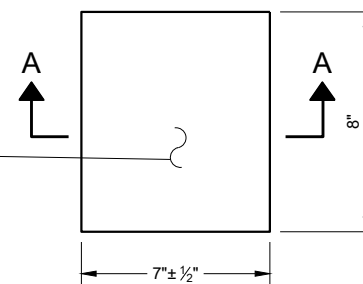


PLAN DETAIL VIEW

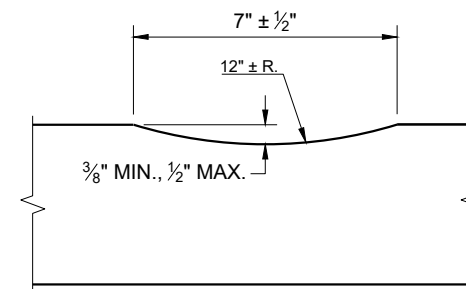


PLAN VIEW

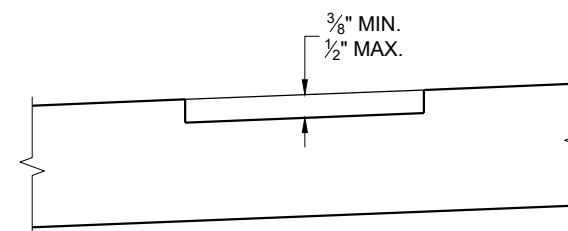
CENTERLINE RUMBLE STRIPS - ASPHALT



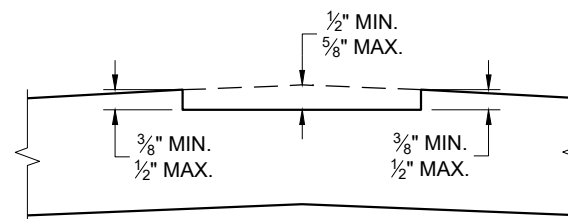
PLAN VIEW
(SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

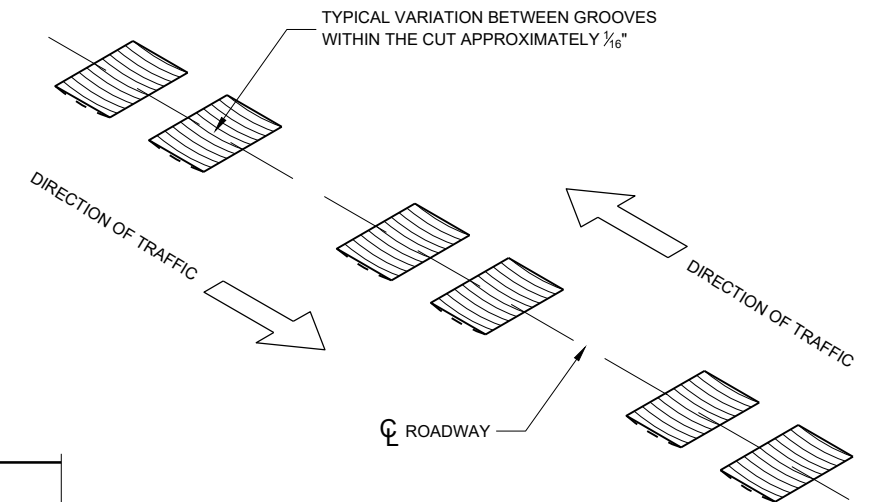


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

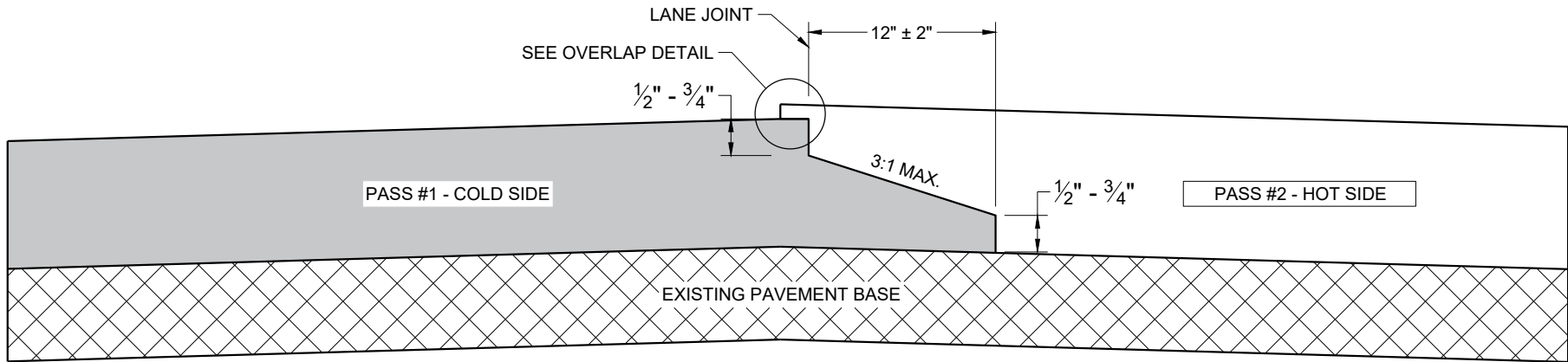
DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

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

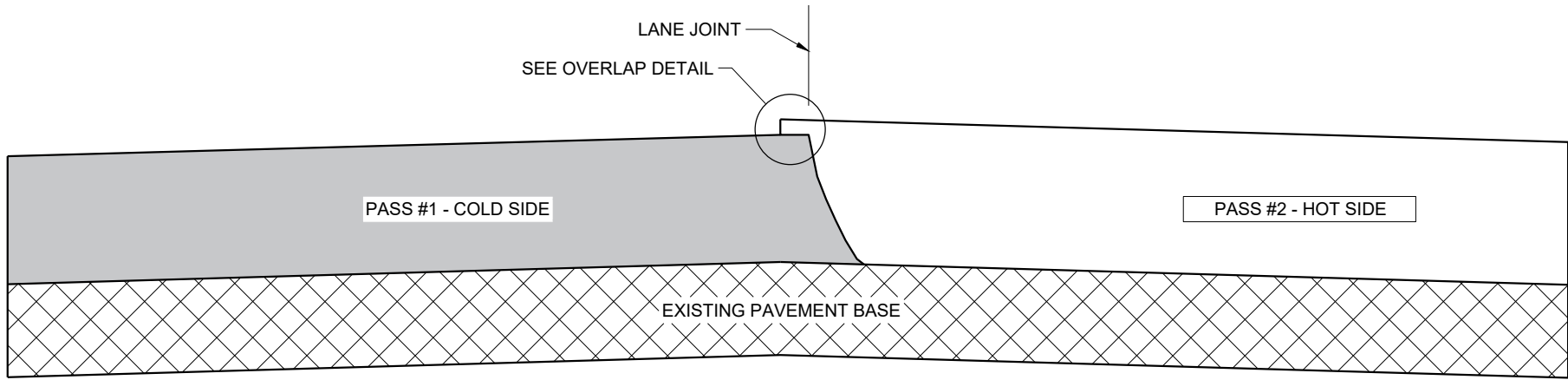


CENTERLINE RUMBLE STRIPS - ASPHALT

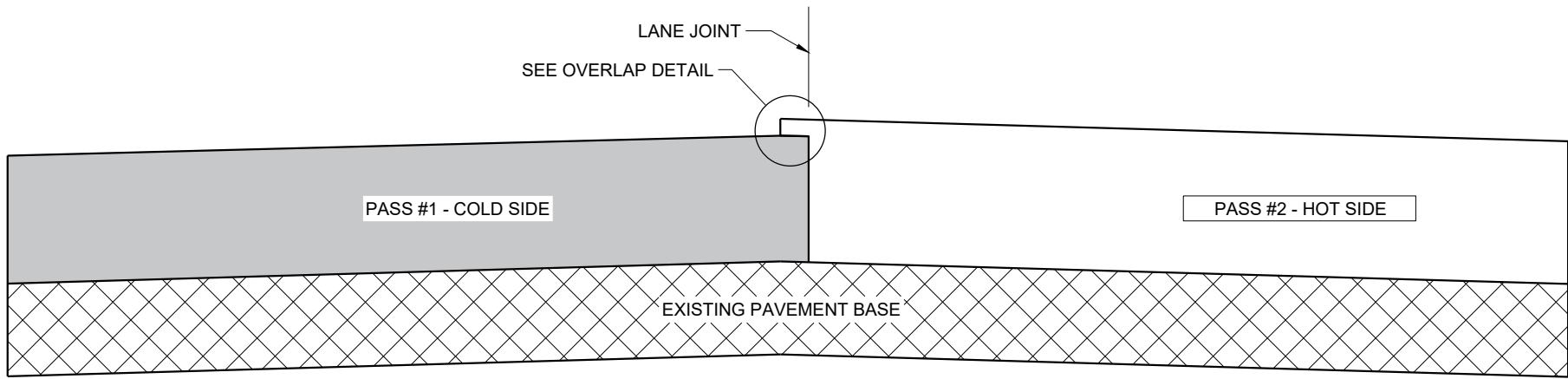
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

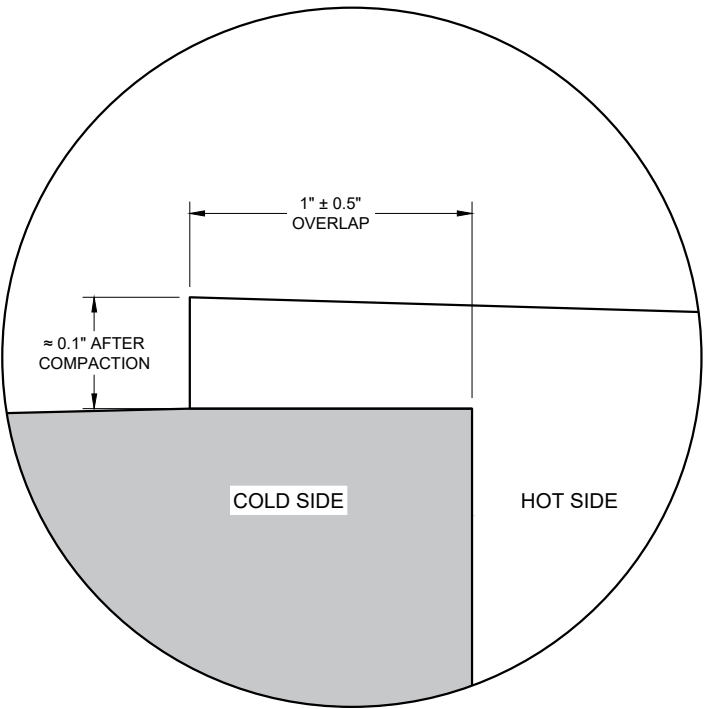
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

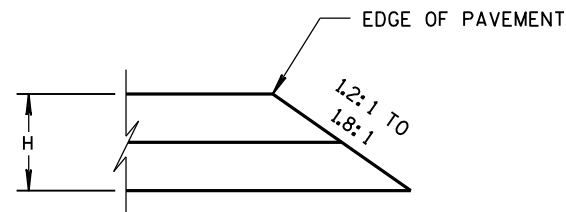


OVERLAP DETAIL (TYPICAL)

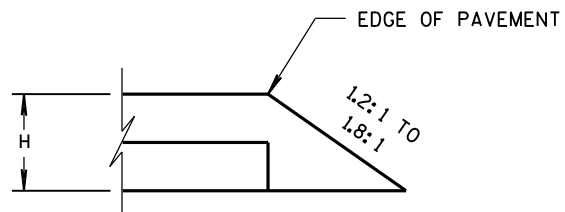
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

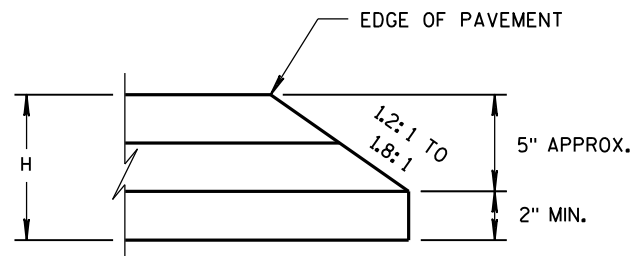
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA



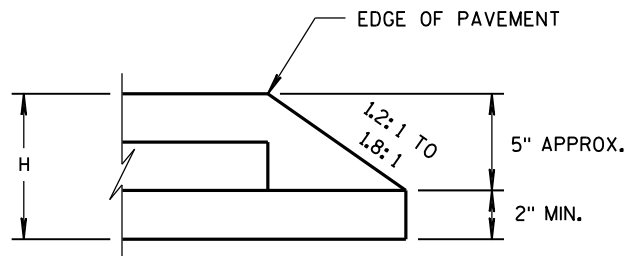
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

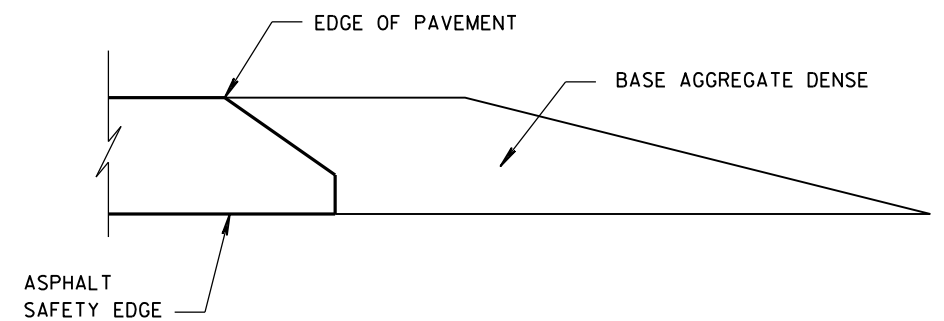


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



CONSTRUCTED WITH FINAL LAYER
FOR H GREATER THAN 5"

HMA PAVEMENT AND HMA OVERLAYS



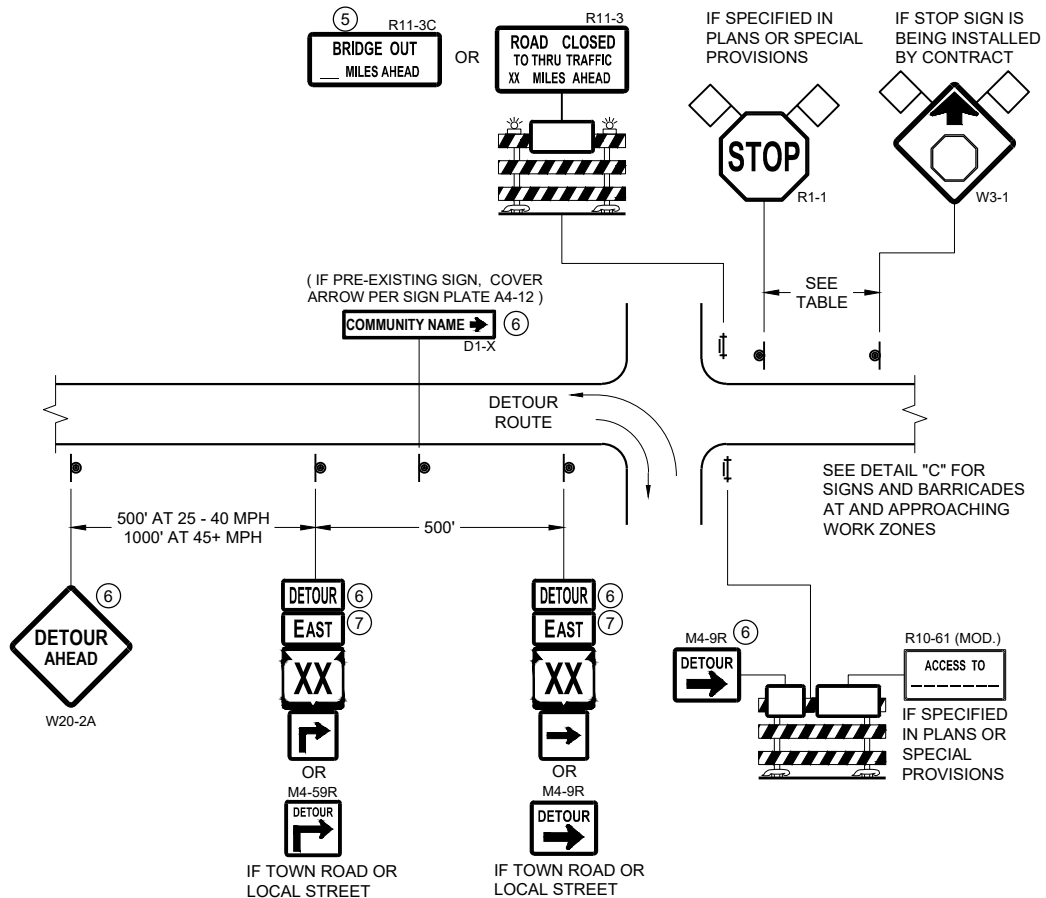
FINISHED SHOULDER AGGREGATE PLACEMENT

SAFETY EDGE_{SM}

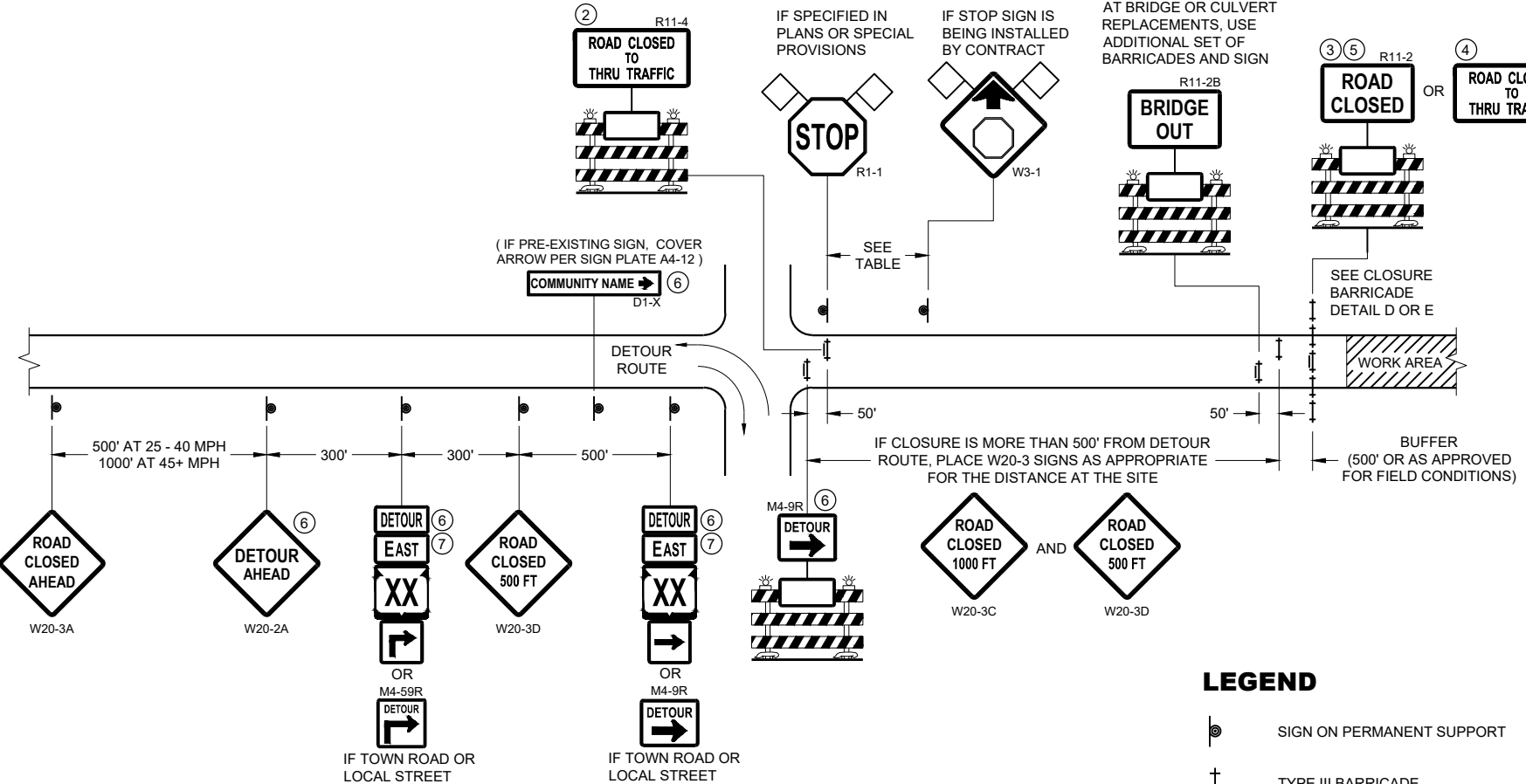
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
11/30/2012
DATE
FHWA

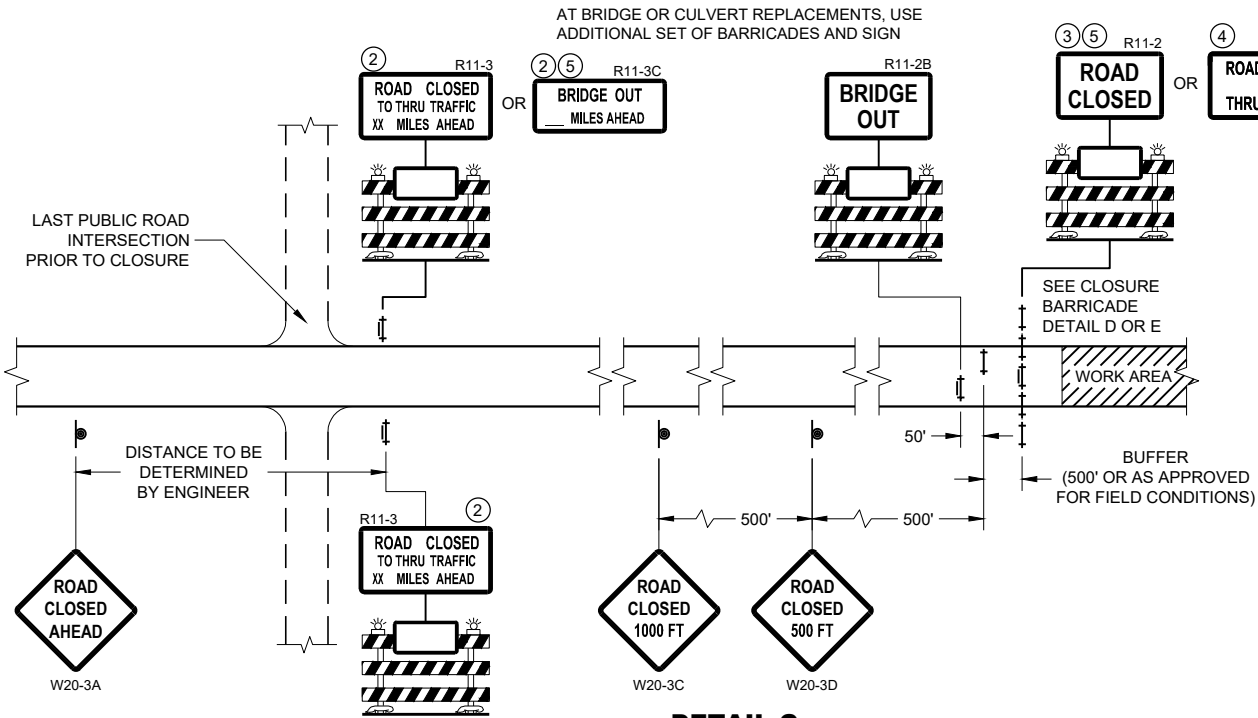
/s/ Jerry H. Zogg
ROADWAY STANDARDS DEVELOPMENT
ENGINEER



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

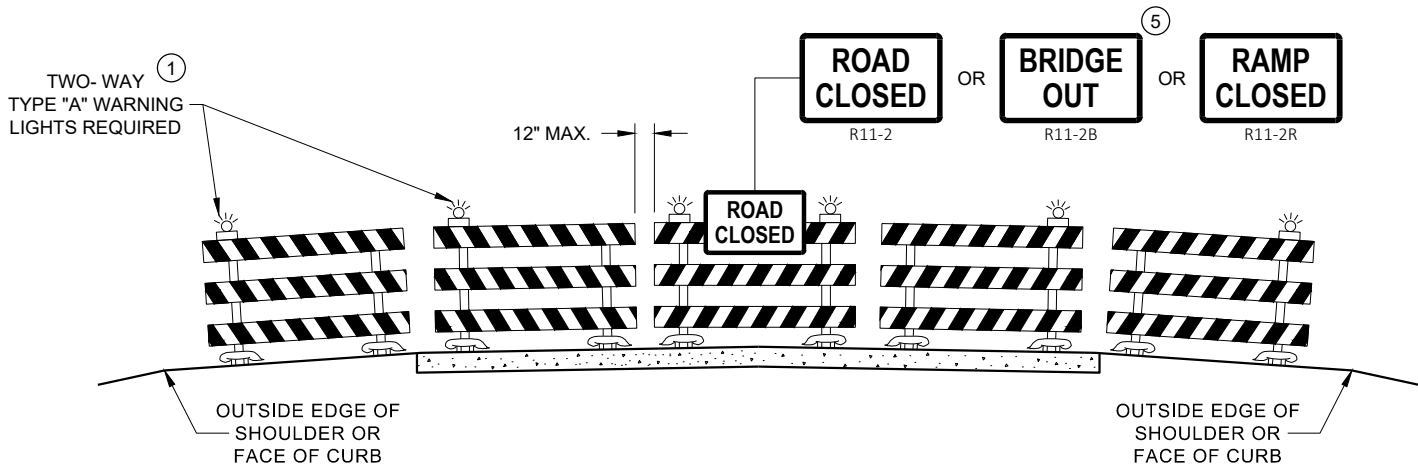
LEGEND

- 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)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

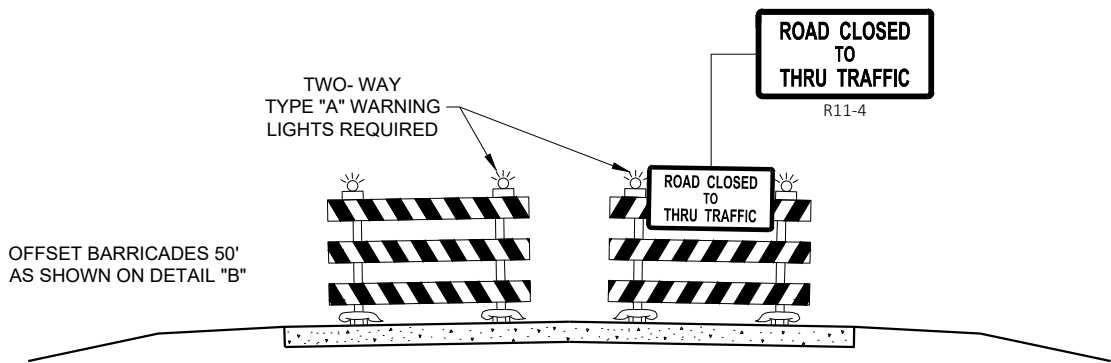
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
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"

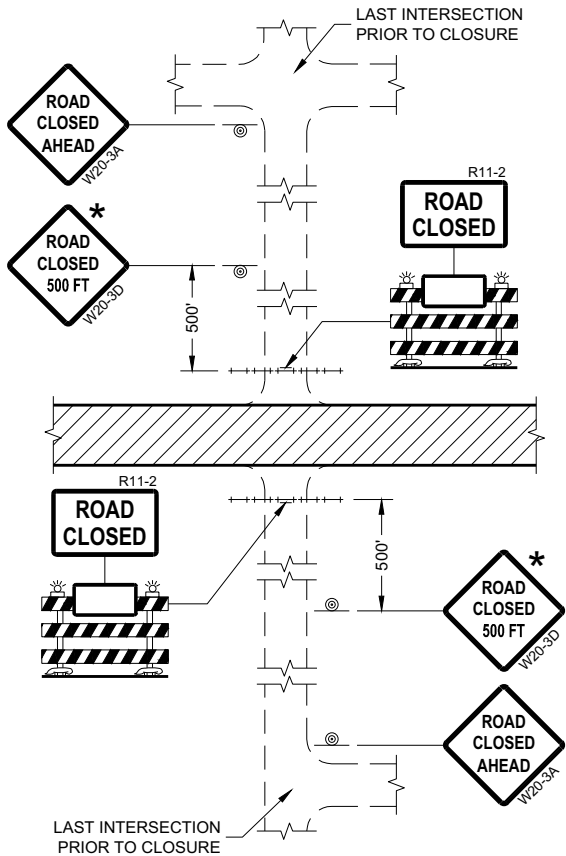
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS 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

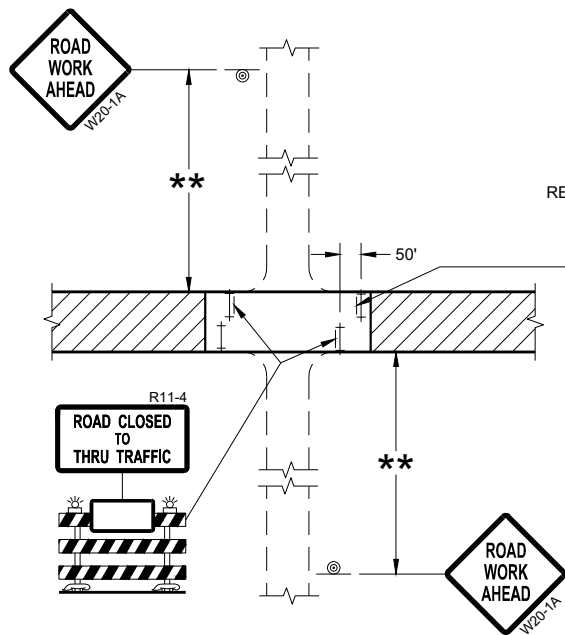
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

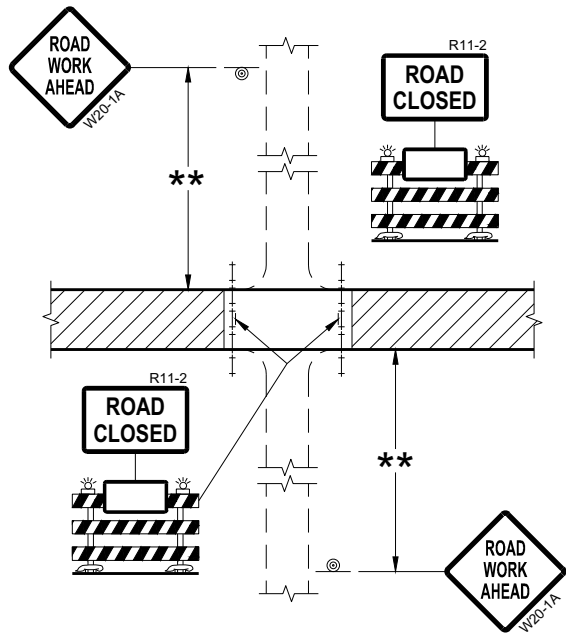
FHWA



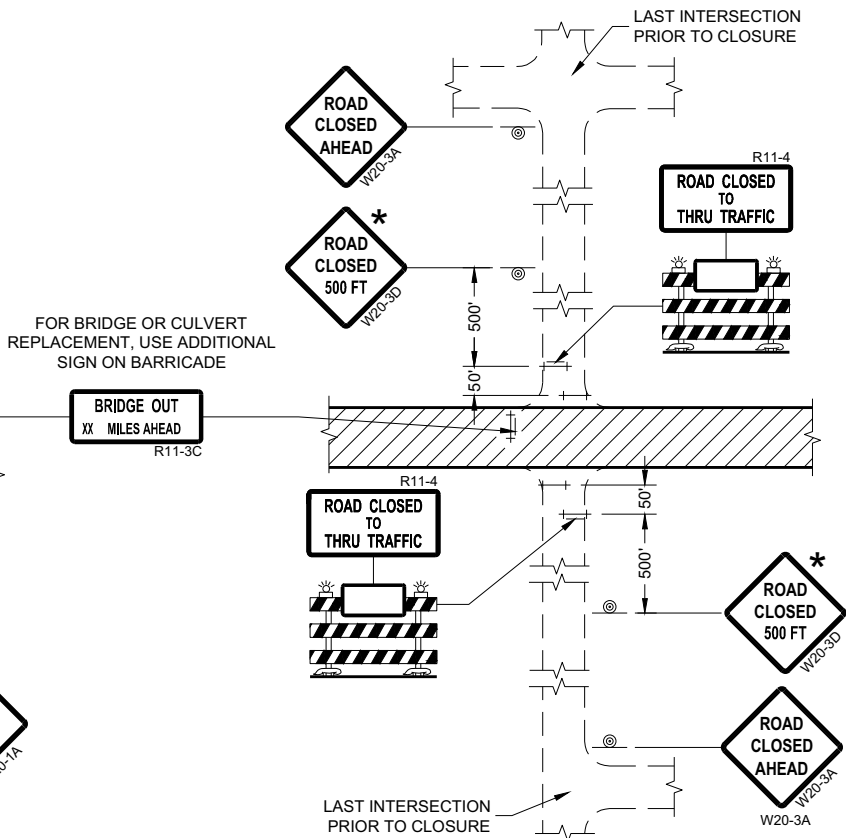
DETAIL 1
(NO ACCESS TO PROJECT)



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



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO 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

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.

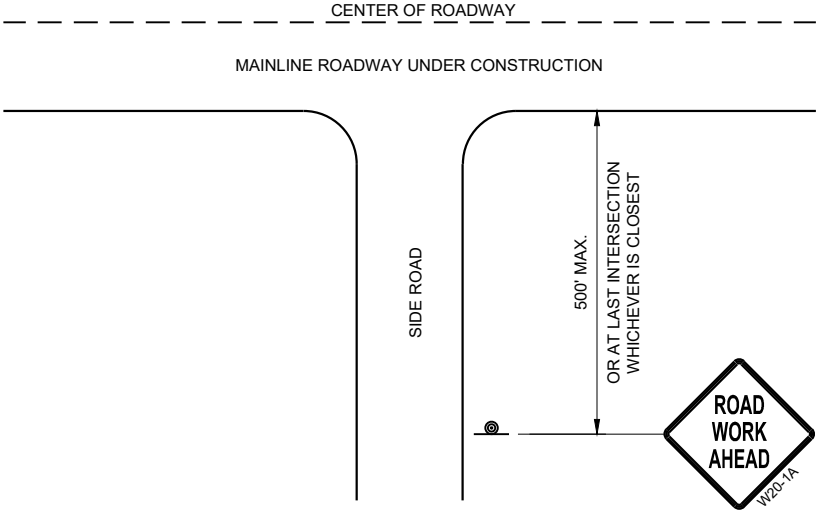
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

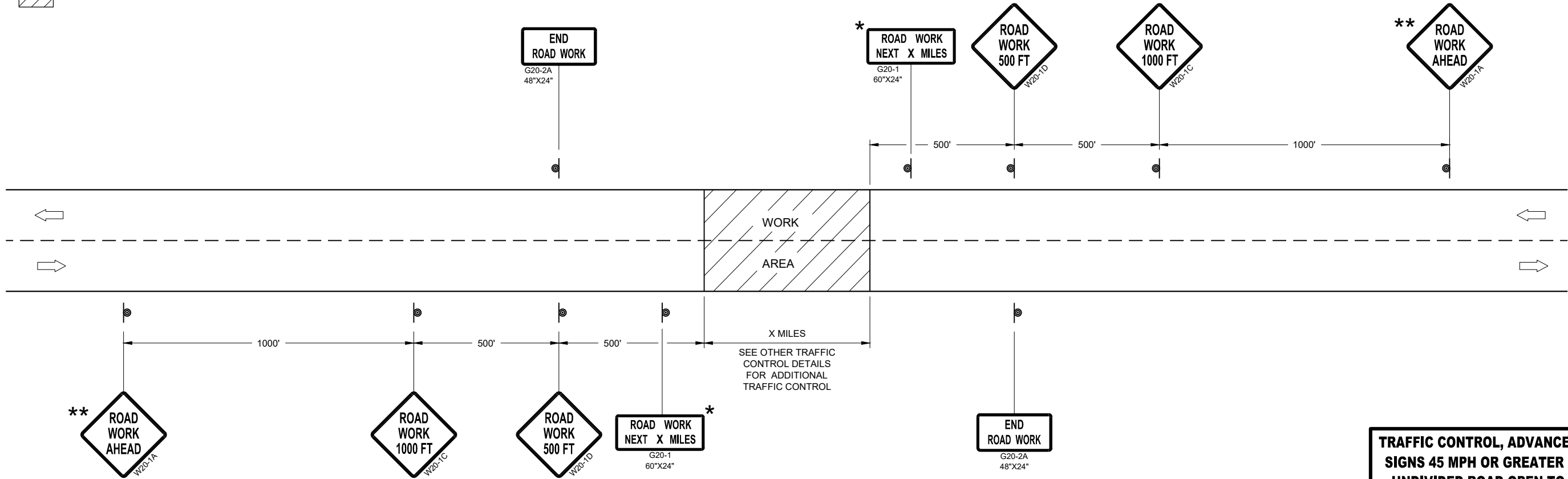
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

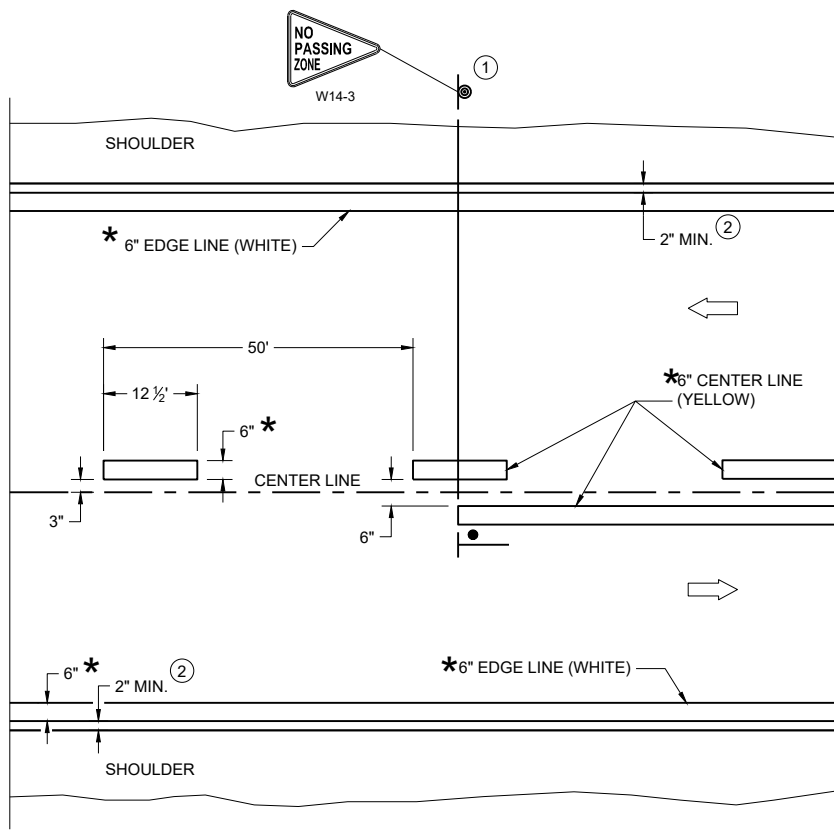


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

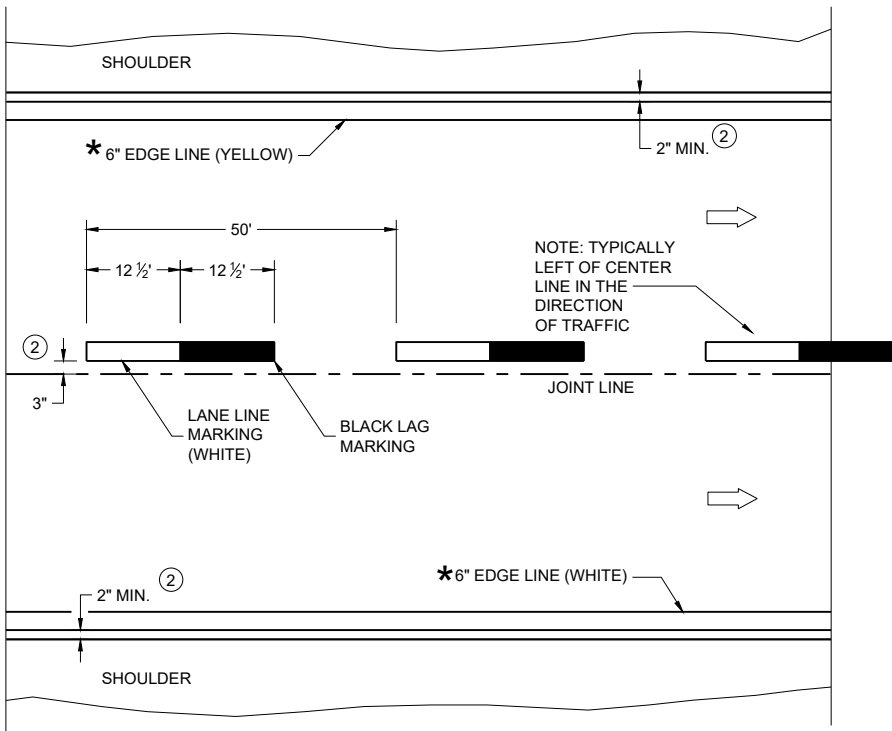
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

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

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

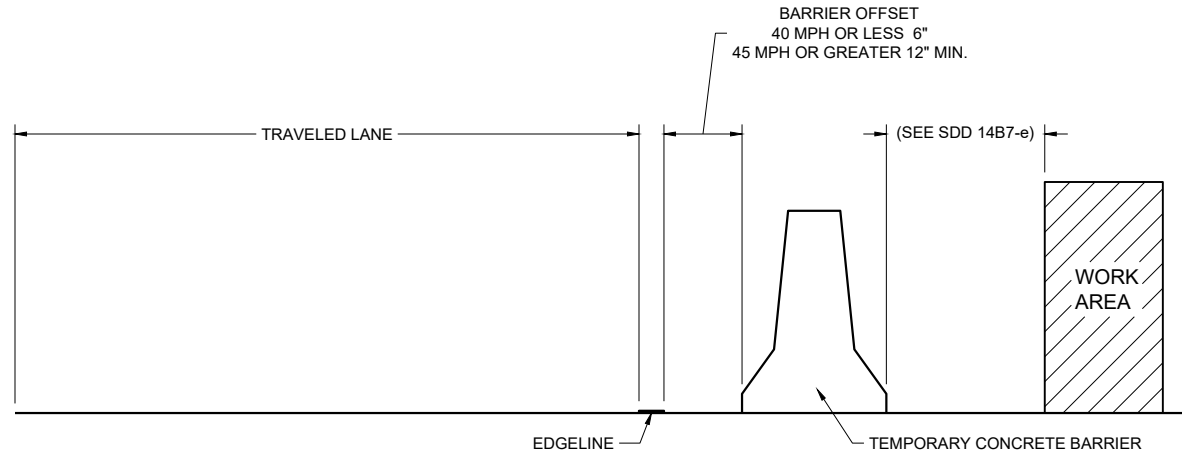
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer

FHWA



TEMPORARY BARRIER OFFSET FROM EDGE LINE

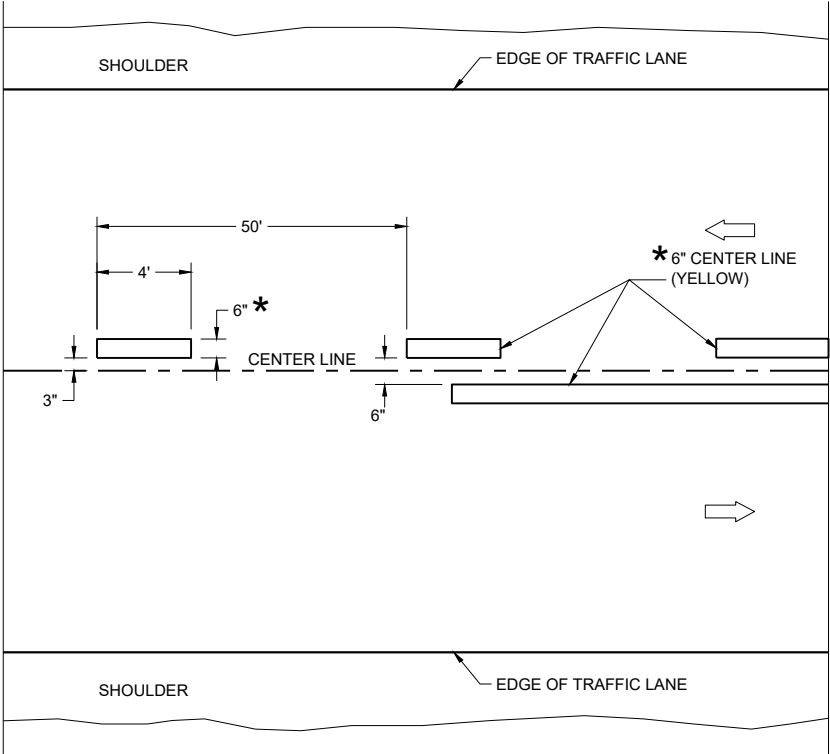
GENERAL NOTES

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

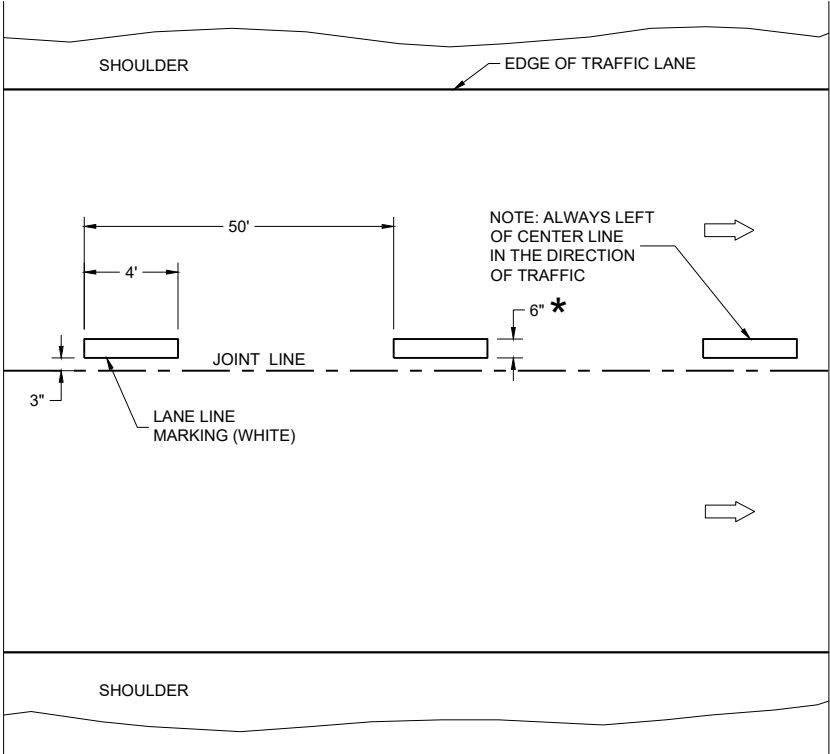
LEGEND

DIRECTION OF TRAFFIC

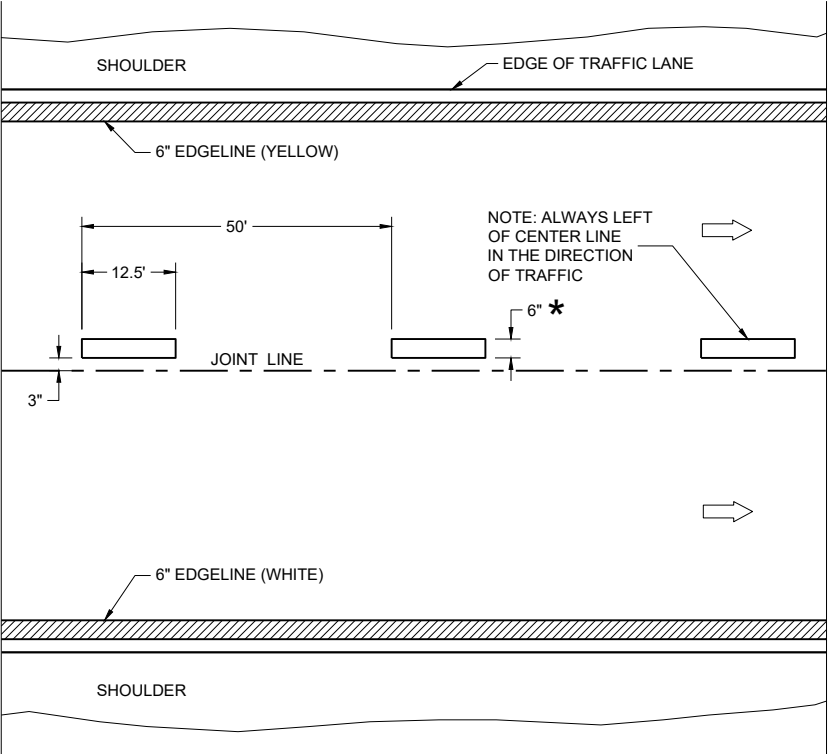
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



ONE WAY TRAFFIC








FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking 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

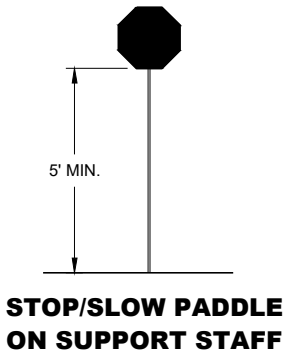
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

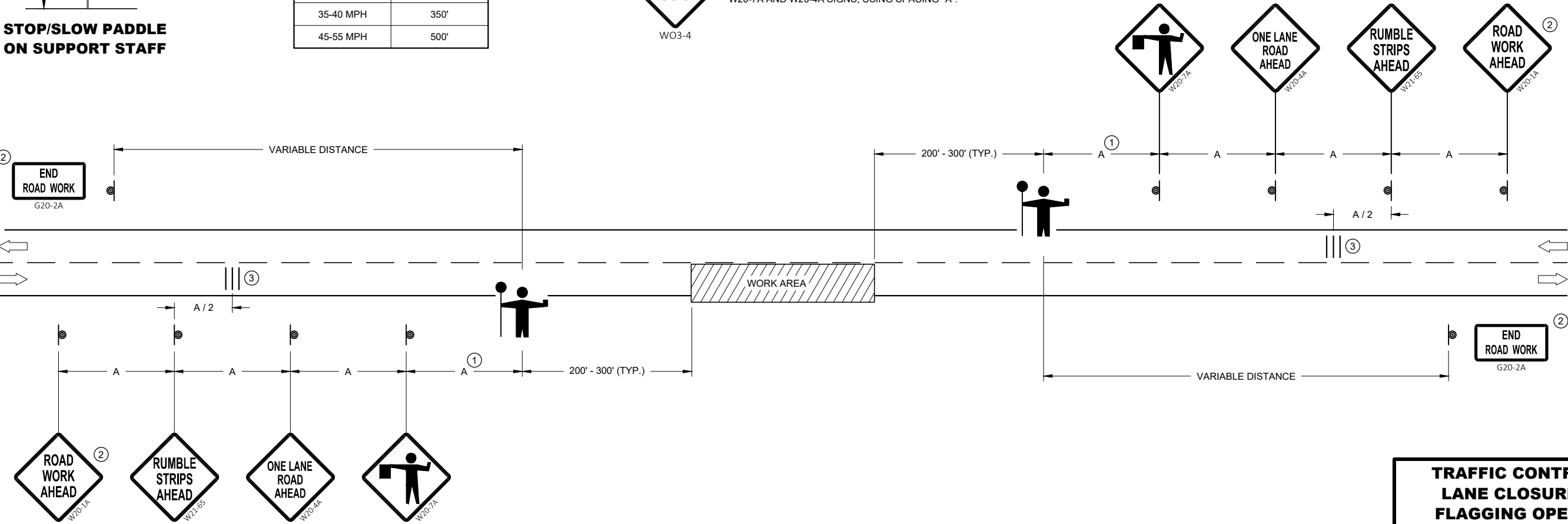


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

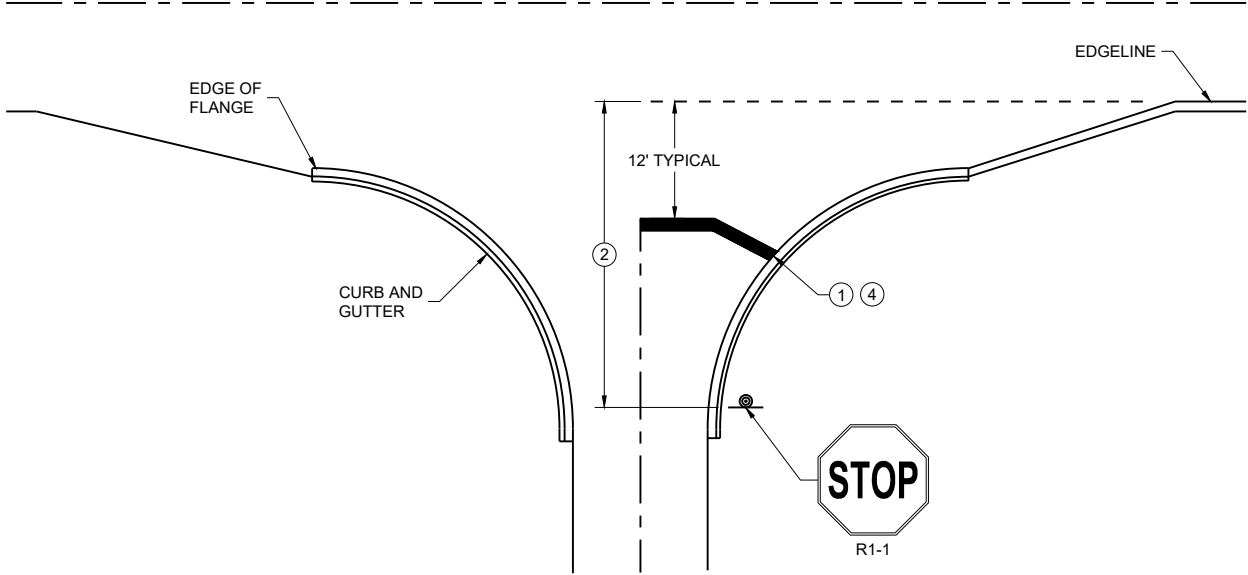
SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



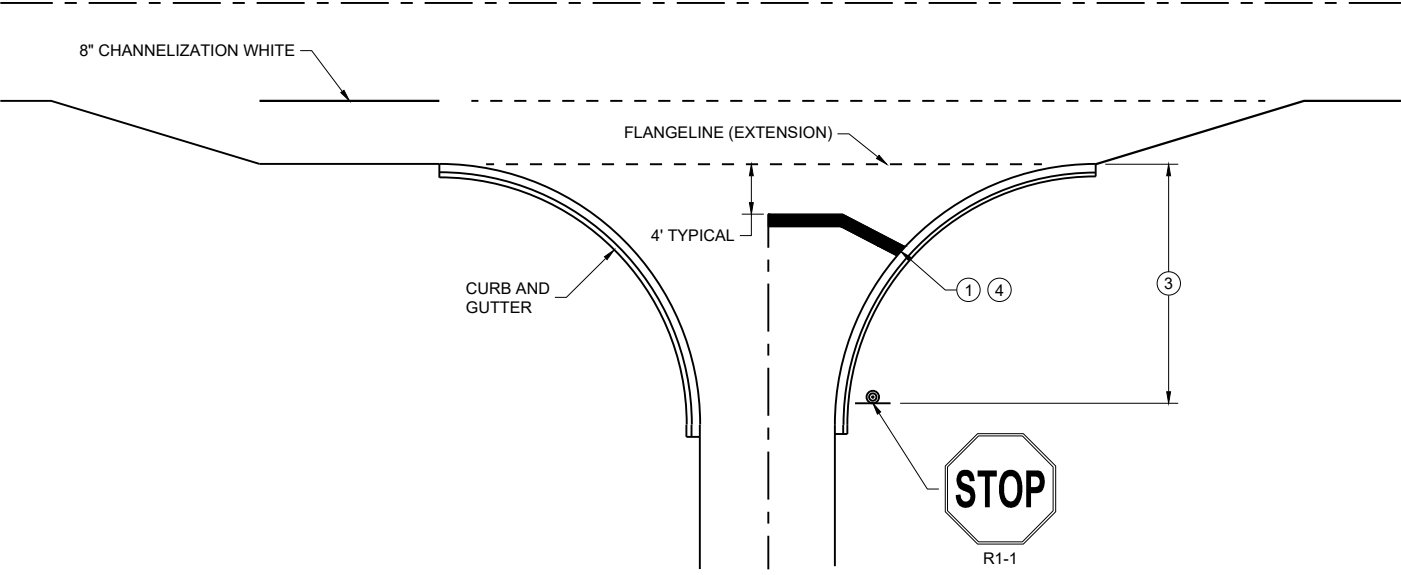
USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



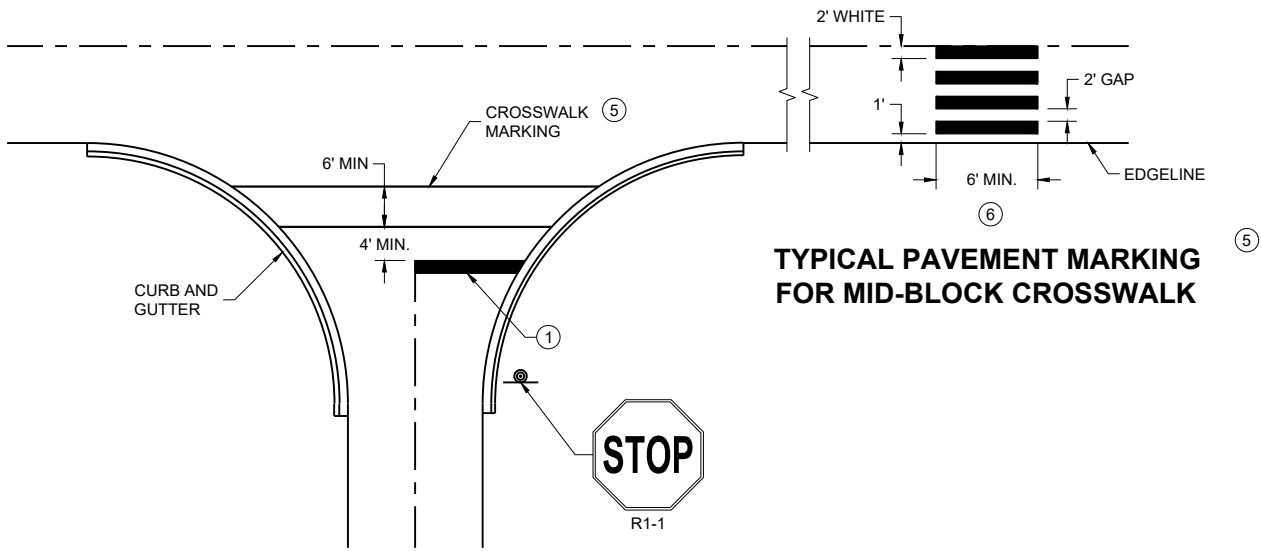
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



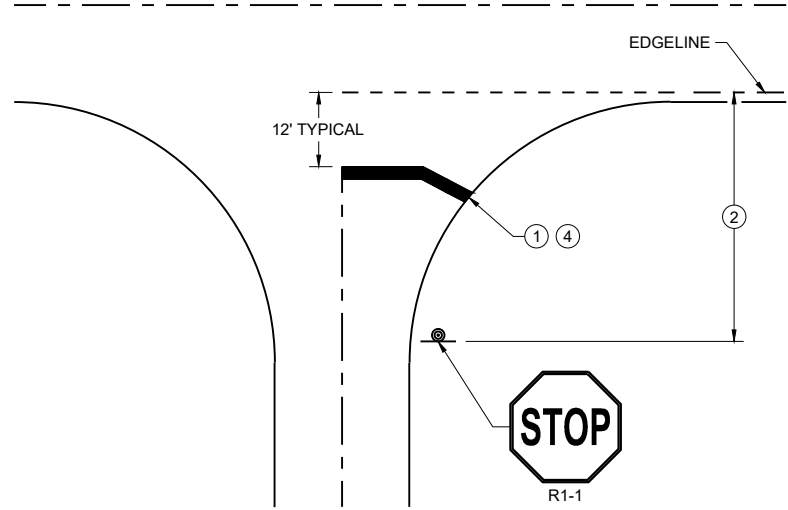
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

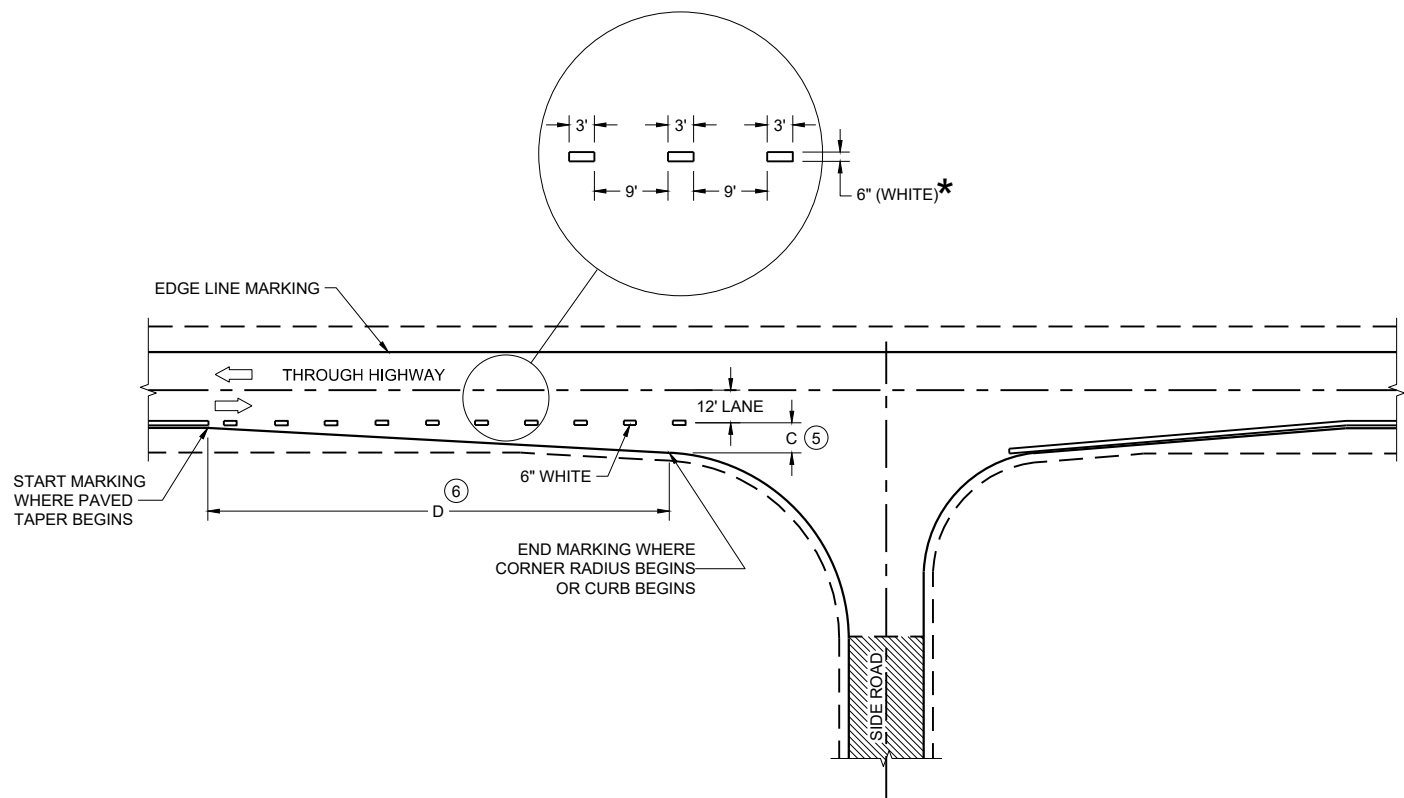
GENERAL NOTES

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

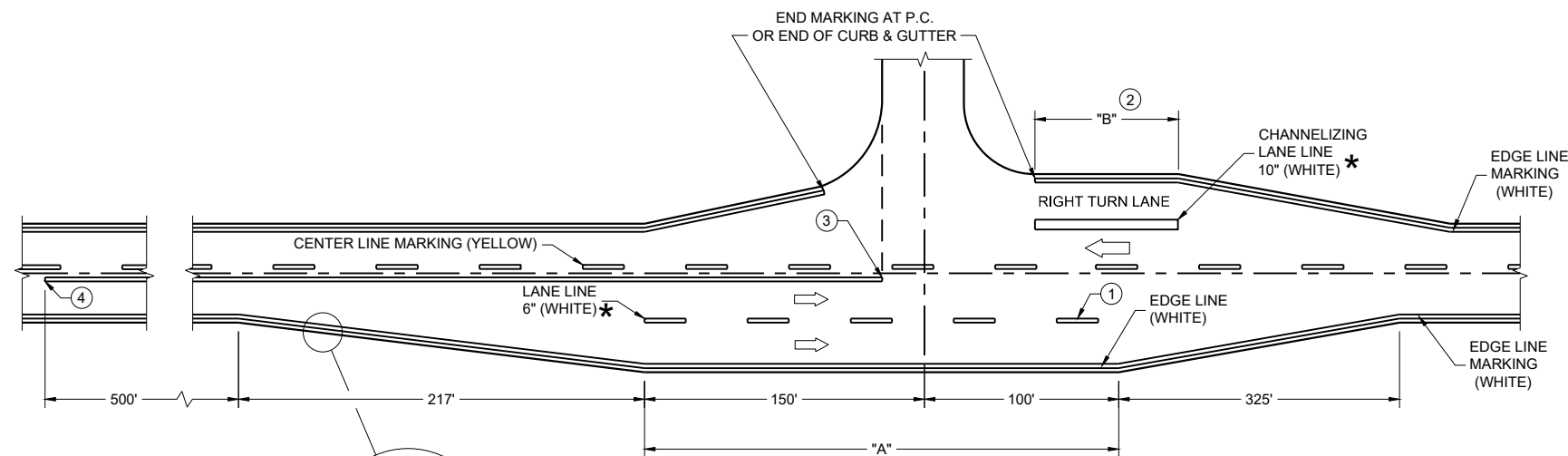
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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.
- ⑥ POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

STOP LINE AND CROSSWALK PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

FHWA



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

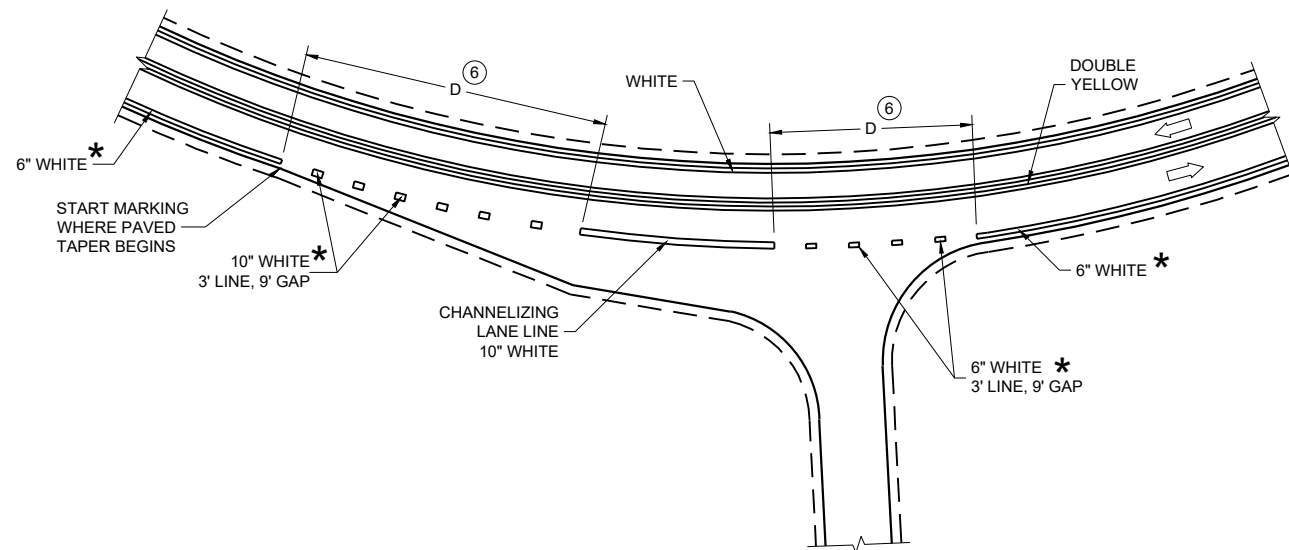
GENERAL NOTES

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

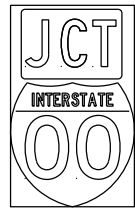


INTERSECTION ON OUTSIDE OF CURVE

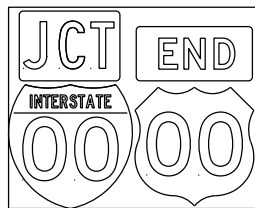
PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

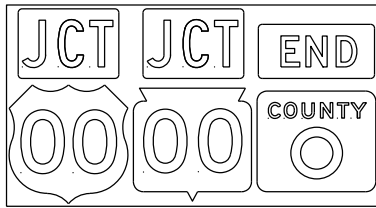
TYPICAL ASSEMBLIES



J1-1



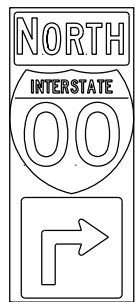
J1-2



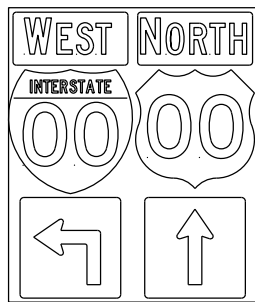
J1-3



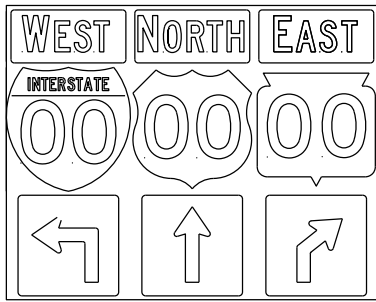
JR1-1



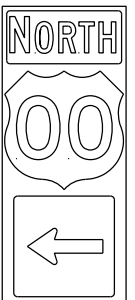
J2-1



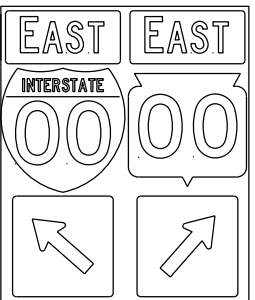
J2-2



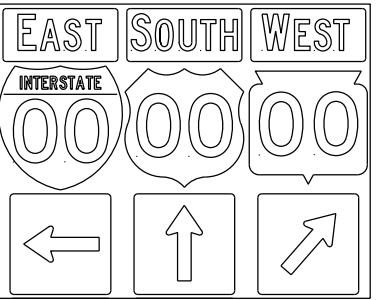
J2-3



J3-1



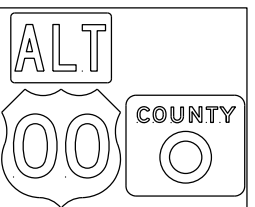
J3-2



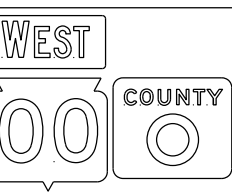
J3-3



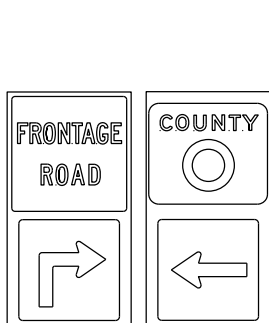
J4-1



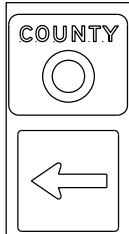
J4-2



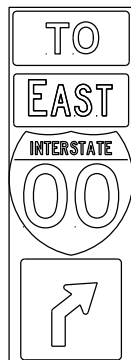
J4-2



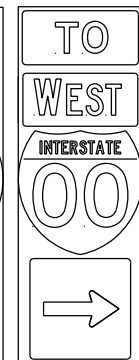
J12-1



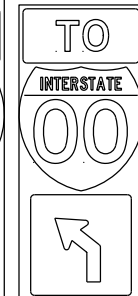
J13-1



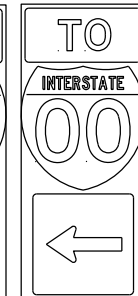
J32-1



J33-1



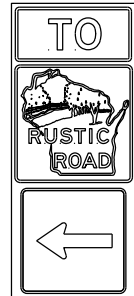
J22-1



J23-1



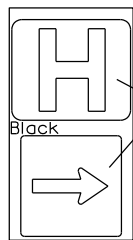
JR13-1



JR23-1



JR99-1

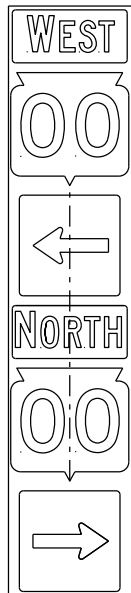
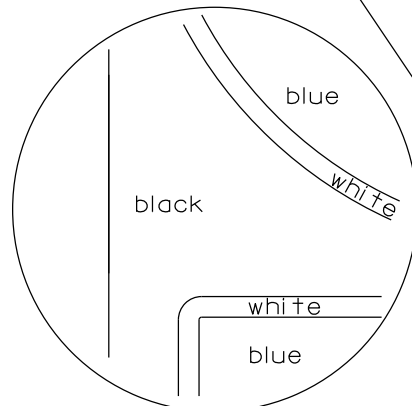


JH-1

Blue Background

Black

blue background with interstate

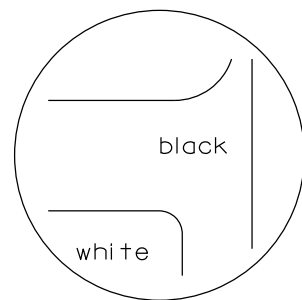
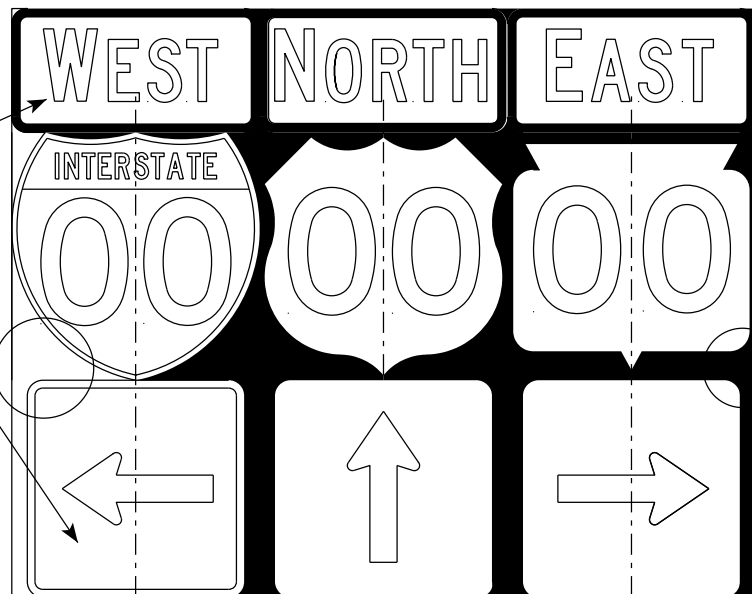


JV

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

NOTES

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



black background

ROUTE MARKERS & COMPONENTS IN TYPICAL ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

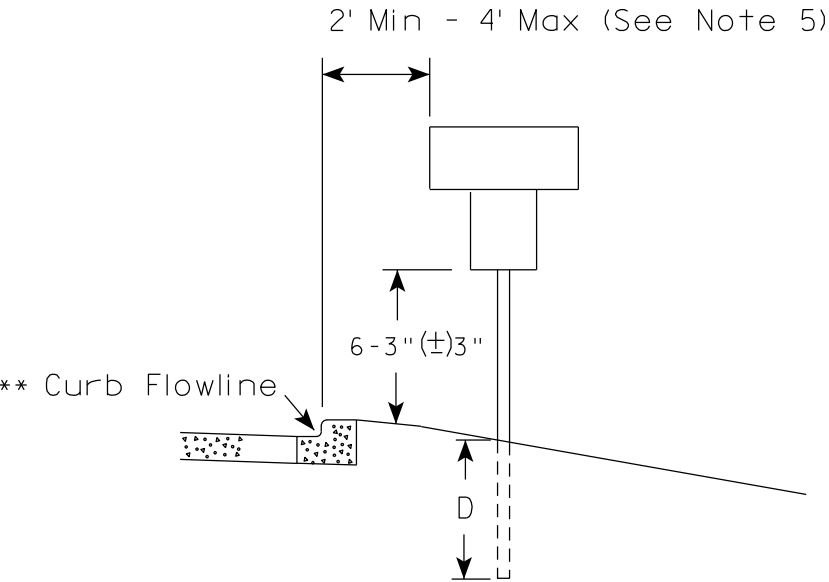
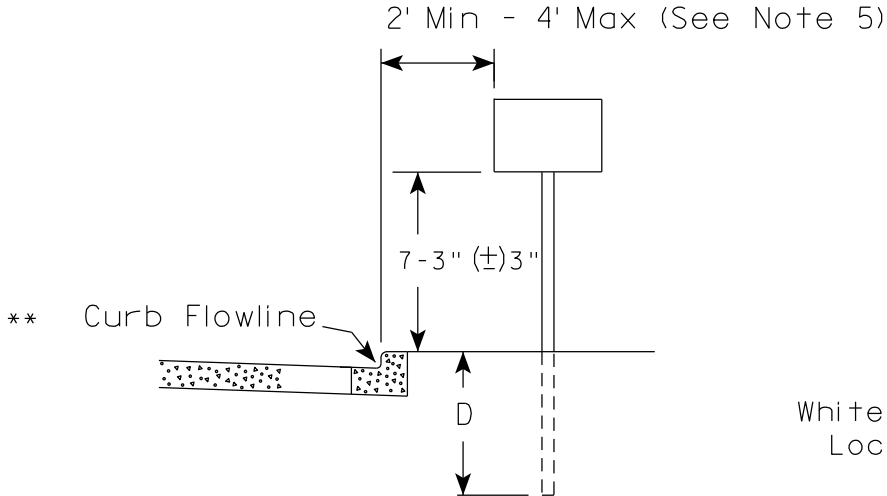
DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

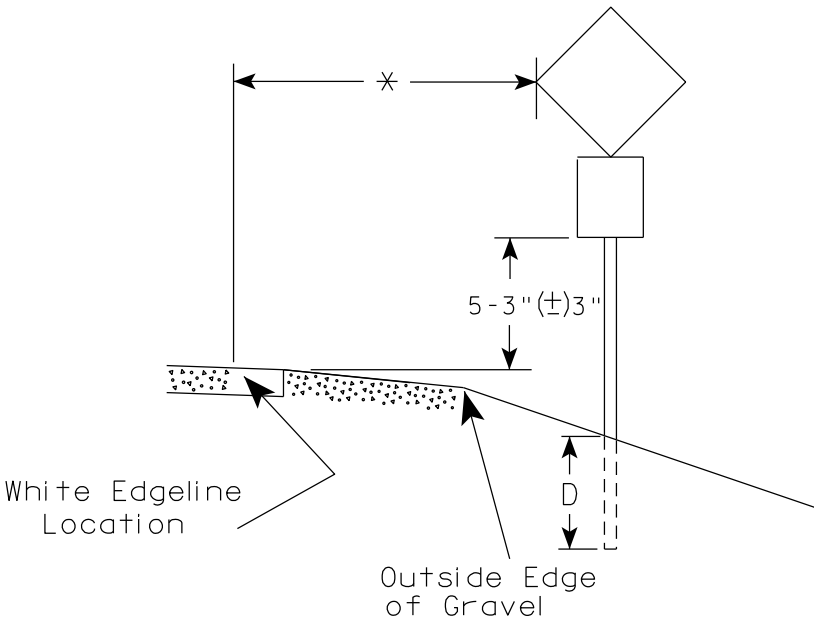
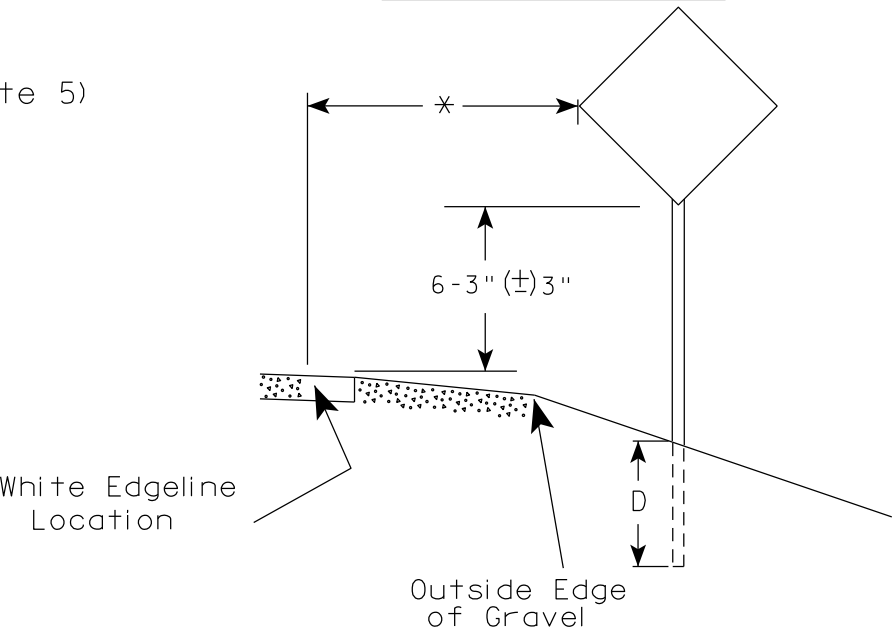
SHEET NO:

E

URBAN AREA



RURAL AREA (See Note 2)



GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

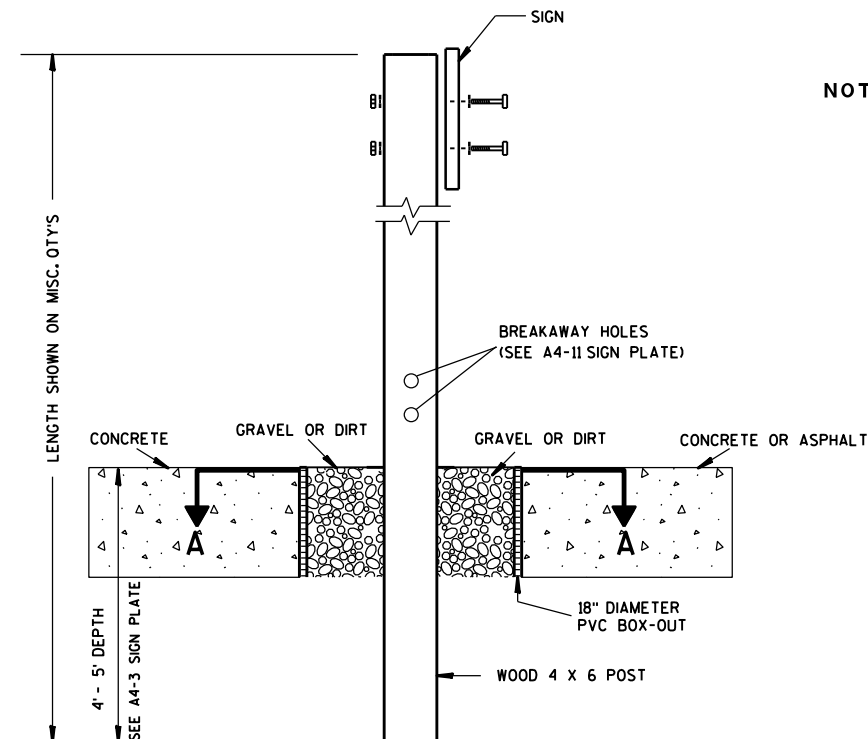
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

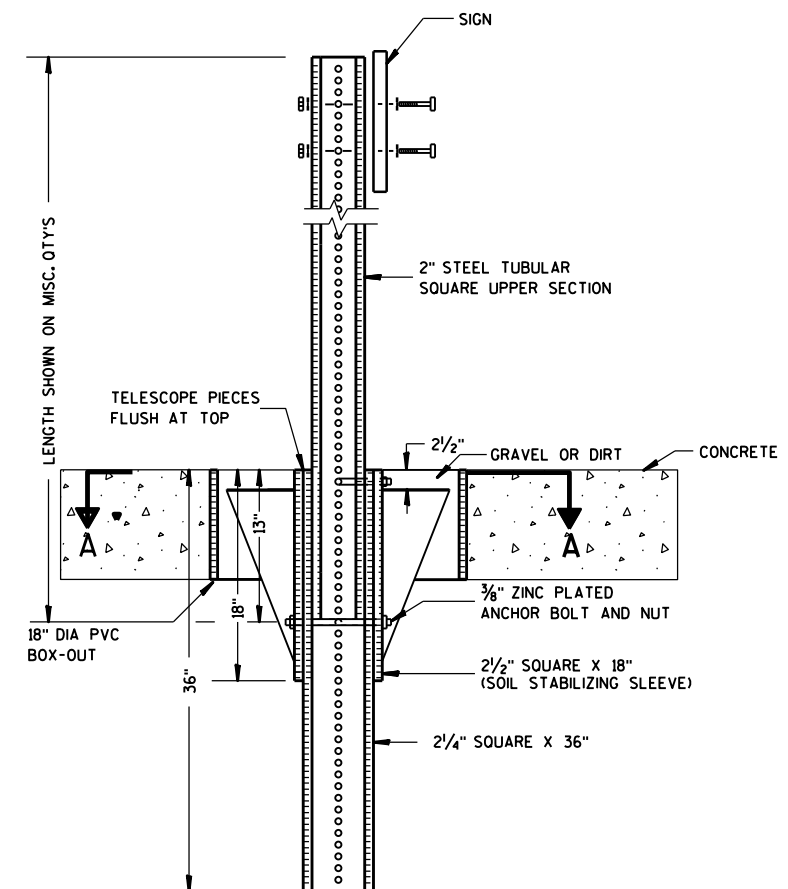
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

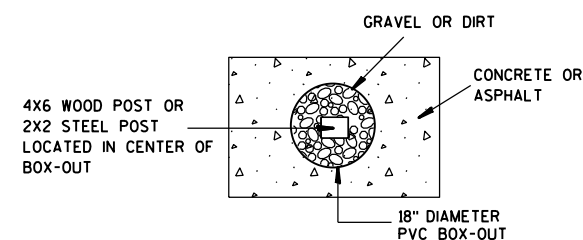
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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:

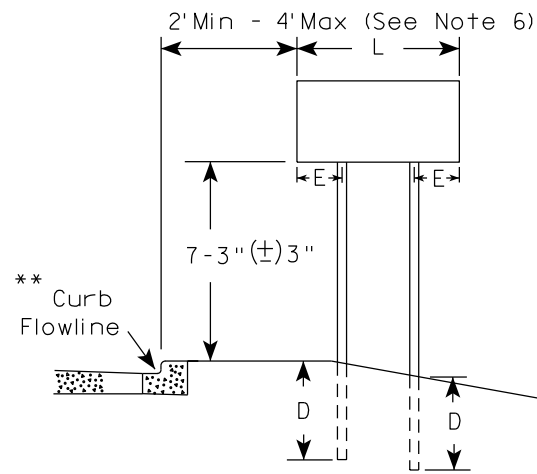
HWY:

COUNTY:

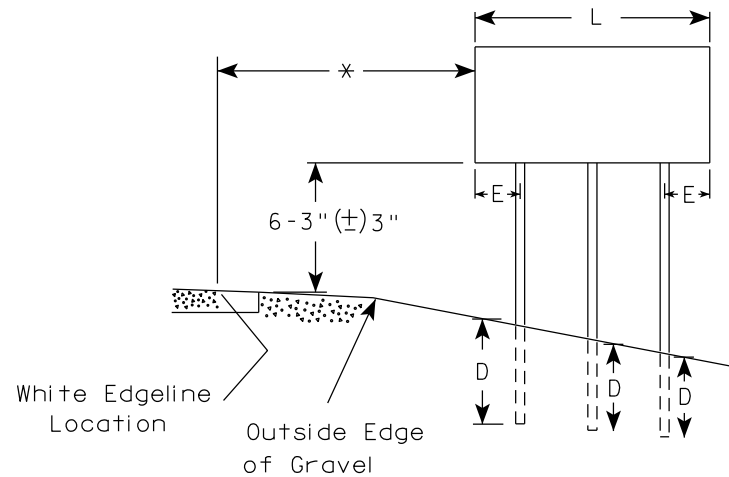
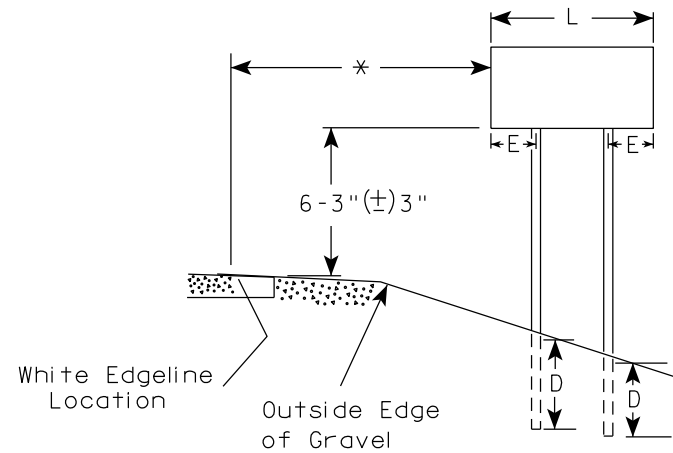
SHEET NO:

E

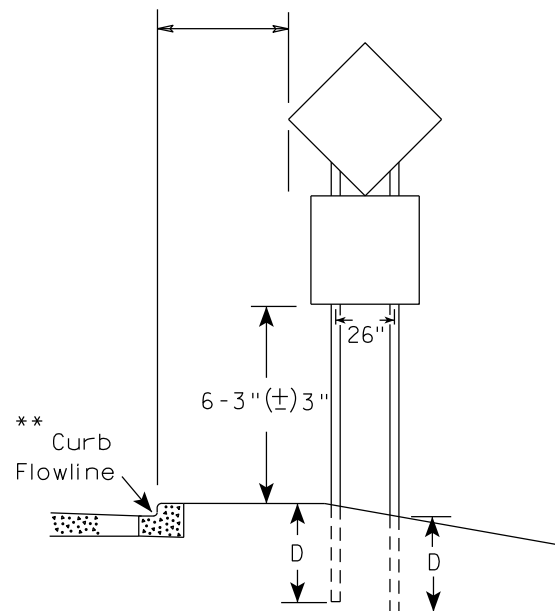
URBAN AREA



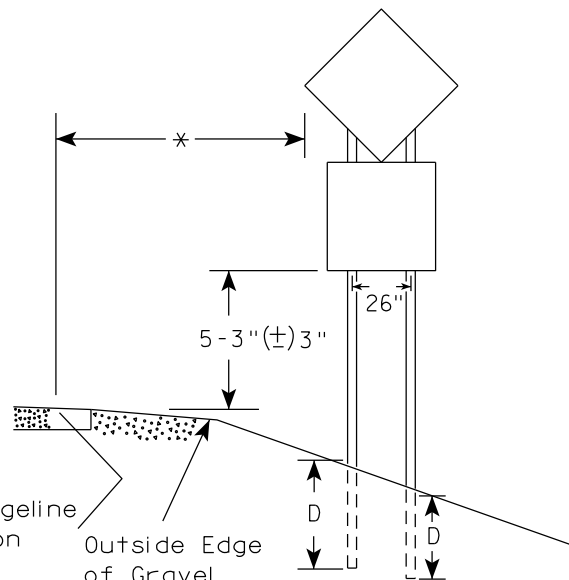
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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 12/6/23 PLATE NO. A4-4.16

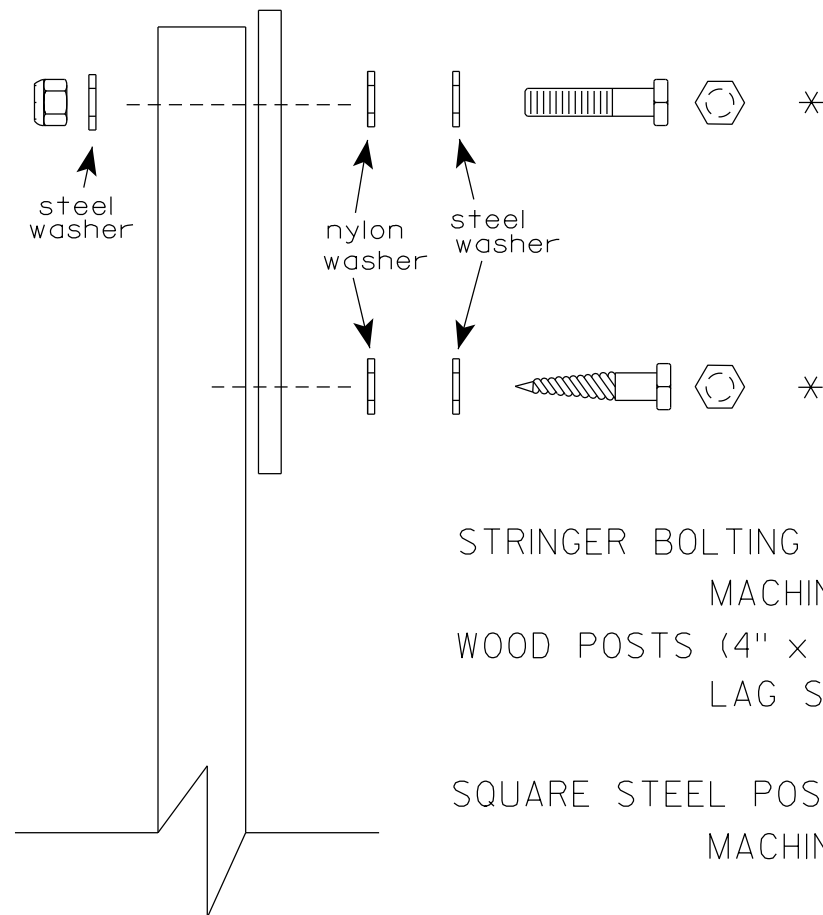
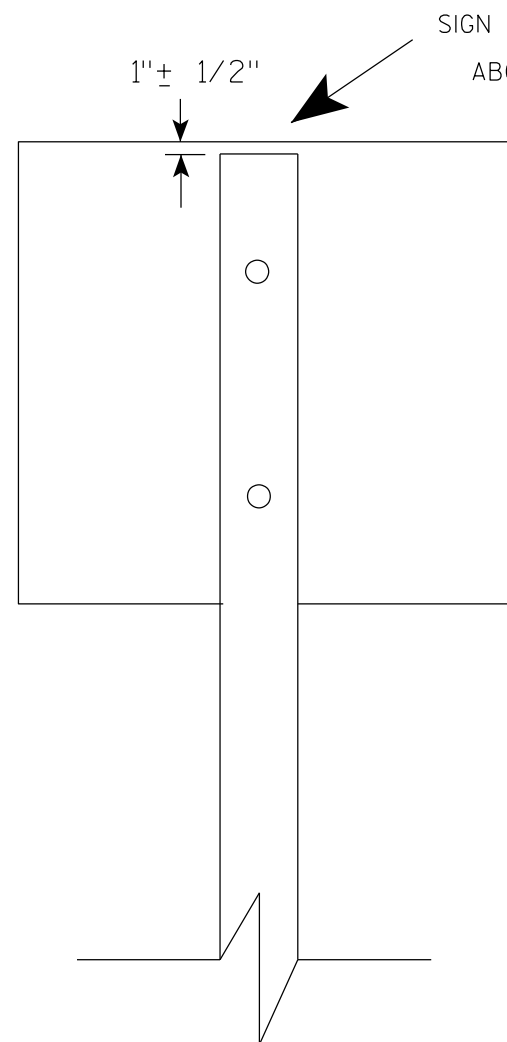
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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.

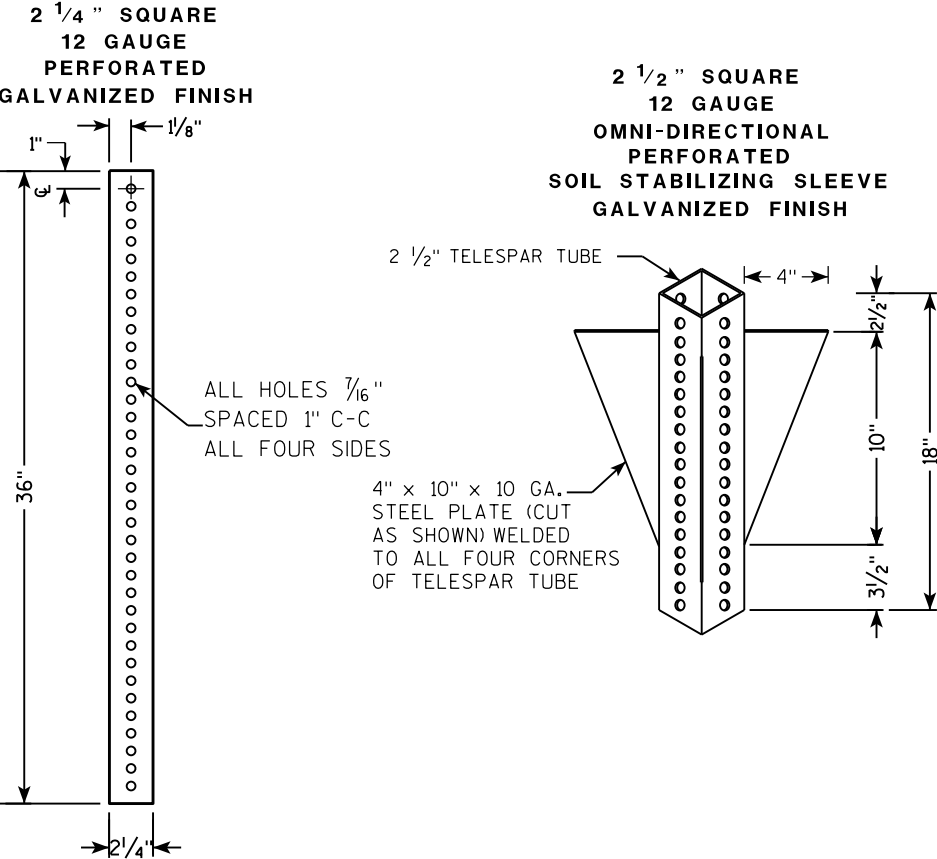
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- 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

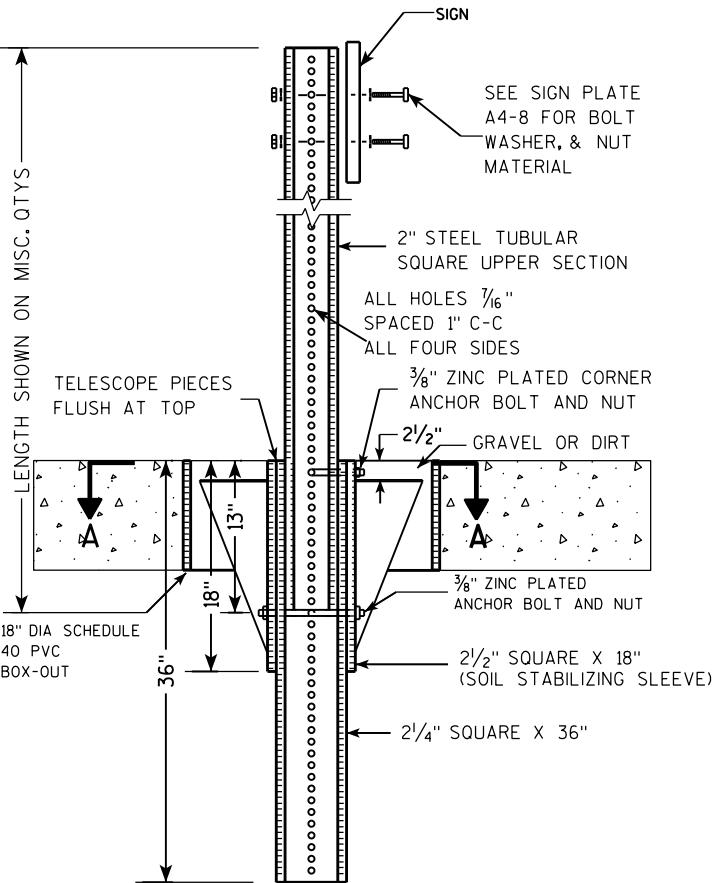
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

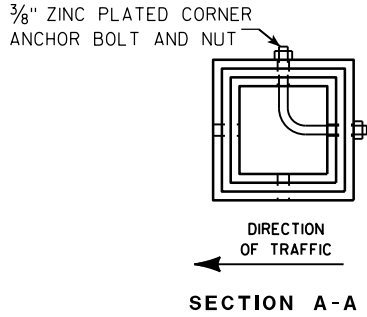
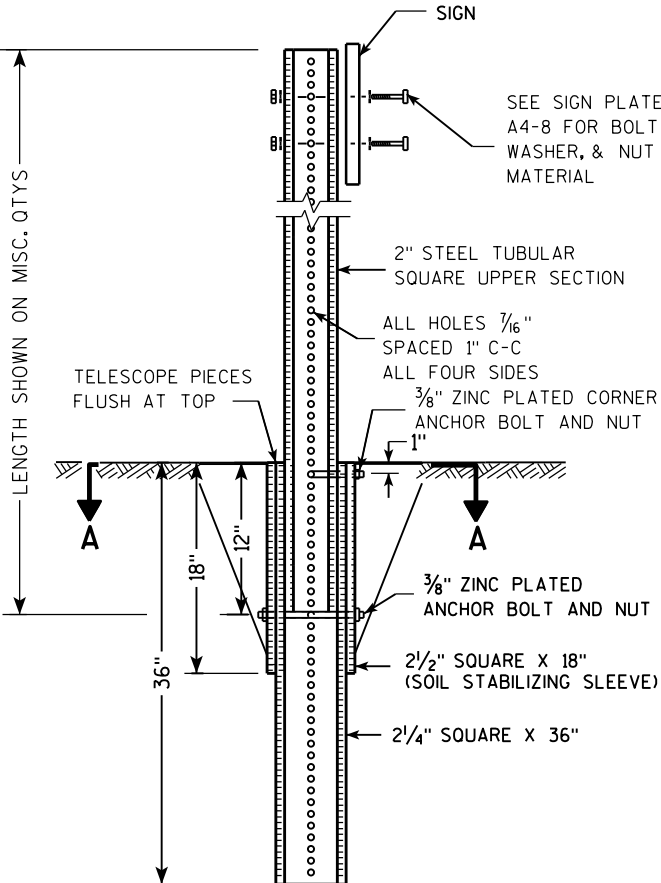
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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).

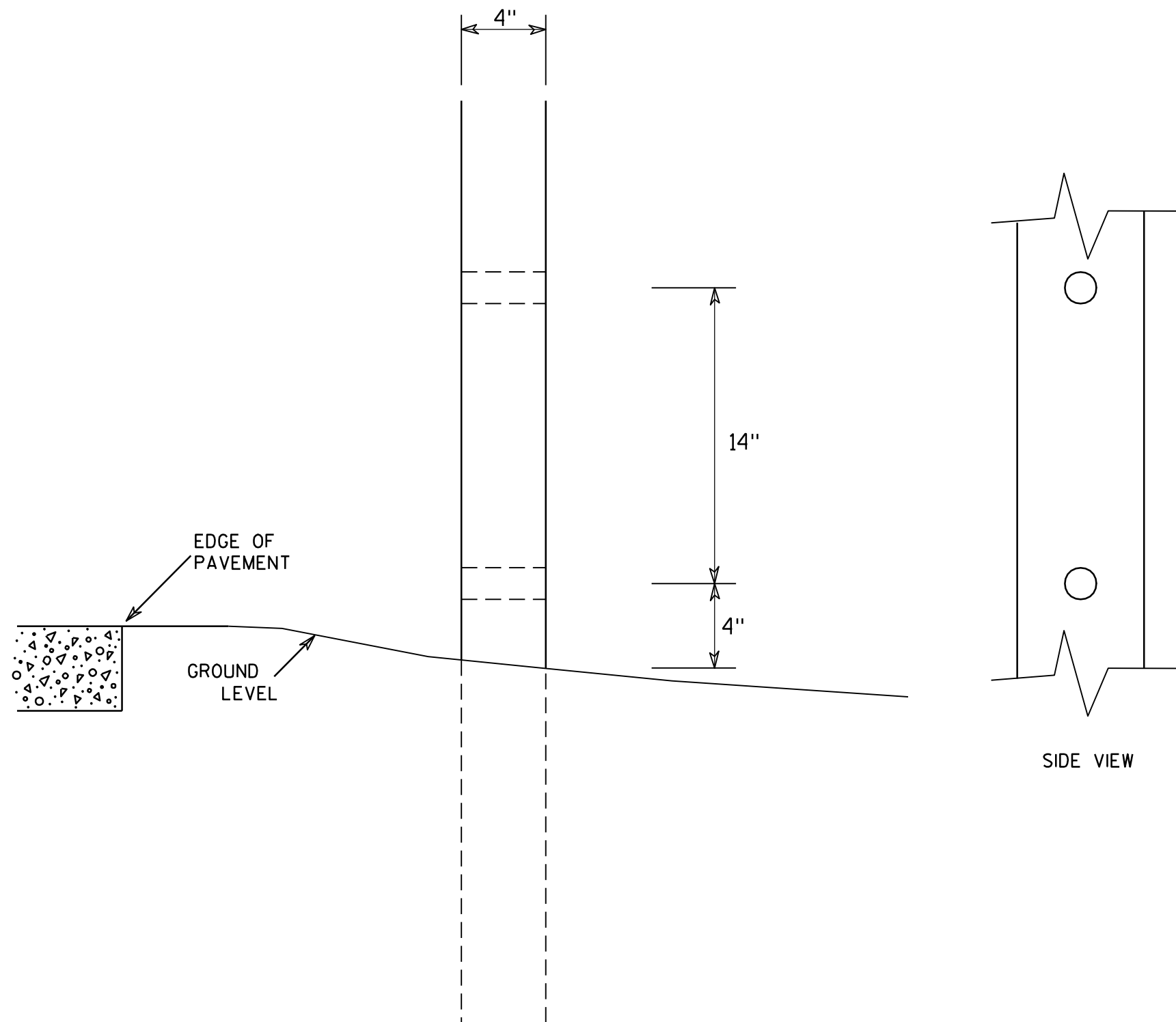
TUBULAR STEEL
SIGN POST
A4-9

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:

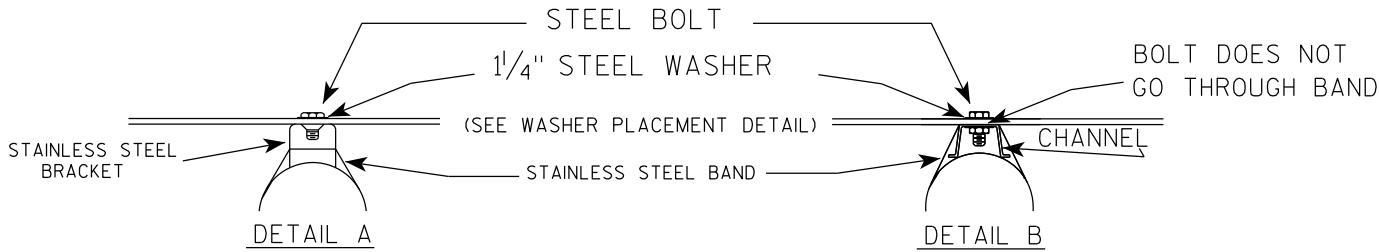
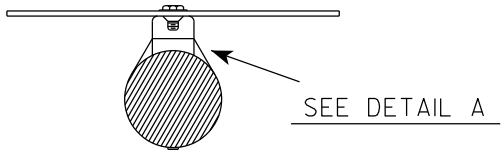
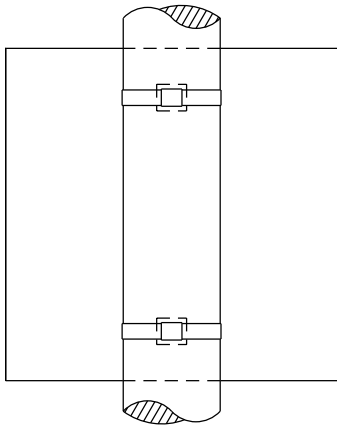
COUNTY:

SHEET NO:

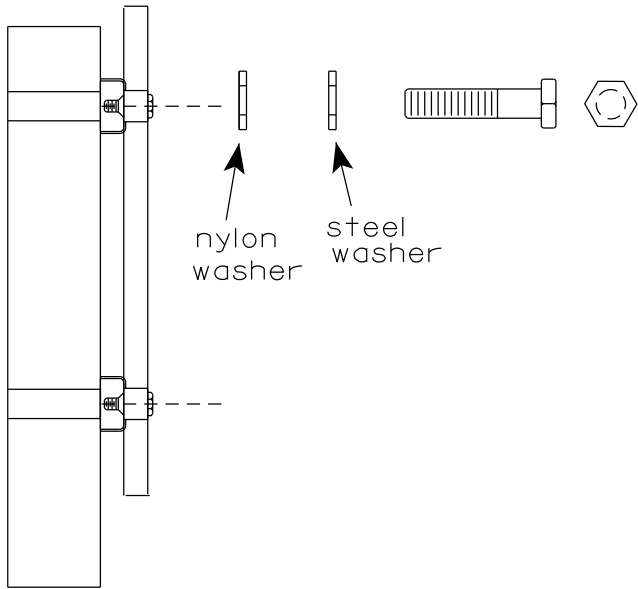
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

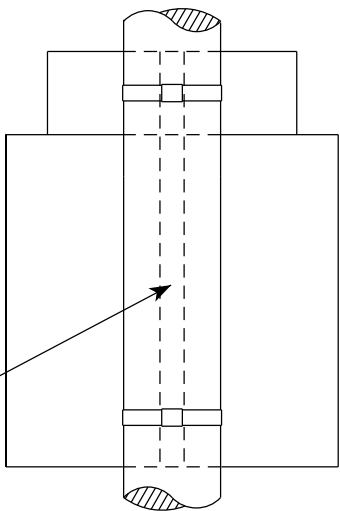


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

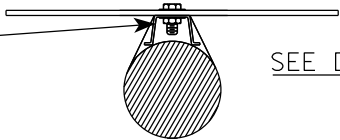
GENERAL NOTES

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



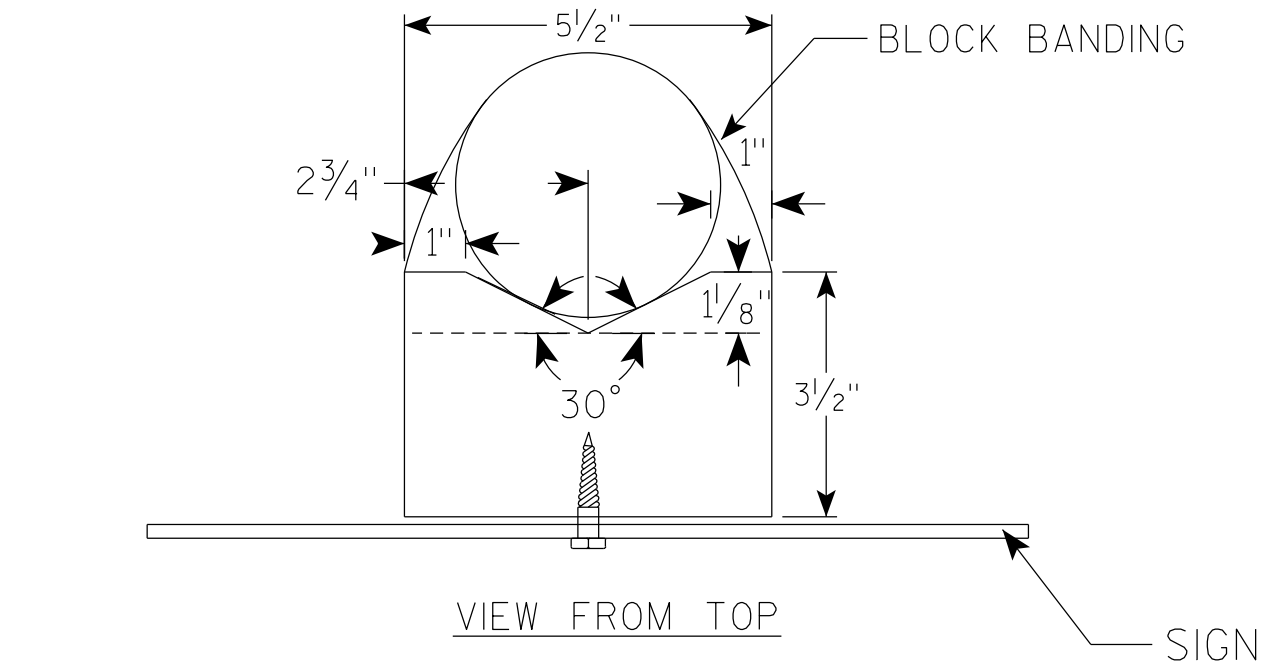
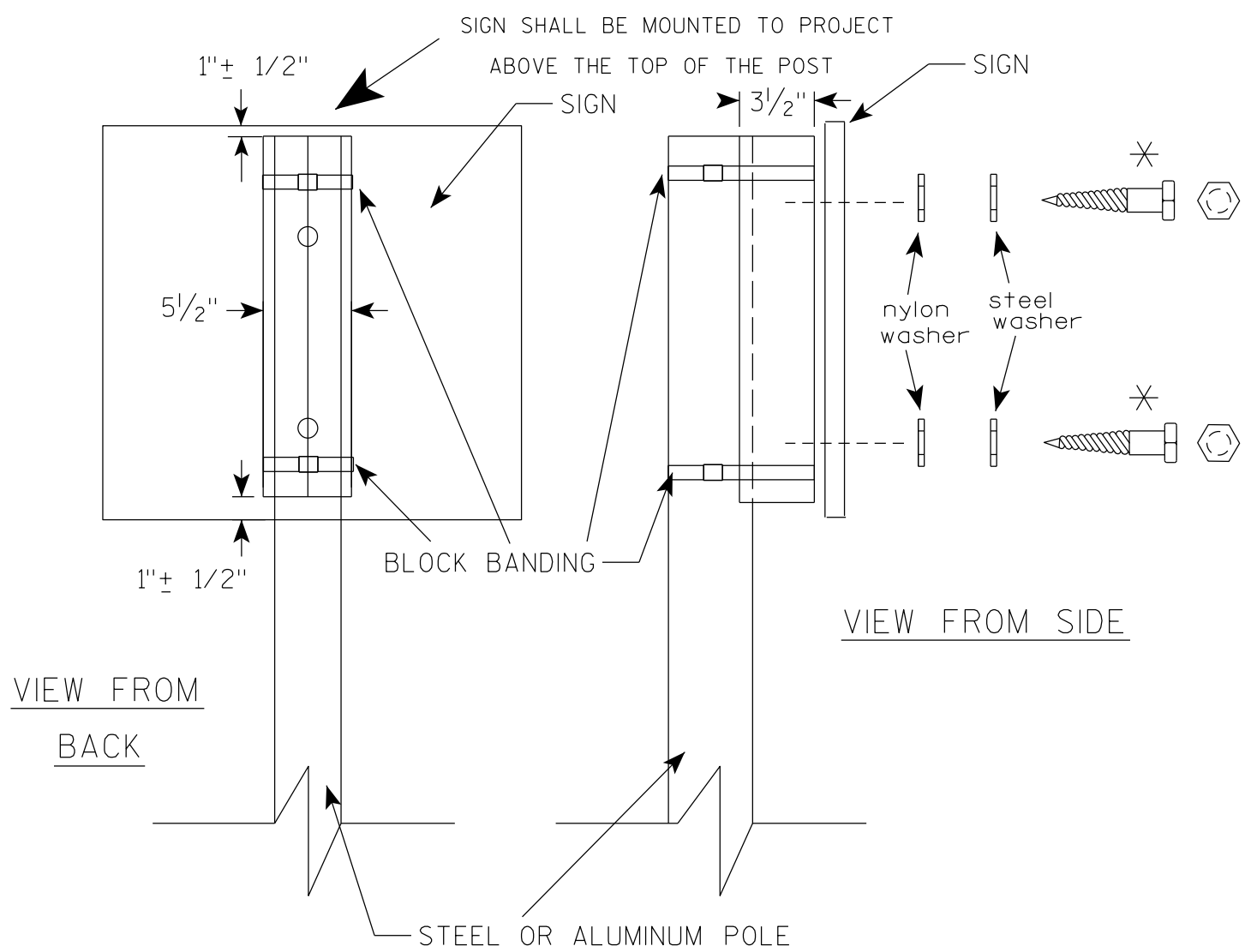
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



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



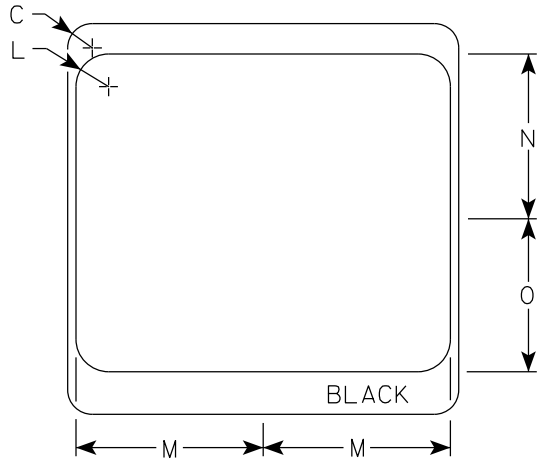
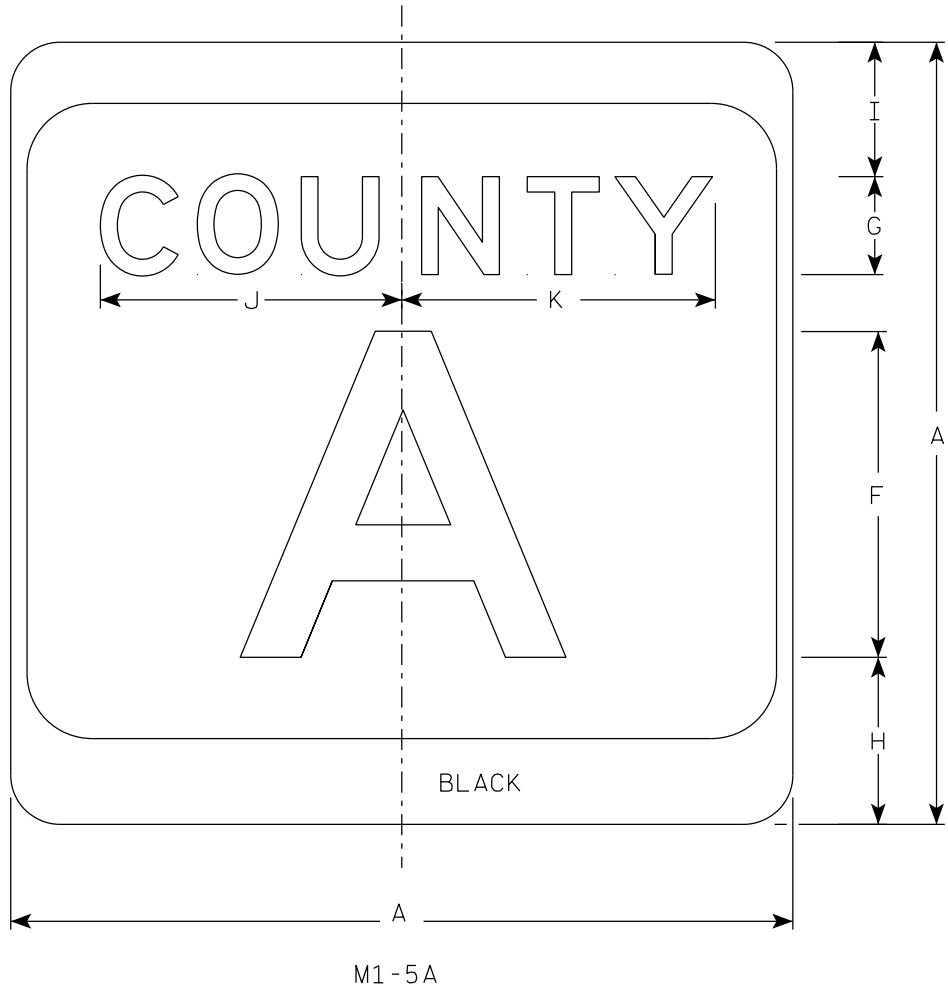
GENERAL NOTES

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 $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

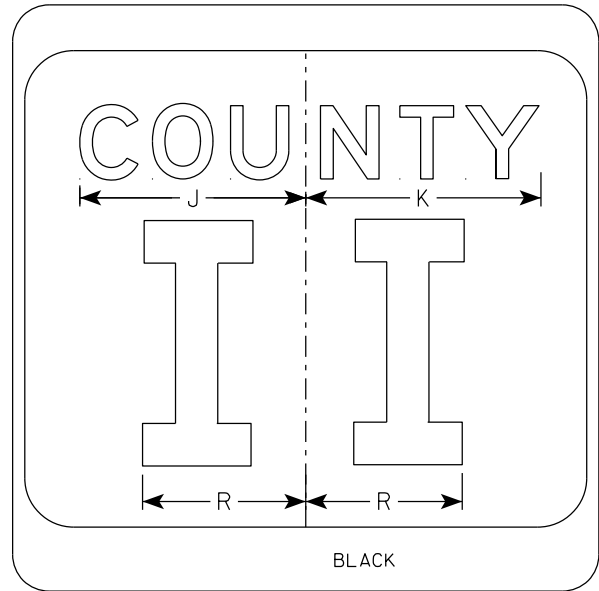
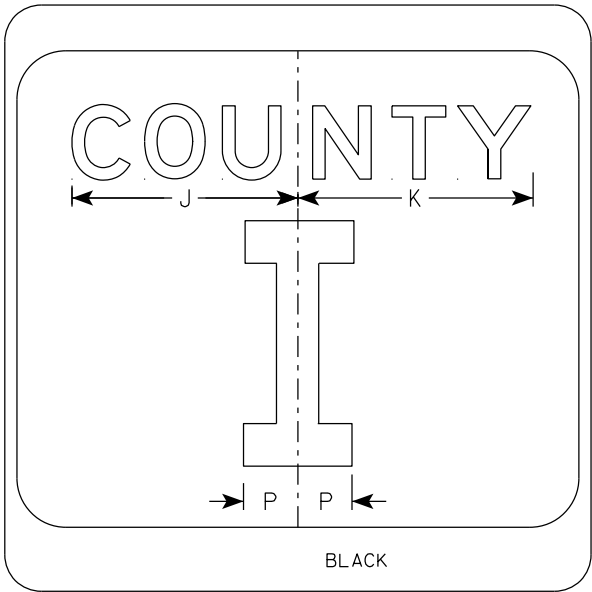
✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

7



- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White & Black
Message - Black
 3. Message Series - see Note 4
 4. Message Series E for 1 letter.
Message Series D for 2 letters unless
message is too big then Series C.
Message Series C for 3 letters unless
message is too big then Series B.
 5. Substitute appropriate letters & optically
center to achieve proper balance.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
2M	24		1 1/2			10	3	5 1/8	4 1/8	9 1/4	9 5/8	2	11 1/2	10 1/8	9 3/8	2 1/4		6 5/8									4.0
3	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
4	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0
5	36		2 1/4			16	4	7 5/8	5 5/8	12 1/4	12 7/8	3	17 1/8	15 1/4	14	3 3/8		10									9.0

CTH MARKER

M1-5A FOR ASSEMBLIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/8/2022 PLATE NO. M1-5A.9

PROJECT NO:

HWY:

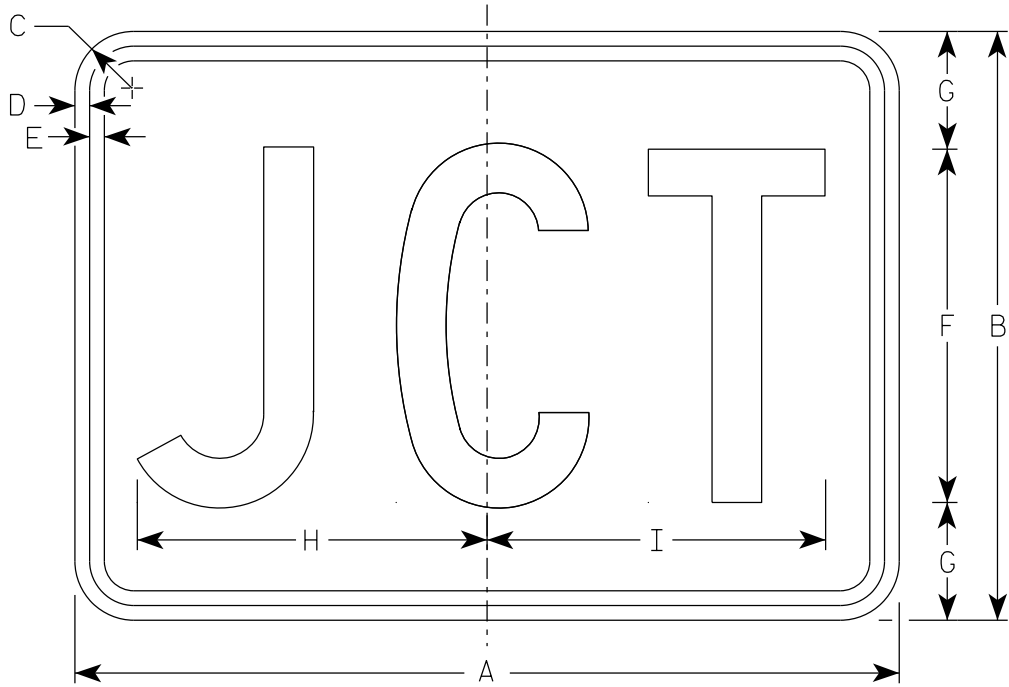
COUNTY:

SHEET NO:

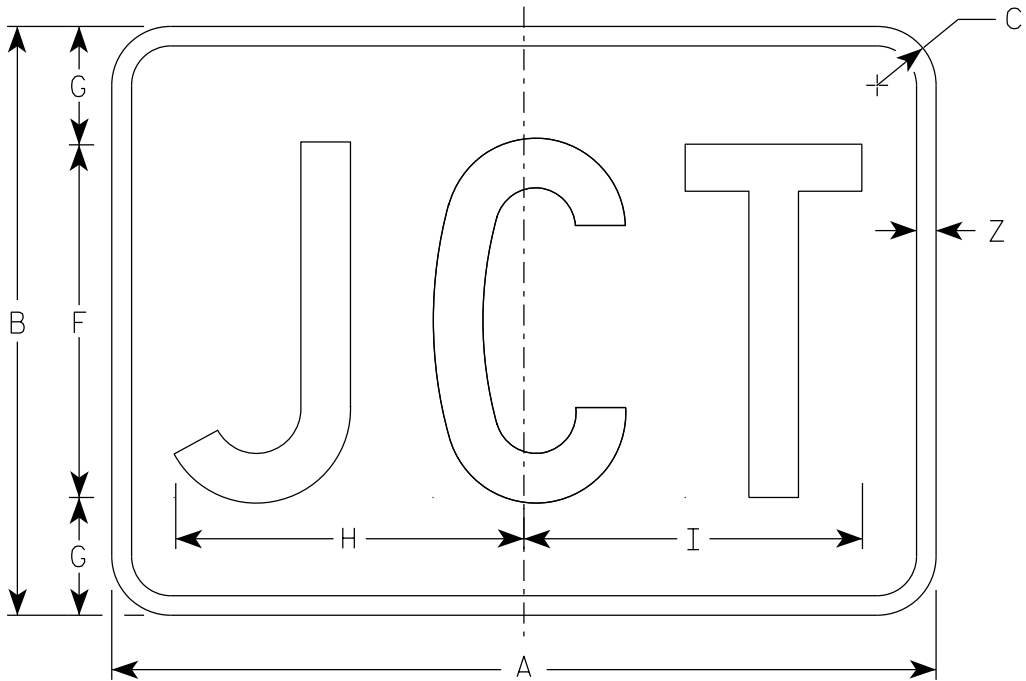
E

7

7



M2-1
MM2-1
MP2-1



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

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - See note 5
 - Message - See note 5
- 3. Message Series - C
- 4. M2-1 Background - White
Message - Black
- MB2-1 Background - Blue
Message - White
- MK2-1 Background - Green
Message - White
- MM2-1 Background - White
Message - Green
- MN2-1 Background - Brown
Message - White
- MP2-1 Background - White
Message - Blue
- MR2-1 Background - Brown
Message - Yellow

7

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

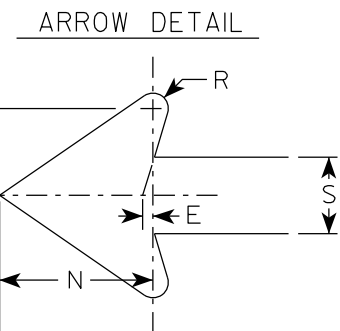
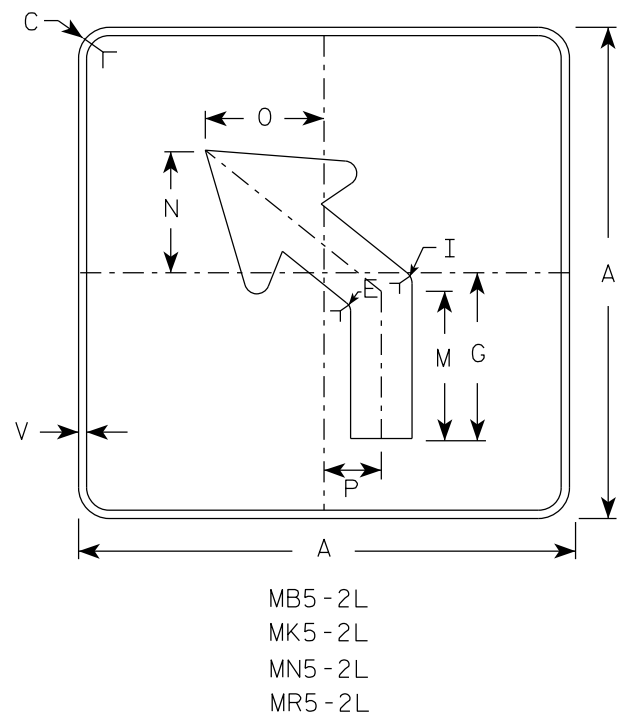
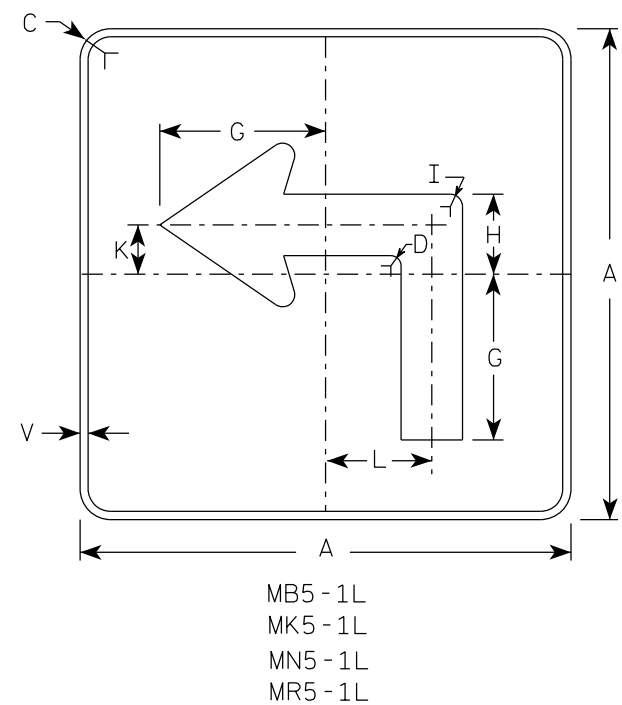
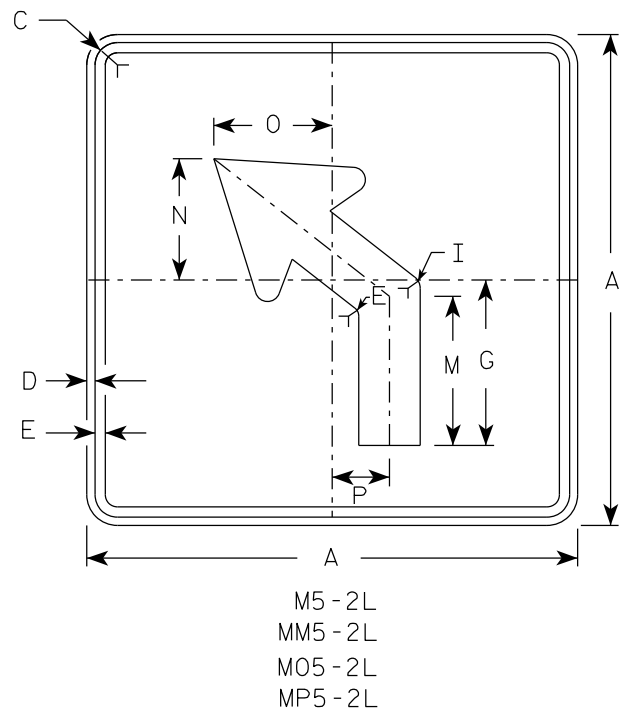
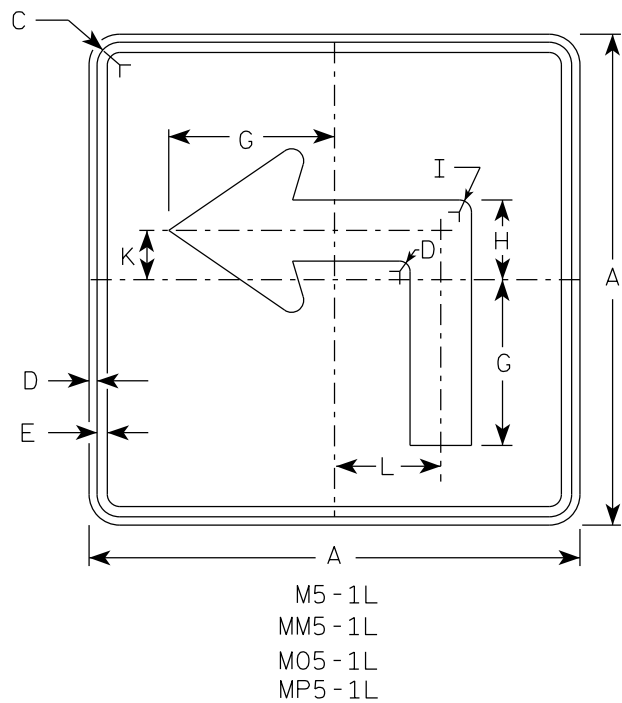
E

STANDARD SIGN
M2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
State Traffic Engineer

DATE 2/8/2023 PLATE NO. M2-1.14

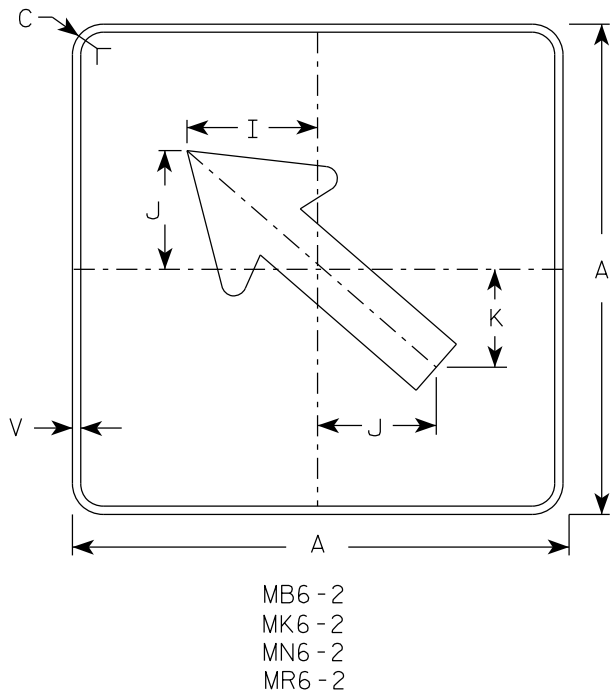
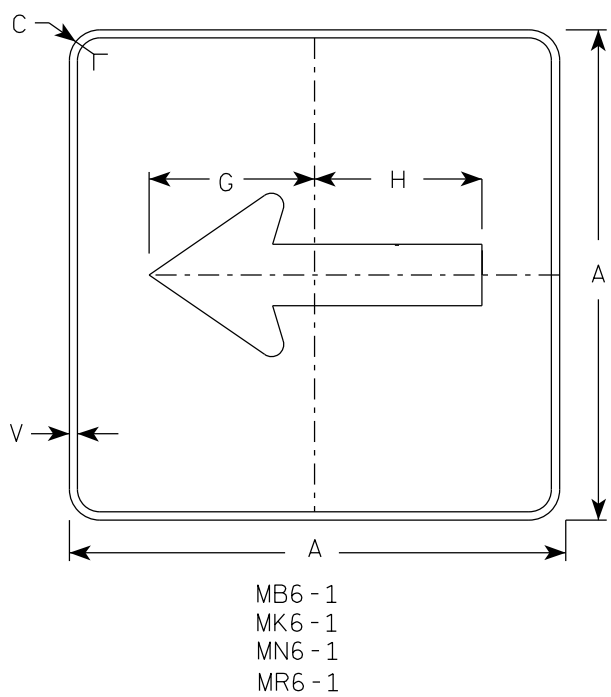
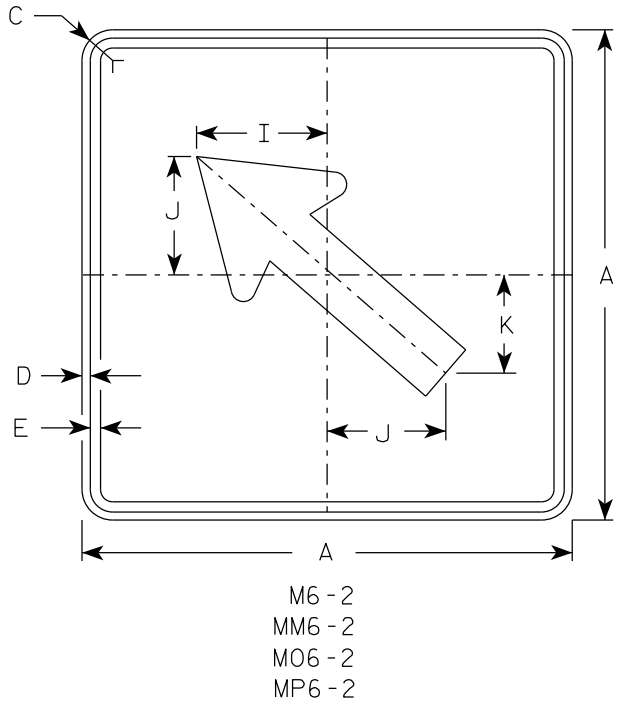
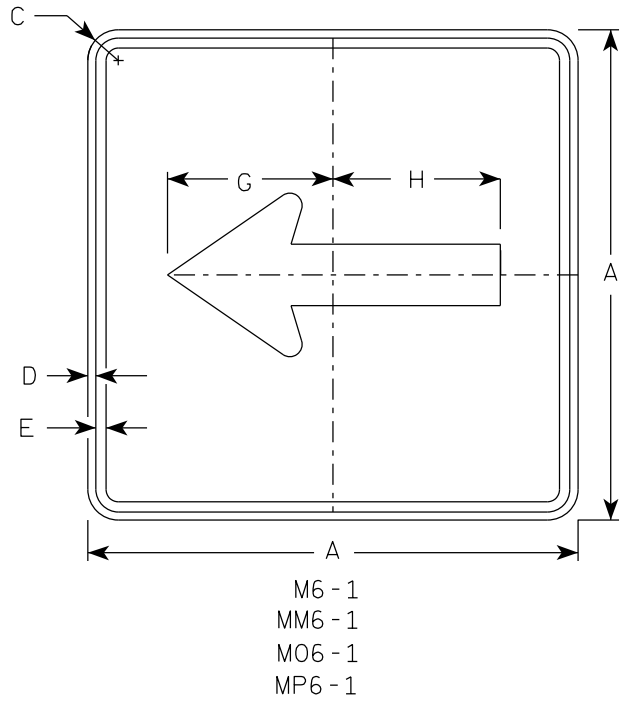


NOTES

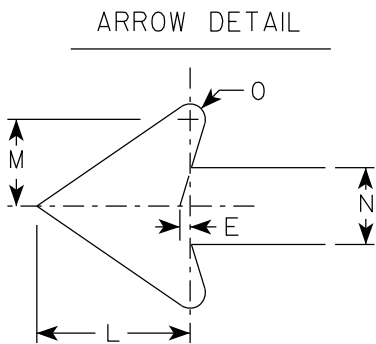
- Signs are Type II - Type H reflective except as shown
- Color:
Background - See note 4
Message - See note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- | | | |
|-----------|-------|---|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

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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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- NOTES
- Signs are Type II - Type H Reflective except as Shown
 - Color:
Background - See note 4
Message - See note 4
 - Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 - 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																												
2S	21		1 1/2	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							1/2						3.06
2M	21		1 1/2	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							1/2						3.06
3	30		1 7/8	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							1/2						6.25
4	30		1 7/8	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							1/2						6.25
5	30		1 7/8	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							1/2						6.25

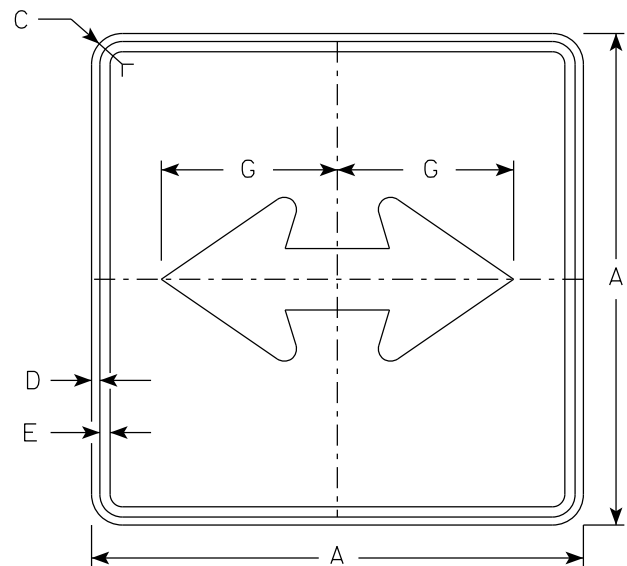
PROJECT NO:

HWY:

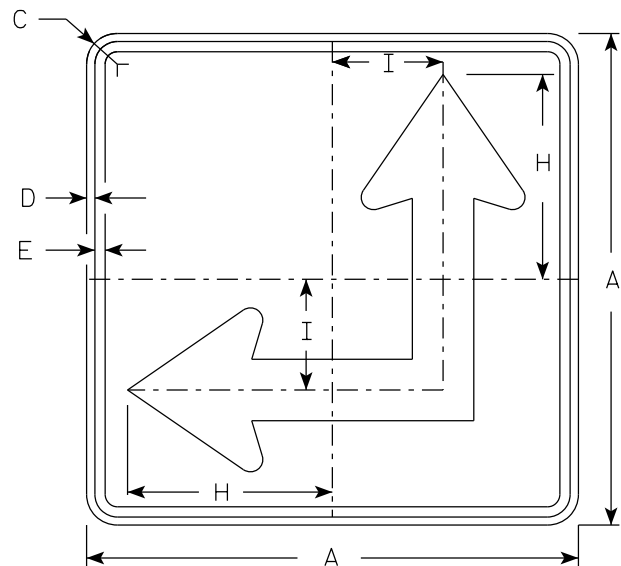
COUNTY:

SHEET NO:

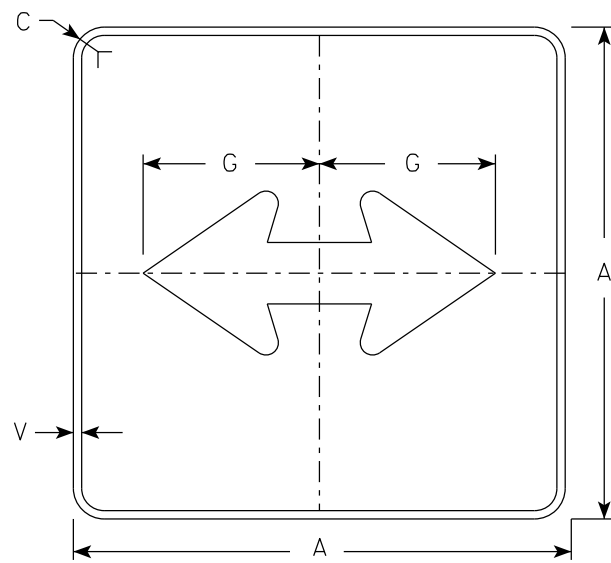
E



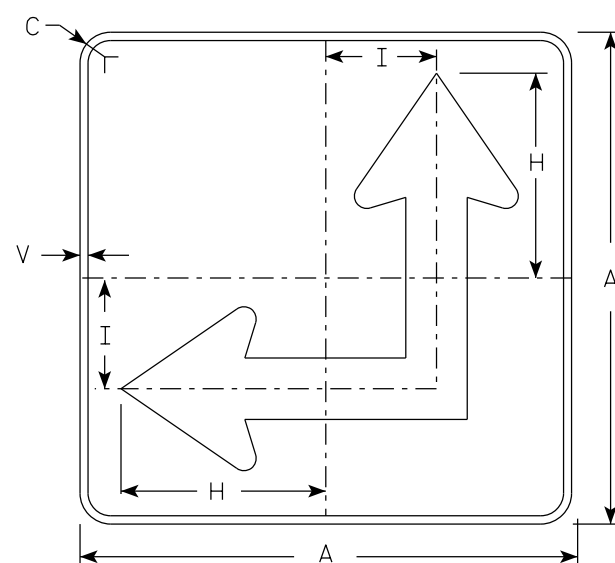
M6 - 4
MM6 - 4
M06 - 4
MP6 - 4



M6 - 6
MM6 - 6
M06 - 6
MP6 - 6



MB6 - 4
MK6 - 4
MN6 - 4
MR6 - 4

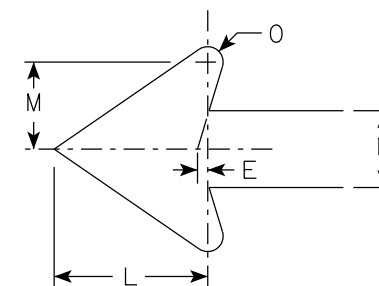


MB6 - 6
MK6 - 6
MN6 - 6
MR6 - 6

NOTES

- Signs are Type II - Type H Reflective except as Shown
- Color:
Background - See Note 4
Message - See Note 4
- Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- M6-4 and M6-6 Background - White
Message - Black
MB6-4 and MB6-6 Background - Blue
Message - White
MK6-4 and MK6-6 Background - Green
Message - White
MM6-4 and MM6-6 Background - White
Message - Green
MN6-4 and MN6-6 Background - Brown
Message - White
M06-4 and M06-6 Background - Orange - Type F Reflective
Message - Black
MP6-4 and MP6-6 Background - White
Message - Blue
MR6-4 and MR6-6 Background - Brown
Message - Yellow
- M6-6R same as M6-6L except arrow points ahead and right.

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	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
4	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25
5	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 1/2	4 1/4	3 3/4	3/4							1/2					6.25

STANDARD SIGN
M6 - 4 & M6 - 6
SERIES

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-4.11

PROJECT NO:

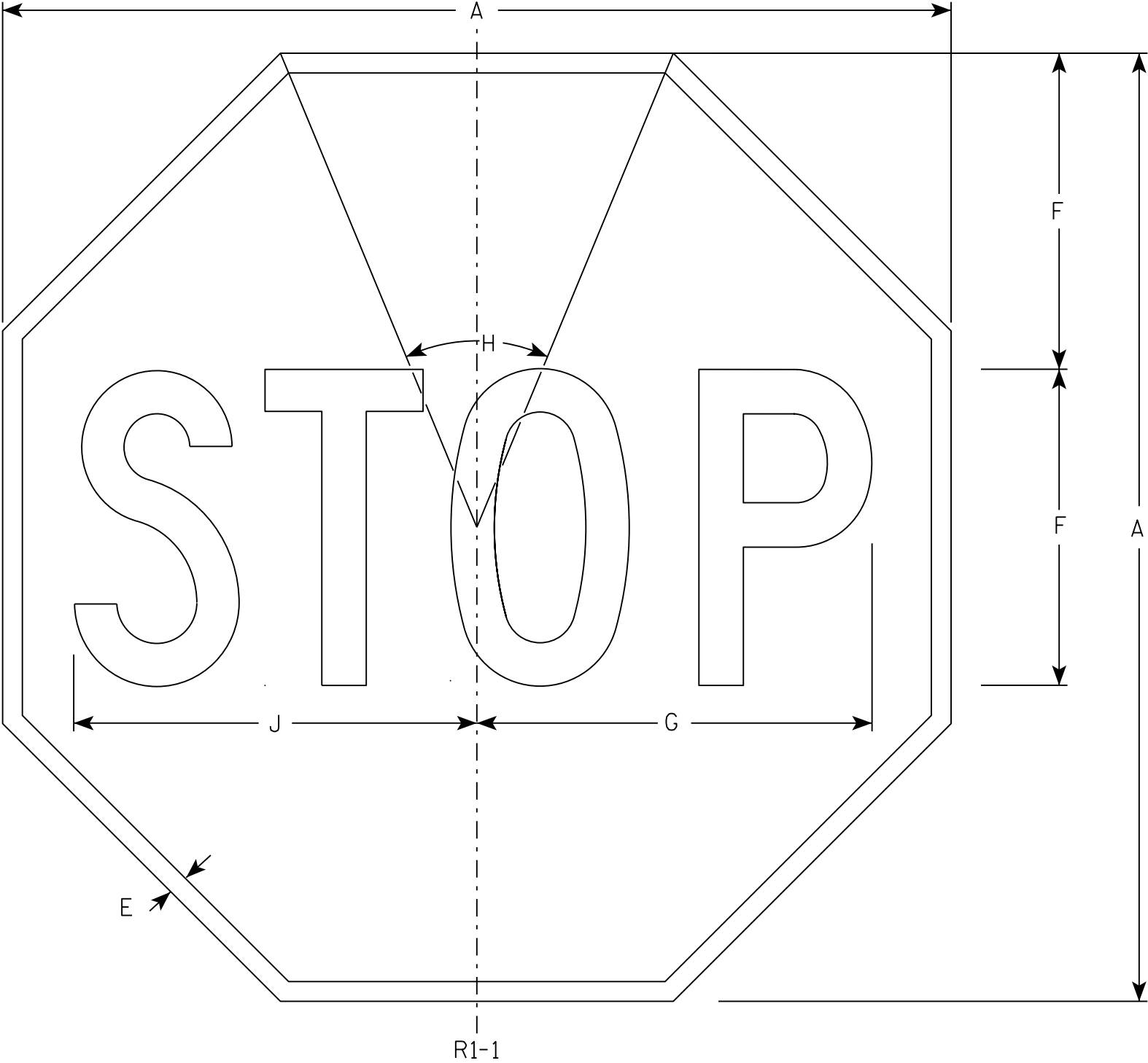
HWY:

COUNTY:

SHEET NO:

E

7



NOTES

- 1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
- 2. Color:
Background - Red
Message - White
- 3. Message Series - C

7

R1-1

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

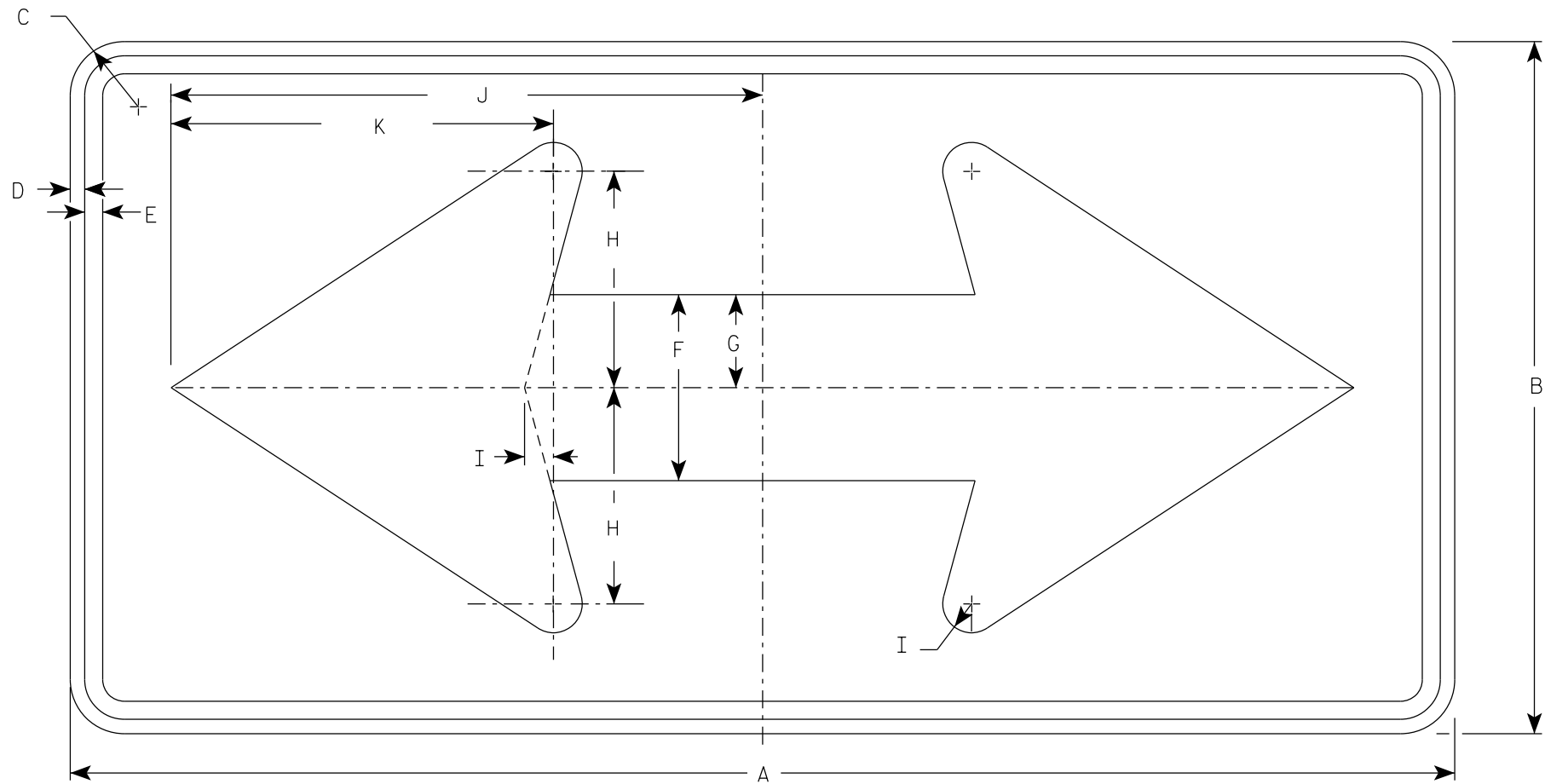
STANDARD SIGN
R1 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



W1-7

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black

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	36	18	1 1/2	3/8	1/2	5	2 1/2	5 3/4	3/4	15 5/8	10 1/8																4.5
2S	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
2M	48	24	1 7/8	1/2	5/8	6 1/2	3 1/4	7 1/2	1	20 1/2	13 1/4																8.0
3	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
4	60	30	1 7/8	1/2	5/8	8	4	9 1/4	1 1/4	25 3/8	16 1/4																12.5
5	96	48	3	3/4	1	13	6 1/2	15	2	41	26 1/2																32.0

STANDARD SIGN
W1-7

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/10/2023 PLATE NO. W1-7.8

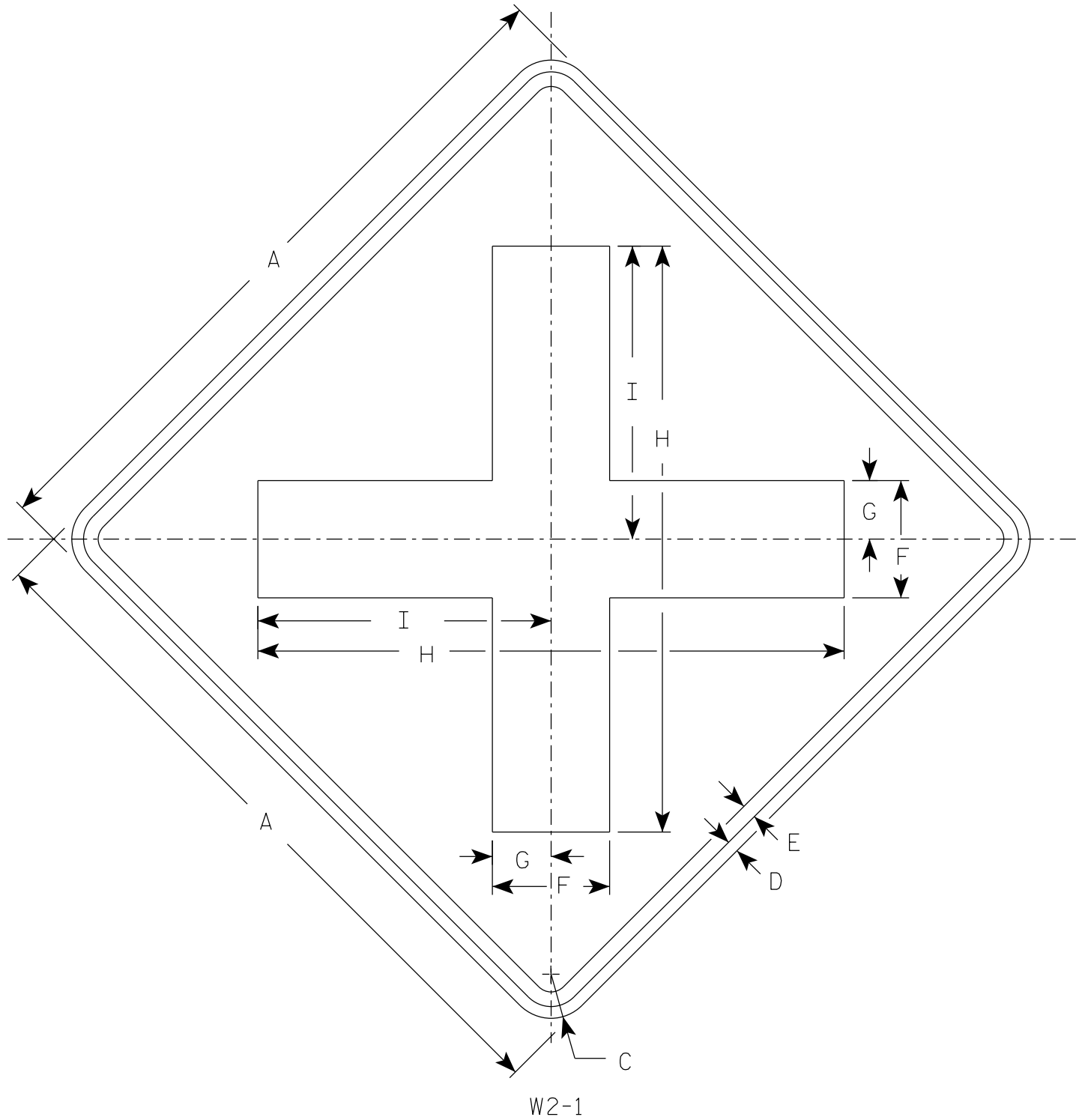
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow
 - Message - Black

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	4	2	20	10																		4.0
2S	30		1 7/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
2M	30		1 7/8	1/2	5/8	5	2 1/2	25	12 1/2																		6.25
3	36		2 1/4	5/8	3/4	6	3	30	15																		9.0
4	48		3	3/4	1	8	4	40	20																		16.0
5																											

STANDARD SIGN

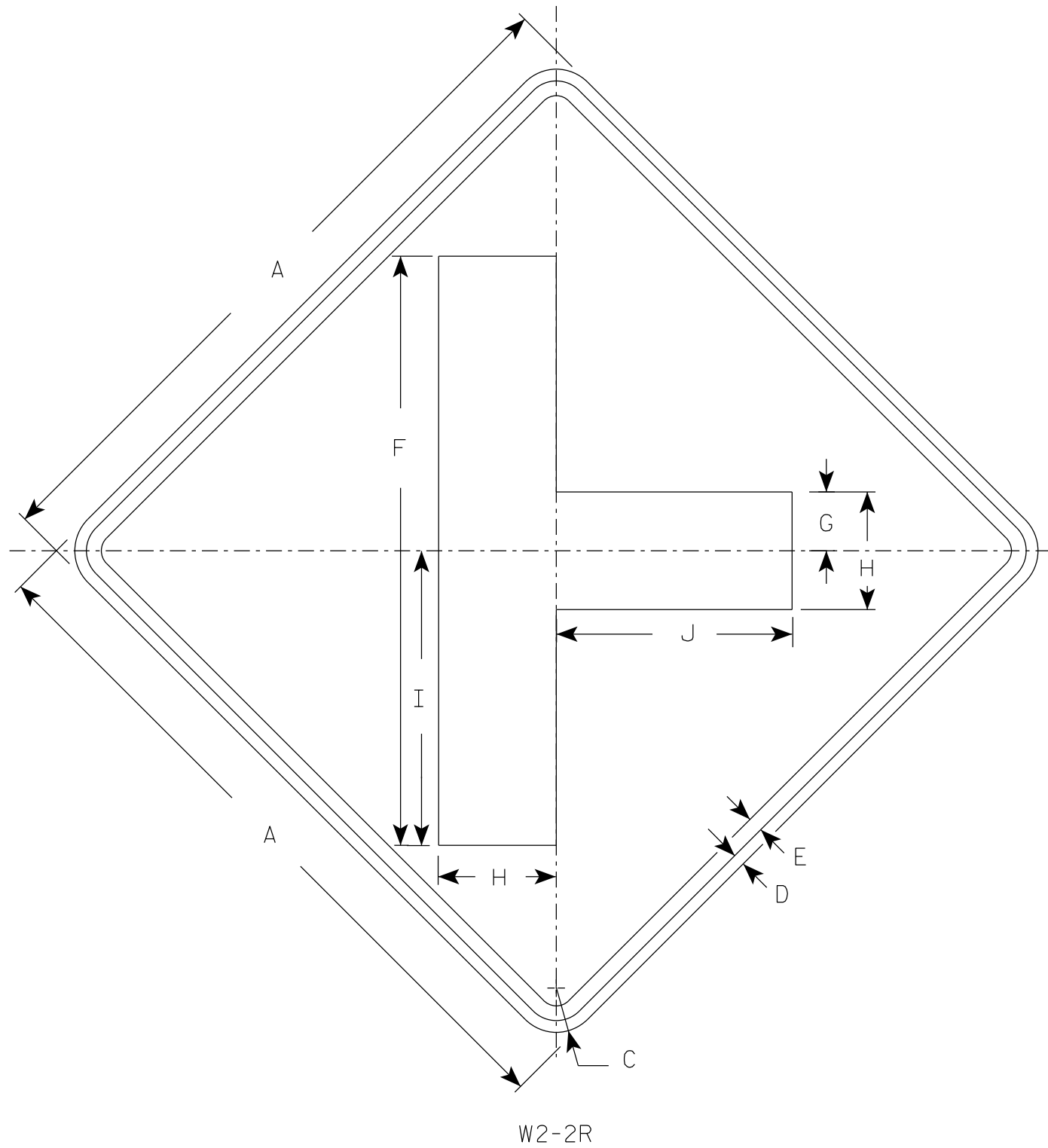
W2 - 1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 8/16/2023 PLATE NO. W2-1.10

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W2-2L same as W2-2R but is rotated 180° when mounted.

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	24		1 1/2	3/8	1/2	20	2	4	10	8																	4.0
2S	30		1 7/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
2M	30		1 7/8	1/2	5/8	25	2 1/2	5	12 1/2	10																	6.25
3	36		2 1/4	5/8	3/4	30	3	6	15	12																	9.0
4	48		3	3/4	1	40	4	8	20	16																	16.0
5																											

PROJECT NO:

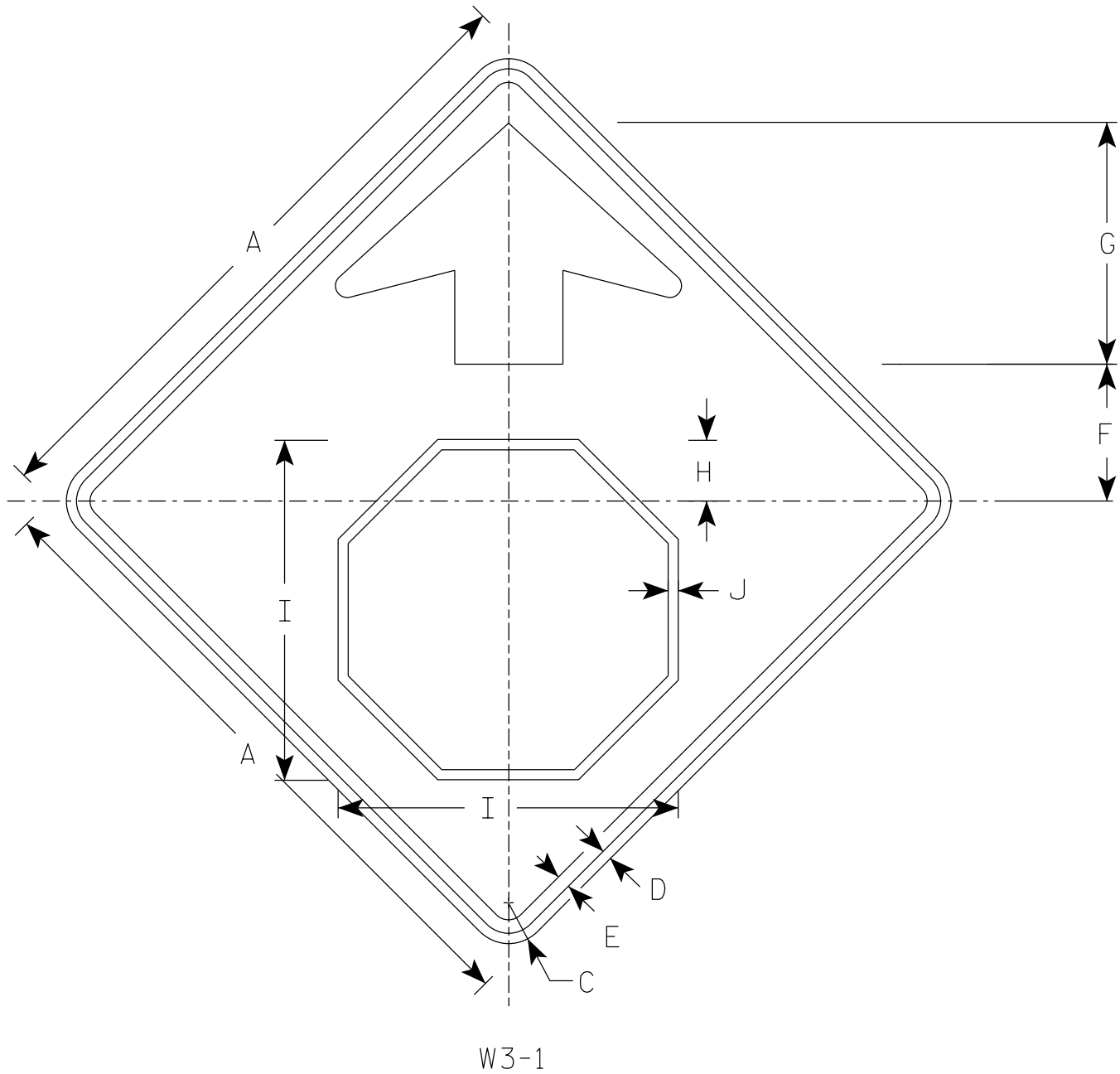
HWY:

COUNTY:

SHEET NO:

E

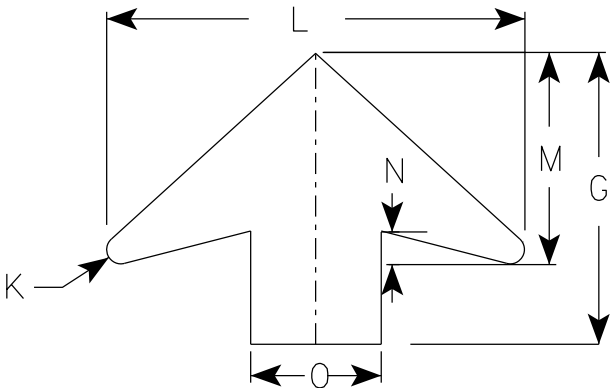
7



W3-1

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow
 - Arrow & Border - Black
 - Stop Symbol - White Border on Red Background



ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7/8	1/2	5/8	6 1/4	11 1/4	2 3/8	15 3/4	1/2	1/2	16	8	1 1/4	5												6.25
2S	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
2M	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
3	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 1/2	19	5/8	5/8	19 1/4	9 3/4	1 5/8	6												9.0
4	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	25 1/8	3/4	7/8	25 5/8	13	2	8												16.0

STANDARD SIGN

W3-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

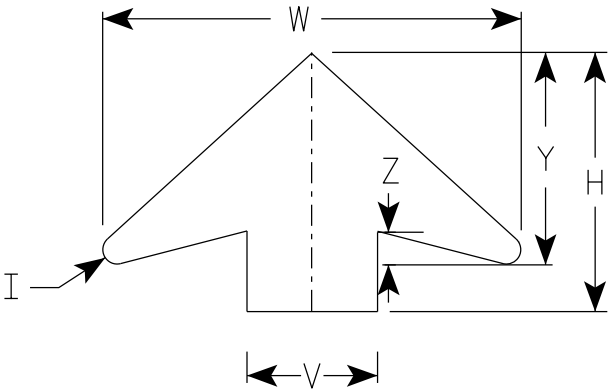
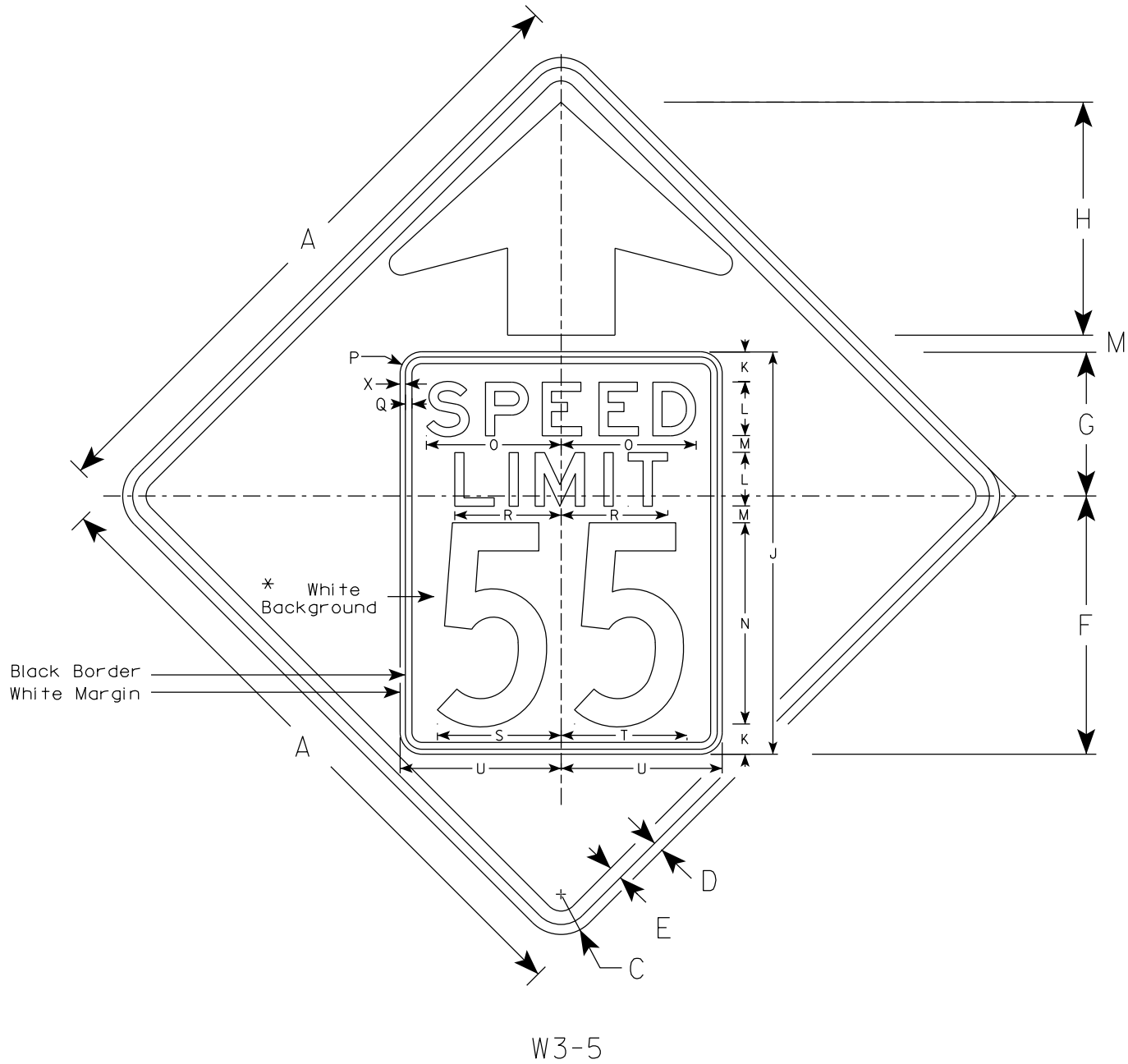
DATE 8/17/2023

PLATE NO. W3-1.13

NOTES

- 1. Sign is Type II - See Note 2 for Sheeting Type
- 2. Color: *
Background - Yellow* (Type F Reflective)
Message - Black
- 3. Message Series - C for numbers Series E for wording
- 4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance

*Speed Limit Sign shall have a White Background with black message (Type SH Reflective)



ARROW DETAIL

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

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 8/30/2023 PLATE NO. W3-5.7

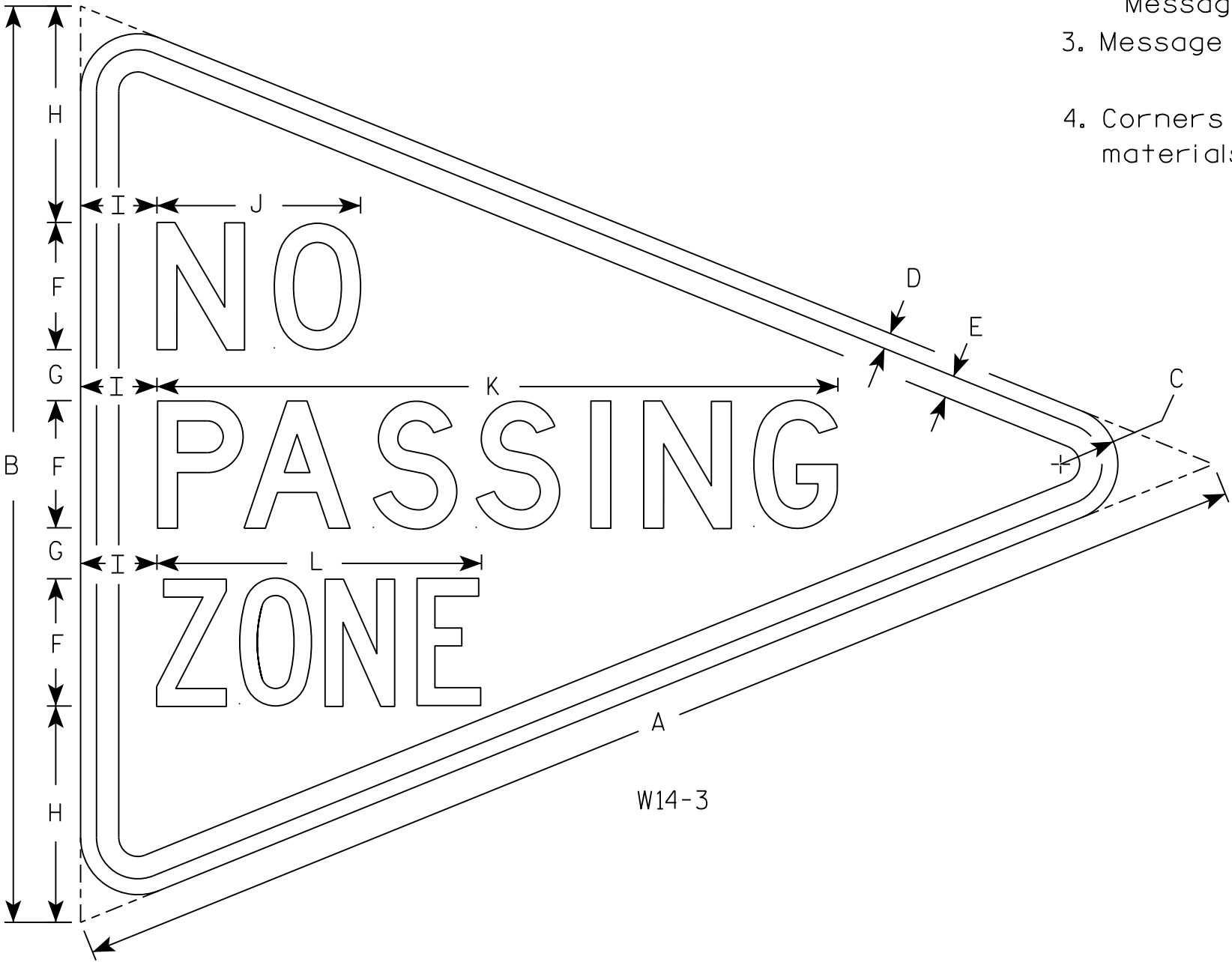
PROJECT NO:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - Lines 1 and 2 are Series D.
Line 3 is series C.
- 4. Corners and borders shall be rounded on all base materials for this sign.



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

STANDARD SIGN
W14-3

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/21/17 PLATE NO. W14-3.10



Wisconsin Department of Transportation

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