

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	ID	INSIDE DIAMETER
AC	ACRE	INV	INVERT
AGG	AGGREGATE	IP	IRON PIPE ON PIN
AECPRC	APRON ENDWALL FOR CULVERT PIPE REINFORCED CONCRETE	LHF	LEFT-HAND FORWARD
AECPCS	APRON ENDWALL FOR CULVERT PIPE CORRUGATED STEEL	L	LENGTH OF CURVE
ASPH	ASPHALTIC	LF	LINEAR FOOT
AVG	AVERAGE	LC	LONG CHORD OF CURVE
ADT	AVERAGE DAILY TRAFFIC	LS	LUMP SUM
BF	BACK FACE	MH	MANHOLE
BM	BENCH MARK	MOR	MID POINT OF RADIUS
BR	BRIDGE	NC	NORMAL CROWN
CE	COMMERCIAL ENTRANCE	NO	NUMBER
C/L	CENTER LINE	OBLIT	OBLITERATE
Δ	CENTRAL ANGLE OR DELTA	PAVT	PAVEMENT
COB	CENTER OF BARRIER	PE	PRIVATE ENTRANCE
CONC	CONCRETE	PVRC	POINT OF VERTICAL REVERSE CURVE
CPRC	CULVERT PIPE REINFORCED CONCRETE	QOR	QUARTER POINT OF RADIUS
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	R	RADIUS
CR	CREEK	REQ'D	REQUIRED
CY	CUBIC YARD	RES	RESIDENCE OR RESIDENTIAL
C&G	CURB AND GUTTER	RHF	RIGHT-HAND FORWARD
D	DEGREE OF CURVE	R/W	RIGHT-OF-WAY
DHV	DESIGN HOUR VOLUME	R	RIVER
DISCH	DISCHARGE	RDWY	ROADWAY
DG	DITCH GRADE	R/L	REFERENCE LINE
DWY	DRIVEWAY	SALV	SALVAGED
X	EAST GRID COORDINATE	SAN	SANITARY SEWER
EAT	STEEL PLATE BEAM GUARD ENERGY ABSORBING TERMINAL	SF	SQUARE FEET
EOR	END POINT OF RADIUS	SY	SQUARE YARD
EL	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
ENT	ENTRANCE	STA	STATION
ESALS	EQUIVALENT SINGLE AXLE LOADS	SS	STORM SEWER
EXC	EXCAVATION	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION RATE
EXIST	EXISTING	TC	TOP OF CURB
FC	FACE OF CURB	T OR TN	TOWN
FF	FACE TO FACE	T	TRUCKS (PERCENT OF)
FERT	FERTILIZE	TYP	TYPICAL
FE	FIELD ENTRANCE	VAR	VARIABLE
FL	FLOW LINE	VC	VERTICAL CURVE
FO	FIBER OPTIC	Y	NORTH GRID COORDINATE
CWT	HUNDREDWEIGHT	YD	YARD
HYD	HYDRANT		

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPERANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS	.08 .22	.16 .30	.22 .38	.12 .26	.20 .34	.27 .44	.15 .30	.24 .37	.33 .50	.19 .34	.28 .41	.38 .56
MEDIAN STRIP- TURF	.19 .24	.20 .26	.24 .30	.19 .25	.22 .28	.26 .33	.20 .26	.23 .30	.30 .37	.20 .27	.25 .32	.30 .40
SIDE SLOPE- TURF			.25 .32			.27 .34			.28 .36			.30 .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 = 48.7 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 19.2ACRES

WISDOT CONTACT:

WISCONSIN DEPT OF TRANSPORTATION
SOUTHWEST REGION
2101 WRIGHT STREET
MADISON, WI 53704
TELEPHONE: 608.246.7963
ATTENTION: DELLA KOENIG
EMAIL: DELLA.KOENIG@DOT.WI.GOV

DNR AREA LIAISON:

WI DEPT OF NATURAL RESOURCES
DNR SERVICE CENTER
3550 MORMON COULEE RD
LA CROSSE, WI 54601
TELEPHONE: 608.785.9115
ATTENTION: KAREN KALVELAGE
EMAIL: KAREN.KALVELAGE@WISCONSIN.GOV

UTILITY CONTACT LIST:

ALLIANT ENERGY - ELECTRIC
528 INDUSTRIAL AVE
TOMAH, WI 54660
ATTENTION: PETER FRITZ
TELEPHONE: 608.963.5676
EMAIL: PETERFRITZ@ALLIANTENERGY.COM

BRIGHTSPEED - COMMUNICATION LINE
1905 WARD AVENUE
LA CROSSE, WI 54601
ATTENTION: TOM MURRAY
TELEPHONE: 608.780.0895
EMAIL: TOM.L.MURRAY@BRIGHTSPEED.COM

MONROE COUNTY:

MONROE COUNTY HIGHWAY COMMISSIONER
803 WASHINGTON STREET
SPARTA, WI 54656
TELEPHONE: 608.269.8740
ATTENTION: DAVID OHNSTAD
EMAIL: DAVID.OHNSTAD@CO.MONROE.WI.US

DESIGN CONTACT:

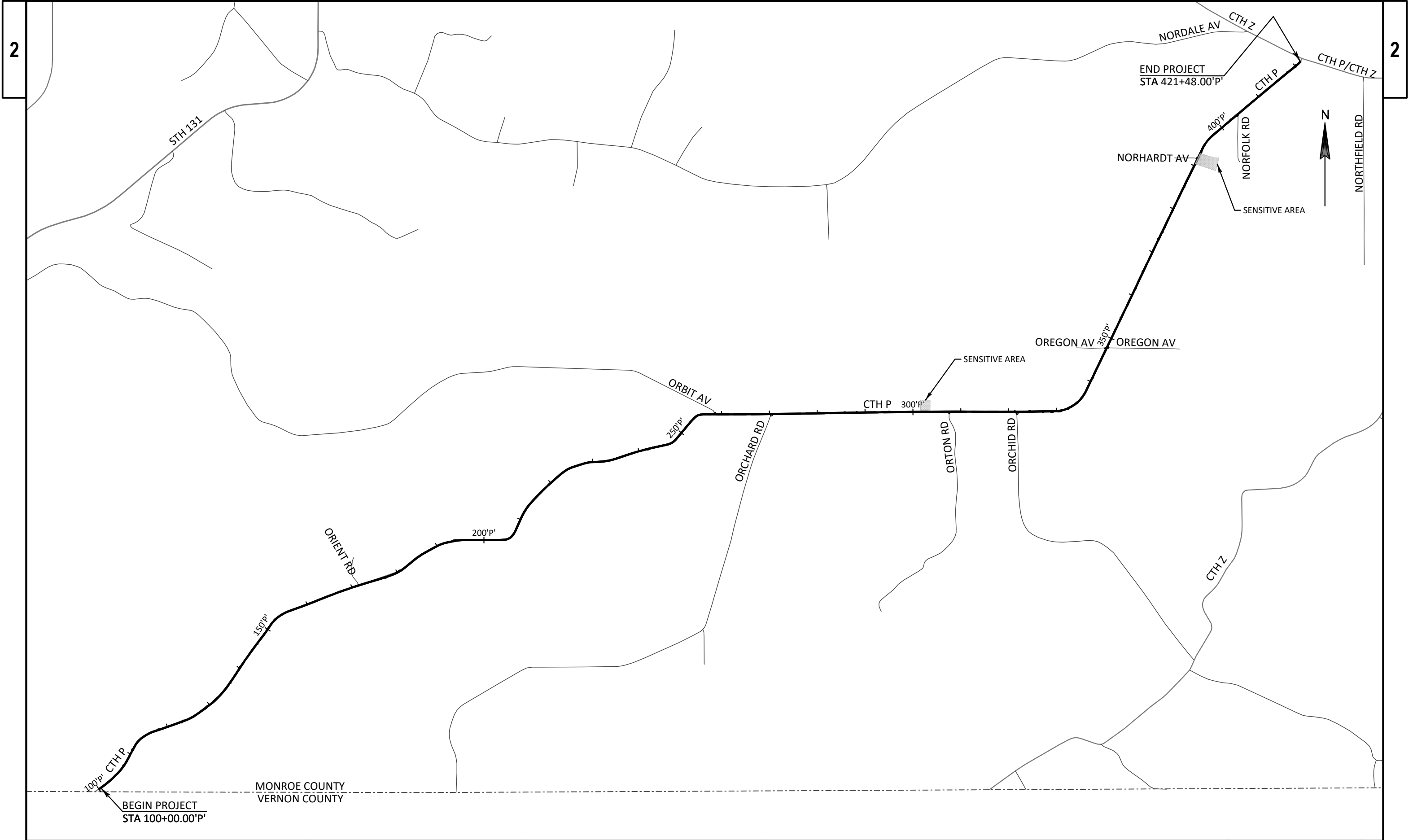
SEH INC.
329 JAY STREET, SUITE 301
LA CROSSE, WI 54601
TELEPHONE: 608.498.4804
ATTENTION: ALEIGHA BURG
EMAIL: ABURG@SEHINC.COM

GENERAL NOTES:

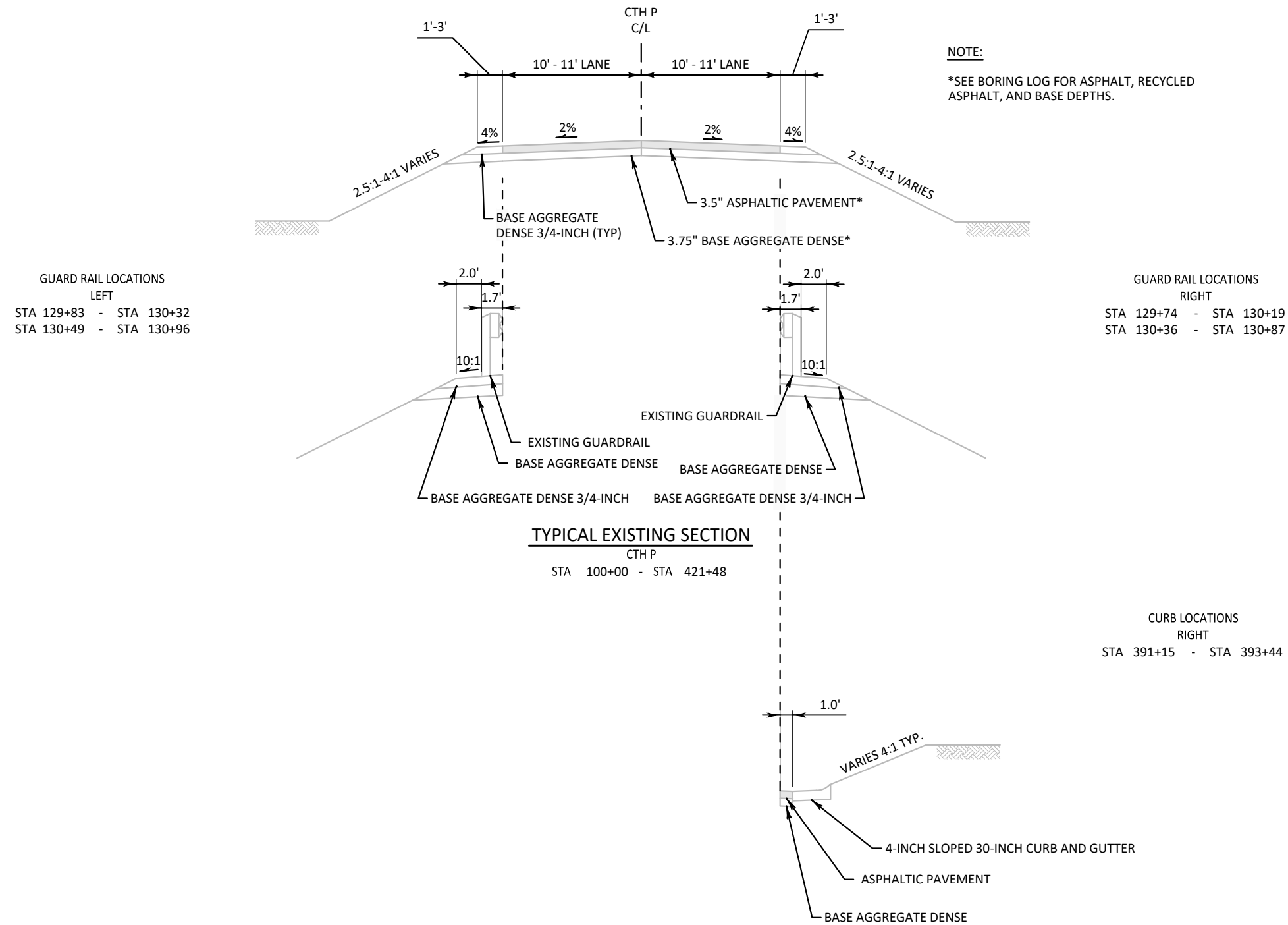
- NO TREES OR SHRUBS SHALL BE REMOVED WITHOUT APPROVAL OF THE ENGINEER.
- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLANS ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- THE CONTRACTOR SHALL NOTIFY DIGGERS HOTLINE AND AFFECTED UTILITIES PRIOR TO THE START OF WORK. ANY LOCAL MUNICIPAL UTILITY WHICH IS NOT A MEMBER OF THE DIGGERS HOTLINE MUST BE CONTACTED SEPARATELY.
- WETLANDS, WATERWAYS, AND OTHER ENVIRONMENTALLY SENSITIVE AREAS SHALL BE PROTECTED AT ALL TIMES. DO NOT STORE EQUIPMENT OR MATERIALS NEAR THESE SITES UNLESS APPROVED BY THE ENGINEER.
- TRAFFIC CONTROL DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.
- ASPHALTIC AND CONCRETE SURFACES SHALL BE SAWCUT AT THE MATCH LINE AS SHOWN ON THE PLAN OR AS DIRECTED BY THE ENGINEER.
- CONTRACTOR WILL BE RESPONSIBLE FOR RESHAPING AND SEEDING ANY PREVIOUSLY GRASSED AREAS WHICH ARE DISTURBED BY HIS OPERATION OUTSIDE OF THE NORMAL CONSTRUCTION LIMITS.
- FERTILIZER SHALL NOT BE USED NEAR NAVIGABLE WATERWAYS OR WETLANDS.
- APPLY TACK COAT AT A RATE OF 0.05 GA/SY BETWEEN LAYERS OF HMA PAVEMENT.
- HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 112 LB/SY/IN.
- THE CONTRACTOR'S PAVING OPERATIONS SHALL BE CONSISITENT WITH THE PLAN AND TYPICAL SECTIONS AND CONSTRUCTED TO PREVENT HMA LONGITUDINAL JOINTS FROM BEING LOCATED WITHIN A DRIVING, TURNING, PASSING OR PARKING LANE.

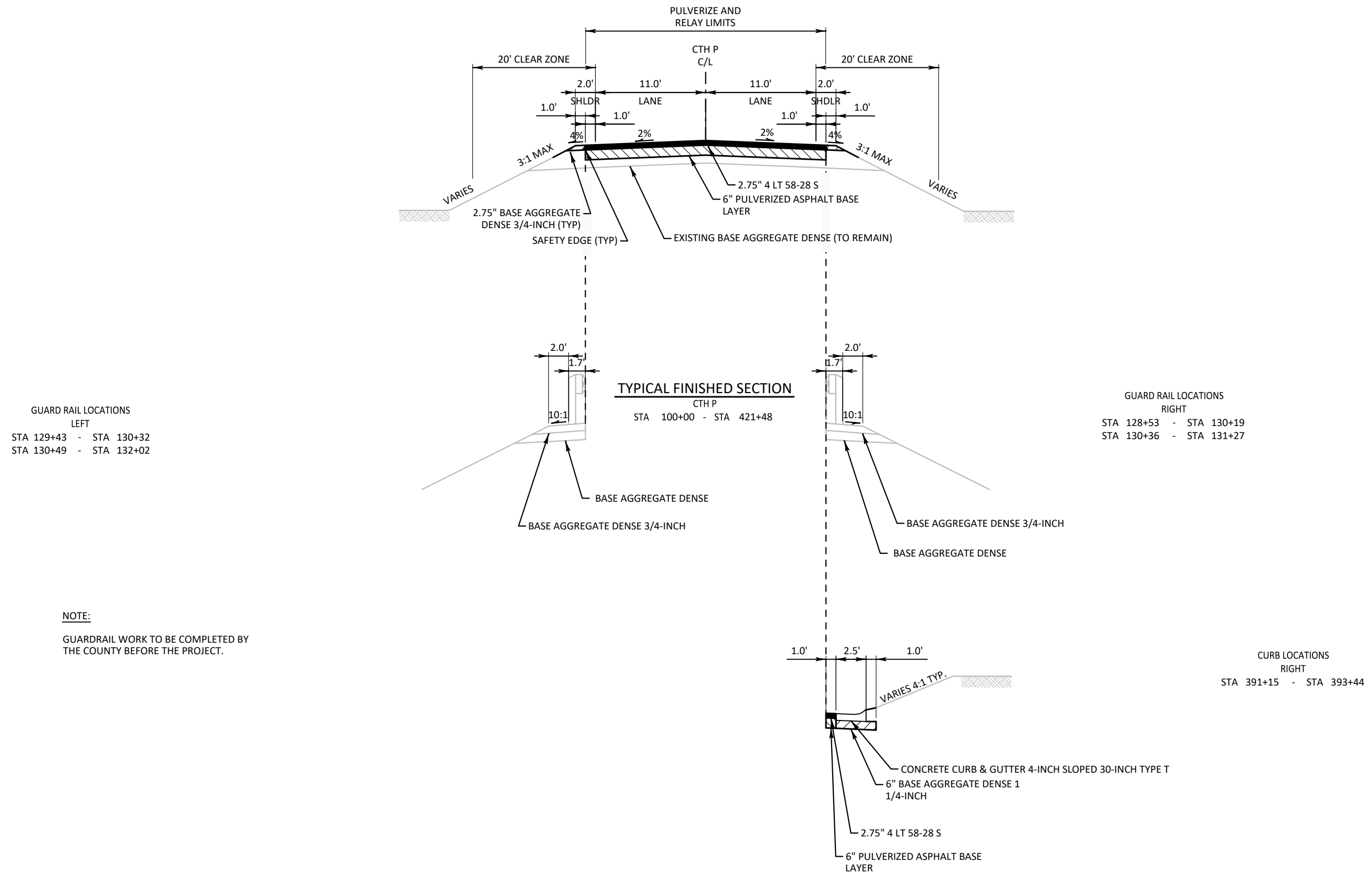
BORING LOG:

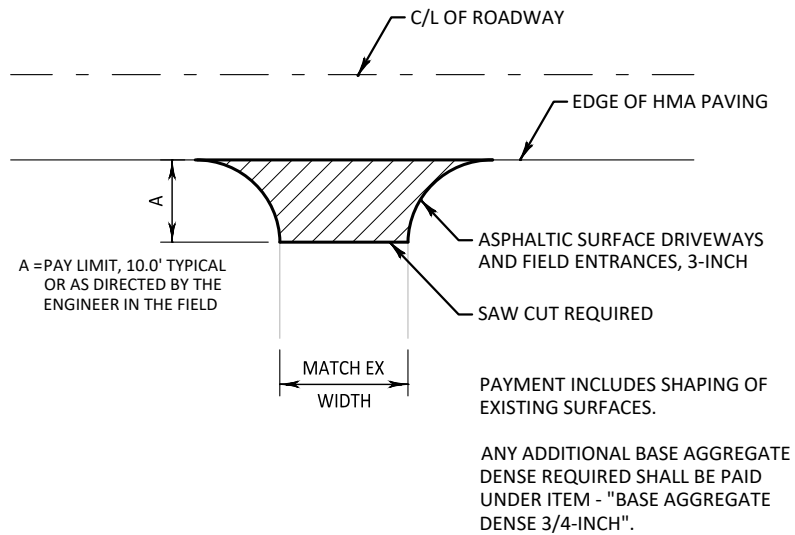
BORING NO.	STATION	OFFSET	ASPHALTIC PAVEMENT DEPTH (IN)	BASE DEPTH (IN)	SUBBASE MATERIAL
P-01	112+32	5' RT	5	3.5	SILT
P-02	124+64	4.5' LT	4.75	2.75	SILT
P-03	136+96	4.5' RT	4	8	SANDY SILT
P-04	149+28	4' LT	5.5	12.5	SANDY SILT
P-05	161+60	4' RT	6.5	3	LEAN CLAY
P-06	173+92	4.5' LT	7.25	5.75	SILT
P-07	186+24	4.5' RT	3.75	7.25	SANDY SILT
P-08	198+56	4.5' LT	3.25	5.25	SAND
P-09	210+88	4' RT	2.25	14.25	SANDY SILT
P-10	223+20	5' LT	3.5	20.5	LEAN CLAY
P-11	235+52	3.5' RT	3	6.5	SILTY SAND
P-12	247+84	4.5' LT	3.5	4	SANDY SILT
P-13	260+16	5' RT	3.25	6.25	SILTY SAND
P-14	272+48	4' LT	4	2	SILTY SAND
P-15	284+80	4' RT	4.5	2.5	LEAN CLAY
P-16	297+12	4.5' LT	3.25	3.25	SANDY SILT
P-17	309+44	5' RT	5.25	4.25	SANDY SILT
P-18	323+73	5' RT	3	11	SILTY SAND
P-19	343+30	7' LT	2	18.5	SANDY SILT
P-20	364+52	5.5' RT	2.5	23.5	SANDY SILT
P-21	382+80	6' LT	1.5	23	SANDY SILT
P-22	402+21	7' RT	1	13	SAND
P-23	418+40	7' LT	1	9	SILTY SAND



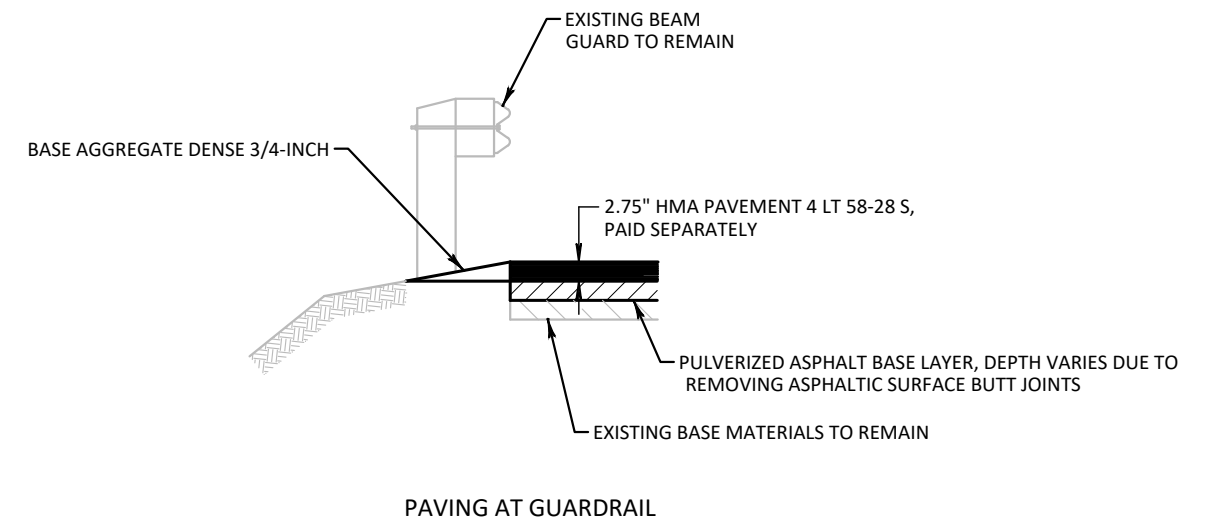
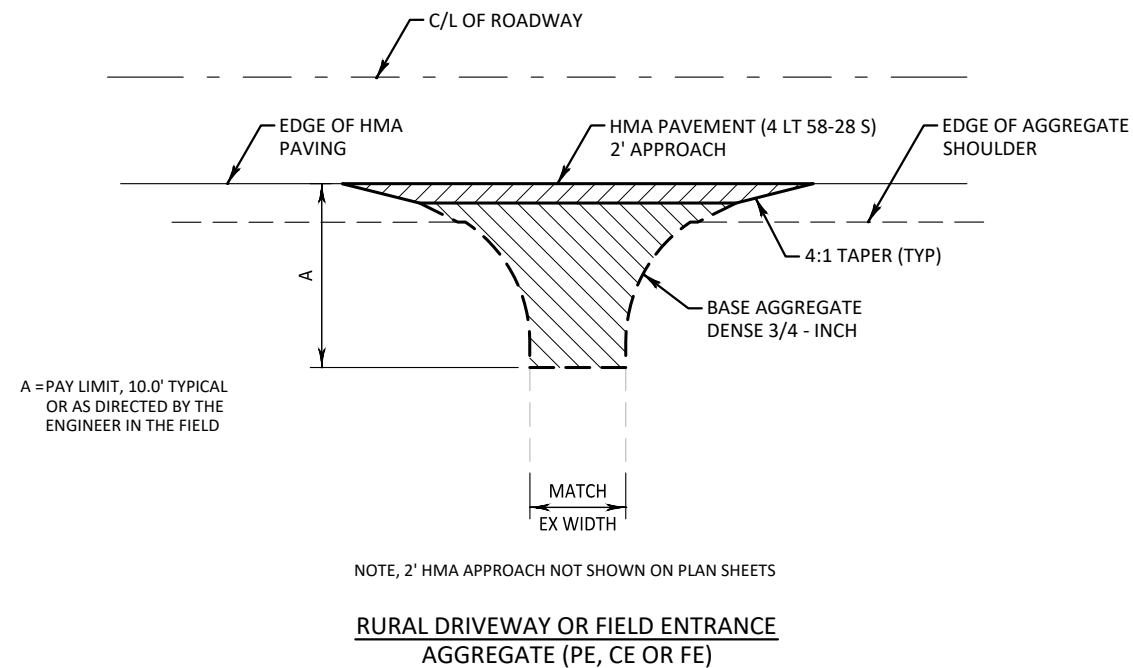
PROJECT NO: 5515-00-71	HWY: CTH P	COUNTY: MONROE	PROJECT OVERVIEW	SHEET	E
------------------------	------------	----------------	------------------	-------	---

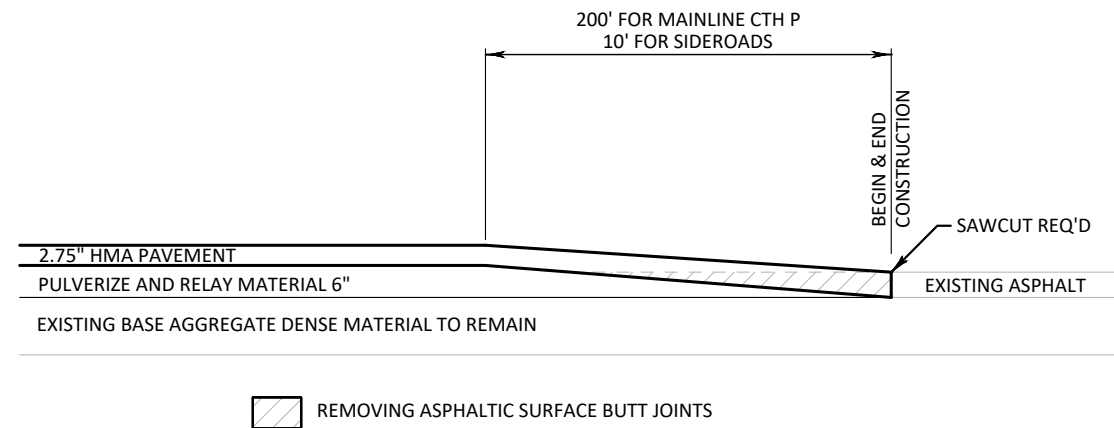
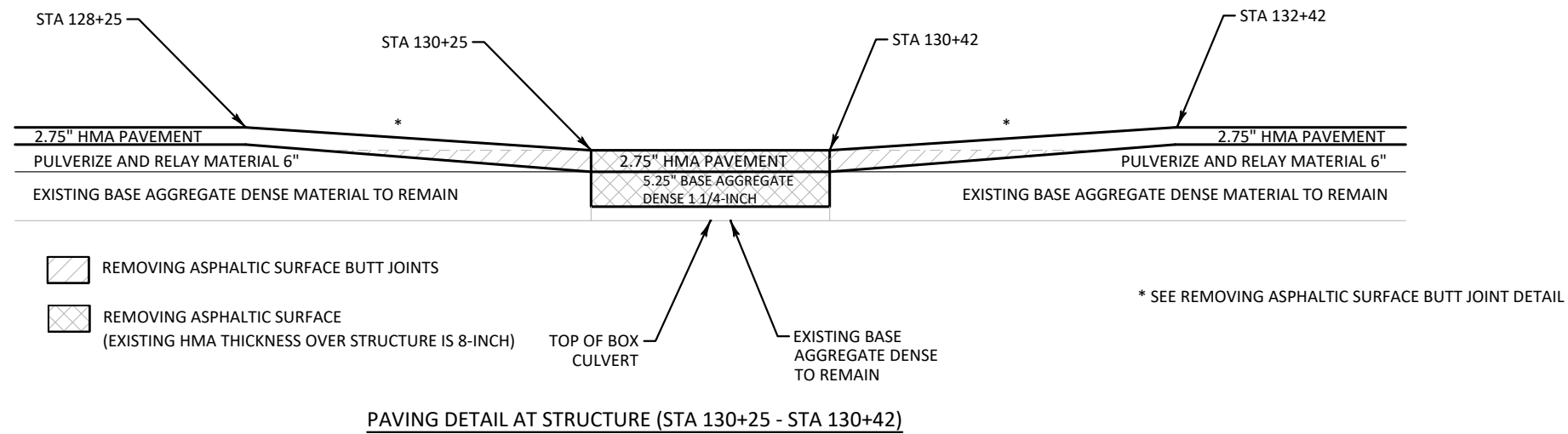






ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTERANCES
(PE, CE, OR FE)





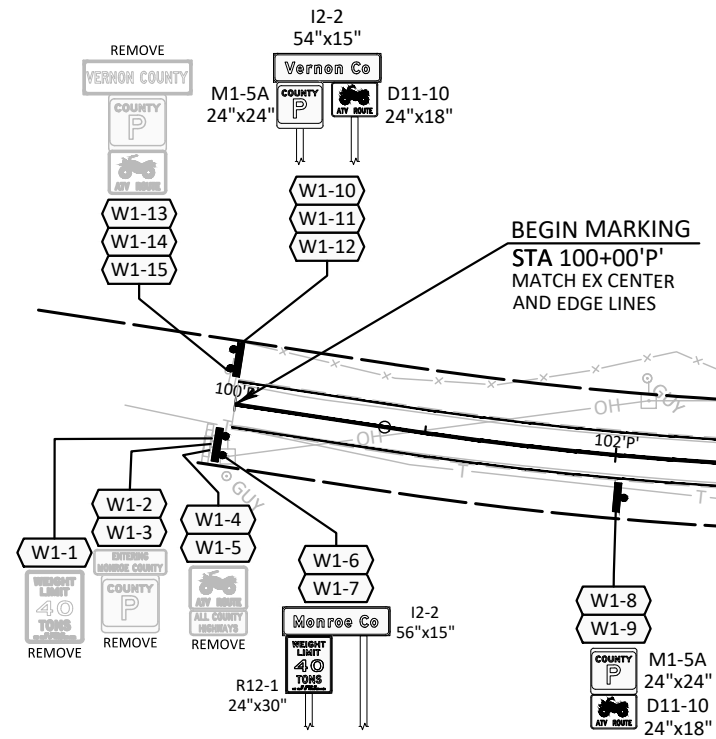
MAINLINE
STA 100+00 - STA 102+00
STA 128+25 - STA 130+25
STA 130+42 - STA 132+42
STA 415+26 - STA 417+26

SIDEROADS
ORBIT ROAD
ORCHARD ROAD
ORCHID ROAD

REMOVING ASPHALTIC SURFACE BUTT JOINTS

GENERAL NOTES: PERMANENT SIGNING AND PAVEMENT MARKING

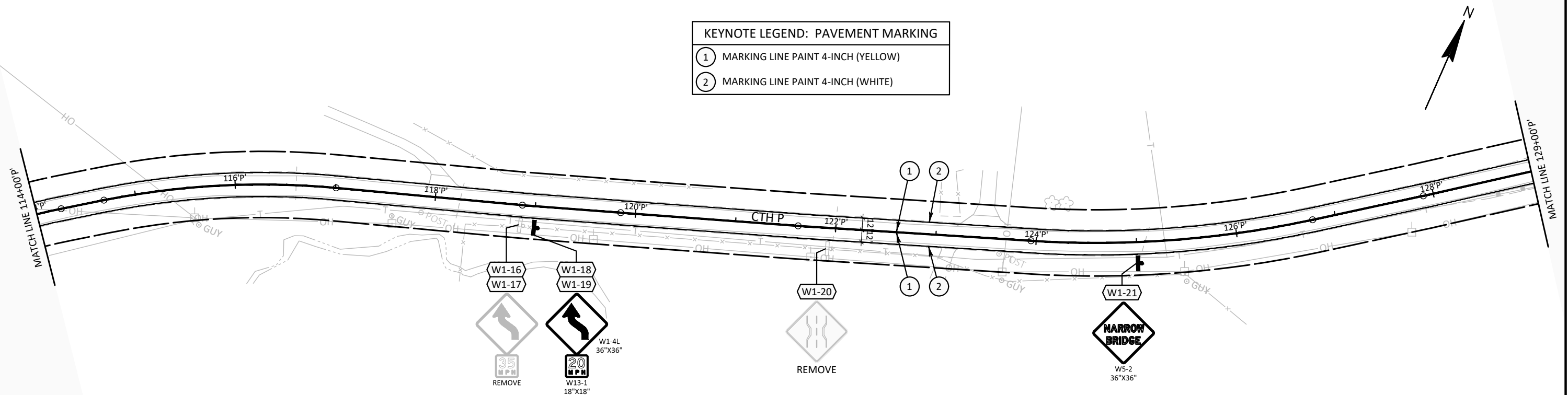
1. ALL PERMANENT SIGNING AND PAVEMENT MARKING WORK ITEMS SHOWN ON THIS PLAN, IS FOR CONTRACTOR INFORMATION ONLY.
2. ALL PERMANENT SIGNING AND PAVEMENT MARKING WORK ITEMS SHOWN TO BE COMPLETED BY THE MONROE COUNTY HIGHWAY DEPARTMENT.
3. LOCATING NO PASSING ZONES TO BE COMPLETED BY MONROE HIGHWAY DEPARTMENT.



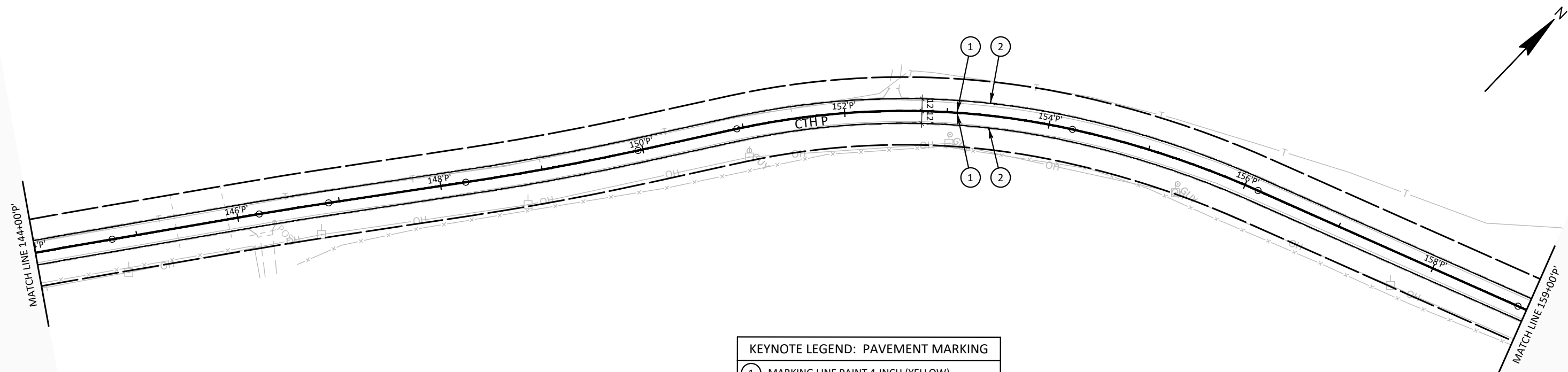
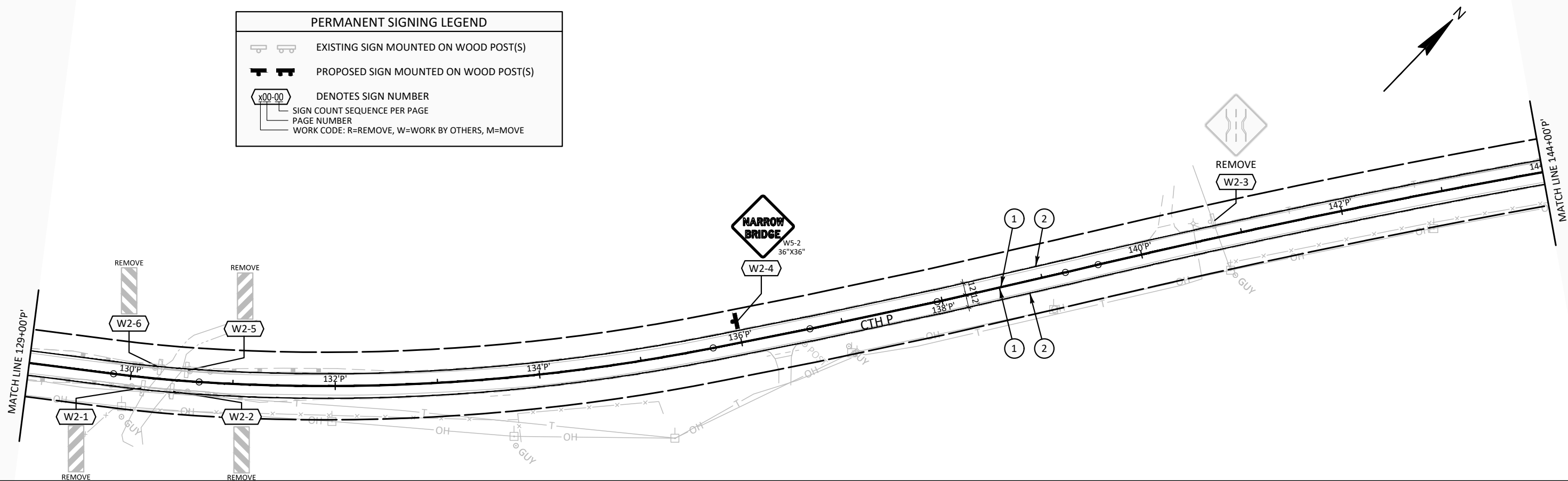
PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	DENOTES SIGN NUMBER
	SIGN COUNT SEQUENCE PER PAGE
	PAGE NUMBER
	WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

KEYNOTE LEGEND: PAVEMENT MARKING

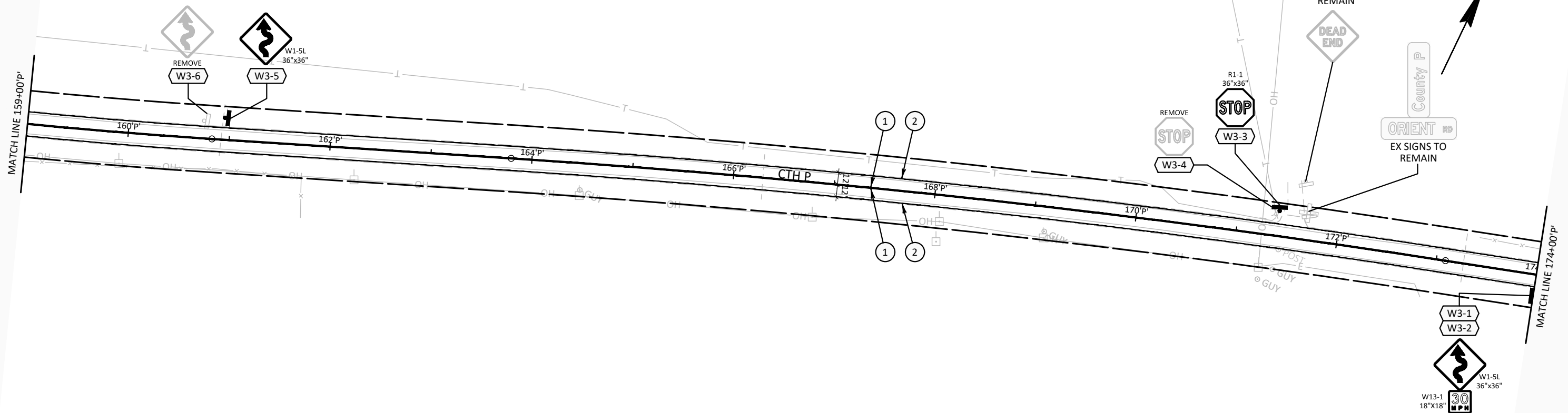
- 1 MARKING LINE PAINT 4-INCH (YELLOW)
- 2 MARKING LINE PAINT 4-INCH (WHITE)



PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	DENOTES SIGN NUMBER
	SIGN COUNT SEQUENCE PER PAGE
	PAGE NUMBER
	WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

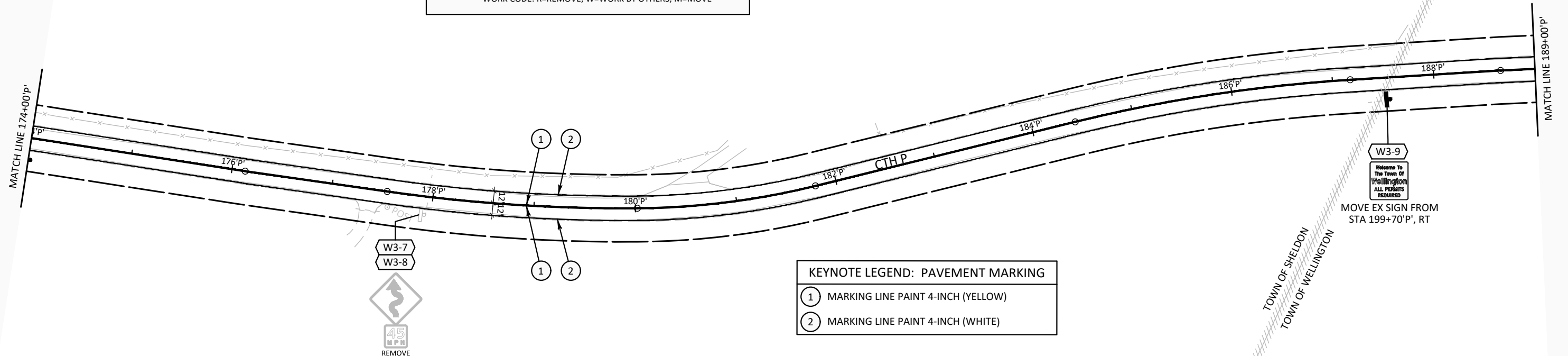


KEYNOTE LEGEND: PAVEMENT MARKING	
	MARKING LINE PAINT 4-INCH (YELLOW)
	MARKING LINE PAINT 4-INCH (WHITE)



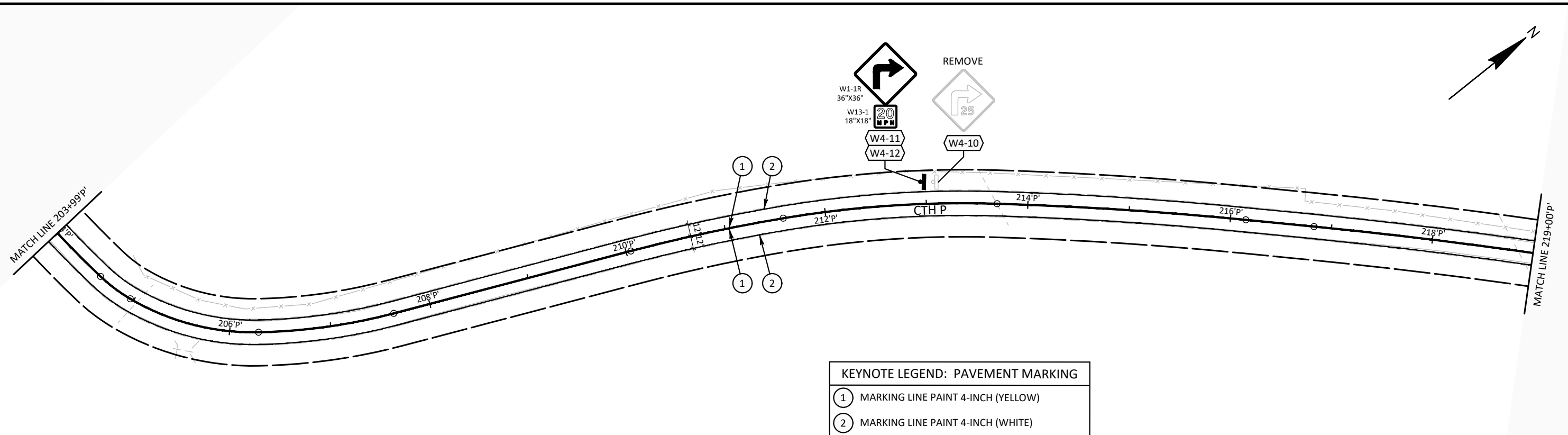
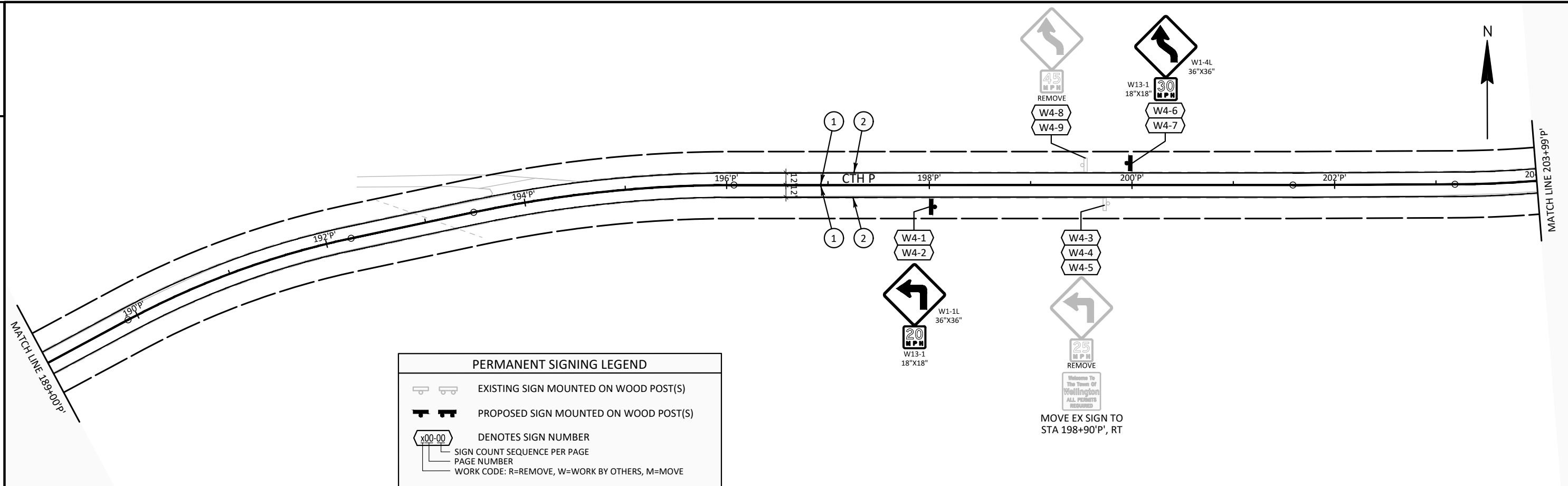
PERMANENT SIGNING LEGEND

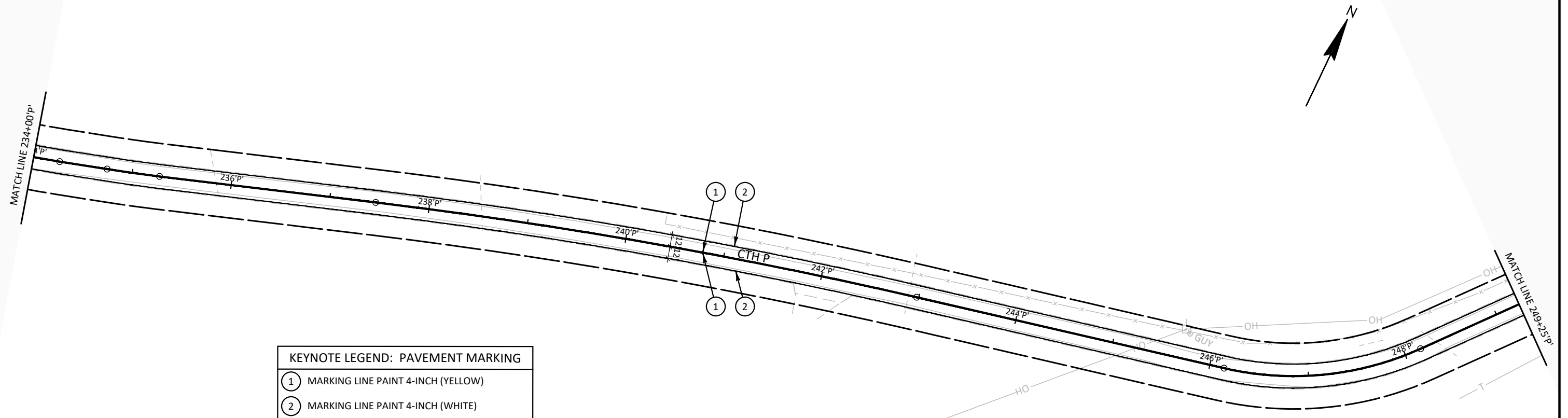
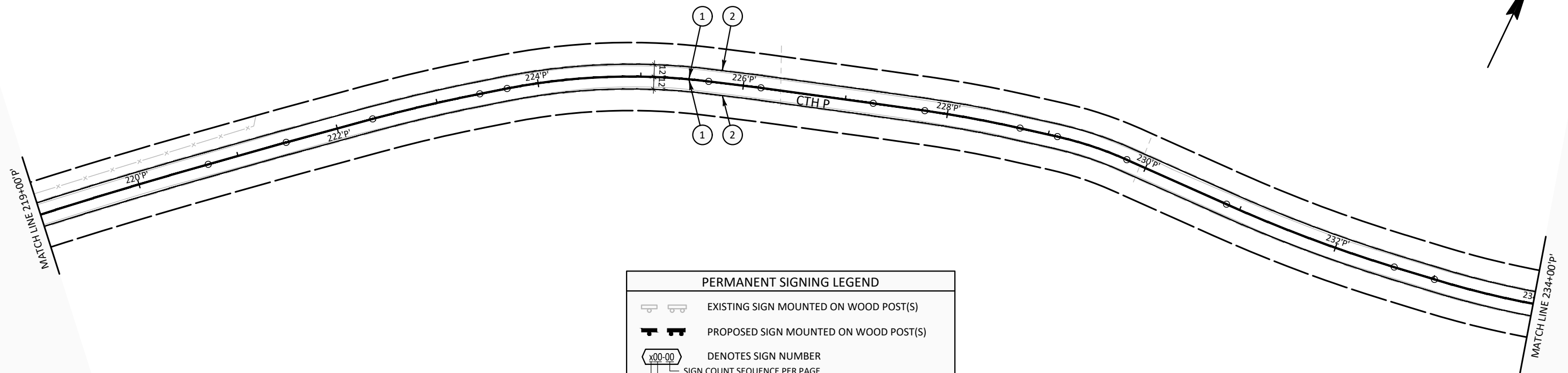
-   EXISTING SIGN MOUNTED ON WOOD POST(S)
-   PROPOSED SIGN MOUNTED ON WOOD POST(S)
-  DENOTES SIGN NUMBER
-  SIGN COUNT SEQUENCE PER PAGE
-  PAGE NUMBER
-  WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

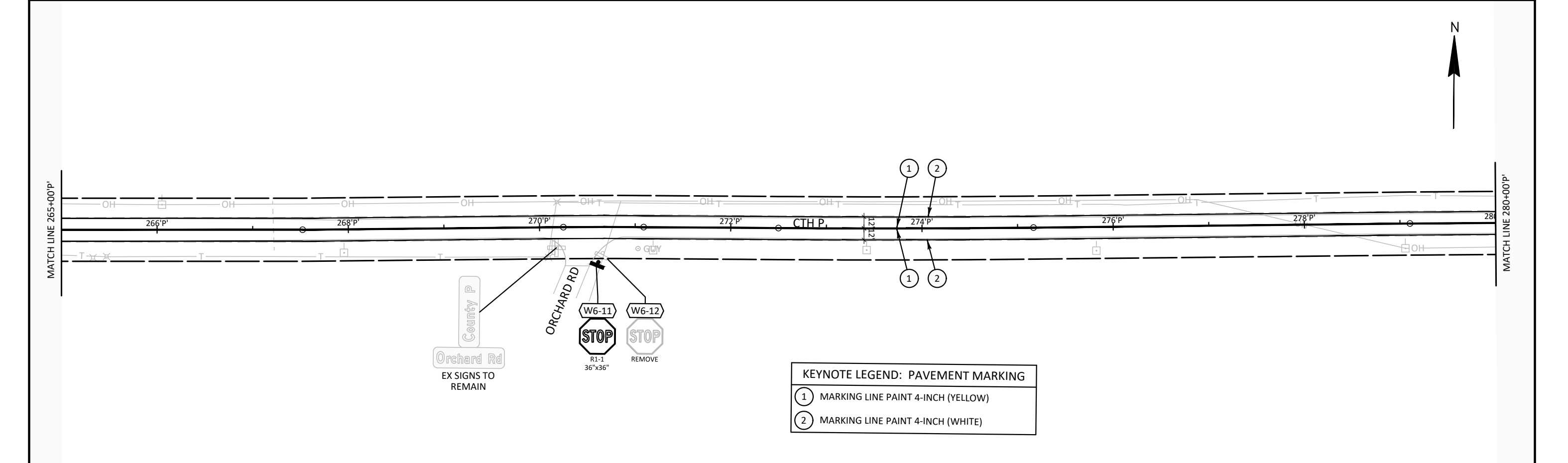
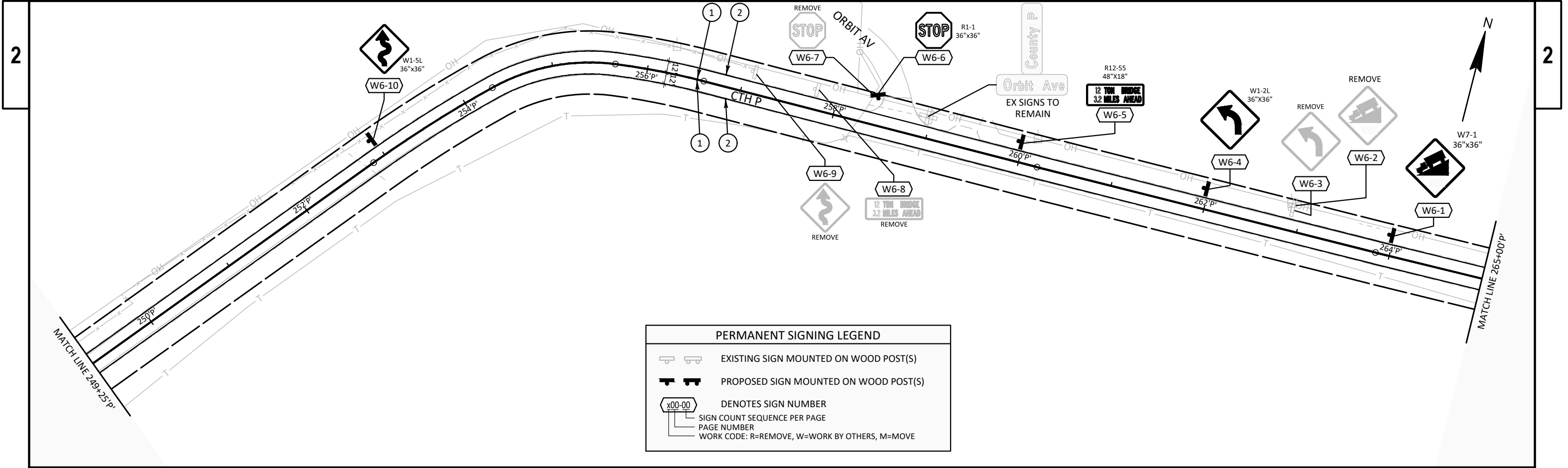


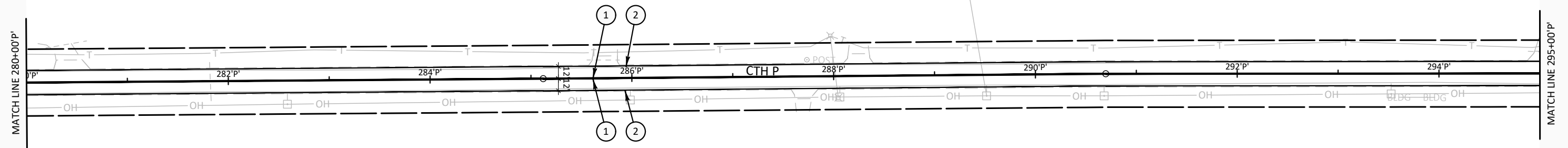
KEYNOTE LEGEND: PAVEMENT MARKING

-  MARKING LINE PAINT 4-INCH (YELLOW)
-  MARKING LINE PAINT 4-INCH (WHITE)

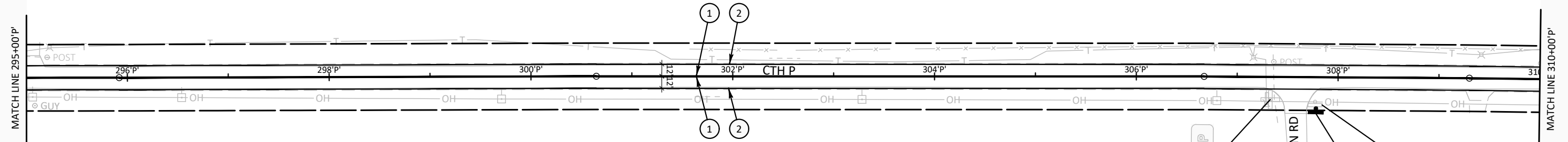




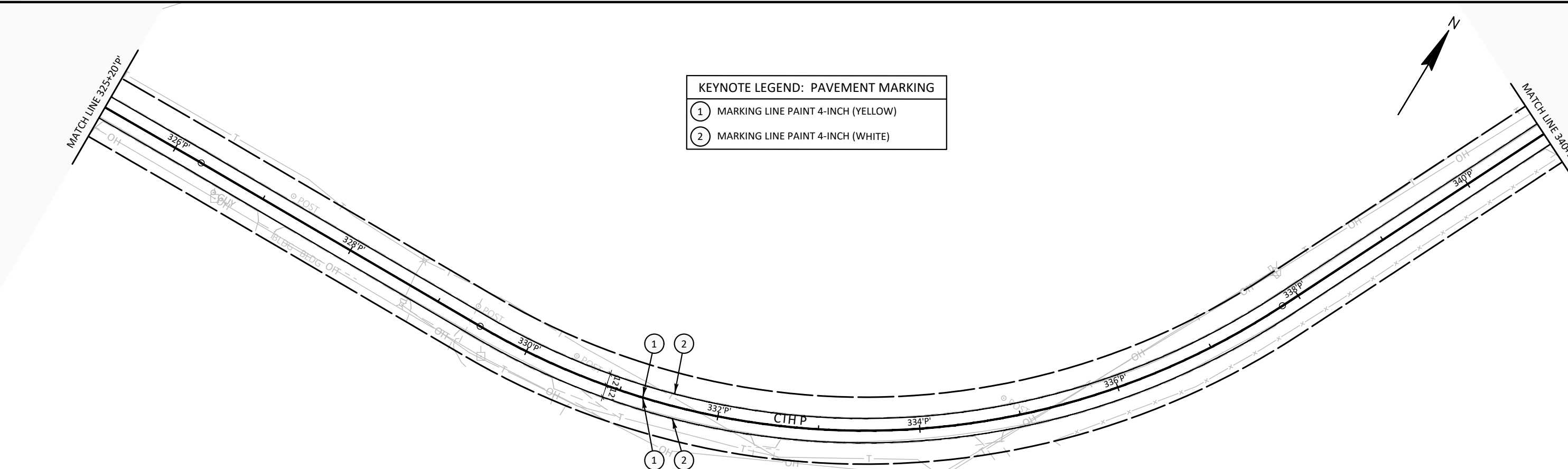


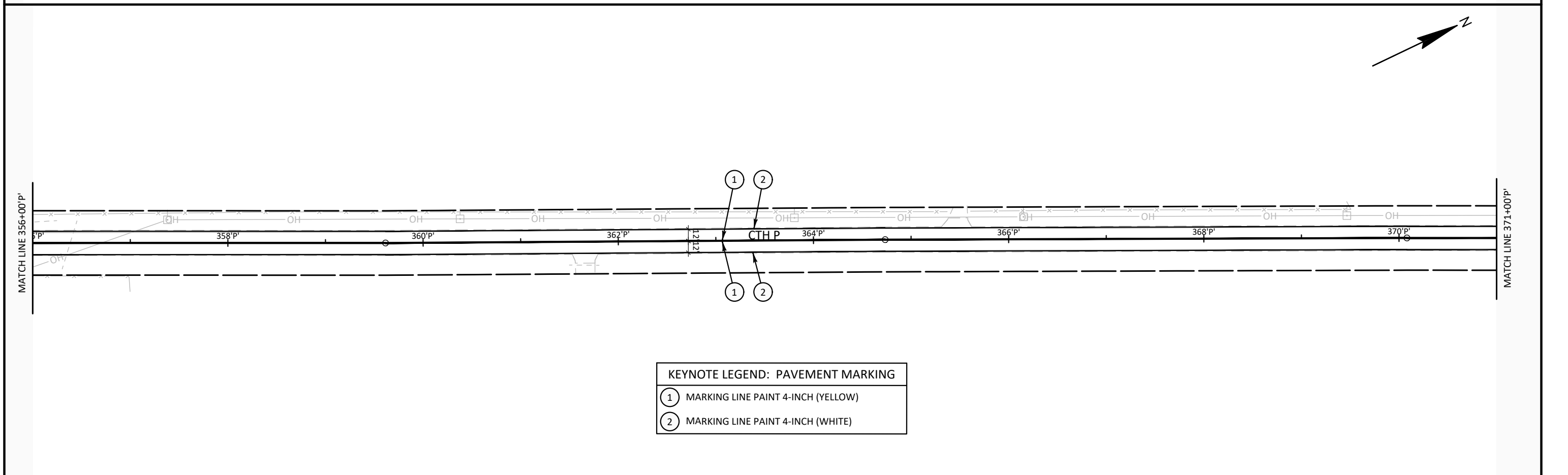
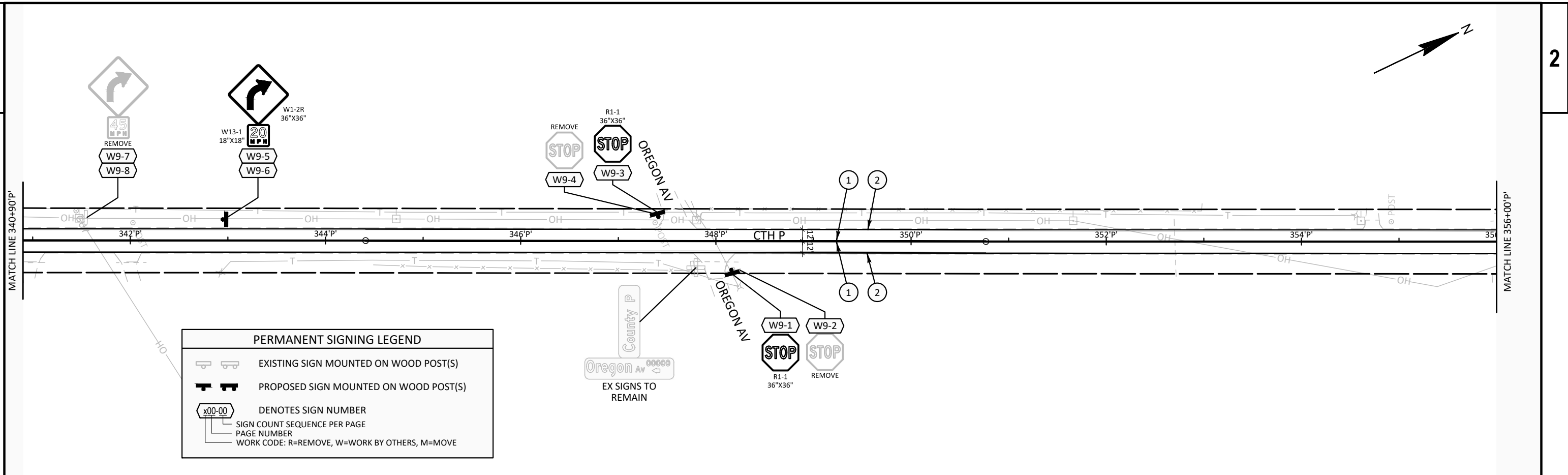


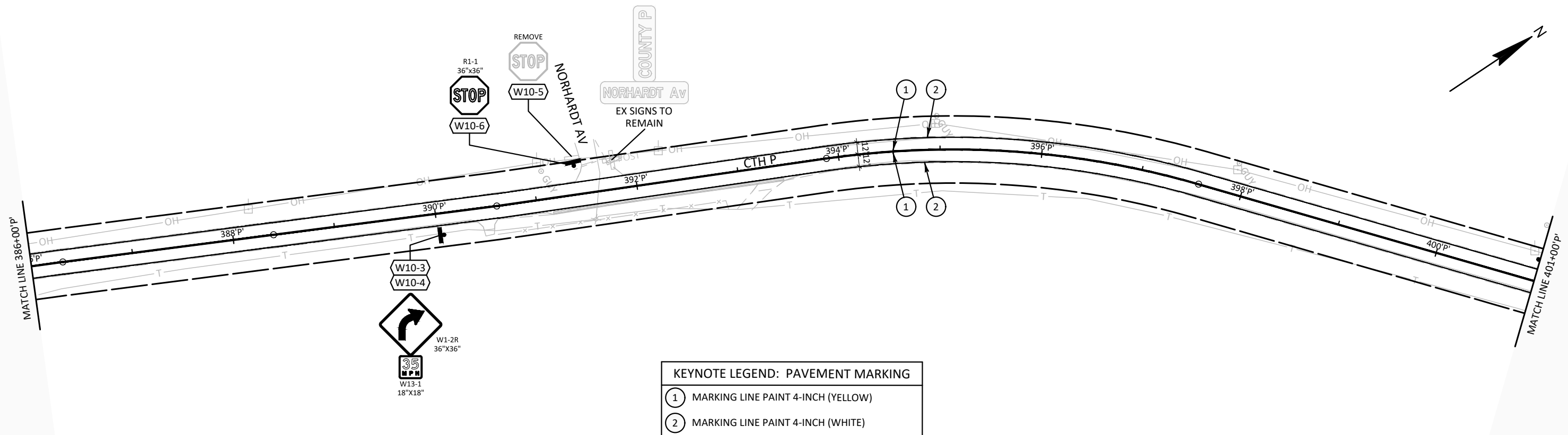
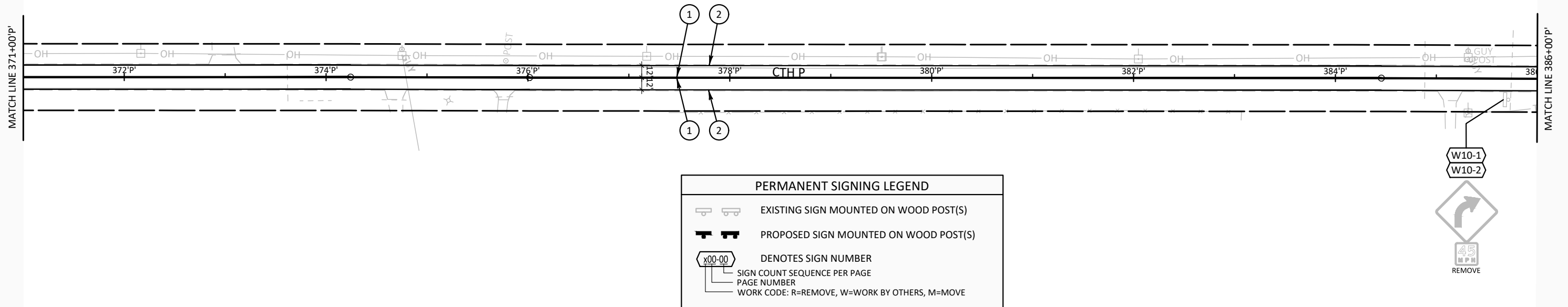
PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	DENOTES SIGN NUMBER
	SIGN COUNT SEQUENCE PER PAGE
	PAGE NUMBER
	WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE

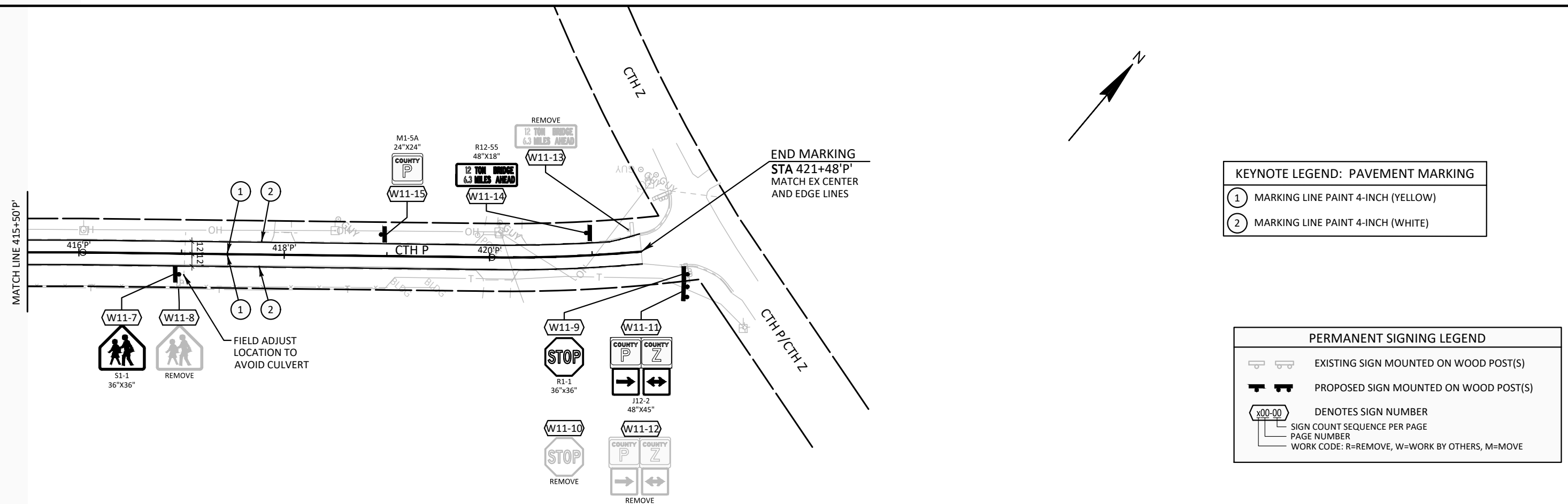
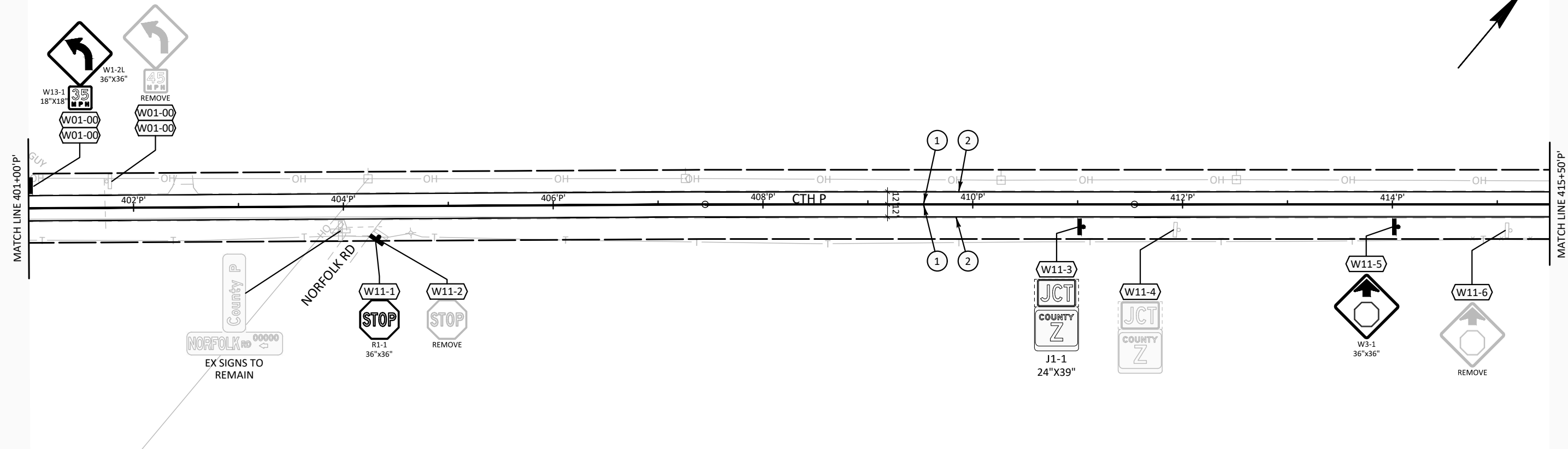


KEYNOTE LEGEND: PAVEMENT MARKING	
①	MARKING LINE PAINT 4-INCH (YELLOW)
②	MARKING LINE PAINT 4-INCH (WHITE)



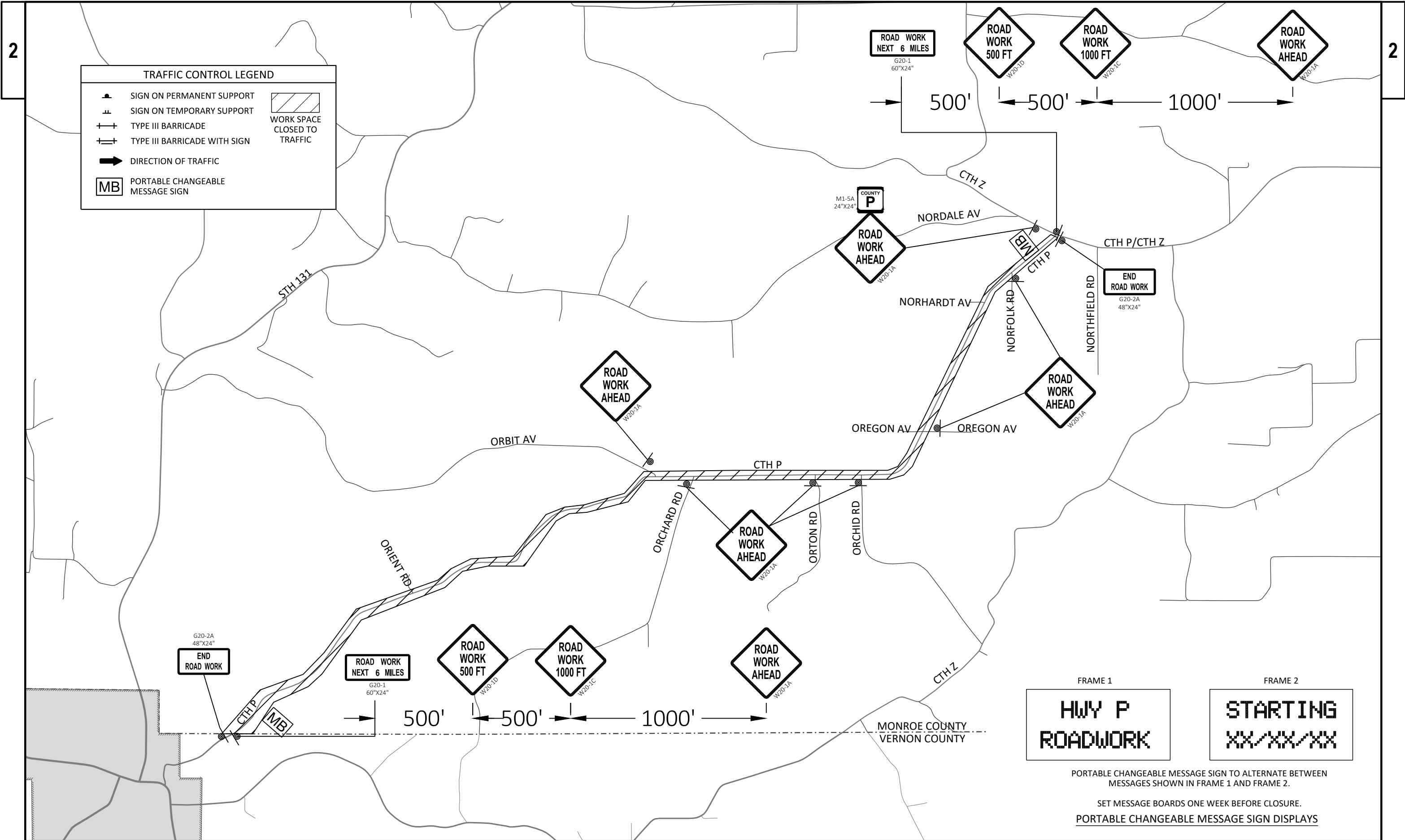






KEYNOTE LEGEND: PAVEMENT MARKING	
1	MARKING LINE PAINT 4-INCH (YELLOW)
2	MARKING LINE PAINT 4-INCH (WHITE)

PERMANENT SIGNING LEGEND	
	EXISTING SIGN MOUNTED ON WOOD POST(S)
	PROPOSED SIGN MOUNTED ON WOOD POST(S)
	DENOTES SIGN NUMBER
	SIGN COUNT SEQUENCE PER PAGE
	PAGE NUMBER
	WORK CODE: R=REMOVE, W=WORK BY OTHERS, M=MOVE



Estimate Of Quantities

5515-00-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0110	Removing Asphaltic Surface	SY	334.000	334.000
0004	204.0115	Removing Asphaltic Surface Butt Joints	SY	1,166.000	1,166.000
0006	204.0120	Removing Asphaltic Surface Milling	SY	313.000	313.000
0008	204.0150	Removing Curb & Gutter	LF	229.000	229.000
0010	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	322.000	322.000
0012	211.0500	Prepare Foundation for Base Aggregate	STA	322.000	322.000
0014	213.0100	Finishing Roadway (project) 01. 5515-00-71	EACH	1.000	1.000
0016	305.0110	Base Aggregate Dense 3/4-Inch	TON	1,662.000	1,662.000
0018	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	41.000	41.000
0020	455.0605	Tack Coat	GAL	43.000	43.000
0022	460.0105.S	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0024	460.0110.S	HMA Percent Within Limits (PWL) Test Strip Density	EACH	1.000	1.000
0026	460.2005	Incentive Density PWL HMA Pavement	DOL	12,100.000	12,100.000
0028	460.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	32,150.000	32,150.000
0030	460.2010	Incentive Air Voids HMA Pavement	DOL	13,290.000	13,290.000
0032	460.5224	HMA Pavement 4 LT 58-28 S	TON	13,270.000	13,270.000
0034	460.9000.S	Material Transfer Vehicle	EACH	1.000	1.000
0036	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	46.000	46.000
0038	601.0583	Concrete Curb & Gutter 4-Inch Sloped 30-Inch Type T	LF	229.000	229.000
0040	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5515-00-71	EACH	1.000	1.000
0042	619.1000	Mobilization	EACH	1.000	1.000
0044	624.0100	Water	MGAL	253.000	253.000
0046	625.0500	Salvaged Topsoil	SY	60.000	60.000
0048	629.0205	Fertilizer Type A	CWT	0.200	0.200
0050	630.0140	Seeding Mixture No. 40	LB	1.100	1.100
0052	630.0200	Seeding Temporary	LB	1.800	1.800
0054	630.0500	Seed Water	MGAL	1.400	1.400
0056	642.5201	Field Office Type C	EACH	1.000	1.000
0058	643.0900	Traffic Control Signs	DAY	1,632.000	1,632.000
0060	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0062	643.5000	Traffic Control	EACH	1.000	1.000
0064	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	229.000	229.000
0066	650.8000	Construction Staking Resurfacing Reference	LF	32,148.000	32,148.000
0068	650.9911	Construction Staking Supplemental Control (project) 01. 5515-00-71	EACH	1.000	1.000
0070	690.0150	Sawing Asphalt	LF	334.000	334.000
0072	740.0440	Incentive IRI Ride	DOL	24,050.000	24,050.000
0074	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0076	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,320.000	1,320.000
0078	SPV.0035	Special 01. Base Repair for Pulverized Asphalt Base Layer	CY	290.000	290.000
0080	SPV.0180	Special 01. Pulverized Asphalt Base Layer	SY	85,638.000	85,638.000
0082	SPV.0195	Special 01. Emulsified Asphalt Stabilizing Agent	TON	575.000	575.000

REMOVING ASPHALTIC PAVEMENT					
		204.0110	204.0115	204.0120	
		REMOVING	REMOVING	REMOVING	
		ASPHALTIC	ASPHALTIC SURFACE	ASPHALTIC SURFACE	
		SURFACE*	BUTT JOINTS	MILLING	
STATION	LOCATION	SY	SY	SY	REMARKS
100+00 - 101+00	CTH P	-	267	-	BOP
130+25 - 130+42	CTH P	36	-	-	STRUCTURE
420+48 - 421+48	CTH P	-	267	-	EOP
SUBTOTAL		36	534	0	
129+25 - 130+25	ML	-	267	-	BRIDGE
130+42 - 131+42	ML	-	267	-	BRIDGE
ORBIT RD	LT	-	35	67	SIDE ROAD
ORCHARD RD	RT	-	31	94	SIDE ROAD
ORCHID RD	RT	-	32	152	SIDE ROAD
SUBTOTAL		0	632	313	SIDE ROAD
PROJECT TOTALS		36	1166	313	
*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS					

PREPARE FOUNDATION			
		211.0400	211.0500
		PREPARE FOUNDATION FOR	PREPARE FOUNDATION
		ASPHALTIC SHOULDERS	FOR BASE AGGREGATE
LOCATION	STA	STA	NOTES
PROJECT	322	322	-
PROJECT TOTALS		322	322

FINISHING ROADWAY		
		213.0100
		(5515-00-01)
LOCATION	EACH	NOTES
PROJECT	1	-
PROJECT TOTALS		1

DRIVEWAYS AND FIELD ENTRANCES					
		*305.0110	465.0120	204.0110	
		BASE	ASPHALTIC SURFACE		
		AGGREGATE	DRIVEWAYS AND	REMOVING	
		DENSE 3/4-INCH	FIELD ENTRANCES	ASPHALTIC SURFACE*	
STATION	LOCATION	(TON)	(TON)	(SY)	REMARKS
107+15	LT	2	-	-	AGG, PE
110+98	LT	2	-	-	AGG, PE
118+03	LT	-	4	27	HMA PE
123+11	RT	1	-	-	AGG, PE
123+48	LT	-	6	42	HMA PE
136+37	RT	-	4	25	HMA PE
140+29	LT	2	-	-	AGG, PE
146+65	RT	2	-	-	AGG, PE
152+48	LT	1	-	-	AGG, PE
171+54	LT	2	-	-	AGG, PE
177+38	RT	2	-	-	AGG, PE
180+54	LT	-	10	63	HMA PE
193+86	LT	-	13	82	HMA PE
242+01	RT	5	-	-	AGG, PE
259+39	LT	2	-	-	AGG, PE
280+42	LT	3	-	-	AGG, PE
235+74	LT	2	-	-	AGG, PE
287+70	RT	2	-	-	AGG, PE
288+25	LT	2	-	-	AGG, PE
295+04	LT	-	4	27	HMA PE
309+39	RT	2	-	-	AGG, PE
321+27	LT	2	-	-	AGG, PE
324+38	LT	3	-	-	AGG, PE
325+14	RT	2	-	-	AGG, FE
327+17	RT	2	-	-	AGG, PE
329+06	RT	4	-	-	AGG, PE
330+66	RT	4	-	-	AGG, PE
332+50	RT	2	-	-	AGG, PE
334+69	RT	2	-	-	AGG, PE
340+97	RT	2	-	-	AGG, PE
341+99	RT	2	-	-	AGG, PE
354+73	LT	1	-	-	AGG, PE
361+66	RT	2	-	-	AGG, PE
365+48	LT	2	-	-	AGG, PE
372+99	LT	2	-	-	AGG, PE
374+69	RT	2	-	-	AGG, PE
375+76	RT	-	2	16	HMA PE
385+14	RT	2	-	-	AGG, PE
390+51	RT	-	3	16	HMA PE
393+22	RT	2	-	-	AGG, PE
402+48	LT	2	-	-	AGG, PE
417+98	LT	2	-	-	AGG, PE
420+08	RT	3	-	-	AGG, PE
420+09	LT	3	-	-	AGG, PE
SUBTOTALS		78	46	298	
PROJECT TOTALS		78	46	298	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

BASES AND SUBBASES

		*305.0110 BASE AGGREGATE DENSE 3/4-INCH	305.0120 BASE AGGREGATE DENSE 1 1/4-INCH	REMARKS
STATION - STATION	LOCATION	TON	TON	
100+00 - 421+48	LT&RT	1534	-	-
130+25 - 130+42	LT&RT	-	11	ROADWAY OVER STRUCTURE
391+15 - 393+44	RT	-	30	CURB AND GUTTER
SUBTOTAL		1534	41	
ORIENT RD	LT	4	-	AGG SIDEROAD
ORTON RD	RT	11	-	AGG SIDEROAD
OREGON AV	RT<	19	-	AGG SIDEROAD
NORHARDT AVE	LT	9	-	AGG SIDEROAD
NORFOLK RD	RT	7	-	AGG SIDEROAD
SUBTOTAL		50	0	
PROJECT TOTALS		1584	41	

*ADDITIONAL QUANTITIES SHOWN ELSEWHERE ON PLANS

ASPHALTIC ITEMS SUMMARY

		SPV.0195.01 EMULSIFIED ASPHALT STABILIZING AGENT	SPV.0180.01 PULVERIZED ASPHALT BASE LAYER	SPV.0035.01 BASE REPAIR FOR PULVERIZED ASPHALT BASE LAYER	455.0605 TACK COAT	460.5224 HMA PAVEMENT 4 LT 58-28 S	460.9000.S MATERIAL TRANSFER VEHICLE	REMARKS
STATION	LOCATION	TON	SY	CY	GAL	TON	EACH	
100+00 - 421+48	ML	575	85638	290	-	13201	1	-
SUBTOTAL		575	85638	290	0	13201	1	
ORBIT RD	LT	-	-	-	13	21	-	-
ORCHARD RD	RT	-	-	-	14	22	-	-
ORCHID RD	RT	-	-	-	16	26	-	-
INTERSECTIONS		0	0	0	43	69	-	
PROJECT TOTAL		575	85,638	290	43	13,270	1	

PWL MIXTURE USE TABLE

LOCATION	STATION - STATION	MIXTURE USE	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
22-FOOT DRIVING LANE	100+00 - 421+48	UPPER LAYER	PULVERIZE AND RELAY	4 LT 58-28 S	12100	2.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 460.2005
1-FOOT PAVED SHOULDERS	100+00 - 421+48	UPPER LAYER	PULVERIZE AND RELAY	4 LT 58-28 S	1100	2.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2011	NONE
INTERSECTIONS	100+00 - 421+48	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 LT 58-28 S	13	0-2"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE
INTERSECTIONS	100+00 - 421+48	UPPER LAYER	4 LT 58-28 S	4 LT 58-28 S	56	2.75"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 460.2010	ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE

HMA PERCENT WITHIN LIMITS (PWL)

		460.0105.S TEST STRIP VOLUMETRICS	460.0110.S TEST STRIP DENSITY
LOCATION	EACH	EACH	
PROJECT	1	1	
		1	1

CURB AND GUTTER

		204.0150 REMOVING CURB & GUTTER	601.0583 CONCRETE CURB & GUTTER 4-INCH SLOPED 30-INCH TYPE T	REMARKS
STATION	LOCATION	LF	LF	
391+15 - 393+44	RT	229	229	-
PROJECT TOTAL		229	229	

WATER

		624.0100 MGAL	REMARKS
STATION	LOCATION		
100+00 - 421+48	LT&RT	15	SHOULDER
100+00 - 421+48	ML	238	PULVERIZE AND RELAY
SUBTOTAL		253	
PROJECT TOTAL		253	

CONSTRUCTION STAKING

	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE	650.9911 CONSTRUCTION STAKING SUPPLEMENTAL CONTROL (5515-00-71)	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB&GUTTER	
STATION	LF	EACH	LF	NOTES
100+00 - 421+48	32148	1	-	-
391+15 - 393+44	-	-	229	-
PROJECT TOTALS	32148	1	229	

FINISHING ITEMS

			630.0140		
	625.0500	629.0205	SEEDING	630.0200	630.0500
	SALVAGED	FERTILIZER	MIXTURE	SEEDING	SEED
	TOPSOIL	TYPE A	NO. 40	TEMPORARY	WATER
STATION - STATION	SY	CWT	LB	LB	MGAL
391+15 - 393+44	50	0.1	0.9	1.4	1.1
UNDISTRIBUTED QTY	10	0.1	0.2	0.4	0.3
PROJECT TOTALS	60	0.2	1.1	1.8	1.4

TRAFFIC CONTROL

	APPROX. SERVICE PERIOD	643.0900 TRAFFIC CONTROL SIGNS	643.1050 TRAFFIC CONTROL SIGNS PCMS		
LOCATION	DAYS	QTY.	DAYS	QTY.	DAYS
PRE-WARNING	7	0	0	2	14
ENTIRE PROJECT	51	32	1632	0	0
SUBTOTAL			1632		14
PROJECT TOTALS			1632		14

SAWING ASPHALT

		690.0150 SAWING ASPHALT	
STATION	LOCATION	(LF)	REMARKS
100+64	LT&RT	24	START OF PROJECT
118+03	LT	18	PE
123+48	LT	27	PE
136+37	RT	17	PE
180+54	LT	40	PE
193+86	LT	57	PE
ORBIT RD	LT	28	SIDEROAD
ORCHARD RD	RT	27	SIDEROAD
295+04	LT	19	PE
ORCHID RD	RT	33	SIDEROAD
375+76	RT	10	PE
390+51	RT	10	PE
417+26	LT&RT	24	END OF PROJECT
PROJECT TOTALS		334	

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
1	300259.261	688018.919	103+32	19.6' RT	904.625'

CHRIS HANSON
JANIELLE HANSON
ID: 038007490000

BEGIN PROJECT
STA 100+00.00' P'
Y=300,069.0890
X=687,743.8700

PE STA 107+15 LT
AGG PE

CHRIS HANSON
JANIELLE HANSON
ID: 038007500000

PE STA 110+98 LT
AGG PE

RICHARD A WASKOWIAK
VICKIE L WASKOWIAK
ID: 038007502100

PI: 113+10.52' P'

MATCH LINE 114+00' P'

C1	C2	C3
PI STA = 102+42.76' P'	PI STA = 106+75.33' P'	PI STA = 113+10.52' P'
Y = 300,208.7373	Y = 300,514.5524	Y = 301,076.1475
X = 687,942.4375	X = 688,249.4989	X = 688,551.4510
Δ = 9°45'56"	Δ = 16°51'04"	Δ = 26°39'39"
D = 2°59'03"	D = 5°01'33"	D = 11°27'33"
T = 164.02'	T = 168.86'	T = 118.48'
L = 327.25'	L = 335.28'	L = 232.66'
R = 1,920.00'	R = 1,140.00'	R = 500.00'
PC STA = 100+78.74' P'	PC STA = 105+06.47' P'	PC STA = 111+92.04' P'
PT STA = 104+05.98' P'	PT STA = 108+41.75' P'	PT STA = 114+24.70' P'
SE = 2%	SE = 2%	SE = 8.6%

5

5

PE STA 118+03 LT
HMA PE
SAWCUT REQ'D

LYLE D RUECKHEIM TRUST
ID: 038007470000

PE STA 123+48 LT
HMA PE
SAWCUT REQ'D

LYLE D. RUECKHEIM
ID: 038007620000

C5
PI STA = 125+36.78' P'
Y = 301,552.3395
X = 689,679.0609
Δ = 15°51'14"
D = 5°37'02"
T = 142.03'
L = 282.24'
R = 1,020.00'
PC STA = 123+94.75' P'
PT STA = 126+76.99' P'
SE = 2%

STA 121+62.41' P' PI:
Y=301,423.9029
X=689,327.4177

STA 118+86.97' P' PI:
Y=301,332.3485
X=689,067.6370

STA 119+85.09' P' PI:
Y=301,364.8215
X=689,160.2250

STA 127+89.84' P' PI:
Y=301,701.8584
X=689,885.4730

C4
PI STA = 115+85.20' P'
Y = 301,236.4552
X = 688,779.7693
Δ = 16°38'59"
D = 7°09'43"
T = 117.06'
L = 232.48'
R = 800.00'
PC STA = 114+68.14' P'
PT STA = 117+00.62' P'
SE = 4.4%

LYLE D RUECKHEIM TRUST
ID: 038007502000

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
2	301540.011	689697.08	125+45	29' RT	914.353

LYLE D RUECKHEIM TRUST
ID: 038007640000

PE STA 123+11 RT
AGG PE

LYLE D. RUECKHEIM
ID: 038007620000

PROJECT NO: 5515-00-71

HWY: CTH P

COUNTY: MONROE

PLAN: CTH P

SHEET

E

C6
PI STA = 130+24.94'P'
Y = 301,841.6487
X = 690,074.4978
Δ = 3°42'05"
D = 4°24'27"
T = 42.00'
L = 83.98'
R = 1,300.00'
PC STA = 129+82.94'P'
PCC STA = 130+66.92'P'
SE = 2.4%

C7
PI STA = 133+20.68'P'
Y = 302,032.4965
X = 690,300.4519
Δ = 14°49'44"
D = 2°56'18"
T = 253.76'
L = 504.69'
R = 1,950.00'
PCC STA = 130+66.92'P'
PT STA = 135+71.60'P'
SE = 3.4%

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
3	302649.361	690698.645	140+52	18.0' LT	940.659'

RITA J. RIOS
ID: 038007590000

PE STA 140+29 LT
AGG PE

MATTHEW D. MUELLENBERG
KRYSTAL R. MUELLENBERG
ID: 038007601000

C8
PI STA = 142+16.15'P'
Y = 302,777.4983
X = 690,802.1754
Δ = 3°32'35"
D = 0°40'56"
T = 259.80'
L = 519.43'
R = 8,400.00'
PC STA = 139+56.35'P'
PT STA = 144+75.78'P'
SE = NC

KYLE D CARR
NICOLE G CARR
ID: 038007600000

DAVID G CARR IRREVOCABLE LIVING TRUST
ID: 038007610000

MATTHEW D. MUELLENBERG
KRYSTAL R. MUELLENBERG
ID: 038007612000

PE STA 136+37 RT
HMA PE
SAWCUT REQ'D

MATTHEW D. MUELLENBERG
KRYSTAL R. MUELLENBERG
ID: 038007601000

MATTHEW D. MUELLENBERG
KRYSTAL R. MUELLENBERG
ID: 038007570000

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
4	303631.352	691416.335	152+65	22.0' LT	961.166'

PE STA 146+65 RT
AGG PE

KYLE D CARR
NICOLE G CARR
ID: 038007600000

C9
PI STA = 146+55.31'P'
Y = 303,130.8208
X = 691,063.2744
Δ = 1°09'11"
D = 1°41'07"
T = 34.21'
L = 68.42'
R = 3,400.00'
PC STA = 146+21.10'P'
PT STA = 146+89.52'P'
SE = 2%

C10
PI STA = 149+09.97'P'
Y = 303,332.5418
X = 691,218.7148
Δ = 3°45'33"
D = 2°12'13"
T = 85.33'
L = 170.59'
R = 2,600.00'
PC STA = 148+24.65'P'
PT STA = 149+95.24'P'
SE = 2.2%

C11
PI STA = 152+61.09'P'
Y = 303,624.1639
X = 691,414.3633
Δ = 24°50'03"
D = 7°32'20"
T = 167.33'
L = 329.41'
R = 760.00'
PC STA = 150+93.75'P'
PT STA = 154+23.16'P'
SE = 4.8%

C12
PI STA = 155+18.80'P'
Y = 303,760.8149
X = 691,639.0417
Δ = 11°29'50"
D = 6°01'52"
T = 95.64'
L = 190.63'
R = 950.00'
PC STA = 154+23.16'P'
PT STA = 156+13.80'P'
SE = 4.4%

PROJECT NO: 5515-00-71

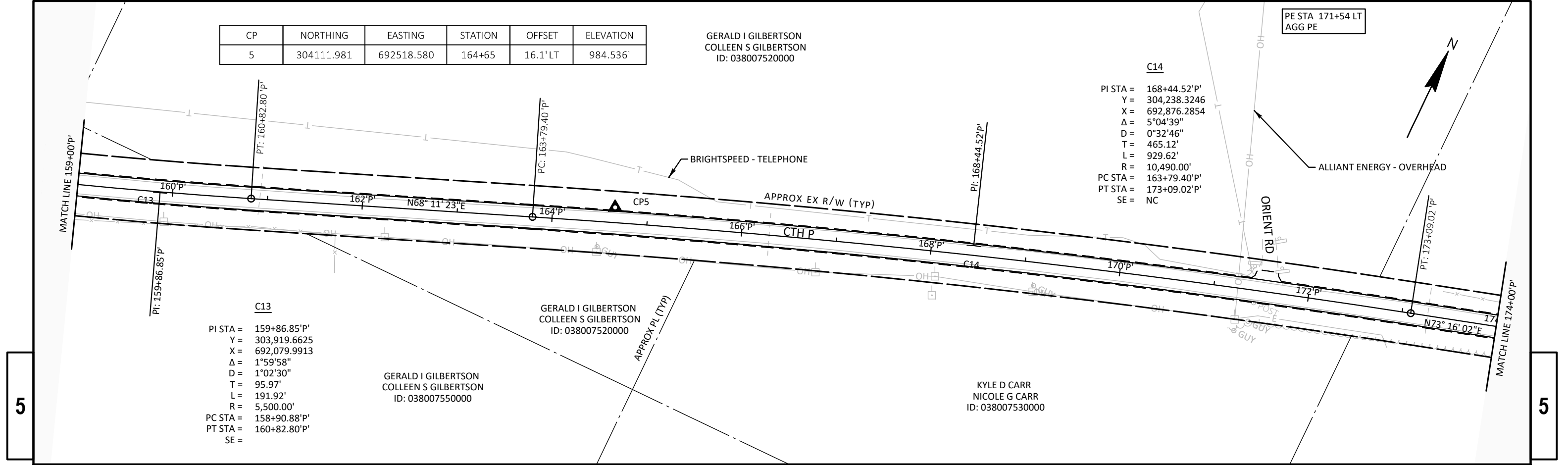
HWY: CTH P

COUNTY: MONROE

PLAN: CTH P

SHEET

E



SARAH E SCHMITZ
ID: 044005890000

BRANDON L DOLL
ID: 044005950000

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
8	306694.992	697411.612	223+20	24.7' LT	1137.006'
9	306877.656	697973.293	229+11	16.1' RT	1169.086'

5

5

C28	C29	C30	C31	C32	C33
PI STA = 222+89.01'P' Y = 306,656.7955 X = 697,401.3012 Δ = 4°03'11" D = 3°47'40" T = 53.43' L = 106.82' R = 1,510.00' PC STA = 222+35.58'P' PT STA = 223+42.39'P' SE = 2.6%	PI STA = 224+68.53'P' Y = 306,763.9603 X = 697,545.3828 Δ = 18°10'24" D = 9°14'29" T = 99.16' L = 196.66' R = 620.00' PC STA = 223+69.37'P' PT STA = 225+66.02'P' SE = 4.4%	PI STA = 228+24.81'P' Y = 306,874.2483 X = 697,885.9036 Δ = 4°38'23" D = 4°56'21" T = 46.99' L = 93.93' R = 1,160.00' PC STA = 227+77.82'P' PT STA = 228+71.75'P' SE = 3%	PI STA = 229+44.73'P' Y = 306,900.8151 X = 698,002.8960 Δ = 11°20'00" D = 15°54'56" T = 35.72' L = 71.21' R = 360.00' PC STA = 229+09.01'P' PT STA = 229+80.22'P' SE = 2%	PI STA = 231+73.24'P' Y = 306,906.6455 X = 698,231.5674 Δ = 7°04'11" D = 4°03'49" T = 87.10' L = 173.98' R = 1,410.00' PC STA = 230+86.14'P' PT STA = 232+60.12'P' SE = 2%	PI STA = 233+63.70'P' Y = 306,934.9292 X = 698,420.1335 Δ = 7°58'07" D = 6°21'58" T = 62.69' L = 125.17' R = 900.00' PC STA = 233+01.01'P' PT STA = 234+26.18'P' SE = 2%

C34
PI STA = 235+00.94'P'
Y = 306,973.9624
X = 698,551.9163
Δ = 2°09'39"
D = 4°03'49"
T = 26.59'
L = 53.18'
R = 1,410.00'
PC STA = 234+74.34'P'
PT STA = 235+27.52'P'
SE = 2%

BRANDON L DOLL
ID: 044005950000

C35
PI STA = 240+22.28'P'
Y = 307,140.7690
X = 699,045.8630
Δ = 6°08'16"
D = 1°06'45"
T = 276.11'
L = 551.69'
R = 5,150.00'
PC STA = 237+46.17'P'
PT STA = 242+97.86'P'
SE = 2%

SARAH E SCHMITZ
ID: 044005952400

C36
PI STA = 247+19.26'P'
Y = 307,292.0006
X = 699,726.7810
Δ = 37°18'15"
D = 18°28'57"
T = 104.64'
L = 201.84'
R = 310.00'
PC STA = 246+14.62'P'
PT STA = 248+16.46'P'
SE = 8%

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
10	307017.528	698720.407	236+74	13.2' RT	1227.679'
11	307184.922	699183.931	241+66	14.6' LT	1261.306'

JOHN H. DAINES
COLLEEN M. DAINES
ID: 044005932000

PE STA 242+01 RT
AGG PE

VERNON ELECTRIC COOP - OVERHEAD

JAMES A. HARTMAN
JANINE M. HARTMAN
ID: 044005980000

TRAVIS TAYLOR
ID: 044005720000

JAMES A. HARTMAN
JANINE M. HARTMAN
ID: 044005700000

PROJECT NO: 5515-00-71

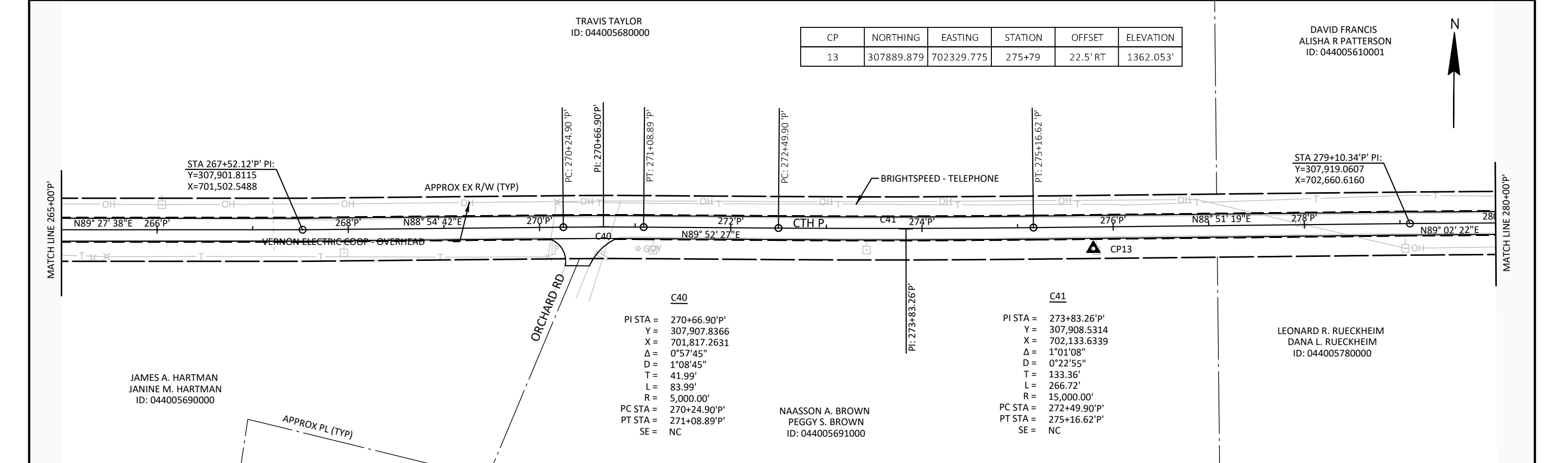
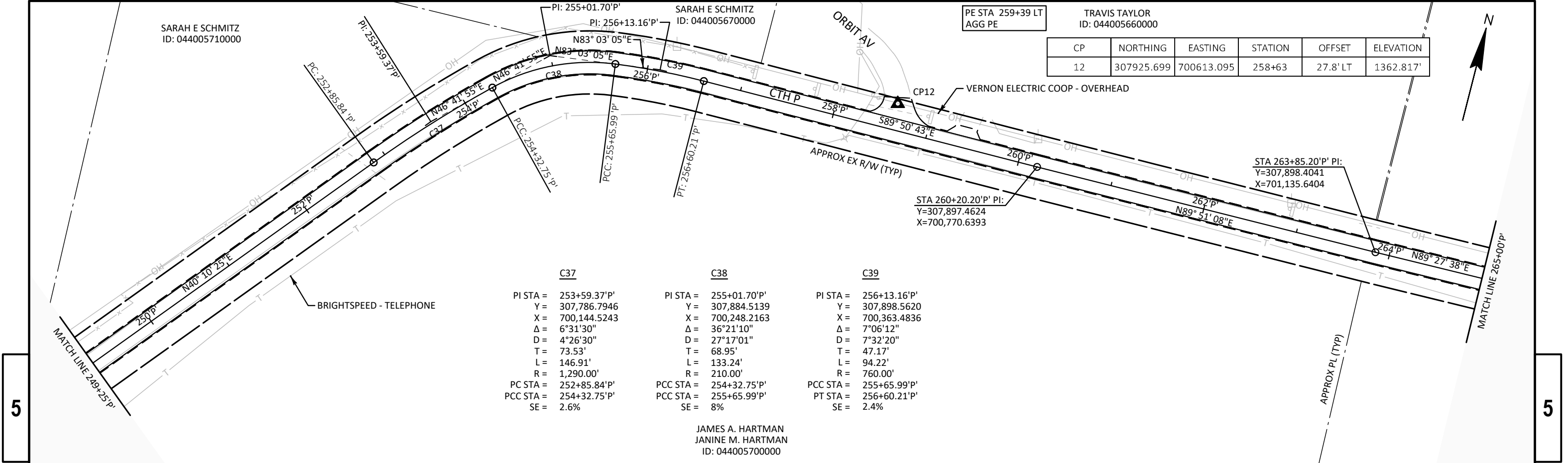
HWY: CTH P

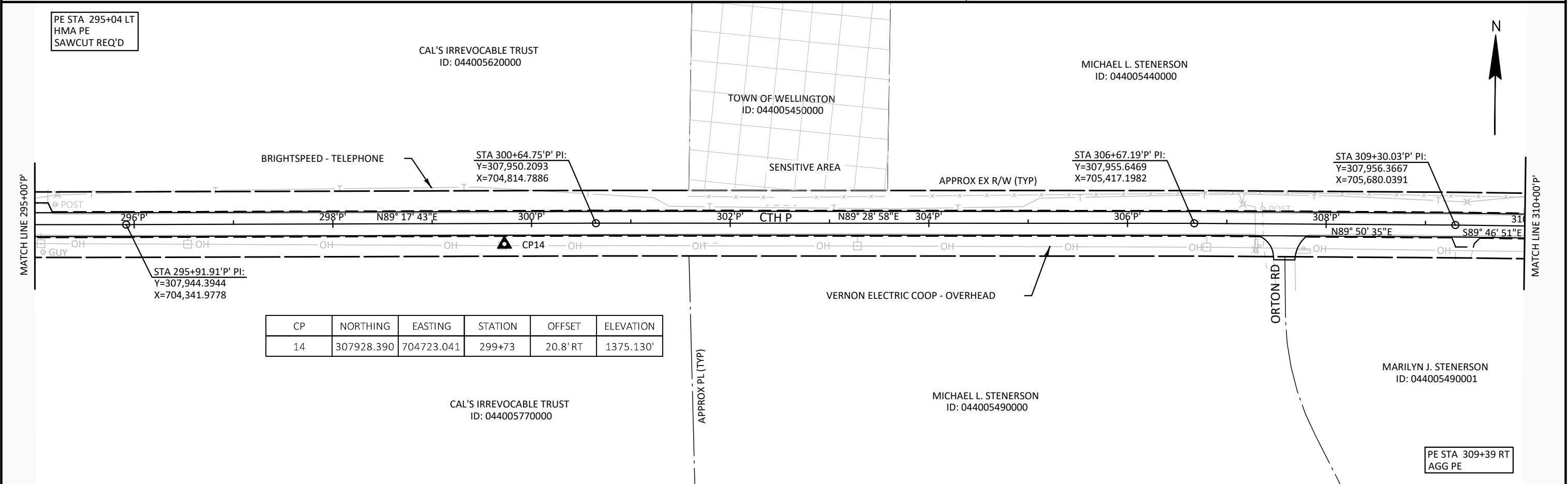
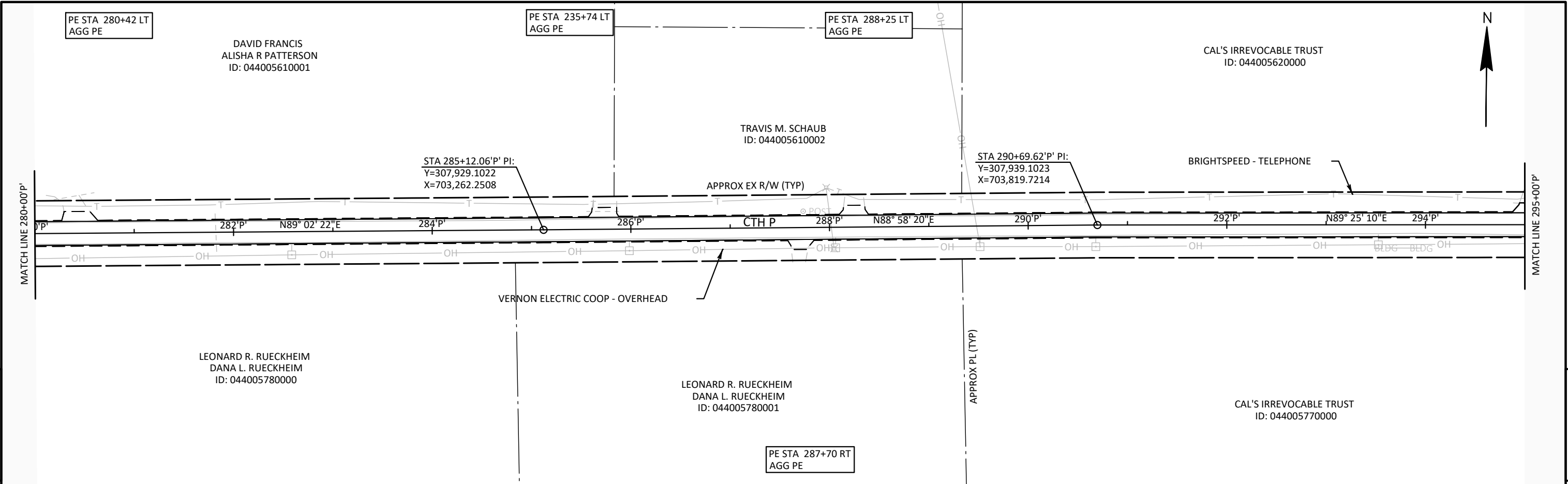
COUNTY: MONROE

PLAN: CTH P

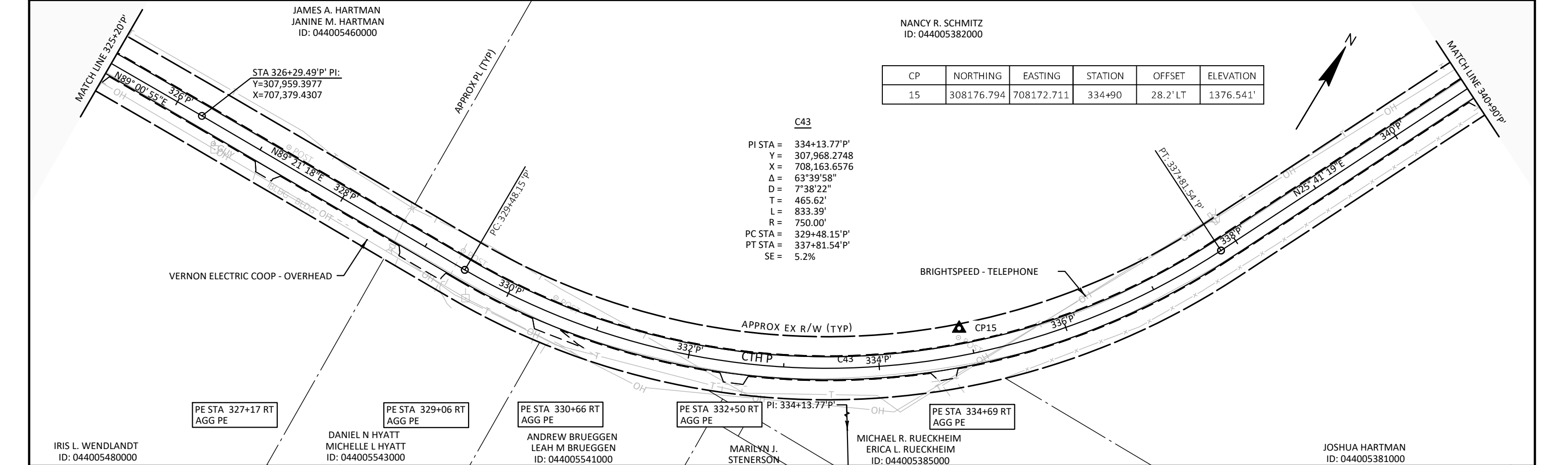
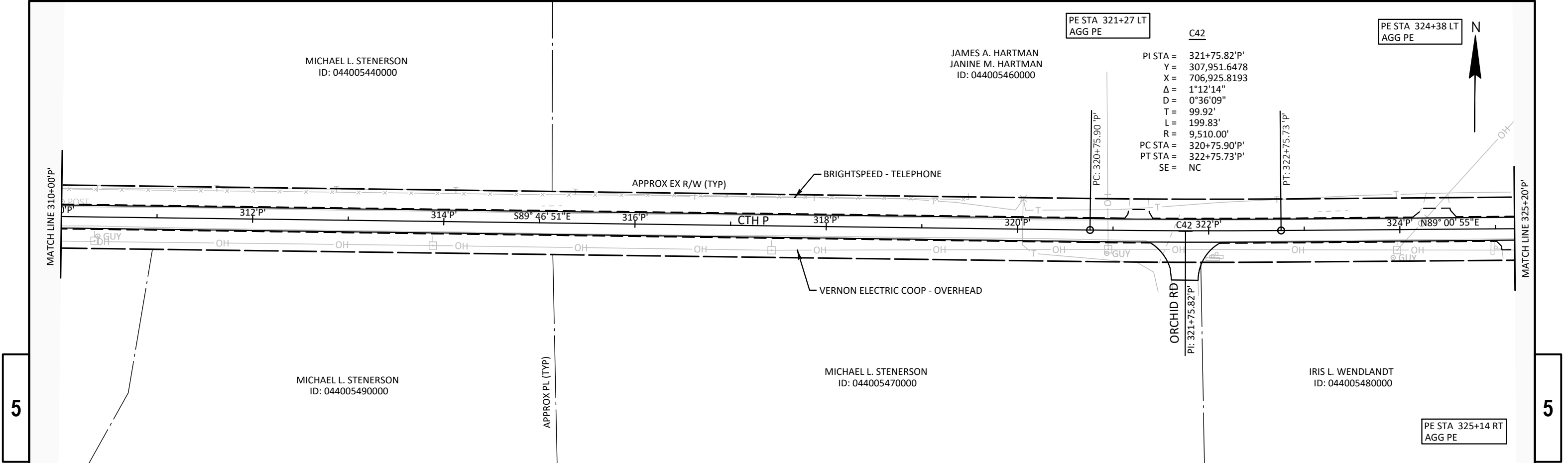
SHEET

E

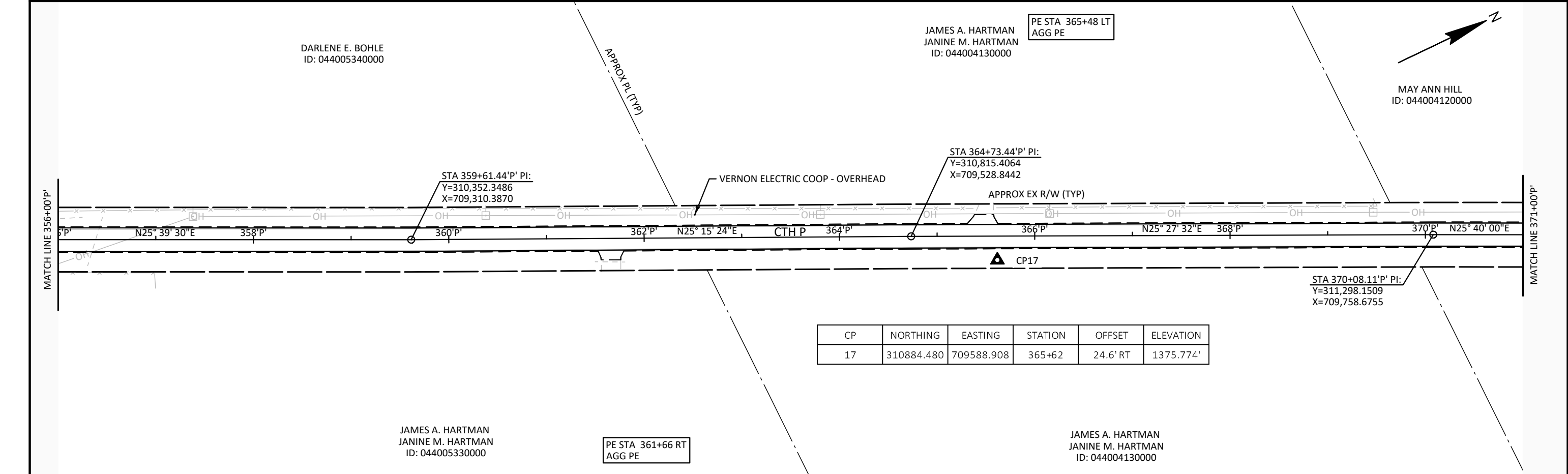
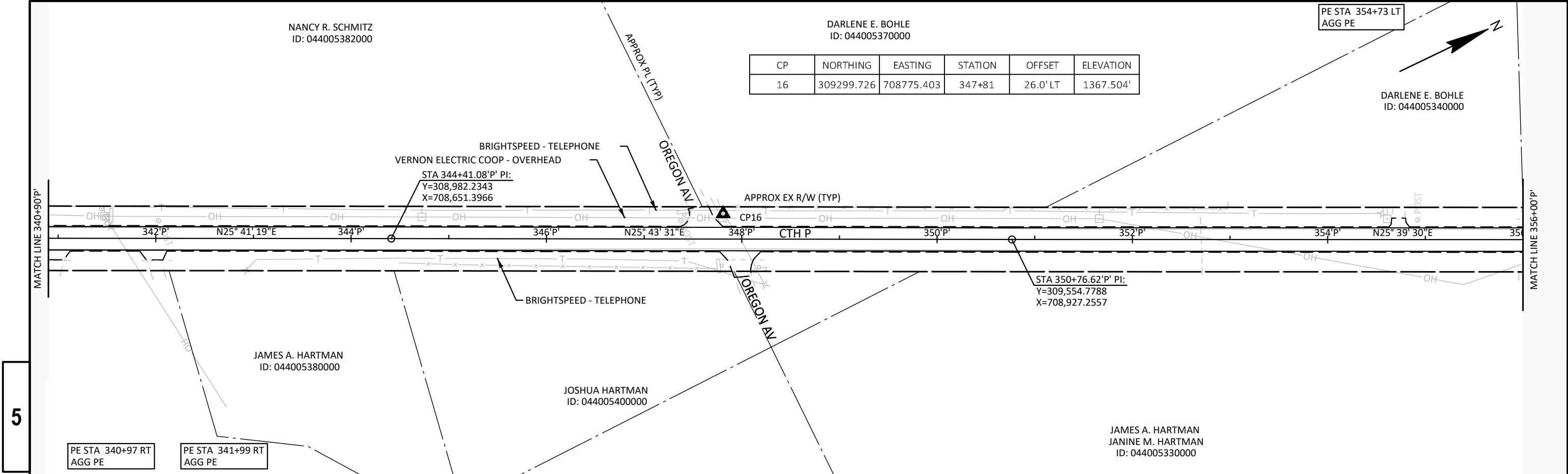




CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
14	307928.390	704723.041	299+73	20.8' RT	1375.130'



CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
15	308176.794	708172.711	334+90	28.2' LT	1376.541'



PE STA 372+99 LT
AGG PE
MAY ANN HILL
ID: 044004120000

GEORGE BOLINT
ID: 044004090000

GEORGE BOLINT
ID: 044004310000

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
18	312153.148	710148.576	379+48	19.4' LT	1356.662'

VERNON ELECTRIC COOP - OVERHEAD

APPROX EX R/W (TYP)

GEORGE BOLINT
ID: 044004090000

STA 384+45.54' P' PI:
Y=312,593.5308
X=710,381.7343

PE STA 385+14 RT
AGG PE

GEORGE BOLINT
ID: 044004310000

MAY ANN HILL
ID: 044004120000

PE STA 374+69 RT
AGG PE

PE STA 375+76 RT
HMA PE
SAWCUT REQ'D

CURB AND GUTTER TABLE			
POINT	STATION	OFFSET	ELEVATION
1	391+15	13.67' RT	1366.68
2	391+25	13.51' RT	1367.06
3	391+50	13.10' RT	1367.83
4	391+75	12.77' RT	1368.48
5	392+00	12.64' RT	1369.10
6	392+25	12.56' RT	1369.67
7	392+50	12.68' RT	1369.97
8	392+75	12.80' RT	1370.26
9	393+00	12.93' RT	1370.56
10	393+25	13.05' RT	1370.86
11	393+43	13.14' RT	1371.08

SHARON CAROLYN MEYER-PUFAHL
ID: 044004270000

GEORGE BOLINT
ID: 044004310000

NORHARDT AV
APPROX PL (TYP)

APPROX EX R/W (TYP)

PC: 393+87.92' P'

PI: 395+75.30' P'

PT: 397+57.05' P'

VERNON ELECTRIC COOP - OVERHEAD

BRIGHTSPEED - TELEPHONE

STA 386+31.01' P' PI:
Y=312,760.3888
X=710,462.7248

STA 388+39.77' P' PI:
Y=312,947.5028
X=710,555.2880

STA 390+60.82' P' PI:
Y=313,145.5995
X=710,653.3657

PE STA 390+51 RT
HMA PE
SAWCUT REQ'D

PE STA 393+22 RT
AGG PE

EVANGELICAN LUTHERAN ST MATTHEWS
CONGREGATION OF WELLINGTON
GERMAN LUTHERAN ST MATHEW CEMETERY
ASSOCIATION
ID: 044004320000

C44

PI STA = 395+75.30' P'
Y = 313,610.0262
X = 710,874.7376
Δ = 24°18'35"
D = 6°35'09"
T = 187.38'
L = 369.13'
R = 870.00'
PC STA = 393+87.92' P'
PT STA = 397+57.05' P'
SE = 4.8%

CP	NORTHING	EASTING	STATION	OFFSET	ELEVATION
19	313550.344	710822.107	394+95	28.6' LT	1367.746'

SHARON CAROLYN MEYER-PUFAHL
ID: 044004270000

PROJECT NO: 5515-00-71

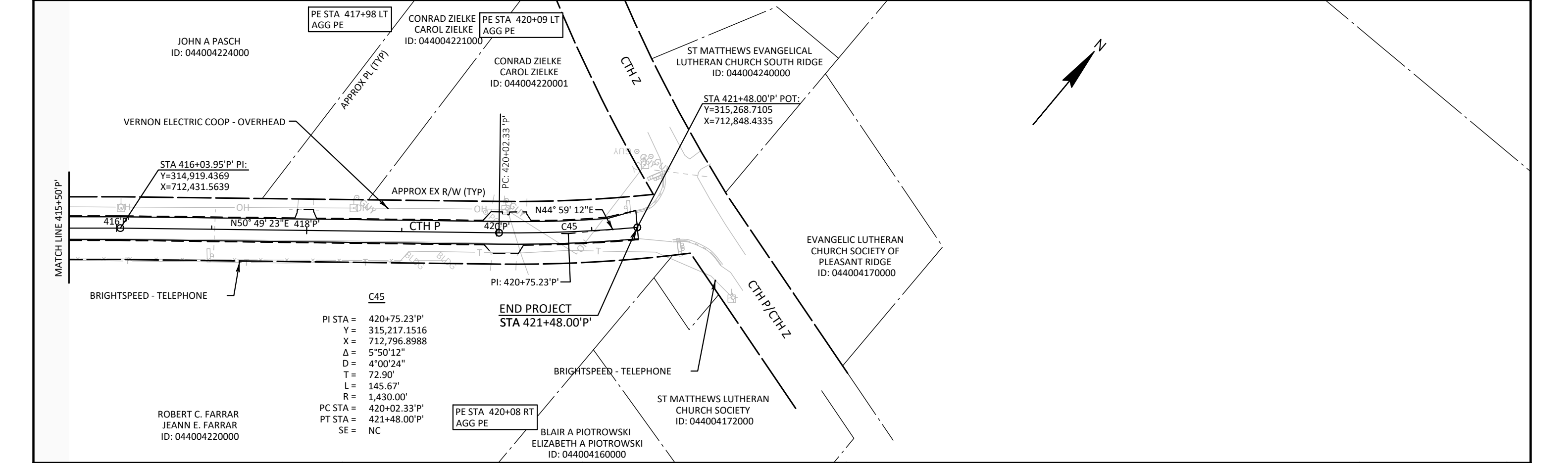
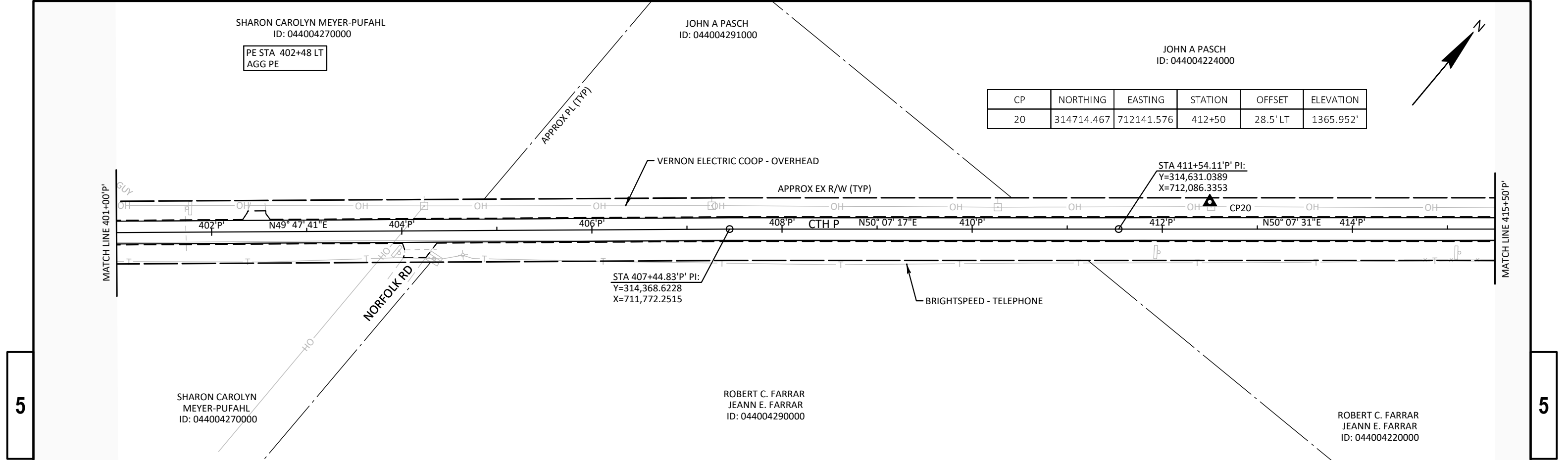
HWY: CTH P

COUNTY: MONROE

PLAN: CTH P

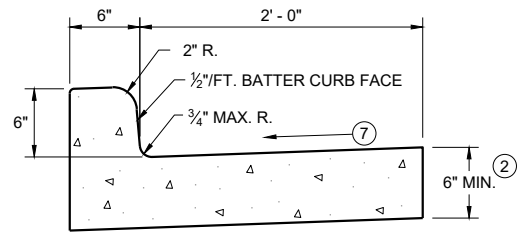
SHEET

E

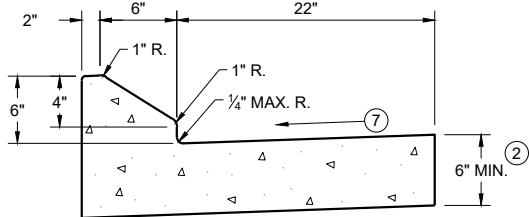


Standard Detail Drawing List

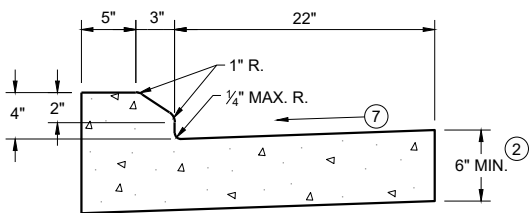
08D01-23A	CONCRETE CURB & GUTTER
08D01-23B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
13C19-03	HMA LONGITUDINAL JOINTS
14B29-01	SAFETY EDGE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY



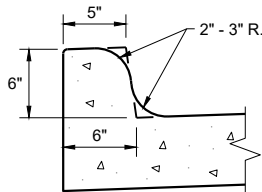
TYPES A^① & D



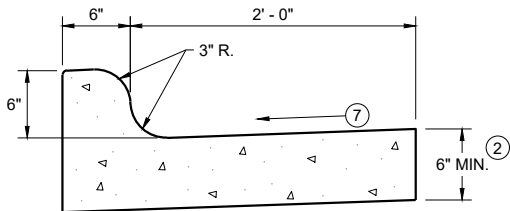
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

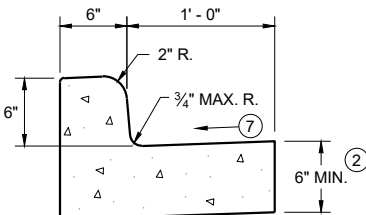


TYPES K^① & L
(OPTIONAL CURB SHAPE)



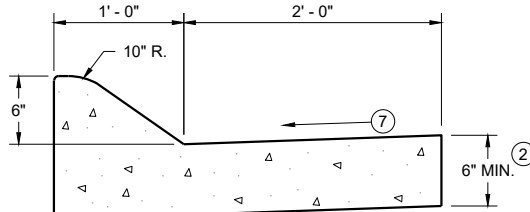
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

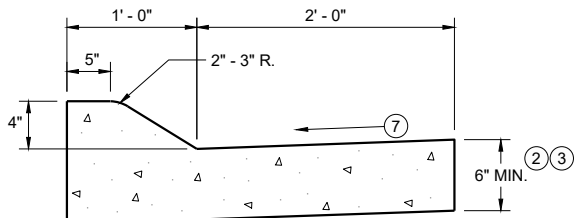


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

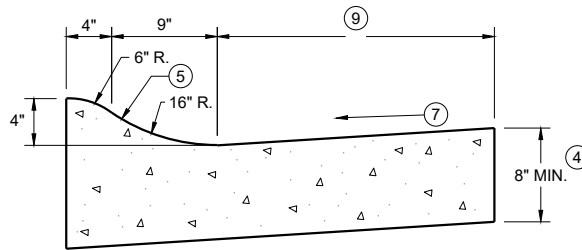


6" SLOPED CURB TYPES A^① & D



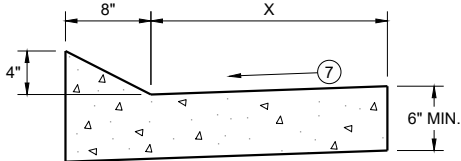
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T

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

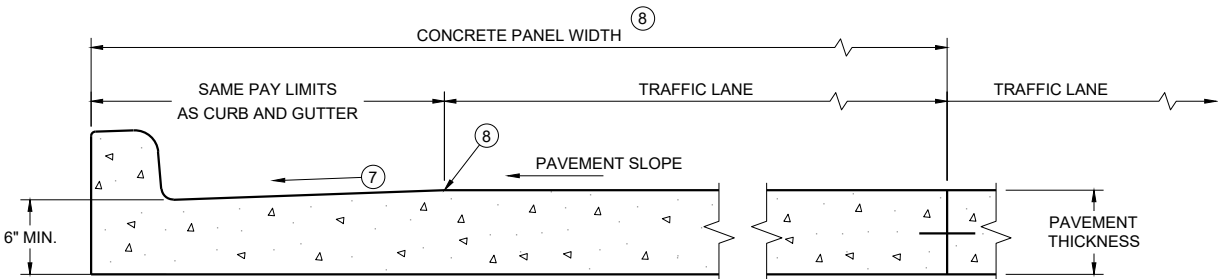


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

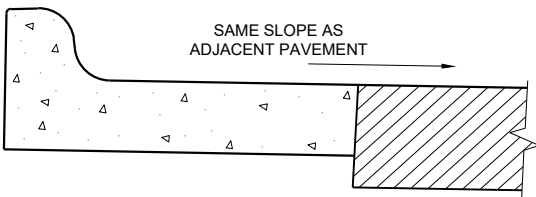
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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



PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER *

* BIKE LANE IS NOT SHOWN



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

GENERAL NOTES

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

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

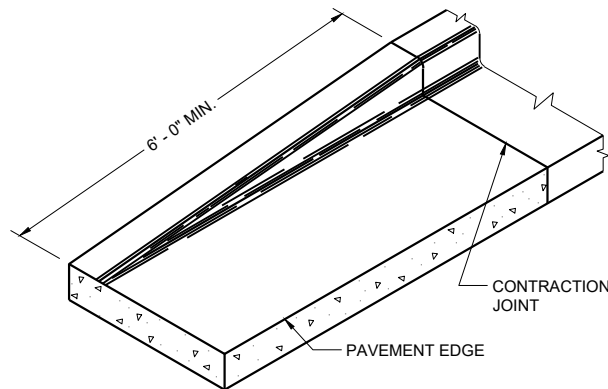
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

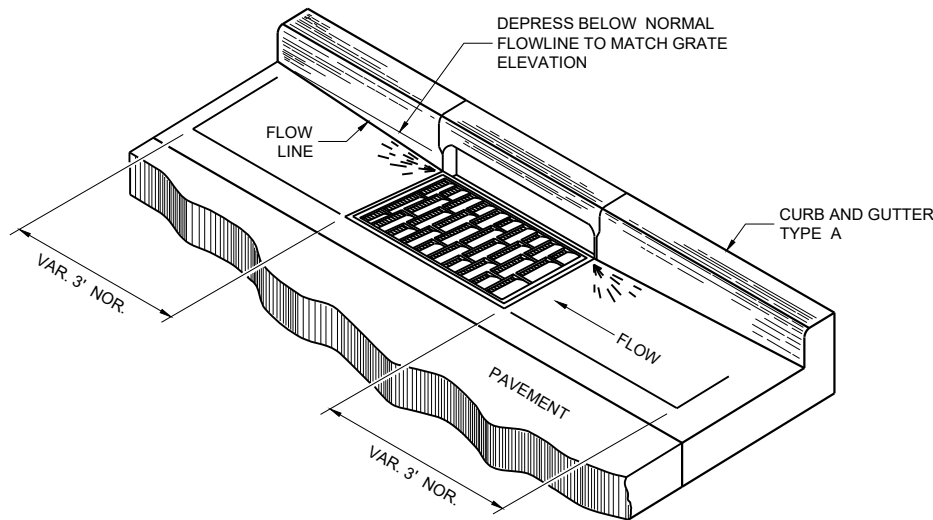
- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ③ USE 8" MINIMUM GUTTER THICKNESS WHEN USED WITH AN ADJACENT CONCRETE TRUCK APRON PLACED BEHIND BACK OF CURB.
- ④ THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 8" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑤ UNLESS OTHERWISE NOTED, FOR STAKING PURPOSES THE FACE OF CURB IS 6" FROM THE BACK OF CURB.
- ⑥ WHEN REVERSE SLOPE GUTTER IS REQUIRED, THE LOCATION(S) WILL BE SHOWN ELSEWHERE IN THE PLAN.
- ⑦ USE 4% GUTTER CROSS SLOPE UNLESS OTHERWISE NOTED IN THE PLANS.
- ⑧ INCLUDE LONGITUDINAL JOINT AND TIE BARS ALONG LANE EDGE WHEN CONCRETE PANEL WIDTH EXCEEDS THE MAXIMUM WIDTH PER TABLE BELOW. LONGITUDINAL JOINT(S) ARE NOT ALLOWED WITHIN TRAFFIC LANES AND BIKE LANES. LONGITUDINAL JOINT MAY BE SAWED.
- ⑨ CONCRETE CURB AND GUTTER 4-INCH SLOPED 30-INCH TYPE "R" AND "T" = 17 INCHES
CONCRETE CURB AND GUTTER 4-INCH SLOPED 36-INCH TYPE "R" AND "T" = 23 INCHES

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

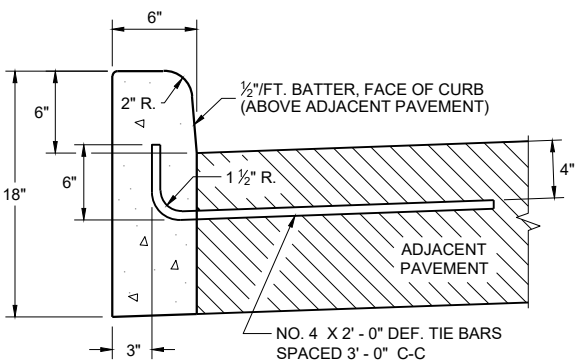


END SECTION CURB AND GUTTER

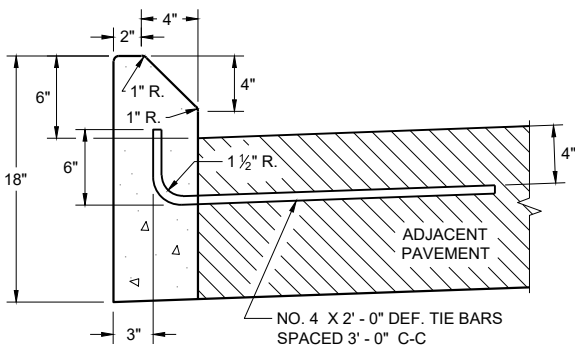


DETAIL OF CURB AND GUTTER AT INLETS

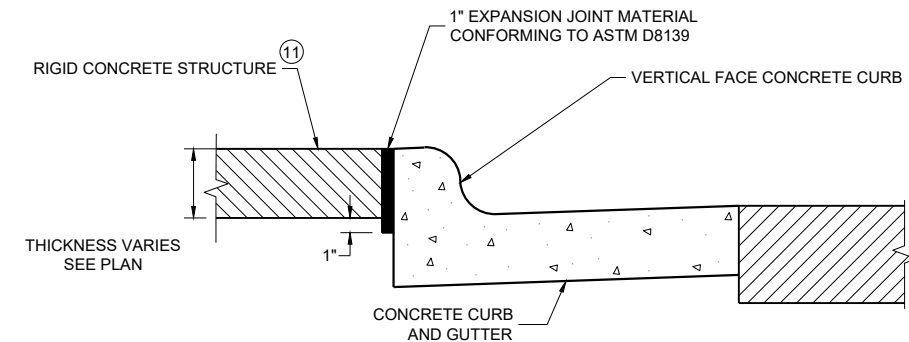
(TYPICAL H INLET COVER SHOWN)



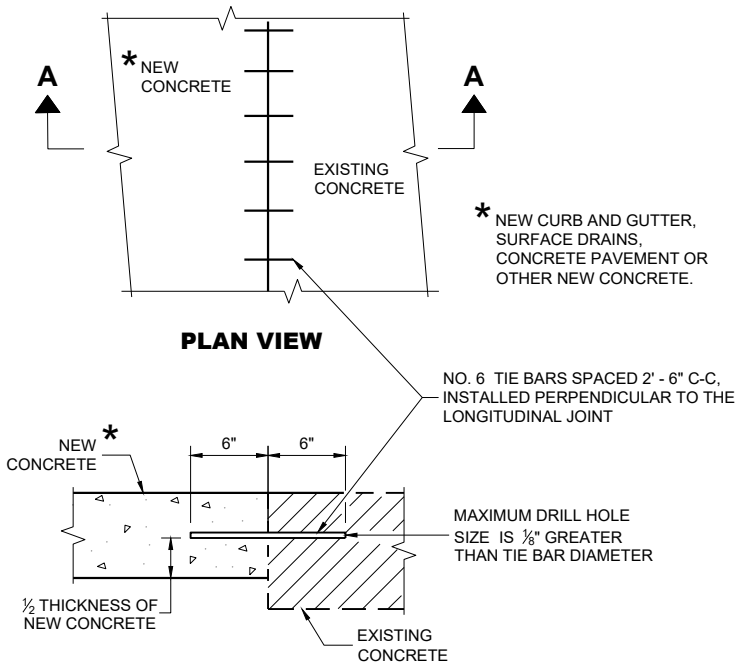
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



EXPANSION JOINT DETAIL FOR VERTICAL CURB ABUTTING A RIGID STRUCTURE^⑪



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

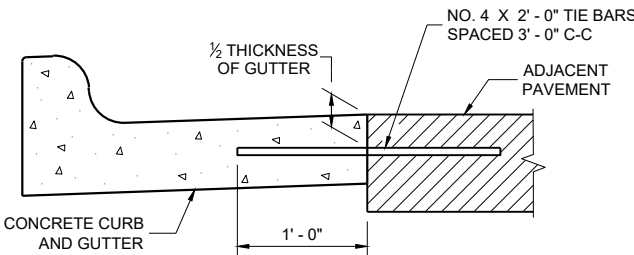
GENERAL NOTES

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

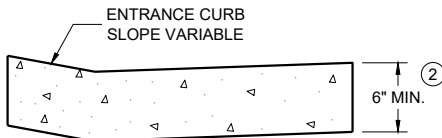
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

- ① TIE BARS ARE REQUIRED FOR CURB AND GUTTERS TYPES A, G, K, R, AND TBTT.
- ② THE BOTTOM OF CURB AND GUTTER MAY BE CONSTRUCTED EITHER LEVEL OR PARALLEL TO THE SLOPE OF THE SUBGRADE OR BASE AGGREGATE PROVIDED A 6" MINIMUM GUTTER THICKNESS IS MAINTAINED.
- ⑩ REFER TO SDD 08D18 AND 08D19 FOR ADDITIONAL DRIVEWAY ENTRANCE CURB DETAILS.
- ⑪ PLACE 1" THICK EXPANSION JOINT MATERIAL BETWEEN VERTICAL FACE CURB TYPES EXTENDING FROM THE TOP OF CURB TO 1 INCH BELOW THE ADJOINING CONCRETE SURFACE. RIGID CONCRETE STRUCTURES INCLUDE RAISED CONCRETE MEDIANS, CONCRETE SAFETY ISLANDS, SPLITTER ISLANDS, OR LOCATIONS IDENTIFIED ON THE PLANS.



TYPICAL TIE BAR LOCATION^①

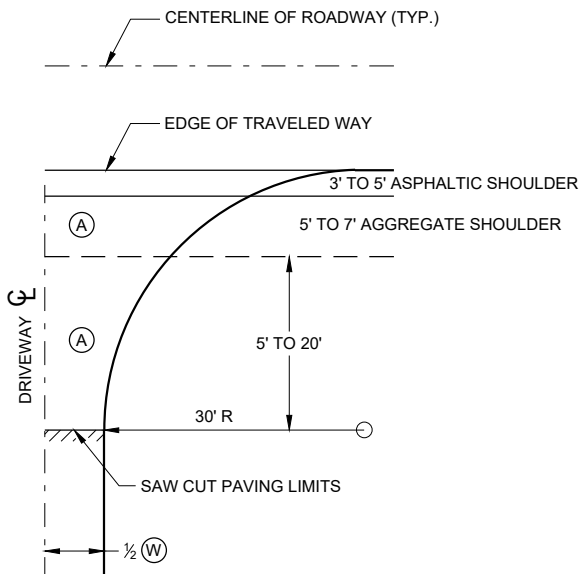


DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

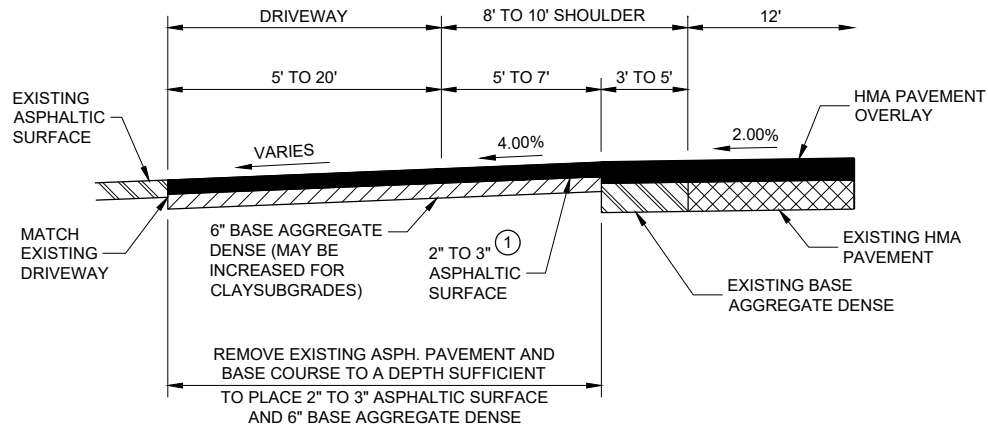
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

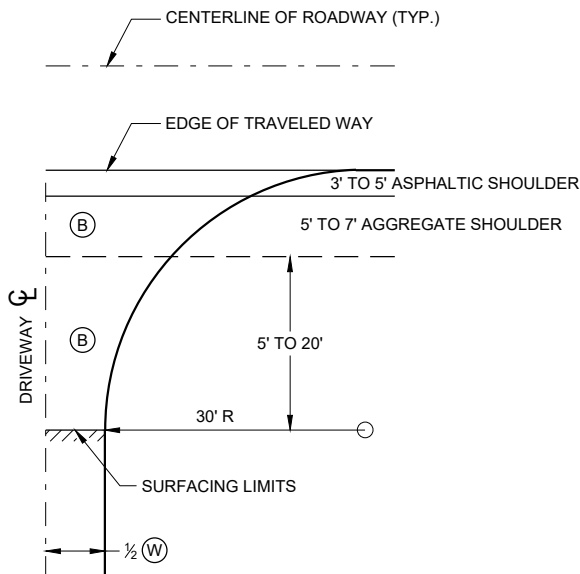


- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.

PLAN VIEW
HALF SECTION

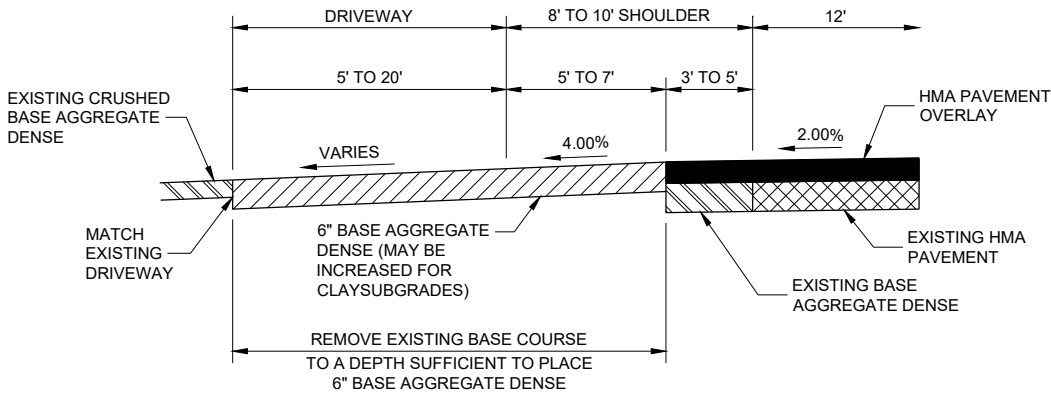


PROFILE VIEW
RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS



- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.

PLAN VIEW
HALF SECTION



PROFILE VIEW
RURAL ENTRANCE
WITH AGGREGATE SURFACE
6" BASE AGGREGATE DENSE
RESURFACING PROJECTS

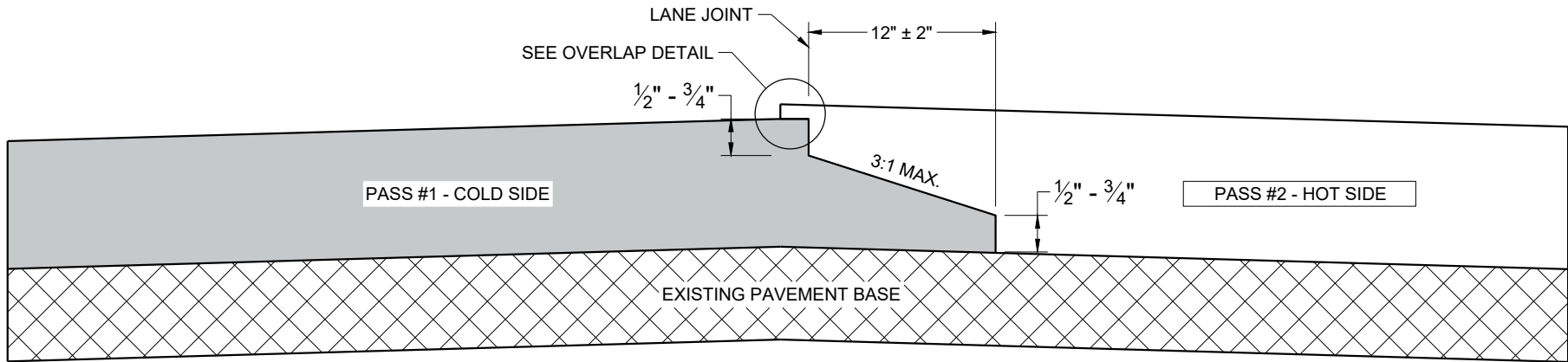
GENERAL NOTES

- ① DESIGN WILL DETERMINE FINAL DRIVEWAY ASPHALTIC THICKNESS BASED ON TYPE OF USAGE AND LOADINGS.

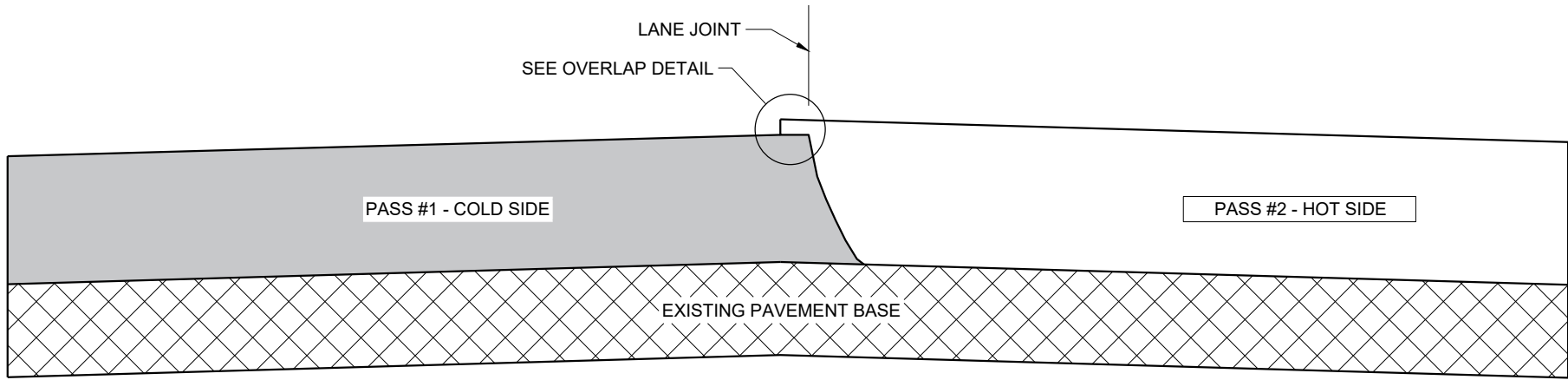
DRIVEWAYS WITHOUT CURB
AND GUTTER RESURFACING
PROJECTS RURAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

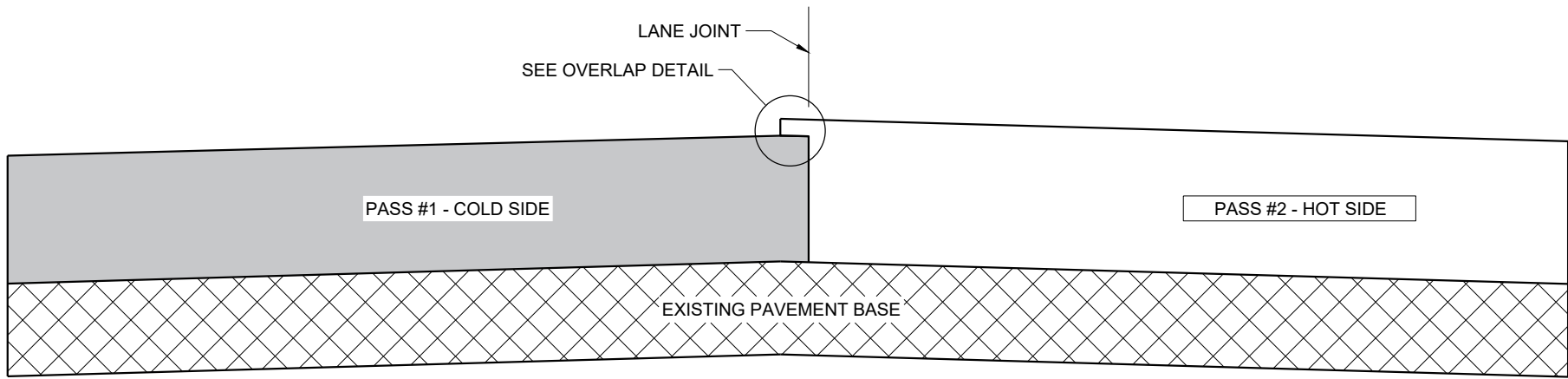
APPROVED
December 2016 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA ENGINEER



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

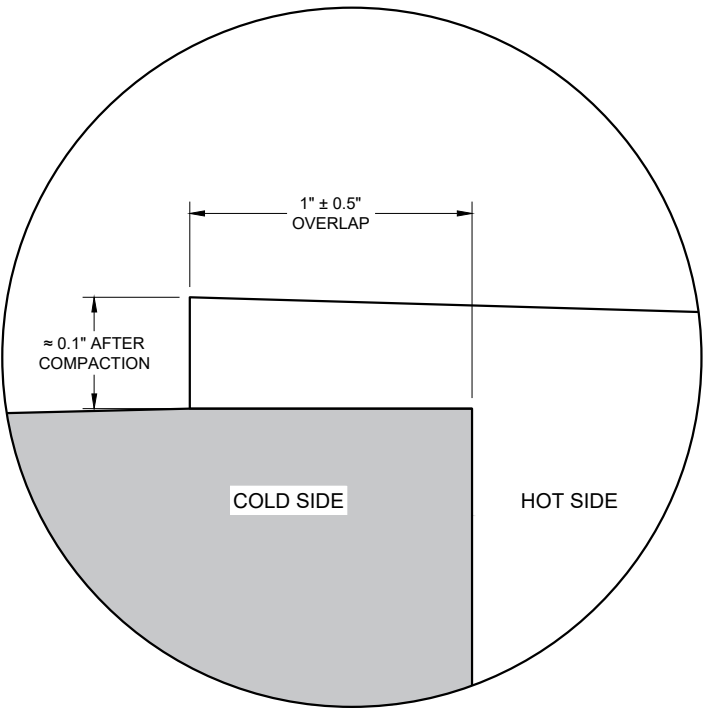
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

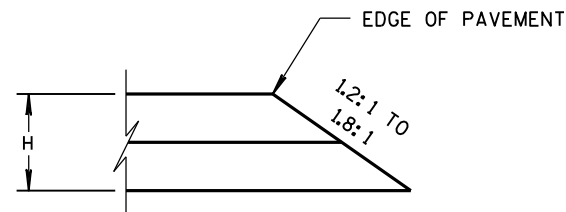


OVERLAP DETAIL (TYPICAL)

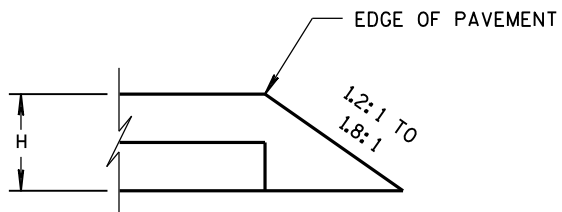
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

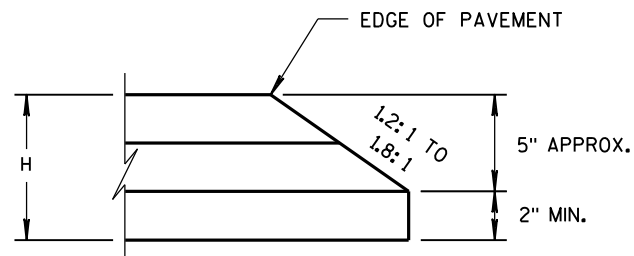
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGINEER
FHWA



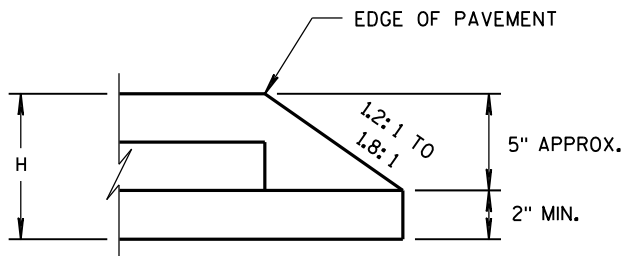
CONSTRUCTED WITH FINAL TWO LAYERS
FOR H 5" OR LESS



CONSTRUCTED WITH FINAL LAYER
FOR H 5" OR LESS

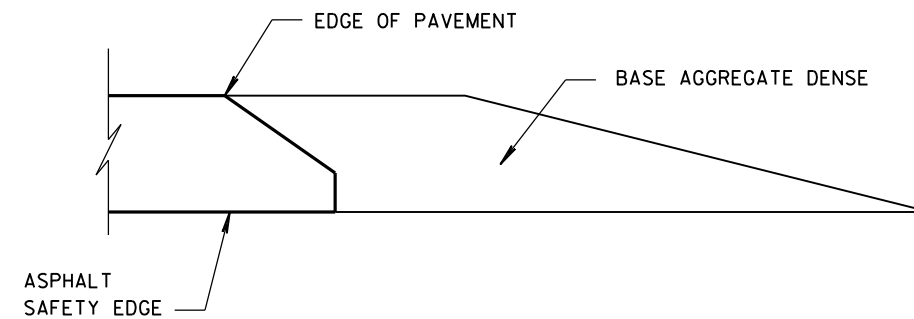


CONSTRUCTED WITH FINAL TWO LAYERS
FOR H GREATER THAN 5"



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

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.

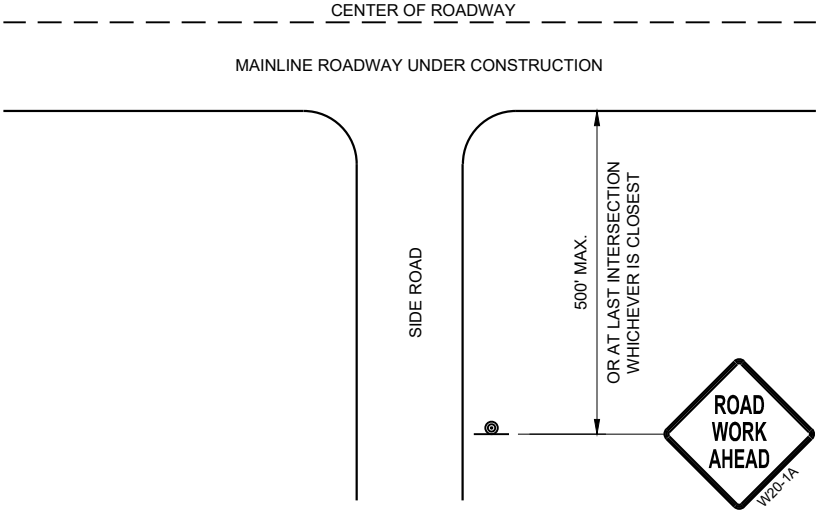
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

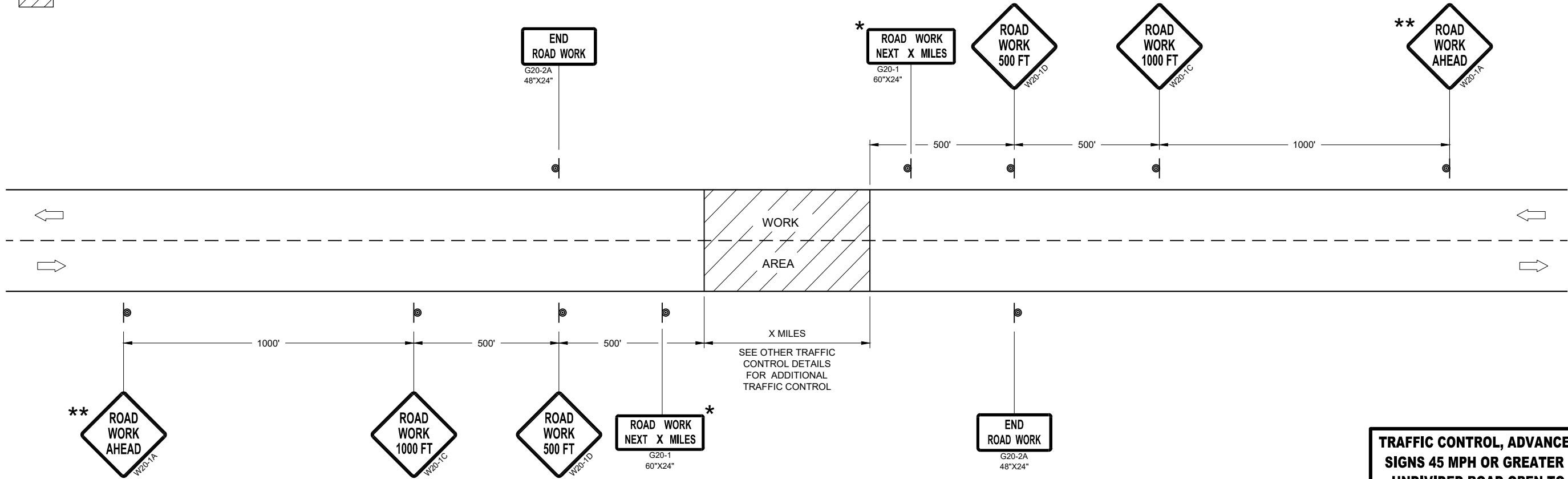
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

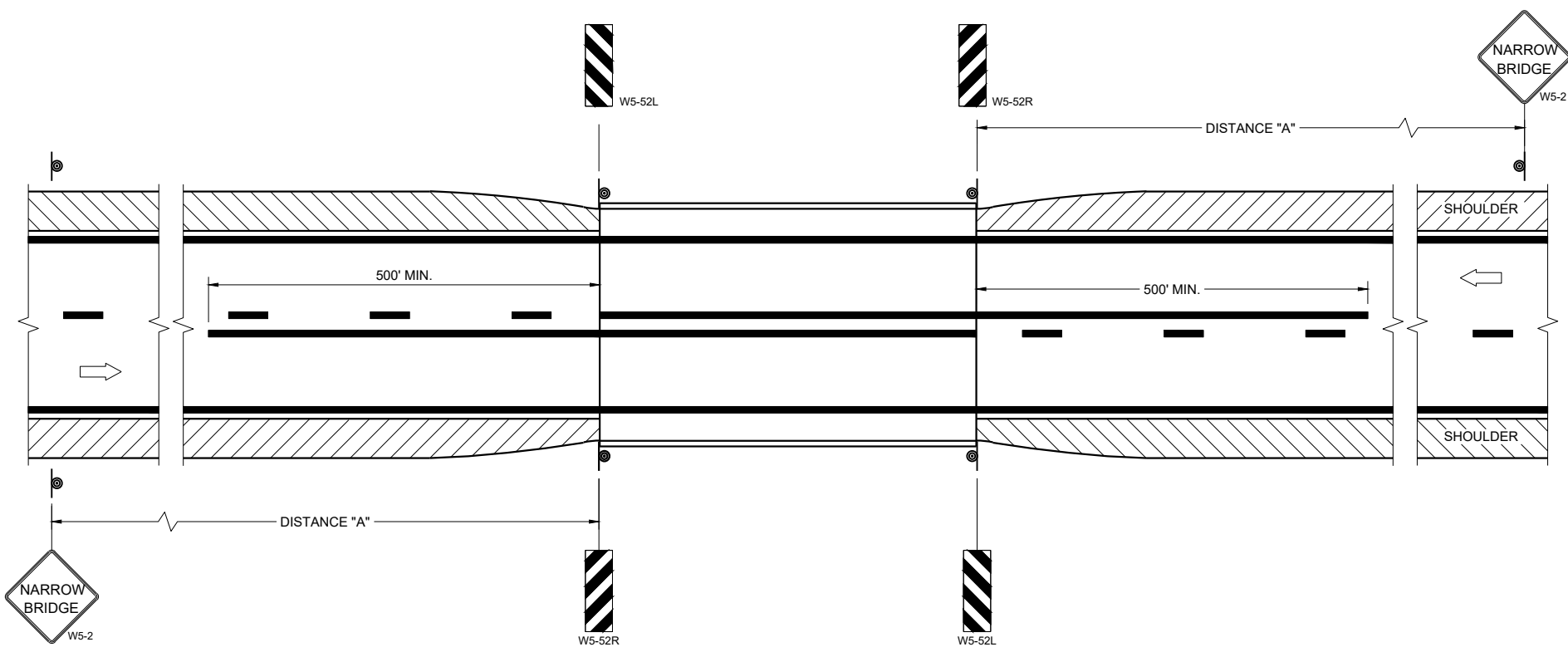


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

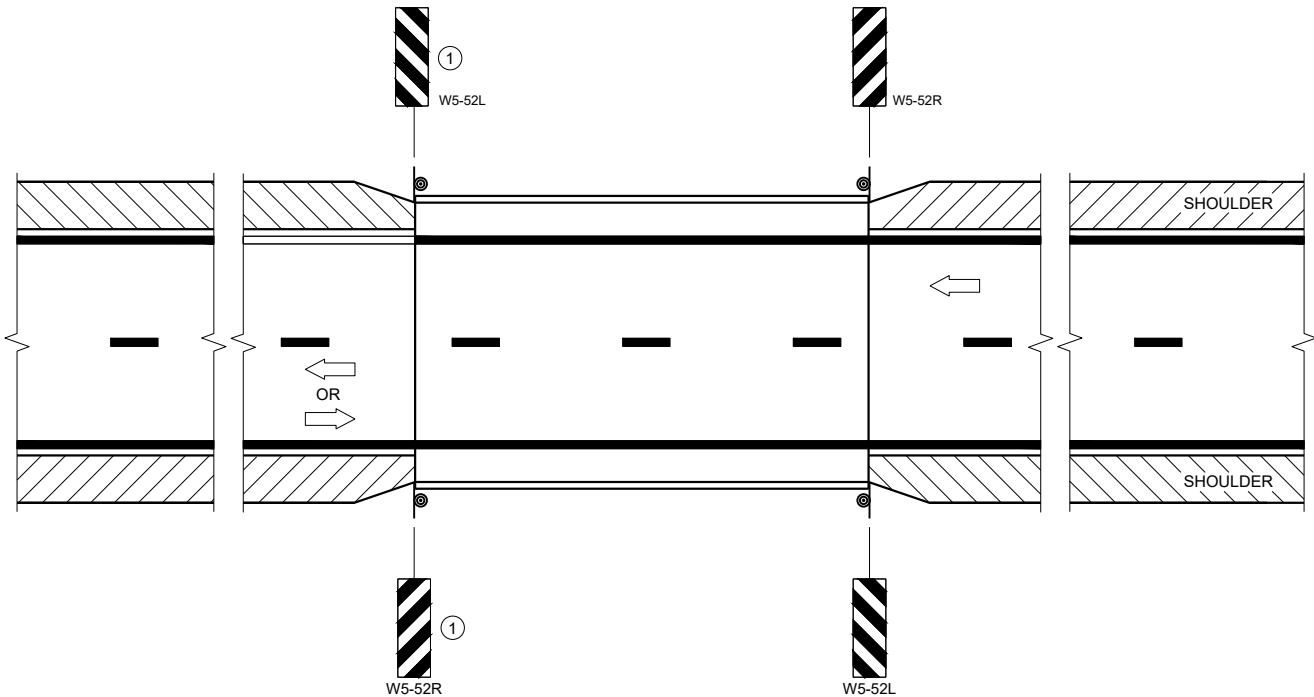
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



SITUATION 1
WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2
WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

① OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT

➡ DIRECTION OF TRAFFIC

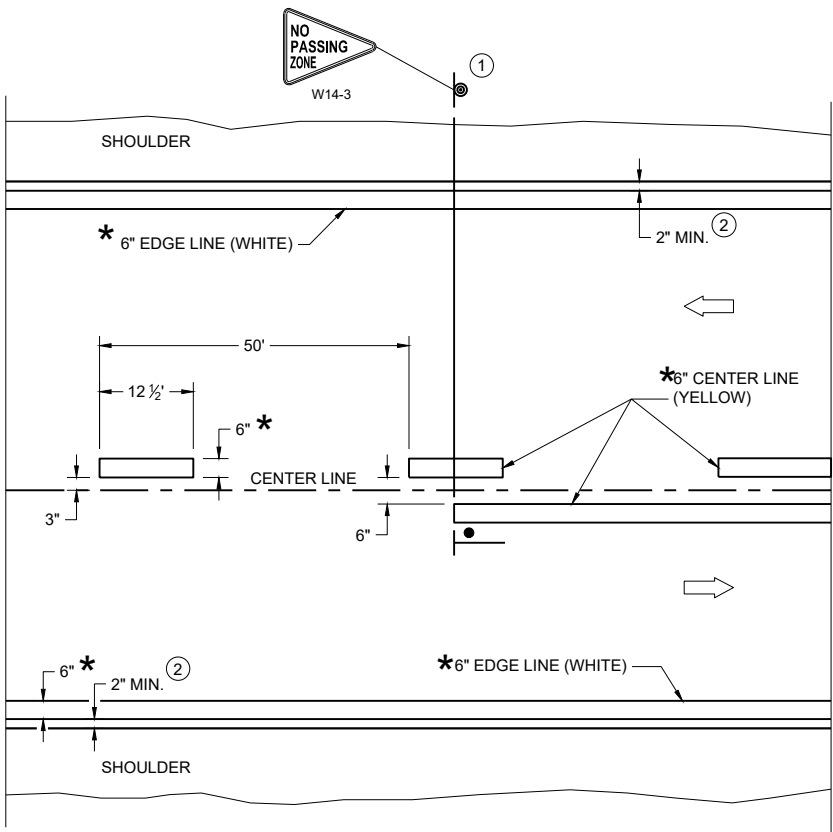
DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

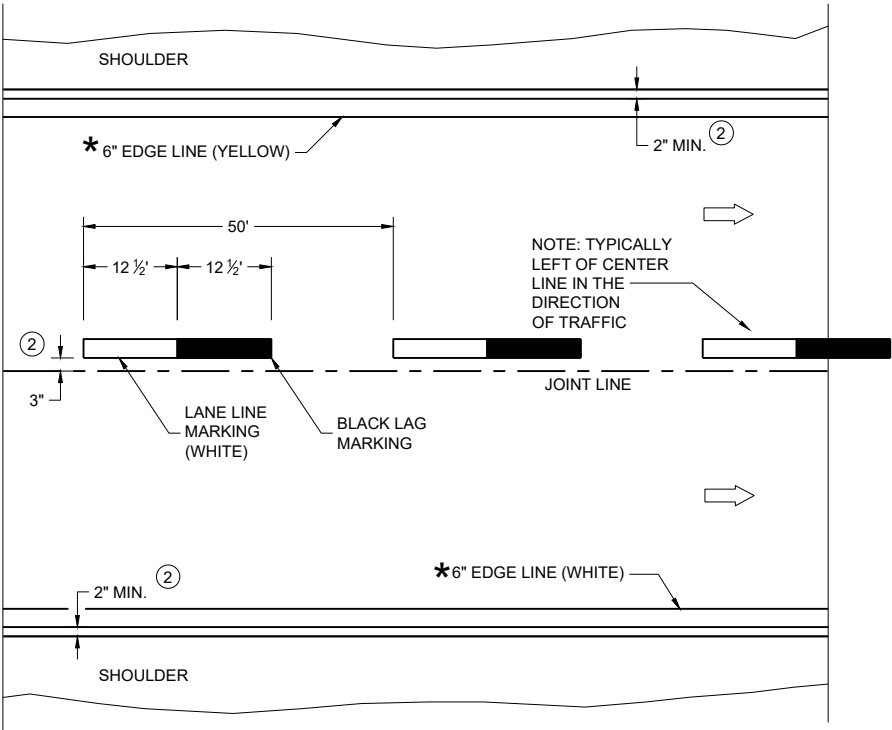
**SIGNING AND MARKING
FOR TWO LANE BRIDGES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE Statewide Pavement Marking 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	

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

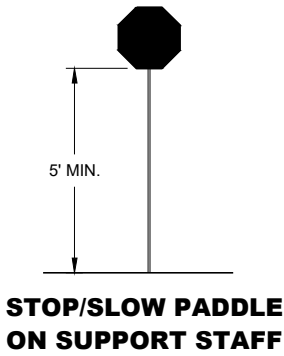
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

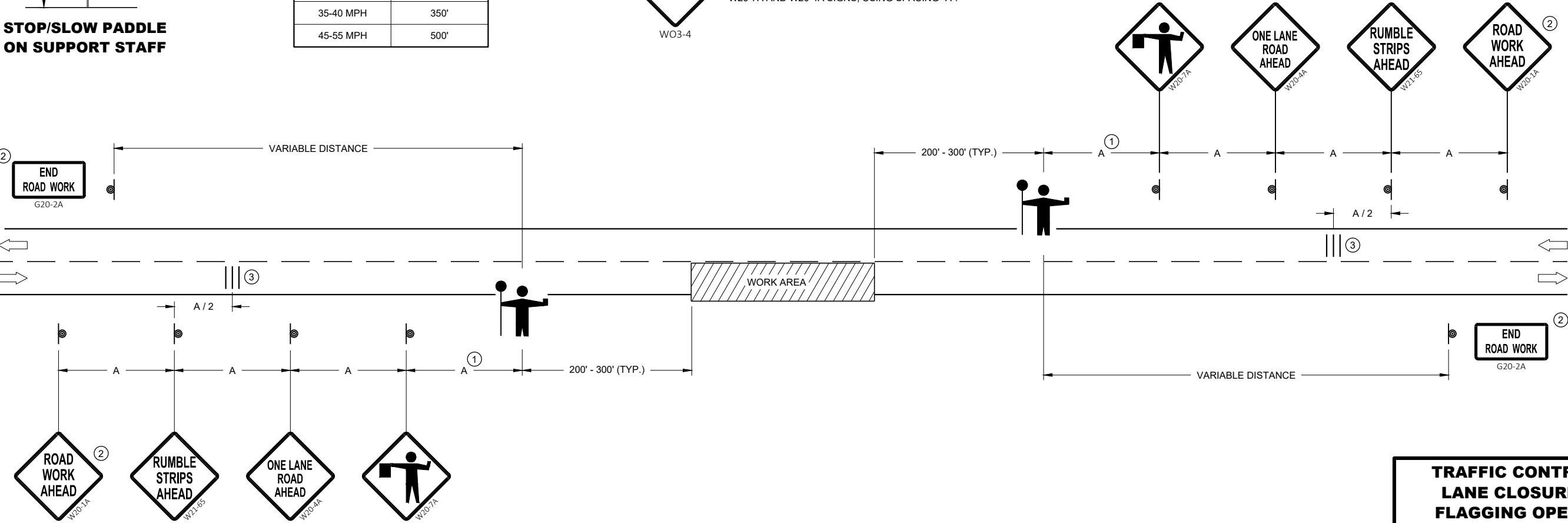


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

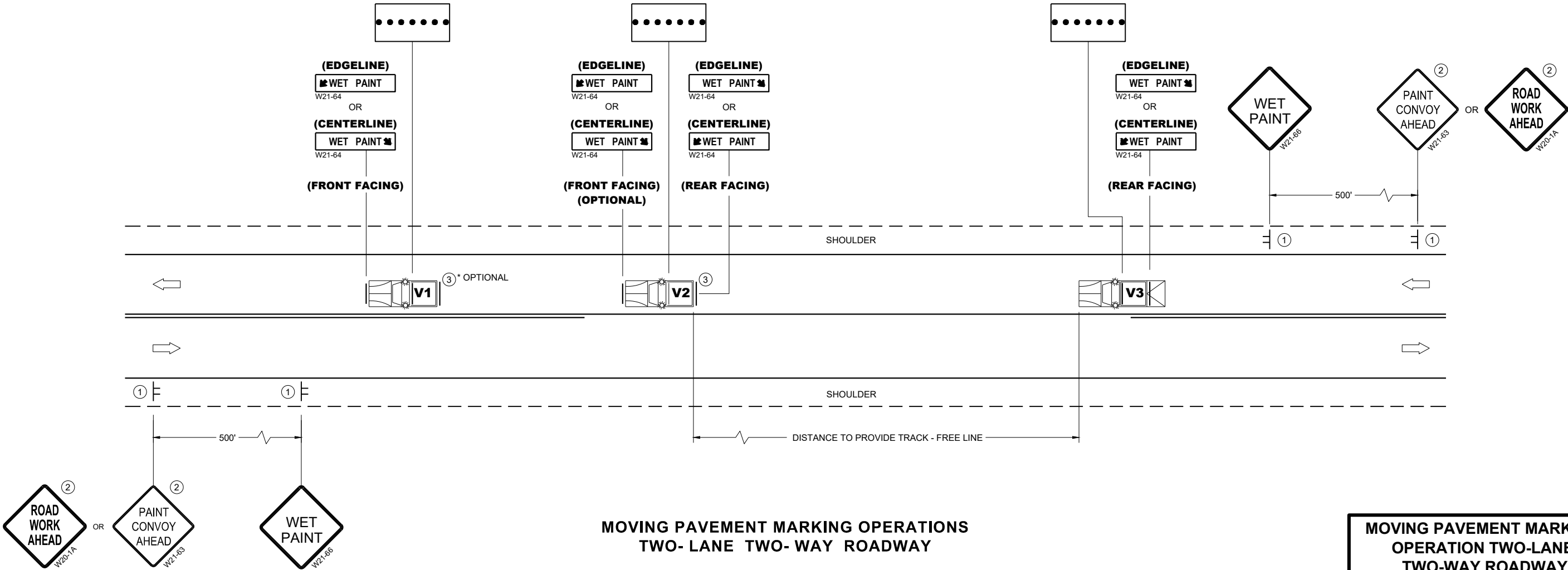
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

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

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

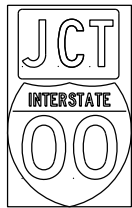
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

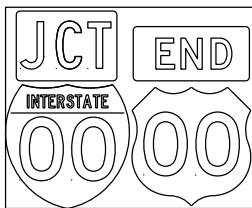
APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

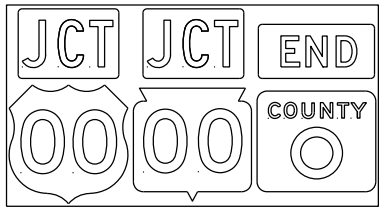
TYPICAL ASSEMBLIES



J1-1



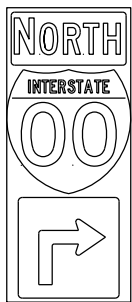
J1-2



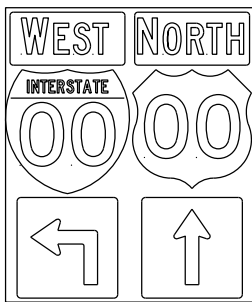
J1-3



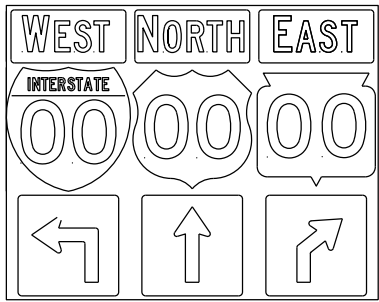
JR1-1



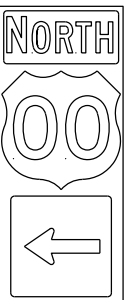
J2-1



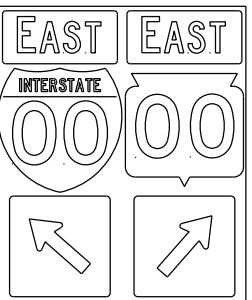
J2-2



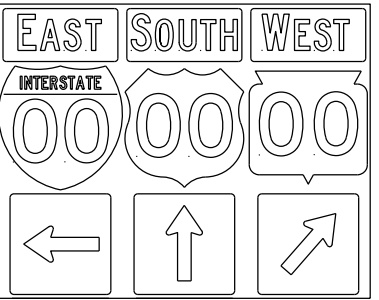
J2-3



J3-1



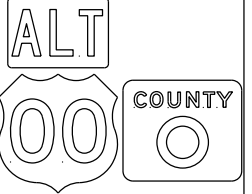
J3-2



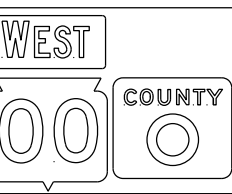
J3-3



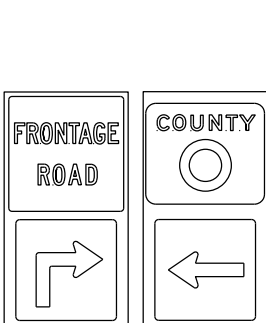
J4-1



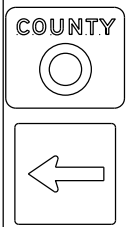
J4-2



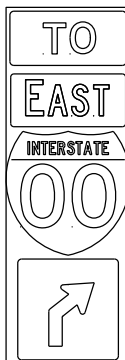
J4-2



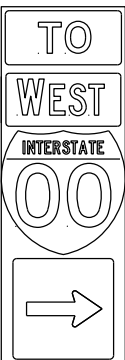
J12-1



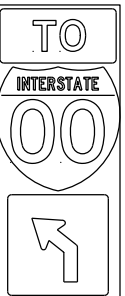
J13-1



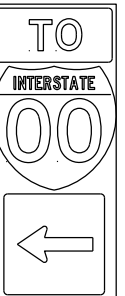
J32-1



J33-1



J22-1



J23-1



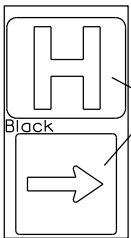
JR13-1



JR23-1



JR99-1

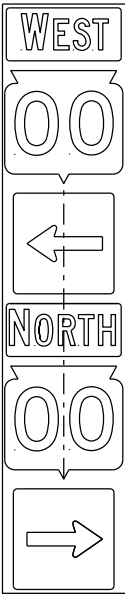
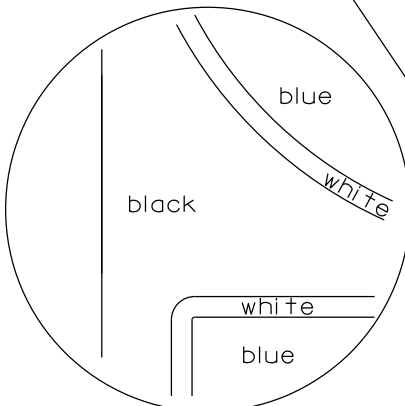


JH-1

Blue Background

Black

blue background with interstate

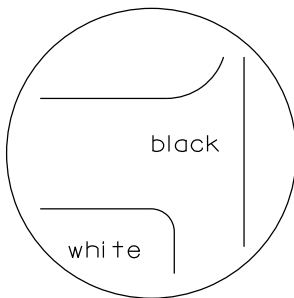
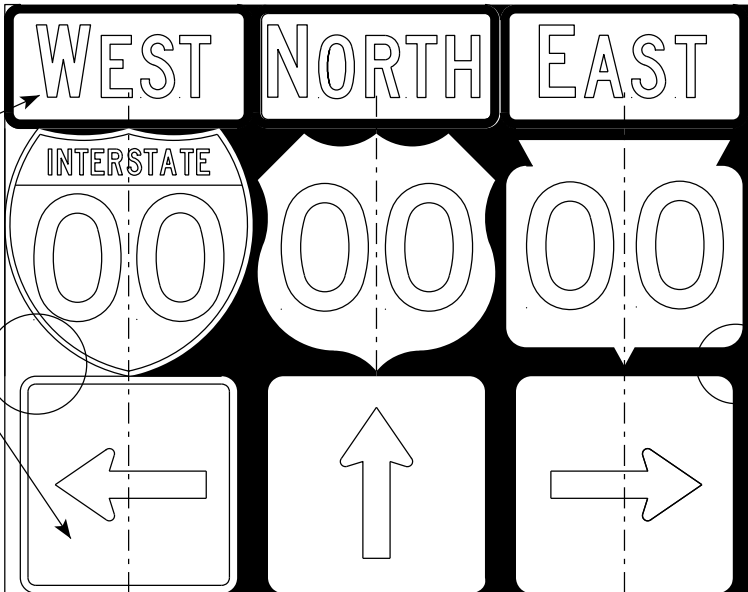


JV

(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

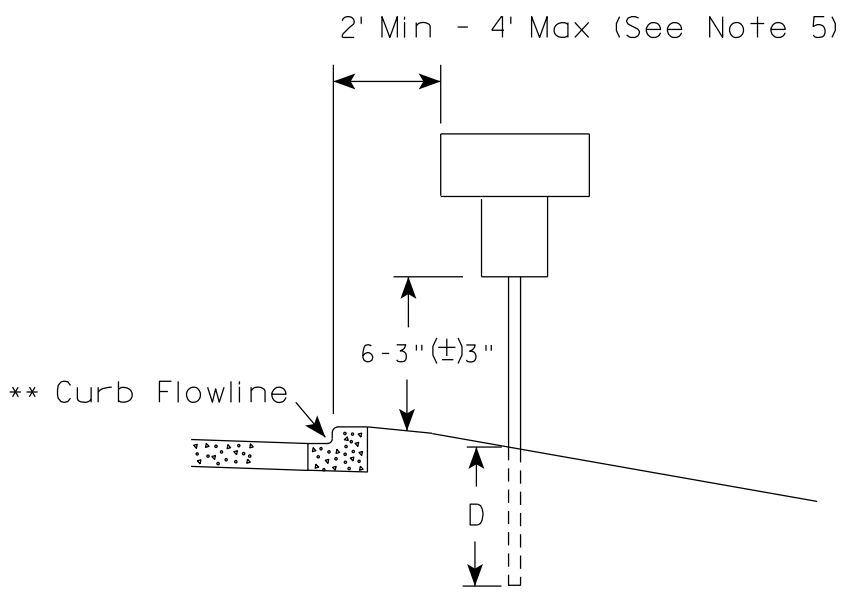
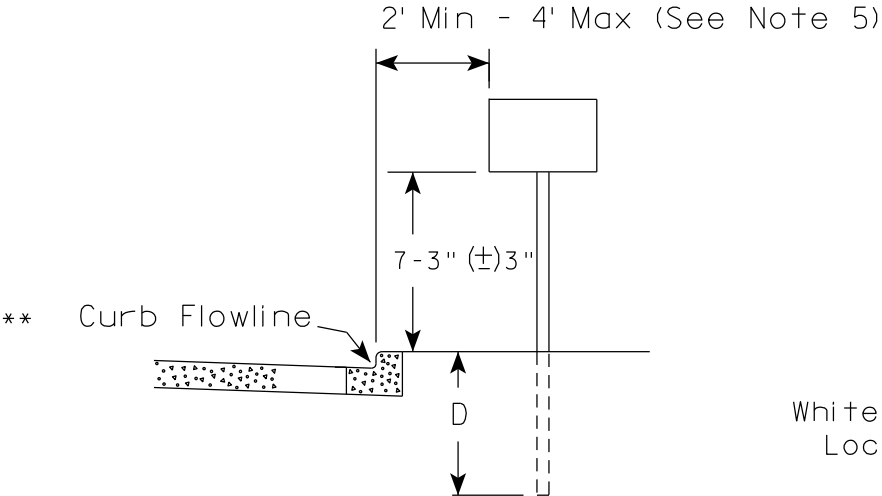
DATE 6/7/23 PLATE NO. A2-1S.10

PROJECT NO:

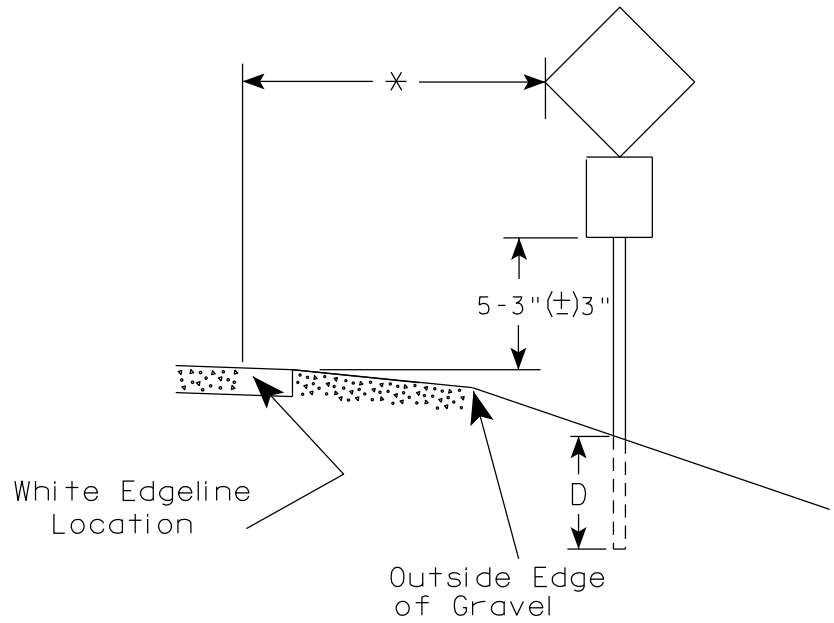
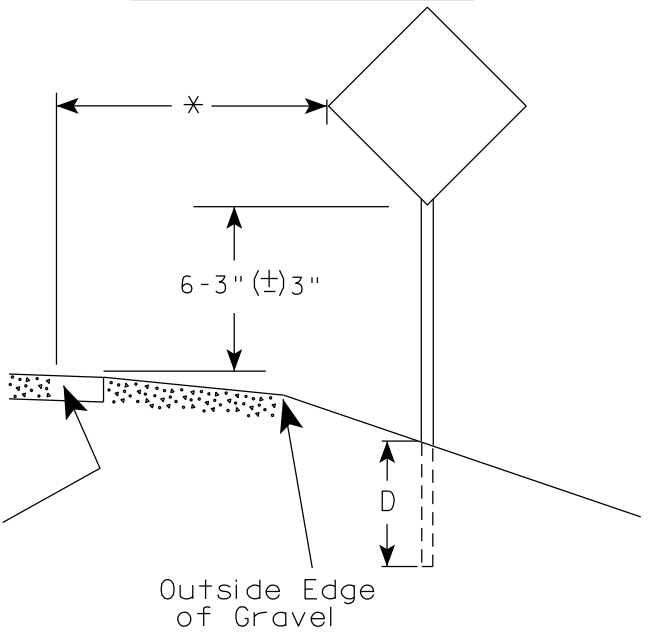
SHEET NO:

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.

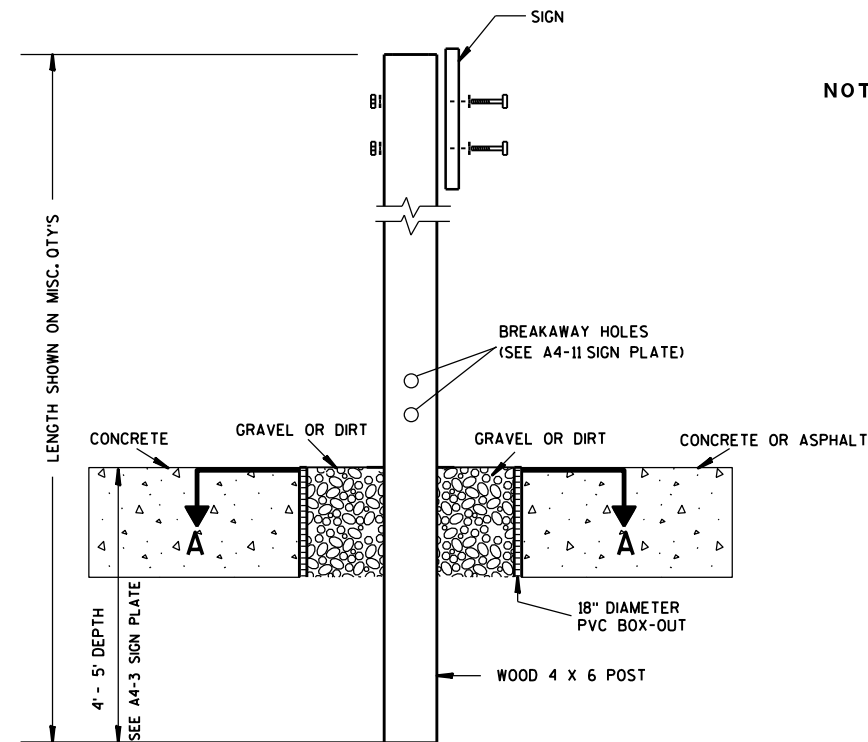
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

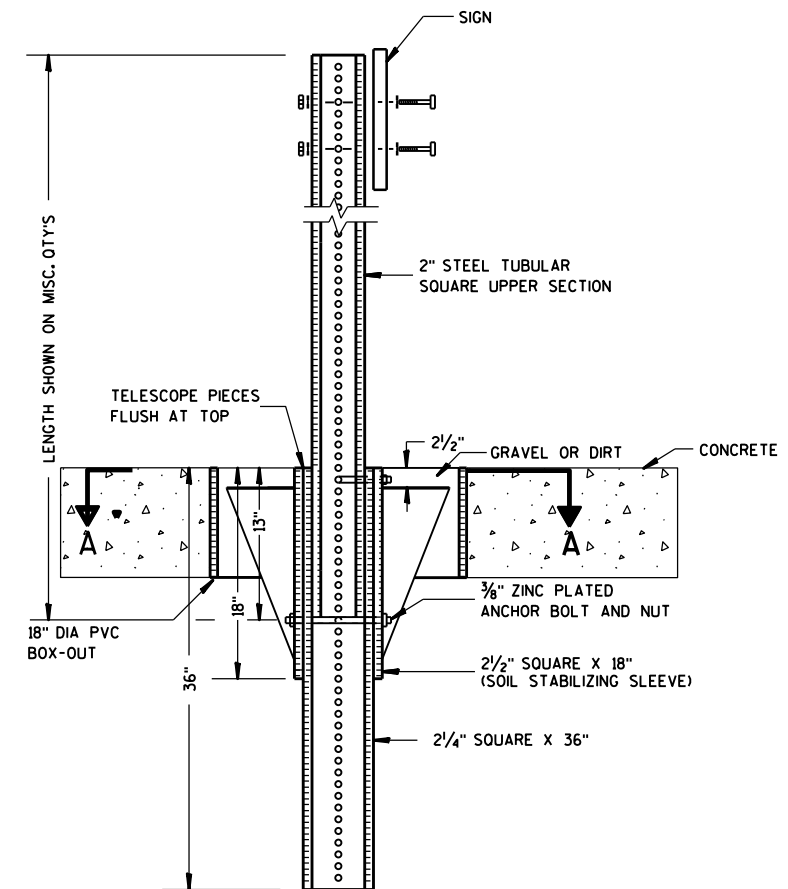
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

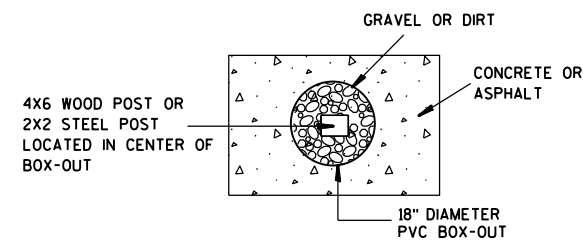
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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

GENERAL NOTES

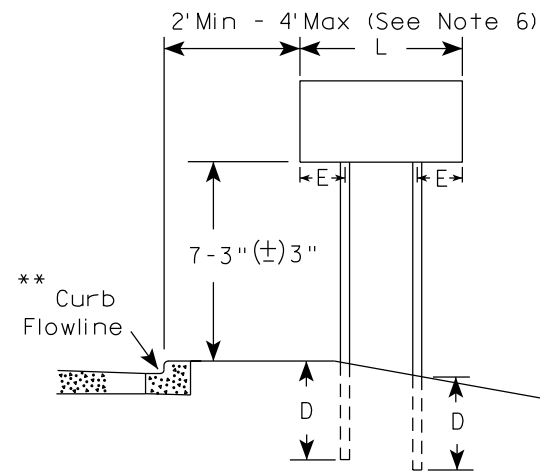
- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.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

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

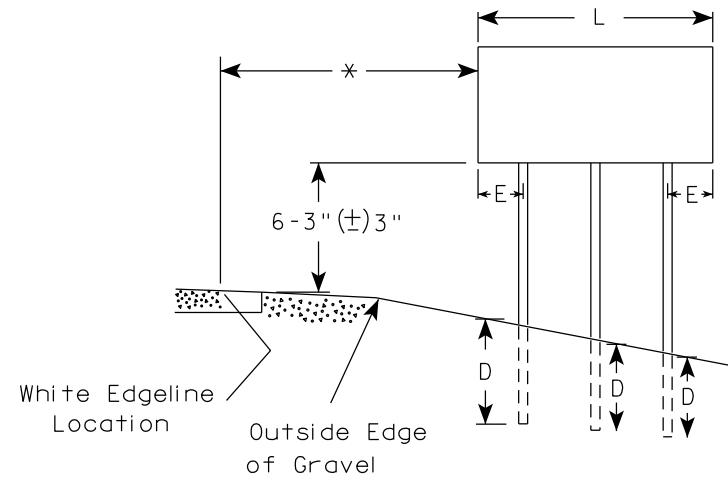
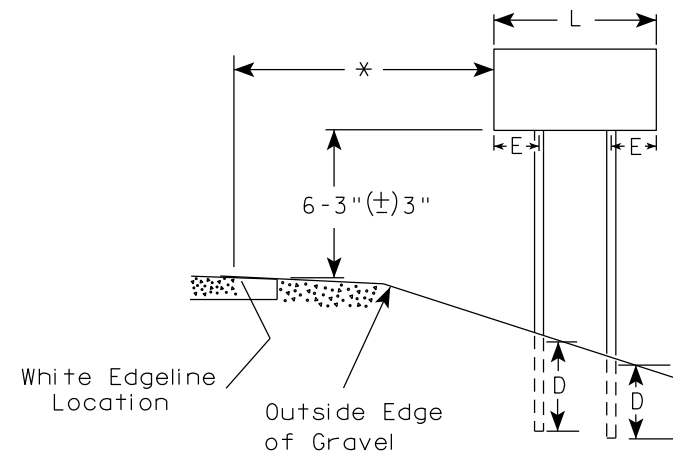
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

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

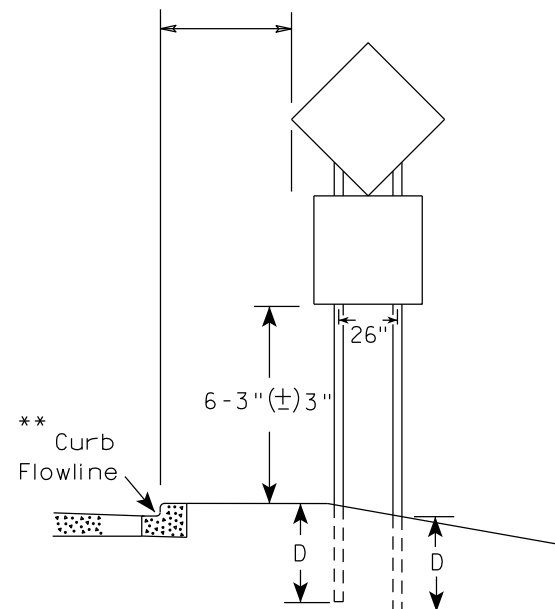
URBAN AREA



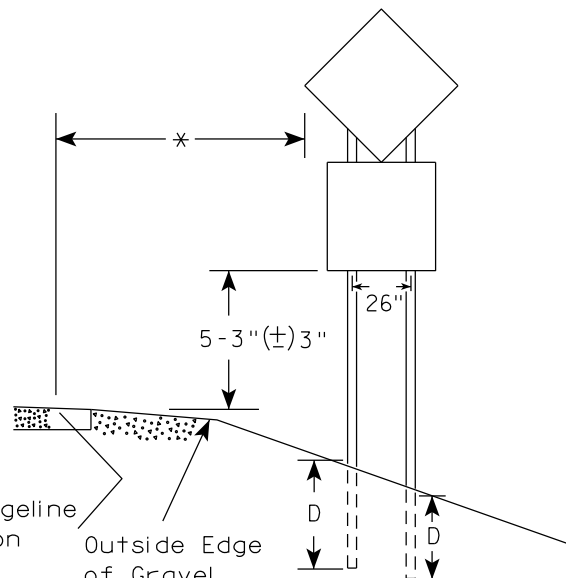
RURAL AREA (See Note 3)



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

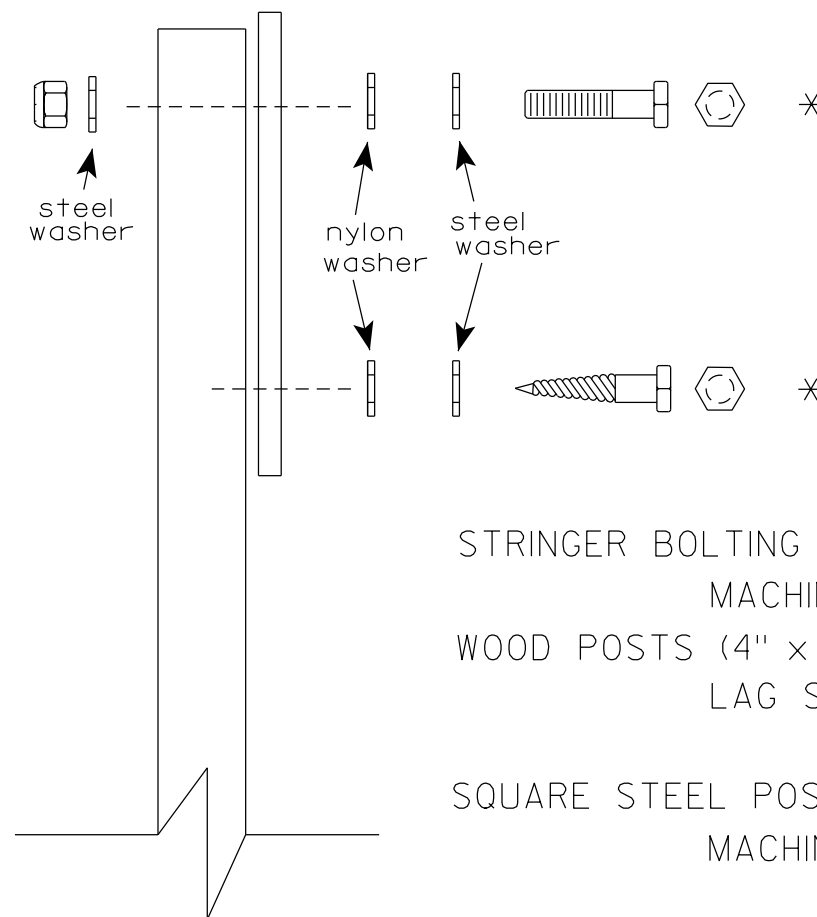
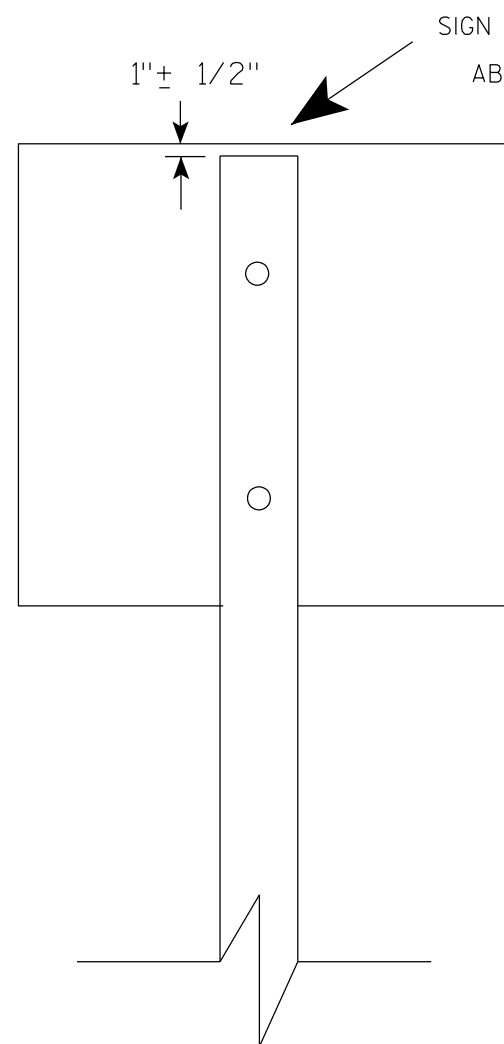
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

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



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

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

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
 $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
 - 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

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

1"

$\frac{1}{8}"$

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

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

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

2 1/2" TELES PAR TUBE

4"

2 1/2"

10"

3 1/2"

19"

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

LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 36"
 18"
 13"
 2 1/2"
 2 1/4" SQUARE X 36"
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 3/8" ZINC PLATED ANCHOR BOLT AND NUT
 2 1/2" GRAVEL OR DIRT
 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
 ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
 2" STEEL TUBULAR SQUARE UPPER SECTION
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN

LENGTH SHOWN ON MISC. QTY'S

SIGN

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

2" STEEL TUBULAR SQUARE UPPER SECTION

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

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

1"

TELESCOPE PIECES FLUSH AT TOP

36"

18"

12"

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

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

A

A

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

A schematic diagram of a square microfluidic chip. It features a central square channel. Four inlet/outlet ports are located at the midpoints of the outer edges of the chip. A network of smaller channels connects these ports to the central square channel. Specifically, there is a vertical channel on the left side connecting the top and bottom ports, and a horizontal channel on the right side connecting the top and bottom ports. These two channels intersect in the center, forming a cross shape that divides the central square channel into four quadrants.

DIRECTION
OF TRAFFIC

SECTION A-A

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

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

PROJECT NO:	HWY:	COUNTY:		SHEET NO:	E
-------------	------	---------	--	-----------	----------

FILE NAME : C:\CAEFiles\Projects\tr_stdplate\A49.DGN

PLOT DATE : 05-FEB-2015 17:09

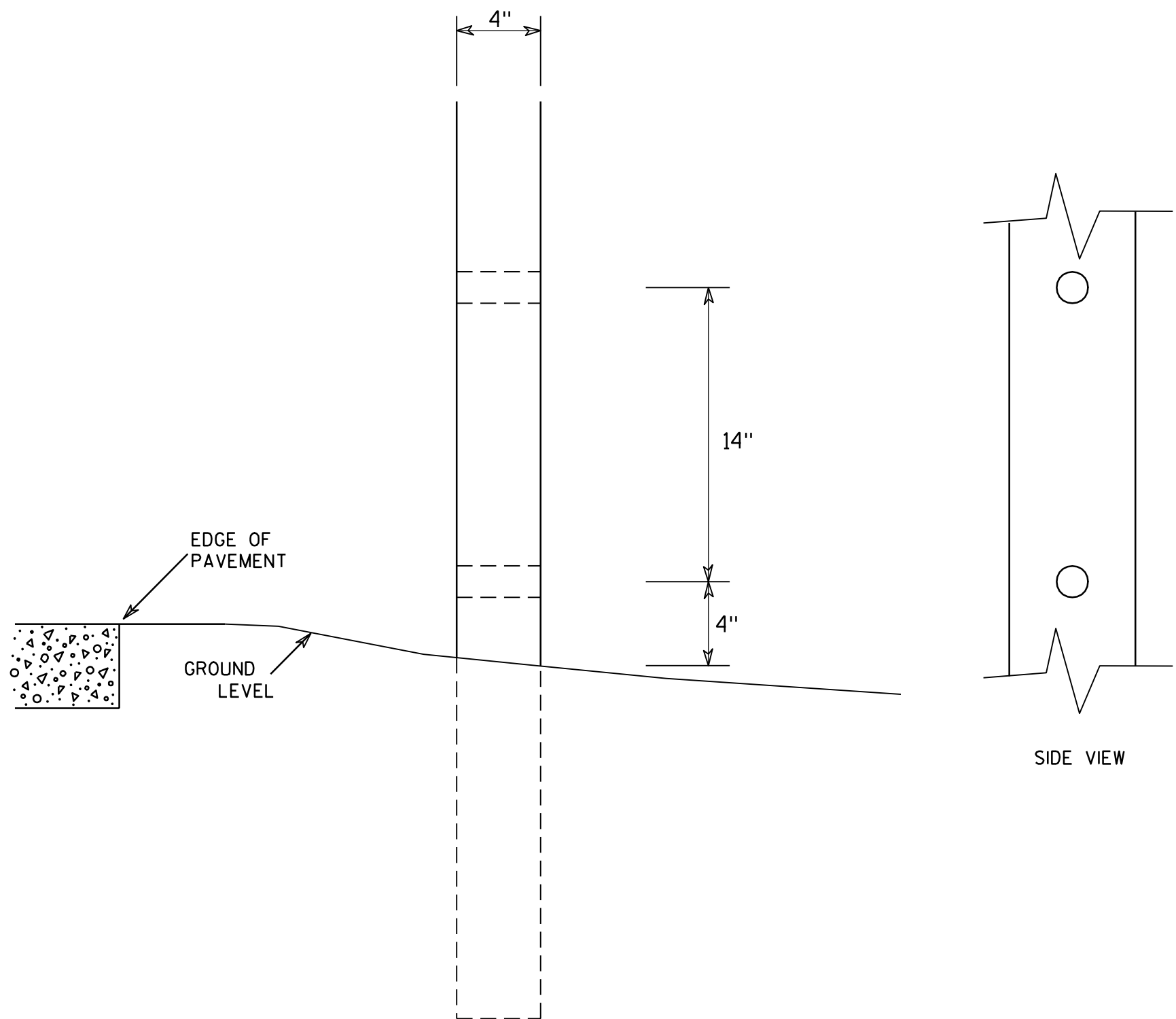
PLOT BY : mscs_ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42

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:

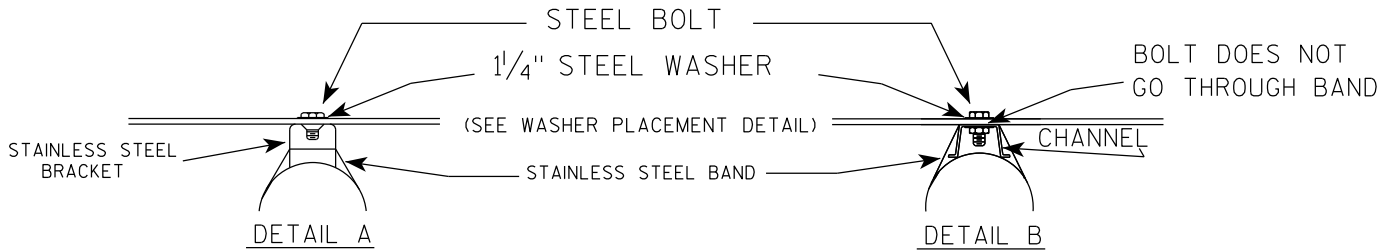
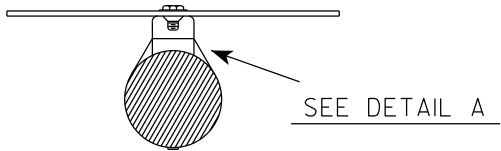
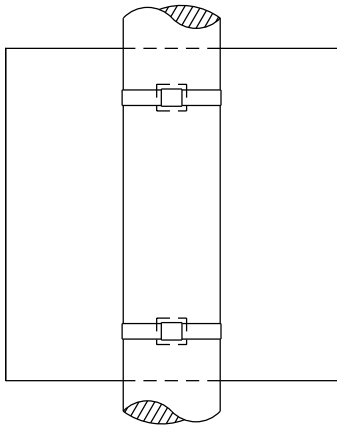
COUNTY:

SHEET NO:

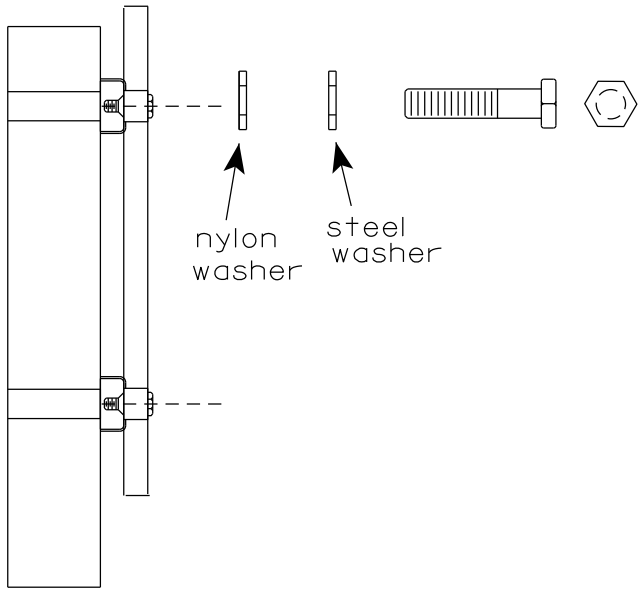
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

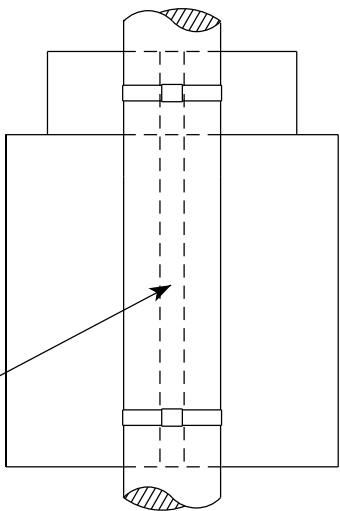


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

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



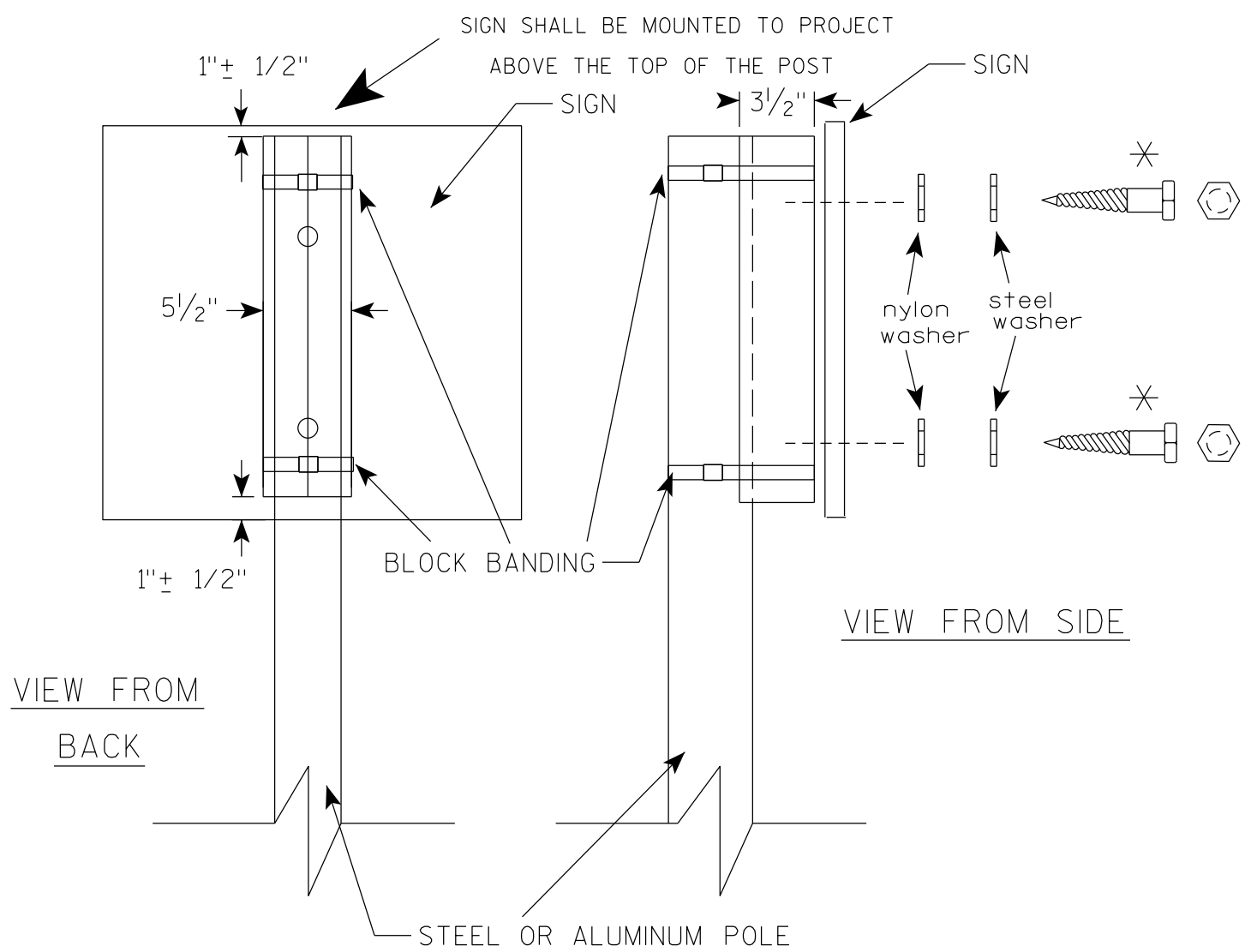
SEE DETAIL B

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

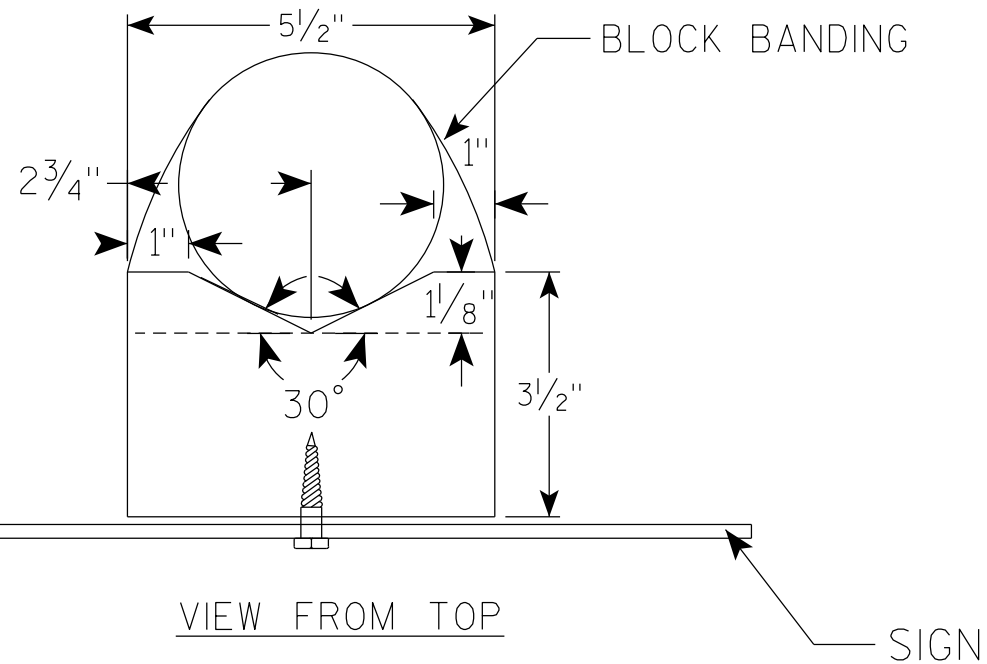
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/10/19 PLATE NO. A5-9.4



VIEW FROM
BACK

VIEW FROM SIDE



VIEW FROM TOP

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 *Matthew R. Rauch*
for State Traffic Engineer

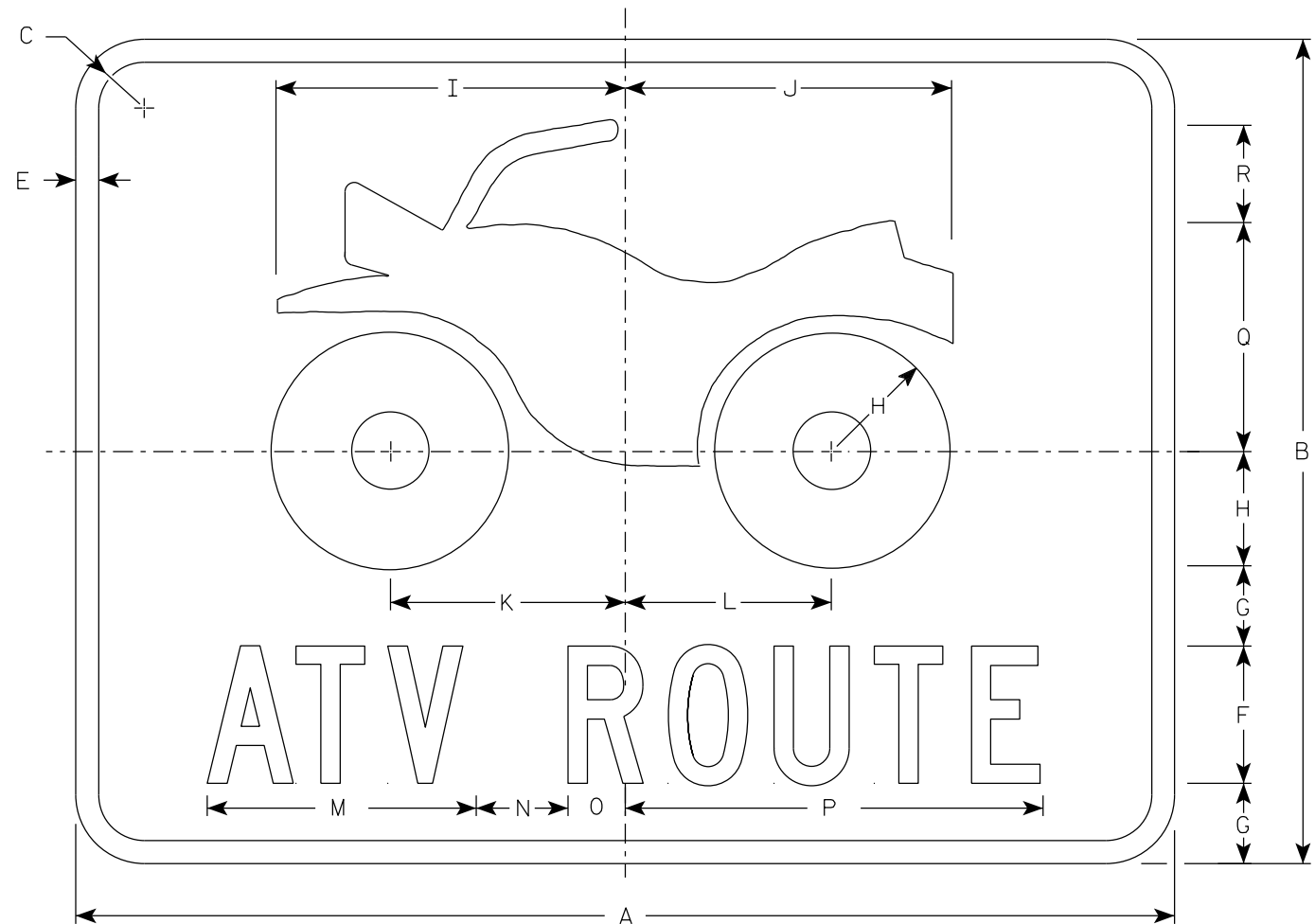
DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

SHEET NO:

E

7



D11-10

NOTES

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

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	24	18	1 1/2		1/2	3	1 3/4	2 1/2	7 5/8	7 1/8	5 1/8	5 1/2	5 7/8	2	1 1/4	9 1/8	5	2 1/8									3.0
2M	24	18	1 1/2		1/2	3	1 3/4	2 1/2	7 5/8	7 1/8	5 1/8	5 1/2	5 7/8	2	1 1/4	9 1/8	5	2 1/8									3.0
3																											
4																											
5																											

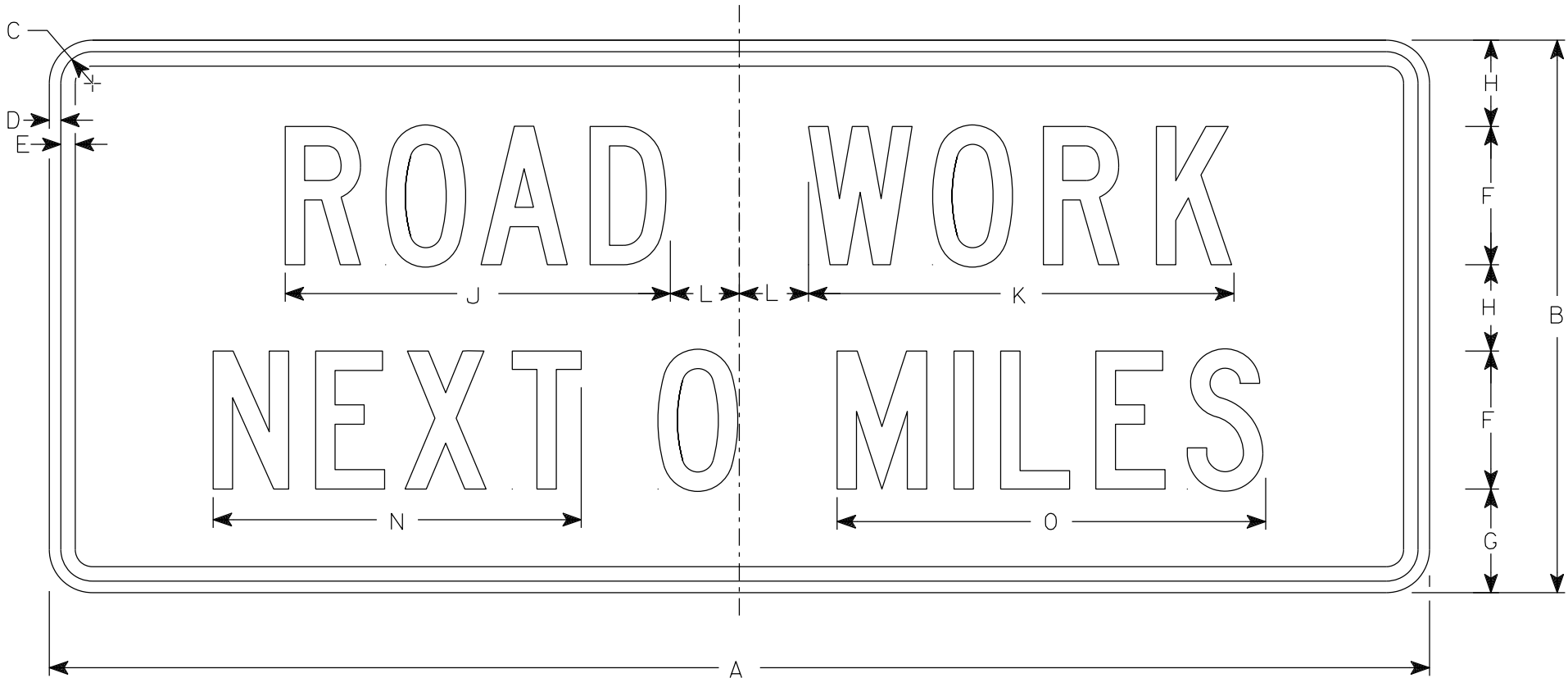
STANDARD SIGN
D11-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew P. Rauch*
for State Traffic Engineer

DATE 1/25/2023 PLATE NO. D11-10.6

7



G20-1

NOTES

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

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	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
2M	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
3	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
4	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0
5	60	24	1 7⁄8	1⁄2	5⁄8	6	4 1⁄2	3 3⁄4		16 3⁄4	18 1⁄2	3		16	18 5⁄8												10.0

STANDARD SIGN

G20-1

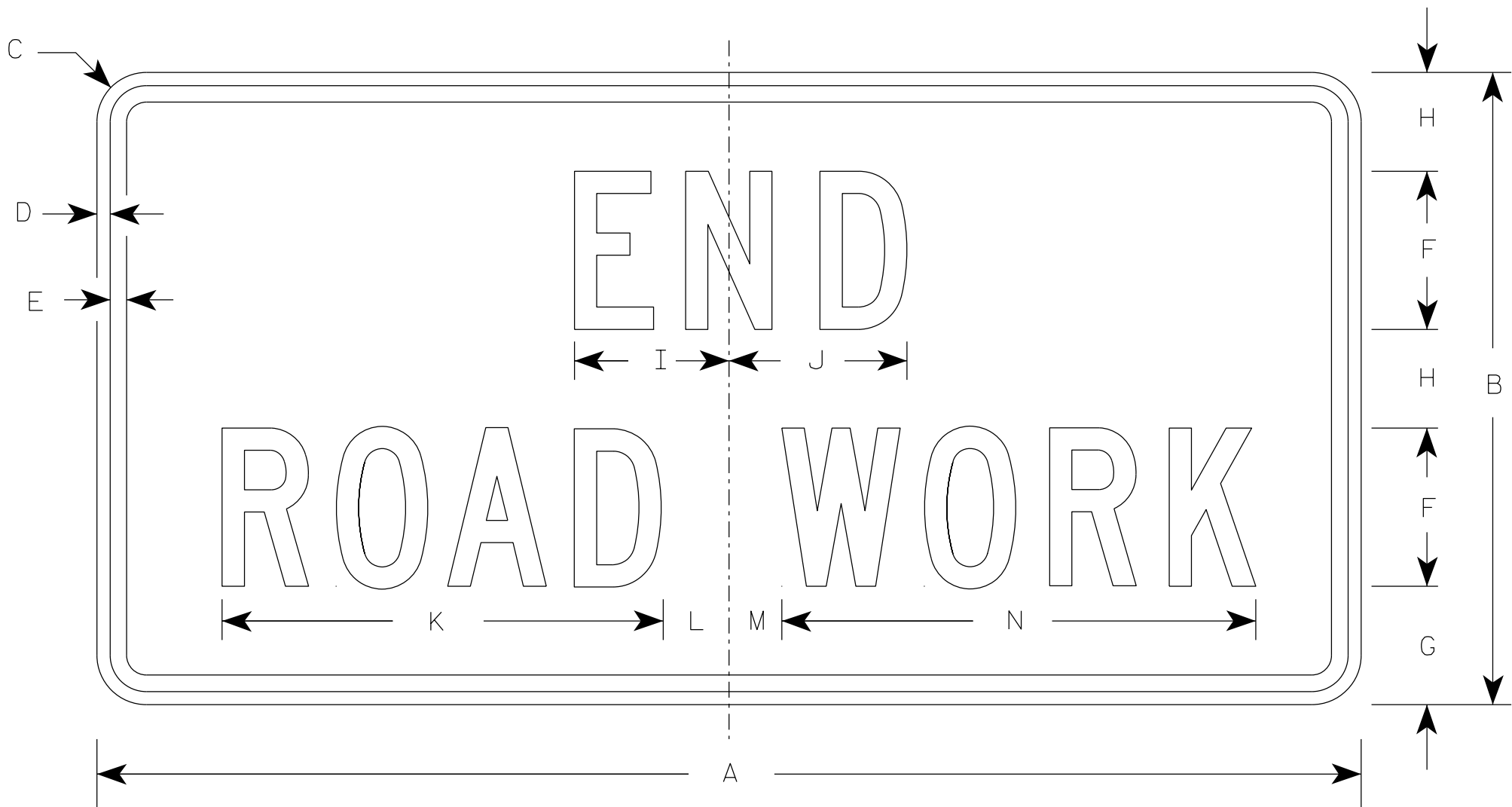
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/26/2023 PLATE NO. G20-1.9

NOTES

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



G20-2A

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	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

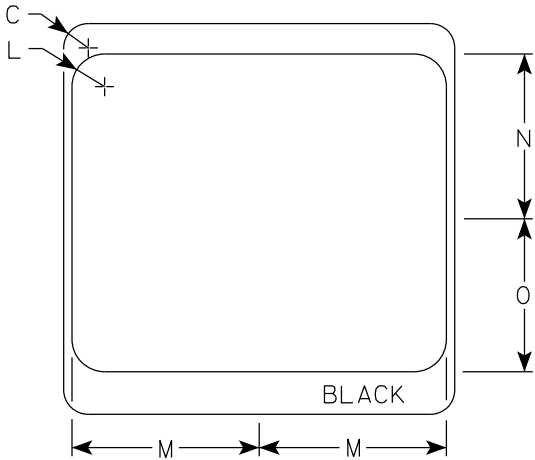
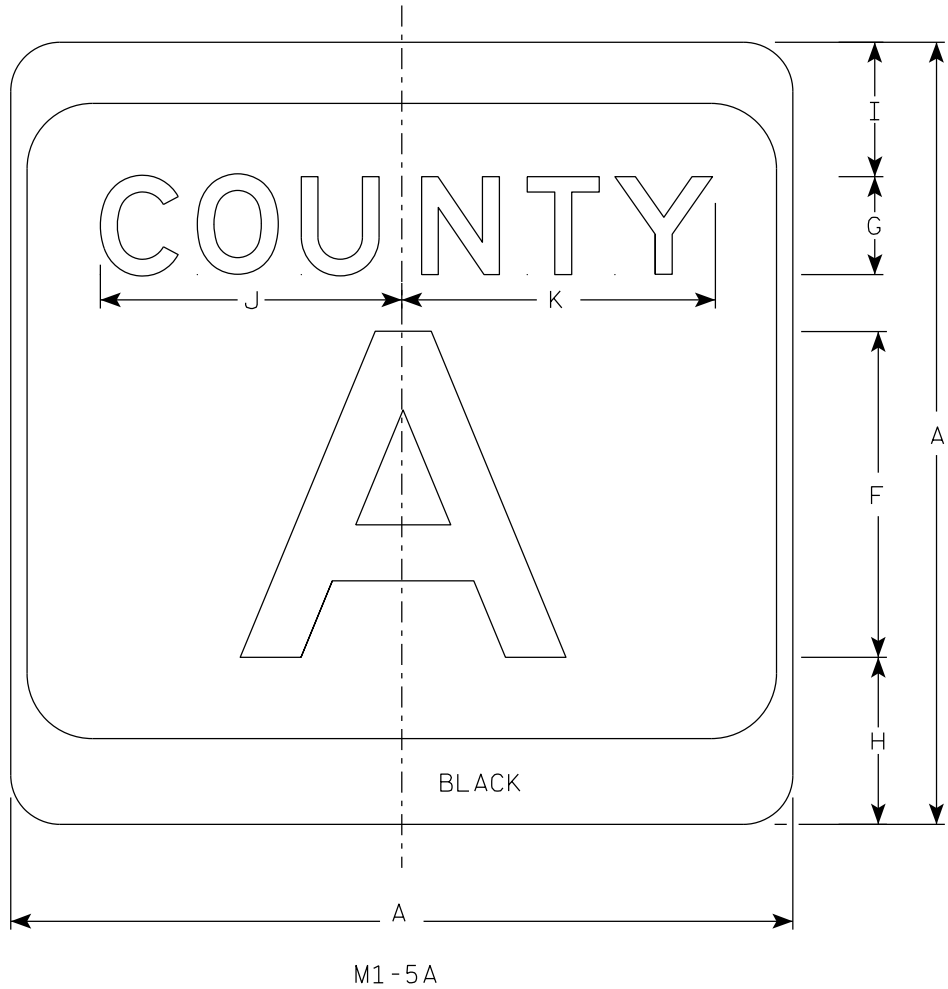
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

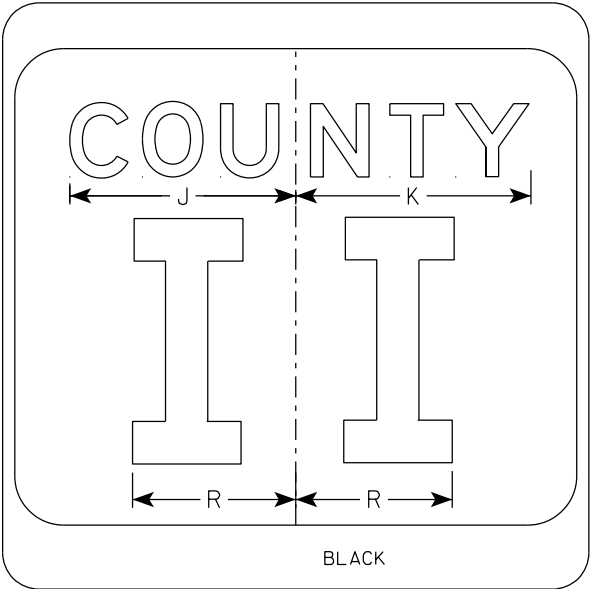
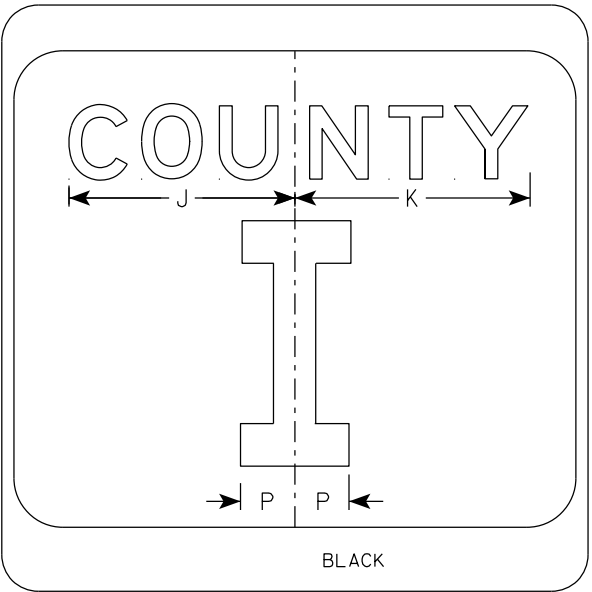
DATE 1/26/2023 PLATE NO. G20-2A.10

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

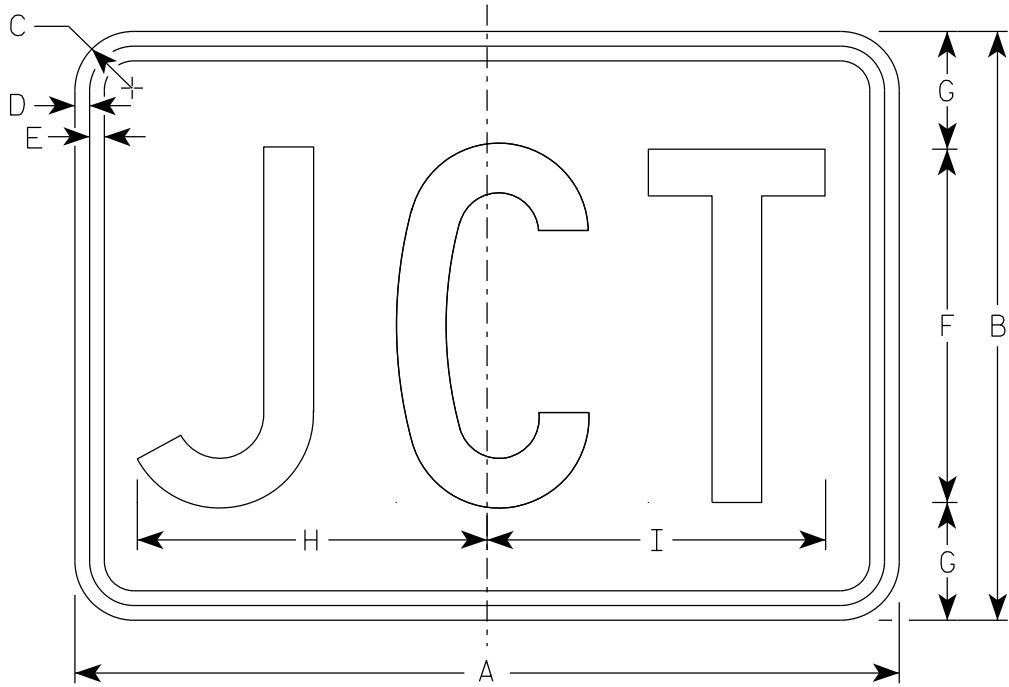
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

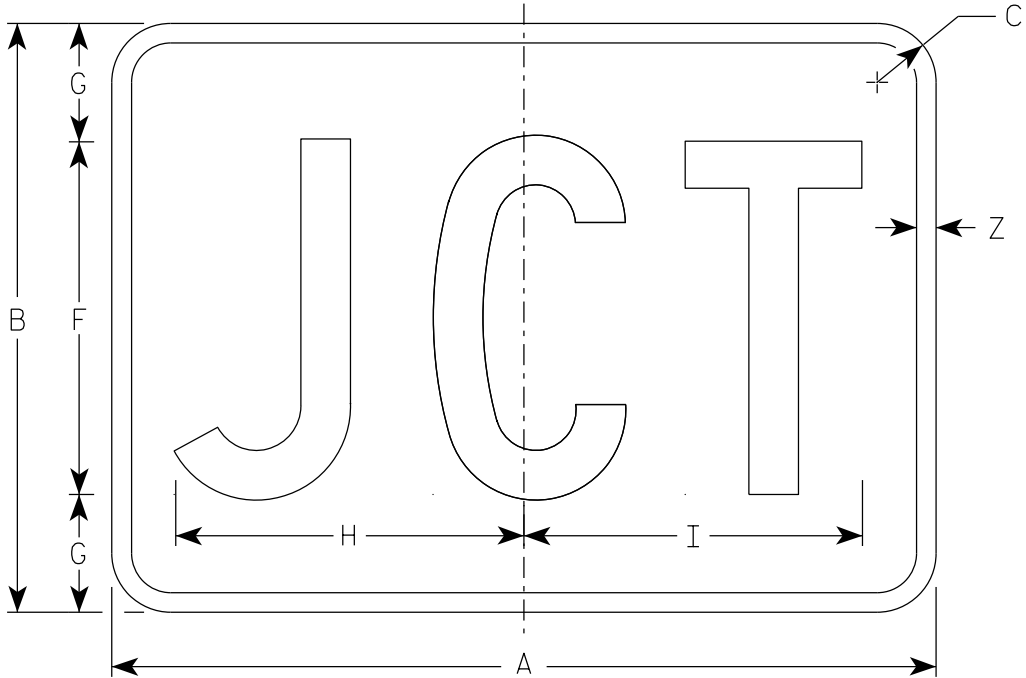
DATE 11/8/2022 PLATE NO. M1-5A.9

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:

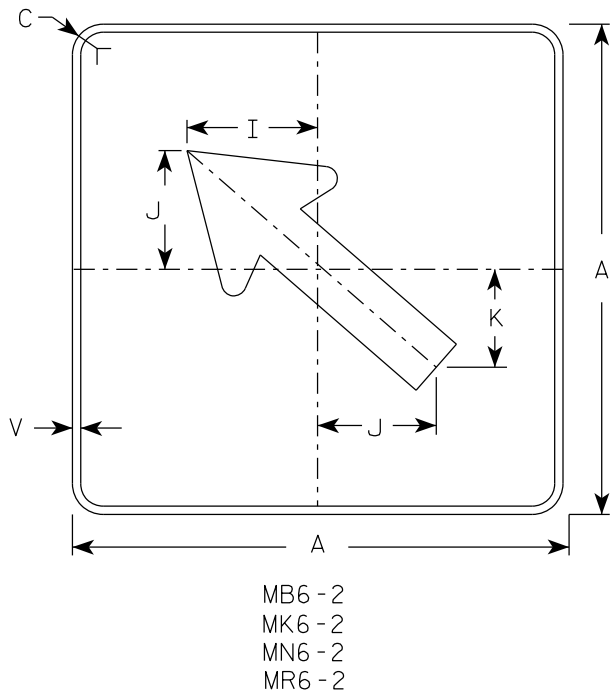
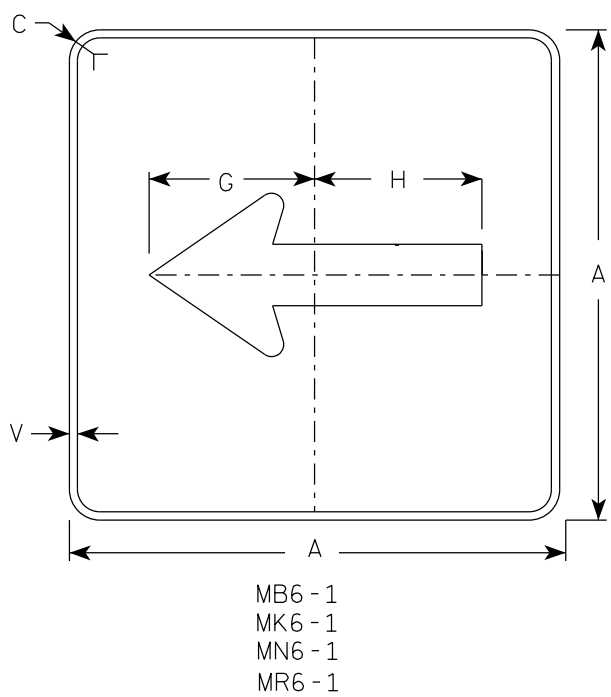
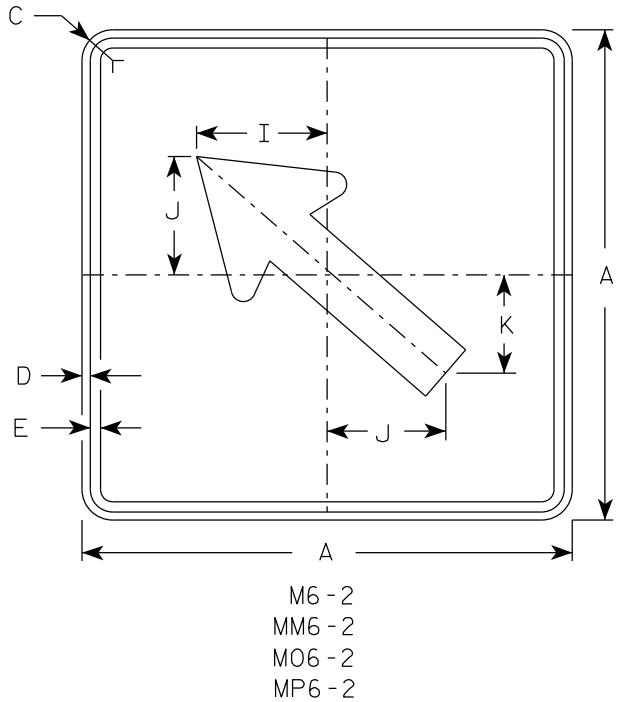
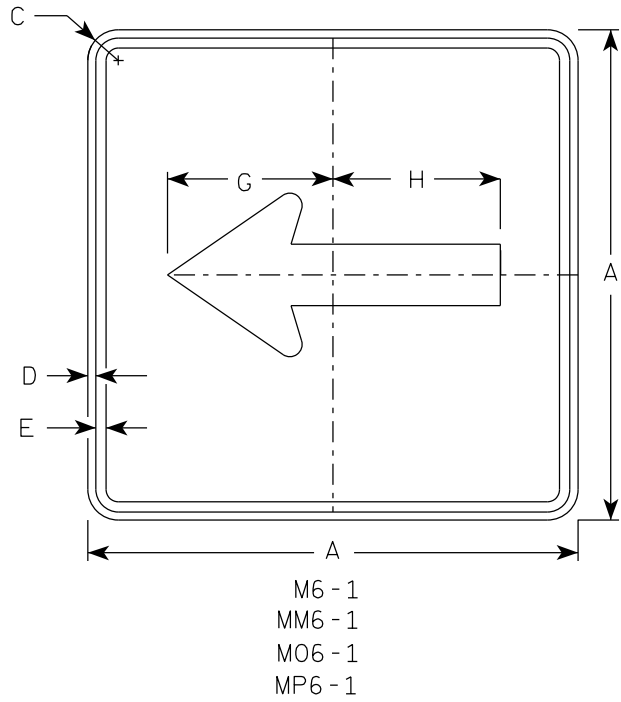
E

STANDARD SIGN
M2 - 1

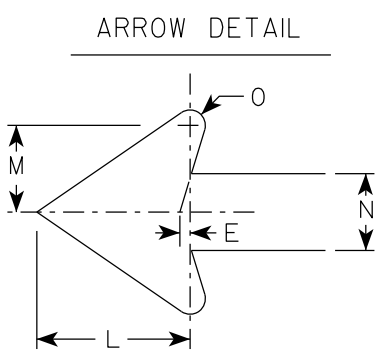
WISCONSIN DEPT OF TRANSPORTATION

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.
 - 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

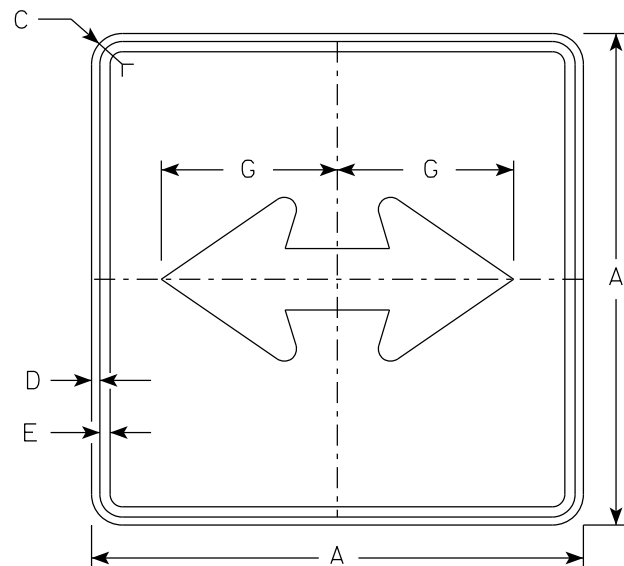
STANDARD SIGN
M6-1 & M6-2
SERIES

WISCONSIN DEPT OF TRANSPORTATION

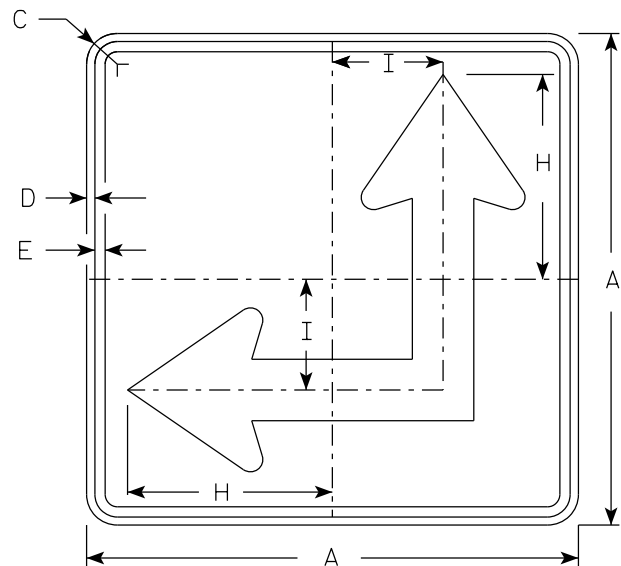
APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/13/2023 PLATE NO. M6-1.16

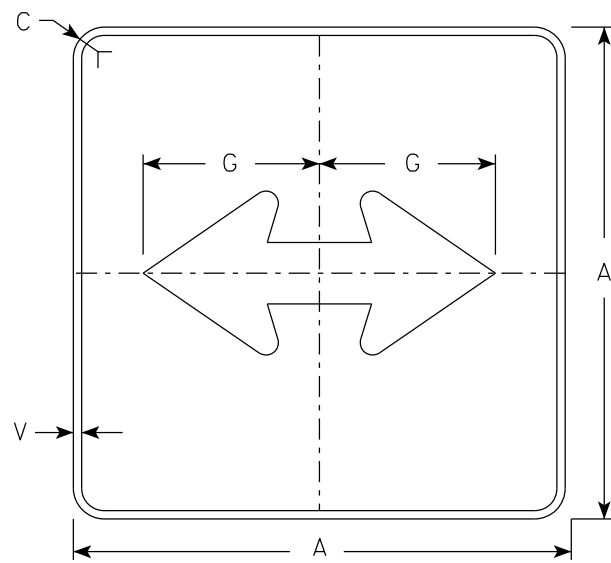
7



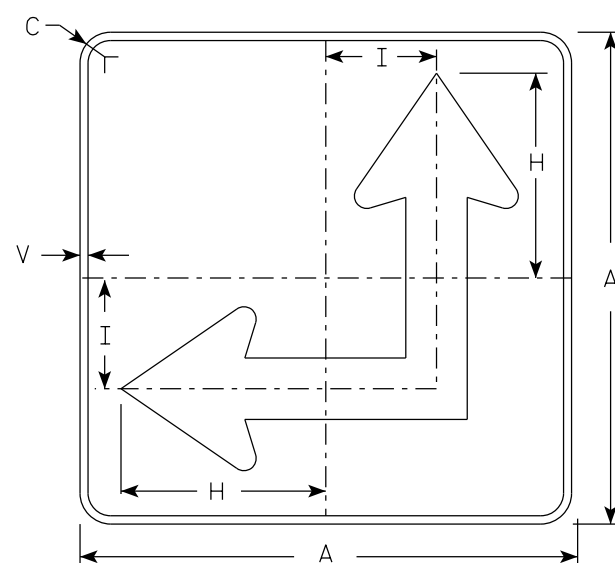
M6 - 4
MM6 - 4
M06 - 4
MP6 - 4



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



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

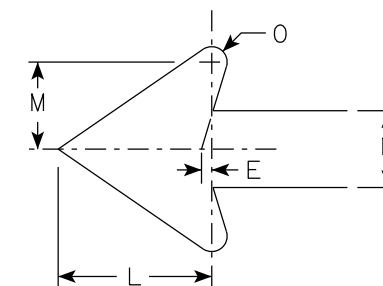


MB6 - 6
MK6 - 6
MN6 - 6
MR6 - 6

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

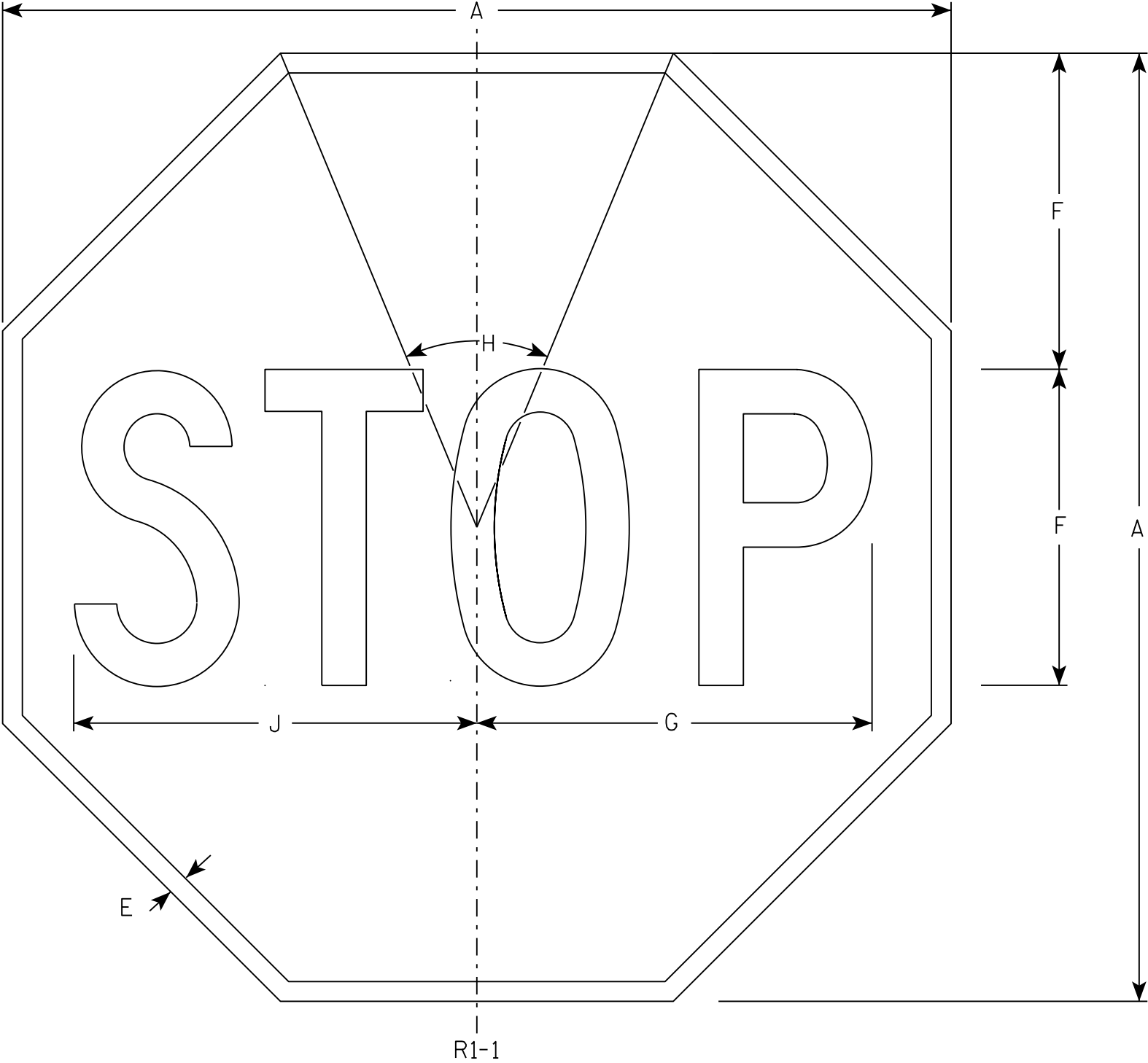


SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
2M	21		1 1/2	3/8	3/8		7 1/2	8 3/4	4 1/4			5 1/4	3	2 5/8	1/2							1/2					3.06
3	30		1 7/8	1/2	5/8		10 3/4	12 1/2	6 3/4			7 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

PROJECT NO:	HWY:	COUNTY:	SHEET NO:												E
-------------	------	---------	-----------	--	--	--	--	--	--	--	--	--	--	--	---

7

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

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

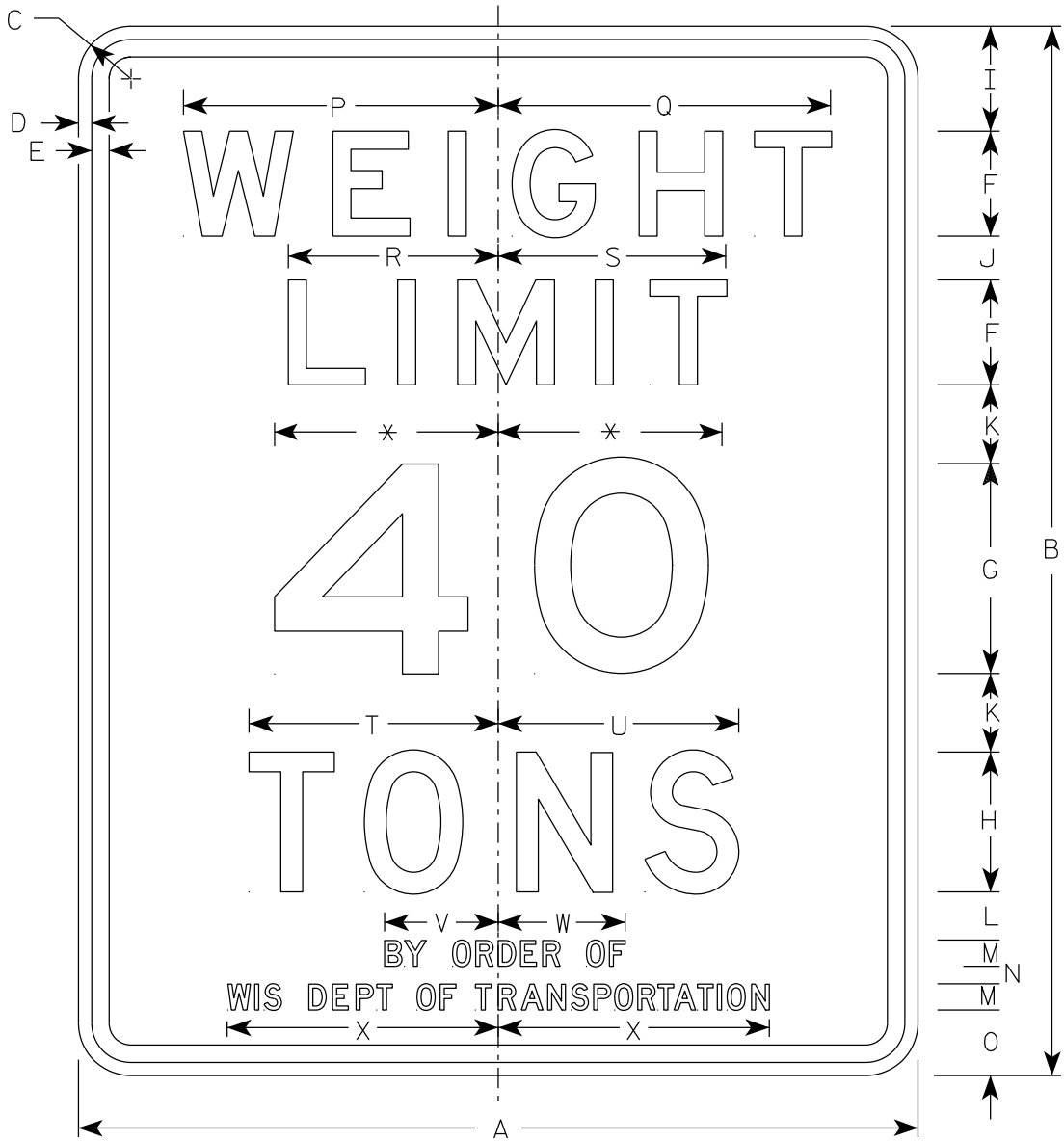
Matthew R. Rauch

for State Traffic Engineer

DATE 11/12/15

PLATE NO. R1-1.13

7



R12-1

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - Lines 1, 2 & 3 are series E
Lines 4,5,& 6 are series D.
- 4. Substitute appropriate numeral and optically adjust spacing to achieve proper balance.
- 5. Substitute name of county or town on County Trunk and Town Highways respectively. Community name on City or Village Streets including Connecting Highways is optional.

* Varies (see note 4)

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	30	1 1/2	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2S	24	30	1 1/2	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
2M	24	30	1 1/2	3/8	1/2	3	6	4	3	1 1/4	2 1/4	1 3/8	3/4	1/2	1 7/8	9	9 1/2	6	6 1/2	7 1/8	6 7/8	3 1/4	3 5/8	7 3/4			5.0
3	36	48	1 7/8	1/2	5/8	6	10	8	4 1/2	2 1/2	2 1/4	1 1/2	3/4	1/2	3	13 1/2	14 1/4	9	9 3/4	10 5/8	10 1/4	3 1/4	3 5/8	7 3/4			12.0
4	48	60	3	3/4	1	6	12	8	6	2 1/2	4 1/2	2 3/4	1 1/2	1	3 3/4	18	19	12	13	14 1/4	13 3/4	6 1/2	7 1/4	15 1/2			20.0
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

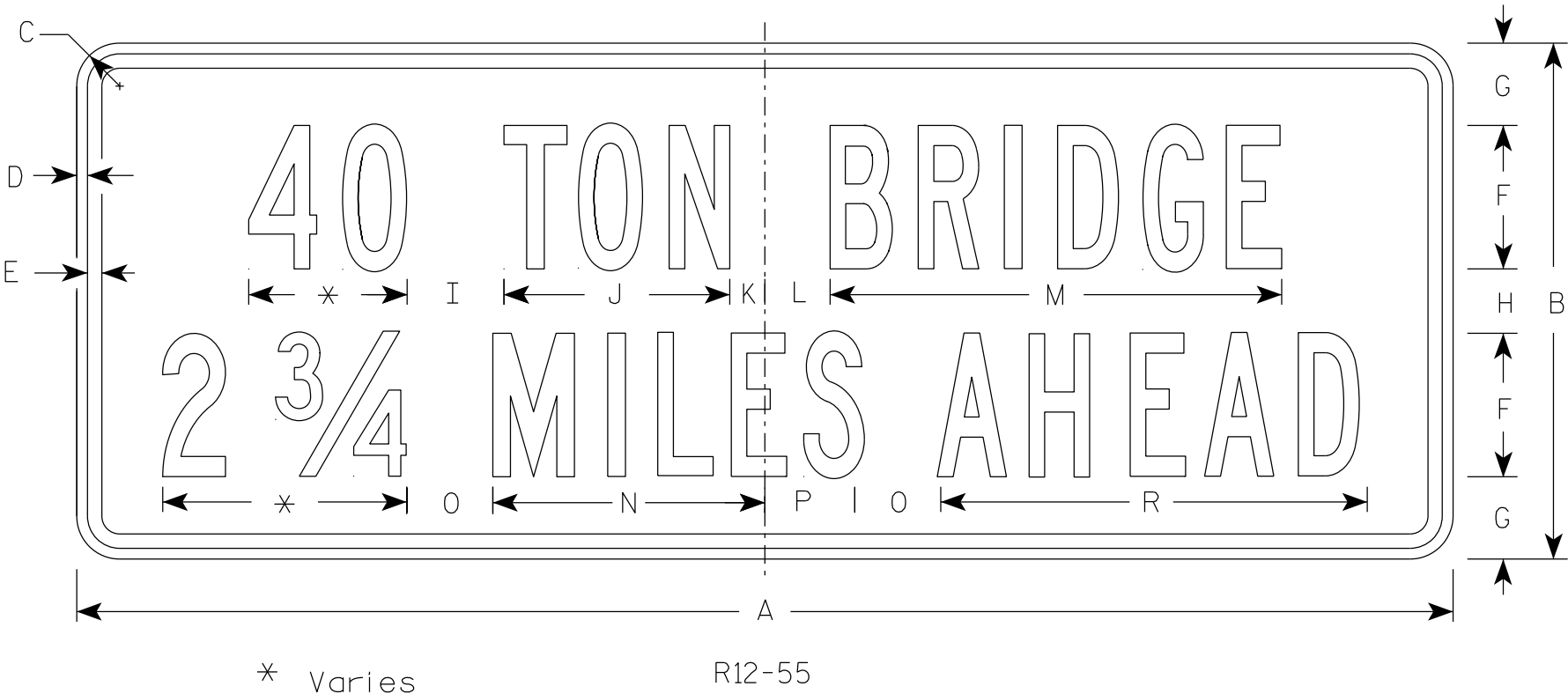
E

7

7

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - Black
- 3. Message Series - B for Size 2, Series D for Sizes 3 & 4
- 4. Corners and border shall be rounded.
- 5. Substitute appropriate numerals to nearest quarter mile and optically adjust spacing to achieve proper balance.



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	18	1 1/2	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
2M	48	18	1 1/2	3/8	1/2	5	2 7/8	2 1/4	3 3/8	7 7/8	1 1/4	2 1/4	15 3/4	9 1/2	3	3 1/8		14 7/8									6.0
3	90	24	3	3/4	1	6	4	4	6	15 1/4	2 1/2	3 1/2	30 5/8	18 3/8	6	6 1/4		28 3/8									15.0
4	120	30	3	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									25.0
5	120	30	3	3/4	1	8	5 1/4	3 5/8	8	19 5/8	4	3	39 1/2	24 1/2	7	6 3/4		36 3/8									25.0

PROJECT NO:

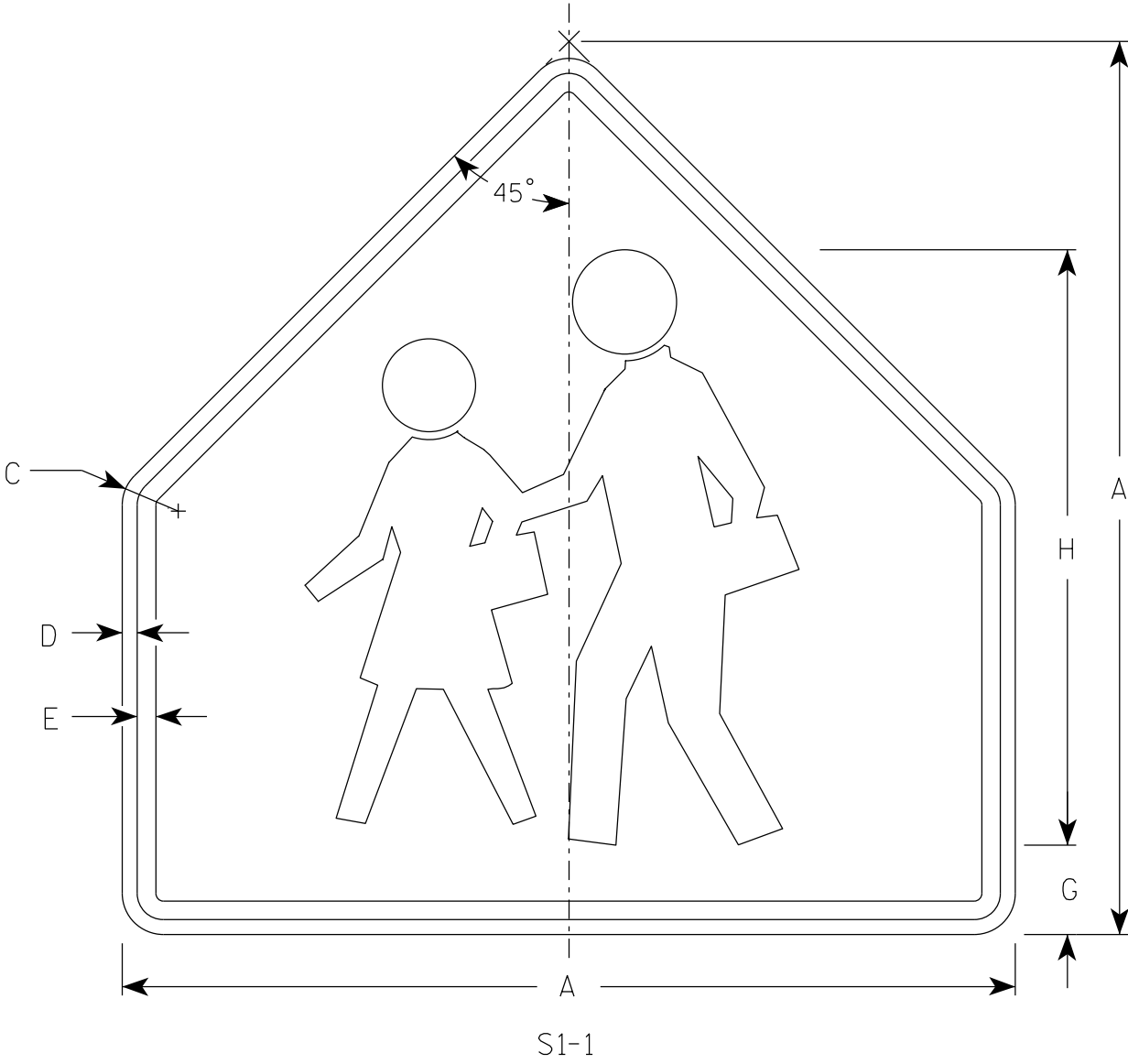
HWY:

COUNTY:

SHEET NO:

E

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Yellow-Green
 - 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	30		1 3⁄8	1⁄2	5⁄8		3	20																			4.69
2S	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
2M	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
3	36		1 5⁄8	5⁄8	3⁄4		3 1⁄2	24																			6.75
4	48		1 7⁄8	3⁄4	1		4 3⁄4	32																			12
5																											

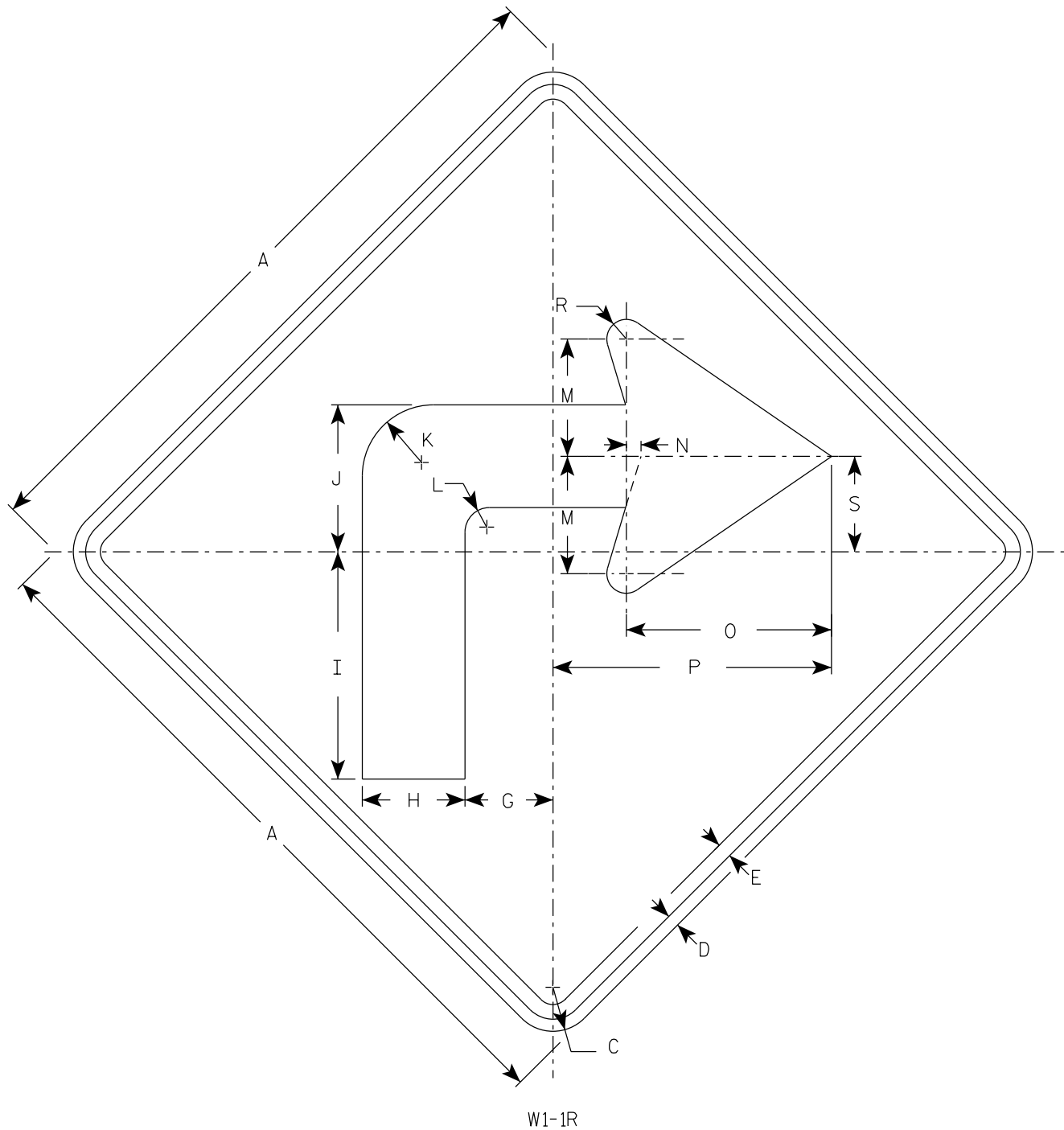
STANDARD SIGN

S1-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/16/2023 PLATE NO. S1-1.9



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. W1-1L is the same as W1-1R except the arrow is reversed along the vertical centerline.

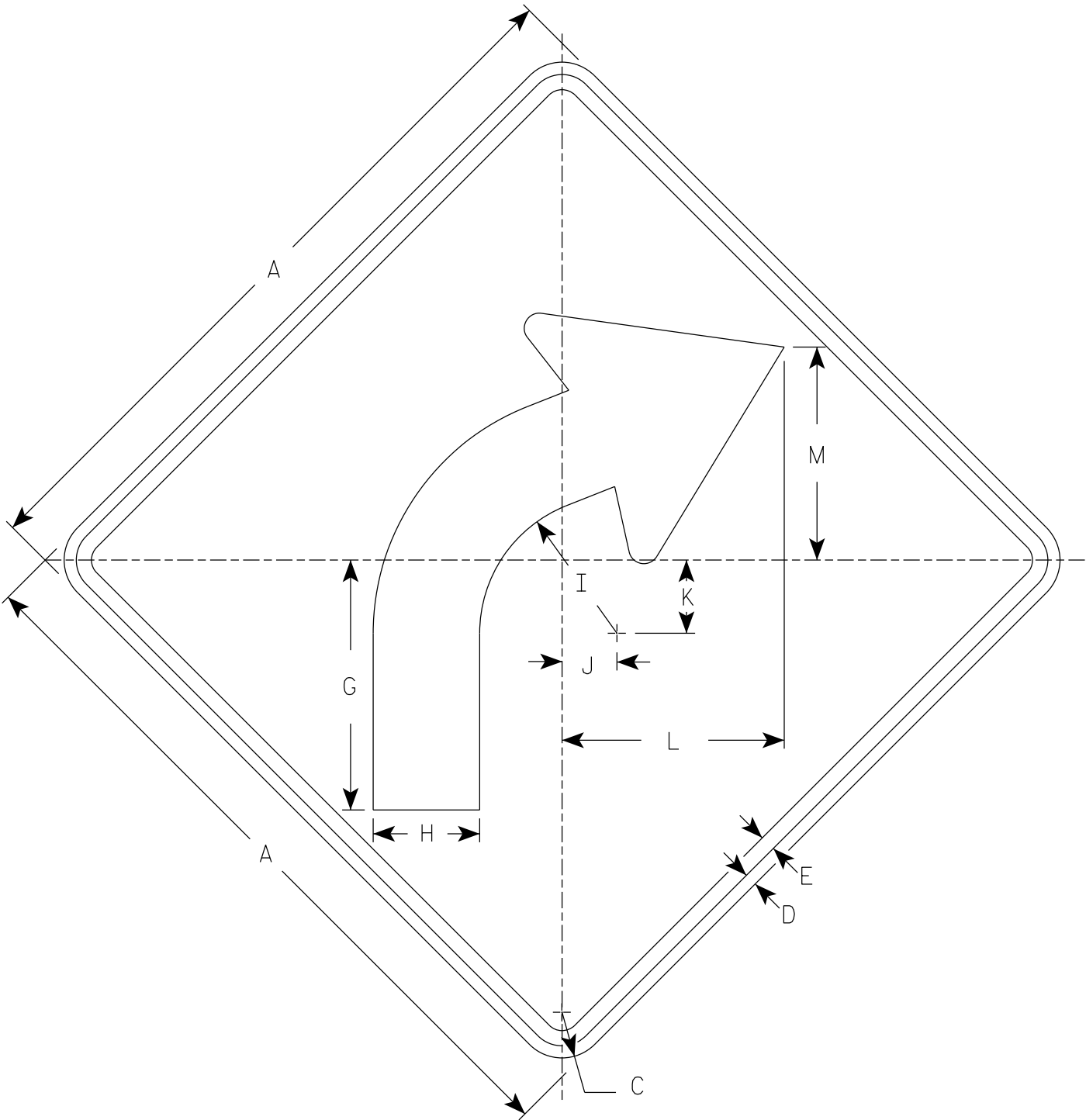
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3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

STANDARD SIGN
W1-1

WISCONSIN DEPT OF TRANSPORTATION
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/22/2023 PLATE NO. W1-1.12

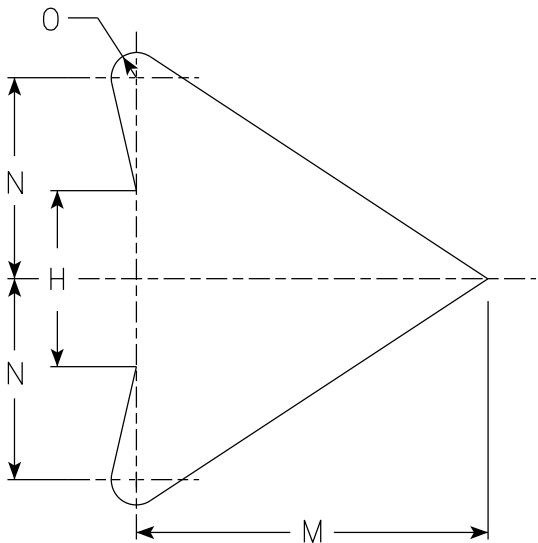
PROJECT NO:	HWY:	COUNTY:	SHEET NO: E	
-------------	------	---------	--------------------	--



W1-2R

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W1-2L is the same as W1-2R except the arrow is reversed along the vertical centerline.



ARROW DETAIL

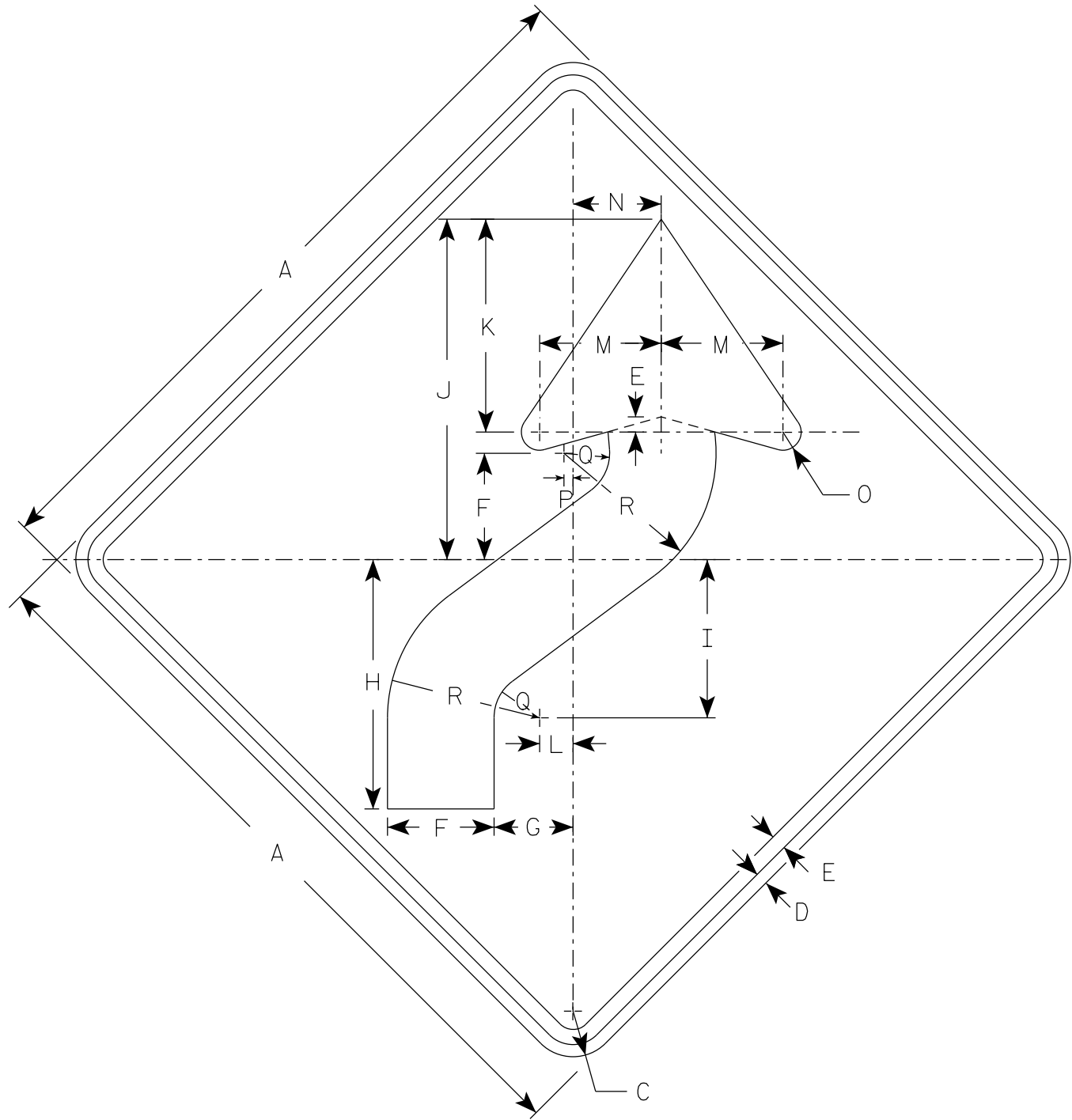
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2												4.0
2S	30		1 7/8	1/2	5/8		10 1/4	4 3/8	5 5/8	2 1/4	3	9 1/8	8 3/4	5	5/8												6.25
2M	36		2 1/4	5/8	3/4		12 3/8	5 1/4	6 3/4	2 5/8	3 1/2	10 7/8	10 1/2	6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

STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-2.11



W1-4R

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W1-4L is the same as W1-4R except the arrow is reversed along the vertical centerline.

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2	3 1/2	2 5/8	8 1/4	5 1/4	11 1/4	7	1 1/8	4	3	5/8	1/4	1 1/2	5									4.0
2S	30		1 7/8	1/2	5/8	4 3/8	3 1/4	10 1/4	6 1/2	14	8 3/4	1 3/8	5	3 5/8	3/4	3/8	1 7/8	6 1/4									6.25
2M	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
3	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
4	36		2 1/4	5/8	3/4	5 1/4	4	12 3/8	7 7/8	16 7/8	10 1/2	1 5/8	6	4 1/2	1	1/2	2 1/4	7 1/2									9.0
5	48		3	3/4	1	7	5 1/4	16 1/2	10 1/2	22 1/2	14	2 1/4	8	6	1 1/4	5/8	3	10									16.0

STANDARD SIGN
W1-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/23/2023 PLATE NO. W1-4.12

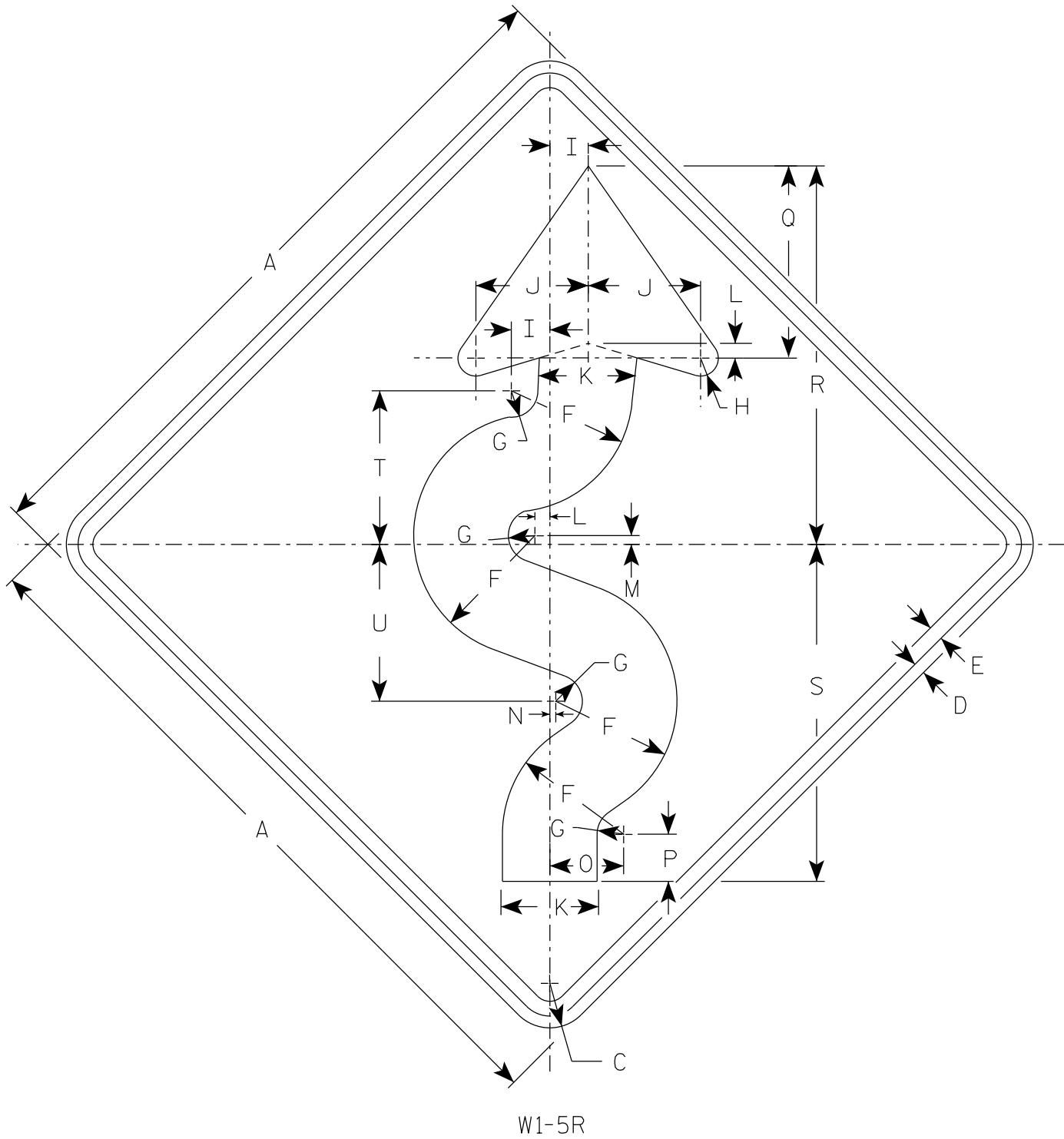
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W1-5L is the same as W1-5R except the arrow is reversed along the vertical centerline.
- 4. If used with W13-1 of 30 MPH or less, use 36" sign for Size 2S.

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 1/8	7/8	5/8	1 1/4	3 3/4	3 1/4	1/2	1/4	1/8	2 1/2	1 5/8	6 1/2	12 3/4	11 3/8	5 1/4	5 1/4						4.0
2S	30		1 7/8	1/2	5/8	5 1/8	1 1/8	3/4	1 5/8	4 3/4	4 1/8	5/8	3/8	1/4	3 1/8	2	8 1/8	16	14 1/4	6 1/2	6 5/8						6.25
2M	36		2 1/4	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
3	36		2 1/4	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
4	36		2 1/4	5/8	3/4	6 1/4	1 3/8	1	1 7/8	5 5/8	4 7/8	3/4	3/8	1/4	3 3/4	2 7/8	9 3/4	19 1/8	17 1/8	7 3/4	7 7/8						9.0
5	48		3	3/4	1	8 1/4	1 3/4	1 1/4	2 1/2	7 1/2	6 1/2	1	1/2	3/8	5	3 1/4	13	25 1/2	22 3/4	10 3/8	10 1/2						16.0

STANDARD SIGN

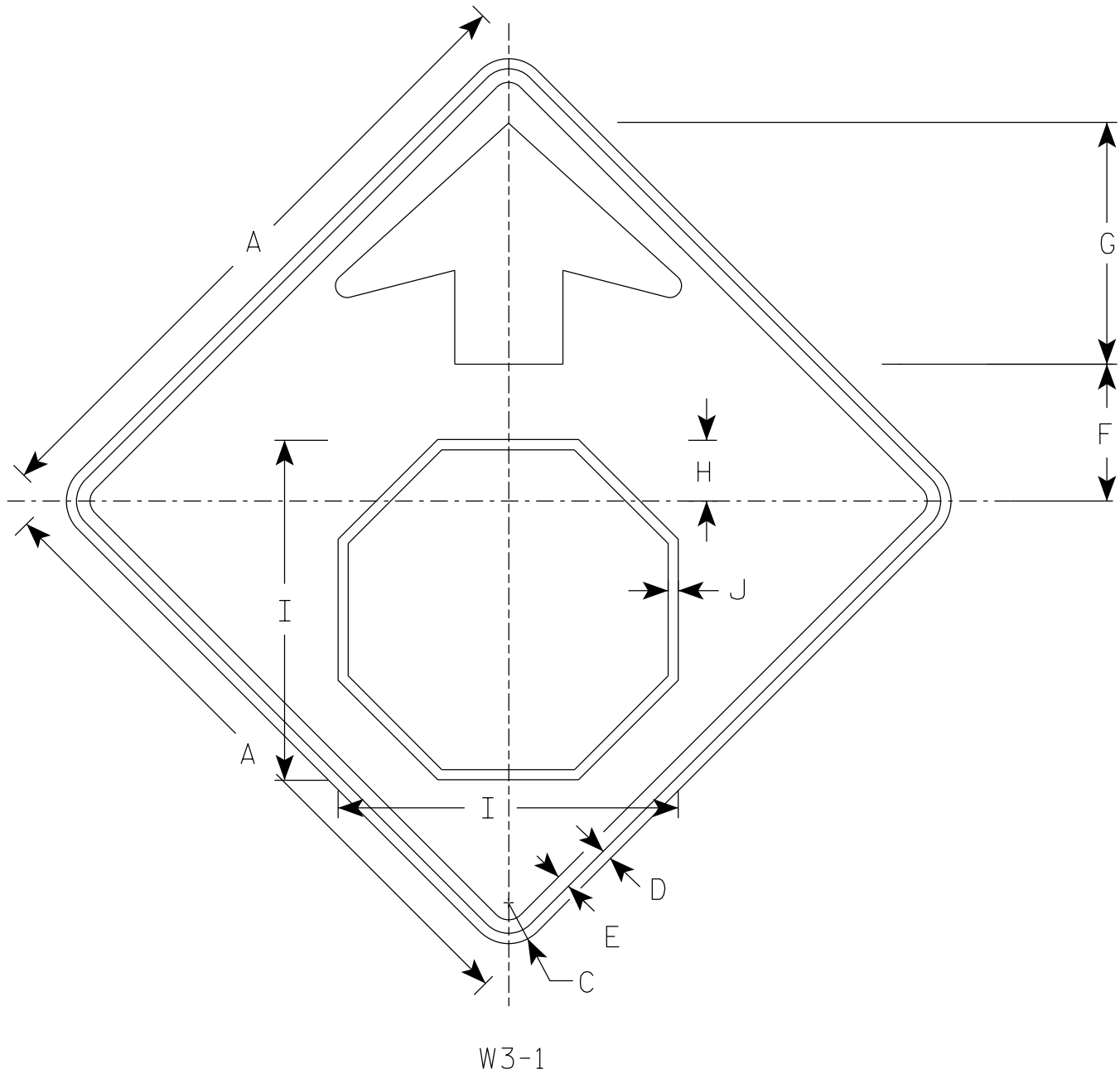
W1-5

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/11/2023 PLATE NO. W1-5.10

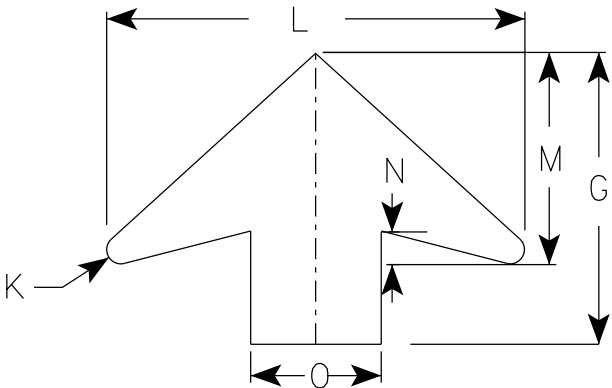
7



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

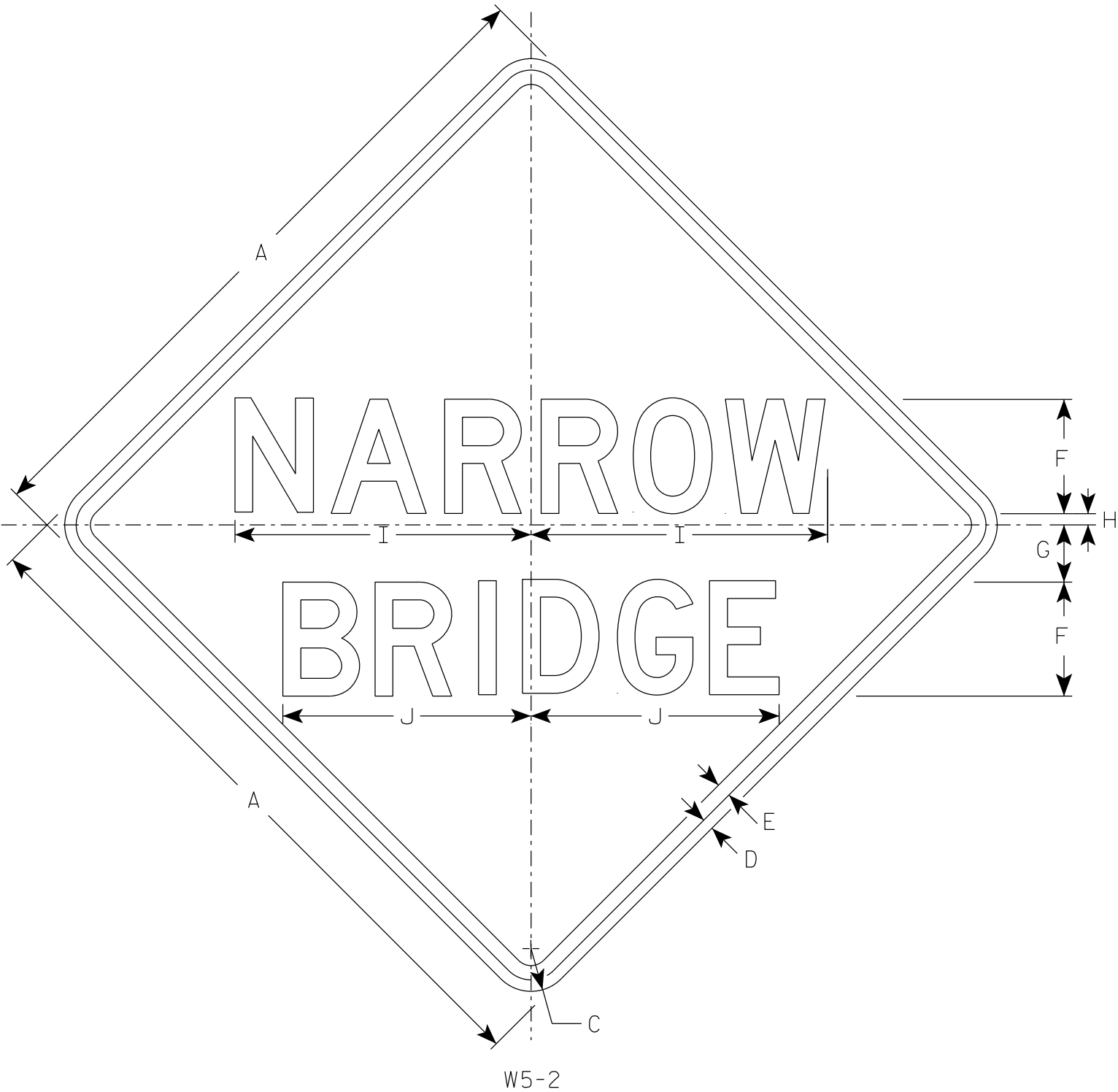
W3-1

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 - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. Message Series - D

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30		1 7⁄8	1⁄2	5⁄8	5	2 1⁄2	1⁄2	13	10 7⁄8																	6.25
2S	36		2 1⁄4	5⁄8	3⁄4	6	3	3⁄4	15 5⁄8	13 1⁄8																	9.0
2M	36		2 1⁄4	5⁄8	3⁄4	6	3	3⁄4	15 5⁄8	13 1⁄8																	9.0
3	36		2 1⁄4	5⁄8	3⁄4	6	3	3⁄4	15 5⁄8	13 1⁄8																	9.0
4	48		3	3⁄4	1	8	4	3⁄4	20 3⁄4	17 3⁄8																	16.0
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

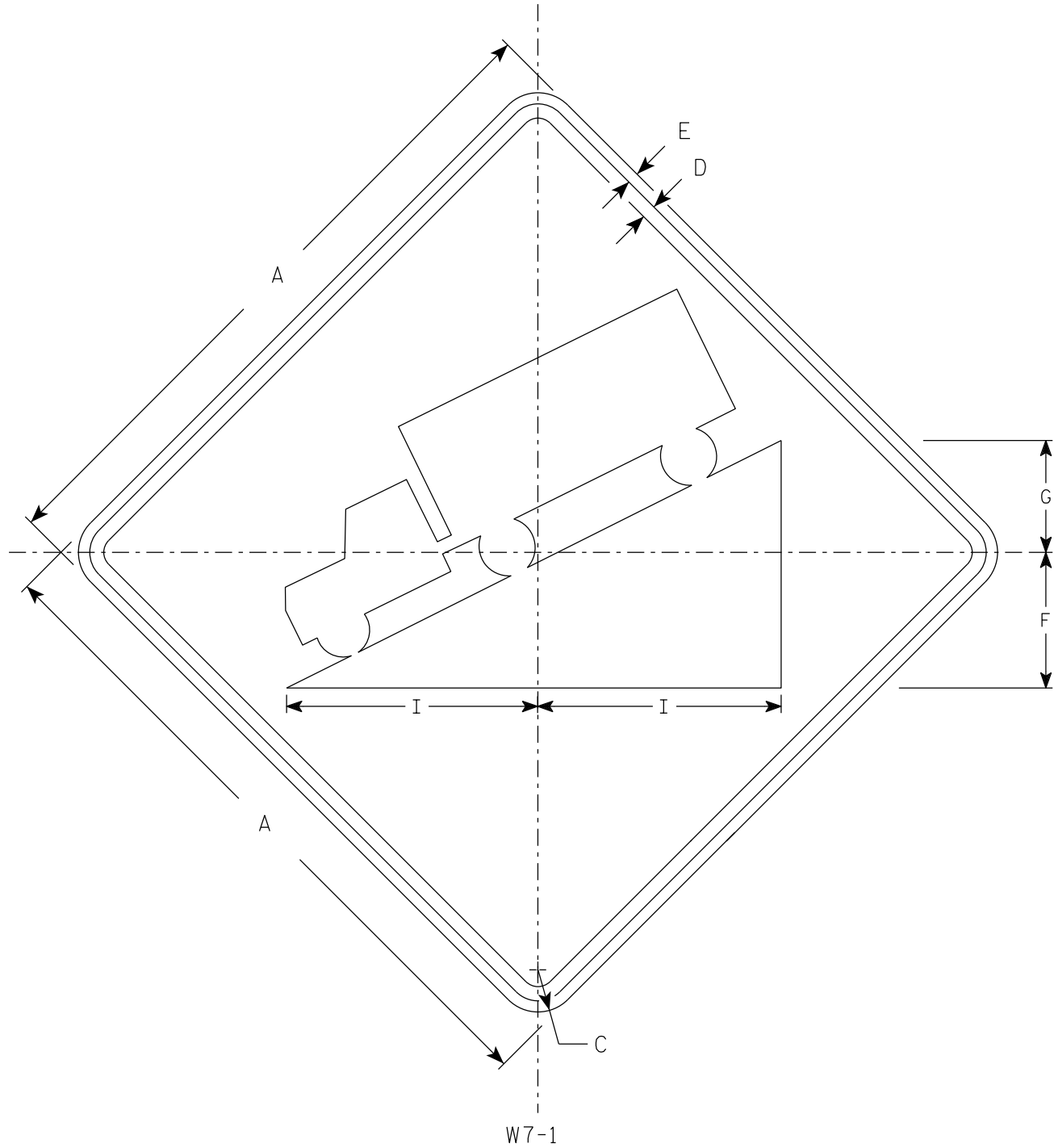
STANDARD SIGN

W5-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 9/5/2023 PLATE NO. W5-2.9



NOTES

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

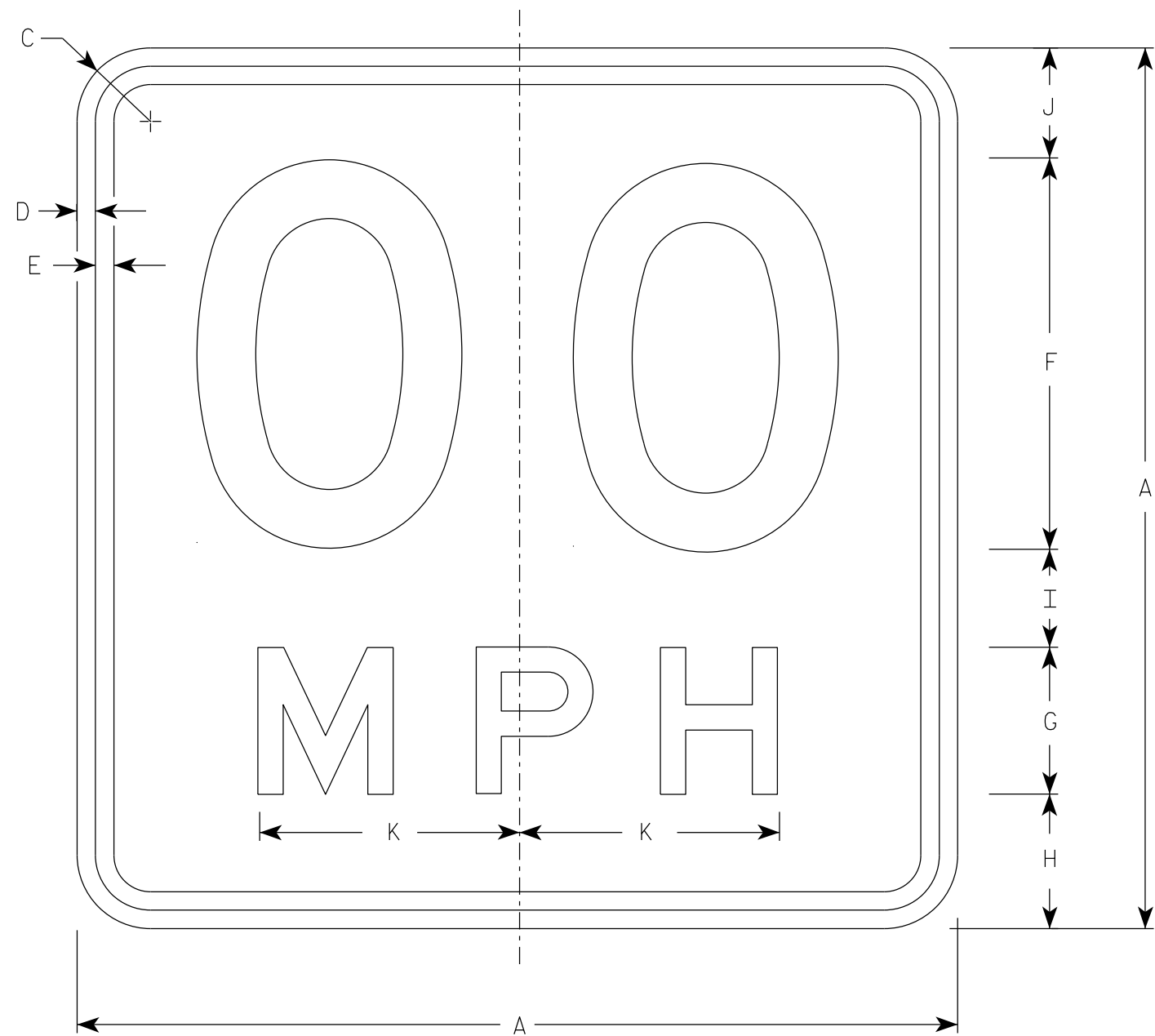
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	3/8	5	4		8 3/4																		4.0
2S	30		1 7/8	1/2	5/8	6	5		11																		6.25
2M	36		2 1/4	5/8	3/4	7 1/4	6		13 1/4																		9.0
3	36		2 1/4	5/8	3/4	7 1/4	6		13 1/4																		9.0
4	36		2 1/4	5/8	3/4	7 1/4	6		13 1/4																		9.0
5	48		3	3/4	1	9 3/4	8		17 1/2																		16.0

STANDARD SIGN
W7-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 9/6/2023 PLATE NO. W7-1.14



NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Yellow
Message - Black
3. Message Series - See Note 5
4. Substitute appropriate numerals and optically space about centerline to achieve proper balance.
5. Line 1 is Series D
Line 2 is Series E

W13-1

* For 30" x 30" Warning Signs, use 18" x 18" W13-1 signs.
For 36" x 36" Warning Signs, use 24" x 24" W13-1 signs.

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.
✱ 2S	1	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	2	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
✱ 2M	3	18		1 1/2	3/8	3/8	8	3	2 3/4	2	2 1/4	5 3/8															2.25
	4	24		1 1/2	3/8	1/2	10	4	4	2 3/4	3 1/4	6 5/8															4.00
	5	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00
	6	36		2 1/4	5/8	3/4	16	6	5 1/2	4	4 1/2	10 5/8															9.00

STANDARD SIGN W13-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
For State Traffic Engineer

DATE 1/8/2024 PLATE NO. W13-1.17

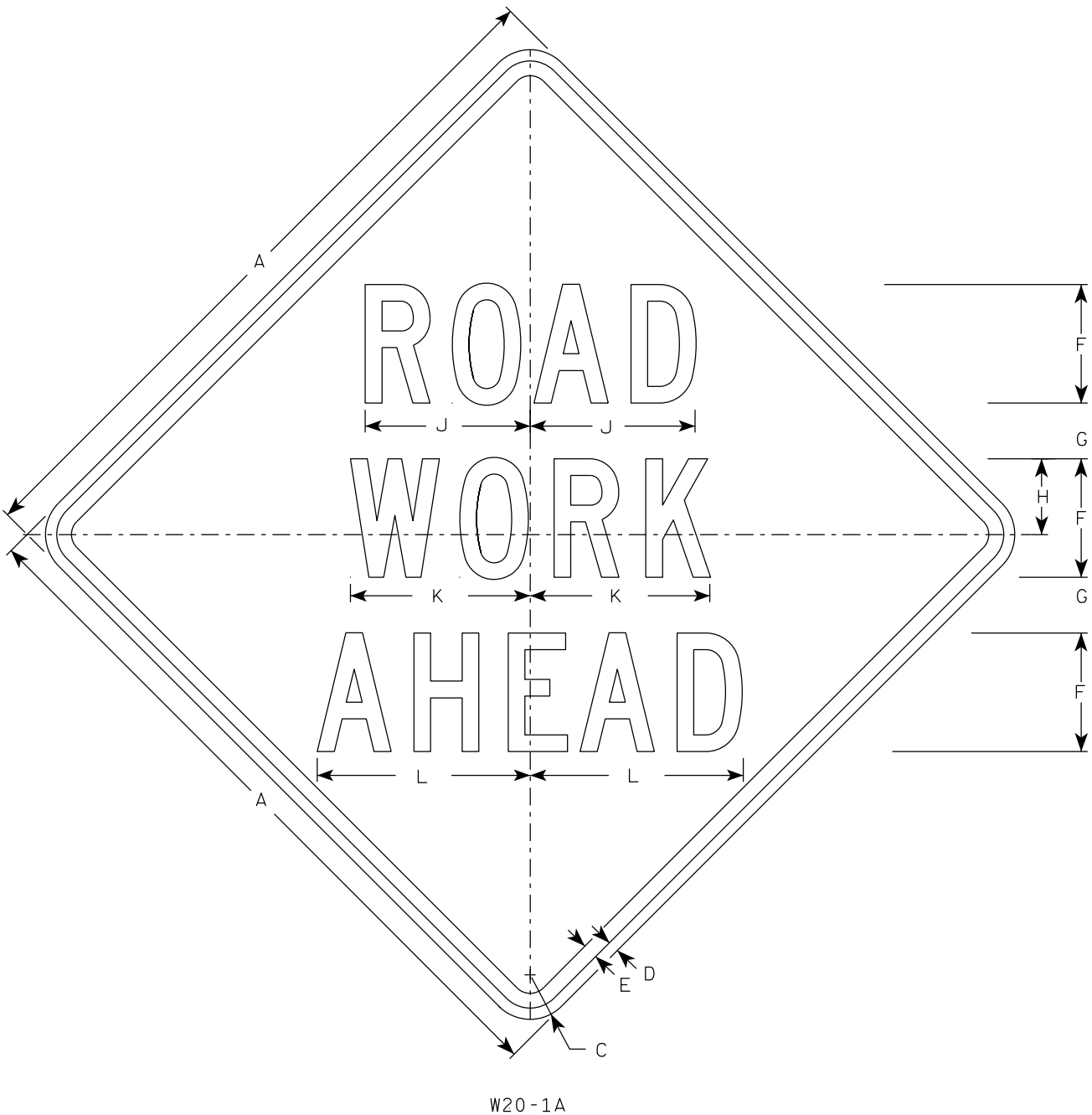
PROJECT NO:

HWY:

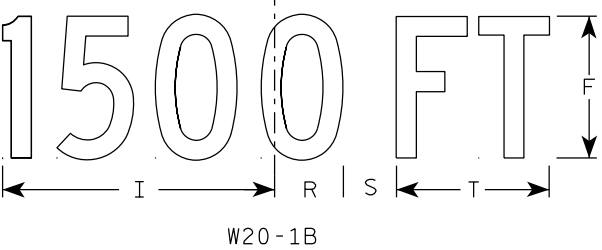
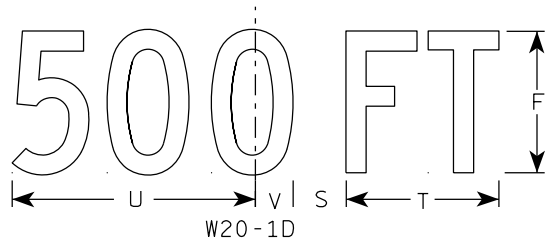
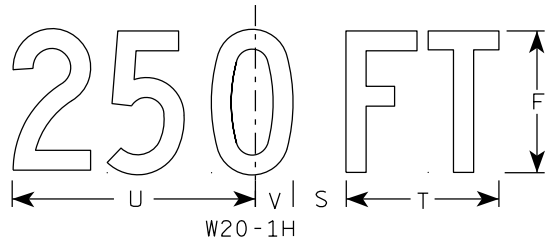
COUNTY:

SHEET NO:

E

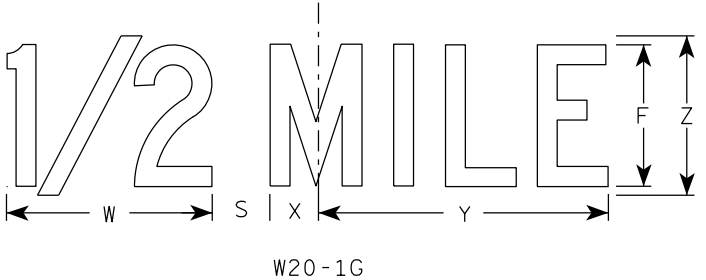


W20-1A

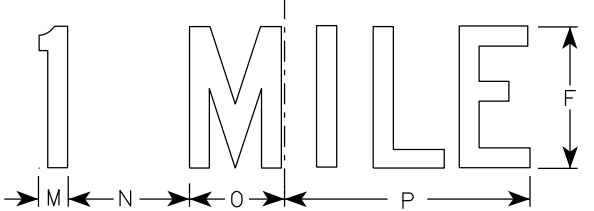


W20-1B

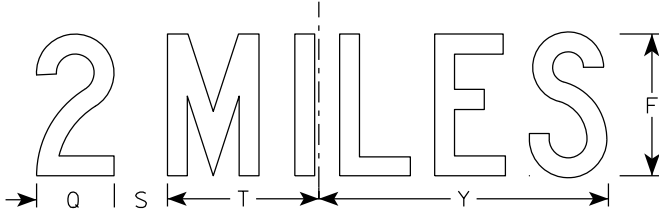
- NOTES
- 1. Sign is Type II - Type F Reflective
 - 2. Color:
 - Background - Orange
 - Message - Black
 - 3. Message Series - C
 - 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



W20-1F



W20-1E

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

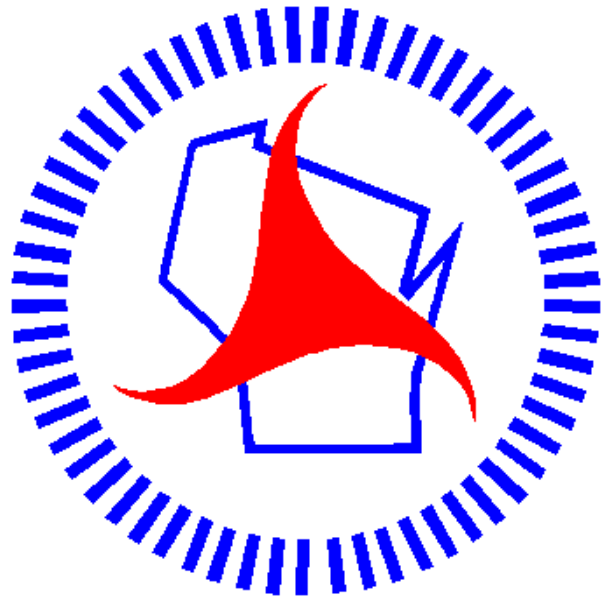
STANDARD SIGN
W20-1A, B, C, D, E, F, G & H

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-1.12

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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