

GRE

PROJECT ID:
WITH: N/A

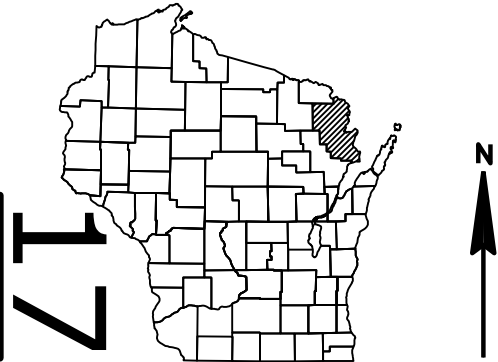
9259-00-70

COUNTY:
MARINETTE

SEPTEMBER 2025
ORDER OF SHEETS

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

TOTAL SHEETS = 48



DESIGN DESIGNATION

A.A.D.T.	2026	=	1400
A.A.D.T.	2046	=	1500
D.H.V.		=	135
D.D.		=	60/40
T.		=	10% (ASSUMED)
DESIGN SPEED		=	55 MPH
ESALS		=	N/A

CONVENTIONAL SYMBOLS

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

PESHTIGO - MARINETTE

MAPLE STREET - CTH T

CTH B

MARINETTE COUNTY

STATE PROJECT NUMBER
9259-00-70



BEGIN PROJECT
STA. 100+00

Y = 131,762.93
X = 774,275.99

END PROJECT
STA. 490+37.56

LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 7.393 MILES

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), MARINETTE COUNTY, NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES. ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9259-00-70	WISC 2025606	1

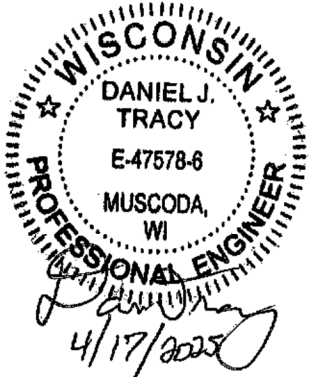
ACCEPTED FOR

COUNTY MARINETTE

04/18/2025
(Date)

ORIGINAL PLANS PREPARED BY

JEWELL
associates engineers, inc
Engineers - Architects - Surveyors



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	JEWELL ASSOCIATES ENGINEERS, INC.
Designer	JEWELL ASSOCIATES ENGINEERS, INC.
Project Manager	ERIK BRATTLUND, P.E.
Regional Examiner	NORTHEAST REGION
Regional Supervisor	KIMBERLY SLEZAK, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 4/22/2025
(Signature)

E

GENERAL NOTES

NO TREES OR SHRUBS ARE TO BE REMOVED UNLESS SUCH TREES OR SHRUBS HAVE FIRST BEEN INDICATED FOR REMOVAL BY THE ENGINEER IN THE FIELD.

CURVE DATA IS BASED ON THE ARC DEFINITION.

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

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO "DIGGERS HOTLINE" AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

IF THERE ARE UTILITY CONFLICTS WITH SIGNS OR OTHER WORK UNDER THIS PROJECT, THE CONTRACTOR WILL WORK AROUND THE UTILITY FACILITIES.

EXISTING SIGNS NOT SHOWN ON PLAN ARE TO REMAIN. PRIOR TO PLACEMENT OF PERMANENT SIGNS THE ENGINEER IN THE FIELD WILL VERIFY PERMANENT SIGNING LOCATION. IF THERE IS A CONFLICT BETWEEN THE EXISTING SIGN AND PERMANENT SIGN THE ENGINEER IN THE FIELD WILL DETERMINE THE LOCATION OF THE PROPOSED PERMANENT SIGN PRIOR TO PLACEMENT.

EXISTING SHOULDER AGGREGATE SHALL BE INCORPORATED INTO THE NEW SHOULDERS UNLESS OTHERWISE DIRECTED BY THE ENGINEER IN THE FIELD.

WHEN THE QUANTITY OF THE ITEM OF ASPHALTIC SURFACE IS MEASURED FOR PAYMENT BY THE TON, THE DEPTH OR THICKNESS OF THE LAYER SHOWN ON THE PLANS IS APPROXIMATE, AND THE ACTUAL THICKNESS WILL DEPEND ON THE DISTRIBUTION OF THE MATERIAL AS DIRECTED BY THE ENGINEER IN THE FIELD.

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

ASPHALTIC SURFACE QUANTITIES WERE CALCULATED USING 112 LB/SY/IN.

APPLY TACK COAT AT A RATE OF 0.05 GAL/SY BETWEEN LAYERS OF ASPHALTIC SURFACE.

CONTACTS

MARINETTE COUNTY HIGHWAY DEPARTMENT:

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DESIGN CONSULTANT:

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WISCONSIN DEPARTMENT OF TRANSPORTATION:

NE REGION GREEN BAY
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EMAIL: erik.brattlund@dot.wi.gov

WDNR LIAISON:

STATE OF WISCONSIN
DNR NORTHEAST REGIONAL HQ
2984 SHAWANO AVE
GREEN BAY, WI 54313
ATTN: JIM DOPERALSKI
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UTILITIES

COMMUNICATIONS

BRIGHTSPEED
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BERLIN, WI 54923
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GAS

ANR PIPELINE
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ATTN: JOHN SITKA
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ANN ARBOR, MI 48108
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WISCONSIN PUBLIC SERVICE CORPORATION

ATTN: STEVE BONECK
134 MACARTHUR DR.
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EMAIL: chukwuebuka.ezembamalu@wisconsinpublicservice.com

NETLEC

ATTN: RICK VINCENT
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GREEN BAY, WI 54173
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EMAIL: rick.vincent@nsight.com

ELECTRICITY

WISCONSIN PUBLIC SERVICE CORPORATION
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SPECTRUM

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SEWER

CITY OF PESHTIGO
ATTN: MATT DECUR
331 FRENCH STREET, STE A
PESHTIGO, WI 54157
PH: (715) 923-5123
EMAIL: mattd@cityofpeshtigo.us

MARINETTE COUNTY FIBER

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1925 ELLA COURT
MARINETTE, WI 54143
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WATER

CITY OF PESHTIGO
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331 FRENCH STREET, STE A
PESHTIGO, WI 54157
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EMAIL: mattd@cityofpeshtigo.us

LIST OF STANDARD ABBREVIATIONS

ABUT	Abutment	INV	Invert	RDWY	Roadway
AC	Acre	IP	Iron Pipe or Pin	SALV	Salvaged
AGG	Aggregate	IRS	Iron Rod Set	SAN S	Sanitary Sewer
AH	Ahead	JT	Joint	SEC	Section
<	Angle	JCT	Junction	SHLDR	Shoulder
ASPH	Asphaltic	LHF	Left-Hand Forward	SHR	Shrinkage
AVG	Average	L	Length of Curve	SW	Sidewalk
ADT	Average Daily Traffic	LIN FT	Linear Foot	S	South
BAD	Base Aggregate Dense	or LF		SQ	Square
BK	Back	LC	Long Chord of Curve	SF or SQ FT	Square Feet
BF	Back Face	MH	Manhole	SV or SQ YD	Square Yard
BM	Bench Mark	MB	Mailbox	STD	Standard
BR	Bridge	ML or M/L	Match Line	SDD	Standard Detail Drawings
C or C/L	Center Line	N	North	STH	State Trunk Highways
CC	Center to Center	Y	North Grid Coordinate	STA	Station
C.E.	Commercial Entrance	OD	Outside Diameter	SS	Storm Sewer
CTH	County Trunk Highway	PLE	Permanent Limited Easement	SG	Subgrade
CR	Creek	PT	Point	SE	Superelevation
CR	Crushed	PC	Point of Curvature	SL or S/L	Survey Line
CY or CU YD	Cubic Yard	PI	Point of Intersection	SV	Septic Vent
CP	Culvert Pipe	PRC	Point of Reverse Curvature	T	Tangent
C & G	Curb and Gutter			TEL	Telephone
D	Degree of Curve	PT	Point of Tangency	TEMP	Temporary
DHV	Design Hour Volume	POC	Point On Curve	TI	Temporary Interest
DIA	Diameter	POT	Point on Tangent	TLE	Temporary Limited Easement
E	East	PVC	Polyvinyl Chloride		
X	East Grid Coordinate	PCC	Portland Cement Concrete	t	Ton
ELEC	Electric (al)			T or TN	Town
EL or ELEV	Elevation	LB	Pound	TRANS	Transition
ESALS	Equivalent Single Axle Loads	PSI	Pounds Per Square Inch	TL or T/L	Transit Line
		P.E.	Private Entrance	T	Trucks (percent of)
EBS	Excavation Below Subgrade	R	Radius	TYP	Typical
		RR	Railroad	UNCL	Unclassified
FF	Face to Face	R	Range	UG	Underground Cable
F.E.	Field Entrance	RL or R/L	Reference Line	USH	United States Highway
F	Fill	RP	Reference Point	VAR	Variable
FG	Finished Grade	RCCP	Reinforced Concrete Culvert Pipe	V	Velocity or Design Speed
FL or F/L	Flow Line			VERT	Vertical
FT	Foot	REQD	Required	VC	Vertical Curve
FTG	Footing	RES	Residence or Residential	VOL	Volume
GN	Grid North	RW	Retaining Wall	WM	Water Main
HT	Height	RT	Right	WV	Water Valve
CWT	Hundredweight	RHF	Right-Hand Forward	W	West
HYD	Hydrant	R/W	Right-of-Way	WB	Westbound
INL	Inlet	RD	Road	YD	Yard
ID	Inside Diameter	R	River		

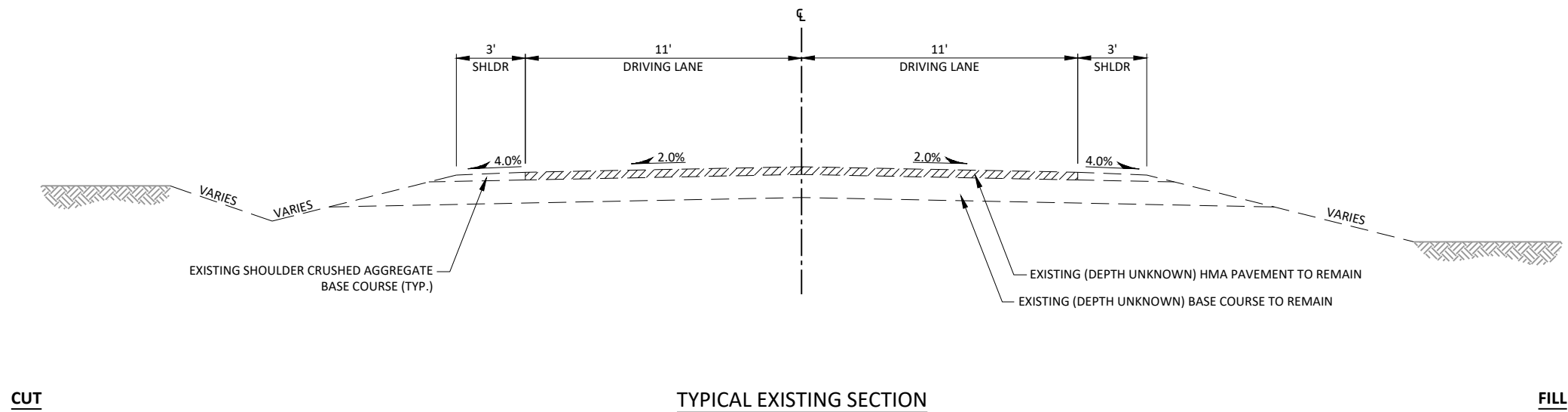
ORDER OF SECTION 2 SHEETS:

- GENERAL NOTES, UTILITIES, CONTACTS, & ABBREVIATIONS
- PROJECT OVERVIEW
- TYPICAL SECTIONS
- CONSTRUCTION DETAILS
- PLAN DETAILS

CONTROL POINTS

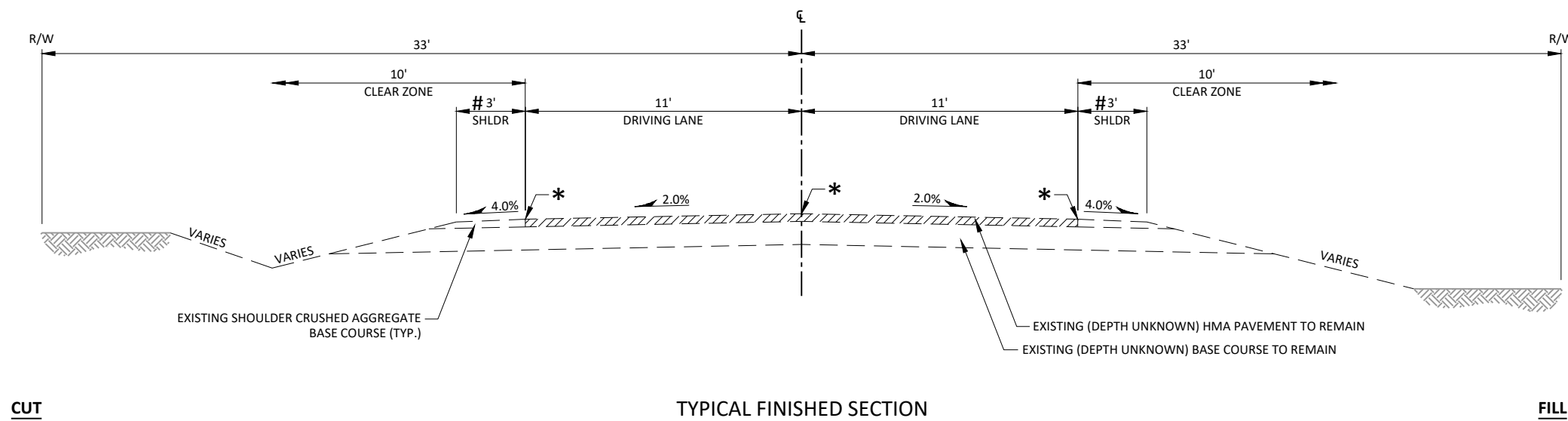
NO.	STA.	DESCRIPTION	Y	X	Z
1	118+95.62	¾" I.R.S., 54.8' LT.	130,079.34	775,101.65	604.55
2	237+60.92	¾" I.R.S., 35.2' LT.	124,999.29	784,507.87	605.88
3	414+34.24	¾" I.R.S., 62.4' RT.	132,354.72	799,270.52	603.96

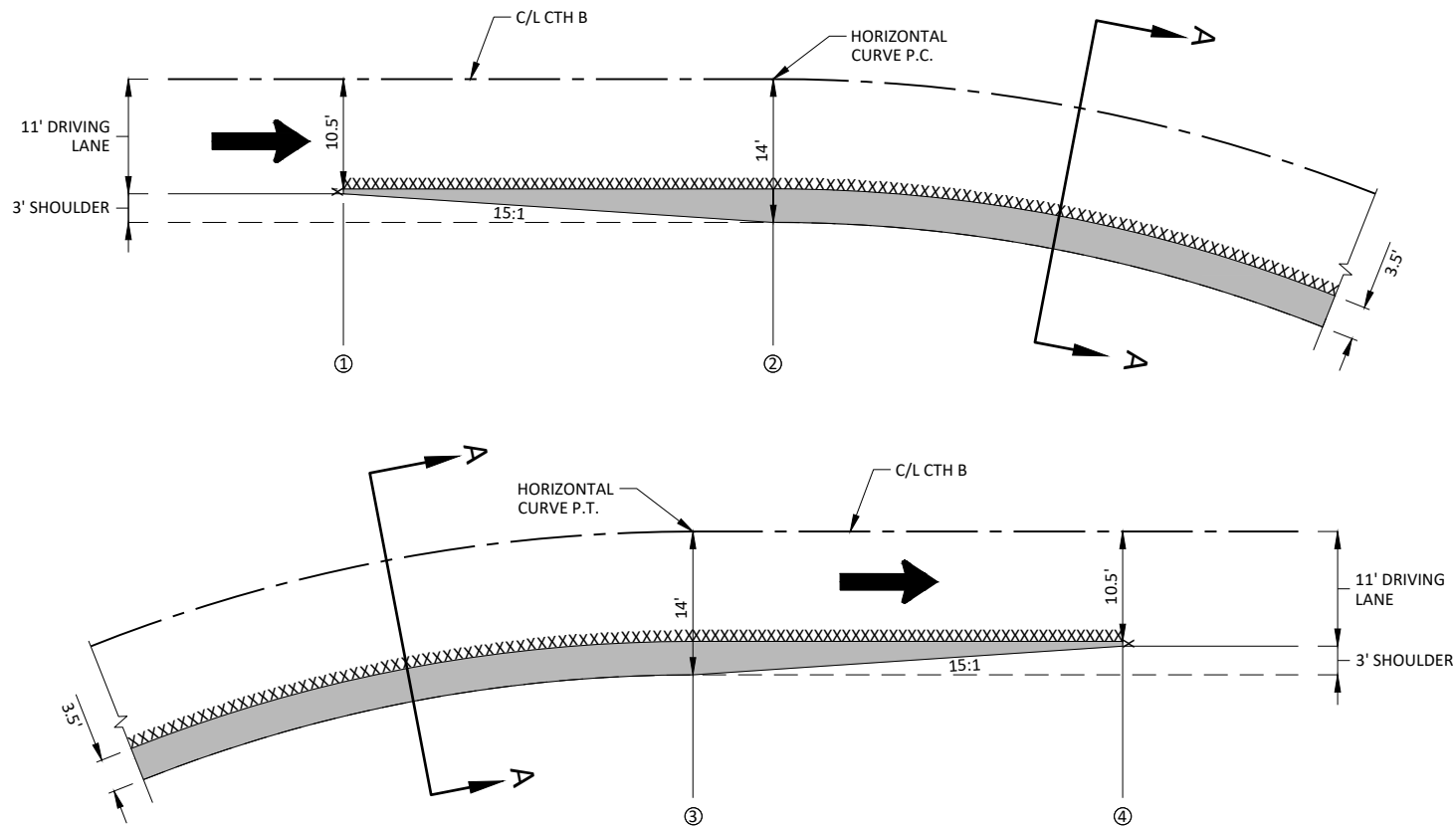




* MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH REQ'D.
SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS
FOR DETAILS.

SEE CONSTRUCTION DETAILS FOR SHOULDER WIDENING AREAS

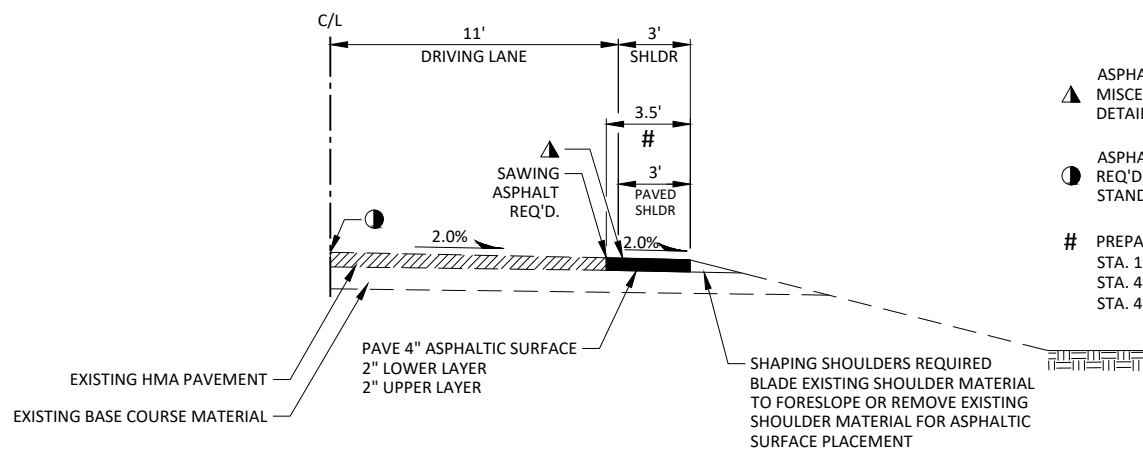
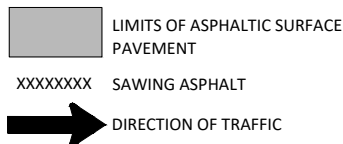




SHOULDER WIDENING LAYOUT DETAIL

NOTE - SHOULDER WIDENING ON RIGHT SIDE IS SHOWN, LEFT SIDE IS SIMILAR

STATION-STATION	CURVE #	LOCATION	①	②	③	④
190+25 - 200+49	5	MAINLINE, LT./RT.	190+25	190+70	200+04	200+49
423+42 - 436+89	11	MAINLINE, LT./RT.	423+42	423+87	436+44	436+89
473+81 - 479+21	14	MAINLINE, LT./RT.	473+81	474+26	478+76	479+21



SECTION A-A

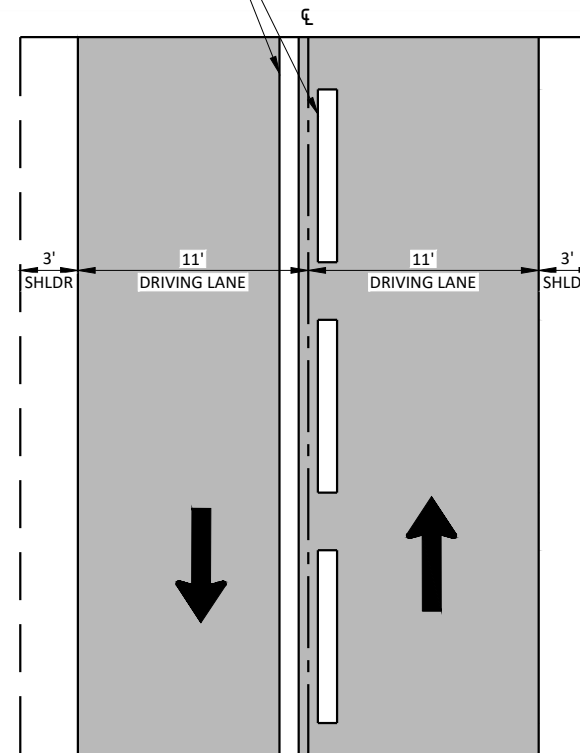
NOTE: SKIP AREAS THAT HAVE PAVED APPROACHES SUCH AS INTERSECTIONS AND PAVED DRIVEWAYS

▲ ASPHALTIC RUMBLE STRIPS, EDGELINE REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAIL DRAWINGS FOR DETAILS.

● ASPHALTIC RUMBLE STRIPS, CENTERLINE SINUSOIDAL REQ'D. SEE MISCELLANEOUS QUANTITIES AND STANDARD DETAILS DRAWINGS FOR DETAILS.

PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS
STA. 190+25 - STA. 200+49, LT./RT.
STA. 423+42 - STA. 436+89, LT./RT.
STA. 473+81 - STA. 479+21, LT./RT.

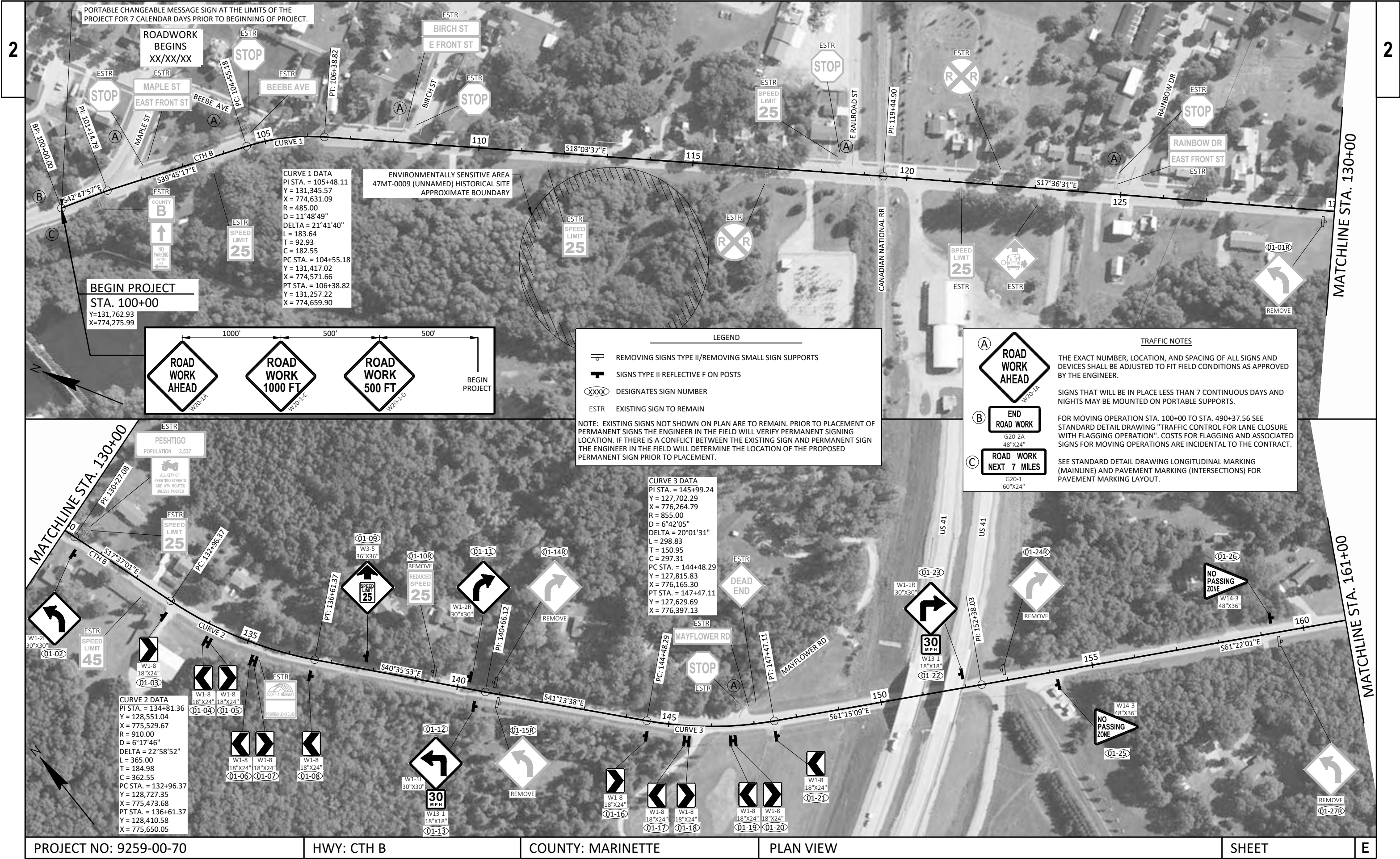
MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH TO BE PLACED AFTER RUMBLE STRIPS, CENTERLINE SINUSOIDAL.
(ALL MARKING LINE EPOXY IS TO BE PLACED AS DETERMINED BY THE LOCATING NO PASSING ZONES BID ITEM)



PLAN VIEW

- EXISTING ASPHALTIC SURFACE TO REMAIN
1. INSTALL RUMBLE STRIPS, CENTERLINE SINUSOIDAL IN SPECIFIED LOCATIONS.
 2. PLACE MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (EXISTING MARKINGS WILL BE REMOVED WITH GROOVING)

CENTERLINE PAVEMENT MARKING SEQUENCE DETAIL





CURVE 4 DATA
PI STA. = 171+23.51
Y = 126,490.07
X = 778,482.44
R = 1225.00
D = 4°40'38"
DELTA = 44°05'48"
L = 942.80
T = 496.13
C = 919.70
PC STA. = 166+27.37
Y = 126,727.82
X = 778,046.98
PT STA. = 175+70.17
Y = 126,622.35
X = 778,960.61

STA. 190+25 - STA. 200+49
SHOULDER WIDENING REQ'D.
SEE CONSTRUCTION DETAILS FOR
ADDITIONAL INFORMATION

CURVE 5 DATA
PI STA. = 195+74.36
Y = 127,156.72
X = 780,892.26
R = 1000.00
D = 5°43'46"
DELTA = 53°30'22"
L = 933.86
T = 504.11
C = 900.29
PC STA. = 190+70.26
Y = 127,022.31
X = 780,406.40
PT STA. = 200+04.11
Y = 126,846.07
X = 781,289.27

LEGEND

REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS

SIGNS TYPE II REFLECTIVE F ON POSTS

XXXX DESIGNATES SIGN NUMBER

ESTR EXISTING SIGN TO REMAIN

NOTE: EXISTING SIGNS NOT SHOWN ON PLAN ARE TO REMAIN. PRIOR TO PLACEMENT OF PERMANENT SIGNS THE ENGINEER IN THE FIELD WILL VERIFY PERMANENT SIGNING LOCATION. IF THERE IS A CONFLICT BETWEEN THE EXISTING SIGN AND PERMANENT SIGN THE ENGINEER IN THE FIELD WILL DETERMINE THE LOCATION OF THE PROPOSED PERMANENT SIGN PRIOR TO PLACEMENT.

TRAFFIC NOTES

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

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

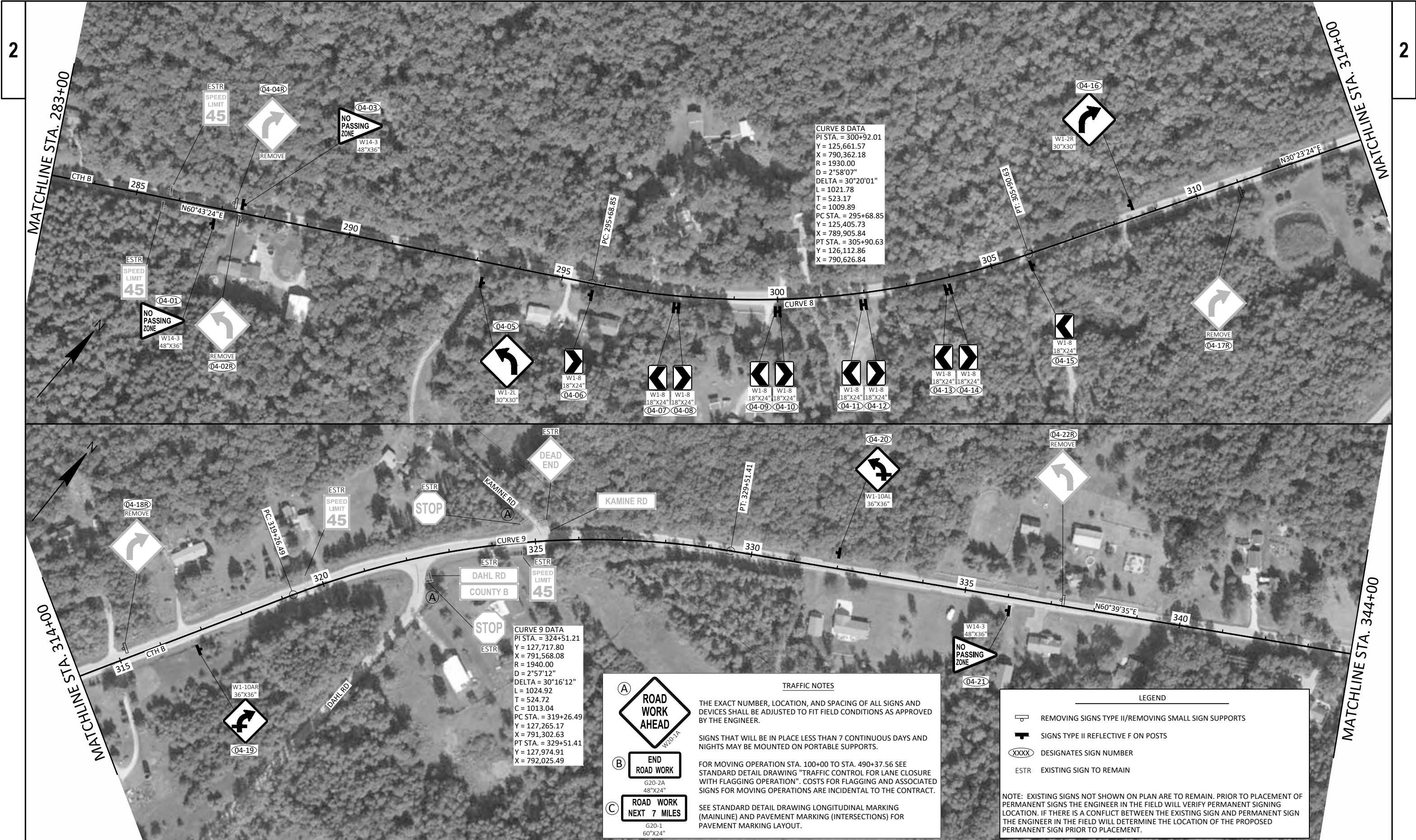
FOR MOVING OPERATION STA. 100+00 TO STA. 490+37.56 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) AND PAVEMENT MARKING (INTERSECTIONS) FOR PAVEMENT MARKING LAYOUT.



2

2





TRAFFIC NOTES

(A) ROAD WORK AHEAD
W20-1A
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

(B) END ROAD WORK
G20-2A
48"x24"
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

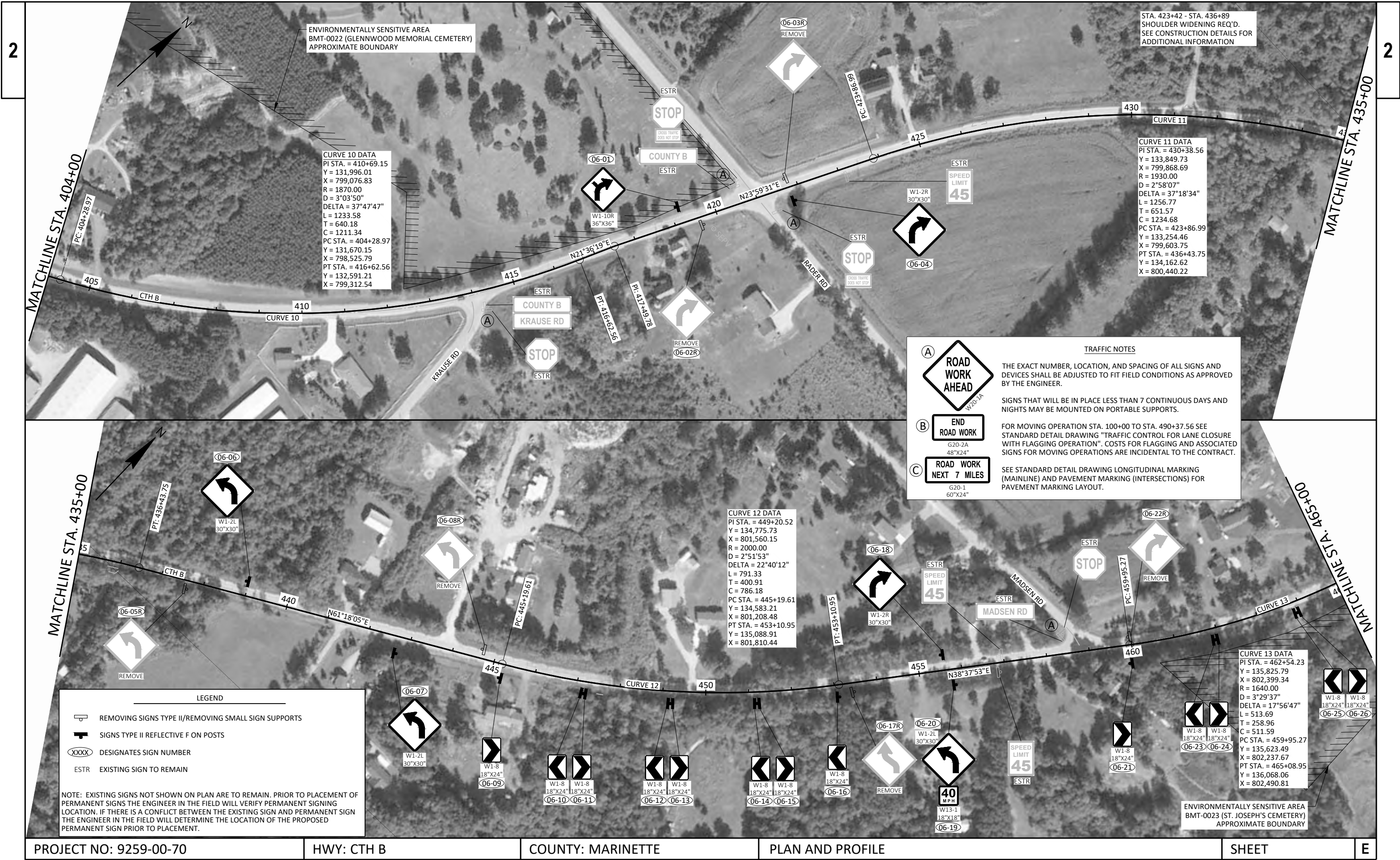
(C) ROAD WORK NEXT 7 MILES
G20-1
60"x24"
FOR MOVING OPERATION STA. 100+00 TO STA. 490+37.56 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.

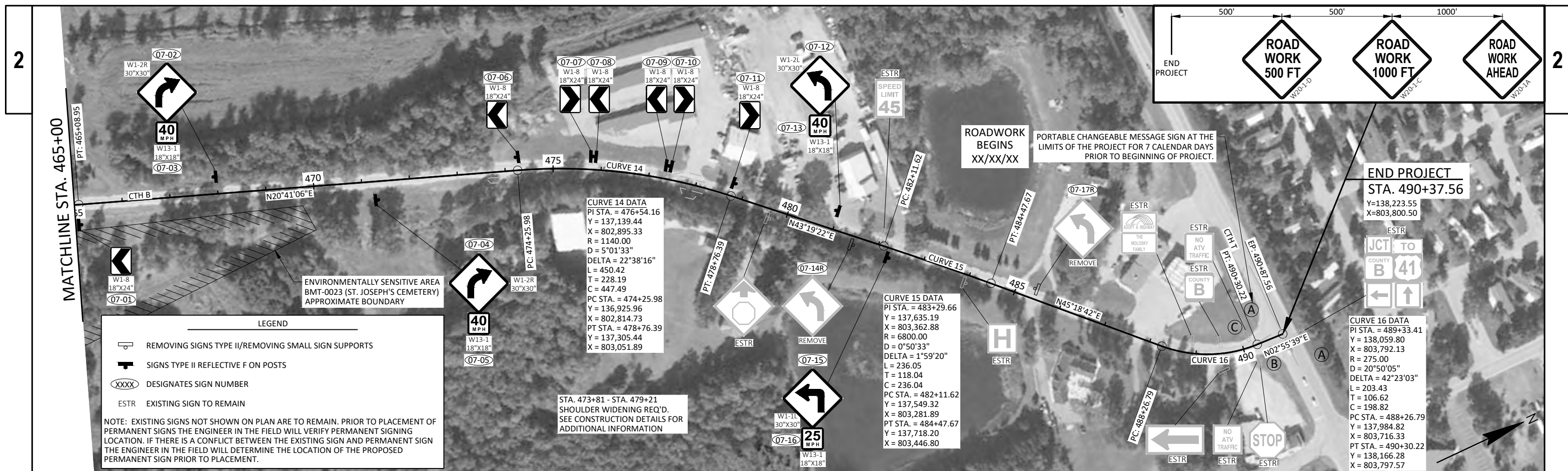
SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) AND PAVEMENT MARKING (INTERSECTIONS) FOR PAVEMENT MARKING LAYOUT.

LEGEND

- REMOVING SIGNS TYPE II/REMOVING SMALL SIGN SUPPORTS
- SIGNS TYPE II REFLECTIVE F ON POSTS
- DESIGNATES SIGN NUMBER
- EXISTING SIGN TO REMAIN

NOTE: EXISTING SIGNS NOT SHOWN ON PLAN ARE TO REMAIN. PRIOR TO PLACEMENT OF PERMANENT SIGNS THE ENGINEER IN THE FIELD WILL VERIFY PERMANENT SIGNING LOCATION. IF THERE IS A CONFLICT BETWEEN THE EXISTING SIGN AND PERMANENT SIGN THE ENGINEER IN THE FIELD WILL DETERMINE THE LOCATION OF THE PROPOSED PERMANENT SIGN PRIOR TO PLACEMENT.





(A)  ROAD WORK AHEAD W20-1A	<u>TRAFFIC NOTES</u> THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER. SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
(B)  END ROAD WORK G20-2A 48"X24"	FOR MOVING OPERATION STA. 100+00 TO STA. 490+37.56 SEE STANDARD DETAIL DRAWING "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION". COSTS FOR FLAGGING AND ASSOCIATED SIGNS FOR MOVING OPERATIONS ARE INCIDENTAL TO THE CONTRACT.
(C)  ROAD WORK NEXT 7 MILES G20-1 60"X24"	SEE STANDARD DETAIL DRAWING LONGITUDINAL MARKING (MAINLINE) AND PAVEMENT MARKING (INTERSECTIONS) FOR PAVEMENT MARKING LAYOUT.

Estimate Of Quantities

9259-00-70

Line	Item	Item Description	Unit	Total	Qty
0002	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	59.000	59.000
0004	213.0100	Finishing Roadway (project) 01. 9259-00-70	EACH	1.000	1.000
0006	305.0110	Base Aggregate Dense 3/4-Inch	TON	50.000	50.000
0008	305.0500	Shaping Shoulders	STA	59.000	59.000
0010	455.0605	Tack Coat	GAL	120.000	120.000
0012	465.0105	Asphaltic Surface	TON	500.000	500.000
0014	465.0540	Asphaltic Rumble Strips, Edge Line	LF	4,130.000	4,130.000
0016	465.0565	Asphaltic Rumble Strips, Centerline Sinusoidal	LF	2,050.000	2,050.000
0018	619.1000	Mobilization	EACH	1.000	1.000
0020	634.0616	Posts Wood 4x6-Inch X 16-FT	EACH	44.000	44.000
0022	634.0618	Posts Wood 4x6-Inch X 18-FT	EACH	42.000	42.000
0024	637.2230	Signs Type II Reflective F	SF	512.340	512.340
0026	638.2602	Removing Signs Type II	EACH	30.000	30.000
0028	638.3000	Removing Small Sign Supports	EACH	28.000	28.000
0030	642.5001	Field Office Type B	EACH	1.000	1.000
0032	643.0300	Traffic Control Drums	DAY	70.000	70.000
0034	643.0900	Traffic Control Signs	DAY	1,360.000	1,360.000
0036	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0038	643.5000	Traffic Control	EACH	1.000	1.000
0040	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	128,210.000	128,210.000
0042	648.0100	Locating No-Passing Zones	MI	7.390	7.390
0044	650.8000	Construction Staking Resurfacing Reference	LF	39,038.000	39,038.000
0046	650.9911	Construction Staking Supplemental Control (project) 01. 9259-00-70	EACH	1.000	1.000
0048	690.0150	Sawing Asphalt	LF	5,830.000	5,830.000
0050	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	150.000	150.000
0052	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	300.000	300.000

3

BASE AGGREGATE DENSE

* 305.0110 BASE AGGREGATE DENSE 3/4-INCH		
STATION	LOCATION	(TON)
-	UNDISTRIBUTED	50
TOTAL=		50

* ONLY USED IN THE EVENT OF SHOULDER
MATERIAL SHORTAGE

SHAPING SHOULDERS

STATION - STATION	CURVE #	LOCATION	305.0500 (STA)
190+25 - 200+49	5	MAINLINE	21
423+42 - 436+89	11	MAINLINE	27
473+81 - 479+21	14	MAINLINE	11
TOTAL =			59

ASPHALTIC SURFACE

211.0400 PREPARE FOUNDATION FOR ASPHALTIC SHOULDERS					
STATION - STATION	CURVE #	LOCATION	(STA)	455.0605 TACK COAT (GAL)	465.0105 ASPHALTIC SURFACE (TON)
190+25 - 200+49	5	MAINLINE	21	42	180
423+42 - 436+89	11	MAINLINE	27	56	230
473+81 - 479+21	14	MAINLINE	11	22	90
TOTALS =			59	120	500

RUMBLE STRIPS

465.0540 ASPHALTIC RUMBLE STRIPS EDGE LINE					465.0565 ASPHALTIC RUMBLE STRIPS CENTERLINE SINUSOIDAL
STATION - STATION	CURVE #	LOCATION	(LF)		(LF)
190+70 - 200+04	5	MAINLINE	1,100		540
423+87 - 436+44	11	MAINLINE	2,375		1,260
474+26 - 478+76	14	MAINLINE	655		250
TOTALS=			4,130		2,050

PERMANENT SIGNING

							637.2230			638.2602	638.3000	
							SIGNS	POSTS WOOD 4X6-INCH		REMOVING	REMOVING	
							TYPE II	634.0616	634.0618	SIGNS	SMALL SIGN	SIGN MOUNTED
SIGN	APPROX.			SIGN		SIZE	REFLECTIVE F	16 FT	18 FT	TYPE II	SUPPORTS	ON SAME
NUMBER	STATION	LOCATION	POSITION	CODE	SIGN DESCRIPTION	(INCH X INCH)	(SF)	(EACH)	(EACH)	(EACH)	(EACH)	POST AS
01-01R	129+80	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
01-02	130+50	MAINLINE	RIGHT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
01-03	132+98	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-04	134+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-05	134+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	01-04
01-06	135+40	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-07	135+40	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	01-06
01-08	136+61	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-09	137+75	MAINLINE	LEFT	W3-5	SPEED LIMIT __ AHEAD	36X36	9.00	-	1	-	-	-
01-10R	139+36	MAINLINE	LEFT	-	REDUCE SPEED	-	-	-	-	1	1	-
01-11	140+20	MAINLINE	LEFT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
01-12	140+50	MAINLINE	RIGHT	W1-1L	LEFT TURN	30X30	6.25	-	1	-	-	-
01-13	140+50	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	01-12
01-14R	140+81	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
01-15R	141+04	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
01-16	144+48	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-17	145+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-18	145+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	01-17
01-19	146+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
01-20	146+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	01-19
01-21	147+47	MAINLINE	RIGHT	W1-8	CHEVRON	18x24	3.00	1	-	-	-	-
01-22	152+00	MAINLINE	LEFT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	01-23
01-23	152+00	MAINLINE	LEFT	W1-1R	RIGHT TURN	30X30	6.25	-	1	-	-	-
01-24R	152+89	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
01-25	154+12	MAINLINE	RIGHT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
01-26	159+28	MAINLINE	LEFT	W14-3	NO PASSING ZONES	48x36	5.56	-	1	-	-	-
01-27R	159+44	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
02-01	163+30	MAINLINE	RIGHT	W1-10L	LEFT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
02-02	166+27	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-03	167+80	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-04	167+80	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-03
02-05	169+40	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-06	169+40	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-05
02-07	171+00	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-08	171+00	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-07
02-09	174+10	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-10	174+10	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-09
02-11	175+70	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-12	178+75	MAINLINE	LEFT	W1-10R	RIGHT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
02-13	179+52	MAINLINE	RIGHT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
02-14R	183+47	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
02-15R	183+47	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	-	-	-	-	1	-	02-14R
02-16R	184+16	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
02-17	185+84	MAINLINE	LEFT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
02-18	187+70	MAINLINE	RIGHT	W1-10AR	RIGHT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
02-19	187+70	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	02-18
02-20R	187+70	MAINLINE	RIGHT	W2-1	INTERSECTION	-	-	-	-	1	1	-
02-21	190+70	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-22	192+30	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-23	192+30	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-22

SHEET TOTALS = 164.99 16 12 10 9

3

PERMANENT SIGNING CONTINUED

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	SIZE (INCH X INCH)	637.2230	638.2602		638.3000	SIGN MOUNTED ON SAME POST AS	
							SIGNS	POSTS WOOD 4X6-INCH		REMOVING		REMOVING
							TYPE II REFLECTIVE F (SF)	634.0616 16 FT (EACH)	634.0618 18 FT (EACH)	SIGNS TYPE II (EACH)		SMALL SIGN SUPPORTS (EACH)
02-24	193+90	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-25	193+90	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-24
02-26	195+40	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-27	195+40	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-26
02-28	196+90	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-29	196+90	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-28
02-30	198+40	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-31	198+40	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-30
02-32	200+04	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-33R	201+42	MAINLINE	LEFT	W2-1	INTERSECTION	-	-	-	-	1	1	-
02-34	203+00	MAINLINE	LEFT	W1-10AL	LEFT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
02-35	203+00	MAINLINE	LEFT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	02-34
02-36R	205+44	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
02-37R	205+44	MAINLINE	LEFT	W13-1	ADVISORY SPEED LIMIT	-	-	-	-	1	-	02-36R
02-38	209+69	MAINLINE	RIGHT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
02-39R	212+00	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
02-40	213+73	MAINLINE	LEFT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
02-41	214+80	MAINLINE	RIGHT	W1-1L	LEFT TURN	30X30	6.25	-	1	-	-	-
02-42	214+80	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	02-41
02-43	218+75	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-44	220+65	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
02-45	220+65	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	02-44
03-01	222+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
03-02	222+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	03-01
03-03	224+50	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
03-04	228+40	MAINLINE	LEFT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	03-05
03-05	228+40	MAINLINE	LEFT	W1-1R	RIGHT TURN	30X30	6.25	-	1	-	-	-
03-06R	232+46	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
03-07	233+33	MAINLINE	RIGHT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
03-08	246+57	MAINLINE	LEFT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
03-09R	249+05	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
03-10	251+80	MAINLINE	RIGHT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
03-11	281+45	MAINLINE	LEFT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
04-01	286+87	MAINLINE	RIGHT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
04-02R	287+46	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
04-03	287+41	MAINLINE	LEFT	W14-3	NO PASSING ZONES	48X36	5.56	-	1	-	-	-
04-04R	287+25	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
04-05	293+25	MAINLINE	RIGHT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
04-06	295+69	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
04-07	297+70	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
04-08	297+70	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	04-07
04-09	300+00	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
04-10	300+00	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	04-09
04-11	301+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
04-12	301+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	04-11
04-13	303+90	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
04-14	303+90	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	04-13
04-15	305+90	MAINLINE	RIGHT	W1-8	CHEVRON	18x24	3.00	1	-	-	-	-
04-16	308+45	MAINLINE	LEFT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
04-17R	311+05	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-

SHEET TOTALS =	161.61	15	13	9	8
PROJECT TOTALS =	326.60	31	25	19	17

PERMANENT SIGNING CONTINUED

SIGN NUMBER	APPROX. STATION	LOCATION	POSITION	SIGN CODE	SIGN DESCRIPTION	SIZE (INCH X INCH)	637.2230	638.2602		638.3000		
							SIGNS	POSTS WOOD 4X6-INCH		REMOVING	REMOVING	
							TYPE II REFLECTIVE F (SF)	16 FT 634.0616 (EACH)	18 FT 634.0618 (EACH)	SIGNS TYPE II (EACH)	SMALL SIGN SUPPORTS (EACH)	SIGN MOUNTED ON SAME POST AS
04-18R	315+15	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
04-19	316+80	MAINLINE	RIGHT	W1-10AR	RIGHT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
04-20	331+95	MAINLINE	LEFT	W1-10AL	LEFT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
04-21	336+05	MAINLINE	RIGHT	W14-3	NO PASSING ZONE	48X36	5.56	-	1	-	-	-
04-22R	337+22	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
05-01	352+58	MAINLINE	LEFT	W14-3	NO PASSING ZONE	48X36	5.56	-	1	-	-	-
05-02	376+69	MAINLINE	RIGHT	W14-3	NO PASSING ZONE	48X36	5.56	-	1	-	-	-
05-03R	395+12	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
05-04	398+27	MAINLINE	LEFT	W14-3	NO PASSING ZONE	48X36	5.56	-	1	-	-	-
05-05	401+80	MAINLINE	RIGHT	W1-10L	LEFT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
06-01	419+10	MAINLINE	LEFT	W1-10R	RIGHT CURVE W/ INTERSECTION	36X36	9.00	-	1	-	-	-
06-02R	419+63	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
06-03R	421+75	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
06-04	421+75	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
06-05R	437+64	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
06-06	439+00	MAINLINE	LEFT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
06-07	442+70	MAINLINE	RIGHT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
06-08R	444+66	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
06-09	445+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-10	447+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-11	447+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	06-10
06-12	449+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-13	449+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	06-12
06-14	451+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-15	451+20	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	06-14
06-16	453+02	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-17R	453+44	MAINLINE	RIGHT	W1-4L	REVERSE CURVE LEFT	-	-	-	-	1	1	-
06-18	455+60	MAINLINE	LEFT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
06-19	455+75	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	06-20
06-20	455+75	MAINLINE	RIGHT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
06-21	459+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-22R	459+92	MAINLINE	LEFT	W1-2R	RIGHT CURVE	-	-	-	-	1	1	-
06-23	461+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-24	461+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	06-23
06-25	463+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
06-26	463+95	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	06-25
07-01	465+10	MAINLINE	RIGHT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
07-02	468+00	MAINLINE	LEFT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
07-03	468+00	MAINLINE	LEFT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	07-02
07-04	471+25	MAINLINE	RIGHT	W1-2R	RIGHT CURVE	30X30	6.25	-	1	-	-	-
07-05	471+25	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	07-04
07-06	474+25	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
07-07	475+85	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
07-08	475+85	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	07-07
07-09	477+40	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
07-10	477+40	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	-	-	-	-	07-09
07-11	478+76	MAINLINE	LEFT	W1-8	CHEVRON	18X24	3.00	1	-	-	-	-
07-12	481+00	MAINLINE	LEFT	W1-2L	LEFT CURVE	30X30	6.25	-	1	-	-	-
07-13	481+00	MAINLINE	LEFT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	07-12
07-14R	481+50	MAINLINE	RIGHT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-
07-15	482+25	MAINLINE	RIGHT	W1-1L	LEFT TURN	30X30	6.25	-	1	-	-	-
07-16	482+25	MAINLINE	RIGHT	W13-1	ADVISORY SPEED LIMIT	18X18	2.25	-	-	-	-	07-15
07-17R	485+37	MAINLINE	LEFT	W1-2L	LEFT CURVE	-	-	-	-	1	1	-

SHEET TOTALS =	185.74	13	17	11	11
PROJECT TOTALS =	512.34	44	42	30	28

3

TRAFFIC CONTROL

	643.0300	643.0900	643.1050	
	TRAFFIC	TRAFFIC	TRAFFIC	643.5000
	CONTROL	CONTROL	CONTROL	TRAFFIC
	DRUMS	SIGNS	SIGNS PCMS	CONTROL
LOCATION	(DAY)	(DAY)	(DAY)	(EACH)
MAINLINE	-	400	-	-
SIDEROADS	-	960	-	-
PCMS BOARDS	70	-	14	-
PROJECT	-	-	-	1
TOTALS =	70	1360	14	1

LOCATING NO-PASSING ZONES

LOCATION	648.0100 (MI)
PROJECT	7.39

CONSTRUCTION STAKING

		650.8000	650.9911
		RESURFACING	SUPPLEMENTAL
		REFERENCE	CONTROL (01. 59259-00-70)
STATION - STATION	LOCATION	(LF)	(EACH)
100+00 - 230+00	MAINLINE	13,000	-
230+00 - 360+00	MAINLINE	13,000	-
360+00 - 490+37.56	MAINLINE	13,038	-
-	PROJECT	-	1
TOTALS =		39,038	1

SAWING ASPHALT

STATION - STATION	CURVE #	LOCATION	690.0150 (LF)
190+25 - 200+49	5	MAINLINE LT./RT.	2,050
423+42 - 436+89	11	MAINLINE LT./RT.	2,700
473+81 - 479+21	14	MAINLINE LT./RT.	1,080
TOTAL=			5,830

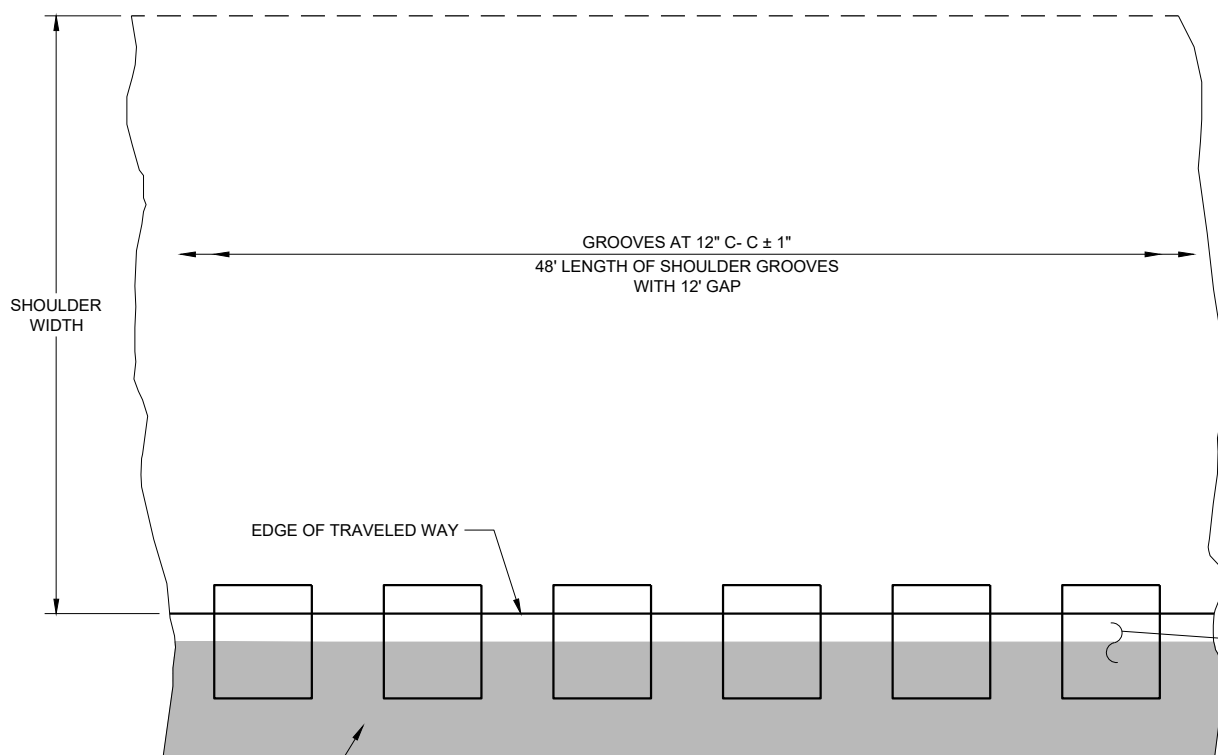
PAVEMENT MARKING

			646.2040 MARKING LINE GROOVED WET REF EPOXY 6-INCH		
			WHITE SOLID (LF)	YELLOW SOLID (LF)	YELLOW 12.5' SKIPS (LF)
100+00 - 146+13	MAINLINE	DOUBLE YELLOW	-	9,226	-
146+13 - 154+12	MAINLINE	EB PASSING	-	800	200
154+12 - 159+28	MAINLINE	PASSING	-	-	138
159+28 - 167+76	MAINLINE	WB PASSING	-	848	212
167+76 - 173+65	MAINLINE	DOUBLE YELLOW	-	1,178	-
173+65 - 179+52	MAINLINE	EB PASSING	-	587	150
179+52 - 185+84	MAINLINE	PASSING	-	-	163
185+84 - 192+76	MAINLINE	WB PASSING	-	692	175
192+76 - 198+44	MAINLINE	DOUBLE YELLOW	-	1,136	-
198+44 - 209+69	MAINLINE	EB PASSING	-	1,125	287
209+69 - 213+73	MAINLINE	PASSING	-	-	100
213+73 - 220+92	MAINLINE	WB PASSING	-	719	187
220+92 - 222+04	MAINLINE	DOUBLE YELLOW	-	224	-
222+04 - 233+33	MAINLINE	EB PASSING	-	1,129	288
233+33 - 246+57	MAINLINE	PASSING	-	-	337
246+57 - 257+18	MAINLINE	WB PASSING	-	1,061	275
257+18 - 275+50	MAINLINE	DOUBLE YELLOW	-	3,664	-
275+50 - 286+87	MAINLINE	EB PASSING	-	1,137	288
286+87 - 287+41	MAINLINE	PASSING	-	-	13
287+41 - 298+61	MAINLINE	WB PASSING	-	1,120	287
298+61 - 328+16	MAINLINE	DOUBLE YELLOW	-	5,910	-
328+16 - 336+05	MAINLINE	EB PASSING	-	789	200
336+05 - 352+58	MAINLINE	PASSING	-	-	413
352+58 - 359+60	MAINLINE	WB PASSING	-	702	175
359+60 - 368+61	MAINLINE	DOUBLE YELLOW	-	1,802	-
368+61 - 376+69	MAINLINE	EB PASSING	-	808	200
376+69 - 398+27	MAINLINE	PASSING	-	-	537
398+27 - 407+28	MAINLINE	WB PASSING	-	901	225
407+28 - 490+29	MAINLINE	DOUBLE YELLOW	-	16,602	-
130+00 - 490+37	MAINLINE	EDGELINES	71,200	-	-
SUBTOTALS =			71,200	52,160	4,850
TOTALS=				128,210	

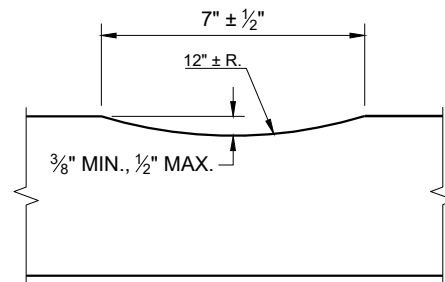
3

Standard Detail Drawing List

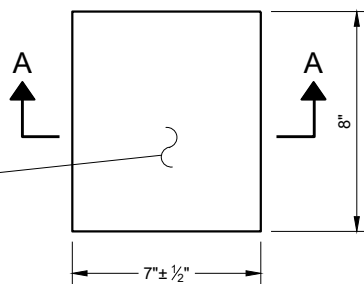
13A10-03E	EDGE LINE RUMBLE STRIPS - ASPHALT
13A11-04C	CENTERLINE RUMBLE STRIPS - ASPHALT SINUSOIDAL
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH



PLAN DETAIL VIEW
SHOULDER WITH GROOVES



SECTION A - A

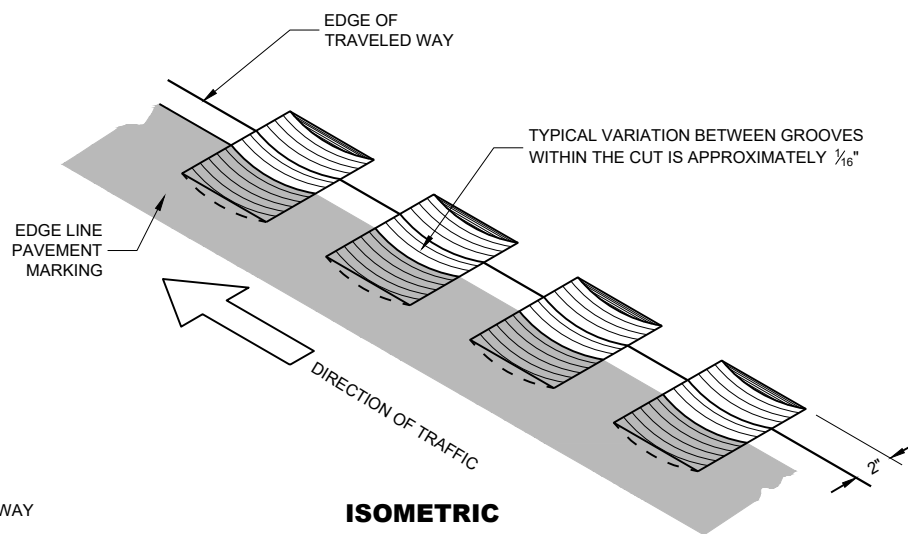


PLAN VIEW
(SINGLE GROOVE)

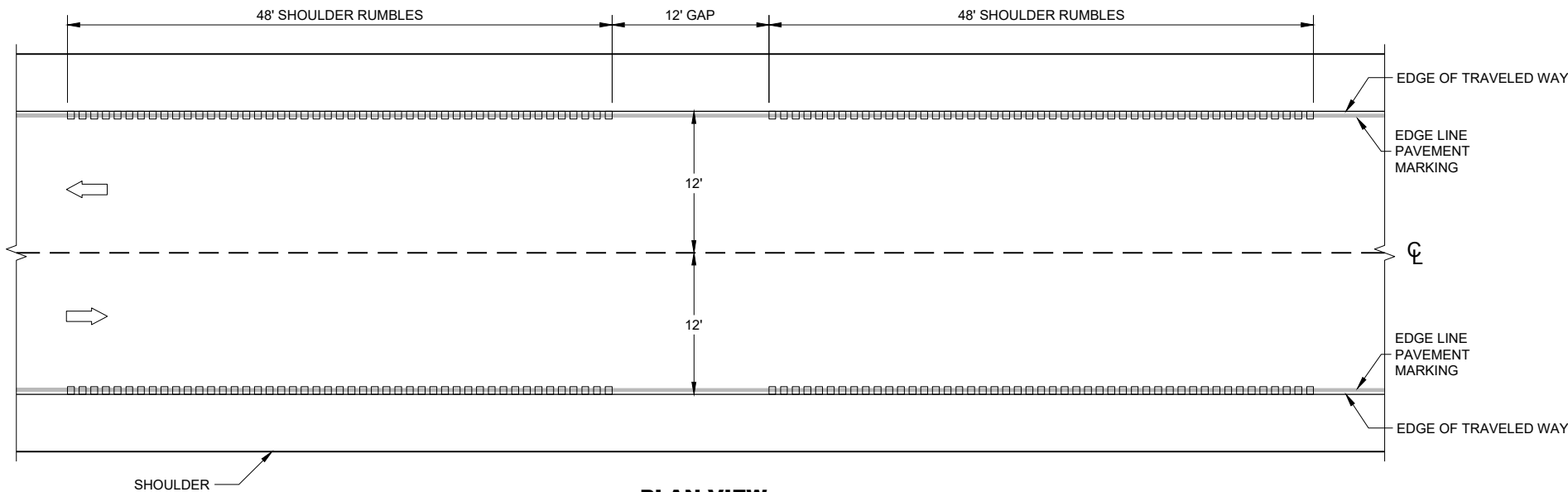
GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A10 SHEETS "g" AND "h".

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



ISOMETRIC

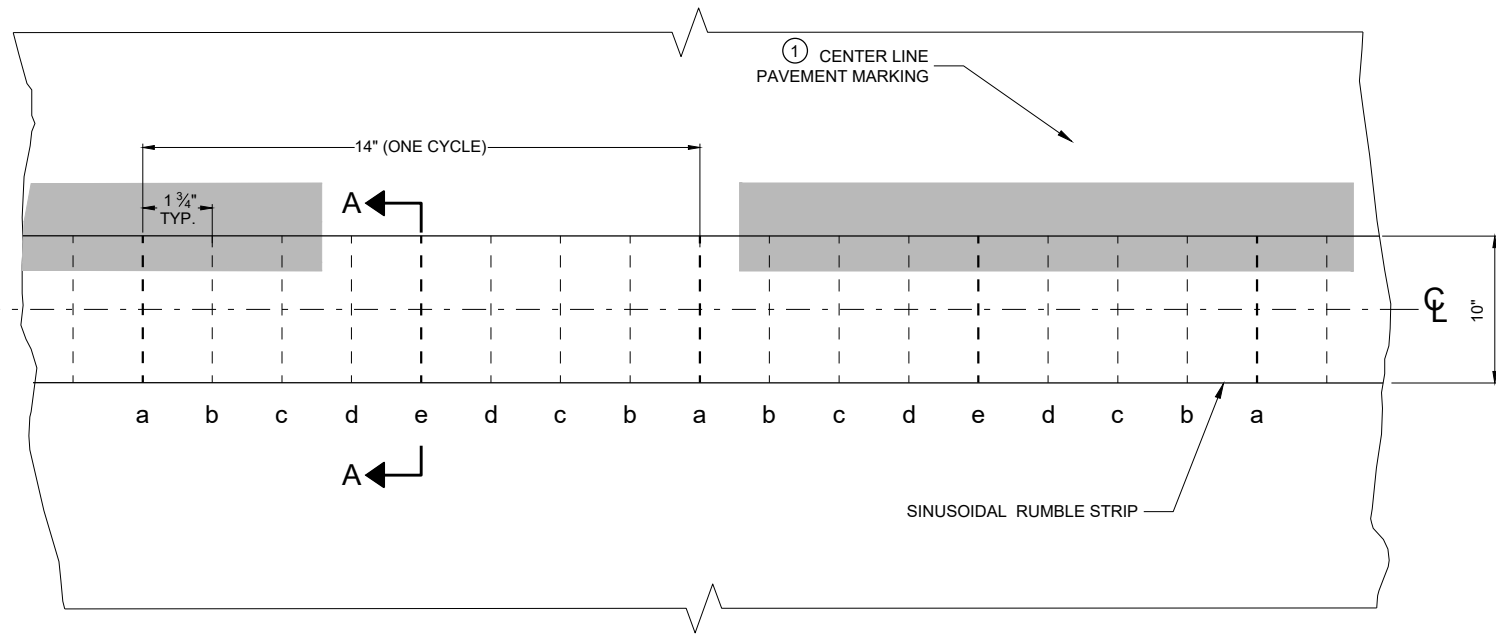


PLAN VIEW

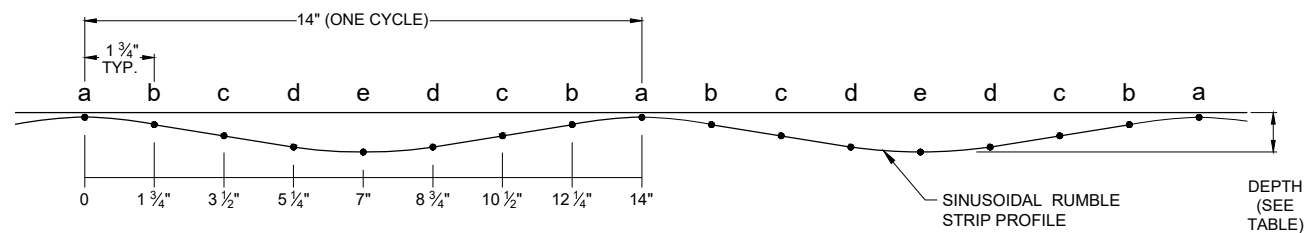
EDGE LINE RUMBLE STRIPS - ASPHALT

**EDGE LINE RUMBLE
STRIPS - ASPHALT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

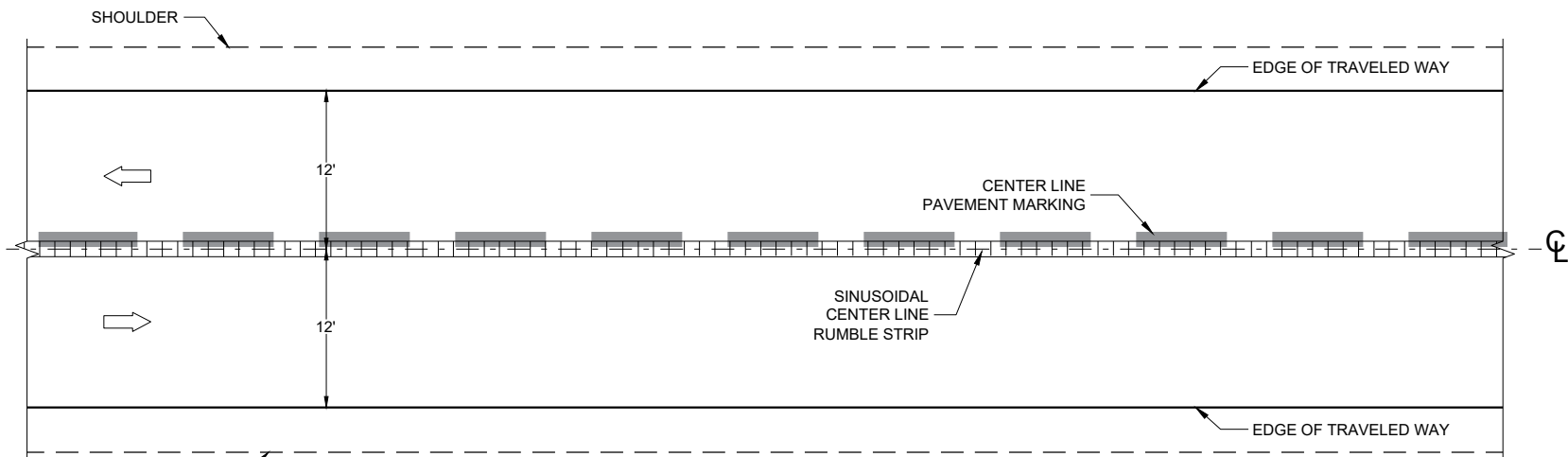


PLAN DETAIL VIEW

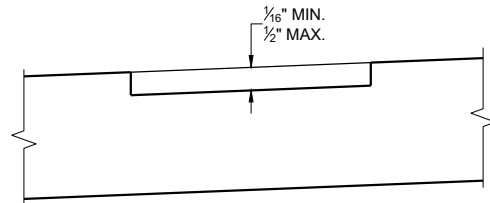


PROFILE VIEW
SINUSOIDAL CENTERLINE RUMBLE STRIPS

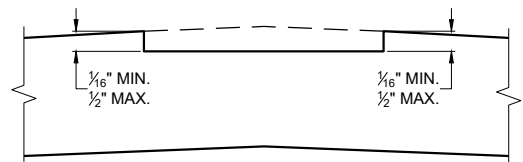
LOCATION	DEPTH (INCHES)
a	1/16"
b	5/32"
c	9/32"
d	7/16"
e	1/2"



CENTERLINE RUMBLE STRIPS - ASPHALT,
SINUSOIDAL



SECTION A - A
SUPERELEVATED ROADWAY



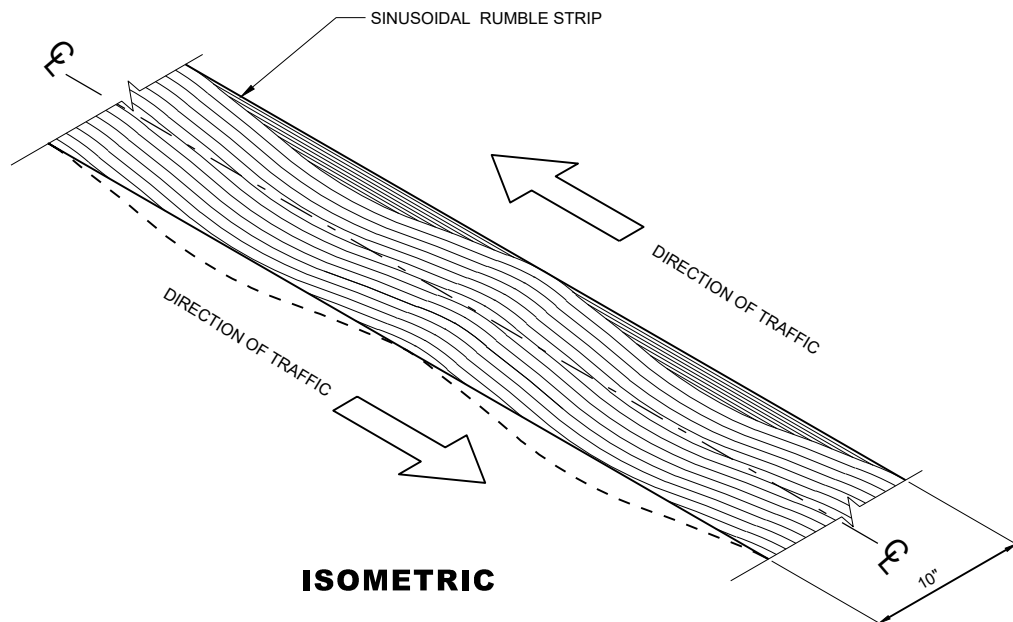
SECTION A - A
CROWNED ROADWAY

GENERAL NOTES

SDD 13A11, SHEET "d" SHOWS THE LOCATIONS OF RUMBLE STRIPS AT INTERSECTIONS, INTERSECTIONS WITH LEFT TURN LANES, BRIDGES, COMMERCIAL AND RESIDENTIAL DRIVEWAYS AND RAILROAD CROSSINGS.

SHOULDER RUMBLE STRIPS MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.

① CENTERLINE PAVEMENT MARKINGS SHALL BE PLACED PARTIALLY IN RUMBLE STRIP GROOVE AND PARTIALLY OUT OF THE RUMBLE STRIP GROOVE.



ISOMETRIC

CENTERLINE
RUMBLE STRIPS - ASPHALT,
SINUSOIDAL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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.

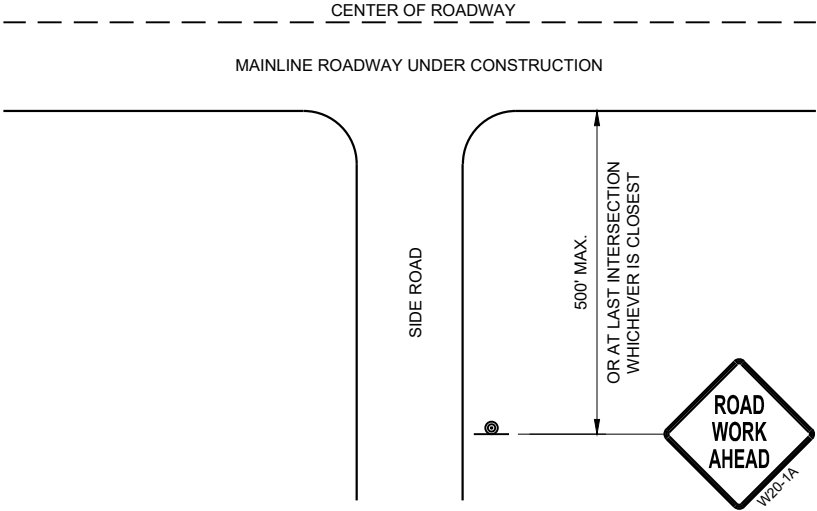
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

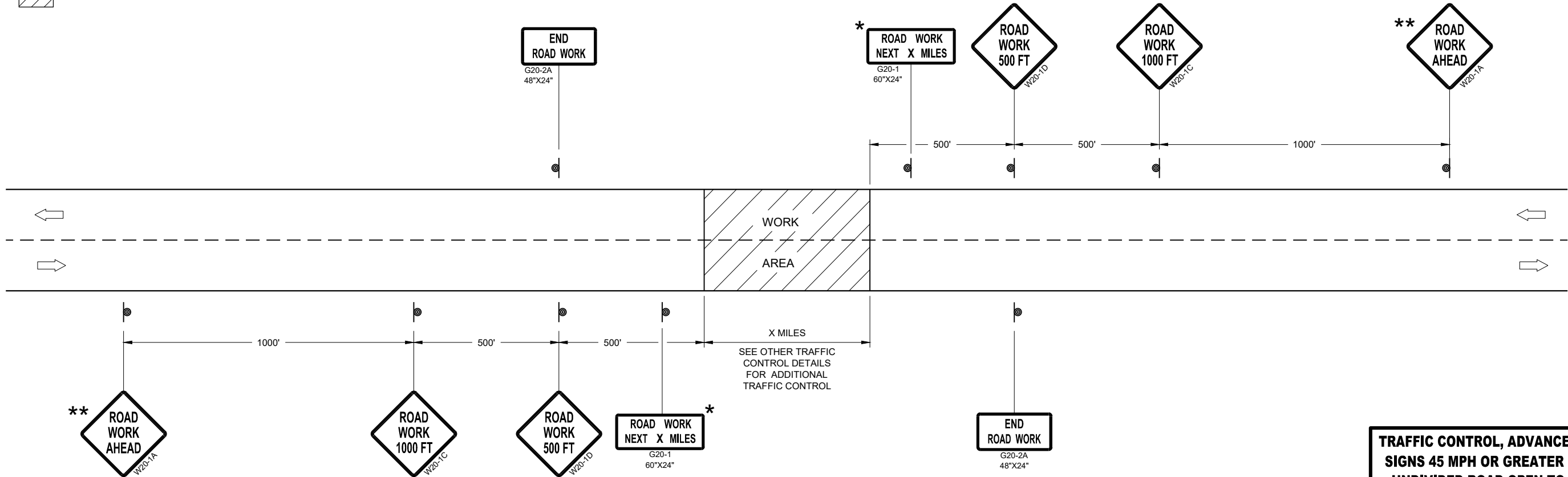
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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

GENERAL NOTES

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

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

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

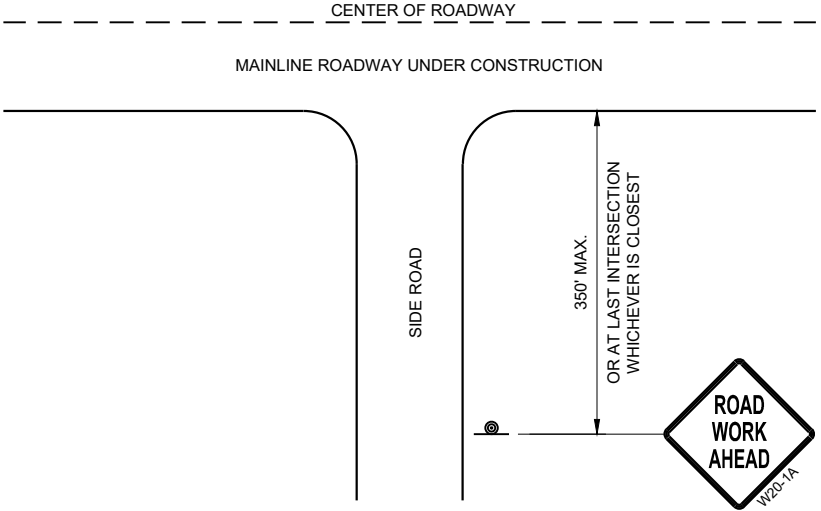
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

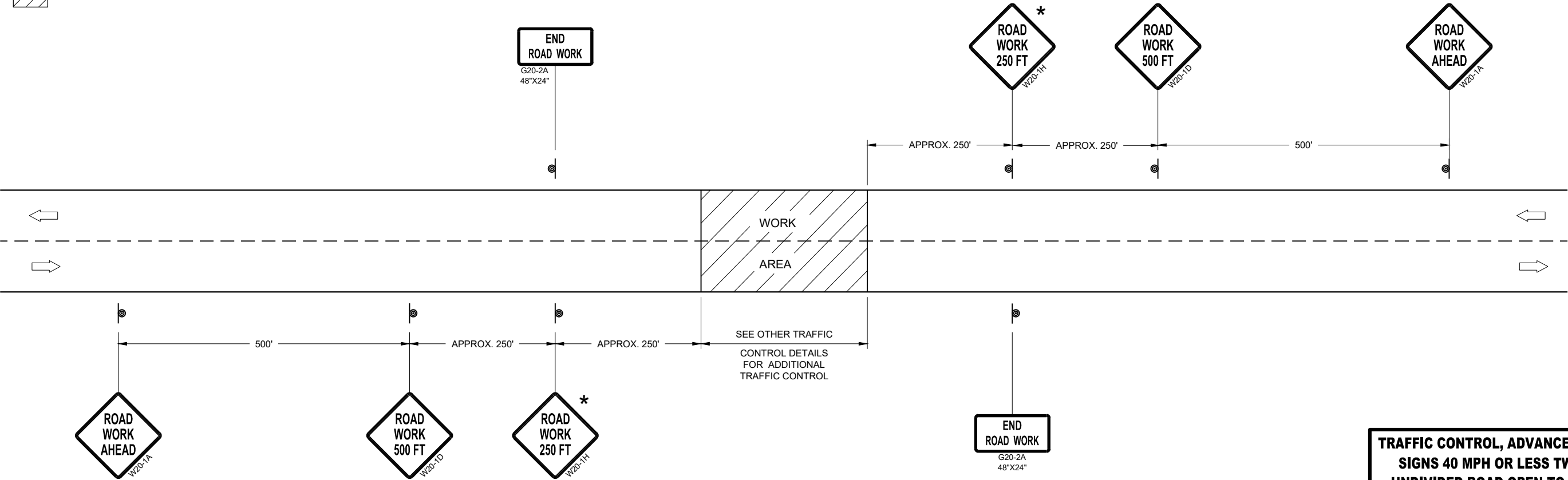
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

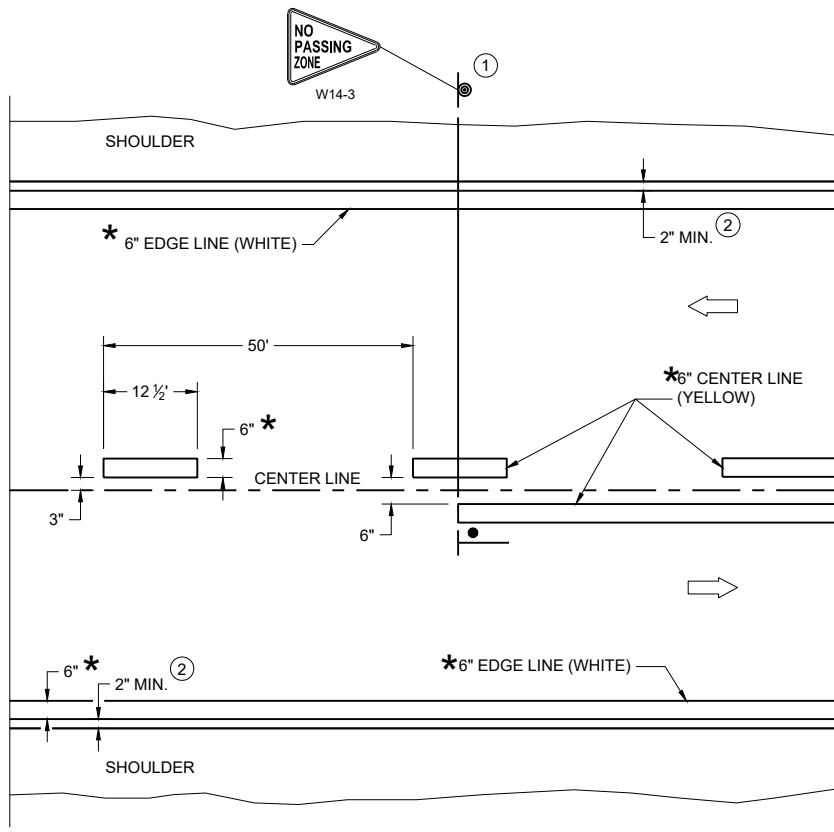


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

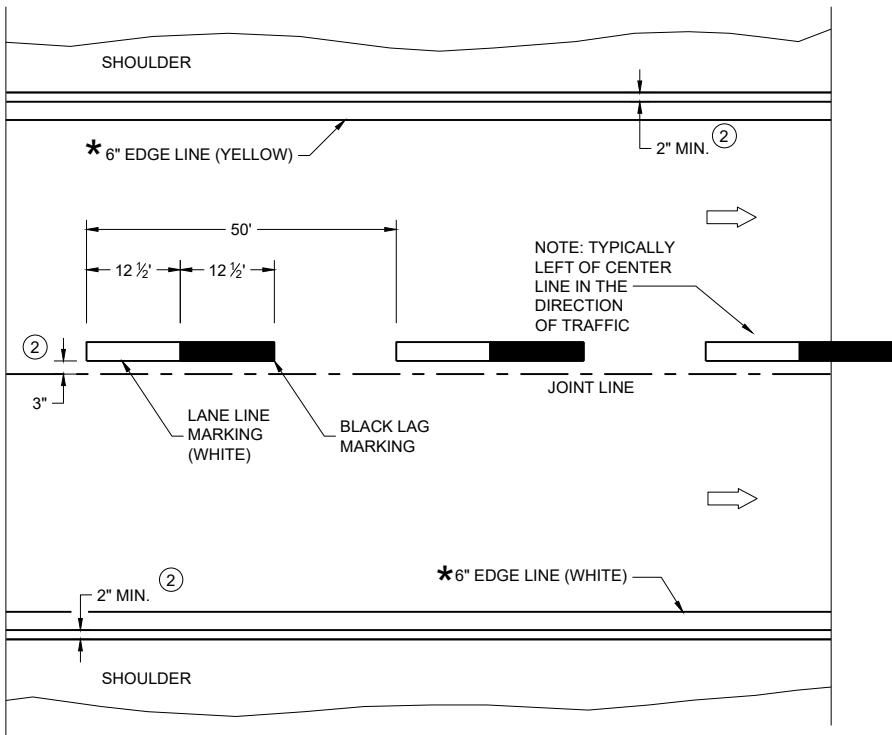
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

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

LEGEND

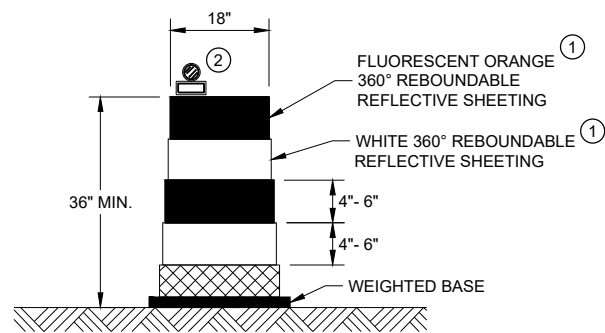
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

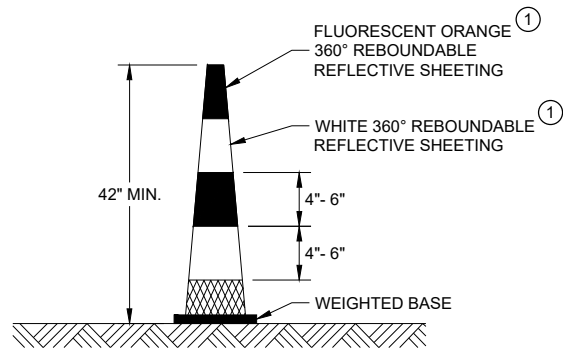
APPROVED
May 2023 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

FHWA



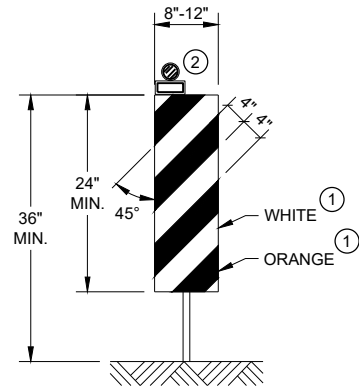
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



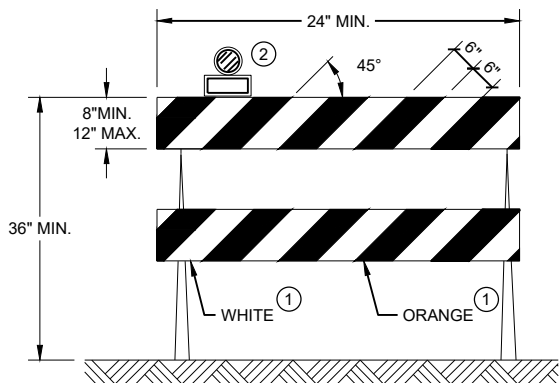
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



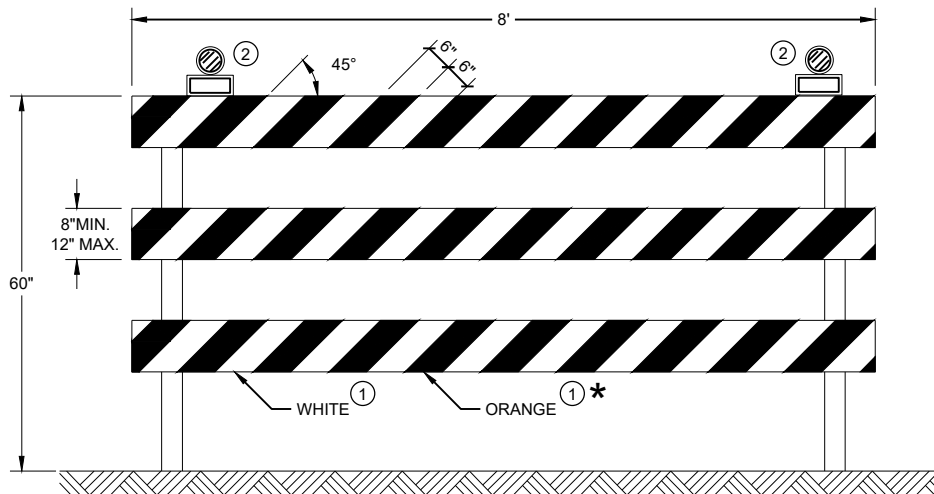
VERTICAL PANEL

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



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES
MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD
TO THE TRAFFIC SIDE FOR CHANNELIZATION.



TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

- 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.
- 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.

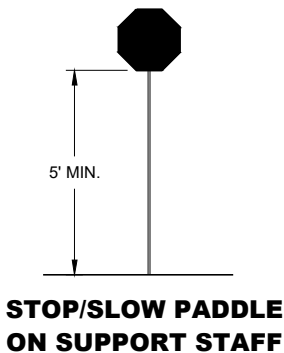
- EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

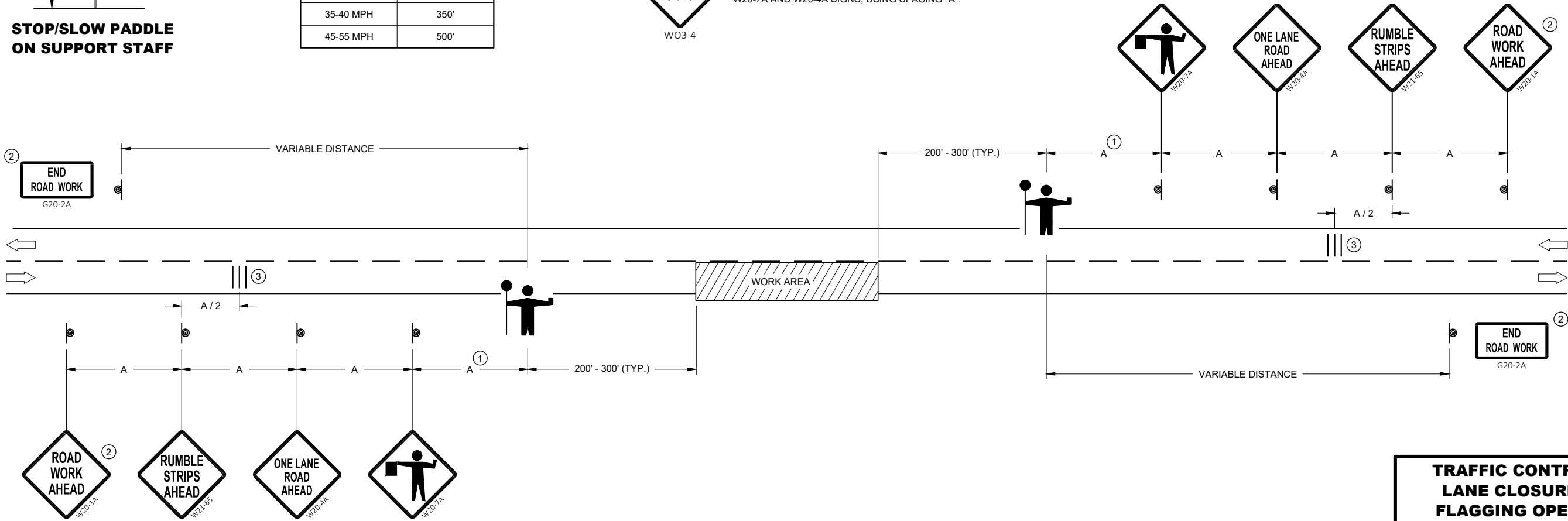


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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 /S/ Andrew Heidtke
DATE 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.

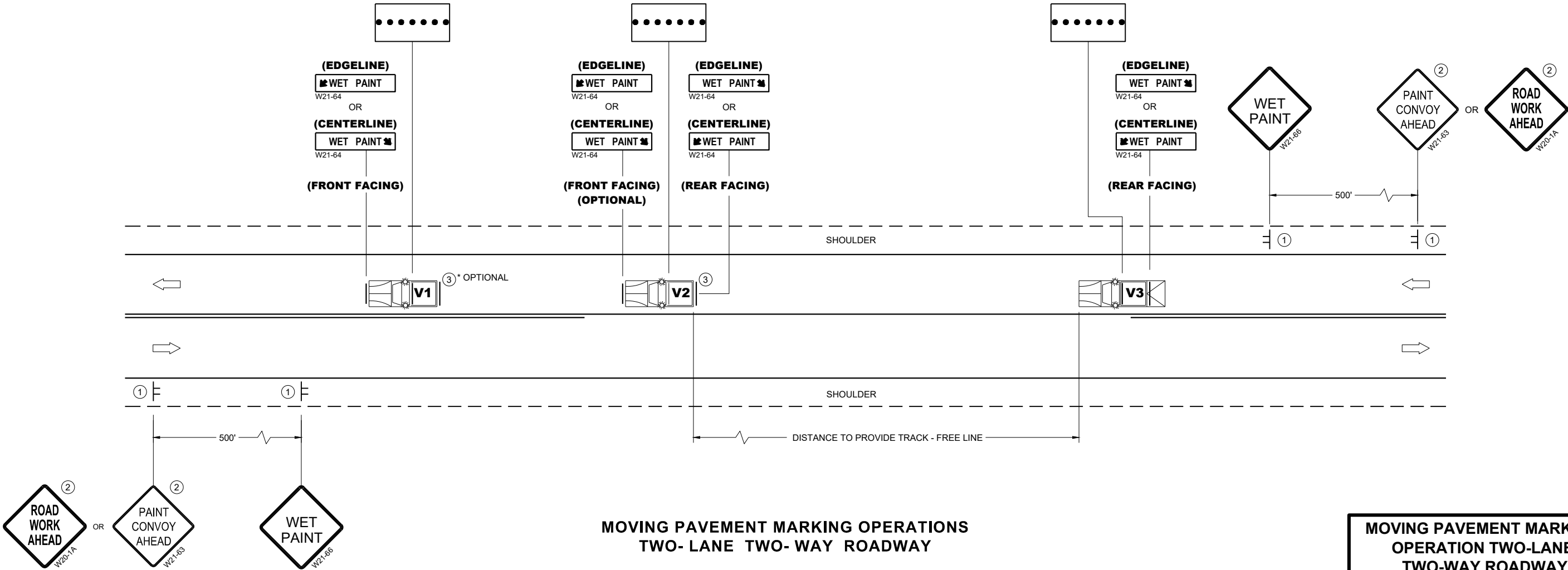
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

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.



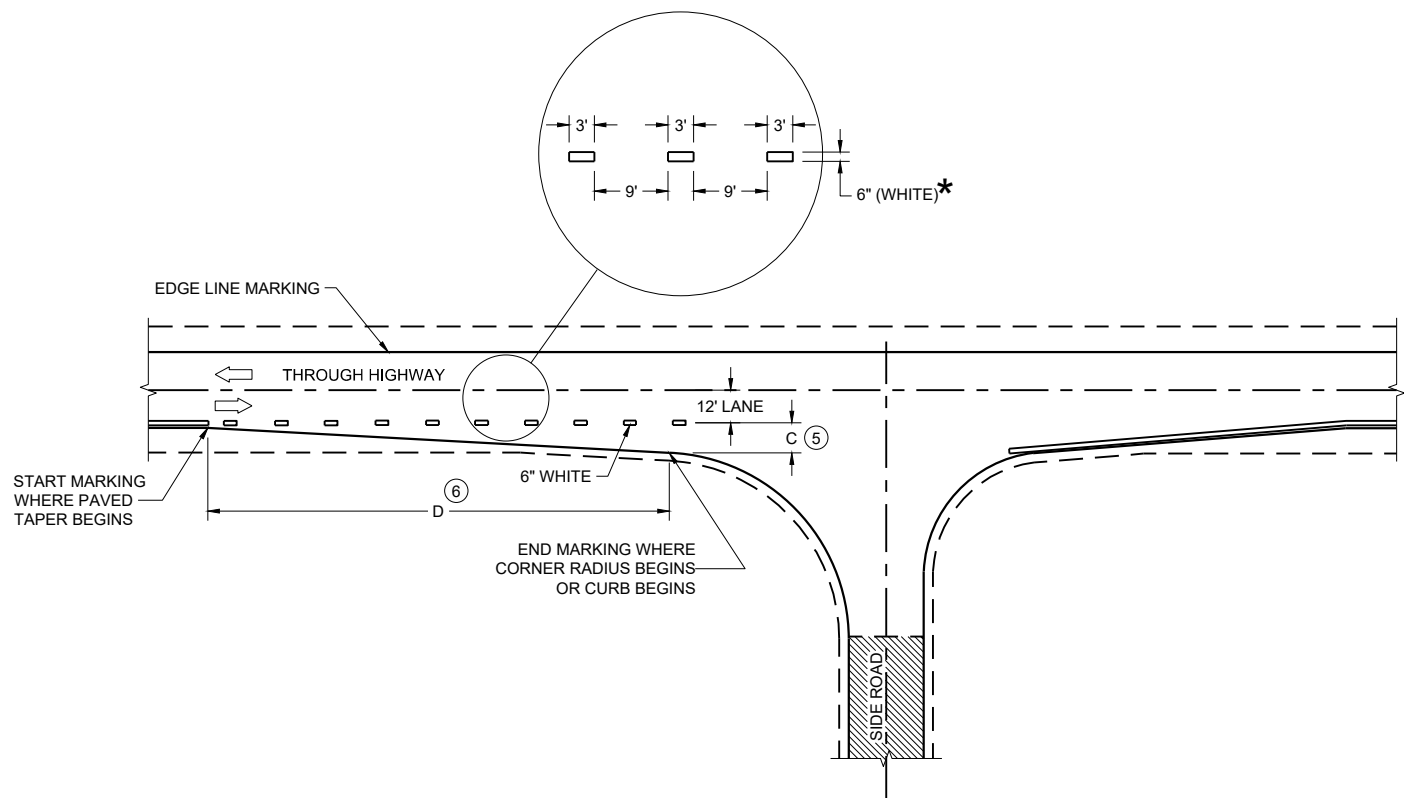
MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

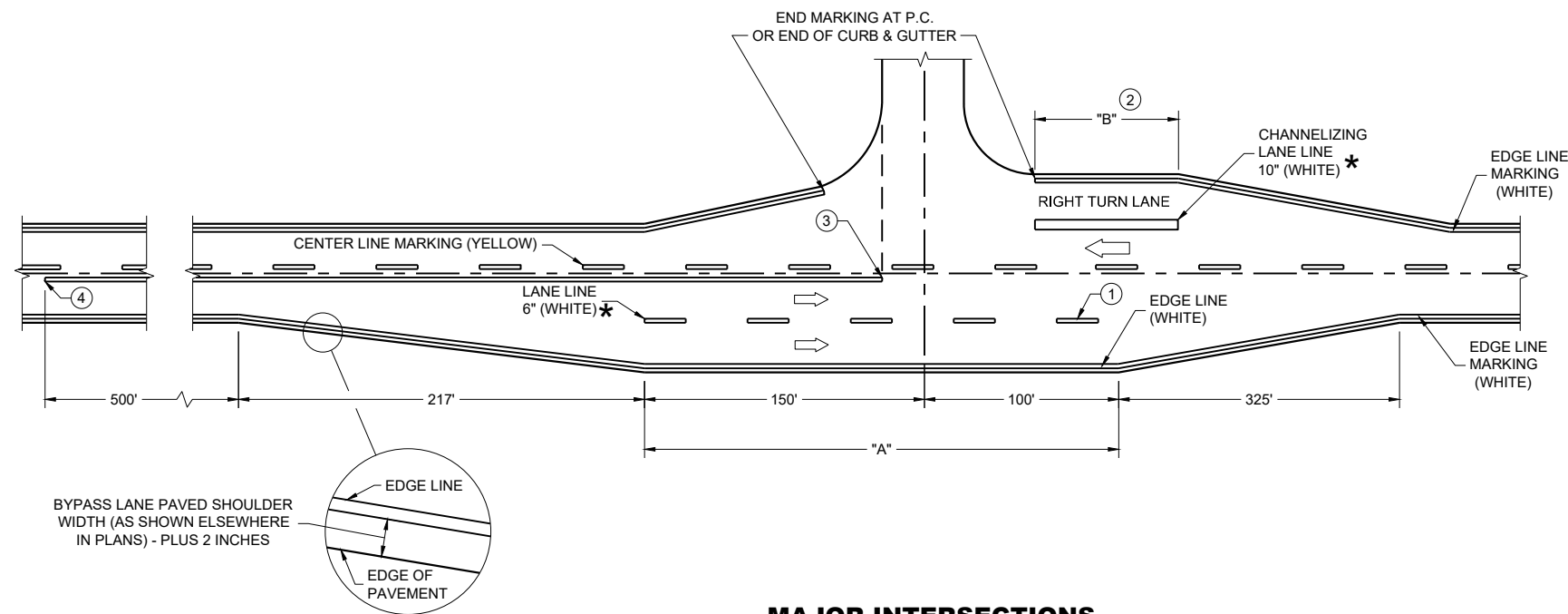
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

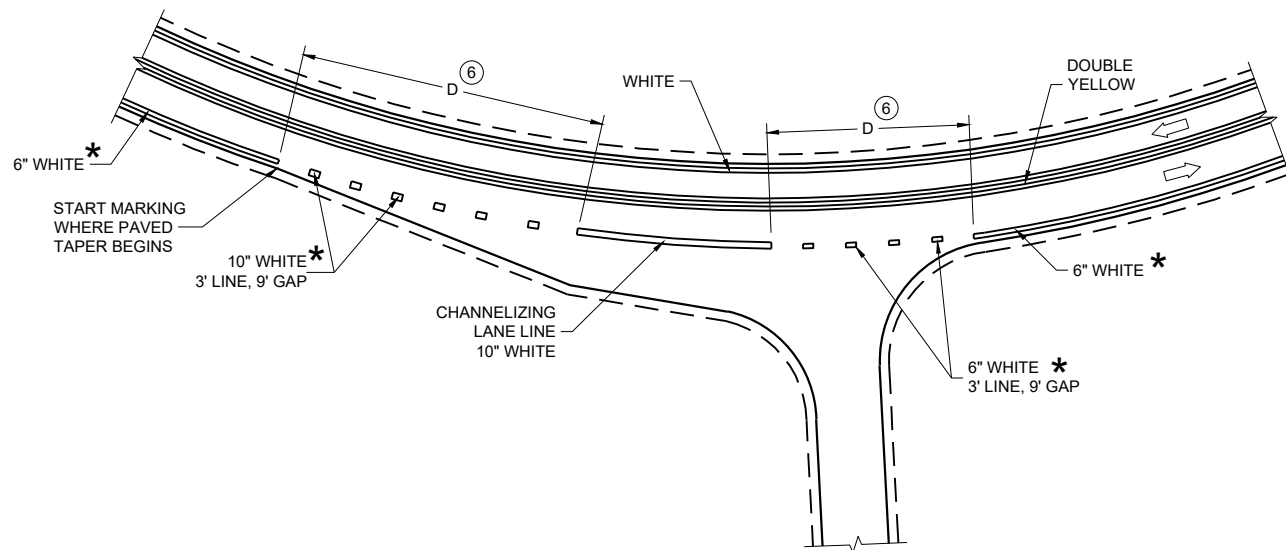
GENERAL NOTES

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

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

LEGEND

➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

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

GENERAL NOTES

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

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

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

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

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

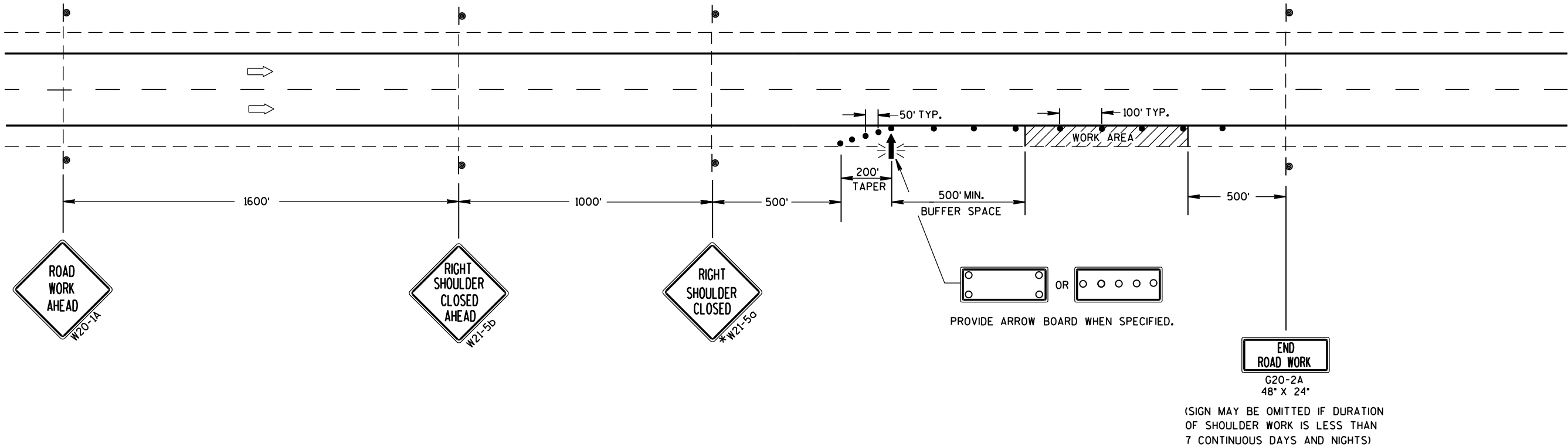
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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

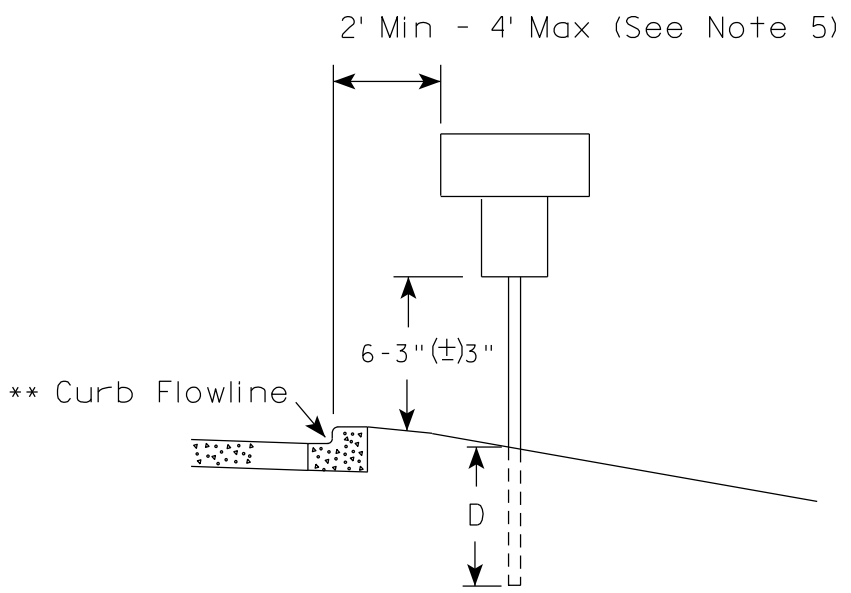
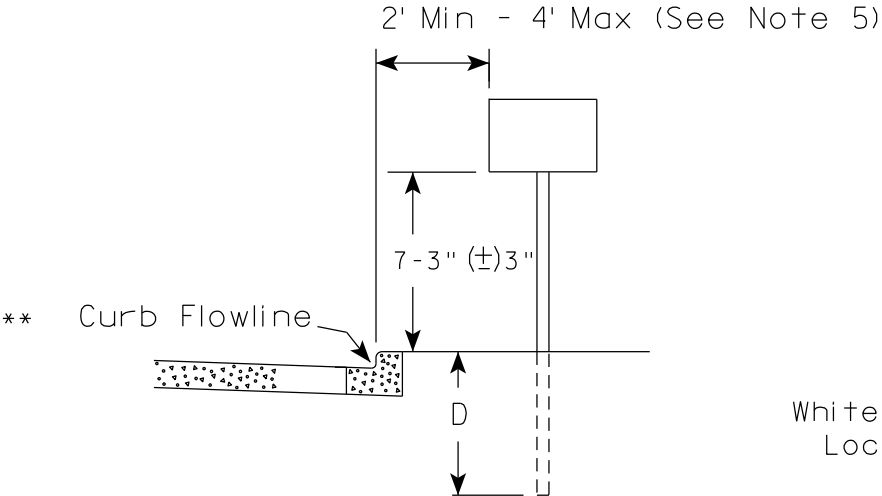


TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

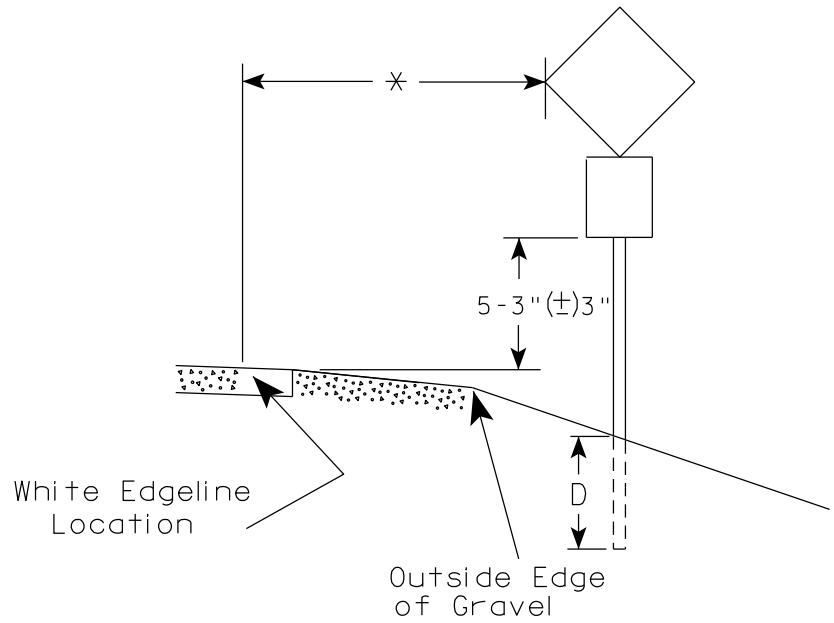
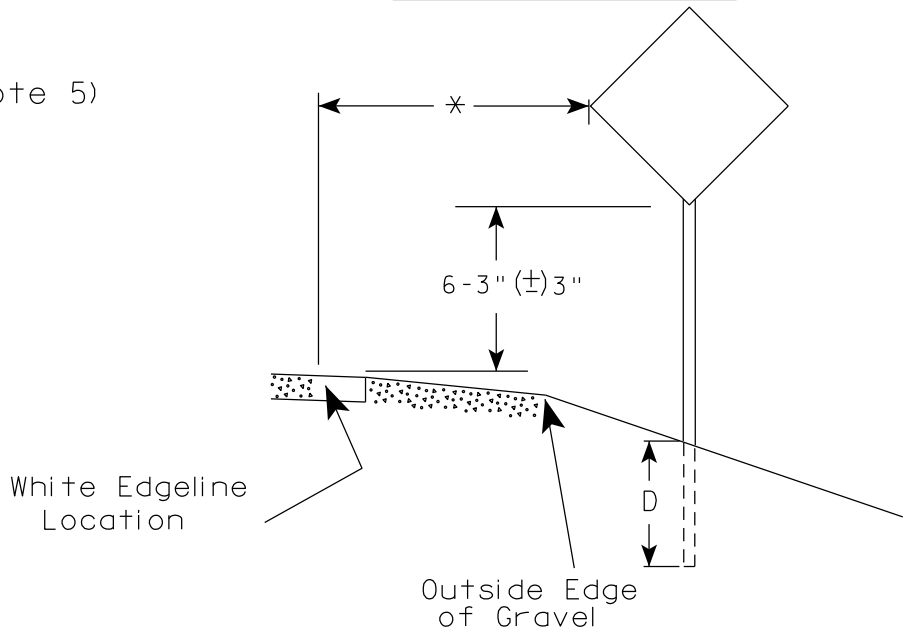
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

URBAN AREA



RURAL AREA (See Note 2)



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

GENERAL NOTES

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

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

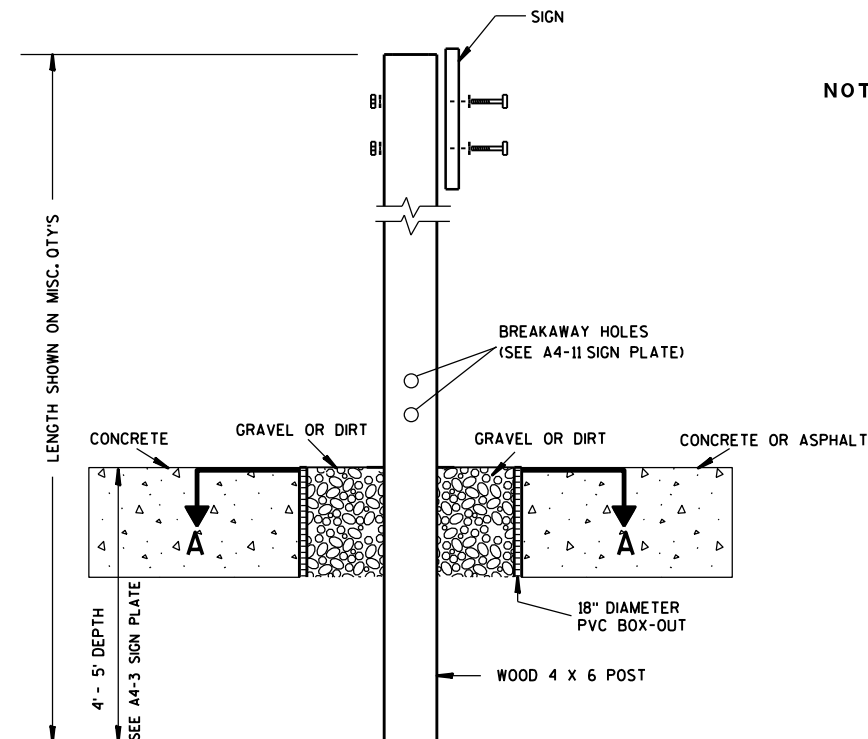
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

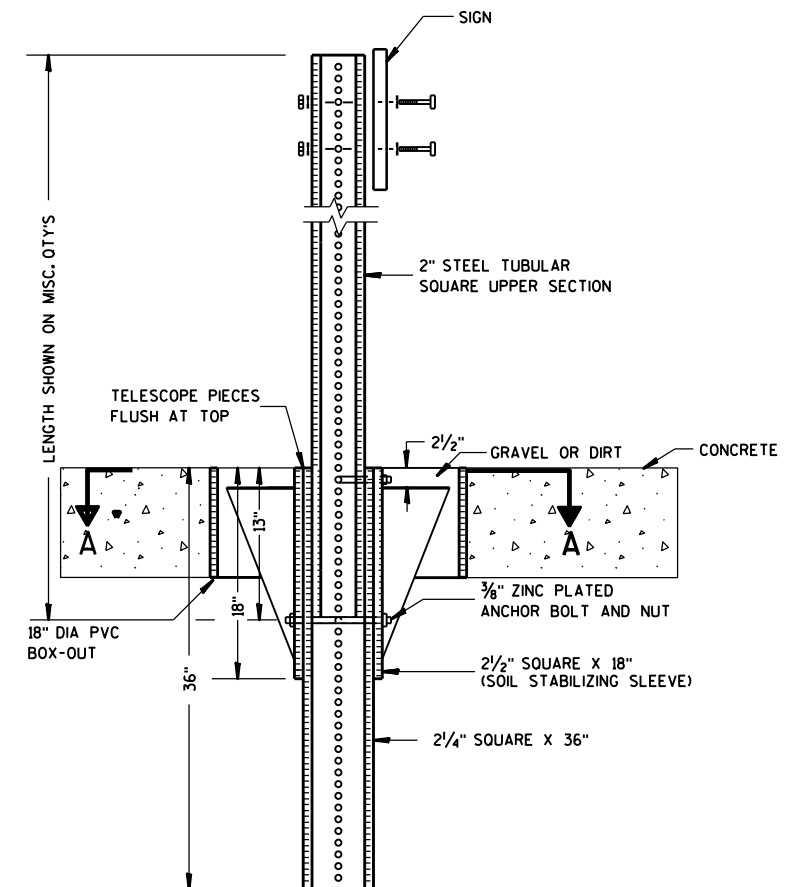
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

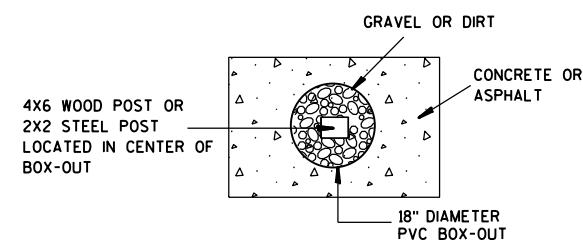
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

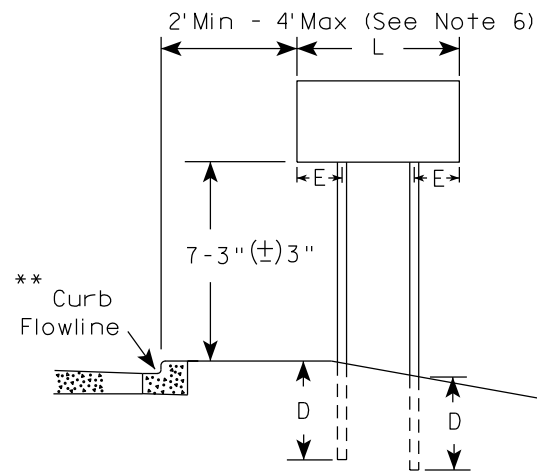
HWY:

COUNTY:

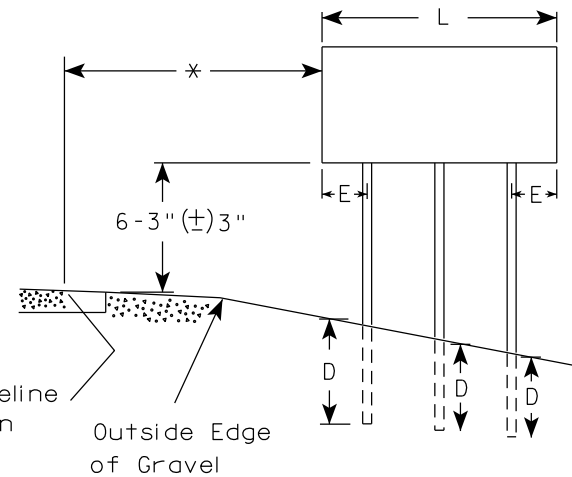
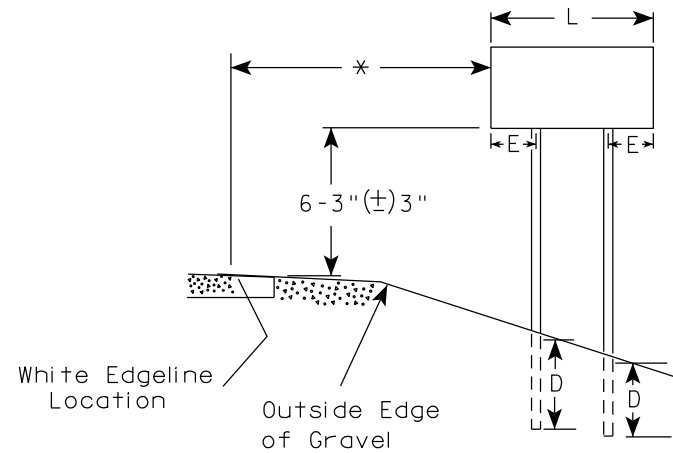
SHEET NO:

E

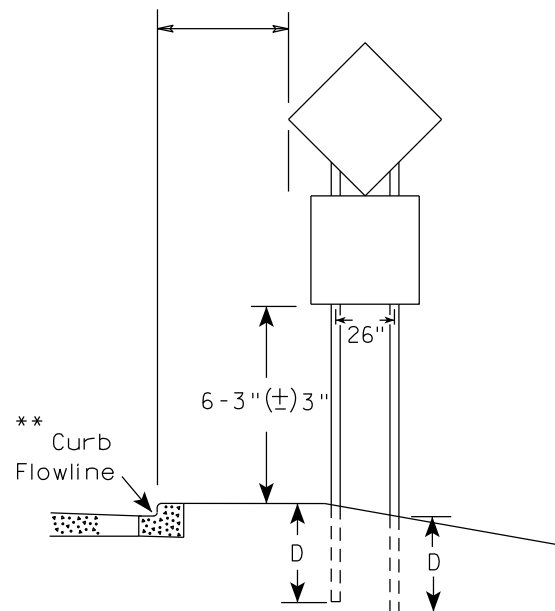
URBAN AREA



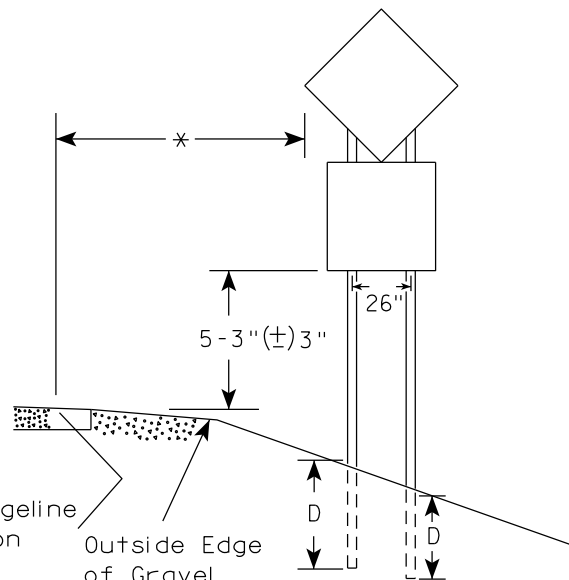
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16

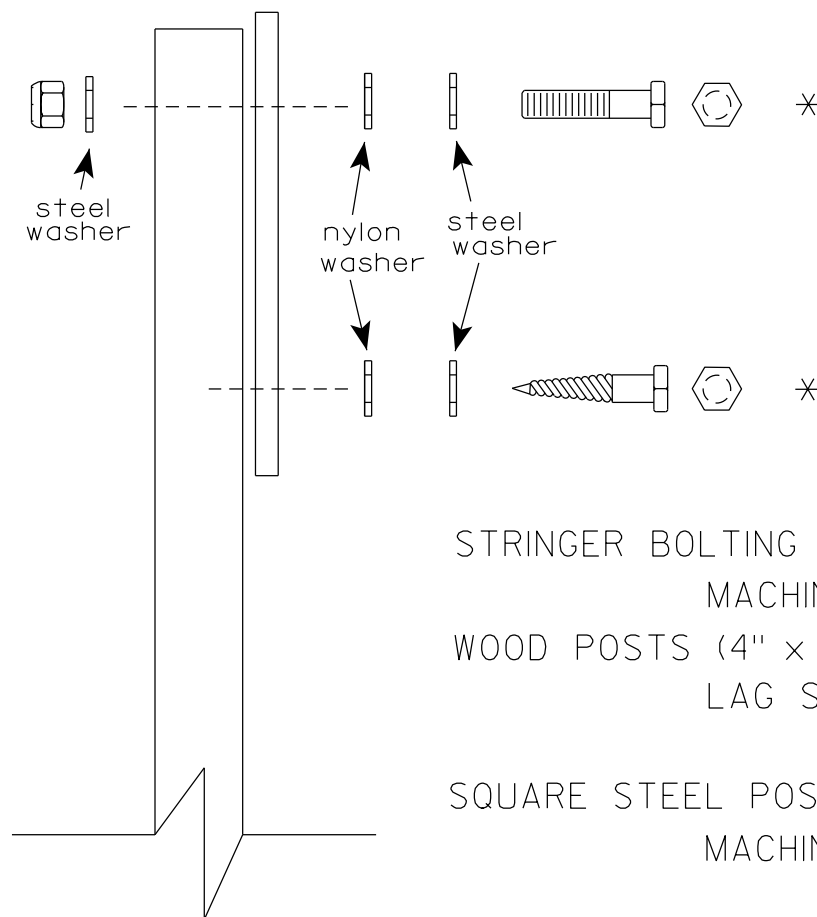
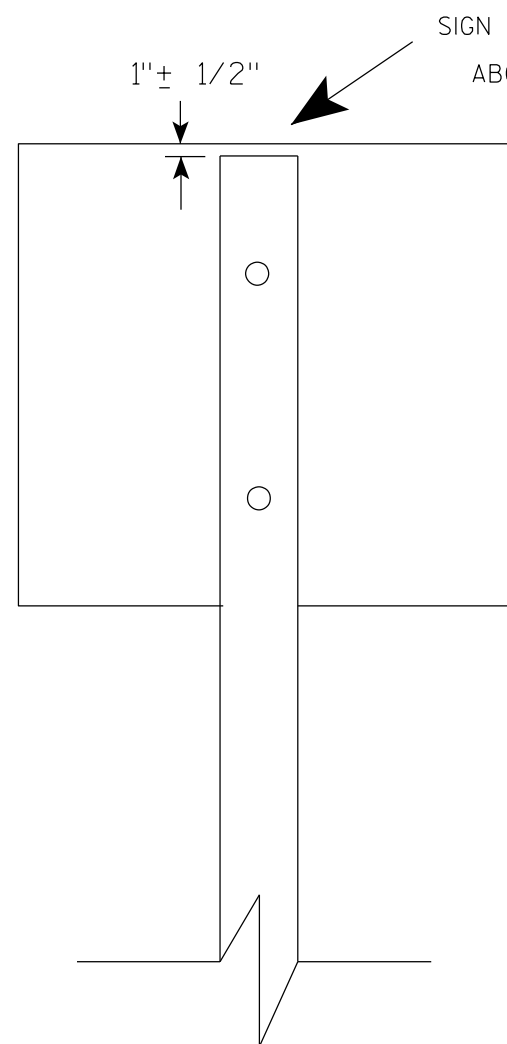
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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

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

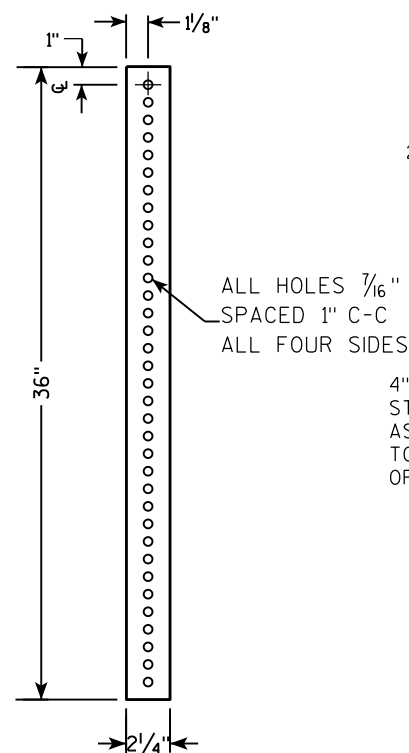
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

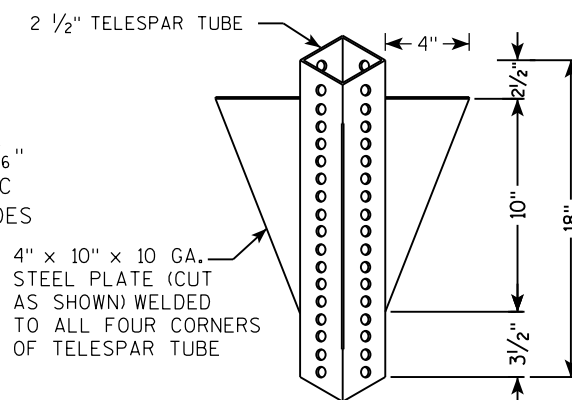
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

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



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



TELESCOPE PIECES
FLUSH AT TOP

18" DIA SCHEDULE
40 PVC
BOX-OUT

36"

13"

18"

2 1/2" GRAVEL OR DIRT

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

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

2 1/4" SQUARE X 36"

2" STEEL TUBULAR
SQUARE UPPER SECTION

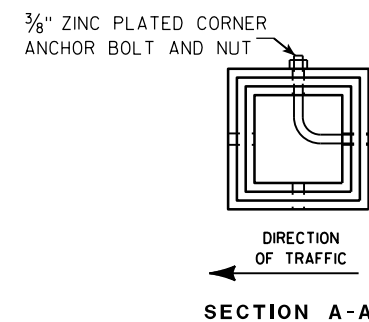
ALL HOLES 7/16"
SPACED 1" C-C
ALL FOUR SIDES

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

SIGN

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- Dimensions:**
 - Overall height: LENGTH SHOWN ON MISC. Q'TYS
 - Section A-A: 36" (total), 18" (upper), 12" (lower)
 - Section B-B: 1"
- Components:**
 - 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
 - TELESCOPE PIECES FLUSH AT TOP
 - $\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT
 - 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 - 2 1/4" SQUARE X 36"



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

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

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

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

PROJECT NO:

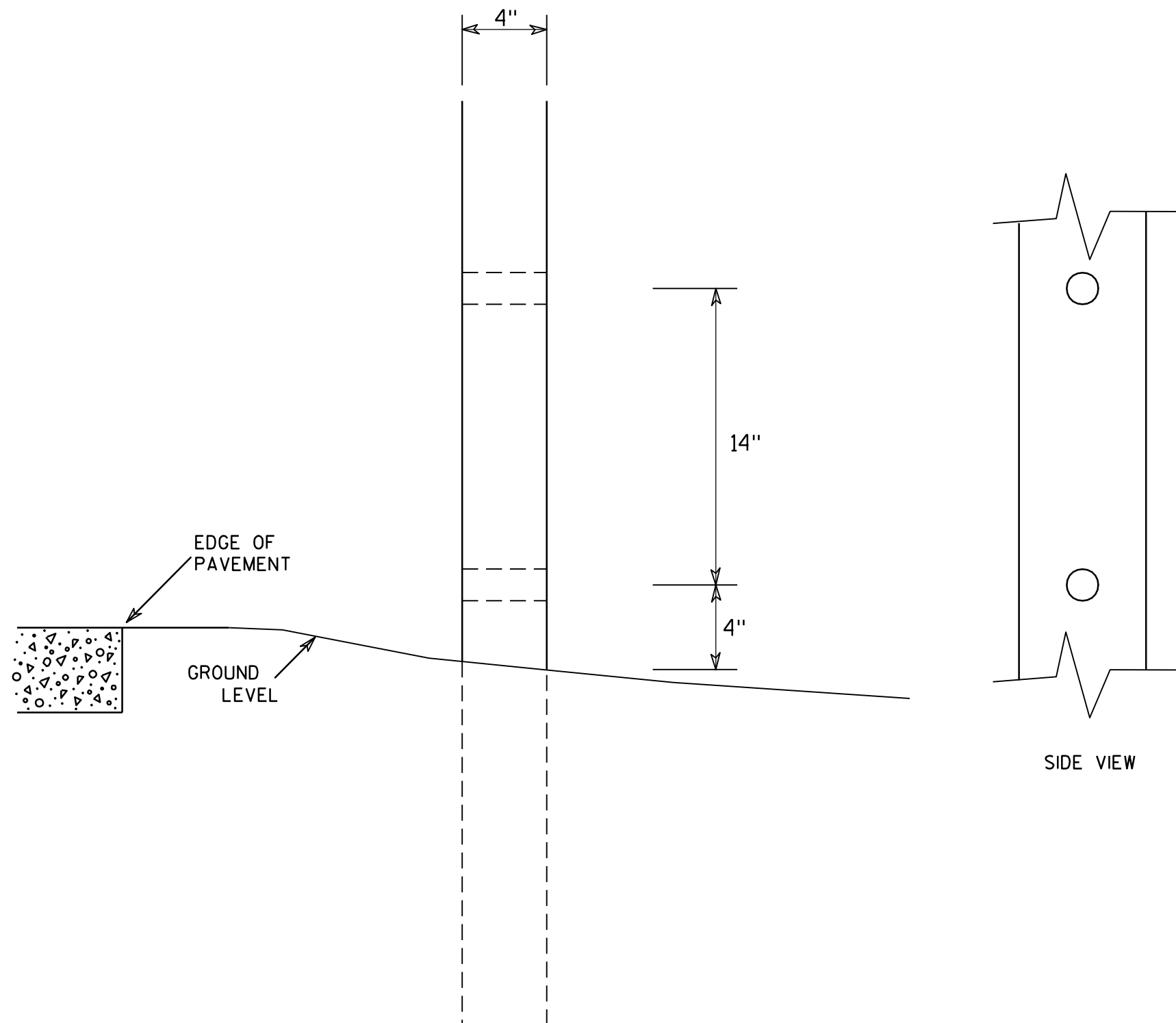
HWY:

COUNTY:

SHEET NO:

T

7



GENERAL NOTES

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

7

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

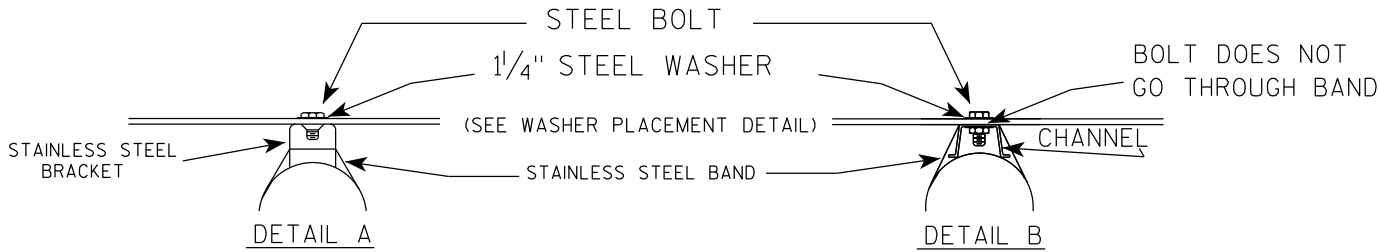
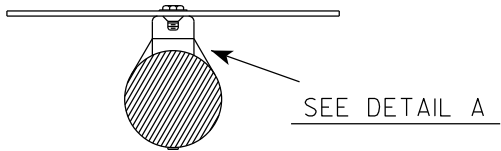
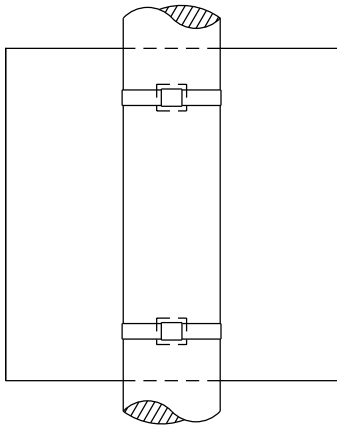
COUNTY:

SHEET NO:

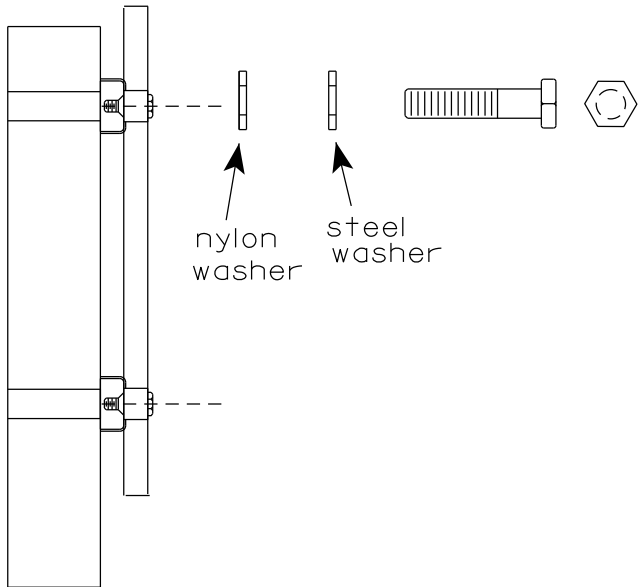
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

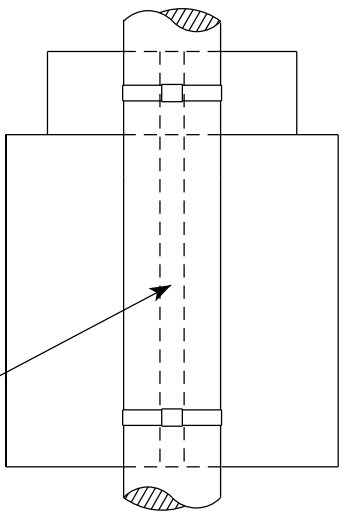


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

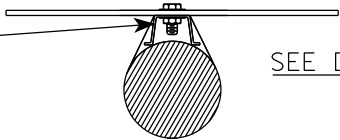
GENERAL NOTES

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

"J" ASSEMBLY



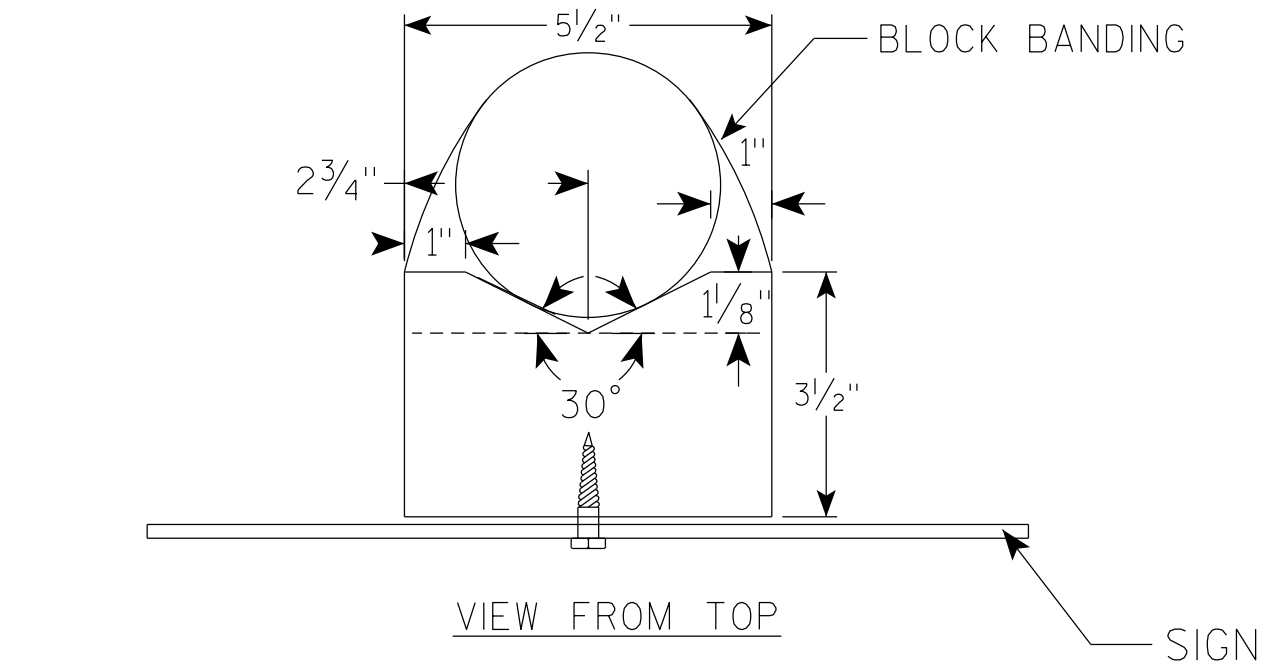
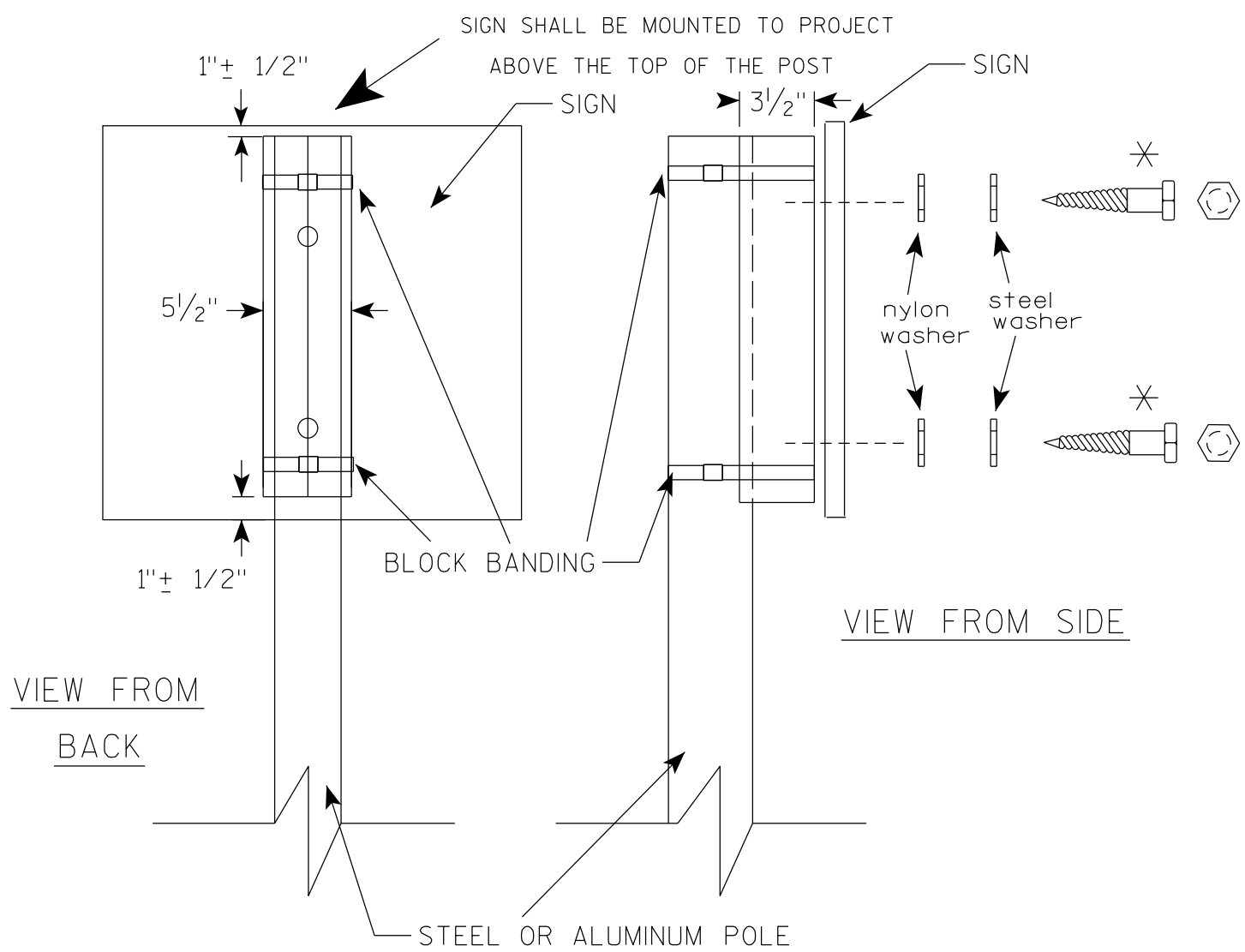
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



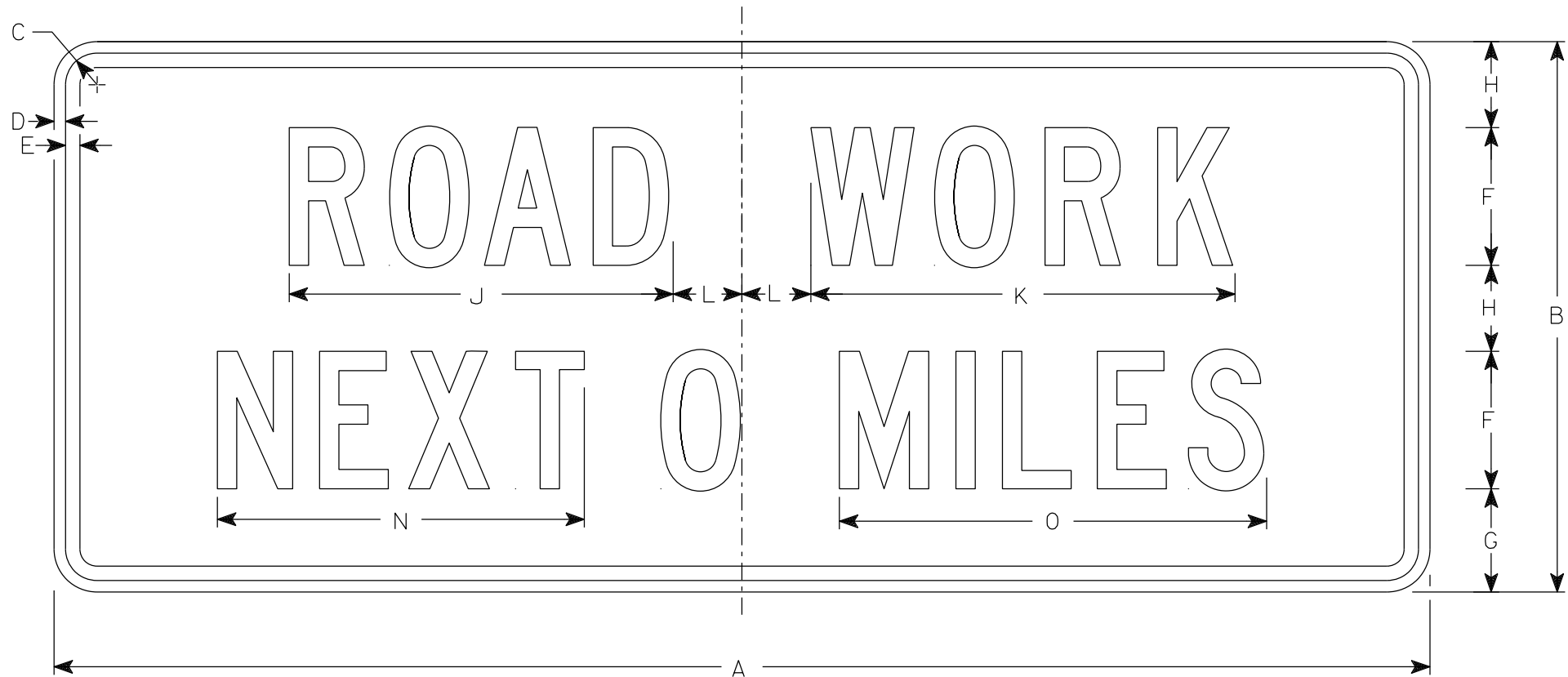
GENERAL NOTES

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

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

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

7



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

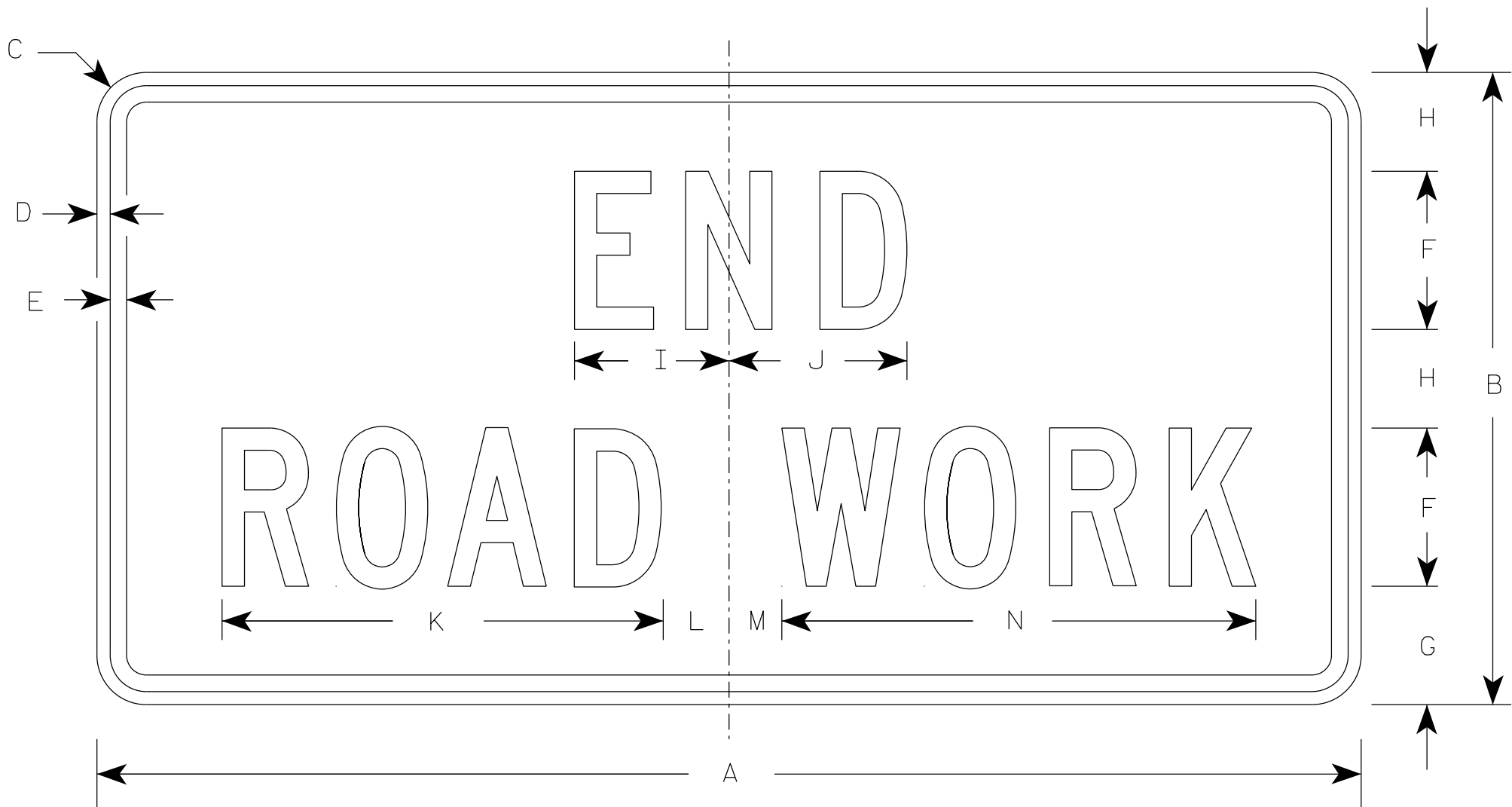
WISCONSIN DEPT OF TRANSPORTATION

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

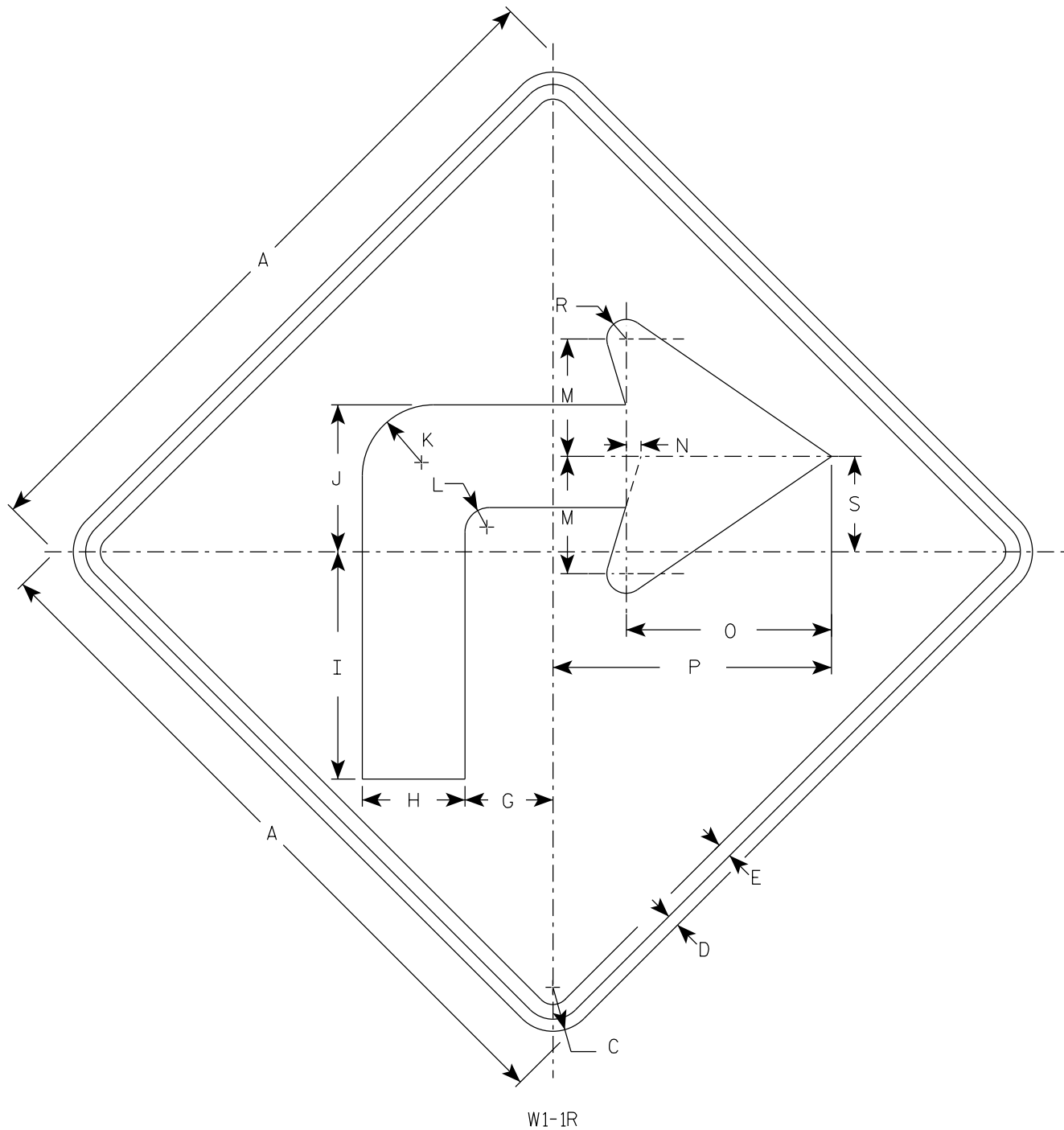
STANDARD SIGN

G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



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.

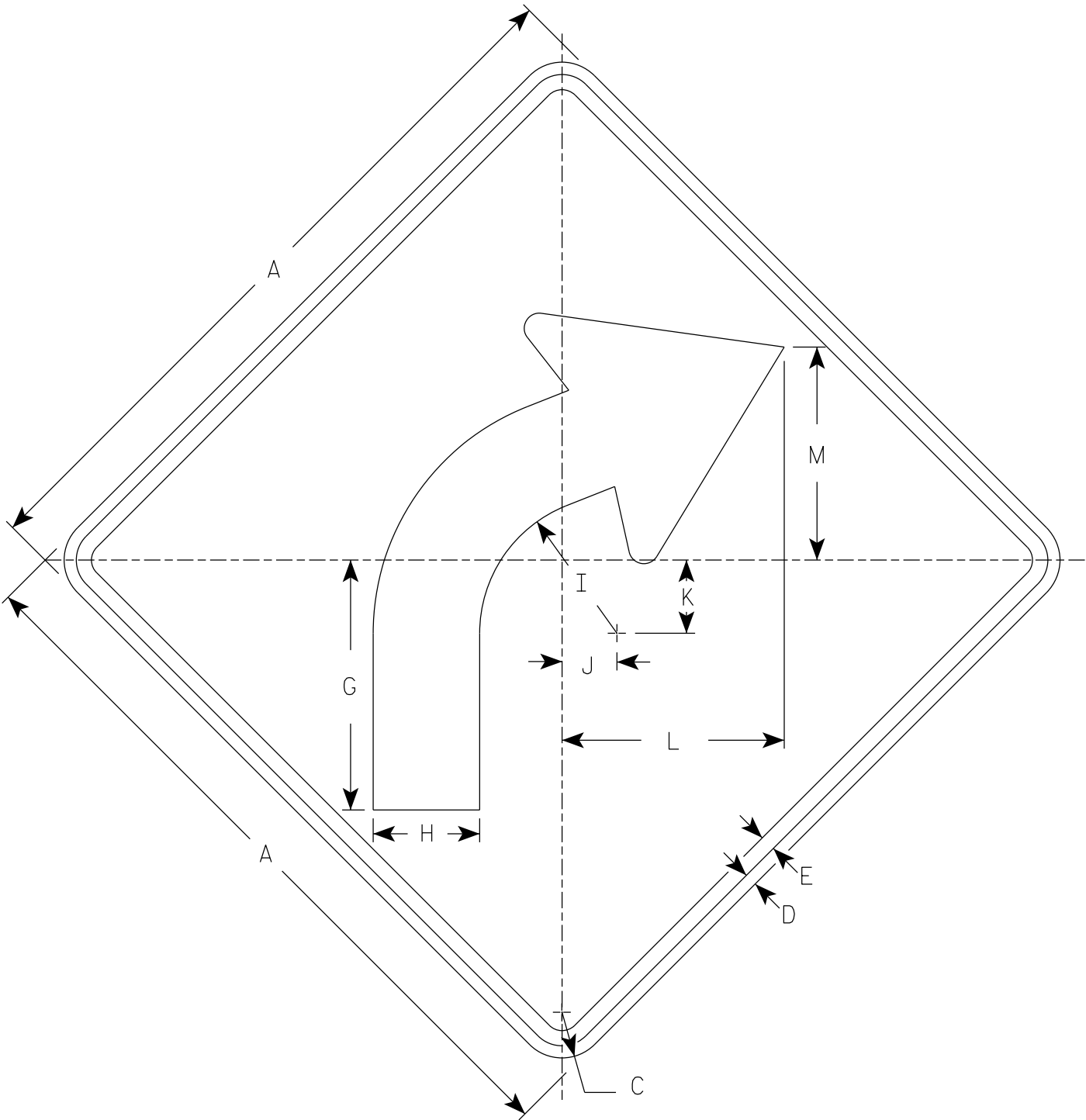
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	24		1 1/2	3/8	1/2		3	3 1/2	7 3/4	5	2 1/2	7/8	4	1/2	7	9 1/2		5/8	3 1/4								4.0
2S	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3 5/8	1 1/4	6	3/4	10 1/2	14 1/4		1	4 7/8								9.0
2M	36		2 1/4	5/8	3/4		4 1/2	5 1/4	11 5/8	7 1/2	3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

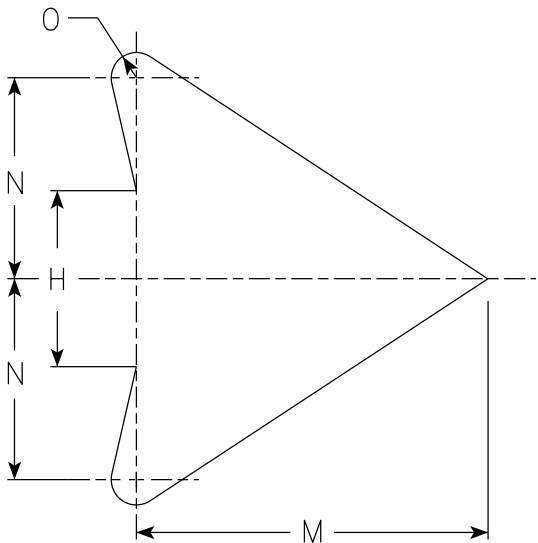
PROJECT NO:	HWY:	COUNTY:	SHEET NO:		E
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W1-2R

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

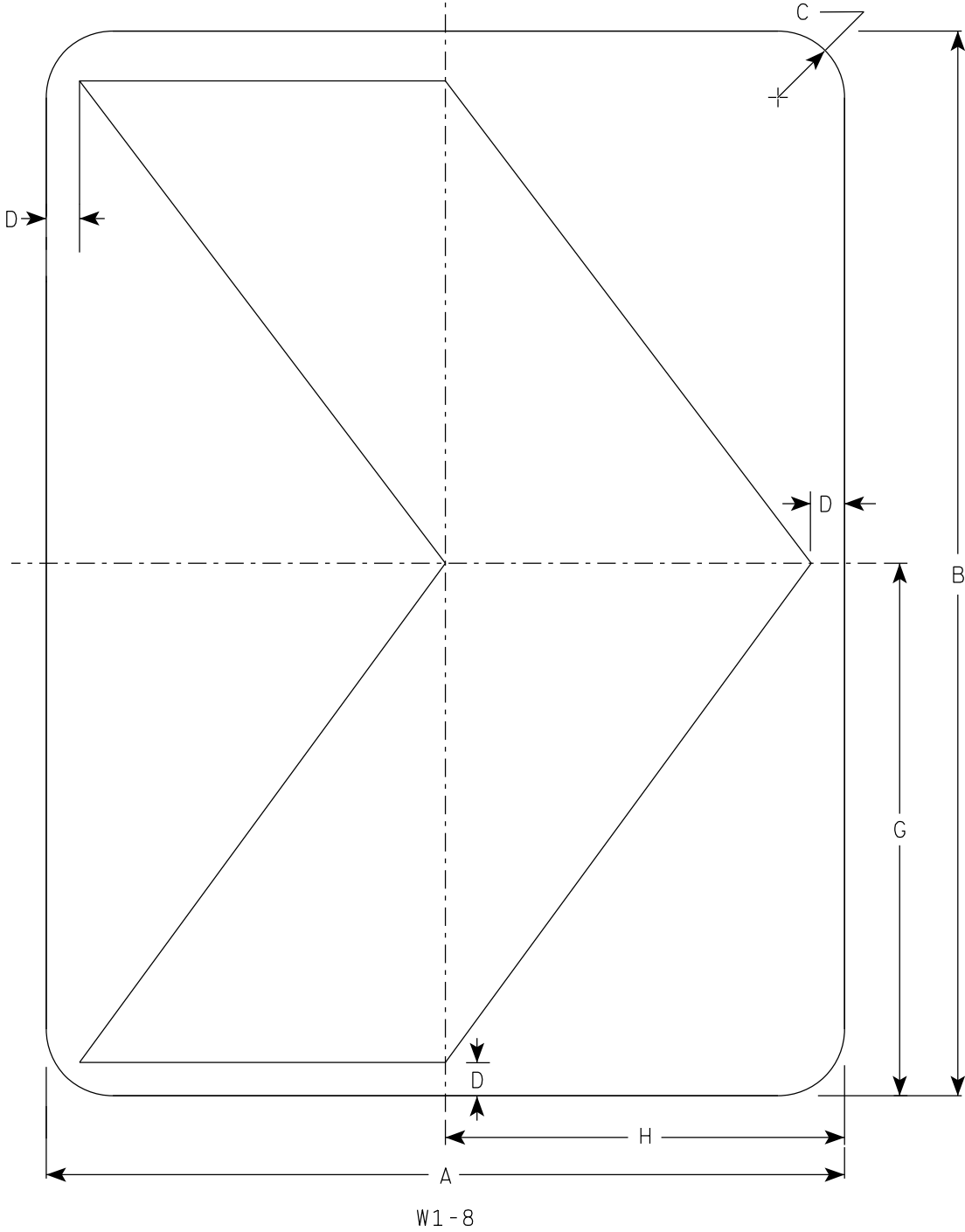
STANDARD SIGN
W1-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7



NOTES

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

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	12	18	1 1/2	1/2			9	6																			1.5
2S	18	24	1 1/2	3/4			12	9																			3.0
2M	18	24	1 1/2	3/4			12	9																			3.0
3	24	30	1 1/2	1			15	12																			5.0
4	30	36	1 7/8	1 1/4			18	15																			7.5
5	36	48	1 7/8	1 1/2			24	18																			12.0

STANDARD SIGN

W1-8

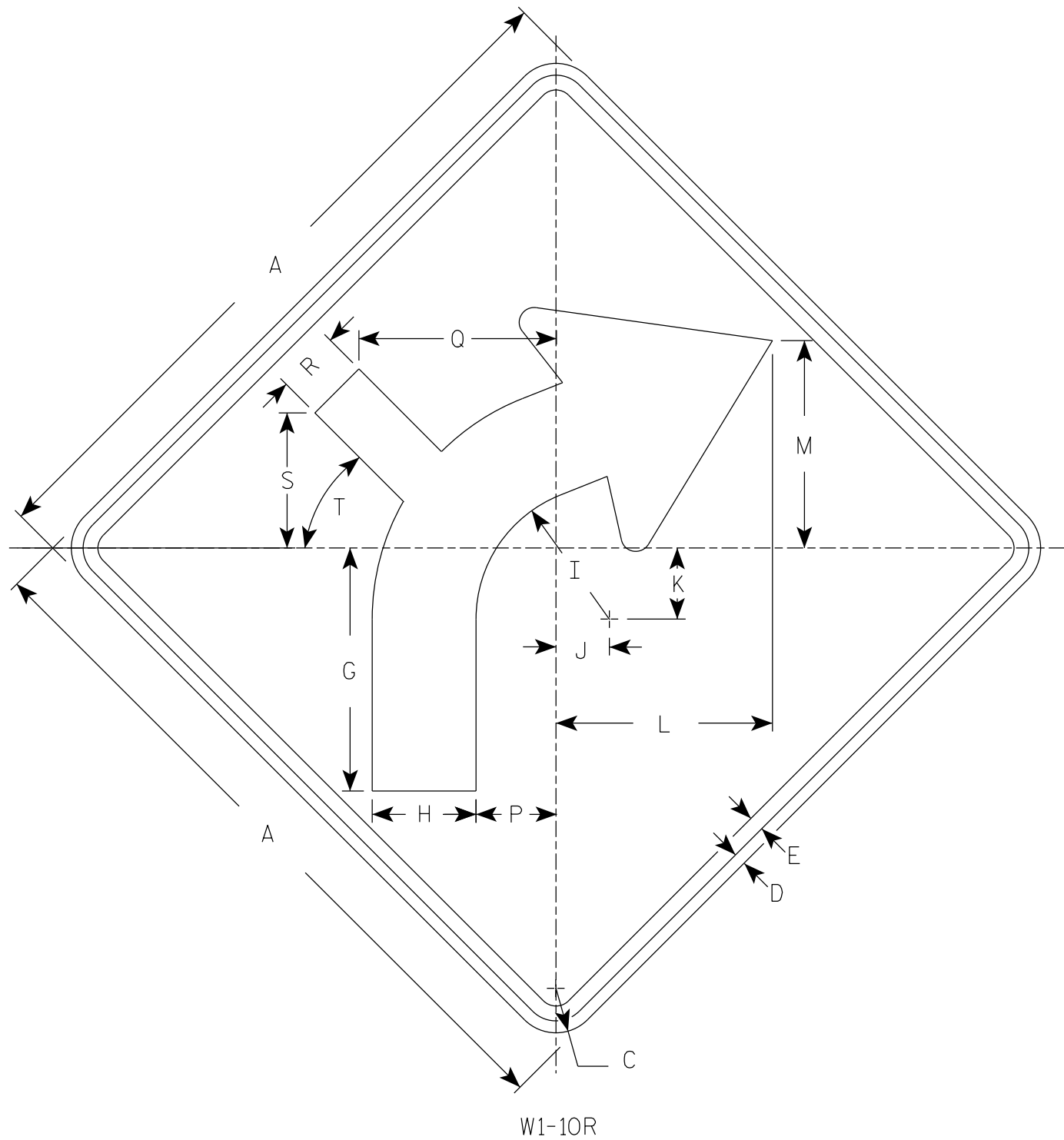
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 5/11/2023 PLATE NO. W1-8.7

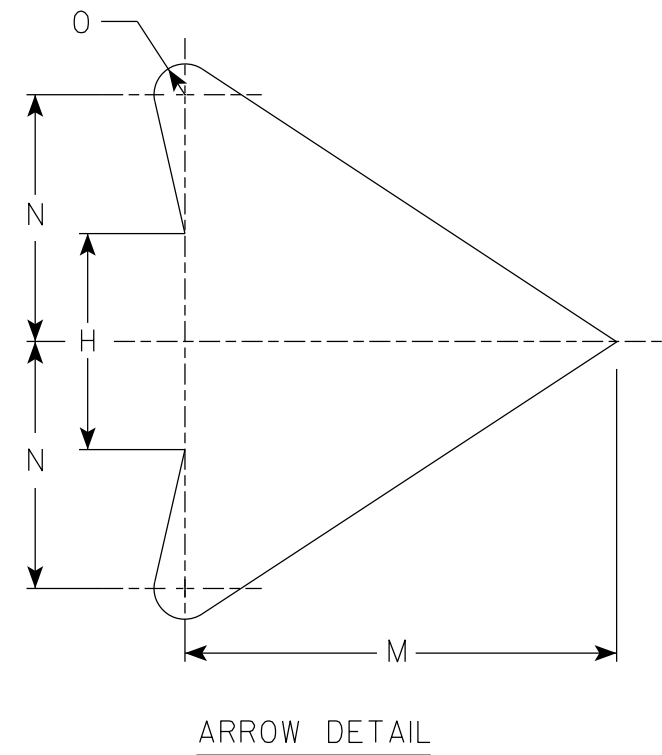
SHEET NO:

E



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Yellow
Message - Black
- 3. W1-10L is the same as W1-10R 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		8 1/4	3 1/2	4 1/2	1 3/4	2 3/8	7 1/4	7	4	1/2	2 5/8	6 5/8	2 1/8	4 1/2	45°							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	3 3/8	8 3/8	2 5/8	5 3/4	45°							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	4	10	3 1/4	6 7/8	45°							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	4	10	3 1/4	6 7/8	45°							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	4	10	3 1/4	6 7/8	45°							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	5 3/8	13 1/4	4 1/4	9 1/8	45°							16.0

STANDARD SIGN
W1-10

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 6/15/2023 PLATE NO. W1-10.4

PROJECT NO:

HWY:

COUNTY:

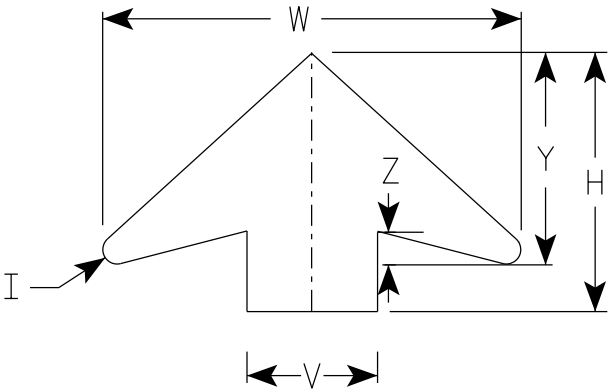
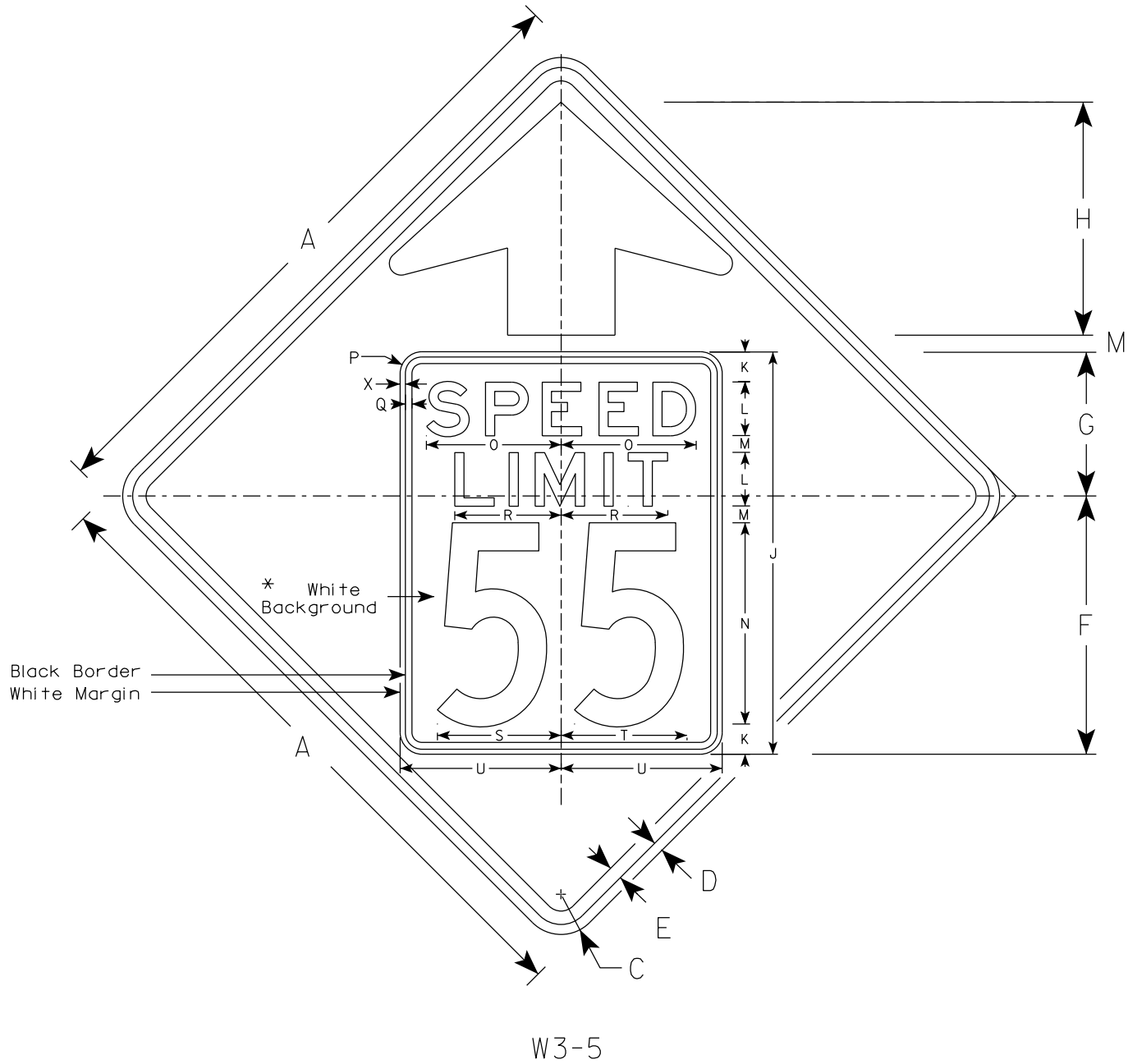
SHEET NO:

E

NOTES

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

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



ARROW DETAIL

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

STANDARD SIGN

W3-5

WISCONSIN DEPT OF TRANSPORTATION

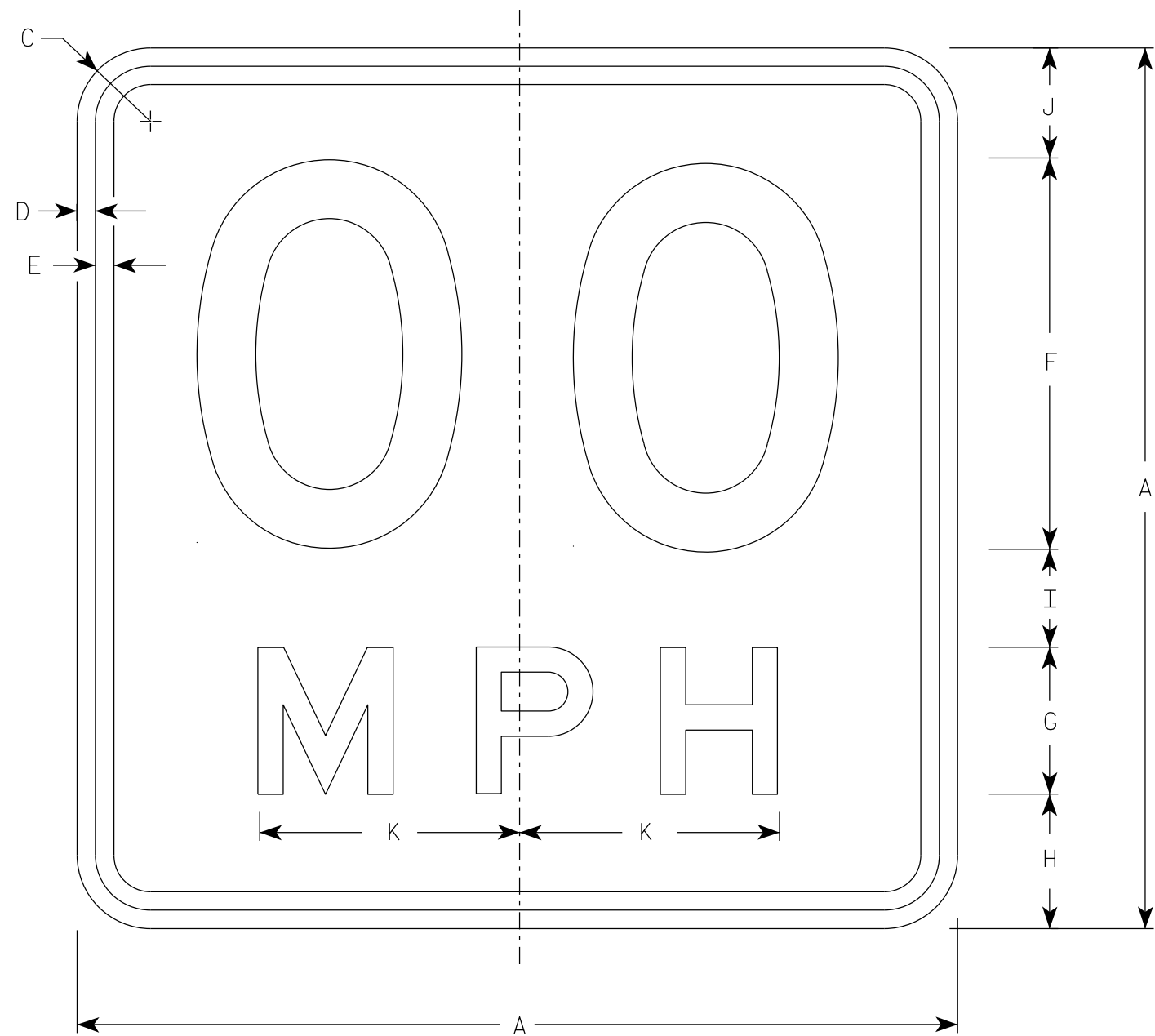
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

PROJECT NO:

SHEET NO:

E



NOTES

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

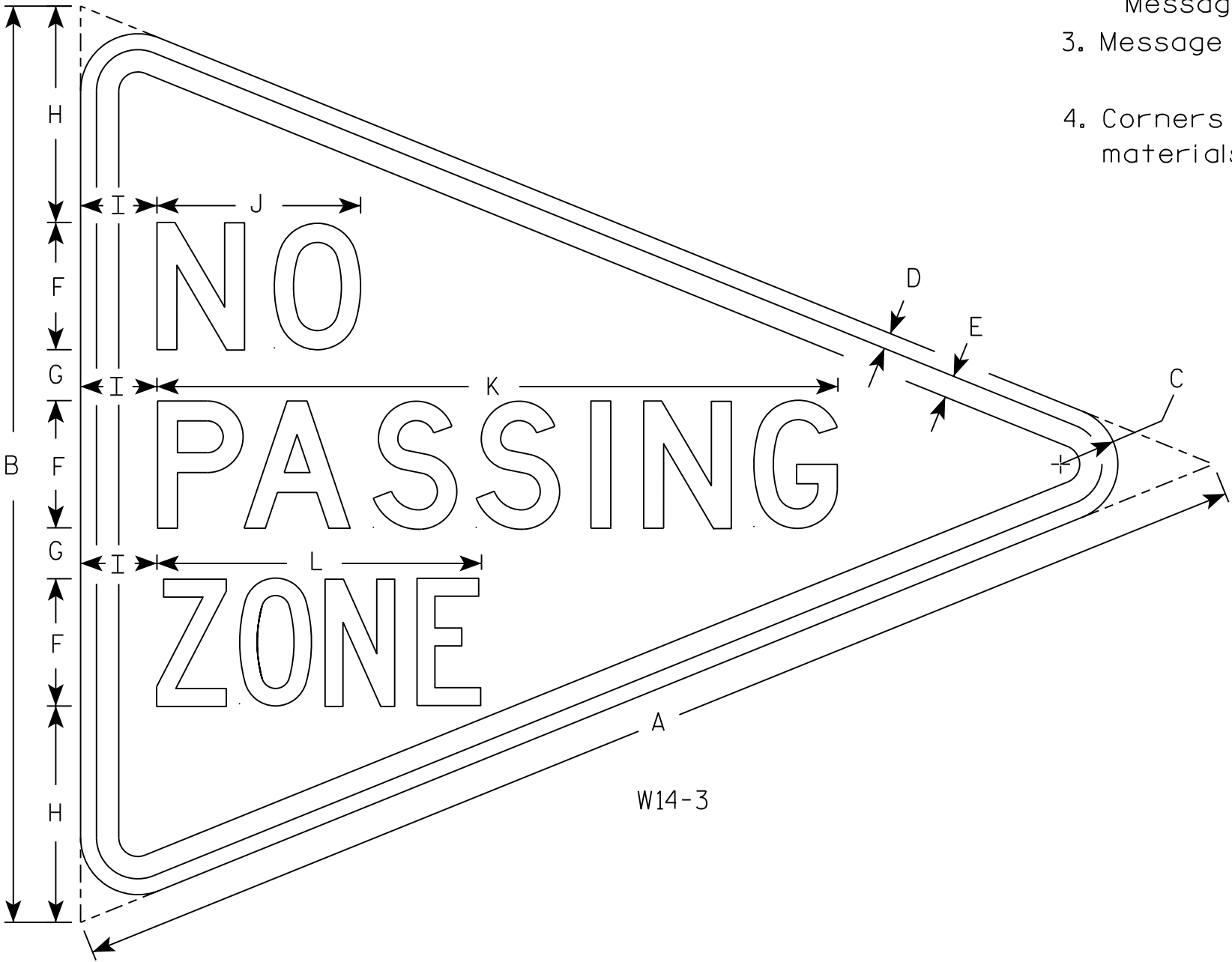
APPROVED Matthew R. Rauch
For State Traffic Engineer

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

PROJECT NO: HWY: COUNTY: SHEET NO: E

NOTES

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



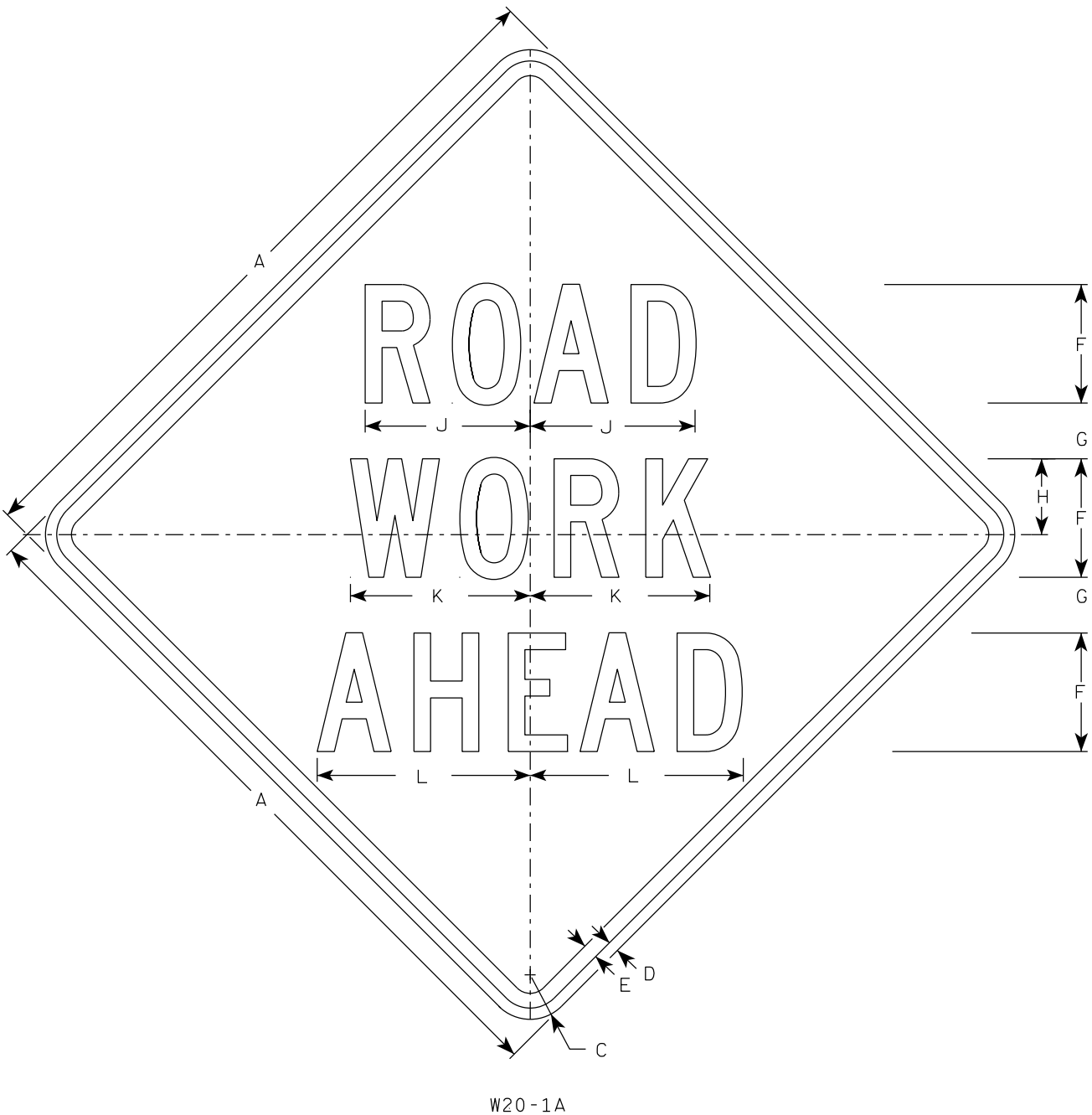
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	36	2 1/4	5/8	7/8	5	2	8 1/2	3	8	26 3/4	12 3/4															5.56
2M																											
3																											
4																											
5																											

STANDARD SIGN
W14-3

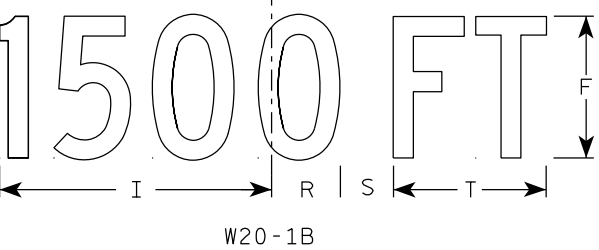
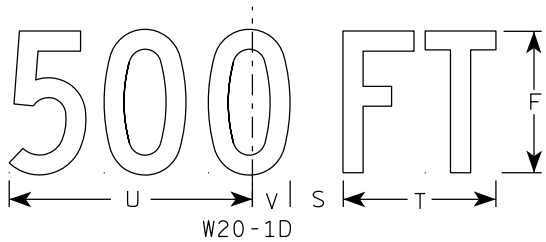
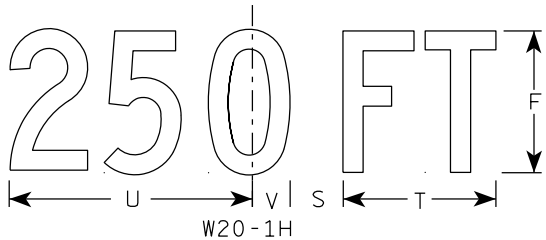
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

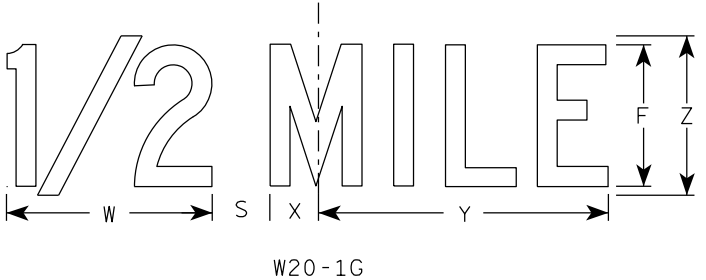


W20-1A

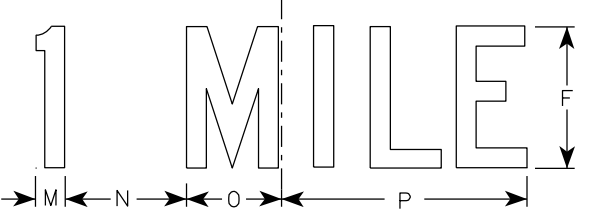


W20-1B

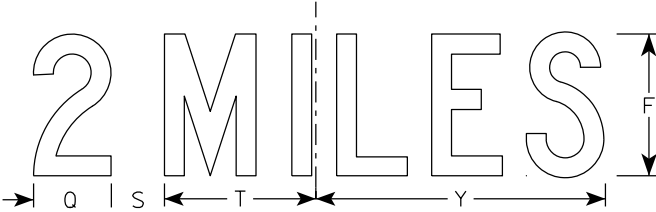
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



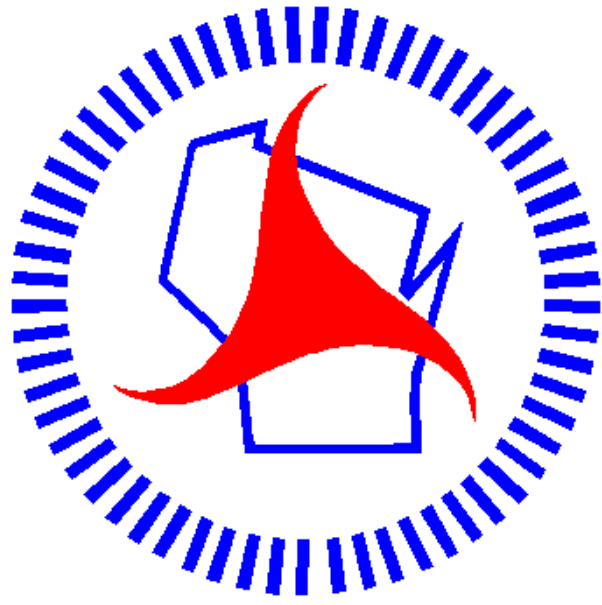
W20-1F



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

Notes



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