

MAD

PROJECT ID:
WITH: N/A

5852-00-76

COUNTY:

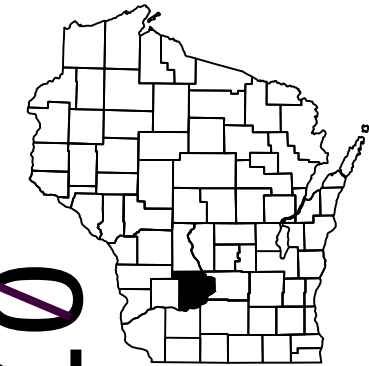
SAUK

NOVEMBER 2025

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details (Includes Erosion Control)
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	Gross Sections

TOTAL SHEETS = 48



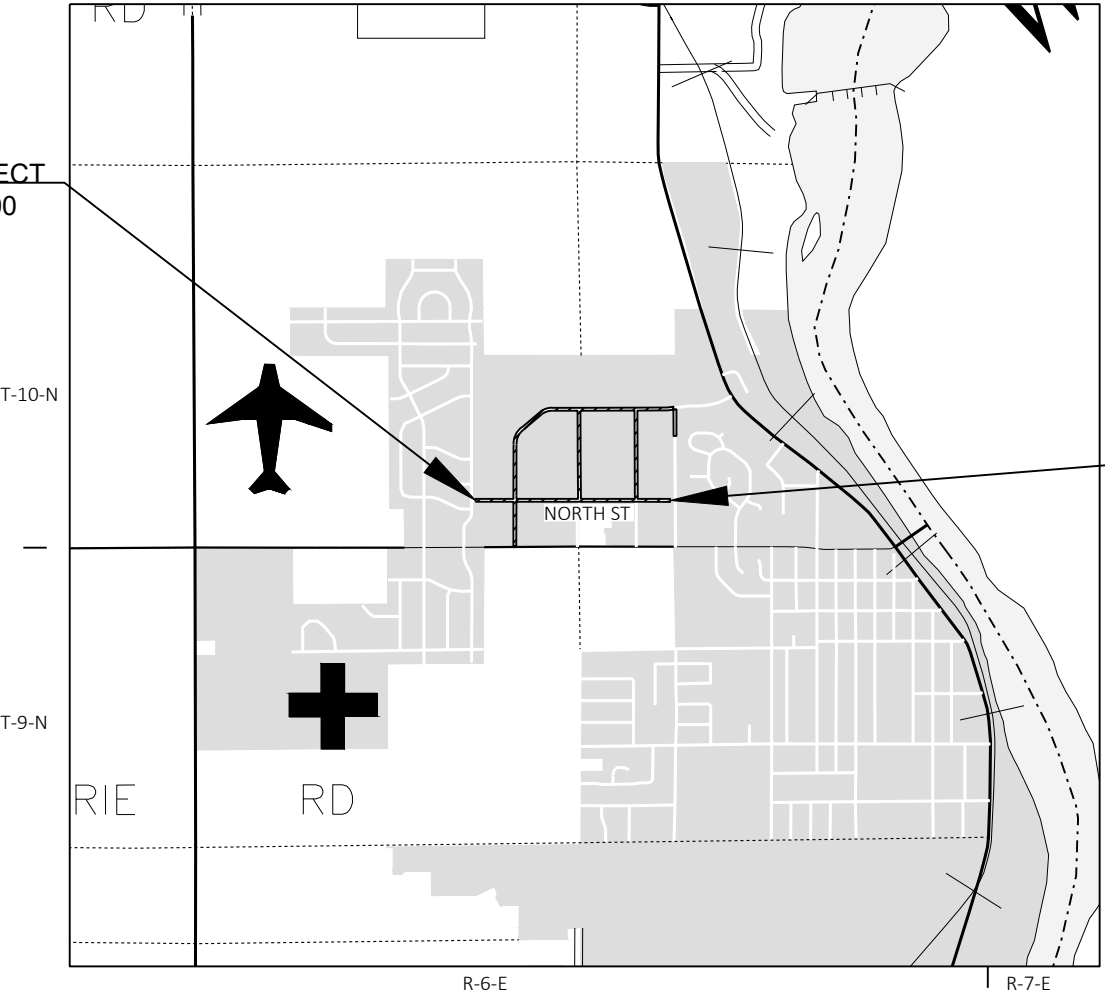
DESIGN DESIGNATION
(15TH STREET - TYP. OF ALL STREETS)
A.A.D.T. (2026) = 410
A.A.D.T. (2046) = 450
D.H.V. (2046) = 45
D.D. = 55/45
T. = 12%
DESIGN SPEED = 30 MPH
ESALS = 81,000

CONVENTIONAL SYMBOLS

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

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

BEGIN PROJECT
STA 103+00.00
X = 650487.5813
Y =173310.7192



LAYOUT
SCALE 0 0.5 MI
TOTAL NET LENGTH OF CENTERLINE = 0.488

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN
COORDINATE REFERENCE SYSTEM (WISCRS), SAUK 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 12B.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
5852-00-76	WISC 2026069	1

ACCEPTED FOR
VILLAGE OF PRAIRIE DU SAC

Date: 7/25/2025
[Signature]
Village Administrator

ORIGINAL PLANS PREPARED BY



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	STRAND ASSOCIATES, INC.
Surveyor	STRAND ASSOCIATES, INC.
Designer	LORRAINE BETZEL, P.E.
Project Manager	SOUTHWEST REGION - MADISON
Regional Examiner	KYLE HEMP, P.E.
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 7/29/2025
[Signature]
(Signature)

E

UTILITIES CONTACTS

- * ALLIANT ENERGY
GAS
CHRIS WILHELM
520 COMMERCE AVE
BARABOO, WI 53913
PHONE: 608-358-0630
EMAIL: CHRISWILHELM@ALLIANTENERGY.COM

* ATC MANAGEMENT INC.
ELECTRIC
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
PHONE: 608-877-7650
EMAIL: DVOSBERG@ATCLLC.COM

* BRIGHTSPEED
COMMUNICATIONS
ROB LUICK
105 WISCONSIN AVENUE
FREDERIC WI 54837
PHONE: 980-376-1572
EMAIL: ROBERT.LUICK@BRIGHTSPEED.COM

* CHARTER COMMUNICATIONS
COMMUNICATIONS
TERRY BLAKE
E10704 WI33
BARABOO, WI 53913
PHONE: 608-209-3202
EMAIL: TERRY.BLAKE@CHARTER.COM
- * FRONTIER COMMUNICATIONS
COMMUNICATIONS
JERRY MOORE
N324 NEBRASKA ST
BRIGGSVILLE, WI 53920
PHONE: 608-742-9507
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* TDS TELECOM
COMMUNICATIONS
BEN NEVAREZ
1912 PARMENTER ST PO BOX 620070
MIDDLETON, WI 53562
PHONE: 608-831-0826
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* VILLAGE OF PRAIRIE DU SAC
ELECTRIC
TROY MURPHY
335 GALENA ST.
PRAIRIE DU SAC, WI 53578
PHONE: 608-643-4769
EMAIL: TMURPHY@PRAIRIEDUSAC.NET

* VILLAGE OF PRAIRIE DU SAC
SANITARY
TROY MURPHY
335 GALENA ST.
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EMAIL: TMURPHY@PRAIRIEDUSAC.NET

* VILLAGE OF PRAIRIE DU SAC
WATER
TROY MURPHY
335 GALENA ST.
PRAIRIE DU SAC, WI 53578
PHONE: 608-643-4769
EMAIL: TMURPHY@PRAIRIEDUSAC.NET

SECTION 2 ORDER OF SHEETS

- GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
CONSTRUCTION DETAILS
PLAN DETAILS
TRAFFIC CONTROL
ALIGNMENT DETAILS

WISCONSIN DNR LIAISON

ANDY BARTA
TRANSPORTATION LIAISON
3911 FISH HATCHERY ROAD
FITCHBURG, WI 53711
PHONE: 608-235-2955
EMAIL: ANDREW.BARTA@WISCONSIN.GOV

WISDOT REGION CONTACT

LORRAINE BETZEL
SOUTHWEST REGION - LOCAL PROGRAM PROJECT MANAGER
2101 WRIGHT STREET
MADISON, WI 53704
PHONE: 608-246-3279
EMAIL: LORRAINE.BETZEL@DOT.WI.GOV

DESIGN PROJECT MANAGER

RYAN RUFF
STRAND ASSOCIATES, INC.
910 WEST WINGRA DRIVE
MADISON, WI 53715
PHONE: 608-251-4843
EMAIL: RYAN.RUFF@STRAND.COM

VILLAGE OF PRAIRIE DU SAC CONTACT

TROY MURPHY
PUBLIC WORKS DIRECTOR
335 GALENA ST.
PRAIRIE DU SAC, WI 53578
PHONE: 608-963-3127
EMAIL: TMURPHY@PRAIRIEDUSAC.NET

PULVERIZE AND RELAY LOCATIONS		
LAYER	THICKNESS	TYPE
UPPER	1.75 - INCHES	4 MT 58-28 H
LOWER	2.25 - INCHES	3 MT 58-28 S
REMOVING ASPHALTIC SURFACE MILLING LOCATIONS		
LAYER	THICKNESS	TYPE
UPPER	2.0 - INCHES	4 MT 58-28 H
LOWER	2.25 - INCHES	3 MT 58-28 S

RUNOFF COEFFICIENT TABLE

	HYDROLOGIC SOIL GROUP											
	A			B			C			D		
	SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)			SLOPE RANGE (PERCENT)		
LAND USE:	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER	0-2	2-6	6 & OVER
ROW CROPS:	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
MEDIAN STRIPTURF:	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
SIDE SLOPETURF:			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

TOTAL PROJECT AREA = 14.5 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.50 ACRES

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

* DENOTES DIGGER HOTLINE MEMBER

GENERAL NOTES

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE.

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

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

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

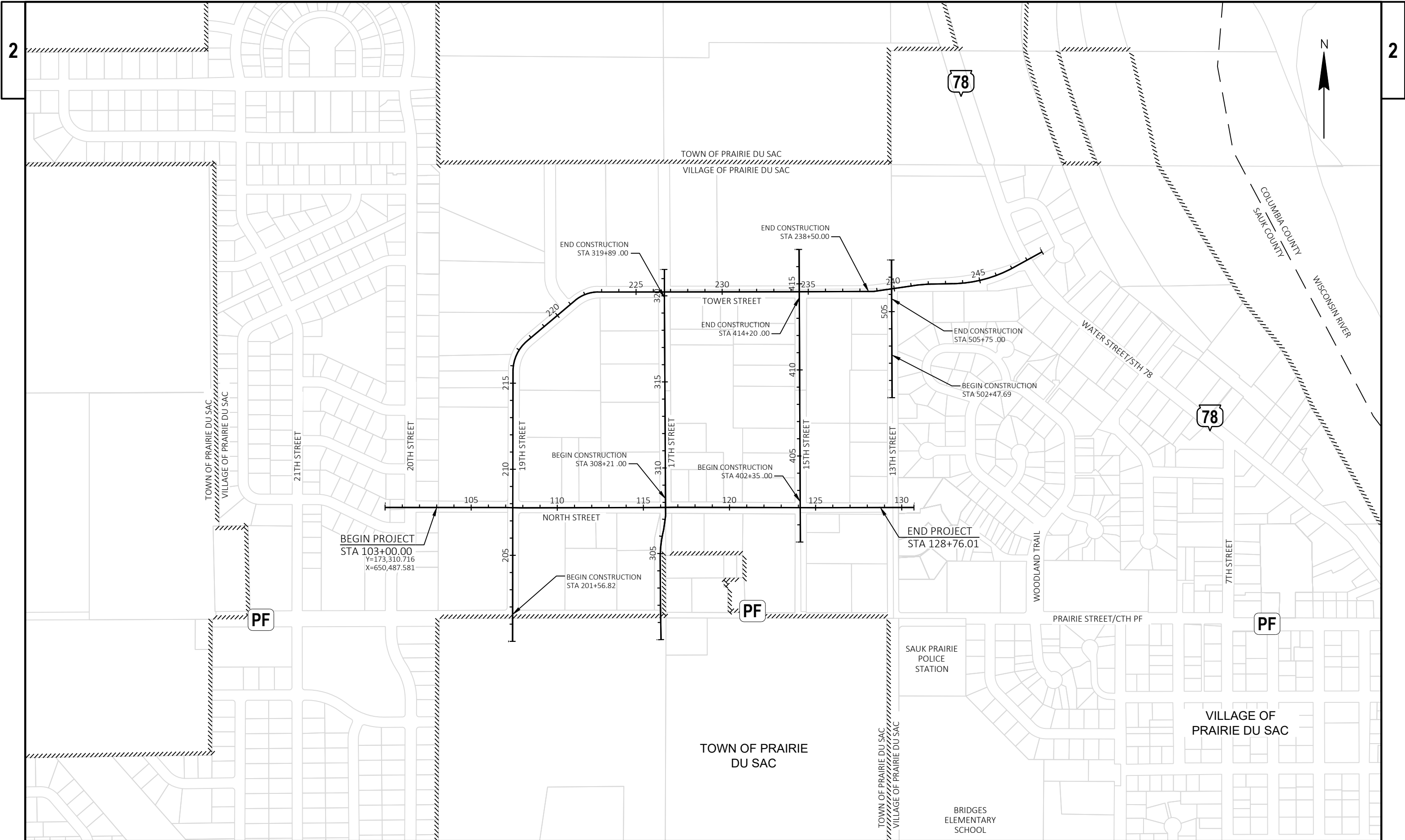
RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

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

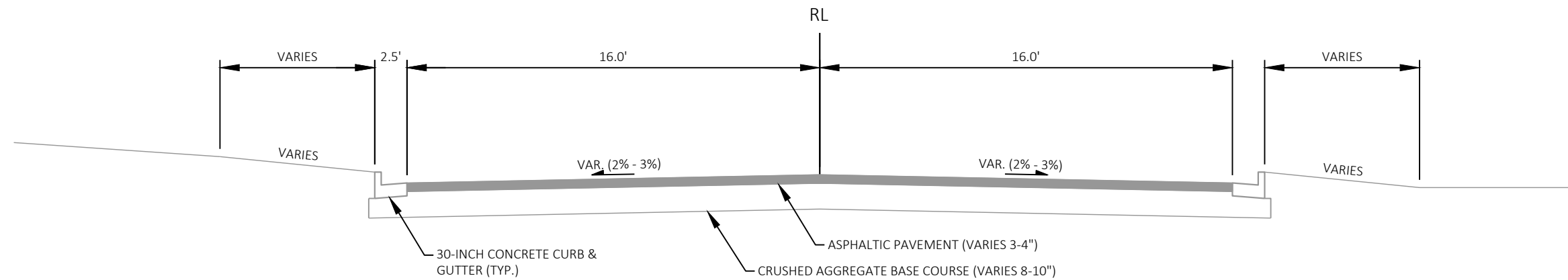
EROSION CONTROL FEATURES AS SHOWN IN THE PLANS ARE AT APPROXIMATE LOCATIONS. EXACT LOCATIONS WILL BE DETERMINED BY THE CONTRACTOR'S EROSION CONTROL IMPLEMENTATION PLAN (ECIP) AND APPROVED BY THE ENGINEER. MAINTAIN EROSION CONTROL MEASURES UNTIL SUCH A TIME AS THE ENGINEER DETERMINES THE MEASURE IS NO LONGER NECESSARY.

THE EXACT LOCATION AND WIDTH OF DRIVEWAYS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD. DRIVEWAYS SHALL BE REPLACED IN KIND.

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

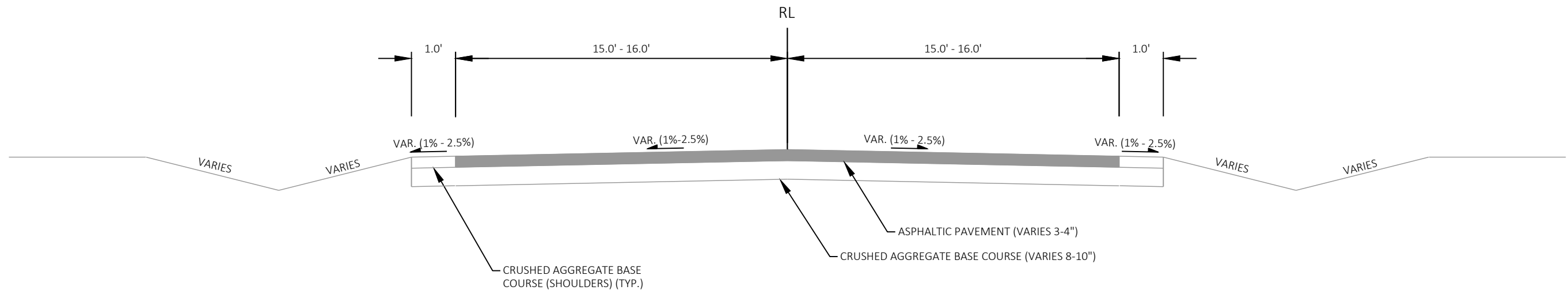


PROJECT NO: 5852-00-76	HWY: NORTH STREET	COUNTY: SAUK	PROJECT OVERVIEW	SHEET	E
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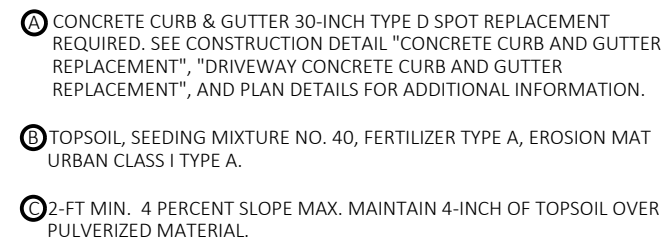
EXISTING TYPICAL SECTION

STA. 103+00.00 - STA. 107+72.00 (NORTH STREET)
STA. 201+56.82 - STA. 216+25.00 (19TH STREET)
STA. 216+25.00 - STA. 238+50.00 (TOWER STREET)
STA. 502+47.69 - STA. 505+75.00 (13TH STREET)

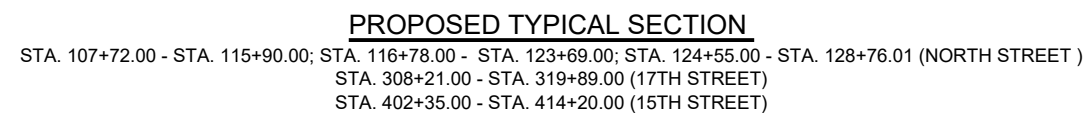


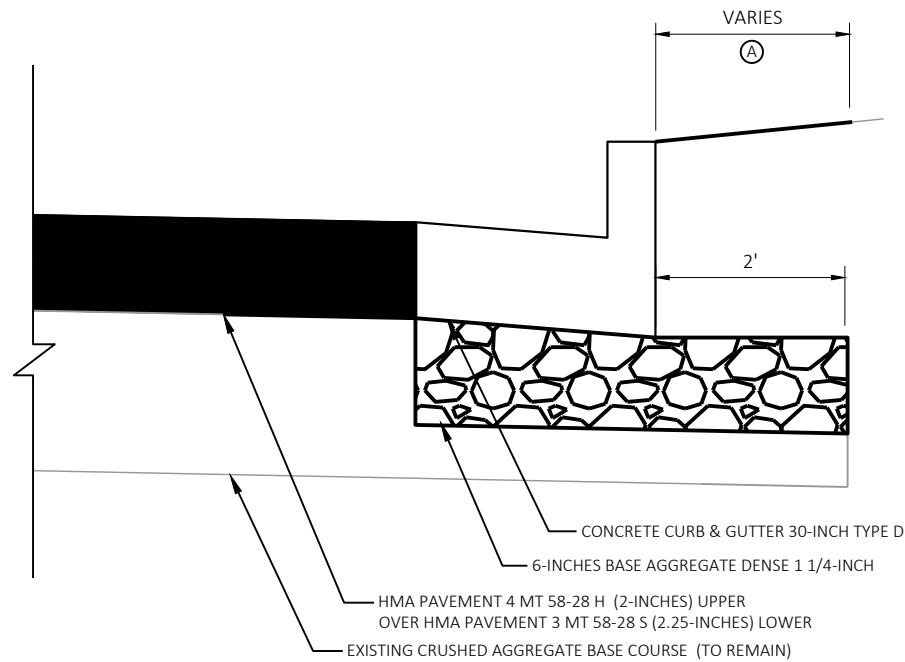
EXISTING TYPICAL SECTION

STA. 107+72.00 - STA. 128+76.01 (NORTH STREET)
STA. 308+21.00 - STA. 319+89.00 (17TH STREET)
STA. 402+35.00 - STA. 414+20.00 (15TH STREET)



STA. 103+00.00 - STA. 107+72.00; STA. 115+90.00 - STA. 116+78.00; STA. 123+69.00 - STA. 124+55.00 (NORTH STREET)
STA. 201+56.82 - STA. 216+25.00 (19TH STREET)
STA. 216+25.00 - STA. 238+50.00 (TOWER STREET)
STA. 502+47.69 - STA. 505+75.00 (13TH STREET)

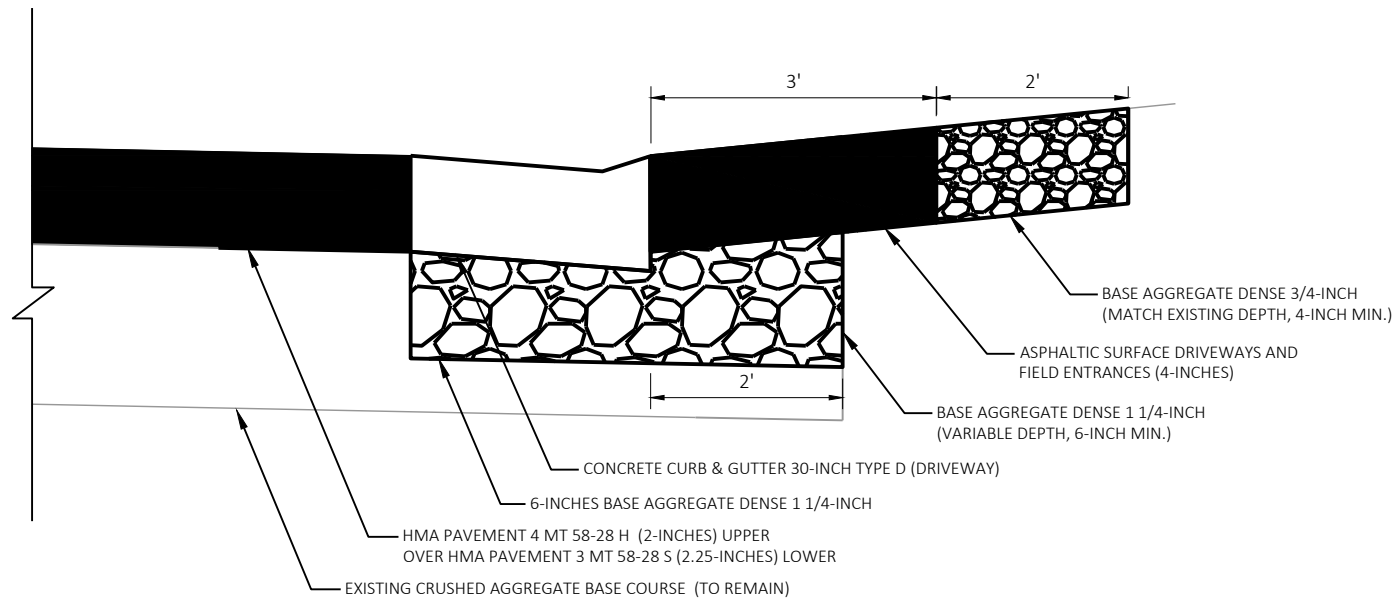




NOTE: RIGHT SIDE SHOWN. MIRRORED FOR LEFT SIDE

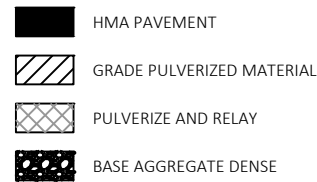
CONCRETE CURB AND GUTTER REPLACEMENT

STA. 228+81.00 - STA. 228+89.00 (TOWER STREET)
STA. 229+09.00 - STA. 229+38.00 (TOWER STREET)
STA. 229+60.00 - STA. 229+69.00 (TOWER STREET)

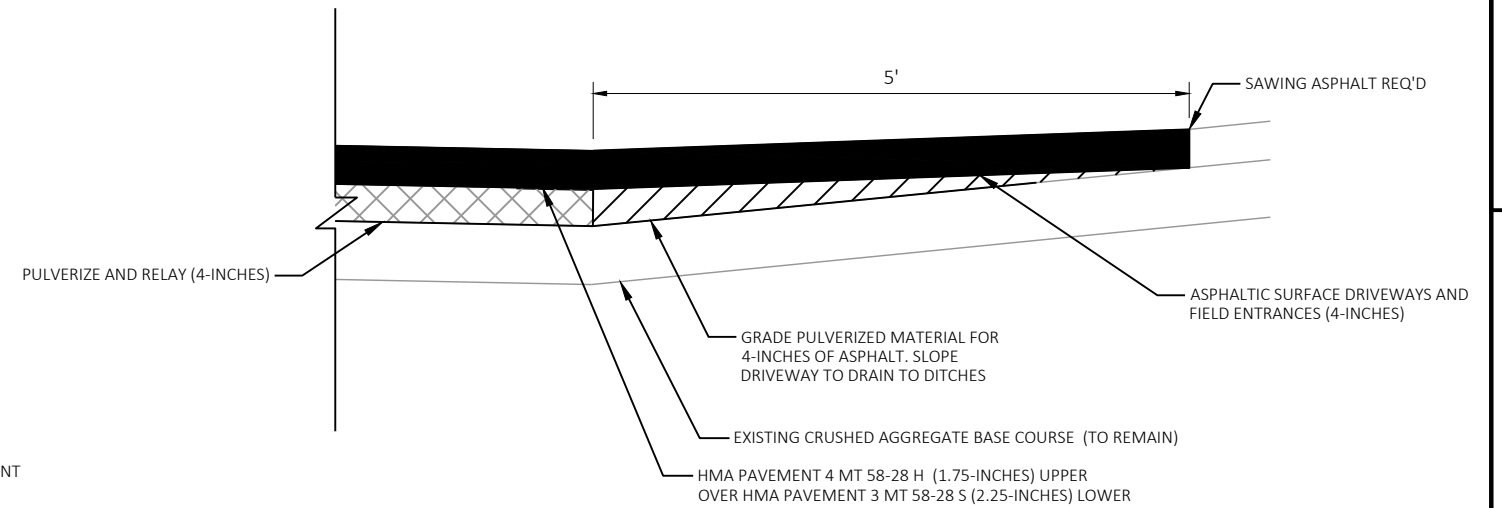


DRIVEWAY CONCRETE CURB AND GUTTER REPLACEMENT

STA. 228+89.00 - STA. 229+09.00 (TOWER STREET)
STA. 229+38.00 - STA. 229+60.00 (TOWER STREET)

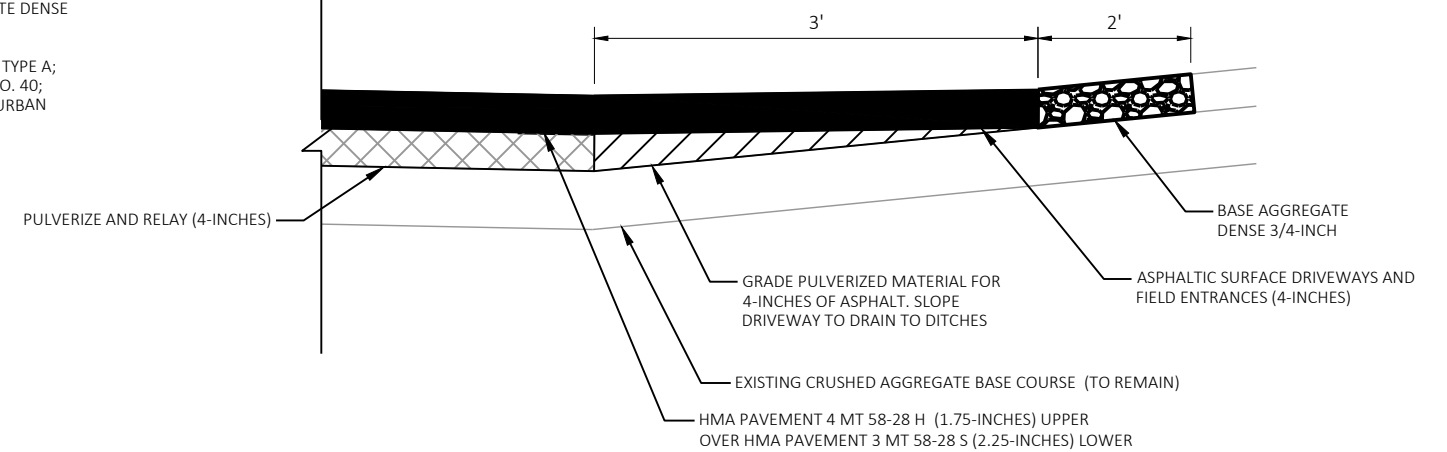


A TOPSOIL; FERTILIZER TYPE A;
SEEDING MIXTURE NO. 40;
AND EROSION MAT URBAN
CLASS I TYPE A



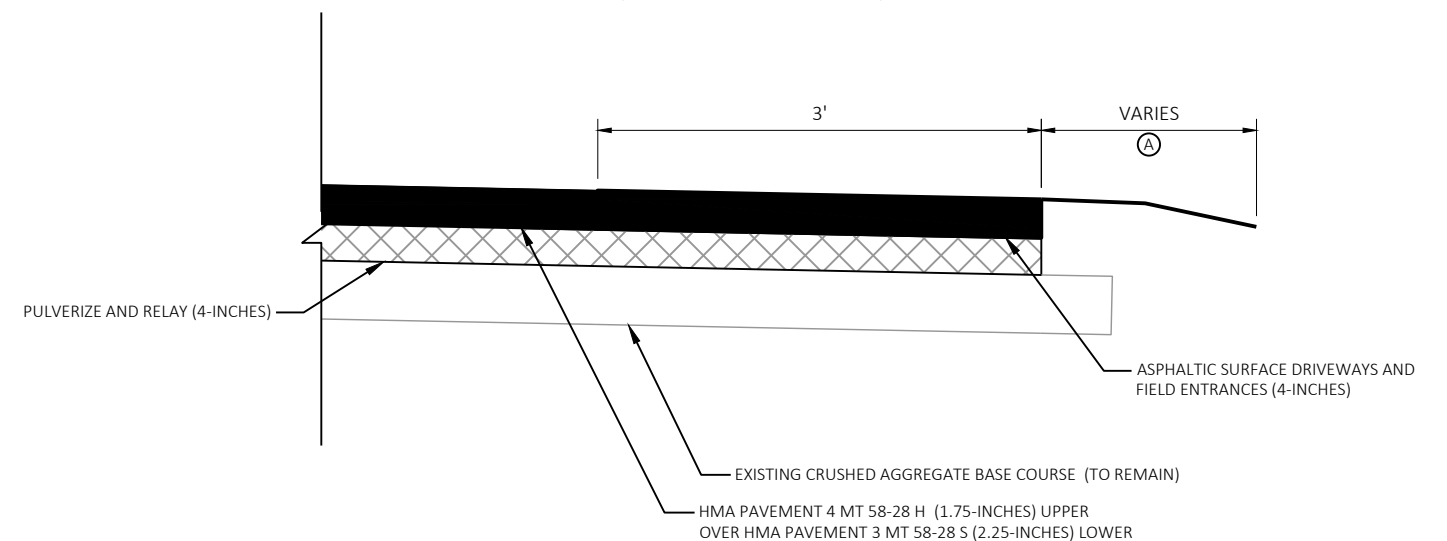
PAVED DRIVEWAY REPLACEMENT

(SEE PLAN DETAILS FOR LOCATIONS)



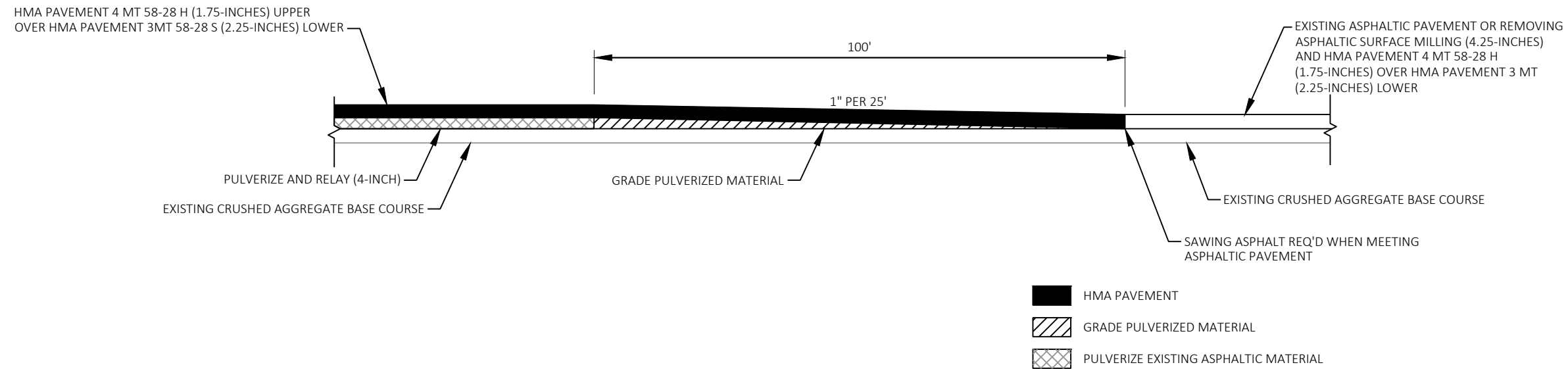
AGGREGATE DRIVEWAY REPLACEMENT

(SEE PLAN DETAILS FOR LOCATIONS)

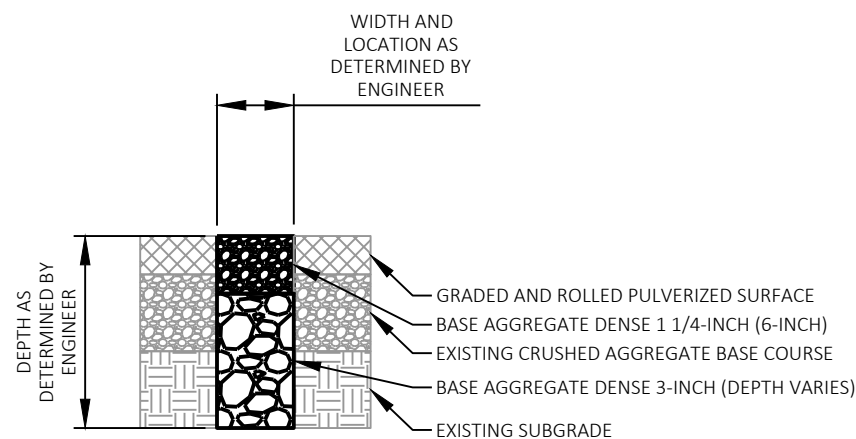


MAILBOX APPROACH

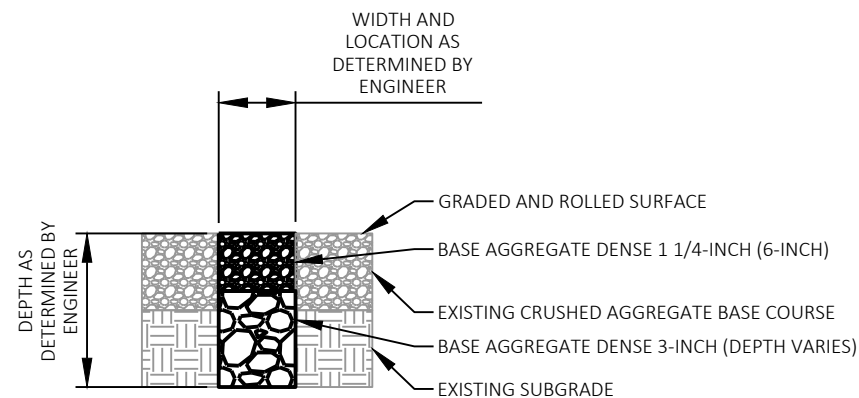
(SEE PLAN DETAILS FOR LOCATIONS. LOCATIONS
TO BE MARKED IN THE FIELD BY THE ENGINEER,
GENERALLY WITHIN 25-FT OF A MAILBOX)



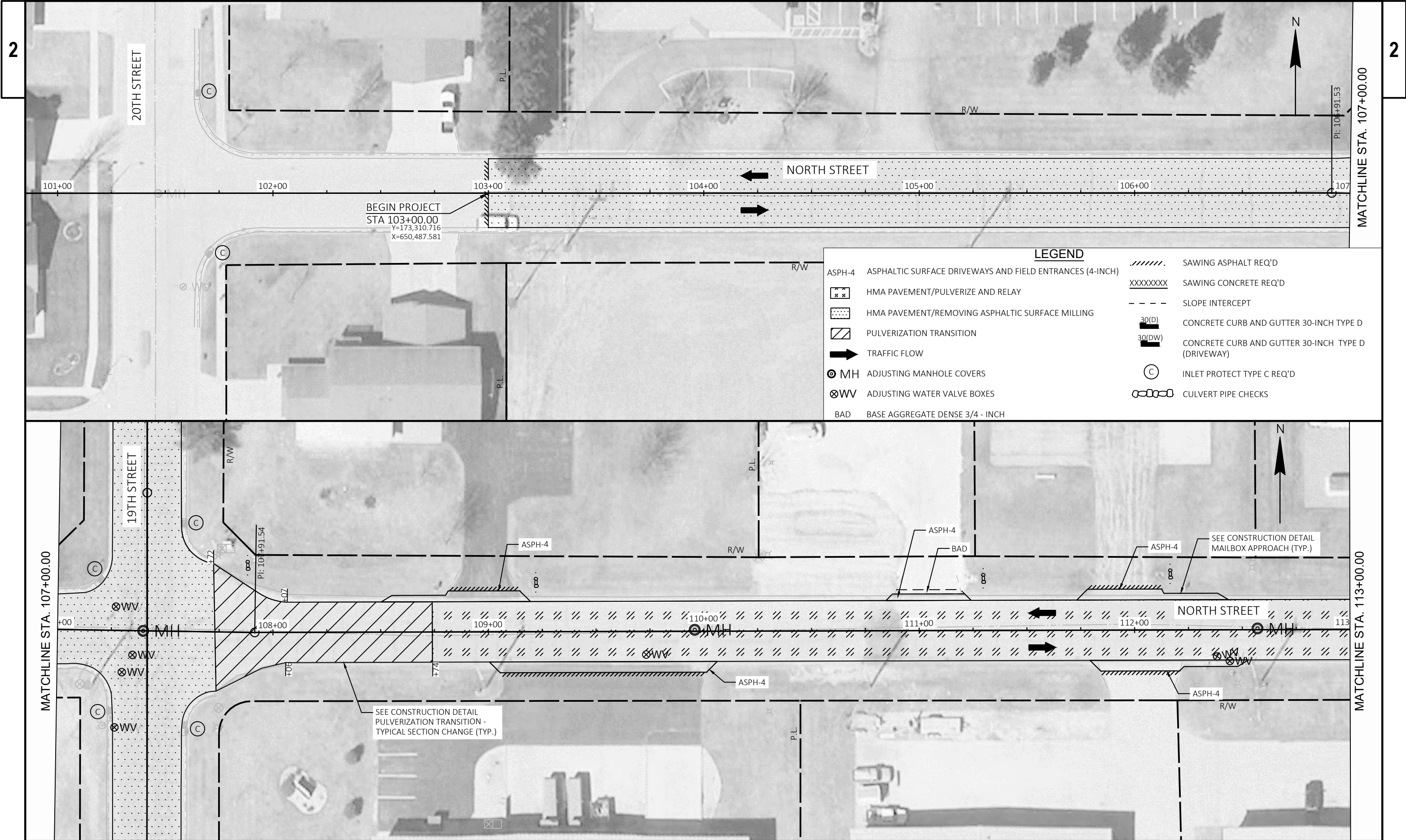
PULVERIZATION TRANSITION- TYPICAL SECTION CHANGE
(SEE PLAN DETAILS FOR LOCATIONS)

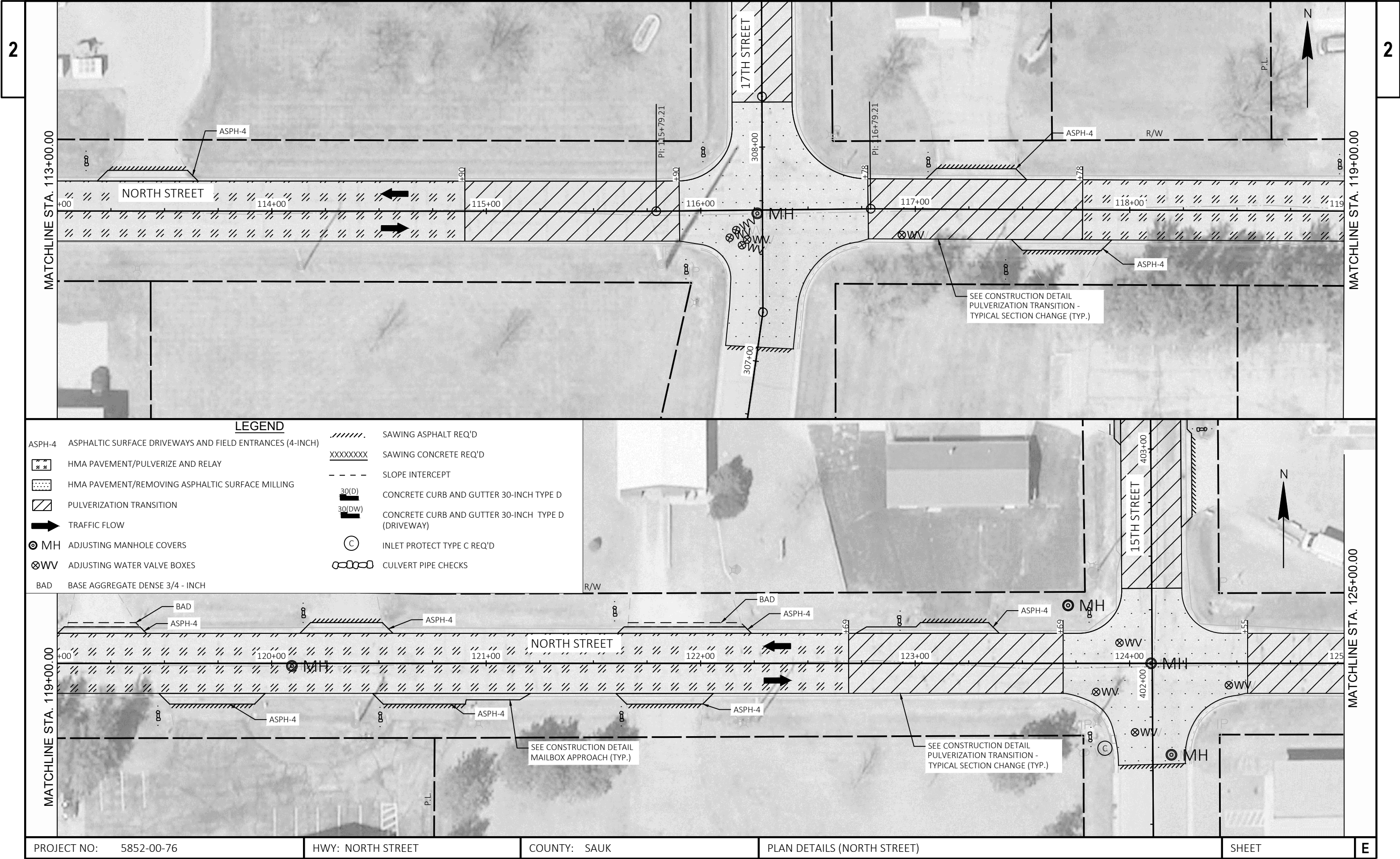


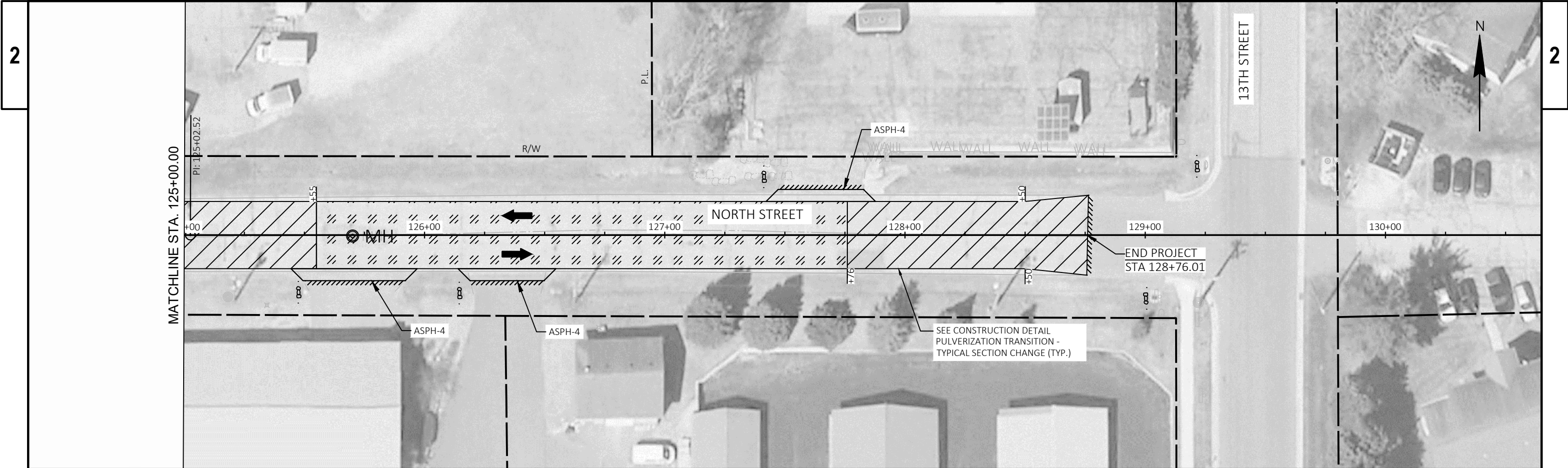
EXCAVATION BELOW SUBGRADE IN
PULVERIZE AND OVERLAY AREAS



EXCAVATION BELOW SUBGRADE IN
MILL AND OVERLAY AREAS



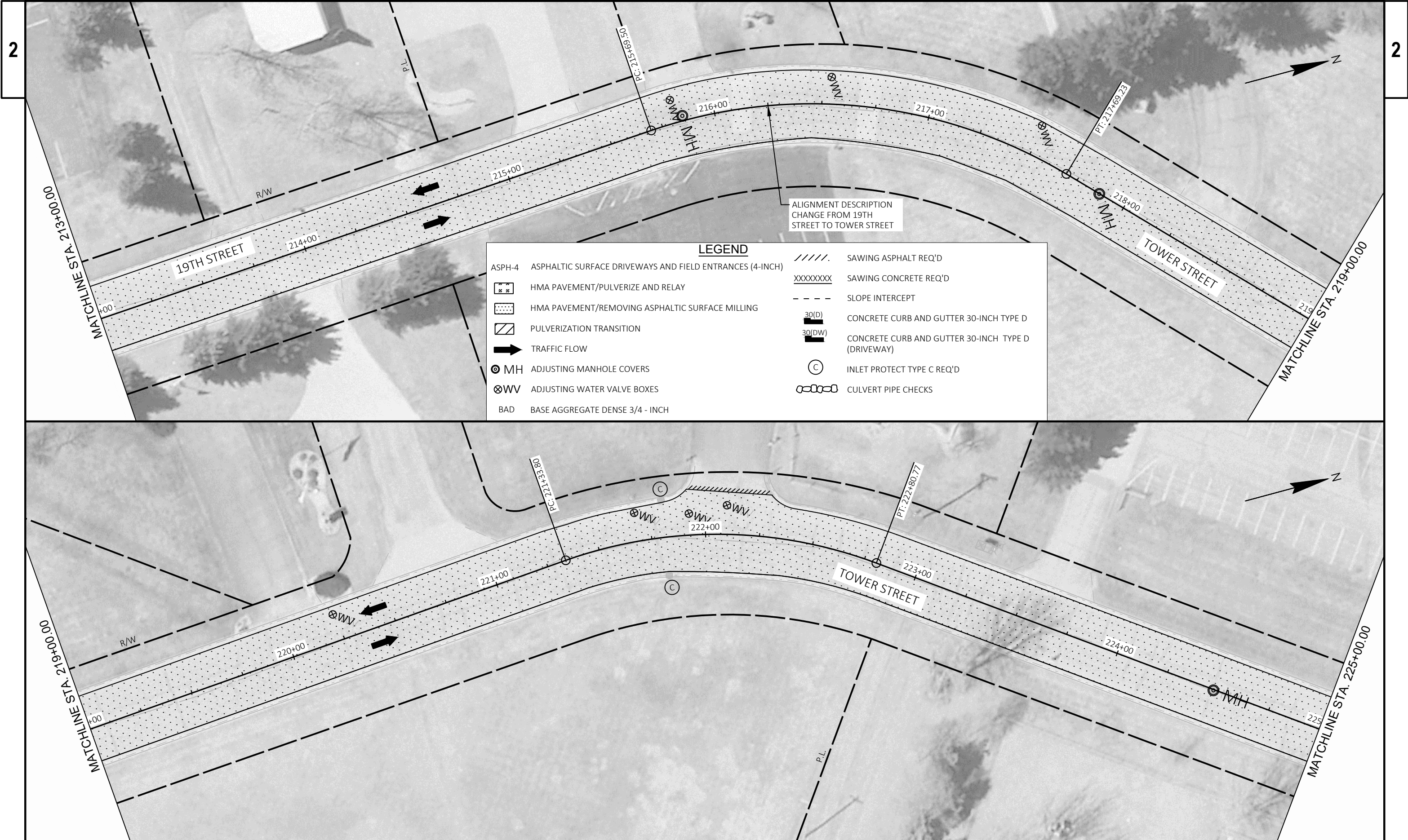


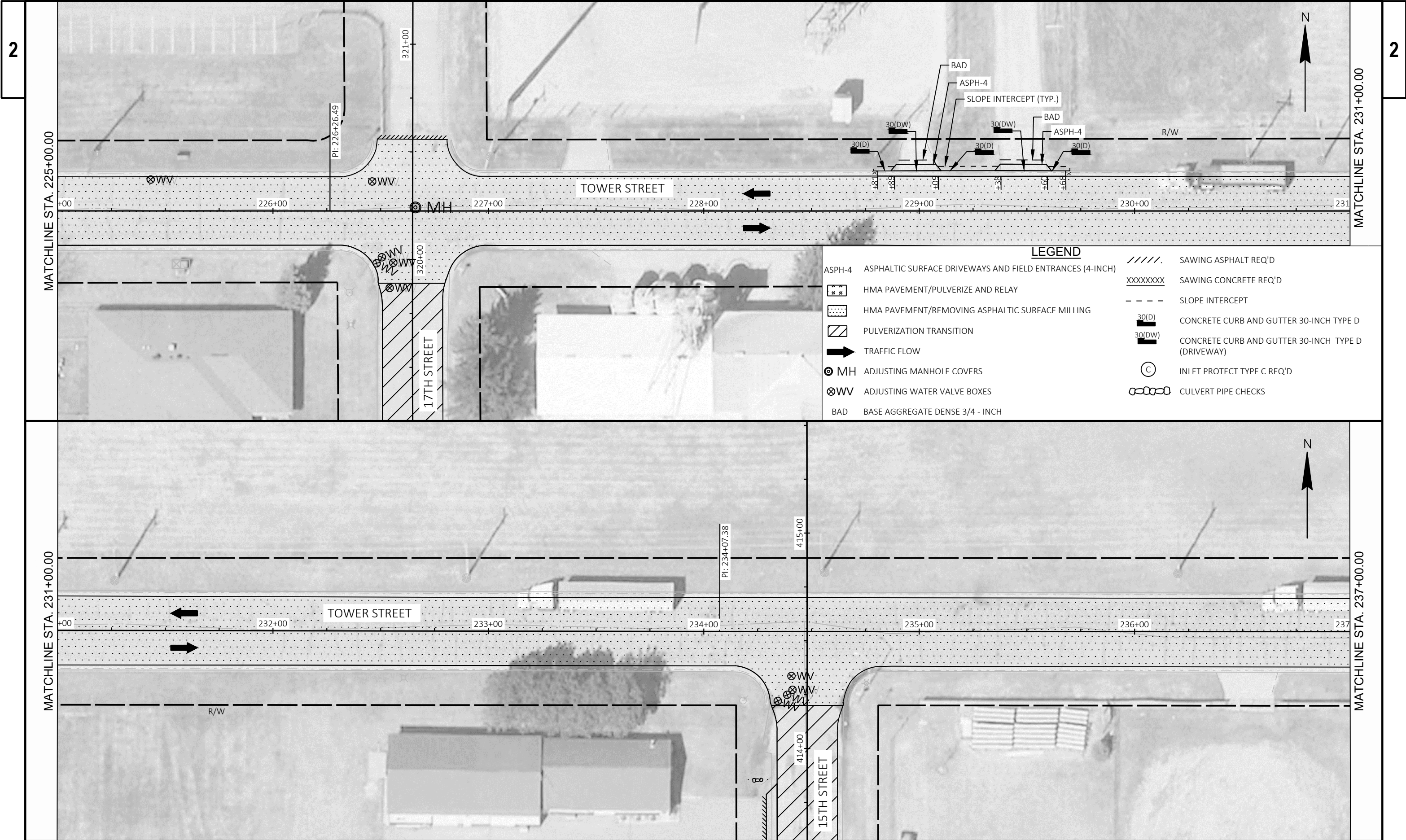


LEGEND

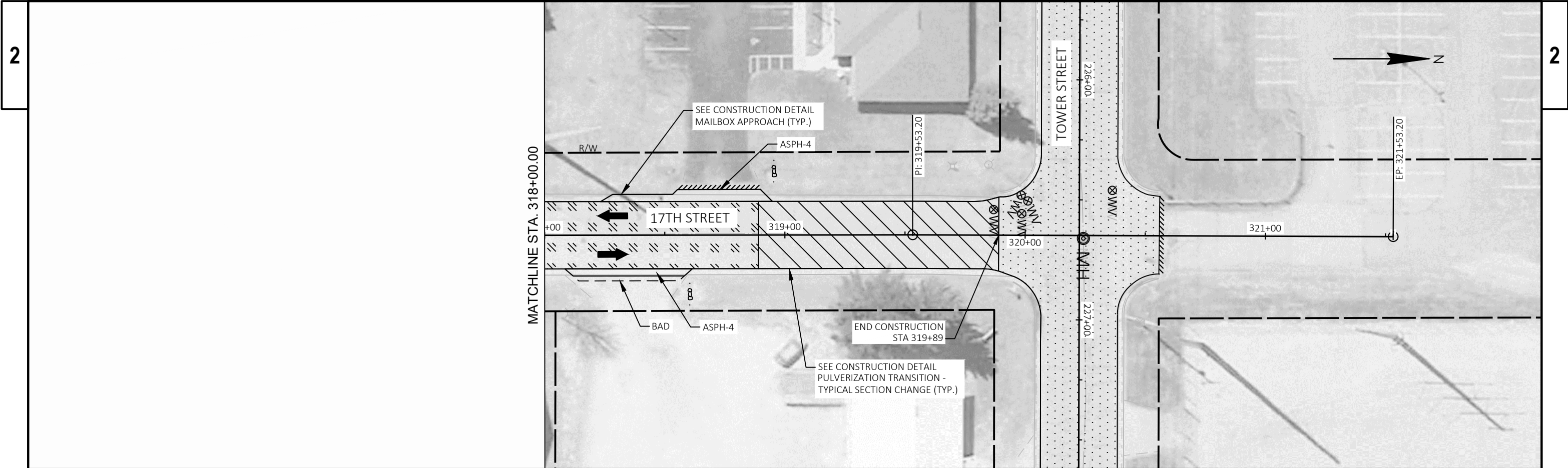
ASPH-4	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (4-INCH)	//////.	SAWING ASPHALT REQ'D
	HMA PAVEMENT/PULVERIZE AND RELAY	XXXXXXX	SAWING CONCRETE REQ'D
	HMA PAVEMENT/REMOVING ASPHALTIC SURFACE MILLING	- - - -	SLOPE INTERCEPT
	PULVERIZATION TRANSITION	30(D)	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	TRAFFIC FLOW	30(DW)	CONCRETE CURB AND GUTTER 30-INCH TYPE D (DRIVEWAY)
	ADJUSTING MANHOLE COVERS	C	INLET PROTECT TYPE C REQ'D
	ADJUSTING WATER VALVE BOXES		CULVERT PIPE CHECKS
BAD	BASE AGGREGATE DENSE 3/4 - INCH		



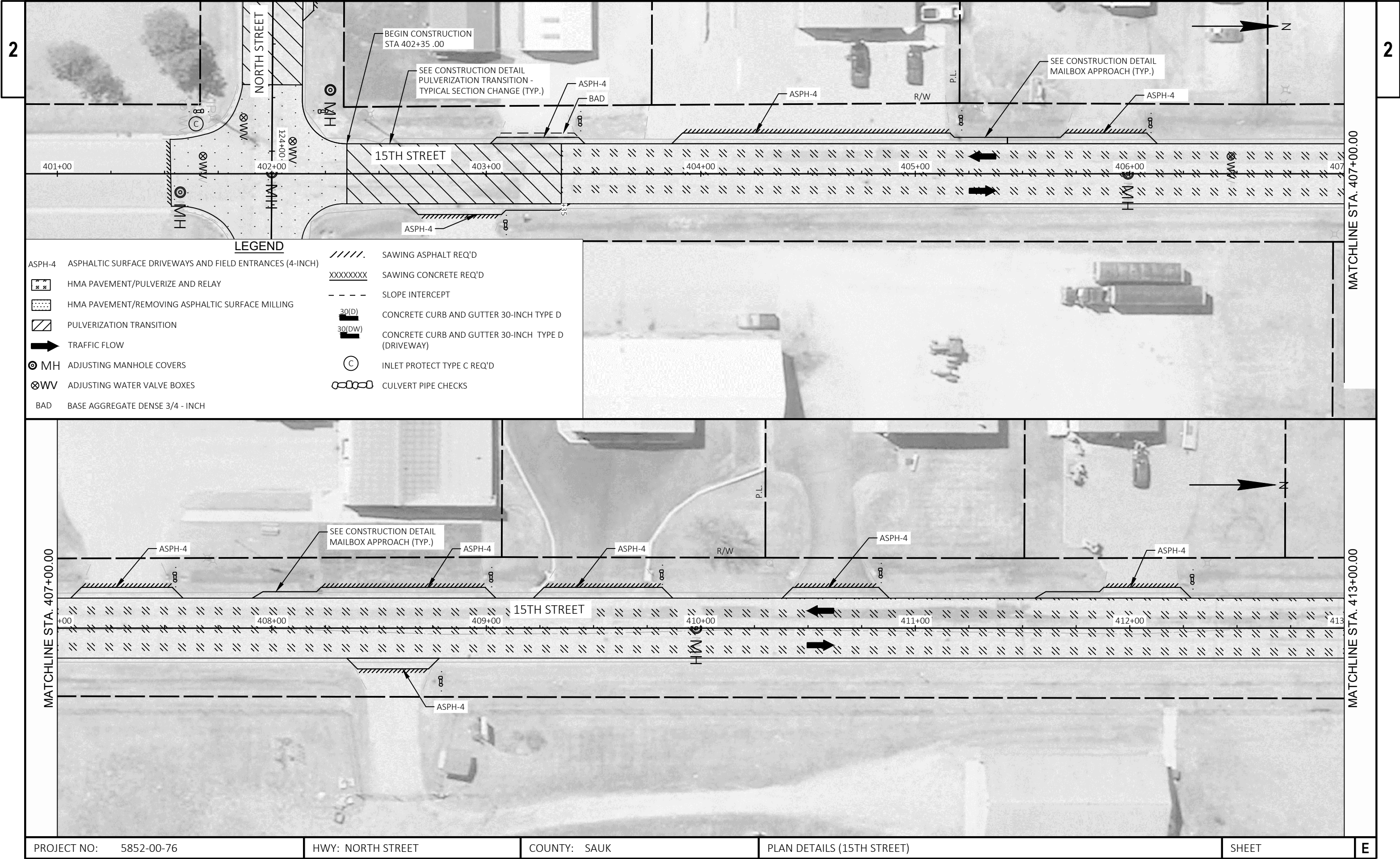




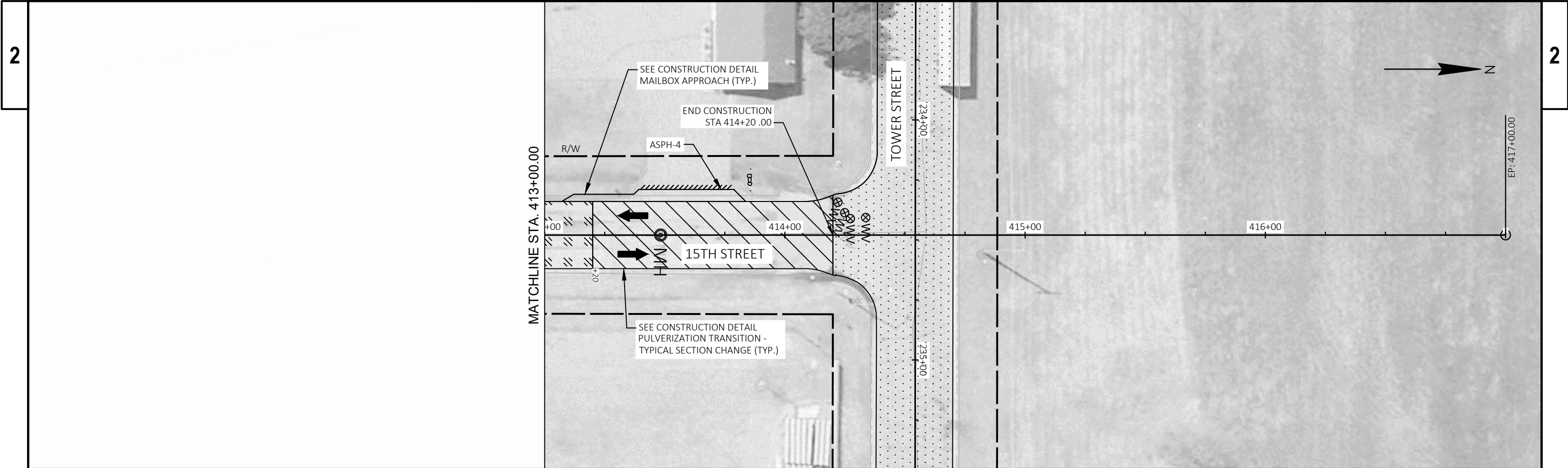




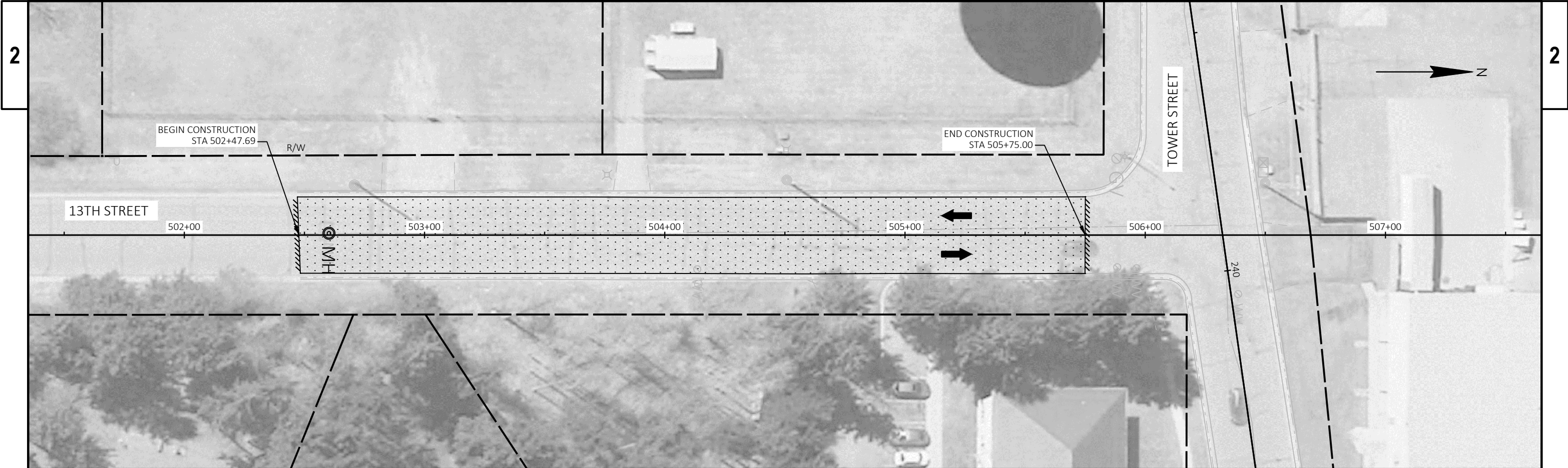
LEGEND	
ASPH-4	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (4-INCH)
	HMA PAVEMENT/PULVERIZE AND RELAY
	HMA PAVEMENT/REMOVING ASPHALTIC SURFACE MILLING
	PULVERIZATION TRANSITION
	TRAFFIC FLOW
	ADJUSTING MANHOLE COVERS
	ADJUSTING WATER VALVE BOXES
BAD	BASE AGGREGATE DENSE 3/4 - INCH
	SAWING ASPHALT REQ'D
	SAWING CONCRETE REQ'D
	SLOPE INTERCEPT
	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CONCRETE CURB AND GUTTER 30-INCH TYPE D (DRIVEWAY)
	INLET PROTECT TYPE C REQ'D
	CULVERT PIPE CHECKS



PROJECT NO: 5852-00-76	HWY: NORTH STREET	COUNTY: SAUK	PLAN DETAILS (15TH STREET)	SHEET	E
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LEGEND	
ASPH-4	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (4-INCH)
	HMA PAVEMENT/PULVERIZE AND RELAY
	HMA PAVEMENT/REMOVING ASPHALTIC SURFACE MILLING
	PULVERIZATION TRANSITION
	TRAFFIC FLOW
	ADJUSTING MANHOLE COVERS
	ADJUSTING WATER VALVE BOXES
BAD	BASE AGGREGATE DENSE 3/4 - INCH
	SAWING ASPHALT REQ'D
	SAWING CONCRETE REQ'D
	SLOPE INTERCEPT
	CONCRETE CURB AND GUTTER 30-INCH TYPE D
	CONCRETE CURB AND GUTTER 30-INCH TYPE D (DRIVEWAY)
	INLET PROTECT TYPE C REQ'D
	CULVERT PIPE CHECKS



LEGEND

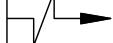
ASPH-4	ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES (4-INCH)	////./	SAWING ASPHALT REQ'D
	HMA PAVEMENT/PULVERIZE AND RELAY	XXXXXXX	SAWING CONCRETE REQ'D
	HMA PAVEMENT/REMOVING ASPHALTIC SURFACE MILLING	- - - -	SLOPE INTERCEPT
	PULVERIZATION TRANSITION		CONCRETE CURB AND GUTTER 30-INCH TYPE D
	TRAFFIC FLOW		CONCRETE CURB AND GUTTER 30-INCH TYPE D (DRIVEWAY)
	ADJUSTING MANHOLE COVERS		INLET PROTECT TYPE C REQ'D
	ADJUSTING WATER VALVE BOXES		CULVERT PIPE CHECKS
BAD	BASE AGGREGATE DENSE 3/4 - INCH		

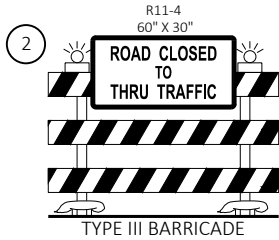
GENERAL NOTES

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

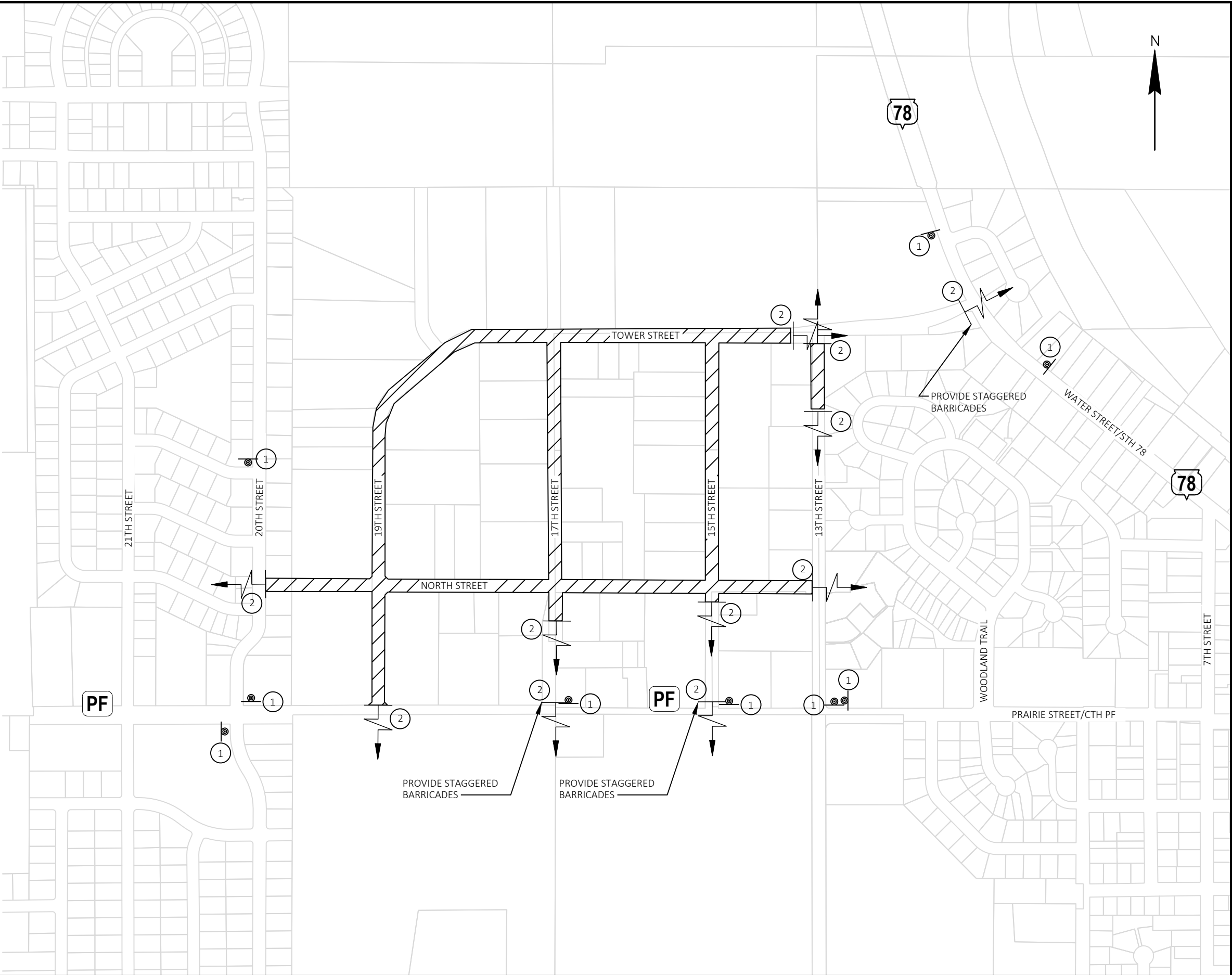
ACCESS TO BUSINESSES AND LOCAL RESIDENCES AND ACCESS FOR BUSES AND EMERGENCY VEHICLES SHALL BE MAINTAINED DURING CONSTRUCTION. TEMPORARY ACCESS DISRUPTIONS IF NEEDED, SHALL BE COORDINATED WITH SPECIFIC OWNERS.

LEGEND

-  WORK ZONE
-  ① SIGN ON PERMANENT SUPPORT
-  ② BARRICADES AND SIGNS FOR VARIOUS CLOSURES



PLACE ADVANCED WARNING SIGNS AND ROAD CLOSURE IN ACCORDANCE WITH STANDARD DETAIL DRAWING "BARRICADES AND SIGNS FOR VARIOUS CLOSURES" (DETAIL E).





Estimate Of Quantities

5852-00-76

Line	Item	Item Description	Unit	Total	Qty
0002	204.0120	Removing Asphaltic Surface Milling	SY	17,240.000	17,240.000
0004	204.0150	Removing Curb & Gutter	LF	187.000	187.000
0006	205.0100	Excavation Common	CY	5,146.000	5,146.000
0008	211.0101	Prepare Foundation for Asphaltic Paving (project) 01. 5852-00-76	EACH	1.000	1.000
0010	213.0100	Finishing Roadway (project) 01. 5852-00-76	EACH	1.000	1.000
0012	305.0110	Base Aggregate Dense 3/4-Inch	TON	29.000	29.000
0014	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,584.000	2,584.000
0016	305.0130	Base Aggregate Dense 3-Inch	TON	8,440.000	8,440.000
0018	325.0100	Pulverize and Relay	SY	15,130.000	15,130.000
0020	455.0605	Tack Coat	GAL	802.000	802.000
0022	460.2000	Incentive Density HMA Pavement	DOL	4,550.000	4,550.000
0024	460.6223	HMA Pavement 3 MT 58-28 S	TON	3,865.000	3,865.000
0026	460.6424	HMA Pavement 4 MT 58-28 H	TON	3,248.000	3,248.000
0028	465.0120	Asphaltic Surface Driveways and Field Entrances	TON	322.000	322.000
0030	601.0411	Concrete Curb & Gutter 30-Inch Type D	LF	187.000	187.000
0032	611.8110	Adjusting Manhole Covers	EACH	20.000	20.000
0034	618.0100	Maintenance and Repair of Haul Roads (project) 01. 5852-00-76	EACH	1.000	1.000
0036	619.1000	Mobilization	EACH	1.000	1.000
0038	624.0100	Water	MGAL	132.700	132.700
0040	625.0100	Topsoil	SY	2,770.000	2,770.000
0042	628.1905	Mobilizations Erosion Control	EACH	2.000	2.000
0044	628.1910	Mobilizations Emergency Erosion Control	EACH	2.000	2.000
0046	628.2006	Erosion Mat Urban Class I Type A	SY	2,770.000	2,770.000
0048	628.7015	Inlet Protection Type C	EACH	8.000	8.000
0050	628.7555	Culvert Pipe Checks	EACH	51.000	51.000
0052	628.7560	Tracking Pads	EACH	1.000	1.000
0054	629.0205	Fertilizer Type A	CWT	5.000	5.000
0056	630.0140	Seeding Mixture No. 40	LB	125.000	125.000
0058	630.0300	Seeding Borrow Pit	LB	80.000	80.000
0060	630.0500	Seed Water	MGAL	39.000	39.000
0062	642.5201	Field Office Type C	EACH	1.000	1.000
0064	643.0420	Traffic Control Barricades Type III	DAY	665.000	665.000
0066	643.0705	Traffic Control Warning Lights Type A	DAY	1,330.000	1,330.000
0068	643.0900	Traffic Control Signs	DAY	980.000	980.000
0070	643.5000	Traffic Control	EACH	1.000	1.000
0072	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	187.000	187.000
0074	650.8000	Construction Staking Resurfacing Reference	LF	4,290.000	4,290.000
0076	650.9911	Construction Staking Supplemental Control (project) 01. 5852-00-76	EACH	1.000	1.000
0078	690.0150	Sawing Asphalt	LF	1,870.000	1,870.000
0080	690.0250	Sawing Concrete	LF	10.000	10.000
0082	740.0440	Incentive IRI Ride	DOL	7,310.000	7,310.000
0084	SPV.0060	Special 01. Adjusting Water Valve Boxes	EACH	39.000	39.000

REMOVING ASPHALTIC SURFACEMILLING				
CATEGORY	STATION - STATION		204.0120	
			SY	
0010	103+00	- 107+04	1,440	
	115+90	- 116+78	640	
	123+69	- 124+55	500	
	201+57	- 238+50	13,500	
	502+48	- 505+75	1,160	
TOTAL			17,240	

REMOVING CURB & GUTTER				
CATEGORY	STATION - STATION		204.0150	
			LF	
0010	228+81	- 229+68	87	
	UNDISTRIBUTED		100	
	TOTAL		187	

PREPARE FOUNDATION FOR ASPHALTIC PAVING				
CATEGORY	PROJECT		211.0101	
			EACH	
0010	5852-00-76		1	

FINISHING ROADWAY				
CATEGORY	PROJECT		213.0100	
			EACH	
0010	5852-00-76		1	

PULVERIZE AND RELAY				
CATEGORY	STATION - STATION		325.0100	
			SY	
0010	107+72	- 115+90	2,810	
	116+78	- 123+69	2,420	
	124+55	- 128+76	1,490	
	308+21	- 319+89	4,160	
	402+35	- 414+20	4,250	
TOTAL			15,130	

CONCRETE CURB & GUTTER 30-INCH TYPE D					
CATEGORY	STATION	-	STATION	LOCATION	601.0411
					LF
0010	228+81	-	229+68	LT	87
	UNDISTRIBUTED				100
	TOTAL				187

EXCAVATION COMMON						
CATEGORY	STATION - STATION		LOCATION	205.0100	WASTE	
				EXCAVATION	CY	
				COMMON		
				CY		
0010	228+81	- 229+68	CURB AND GUTTER REPLACEMENT	26	26	
	UNDISTRIBUTED POTENTIAL EBS		---	5,120	5,120	
	TOTALS			5,146	5,146	

BASE AGGREGATE DENSE								
CATEGORY	STATION - STATION		LOCATION	305.0110	305.0120	305.0130	624.0100	
				BASE AGGREGATE	BASE AGGREGATE	BASE AGGREGATE	WATER	
				DENSE 3/4-INCH	DENSE 1 1/4-INCH	DENSE 3-INCH		
				TON	TON	TON	MGAL	
0010	107+72	- 115+90	GRAVEL DRIVEWAY RESTORATION	2	--	--	0.0	
	116+78	- 123+69	GRAVEL DRIVEWAY RESTORATION	5	--	--	0.1	
	228+89	- 229+60	GRAVEL DRIVEWAY RESTORATION	5	--	--	0.1	
	228+81	- 229+68	CONCRETE CURB AND GUTTER	--	24	--	0.3	
	308+21	- 319+89	GRAVEL DRIVEWAY RESTORATION	15	--	--	0.2	
	402+35	- 414+20	GRAVEL DRIVEWAY RESTORATION	2	--	--	0.0	
	UNDISTRIBUTED POTENTIAL EBS		---	--	2,560	8,440	132.0	
	TOTALS			29	2,584	8,440	132.7	

NOTE: EBS TO BE BACKFILLED WITH BASE AGGREGATE DENSE 3-INCH AND BASE AGGREGATE DENSE 1 1/4-INCH

ASPHALTIC ITEMS							
CATEGORY	STATION - STATION		TON	TON	GAL	TON	
0010	103+00	- 107+04	160	180	36	---	
	107+72	- 115+90	255	325	69	41	
	115+90	- 116+78	72	81	16	---	
	116+78	- 123+69	210	270	59	47	
	123+69	- 124+55	56	64	13	---	
	124+55	- 128+76	130	165	35	15	
	201+57	- 238+50	1,520	1,710	340	3	
	301+21	- 319+89	355	460	105	130	
	402+35	- 414+20	360	465	100	86	
	502+48	- 505+75	130	145	29	---	
	TOTALS		3,248	3,865	802	322	

NOTE: HMA PAVEMENT WEIGHT CALCULATIONS BASED ON 112 LB/SY/IN.

CULVERT PIPE CHECKS					
CATEGORY	ROADWAY	STATION	LOCATION	628.7555 EACH	
0010	NORTH STREET	107+88	LT	1	
		109+22	LT	1	
		111+30	LT	1	
		112+16	LT	1	
		113+13	LT	1	
		115+93	RT	1	
		116+01	LT	1	
		117+06	LT	1	
		117+42	RT	1	
		118+98	LT	1	
		119+47	RT	1	
		120+15	LT	1	
		120+50	RT	1	
		121+60	LT	1	
		121+63	RT	1	
		122+93	LT	1	
		123+81	LT	1	
		123+82	RT	1	
		125+47	RT	1	
		126+14	RT	1	
	17TH STREET	127+41	LT	1	
		129+00	RT	1	
		129+21	LT	1	
		309+79	RT	1	
		310+18	RT	1	
		310+48	LT	1	
		311+89	RT	1	
		312+39	LT	1	
		313+21	LT	1	
		314+93	RT	1	
		315+14	LT	1	
		315+50	RT	1	
		315+94	RT	1	
		316+95	RT	1	
		317+45	LT	1	
	15TH STREET	317+87	RT	1	
		318+60	RT	1	
		318+95	LT	1	
		403+09	RT	1	
		403+44	LT	1	
		405+22	LT	1	
		406+10	LT	1	
		407+55	LT	1	
		408+79	RT	1	
		409+02	LT	1	
		409+82	LT	1	
		410+84	LT	1	
		412+29	LT	1	
		413+86	LT	1	
		412+29	LT	1	
			413+85	LT	1
			TOTAL	51	

3

ADJUSTING MANHOLE COVERS				
CATEGORY	ROADWAY	STATION	LOCATION	611.8110 EACH
0010	NORTH STREET	109+87	CTR/RT	1
		112+50	CTR/RT	1
		116+26	CTR/RT	1
		120+10	CTR	1
		124+10	LT/CTR/RT	2
	19TH STREET	125+70	CTR	1
		203+77	CTR	1
		207+77	LT	1
		211+78	CTR	1
		215+85	LT/CTR	1
	TOWER STREET	217+70	CTR/LT	1
		224+48	CTR	1
		226+65	LT/CTR/RT	1
	17TH STREET	311+70	CTR/LT	1
		315+70	CTR	1
	15TH STREET	406+00	CTR	1
		409+97	CTR	1
13TH STREET		413+48	CTR	1
		502+60	CTR	1
		504+14	CTR	---
TOTALS				20

ADJUSTING WATER VALVE BOXES				
SPV.0060.001				
CATEGORY	ROADWAY	STATION	LOCATION	EACH
0020	NORTH STREET	109+87	CTR/RT	1
		112+50	CTR/RT	2
		116+26	CTR/RT	4
		116+94	RT	1
		124+10	LT/CTR/RT	4
	19TH STREET	202+35	LT/RT	2
		207+77	LT	4
		212+24	LT	1
		215+85	LT/CTR	1
		216+55	LT	1
	TOWER STREET	217+70	CTR/LT	1
		220+24	LT	1
		221+93	LT	3
		225+43	LT	1
		226+65	LT/CTR/RT	5
	17TH STREET	234+38	RT	4
		311+70	CTR/LT	1
		406+47	LT	1
		504+14	CTR	1
				TOTALS

TRAFFIC CONTROL AND ADVANCED WARNING ITEMS									
CATEGORY	STAGE	DURATION (DAYS)	643.0420 TRAFFIC CONTROL BARRICADES TYPE III		643.0705 TRAFFIC CONTROL WARNING LIGHTS TYPE A		643.0900 TRAFFIC CONTROL SIGNS		643.5000 TRAFFIC CONTROL
			EACH	DAY	EACH	DAY	EACH	DAY	EACH
0010	UNDISTRIBUTED	35	19	665	38	1,330	28	980	1
	TOTALS			665		1,330		980	1

MAINTENANCE AND REPAIR OF HAUL ROADS		
CATEGORY	PROJECT	618.0100 EACH
0020	5852-00-76	1

MOBILIZATION		
CATEGORY	PROJECT	619.1000 EACH
0010	5852-00-76	1

EROSION CONTROL MOBILIZATIONS				
CATEGORY	PROJECT	EACH	628.1905 MOBILIZATIONS EROSION CONTROL	628.1910 MOBILIZATIONS EMERGENCY EROSION CONTROL
			EACH	EACH
0010	5852-00-76	2		2

TRACKING PADS		
CATEGORY	LOCATION	628.7560 TRACKING PADS EACH
		EACH
0010	UNDISTRIBUTED	1

CONSTRUCTION STAKING SUPPLEMENTAL CONTROL		
CATEGORY	PROJECT	650.9911 EACH
0010	5852-00-76	1

FINISHING ITEMS											
				625.0100	628.2006	629.0205	630.0140	630.0300	630.0500		
				TOPSOIL	EROSION MAT	FERTILIZER	SEEDING	SEEDING	SEED		
					URBAN CLASS I	TYPE A	MIXTURE	BORROW	WATER		
CATEGORY	STATION - STATION			LOCATION	SY	TYPE A SY	CWT	NO. 40 LB	PIT LB	MGAL	
0010	107+72	-	128+76	LT/RT	1,210	1,210	1	54	---	17.0	
	228+79	-	229+70	LT	10	10	1	1	---	0.2	
	308+21	-	319+89	LT/RT	470	470	1	21	---	6.6	
	108+00	-	128+76	LT/RT	620	620	1	28	---	8.7	
	UNDISTRIBUTED WASTE SITE			---	460	460	1	21	80	6.5	
TOTALS				2,770	2,770	5	125	80	39.0		

INLET PROTECTION			
CATEGORY	STATION	LOCATION	628.7015 TYPE C EACH
			EACH
0010	101+66	RT/LT	2
	207+35	RT/LT	2
	208+40	RT/LT	2
	221+80	RT/LT	2
	TOTAL		8

FIELD OFFICE TYPE C		
CATEGORY	PROJECT	642.5201 EACH
0010	5852-00-76	1

CONSTRUCTION STAKING SUMMARY				
CATEGORY	STATION	- STATION	650.5500 CONSTRUCTION STAKING CURB GUTTER AND CURB & GUTTER LF	650.8000 CONSTRUCTION STAKING RESURFACING REFERENCE LF
			LF	LF
0010	107+72	- 115+90	---	820
	116+78	- 123+69	---	690
	124+55	- 128+76	---	420
	228+81	- 229+68	87	---
	308+21	- 319+89	---	1170
	402+35	- 414+20	---	1190
	UNDISTRIBUTED		100	---
	TOTALS		187	4,290

SAWING SUMMARY					
CATEGORY	STATION	- STATION	LOCATION	690.0150 SAWING ASPHALT LF	690.0250 SAWING CONCRETE LF
				LF	LF
0010	103+00	- 128+76	LT	725	---
	201+57	- 238+50	LT	195	10
	308+21	- 319+89	LT	350	---
	402+35	- 414+20	LT	530	---
	502+48	- 505+75	RT/LT	70	---
	TOTALS			1,870	10

PROJECT NO: 5852-00-76

HWY: NORTH STREET

COUNTY: SAUK

MISCELLANEOUS QUANTITIES

SHEET:

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

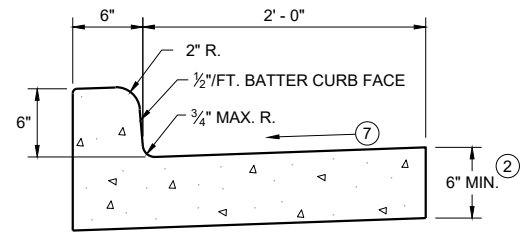
PLOT SCALE : 1" = 1"

WISDOT/CADDs SHEET 42

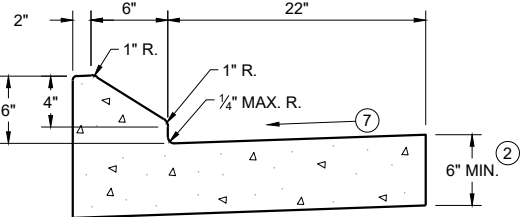
3

Standard Detail Drawing List

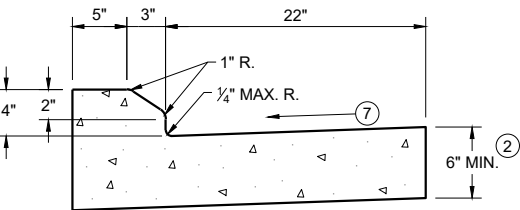
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D22-01	DRIVEWAYS WITHOUT CURB & GUTTER RESURFACING PROJECTS RURAL
08E10-02	INLET PROTECTION TYPE A, B, C AND D
08E14-01	TRACKING PAD
08E15-01	CULVERT PIPE CHECK
13C19-03	HMA LONGITUDINAL JOINTS
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS



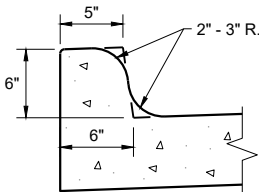
TYPES A^① & D



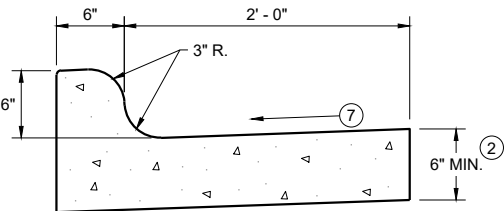
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

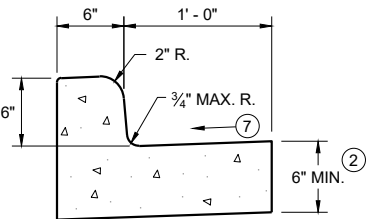


TYPES K^① & L
(OPTIONAL CURB SHAPE)



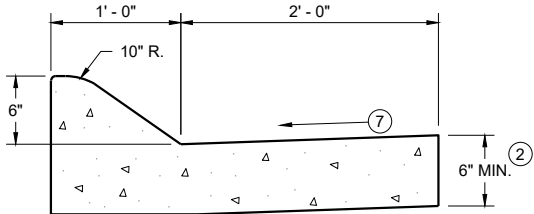
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

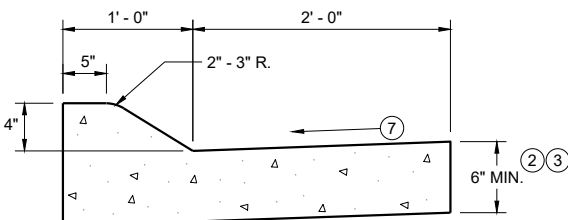


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

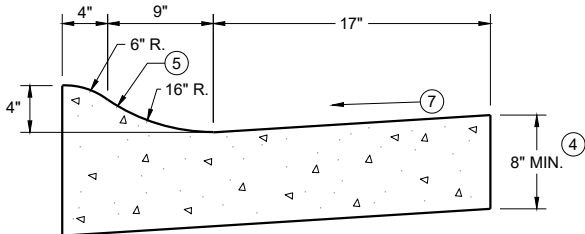


6" SLOPED CURB TYPES A^① & D



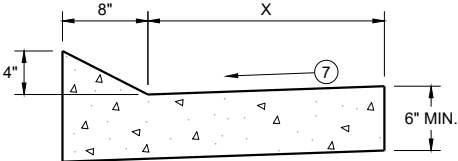
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



4" SLOPED CURB TYPES R^① & T
CONCRETE CURB AND GUTTER 30"

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

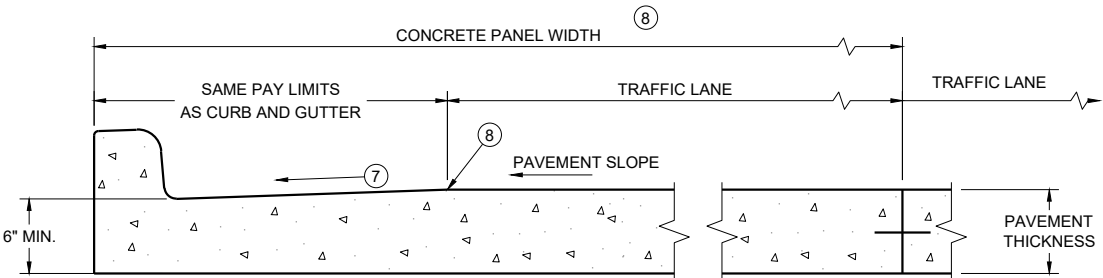


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

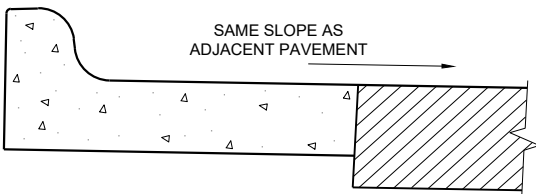
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

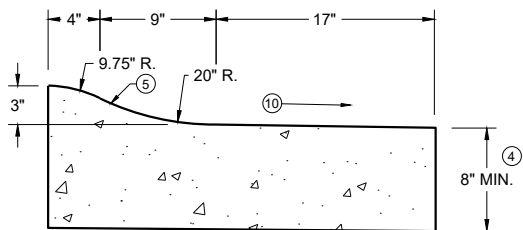


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

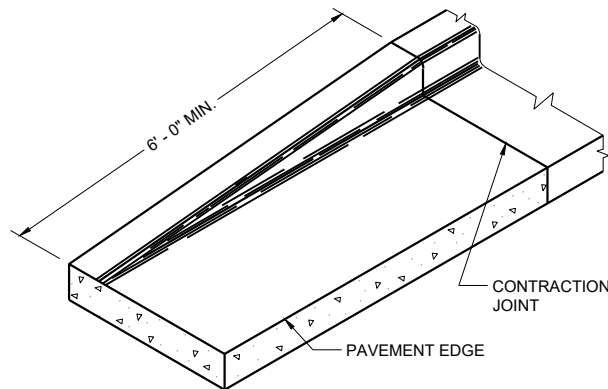
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

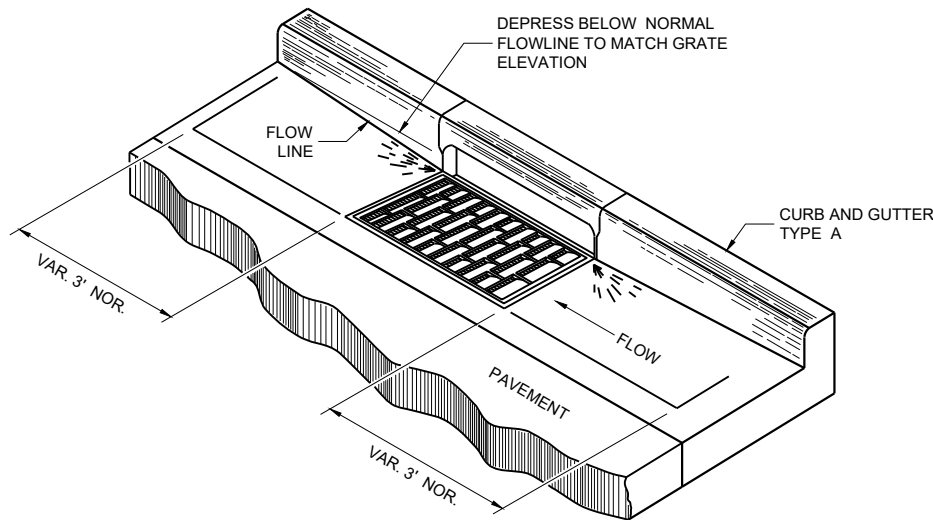
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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 SLOPE TO BE REVERSE SLOPE MATCHING THE SLOPE OF THE PAVEMENT AND THE CIRCULATORY ROADWAY

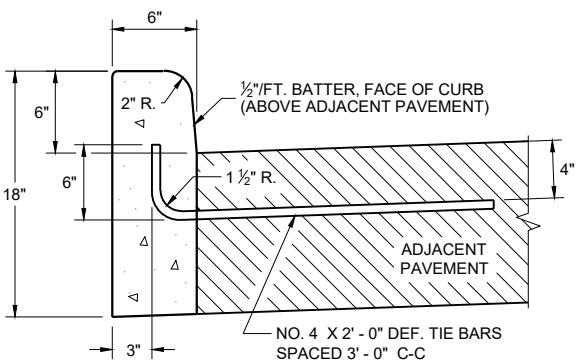


END SECTION CURB AND GUTTER

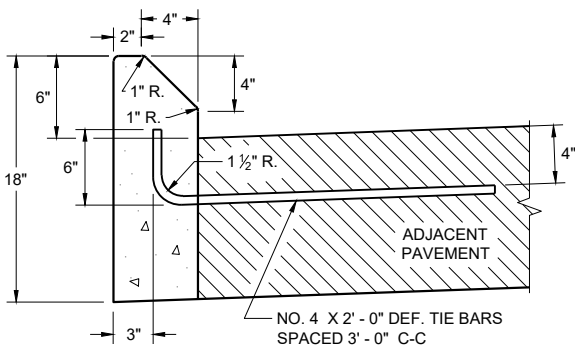


DETAIL OF CURB AND GUTTER AT INLETS

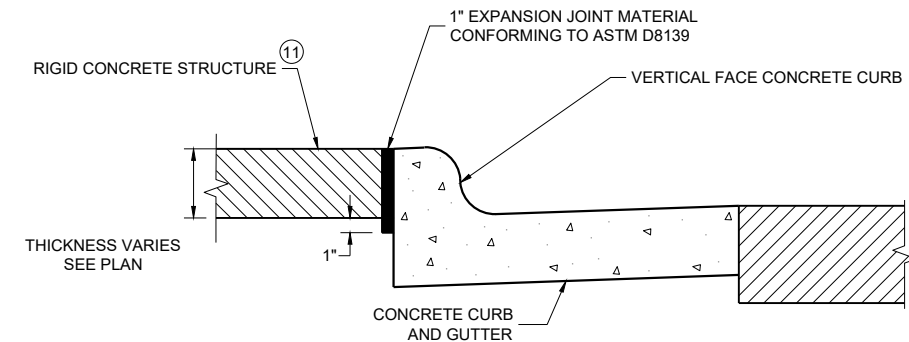
(TYPICAL H INLET COVER SHOWN)



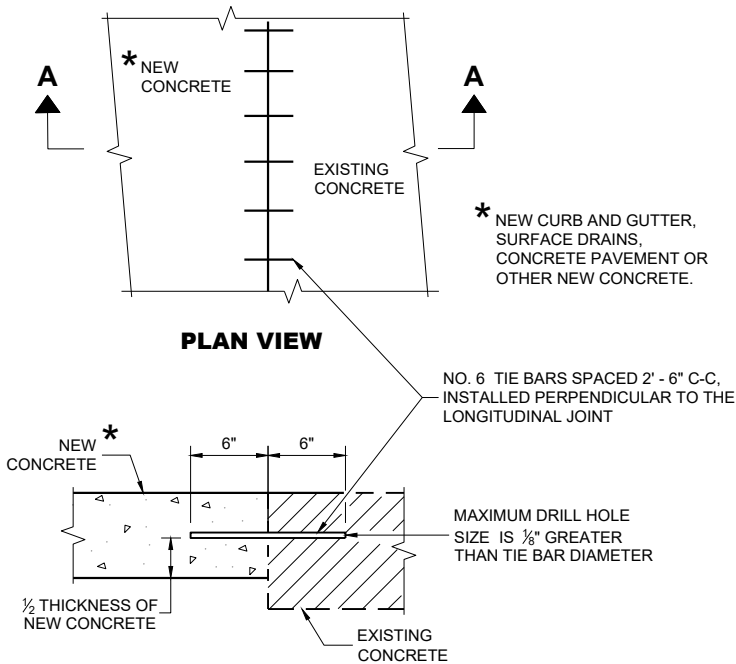
TYPES A^① & D



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

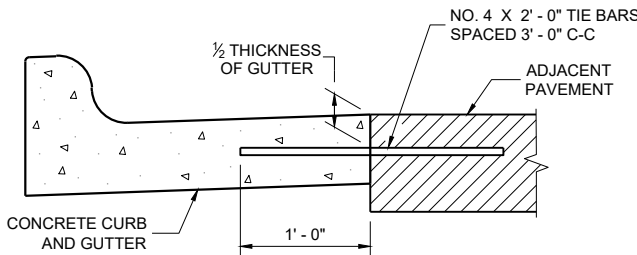
GENERAL NOTES

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

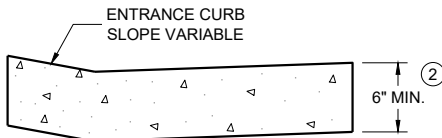
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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



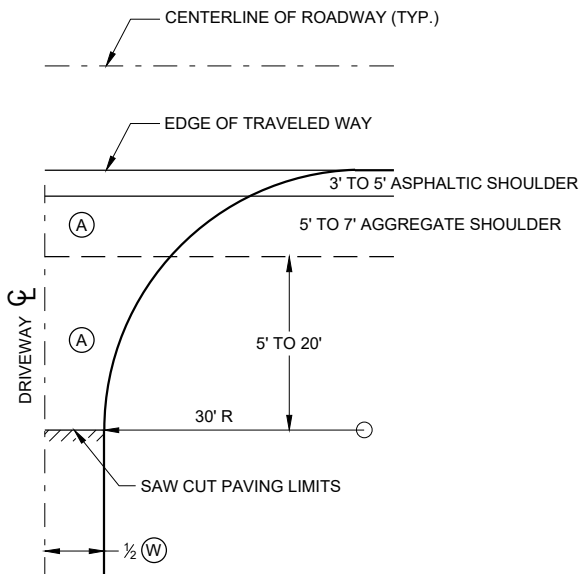
DRIVEWAY ENTRANCE CURB^⑩
(WHEN DIRECTED BY THE ENGINEER)

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

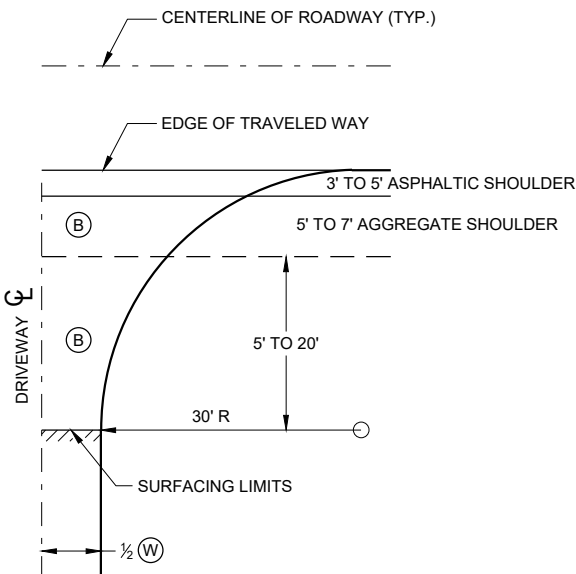
APPROVED
February 2025
DATE /S/ Rodney Taylor
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

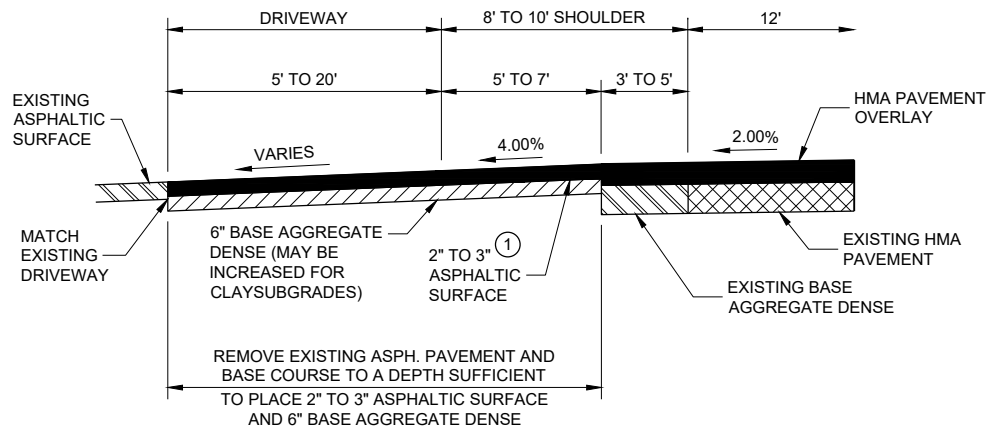


**PLAN VIEW
HALF SECTION**

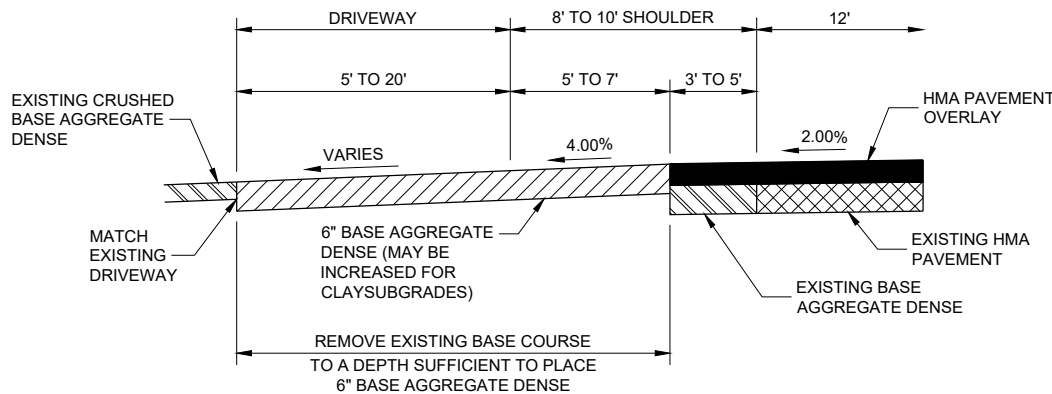
- (A) : PAID FOR AS ASPHALTIC SURFACE DRIVEWAYS AND FIELD ENTRANCES. (TON)
- (B) : PAID FOR AS BASE AGGREGATE DENSE 1 1/4" (TON)
- (W) : DRIVEWAY WIDTH 16' MIN. - 24' MAX.



**PLAN VIEW
HALF SECTION**



**PROFILE VIEW
RURAL ENTRANCE
WITH ASPHALTIC SURFACE
RESURFACING PROJECTS**



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

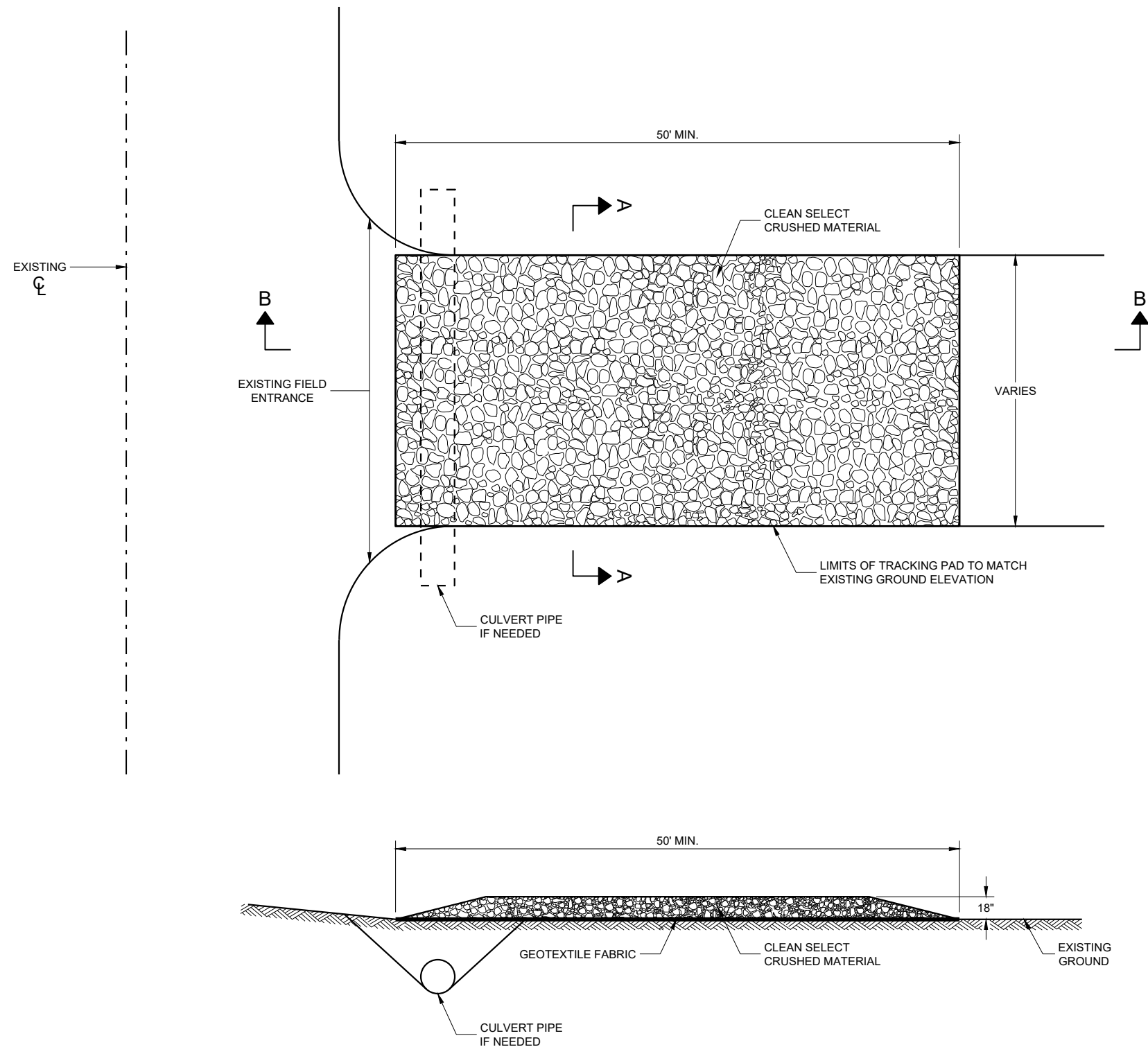
GENERAL NOTES

- 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
ENGINEER
FHWA



GENERAL NOTES

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

TRACKING PAD SHALL BE INSPECTED DAILY. DEFICIENT AREAS SHALL BE REPAIRED OR REPLACED IMMEDIATELY.

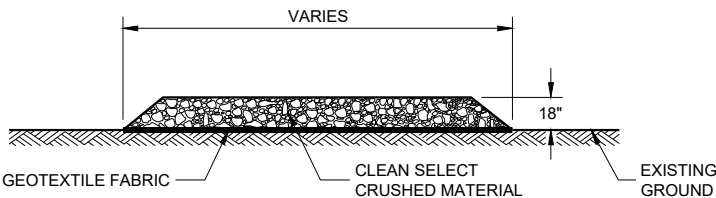
TRACKING PAD TO BE REMOVED AFTER CONSTRUCTION IS COMPLETED.

TRACKING PAD SHALL BE THE FULL WIDTH OF THE EGRESS POINT.

SURFACE WATER MUST BE PREVENTED FROM PASSING THROUGH THE TRACKING PAD. FLOWS SHALL BE DIVERTED AWAY, AROUND OR CONVEYED UNDER THE TRACKING PAD.

CULVERT PIPE OR OTHER BMP USED TO DIVERT WATER AWAY, AROUND OR UNDER THE TRACKING PAD SHALL BE DESIGNED TO CONVEY THE 2 YEAR - 24 HOUR EVENT.

THE COST OF ADDITIONAL BMP TO DIVERT WATER ARE INCIDENTAL TO THE TRACKING PAD BID ITEM.



SECTION A - A

TRACKING PAD

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

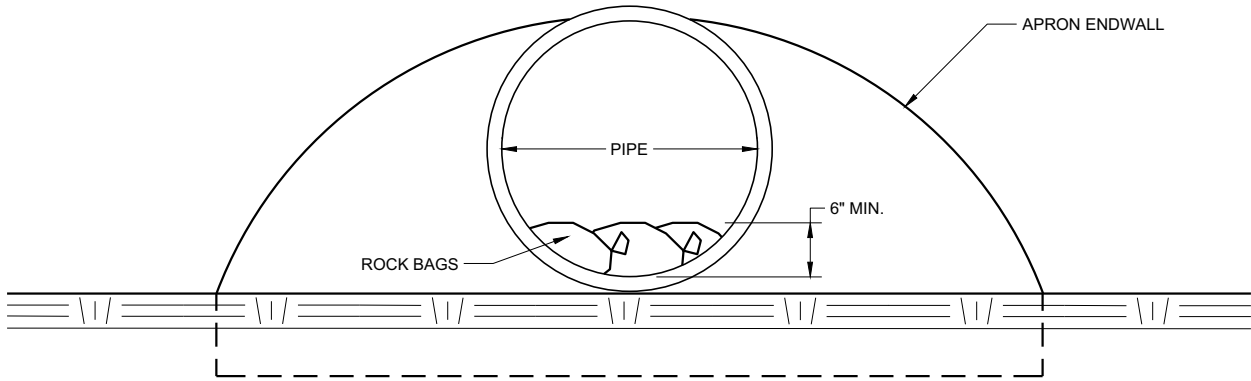
3/24/2011

DATE

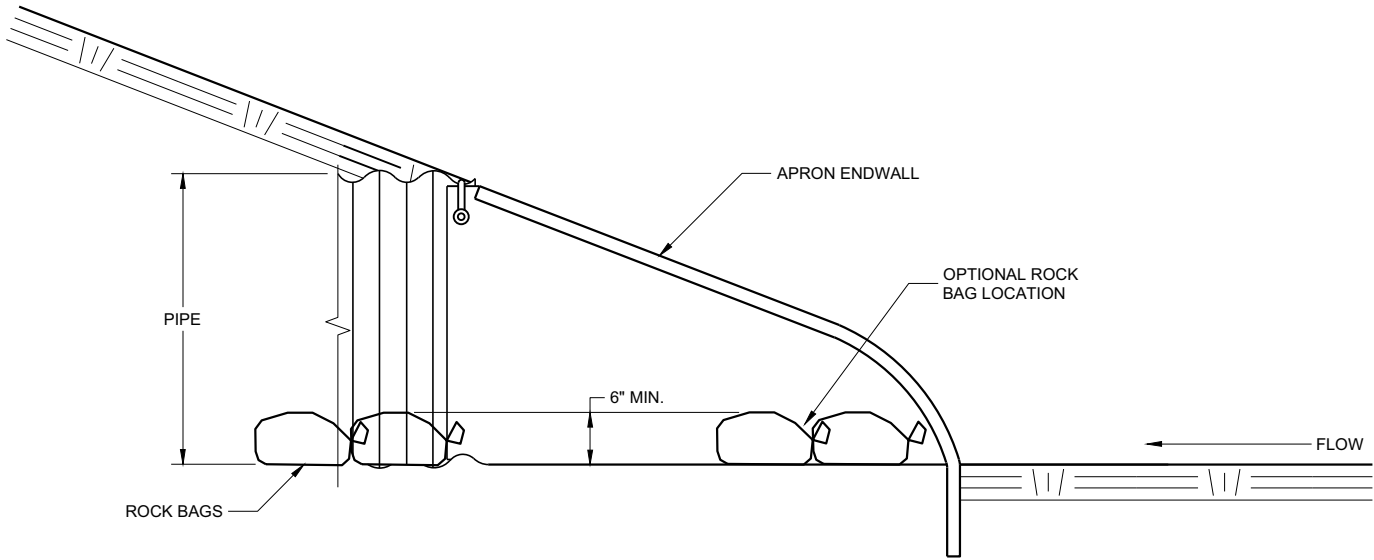
/S/ Jerry H. Zogg

ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA



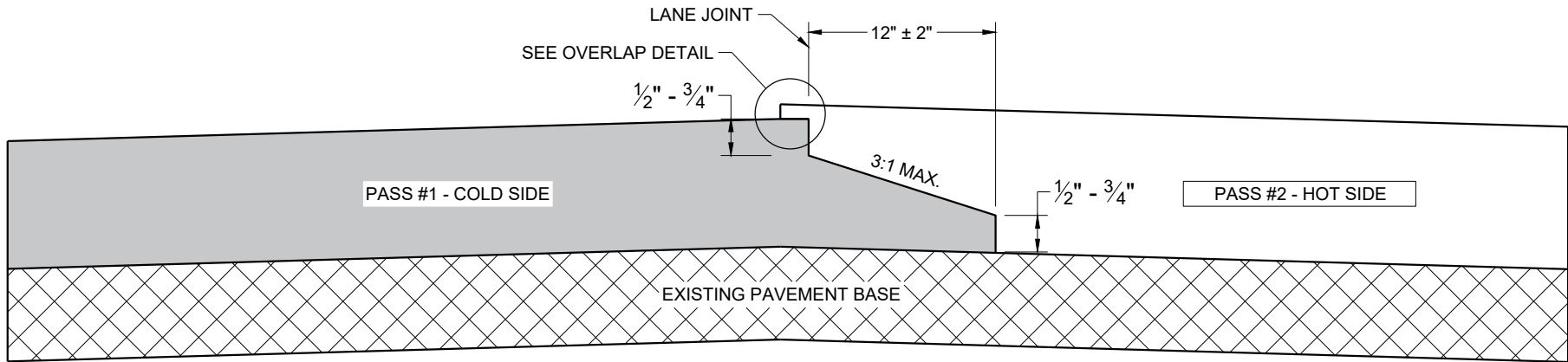
END VIEW



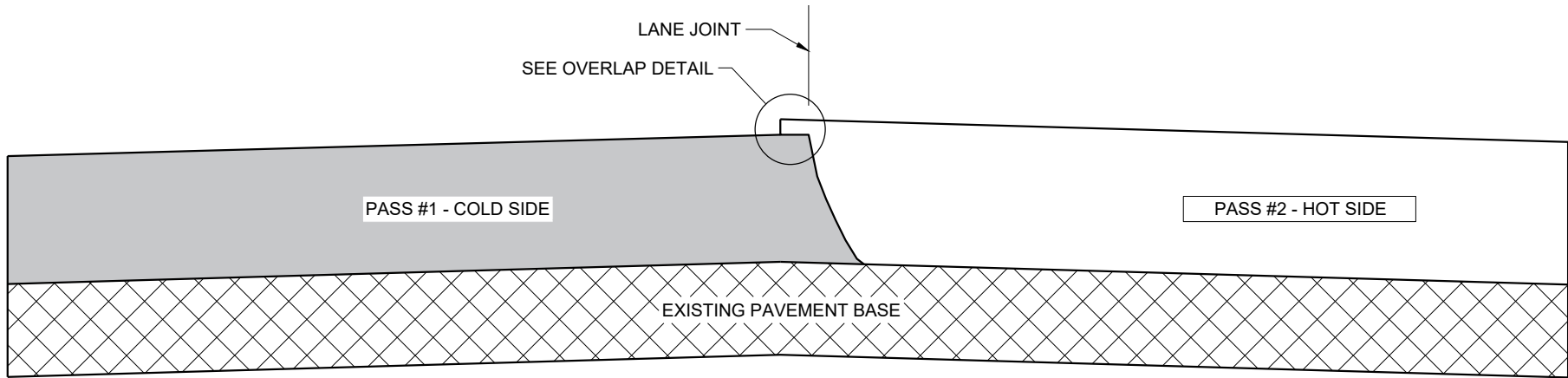
SIDE VIEW

CULVERT PIPE CHECK
(INSTALL ON INLET END ONLY)

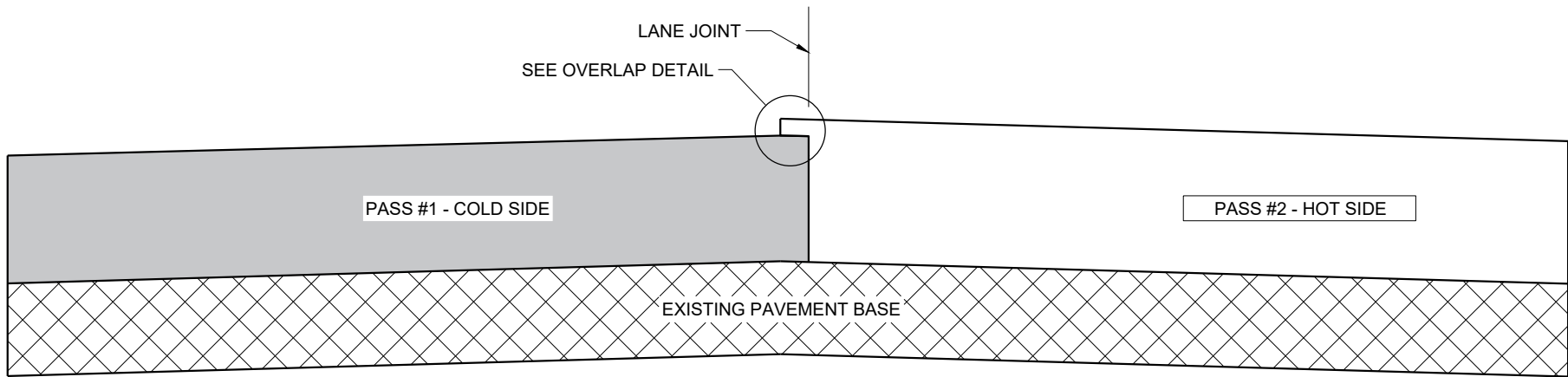
CULVERT PIPE CHECK	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2019 DATE	/S/ Daniel Schave EROSION CONTROL ENGINEER
FHWA	



**TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT**



**TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT**



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

GENERAL NOTES

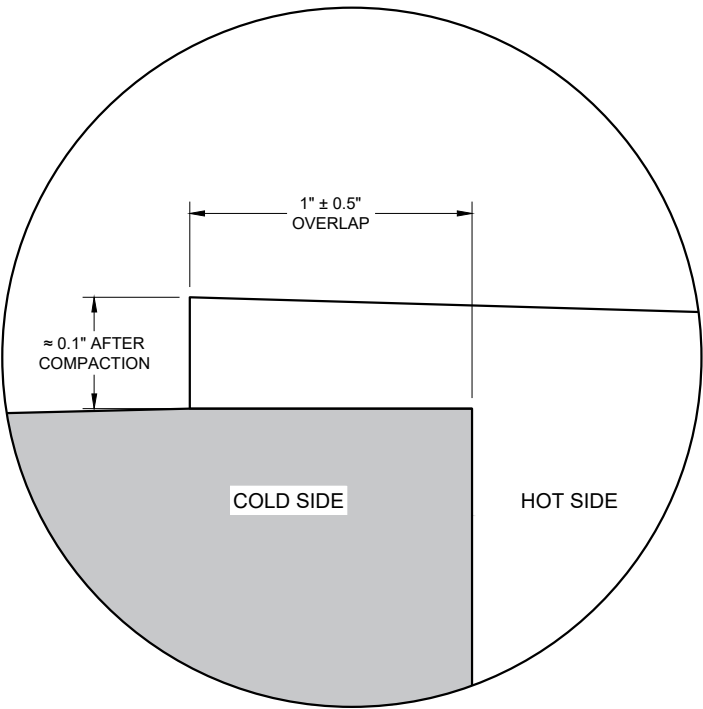
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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.

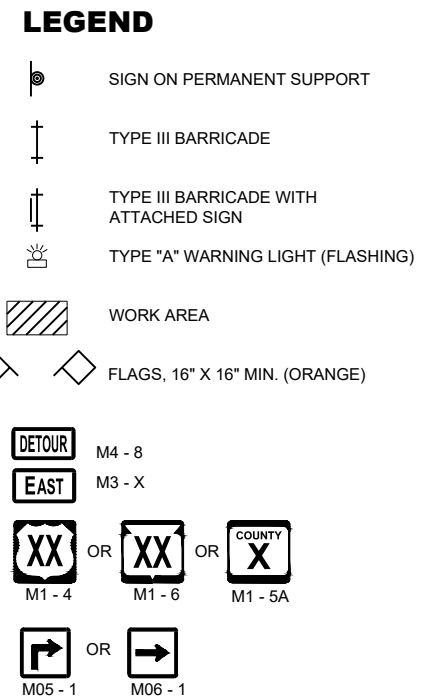


OVERLAP DETAIL (TYPICAL)

HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

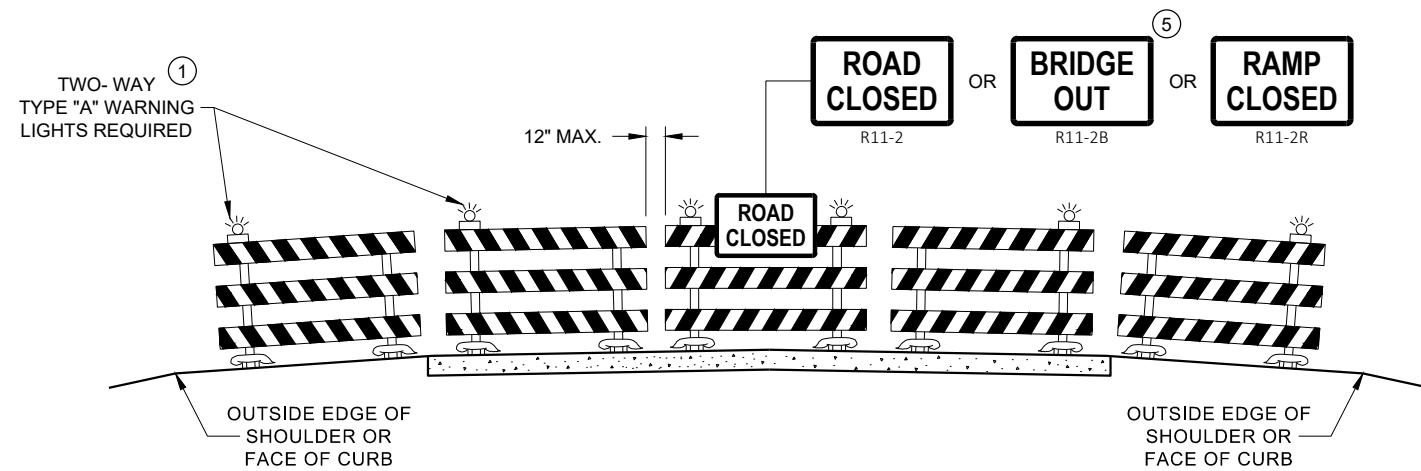


DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
 WORK ZONE LESS THAN ½ MILE FROM
 DETOUR ROUTE (1000 FEET IF URBAN)

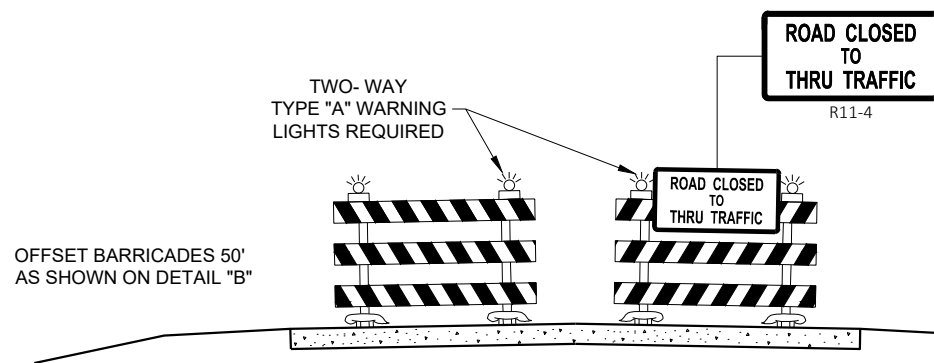
SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

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





DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

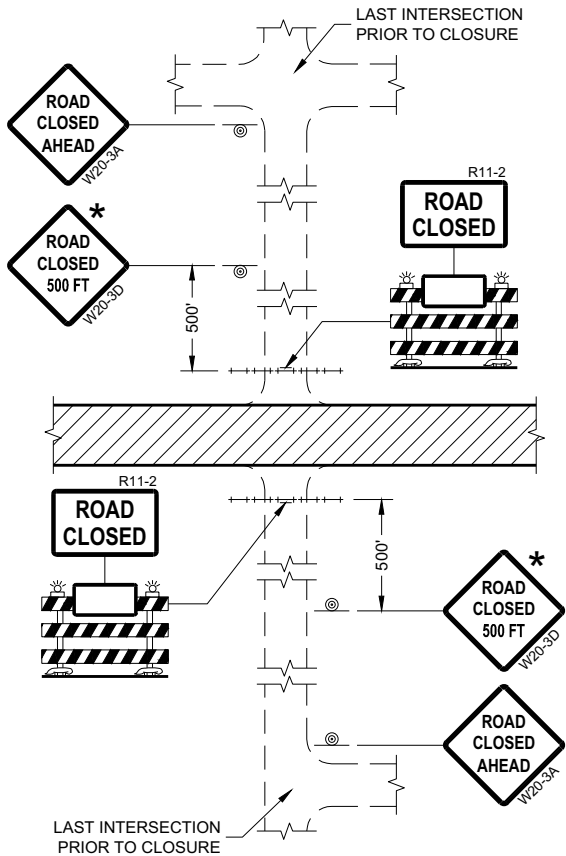
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE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

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

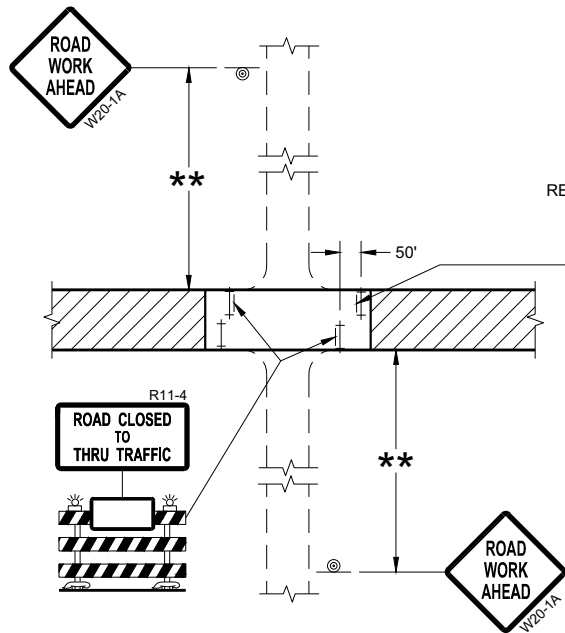
BARRICADES AND SIGNS FOR VARIOUS CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

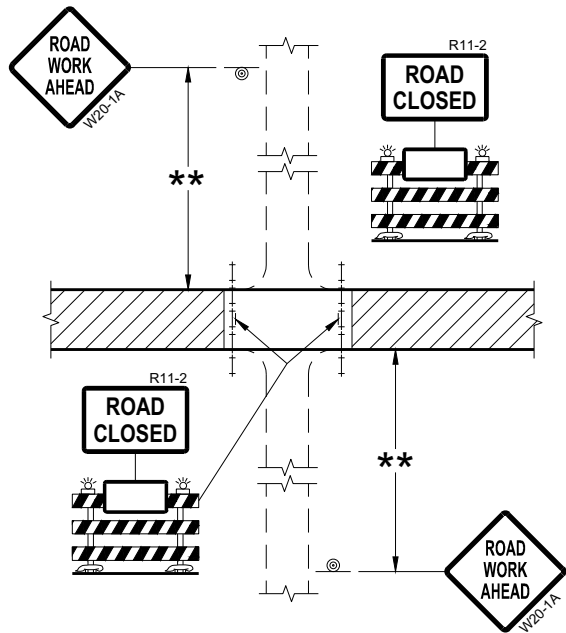
APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA



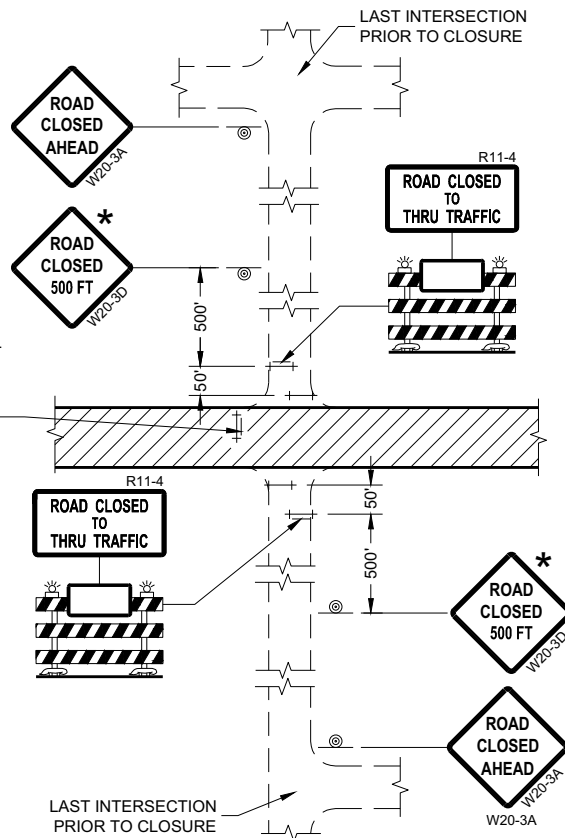
DETAIL 1
(NO ACCESS TO PROJECT)



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



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



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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

LEGEND

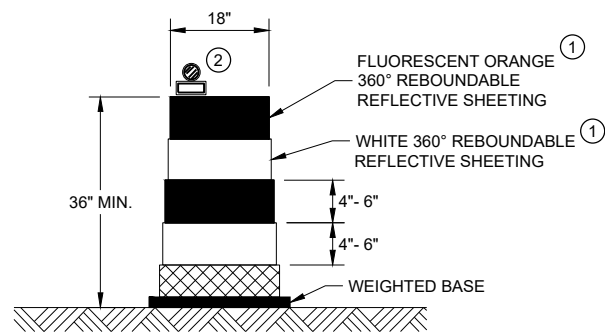
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

BARRICADES AND SIGNS FOR SIDEROAD CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

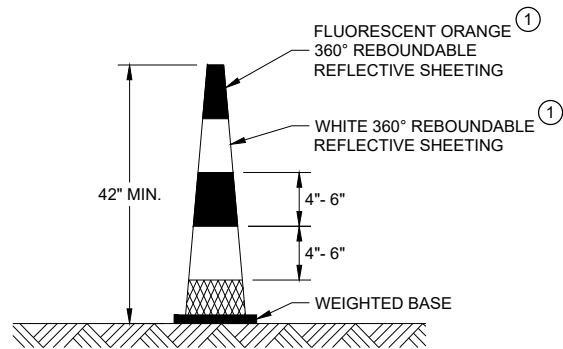
APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



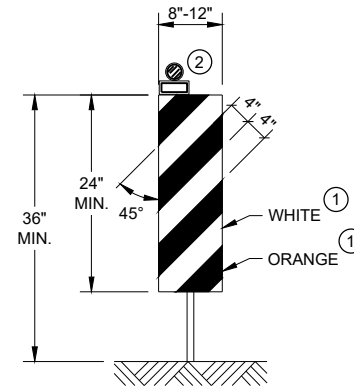
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



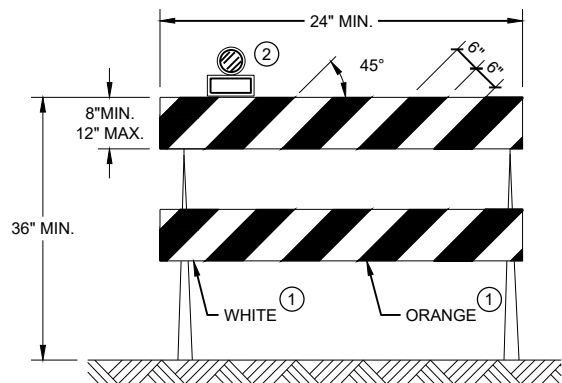
42" CONE

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



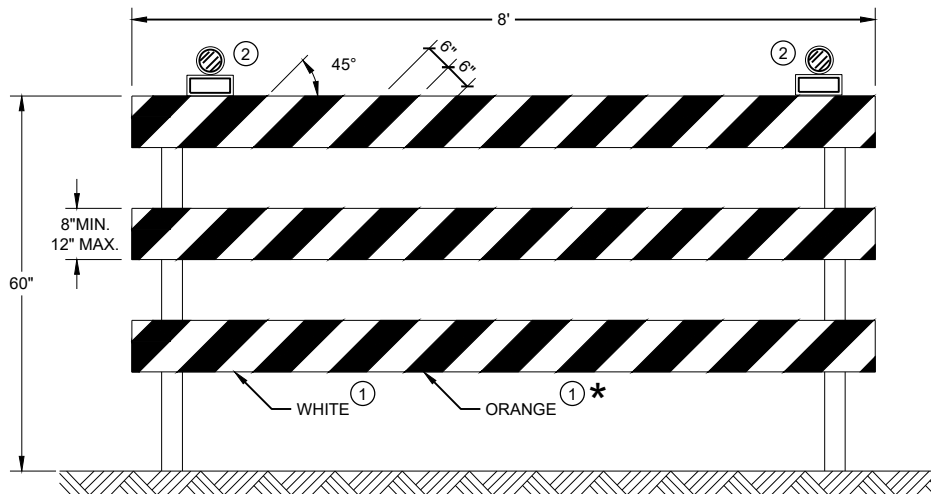
VERTICAL PANEL

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.

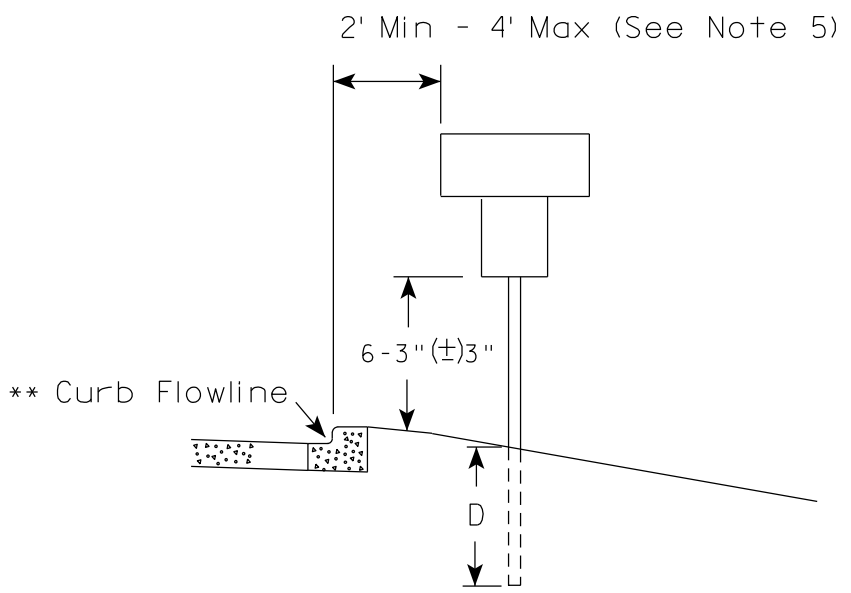
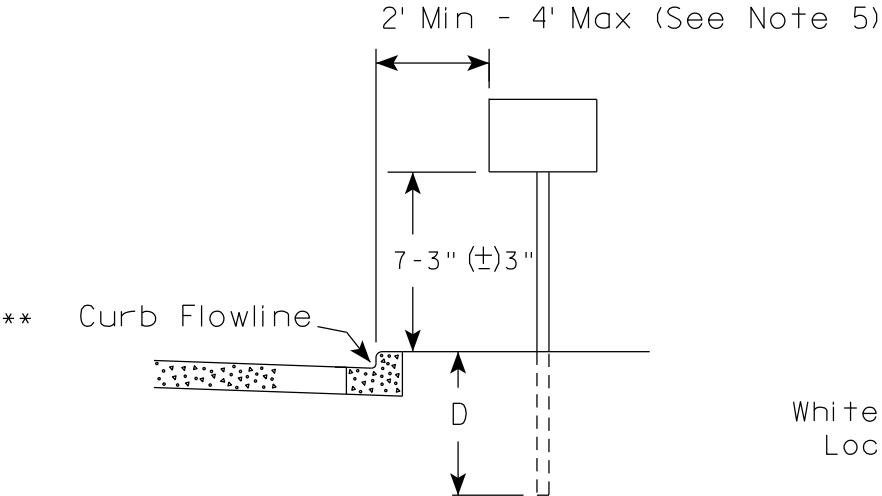
**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

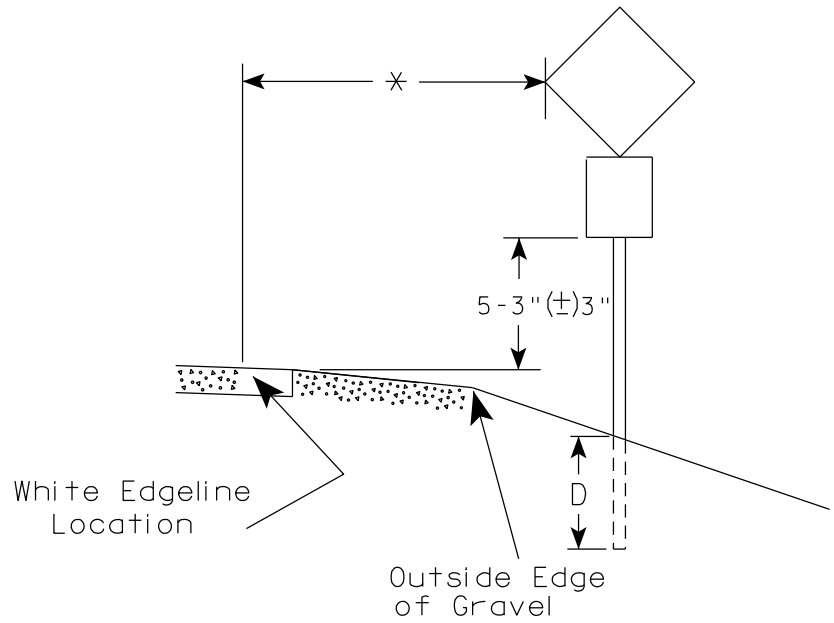
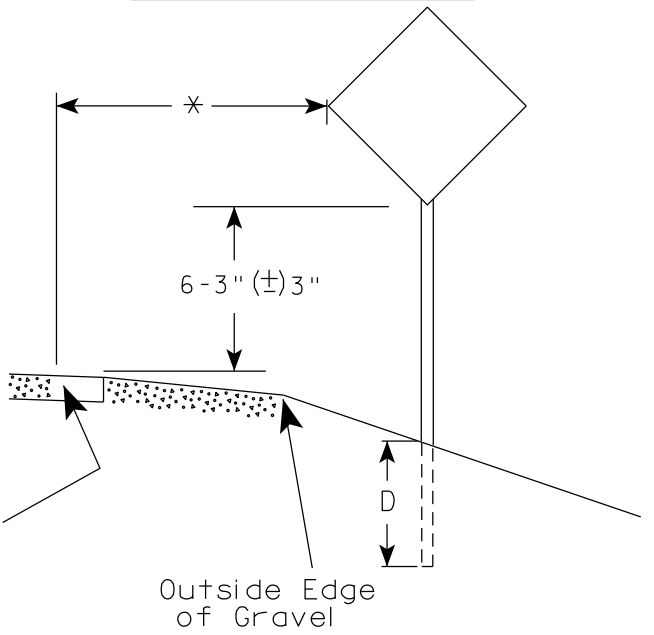
APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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.

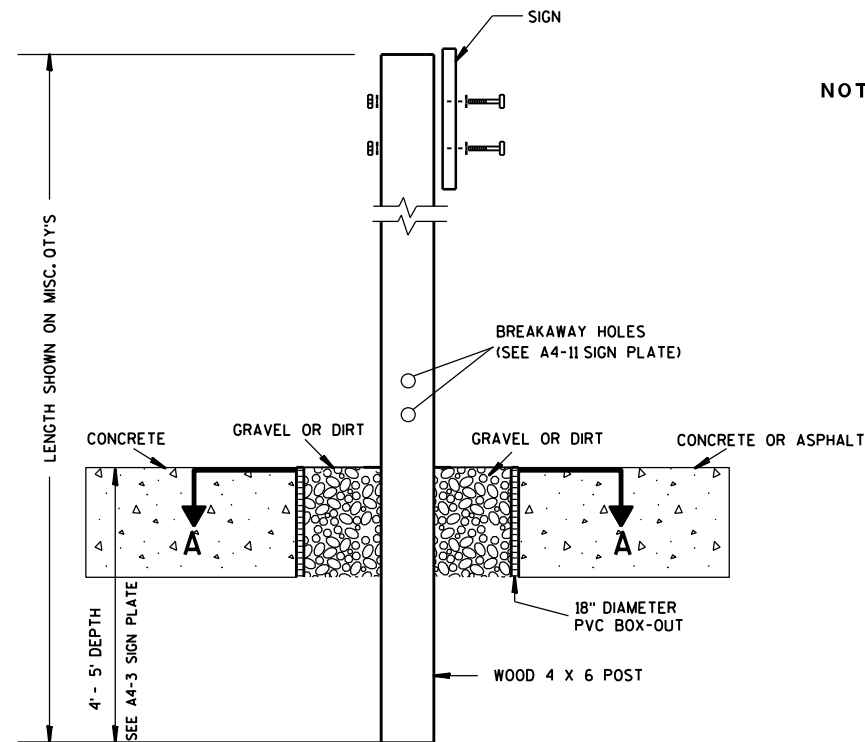
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

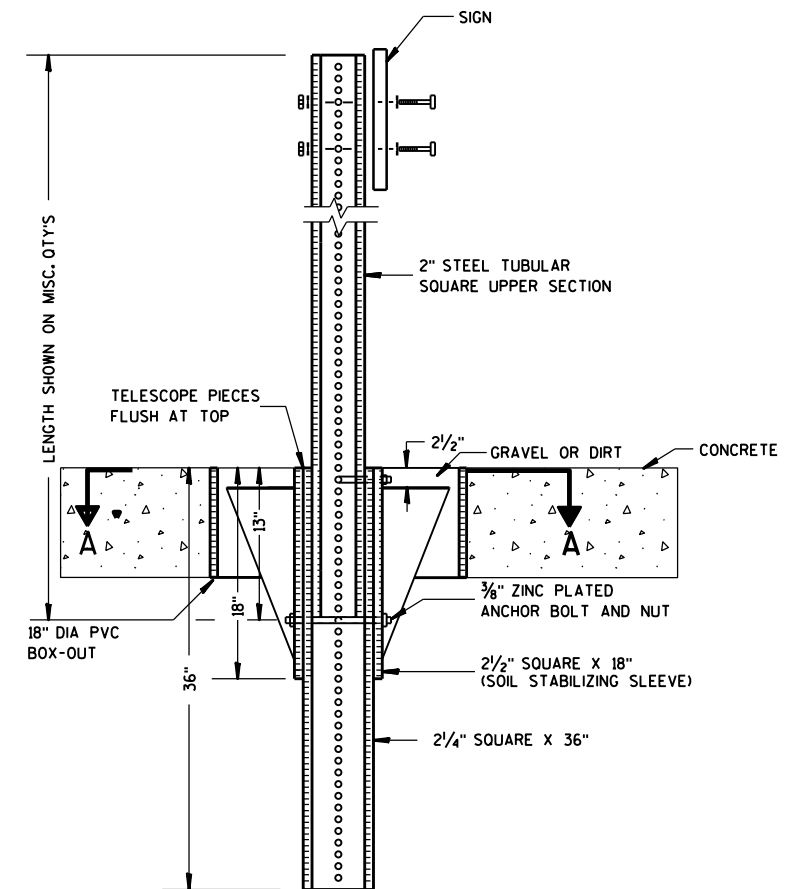
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

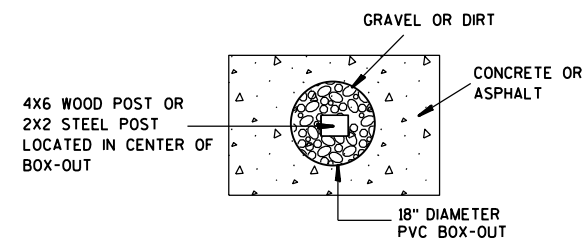
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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:

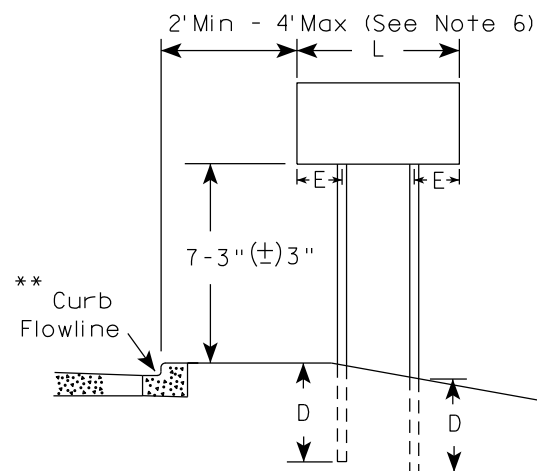
HWY:

COUNTY:

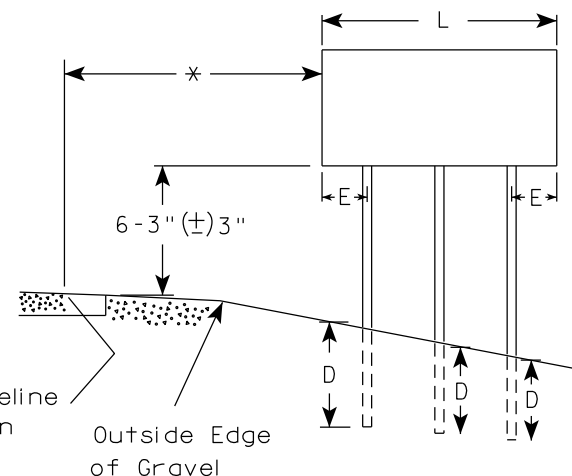
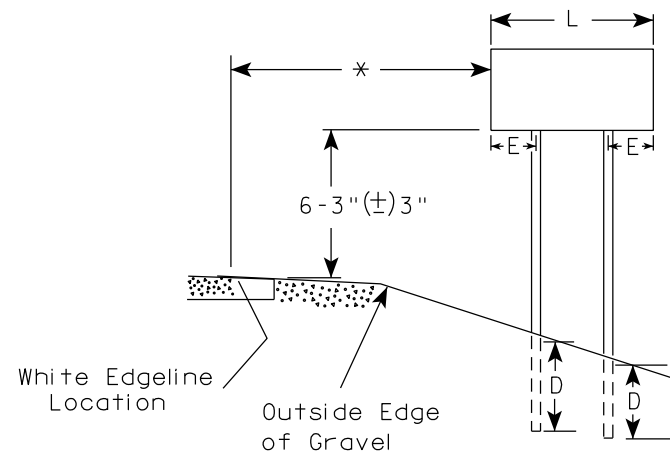
SHEET NO:

E

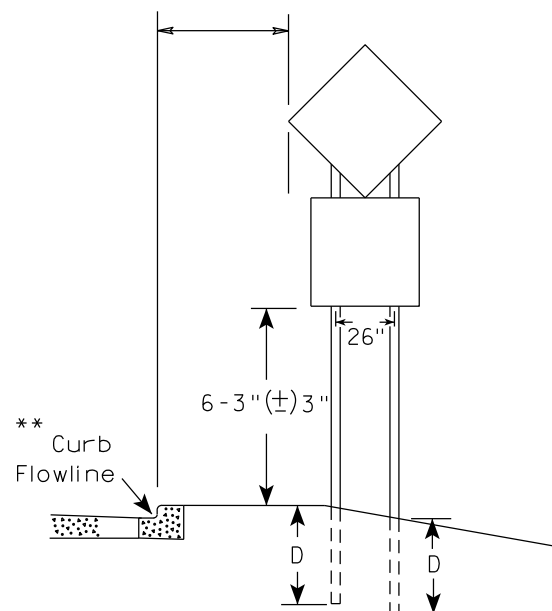
URBAN AREA



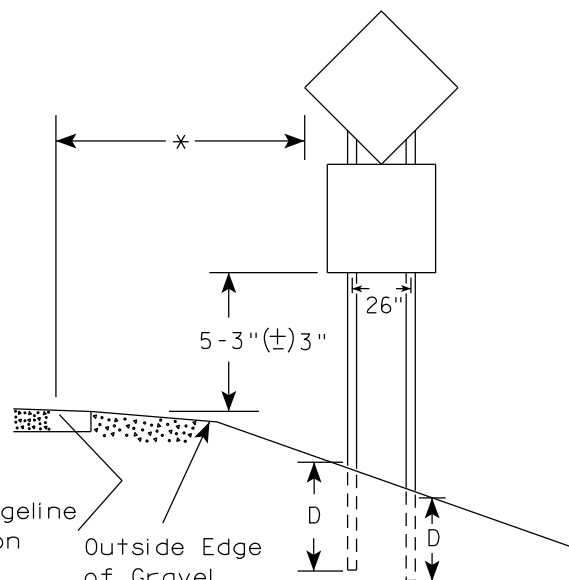
RURAL AREA (See Note 3)



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

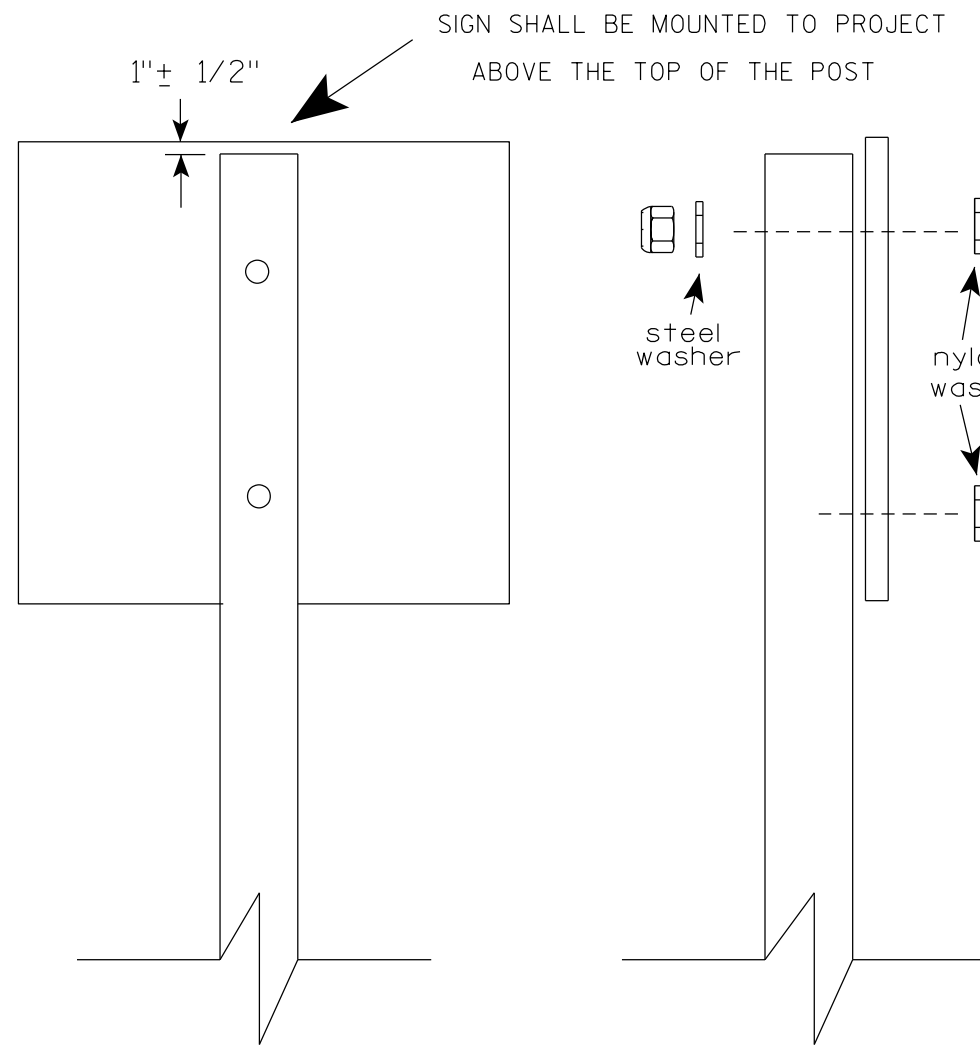
DATE 12/6/23 PLATE NO. A4-4.16

- 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.



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

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

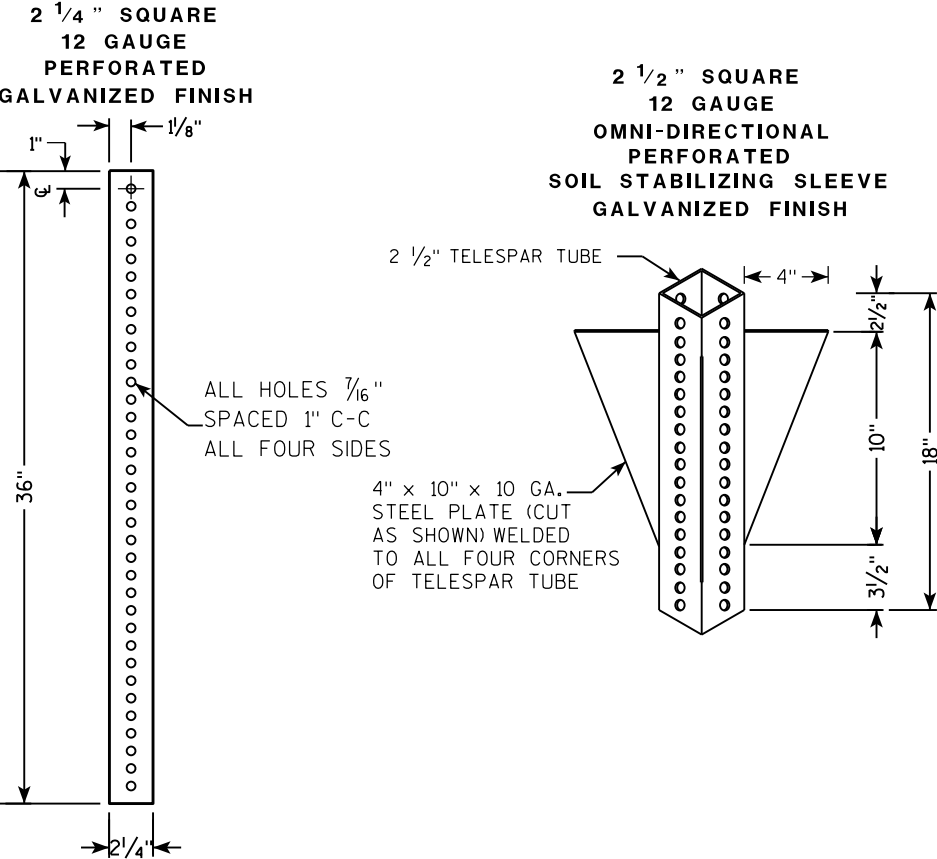
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

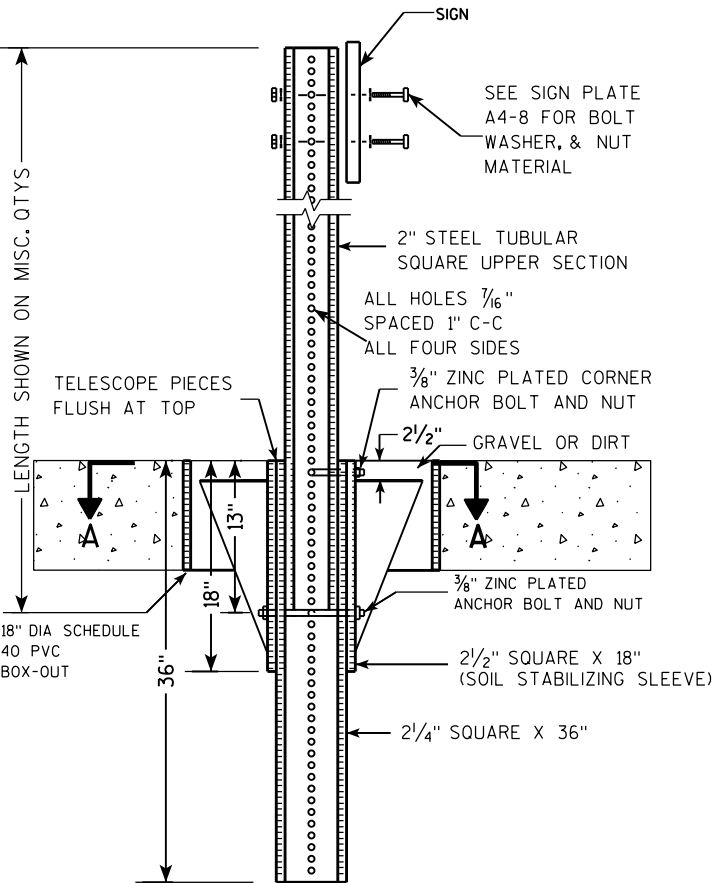
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

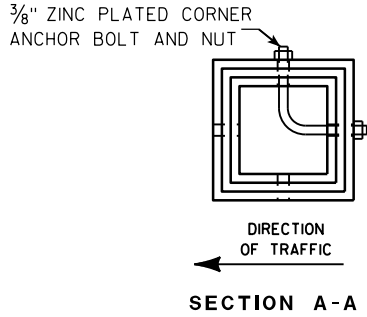
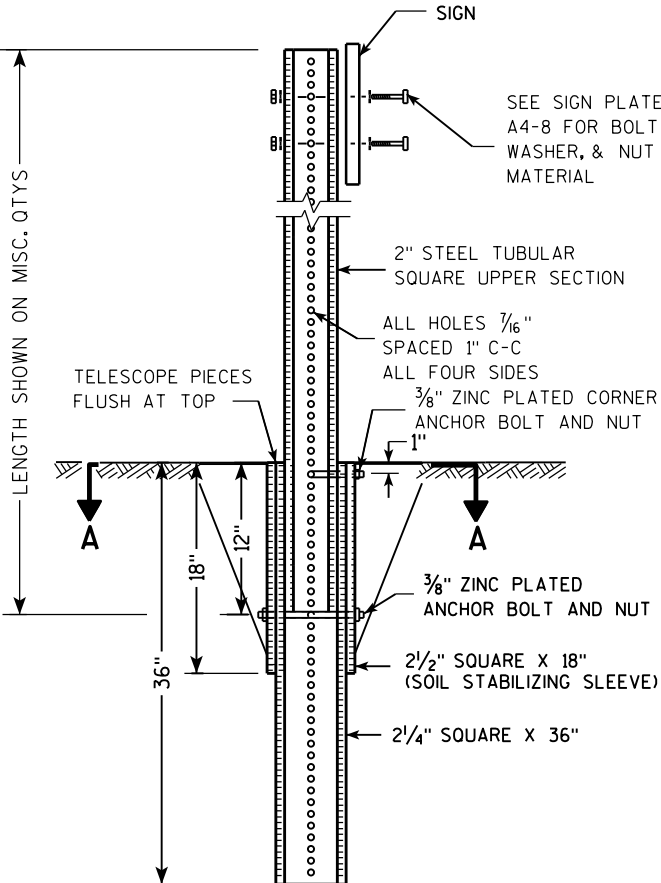
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)



DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)



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

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

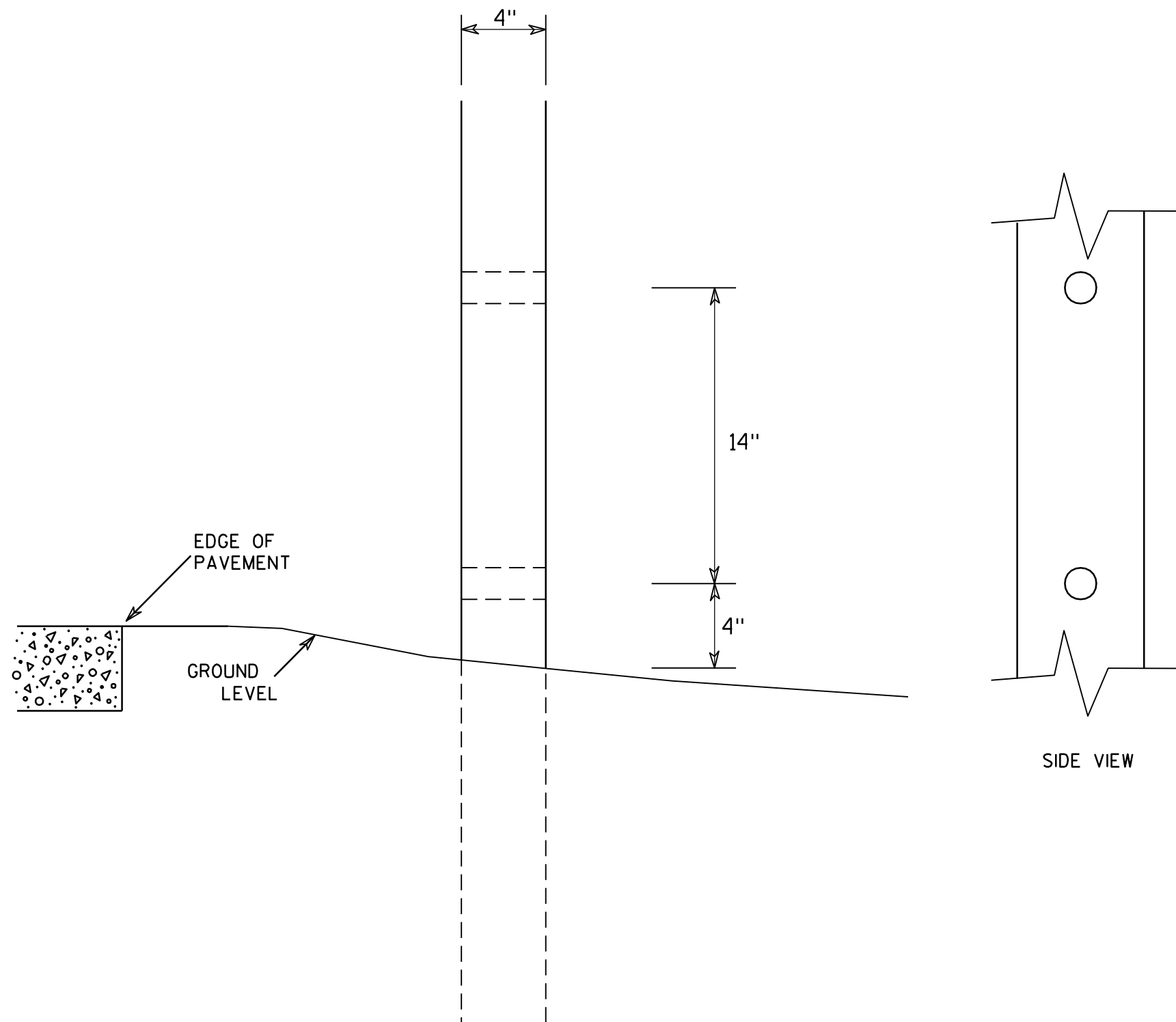
TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

7

GENERAL NOTES

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

7

**4 X 6 WOOD POST
MODIFICATIONS**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

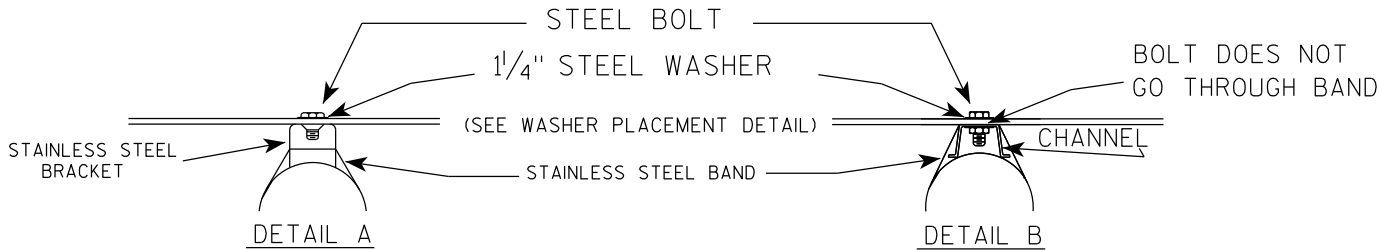
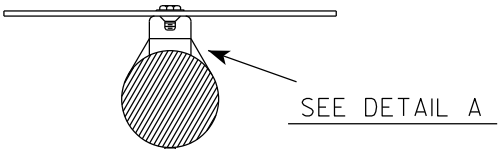
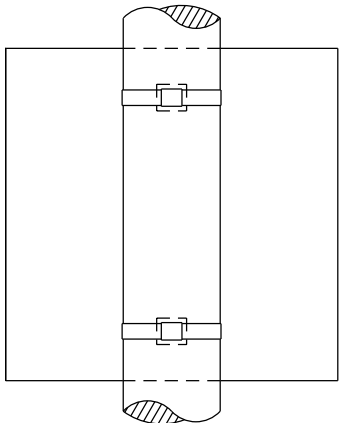
COUNTY:

SHEET NO:

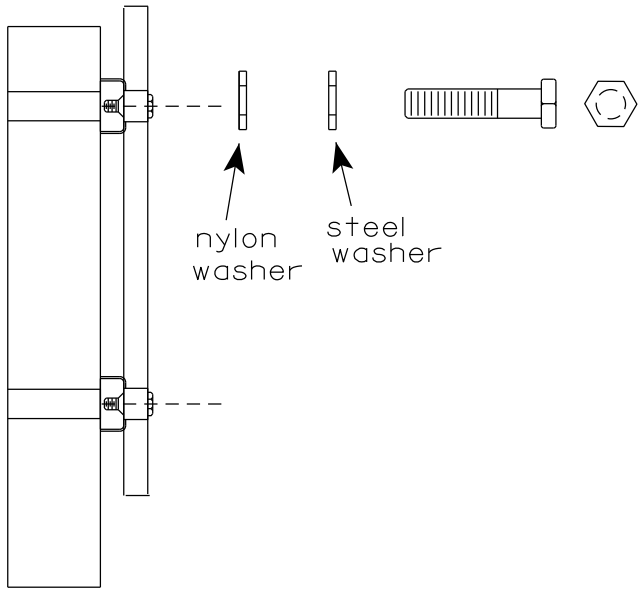
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

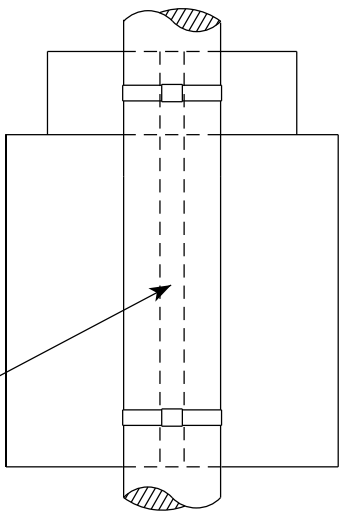


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

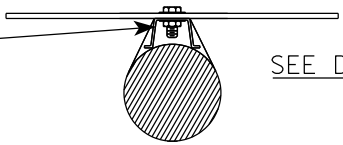
GENERAL NOTES

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

"J" ASSEMBLY



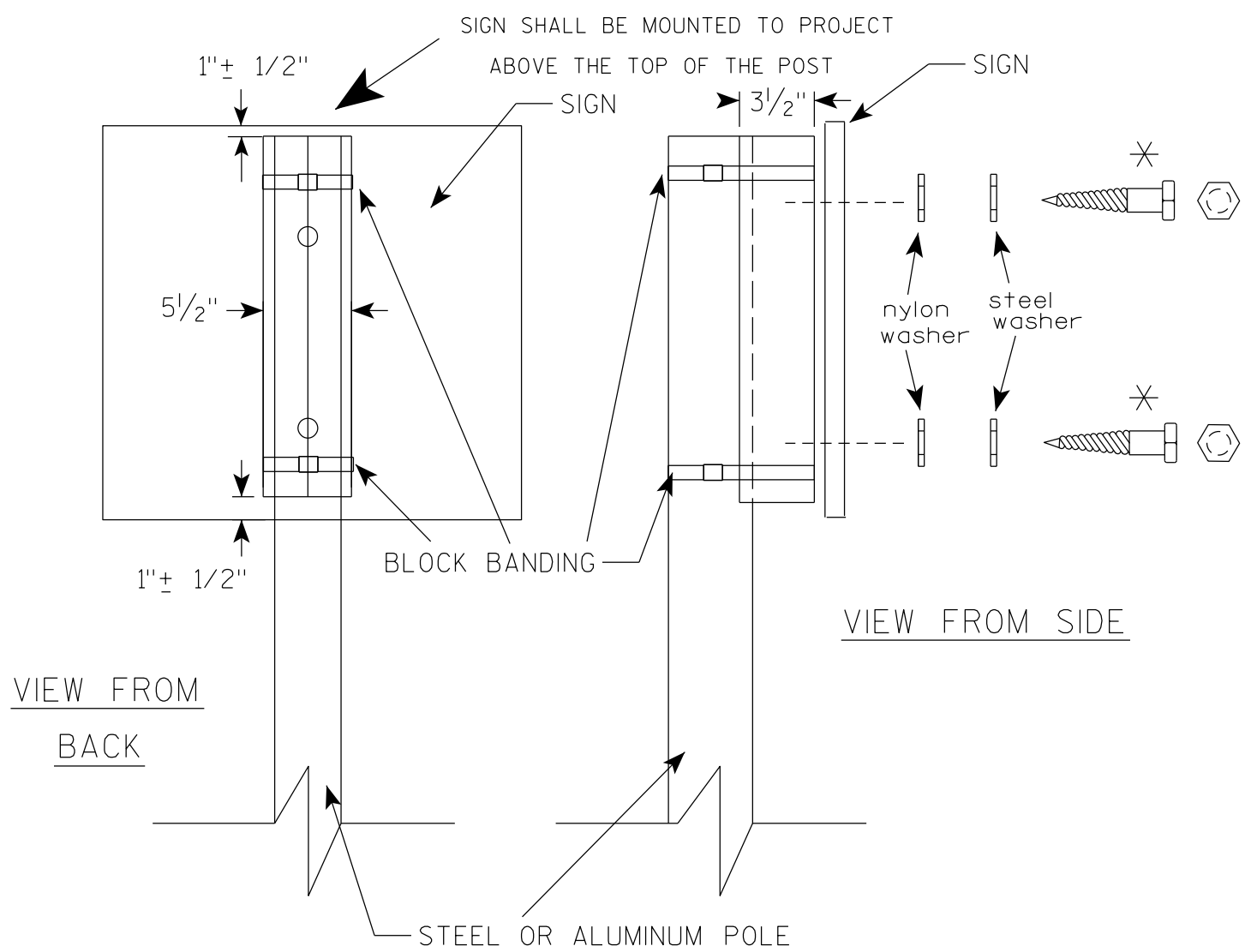
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

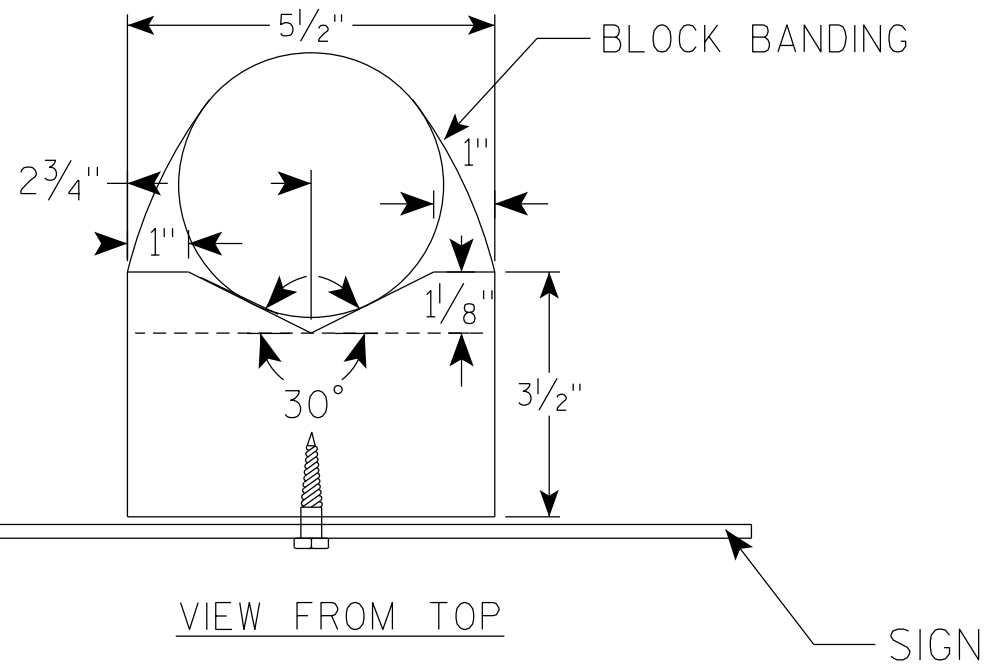
WISCONSIN DEPT OF TRANSPORTATION

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



VIEW FROM
BACK

VIEW FROM SIDE



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

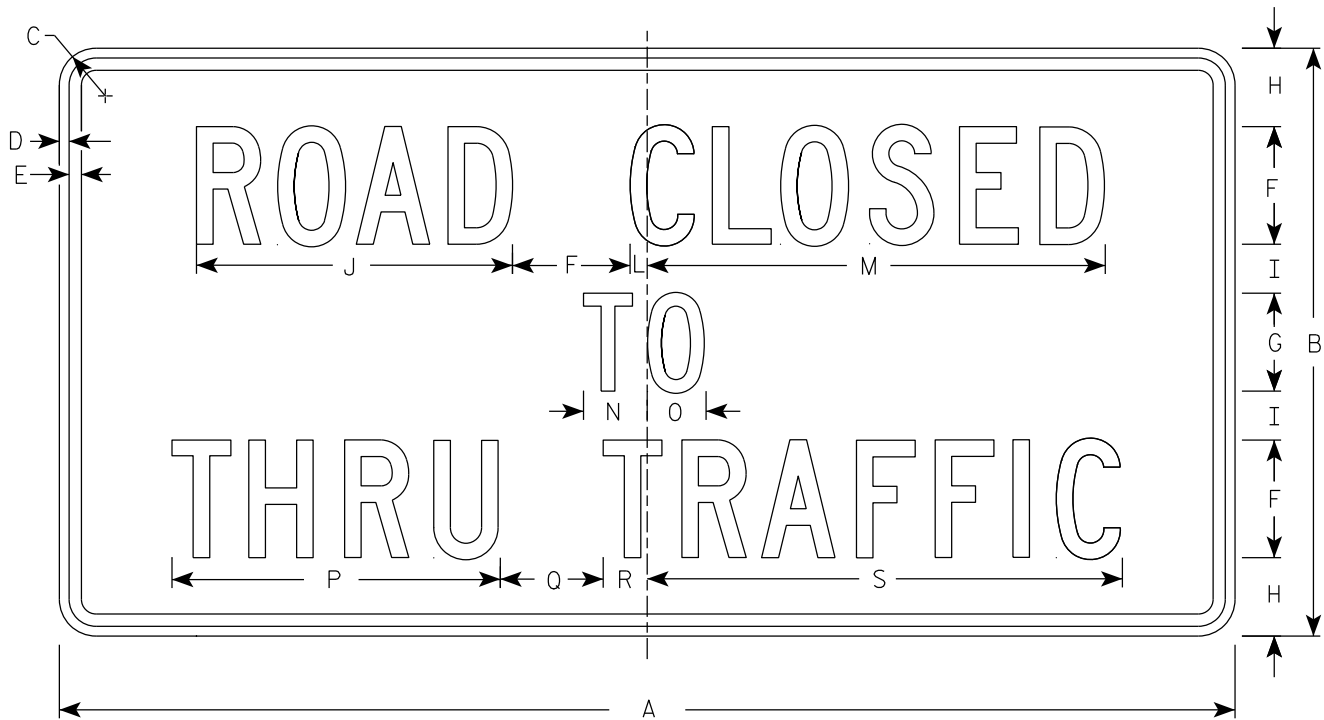
PROJECT NO:

SHEET NO:

E

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
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.



R11-4

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	30	1 7⁄8	1⁄2	5⁄8	6	5	4	2 1⁄2	16 1⁄8		7⁄8	23 3⁄8	3 1⁄4	3	16 3⁄4	5 1⁄4	2 1⁄4	24 1⁄4								12.5
2M	60	30	1 7⁄8	1⁄2	5⁄8	6	5	4	2 1⁄2	16 1⁄8		7⁄8	23 3⁄8	3 1⁄4	3	16 3⁄4	5 1⁄4	2 1⁄4	24 1⁄4								12.5
3																											
4																											
5																											

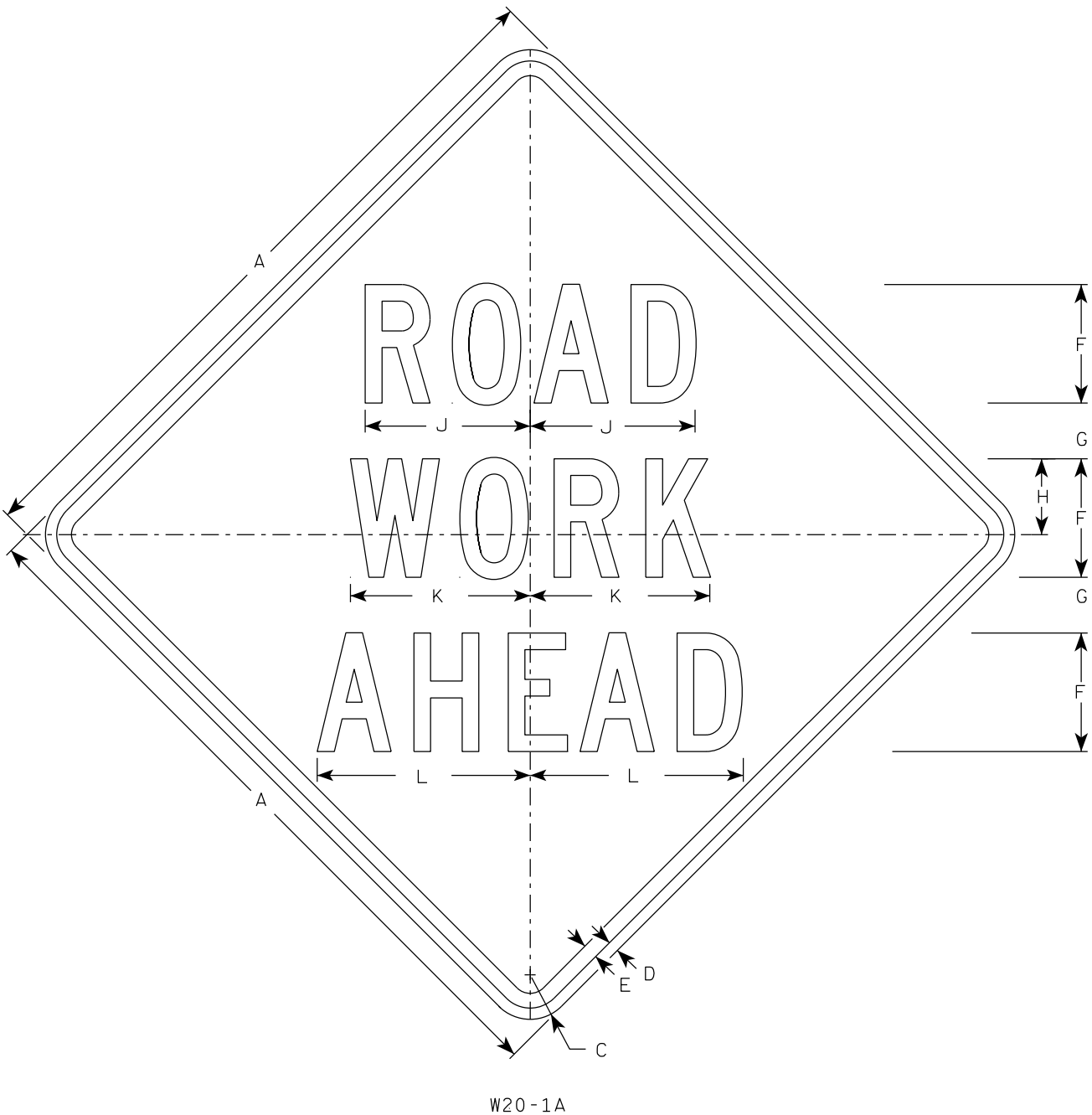
PROJECT NO:

HWY:

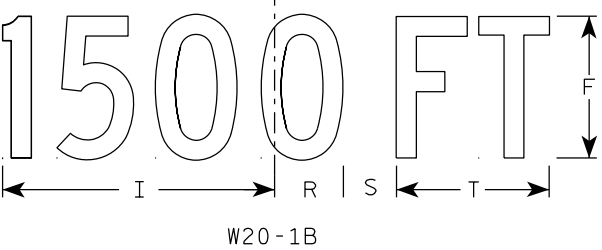
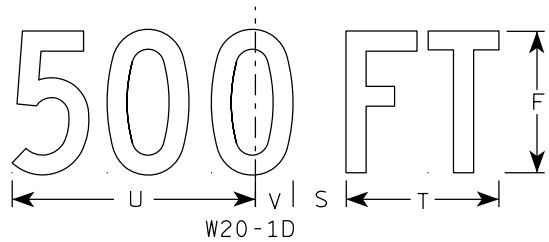
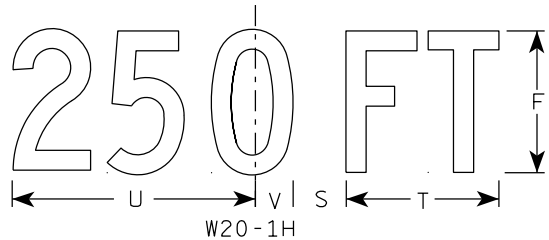
COUNTY:

SHEET NO:

E

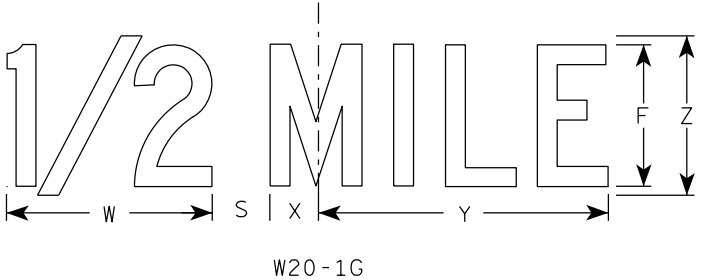


W20-1A

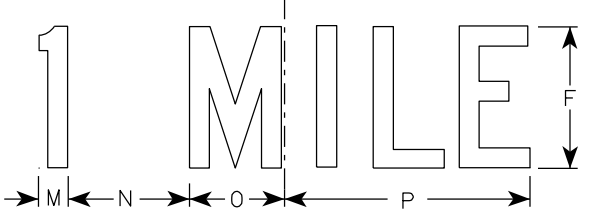


W20-1B

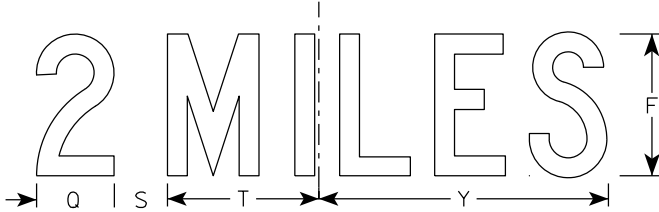
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G



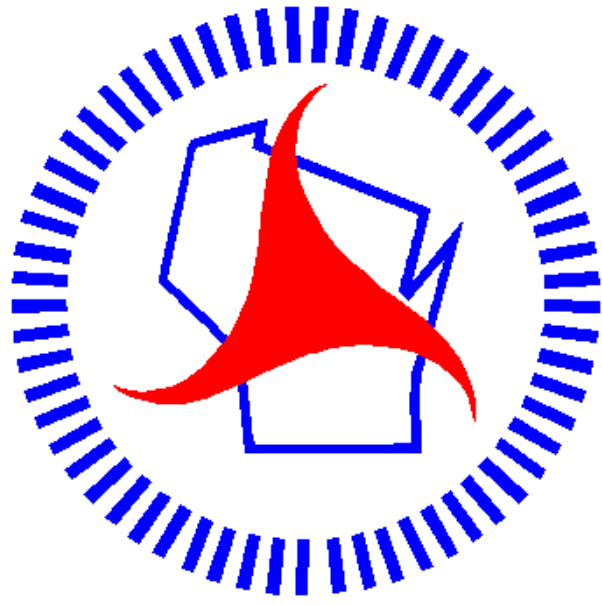
W20-1F



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
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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



Wisconsin Department of Transportation

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