

MAD

PROJECT ID:
WITH: N/A

1670-04-82

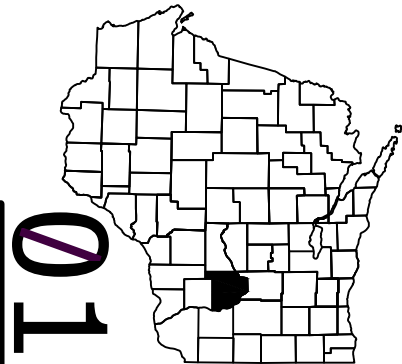
COUNTY:

SAUK

OCTOBER 2026
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 = 164



1670-04-02				
DESIGN DESIGNATION	STH 33 - CTH W	CTH W - LEHMAN ROAD		
A.A.D.T.	2027	=	18,175	13,725
A.A.D.T.	2047	=	21,500	16,950
D.H.V.		=	2,525	2,000
D.D.		=	50/50	
T.		=	4.9%	15.8%
DESIGN SPEED		=	70 MPH	70 MPH
ESALS		=	N/A	N/A

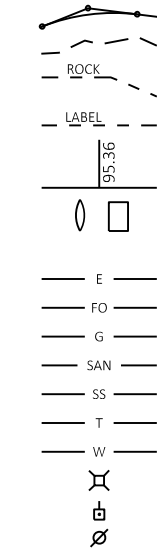
CONVENTIONAL SYMBOLS

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

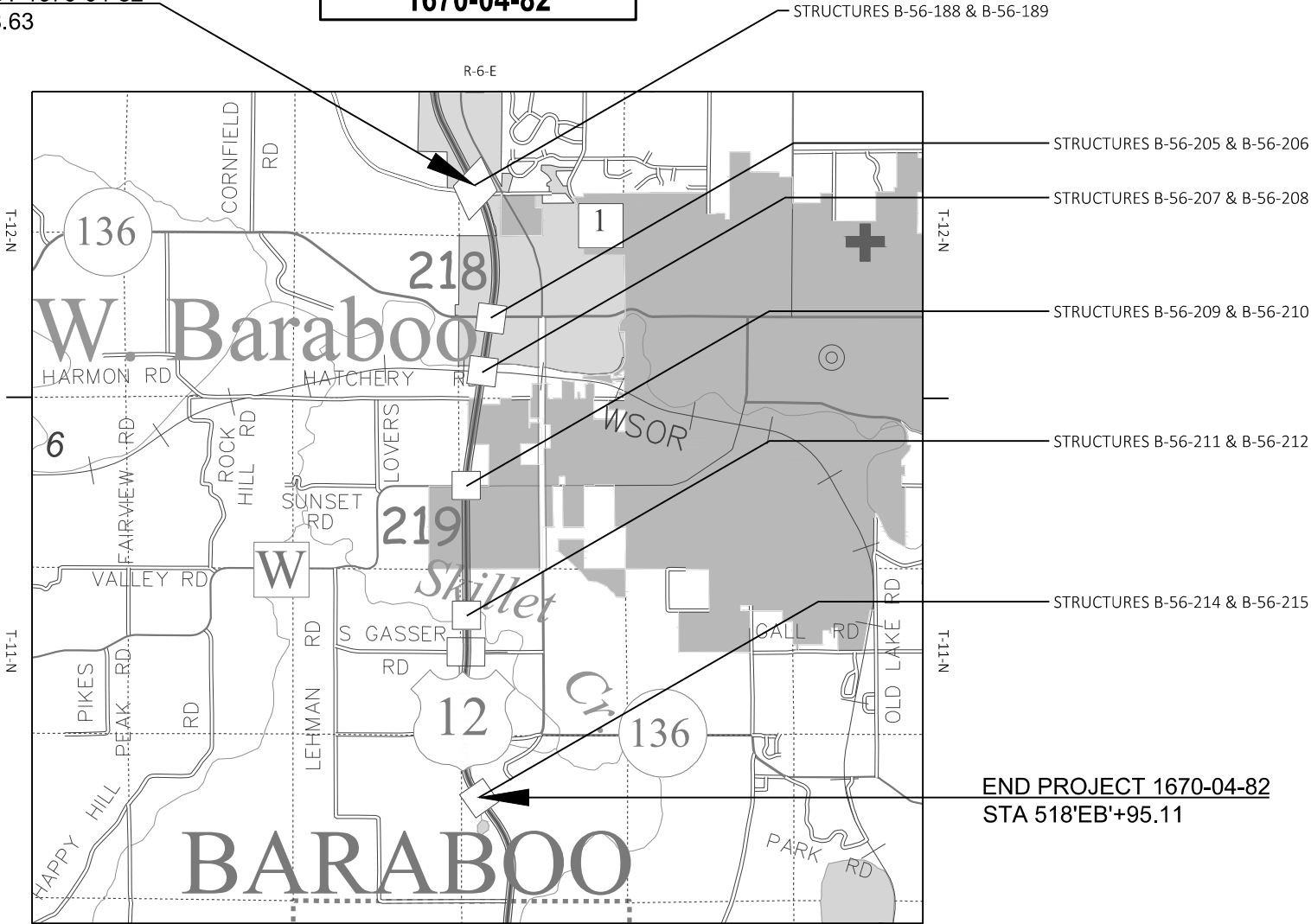
BARABOO - SAUK CITY

BRIDGES-TERRYTOWN RD TO LEHMAN RD

USH 12
SAUK COUNTY

STATE PROJECT NUMBER
1670-04-82

BEGIN PROJECT 1670-04-82
STA 307'EB'+78.63
Y = 242,866.531
X = 641,726.144



SCALE 0 1 MI
TOTAL NET LENGTH OF CENTERLINE = 3.854 MILES

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 18.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1670-04-82		

ORIGINAL PLANS DEVELOPED BY
WISDOT SW REGION



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	N/A
Designer	JAMES RINZEL / ERIK NILSON
Project Manager	GREGORY BRECKA, P.E.
Regional Examiner	WISDOT
Regional Supervisor	MARC SCHWEIGER, P.E.

APPROVED FOR THE DEPARTMENT
DATE: 8/1/2026

E

GENERAL NOTES

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

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

DISTURBED AREAS WITHIN THE RIGHT OF WAY SHALL BE RESTORED AS DIRECTED BY THE ENGINEER.

NUMBER, LOCATION, AND SPACING OF TRAFFIC CONTROL SIGNS AND DEVICES, AS SHOWN IN THE PLANS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.

DO NOT STORE EQUIPMENT OR MATERIAL IN ENVIRONMENTALLY SENSITIVE AREAS, WETLANDS OR WATERWAYS.

ALL EXISTING SIGNS SHALL REMAIN IN PLACE UNLESS ENGINEER APPROVES THEIR REMOVAL

ABBREVIATIONS	
AC	ACRE
AGG	AGGREGATE
<	ANGLE
AE, AEW	APRON ENDWALL
ASPH	ASPHALTIC
ADT	AVERAGE DAILY TRAFFIC
AADT	ANNUAL AVERAGE DAILY TRAFFIC
BAD	BASE AGGREGATE DENSE
BF	BACK FACE
BM	BENCHMARK
BTWN	BETWEEN
CTR	CENTER
C/L	CENTERLINE
Δ	CENTRAL ANGLE OR DELTA
CE	COMMERCIAL ENTRANCE
CONST	CONSTRUCTION
CMCP	CORRUGATED METAL CULVERT PIPE
CMP	CORRUGATED METAL PIPE
CO	COUNTY
CTH	COUNTY TRUNK HIGHWAYS
CY	CUBIC YARD
CP	CONTROL POINT OR CULVERT PIPE
C&G	CURB AND GUTTER
D	DEGREE OF CURVE
DHV	DESIGN HOUR VOLUME
DIA	DIAMETER
DD	DIRECTIONAL DISTRIBUTION
DISCH	DISCHARGE
DMS	DYNAMIC MESSAGE SIGN
EA	EACH
E	EAST
EB	EASTBOUND
ELEC	ELECTRIC(AL), ELEC. CABLE
EL, ELEV	ELEVATION
ESALS	EQUIVALENT SINGLE AXLE LOADS
EXC	EXCAVATION
EXIST	EXISTING
FF	FACE TO FACE
FERT	FERTILIZER
FE	FIELD ENTRANCE
F/L, FL	FLOW LINE
GALV	GALVANIZE
HS	HIGH STRENGTH
CWT	HUNDRED WEIGHT
INL	INLET
INTER	INTERSECTION
JT	JOINT
LT	LEFT
L	LENGTH OF CURVE
LF	LINEAR FOOT (FEET)
LC	LONG CHORD
LS	LUMP SUM
MP	MARKER POST
MGAL	1000 GALLONS
NC	NORMAL CROWN
N	NORTH
NB	NORTH BOUND
NOR	NORMAL
NO	NUMBER

ABBREVIATIONS CONT'D	
PAV'T	PAVEMENT
PLE	PERMANENT LIMITED EASEMENT
PC	POINT OF CURVATURE
PI	POINT OF INTERSECTION
PT	POINT OF TANGENCY
PCC	PORTLAND CEMENT CONCRETE
PE	PRIVATE ENTRANCE
PGL	PROFILE GRADE LINE
PL	PROPERTY LINE
R	RADIUS OR RANGE
R/L	REFERENCE LINE
RCCP	REINFORCED CONCRETE CULVERT PIPE
REQ'D	REQUIRED
RT	RIGHT
R/W	RIGHT OF WAY
RD	ROAD
SHLD	SHOULDER(S)
S	SOUTH
SB	SOUTHBOUND
SF	SQUARE FOOT (FEET)
SDD	STANDARD DETAIL DRAWING(S)
STH	STATE TRUNK HIGHWAYS
SS	STORM SEWER
SSD	STOPPING SIGHT DISTANCE
STA	STATION
SE	SUPERELEVATION
S/L	SURVEY LINE
SYM	SYMMETRICAL
T	TRUCKS (PERCENT OF)
TEL	TELEPHONE
TEMP	TEMPORARY
TLE	TEMPORARY LIMITED EASEMENT
TOC	TOP OF CURB
TYP	TYPICAL
UNCL	UNCLASSIFIED
UG	UNDERGROUND
VAR	VARIABLE
VC	VERTICAL CURVE
VPC	VERTICAL POINT OF CURVATURE
VPI	VERTICAL POINT OF INTERSECTION
VPT	VERTICAL POINT OF TANGENCY
WT	WEIGHT
W	WEST
WB	WEST BOUND

UTILITY CONTACTS

TRANS 220 MAILBOX
ATC MANAGEMENT, INC. - ELECTRICITY-TRANSMISSION
801 O'KEEFE ROAD
DE PERE, WI 54115
(920) 338-6582
DL-ATCDOTNOTIFICATIONS@ATCLLC.COM

WP&L ROAD PLANS
ALLIANT ENERGY - GAS/PETROLEUM
4902 NORTH BILTMORE LANE
MADISON, WI 53718
(608) 458-3162
WPLROADPLANS@ALLIANTENERGY.COM

WP&L ROAD PLANS
ALLIANT ENERGY - ELECTRICITY
4902 NORTH BILTMORE LANE
MADISON, WI 53718
(608) 458-3162
WPLROADPLANS@ALLIANTENERGY.COM

SCOTT HEINZELMAN
BRIGHTSPEED OF NORTH CENTRAL WISCONSIN, LLC -
COMMUNICATION LINE
144 N PEARL STREET
BERLIN, WI 54923
(608) 716-5964
SCOTT.HEINZELMAN@BRIGHTSPEED.COM

KEVIN PERSON
COGENT COMMUNICATIONS - COMMUNICATION
849 EARL ST
ST PAUL, MN 55106
(612) 275-4131
KPERSON@COGENTCO.COM

RJ CICATELLO
MCI
15725 W RYERSON RD
NEW BERLIN, WI 53151
(262) 232-1323
RANDY.CICATELLO@VERIZON.COM

DESIGN CONTACTS

GREGORY BRECKA, P.E.
WISDOT SOUTHWEST REGION
2101 WRIGHT ST.
MADISON, WI 53704
(608) 516-6524
GREGORY.BRECKA@DOT.WI.GOV

ERIK NILSON
WISDOT SOUTHWEST REGION
2101 WRIGHT ST.
MADISON, WI 53704
(608) 516-6571
ERIK.NILSON@DOT.WI.GOV

DNR LIAISON

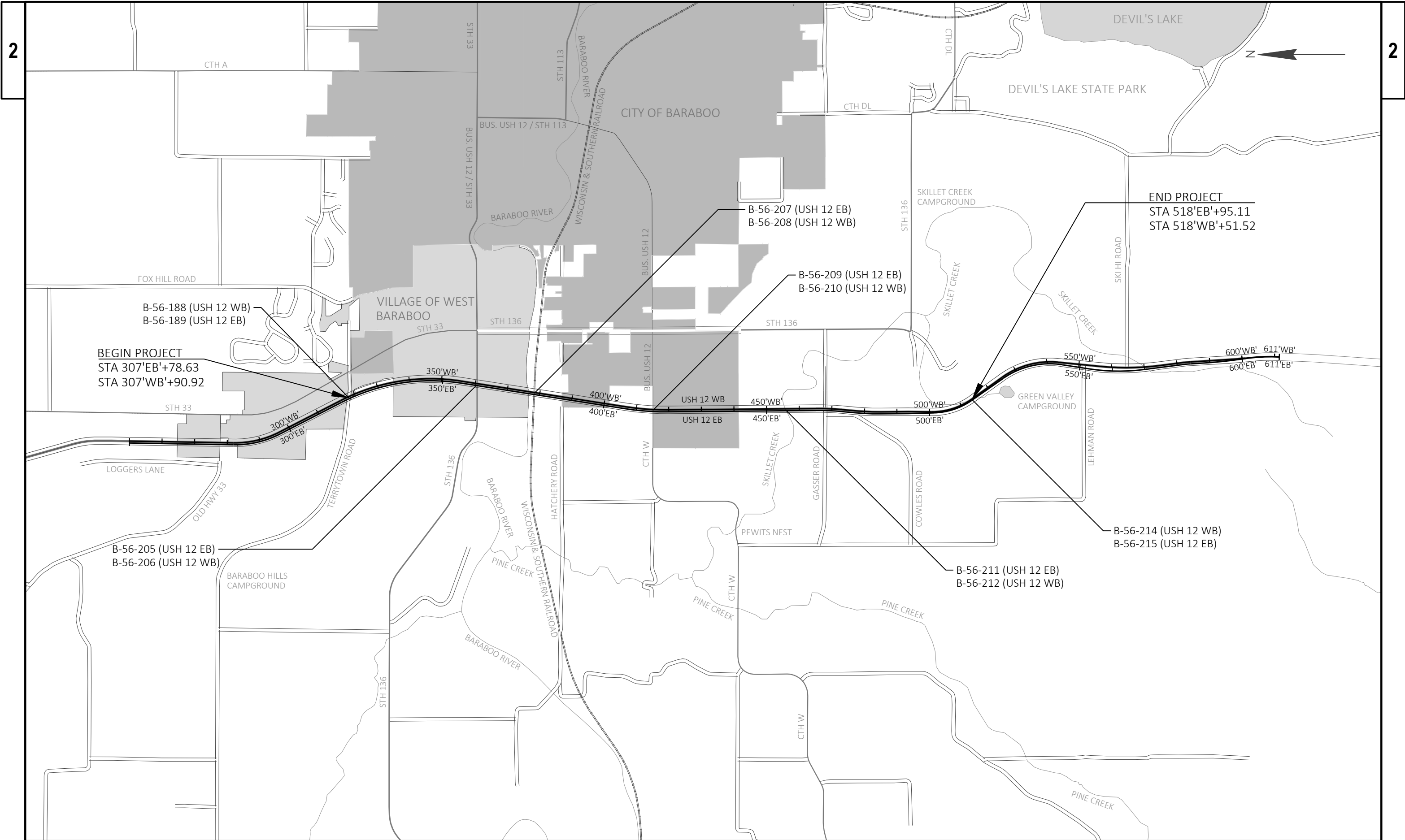
ANDREW BARTA
3911 FISH HATCHERY ROAD
MADISON, WI 53711-5376
(608) 235-2955
ANDREW.BARTA@WISCONSIN.GOV

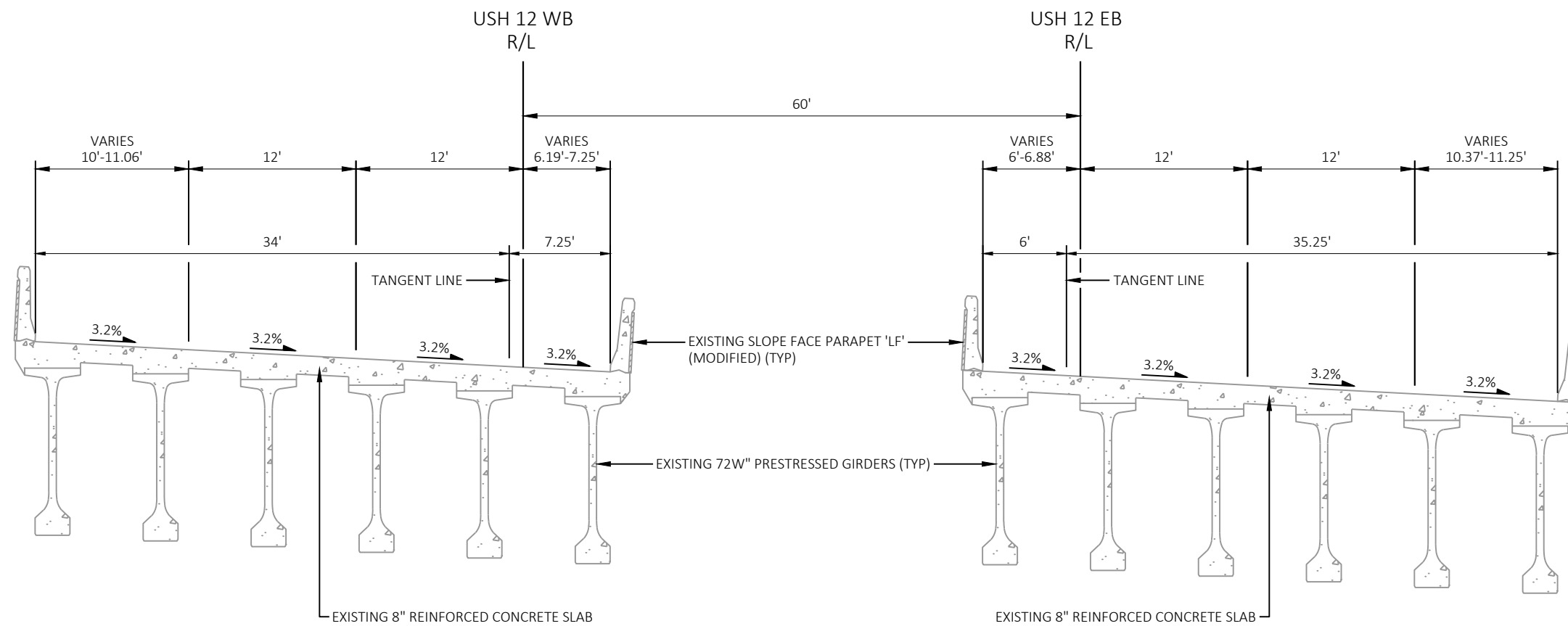
REGION SURVEYOR COORDINATOR

CHRIS STOLINAS
WISDOT SOUTHWEST REGION
2101 WRIGHT ST
MADISON, WI 53704
CHRISTOPHER.STOLINAS@DOT.WI.GOV



SECTION 2 ORDER OF SHEETS
GENERAL NOTES
PROJECT OVERVIEW
TYPICAL SECTIONS
PLAN SHEETS
PAVEMENT MARKINGS
TRAFFIC CONTROL
ALIGNMENT DIAGRAM



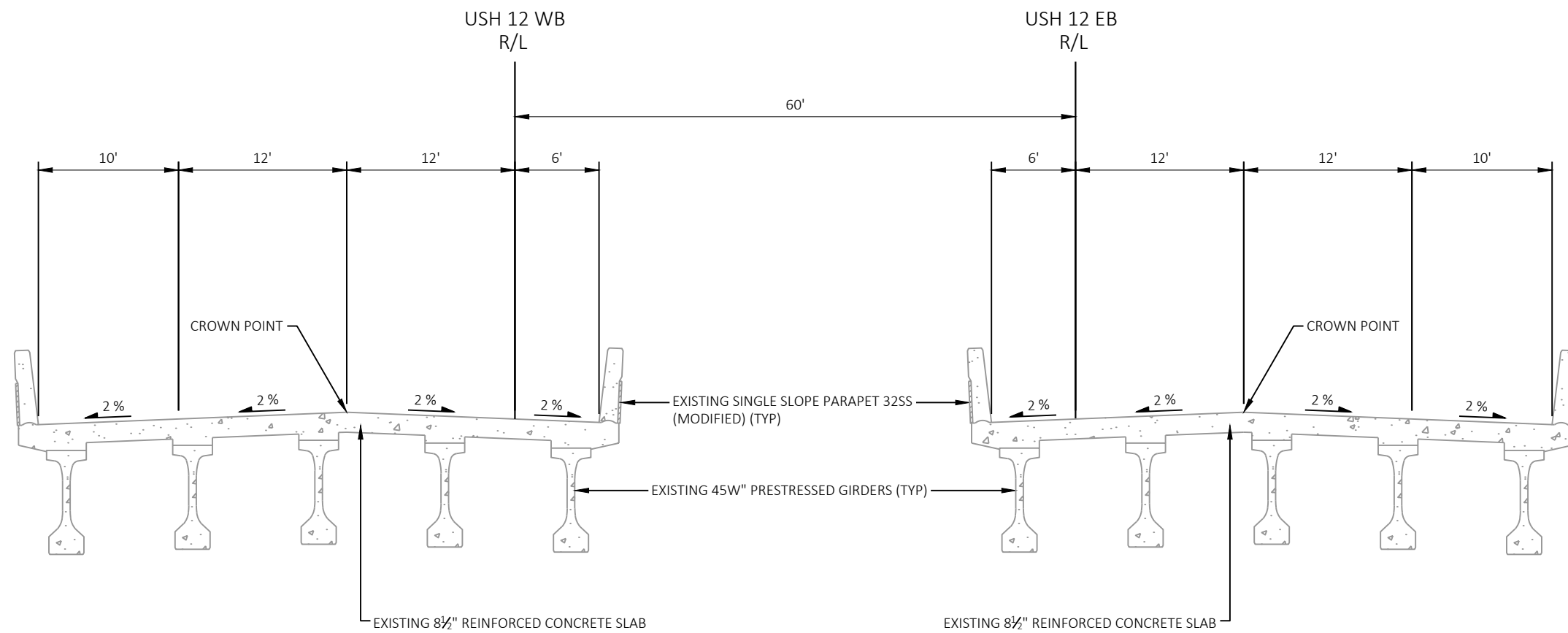


EXISTING TYPICAL SECTION - B-56-188

STA 307'WB'+90.92 TO STA 309'WB'+41.53

EXISTING TYPICAL SECTION - B-56-189

STA 307'EB'+78.63 TO STA 309'EB'+30.06

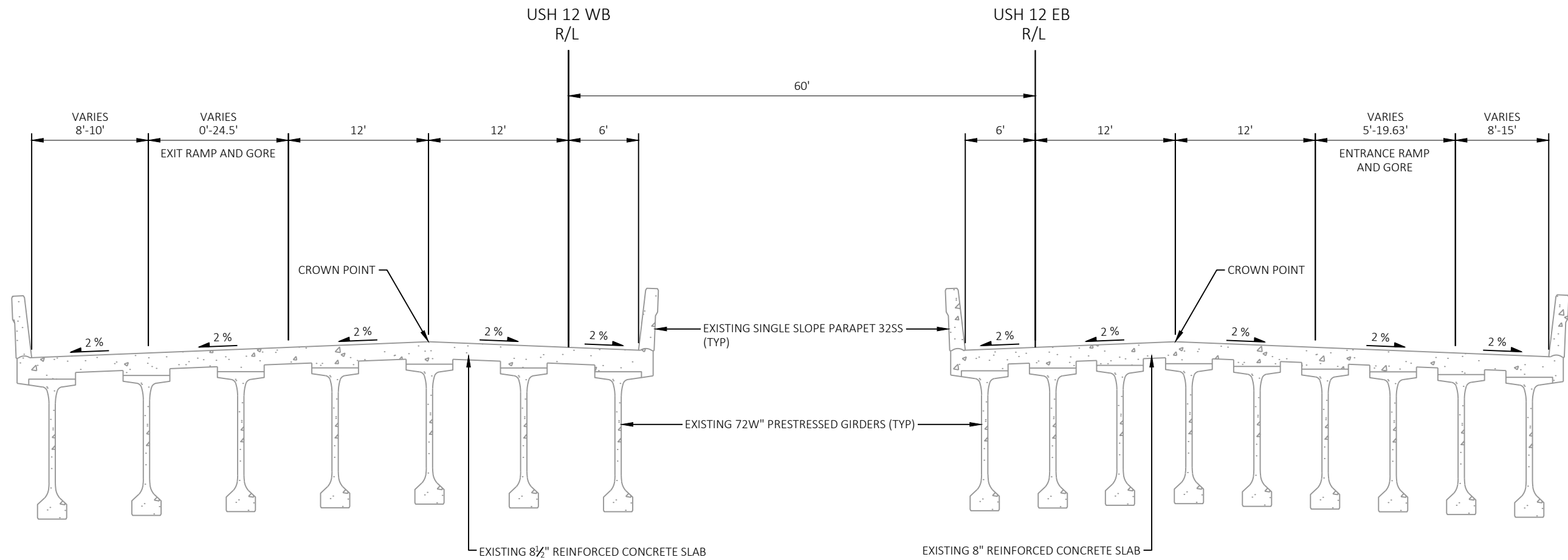


EXISTING TYPICAL SECTION - B-56-206

STA 359'WB'+39.34 TO STA 361'WB'+68.00

EXISTING TYPICAL SECTION - B-56-205

STA 359'EB'+61.18 TO STA 361'EB'+89.84

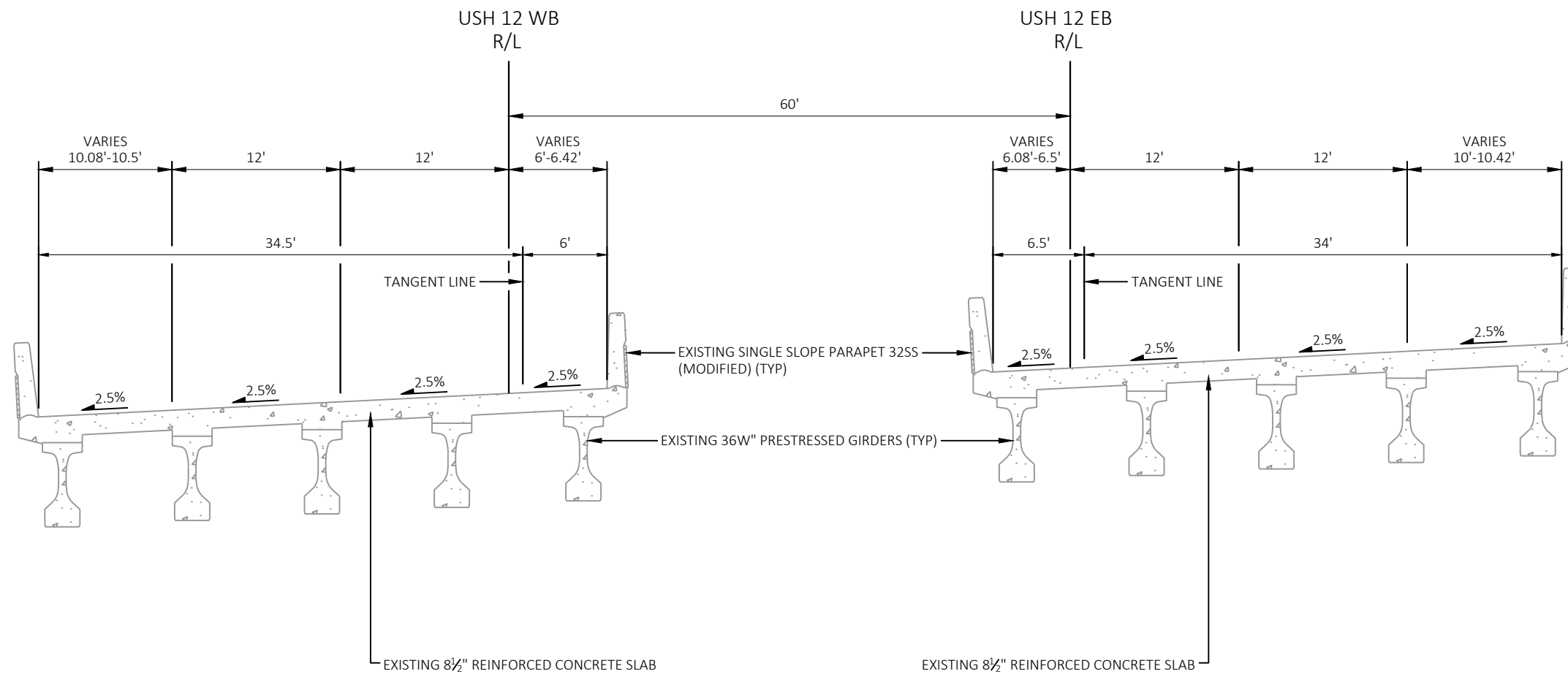


EXISTING TYPICAL SECTION - B-56-208

STA 372'WB'+82.88 TO STA 380'WB'+89.31

EXISTING TYPICAL SECTION - B-56-207

STA 372'EB'+93.46 TO STA 380'EB'+99.90

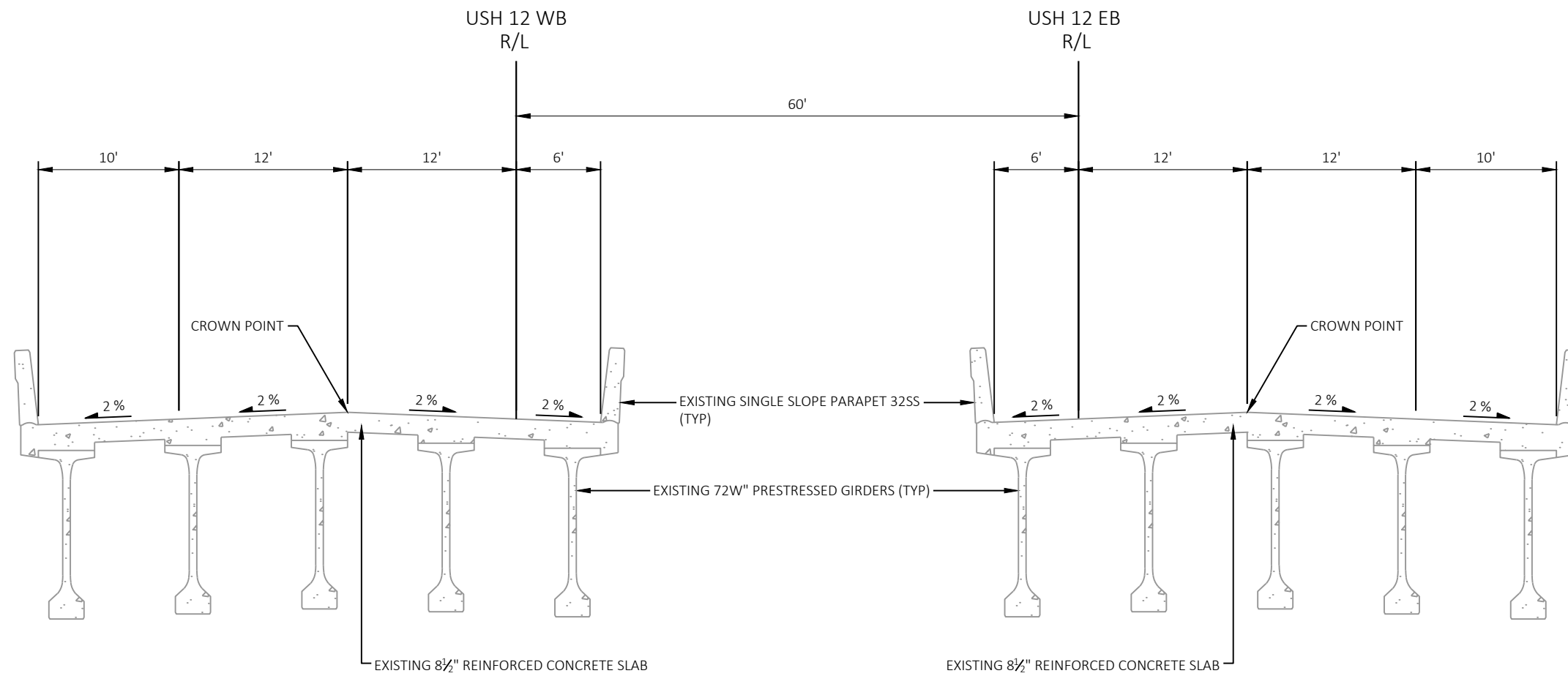


EXISTING TYPICAL SECTION - B-56-210

STA 414'WB'+07.67 TO STA 416'WB'+12.19

EXISTING TYPICAL SECTION - B-56-209

STA 414'EB'+20.08 TO STA 416'EB'+24.60

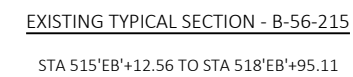


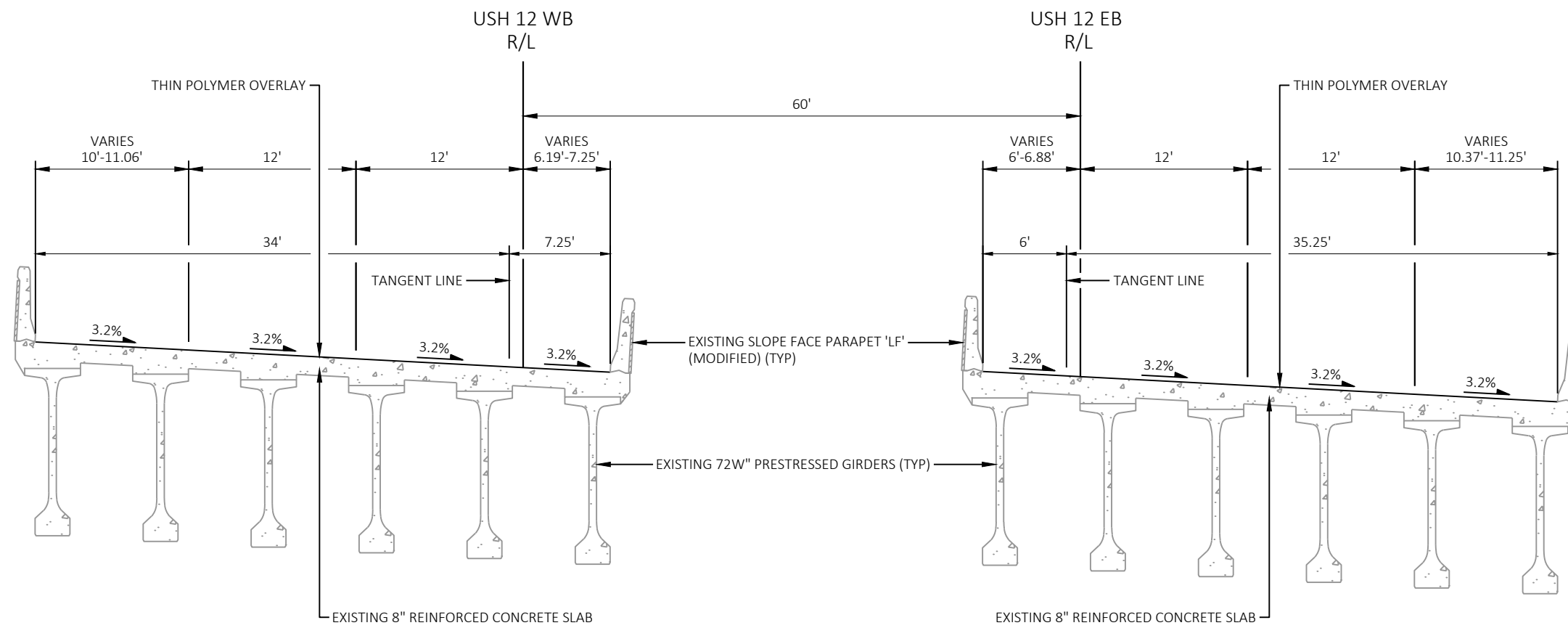
EXISTING TYPICAL SECTION - B-56-212

STA 454'WB'+46.74 TO STA 458'WB'+19.28

EXISTING TYPICAL SECTION - B-56-211

STA 454'EB'+57.31 TO STA 458'EB'+29.85



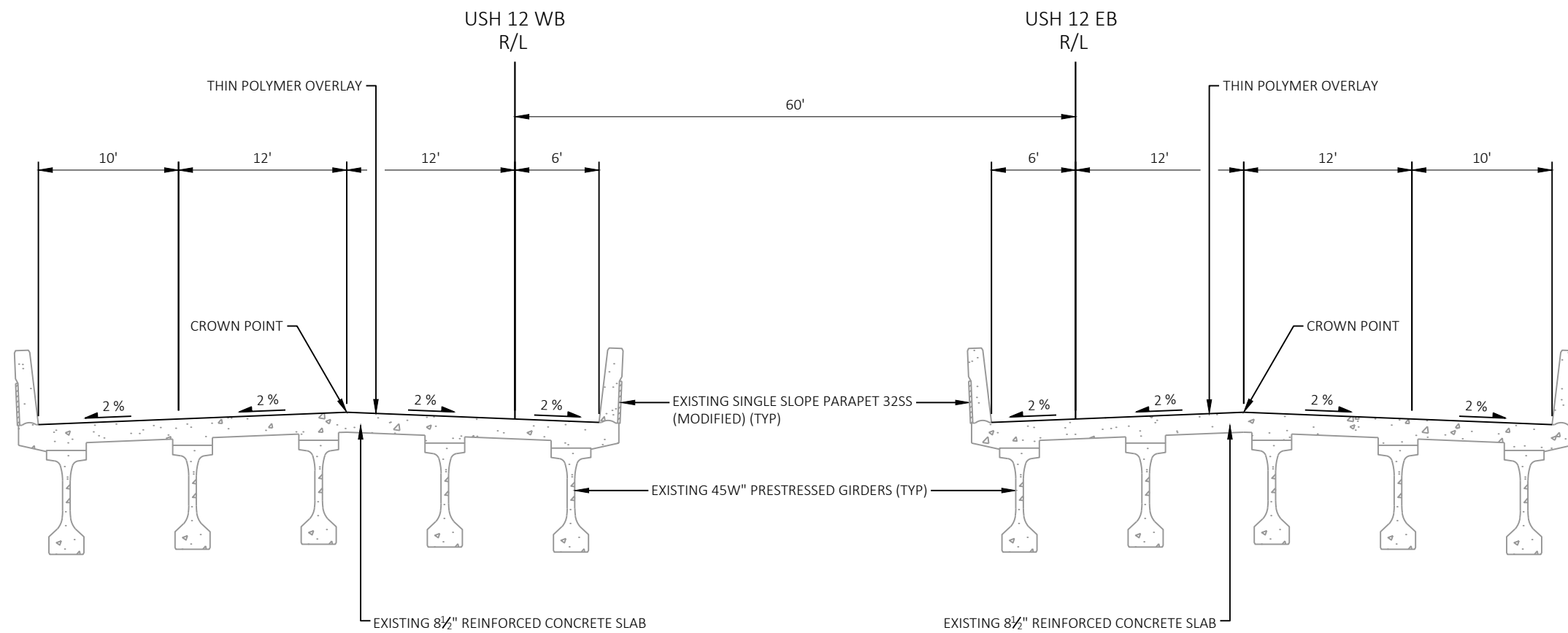


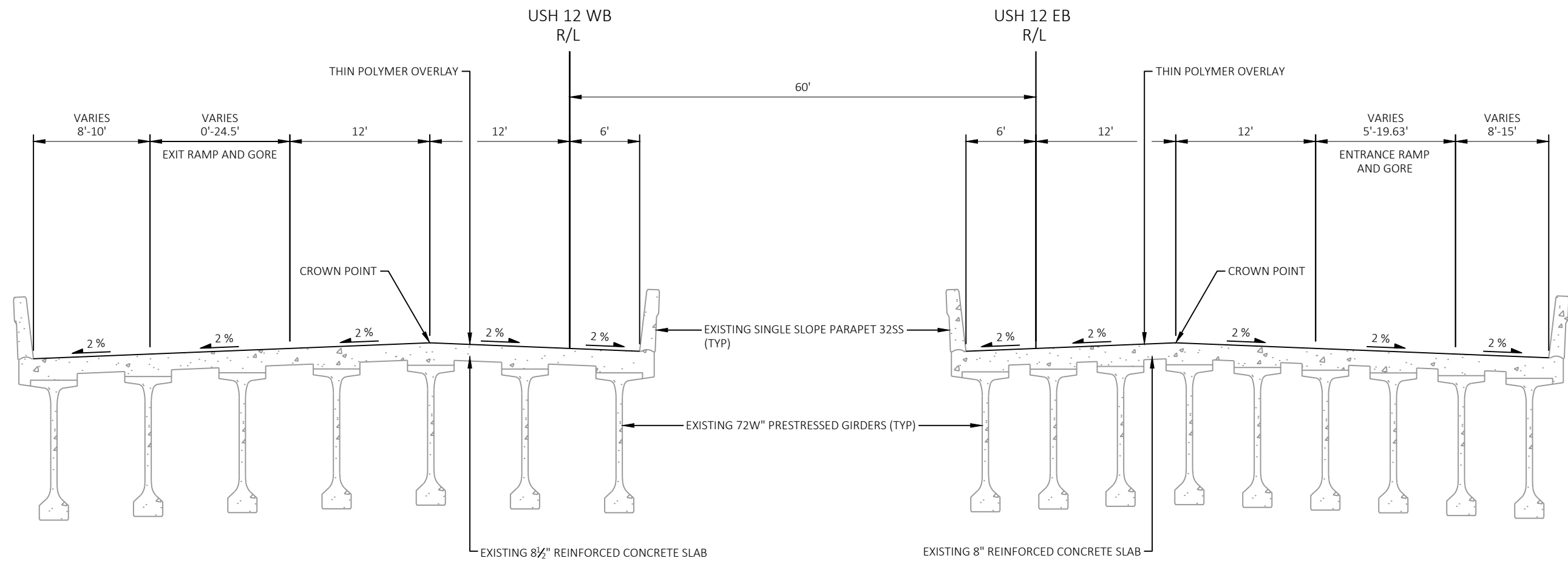
PROPOSED TYPICAL SECTION - B-56-188

STA 307'WB'+90.92 TO STA 309'WB'+41.53

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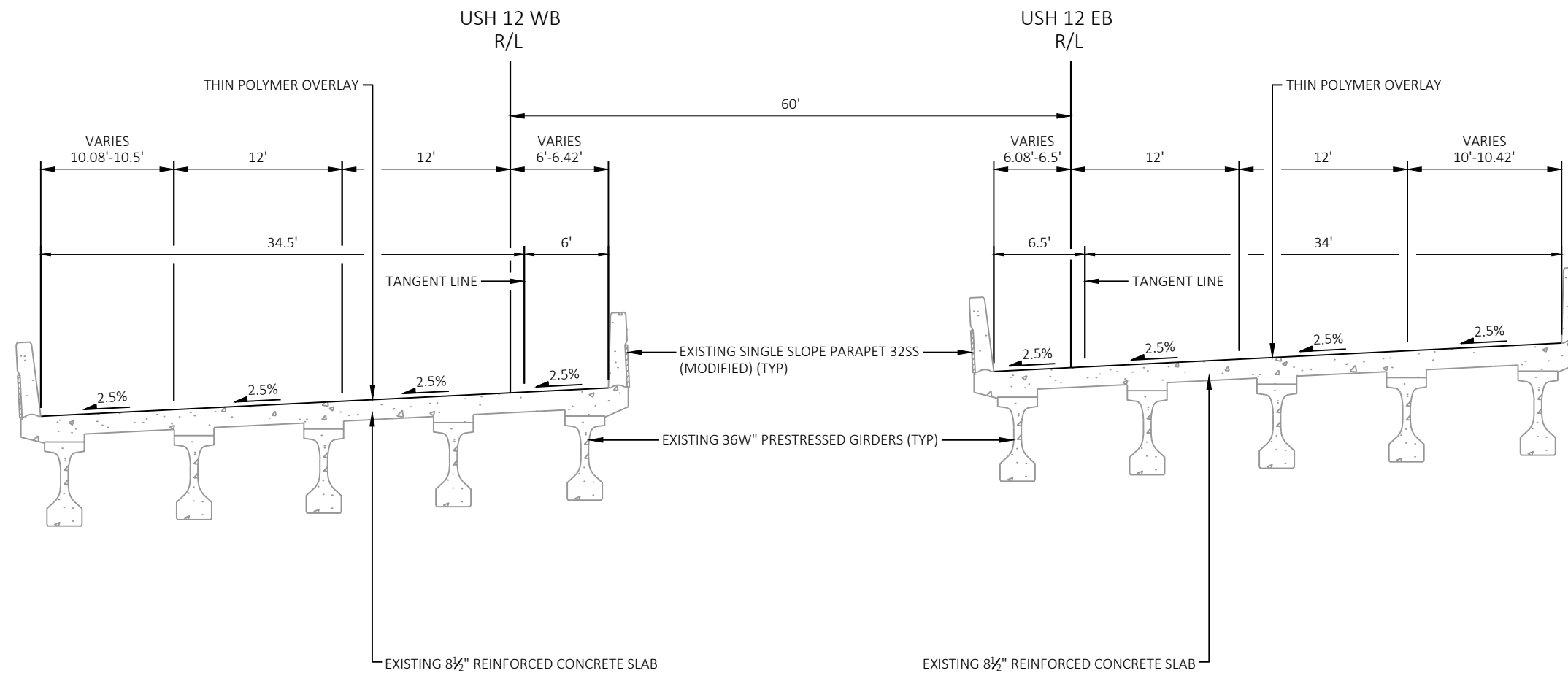


PROPOSED TYPICAL SECTION - B-56-208

STA 372'WB'+82.88 TO STA 380'WB'+89.31

PROPOSED TYPICAL SECTION - B-56-207

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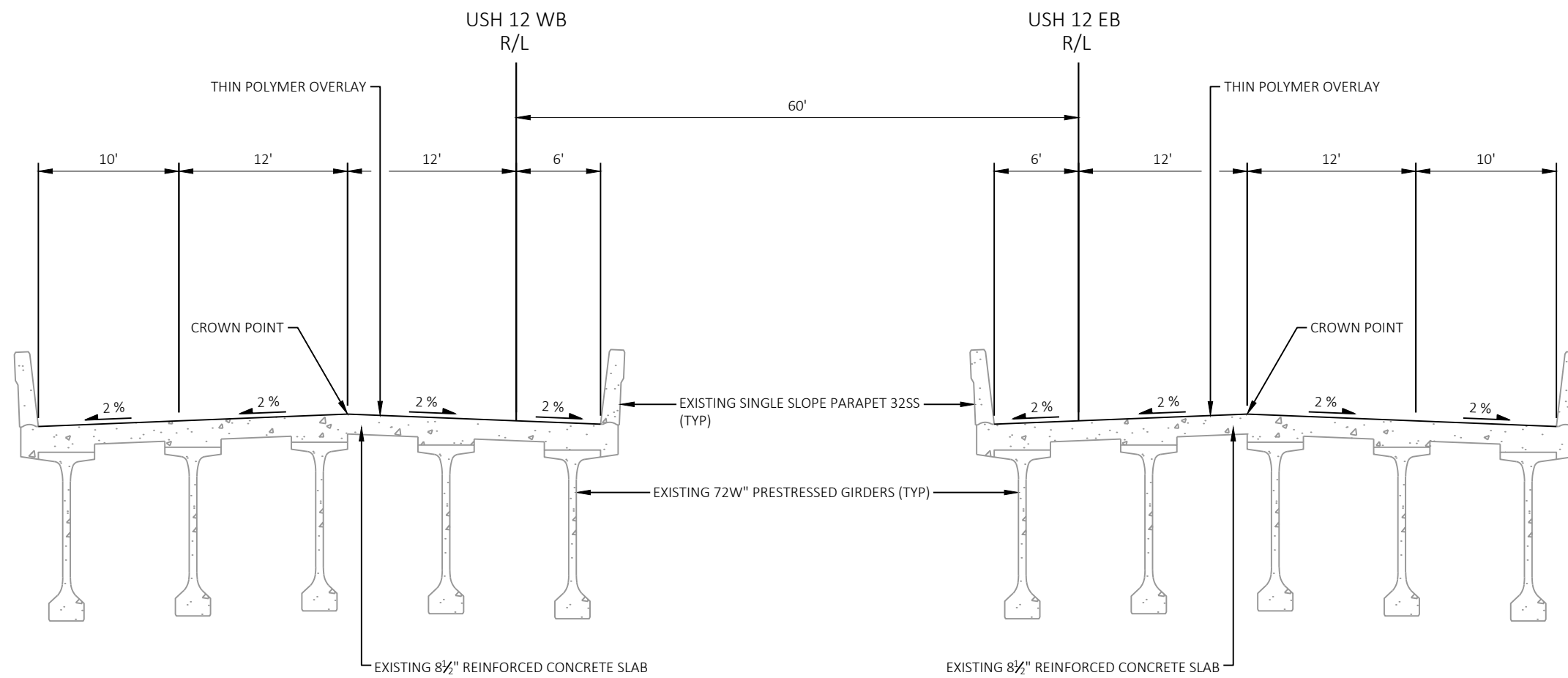


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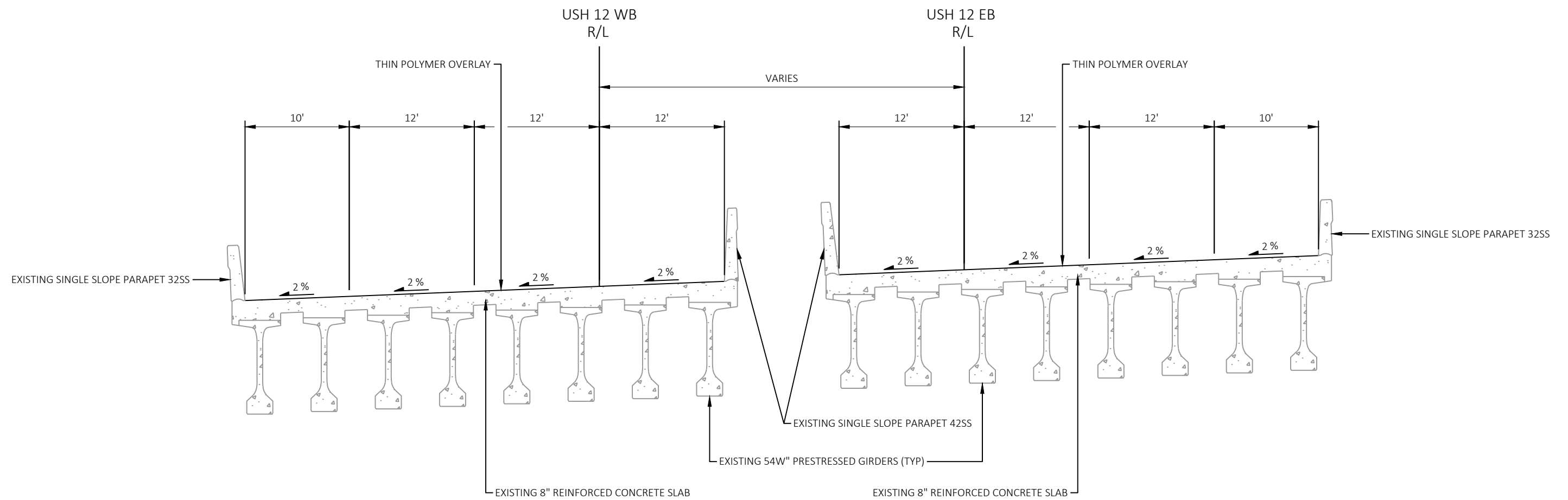


PROPOSED TYPICAL SECTION - B-56-212

STA 454'WB'+46.74 TO STA 458'WB'+19.28

PROPOSED TYPICAL SECTION - B-56-211

STA 454'EB'+57.31 TO STA 458'EB'+29.85

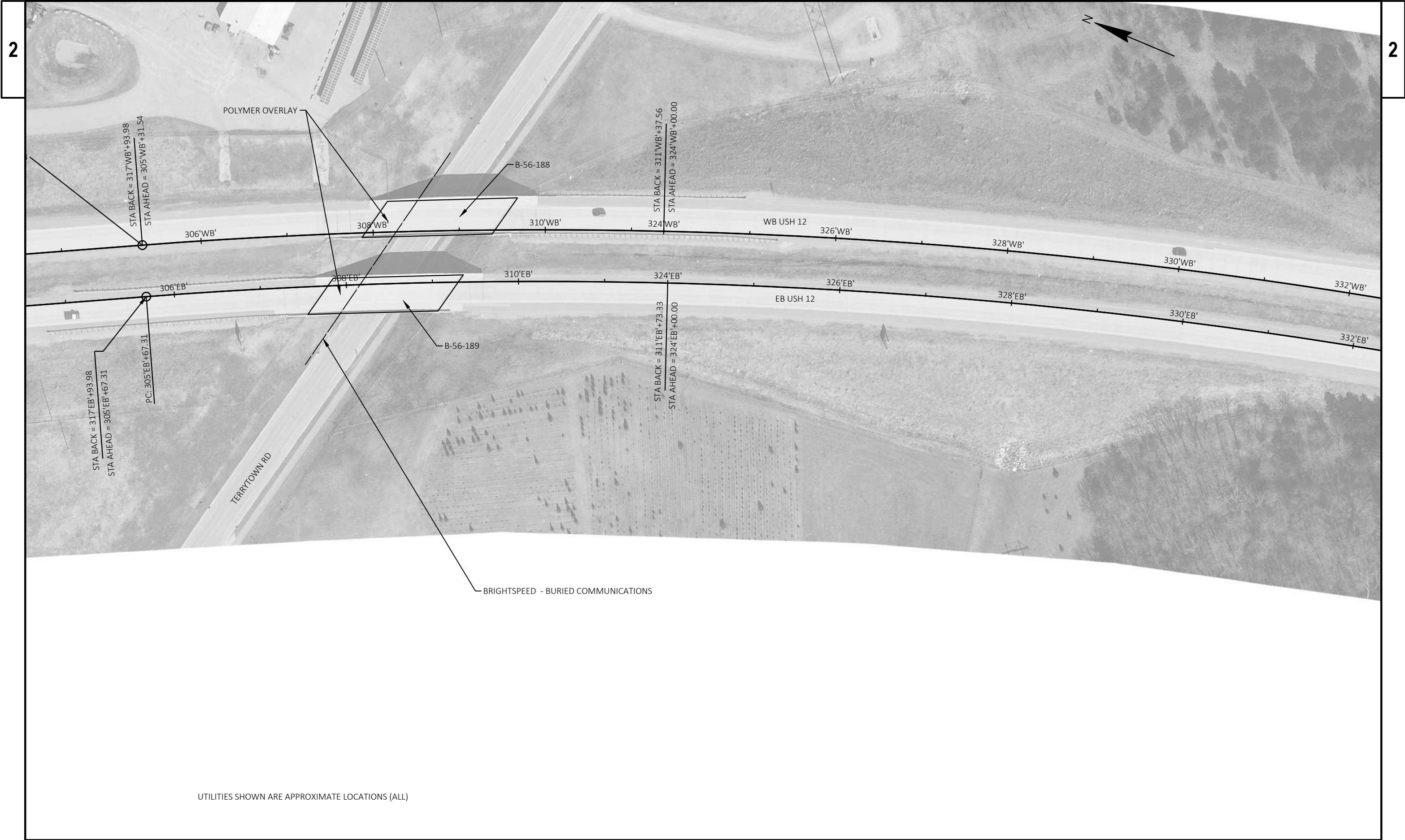


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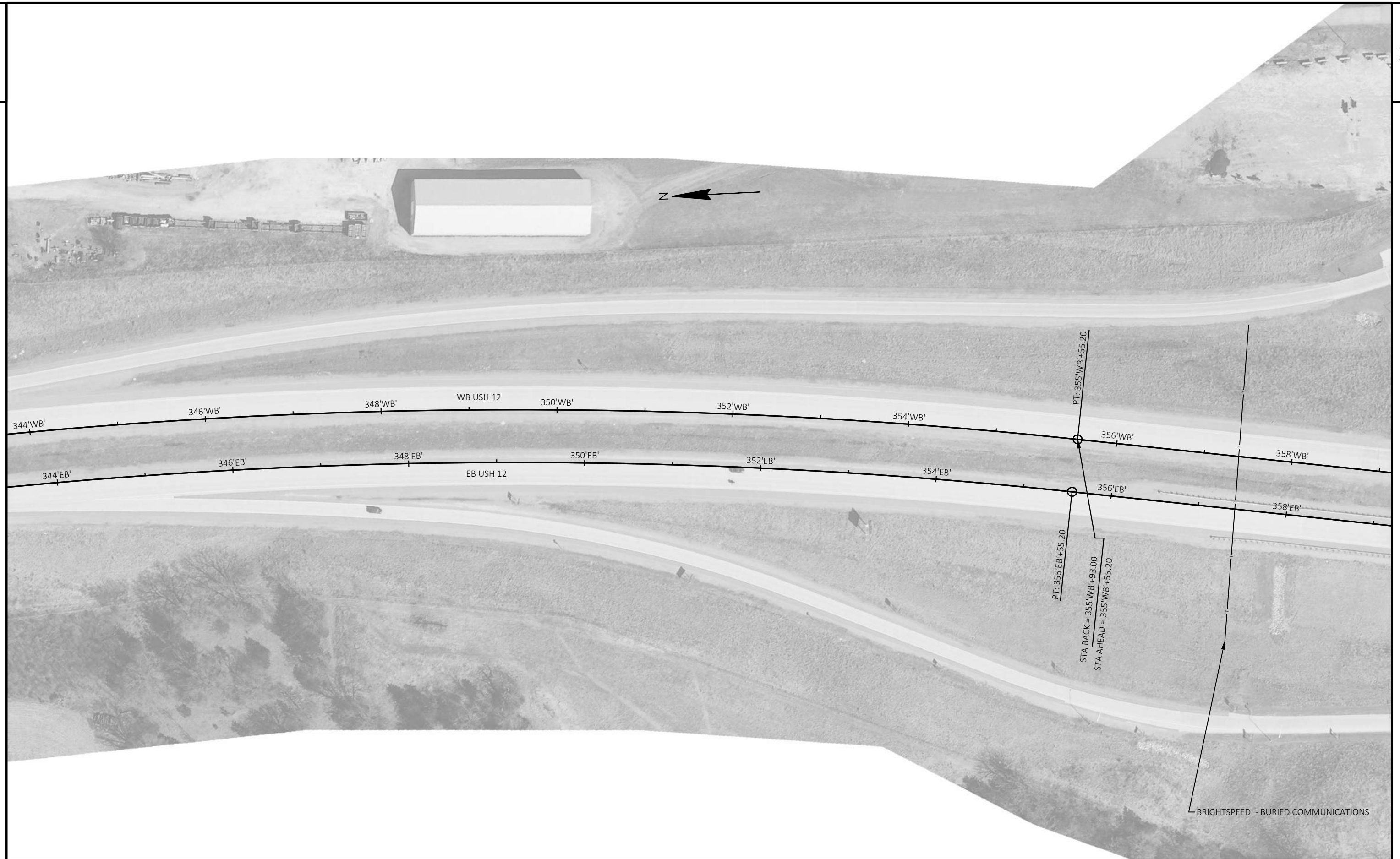
STA 514'WB'+91.47 TO STA 518'WB'+71.52

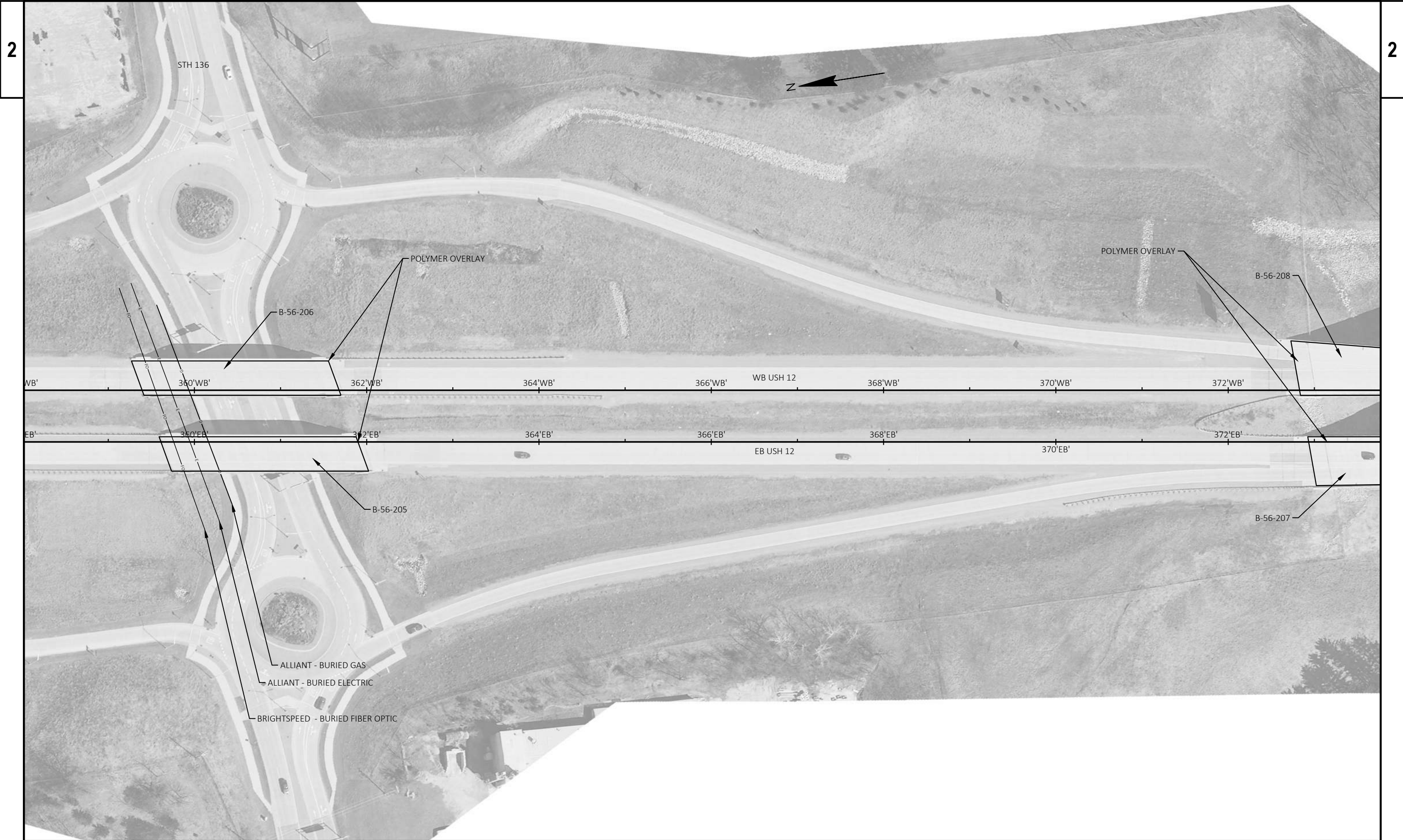
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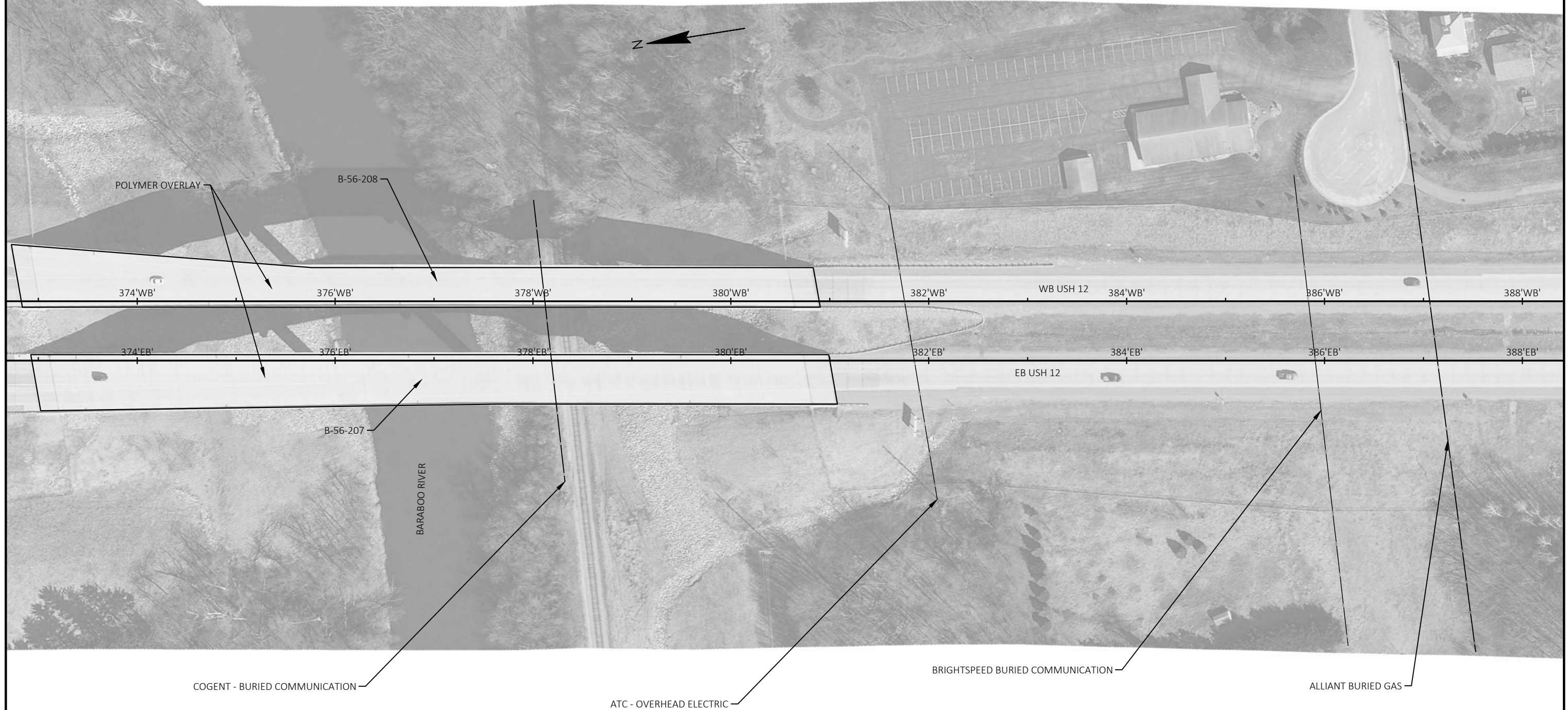
STA 515'EB'+12.56 TO STA 518'EB'+95.11

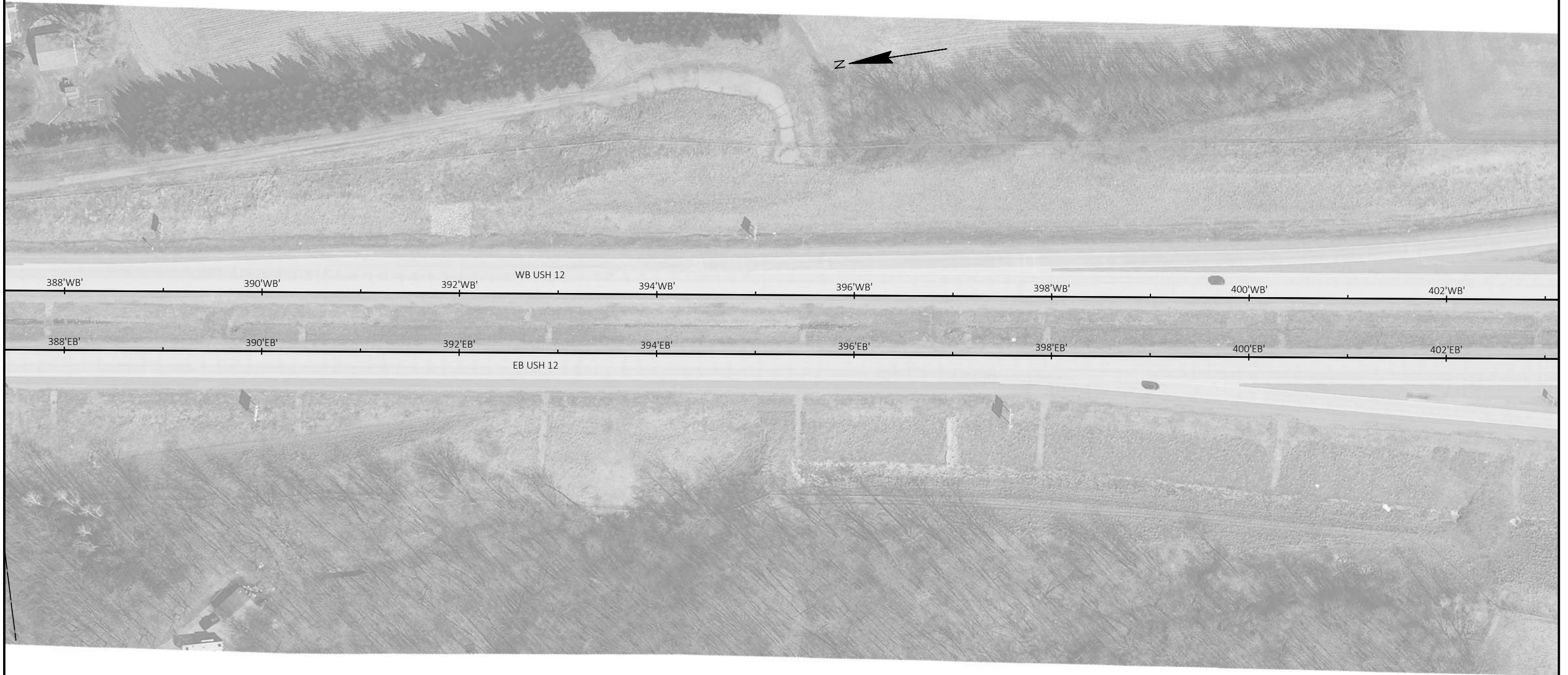




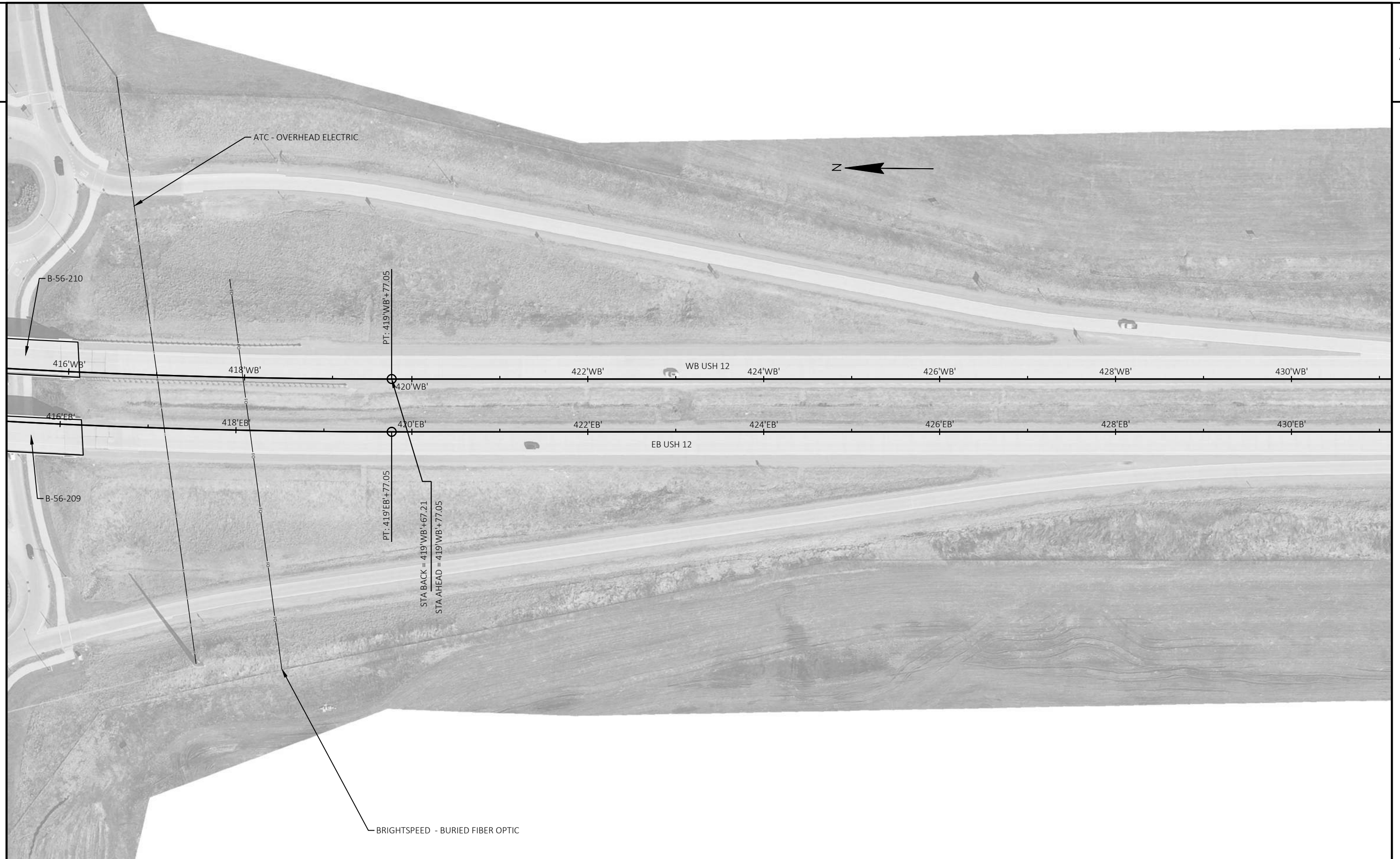


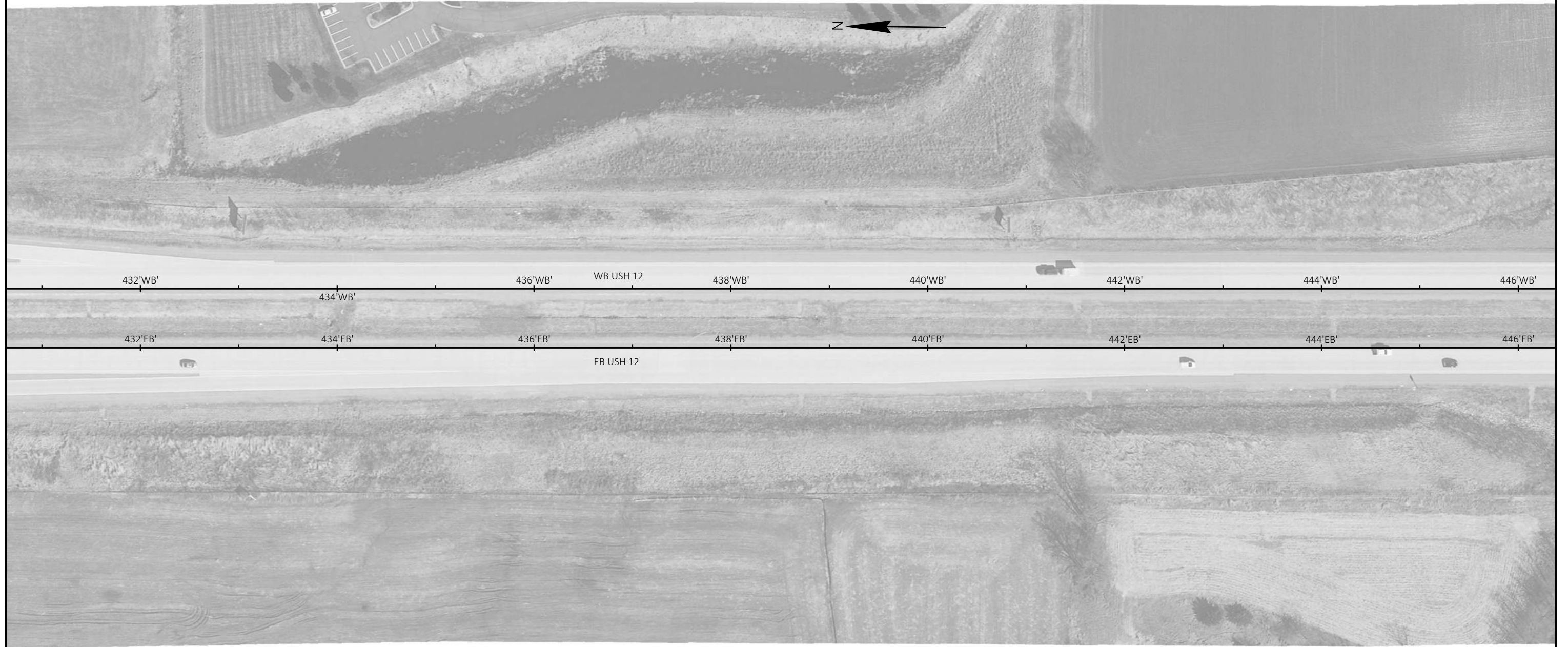




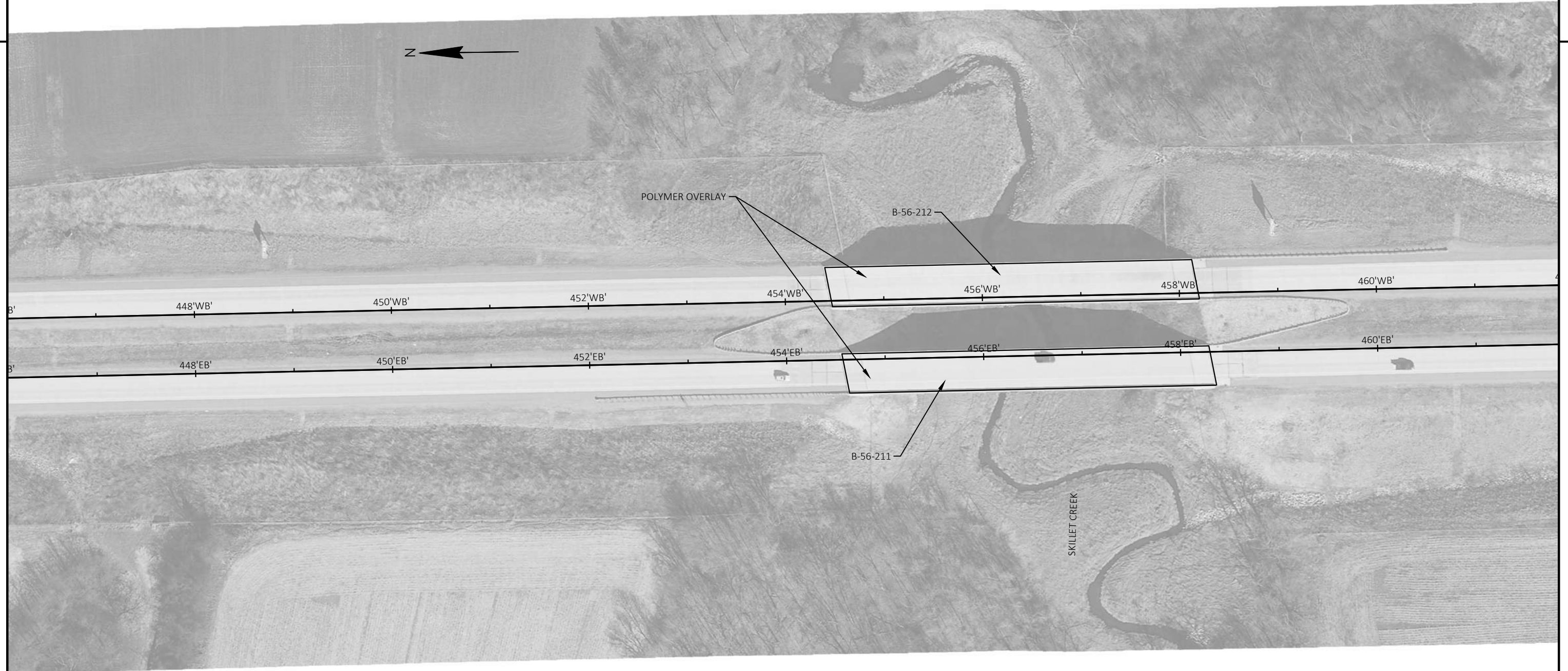


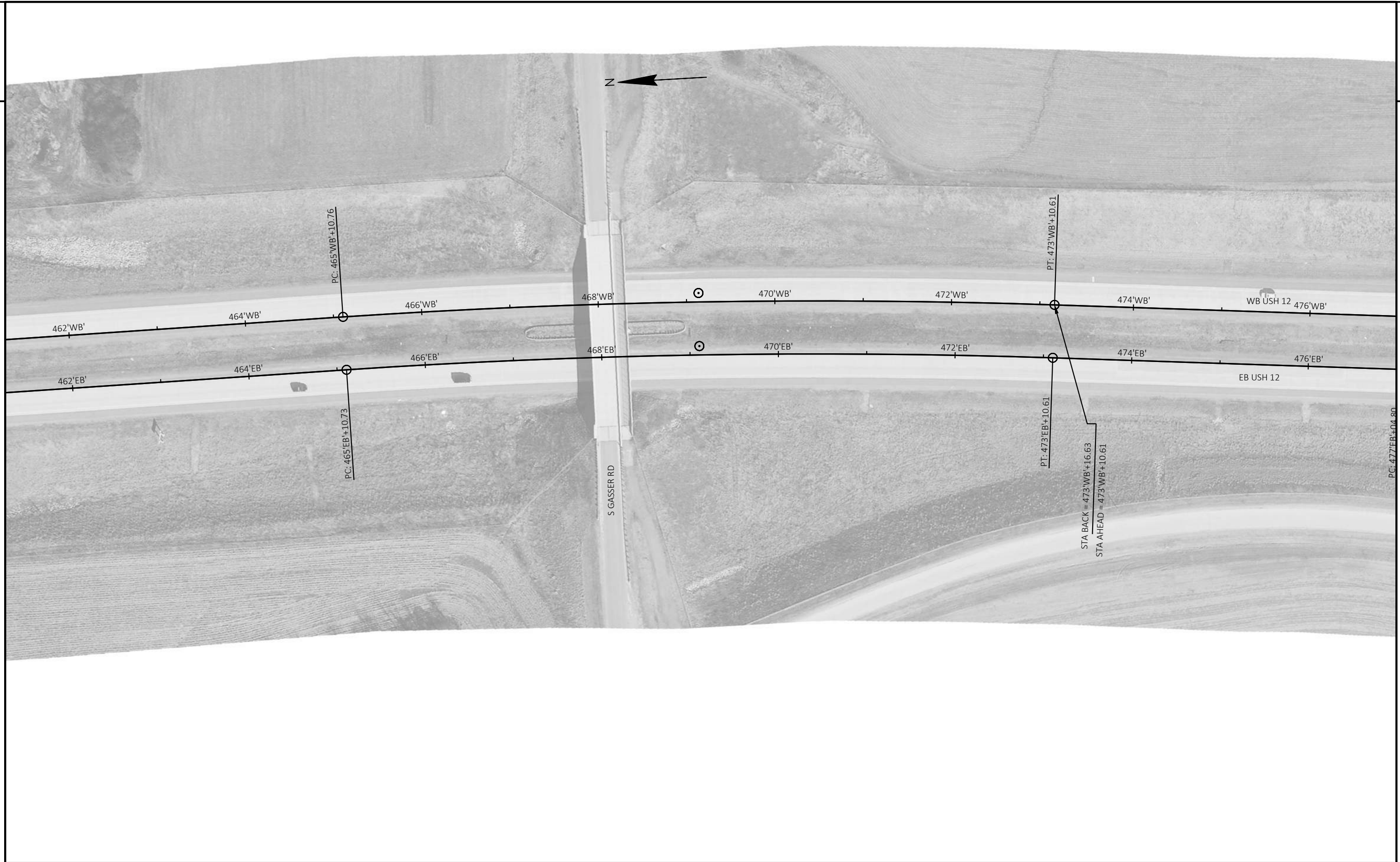


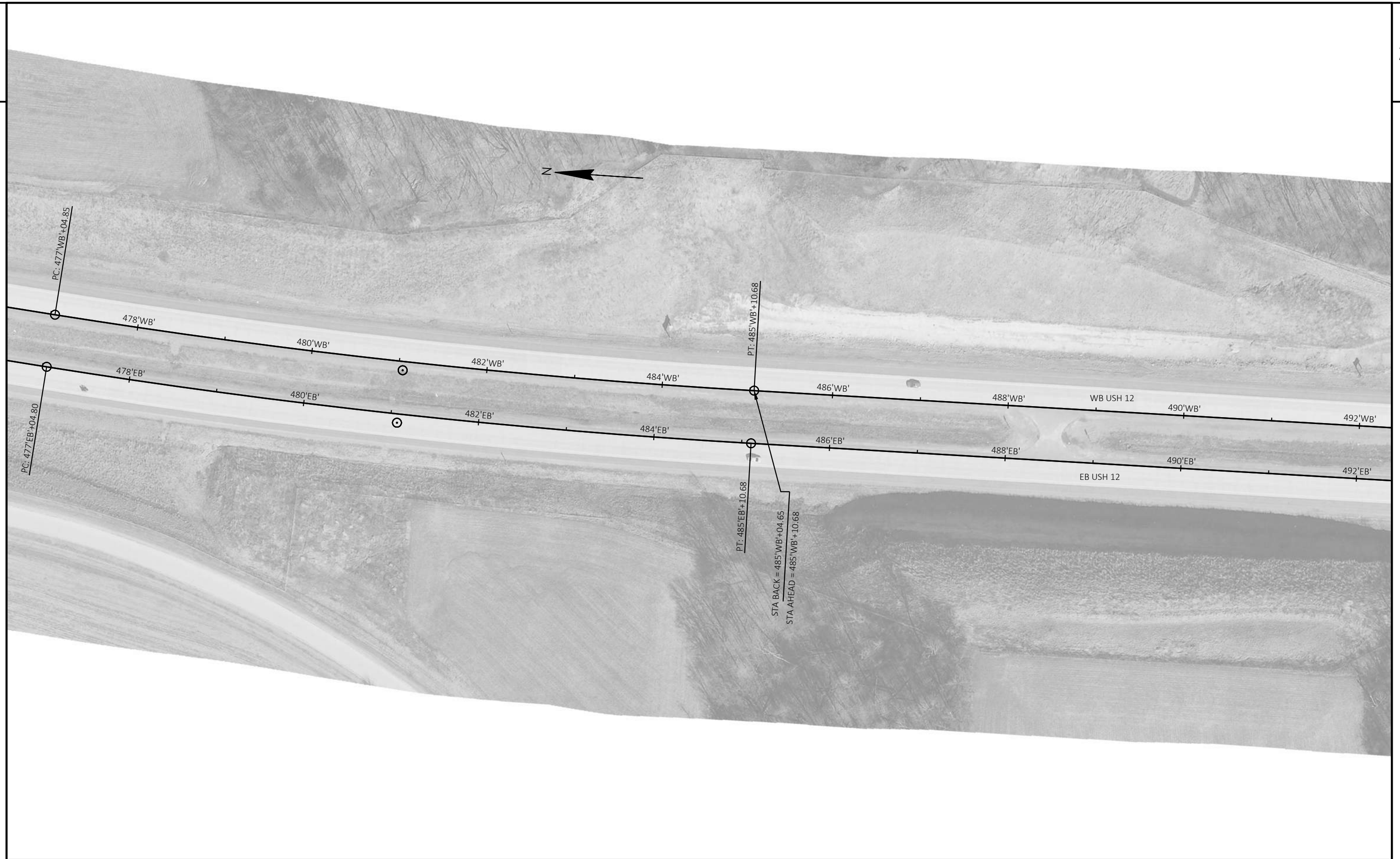




PROJECT NO: 1670-04-82	HWY: USH 12	COUNTY: SAUK	PLAN SHEETS	SHEET 24	E
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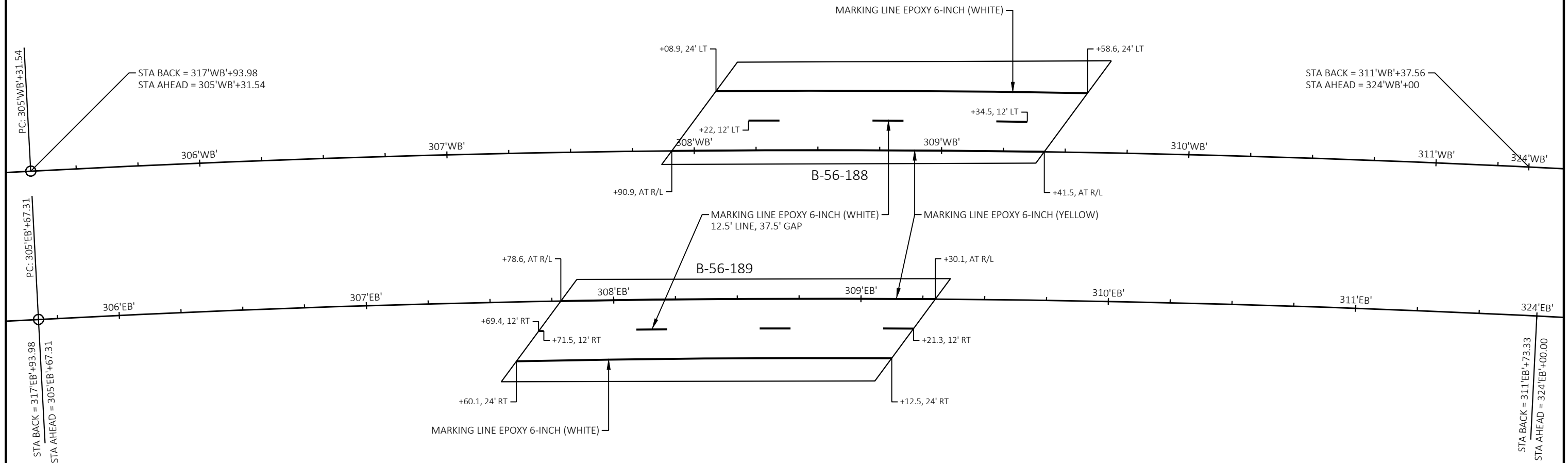


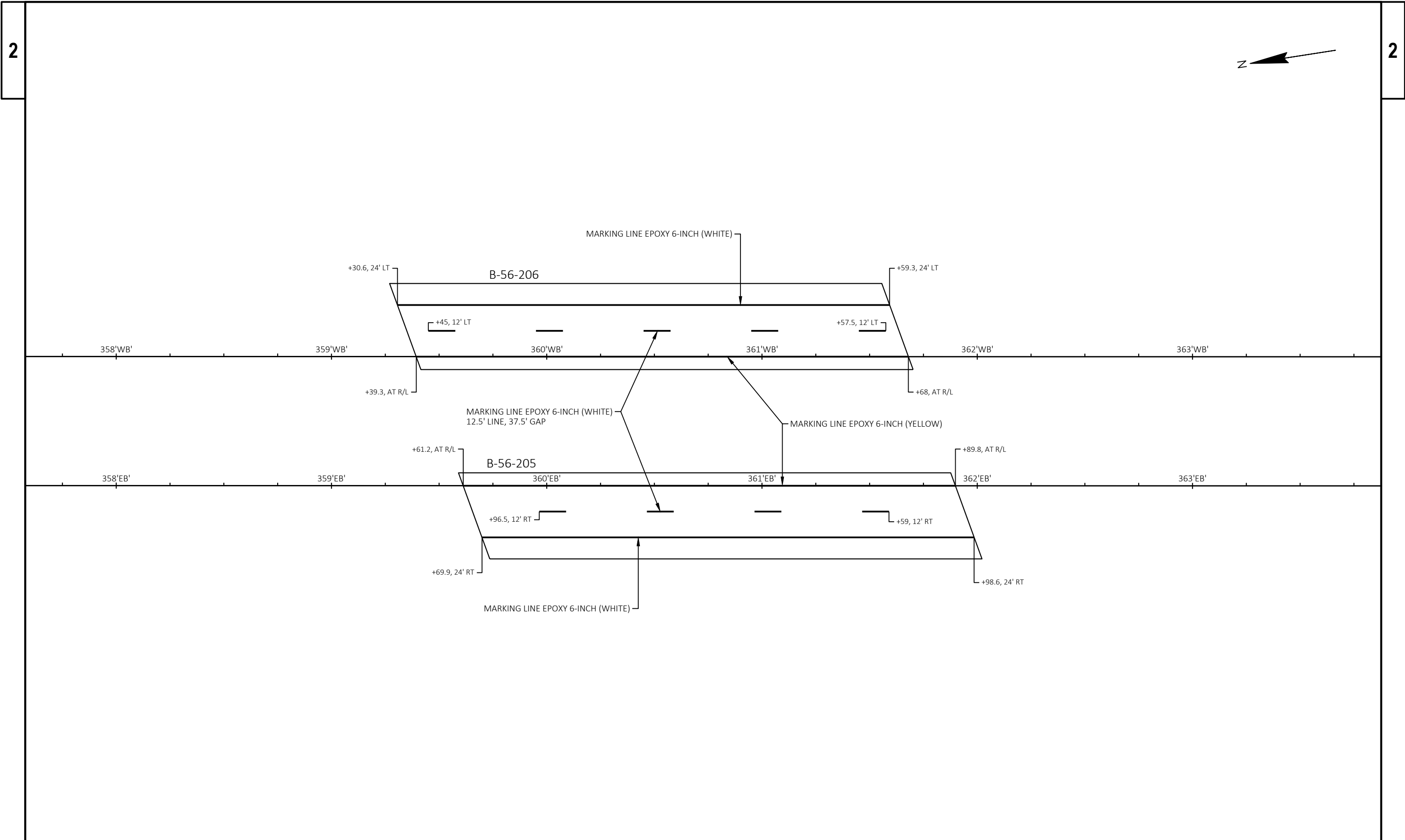


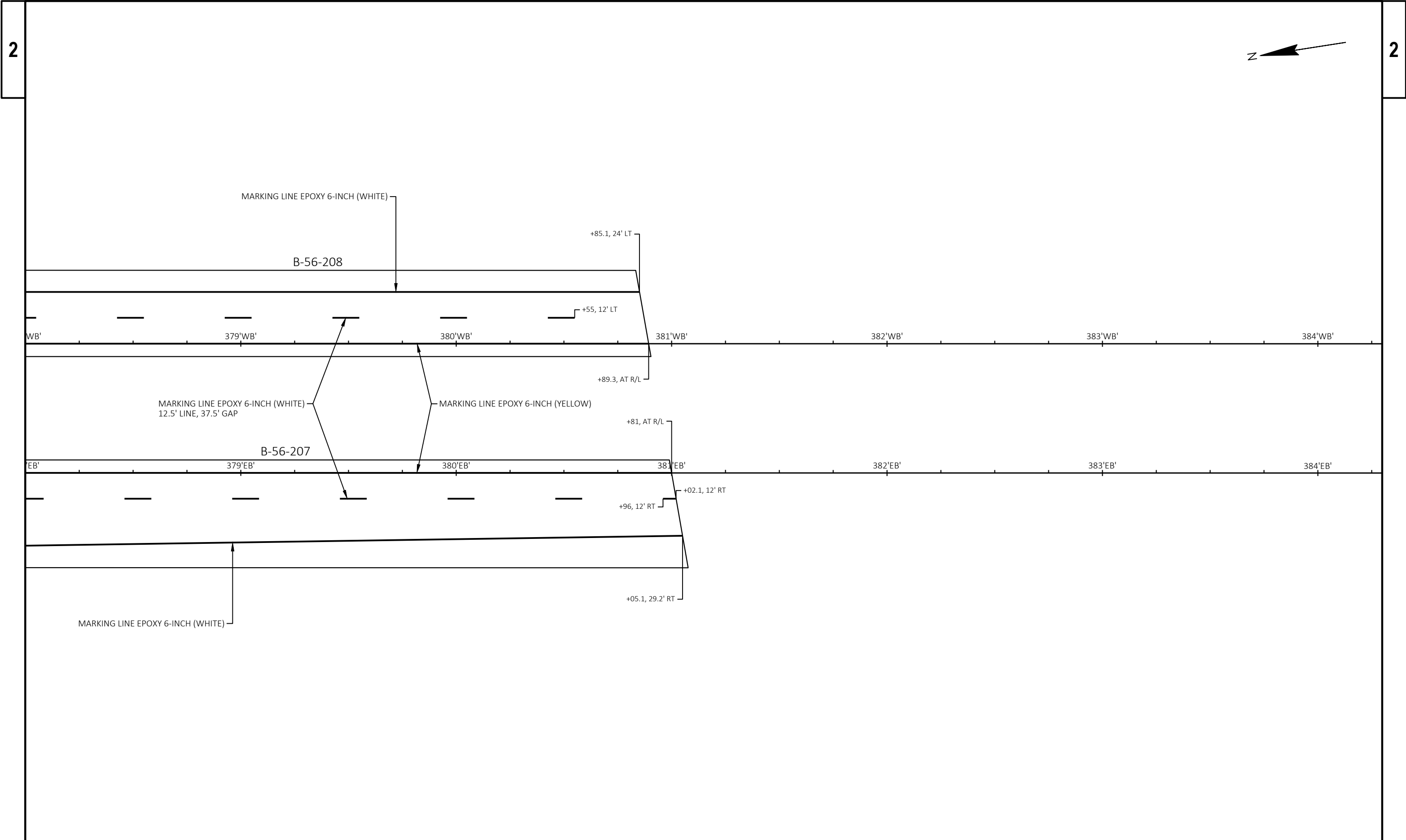


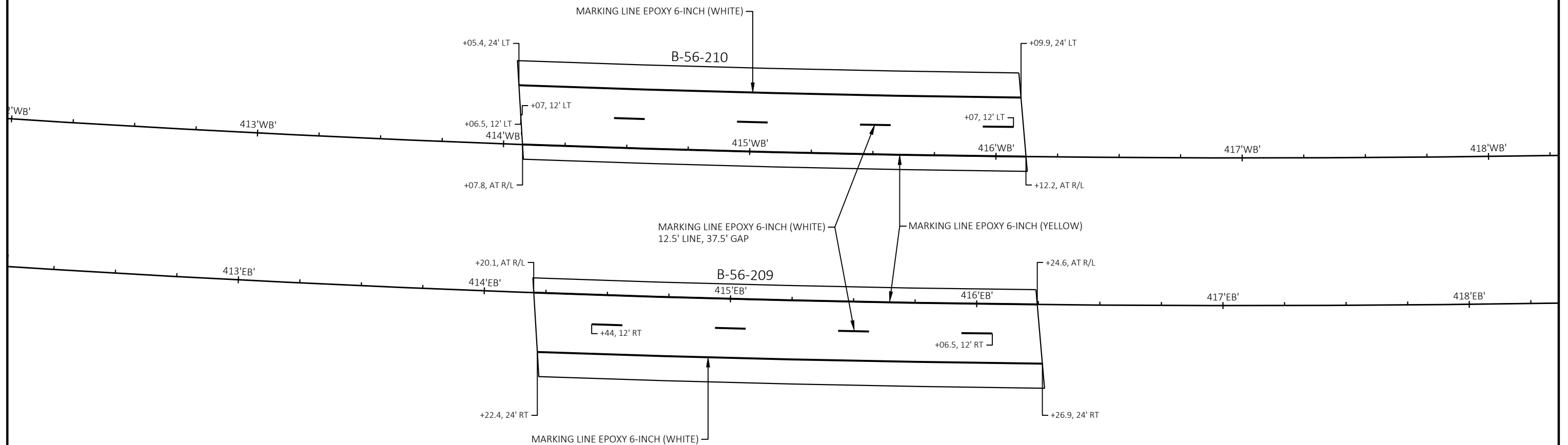


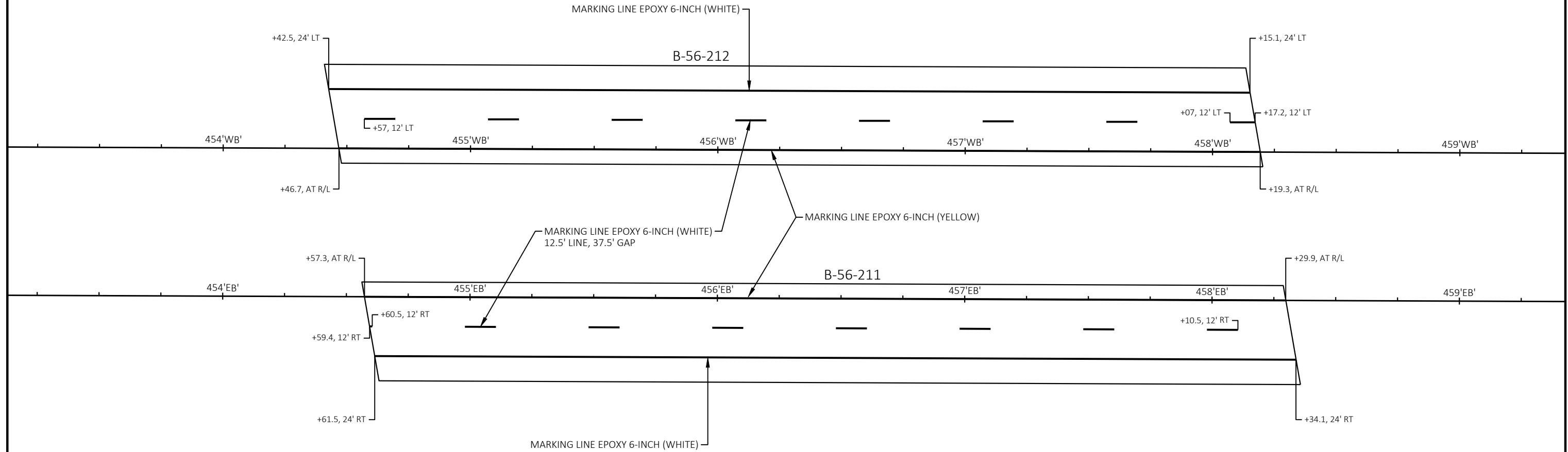


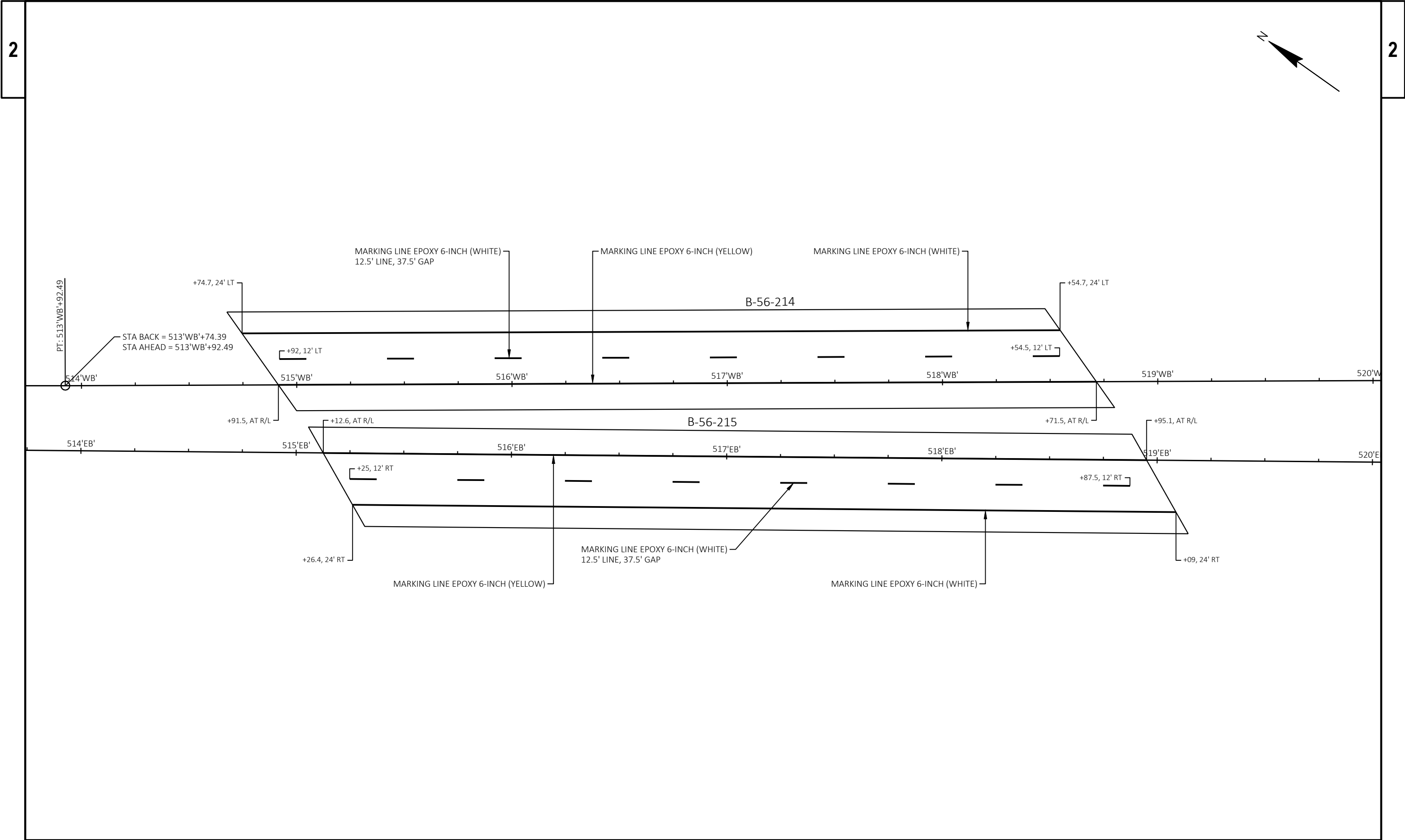


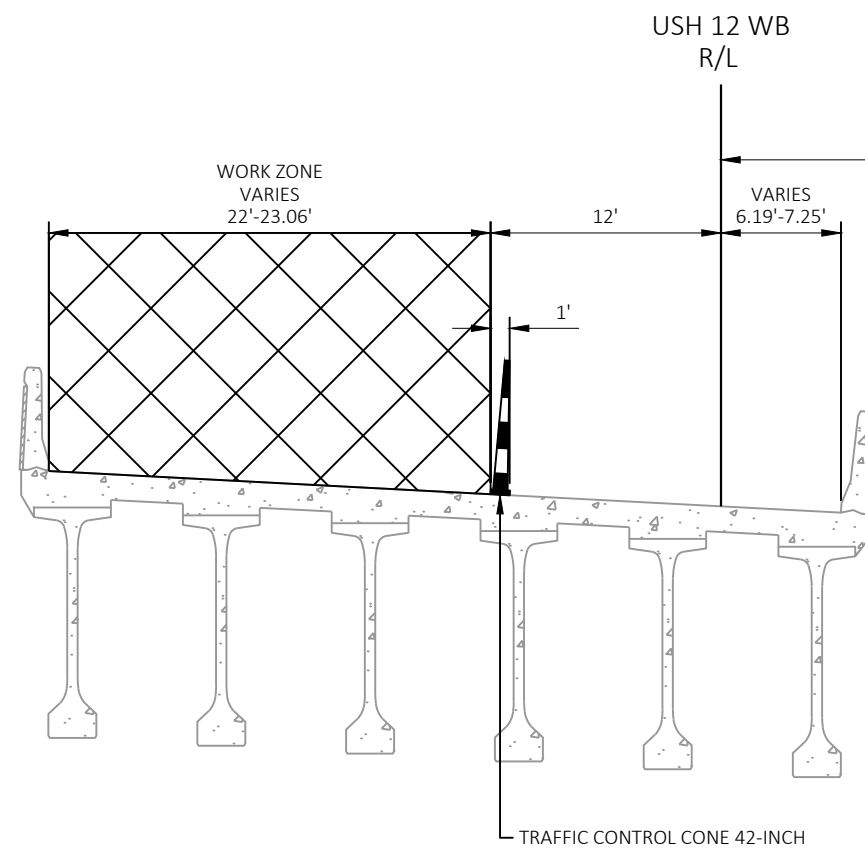




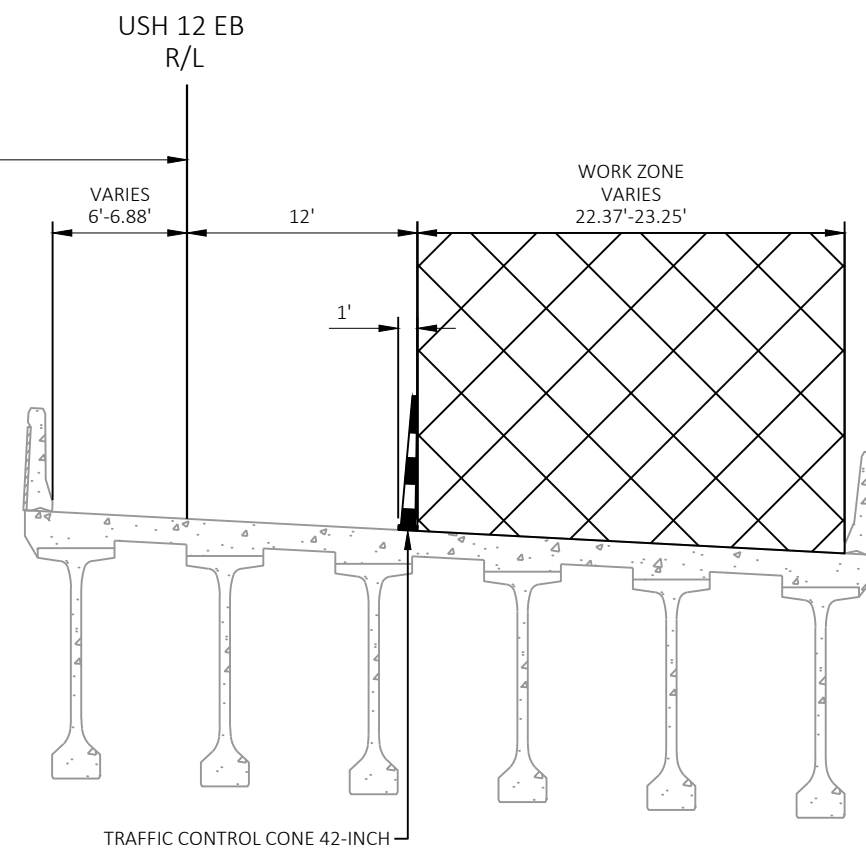




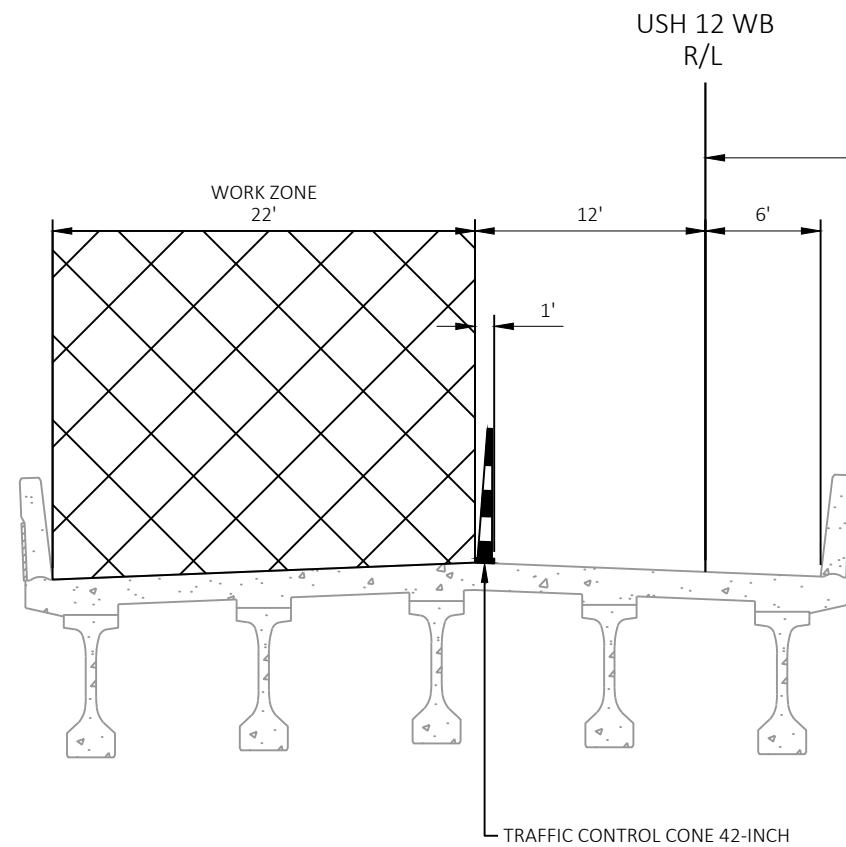




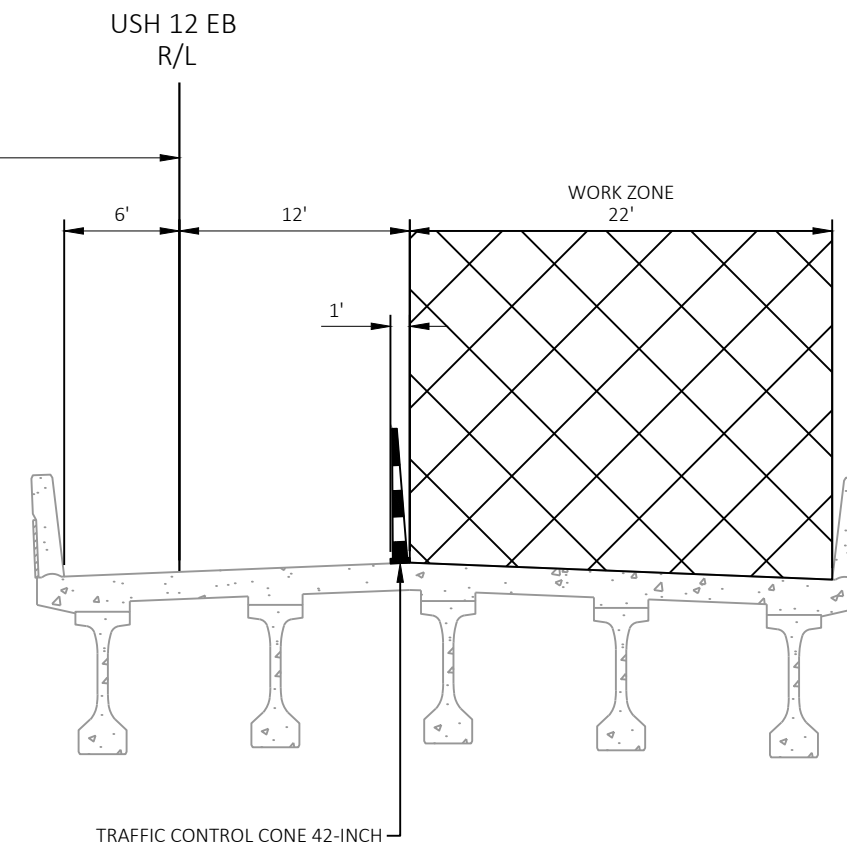
TRAFFIC CONTROL - STAGE 1A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-188
STA 307'WB'+90.92 TO STA 309'WB'+41.53



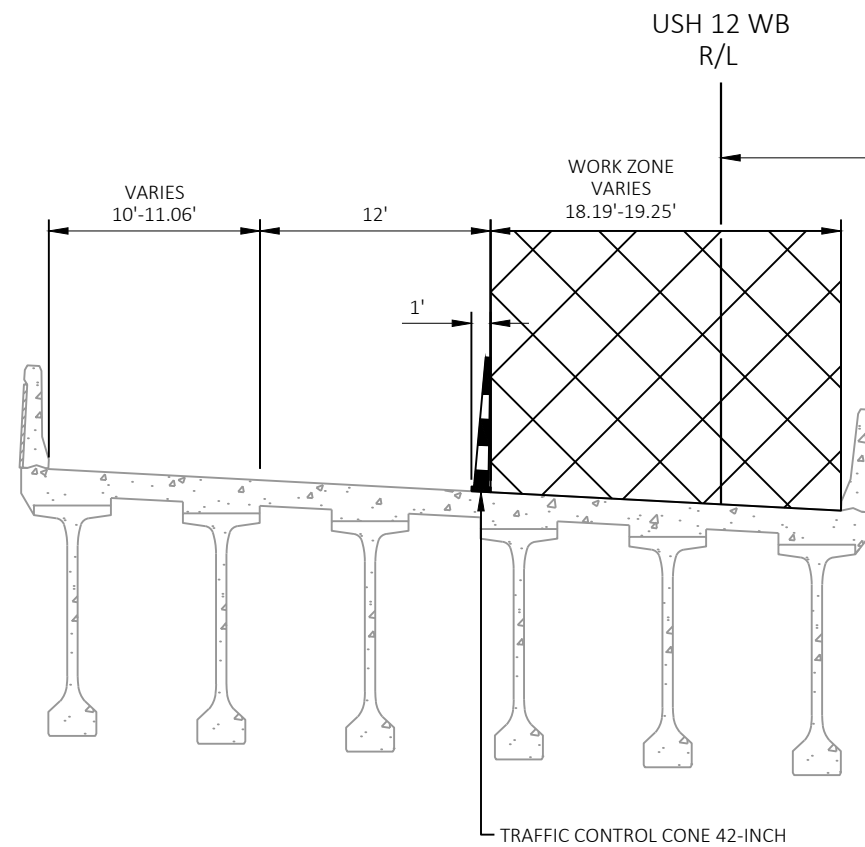
TRAFFIC CONTROL - STAGE 1A TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-189
STA 307'EB'+78.63 TO STA 309'EB'+30.06



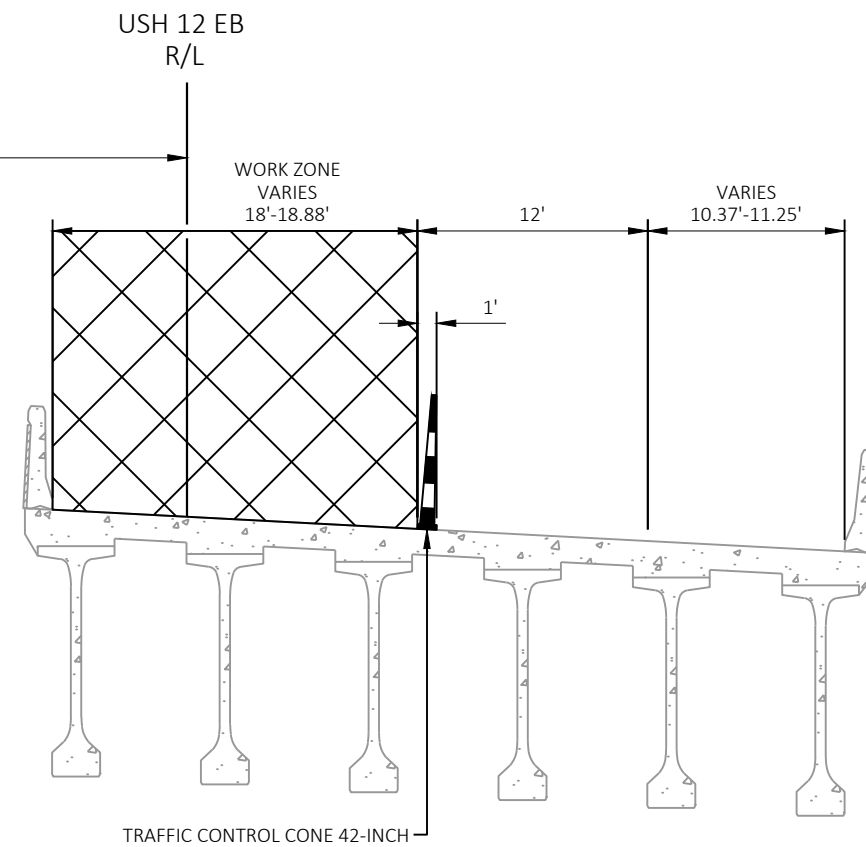
TRAFFIC CONTROL - STAGE 1A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-206
STA 359'WB'+39.34 TO STA 361'WB'+68.00



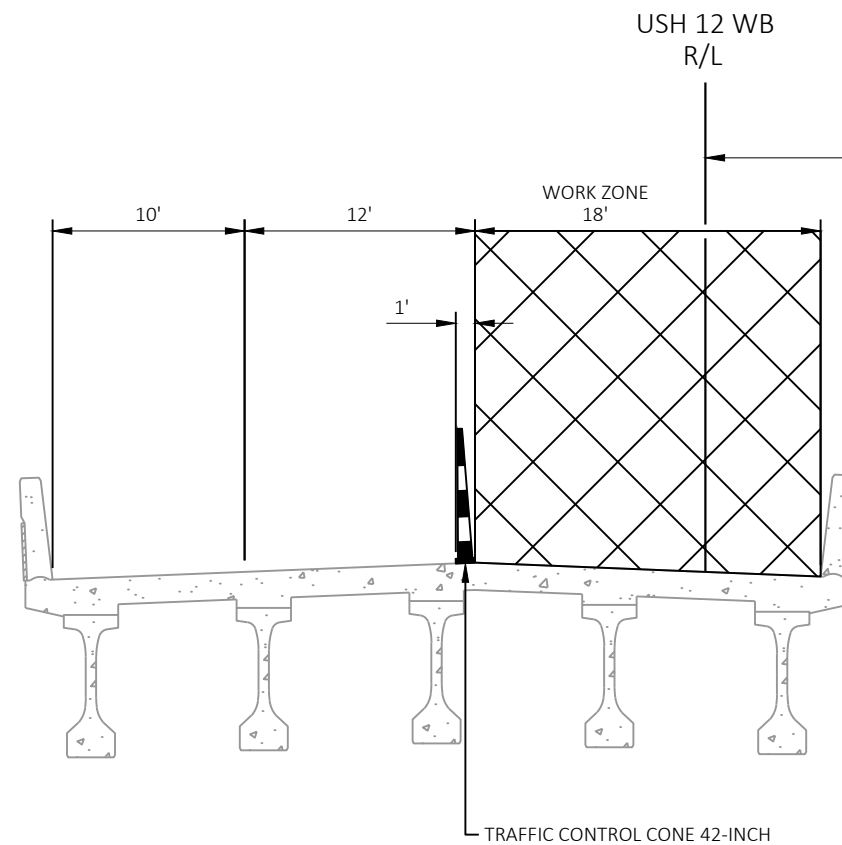
TRAFFIC CONTROL - STAGE 1A TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-205
STA 359'EB'+61.18 TO STA 361'EB'+89.84



TRAFFIC CONTROL - STAGE 1B TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-188
STA 307'WB'+90.92 TO STA 309'WB'+41.53

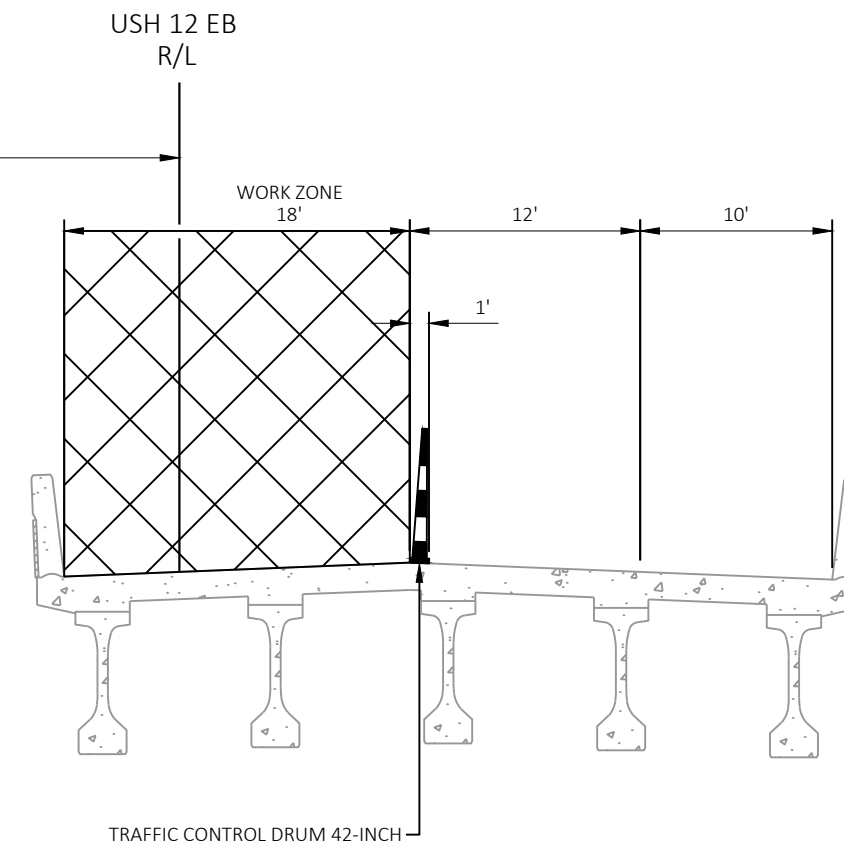


TRAFFIC CONTROL - STAGE 1B TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-189
STA 307'EB'+78.63 TO STA 309'EB'+30.06

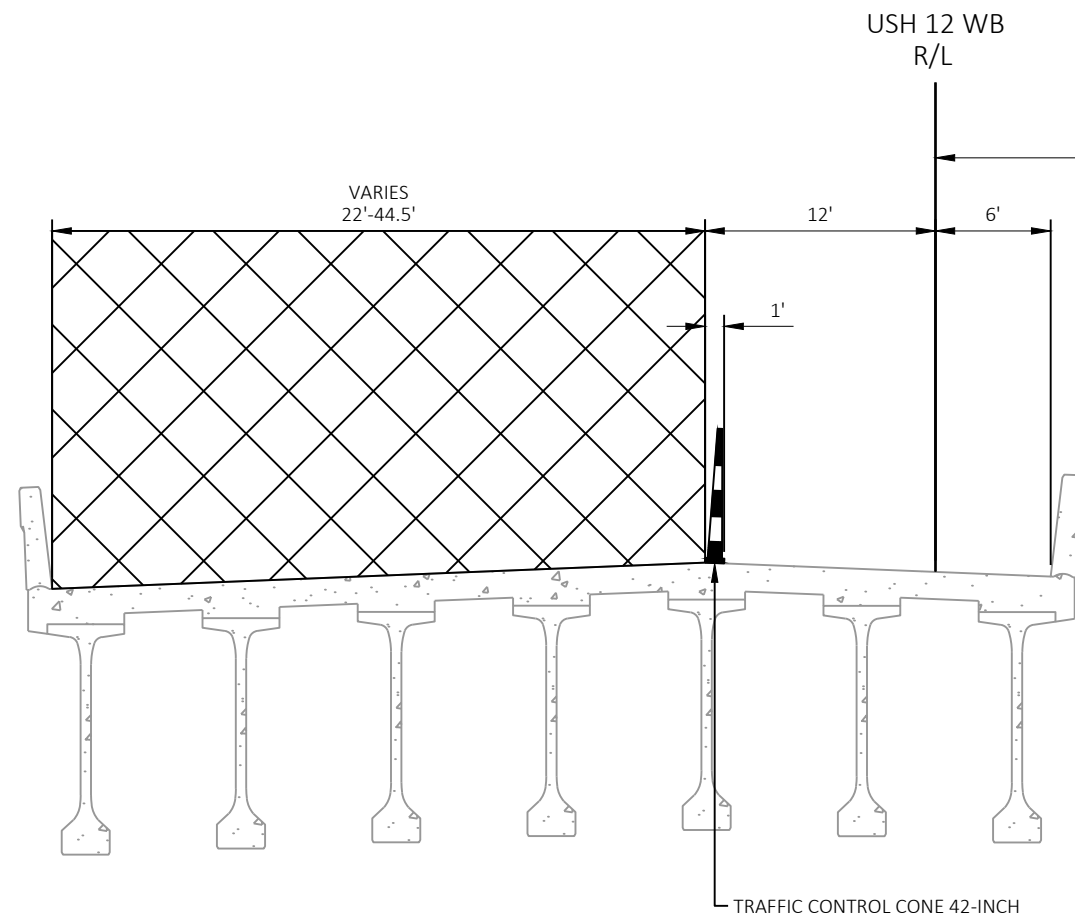


TRAFFIC CONTROL - STAGE 1B TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-206
STA 359'WB'+39.34 TO STA 361'WB'+68.00

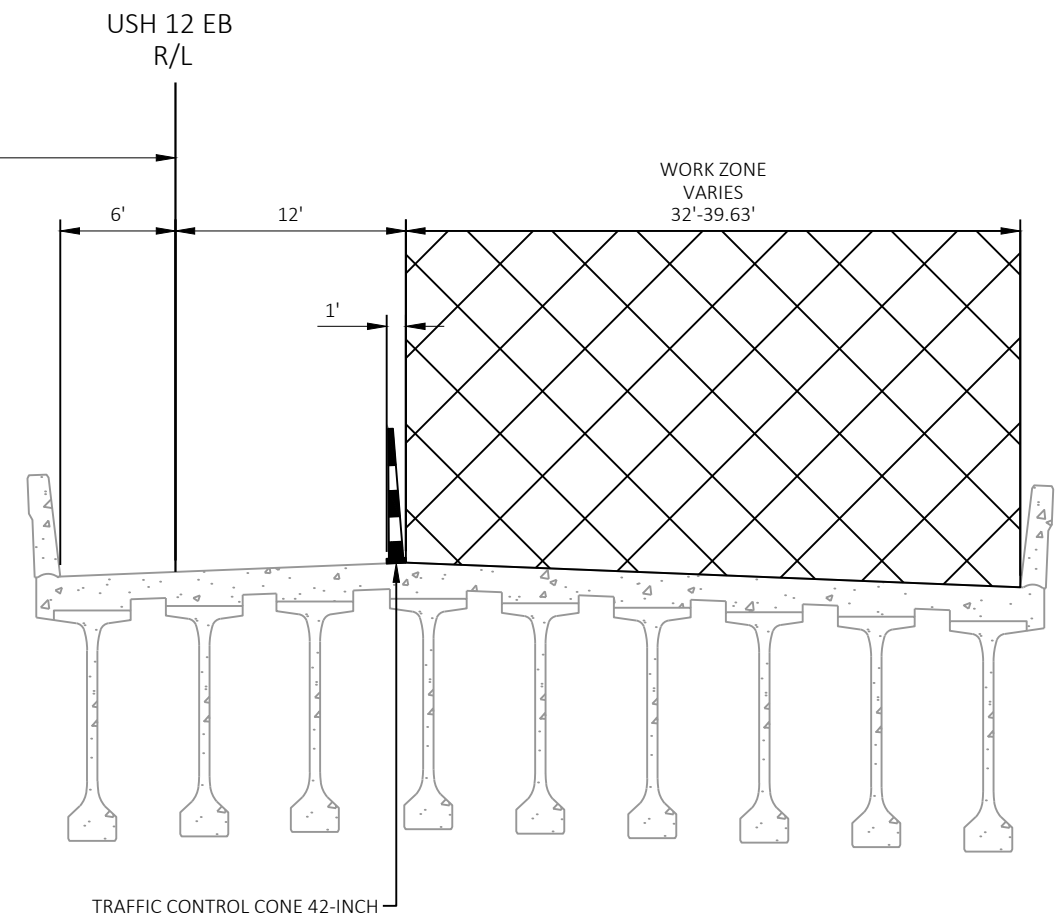
60'



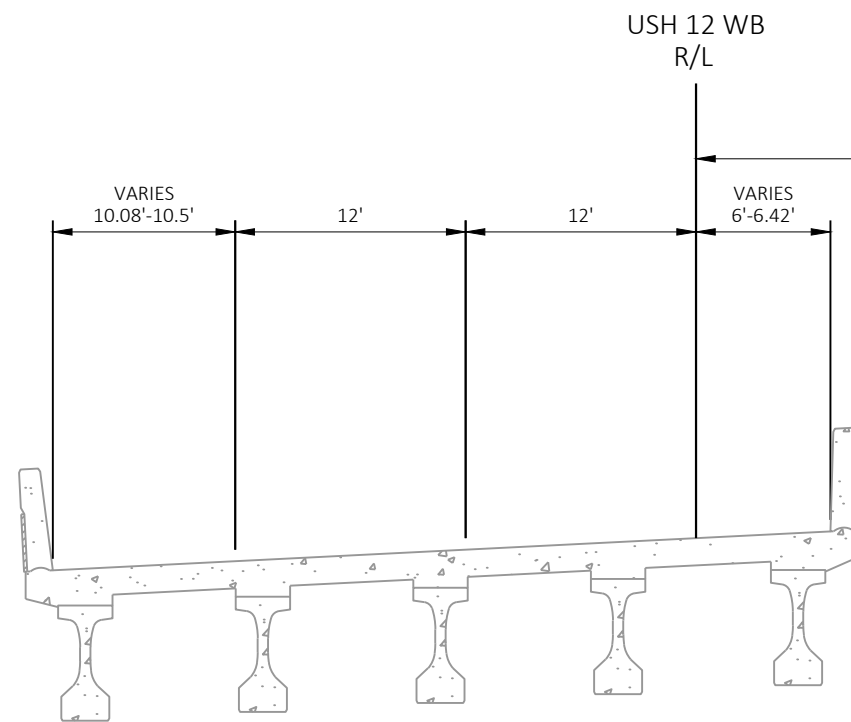
TRAFFIC CONTROL - STAGE 1B TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-205
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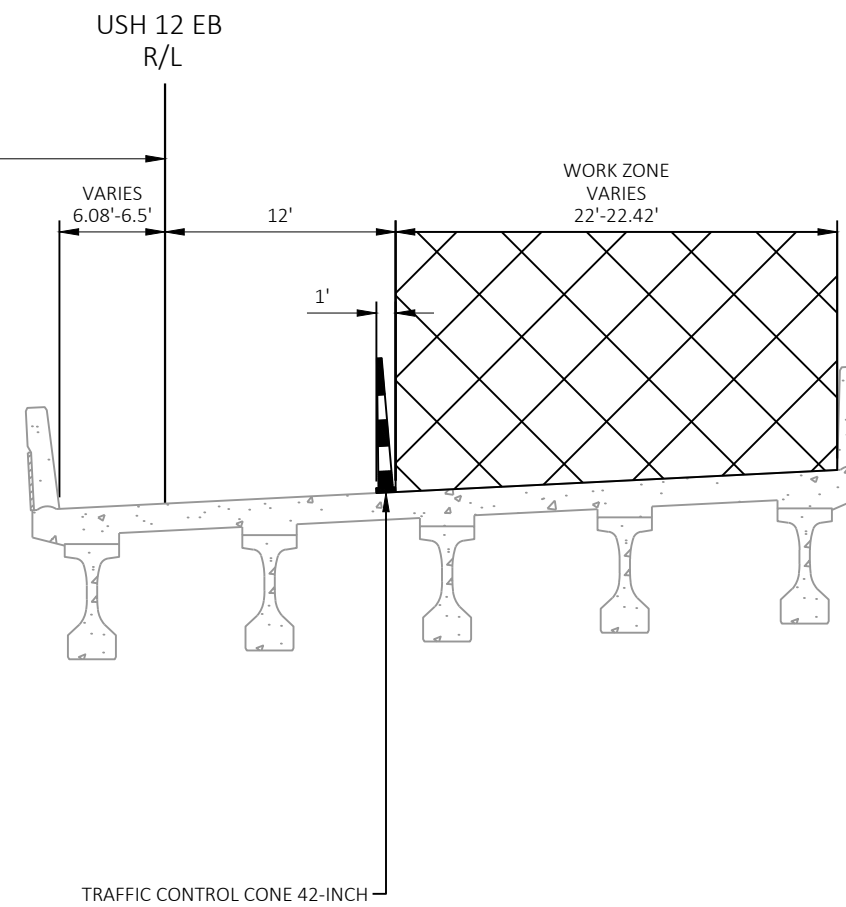
TRAFFIC CONTROL - STAGE 2A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE WITH EXIT RAMP CLOSURE
B-56-208
STA 372'WB'+82.88 TO STA 380'WB'+89.31



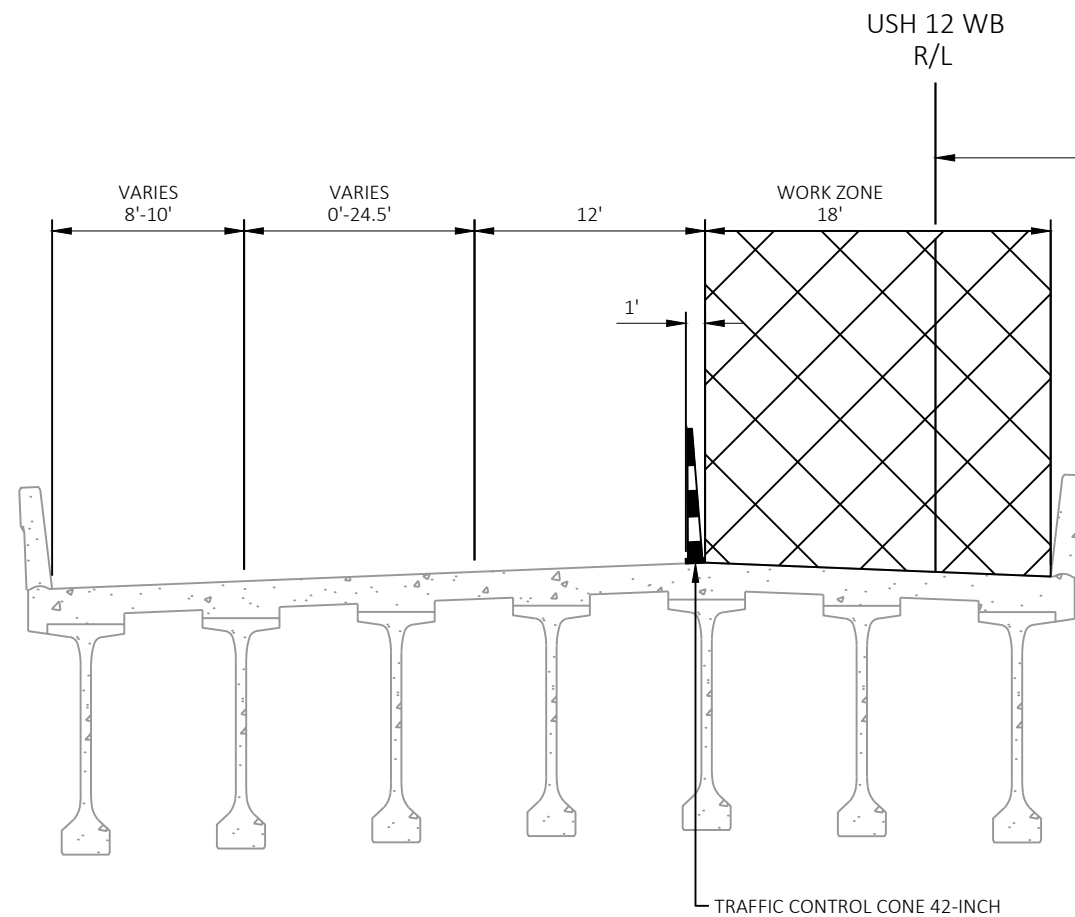
TRAFFIC CONTROL - STAGE 2A TYPICAL SECTION - USH 12 EB SINGLE LANE WITH ENTRANCE RAMP CLOSURE
B-56-207
STA 372'EB'+93.46 TO STA 380'EB'+99.90



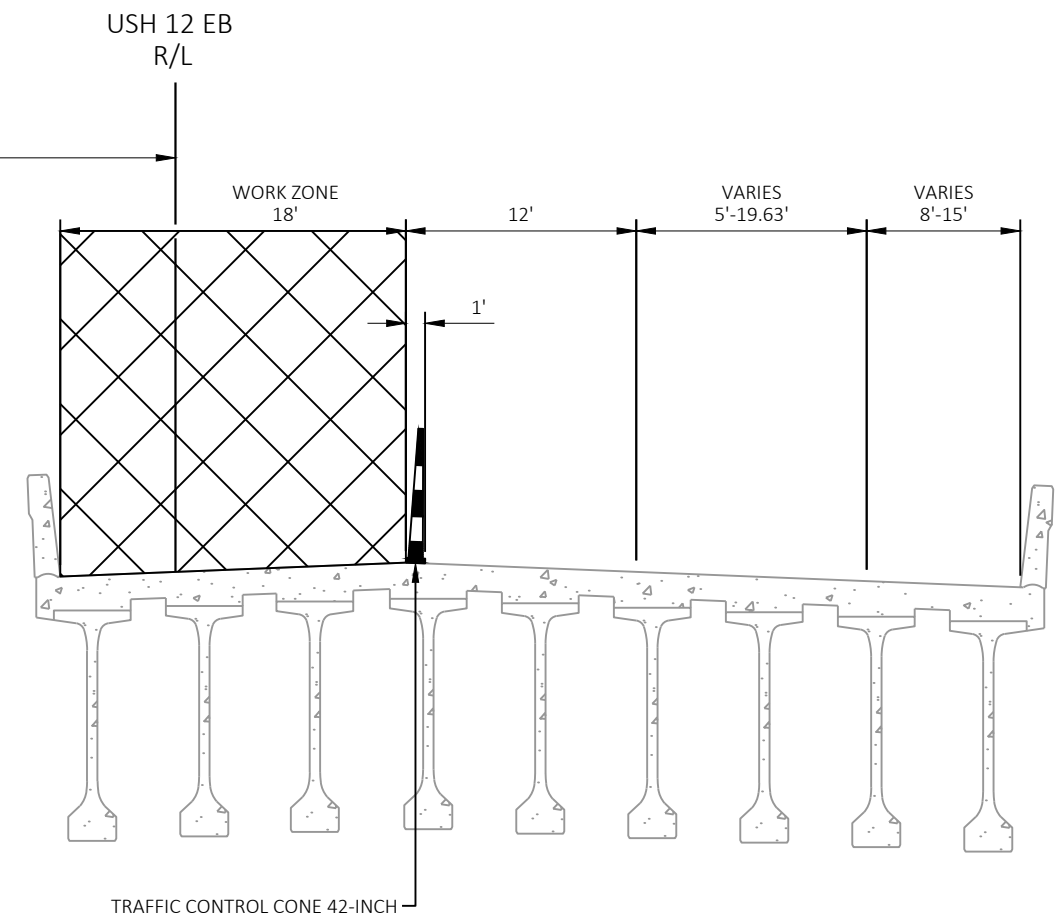
TRAFFIC CONTROL - STAGE 2A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-210
STA 414'WB'+07.67 TO STA 416'WB'+12.19



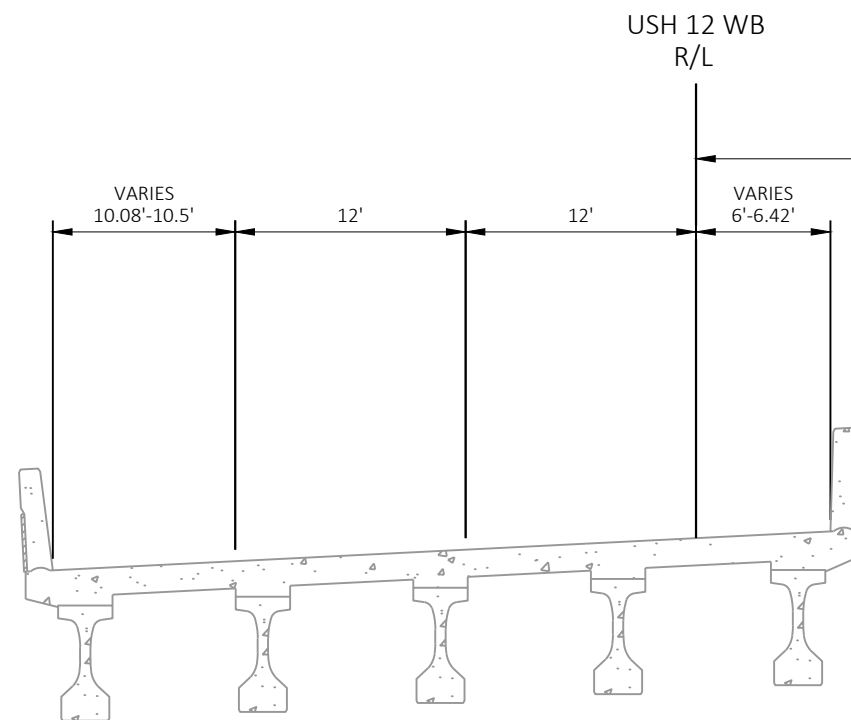
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B-56-209
STA 414'EB'+20.08 TO STA 416'EB'+24.60



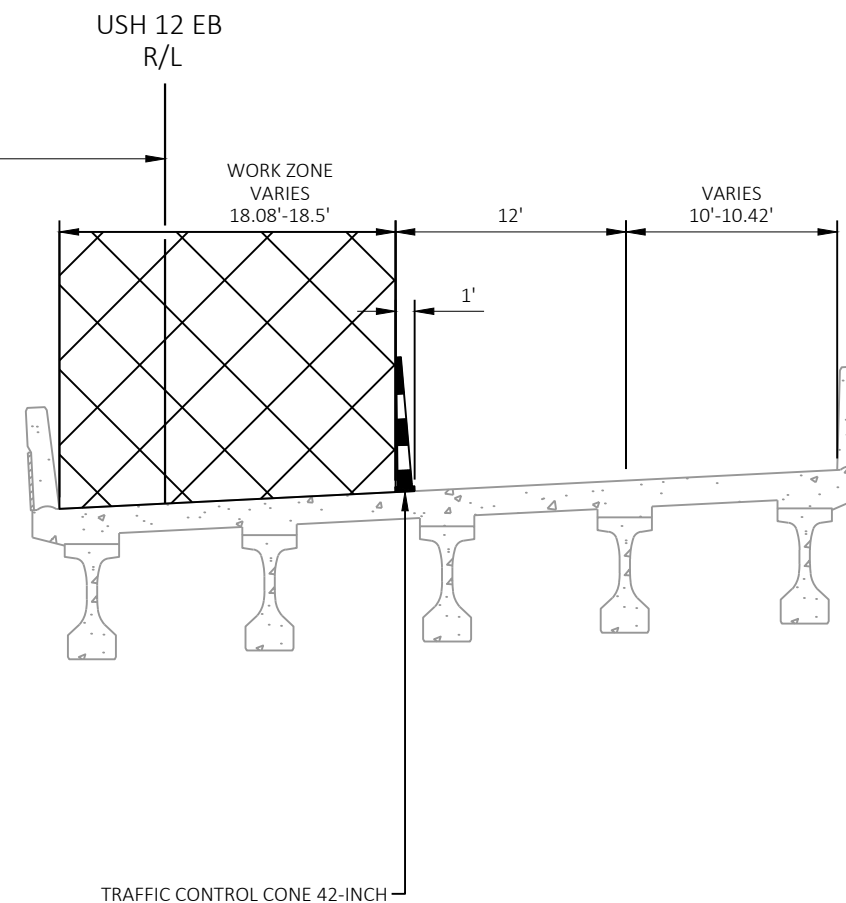
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B-56-208
STA 372'WB'+82.88 TO STA 380'WB'+89.31



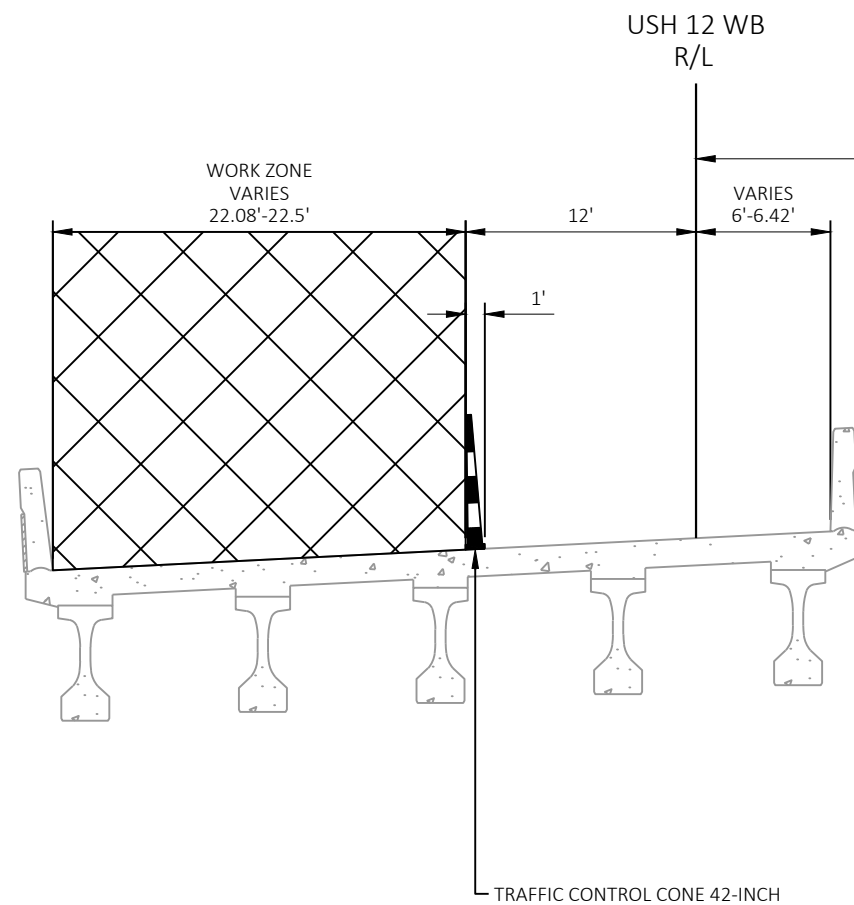
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B-56-207
STA 372'EB'+93.46 TO STA 380'EB'+99.90



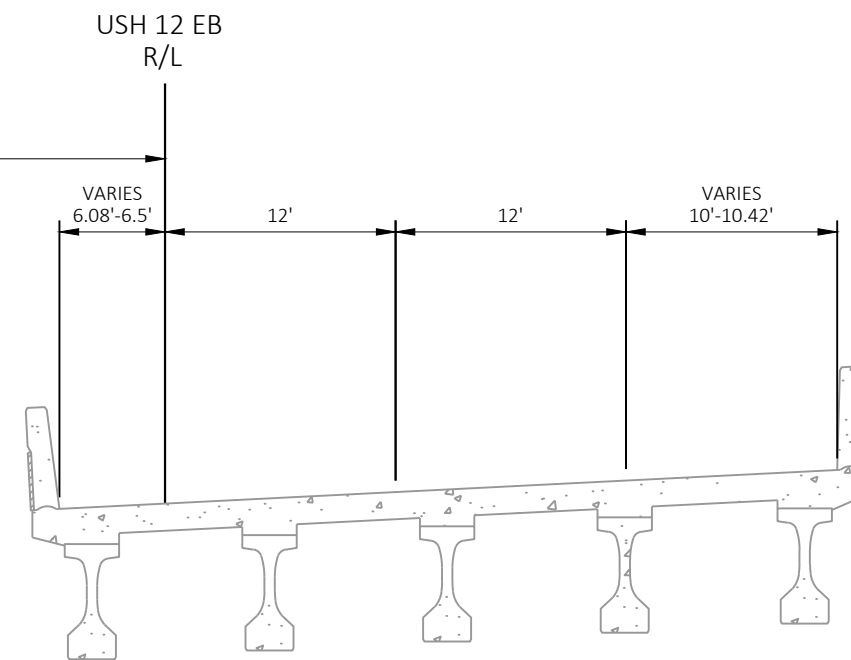
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B-56-210
STA 414'WB'+07.67 TO STA 416'WB'+12.19



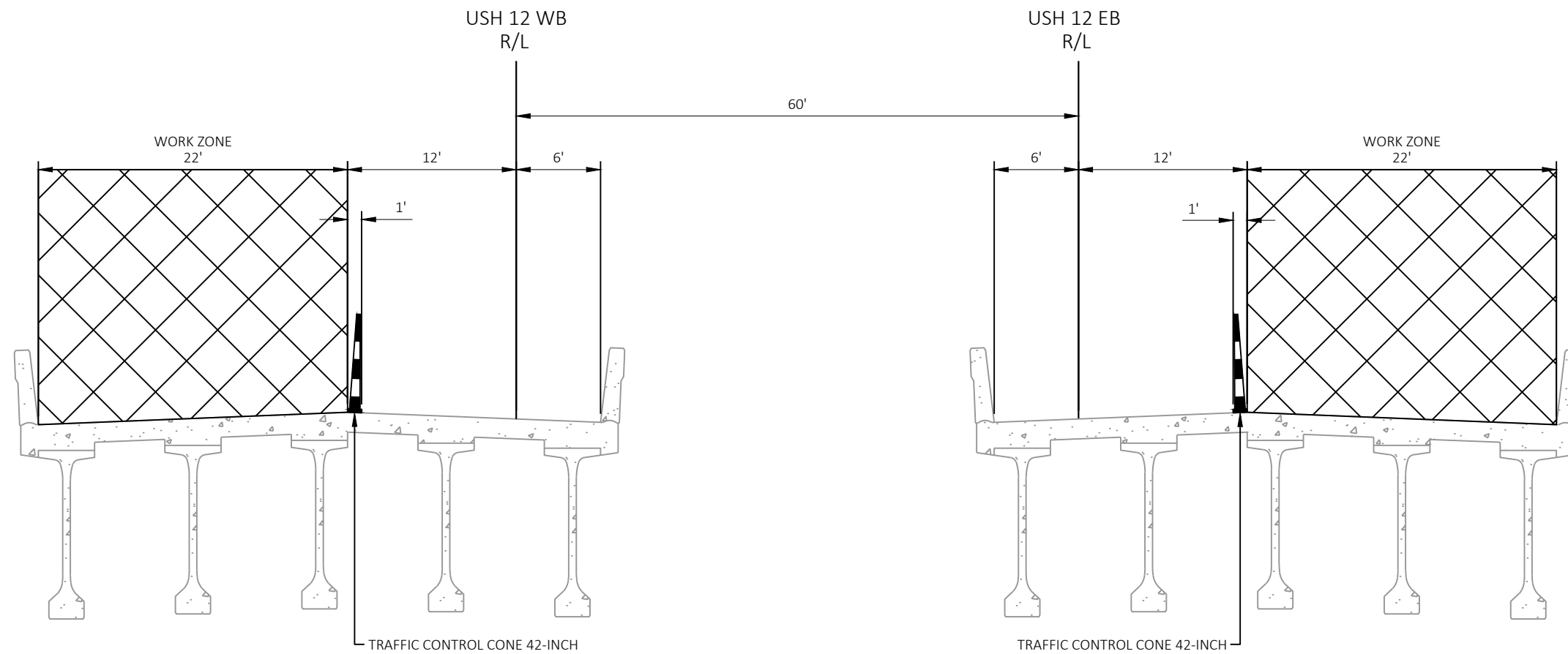
TRAFFIC CONTROL - STAGE 2B TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-209
STA 414'EB'+20.08 TO STA 416'EB'+24.60



TRAFFIC CONTROL - STAGE 3A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-210
STA 414'WB'+07.67 TO STA 416'WB'+12.19

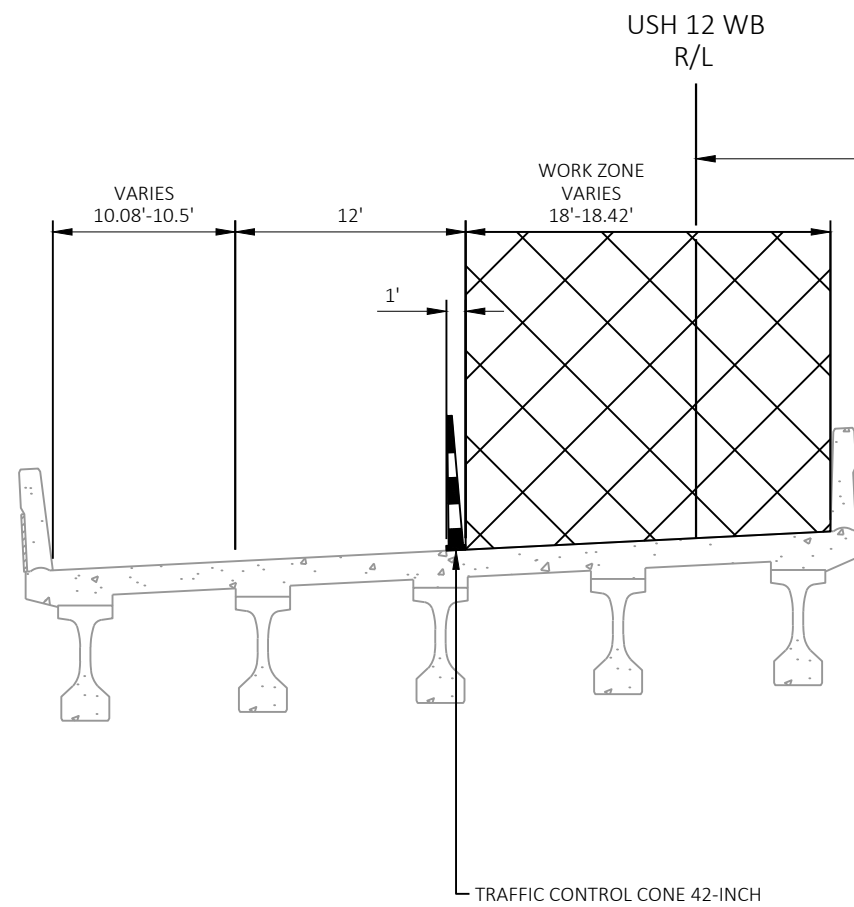


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B-56-209
STA 414'EB'+20.08 TO STA 416'EB'+24.60



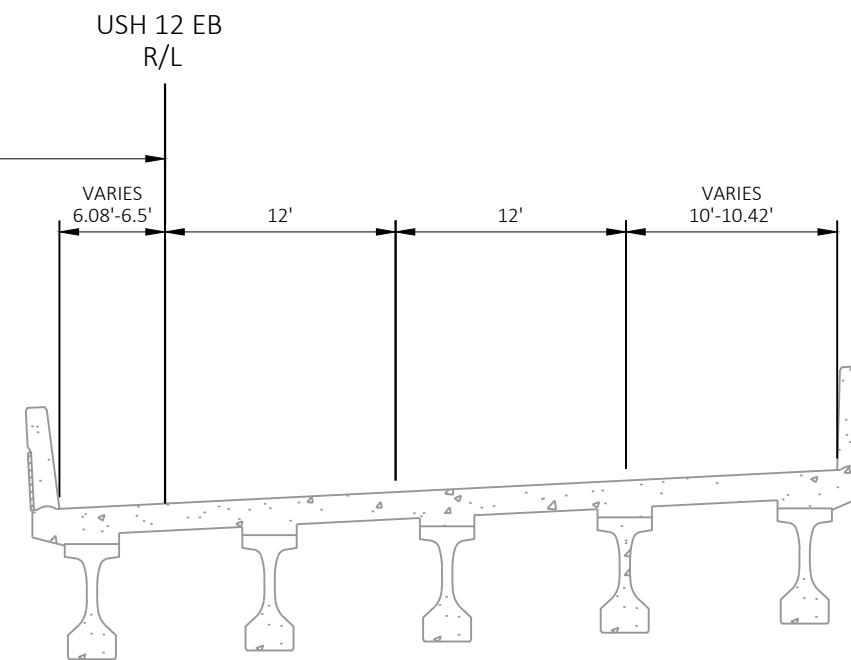
TRAFFIC CONTROL - STAGE 3A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-212
STA 454'WB'+46.74 TO STA 458'WB'+19.28

TRAFFIC CONTROL - STAGE 3A TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-211
STA 454'EB'+57.31 TO STA 458'EB'+29.85

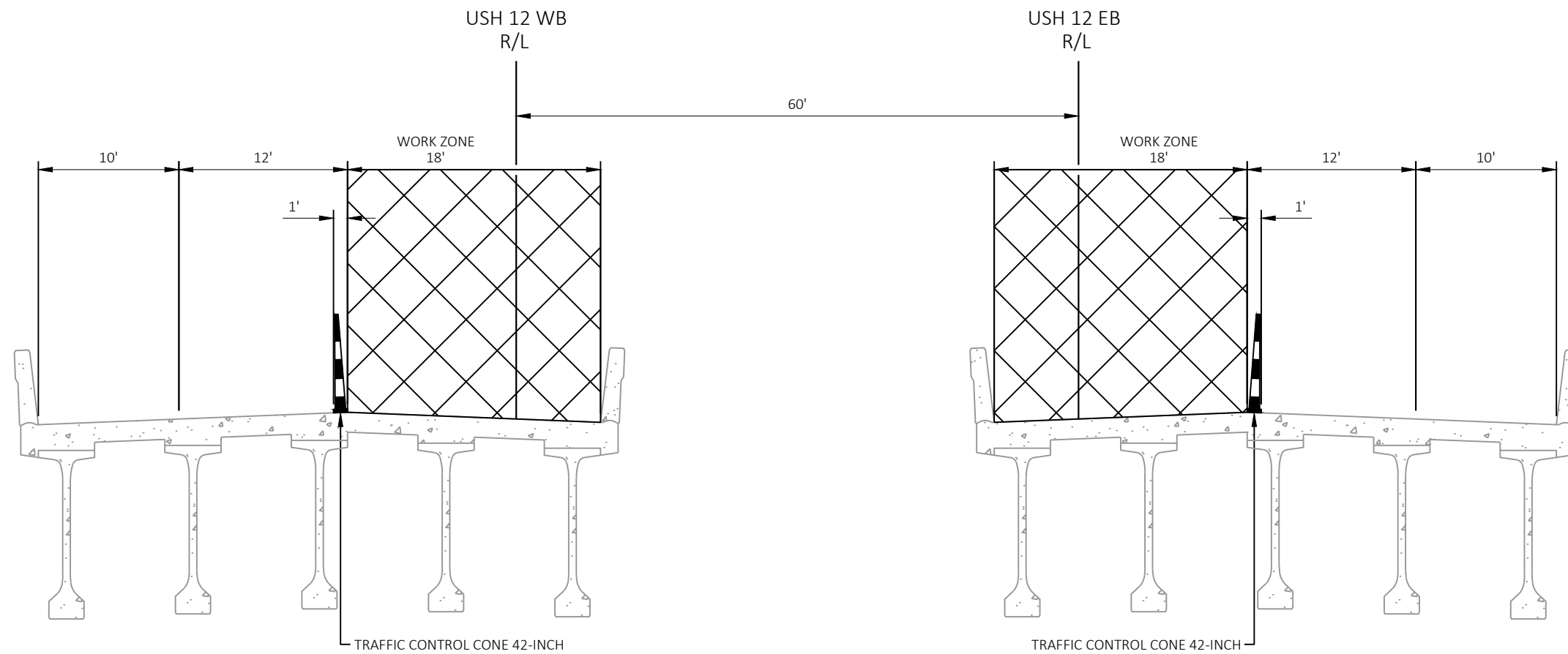


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B-56-210
STA 414'WB'+07.67 TO STA 416'WB'+12.19

60'

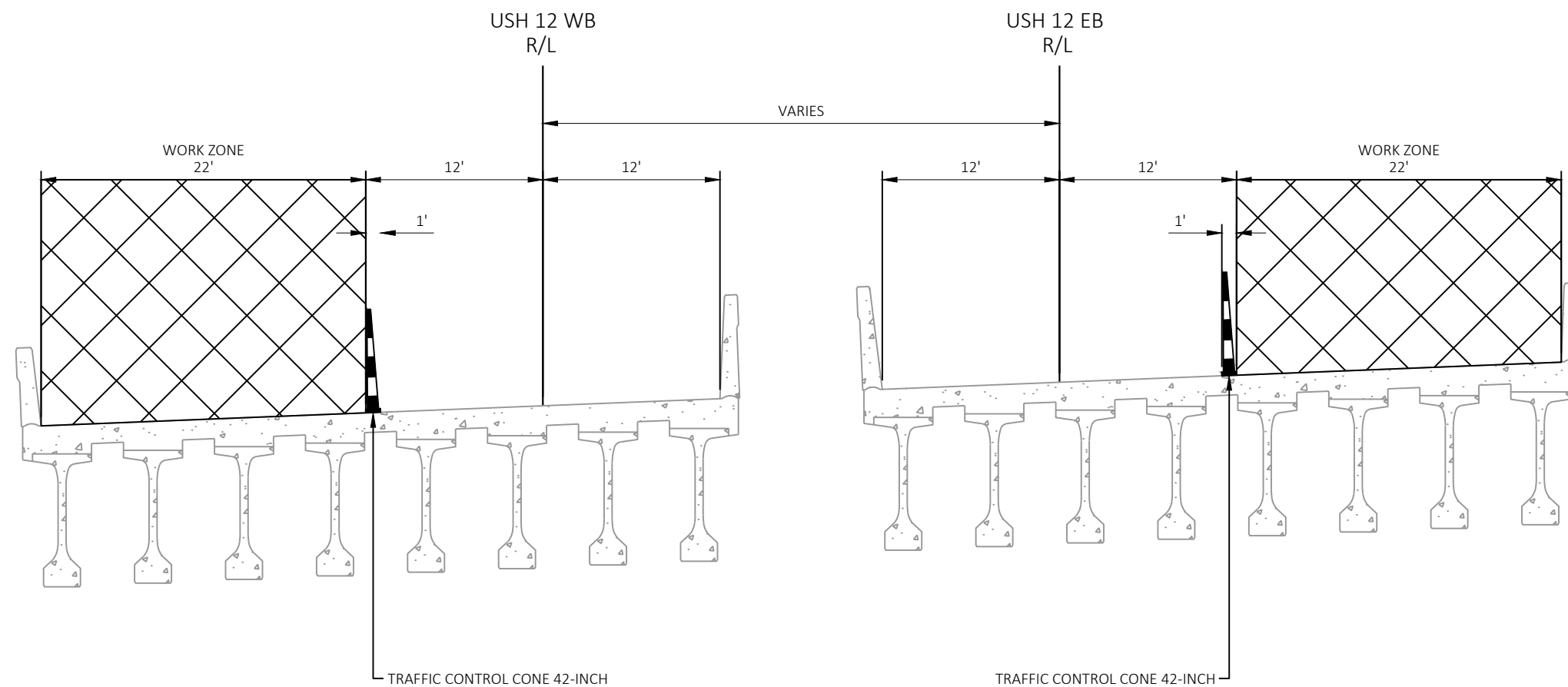


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B-56-209
STA 414'EB'+20.08 TO STA 416'EB'+24.60



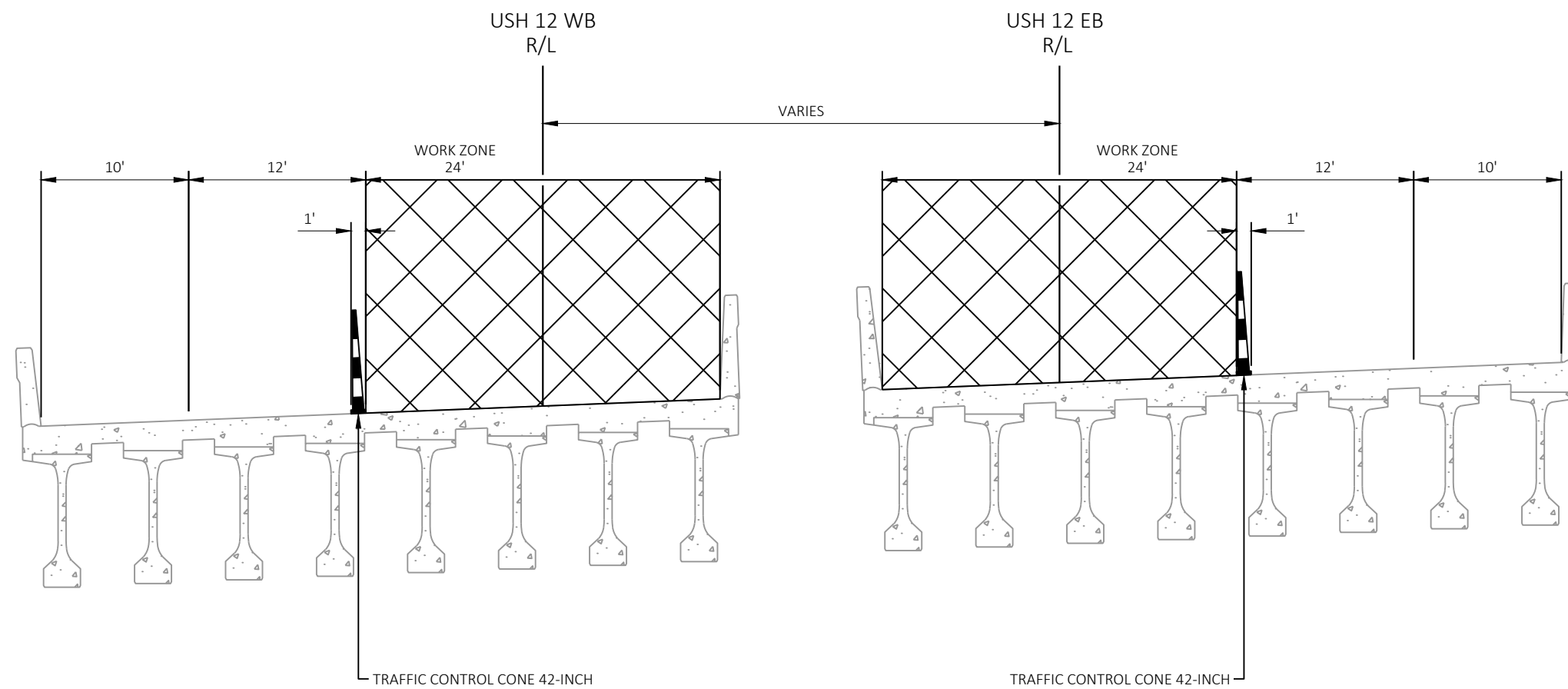
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B-56-212
STA 454'WB'+46.74 TO STA 458'WB'+19.28

TRAFFIC CONTROL - STAGE 3B TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-211
STA 454'EB'+57.31 TO STA 458'EB'+29.85



TRAFFIC CONTROL - STAGE 4A TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-214
STA 514'WB'+91.47 TO STA 518'WB'+71.52

TRAFFIC CONTROL - STAGE 4A TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-215
STA 515'EB'+12.56 TO STA 518'EB'+95.11



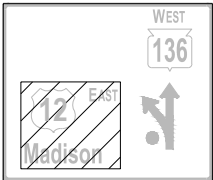
TRAFFIC CONTROL - STAGE 4B TYPICAL SECTION - USH 12 WB SINGLE LANE CLOSURE
B-56-214
STA 514'WB'+91.47 TO STA 518'WB'+71.52

TRAFFIC CONTROL - STAGE 4B TYPICAL SECTION - USH 12 EB SINGLE LANE CLOSURE
B-56-215
STA 515'EB'+12.56 TO STA 518'EB'+95.11

STAGING OPERATIONS - STANDARD DETAIL DRAWINGS

LEGEND

- 
- TYPE III BARRICADE
- 
- TYPE III BARRICADE WTH ATTACHED SIGN
- 
- TRAFFIC CONTROL DRUM
- 
- TRAFFIC CONTROL DRUM WITH TYPE C STEADY BURN LIGHT
- 
- CONNECTED FLASHING ARROW BOARD
- 
- SIGN ON PERMANENT SUPPORT
- 
- SIGN ON TEMPORARY SUPPORT
- 
- TRAFFIC CONTROL 42-INCH CONE
- 
- TYPE A WARNING LIGHT (FLASHING)
- 
- TYPE C WARNING LIGHT (STEADY BURN)
- 
- WORK AREA
- 
- DIRECTION OF TRAFFIC
- 
- PORTABLE CHANGEABLE MESSAGE BOARD
- 
- TRAFFIC CONTROL CONVERGING SIGNS TYPE II
- 
- WORK ZONE START LOCATION
- 
- WORK ZONE END LOCATION
- 
- DIGITAL SPEED LIMIT TRAILER (DSLTL)



TRAFFIC CONTROL COVERING SIGNS TYPE I

TRAFFIC CONTROL STAGE 1A:

- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM
- SEE SDD TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
- SEE SDD TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

TRAFFIC CONTROL STAGE 1B:

- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM
- SEE SDD TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL STAGE 2A:

- SEE SDD TRAFFIC CONTROL, GUIDANCE SIGNING FOR ON-RAMP CLOSURES
- SEE SDD TRAFFIC CONTROL, GUIDANCE SIGNING FOR OFF-RAMP CLOSURES
- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM
- SEE SDD TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
- SEE SDD TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
- SEE SDD TRAFFIC CONTROL, EXIT RAMP CLOSURE

TRAFFIC CONTROL STAGE 2B:

- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM
- SEE SDD TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE
- SEE SDD TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

TRAFFIC CONTROL STAGE 3A:

- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM
- SEE SDD TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE
- SEE SDD TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE

TRAFFIC CONTROL STAGE 3B:

- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM
- SEE SDD TRAFFIC CONTROL, RAMP WITH LANE CLOSURE
- SEE SDD TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

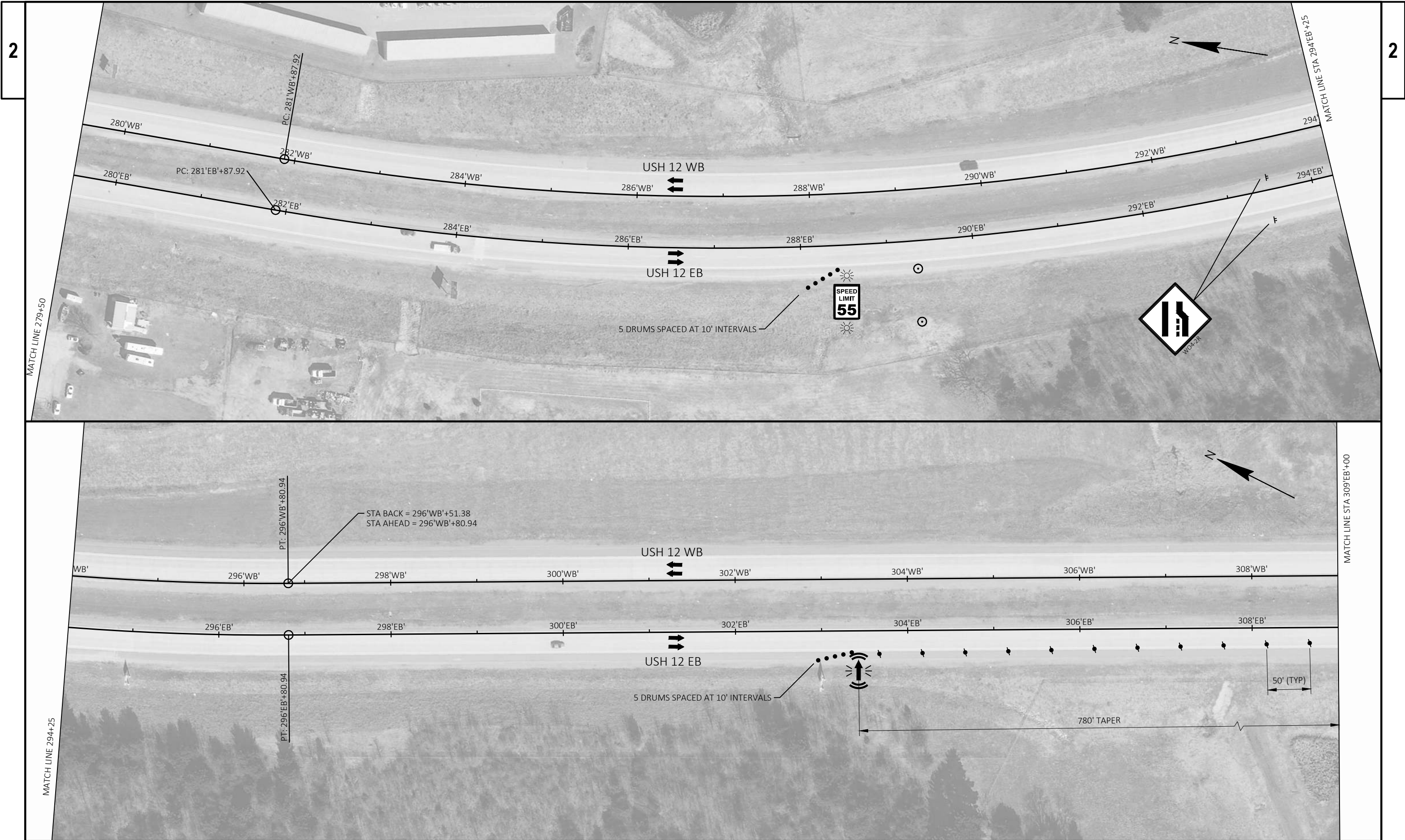
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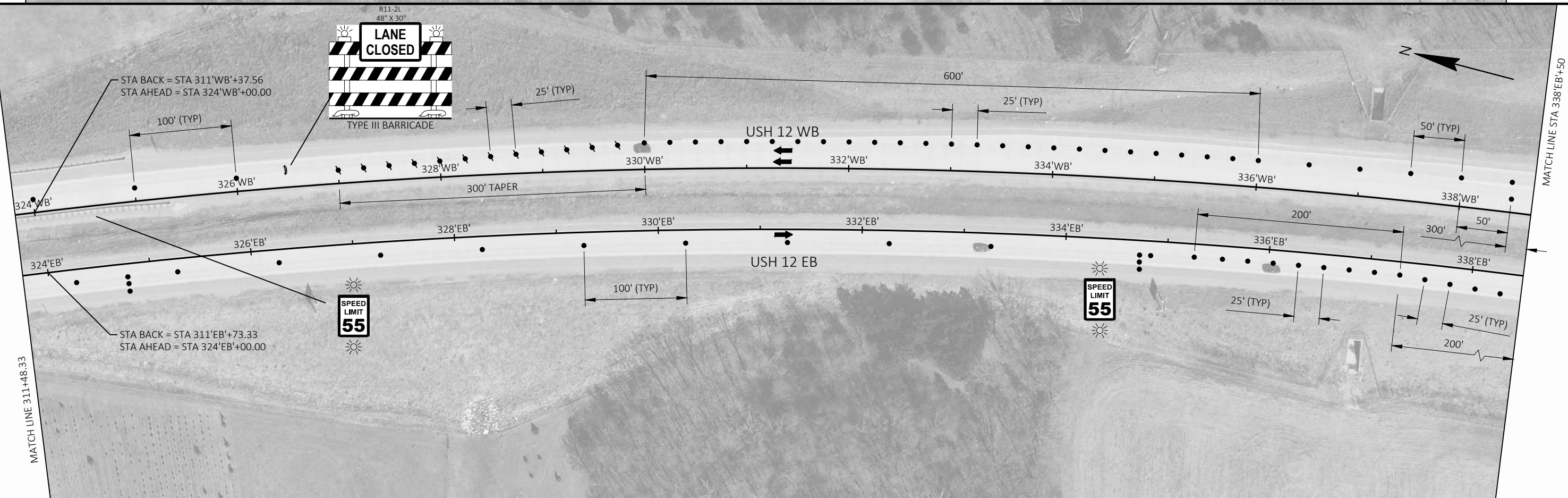
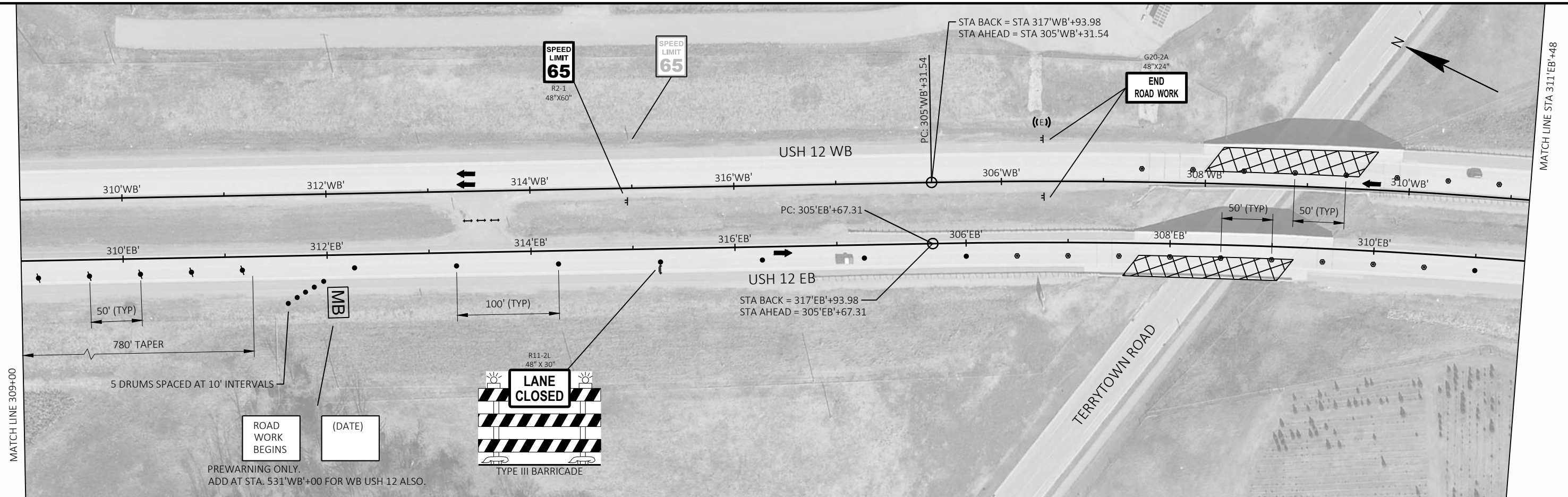
- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

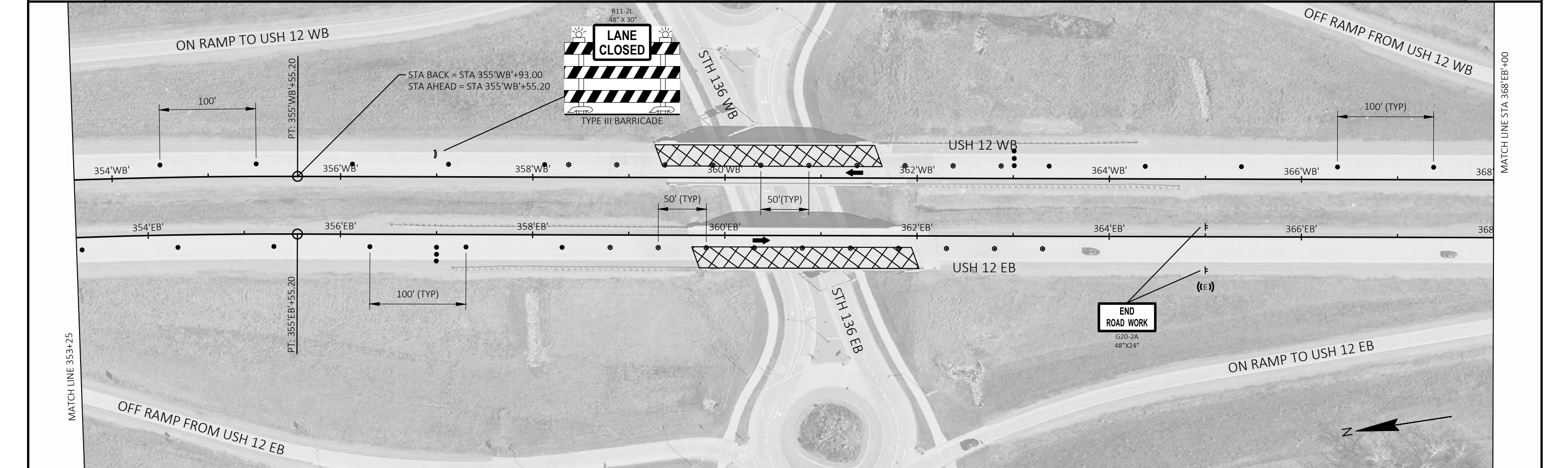
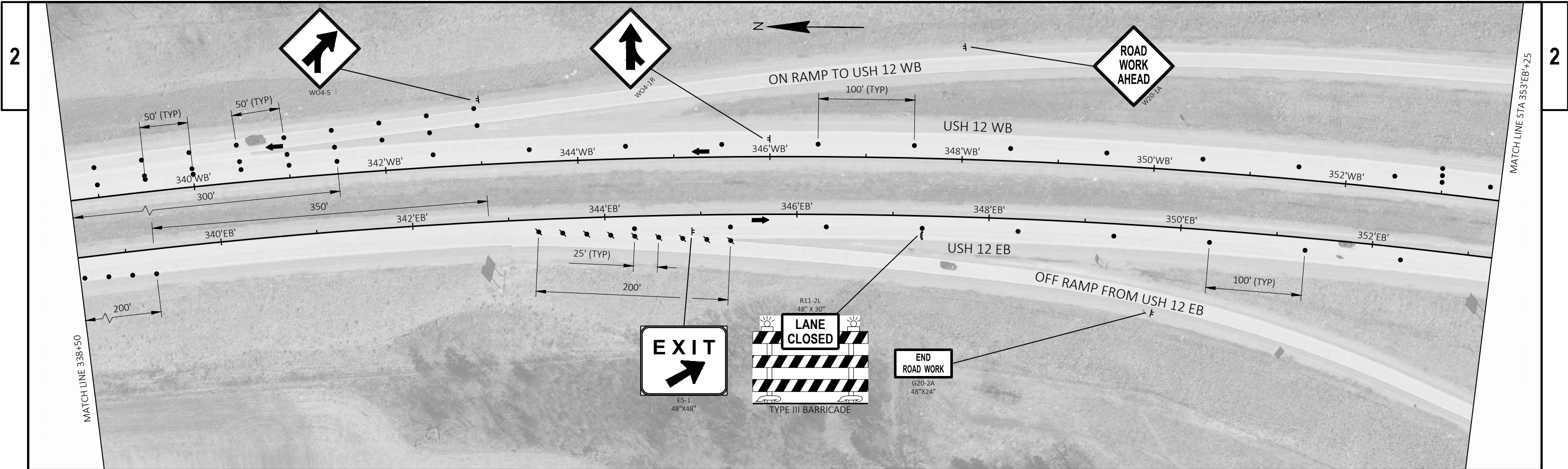
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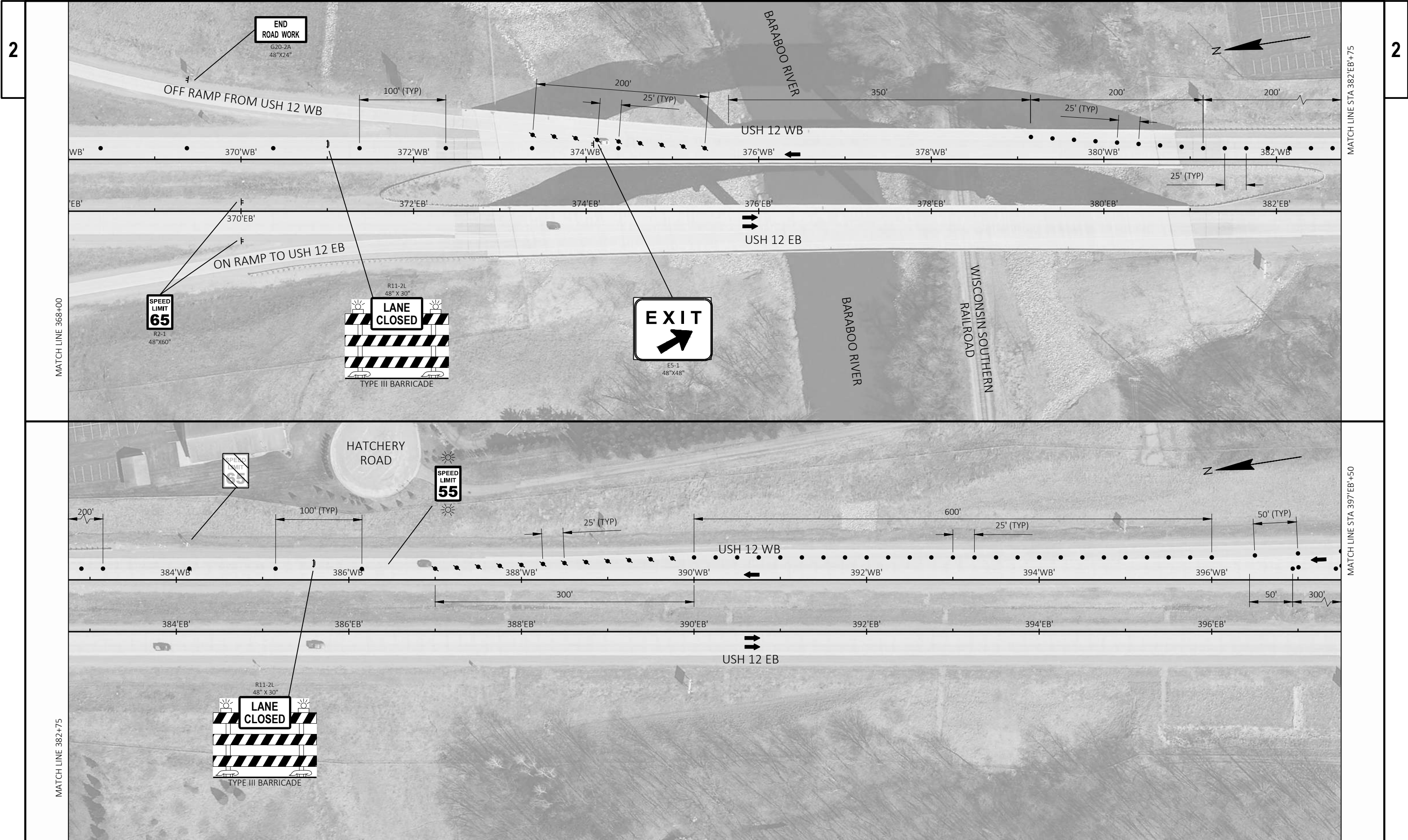
- SEE SDD CHANNELIZING DEVICES - DRUMS, CONES, BARRICADES AND VERTICAL PANEL
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, BASIC QUEUE WARNING SYSTEM
- SEE SDD TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

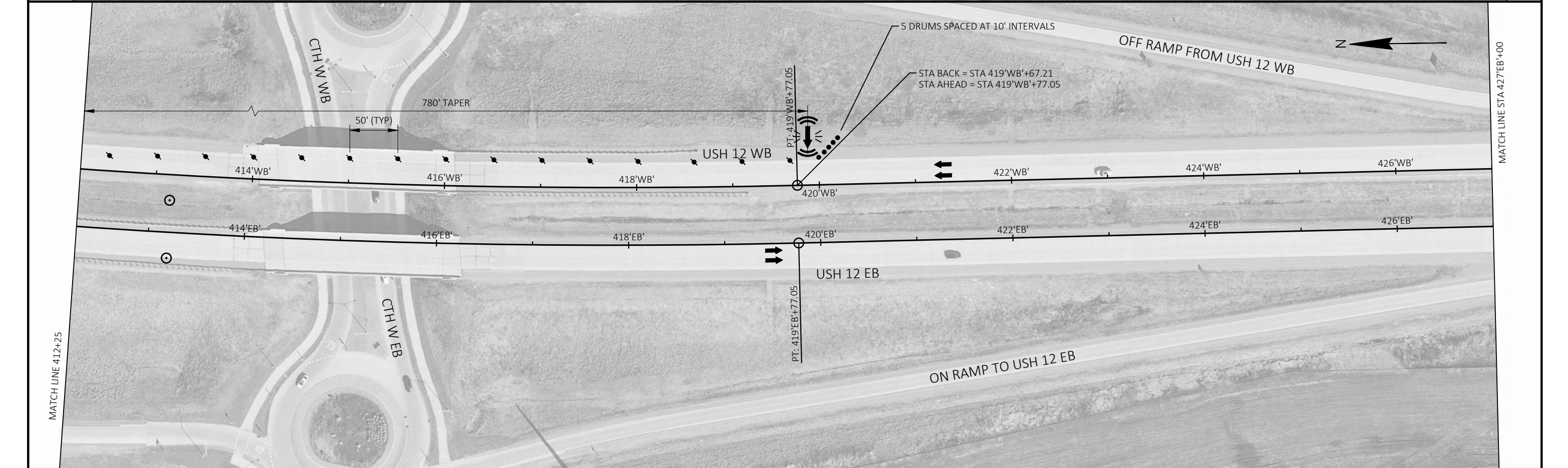
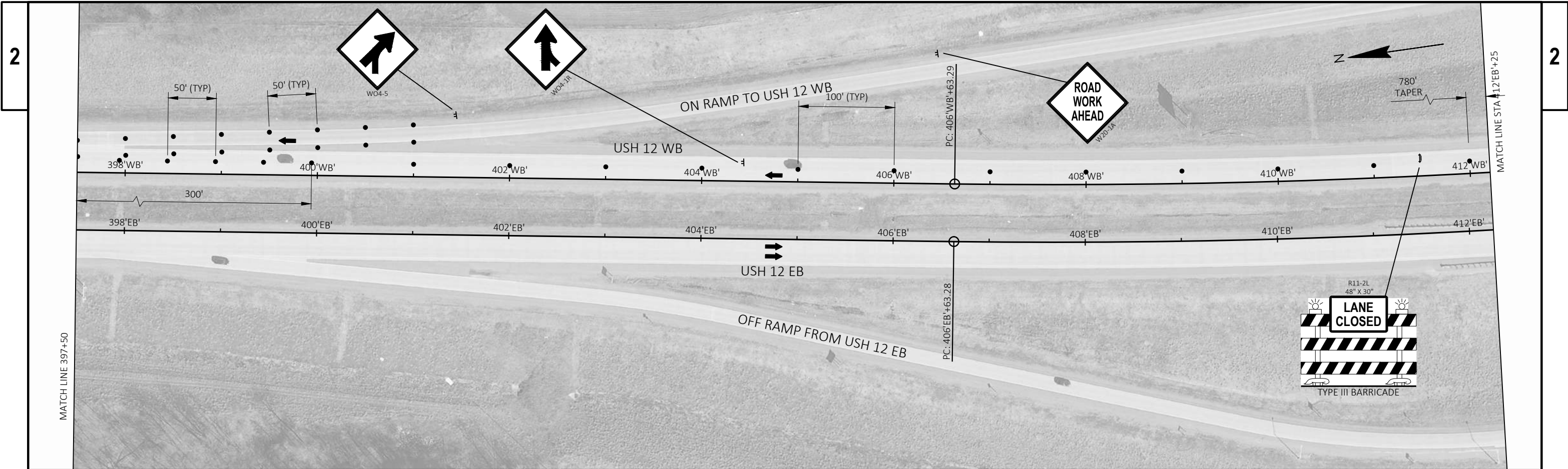


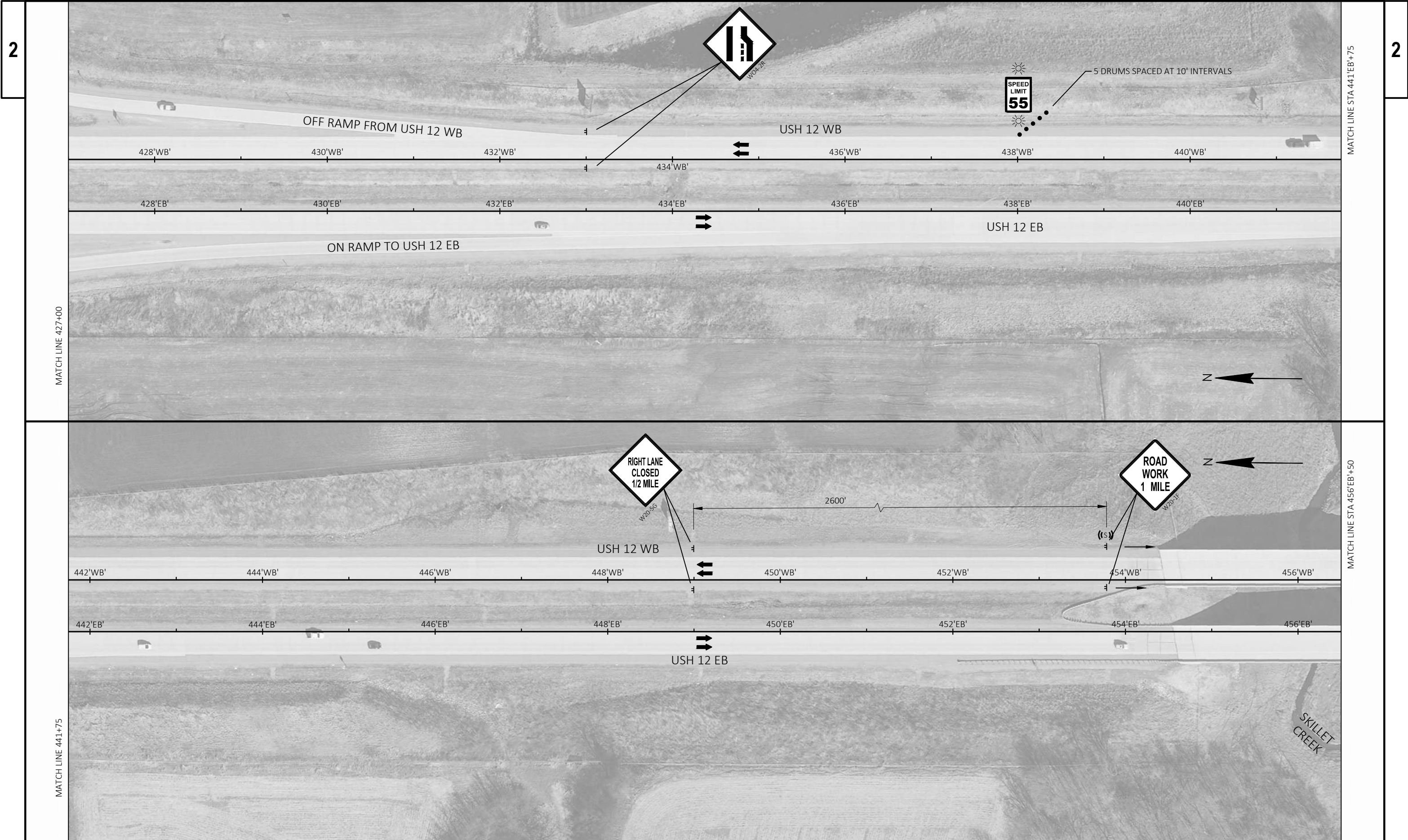


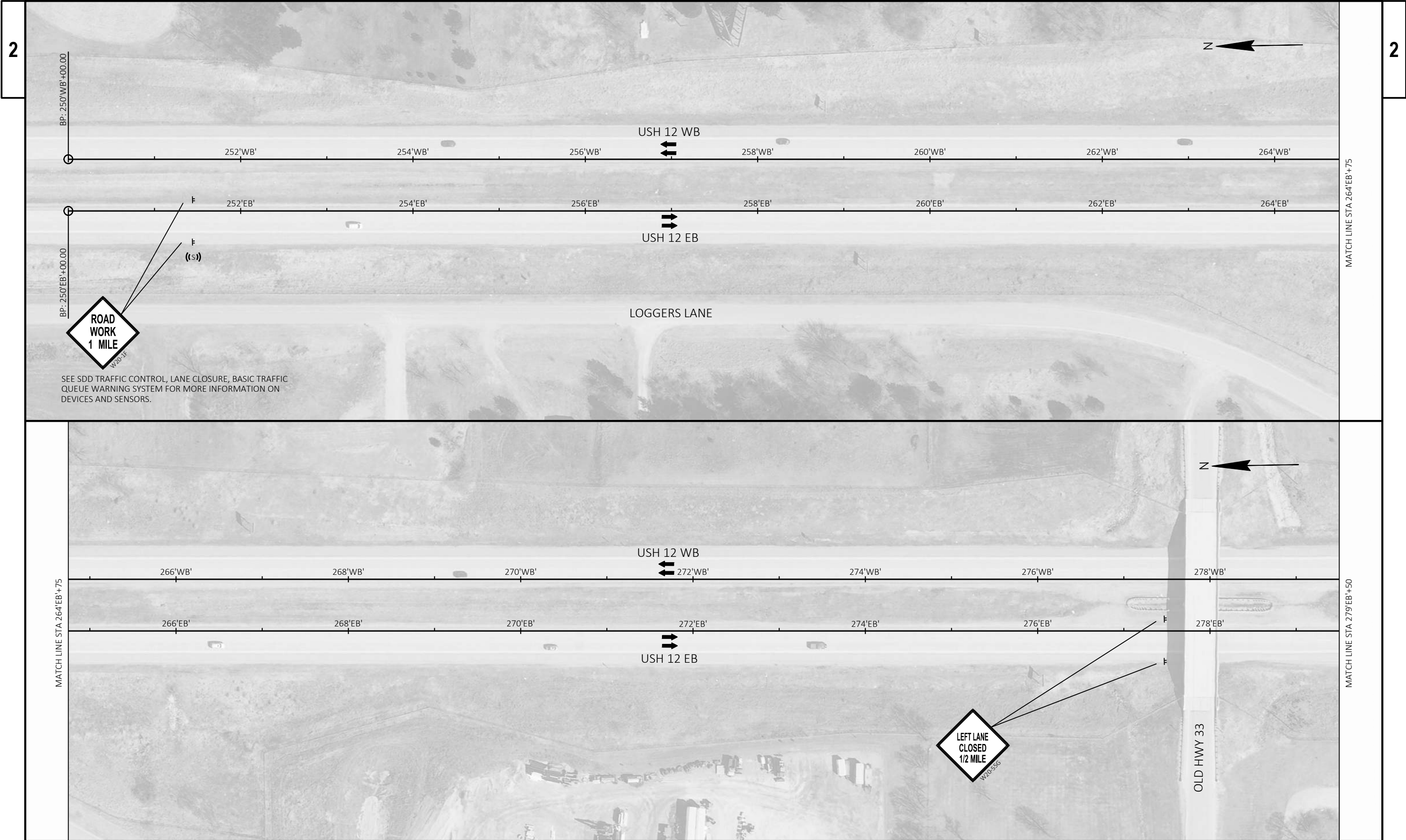




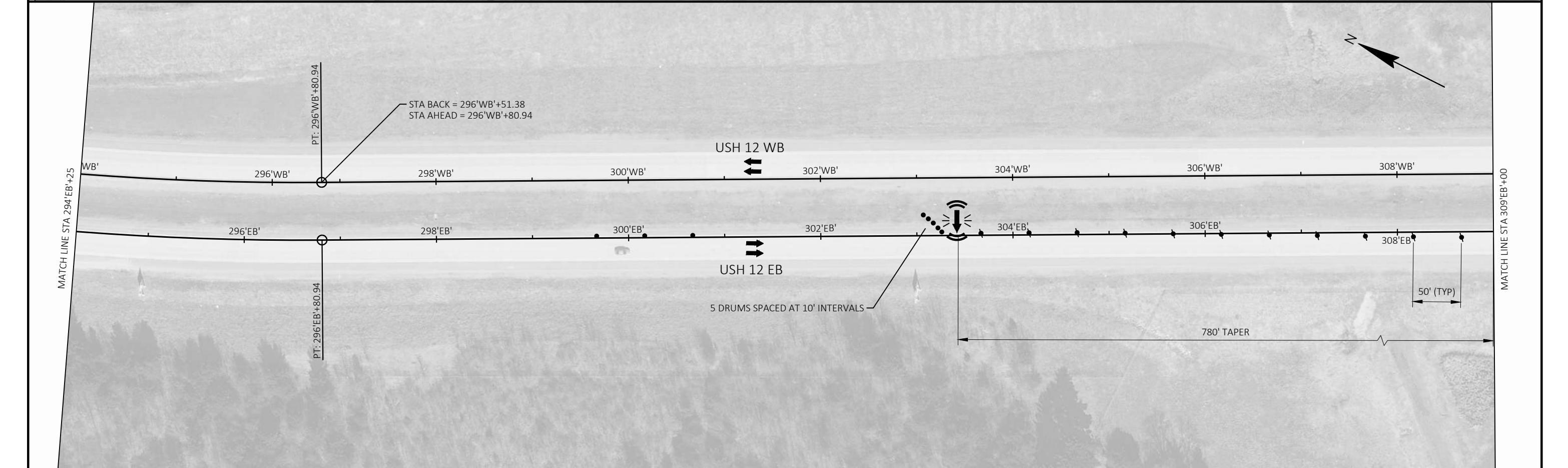
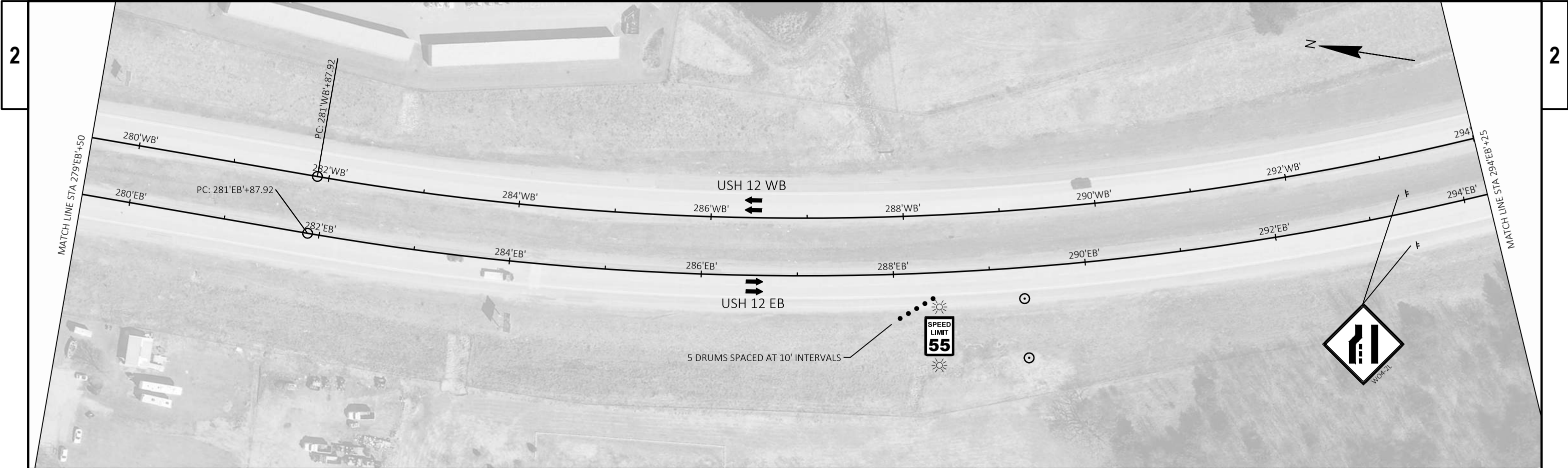


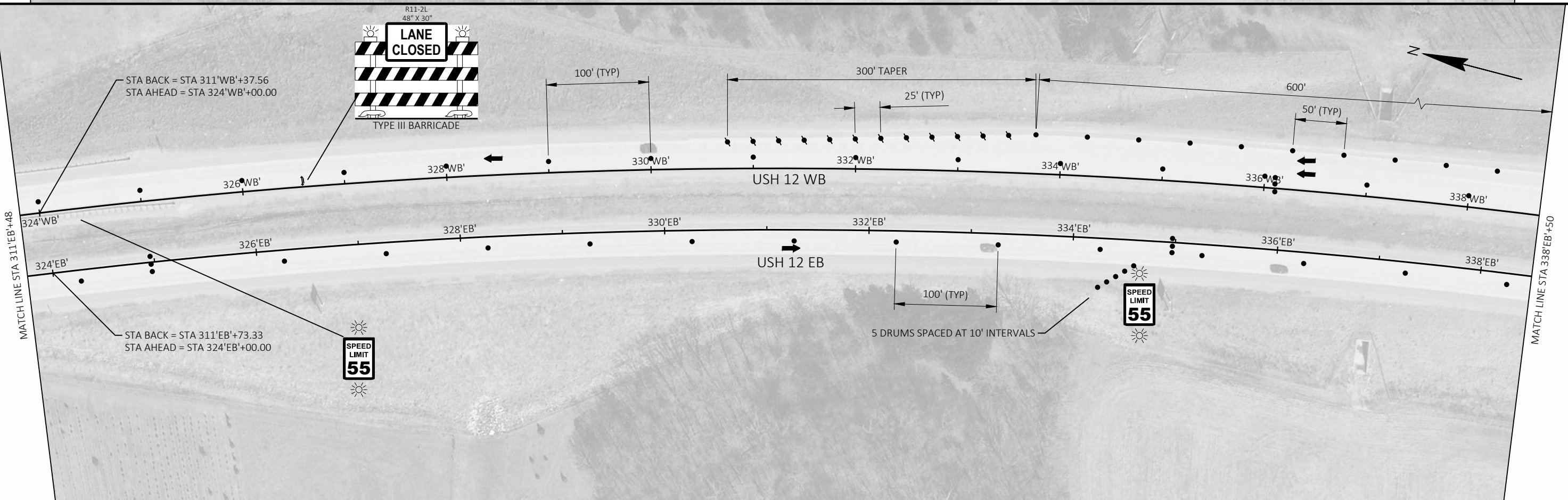


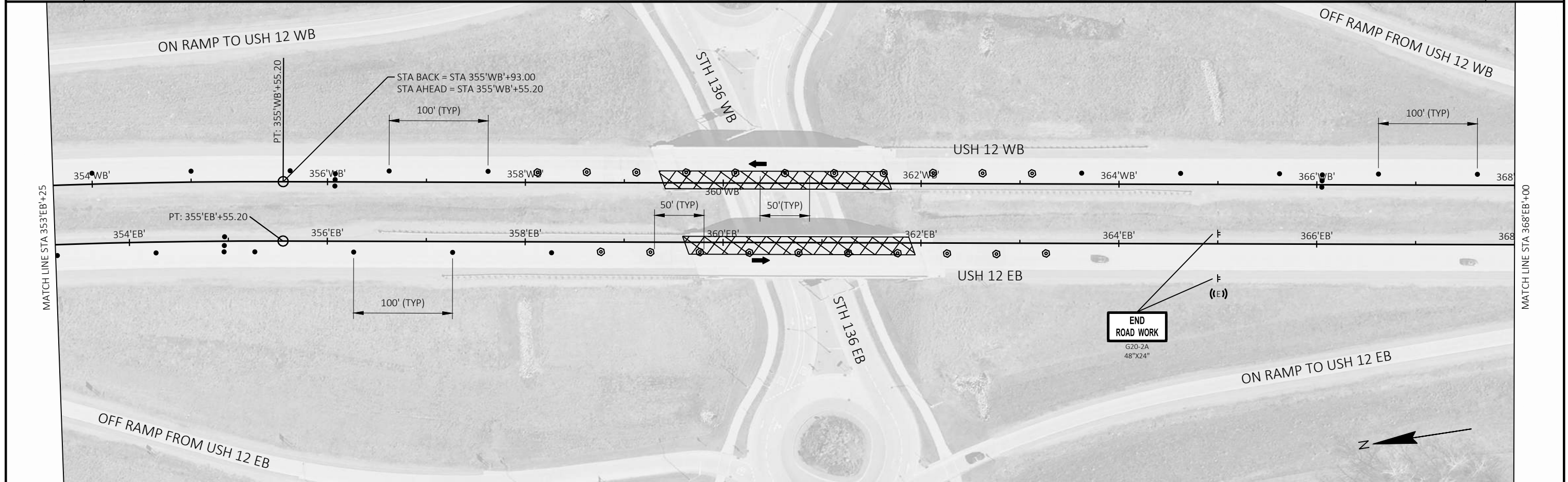
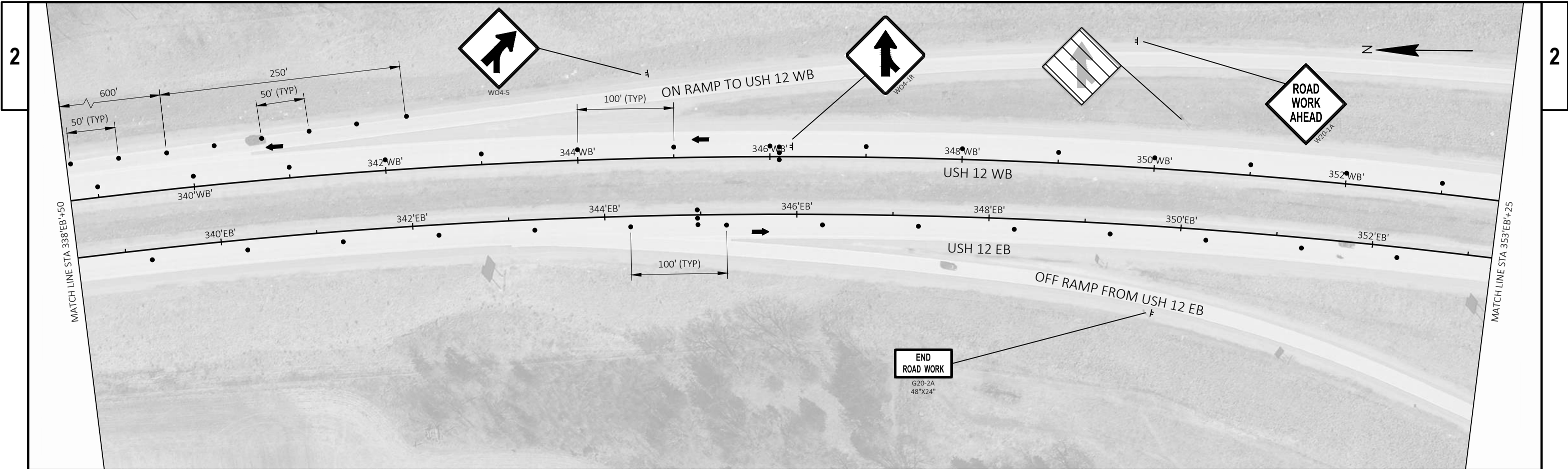


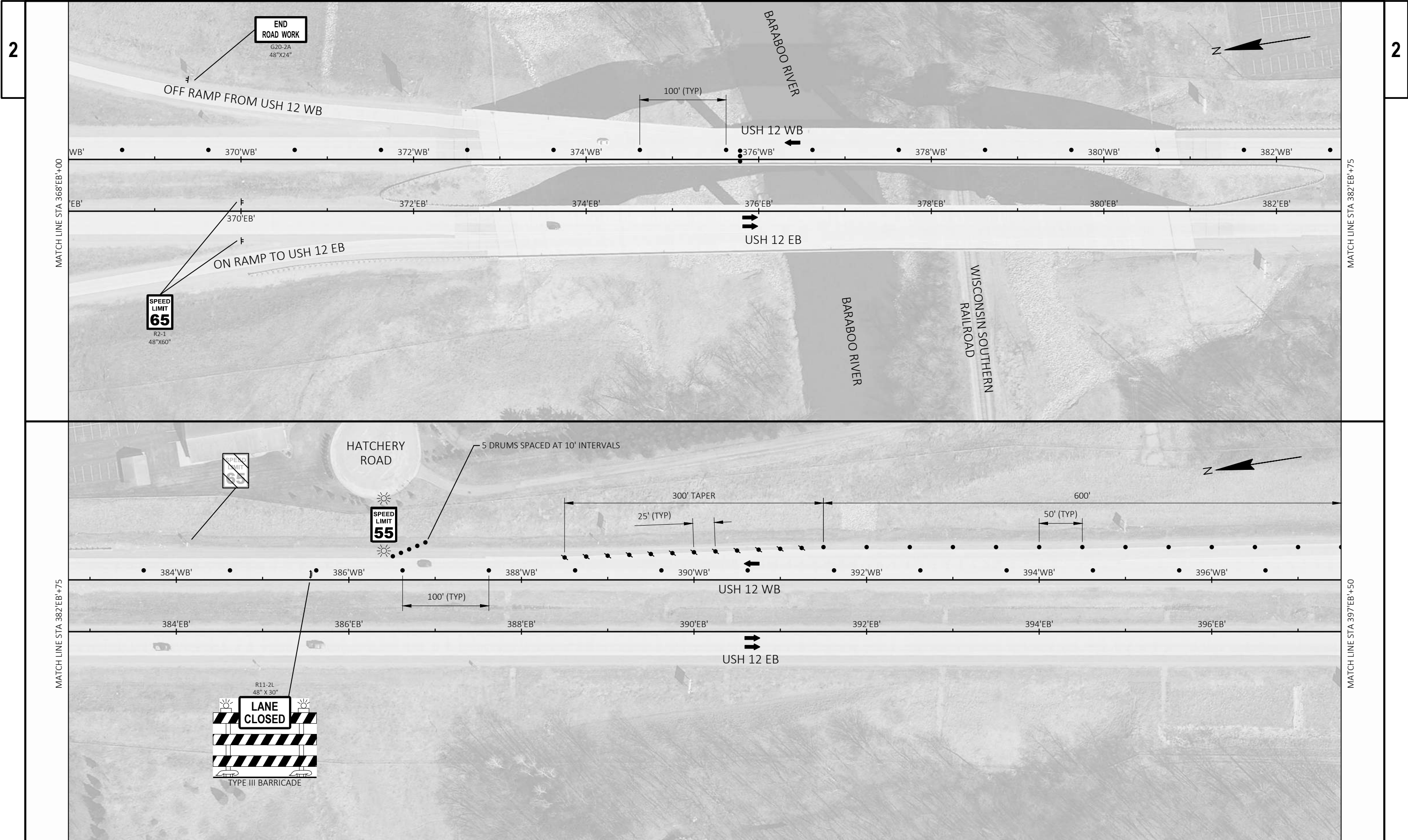


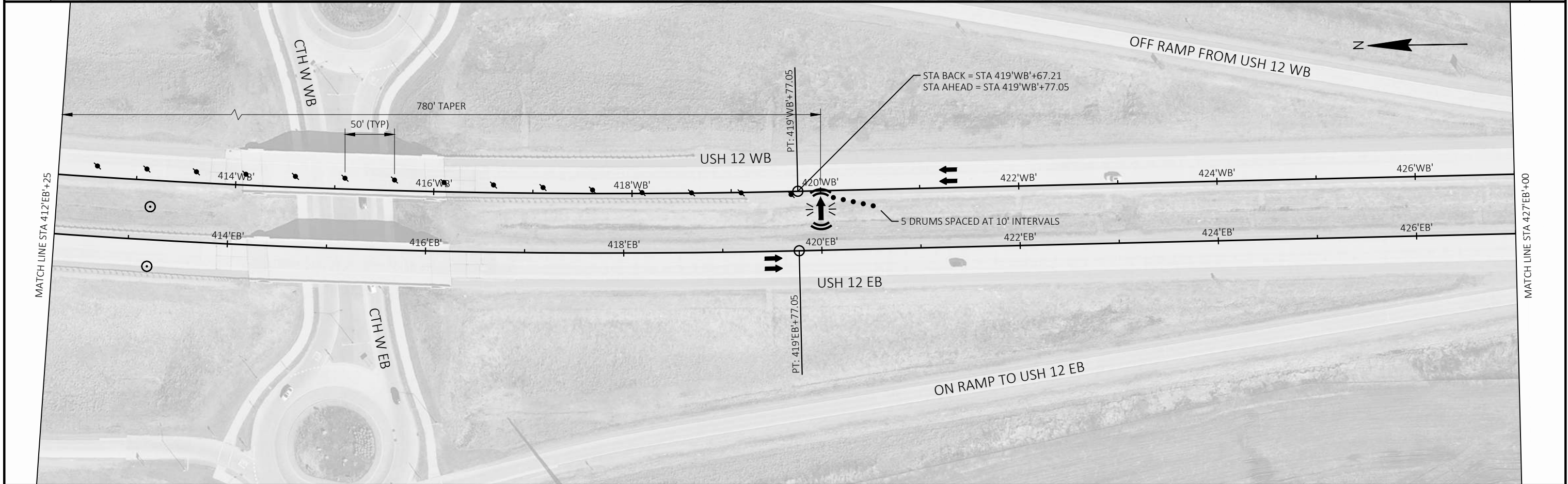
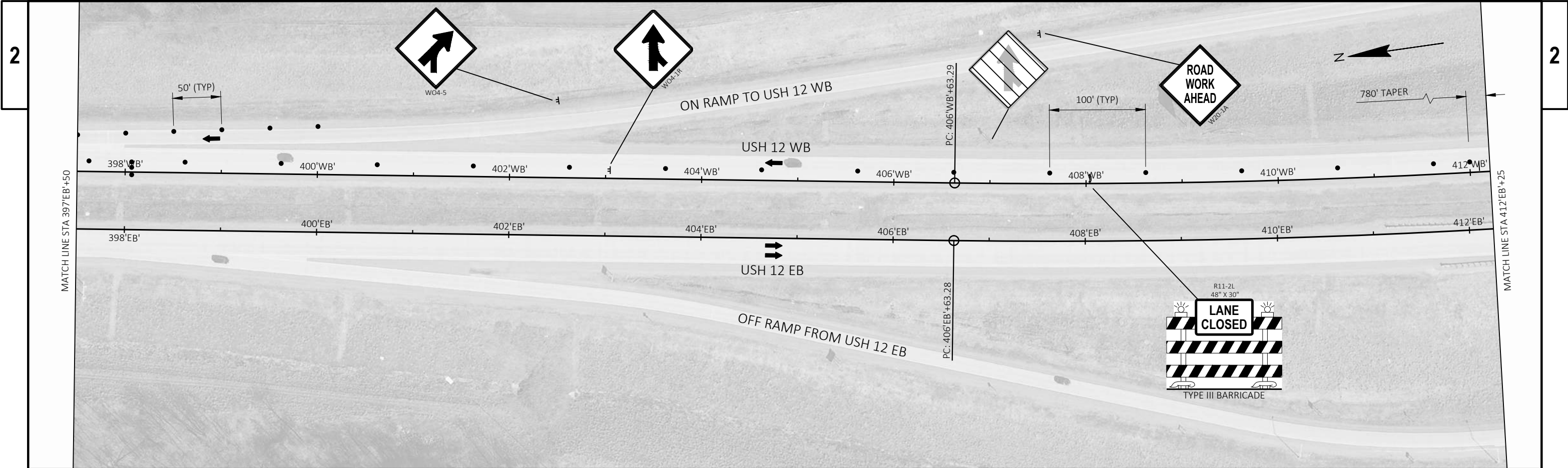
PROJECT NO: 1670-04-82	HWY: USH 12	COUNTY: SAUK	TRAFFIC CONTROL - USH 12 STAGE 1B	SHEET 59	E
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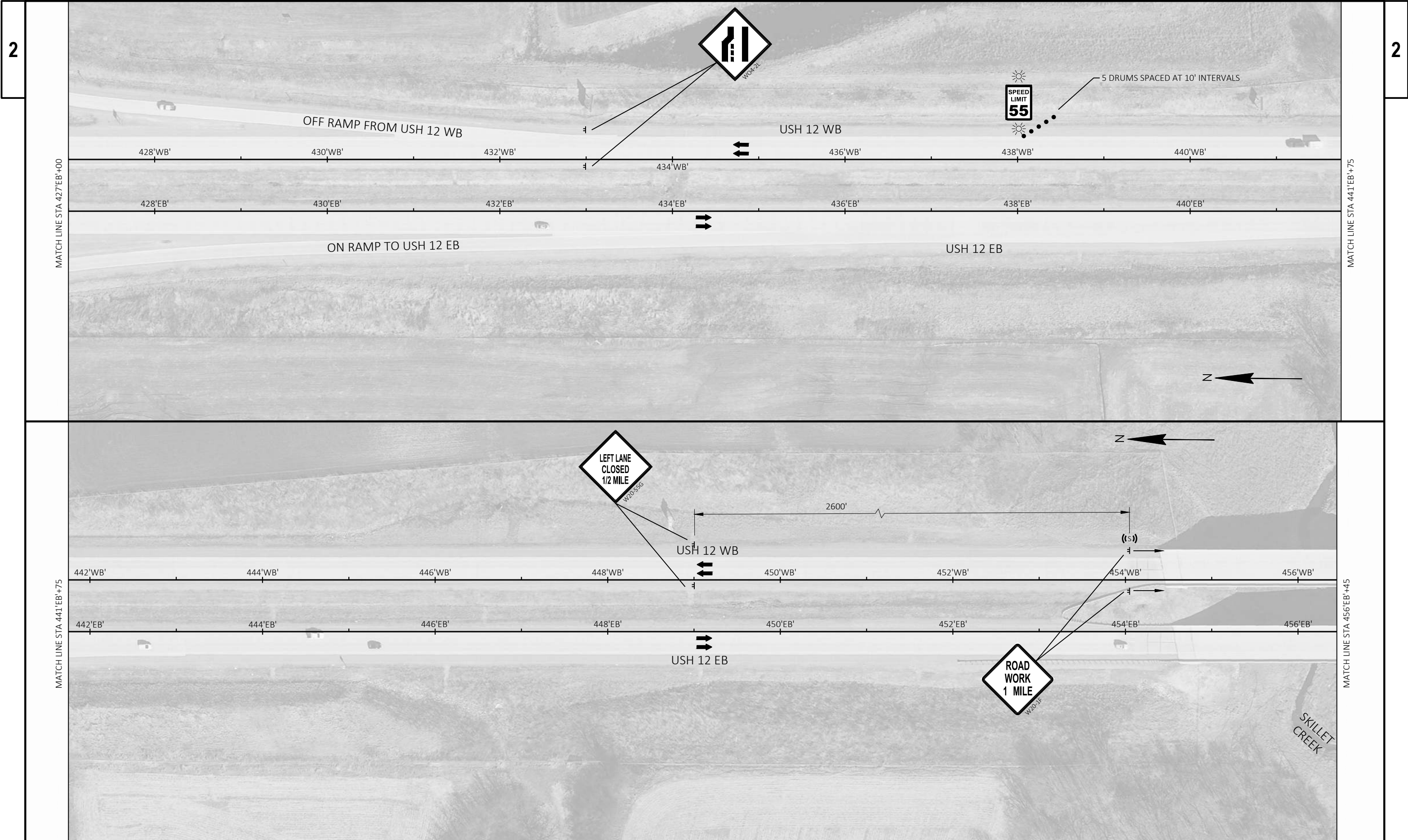


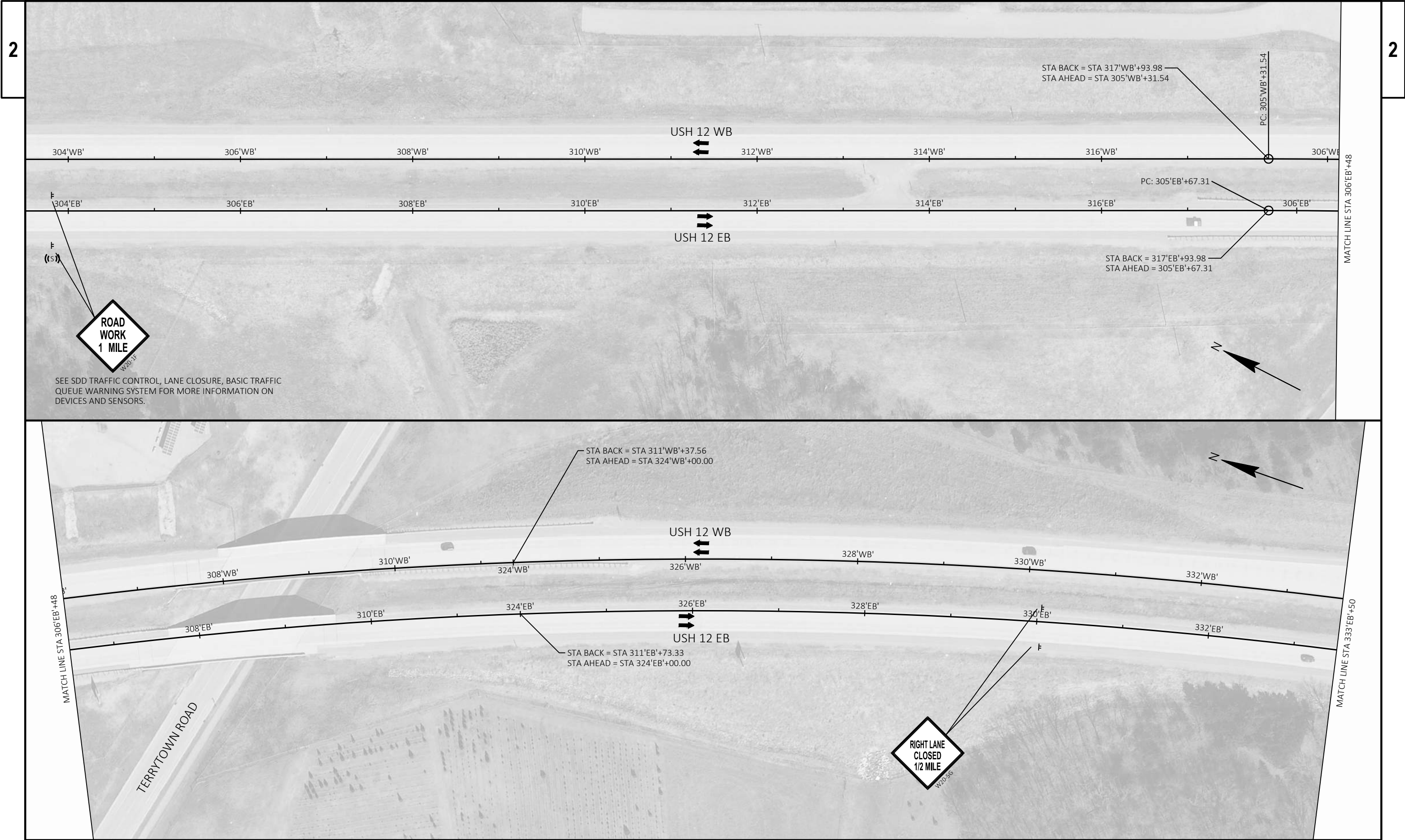


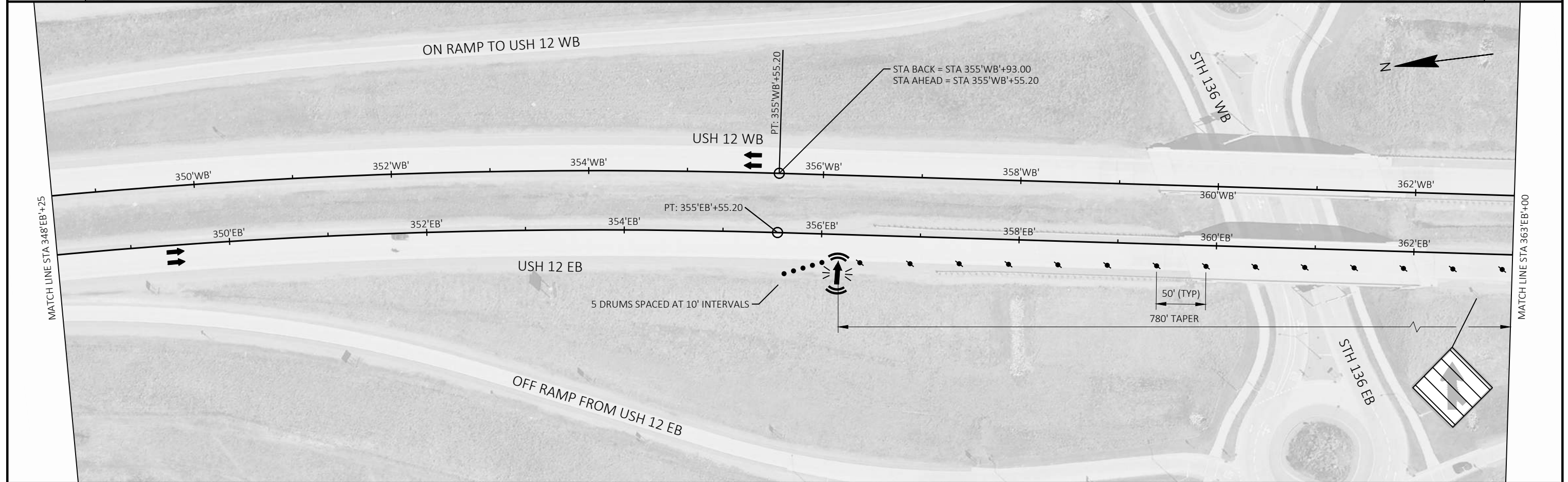
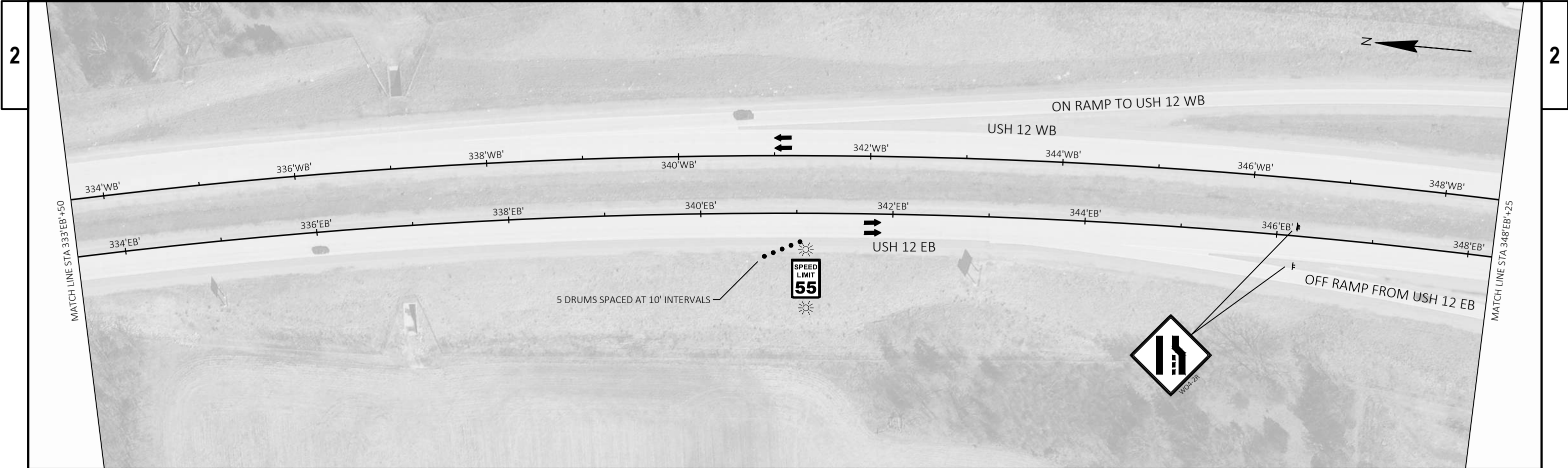


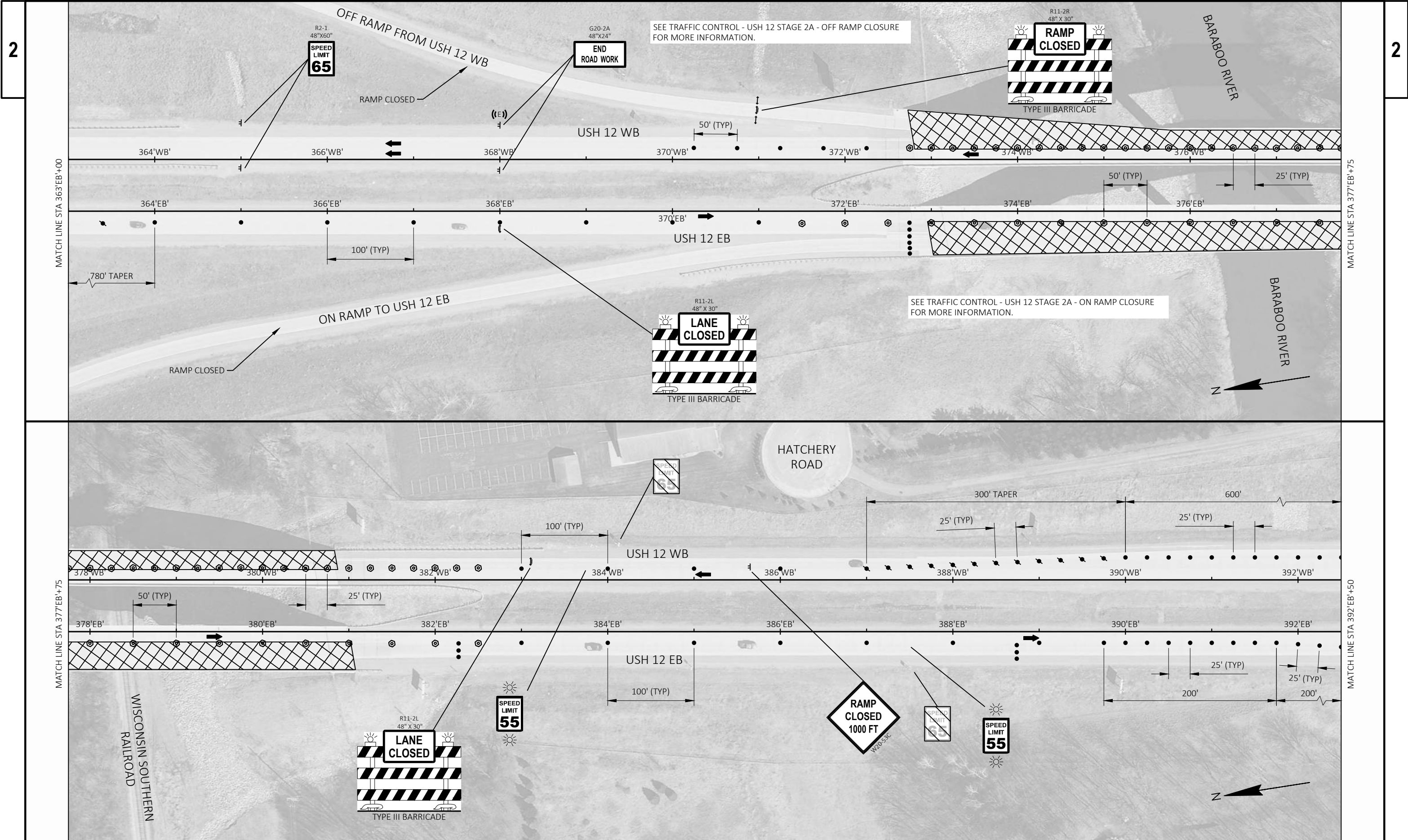


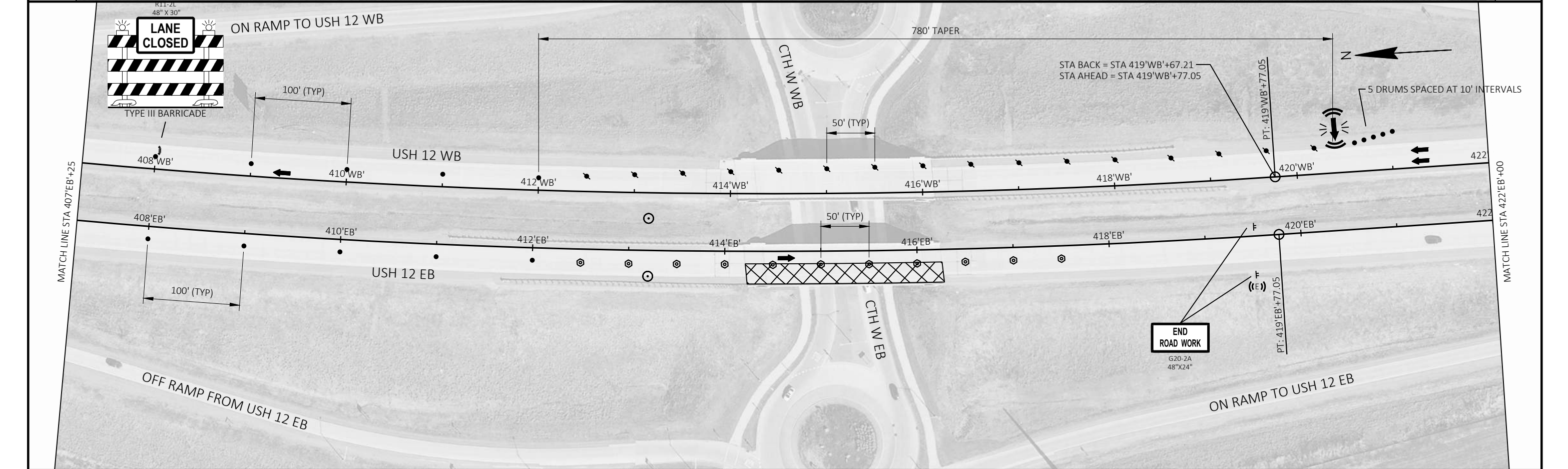
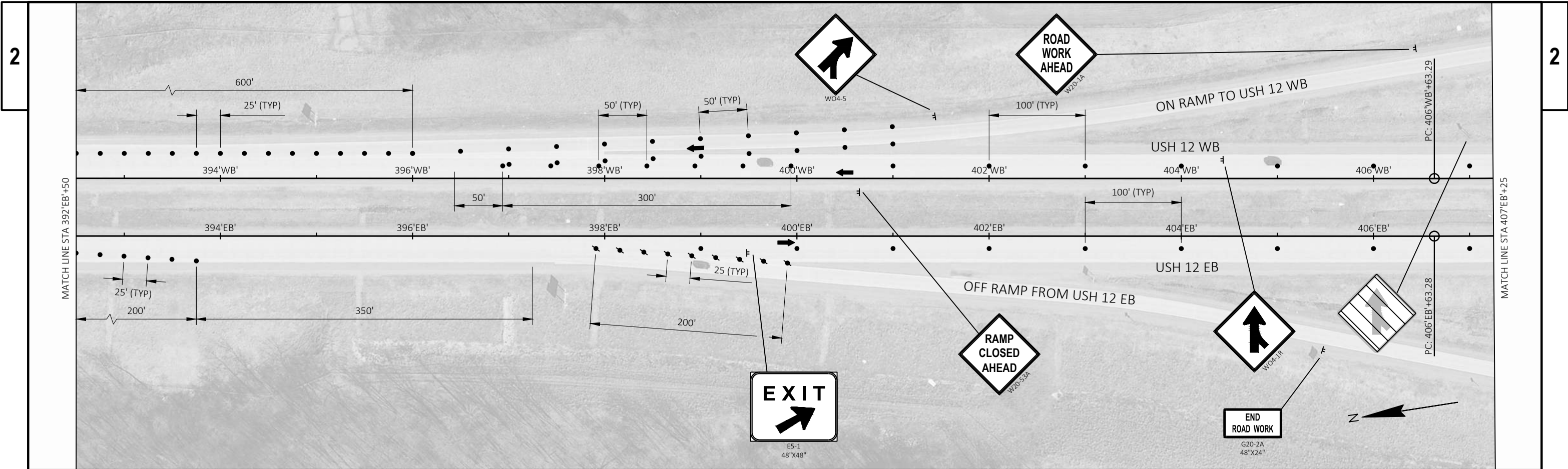


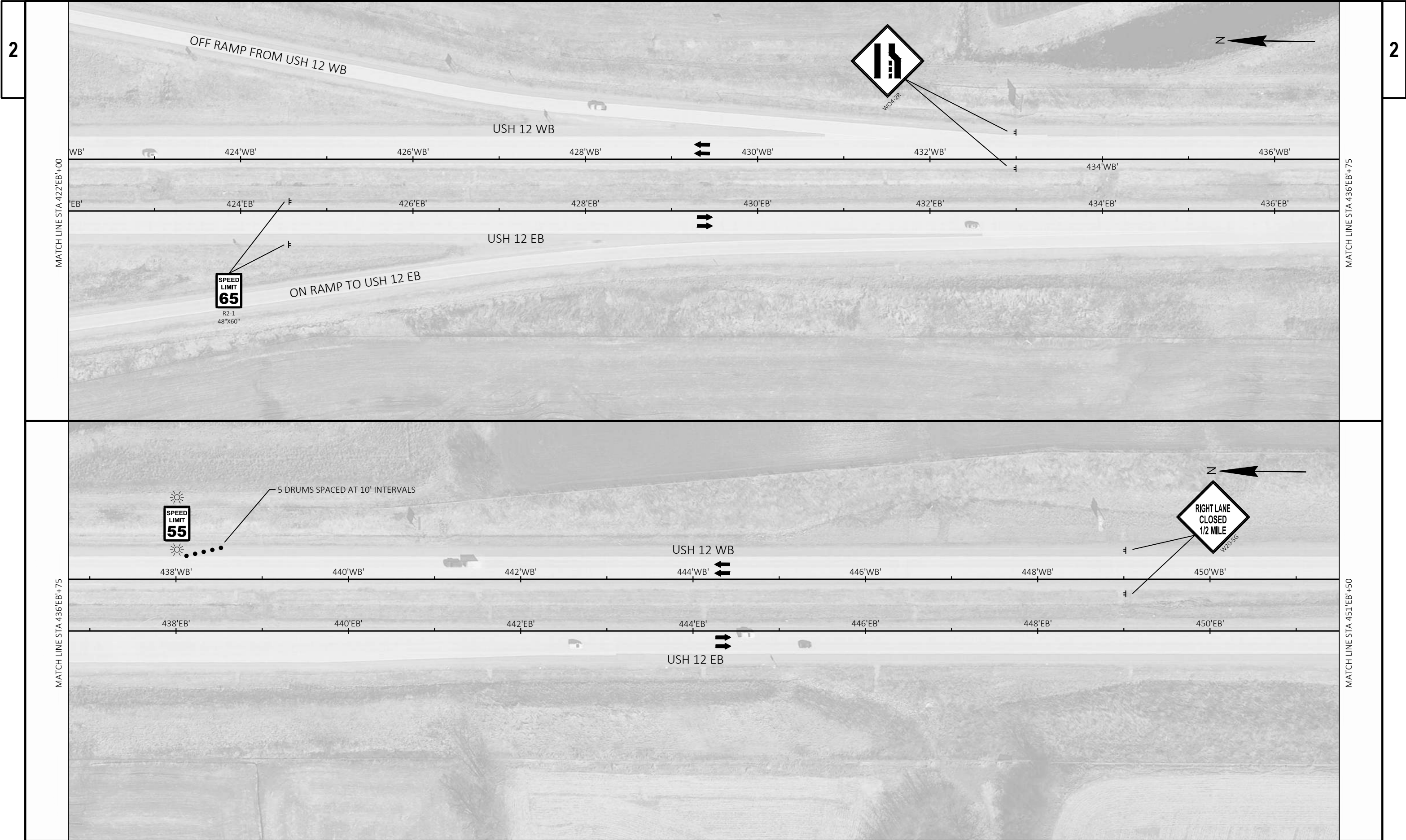


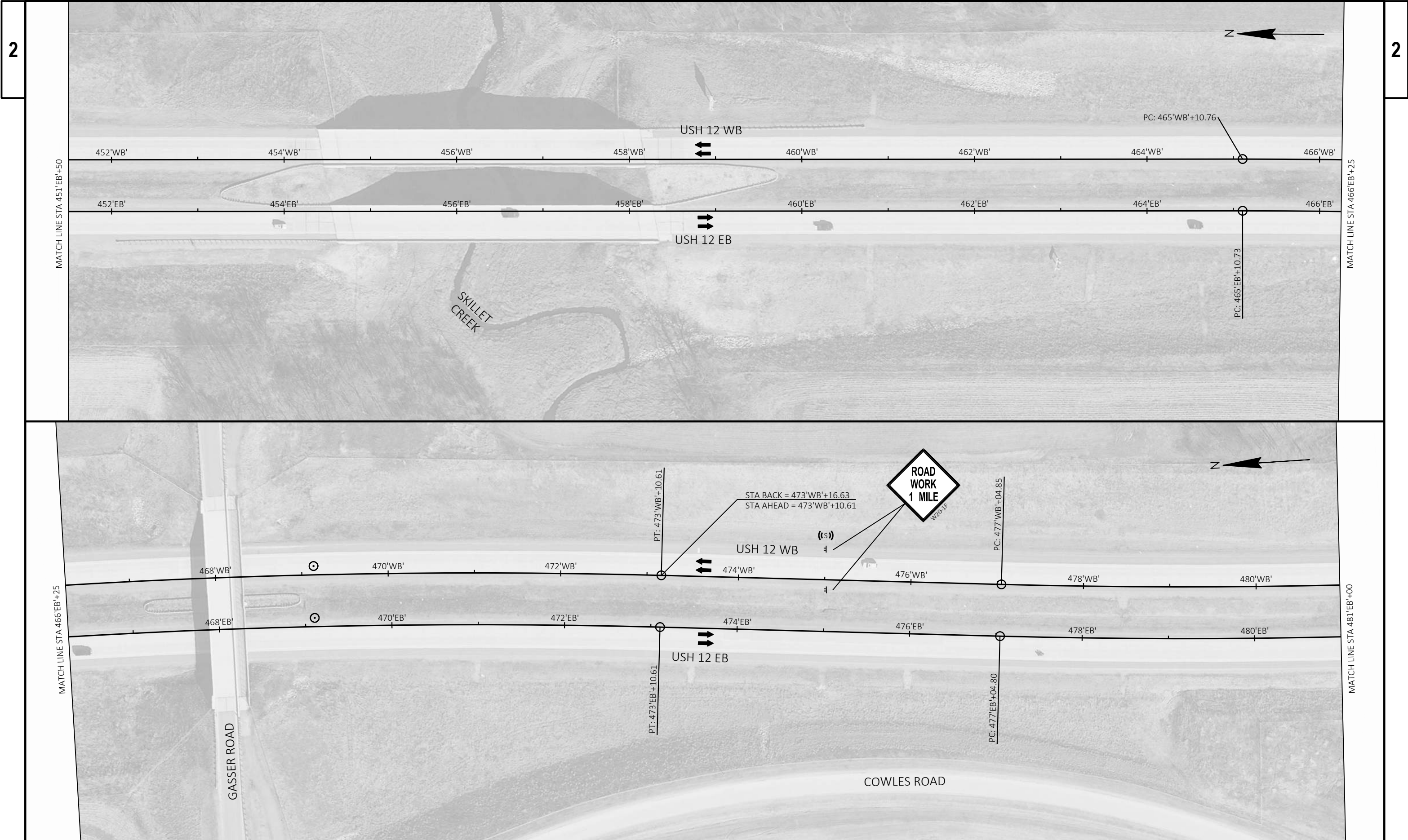


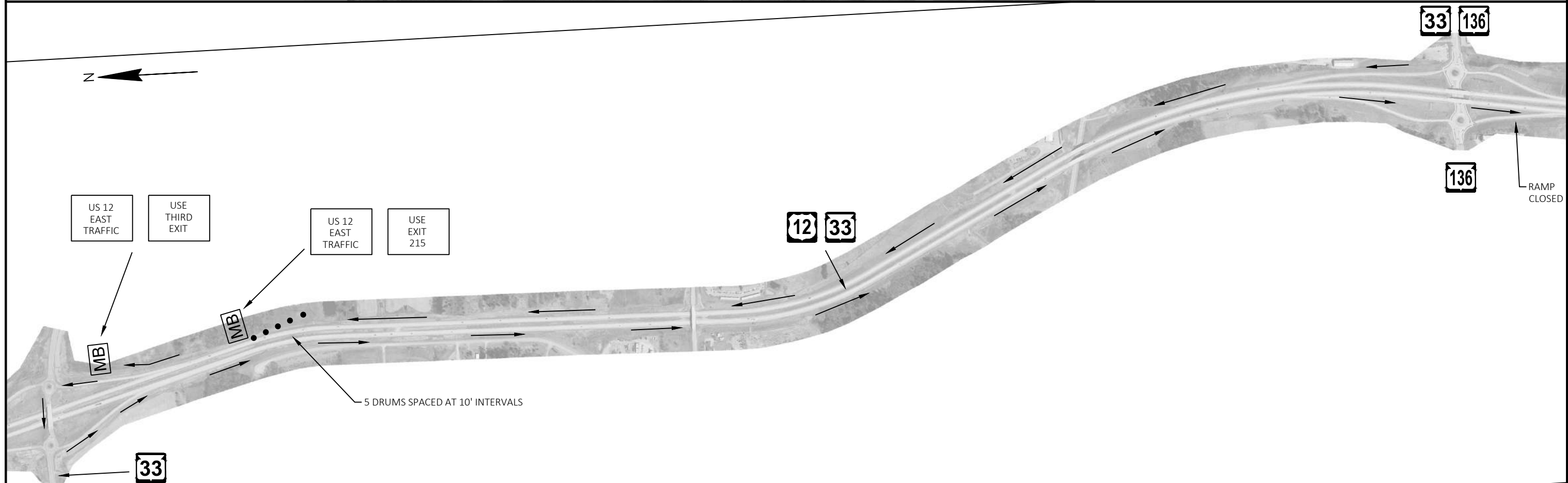


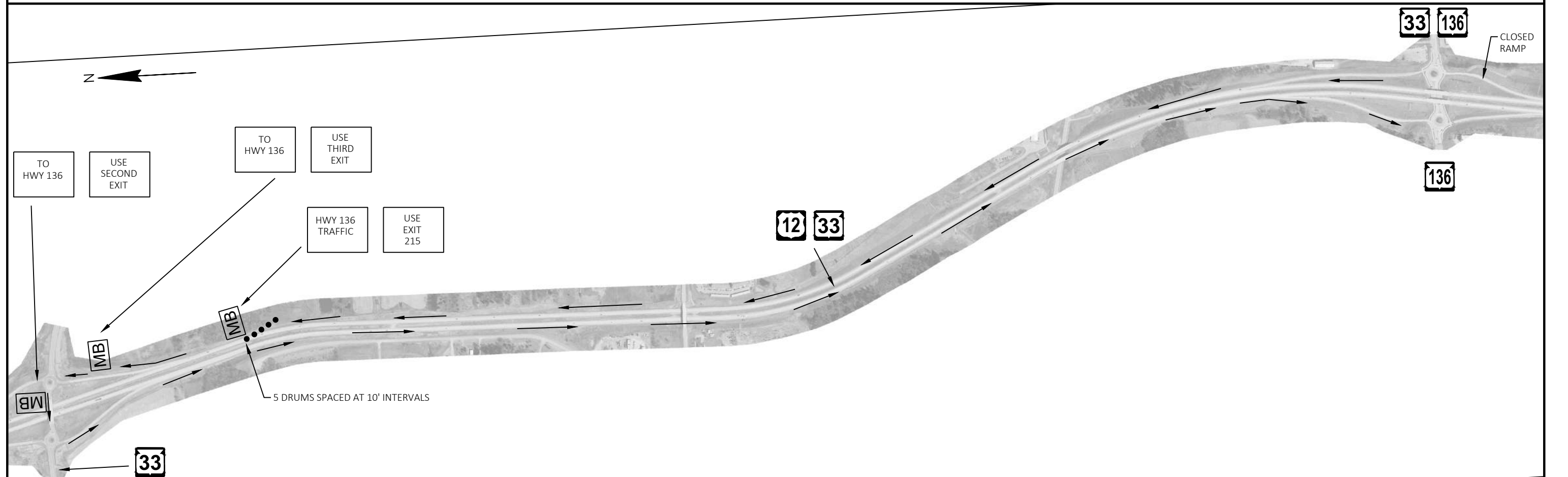
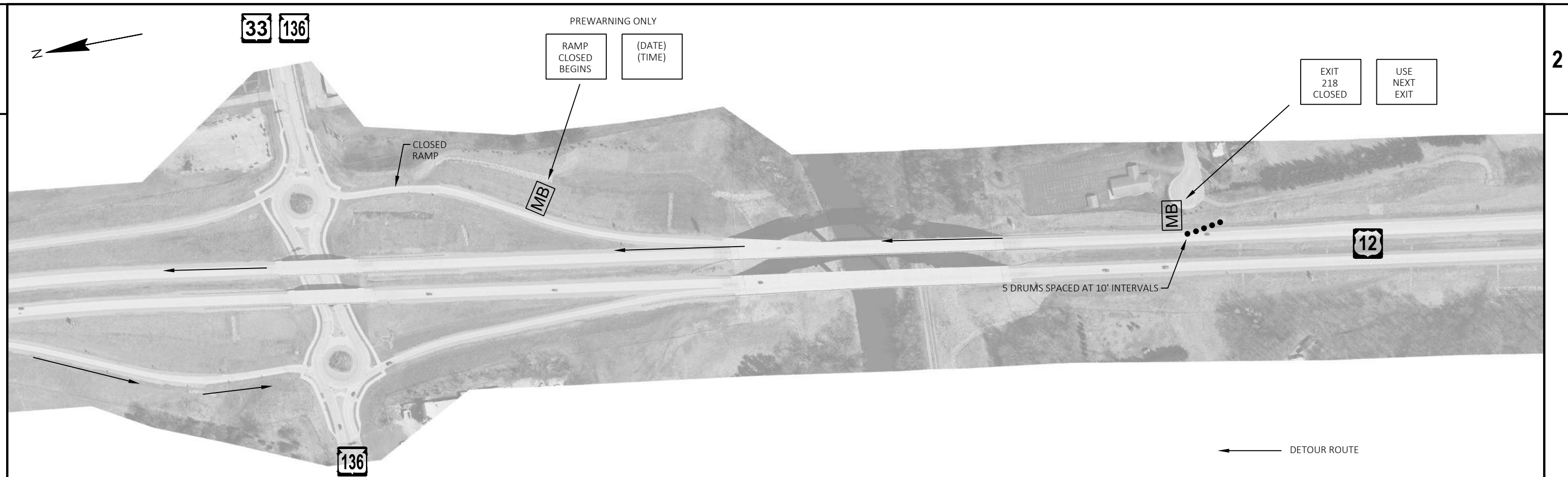


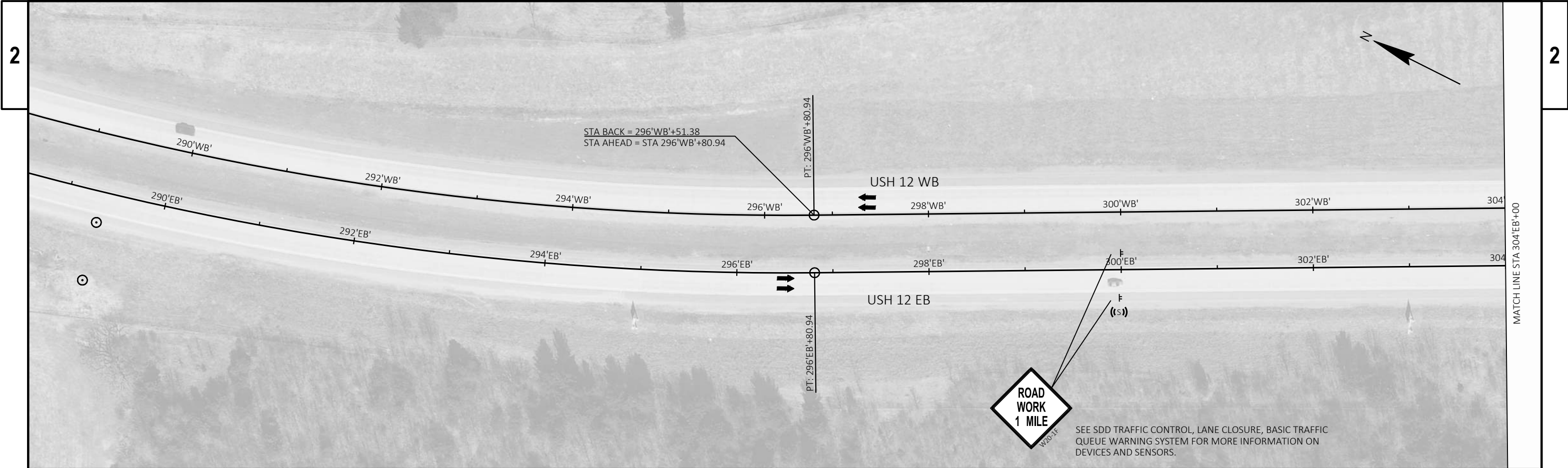


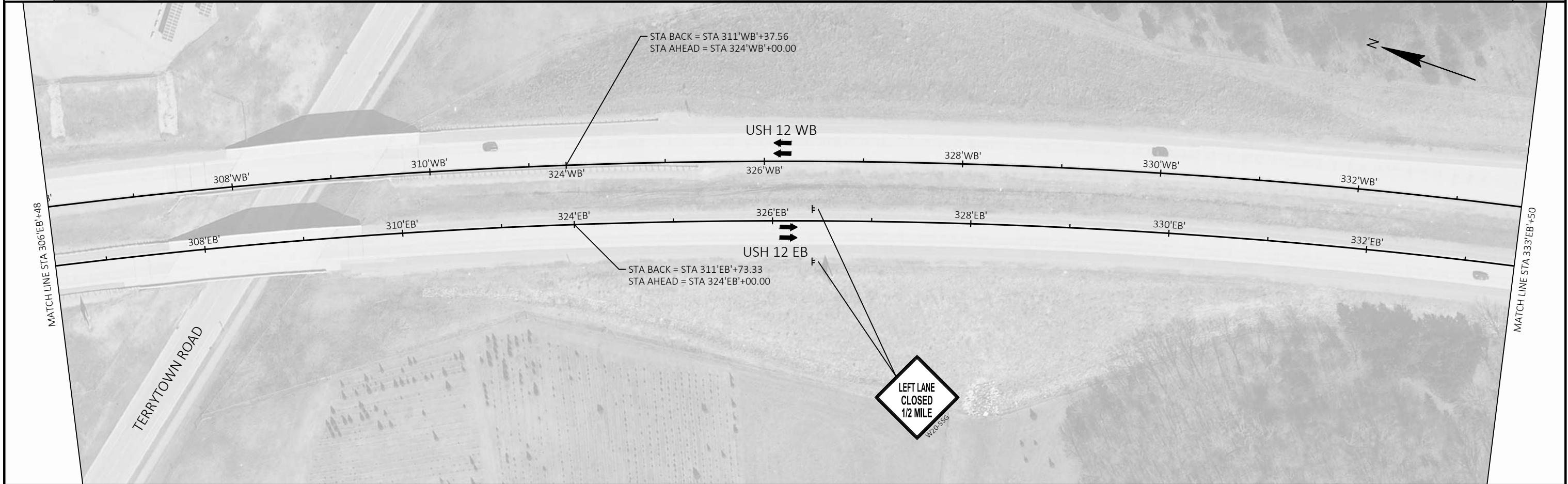
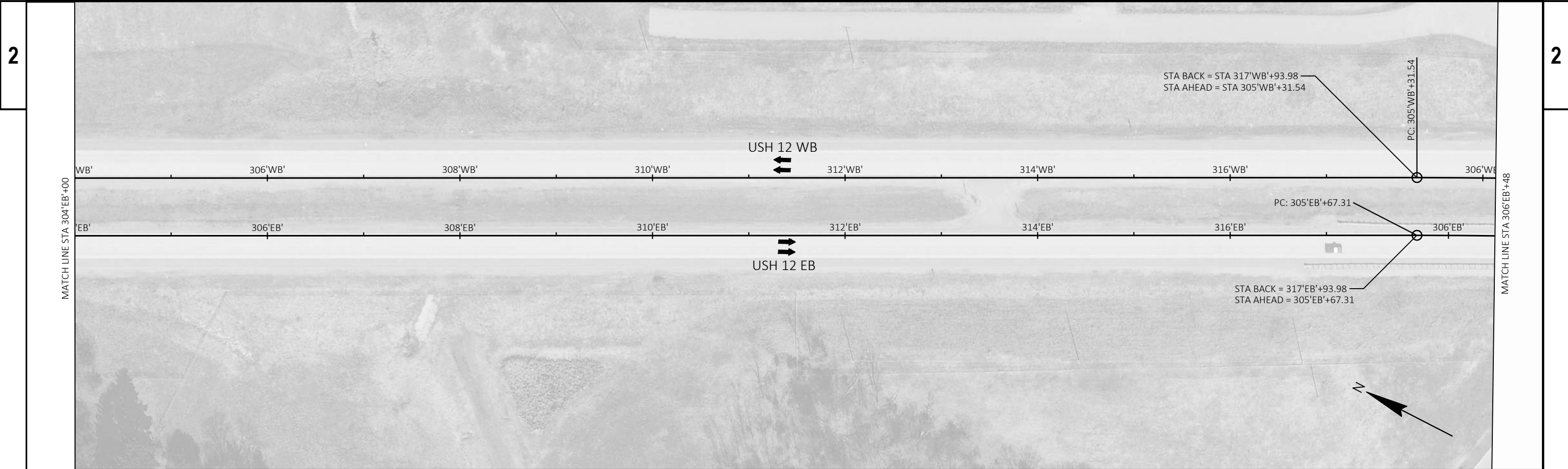


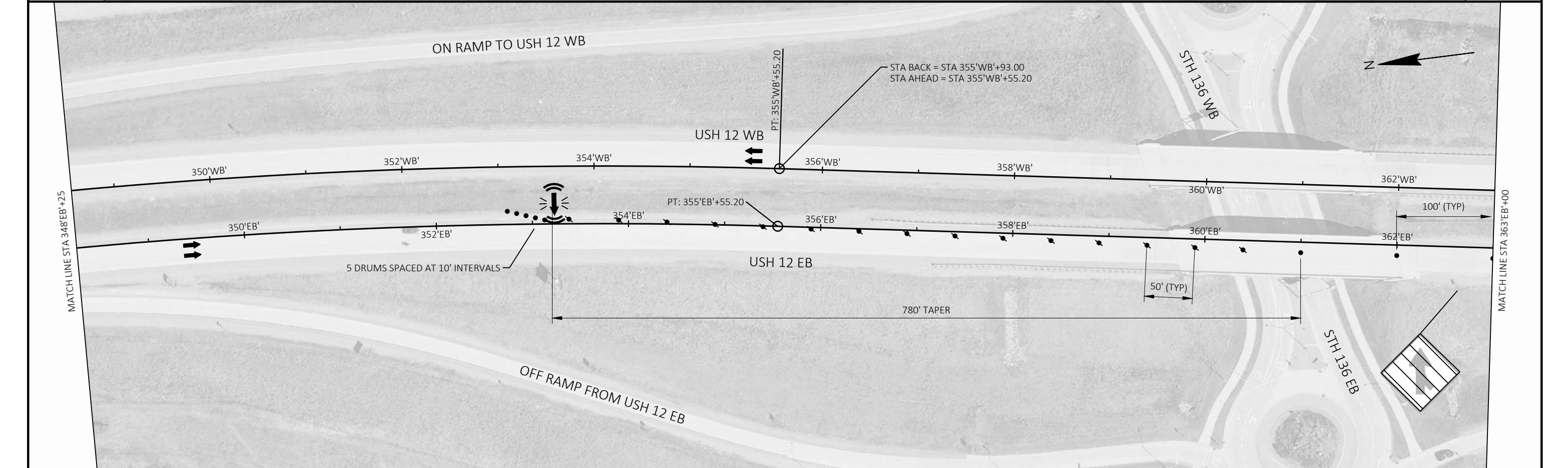
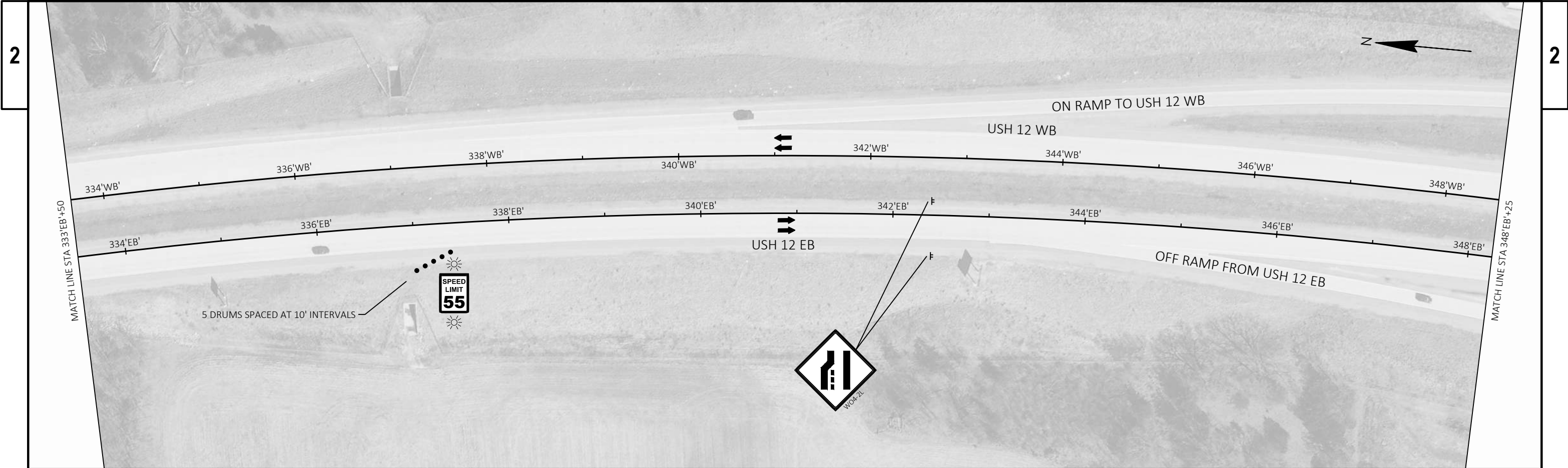


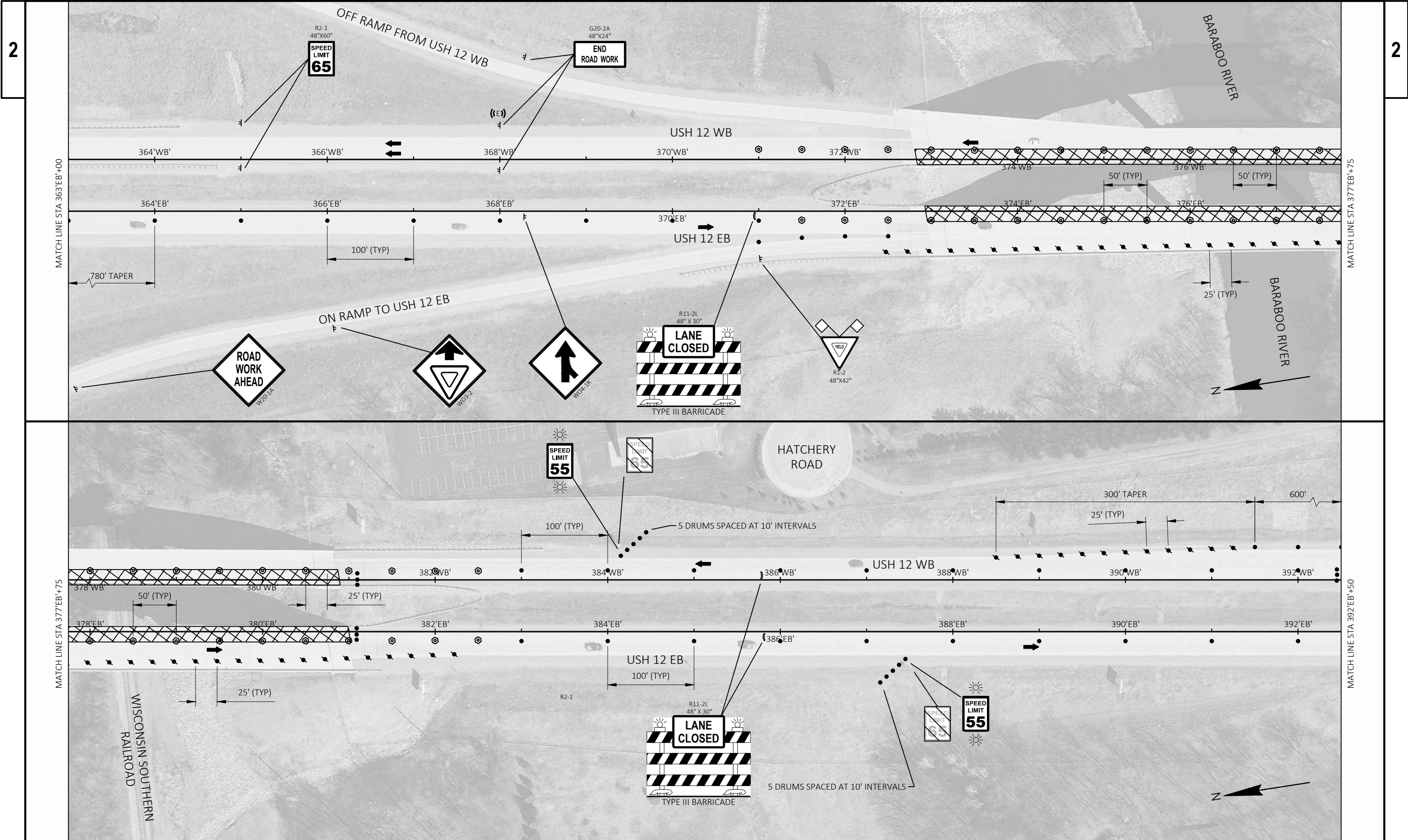


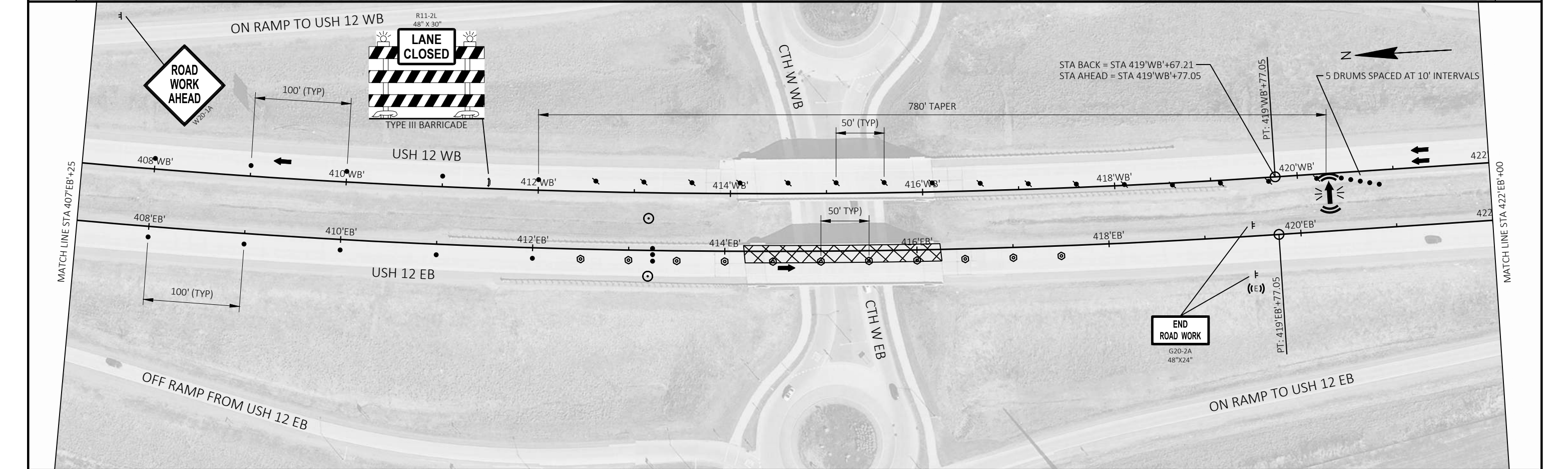
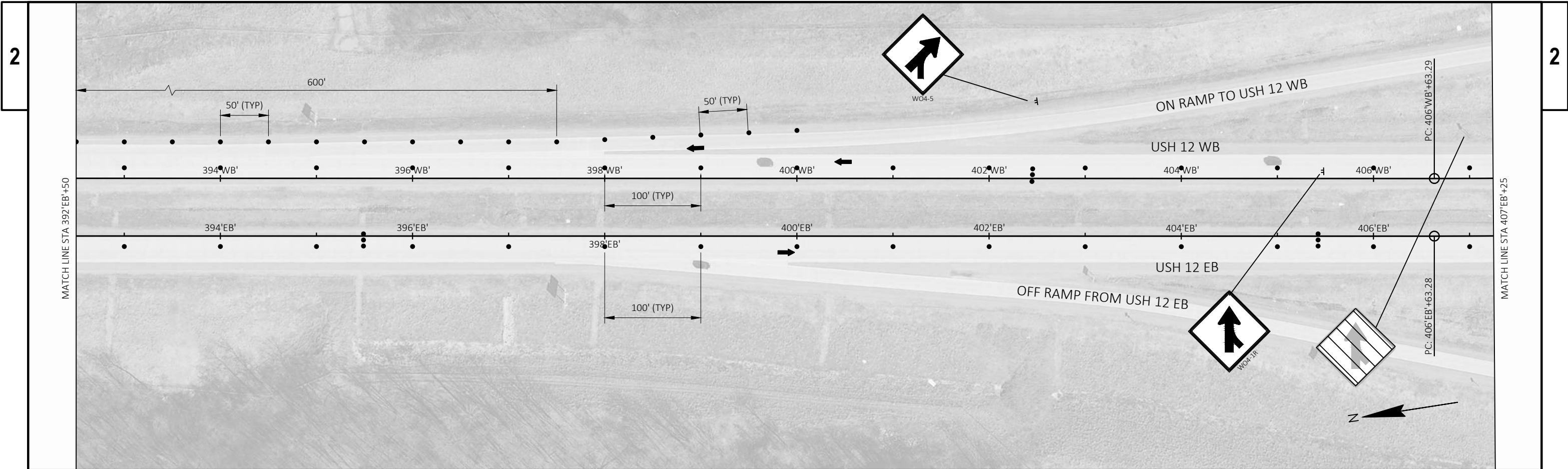


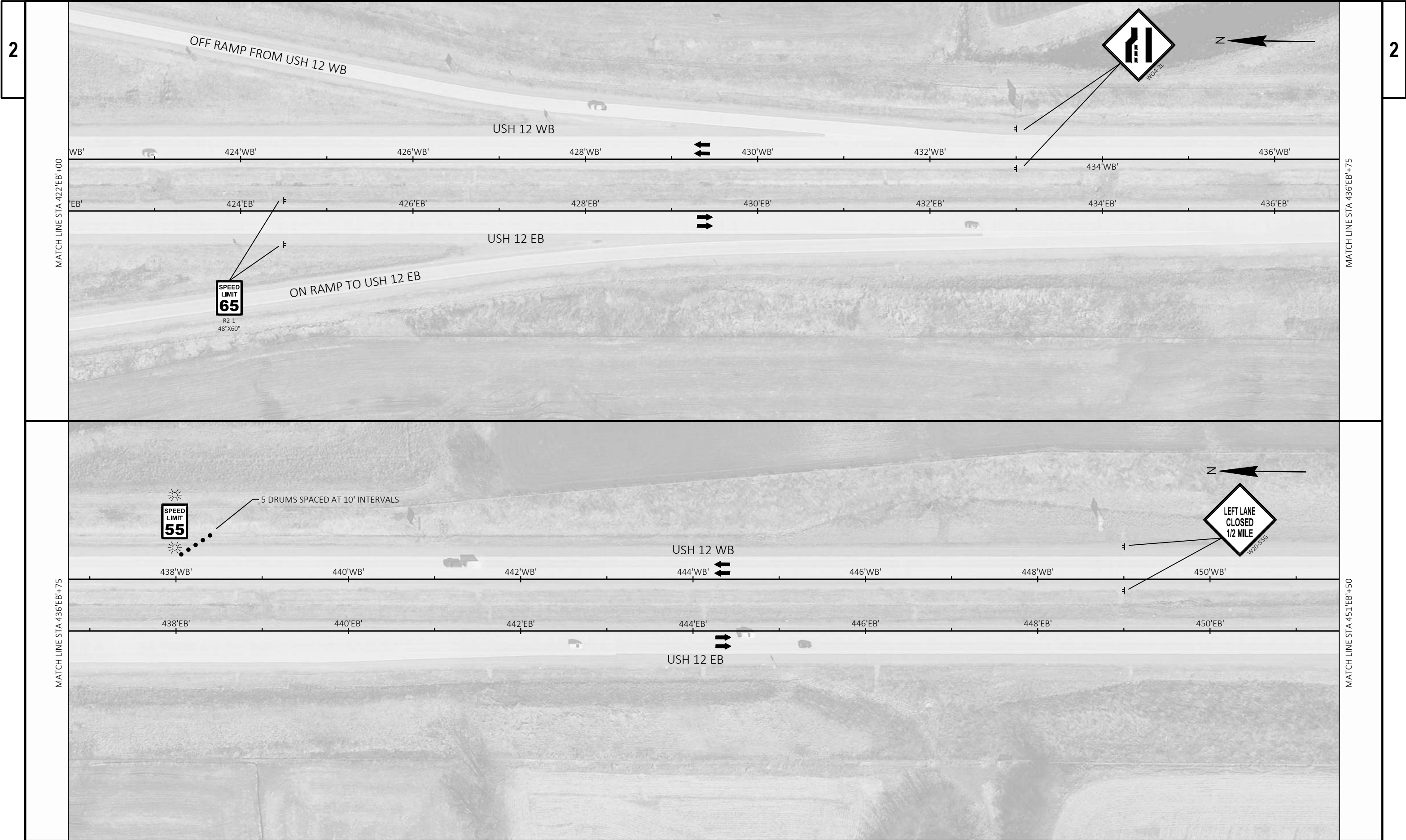


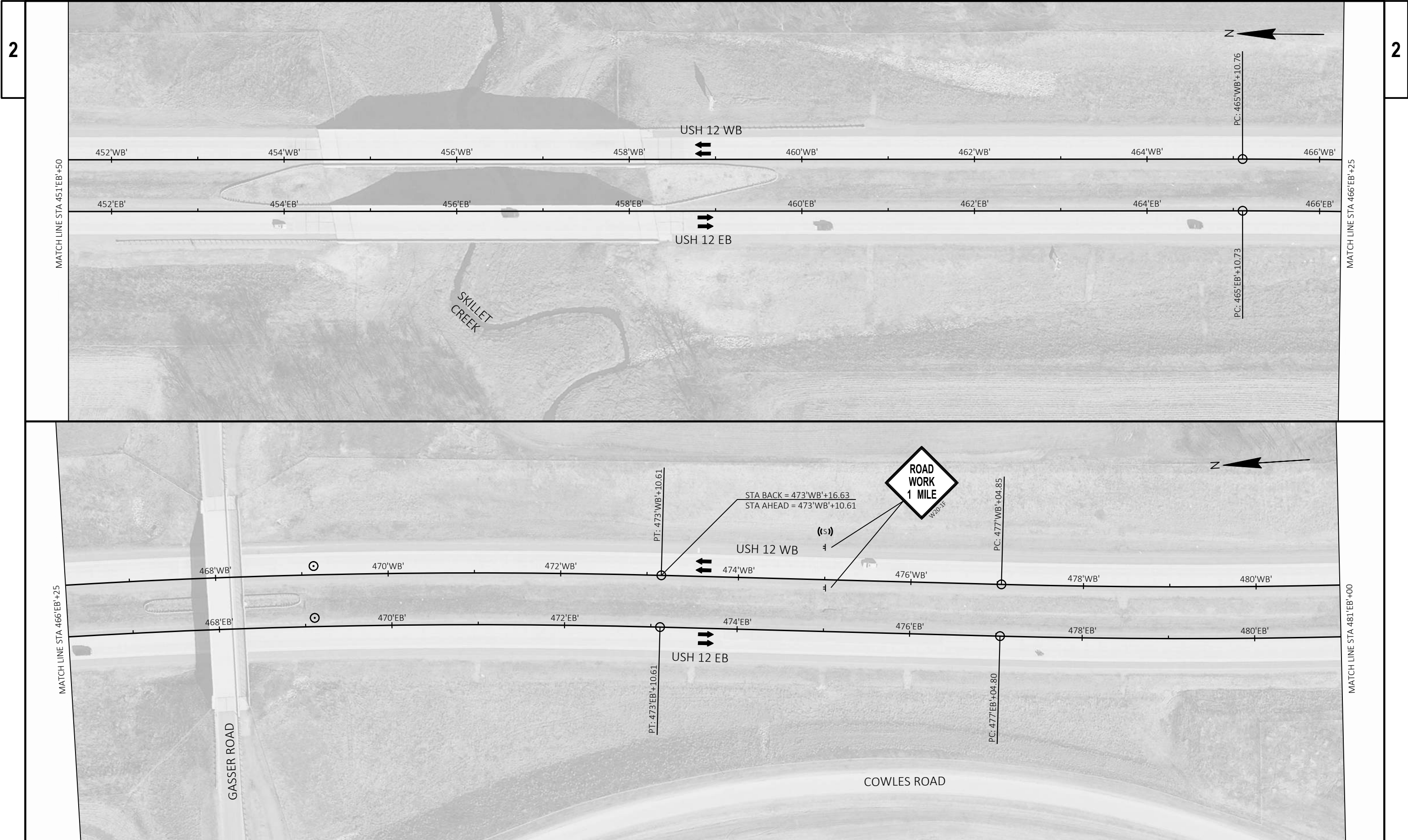


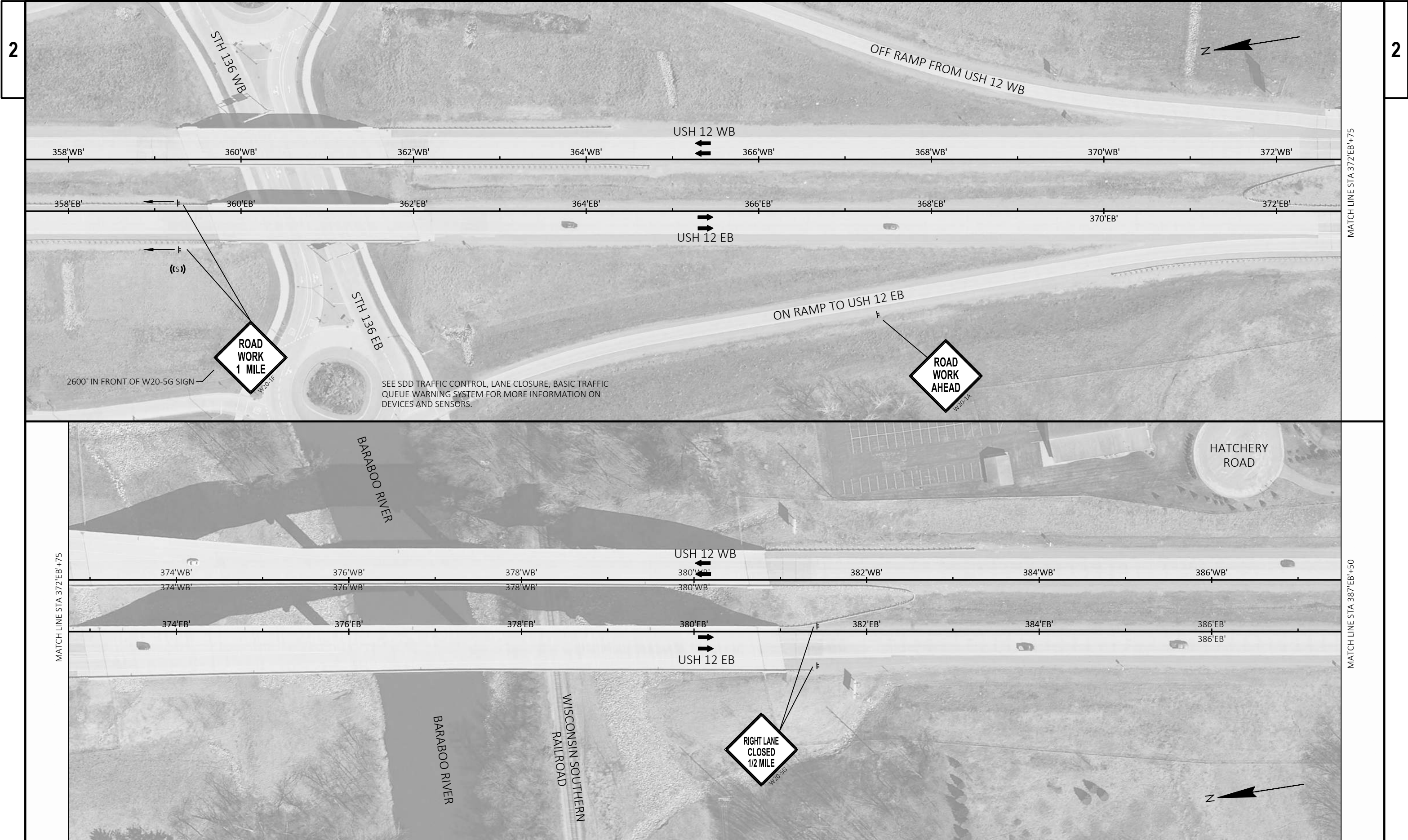


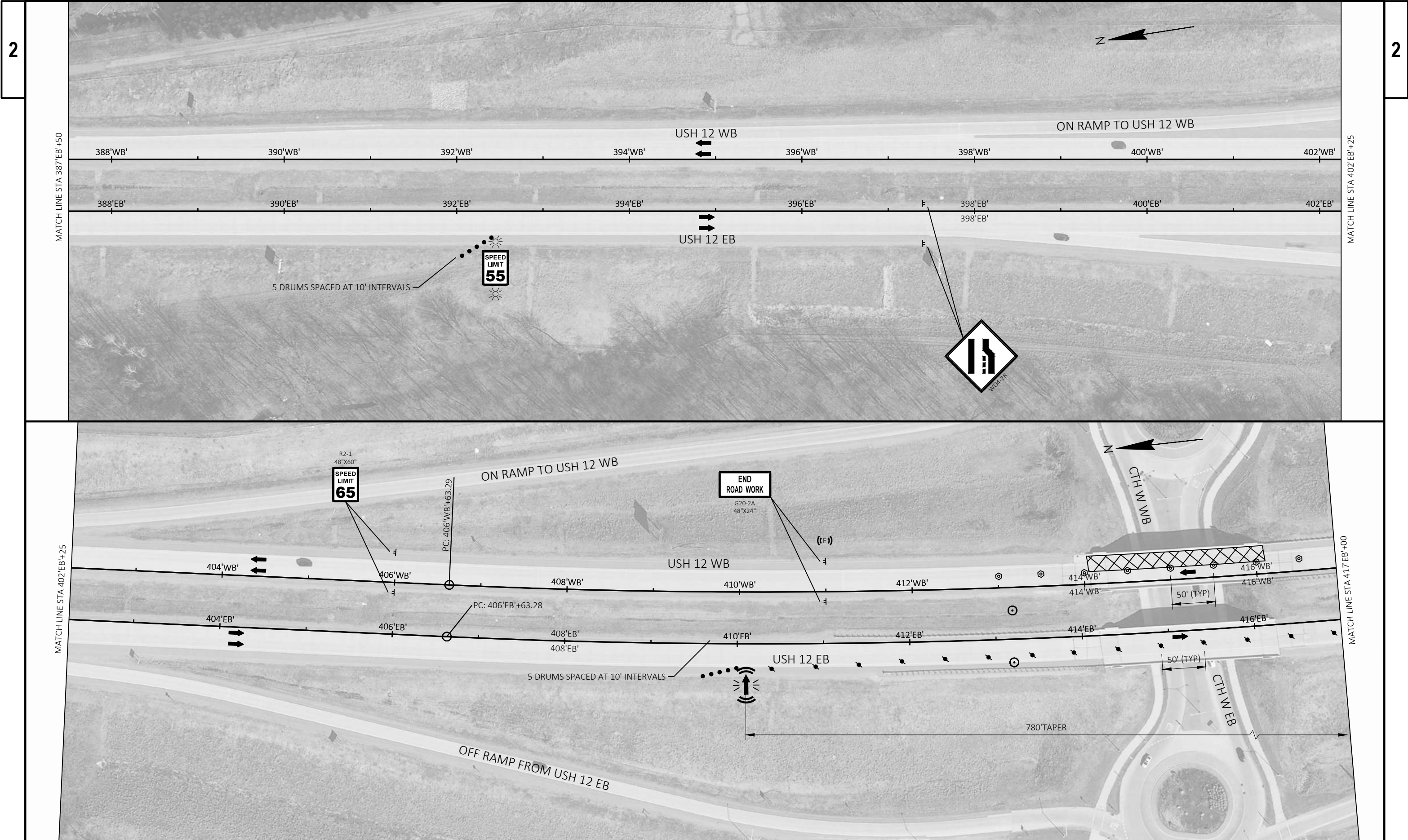


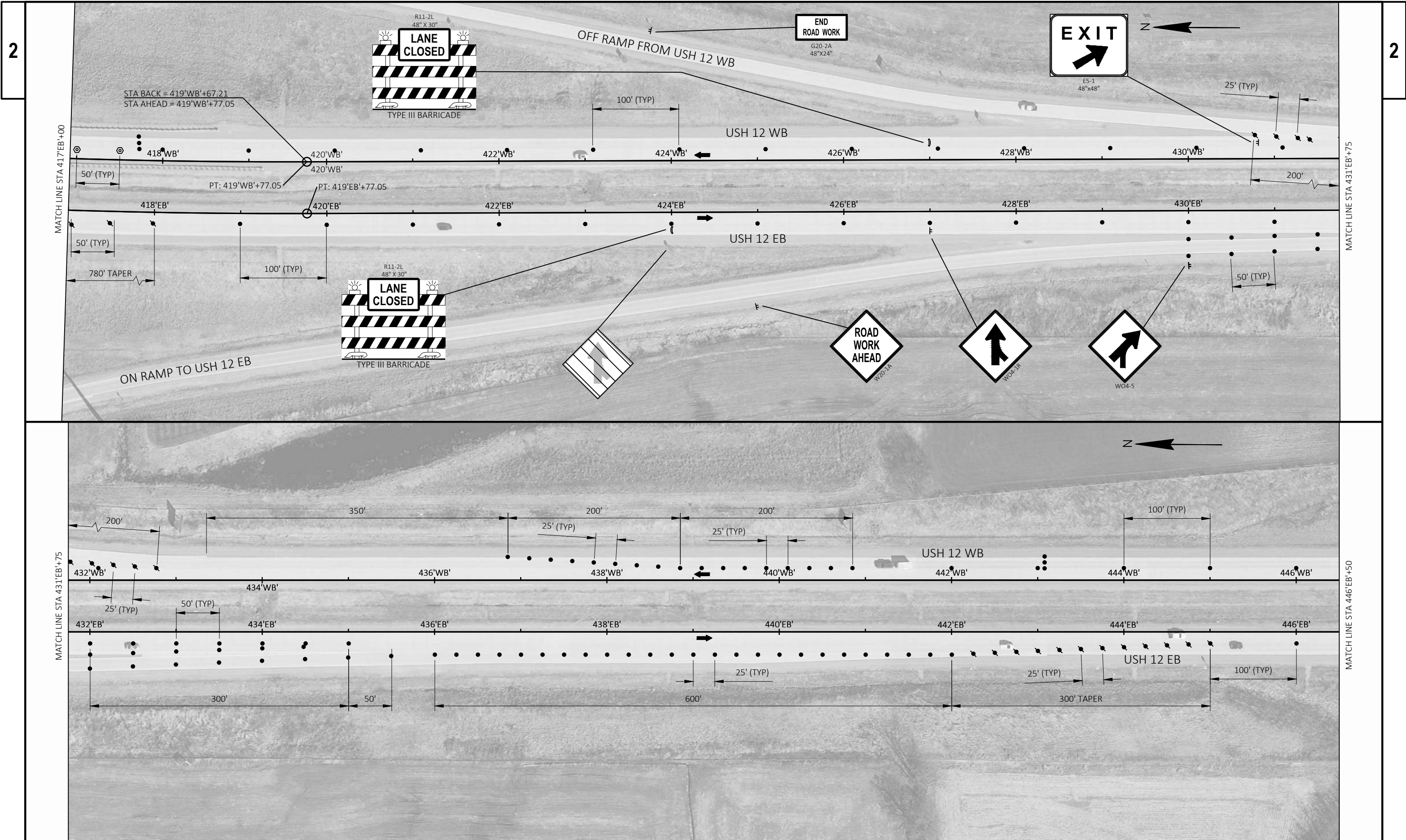


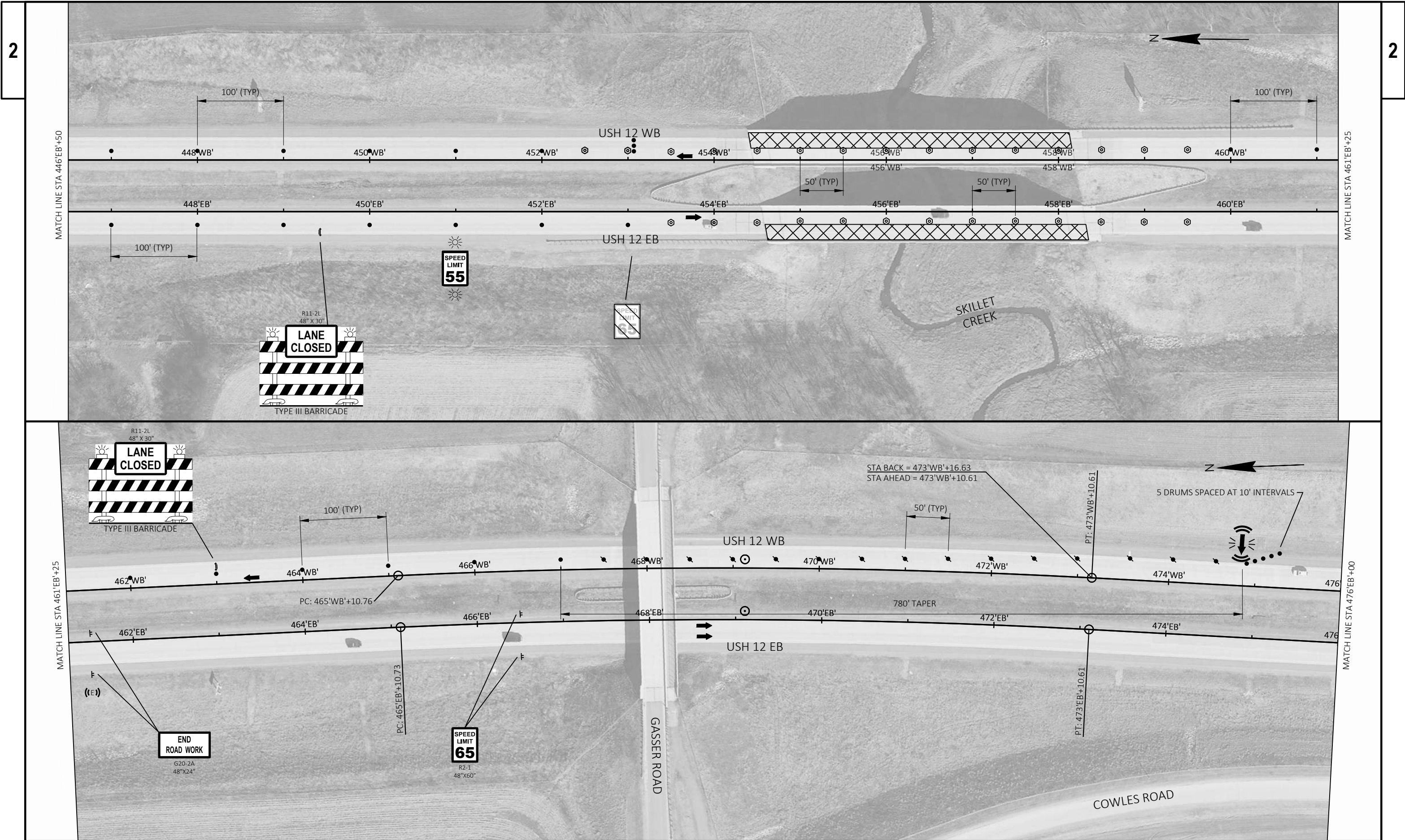




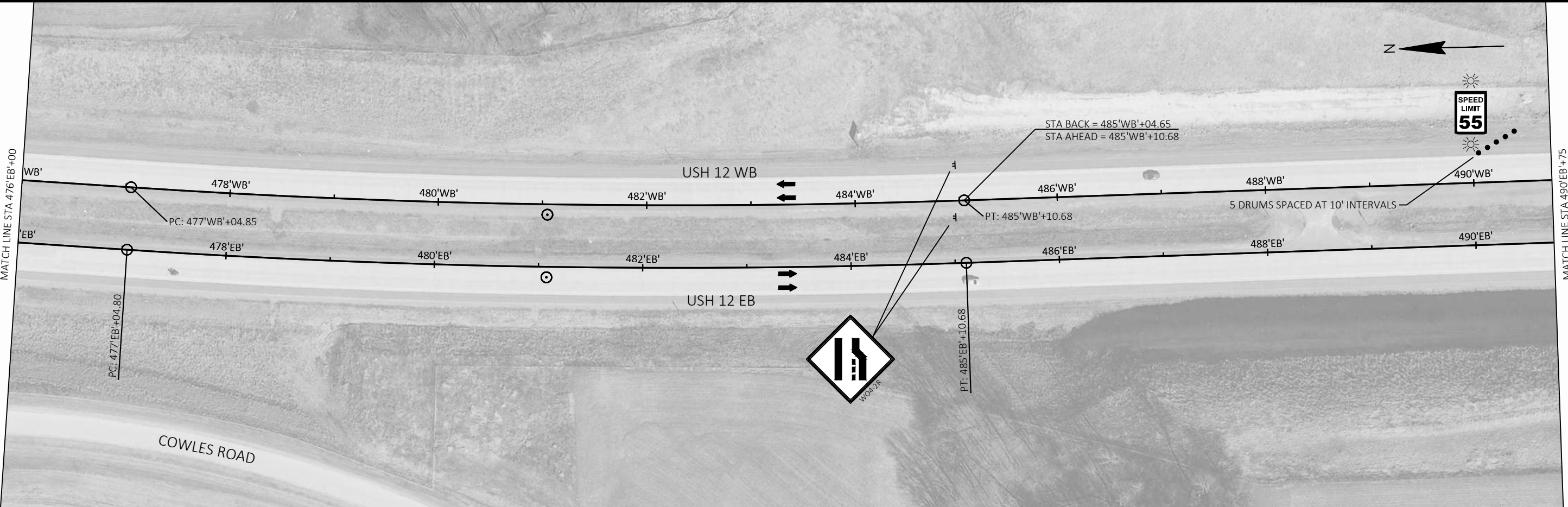








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PROJECT NO:	1670-04-82
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HWY: USH 12

COUNTY: SAUK

TRAFFIC CONTROL - USH 12 STAGE 3A

SHEET	85	E
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E

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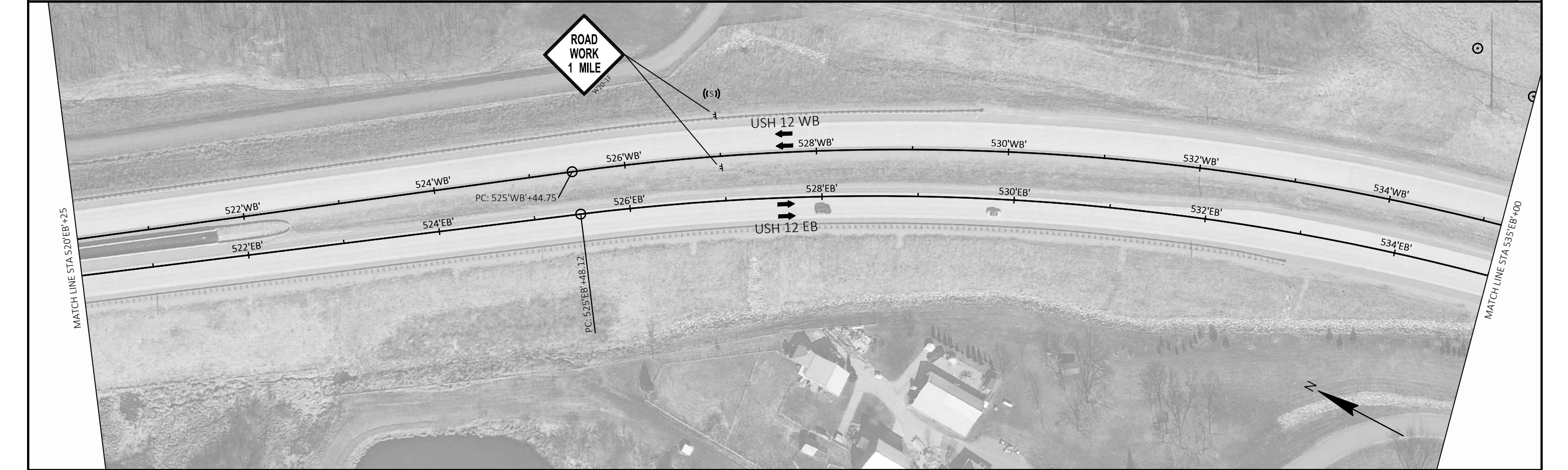
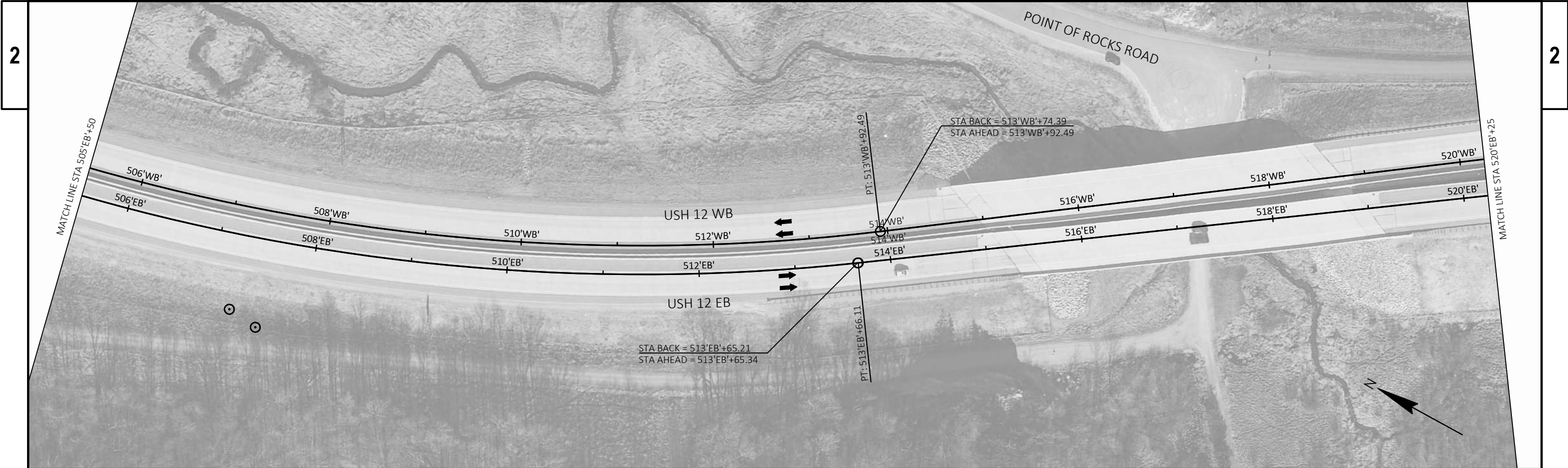
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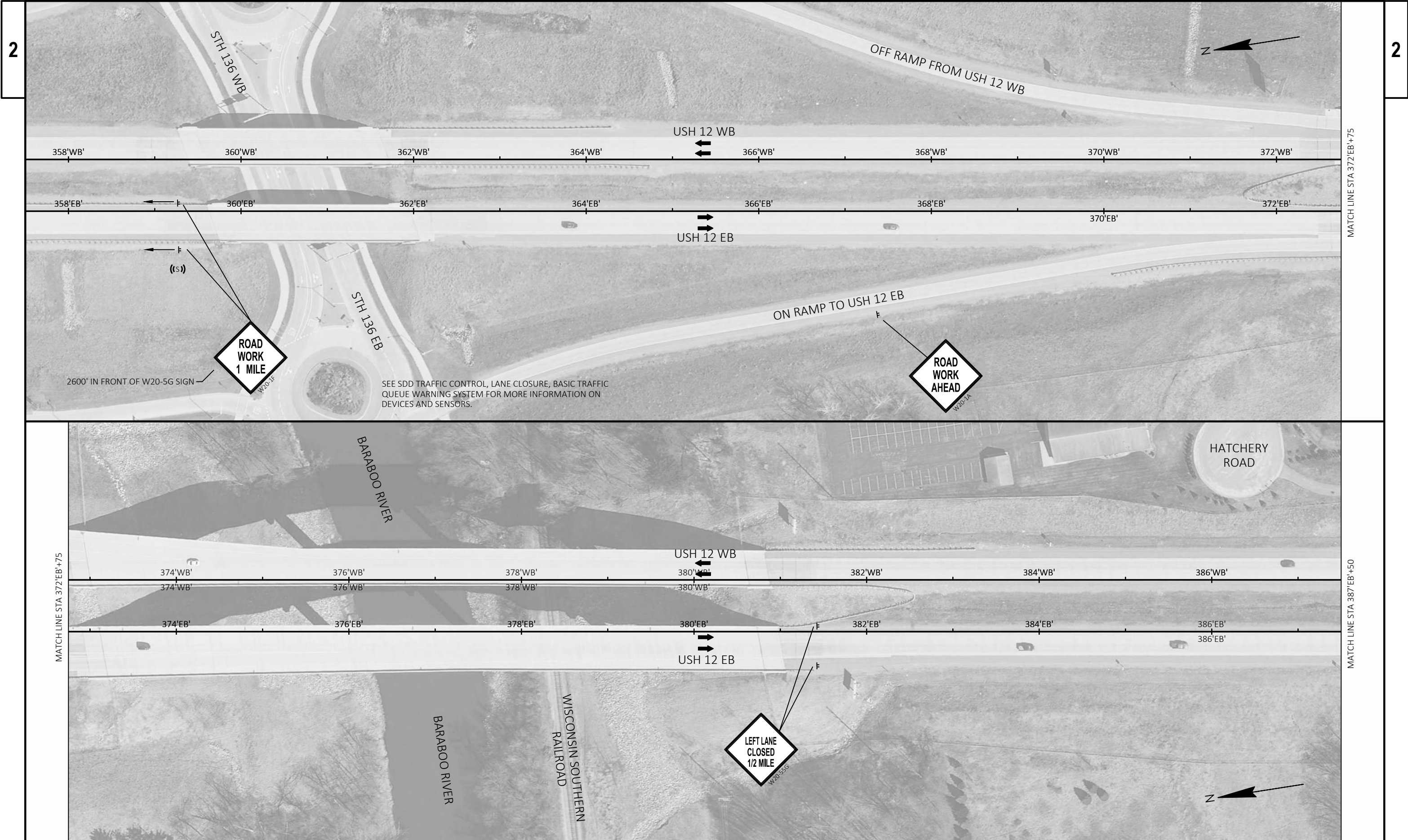
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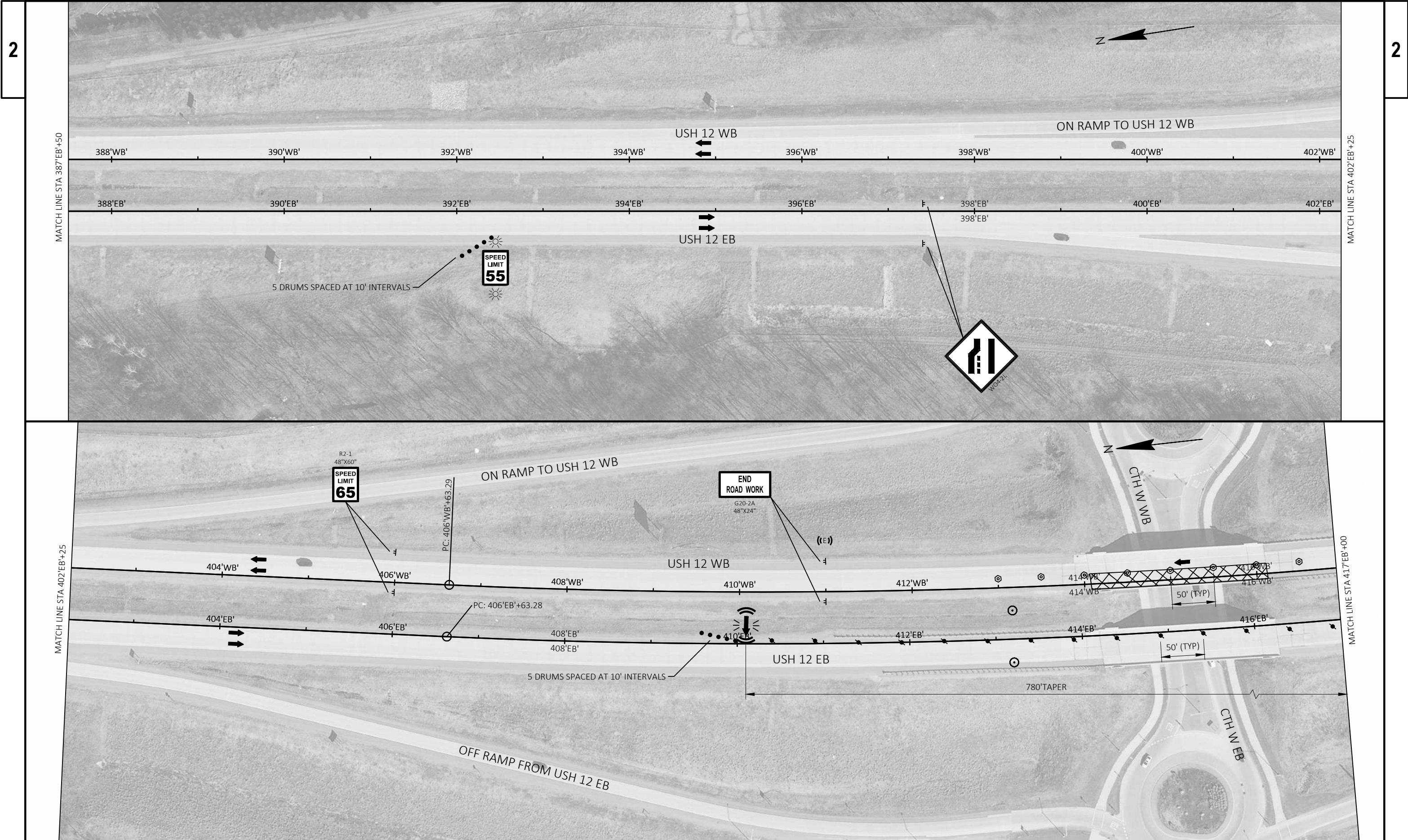
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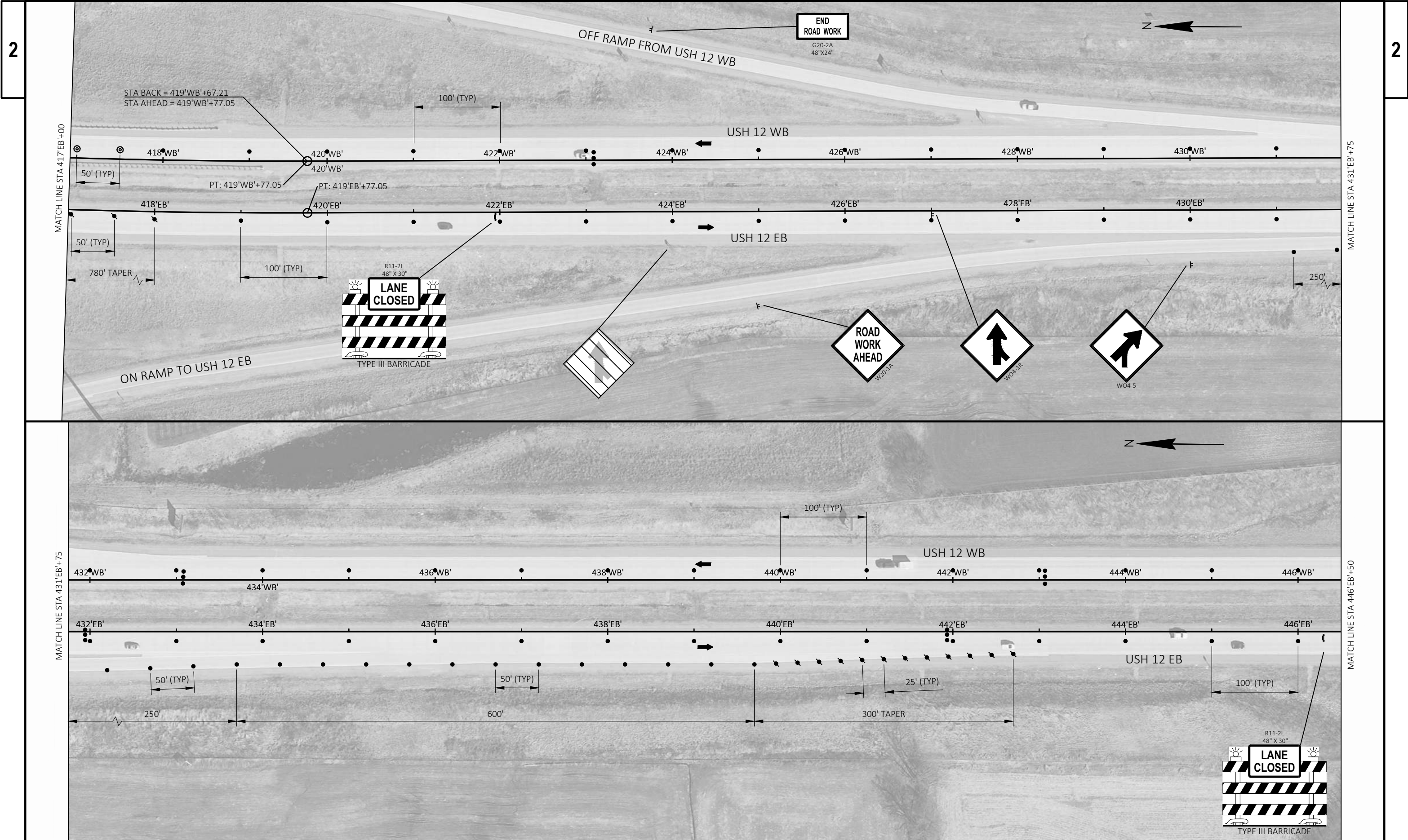
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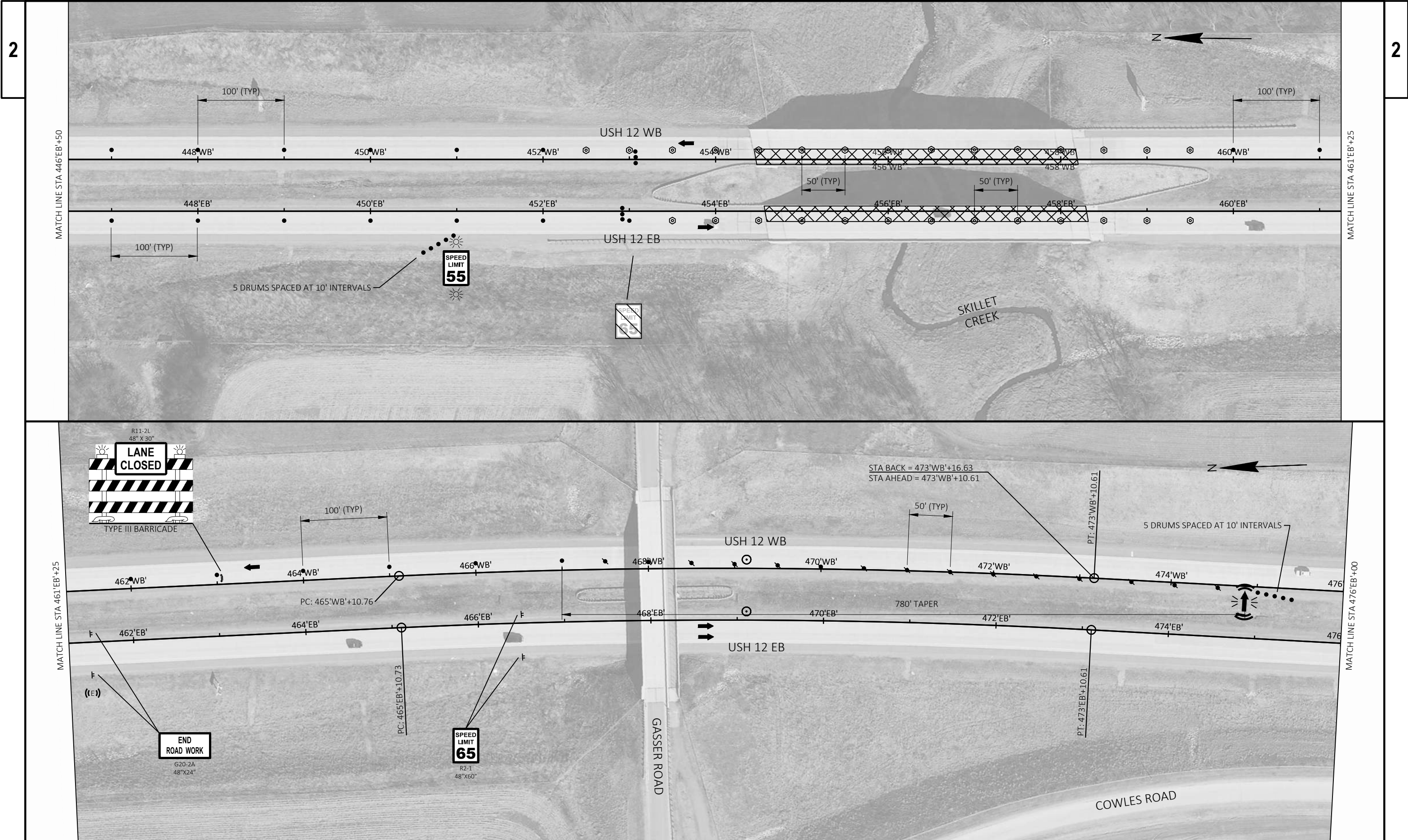
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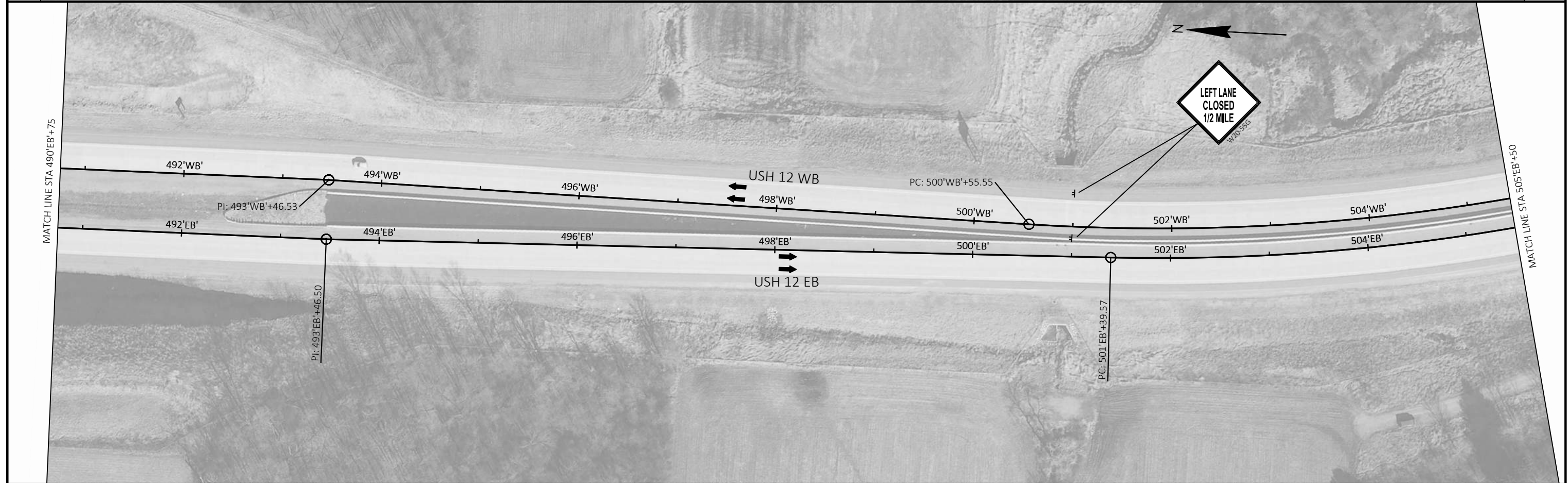
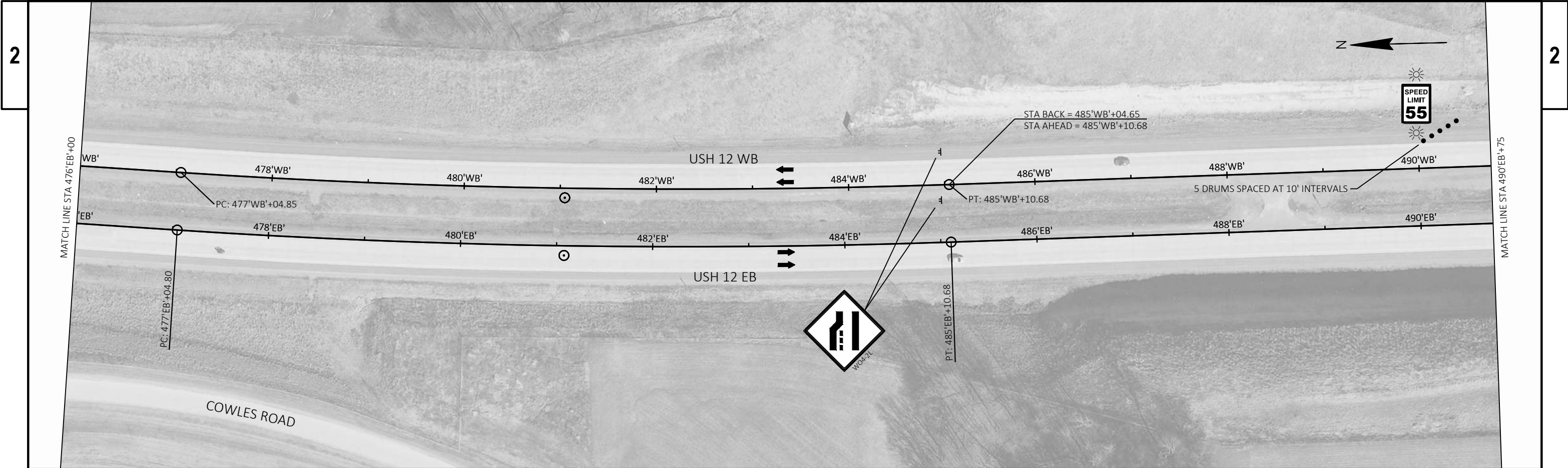


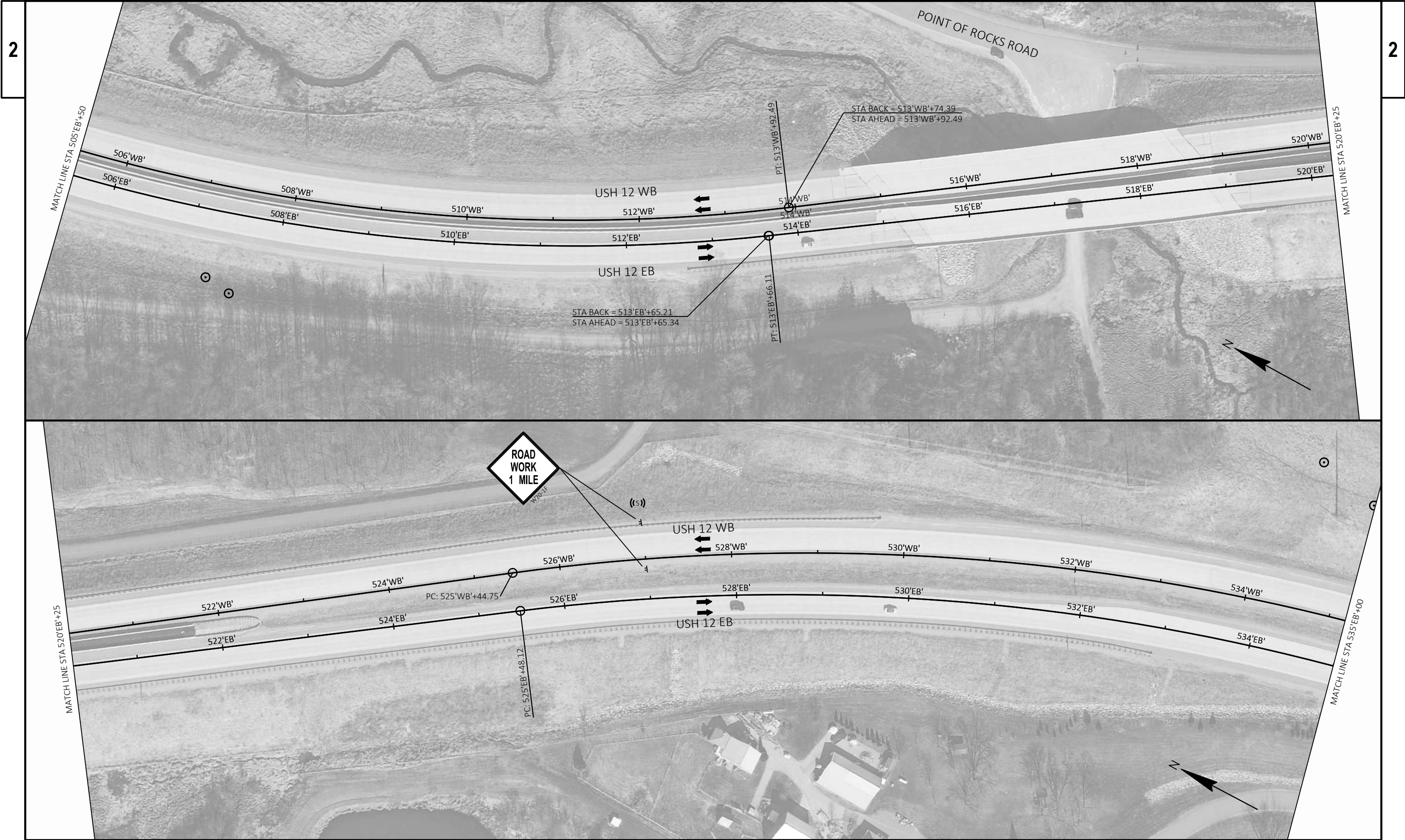


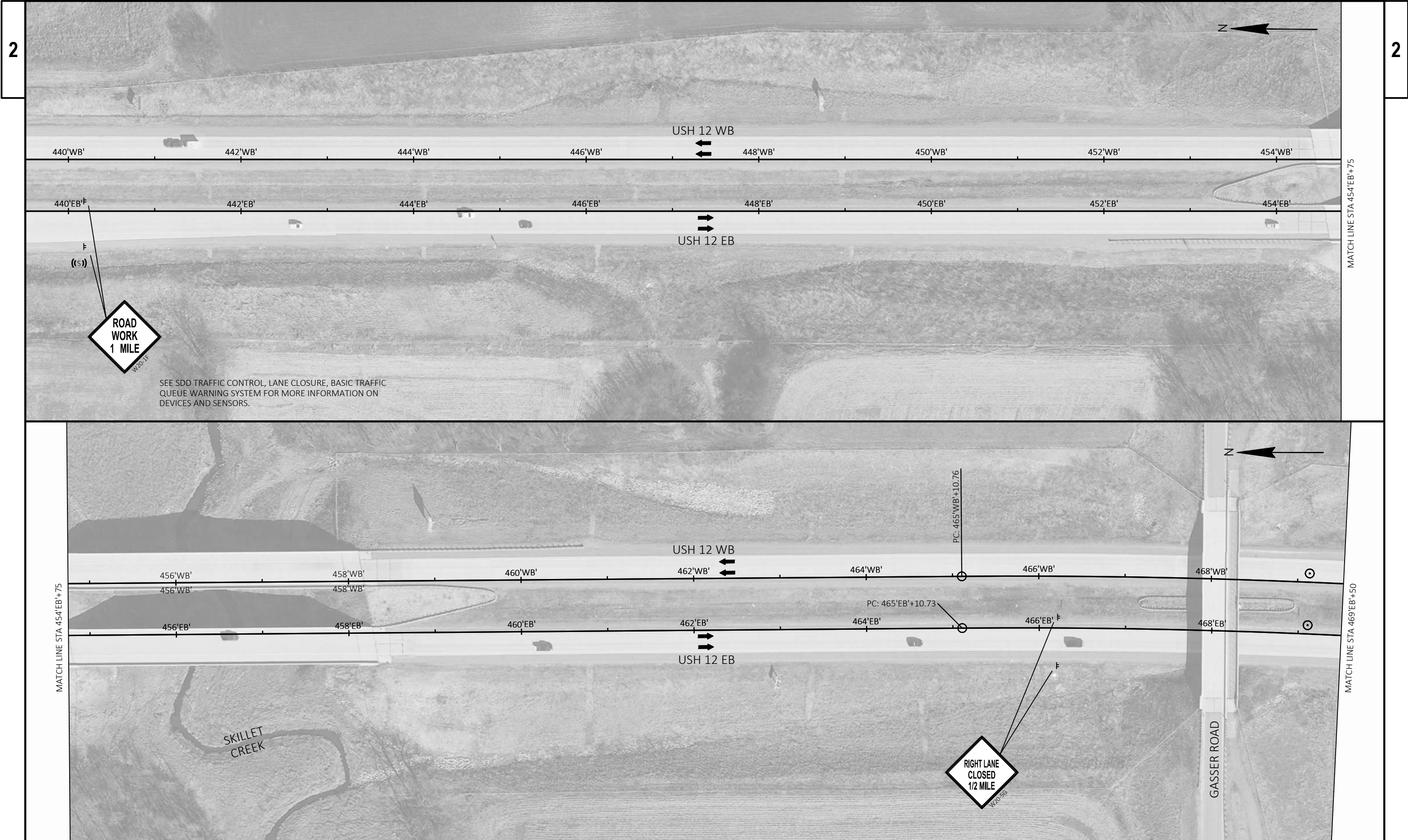


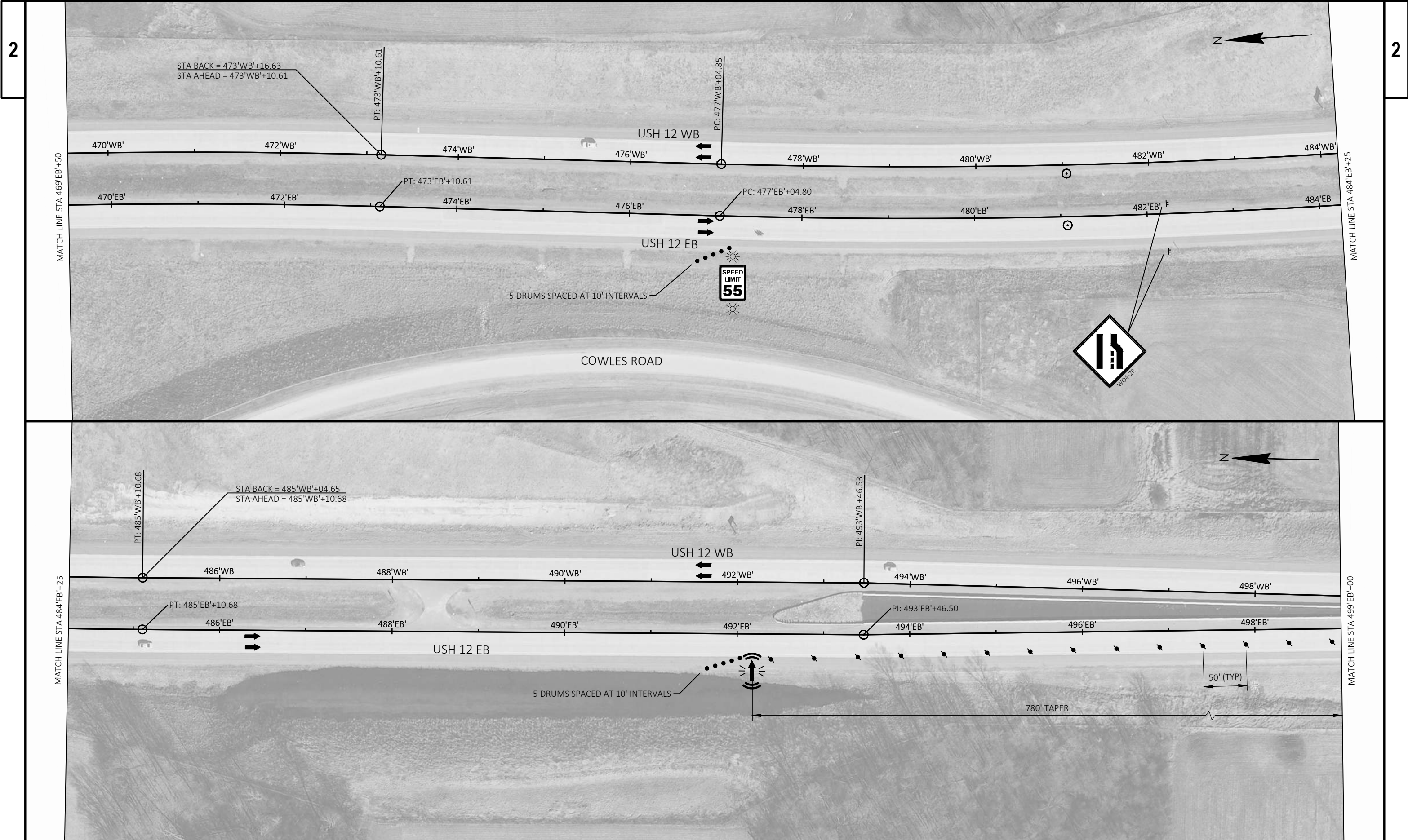


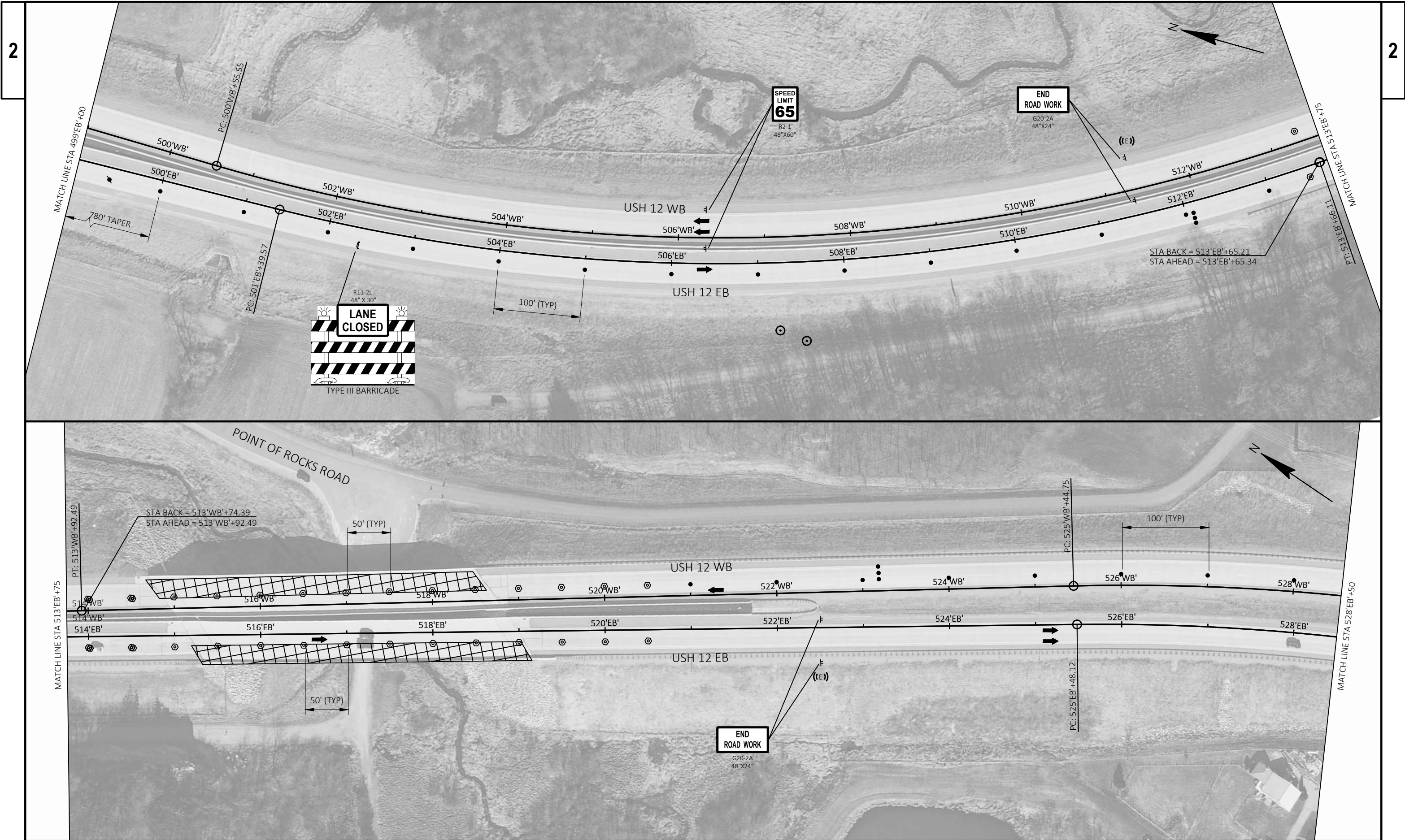


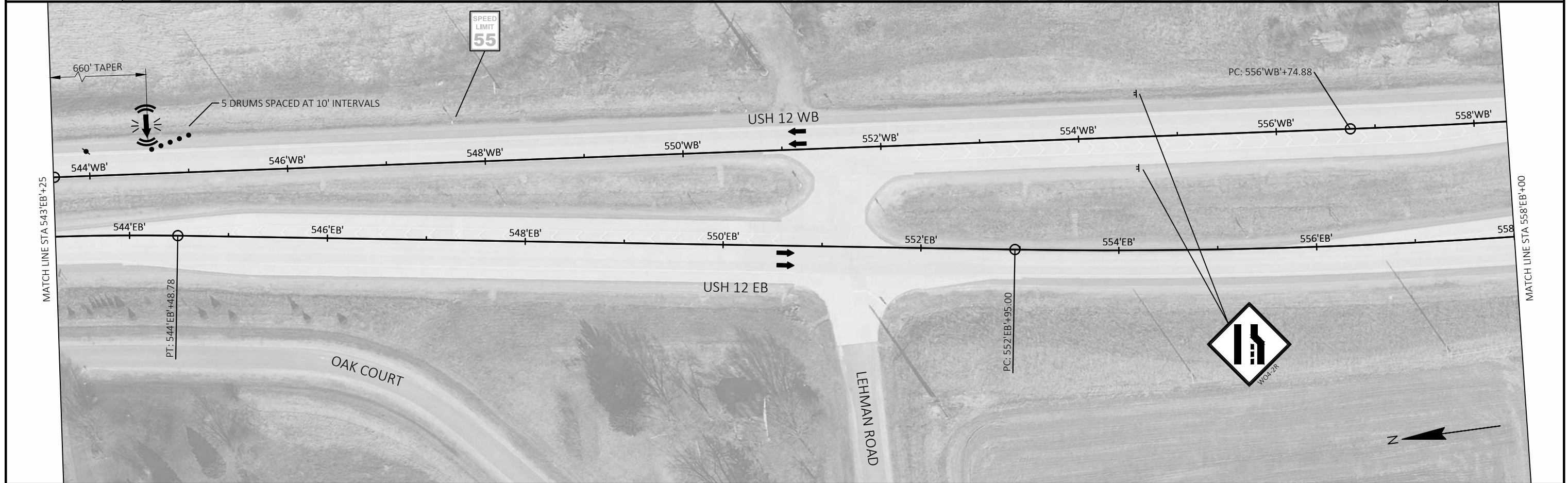
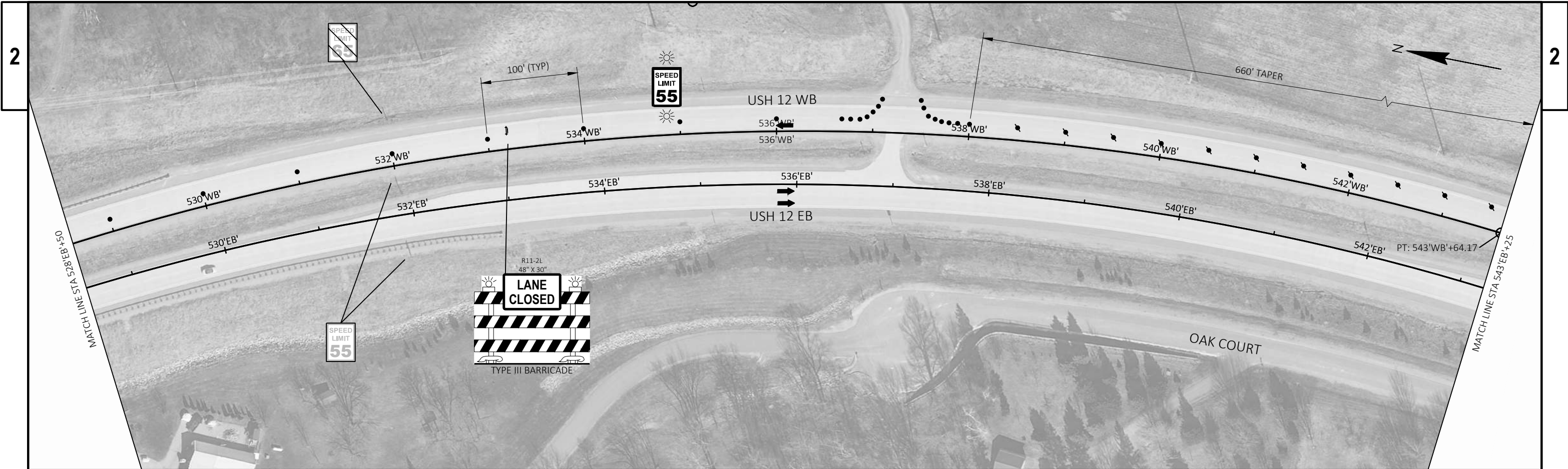


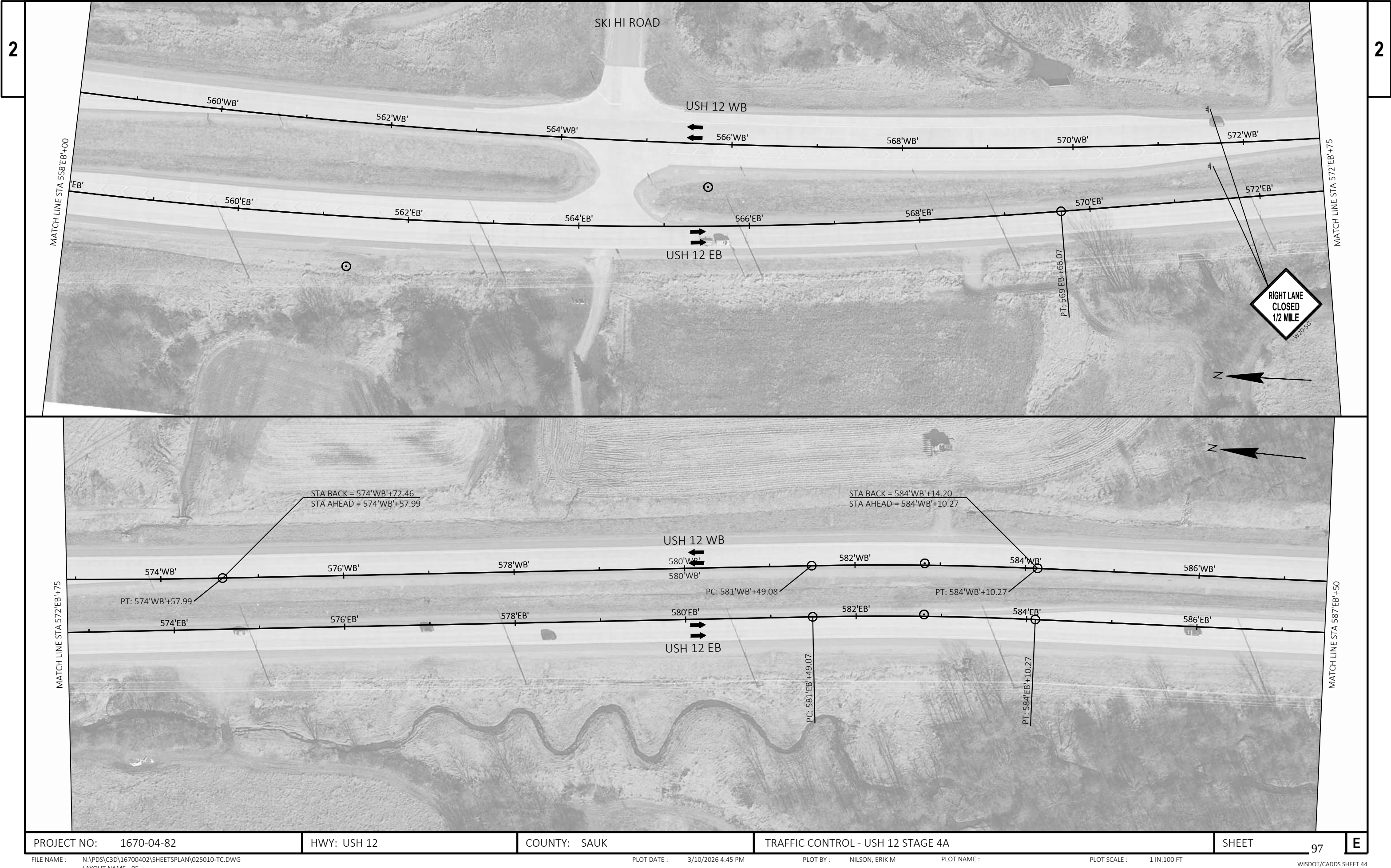


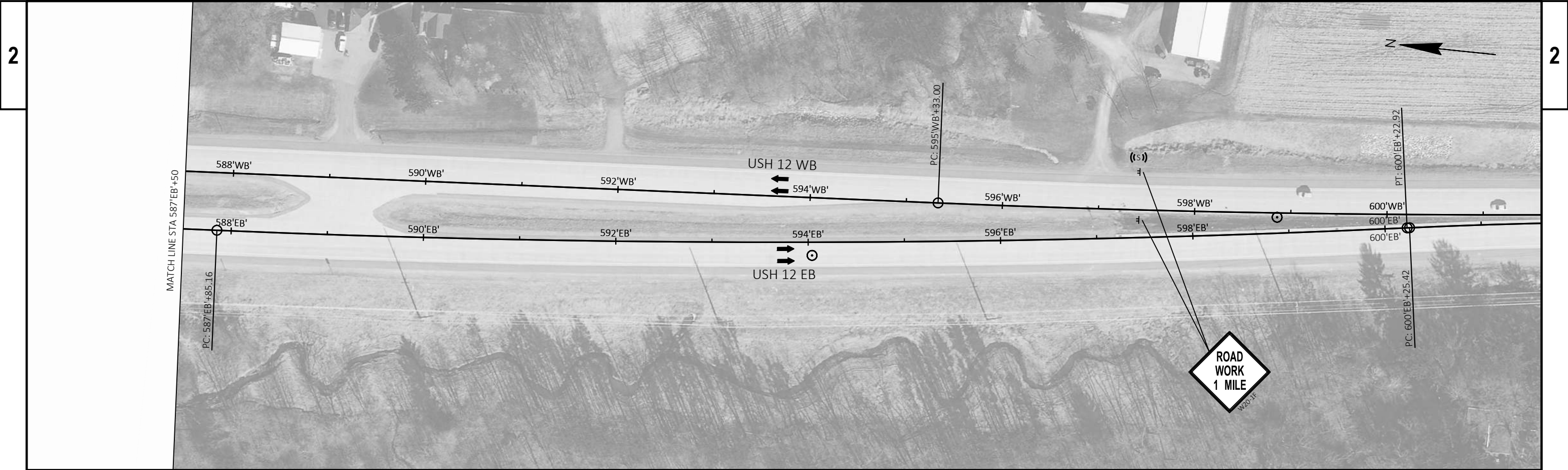


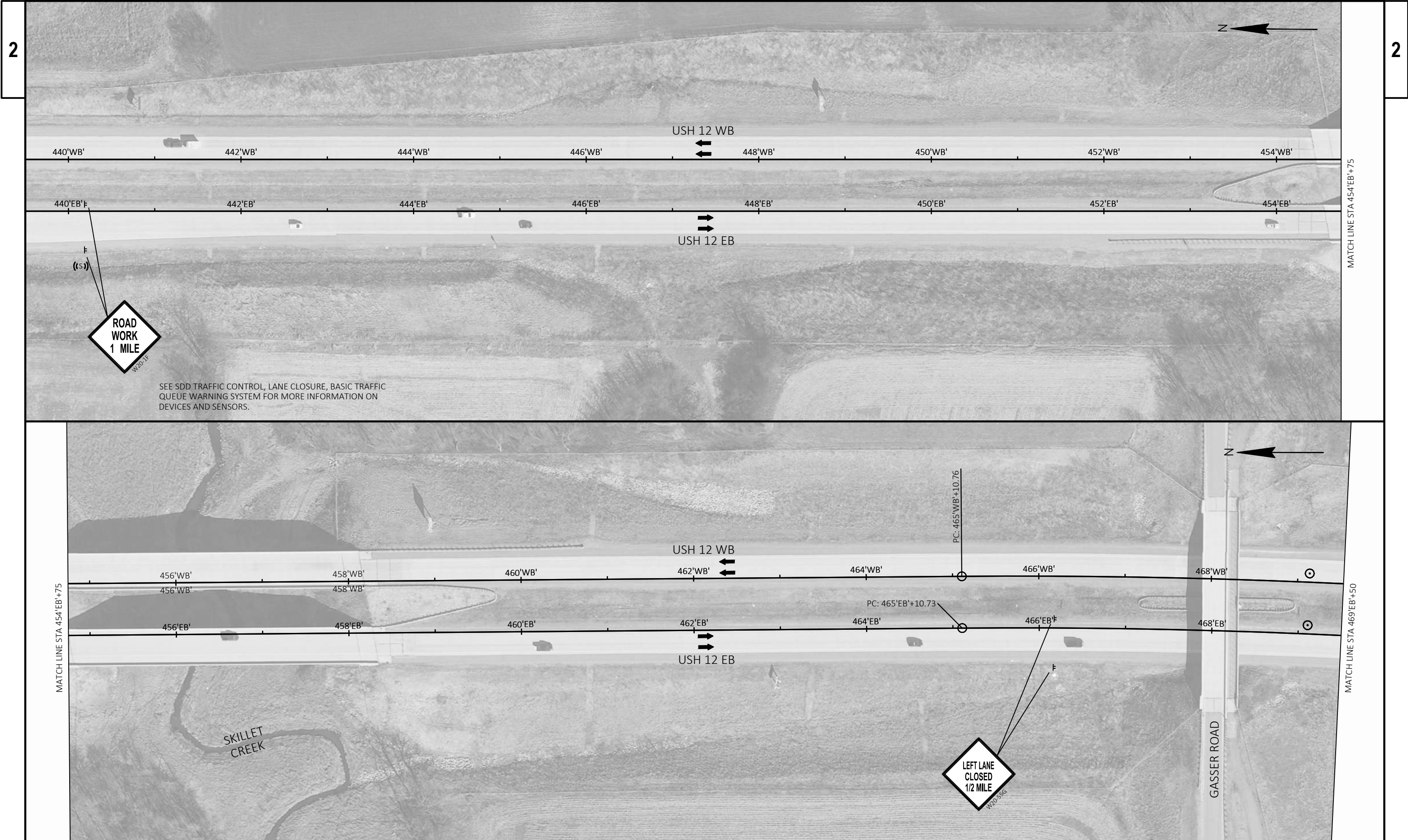




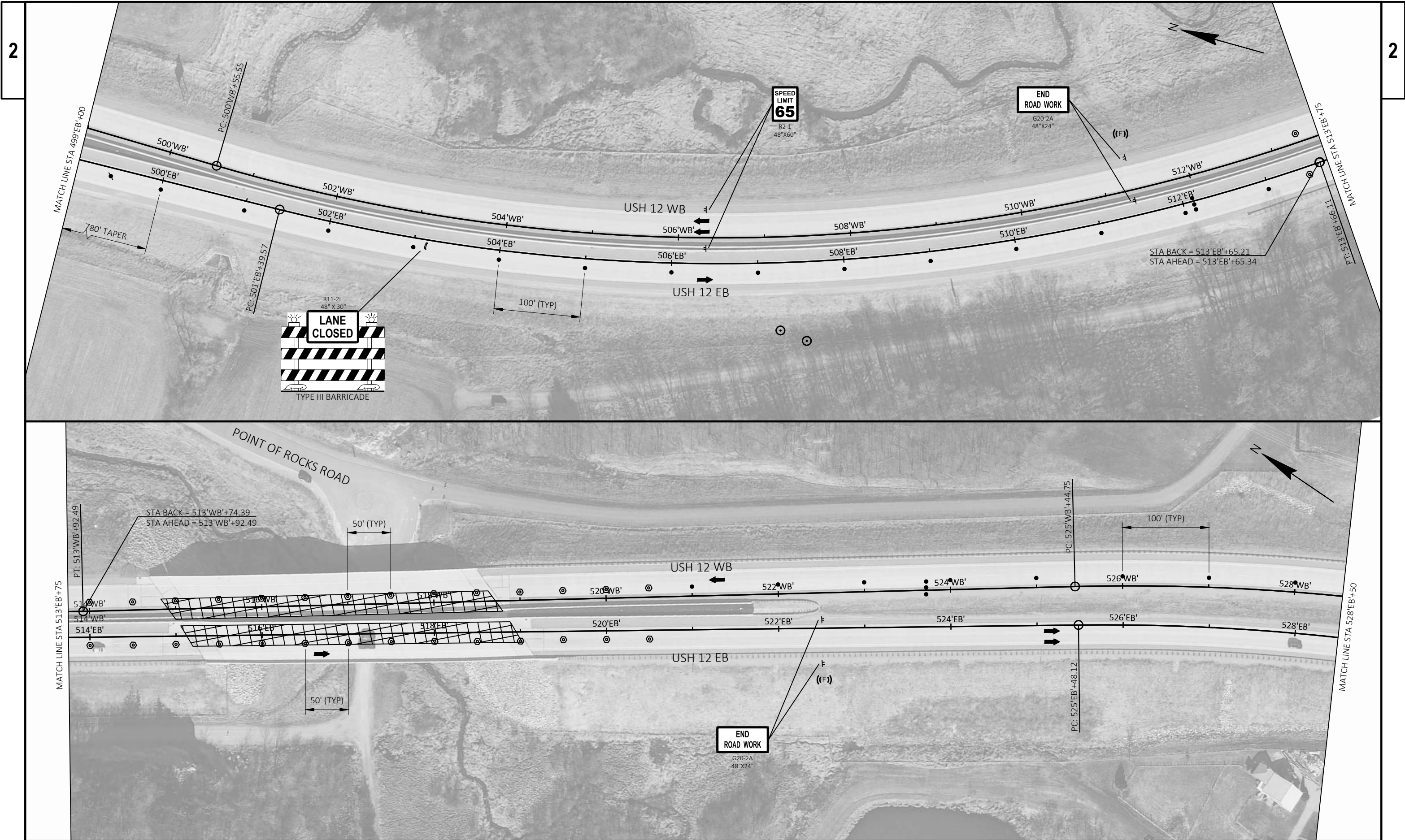


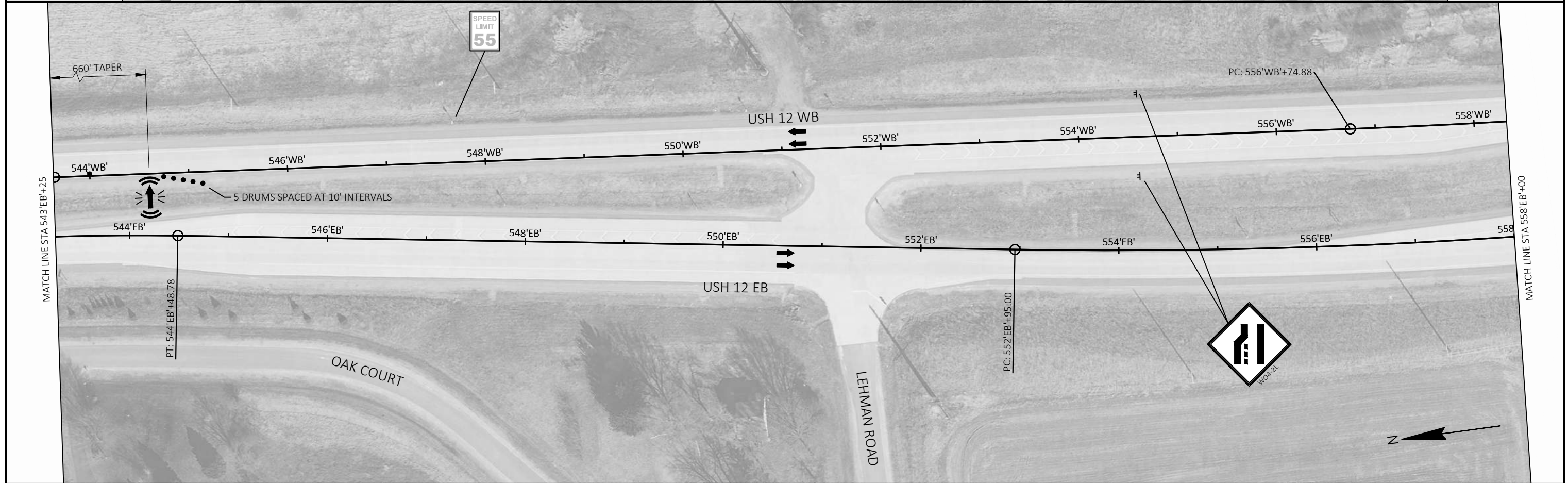
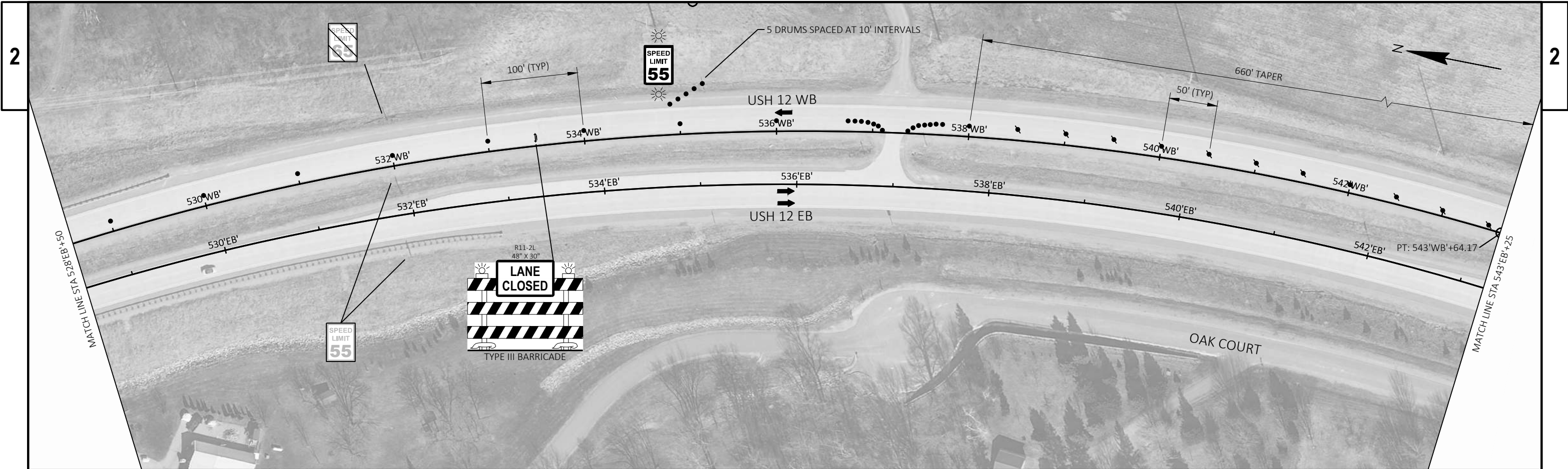


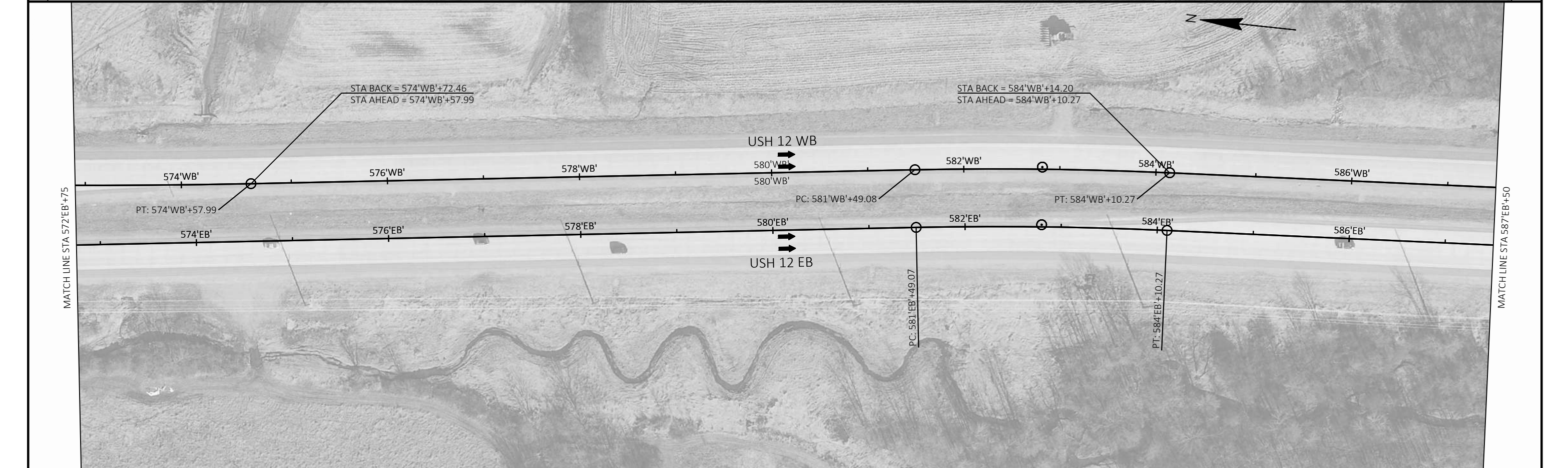
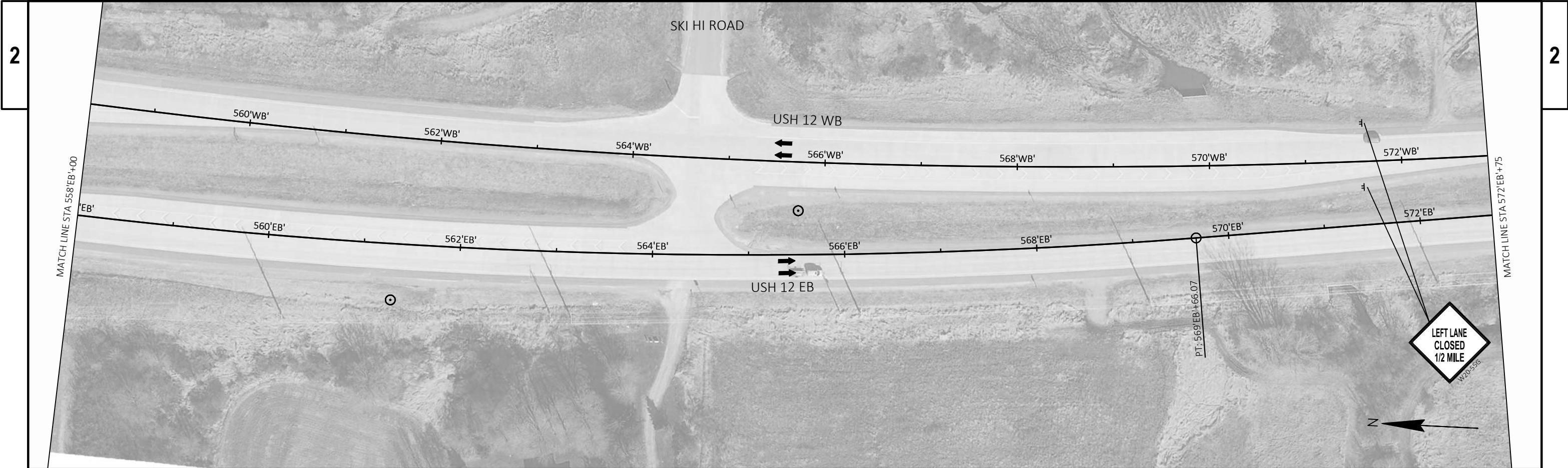


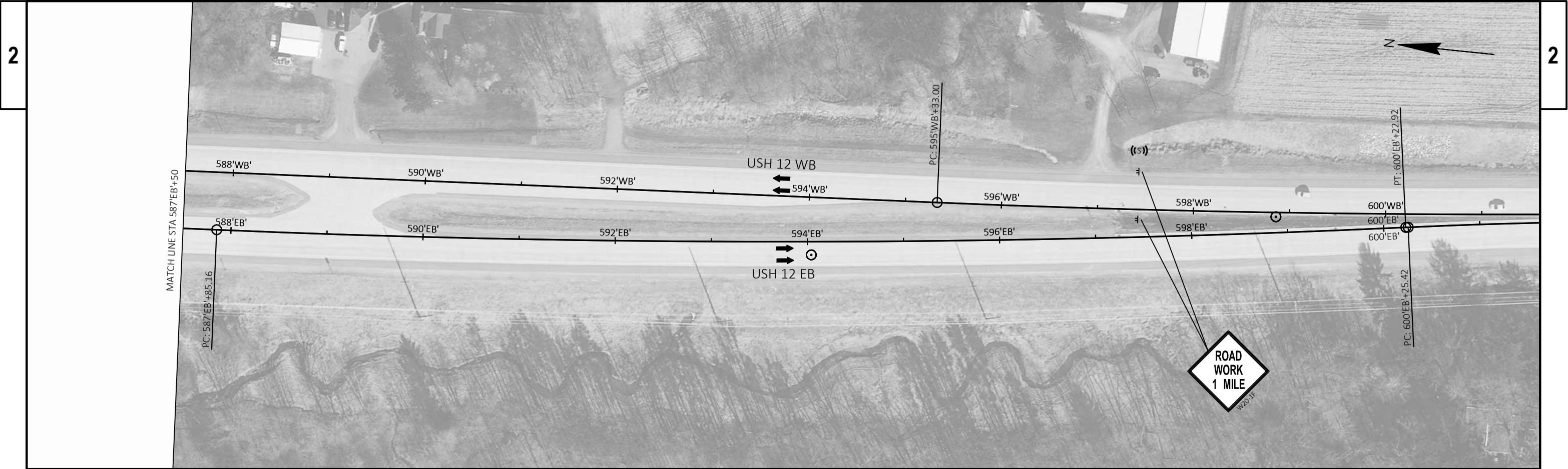


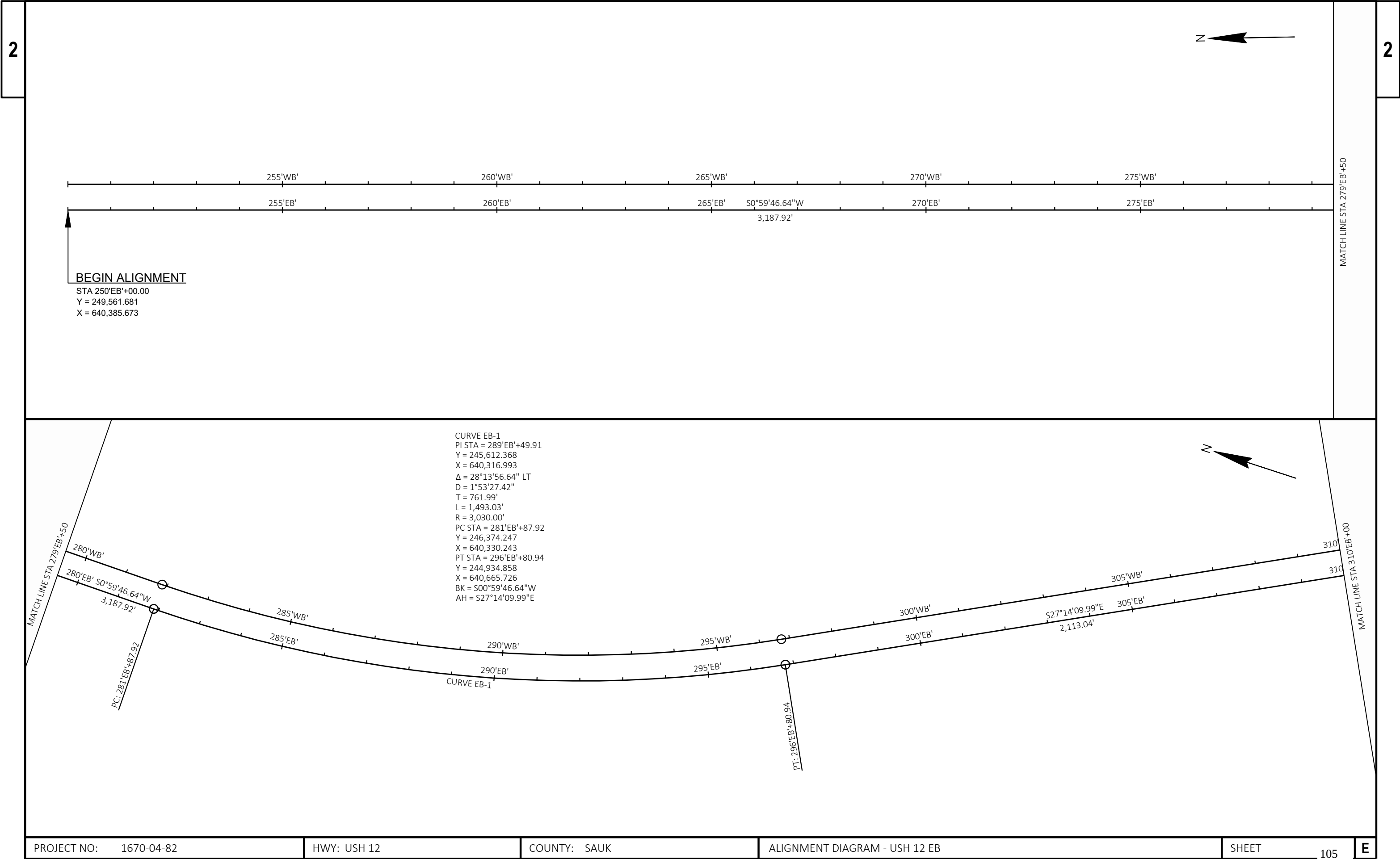


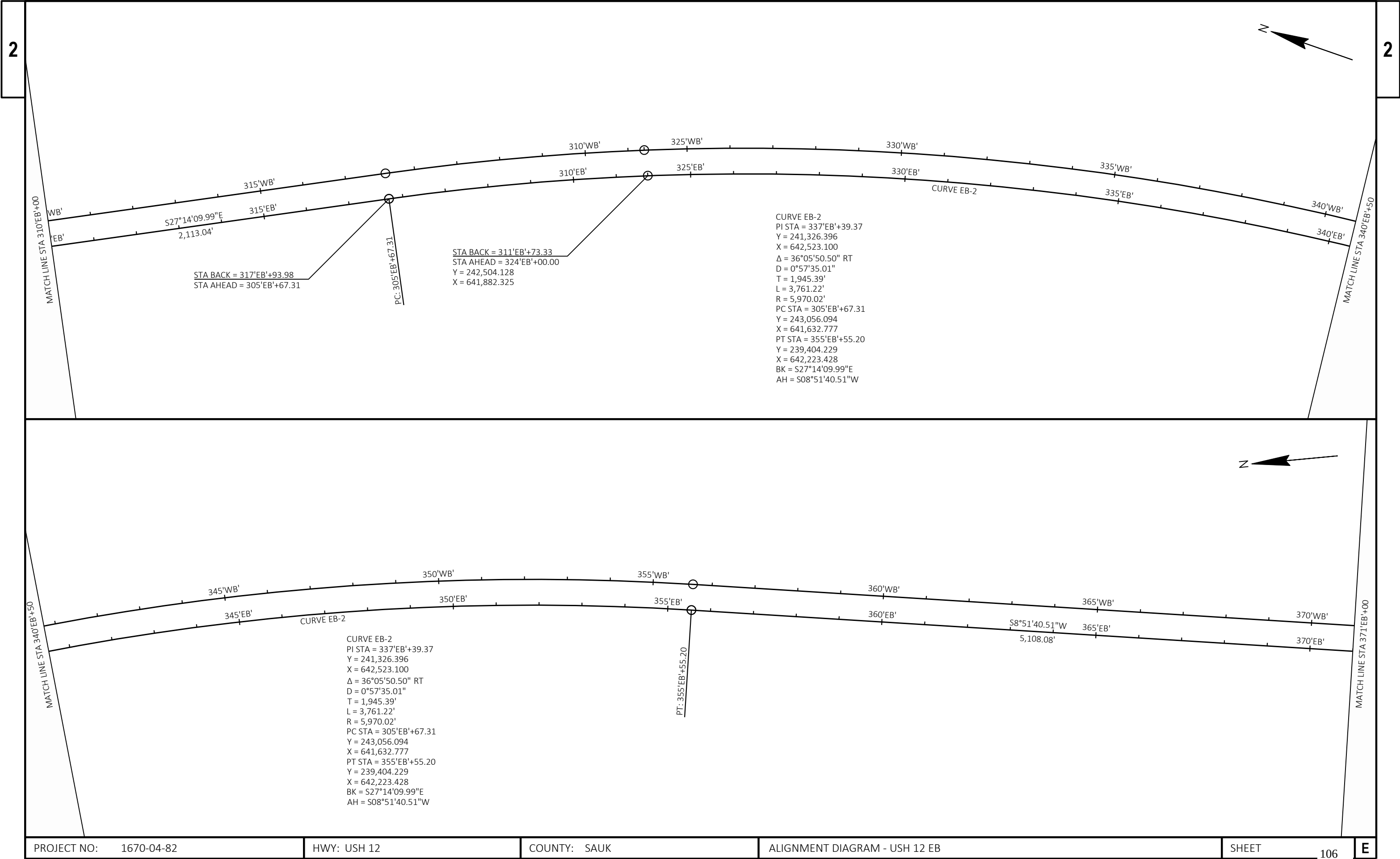


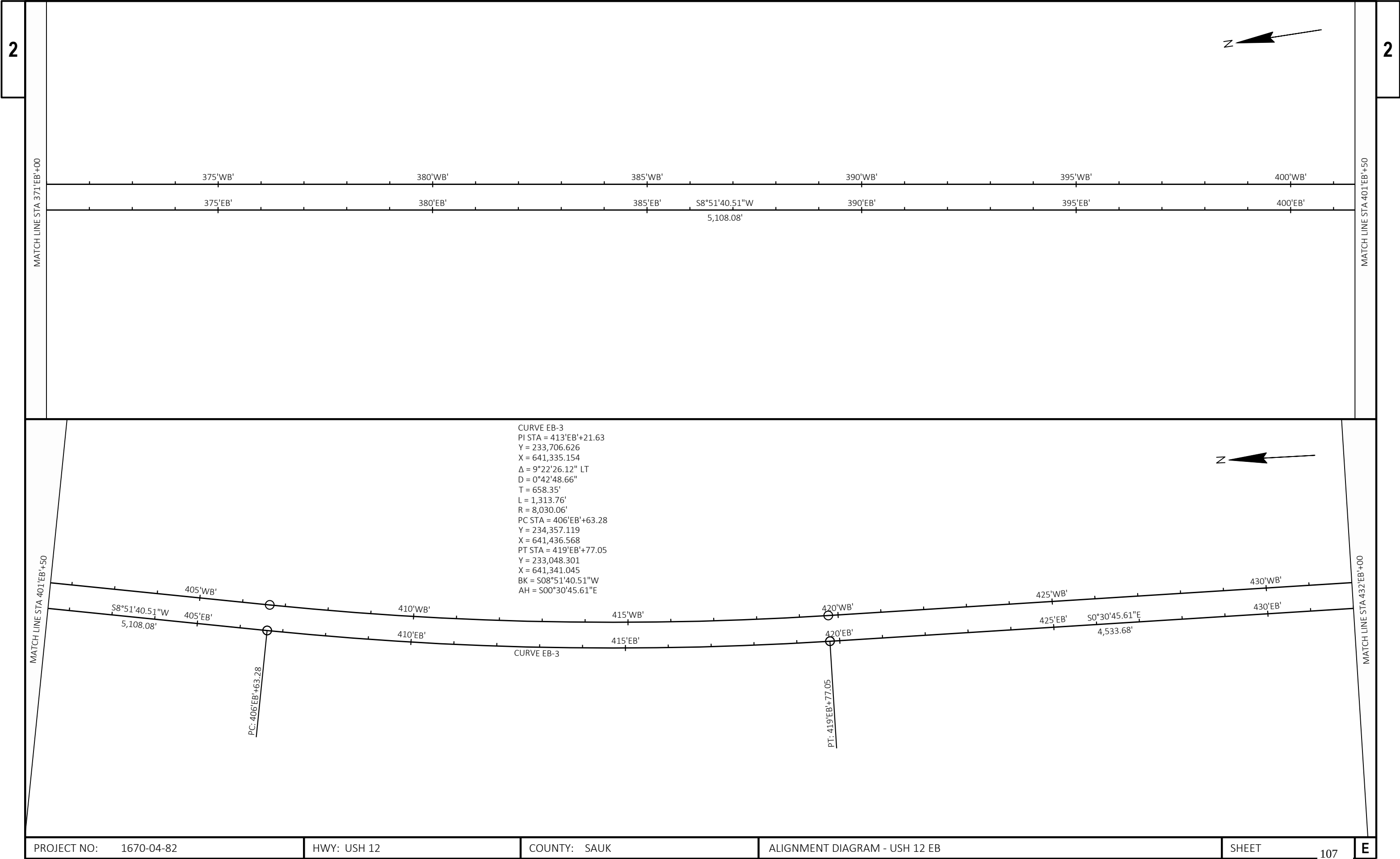


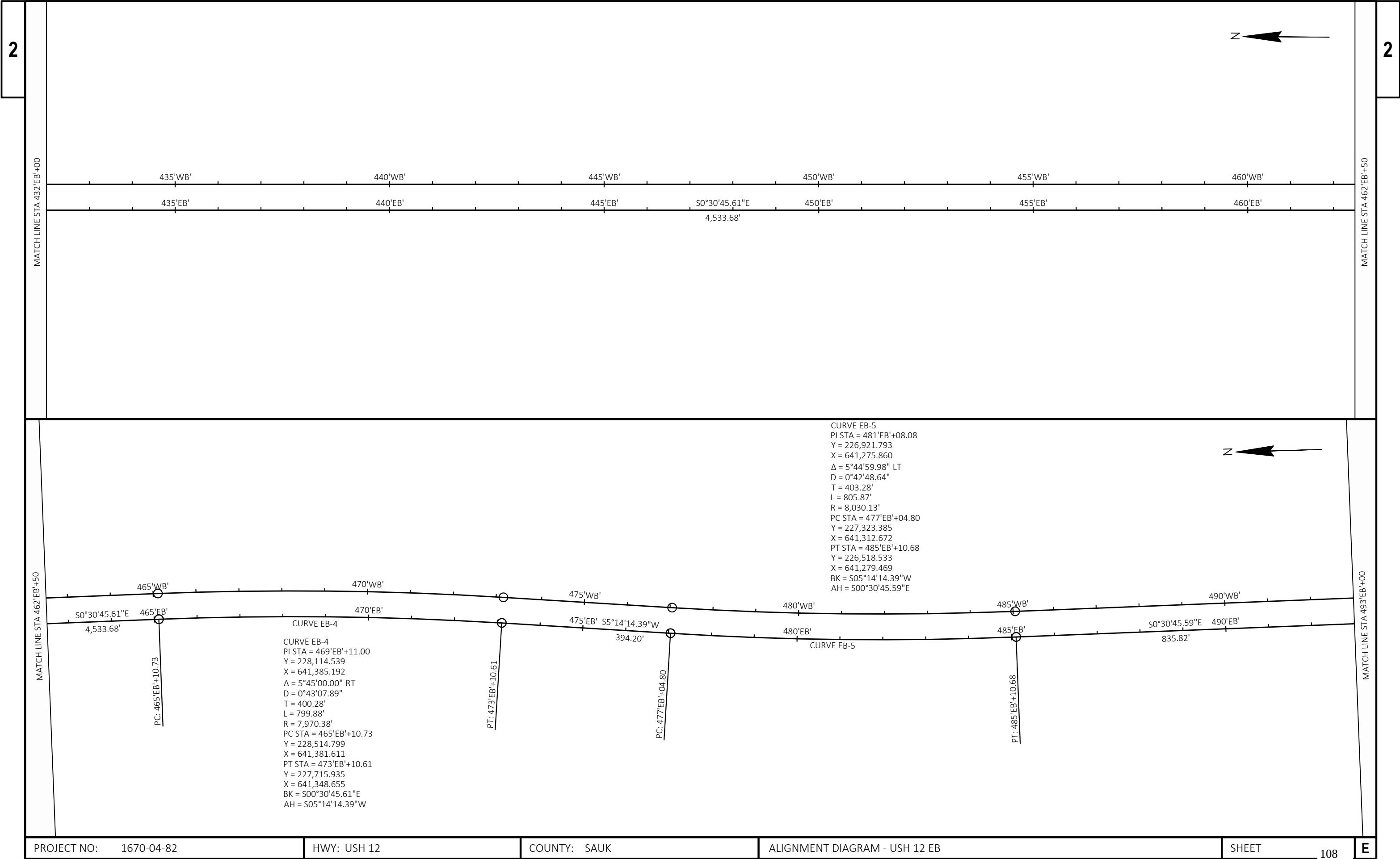


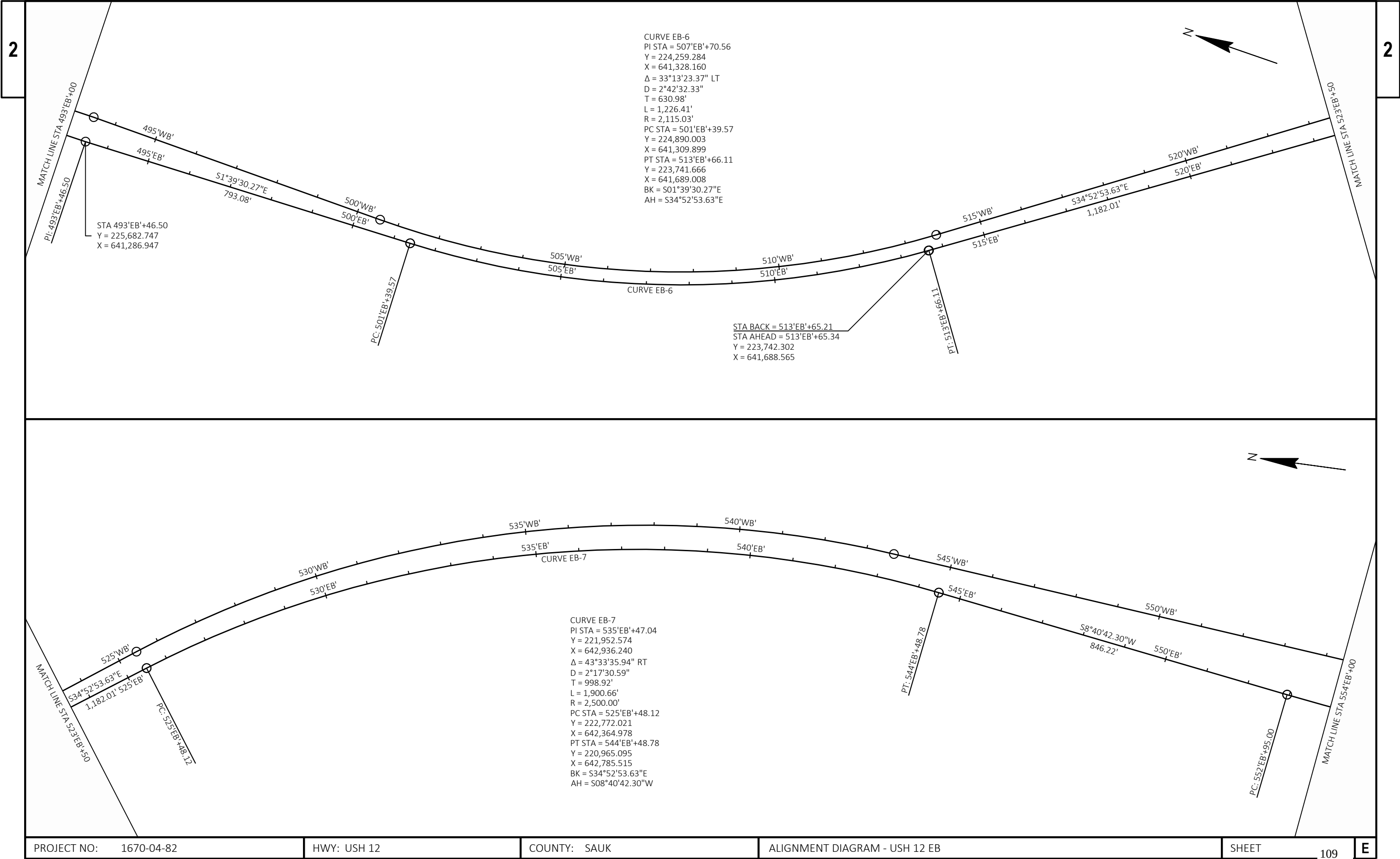


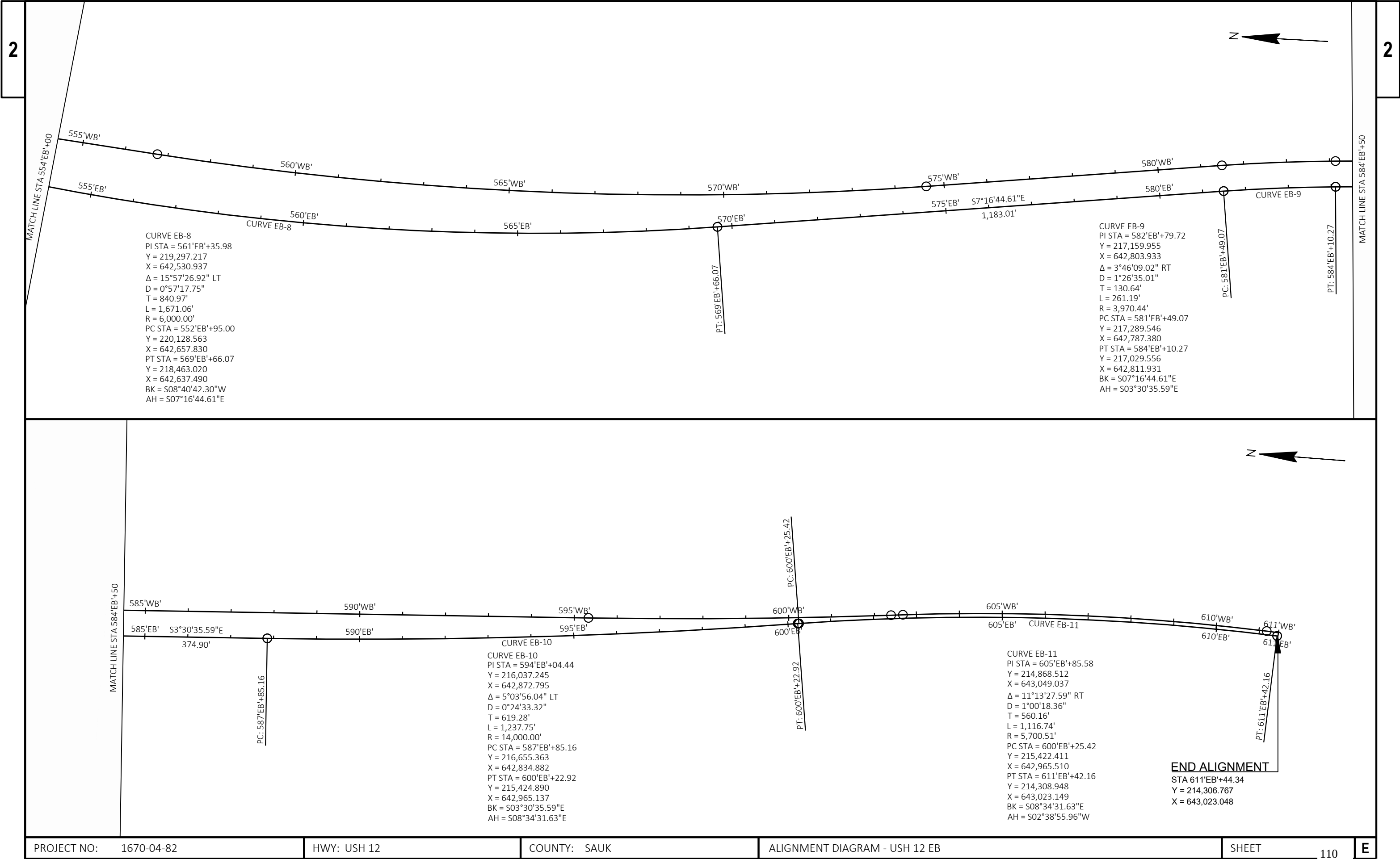






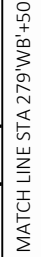


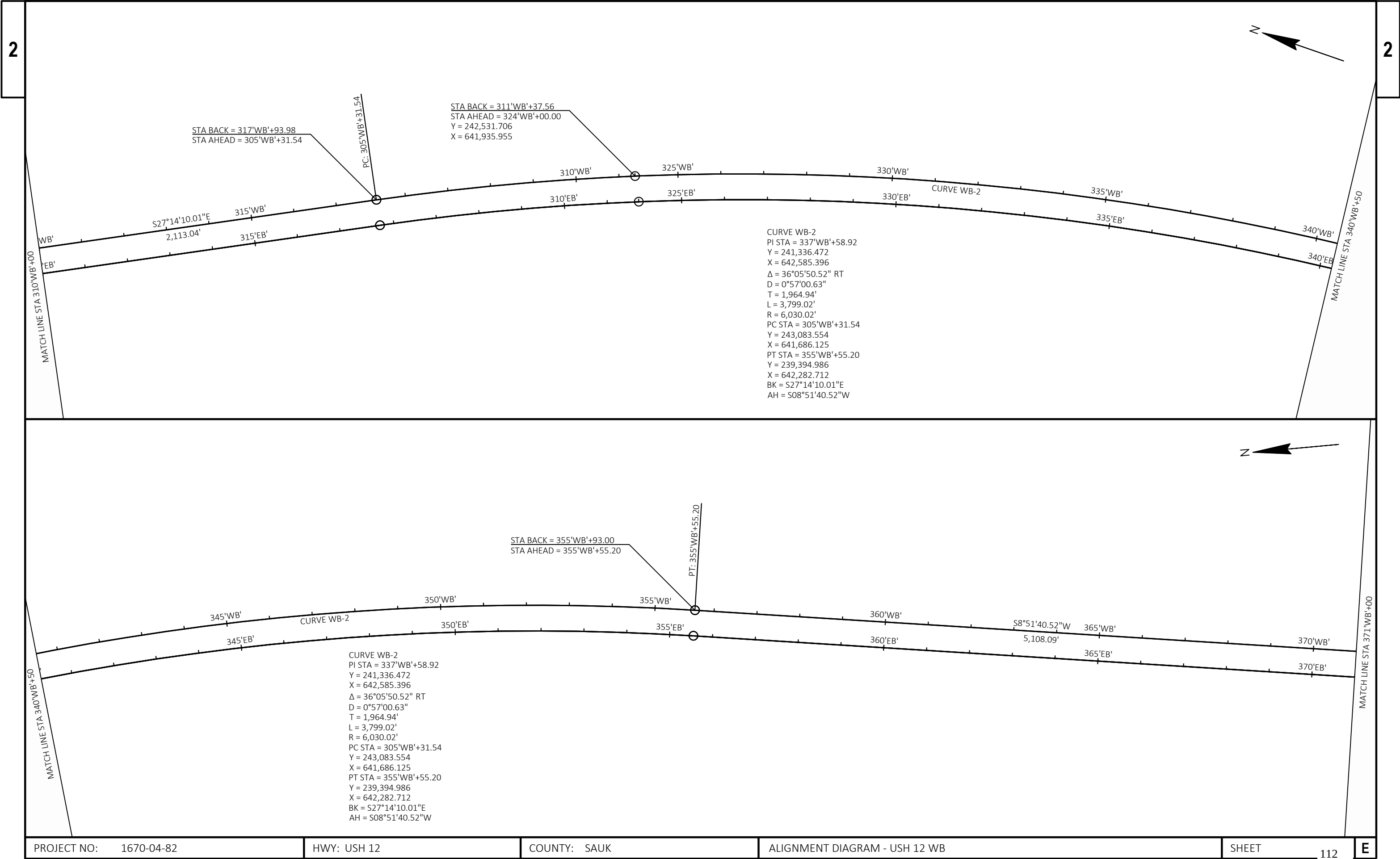


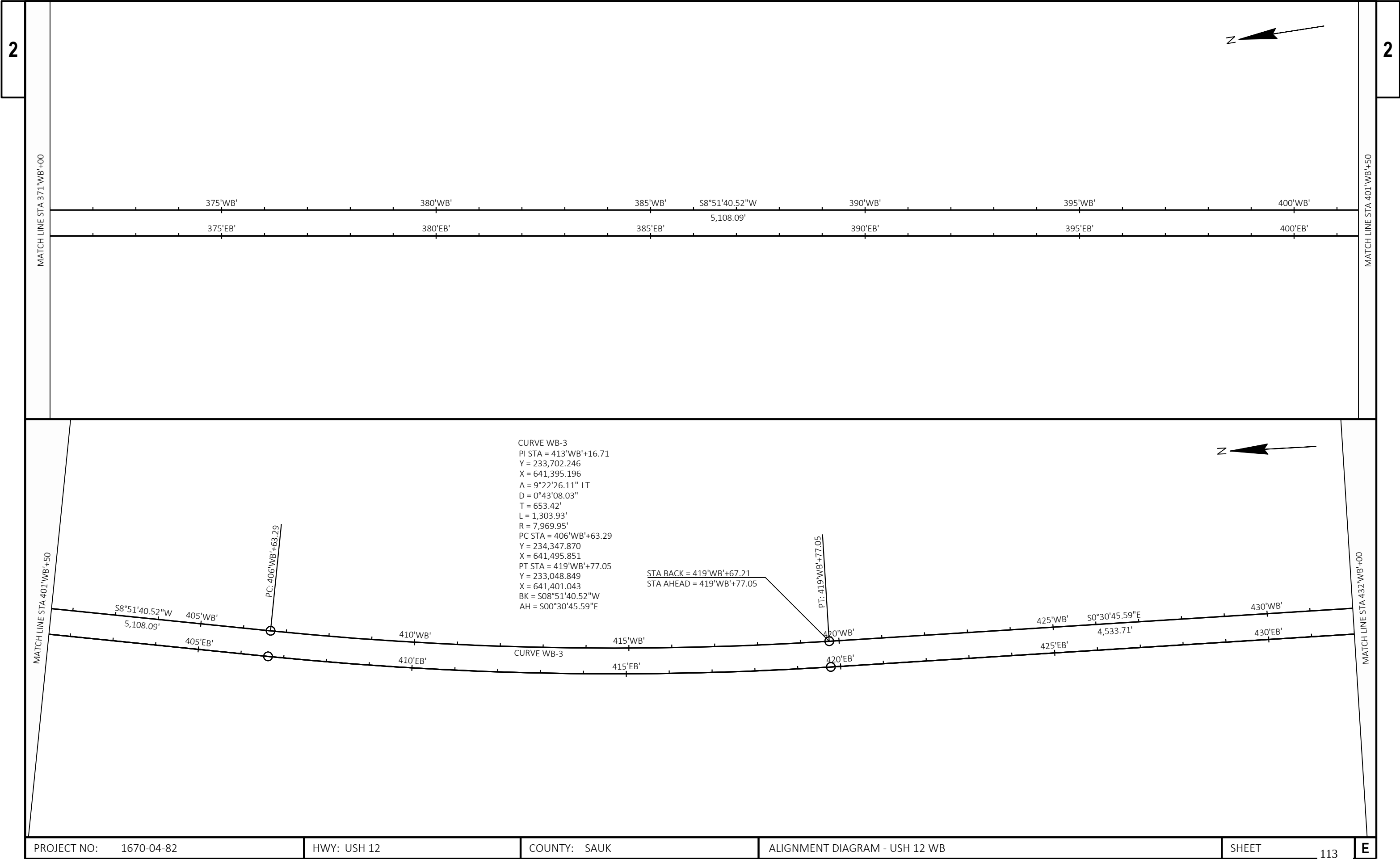


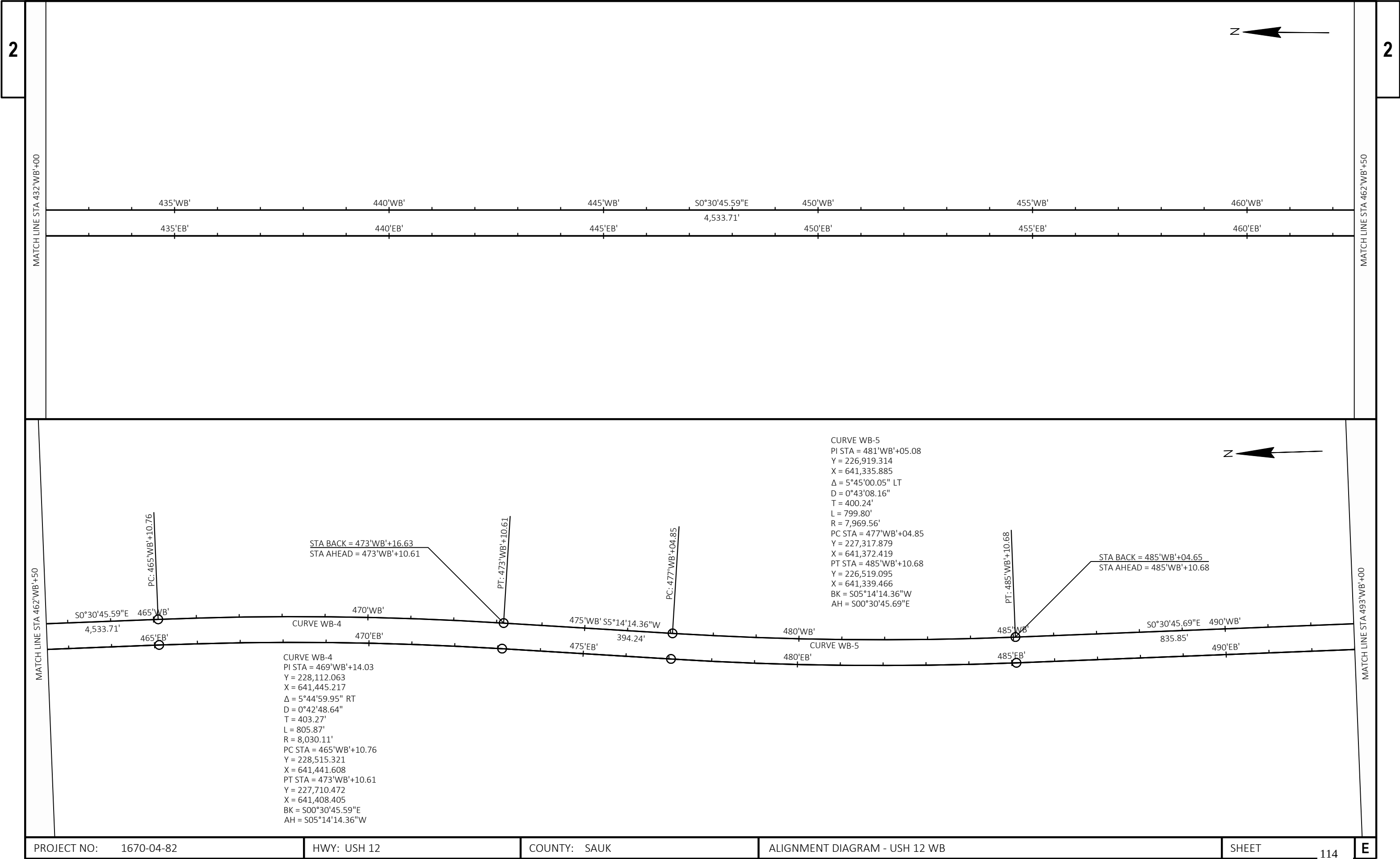
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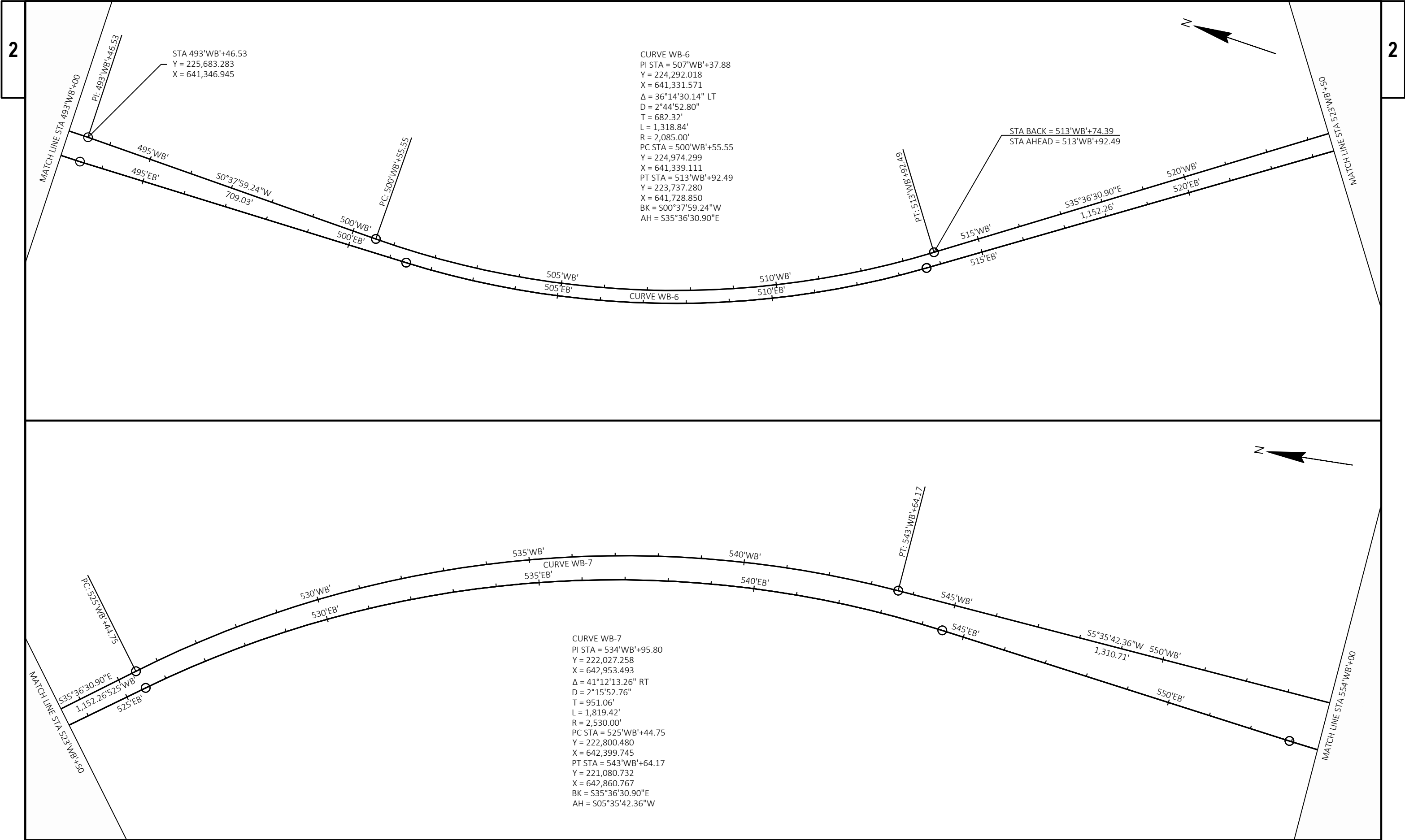
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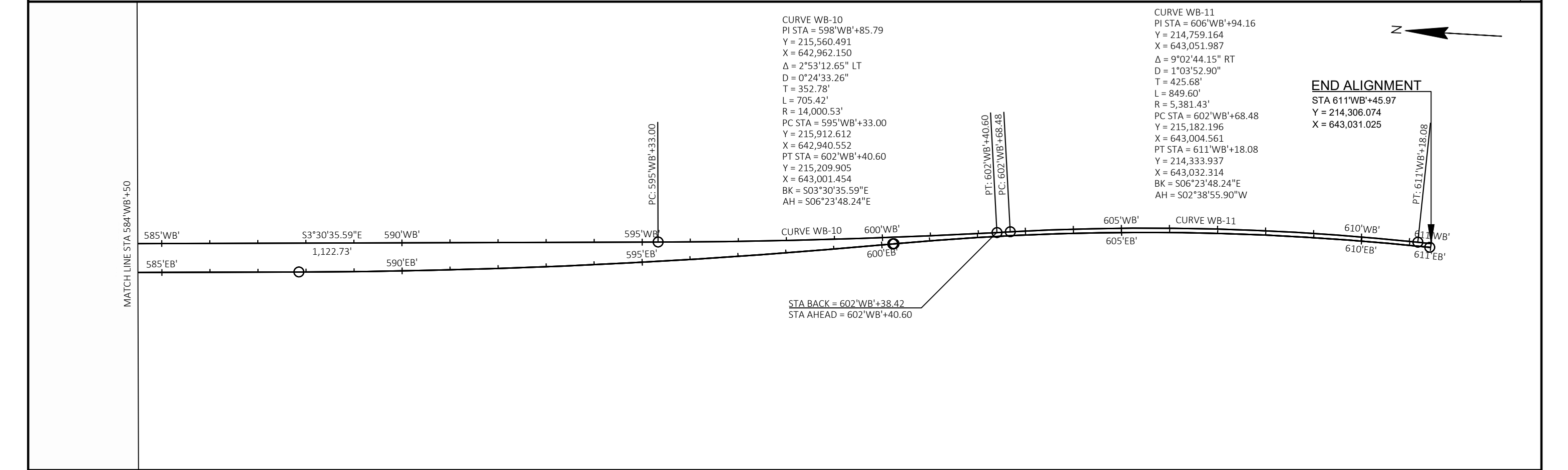
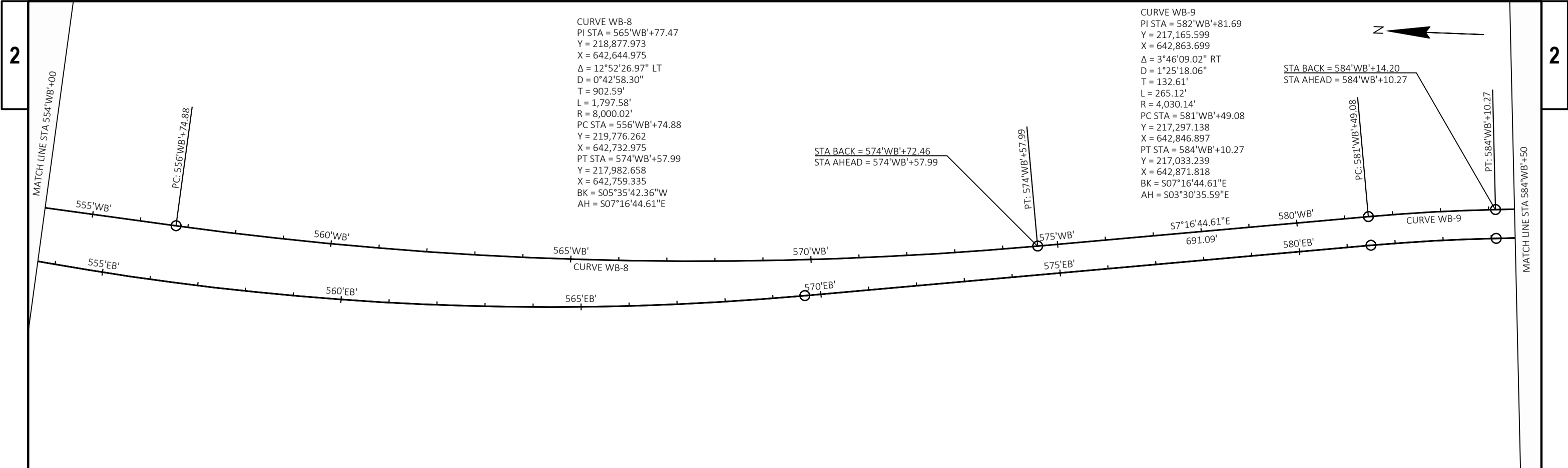












Estimate Of Quantities

1670-04-82					
Line	Item	Item Description	Unit	Total	Qty
0002	213.0100	Finishing Roadway (project) 01. 1670-04-82	EACH	1.000	1.000
0004	509.1500	Concrete Surface Repair	SF	14.000	14.000
0006	509.5100.S	Polymer Overlay	SY	19,160.000	19,160.000
0008	618.0100	Maintenance and Repair of Haul Roads (project) 01. 1670-04-82	EACH	1.000	1.000
0010	619.1000	Mobilization	EACH	1.000	1.000
0012	642.5001	Field Office Type B	EACH	1.000	1.000
0014	643.0300	Traffic Control Drums	DAY	3,748.000	3,748.000
0016	643.0370.S	Digital Speed Reduction System (DSRS)	DAY	32.000	32.000
0018	643.0420	Traffic Control Barricades Type III	DAY	82.000	82.000
0020	643.0705	Traffic Control Warning Lights Type A	DAY	132.000	132.000
0022	643.0715	Traffic Control Warning Lights Type C	DAY	828.000	828.000
0024	643.0810	Traffic Control Connected Arrow Boards	DAY	32.000	32.000
0026	643.0900	Traffic Control Signs	DAY	448.000	448.000
0028	643.0920	Traffic Control Covering Signs Type II	EACH	18.000	18.000
0030	643.1050	Traffic Control Signs PCMS	DAY	36.000	36.000
0032	643.1070	Traffic Control Cones 42-Inch	DAY	690.000	690.000
0034	643.1205.S	Basic Traffic Queue Warning System	DAY	32.000	32.000
0036	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	32.000	32.000
0038	643.5000	Traffic Control	EACH	1.000	1.000
0040	646.2020	Marking Line Epoxy 6-Inch	LF	9,888.000	9,888.000
0042	646.4020	Marking Line Epoxy 10-Inch	LF	856.000	856.000
0044	650.9911	Construction Staking Supplemental Control (project) 01. 1670-04-82	EACH	1.000	1.000

3

3

				PAVEMENT MARKING						
				646.2020 MARKING LINE EPOXY 6-INCH					646.4020 MARKING LINE EPOXY 10-INCH	
				WHITE EDGE LINE LF	WHITE LANE LINE 12.5 FT LINE, 37.5 FT GAP LF	WHITE DASHED LINE 3 FT LINE, 9 FT GAP LF	YELLOW CENTERLINE LF	WHITE LF	REMARKS	
CATEGORY	LOCATION	EACH	REMARKS							
0010	USH 12 (BOTH DIRECTIONS)	1		0010	B-56-188	150	38	---	151	---
				0010	B-56-189	152	38	---	152	---
				0010	B-56-205	229	100	---	229	---
				0010	B-56-206	229	113	---	229	---
				0010	B-56-207	804	200	---	807	593
				0010	B-56-208	812	200	36	806	263
				0010	B-56-209	205	100	---	205	---
				0010	B-56-210	204	100	---	205	---
				0010	B-56-211	373	88	---	373	---
				0010	B-56-212	373	88	---	373	---
				0010	B-56-214	380	100	---	380	---
				0010	B-56-215	383	100	---	383	---
				INDIVIDUAL TOTAL 0010		4294	1265	36	4293	856
				FINAL TOTAL 0010		9,888		856		
				TOTAL 0010		1				

STAKING

650.9911.01
CONSTRUCTION
STAKING
SUPPLEMENTAL
CONTROL (PROJECT)
(01. 1670-04-82)

TRAFFIC CONTROL

				643.0300	643.0370.S		643.0420	643.0705		643.0715		643.0810				
				TRAFFIC CONTROL DRUMS	DIGITAL SPEED REDUCTION SYSTEM (DSRS)		TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A		TRAFFIC CONTROL WARNING LIGHTS TYPE C		TRAFFIC CONTROL CONNECTED ARROW BOARDS				
CATEGORY	STATION	LOCATION	DAYS PER STAGE	PER DAY	DAY	PER DAY	DAY	PER DAY	DAY	PER DAY	DAY	PER DAY	DAY	PER DAY	DAY	REMARKS
0010	PREWARNING	BOTH DIRECTIONS	7	10	70	---	---	---	---	---	---	---	---	---	---	
0010	STAGE 1A	BOTH DIRECTIONS	2	358	716	2	4	10	20	14	28	73	146	2	4	
0010	STAGE 1B	BOTH DIRECTIONS	2	303	606	2	4	7	14	8	16	55	110	2	4	
0010	STAGE 2A	BOTH DIRECTIONS	2	222	444	2	4	9	18	14	28	52	104	2	4	
0010	STAGE 2B	BOTH DIRECTIONS	2	252	504	2	4	4	8	8	16	83	166	2	4	
0010	STAGE 3A	BOTH DIRECTIONS	2	238	476	2	4	4	8	8	16	53	106	2	4	
0010	STAGE 3B	BOTH DIRECTIONS	2	215	430	2	4	3	6	6	12	44	88	2	4	
0010	STAGE 4A	BOTH DIRECTIONS	2	123	246	2	4	2	4	4	8	27	54	2	4	
0010	STAGE 4B	BOTH DIRECTIONS	2	128	256	2	4	2	4	4	8	27	54	2	4	
TOTAL 0010				3,748		32		82		132		828		32		

TRAFFIC CONTROL (CONTINUED)

				643.0900	643.0920	643.1050	643.1070	643.1205.S	643.1220					
				TRAFFIC CONTROL SIGNS	TRAFFIC CONTROL COVERING SIGNS TYPE II	TRAFFIC CONTROL SIGNS PCMS	TRAFFIC CONTROL CONES 42-INCH	BASIC TRAFFIC QUEUE WARNING SYSTEM	TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS					
CATEGORY	STATION	LOCATION	DAYS PER STAGE	PER DAY	DAY	EACH	PER DAY	DAY	PER DAY	DAY	PER DAY	DAY	DAY	REMARKS
0010	PREWARNING	BOTH DIRECTIONS	7	---	---	---	2	14	---	---	---	---	---	INCLUDES PREWARNING
0010	STAGE 1A	BOTH DIRECTIONS	2	36	72	1	---	---	37	74	2	4	4	
0010	STAGE 1B	BOTH DIRECTIONS	2	31	62	3	---	---	39	78	2	4	4	
0010	STAGE 2A	BOTH DIRECTIONS	2	28	56	4	5	22	75	150	2	4	4	
0010	STAGE 2B	BOTH DIRECTIONS	2	31	62	4	---	---	58	116	2	4	4	
0010	STAGE 3A	BOTH DIRECTIONS	2	30	60	2	---	---	38	76	2	4	4	
0010	STAGE 3B	BOTH DIRECTIONS	2	28	56	2	---	---	38	76	2	4	4	
0010	STAGE 4A	BOTH DIRECTIONS	2	20	40	1	---	---	30	60	2	4	4	
0010	STAGE 4B	BOTH DIRECTIONS	2	20	40	1	---	---	30	60	2	4	4	
TOTAL 0010				448		18	36		690		32		32	

PROJECT NO: 1670-04-82

HWY: USH 12

COUNTY: SAUK

MISCELLANEOUS QUANTITIES

SHEET

118

E

3

CONNECTED WORK ZONES

STAGE / LOCATION	NUMBER OF DAYS	643.0810 TRAFFIC CONTROL CONNECTED ARROW BOARDS		643.1220 TRAFFIC CONTROL CONNECTED WORK ZONE START AND END LOCATION MARKERS		REMARKS
		EACH	DAY	EACH	DAY	
STAGE 1A (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 1B (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 2A (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 2B (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 3A (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 3B (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 4A (BOTH DIRECTIONS)	2	2	4	2	4	
STAGE 4B (BOTH DIRECTIONS)	2	2	4	2	4	

FOR INFORMATIONAL PURPOSES ONLY

643.0370.S DIGITAL SPEED REDUCTION SYSTEM

STAGE / LOCATION	DIGITAL SPEED LIMIT TRAILERS (DSLTT)	DIGITAL SPEED REDUCTION SYSTEM (DAY)
STAGE 1A (BOTH DIRECTIONS)	5	2
STAGE 1B (BOTH DIRECTIONS)	5	2
STAGE 2A (BOTH DIRECTIONS)	4	2
STAGE 2B (BOTH DIRECTIONS)	4	2
STAGE 3A (BOTH DIRECTIONS)	3	2
STAGE 3B (BOTH DIRECTIONS)	3	2
STAGE 4A (BOTH DIRECTIONS)	2	2
STAGE 4B (BOTH DIRECTIONS)	2	2

FOR INFORMATIONAL PURPOSES ONLY

643.1205.S BASIC TRAFFIC QUEUE WARNING SYSTEM

STAGE/LOCATION	FLASHING BEACON SIGNS (FBS)	PORTABLE TRAFFIC SENSORS (PTS)	BASIC QUEUE WARNING SYSTEM (DAY)
STAGE 1A (BOTH DIRECTIONS)	6	6	4
STAGE 1B (BOTH DIRECTIONS)	6	6	4
STAGE 2A (BOTH DIRECTIONS)	6	6	4
STAGE 2B (BOTH DIRECTIONS)	6	6	4
STAGE 3A (BOTH DIRECTIONS)	6	6	4
STAGE 3B (BOTH DIRECTIONS)	6	6	4
STAGE 4A (BOTH DIRECTIONS)	6	6	4
STAGE 4B (BOTH DIRECTIONS)	6	6	4

FOR INFORMATIONAL PURPOSES ONLY

TRAFFIC CONTROL COVERING SIGNS

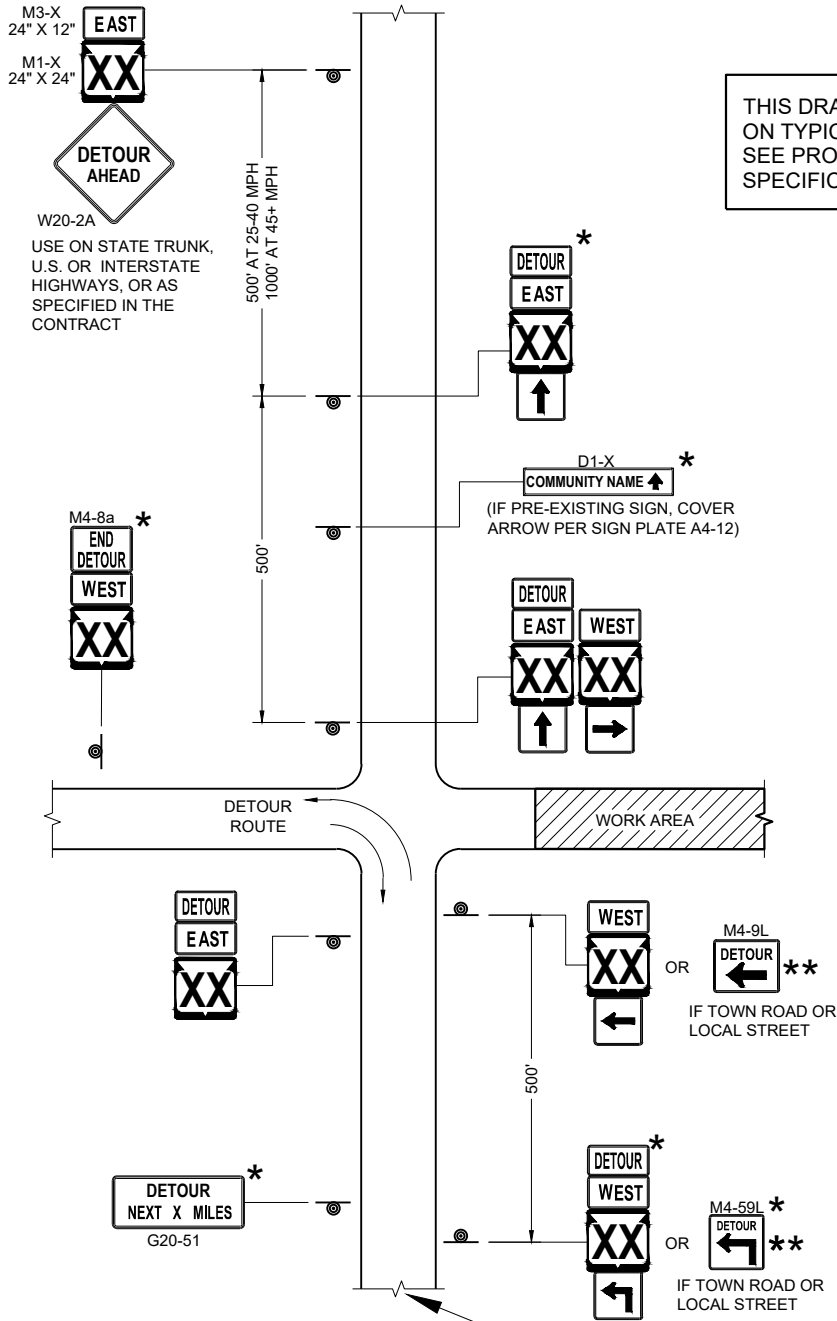
STAGE	EACH	643.0920 TRAFFIC CONTROL COVERING SIGNS TYPE II	
		NUMBER OF CYCLES	NUMBER OF SIGNS
STAGE 1A (BOTH DIRECTIONS)	1	1	1
STAGE 1B (BOTH DIRECTIONS)	3	1	3
STAGE 2A (BOTH DIRECTIONS)	4	1	4
STAGE 2B (BOTH DIRECTIONS)	4	1	4
STAGE 3A (BOTH DIRECTIONS)	2	1	2
STAGE 3B (BOTH DIRECTIONS)	2	1	2
STAGE 4A (BOTH DIRECTIONS)	1	1	1
STAGE 4B (BOTH DIRECTIONS)	1	1	1

FOR INFORMATIONAL PURPOSES ONLY

3

Standard Detail Drawing List

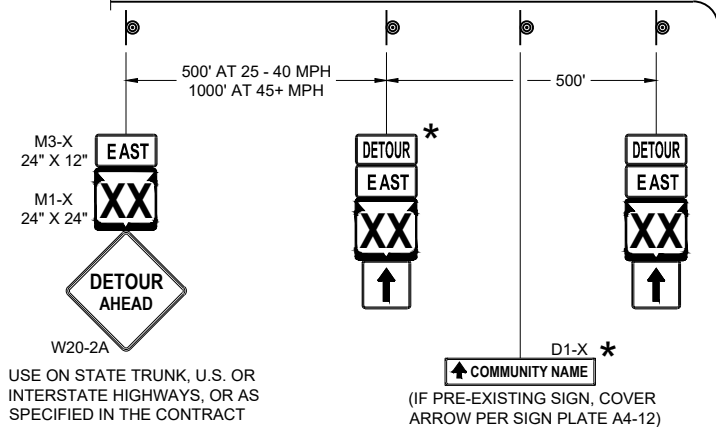
15C02-10C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C31-08A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-08C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15D12-16A	TRAFFIC CONTROL, LANE CLOSURE
15D12-16D	TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM
15D12-16G	TRAFFIC CONTROL, LANE CLOSURE , DIGITAL SPEED REDUCTION SYSTEM
15D15-08A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-07	TRAFFIC CONTROL, EXIT RAMP CLOSURE



SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

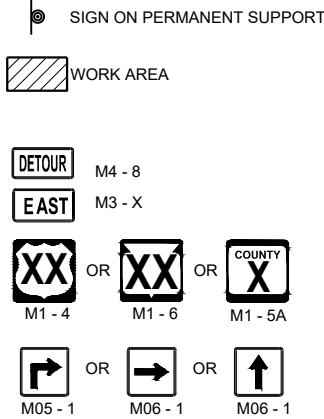
THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.

MATCH POINT



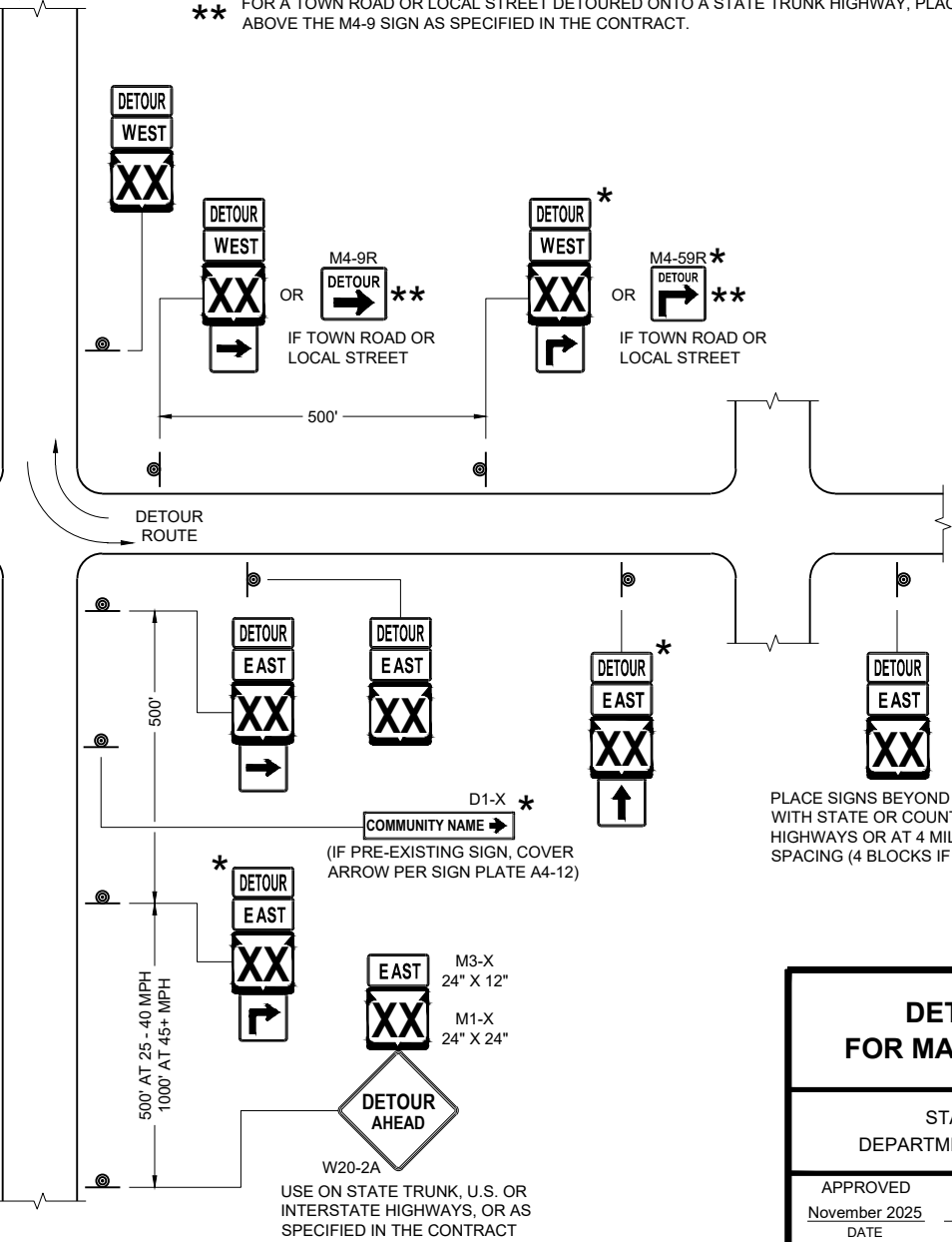
DETAIL F
DETOUR SIGNING

LEGEND



GENERAL NOTES

- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- 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. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND DETOUR SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- 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.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOWS:
- 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)
 - M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
 - M4-9 AND M4-59 SHALL BE 30" X 24"
 - M4-8a SHALL BE 24" X 18"
 - G20-51 SHALL BE 60" X 24"
 - W20-2A SHALL BE 48" X 48"
 - D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- * OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.
- ** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



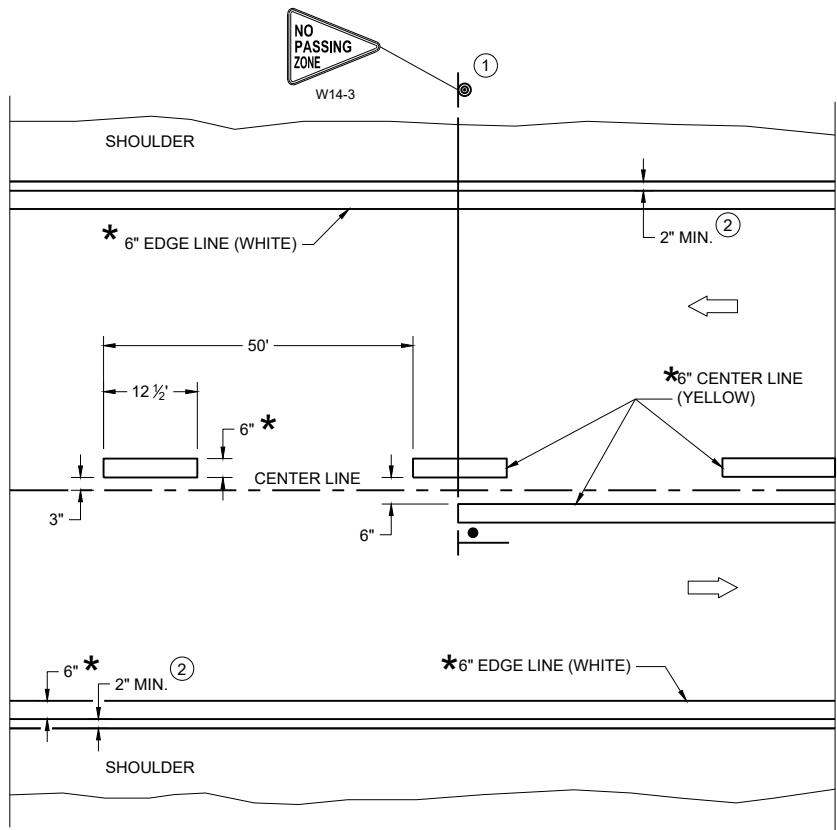
DETOUR SIGNING
FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

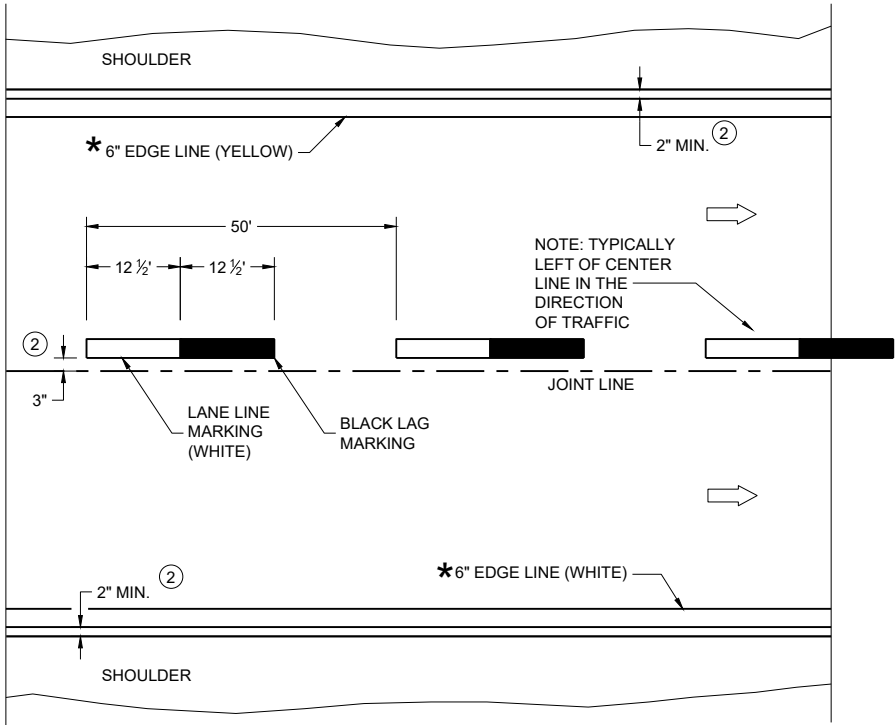
APPROVED
November 2025
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

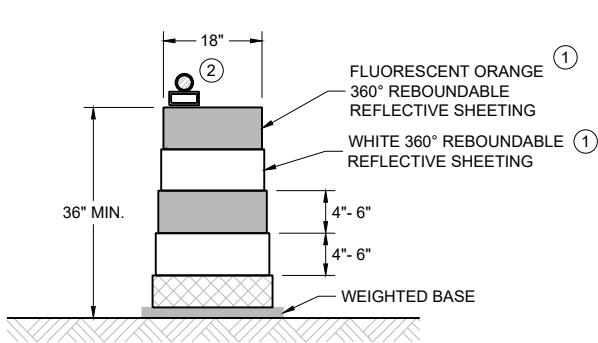
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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.

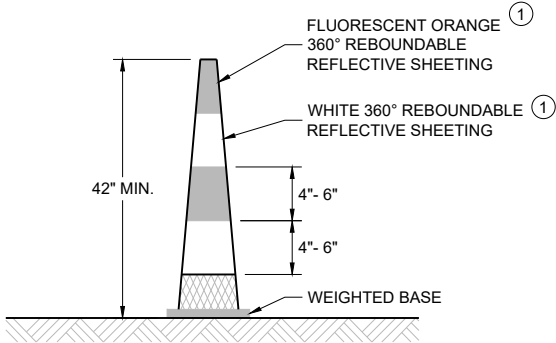
LEGEND

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

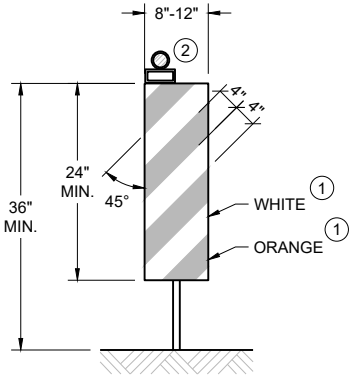
PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	122



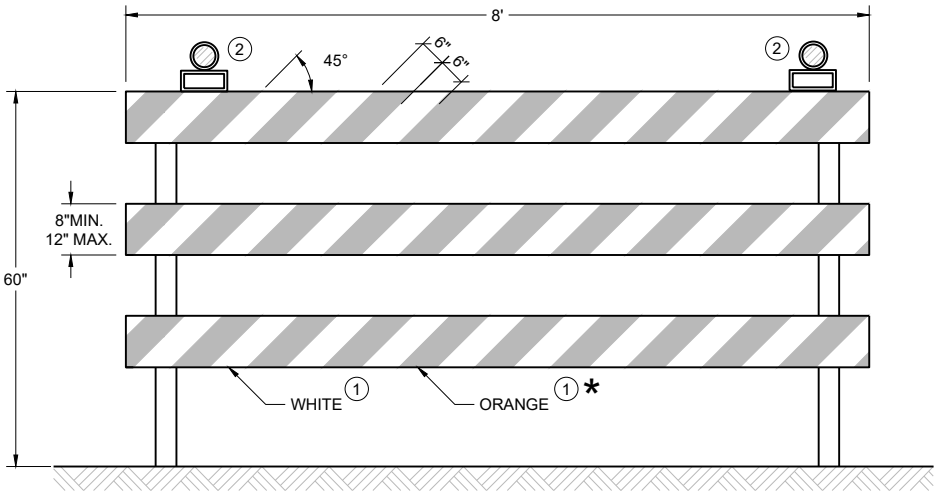
DRUM
BALLAST WIDTHS
RANGE FROM 24"-36"



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 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

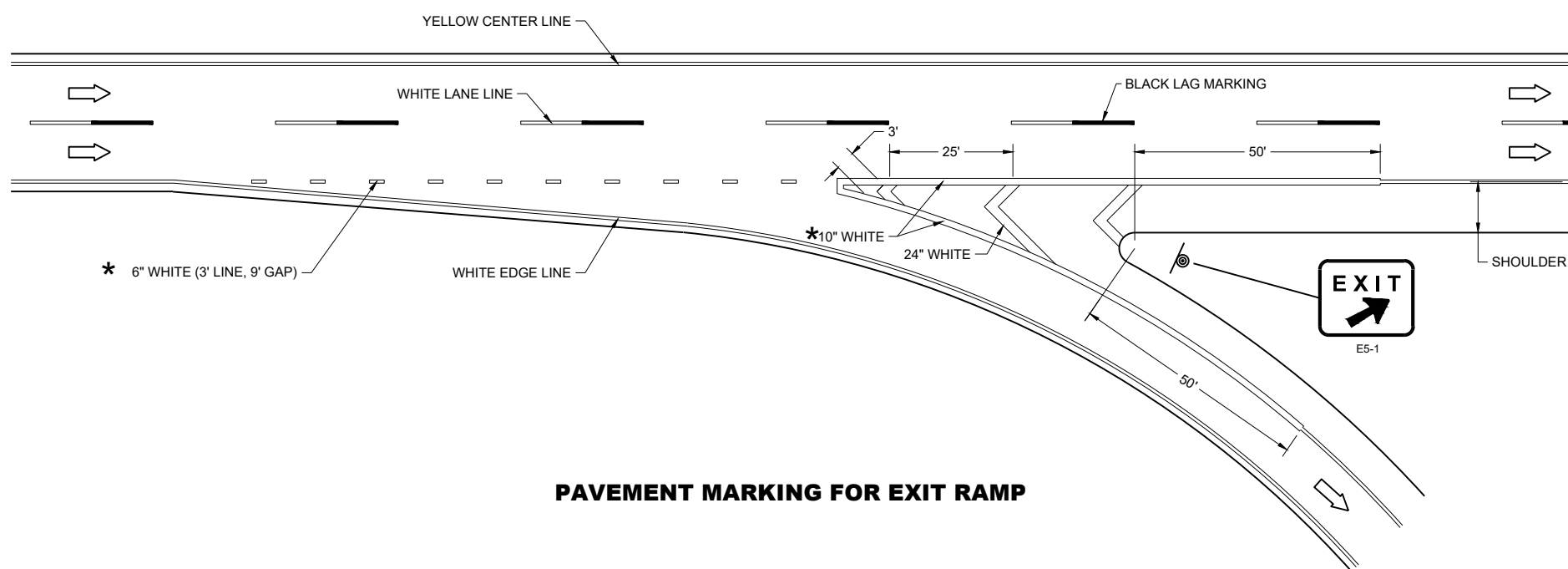
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2026 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



GENERAL NOTES

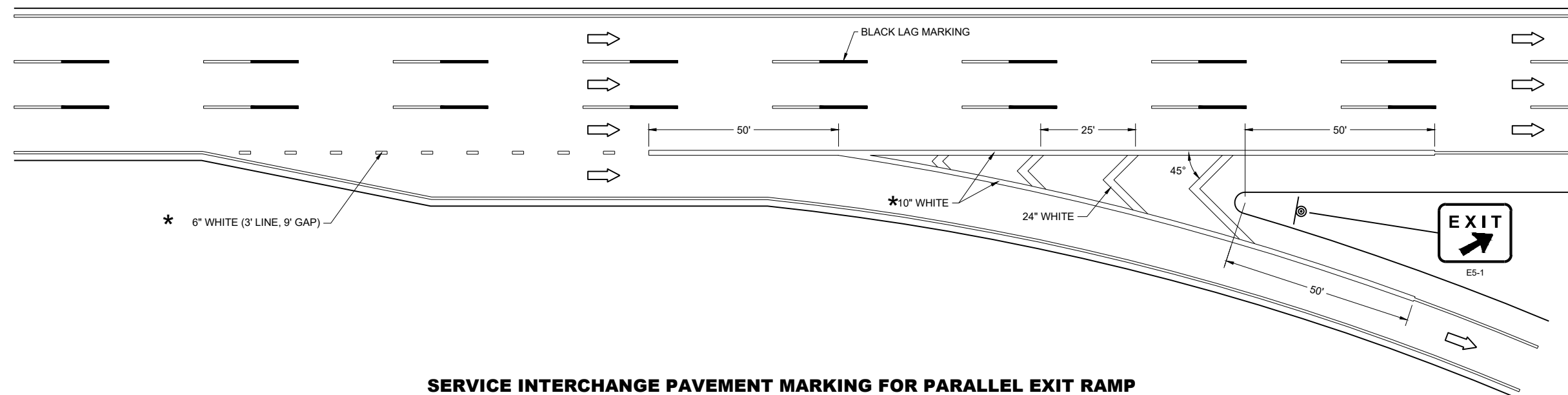
PLACE GROOVE 3 INCHES LEFT OF JOINT.

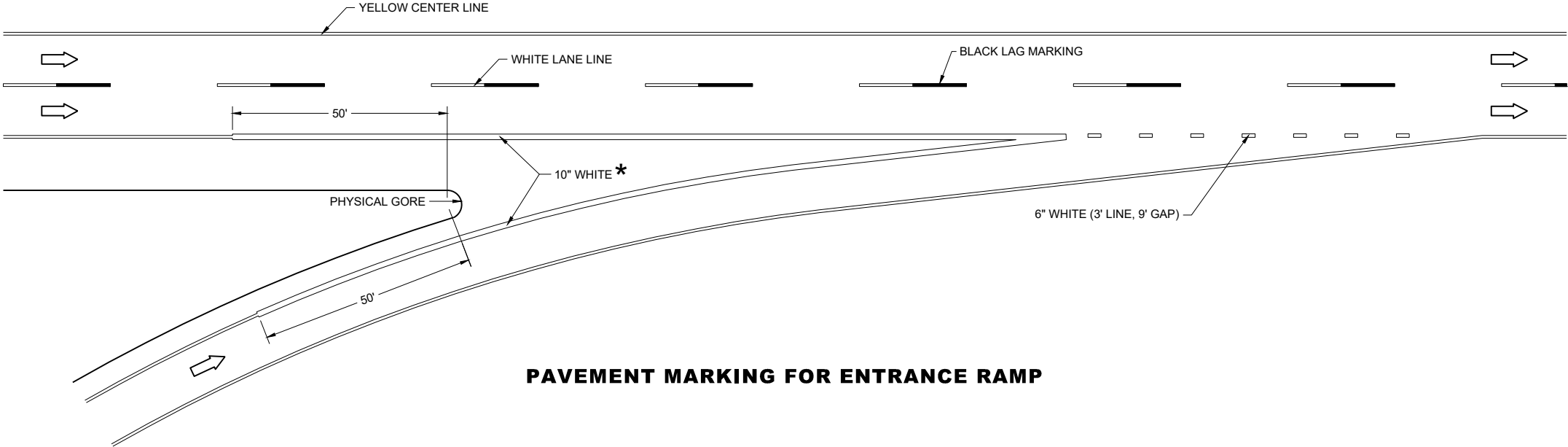
LEGEND

 SIGN ON PERMANENT SUPPORT

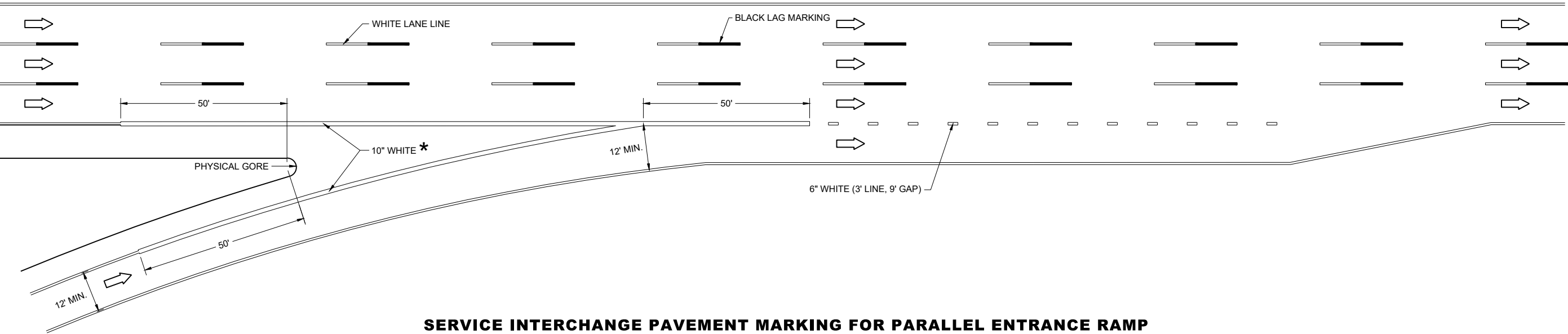
 DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES





PAVEMENT MARKING FOR ENTRANCE RAMP



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING,
ENTRANCE RAMP AND
PARALLEL ENTRANCE RAMP

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 AS APPROVED BY THE ENGINEER.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

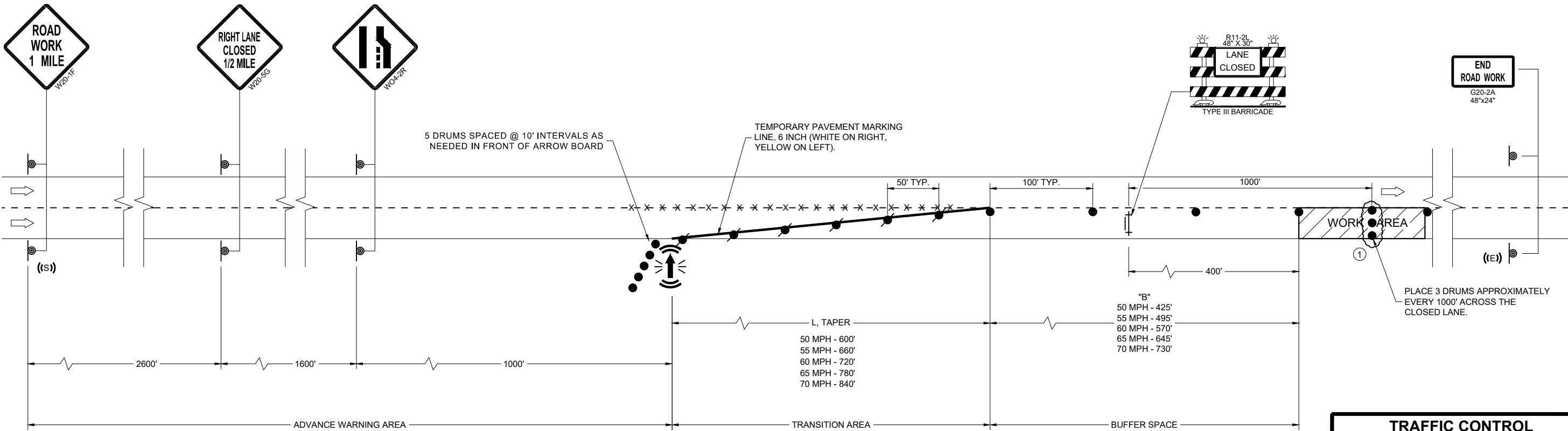
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

① DRUMS IN A CLOSED LANE 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.

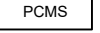
LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  REMOVING PAVEMENT MARKINGS
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  WZ START LOCATION MARKER
-  WZ END LOCATION MARKER
-  CONNECTED ARROW BOARD
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  PORTABLE TRAFFIC SENSOR (PTS)
-  FLASHING BEACON SIGNS
-  STOPPED OR SLOW TRAFFIC WHEN FLASHING
WO8-76
96" x 48"

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED OR AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS. WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

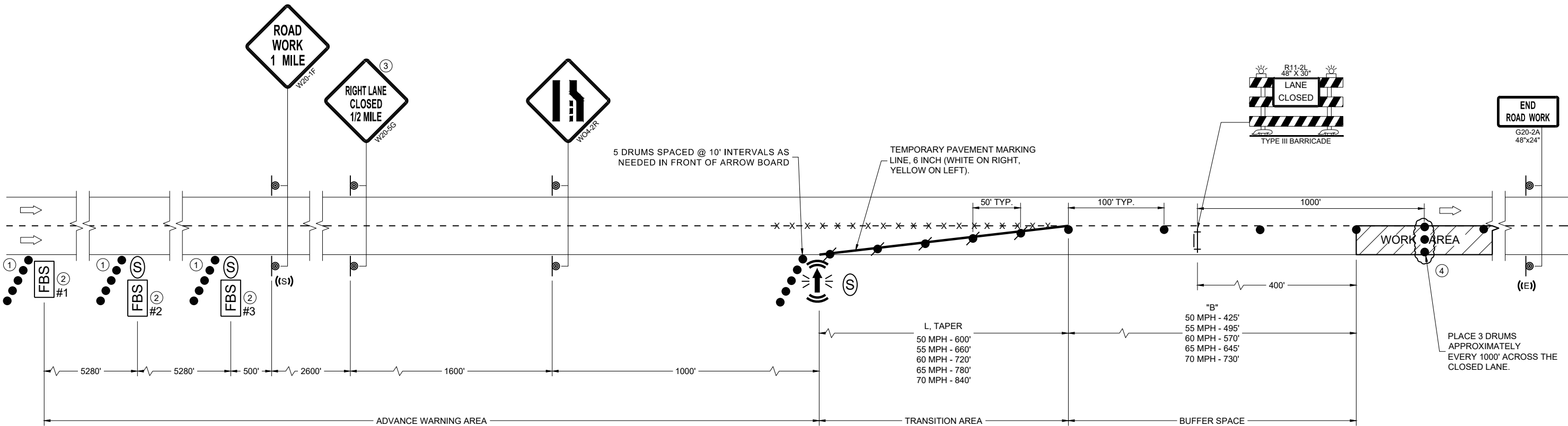
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

PORTABLE TRAFFIC SENSOR (PTS) MAY BE MOUNTED ON THE FBS, ARROW BOARD OR OTHER TRAILER DEVICES.

- 5 DRUMS SPACED AT 10 FOOT INTERVALS AS NEEDED.
- IF THERE ARE MORE THAN TWO LANES OR IF SPECIFIED IN THE PLANS, PLACE FBS ON BOTH SIDES OF THE ROADWAY.
- IF THERE IS AN APPROVED TEMPORARY SPEED DECLARATION, ADD WO-3-5 SIGNS 400 FEET AFTER THE W20-5G SIGNS AND ADD R2-1 SIGNS (48"x60") 700 FEET AFTER THE WO3-5 SIGNS. A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A "RESUME SPEED LIMIT" SIGN 200 FEET MINIMUM (800 FEET DESIRABLE) BEYOND THE G30-3A "END ROAD WORK" SIGN
- DRUMS IN A CLOSED LANE 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.



TRAFFIC CONTROL, LANE CLOSURE, BASIC TRAFFIC QUEUE WARNING SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Erin Schwark
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

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

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

CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE ONE HALF THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

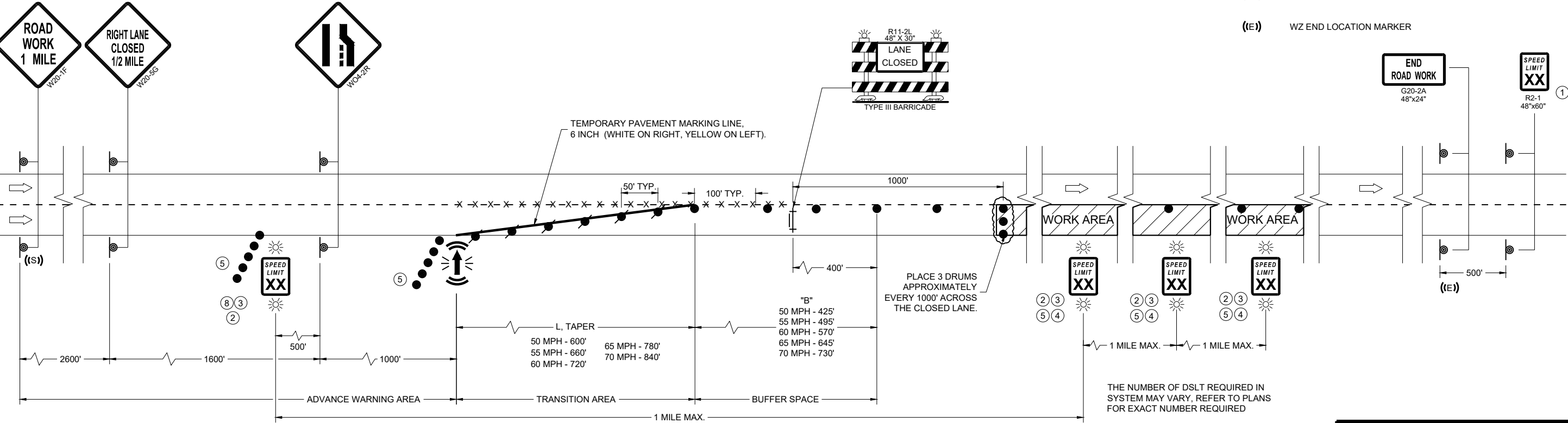
IF THE SPEED LIMIT WILL CHANGE BASED ON THE PRESENCE OF WORKERS, USE THE TAPER LENGTH THAT MATCHES THE HIGHER OF THE TWO SPEEDS FOR A CONTINUOUS LANE CLOSURE.

EXISTING POST MOUNTED SPEED LIMIT SIGNS SHOULD BE COVERED OR REMOVED.

- 1 POST NON-CONSTRUCTION SPEED LIMIT.
- 2 IF THE LANE CLOSURE MOVES DOWNSTREAM, LEAVE DSLT IN PLACE.
- 3 PLACE DSLT AT EXISTING POST MOUNTED SPEED LIMIT SIGN AFTER THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. IF THERE IS NOT AN EXISTING SIGN, PLACE 1,500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP
- 4 FOR LEFT LANE CLOSURES, DSLT REMAINS ON RIGHT SHOULDER.
- 5 5 DRUMS SPACED @ 10' INTERVALS AS NEEDED.

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- DIGITAL SPEED LIMIT TRAILER (DSLT)
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER



TRAFFIC CONTROL, LANE CLOSURE, DIGITAL SPEED REDUCTION SYSTEM

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR

FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

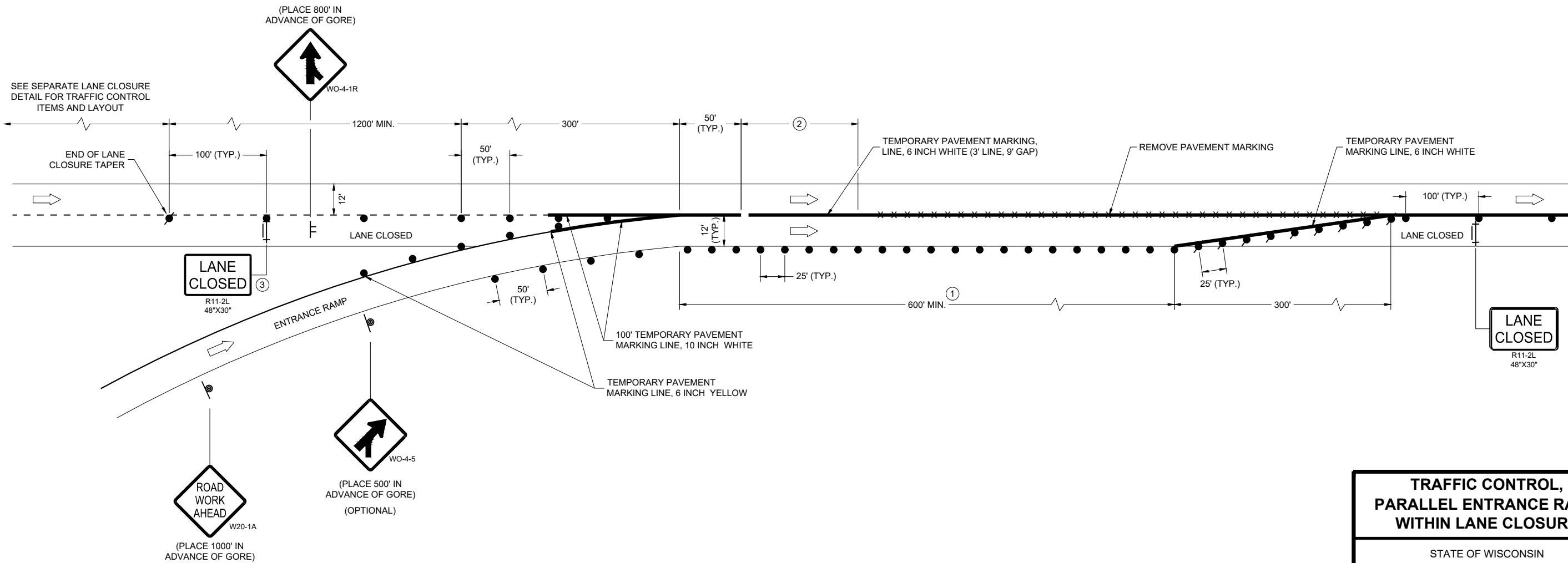
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- ① EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY PAVEMENT MARKING LINE AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.
- ③ IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

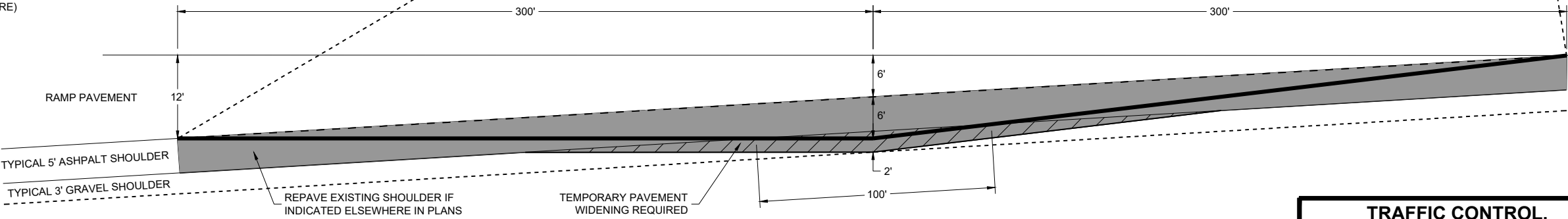
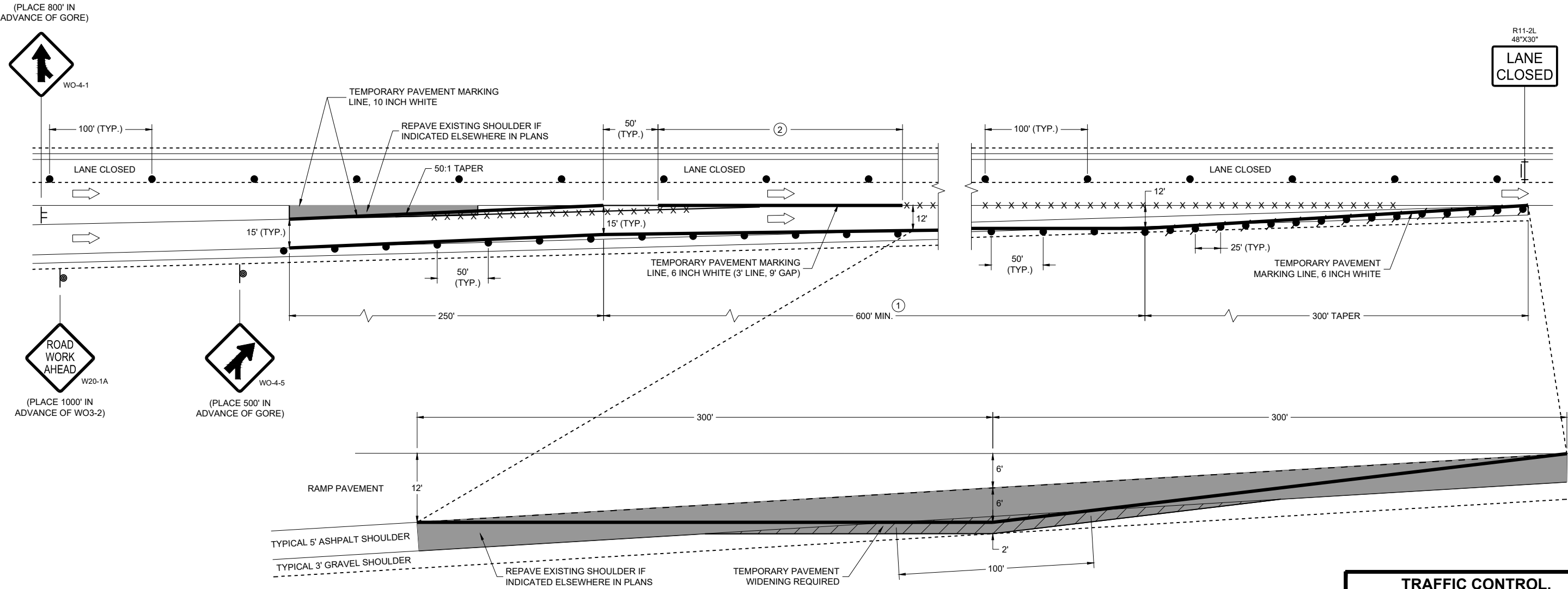
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

① EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.

② END TEMPORARY PAVEMENT MARKING LINE AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



TEMPORARY PAVEMENT DETAIL
(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

**TRAFFIC CONTROL,
ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC

GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

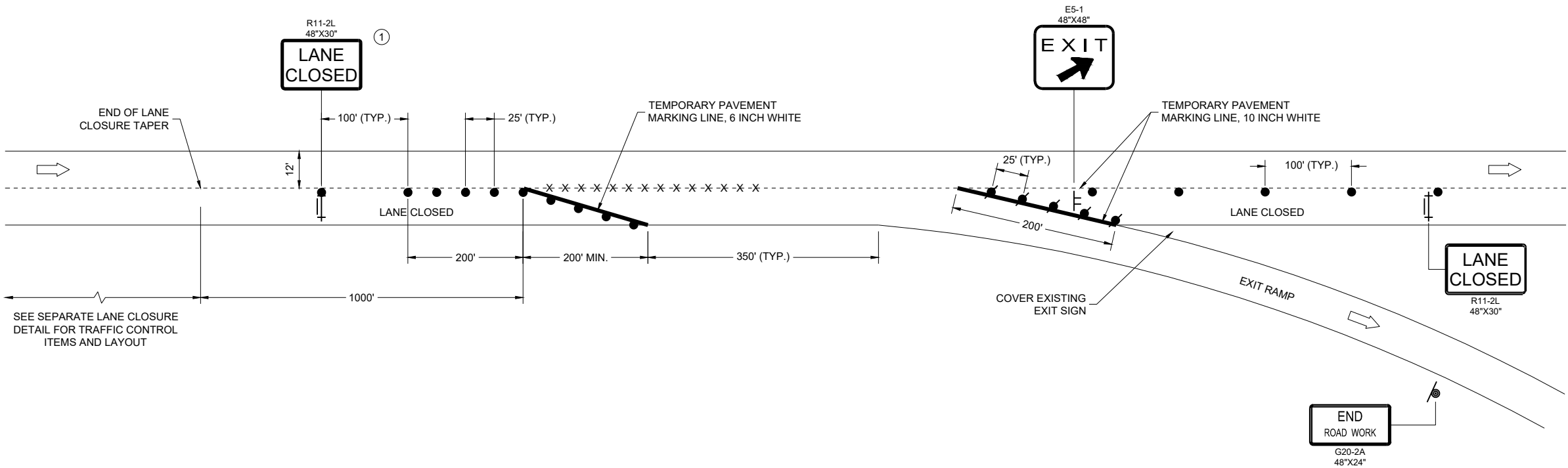
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

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.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

① IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.

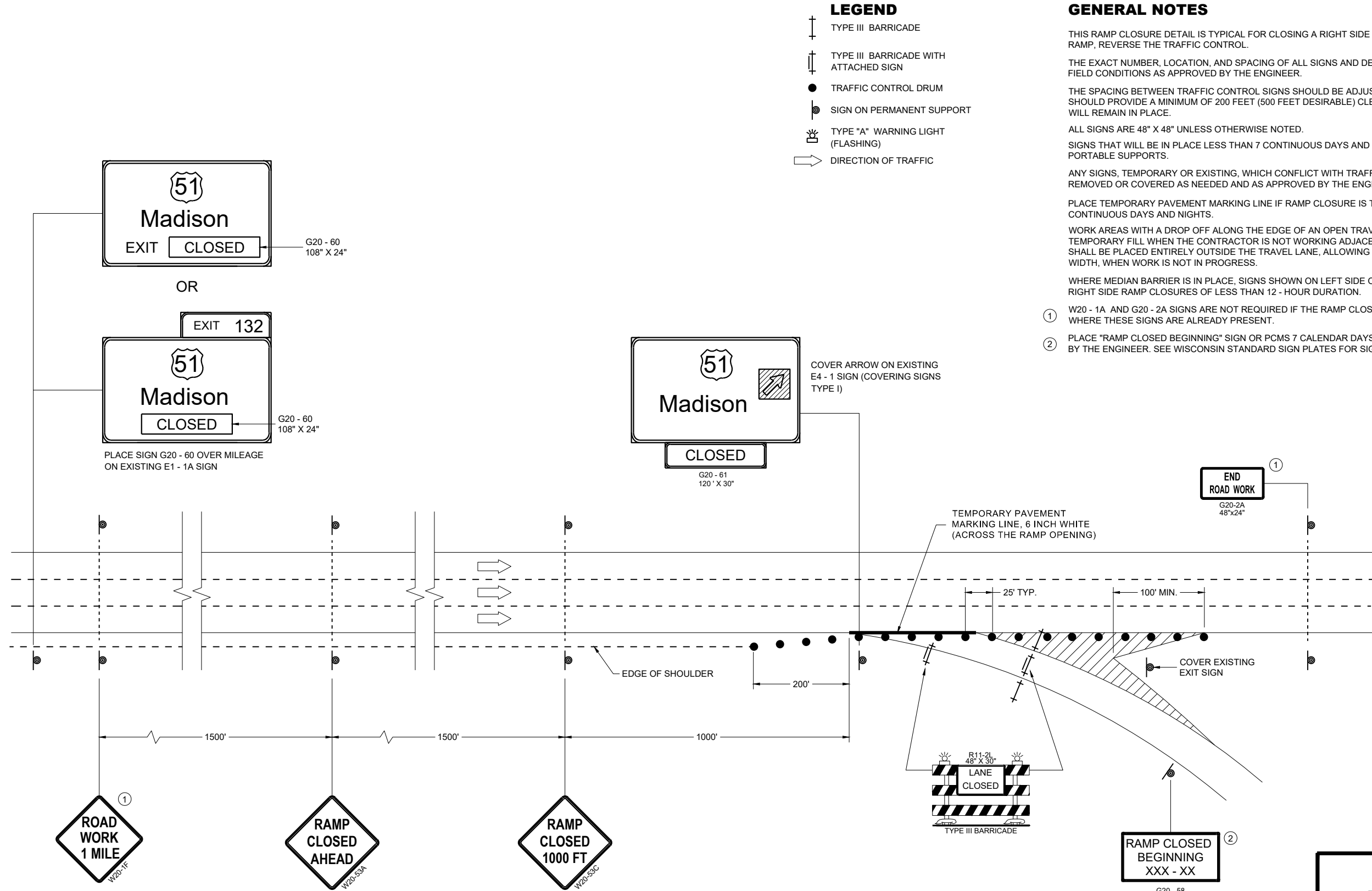


TRAFFIC CONTROL,
PARALLEL EXIT RAMP
WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

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 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.

PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

① W20 - 1A AND G20 - 2A SIGNS ARE NOT REQUIRED IF THE RAMP CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

② PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

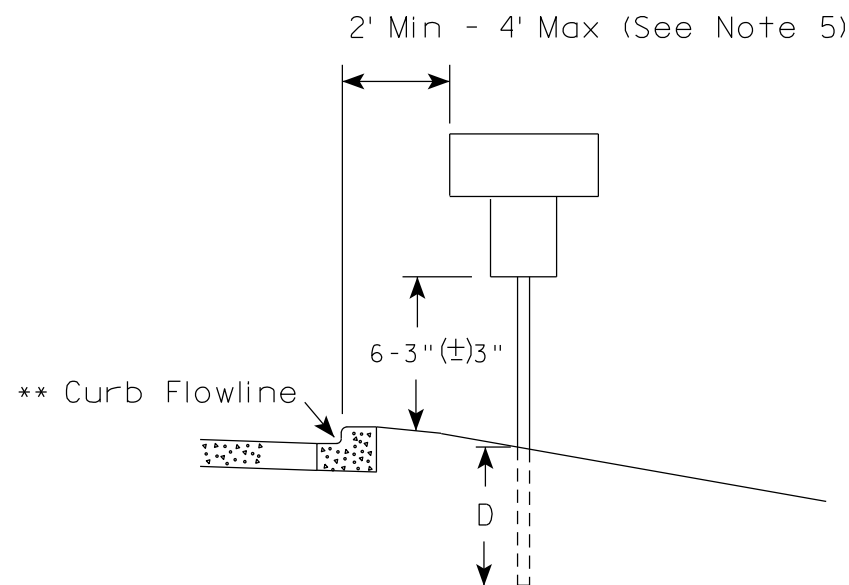
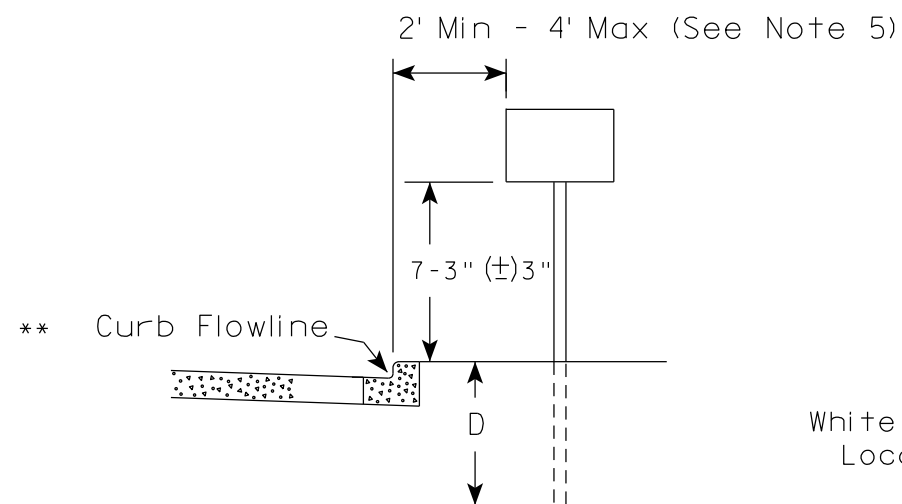
**TRAFFIC CONTROL,
EXIT RAMP CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE <position>

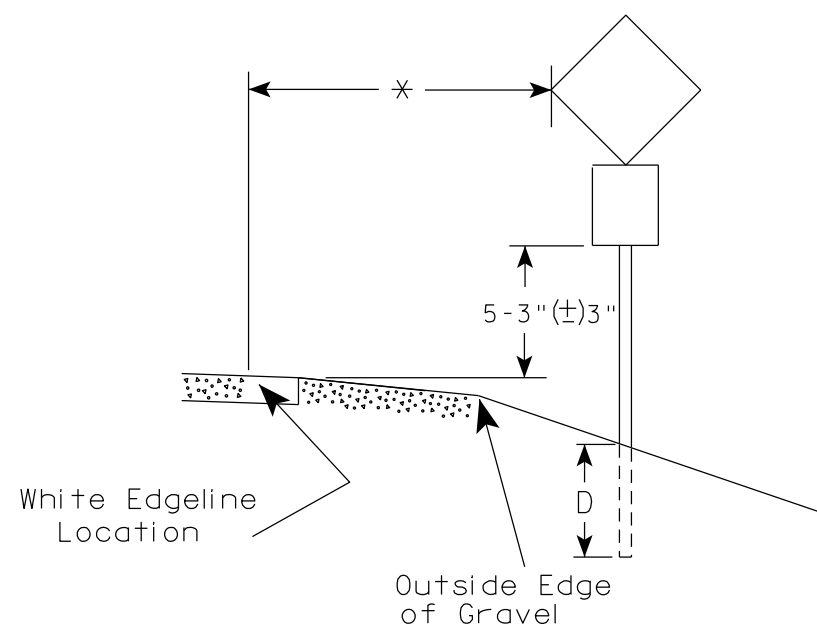
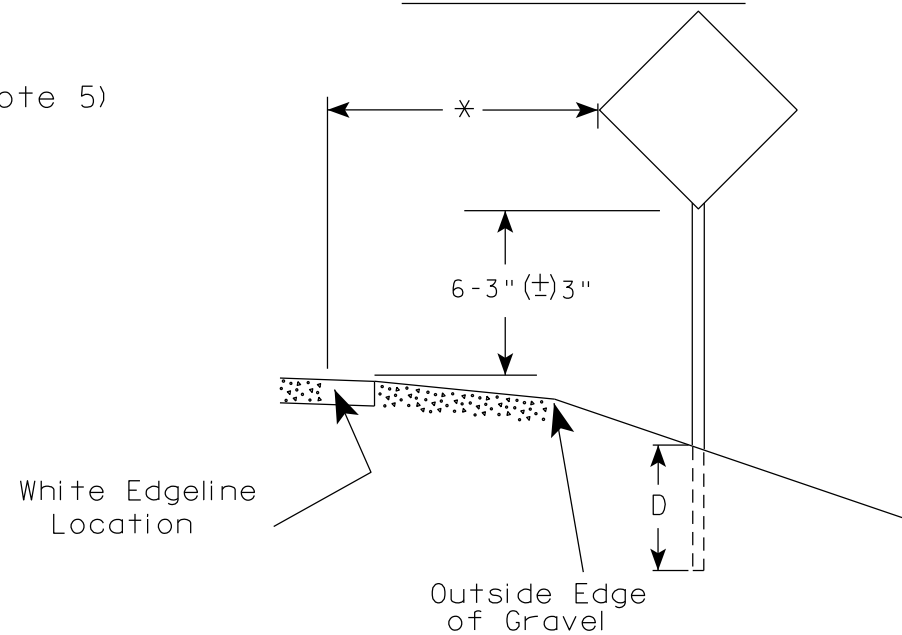
FHWA

URBAN AREA



* * 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.

RURAL AREA (See Note 2)



* 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.

GENERAL NOTES

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

POST EMBEDMENT DEPTH

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

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

PROJECT NO:

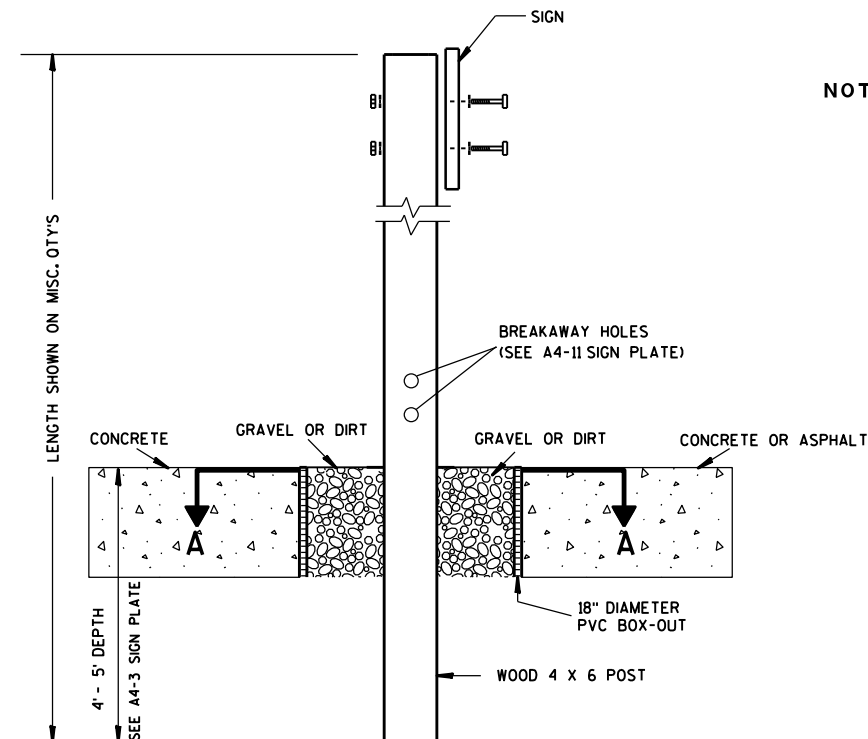
HWY:

COUNTY:

SHEET NO:

133

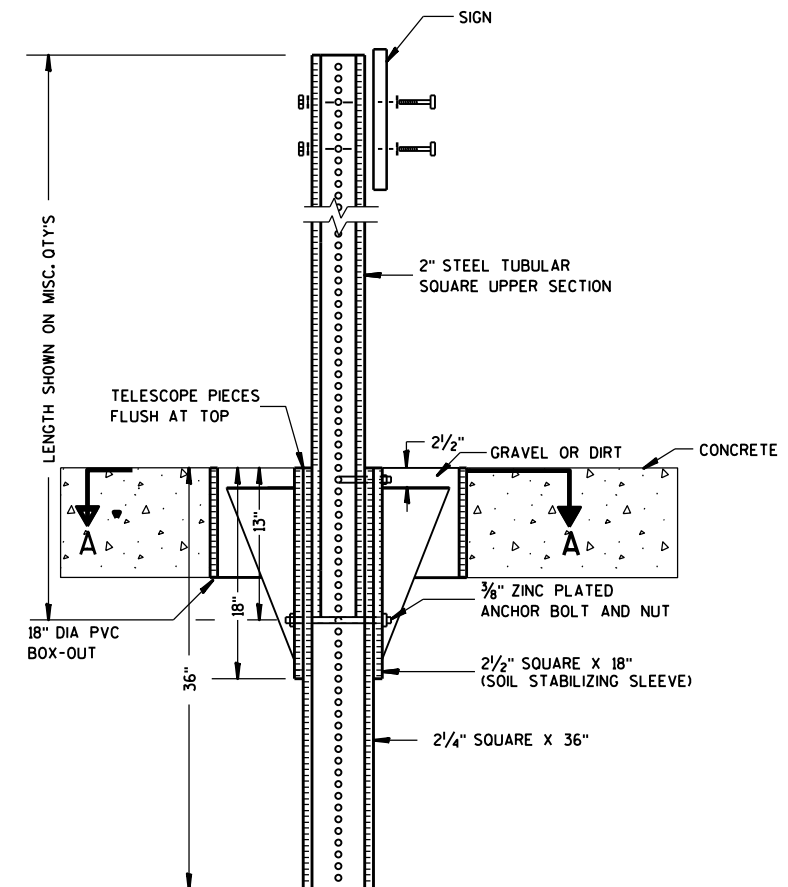
E



ELEVATION VIEW

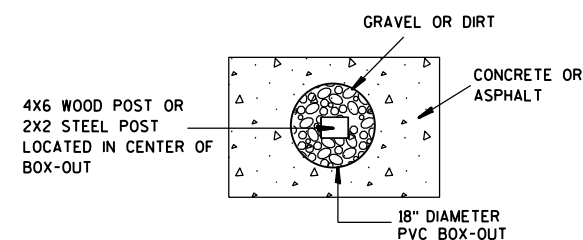
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- 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 PLAT 134 A4-3B.1

PROJECT NO:

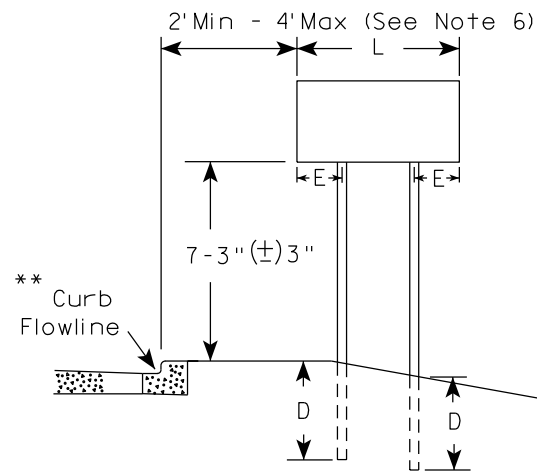
HWY:

COUNTY:

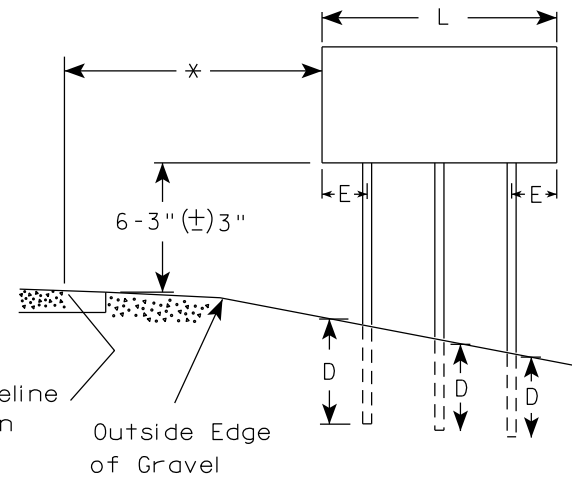
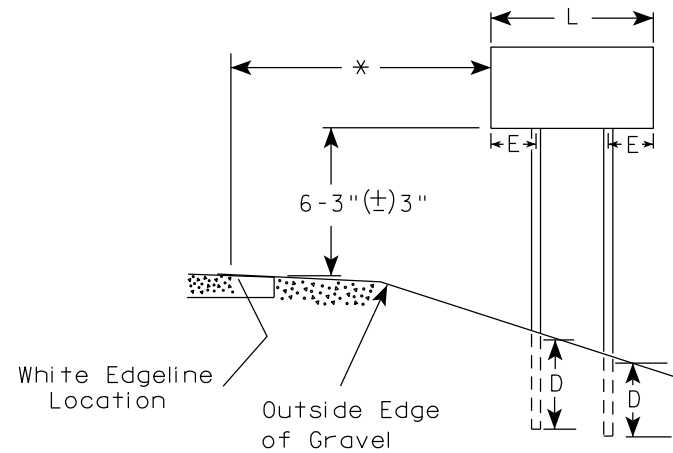
SHEET NO:

E

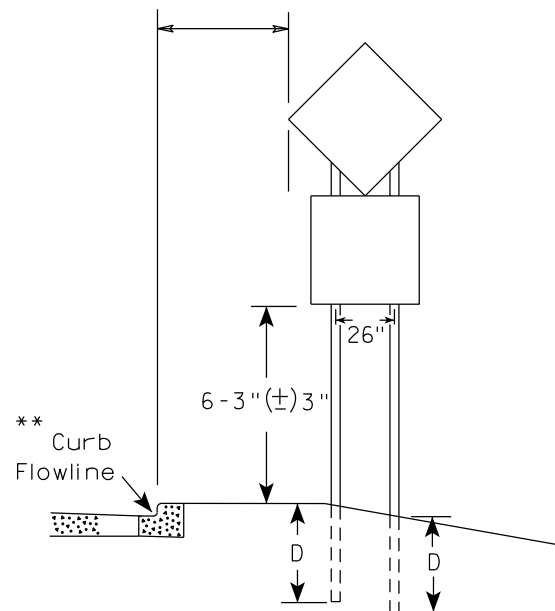
URBAN AREA



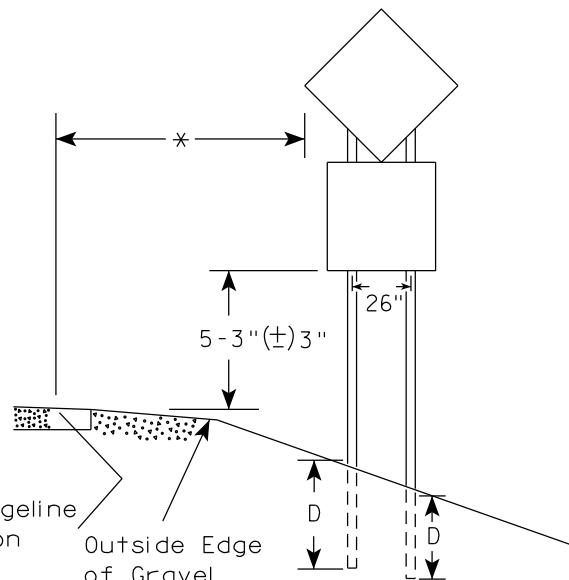
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. 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.

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

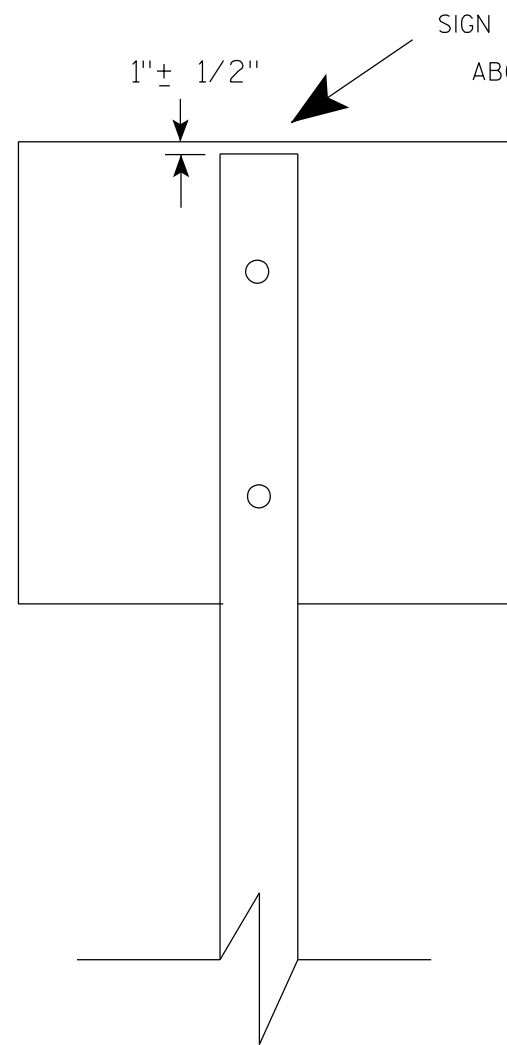
PROJECT NO:

HWY:

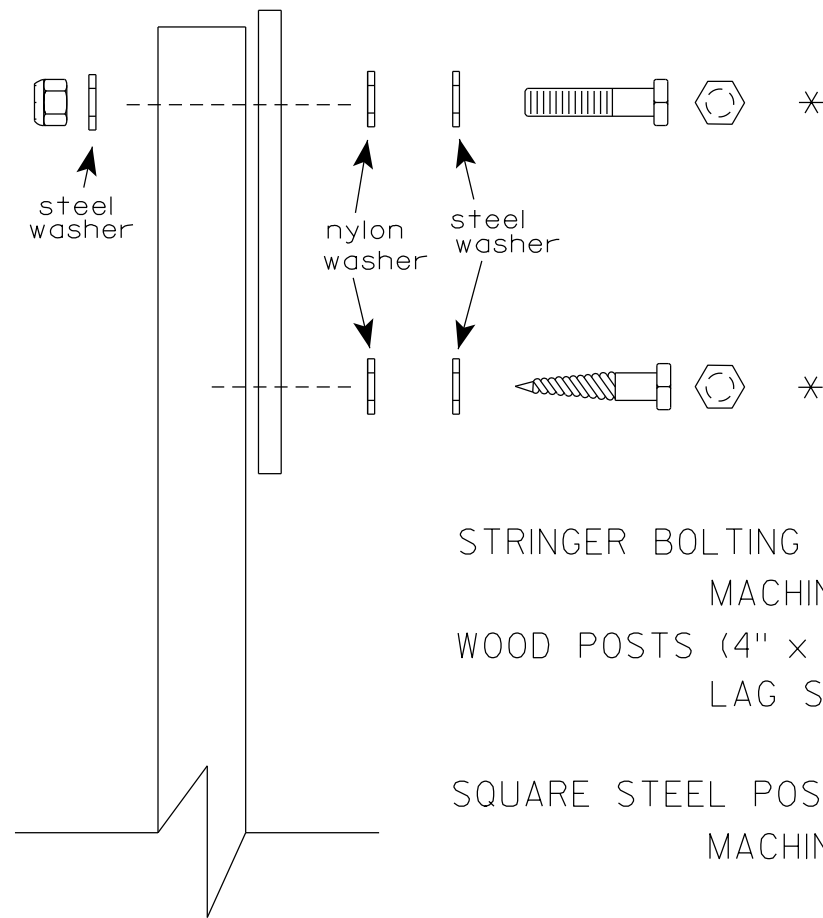
COUNTY:

SHEET NO: 135

E



SIGN SHALL BE MOUNTED TO PROJECT
ABOVE THE TOP OF THE POST



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 - 5/16" X 1-3/4" Length w/ lock nuts

WOOD POSTS (4" x 6")

LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
3/8" X 4" (STRINGERS ON BACK OF SIGN)

SQUARE STEEL POSTS (2" x 2")

MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)

RIVETS - 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 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 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.

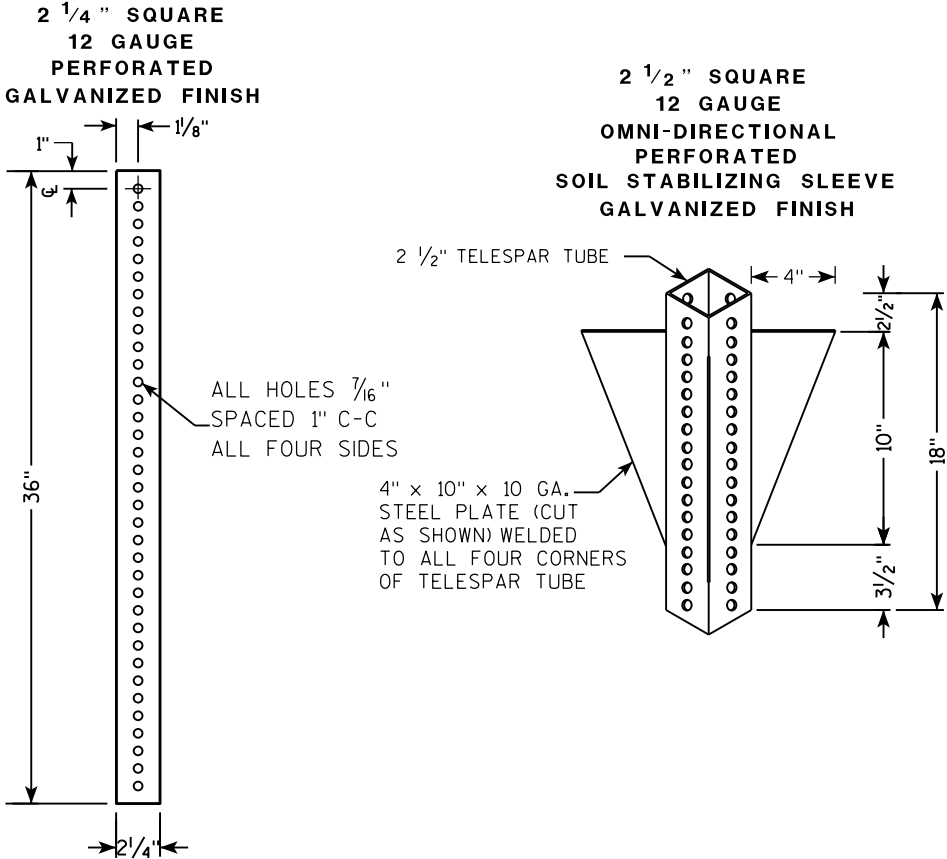
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

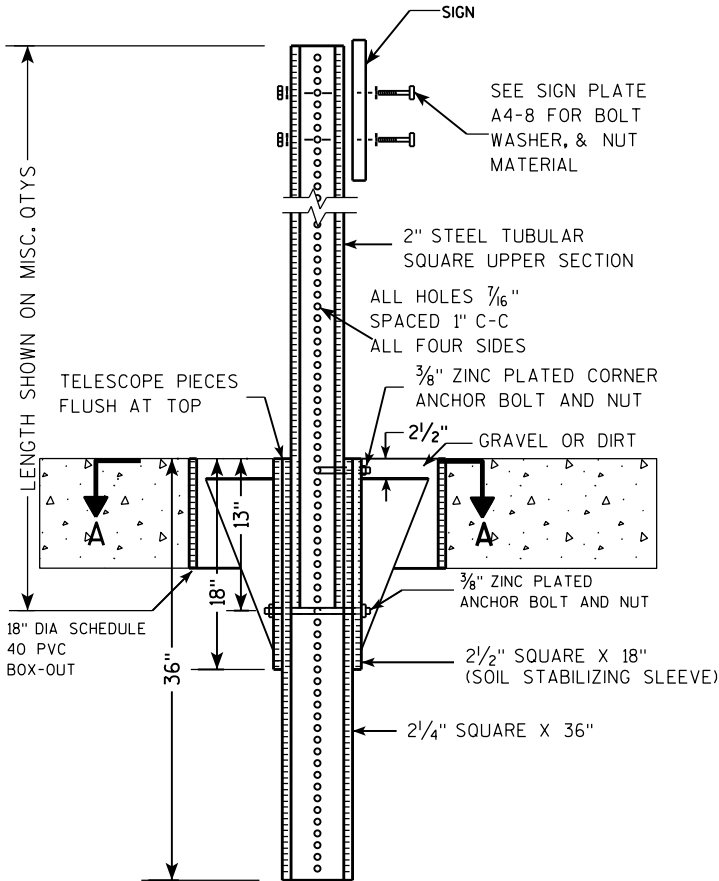
APPROVED Matthew R. Rauch
For State Traffic Engineer

DATE 4/1/2020 PLATE NO. A4-8.9

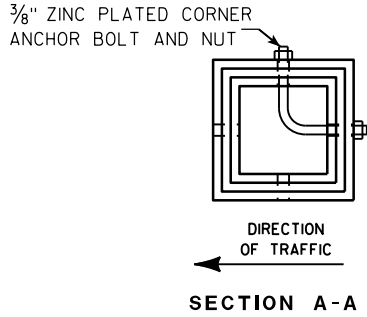
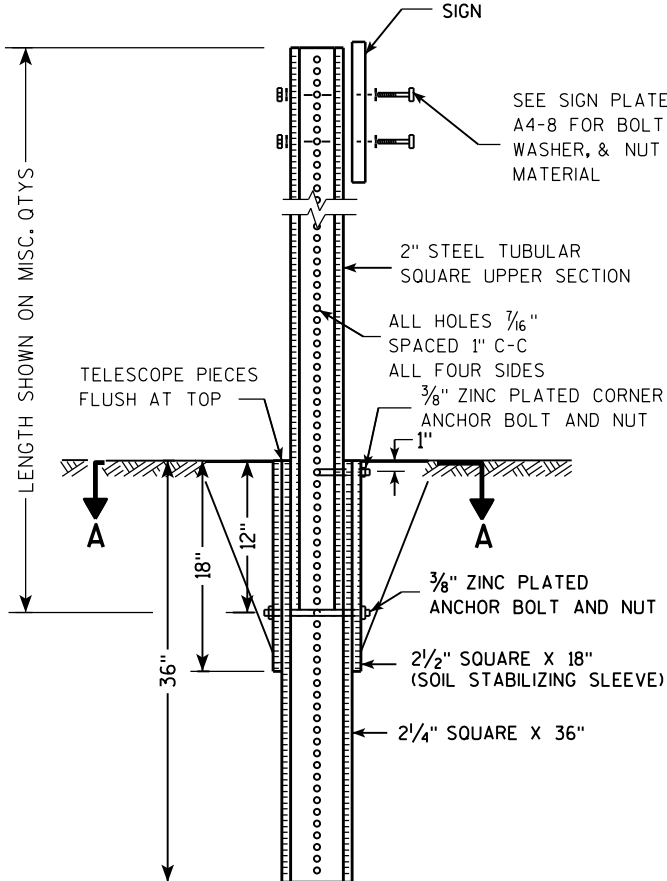
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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

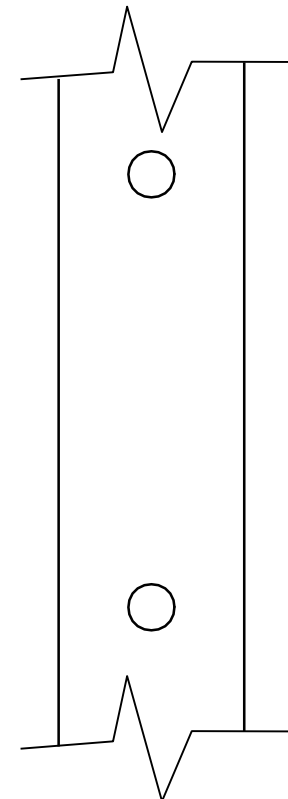
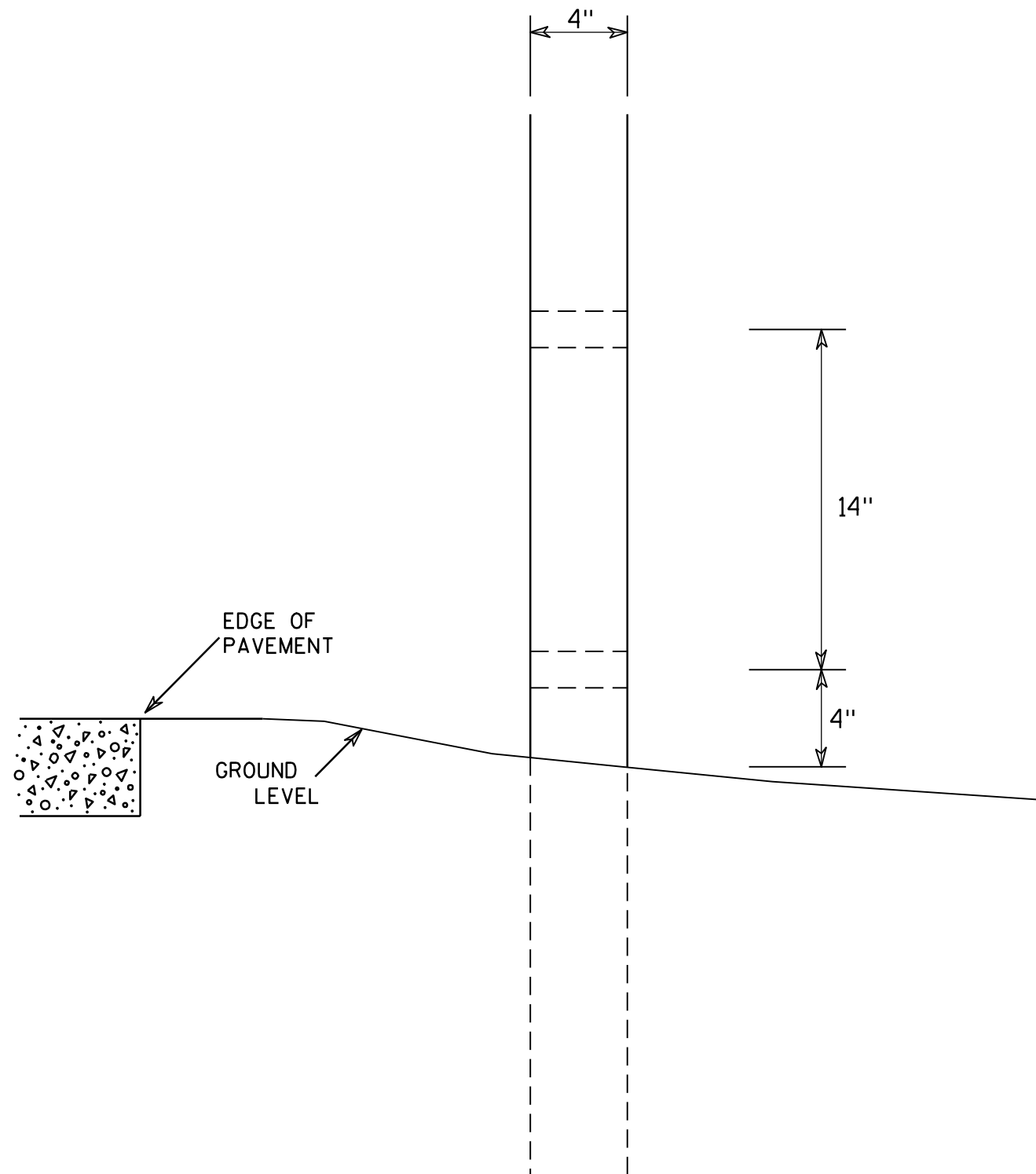
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 137 14-9.9



SIDE VIEW

GENERAL NOTES

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

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:

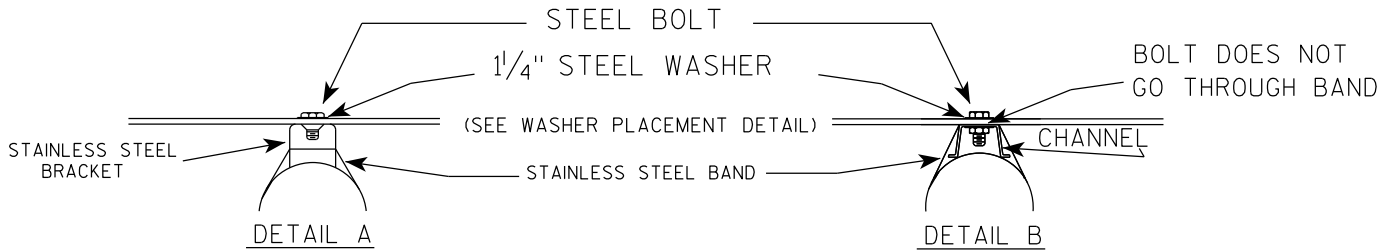
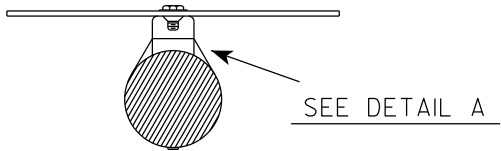
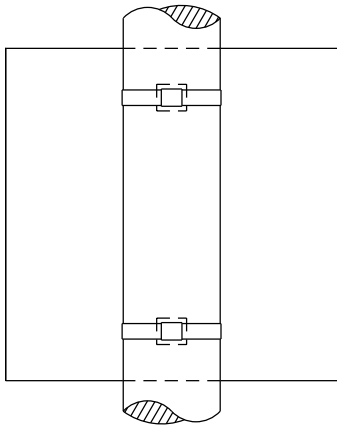
COUNTY:

SHEET NO: 138

E

BANDING

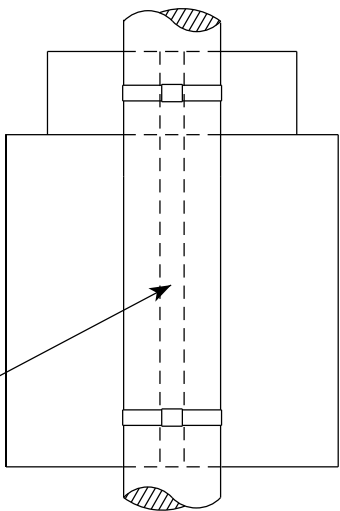
SINGLE SIGN



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 $\frac{3}{4}$ " 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

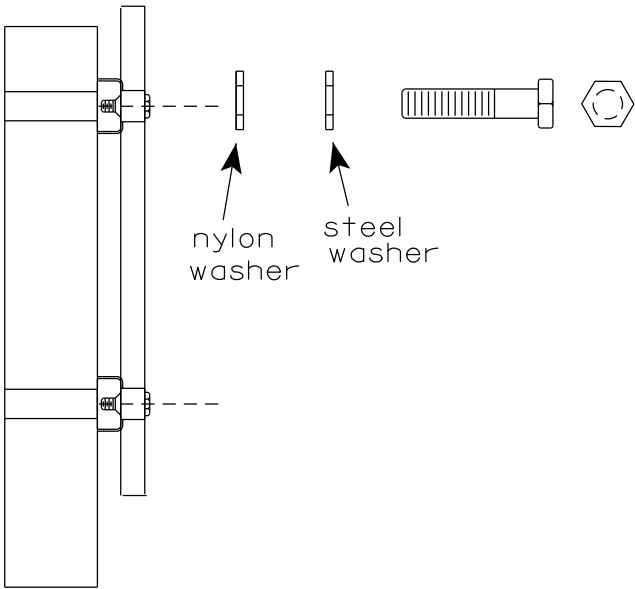
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

WASHER PLACEMENT

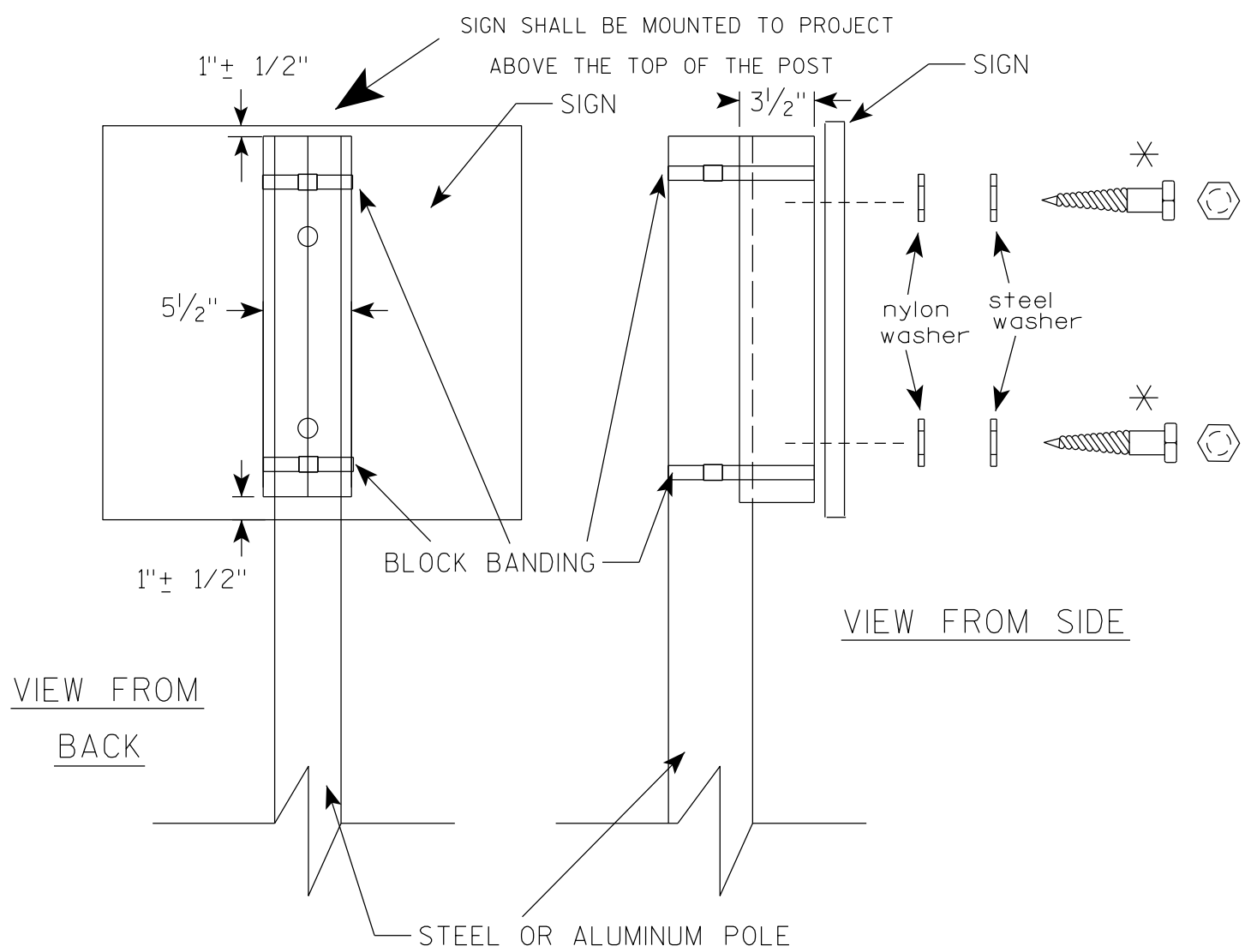


WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

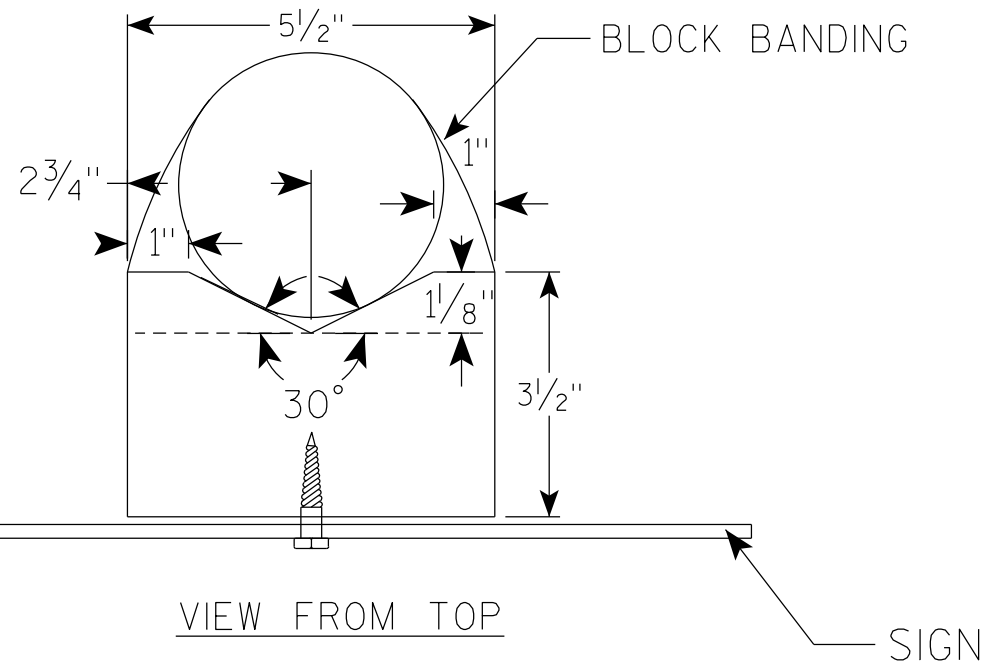
WISCONSIN DEPT OF TRANSPORTATION

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: 140

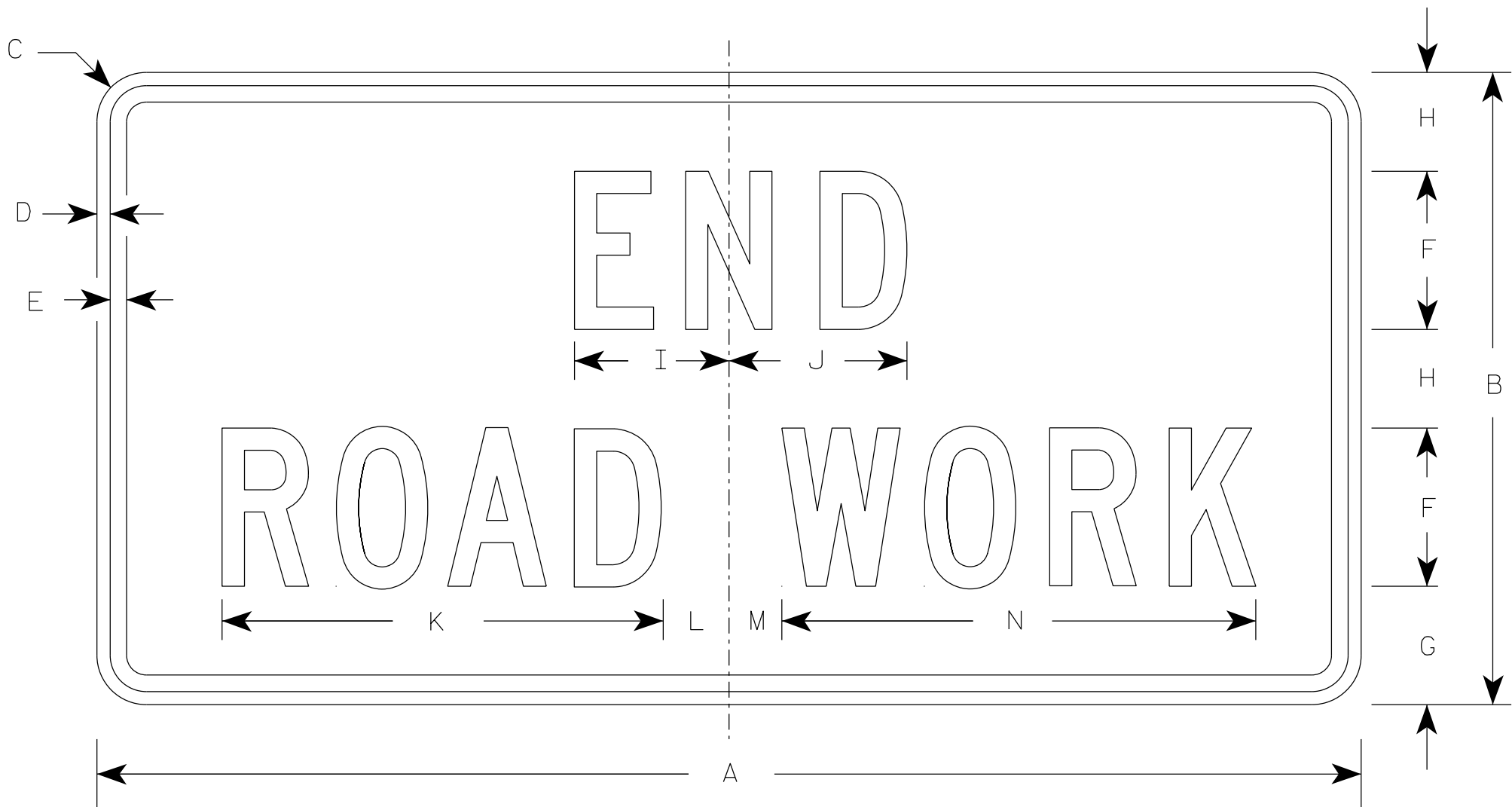
E

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 141

E

STANDARD SIGN

G20-2A

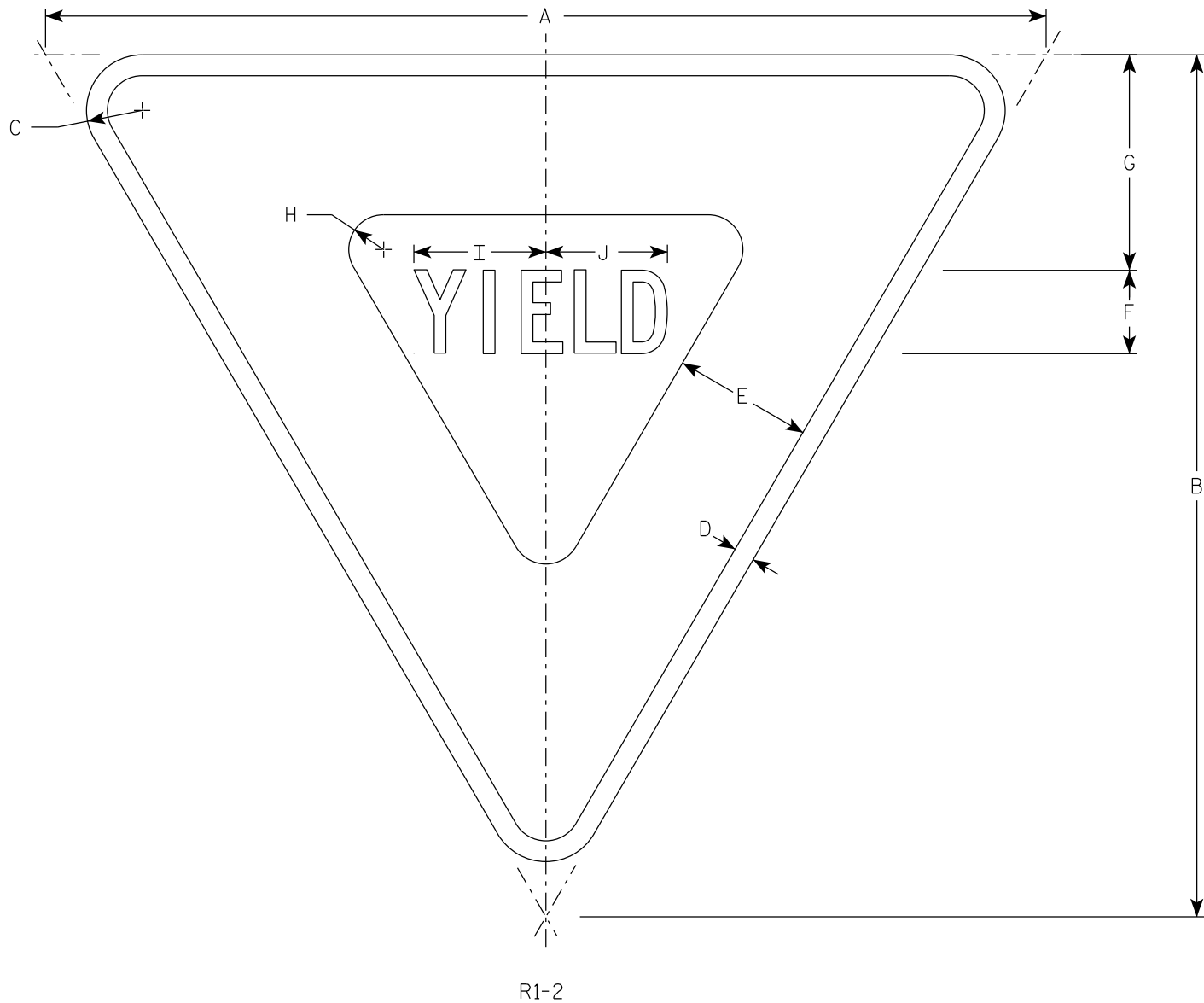
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

for State Traffic Engineer

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

7



NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
Background - White
Message - See note 4
- 3. Message Series - C
- 4. The border strip and word message are reflectorized red.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30	26	2	5⁄8	4	2 1⁄2	6 3⁄8	7⁄8	4	3 5⁄8																	2.71
2S	36	31	2	3⁄4	5	3	7 3⁄4	1 1⁄4	4 3⁄4	4 3⁄8																	3.88
2M	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
3	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
4	48	42	3	1	6	4	9 3⁄4	2	6 1⁄4	5 7⁄8																	7.00
5	60	52	3	1 1⁄2	8	5	13	2 1⁄2	7 7⁄8	7 1⁄4																	10.83
6																											
7	18	15 1⁄2	1	3⁄8	2 1⁄2	1 1⁄2	3 7⁄8	5⁄8	2 3⁄8	2 1⁄4																	0.97

PROJECT NO:

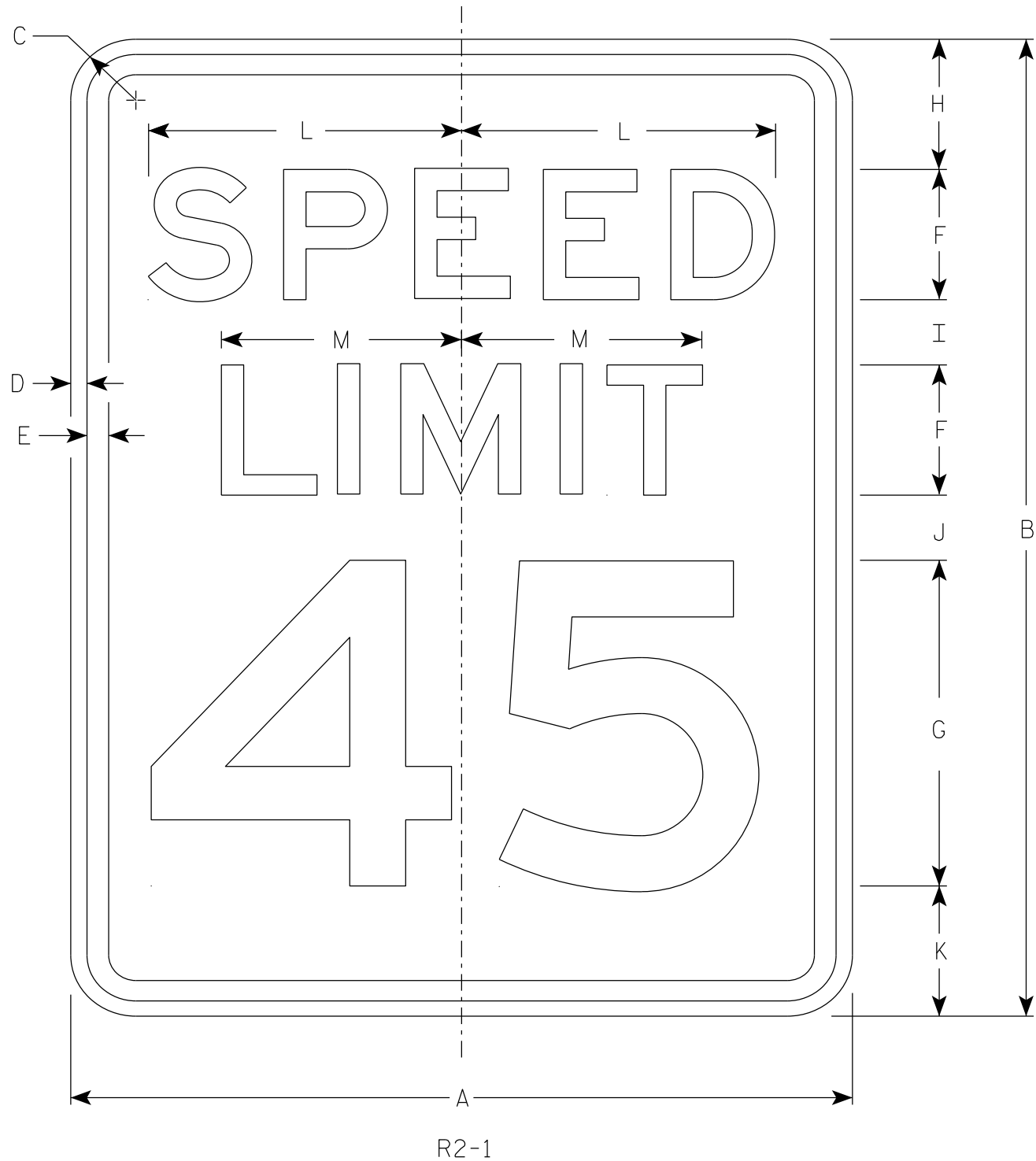
HWY:

COUNTY:

SHEET NO: 142

E

7



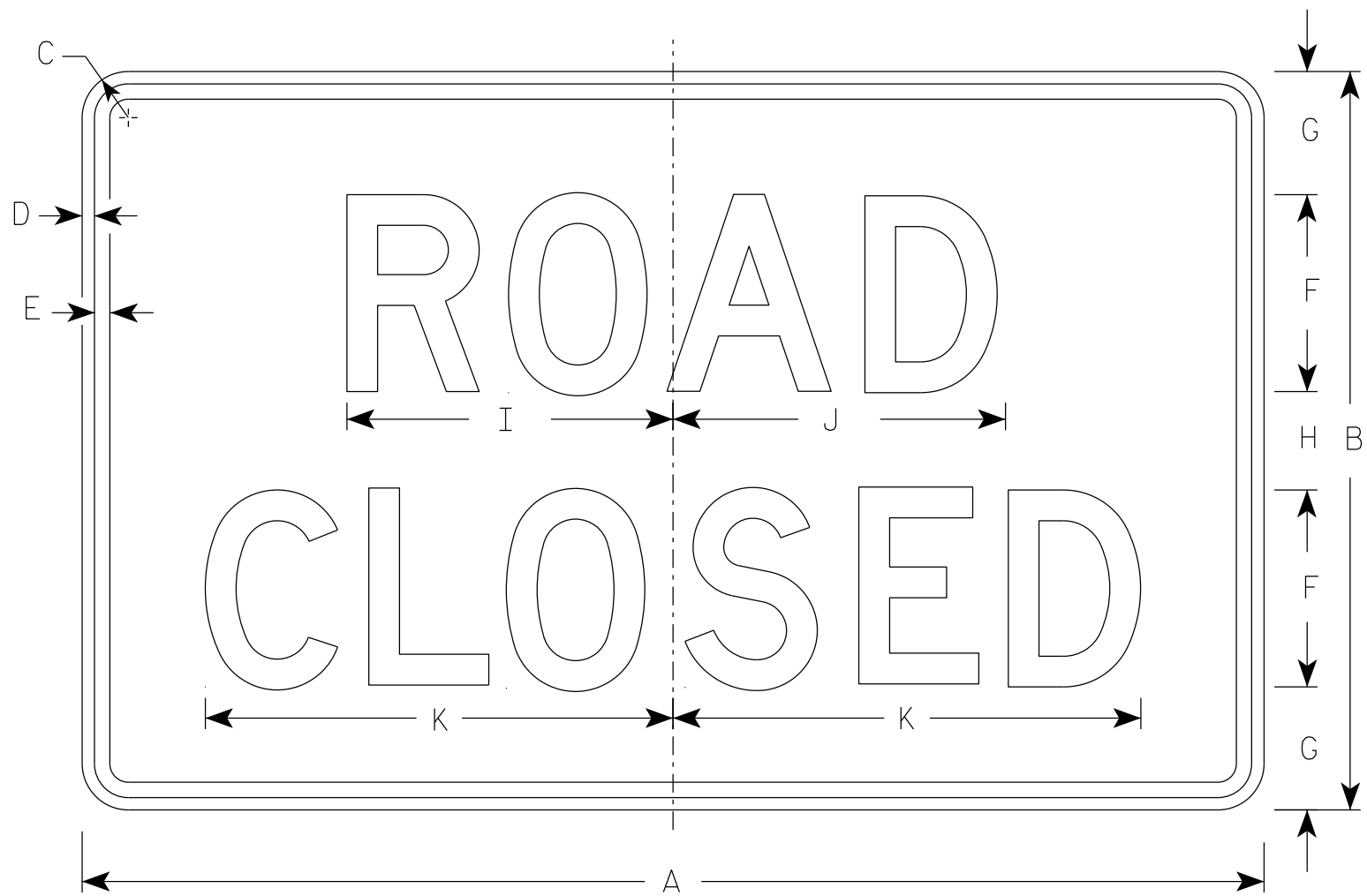
NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Substitute appropriate numerals and optically adjust spacing to achieve proper balance.

7

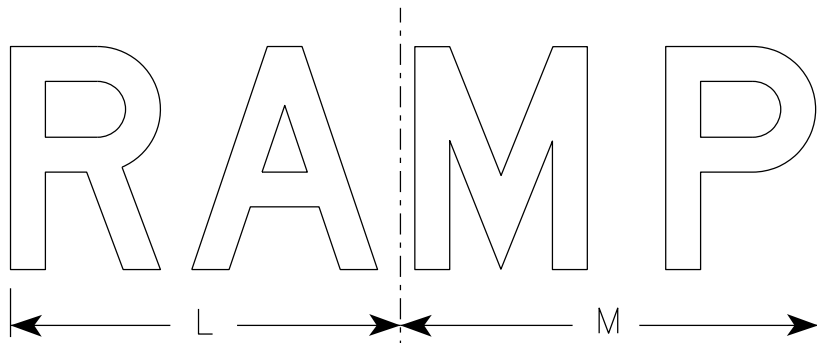
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	18	24	1 1/2	3/8	1/2	3	8	3	2	2	3	7 1/4	5 1/2														3.0
2S	24	30	1 1/2	3/8	1/2	4	10	3	2 1/4	3 3/8	3 3/8	9 5/8	7 3/8														5.0
2M	30	36	1 7/8	1/2	5/8	5	12	5	2 1/2	2 1/2	4	12	9 1/4														7.5
3	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
4	36	48	1 7/8	1/2	5/8	6	14	6	5	5	6	14 3/8	11														12.0
5	48	60	3	3/4	1	8	20	6	4 1/2	6 3/4	6 3/4	19 1/4	14 5/8														20.0

STANDARD SIGN R2 - 1	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE <u>2/1/23</u>	PLATE NO. <u>R2-1.14</u>

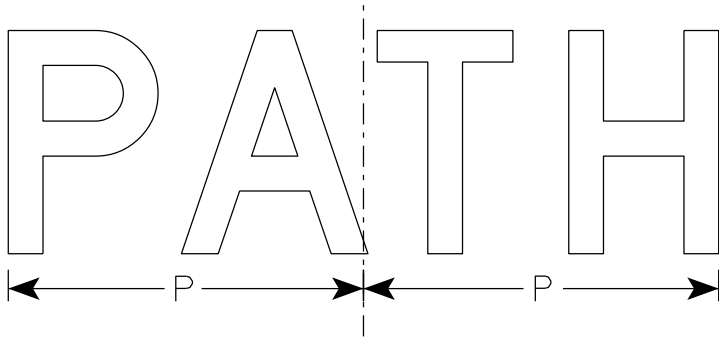


R11-2

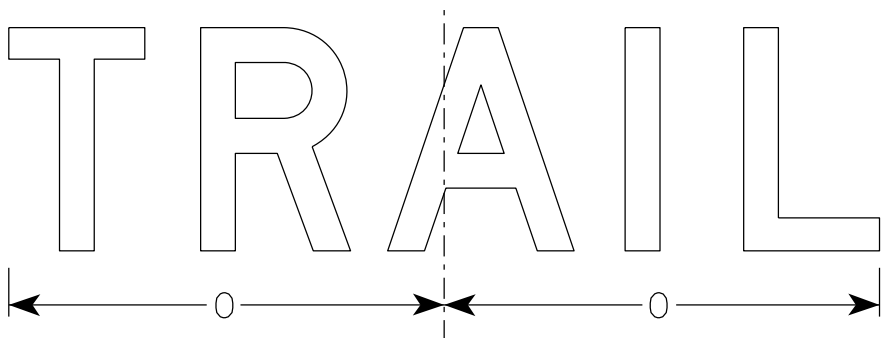
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify the message as required.



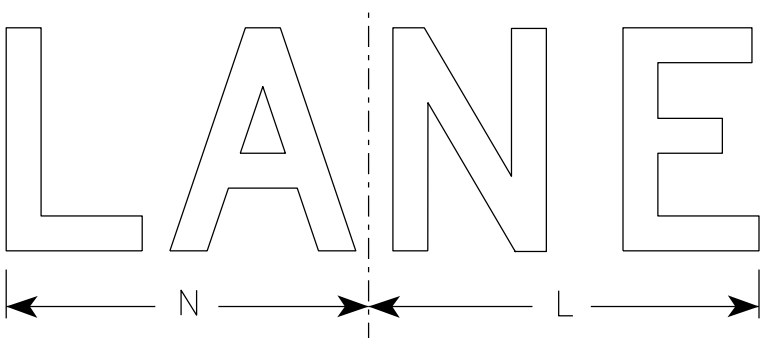
R11-2R



R11-2C



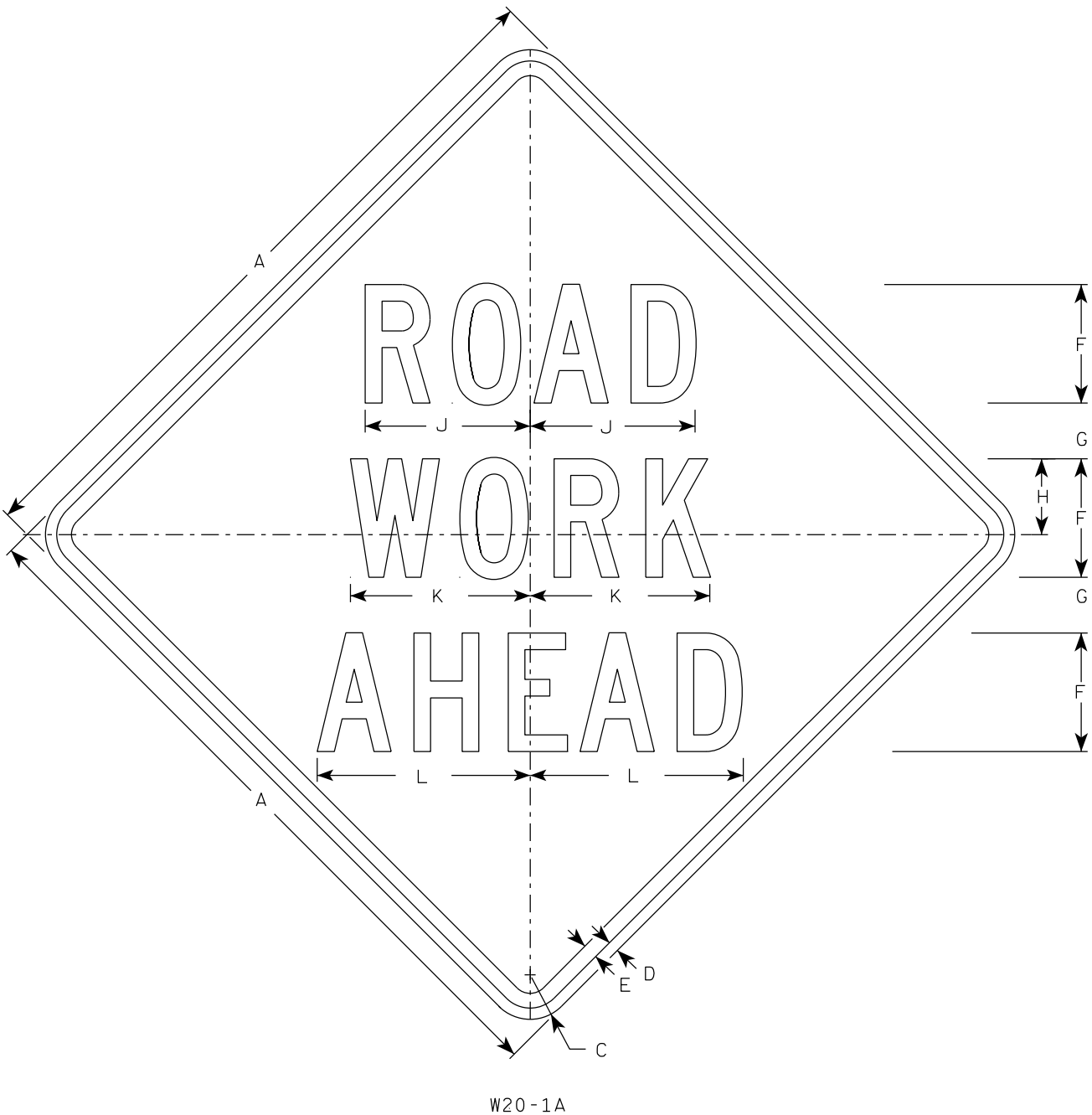
R11-2T



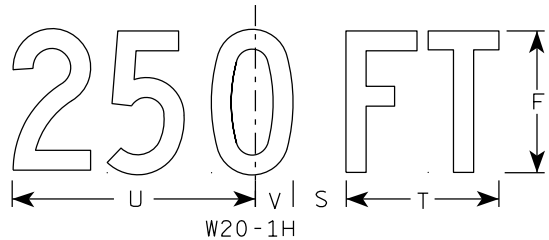
R11-2L

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	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
2M	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
3	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
4	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0
5	48	30	1 7⁄8	1⁄2	5⁄8	8	5	4	13 1⁄4	13 1⁄2	19	14	15	13	15 5⁄8	12 3⁄4											10.0

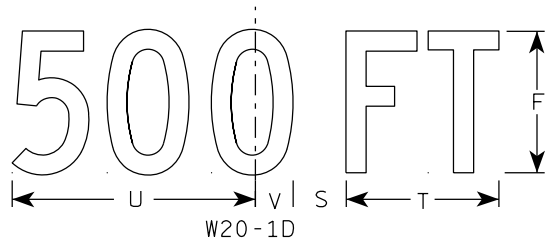
STANDARD SIGN R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/3/26	PLATE NO. R11-2.13



W20-1A



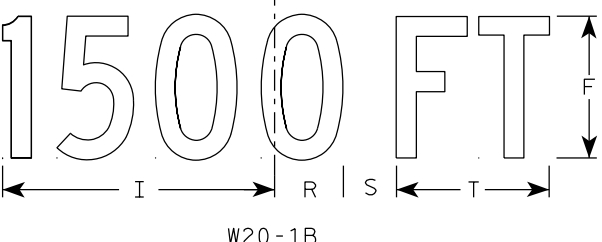
W20-1H



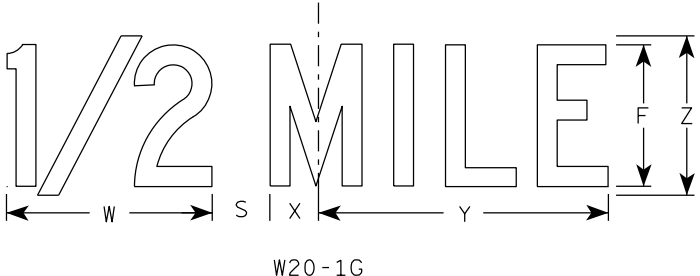
W20-1D



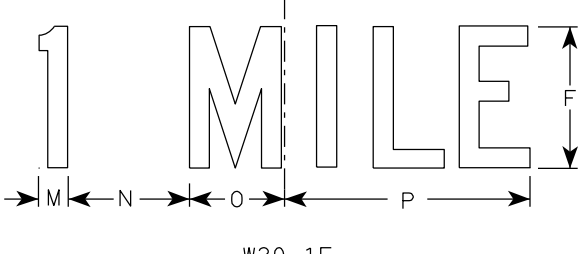
W20-1C



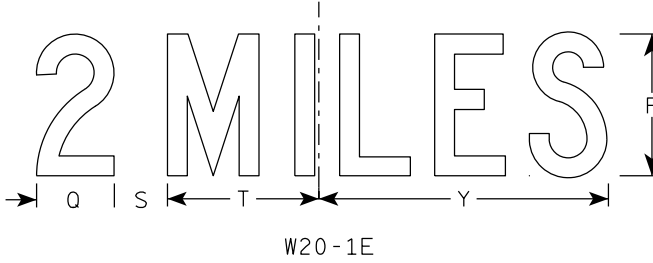
W20-1B



W20-1G



W20-1F

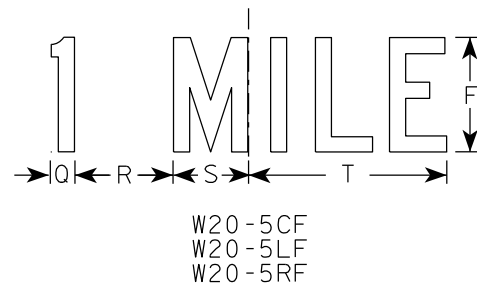
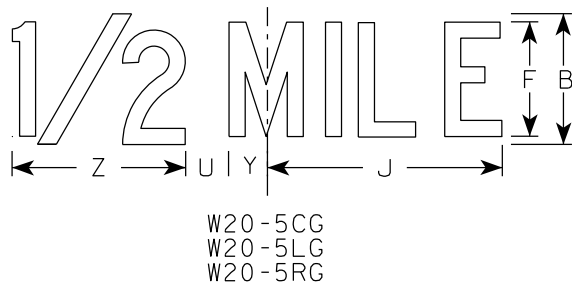
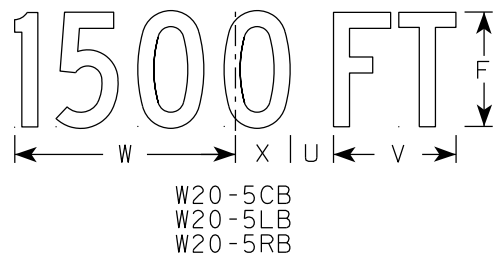
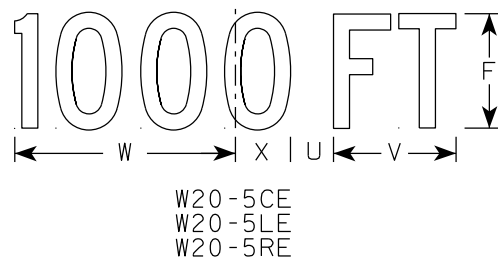
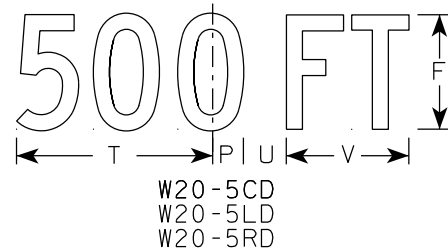
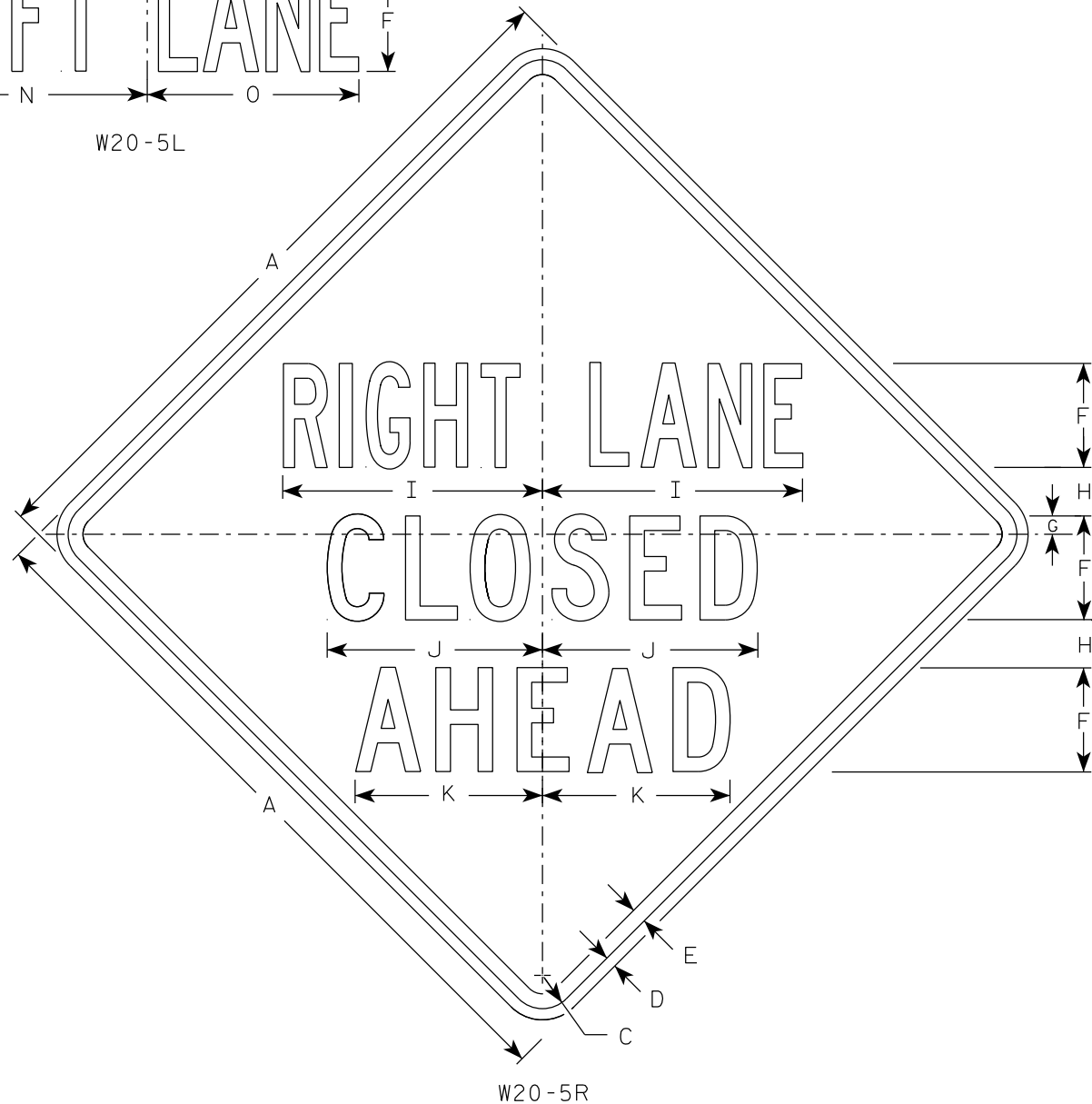
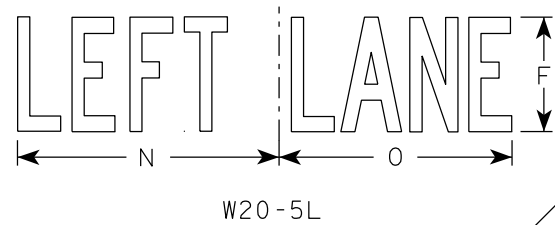
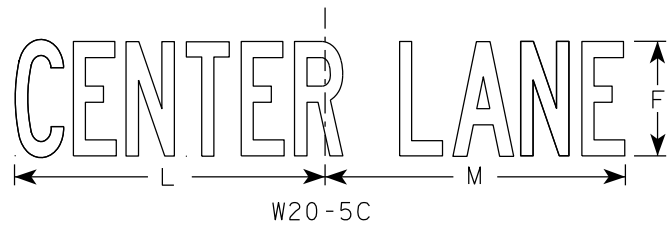


W20-1E

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.

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

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - See Note 5
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. " _____ LANE" is Series B.
All other copy is Series C.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

PROJECT NO:

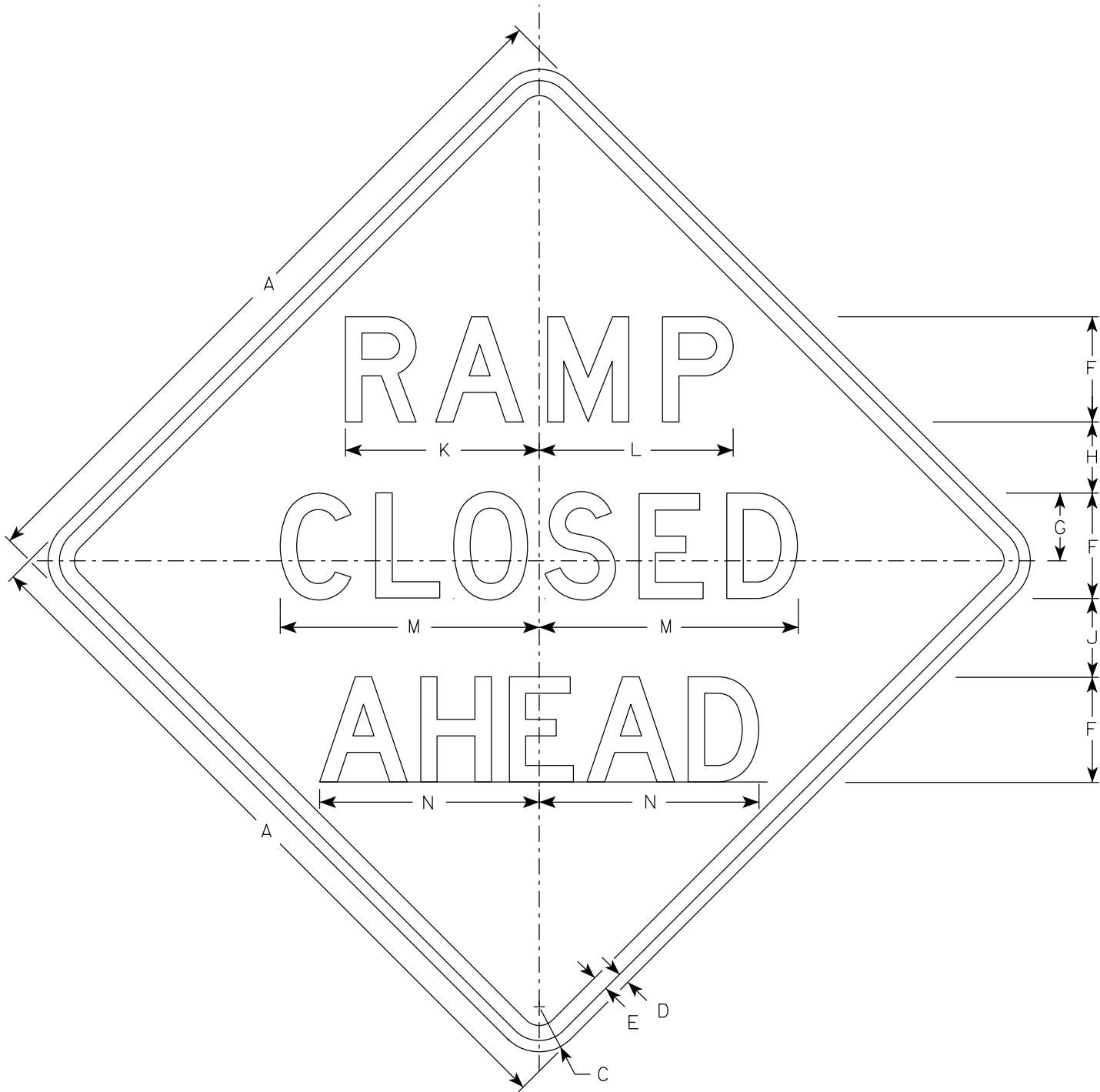
HWY:

COUNTY:

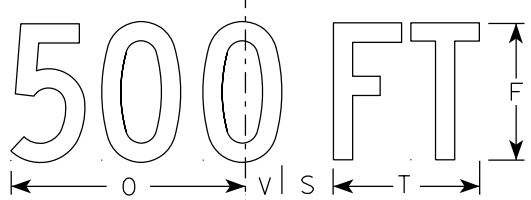
SHEET NO: 146

E

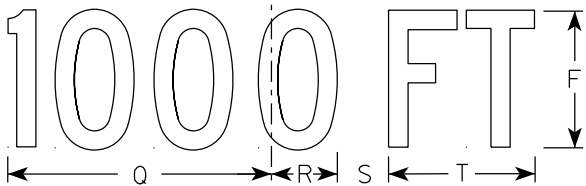
7



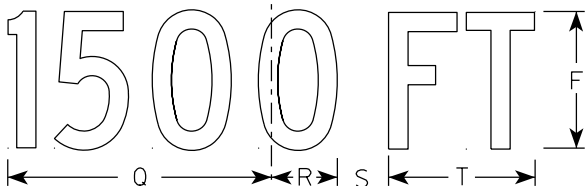
W20-53A



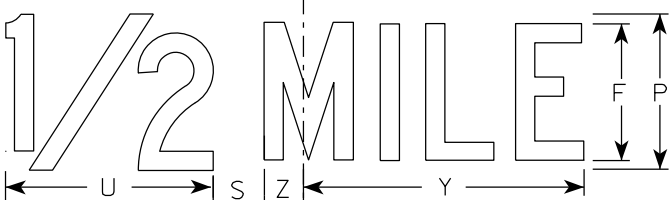
W20-53D



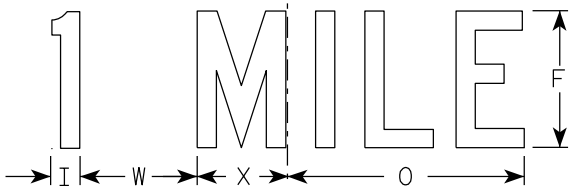
W20-53C



W20-53B



W20-53G



W20-53F

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - see note 5
- 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. Lines 1 and 2 are Series D.
Line 3 is Series D for AHEAD and Series C for all other distances.

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	3 3/8	3 1/2	1 1/8	4	9 1/4	9 1/4	12 1/2	11	9	6	10 1/8	2 1/2	1 7/8	5 5/8	8	1 3/8	4 1/2	3 1/2	10 3/4	1 3/4	9.0
2S	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
2M	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
3	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
4	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0
5	48		3	3/4	1	7	4 1/2	4 3/4	1 1/2	5 1/4	12 7/8	12 7/8	17 1/4	14 5/8	12	8	13 1/2	3 3/8	2 5/8	7 1/2	10 5/8	1 7/8	6	4 5/8	14 3/8	2 3/8	16.0

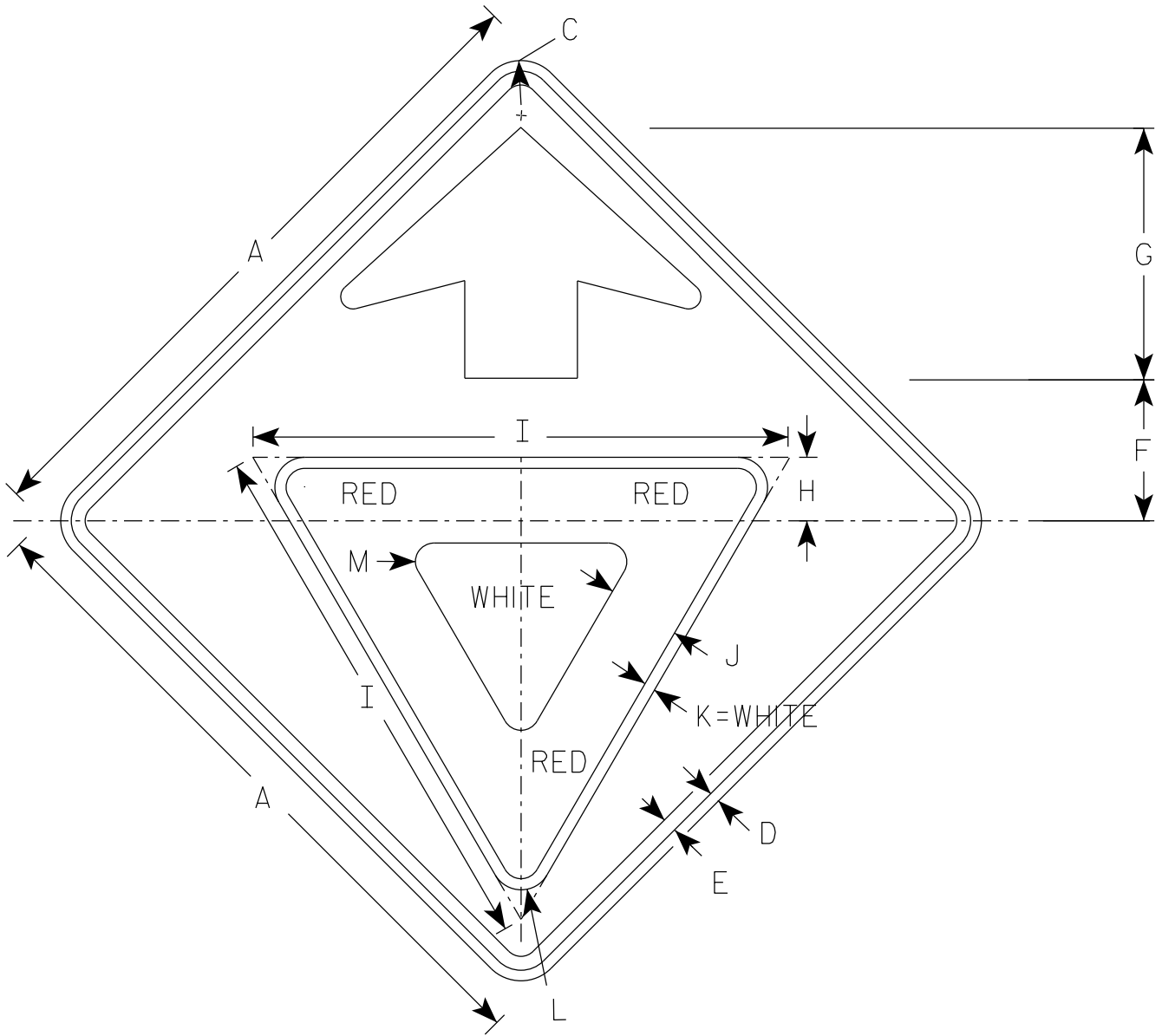
STANDARD SIGN
W20-53A,B,C,D,F,G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/10/2024 PLATE NO. W20-53.2

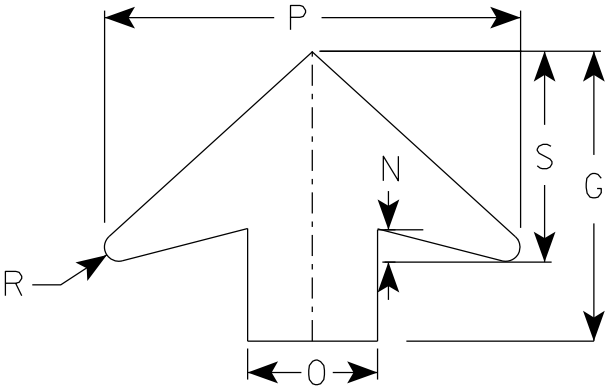
7



W03-2

NOTES

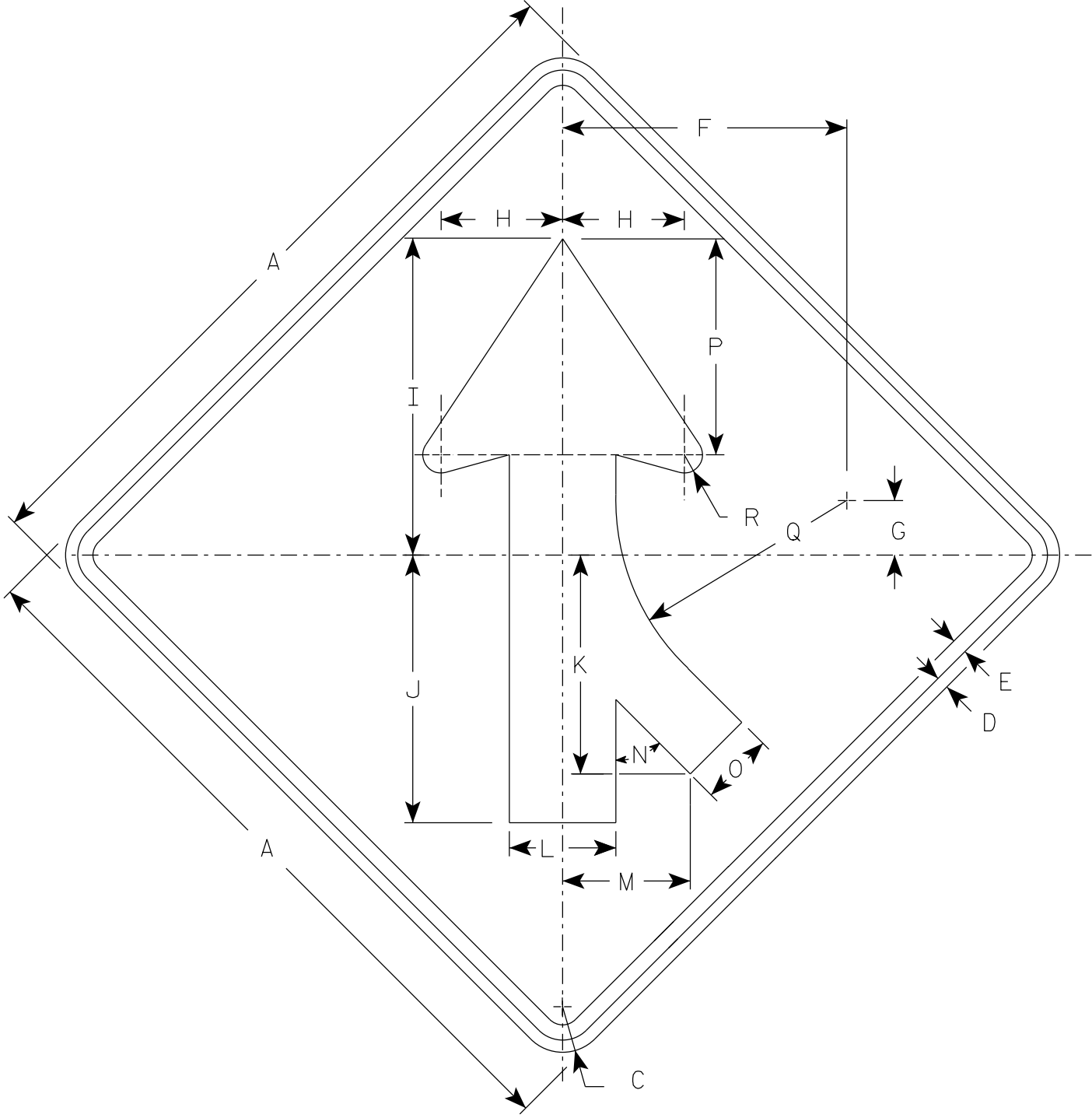
- 1. All Signs Type II - Type F Reflective
- 2. Color:
 - Background - ORANGE
 - Arrow & Border - BLACK
 - Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	7 1/2	13 1/2	3 3/8	28	3 3/4	5/8	1 1/2	1	1 5/8	6	19 1/4		5/8	9 3/4								9.0
2S	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
2M	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
3	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
4	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0
5	48		3	3/4	1	10	17 7/8	4 1/2	38	5	3/4	2 1/8	1 3/8	2	8	25 5/8		7/8	13								16.0



W04-1 R

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. 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.
- 4. W04-1L is the same as W04-1R except the arrow is reversed along the vertical centerline.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	10 1/4	5 1/4	6 3/8	45°	3 5/8	10 5/8	11 3/8	7/8									9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	14 3/8	7	8 3/8	45°	4 3/4	14 1/4	15 1/4	1 1/4									16.0

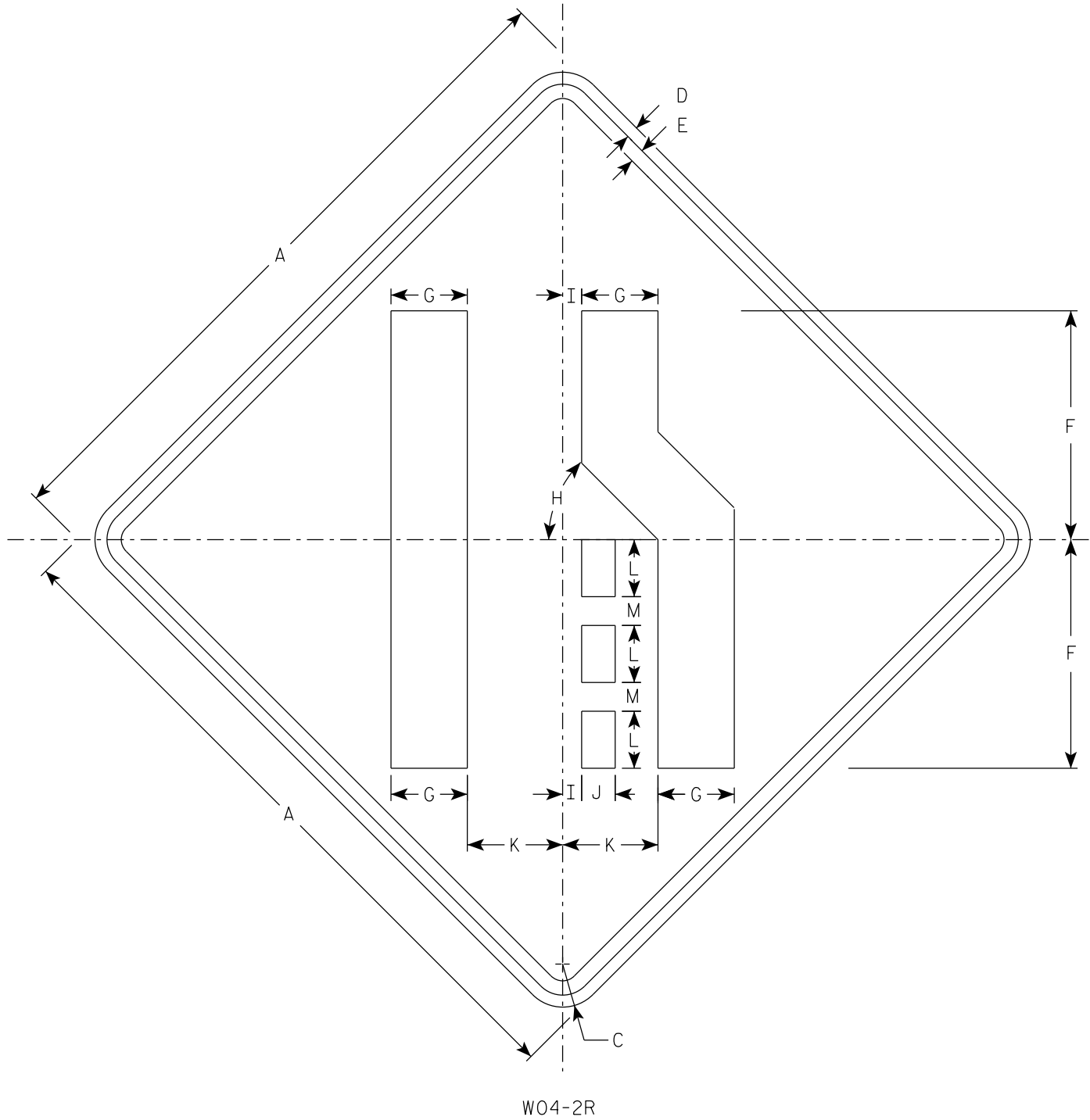
STANDARD SIGN
W04-1

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/25/2024 PLATE NO. W04-1.3

7

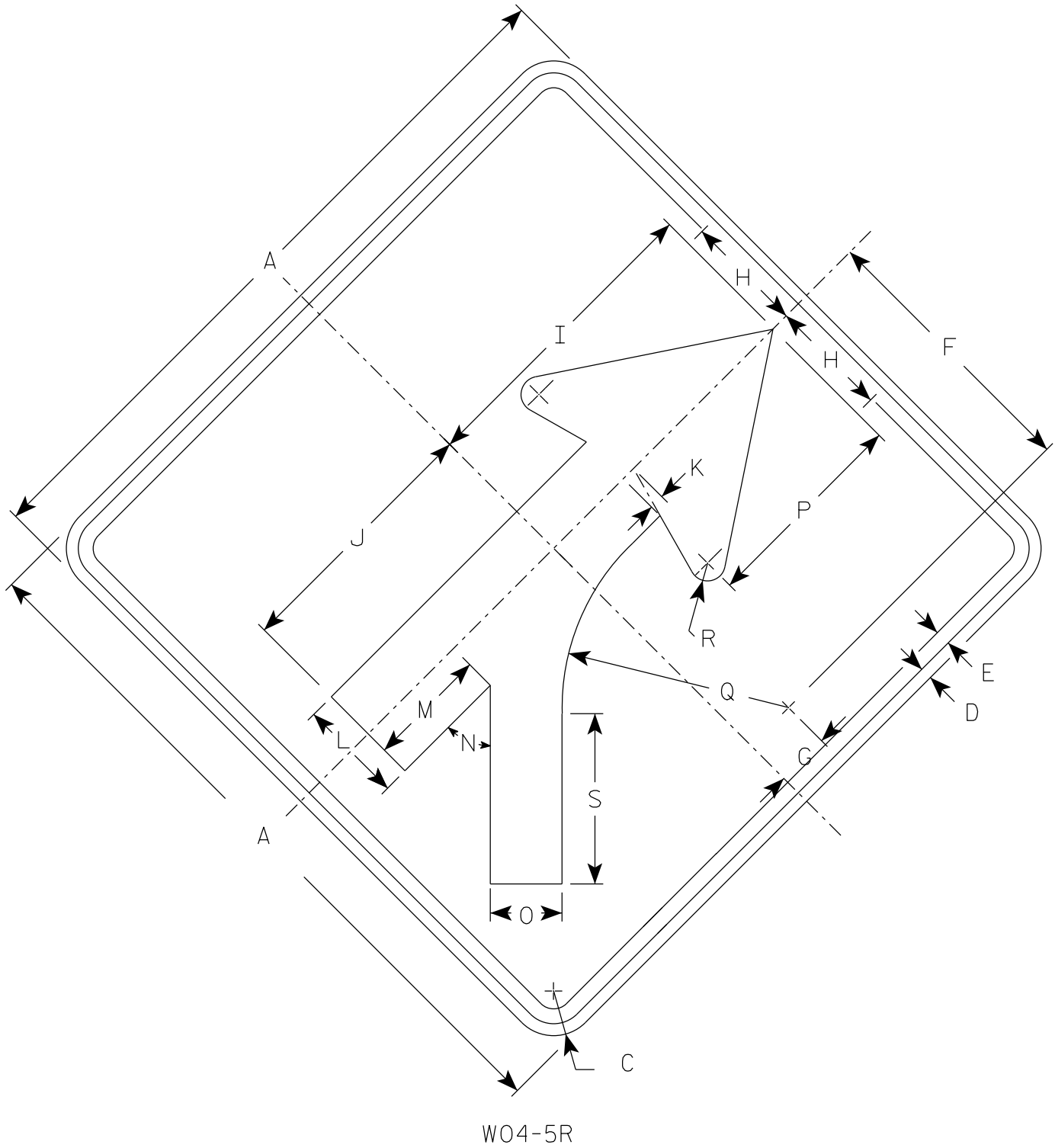


NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. 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.
- 4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. 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.
- 4. W04-5L is the same as W04-5R 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	36		2 1/4	5/8	3/4	14	2 3/4	6	15 3/4	13 1/4	3/4	5 1/4	6 1/8	45°	3 5/8	10 5/8	11 3/8	7/8	8 1/2								9.0
2S	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
2M	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
3	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
4	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0
5	48		3	3/4	1	18 3/4	3 5/8	8	20 1/2	17 1/2	1	7	8 1/8	45°	4 3/4	14 1/4	15 1/4	1 1/4	11 3/8								16.0

SCOPE OF WORK

APPLICATION OF THIN POLYMER OVERLAY TO BRIDGE DECK

CONCRETE SURFACE REPAIRS AS DIRECTED BY FIELD ENGINEERS AND PLAN SET

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.06
OPERATING RATING: RF = 1.37
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY:
CONCRETE DECK AND SURFACE REPAIRS $f'_c = 4,000$ PSI

TRAFFIC DATA

U.S.H. 12 WB:

ADT = 10,750 (2047)
R.D.S. = 70 MPH

TERRYTOWN ROAD:

ADT = 4050 (2047)
R.D.S. = 40 MPH

CURVE DATA

U.S.H. 12 WB:

P.I. = STA. 324+96.48
 $\Delta = 36^\circ-05'-51''$
D = 0°-57'-01"
T = 1964.9352'
L = 3799.0140'
R = 6030.00'
S.E. = 3.2%
P.C. = STA. 305+31.54
P.T. = STA. 343+30.56

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

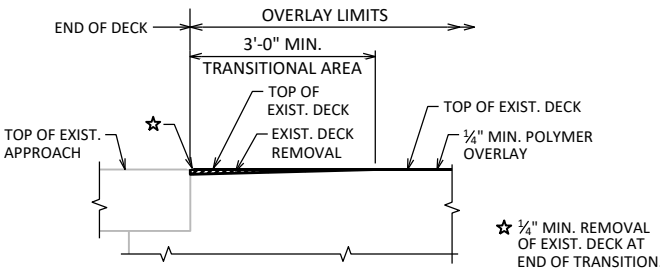
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

SEE ROADWAY PLANS FOR TRAFFIC CONTROL DETAILS.

CONC. SURFACE REPAIR REQUIRED. LOCATIONS NOTED MAY NOT BE ALL INCLUSIVE, AND QUANTITIES SHOWN ON SHEET ARE APPROXIMATE. ADDITIONAL CONC. SURFACE REPAIR MAY BE REQUIRED DURING CONSTRUCTION AND SHOULD BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.

STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAY.



SECTION THRU ABUTMENT TRANSITIONAL AREA

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STRUCTURE DESIGN CONTACTS:

SARAH MCALLISTER 920-492-5621
KYLE BUSCH 608-267-0465

LIST OF DRAWINGS:

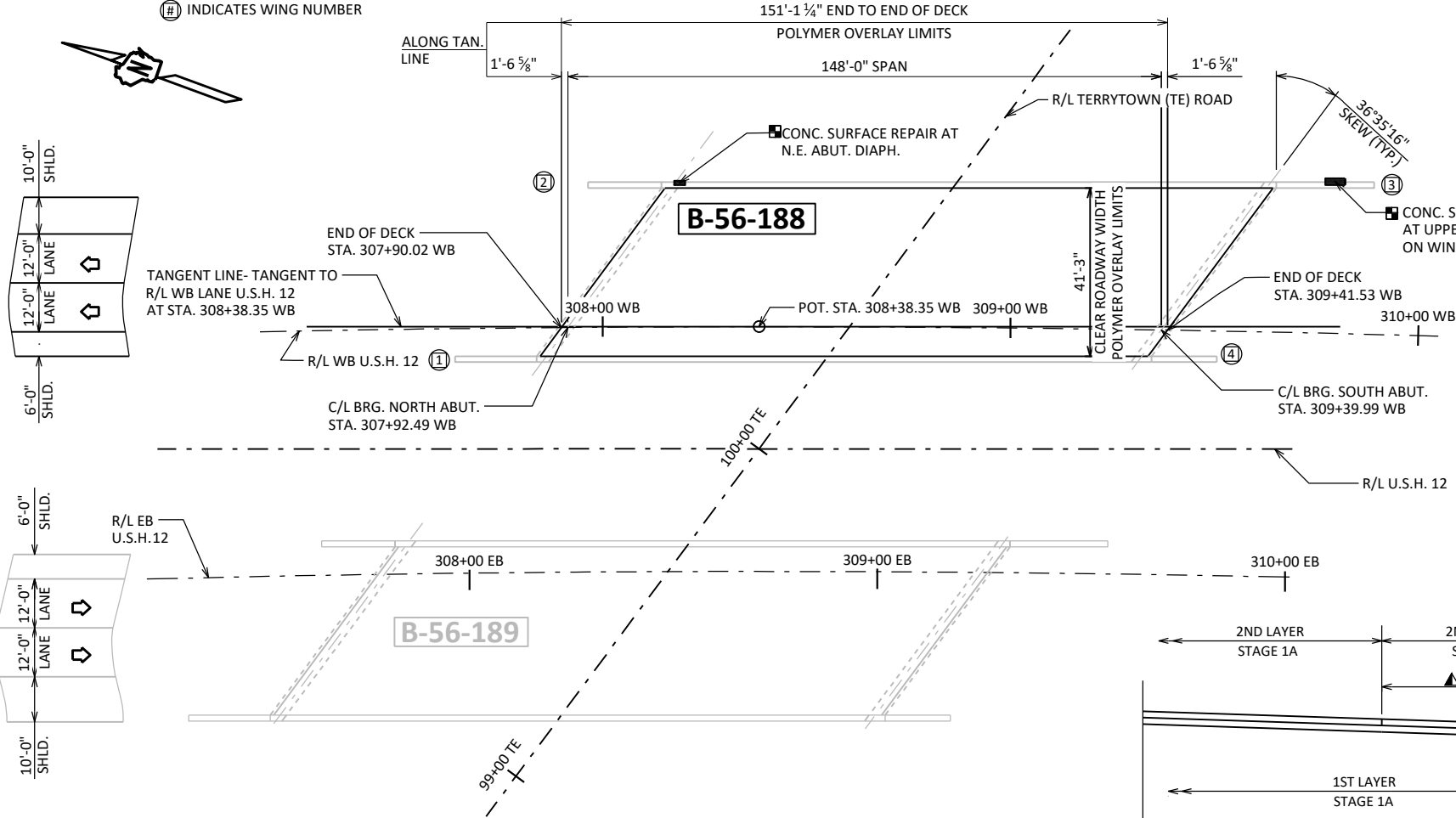
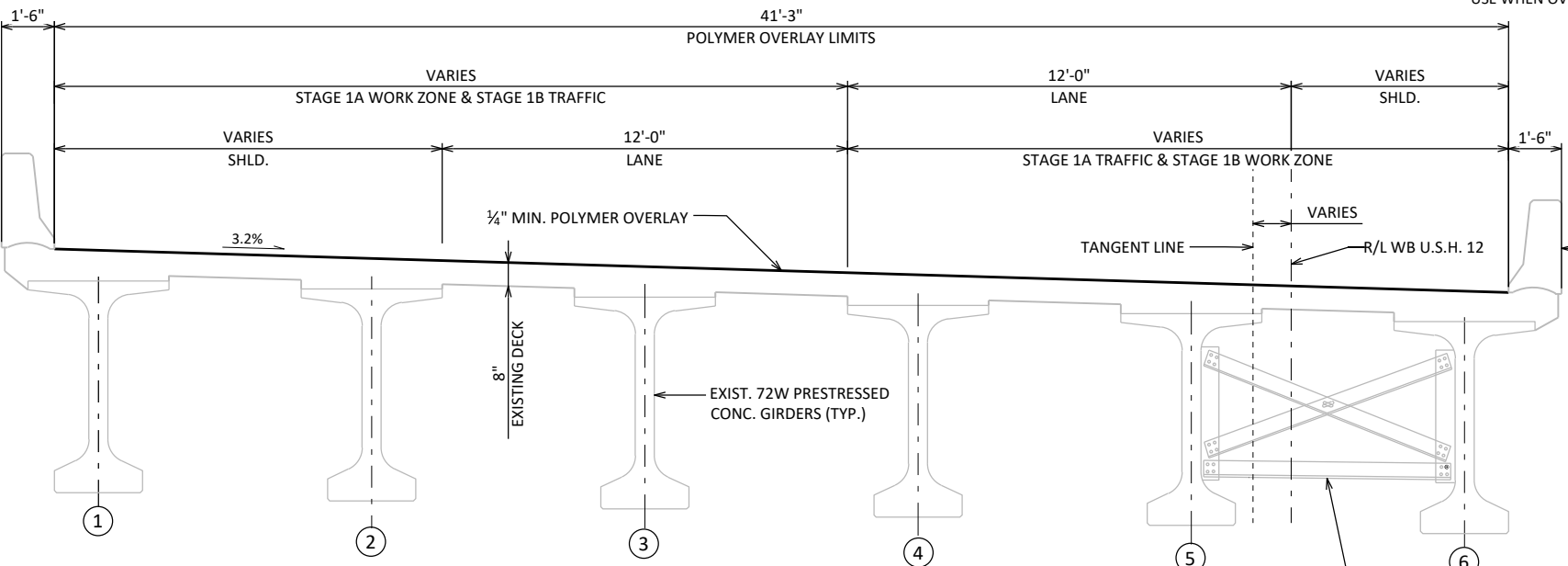
1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.1500	CONCRETE SURFACE REPAIR	SF	5
509.5100.S	POLYMER OVERLAY	SY	693

CROSS SECTION THRU ROADWAY

(LOOKING SOUTH)



PLAN

POLYMER OVERLAY
SINGLE SPAN 72W PRESTRESSED CONCRETE GIRDERS

POLYMER OVERLAY JOINT TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

INDICATES GIRDER NUMBER

INDICATES WING NUMBER

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.06
OPERATING RATING: RF = 1.37
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

SEE ROADWAY PLANS FOR TRAFFIC CONTROL DETAILS.

▲ STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING OVER THE OVERLAP.

CURVE DATA

USH 12 EB:
ADT = 10,750 (2047)
R.D.S. = 70 MPH

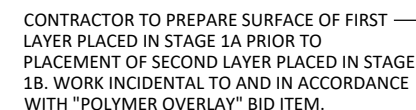
TERRYTOWN ROAD:
ADT = 4,050 (2047)
R.D.S. = 40 MPH

USH 12 EB:
P.I. = STA 325+12.62
 $\Delta = 36^{\circ}-05'-51''$
 $D = 0^{\circ}-57'-35.02''$
 $T = 1945.3836'$
 $L = 3761.2128'$
 $R = 5970.00'$
 $S.E. = 3.2\%$
P.C. = STA 305+67.24
P.T. = STA 343+28.45

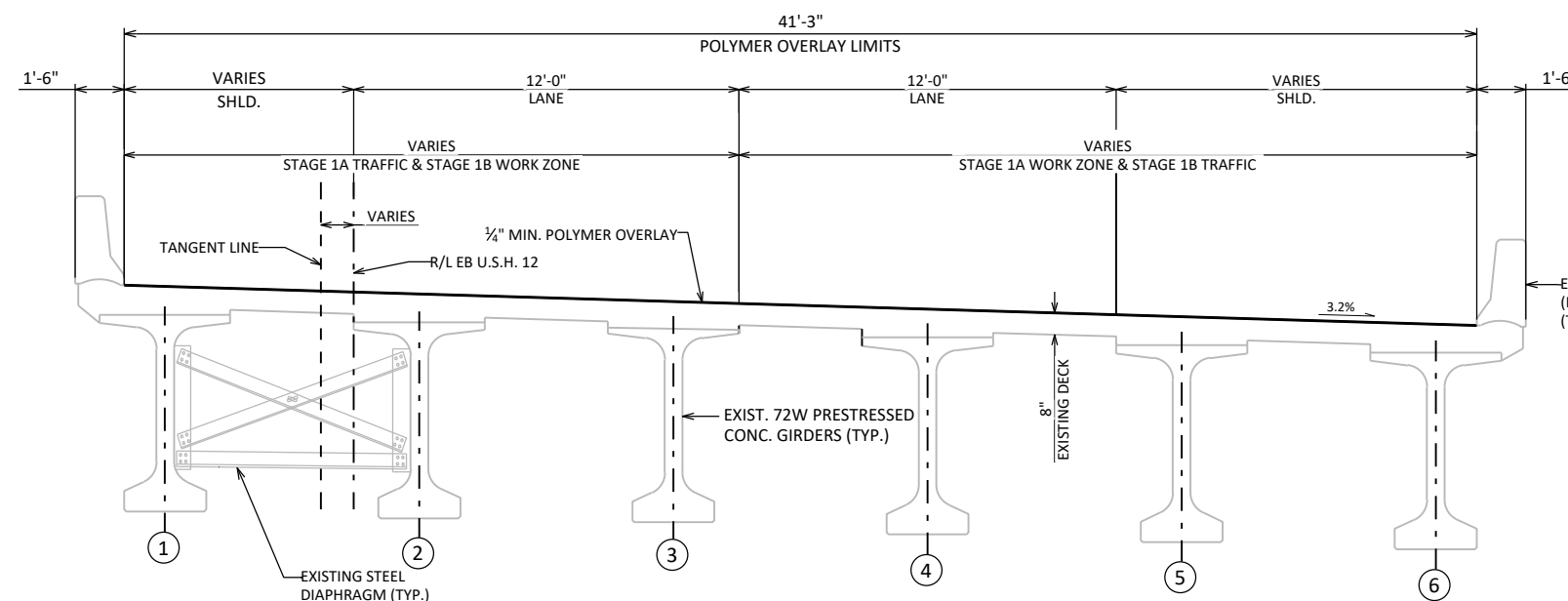
1. POLYMER OVERLAY

APPLICATION OF THIN POLYMER OVERLAY TO BRIDGE DECK

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.5	POLYMER OVERLAY	SY	693

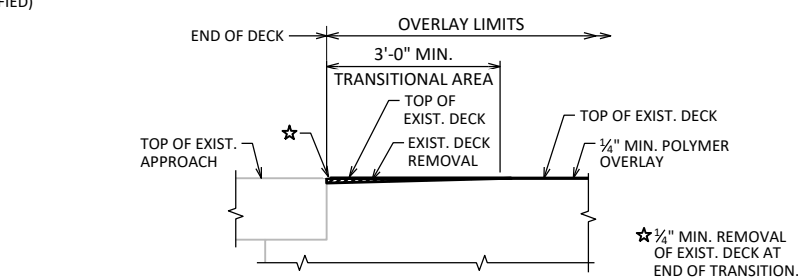


POLYMER OVERLAY
SINGLE SPAN 72W PRESTRESSED CONCRETE GIRDERS



(LOOKING SOUTH)

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES



(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STRUCTURE DESIGN CONTACTS:

SARAH MCALLISTER 920-492-5621
KYLE BUSCH 608-267-0465

NO.	DATE	REVISION BY
WISCONSIN DEPARTMENT OF TRANSPORTATION  BUREAU OF STRUCTURES		
ACCEPTED	 RMB	07/29/20
CHIEF STRUCTURES DESIGN ENGINEER		DATE
STRUCTURE B-56-189		
USH 12 EB OVER TERRYTOWN ROAD		
COUNTY	SAUK	TOWN BARABO
DESIGN SPEC. REHABILITATION N/A		
DESIGNED BY SMM	DESIGN CK'D ARC	DRAWN BY SMM PLANS CK'D ARC
POLYMER OVERLAY		SHEET 1 OF 1 153

LIVE LOAD:

USH 12 EB:
ADT = 10,750 (2047)
R.D.S. = 70 MPH

STH 136:
ADT = 16,925 (2047)
R.D.S. = 40 MPH

1. POLYMER OVERLAY

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.



POLYMER OVERLAY
2 SPAN - 45W" PRESTRESSED GIRDERS



LOOKING SOUTH



(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	839

NO.	DATE	REVISION	BY



STRUCTURE B-56-205

USH 12 EB OVER STH 136

COUNTY	SAUK	TOWN	BARABOO
--------	------	------	---------

DESIGN SPEC.		REHABILITATION N/A	
DESIGNED BY	KRV	DESIGN CK'D	CIK
DRAWN BY	KRV	PLANS CK'D	VS

POLYMER OVERLAY

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.08
OPERATING RATING: RF = 1.40
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

ADT = 10,750 (2047)
R.D.S. = 70 MPH

STH 136:
ADT = 16,925 (2047)
R.D.S. = 40 MPH

1. POLYMER OVERLAY

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.



LOOKING SOUTH



(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	839

STRUCTURE DESIGN CONTACTS:

CHRISTOPHER KUSIAK 608-267-3619
KYLE BUSCH 608-267-0465

[illegible]

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.13
OPERATING RATING: RF = 1.46
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

MATERIAL PROPERTIES:

CONCRETE MASONRY (SURFACE REPAIRS): $f_c = 4,000$ PSI

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

CONCRETE SURFACE REPAIR REQUIRED. LOCATIONS NOTED MAY NOT BE ALL INCLUSIVE, AND QUANTITIES SHOWN ON SHEET ARE APPROXIMATE. ADDITIONAL CONCRETE SURFACE REPAIR MAY BE REQUIRED DURING CONSTRUCTION AND SHOULD BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.

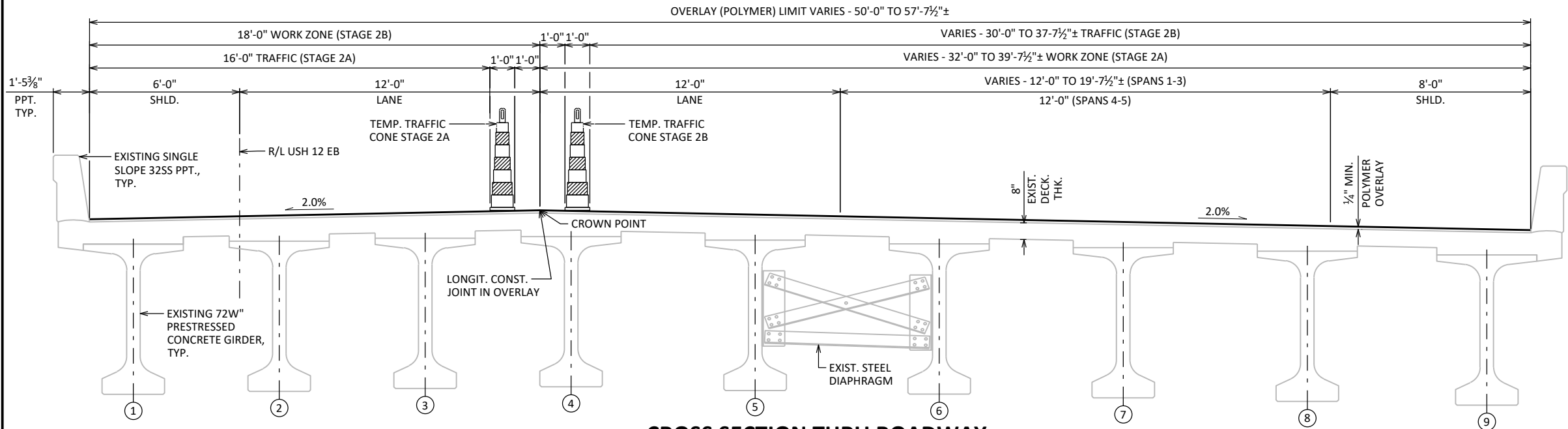
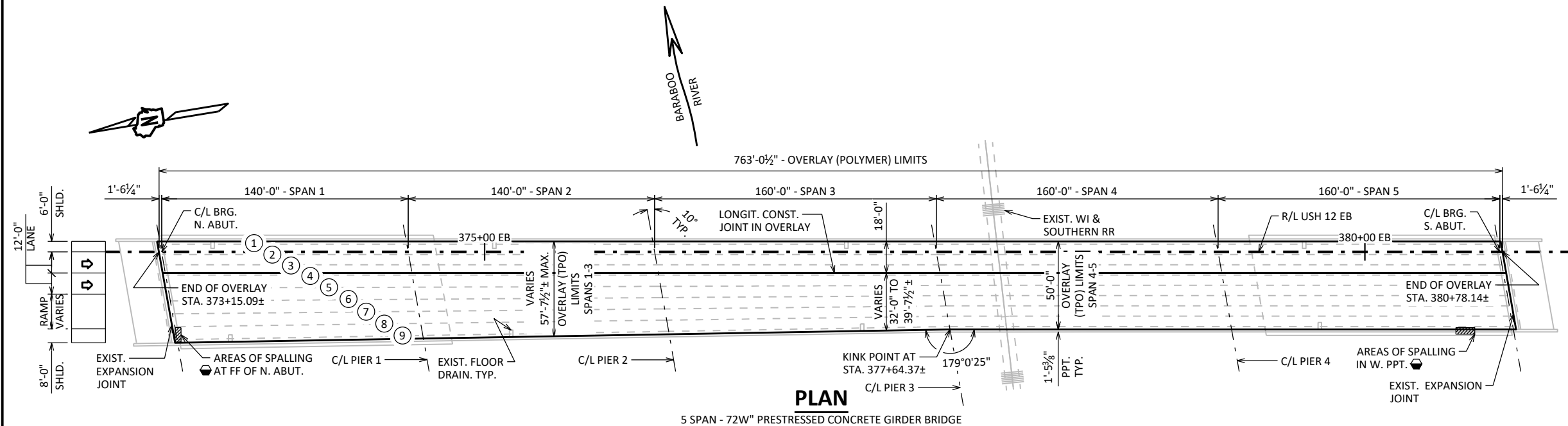
SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

TRAFFIC DATA

USH 12 EB:

ADT = 10,750 (2047)
R.D.S. = 70 MPH



CROSS SECTION THRU ROADWAY

LOOKING SOUTH

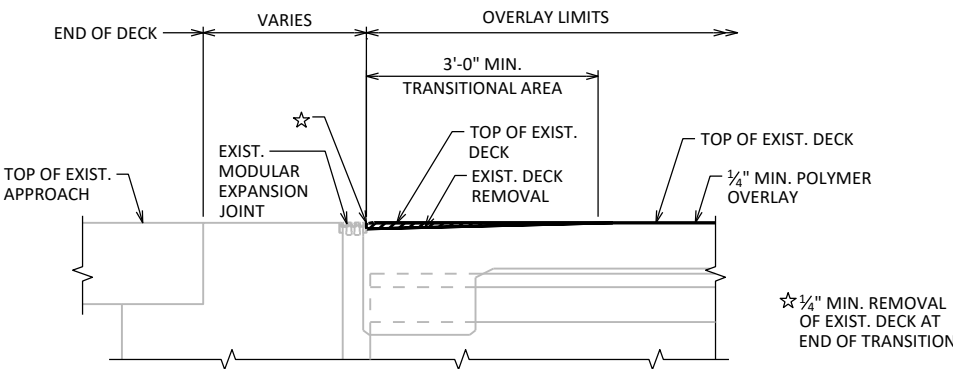
○ INDICATES GIRDER NUMBER.

LIST OF DRAWINGS:

1. POLYMER OVERLAY

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.1500	CONCRETE SURFACE REPAIR	SF	6
509.5100.S	POLYMER OVERLAY	SY	4,427

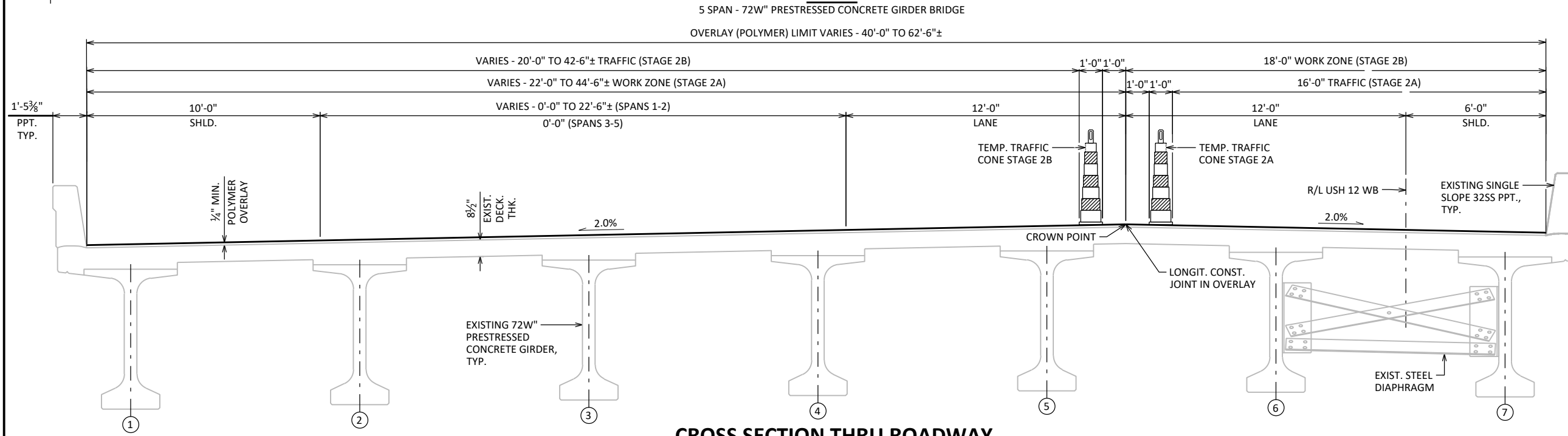
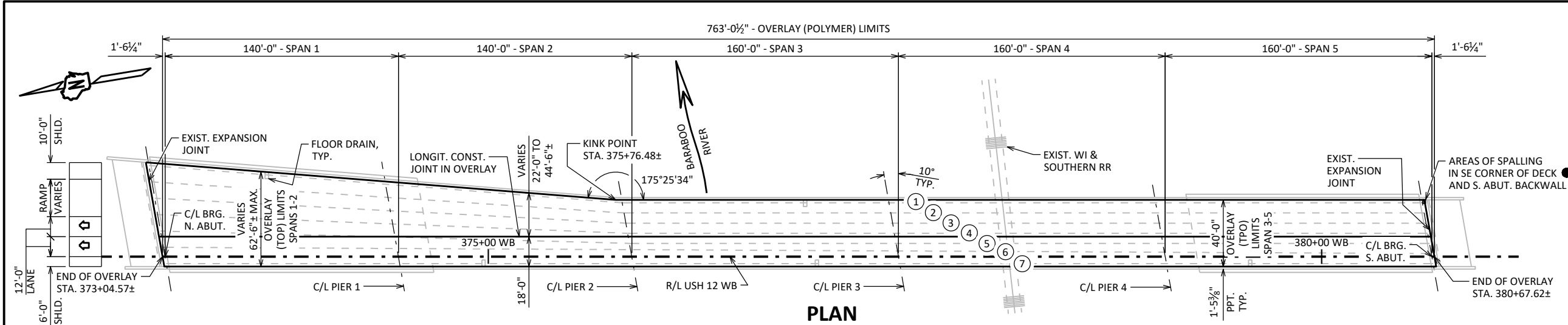
SECTION THRU ABUTMENT TRANSITIONAL
AREA ON DECK AT EXPANSION JOINT

(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

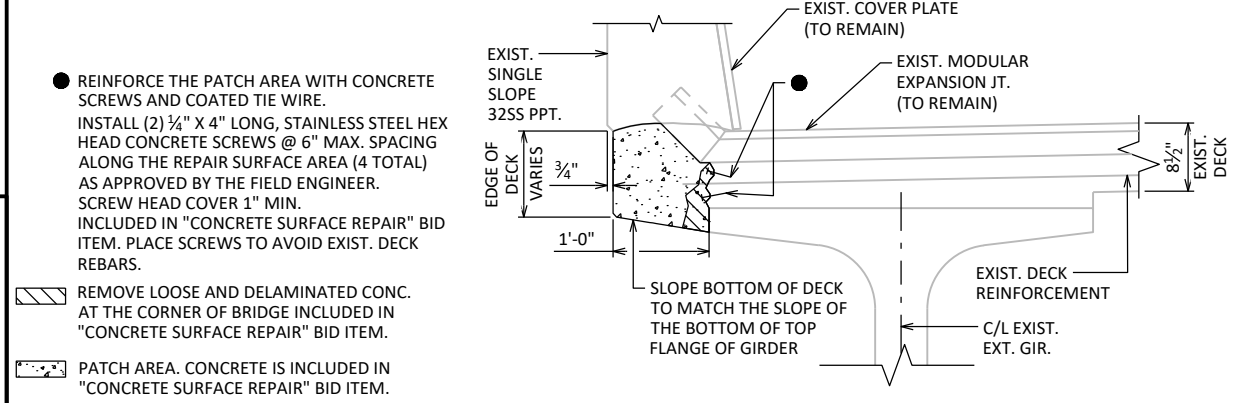
STRUCTURE DESIGN CONTACTS:

VISTA SHAHRIARI 608-266-7086
KYLE BUSCH 608-267-0465

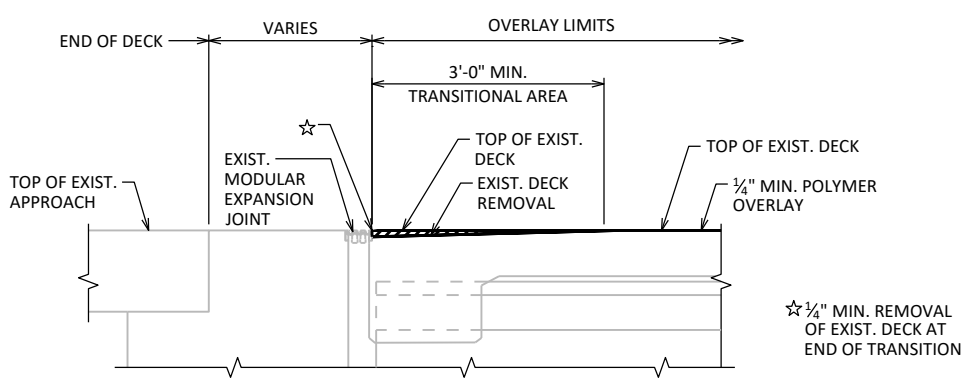
NO.	DATE	REVISION	BY
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE 07/29/26
STRUCTURE B-56-207			
USH 12 EB OVER BARABOO RIVER AND WI & SOUTHERN RR			
COUNTY	SAUK	TOWN	BARABOO
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	VS	DESIGN CK'D	MWB
DRAWN BY	VS	PLANS CK'D	MWB
POLYMER OVERLAY			SHEET 1 OF 1 156



○ INDICATES GIRDER NUMBER.



CROSS SECTION THRU ROADWAY
LOOKING SOUTH



SECTION THRU ABUTMENT TRANSITIONAL
AREA ON DECK AT EXPANSION JOINT
(REMOVAL AND OVERLAY THICKNESS NOT TO SCALE)

STATE PROJECT NUMBER
1670-04-82

DESIGN DATA
LIVE LOAD:
DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.14
OPERATING RATING: RF = 1.48
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)
MATERIAL PROPERTIES:
CONCRETE MASONRY (SURFACE REPAIRS) ————— f'c = 4,000 PSI

GENERAL NOTES
DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".
● CONCRETE SURFACE REPAIR REQUIRED. LOCATIONS NOTED MAY NOT BE ALL INCLUSIVE, AND QUANTITIES SHOWN ON SHEET ARE APPROXIMATE. ADDITIONAL CONCRETE SURFACE REPAIR MAY BE REQUIRED DURING CONSTRUCTION AND SHOULD BE PERFORMED AS DIRECTED BY THE FIELD ENGINEER.
SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

TRAFFIC DATA
USH 12 WB:
ADT = 10,750 (2047)
R.D.S. = 70 MPH

LIST OF DRAWINGS:
1. POLYMER OVERLAY

STRUCTURE DESIGN CONTACTS:
VISTA SHAHRIARI 608-266-7086
KYLE BUSCH 608-267-0465

NO.	DATE	REVISION	BY
BUREAU OF STRUCTURES			
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE
STRUCTURE B-56-208			
USH 12 WB OVER BARABOO RIVER AND WI & SOUTHERN RR			
COUNTY	SAUK	TOWN	BARABOO
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	VS	DESIGN CK'D	MWB
DRAWN BY	VS	PLANS CK'D	MWB
POLYMER OVERLAY			SHEET 1 OF 1 157

TOTAL ESTIMATED QUANTITIES			
BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.1500	CONCRETE SURFACE REPAIR	SF	3
509.5100.S	POLYMER OVERLAY	SY	3740

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.02
OPERATING RATING FACTOR: RF=1.32
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

CURVE DATA

USH 12 EB
P.I. = 413+21.63
 Δ = 9°22'26"
D = 0°42'49"
T = 658.35'
L = 1313.75'
R = 8030'
S.E. = 2.5%
P.C. = 406+63.29
P.T. = 419+77.04

TRAFFIC VOLUME

USH 12 EB

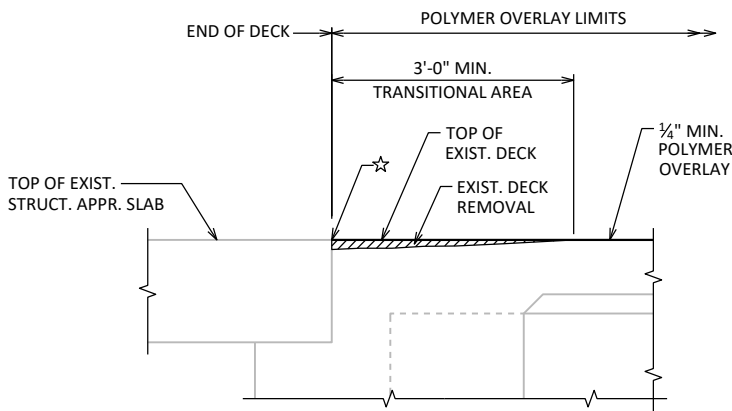
A.D.T.=8,475 (2047)
R.D.S.=70 M.P.H.

CTH W

A.D.T.=14,950 (2047)
R.D.S.=40 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	741



SECTION THRU ABUT. TRANSITIONAL AREA

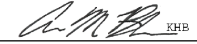
☆ ¼" MIN. REMOVAL OF EXIST. DECK AT END OF TRANSITION.

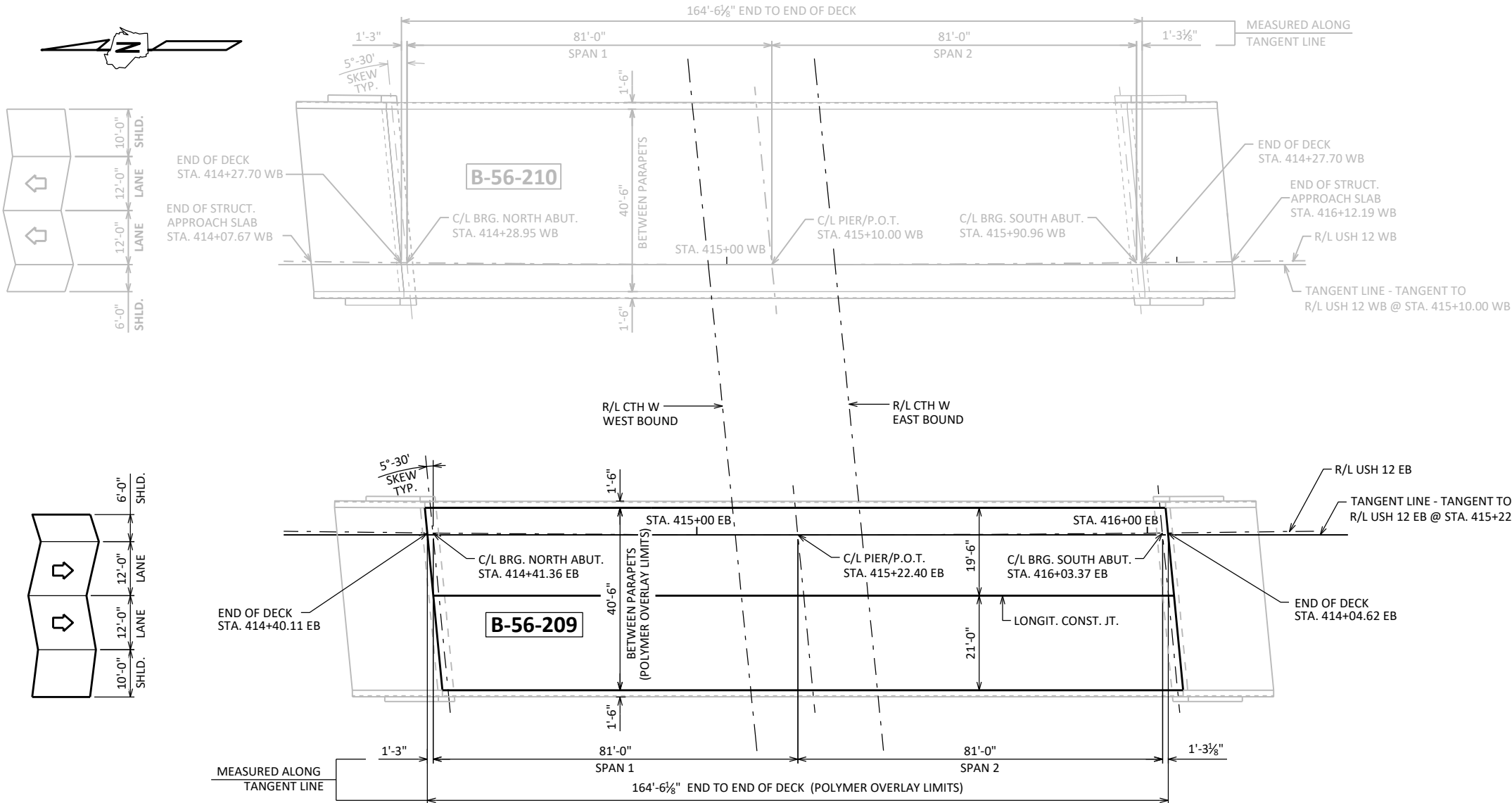
STRUCTURE DESIGN CONTACTS:

MICAH BROOKS 608-266-5080
KYLE BUSCH 608-267-0465

LIST OF DRAWINGS

1. POLYMER OVERLAY

NO.	DATE	REVISION	BY
 WISCONSIN DEPARTMENT OF TRANSPORTATION BUREAU OF STRUCTURES ACCEPTED  CHIEF STRUCTURES DESIGN ENGINEER 07/29/26 DATE			
STRUCTURE B-56-209			
USH 12 EB OVER CTH W			
COUNTY	SAUK	TOWN/CITY/VILLAGE	BARABOO
DESIGN SPEC. N/A - REHABILITATION			
DESIGNED BY	MWB	DESIGN CK'D	CJK
DRAWN BY	WWR	PLANS CK'D	MWB
POLYMER OVERLAY			SHEET 1 OF 1 158



PLAN

2 SPAN 36W" PRESTRESSED GIRDER BRIDGE

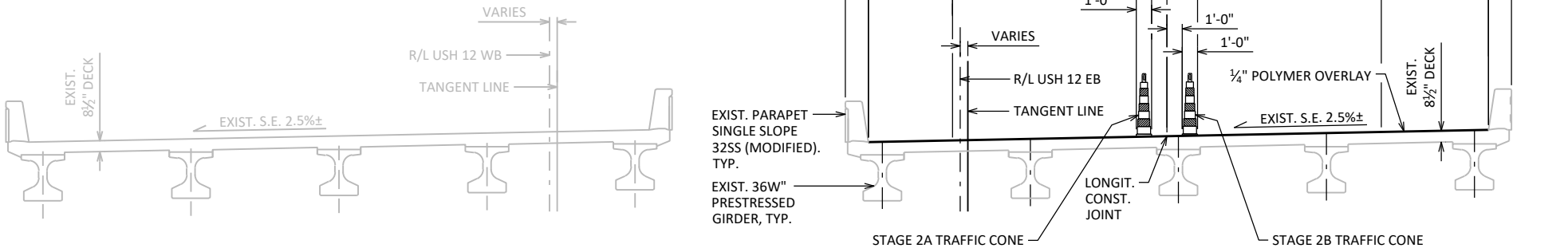
GENERAL NOTES

DRAWINGS SHALE NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

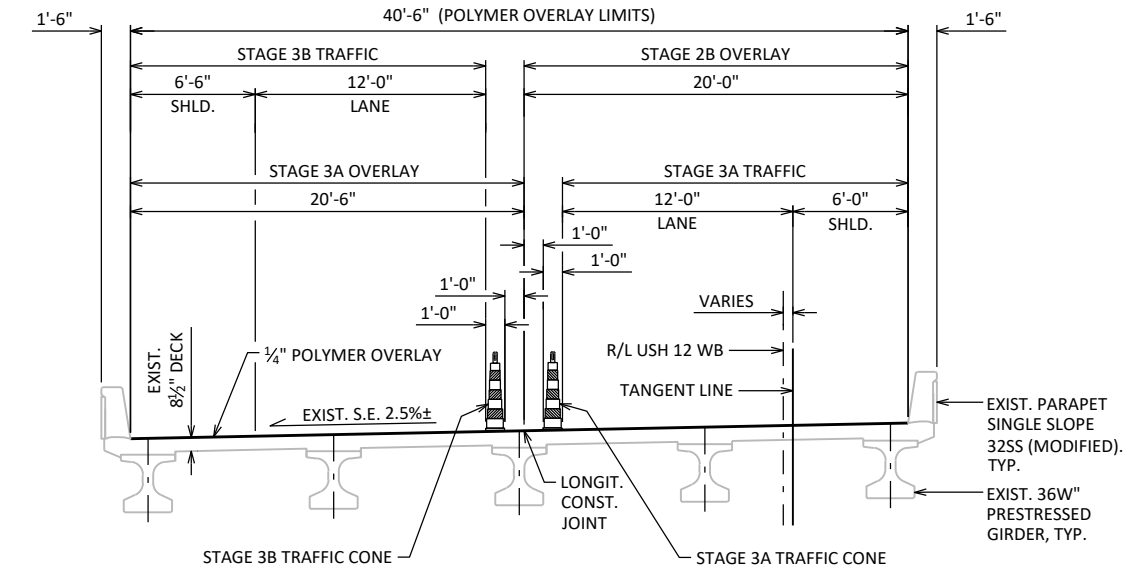
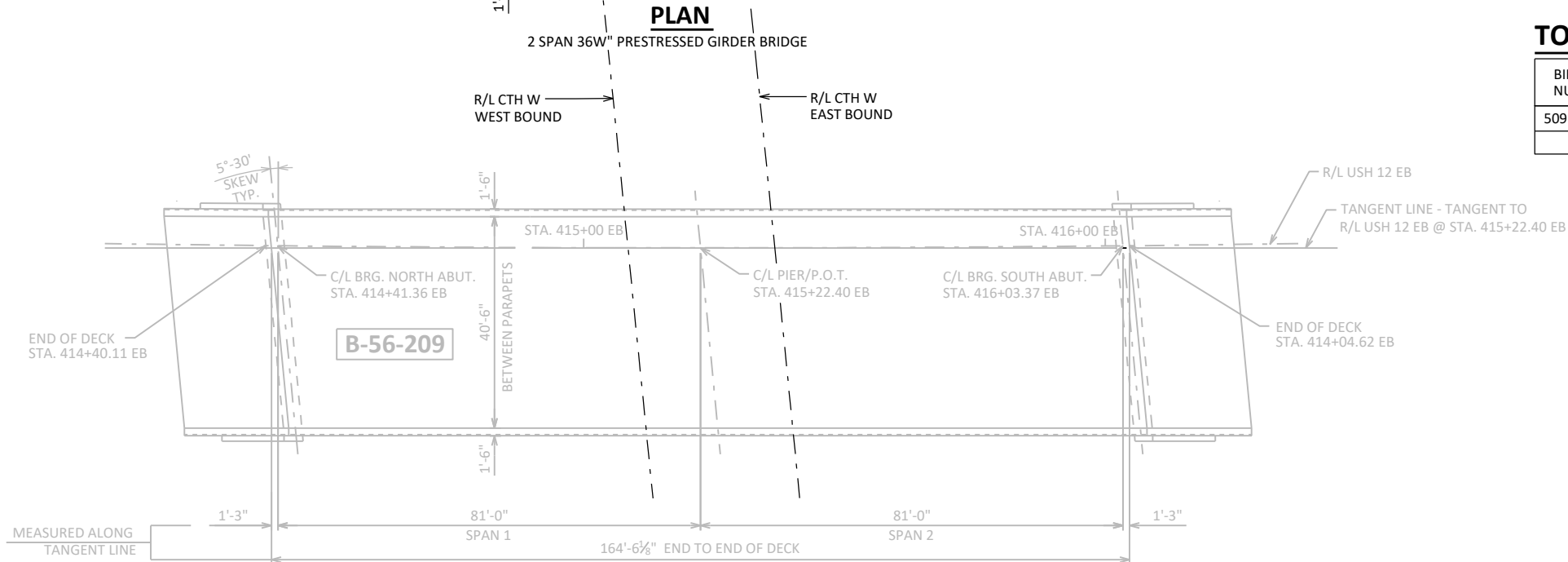
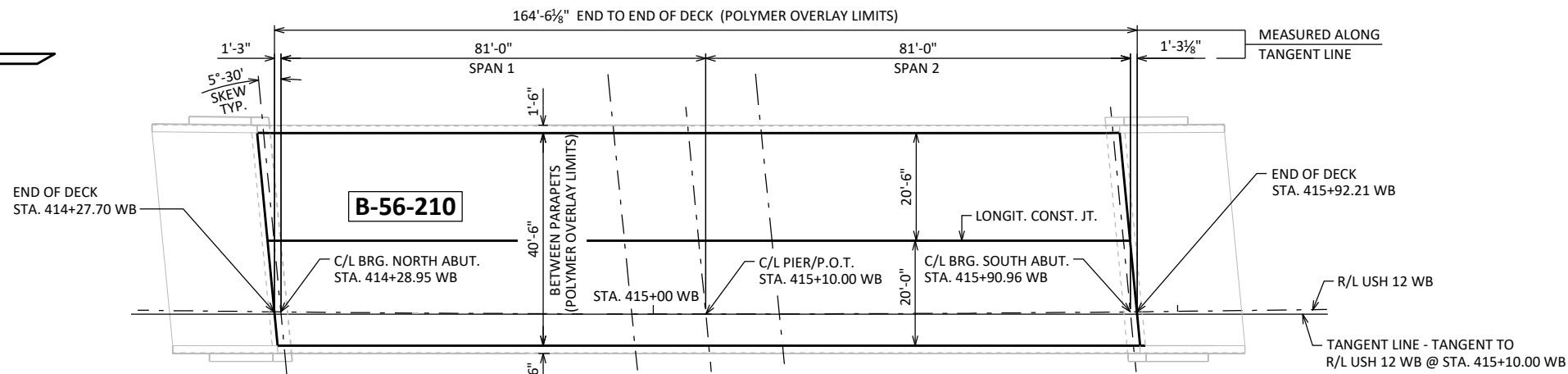
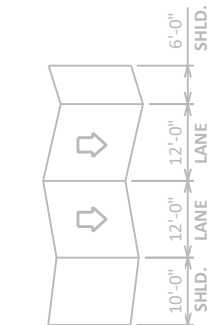
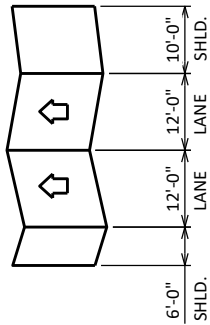
SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.



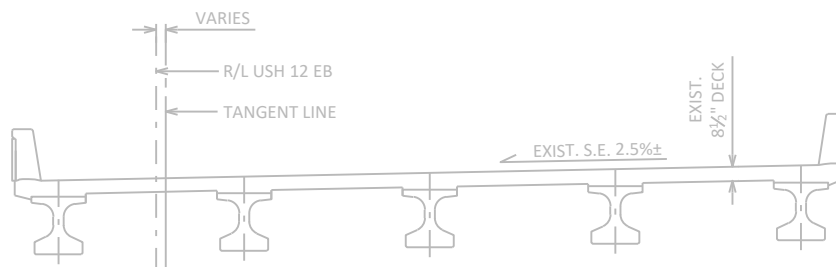
B-56-210 (WEST BOUND)

B-56-209 (EAST BOUND)

CROSS SECTION THRU ROADWAY - LOOKING SOUTH



B-56-210 (WEST BOUND)



B-56-209 (EAST BOUND)

CROSS SECTION THRU ROADWAY - LOOKING SOUTH

DESIGN DATA

LIVE LOAD:

DESIGN LOADING; HL-93
INVENTORY RATING FACTOR: RF=1.02
OPERATING RATING FACTOR: RF=1.32
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

STATE PROJECT NUMBER

1670-04-82

CURVE DATA

USH 12 WB
P.I. = 413+16.71
 Δ = 9°22'26"
D = 0°43'08"
T = 658.43'
L = 1303.93'
R = 7970'
S.E. = 2.5%
P.C. = 406+63.29
P.T. = 419+67.22

TRAFFIC VOLUME

USH 12 WB

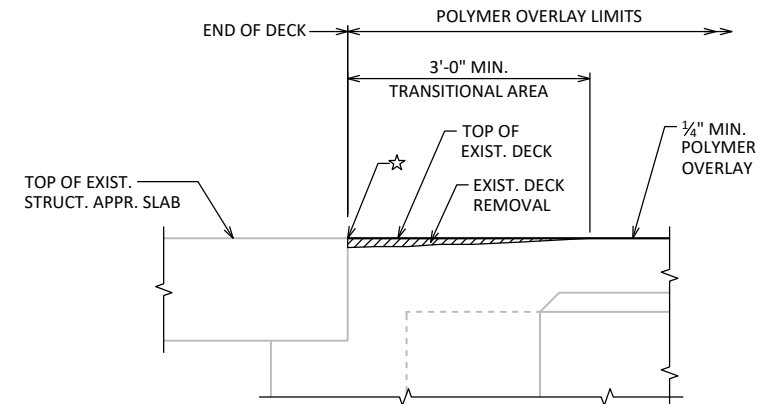
A.D.T.=8,475 (2047)
R.D.S.=70 M.P.H.

CTH W

A.D.T.=14,950 (2047)
R.D.S.=40 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	741



SECTION THRU ABUT. TRANSITIONAL AREA

☆ 1/4" MIN. REMOVAL OF EXIST. DECK AT END OF TRANSITION.

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

LIST OF DRAWINGS

- POLYMER OVERLAY

STRUCTURE DESIGN CONTACTS:

MICAH BROOKS 608-266-5080
KYLE BUSCH 608-267-0465

NO.	DATE	REVISION	BY
1	07/29/26		
ACCEPTED  CHIEF STRUCTURES DESIGN ENGINEER			
DATE			
STRUCTURE B-56-210			
USH 12 WB OVER CTH W			
COUNTY	SAUK	TOWN/CITY/VILLAGE	BARABOO
DESIGN SPEC.	N/A - REHABILITATION		
DESIGNED BY	MWB	DESIGN CK'D	CJK
DRAWN BY	WWR	PLANS CK'D	MWB
POLYMER OVERLAY			SHEET 1 OF 1
			159

I.D. 1670-04-02J

DATE: OCT. 2025

DESIGN DATA

LIVE LOAD:

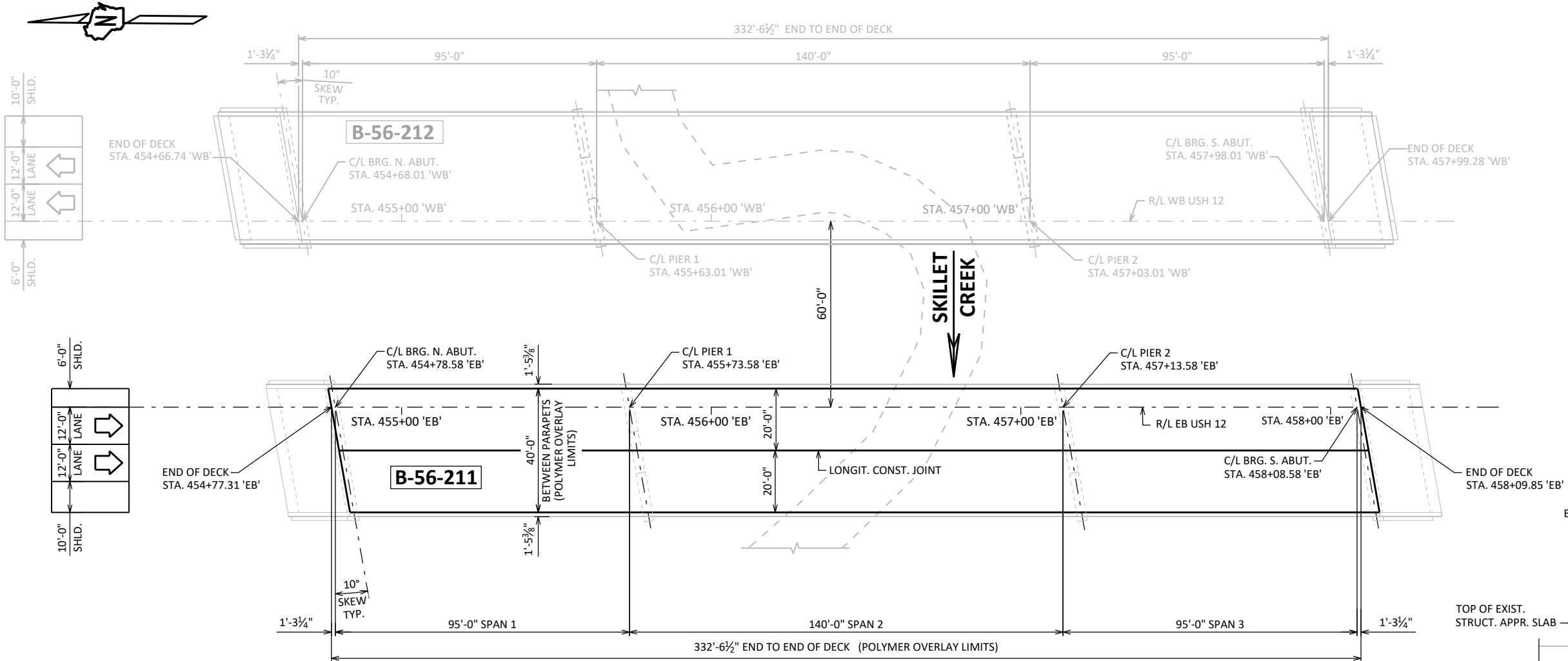
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.08
OPERATING RATING FACTOR: RF=1.40
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

USH 12 EB
A.D.T. = 8,475 (2047)
R.D.S. = 70 M.P.H.

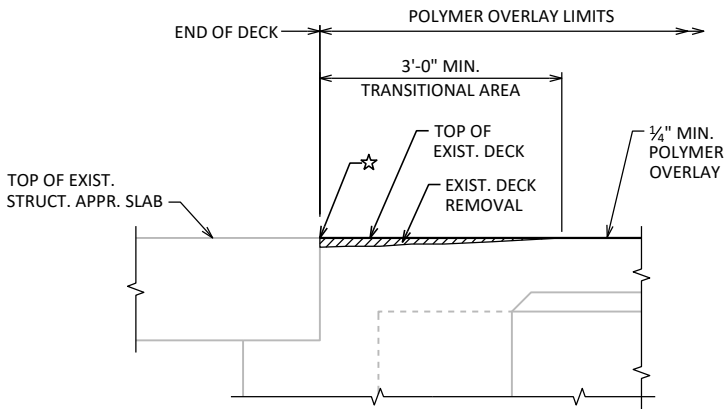
TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1,478



PLAN

3 SPAN - 72W" PRESTRESSED GIRDERS



SECTION THRU ABUT. TRANSITIONAL AREA

☆ ¼" MIN. REMOVAL OF EXIST. DECK AT END OF TRANSITION.

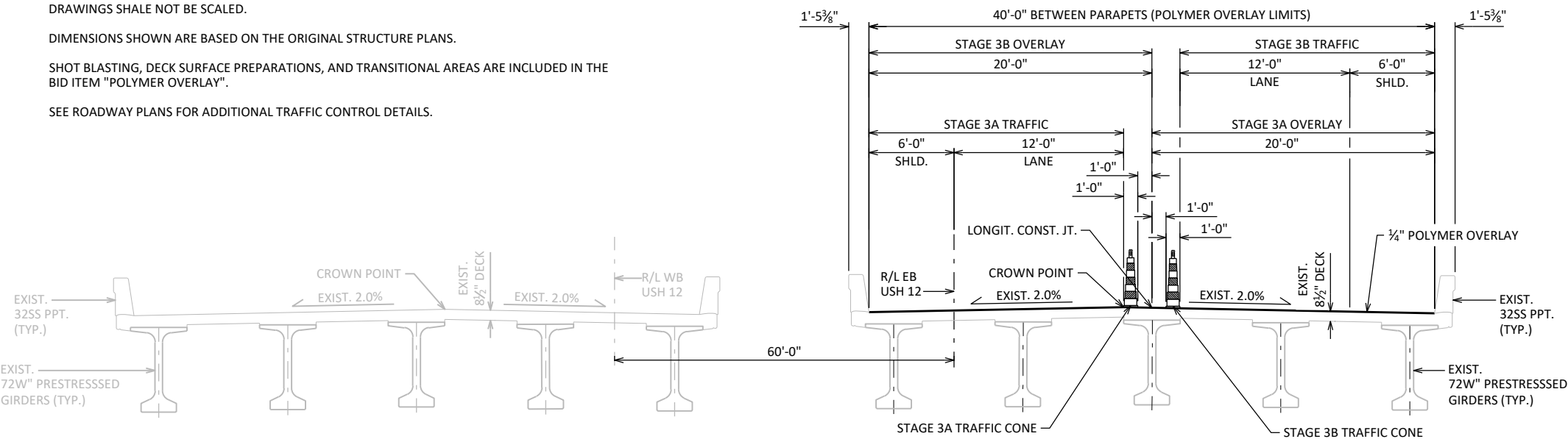
GENERAL NOTES

DRAWINGS SHALE NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".
SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

LIST OF DRAWINGS

1. POLYMER OVERLAY

STRUCTURE DESIGN CONTACTS:
MICAH BROOKS 608-266-5080
KYLE BUSCH 608-267-0465



B-56-212 (WEST BOUND)

B-56-211 (EAST BOUND)

CROSS SECTION THRU ROADWAY - LOOKING SOUTH

NO.		DATE		REVISION		BY	
		BUREAU OF STRUCTURES					
		ACCEPTED  KHB				07/29/26	
		CHIEF STRUCTURES DESIGN ENGINEER				DATE	
STRUCTURE B-56-211							
USH 12 EB OVER SKILLET CREEK							
COUNTY		SAUK		TOWN/CITY/VILLAGE		BARABOO	
DESIGN SPEC. N/A - REHABILITATION							
DESIGNED BY		DESIGN CK'D		DRAWN BY		PLANS CK'D	
MWB		CJK		WWR		MWB	
POLYMER OVERLAY				SHEET 1 OF 1			
				160			

DESIGN DATA

LIVE LOAD:

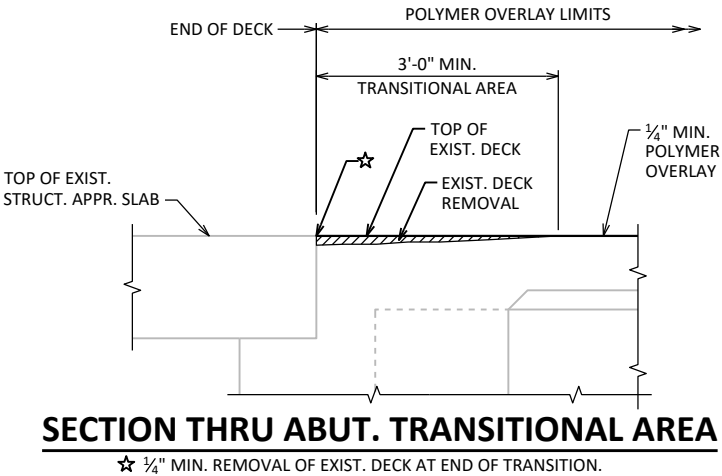
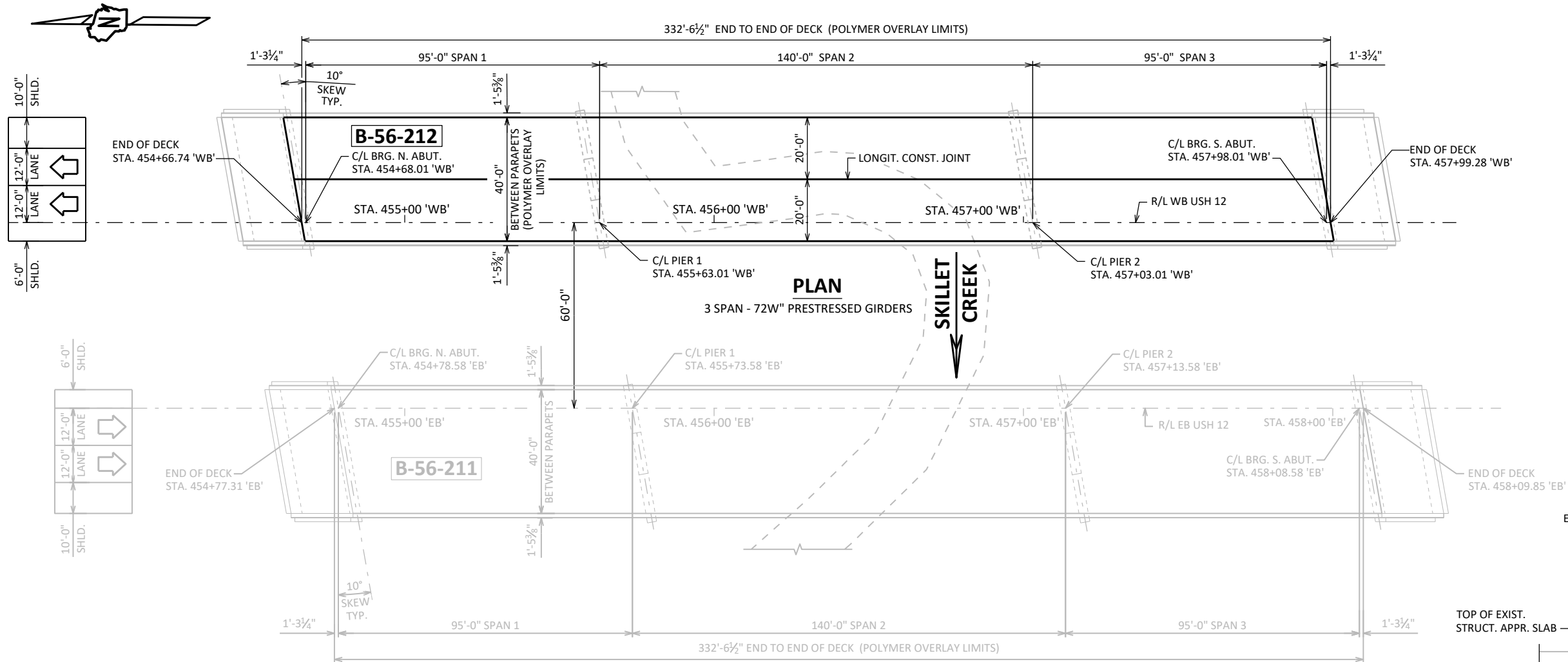
DESIGN LOADING: HL-93
INVENTORY RATING FACTOR: RF=1.08
OPERATING RATING FACTOR: RF=1.40
WISCONSIN STANDARD PERMIT VEHICLE (WIS.-SPV): 250 (KIPS)

TRAFFIC VOLUME

USH 12 WB
A.D.T. = 8,475 (2047)
R.D.S. = 70 M.P.H.

TOTAL ESTIMATED QUANTITIES

BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1,478

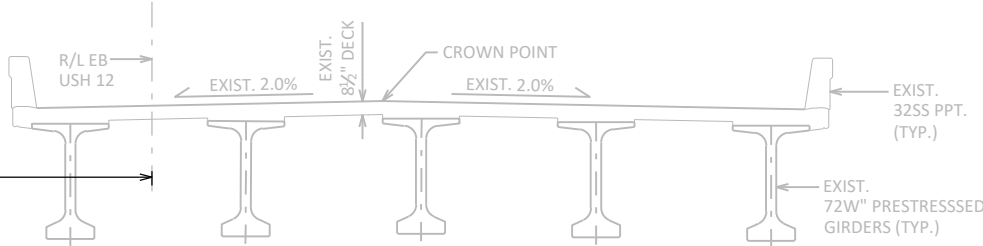
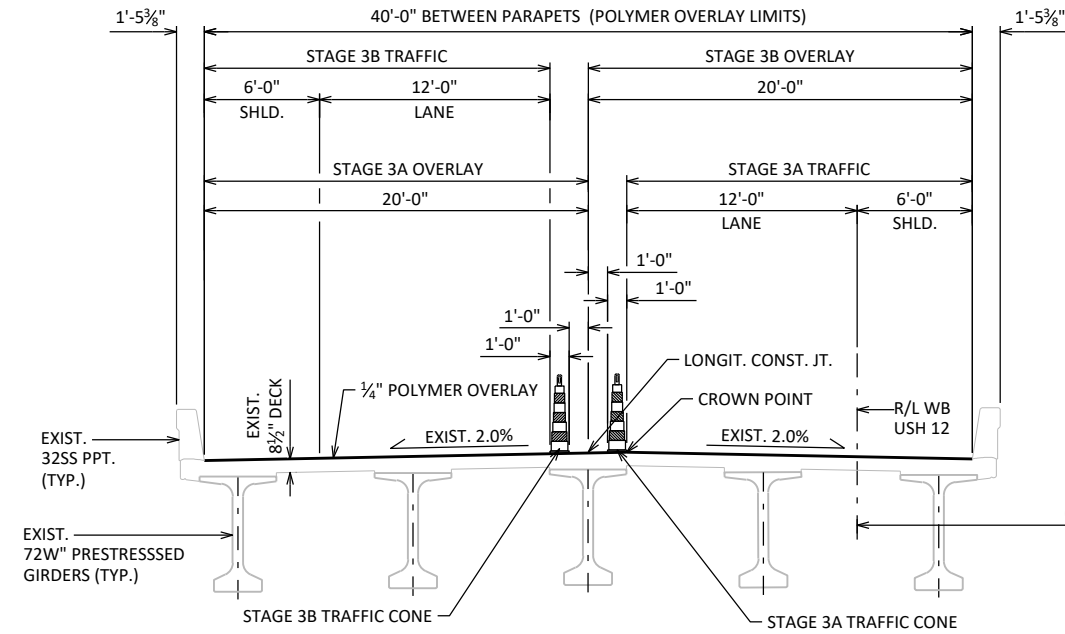


GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.
DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.
SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".
SEE ROADWAY PLANS FOR ADDITIONAL TRAFFIC CONTROL DETAILS.

LIST OF DRAWINGS

1. POLYMER OVERLAY

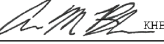


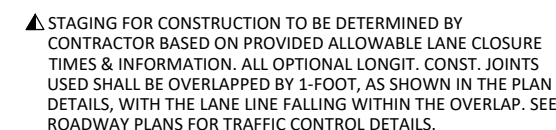
B-56-212 (WEST BOUND)

B-56-211 (EAST BOUND)

CROSS SECTION THRU ROADWAY - LOOKING SOUTH

STRUCTURE DESIGN CONTACTS:
MICAH BROOKS 608-266-5080
KYLE BUSCH 608-267-0465

NO.	DATE	REVISION	BY
 BUREAU OF STRUCTURES			
ACCEPTED 		07/29/26 DATE	
CHIEF STRUCTURES DESIGN ENGINEER			
STRUCTURE B-56-212			
USH 12 WB OVER SKILLET CREEK			
COUNTY	SAUK	TOWN/CITY/VILLAGE	BARABOO
DESIGN SPEC. N/A - REHABILITATION			
DESIGNED BY	MWB	DESIGN CK'D	CHK'D
DRAWN BY	WWR	PLANS CK'D	MWB
POLYMER OVERLAY			SHEET 1 OF 1 161



LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

LOOKING EAST

APPLY THIN POLYMER OVERLAY TO BRIDGE DECK



DATE: AUG. 2025

DESIGN DATA

LIVE LOAD:

DESIGN LOADING: HL-93
INVENTORY RATING: RF = 1.04
OPERATING RATING: RF = 1.34
WISCONSIN STANDARD PERMIT VEHICLE (WIS-SPV): 250 (KIPS)

TRAFFIC DATA

USH 12 EB:

ADT = 8475 (2047)
R.D.S. = 70 MPH

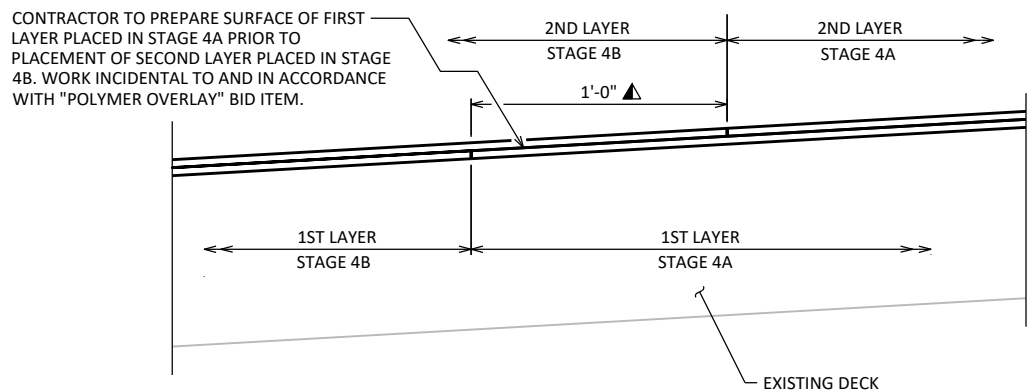
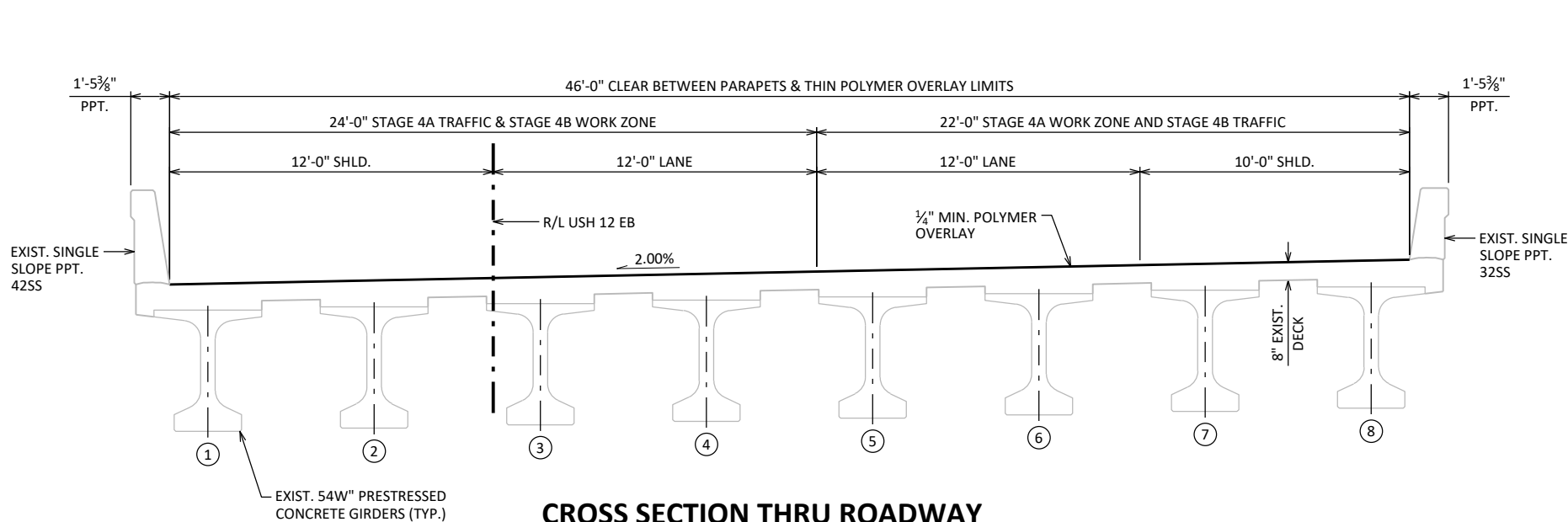
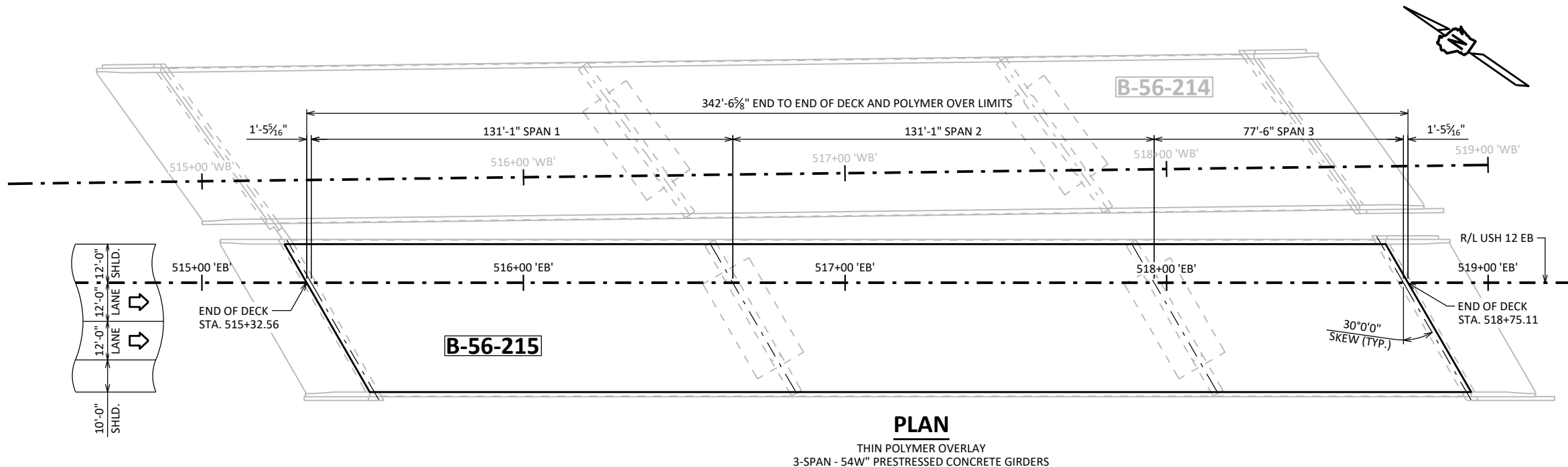
GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SHOT BLASTING, DECK SURFACE PREPARATIONS, AND TRANSITIONAL AREAS ARE INCLUDED IN THE BID ITEM "POLYMER OVERLAY".

▲ STAGING FOR CONSTRUCTION TO BE DETERMINED BY CONTRACTOR BASED ON PROVIDED ALLOWABLE LANE CLOSURE TIMES & INFORMATION. ALL OPTIONAL LONGIT. CONST. JOINTS USED SHALL BE OVERLAPPED BY 1-FOOT, AS SHOWN IN THE PLAN DETAILS, WITH THE LANE LINE FALLING WITHIN THE OVERLAP. SEE ROADWAY PLANS FOR TRAFFIC CONTROL DETAILS.



POLYMER OVERLAY JOINT TRANSITION DETAIL

LONGITUDINAL SECTION SHOWN (TRANSVERSE SECTION SIMILAR)
USE WHEN OVERLAY PLACED IN STAGES

STRUCTURE DESIGN CONTACTS:

CHRIS KUSIAK 608-267-3619
KYLE BUSCH 608-267-0465

INDICATES GIRDER NUMBER

TOTAL ESTIMATED QUANTITIES

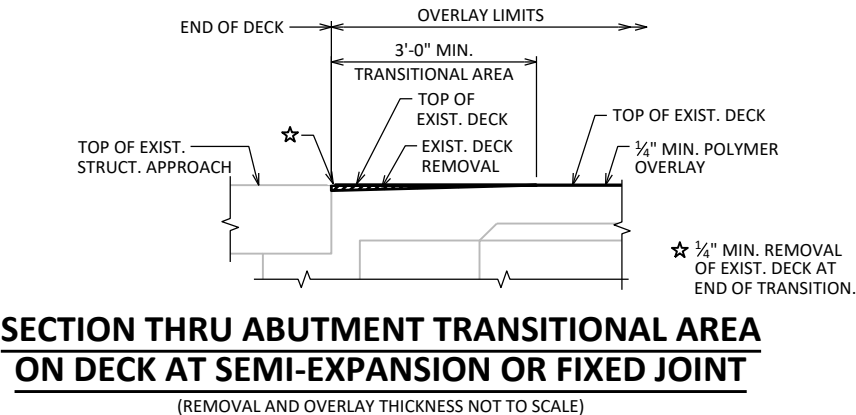
BID ITEM NUMBER	BID ITEMS	UNIT	TOTALS
509.5100.S	POLYMER OVERLAY	SY	1751

LIST OF DRAWINGS:

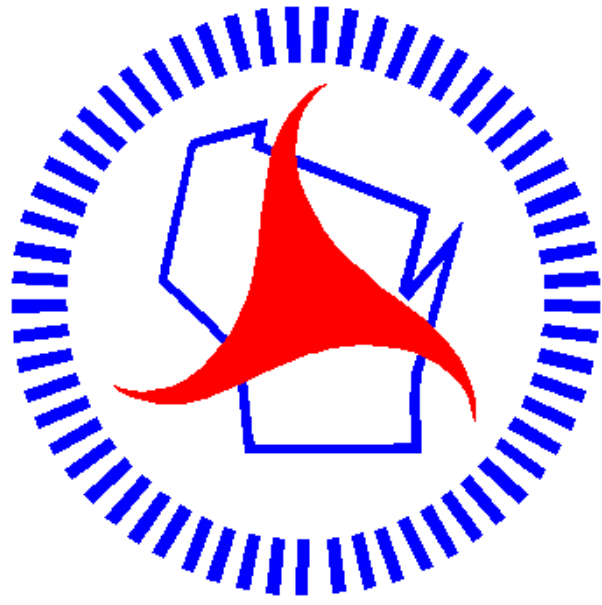
1. POLYMER OVERLAY

SCOPE OF WORK

APPLY THIN POLYMER OVERLAY
TO BRIDGE DECK



NO.	DATE	REVISION	BY
BUREAU OF STRUCTURES			
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER	DATE
STRUCTURE B-56-215		07/29/26	
USH 12 EB OVER SKILLET CREEK TRIBUTARY			
COUNTY	SAUK	TOWN	BARABOO
DESIGN SPEC. REHABILITATION N/A			
DESIGNED BY	DESIGN CK'D	DRAWN BY	PLANS CK'D
CJK	ARC	ARC	ARC
POLYMER OVERLAY			SHEET 1 OF 1
			163



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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