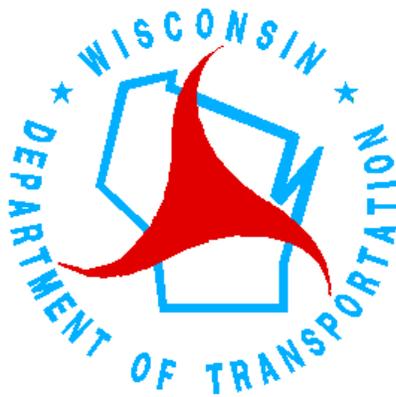




SECTION 6

EXHIBITS



LIST OF EXHIBITS

Exhibit 1	TAM SD30 – Foot Protection
Exhibit 2	TAM SD 36 – Eye Protection
Exhibit 3	TAM SD51 – Protective Headgear – Hard Hats
Exhibit 4	TAM SD57 – High Visibility Safety Apparel
Exhibit 5	Hazard Warning Information – Treated Wood Management
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Exhibit 6	Vehicle Lighting Schemes
Exhibit 7	General Notes for Traffic and Worker Safety
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WISCONSIN DEPARTMENT OF TRANSPORTATION
SAFETY DIRECTIVE SD30**SUBJECT: FOOT PROTECTION****Issued: 07/09/02****ORIGINATOR: Bureau of Management Services
Safety & Health Section****Supersedes: 02/15/95**

Authority	Commerce 32 and OSHA 1910.136 require the use of protective footwear when working in areas where there is a danger of foot injuries due to falling or rolling objects, objects piercing the sole, and where such employee's feet are exposed to electrical hazards.
Training Requirements	Training on the use of and care for foot protection is required prior to use. This <i>may</i> be done by a supervisor familiar with the equipment. In addition, the Safety & Health Section offers a course in Personal Protective Equipment Basics.
When & Where Required	All field, shop and lab personnel shall wear the appropriate foot protection for the type of work conditions they are exposed to.
Types of Protective Footwear	<p>Protective footwear shall be selected for the type of job being performed and shall be designed and manufactured to protect the feet from injury and conform to ANSI Z41.1-1991. (See form DT1700 Employee Foot Protection Certification)</p> <p>Most areas will require the use of a steel-toe boot or shoe; however, electricians shall wear a fiberglass-toe boot or shoe. Additional care <i>should</i> be taken into account when working on uneven, slippery or greasy surfaces.</p> <p>The Department shall provide strap-on metal foot guards for occasional use where steel-toe protection is required.</p> <p>Protective footwear shall be purchased by the employee and worn when required. Refer to applicable bargaining agreement or compensation plan for possible reimbursement.</p>
Program Responsibility	The Safety & Health Section is responsible for the administration and coordination of this program.
Employee Responsibility	All employees, including supervisory personnel who are exposed to foot hazards shall wear approved foot protection and be properly trained.
Supervisory Responsibility	Supervisors are to ensure that foot protection is worn at all times in areas where there are hazards that could cause injury to the feet and that training requirements are met and documented.

END OF DOCUMENT

WISCONSIN DEPARTMENT OF TRANSPORTATION
SAFETY DIRECTIVE SD36

SUBJECT: EYE/FACE PROTECTION

Issued: 07/09/02

**ORIGINATOR: Bureau of Management Services
 Safety & Health Section**

Supersedes: 02/20/01

Authority	Commerce 32 and OSHA 1910.133 require the use of appropriate eye or face protection when exposed to eye or face hazards from flying particles, molten metal, liquid chemicals, acids or caustic liquids, chemical gases or vapors, or potentially injurious light radiation.
Training Requirements	Training on the use of and care for eye/face protection is required prior to use. This may be done by a supervisor familiar with the equipment. In addition, the Safety & Health Section offers a course in Personal Protective Equipment Basics.
When & Where Required	Eye protection with permanently attached side shields is required for, but not limited to, all employees whose job assignment exposes them to potential eye hazards. (As stated in the "Authority" above) Approved safety goggles must supplement non-approved prescription glasses or sunglasses when employees are exposed to eye hazards. Eye protection is not required while riding in an enclosed vehicle.
Types of Eye/Face Protection	Eye protection shall be selected for the type of job being performed and shall be designed and manufactured to protect the eyes from injury and conform to ANSI Z87.1-1989. All approved safety glasses will have the ANSI Z87.1 marking on the lens, frames and permanently attached side shields. Face/Splash Shields or Goggles shall be used when working with or around liquid chemicals, acids or caustic liquids, chemical gases or vapors. Goggles shall also be used in conjunction with prescription glasses while employee is awaiting delivery of prescription safety glasses and requires temporary eye protection. Sunglasses with attached side shields that meet the ANSI Z87.1 may be worn by employees whose eyes are exposed to glare either from the sun or other external sources. Safety sunglasses are not required while riding in an enclosed vehicle.
Program Responsibility	The Safety & Health Section is responsible for the administration and coordination of this program.
Employee Responsibility	All employees, including supervisory personnel who are exposed to eye/face injuries shall wear approved eye/face protection and be properly trained.
Supervisory Responsibility	Supervisors are to ensure that eye protection is worn at all times in areas where there are hazards that could cause injury to the eyes and that training requirements requirements are met and documented.
	END OF DOCUMENT

WISCONSIN DEPARTMENT OF TRANSPORTATION
SAFETY DIRECTIVE SD51

SUBJECT: HEAD PROTECTION – HARD HATS

Issued: 07/09/02

**ORIGINATOR: Bureau of Management Services
Safety & Health Section**

Supersedes: 06/18/97

Authority	Commerce 32 and OSHA 1910.135 require the use of a protective helmet when working in areas where there is a potential for injury to the head from overhead hazards and/or falling objects. Each affected employee when near exposed electrical conductors which could contact the head shall wear a protective helmet designed to reduce electrical shock hazard.
Training Requirements	Training on the use of and care for hard hats is required prior to use. This <i>may</i> be done by a supervisor familiar with the equipment. In addition, the Safety & Health Section offers a course in Personal Protective Equipment Basics.
When & Where Required	All employees who are exposed to potential injuries to the head from overhead and/or side impact shall wear appropriate head protection. Head protection is not required when riding in an enclosed vehicle. NOTE: State Patrol Personnel are required to wear Bump Caps during under vehicle bus or MCSAP inspections (see SD51-A).
Type of Head Protection	Minimum standards for hard hats shall meet OSHA 1910.135 & ANSI Z89.1 1986 Class A, B.
Program Responsibility	The Safety & Health Section is responsible for the administration and coordination of this program.
Employee Responsibility	All employees, including supervisory personnel who are exposed to potential head injuries shall wear approved head protection and be properly trained.
Supervisory Responsibility	Supervisors are to ensure that head protection is worn at all times in areas where there are hazards that could cause injury to the head and that training requirements are met and documented.

END OF DOCUMENT

WISCONSIN DEPARTMENT OF TRANSPORTATION
SAFETY DIRECTIVE SD57

SUBJECT: HIGH VISIBILITY SAFETY APPAREL

Issued: 6/23/05

**ORIGINATOR: Bureau of Business Services
 Risk & Safety Unit**

**Supersedes: 07/01/01
 07/09/02**

Authority	Commerce 32.39 Exposure to traffic requires employees who work on highways; roads, streets or their easements shall wear a traffic safety vest.
Training Requirements	Training on the use of and care for high visibility safety apparel is required prior to use. A supervisor familiar with the equipment may do this. In addition, the Risk & Safety Unit offers a course in Personal Protective Equipment Basics.
When & Where Required	<p>Approved safety vests are required by all employees working on the pavement, shoulder or ditch of any active roadway carrying traffic.</p> <p>Approved safety vests and pants are required to be worn by employees during the hours of darkness (<i>½ hour before sunset & ½ hour after sunrise</i>) or during low visibility.</p> <p>Per ANSI 107-1999, wearing high visibility pants in addition to the vest is recommended when working on or near highways where the vehicular operating speed is in excess of 55 MPH.</p> <p>NOTE: The State Patrol (DSP) has developed policies and procedures and is exempt from this Safety Directive. All DSP staff shall follow all pertinent DSP policies and procedures.</p>
Types of High Visibility Safety Apparel	<p>High Visibility Safety Apparel shall meet or exceed ANSI 107-1999. It shall be a vest or vest and pants of a strong yellow-green material with patterns and material approved by the Department's Safety Manager.</p> <p>The high visibility T-shirt provided by the Department and approved by the Department's Safety Manager may be worn during situations not mentioned above in the "When & Where Required" section.</p>
Program Responsibility	The Risk & Safety Unit is responsible for the administration and coordination of this program.
Employee Responsibility	All employees, including supervisory personnel who are involved in work situations where high visibility is essential for personal safety shall wear approved safety apparel and be properly trained.
Supervisory Responsibility	Supervisors are to ensure that high visibility safety apparel is worn at all times as required and that training requirements are met and documented.

END OF DOCUMENT

Treated Wood Management

The three most common types of treated wood are pentachlorophenol (penta), creosote and chromated copper arsenate (CCA). These treatments were used to protect wood from insects and decay. Precautions must be taken when handling old treated wood products. NEVER BURN treated wood products, treated wood must be disposed of properly. Use safety precautions when handling old treated wood.

WisDOT no longer uses any new treated wood posts. Our current wood post contract specifies the non-toxic ACQ treated red pine.

Surplus of old treated wood:

- Person's taking old treated wood should be provided with this fact sheet.

Usage Precautions:

Do not use treated wood where the wood may become in contact with food or animal feed. **DO NOT USE TREATED WOOD:**

- For structures or containers for food or silage
- For cutting boards, counter tops or picnic tables
- In bee hive construction
- Where it may come in direct or indirect contact with public drinking water

Treated wood should not be used where it will be in frequent or prolonged contact with bare skin. **DO NOT USE TREATED WOOD:**

- For chairs, benches or other outdoor furniture

Handling Precautions:

1. Wear leather gloves to avoid splinters. If the wood is wet, rubber gloves are recommended.
2. After working with treated wood before eating, drinking or using tobacco products, wash hands and any exposed areas thoroughly.
3. Avoid frequent and prolonged inhalation of sawdust from treated wood. Perform sawing and machining outdoors. Thoroughly clean up any treated wood dust created indoors or out.
4. If sawdust accumulates on clothing, launder before reuse. Wash clothes separately from other household clothing.
5. When using powered equipment, wear safety glasses or goggles to protect eyes from flying particles.

Disposal:

DO NOT BURN TREATED WOOD

Dispose of treated wood at municipal solid waste landfills.

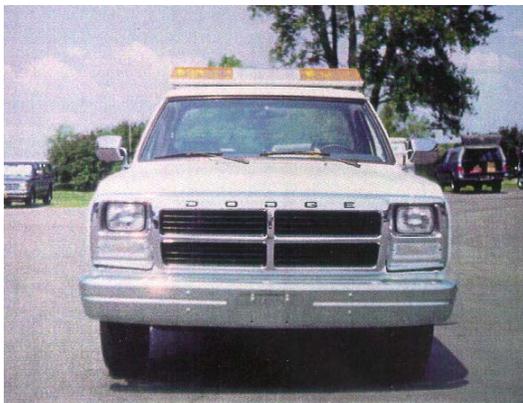
VEHICLE LIGHTING SCHEMESTypical WisDOT Sign Vehicle Lighting Schemes

Exhibit 6a	Sign Truck
Exhibit 6b	Pick-Up Truck
Exhibit 6c	Signing Flatbed

SIGN TRUCK



PICK UP TRUCK



SIGNING FLATBED



USE OF TRAFFIC WORKER SAFETY SCHEMES

LOCATION OF WORK AREA	SCHEME NUMBER	TRAFFIC CONDITION	WORK ZONE VISIBILITY	ROADWAY TYPE
Totally out of traffic lane	17 & 18	Any	Any	2 or Multi Lane
Slight Encroachment	17 & 18	Any	Adequate	2 or Multi Lane
One Flagger Operation	24	Light	Adequate	2 Lane
Two Flagger Operation	25	Heavy	Adequate	2 Lane
Two Flagger Operation	Fig. 6H-10	Any	Not Adequate	2 Lane
Encroachment into lane, less than 10' lane	*	Any	Any	Multi Lane

* For appropriate traffic control see figures in MUTCD or consult District Section, this will usually require extra assistance in providing Traffic Control

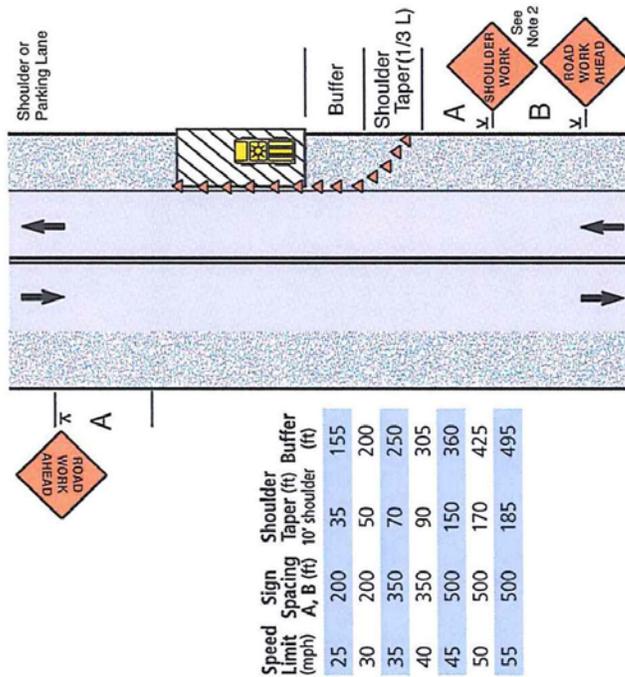
GENERAL NOTES FOR TRAFFIC AND WORKER SAFETY

1. Traffic Control shown on the drawings is considered as minimums
2. The Vehicle is considered to be part of the work area.
3. **Traffic Conditions** are considered to be Light if there are gaps in the Oncoming traffic to allow vehicles in the blocked lane to pass the work area without stopping traffic in the oncoming lane.(typically < 400 ADT)

Traffic Conditions are considered heavy if there are not sufficient gaps to allow vehicles in the blocked lane to pass the work area without stopping traffic in the oncoming lane. (Typically 400 ADT or more)
4. **Work Zone Visibility** is based on speed, light, and weather conditions as related to the ability of the motorist to react to the hazard.
5. **Work Duration** is considered to be *short* duration if the work activity will take one hour or less. Work duration is considered to be *long term* if the work activity takes longer than one hour.
6. Traffic control sign size is 48" x 48" . Traffic control signs **shall** be fluorescent orange prismatic reflective. Signs and supports **shall** meet NCHRP 350 crashworthy criteria. The height of traffic cones **shall** be a minimum of 28".
7. Vehicle warning lights are to be activated all times a vehicle is at a work sight.
8. These schemes are meant to be used for Daylight traffic control only.
9. The stop/slow paddle is to be used in flagging schemes.

SCHEME 17

Work on Shoulder or Parking Lane

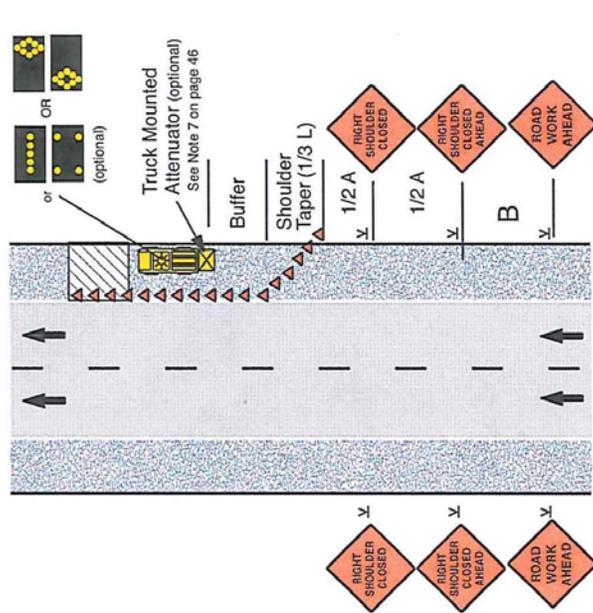


Notes

1. Encroachment into the traffic lane is allowable, but a 10-foot minimum travel lane width should be maintained. A lane closure should be considered if there is encroachment on roads with speeds greater than 35 mph, or for other conditions where workers, equipment, or the work activity would benefit from the lateral buffer (see pages 22 and 23).
2. If there is encroachment into the traffic lane, a ROAD NARROWS sign may be used instead of SHOULDER WORK. For roads with low volume, the SHOULDER WORK or ROAD NARROWS sign can be omitted.
3. For short duration work (60 minutes or less), the channelizing devices may be omitted if a vehicle with activated high intensity lights is used. For short duration work with no lane encroachment, the signs may also be omitted.
4. Workers, UTILITY WORK AHEAD, SHOULDER WORK AHEAD, or SURVEY CREW signs may be used instead of SHOULDER WORK or ROAD WORK AHEAD.
5. When work area is at least 2' from traffic lane on roads with low volume and speeds of 35 mph or less, the sign on opposite side can be omitted.

SCHEME 18

Shoulder or Parking Lane Closed on Divided Roadway

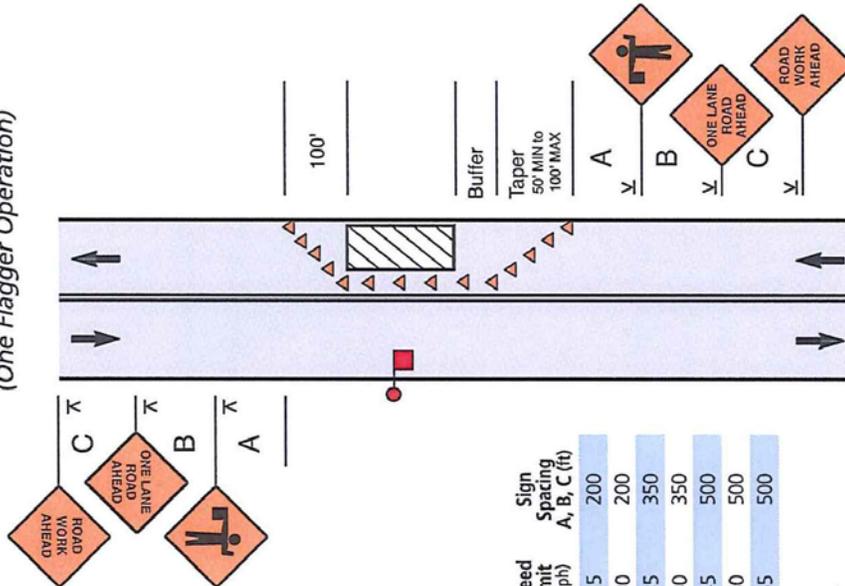


Notes

1. SHOULDER CLOSED signs should be used on limited-access highways where there is no opportunity for disabled vehicles to pull off the traveled way.
2. For short-term stationary work, one SHOULDER CLOSED warning sign can be omitted.
3. For short duration work (60 minutes or less), the channelizing devices can be omitted if a vehicle with activated high intensity lights is used. For short duration work with no lane encroachment, the signs can also be omitted.
4. UTILITY WORK AHEAD or Workers signs can be used instead of the warning signs shown.
5. If the parking lane is used as a traffic lane follow the lane closure layout. See page 32.

SCHEME 24

Lane Closure on a Two-Lane Road with Low-Volume
(One Flagger Operation)

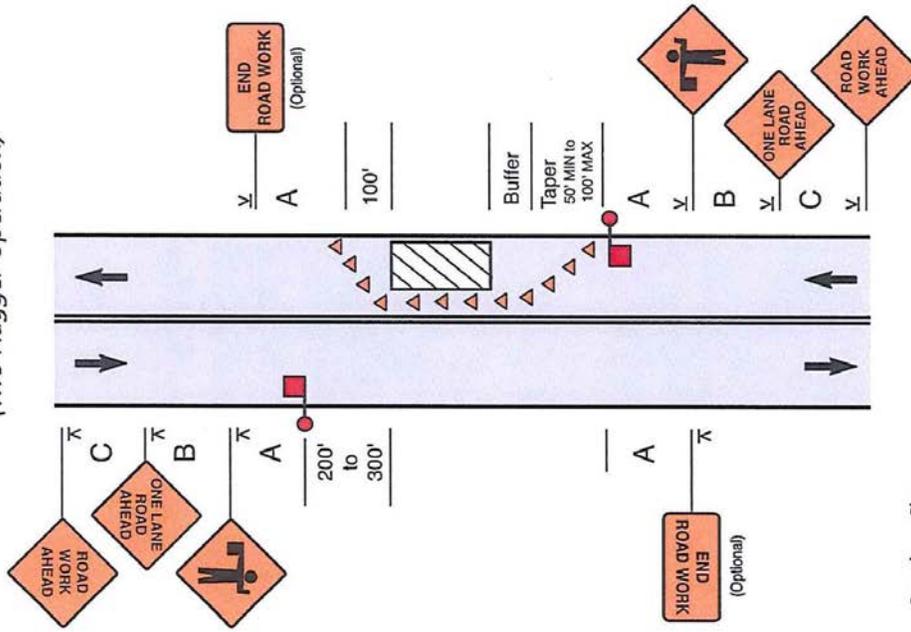


Notes

1. A single flagger may be adequate for roads with low volumes that have short, straight work areas. Where one flagger is used, the flagger should be visible to approaching traffic from both directions.
2. Set the buffer area lengths based on space at the site. The total length of the temporary traffic control zone must be short enough that drivers can see approaching traffic beyond the work area.
3. The flagger shall use approved flagging procedures according to the MUTCD and as shown on page 56.
4. For short duration work (60 minutes or less), the ROAD WORK AHEAD sign may be omitted.

SCHEME 25

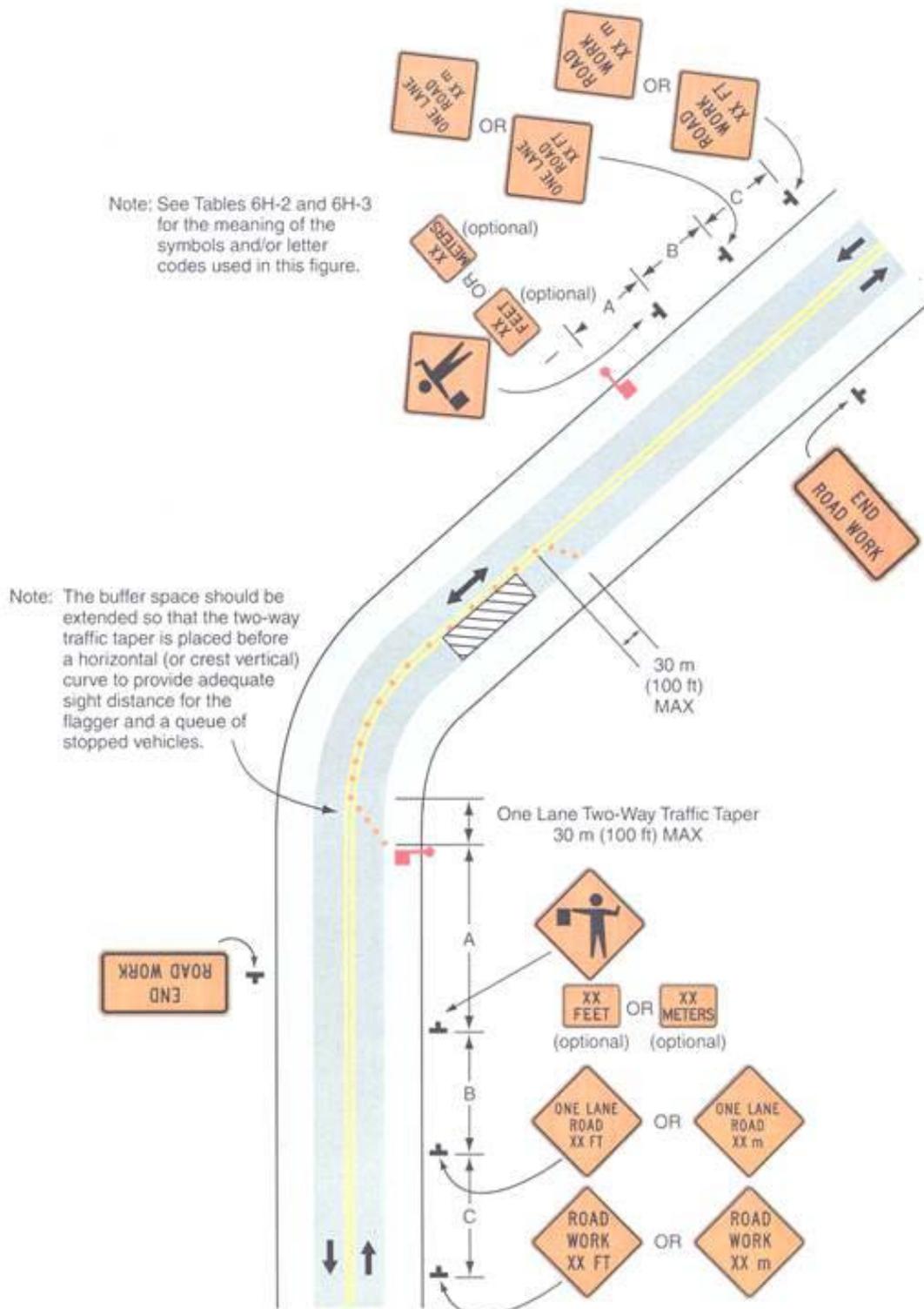
Lane Closure on a Two-Lane Road
(Two Flagger Operation)



Notes

1. The flaggers shall use approved flagging procedures according to the MUTCD and as shown on page 56.
2. For short duration work (60 minutes or less), the ROAD WORK AHEAD sign may be omitted.

Figure 6H-10. Lane Closure on Two-Lane Road Using Flaggers (TA-10)



Typical Application 10

WORK ORDER

County: _____

Date Reported: ____/____/____

Route: _____

Travel Direction: NB / SB / EB / WB

Sign Location: Crossroad / Island / Left side / Median / Ramp / Right side

Distance / Direction to Nearest Crossroad: _____

Work Requested: _____

Marker # _____ in Sign View Record # _____ in Sign View

↑ To be filled out by WisDOT Region

↓ To be filled out by County

Sign Replaced: YES / NO

Date Repaired: ____/____/____

Sign Code	Sign Size & Length	Sign Date

Base Material: Wood / Aluminum

Sheeting: A / F

MFG Date of Sign: New _____ Reused _____

Post Replaced: YES / NO

Post Type: Wood / Steel Post / Steel Tube

Number of Posts Replaced: _____

Comments: _____

Submit to WisDOT Regional Sign Shop upon completion.

KNOCKDOWN & REPAIR REPORT

Date Called in: _____ Who Called: _____ Town: _____

Type of Sign: _____ Damage to: SIGN / POST

Temporarily Placed: YES / NO Sign Missing: YES / NO

Street Address/Road Location: _____

Nearest Intersection Name: _____

Distance & Direction from Nearest Intersection Road: _____

Repaired By: _____ Date: _____

DIGGER'S HOTLINE INFORMATION FORM

Phone Number: 1-800-242-8511 **Emergency Watchdog**
Contact: _____

Date Called: _____ Start Date & Time: _____

Replacing Sign Posts For: State DOT
County _____
Town/Village/City _____

Town Range & Section: _____

Marking Instructions: _____

Ticket Number: _____

List of Utilities: _____

SAMPLE SIGNING TMA

DISCRETIONARY MAINTENANCE AGREEMENT

WASHINGTON COUNTY

CALENDAR YEAR 2003

The State of Wisconsin Department of Transportation (hereafter called the Department) authorizes the maintenance project herein described, and the above designated County, represented by its County Highway Committee and Highway Commissioner, agrees to perform such operations and furnish such materials as listed below. It is understood that the maintenance services authorized under this agreement shall be accomplished in compliance with state and federal law and under the general direction of the Department. Payment for services provided under this agreement shall be made to the County based on actual labor, including fringe benefit costs, machinery allowances as specified in the current MAINTENANCE MANUAL, CHAPTER 5, and material purchases authorized by the Department. Such payment shall be made upon presentation of accounts itemized and verified in accordance with regulations of the Department.

In connection with the services provided under this agreement, the County agrees not to discriminate against any employee or applicant for employment because of sex, age, race, religion, color, handicap, physical condition, developmental disability as defined in s.51.05(5) or national origin. This provision shall include, but not be limited to the following: employment upgrading, demotion or transfer; recruitment or recruitment advertising; lay off or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The County further agrees to post in a conspicuous place, available for employees and applicants for employment, notices setting forth these provisions.

The disclaimer language as contained in the State Highway Maintenance Manual is included in this agreement by reference. The County is obligated to provide services under this agreement only to the extent it receives Department funding for the same. The Department recognizes that the County does not warrant that maintenance funds provided by the Department are sufficient to provide for a uniform level of service or standard of state highway maintenance applicable to all situations. Certain factors, including expressed within this manual impossible to achieve.

PROJECT ID	COUNTY ACCT. NO.	DESCRIPTION	AMOUNT
0066-38-20	53321	TRAFFIC SIGNING NON INTERSTATE	\$ 32,500
		ESTIMATED COUNTY COSTS	\$ 32,500

DATE: _____

ESTIMATED AMOUNT BUDGETED

COUNTY LABOR	\$ 20,480
COUNTY EQUIPMENT	\$ 10,240
COUNTY MATERIALS	\$ 500
ADMINISTRATIVE SUPPORT	\$ 1,280



 County Highway Commissioner

TOTAL COUNTY COST \$ 32,500

Approved for DEPARTMENT OF TRANSPORTATION

District Director

Date

Director, State Highway Maintenance

Date

E-M-605B 11-86

State of Wisconsin / Department of Transportation

REVISED
DISCRETIONARY TRAFFIC MAINTENANCE AGREEMENT

WASHINGTON COUNTY
CALENDAR YEAR 2003

PROJECT ID: 0066-58-20 (NONINTERSTATE)

GENERAL SIGNING AT VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN WASHINGTON COUNTY

FURNISH ALL LABOR, EQUIPMENT AND MATERIALS TO PROVIDE FOR YEAR AROUND PERMANENT REPAIR AND REPLACEMENT OF ALL KNOCKDOWNS, DAMAGED SIGNS, SIGN SUPPORTS, DELINEATORS AND THE INSTALLATION OF NEW AND RELOCATED SIGNS AS DIRECTED BY THE DEPARTMENT OF TRANSPORTATION ON THE STATE TRUNK HIGHWAY SYSTEM IN WASHINGTON COUNTY FOR THE PERIOD BEGINNING JANUARY 1, 2003 AND ENDING DECEMBER 31, 2003. THIS RESPONSIBILITY WILL EXCLUDE OVERHEAD AND GROUND MOUNTED SIGNING FOR WHICH THE COUNTY MAY NOT HAVE THE PROPER EQUIPMENT TO PERFORM THE REQUIRED TASKS.

THE ESTIMATED COSTS ARE BASED ON CURRENT LABOR AND EQUIPMENT RATES ON FILE WITH THE DEPARTMENT OF TRANSPORTATION AND INCLUDE ANTICIPATED SMALL TOOL ALLOWANCE AND RECORD AND REPORT ALLOWANCE.

SIGNS, POSTS AND INCIDENTAL HARDWARE WILL BE FURNISHED BY THE WISCONSIN DEPARTMENT OF TRANSPORTATION. ALL REPLACEMENTS WILL BE MADE AT THE ORIGINAL SIGN LOCATION UNLESS APPROVAL TO RELOCATE IS GIVEN BY THE DEPARTMENT. THE COUNTY WILL BE RESPONSIBLE FOR RECORD KEEPING REQUIRED BY THE DEPARTMENT; CONTACTING DIGGERS HOTLINE OR ANY APPLICABLE UTILITIES FOR LOCATE PRIOR TO DIGGING; ASSEMBLY AND ERECTION OF HIGHWAY SIGNS; STORAGE OF DEPARTMENT FURNISHED INVENTORY MATERIALS INCLUDING INSIDE STORAGE OF SIGNS; AND ALL REQUIRED WORK ZONE TRAFFIC CONTROL. ALL SIGNING WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE WISDOT SIGNING GUIDELINES MANUAL.

CONTACT PEOPLE WITH THE DEPARTMENT WILL BE DENNIS NEWTON OR STEVEN BOWE AT (414) 266-1164

HIGHWAY	LOCATION	LENGTH	UNIT PRICE	QUANTITY
STH VARIOUS	VARIOUS LOCATIONS ON THE STATE TRUNK HIGHWAY SYSTEM IN WASHINGTON COUNTY	.00	/	
STATE FURNISHED MATERIALS				
COUNTY FURNISHED MATERIALS			\$	500
COUNTY LABOR			\$	20,480
SALARY			\$	12,310
FRINGE			\$	8,170
OVERTIME				
COUNTY EQUIPMENT			\$	10,240
ADMINISTRATIVE SUPPORT			\$	1,280
			TOTAL PROJECT COSTS	\$ 32,500

CHARGES FOR THIS WORK SHALL BE SUMMARIZED BY THE FOLLOWING ACTIVITY CODES:

81 PERMANENT SIGN REPAIR
85 TEMPORARY/EMERGENCY SIGN REPAIR
95 BACK PAY

DISCRETIONARY MAINTENANCE AGREEMENT
COUNTY FURNISHED MATERIALS

WASHINGTON COUNTY

Project Id	Description	Quantity	Unit	Estimated Unit Price	Budget
Amount 0066-38-10	UNLISTED HWY MATERIALS	N/A	LUMP SUM	\$ 500.00	\$ 500.00

SAMPLE

SIGNVIEW FIELD ACTIVITY FORM EXAMPLE

Office [Icons]

CartéGraph Navigator - SIGNview - [Field Form Short]

File Edit View Forms Filters Records Actions Reports Tools Window Help

Signview

Signs Home Administrator

Location

Back 10 Forward 10

District: District 1
Region: Northeast
County: Dane
Route: _151N
Site ID:
Marker: 48.99 mi
Position: Median
Travel Direction: North
Sign Direction: South
Offset:
Speed Zone: 40 mph
ID: autonum-1325
Ver4 Rec Num: 5017
Sign Bridge Number:
Last Date Inspected:
Date of CD:

Sign Description

Sign Code: M1-94
Code Attachment:
[Image: Desert Rd sign]
Description: Crossroad Name
Size Width: Height:
Base: Plywood
Face: Type H - High Intensity
Message: Die-cut Letters
Order Line 1: Chuck Spang Drive
Order Line 2:
Order Line 3:
Order Line 4:
Order Line 5:
Order Line 6:
Lettering Size:
Order Notes:
Mfg Date:
Mfg Code:
Sign Overlay:
Sign Overlay Date:
Comments:
Sign Rating:

Support Description

Type II Sign Posts

Support ID:
of Signs: 1 - The Current Sign
Post 1:
Post 2:
Post 3:
Post 4:
Anchor Assembly:
Support Rating:
Type I Sign Posts

Length 1:
Length 2:
Length 3:
Type Beam:

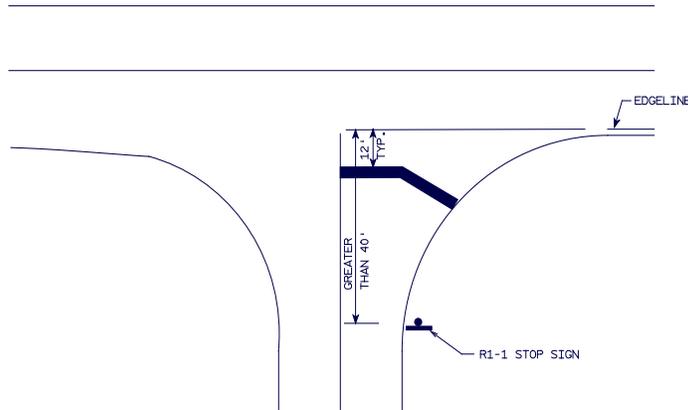
Activity Information

Current Project #:
Fleet #:
Man Hours:
Assisting Crew:
Work Order #:
Performed By:
Event Activity: Correct Data Entry Errors
Event/When Ended: 09/26/2001
Entered By: Steve Zouski
Why: Update Current Info
Next Scheduled Contract Year:
Retired:

MISCELLANEOUS QUANTITY EXAMPLE

SIGN VIEW RECORD NUMBER	ROUTE	ROUTE MARKER	SIGN CODE	SIGN DESCRIPTION	W	H	637.0202 SIGNS TYPE II SQ FT	637.0101 SIGNS TYPE I SQ FT	638.2602 SIGNS TYPE II	638.2601 SIGNS TYPE I	SIGN MESSAGE LINE ONE	SIGN MESSAGE LINE TWO	SIGN MESSAGE LINE THREE	REMARKS
24861	094W	22.09 mi	I-3-1	Lake or River Name	30 X	9	1.88				Chippewa River			REPLACE SIGN
24857	094W	22.09 mi	W5-52-L	Clearance Stripper Down Right	18 X	54	6.75							REPLACE SIGN
24858	094W	22.09 mi	W5-52-R	Clearance Stripper Down Left	18 X	54	6.75							REPLACE SIGN
24862	094W	22.29 mi	R2-1	Clearance Speed Limit MPH	48 X	60	20.00							REPLACE SIGN
24863	094W	22.44 mi	I-56-50	Wisconsin Veterans Memorial	96 X	48	32.00							REPLACE SIGN
24864	094W	22.48 mi	R4-3	Slower Traffic Keep Right	48 X	60	20.00							REPLACE SIGN
24860	094W	22.56 mi	W5-52-L	Clearance Stripper Down Right	18 X	54	6.75							REPLACE SIGN
24859	094W	22.56 mi	W5-52-R	Clearance Stripper Down Left	18 X	54	6.75							REPLACE SIGN
24866	094W	22.72 mi	R8-7	Emergency Stopping Only	48 X	36	12.00							REPLACE SIGN
24867	094W	22.93 mi	D10-2	Milepost Marker (2 Digit)	12 X	36	3.00							REPLACE SIGN
24867	094W	22.93 mi	R5-53-A	Seat Belt-Don't Get Caught	60 X	78								REMOVE/DISCARD
24817	094W	23.08 mi	B8-1	Sequence Sign-Highways Miles	192 X	84	112				Menomonee 24 Hwy	Robinson 63	St Paul 79	REPLACE SIGN
24870	094W	23.19 mi	M1-94	Crossroad Name	48 X	21	7.00							REPLACE SIGN
24868	094W	23.19 mi	W5-52-L	Clearance Stripper Down Right	18 X	54	6.75							REPLACE SIGN
24869	094W	23.19 mi	W5-52-R	Clearance Stripper Down Left	18 X	54	6.75							REPLACE SIGN
24871	094W	23.93 mi	D10-2	Milepost Marker (2 Digit)	12 X	36	3.00							REPLACE SIGN
24874	094W	24.86 mi	M1-94	Crossroad Name	48 X	21	7.00							REPLACE SIGN
24875	094W	24.86 mi	W5-52-L	Clearance Stripper Down Right	18 X	54	6.75							REPLACE SIGN
24875	094W	24.86 mi	W5-52-R	Clearance Stripper Down Left	18 X	54	6.75							REPLACE SIGN
24877	094W	24.93 mi	D10-2	Milepost Marker (2 Digit)	12 X	36	3.00							REPLACE SIGN
24878	094W	25.40 mi	M1-94	Crossroad Name	54 X	21	7.88							REPLACE SIGN
24879	094W	25.40 mi	D10-2	Milepost Marker (2 Digit)	12 X	36	3.00							REPLACE SIGN
24880	094W	26.34 mi	E1-1-A	Exit Number for E1-1 & E4-1	288 X	162	324				Elk Mound	Chippewa Falls		REPLACE SIGN
24881	094W	26.34 mi	E1-5	Service and Information Signing	48 X	24	18							REPLACE SIGN
24883	094W	26.90 mi	A--SIS	Service and Information Signing	48 X	24	18							REPLACE SIGN
24889	094W	26.92 mi	M1-94	Crossroad Name	54 X	21	7.88							REPLACE SIGN
24890	094W	26.94 mi	D10-2	Milepost Marker (2 Digit)	12 X	36	3.00							REPLACE SIGN
24884	094W	27.06 mi	A--SIS	Service and Information Signing	48 X	24	18							REPLACE SIGN
24885	094W	27.21 mi	A--SIS	Service and Information Signing	48 X	24	18							REPLACE SIGN
24852	094W	27.28 mi	R3-4	NO U-Turn Symbol	36 X	36	9.00							REPLACE SIGN
24887	094W	27.38 mi	E1-5	Exit Number for E1-1 & E4-1	108 X	24	18							REPLACE SIGN
24886	094W	27.38 mi	E4-1-5	Exit Direction Sign with Arrow	312 X	132	286							REPLACE SIGN
24891	094W	27.43 mi	W03-2	Exit Speed MPH	48 X	60	20.00							REPLACE SIGN
24892	094W	27.54 mi	W3-1	Stop Ahead	48 X	48	16.00							REPLACE SIGN
24893	094W	27.54 mi	W5-1-A	Interstate Shield	72 X	60	30				Elk Mound [TR]	Chippewa Falls		REPLACE SIGN
24897	094W	27.54 mi	M1-1	Exit Number (Arrow) 1-4 Digits	24 X	24	4.00							REPLACE SIGN
25297	094W	27.59 mi	A--SIS	Service and Information Signing	48 X	24	18							REPLACE SIGN
25298	094W	27.59 mi	D1-2	Two Destination Arrows	78 X	24	13.00							REPLACE SIGN
25299	094W	27.59 mi	R5-1A	Wrong Way	36 X	24	6.00							REPLACE SIGN
26000	094W	27.59 mi	R5-1A	Wrong Way	36 X	24	6.00							REPLACE SIGN
26003	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26002	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26001	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26005	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26006	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26007	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26008	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26009	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26010	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26011	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26012	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26013	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26014	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26015	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26016	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26017	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26018	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26019	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26020	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26021	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26022	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26023	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26024	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26025	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26026	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26027	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26028	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26029	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26030	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26031	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26032	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26033	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26034	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26035	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26036	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26037	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26038	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26039	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26040	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26041	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26042	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26043	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26044	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26045	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26046	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26047	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26048	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26049	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26050	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26051	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26052	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26053	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26054	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26055	094W	27.66 mi	M3-1	NOVW Cardinal Route Marker	24 X	12	2.00							REPLACE SIGN
26056	094W	27.66												

TYPICAL STOP LINE APPLICATION



TYPICAL STOP LINE APPLICATION

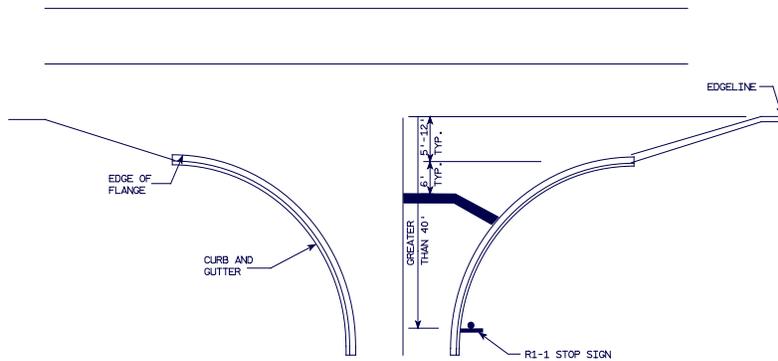
NO CURB AND GUTTER

NOTE:
IF STOP SIGN IS LESS THAN OR EQUAL TO 40' FROM THE EDGE LINE THEN NO STOP LINE IS REQUIRED.

- 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.

STOP LINES REQUIRED WHERE:

- LARGE RADII - SEE STOP LINE APPLICATION DETAIL
- OFFSET LEFT TURNS WHERE STOP BAR FOR LEFT TURN IS SET BACK FROM THRU MOVEMENT.



TYPICAL STOP LINE APPLICATION

CURB AND GUTTER APPLICATION

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State of Wisconsin
Department of Transportation

Traffic Guidelines Manual

ORIGINATOR State Traffic Engineer		6-10-20
CHAPTER 6	Work Zone Traffic Control	
SECTION 10	Detours	
SUBJECT 20	Signing and Marking – Local Roads	

GENERAL

When a local or county road is used as a STH detour route, the geometric characteristics of that route such as shoulder or pavement width or alignment often times are less than the characteristics of the STH route. Despite these conditions, the local road has been chosen as a detour route because it is the best alternative. Although the geometric standards *may* not be able to be upgraded, traffic control devices such as signing and marking *should* be upgraded to the same standards as the STH system. Exceptions are outlined below.

SIGNING

Concern has been expressed that local jurisdictions will incur some liability if signs are placed on their routes as an upgrade of their current standards during a STH detour and then removed. WisDOT General Counsel has determined that temporarily upgrading the signing along the local route does not place a liability upon the local municipality. (See attached December 3, 1991)

WARNING AND REGULATORY SIGNING

The signing along the detour route, Stop Signs, No Passing zone pennants, Curve, Turn and other warning and regulatory signs **shall** be installed along the route as if the detour route were a state trunk highway. If the detour will be in place less than two weeks, the District will determine to what extent, if any, the signing will be upgraded. In the case of an emergency detour, the signing will be upgraded as soon as possible depending on the anticipated duration of the detour.

JUNCTION AND REASSURANCE ASSEMBLIES

Orange auxiliary arrows and detour auxiliary plaques **shall** be used in route marker assemblies in advance of and along the detour route. Reassurance markers **shall** be placed after every major intersection or at a spacing not to exceed two miles in rural areas and two blocks in urban areas.

QUALITY OF SIGNS

The condition of the signs used along the detour route **shall** be such that the signs have good daytime visibility and nighttime reflectivity. Care must be taken to ensure the signs are in good enough condition to command the respect and attention of motorists. This is especially important on detour routes since typically motorists who are unfamiliar with the route are depending on these signs for guidance.

REMOVAL OF DETOUR SIGNING

Some of the signs along the route *may* have been added to upgrade the route to STH signing standards. The local Jurisdiction *may* not wish to have these signs retain in place after the detour is no longer in place. Sign removal *should* be dependent on the wishes of the local Jurisdiction.

PAVEMENT MARKING

The condition of the marking *should* be such that it provides daytime and nighttime visibility and *should* be approximately equal in quality to that prevalent on State Trunk Highways.

CENTER LINE AND EDGE LINE MARKING

Unless the detour will be in place less than two weeks, the edge line and center line marking along the detour route *should* be in general agreement with WisDOT policy for marking on the STH System. If the detour will be in place less than two weeks, the District will determine which, if any, markings need to be upgraded.

NO PASSING ZONE MARKING

Since local jurisdictions do not have the same No Passing zone criteria as the STH System, in some cases, the No Passing zones *may* need to be relocated using STH criteria. The District is responsible for determining if the difference between local and STH criteria used when locating the zones differs enough to warrant remarking of the zones.

REMOVAL OF DETOUR PAVEMENT MARKING

If the marking along the route has been upgraded it is up to the District and the local jurisdiction to determine if the marking *should* stay in place. Marking removal can be accomplished by contract or by resurfacing the roadway upon the completion of the detour.



Wisconsin Department of Transportation
Office of General Counsel

MEMORANDUM

To: Lee F. Crook
 From: Jim Thiel *Jim Thiel*
 Date: December 3, 1991
 Subject: Policy on Detour No Passing Marking; OGC 91-456

You asked whether the policy of marking state trunk highway detours on local roads with the yellow and black NO PASSING ZONE warning pennants causes a legal problem of liability for the local agency when the detour is removed and the pennants are removed.

It is my opinion that the answer is NO, if the pennants are removed at the request of the local agency when the detour is removed. The reason is that installation of the NO PASSING ZONE pennant is a discretionary, policy decision on local roads by local governments. The local government traffic engineers can most appropriately decide what they want, i.e. no-passing zone pavement markings or black and white DO NOT PASS signs or combinations of the above and the NO PASSING ZONE pennants.

The Manual on Uniform Traffic Control Devices (MUTCD), paragraph 2C-38 deals with the NO PASSING ZONE sign (W14-3). It says the NO PASSING ZONE sign "should be used on two-lane roads to warn of the beginning of no-passing zones identified by either conventional pavement markings or DO NOT PASS signs or both." Our Wisconsin supplement to the MUTCD says "The W14-3 No Passing Zone sign shall be used on State Trunk Highways to designate no-passing zones." Paragraph 1A-5 of the MUTCD defines "shall" as a "mandatory condition. Where certain requirements in the design or application of the device are described with the "shall" stipulation, it is mandatory when an installation is made that these requirements be met." It defines "should" as "an advisory condition. Where the word "should" is used, it is considered to be advisable usage, recommended but not mandatory." Therefore use of the NO PASSING ZONE pennant is discretionary by local governments on local roads.

In considering whether to ask WISDOT to remove the pennants when the detour is removed, the local government is in the best position to make the policy decision whether uniformity of marking on the local system outweighs any marginal benefit of retention and maintenance of NO PASSING ZONE pennants when the STH detour is removed. There is no statutory requirement imposed on local governments to install or maintain NO PASSING ZONE pennants. There is no ministerial, mandatory duty for local governments to install them on local roads under the MUTCD. The local government may decide to retain the signs and maintain them as a safety precaution to the traveling public. Although there is no local, legal duty to erect them in the first instance, if the local government decides to keep them after the detour is removed, a court might decide there is a local, common law duty to maintain the signs in good condition if the court decides the public has developed a right to rely on their continued presence.

cc: Pete Rusch, Julie Neebel, Chuck Spang, Gerry Roth

Wisconsin MUTCD Supplement
Table 2C-4 Guidelines for Advanced Placement of Warning Signs
 (English Units)

Posted or 85 th – Percentile Speed	Advanced Placement Distance ¹								
	Condition A: Speed reduction and lane changing in heavy traffic ²	Condition B Deceleration to the listed advisory speed (mph) for the condition ⁴							
		0 ³	10	20	30	40	50	60	70
20 mph	225 ft	N/A ⁵	N/A ⁵						
25 mph	325 ft	150 ft	100ft	N/A ⁵					
30 mph	450 ft	200 ft	150 ft	100 ft					
35 mph	550 ft	250 ft	200 ft	175 ft	N/A ⁵				
40 mph	650 ft	300 ft	275 ft	250 ft	175 ft				
45 mph	750 ft	400 ft	350 ft	300 ft	250 ft	N/A ⁵			
50 mph	850 ft	550 ft	425 ft	400 ft	325 ft	225 ft			
55 mph	950 ft	750 ft	500 ft	475 ft	400 ft	300 ft	N/A ⁵		
60 mph	1100 ft	1000 ft	575 ft	550 ft	500 ft	400 ft	300 ft		
65 mph	1200 ft	1000 ft	650 ft	625 ft	575 ft	500 ft	375 ft	N/A ⁵	
70 mph	1250 ft	1000 ft	650 ft	625 ft	575 ft	500 ft	375 ft	375 ft	
75 mph	1350 ft	1000 ft	650 ft	625 ft	575 ft	500 ft	375 ft	375 ft	100 ft

Notes:

1. The distances are adjusted for a sign legibility distance of 175 ft for Condition A. The distances for Condition B have been adjusted for a sign legibility of 250 ft, which is appropriate for an alignment warning symbol sign.
2. Typical conditions are locations where the road user must use extra time to adjust speed and change lanes in heavy traffic because of a complex driving situation. Typical signs are Merge and Right Lane Ends. The distances are determined by providing the driver a PIEV time of 14.0 to 14.5 seconds for vehicles maneuvers (2001 AASHTO Policy, Exhibit 3-3, Decision Sight Distance, Avoidance Maneuver E) minus the legibility distance of 175 ft for the appropriate sign.
3. Typical condition is the warning of a potential stop situation. Typical signs are Stop Ahead, Yield Ahead, ~~or~~ Signal Ahead and Intersection Warning signs.
4. Typical conditions are locations where the road user must decrease speed to maneuver through the warned condition. Typical signs are Turn, Curve, Reverse Turn, or Reverse Curve.
5. No suggested minimum distances are provided for these speeds, as placement location is dependent on site conditions and other signing to provide an adequate advance warning for the driver.

COUNTY CHECKLIST

- Diggers Hotline contacted
- Site located for utilities
- Proper safety attire worn
- Proper Work Zone Traffic Control
- Proper Sign Installation
 - Sign placement (facing correct direction).
 - Post height (per the A4-1, A4-3, A4-4 or A4-9 sign plates).
 - Post depth (per the A4-3, A4-4 or A4-9 sign plates).
 - Sign offset (per the A4-1, A4-2, A4-3 or A4-4 sign plates).
 - Sign height (per the A4-1, A4-2, A4-3 or A4-4 sign plates).
 - 1 ½" diameter breakaway holes drilled through 6" face of 4" x 6" posts (per A4-11 sign plate).
 - Post not showing above sign (top of post should be approximately 1-2" below the top of sign).
 - Post plumbness.
 - Sign squared on post.
 - Correct multiple post spacing (per A4-4 sign plate).
 - Post hole adequately backfilled and compacted in 6" layers.
- Proper banding clamps, straps or mounting hardware used (per the A4-8 and A5-9 sign plates).
- Completeness of County Work Report
 - Manufacturing date, code and size noted on report
 - Note missing or additional signs in the field not included on the report and include manufacturing date, code and size.
- Damage claim tag/number and Motor Vehicle Report to Region Sign Shop
- Storage of scrap signs.
- Return of scrap aluminum signs to Region Sign Shop.

PROJECT INSPECTOR CHECKLIST

- ❑ Initial contact with Region Sign Shop Representative
- ❑ Proper Work Zone Traffic Control
- ❑ Proper Sign Location
 - ❑ Visibility
 - ❑ Spacing
- ❑ Proper Post Installation
 - ❑ Certification of wood post preservative treatment (per Sections 634.2.1 and 507.2.2.6 of the Standard Construction Specifications). Provide copy of certification to Region Signing Coordinator.
 - ❑ Post height (per the A4-1, A4-3, A4-4 or A4-9 sign plates).
 - ❑ Post depth (per the A4-3, A4-4 or A4-9 sign plates).
 - ❑ Proper size boxouts in asphalt and concrete (per Section 634.3.2 of the Standard Construction Specifications).
 - ❑ 1 ½” diameter breakaway holes drilled through 6” face of 4” x 6” posts (per the A4-11 sign plate).
 - ❑ Post not showing above sign (top of post should be approximately 1-2” below the top of sign).
 - ❑ Post plumbness.
 - ❑ Correct multiple post spacing (per the A4-4 sign plate).
 - ❑ Post hole adequately backfilled and compacted in 6” layers.
- ❑ Proper Sign Installation
 - ❑ Certification of proper sign sheeting and base material. Provide copy of certifications to Region Signing Coordinator.
 - ❑ Message, spelling, letter height, face material and size in accordance with plan details.
 - ❑ Overhead Sign Support, Type II sign bracket in accordance with Approved Products List (per Section 637.3.3.3 of the Standard Construction Specifications).
 - ❑ Sign placement (facing correct direction).
 - ❑ Sign offset (per the A4-1, A4-2, A4-3 or A4-4 sign plates).

- ❑ Sign height (per the A4-1, A4-2, A4-3 or A4-4 sign plates).
- ❑ Sign squared on post.
- ❑ Date Tags attached to back of sign, in upper right corner, for Type II and III signs and lower right corner, for Type I signs (per Section 637.2.3.6 of the Standard Construction Specifications).
- ❑ Vandalism sticker placed on front of sign (per Section 637.2.3.5 of the Standard Construction Specifications).
- ❑ Proper banding clamps, straps or mounting hardware used (per the A4-8 and A5-9 sign plates).
- ❑ Notice of additional work needed.
- ❑ Proper storage of scrap signs.
- ❑ Return of Type II scrap signs to Region Sign Shop, including sorting of aluminum and plywood and disassembly of J-panels (per Section 638.3.4 of the Standard Construction Specifications).
- ❑ Submittal of as-built plans to Region Sign Shop.

Wisconsin DOT Typical Warehoused Signs

Sign Code				Description	Stored by C.O. Signs	Stored by Regions
D9-2	24in x 24in	X	X	Hospital	x	x
E5-1	60in x 48in	72in x 60in	X	Exit (Arrow)	x	x
E5-1-A	72in x 60in	90in x 60in	108in x 60in	Exit Number (Arrow) 1-4 Digits	x	
M1-1	24in x 24in	36in x 36in	X	Interstate Shield	x	x
M1-1-A	30in x 24in	45in x 36in	X	Interstate Route Marker (3 digit)	x	x
M1-4	24in x 24in	36in x 36in	X	US Route Marker		x
M1-5-A	24in x 24in	36in x 36in	X	County Marker		x
M1-6	24in x 24in	36in x 36in	X	State Route Marker		x
M1-6-B	24in x 24in	36in x 36in	X	State Route 32 Marker		x
M1-91	24in x 24in	X	X	Lake Superior Circle Tour	x	x
M1-93	24in x 24in	X	X	Lake Michigan Circle Tour	x	x
M1-95	24in x 24in	X	X	Frontage Road Marker		x
M1-96	24in x 24in	X	X	Great River Road Marker	x	x
M1-97	24in x 24in	X	X	Kettle Moraine Drive Marker	x	x
M2-1	21in x 15in	30in x 21in	X	Junction Marker	x	x
M3-1	24in x 12in	30in x 15in	X	NORTH Cardinal Route Marker	x	x
M3-2	24in x 12in	30in x 15in	X	EAST Cardinal Route Marker	x	x
M3-3	24in x 12in	30in x 15in	X	SOUTH Cardinal Route Marker	x	x
M3-4	24in x 12in	30in x 15in	X	WEST Cardinal Route Marker	x	x
M4-1	24in x 12in	30in x 15in	X	Alternate Marker	x	x
M4-1-A	24in x 12in	30in x 15in	X	ALT	x	x
M4-2	24in x 12in	30in x 15in	X	By-pass Marker	x	x
M4-3	24in x 12in	30in x 15in	X	Business Route Marker	x	x
M4-5	24in x 12in	30in x 15in	X	To	x	x
M4-6	24in x 12in	30in x 15in	X	End	x	x
M4-8	24in x 12in	30in x 15in	X	Detour		x
M4-8-A	24in x 18in	30in x 24in	X	END DETOUR		x
M4-9-L	30in x 24in	X	X	Detour Sign with LEFT Arrow		x
M4-9-R	30in x 24in	X	X	Detour Sign with RIGHT Arrow		x
M4-10	24in x 12in	30in x 15in	X	On Ramp	x	x
M4-20-L	24in x 24in	36in x 36in	X	Use Left Lane	x	x
M4-20-R	24in x 24in	36in x 36in	X	Use Right Lane	x	x
M5-1-L	21in x 21in	30in x 30in	X	Advance Arrow Left Turn	x	x
M5-1-R	21in x 21in	30in x 30in	X	Advance Arrow Right Turn	x	x
M5-2-L	21in x 21in	30in x 30in	X	Advance Arrow Left Bent	x	x
M5-2-R	21in x 21in	30in x 30in	X	Advance Arrow Right Bent	x	x
M6-1	21in x 21in	30in x 30in	X	Arrow - RIGHT, LEFT, OR AHEAD	x	x
M6-2	21in x 21in	30in x 30in	X	Arrow Tilt Right or Left	x	x
M6-4	21in x 21in	30in x 30in	X	Directional Arrows Left - Right	x	x
M6-5	21in x 21in	30in x 30in	X	Directional Arrows DIAGONAL	x	x
M6-6	21in x 21in	30in x 30in	X	Directional Arrows LA/UA COMBO OR UA/RA	x	x
M6-7-L	21in x 21in	30in x 30in	X	Dir Arrow Ahead Dia Left	x	x
M6-7-R	21in x 21in	30in x 30in	X	Directional Arrow - Ahead & Diagonal RIGHT	x	x
MB2-1	21in x 15in	30in x 21in	X	JCT - BLUE	x	x
MB3-1	24in x 12in	30in x 15in	X	North - BLUE	x	x
MB3-2	24in x 12in	30in x 15in	X	East - BLUE	x	x
MB3-3	24in x 12in	30in x 15in	X	South - BLUE	x	x
MB3-4	24in x 12in	30in x 15in	X	West - BLUE	x	x
MB4-1	24in x 12in	30in x 15in	X	Alternate	x	x
MB4-1-A	24in x 12in	30in x 15in	X	ALT	x	x
MB4-5	24in x 12in	30in x 15in	X	To - BLUE	x	x
MB4-6	24in x 12in	30in x 15in	X	End - BLUE	x	x
MB5-1-L	21in x 21in	30in x 30in	X	Advanced Left Turn Arrow	x	x
MB5-1-R	21in x 21in	30in x 30in	X	Advanced Right Turn Arrow	x	x
MB5-2-L	21in x 21in	30in x 30in	X	Advance Arrow LEFT Bent	x	x
MB5-2-R	21in x 21in	30in x 30in	X	Advance Arrow Right Bent	x	x
MB5-51-L	21in x 21in	30in x 30in	X	Advance Arrow Ahead Left Ahead	x	x
MB5-51-R	21in x 21in	30in x 30in	X	Advance Arrow Ahead Right Ahead	x	x
MB6-1	21in x 21in	30in x 30in	X	Arrow - RIGHT, LEFT, OR AHEAD	x	x
MB6-2	21in x 21in	30in x 30in	X	Arrow - TILT RIGHT OR LEFT	x	x
MB6-4	21in x 21in	30in x 30in	X	Directions Arrow - LEFT/RIGHT	x	x
MB6-5	21in x 21in	30in x 30in	X	Direction Arrow - DIAGONAL	x	x
MB6-6	21in x 21in	30in x 30in	X	Direction Arrow - LA/UA COMBO OR UA/RA	x	x
MB6-7-L	21in x 21in	30in x 30in	X	Dir Arrow Ahead Dia Left	x	x
MB6-7-R	21in x 21in	30in x 30in	X	Direction Arrow Ahead Dia Right	x	x
MG2-1	21in x 15in	30in x 21in	X	JCT - Great River Rd.		x
MG3-1	24in x 12in	30in x 15in	X	North - Great River Rd.		x
MG3-2	24in x 12in	30in x 15in	X	East - Great River Rd.		x
MG3-3	24in x 12in	30in x 15in	X	South - Great River Rd.		x
MG3-4	24in x 12in	30in x 15in	X	West - Great River Rd.		x
MG4-5	24in x 12in	30in x 15in	X	To - Great River Rd.		x
MG4-6	24in x 12in	30in x 15in	X	End - Great River Rd.		x
MG5-1-L	21in x 21in	30in x 30in	X	Advanced Left Turn Arrow - Great River Rd.		x
MG5-1-R	21in x 21in	30in x 30in	X	Advanced Right Turn Arrow - Great River Rd.		x
MG5-2-L	21in x 21in	30in x 30in	X	Advance Arrow LEFT Bent - Great River Rd.		x
MG5-2-R	21in x 21in	30in x 30in	X	Advance Arrow Right Bent - Great River Rd.		x

MG6-1	21in x 21in	30in x 30in	X	Arrow - RIGHT, LEFT, OR AHEAD - Great River Rd.		x
MG6-2	21in x 21in	30in x 30in	X	Arrow - TILT RIGHT OR LEFT - Great River Rd.		x
MG6-4	21in x 21in	30in x 30in	X	Directions Arrow - LEFT/RIGHT - Great River Rd.		x
MG6-5	21in x 21in	30in x 30in	X	Direction Arrow - DIAGONAL - Great River Rd.		x
MG6-6	21in x 21in	30in x 30in	X	Direction Arrow - LA/UA COMBO OR UA/RA		x
MG6-7-L	21in x 21in	30in x 30in	X	Dir Arrow Ahead Dia Left - Great River Rd.		x
MG6-7-R	21in x 21in	30in x 30in	X	Direction Arrow Ahead Dia Right - Great River Rd.		x
MO4-1	24in x 12in	30in x 15in	X	Alternate - ORANGE		x
MO4-1-A	24in x 12in	30in x 15in	X	ALT		x
MO5-1-L	21in x 21in	30in x 30in	X	Advance Arrow - LEFT Turn - ORANGE		x
MO5-1-R	21in x 21in	30in x 30in	X	Advance Arrow Right Turn		x
MO5-2-L	21in x 21in	30in x 30in	X	Advance Arrow - LEFT Bent - ORANGE		x
MO5-2-R	21in x 21in	30in x 30in	X	Advance Arrow Right Bent		x
MO5-51-L	21in x 21in	30in x 30in	X	Advance Arrow Ahead Left Ahead		x
MO5-51-R	21in x 21in	30in x 30in	X	Advance Arrow Ahead Right Ahead		x
MO6-1	21in x 21in	30in x 30in	X	Arrow - RIGHT, LEFT OR AHEAD - ORANGE		x
MO6-2	21in x 21in	30in x 30in	X	Arrow - TILT RIGHT OR LEFT - ORANGE		x
MO6-4	21in x 21in	30in x 30in	X	Directional Arrow - LEFT & RIGHT - ORANGE		x
MO6-5	21in x 21in	30in x 30in	X	Directional Arrow - DIAGONAL - ORANGE		x
MO6-6	21in x 21in	30in x 30in	X	Directional Arrow-LA/UA or UA/RA combo - ORANGE		x
MO6-7-L	21in x 21in	30in x 30in	X	Dir Arrow Ahead Dia Left		x
MO6-7-R	21in x 21in	30in x 30in	X	Dir Arrow Ahead Dia Right		x
MR1-99	24in x 24in	X	X	Rustic Road Marker	x	
R1-1	30in x 30in	36in x 36in	48in x 48in	Stop	x	x
R1-1-F	30in x 30in	36in x 36in	X	Stop (Folding)	x	x
R1-2	36in x 31in	X	48in x 42in	Yield	x	x
R1-2-RU	X	X	48in x 48in	Yield (Rollup)	x	x
R1-3	18in x 6in	X	X	3 Way	x	x
R1-4	18in x 6in	X	X	All Way	x	x
R1-51	30in x 18in	X	X	Right Turn No Stop	x	x
R1-52	36in x 15in	42in x 18in	X	Traffic on [10] Does Not Stop	x	x
R1-52-A	40in x 15in	48in x 18in	X	Oncoming Traffic Does Not Stop	x	x
R1-52-C	36in x 15in	42in x 18in	X	Cross Traffic Does Not Stop	x	x
R1-52-L	42in x 15in	54in x 18in	X	Traffic From Left Does Not Stop	x	x
R1-52-R	42in x 15in	54in x 18in	X	Traffic From Right Does Not Stop	x	x
R2-1	24in x 30in	36in x 48in	48in x 60in	Speed Limit _ MPH	x	x
R3-1	24in x 24in	30in x 30in	36in x 36in	No Right Turn Symbol	x	x
R3-2	24in x 24in	30in x 30in	36in x 36in	No Left Turn Symbol	x	x
R3-3	24in x 24in	30in x 30in	36in x 36in	No Turns	x	x
R3-4	24in x 24in	30in x 30in	36in x 36in	No U-Turn Symbol	x	x
R3-4-A	X	X	36in x 12in	Except Maintenance And Police Authorized Vehicles	x	x
R3-4-B	X	X	36in x 48in	No U Turn Sign combined with Maint. and Police Veh	x	x
R3-7-L	30in x 30in	36in x 36in	48in x 48in	LEFT Lane Must Turn LEFT	x	x
R3-7-R	30in x 30in	36in x 36in	48in x 48in	Right Lane Must Turn Right	x	x
R3-7-S	48in x 30in	X	X	Left [2] Lanes Must Turn Left	x	x
R3-53-L	24in x 30in	24in x 30in	X	Left Turn Only	x	x
R3-53-R	24in x 30in	24in x 30in	X	Right Turn Only	x	x
R3-55-L	24in x 30in	36in x 48in	X	Left Turn Lane With Down Right Arrow	x	x
R3-55-R	24in x 30in	36in x 48in	X	Right Turn Lane With Down Left Arrow	x	x
R3-56	24in x 30in	36in x 48in	X	Left Turn Lane with Down LEFT Arrow	x	x
R3-58	24in x 30in	36in x 48in	36in x 48in	Form Single Line	x	x
R4-3	24in x 30in	36in x 48in	48in x 60in	Slower Traffic Keep Right	x	x
R4-7	24in x 30in	36in x 48in	X	Keep Right	x	x
R5-1	30in x 30in	36in x 36in	X	Do Not Enter	x	x
R5-1A	36in x 24in	42in x 30in	X	Wrong Way	x	x
R5-1-C	30in x 30in	36in x 36in	X	Do Not Enter (Clipped Corners)	x	
R5-57	36in x 36in	X	X	Pedestrians Etc, Prohibited	x	x
R5-57-B	36in x 30in	X	X	Beyond Next Exit	x	x
R5-98	42in x 24in	X	X	No Trespassing State of Wisconsin	x	x
R6-2-L	24in x 30in	X	X	One Way Left Arrow	x	x
R6-2-R	24in x 30in	X	X	One Way RIGHT Arrow	x	x
R6-3	30in x 24in	X	X	Divided Highway Crossing Sign and Intersection	x	x
R6-3-A	30in x 24in	X	X	Divided Highway Crossing T Intersection	x	x
R7-1-D	18in x 24in	24in x 30in	X	No Parking Any Time - Double Arrow	x	x
R7-1-L	18in x 24in	24in x 30in	X	No Parking Any Time - LEFT Arrow	x	x
R7-1-R	18in x 24in	24in x 30in	X	No Parking Any Time - RIGHT Arrow	x	x
R7-8-A	12in x 18in	18in x 24in	X	Reserved Parking, Handicapped, This Space	x	
R7-8-L	12in x 18in	18in x 24in	X	Reserved Parking Handicapped Symbol - LEFT Arrow	x	
R7-8-R	12in x 18in	18in x 24in	X	Reserved Parking Handicap - RIGHT Arrow	x	
R8-7	48in x 36in	X	X	Emergency Stopping Only	x	x
R10-3BD	9in x 12in	X	X	To Cross Push Button [Double Arrow]	x	x
R10-3BL	9in x 12in	X	X	To Cross Push Button [Left Arrow]	x	x
R10-3BR	9in x 12in	X	X	To Cross Push Button [Right Arrow]	x	x
R10-4-BD	9in x 12in	X	X	Push Button For Walk Signal [Double Arrow]	x	x
R10-4-BL	9in x 12in	X	X	Push Button For Walk Signal [Left Arrow]	x	x
R10-4-BR	9in x 12in	X	X	Push Button For Walk Signal [Right Arrow]	x	x
R10-11-B	24in x 24in	30in x 30in	X	No Turn On Red	x	x
R10-65-L	X	24in x 30in	X	Left Lane Signal		x
R10-65-R	X	24in x 30in	X	Right Lane Signal		x
R11-2	48in x 30in	X	X	Road Closed	x	x
R55-58	24in x 24in	X	X	Wayside Closed		x
R55-58-A	44in x 8in	X	X	Closed Panel - Use W/D5-61 & D5-62		x
R59-51	36in x 36in	48in x 48in	X	Stop for Bus Flashing Lights	x	x

S1-1	30in x 30in	36in x 36in	X	School Advance	x	x
S3-1	30in x 30in	36in x 36in	48in x 48in	School Bus Stop Ahead	x	x
S4-51	24in x 48in	X	X	School Speed Limit	x	x
W1-1-L	36in x 36in	48in x 48in	X	Left Turn	x	x
W1-1-R	36in x 36in	48in x 48in	X	Right Turn	x	x
W1-2-L	30in x 30in	36in x 36in	X	Left Curve	x	x
W1-2-R	30in x 30in	36in x 36in	X	Right Curve	x	x
W1-3-L	36in x 36in	X	X	Left Reverse Turn	x	x
W1-3-R	36in x 36in	X	X	Right Reverse Turn	x	x
W1-4-L	30in x 30in	36in x 36in	X	Left Reverse Curve	x	x
W1-4-R	30in x 30in	36in x 36in	X	Right Reverse Curve	x	x
W1-5-L	30in x 30in	36in x 36in	X	Left Winding Road	x	x
W1-5-R	30in x 30in	36in x 36in	X	Right Winding Road	x	x
W1-6	48in x 24in	60in x 30in	96in x 48in	Night Arrow (Single)	x	x
W1-7	48in x 24in	60in x 30in	96in x 48in	Night Arrow (Double)	x	x
W1-8	18in x 24in	24in x 30in	30in x 36in	Chevron	x	x
W1-8-A	48in x 18in	X	X	Roundabout Chevron Bank	x	x
W1-13L	48in x 48in	X	X	Tippy Truck Symbol - Arrow to the Left	x	x
W1-13R	48in x 48in	X	X	Tippy Truck Symbol - Arrow to the Right	x	x
W2-1	30in x 30in	36in x 36in	48in x 48in	Cross Road	x	x
W2-2	30in x 30in	36in x 36in	48in x 48in	Side Road (90 Degrees)	x	x
W2-3	30in x 30in	36in x 36in	48in x 48in	Side Road (Skewed Angle)	x	x
W2-6	30in x 30in	36in x 36in	X	Circular Intersection Sign	x	x
W2-6-P	30in x 15in	36in x 18in	X	Roundabout Ahead Plaque	x	x
W3-1	36in x 36in	48in x 48in	X	Stop Ahead	x	x
W3-2	36in x 36in	48in x 48in	X	Yield Ahead	x	x
W3-3	36in x 36in	48in x 48in	X	Signal Ahead	x	x
W3-4-RU	48in x 48in	X	X	Be Prepared To Stop (Roll-up)	x	
W3-5	36in x 36in	48in x 48in	X	Speed Limit _ Ahead [Arrow]	x	x
W3-50	48in x 48in	X	X	Ramp Metered When Flashing	x	x
W4-1	36in x 36in	48in x 48in	X	Merging Traffic Symbol (Right)	x	x
W4-1-L	36in x 36in	48in x 48in	X	Merging Traffic Symbol [LEFT]	x	x
W4-2-L	36in x 36in	48in x 48in	X	Lane Reduction Transition Symbol - [LEFT Lane]	x	x
W4-2-R	36in x 36in	48in x 48in	X	Lane Reduction Transition Symbol - RIGHT	x	x
W4-3-L	36in x 36in	48in x 48in	X	Merge - Added Lane from LEFT	x	x
W4-3-R	36in x 36in	48in x 48in	X	Merge - Added Lane from RIGHT	x	x
W4-6	36in x 36in	48in x 48in	X	Entering Roadway Added Lane	x	x
W5-2	36in x 36in	X	X	Narrow Bridge	x	x
W5-52-L	12in x 36in	18in x 54in	X	Clearance Striper Down Right	x	x
W5-52-R	12in x 36in	18in x 54in	X	Clearance Striper Down Left	x	x
W5-53-D	4in x 12in	X	X	Narrow Bridge Lead in Marker with Delineators	x	
W5-53-S	4in x 12in	X	X	Narrow Bridge Lead in Marker with Type H Sheeting	x	
W5-54-D	18in x 18in	X	X	Clearance Marker with 9 Delineators	x	
W5-54-S	18in x 18in	X	X	Clearance Marker with Type H Sheeting	x	
W5-55-C	3in x 3in	X	X	Clear Delineator	x	x
W5-55-Y	3in x 3in	X	X	Yellow Delineator	x	x
W5-56	18in x 18in	X	X	End of Road Marker with RED Delineator	x	
W5-56-A	18in x 18in	X	X	End of the Road Marker WITHOUT Delineators	x	
W6-1	36in x 36in	48in x 48in	X	Divided Highway Ahead Symbol	x	x
W6-2	36in x 36in	48in x 48in	X	Divided Highway Ends Symbol	x	x
W6-3	36in x 36in	48in x 48in	X	Two-Way Traffic Symbol	x	x
W7-1	30in x 30in	36in x 36in	X	Hill	x	x
W8-1	30in x 30in	36in x 36in	X	Bump	x	x
W8-1-A	30in x 30in	36in x 36in	X	Bumps [MORE THAN ONE BUMP]	x	x
W8-2	30in x 30in	36in x 36in	X	Dip	x	x
W8-4-RU	48in x 48in	X	X	Soft Shoulder	x	
W8-5	30in x 30in	36in x 36in	X	Slippery When Wet Symbol	x	x
W8-7-RU	48in x 48in	X	X	Loose Gravel	x	
W8-8	30in x 30in	36in x 36in	X	Rough Road	x	x
W8-9	30in x 30in	36in x 36in	X	Low Shoulder	x	x
W8-11-RU	48in x 48in	X	X	Uneven Lanes	x	
W8-12-RU	48in x 48in	X	X	No Center Stripe	x	
W8-52-RU	48in x 48in	X	X	Grooved Pavement	x	
W8-54	30in x 30in	36in x 36in	X	Watch for Fallen Rocks	x	x
W8-58	30in x 30in	36in x 36in	X	High Water	x	x
W9-1-L	30in x 30in	36in x 36in	48in x 48in	LEFT Lane Ends	x	x
W9-1-R	30in x 30in	36in x 36in	48in x 48in	Right Lane Ends	x	x
W10-1	36in x 36in	48in x 48in	X	Railroad Crossing	x	x
W10-1A	24in x 12in	X	X	Exempt (See R 15-3 Also)	x	x
W10-2	36in x 36in	X	X	Cross Road Tracks LEFT/RIGHT Side	x	x
W10-3	36in x 36in	X	X	Side Road Tracks LEFT/RIGHT Side	x	x
W10-4-L	36in x 36in	X	X	T Intersection with Tracks on LEFT Side	x	x
W10-4-R	36in x 36in	X	X	T Intersection with Tracks on RIGHT Side	x	x
W11-1	30in x 30in	36in x 36in	X	Bicycle Symbol with Helmet	x	x
W11-2	30in x 30in	36in x 36in	X	Pedestrian Crossing Symbol	x	x
W11-3	30in x 30in	36in x 36in	48in x 48in	Deer Crossing Symbol	x	x
W11-4	30in x 30in	36in x 36in	X	Cattle Crossing Symbol	x	x
W11-5	30in x 30in	36in x 36in	X	Farm Machinery Symbol	x	x
W11-6	30in x 30in	36in x 36in	X	Snowmobile Crossing Symbol	x	x
W11-8	30in x 30in	36in x 36in	X	Fire Station Truck Crossing Symbol	x	x
W11-22	30in x 30in	36in x 36in	X	Recreational Trail Crossing	x	x
W12-1-D	24in x 24in	30in x 30in	X	Double Down Arrows	x	x
W12-1-L	24in x 24in	30in x 30in	X	Down Arrow [LEFT]	x	x

W12-1-R	24in x 24in	30in x 30in	X	Down Arrow [RIGHT]	x	x
W13-1	18in x 18in	24in x 24in	X	Advisory Speed Plate (Yellow Back)	x	x
W14-1	30in x 30in	36in x 36in	X	Dead End	x	x
W14-3	48in x 36in	64in x 48in	X	No Passing Zone	x	x
W16-7L	24in x 12in	30in x 18in	X	Left Diagonal Downward Pointing Arrow (Yellow)	x	x
W16-7R	24in x 12in	30in x 18in	X	Right Diagonal Downward Pointing Arrow (Yellow)	x	x
W16-9P	24in x 8in	36in x 14in	48in x 18in	AHEAD Plaque (Yellow)	x	x
W20-1a-RU	48in x 48in	X	X	Road Work Ahead (Roll-up)	x	
W20-2a-RU	48in x 48in	X	X	Detour Ahead (Roll-up)	x	
W20-3amod-RU	48in x 48in	X	X	Ramp Closed Ahead	x	
W20-4a-RU	48in x 48in	X	X	One Lane Road Ahead (Roll-up)	x	
W20-7a-RU	48in x 48in	X	X	Flagger Symbol (Roll-up)	x	
W20-7b-RU	48in x 48in	X	X	Be Prepared To Stop (Roll-up)	x	
W20-55a-RU	48in x 48in	X	X	Left Lane Closed Ahead (Roll-up)	x	
W20-58a-RU	48in x 48in	X	X	Right Two Lanes Closed Ahead (Roll-up)	x	
W20-59a-RU	48in x 48in	X	X	Left Two Lanes Closed Ahead (Roll-up)	x	
W20-5a-RU	48in x 48in	X	X	Right Lane Closed Ahead (Roll-up)	x	
W21-1a-RU	48in x 48in	X	X	Workers Symbol Message (Roll-up)	x	
W21-2-RU	48in x 48in	X	X	Fresh Oil (Roll-up)	x	
W21-3a-RU	48in x 48in	X	X	Road Machinery Ahead (Roll-up)	x	
W21-5-RU	48in x 48in	X	X	Shoulder Work (Roll-up)	x	
W21-6-RU	48in x 48in	X	X	Survey Crew (Roll-up)	x	
W21-51-RU	48in x 48in	X	X	Mowing Operations Ahead (Roll-up)	x	
W25-2	24in x 30in	X	X	Oncoming Traffic May Have Extended Green	x	x
W57-51	30in x 15in	36in x 18in	X	Next ___ Miles	x	
W57-52	36in x 24in	X	X	___ Miles Ahead	x	
WF16-7L	24in x 12in	30in x 18in	X	Left Diagonal Downward Pointing Arrow (Fluorescent)	x	x
WF16-7R	24in x 12in	30in x 18in	X	Right Diagonal Downward Pointing Arrow (Fluorescen	x	x
WF16-9P	24in x 8in	36in x 14in	48in x 18in	AHEAD Plaque (Fluorescent Yellow Green)	x	x
WO1-4BL-RU	48in x 48in	X	X	Double Reverse Curve Arrows (LEFT)	x	
WO1-4BR-RU	48in x 48in	X	X	Double Reverse Curve Arrows (RIGHT)	x	
WO1-4L-RU	48in x 48in	X	X	LEFT Reverse Curve	x	
WO1-4R-RU	48in x 48in	X	X	RIGHT Reverse Curve	x	
WO3-2-RU	48in x 48in	X	X	Yield Ahead (Roll-up)	x	
WO4-2L-RU	48in x 48in	X	X	Pavement Width Transition Symbol (LEFT)	x	
WO4-2R-RU	48in x 48in	X	X	Pavement Width Transition Symbol (RIGHT)	x	
WO6-3-RU	48in x 48in	X	X	Two-Way Traffic	x	
WO8-1a-RU	48in x 48in	X	X	BUMPS	x	
WO8-1-RU	48in x 48in	X	X	BUMP	x	
WO8-2-RU	48in x 48in	X	X	DIP	x	
WO8-8-RU	48in x 48in	X	X	Rough Road (Roll-up)	x	
WO8-9-RU	48in x 48in	X	X	Low Shoulder (Roll-up)	x	
WO8-52-RU	48in x 48in	X	X	Grooved Pavement (Roll-up)	x	
WO8-58-RU	48in x 48in	X	X	High Water - Orange (Roll-up)	x	