

WIS

PROJECT ID:
WITH: N/A

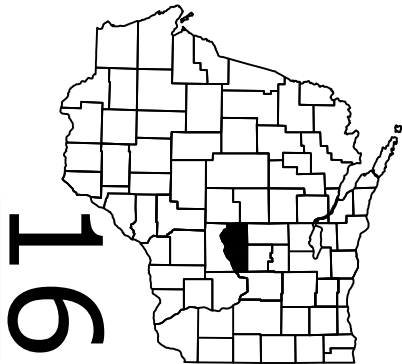
6140-02-72

COUNTY:
ADAMS

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 = 72



DESIGN DESIGNATION 6140-02-02

A.A.D.T.	2017	=	3740
A.A.D.T.	2047	=	3740
D.H.V.		=	---
D.D.		=	50/50
T.		=	10.6%
DESIGN SPEED		=	60 MPH
ESALS		=	900,000

CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

ADAMS - WISCONSIN RAPIDS

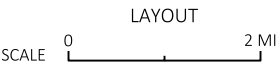
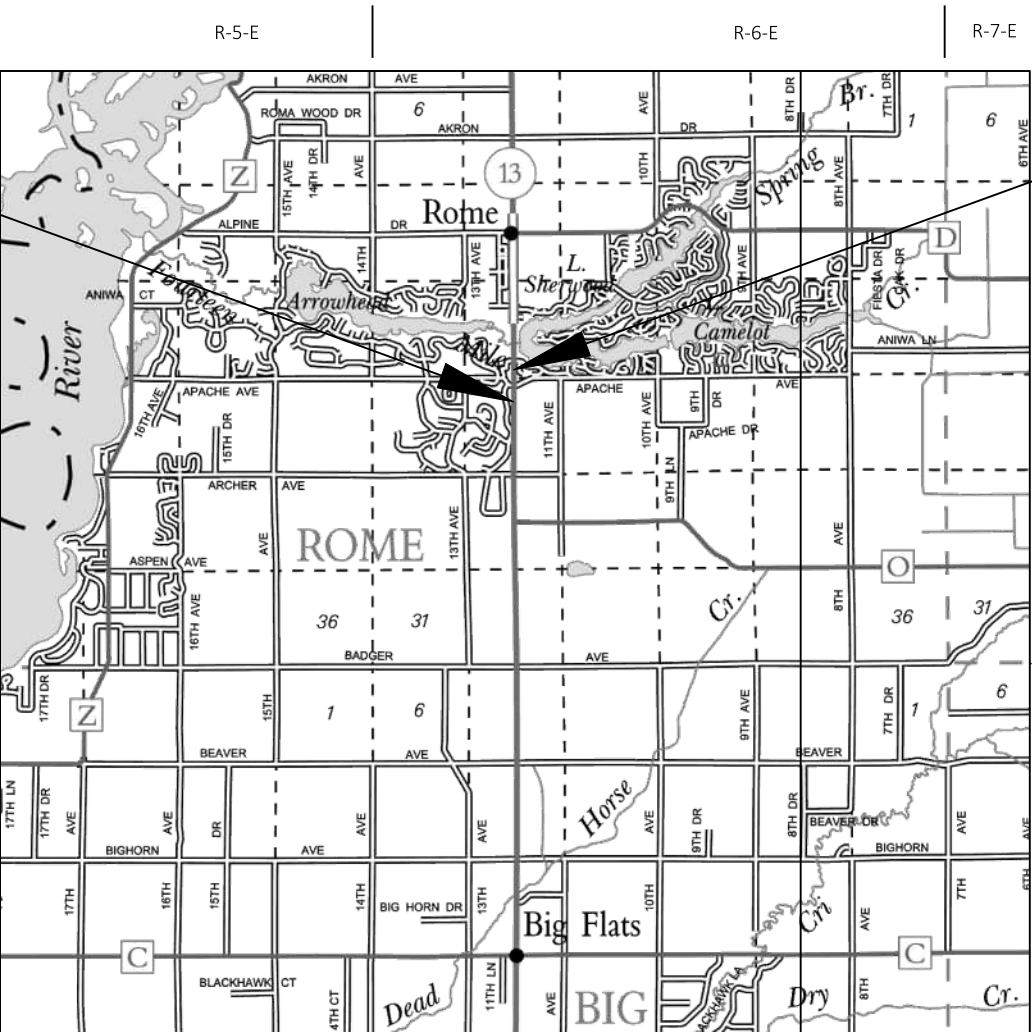
STH 13/APACHE AVENUE INTERSECTION

STH 13
ADAMS COUNTY

STATE PROJECT NUMBER
6140-02-72

BEGIN PROJECT
STA 2115+97.04
Y = 303,020.619
X = 533,317.850

END PROJECT
STA 2124+54.50



TOTAL NET LENGTH OF CENTERLINE = 0.162 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COORDINATE REFERENCE SYSTEM (WISCRS), ADAMS 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
6140-02-72	WISC 2027008	1

ORIGINAL PLANS PREPARED BY

wsp
831 Critter Court
Suite 400
Onalaska, WI 54650
Phone: (608) 519-1455



04/08/2026
DATE: _____
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	R.A. SMITH
Surveyor	WSP USA
Designer	ELIZABETH MILLER, PE
Project Manager	FRED SCHUNKE
Regional Examiner	NICHOLE LYSNE, PE
Regional Supervisor	

APPROVED FOR THE DEPARTMENT
DATE: 4/29/26
(Signature)

E

STANDARD ABBREVIATIONS

AC	ACRE	INL	INLET
AGG	AGGREGATE	INV	INVERT
AH	AHEAD	JCT	JUNCTION
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LT	LEFT
ASPH	ASPHALTIC	L	LENGTH OF CURVE
AVG	AVERAGE	LF or LIN FT	LINEAR FOOT
BK	BACK	LS	LUMP SUM
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BM	BENCH MARK	N	NORTH
BR	BRIDGE	NB	NORTHBOUND
CL or C/L	CENTER LINE	NO	NUMBER
CE	COMMERCIAL ENTRANCE	PT	POINT
CONC	CONCRETE	PC	POINT OF CURVATURE
CO	COUNTY	PI	POINT OF INTERSECTION
CTH	COUNTY TRUNK HIGHWAY	PT	POINT OF TANGENCY
CR	CREEK	PCC	PORTLAND CEMENT CONCRETE
CABC	CRUSHED AGGREGATE BASE COURSE	LB	POUND
CSD	COMMUNITY SENSITIVE DESIGN	PE	PRIVATE ENTRANCE
CY or CUYD	CUBIC YARD	R	RADIUS
CULV	CULVERT	RL or R/L	REFERENCE LINE
CP	CULVERT PIPE	RT	RIGHT
C & G	CURB AND GUTTER	R/W	RIGHT-OF-WAY
D	DEGREE OF CURVE	RD	ROAD
DIA	DIAMETER	SHLDR	SHOULDER
DISCH	DISCHARGE	SB	SOUTHBOUND
E	EAST	SF or SQ FT	SQUARE FEET
EB	EASTBOUND	SY or SQ YD	SQUARE YARD
EL or ELEV	ELEVATION	SDD	STANDARD DETAIL DRAWINGS
EW	ENDWALL	STH	STATE TRUNK HIGHWAYS
ENT	ENTRANCE	SE	SUPERELEVATION
EXC	EXCAVATION	T	TANGENT
EX	EXISTING	TEMP	TEMPORARY
FERT	FERTILIZER	TWLT	TWO-WAY LEFT-TURN LANE
FE	FIELD ENTRANCE	UG	UNDERGROUND
FL or F/L	FLOW LINE	USH	UNITED STATES HIGHWAY
FT	FOOT	V	VELOCITY OR DESIGN SPEED
HE	HIGHWAY EASEMENT	VC	VERTICAL CURVE
HMA	HOT MIX ASPHALT	WB	WESTBOUND
CWT	HUNDREDWEIGHT	YD	YARD

GENERAL NOTES

- THE LOCATIONS OF EXISTING AND PROPOSED UTILITY INSTALLATIONS AS SHOWN ON THE PLAN ARE APPROXIMATE. THERE MAY BE OTHER UTILITY INSTALLATIONS WITHIN THE PROJECT AREA THAT ARE NOT SHOWN.
- SURFACE WEIGHT CALCULATIONS FOR ASPHALT PAVING ARE BASED ON 112 LB/SY/IN.

UTILITY CONTACTS

ATC MANAGEMENT, INC.
ELECTRICITY - TRANSMISSION
DOUG VOSBERG
2489 RINDEN ROAD
COTTAGE GROVE, WI 53527
(608) 877-7650
DVOSBERG@ATCLLC.COM

ADAMS-COLUMBIA ELECTRIC COOPERATIVE
ELECTRICITY
DUANE MOORE
401 EAST LAKE STREET
FRIENDSHIP, WI 53934
(800) 831-8629
DMOORE@ACECWI.COM

SOLARUS
COMMUNICATION LINE
DENNIS PIERCE
440 E GRAND AVE
WISCONSIN RAPIDS, WI 54494
(715) 572-0152
PIERCE@SOLARUS.NET

WE ENERGIES
GAS/PETROLEUM
LARRY KOCH
1921 8TH STREET SOUTH
WISCONSIN RAPIDS, WI 54494
(715) 421-7249
LARRY.KOCH@WE-ENERGIES.COM



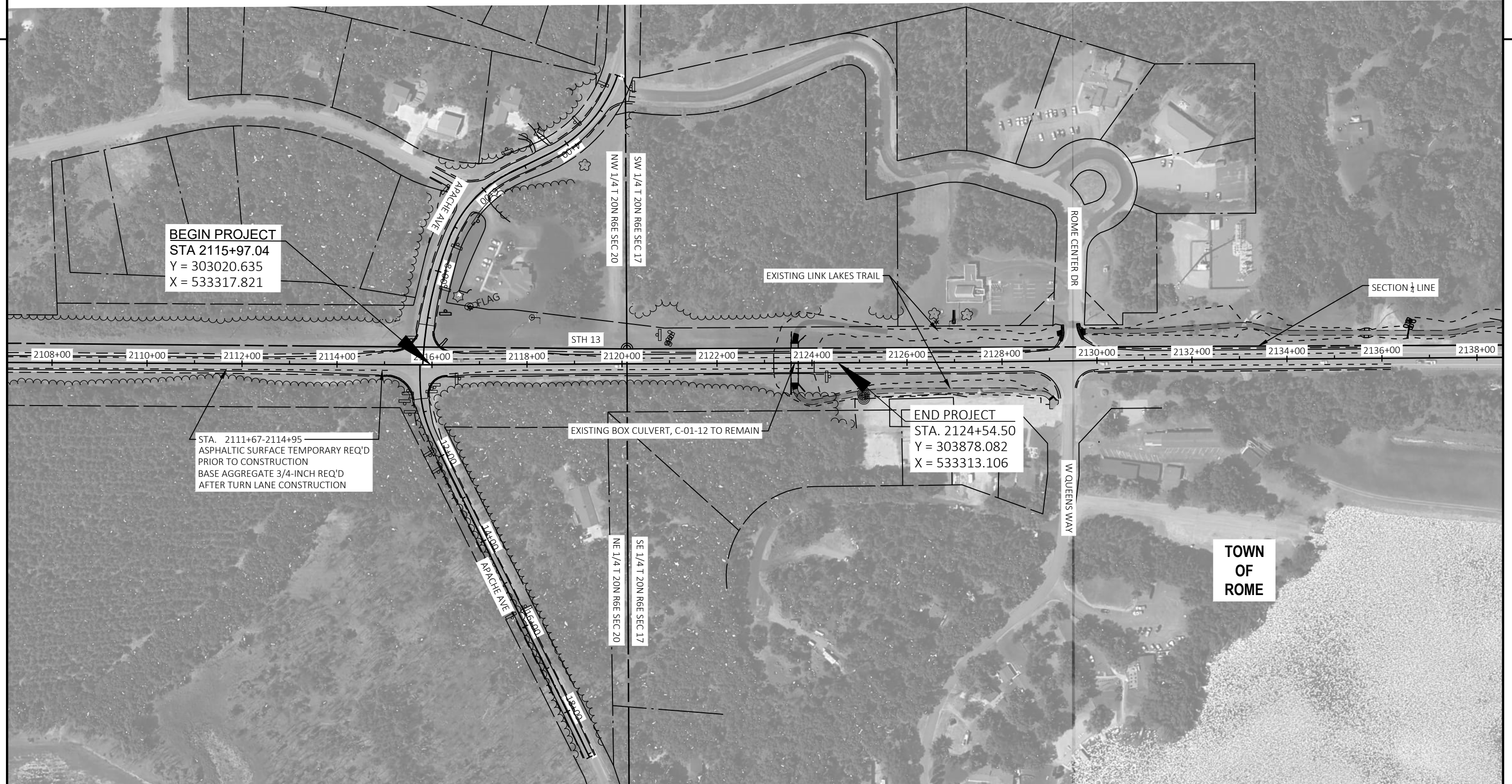
Detail B - Runoff Coefficients for Specific Land Use

Land Use	Hydrologic Soil Group											
	A			B			C			D		
	Slope Range Percent			Slope Range Percent			Slope Range Percent			Slope Range Percent		
	0-2	2-6	6 & over	0-2	2-6	6 & over	0-2	2-6	6 & over	0-2	2-6	6 & over
Row Crops	.08	.16	.22	.12	.20	.27	.15	.24	.33	.19	.28	.38
	.22	.30	.38	.26	.34	.44	.30	.37	.50	.34	.41	.56
Median Stripturf	.19	.20	.24	.19	.22	.26	.20	.23	.30	.20	.25	.30
	.24	.26	.30	.25	.28	.33	.26	.30	.37	.27	.32	.40
Side Slopeturn			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT												
Asphalt	.70 - .95											
Concrete	.80 - .95											
Brick	.70 - .80											
Drives, Walks	.75 - .85											
Roofs	.75 - .95											
Gravel Roads Shoulders	.40 - .60											

TOTAL PROJECT AREA = 4.06 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0.80 ACRES

ORDER OF TYPICAL SECTION & DETAIL SHEETS

- 1. GENERAL NOTES
- 2. PROJECT OVERVIEW
- 3. TYPICAL SECTIONS
- 4. PAVING DETAIL
- 5. PAVEMENT MARKING
- 6. TRAFFIC CONTROL
- 7. ALIGNMENT DETAILS



SCALE, FEET 0 0 150

PROJECT NO: 6140-02-72

HWY: STH 13

COUNTY: ADAMS

PROJECT OVERVIEW

SHEET

4

E

FILE NAME : W:\U50039118.5732;6140-02-02, STH 13 ADAMS COUNTY\CAD\61400202\SHEETS\020201-PO.DWG
LAYOUT NAME - 01

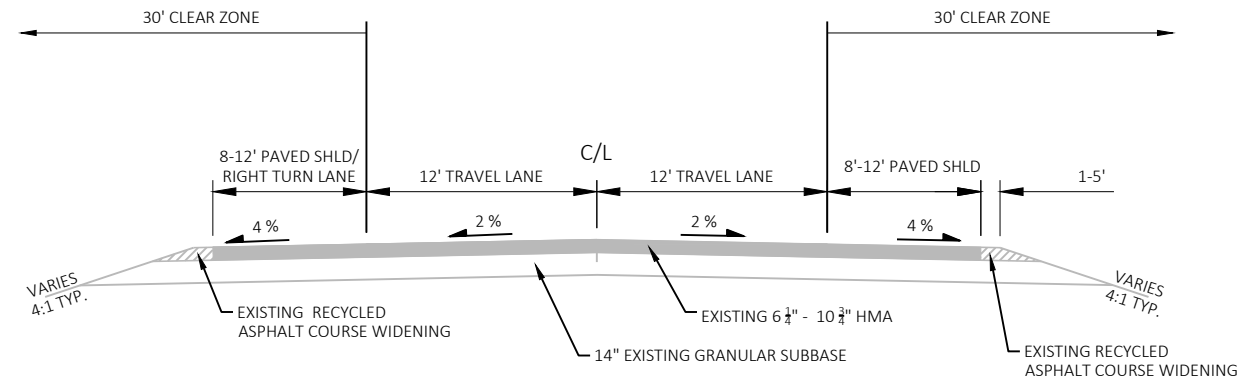
PLOT DATE : 3/31/2026 9:49 AM

PLOT BY : MARZOLF, ROBBI

PLOT NAME :

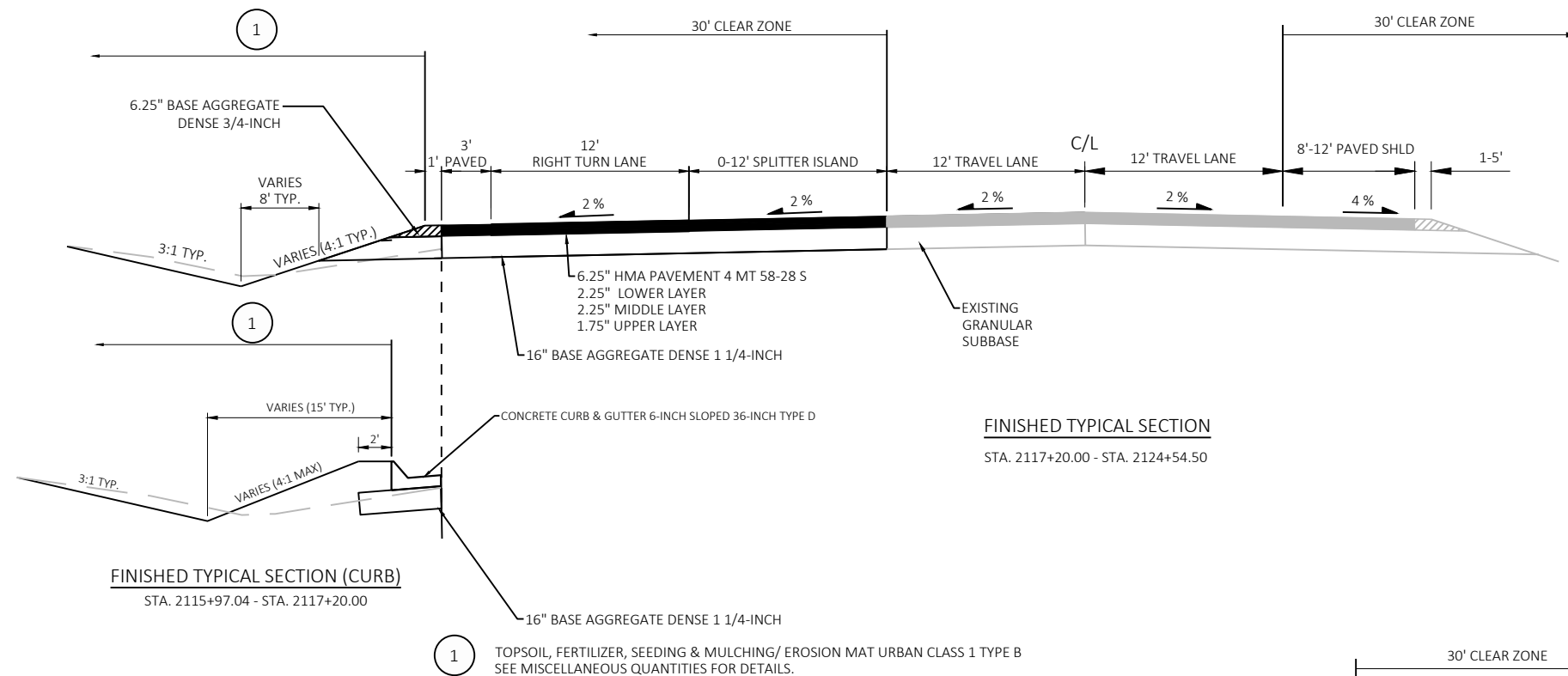
PLOT SCALE : 1 IN:200 FT

WISDOT/CADDs SHEET 42



EXISTING TYPICAL SECTION

STA. 2115+97.04 - STA. 2124+54.50



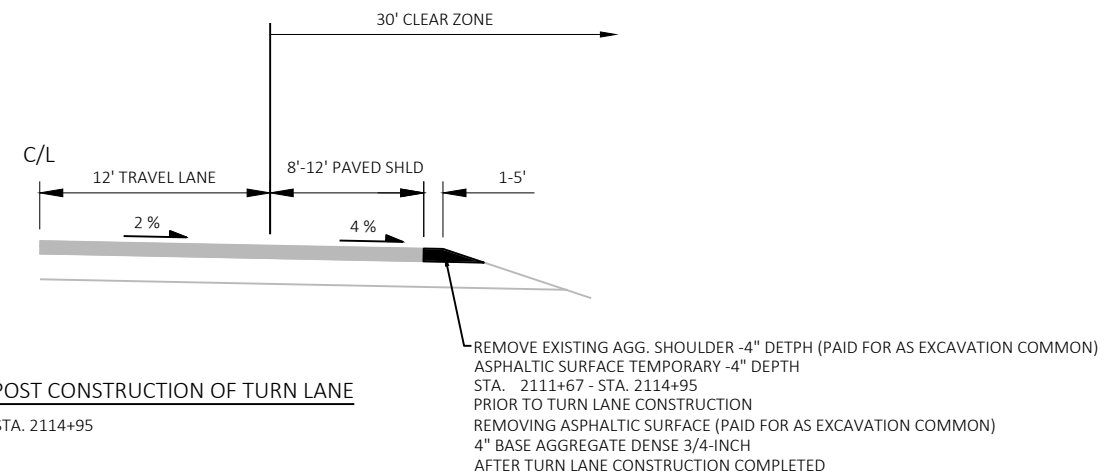
FINISHED TYPICAL SECTION

STA. 2117+20.00 - STA. 2124+54.50

FINISHED TYPICAL SECTION (CURB)

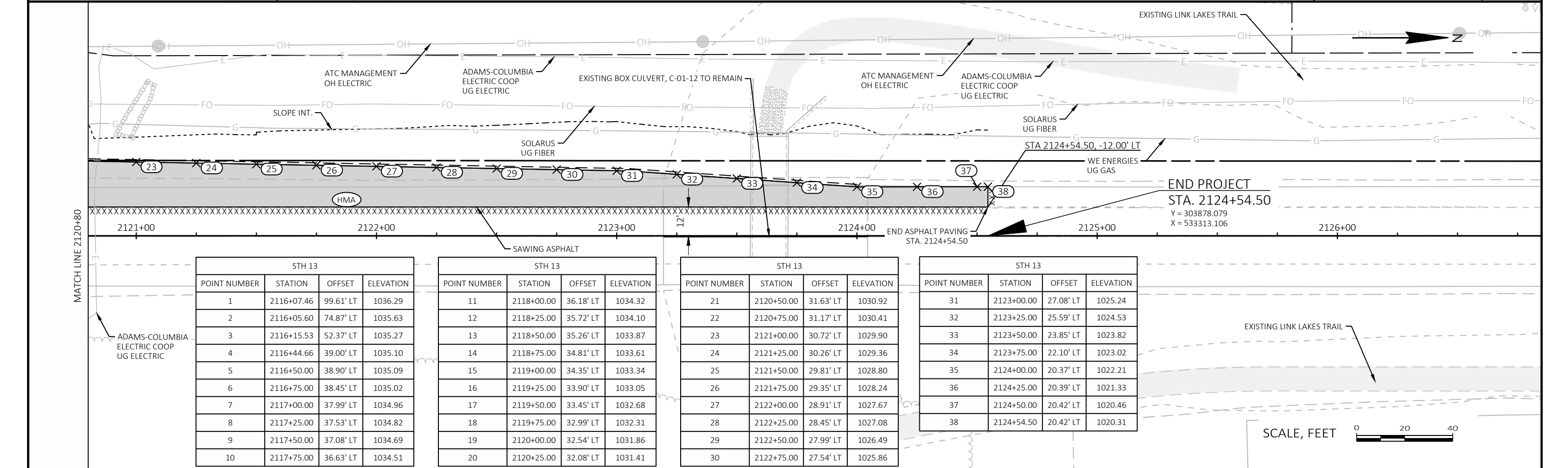
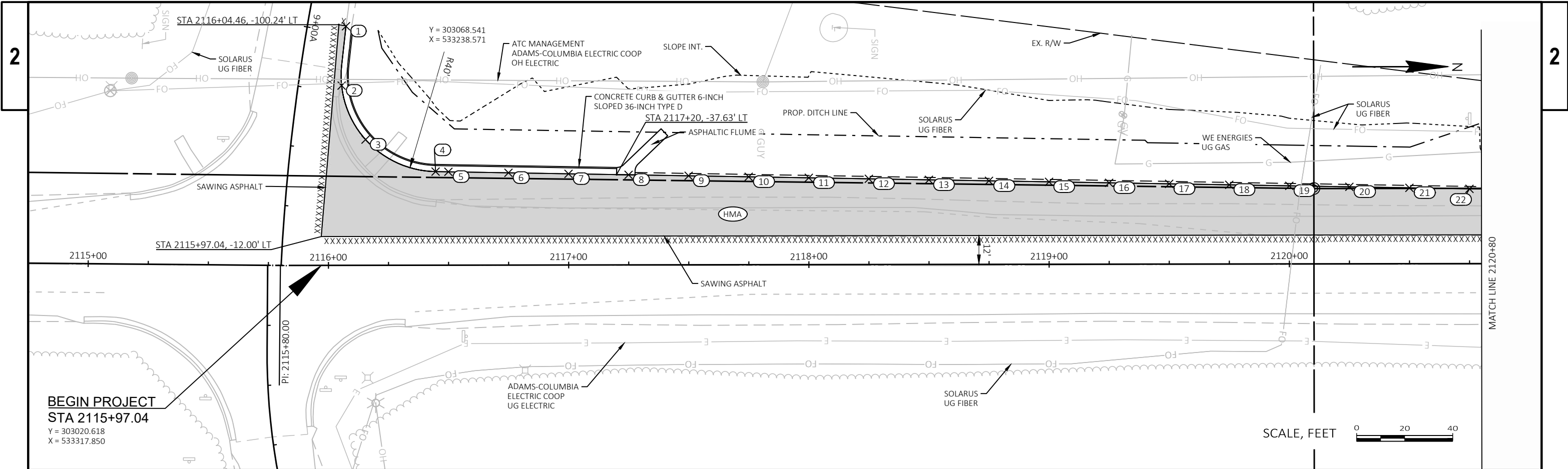
STA. 2115+97.04 - STA. 2117+20.00

1 TOPSOIL, FERTILIZER, SEEDING & MULCHING/ EROSION MAT URBAN CLASS 1 TYPE B
SEE MISCELLANEOUS QUANTITIES FOR DETAILS.



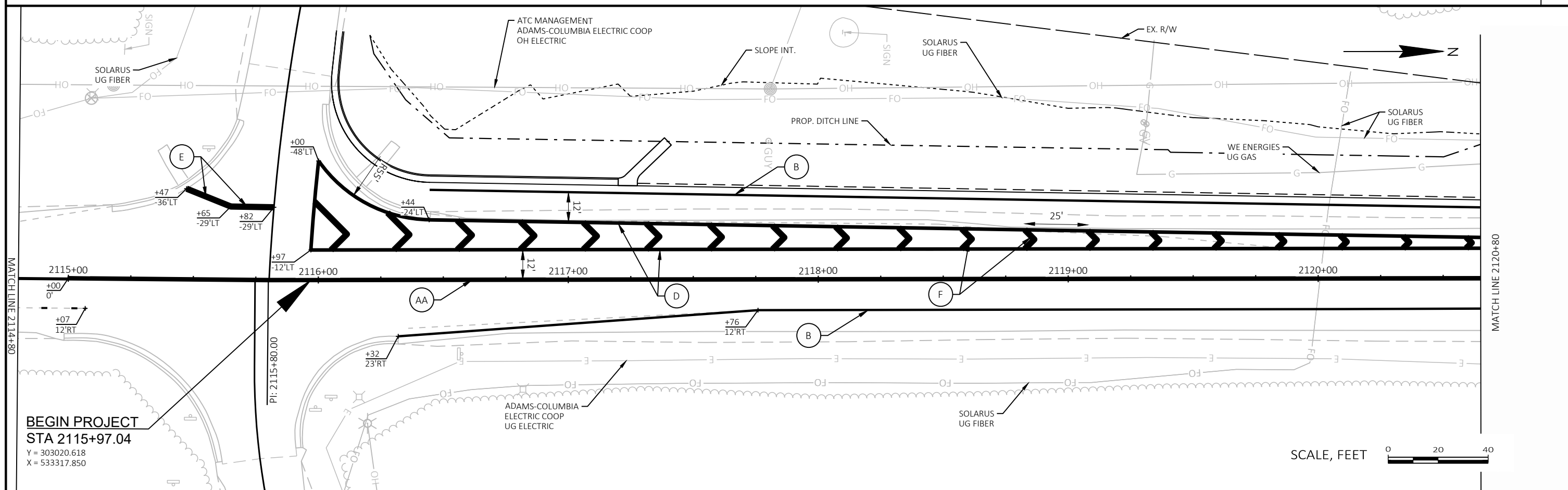
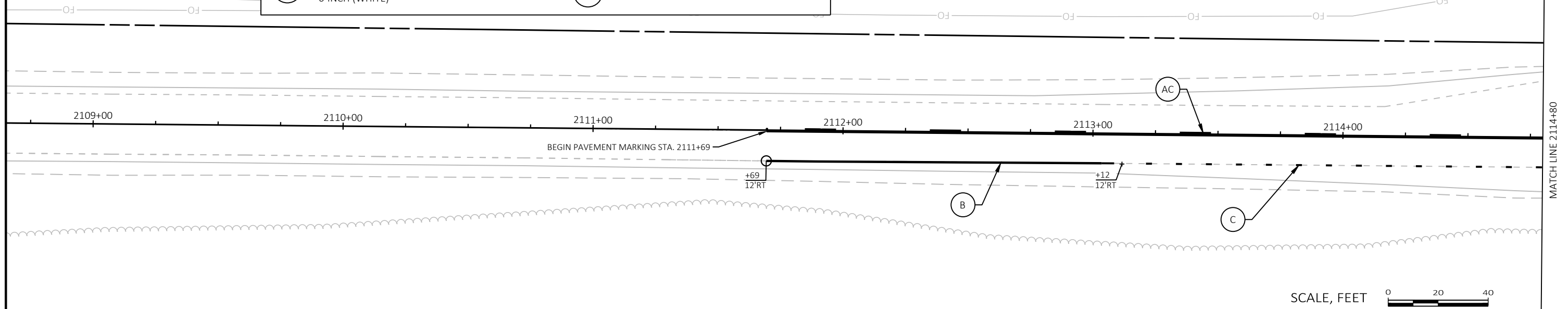
FINISHED TYPICAL SECTION (NB) PRE/POST CONSTRUCTION OF TURN LANE

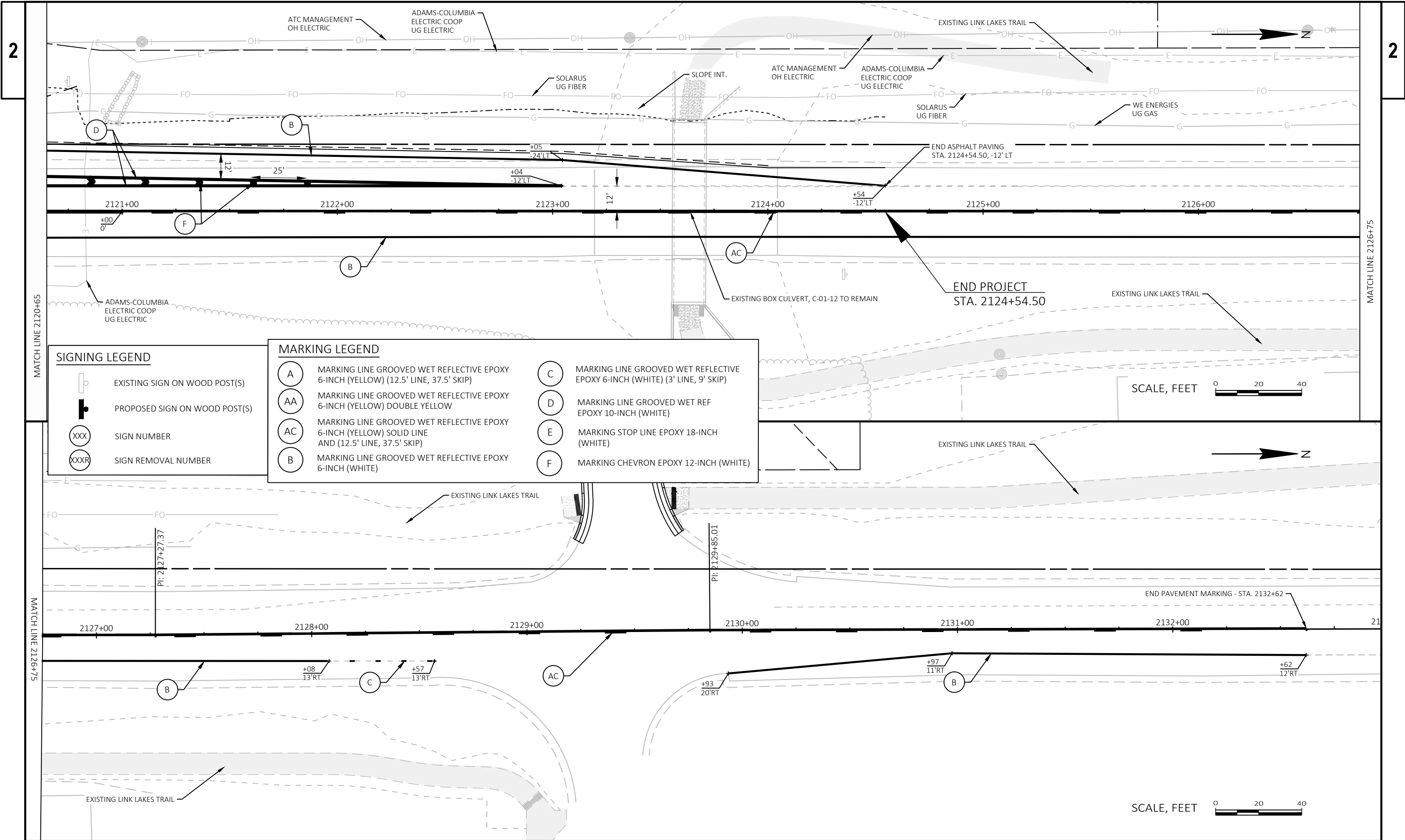
STA. 2111+67 - STA. 2114+95

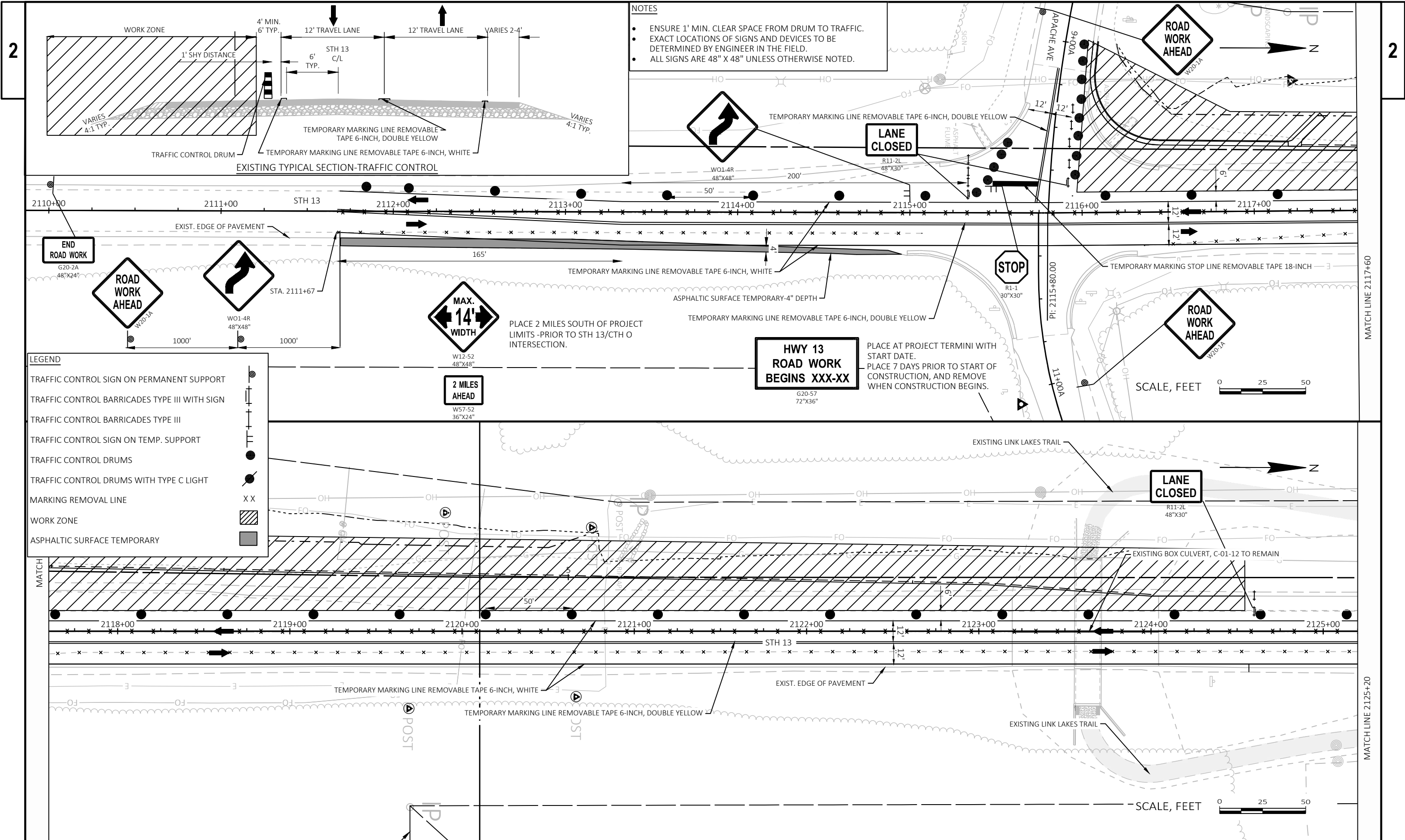


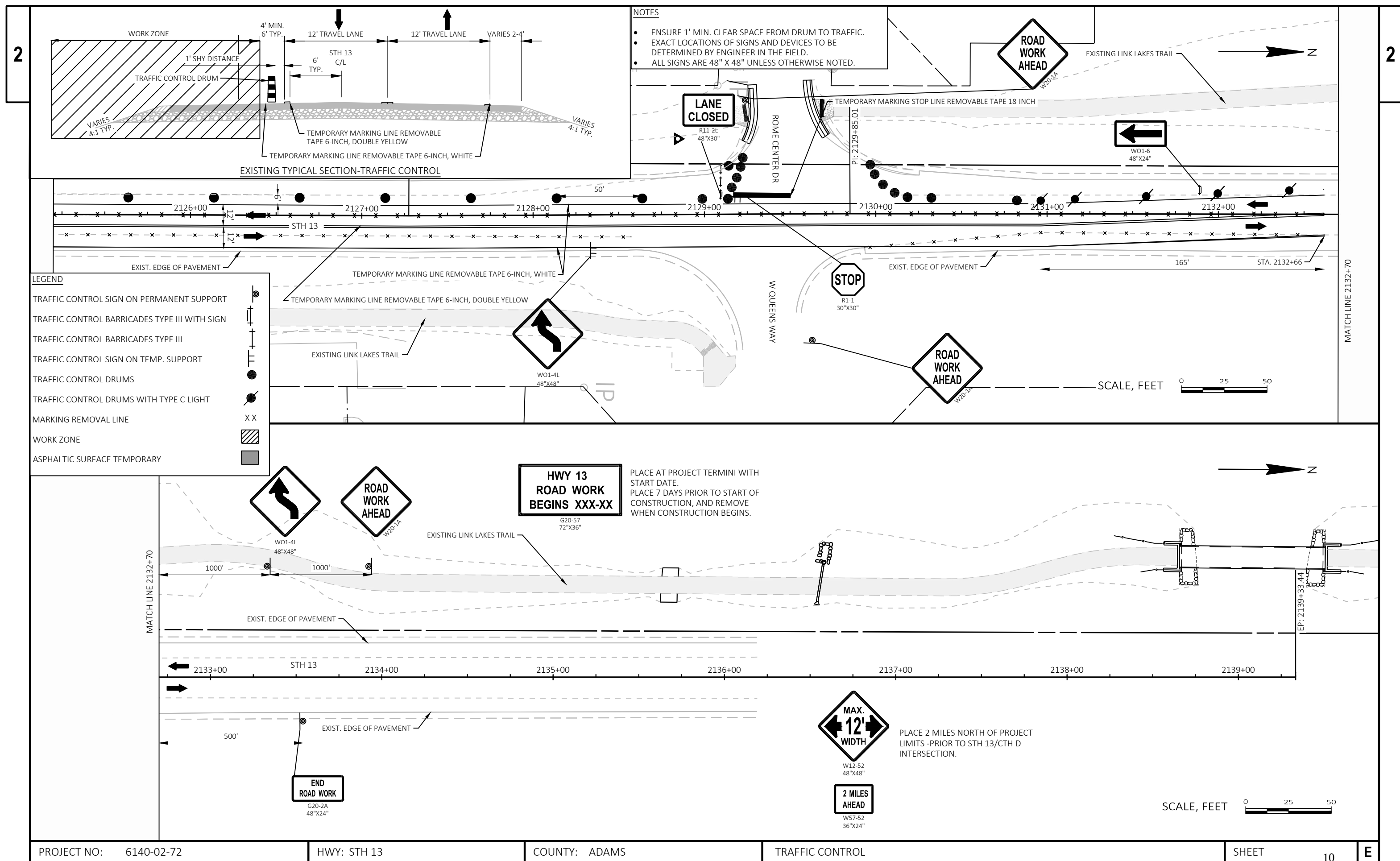
MARKING LEGEND

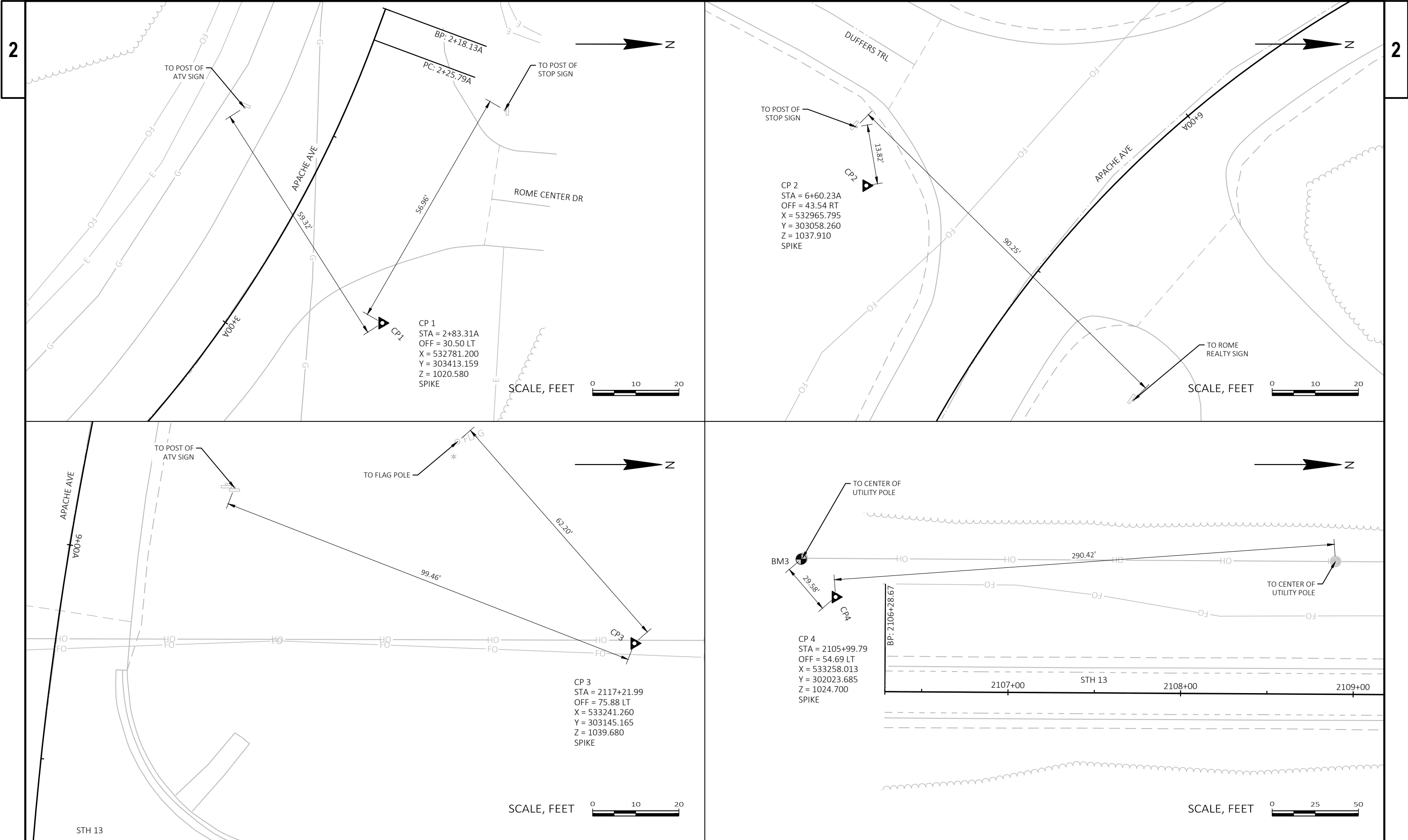
- | | | | |
|---|---|---|---|
|  | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) (12.5' LINE, 37.5' SKIP) |  | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) (3' LINE, 9' SKIP) |
|  | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) DOUBLE YELLOW |  | MARKING LINE GROOVED WET REF EPOXY 10-INCH (WHITE) |
|  | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (YELLOW) SOLID LINE AND (12.5' LINE, 37.5' SKIP) |  | MARKING STOP LINE EPOXY 18-INCH (WHITE) |
|  | MARKING LINE GROOVED WET REFLECTIVE EPOXY 6-INCH (WHITE) |  | MARKING CHEVRON EPOXY 12-INCH (WHITE) |

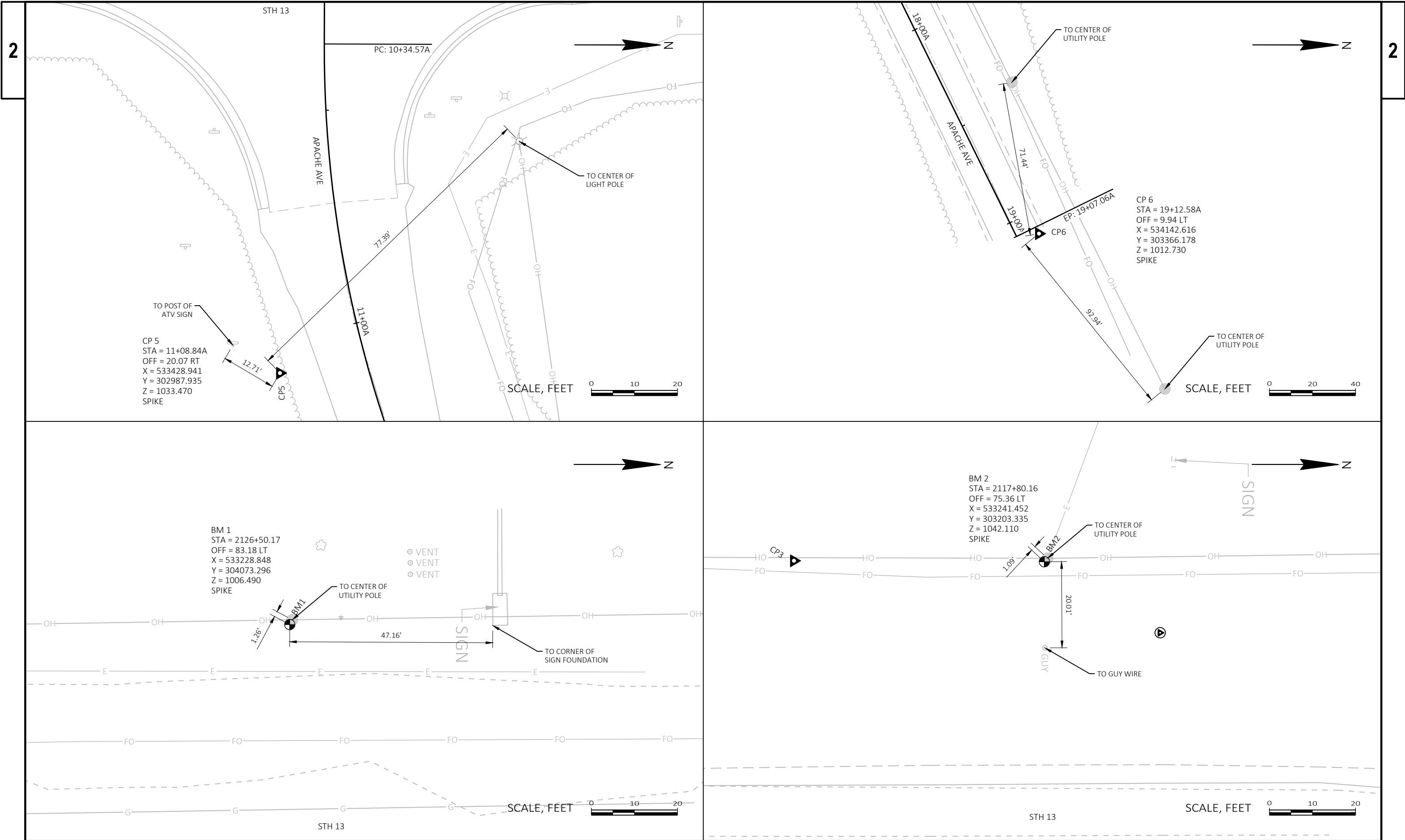


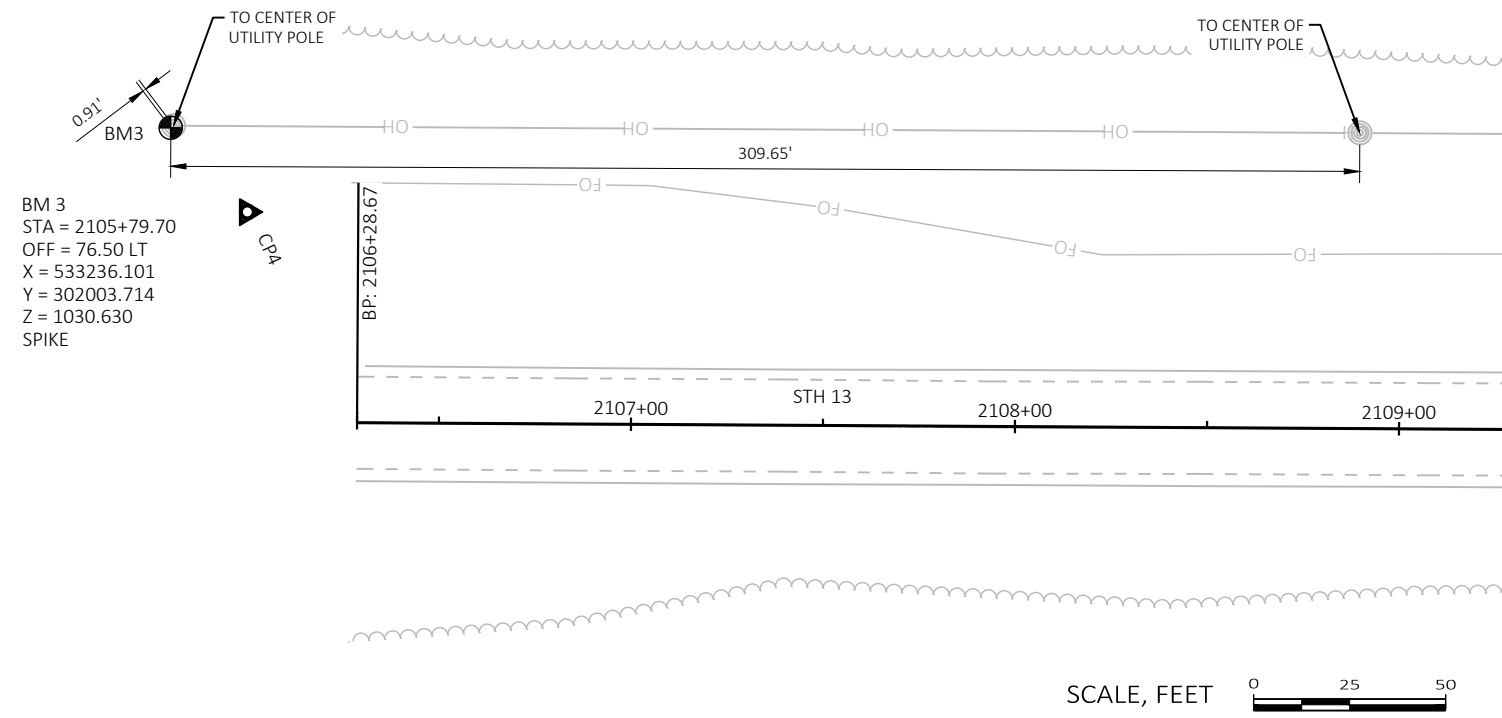












Estimate Of Quantities

6140-02-72

Line	Item	Item Description	Unit	Total	Qty
0002	204.0150	Removing Curb & Gutter	LF	67.000	67.000
0004	204.9060.S	Removing (item description) 01. Asphaltic Flume	EACH	1.000	1.000
0006	205.0100	Excavation Common	CY	2,208.000	2,208.000
0008	213.0100	Finishing Roadway (project) 01. 6140-02-72	EACH	1.000	1.000
0010	305.0110	Base Aggregate Dense 3/4-Inch	TON	81.000	81.000
0012	305.0120	Base Aggregate Dense 1 1/4-Inch	TON	2,210.000	2,210.000
0014	455.0605	Tack Coat	GAL	144.000	144.000
0016	460.2000	Incentive Density HMA Pavement	DOL	450.000	450.000
0018	460.6224	HMA Pavement 4 MT 58-28 S	TON	672.000	672.000
0020	465.0125	Asphaltic Surface Temporary	TON	29.000	29.000
0022	465.0315	Asphaltic Flumes	SY	20.000	20.000
0024	601.0557	Concrete Curb & Gutter 6-Inch Sloped 36-Inch Type D	LF	154.000	154.000
0026	618.0100	Maintenance and Repair of Haul Roads (project) 01. 6140-02-72	EACH	1.000	1.000
0028	619.1000	Mobilization	EACH	1.000	1.000
0030	624.0100	Water	MGAL	34.000	34.000
0032	625.0100	Topsoil	SY	2,652.000	2,652.000
0034	627.0200	Mulching	SY	2,076.000	2,076.000
0036	628.1504	Silt Fence	LF	420.000	420.000
0038	628.1520	Silt Fence Maintenance	LF	420.000	420.000
0040	628.1905	Mobilizations Erosion Control	EACH	3.000	3.000
0042	628.1910	Mobilizations Emergency Erosion Control	EACH	3.000	3.000
0044	628.2008	Erosion Mat Urban Class I Type B	SY	570.000	570.000
0046	628.7504	Temporary Ditch Checks	LF	30.000	30.000
0048	629.0205	Fertilizer Type A	CWT	0.160	0.160
0050	630.0140	Seeding Mixture No. 40	LB	117.000	117.000
0052	630.0500	Seed Water	MGAL	45.000	45.000
0054	642.5001	Field Office Type B	EACH	1.000	1.000
0056	643.0300	Traffic Control Drums	DAY	1,748.000	1,748.000
0058	643.0420	Traffic Control Barricades Type III	DAY	288.000	288.000
0060	643.0705	Traffic Control Warning Lights Type A	DAY	144.000	144.000
0062	643.0715	Traffic Control Warning Lights Type C	DAY	240.000	240.000
0064	643.0900	Traffic Control Signs	DAY	442.000	442.000
0066	643.1000	Traffic Control Signs Fixed Message	SF	36.000	36.000
0068	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	6,580.000	6,580.000
0070	643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF	59.000	59.000
0072	643.5000	Traffic Control	EACH	1.000	1.000
0074	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	5,521.000	5,521.000
0076	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	1,455.000	1,455.000
0078	646.6120	Marking Stop Line Epoxy 18-Inch	LF	50.000	50.000
0080	646.7320	Marking Chevron Epoxy 12-Inch	LF	271.000	271.000
0082	646.9000	Marking Removal Line 4-Inch	LF	4,898.000	4,898.000
0084	650.4500	Construction Staking Subgrade	LF	857.000	857.000
0086	650.5000	Construction Staking Base	LF	857.000	857.000
0088	650.5500	Construction Staking Curb Gutter and Curb & Gutter	LF	154.000	154.000
0090	650.9911	Construction Staking Supplemental Control (project) 01. 6140-02-72	EACH	1.000	1.000
0092	650.9920	Construction Staking Slope Stakes	LF	857.000	857.000
0094	680.0100	Public Land Survey Monument Verify and Reset	EACH	1.000	1.000
0096	690.0150	Sawing Asphalt	LF	958.000	958.000
0098	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000

Estimate Of Quantities

					6140-02-72
0100	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000

3

CURB & GUTTER SUMMARY

						CONCRETE CURB & GUTTER 6-INCH REMOVING CURB & GUTTER 204.0150	SLOPED 36-INCH TYPE D 601.0557	REMARKS
CATEGORY	STATION	TO	STATION	LOCATION		LF	LF	
0010	2116+01	-	2119+12	STH 13 LT		67	154	
PROJECT TOTALS =						67	154	

ASPHALTIC FLUME SUMMARY

						REMOVING (ITEM DESCRIPTION) (01. ASPHALTIC FLUME) 204.9060.S.01	ASPHALTIC FLUMES 465.0315	REMARKS
CATEGORY	STATION	LOCATION				EACH	SY	
0010	2116+18	STH 13				1	-	
0010	2117+25	STH 13				-	20	
PROJECT TOTALS =						1	20	

3

EXCAVATION COMMON

						205.0100	REMARKS
CATEGORY	STATION	TO	STATION	LOCATION		CY	
0010	2115+97.04	-	2124+54.50	STH 13		2,176	
0010	2111+67.00	-	2114+95.00	STH 13 NB SHOULDER		16	FOR PAVED SHOULDER WIDENING
0010	2111+67.00	-	2114+95.00	STH 13 NB SHOULDER		16	POST TURN LANE CONSTRUCTION
PROJECT TOTALS =						2,208	

DIVISION	FROM/TO STATION	LOCATION	205.0100 EXCAVATION COMMON (1)	SALVAGED/UNUSABLE PAVEMENT MATERIAL (4)	AVAILABLE MATERIAL (5)	UNEXPANDED FILL	EXPANDED FILL (13)	MASS ORDINATE +/- (14)	WASTE	208.0100 BORROW	COMMENT
			CUT (2)				FACTOR 1.25				
DIVISION 1	2111+67-2115+00	STH 13 NB SHOULDER AGG. REMOVAL	16	0	16	0	0	16	16	0	
DIVISION 2	2116+00-2124+54.50	STH 13 TURN LANE	2,176	194	1,982	84	105	1,877	1,877	0	
DIVISION 3	2111+67-2115+00	STH 13 NB SHOULDER ASPHALT REMOVAL	16	0	0	0	0	16	16	0	
GRAND TOTAL			2,208	194	1,998	84	105	1,909	1,909	0	

NOTES:
(1) COMMON EXCAVATION IS THE SUM OF THE CUT AND EBS EXCAVATION COLUMNS. ITEM NUMBER 205.0100
(2) SALVAGED/UNSUABLE PAVEMENT MATERIAL IS INCLUDED IN CUT.
(3) EBS EXCAVATION TO BE BACKFILLED WITH SELECT BORROW MATERIAL. NOTE: THIS IS DESIGNERS CHOICE, CAN BE BACKFILLED WITH BORROW, OR CUT AS WELL.
(4) SALVAGED/UNUSABLE PAVEMENT MATERIAL
(5) AVAILABLE MATERIAL = CUT - SALVAGED/UNUSUABLE PAVEMENT MATERIAL
(13) EXPANDED FILL FACTOR = 1.25
DEPENDING ON SELECTIONS:
OR
OR
OR
EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH - REDUCED EBS) * FILL FACTOR
EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED EBS) * FILL FACTOR
EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK - REDUCED MARSH) * FILL FACTOR
EXPANDED FILL = (UNEXPANDED FILL - EXPANDED ROCK) * FILL FACTOR
(14) THE MASS ORDINATE + OR - QTY CALCULATED FOR THE DIVISION. PLUS QUANTITY INDICATES AN EXCESS OF MATERIAL WITHIN THE DIVISION. MINUS INDICATES A SHORTAGE OF MATERIAL WITHIN THE DIVISION.
(15) FACTORS USED TO COMPUTE ANTICIPATED WASTE AND THE COMPUTED WASTE VOLUME IDENTIFIED ARE FOR GENERAL INFORMATION ONLY.

BASE AGGREGATE DENSE SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	BASE AGGREGATE DENSE 3/4-INCH 305.0110	BASE AGGREGATE DENSE 1 1/4-INCH 305.0120	REMARKS
					TON	TON	
0010	2115+97	-	2124+54	STH 13 TURN LANE	-	2,210	
0010	2119+12	-	2124+54	STH 13 TURN LANE	45	-	
0010	2111+67	-	2114+95	STH 13 NB	36	-	SHOULDER RESTORATION
PROJECT TOTALS =					81	2,210	

ASPHALT ITEMS SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	TACK COAT 455.0605	HMA PAVEMENT 4 MT 58-28 S 460.6224	ASPHALTIC SURFACE TEMPORARY 465.0125	REMARKS
					GAL	TON	TON	
0010	2111+67	-	2114+54	STH 13	9	-	29	NB SHOULDER
0010	2116+00	-	2124+54	STH 13	135	672	-	SB RT TURN LANE
PROJECT TOTALS =					144	672	29	

INCENTIVE DENSITY HMA PAVEMENT

CATEGORY	LOCATION	460.2000	REMARKS
		DOL	
0010	STH 13	450	
PROJECT TOTAL =		450	

3

WATER			
CATEGORY	LOCATION	624.0100 MGAL	REMARKS
0010	STH 13	34	1 1/4-INCH BAD
PROJECT TOTAL =		34	

MOBILIZATION EROSION CONTROL				
		MOBILIZATIONS EROSION CONTROL 628.1905 EACH	MOBILIZATIONS EMERGENCY EROSION CONTROL 628.1910 EACH	
CATEGORY	LOCATION			REMARKS
0010	PROJECT LIMITS	3	3	
PROJECT TOTALS =		3	3	

3

EROSION CONTROL SUMMARY										
				TOPSOIL 625.0100 SY	MULCHING 627.0200 SY	EROSION MAT URBAN CLASS 1 TYPE B 628.2008 SY	FERTILIZER TYPE A 629.0205 CWT	SEEDING MIXTURE NO. 40 630.0140 LB	SEED WATER 630.0500 MGAL	REMARKS
CATEGORY	STATION	TO	STATION							
0010	2115+97	-	2124+55	STH 13 LT	2,412	1,886	526	0.15	109	41
0010				STH 13	240	190	44	0.01	8	4
PROJECT TOTALS =					2,652	2,076	570	0.16	117	45
UNDISTRIBUTED										

SILT FENCE SUMMARY						
CATEGORY	STATION	TO	STATION	LOCATION	SILT FENCE 628.1504 LF	SILT FENCE MAINTENANCE 628.1520 LF
0010	2115+97	-	2124+54	STH 13 LT	380	380
0010				STH 13	40	40
PROJECT TOTALS =					420	420
UNDISTRIBUTED						

TEMPORARY DITCH CHECKS					
CATEGORY	STATION	TO	STATION	LOCATION	628.7504 LF
0010	2115+97	-	2124+54	STH 13 LT	30
PROJECT TOTALS =					30

3

3

TRAFFIC CONTROL SUMMARY

CATEGORY	LOCATION	TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		TRAFFIC CONTROL		#	CYCLES	DAYS	REMARKS
		DRUMS		BARRICADES TYPE		WARNING LIGHTS		WARNING LIGHTS		SIGNS		SIGNS FIXED					
		III		TYPE A		TYPE C		MESSAGE		MESSAGE							
		643.0300		643.0420		643.0705		643.0715		643.0900		643.1000					
		QTY	DAY	QTY	DAY	QTY	DAY	QTY	DAY	QTY	DAY	SF					
0010	STH 13 NB SHOULDER	22	44	-	-	-	-	-	-	5	10	-	-	-	2		
0010	STH 13	71	1,704	12	288	6	144	10	240	18	432	-	-	-	24		
0010	PROJECT LIMITS	-	-	-	-	-	-	-	-	-	-	36	"HWY 13 ROAD WORK BEGINS XX/XX/XXXX"				
PROJECT TOTALS =		1,748		288		144		240		442		36					

TEMPORARY MARKING AND REMOVALS SUMMARY

					TEMPORARY MARKING LINE REMOVABLE TAPE 6-INCH 643.3180		TEMPORARY MARKING STOP LINE REMOVABLE TAPE 18-INCH 643.3850	
CATEGORY	STATION	TO	STATION	LOCATION	YELLOW LF	WHITE LF	WHITE LF	REMARKS
0010	2111+78	-	2127+82	STH 13	3,210	-	-	CENTERLINE - DOUBLE YELLOW
0010	2111+78	-	2127+82	STH 13, LT	-	1,605	-	EDGE LINE
0010	2111+78	-	2127+82	STH 13, RT	-	1,605	-	EDGE LINE
0010	9+15	-	9+94	APACHE AVE	160	-	-	CENTERLINE
0010				APACHE AVE	-	-	26	NORTH APPROACH
0010				ROME CENTER DR	-	-	33	
PROJECT SUBTOTALS =					3,370	3,210	59	
PROJECT TOTALS =					6,580		59	

PAVEMENT MARKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	MARKING LINE GROOVED		MARKING LINE	MARKING	MARKING		REMARKS		
					YELLOW	WHITE	GROOVED WET	STOP LINE	CHEVRON	EPOXY			
							REF EPOXY 10-	EPOXY 18-					
							INCH	INCH					
					646.2040		646.4040	646.6120	646.7320				
					LF	LF	WHITE	WHITE	WHITE				
					LF	LF	LF	LF	LF				
0010	2115+97	-	2123+04	STH 13	-	-	1,455	-	-	10" CHANNELIZING - WHITE			
0010	2115+35	-	2115+81	STH 13	-	-	-	50	-	STOP BAR - WHITE			
0010	2115+97	-	2121+86	STH 13	-	-	-	-	271	CHEVRON - WHITE			
0010	2116+44	-	2124+54	STH 13	-	810	-	-	-	LEFT EDGELINE			
0010	2111+69	-	2115+00	STH 13	414	-	-	-	-	CENTERLINE - SOLID & DASH			
0010	2115+00	-	2121+00	STH 13	1,200	-	-	-	-	CENTERLINE - DOUBLE YELLOW			
0010	2121+00	-	2132+62	STH 13	1,453	-	-	-	-	CENTERLINE - SOLID & DASH			
0010	2111+69	-	2113+04	STH 13, RT	-	135	-	-	-	EDGELINE - SOLID WHITE			
0010	2113+04	-	2115+07	STH 13, RT	-	51	-	-	-	EDGELINE - (3' LINE, 9' GAP)			
0010	2116+32	-	2128+07	STH 13, RT	-	1,176	-	-	-	EDGELINE - SOLID WHITE			
0010	2128+07	-	2128+57	STH 13, RT	-	13	-	-	-	EDGELINE - (3' LINE, 9' GAP)			
0010	2129+93	-	2132+62	STH 13, RT	-	269	-	-	-	EDGELINE - SOLID WHITE			
PROJECT SUBTOTALS =					3,067	2,454	1,455	50	271				
PROJECT TOTALS =					5,521		1,455	50	271				

MARKING REMOVAL LINE 4-INCH

CATEGORY	STATION	TO	STATION	LOCATION	646.9000		REMARKS
					LF		
0010	2111+69	-	2115+00	CL	414		SOLID/DASHED
0010	2115+00	-	2121+00	CL	1200		DOUBLE SOLID
0010	2121+00	-	2132+62	CL	1453		SOLID/DASHED
0010	2111+69	-	2115+07	RT EDGELINE	340		SOLID
0010	2116+36	-	2128+57	RT EDGELINE	1,222		SOLID
0010	2129+94	-	2132+62	RT EDGELINE	269		SOLID
PROJECT TOTALS =					4,898		

SAWING ASPHALT

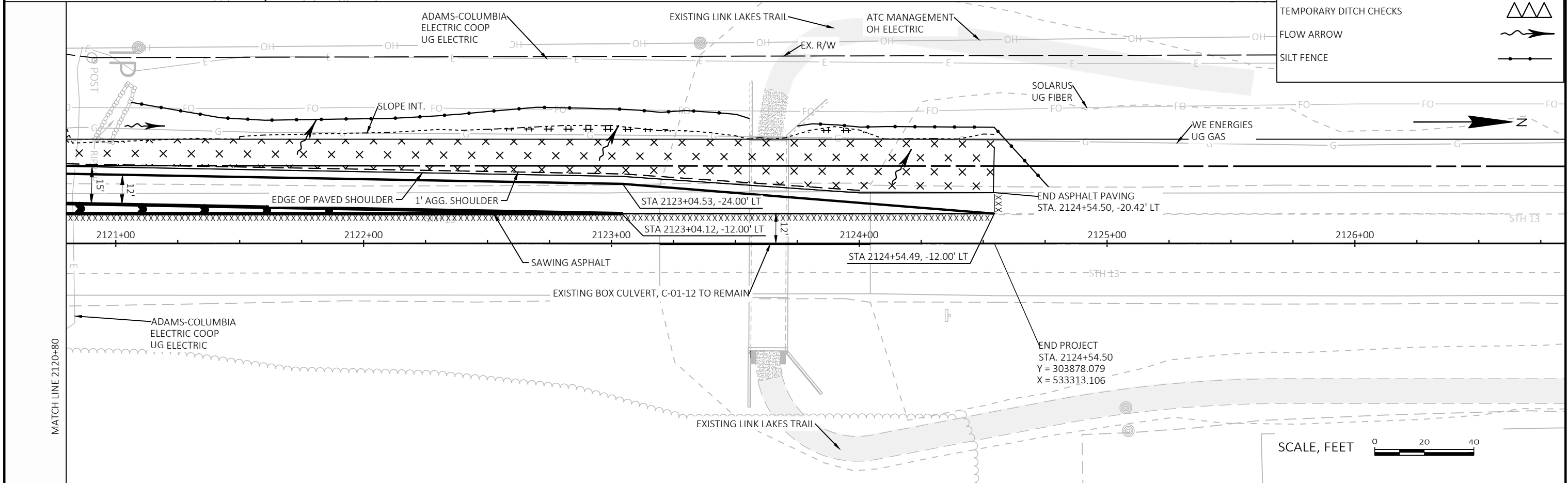
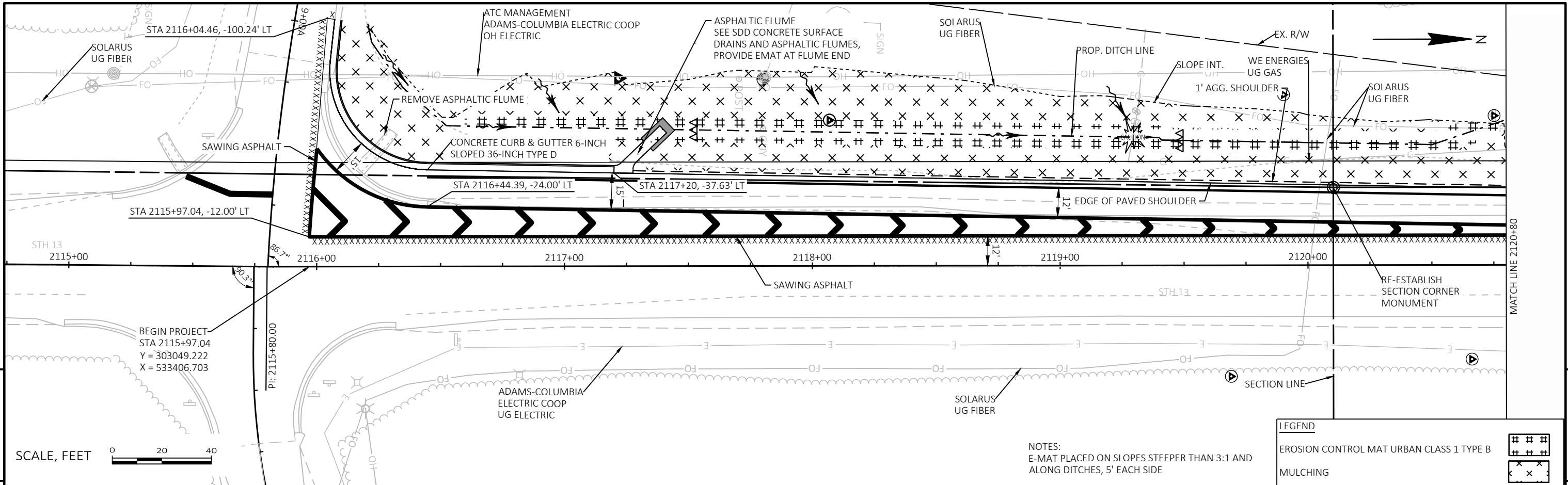
CATEGORY	STATION	TO	STATION	LOCATION	690.0150		REMARKS
					LF		
0010	2115+97	-	2124+55	STH 13	958		
PROJECT TOTAL =					958		

CONSTRUCTION STAKING SUMMARY

CATEGORY	STATION	TO	STATION	LOCATION	SUBGRADE	BASE	CURB GUTTER	SUPPLEMENTAL	SLOPE	REMARKS
					650.4500	650.5000	AND CURB & GUTTER 650.5500	CONTROL (6140- 02-72) 650.9911	STAKES 650.9920	
					LF	LF	LF	EACH	LF	
0010	2115+97	-	2124+54	STH 13	857	857	154	-	857	
0010	BOP	-	EOP	STH 13	-	-	-	1	-	
PROJECT TOTALS =					857	857	154	1	857	

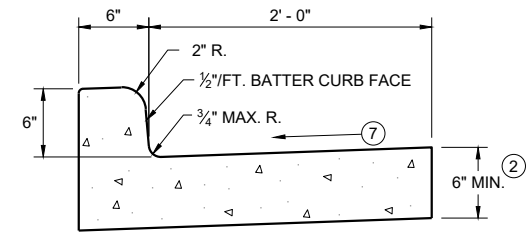
PUBLIC LAND SURVEY MONUMENT VERIFY AND RESET

CATEGORY	STATION	LOCATION	680.0100		REMARKS
			EACH		
0010	2120+10.24	31.40' LT	1		
PROJECT TOTAL =			1		

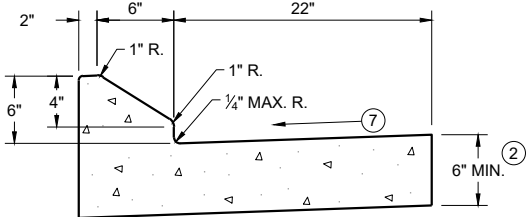


Standard Detail Drawing List

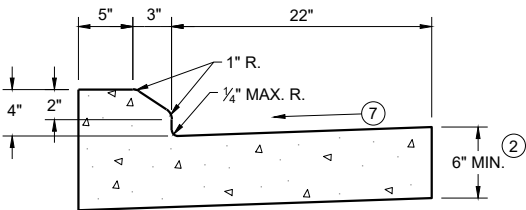
08D01-24A	CONCRETE CURB & GUTTER
08D01-24B	CONCRETE CURB, TIES AND CURB AND GUTTER APPLICATIONS
08D04-07	CONCRETE SURFACE DRAINS & ASPHALTIC FLUMES
08E08-03	TYPICAL INSTALLATIONS OF EROSION BALES / TEMPORARY DITCH CHECKS
08E09-06	SILT FENCE
13C19-03	HMA LONGITUDINAL JOINTS
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-11B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-09C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D28-05	TRAFFIC CONTROL, WORK ON SHOULDER OR PARKING LANE, UNDIVIDED ROADWAY
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY
16A02-01	GEODETIC SURVEY MONUMENT



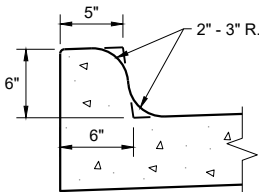
TYPES A^① & D



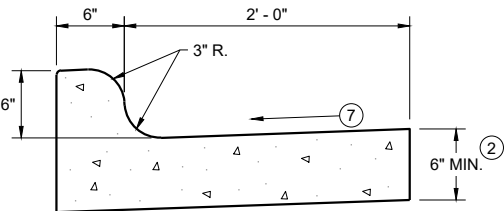
6" SLOPED CURB TYPES G^① & J



4" SLOPED CURB TYPES G^① & J

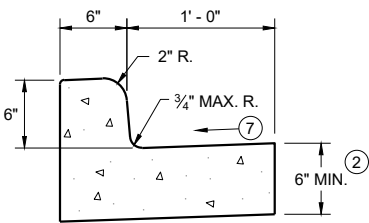


TYPES K^① & L
(OPTIONAL CURB SHAPE)



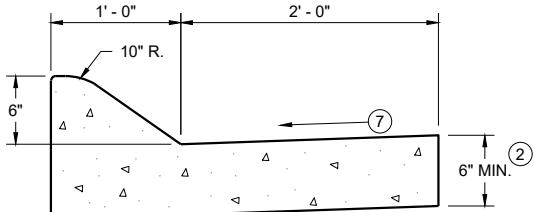
TYPES K^① & L

CONCRETE CURB AND GUTTER 30"

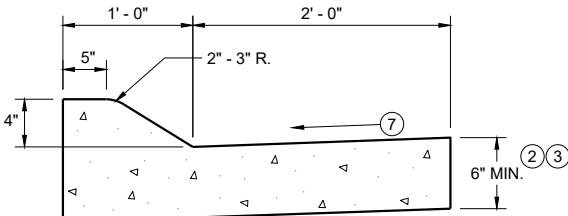


TYPES A^① & D

CONCRETE CURB AND GUTTER 18"

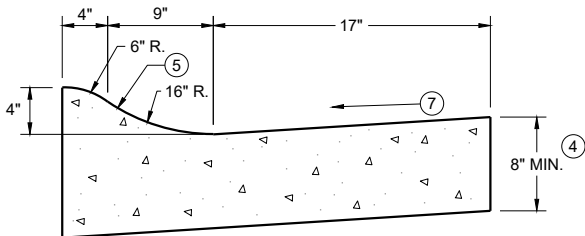


6" SLOPED CURB TYPES A^① & D



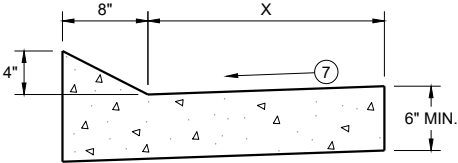
4" SLOPED CURB TYPES A^① & D

CONCRETE CURB AND GUTTER 36"



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

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

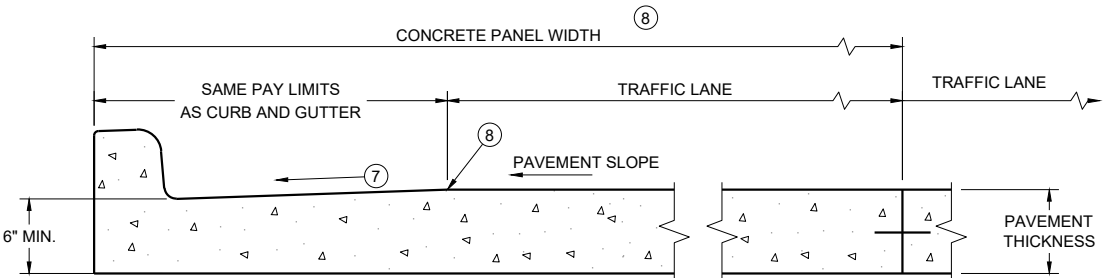


TYPES TBT & TBTT^①

CONCRETE CURB AND GUTTER

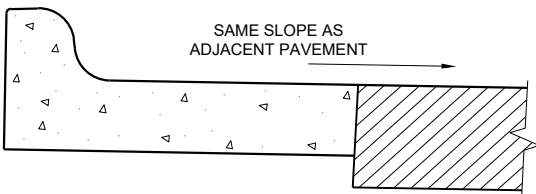
PAVEMENT THICKNESS
AND MAXIMUM CONCRETE
PANEL WIDTH TABLE

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

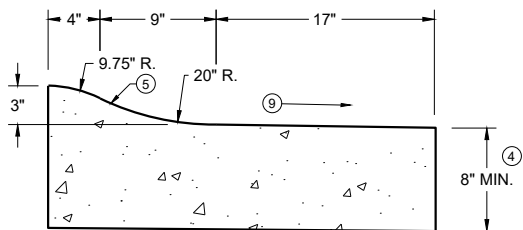


PARTIAL SECTION OF PAVEMENT
WITH INTEGRAL CURB AND GUTTER

* BIKE LANE IS NOT SHOWN



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



3" SLOPED CURB TYPES R^① & T

CONCRETE CURB AND GUTTER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

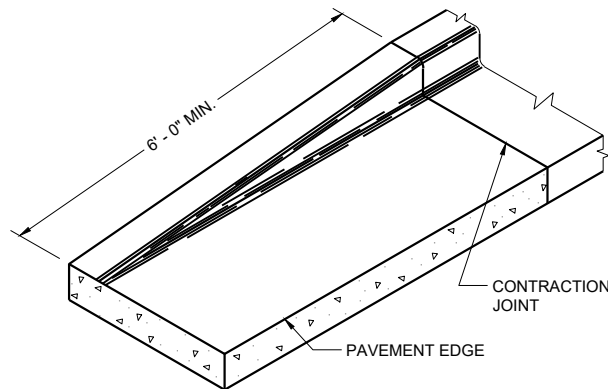
DETAILS OF CONSTRUCTION AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE CONTRACT.

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

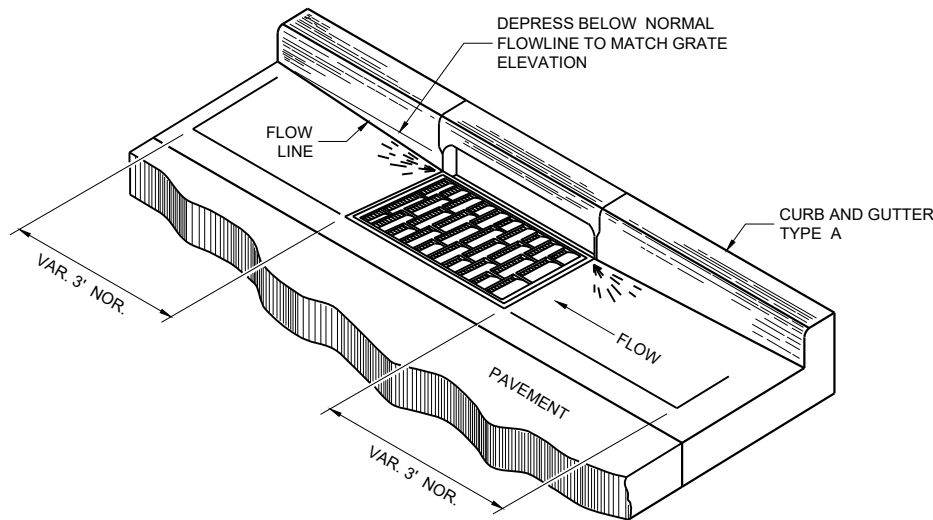
INTEGRAL CURB AND GUTTER SHALL CONFORM TO THE DETAILS SHOWN FOR CONCRETE CURB AND GUTTER INCLUDING THE TRANSVERSE GUTTER SLOPE.

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

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

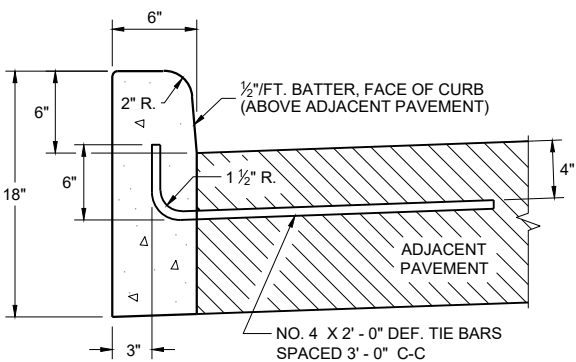


END SECTION CURB AND GUTTER

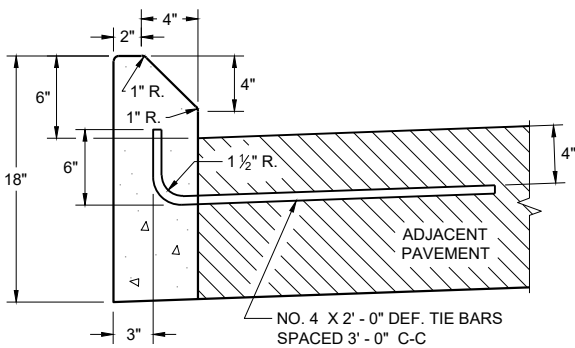


DETAIL OF CURB AND GUTTER AT INLETS

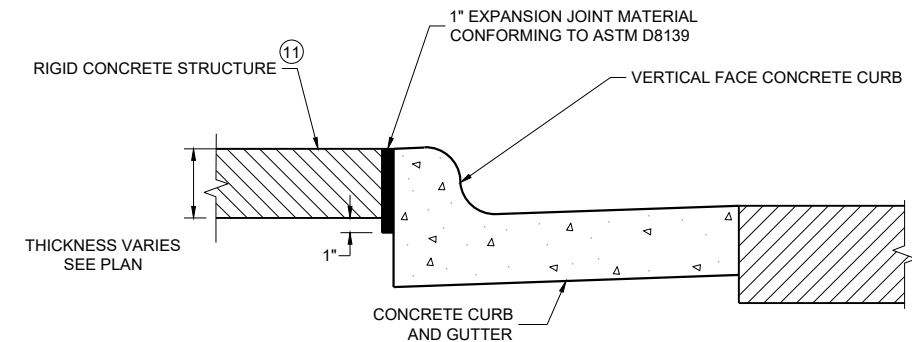
(TYPICAL H INLET COVER SHOWN)



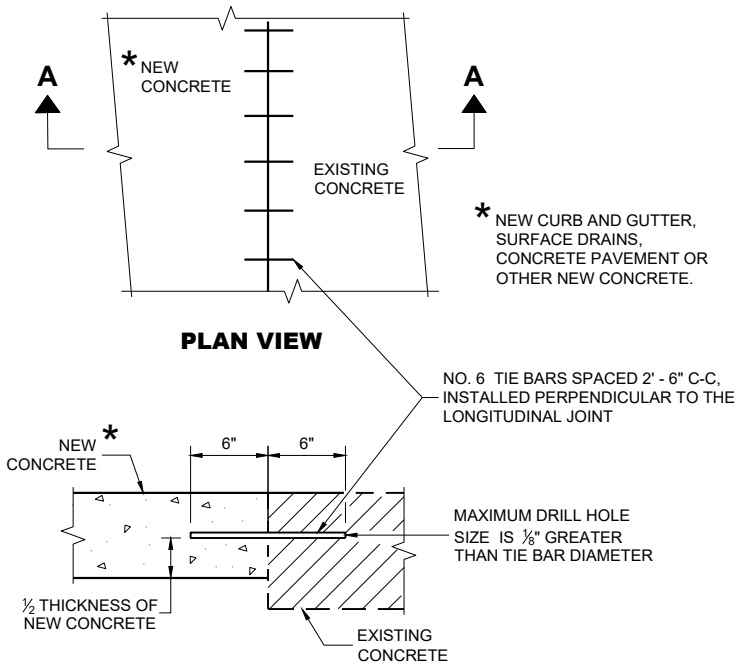
TYPES A^① & D



TYPES G^① & J
CONCRETE CURB



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



SECTION A - A
TIE BARS DRILLED INTO EXISTING PAVEMENT

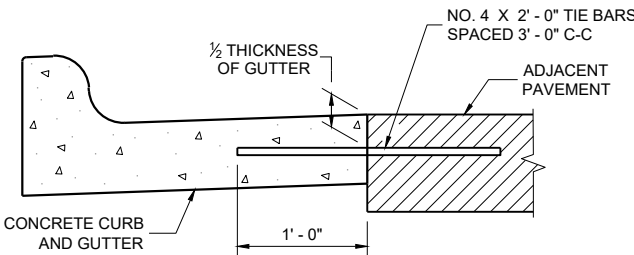
GENERAL NOTES

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

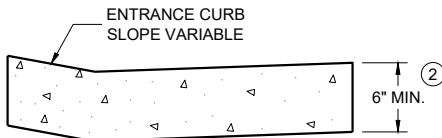
PAVEMENT TIES AND TIE BARS SHALL BE EPOXY COATED IN CONFORMANCE WITH SUBSECTION 505.2.6.2 OF THE STANDARD SPECIFICATIONS.

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

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



TYPICAL TIE BAR LOCATION^①



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

CONCRETE CURB, TIES
AND CURB AND GUTTER
APPLICATIONS

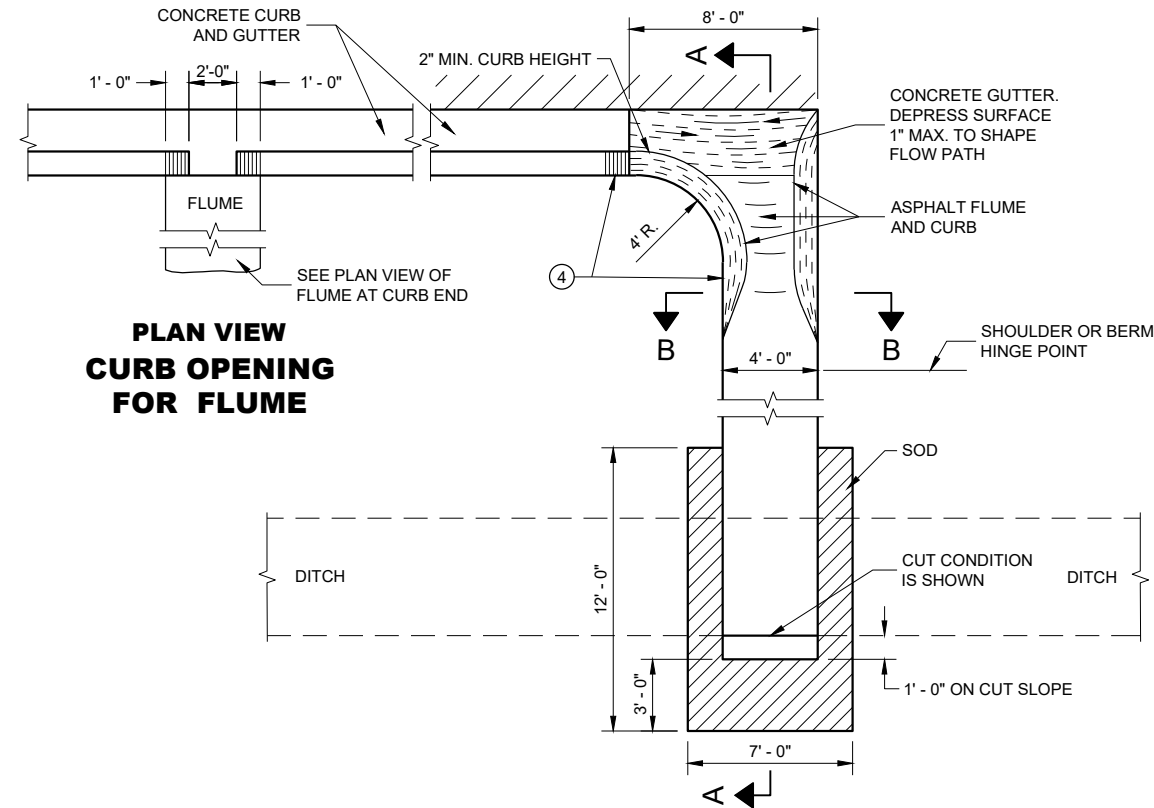
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

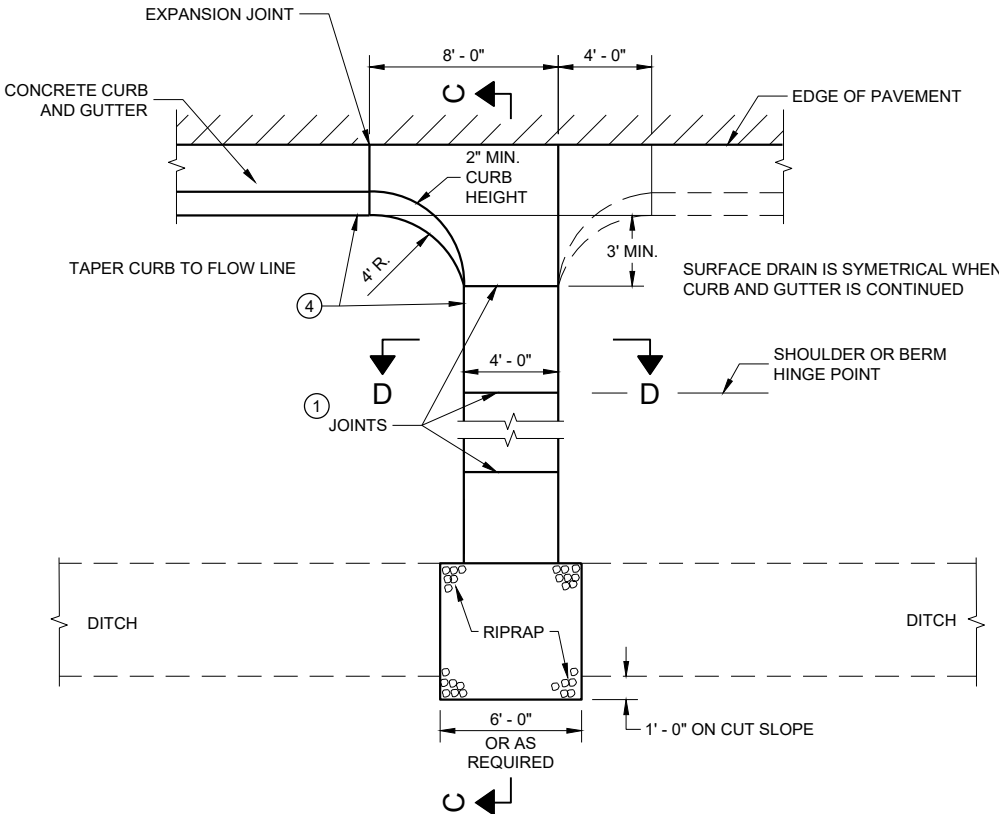
FHWA

NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
FLUME AT CURB END



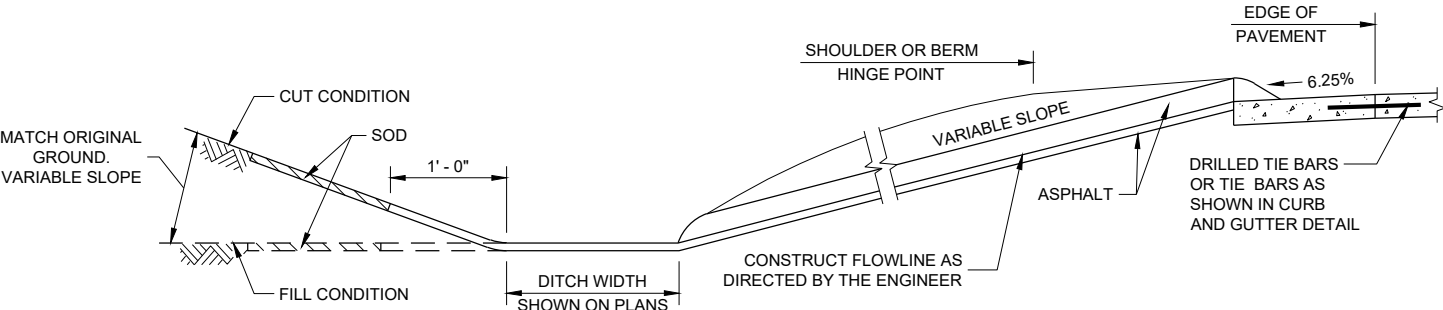
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

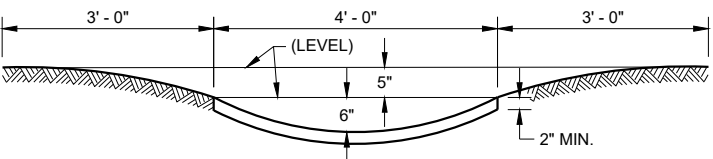
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

4" X 4" - W3.0 X W3.0 CONCRETE REINFORCEMENT SHALL BE IN ACCORDANCE WITH AASHTO SPECIFICATION M55.

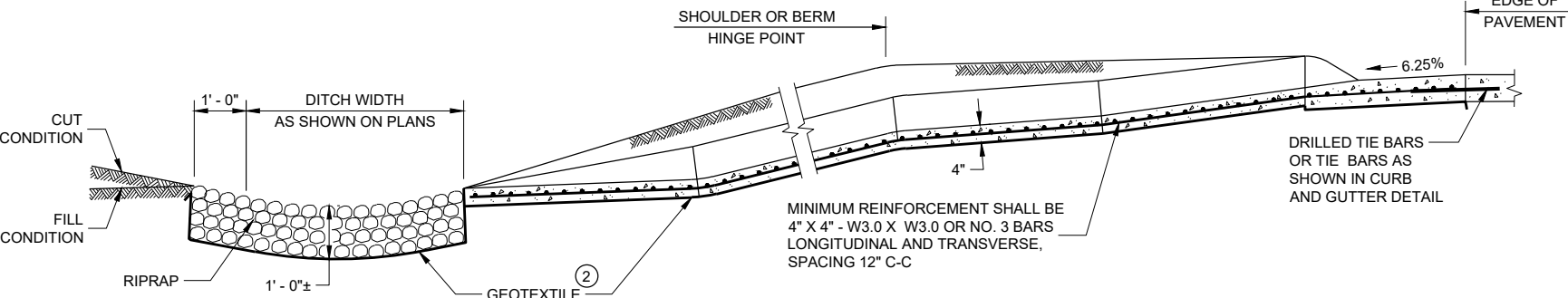
- ① JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- ② GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- ③ CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- ④ ANGLE OF FLUME IN RELATION TO BACK OF CURB TO BE CONSTRUCTED PER THE PLAN DETAILS OR AS DIRECTED BY THE ENGINEER. ANGLE OF FLUME MAY BE OTHER THAN 90 DEGREES AS SHOWN.



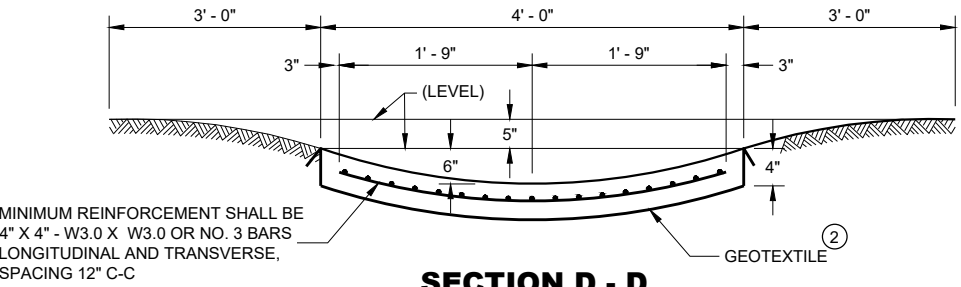
SECTION A - A



SECTION B - B



SECTION C - C

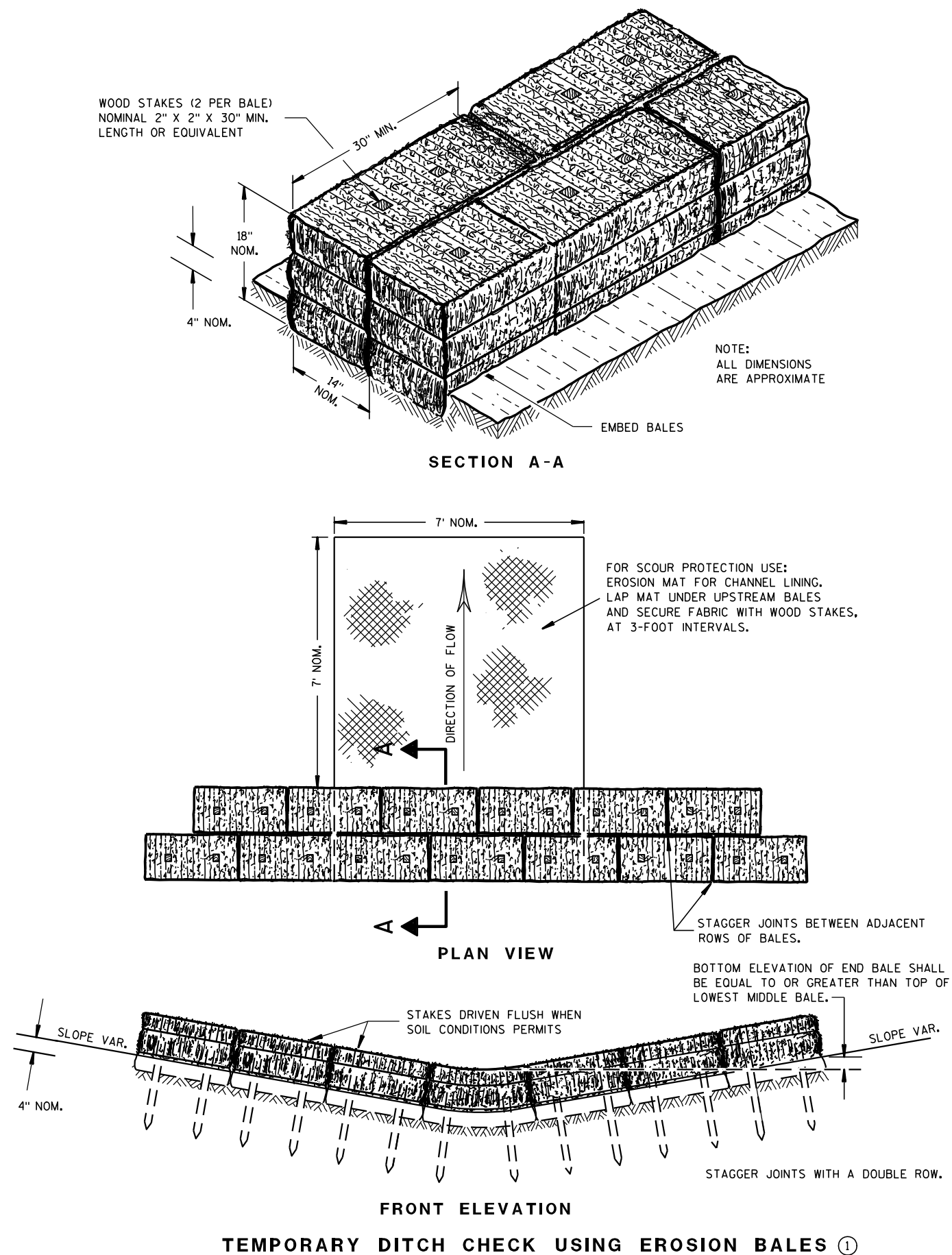


SECTION D - D

CONCRETE SURFACE
DRAINS AND
ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

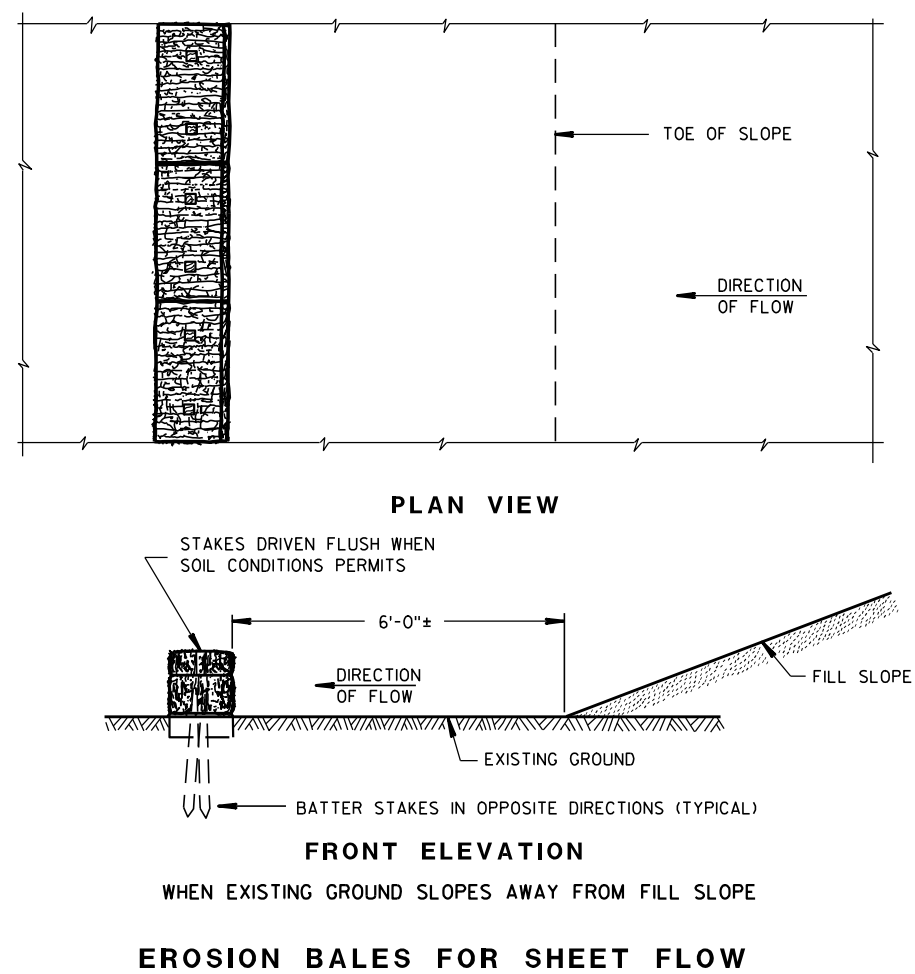
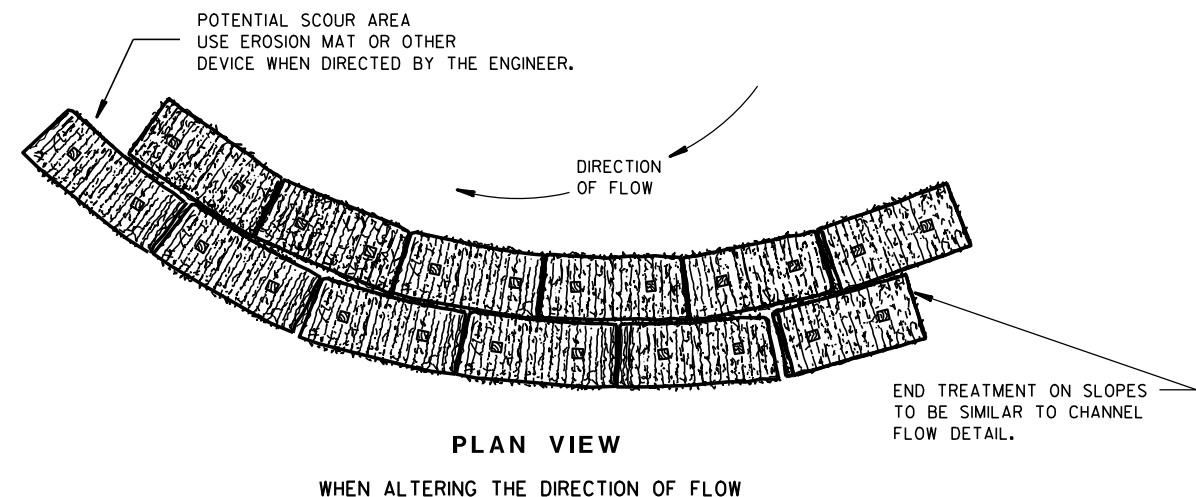
APPROVED
May 2023 /S/ Rodney Taylor
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 26
FHWA



GENERAL NOTES

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

- ① TEMPORARY DITCH CHECKS EITHER EROSION BALES OR MANUFACTURED SHALL BE PAID FOR UNDER THE BID ITEM OF TEMPORARY DITCH CHECK. THE DEPARTMENT WILL NOT PAY FOR TEMPORARY DITCH CHECKS CONSTRUCTED OF A SINGLE ROW OF EROSION BALES.

TYPICAL INSTALLATIONS OF
EROSION BALES / TEMPORARY
DITCH CHECKS

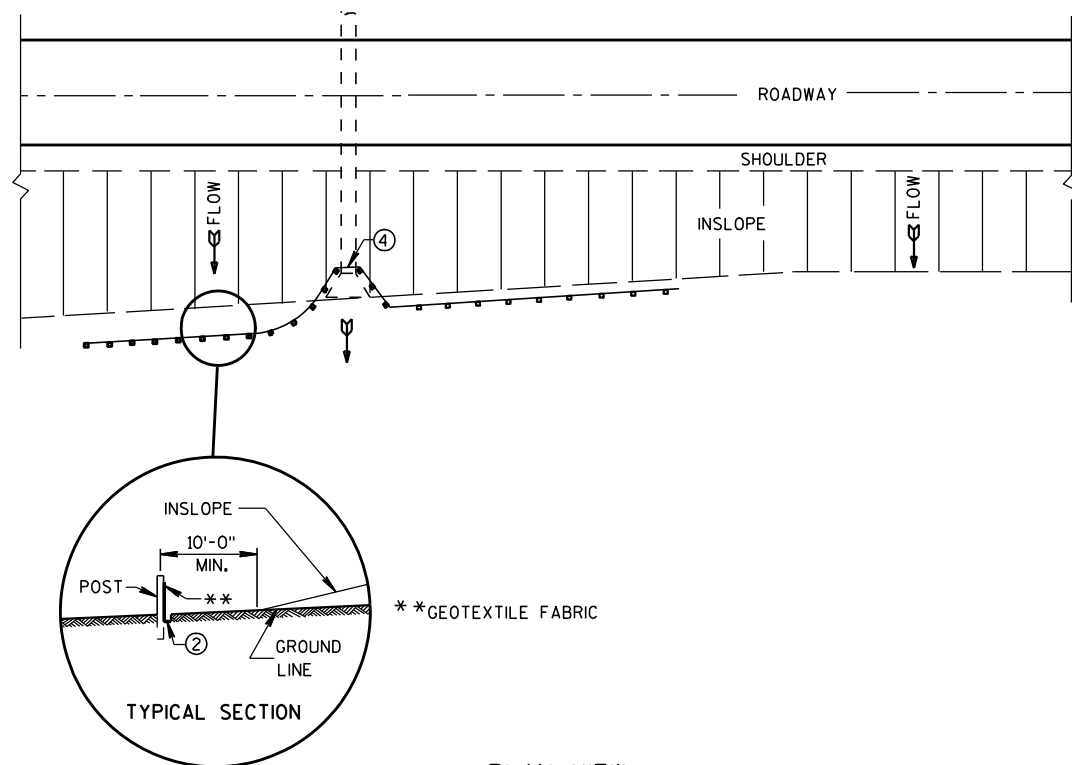
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

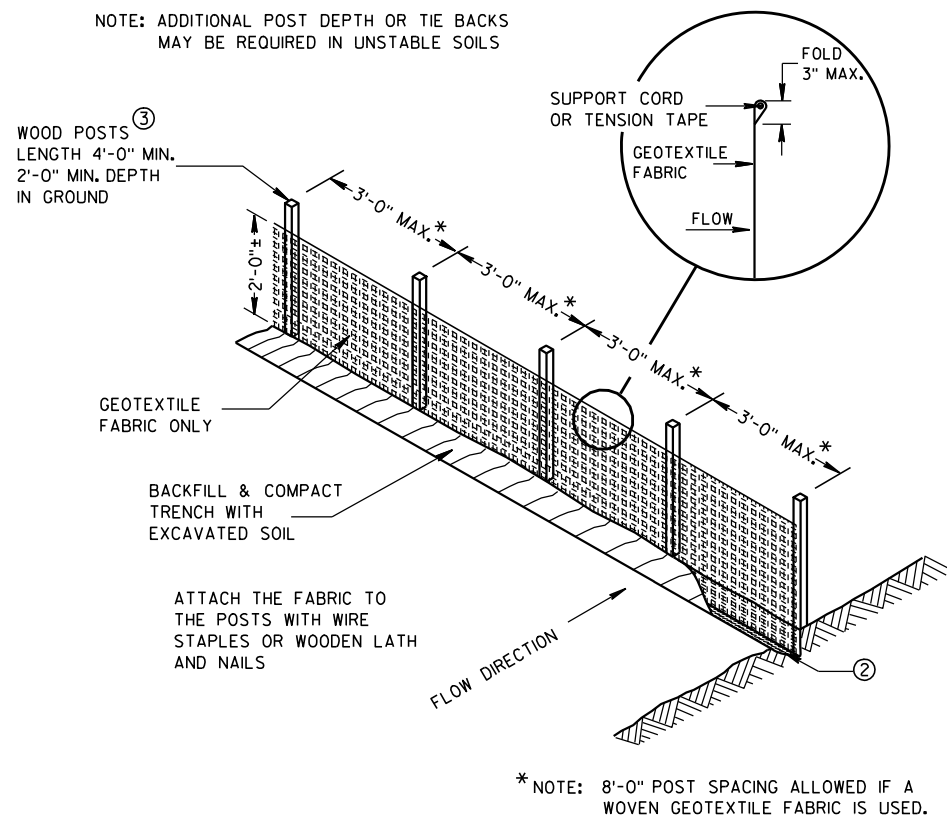
6/04/02
DATE/S/ Beth Connors
CHIEF ROADWAY DEVELOPER

ENGINEER

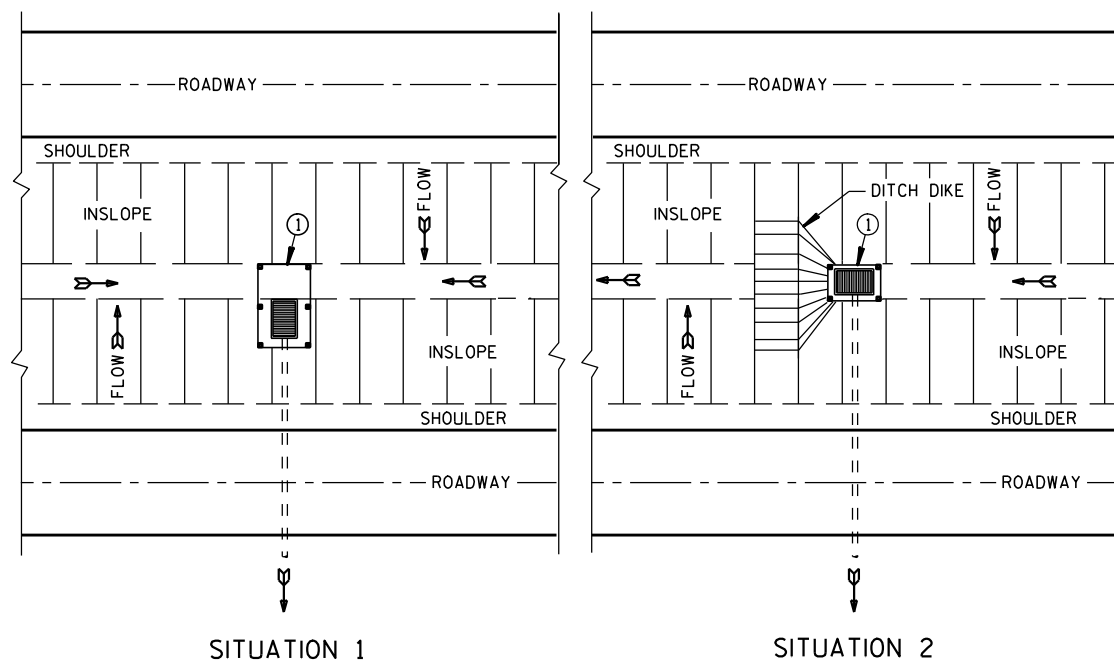
FHWA



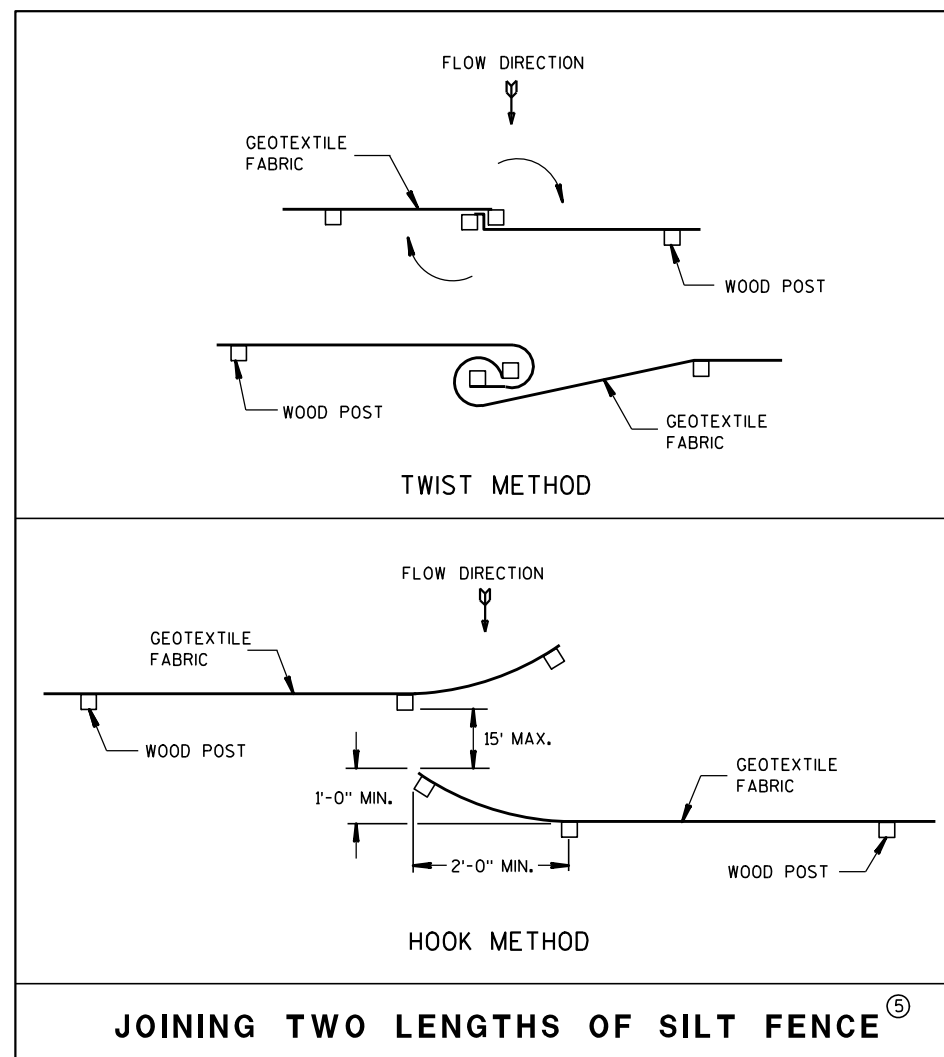
TYPICAL APPLICATION OF SILT FENCE



SILT FENCE



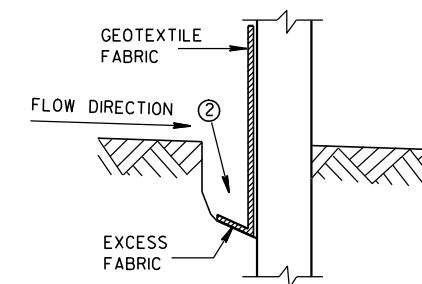
PLAN VIEW
SILT FENCE AT MEDIAN SURFACE DRAINS



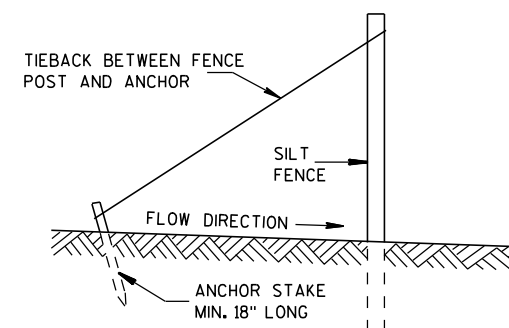
GENERAL NOTES

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

- ① HORIZONTAL BRACE REQUIRED WITH 2" X 4" WOODEN FRAME OR EQUIVALENT AT TOP OF POSTS.
- ② FOR MANUAL INSTALLATIONS THE TRENCH SHALL BE A MINIMUM OF 4" WIDE & 6" DEEP TO BURY AND ANCHOR THE GEOTEXTILE FABRIC. FOLD MATERIAL TO FIT TRENCH AND BACKFILL & COMPACT TRENCH WITH EXCAVATED SOIL.
- ③ WOOD POSTS SHALL BE A MINIMUM SIZE OF 1 1/8" X 1 1/8" OF OAK OR HICKORY.
- ④ SILT FENCE TO EXTEND ACROSS THE TOP OF THE PIPE.
- ⑤ CONSTRUCT SILT FENCE FROM A CONTINUOUS ROLL IF POSSIBLE BY CUTTING LENGTHS TO AVOID JOINTS. IF A JOINT IS NECESSARY USE ONE OF THE FOLLOWING TWO METHODS; A) OVERLAP THE END POSTS AND TWIST, OR ROTATE, AT LEAST 180 DEGREES, B) HOOK THE END OF EACH SILT FENCE LENGTH.



TRENCH DETAIL



SILT FENCE TIE BACK
(WHEN REQUIRED BY THE ENGINEER)

SILT FENCE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

4-29-05

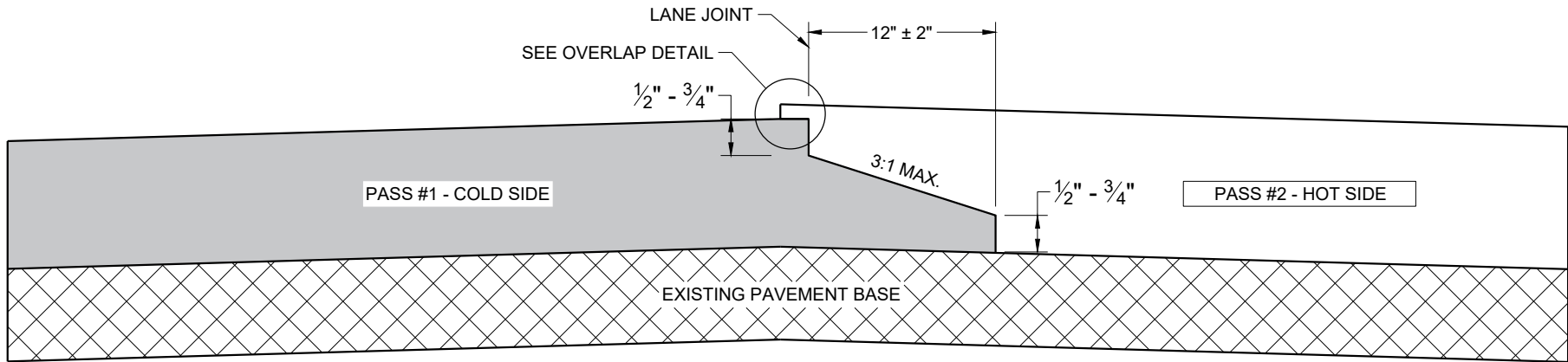
DATE

/S/ Beth Conn

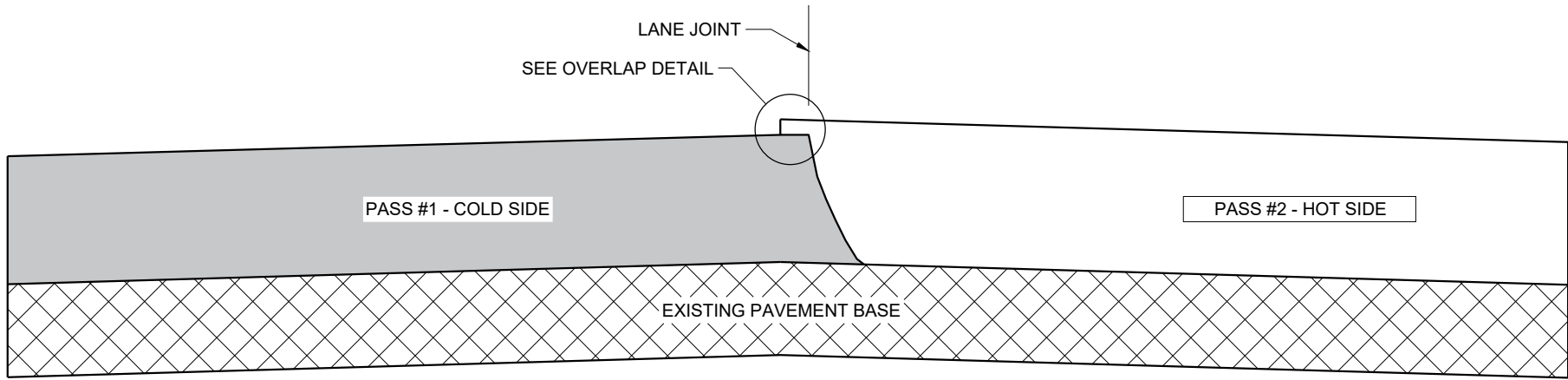
CHIEF ROADWAY DEVELOPER

FHWA

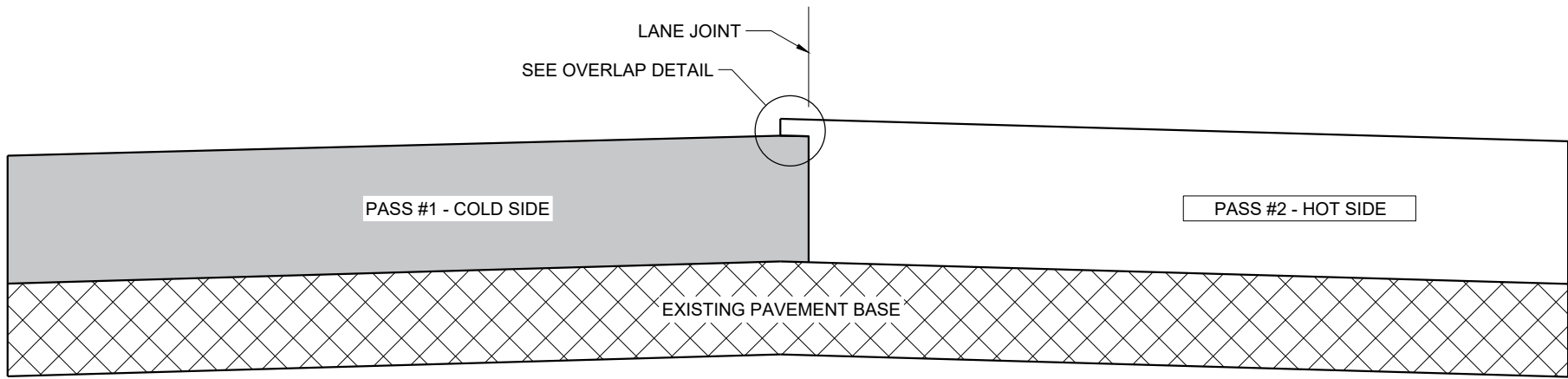
ENGINEER



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

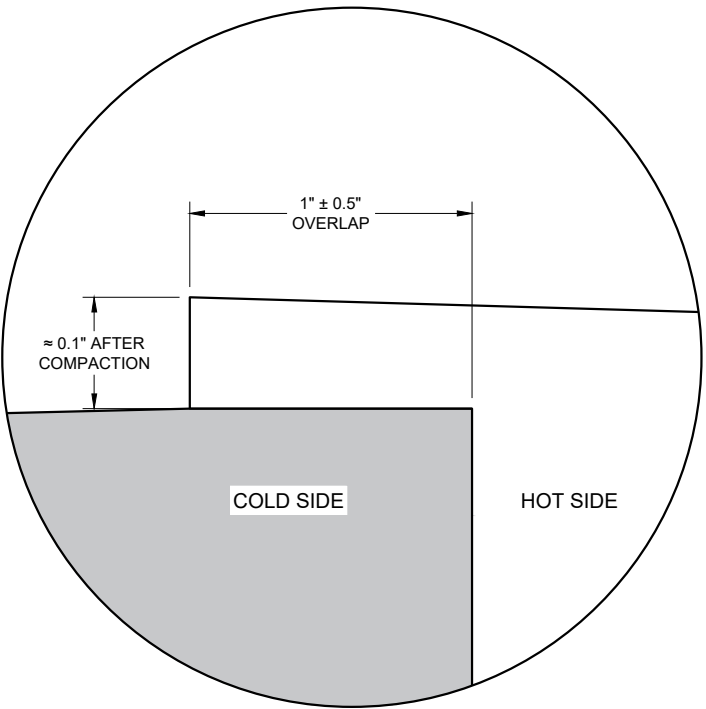
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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

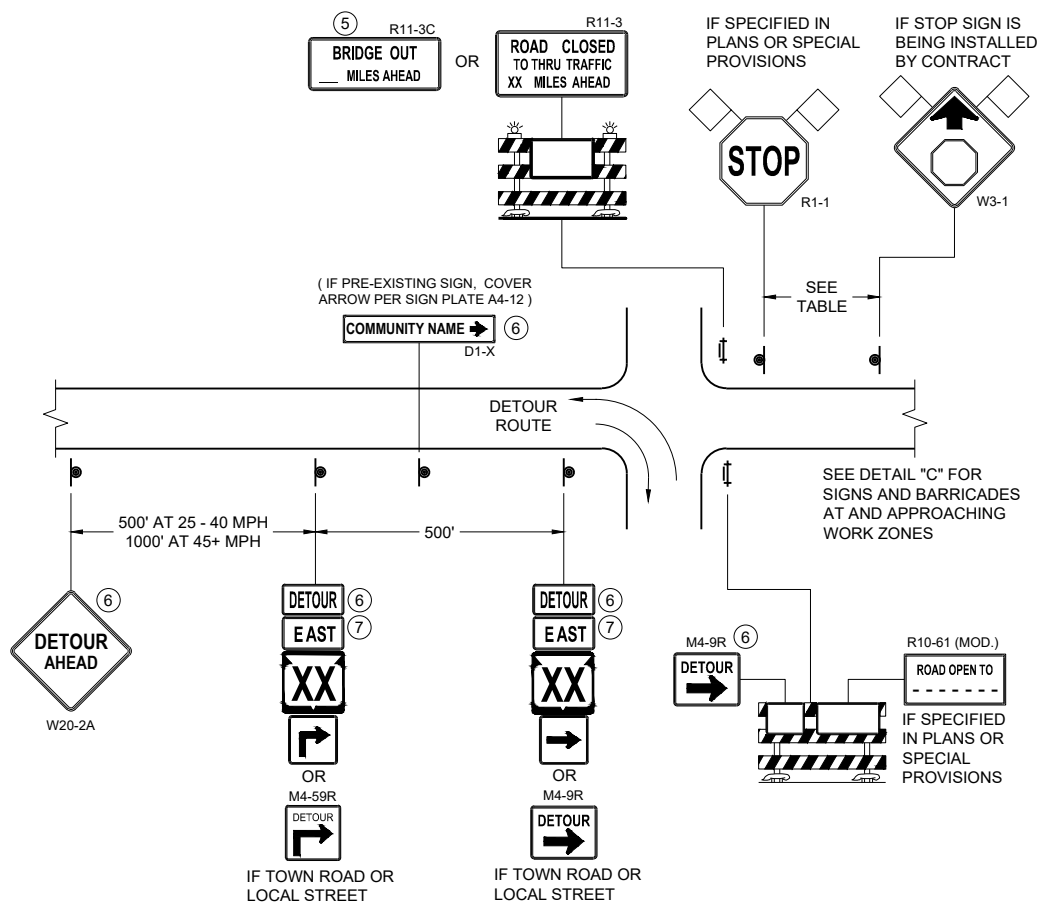


OVERLAP DETAIL (TYPICAL)

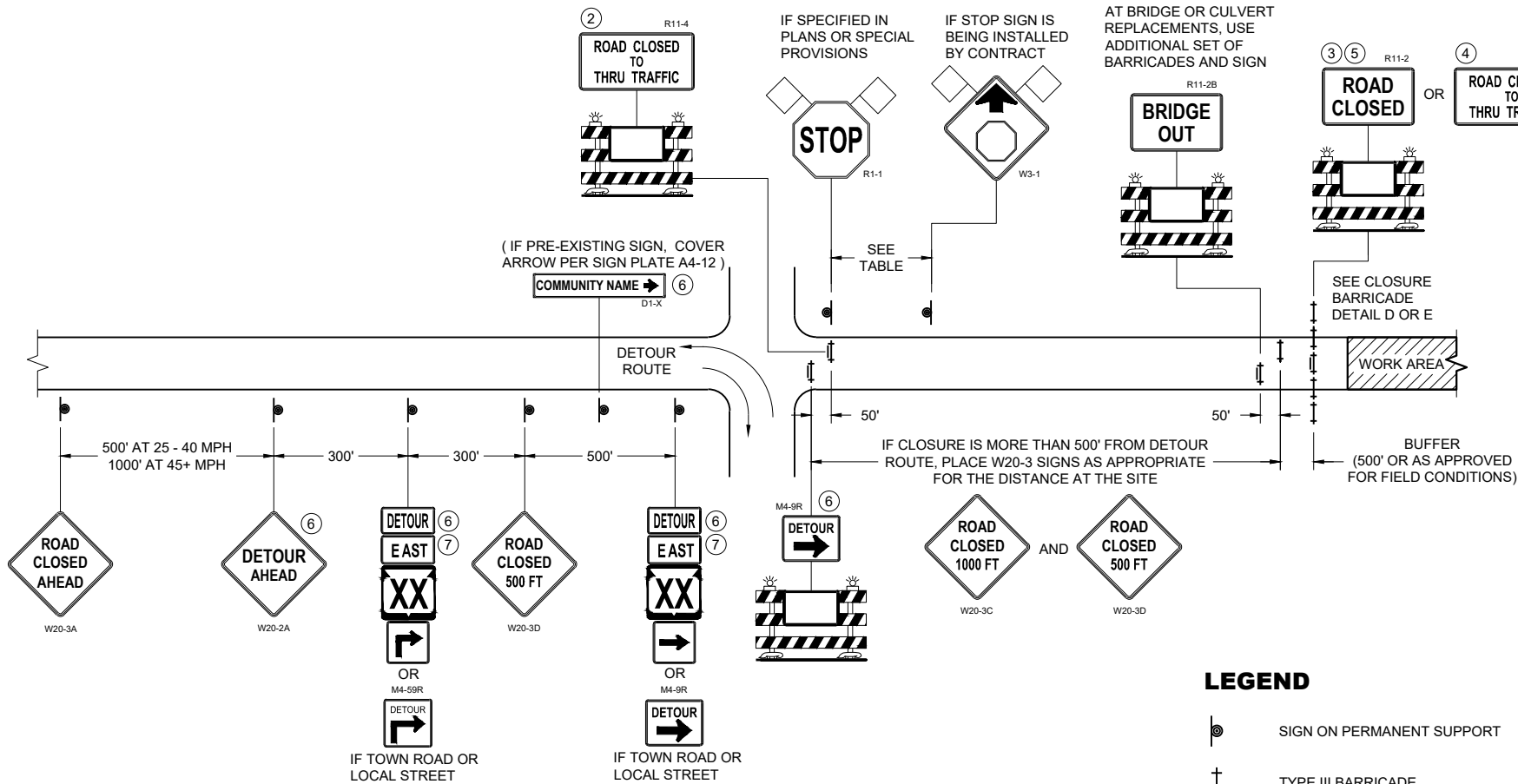
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

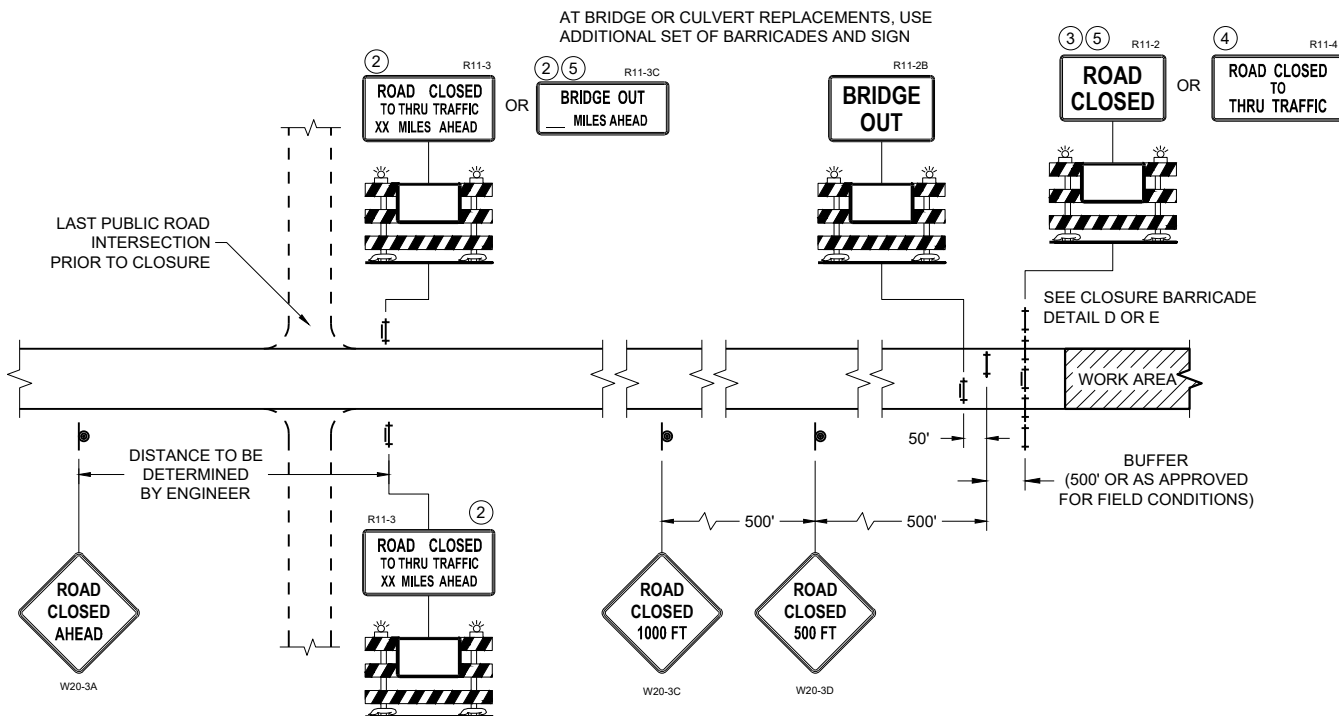
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 29
FHWA



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

LEGEND

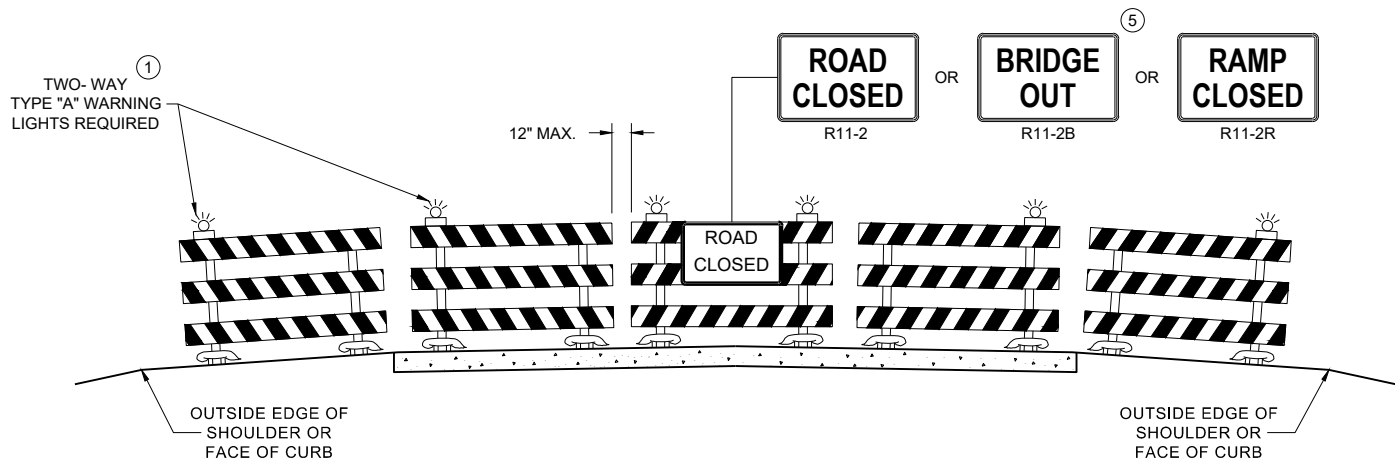
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- M05 - 1 OR M06 - 1

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

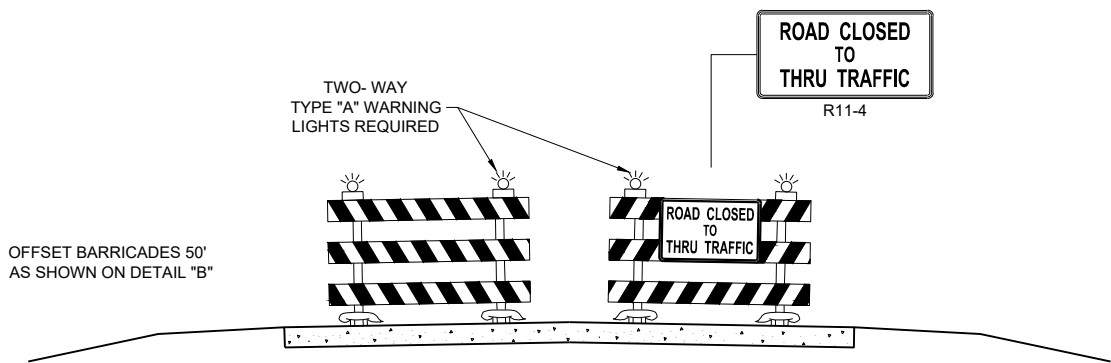
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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

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

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

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

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

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

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

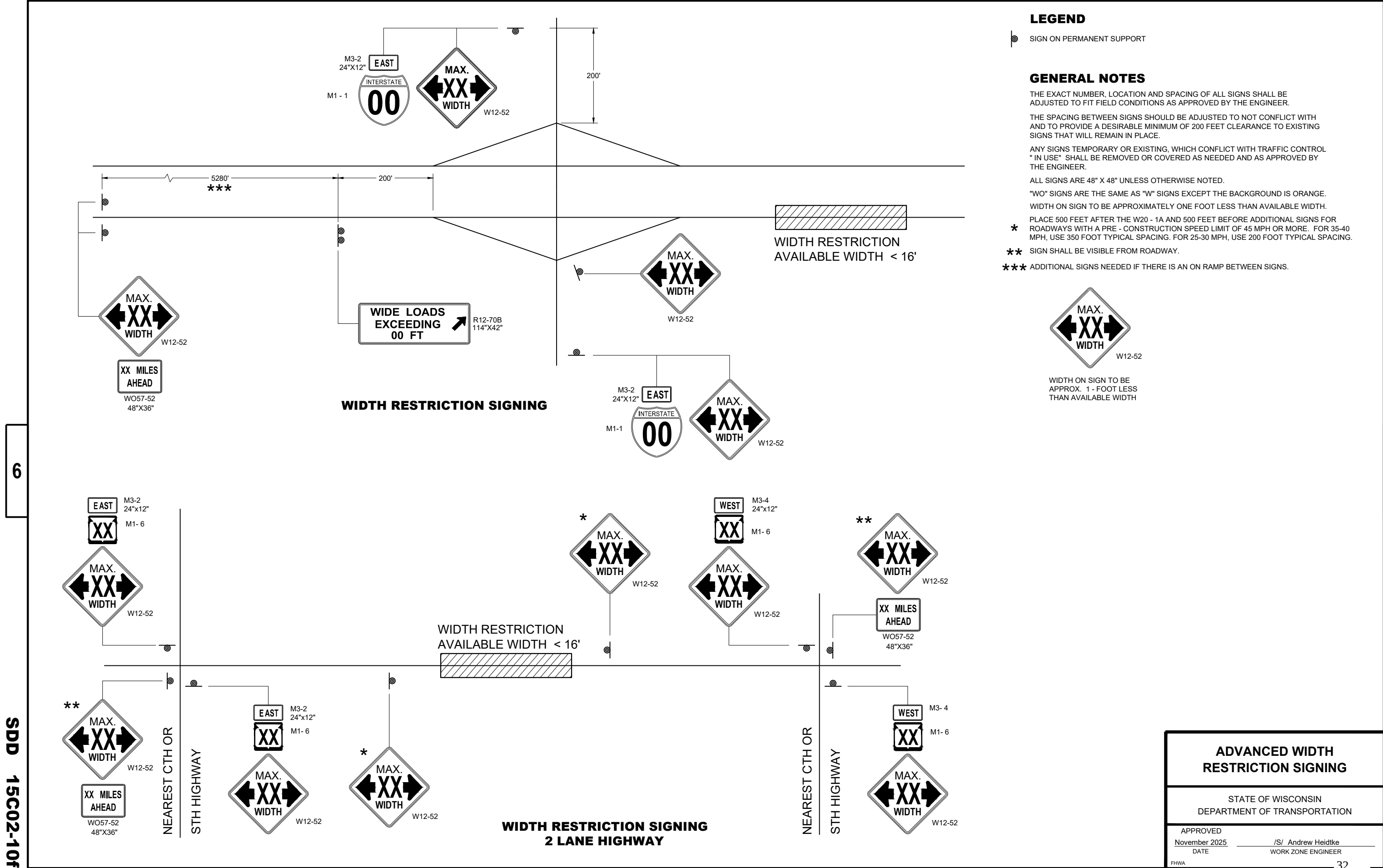
"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

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

BARRICADES AND SIGNS FOR VARIOUS CLOSURES	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



GENERAL NOTES

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

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

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

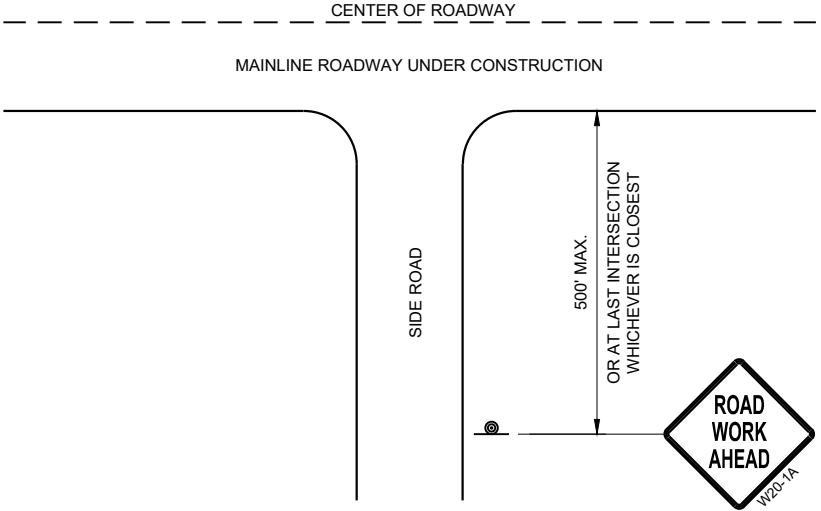
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

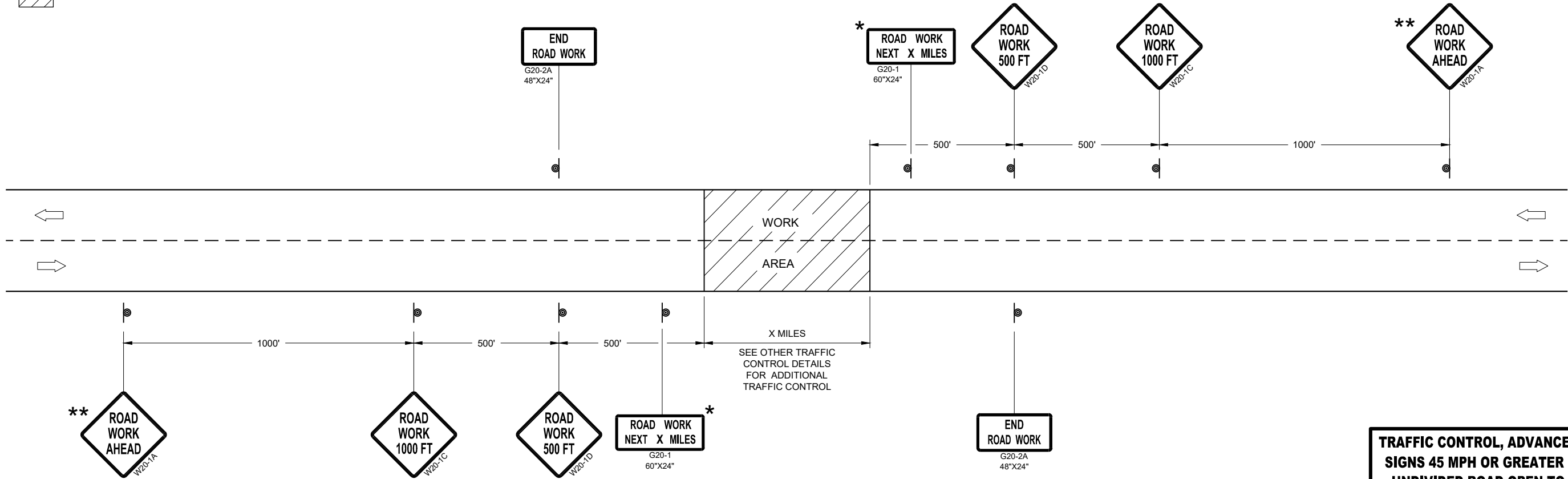
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

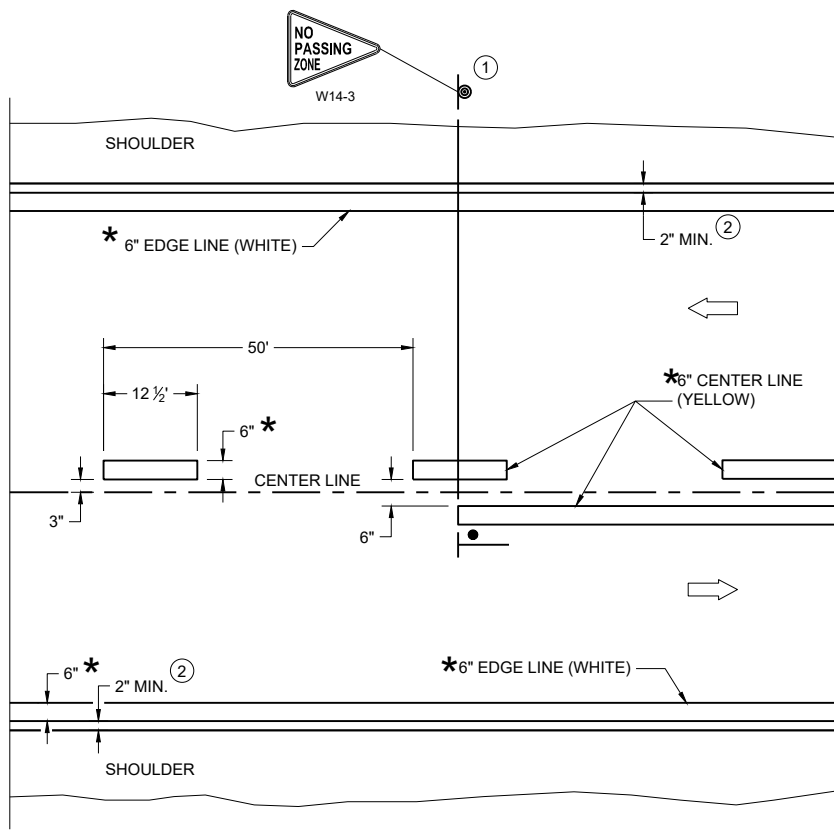


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

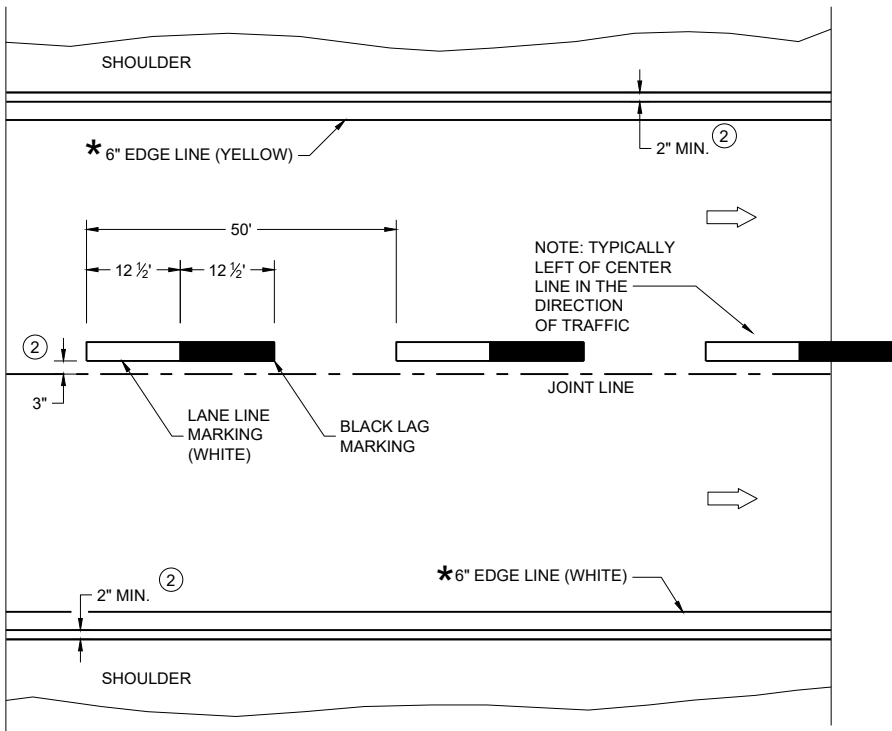
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 33
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

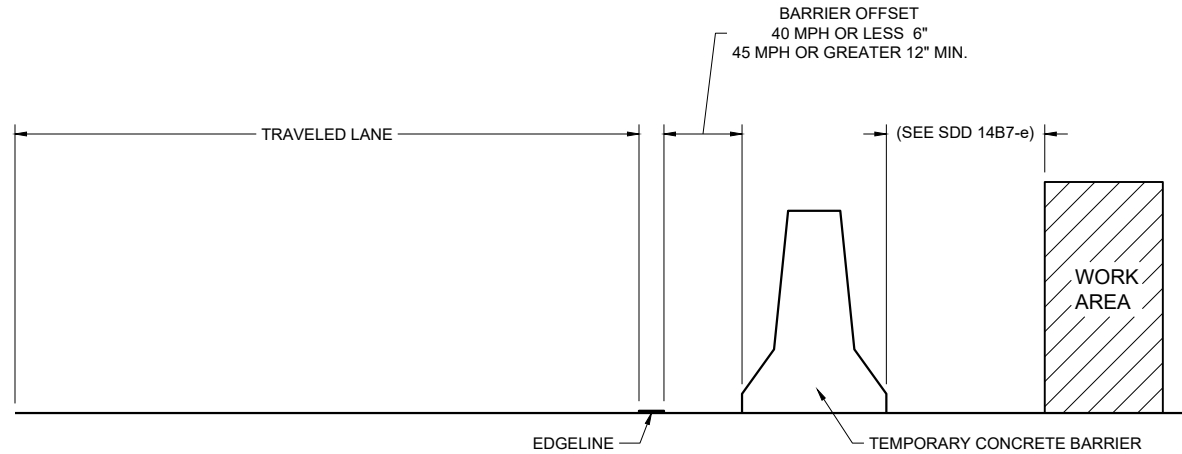
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- 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	



TEMPORARY BARRIER OFFSET FROM EDGE LINE

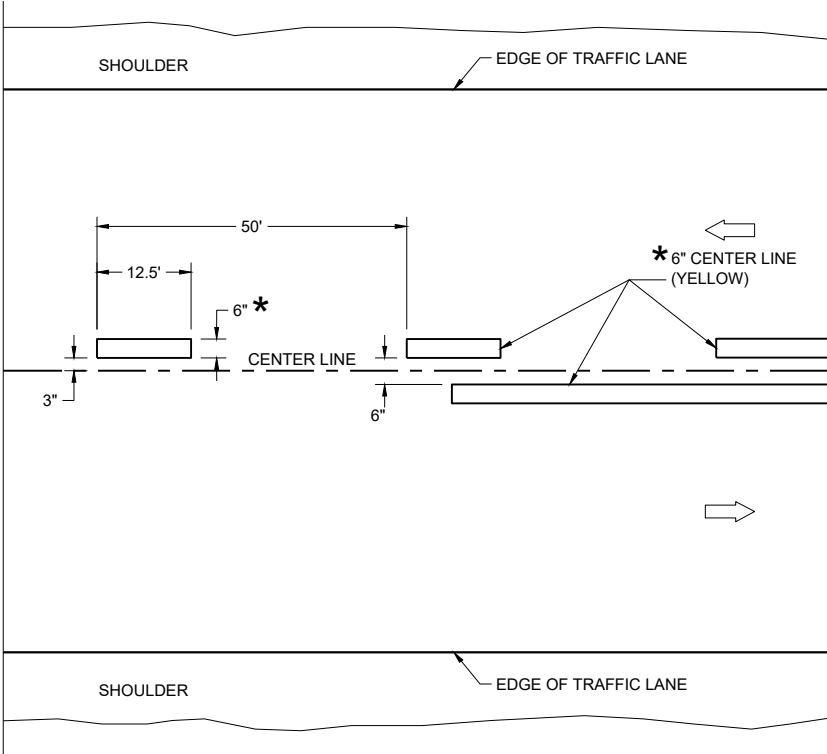
GENERAL NOTES

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

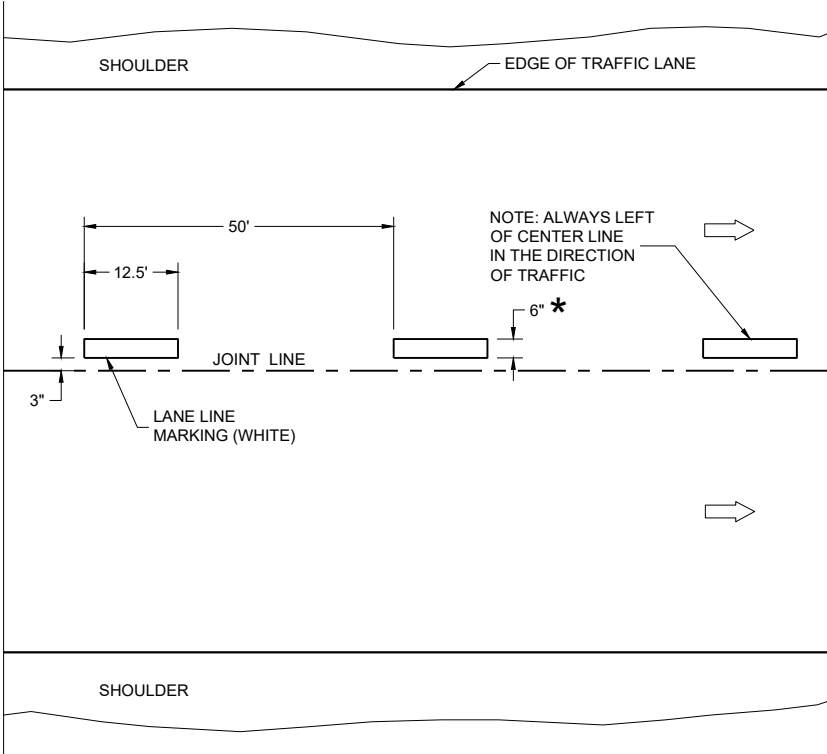
LEGEND

DIRECTION OF TRAFFIC

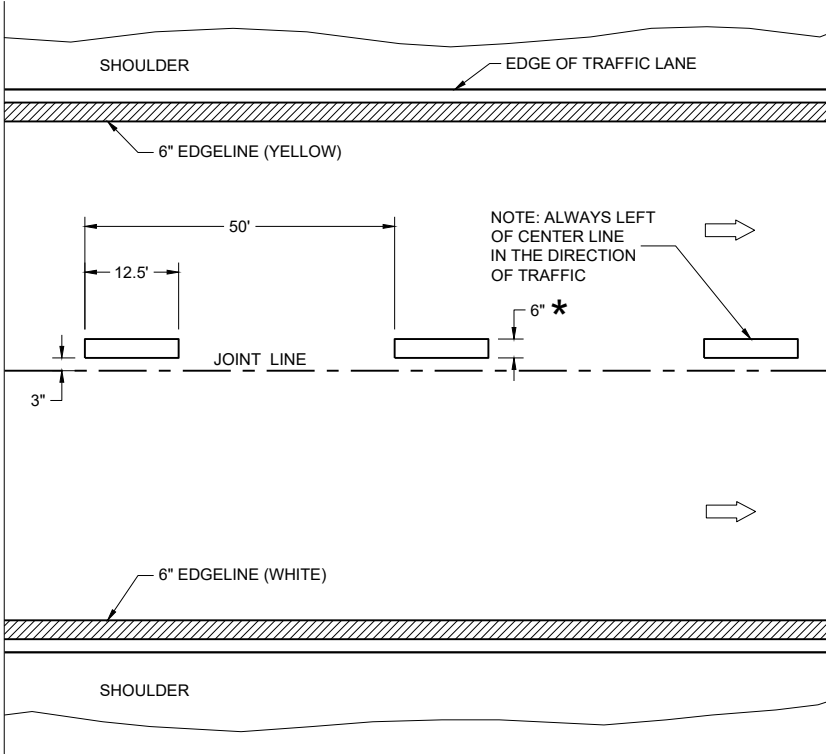
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



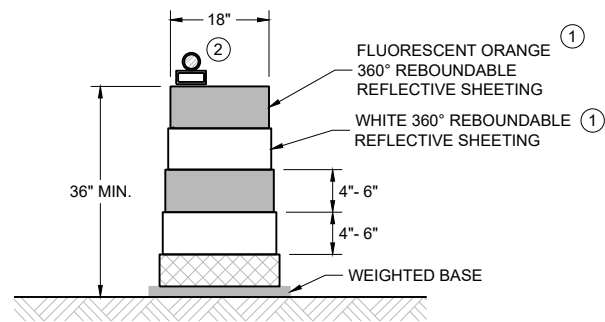
ONE WAY TRAFFIC



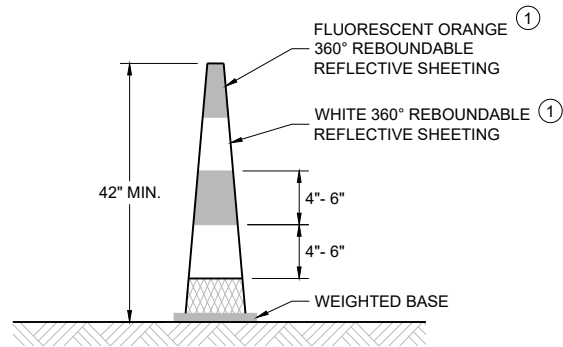
FREEWAYS AND EXPRESSWAYS

TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	35

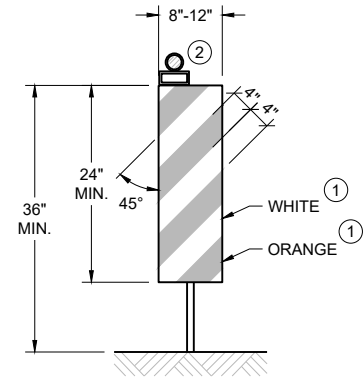
**DRUM**

BALLAST WIDTHS
RANGE FROM 24"-36"

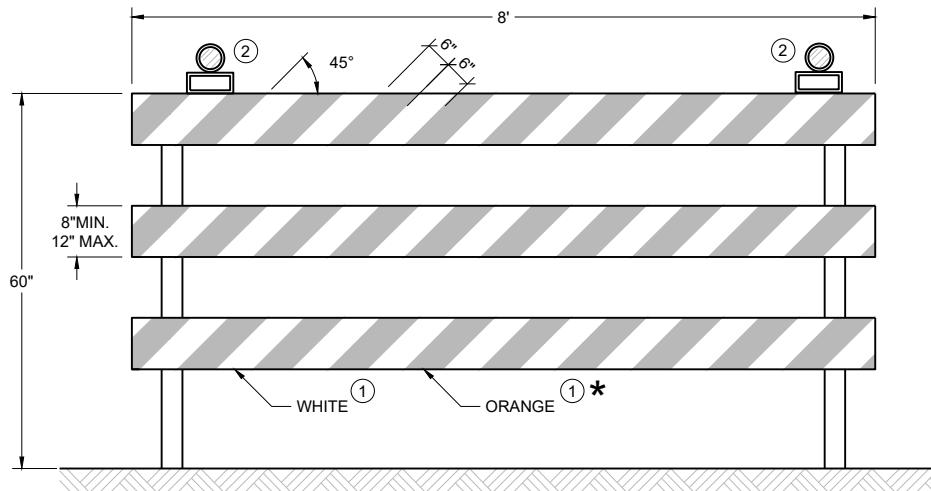
**42" CONE**

DO NOT USE IN TAPERS
 $\frac{1}{2}$ 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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

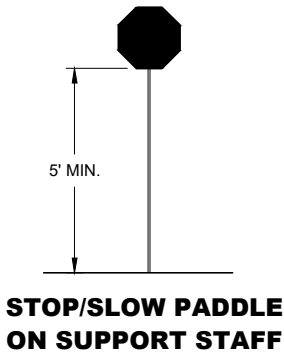
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

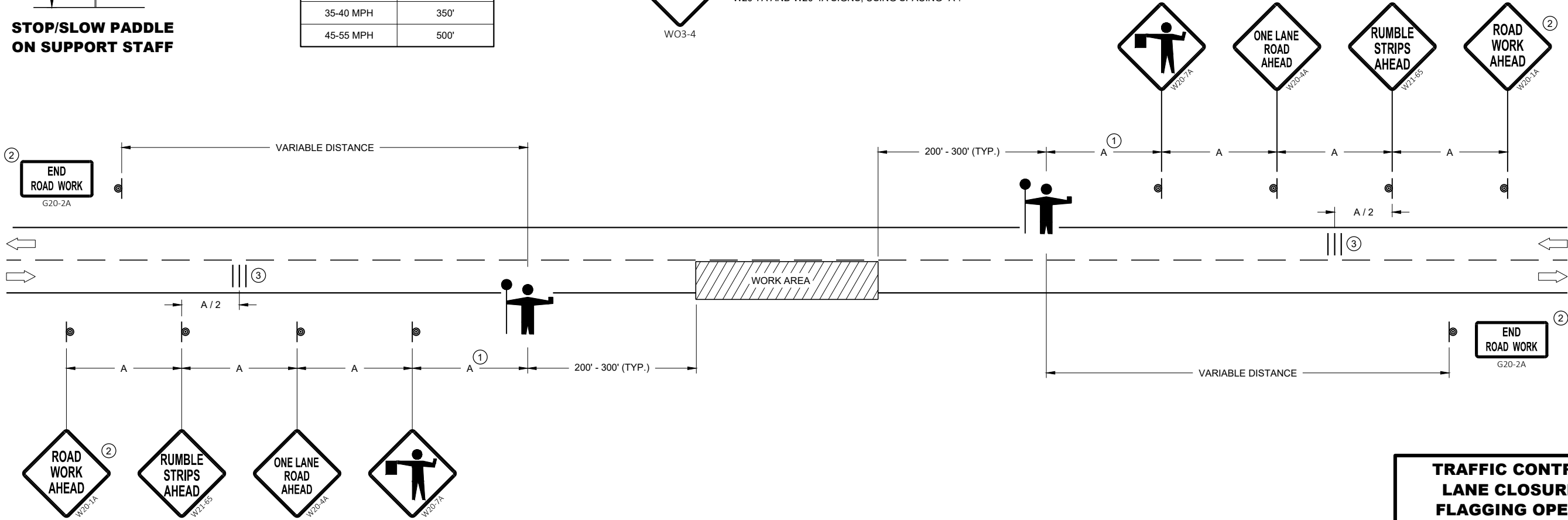


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 37

FHWA

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED

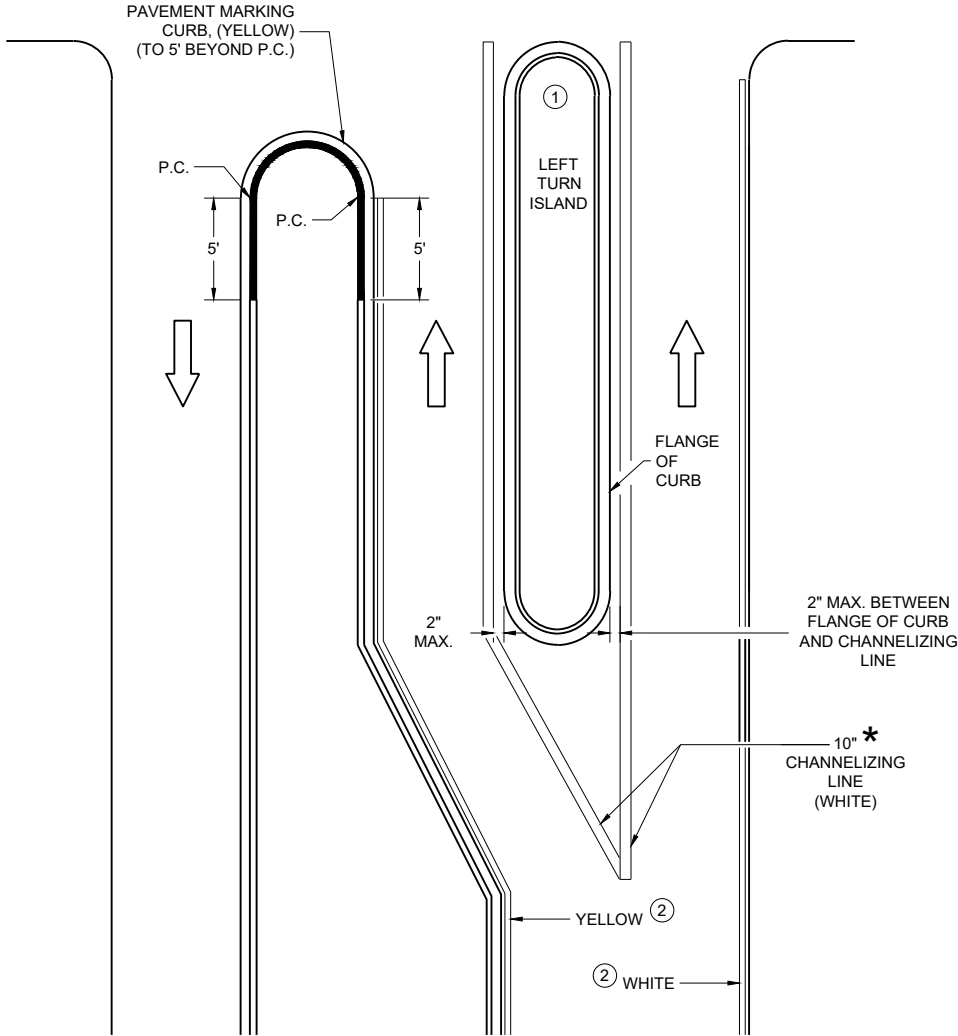
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

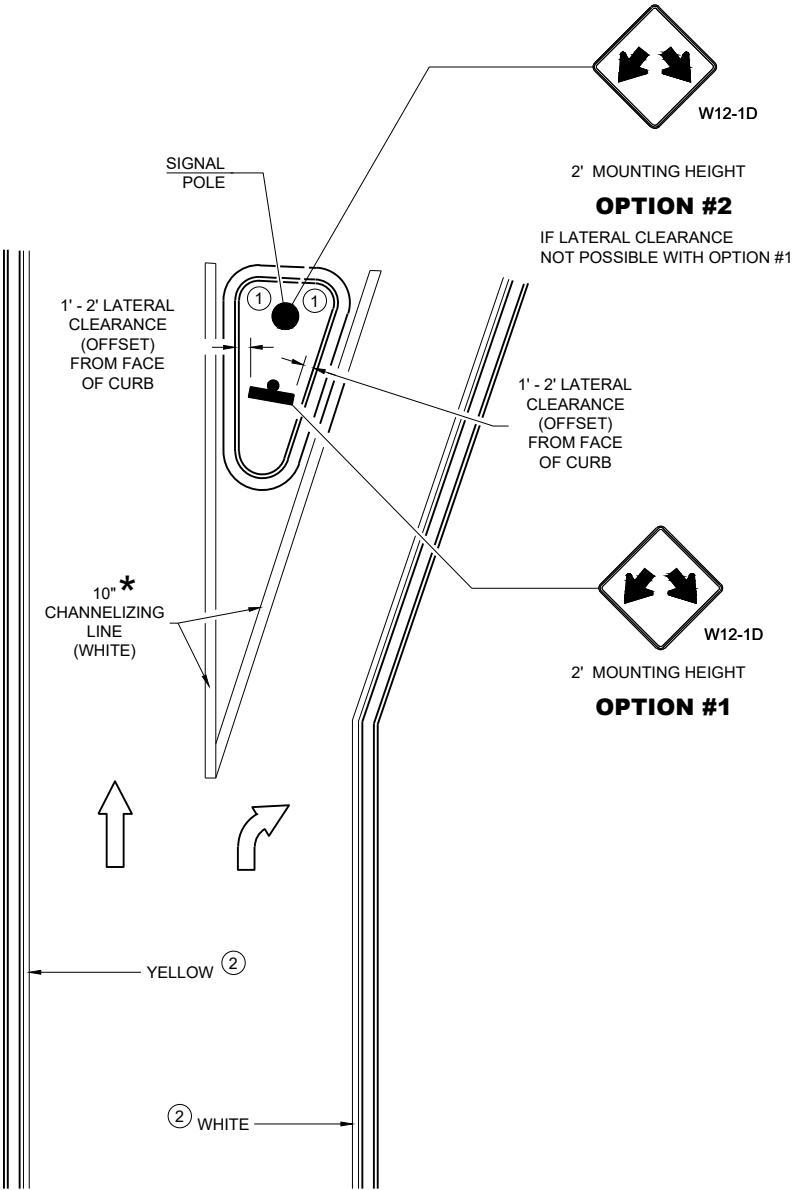
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.
- ③ CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

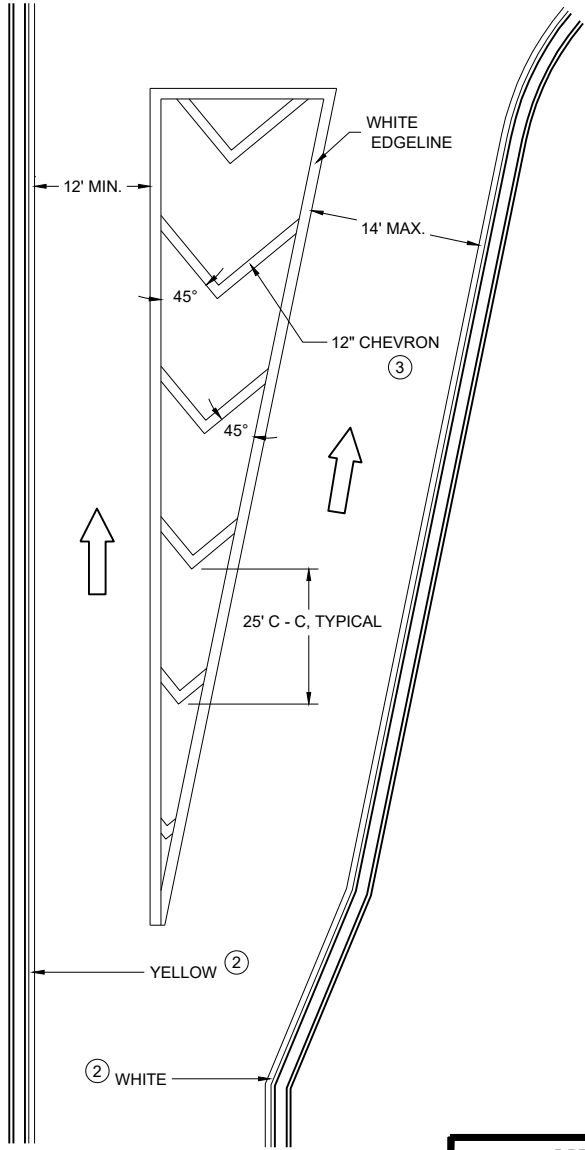
➡ DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



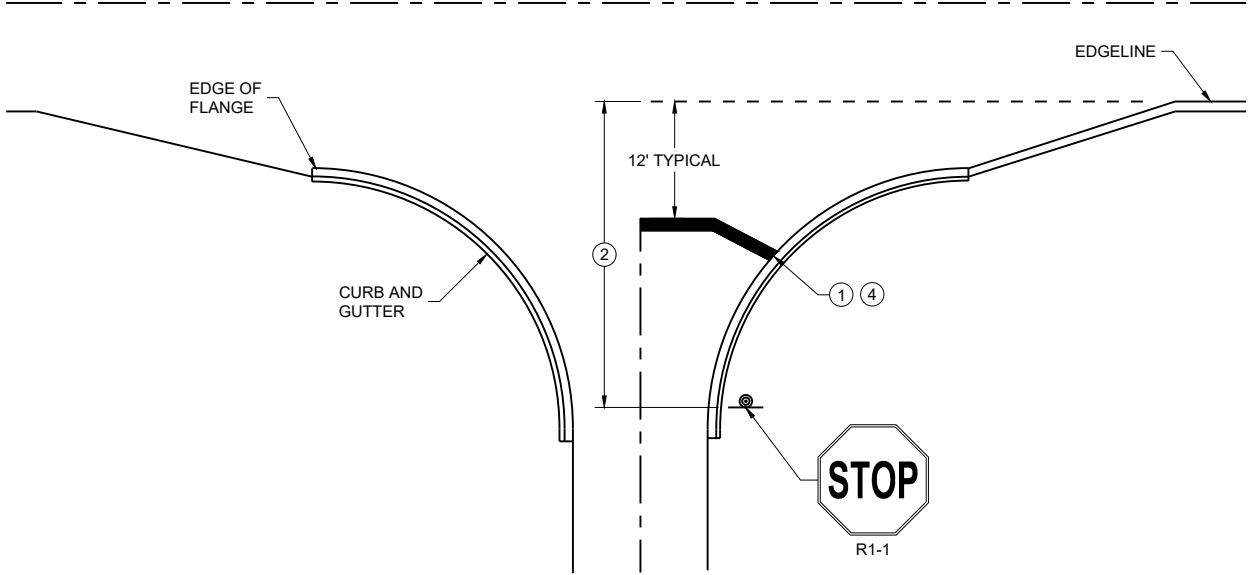
TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

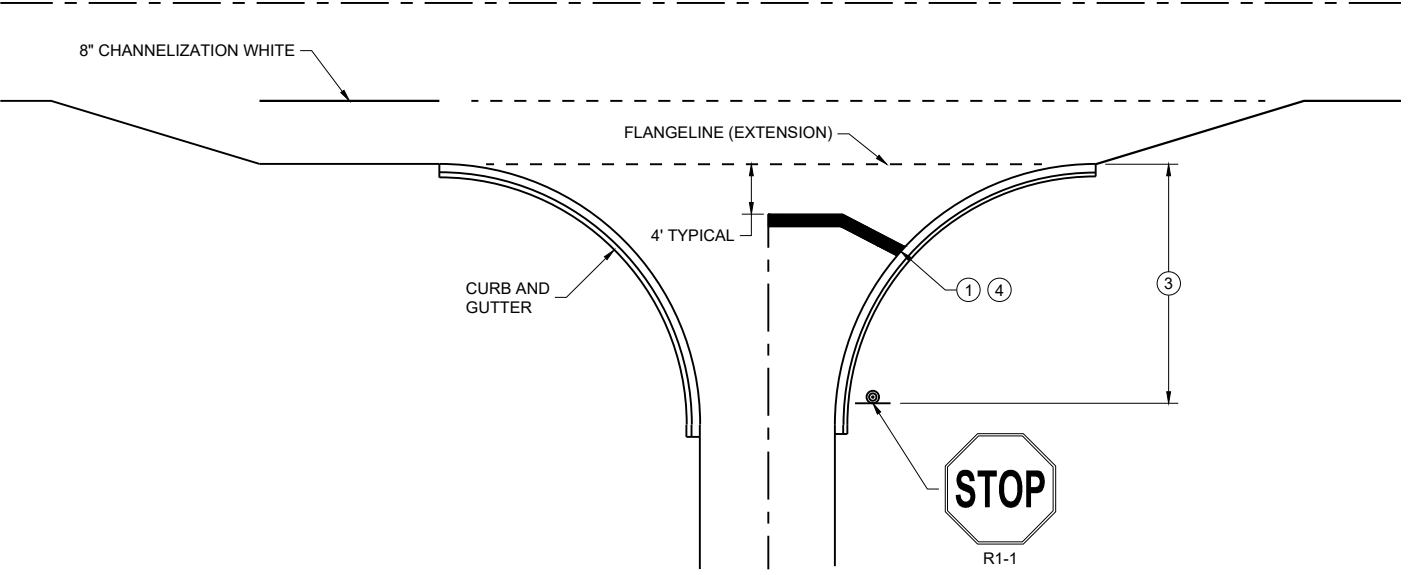
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

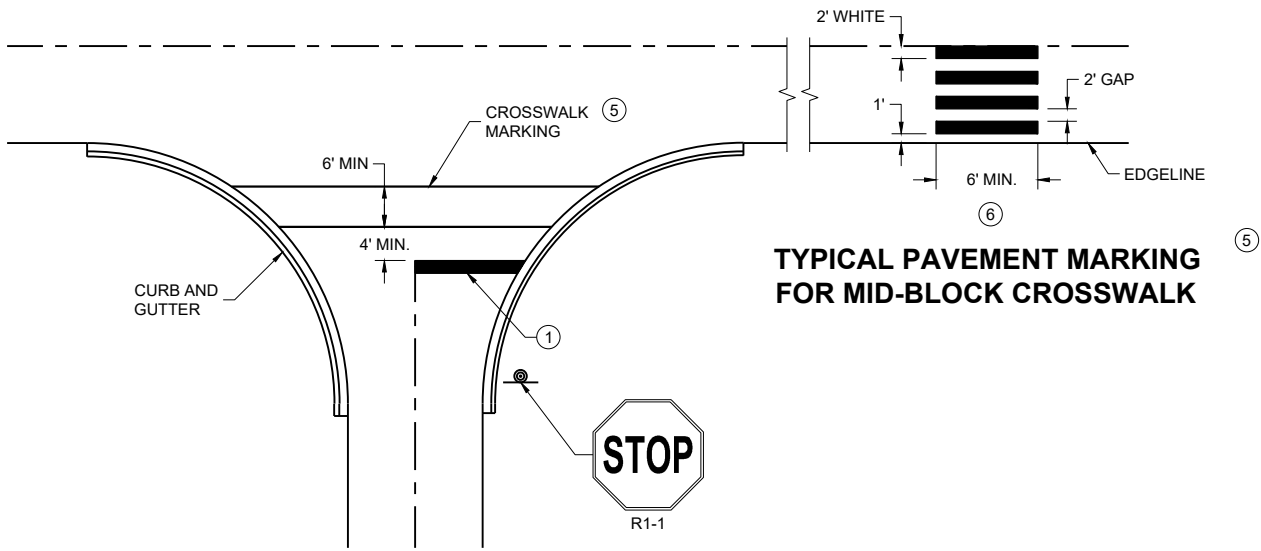
FHWA 38



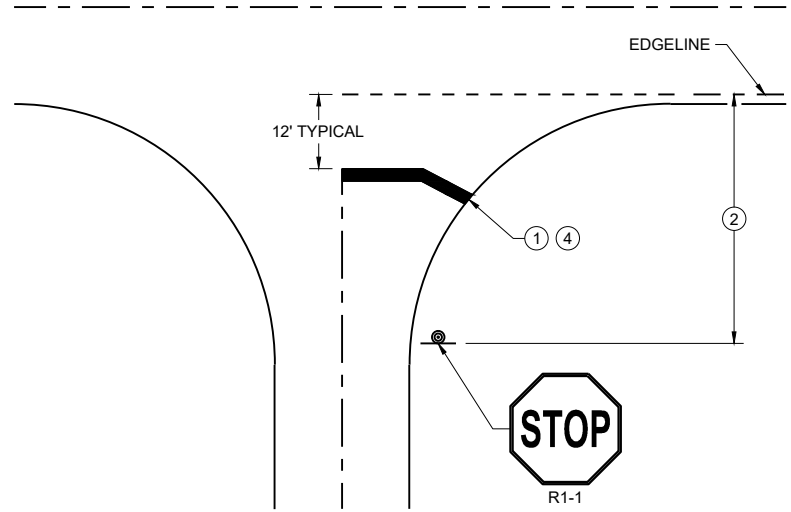
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING
FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR
SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING
WITHOUT CURB AND GUTTER

GENERAL NOTES

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

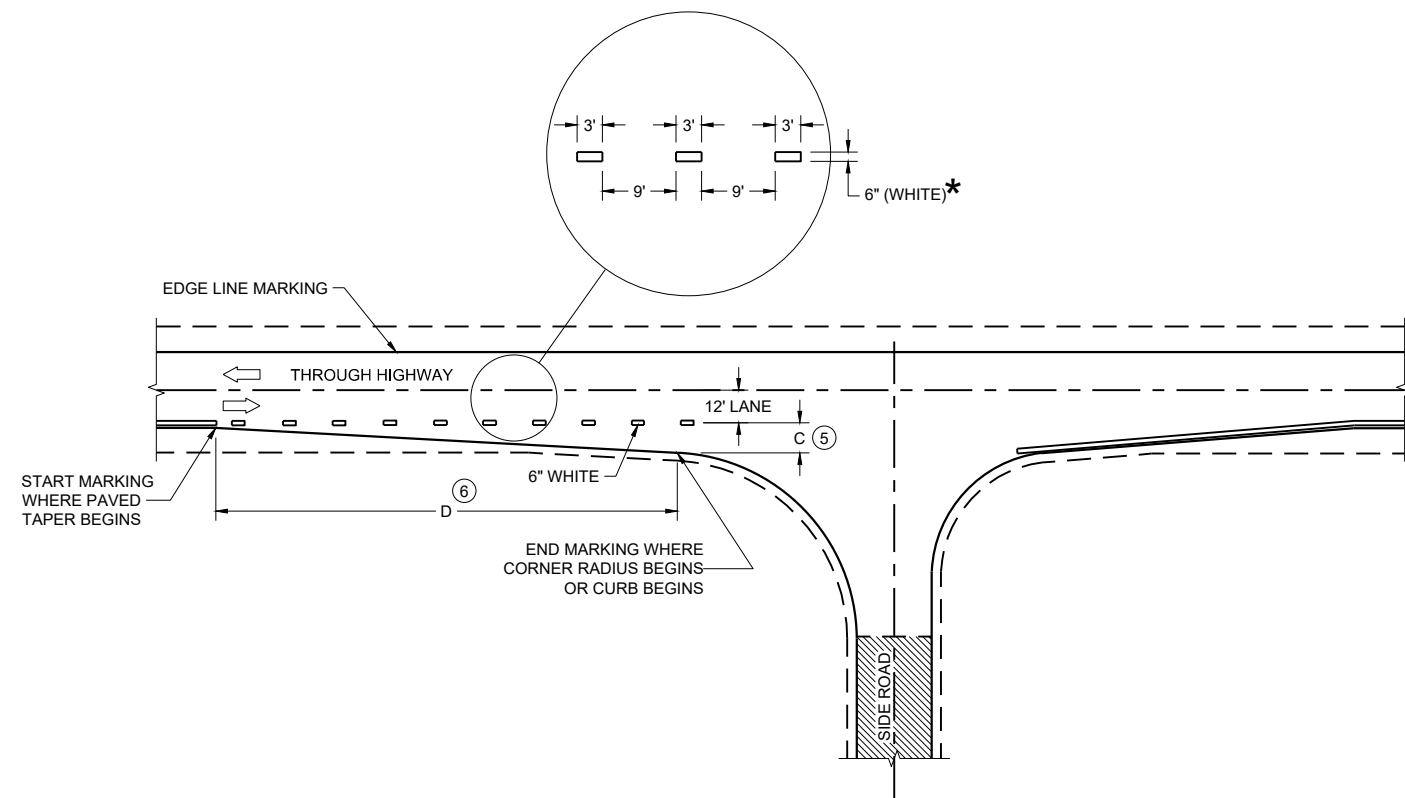
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES.
- ⑥ POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

STOP LINE AND CROSSWALK
PAVEMENT MARKING

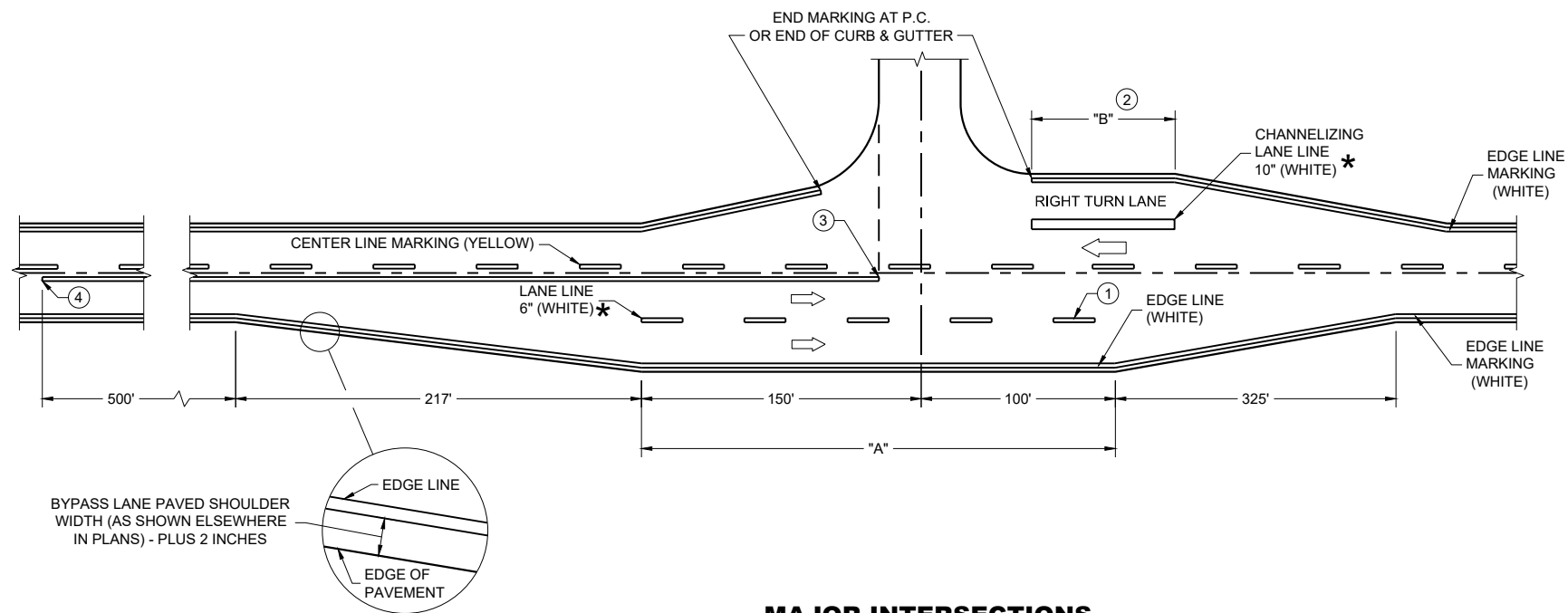
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER

FHWA



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

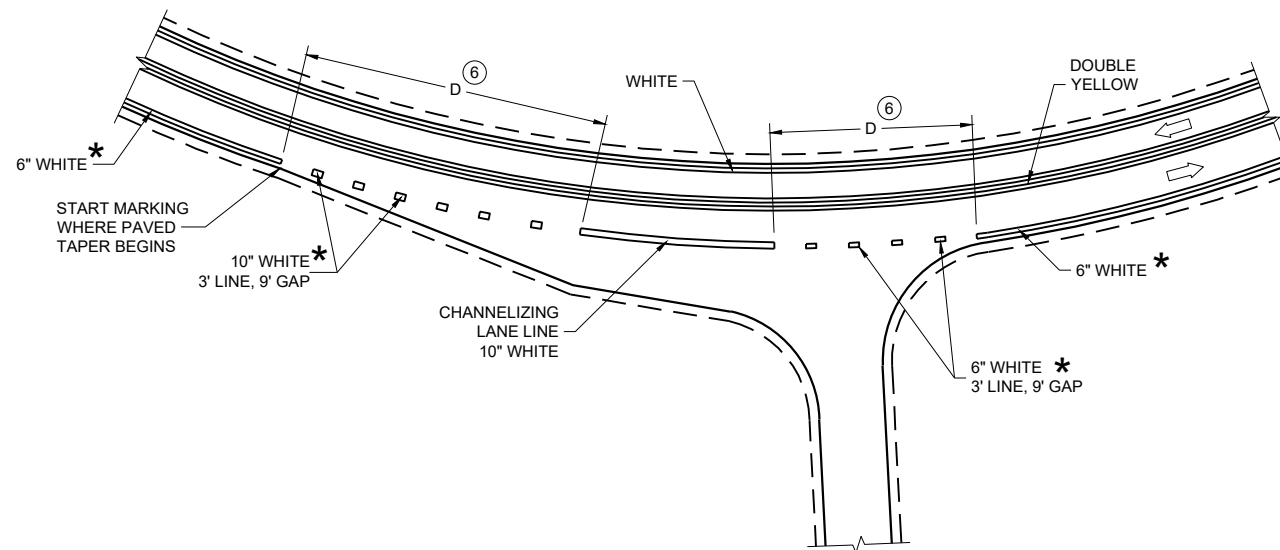
GENERAL NOTES

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

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

LEGEND

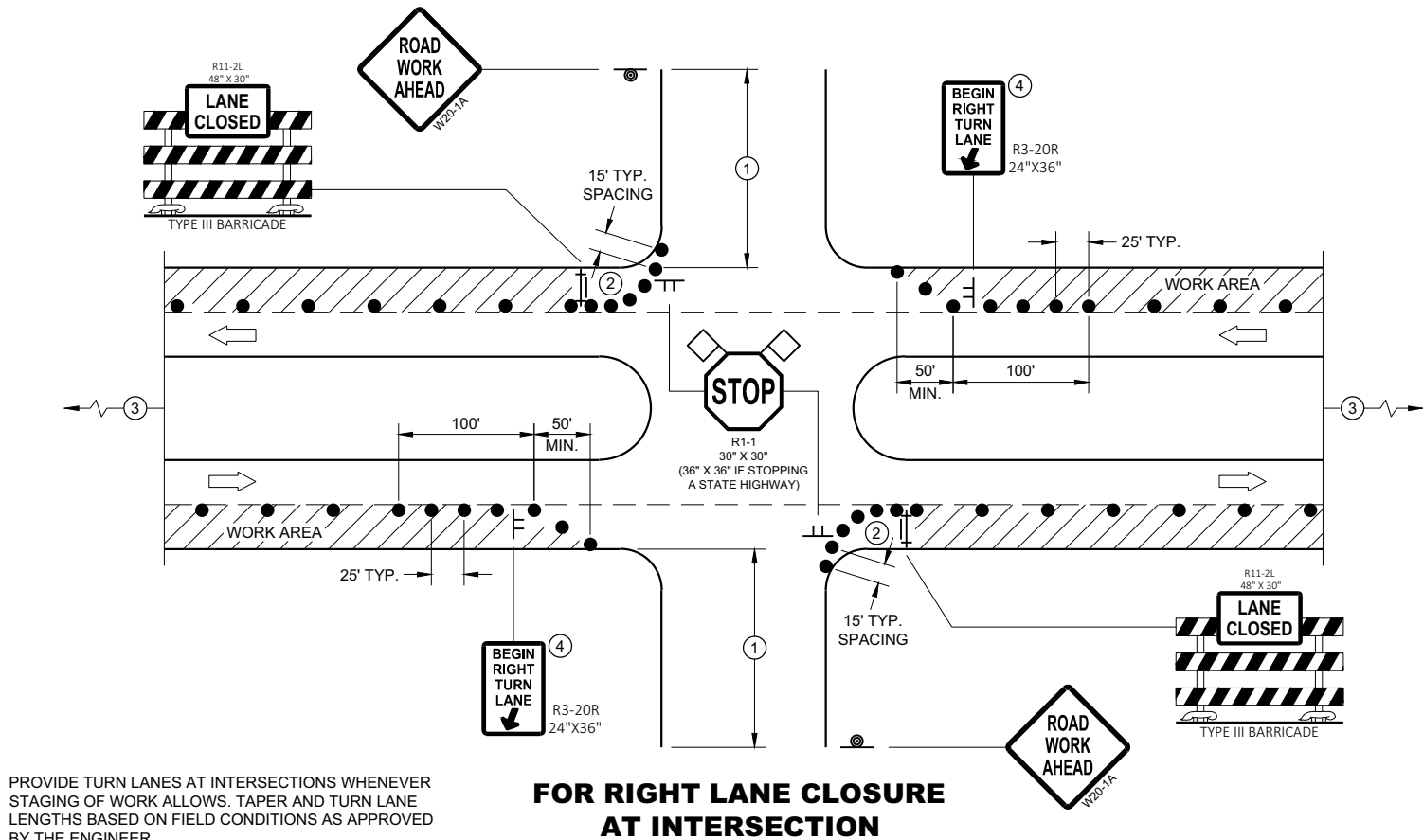
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR RIGHT LANE CLOSURE AT INTERSECTION

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

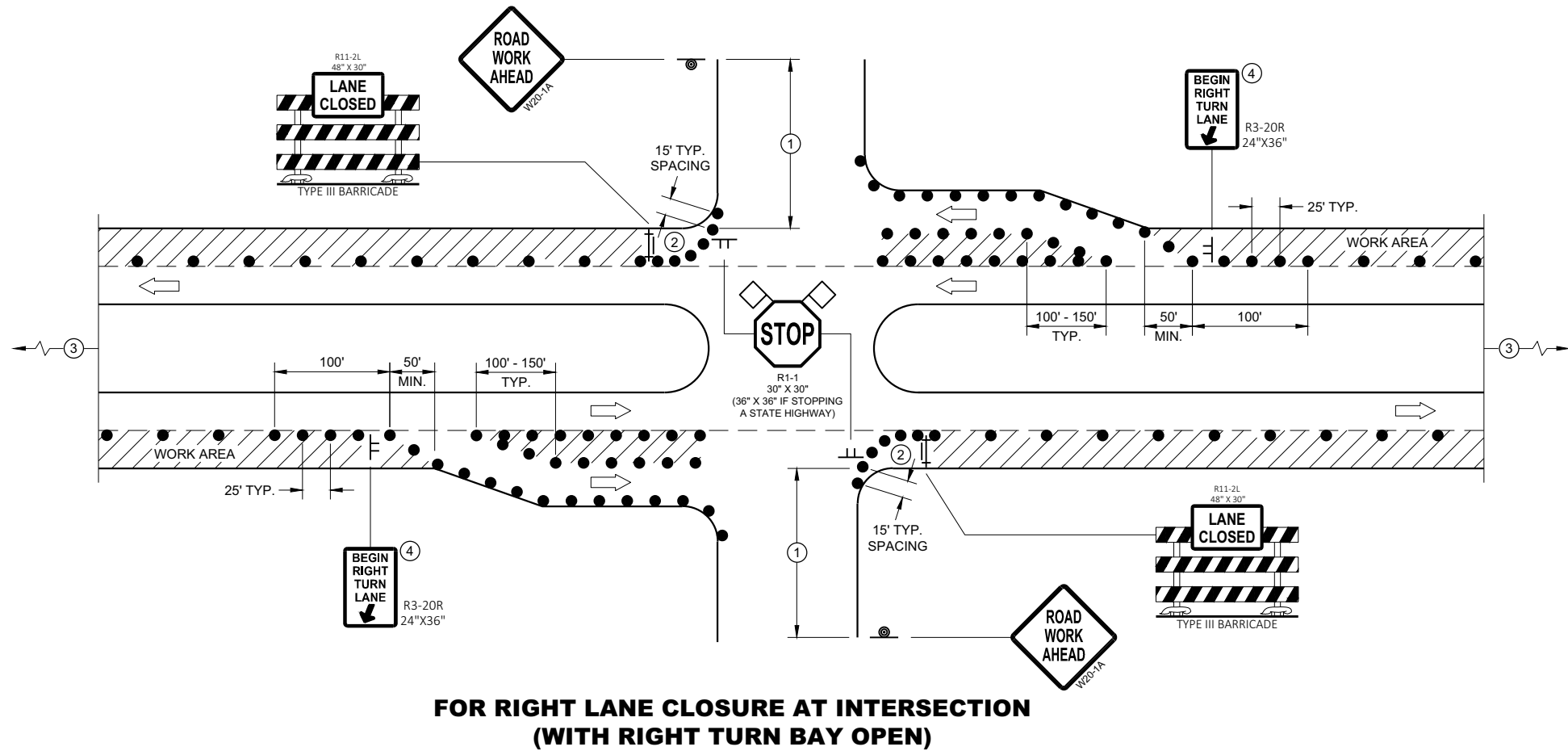
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

BARRICADES 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.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.



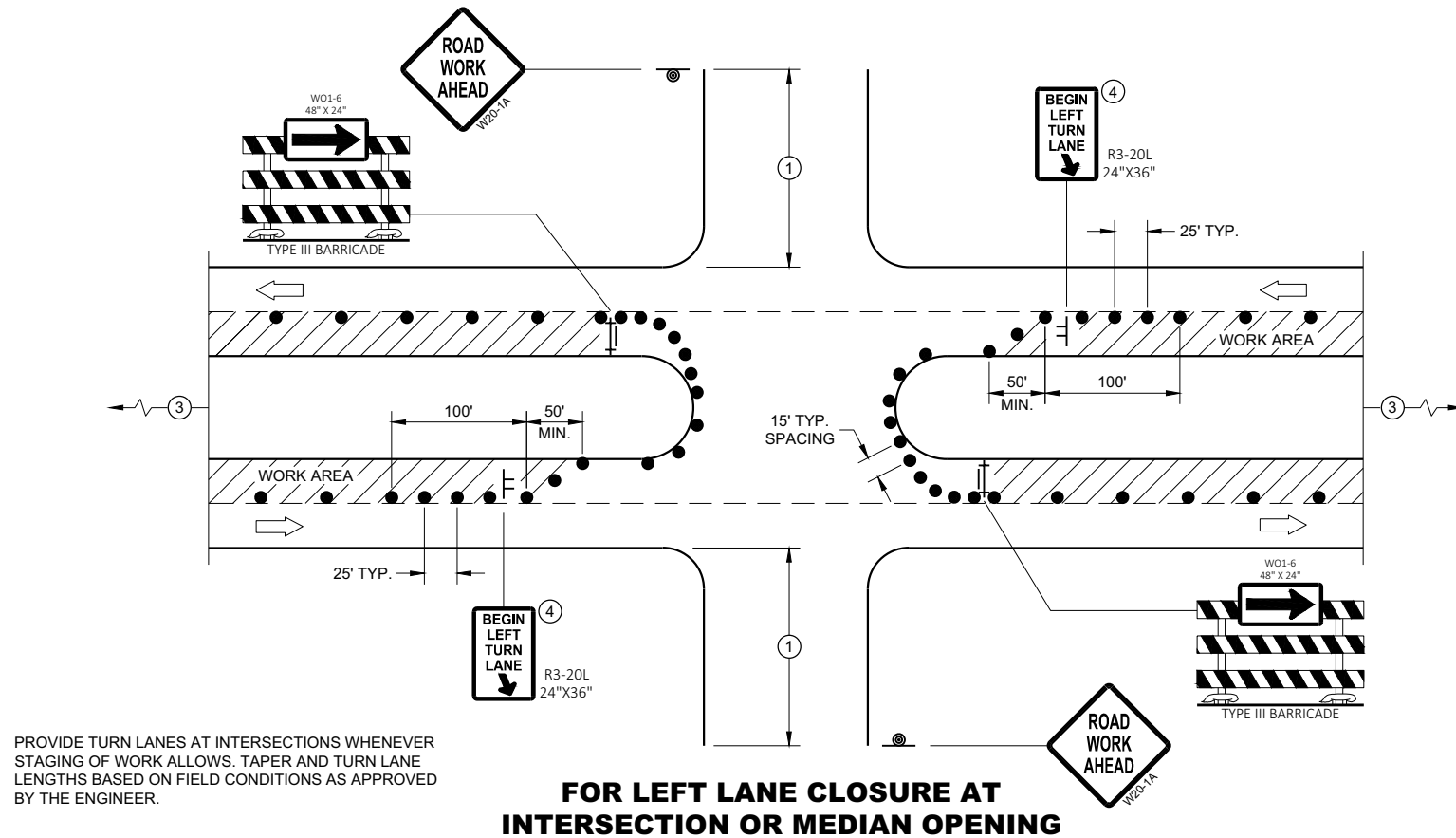
FOR RIGHT LANE CLOSURE AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

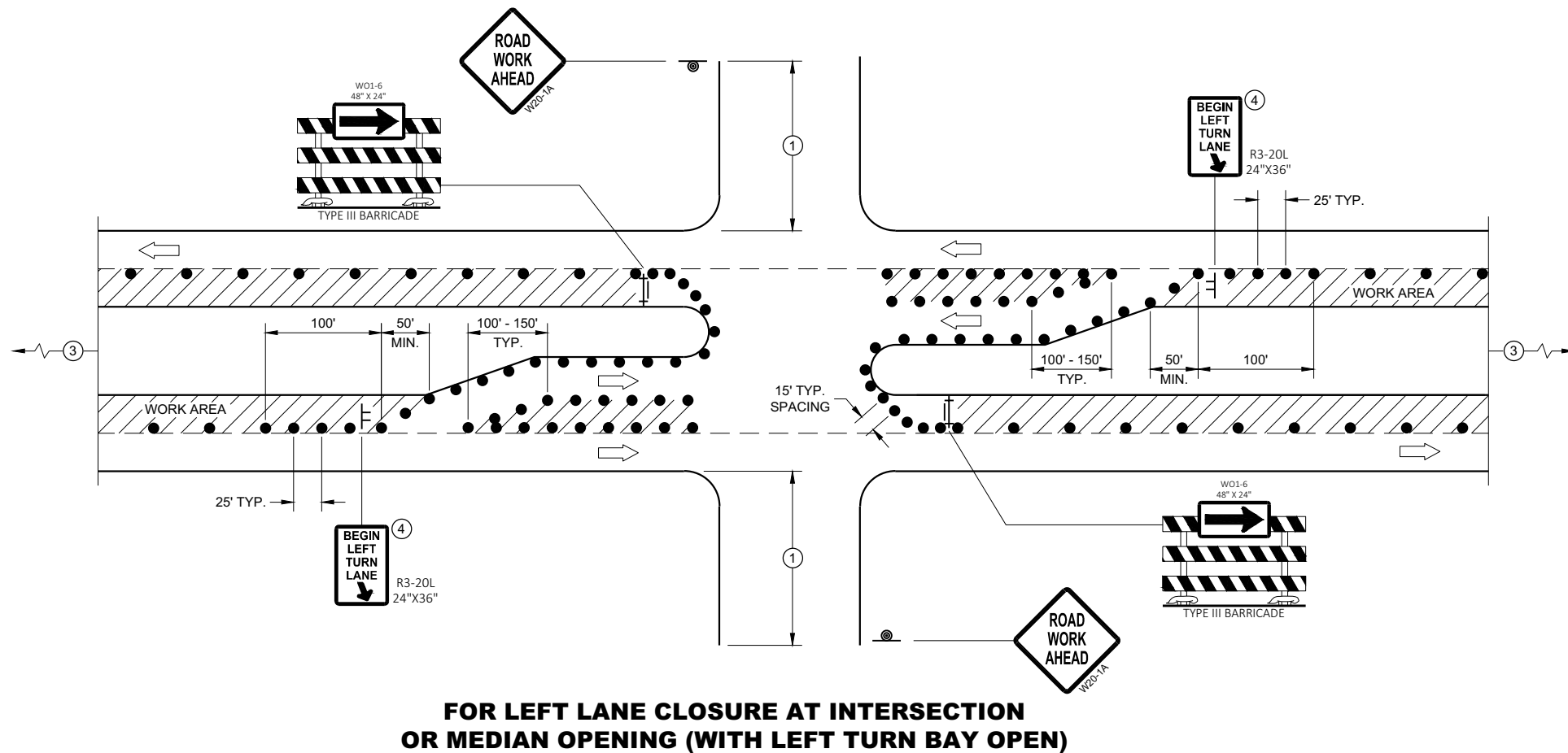
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

BARRICADES 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.

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

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

**LEGEND**

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 42
FHWA

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- DIRECTION OF TRAFFIC
- WORK ZONE

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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

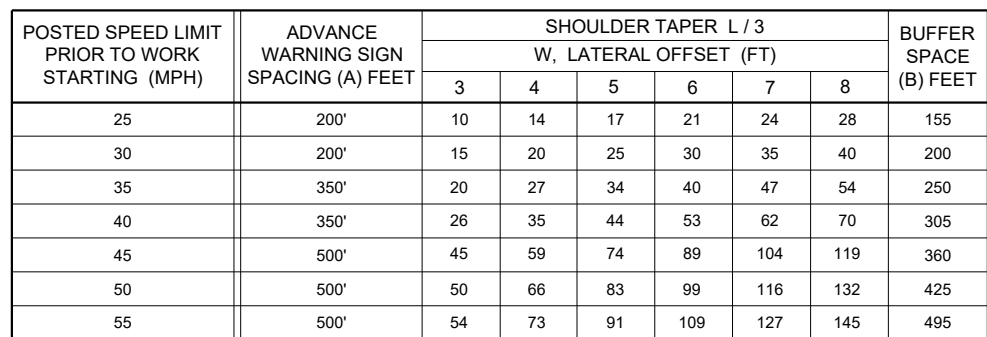
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

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

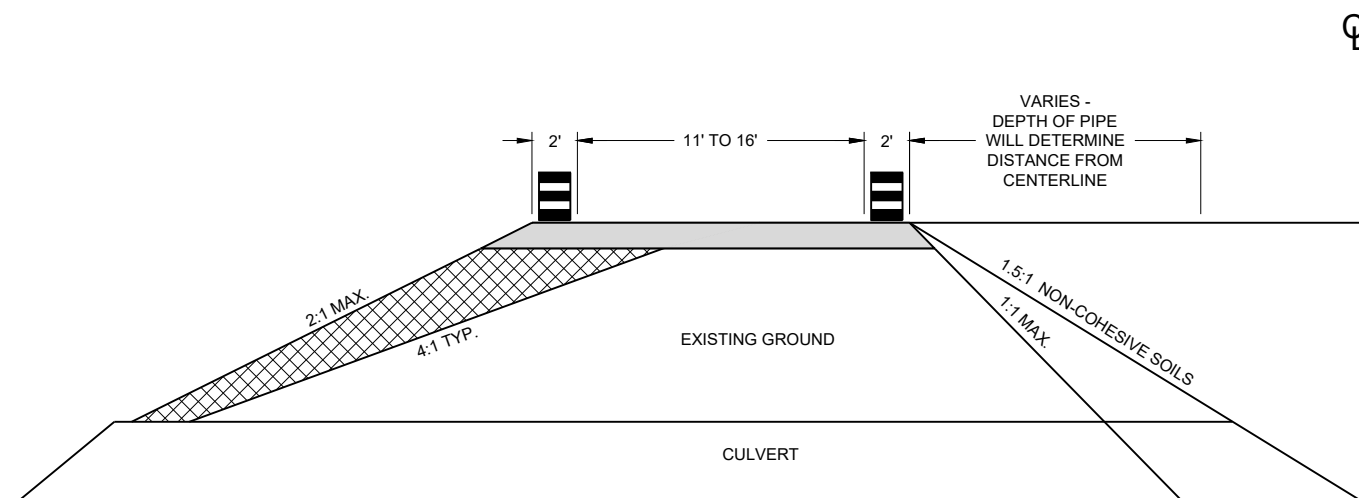
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

W20-1A AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION OF WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS.



APPROVED
November 2025
DATE

/S/ ANDREW HEIDTKE
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER



CROSS SECTION

GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

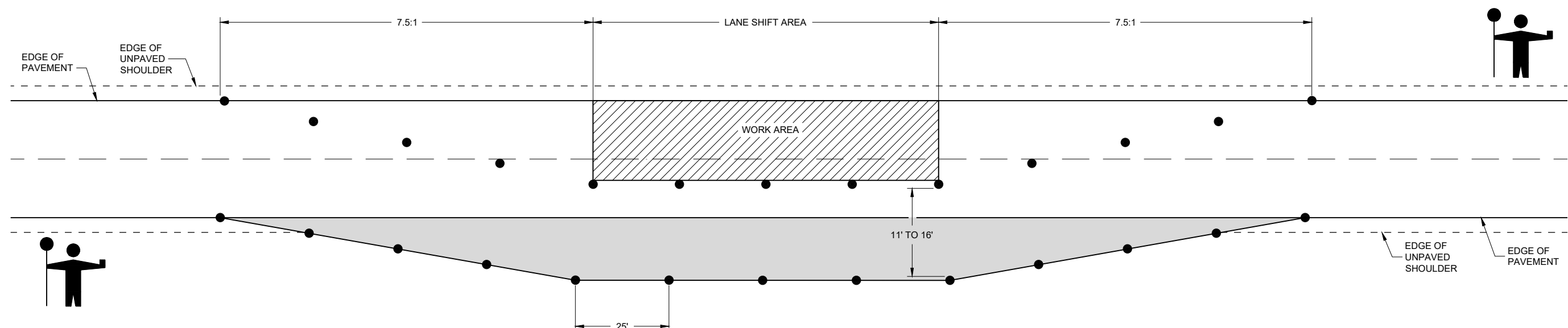
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL"

LEGEND

- | | |
|---|--|
|  | DRUM WITHOUT WARNING LIGHT |
|  | 6" BASE AGGREGATE DENSE 1 1/4" -INCIDENTAL TO LANE SHIFT ITEM |
|  | FILL - INCIDENTAL TO LANE SHIFT ITEM |
|  | WORK AREA |
|  | FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE
FASTENED ON SUPPORT STAFF |



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

44

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

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

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

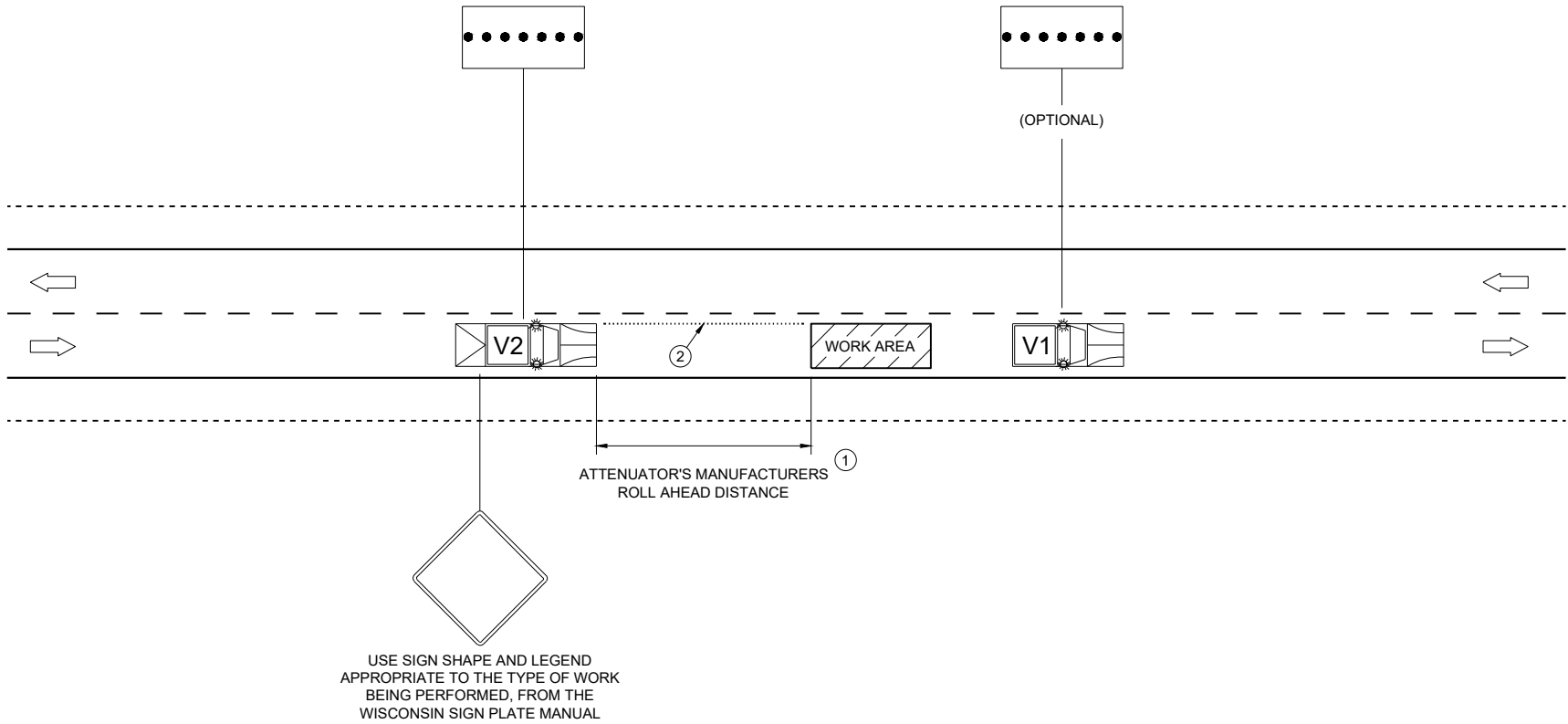
USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

- ①

DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ②

ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2025

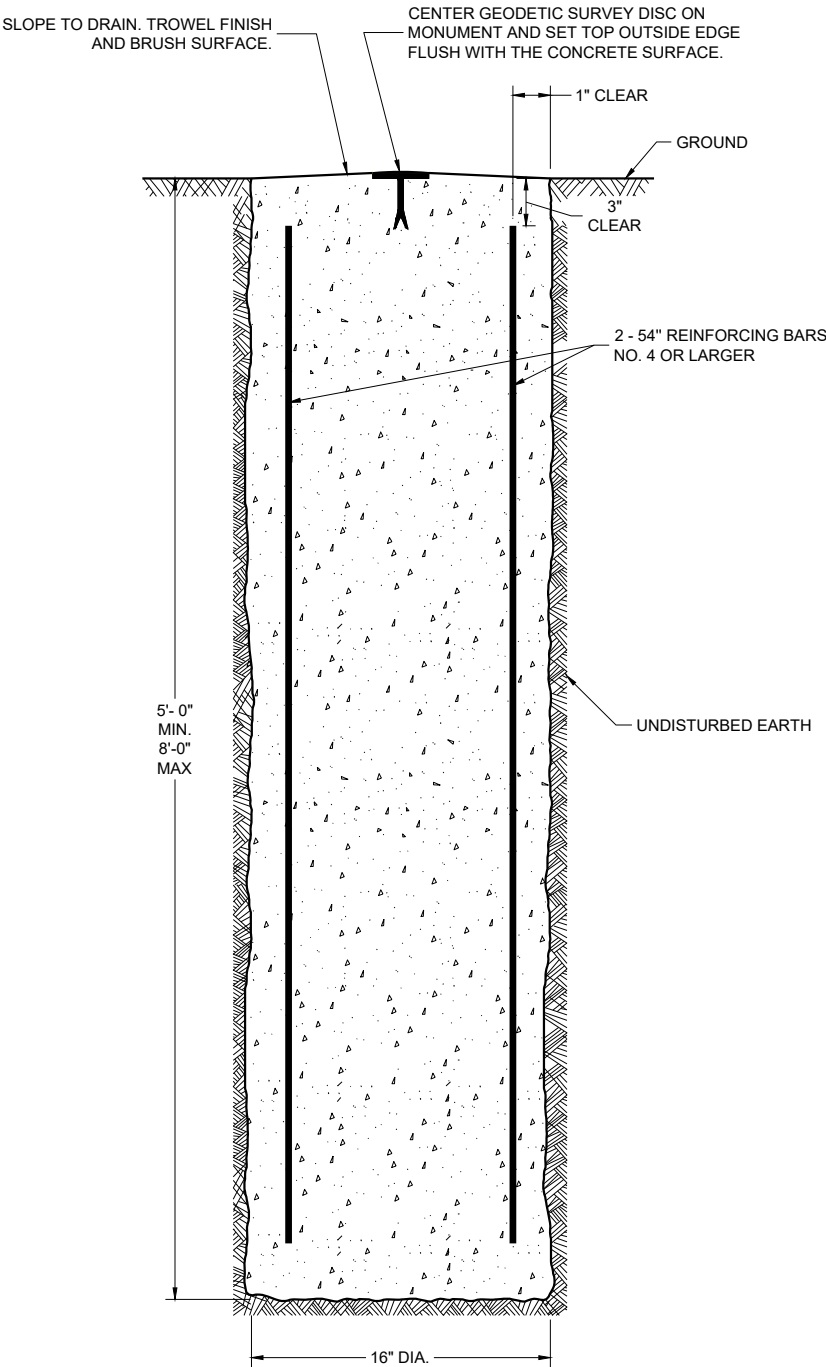
DATE

/S/ Andrew Heidtke

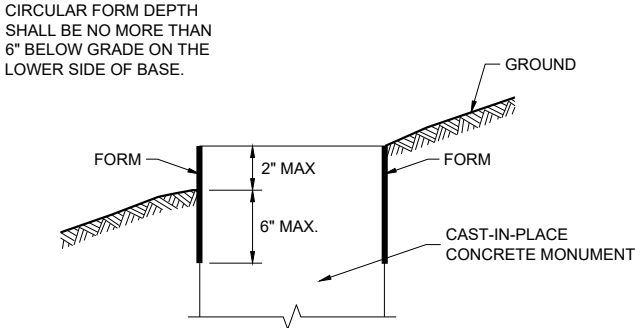
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

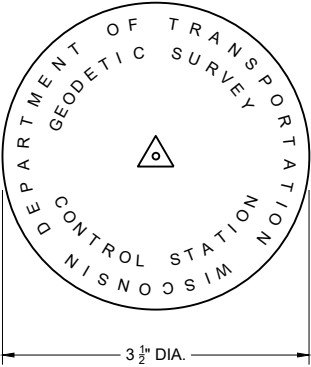
45



**CAST-IN-PLACE
CONCRETE MONUMENT**



FORMING DETAIL



GEODETIC SURVEY DISC
FURNISHED BY WISDOT

GENERAL NOTES

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

SURVEY MONUMENT SHALL BE EXCAVATED BY USE OF A CIRCULAR AUGER.

IF A SURVEY MONUMENT REQUIRES A DEEP FORM BECAUSE OF LOOSE DIRT OR FILL, THE FORM SHALL BE REMOVED BEFORE BACKFILLING AROUND THE BASE. BACKFILL SHALL BE TAMPED TIGHT AGAINST THE BARE CONCRETE BASE IN LAYERS OF 1 FOOT OR LESS.

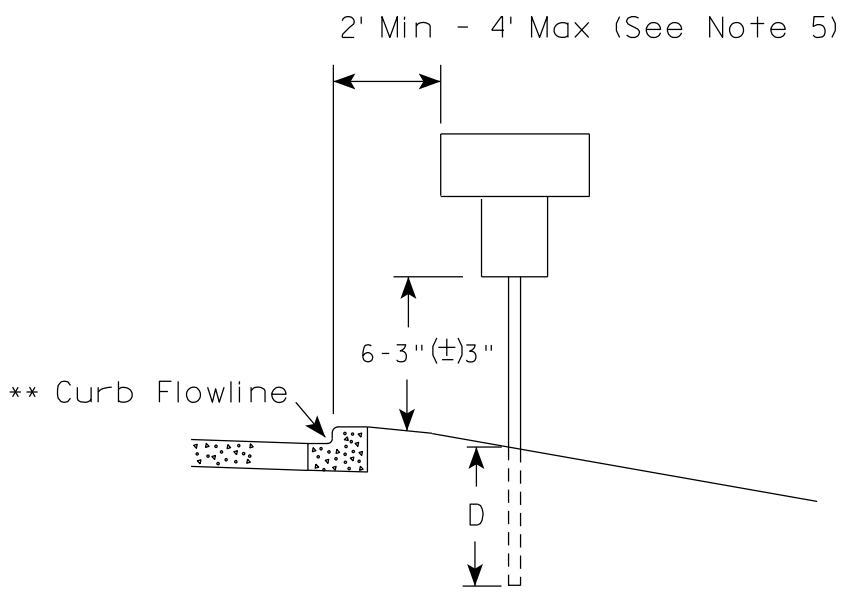
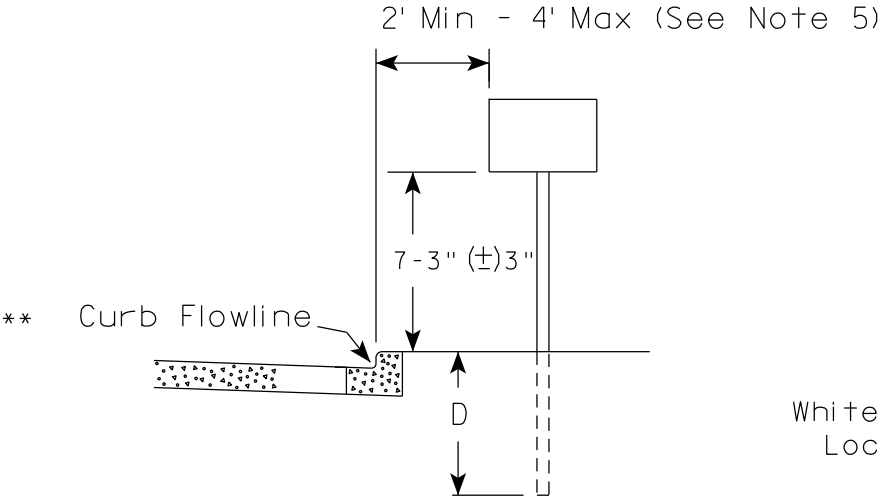
**GEODETIC SURVEY
MONUMENT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

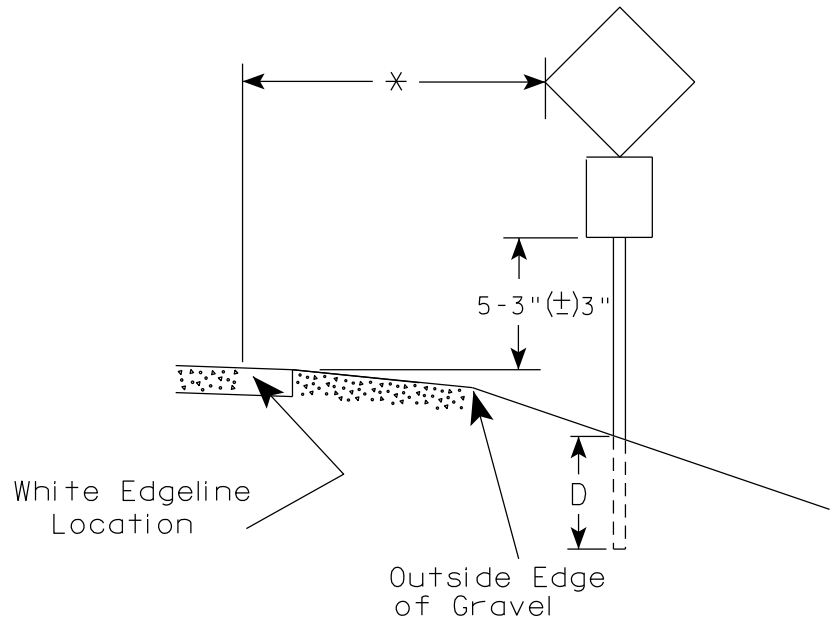
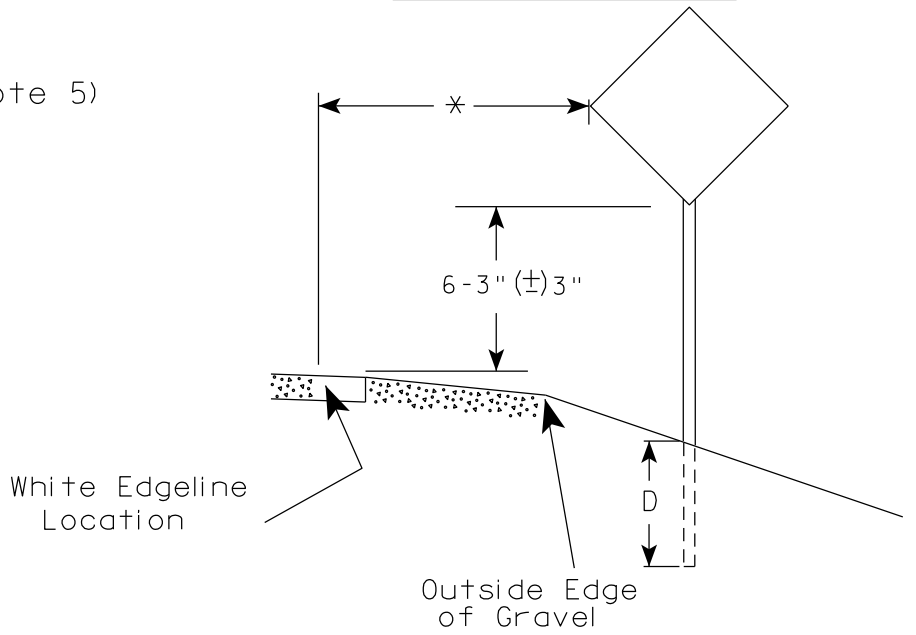
APPROVED
August 2025 /S/ DAVID J. LAYTON
DATE CHIEF SURVEY AND MAPPING ENGINEER

FHWA

URBAN AREA



RURAL AREA (See Note 2)



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

GENERAL NOTES

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

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

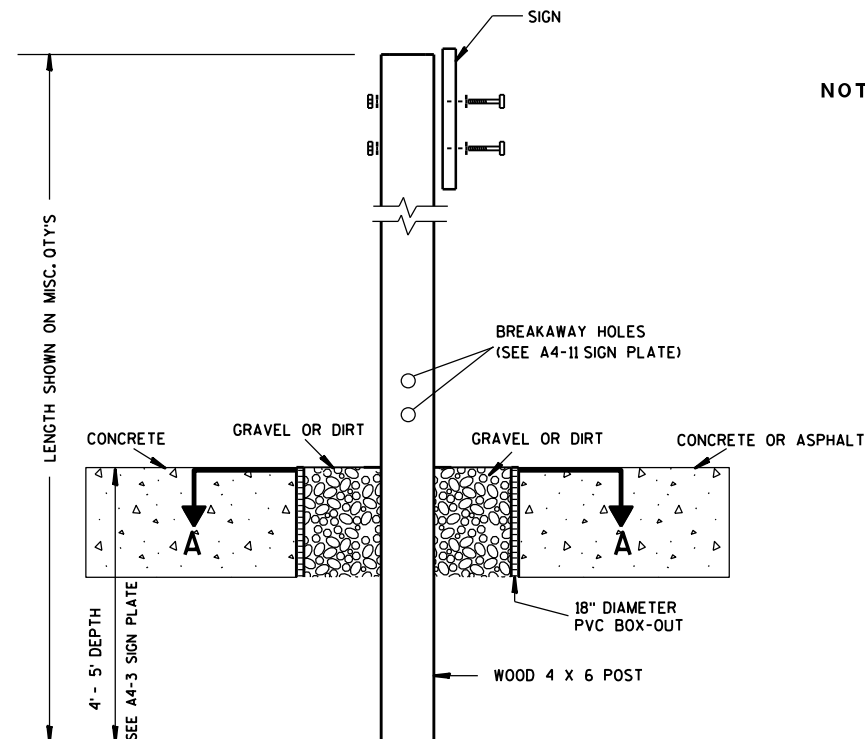
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED 
for State Traffic Engineer

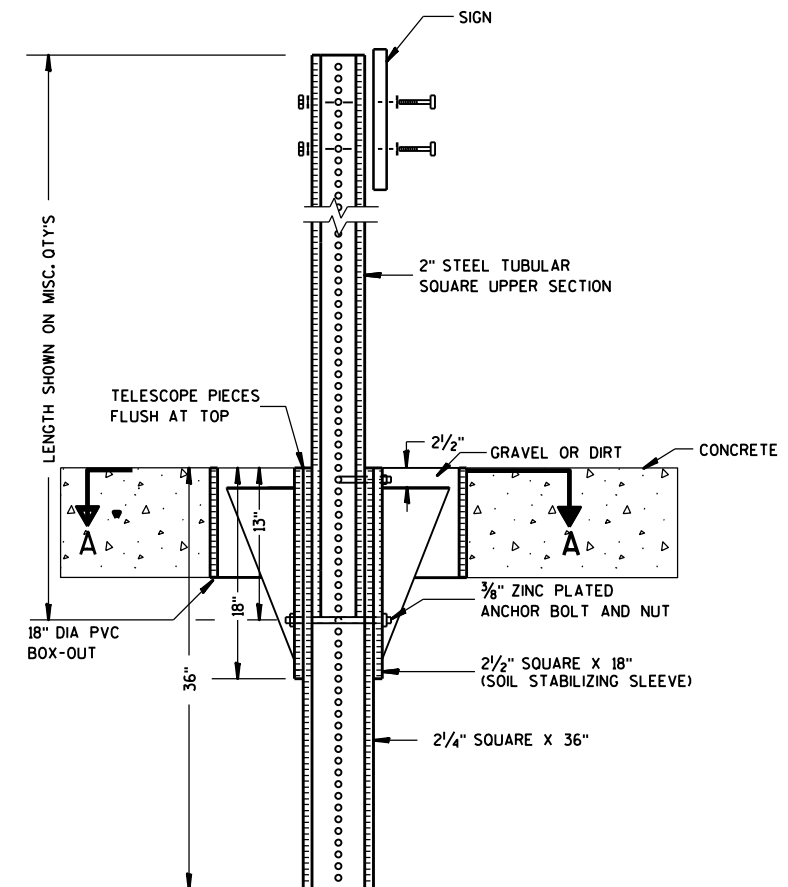
DATE 12/6/23 PLATE NO. A4-3.23



ELEVATION VIEW

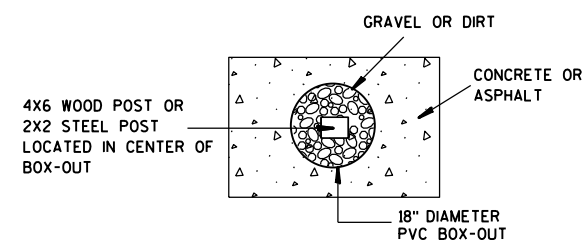
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 48 A4-3B.1

PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E

GENERAL NOTES

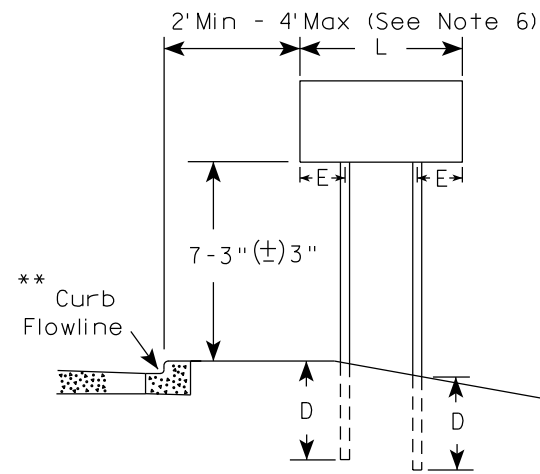
- For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
- See tables below for required number of posts.
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
- The (±) tolerance for mounting height is 3 inches.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

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

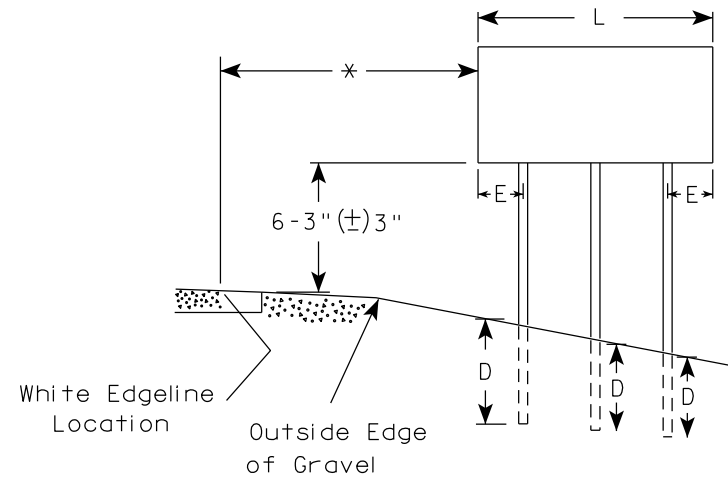
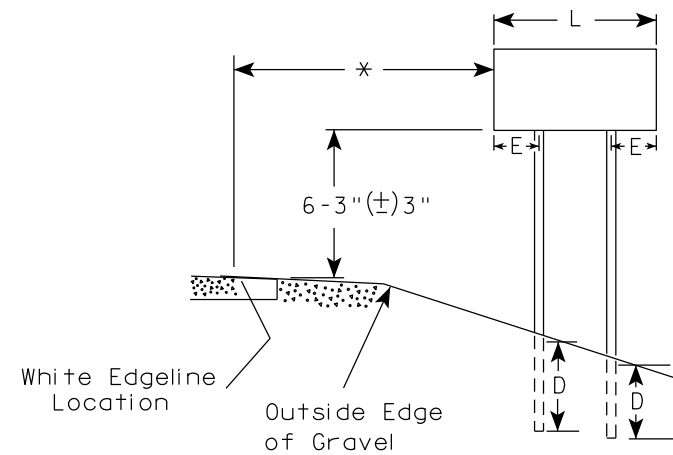
** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs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

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

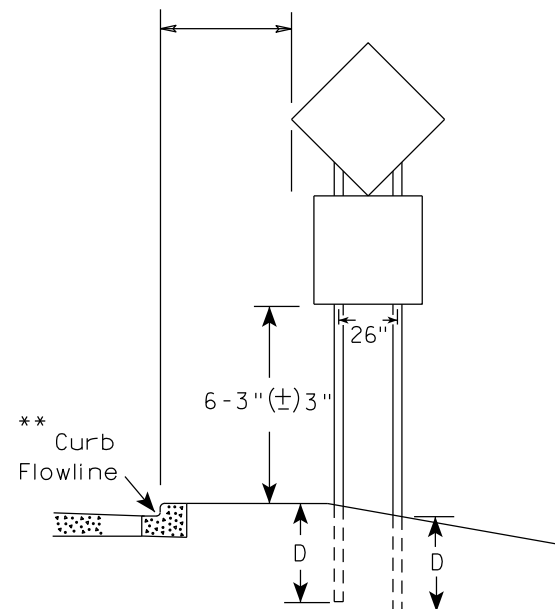
URBAN AREA



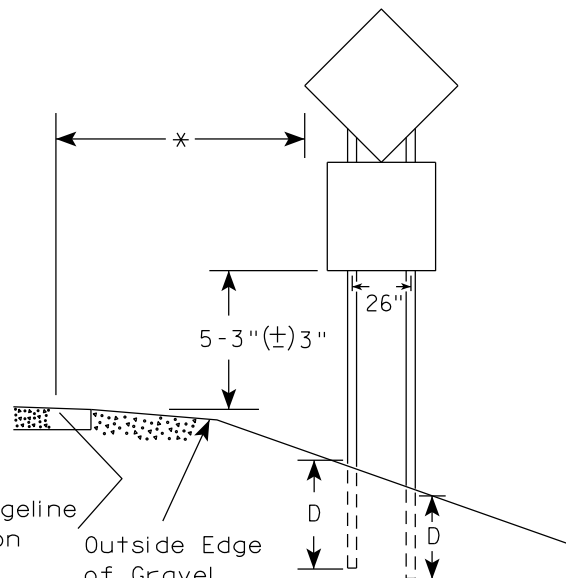
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

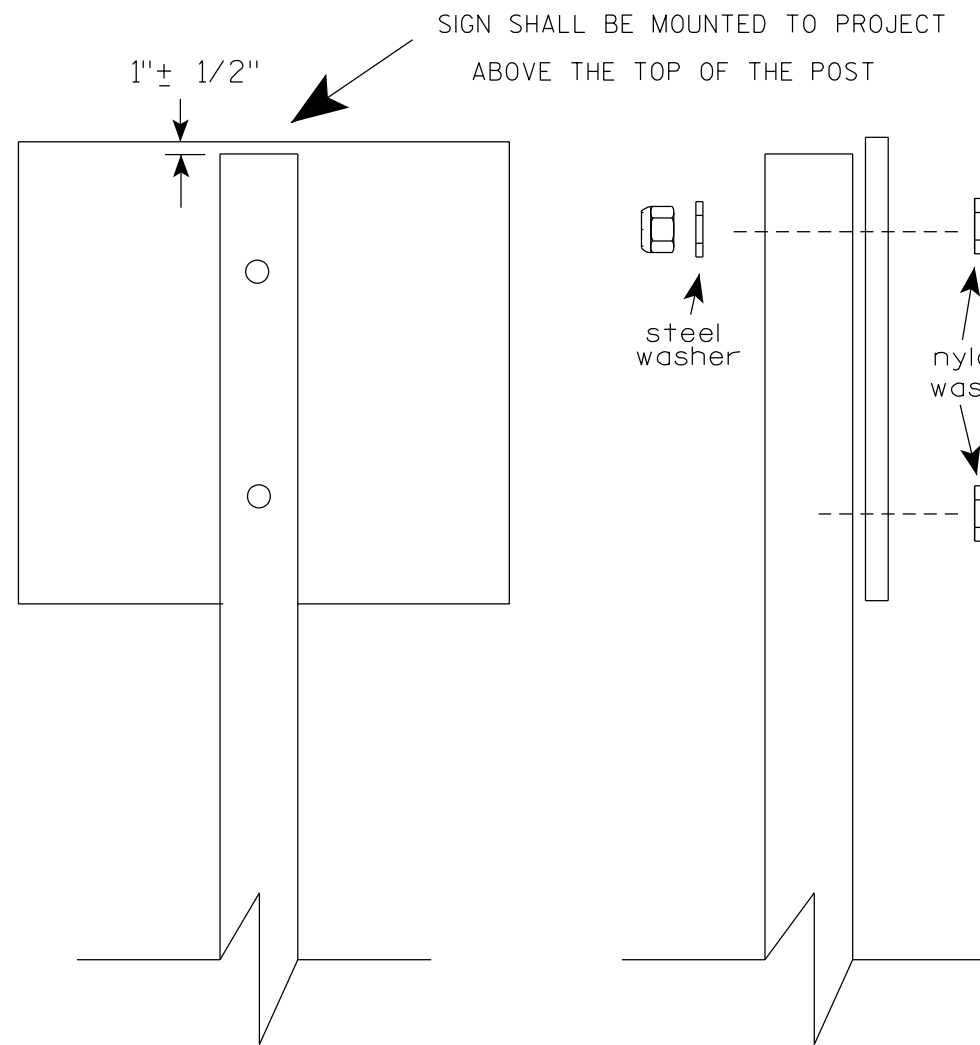
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 49

E



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

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

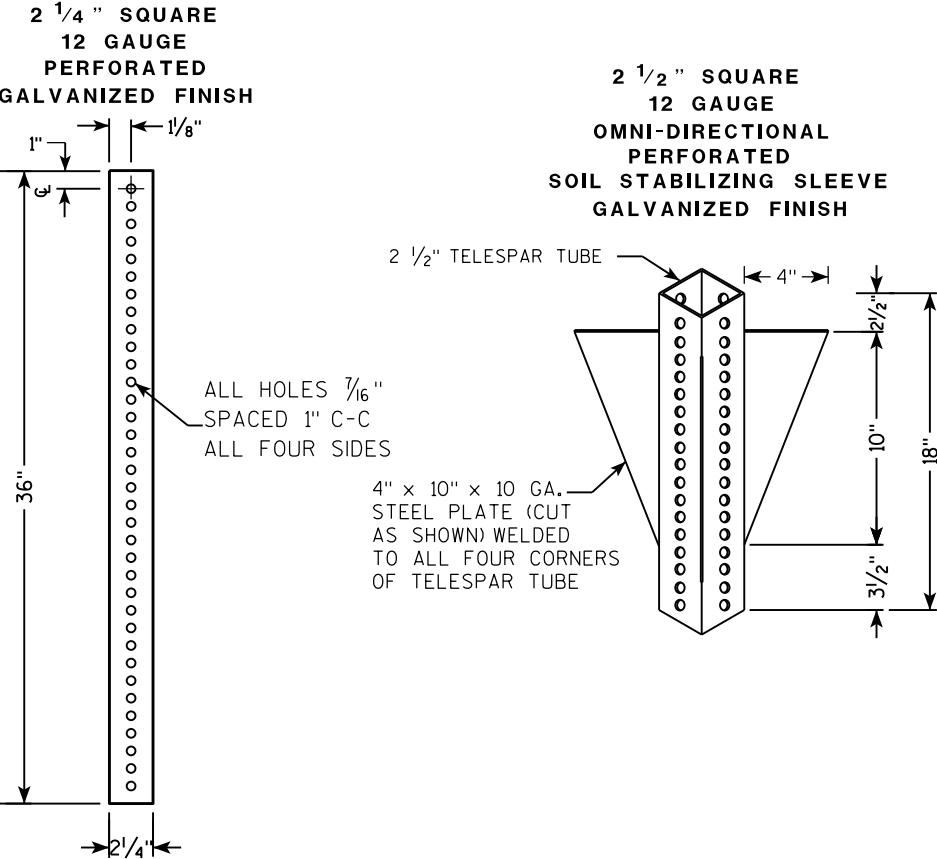
Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

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

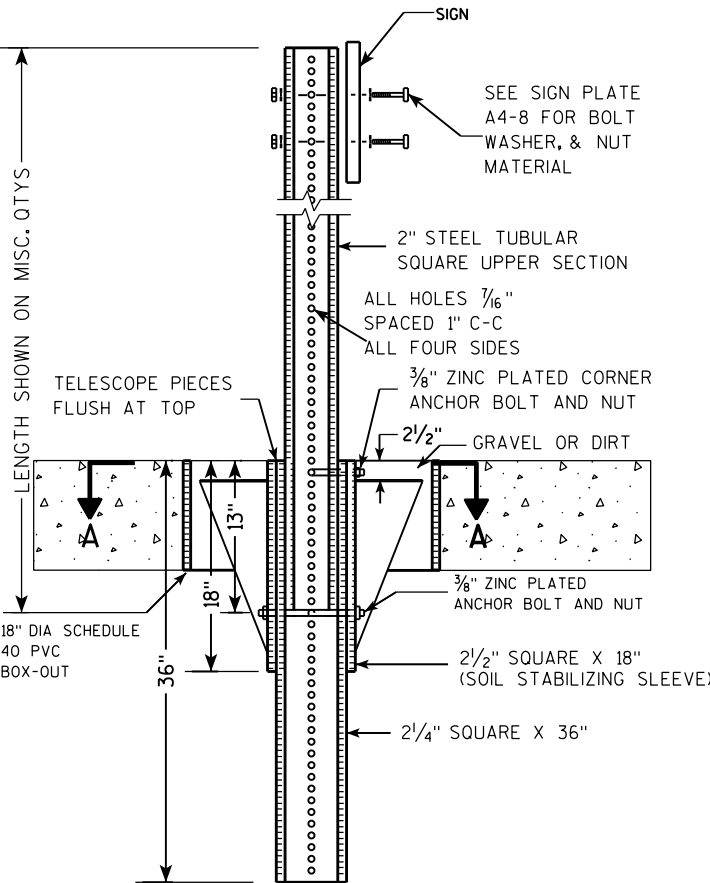
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

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

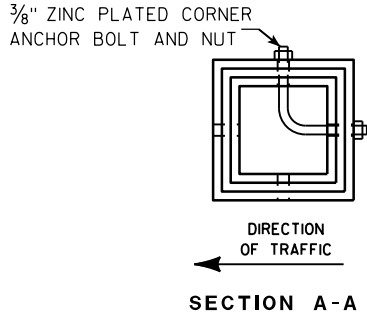
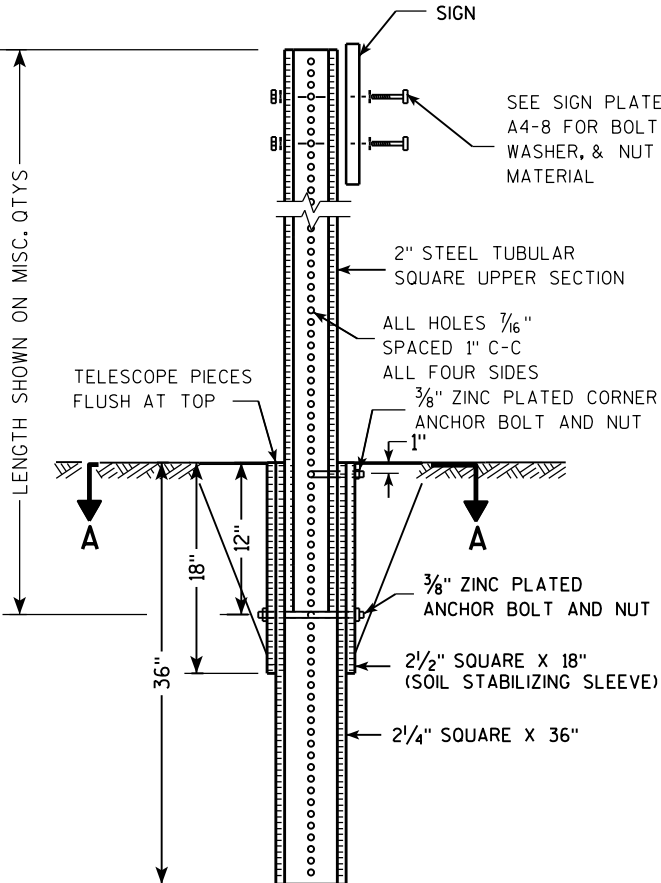
TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM



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

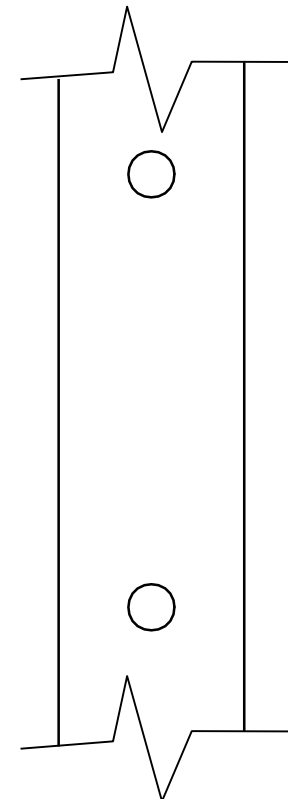
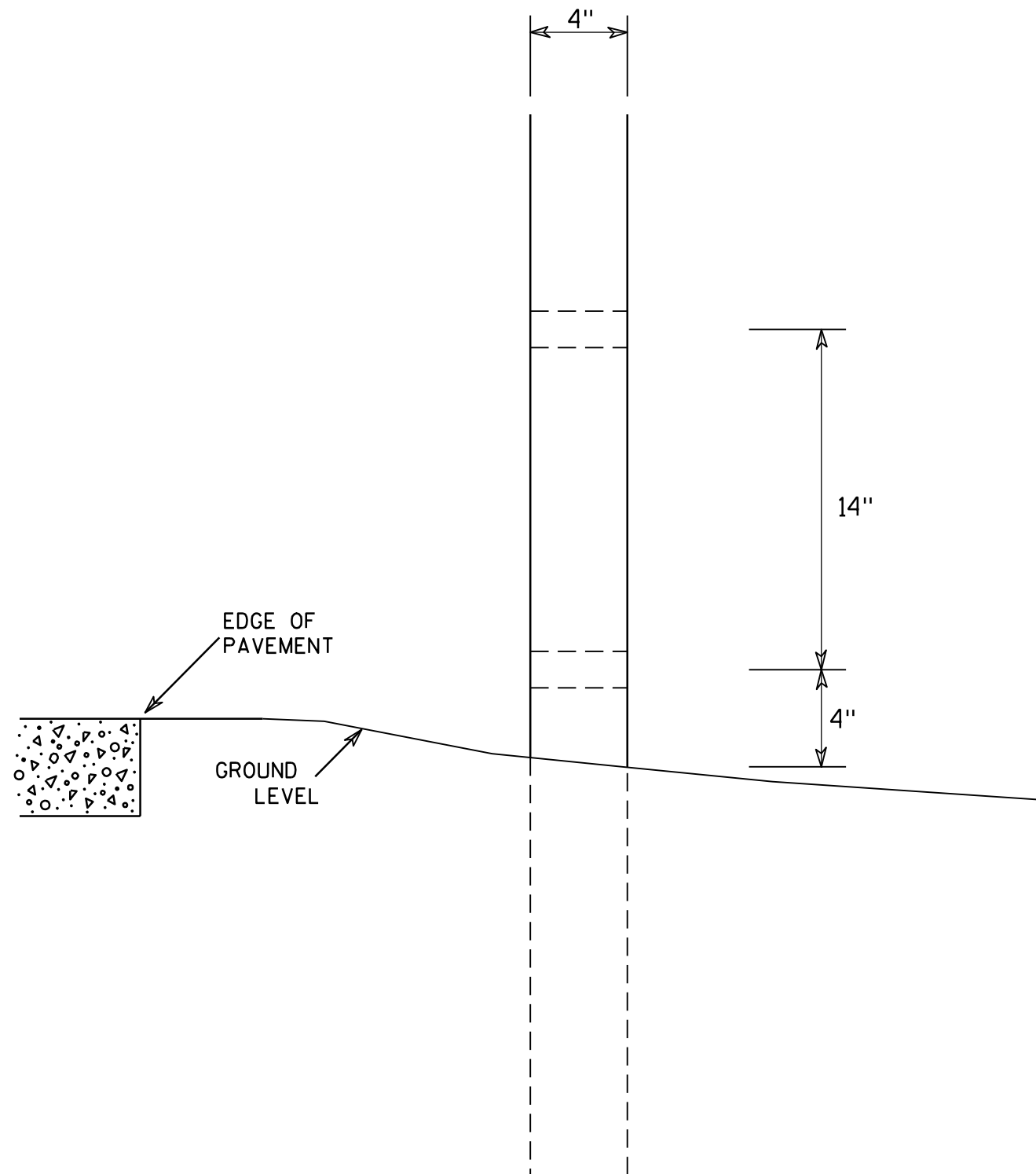
Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLAT 51 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:

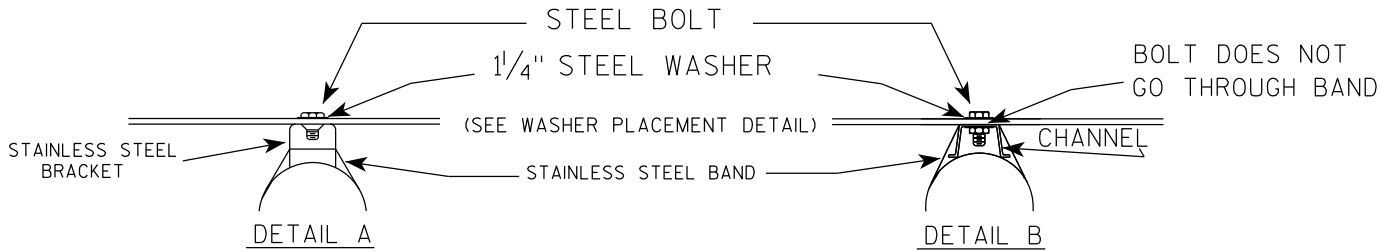
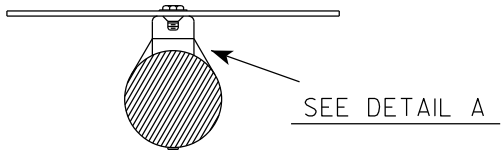
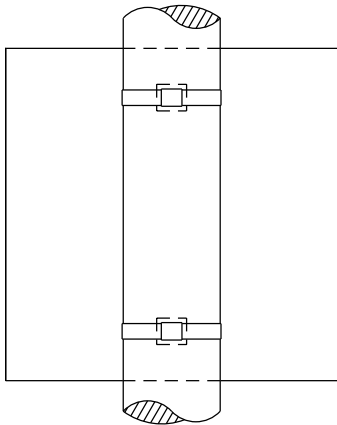
COUNTY:

SHEET NO: 52

E

BANDING

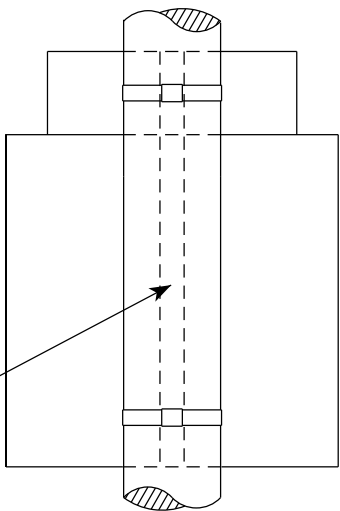
SINGLE SIGN



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

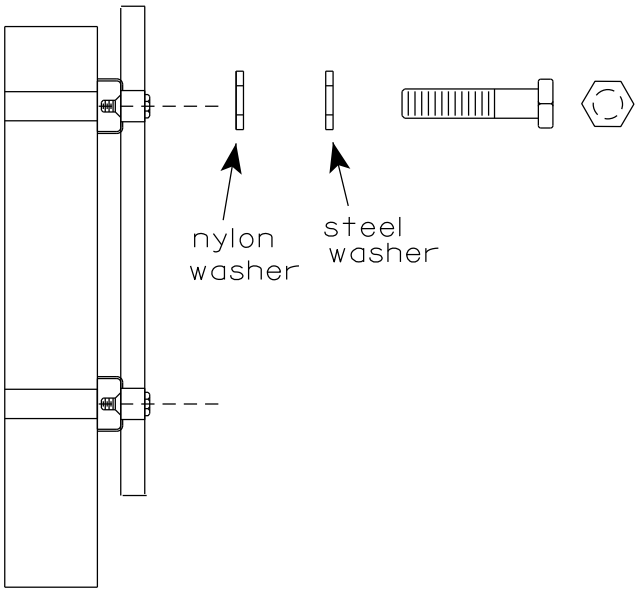
"J" ASSEMBLY



CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET

SEE DETAIL B

WASHER PLACEMENT

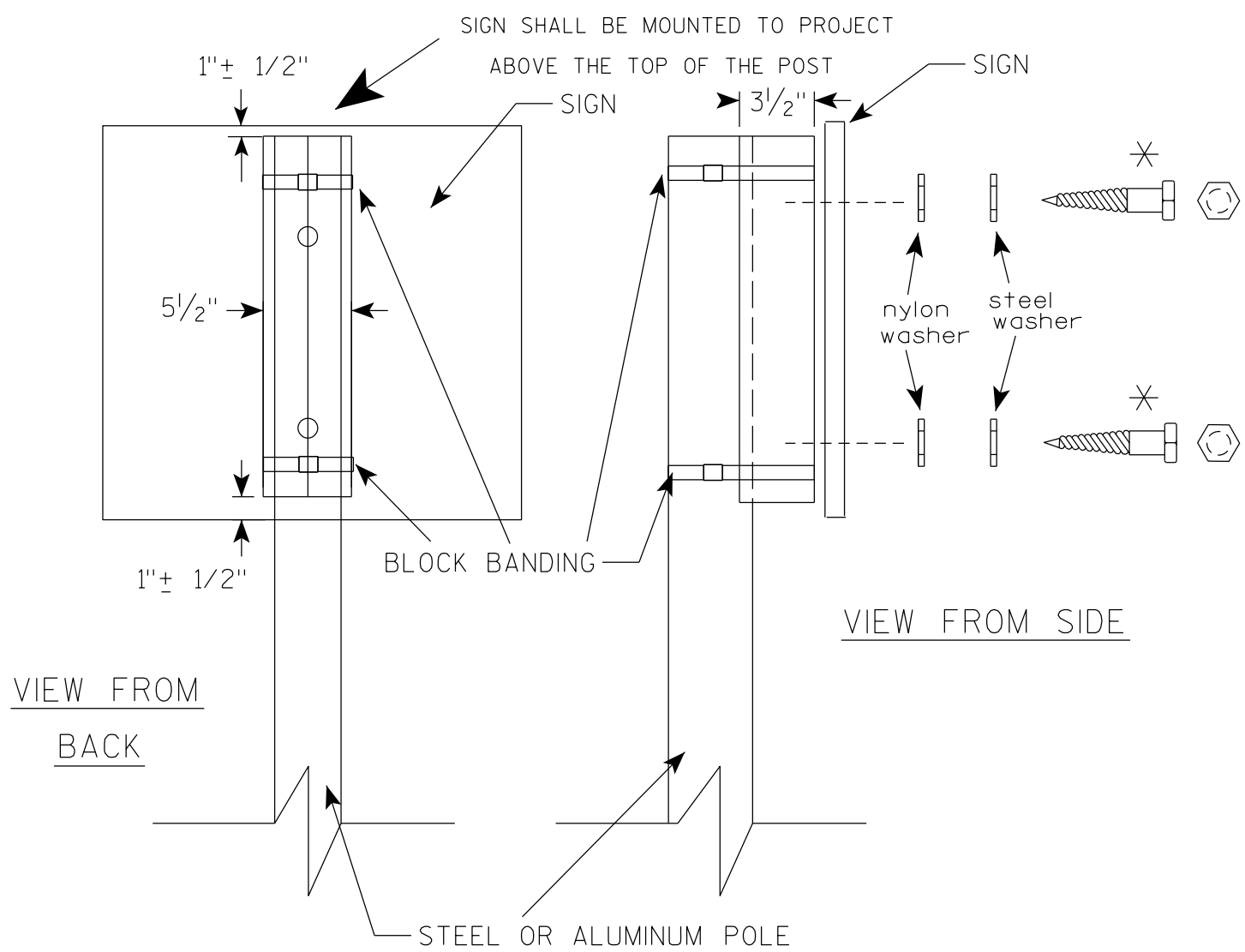


WASHERS (ALL POSTS) -
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

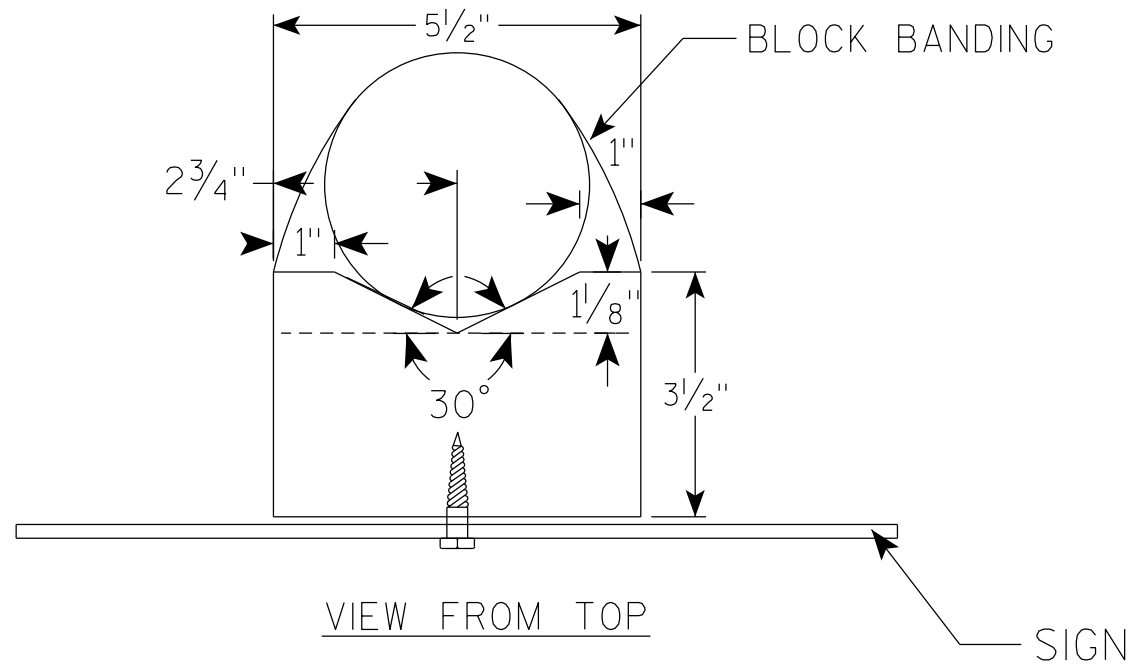
WISCONSIN DEPT OF TRANSPORTATION

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

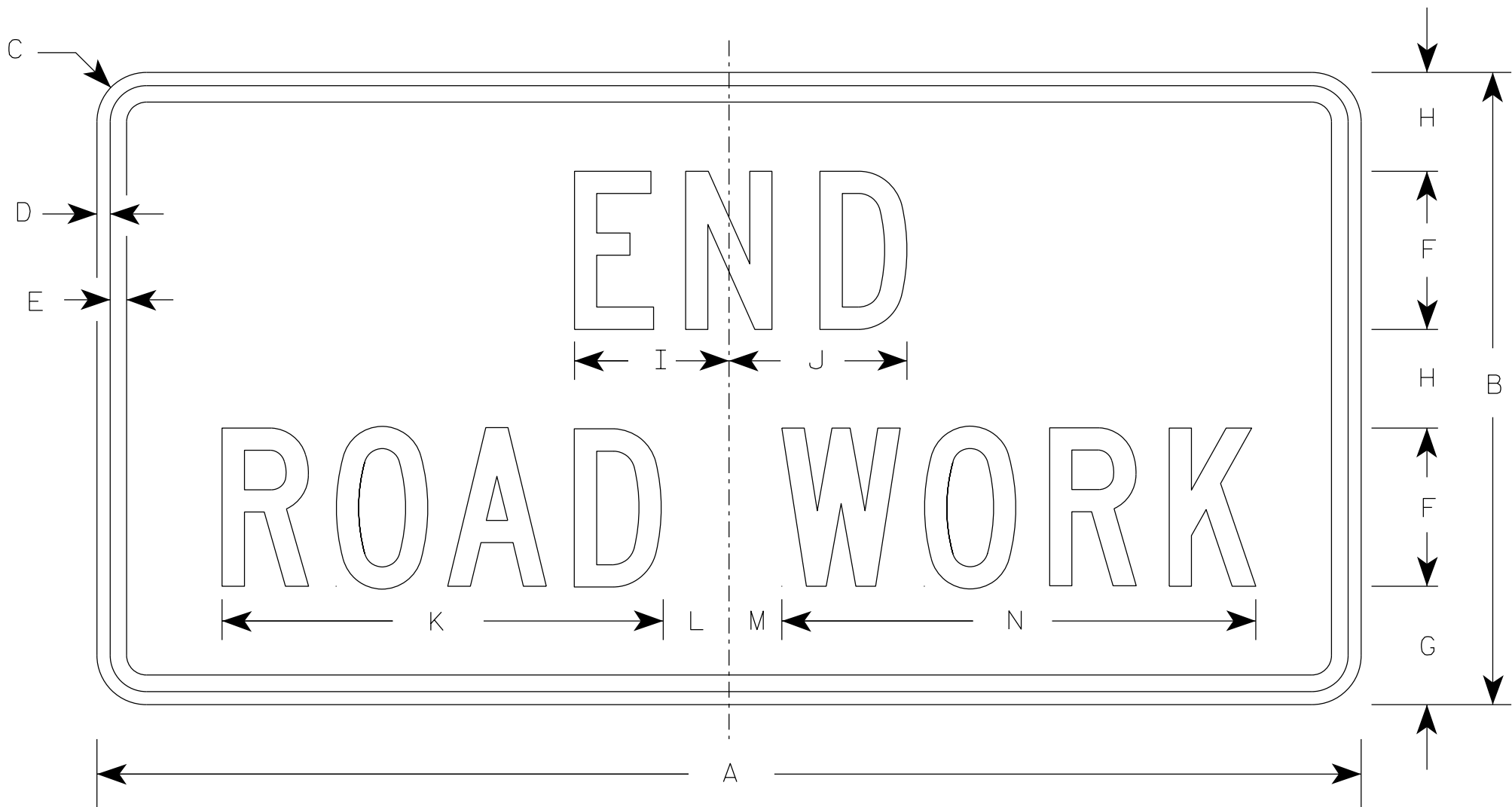
PROJECT NO:

SHEET NO: 54

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

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

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 55

E

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - D
- 4. Substitute appropriate numeral and adjust spacing to achieve proper balance.



G20-57

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2																											
3	72	36	1 1/8	1/2	5/8	6	5	4	15 5/8	1 5/8	5	9 1/4	21 1/4	3 1/2	1 1/2	23 1/4		29 7/8	1 3/4	3 1/4	28 1/2						18.0
4	96	48	2 1/4	3/4	1	8	6 1/2	5 1/2	20 5/8	2 1/4	6	12 1/4	28 1/4	4 3/8	1 5/8	31		39 1/4	2	4	37 7/8						32.0
5																											

STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 1/22/19 PLATE NO. G20-57.3

PROJECT NO:

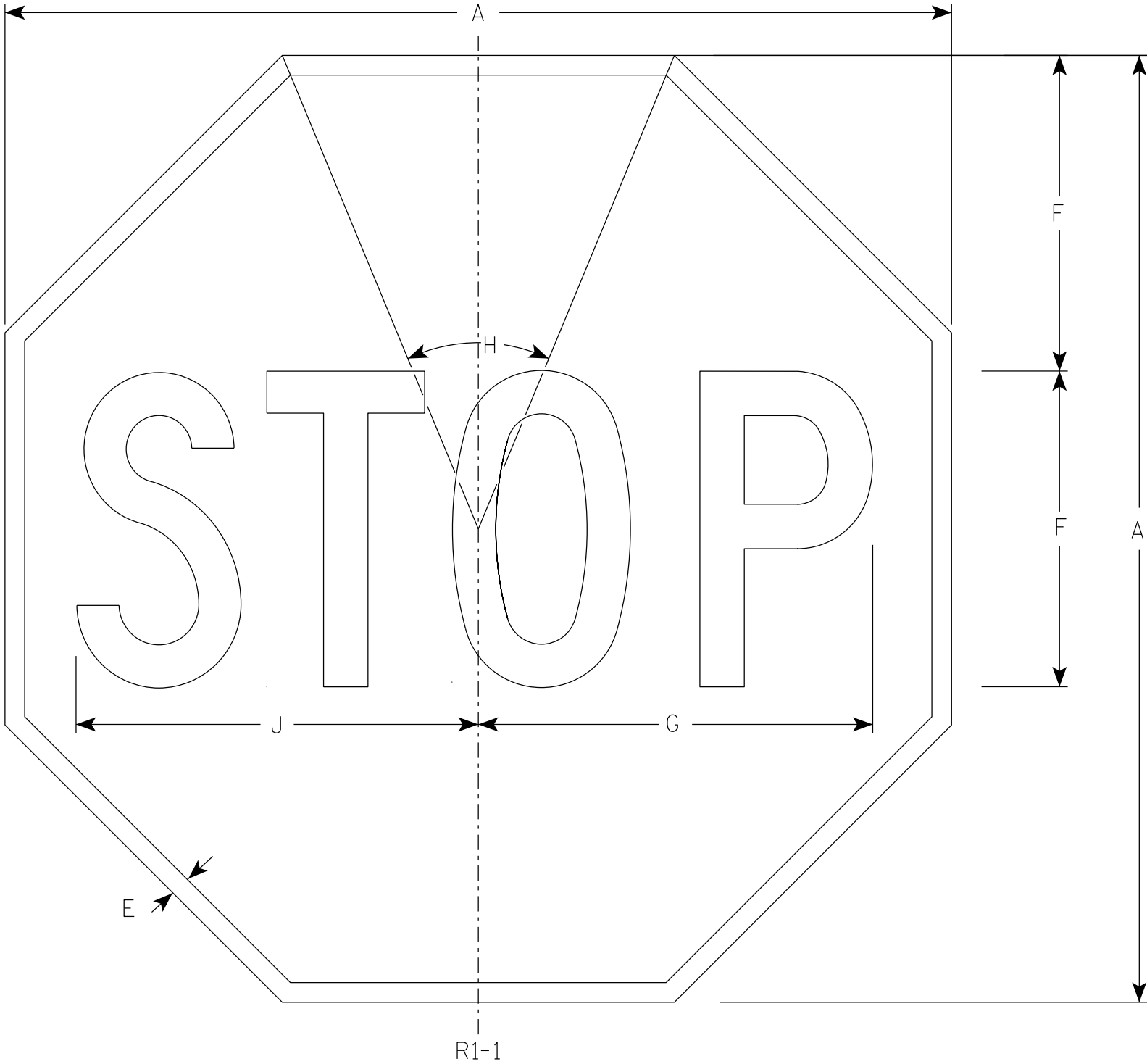
HWY:

COUNTY:

SHEET NO: 56

E

7



NOTES

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

7

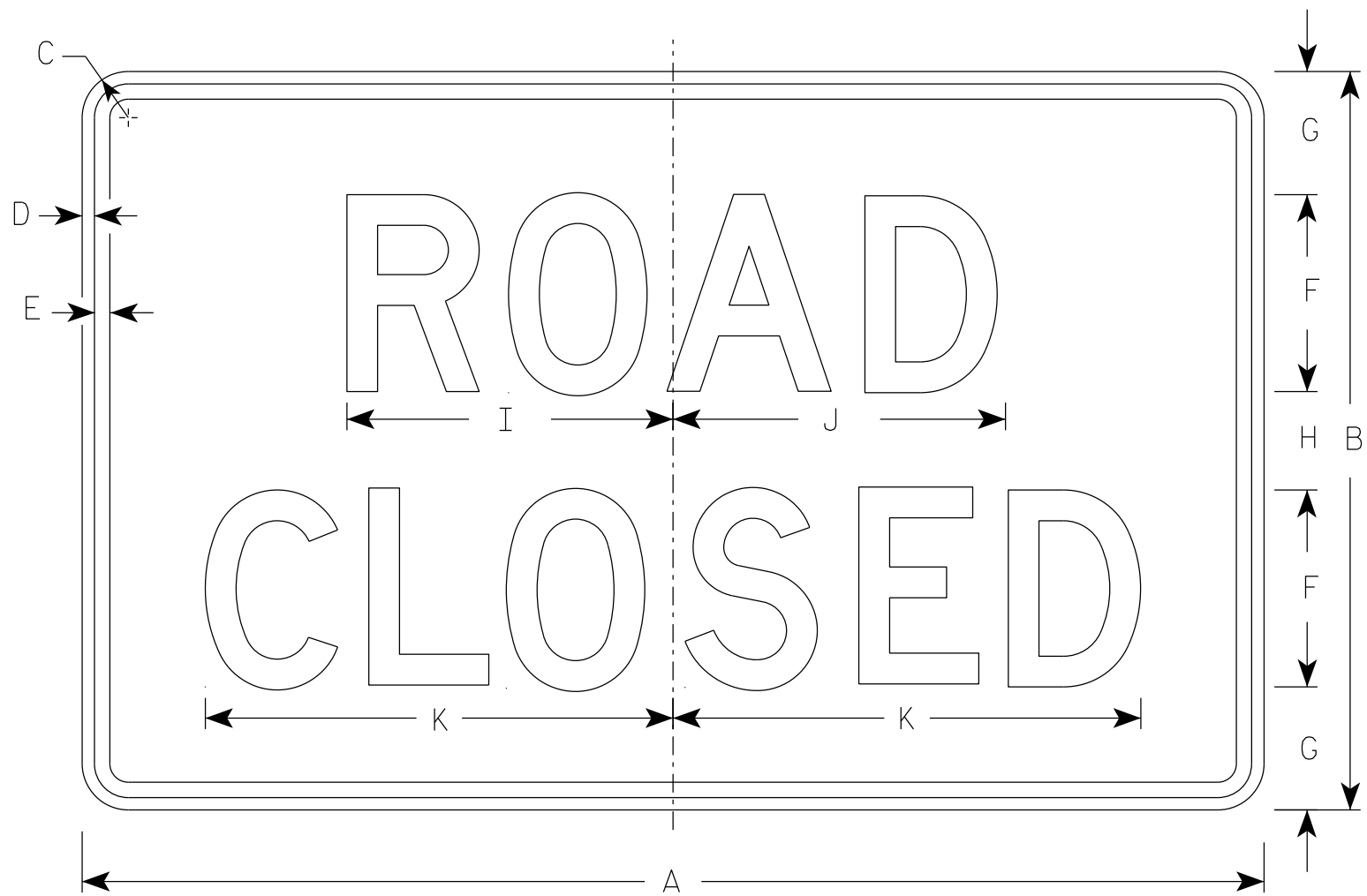
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2S	30				5/8	10	12 1/2	45°		12 3/4																	5.18
2M	36				3/4	12	15	45°		15 3/8																	7.46
3	36				3/4	12	15	45°		15 3/8																	7.46
4	48				1	16	20	45°		20 1/2																	13.25
5	48				1	16	20	45°		20 1/2																	13.25
6	18				3/8	6	7 3/4	45°		7 3/4																	1.86

STANDARD SIGN
R1-1

WISCONSIN DEPT OF TRANSPORTATION

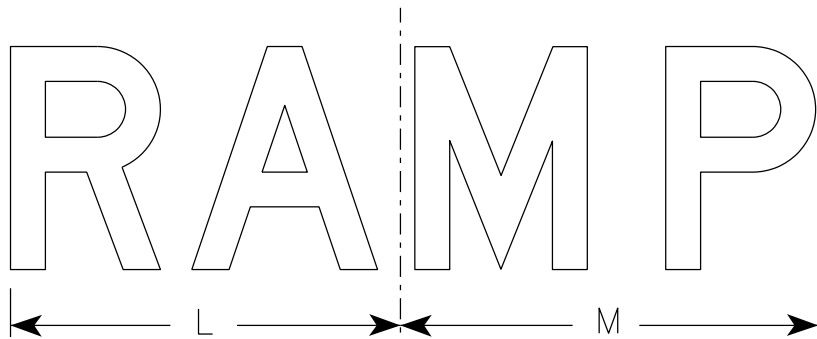
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 7/9/2025 PLATE NO. R1-1.14

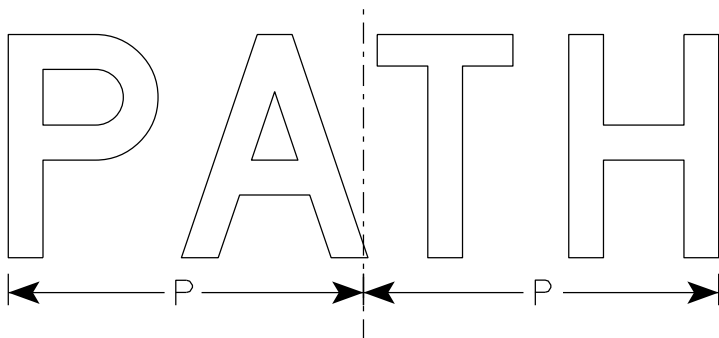


R11-2

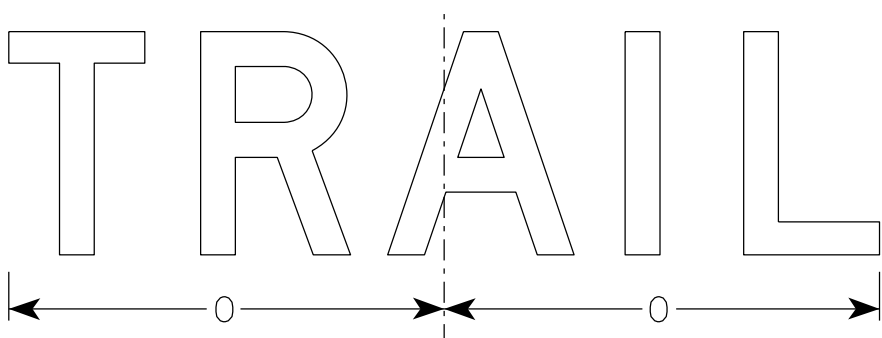
- NOTES
1. Sign is Type II - Type H Reflective
 2. Color:
Background - White
Message - Black
 3. Message Series - D
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
 5. Modify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



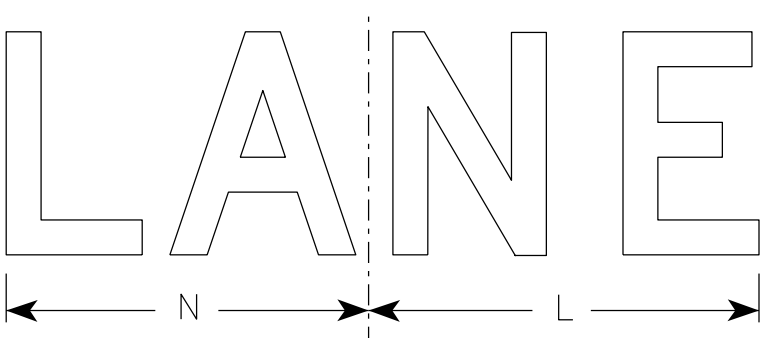
R11-2R



R11-2C



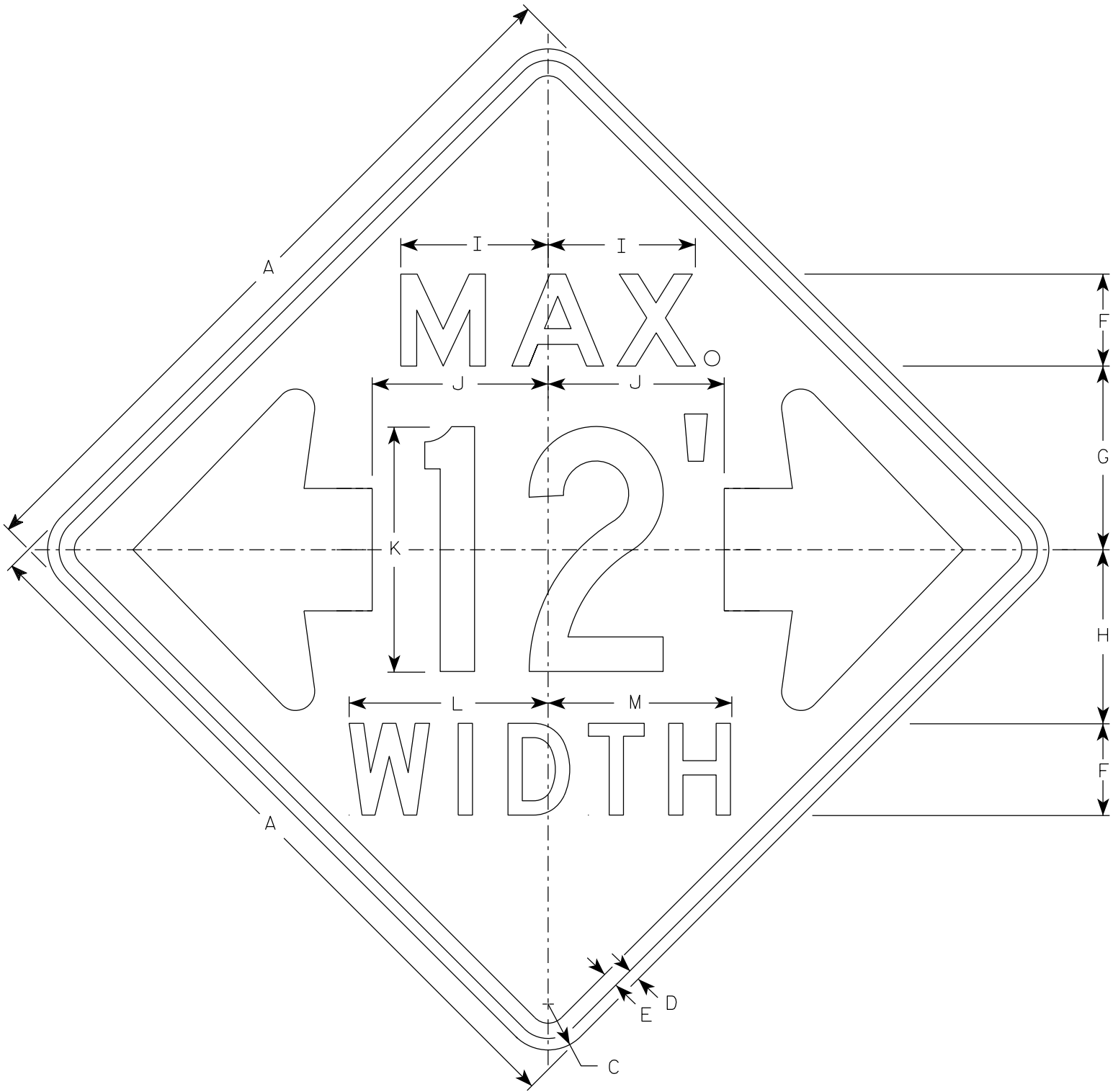
R11-2T



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

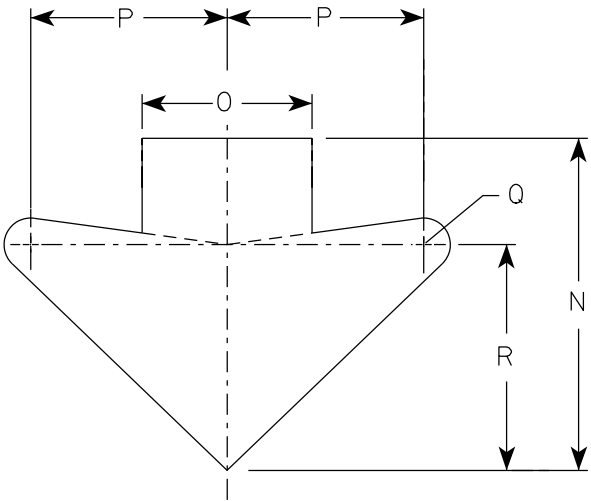
STANDARD SIGN R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 2/3/26	PLATE NO. R11-2.13



W12-52

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Message Series - See note 5
- 4. The top line is series E, the numerals are series C, and the bottom line is series D.
- 5. Substitute appropriate numerals and adjust spacing as required.



ARROW DETAIL

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48		3	$\frac{3}{4}$	1	6	12	$11\frac{3}{8}$	$9\frac{5}{8}$	$11\frac{1}{2}$	16	13	12	$15\frac{5}{8}$	8	$9\frac{1}{4}$	$1\frac{1}{4}$	$10\frac{5}{8}$									16.0
2M	48		3	$\frac{3}{4}$	1	6	12	$11\frac{3}{8}$	$9\frac{5}{8}$	$11\frac{1}{2}$	16	13	12	$15\frac{5}{8}$	8	$9\frac{1}{4}$	$1\frac{1}{4}$	$10\frac{5}{8}$									16.0
3																											
4																											
5																											

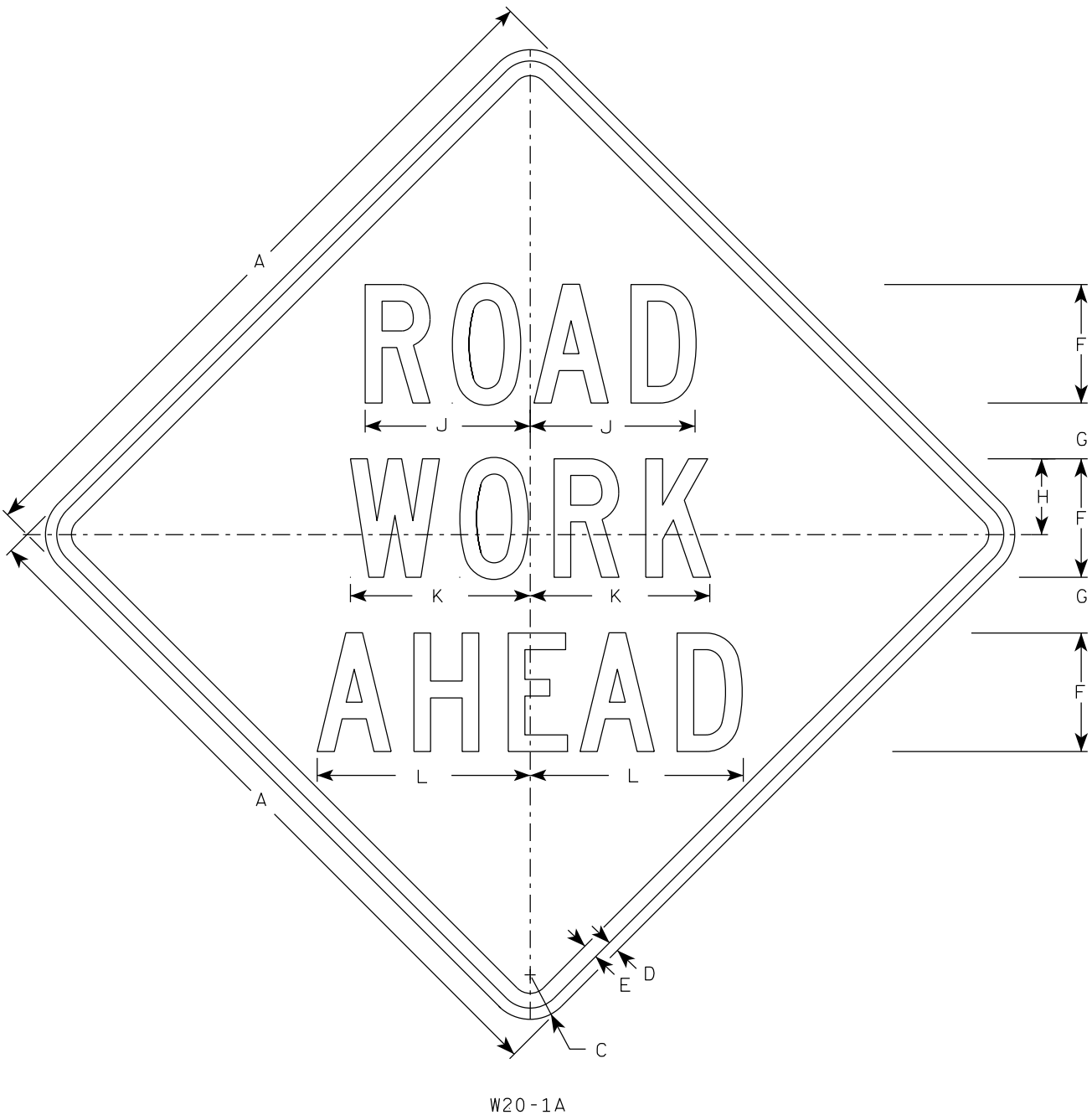
STANDARD SIGN

W12-52

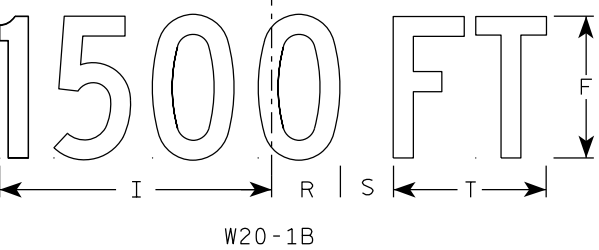
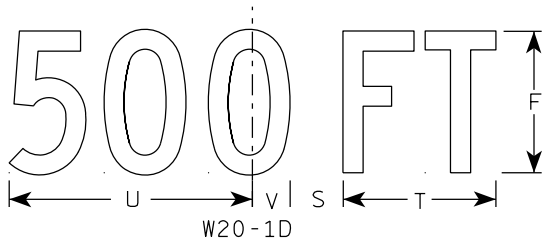
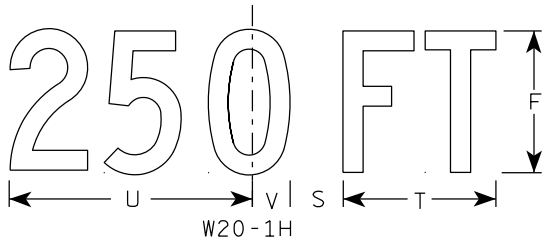
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/10/2024 PLATE NO. W12-52.8

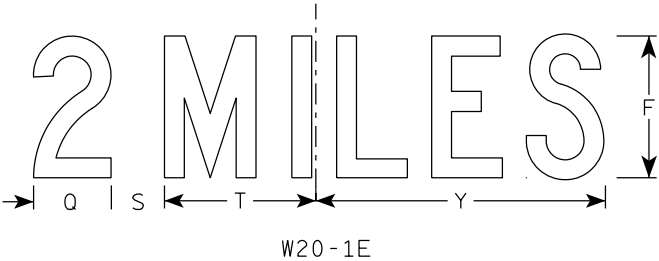
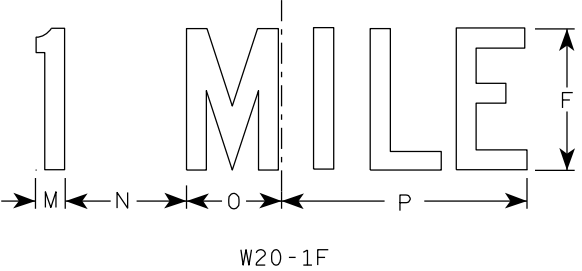
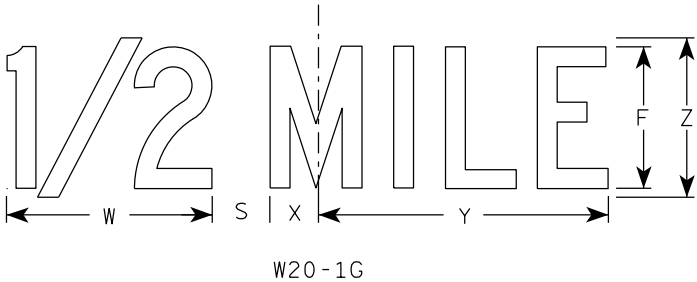


W20-1A



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.



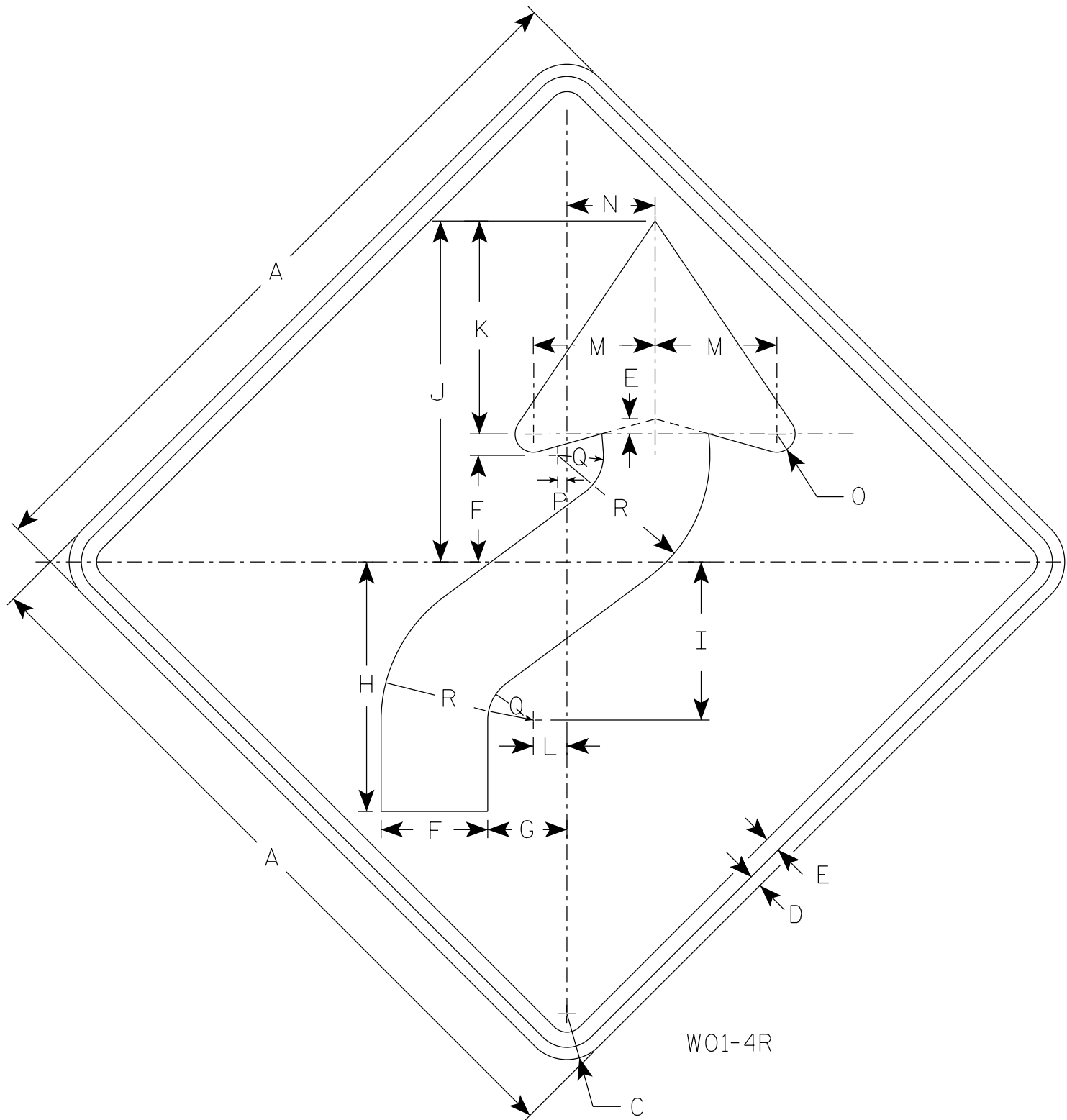
SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13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

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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



NOTES

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. W01-4L is the same as W01-4R except the arrow is reversed along the vertical centerline.

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

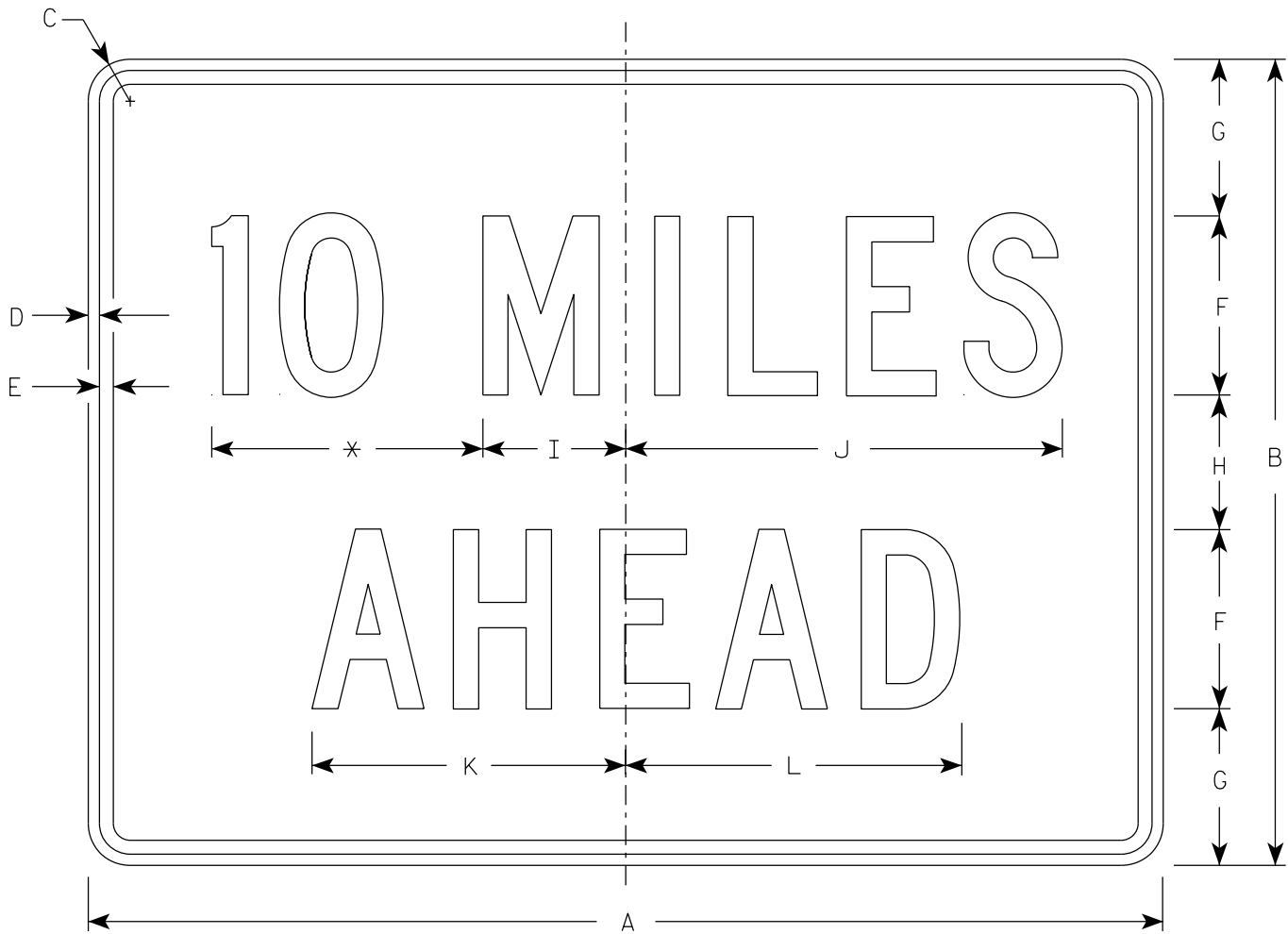
STANDARD SIGN
W01-4

WISCONSIN DEPT OF TRANSPORTATION

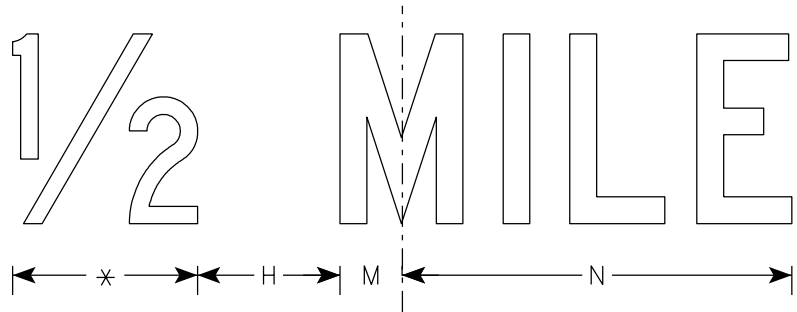
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-4.2

7



W057-52



* See note 5

NOTES

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

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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	24	1 1/2	3/8	1/2	6	4 1/2	3	4 3/4	14 5/8	10 5/8	11 3/8	2	12													6.0
2S	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
2M	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
3	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
4	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0
5	48	36	2 1/4	1/2	5/8	8	7	6	6 3/8	19 1/2	14	15	2 3/4	16 3/8													12.0

STANDARD SIGN
W057-52

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

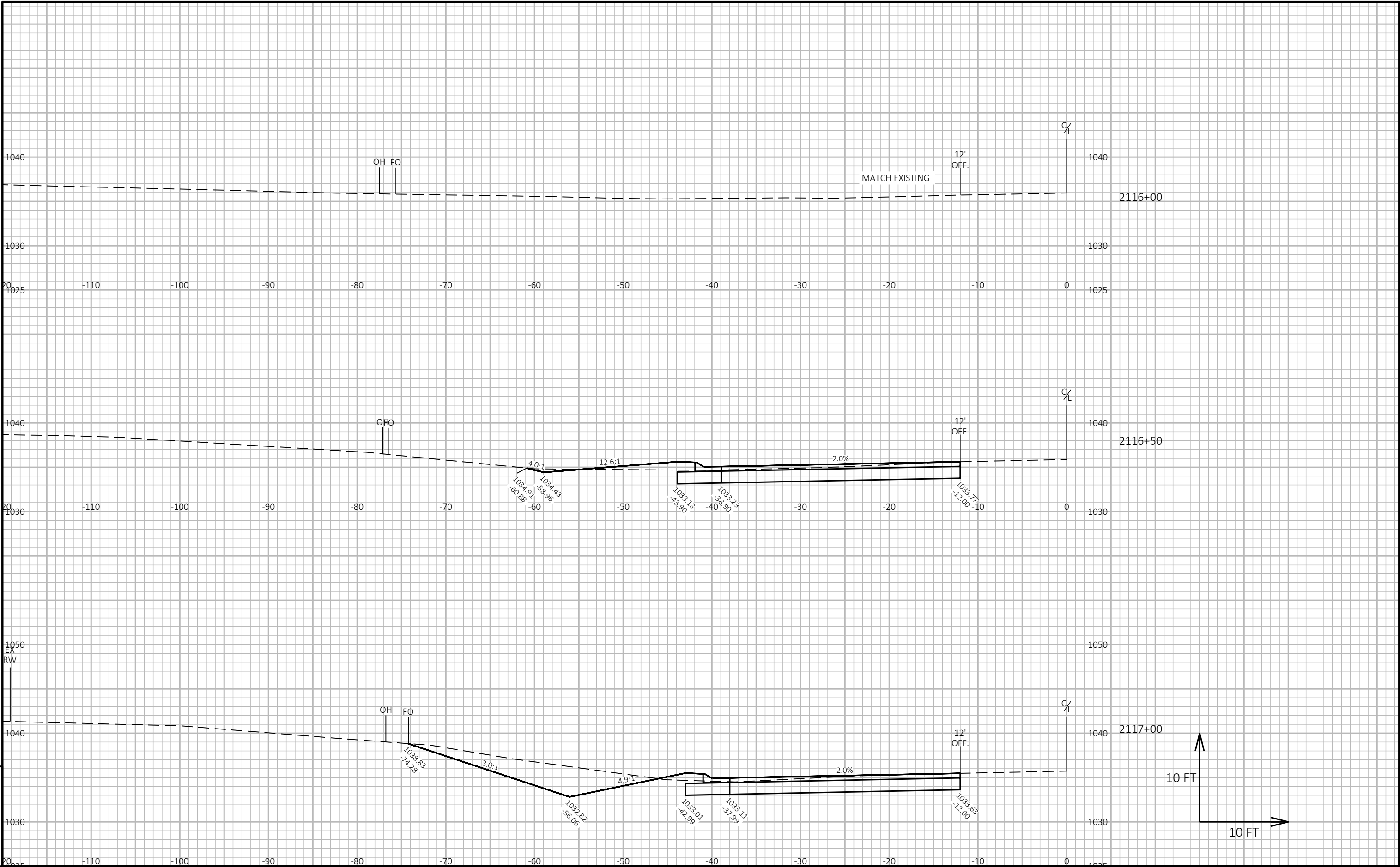
DATE 2/1/2024 PLATE NO. W057-52.3

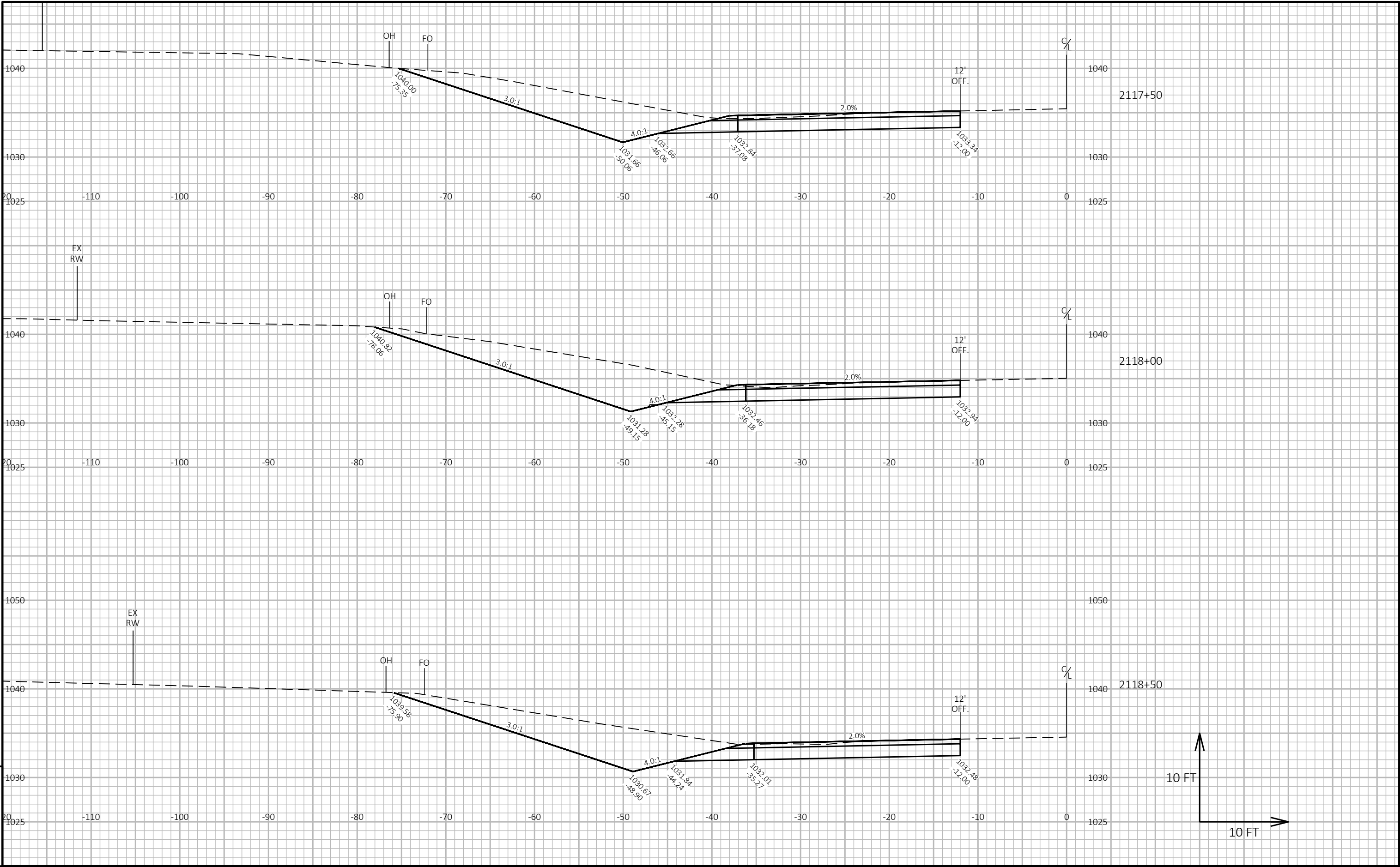
DIVISION 1/3-STH13

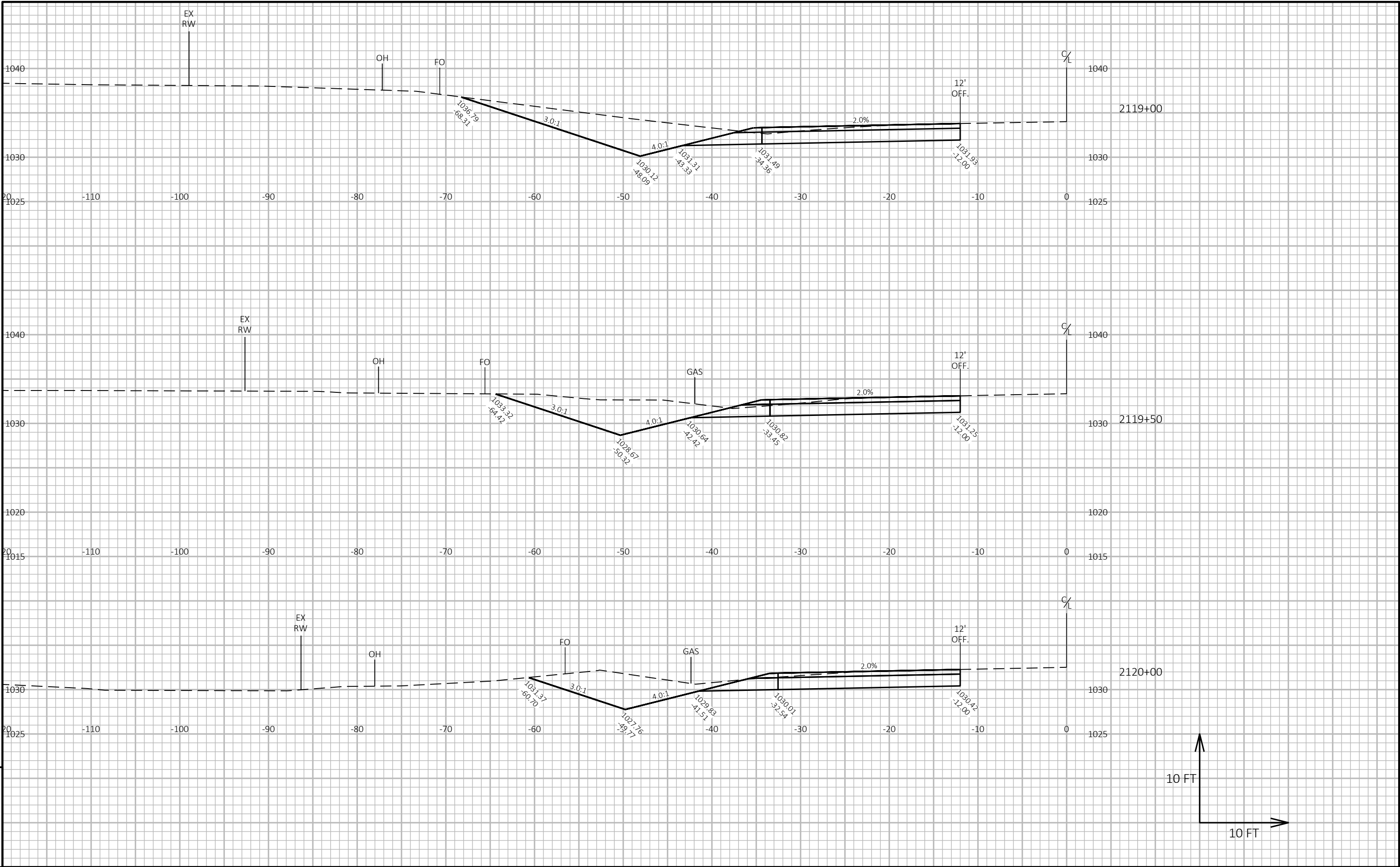
STATION	REAL STATION	DISTANCE	AREA (SF)						INCREMENTAL VOL (CY) (UNADJUSTED)						CUMULATIVE VOL (CY)							
			CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	SALVAGED/UNUSABLE PAVEMENT MATERIAL	FILL	MARSH EXC	ROCK EXC	EBS	CUT	EXPANDED FILL	EXPANDED MARSH BACKFILL	EXPANDED ROCK	EXPANDED EBS BACKFILL	REDUCED MARSH IN FILL	REDUCED EBS IN FILL	MASS ORDNATE
NOTE 1	NOTE 2	NOTE 3	NOTE 1	1.25	NOTE 4	NOTE 5	NOTE 6	NOTE 7	NOTE 8													
2111+67	211167.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0	
2111+75	211175.00	8.00	1.53	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	1	0	0	0	0	0	1	
2112+00	211200.00	25.00	1.58	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	2	0	0	0	0	0	2	
2112+25	211225.00	25.00	1.63	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	4	0	0	0	0	0	4	
2112+50	211250.00	25.00	1.70	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	6	0	0	0	0	0	6	
2113+75	211275.00	25.00	1.77	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	8	0	0	0	0	0	8	
2113+00	211300.00	25.00	1.81	0.00	0.00	0.00	0.00	0.00	2	0	0	0	0	0	10	0	0	0	0	0	10	
2113+25	211325.00	25.00	1.64	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	11	0	0	0	0	0	11	
2113+50	211350.00	25.00	1.49	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	12	0	0	0	0	0	12	
2113+75	211375.00	25.00	1.37	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	13	0	0	0	0	0	13	
2114+00	211400.00	25.00	1.24	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	14	0	0	0	0	0	14	
2114+25	211425.00	25.00	1.12	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	15	0	0	0	0	0	15	
2114+50	211450.00	25.00	1.00	0.00	0.00	0.00	0.00	0.00	1	0	0	0	0	0	16	0	0	0	0	0	16	
2114+75	211475.00	25.00	0.93	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	16	0	0	0	0	0	16	
2115+00	211500.00	25.00	0.00	0.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	16	0	0	0	0	0	16	

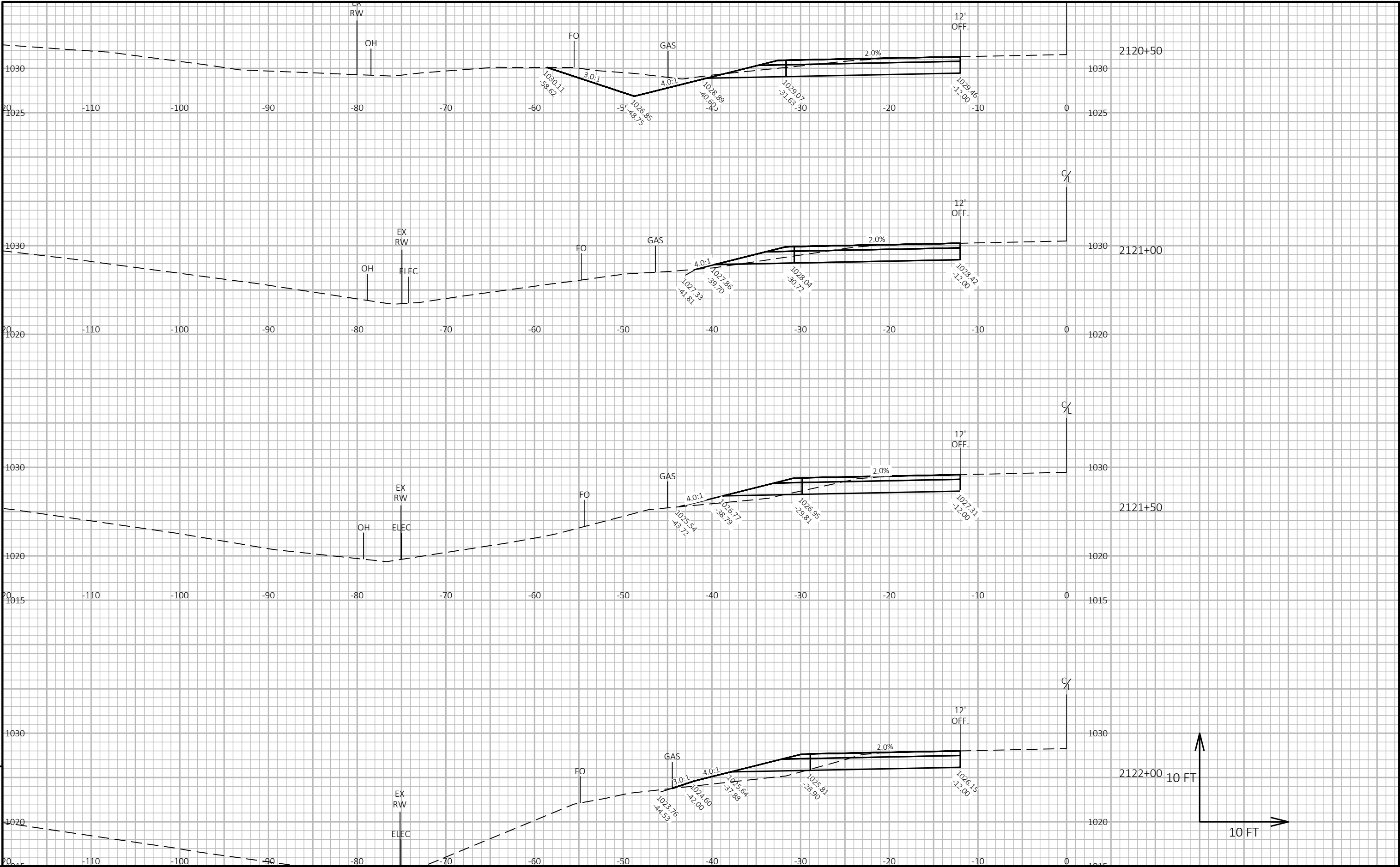
DIVISION 2-STH 13																					
2116+00.00	211600.00	0.00	0.00	44.00	0.00	0.00	0.00	0.00	0	0	0	0	0	0	0	0	0	0	0	0	0
2116+50.00	211650.00	50.00	65.58	7.21	0.65	0.00	0.00	0.00	61	47	1	0	0	0	61	1	0	0	0	0	13
2117+00.00	211700.00	50.00	78.15	5.87	6.40	0.00	0.00	0.00	133	12	7	0	0	0	194	10	0	0	0	0	125
2117+50.00	211750.00	50.00	140.25	5.84	0.00	0.00	0.00	0.00	202	11	6	0	0	0	396	18	0	0	0	0	309
2118+00.00	211800.00	50.00	170.42	5.88	0.00	0.00	0.00	0.00	288	11	0	0	0	0	684	18	0	0	0	0	586
2118+50.00	211850.00	50.00	148.28	5.64	0.00	0.00	0.00	0.00	295	11	0	0	0	0	979	18	0	0	0	0	870
2119+00.00	211900.00	50.00	108.96	4.29	0.00	0.00	0.00	0.00	238	9	0	0	0	0	1217	18	0	0	0	0	1099
2119+50.00	211950.00	50.00	98.36	4.01	0.00	0.00	0.00	0.00	192	8	0	0	0	0	1409	18	0	0	0	0	1283
2120+00.00	212000.00	50.00	90.55	3.97	0.00	0.00	0.00	0.00	175	7	0	0	0	0	1584	18	0	0	0	0	1451
2120+50.00	212050.00	50.00	61.22	3.95	0.00	0.00	0.00	0.00	141	7	0	0	0	0	1725	18	0	0	0	0	1585
2121+00.00	212100.00	50.00	32.52	4.11	0.73	0.00	0.00	0.00	87	7	1	0	0	0	1812	19	0	0	0	0	1663
2121+50.00	212150.00	50.00	27.74	4.15	5.11	0.00	0.00	0.00	56	8	5	0	0	0	1868	25	0	0	0	0	1705
2122+00.00	212200.00	50.00	25.26	4.20	10.22	0.00	0.00	0.00	49	8	14	0	0	0	1917	43	0	0	0	0	1729
2122+50.00	212250.00	50.00	25.86	4.20	8.74	0.00	0.00	0.00	47	8	18	0	0	0	1964	65	0	0	0	0	1745
2123+00.00	212300.00	50.00	26.94	4.20	12.11	0.00	0.00	0.00	49	8	19	0	0	0	2013	89	0	0	0	0	1762
2123+50.01	212350.01	50.01	27.08	4.18	0.80	0.00	0.00	0.00	50	8	12	0	0	0	2063	104	0	0	0	0	1789
2123+63.56	212363.56	13.55	28.27	4.18	0.95	0.00	0.00	0.00	14	2	0	0	0	0	2077	104	0	0	0	0	1801
2124+00.00	212400.00	36.44	29.26	4.19	0.06	0.00	0.00	0.00	39	6	1	0	0	0	2116	105	0	0	0	0	1833
2124+50.00	212450.00	50.00	29.86	4.21	0.21	0.00	0.00	0.00	55	8	0	0	0	0	2171	105	0	0	0	0	1880
2124+54.50	212454.50	4.50	29.43	4.21	0.38	0.00	0.00	0.00	5	8	0	0	0	0	2176	105	0	0	0	0	1877

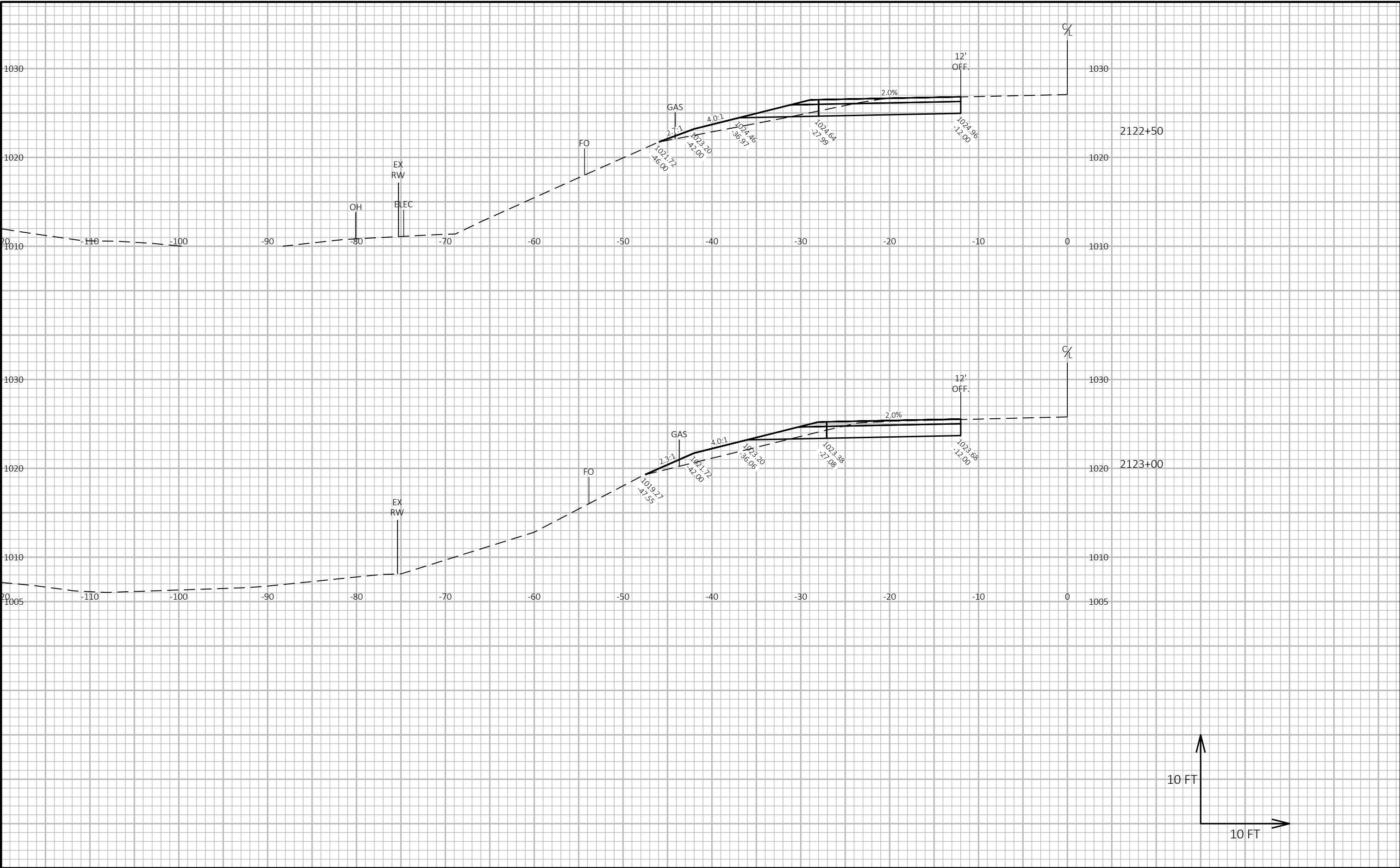
NOTES:	
1 - CUT	CUT INCLUDES SALVAGED/UNUSABLE PAVEMENT MATERIAL
2 - SALVAGED/UNUSABLE PAVEMENT MATERIAL	THIS DOES NOT SHOW UP IN CROSS SECTIONS
3 - FILL	DOES NOT INCLUDE UNUSABLE PAVEMENT EXC VOLUME
4 - EXPANDED MARSH BACKFILL	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
5 - EXPANDED EBS	WILL BE BACKFILLED WITH GRANULAR BACKFILL (OR CUT, OR BORROW)
6 - REDUCED MARSH IN FILL	REDUCED MARSH EXCAVATION THAT CAN BE USED IN FILL
7 - REDUCED EBS IN FILL	REDUCED EBS EXCAVATION THAT CAN BE USED IN FILL
8 - MASS ORDNATE	IF MARSH OR EBS TO BE BACKFILLED WITH COMMON OR BORROW: [(CUT - SALVAGED PAVT - EXPANDED MARSH EXC - EXPANDED EBS) - ((FILL - REDUCED MARSH IN FILL - REDUCED EBS IN FILL - EXPANDED ROCK) * FILL FACTOR)]

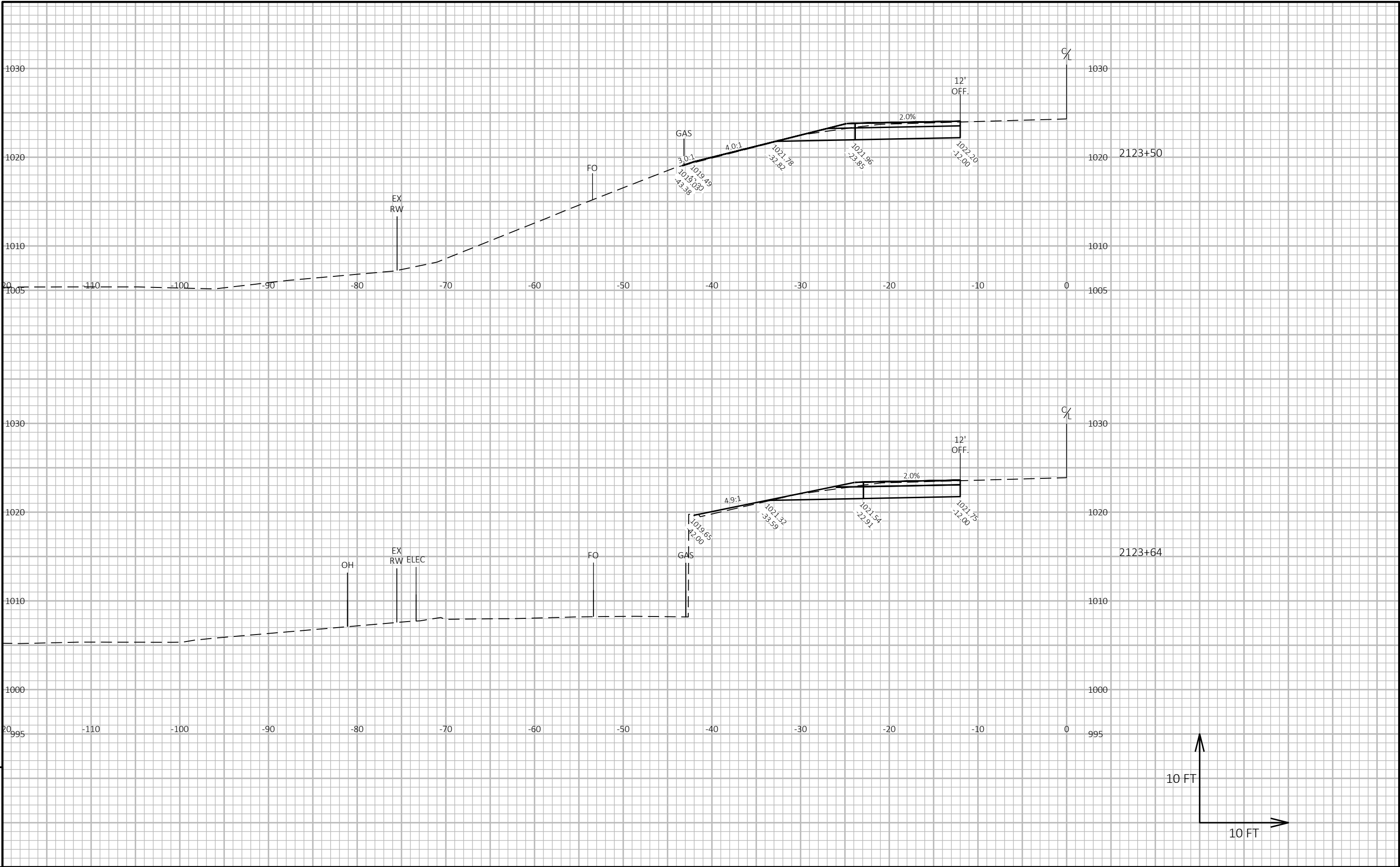


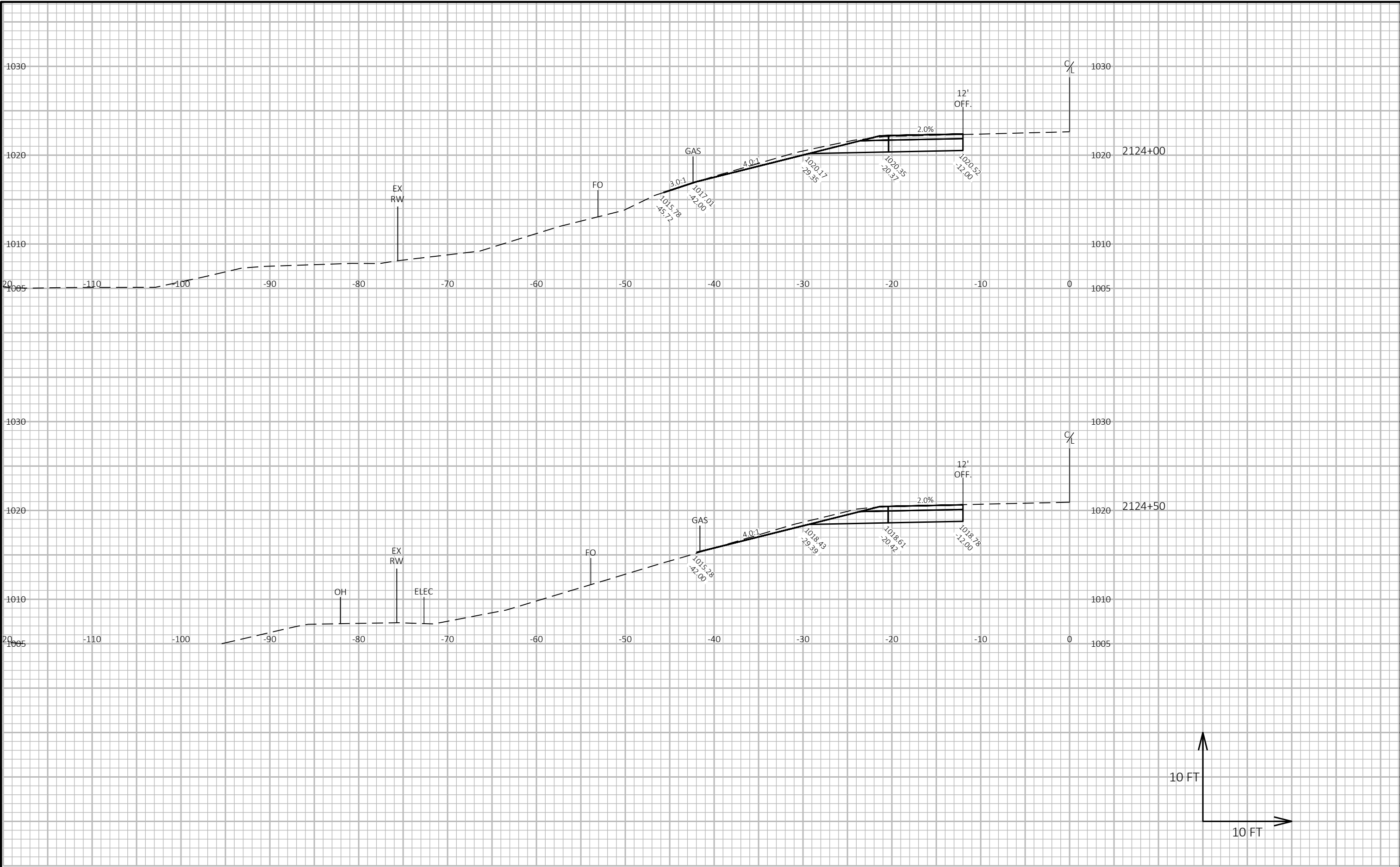


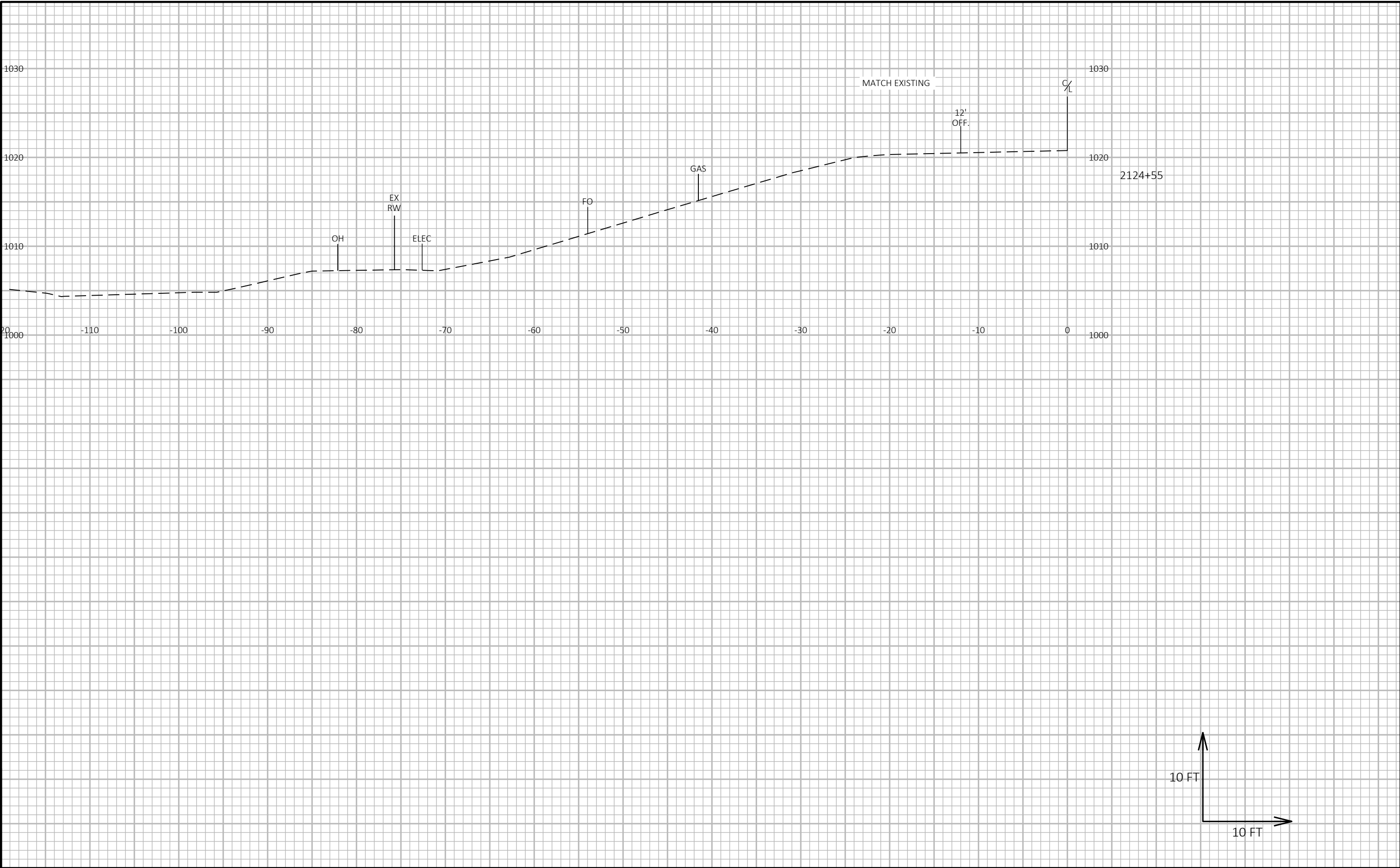






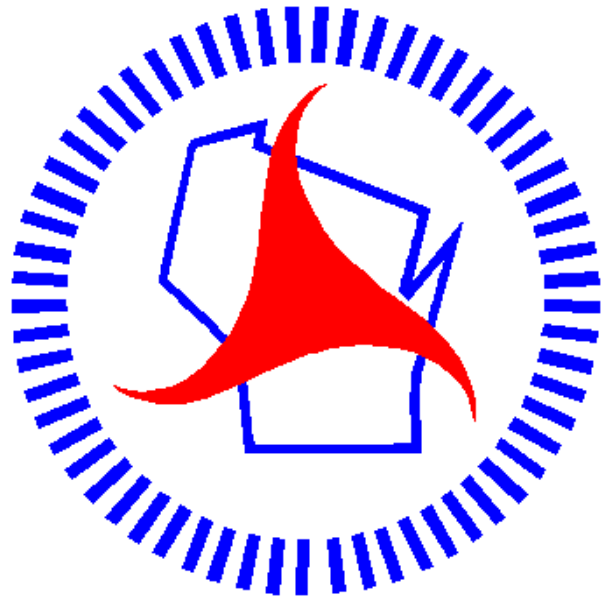






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Wisconsin Department of Transportation

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