

RHI
PROJECT ID:
WITH: N/A

9015-12-71

COUNTY:
LANGLADE

NOVEMBER 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 = 58



DESIGN DESIGNATION 9015-12-71

A.A.D.T.	2018	=	8,180
A.A.D.T.	2049	=	11,190
D.H.V.		=	1,041
D.D.		=	59/41
T.		=	10.8
DESIGN SPEED		=	30-60
ESALS		=	18,200,000

CONVENTIONAL SYMBOLS

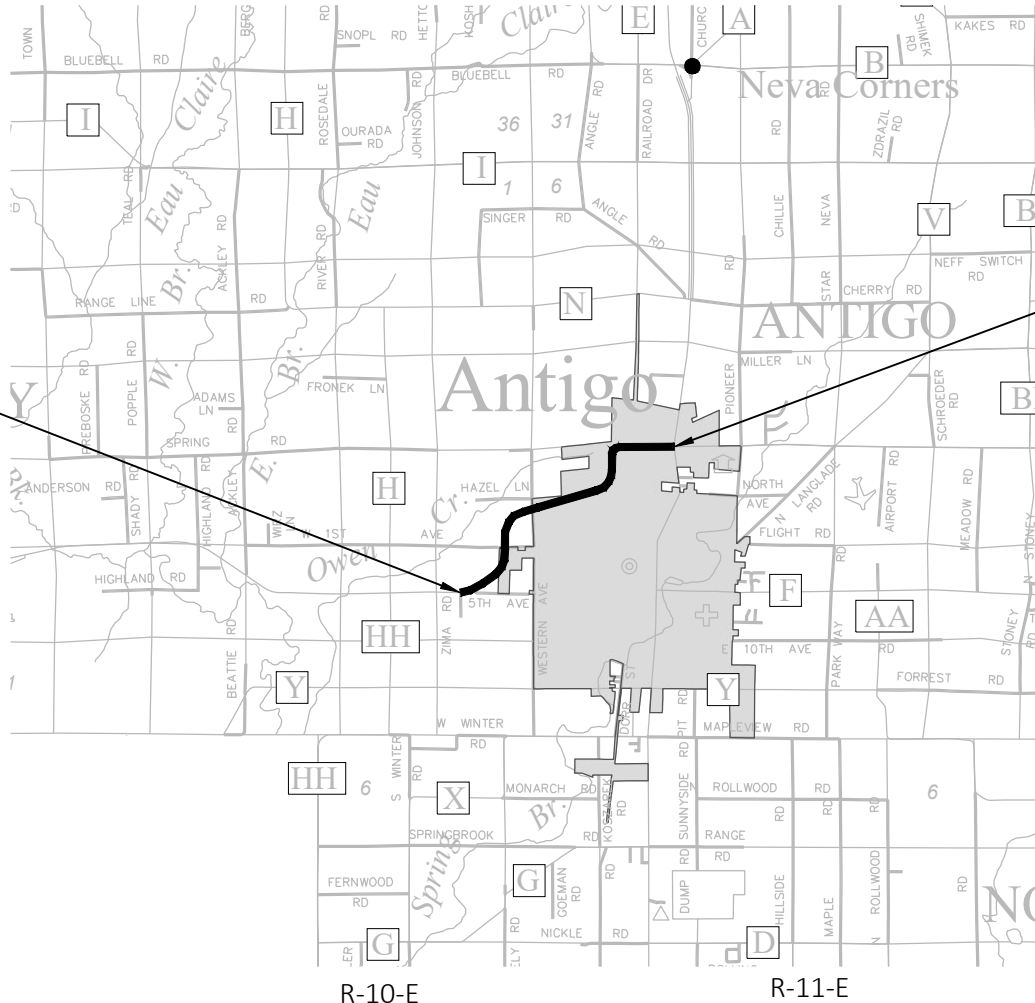
PLAN

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

PROFILE

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

BEGIN PROJECT
STA 69+51.54
X=609658.272
Y=340312.834



LAYOUT
SCALE 0 2 MI
TOTAL NET LENGTH OF CENTERLINE = 3.050 MI

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATE SYSTEM (WCCS), LANGLADE COUNTY NAD83 (2011), IN U.S. SURVEY FEET. POSITIONS SHOWN ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES ARE THE SAME AS GROUND DISTANCES.

ELEVATIONS ARE REFERENCED TO NAVD 88 (2012). GPS DERIVED ELEVATIONS ARE BASED ON GEOID 12A

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

MERRILL - ANTIGO

ZIMA ROAD TO USH 45

STH 64

LANGLADE COUNTY

STATE PROJECT NUMBER
9015-12-71

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
9015-12-71	WISC 2027041	1

ORIGINAL PLANS PREPARED BY



LYNCH & ASSOCIATES
ENGINEERING ARCHITECTS, LLC



DATE: 7.29.2026
(Professional Engineer Signature)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	Surveyor	LYNCH & ASSOCIATES
Designer	LYNCH & ASSOCIATES	
Project Manager	TODD DELORIA	
Regional Examiner	FRED SCHUNKE	
Regional Supervisor	KAI KILEN	

APPROVED FOR THE DEPARTMENT
DATE: 7/29/2026
(Signature)

E

UTILITIES CONTACTS

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

FRONTIER COMMUNICATIONS OF WI LLC
COMMUNICATION LINE
JEREMY ZEHRM
154 E 2ND ST
NEW RICHMOND, WI 54017
PHONE: 715-243-9243
EMAIL: JEREMY.ZEHM@FTR.COM

CITY OF ANTIGO
SEWER
CHARLEY BRINKMEIER
700 EDISON ST
ANTIGO, WI 54490
PHONE: 715-623-3633
EMAIL: CBRINKMEIER@ANTIGO-CITY.ORG

SPECTRUM
COMMUNICATION LINE
SCOTT KAISER
5024 HEFFRON ST
STEVENS POINT, WI 54481
PHONE: 715-382-3493
EMAIL: SCOTT.KAISER@CHARTER.COM

CITY OF ANTIGO
WATER
CHARLEY BRINKMEIER
700 EDISON ST
ANTIGO, WI 54409
PHONE: 715-623-3633
EMAIL: CBRINKMEIER@ANTIGO-CITY.ORG

WISCONSIN PUBLIC SERVICE CORPORATION
COMMUNICATION LINE
DON LUTZOW
P.O. BOX 1166
ANTIGO, WI 54402
PHONE: 715-848-7487
EMAIL: DON.LUTZOW@WISCONSINPUBLICSERVICE.COM

CITY GAS COMPANY
GAS/PETROLEUM
VINCE FEDERMAN
826 9TH AVE
ANTIGO, WI 54409
PHONE: 715-627-4351
EMAIL: VFEDERMAN@CITYGASANTIGO.COM

WITTENBERG TELEPHONE COMPANY/CIRRINITY
COMMUNICATION LINE
MARCUS DAVIDSON
104 WEST WALKER ST
WITTENBERG, WI 54499
PHONE: 715-253-2111
EMAIL: MARCUS@CIRRINITY.NET

WISCONSIN DNR LIAISON

WENDY HENNIGES
NORTHERN REGION
1007 SUTLIFF AVE
RHINELANDER, WI 54501
PHONE: 715-367-8916
EMAIL: WENDY.HENNIGES@WISCONSIN.GOV

DESIGN PROJECT MANAGER

TODD DELORIA
WISDOT - NORTH CENTRAL
510 HANSON LAKE RD
RHINELANDER, WI 54501
PHONE: 715-365-5738
EMAIL: TODD.DELORIA@DOT.WI.GOV

DESIGN CONSULTANT

DAN MEIER
LYNCH & ASSOCIATES
5000 S TOWNE DR, SUITE 160
NEW BERLIN, WI 53151
PHONE: 262-402-5044
EMAIL: DMEIER@LYNCH-ENGINEERING.COM

GENERAL NOTES

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

HMA PAVEMENT WEIGHT CALCULATIONS ARE BASED ON 115 LBS/SY/IN.

RIGHT OF WAY INFORMATION SHOWN ON THE PLANS IS APPROXIMATE.

RADIUS DIMENSIONS FOR THE CURB AND GUTTER ARE TO THE FLANGE LINE UNLESS OTHERWISE NOTED.

BEARINGS SHOWN ON THE PLAN ARE GROUND BEARINGS TO THE NEAREST SECOND.

ORDER OF SECTION 2 DETAIL SHEETS

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

RUNOFF COEFFICIENT TABLE

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 SLOPETURF:			.25			.27			.28			.30
			.32			.34			.36			.38
PAVEMENT:												
ASPHALT:	.70 - .95											
CONCRETE:	.80 - .95											
BRICK:	.70 - .80											
DRIVES, WALKS:	.75 - .85											
ROOFS:	.75 - .95											
GRAVEL ROADS, SHOULDERS:	.40 - .60											

TOTAL PROJECT AREA = 13.949 ACRES
TOTAL AREA EXPECTED TO BE DISTURBED BY CONSTRUCTION ACTIVITIES = 0 ACRES

DIGGERSHOTLINE

Dial 811 or (800)242-8511

www.DiggersHotline.com

STANDARD ABBREVIATIONS

ABUT	ABUTMENT	LT	LEFT
AC	ACRE	LHF	LEFT HAND FORWARD
AGG	AGGREGATE	L	LENGTH OF CURVE
AH	AHEAD	LF	LINEAR FOOT
∠	ANGLE	LC	LONG CHORD OF CURVE
AADT	ANNUAL AVERAGE DAILY TRAFFIC	LS	LUMP SUM
AEW	APRON ENDWALL	MGAL	ONE THOUSAND GALLONS
ASPH	ASPHALTIC	MH	MANHOLE
BK	BACK	ML OR M/L	MATCH LINE
BC	BACK OF CURB	NOM	NOMINAL
BAD	BASE AGGREGATE DENSE	NC	NORMAL CROWN
BL OR B/L	BASE LINE	NB	NORTHBOUND
BM	BENCH MARK	NO	NUMBER
CB	CATCH BASIN	OD	OUTSIDE DIAMETER
CL OR C/L	CENTER LINE	PAVT	PAVEMENT
Δ	CENTRAL ANGLE OR DELTA	PLE	PERMANENT LIMITED EASEMENT
CE	COMMERCIAL ENTRANCE	PC	POINT OF CURVATURE
CONC	CONCRETE	PI	POINT OF INTERSECTION
CSW	CONCRETE SIDEWALK	PT	POINT OF TANGENCY
CONST	CONSTRUCTION	PCC	PORTLAND CEMENT CONCRETE
CP	CONTROL POINT	LB	POUND
CO	COUNTY	PSI	POUNDS PER SQUARE INCH
CTH	COUNTY TRUCK HIGHWAY	PE	PRIVATE ENTRANCE
CY	CUBIC YARD	PROJ	PROJECT
CP	CULVERT PIPE	PL	PROPERTY LINE
CPCA	CULVERT PIPE CORRUGATED ALUMINUM	PRW	PROPOSED RIGHT OF WAY
CPCPE	CULVERT PIPE CORRUGATED POLYETHYLENE	R	RADIUS
CPCPP	CULVERT PIPE CORRUGATED POLYPROPYLENE	RL OR R/L	REFERENCE LINE
CPCS	CULVERT PIPE CORRUGATED STEEL	REQD	REQUIRED
CPCSAC	CULVERT PIPE CORRUGATED STEEL ALUMINUM COATED	RT	RIGHT
CPCSPC	CULVERT PIPE CORRUGATED STEEL POLYMER COATED	RHF	RIGHT HAND FORWARD
CPRC	CULVERT PIPE REINFORCED CONCRETE	R/W	RIGHT OF WAY
CPRCHE	CULVERT PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL	RD	ROAD
CPS	CULVERT PIPE SALVAGED	RDWY	ROADWAY
CPT	CULVERT PIPE TEMPORARY	SHLDR	SHOULDER
C & G	CURB AND GUTTER	SW	SIDEWALK
D	DEGREE OF CURVE	SB	SOUTHBOUND
DHV	DESIGN HOUR VOLUME	SPECS	SPECIFICATIONS
DIA	DIAMETER	SF	SQUARE FEET
DD	DIRECTIONAL DISTRIBUTION	SY	SQUARE YARD
DE	DRAINAGE EASEMENT	SDD	STANDARD DETAIL DRAWINGS
DWY	DRIVEWAY	STH	STATE TRUNK HIGHWAY
EA	EACH	STA	STATION
EB	EASTBOUND	SSPC	STORM SEWER PIPE COMPOSITE
EL OR ELEV	ELEVATION	SSCPE	STORM SEWER PIPE CORRUGATED POLYETHYLENE
EMB	EMBANKMENT	SSCPP	STORM SEWER PIPE CORRUGATED POLYPROPYLENE
EW	ENDWALL	SSPNRC	STORM SEWER PIPE NON-REINFORCED CONCRETE
EAT	ENERGY ABSORBING TERMINAL	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
ESALS	EQUIVALENT SINGLE AXLE LOADS	SSPRC	STORM SEWER PIPE REINFORCED CONCRETE
EXC	EXCAVATION	SSPRCHE	STORM SEWER PIPE REINFORCED CONCRETE HORIZONTAL ELLIPTICAL
EBS	EXCAVATION BELOW SUBGRADE	SE	SUPERELEVATION
EXIST	EXISTING	SL OR S/L	SURVEY LINE
FERT	FERTILIZER	TEMP	TEMPORARY
FE	FIELD ENTRANCE	TI	TEMPORARY INTEREST
FL OR F/L	FLOW LINE	TLE	TEMPORARY LIMITED EASEMENT
FT	FOOT	TC	TOP OF CURB
FTMS	FREE TRAFFIC MANAGEMENT SYSTEM	TL OR T/L	TRANSIT LINE
HES	HIGH EARLY STRENGTH	T	TRUCKS (PERCENT OF)
HE	HIGHWAY EASEMENT	TYP	TYPICAL
CWT	HUNDRED WEIGHT	USH	UNITED STATES HIGHWAY
IN DIA	INCH DIAMETER	VAR	VARIABLE
INL	INLET	VC	VERTICAL CURVE
ID	INSIDE DIAMETER	VPC	VERTICAL POINT OF CURVATURE
INTERS	INTERSECTION	VPI	VERTICAL POINT OF INTERSECTION
IH	INTERSTATE HIGHWAY	VPT	VERTICAL POINT OF TANGENCY
INV	INVERT	W	WEST
JT	JOINT	WB	WESTBOUND

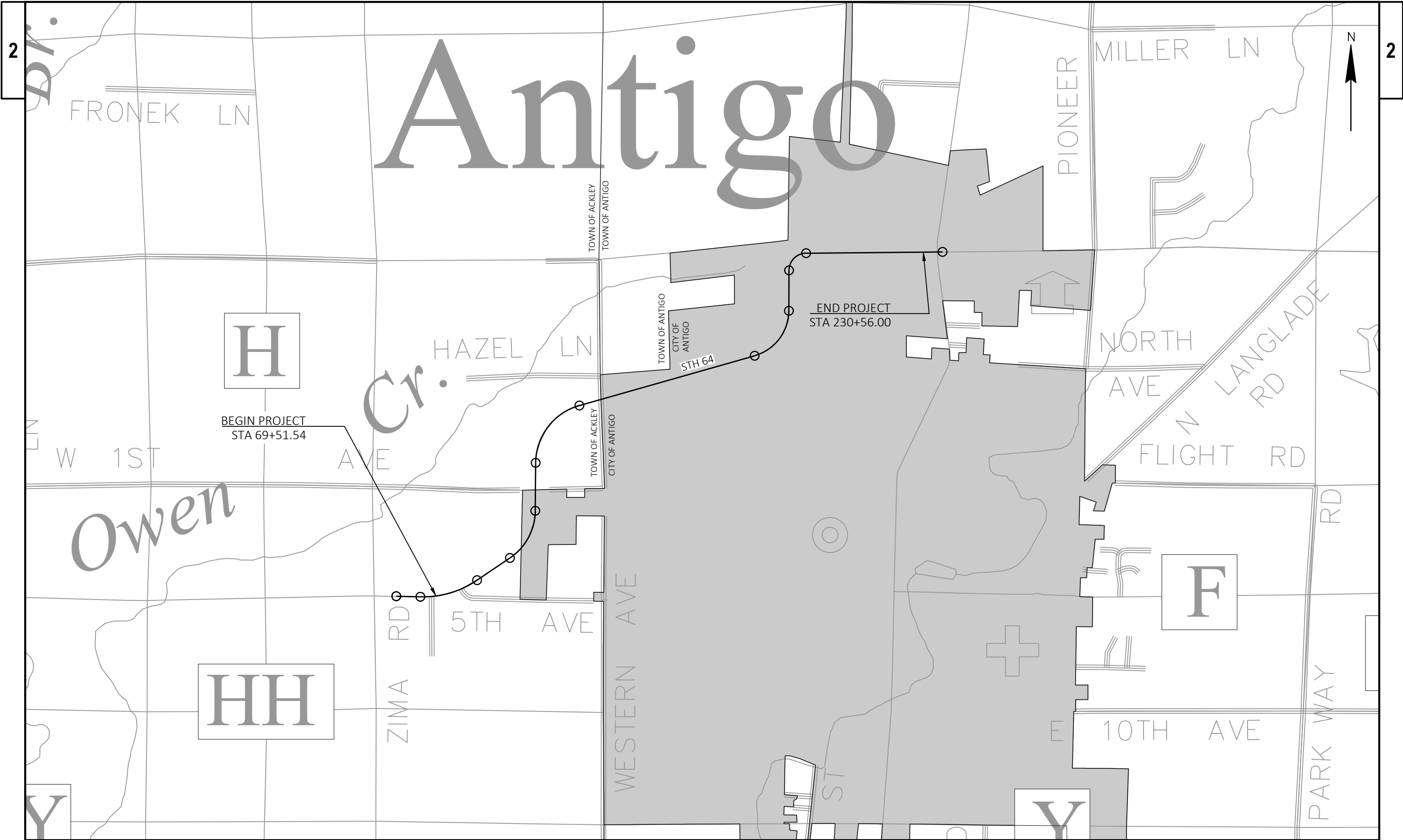
PROJECT NO: 9015-12-71

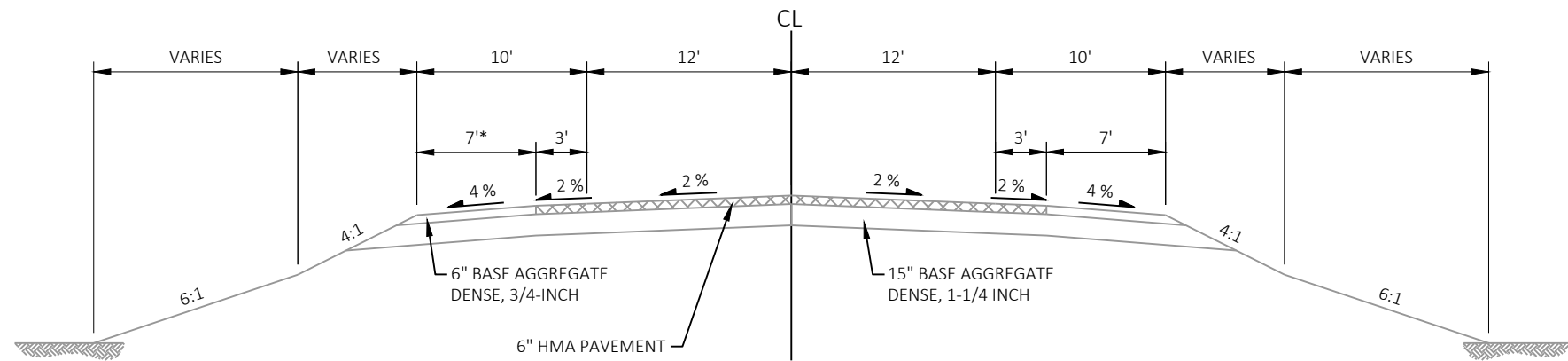
HWY: STH 64

COUNTY: LANGLADE

GENERAL NOTES

SHEET

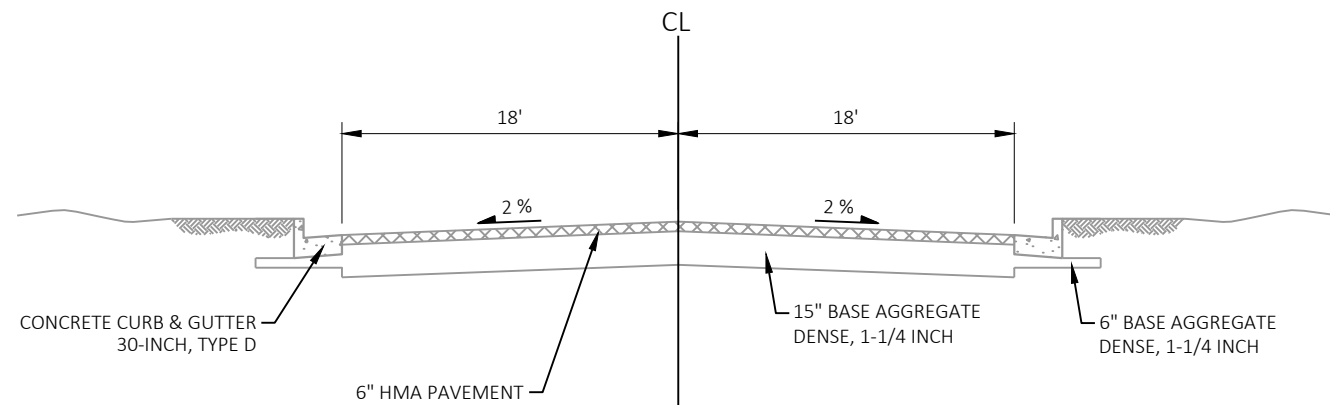




EXISTING TYPICAL SECTION

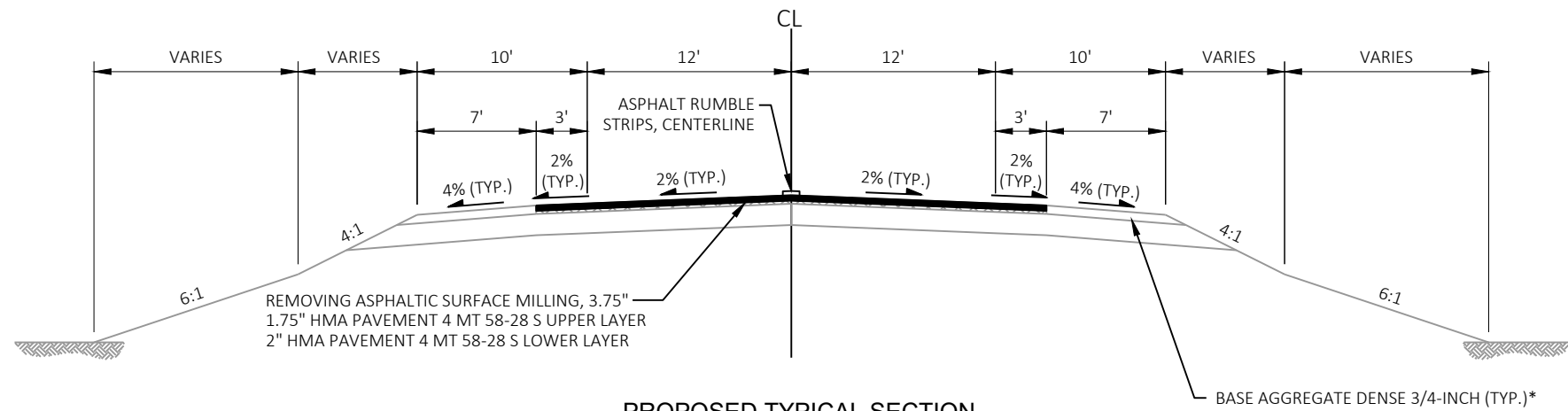
STA 69+51.54 - 210+75.00

*5' SHOULDER
192+50 - 199+00 LT



EXISTING TYPICAL SECTION

STA 210+75.00 - 230+56.00

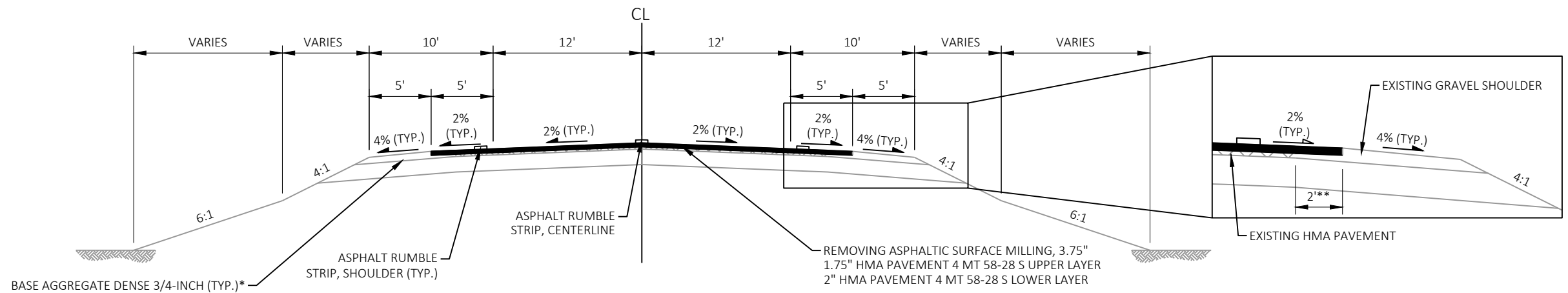


PROPOSED TYPICAL SECTION

STA 69+51.54 - 192+09.60

NOTE: MATCH
EXISTING SLOPES

*ADD ADDITIONAL BASE AGGREGATE IN AREAS WITH INSUFFICIENT EXISTING
MATERIALS. IN AREAS WITH SUFFICIENT EXISTING MATERIALS, USE SHAPING
SHOULDERS. DETERMINED BY ENGINEER IN FIELD.



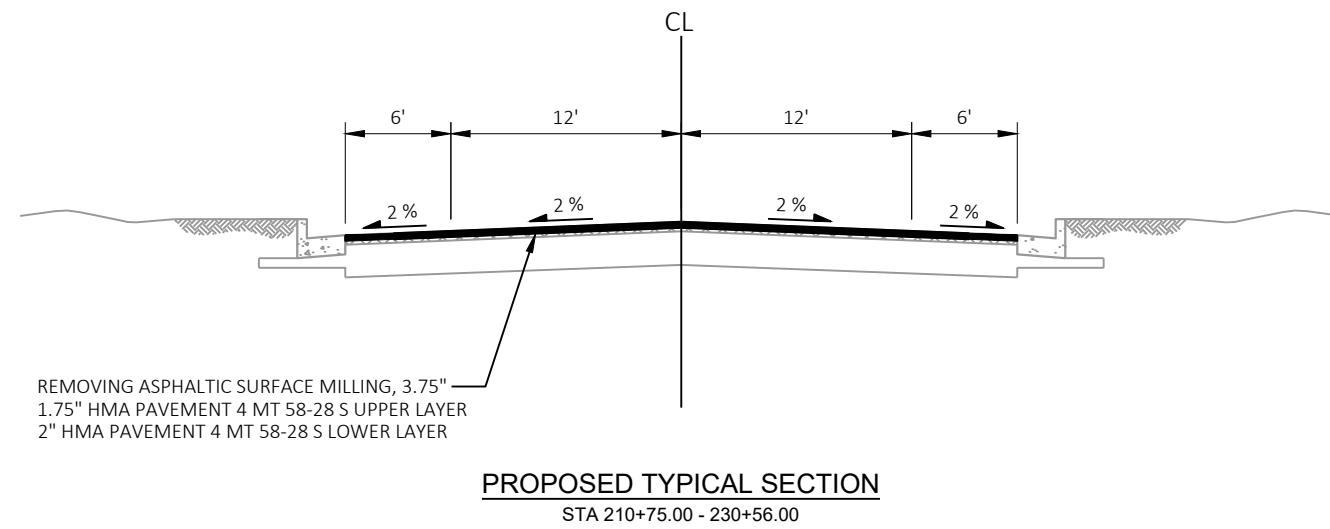
PROPOSED TYPICAL SECTION

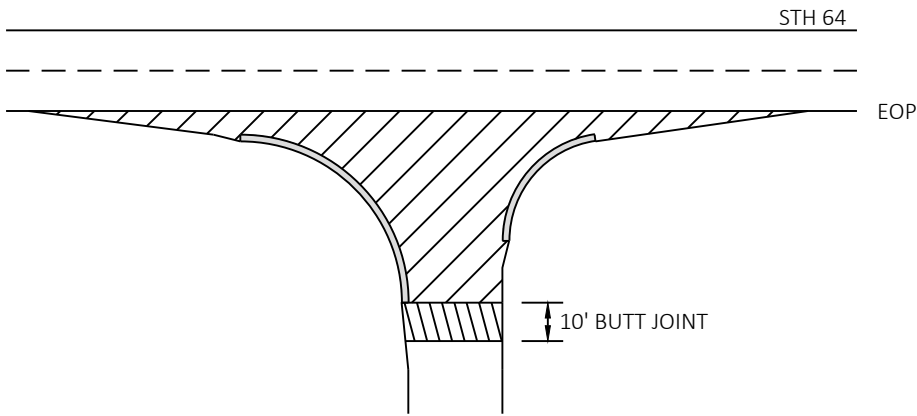
STA 192+09.60 - 210+75.00

NOTE: MATCH
EXISTING SLOPES

*ADD ADDITIONAL BASE AGGREGATE IN AREAS WITH INSUFFICIENT EXISTING
MATERIALS. IN AREAS WITH SUFFICIENT EXISTING MATERIALS, USE SHAPING
SHOULDERS. DETERMINED BY ENGINEER IN FIELD.

**REMOVING ASPHALTIC SURFACE MILLING, 3.75" INCLUDES MILLING 2' OF EXISTING
GRAVEL SHOULDERS AND REPLACING WITH PAVED SHOULDER (TYP. BOTH SIDES)



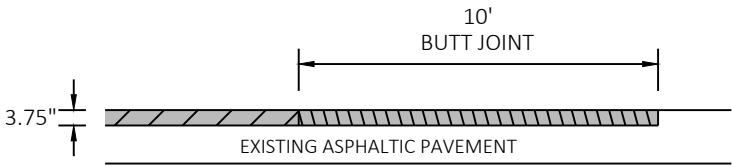


- REMOVING ASPHALTIC SURFACE MILLING
 - REMOVING ASPHALTIC SURFACE BUTT JOINTS
SEE BUTT JOINT DETAIL
- NOTE: WHEN MATCHING TO AN UNPAVED SURFACE
BUTT JOINT IS NOT REQUIRED

SIDE ROADS

WITH CURB AND GUTTER

5TH AVE
WESTERN AVE
N HOGAN ST
SARATOGA ST
CLERMONT ST
PROGRESS BLVD



- HMA PAVEMENT
- REMOVING ASPHALTIC SURFACE MILLING
- REMOVING ASPHALTIC SURFACE BUTT JOINTS

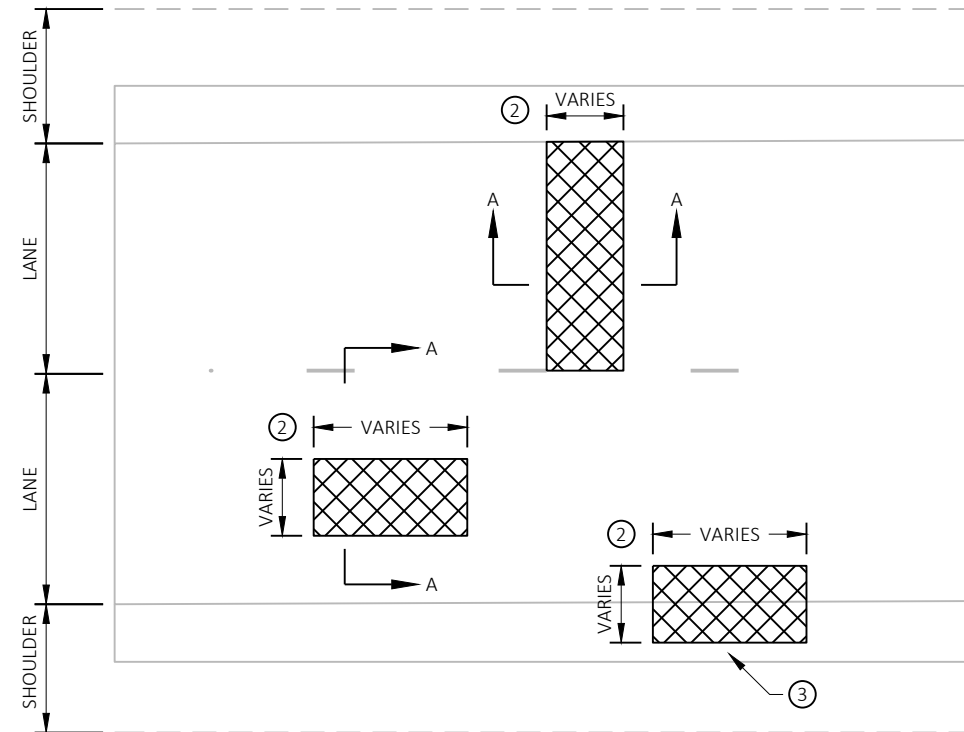
BUTT JOINT

MAINLINE AND SIDE ROADS

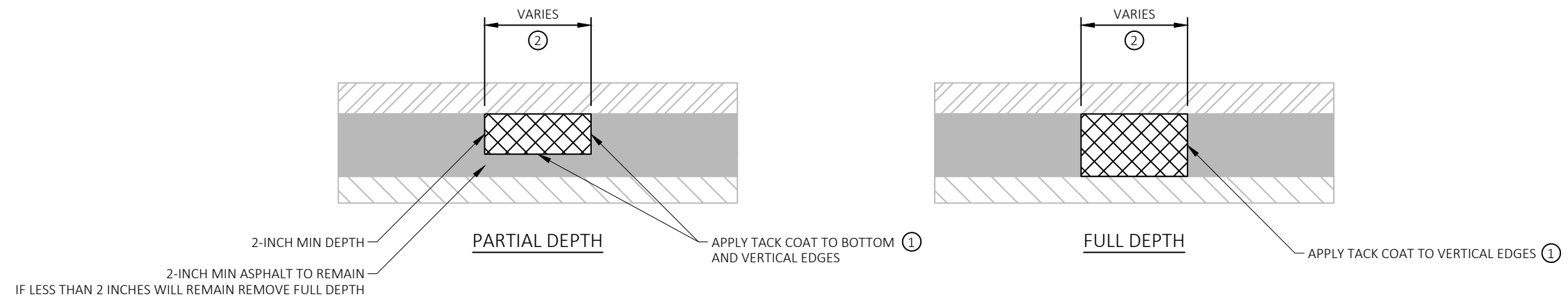
NOTES:

PERFORM REMOVING ASPHALTIC SURFACE MILLING PRIOR TO REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

- ① MILLED VERTICAL EDGES ARE ACCEPTABLE, SAW CUTS ARE NOT REQUIRED.
- ② THE SMALLEST DIMENSION OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS 4 FEET IN ANY DIRECTION.
- ③ WHEN THE DISTANCE FROM THE EDGE OF PAVEMENT TO EDGE OF REMOVING DISTRESSED ASPHALTIC SURFACE MILLING IS LESS THAN 1-FOOT, EXTEND THE REMOVING DISTRESSED ASPHALTIC SURFACE MILLING TO THE EDGE OF PAVEMENT.



PLAN VIEW

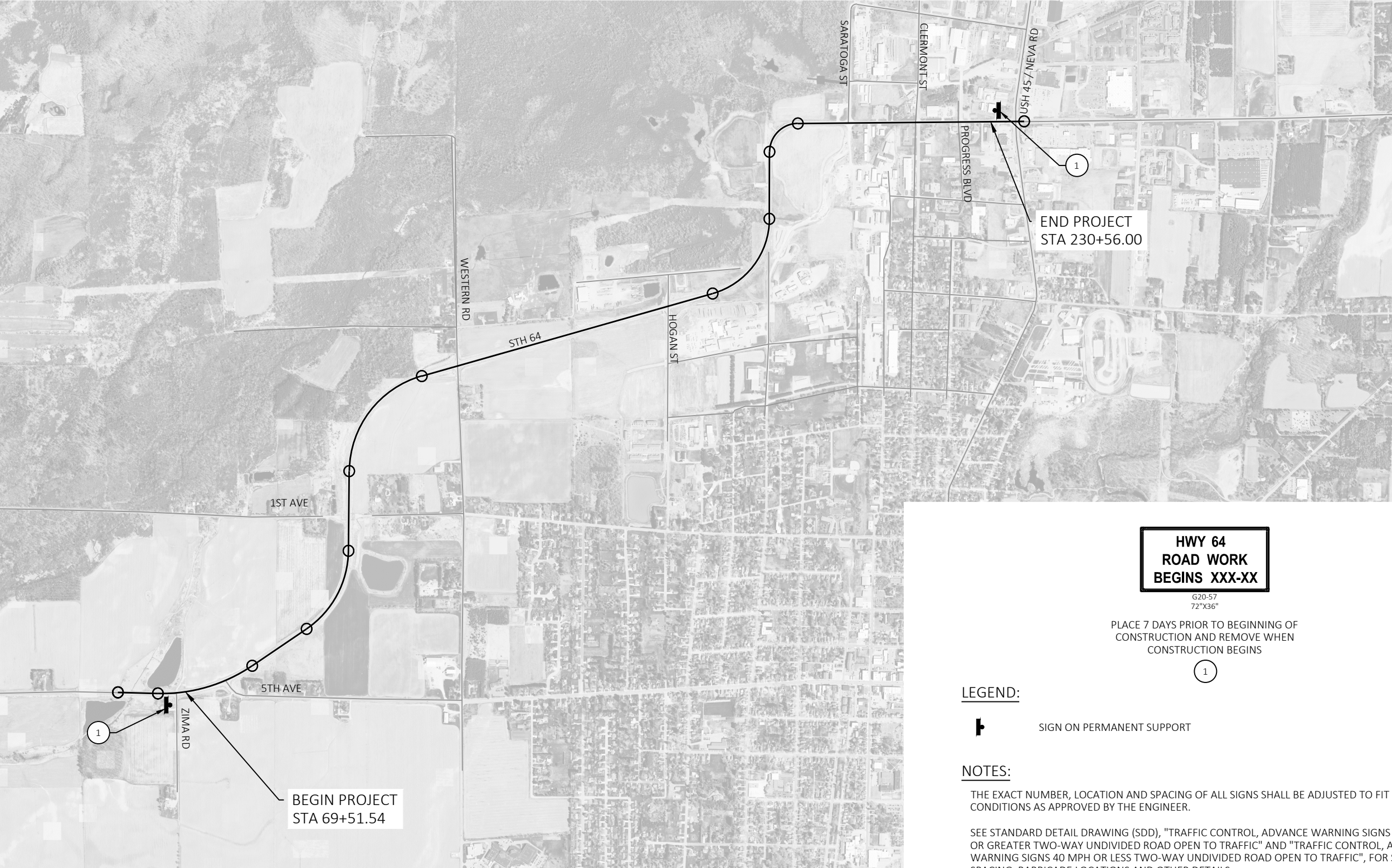


SECTION A-A

	REMOVING ASPHALTIC SURFACE MILLING
	REMOVING DISTRESSED ASPHALTIC SURFACE MILLING ASPHALTIC SURFACE PATCHING
	EXISTING ASPHALT
	EXISTING BASE COURSE

REMOVING DISTRESSED ASPHALTIC SURFACE MILLING

LOCATIONS AND LIMITS DETERMINED BY THE ENGINEER IN THE FIELD



LEGEND:

 SIGN ON PERMANENT SUPPORT

NOTES:

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

SEE STANDARD DETAIL DRAWING (SDD), "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC" AND "TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC", FOR SIGN SPACING, BARRICADE LOCATIONS AND OTHER DETAILS.

ALL TRAFFIC DURING MILLING OR PAVING ACTIVITIES SHALL BE CONTROLLED BY A FLAGGING OPERATION. SEE SDD, "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION".

Estimate Of Quantities

9015-12-71

Line	Item	Item Description	Unit	Total	Qty
0002	204.0115	Removing Asphaltic Surface Butt Joints	SY	587.000	587.000
0004	204.0120	Removing Asphaltic Surface Milling	SY	67,208.000	67,208.000
0006	204.9060.S	Removing (item description) 01. Asphaltic Flume	EACH	1.000	1.000
0008	211.0400	Prepare Foundation for Asphaltic Shoulders	STA	36.000	36.000
0010	213.0100	Finishing Roadway (project) 01. 9015-12-71	EACH	1.000	1.000
0012	305.0110	Base Aggregate Dense 3/4-Inch	TON	2,080.000	2,080.000
0014	305.0500	Shaping Shoulders	STA	140.000	140.000
0016	450.6224	HMA Pavement 4 MT 58-28 S	TON	14,636.000	14,636.000
0018	455.0605	Tack Coat	GAL	4,752.000	4,752.000
0020	465.0110	Asphaltic Surface Patching	TON	50.000	50.000
0022	465.0315	Asphaltic Flumes	SY	18.000	18.000
0024	465.0520	Asphaltic Rumble Strips, Shoulder	LF	24,414.000	24,414.000
0026	465.0560	Asphaltic Rumble Strips, Centerline	LF	12,314.000	12,314.000
0028	618.0100	Maintenance and Repair of Haul Roads (project) 01. 9015-12-71	EACH	1.000	1.000
0030	619.1000	Mobilization	EACH	1.000	1.000
0032	624.0100	Water	MGAL	31.000	31.000
0034	642.5001	Field Office Type B	EACH	1.000	1.000
0036	643.0900	Traffic Control Signs	DAY	644.000	644.000
0038	643.3165	Temporary Marking Line Paint 6-Inch	LF	61,389.000	61,389.000
0040	643.5000	Traffic Control	EACH	1.000	1.000
0042	646.2040	Marking Line Grooved Wet Ref Epoxy 6-Inch	LF	61,389.000	61,389.000
0044	646.4040	Marking Line Grooved Wet Ref Epoxy 10-Inch	LF	2,399.000	2,399.000
0046	646.5020	Marking Arrow Epoxy	EACH	17.000	17.000
0048	646.5120	Marking Word Epoxy	EACH	16.000	16.000
0050	646.6120	Marking Stop Line Epoxy 18-Inch	LF	48.000	48.000
0052	646.7120	Marking Diagonal Epoxy 12-Inch	LF	633.000	633.000
0054	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	135.000	135.000
0056	650.8000	Construction Staking Resurfacing Reference	LF	16,104.000	16,104.000
0058	650.9911	Construction Staking Supplemental Control (project) 01. 9015-12-71	EACH	1.000	1.000
0060	690.0150	Sawing Asphalt	LF	538.000	538.000
0062	706.0105	HMA Percent Within Limits (PWL) Test Strip Volumetrics	EACH	1.000	1.000
0064	706.0110	Nuclear Gauge Correlation Strip - HMA, SMA	EACH	2.000	2.000
0066	706.2005	Incentive Density PWL HMA Pavement	DOL	12,120.000	12,120.000
0068	706.2007	Incentive Density HMA Pavement Longitudinal Joints	DOL	3,230.000	3,230.000
0070	706.2010	Incentive Air Voids HMA Pavement	DOL	14,650.000	14,650.000
0072	740.0440	Incentive IRI Ride	DOL	6,100.000	6,100.000
0074	999.2105.S	Maintaining Climbing Turtle Exclusion Fence	LF	1,386.000	1,386.000
0076	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	2,000.000	2,000.000
0078	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	1,260.000	1,260.000
0080	SPV.0180	Special 01. Removing Distressed Asphaltic Surface Milling	SY	345.000	345.000

3

HMA REMOVAL								
					204.0115	204.0120	204.9060.S.01	SPV.0180.01
					REMOVING ASPHALTIC	REMOVING ASPHALTIC	REMOVING	REMOVING DISTRESSED
					SURFACE BUTT JOINTS	SURFACE MILLING	ASPHALTIC FLUME	ASPHALTIC SURFACE
							(9015-12-71)	MILLING
CATEGORY	STATION	TO	STATION	LOCATION	SY	SY	EACH	SY
0010	69+51	-	230+56	STH 64 MAINLINE	84	59,162	-	-
0010	69+94	-	77+39	5TH AVE	79	1,632	-	-
0010	131+99	-	137+87	WESTERN RD RT	41	868	-	-
0010	135+08	-	140+36	WESTERN RD LT	40	855	-	-
0010	162+85	-	168+28	HOGAN ST RT	47	1,019	-	-
0010	165+35	-	170+74	HOGAN ST LT	57	1,019	-	-
0010	208+41	-	211+64	DELEGLISE ST	44	927	1	-
0010	208+65	-	211+65	SARATOGA ST	39	796	-	-
0010	219+64	-	220+66	CLERMONT ST RT	39	238	-	-
0010	219+68	-	220+70	CLERMONT ST LT	39	244	-	-
0010	225+67	-	226+70	PROGRESS BLVD LT	39	218	-	-
0010	225+93	-	226+97	PROGRESS BLVD RT	39	231	-	-
0010	229+78	-	230+56	STH 64 MAINLINE	-	-	-	345
TOTAL 0010					587	67,208	1	345

3

TRAFFIC CONTROL

		643.0900	643.3165
		TRAFFIC CONTROL	TEMPORARY
		SIGNS	MARKING LINE PAINT
		DAY	6-INCH
CATEGORY	PROJECT	LF	LF
0010	9015-12-71	644	61,389
	TOTAL 0010	644	61,389

PAVEMENT MARKINGS

		646.2040	646.4040	646.5020	646.5120	646.6120	646.7120	646.7420
		MARKING LINE	MARKING LINE					
		GROOVED WET REF	GROOVED WET REF	MARKING ARROW	MARKING WORD	MARKING STOP LINE	MARKING DIAGONAL	MARKING CROSSWALK EPOXY
		EPOXY 6-INCH	EPOXY 10-INCH	EPOXY	EPOXY	EPOXY 18-INCH	EPOXY 12-INCH	TRANSVERSE LINE 6-INCH
CATEGORY	PROJECT	LF	LF	EACH	EACH	LF	LF	LF
0010	9015-12-71	61,389	2,399	17	16	48	633	135
	TOTAL 0010	61,389	2,399	17	16	48	633	135

3

CONSTRUCTION STAKING

		650.8000	650.9911.01
		CONSTRUCTION	CONSTRUCTION
		STAKING	STAKING
		RESURFACING	SUPPLEMENTAL CONTROL
		REFERENCE	(9015-12-71)
CATEGORY	PROJECT	LF	EACH
0010	9015-12-71	16,104	1
	TOTAL 0010	16,104	1

SAWCUTTING

CATEGORY	PROJECT	690.0150
		SAWING
		ASPHALT
		LF
0010	9015-12-71	538
	TOTAL 0010	538

PWL MIXTURE USE TABLE

DESCRIPTION	STATION	MIXTURE USE:	UNDERLYING SURFACE	BID ITEM	TONS	THICKNESS	QUALITY MANAGEMENT PROGRAM TO BE USED FOR:	
							MIXTURE ACCEPTANCE	DENSITY ACCEPTANCE
12 FOOT DRIVING LANES	STA 69+51 TO 230+56	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 S	6,460	1 3/4"	PWL INCENTIVE AIR VOIDS HMA PAVEMENT 706.2010	INCENTIVE DENSITY PWL HMA PAVEMENT 706.2005
12 FOOT DRIVING LANES	STA 69+51 TO 230+56	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	5,660	2"		ACCEPTANCE TESTING BY THE DEPARTMENT; NOT ELIGIBLE FOR INCENTIVE OR DISINCENTIVE
PAVED SHOULDERS	STA 69+51 TO 230+56	UPPER LAYER	4 MT 58-28 S	4 MT 58-28 S	1,180	1 3/4"		
PAVED SHOULDERS	STA 69+51 TO 230+56	LOWER LAYER	MILLED EXISTING HMA SURFACE	4 MT 58-28 S	1,350	2"		

PROJECT NO: 9015-12-71

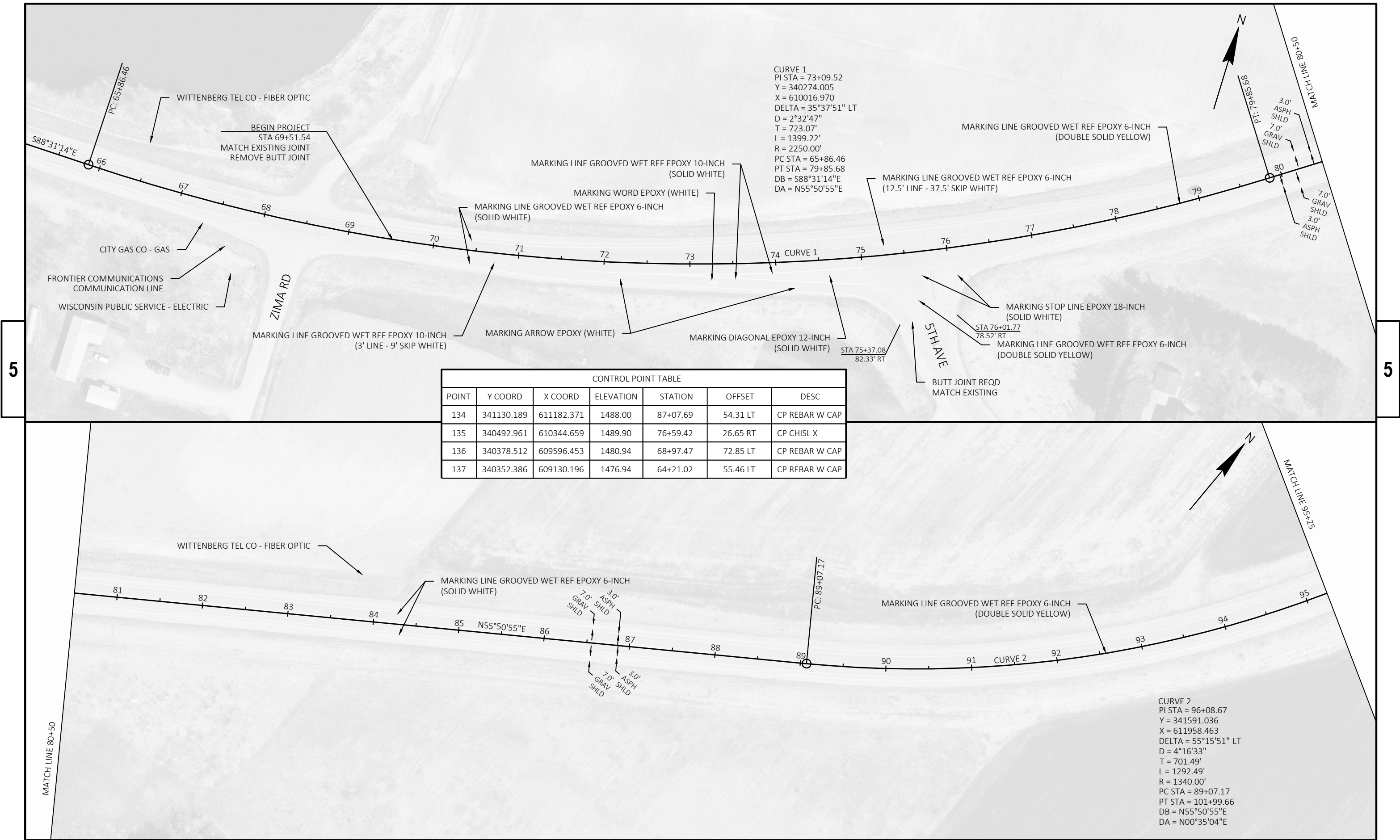
HWY: STH 64

COUNTY: LANGLADE

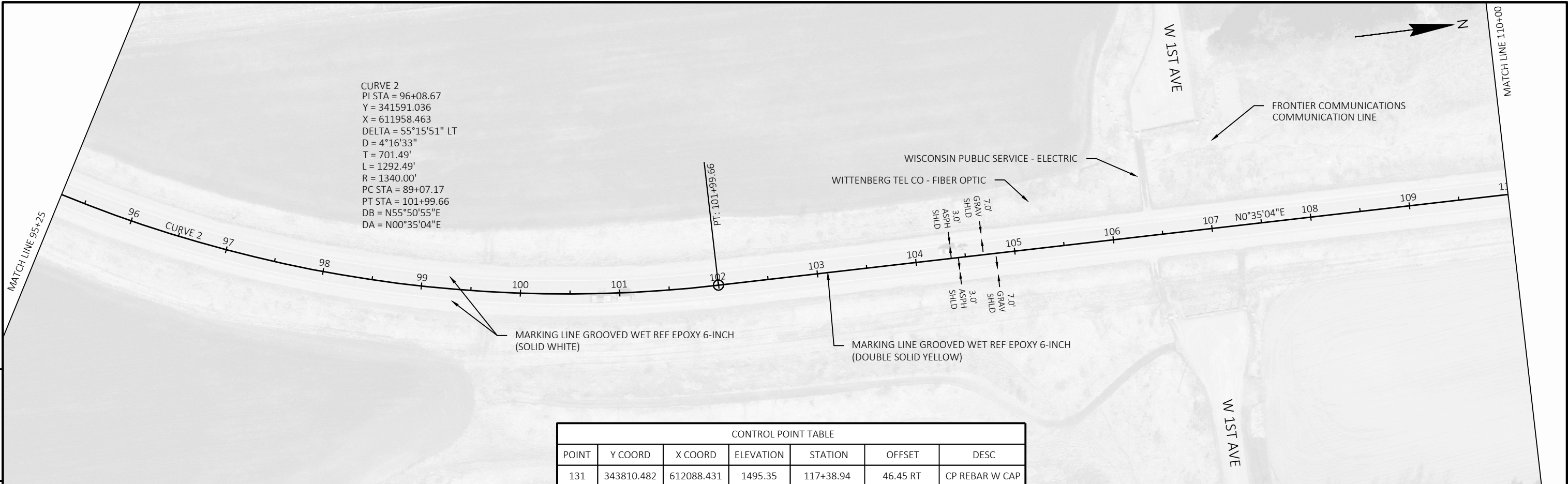
MISCELLANEOUS QUANTITIES

SHEET

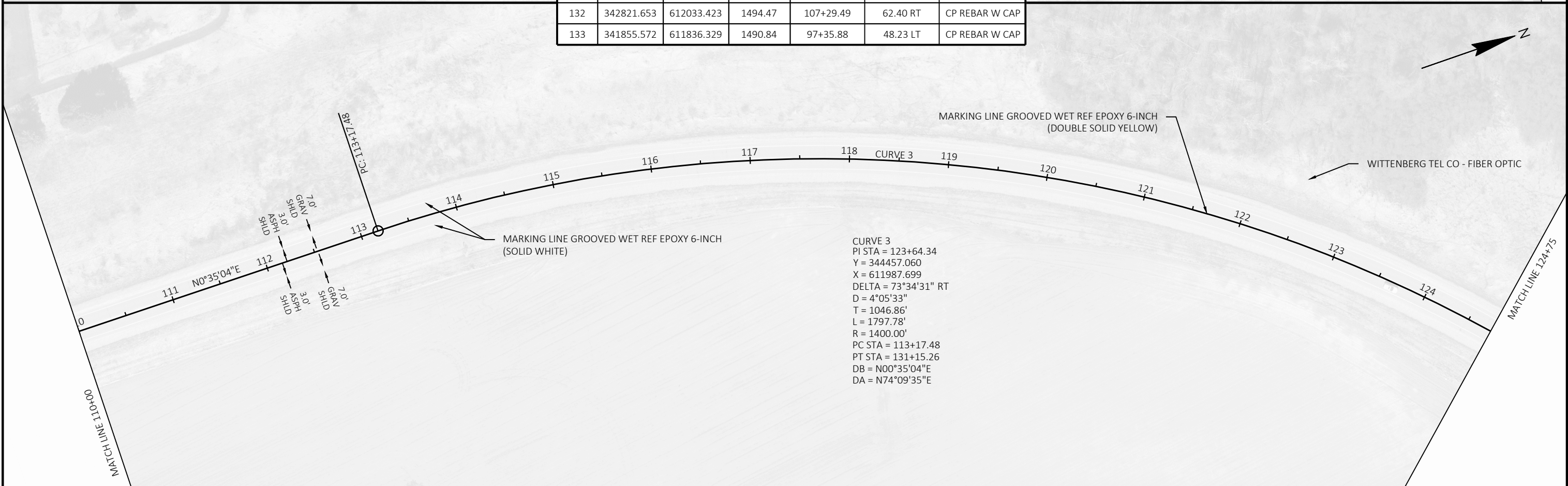
E

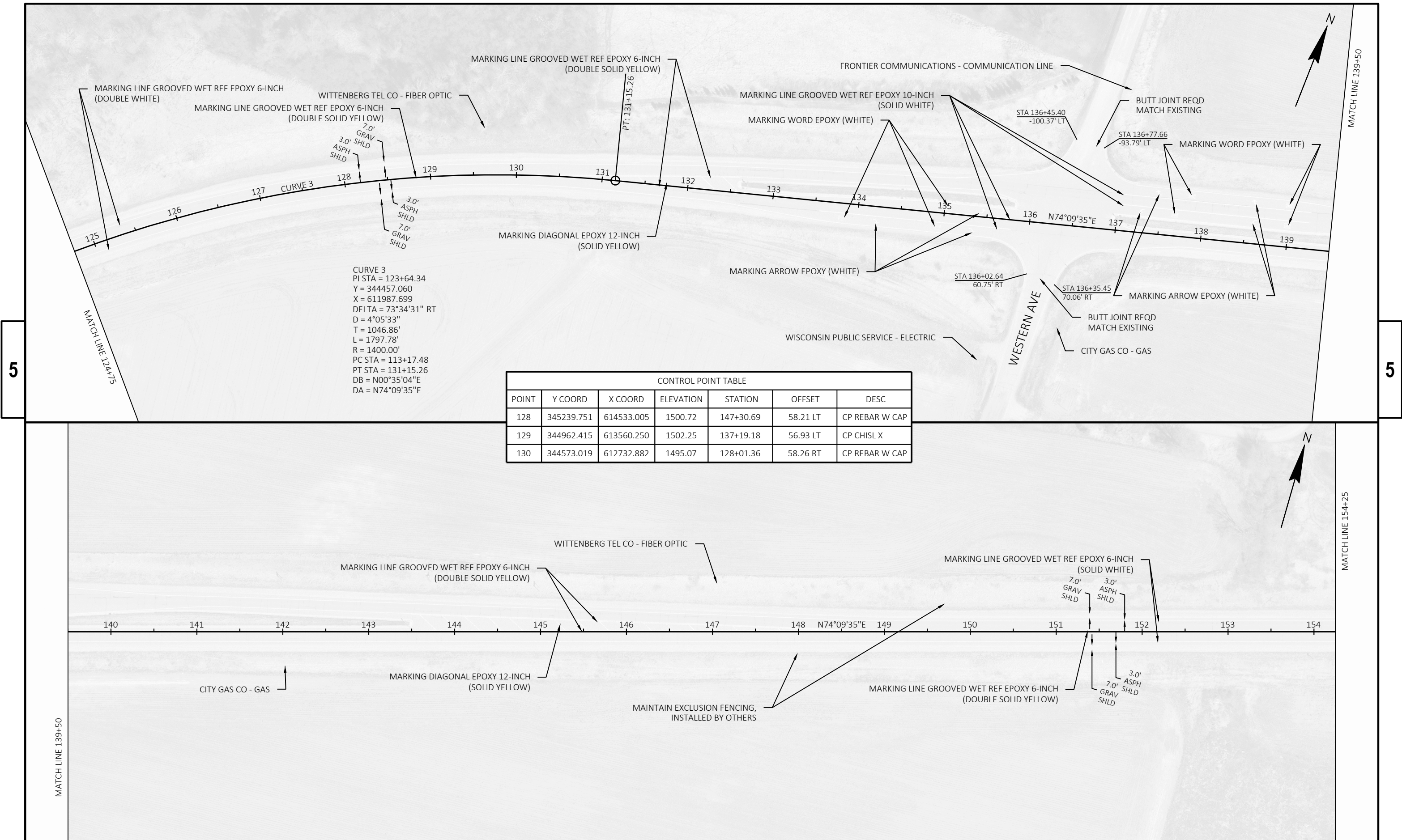


CONTROL POINT TABLE						
POINT	Y COORD	X COORD	ELEVATION	STATION	OFFSET	DESC
134	341130.189	611182.371	1488.00	87+07.69	54.31 LT	CP REBAR W CAP
135	340492.961	610344.659	1489.90	76+59.42	26.65 RT	CP CHISL X
136	340378.512	609596.453	1480.94	68+97.47	72.85 LT	CP REBAR W CAP
137	340352.386	609130.196	1476.94	64+21.02	55.46 LT	CP REBAR W CAP

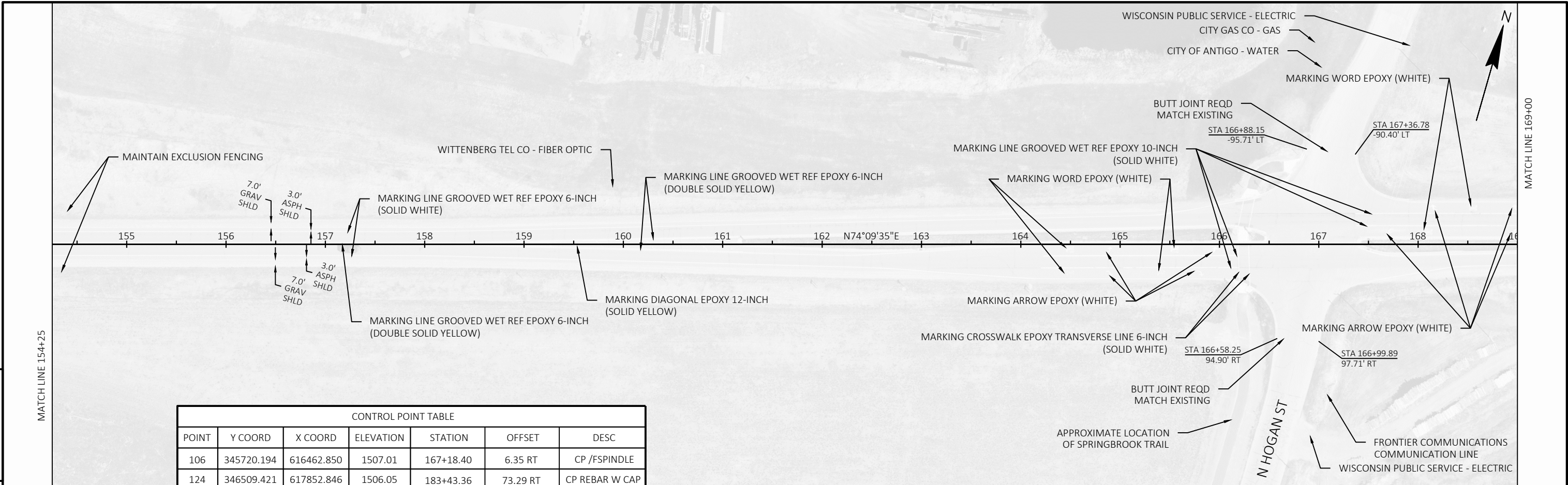


CONTROL POINT TABLE						
POINT	Y COORD	X COORD	ELEVATION	STATION	OFFSET	DESC
131	343810.482	612088.431	1495.35	117+38.94	46.45 RT	CP REBAR W CAP
132	342821.653	612033.423	1494.47	107+29.49	62.40 RT	CP REBAR W CAP
133	341855.572	611836.329	1490.84	97+35.88	48.23 LT	CP REBAR W CAP

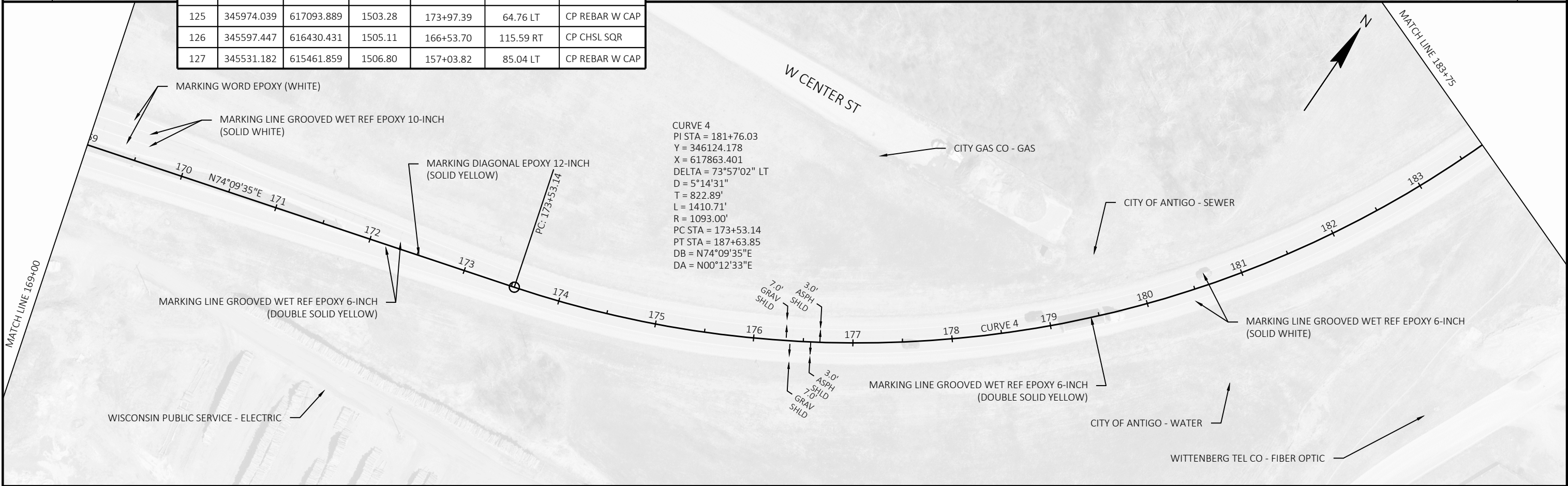


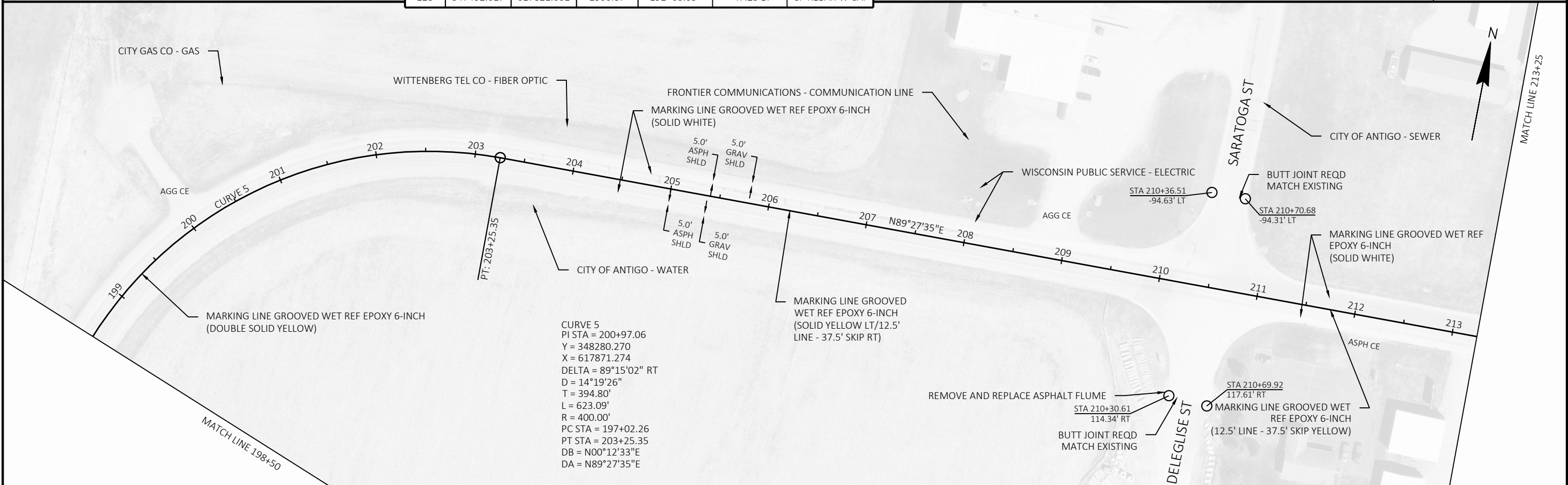
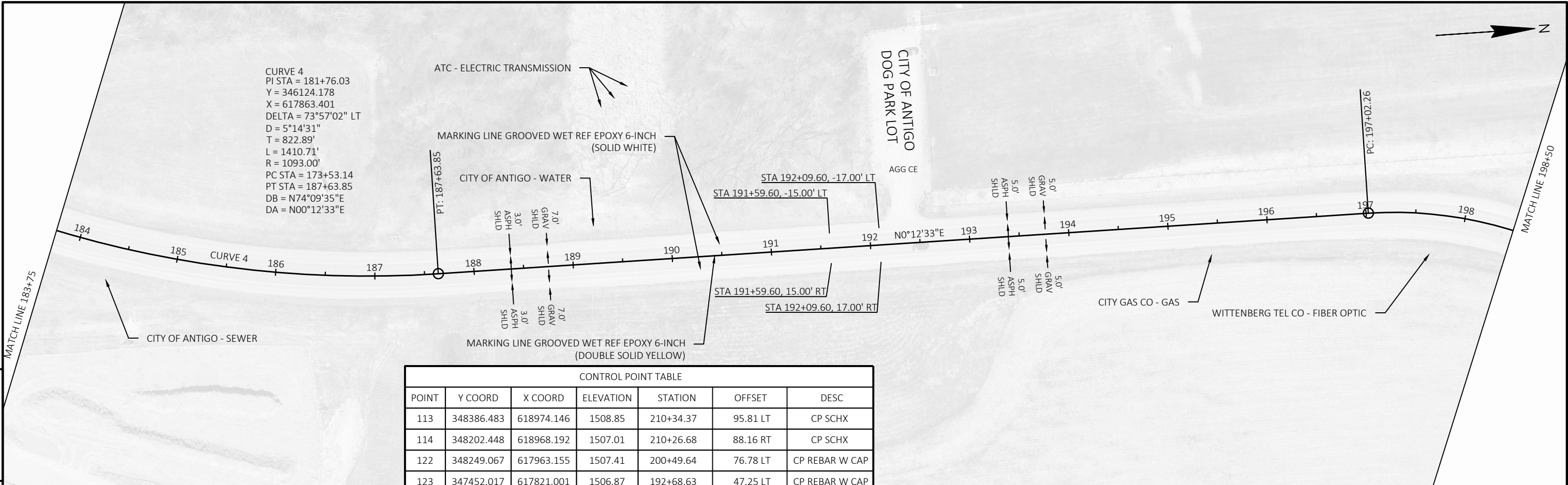


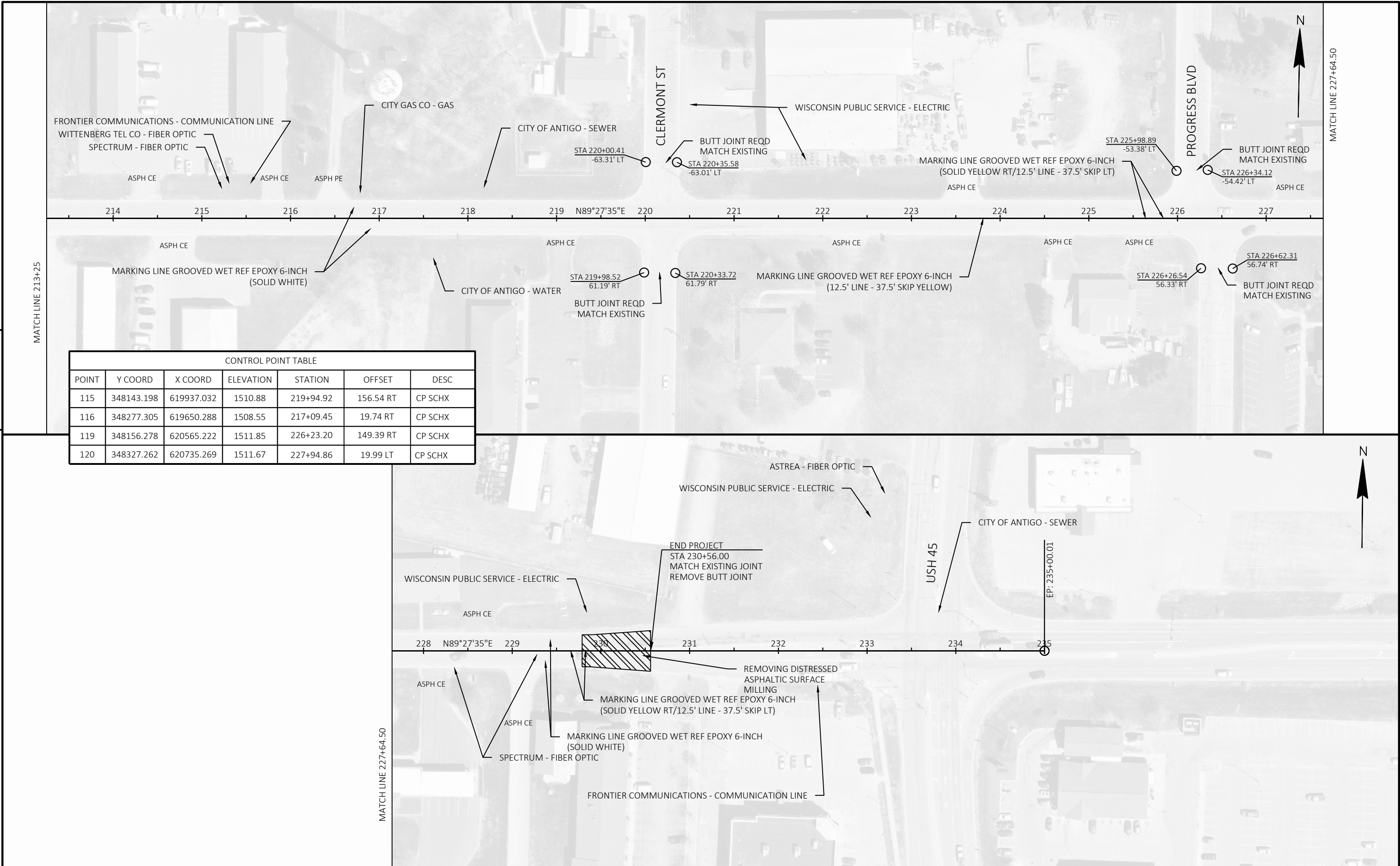
CONTROL POINT TABLE						
POINT	Y COORD	X COORD	ELEVATION	STATION	OFFSET	DESC
128	345239.751	614533.005	1500.72	147+30.69	58.21 LT	CP REBAR W CAP
129	344962.415	613560.250	1502.25	137+19.18	56.93 LT	CP CHISL X
130	344573.019	612732.882	1495.07	128+01.36	58.26 RT	CP REBAR W CAP



CONTROL POINT TABLE						
POINT	Y COORD	X COORD	ELEVATION	STATION	OFFSET	DESC
106	345720.194	616462.850	1507.01	167+18.40	6.35 RT	CP /FSPINDLE
124	346509.421	617852.846	1506.05	183+43.36	73.29 RT	CP REBAR W CAP
125	345974.039	617093.889	1503.28	173+97.39	64.76 LT	CP REBAR W CAP
126	345597.447	616430.431	1505.11	166+53.70	115.59 RT	CP CHSL SQR
127	345531.182	615461.859	1506.80	157+03.82	85.04 LT	CP REBAR W CAP





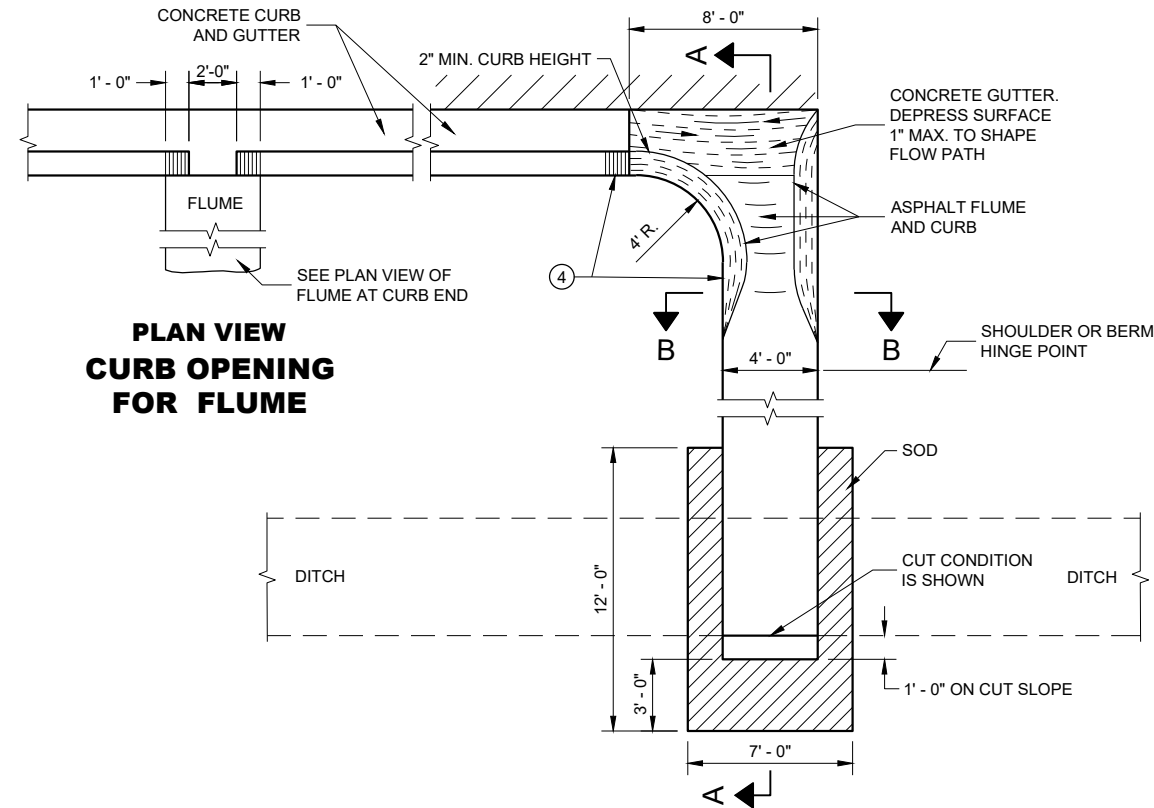


Standard Detail Drawing ListStandard Detail Drawing List

08D04-07	CONCRETE SURFACE DRAINS AND ASPHALTIC FLUMES
13A10-03A	SHOULDER RUMBLE STRIPS ASPHALT
13A10-03G	SHOULDER AND EDGE LINE RUMBLE STRIPS - CROSSINGS, INTERSECTIONS, BRIDGES, DRIVEWAYS
13A10-03H	SHOULDER AND EDGE LINE RUMBLE STRIPS - RAILROAD, PASSING, CLIMBING AND BYPASS LANES
13A11-04A	CENTERLINE RUMBLE STRIPS - ASPHALT
13A11-04D	CENTERLINE RUMBLE STRIPS - INTERSECTIONS, DRIVEWAYS, BRIDGES, RAILROADS
13C19-03	HMA LONGITUDINAL JOINTS
14D01-01	TURTLE EXCLUSION FENCE CLIMBING TURTLE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C07-16B	PAVEMENT MARKING WORDS
15C07-16C	PAVEMENT MARKING ARROWS
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
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15C18-09A	MEDIAN ISLAND PAVEMENT MARKINGS
15C19-11A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D39-03	TRAFFIC CONTROL, DROP-OFF SIGNING
15D44-02	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH MILLED SURFACES
15D45-03	TRAFFIC CONTROL, SIGNING ON ROADWAYS WITH LOOSE GRAVEL
15D51-02	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY

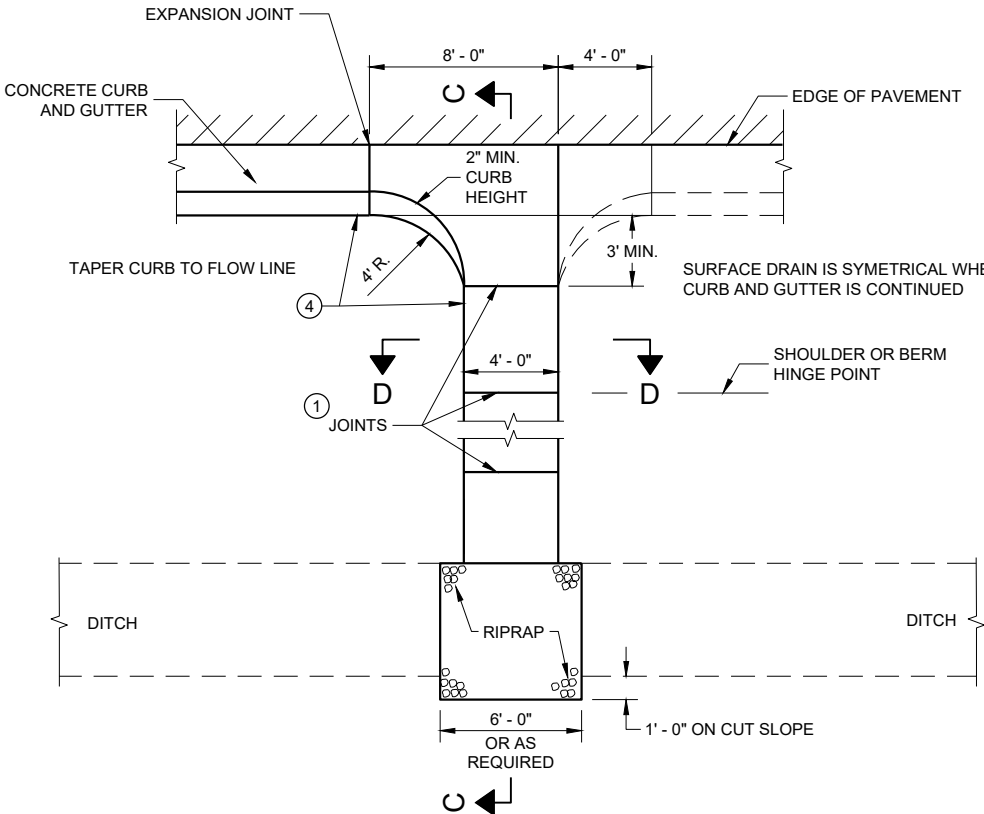
NOTE: TAPER CURB ENDS TO GUTTER IN 1' - 0"

ASPHALTIC FLUME



PLAN VIEW
CURB OPENING
FOR FLUME

PLAN VIEW
FLUME AT CURB END



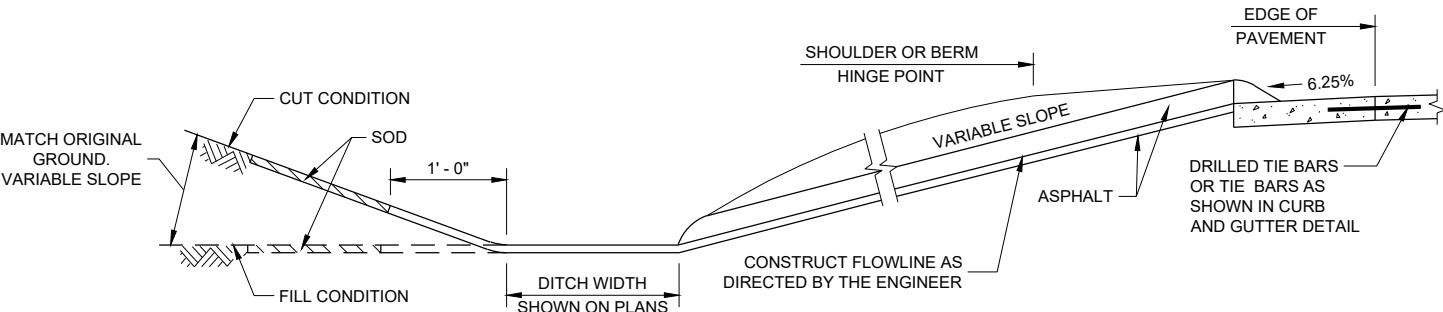
PLAN VIEW
CONCRETE SURFACE DRAIN

GENERAL NOTES

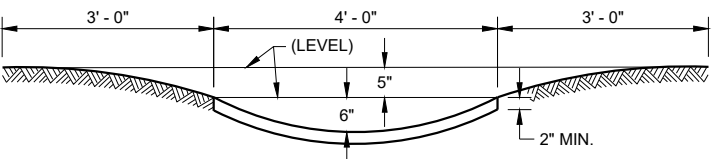
DETAILS OF CONSTRUCTION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

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

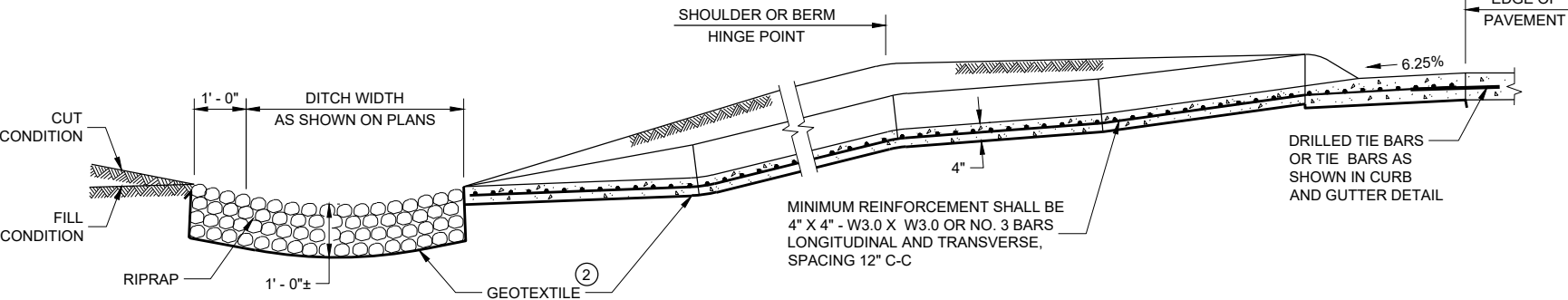
- JOINTS SHALL BE 1/8" TO 1/4" WIDE BY 1 1/2" DEEP AND SPACED AT UNIFORM INTERVALS OF APPROXIMATELY 4 FEET.
- GEOTEXTILE TYPE "R" SHALL UNDERLAY THE FULL LENGTH AND WIDTH OF THE CONCRETE SURFACE DRAIN AND RIPRAP.
- CONCRETE SURFACE DRAIN WITHOUT CURB AND GUTTER MAY BE USED ON BACKSLOPES WHEN SPECIFIED.
- 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.



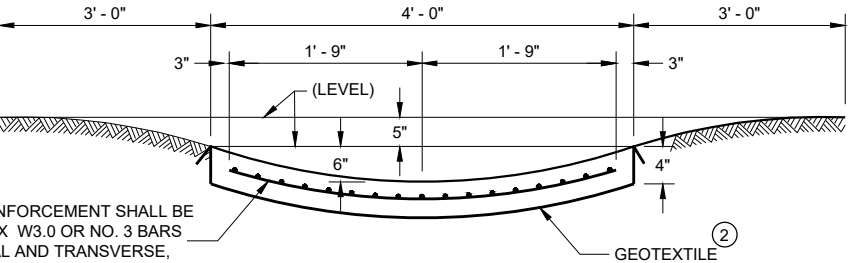
SECTION A - A



SECTION B - B



SECTION C - C

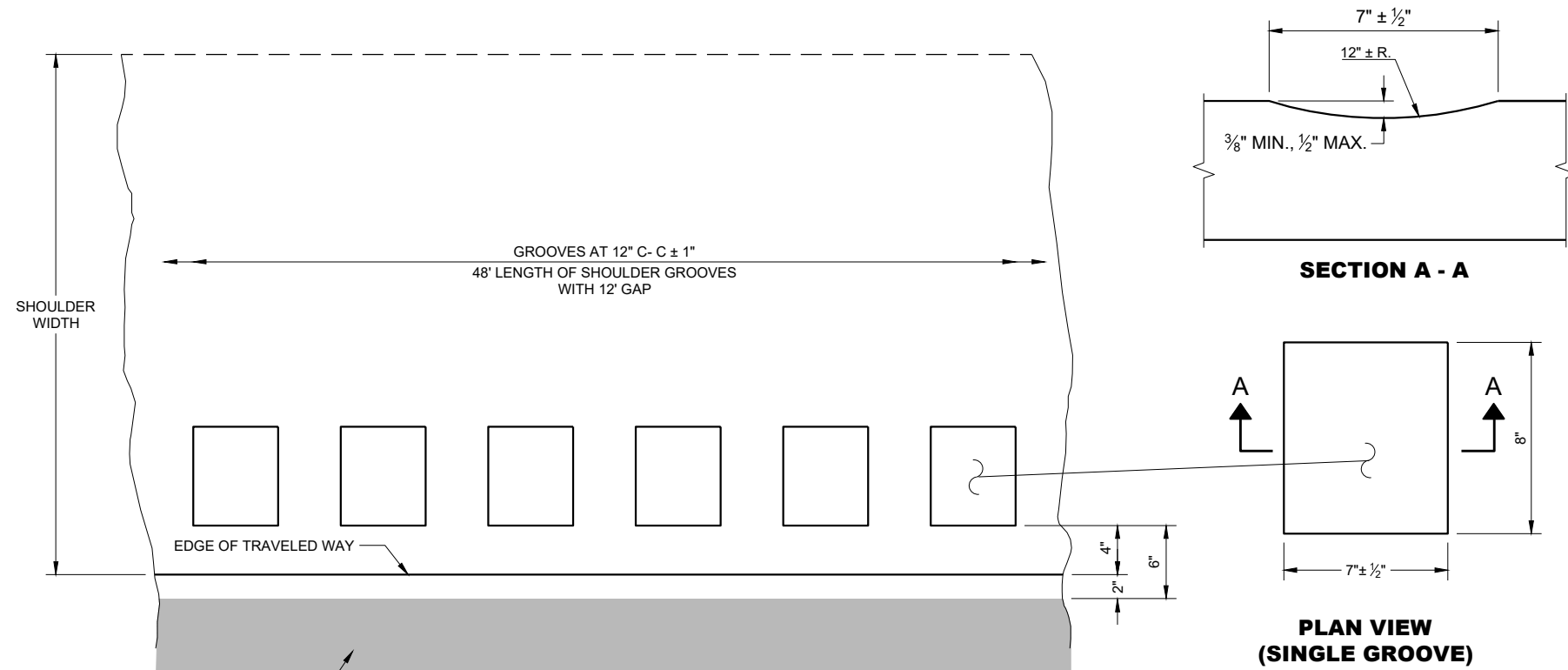


SECTION D - D

CONCRETE SURFACE
DRAINS AND
ASPHALTIC FLUMES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

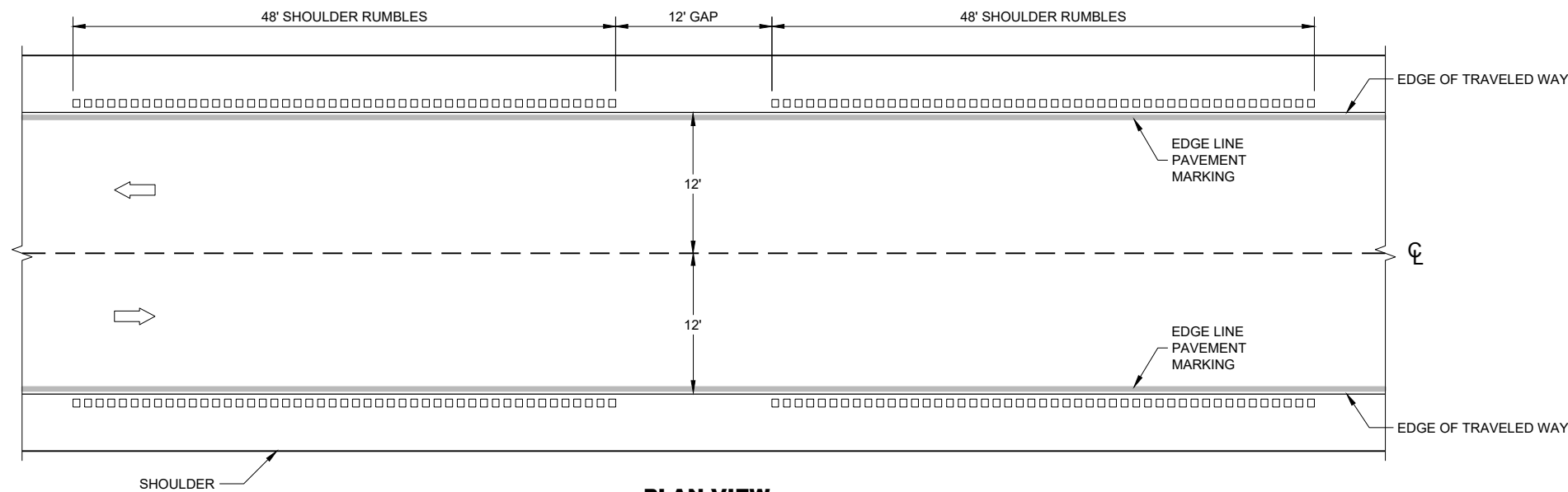
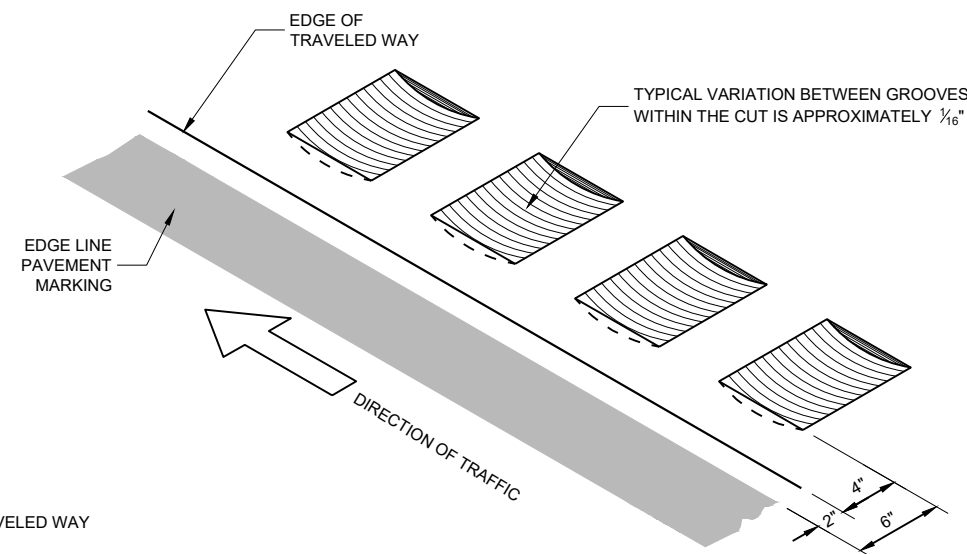


PLAN DETAIL VIEW
SHOULDER WITH GROOVES

GENERAL NOTES

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

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

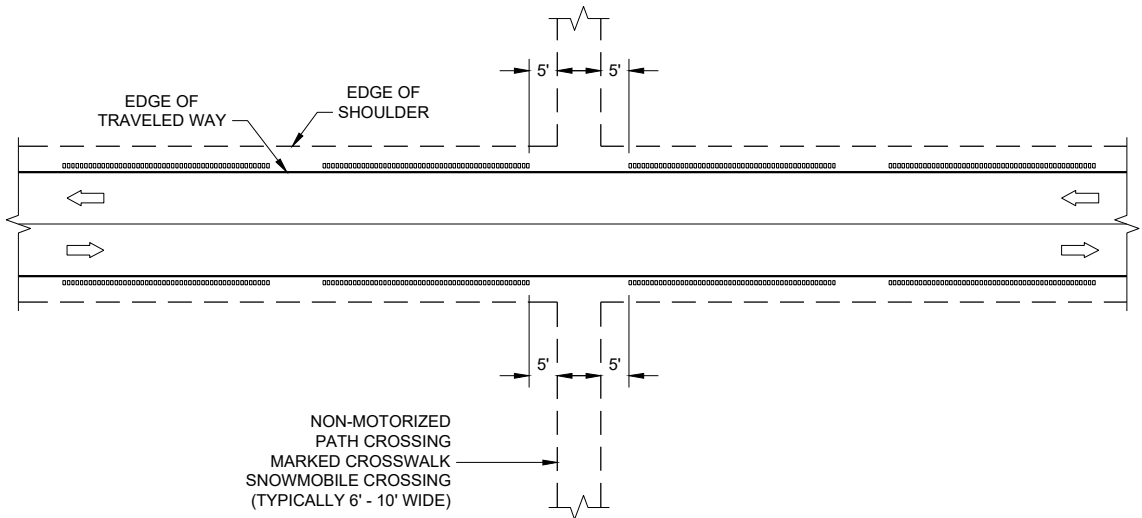


PLAN VIEW

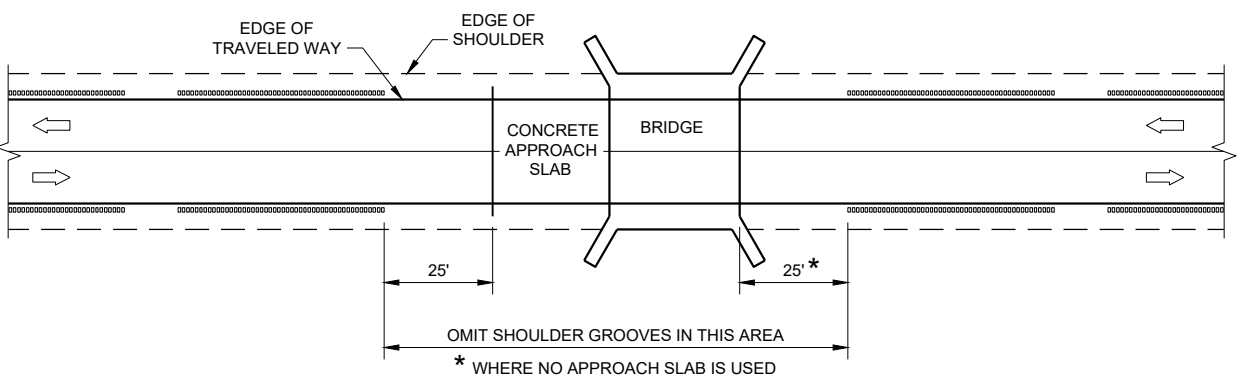
SHOULDER RUMBLE STRIPS - ASPHALT

SHOULDER RUMBLE
STRIPS ASPHALT

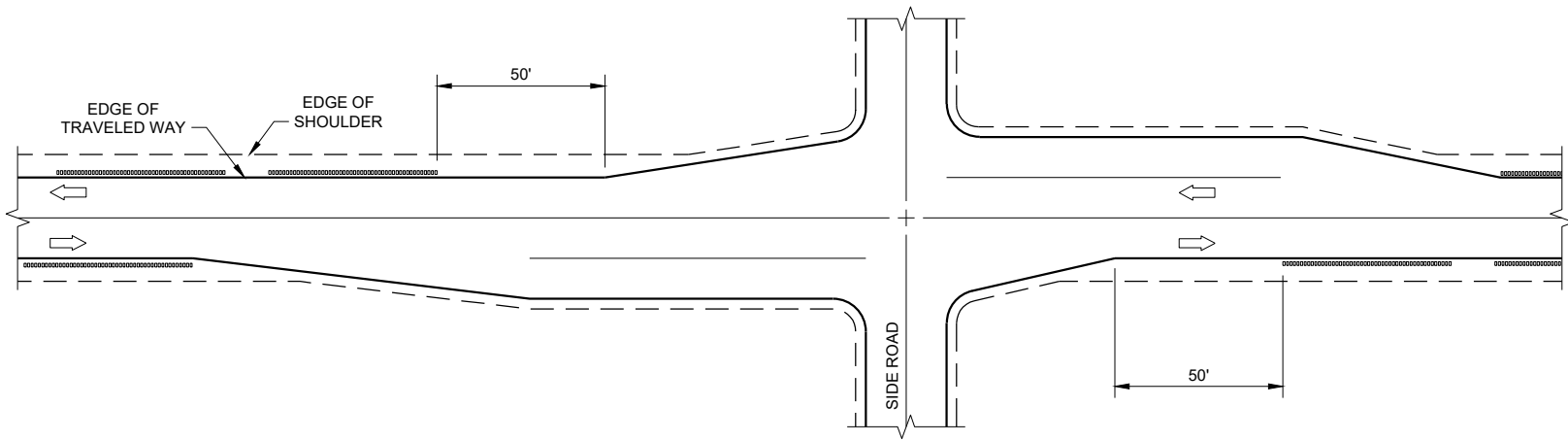
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



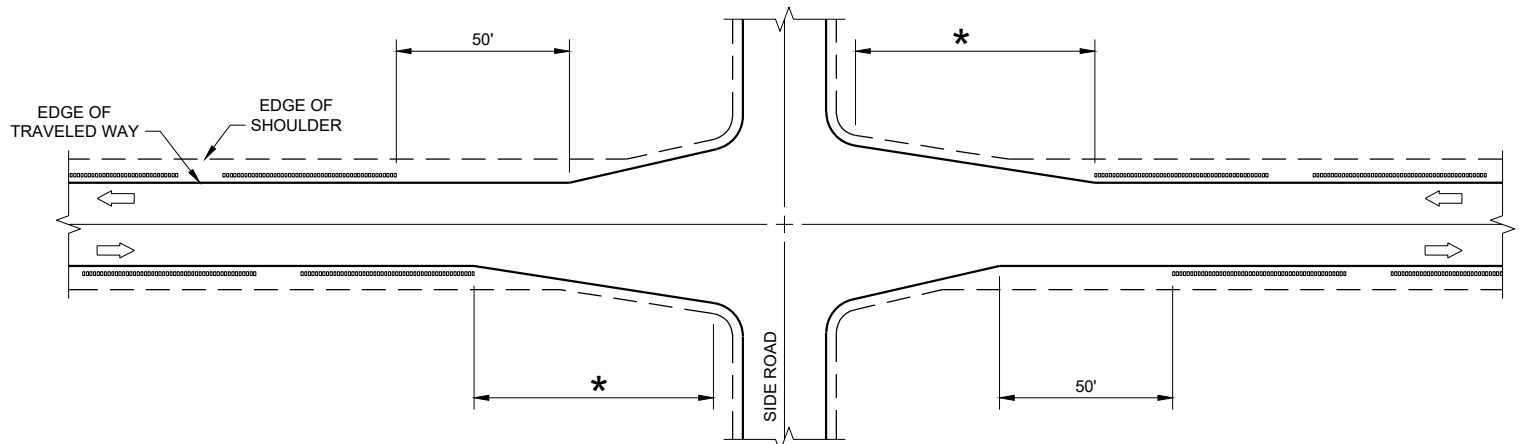
GROOVES AT MISCELLANEOUS CROSSINGS



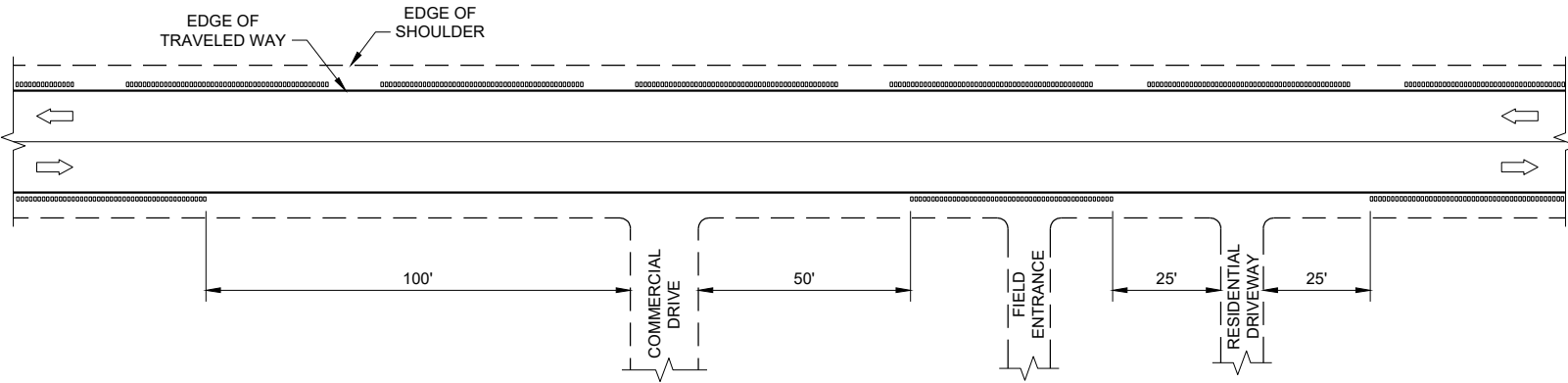
GROOVES AT BRIDGES



GROOVES AT RIGHT TURN LANE



GROOVES AT INTERSECTIONS WITH APPROACH TAPER



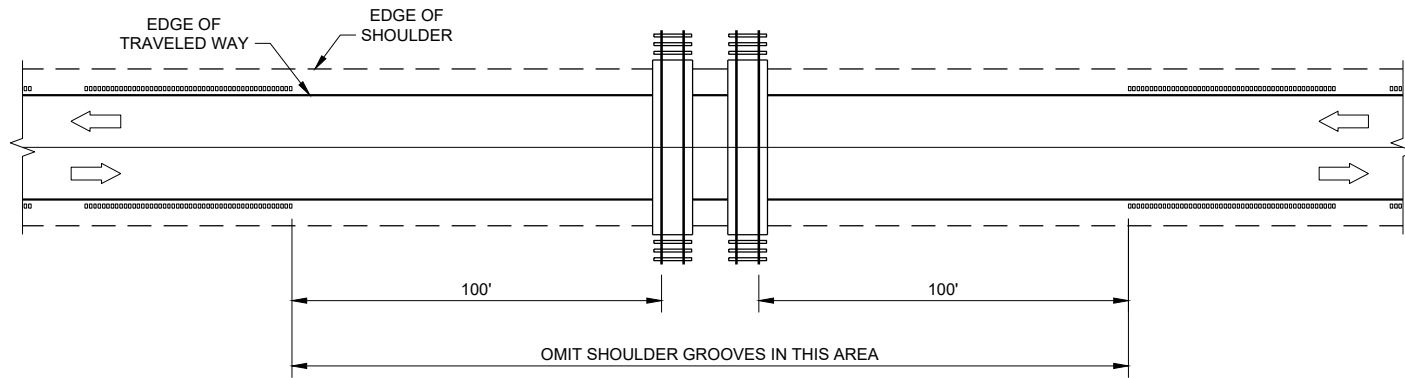
GROOVES AT DRIVEWAYS

GENERAL NOTES

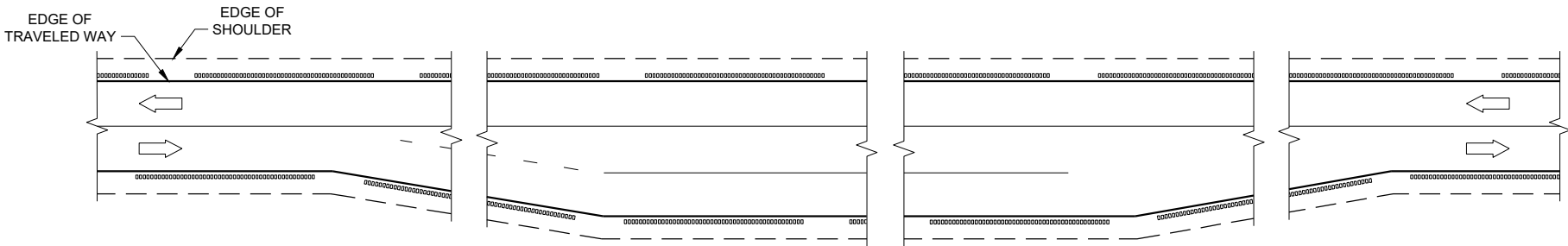
- ① SHOULDER GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS. WHEN DIRECTED BY THE ENGINEER.

SHOULDER AND EDGE LINE
RUMBLE STRIPS
CROSSINGS, INTERSECTIONS,
BRIDGES, DRIVEWAYS

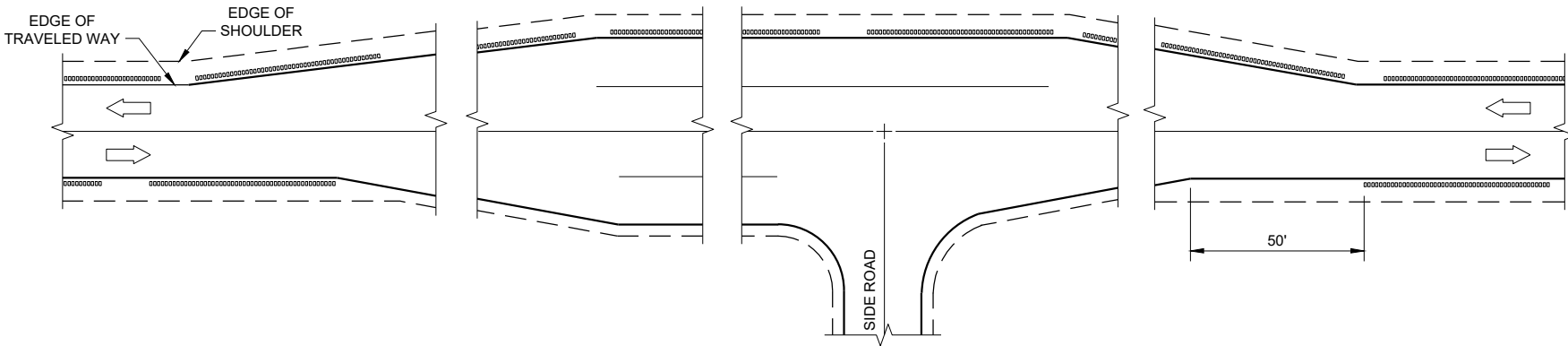
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GROOVES AT RAILROADS



GROOVES AT PASSING AND CLIMBING LANES

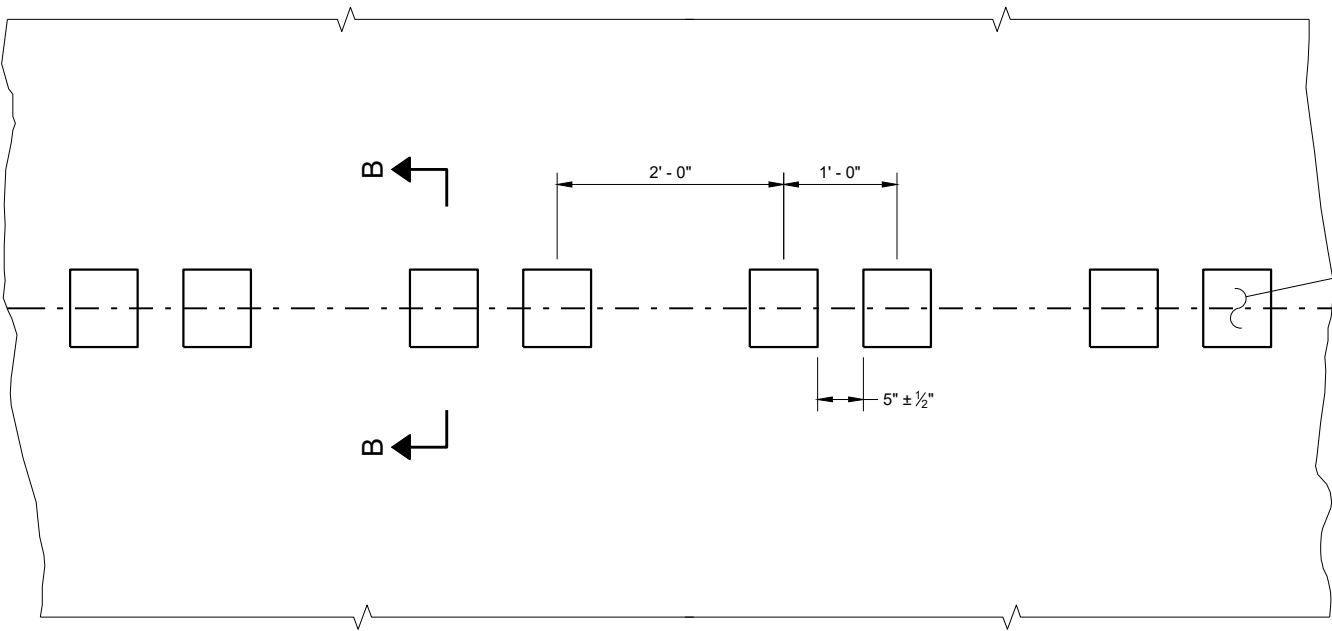


GROOVES AT BYPASS LANES

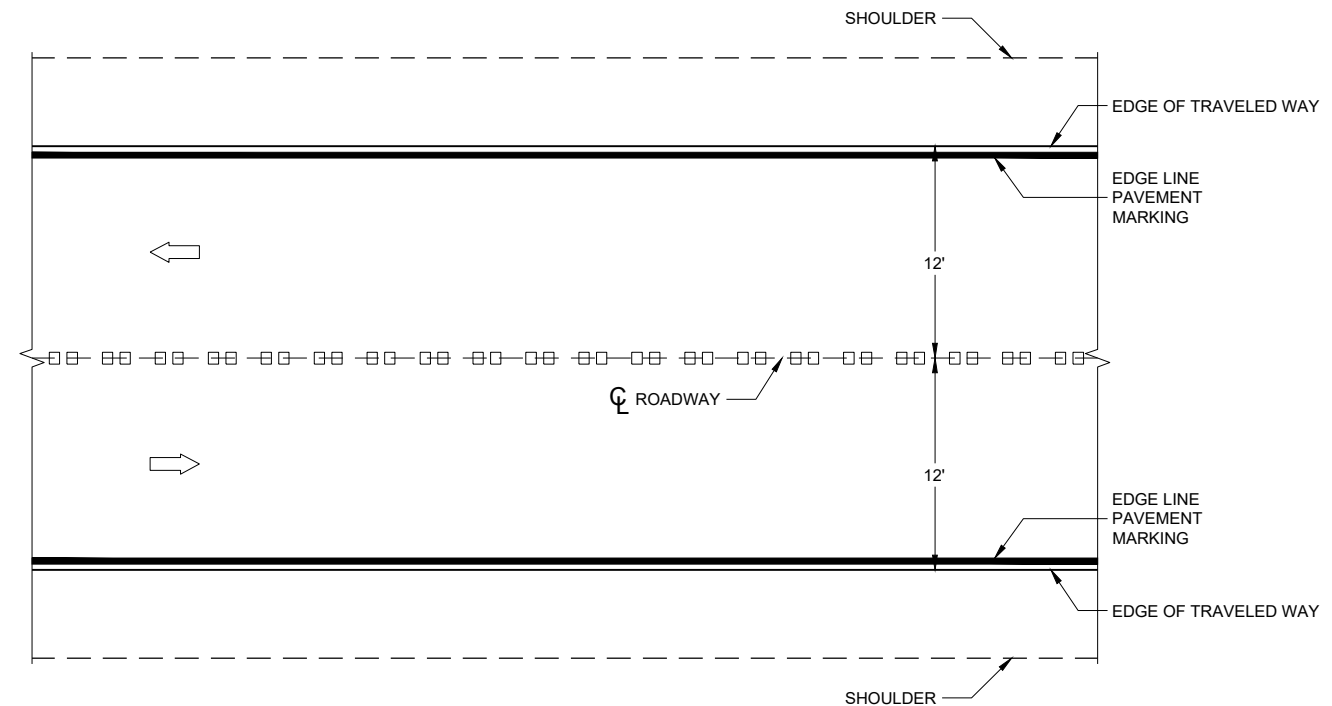
**SHOULDER AND EDGE LINE
RUMBLE STRIPS -
RAILROAD, PASSING,
CLIMBING AND BYPASS LANES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ John Jenkins
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER 24
FHWA

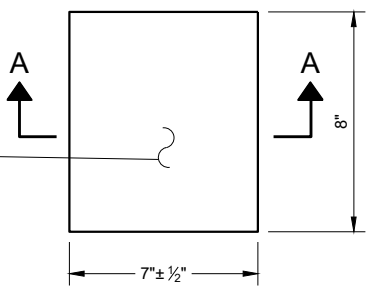


PLAN DETAIL VIEW

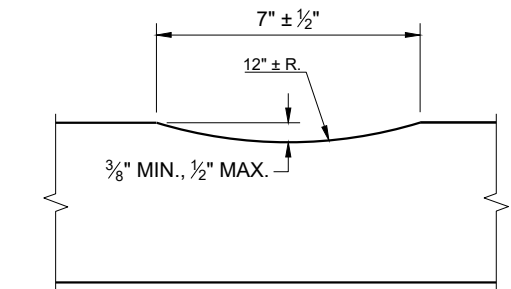


PLAN VIEW

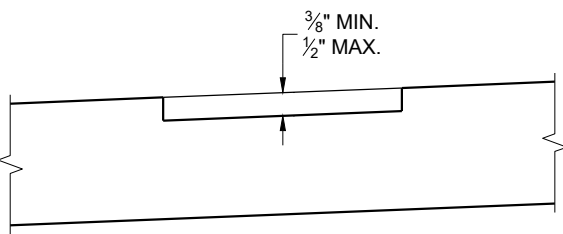
CENTERLINE RUMBLE STRIPS - ASPHALT



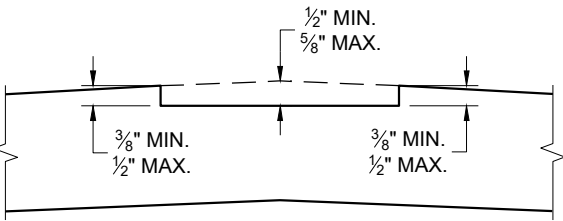
PLAN VIEW
(SINGLE GROOVE)



SECTION A - A



SECTION B - B
SUPERELEVATED ROADWAY

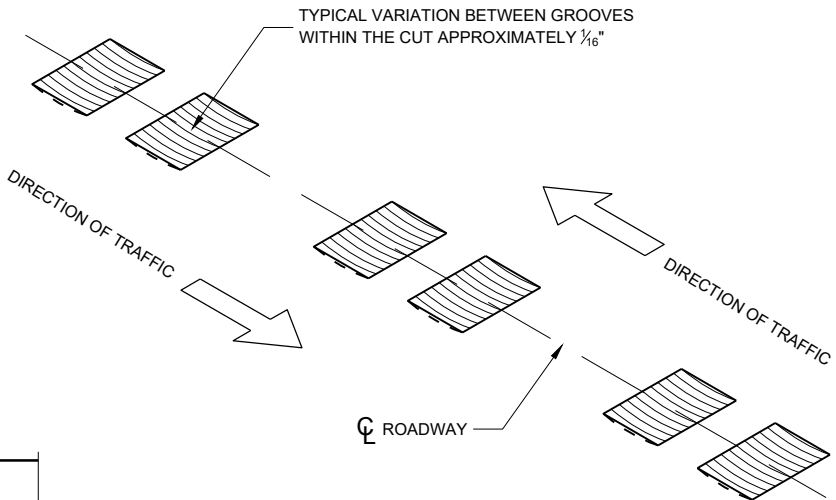


SECTION B - B
CROWNED ROADWAY

GENERAL NOTES

DO NOT MILL SHOULDER GROOVES THROUGH INTERSECTIONS, MARKED CROSSWALKS, NON-MOTORIZED PATH CROSSINGS, ETC. REFER TO SDD 13A11 SHEETS "d" AND "e".

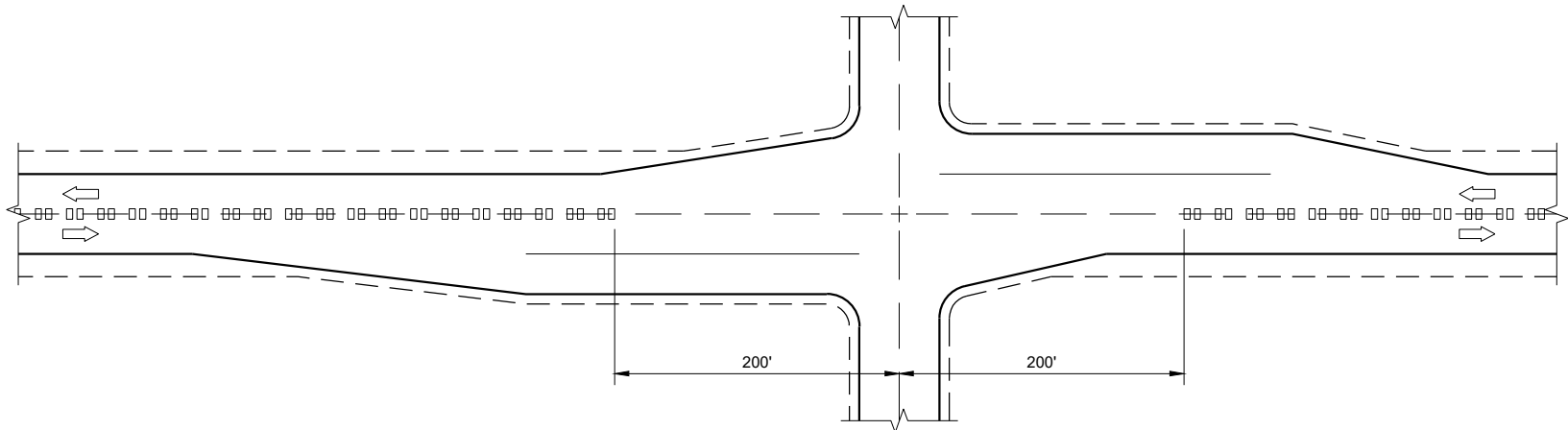
CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



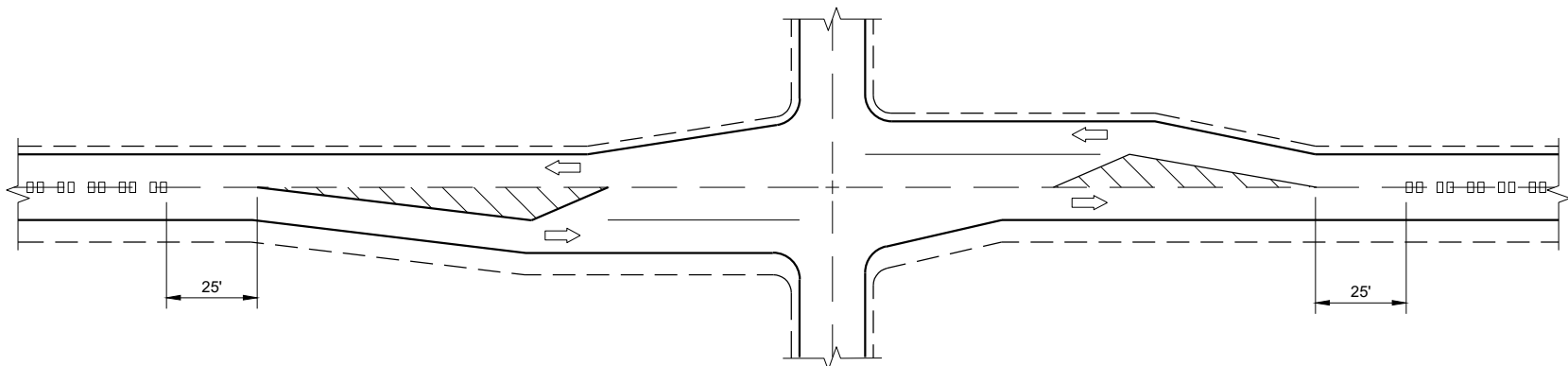
ISOMETRIC

CENTERLINE RUMBLE
STRIPS - ASPHALT

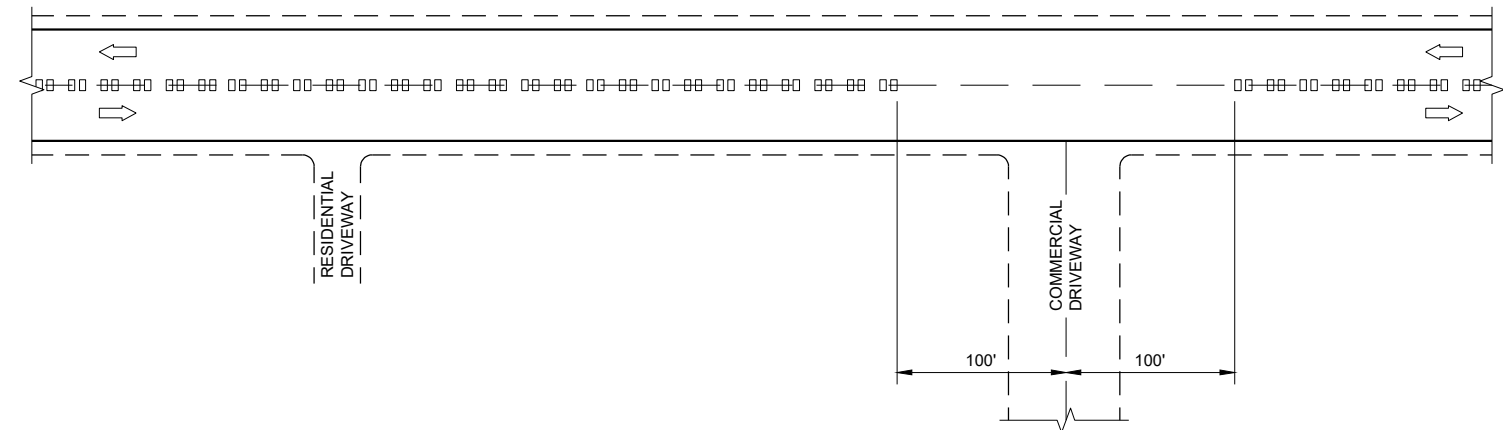
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



CENTERLINE GROOVES AT INTERSECTIONS



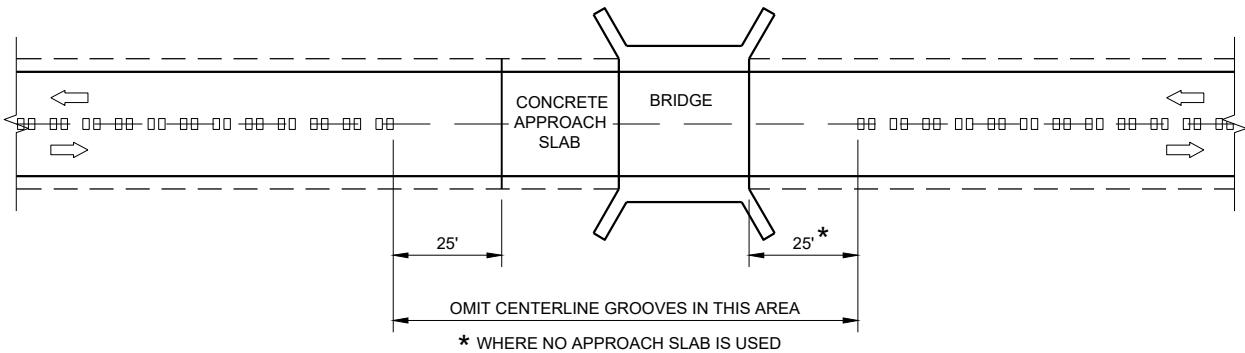
CENTERLINE GROOVES AT INTERSECTIONS
(WITH LEFT TURN LANES)



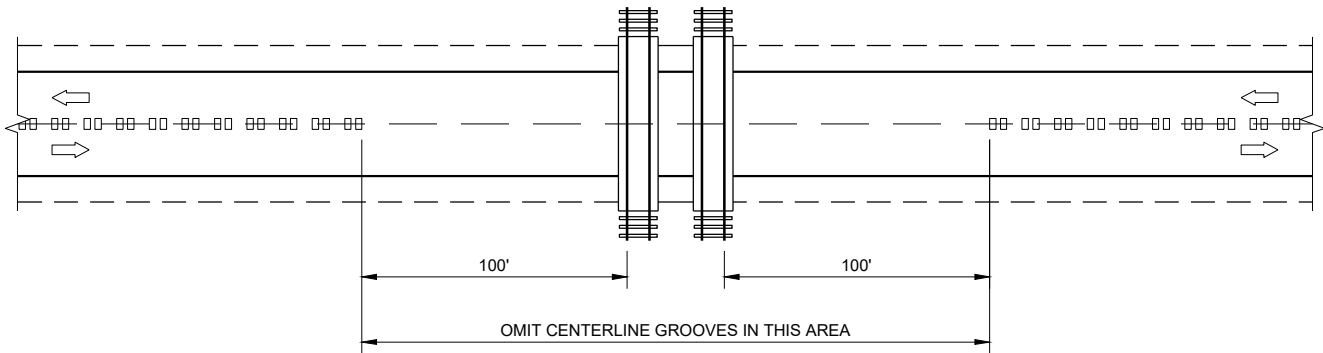
CENTERLINE GROOVES AT DRIVEWAYS^①

GENERAL NOTES

- ① CENTERLINE GROOVES MAY BE OMITTED IN AREAS WITH HIGH CONCENTRATIONS OF DRIVEWAYS WHEN DIRECTED BY THE ENGINEER.



CENTERLINE GROOVES AT BRIDGES

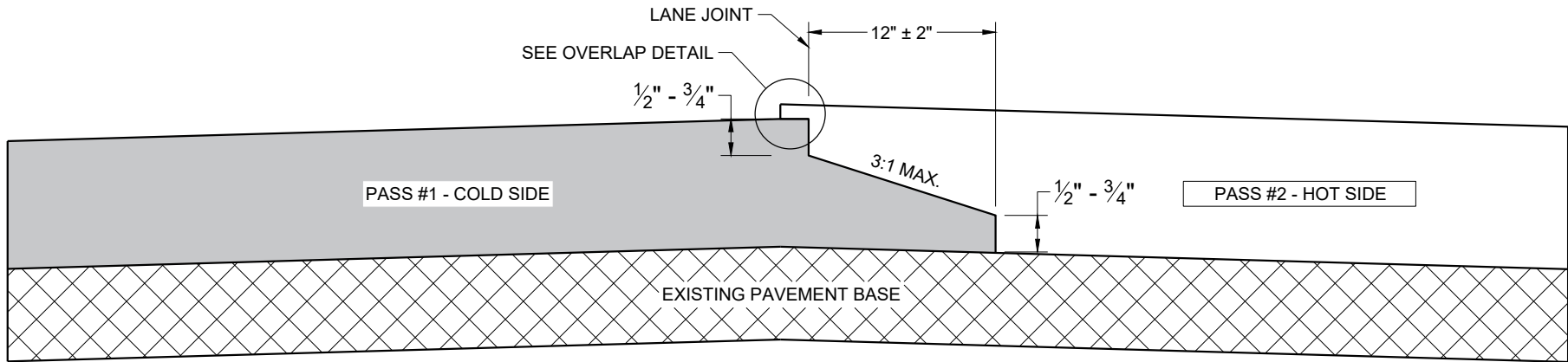


CENTERLINE GROOVES AT RAILROADS

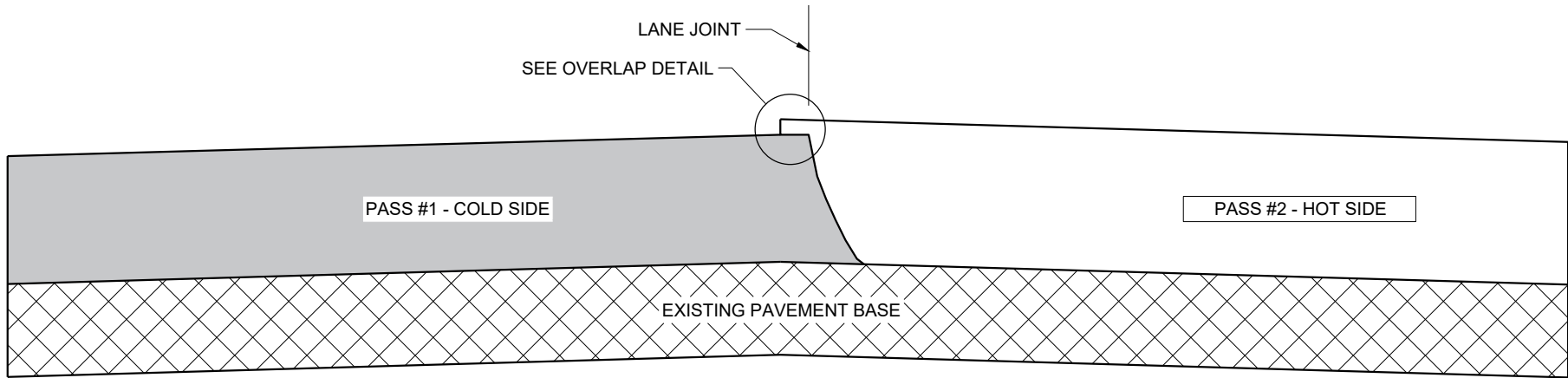
CENTER LINE
RUMBLE STRIPS -
INTERSECTIONS, DRIVEWAYS,
BRIDGES, RAIL ROADS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

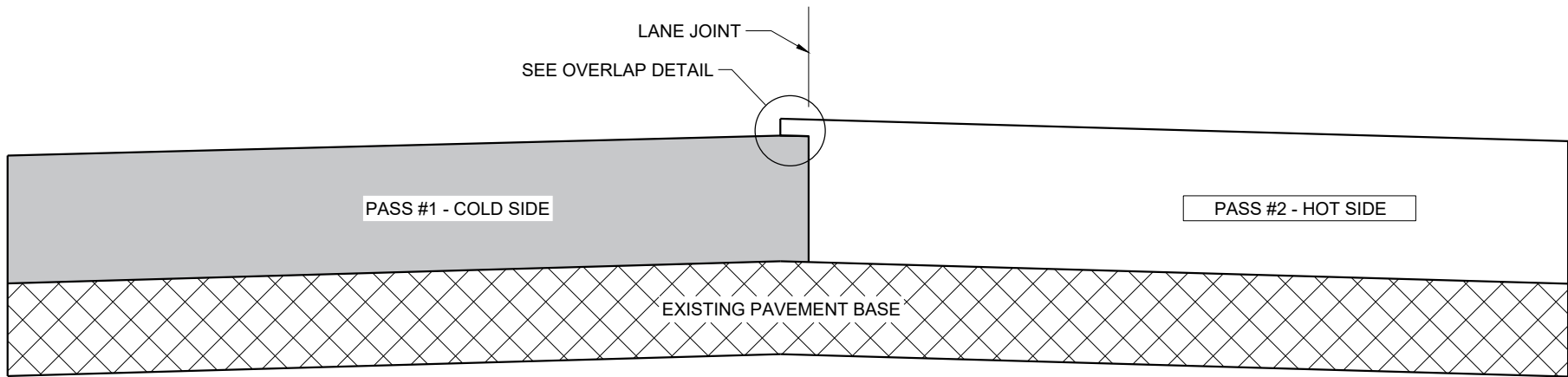
APPROVED
May 2023 /S/ John Jenkins
DATE ROADWAY STANDARDS DEVE
ENGINEER 26
FHWA



TYPICAL PAVEMENT CROSS SECTION
NOTCHED WEDGE JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT



TYPICAL PAVEMENT CROSS SECTION
VERTICAL JOINT (MILLED)

GENERAL NOTES

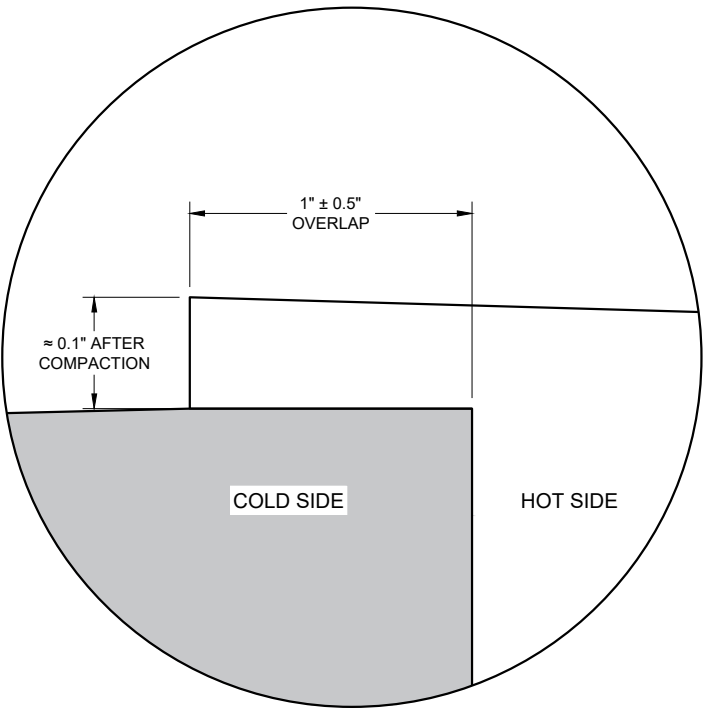
IN ADDITION TO THE DETAILS PROVIDED IN THIS DRAWING, CONFORM TO STANDARD SPECIFICATION 450.3.2.8 FOR WHEN A NOTCHED WEDGE JOINT IS REQUIRED AND FOR GENERAL JOINT CONSTRUCTION REQUIREMENTS.

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

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

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

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



OVERLAP DETAIL (TYPICAL)

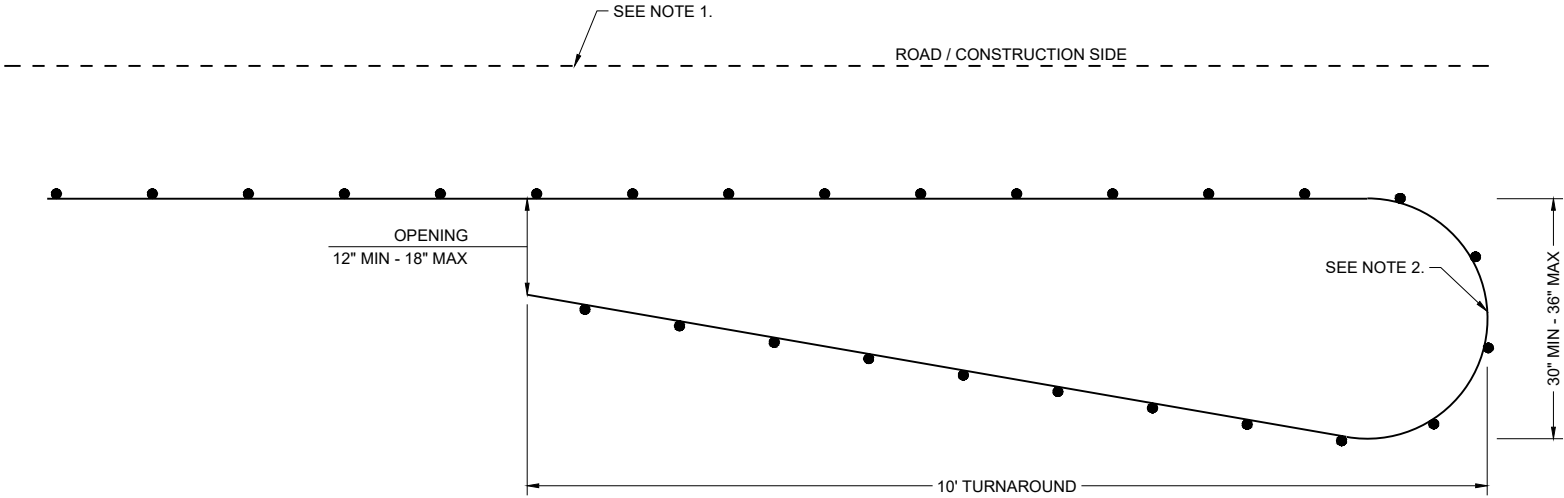
HMA LONGITUDINAL JOINTS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

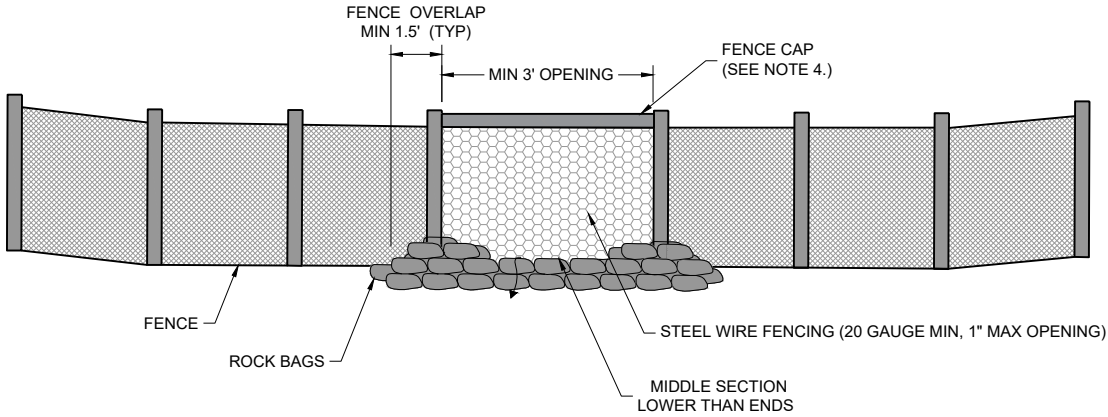
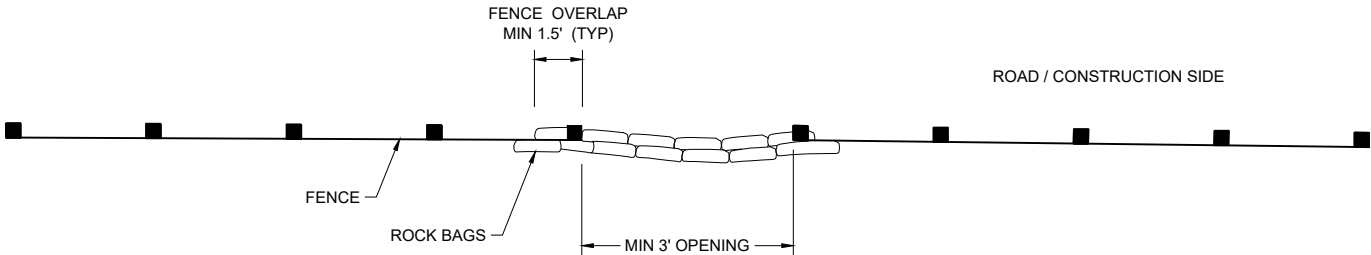
APPROVED
November 2020 /S/ Steven Hefel
DATE HMA PAVEMENT ENGIN 27
FHWA

GENERAL NOTES:

1. WHERE SILT FENCE IS REQUIRED, IT SHALL BE PLACED ON THE CONSTRUCTION SIDE OF THE EXCLUSION FENCING, OR COMBINED WITH THE EXCLUSION FENCING AS ALLOWED IN THE SPECIFICATIONS. STAKES ON THIS DETAIL ARE OPPOSITE OF STANDARD SILT FENCE FOR SEDIMENT CONTROL.
2. PLACE TURNAROUNDS AT ALL TERMINI ENDS OF THE EXCLUSION FENCING.
3. IF TEMPORARY ACCESS POINTS ARE NEEDED DURING CONSTRUCTION THAT REQUIRE OPENINGS IN THE EXCLUSION FENCING, ACCESS OPENINGS SHOULD BE TIGHTLY SECURED WITH BALES OF HAY OR STRAW WHENEVER CONSTRUCTION RELATED ACTIVITIES ARE NOT OCCURRING. REINSTALL EXCLUSION FENCING WHEN THE WORK REQUIRING THE TEMPORARY ACCESS OPENING IS COMPLETED.
4. THE FENCE CAP MAY BE A 6" UNDER DRAIN PIPE, SLIT DOWN THE CENTER AND PLACED OVER THE FENCE. COMMERCIALLY AVAILABLE SAFETY CAPS WITH A LIP MAY BE USED. OTHER DNR APPROVED METHODS TO PREVENT TURTLES FROM PASSING OVER THE TOP OF THE FENCE MAY BE USED.
- SECURELY FASTEN THE CAP TO PREVENT IT FROM BEING DISLODGED.



PLAN VIEW
CLIMBING TURTLE EXCLUSION FENCE DETAIL



FRONT VIEW
CLIMBING TURTLE FENCE RELIEF DETAIL

TURTLE EXCLUSION FENCE CLIMBING TURTLE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED AUGUST 2025 DATE	/S/ ALYSSA BARRETTE CHIEF STATEWIDE ENVIRONMENTAL SERVICES BUREAU OF TECHNICAL SER
FHWA 28	

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.

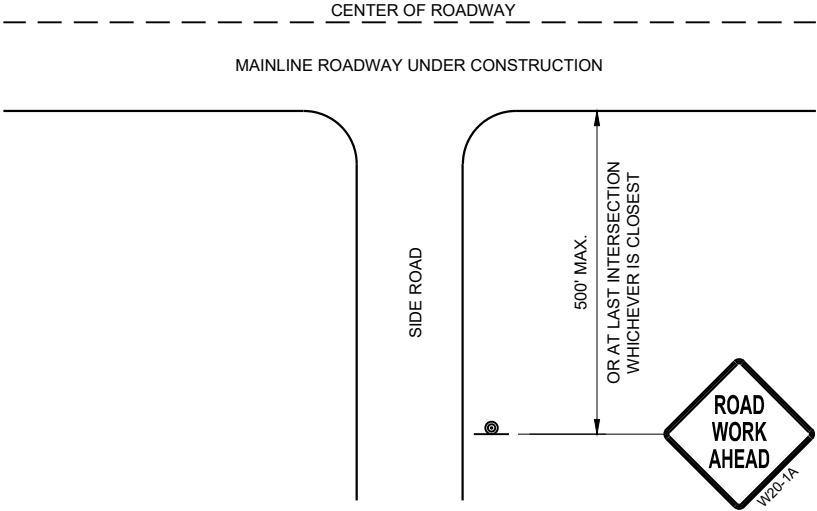
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

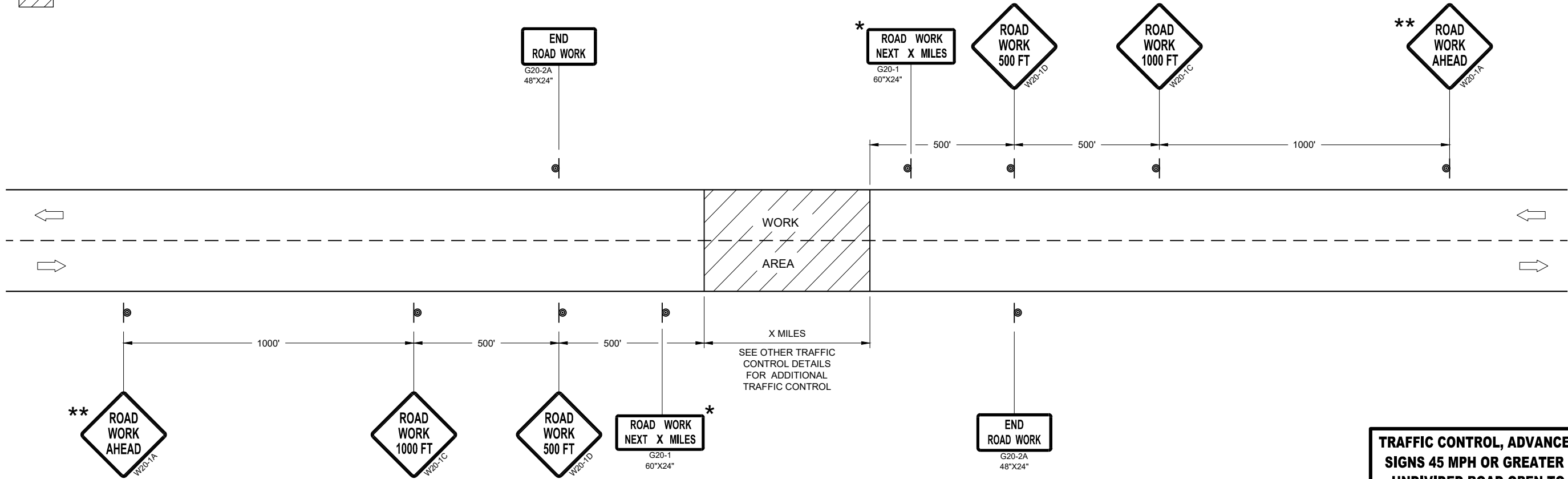
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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 29
FHWA

GENERAL NOTES

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

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

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

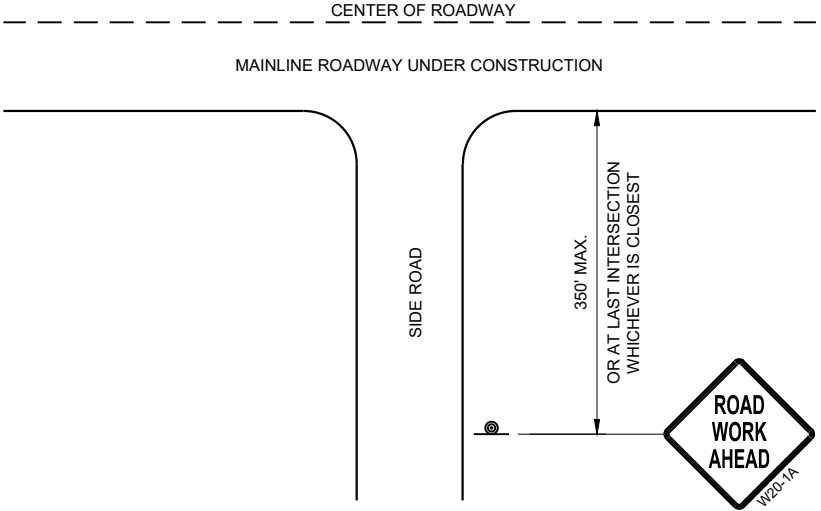
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

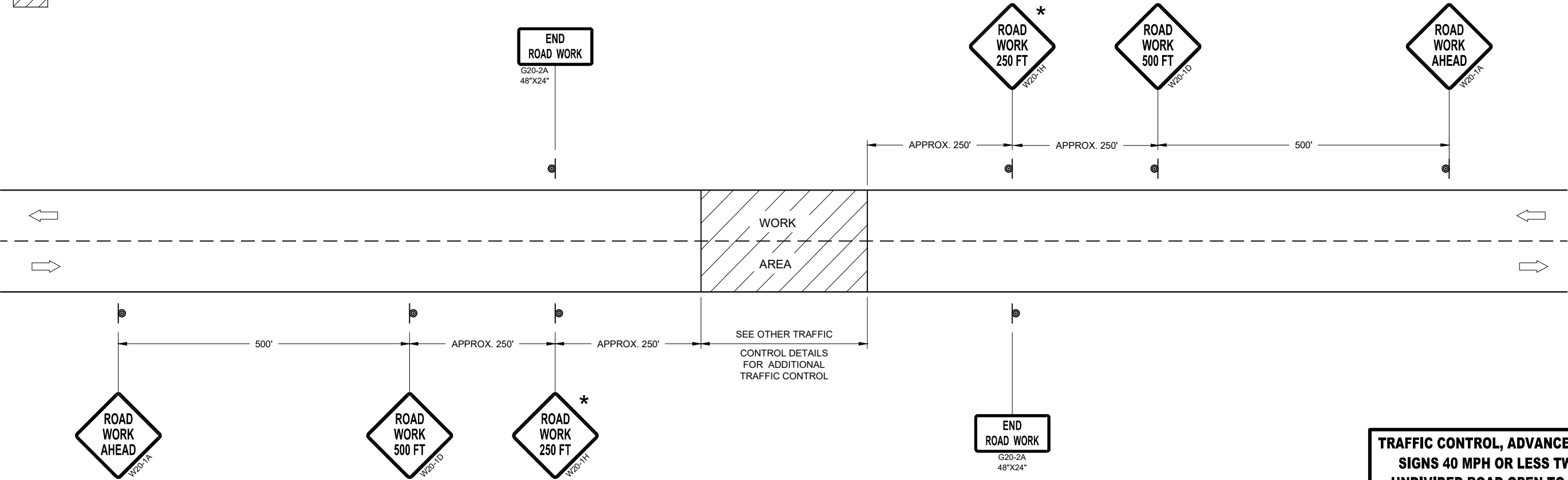
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL



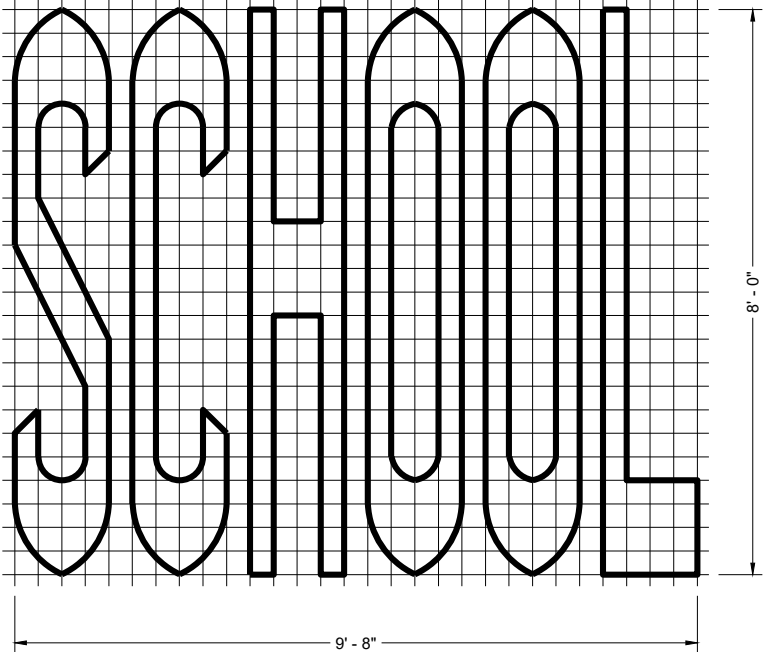
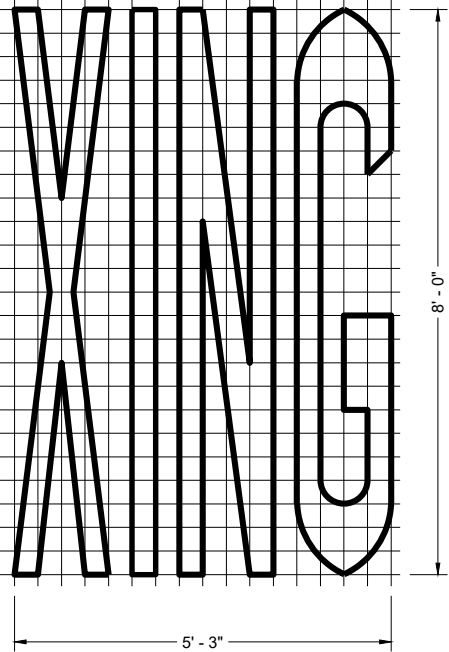
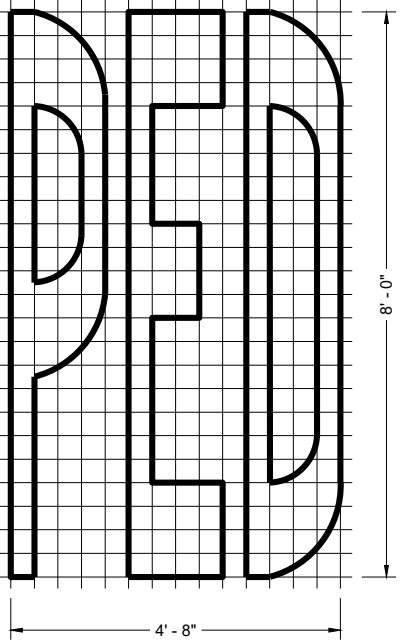
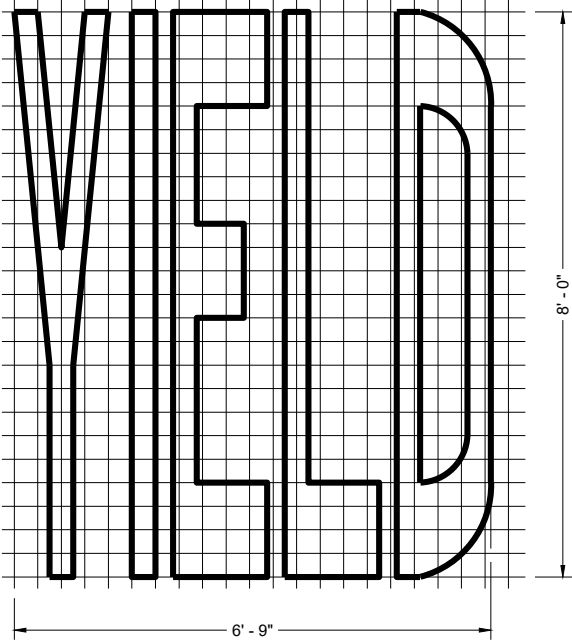
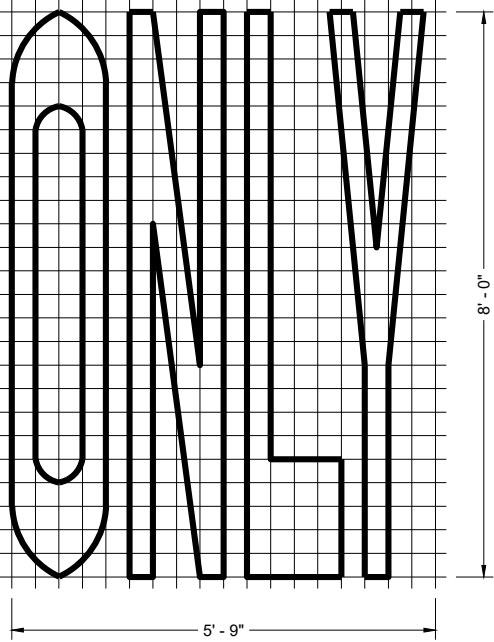
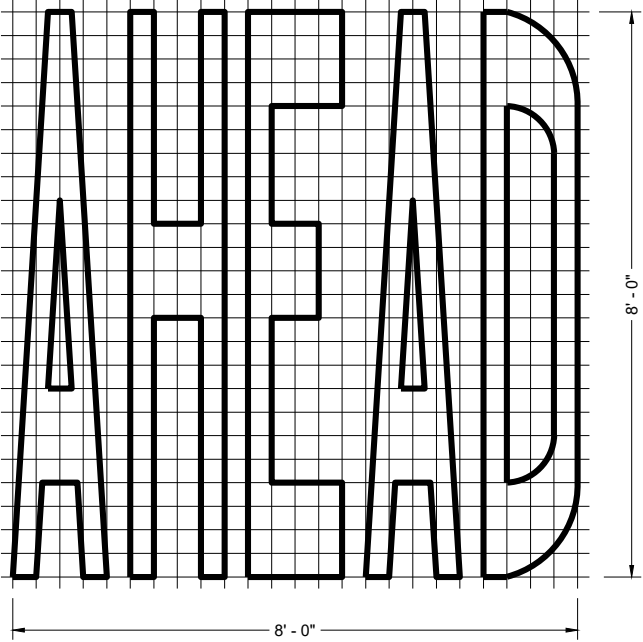
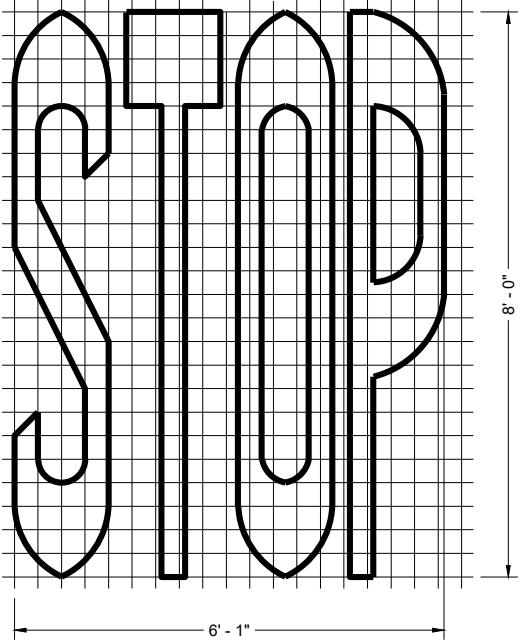
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

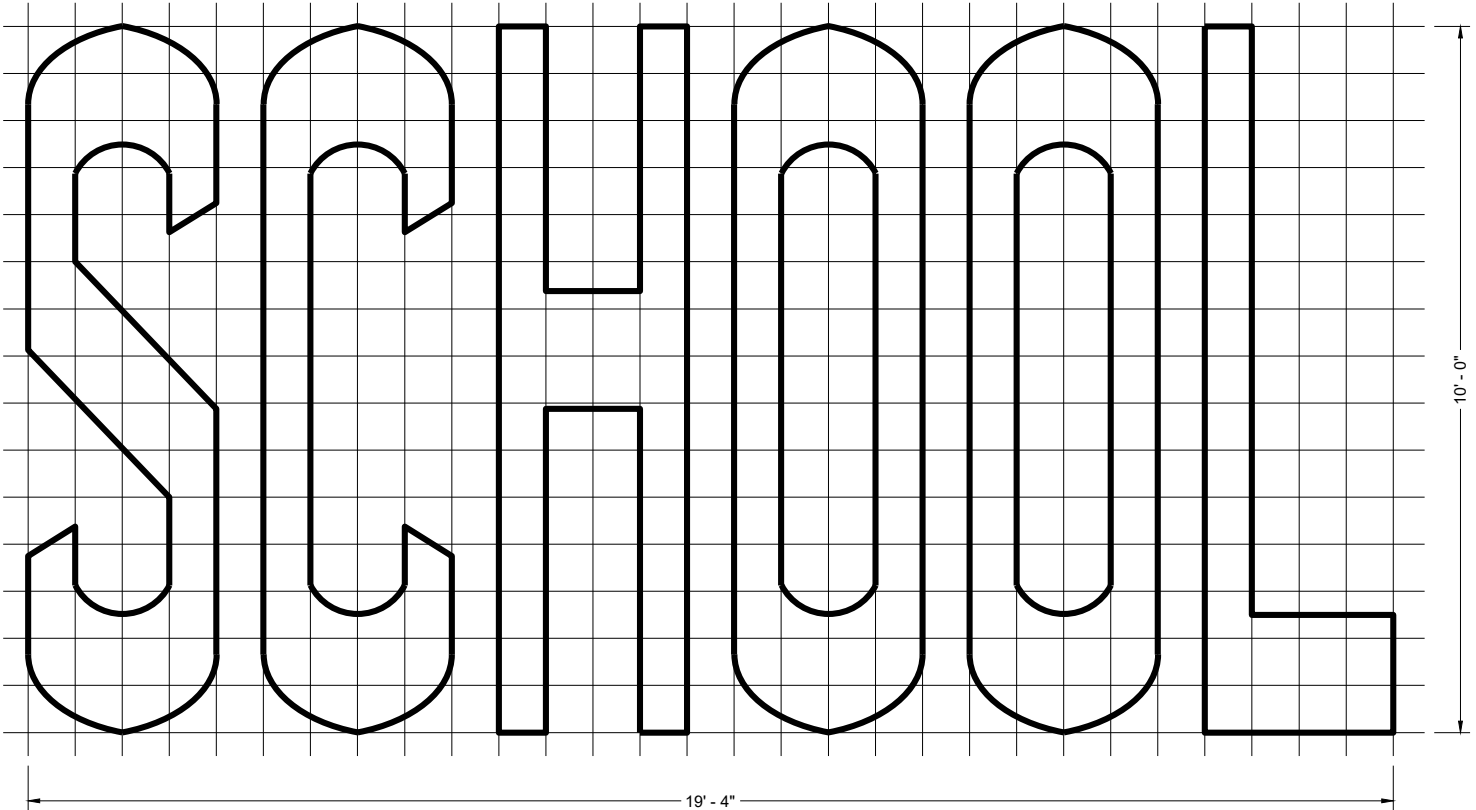
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 30

FHWA



SINGLE LANE

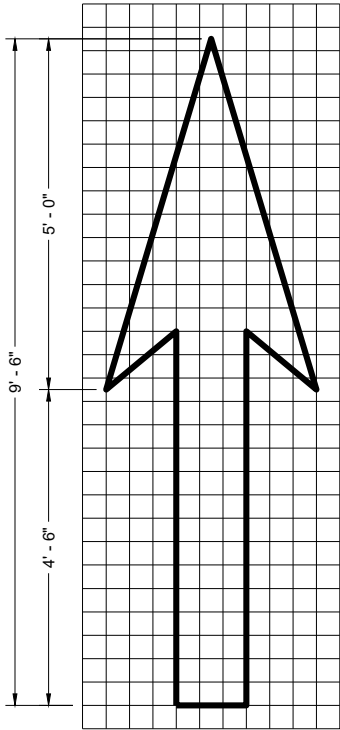


TWO - LANE

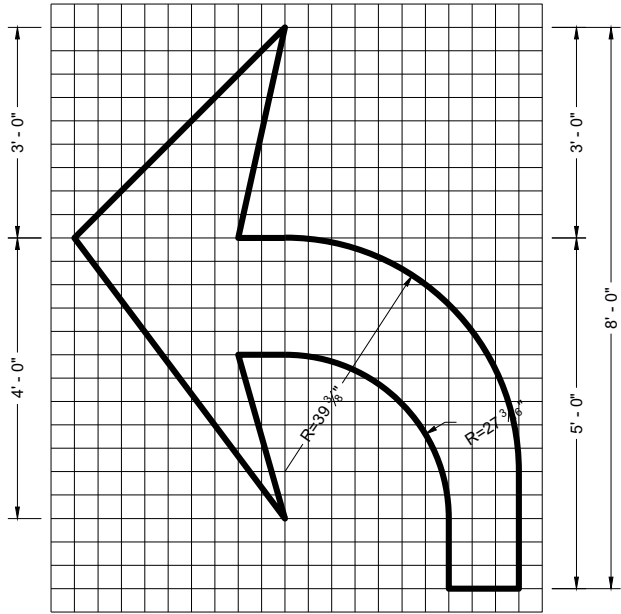
GENERAL NOTES

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

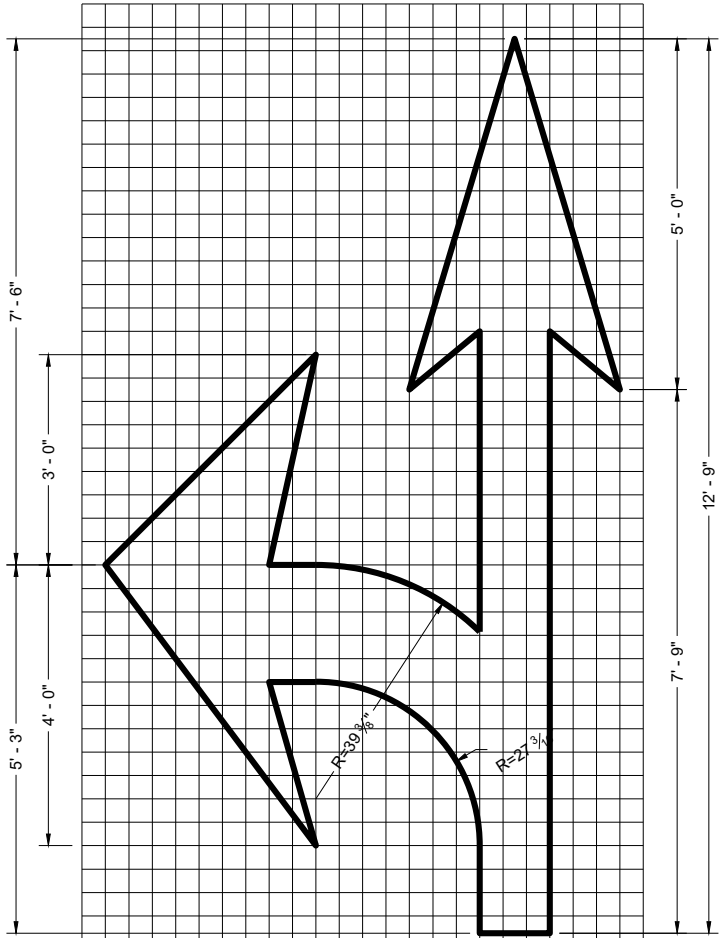
PAVEMENT MARKING WORDS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2024 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA	31



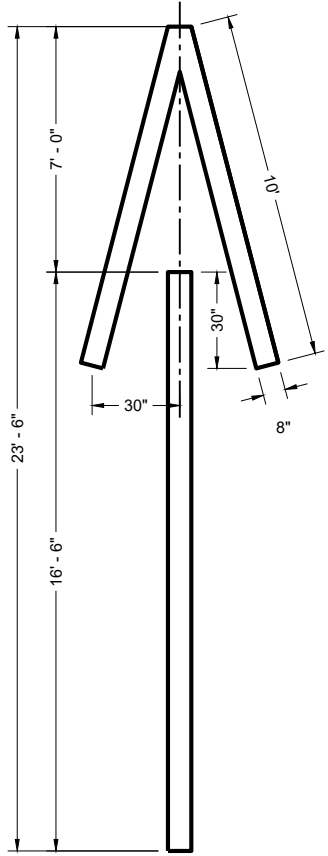
TYPE 1



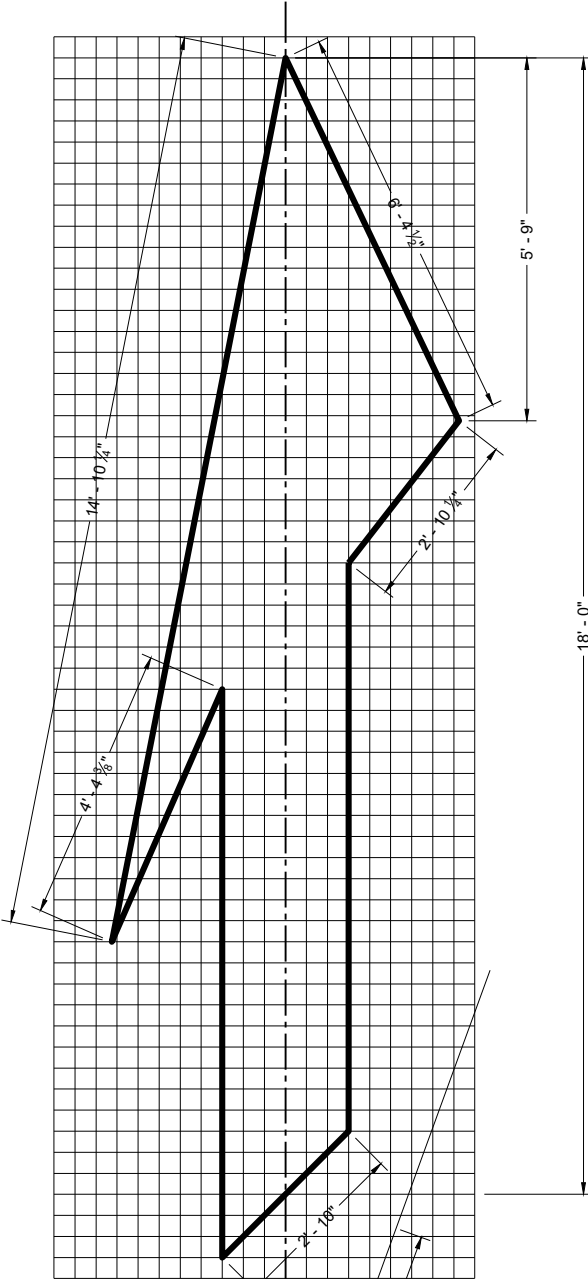
TYPE 2



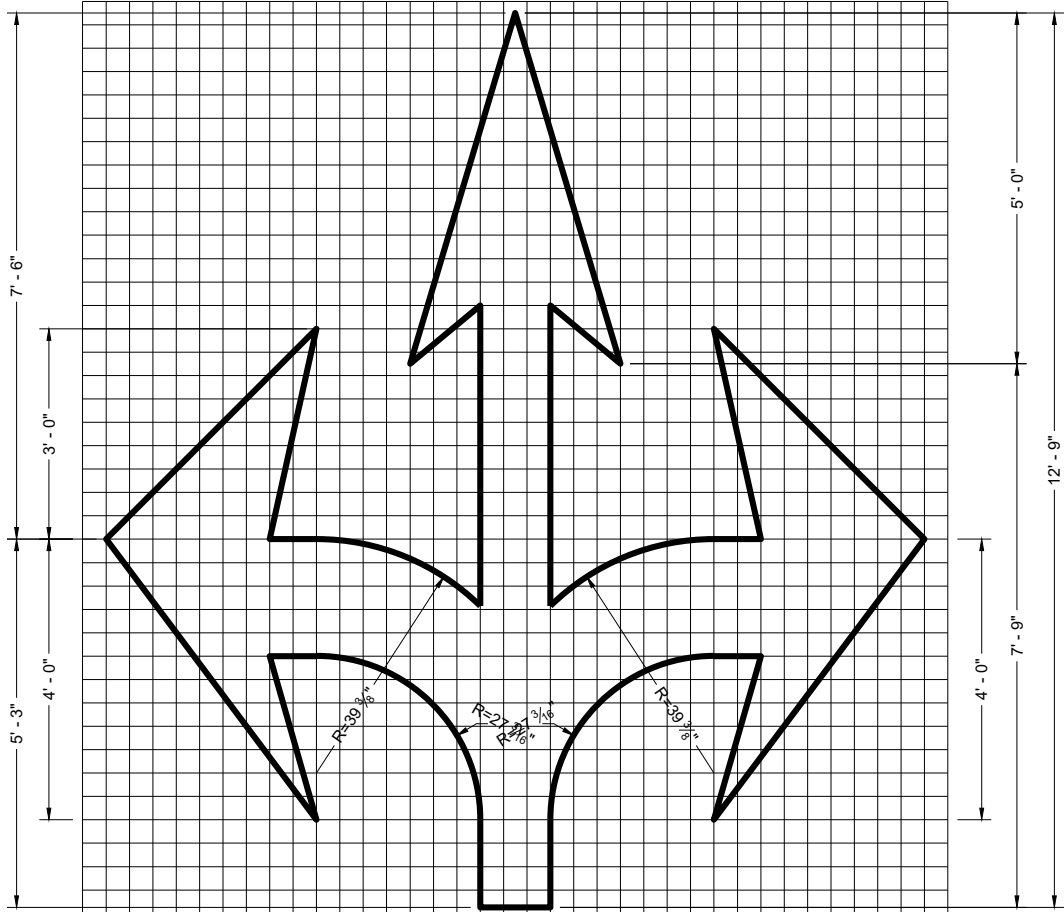
TYPE 3



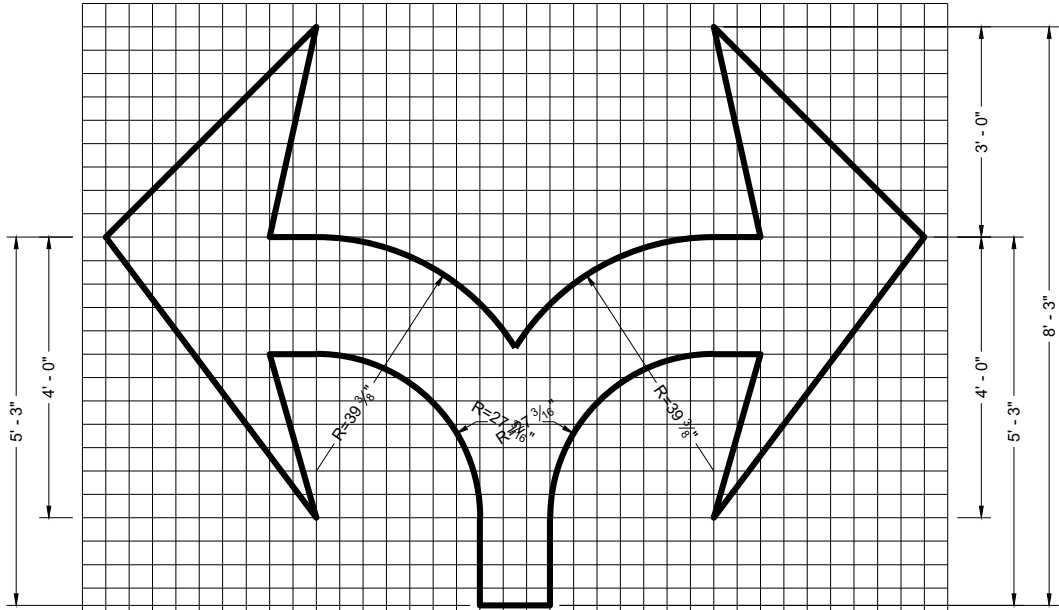
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

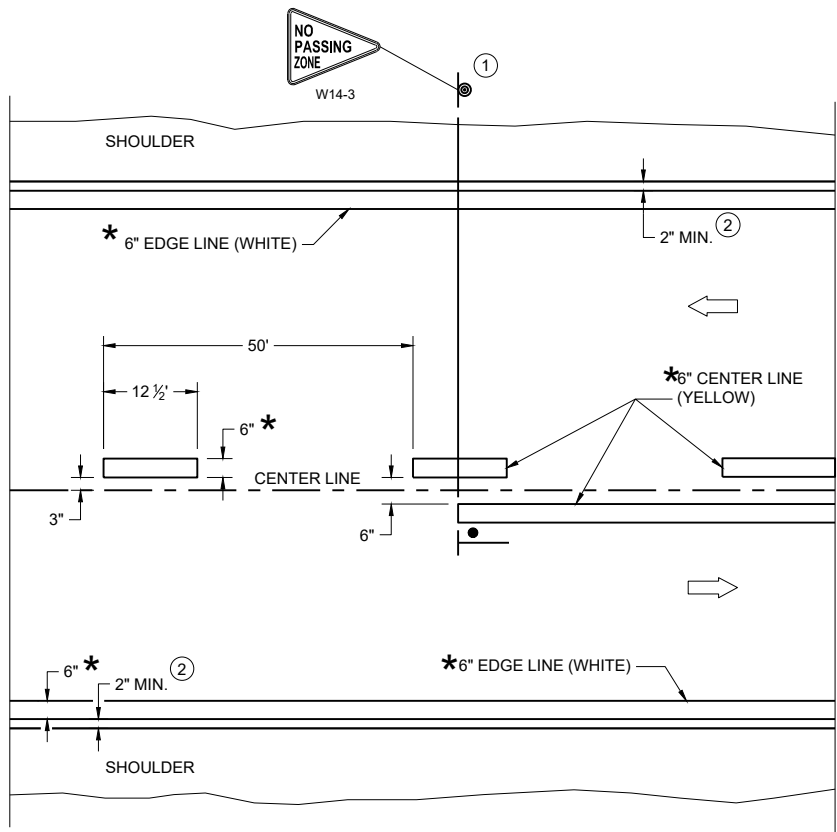
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING ARROWS

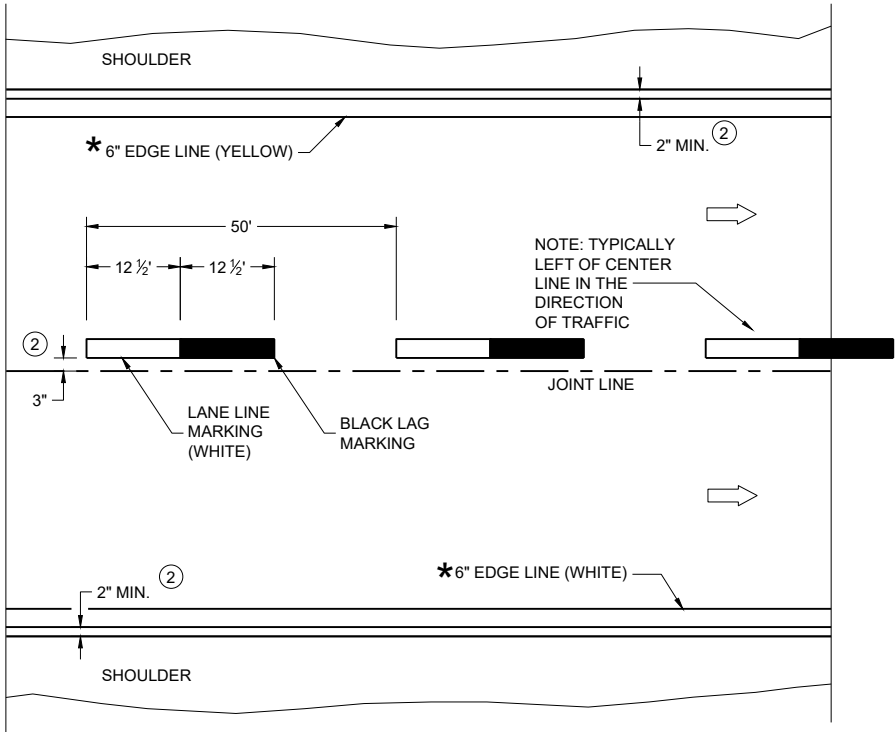
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2024 /S/ Jeannie Silver
DATE STATE SIGNING AND MARKING ENGINEER

FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

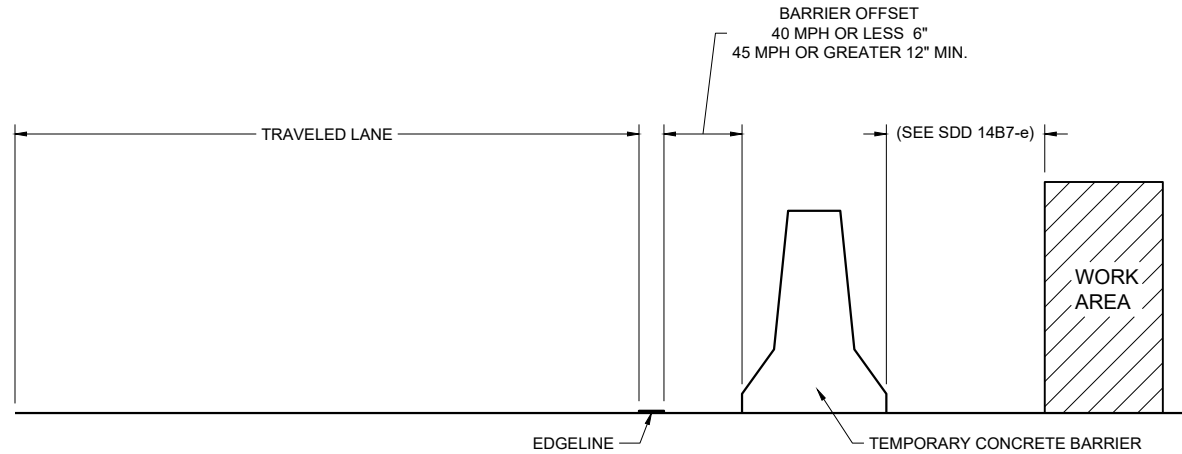
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	33



TEMPORARY BARRIER OFFSET FROM EDGE LINE

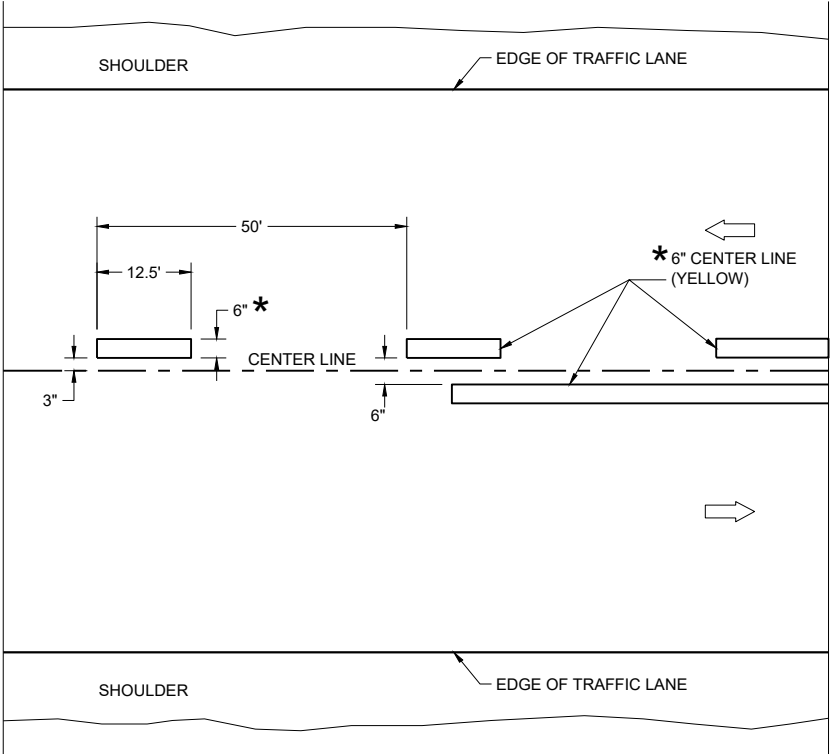
GENERAL NOTES

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

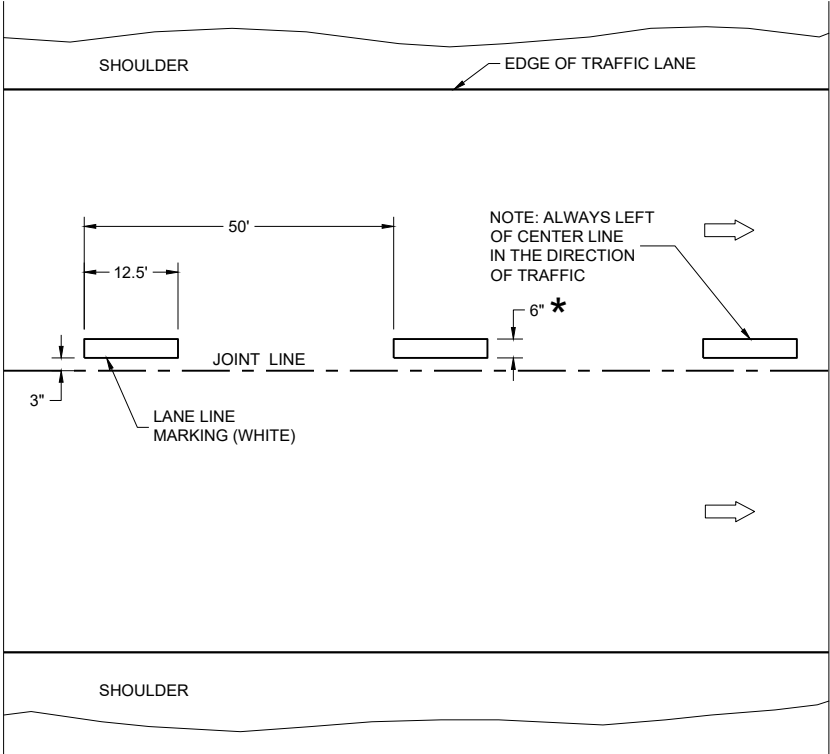
LEGEND

DIRECTION OF TRAFFIC

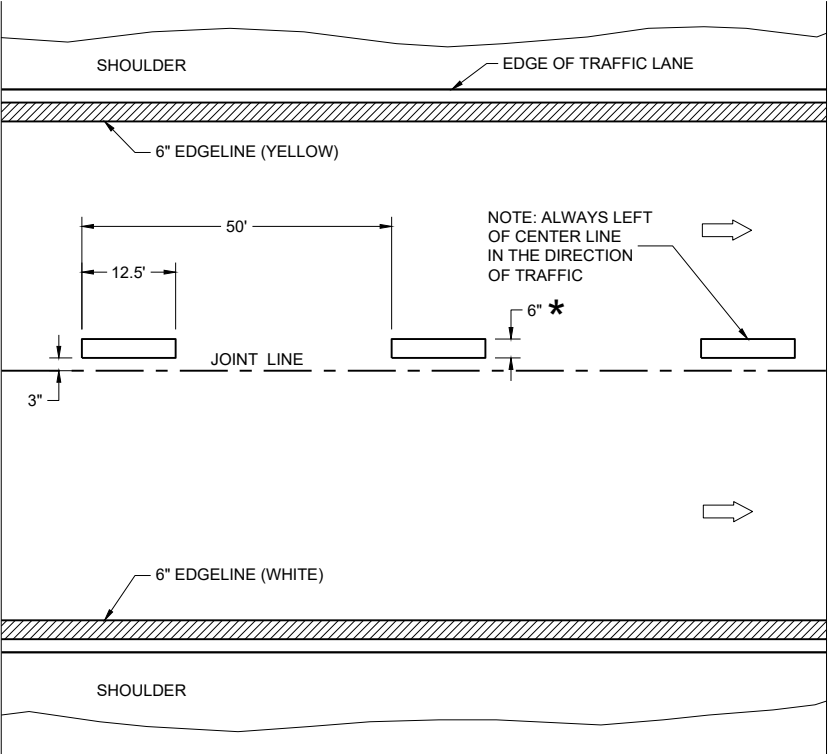
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



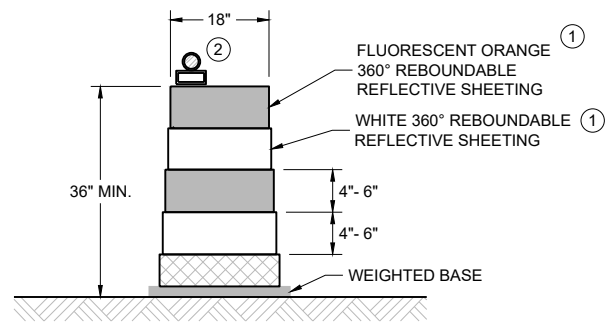
ONE WAY TRAFFIC



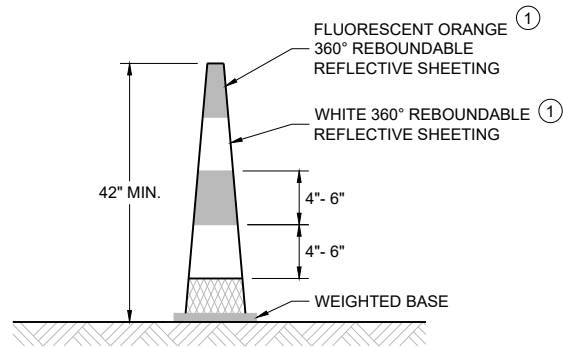
FREEWAYS AND EXPRESSWAYS

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	

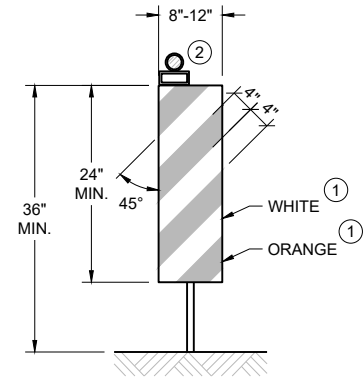
**DRUM**

BALLAST WIDTHS
RANGE FROM 24"-36"

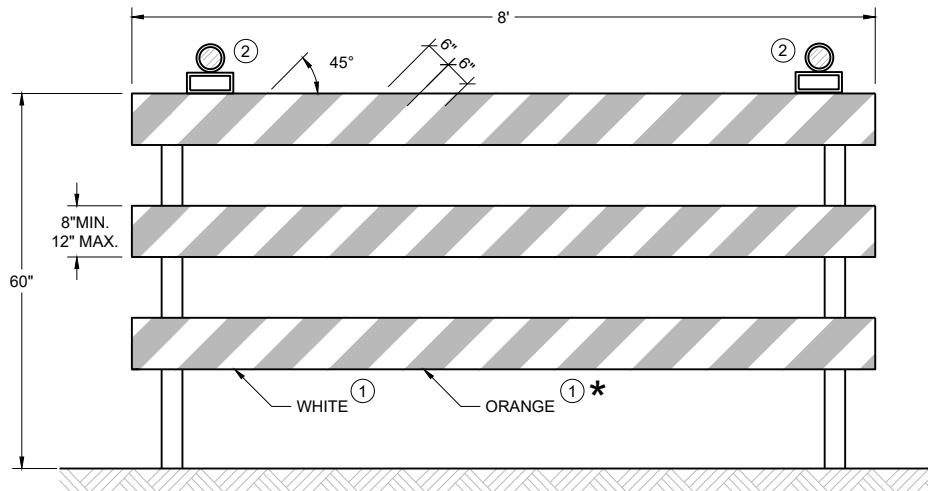
**42" CONE**

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.

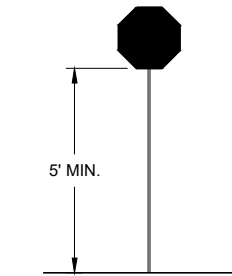
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



STOP/SLOW PADDLE ON SUPPORT STAFF

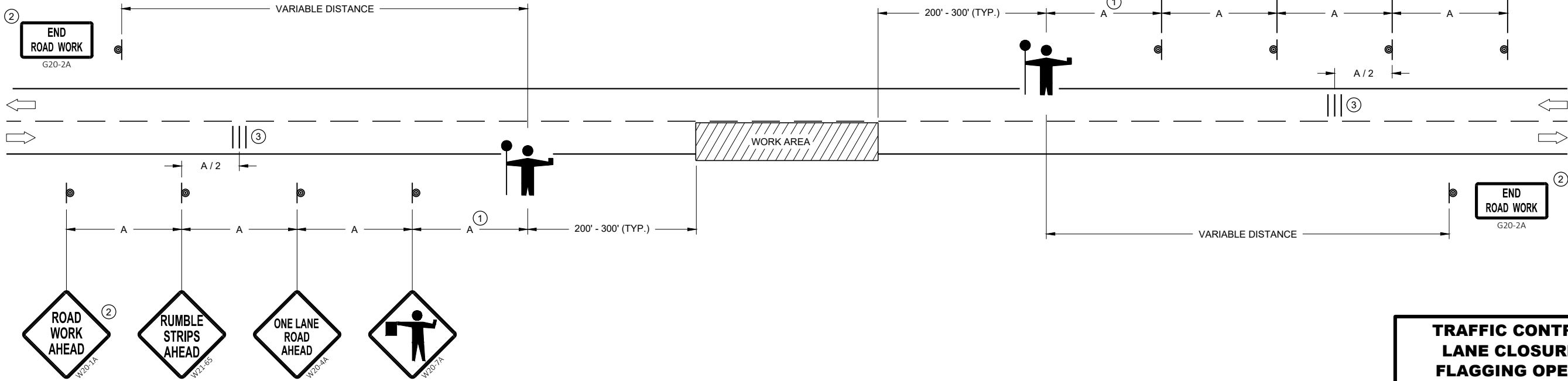
SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



W03-4

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".



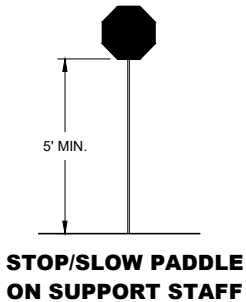
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 36

FHWA

- **GENERAL NOTES**
SIGN ON PERMANENT SUPPORT
- 
TRAFFIC CONTROL CONE 42-INCH
- 
TRAFFIC CONTROL DRUM
- 
TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- 
DIRECTION OF TRAFFIC
- 
WORK AREA
- 
AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)



- 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.

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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

- FLAGGING**
IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, 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.

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.
- ①

SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ②

IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

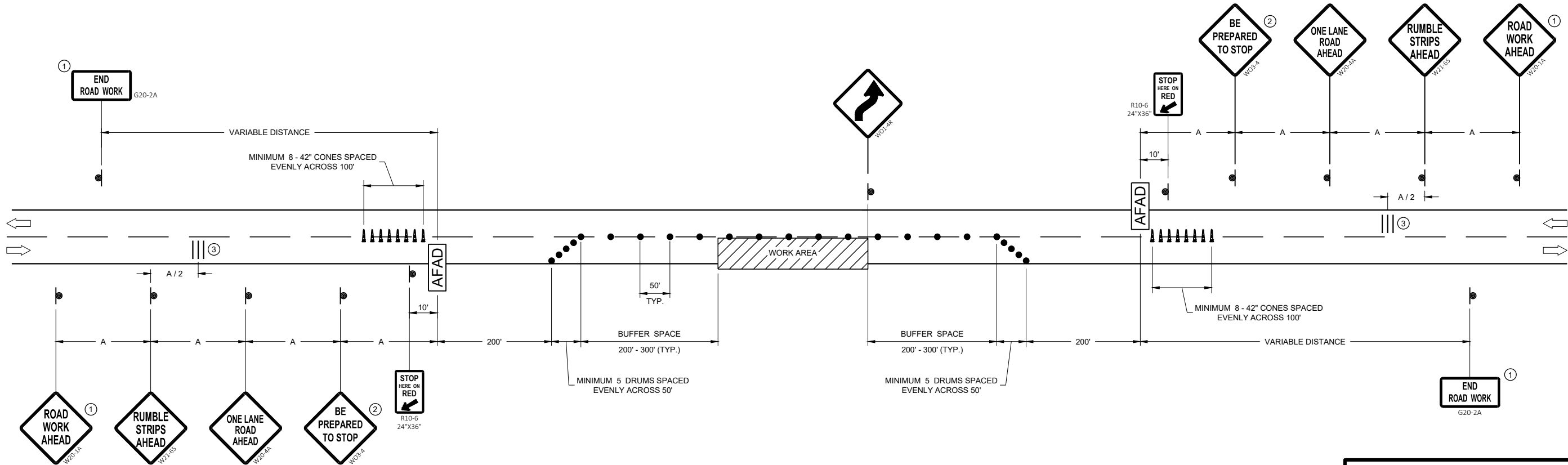
ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

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.

③

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

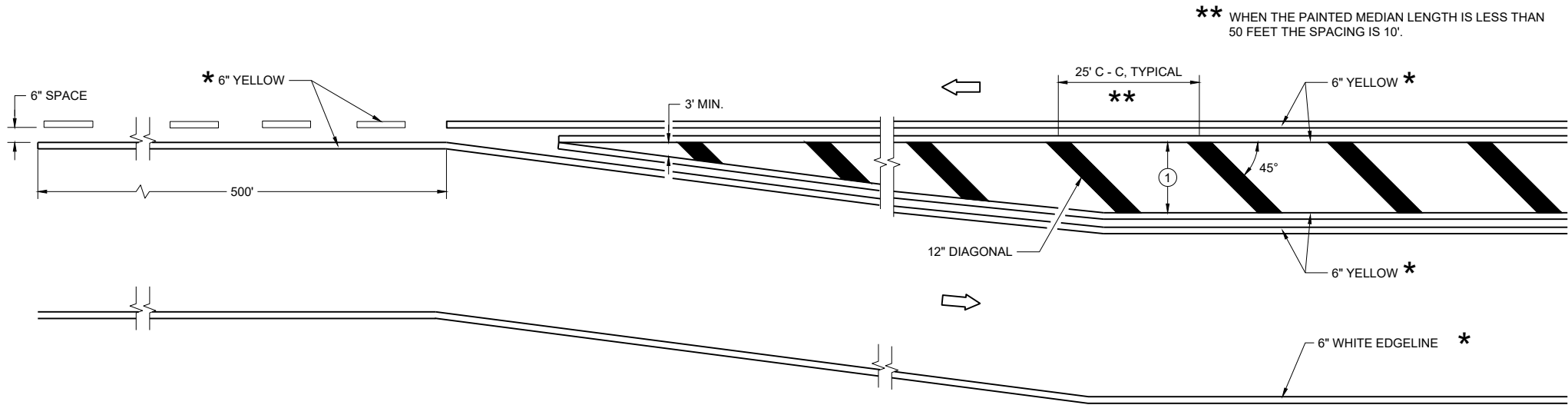


**TRAFFIC CONTROL, LANE
CLOSURE WITH AUTOMATED
FLAGGER ASSISTANCE DEVICE**

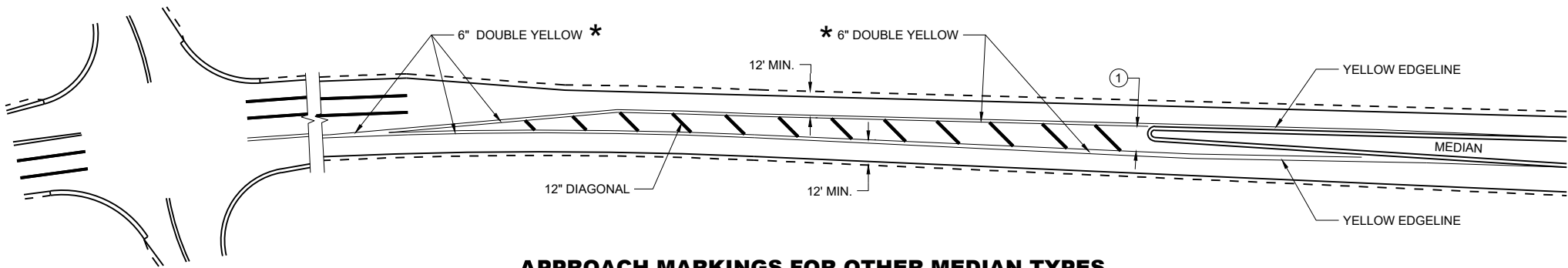
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

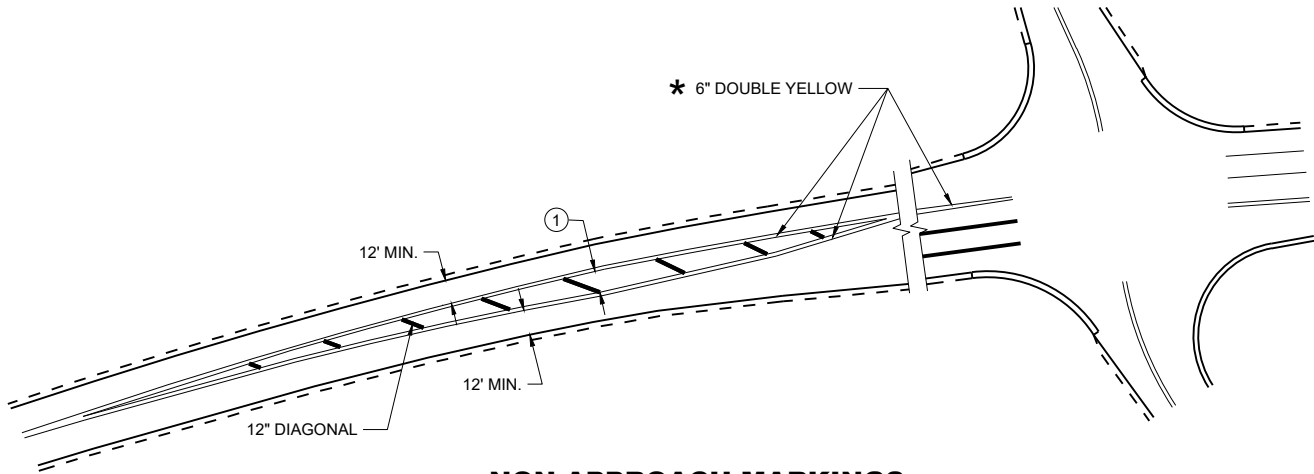
FHWA



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

MEDIAN ISLAND
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

DIRECTION OF TRAFFIC

GENERAL NOTES

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

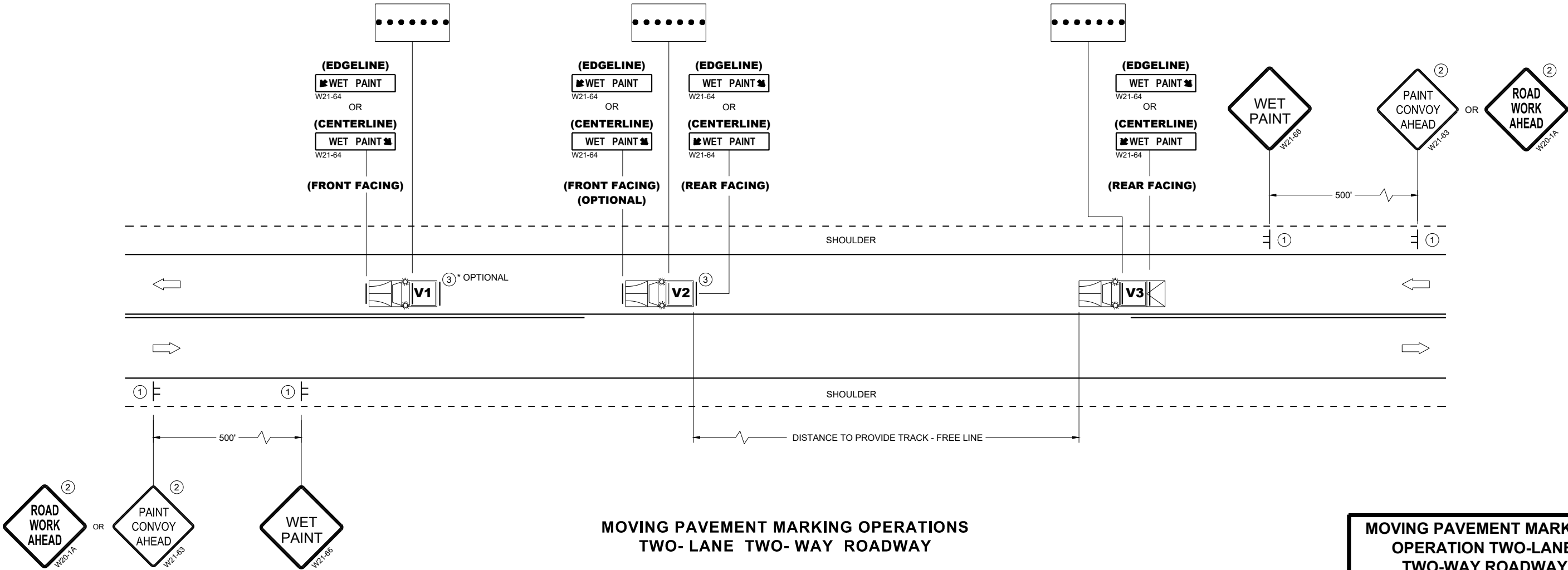
WORKERS SHALL NOT PERFORM WORK FROM ANY SHADOW OR PROTECTION VEHICLES.

UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC.

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



6

6

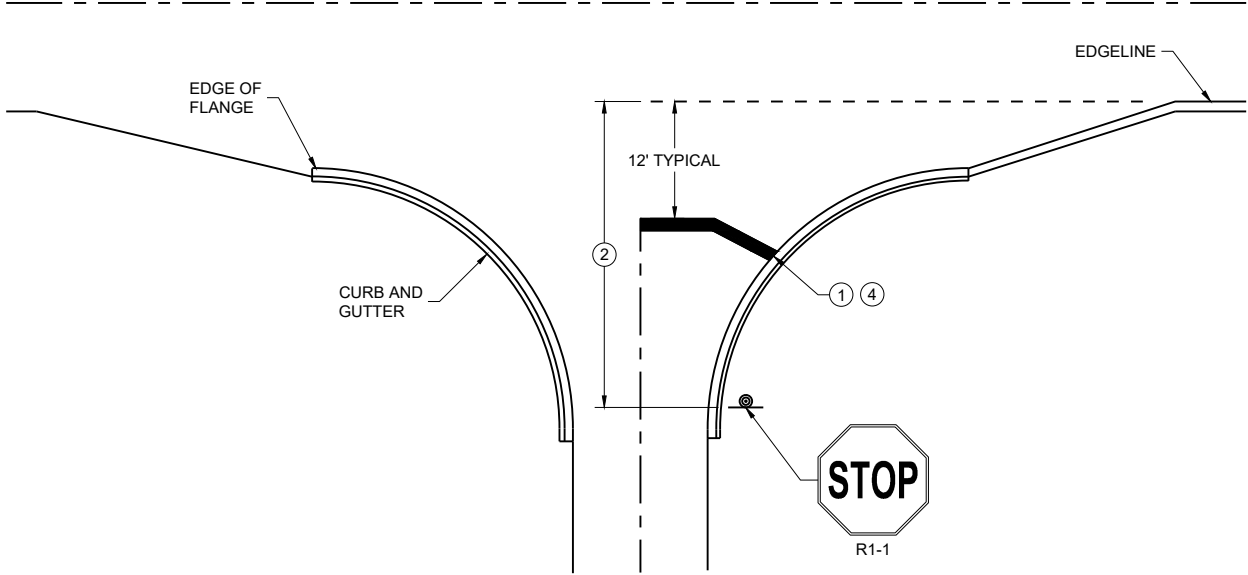
SDD 15C19-11a

SDD 15C19-11a

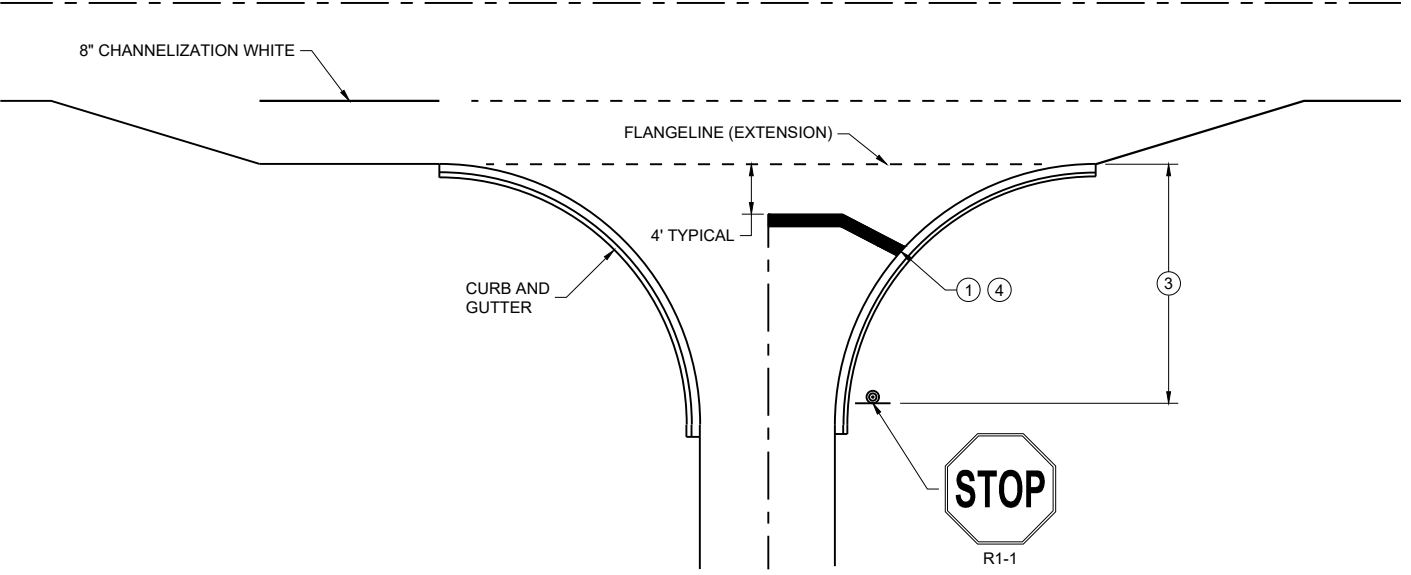
MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

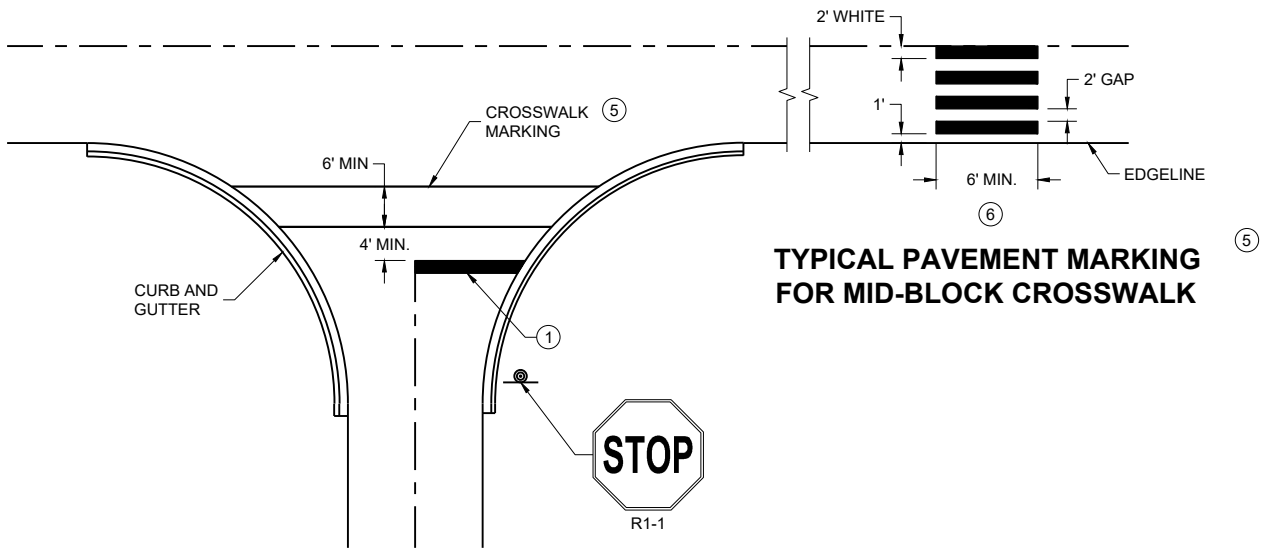
APPROVED
November 2025 /S/ Andrew Heidtke
DATE STATE ELECTRICAL ENGINEER
FHWA



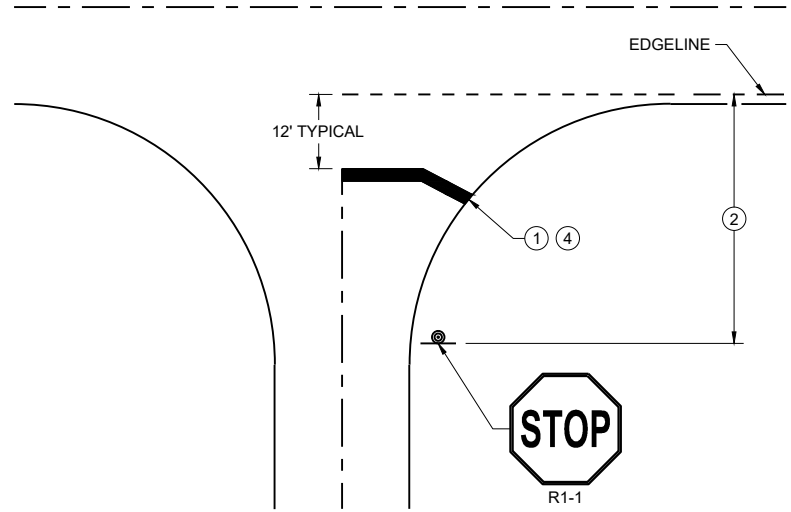
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

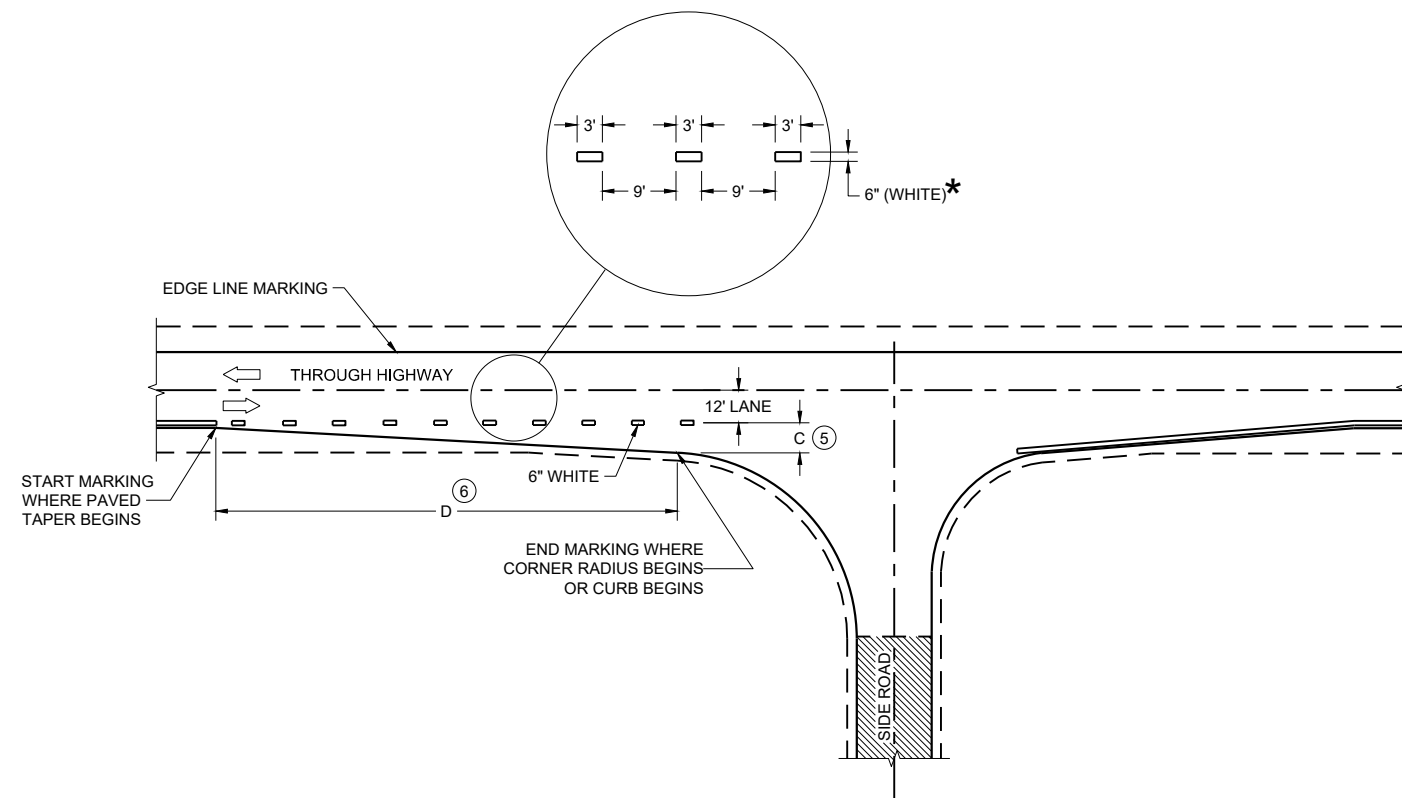
GENERAL NOTES

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

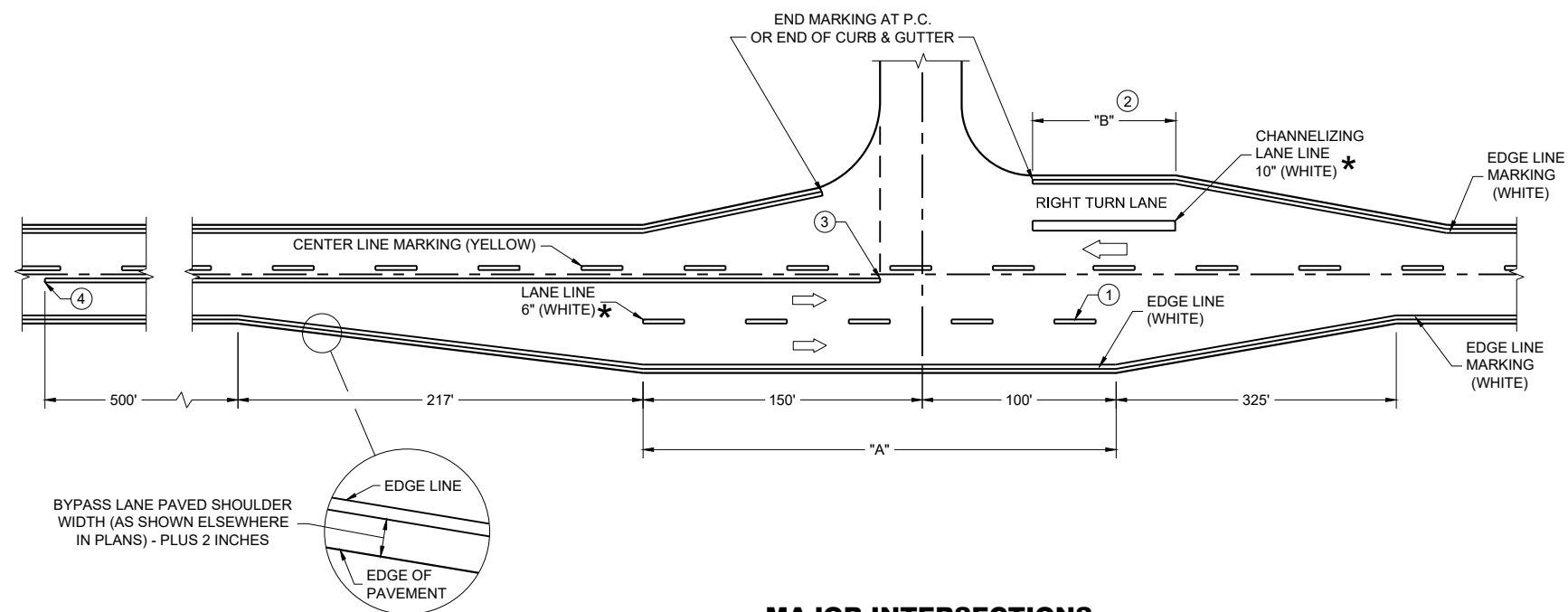
- 1 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- 2 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- 3 NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE 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 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER

FHWA 40



MINOR INTERSECTION



MAJOR INTERSECTIONS

(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

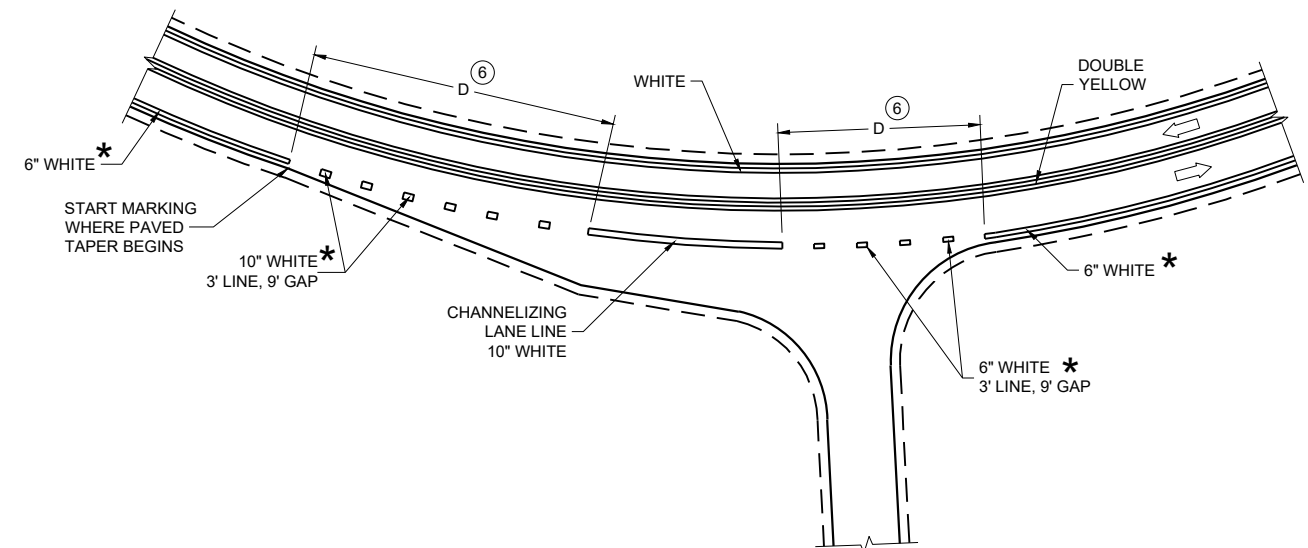
GENERAL NOTES

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

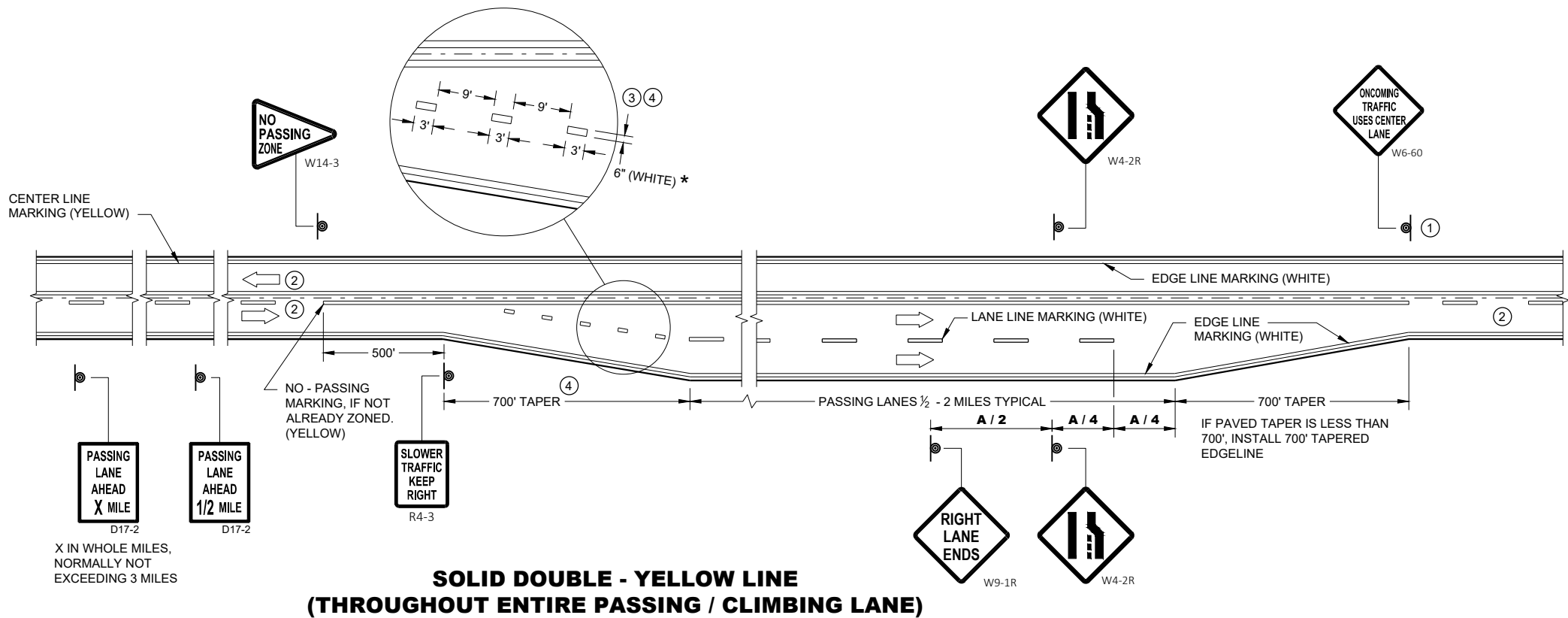
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

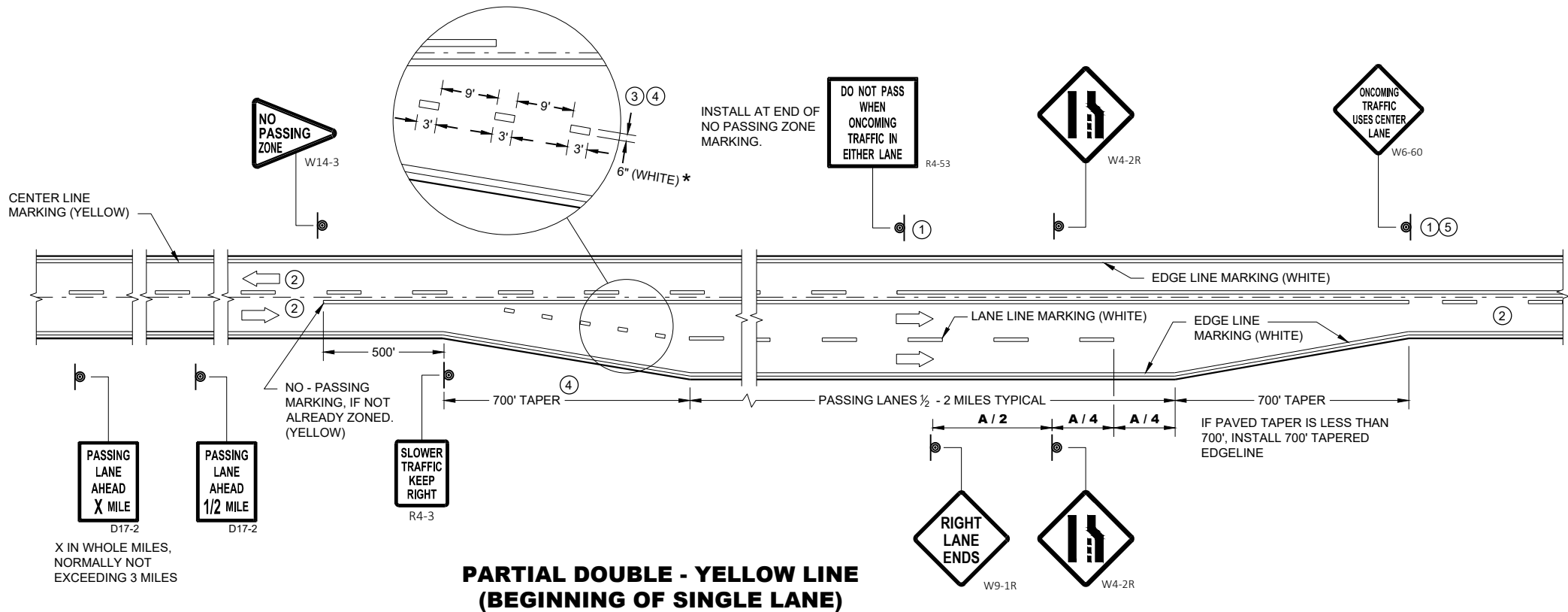
- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- 4 WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- 5 REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

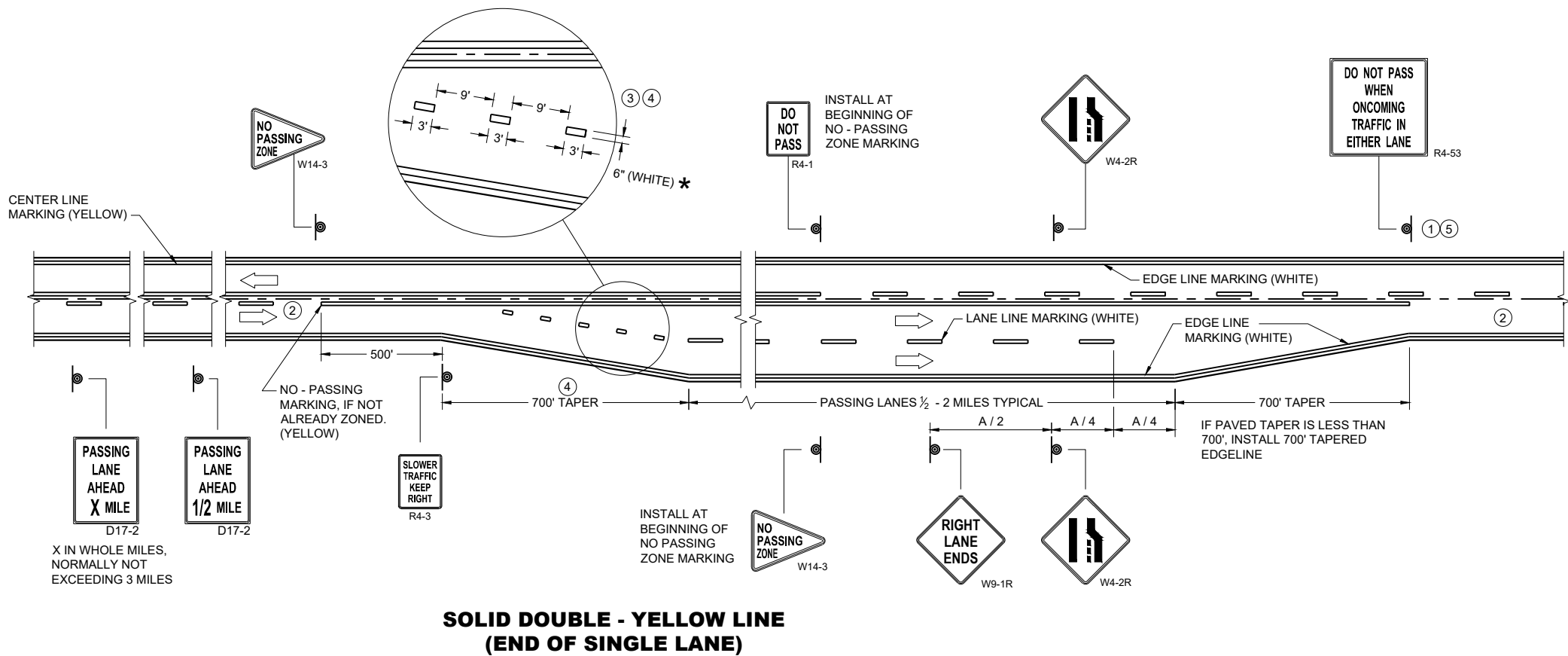
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

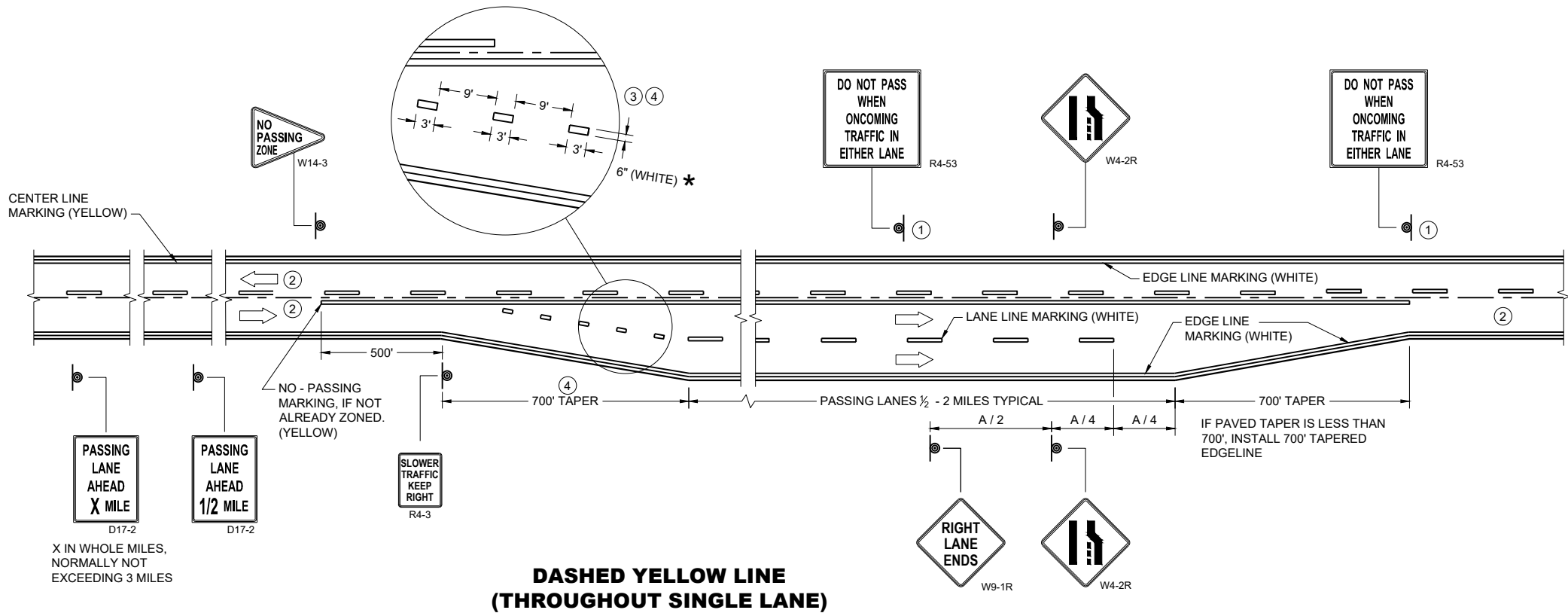
- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- 4 WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- 5 REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL

DISTANCE TABLE

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

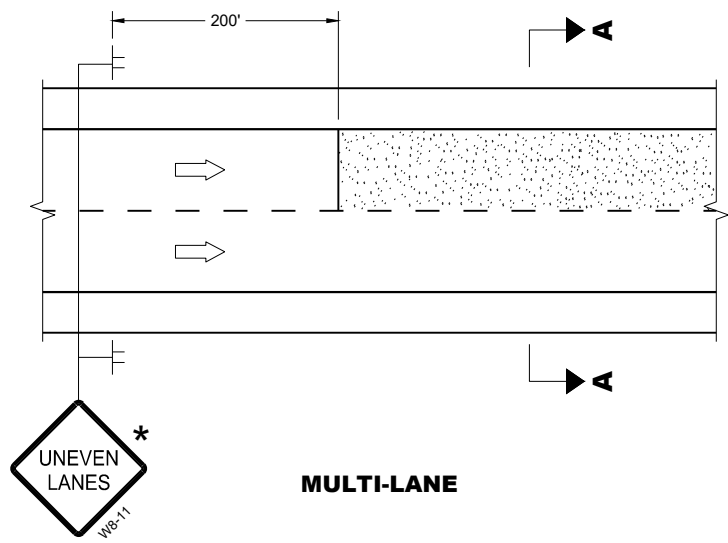
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



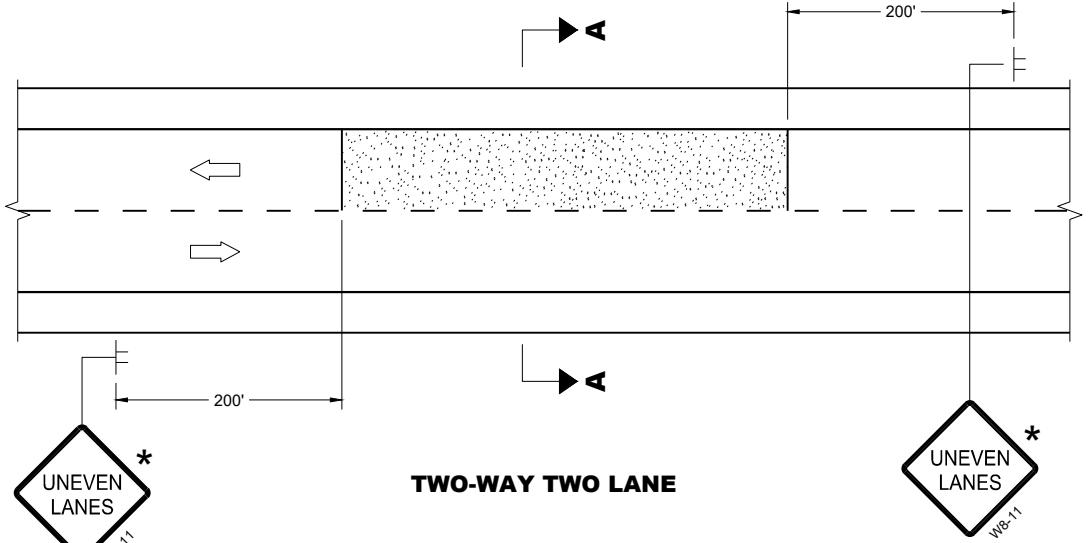
**PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



MULTI-LANE

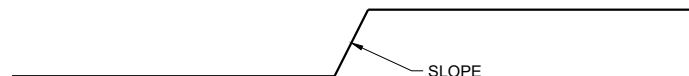


TWO-WAY TWO LANE

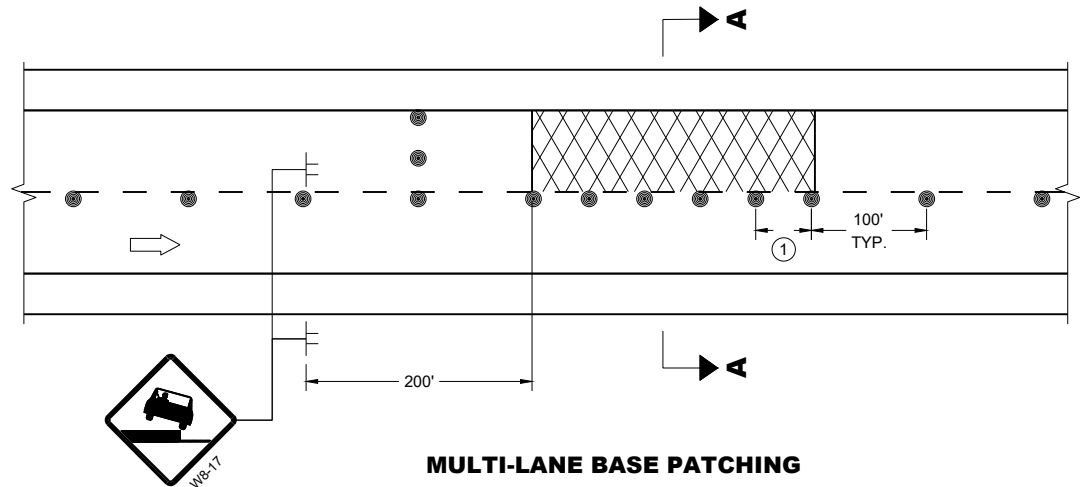


SECTION A - A

OR



SECTION A - A



MULTI-LANE BASE PATCHING

ADJACENT LANE DROP-OFFS

GENERAL NOTES

FOR SPOT LOCATIONS USE ENGINEERING JUDGEMENT WHEN PLACING ADDITIONAL SIGNS.

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

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

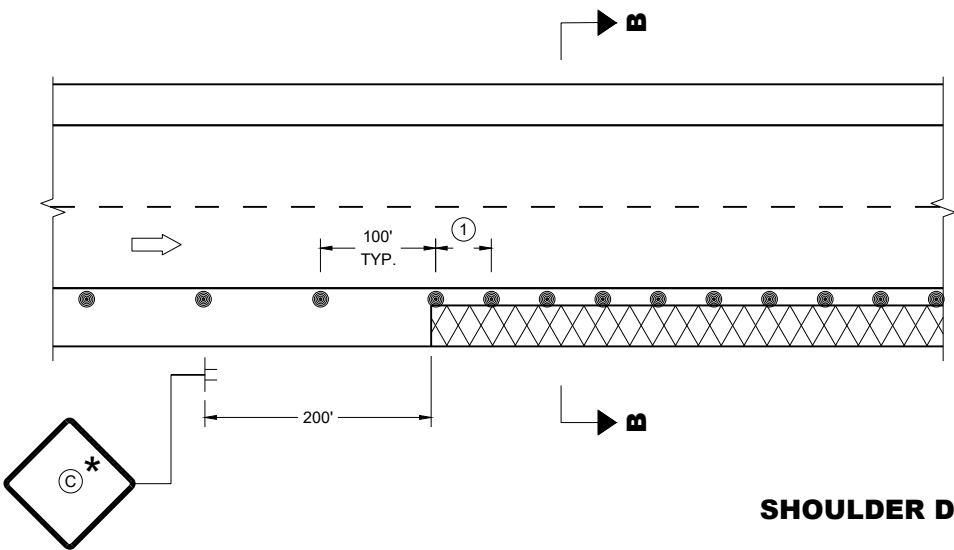
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

★ IF THE DROP-OFF IS CONTINUOUS ALONG THE PROJECT, PLACE ADDITIONAL SIGNS EVERY 1 MILE AND AFTER EVERY ENTRANCE RAMP.

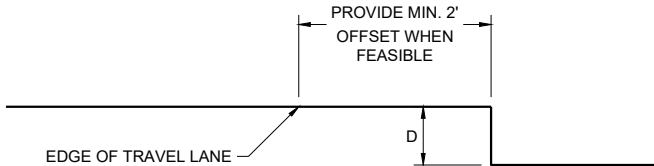
① USE CLOSER SPACING WHEN DELINEATING DROP-OFF.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC
- WORK AREA WITH DROP-OFF
- MILLED SURFACE



SHOULDER DROP-OFFS



SECTION B - B

D	SIGN ③
< 2" WITH A SLOPE STEEPER THAN 3:1	LOW SHOULDER WO8-9
2" < 6" WITH A SLOPE STEEPER THAN 3:1	SHOULDER DROP - OFF WB-9A
PROVIDE A 3:1 OR FLATTER SLOPE OF MATERIAL ADJACENT TO THE PAVEMENT	

TRAFFIC CONTROL,
DROP-OFF SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

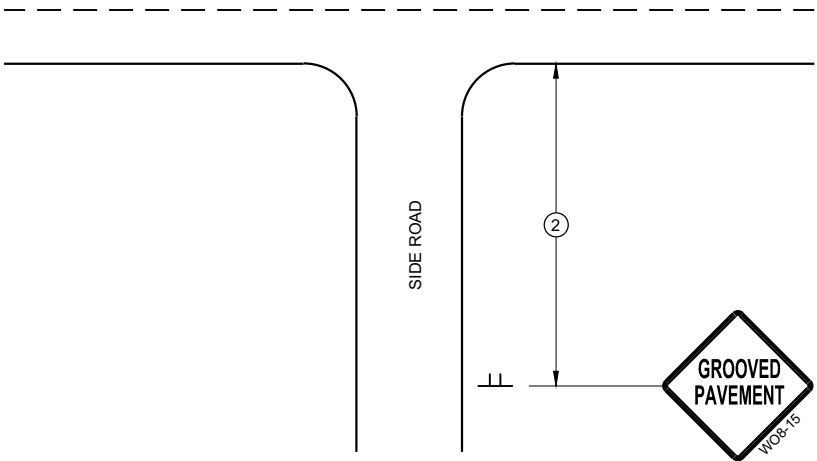
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

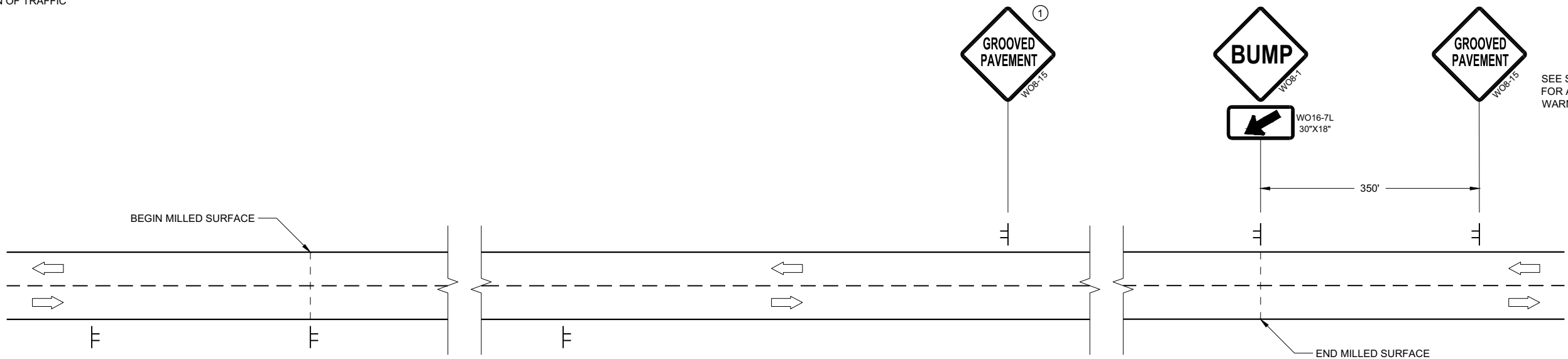
- ① PLACE SIGNS 350' IN ADVANCE OF MILLED SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- ② PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON MILLED SURFACES

TRAFFIC CONTROL,
SIGNING ON ROADWAYS
WITH MILLED SURFACES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 45

FHWA

GENERAL NOTES

DRAWING NOT TO SCALE. ALL SIGNS AND POSTS ON THIS SHEET SHALL BE PAID FOR WITH 'TRAFFIC CONTROL SIGNS' BID ITEM. ALL SIDE ROADS WHICH ARE UNDER CONSTRUCTION OF CURB AND GUTTER AND/OR GRADING SHALL BE ADEQUATELY SIGNED.

ALL SIGNS AND DEVICES SHALL BE IN CONFORMANCE WITH THE WISCONSIN MANUAL OF UNIFORM TRAFFIC CONTROL DEVICES (WMUTCD). SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISDOT STANDARD SIGN PLATES.

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

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

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

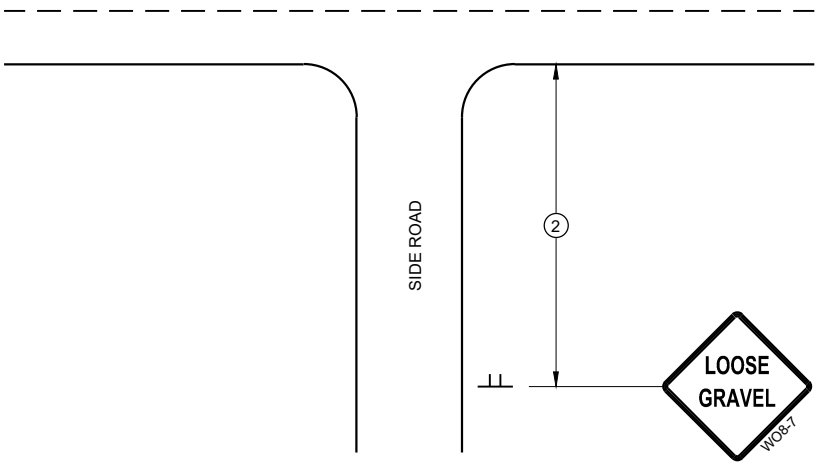
ALL SIGNS INAPPROPRIATE TO THE STATUS OF THE CONTROL ZONE, INCLUDING PRE-EXISTING SIGNS IN THE VICINITY, SHALL BE COVERED OR REMOVED AS DIRECTED BY THE ENGINEER.

SEE 15C34 FOR ADDITIONAL TRAFFIC CONTROL SIGNING WHEN CENTERLINE PAVEMENT MAKINGS ARE MISSING. 'DO NOT PASS' SIGNS MUST BE INSTALLED ON THE SAME DAY AS MILLING OPERATIONS.

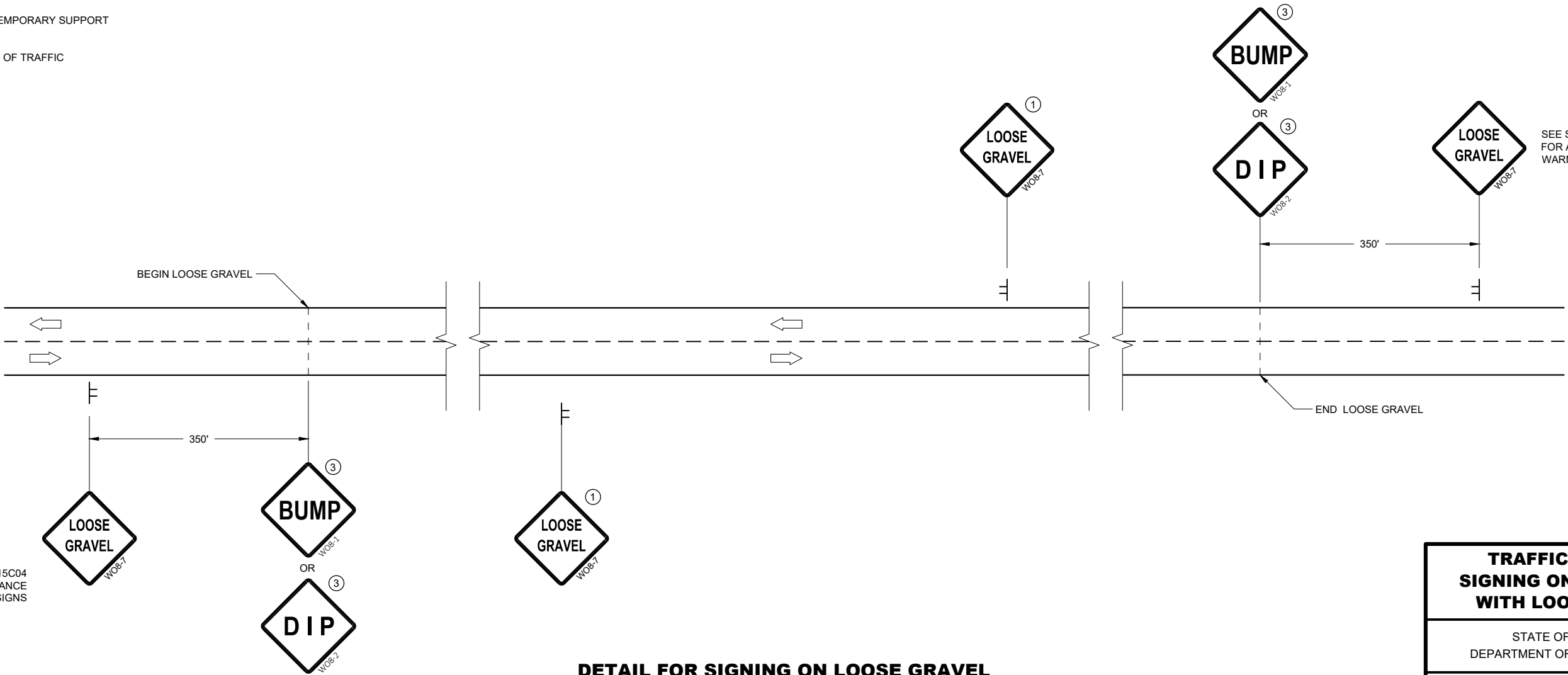
- 1 PLACE SIGNS 350' IN ADVANCE OF CHIP SEALED OR LOOSE GRAVEL SURFACES AND AT 1 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.
- 2 PLACE SIGN 200' MIN. FROM INTERSECTION AND 200' MIN. AFTER ADVANCE WARNING SIGN SHOWN IN SDD 15C04.
- 3 ADD WO8-1 OR WO8-2 SIGN WHEN THE CONDITION IS PRESENT.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC



TYPICAL SIDE ROAD APPROACH
SIGN DETAIL



SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

SEE SDD15C04
FOR ADVANCE
WARNING SIGNS

DETAIL FOR SIGNING ON LOOSE GRAVEL
OR CHIP SEALED SURFACES

TRAFFIC CONTROL
SIGNING ON ROADWAYS
WITH LOOSE GRAVEL

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 46
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.

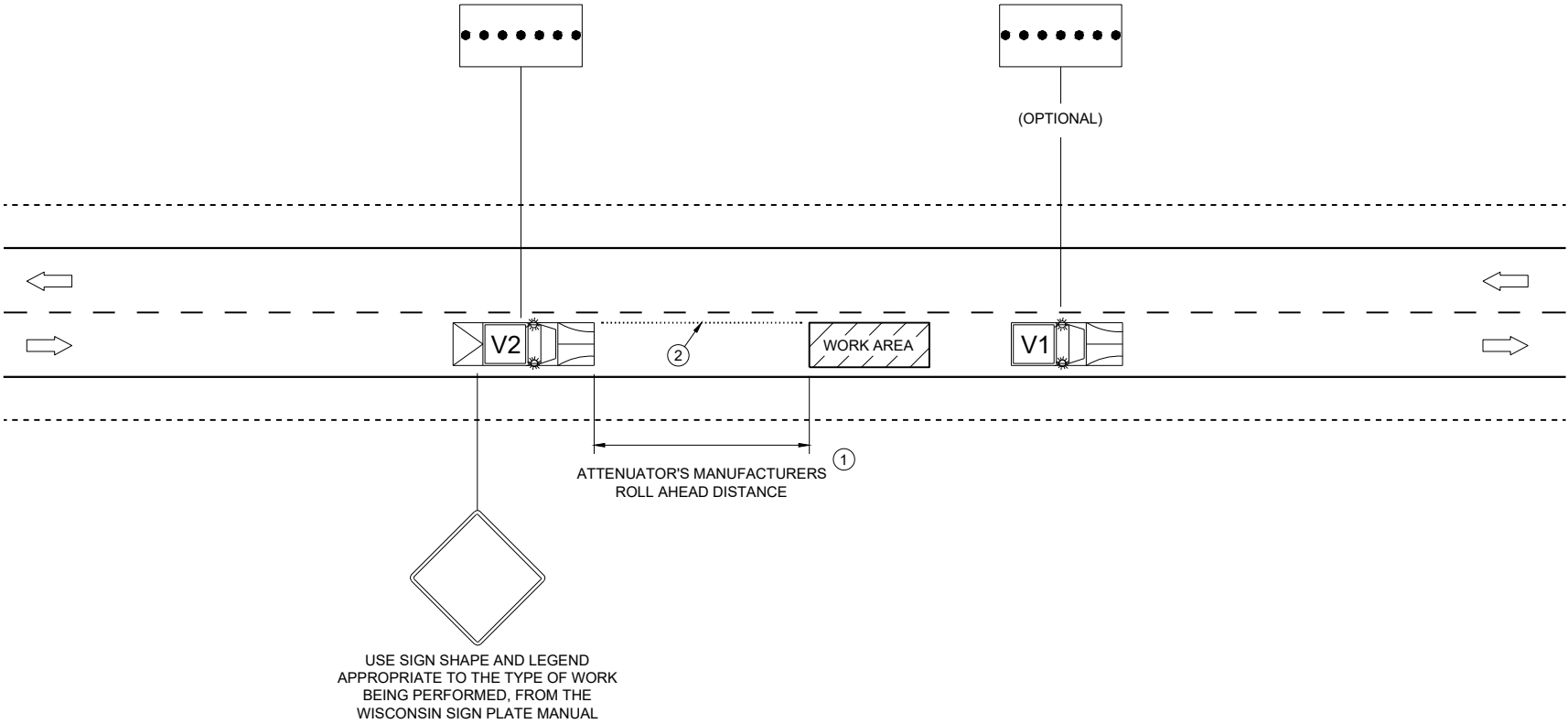
USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

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

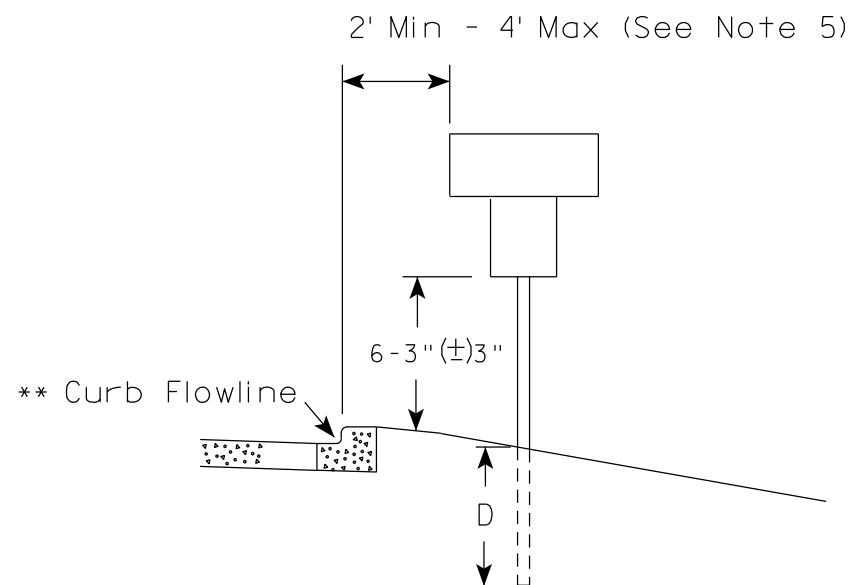
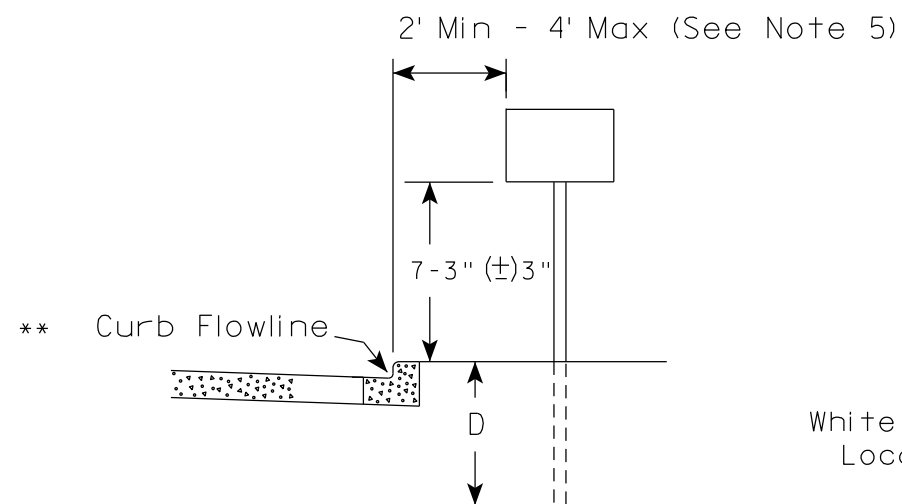
DATE

/S/ Andrew Heidtke

STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

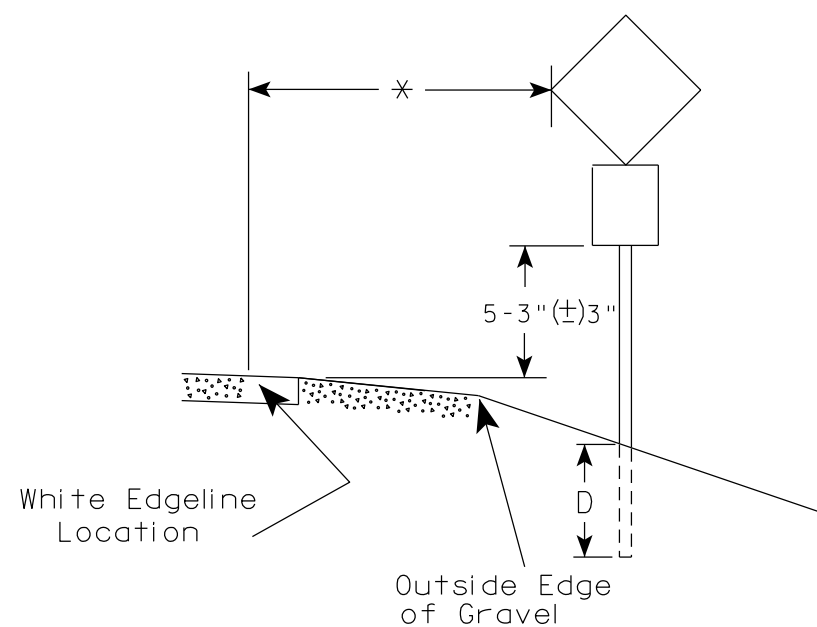
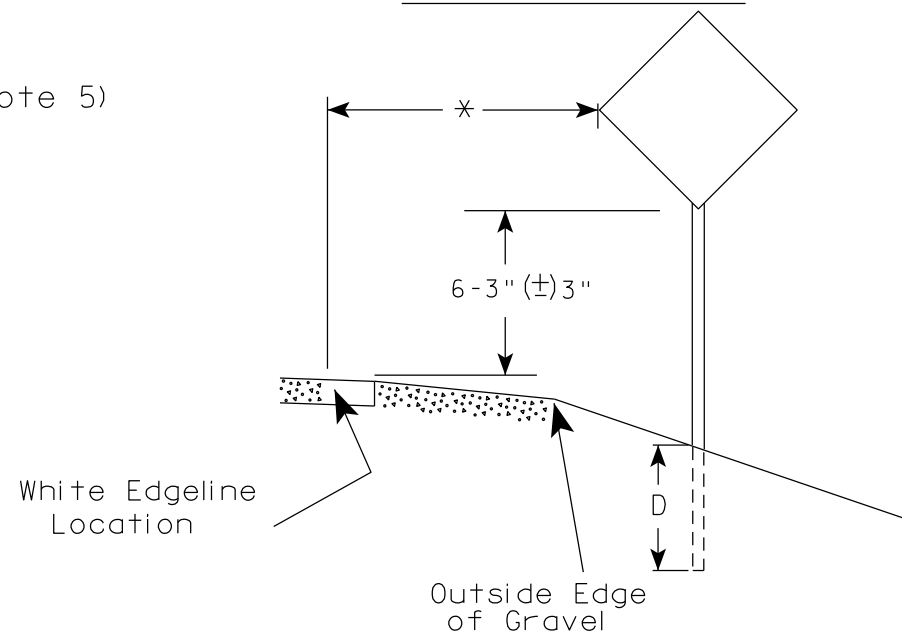
FHWA

URBAN AREA



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

RURAL AREA (See Note 2)



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

POST EMBEDMENT DEPTH

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

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- 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".
- For expressways and freeways, mounting height is 7'- 3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±) 3".
- 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.

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

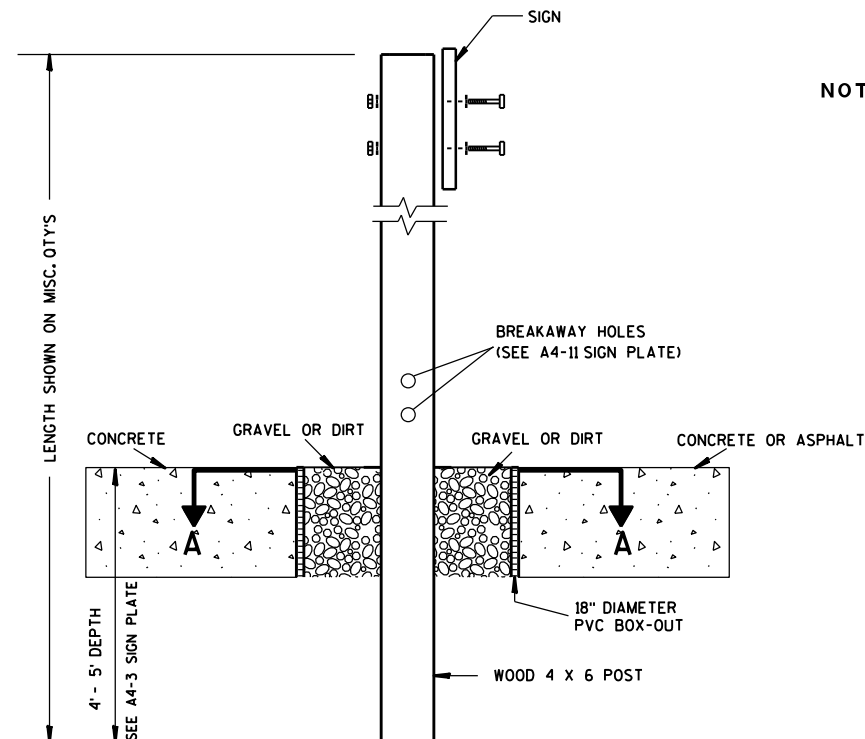
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 48

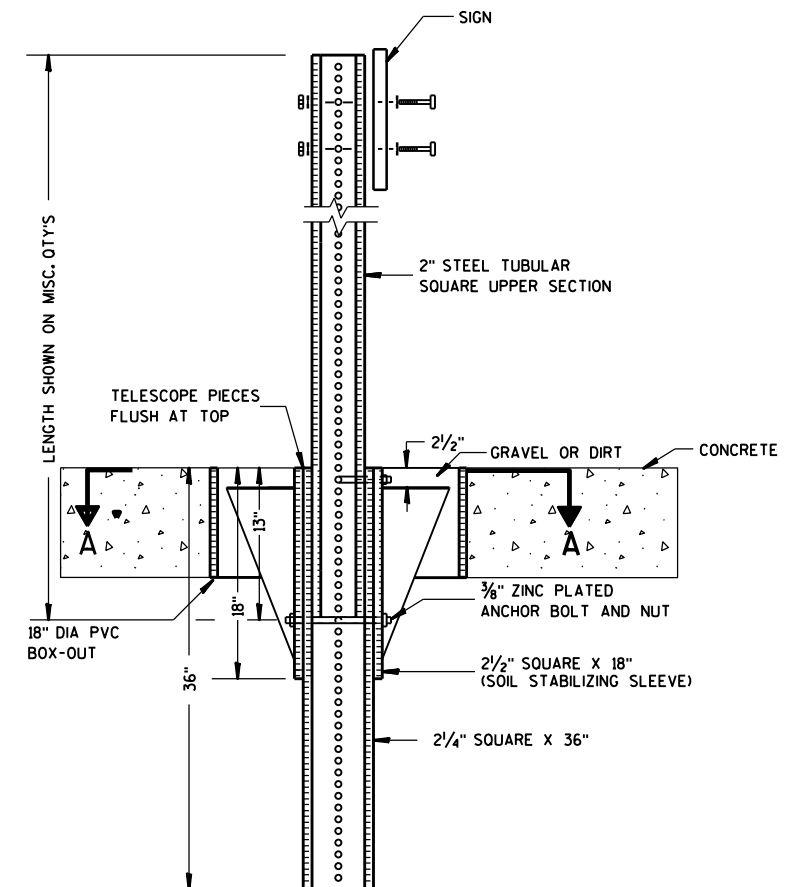
E



ELEVATION VIEW

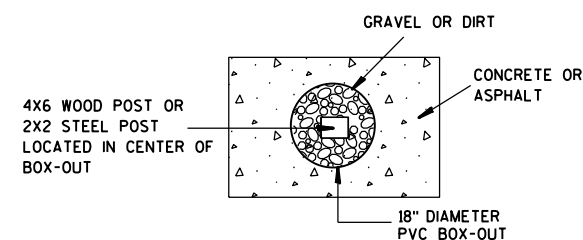
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

**SIGN POST
BOX-OUTS
A4-3B**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 49 A4-3B.1

PROJECT NO:

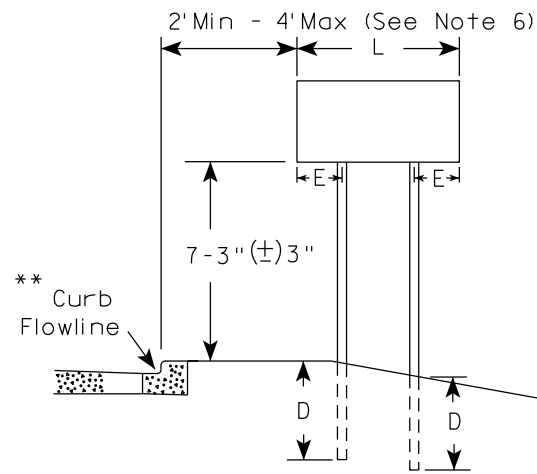
HWY:

COUNTY:

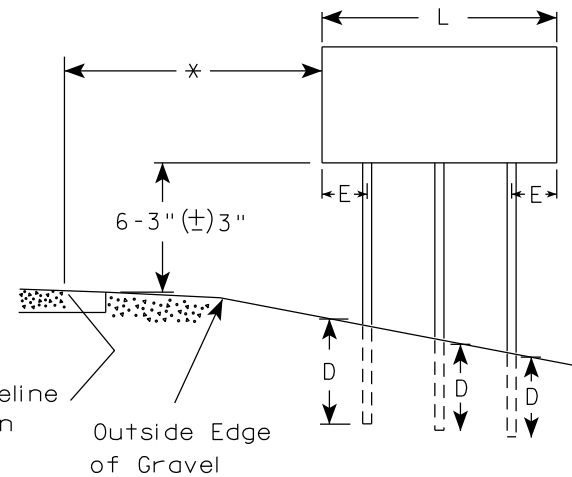
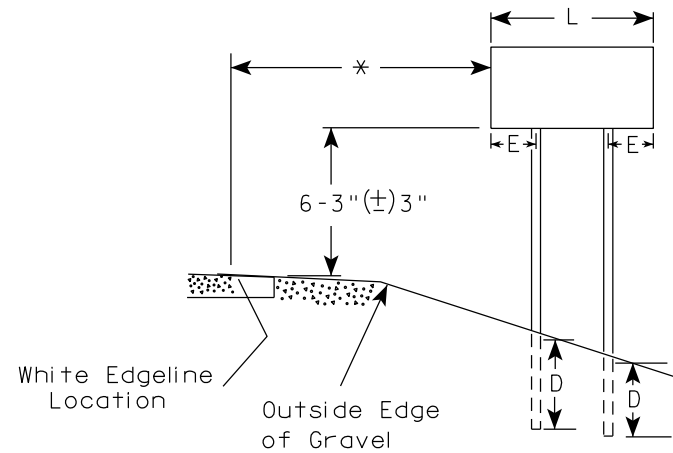
SHEET NO:

E

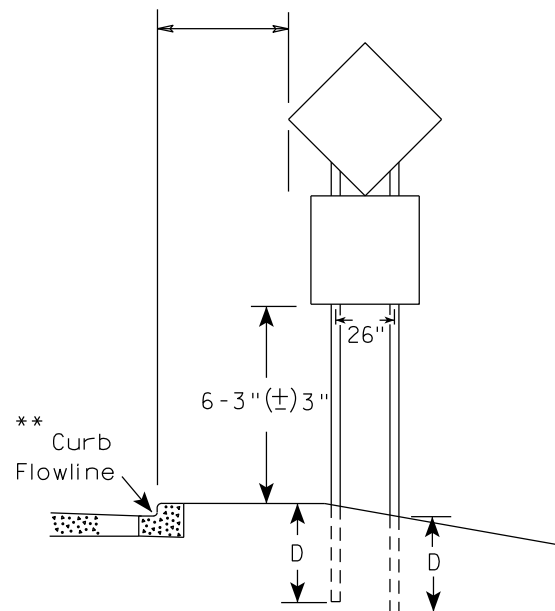
URBAN AREA



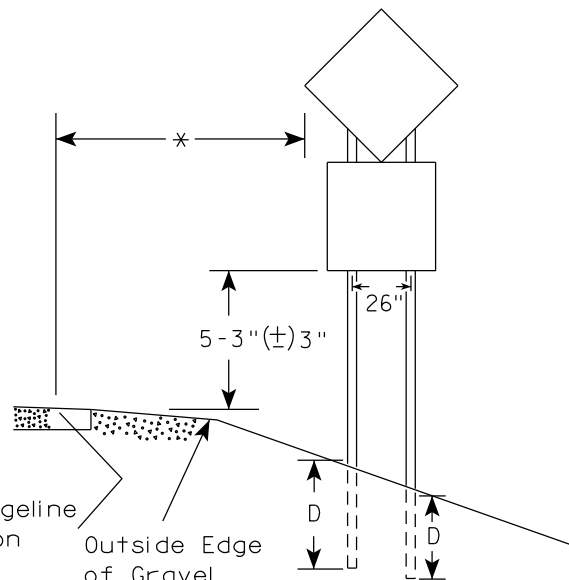
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

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

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

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

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

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

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

POST EMBEDMENT DEPTH

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

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

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

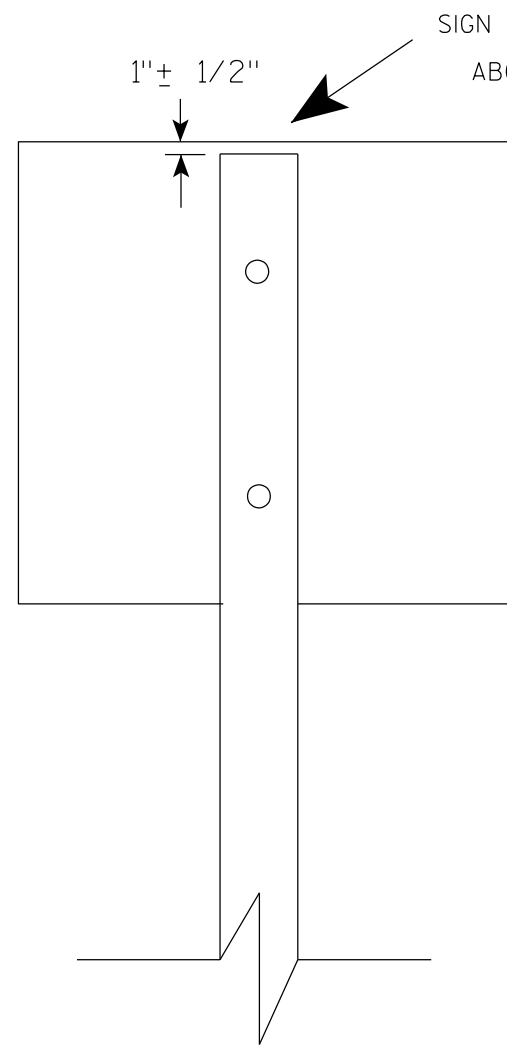
PROJECT NO:

HWY:

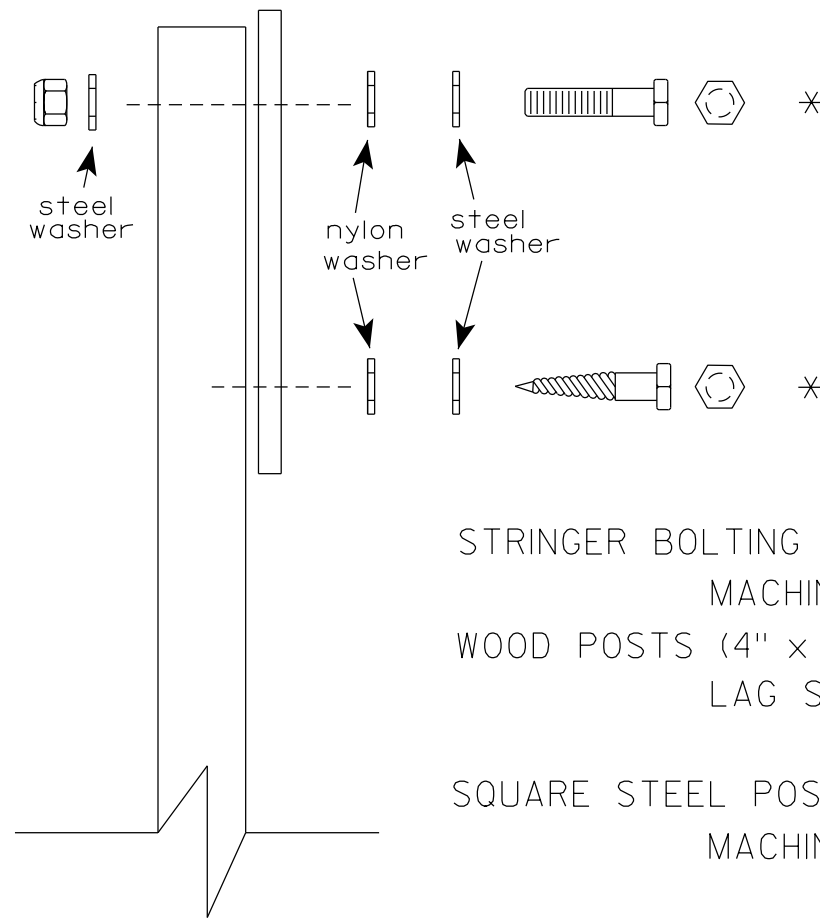
COUNTY:

SHEET NO: 50

E



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



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

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

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

STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)

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

WOOD POSTS (4" x 6")

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

SQUARE STEEL POSTS (2" x 2")

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

RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

WASHERS (ALL POSTS) -

1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL

1-1/4" O.D. X 3/8" I.D. X .080 NYLON

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

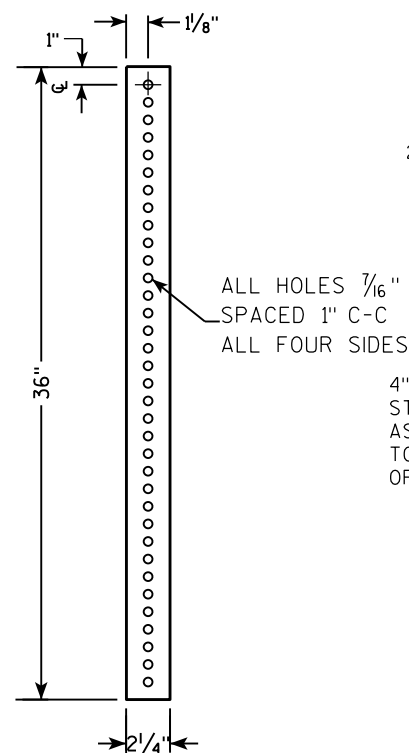
ATTACHMENT OF SIGNS TO POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch
For State Traffic Engineer

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

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



2 1/2" TELES PAR TUBE

4" x 10" x 10 GA. STEEL PLATE (CUT AS SHOWN) WELDED TO ALL FOUR CORNERS OF TELES PAR TUBE

4"

2 1/2"

10"

3 1/2"

18"

[illegible]

TECHNICAL DRAWING OF A SIGNPOST ASSEMBLY:

- TELESCOPE PIECES FLUSH AT TOP**: Indicated by a dimension line on the left.
- 2" STEEL TUBULAR SQUARE UPPER SECTION**: The main vertical support.
- ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES**: Specification for the perforations in the upper section.
- SIGN**: Attached to the top of the upper section.
- SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL**: Reference to a separate plate for hardware details.
- 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT**: Hardware used to secure the post to the base.
- 1"**: Dimension for the offset of the anchor bolt from the post face.
- 3/8" ZINC PLATED ANCHOR BOLT AND NUT**: Hardware used to secure the post to the base.
- 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)**: The base section of the post.
- 2 1/4" SQUARE X 36"**: The base plate or foundation.
- 36"**: Total height of the assembly from the base to the top of the upper section.
- 18"** and **12"**: Vertical dimensions for the base section.
- A**: Downward arrows indicating applied loads or weight.

A schematic diagram of a square microfluidic chip. It features a central square channel with rounded corners. Four inlet/outlet ports are located at the midpoints of the outer edges of the chip. The ports are connected to the central channel via short, straight segments. The central channel itself is a single continuous loop that starts at the top port, goes right, then down, then left, and finally up to the bottom port, forming a square shape with rounded corners.

DIRECTION
OF TRAFFIC

SECTION A-A

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 Matthieu R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLAT 152 14-9.9

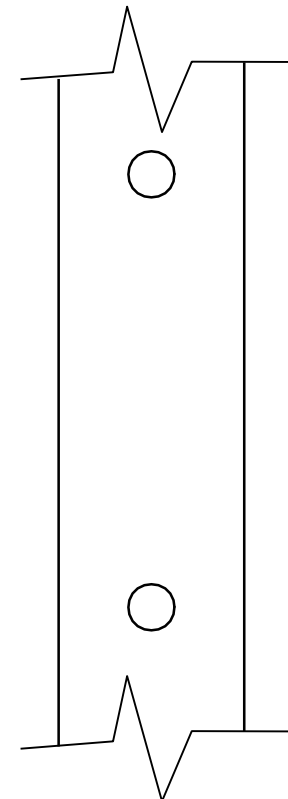
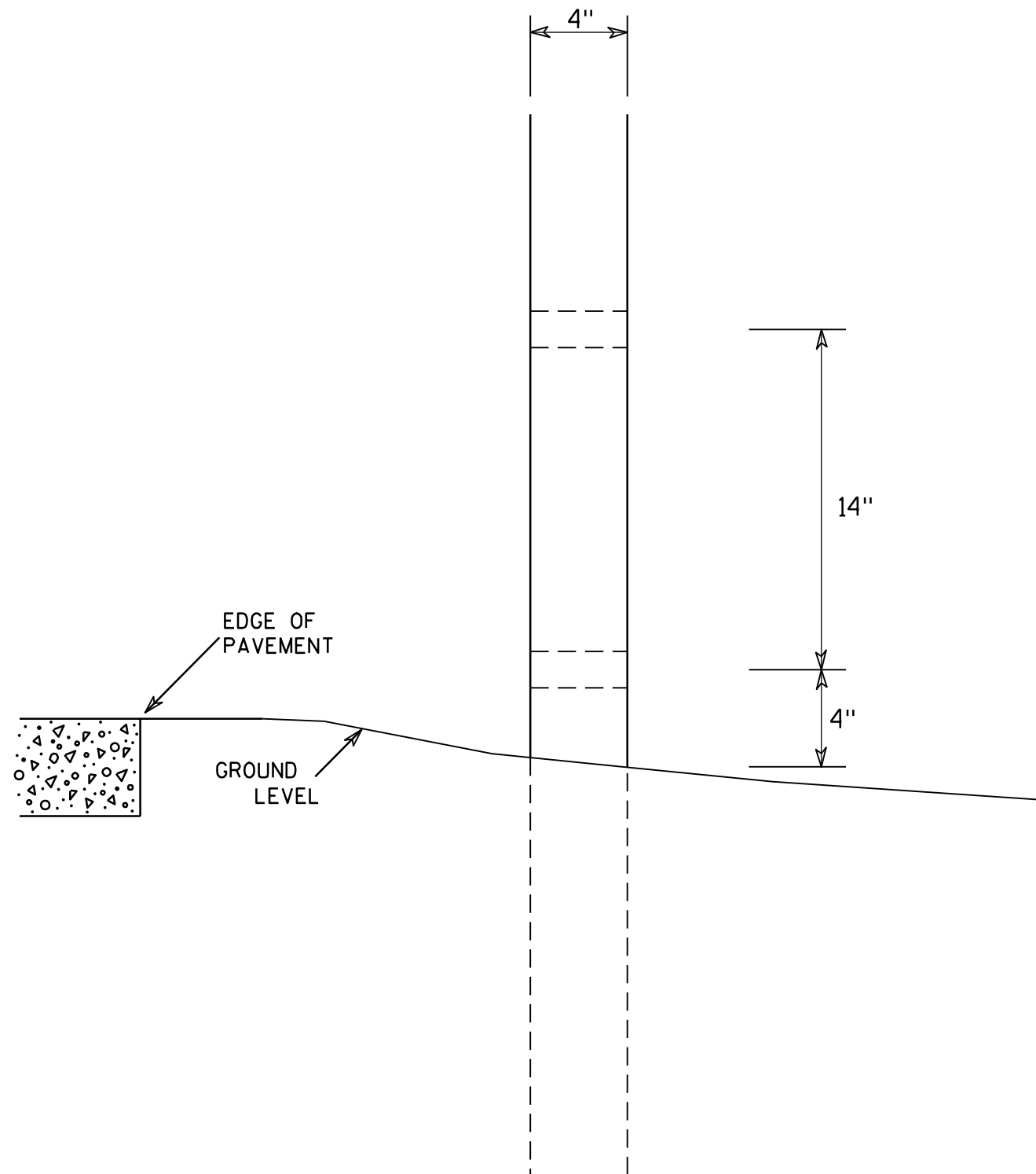
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



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:

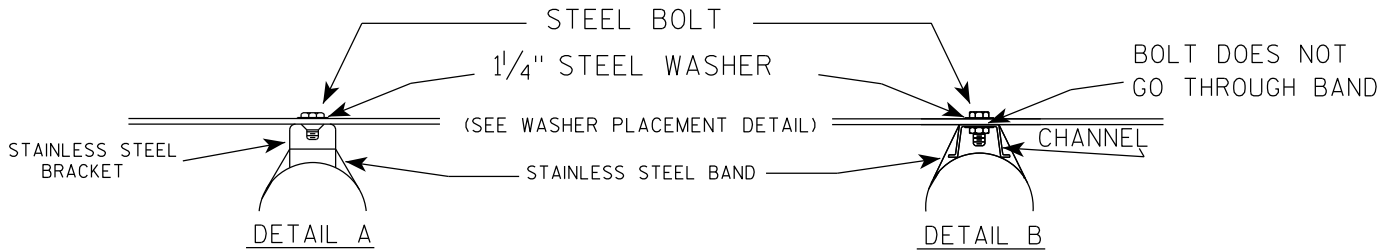
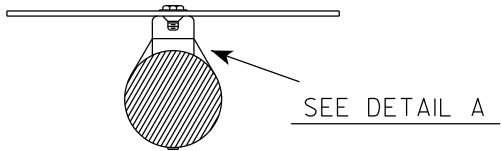
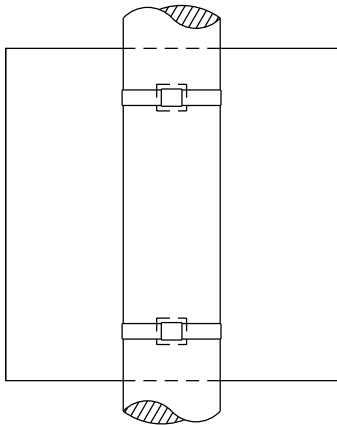
COUNTY:

SHEET NO: 53

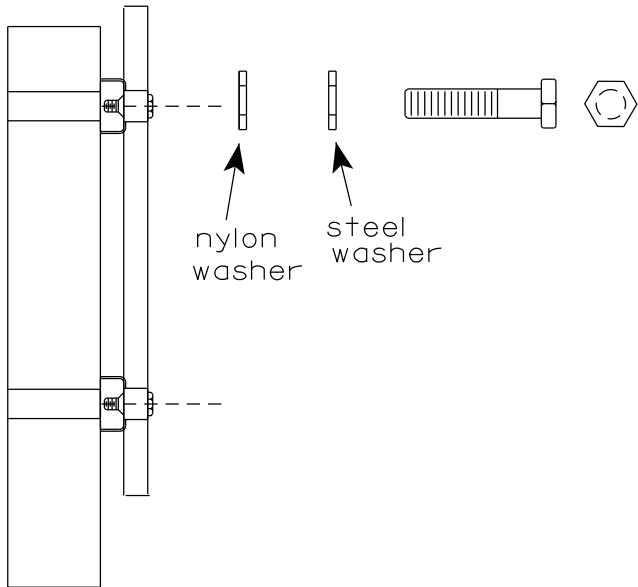
E

BANDING

SINGLE SIGN



WASHER PLACEMENT

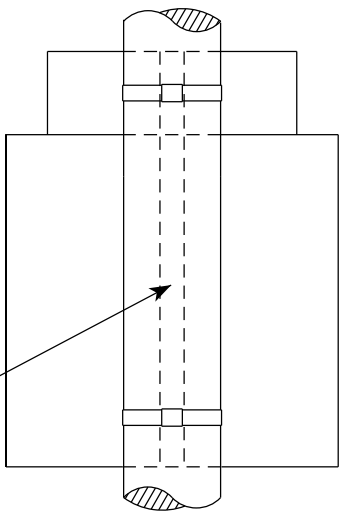


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

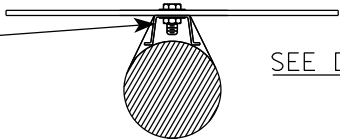
GENERAL NOTES

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

"J" ASSEMBLY



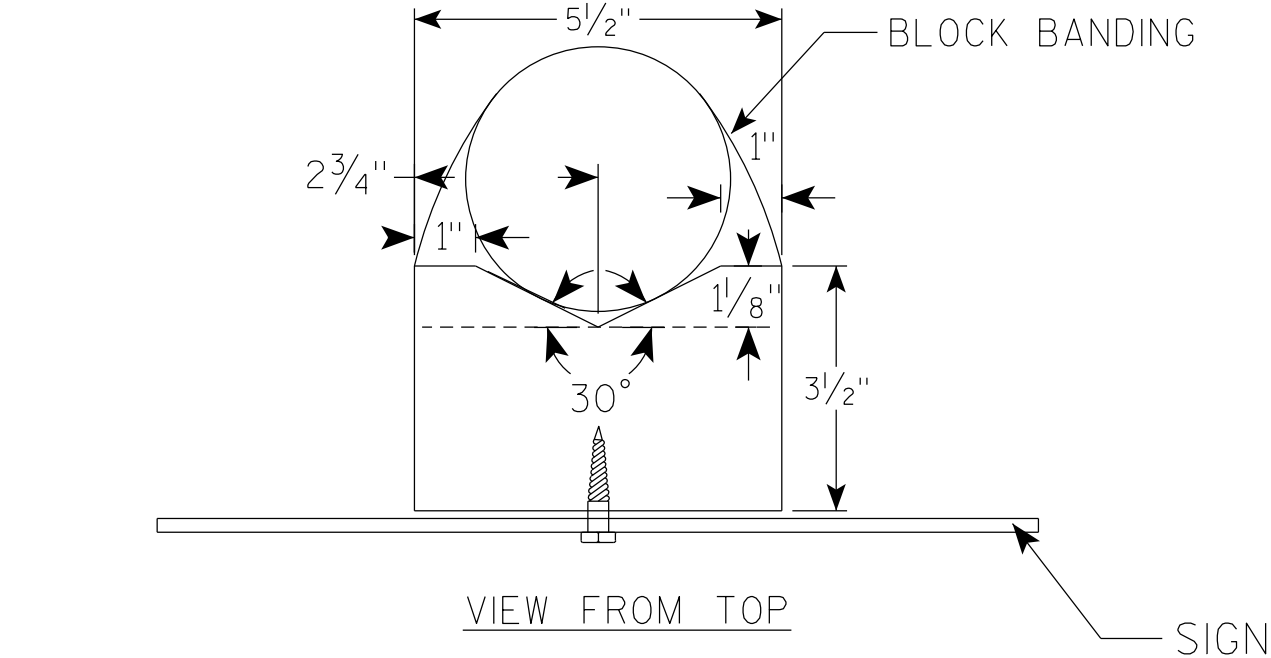
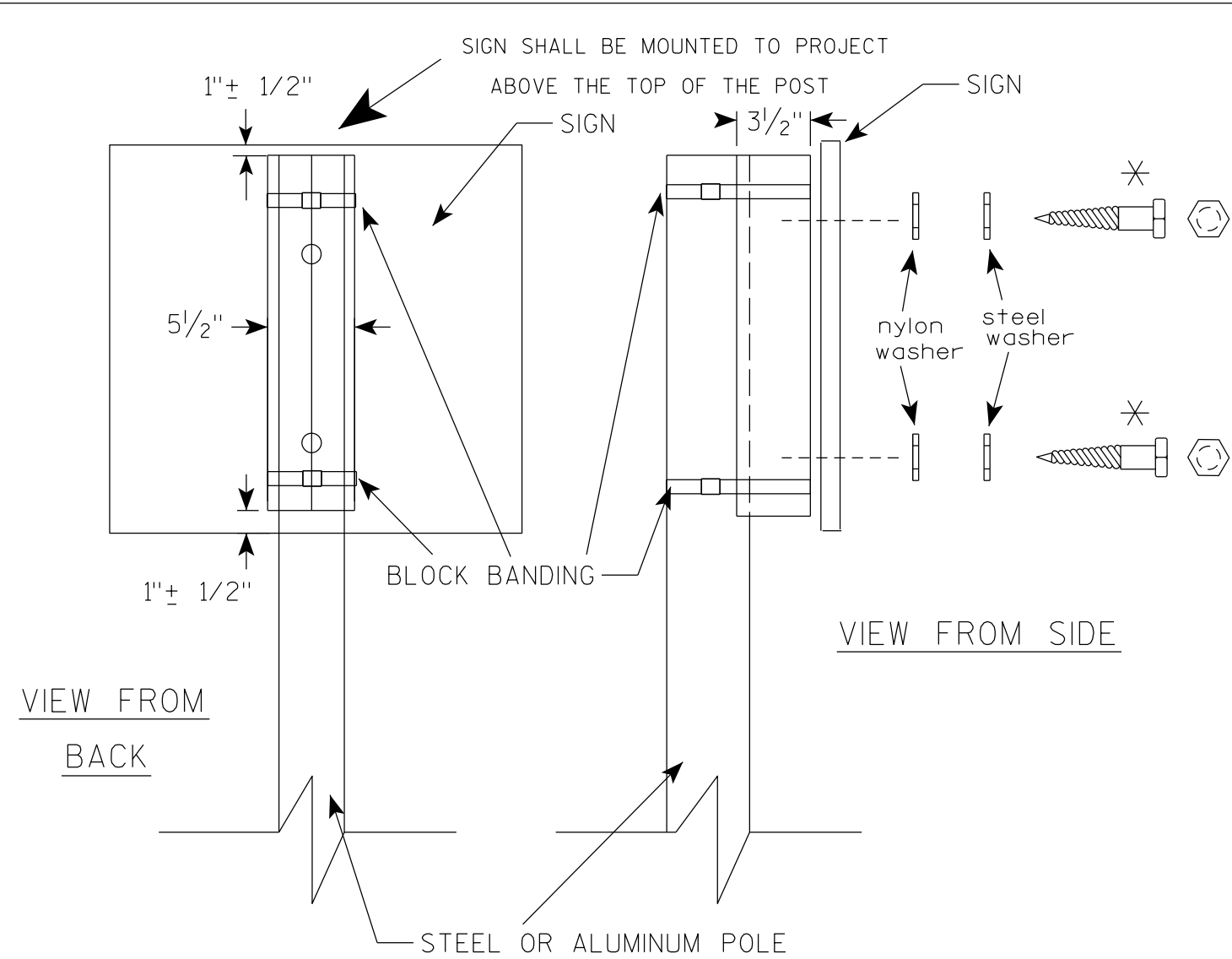
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

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



GENERAL NOTES

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

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

BLOCK BANDING DETAIL
(V-BLOCK OPTION)

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 4/19/2022 PLATE NO. A5-10.3

PROJECT NO:

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																											

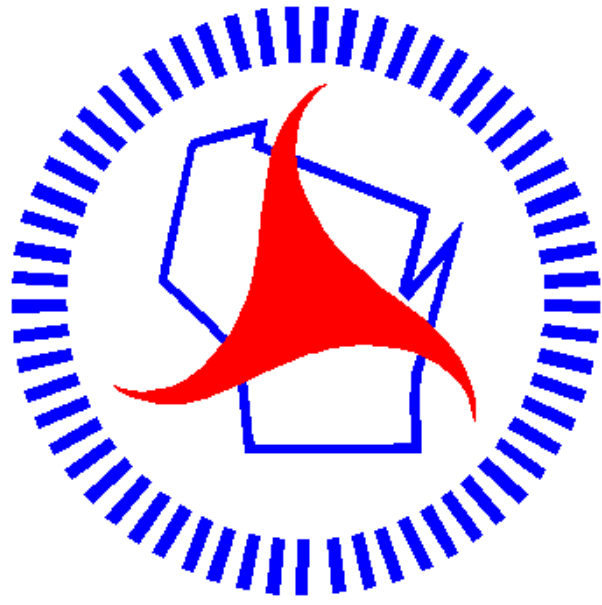
STANDARD SIGN
G20-57

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

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

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

<http://www.dot.wisconsin.gov>