

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
<del>Section No. 4</del>	<del>Right of Way Plat</del>
<del>Section No. 5</del>	<del>Plan and Profile</del>
Section No. 6	Standard Detail Drawings
<del>Section No. 7</del>	<del>Sign Plates</del>
<del>Section No. 8</del>	<del>Structure Plans</del>
<del>Section No. 9</del>	<del>Computer Earthwork Data</del>
<del>Section No. 9</del>	<del>Cross Sections</del>

A map of Wisconsin with its county boundaries outlined. Twenty-two counties are shaded with diagonal hatching. These counties are: Barron, Brown, Chippewa, Clark, Crawford, Dodge, Grant, Green, Jackson, Jefferson, Johnson, Lincoln, Manitowish, Marquette, Menomonie, Oneida, Pepin, Pierce, Richland, Trempealeau, and Winona. The number '22' is printed in large black font to the left of the map.

A.A.D.T.	=	N/A
A.A.D.T.	=	N/A
D.H.V.	=	N/A
D.D.	=	N/A
T.	=	N/A
DESIGN SPEED	=	N/A
ESALS	=	N/A

## PLAN

MARSH AREA

WOODED OR SHRUB AREA

— E —  
— FO —  
— G —  
— SAN —  
— SS —  
— T —  
— W —

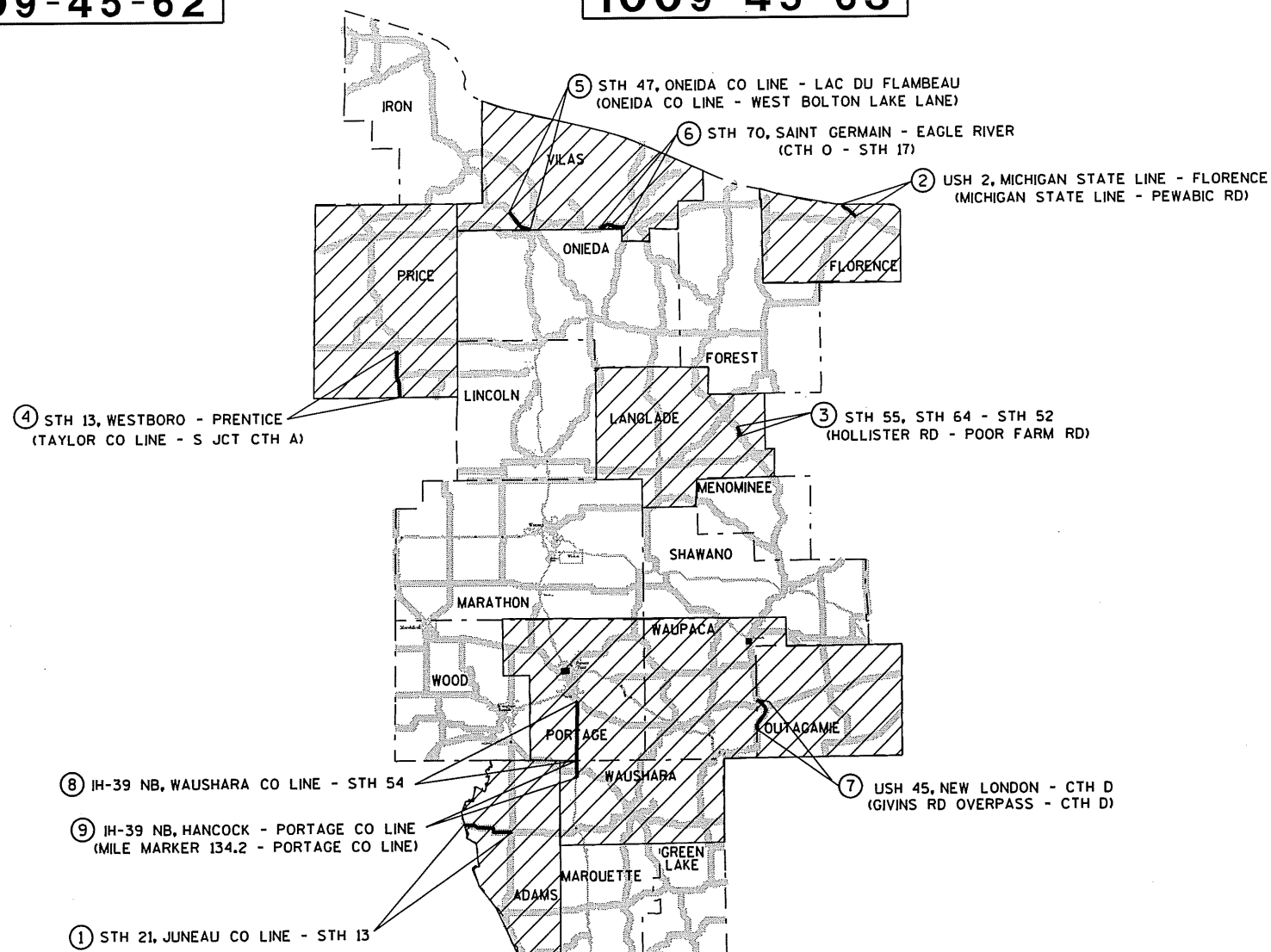
## PLAN OF PROPOSED IMPROVEMENT

## VARIOUS COUNTIES

# VARIOUS HIGHWAYS NC REGION WIDE

**1009-45-62**

**1009-45-63**



SCALE 0            MI. (NOT TO SCALE)

TOTAL NET LENGTH OF CENTERLINE = 0.000 MI (1009-45-62)  
TOTAL NET LENGTH OF CENTERLINE = 0.000 MI (1009-45-63)

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-45-62		
1009-45-63		

PREPARED BY	
Surveyor	
Designer	TOM PERONTO
Project Manager	WENDY ARNESON
Regional Examiner	CHERYL SIMON
Regional Supervisor	SHANNON RILEY
C.O. Examiner	

APPROVED FOR THE DEPARTMENT  
DATE: 11/14/12 Chanson P. Kelly  
(Signature)

# E

**GENERAL NOTES**

ALL WASTE MATERIAL RESULTING FROM THE VARIOUS OPERATIONS UNDER THIS CONTRACT SHALL BE COLLECTED TO BE PROPERLY DISPOSED OF PRIOR TO REOPENING LANES TO TRAFFIC.

THE CONTRACTOR IS TO WORK WITH UTMOST CARE AND PROTECT ALL SURVEY MARKERS. REMOVAL OF ANY SURVEY MARKER IS TO BE WITH THE APPROVAL OF THE ENGINEER.

THE LOCATION OF EXISTING UTILITY FACILITIES LOCATED WITHIN THE PROJECT ARE NOT SHOWN ON THE PLANS.

**WDNR CONTACTS**

**BOBBI JO FISCHER**  
COUNTIES: WAUSHARA  
PHONE: 920-787-4686 EXT. 3007

**MARC HERSHFIELD**  
COUNTIES: ADAMS, PORTAGE  
PHONE: 715-421-7867

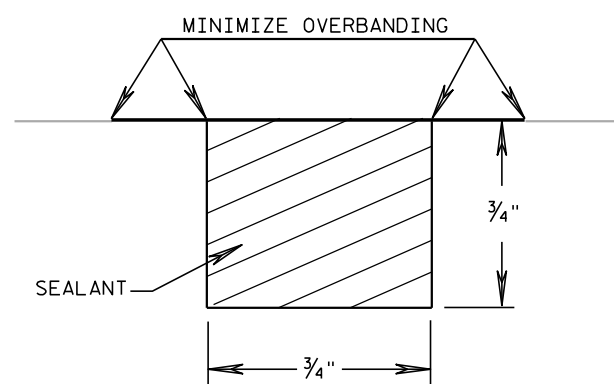
**MATT SCHAEVE**  
COUNTIES: WAUPACA  
PHONE: 920-662-5472

**JIM DOPERALSKI**  
COUNTIES: OUTAGAMIE  
PHONE: 920-662-5119

**JON SIMONSEN**  
COUNTIES: FLORENCE, LANGLADE, PRICE, VILAS  
PHONE: 715-365-8916

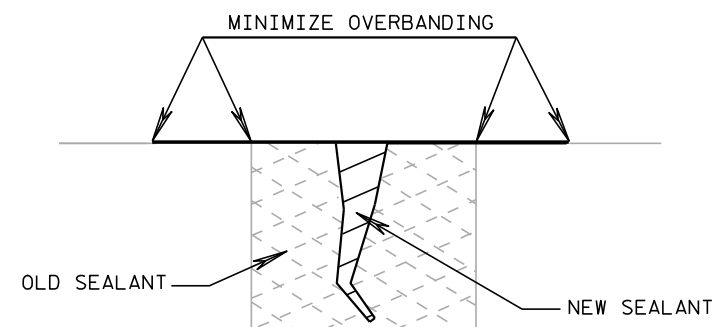


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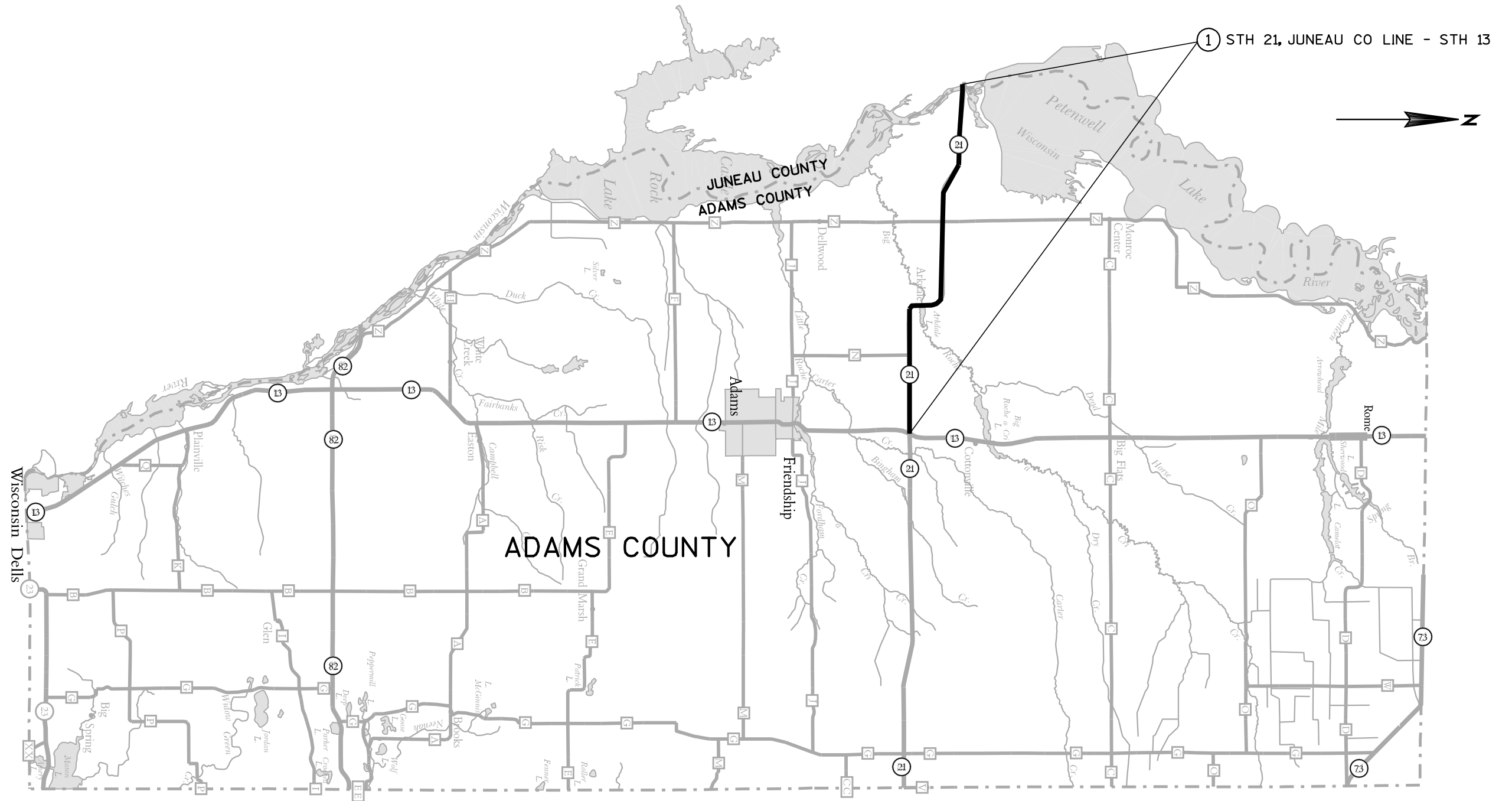
#### ROUTE AND SEAL DETAIL

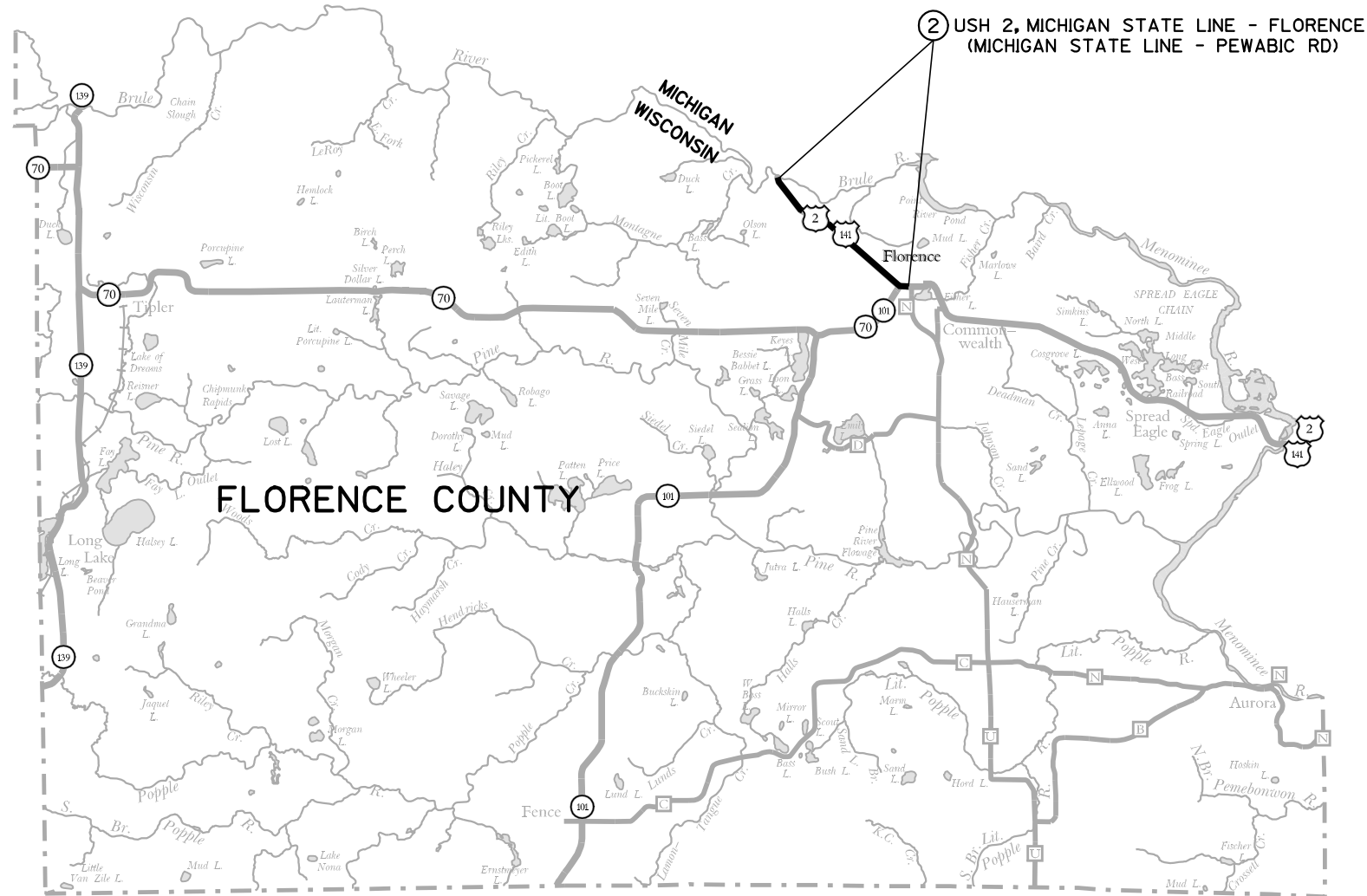
ROUTE AND SEAL ALL CENTERLINE,  
LONGITUDINAL, AND TRANSVERSE CRACKS  
NOT PREVIOUSLY SEALED.

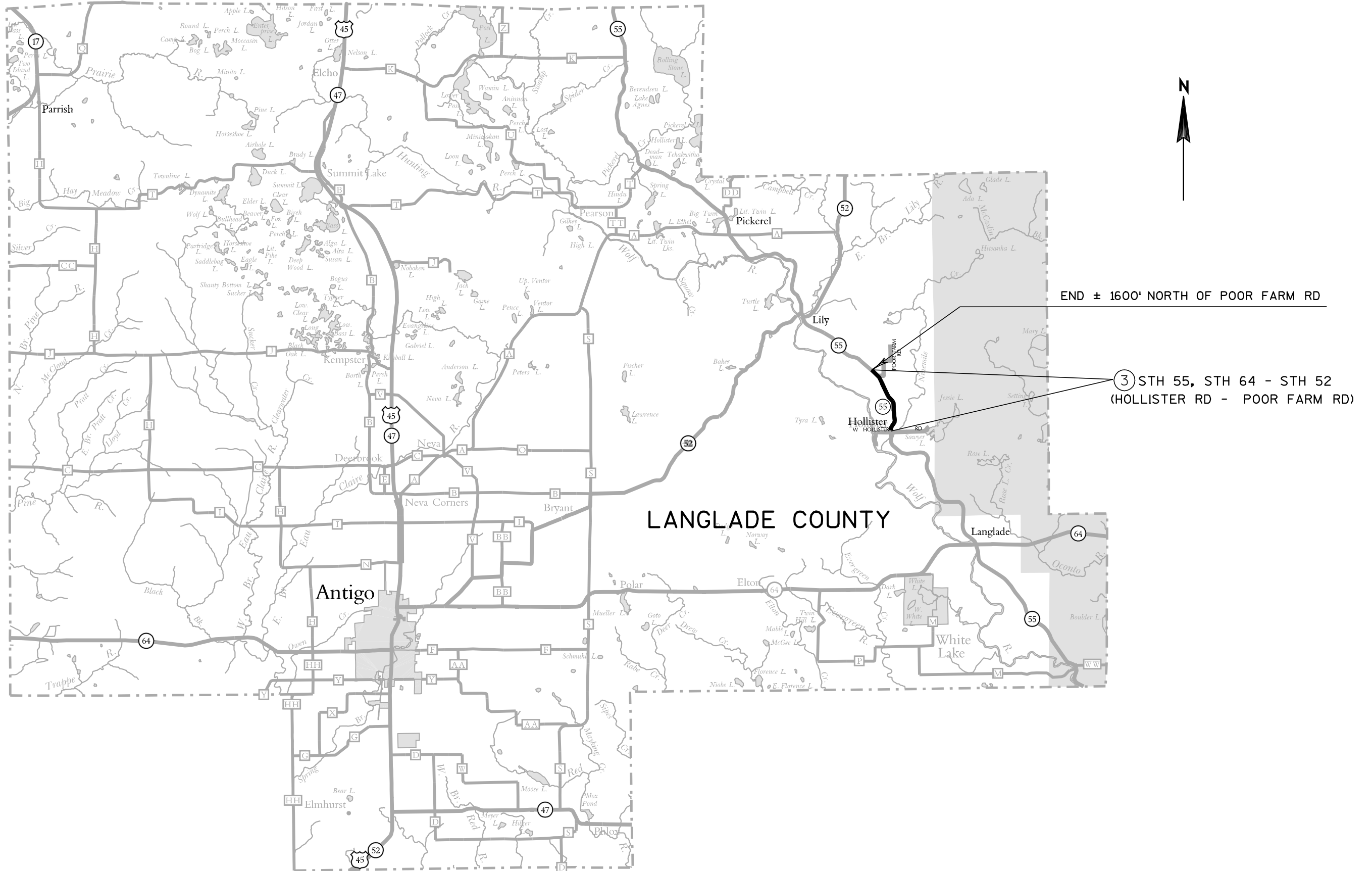


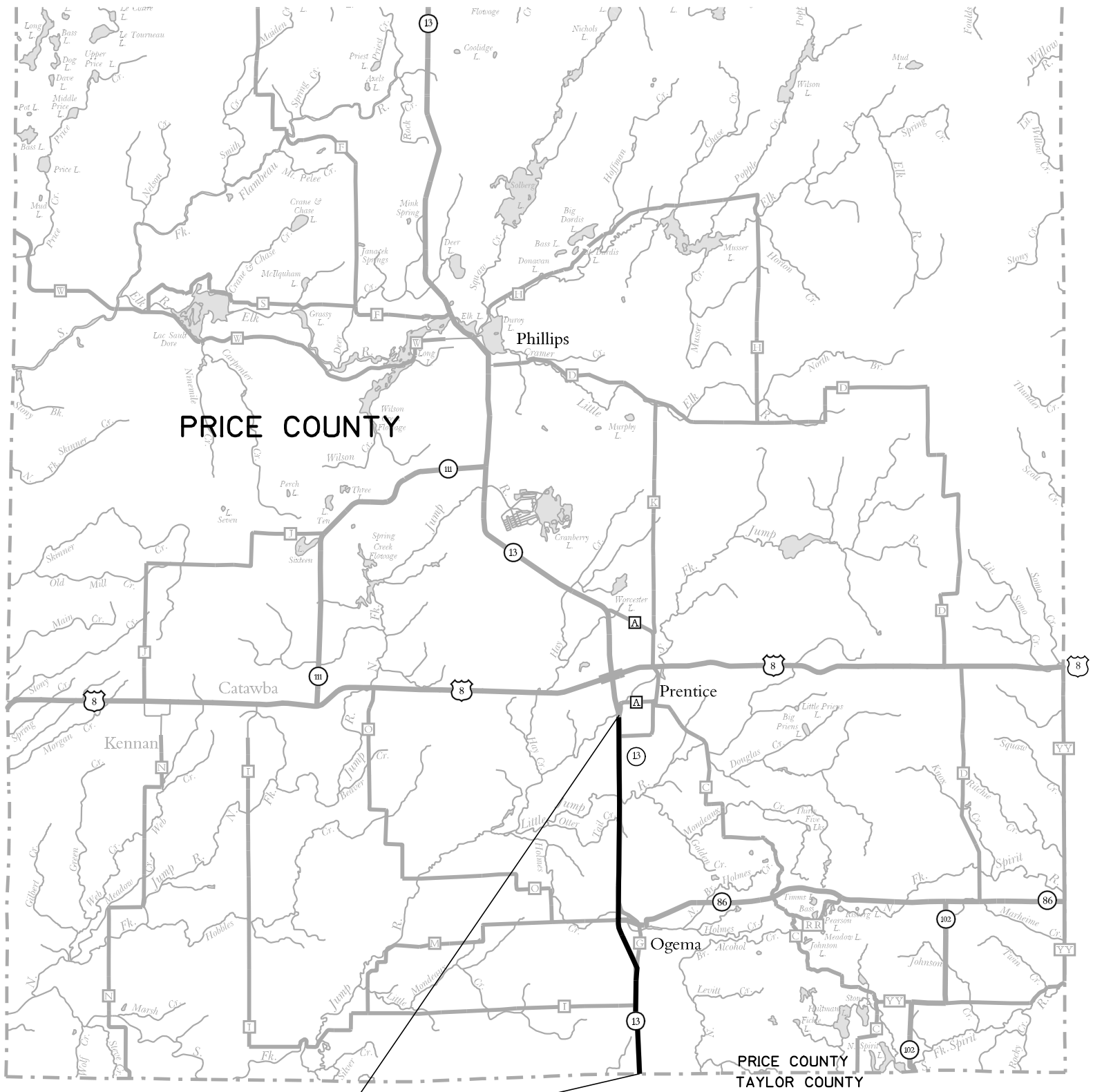
#### CRACK RE-SEAL DETAIL

RE-SEAL, OR ROUT & SEAL, PREVIOUSLY SEALED  
CRACKS THAT ARE FAILING AS DIRECTED BY THE ENGINEER.

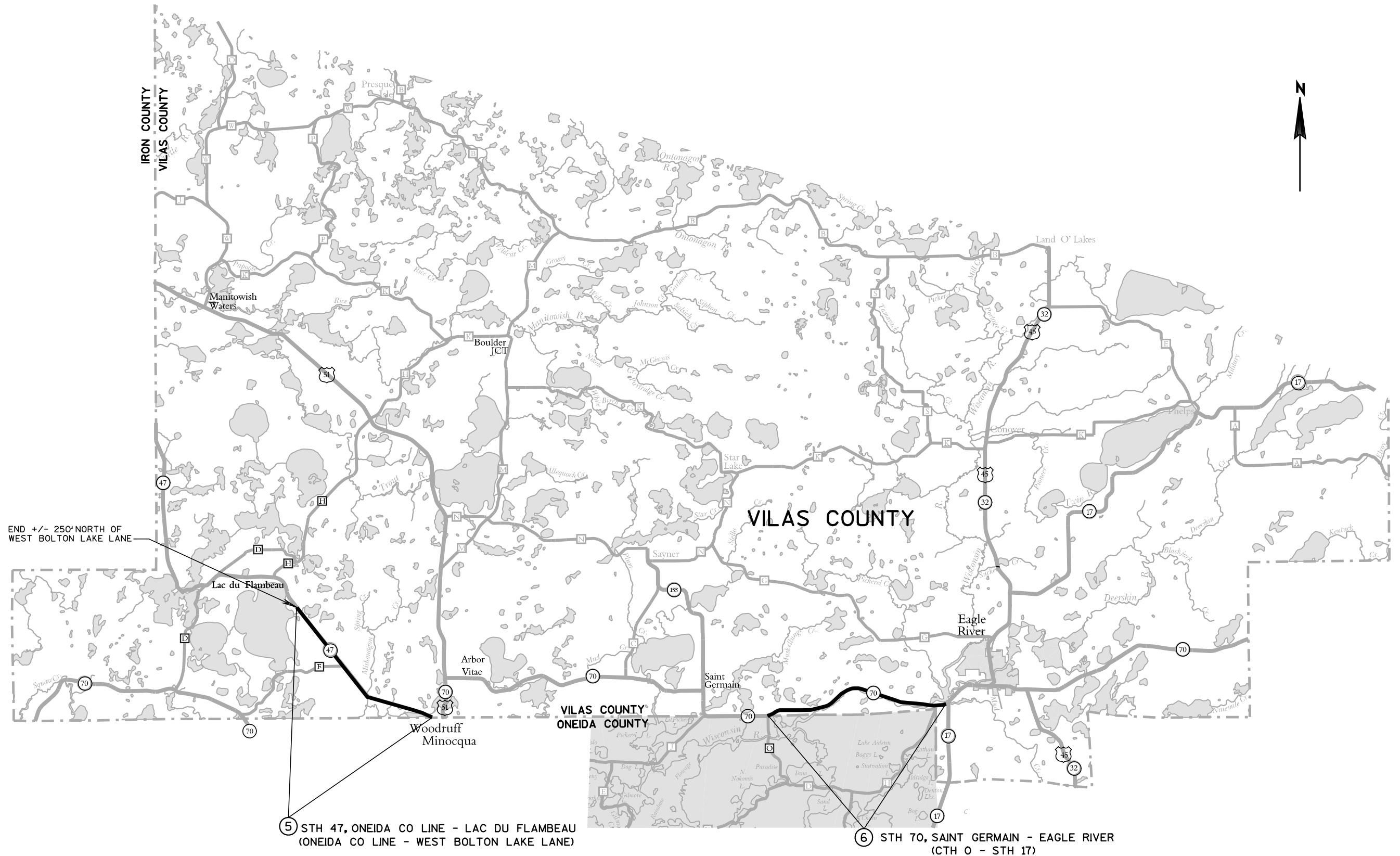




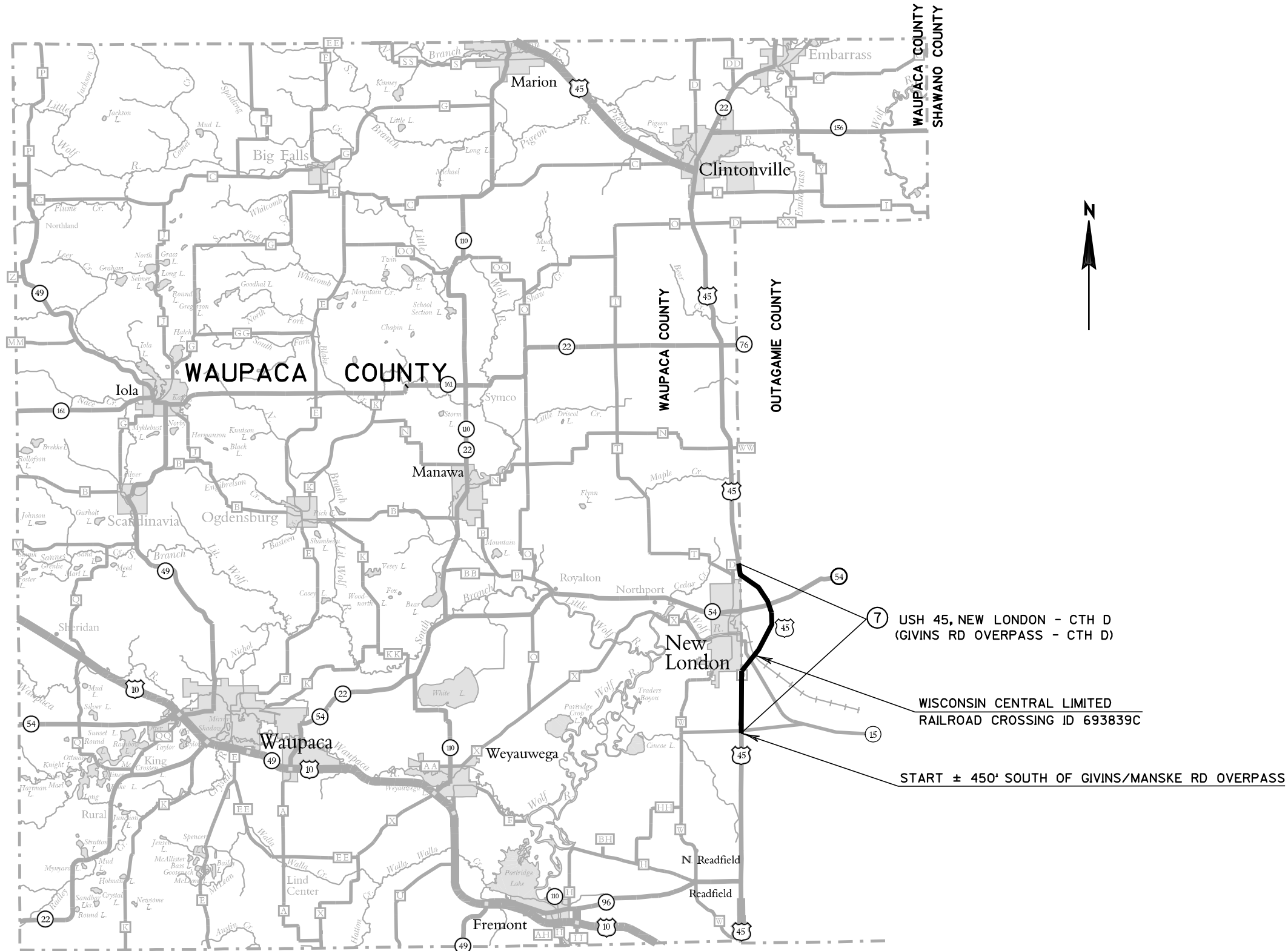


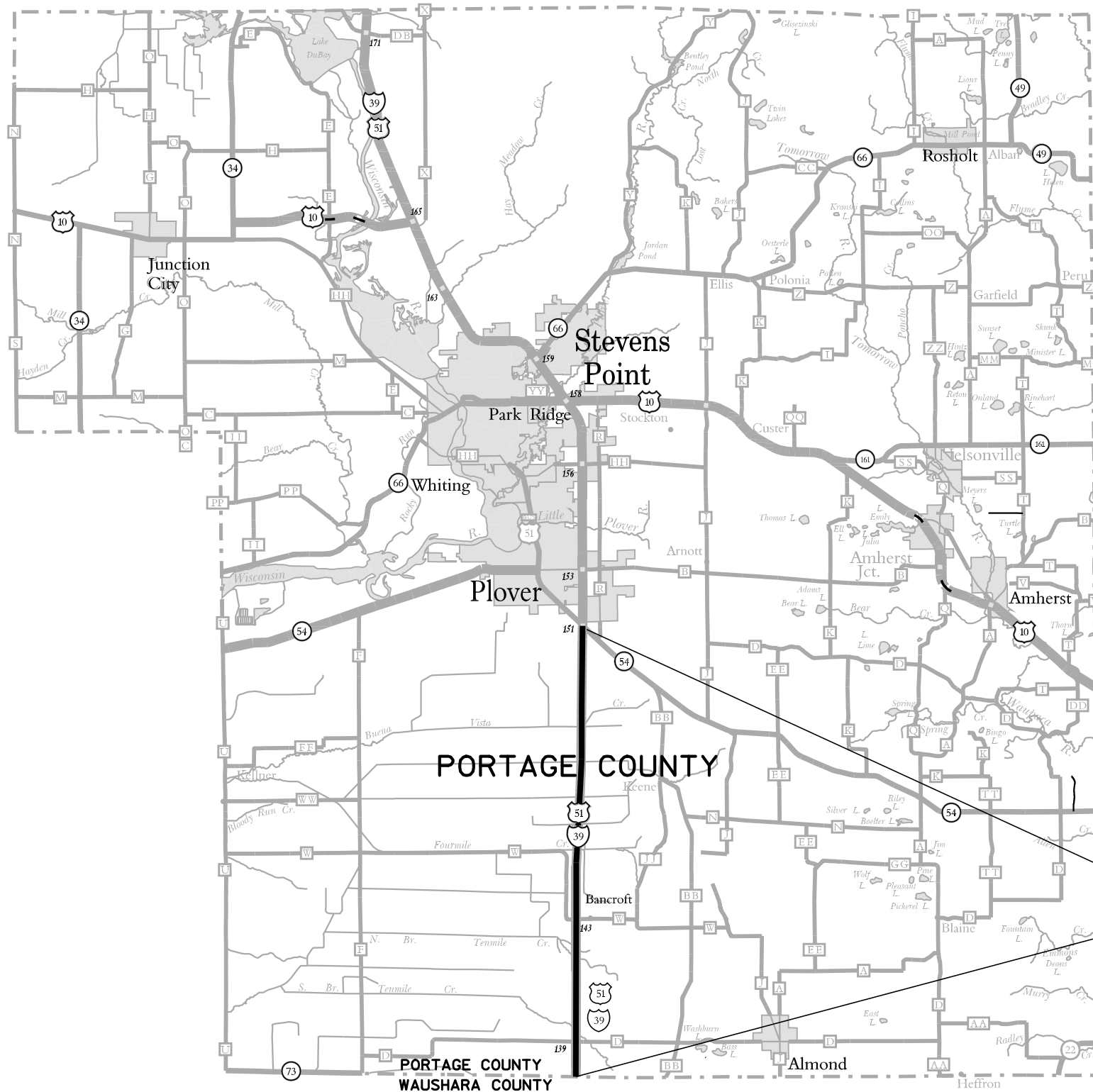


STH 13, TAYLOR CO LINE - PRENTICE (4)  
(TAYLOR CO LINE - S JCT CTH A)

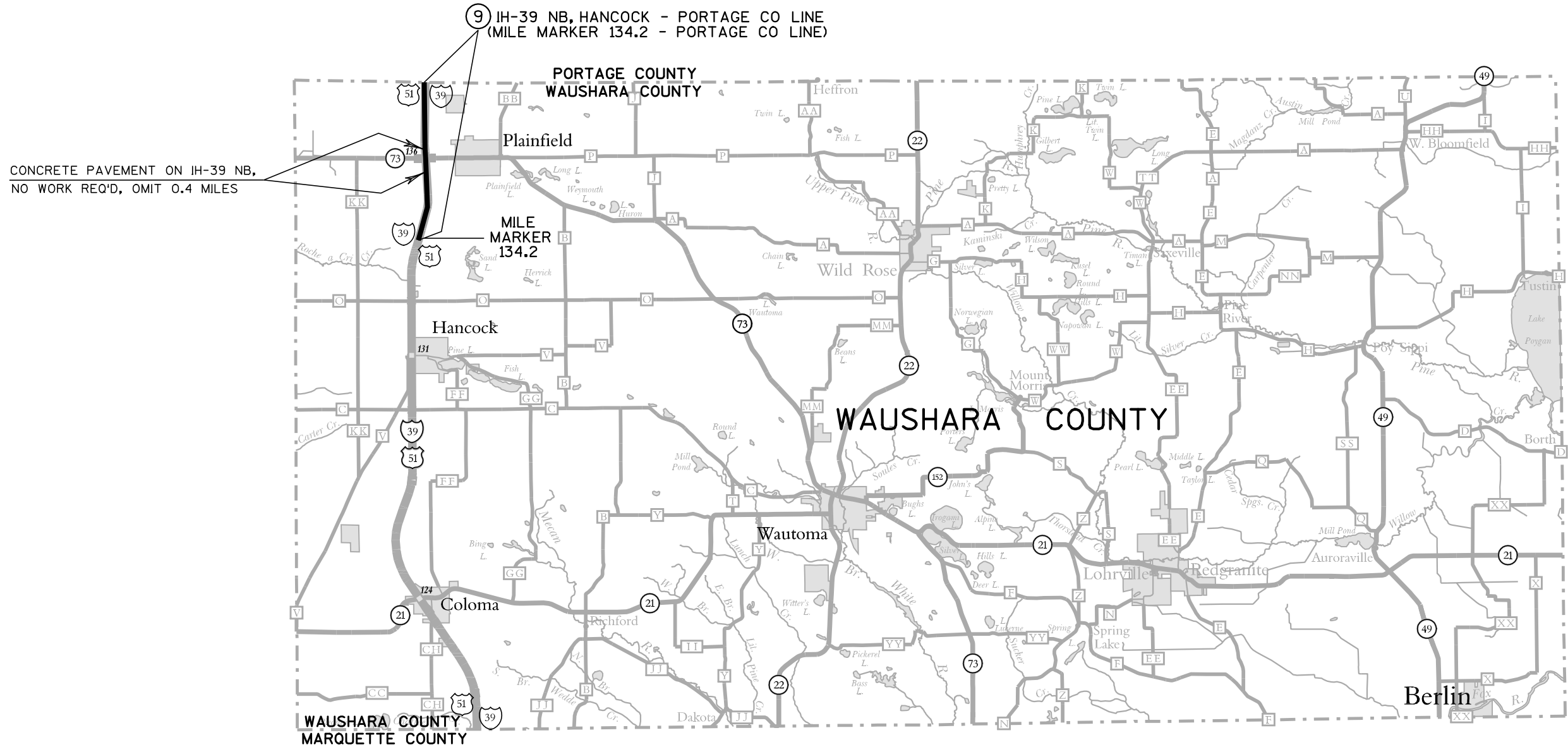








8 IH-39 NB, WAUSHARA CO LINE - STH 54



DATE 14FEB13			E S T I M A T E O F Q U A N T I T I E S			
LINE NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	1009-45-62 QUANTITY	1009-45-63 QUANTITY
0010	213.0100	FINISHING ROADWAY (PROJECT) 01. 1009-45-62	EACH	1.000	1.000	
0020	213.0100	FINISHING ROADWAY (PROJECT) 02. 1009-45-63	EACH	1.000		1.000
0030	619.1000	MOBILIZATION	EACH	1.000	0.800	0.200
0040	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1009-45-62	EACH	1.000	1.000	
0050	643.0100	TRAFFIC CONTROL (PROJECT) 02. 1009-45-63	EACH	1.000		1.000
0060	643.0300	TRAFFIC CONTROL DRUMS	DAY	2,244.000	134.000	2,110.000
0070	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	141.000	7.000	134.000
0080	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	12.000		12.000
0090	643.0900	TRAFFIC CONTROL SIGNS	DAY	365.000	284.000	81.000
0100	646.0103	PAVEMENT MARKING PAINT 4-INCH	LF	64,300.000	64,300.000	
0110	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	233,950.000	196,950.000	37,000.000
0120	SPV.0125	SPECIAL 01. SEALING ASPH PAVT CRACKS, STH 21, JUNEAU CO LINE - STH 13, ADAMS CO	MI	11.200	11.200	
0130	SPV.0125	SPECIAL 02. SEALING ASPH PAVT CRACKS, USH 2, MI STATE LINE - FLORENCE, FLORENCE CO	MI	4.100	4.100	
0140	SPV.0125	SPECIAL 03. SEALING ASPH PAVT CRACKS, STH 55, STH 64 - STH 52, LANGLADE CO	MI	2.400	2.400	
0150	SPV.0125	SPECIAL 04. SEALING ASPH PAVT CRACKS, STH 13, TAYLOR CO LINE - PRENTICE, PRICE CO	MI	10.600	10.600	
0160	SPV.0125	SPECIAL 05. SEALING ASPH PAVT CRACKS, STH 47, ONEIDA CO LINE-LAC DU FLAMBEAU, VILAS CO	MI	7.100	7.100	
0170	SPV.0125	SPECIAL 06. SEALING ASPH PAVT CRACKS, STH 70, SAINT GERMAIN - EAGLE RIVER, VILAS CO	MI	7.000	7.000	
0180	SPV.0125	SPECIAL 07. SEALING ASPH PAVT CRACKS, USH 45, W LONDON-CTH D, WAUPACA & OUTAGAMIE CO	MI	7.500	7.500	
0190	SPV.0125	SPECIAL 08. SEALING ASPH PAVT CRACKS, IH 39 NB, WAUSHARA CO LINE - STH 54, PORTAGE CO	MI	12.500		12.500
0200	SPV.0125	SPECIAL 09. SEALING ASPH PAVT CRACKS, IH 39 NB, HANCOCK - PORTAGE CO LINE, WAUSHARA CO	MI	4.400		4.400

TRAFFIC CONTROL & PAVEMENT MARKING

PROJECT	LOCATION (SEGMENT #, HIGHWAY, COUNTY)	APPROX DURATION DAYS	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0900 SIGNS DAYS	646.0103 PAVEMENT MARKING PAINT 4-INCH (YELLOW CL) L.F.	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE LANE LINE) L.F.	646.0106 PAVEMENT MARKING EPOXY 4-INCH (YELLOW CL) L.F.
1009-45-62	SEGMENT 1, STH 21, ADAMS	4	---	---	56	---	---	38,650
1009-45-62	SEGMENT 2, USH 2, FLORENCE	2	---	---	28	---	---	28,150
1009-45-62	SEGMENT 3, STH 55, LANGLADE	1	---	---	14	17,000	---	---
1009-45-62	SEGMENT 4, STH 13, PRICE	4	---	---	56	---	---	65,350
1009-45-62	SEGMENT 5, STH 47, VILAS	2	---	---	28	---	---	24,450
1009-45-62	SEGMENT 6, STH 70, VILAS	3	---	---	42	47,300	---	---
1009-45-62	SEGMENT 7, USH 45, WAUPACA & OUTAGAMIE	3	134	7	60	---	1,850	38,500
PROJECT 1009-45-62 TOTALS			134	7	284	64,300	1,850	195,100
GRAND TOTAL (4" EPOXY)							196,950	

3

SPV.0125.## SEALING ASPHALTIC PAVEMENT CRACKS

SPV.0125.01 SEALING ASPHALTIC PAVEMENT CRACKS, STH 21, JUNEAU CO LINE - STH 13, ADAMS CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	** AVERAGE LF PER 0.1 MILE ROUT & SEAL	** AVERAGE LF PER 0.1 MILE RE-SEAL		REMARKS
1009-45-62	1	ADAMS	STH 21	JUNEAU CO LINE - STH 13	JUNEAU CO LINE - STH 13	2010	475	---	11.2	SEE ADAMS COUNTY LOCATION DETAIL
TOTAL									11.2	

SPV.0125.02 SEALING ASPHALTIC PAVEMENT CRACKS, USH 2, MICHIGAN STATE LINE - FLORENCE, FLORENCE CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	** AVERAGE LF PER 0.1 MILE ROUT & SEAL	** AVERAGE LF PER 0.1 MILE RE-SEAL		REMARKS
1009-45-62	2	FLORENCE	USH 2	MICHIGAN STATE LINE - FLORENCE	MICHIGAN STATE LINE - PEWABIC RD	2011	481	---	4.1	SEE FLORENCE COUNTY LOCATION DETAIL
TOTAL									4.1	

SPV.0125.03 SEALING ASPHALTIC PAVEMENT CRACKS, STH 55, STH 64 - STH 52, LANGLADE CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	** AVERAGE LF PER 0.1 MILE ROUT & SEAL	** AVERAGE LF PER 0.1 MILE RE-SEAL		REMARKS
1009-45-62	3	LANGLADE	STH 55	STH 64 - STH 52	HOLLISTER RD - POOR FARM RD	2002	257	---	2.4	SEE LANGLADE COUNTY LOCATION DETAIL
TOTAL									2.4	

SPV.0125.04 SEALING ASPHALTIC PAVEMENT CRACKS, STH 13, TAYLOR CO LINE - PRENTICE, PRICE CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	** AVERAGE LF PER 0.1 MILE ROUT & SEAL	** AVERAGE LF PER 0.1 MILE RE-SEAL		REMARKS
1009-45-62	4	PRICE	STH 13	TAYLOR CO LINE - PRENTICE	TAYLOR CO LINE - S JCT CTH A	2011	303	---	10.6	SEE PRICE COUNTY LOCATION DETAIL
TOTAL									10.6	

\*\* FOR INFORMATION ONLY, BASED ON MEASUREMENTS TAKEN IN JUNE 2012

3

SPV.0125.## SEALING ASPHALTIC PAVEMENT CRACKS

SPV.0125.05 SEALING ASPHALTIC PAVEMENT CRACKS, STH 47, ONEIDA CO LINE - LAC DU FLAMBEAU, VILAS CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	** AVERAGE LF PER 0.1 MILE ROUT & SEAL	** AVERAGE LF PER 0.1 MILE RE-SEAL	REMARKS	
1009-45-62	5	VILAS	STH 47	ONEIDA CO LINE - LAC DU FLAMBEAU	ONEIDA CO LINE - W BOLTON LAKE LN	2010	236	---	7.1	SEE VILAS COUNTY LOCATION DETAIL
								TOTAL	7.1	

SPV.0125.06 SEALING ASPHALTIC PAVEMENT CRACKS, STH 70, SAINT GERMAIN - EAGLE RIVER, VILAS CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	* AVERAGE LF PER 0.1 MILE ROUT & SEAL	* AVERAGE LF PER 0.1 MILE RE-SEAL	REMARKS	
1009-45-62	6	VILAS	STH 70	SAINT GERMAIN - EAGLE RIVER	CTH 0 - STH 17	2008	121	108	7.0	SEE VILAS COUNTY LOCATION DETAIL
								TOTAL	7.0	

SPV.0125.07 SEALING ASPHALTIC PAVEMENT CRACKS, USH 45, NEW LONDON - CTH D, WAUPACA & OUTAGAMIE CO MILES										
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	** AVERAGE LF PER 0.1 MILE ROUT & SEAL	** AVERAGE LF PER 0.1 MILE RE-SEAL	REMARKS	
1009-45-62	7	WAUPACA & OUTAGAMIE	USH 45	NEW LONDON - CTH D	GIVINS ROAD OVERPASS - STH 54	2003	630	130	5.8	SEE WAUPACA & OUTAGAMIE COUNTY LOCATION DETAIL
					STH 54 - CTH D	2012	30	---	1.7	
							TOTAL		7.5	

\* FOR INFORMATION ONLY, BASED ON MEASUREMENTS TAKEN IN JULY 2011  
\*\* FOR INFORMATION ONLY, BASED ON MEASUREMENTS TAKEN IN JUNE 2012

TRAFFIC CONTROL & PAVEMENT MARKING

PROJECT	LOCATION (SEGMENT #, HIGHWAY, COUNTY)	APPROX. DURATION DAYS	643.0300 DRUMS DAYS	643.0420 BARRICADES TYPE III DAYS	643.0800 ARROW BOARDS DAYS	643.0900 SIGNS DAYS	646.0106 PAVEMENT MARKING EPOXY 4-INCH (WHITE LANE LINE) L.F.	REMARKS
1009-45-63	SEGMENT 8, IH-39 NB, PORTAGE	4	1,540	100	8	54	27,000	PAV'T MARKING INCLUDES 16,900 L.F. FOR LANE LINES + 10,100 L.F. FOR EDGELINES WHERE NEEDED.
1009-45-63	SEGMENT 9, IH-39 NB, WAUSHARA	2	570	34	4	27	10,000	PAV'T MARKING INCLUDES 6,200 L.F. FOR LANE LINES + 3,800 L.F. FOR EDGELINES WHERE NEEDED.
PROJECT 1009-45-63 TOTALS			2,110	134	12	81	37,000	

SPV.0125.## SEALING ASPHALTIC PAVEMENT CRACKS

PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	* AVERAGE LF PER 0.1 MILE ROUT & SEAL	* AVERAGE LF PER 0.1 MILE RE-SEAL	SPV.0125.08 SEALING ASPHALTIC PAVEMENT CRACKS, IH-39 NB, WAUSHARA CO LINE - STH 54, PORTAGE CO MILES	REMARKS
1009-45-63	8	PORTAGE	IH-39 NB	WAUSHARA CO LINE - STH 54	WAUSHARA CO LINE - STH 54	2001	530	---	12.5	SEE PORTAGE COUNTY LOCATION DETAIL
TOTAL									12.5	

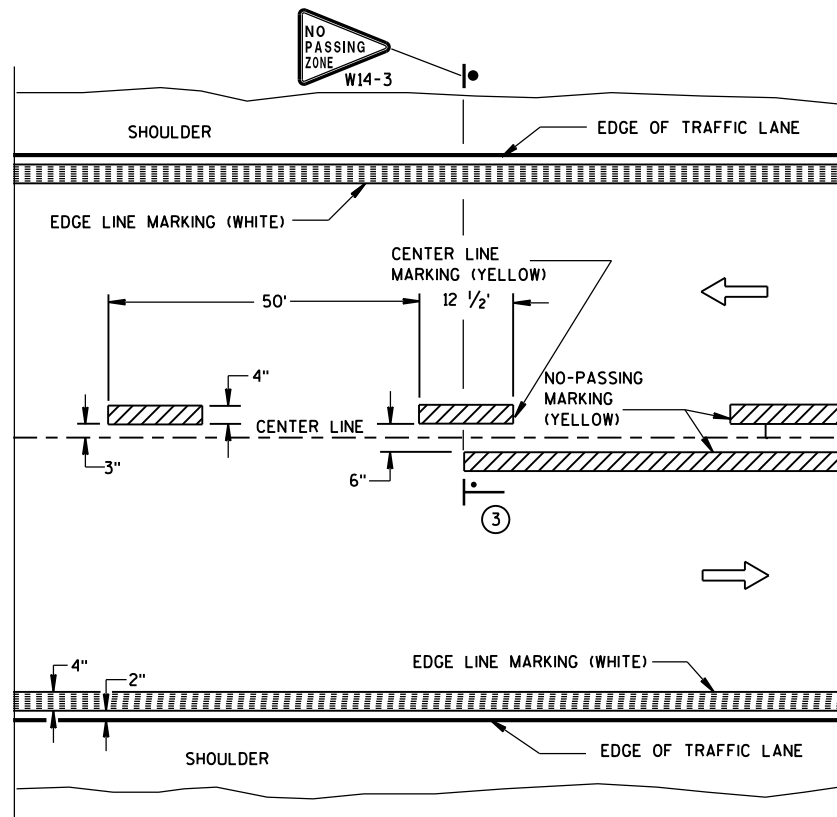
PROJECT	SEGMENT NO.	COUNTY	HIGHWAY	TITLE	TERMINI	SURFACE YEAR	* AVERAGE LF PER 0.1 MILE ROUT & SEAL	* AVERAGE LF PER 0.1 MILE RE-SEAL	SPV.0125.09 SEALING ASPHALTIC PAVEMENT CRACKS, IH-39 NB, HANCOCK - PORTAGE CO LINE, WAUSHARA CO MILES	REMARKS
1009-45-63	9	WAUSHARA	IH-39 NB	HANCOCK - PORTAGE CO LINE	MILE MARKER 134.2 - PORTAGE CO LINE	2001	530	---	4.4	SEE WAUSHARA COUNTY LOCATION DETAIL
TOTAL									4.4	

\* FOR INFORMATION ONLY, BASED ON MEASUREMENTS TAKEN IN JULY 2011

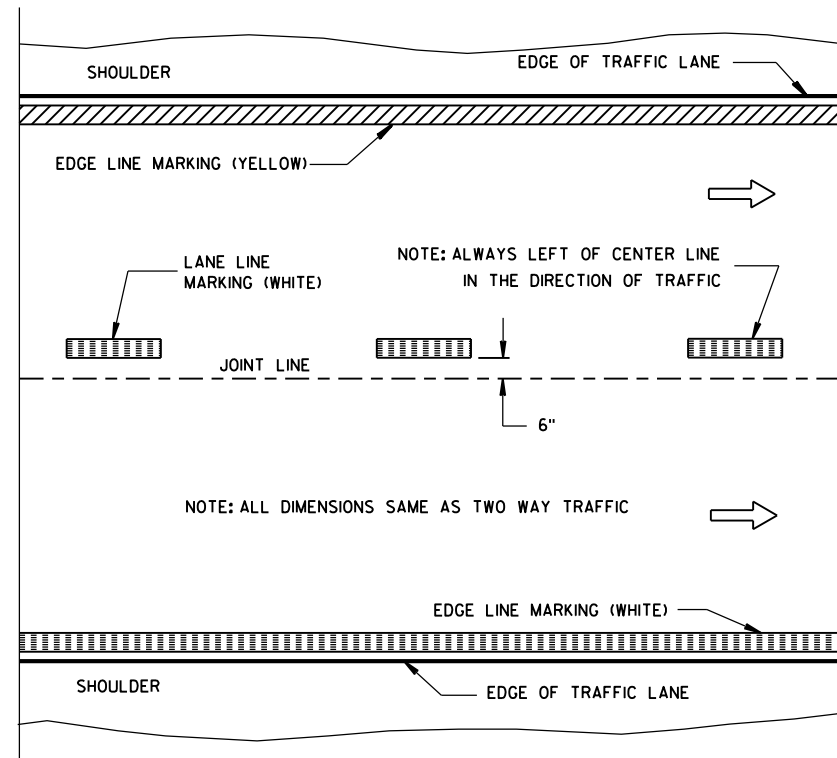


Standard Detail Drawing List

15C08-15A	PAVEMENT MARKING (MAINLINE)
15C08-15B	PAVEMENT MARKING (INTERSECTIONS)
15C12-03	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C19-01A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-01B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-01C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-02	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-01	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D21-01	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE

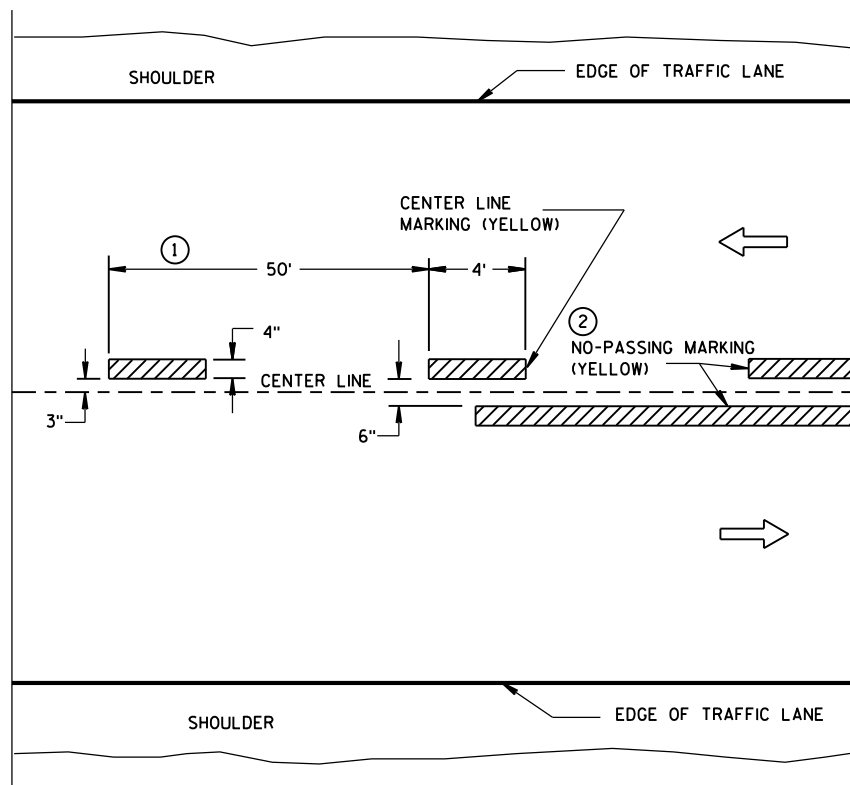


TWO WAY TRAFFIC

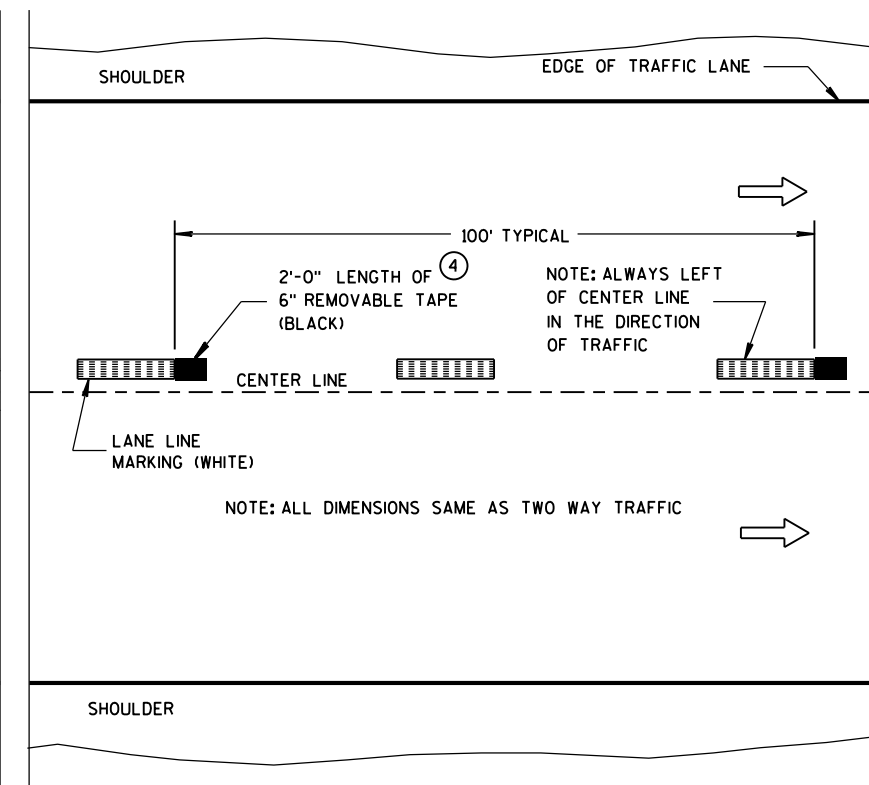


ONE WAY TRAFFIC

## PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY (INTERMEDIATE) PAVEMENT MARKING  
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

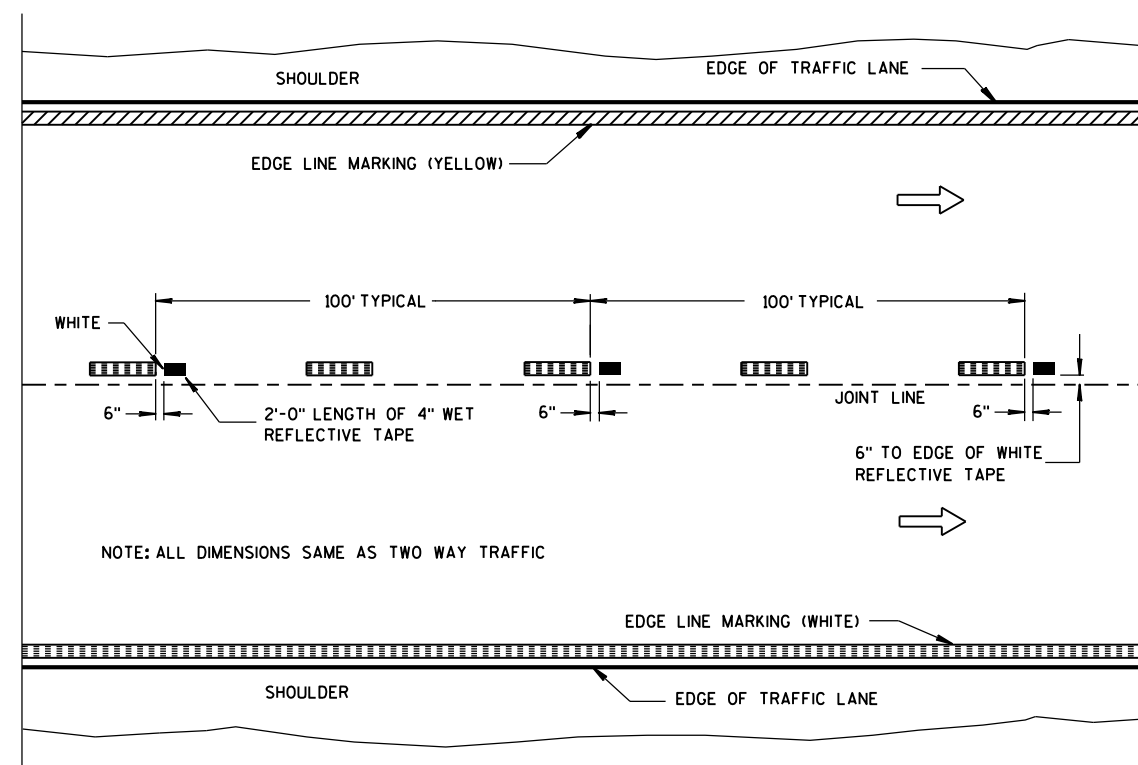
## GENERAL NOTES

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

- 1 HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- 2 NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- 3 NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- 4 CONCRETE ONLY.

## NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO  
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

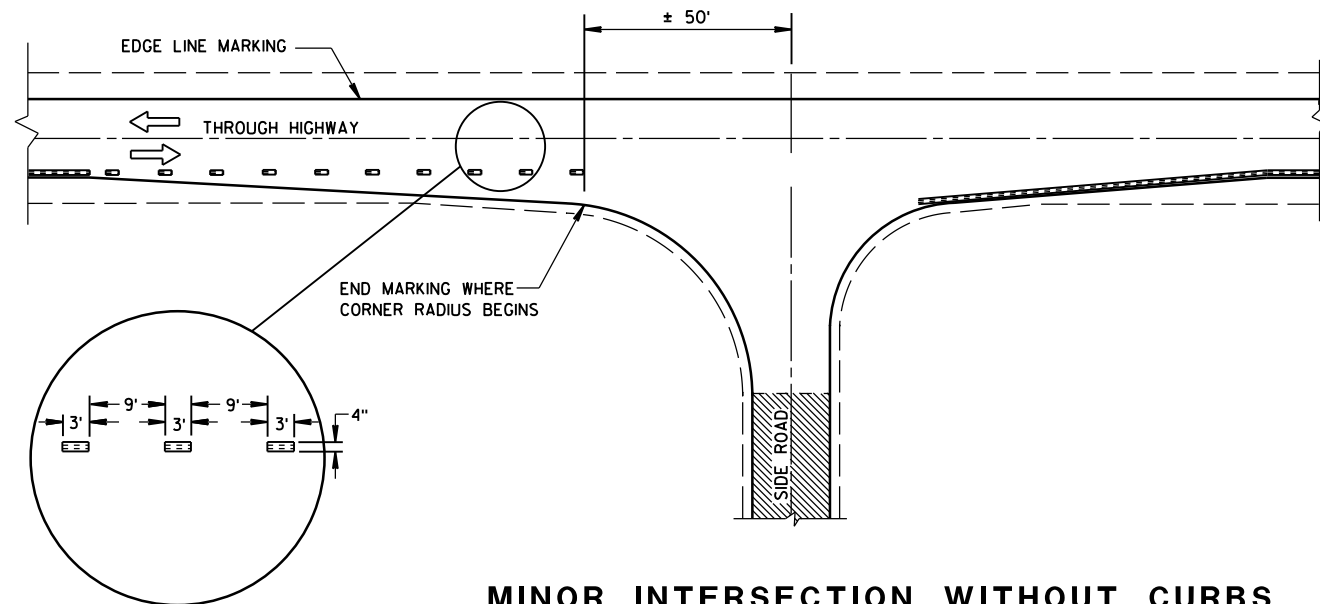
## LEGEND

- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING  
(MAINLINE)

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

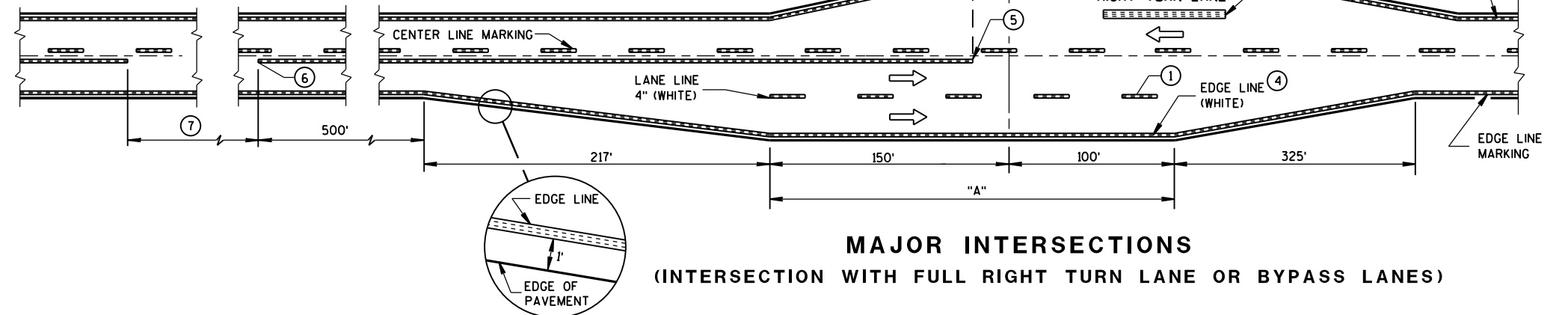
APPROVED  
10-1-2012 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



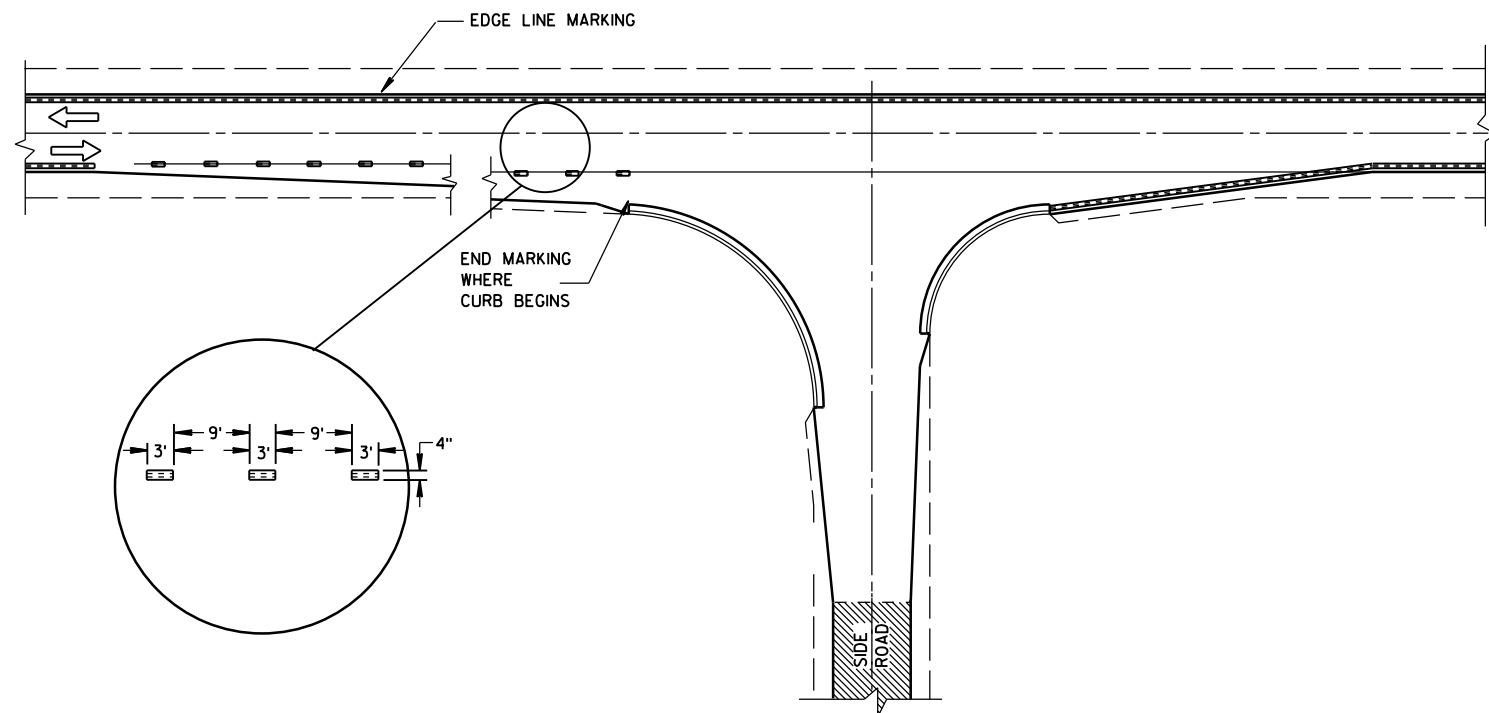
**MINOR INTERSECTION WITHOUT CURBS**

⑦

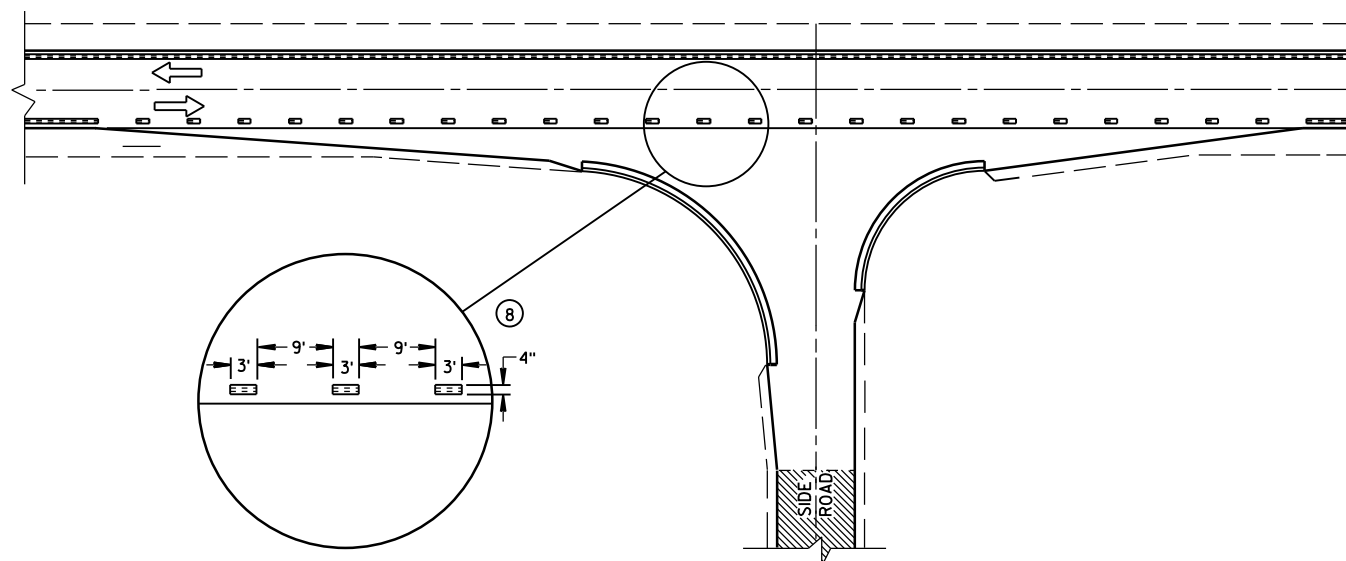
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



**MINOR INTERSECTION WITH CURBS**  
(TYPICAL MARKING)



**MINOR INTERSECTION WITH CURBS**  
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

## GENERAL NOTES


- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED 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 ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
  - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
  - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
  - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
  - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
  - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL ( → ) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING  
(INTERSECTIONS)


STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

TWO-LANE ROADWAY


**SYMBOLS**



WORK AREA



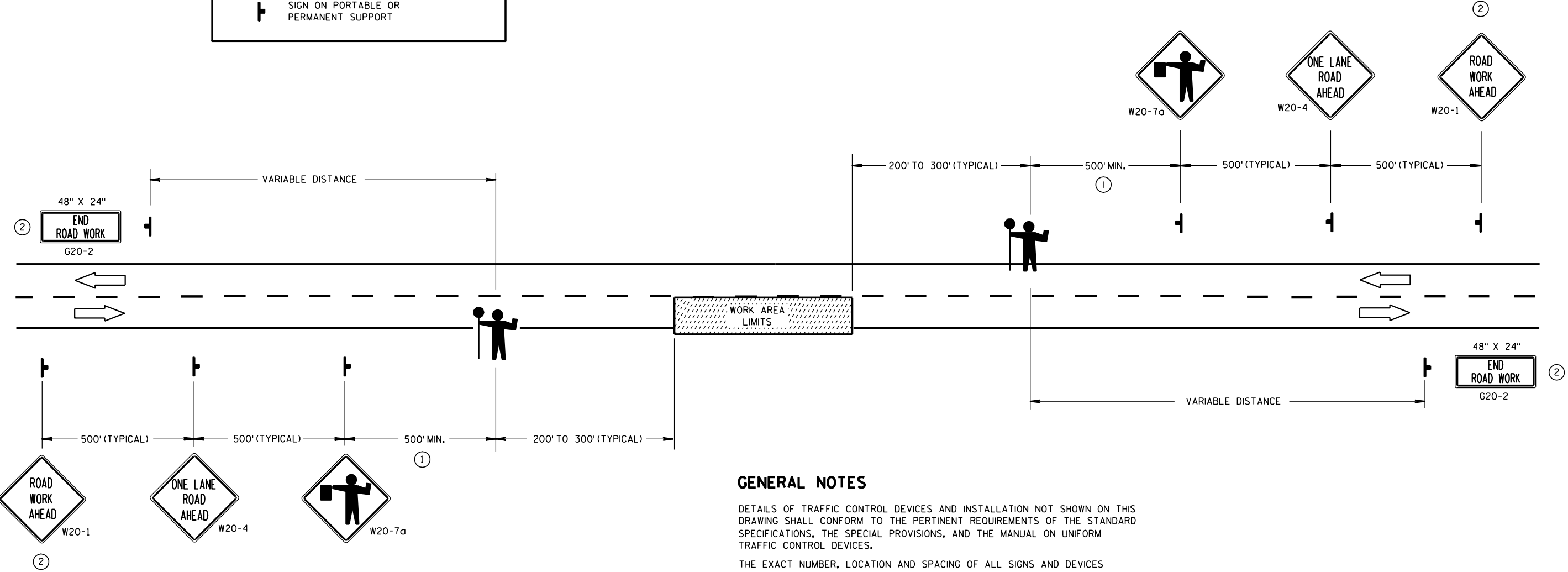
FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF



SIGN ON PORTABLE OR PERMANENT SUPPORT



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

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, THE "FLAGGER AHEAD", THE "ROAD WORK AHEAD" AND THE ONE LANE ROAD AHEAD" SIGNS SHALL BE COVERED OR REMOVED AND THE HIGHWAY RESTORED TO NORMAL OPERATION.

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

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

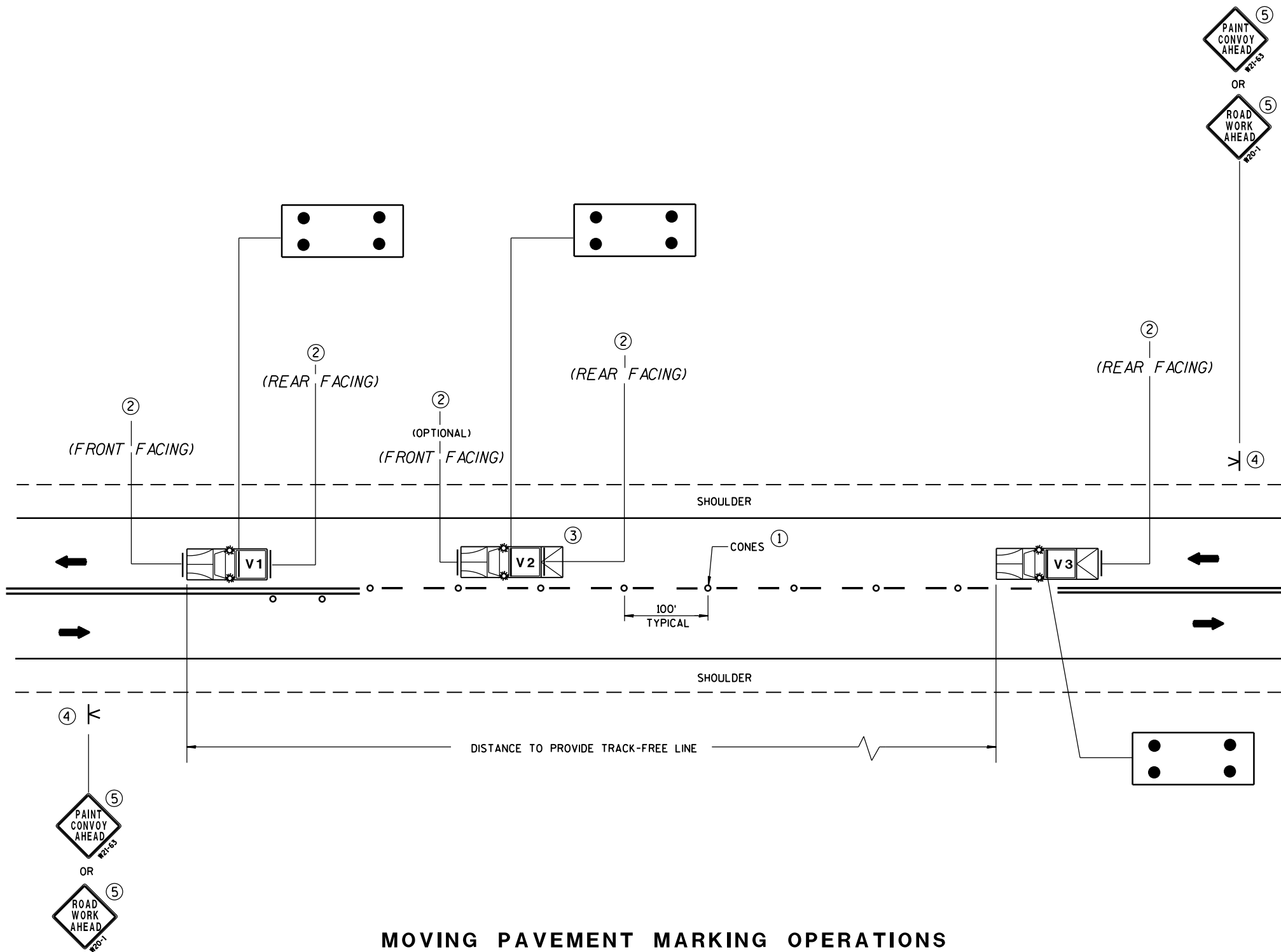
**TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
9/5/06  
DATE

/S/ Thomas N. Notbohm  
STATE TRAFFIC ENGINEER OF DESIGN

FHWA



MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY

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.

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.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.



ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.






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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.  
 OR   
W21-64 W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

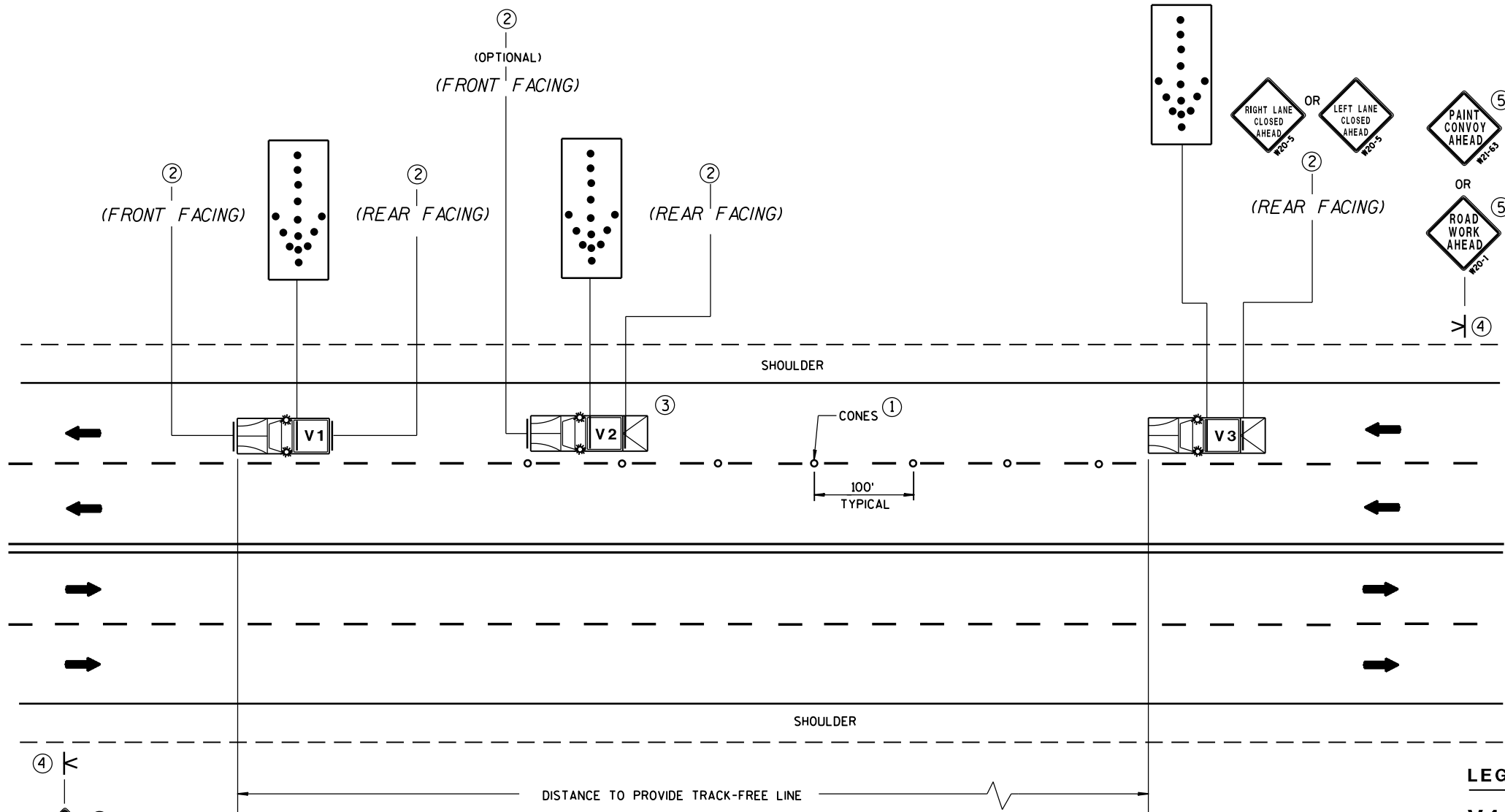
LEGEND

- V1** LEAD VEHICLE
- V2** SHADOW VEHICLE
- V3** TRAIL VEHICLE WITH TMA
-  **TMA** TRUCK-MOUNTED ATTENUATOR
-  SIGN ON PORTABLE SUPPORT
-  DIRECTION OF TRAVEL
-  CONES
-  FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING  
OPERATION  
TWO-LANE TWO-WAY ROADWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
12/6/2011 /S/ Thomas N. Notbohm  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



MOVING PAVEMENT MARKING OPERATIONS  
MULTI-LANE UNDIVIDED ROADWAY

- LEGEND**
- V1 LEAD VEHICLE
  - V2 SHADOW VEHICLE
  - V3 TRAIL VEHICLE WITH TMA
  - TMA TRUCK-MOUNTED ATTENUATOR
  - ⊢ SIGN ON PORTABLE SUPPORT
  - ➡ DIRECTION OF TRAVEL
  - CONES
  - ... FLASHING ARROW PANEL (MERGE)

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. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

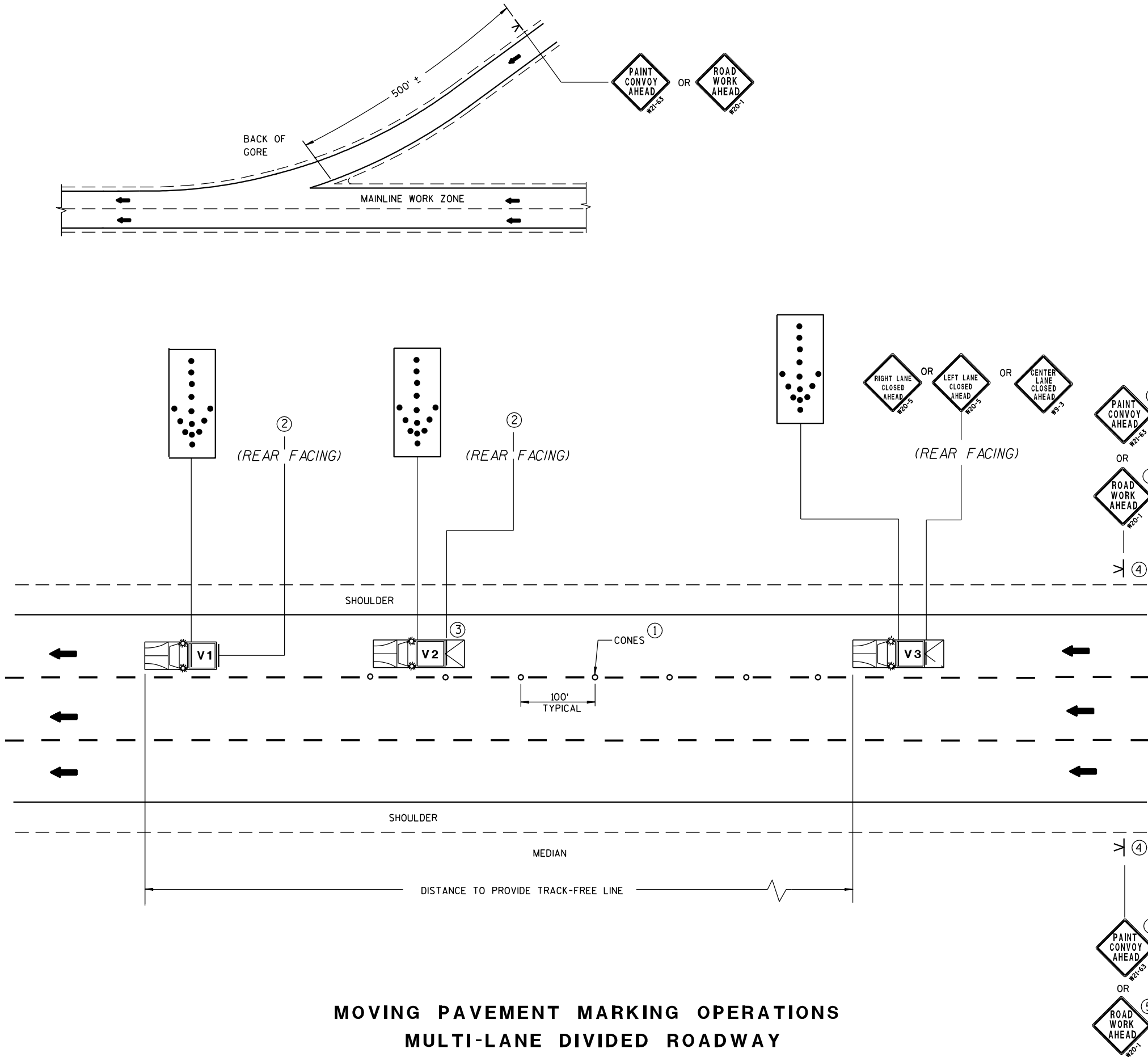
- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.  
 W21-64 OR W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

MOVING PAVEMENT MARKING  
OPERATION  
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
12/6/2011 /S/ Thomas N. Notbohm  
DATE STATE TRAFFIC ENGINEER OF DESIGN

FHWA



MOVING PAVEMENT MARKING OPERATIONS  
MULTI-LANE DIVIDED ROADWAY

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. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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

FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGELINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- V1** LEAD VEHICLE
- V2** SHADOW VEHICLE
- V3** TRAIL VEHICLE WITH TMA
- TMA** TRUCK-MOUNTED ATTENUATOR
- SIGN ON PORTABLE SUPPORT
- DIRECTION OF TRAVEL
- CONES
- FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING  
OPERATION  
MULTI-LANE DIVIDED ROADWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
12/6/2011 /S/ Thomas N. Notbohm  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA

LEGEND

- POST WITH ATTACHED SIGN
- POST WITH ATTACHED SIGN IN DRUM
- DRUM WITH WARNING LIGHT (TYPE C)
- DRUM
- ARROW BOARD
- 8' TYPE III BARRICADE
- \*-x-\* REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC

GENERAL NOTES :

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

- ① CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

GENERAL NOTES CONTINUED:

REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 7 CONTINUOUS DAYS AND NIGHTS.

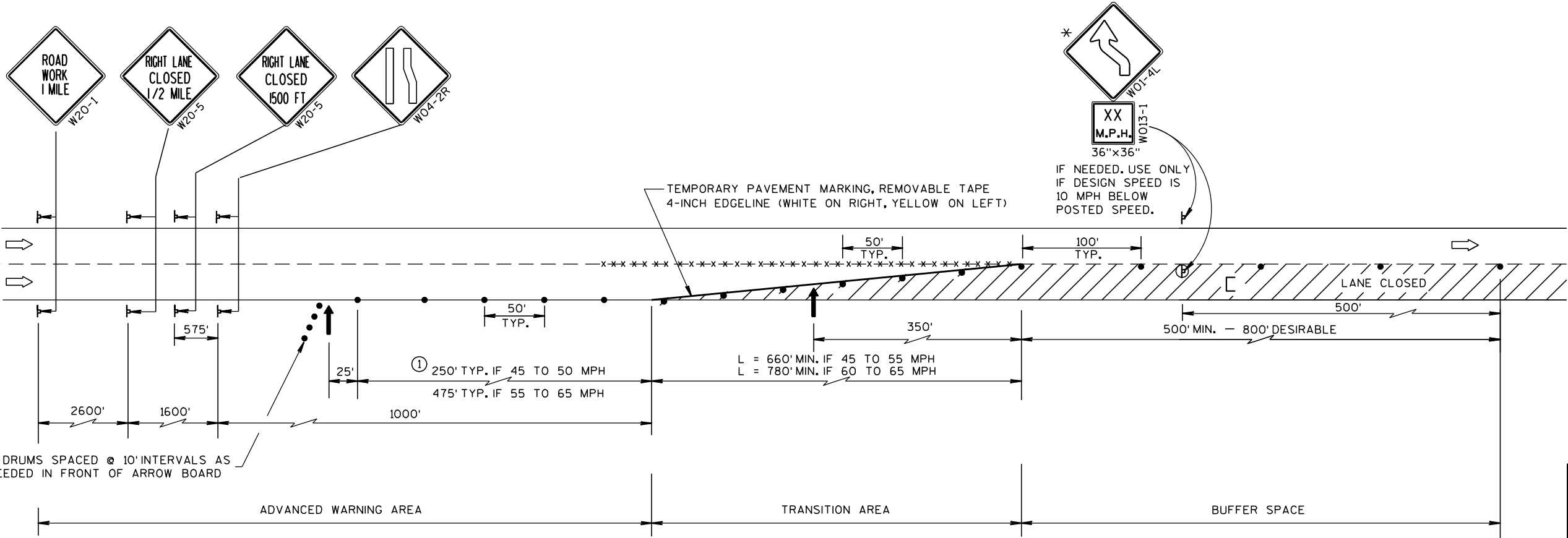
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/4 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

- \* THE LEFT REVERSE CURVE SIGN (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.

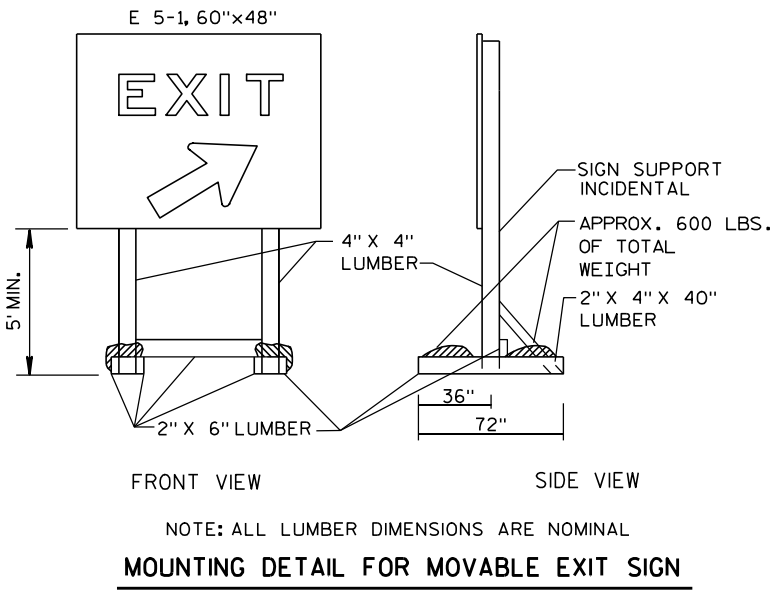
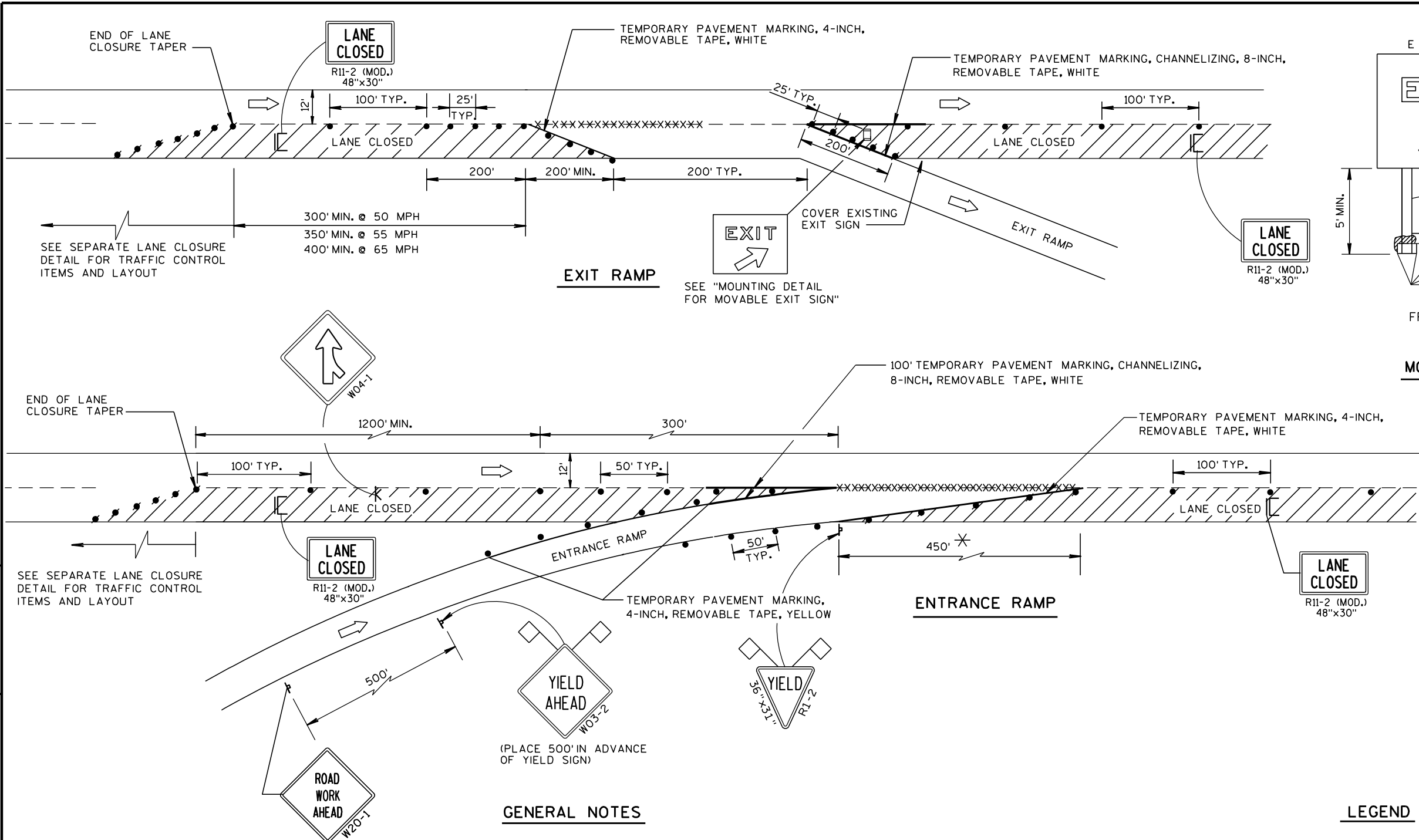


TRAFFIC CONTROL,  
LANE CLOSURE, SPEEDS  
GREATER THAN 40 M.P.H.

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8-7-95  
DATE /S/ Chester J. Spang  
DIRECTOR, OFFICE OF TRAFFIC  
FHWA





**GENERAL NOTES**

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

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

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

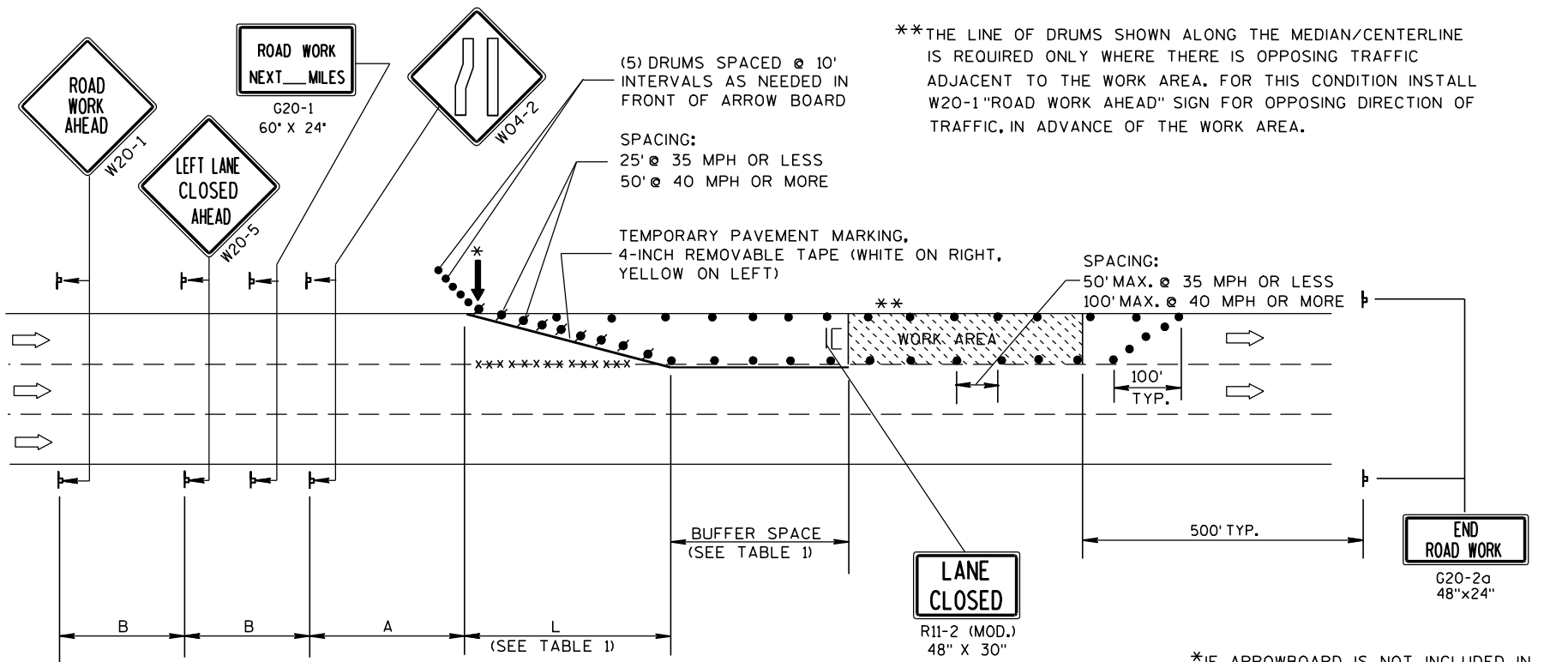
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

\* LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

**LEGEND**

- POST MOUNTED SIGN
- SIGN ON PORTABLE SUPPORT
- TRAFFIC CONTROL, DRUM
- TRAFFIC CONTROL, DRUM WITH WARNING LIGHT, TYPE C (STEADY-BURN)
- REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- TYPE III BARRICADE (8' EQUIVALENT) WITH SIGN
- FLAGS, 16"x16" MIN., ORANGE
- DIRECTION OF TRAFFIC FLOW

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/24/2000 DATE	/S/ Chester J. Spang CHIEF SIGNS AND MARKING ENGINEER
FHWA	



B=400' AT 25-30 MPH	A=200' AT 25-30 MPH
700' AT 35-40 MPH	350' AT 35-40 MPH
1000' AT 45-55 MPH	500' AT 45-55 MPH

TABLE 1  
TAPER AND BUFFER SPACE  
FOR 12' LANE WIDTH

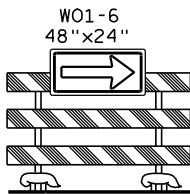
S	L	BUFFER SPACE
25	125'	55'
30	180'	85'
35	245'	120'
40	320'	170'
45	540'	220'
50	600'	280'
55	660'	335'

FOR LANE WIDTH OTHER THAN 12':  
L = WS AT 45 MPH OR GREATER  
L =  $\frac{WS^2}{60}$  AT 40 MPH OR LESS  
L = TAPER LENGTH IN FEET  
S = NON-CONSTRUCTION SPEED LIMIT (MPH)  
W = WIDTH OF LANE CLOSURE

(PLACE BARRICADE AND SIGN APPROX. EVERY 1000' ACROSS THE CLOSED LANE)

LEGEND

- /● DRUM WITH/WITHOUT WARNING LIGHT, TYPE C (STEADY-BURN)
- ⌵ POST MOUNTED SIGN
- ↑ ARROW BOARD
- IC/C TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHTS, TYPE A (FLASHING) WITH/WITHOUT SIGN
- DIRECTION OF TRAFFIC FLOW
- xxxx REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)



GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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

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

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 DISTRICT TRAFFIC UNIT.

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

ON UNDIVIDED ROADWAYS, OMIT THE SIGNS SHOWN ON LEFT SIDE OF ROAD.

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

OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

PLACE THE ARROWBOARD AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE LANE CLOSURE TAPER, PREFERABLY ON THE SHOULDER OR TERRACE.

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

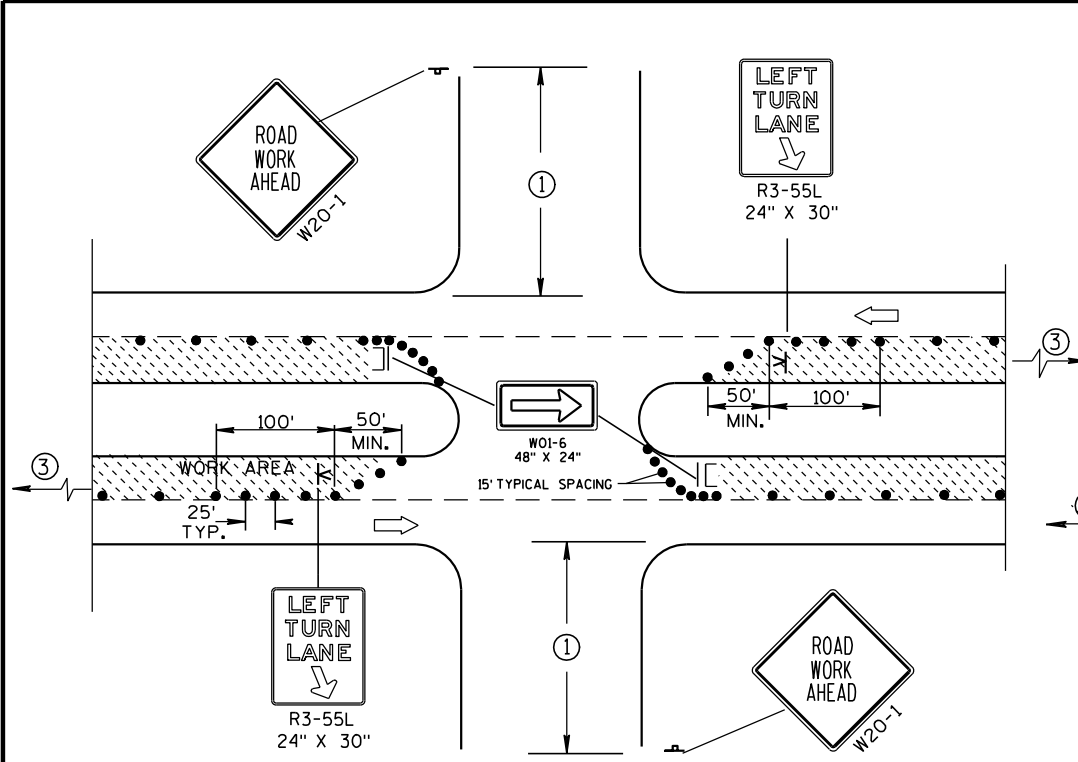
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

TRAFFIC CONTROL,  
SINGLE LANE CLOSURE,  
NON-FREEWAY/EXPRESSWAY

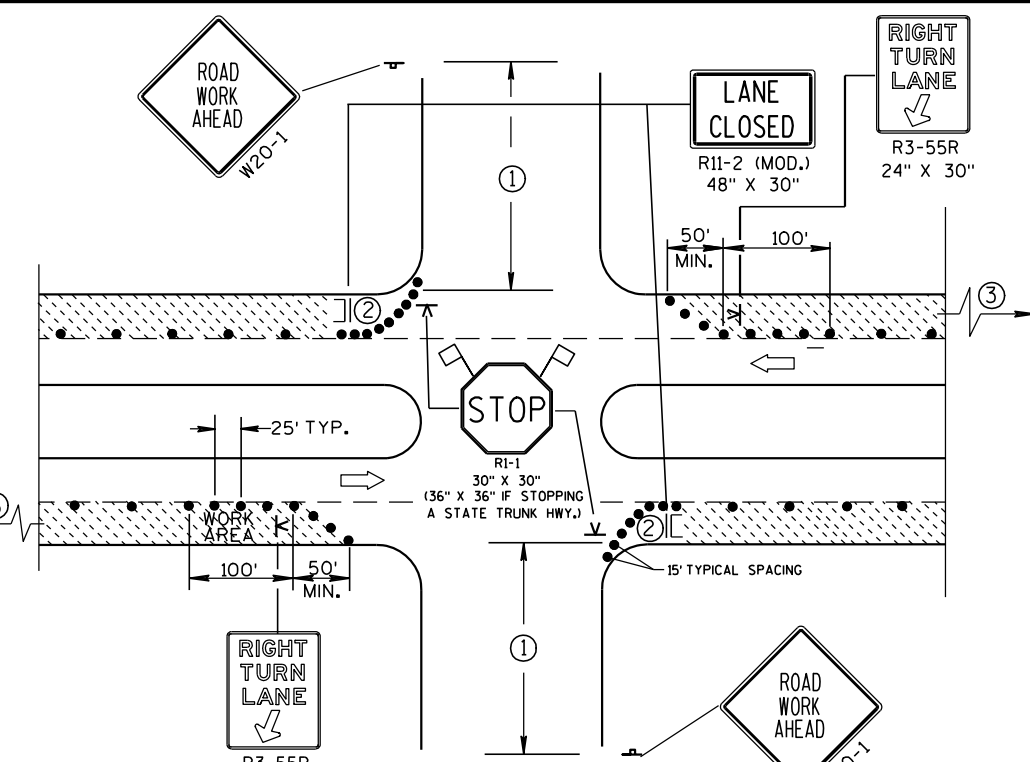
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5/23/00 /S/ Chester J. Spang  
DATE CHIEF SIGNS AND MARKING ENGINEER  
FHWA



DETAIL A  
FOR LEFT LANE CLOSURE AT  
INTERSECTION OR MEDIAN OPENING

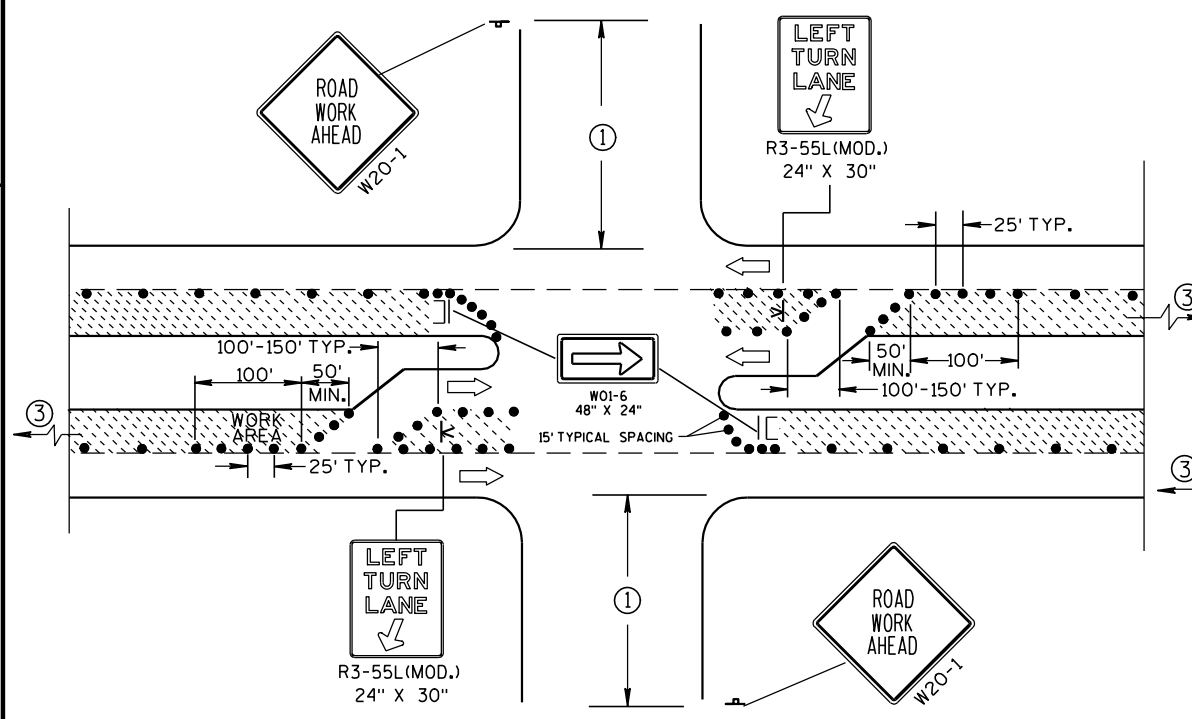
PROVIDE TURN LANES AT  
INTERSECTIONS WHENEVER  
STAGING OF WORK ALLOWS.  
TAPER AND TURN LANE  
LENGTHS BASED ON FIELD  
CONDITIONS AS APPROVED  
BY THE ENGINEER.



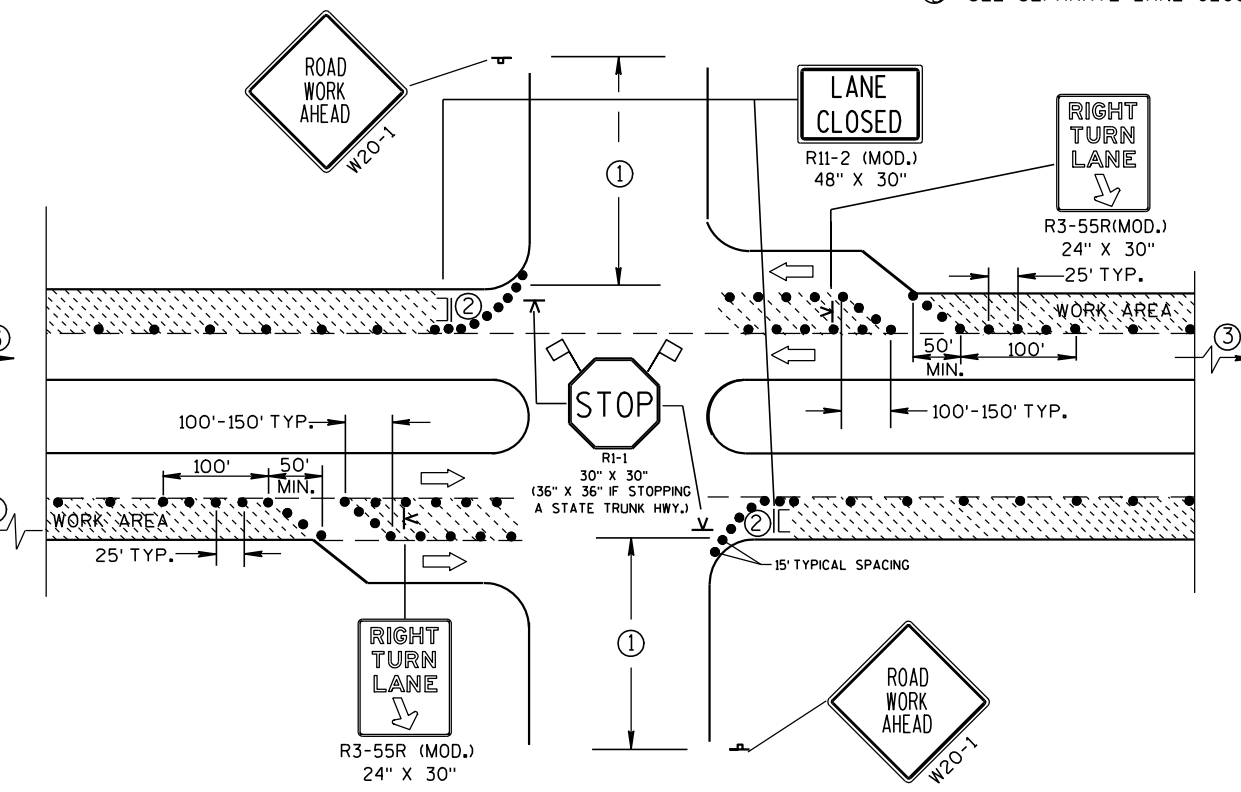
DETAIL B  
FOR RIGHT LANE CLOSURE  
AT INTERSECTION

GENERAL NOTES

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- 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 DISTRICT TRAFFIC UNIT.
- "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.
- BARRICADES IN A CLOSED LANE 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.
- 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' TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.
  - ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.



DETAIL C  
FOR LEFT LANE CLOSURE AT INTERSECTION OR  
MEDIAN OPENING (WITH LEFT TURN BAY OPEN)



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

LEGEND

- DRUM
- ⌞ POST MOUNTED SIGN
- K SIGN ON PORTABLE SUPPORT (5' MIN. MOUNTING HEIGHT)
- || TYPE III BARRICADE (8' EQUIVALENT) AND WARNING LIGHT, TYPE A (FLASHING) WITH SIGN
- ➡ DIRECTION OF TRAFFIC FLOW
- 🚩 FLAGS, 16" X 16" MIN., ORANGE

TRAFFIC CONTROL,  
INTERSECTION WITHIN  
SINGLE LANE CLOSURE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
5/23/00 /S/ Chester J. Spang  
DATE CHIEF SIGNS AND MARKING ENGINEER  
FHWA



## *Wisconsin Department of Transportation*

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