

GRE

MAY 2014

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT

REGION WIDE DECK SEALING-STH/USH  
VARIOUS LOCATIONS-STH/USH  
VARIOUS HIGHWAYS  
NORTHEAST REGION WIDE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-33-11		

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.	5	Plan
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans

TOTAL SHEETS = 24



STATE PROJECT NUMBER
1009-33-11

GENERAL NOTES

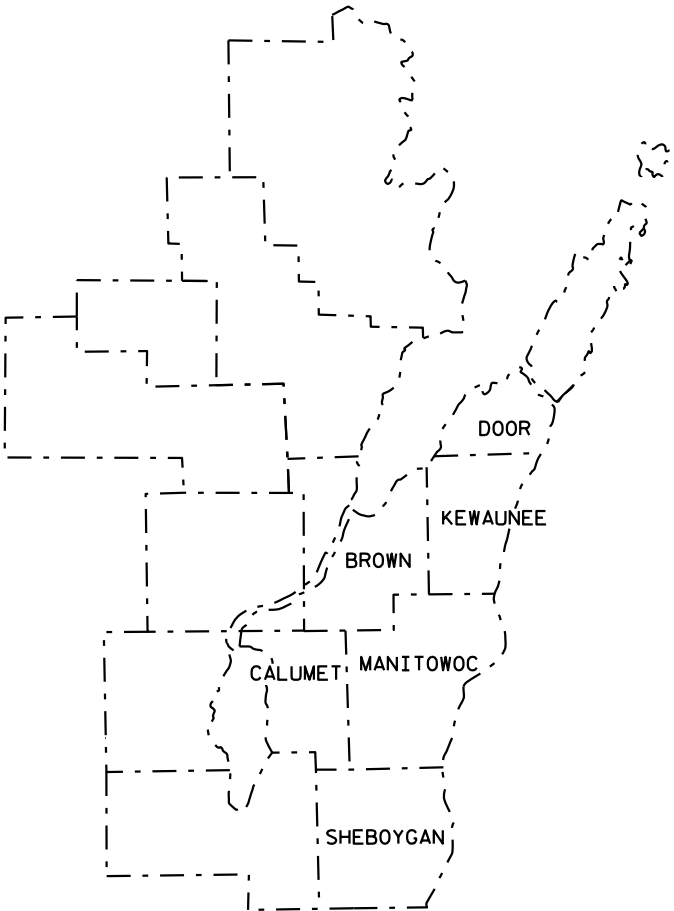
THERE ARE NO UTILITY ADJUSTMENTS NECESSARY TO ACCOMMODATE  
THE WORK UNDER THIS PROJECT.

DESIGN DESIGNATION

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

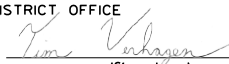
CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
REFERENCE LINE	
COMBUSTIBLE FLUIDS	
UTILITIES	
ELECTRIC	— E —
FIBER OPTIC	— FO —
GAS	— G —
SANITARY SEWER	— SAN —
STORM SEWER	— SS —
TELEPHONE	— T —
WATER	— W —
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



LAYOUT  
SCALE 0 20 MI.





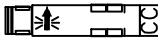


TOTAL NET LENGTH OF CENTERLINE = 0.000 MI.

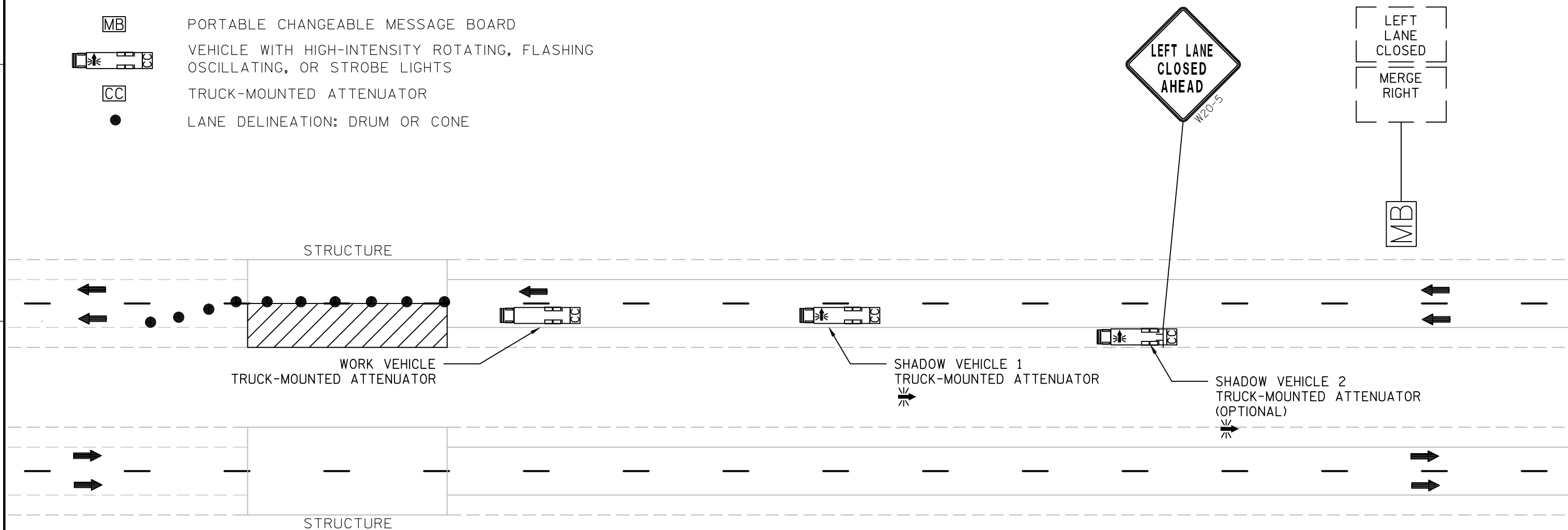
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____
Designer	M JANKE
Project Manager	T VERHAGEN
District Examiner	_____
District Supervisor	J THOMPSON
C.O. Examiner	_____
APPROVED FOR DISTRICT OFFICE	
DATE: 1/29/14	 (Signature)

E



## LEGEND

-  FLASHING ARROW BOARD  
 WORK AREA  
 DIRECTION OF TRAFFIC  
 PORTABLE CHANGEABLE MESSAGE BOARD  
 VEHICLE WITH HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS  
 TRUCK-MOUNTED ATTENUATOR  
 LANE DELINEATION: DRUM OR CONE

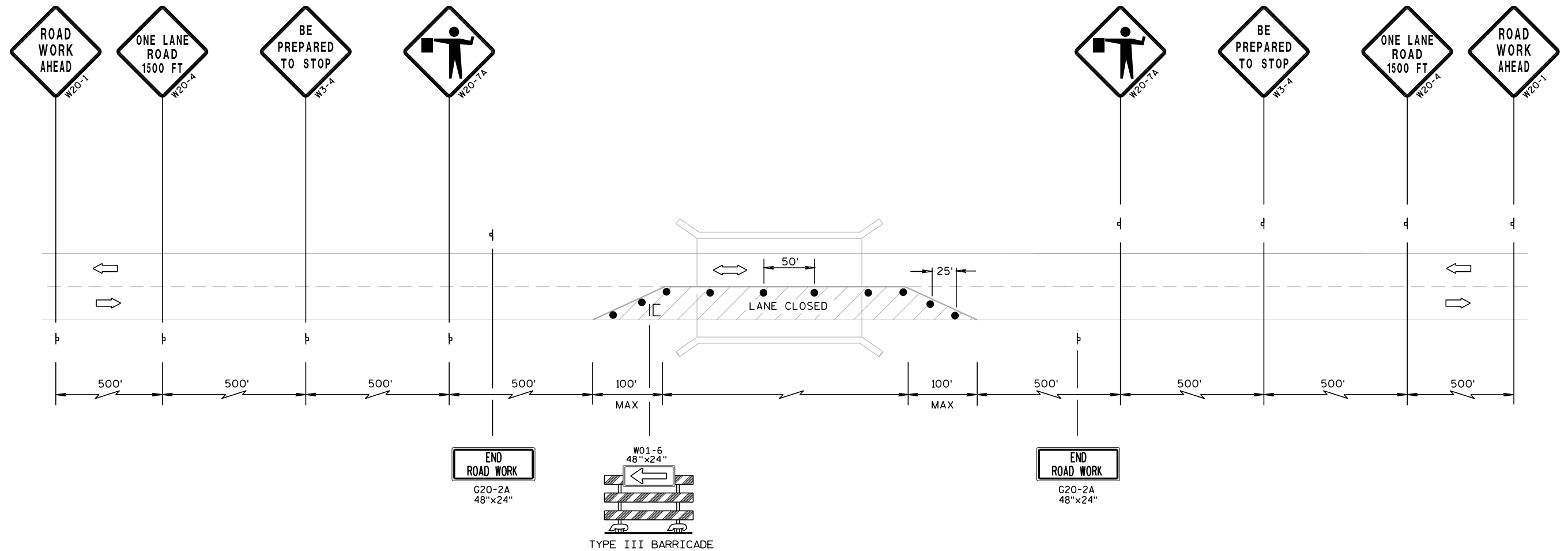
STANDARD

- ARROW BOARDS SHALL, AS A MINIMUM BE TYPE B, WITH A SIZE OF 60 X 30 INCHES
- VEHICLE-MOUNTED SIGNS SHALL BE MOUNTED IN A MANNER SUCH THAT THEY ARE NOT OBSTRUCTED BY EQUIPMENT OR SUPPLIES. SIGN LEGENDS ON VEHICLE-MOUNTED SIGNS SHALL BE COVERED OR TURNED FROM VEHICLE WHEN WORK IS NOT IN PROGRESS.
- SHADOW AND WORK VEHICLES SHALL DISPLAY HIGH-INTENSITY ROTATING, FLASHING, OSCILLATING, OR STROBE LIGHTS.
- AN ARROW BOARD SHALL BE USED WHEN A FREEWAY LANE IS CLOSED. WHEN MORE THAN ONE FREEWAY LANE IS CLOSED, A SEPARATE ARROW BOARD SHALL BE USED FOR EACH CLOSED LANE.

GENERAL

- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE LANE CLOSURE IS TYPICAL FOR CLOSING LEFT LANE - REVERSE FOR CLOSING RIGHT LANE.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE VEHICLES FOR A MINIMUM 1500 FEET IN FRONT OF SHADOW VEHICLE 1.
- MULTIPLE PCMS MAY BE NECESSARY BASED ON ROADWAY GEOMETRICS AND LOCATION OF ENTRANCE RAMP OR SIDE ROADS.





#### TRAFFIC CONTROL 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.

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 DRUM SPACING MAY BE DECREASED TO 50 FEET.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

#### TYPICAL LANE CLOSURE

#### LEGEND

- TEMPORARY MOUNTED SIGN
- TYPE III BARRICADE WITH SIGN
- DRUM
- DIRECTION OF TRAFFIC FLOW



**TRAFFIC CONTROL NOTES**

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL FLAGGERS) 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 SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

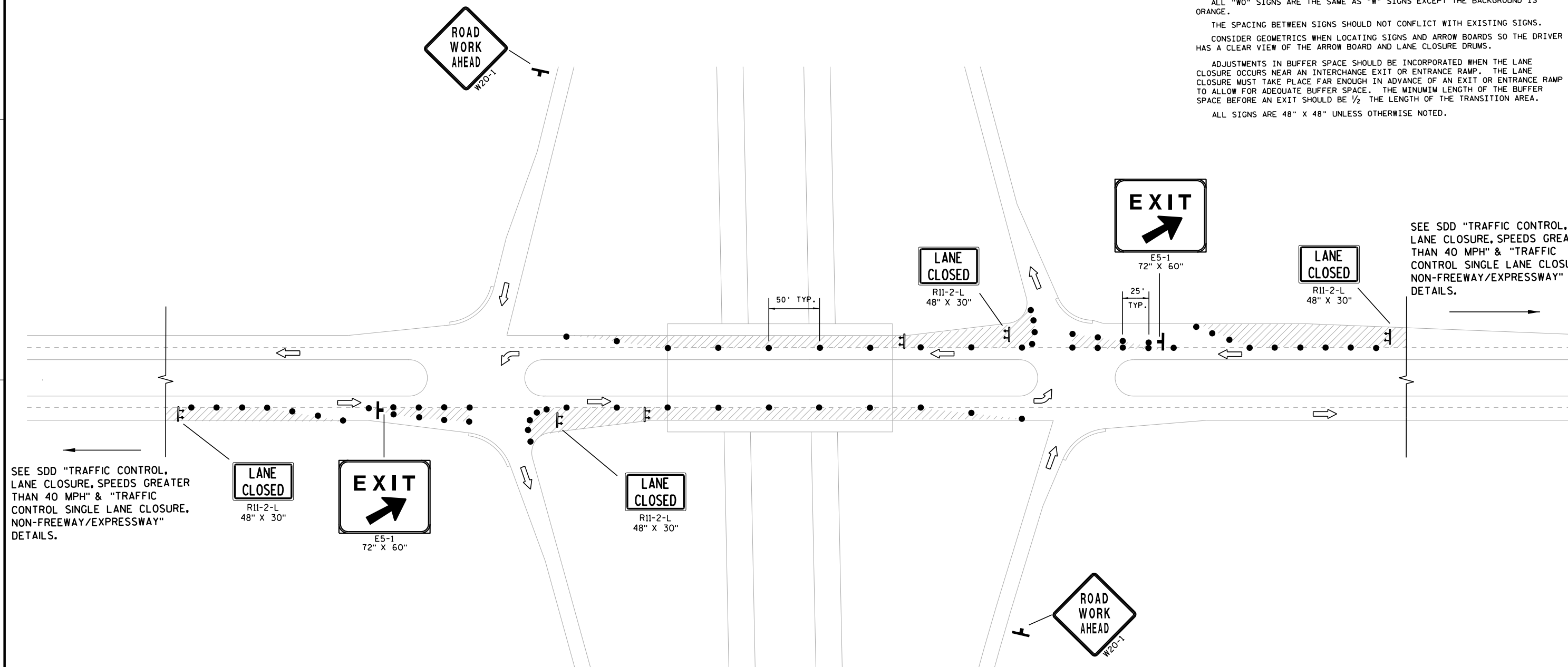
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD NOT CONFLICT WITH EXISTING SIGNS.

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

ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD BE  $\frac{1}{2}$  THE LENGTH OF THE TRANSITION AREA.

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



TYPICAL LANE CLOSURE AT ADJACENT RAMP TERMINAL (A)

**LEGEND**

- LANE CLOSURE/WORK AREA
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE
- DRUM



TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL FLAGGERS) 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 SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

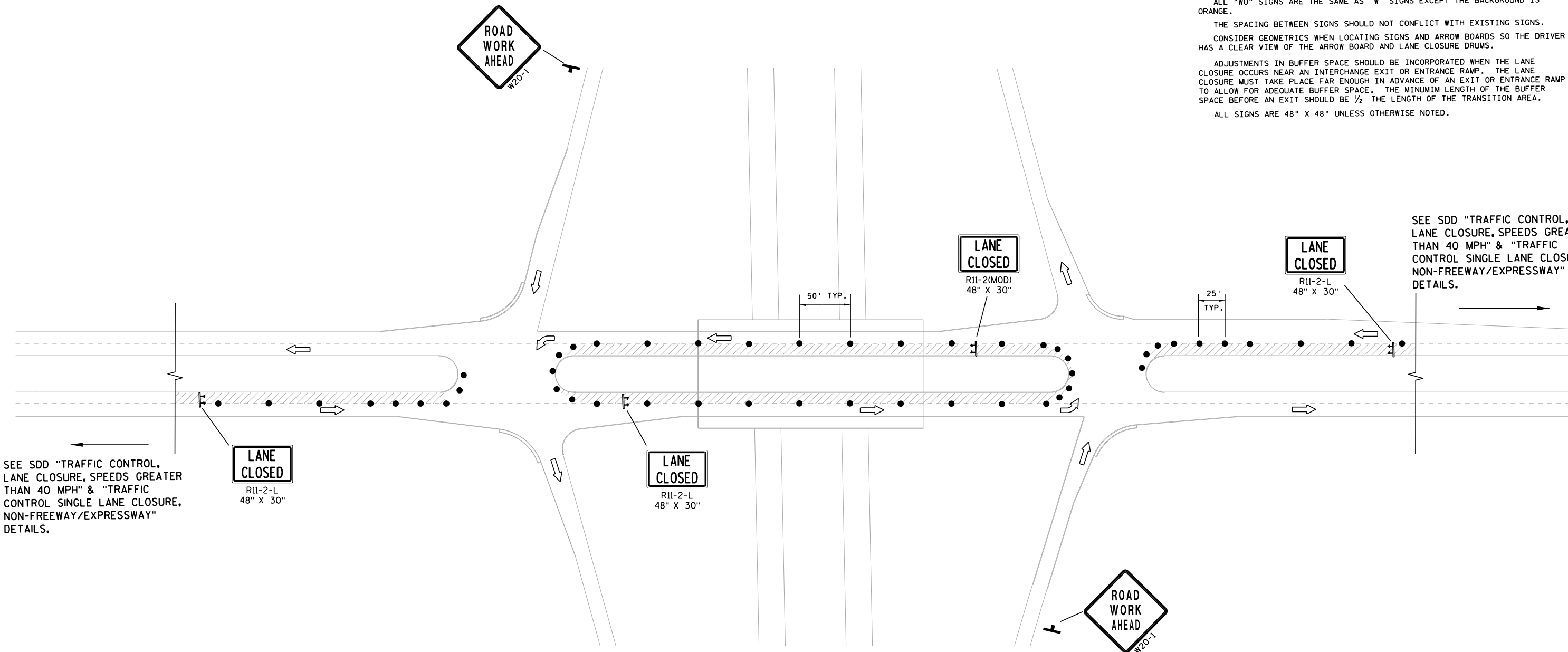
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD NOT CONFLICT WITH EXISTING SIGNS.

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

ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA.

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



SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 MPH" & "TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" DETAILS.

SEE SDD "TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 MPH" & "TRAFFIC CONTROL SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY" DETAILS.

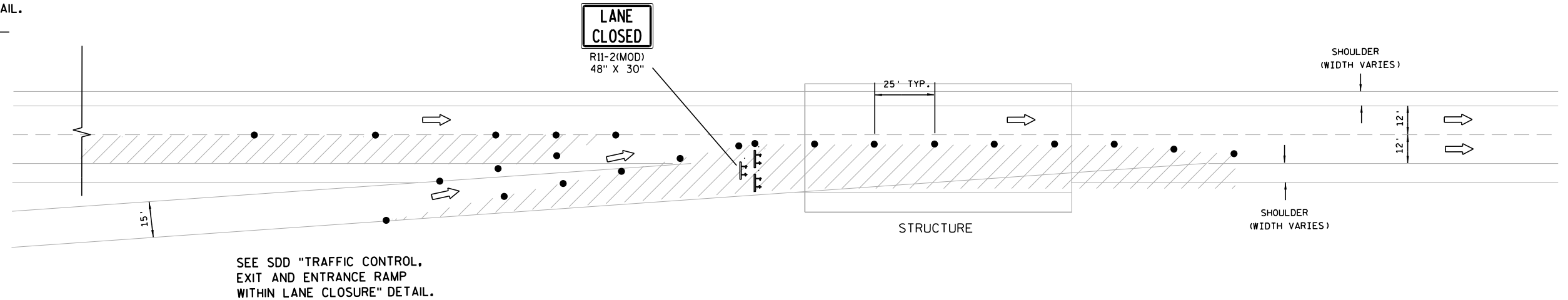
TYPICAL LANE CLOSURE AT ADJACENT RAMP TERMINAL (B)

LEGEND

- LANE CLOSURE/WORK AREA
- DIRECTION OF TRAFFIC FLOW
- SIGN ON PORTABLE OR PERMANENT SUPPORT
- TYPE III BARRICADE
- DRUM

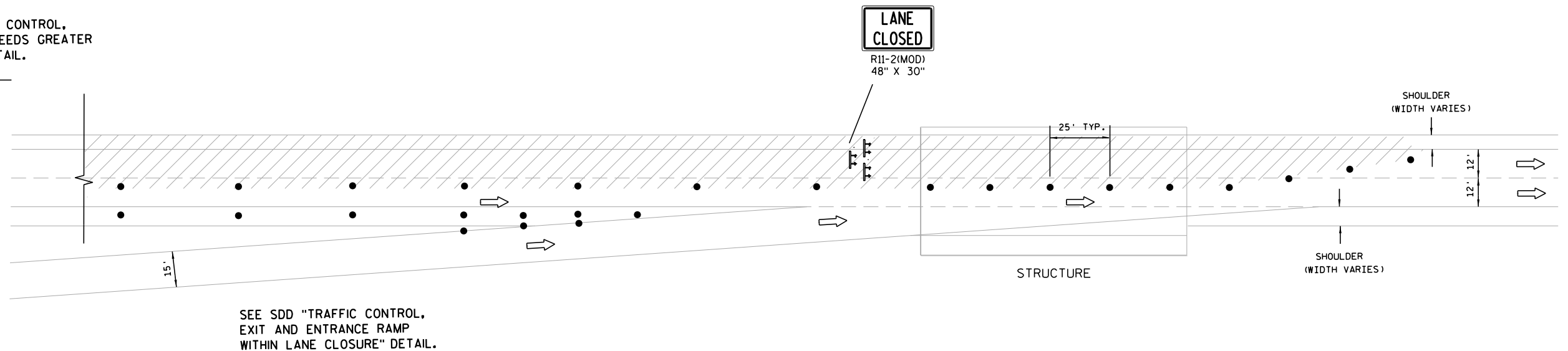


SEE SDD "TRAFFIC CONTROL,  
LANE CLOSURE, SPEEDS GREATER  
THAN 40 MPH" DETAIL.



STAGE A

SEE SDD "TRAFFIC CONTROL,  
LANE CLOSURE, SPEEDS GREATER  
THAN 40 MPH" DETAIL.



STAGE B

TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL FLAGGERS) 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 SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

ALL "W0" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD NOT CONFLICT WITH EXISTING SIGNS.

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

ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA.

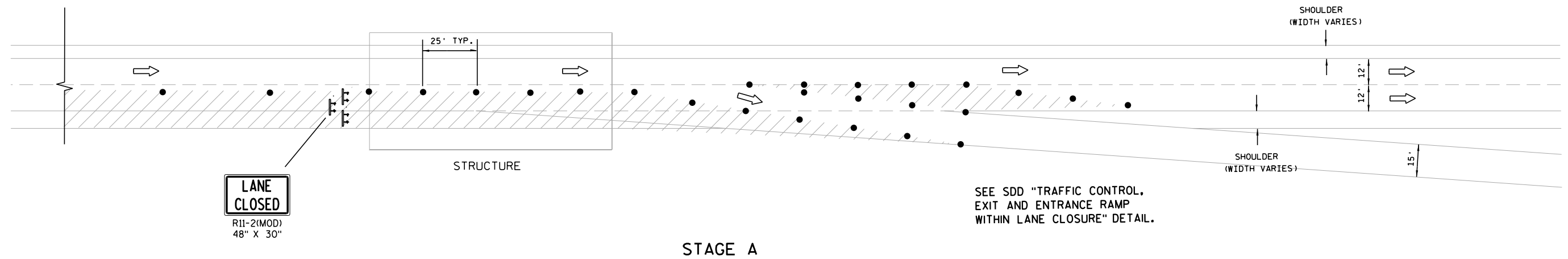
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

TYPICAL LANE CLOSURE AT ADJACENT ENTRANCE RAMP

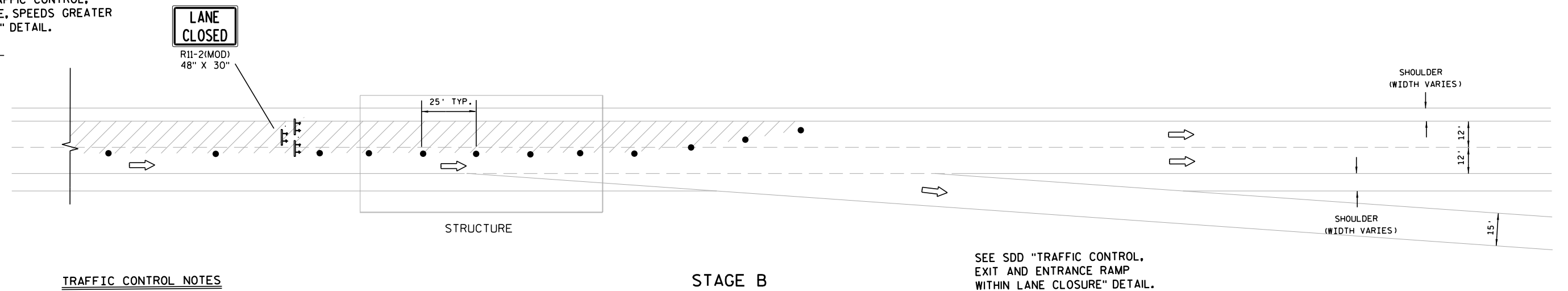
LEGEND	
	LANE CLOSURE/WORK AREA
	DIRECTION OF TRAFFIC FLOW
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	TYPE III BARRICADE
	DRUM



SEE SDD "TRAFFIC CONTROL,  
LANE CLOSURE, SPEEDS GREATER  
THAN 40 MPH" DETAIL.



SEE SDD "TRAFFIC CONTROL,  
LANE CLOSURE, SPEEDS GREATER  
THAN 40 MPH" DETAIL.



#### TRAFFIC CONTROL NOTES

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL FLAGGERS) 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 SIGNING IN THE VICINITY, SHALL BE COVERED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

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

THE SPACING BETWEEN SIGNS SHOULD NOT CONFLICT WITH EXISTING SIGNS.

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

ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA.

ALL SIGNS ARE 48\"

#### TYPICAL LANE CLOSURE AT ADJACENT EXIT RAMP

LEGEND	
	LANE CLOSURE/WORK AREA
	DIRECTION OF TRAFFIC FLOW
	SIGN ON PORTABLE OR PERMANENT SUPPORT
	TYPE III BARRICADE
	DRUM



DATE 13MAR14			E S T I M A T E O F Q U A N T I T I E S			
LINE			1009-33-11			
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY	
0010	502.3215.S	PROTECTIVE SURFACE TREATMENT RESEAL	SY	185,756.000	185,756.000	
0020	619.1000	MOBILIZATION	EACH	1.000	1.000	
0030	643.0100	TRAFFIC CONTROL (PROJECT) 1. 1009-33-11	EACH	1.000	1.000	
0040	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	70.000	70.000	



PROTECTIVE SURFACE TREATMENT - BROWN COUNTY

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-05-0041	WEQUIOCK CREEK	STH 57 SB	BROWN	27.9	22.9	0.0	136.4	159.3	11	
B-05-0043	CMST R/R	STH 57	BROWN	188.6	155.1	0.0	628.7	783.7	3	
B-05-0052	STH 32	STH 57	BROWN	241.5	198.6	0.0	678.9	877.5	6	
B-05-0074	EAST RIVER	STH 57	BROWN	81.8	67.3	0.0	399.9	467.2	3	
B-05-0187	GLENMORE ROAD	IH 43 NB	BROWN	137.1	112.7	0.0	609.3	722.1	8	
B-05-0188	GLENMORE ROAD	IH 43 SB	BROWN	137.1	112.7	0.0	609.3	722.1	8	
B-05-0194	ALLOUEZ AVENUE	IH 43	BROWN	443.8	256.4	0.0	1,775.2	2,031.6	4	
B-05-0198	CTH JJ	IH 43	BROWN	307.2	215.0	768.0	1,945.6	2,928.6	6	
B-05-0201	GREENBRIER DRIVE	IH 43	BROWN	288.1	166.5	416.1	1,408.5	1,991.1	3	
B-05-0205	BAIRDS CREEK	IH 43 SB	BROWN	333.4	274.1	0.0	1,481.8	1,755.9	7	
B-05-0206	BAIRDS CREEK	IH 43 NB	BROWN	322.5	265.2	0.0	1,433.3	1,698.5	7	
B-05-0207	HUMBOLDT ROAD	IH 43	BROWN	378.8	218.9	484.0	2,020.3	2,723.2	4	
B-05-0226	ATKINSON DRIVE	IH 43	BROWN	261.1	182.8	674.5	1,668.1	2,525.4	12	
B-05-0227	MILITARY AVE	IH 43	BROWN	217.2	152.0	138.8	1,098.1	1,388.9	4	
B-05-0234	COOPERSTOWN ROAD	IH 43	BROWN	290.0	238.4	0.0	966.7	1,205.1	10	
B-05-0242	LANGES CORNERS ROAD	IH 43	BROWN	259.3	213.2	0.0	979.6	1,192.8	10	
B-05-0246	PINE GROVE ROAD	IH 43 NB	BROWN	141.3	116.2	0.0	628.0	744.2	8	
B-05-0247	SHADOW LANE	IH 43	BROWN	150.4	123.7	0.0	668.4	792.1	8	
B-05-0248	SHADOW LANE	IH 43 NB	BROWN	171.4	140.9	0.0	761.8	902.7	8	
B-05-0254	NORTH ROAD	IH 43	BROWN	243.6	200.3	0.0	812.0	1,012.3	10	
B-05-0262	EAST RIVER	STH 57	BROWN	41.8	0.0	0.0	185.8	185.8	9	
B-05-0274	BR. EAST RIVER	STH 96	BROWN	22.6	0.0	0.0	100.4	100.4	10	
B-05-0321	STH 54	STH 57	BROWN	177.0	145.5	0.0	774.9	920.4	5	
B-05-0323	STH 54	STH 57 NB	BROWN	177.0	145.5	0.0	774.9	920.4	5	
B-05-0339	FOX RIVER	STH 32	BROWN	1,674.0	0.0	4,339.4	10,788.0	15,127.4	5	
B-05-0348	WEQUIOCK CREEK	STH 57 NB	BROWN	31.2	25.7	0.0	138.7	164.3	11	
B-05-0353	CTH P/CTH DK	STH 57	BROWN	229.9	334.6	434.3	1,481.6	2,250.5	9	
B-05-0360	BAY SETTLEMENT ROAD	STH 57	BROWN	259.8	219.4	1,004.6	1,789.7	3,013.7	12	

\* SURFACE AREA (INSIDE FACE)

BROWN COUNTY TOTAL49,307

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES



PROTECTIVE SURFACE TREATMENT - CALUMET COUNTY

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-08-0009	CMSTPP R/R	STH 32 - STH 57	CALUMET	218.8	175.0	0.0	1,069.7	1,244.7	9	
B-08-0013	PINE CREEK	STH 151	CALUMET	73.7	60.6	0.0	327.6	388.2	10	
B-08-0014	KILLSNAKE RIVER	STH 32/57	CALUMET	110.6	90.9	0.0	491.6	582.5	10	
B-08-0018	N. BR. MANITOWOC	STH 32/57	CALUMET	71.8	0.0	0.0	351.0	351.0	10	
B-08-0031	USH 10	STH 114	CALUMET	268.8	221.0	0.0	806.4	1,027.4	6	
B-08-0038	STONEY BROOK CREEK	STH 151	CALUMET	32.7	0.0	0.0	130.8	130.8	10	

\* SURFACE AREA (INSIDE FACE)

CALUMET COUNTY TOTAL3,725

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES

PROTECTIVE SURFACE TREATMENT - DOOR COUNTY

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-15-0005	GREEN BAY ROAD	STH 42 SB - STH 57 SB	DOOR	109.5	90.0	0.0	456.3	546.3	12	
B-15-0006	GREEN BAY ROAD	STH 42 NB - STH 57 NB	DOOR	109.5	90.0	0.0	456.3	546.3	12	
B-15-0016	AHNAPEE RIVER	STH 57 SB	DOOR	59.0	48.5	0.0	262.2	310.7	11	
B-15-0017	AHNAPEE RIVER	STH 57 NB	DOOR	70.1	57.6	0.0	311.6	369.2	11	
B-15-0021	RENARD CREEK	STH 57 NB	DOOR	42.5	0.0	0.0	188.9	188.9	11	
B-15-0022	RENARD CREEK	STH 57 SB	DOOR	42.5	0.0	0.0	188.9	188.9	11	
B-15-0023-01	STURGEON BAY	MAPLE/OREGON STREET	DOOR	463.8	378.3	343.7	1,855.2	2,577.2	2	
B-15-0023-02	STURGEON BAY	MAPLE/OREGON STREET	DOOR	308.0	0.0	262.5	1,232.0	1,494.5	2	
B-15-0023-03	STURGEON BAY	MAPLE/OREGON STREET	DOOR	277.8	226.6	205.9	1,111.2	1,543.6	2	
B-15-0100-01	STURGEON BAY	MICHIGAN STREET	DOOR	150.0	308.3	116.7	566.7	991.7	2	
B-15-0100-02	STURGEON BAY	MICHIGAN STREET	DOOR	291.6	0.0	207.4	777.6	985.0	2	
B-15-0100-03	STURGEON BAY	MICHIGAN STREET	DOOR	161.5	0.0	0.0	430.7	430.7	2	
B-15-0100-04	STURGEON BAY	MICHIGAN STREET	DOOR	809.6	0.0	341.8	2,158.9	2,500.8	2	

\* SURFACE AREA (INSIDE FACE)

DOOR COUNTY TOTAL12,674

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES



PROTECTIVE SURFACE TREATMENT - KEWAUNEE COUNTY

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-31-0023	KEWAUNEE RIVER	STH 42	KEWAUNEE	622.7	256.0	456.6	2,490.8	3,203.4	3	
B-31-0051	SCHOOL CREEK	STH 54	KEWAUNEE	69.8	0.0	0.0	341.2	341.2	10	
B-31-0067	KROK CREEK	STH 29	KEWAUNEE	38.7	0.0	0.0	186.2	186.2	10	
B-31-0071	KEWAUNEE RIVER	STH 54	KEWAUNEE	184.2	151.5	0.0	900.5	1,052.0	10	
B-31-0086	CTH S	STH 57	KEWAUNEE	223.8	184.0	182.3	895.2	1,261.5	10	

\* SURFACE AREA (INSIDE FACE)

KEWAUNEE COUNTY TOTAL 6,044

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES

PROTECTIVE SURFACE TREATMENT - MANITOWOC COUNTY

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-36-0011	SHEBOYGAN RIVER	STH 32 NB	MANITOWOC	81.0	66.6	0.0	360.0	426.6	11	
B-36-0026	SILVER CREEK	USH 151	MANITOWOC	45.5	0.0	0.0	222.4	222.4	9	
B-36-0037	SOUTH CLEVELAND ROAD	IH 43	MANITOWOC	219.2	180.2	0.0	828.1	1,008.3	10	
B-36-0039	CTH XX	IH 43	MANITOWOC	262.2	215.6	203.9	1,806.3	2,225.8	10	
B-36-0043	FISCHER CREEK ROAD	IH 43	MANITOWOC	303.2	249.3	0.0	1,010.7	1,260.0	10	
B-36-0045	CTH X	IH 43	MANITOWOC	347.2	285.5	0.0	1,311.6	1,597.1	10	
B-36-0046	POINT CREEK	IH 43	MANITOWOC	345.7	284.2	0.0	1,152.3	1,436.6	10	
B-36-0059	SILVER CREEK ROAD	IH 43	MANITOWOC	221.7	182.3	0.0	788.3	970.6	10	
B-36-0062	VIEBAHN STREET (CTH CL)	IH 43	MANITOWOC	260.3	214.0	0.0	983.4	1,197.4	10	
B-36-0063	IH 43	USH 151	MANITOWOC	300.4	247.0	233.6	2,737.0	3,217.6	5	
B-36-0067	SOO LINE R/R	IH 43 SB - STH 42 SB	MANITOWOC	155.6	127.9	0.0	691.6	819.5	8	
B-36-0069	MIDDLE ROAD	IH 43	MANITOWOC	249.2	204.9	0.0	830.7	1,035.6	9	
B-36-0072	MANITOWOC RIVER	IH 43 SB	MANITOWOC	503.7	414.2	0.0	2,238.7	2,652.8	8	
B-36-0073	MANITOWOC RIVER	IH 43 NB	MANITOWOC	503.7	414.2	0.0	2,238.7	2,652.8	8	
B-36-0074	COUNTY LINE ROAD	IH 43	MANITOWOC	228.2	187.6	0.0	760.7	948.3	9	
B-36-0075	CEDAR RIVER	STH 67	MANITOWOC	42.6	0.0	0.0	160.9	160.9	9	
B-36-0077	STH 310	IH 43 SB	MANITOWOC	246.1	202.3	0.0	1,093.8	1,296.1	8	
B-36-0078	STH 310	IH 43 NB	MANITOWOC	246.1	202.3	0.0	1,093.8	1,296.1	8	
B-36-0079	ROCKWOOD ROAD	IH 43	MANITOWOC	249.2	204.9	0.0	830.7	1,035.6	10	
B-36-0083	HIDDEN VALLEY ROAD	IH 43	MANITOWOC	222.7	183.1	0.0	742.3	925.4	10	
B-36-0084	POLIFKA ROAD	IH 43	MANITOWOC	386.7	318.0	0.0	1,289.0	1,607.0	10	
B-36-0085	CTH P	IH 43	MANITOWOC	246.8	202.9	0.0	1,096.9	1,299.8	10	
B-36-0086	CTH K	IH 43 SB	MANITOWOC	215.1	176.9	0.0	956.0	1,132.9	8	
B-36-0087	CTH K	IH 43 NB	MANITOWOC	215.1	176.9	0.0	956.0	1,132.9	8	

\* SURFACE AREA (INSIDE FACE)

MANITOWOC COUNTY SUBTOTAL 31,558

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES



PROTECTIVE SURFACE TREATMENT - MANITOWOC COUNTY (CONTINUED)

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-36-0088	FISCHERVILLE ROAD	IH 43	MANITOWOC	234.8	193.1	0.0	782.7	975.7	10	
B-36-0089	ZANDER ROAD	IH 43	MANITOWOC	344.2	283.0	0.0	1,162.6	1,445.6	10	
B-36-0090	GREEN STREET ROAD	IH 43	MANITOWOC	253.7	208.6	0.0	845.7	1,054.3	10	
B-36-0091	CNW R/R	IH 43 SB	MANITOWOC	219.2	180.2	0.0	974.2	1,154.5	8	
B-36-0092	CNW R/R	IH 43 NB	MANITOWOC	219.2	180.2	0.0	974.2	1,154.5	8	
B-36-0093	CTH Z/STH 147	IH 43 SB	MANITOWOC	163.8	134.7	0.0	728.0	862.7	8	
B-36-0094	CTH Z/STH 147	IH 43 NB	MANITOWOC	163.8	134.7	0.0	728.0	862.7	8	
B-36-0095	SCHLEY ROAD	IH 43 SB	MANITOWOC	127.6	104.9	0.0	567.1	672.0	8	
B-36-0096	SCHLEY ROAD	IH 43 NB	MANITOWOC	127.6	104.9	0.0	567.1	672.0	8	
B-36-0097	DEVILS RIVER	IH 43 SB	MANITOWOC	116.2	95.5	0.0	516.4	612.0	8	
B-36-0098	DEVILS RIVER	IH 43 NB	MANITOWOC	116.2	95.5	0.0	516.4	612.0	8	
B-36-0099	ROSECRANS ROAD	IH 43 NB	MANITOWOC	128.7	105.8	0.0	572.0	677.8	8	
B-36-0100	ROSECRANS ROAD	IH 43 SB	MANITOWOC	121.5	99.9	0.0	734.4	834.3	8	
B-36-0101	CNW R/R	IH 43 SB	MANITOWOC	192.3	158.1	0.0	854.7	1,012.8	8	
B-36-0102	CNW R/R	IH 43 NB	MANITOWOC	167.6	137.8	0.0	893.9	1,031.7	8	
B-36-0103	CTH T	IH 43 SB	MANITOWOC	132.7	109.1	0.0	589.8	698.9	8	
B-36-0104	CTH T	IH 43 NB	MANITOWOC	124.7	102.5	0.0	554.2	656.8	8	
B-36-0109	EAST TWIN RIVER	STH 147	MANITOWOC	147.2	0.0	0.0	654.2	654.2	9	
B-36-0112	MANITOWOC RIVER	USH 10 W - STH 42 S	MANITOWOC	268.0	187.6	290.3	833.8	1,311.7	1	
B-36-0113	MANITOWOC RIVER	USH 10 E - STH 42 N	MANITOWOC	268.0	187.6	290.3	833.8	1,311.7	1	
B-36-0114	WHITEWATER DRIVE	USH 10 W - STH 42 S	MANITOWOC	128.0	89.6	138.7	398.2	626.5	1	
B-36-0115	WHITEWATER DRIVE	USH 10 E - STH 42 N	MANITOWOC	128.0	89.6	138.7	398.2	626.5	1	
B-36-0123	E TWIN RIVER	STH 147	MANITOWOC	108.8	62.9	145.1	531.9	739.8	9	
B-36-0132	SHEBOYGAN RIVER	STH 67	MANITOWOC	93.5	65.5	57.1	457.1	579.7	9	
B-36-0135	WEST TWIN RIVER	STH 147	MANITOWOC	212.7	174.9	0.0	850.8	1,025.7	9	
B-36-0137	SHEBOYGAN RIVER	STH 32 SB	MANITOWOC	81.8	67.3	0.0	363.6	430.8	11	
B-36-0180	TRIB TO MEEME CREEK	STH 42	MANITOWOC	340.7	0.0	0.0	1,665.6	1,665.6	9	
B-36-0181	TRIB TO POINT CREEK	STH 42	MANITOWOC	40.0	0.0	0.0	195.6	195.6	9	
B-36-0210	CEDAR CREEK	USH 151	MANITOWOC	55.8	0.0	0.0	248.0	248.0	9	
B-36-0211	MUD CREEK	USH 151	MANITOWOC	73.4	0.0	0.0	350.7	350.7	9	

\* SURFACE AREA (INSIDE FACE)  
\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES

MANITOWOC COUNTY SUBTOTAL 24,757  
MANITOWOC COUNTY TOTAL 56,315



PROTECTIVE SURFACE TREATMENT - SHEBOYGAN COUNTY

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-59-0018	PIGEON RIVER	IH 43 SB	SHEBOYGAN	145.2	118.4	0.0	629.2	747.6	1	
B-59-0019	SHEBOYGAN RIVER	IH 43 NB	SHEBOYGAN	199.4	162.6	0.0	963.8	1,126.4	1	
B-59-0025	STH 42	IH 43 SB	SHEBOYGAN	200.7	163.7	0.0	869.7	1,033.4	1	
B-59-0027	ONION RIVER	STH 32	SHEBOYGAN	109.8	90.3	0.0	439.2	529.5	9	
B-59-0028	STH 28	IH 43 NB	SHEBOYGAN	183.6	151.0	0.0	816.0	967.0	1	
B-59-0029	CNW R/R	IH 43 NB	SHEBOYGAN	188.6	153.8	0.0	817.3	971.1	1	
B-59-0034	CTH EE	IH 43 NB	SHEBOYGAN	98.2	80.1	0.0	425.5	505.6	1	
B-59-0035	CTH V	IH 43 NB	SHEBOYGAN	153.8	125.4	0.0	666.5	791.9	1	
B-59-0037	CTH V	IH 43 SB	SHEBOYGAN	154.3	125.8	0.0	668.6	794.5	1	
B-59-0038	SMIES ROAD	IH 43 SB	SHEBOYGAN	125.9	102.7	0.0	559.6	662.2	1	
B-59-0039	SMIES ROAD	IH 43 NB	SHEBOYGAN	125.9	103.5	0.0	559.6	663.1	1	
B-59-0040	DEWITT ROAD	IH 43 SB	SHEBOYGAN	128.3	106.9	0.0	570.2	677.1	1	
B-59-0041	DEWITT ROAD	IH 43 NB	SHEBOYGAN	128.3	106.9	0.0	570.2	677.1	1	
B-59-0042	CTH AA	IH 43 SB	SHEBOYGAN	158.7	132.3	0.0	705.3	837.6	1	
B-59-0043	CTH AA	IH 43 NB	SHEBOYGAN	158.7	132.3	0.0	705.3	837.6	1	
B-59-0044	CTH KK	IH 43	SHEBOYGAN	266.2	218.9	0.0	1,020.4	1,239.3	10	
B-59-0045	WILSON - LIMA RD	IH 43 SB	SHEBOYGAN	116.0	96.7	0.0	515.6	612.2	1	
B-59-0046	WILSON - LIMA RD	IH 43 NB	SHEBOYGAN	116.0	96.7	0.0	515.6	612.2	1	
B-59-0051	CTH EE	IH 43 SB	SHEBOYGAN	98.0	81.7	0.0	430.1	511.8	1	
B-59-0052	CNW R/R	IH 43 SB	SHEBOYGAN	187.3	156.1	0.0	822.0	978.1	1	
B-59-0053	STH 28	IH 43 SB	SHEBOYGAN	183.6	151.0	0.0	816.0	967.0	1	
B-59-0054	SHEBOYGAN RIVER	IH 43 SB	SHEBOYGAN	199.6	1,663.3	0.0	1,177.6	2,841.0	1	
B-59-0057	PIGEON RIVER	IH 43 NB	SHEBOYGAN	145.4	121.2	0.0	646.2	767.4	1	
B-59-0059	STH 42	IH 43 NB	SHEBOYGAN	191.6	159.7	0.0	851.6	1,011.2	1	

\* SURFACE AREA (INSIDE FACE)

SHEBOYGAN COUNTY SUBTOTAL21,362

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES



PROTECTIVE SURFACE TREATMENT - SHEBOYGAN COUNTY (CONTINUED)

BRIDGE NUMBER	BRIDGE NAME	ROUTE	COUNTY	LENGTH	* PARAPETS	CONCRETE MEDIAN & SIDEWALKS	DECK	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL SY	** TRAFFIC RESTRICTIONS	REMARKS
B-59-0062	AMSTERDAM ROAD	IH 43 NB - STH 42 NB	SHEBOYGAN	133.4	109.7	0.0	592.9	702.6	1	
B-59-0063	AMSTERDAM ROAD	IH 43 SB - STH 42 SB	SHEBOYGAN	133.4	109.7	0.0	592.9	702.6	1	
B-59-0066	PIGEON RIVER	STH 42	SHEBOYGAN	72.0	0.0	0.0	288.0	288.0	9	
B-59-0067	PLAYBIRD ROAD	IH 43	SHEBOYGAN	229.8	188.9	0.0	791.5	980.5	10	
B-59-0068	GARTON ROAD	IH 43	SHEBOYGAN	218.2	179.4	0.0	727.3	906.7	10	
B-59-0069	ROWE ROAD	IH 43	SHEBOYGAN	226.0	185.8	0.0	753.3	939.2	10	
B-59-0073	ORCHARD ROAD	IH 43	SHEBOYGAN	220.7	181.5	0.0	735.7	917.1	10	
B-59-0075	STH 23	RAMP IH 43 S TO STH 23	SHEBOYGAN	205.7	169.1	0.0	914.2	1,083.4	1	
B-59-0076	STH 23	IH 43 SB	SHEBOYGAN	205.7	169.1	0.0	914.2	1,083.4	1	
B-59-0077	STH 23	IH 43 NB	SHEBOYGAN	205.7	169.1	0.0	914.2	1,083.4	1	
B-59-0078	STH 23	RAMP IH 43 N TO STH 23	SHEBOYGAN	205.7	169.1	0.0	914.2	1,083.4	1	
B-59-0079	TAYLOR DRIVE	STH 23 WB - KOHLER DRIVE	SHEBOYGAN	161.6	132.9	0.0	682.3	815.2	11	
B-59-0081	WOODLAND ROAD	STH 23	SHEBOYGAN	225.3	185.2	0.0	851.1	1,036.4	11	
B-59-0082	RANGE LINE ROAD	STH 23	SHEBOYGAN	218.2	179.4	0.0	824.3	1,003.7	11	
B-59-0083	STH 32	STH 23 EB	SHEBOYGAN	169.9	139.7	0.0	755.1	894.8	11	
B-59-0084	STH 32	STH 23 WB	SHEBOYGAN	169.9	139.7	0.0	755.1	894.8	11	
B-59-0089	PIGEON RIVER	STH 32	SHEBOYGAN	125.7	103.4	0.0	614.5	717.9	9	
B-59-0091	STH 67 & MULLET RIVER	STH 23 EB	SHEBOYGAN	393.8	323.8	0.0	2,524.7	2,848.5	11	
B-59-0093	STH 57	STH 23 WB	SHEBOYGAN	258.9	212.9	0.0	1,150.7	1,363.5	11	
B-59-0097	SUNSET DRIVE & R/R	STH 23 EB	SHEBOYGAN	278.4	228.9	0.0	1,361.1	1,590.0	11	
B-59-0101	ONION RIVER	STH 28	SHEBOYGAN	224.6	184.7	0.0	1,098.0	1,282.7	11	
B-59-0103	TAYLOR DRIVE	STH 23 EB - KOHLER DRIVE	SHEBOYGAN	161.6	132.9	0.0	682.3	815.2	11	
B-59-0108	MULLET RIVER	STH 67	SHEBOYGAN	81.0	66.6	0.0	360.0	426.6	11	
B-59-0123	SHEBOYGAN RIVER	STH 23 WB	SHEBOYGAN	193.8	159.3	0.0	861.3	1,020.7	11	
B-59-0134	BR. PIGEON RIVER	STH 32	SHEBOYGAN	51.5	42.9	63.5	251.8	358.2	9	
B-59-0158	ONION RIVER	STH 57	SHEBOYGAN	59.8	0.0	0.0	265.8	265.8	11	
B-59-0179	CTH C	STH 23	SHEBOYGAN	273.8	225.1	714.9	2,068.7	3,008.8	6	
B-59-0180	SUNSET DRIVE & R/R	STH 23 WB	SHEBOYGAN	283.0	232.7	0.0	1,257.8	1,490.5	11	
B-59-0184	CTH O	IH 43 SB	SHEBOYGAN	132.5	108.9	0.0	736.1	845.1	1	
B-59-0185	CTH O	IH 43 NB	SHEBOYGAN	132.5	108.9	0.0	795.0	903.9	1	
B-59-0186	CTH J	IH 43 SB	SHEBOYGAN	159.5	131.1	0.0	914.5	1,045.6	1	
B-59-0187	CTH J	IH 43 NB	SHEBOYGAN	159.5	131.1	0.0	886.1	1,017.3	1	
B-59-0308	CTH A	STH 57	SHEBOYGAN	142.5	117.2	0.0	696.7	813.8	9	
B-59-0309	STH 67 & MULLET RIVER	STH 23 WB	SHEBOYGAN	398.9	328.0	0.0	1,772.9	2,100.9	11	

\* SURFACE AREA (INSIDE FACE)

\*\*REFER TO 2014 TRAFFIC RESTRICTIONS TABLE IN MISCELLANEOUS QUANTITIES

SHEBOYGAN COUNTY SUBTOTAL 36,330  
SHEBOYGAN COUNTY TOTAL 57,692

BROWN COUNTY TOTAL 49,307  
CALUMET COUNTY TOTAL 3,725  
DOOR COUNTY TOTAL 12,674  
KEWAUNEE COUNTY TOTAL 6,044  
MANITOWOC COUNTY TOTAL 56,315  
SHEBOYGAN COUNTY TOTAL 57,692  
1009-33-00 PROJECT TOTAL 185,756



TRAFFIC CONTROL SUMMARY

LOCATION	APPROX. SERVICE PERIOD DAYS	643.1050 SIGNS PCMS		REMARKS
		NO. IN SERVICE	DAYS	
ALL ITEMS ARE CATEGORY 0010				
PROJECT 1009-33-11	35	2	70	

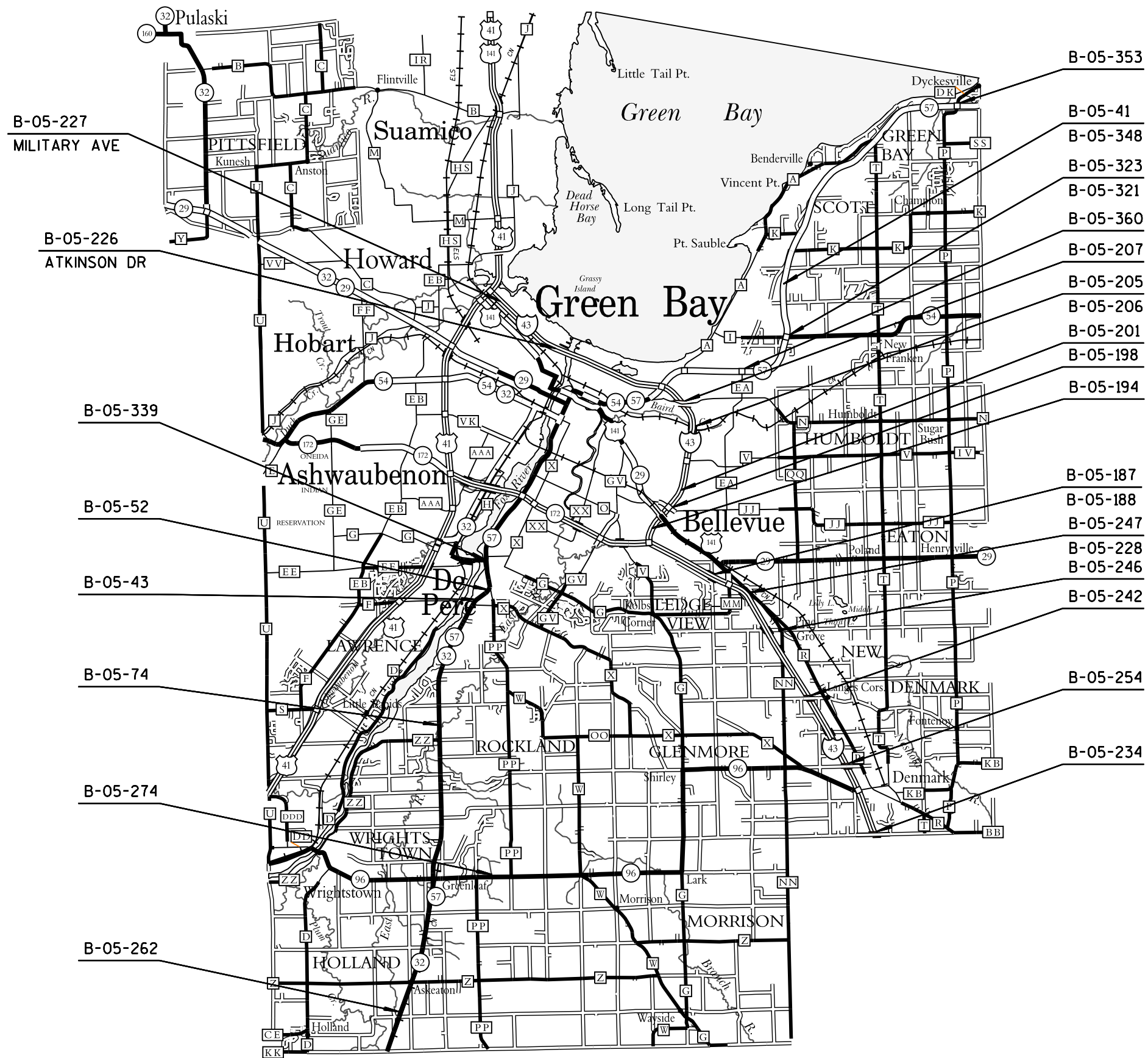
TOTAL 70

NOTE: ADDITIONAL ADVANCED WARNING WILL BE NECESSARY IF LOCAL BRIDGES ARE COMPLETELY CLOSED. SEE SPECIAL PROVISIONS FOR LOCATIONS.

2014 TRAFFIC RESTRICTIONS FOR REGION WIDE DECK SEALING

1 :	single lane except:3:00 pm - 6:00 PM Daily Monday - Thrusday; 12:00 (Noon) PM - 7:00 PM Fridays and Sundays
2 :	close between 6:00 AM - 12:00 PM daily
3 ;	Flagging; except 7:00 - 9:00 AM & 3:00 - 6:00 PM daily
4 :	flagging; between 8:00 PM - 5:00 AM daily
5 :	single lane between 8:00 PM - 5:00 AM daily
6 :	1/2 direction @ time between 8:00 PM - 5:00 AM daily
7 :	single lane except: 7:00AM - 8:00AM Monday - Friday; 2:00PM - 6:00PM Monday - Thursday; 12:00 (noon) PM - 7:00PM Friday NB & SB; 12:00 (Noon) - 6:00 PM Sunday SB
8 :	single lane except:3:00 pm - 6:00 PM Daily Monday - Thrusday; 12:00 (Noon) PM - 7:00 PM Fridays NB; 12:00 (Noon) PM - 7:00 PM Sundays SB
9 :	Flagging; except 6:00 - 9:00 AM & 3:00 - 6:00 PM daily
10 :	flagging; Moday - Friday (noon)
11 :	single lane; Moday - Friday (noon)
12 :	single lane except 7:00 - 9:00 AM & 3:00 - 6:00 PM daily





5

5

BROWN COUNTY DECK SEALING LOCATION MAP

PROJECT NO:1009-33-11

HWY: VARIOUS

COUNTY: NORTHEAST REGION

## PLAN

SHEET

E

FILE NAME : F:\d3\_100933\10093311\BROWN\_DECKSEAL.DGN

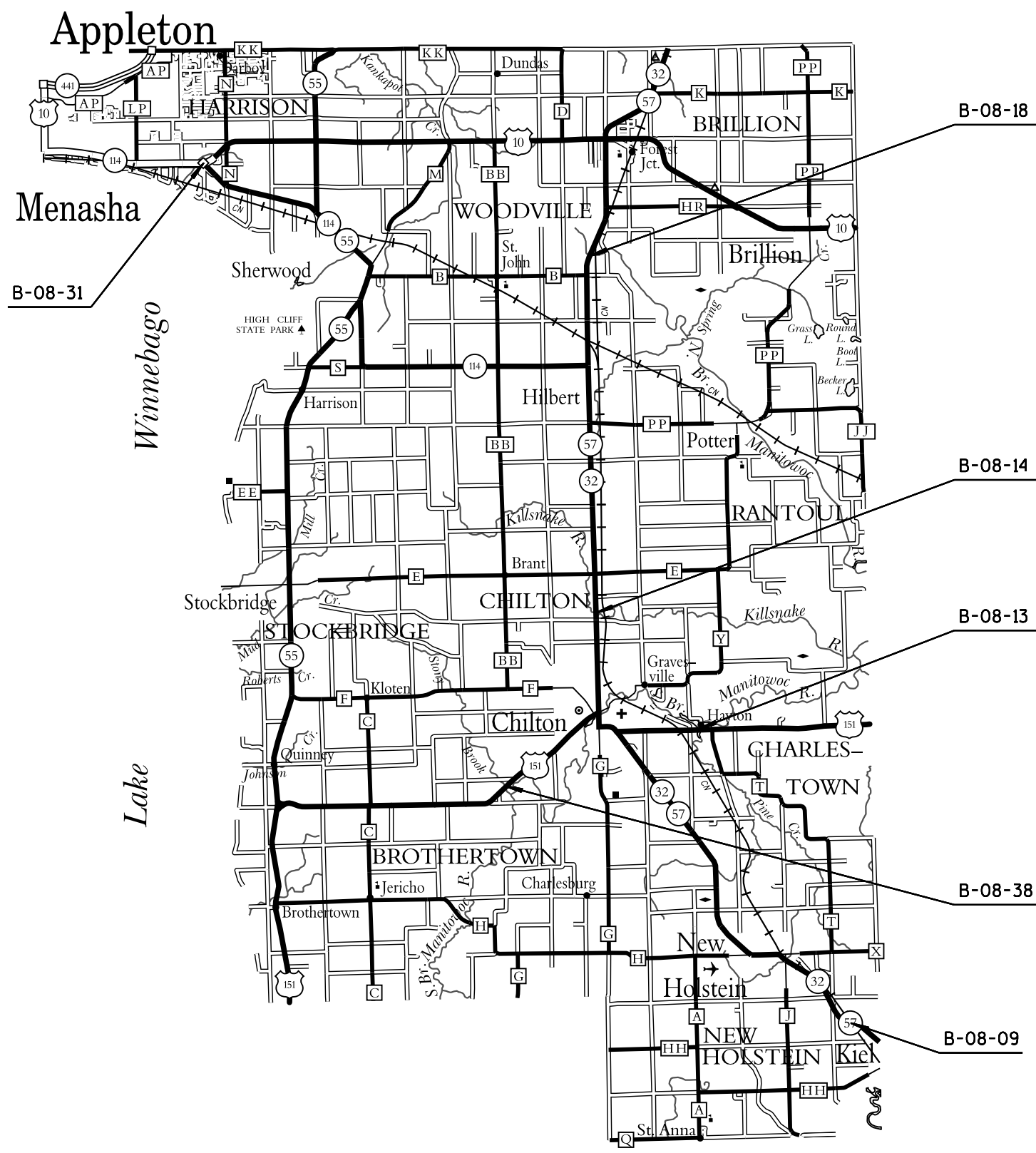
PLOT DATE : 04-MAR-2014 16:12

PLOT BY : ditjbs

PLOT NAME : BROWN DECKSEAL      PLOT SCALE : 18000:1

WISDOT/CADDS SHEET 44



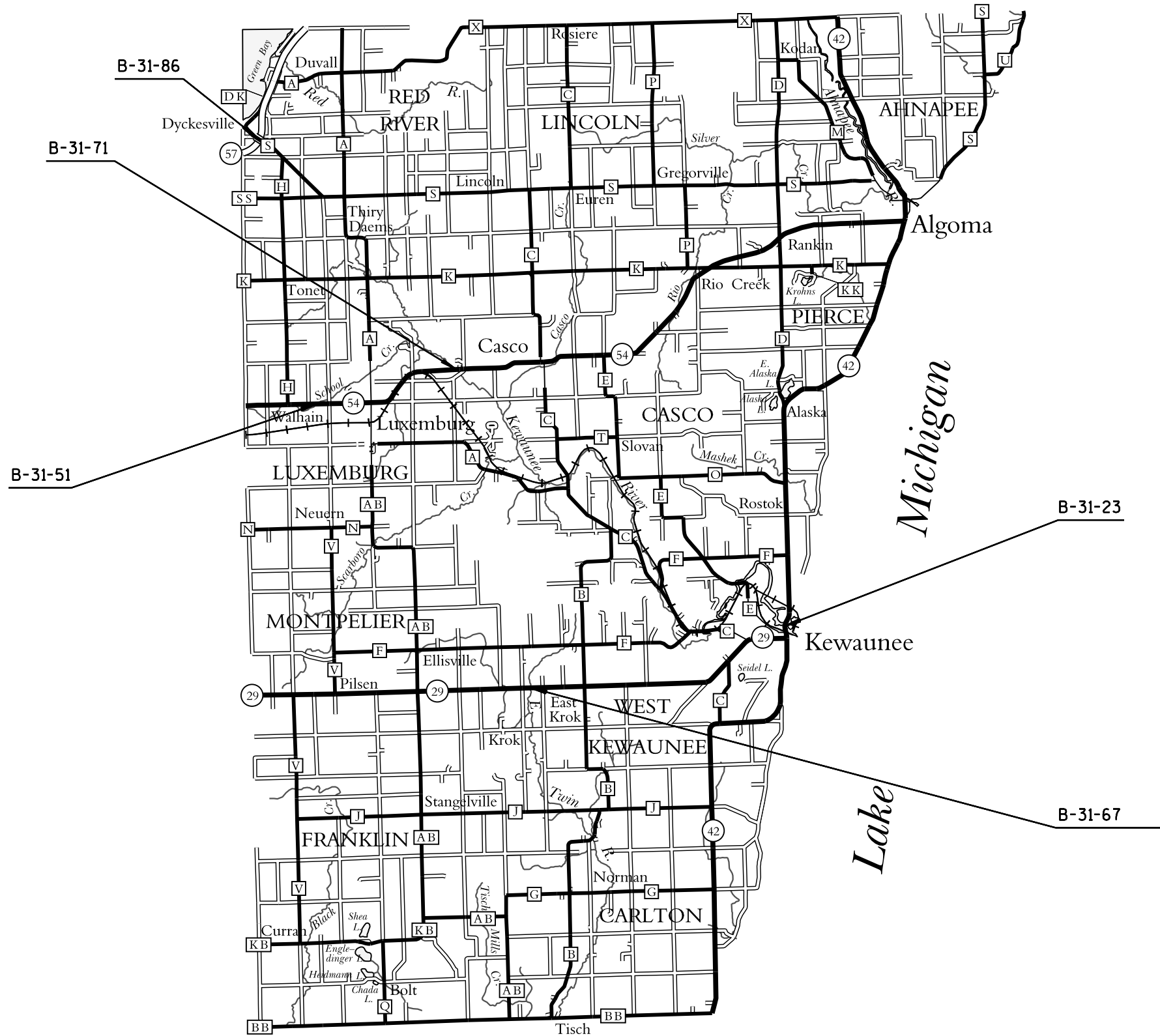


CALUMET COUNTY DECK SEALING LOCATION MAP







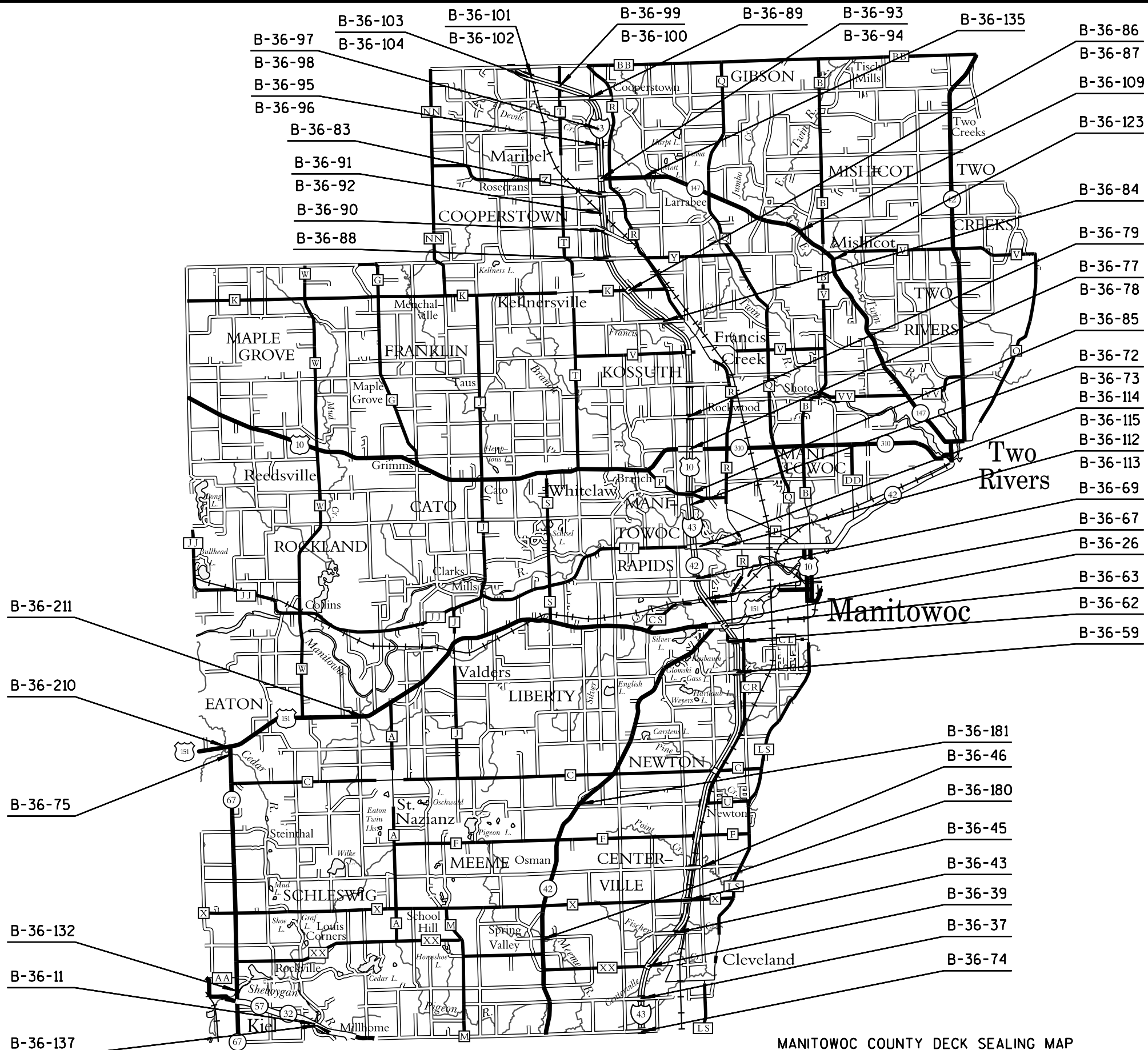


KEWAUNEE COUNTY DECK SEALING MAP



5

5



MANITOWOC COUNTY DECK SEALING MAP



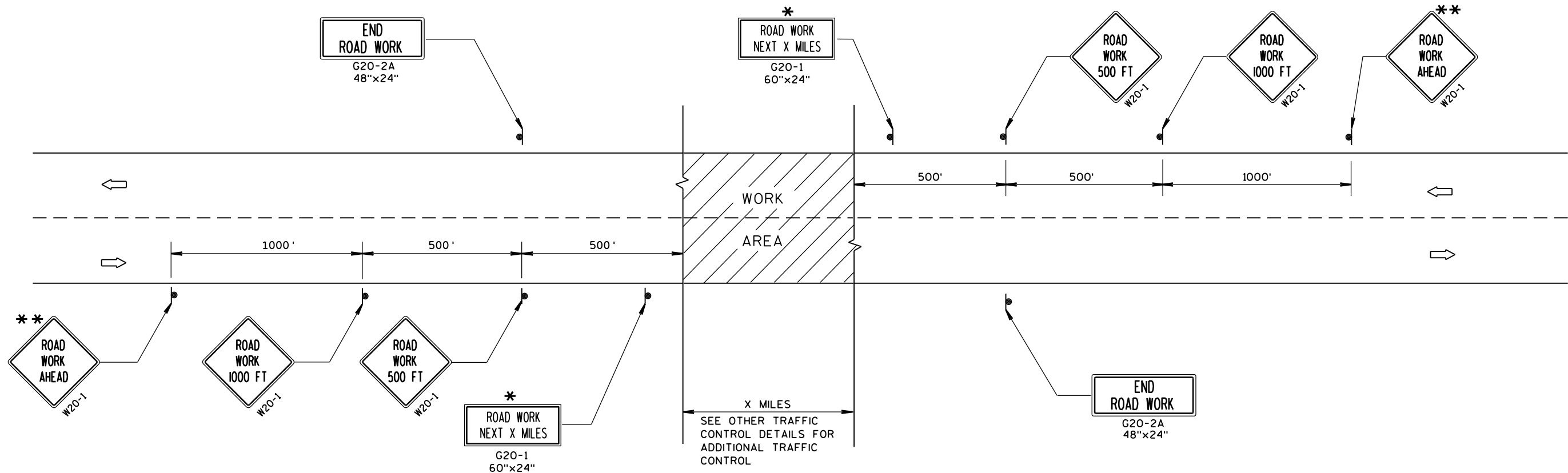




Standard Detail Drawing List

15C04-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M. P. H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-02	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M. P. H. OR LESS
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15D12-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M. P. H.
15D14-02	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-02	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D22-02	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY





TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

## 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.

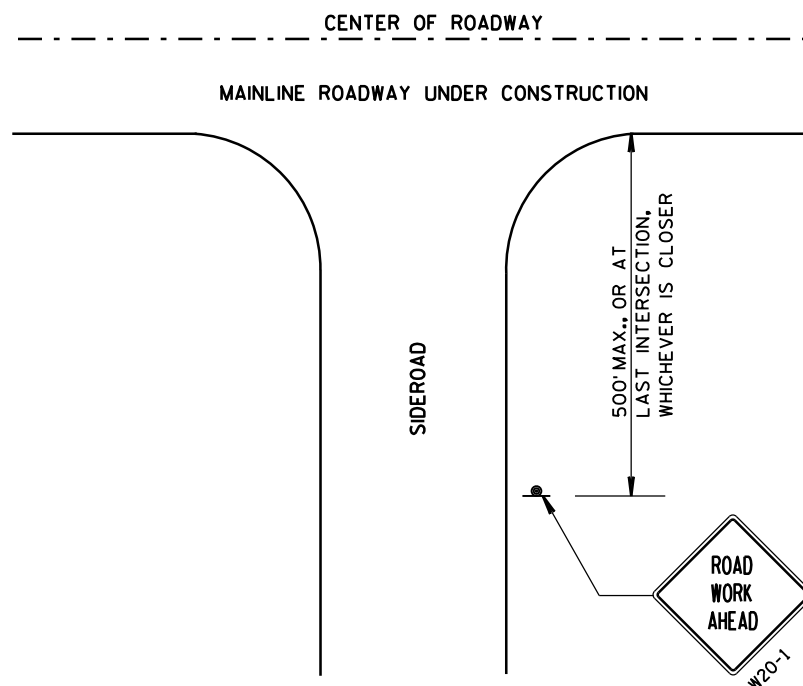
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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 RE-ESTABLISHED.

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

\*\* PLACE ADDITIONAL W20-1 "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

TRAFFIC CONTROL, ADVANCE  
WARNING SIGNS 45 M.P.H.  
OR GREATER TWO-WAY  
UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

8/2013

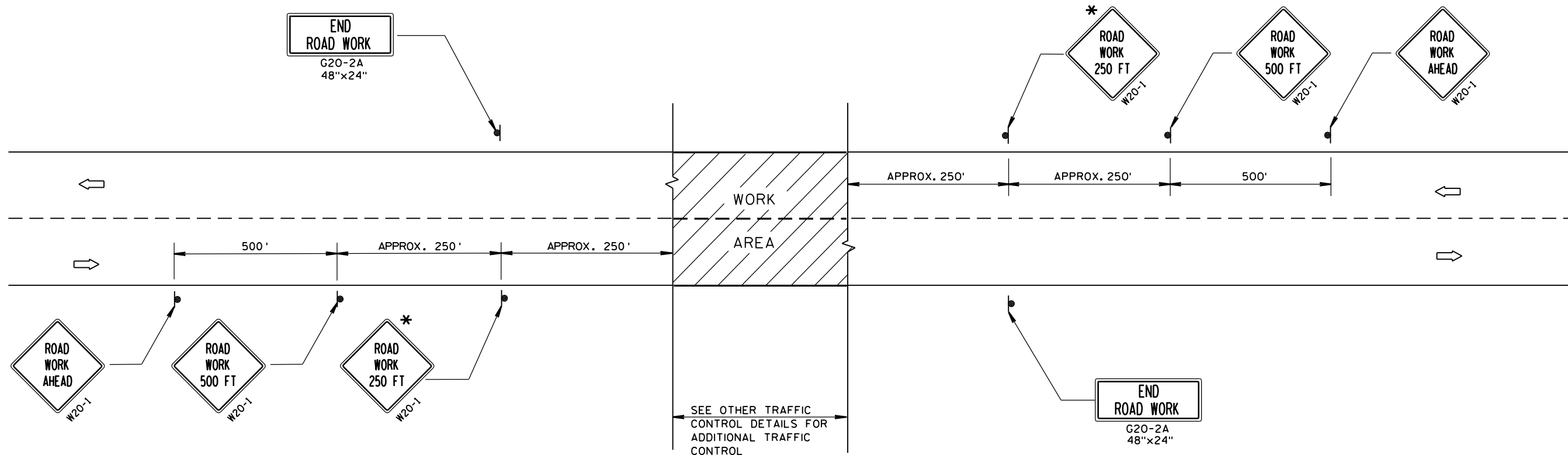
DATE

FHWA

/S/ Travis Feltes

STATE TRAFFIC ENGINEER OF DESIGN





TYPICAL SIDEROAD APPROACH WARNING SIGN DETAIL

## GENERAL NOTES

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

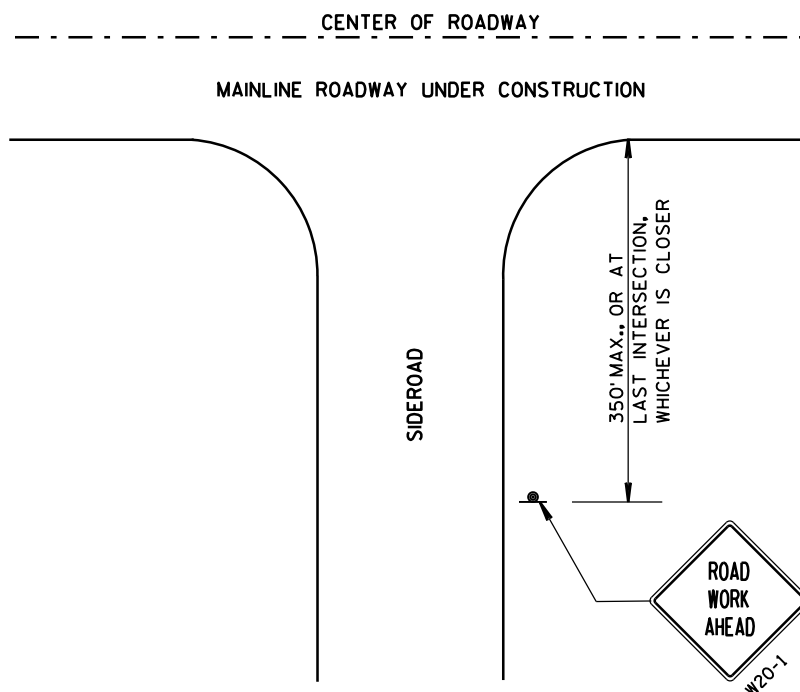
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"x36" SIGNS MAY BE USED INSTEAD OF 48"x48" SIGNS.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 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 RE-ESTABLISHED.

\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FT" 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

TRAFFIC CONTROL, ADVANCE  
WARNING SIGNS 40 M.P.H.  
OR LESS TWO-WAY UNDIVIDED  
ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



LEGEND

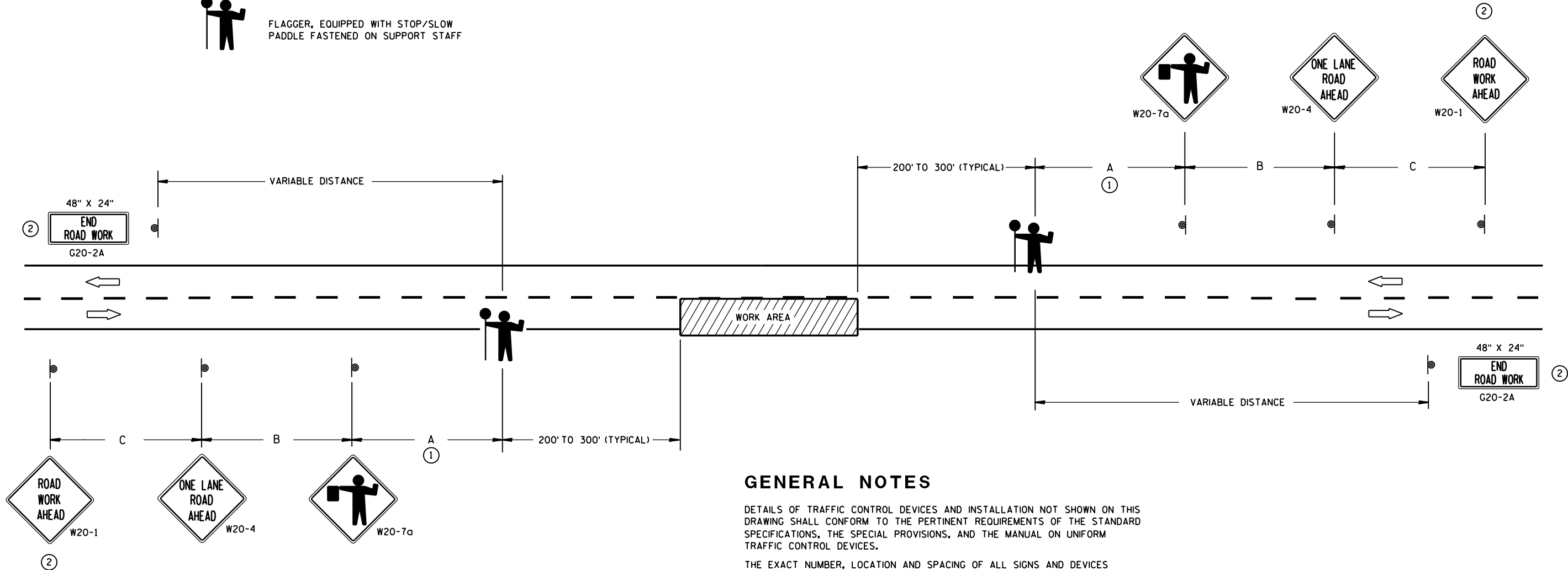
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

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  
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- POST WITH ATTACHED SIGN IN DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- WORK AREA

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.

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.

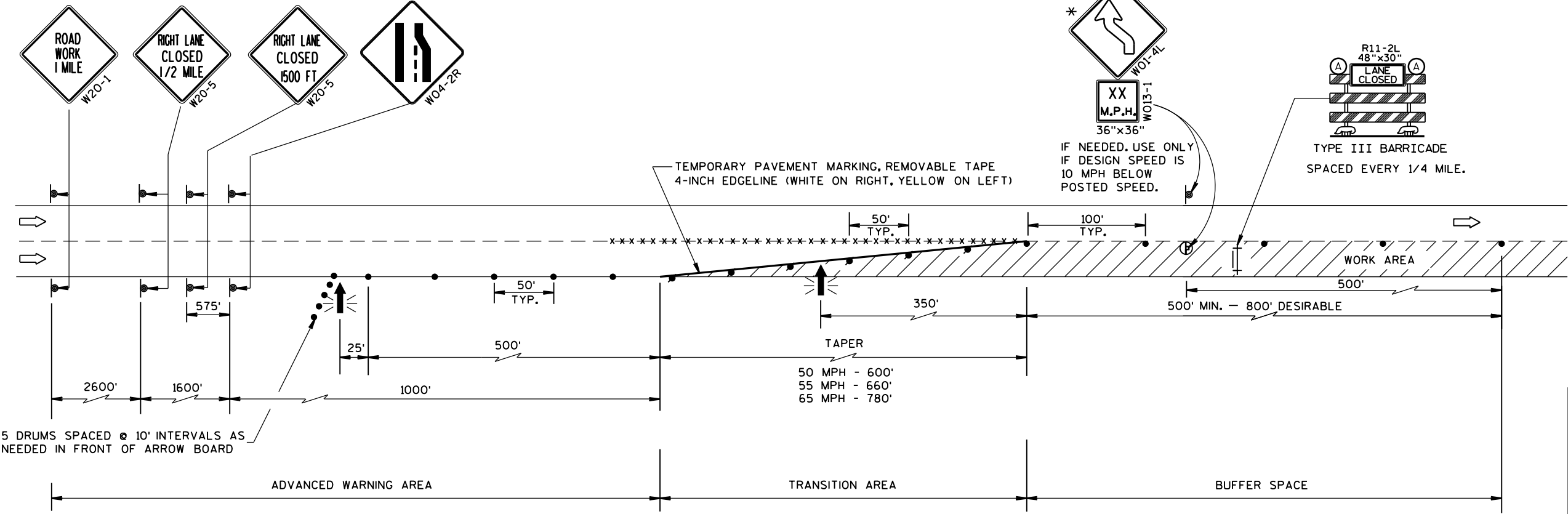
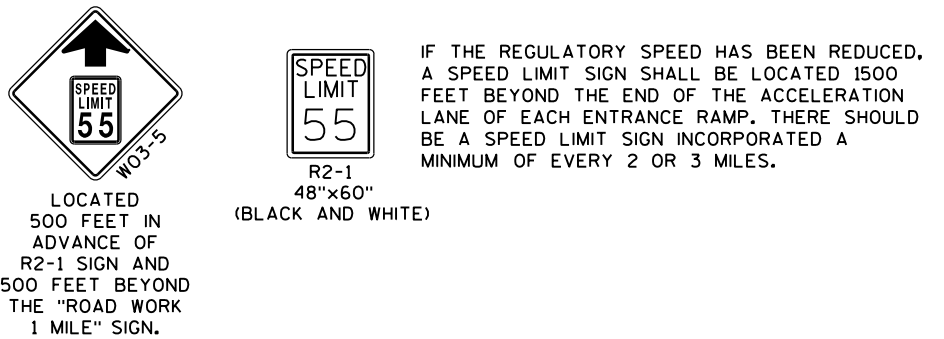
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

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

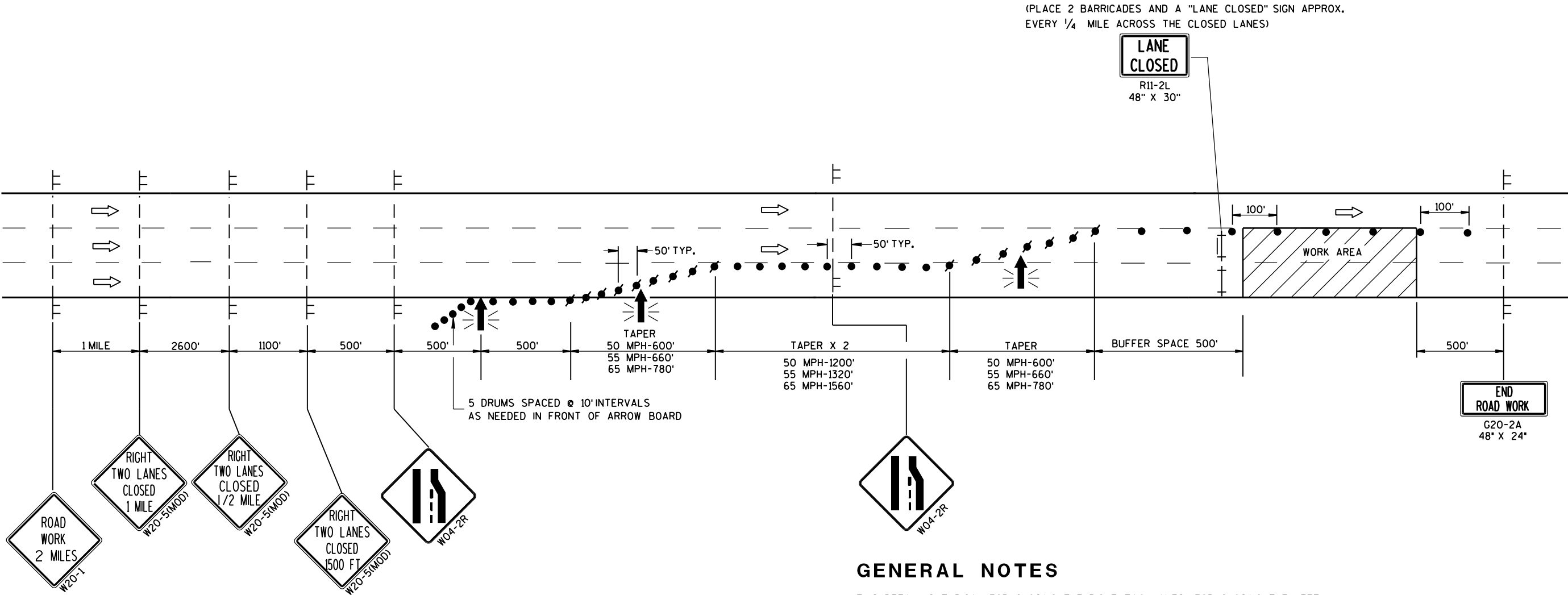
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN 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 (WO1-4L) 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 8/2013	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER OF DESIGN
FHWA	





LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- WORK AREA

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

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

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

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

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

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

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

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

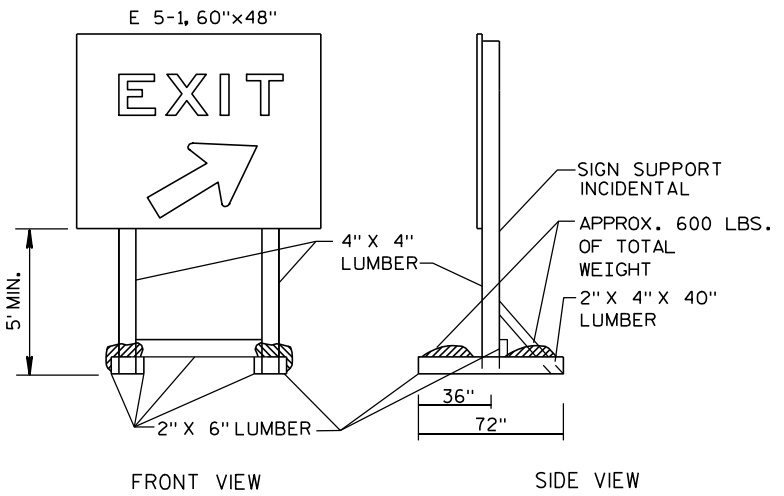
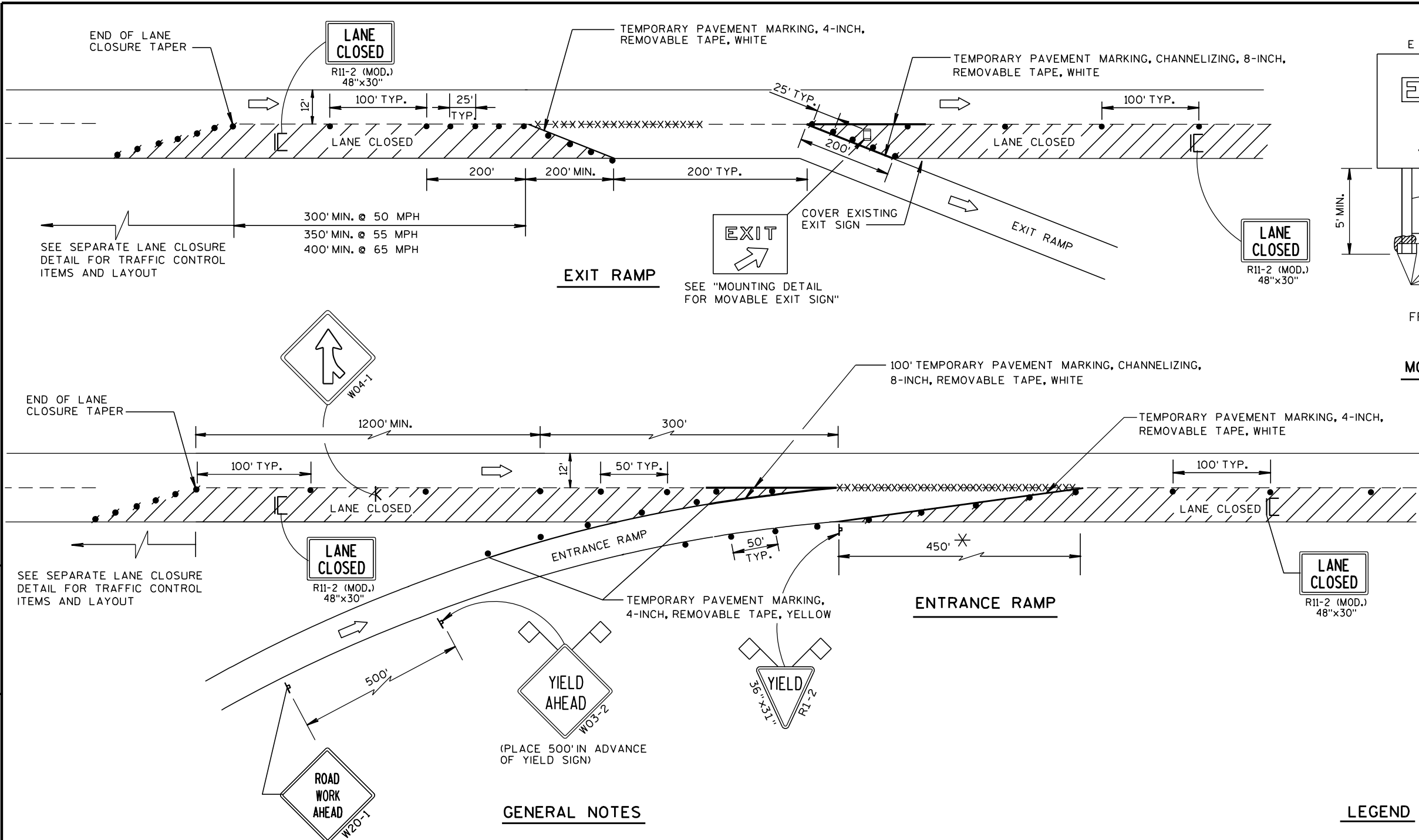
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY RE-ESTABLISHED UPON COMPLETION OF THE OPERATION OR, FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

TRAFFIC CONTROL. TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY. SHORT TERM (LESS THAN 24 HOURS)	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	





FRONT VIEW SIDE VIEW  
NOTE: ALL LUMBER DIMENSIONS ARE NOMINAL  
**MOUNTING DETAIL FOR MOVABLE EXIT SIGN**

**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.

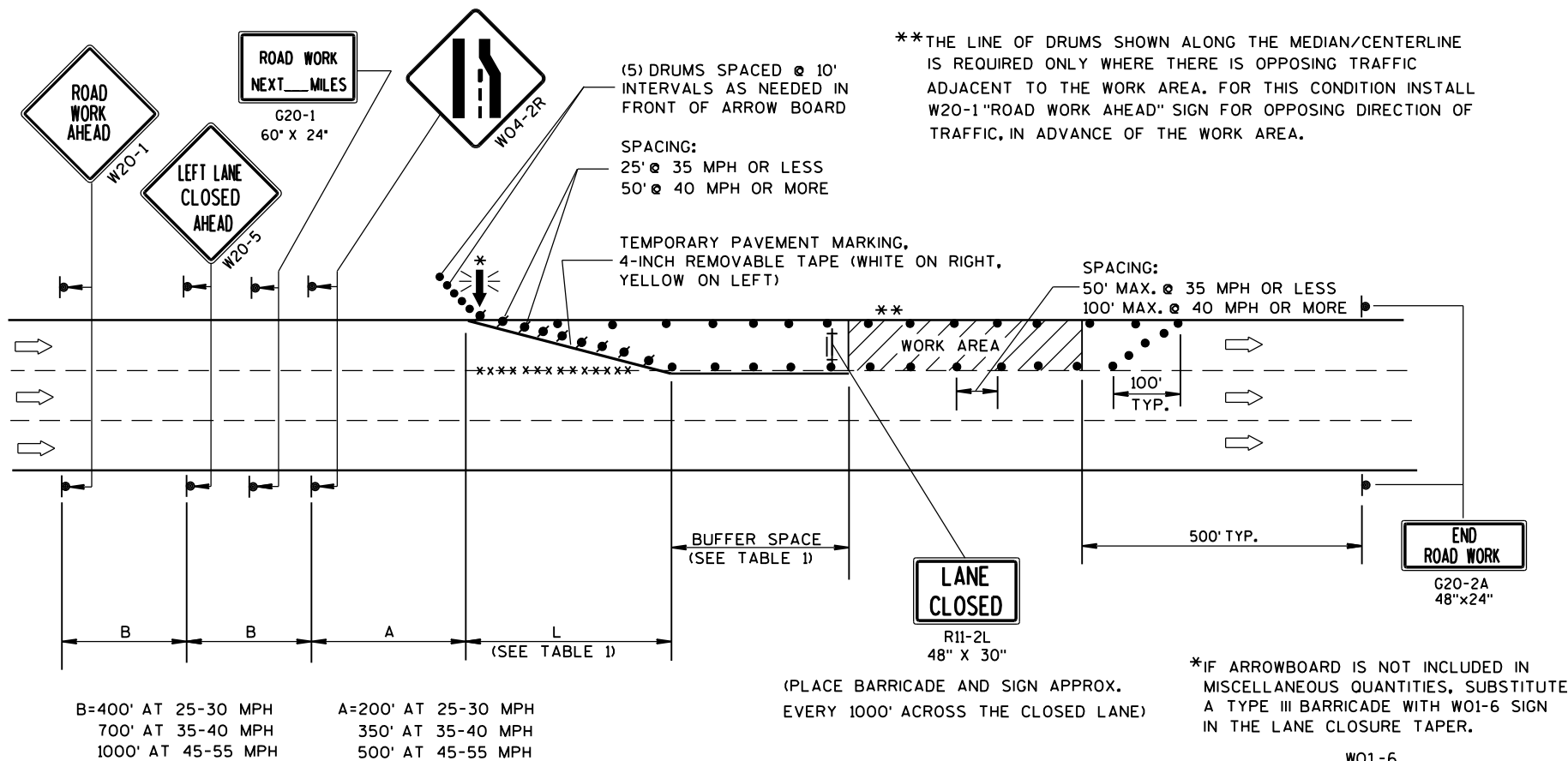
\* LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

**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	





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 4 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.

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

LEGEND

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 8/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



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

LEGEND

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

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT TWO LANES. FOR CLOSING THE LEFT TWO LANES, REVERSE THE TRAFFIC CONTROL.

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

THE SPACING BETWEEN 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 THE 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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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.

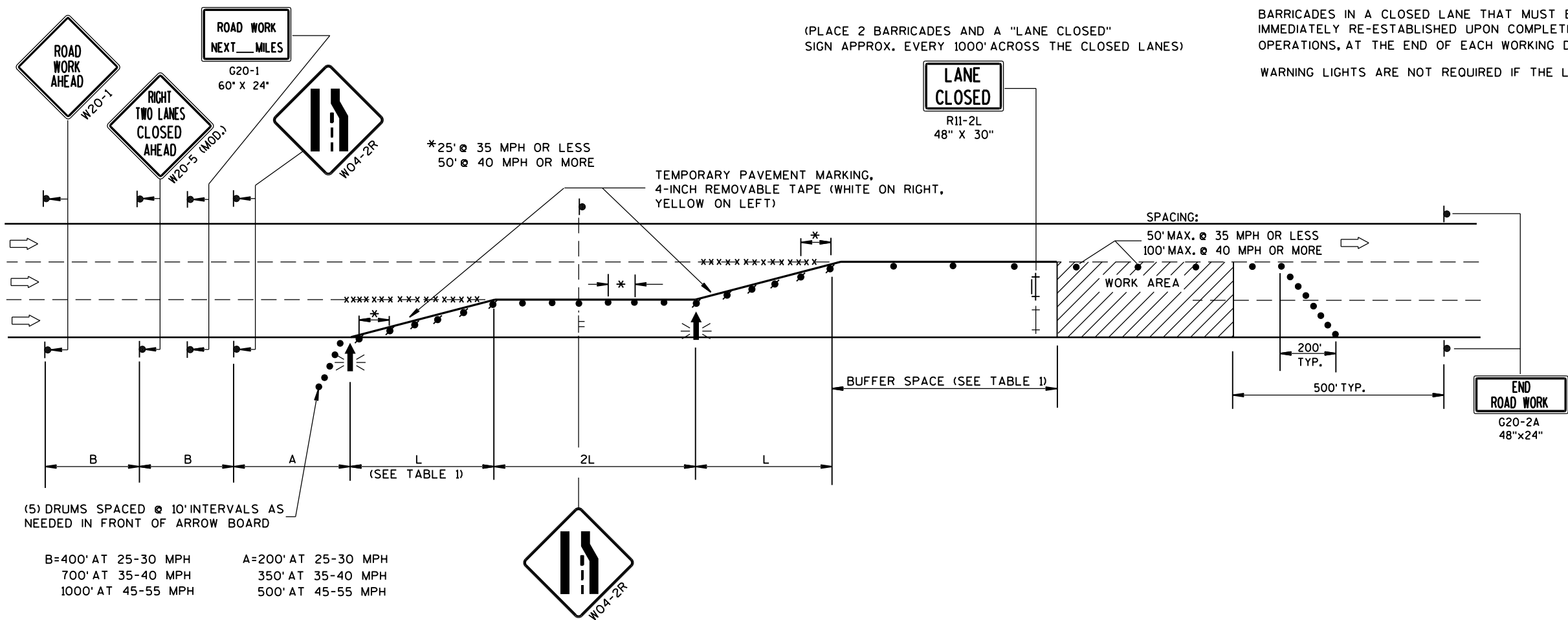
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROWBOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROWBOARDS AND LANE CLOSURE DRUMS.

WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO LOCATE THE ARROWBOARD AS SHOWN, PLACE THE ARROWBOARD IN THE LANE CLOSURE TAPER AS CLOSE AS POSSIBLE TO THE BEGINNING OF THE TAPER.

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,  
TWO LANE CLOSURE,  
NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
8/2013 /S/ Travis Feltes  
DATE STATE TRAFFIC ENGINEER OF DESIGN  
FHWA



## Notes





## *Wisconsin Department of Transportation*

Dedicated people creating transportation solutions  
through innovation and exceptional service.

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