

GRE

JUNE 2014

WITH: N/A

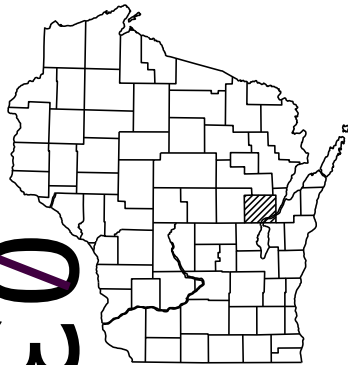
PROJECT ID: 1130-43-60

COUNTY: OUTAGAMIE

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 = 14



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

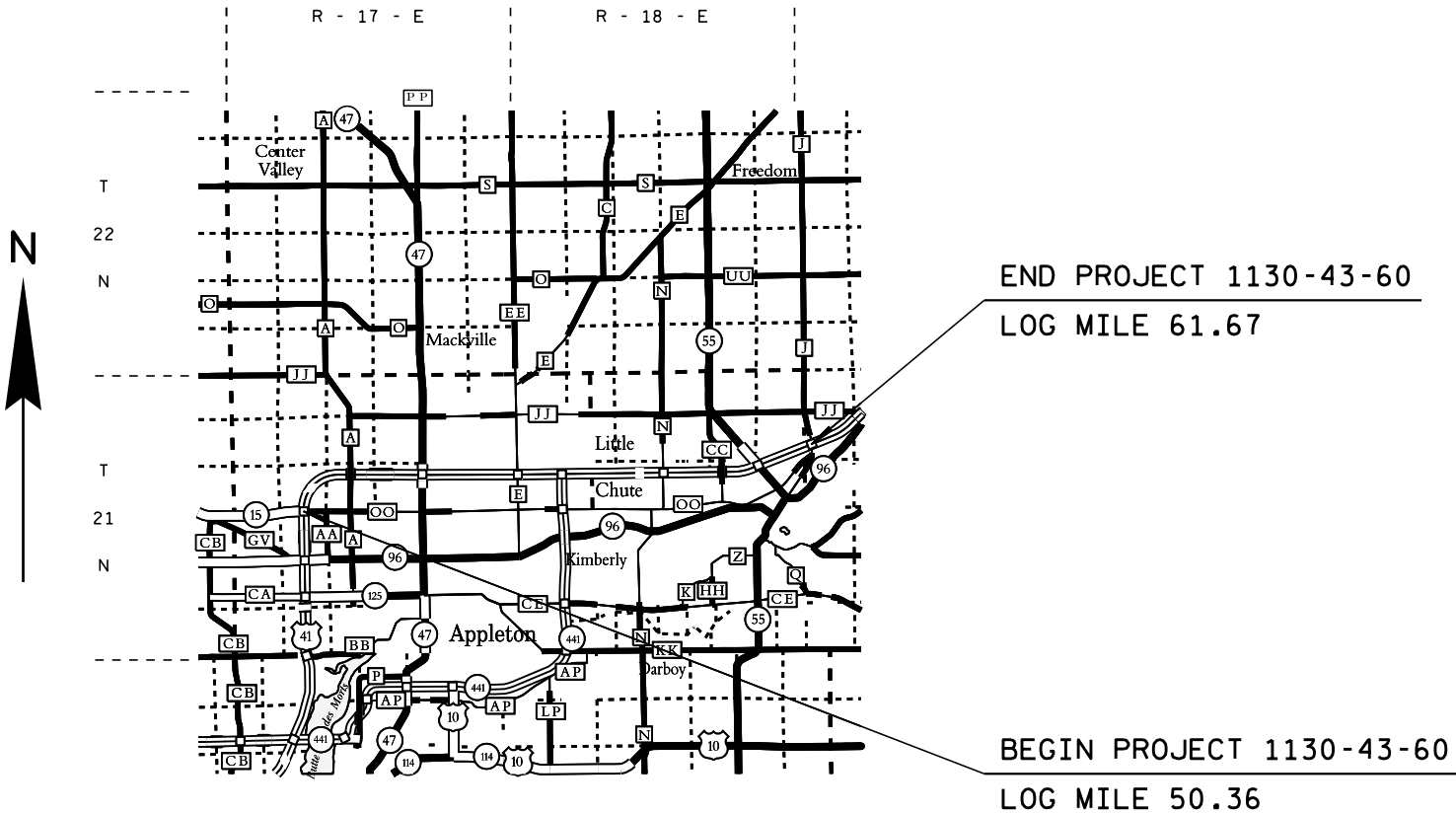
COMBUSTIBLE FLUIDS

UTILITIES

ELECTRIC	— E —
FIBER OPTIC	— FO —
GAS	— G —
SANITARY SEWER	— SAN —
STORM SEWER	— SS —
TELEPHONE	— T —
WATER	— W —
UTILITY PEDESTAL	⊕
POWER POLE	⊞
TELEPHONE POLE	⊞

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT
APPLETON - GREEN BAY
STH 15 - CTH J
USH 41
OUTAGAMIE COUNTY


STATE PROJECT NUMBER
1130-43-60



LAYOUT
SCALE 0 2 MI.

TOTAL NET LENGTH OF CENTERLINE = 11.08 MI.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1130-43-60	WISC 2014229	1

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____
Designer	M JANKE
Project Manager	P BRAUER
Regional Examiner	_____
Regional Supervisor	J THOMPSON
C.O. Examiner	_____
APPROVED FOR THE DEPARTMENT	
DATE: 2/28/14	 (Signature)

E

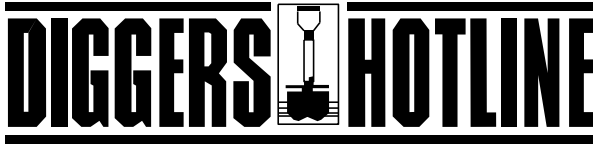
GENERAL NOTES

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

THE LOCATION OF PAVEMENT MARKINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

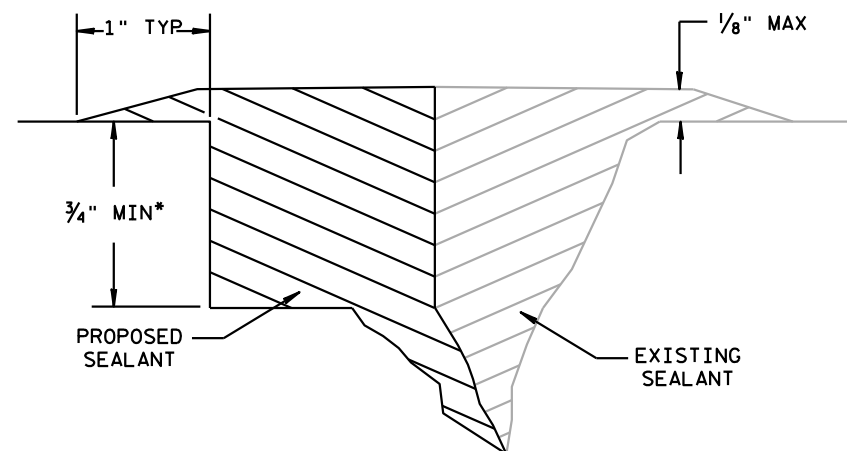
DNR AREA LIAISON

MATTHEW SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
920-662-5472
MATTHEW.SCHAEVE@WISCONSIN.GOV



Call 811 3 Work Days Before You Dig
or Toll Free (800) 242-8511
Hearing Impaired TDD (800) 542-2289
www.DiggersHotline.com

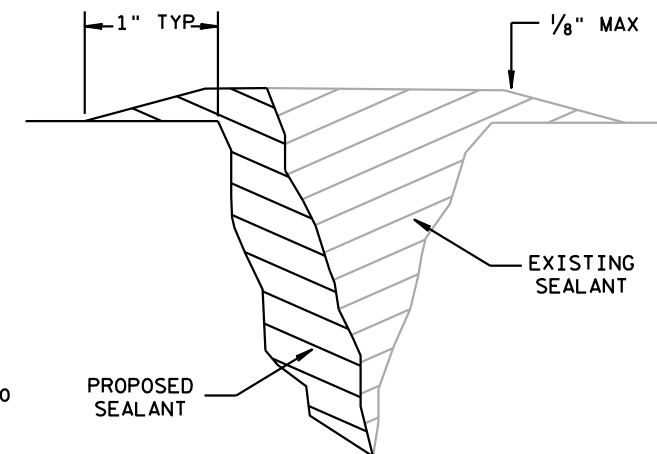
LEVELS ON = 1,2,3,4,5,6,7,8,9,10,11,12,13,14,15,16,17,18,19,20,21,22,23,24,25,26,27,28,29,30,31,32,33,34,35,36,37,38,39,40,41,42,43,44,45,46,47,48,49,50,51,52,53,54,55,56,57,58,59,60,61,62,63



NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS GREATER THAN 5 CONTINUOUS LINEAR FEET

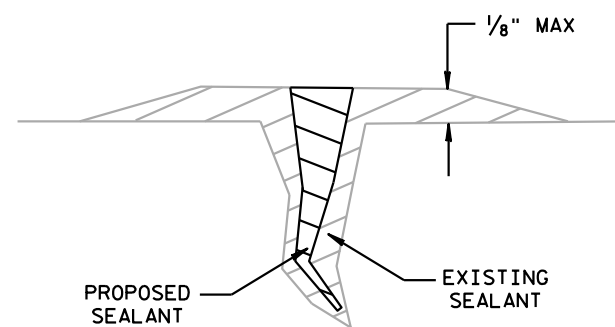
* ROUTED CRACK DEPTH TO WIDTH 1.0:1.0 RATIO

ROUT AND RE-SEAL DETAIL



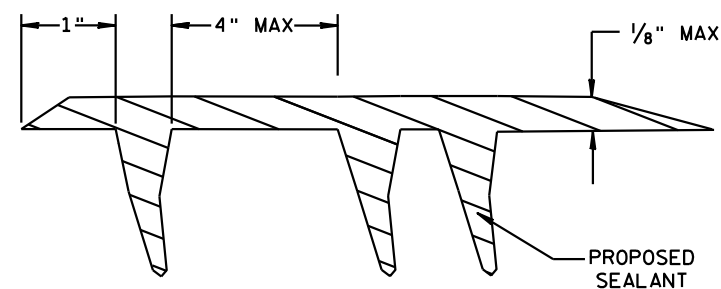
NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS LESS THAN 5 CONTINUOUS LINEAR FEET

CLEAN AND RE-FILL DETAIL



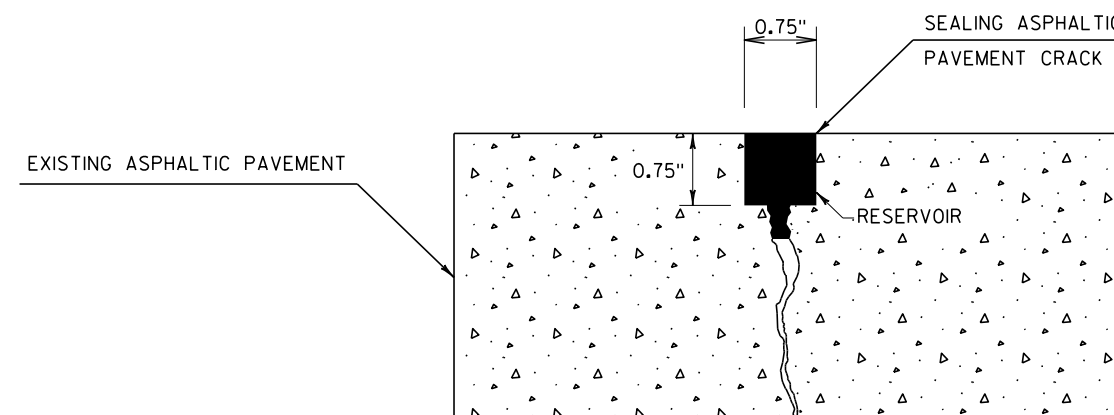
NOTE: FOR COHESION LOSS

CLEAN AND RE-FILL DETAIL



NOTE: FOR EDGE AND FATIGUE CRACKING

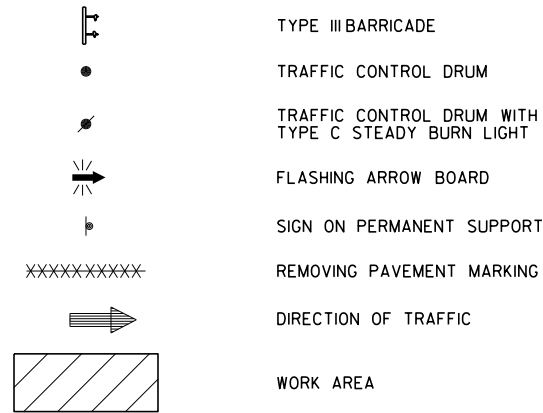
CLEAN AND FILL DETAIL



ROUT AND SEAL DETAIL



LEGEND



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 DESIRABLE, DISTANCE TO EXISTING SIGNS.

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

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

"W0" 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.

REDUCED SPEED AHEAD AND SPEED LIMIT 55 SIGNS MUST BE POST MOUNTED.

SPEED LIMIT SIGNS SHALL ALSO BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP AND AT 0.5 MILE INTERVALS, OR AS DIRECTED BY THE ENGINEER.

THE LOCATION OF THE FIRST SIGN INDICATING THE 55 MPH REGULATORY SPEED LIMIT IS REFERENCED FROM BEGINNING OF LANE CLOSURE TAPER. THE 55 MPH REGULATORY SPEED LIMIT SIGN LOCATION MUST BE ADJUSTED WHEN CONSTRUCTION ACTIVITIES REQUIRE THE LANE CLOSURE START LOCATION TO CHANGE.

TRAFFIC CONTROL DEVICES NOT IN USE SHALL BE LAYED DOWN OR REMOVED. TURNING OF DEVICES TO OBSCURE THE MESSAGE WILL NOT BE ALLOWED.

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.

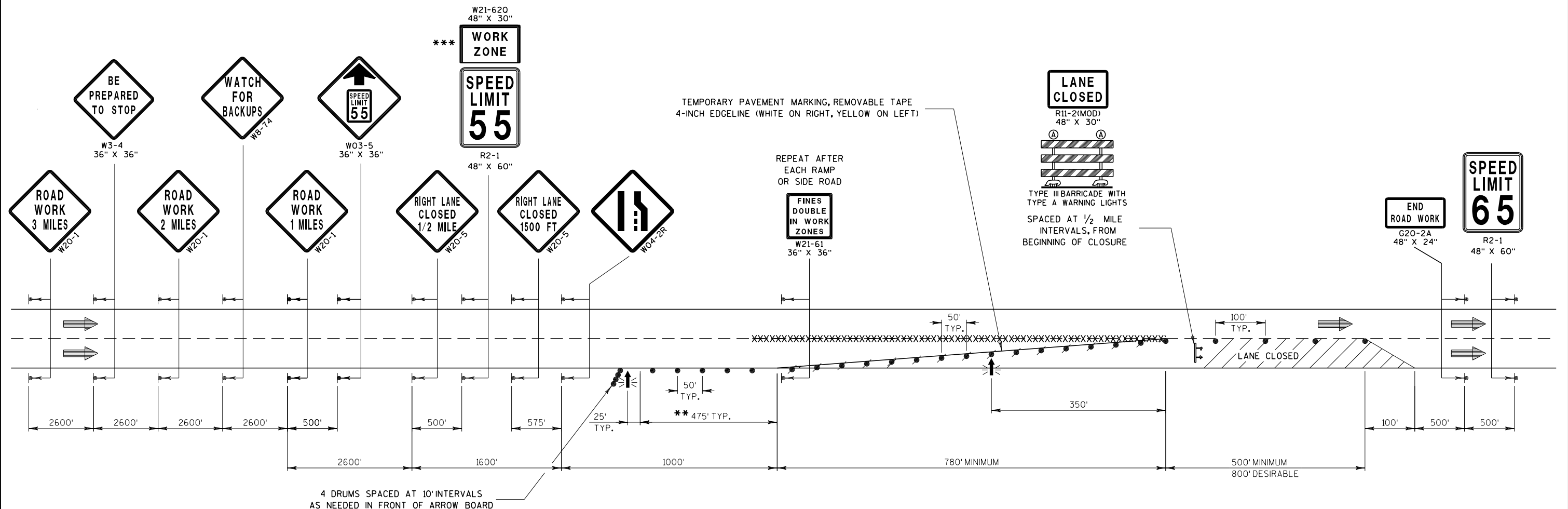
IF LANE CLOSURE IS MORE THAN 1 MILE, PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1/2 MILE ACROSS THE CLOSED LANE TO HELP ENFORCE THE DRUM LINE.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST 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.

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

*** SEE REQUIREMENT FOR TEMPORARY REGULATORY SPEED REDUCTION IN THE SPECIAL PROVISIONS.

COVERING AND REMOVAL OF MATERIAL COVERING TEMPORARY REGULATORY SPEED LIMIT SIGNS AND EXISTING SPEED LIMIT SIGNS RELATED TO TEMPORARY AND/OR PERIODIC LANE CLOSURES SHALL BE CONSIDERED INCIDENTAL TO THE PROJECT.



LANE CLOSURE - REGULATORY SPEED REDUCTION WITHOUT BARRIER

DATE 03APR14			E S T I M A T E O F Q U A N T I T I E S		
LINE					1130-43-60
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	619.1000	MOBILIZATION	EACH	1.000	1.000
0020	642.5001	FIELD OFFICE TYPE B	EACH	1.000	1.000
0030	643.0100	TRAFFIC CONTROL (PROJECT) 01. 1130-43-60	EACH	1.000	1.000
0040	643.0300	TRAFFIC CONTROL DRUMS	DAY	4,500.000	4,500.000
0050	643.0420	TRAFFIC CONTROL BARRICADES TYPE III	DAY	342.000	342.000
0060	643.0705	TRAFFIC CONTROL WARNING LIGHTS TYPE A	DAY	684.000	684.000
0070	643.0715	TRAFFIC CONTROL WARNING LIGHTS TYPE C	DAY	720.000	720.000
0080	643.0800	TRAFFIC CONTROL ARROW BOARDS	DAY	48.000	48.000
0090	643.0900	TRAFFIC CONTROL SIGNS	DAY	264.000	264.000
0100	643.1050	TRAFFIC CONTROL SIGNS PCMS	DAY	24.000	24.000
0110	646.0106	PAVEMENT MARKING EPOXY 4-INCH	LF	242,458.000	242,458.000
0120	ASP.1T0A	ON-THE-JOB TRAINING APPRENTICE AT \$5.00/HR	HRS	300.000	300.000
0130	ASP.1T0G	ON-THE-JOB TRAINING GRADUATE AT \$5.00/HR	HRS	600.000	600.000
0140	SPV.0125	SPECIAL 01. SEALING ASPHALTIC PAVEMENT CRACKS	MI	22.960	22.960

TRAFFIC CONTROL SUMMARY																								
				643.0300			643.042			643.0705			643.0715			643.0800			643.0900			643.1050		
				APPROXIMATE SERVICE DAYS	DRUMS		BARRICADES TYPE III		WARNING LIGHTS TYPE A		WARNING LIGHTS TYPE C		ARROW BOARDS		SIGNS		SIGNS PCMS							
LOCATION	TO	LOCATION	ROADWAY		NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS						
STH 15	-	STH 47	USH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3						
STH 47	-	STH 441	USH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3						
STH 441	-	CTH N	USH 41 SB	3	150	450	12	36	24	72	30	90	2	6	11	33	1	3						
CTH N	-	CTH J	USH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3						
STH 15	-	STH 47	USH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3						
STH 47	-	STH 441	USH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3						
STH 441	-	CTH N	USH 41 NB	3	150	450	12	36	24	72	30	90	2	6	11	33	1	3						
CTH N	-	CTH J	USH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3						
TOTAL					4500		342		684		720		48		264		24							

PAVEMENT MARKING 4-INCH EPOXY						
646.0106						
LOCATION	TO	LOCATION	ROUTE	EDGE LINE (WHITE)	EDGE LINE (YELLOW)	COUNTY
STH 15	-	STH 47	USH 41 SB	16579	16579	OUTAGAMIE
STH 47	-	STH 441	USH 41 SB	16262	16262	OUTAGAMIE
STH 441	-	CTH N	USH 41 SB	10613	10613	OUTAGAMIE
CTH N	-	CTH J	USH 41 SB	17160	17160	OUTAGAMIE
STH 15	-	STH 47	USH 41 NB	16579	16579	OUTAGAMIE
STH 47	-	STH 441	USH 41 NB	16262	16262	OUTAGAMIE
STH 441	-	CTH N	USH 41 NB	10613	10613	OUTAGAMIE
CTH N	-	CTH J	USH 41 NB	17160	17160	OUTAGAMIE
SUBTOTAL				121229	121229	
TOTAL				242458		

SEALING ASPHALTIC PAVEMENT CRACKS

LOCATION	TO	LOCATION	ROUTE	<u>SPV.0125.01</u> MILE	REMARKS	COUNTY
STH 15	-	STH 47	USH 41 SB	3.14	.25 MI S. of STH 15	OUTAGAMIE
STH 47	-	STH 441	USH 41 SB	3.08		OUTAGAMIE
STH 441	-	CTH N	USH 41 SB	2.01		OUTAGAMIE
CTH N	-	CTH J	USH 41 SB	3.25		OUTAGAMIE
STH 15	-	STH 47	USH 41 NB	3.14	.25 MI S. of STH 15	OUTAGAMIE
STH 47	-	STH 441	USH 41 NB	3.08		OUTAGAMIE
STH 441	-	CTH N	USH 41 NB	2.01		OUTAGAMIE
CTH N	-	CTH J	USH 41 NB	3.25		OUTAGAMIE
TOTAL				22.96		

FOR INFORMATION ONLY

* STH 15 to STH 47 is based on an estimate of 2,600 LF of crack sealing per mile

* STH 47 to STH 441 is based on an estimate of 2,560 LF of crack sealing per mile

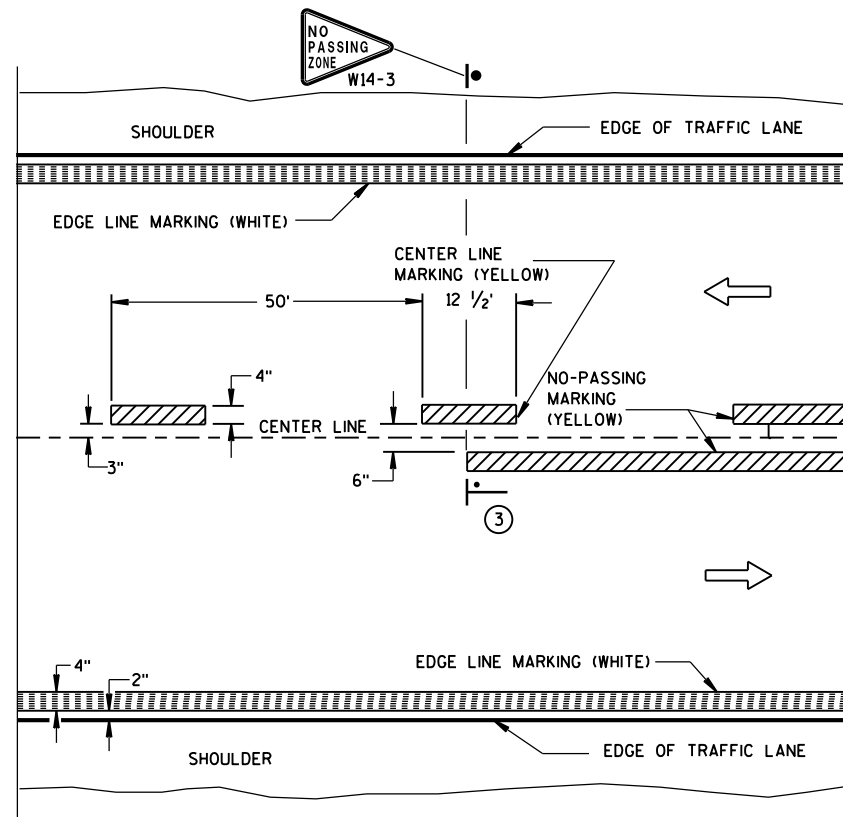
STH 441 to CTH N is based on an estimate of 17,600 LF of crack sealing per mile

CTH N to CTH J is based on an estimate of 13,300 LF of crack sealing per mile

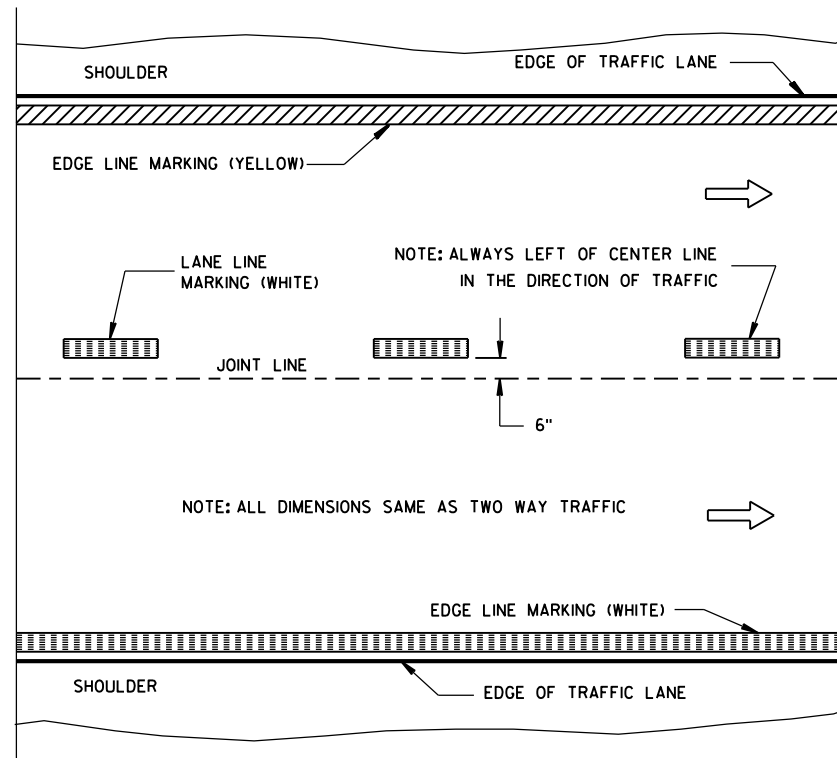
* Summer/Fall of 2013, Outagamie County performed some crack sealing in these areas of USH 41

Standard Detail Drawing List

15C08-16A	PAVEMENT MARKING (MAINLINE)
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-03	TRAFFIC CONTROL, LANE CLOSURE, SPEEDS GREATER THAN 40 M.P.H.
15D15-01	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

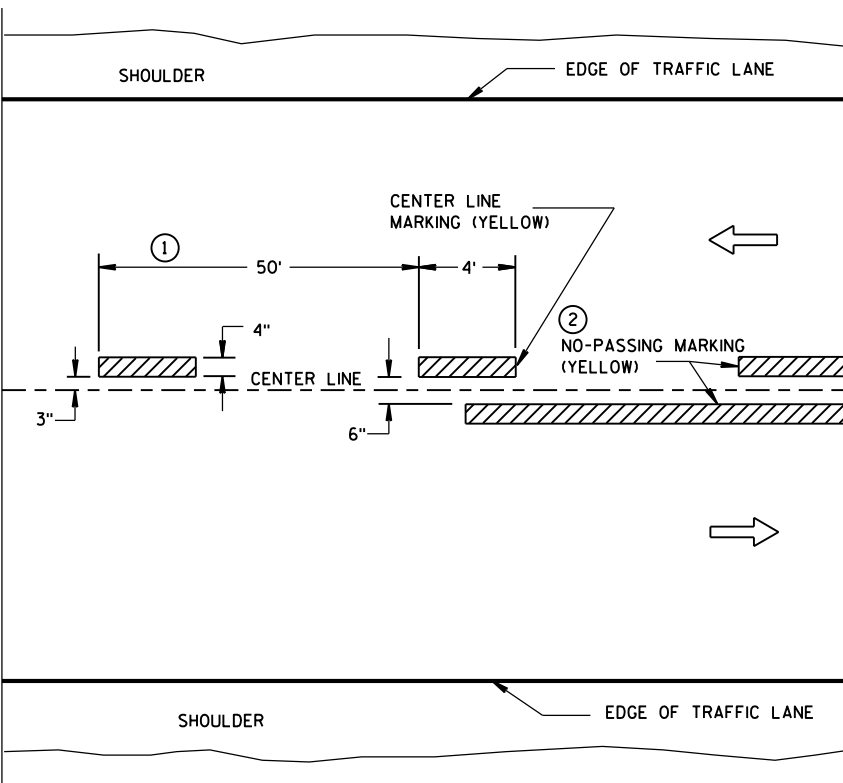


TWO WAY TRAFFIC

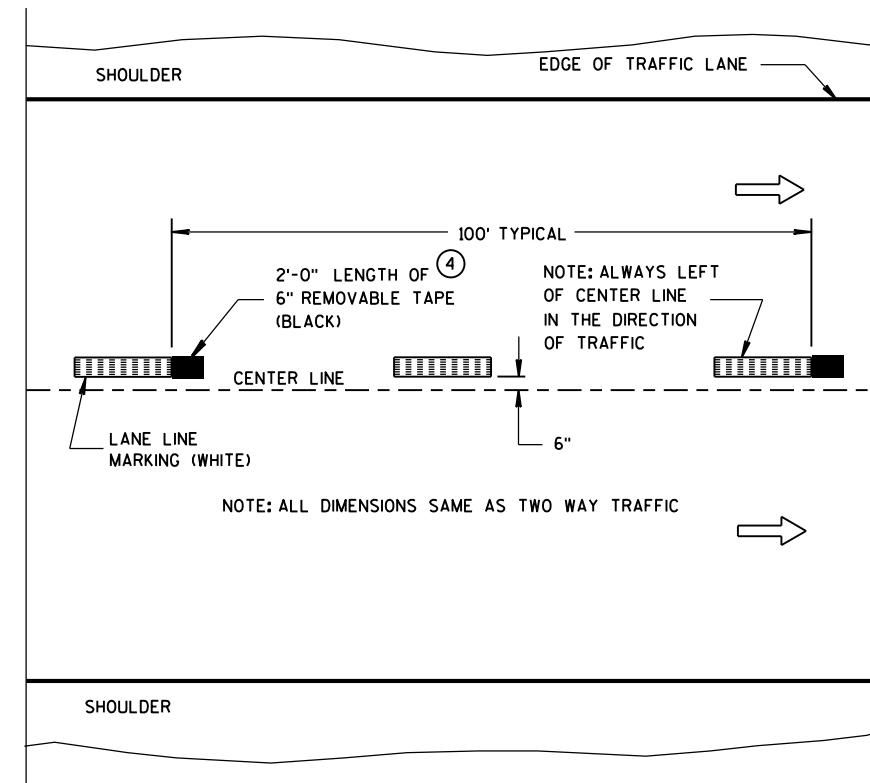


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

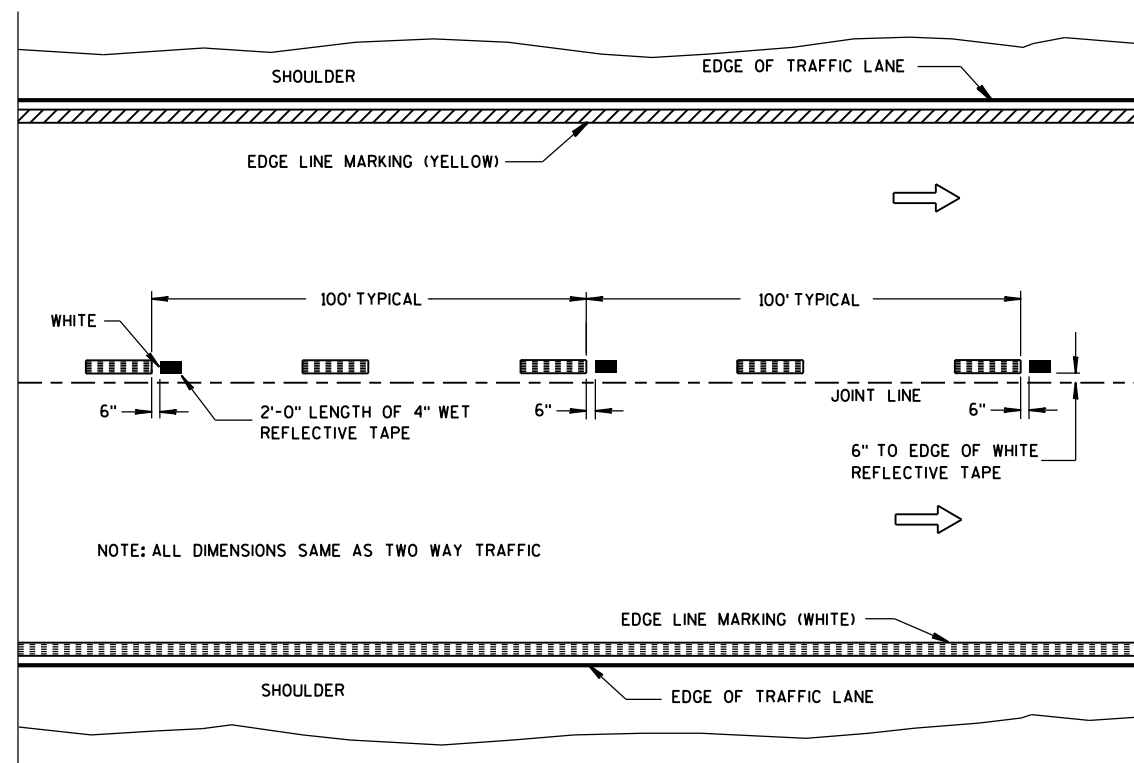
GENERAL NOTES

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

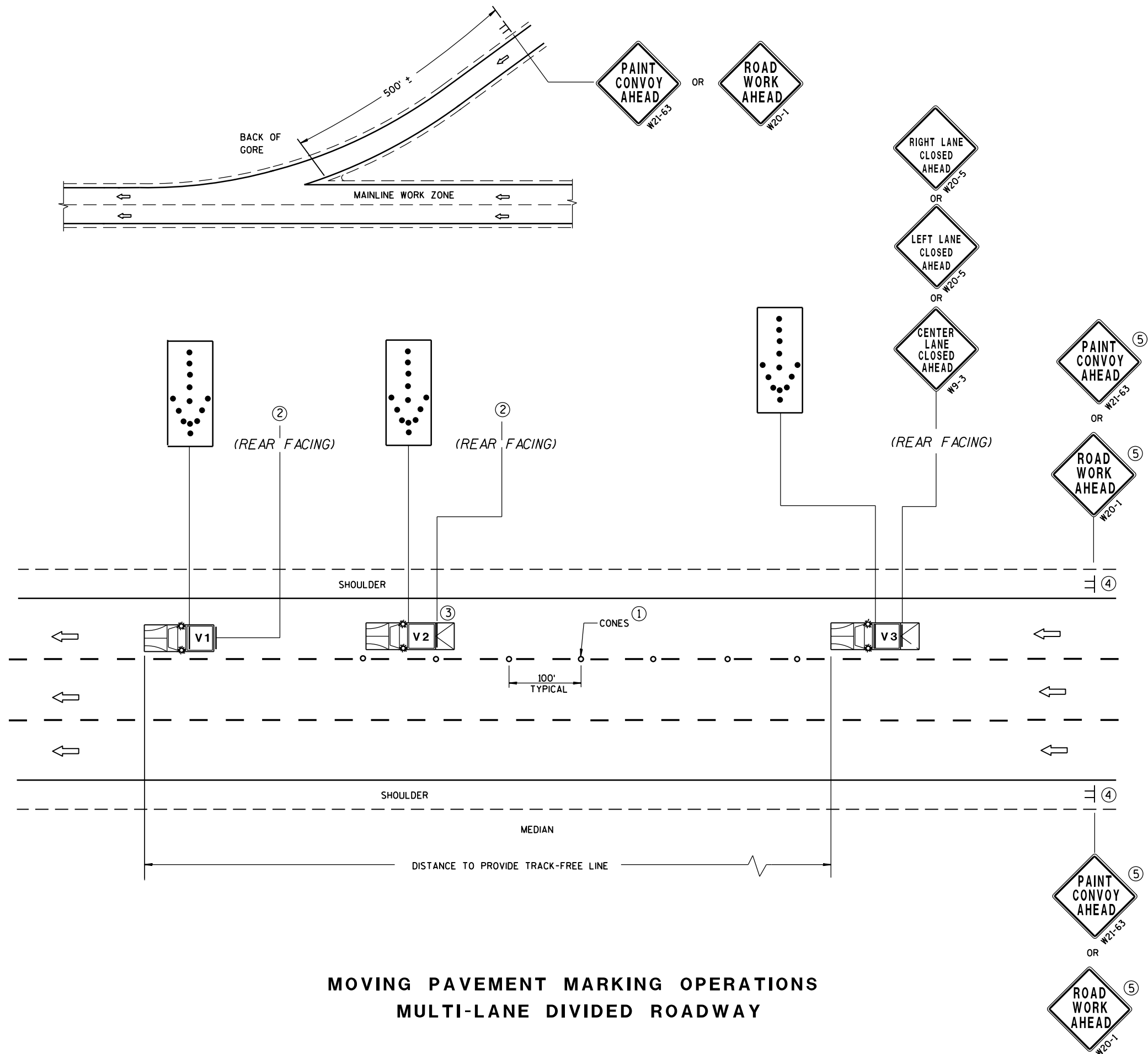
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013
DATE
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER



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.

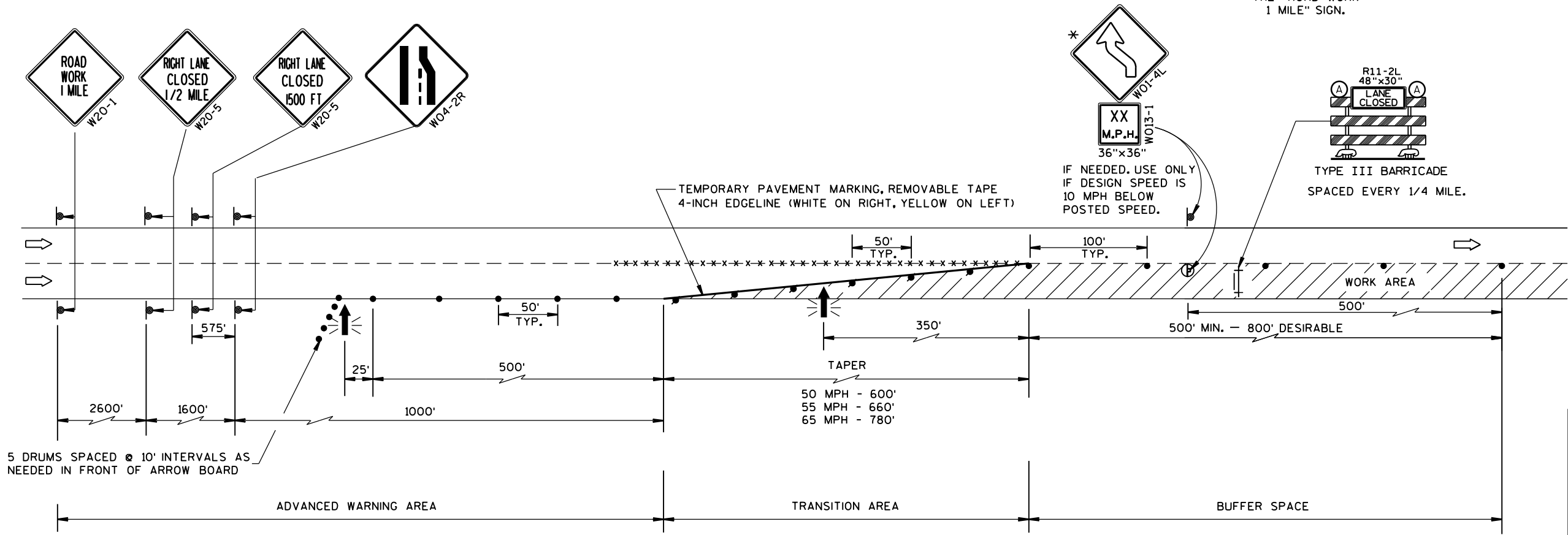
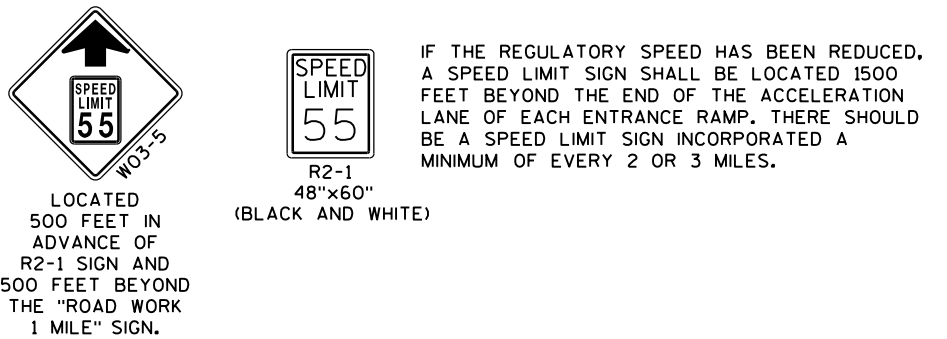
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

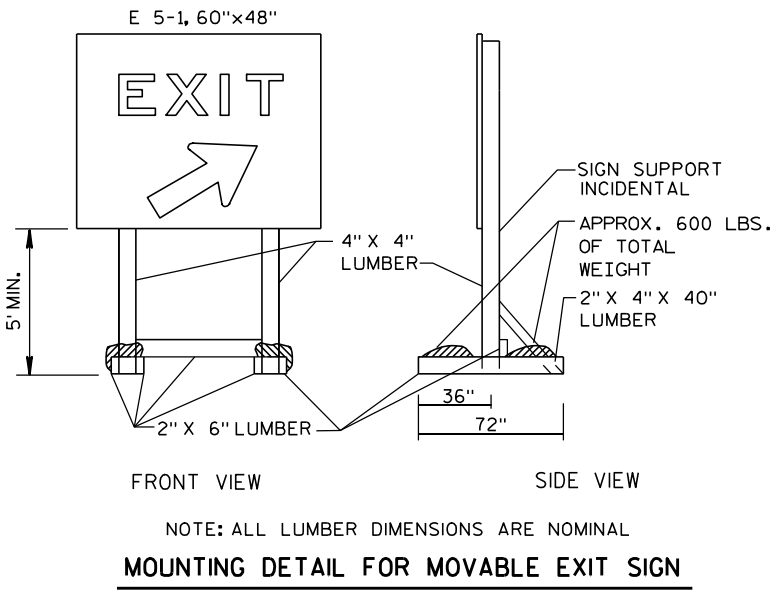
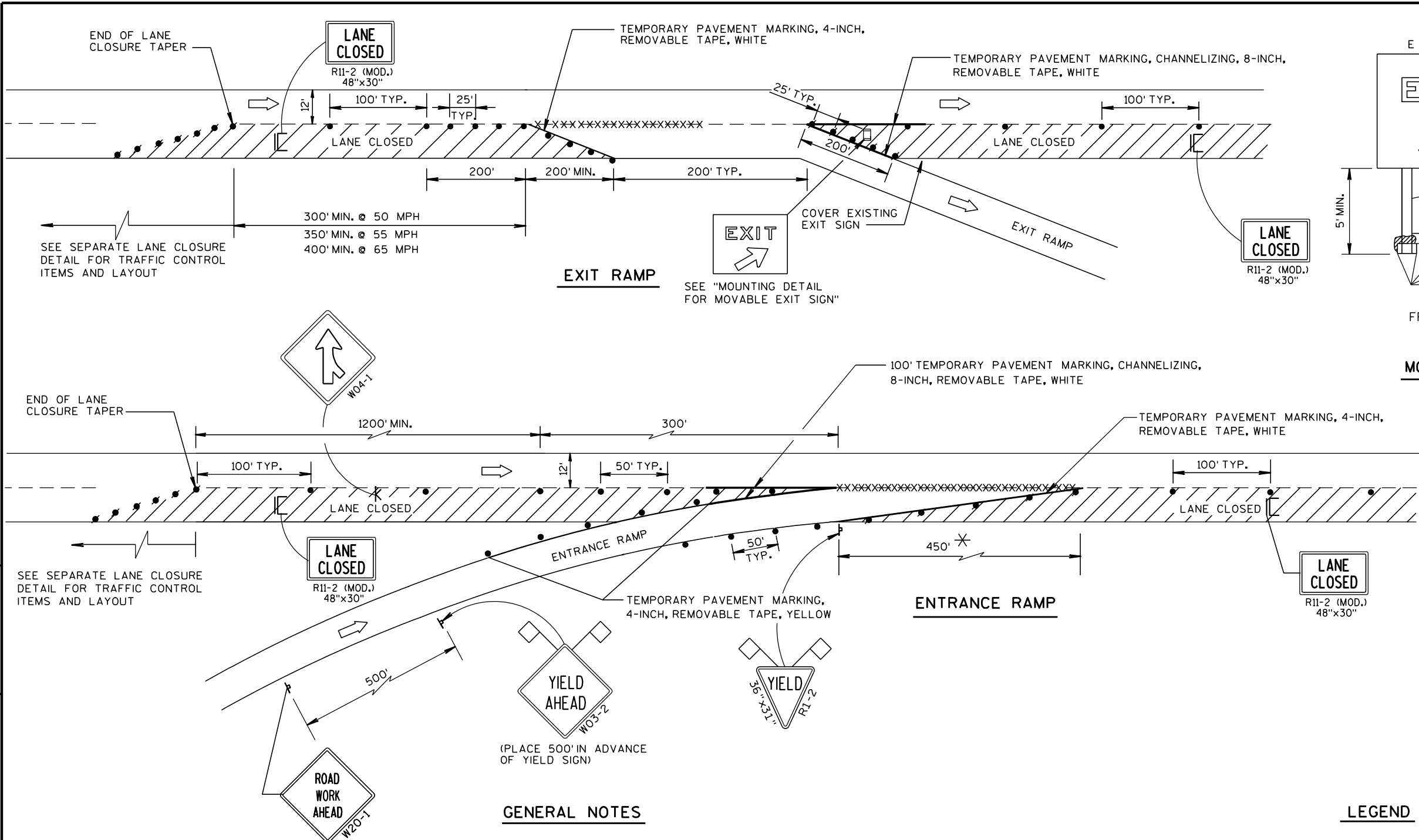
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST 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	



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	



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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