

GRE

PROJECT ID: 1009-33-21

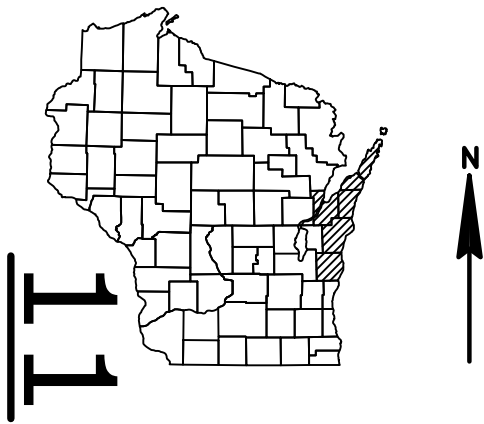
WITH: N/A

COUNTY: NE REGION WIDE

FEBRUARY 2017
ORDER OF SHEETS

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

TOTAL SHEETS = 34



CONVENTIONAL SYMBOLS

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

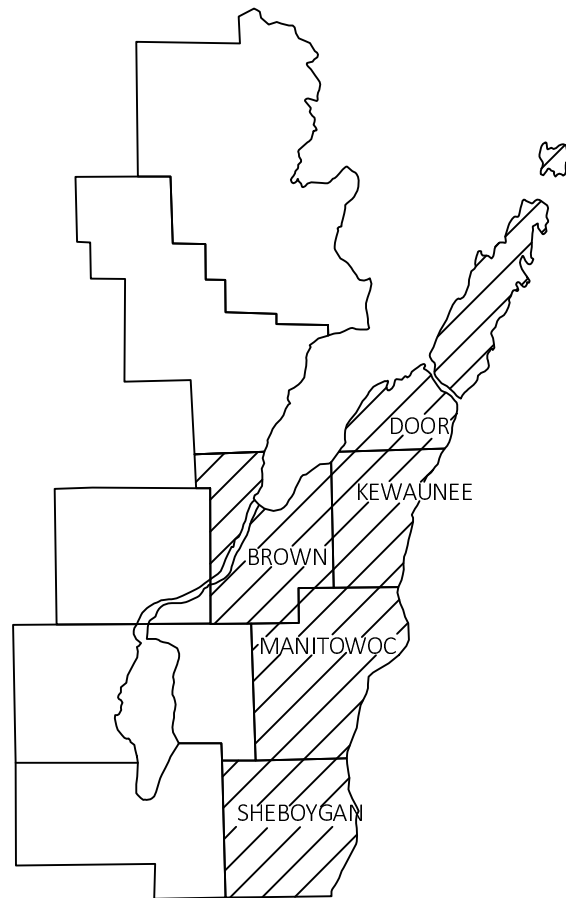
PROFILE	
GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	
UTILITIES	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

REGION WIDE DECK SEALING FY17
VARIOUS ROUTES STH
VAR HWY
NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-21



LAYOUT
SCALE 0 30 MI.

TOTAL NET LENGTH OF CENTERLINE = 0.000

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-33-21		

GENERAL NOTES

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

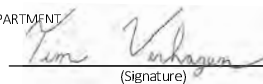


Dial 811 or (800)242-8511

www.DiggersHotline.com

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	
Designer	M JANKE
Project Manager	T VERHAGEN
Regional Examiner	
Regional Supervisor	RWAGNER

APPROVED FOR THE DEPARTMENT
DATE: 8/1/16 
(Signature)

E

TRAFFIC CONTROL NOTES

ARROW BOARDS SHALL BE A MINIMUM TYPE B WITH A SIZE 60"X30".

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.

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

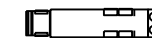
THE LANE CLOSURE IS TYPICAL FOR CLOSING LEFT LANE - REVERSE FOR CLOSING RIGHT LANE.

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 OF 1500' IN FRONT OF SHADOW VEHICLE 1.

MULTIPLE PCMS MAY BE NECESSARY BASED ON ROADWAY GEOMETRICS AND LOCATION OF ENTRANCE RAMP OR SIDE ROADS.

LEGEND

PORTABLE CHANGEABLE MESSAGE BOARD



VEHICLE WITH HIGH-INTENSITY ROTATING FLASHING OSCILLATING OR STROBE LIGHTS



FLASHING ARROW BOARD



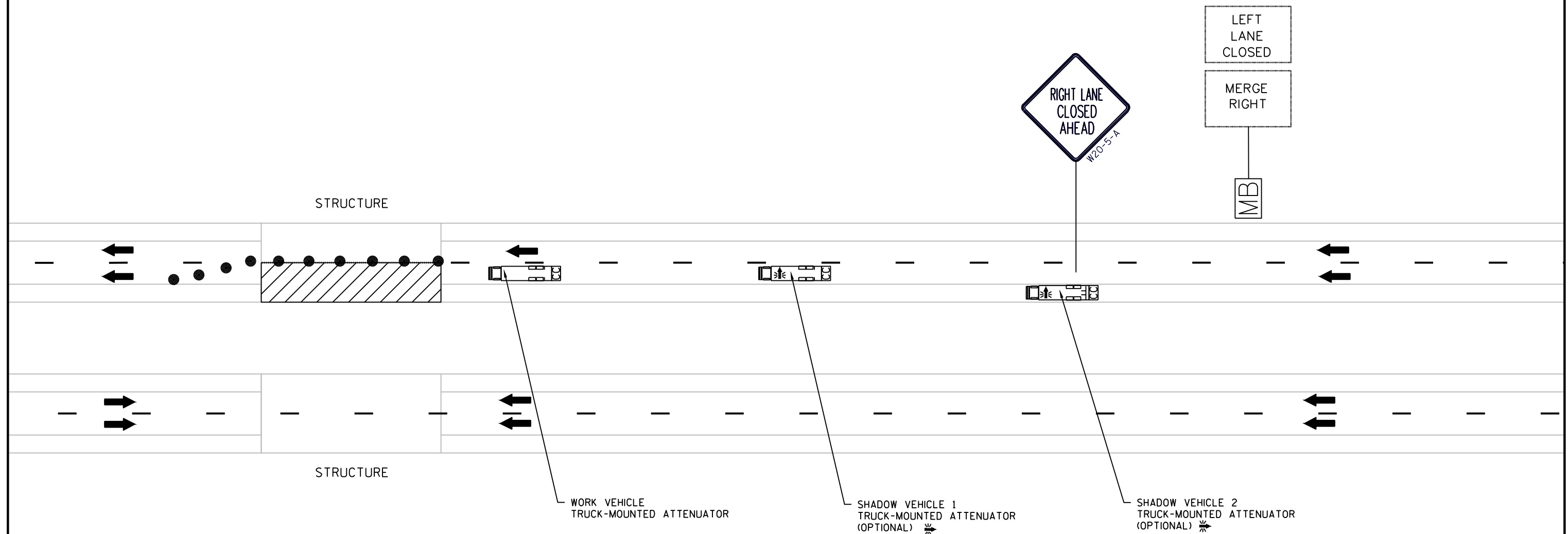
DRUM

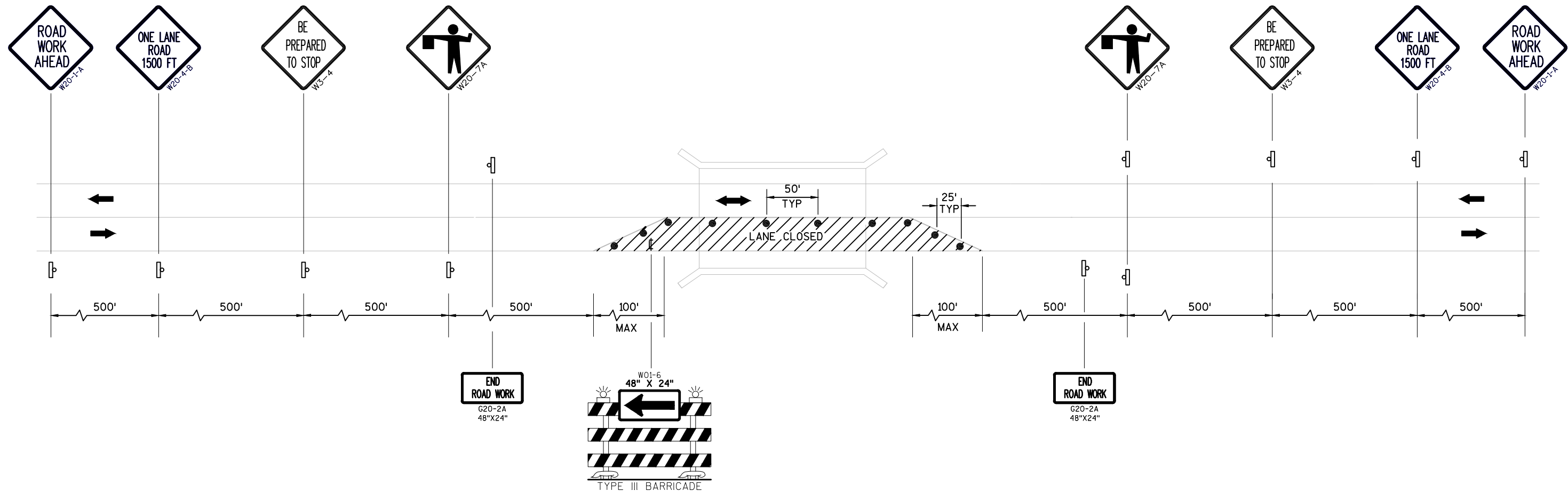


DIRECTION OF TRAFFIC



WORK AREA



TYPICAL LANE CLOSURETRAFFIC 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 200' (500' DESIRABLE) 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'.

ALL SIGNS ARE 48\"X48\" UNLESS OTHERWISE NOTED.

LEGEND

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

PROJECT NO:1009-33-21

HWY:VARIOUS

COUNTY:NORTHEAST REGION

TRAFFIC CONTROL

SHEET

E

TRAFFIC CONTROL NOTES

THE EXACT NUMBER LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL THE FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNING 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.

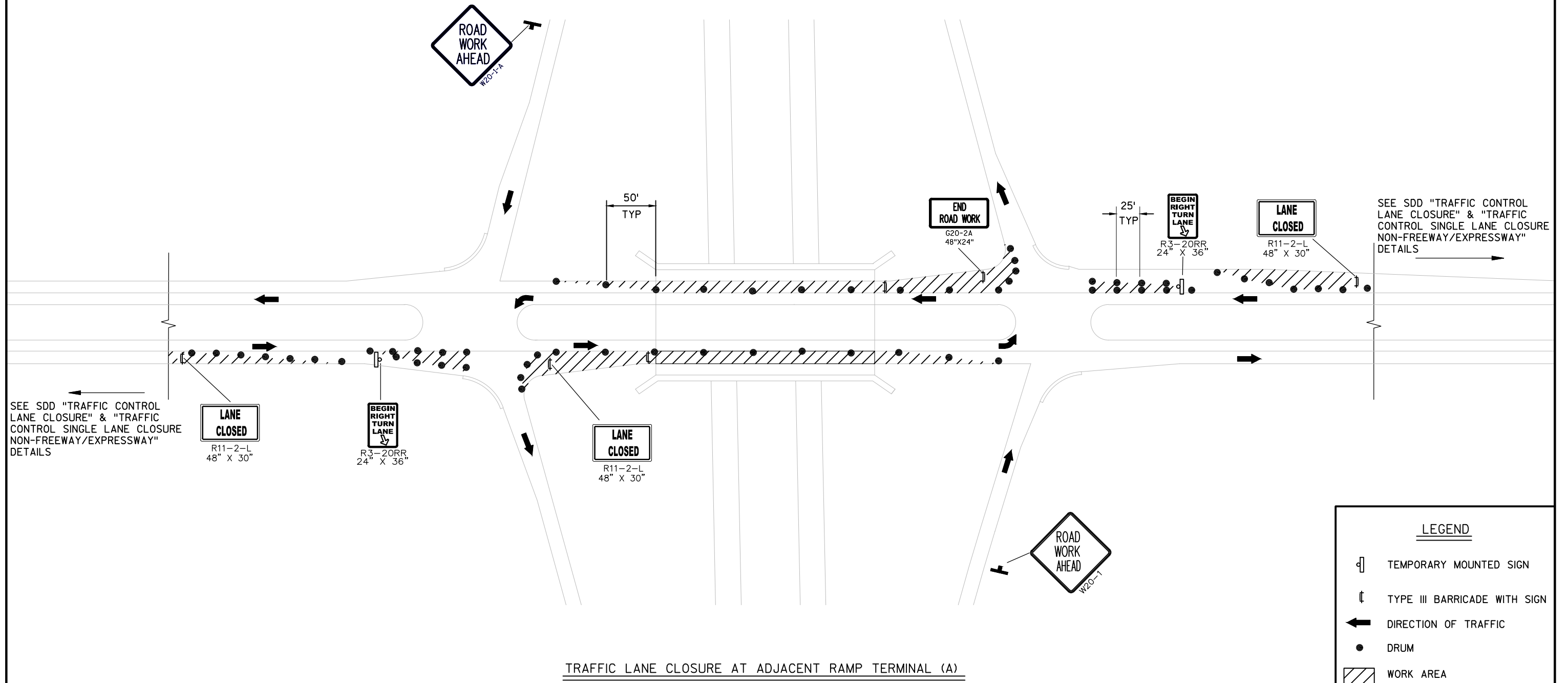
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO 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"X48" UNLESS OTHERWISE NOTED.



TRAFFIC CONTROL NOTES

THE EXACT NUMBER LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL THE FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNING 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.

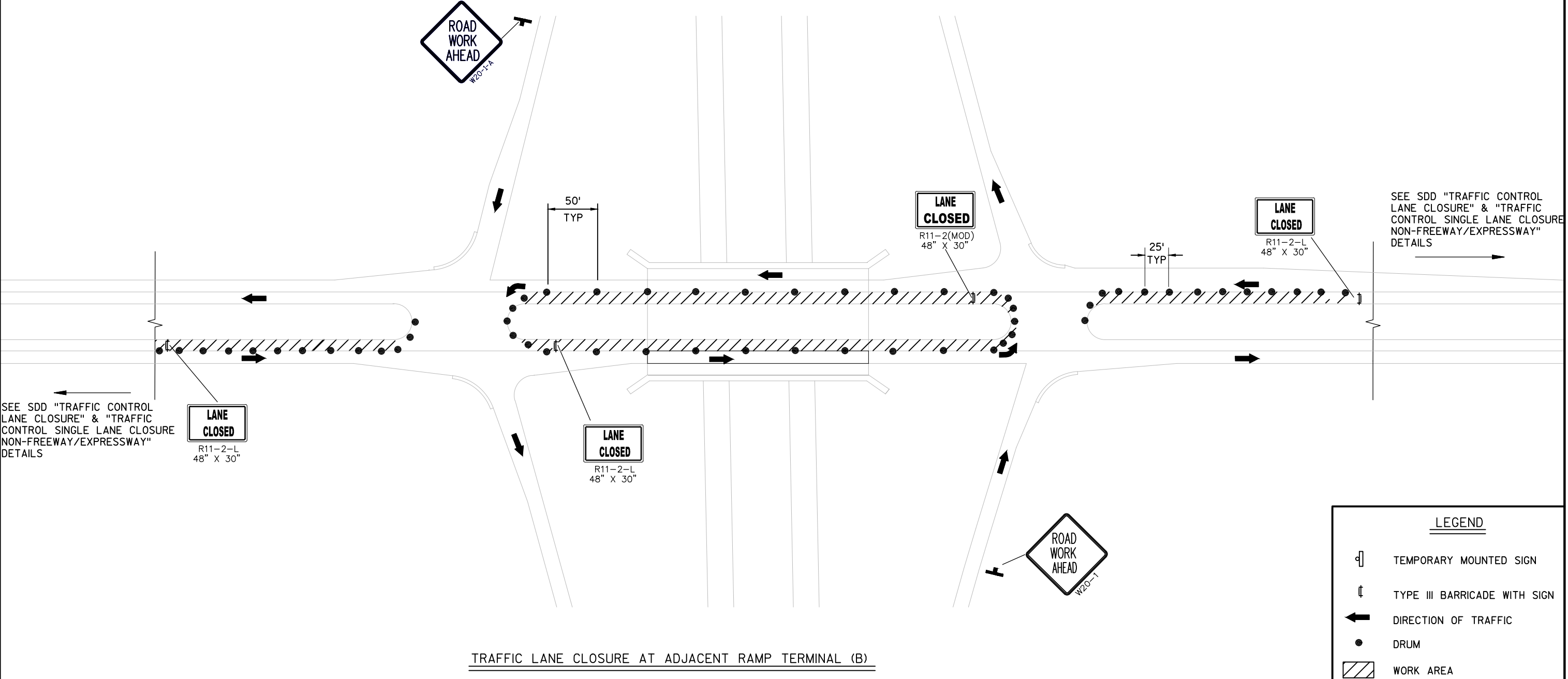
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO 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 ½ THE LENGTH OF THE TRANSITION AREA.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



LEGEND

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

SEE SDD "TRAFFIC CONTROL
LANE CLOSURE" DETAIL

SEE SDD "TRAFFIC CONTROL
LANE CLOSURE" DETAIL

STAGE A

STAGE B

TRAFFIC CONTROL NOTES

THE EXACT NUMBER LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL THE FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNING 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 BE ADJUSTED TO 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.

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TRAFFIC LANE CLOSURE AT ADJACENT ENTRANCE RAMP

LEGEND

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

TRAFFIC CONTROL NOTES

THE EXACT NUMBER LOCATION AND SPACING OF ALL SIGNS AND TRAFFIC CONTROL DEVICES (AND THE LOCATION OF ALL THE FLAGGERS) SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

ALL SIGNING 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.

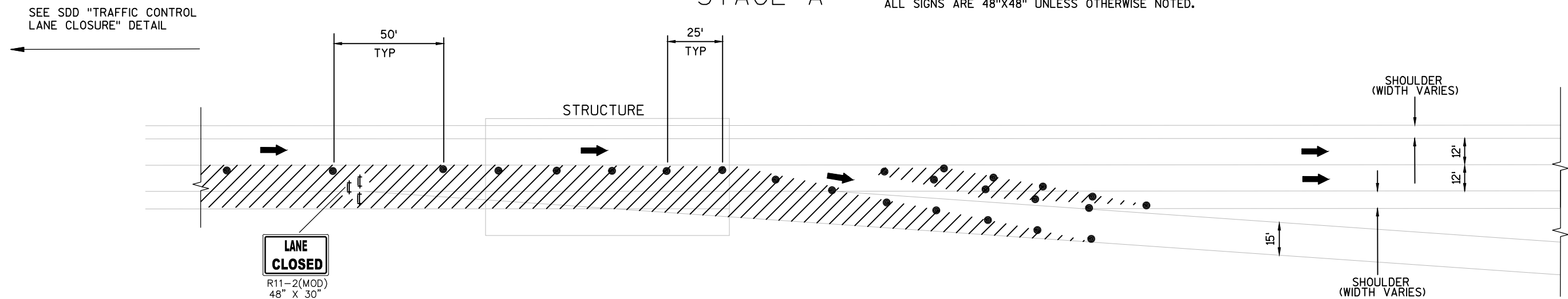
THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH EXISTING SIGNS.

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

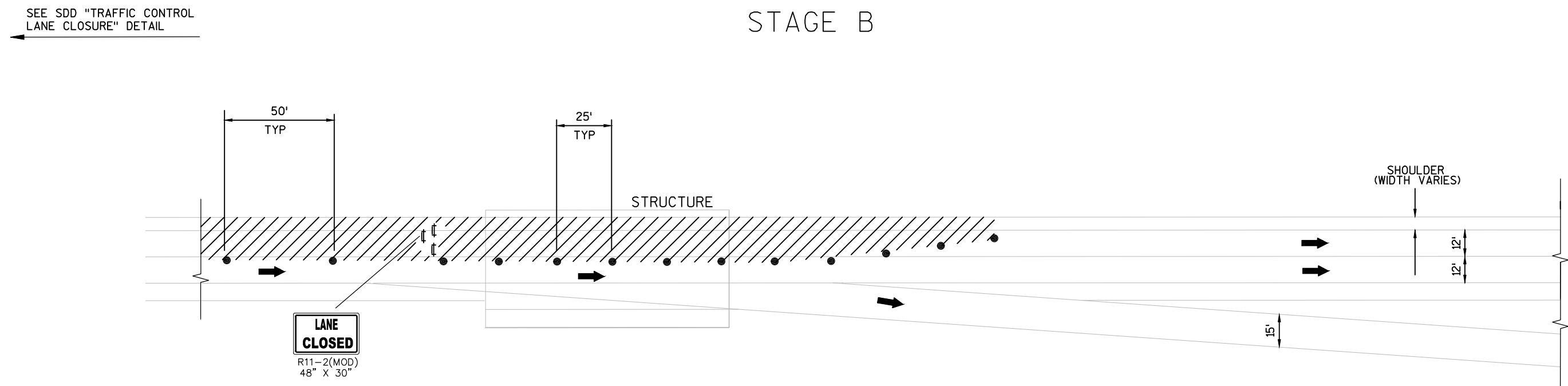
ADJUSTMENTS IN BUFFER SPACE SHOULD BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT SHOULD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

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STAGE A



STAGE B



TRAFFIC LANE CLOSURE AT ADJACENT EXIT RAMP

1009-33-21 WORK RESTRICTIONS

INTERSTATE 43 NORTHBOUND					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0039	SMIES ROAD	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-59-0041	DEWITT ROAD	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-59-0043	CTH AA	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-59-0029	CNW R/R	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-59-0185	CTH O	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-59-0057	PIGEON RIVER	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-59-0187	CTH J	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0068	SOO LINE R/R	IH 43 NB - STH 42 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0071	USH 10 EB - STH 42 SB	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0066	CS W CUSTER ST	IH 43 NB - STH 42 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0111	CEDAR VIEW ROAD	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0061	WESTVIEW ROAD	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0087	CTH K	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0092	CNW R/R	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0094	CTH Z/STH 147	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0098	DEVILS RIVER	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	
B-36-0104	ROSECRANS RD	IH 43 NB	LANE CLOSURE	FRIDAY 12PM-7PM	

INTERSTATE 43 SOUTHBOUND					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0038	SMIES ROAD	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-59-0040	DEWITT ROAD	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-59-0052	CNW R/R	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-59-0184	CTH O	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-59-0018	PIGEON RIVER	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-59-0186	CTH J	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0067	SOO LINE R/R	IH 43 SB - STH 42 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0086	CTH K	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0070	USH 10 EB - STH 42 SB	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0065	CS W CUSTER ST	IH 43 SB - STH 42 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0110	CEDAR VIEW ROAD	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0042	WESTVIEW ROAD	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0091	CNW R/R	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0093	CTH Z/STH 147	IH 43 SB	LANE CLOSURE	SUNDAY 12PM-7PM	

NOTES: WORK RESTRICTION MEANS NO WORK ALLOWED DURING TIMEFRAME SHOWN.
WORK RESTRICTIONS COVER ALL STRUCTURES FOR B-15-0023 AND B-15-0100, NOT JUST THE
UNIT SHOWN.

1009-33-21 WORK RESTRICTIONS

STRUCTURES OVER INTERSTATE 43					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0047	IH 43	STH 32 NB	LANE SHIFT		
B-59-0044	CTH KK	IH 43	FLAGGING		
B-59-0068	GARTON ROAD	IH 43	FLAGGING		
B-59-0069	ROWE ROAD	IH 43	FLAGGING		
B-59-0073	ORCHARD ROAD	IH 43	FLAGGING		
B-36-0074	COUNTY LINE ROAD	IH 43	FLAGGING		
B-36-0037	SOUTH CLEVELAND ROAD	IH 43	FLAGGING		
B-36-0039	CTH XX	IH 43	LANE SHIFT		
B-36-0043	FISCHER CREEK ROAD	IH 43	FLAGGING		
B-36-0045	CTH X	IH 43	FLAGGING		
B-36-0059	SILVER CREEK ROAD	IH 43	FLAGGING		
B-36-0062	VIEBAHN STREET (CTH CL)	IH 43	FLAGGING		
B-36-0069	MIDDLE ROAD	IH 43	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0085	CTH P	IH 43	FLAGGING		
B-36-0079	ROCKWOOD ROAD	IH 43	FLAGGING		
B-36-0080	REIFS MILL ROAD	IH 43	FLAGGING		
B-36-0081	HILLCREST ROAD (CTH V)	IH 43	LANE SHIFT		
B-36-0084	POLIFKA ROAD	IH 43	FLAGGING		
B-36-0088	FISCHERVILLE ROAD	IH 43	FLAGGING		
B-36-0090	GREEN STREET ROAD	IH 43	FLAGGING		
B-36-0083	HIDDEN VALLEY ROAD	IH 43	FLAGGING		
B-36-0089	ZANDER ROAD	IH 43	FLAGGING		
B-05-0234	COOPERSTOWN ROAD	IH 43	FLAGGING		
B-05-0196	IH 43	USH 141	FLAGGING	MON-FRI 12PM-6PM	
B-05-0198	CTH JJ	IH 43	LANE SHIFT	MON-FRI 6AM-7PM	
B-05-0201	GREENBRIER DRIVE	IH 43	FLAGGING	MON-FRI 4PM-6PM	
B-05-0227	MILITARY AVE	IH 43	FLAGGING		

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1009-33-21 WORK RESTRICTIONS

STH 57 NORTHBOUND					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-15-0021	RENARD CREEK	STH 57 NB	LANE CLOSURE		
B-15-0017	AHNAPEE RIVER	STH 57 NB	LANE CLOSURE		
B-15-0006	GREEN BAY ROAD	STH 42 NB - STH 57 NB	LANE CLOSURE		
STH 57 SOUTHBOUND					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-15-0022	RENARD CREEK	STH 57 SB	LANE CLOSURE		
B-15-0016	AHNAPEE RIVER	STH 57 SB	LANE CLOSURE		
B-15-0005	GREEN BAY ROAD	STH 42 SB - STH 57 SB	LANE CLOSURE		
STRUCTURES OVER STH 57					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-31-0086	CTH S	STH 57	FLAGGING		
STH 23 EASTBOUND					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0097	SUNSET DRIVE & R/R	STH 23 EB	LANE CLOSURE		
B-59-0091	STH 67 & MULLET RIVER	STH 23 EB	LANE CLOSURE		
B-59-0088	SHEBOYGAN RIVER	STH 23 EB	LANE CLOSURE		
B-59-0083	STH 32	STH 23 EB	LANE CLOSURE		
B-59-0103	TAYLOR DRIVE	STH 23 EB - KOHLER DRIVE	LANE CLOSURE	MON-FRI 7AM-9AM	
STH 23 WESTBOUND					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0180	SUNSET DRIVE & R/R	STH 23 WB	LANE CLOSURE		
B-59-0309	STH 67 & MULLET RIVER	STH 23 WB	LANE CLOSURE		
B-59-0123	SHEBOYGAN RIVER	STH 23 WB	LANE CLOSURE		
B-59-0084	STH 32	STH 23 WB	LANE CLOSURE		
B-59-0079	TAYLOR DRIVE	STH 23 WB - KOHLER DRIVE	LANE CLOSURE	MON-FRI 2PM-6PM	

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1009-33-21 WORK RESTRICTIONS

STRUCTURES OVER STH 23					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0179	CTH C	STH 23	LANE SHIFT		
B-59-0082	RANGE LINE ROAD	STH 23	FLAGGING		
B-59-0081	WOODLAND ROAD	STH 23	FLAGGING		

DOOR COUNTY - MISC. STRUCTURES					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-15-0023-01	STURGEON BAY	MAPLE/OREGON STREET	LANE SHIFT	FRIDAY 12PM-SUNDAY 6PM	
B-15-0024	Unnamed Creek	STH 42	FLAGGING		
B-15-0100-01	STURGEON BAY	MICHIGAN STREET	FLAGGING	FRIDAY 12PM-SUNDAY 6PM	DETOUR OVER TO MAPLE/OREGON POTENTIALLY

KEWAUNEE COUNTY - MISC. STRUCTURES					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-31-0023	KEWAUNEE RIVER	STH 29	FLAGGING		
B-31-0051	SCHOOL CREEK	STH 54	FLAGGING		
B-31-0067	EAST TWIN RIVER	STH 29	FLAGGING		
B-31-0071	KEWAUNEE RIVER	STH 54	FLAGGING		

MANITOWOC COUNTY - MISC. STRUCTURES					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-36-0011	SHEBOYGAN RIVER	STH 32 NB	LANE SHIFT		
B-36-0026	SILVER CREEK	USH 151	LANE SHIFT		
B-36-0063	IH 43	USH 151	LANE CLOSURE	SUNDAY 12PM-7PM	
B-36-0109	EAST TWIN RIVER	STH 147	LANE SHIFT		
B-36-0112	MANITOWOC RIVER	USH 10 W - STH 42 S	LANE CLOSURE		
B-36-0113	MANITOWOC RIVER	USH 10 E - STH 42 N	LANE CLOSURE		
B-36-0114	WHITEWATER DRIVE	USH 10 W - STH 42 S	LANE CLOSURE		
B-36-0115	WHITEWATER DRIVE	USH 10 E - STH 42 N	LANE CLOSURE		
B-36-0123	E TWIN RIVER	STH 147	LANE SHIFT		
B-36-0132	SHEBOYGAN RIVER	STH 67	LANE SHIFT		
B-36-0135	WEST TWIN RIVER	STH 147	LANE SHIFT		
B-36-0137	SHEBOYGAN RIVER	STH 32 SB	LANE CLOSURE		
B-36-0180	TRIB TO MEEME CREEK	STH 42	LANE SHIFT		
B-36-0181	TRIB TO POINT CREEK	STH 42	LANE SHIFT		
B-36-0193	BRANCH RIVER	USH 10	LANE SHIFT		
B-36-0210	CEDAR CREEK	USH 151	LANE SHIFT		
B-36-0211	MUD CREEK	USH 151	LANE SHIFT		
B-36-0892	MUD CREEK	USH 10 - MAIN ST	LANE SHIFT		

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1009-33-21 WORK RESTRICTIONS

SHEBOYGAN COUNTY - MISC. STRUCTURES					
BRIDGE NUMBER	BRIDGE NAME	ROUTE	TRAFFIC CONTROL	WORK RESTRICTION #1	WORK RESTRICTION #2
B-59-0006	SHEBOYGAN RIVER	STH 57	FLAGGING		
B-59-0013	ONION RIVER	STH 28 EB / 57 NB - MILL ST	LANE CLOSURE		
B-59-0027	ONION RIVER	STH 32	FLAGGING		
B-59-0066	PIGEON RIVER	STH 42	FLAGGING		
B-59-0101	ONION RIVER	STH 28	LANE SHIFT		
B-59-0108	MULLET RIVER	STH 57	LANE SHIFT		
B-59-0134	BR. PIGEON RIVER	STH 32	LANE SHIFT		
B-59-0158	ONION RIVER	STH 28	LANE CLOSURE		
B-59-0308	CTH A	STH 57	LANE SHIFT		

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WORK RESTRICTIONS COVER ALL STRUCTURES FOR B-15-0023 AND B-15-0100, NOT JUST THE
UNIT SHOWN.

Estimate Of Quantities

1009-33-21					
Line	Item	Item Description	Unit	Total	Qty
0010	502.3215.S	Protective Surface Treatment Reseal	SY	142,198.300	142,198.300
0020	619.1000	Mobilization	EACH	1.000	1.000
0030	643.0100	Traffic Control (project) 01. 1009-33-21	EACH	1.000	1.000
0040	643.1050	Traffic Control Signs PCMS	DAY	130.000	130.000

PROTECTIVE SURFACE TREATMENT

502.3215.S

0010	BROWN (05)	B-05-0196	IH 43	UNDER	USH 141	1466	
0010		B-05-0198	IH 43	UNDER	CTH JJ	2936	
0010		B-05-0201	IH 43	UNDER	GREENBRIER DRIVE	2007	
0010		B-05-0227	IH 43	UNDER	MILITARY AVE.	12500	
0010		B-05-0234	IH 43	UNDER	COOPERSTOWN RD	10817	

BROWN COUNTY TOTAL (0010) 29726

0010	MAN (36)	B-36-0037	IH 43	UNDER	SOUTH CLEVELAND RD	1016	
0010		B-36-0039	IH 43	UNDER	CTH XX	2223	
0010		B-36-0042	IH 43 SB	OVER	WESTVIEW ROAD	307	
0010		B-36-0043	IH 43	UNDER	FISCHER CREEK RD	1257	
0010		B-36-0045	IH 43	UNDER	CTH X	1609	
0010		B-36-0059	IH 43	UNDER	SILVER CREEK RD	968	
0010		B-36-0061	IH 43 NB	OVER	WESTVIEW ROAD	352	
0010		B-36-0062	IH 43	UNDER	VIEBAHN ST (CTH CL)	1195	
0010		B-36-0063	USH 151	OVER	IH 43	3212	
0010		B-36-0065	IH 43 SB - STH 42 SB	OVER	CS W CUSTER ST	2382	
0010		B-36-0066	IH 43 NB - STH 42 SB	OVER	CS W CUSTER ST	1942	
0010		B-36-0067	IH 43 SB - STH 42 SB	OVER	SOO LINE R/R	818	WICENTRAL LTD RR
0010		B-36-0068	IH 43 NB - STH 42 NB	OVER	SOO LINE R/R	806	WICENTRAL LTD RR
0010		B-36-0069	IH 43	UNDER	MIDDLE RD.	1033	
0010		B-36-0070	IH 43 SB	OVER	USH 10 EB - STH 42 SB	829	
0010		B-36-0071	IH 43 NB	OVER	USH 10 EB - STH 42 SB	829	
0010		B-36-0074	IH 43	UNDER	COUNTY LINE RD	956	
0010		B-36-0079	IH 43	UNDER	ROCKWOOD RD	1033	
0010		B-36-0080	IH 43	UNDER	REIFS MILL RD	926	
0010		B-36-0081	IH 43	UNDER	HILLCREST RD (CTH V)	1941	
0010		B-36-0083	IH 43	UNDER	HIDDEN VALLEY RD	933	
0010		B-36-0084	IH 43	UNDER	POLIFKA RD	1620	
0010		B-36-0085	IH 43	UNDER	CTH P	1308	
0010		B-36-0086	IH 43 SB	OVER	CTH K	1140	
0010		B-36-0087	IH 43 NB	OVER	CTH K	1140	
0010		B-36-0088	IH 43	UNDER	FISCHERVILLE RD	984	
0010		B-36-0089	IH 43	UNDER	ZANDER RD	1427	
0010		B-36-0090	IH 43	UNDER	GREENSTREET RD	1063	
0010		B-36-0091	IH 43 SB	OVER	CNW R/R	1152	
0010		B-36-0092	IH 43 NB	OVER	CNW R/R	1152	
0010		B-36-0093	IH 43 SB	OVER	CTH Z/STH 147	861	
0010		B-36-0094	IH 43 NB	OVER	CTH Z/STH 147	861	
0010		B-36-0098	IH 43 NB	OVER	DEVILS RIVER	611	
0010		B-36-0104	IH 43 NB	OVER	ROSECRANS RD	655	
0010		B-36-0110	IH 43 SB	OVER	CEDAR VIEW ROAD	812	
0010		B-36-0111	IH 43 NB	OVER	CEDAR VIEW ROAD	812	

MANITOWOC COUNTY TOTAL (0010) 42160

PROTECTIVE SURFACE TREATMENT

502.3215.S

0010	SHEB. (59)	B-59-0018	IH 43 SB	OVER	PIGEON RIVER	749	
0010		B-59-0029	IH 43 NB	OVER	CNW R/R	972	UNION/PACIFIC RR CO
0010		B-59-0038	IH 43 SB	OVER	SMIES RD	663	
0010		B-59-0039	IH 43 NB	OVER	SMIES RD	697	
0010		B-59-0040	IH 43 SB	OVER	DEWITT RD	676	
0010		B-59-0041	IH 43 NB	OVER	DEWITT RD	676	
0010		B-59-0043	IH 43 NB	OVER	CTH AA	836	
0010		B-59-0044	IH 43	OVER	CTH KK	1236	
0010		B-59-0047	STH 32 NB	OVER	IH 43	2319	
0010		B-59-0052	IH 43 SB	OVER	CNW R/R	976	UNION/PACIFIC RR CO
0010		B-59-0057	IH 43 NB	OVER	PIGEON RIVER	766	
0010		B-59-0068	IH 43	UNDER	GARTON RD	904	
0010		B-59-0069	IH 43	UNDER	ROWE RD	937	
0010		B-59-0073	IH 43	UNDER	ORCHARD RD	915	
0010		B-59-0184	IH 43 SB	OVER	CTH O	844	
0010		B-59-0185	IH 43 NB	OVER	CTH O	884	
0010		B-59-0186	IH 43 SB	OVER	CTH J	1044	
0010		B-59-0187	IH 43 NB	OVER	CTH J	1075	
SHEBOYGAN COUNTY TOTAL (0010)						17167	
CATEGORY 0010 TOTAL						89053	

PROTECTIVE SURFACE TREATMENT

502.3215.S

CATEGORY	COUNTY	BRIDGE #	ROUTE	OVER/UNDER	FEATURE	TOTAL SY	COMMENTS
0020	DOOR (15)	B-15-0005	STH 42 SB - STH 57 SB	OVER	GREEN BAY RD	550	
0020		B-15-0006	STH 42 NB - STH 57 NB	OVER	GREEN BAY RD	550	
0020		B-15-0016	STH 57 SB	OVER	AHNAPEE RIVER	310	
0020		B-15-0017	STH 57 NB	OVER	AHNAPEE RIVER	368	
0020		B-15-0021	STH 57 NB	OVER	RENARD CREEK	198	
0020		B-15-0022	STH 57 SB	OVER	RENARD CREEK	198	
0020		B-15-0023-01	MAPLE/OREGON ST.	OVER	STURGEON BAY	2920	LIFT BRIDGE
0020		B-15-0023-02	MAPLE/OREGON ST.	OVER	STURGEON BAY	1757	LIFT BRIDGE
0020		B-15-0023-03	MAPLE/OREGON ST.	OVER	STURGEON BAY	1749	LIFT BRIDGE
0020		B-15-0024	STH 42	OVER	UNNAMED CREEK	283	
0020		B-15-0100-01	MICHIGAN ST.	OVER	STURGEON BAY	691	LIFT BRIDGE
0020		B-15-0100-02	MICHIGAN ST.	OVER	STURGEON BAY	1133	LIFT BRIDGE
0020		B-15-0010-03	MICHIGAN ST.	OVER	STURGEON BAY	0	LIFT BRIDGE
0020		B-15-0100-04	MICHIGAN ST.	OVER	STURGEON BAY	3135	LIFT BRIDGE

DOOR COUNTY TOTAL (0020) 13843

0020	KEW (31)	B-31-0023	STH 42	OVER	KEWAUNEE RIVER	3285	
0020		B-31-0051	STH 54	OVER	SCHOOL CREEK	356	
0020		B-31-0067	STH 29	OVER	EAST TWIN RIVER	195	
0020		B-31-0071	STH 54	OVER	KEWAUNEE RIVER	1050	
0020		B-31-0086	STH 57	UNDER	CTH S	1217	

KEWAUNEE COUNTY TOTAL (0020) 6102

0020	MAN (36)	B-36-0011	STH 32 NB	OVER	SHEBOYGAN RIVER	426	
0020		B-36-0026	USH 151	OVER	SILVER CREEK	232	
0020		B-36-0109	STH 147	OVER	EAST TWIN RIVER	685	
0020		B-36-0112	USH 10 WB - STH 42 SB	OVER	MANITOWOC RIVER	1280	
0020		B-36-0113	USH 10 EB - STH 42 NB	OVER	MANITOWOC RIVER	1280	
0020		B-36-0114	USH 10 WB - STH 42 SB	OVER	WHITEWATER DR.	612	
0020		B-36-0015	USH 10 EB - STH 42 NB	OVER	WHITEWATER DR.	612	
0020		B-36-0123	STH 147	OVER	E. TWIN RIVER	742	
0020		B-36-0132	STH 67	OVER	SHEBOYGAN RIVER	580	
0020		B-36-0135	STH 147	OVER	WEST TWIN RIVER	1023	
0020		B-36-0137	STH 32 SB	OVER	SHEBOYGAN RIVER	430	
0020		B-36-0180	STH 42	OVER	TRIB. TO MEEME CREEK	210	
0020		B-36-0181	STH 42	OVER	TRIB. TO POINT CREEK	207	
0020		B-36-0193	USH 10	OVER	BRANCH RIVER	1052	
0020		B-36-0210	USH 151	OVER	CEDAR CREEK	260	
0020		B-36-0211	USH 151	OVER	MUD CREEK	342	
0020		B-36-0892	USH 10 - MAIN ST	OVER	MUD CREEK	208	

MANITOWOC COUNTY TOTAL (0020) 10179

PROTECTIVE SURFACE TREATMENT

502.3215.S

CATEGORY	COUNTY	BRIDGE #	ROUTE	OVER/UNDER	FEATURE	TOTAL SY	COMMENTS
0020	SHEB (59)	B-59-0006	STH 57	OVER	SHEBOYGAN RIVER	377	W/SOUTHERN RR CO.
0020		B-59-0013	STH 28 EB/57 NB - MILL ST	OVER	ONION RIVER	208	
0020		B-59-0027	STH 32	OVER	ONION RIVER	528	
0020		B-59-0066	STH 42	OVER	PIGEON RIVER	303	
0020		B-59-0079	STH 23 WB - KOHLER DR	OVER	TAYLOR DR	813	
0020		B-59-0081	STH 23	UNDER	WOODLAND RD	1044	
0020		B-59-0082	STH 23	UNDER	RANGE LINE RD	1011	
0020		B-59-0083	STH 23 EB	OVER	STH 32	893	
0020		B-59-0084	STH 23 WB	OVER	STH 32	893	
0020		B-59-0088	STH 23 EB	OVER	SHEBOYGAN RIVER	1105	
0020		B-59-0091	STH 23 EB	OVER	STH 67 & MULLET RIVER	3003	
0020		B-59-0097	STH 23 EB	OVER	SUNSET DR & R/R	1579	
0020		B-59-0101	STH 28	OVER	ONION RIVER	1280	
0020		B-59-0103	STH 23 EB - KOHLER DR	OVER	TAYLOR DR	813	
0020		B-59-0108	STH 67	OVER	MULLET RIVER	426	
0020		B-59-0123	STH 23 WB	OVER	SHEBOYGAN RIVER	1019	
0020		B-59-0134	STH 32	OVER	BR. PIGEON RIVER	345	
0020		B-59-0158	STH 28	OVER	ONION RIVER	278	
0020		B-59-0179	STH 23	UNDER	CTH C	2517	
0020		B-59-0180	STH 23 WB	OVER	SUNSET DR & R/R	1470	
0020		B-59-0308	STH 57	OVER	CTH A	812	
0020		B-59-0309	STH 23 WB	OVER	STH 67 & MULLET RIVER	2302	
SHEBOYGAN COUNTY TOTAL (0020)						23021	

PROJECT TOTAL 142198

MOBILIZATION

619.1000

CATEGORY	ROADWAY	EACH	REMARKS
0010	BACKBONE	0.5	STRUCTURES ALONG IH 43
0020	3R	0.5	ALL OTHER STRUCTURES

TOTAL1

TRAFFIC CONTROL (1009-33-21)

643.0100

CATEGORY	ROADWAY	EACH	REMARKS
0010	BACKBONE	0.5	STRUCTURES ALONG IH 43
0020	3R	0.5	ALL OTHER STRUCTURES

TOTAL1

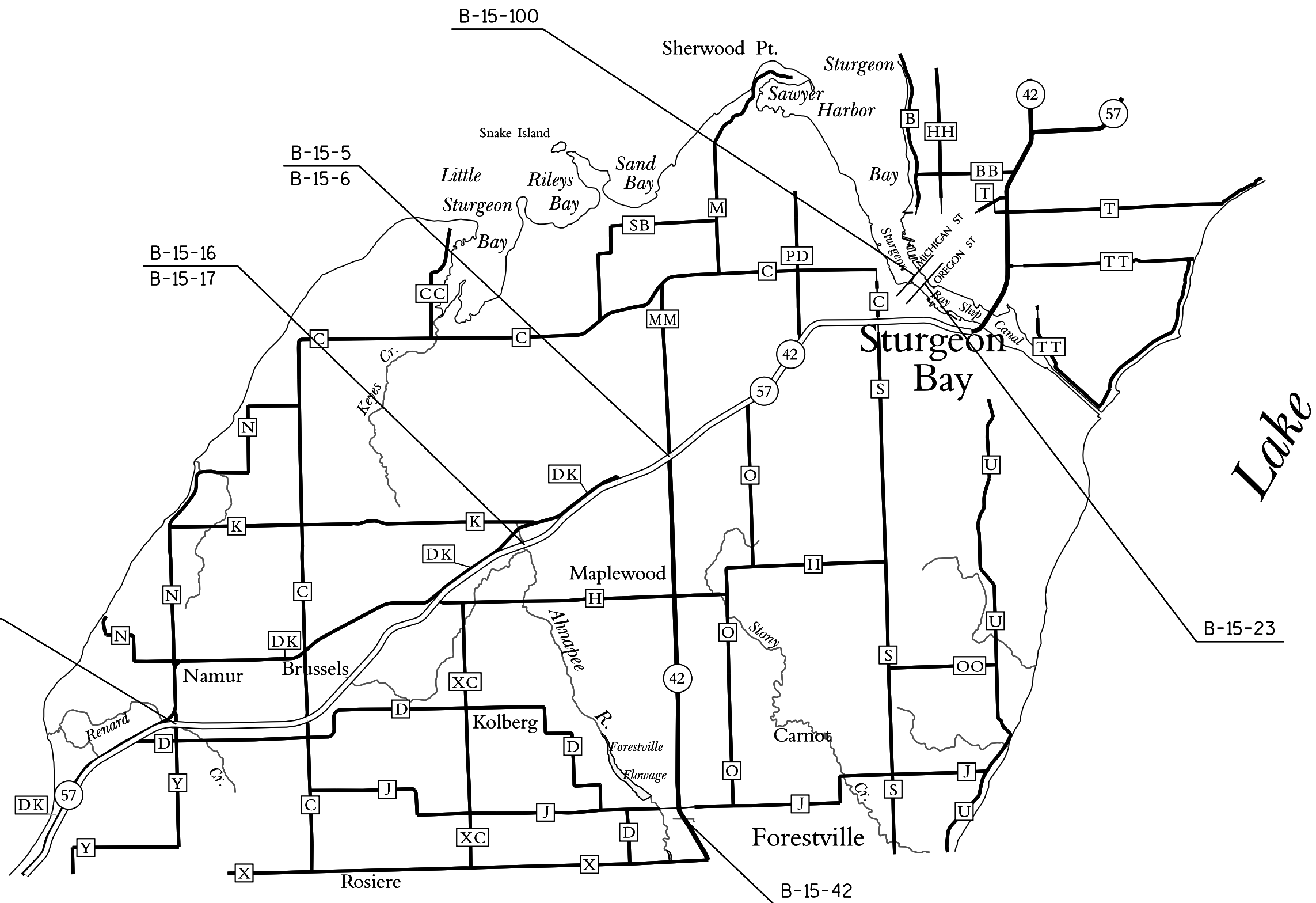
TRAFFIC CONTROL SIGNS PCMS

643.1050

CATEGORY	ROADWAY	APPROX. SERVICE PERIOD DAYS	NO. IN SERVICE	DAYS	REMARKS
0010	BACKBONE	13	6	78	STRUCTURES ALONG IH 43
0020	3R	13	4	52	ALL OTHER STRUCTURES

TOTAL130

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



DOOR COUNTY DECK SEALING LOCATION MAP

PROJECT NO:1009-33-21

HWY: VARIOUS

COUNTY:NORTHEAST REGION

PLAN

SHEET

E

FILE NAME : F:\d3_100933\10093321\050202-pn.dgn

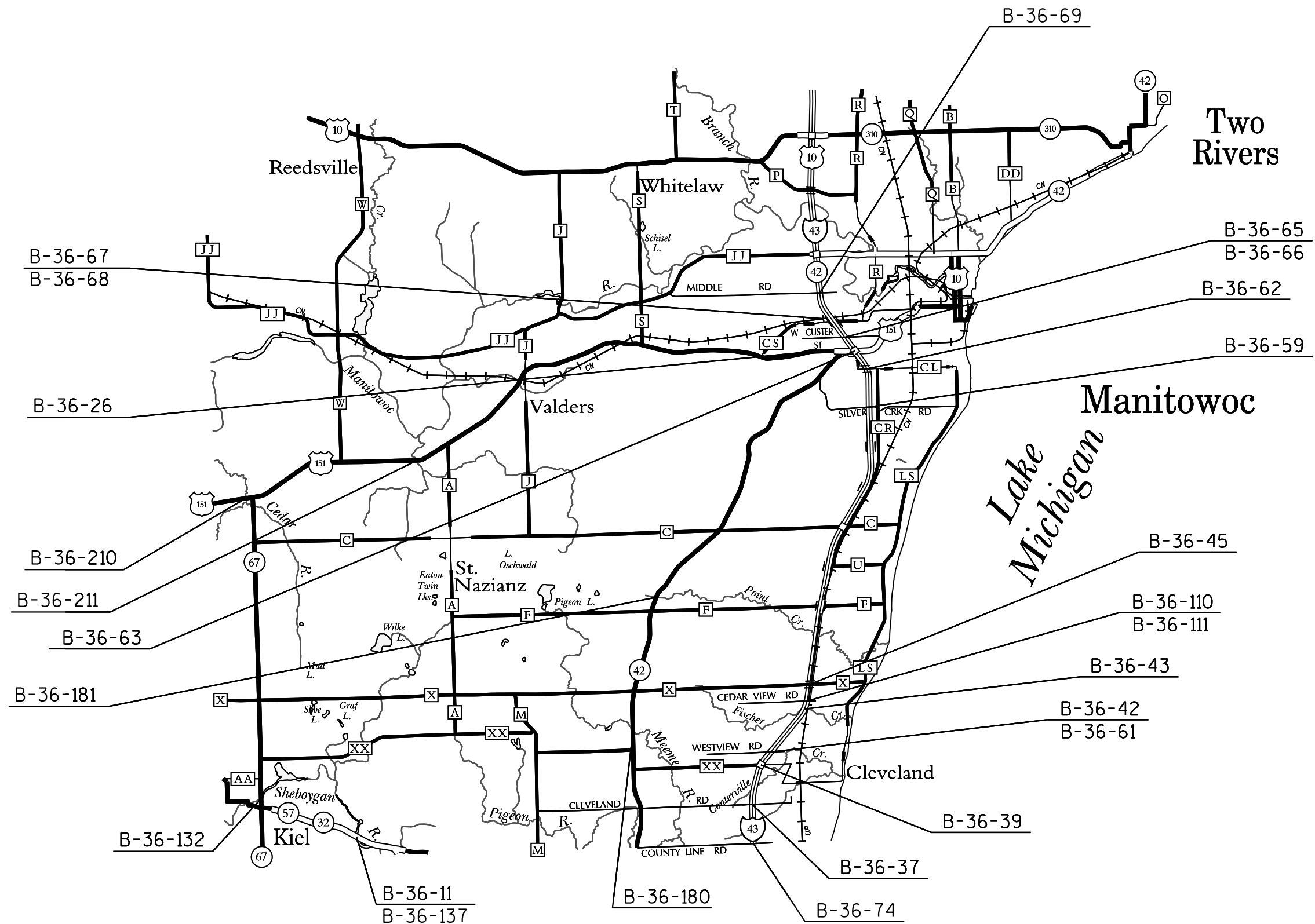
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PLOT BY : di+jbs

PLOT NAME : 050202 PN.I

PLOT SCALE : 11000:1

WISDOT/CADDs SHEET 44



MANITOWOC COUNTY DECK SEALING LOCATION MAP

PROJECT NO:1009-33-21

HWY: VARIOUS

COUNTY: NORTHEAST REGION

PLAN

SHEET

E

FILE NAME : F:\d3_100933\10093321\050204-pn.dgn

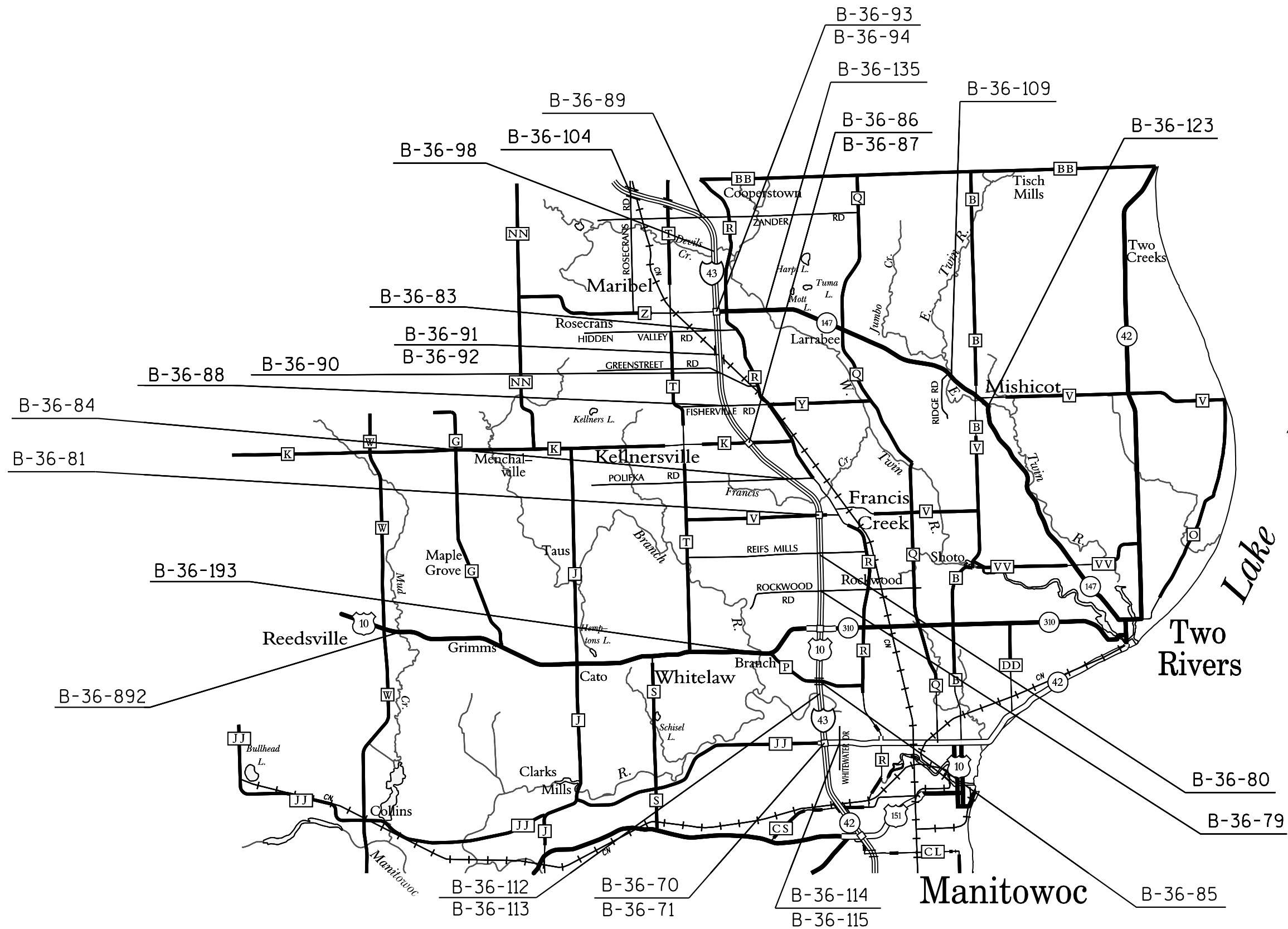
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PLOT BY : ditjbs

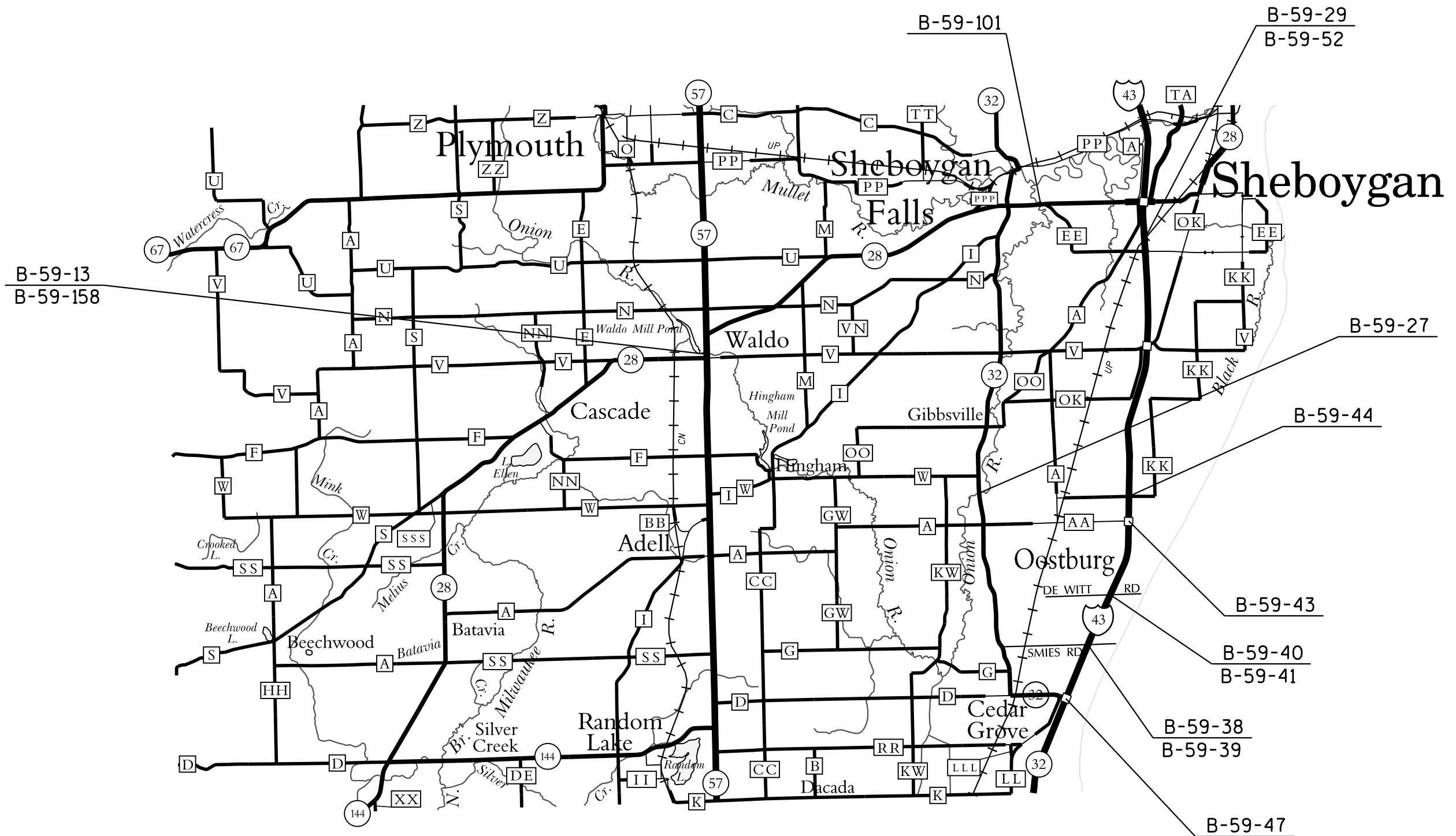
PLOT NAME : 050204 PN.I

PLOT SCALE : 15000:1

WISDOT/CADDs SHEET 44



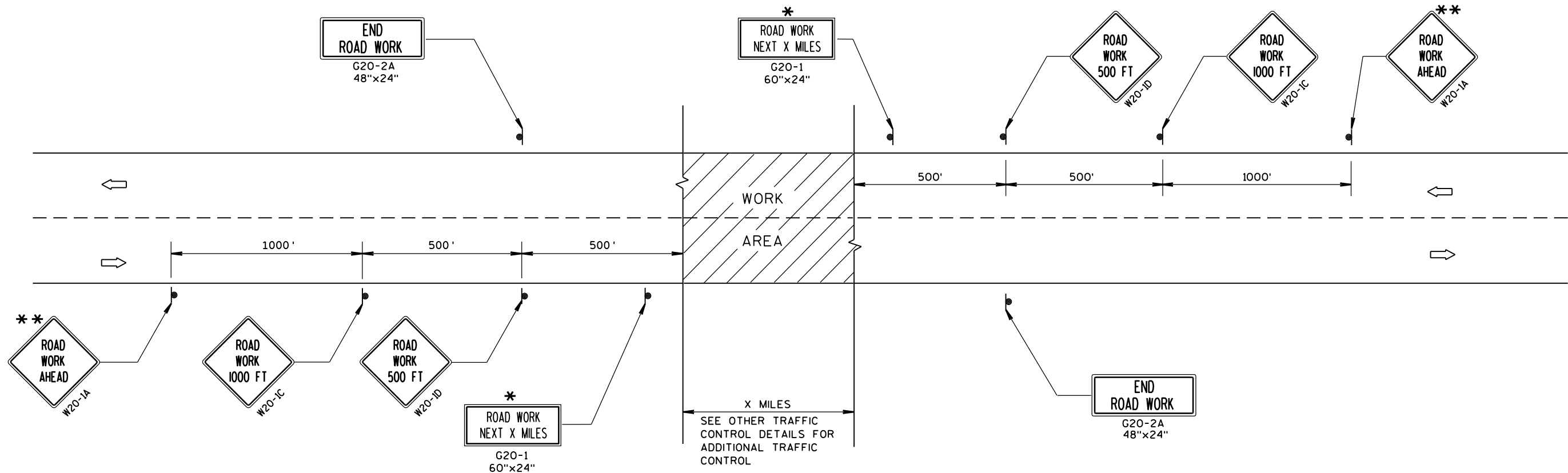
MANITOWOC COUNTY DECK SEALING LOCATION MAP



SHEBOYGAN COUNTY DECK SEALING LOCATION MAP

Standard Detail Drawing List

15C04-03	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15D12-05A	TRAFFIC CONTROL, LANE CLOSURE
15D12-05B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-03	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-03	TRAFFIC CONTROL, SINGLE 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.

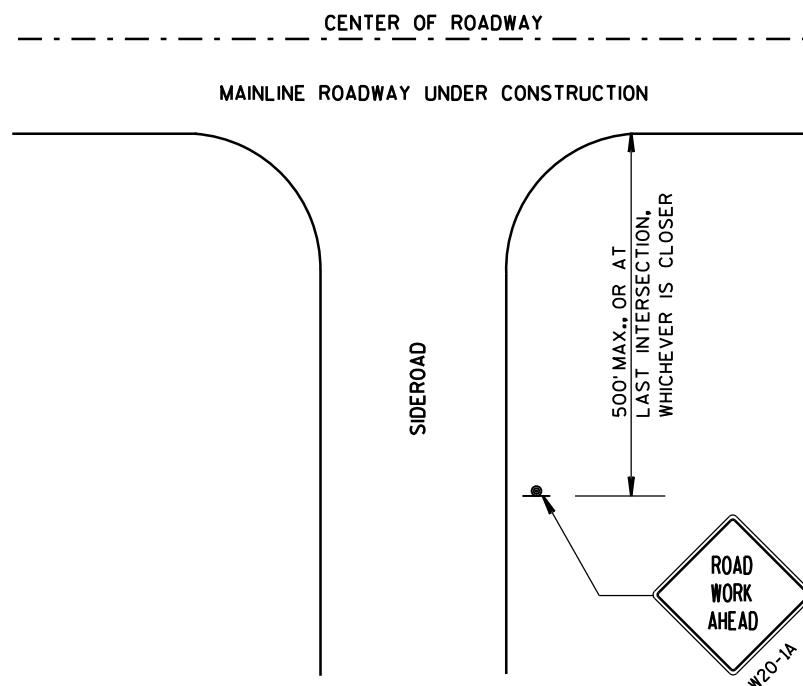
ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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 W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND





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

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
Sept. 2015 /S/ Peter Amokobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER

LEGEND

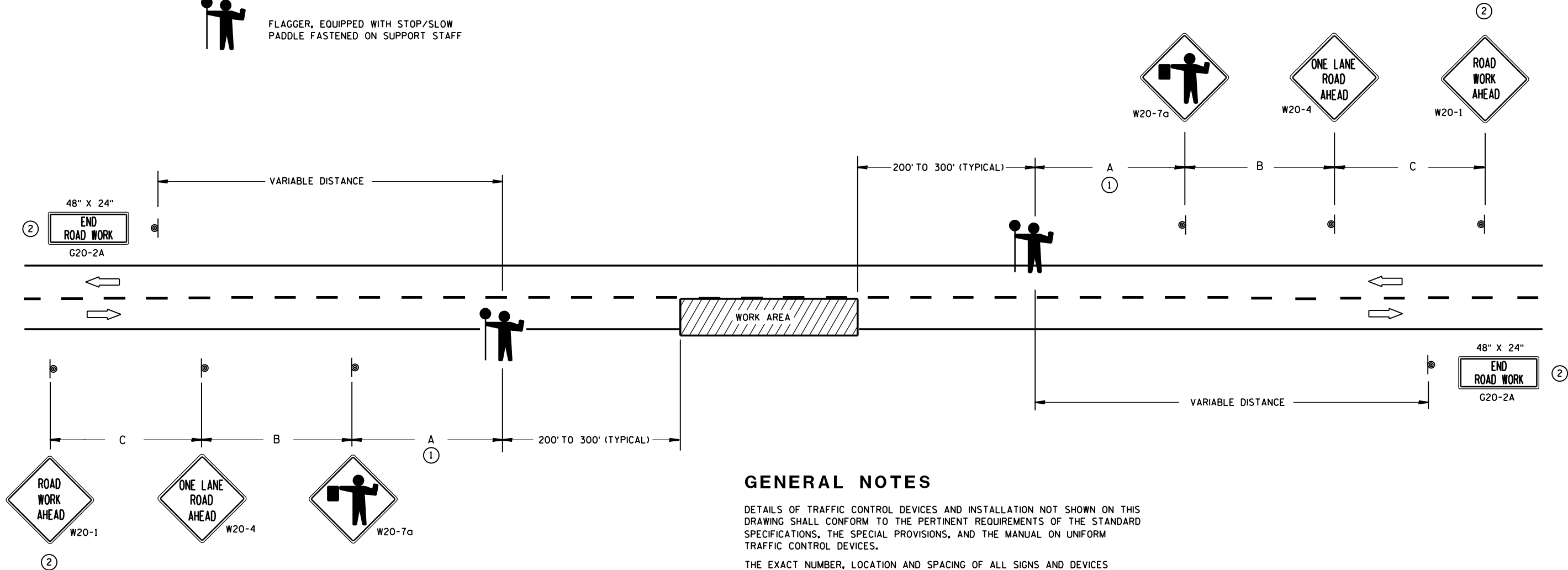
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

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
- 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.

"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.

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.

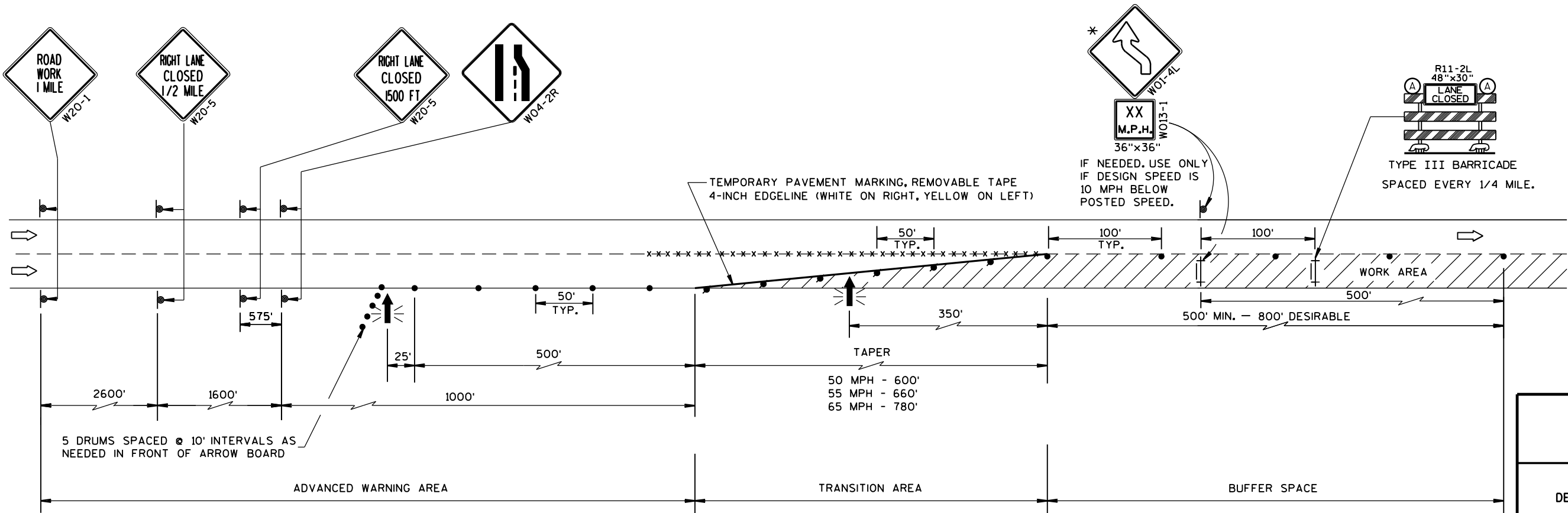
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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 (W01-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



TRAFFIC CONTROL, LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015 DATE	/S/ Travis Fettes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMENENT SUPPORT
- 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.

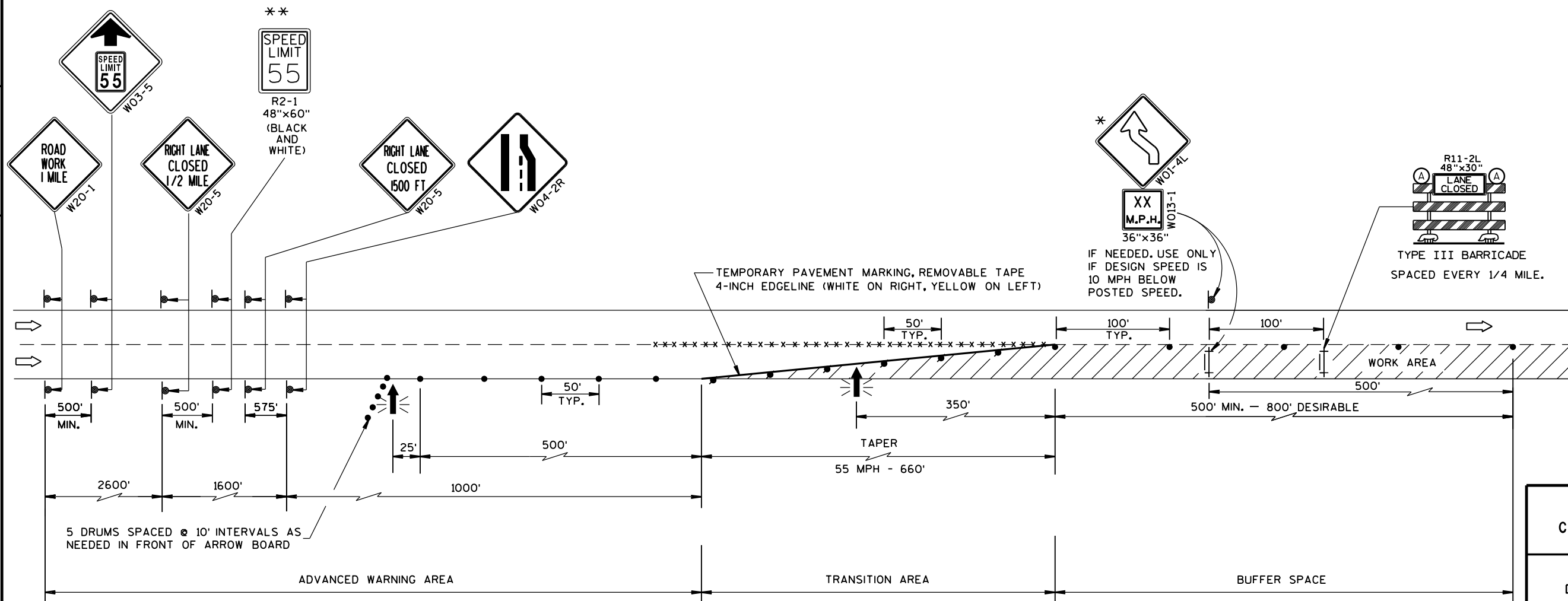
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

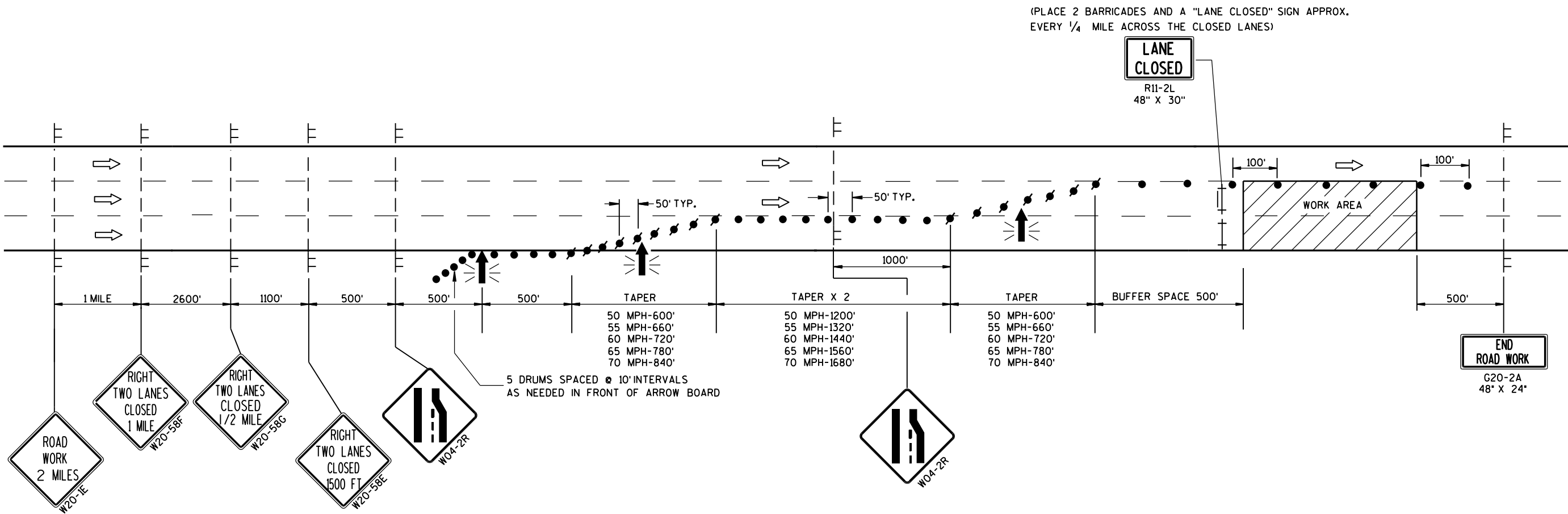
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN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

** A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. THERE SHOULD BE A SPEED LIMIT SIGN INCORPORATED A MINIMUM OF EVERY 2 OR 3 MILES. INCLUDE A 65 MPH RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIREABLE) BEYOND THE "END OF ROADWORK" SIGN.



TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Feb. 2015 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



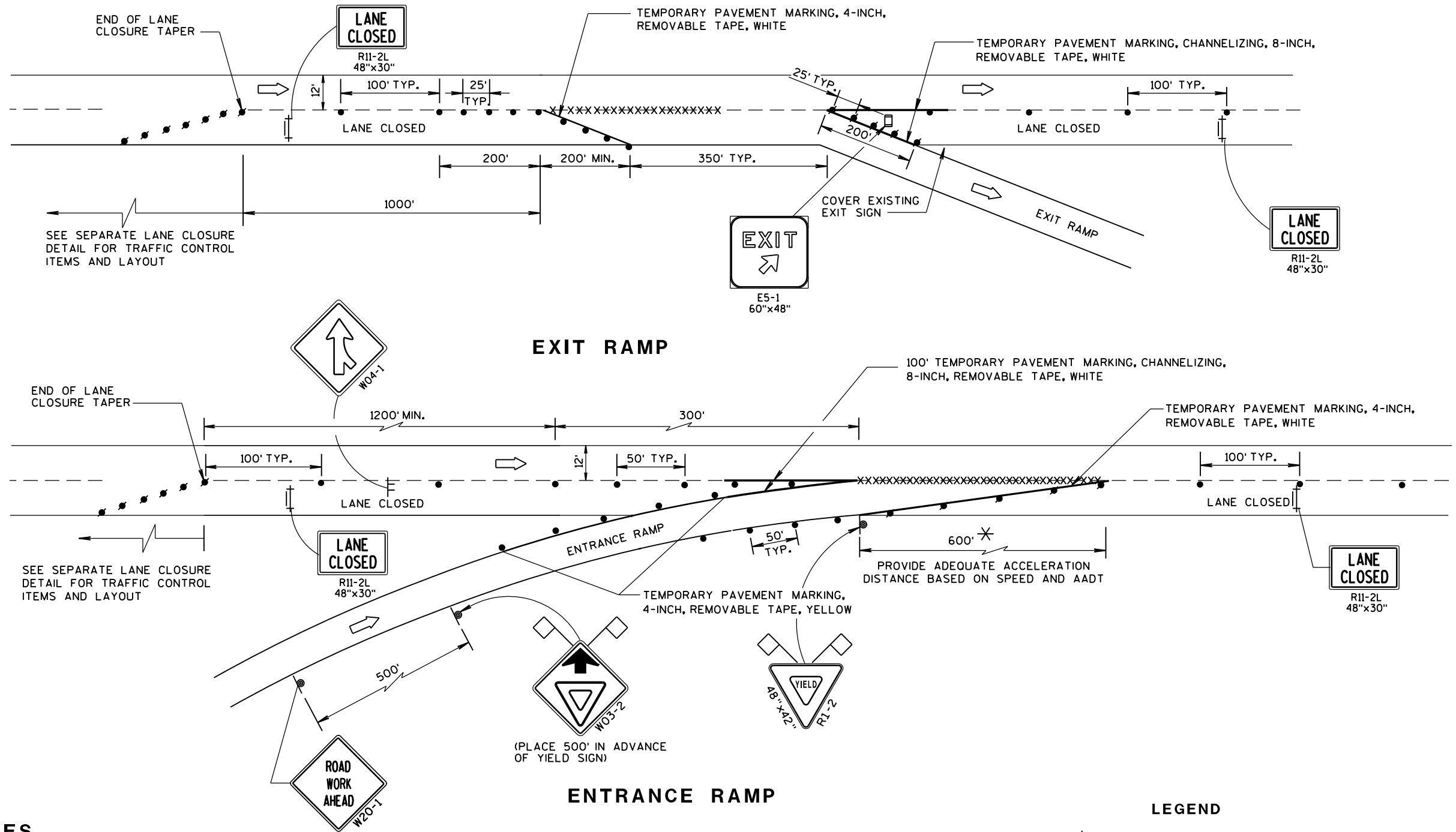
LEGEND

- 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.
- W20-1E 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 July 14, 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
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 R11-2L "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.

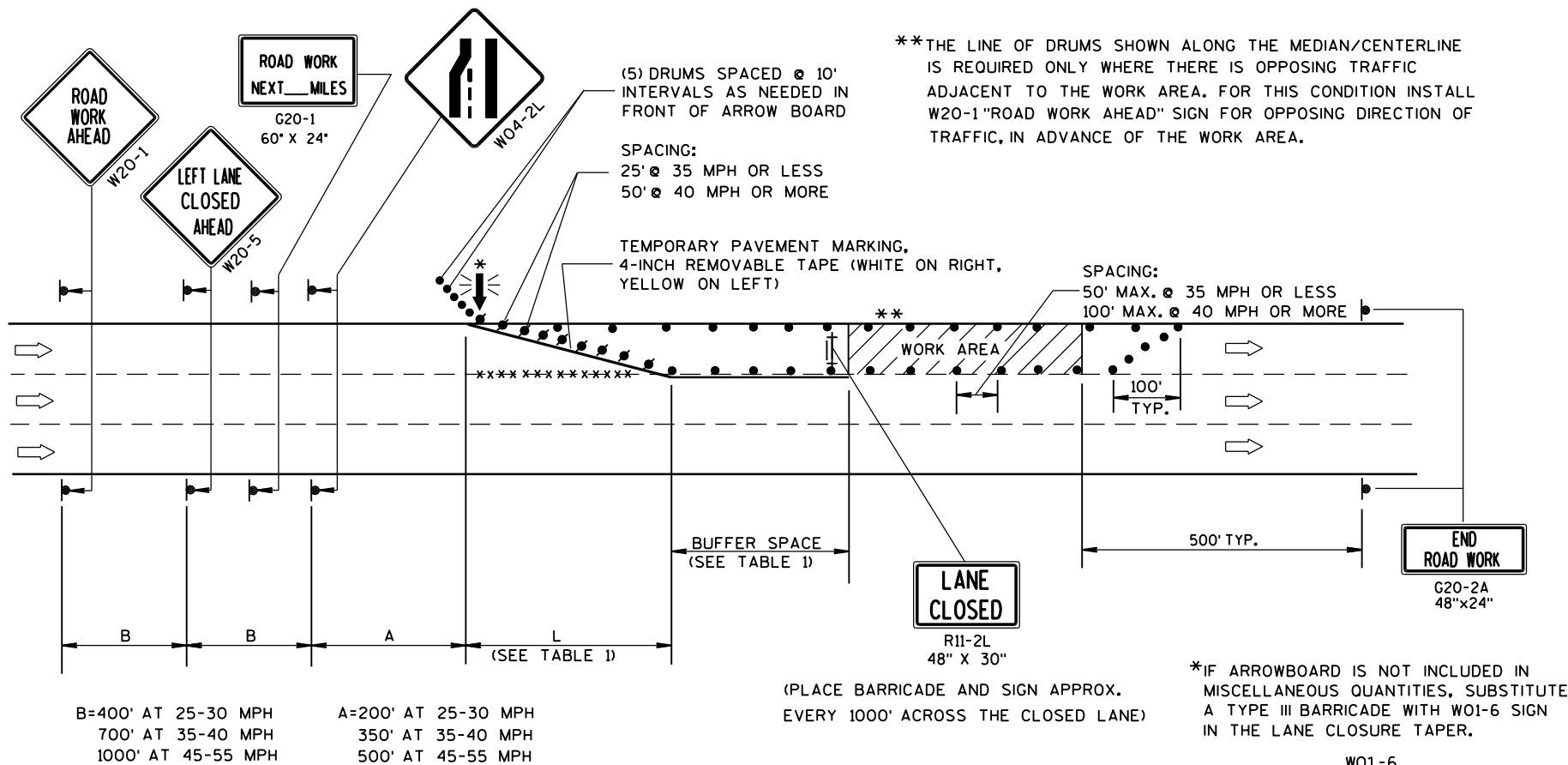
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2015 DATE	/S/ Peter Amokobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY 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 Feb. 2015	/S/ Travis Feltes
DATE	STATE TRAFFIC ENGINEER OF DESIGN
FHWA	

Notes



Wisconsin Department of Transportation

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