

GRE

MARCH 2020

PROJECT ID:
WITH: N/A

1009-33-24/1009-33-31

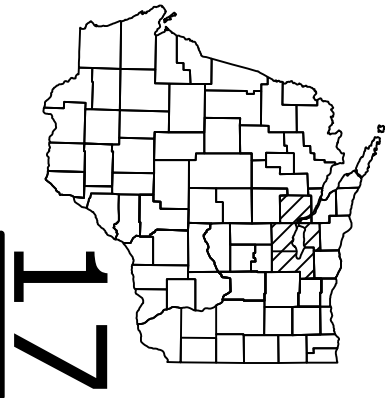
COUNTY:

NE REGION WIDE

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 | Gross Sections |

TOTAL SHEETS = 60



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

REGION WIDE DECK SEALING FY20

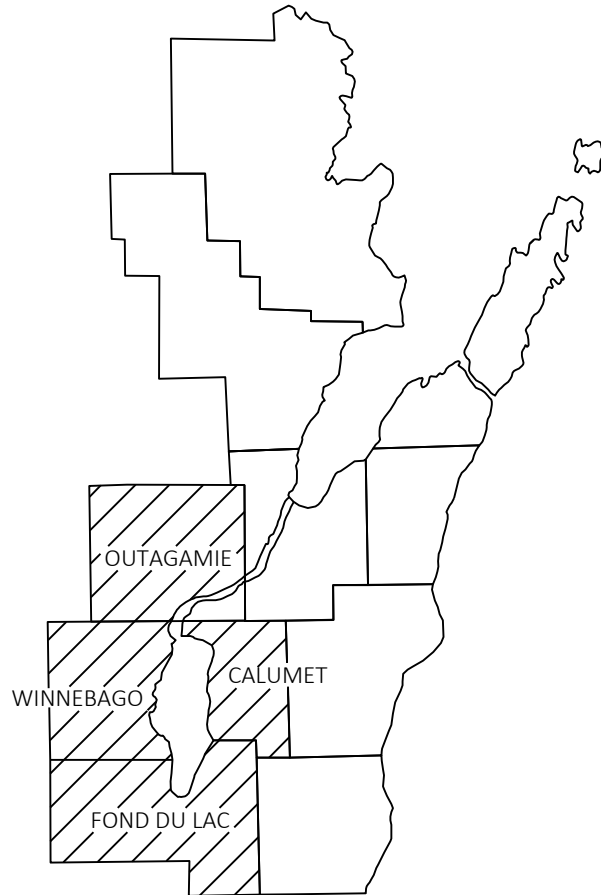
VARIOUS BACKBONE ROUTES STH
VAR HWY
NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-24

REGION WIDE DECK SEALING FY20

VARIOUS 3R/LCB ROUTES STH
VAR HWY
NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-31



LAYOUT
SCALE 0 0 MI

TOTAL NET LENGTH OF CENTERLINE = 0

| STATE PROJECT | FEDERAL PROJECT | |
|---------------|-----------------|----------|
| | PROJECT | CONTRACT |
| 1009-33-24 | | |
| 1009-33-31 | | |
| | | |

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

PREPARED BY

| | |
|---------------------|------------|
| Surveyor | _____ |
| Designer | B. HARDY |
| Project Manager | J. ASHAUER |
| Regional Examiner | _____ |
| Regional Supervisor | R. WAGNER |

APPROVED FOR THE DEPARTMENT

DATE: 10-18-19

(Signature)

E

GENERAL NOTES

THERE ARE NO KNOWN UTILITY FACILITIES WITHIN THE PROJECT AREA. HOWEVER, IT IS THE CONTRACTOR'S RESPONSIBILITY TO CONFIRM THIS.

THE LOCATIONS OF DECK SEALING ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.



Dial 811 or (800)242-8511

www.DiggersHotline.com

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.

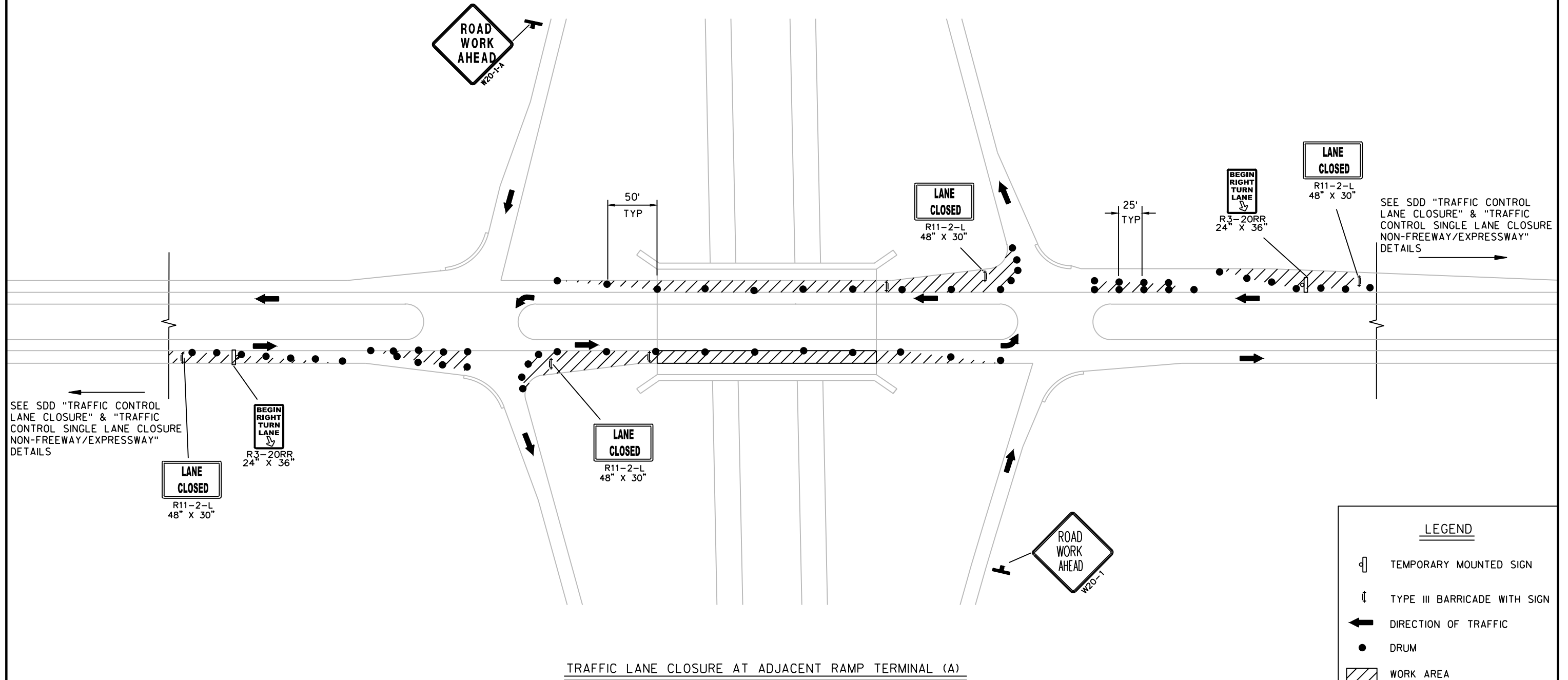
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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 1/2 THE LENGTH OF THE TRANSITION AREA.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.



SEE SDD "TRAFFIC CONTROL LANE CLOSURE" & "TRAFFIC CONTROL SINGLE LANE CLOSURE NON-FREEWAY/EXPRESSWAY" DETAILS

SEE SDD "TRAFFIC CONTROL LANE CLOSURE" & "TRAFFIC CONTROL SINGLE LANE CLOSURE NON-FREEWAY/EXPRESSWAY" DETAILS

LEGEND

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

TRAFFIC LANE CLOSURE AT ADJACENT RAMP TERMINAL (A)

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.

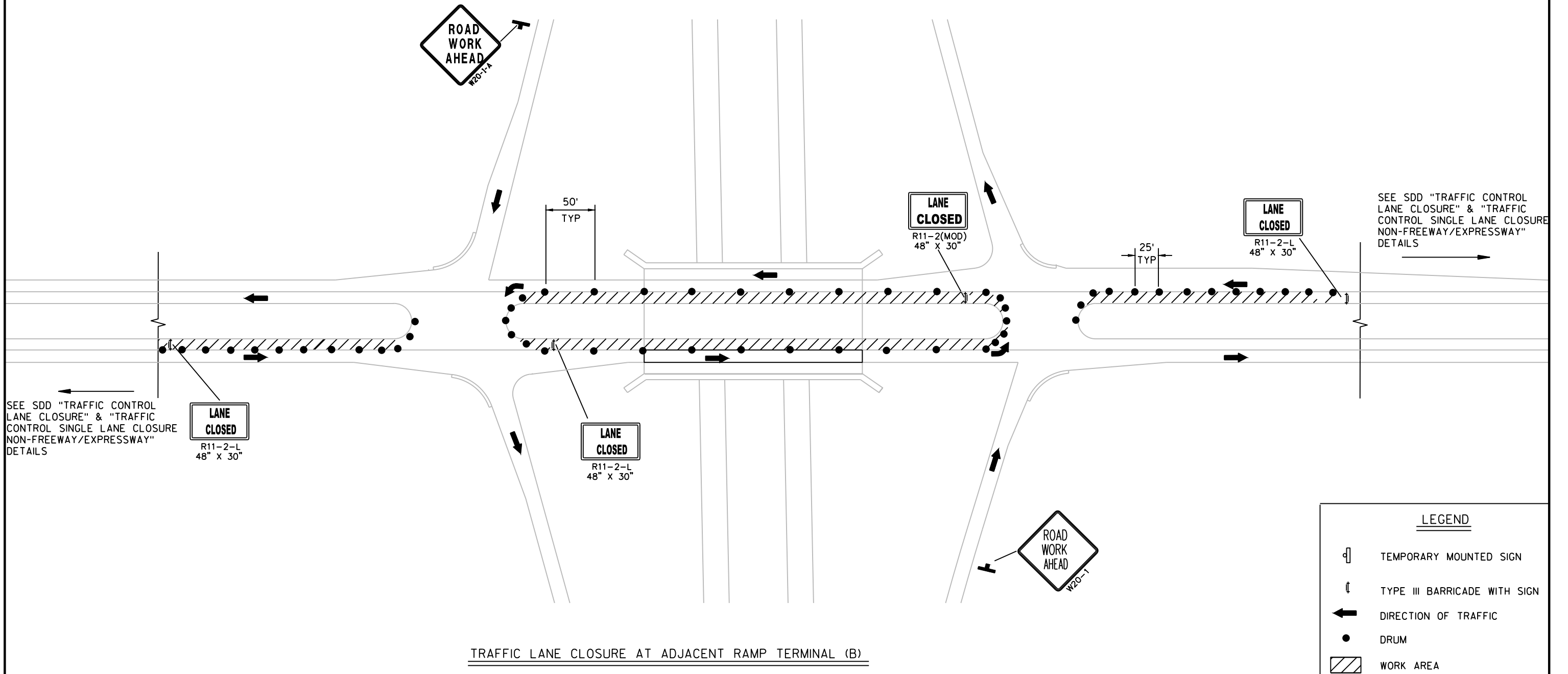
ALL "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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 1/2 THE LENGTH OF THE TRANSITION AREA.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.



TRAFFIC LANE CLOSURE AT ADJACENT RAMP TERMINAL (B)

TRAFFIC CONTROL AND WORK RESTRICTIONS

| COUNTY | BRIDGE NO. | ON | OVER | TRAFFIC CONTROL | WORK RESTRICTIONS | WORK RESTRICTIONS | WORK RESTRICTIONS |
|------------------------|------------|-----------------------------|---------------------|--------------------------|--------------------|-------------------|-------------------|
| USH 10 CORRIDOR | | | | | | | |
| WINNEBAGO | B-70-0154 | USH 45 SB RAMP | USH 10 | LANE SHIFT | | | |
| WINNEBAGO | B-70-0156 | RAMP USH 10 EB TO USH 45 NB | USH 10 | LANE SHIFT | | | |
| WINNEBAGO | B-70-0157 | USH 10 EB | COLD SPRING ROAD | SINGLE/DUAL LANE CLOSURE | SINGLE M-F 5PM-6PM | DUAL M-F 5PM-6PM | |
| WINNEBAGO | B-70-0158 | USH 10 WB | COLD SPRING ROAD | SINGLE/DUAL LANE CLOSURE | SINGLE M-F 5PM-6PM | DUAL M-F 5PM-6PM | |
| WINNEBAGO | B-70-0159 | USH 10 EB | CTH CB | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0160 | USH 10 WB | CTH CB | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0165 | USH 10 EB | IRISH ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0166 | USH 10 WB | IRISH ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0167 | USH 10 EB | NORTH CLAYTON ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0168 | USH 10 WB | NORTH CLAYTON ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0169 | STH 76 | USH 10 | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0190 | USH 10 WB | RAT RIVER | SINGLE LANE CLOSURE | THURS 3PM-6PM | FRI 11PM-7PM | SAT 10AM-1PM |
| WINNEBAGO | B-70-0191 | USH 10 EB | RAT RIVER | SINGLE LANE CLOSURE | FRI 1PM-5PM | SAT 11AM-1PM | SUN 10AM-7PM |
| WINNEBAGO | B-70-0192 | USH 45 NB | USH 10 WB/USH 45 SB | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0193 | USH 45 NB | USH 10 EB | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0195 | USH 10 WB/USH 45 SB | USH 10 EB | LANE SHIFT | | | |
| WINNEBAGO | B-70-0208 | USH 10 WB | OAKWOOD AVENUE | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0209 | USH 10 EB | OAKWOOD AVENUE | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0230 | USH 10 WB | MARSH ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0231 | USH 10 EB | MARSH ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0232 | USH 10 WB | TOWN LINE ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0233 | USH 10 EB | TOWN LINE ROAD | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0237 | HICKORY AVE | USH 10 | FLAGGING OPERATION | | | |

| | | | | | | | |
|------------------------|-----------|----------------------|---------------------------|---------------------|--|--|--|
| USH 45 CORRIDOR | | | | | | | |
| WINNEBAGO | B-70-0139 | USH 45 SB | ARROWHEAD RIVER | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0212 | USH 45 SB | SLOUGH CREEK | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0213 | USH 45 NB | SLOUGH CREEK | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0214 | CTH T | USH 45 | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0215 | USH 45 SB | CTH Y | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0216 | USH 45 NB | CTH Y | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0217 | BROOKS ROAD | USH 45 | FLAGGING OPERATION | | | |
| WINNEBAGO | B-70-0218 | USH 45 SB | DAGGET CREEK | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0219 | USH 45 NB | DAGGET CREEK | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0220 | SKELETON BRIDGE ROAD | USH 45 | FLAGGING OPERATION | | | |
| WINNEBAGO | B-70-0221 | USH 45 SB | STH 116/CTH GG | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0222 | USH 45 NB | STH 116/CTH GG | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0244 | USH 45 NB | ARROWHEAD RIVER | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0249 | CTH G | USH 45 | FLAGGING OPERATION | | | |
| WINNEBAGO | B-70-0262 | USH 45 | IH 41 | SINGLE LANE CLOSURE | | | |
| WINNEBAGO | B-70-0270 | USH 45 SB | RAMP USH 45 SB TO I 41 SB | LANE SHIFT | | | |
| WINNEBAGO | B-70-0271 | USH 45 SB | RAMP USH 45 SB TO I 41 SB | LANE SHIFT | | | |
| WINNEBAGO | B-70-0309 | WOODLAND ROAD | USH 45 | FLAGGING OPERATION | | | |
| WINNEBAGO | B-70-0310 | LAKEVIEW ROAD | USH 45 | FLAGGING OPERATION | | | |
| WINNEBAGO | B-70-0311 | GRANDVIEW ROAD | USH 45 | FLAGGING OPERATION | | | |

TRAFFIC CONTROL AND WORK RESTRICTIONS

| COUNTY | BRIDGE NO. | ON | OVER | TRAFFIC CONTROL | WORK RESTRICTIONS | WORK RESTRICTIONS | WORK RESTRICTIONS | WORK RESTRICTIONS | WORK RESTRICTIONS |
|-----------------------|------------|----------------------------|------------------------|--------------------------|-------------------------------|------------------------------|-------------------|-------------------|-------------------|
| IH 41 CORRIDOR | | | | | | | | | |
| FOND DU LAC | B-20-0007 | IH 41 NB | W BR FOND DU LAC RIVER | SINGLE LANE CLOSURE | M-F 7AM-7PM | SAT 8AM-6PM | SUN 10AM-7PM | | |
| FOND DU LAC | B-20-0026 | IH 41 SB | W BR FOND DU LAC RIVER | SINGLE LANE CLOSURE | M-F 6AM-7PM | SAT 9AM-6PM | SUN 9AM-8PM | | |
| FOND DU LAC | B-20-0058 | CTH 000 (W SCOTT STREET) | IH 41 | FLAGGING OPERATION | | | | | |
| FOND DU LAC | B-20-0059 | CTH 00 | IH 41 | FLAGGING OPERATION | | | | | |
| FOND DU LAC | B-20-0066 | CTH Y (CAMPBELL ROAD) | IH 41 | FLAGGING OPERATION | | | | | |
| FOND DU LAC | B-20-0068 | LOST ARROW ROAD | IH 41 | FLAGGING OPERATION | | | | | |
| FOND DU LAC | B-20-0070 | IH 41 NB | E BR FOND DU LAC RIVER | SINGLE LANE CLOSURE | M-F 7AM-7PM | SAT 8AM-6PM | SUN 10AM-7PM | | |
| FOND DU LAC | B-20-0071 | IH 41 SB | E BR FOND DU LAC RIVER | SINGLE LANE CLOSURE | M-F 6AM-7PM | SAT 9AM-6PM | SUN 9AM-8PM | | |
| FOND DU LAC | B-20-0111 | HICKORY STREET | IH 41 | SINGLE/DUAL LANE CLOSURE | | | | | |
| FOND DU LAC | B-20-0113 | CTH D (MILITARY ROAD) | IH 41 | SINGLE/DUAL LANE CLOSURE | | | | | |
| FOND DU LAC | B-20-0117 | IH 41 NB | CTH N | SINGLE LANE CLOSURE | M-F 7AM-7PM | SAT 9AM-6PM | SUN 10AM-7PM | | |
| FOND DU LAC | B-20-0118 | IH 41 SB | CTH N | SINGLE LANE CLOSURE | M-F 6AM-7PM | SAT 9AM-6PM | SUN 9AM-8PM | | |
| FOND DU LAC | B-20-0119 | LINCOLN ROAD | IH 41 | FLAGGING OPERATION | | | | | |
| FOND DU LAC | B-20-0177 | STH 23 EB | IH 41 | SINGLE/DUAL LANE CLOSURE | SINGLE M-F 11AM-6PM | DUAL M-F 11AM-6PM | | | |
| FOND DU LAC | B-20-0178 | STH 23 WB | IH 41 | SINGLE/DUAL LANE CLOSURE | SINGLE M-F 11AM-6PM | DUAL M-F 11AM-6PM | | | |
| OUTAGAMIE | B-44-0155 | IH 41 SB | STH 125 | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 2PM-6PM | SINGLE FRI 7AM-6PM | DUAL SAT 8AM-7PM | DUAL SUN 9AM-7PM | DUAL M-F 5AM-8PM |
| OUTAGAMIE | B-44-0156 | IH 41 NB | STH 125 | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 2PM-6PM | SINGLE FRI 12PM-6PM | DUAL SAT 9AM-6PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-9PM |
| OUTAGAMIE | B-44-0157 | IH 41 SB | STH 96 | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 2PM-6PM | SINGLE FRI 7AM-6PM | DUAL SAT 8AM-7PM | DUAL SUN 9AM-7PM | DUAL M-F 5AM-8PM |
| OUTAGAMIE | B-44-0158 | IH 41 NB | STH 96 | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 2PM-6PM | SINGLE FRI 12PM-6PM | DUAL SAT 9AM-6PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-9PM |
| OUTAGAMIE | B-44-0161 | IH 41 NB | FOX VALLEY RAILROAD | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 2PM-6PM | SINGLE FRI 12PM-6PM | DUAL SAT 9AM-6PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-9PM |
| OUTAGAMIE | B-44-0162 | IH 41 SB | FOX VALLEY RAILROAD | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 2PM-6PM | SINGLE FRI 7AM-6PM | DUAL SAT 8AM-7PM | DUAL SUN 9AM-7PM | DUAL M-F 5AM-8PM |
| OUTAGAMIE | B-44-0163 | IH 41 SB | SPENCER STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 2PM-6PM | SINGLE FRI 7AM-6PM | DUAL SAT 8AM-7PM | DUAL SUN 9AM-7PM | DUAL M-F 5AM-8PM |
| OUTAGAMIE | B-44-0164 | IH 41 NB | SPENCER STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 2PM-6PM | SINGLE FRI 12PM-6PM | DUAL SAT 9AM-6PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-9PM |
| WINNEBAGO | B-70-0049 | IH 41 SB | CECIL STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 1PM-6PM | DUAL SAT 8AM-6PM | DUAL SUN 9AM-7PM | DUAL M-F 6AM-7PM |
| WINNEBAGO | B-70-0050 | IH 41 NB | CECIL STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 2PM-6PM | DUAL SAT 9AM-7PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-8PM |
| WINNEBAGO | B-70-0067 | CTH G | I-41 | FLAGGING OPERATION | | | | | |
| WINNEBAGO | B-70-0071 | IH 41 NB | SOO LINE | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 3PM-6PM | SINGLE FRI 2PM-6PM | DUAL SAT 9AM-7PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-8PM |
| WINNEBAGO | B-70-0072 | IH 41 SB | SOO LINE | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 4PM-5PM | SINGLE FRI 2PM-5PM | DUAL SAT 8AM-6PM | DUAL SUN 9AM-7PM | DUAL M-F 6AM-8PM |
| WINNEBAGO | B-70-0077 | CTH Z | IH 41 | FLAGGING OPERATION | | | | | |
| WINNEBAGO | B-70-0123 | IH 41 SB | STH 114 | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 1PM-6PM | DUAL SAT 8AM-6PM | DUAL SUN 9AM-7PM | DUAL M-F 6AM-7PM |
| WINNEBAGO | B-70-0124 | IH 41 NB | STH 114 | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 2PM-6PM | DUAL SAT 9AM-7PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-8PM |
| WINNEBAGO | B-70-0125 | IH 41 SB | MAIN STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 1PM-6PM | DUAL SAT 8AM-6PM | DUAL SUN 9AM-7PM | DUAL M-F 6AM-7PM |
| WINNEBAGO | B-70-0126 | IH 41 NB | MAIN STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 2PM-6PM | DUAL SAT 9AM-7PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-8PM |
| WINNEBAGO | B-70-0127 | IH 41 SB | NORTH STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 1PM-6PM | DUAL SAT 8AM-6PM | DUAL SUN 9AM-7PM | DUAL M-F 6AM-7PM |
| WINNEBAGO | B-70-0128 | IH 41 NB | NORTH STREET | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 2PM-6PM | DUAL SAT 9AM-7PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-8PM |
| WINNEBAGO | B-70-0129 | IH 41 SB | CTH II | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 4PM-6PM | SINGLE FRI 7AM-8AM, 1PM-6PM | DUAL SAT 8AM-6PM | DUAL SUN 9AM-7PM | DUAL M-F 6AM-7PM |
| WINNEBAGO | B-70-0133 | IH 41 SB | MENASHA CREEK | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 12PM-6PM | SINGLE FRI 7AM-8AM, 11AM-6PM | DUAL SAT 9AM-6PM | DUAL SUN 9AM-8PM | DUAL M-F 6AM-9PM |
| WINNEBAGO | B-70-0134 | IH 41 NB | MENASHA CREEK | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 1PM-6PM | SINGLE FRI 7AM-8AM, 10AM-7PM | DUAL SAT 9AM-8PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-9PM |
| WINNEBAGO | B-70-0135 | IH 41 SB | CTH BB | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 12PM-6PM | SINGLE FRI 7AM-8AM, 11AM-6PM | DUAL SAT 9AM-6PM | DUAL SUN 9AM-8PM | DUAL M-F 6AM-9PM |
| WINNEBAGO | B-70-0136 | IH 41 NB | CTH BB | SINGLE/DUAL LANE CLOSURE | SINGLE M-TH 7AM-8AM, 1PM-6PM | SINGLE FRI 7AM-8AM, 10AM-7PM | DUAL SAT 9AM-8PM | DUAL SUN 10AM-7PM | DUAL M-F 6AM-9PM |
| WINNEBAGO | B-70-0200 | STH 26 | IH 41 | SINGLE/DUAL LANE CLOSURE | | | | | |
| WINNEBAGO | B-70-0210 | JACOBSON ROAD | IH 41 | FLAGGING OPERATION | | | | | |
| WINNEBAGO | B-70-0257 | CTH E (WITZEL AVE) | IH 41 | SINGLE LANE CLOSURE | M-F 3PM-6PM | | | | |
| WINNEBAGO | B-70-0258 | STH 21 | IH 41 | SINGLE/DUAL LANE CLOSURE | SINGLE/DUAL M-F 3PM-6PM | | | | |
| WINNEBAGO | B-70-0272 | LAKE BUTTE DES MORTS DRIVE | IH 41 | FLAGGING OPERATION | | | | | |
| WINNEBAGO | B-70-0273 | SNELL ROAD | IH 41 | LANE SHIFT | | | | | |
| WINNEBAGO | B-70-0282 | CTH K | IH 41 | SINGLE LANE CLOSURE | | | | | |
| WINNEBAGO | B-70-0283 | NINTH AVENUE | IH 41 | SINGLE LANE CLOSURE | M-F 3PM-6PM | | | | |
| WINNEBAGO | B-70-0284 | CTH Y | IH 41 | FLAGGING OPERATION | | | | | |
| WINNEBAGO | B-70-0285 | BREEZEWOOD LANE | IH 41 | SINGLE/DUAL LANE CLOSURE | SINGLE/DUAL M-F 3PM-6PM | | | | |
| WINNEBAGO | B-70-0287 | CTH GG | IH 41 | FLAGGING OPERATION | | | | | |

TRAFFIC CONTROL AND WORK RESTRICTIONS

| COUNTY | BRIDGE NO. | ON | OVER | TRAFFIC CONTROL | WORK RESTRICTIONS |
|---------------|----------------|---------------------------|----------------------|---------------------|-----------------------|
| STH 21 | | | | | |
| WINNEBAGO | B-70-0051 | STH 21/STH 116 | FOX RIVER | FLAGGING OPERATION | M-F: 7AM-8AM, 2PM-6PM |
| WINNEBAGO | B-70-0105 | STH 21 | SPRING BROOK | FLAGGING OPERATION | M-F: 7AM-8AM, 2PM-6PM |
| STH 23 | | | | | |
| FOND DU LAC | B-20-0076 | STH 23 | SHEBOYGAN RIVER | FLAGGING OPERATION | |
| STH 26 | | | | | |
| FOND DU LAC | B-20-0120 | STH 26 | ROCK RIVER | FLAGGING OPERATION | |
| STH 32 | | | | | |
| CALUMET | B-08-0014 | STH 32/STH 57 | KILLSNAKE RIVER | FLAGGING OPERATION | |
| CALUMET | B-08-0018 | STH 32/STH 57 | N BR MANITOWOC RIVER | FLAGGING OPERATION | |
| STH 44 | | | | | |
| WINNEBAGO | B-70-0247-0001 | STH 44 (WISCONSIN STREET) | SHARED USE PATH | FULL CLOSURE | |
| WINNEBAGO | B-70-0247-0002 | STH 44 (WISCONSIN STREET) | FOX RIVER | SINGLE LANE CLOSURE | |
| WINNEBAGO | B-70-0247-0003 | STH 44 (WISCONSIN STREET) | FOX RIVER | SINGLE LANE CLOSURE | |
| WINNEBAGO | B-70-0247-0004 | STH 44 (WISCONSIN STREET) | FOX RIVER | SINGLE LANE CLOSURE | |
| WINNEBAGO | B-70-0247-0005 | STH 44 (WISCONSIN STREET) | SHARED USE PATH | FULL CLOSURE | |
| WINNEBAGO | B-70-0305 | STH 44 | EIGHT MILE CREEK | FLAGGING OPERATION | |
| USH 45 | | | | | |
| FOND DU LAC | B-20-0095 | USH 45 | ANDERSON CREEK | FLAGGING OPERATION | |
| FOND DU LAC | B-20-0102 | USH 45 | MILWAUKEE RIVER | FLAGGING OPERATION | |
| WINNEBAGO | B-70-0094 | USH 45 | VAN DYNE CREEK | FLAGGING OPERATION | |
| WINNEBAGO | B-70-0101 | USH 45 | WILLOW HARBOR BAY | FLAGGING OPERATION | |
| WINNEBAGO | B-70-0102 | USH 45 | WILLOW HARBOR CREEK | FLAGGING OPERATION | |
| WINNEBAGO | B-70-0103 | USH 45 | WEYHURST CREEK | FLAGGING OPERATION | |
| STH 47 | | | | | |
| OUTAGAMIE | B-44-0138 | STH 47 | BLACK CREEK | FLAGGING OPERATION | |
| OUTAGAMIE | B-44-0139 | STH 47 | HERMAN CREEK | FLAGGING OPERATION | |
| STH 49 | | | | | |
| FOND DU LAC | B-20-0097 | STH 49 | S BR ROCK RIVER | FLAGGING OPERATION | |

TRAFFIC CONTROL AND WORK RESTRICTIONS

| COUNTY | BRIDGE NO. | ON | OVER | TRAFFIC CONTROL | WORK RESTRICTIONS |
|---------------------|----------------|------------------------|----------------------|---------------------|-------------------|
| STH 54 | | | | | |
| OUTAGAMIE | B-44-0166 | STH 54/ WEST STH 76 | WOLF RIVER | FLAGGING OPERATION | |
| STH 55 | | | | | |
| OUTAGAMIE | B-44-0180 | STH 55 (MAIN STREET) | BLACK CREEK | FLAGGING OPERATION | |
| STH 67 | | | | | |
| FOND DU LAC | B-20-0110 | STH 67 | W BR MILWAUKEE RIVER | FLAGGING OPERATION | |
| STH 76 | | | | | |
| WINNEBAGO | B-70-0045 | STH 76 | SOO LINE | FLAGGING OPERATION | |
| OUTAGAMIE | B-44-0087 | STH 76 | BEAR CREEK | FLAGGING OPERATION | |
| OUTAGAMIE | B-44-0198 | STH 76 | EMBARRASS RIVER | FLAGGING OPERATION | |
| OUTAGAMIE | B-44-0199 | STH 76 | BEAR CREEK | FLAGGING OPERATION | |
| STH 114 | | | | | |
| WINNEBAGO | B-70-0097-0001 | STH 114 (TAYCO STREET) | FOX RIVER | SINGLE LANE CLOSURE | M-F: 3PM-6PM |
| WINNEBAGO | B-70-0097-0002 | STH 114 (TAYCO STREET) | FOX RIVER | SINGLE LANE CLOSURE | M-F: 3PM-6PM |
| STH 116 | | | | | |
| WINNEBAGO | B-70-0189 | STH 116 | RUSH CREEK | FLAGGING OPERATION | |
| USH 151 | | | | | |
| CALUMET | B-08-0013 | USH 151 | PINE CREEK | FLAGGING OPERATION | |
| FOND DU LAC | B-20-0112 | USH 151 | PIPE CREEK | FLAGGING OPERATION | |
| STH 175 | | | | | |
| FOND DU LAC | B-20-0069 | SOUTH MAIN STREET | IH 41 | FLAGGING OPERATION | |
| STH 187 | | | | | |
| OUTAGAMIE | B-44-0088 | STH 187 | SHIOC RIVER | FLAGGING OPERATION | |
| LOCAL STREET | | | | | |
| OUTAGAMIE | B-44-0075 | ONEIDA STREET | W WATER STREET | SINGLE LANE CLOSURE | |
| WINNEBAGO | B-70-0011-0001 | OREGON STREET | FOX RIVER | SINGLE LANE CLOSURE | |
| WINNEBAGO | B-70-0011-0002 | OREGON STREET | FOX RIVER | SINGLE LANE CLOSURE | |
| WINNEBAGO | B-70-0011-0003 | OREGON STREET | FOX RIVER | SINGLE LANE CLOSURE | |

STATE PROJECT NO: 1009-33-31

HWY: VARIOUS

COUNTY: NORTHEAST REGION

TRAFFIC CONTROL

SHEET NO:

E

Estimate Of Quantities

1009-33-24 1009-33-31

| Line | Item | Item Description | Unit | Total | Qty | Qty |
|------|------------|--|------|-------------|-------------|------------|
| 0002 | 502.3215.S | Protective Surface Treatment Reseal | SY | 159,266.000 | 118,160.000 | 41,106.000 |
| 0004 | 619.1000 | Mobilization | EACH | 1.000 | 0.740 | 0.260 |
| 0006 | 643.1050 | Traffic Control Signs PCMS | DAY | 70.000 | 42.000 | 28.000 |
| 0008 | SPV.0105 | Special 01. Traffic Control 1009-33-24 | LS | 1.000 | 1.000 | |
| 0010 | SPV.0105 | Special 02. Traffic Control 1009-33-31 | LS | 1.000 | | 1.000 |

| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|--------------------------------------|-------------|--------------------------|----------|------------------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-24 | FOND DU LAC | IH 41 NB | IH 41 | W BR FOND DU LAC RIVER | B-20-0007 | 161.1 | 154 | 0 | 1,026 | 1180 | |
| 1009-33-24 | FOND DU LAC | IH 41 SB | IH 41 | W BR FOND DU LAC RIVER | B-20-0026 | 161.4 | 154 | 0 | 1,004 | 1158 | |
| 1009-33-24 | FOND DU LAC | CTH 000 (W SCOTT STREET) | IH 41 | IH 41 | B-20-0058 | 170.2 | 146 | 0 | 832 | 978 | |
| 1009-33-24 | FOND DU LAC | CTH 00 | IH 41 | IH 41 | B-20-0059 | 297.9 | 242 | 232 | 2,052 | 2526 | |
| 1009-33-24 | FOND DU LAC | CTH Y (CAMPBELL ROAD) | IH 41 | IH 41 | B-20-0066 | 205.3 | 167 | 0 | 639 | 806 | |
| 1009-33-24 | FOND DU LAC | LOST ARROW ROAD | IH 41 | IH 41 | B-20-0068 | 205.3 | 167 | 0 | 639 | 806 | |
| 1009-33-24 | FOND DU LAC | IH 41 NB | IH 41 | E BR FOND DU LAC RIVER | B-20-0070 | 133.8 | 109 | 0 | 833 | 942 | |
| 1009-33-24 | FOND DU LAC | IH 41 SB | IH 41 | E BR FOND DU LAC RIVER | B-20-0071 | 133.8 | 109 | 0 | 833 | 942 | |
| 1009-33-24 | FOND DU LAC | HICKORY STREET | IH 41 | IH 41 | B-20-0111 | 277.0 | 223 | 482 | 2,493 | 3198 | |
| 1009-33-24 | FOND DU LAC | CTH D (MILITARY ROAD) | IH 41 | IH 41 | B-20-0113 | 330.0 | 269 | 727 | 1,654 | 2650 | |
| 1009-33-24 | FOND DU LAC | IH 41 NB | IH 41 | CTH N | B-20-0117 | 232.0 | 188 | 0 | 1,754 | 1942 | |
| 1009-33-24 | FOND DU LAC | IH 41 SB | IH 41 | CTH N | B-20-0118 | 323.0 | 188 | 0 | 1,134 | 1322 | |
| 1009-33-24 | FOND DU LAC | LINCOLN ROAD | IH 41 | IH 41 | B-20-0119 | 205.4 | 167 | 0 | 639 | 806 | |
| 1009-33-24 | FOND DU LAC | STH 23 EB | IH 41 | IH 41 | B-20-0177 | 202.1 | 82 | 79 | 1,213 | 1374 | |
| 1009-33-24 | FOND DU LAC | STH 23 WB | IH 41 | IH 41 | B-20-0178 | 202.1 | 81 | 273 | 1,213 | 1567 | |
| FOND DU LAC COUNTY TOTAL | | | | | | | | | | 22197 | |
| * SURFACE AREA (INSIDE FACE AND TOP) | | | | | | | | | | | |

| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|--------------------------------------|-----------|----------|----------|---------------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-24 | OUTAGAMIE | IH 41 SB | IH 41 | STH 125 | B-44-0155 | 195.5 | 159 | 0 | 1,238 | 1397 | |
| 1009-33-24 | OUTAGAMIE | IH 41 NB | IH 41 | STH 125 | B-44-0156 | 195.5 | 159 | 0 | 1,238 | 1397 | |
| 1009-33-24 | OUTAGAMIE | IH 41 SB | IH 41 | STH 96 | B-44-0157 | 197.2 | 160 | 0 | 1,249 | 1409 | |
| 1009-33-24 | OUTAGAMIE | IH 41 NB | IH 41 | STH 96 | B-44-0158 | 197.2 | 160 | 0 | 1,249 | 1409 | |
| 1009-33-24 | OUTAGAMIE | IH 41 NB | IH 41 | FOX VALLEY RAILROAD | B-44-0161 | 213.1 | 173 | 0 | 1,397 | 1570 | |
| 1009-33-24 | OUTAGAMIE | IH 41 SB | IH 41 | FOX VALLEY RAILROAD | B-44-0162 | 213.1 | 173 | 0 | 1,397 | 1570 | |
| 1009-33-24 | OUTAGAMIE | IH 41 SB | IH 41 | SPENCER STREET | B-44-0163 | 112.7 | 91 | 0 | 999 | 1090 | |
| 1009-33-24 | OUTAGAMIE | IH 41 NB | IH 41 | SPENCER STREET | B-44-0164 | 112.7 | 91 | 0 | 856 | 947 | |
| OUTAGAMIE COUNTY TOTAL | | | | | | | | | | 10789 | |
| * SURFACE AREA (INSIDE FACE AND TOP) | | | | | | | | | | | |

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| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|------------|-----------|-----------------------------|----------|---------------------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-24 | WINNEBAGO | USH 45 SB RAMP | USH 10 | USH 10 | B-70-0154 | 240.3 | 195 | 0 | 721 | 916 | |
| 1009-33-24 | WINNEBAGO | RAMP USH 10 EB TO USH 45 NB | USH 10 | USH 10 | B-70-0156 | 229.0 | 186 | 0 | 687 | 873 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | COLD SPRING ROAD | B-70-0157 | 159.1 | 129 | 0 | 919 | 1048 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | COLD SPRING ROAD | B-70-0158 | 159.1 | 129 | 0 | 762 | 891 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | CTH CB | B-70-0159 | 165.5 | 134 | 0 | 736 | 870 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | CTH CB | B-70-0160 | 168.5 | 137 | 0 | 749 | 886 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | IRISH ROAD | B-70-0165 | 129.5 | 105 | 0 | 576 | 681 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | IRISH ROAD | B-70-0166 | 129.5 | 105 | 0 | 576 | 681 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | NORTH CLAYTON ROAD | B-70-0167 | 129.5 | 105 | 0 | 576 | 681 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | NORTH CLAYTON ROAD | B-70-0168 | 129.5 | 105 | 0 | 576 | 681 | |
| 1009-33-24 | WINNEBAGO | STH 76 | USH 10 | USH 10 | B-70-0169 | 223.8 | 182 | 282 | 2,338 | 2802 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | RAT RIVER | B-70-0190 | 91.7 | 74 | 0 | 408 | 482 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | RAT RIVER | B-70-0191 | 91.7 | 74 | 0 | 408 | 482 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 10 | USH 10 WB/USH 45 SB | B-70-0192 | 134.7 | 109 | 0 | 557 | 666 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 10 | USH 10 EB | B-70-0193 | 204.3 | 166 | 0 | 817 | 983 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB/USH 45 SB | USH 10 | USH 10 EB | B-70-0195 | 159.1 | 129 | 0 | 477 | 606 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | OAKWOOD AVENUE | B-70-0208 | 118.8 | 96 | 0 | 528 | 624 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | OAKWOOD AVENUE | B-70-0209 | 118.8 | 96 | 0 | 528 | 624 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | MARSH ROAD | B-70-0230 | 209.9 | 170 | 0 | 933 | 1103 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | MARSH ROAD | B-70-0231 | 246.9 | 200 | 0 | 1,097 | 1297 | |
| 1009-33-24 | WINNEBAGO | USH 10 WB | USH 10 | TOWN LINE ROAD | B-70-0232 | 118.8 | 96 | 0 | 528 | 624 | |
| 1009-33-24 | WINNEBAGO | USH 10 EB | USH 10 | TOWN LINE ROAD | B-70-0233 | 118.8 | 96 | 0 | 528 | 624 | |
| 1009-33-24 | WINNEBAGO | HICKORY AVE | USH 10 | USH 10 | B-70-0237 | 214.1 | 174 | 0 | 619 | 793 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | ARROWHEAD RIVER | B-70-0139 | 61.8 | 0 | 0 | 315 | 315 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | SLOUGH CREEK | B-70-0212 | 263.8 | 214 | 0 | 1,240 | 1454 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 45 | SLOUGH CREEK | B-70-0213 | 263.8 | 214 | 0 | 1,240 | 1454 | |
| 1009-33-24 | WINNEBAGO | CTH T | USH 45 | USH 45 | B-70-0214 | 226.6 | 181 | 562 | 2,533 | 3276 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | CTH Y | B-70-0215 | 141.1 | 114 | 0 | 627 | 741 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 45 | CTH Y | B-70-0216 | 150.0 | 122 | 0 | 667 | 789 | |
| 1009-33-24 | WINNEBAGO | BROOKS ROAD | USH 45 | USH 45 | B-70-0217 | 253.5 | 206 | 0 | 958 | 1164 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | DAGGET CREEK | B-70-0218 | 126.9 | 103 | 0 | 578 | 681 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 45 | DAGGET CREEK | B-70-0219 | 126.9 | 103 | 0 | 564 | 667 | |
| 1009-33-24 | WINNEBAGO | SKELETON BRIDGE ROAD | USH 45 | USH 45 | B-70-0220 | 266.7 | 216 | 0 | 1,008 | 1224 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | STH 116/CTH GG | B-70-0221 | 212.1 | 172 | 0 | 990 | 1162 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 45 | STH 116/CTH GG | B-70-0222 | 212.1 | 172 | 0 | 990 | 1162 | |
| 1009-33-24 | WINNEBAGO | USH 45 NB | USH 45 | ARROWHEAD RIVER | B-70-0244 | 100.2 | 0 | 0 | 468 | 468 | |
| 1009-33-24 | WINNEBAGO | CTH G | USH 45 | USH 45 | B-70-0249 | 277.5 | 225 | 0 | 1,110 | 1335 | |
| 1009-33-24 | WINNEBAGO | USH 45 | USH 45 | IH 41 | B-70-0262 | 2,691.2 | 265 | 421 | 1,909 | 2595 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | RAMP USH 45 SB TO I 41 SB | B-70-0270 | 146.9 | 132 | 0 | 441 | 573 | |
| 1009-33-24 | WINNEBAGO | USH 45 SB | USH 45 | RAMP USH 45 SB TO I 41 SB | B-70-0271 | 181.1 | 163 | 0 | 543 | 706 | |
| 1009-33-24 | WINNEBAGO | WOODLAND ROAD | USH 45 | USH 45 | B-70-0309 | 219.8 | 178 | 0 | 830 | 1008 | |
| 1009-33-24 | WINNEBAGO | LAKEVIEW ROAD | USH 45 | USH 45 | B-70-0310 | 219.8 | 178 | 0 | 830 | 1008 | |
| 1009-33-24 | WINNEBAGO | GRANDVIEW ROAD | USH 45 | USH 45 | B-70-0311 | 232.1 | 188 | 0 | 877 | 1065 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | CECIL STREET | B-70-0049 | 135.8 | 110 | 0 | 1,030 | 1140 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | CECIL STREET | B-70-0050 | 134.2 | 109 | 0 | 1,018 | 1127 | |

WINNEBAGO COUNTY PAGE TOTAL 45032

* SURFACE AREA (INSIDE FACE AND TOP)

| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|---|-----------|----------------------------|----------|---------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-24 | WINNEBAGO | CTH G | IH 41 | SOO LINE | B-70-0067 | 441.5 | 378 | 0 | 1,864 | 2242 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | SOO LINE | B-70-0071 | 121.5 | 117 | 0 | 810 | 927 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | SOO LINE | B-70-0072 | 121.5 | 117 | 0 | 945 | 1062 | |
| 1009-33-24 | WINNEBAGO | CTH Z | IH 41 | IH 41 | B-70-0077 | 178.5 | 145 | 0 | 594 | 739 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | STH 114 | B-70-0123 | 199.5 | 162 | 0 | 1,247 | 1409 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | STH 114 | B-70-0124 | 199.5 | 162 | 0 | 1,247 | 1409 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | MAIN STREET | B-70-0125 | 149.5 | 121 | 0 | 1,247 | 1368 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | MAIN STREET | B-70-0126 | 149.5 | 121 | 0 | 934 | 1055 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | NORTH STREET | B-70-0127 | 136.8 | 111 | 0 | 1,037 | 1148 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | NORTH STREET | B-70-0128 | 136.8 | 111 | 0 | 855 | 966 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | CTH II | B-70-0129 | 208.6 | 169 | 0 | 1,298 | 1467 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | MENASHA CREEK | B-70-0133 | 41.7 | 63 | 0 | 320 | 383 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | MENASHA CREEK | B-70-0134 | 41.7 | 63 | 0 | 320 | 383 | |
| 1009-33-24 | WINNEBAGO | IH 41 SB | IH 41 | CTH BB | B-70-0135 | 181.7 | 147 | 0 | 1,151 | 1298 | |
| 1009-33-24 | WINNEBAGO | IH 41 NB | IH 41 | CTH BB | B-70-0136 | 181.7 | 147 | 0 | 1,151 | 1298 | |
| 1009-33-24 | WINNEBAGO | STH 26 | IH 41 | IH 41 | B-70-0200 | 289.0 | 234 | 225 | 2,697 | 3156 | |
| 1009-33-24 | WINNEBAGO | JACOBSON ROAD | IH 41 | IH 41 | B-70-0210 | 391.9 | 475 | 435 | 1,481 | 2391 | |
| 1009-33-24 | WINNEBAGO | CTH E (WITZEL AVE) | IH 41 | IH 41 | B-70-0257 | 170.8 | 149 | 452 | 987 | 1588 | |
| 1009-33-24 | WINNEBAGO | STH 21 | IH 41 | IH 41 | B-70-0258 | 149.8 | 131 | 544 | 1,132 | 1807 | |
| 1009-33-24 | WINNEBAGO | LAKE BUTTE DES MORTS DRIVE | IH 41 | IH 41 | B-70-0272 | 435.7 | 773 | 707 | 1,743 | 3223 | |
| 1009-33-24 | WINNEBAGO | SNELL ROAD | IH 41 | IH 41 | B-70-0273 | 250.1 | 225 | 0 | 1,890 | 2115 | |
| 1009-33-24 | WINNEBAGO | CTH K | IH 41 | IH 41 | B-70-0282 | 243.8 | 217 | 235 | 1,517 | 1969 | |
| 1009-33-24 | WINNEBAGO | NINTH AVENUE | IH 41 | IH 41 | B-70-0283 | 155.9 | 139 | 560 | 970 | 1669 | |
| 1009-33-24 | WINNEBAGO | CTH Y | IH 41 | IH 41 | B-70-0284 | 164.0 | 175 | 255 | 729 | 1159 | |
| 1009-33-24 | WINNEBAGO | BREEZEWOOD LANE | IH 41 | IH 41 | B-70-0285 | 157.1 | 126 | 905 | 1,396 | 2427 | |
| 1009-33-24 | WINNEBAGO | CTH GG | IH 41 | IH 41 | B-70-0287 | 210.0 | 224 | 327 | 933 | 1484 | |
| WINNEBAGO COUNTY PAGE TOTAL | | | | | | | | | | 40142 | |
| WINNEBAGO COUNTY PREVIOUS PAGE TOTAL | | | | | | | | | | 45032 | |
| WINNEBAGO COUNTY TOTAL | | | | | | | | | | 85174 | |
| * SURFACE AREA (INSIDE FACE AND TOP) | | | | | | | | | | | |

FOND DU LAC COUNTY TOTAL 22197
OUTAGAMIE COUNTY TOTAL 10789
WINNEBAGO COUNTY TOTAL 85174
PROJECT 1009-33-24 TOTAL **118,160**

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| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|--------------------------------------|---------|---------------|----------|----------------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-31 | CALUMET | STH 32/STH 57 | STH 32 | KILLSNAKE RIVER | B-08-0014 | 110.6 | 90 | 0 | 492 | 582 | |
| 1009-33-31 | CALUMET | STH 32/STH 57 | STH 32 | N BR MANITOWOC RIVER | B-08-0018 | 71.2 | 0 | 0 | 366 | 366 | |
| 1009-33-31 | CALUMET | USH 151 | USH 151 | PINE CREEK | B-08-0013 | 73.7 | 60 | 0 | 328 | 387 | |
| CALUMET COUNTY TOTAL | | | | | | | | | | 1335 | |
| * SURFACE AREA (INSIDE FACE AND TOP) | | | | | | | | | | | |

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| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|--------------------------------------|-------------|-------------------|----------|----------------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-31 | FOND DU LAC | STH 23 | STH 23 | SHEBOYGAN RIVER | B-20-0076 | 53.9 | 44 | 0 | 264 | 308 | |
| 1009-33-31 | FOND DU LAC | STH 26 | STH 26 | ROCK RIVER | B-20-0120 | 68.8 | 40 | 87 | 336 | 463 | |
| 1009-33-31 | FOND DU LAC | USH 45 | USH 45 | ANDERSON CREEK | B-20-0095 | 46.8 | 38 | 0 | 229 | 267 | |
| 1009-33-31 | FOND DU LAC | USH 45 | USH 45 | MILWAUKEE RIVER | B-20-0102 | 70.7 | 57 | 0 | 346 | 403 | |
| 1009-33-31 | FOND DU LAC | STH 49 | STH 49 | S BR ROCK RIVER | B-20-0097 | 47.5 | 0 | 0 | 242 | 242 | |
| 1009-33-31 | FOND DU LAC | STH 67 | STH 67 | W BR MILWAUKEE RIVER | B-20-0110 | 93.5 | 0 | 0 | 352 | 352 | |
| 1009-33-31 | FOND DU LAC | USH 151 | USH 151 | PIPE CREEK | B-20-0112 | 47.8 | 39 | 0 | 234 | 273 | |
| 1009-33-31 | FOND DU LAC | SOUTH MAIN STREET | STH 175 | IH 41 | B-20-0069 | 270.7 | 220 | 0 | 2,045 | 2265 | |
| FOND DU LAC COUNTY TOTAL | | | | | | | | | | 4573 | |
| * SURFACE AREA (INSIDE FACE AND TOP) | | | | | | | | | | | |

| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|--------------------------------------|-----------|----------------------|----------|-----------------|------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-31 | OUTAGAMIE | STH 47 | STH 47 | BLACK CREEK | B-44-0138 | 113.8 | 0 | 0 | 580 | 580 | |
| 1009-33-31 | OUTAGAMIE | STH 47 | STH 47 | HERMAN CREEK | B-44-0139 | 49.0 | 0 | 0 | 270 | 270 | |
| 1009-33-31 | OUTAGAMIE | STH 54/ WEST STH 76 | STH 54 | WOLF RIVER | B-44-0166 | 361.2 | 400 | 361 | 1,766 | 2527 | |
| 1009-33-31 | OUTAGAMIE | STH 55 (MAIN STREET) | STH 55 | BLACK CREEK | B-44-0180 | 55.1 | 45 | 0 | 265 | 310 | |
| 1009-33-31 | OUTAGAMIE | STH 76 | STH 76 | BEAR CREEK | B-44-0087 | 82.2 | 57 | 62 | 365 | 484 | |
| 1009-33-31 | OUTAGAMIE | STH 76 | STH 76 | EMBARRASS RIVER | B-44-0198 | 185.0 | 0 | 0 | 845 | 845 | |
| 1009-33-31 | OUTAGAMIE | STH 76 | STH 76 | BEAR CREEK | B-44-0199 | 50.5 | 0 | 0 | 216 | 216 | |
| 1009-33-31 | OUTAGAMIE | STH 187 | STH 187 | SHIOC RIVER | B-44-0088 | 216.1 | 0 | 0 | 862 | 862 | |
| 1009-33-31 | OUTAGAMIE | ONEIDA STREET | LOC | W WATER STREET | B-44-0075 | 1,714.5 | 991 | 2,381 | 10,668 | 14040 | |
| OUTAGAMIE COUNTY TOTAL | | | | | | | | | | 20134 | |
| * SURFACE AREA (INSIDE FACE AND TOP) | | | | | | | | | | | |

| Project ID | COUNTY | ROUTE | CORRIDOR | OVER | BRIDGE NO. | LENGTH [FT] | * PARAPETS [SY] | CONCRETE MEDIAN & SIDEWALK [SY] | DECK [SY] | 502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY] | Remarks |
|-------------------------------|-----------|---------------------------|----------|---------------------|----------------|-------------|-----------------|---------------------------------|-----------|---|---------|
| 1009-33-31 | WINNEBAGO | STH 21/STH 116 | STH 21 | FOX RIVER | B-70-0051 | 559.4 | 311 | 435 | 2,735 | 3481 | |
| 1009-33-31 | WINNEBAGO | STH 21 | STH 21 | SPRING BROOK | B-70-0105 | 65.9 | 54 | 0 | 322 | 376 | |
| 1009-33-31 | WINNEBAGO | STH 44 (WISCONSIN STREET) | STH 44 | SHARED USE PATH | B-70-0247-0001 | 27.5 | 31 | 65 | 159 | 255 | |
| 1009-33-31 | WINNEBAGO | STH 44 (WISCONSIN STREET) | STH 44 | FOX RIVER | B-70-0247-0002 | 236.8 | 263 | 577 | 1,368 | 2208 | |
| 1009-33-31 | WINNEBAGO | STH 44 (WISCONSIN STREET) | STH 44 | FOX RIVER | B-70-0247-0003 | 144.0 | 67 | 236 | 347 | 650 | |
| 1009-33-31 | WINNEBAGO | STH 44 (WISCONSIN STREET) | STH 44 | FOX RIVER | B-70-0247-0004 | 236.8 | 263 | 577 | 1,368 | 2208 | |
| 1009-33-31 | WINNEBAGO | STH 44 (WISCONSIN STREET) | STH 44 | SHARED USE PATH | B-70-0247-0005 | 27.5 | 31 | 65 | 159 | 255 | |
| 1009-33-31 | WINNEBAGO | STH 44 | STH 44 | EIGHT MILE CREEK | B-70-0305 | 41.5 | 36 | 0 | 166 | 202 | |
| 1009-33-31 | WINNEBAGO | USH 45 | USH 45 | VAN DYNE CREEK | B-70-0094 | 67.6 | 0 | 0 | 345 | 345 | |
| 1009-33-31 | WINNEBAGO | USH 45 | USH 45 | WILLOW HARBOR BAY | B-70-0101 | 52.3 | 0 | 0 | 267 | 267 | |
| 1009-33-31 | WINNEBAGO | USH 45 | USH 45 | WILLOW HARBOR CREEK | B-70-0102 | 37.8 | 0 | 0 | 193 | 193 | |
| 1009-33-31 | WINNEBAGO | USH 45 | USH 45 | WEYHURST CREEK | B-70-0103 | 52.4 | 0 | 0 | 267 | 267 | |
| 1009-33-31 | WINNEBAGO | STH 76 | STH 76 | SOO LINE | B-70-0045 | 126.2 | 102 | 0 | 617 | 719 | |
| 1009-33-31 | WINNEBAGO | STH 114 (TAYCO STREET) | STH 114 | FOX RIVER | B-70-0097-0001 | 37.0 | 23 | 45 | 197 | 265 | |
| 1009-33-31 | WINNEBAGO | STH 114 (TAYCO STREET) | STH 114 | FOX RIVER | B-70-0097-0002 | 67.7 | 73 | 105 | 361 | 539 | |
| 1009-33-31 | WINNEBAGO | STH 116 | STH 116 | RUSH CREEK | B-70-0189 | 61.8 | 50 | 0 | 243 | 293 | |
| 1009-33-31 | WINNEBAGO | OREGON STREET | LOC | FOX RIVER | B-70-0011-0001 | 182.4 | 0 | 282 | 932 | 1214 | |
| 1009-33-31 | WINNEBAGO | OREGON STREET | LOC | FOX RIVER | B-70-0011-0002 | 117.0 | 0 | 26 | 87 | 113 | |
| 1009-33-31 | WINNEBAGO | OREGON STREET | LOC | FOX RIVER | B-70-0011-0003 | 182.4 | 0 | 282 | 932 | 1214 | |
| WINNEBAGO COUNTY TOTAL | | | | | | | | | | 15064 | |

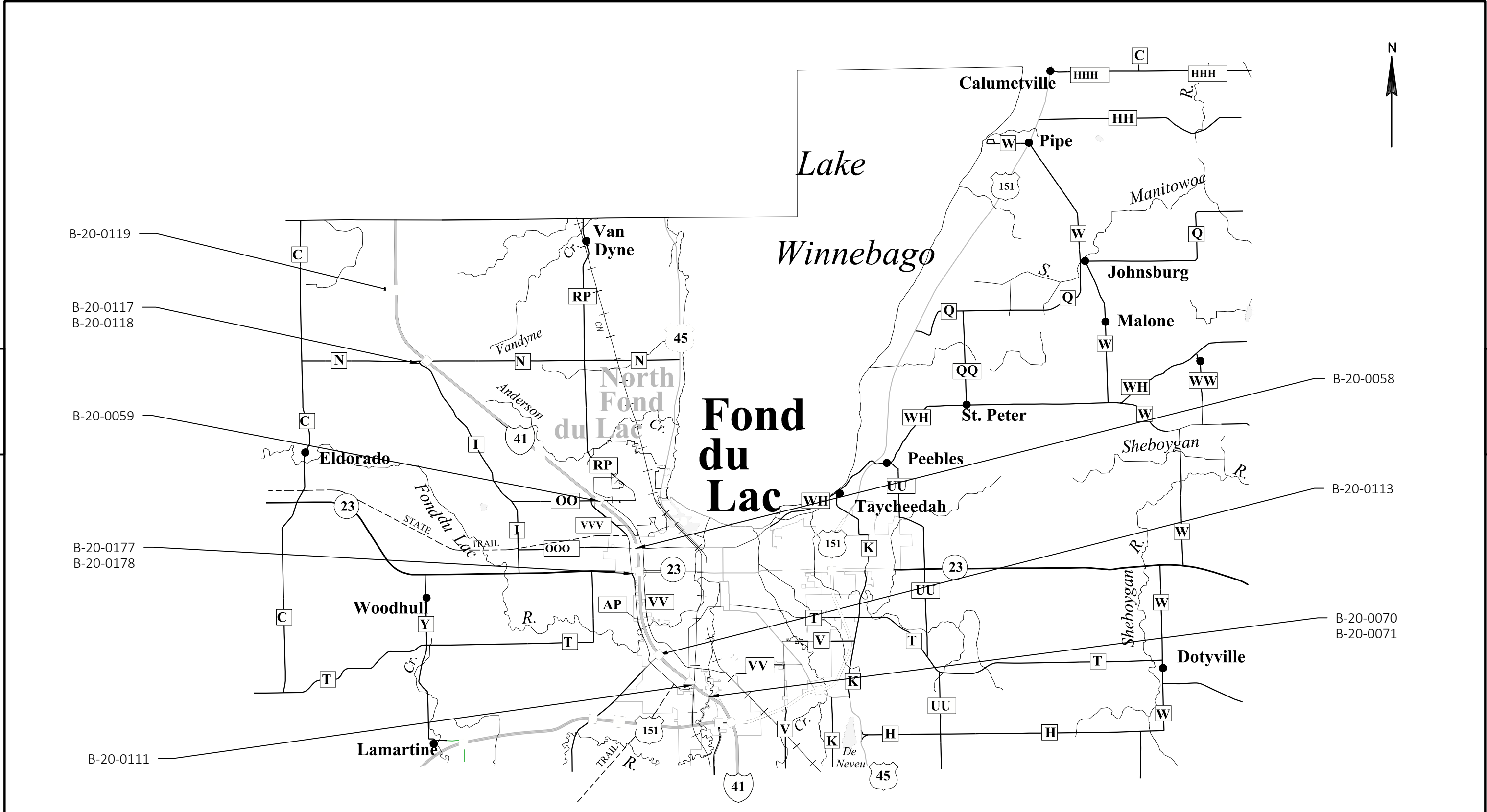
* SURFACE AREA (INSIDE FACE AND TOP)

| | |
|---------------------------------|---------------|
| CALUMET COUNTY TOTAL | 1335 |
| FOND DU LAC COUNTY TOTAL | 4573 |
| OUTAGAMIE COUNTY TOTAL | 20134 |
| WINNEBAGO COUNTY TOTAL | 15064 |
| PROJECT 1009-33-31 TOTAL | 41,106 |

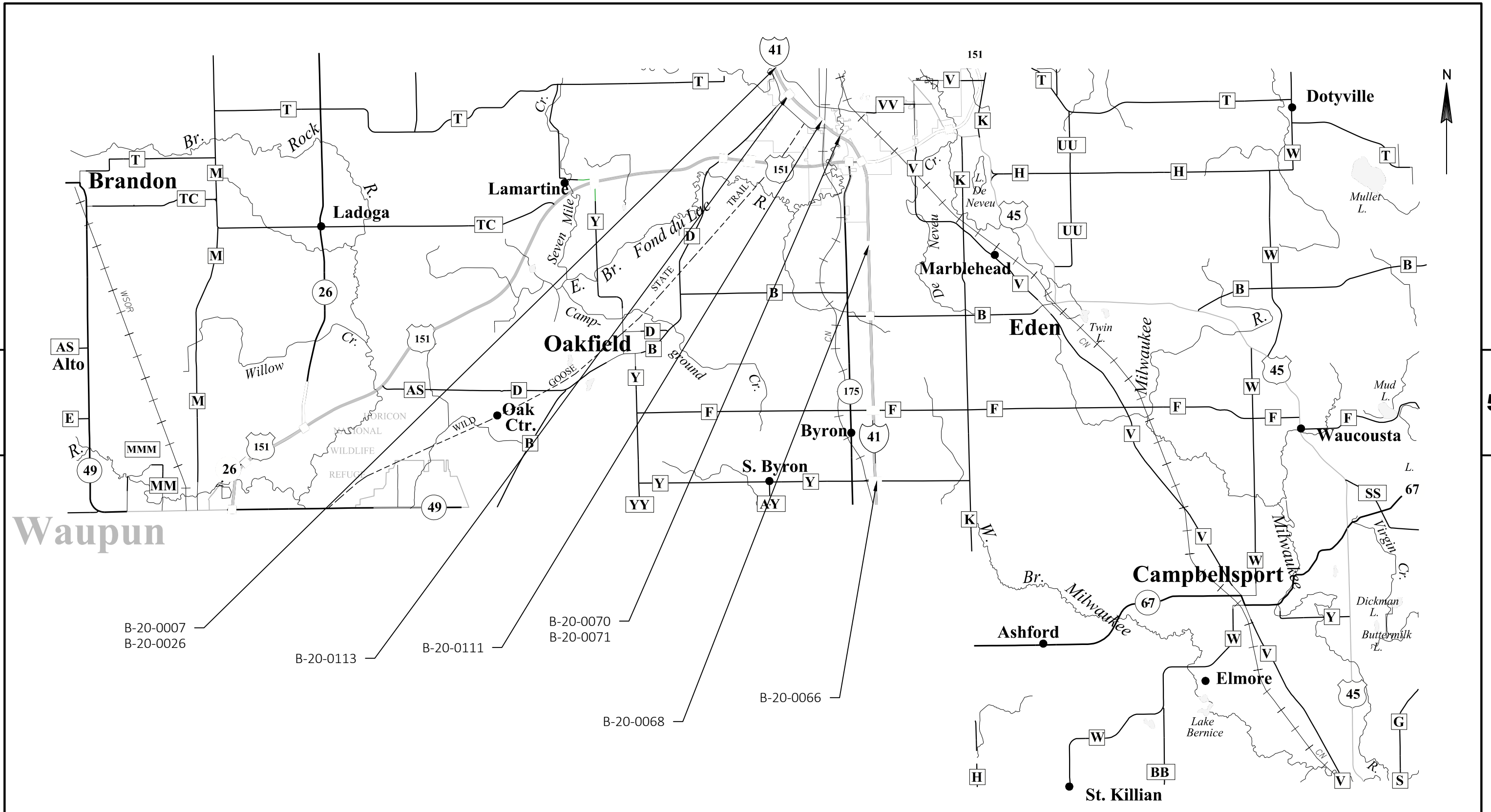
TRAFFIC CONTROL SIGNS PCMS

| Project ID | ROADWAY | APPROX. SERVICE PERIOD DAYS | NUMBER IN SERVICE | 643.1050 DAY | REMARKS |
|------------|---------|-----------------------------|-------------------|--------------|----------------------------------|
| 1009-33-24 | IH 41 | 7 | 6 | 42 | |
| 1009-33-31 | STH 44 | 7 | 2 | 14 | B-70-0247-0001, 0002, 0003, 0004 |
| 1009-33-31 | STH 44 | 7 | 2 | 14 | B-70-0011-0001, 0002 |
| TOTAL 0010 | | | | <u>70</u> | |

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



FOND DU LAC COUNTY BACKBONE ROUTES LOCATION MAP



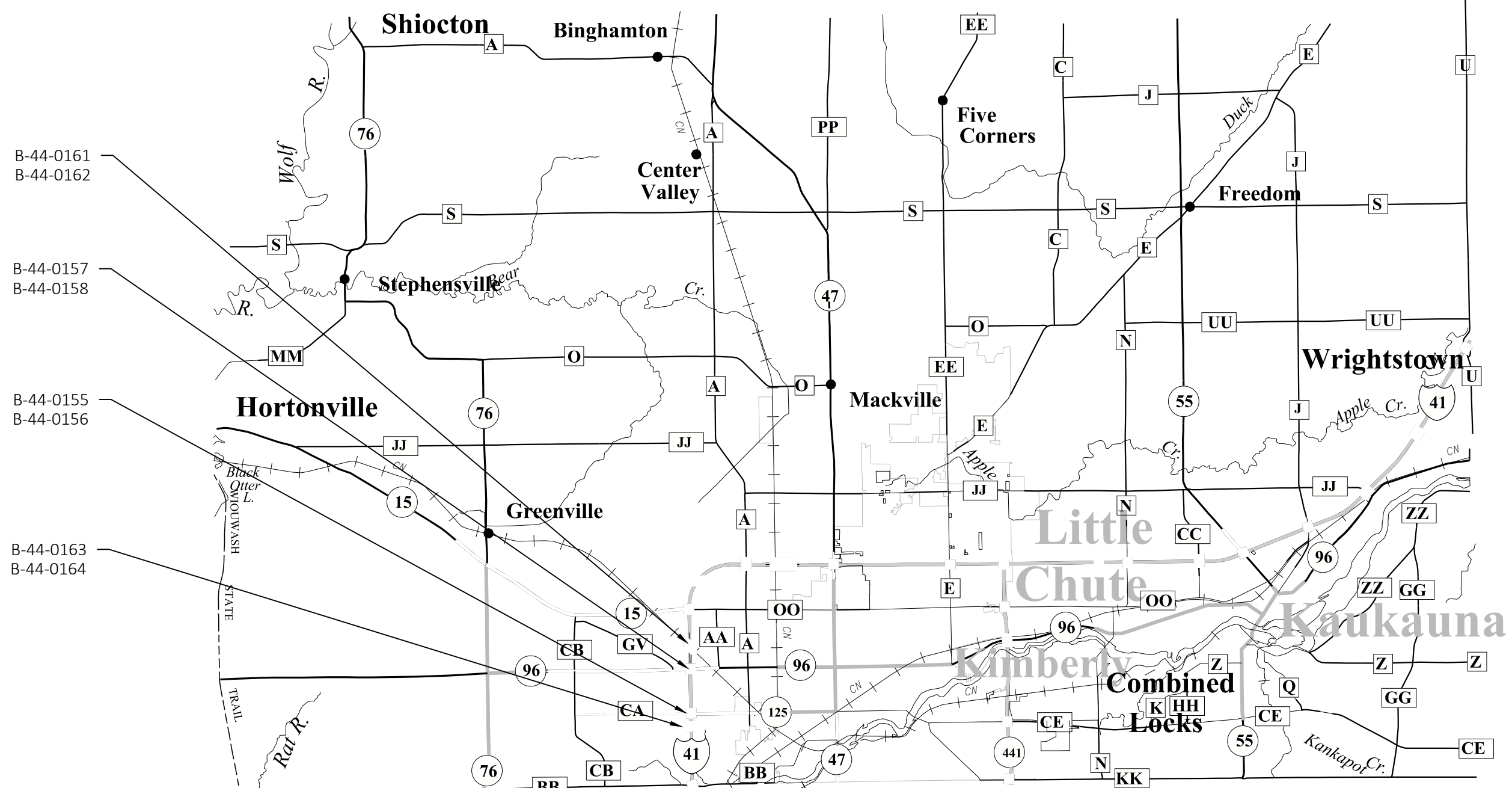
FOND DU LAC COUNTY BACKBONE ROUTES LOCATION MAP

| | | | | | |
|-----------------------|--------------|--------------------------|------|-------|----------|
| PROJECT NO:1009-33-24 | HWY: VARIOUS | COUNTY: NORTHEAST REGION | PLAN | SHEET | E |
|-----------------------|--------------|--------------------------|------|-------|----------|



5

5



B-44-0161
B-44-0162

B-44-0157
B-44-0158

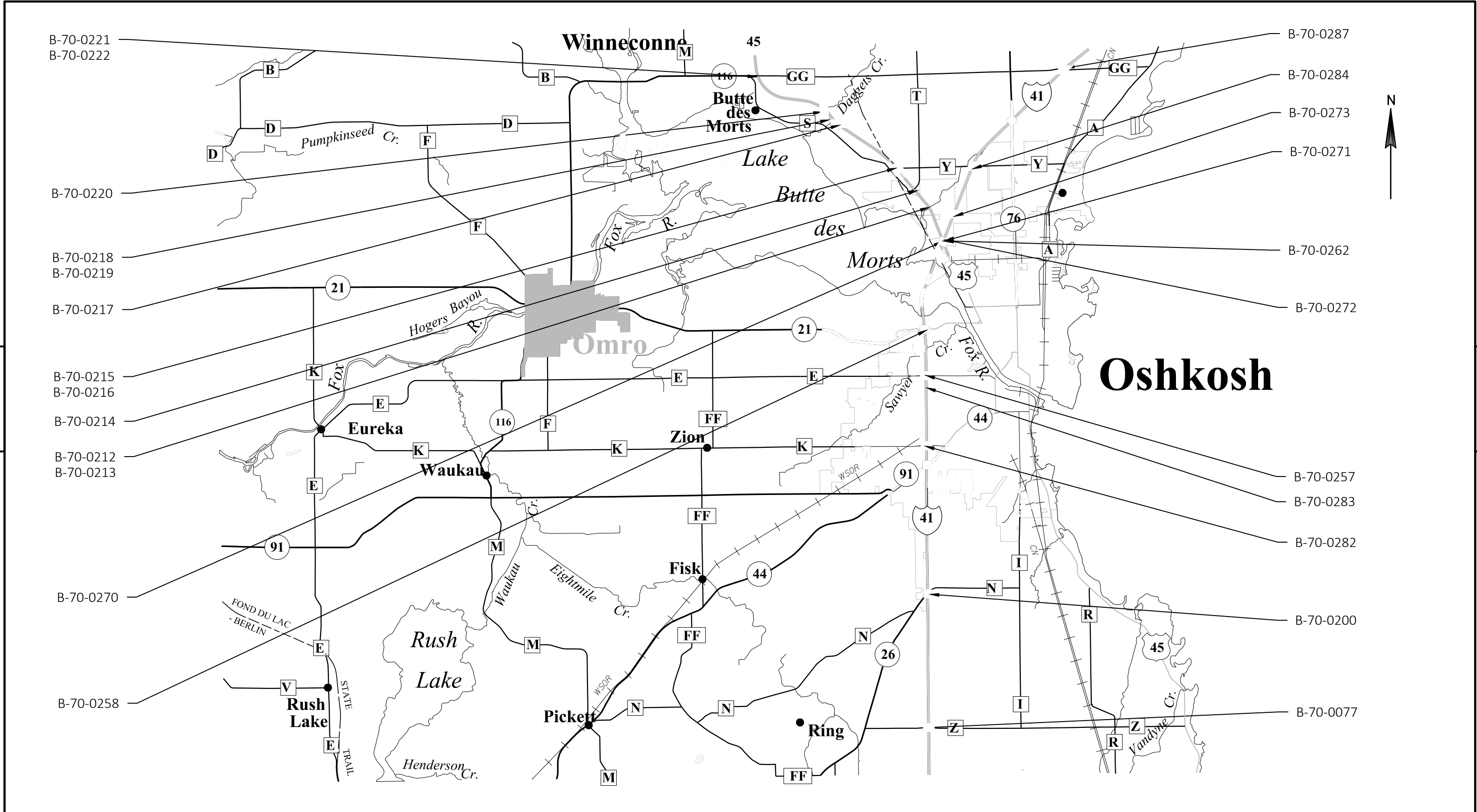
B-44-0155
B-44-0156

B-44-0163
B-44-0164

Appleton

OUTAGAMIE COUNTY BACKBONE ROUTES LOCATION MAP

| | | | | | |
|-----------------------|--------------|--------------------------|------|-------|----------|
| PROJECT NO:1009-33-24 | HWY: VARIOUS | COUNTY: NORTHEAST REGION | PLAN | SHEET | E |
|-----------------------|--------------|--------------------------|------|-------|----------|

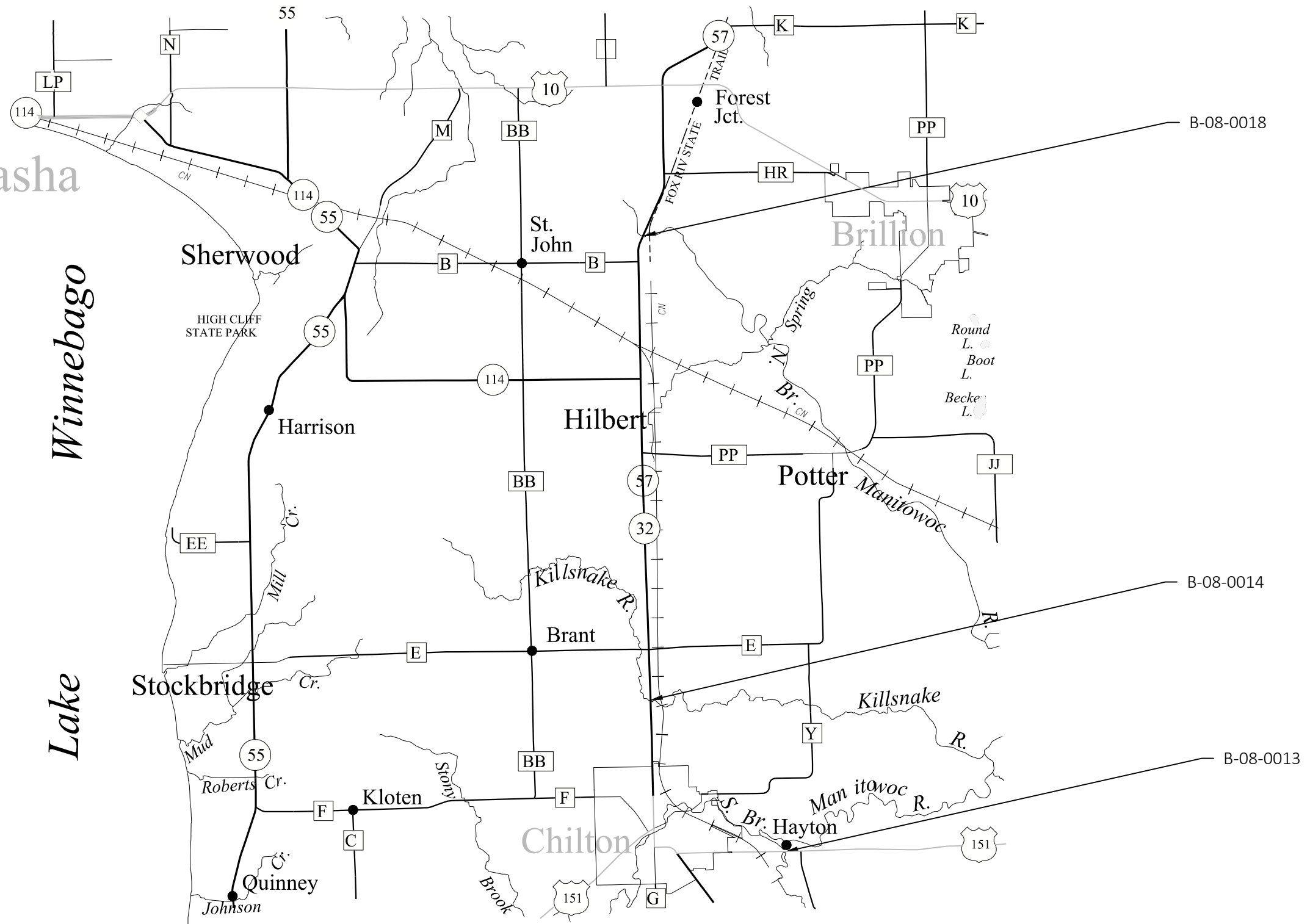


WINNEBAGO COUNTY BACKBONE ROUTES LOCATION MAP

| | | | | | |
|-----------------------|--------------|--------------------------|------|-------|----------|
| PROJECT NO:1009-33-24 | HWY: VARIOUS | COUNTY: NORTHEAST REGION | PLAN | SHEET | E |
|-----------------------|--------------|--------------------------|------|-------|----------|

Menasha

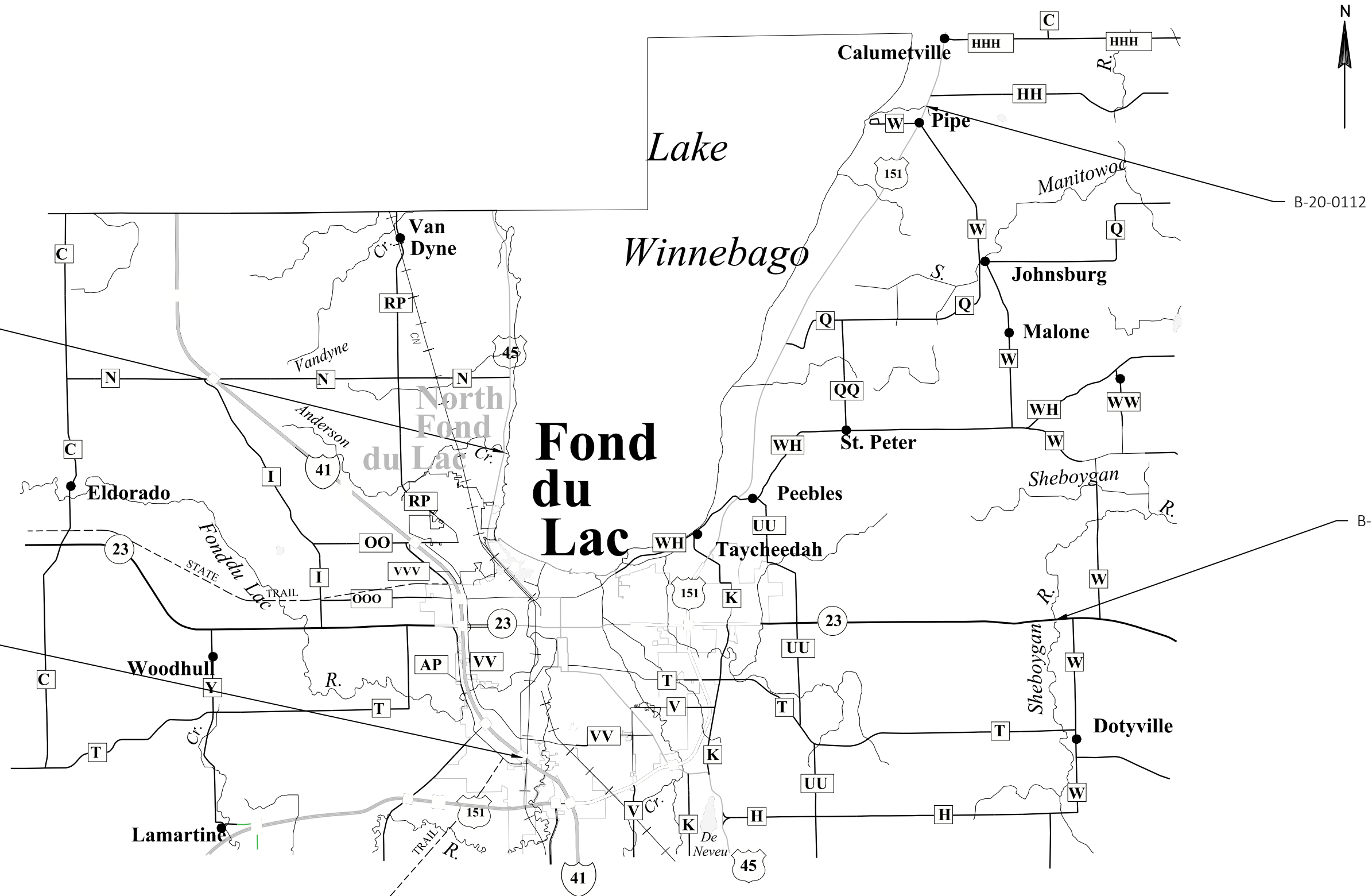
Winnebago Lake



CALUMET COUNTY 3R/LCB ROUTES LOCATION MAP

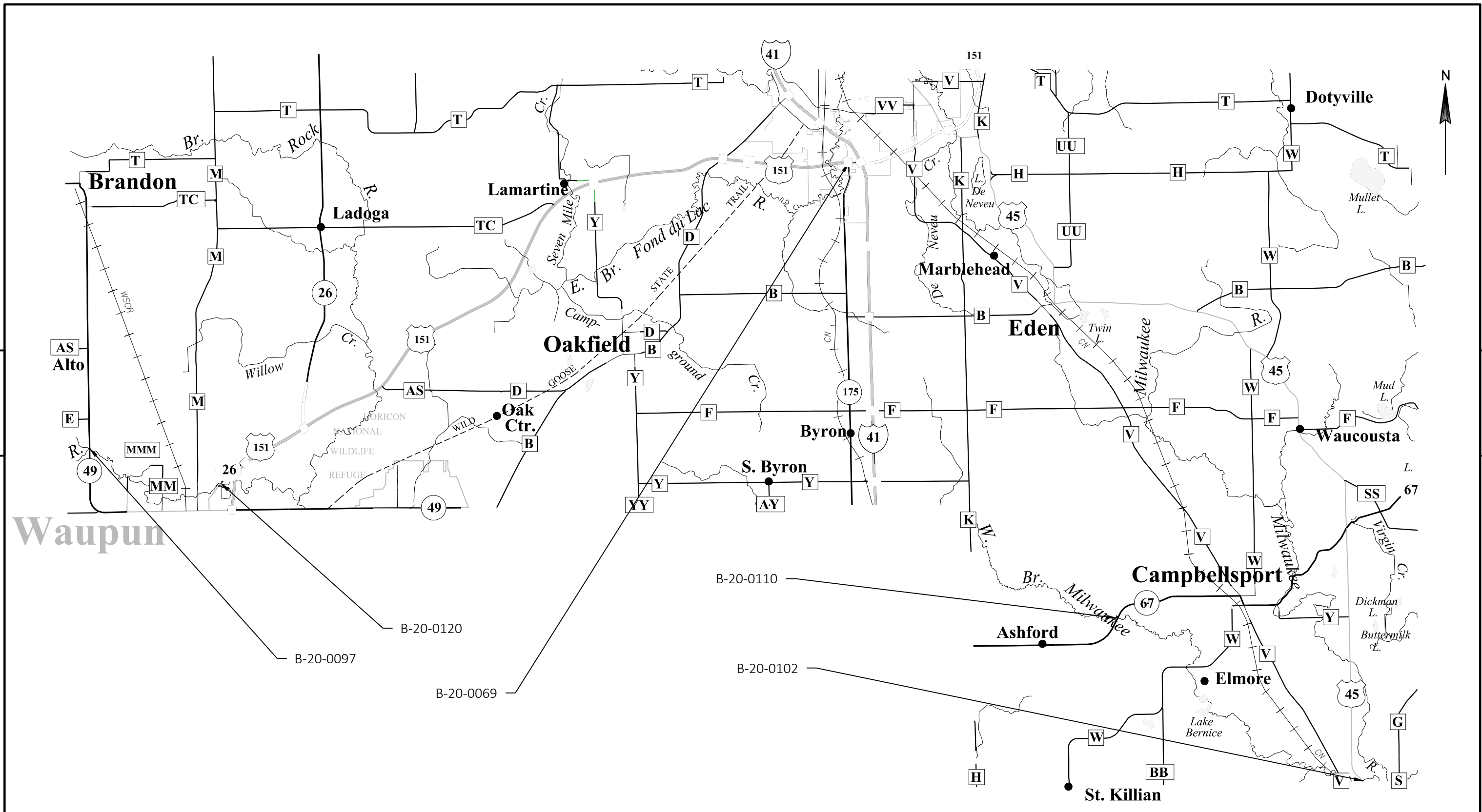
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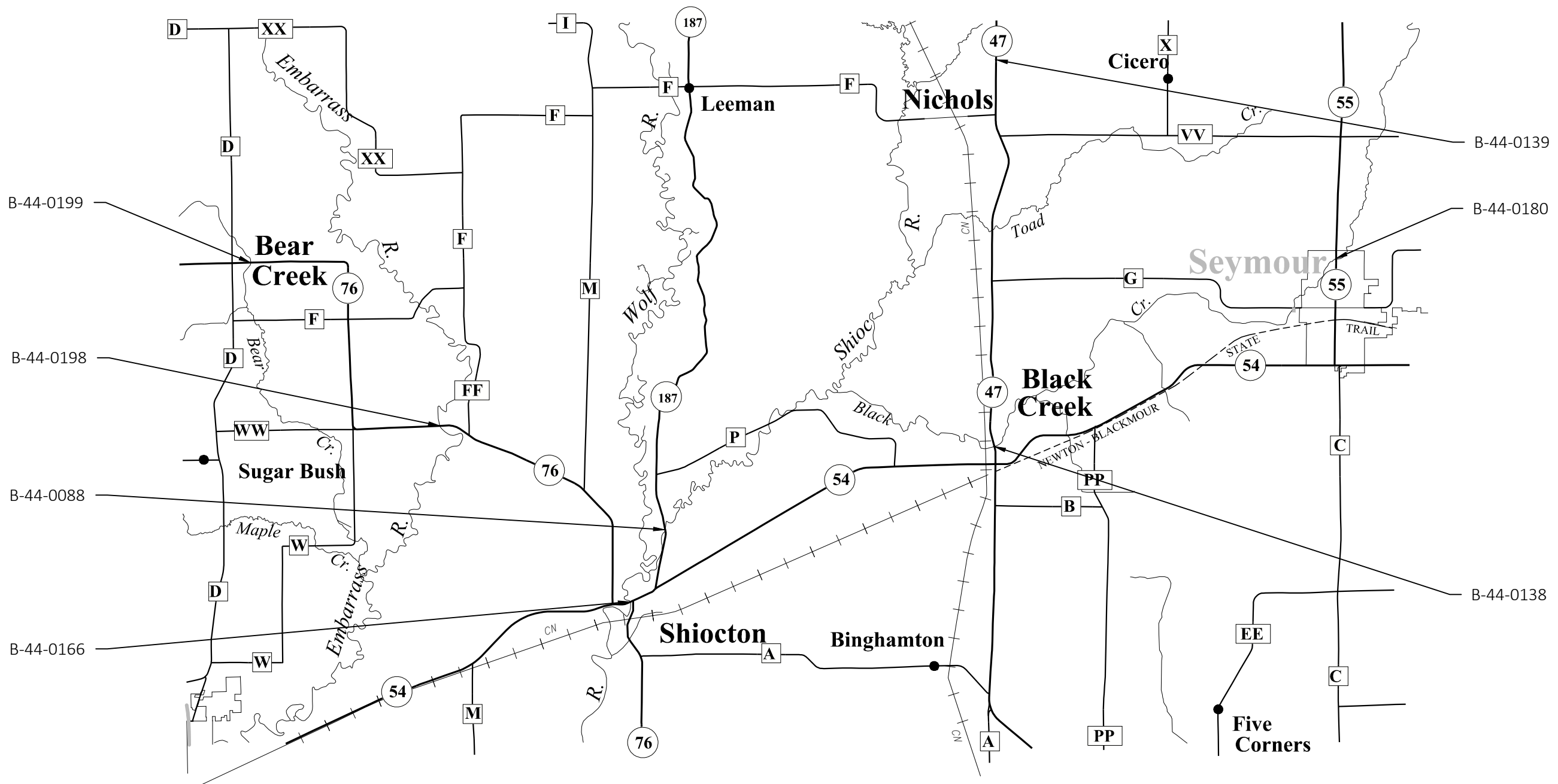
FOND DU LAC COUNTY 3R/LCB ROUTES LOCATION MAP

| | | | | | |
|-----------------------|-------------|-------------------------|------|-------|----------|
| PROJECT NO:1009-33-31 | HWY:VARIOUS | COUNTY:NORTHEAST REGION | PLAN | SHEET | E |
|-----------------------|-------------|-------------------------|------|-------|----------|

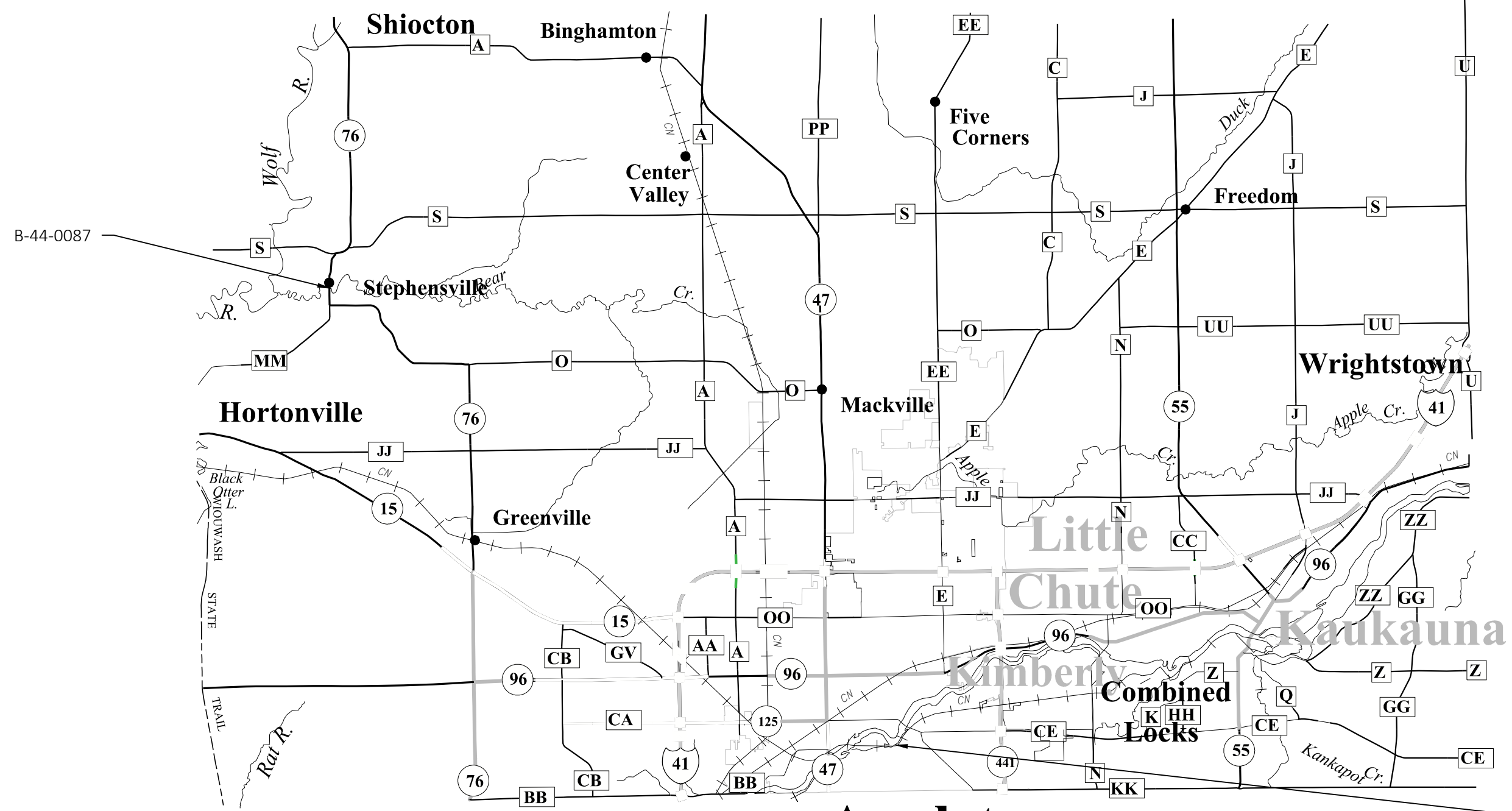


FOND DU LAC COUNTY 3R/LCB ROUTES LOCATION MAP

| | | | | | |
|-----------------------|-------------|-------------------------|------|-------|----------|
| PROJECT NO:1009-33-31 | HWY:VARIOUS | COUNTY:NORTHEAST REGION | PLAN | SHEET | E |
|-----------------------|-------------|-------------------------|------|-------|----------|



OUTAGAMIE COUNTY 3R/LCB ROUTES LOCATION MAP



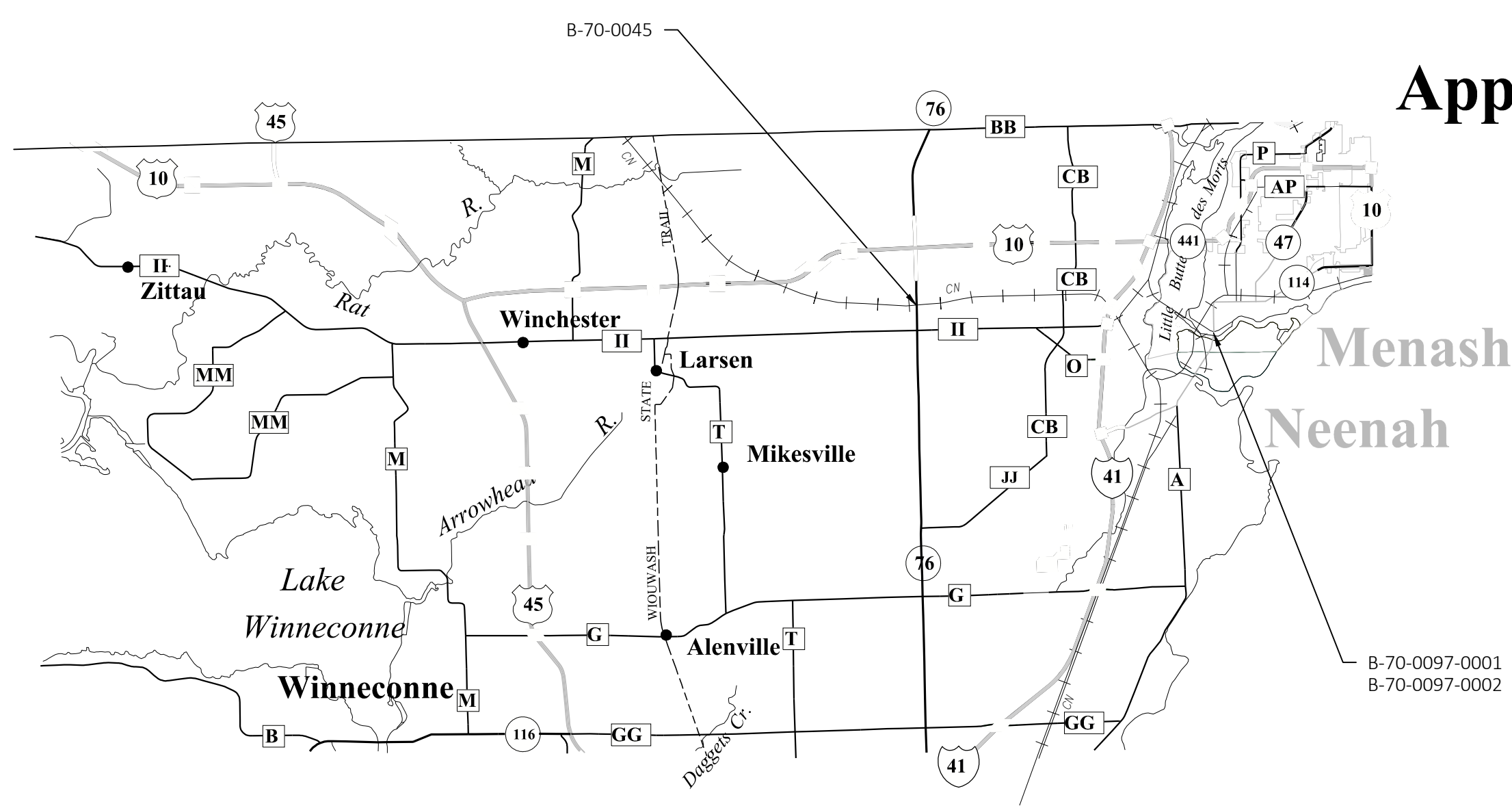
5

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Appleton

OUTAGAMIE COUNTY 3R/LCB ROUTES LOCATION MAP

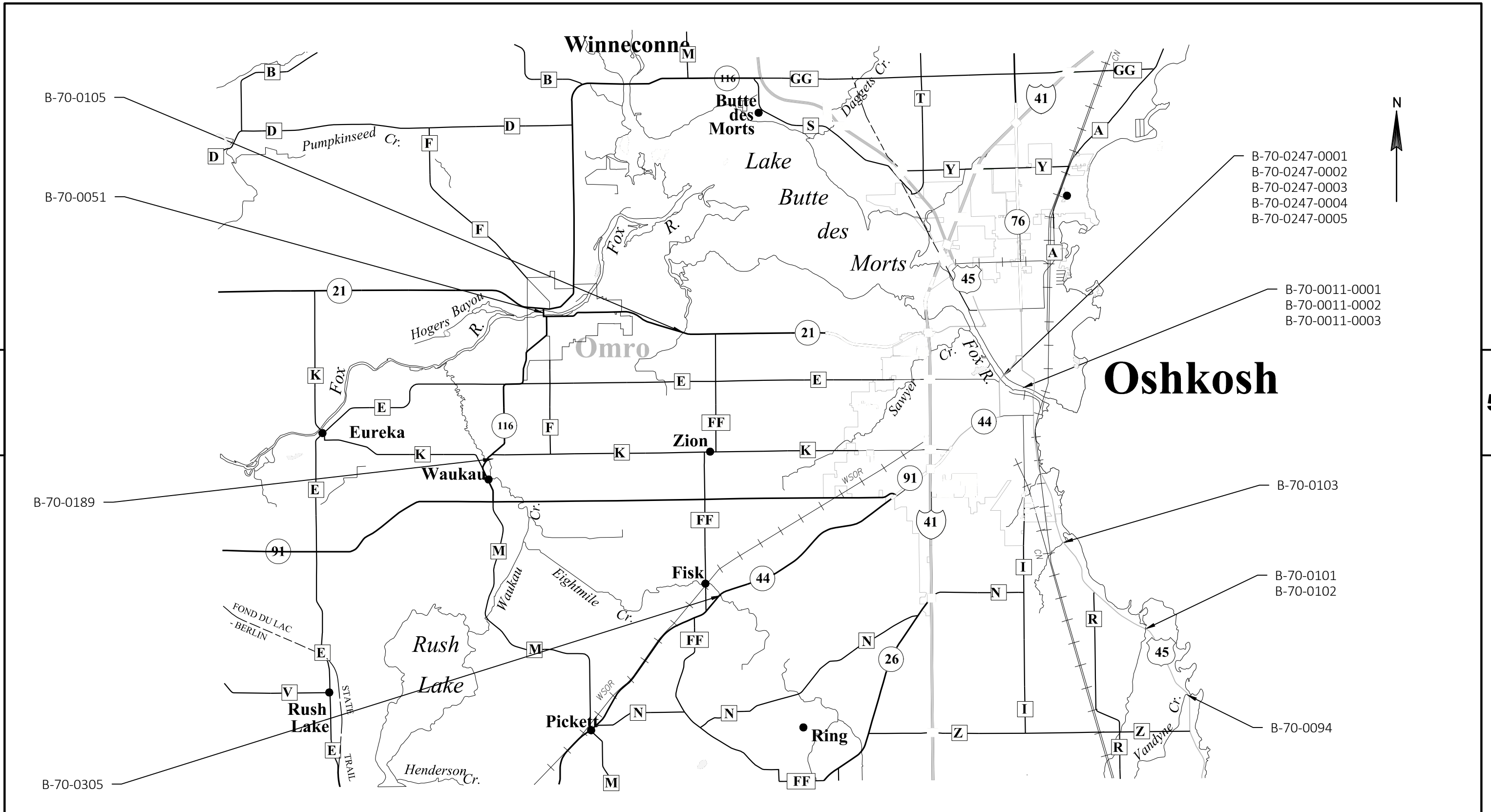
| | | | | | |
|-----------------------|--------------|--------------------------|------|-------|----------|
| PROJECT NO:1009-33-31 | HWY: VARIOUS | COUNTY: NORTHEAST REGION | PLAN | SHEET | E |
|-----------------------|--------------|--------------------------|------|-------|----------|



Appleton

Menasha
Neenah

WINNEBAGO COUNTY 3R/LCB ROUTES LOCATION MAP



WINNEBAGO COUNTY 3R/LCB ROUTES LOCATION MAP

Standard Detail Drawing List

| | |
|-----------|--|
| 15C04-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC |
| 15C05-05 | TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS |
| 15C11-07B | CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS |
| 15C12-07 | TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION |
| 15D12-07A | TRAFFIC CONTROL, LANE CLOSURE |
| 15D14-03 | TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS) |
| 15D15-05A | TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-05B | TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-05C | TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-05D | TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE |
| 15D15-05E | TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE |
| 15D20-04 | TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY |
| 15D22-03 | TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY |
| 15D43-01 | TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS |

GENERAL NOTES

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

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




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

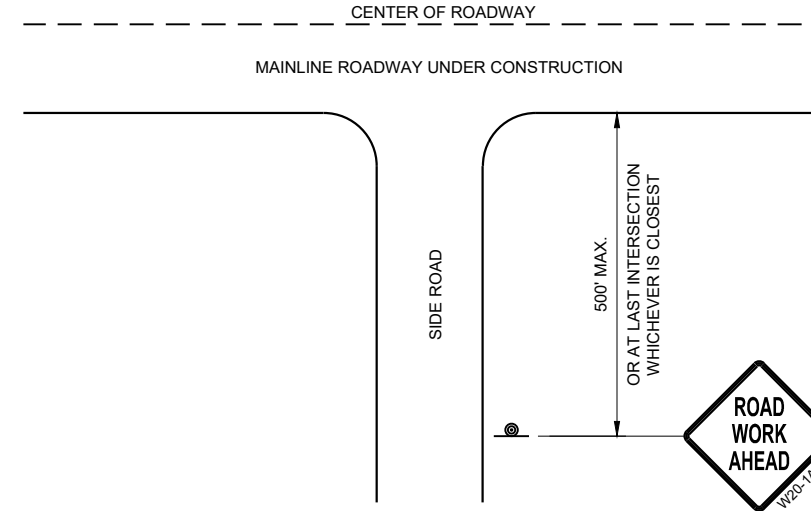
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

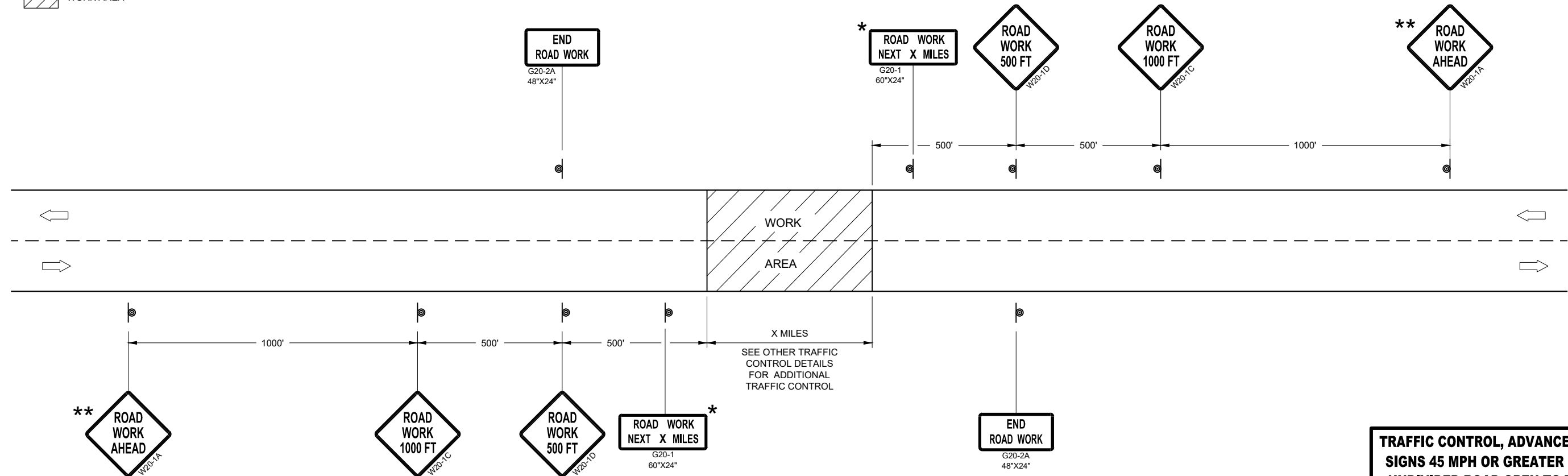
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

LEGEND

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



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

**TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 45 MPH OR GREATER TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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




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

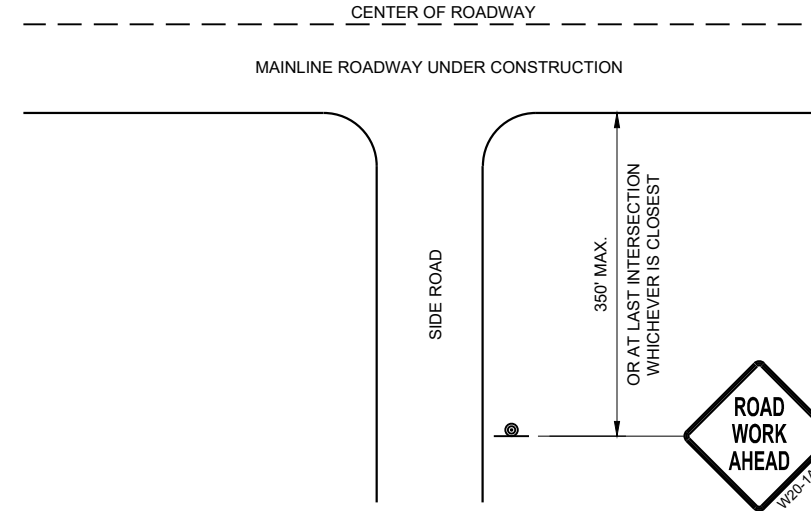
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

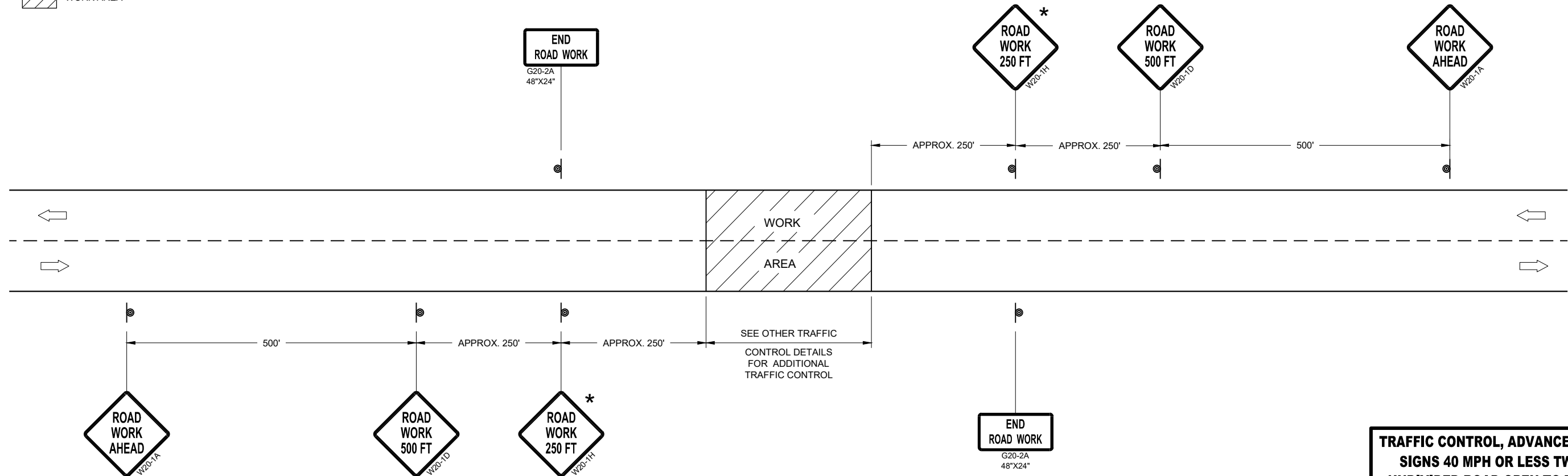
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**



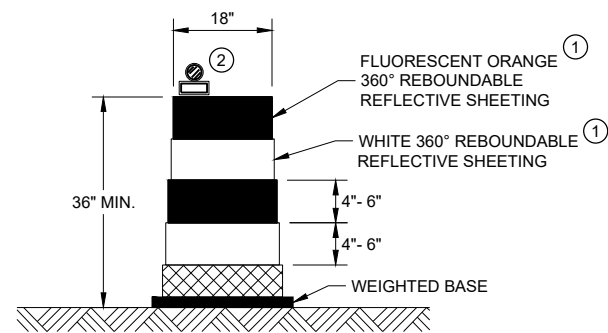
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

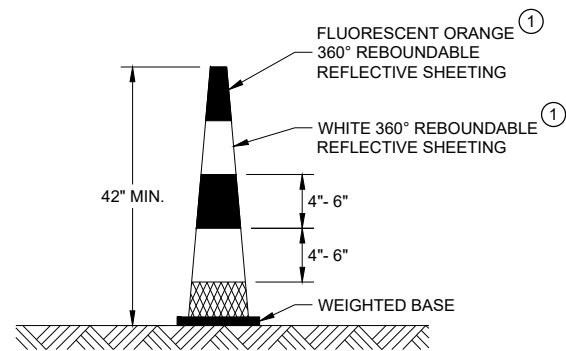
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

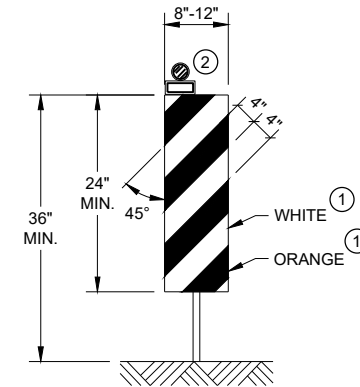


DRUM



42" CONE

DO NOT USE IN TAPERS
 1/2 SPACING OF DRUMS

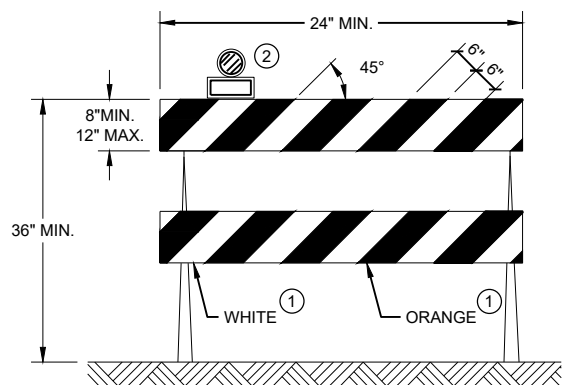


VERTICAL PANEL

THE STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.

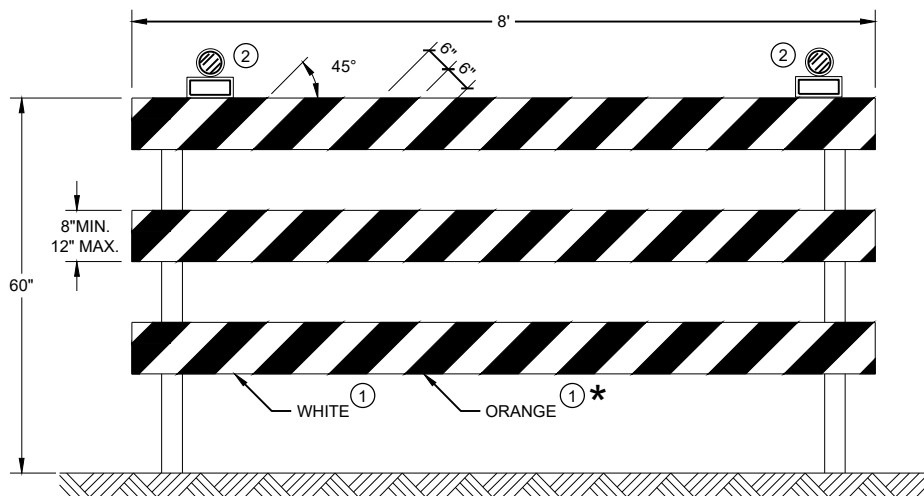
GENERAL NOTES

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.



TYPE II BARRICADE

FOR RAILS LESS THAN 36" LONG, 4" WIDE STRIPES MAY BE USED. ALL STRIPES SHALL SLOPE DOWNWARD TO THE TRAFFIC SIDE FOR CHANNELIZATION.








TYPE III BARRICADE

IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

| | |
|--|--|
| CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED June 2017 DATE | /S/ Andrew Heidtke WORK ZONE ENGINEER |
| <small>FHWA</small> | |

LEGEND

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

GENERAL NOTES

DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

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

THE FIRST ADVANCE WARNING SIGN SHOULD TYPICALLY BE LOCATED IN ADVANCE OF THE ANTICIPATED TRAFFIC BACKUP OR QUEUE.

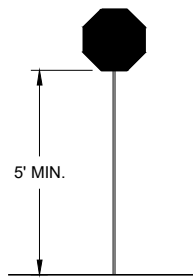
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

- FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.
- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
 - ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



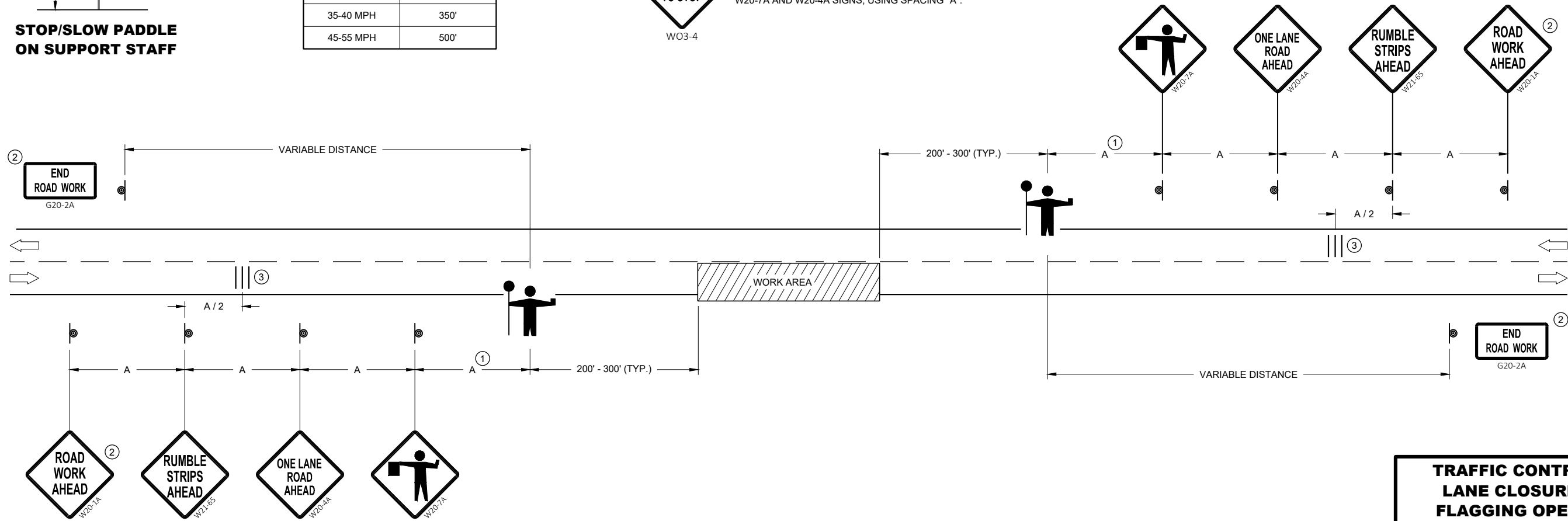
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

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 DESIRABLE) CLEARANCE 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.

"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 OR AS APPROVED BY THE ENGINEER.

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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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










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

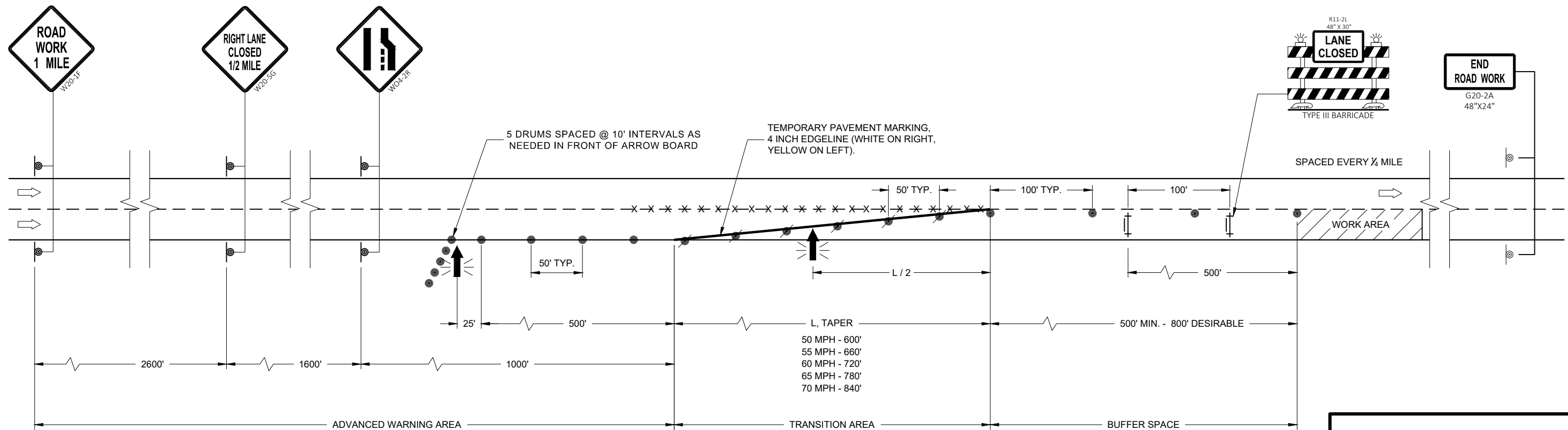
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. 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 ONE HALF 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 ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

LEGEND

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











TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  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.

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE 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.

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 TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

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 ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE 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.

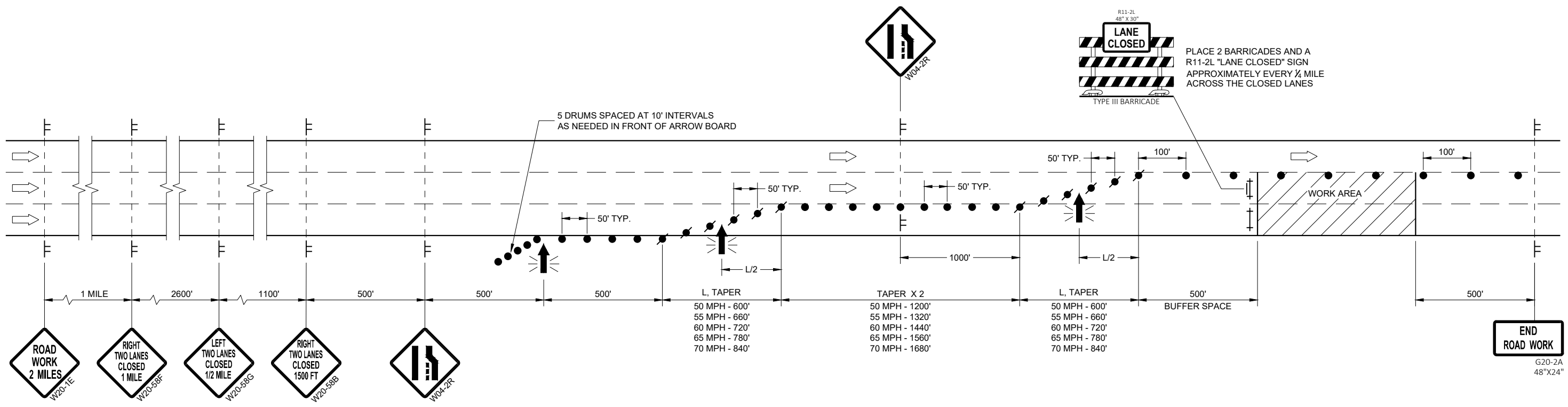
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

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SDD 15D14 - 03

SDD 15D14 - 03

TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT TERM (LESS THAN 24 HOURS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2015 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

LEGEND

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

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" X 48" 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.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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

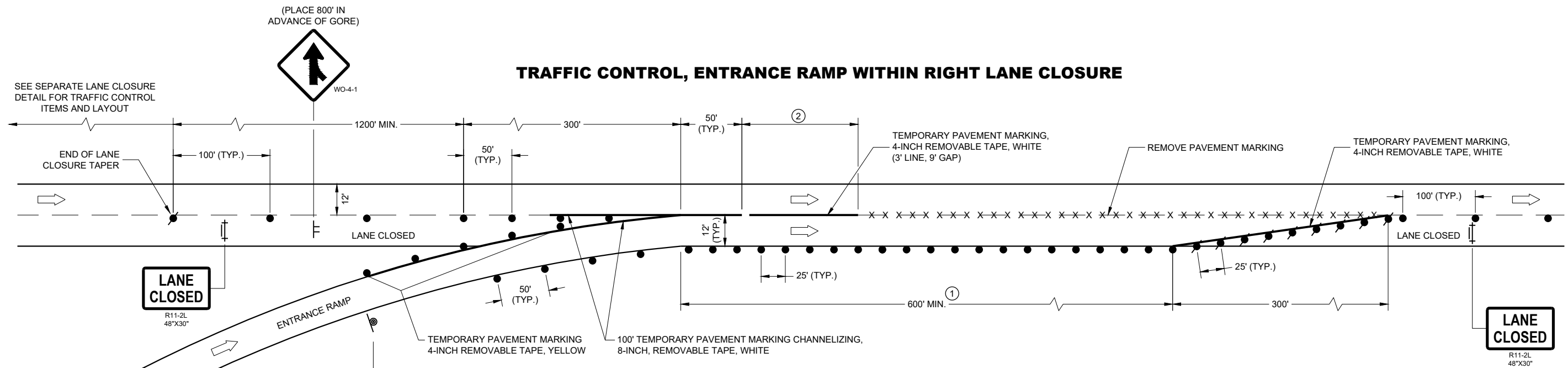
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

- ① EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE










PARALLEL EXIT RAMP

**TRAFFIC CONTROL,
PARALLEL ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

LEGEND

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

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" X 48" 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.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE 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 /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

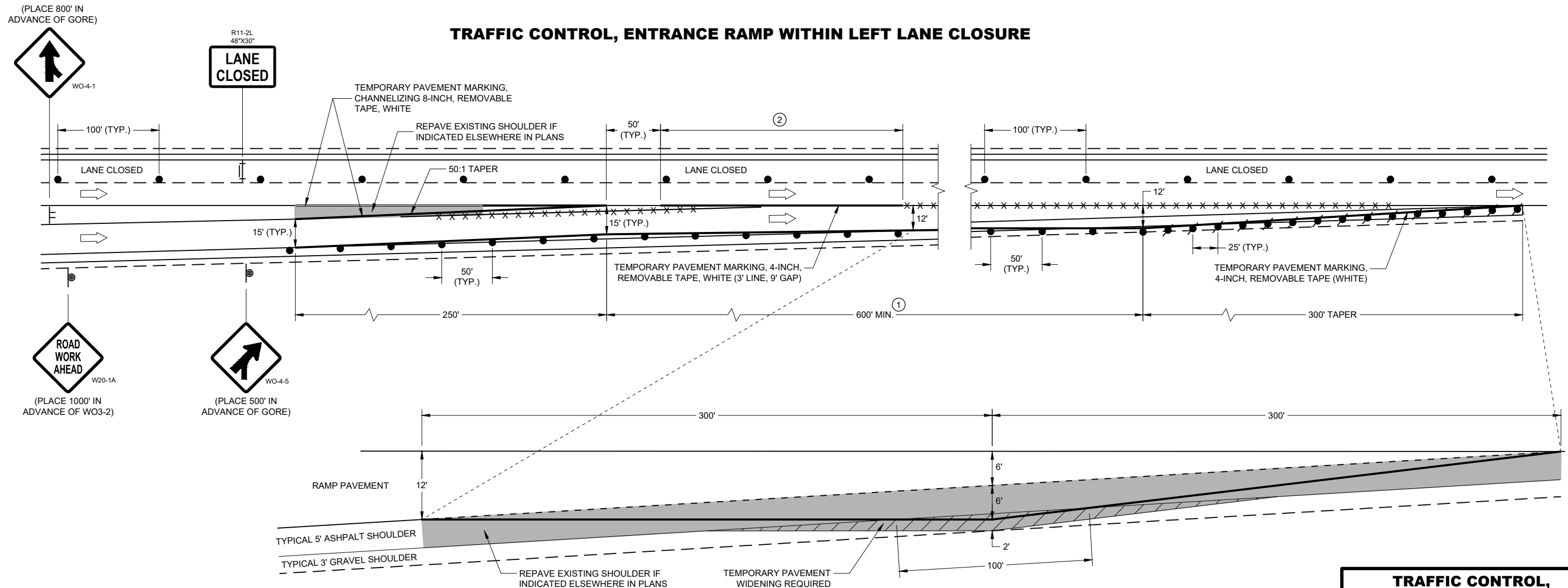
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

- ① EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY MARKING AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LEFT LANE CLOSURE



TEMPORARY PAVEMENT DETAIL
(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)









TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  FLAGS, 16" X 16" MIN., ORANGE
-  DIRECTION OF TRAFFIC

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" X 48" 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 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

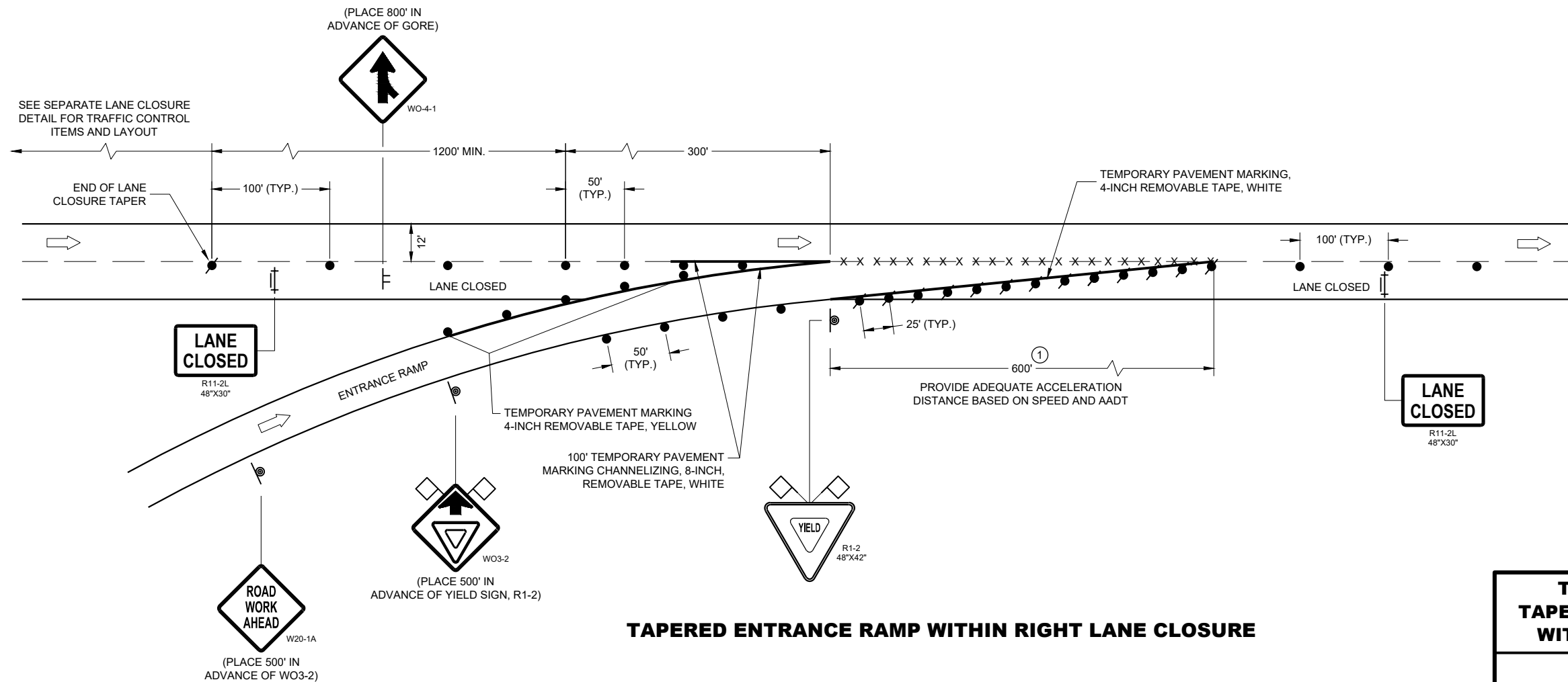
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

① CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

**TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- ⊞ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- ⦿ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ×-×-× REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- ⊞ TYPE III BARRICADE WITH ATTACHED SIGN
- ➡ DIRECTION OF TRAFFIC

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" X 48" 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.

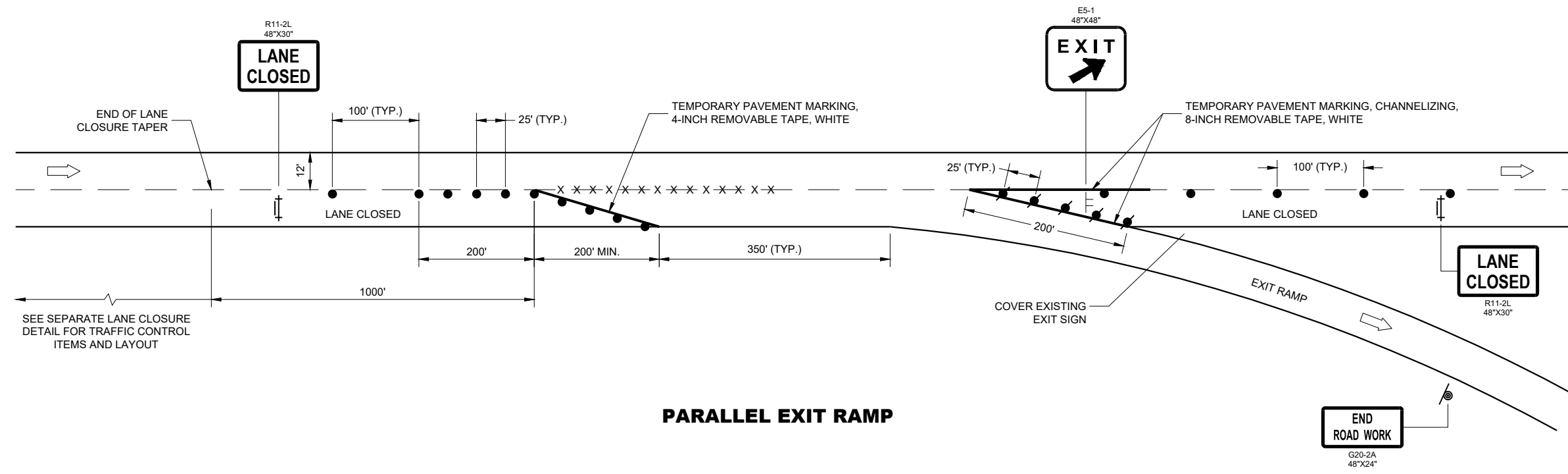
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE EXIT 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 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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



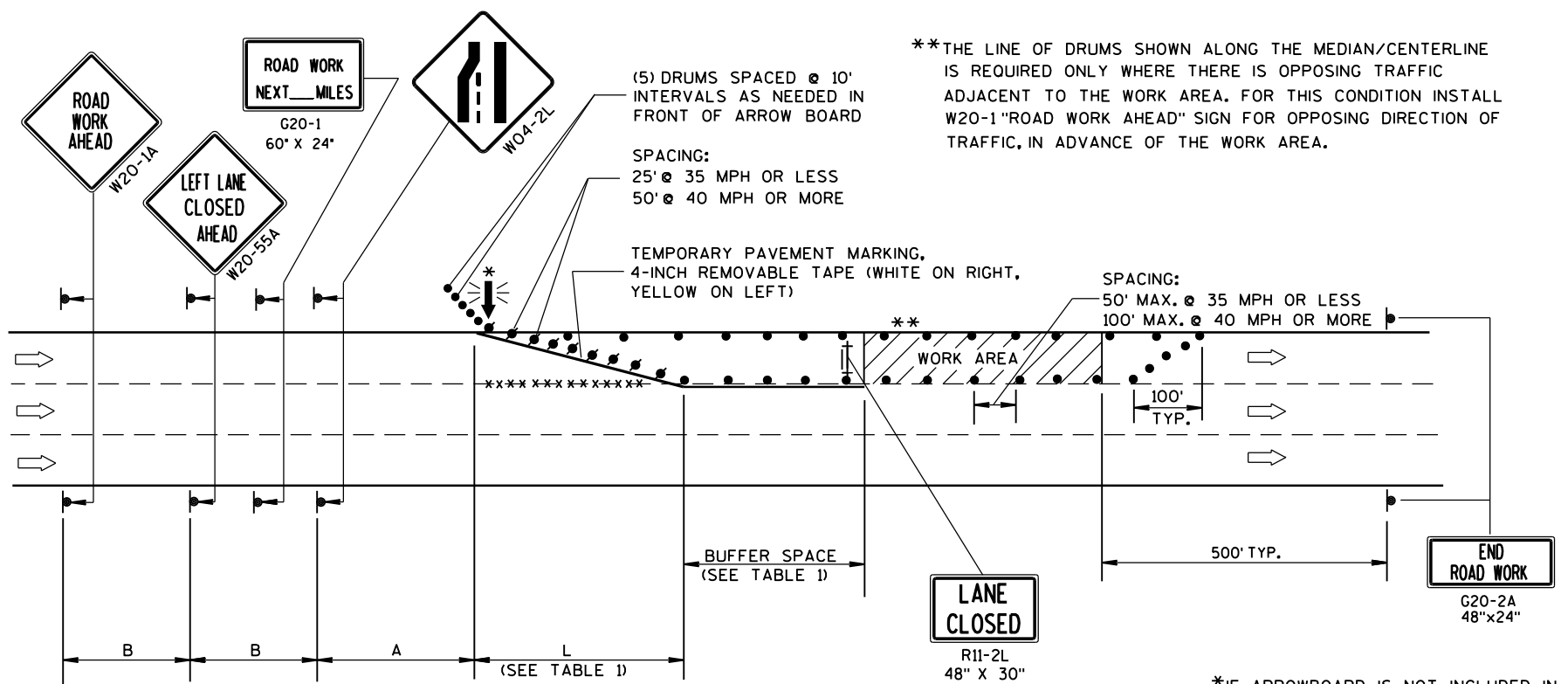
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SDD 15D15 - 05e

SDD 15D15 - 05e

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|--|--|
| TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE | |
| STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION | |
| APPROVED May 2019 DATE | /S/ Andrew Heidtke WORK ZONE ENGINEER |
| FHWA | |



B=400' AT 25-30 MPH
700' AT 35-40 MPH
1000' AT 45-55 MPH

A=200' AT 25-30 MPH
350' AT 35-40 MPH
500' AT 45-55 MPH

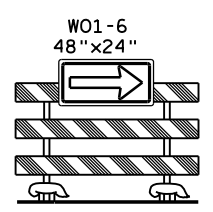
TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

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

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

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

*IF ARROWBOARD IS NOT INCLUDED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER.



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

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.

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

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

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

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

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

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

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /s/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

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.

"W0" 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.

W20-1A, 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.

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

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':

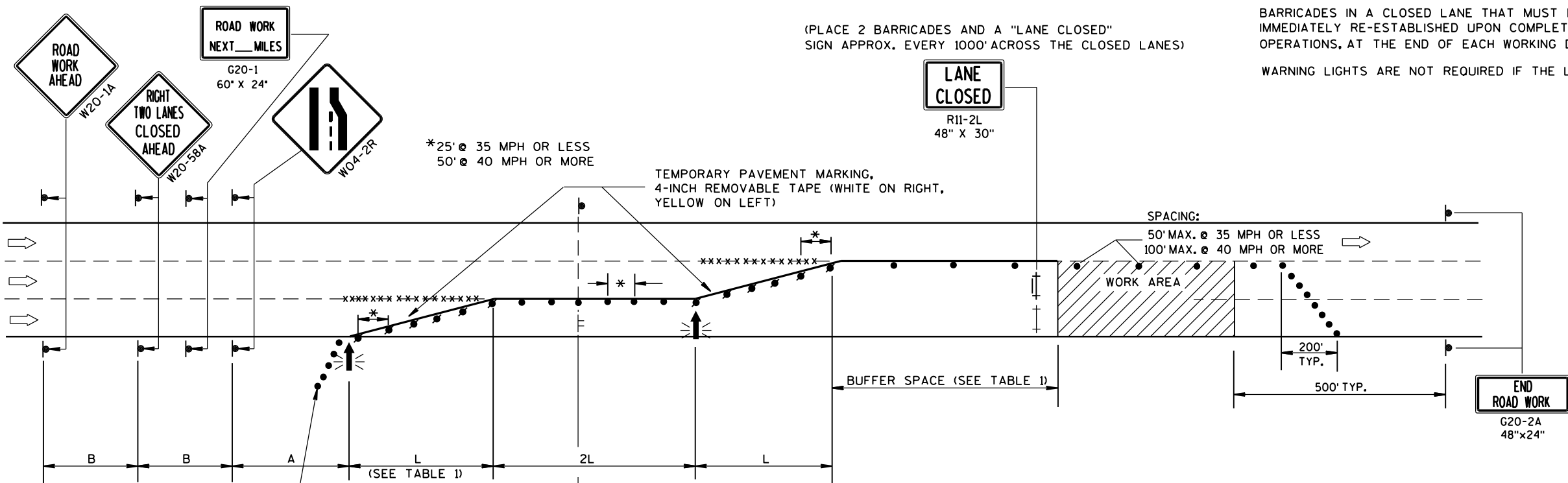
L = WS AT 45 MPH OR GREATER

$L = \frac{WS^2}{60}$ AT 40 MPH OR LESS

L = TAPER LENGTH IN FEET

S = NON-CONSTRUCTION SPEED LIMIT (MPH)

W = WIDTH OF LANE CLOSURE



(5) DRUMS SPACED @ 10' INTERVALS AS NEEDED IN FRONT OF ARROW BOARD

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

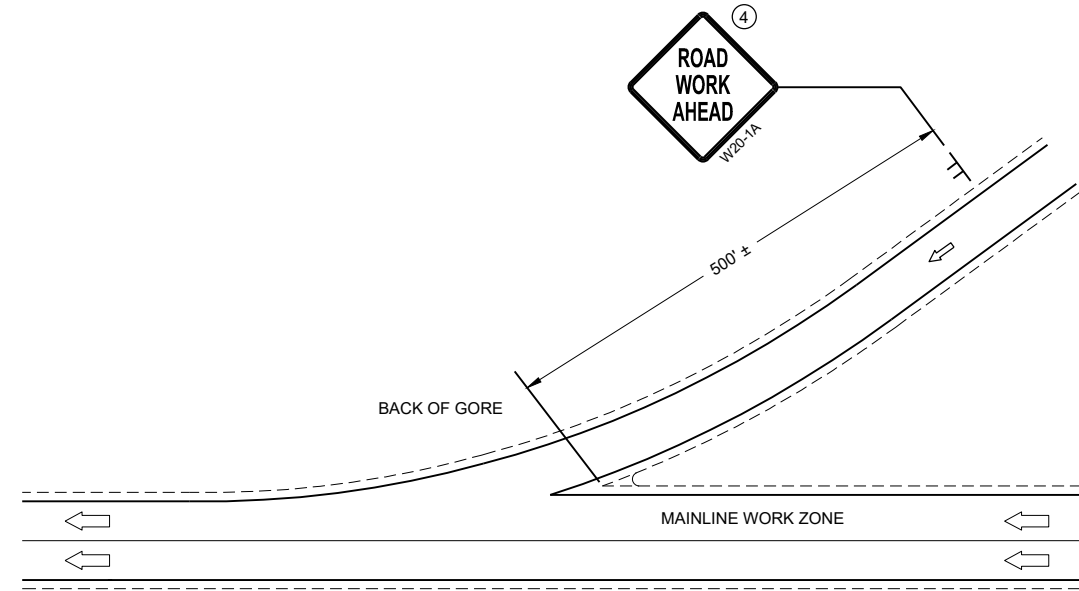
**TRAFFIC CONTROL,
TWO LANE CLOSURE,
NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

LEGEND

- V1 MARKING VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE
- TRAFFIC CONTROL DRUM
- ◻ TRUCK MOUNTED ATTENUATOR (TMA)
- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ◻ FLASHING ARROW PANEL (MERGE)
- ◻ FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ▨ WORK AREA



GENERAL NOTES

SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.

MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.

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

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

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

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

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

USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

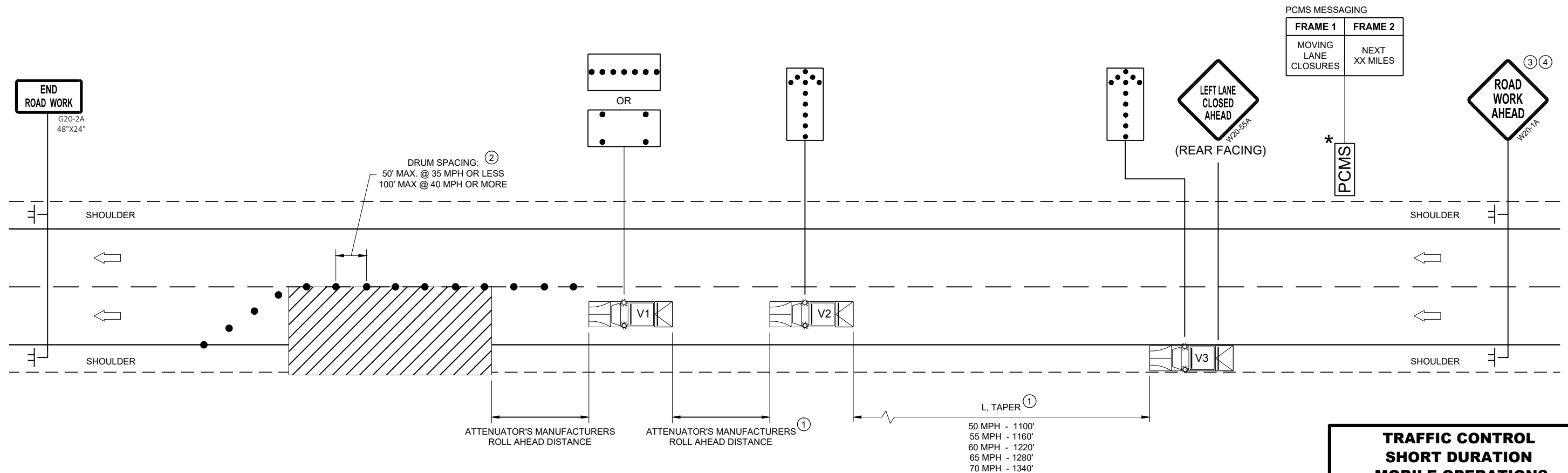
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

- ① DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ② DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
- ③ WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.
- ④ SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

* PCMS OPTIONAL

6

SDD 15D43 - 01



6

SDD 15D43 - 01

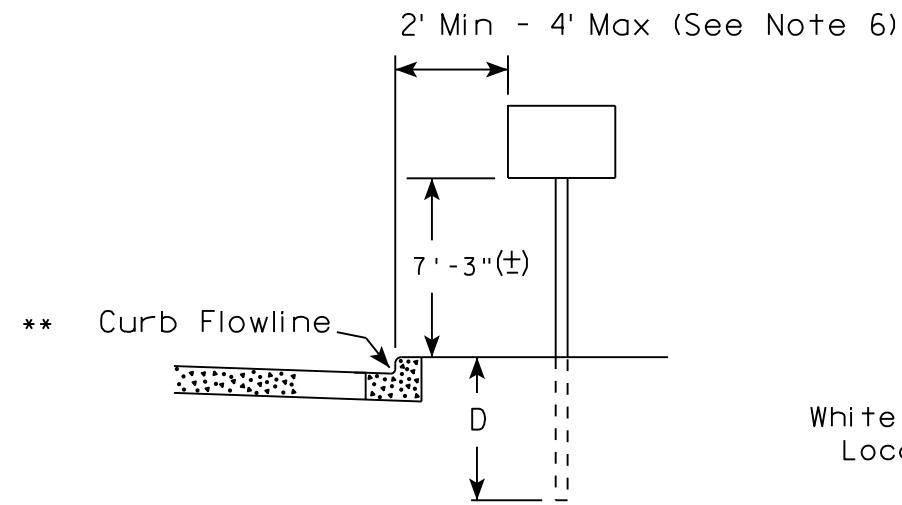
**TRAFFIC CONTROL
SHORT DURATION
MOBILE OPERATIONS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

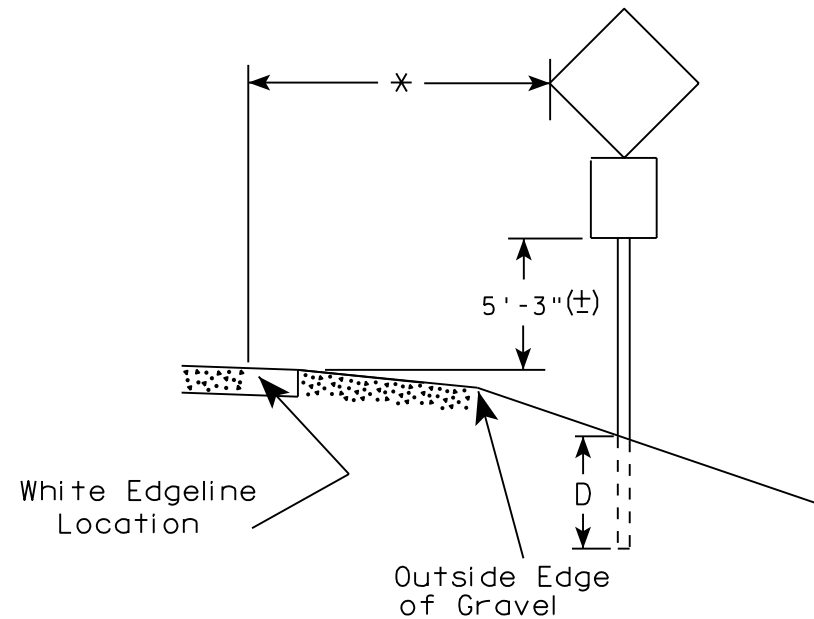
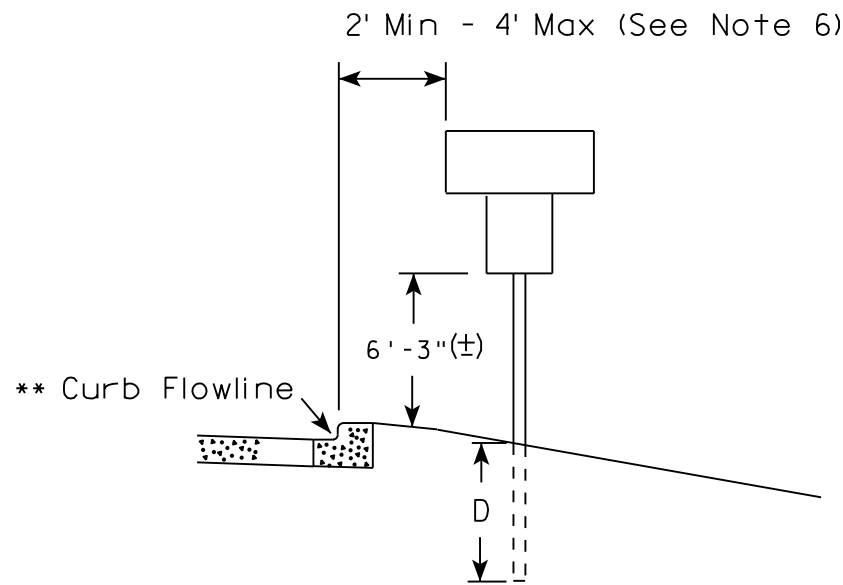
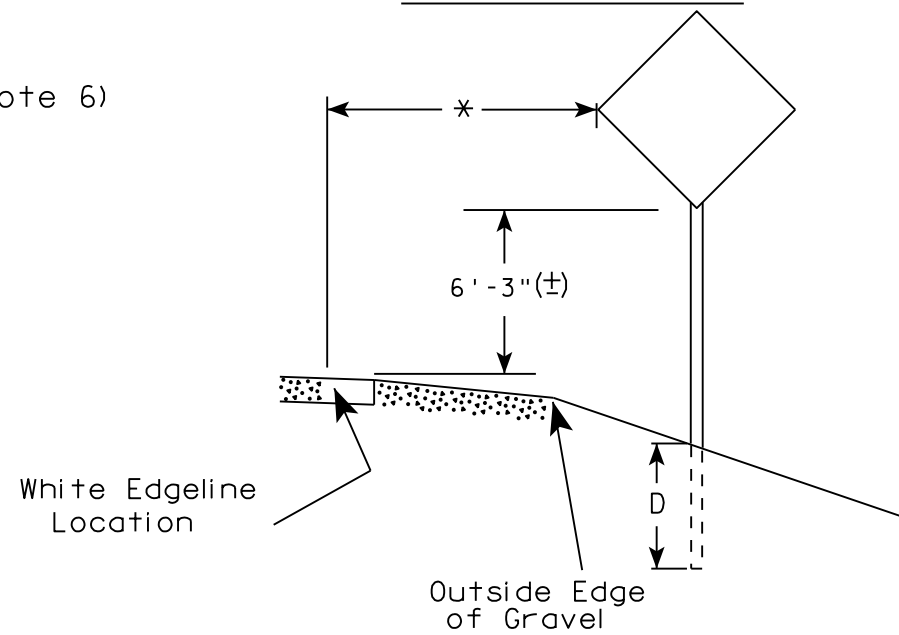
APPROVED
August 2019 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

URBAN AREA



RURAL AREA (See Note 2)



POST EMBEDMENT DEPTH

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

GENERAL NOTES

1. Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
2. If signs are mounted on barrier wall, see A4-10 sign plate.
3. For expressways and freeways, mounting height is 7'- 3" (±) or 6'-3" (±) depending upon existence of a sub-sign.
4. J-Assemblies are considered to be one sign for mounting height.
5. Minimum mounting height for signs mounted on traffic signal poles is 5'- 3" (±).
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. The (±) tolerance for mounting height is 3 inches.
8. Folding signs shall be mounted at a height of 5'-3" (±) or as directed by the Engineer.
9. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±). The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±).

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

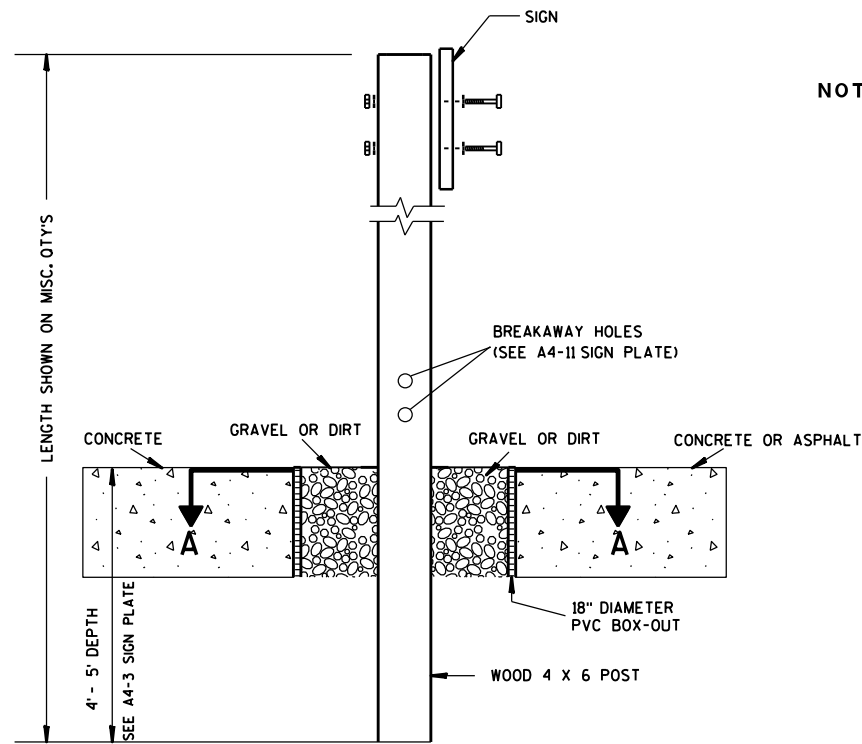
* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

TYPICAL INSTALLATION OF PERMANENT TYPE II SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

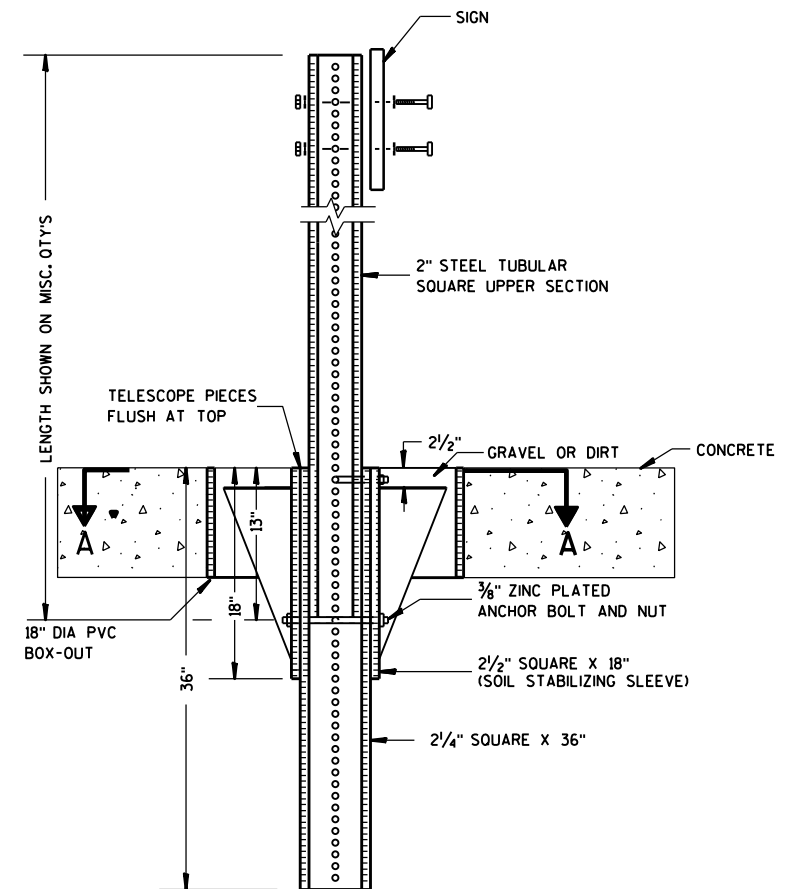
DATE 8/21/17 PLATE NO. A4-3.21



ELEVATION VIEW

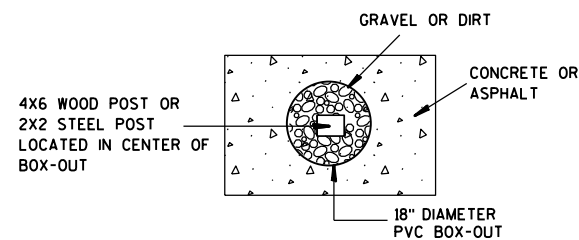
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

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



ELEVATION VIEW

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



PLAN VIEW

FOR NEW CONCRETE/ ASPHALT INSTALLATIONS

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

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLATE NO. A4-3B.1

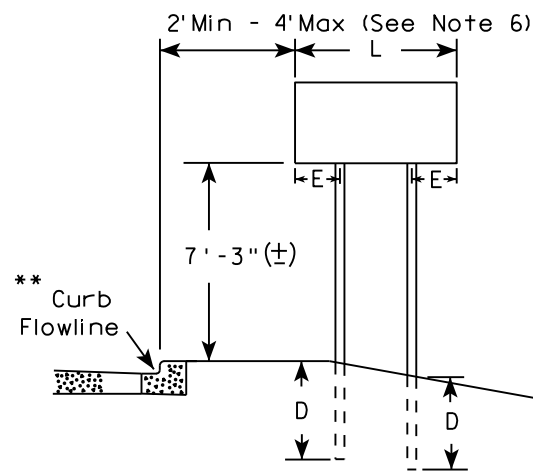
7

7

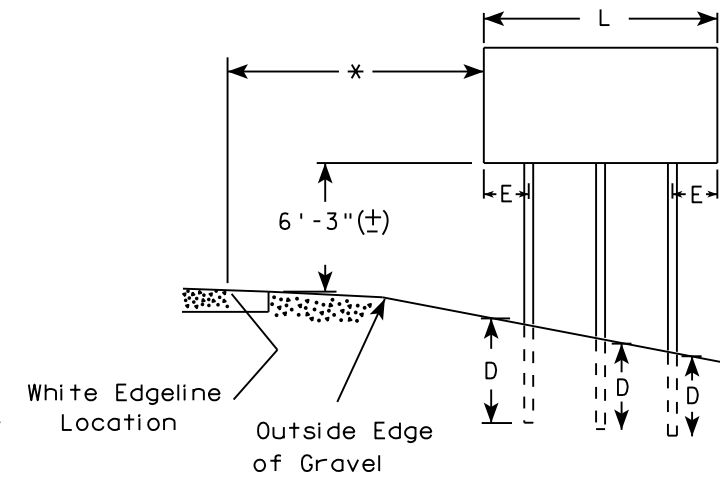
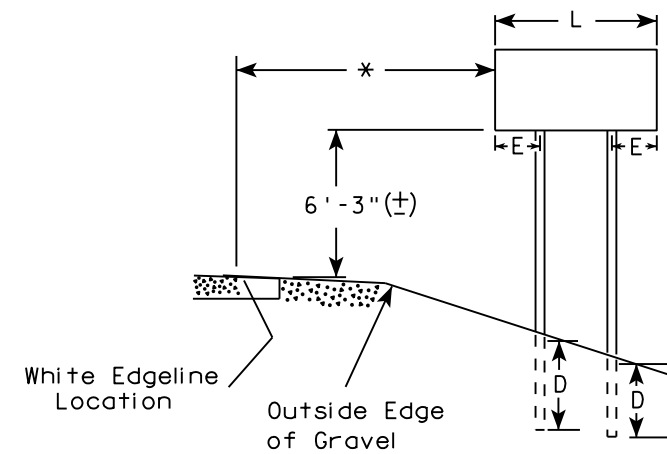
GENERAL NOTES

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

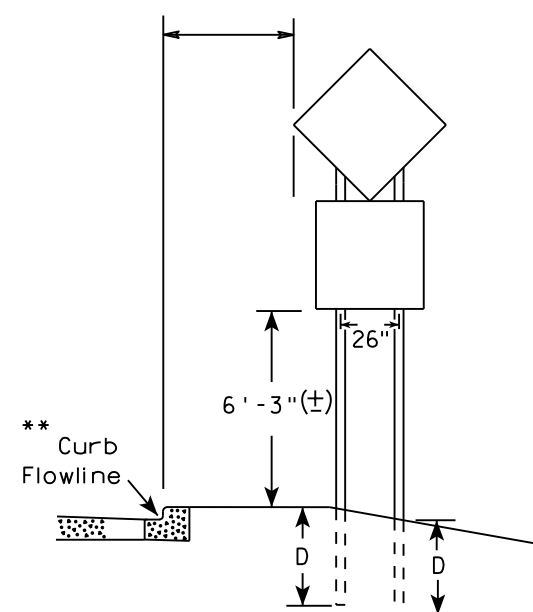
URBAN AREA



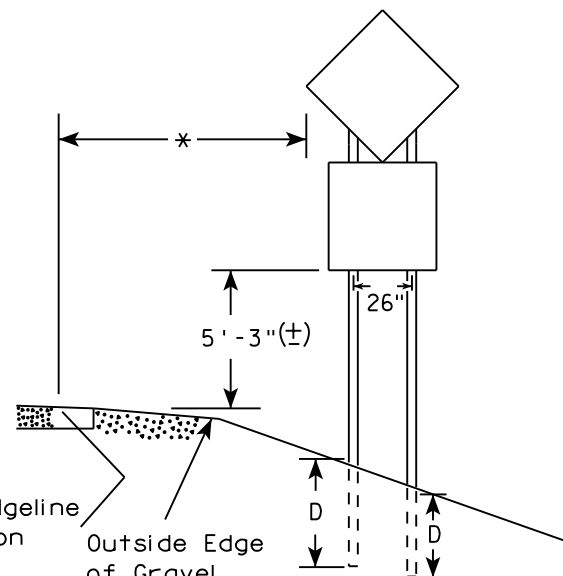
RURAL AREA (See Note 3)



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



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

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

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

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

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

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

POST EMBEDMENT DEPTH

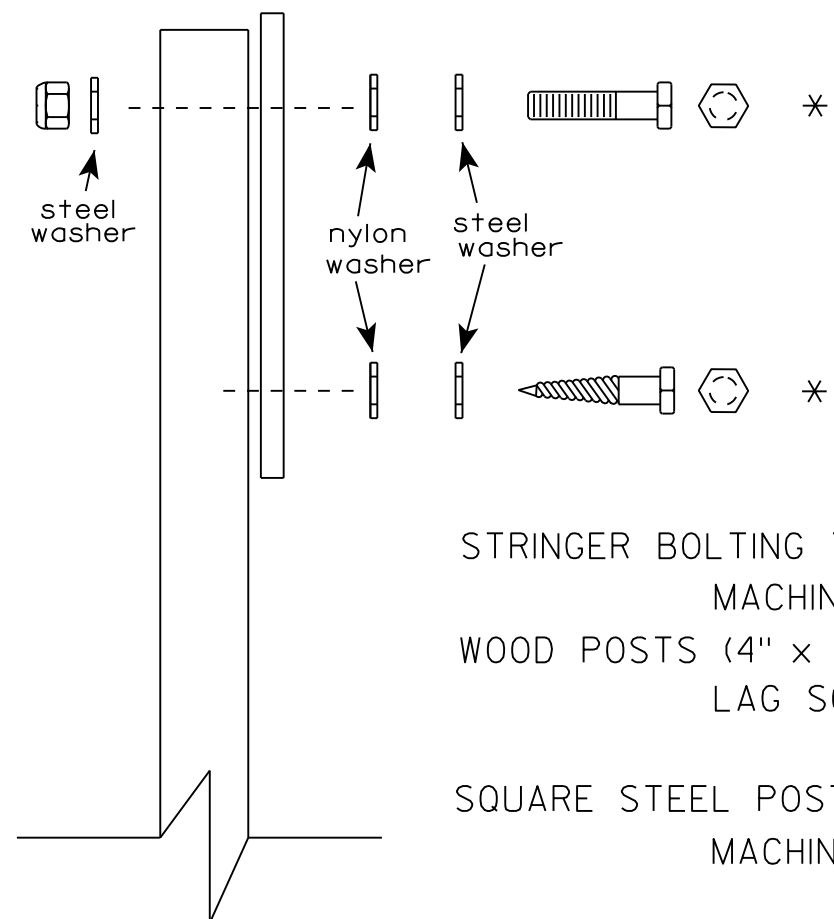
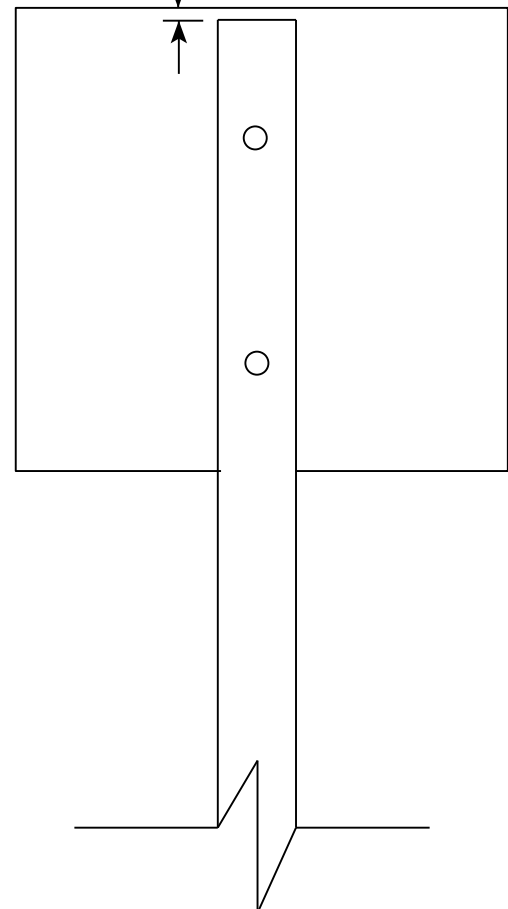
| Area of Sign Installation (Sq. Ft.) | D (Min) |
|---------------------------------------|-----------|
| 20 or Less | 4' |
| Greater than 20 | 5' |

TYPICAL INSTALLATION OF TYPE II SIGNS ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION
 APPROVED *Matthew R. Rauch*
 For State Traffic Engineer
 DATE 8/21/17 PLATE NO. A4-4.15

1"± 1/2"

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



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

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

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

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - 5/16" X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" X 3" (NO STRINGERS ON BACK OF SIGN)
 - 3/8" X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
 - 3/8" X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
 - 1-1/4" O.D. X 3/8" I.D. X .080 NYLON

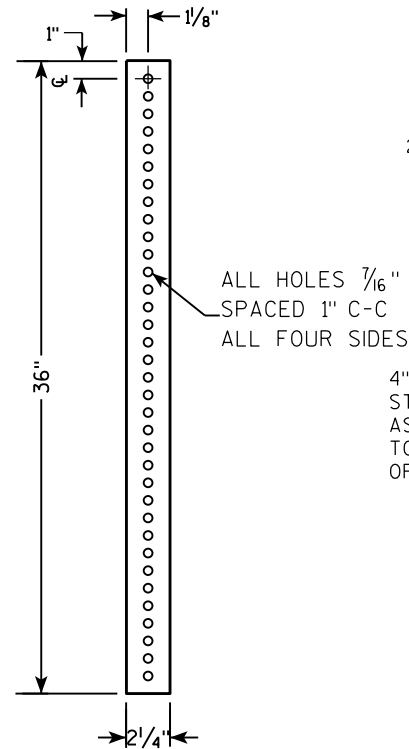
* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require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

7

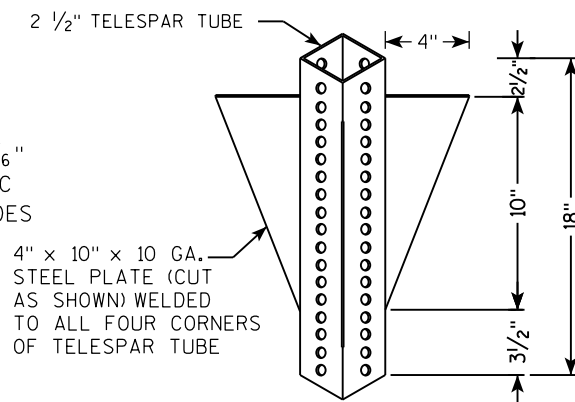
| | |
|----------------------------------|---|
| ATTACHMENT OF SIGNS TO POSTS | |
| WISCONSIN DEPT OF TRANSPORTATION | |
| APPROVED | <i>Matthew R. Rauch</i> For State Traffic Engineer |
| DATE 8/11/16 | PLATE NO. A4-8.8 |

**TELESCOPIC TUBING ANCHORS
TWO PIECE SYSTEM**

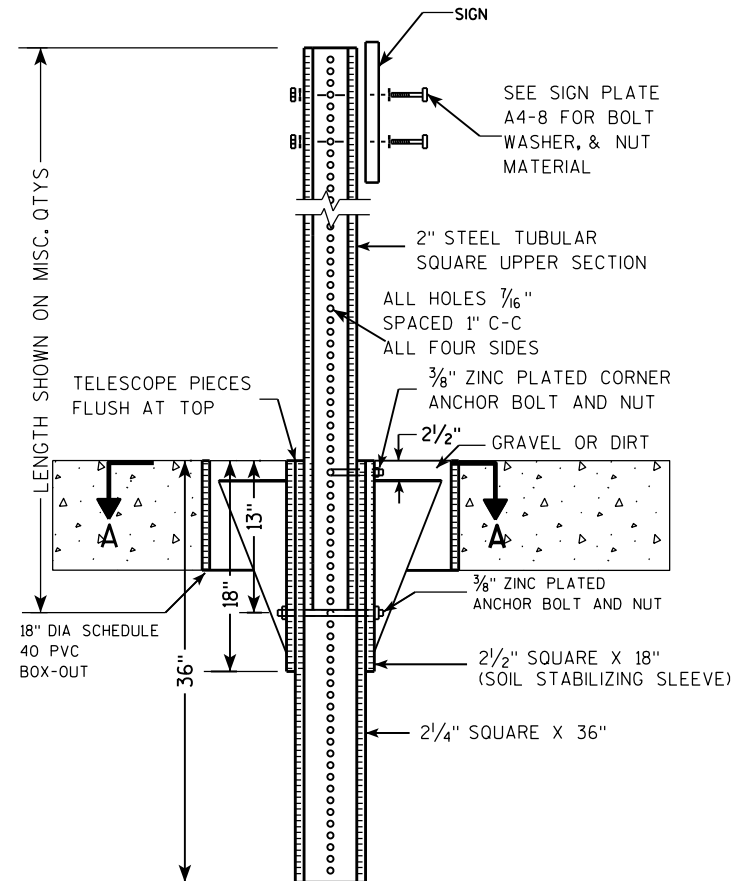
2 1/4" SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH



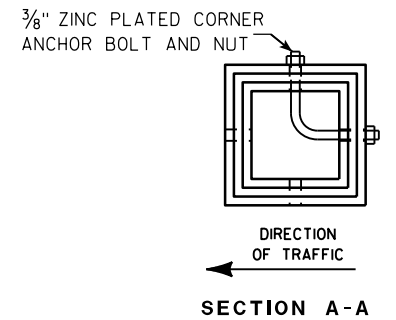
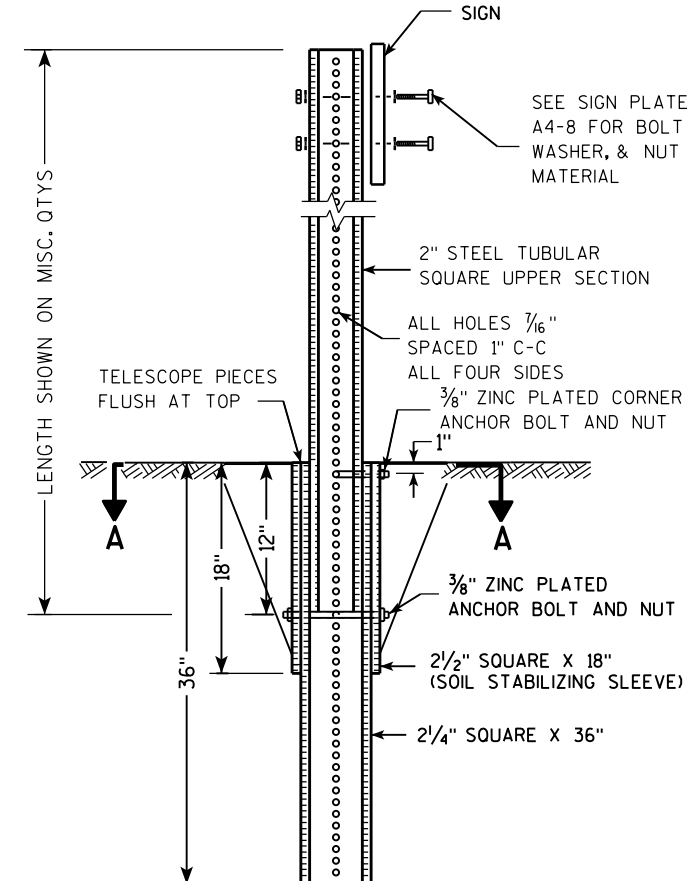
2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH



**DETAIL OF TUBULAR STEEL SIGN POST
(IN POURED CONCRETE OR ASPHALT)**



**DETAIL OF TUBULAR STEEL SIGN POST
(IN LOCATIONS OTHER THAN POURED CONCRETE OR ASPHALT)**



| Area of Sign Installation (Sq. Ft.) | Number of Required Posts |
|--|--------------------------|
| 9 or less | 1 |
| Greater than 9 less than or equal to 18 | 2 |
| Greater than 18 less than or equal to 27 | 3 |

Signs wider than 3 feet or larger than 9 sq. ft shall be mounted on multiple posts (see above table).

**TUBULAR STEEL
SIGN POST
A4-9**

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 2/05/15 PLATE NO. A4-9.9

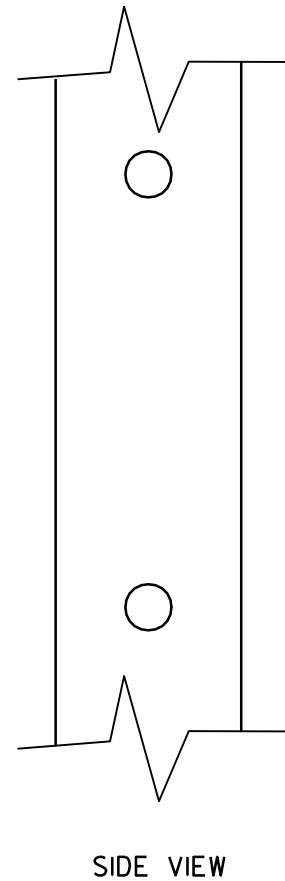
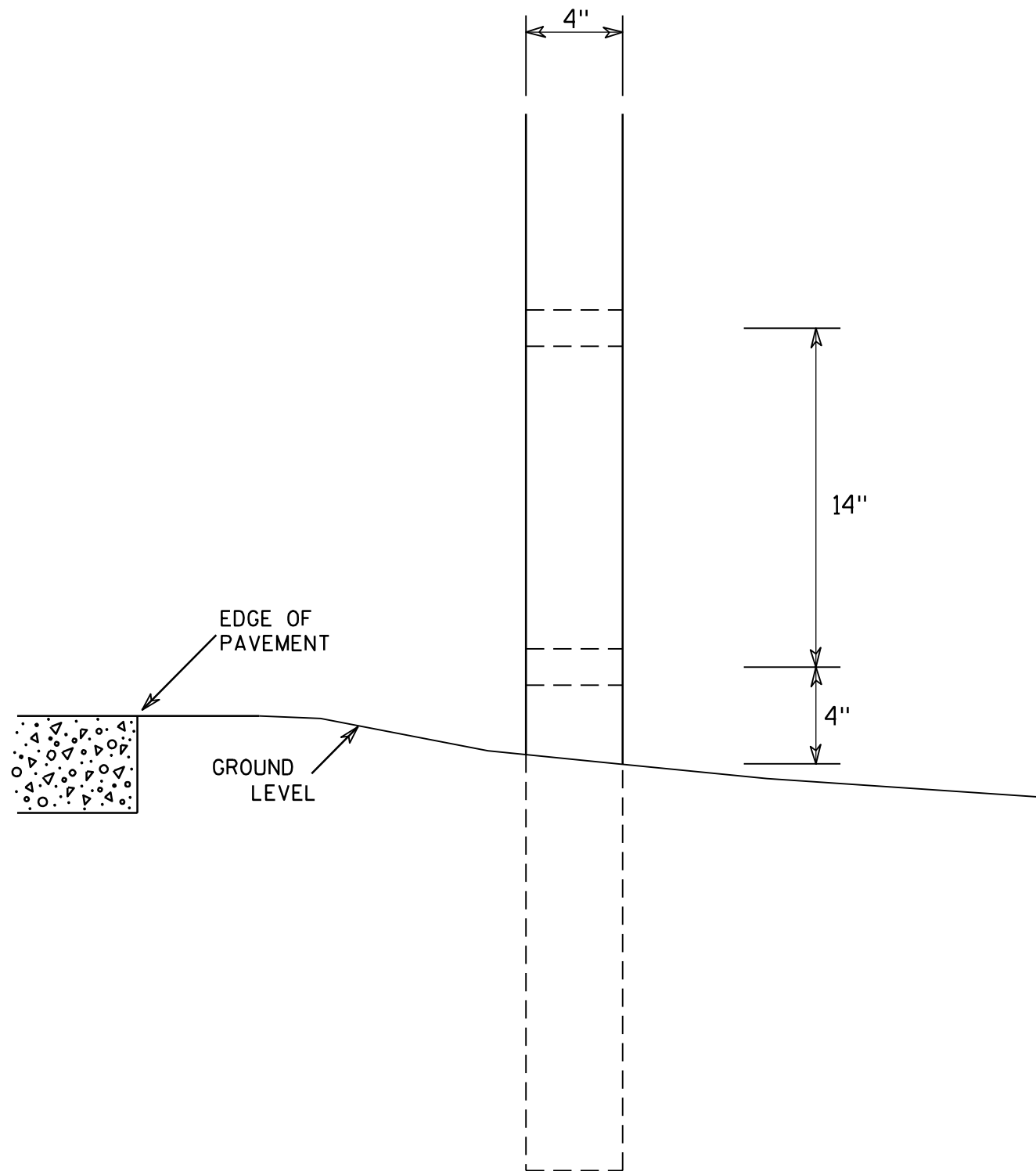
PROJECT NO:

HWY:

COUNTY:

SHEET NO:

E



GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

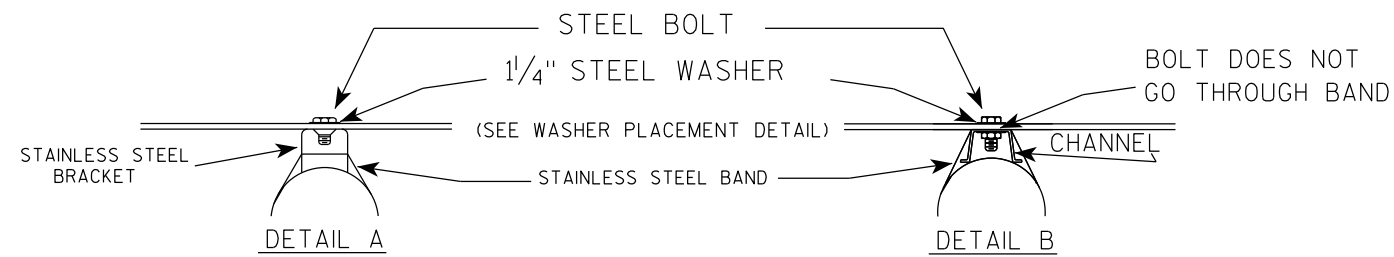
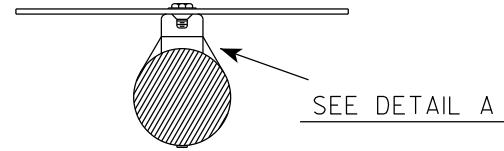
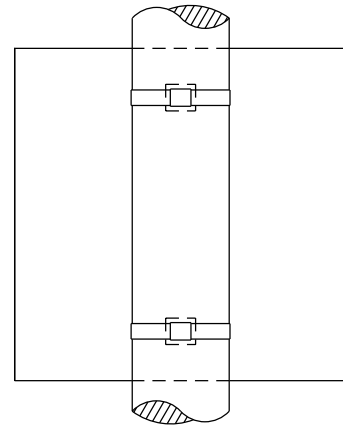
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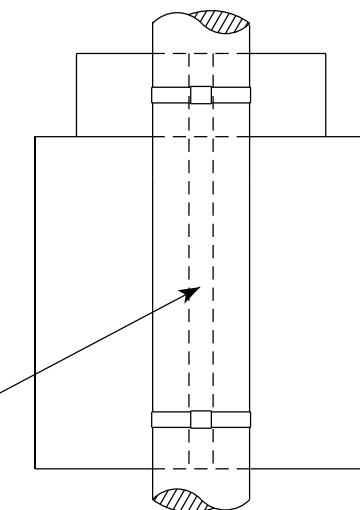
| | |
|---|--|
| 4 X 6 WOOD POST MODIFICATIONS | |
| <i>WISCONSIN DEPT OF TRANSPORTATION</i> | |
| APPROVED | <i>Chester J Spang</i> for State Traffic Engineer |
| DATE <u>3/27/97</u> | PLATE NO. <u>A4-11.2</u> |

BANDING

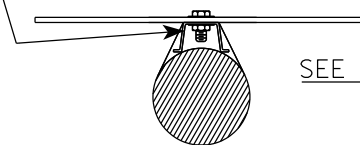
SINGLE SIGN



"J" ASSEMBLY

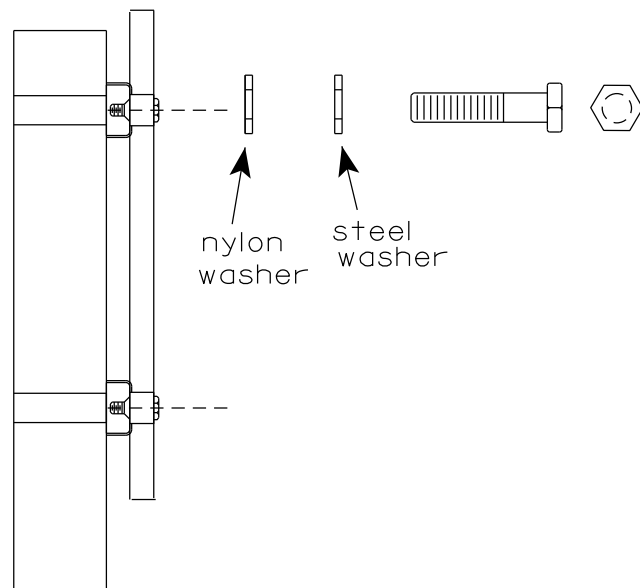


CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



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

WASHER PLACEMENT



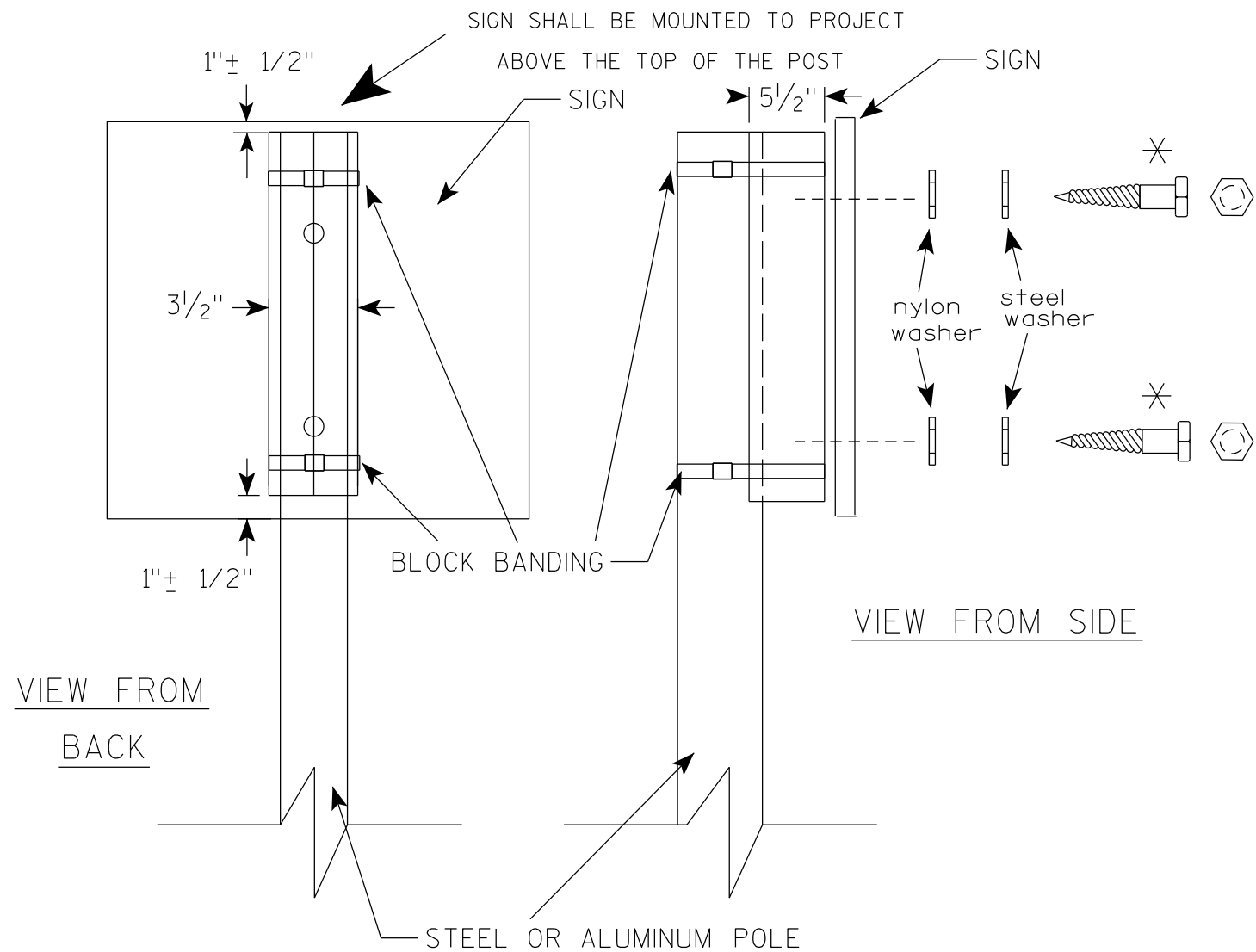
WASHERS (ALL POSTS) -
 1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
 1-1/4" O.D. X 3/8" I.D. X .080 NYLON
 FOR ALL TYPE H SIGNS

STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

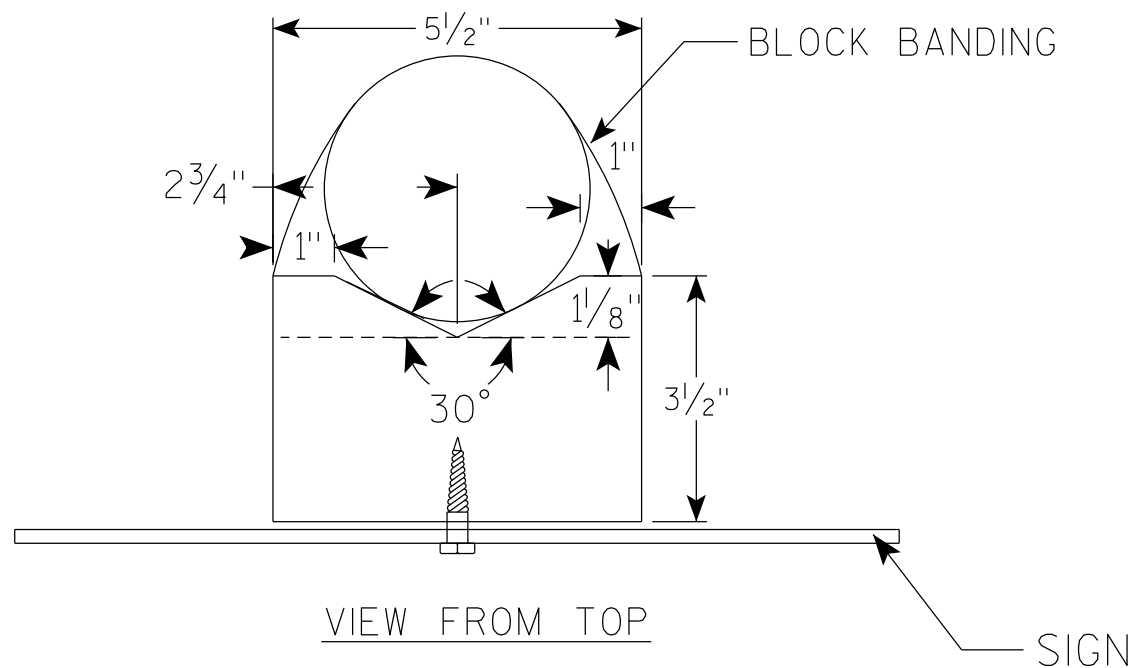
DATE 6/10/19 PLATE NO. A5-9.4



GENERAL NOTES

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

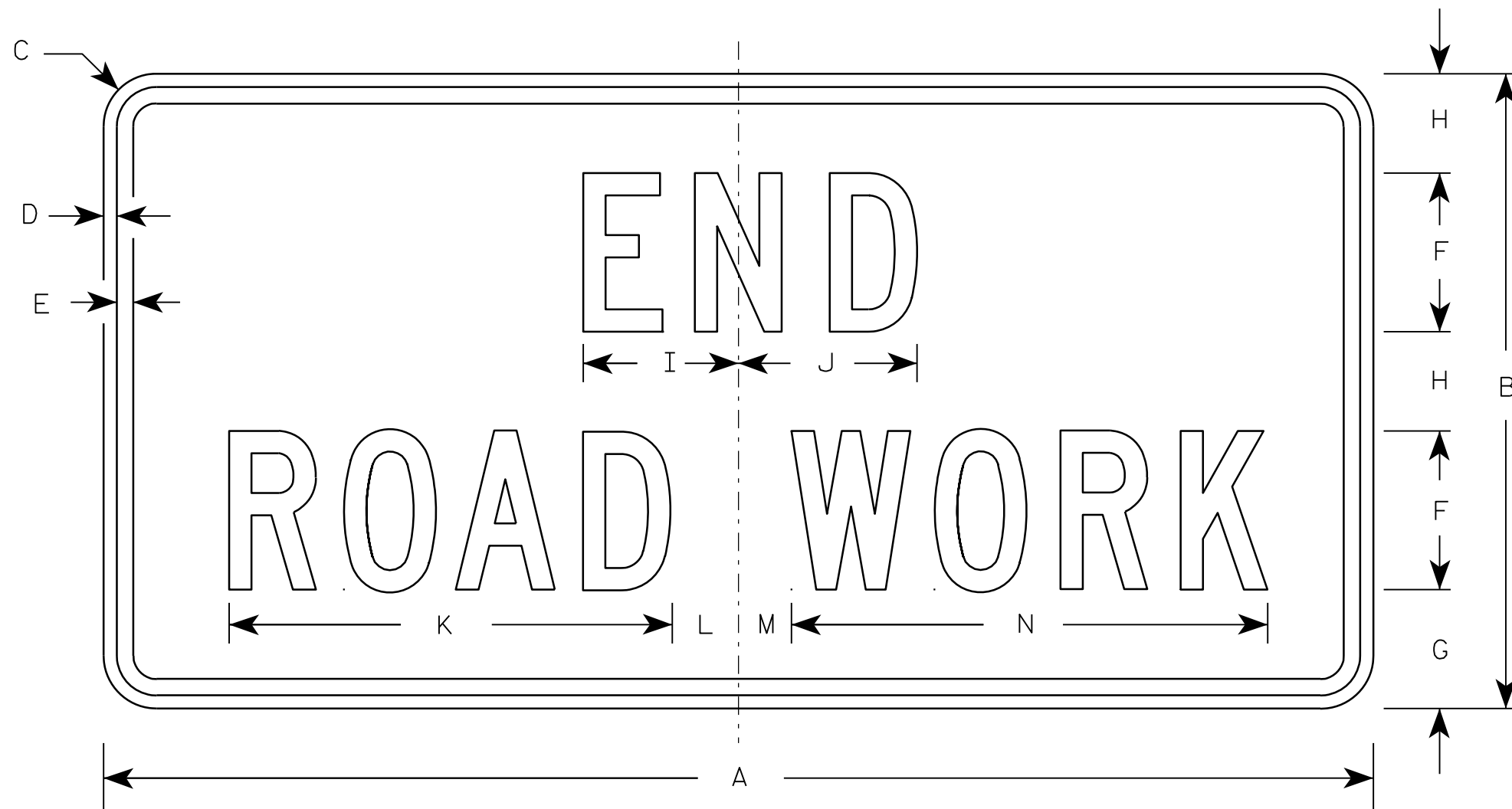
✱ LAG BOLTS SHALL BE 3/8" X 2 1/2"



| | |
|--|--|
| BLOCK BANDING DETAIL (V-BLOCK OPTION) | |
| WISCONSIN DEPT OF TRANSPORTATION | |
| APPROVED | <i>Matthew R Rauch</i> For State Traffic Engineer |
| DATE 6/10/19 | PLATE NO. A5-10.2 |

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

7

7

Metric equivalent for this sign is:

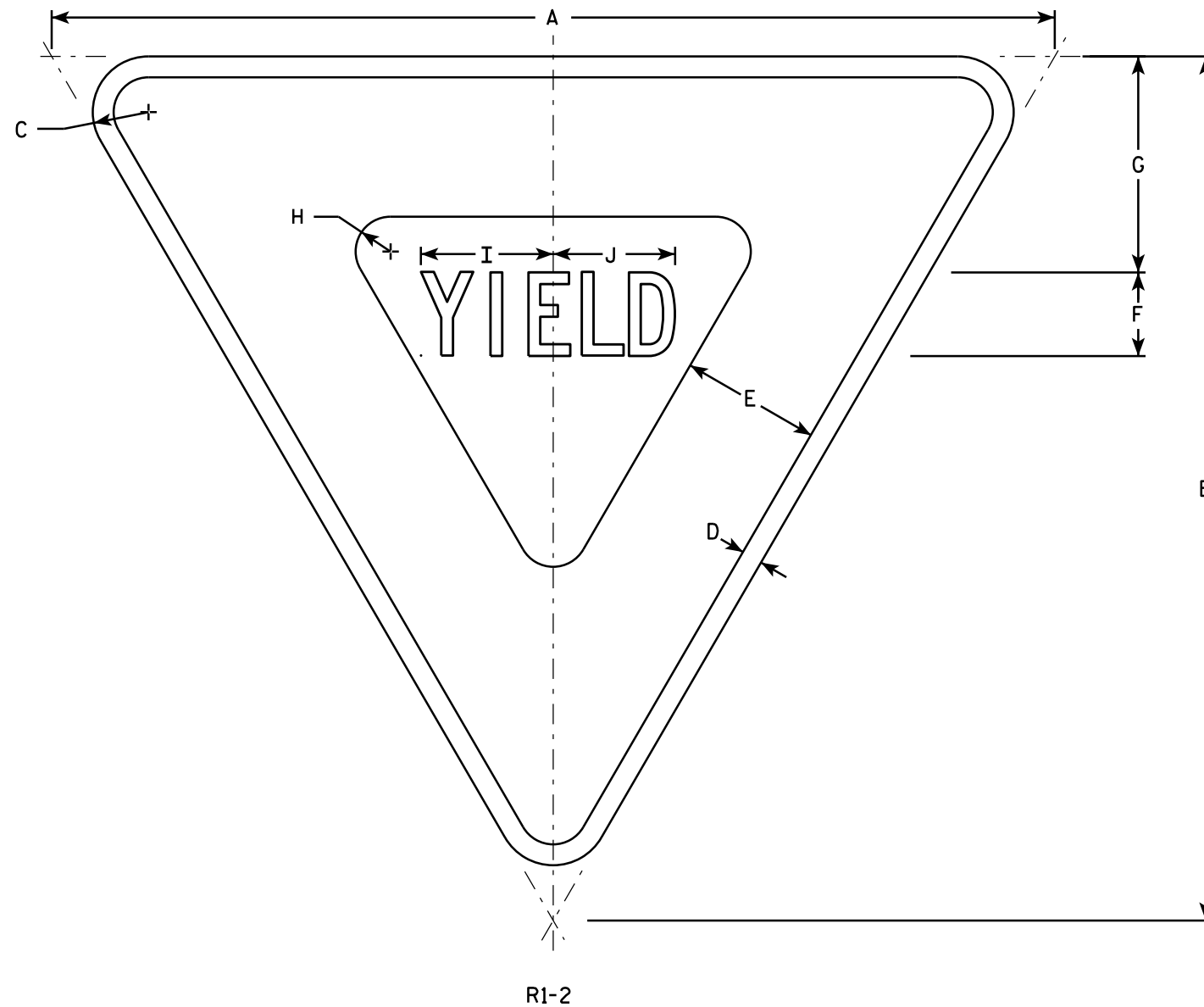
| SIZE | |
|------|------------------|
| 1 | 900 mm X 450 mm |
| 2 | 1200 mm X 600 mm |
| 3 | 1200 mm X 600 mm |
| 4 | 1200 mm X 600 mm |
| 5 | 1200 mm X 600 mm |

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. | Area sq. m. |
|------|----|----|-------|-----|-----|---|-------|-------|-------|-------|--------|-------|-------|--------|---|---|---|---|---|---|---|---|---|---|---|---|--------------|-------------|
| 1 | 36 | 18 | 1 1/8 | 3/8 | 1/2 | 4 | 3 3/4 | 2 1/2 | 4 1/8 | 4 1/8 | 11 1/8 | 2 | 1 | 12 1/8 | | | | | | | | | | | | | 4.5 | 0.41 |
| 2 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 3 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 4 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |
| 5 | 48 | 24 | 1 1/2 | 1/2 | 5/8 | 6 | 4 1/2 | 3 3/4 | 5 7/8 | 6 3/4 | 16 3/4 | 2 1/2 | 1 3/4 | 18 1/2 | | | | | | | | | | | | | 8.0 | 0.72 |

| | |
|----------------------------------|---|
| STANDARD SIGN G20-2A | |
| WISCONSIN DEPT OF TRANSPORTATION | |
| APPROVED | <i>Matthew R. Rauch</i> For State Traffic Engineer |
| DATE 9/30/09 | PLATE NO. G20-2A.8 |

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - See note 5
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. The border strip and word message are reflectorized red.



7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|--------|-------|-------|-------|-------|-------|-------|-------|-------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|-----------------|
| 1 | 30 | 26 | 1 1/2 | 5/8 | 4 | 2 1/2 | 6 3/8 | 7/8 | 4 | 3 5/8 | | | | | | | | | | | | | | | | | 2.71 |
| 2S | 36 | 31 | 2 | 3/4 | 5 | 3 | 7 3/4 | 1 1/4 | 4 3/4 | 4 3/8 | | | | | | | | | | | | | | | | | 3.88 |
| 2M | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 3 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 4 | 48 | 42 | 3 | 1 | 6 | 4 | 9 3/4 | 2 | 6 1/4 | 5 7/8 | | | | | | | | | | | | | | | | | 7.00 |
| 5 | 60 | 52 | 3 | 1 1/2 | 8 | 5 | 13 | 2 1/2 | 7 7/8 | 7 1/4 | | | | | | | | | | | | | | | | | 10.83 |
| 6 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 7 | 18 | 15 1/2 | 1 | 3/8 | 2 1/2 | 1 1/2 | 3 7/8 | 5/8 | 2 3/8 | 2 1/4 | | | | | | | | | | | | | | | | | 0.97 |

STANDARD SIGN
R1-2

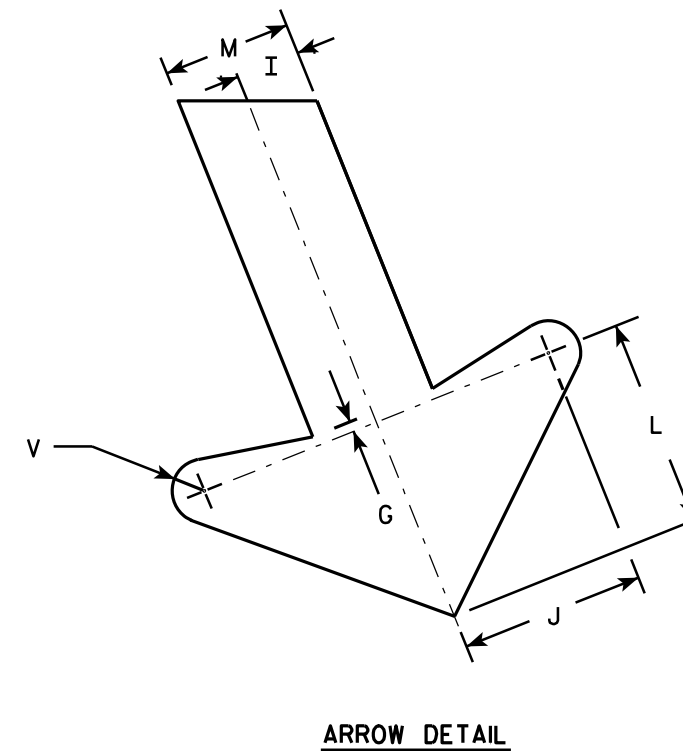
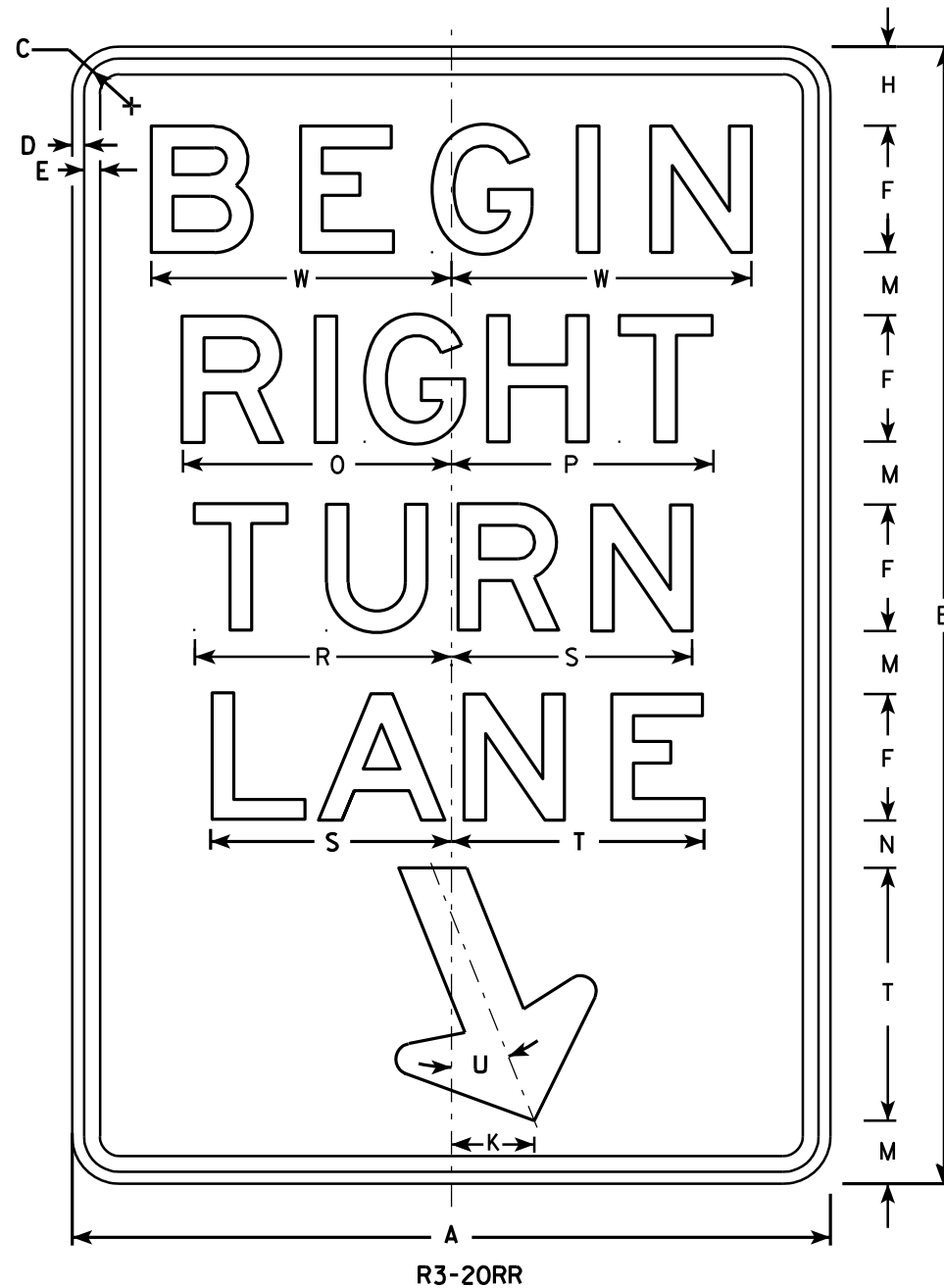
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 10/13/14 PLATE NO. R1-2.12

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - E
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|-----|-------|-------|-------|-------|-------|---|-------|--------|--------|---|--------|--------|----|-----|-----|--------|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 2M | 24 | 36 | 1 1/8 | 3/8 | 1/2 | 4 | 1/4 | 2 1/2 | 1 | 2 7/8 | 2 5/8 | 3 1/4 | 2 | 1 1/2 | 8 1/2 | 8 1/4 | | 8 1/8 | 7 5/8 | 8 | 22° | 1/2 | 9 1/2 | | | | 6.0 |
| 3 | 36 | 54 | 1 3/4 | 1/2 | 5/8 | 6 | 3/8 | 3 3/4 | 1 1/2 | 4 1/4 | 4 | 4 7/8 | 3 | 2 1/4 | 12 3/4 | 12 1/2 | | 12 1/4 | 11 1/2 | 12 | 22° | 3/4 | 13 1/4 | | | | 13.5 |
| 4 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 5 | | | | | | | | | | | | | | | | | | | | | | | | | | | |

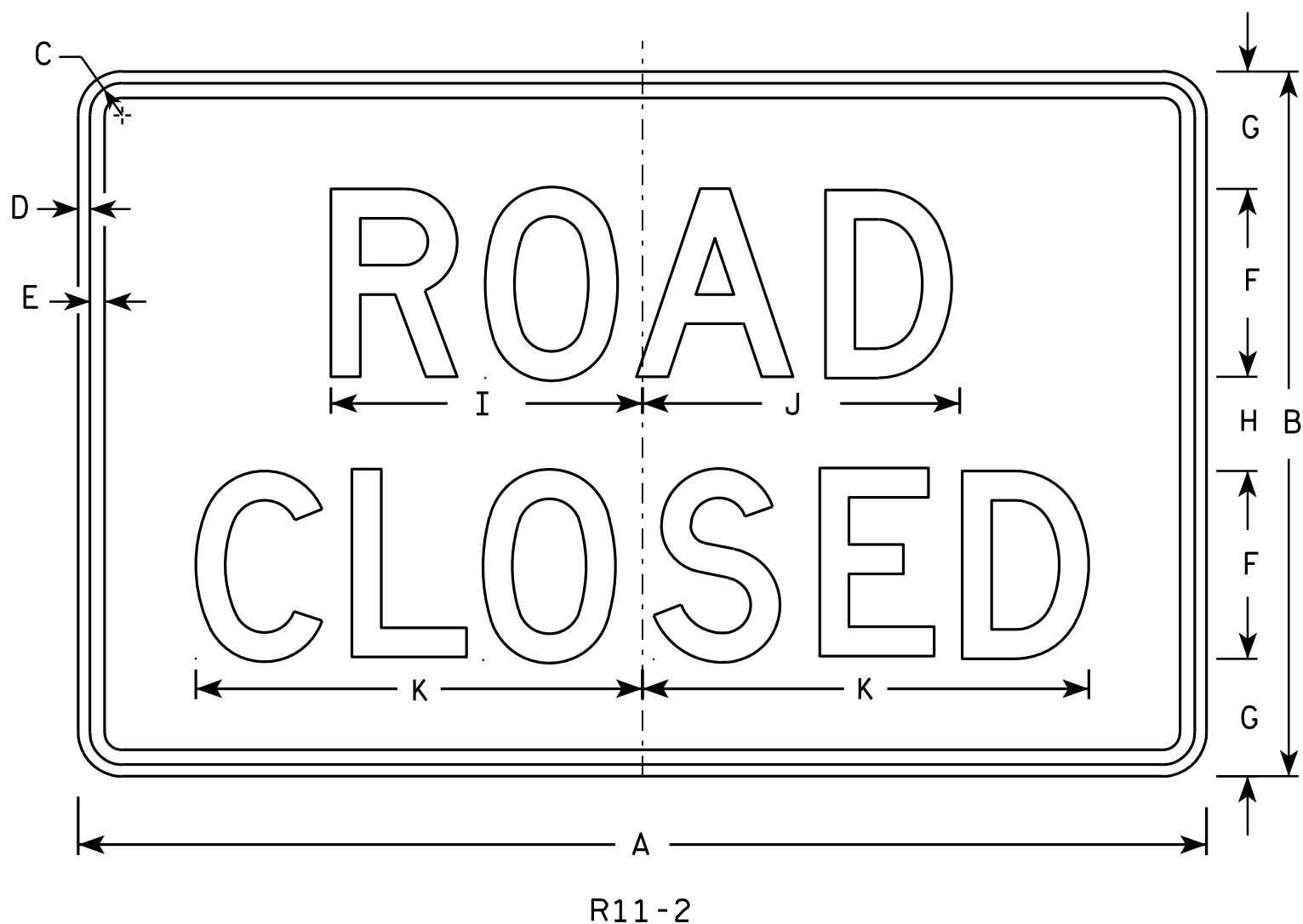
STANDARD SIGN
R3-20RR

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 10/18/10 PLATE NO. R3-20RR.1

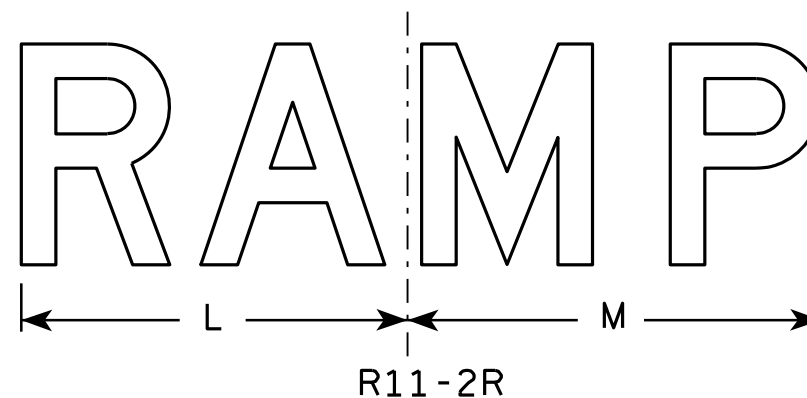
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ **E**



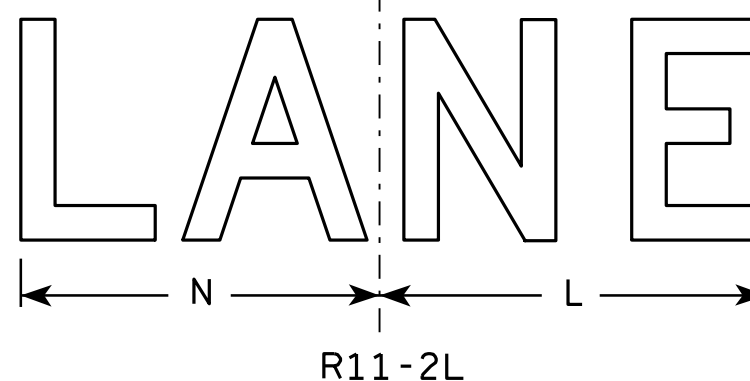
R11-2

NOTES

1. Sign is Type II - Type H Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - White
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



R11-2R



R11-2L

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|---|---|--------|--------|----|----|----|----|---|---|---|---|---|---|---|---|---|---|---|------|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | 10.0 | |
| 2M | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | 10.0 | |
| 3 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | 10.0 | |
| 4 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | 10.0 | |
| 5 | 48 | 30 | 1 3/8 | 1/2 | 5/8 | 8 | 5 | 4 | 13 1/4 | 13 1/2 | 19 | 14 | 15 | 13 | | | | | | | | | | | | 10.0 | |

STANDARD SIGN
R11-2

WISCONSIN DEPT OF TRANSPORTATION

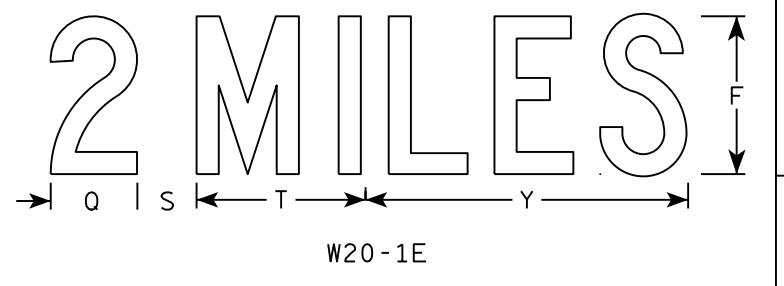
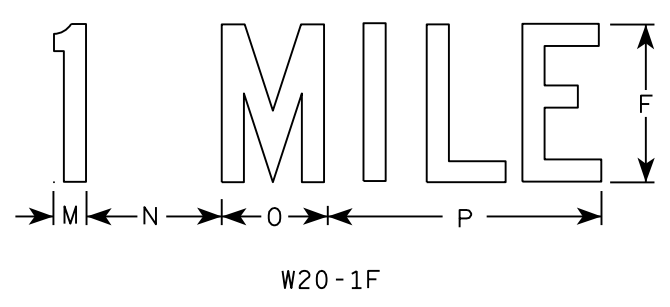
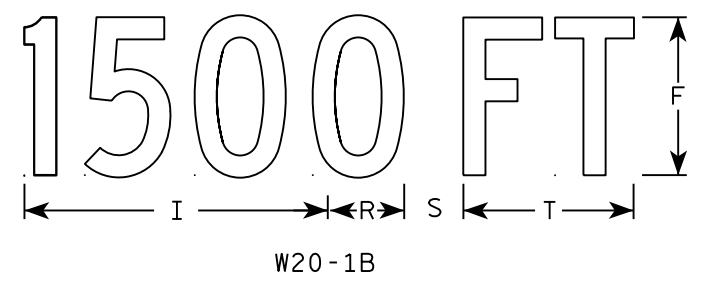
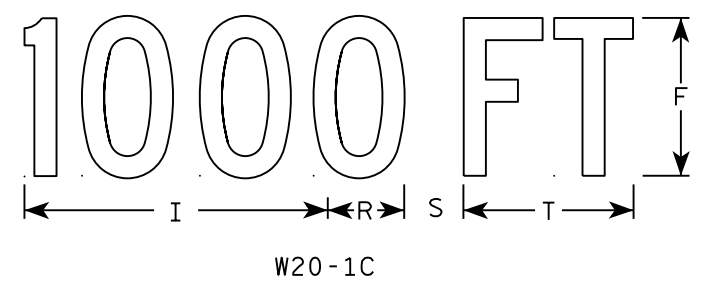
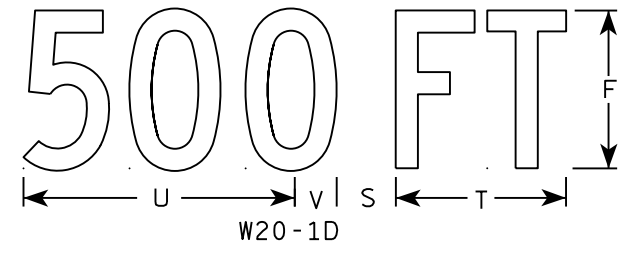
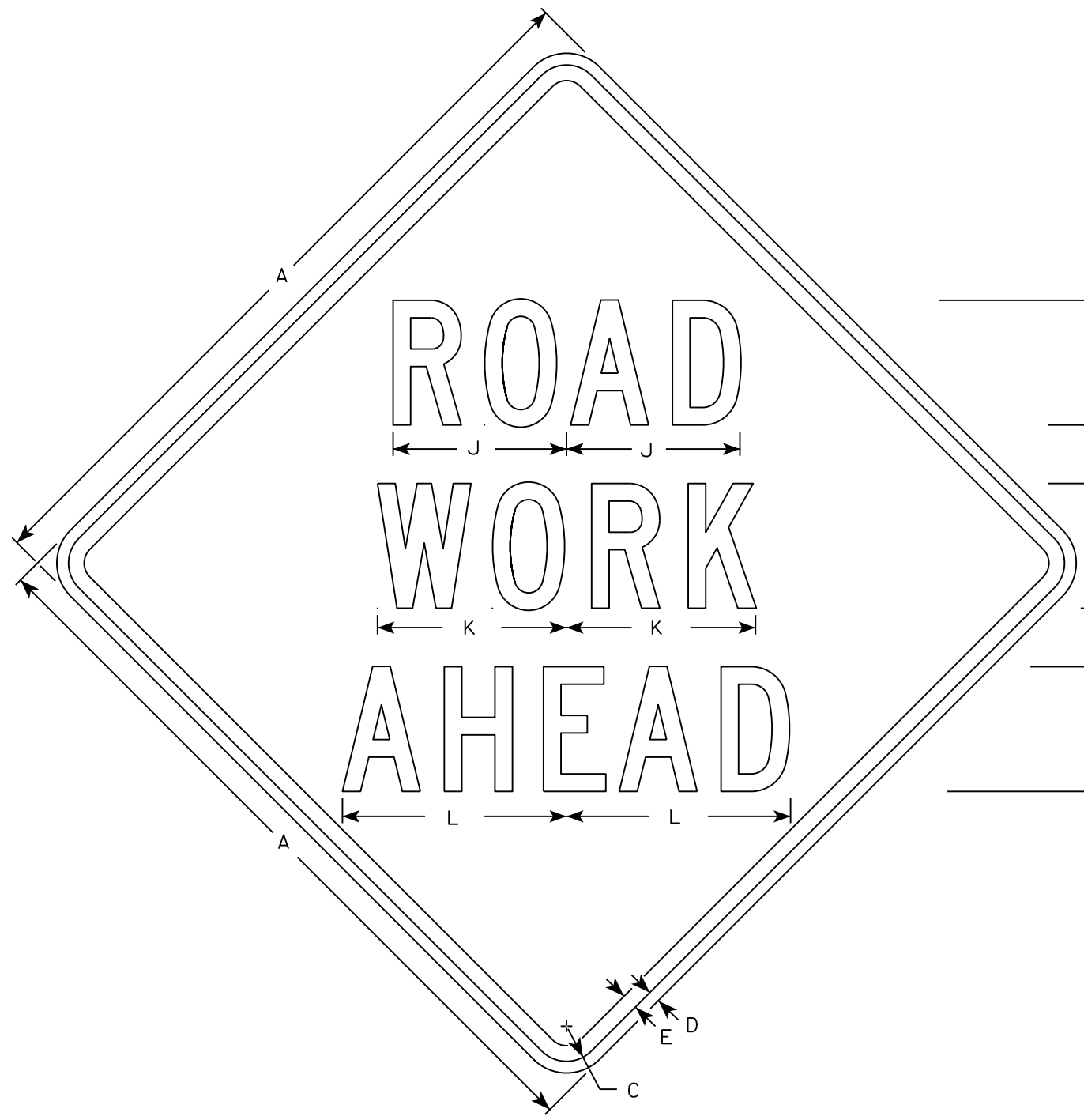
APPROVED *Matthae R Rauch*
For State Traffic Engineer

DATE 4/1/11 PLATE NO. R11-2.10

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**

NOTES

1. Sign is Type II - Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



7

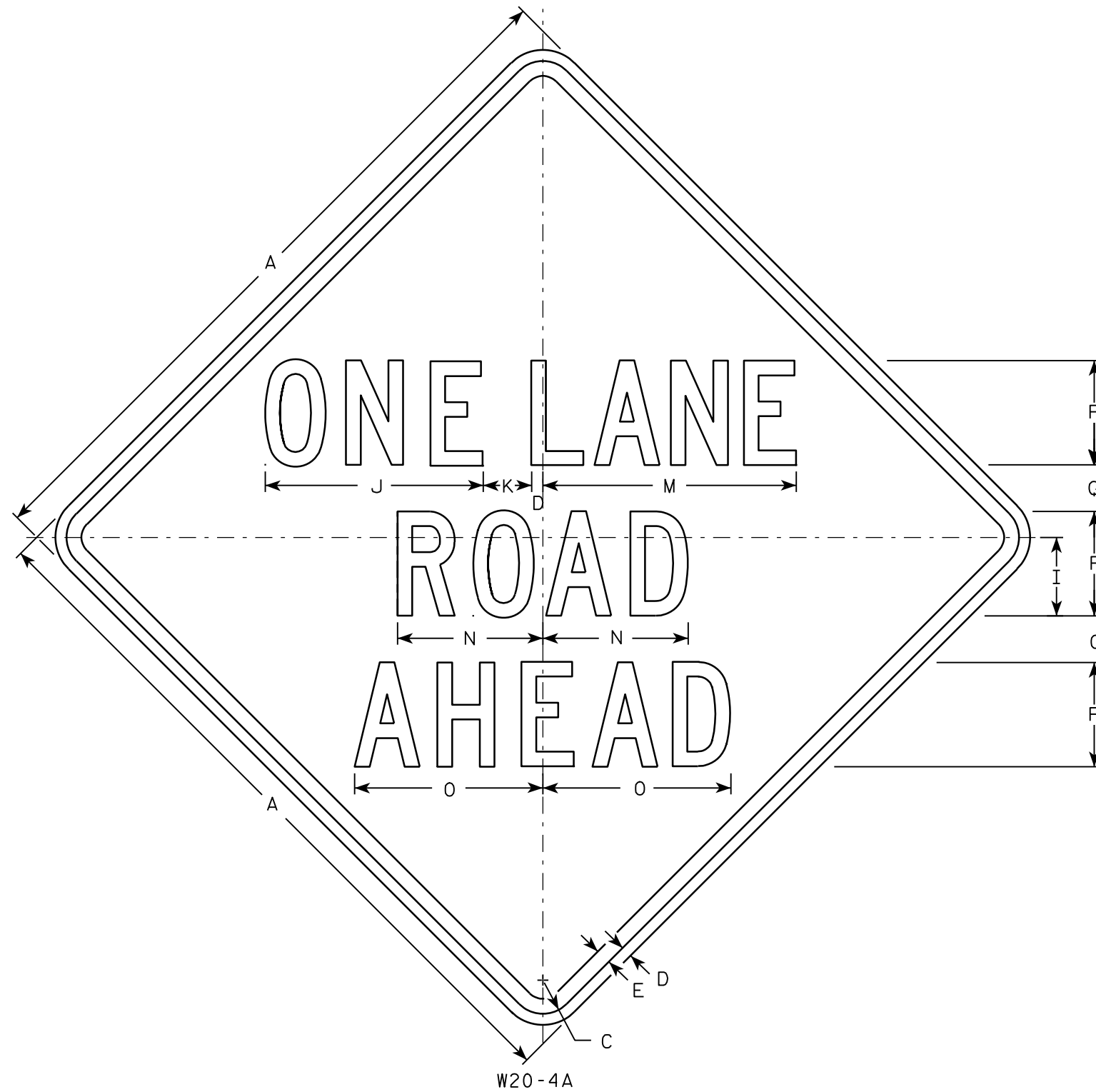
| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|-------|-------|--------|--------|--------|--------|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|--------|-------|--------|---|--------------|
| 1 | 36 | | 1 3/8 | 1/2 | 5/8 | 5 | 2 5/8 | 3 1/4 | 10 1/8 | 7 | 7 5/8 | 8 7/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | | 2 1/2 | 2 1/4 | 5 5/8 | 9 | 1 3/8 | 8 | 1 3/4 | 10 3/4 | 6 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 3 3/4 | 5 1/8 | 15 3/8 | 11 1/8 | 12 1/8 | 14 3/8 | 1 5/8 | 6 7/8 | 5 3/8 | 13 7/8 | 4 3/8 | 3 7/8 | 3 | 8 5/8 | 13 3/4 | 2 1/8 | 11 7/8 | 2 3/4 | 16 3/8 | 9 | 16.0 |

STANDARD SIGN
W20-1A, B, C, D, F & G

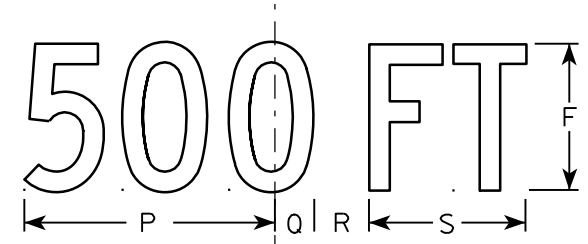
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

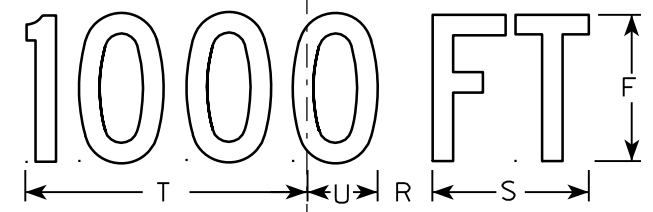
DATE 5/07/15 PLATE NO. W20-1.10



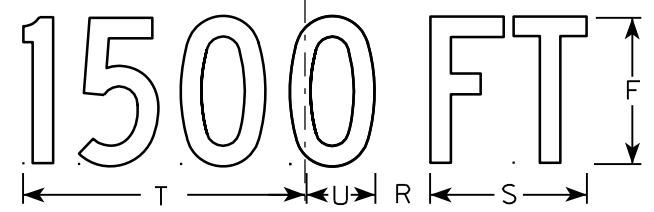
W20-4A



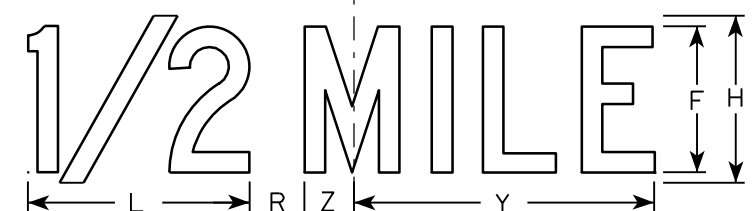
W20-4D



W20-4C



W20-4B



W20-4G



W20-4F

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|-------|---|-------|--------|-------|--------|--------|-------|--------|----|-------|-------|-------|--------|-------|-------|-------|-------|--------|-------|--------------|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 5 | 2 3/8 | 6 | 3 3/4 | 10 3/8 | 2 3/8 | 8 | 13 1/2 | 7 | 8 7/8 | 9 | 1 3/8 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 1/8 | 4 1/2 | 3 1/2 | 10 3/4 | 1 3/4 | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 7 | 3 1/8 | 8 | 5 1/4 | 14 5/8 | 3 1/4 | 10 5/8 | 17 3/4 | 9 3/4 | 12 5/8 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 7 | 3 1/8 | 8 | 5 1/4 | 14 5/8 | 3 1/4 | 10 5/8 | 17 3/4 | 9 3/4 | 12 5/8 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 3 1/8 | 8 | 5 1/4 | 14 5/8 | 3 1/4 | 10 5/8 | 17 3/4 | 9 3/4 | 12 5/8 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 3 1/8 | 8 | 5 1/4 | 14 5/8 | 3 1/4 | 10 5/8 | 17 3/4 | 9 3/4 | 12 5/8 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 7 | 3 1/8 | 8 | 5 1/4 | 14 5/8 | 3 1/4 | 10 5/8 | 17 3/4 | 9 3/4 | 12 5/8 | 12 | 1 7/8 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 1 1/2 | 6 | 4 5/8 | 14 3/8 | 2 3/8 | 16.0 |

STANDARD SIGN
W20-4A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

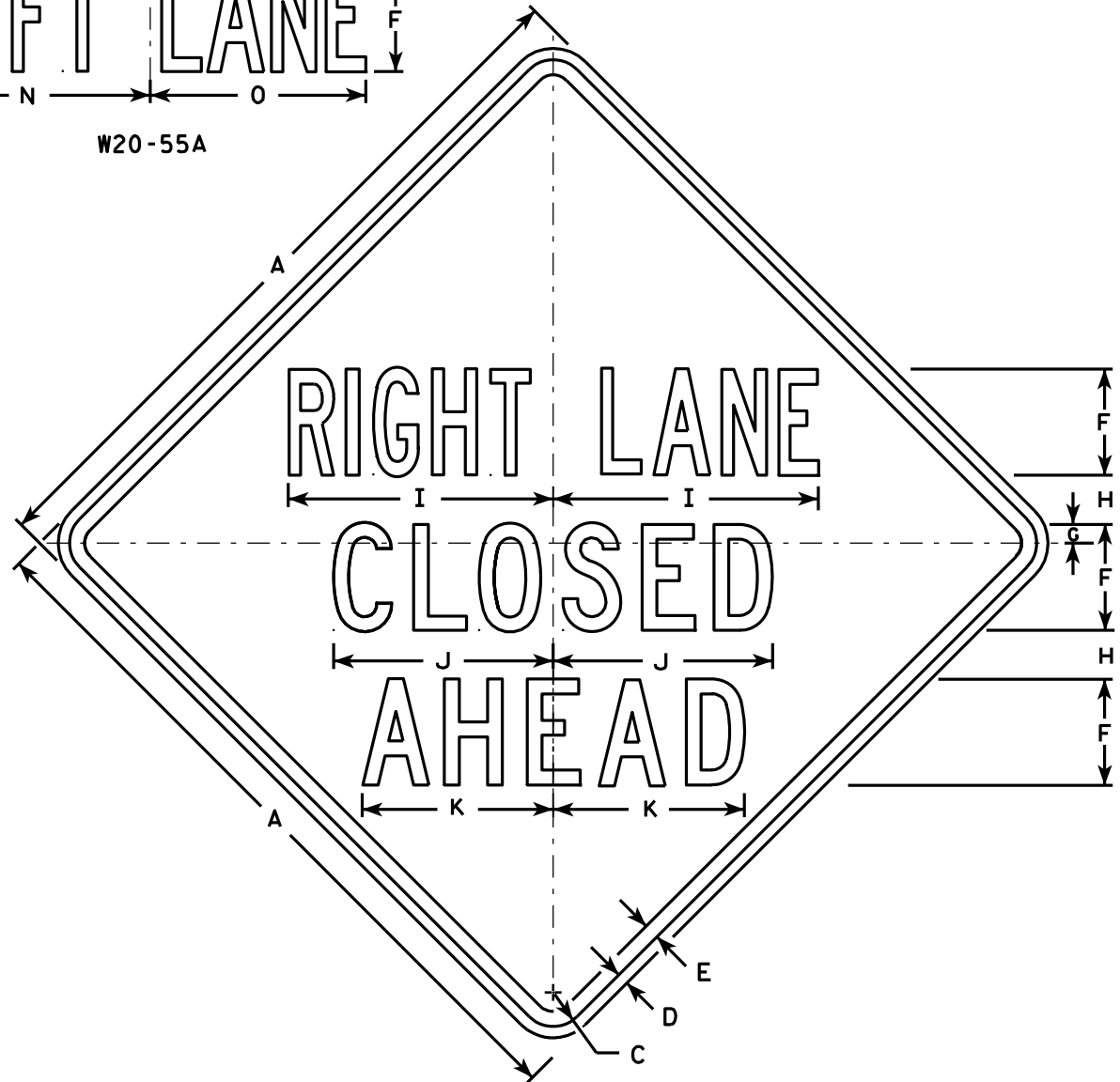
DATE 3/18/11 PLATE NO. W20-4.9

CENTER LANE

W20-56A

LEFT LANE

W20-55A



W20-5A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - See Note 5
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. "-----LANE" is Series B.
All other copy is Series C.

500 FT

W20-5D

1000 FT

W20-5C

1500 FT

W20-5B

1/2 MILE

W20-5G

1 MILE

W20-5F

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|-------|-------|--------|--------|--------|--------|--------|----|--------|-------|-------|-------|-------|----|-------|-------|--------|-------|-------|--------|--------------|
| 1 | 36 | 6 | 1 5/8 | 5/8 | 3/4 | 5 | 7/8 | 2 1/2 | 13 1/8 | 10 3/4 | 9 1/2 | 14 1/4 | 13 5/8 | 12 | 12 | 1 3/8 | 1 1/8 | 4 1/2 | 3 1/2 | 9 | 1 7/8 | 5 5/8 | 10 1/8 | 2 1/2 | 1 3/4 | 8 | 9.0 |
| 2S | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 2M | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 3 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 4 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |
| 5 | 48 | 8 | 2 1/4 | 3/4 | 1 | 7 | 1 1/4 | 3 1/4 | 17 1/2 | 14 3/8 | 12 5/8 | 19 | 18 3/8 | 16 | 14 1/4 | 1 7/8 | 1 1/2 | 6 | 4 5/8 | 12 | 2 5/8 | 7 1/2 | 13 1/2 | 3 3/8 | 2 3/8 | 10 5/8 | 16.0 |

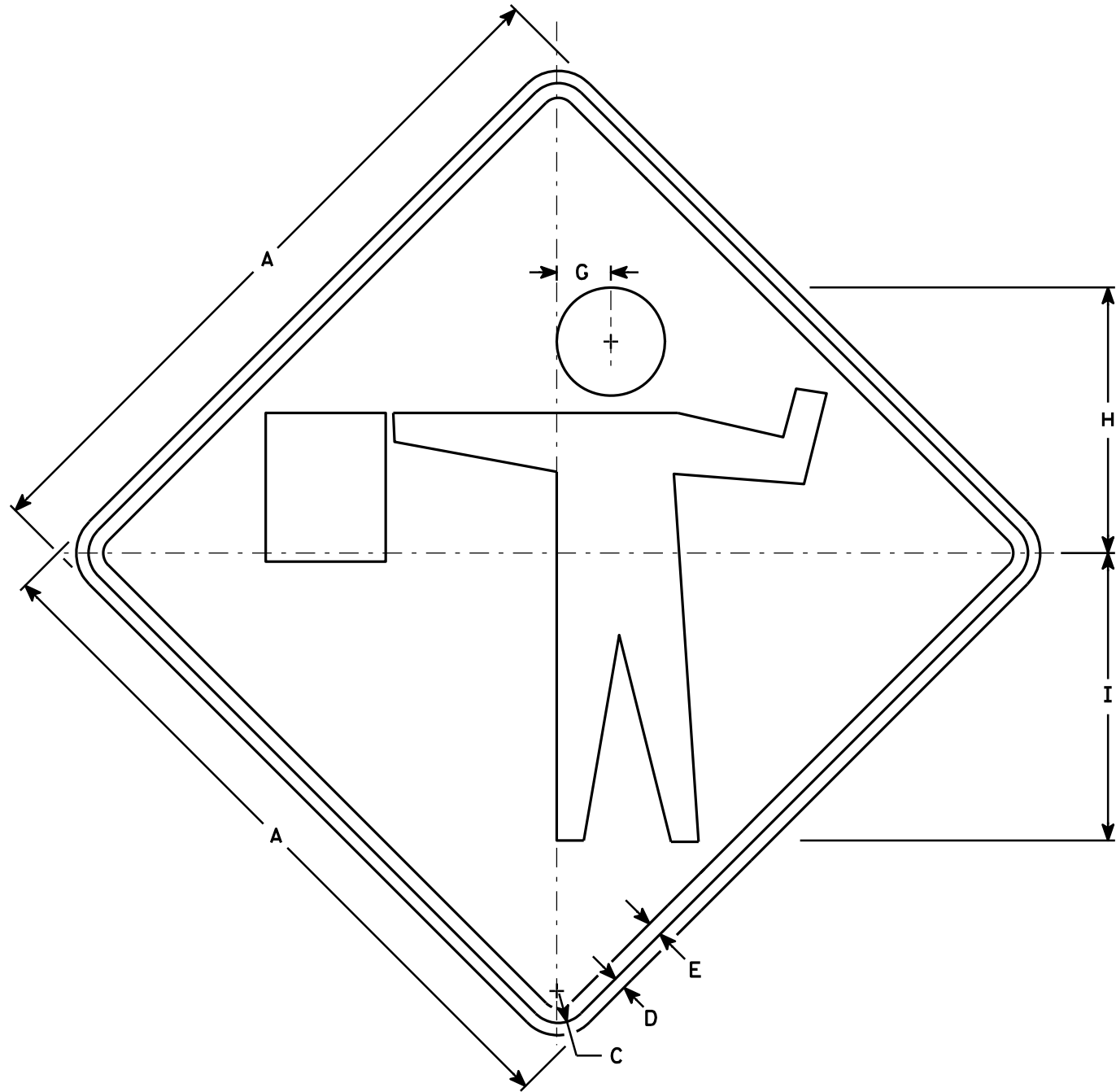
STANDARD SIGN
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-5.11

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E



W20-7A

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
 Background - Orange
 Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|-------|--------|--------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | | 2 3/4 | 13 1/2 | 14 5/8 | | | | | | | | | | | | | | | | | | 9.00 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | | 3 3/4 | 18 | 19 1/2 | | | | | | | | | | | | | | | | | | 16.00 |

STANDARD SIGN
W20-7A

WISCONSIN DEPT OF TRANSPORTATION

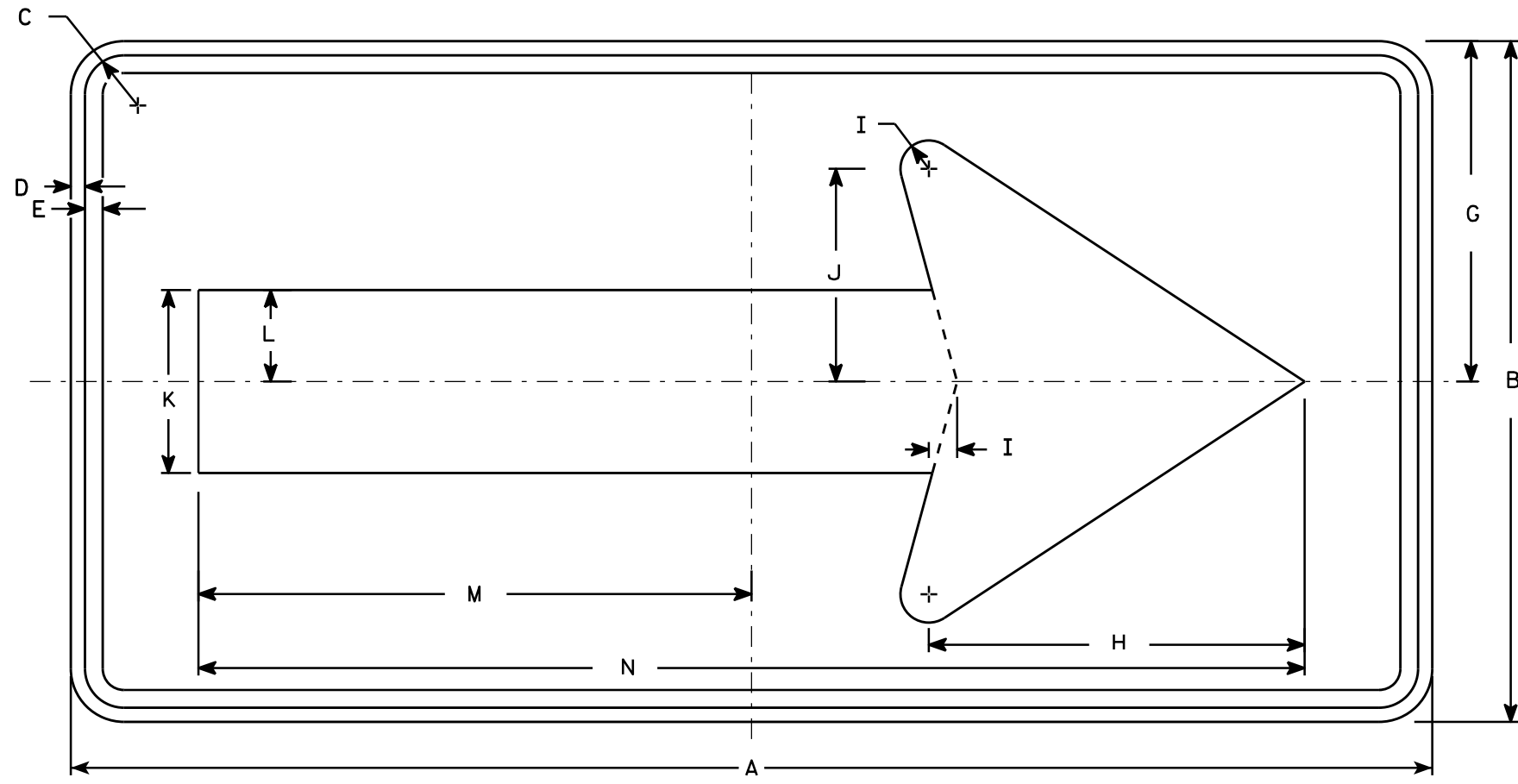
APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 3/18/11 PLATE NO. W20-7A.5

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: _____ E

NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W01-6

7

7

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|----|-------|-----|-----|---|----|--------|-------|-------|-------|-------|--------|--------|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 2S | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 2M | 48 | 24 | 1 3/8 | 1/2 | 5/8 | | 12 | 13 1/4 | 1 | 7 1/2 | 6 1/2 | 3 1/4 | 19 1/2 | 39 | | | | | | | | | | | | | 8.0 |
| 3 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 4 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |
| 5 | 60 | 30 | 1 3/8 | 1/2 | 5/8 | | 15 | 16 1/4 | 1 1/4 | 9 1/4 | 8 | 4 | 24 3/8 | 48 3/4 | | | | | | | | | | | | | 12.5 |

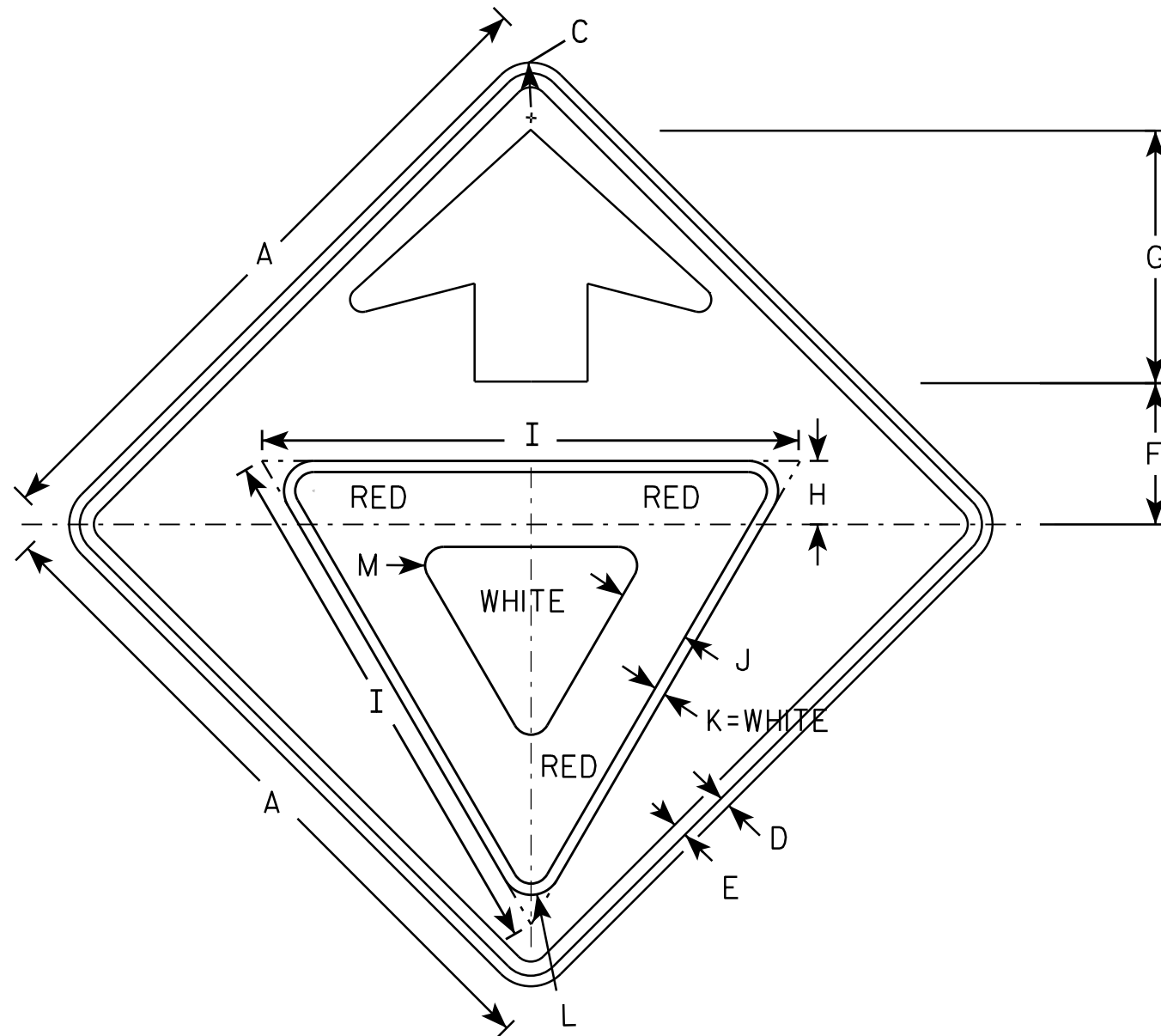
STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/18/13 PLATE NO. W01-6.1

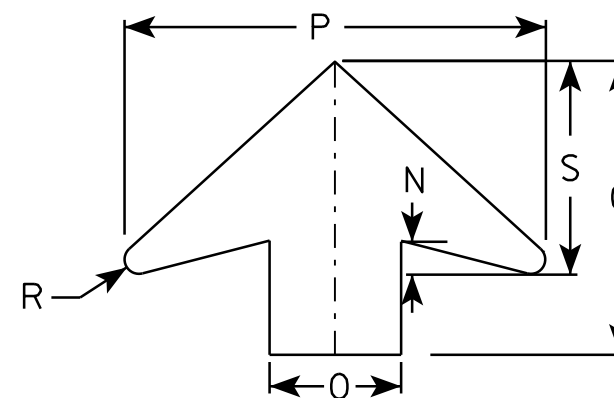
PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



W03-2

NOTES

1. All Signs Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
 Background - ORANGE
 Arrow & Border - BLACK
 Yield Symbol - WHITE BORDER ON RED BACKGROUND



ARROW DETAIL

7

7

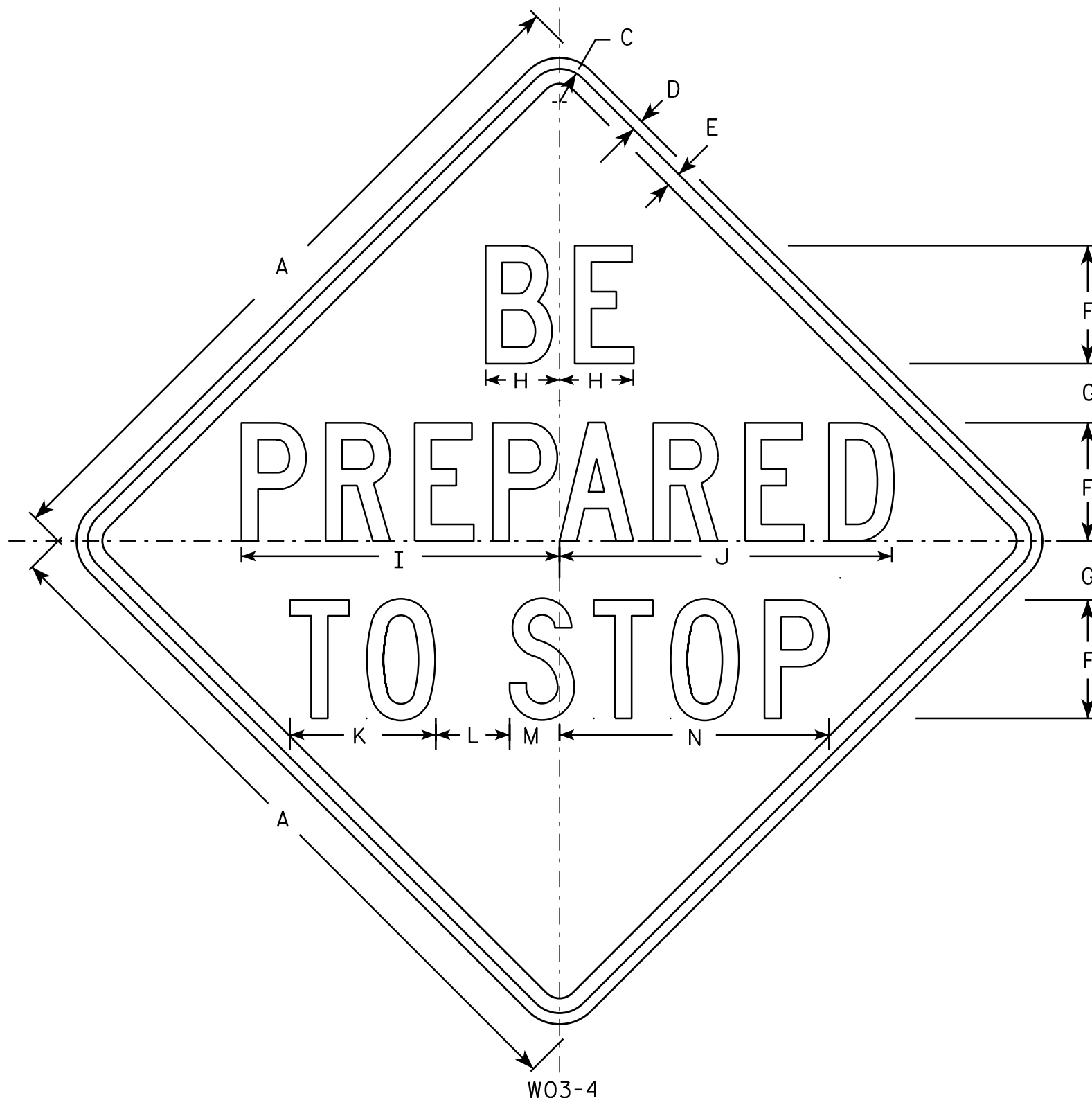
| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|-------|--------|-------|----|-------|-----|-------|-------|-------|---|--------|---|-----|-------|---|---|---|---|---|---|---|-----------------|
| 1 | 36 | | 1 5/8 | 5/8 | 3/4 | 7 1/2 | 13 1/2 | 3 3/8 | 28 | 3 3/4 | 5/8 | 1 1/2 | 1 | 1 5/8 | 6 | 19 1/4 | | 5/8 | 9 3/4 | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 10 | 17 7/8 | 4 1/2 | 38 | 5 | 3/4 | 2 1/8 | 1 3/8 | 2 | 8 | 25 5/8 | | 7/8 | 13 | | | | | | | | 16.0 |

STANDARD SIGN
W03-2

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 11/20/13 PLATE NO. W03-2.1



NOTES

1. Sign is Type II - Type F Reflective - reference WIS DOT Standard Specification for HIGHWAY and STRUCTURE CONSTRUCTION latest edition.
2. Color:
Background - Orange
Message - Black
3. Message Series - C
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

7

W03-4

| SIZE | A | B | C | D | E | F | G | H | I | J | K | L | M | N | O | P | Q | R | S | T | U | V | W | X | Y | Z | Area sq. ft. |
|------|----|---|-------|-----|-----|---|-------|-------|--------|--------|-------|---|-------|--------|---|---|---|---|---|---|---|---|---|---|---|---|--------------|
| 1 | 36 | | 1 3/8 | 1/2 | 5/8 | 6 | 2 1/2 | 3 3/4 | 15 7/8 | 16 7/8 | 7 3/8 | 4 | 2 3/8 | 13 3/4 | | | | | | | | | | | | | 9.0 |
| 2S | 48 | | 2 1/4 | 3/4 | 1 | 8 | 4 | 5 | 21 1/2 | 22 1/2 | 9 7/8 | 5 | 3 3/8 | 18 1/4 | | | | | | | | | | | | | 16.0 |
| 2M | 48 | | 2 1/4 | 3/4 | 1 | 8 | 4 | 5 | 21 1/2 | 22 1/2 | 9 7/8 | 5 | 3 3/8 | 18 1/4 | | | | | | | | | | | | | 16.0 |
| 3 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 4 | 5 | 21 1/2 | 22 1/2 | 9 7/8 | 5 | 3 3/8 | 18 1/4 | | | | | | | | | | | | | 16.0 |
| 4 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 4 | 5 | 21 1/2 | 22 1/2 | 9 7/8 | 5 | 3 3/8 | 18 1/4 | | | | | | | | | | | | | 16.0 |
| 5 | 48 | | 2 1/4 | 3/4 | 1 | 8 | 4 | 5 | 21 1/2 | 22 1/2 | 9 7/8 | 5 | 3 3/8 | 18 1/4 | | | | | | | | | | | | | 16.0 |

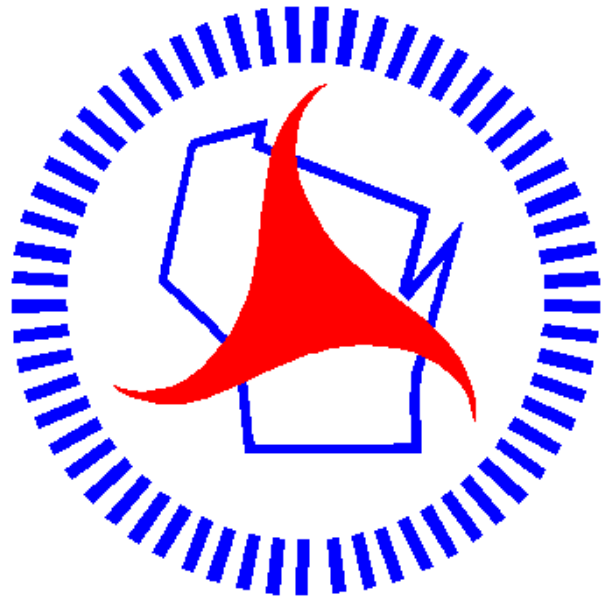
STANDARD SIGN
W03-4

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/02/13 PLATE NO. W03-4.1

PROJECT NO: _____ HWY: _____ COUNTY: _____ SHEET NO: **E**



Wisconsin Department of Transportation

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