

PROJECT ID: 1190-11-82
WITH: 1190-11-83 & 1190-11-84

COUNTY: N.W. REGION

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 Plan
Section No. 5	Plan and Profile
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans
Section No. 9	Computer Earthwork Data
Section No. 9	Cross Sections

TOTAL SHEETS = 26



DESIGN DESIGNATION

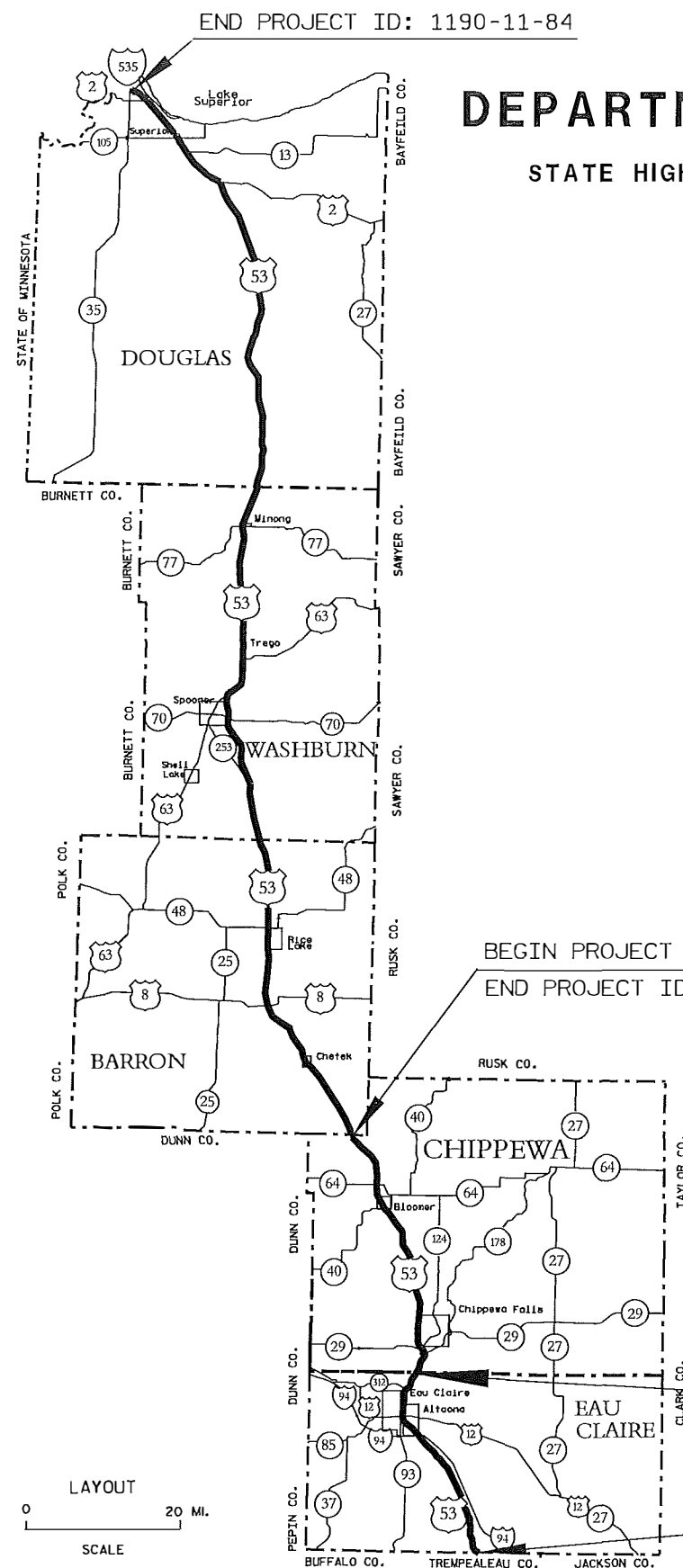
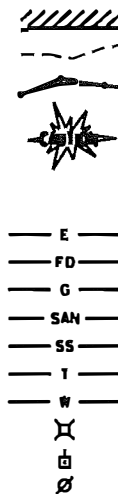
A.A.D.T.	= N/A
A.D.T.	= N/A
D.M.V.	= N/A
D.D.	= N/A
T.	= N/A
DESIGN SPEED	= N/A
ESALS	= N/A

CONVENTIONAL SYMBOLS

CORPORATE LIMITS
SLOPE INTERCEPTS
GRADE LINE
COMBUSTIBLE FLUIDS

UTILITIES

ELECTRIC
FIBER OPTIC
GAS
SANITARY SEWER
STORM SEWER
TELEPHONE
WATER
UTILITY PEDESTAL
POWER POLE
TELEPHONE POLE



LAYOUT
SCALE
0 20 MI.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY REHABILITATION - MAINTENANCE PROJECT

NW REGION CHIPPEWA COUNTY - USH 53
BRIDGE DECK SEALING (VARIOUS BRDGS)
USH 53
CHIPPEWA COUNTY

STATE PROJECT NUMBER
1190-11-82

NW REGION EAU CLAIRE CO - USH 53
BRIDGE DECK SEALING (VARIOUS BRDGS)
USH 53
EAU CLAIRE COUNTY

STATE PROJECT NUMBER
1190-11-83

BARRON, DOUGLAS, & WASHBURN COUNTIES
BRIDGE DECK SEALING - USH 53
USH 53
BARRON COUNTY

STATE PROJECT NUMBER
1190-11-84

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor N/A
Designer DOUGLAS ANDERSON
Project Manager DAVID KOEPP, P.E.
District Examiner TBD
District Supervisor JAMES KOENIG, P.E.
C.O. Examiner

APPROVED FOR DISTRICT OFFICE

DATE: 3/2/2020
Signature: [Signature]

E

GENERAL NOTES

- 1) WORK CONSISTS OF PREPARATION OF UPPER SIDE OF CONCRETE DECK, PARAPET SURFACE AND PIER COLUMNS AND APPLICATION OF CONCRETE PROTECTIVE SURFACE TREATMENT IN ACCORDANCE WITH MANUFACTURER'S SPECIFICATIONS AND RECOMMENDATIONS.
- 2) THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR WILL COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.
- 3) STH 29 WILL BE KEPT OPEN TO A MINIMUM OF ONE LANE OF TRAFFIC IN EACH DIRECTION AT ALL TIMES.
- 4) LANE CLOSURES WILL ONLY BE ALLOWED DURING TIMES SPECIFIED IN THE SPECIAL PROVISIONS.
- 5) SIGNS AND DEVICES WILL BE IN CONFORMANCE WITH THE LATEST WIMANUAL OF TRAFFIC CONTROL DEVICES (WMUTCD).
- 6) THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES WILL BE ADJUSTED TO FIELD CONDITIONS AS DIRECTED BY THE ENGINEER.

RAILROAD NOTES

RAILROAD INSURANCE AND COORDINATION REQUIRED FOR ANY AND ALL WORK ON STRUCTURES THAT SPAN PROPERTY OWNED BY RAILROAD COMPANIES. WORK UNDER CONTRACT INVOLVES WORK ON THE UPPER SIDE OF STRUCTURES THAT SPAN PROPERTY OWNED BY THE FOLLOWING RAILROAD COMPANIES. SEE SPECIAL PROVISIONS FOR CONTACT INFORMATION.

-UNION PACIFIC RAILROAD COMPANY
-WISCONSIN CENTRAL LTD.



WCL (CN) CALL BEFORE YOU DIG 1-734-783-4533

UP CALL BEFORE YOU DIG 1-800-336-9193

AREA CONTACTS**WISDOT NW REGION CONTACTS**

DAVID KOEPP
718 W. CLAIREMONT AVENUE
EAU CLAIRE, WI 54701
(715) 836-2078

WISDOT NW REGION COUNTY CONTACTS

BARRON COUNTY
HOWARD SCHMOCK
(715) 225-9304

EAU CLAIRE COUNTY
CHRIS MICHEALS
(715) 225-9318

CHIPPEWA COUNTY
CHRIS MICHEALS
(715) 225-9318

WASHBURN COUNTY
TIM CURTIS
(715) 225-9459

DOUGLAS COUNTY
TIM CURTIS
(715) 225-9459

NW REGION MAINTENANCE SUPERVISOR

JEFF KERN
(715) 579-0794

WIDNR (CHIPPEWA, EAU CLAIRE)

LEAH NICOLE
DNR WEST CENTRAL REGION HO
1300 WEST CLAIRMONT STREET
EAU CLAIRE, WI 54701
(715) 836-1609

WIDNR (BARRON, DOUGLAS)

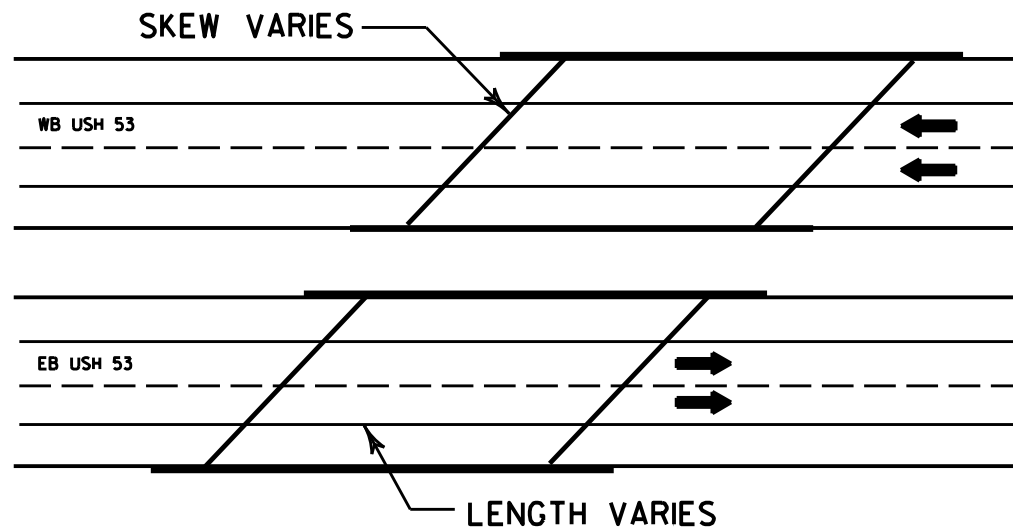
AMY CRONK
DNR NORTHERN REGION HO
810 W. MAPLE STREET
SPOONER, WI 54801
(715) 635-4229

WIDNR (WASHBURN)

SHAWN HASELEU
DNR NORTHERN REGION HO
810 W. MAPLE STREET
SPOONER, WI 54801
(715) 635-4228

DECK NOTES

- ENTIRE DECK SURFACE TO BE CLEANED AND SEALED.
- INLET PROTECTION REQUIRED DURING CLEANING AND SEALING WORK ON THE STRUCTURES WITH FLOOR DRAINS.
- USE TYPE FF FABRIC DURING CLEANING ACTIVITIES.
- USE IMPERVIOUS FABRIC DURING SEALING ACTIVITIES.



TYPICAL DECK PLAN VIEW
4 LANE DIVIDED HWY - TYPICAL USH 53

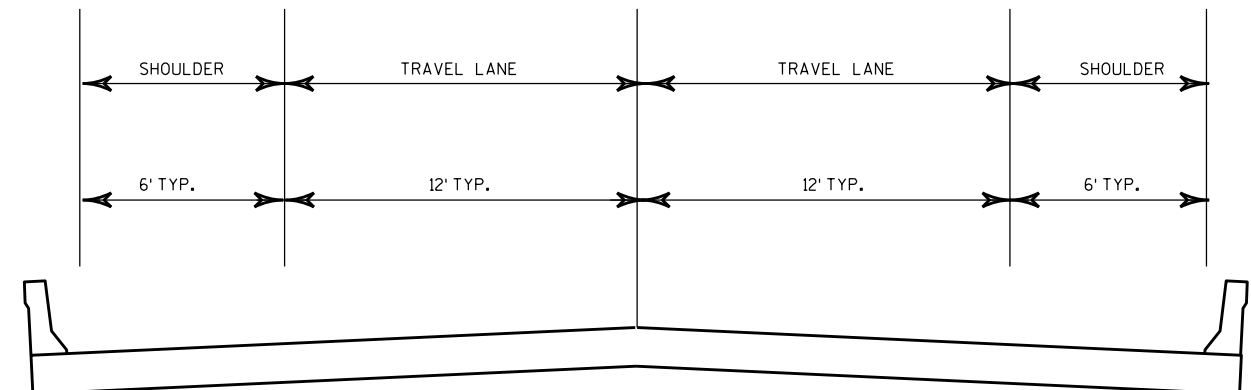
PIER COLUMN NOTES

- PIER COLUMN SEALING ESTIMATED QUANTITY IS BASED ON A 10-FT COLUMN HEIGHT FOR EACH COLUMN ON EACH PIER.

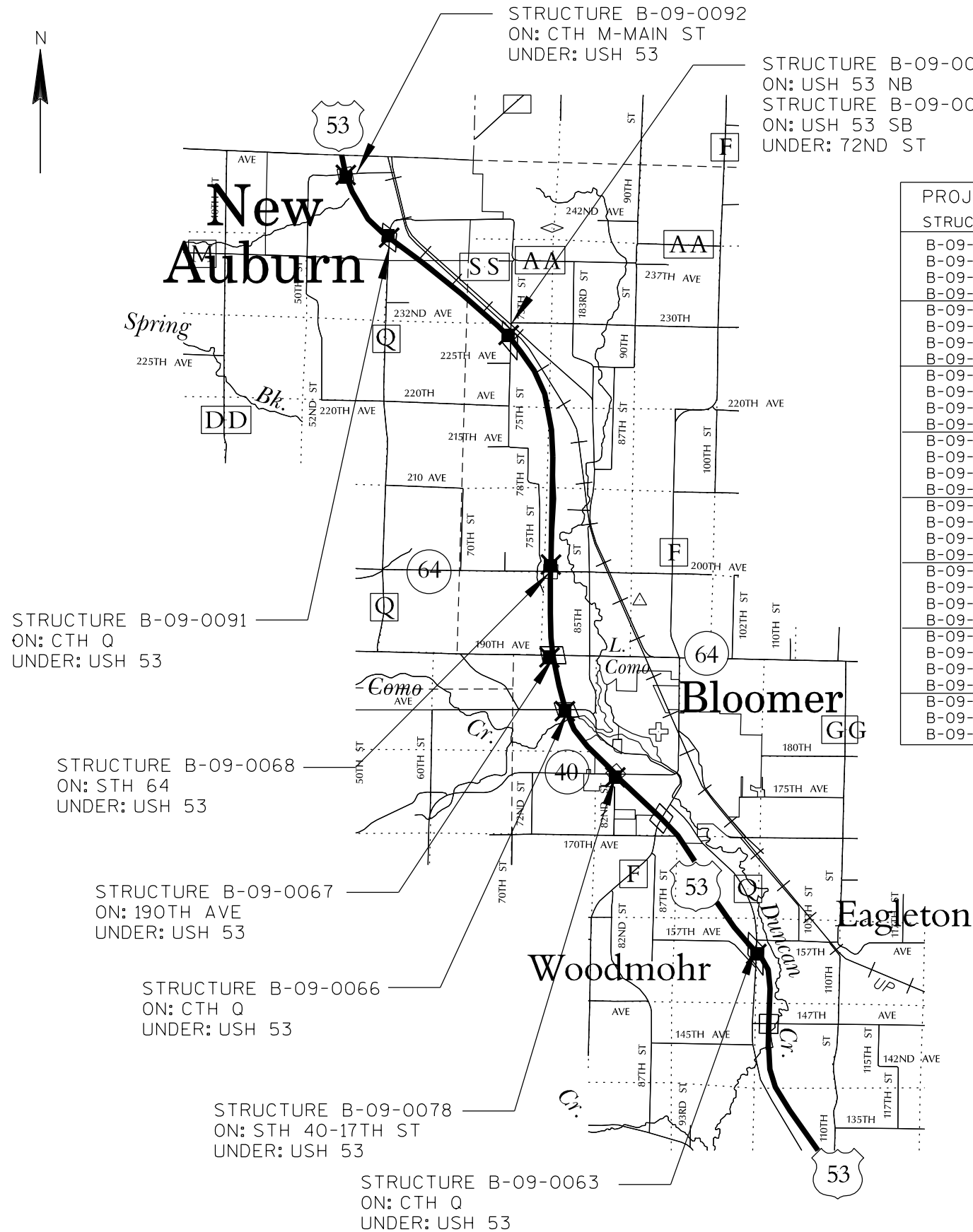
TYP. 10' SHLDR
TYP. 12' LANE
TYP. 12' LANE
SHLDR VARIES (6' TYP.)
TYP. 60' MEDIAN
SHLDR VARIES (6' TYP.)
TYP. 12' LANE
TYP. 12' LANE
TYP. 10' SHLDR

PARAPET NOTES

- INSIDE FACE AND TOP TO BE CLEANED AND SEALED.
- TOP SURFACE TO BE ROLLED OR BRUSHED.
- PARAPET TYPE AND HEIGHT VARIES.
- SURFACE AREA INCLUDED IN QUANTITY SUMMARY.
- AVERAGE 2'-6" HEIGHT USED FOR QUANTITY ESTIMATE.



TYPICAL DECK CROSS SECTION VIEW
4 LANE DIVIDED HWY - TYPICAL USH 53



PROJECT 1190-11-82: CHIPPEWA COUNTY STRUCTURE SUMMARY							
STRUCTURE ID	SURFACE AREA (SF)	HWY ON	FEATURE UNDER	TYPE	COUNTY	MUNCIPALITY	
B-09-0046	282.60	40TH AVE	USH 53	BRIDGE COLUMN	CHIPPEWA	T-HALLIE	
B-09-0047	282.60	50TH AVE	USH 53	BRIDGE COLUMN	CHIPPEWA	T-HALLIE	
B-09-0048	25,843.00	USH 53 SB	CHIPPEWA R.	BRIDGE DECK	CHIPPEWA	C-CHIPPEWA FALLS	
B-09-0049	22,971.00	USH 53 NB	CHIPPEWA R.	BRIDGE DECK	CHIPPEWA	C-CHIPPEWA FALLS	
B-09-0050	9,343.00	USH 53 SB	RIVER RD	BRIDGE DECK	CHIPPEWA	C-CHIPPEWA FALLS	
B-09-0051	8,374.00	USH 53 NB	CTH X-RIVER RD	BRIDGE DECK	CHIPPEWA	C-CHIPPEWA FALLS	
B-09-0052	12,574.00	USH 53 SB	WC RR	BRIDGE DECK	CHIPPEWA	C-CHIPPEWA FALLS	
B-09-0053	14,155.00	USH 53 NB	WC RR	BRIDGE DECK	CHIPPEWA	C-CHIPPEWA FALLS	
B-09-0054	282.60	CTH N	USH 53	BRIDGE COLUMN	CHIPPEWA	T-WHEATON	
B-09-0056	7,776.00	USH 53 SB	CTH S	BRIDGE DECK	CHIPPEWA	T-TILDEN	
B-09-0057	7,776.00	USH 53 NB	CTH S	BRIDGE DECK	CHIPPEWA	T-TILDEN	
B-09-0058	188.40	100TH AVE	USH 53	BRIDGE COLUMN	CHIPPEWA	T-TILDEN	
B-09-0059	282.60	CTH B	USH 53	BRIDGE COLUMN	CHIPPEWA	T-TILDEN	
B-09-0060	282.60	CTH Q	USH 53	BRIDGE COLUMN	CHIPPEWA	T-TILDEN	
B-09-0063	282.60	CTH Q	USH 53	BRIDGE COLUMN	CHIPPEWA	T-WOODMOHR	
B-09-0066	282.60	CTH Q	USH 53	BRIDGE COLUMN	CHIPPEWA	T-WOODMOHR	
B-09-0067	188.40	190TH AVE	USH 53	BRIDGE COLUMN	CHIPPEWA	T-WOODMOHR	
B-09-0068	282.60	STH 64	USH 53	BRIDGE COLUMN	CHIPPEWA	T-BLOOMER	
B-09-0078	282.60	STH40-17TH ST	USH 53	BRIDGE COLUMN	CHIPPEWA	C-BLOOMER	
B-09-0089	7,717.00	USH 53 NB	72ND ST	BRIDGE DECK	CHIPPEWA	T-BLOOMER	
B-09-0090	7,901.00	USH 53 SB	72ND ST	BRIDGE DECK	CHIPPEWA	T-BLOOMER	
B-09-0091	282.60	CTH Q	USH 53	BRIDGE COLUMN	CHIPPEWA	V-NEW AUBURN	
B-09-0092	376.80	CTH M-MAIN ST	USH 53	BRIDGE COLUMN	CHIPPEWA	V-NEW AUBURN	
B-09-0217	471.00	STH 29 WB	USH 53 NB	BRIDGE COLUMN	CHIPPEWA	T-HALLIE	
B-09-0218	376.80	STH 29 EB	USH 53	BRIDGE COLUMN	CHIPPEWA	T-HALLIE	
B-09-0227	565.20	CTH 00	USH 53	BRIDGE COLUMN	CHIPPEWA	T-HALLIE	
B-09-0228	10,162.00	USH 53 SB	UP RR & BIKE PATH	BRIDGE DECK	CHIPPEWA	T-HALLIE	
B-09-0229	9,445.00	USH 53 NB	UP RR & BIKE PATH	BRIDGE DECK	CHIPPEWA	T-HALLIE	
B-09-0246	10,223.00	USH 53 SB	STH 124 NB	BRIDGE DECK	CHIPPEWA	T-HALLIE	
B-09-0247	12,287.00	USH 53 NB	STH 124	BRIDGE DECK	CHIPPEWA	T-HALLIE	
B-09-0262	188.40	MELBY ST	USH 53	BRIDGE COLUMN	CHIPPEWA	T-HALLIE	



STRUCTURE B-09-0060
ON: CTH Q
UNDER: USH 53

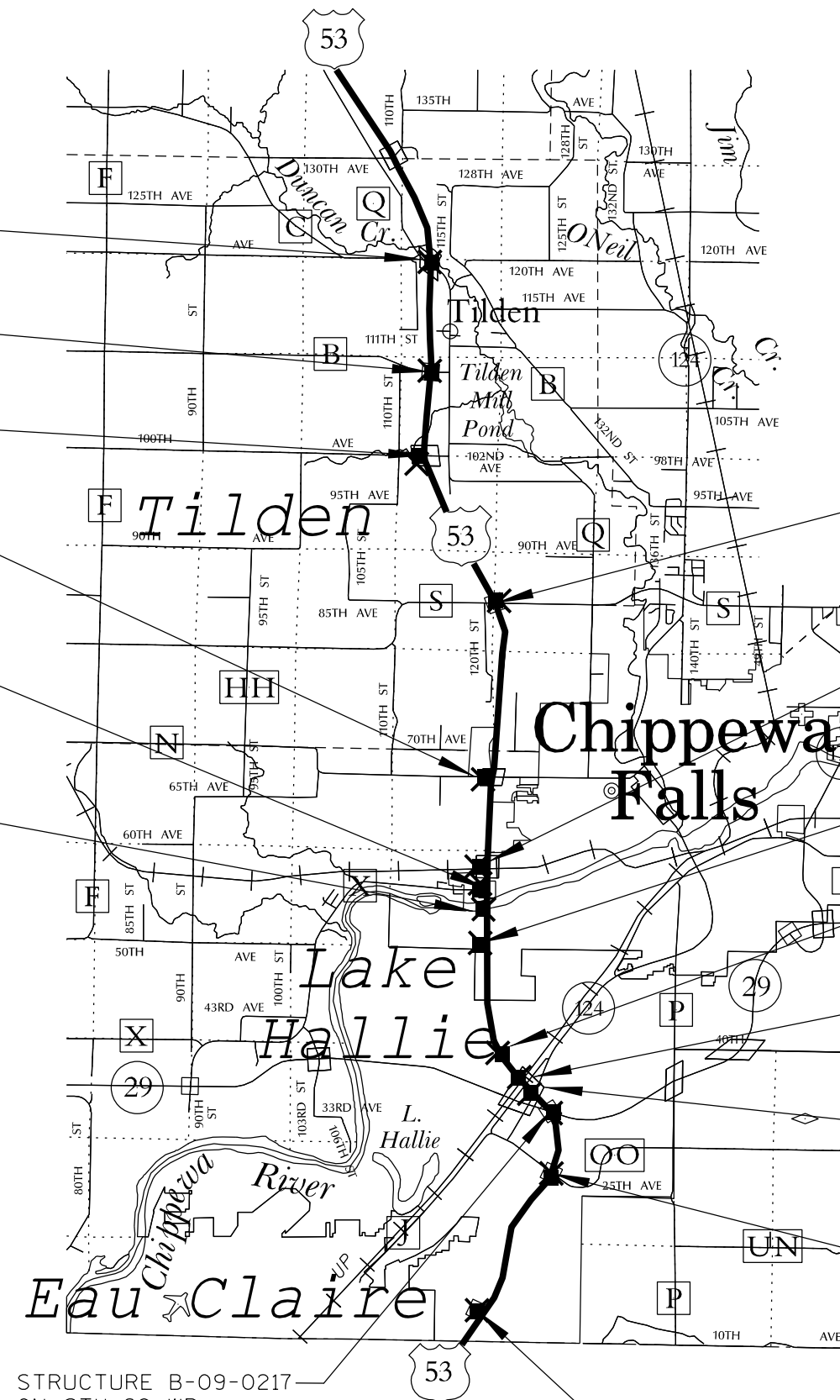
STRUCTURE B-09-0059
ON: CTH B
UNDER: USH 53

STRUCTURE B-09-0058
ON: 100TH AVE
UNDER: USH 53

STRUCTURE B-09-0054
ON: CTH N
UNDER: USH 53

STRUCTURE B-09-0050
ON: USH 53 SB
STRUCTURE B-09-0051
ON: USH 53 NB
UNDER: CTH X-RIVER RD

STRUCTURE B-09-0048
ON: USH 53 SB
STRUCTURE B-09-0049
ON: USH 53 NB
UNDER: CHIPPEWA RIVER



STRUCTURE B-09-0217
ON: STH 29 WB
STRUCTURE B-09-0218
ON: STH 29 EB
UNDER: USH 53

STRUCTURE B-09-0262
ON: MELBY ST
UNDER: USH 53

* NOTE: STRUCTURE QUANTITIES FOR SOUTHERN CHIPPEWA COUNTY ARE FOUND IN CHIPPEWA COUNTY STRUCTURAL SUMMARY SPREADSHEET, LOCATED ON PREVIOUS PAGE.

STRUCTURE B-09-0056
ON: USH 53 SB
STRUCTURE B-09-0057
ON: USH 53 NB
UNDER: CTH S

STRUCTURE B-09-0052
ON: USH 53 SB
STRUCTURE B-09-0053
ON: USH 53 NB
UNDER: WC RR

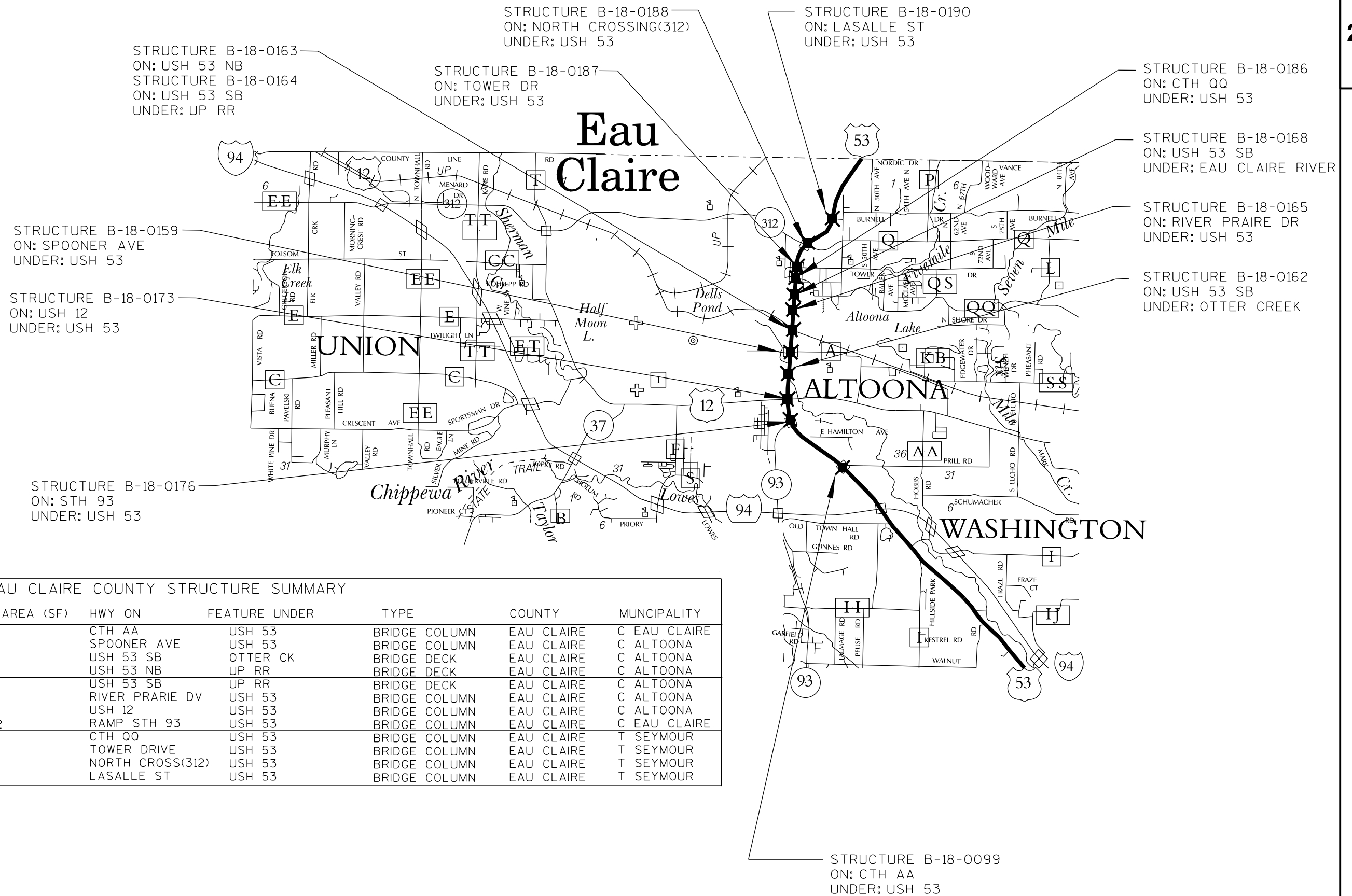
STRUCTURE B-09-0047
ON: 50TH AVE
UNDER: USH 53

STRUCTURE B-09-0046
ON: 40TH AVE
UNDER: USH 53

STRUCTURE B-09-0228
ON: USH 53 SB
STRUCTURE B-09-0229
ON: USH 53 NB
UNDER: UP RR & BIKE PATH

STRUCTURE B-09-0246
ON: USH 53 SB
STRUCTURE B-09-0247
ON: USH 53 NB
UNDER: STH 124

STRUCTURE B-09-0227
ON: CTH 00
UNDER: USH 53



PROJECT 1190-11-83: EAU CLAIRE COUNTY STRUCTURE SUMMARY							
STRUCTURE ID	SURFACE AREA (SF)	HWY ON	FEATURE UNDER	TYPE	COUNTY	MUNICIPALITY	
B-18-0099	471.00	CTH AA	USH 53	BRIDGE COLUMN	EAU CLAIRE	C EAU CLAIRE	
B-18-0159	188.40	SPOONER AVE	USH 53	BRIDGE COLUMN	EAU CLAIRE	C ALTOONA	
B-18-0162	14,369.00	USH 53 SB	OTTER CK	BRIDGE DECK	EAU CLAIRE	C ALTOONA	
B-18-0163	17,552.00	USH 53 NB	UP RR	BRIDGE DECK	EAU CLAIRE	C ALTOONA	
B-18-0164	18,295.00	USH 53 SB	UP RR	BRIDGE DECK	EAU CLAIRE	C ALTOONA	
B-18-0165	359.20	RIVER PRARIE DV	USH 53	BRIDGE COLUMN	EAU CLAIRE	C ALTOONA	
B-18-0173	659.40	USH 12	USH 53	BRIDGE COLUMN	EAU CLAIRE	C ALTOONA	
B-18-0176	109.42	RAMP STH 93	USH 53	BRIDGE COLUMN	EAU CLAIRE	C EAU CLAIRE	
B-18-0186	376.80	CTH QQ	USH 53	BRIDGE COLUMN	EAU CLAIRE	T SEYMOUR	
B-18-0187	282.60	TOWER DRIVE	USH 53	BRIDGE COLUMN	EAU CLAIRE	T SEYMOUR	
B-18-0188	659.40	NORTH CROSS(312)	USH 53	BRIDGE COLUMN	EAU CLAIRE	T SEYMOUR	
B-18-0190	282.60	LASALLE ST	USH 53	BRIDGE COLUMN	EAU CLAIRE	T SEYMOUR	



STRUCTURE B-03-0029
ON: 21ST ST
UNDER: USH 53

STRUCTURE B-03-0028
ON: CTH 00
UNDER: USH 53

STRUCTURE B-03-0027
ON: CTH D
UNDER: USH 53

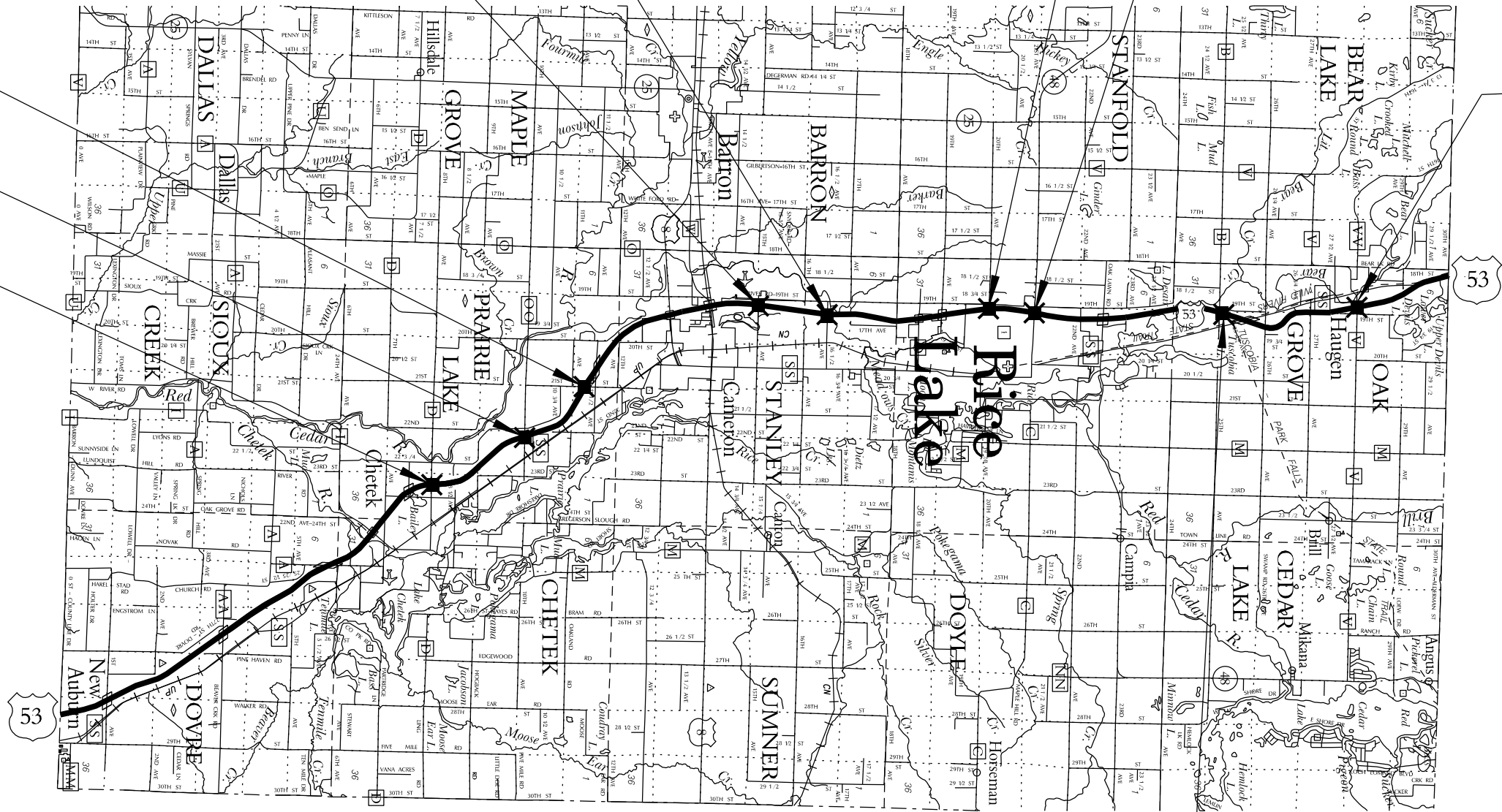
STRUCTURE B-03-0041
ON: 15TH AVE
UNDER: USH 53

STRUCTURE B-03-0054
ON: 16 1/2 AVE
UNDER: USH 53

STRUCTURE B-03-0046
ON: ALLEN ST
UNDER: USH 53

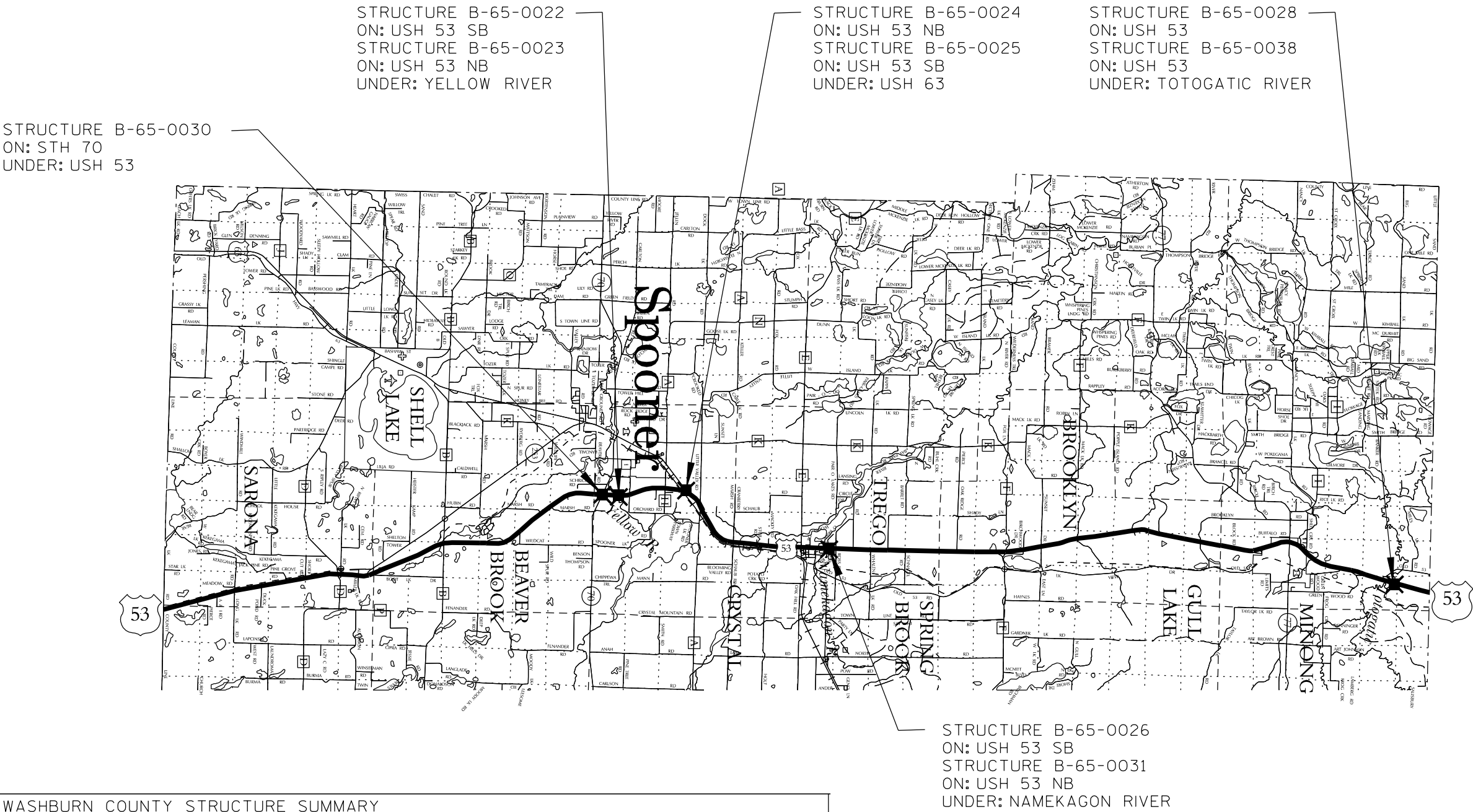
STRUCTURE B-03-0047
ON: AUGUSTA ST
UNDER: USH 53

STRUCTURE B-03-0195
ON: USH 53 SB
STRUCTURE B-03-0196
ON: USH 53 NB
UNDER: CTH V



STRUCTURE B-03-0055
ON: CTH B
UNDER: USH 53

PROJECT 1190-11-84: BARRON COUNTY STRUCTURE SUMMARY							
STRUCTURE ID	SURFACE AREA (SF)	HWY ON	FEATURE UNDER	TYPE	COUNTY	MUNICIPALITY	
B-03-0027	282.60	CTH D	USH 53	BRIDGE COLUMN	BARRON	T-PRAIRIE LAKE	
B-03-0028	282.60	CTH 00	USH 53	BRIDGE COLUMN	BARRON	T-PRAIRIE LAKE	
B-03-0029	282.60	21ST ST	USH 53	BRIDGE COLUMN	BARRON	T-PRAIRIE LAKE	
B-03-0041	188.40	15TH AVE	USH 53	BRIDGE COLUMN	BARRON	T-STANLEY	
B-03-0046	376.80	ALLEN ST	USH 53	BRIDGE COLUMN	BARRON	C-RICE LAKE	
B-03-0047	282.60	AUGUSTA ST	USH 53	BRIDGE COLUMN	BARRON	C-RICE LAKE	
B-03-0054	282.60	16 1/2 AVE	USH 53	BRIDGE COLUMN	BARRON	T-STANLEY	
B-03-0055	188.40	CTH B	USH 53	BRIDGE COLUMN	BARRON	T-OAK GROVE	
B-03-0195	6,527.00	USH 53 SB	CTH V	BRIDGE DECK	BARRON	T-OAK GROVE	
B-03-0196	6,560.00	USH 53 NB	CTH V	BRIDGE DECK	BARRON	T-OAK GROVE	

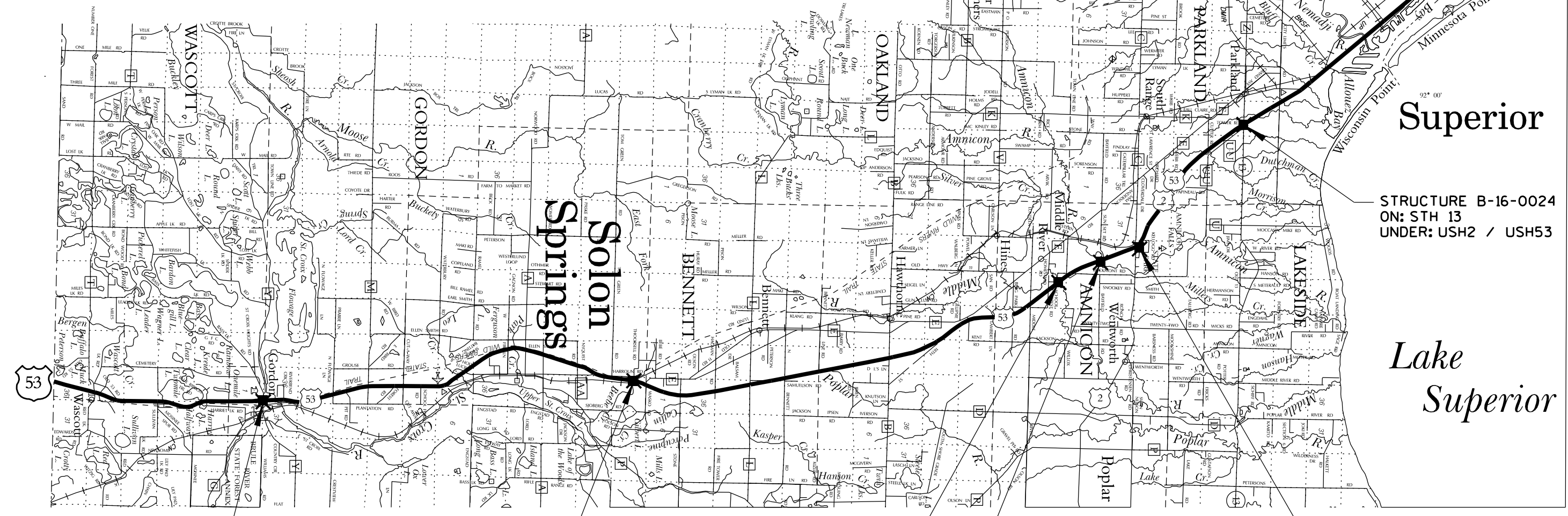


PROJECT 1190-11-84: WASHBURN COUNTY STRUCTURE SUMMARY						
STRUCTURE ID	SURFACE AREA (SF)	HWY ON	FEATURE UNDER	TYPE	COUNTY	MUNCIPALITY
B-65-0022	3,067.00	USH 53 SB	YELLOW R.	BRIDGE DECK	WASHBURN	T-SPOONER
B-65-0023	3,072.00	USH 53 NB	YELLOW R.	BRIDGE DECK	WASHBURN	T-SPOONER
B-65-0024	14,048.00	USH 53 NB	USH 63	BRIDGE DECK	WASHBURN	T-SPOONER
B-65-0025	4,588.00	USH 53 SB	USH 63	BRIDGE DECK	WASHBURN	T-SPOONER
B-65-0026	11,571.00	USH 53 SB	NAMEKAGON R.	BRIDGE DECK	WASHBURN	T-TREGO
B-65-0028	282.60	USH 53 NB	TOTOGATIC R.	BRIDGE DECK	WASHBURN	T-MINONG
B-65-0030	376.80	STH 70	USH 53	BRIDGE COLUMN	WASHBURN	T-SPOONER
B-65-0031	4,502.00	USH 53 NB	NAMEKAGON R.	BRIDGE DECK	WASHBURN	T-TREGO
B-65-0038	14,555.00	USH 53 SB	TOTOGATIC R.	BRIDGE DECK	WASHBURN	T-MINONG

PROJECT 1190-11-84: DOUGLAS COUNTY STRUCTURE SUMMARY							
STRUCTURE ID	SURFACE AREA (SF)	HWY ON	FEATURE UNDER	TYPE	COUNTY	MUNICIPALITY	
B-16-005-0005	3,579.60	IH 535-USH 53	USH 53 SB-STH 35	BRIDGE COLUMN	DOUGLAS	C-SUPERIOR	
B-16-0012	42,308.00	USH 53-E2ND ST	HILL AVE	BRIDGE DECK	DOUGLAS	C-SUPERIOR	
B-16-0024	1,413.00	STH 13	USH 2-USH 53	BRIDGE COLUMN	DOUGLAS	T-PARKLAND	
B-16-0030	4,308.00	USH 53 SB	MIDDLE RIVER	BRIDGE DECK	DOUGLAS	T-AMNICON	
B-16-0031	4,136.00	USH 53 NB	MIDDLE RIVER	BRIDGE DECK	DOUGLAS	T-AMNICON	
B-16-0033	5,529.00	USH 53 SB	AMNICON RIVER	BRIDGE DECK	DOUGLAS	T-AMNICON	
B-16-0034	5,504.00	USH 53 NB	AMNICON RIVER	BRIDGE DECK	DOUGLAS	T-AMNICON	
B-16-0048	7,017.00	USH 53 NB	USH 2 EB	BRIDGE DECK	DOUGLAS	T-AMNICON	
B-16-0079	7,344.00	USH 53 SB	ST CROIX RIVER	BRIDGE DECK	DOUGLAS	T-GORDON	
B-16-0080	13,115.00	USH 53 NB	BEEBE CREEK	BRIDGE DECK	DOUGLAS	T-SOLON SPRINGS	
B-16-0082	8,303.00	USH 53 NB	ST CROIX RIVER	BRIDGE DECK	DOUGLAS	T-GORDON	
B-16-0095	13,545.00	USH 53 SB	WC RR	BRIDGE DECK	DOUGLAS	T-SOLON SPRINGS	

STRUCTURE B-16-0012
ON: USH 53 - E 2ND ST
UNDER: HILL AVE

STRUCTURE B-16-0005
ON: IH-535 - USH 53
UNDER: USH53SB/STH 35



STRUCTURE B-16-0079
ON: USH 53 SB
STRUCTURE B-16-0082
ON: USH 53 NB
UNDER: ST CROIX RIVER

STRUCTURE B-16-0080
ON: USH 53 NB
STRUCTURE B-16-0095
ON: USH 53 SB
UNDER: BEEBE CREEK-WC RR

STRUCTURE B-16-0030
ON: USH 53 SB
STRUCTURE B-16-0031
ON: USH 53 NB
UNDER: MIDDLE RIVER

STRUCTURE B-16-0033
ON: USH 53 SB
STRUCTURE B-16-0034
ON: USH 53 NB
UNDER: AMNICON RIVER

STRUCTURE B-16-0048
ON: USH 53 NB
UNDER: USH 2 EB

STRUCTURE B-16-0024
ON: STH 13
UNDER: USH2 / USH53

Estimate Of Quantities

					1190-11-82	1190-11-83	1190-11-84
Line	Item	Item Description	Unit	Total	Qty	Qty	Qty
0002	213.0100	Finishing Roadway (project) 01. 1190-11-82	EACH	1.000	1.000		
0004	213.0100	Finishing Roadway (project) 02. 1190-11-83	EACH	1.000		1.000	
0006	213.0100	Finishing Roadway (project) 03. 1190-11-84	EACH	1.000			1.000
0008	502.3215.S	Protective Surface Treatment Reseal	SY	50,932.000	19,081.000	5,956.000	25,895.000
0010	619.1000	Mobilization	EACH	1.000	0.300	0.300	0.400
0012	628.7010	Inlet Protection Type B	EACH	76.000	20.000	8.000	48.000
0014	643.1051	Traffic Control Signs PCMS with Cellular Communications	DAY	60.000	20.000	20.000	20.000
0016	643.5000	Traffic Control	EACH	1.000	0.300	0.300	0.400

3

FINISHING ROADWAY		
CATEGORY	PROJECT	213. 0100 EACH
0010	1190- 11- 82	1
TOTAL 0010		1

INLET PROTECTION				
CATEGORY	STRUCTURE	ROADWAY	LOCATION	628. 7010 TYPE B EACH
0010	B- 09- 0048	USH 53 SB	CHIPPEWA R	4
0010	B- 09- 0049	USH 53 NB	CHIPPEWA R	6
0010	B- 09- 0052	USH 53 SB	WC RR	2
0010	B- 09- 0053	USH 53 NB	WC RR	2
0010	B- 09- 0056	USH 53 SB	CTH S	1
0010	B- 09- 0057	USH 53 NB	CTH S	1
0010	B- 09- 0089	USH 53 SB	72ND ST	1
0010	B- 09- 0090	USH 53 NB	72ND ST	1
UNDISTRIBUTED				2
TOTAL				20
NOTE: INLET PROTECTION INCLUDES TWO INSTALLATIONS PER INLET. FIRST INSTALLATIONS IS WITH TYPE FF FABRIC DURING DECK PREPARATION AND CLEANING ACTIVITEIES. SECOND INSTALLATION IS WITH IMPERVIOUS FABRIC DURING THE SEALING OPERATION.				

PROTECTIVE SURFACE TREATMENT RESEAL					
STRUCTURE					502. 3215. S
CATEGORY	ID	HWY ON	FEATURE UNDER	TYPE	SY
0010	B- 09- 0046	40TH AVE	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0047	50TH AVE	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0048	USH 53 SB	CHIPPEWA R	BRIDGE DECK	2871. 4
0010	B- 09- 0049	USH 53 NB	CHIPPEWA R	BRIDGE DECK	2552. 3
0010	B- 09- 0050	USH 53 SB	RIVER RD	BRIDGE DECK	1038. 1
0010	B- 09- 0051	USH 53 NB	CTH X RIVER RD	BRIDGE DECK	930. 4
0010	B- 09- 0052	USH 53 SB	WC RR	BRIDGE DECK	1397. 1
0010	B- 09- 0053	USH 53 NB	WC RR	BRIDGE DECK	1572. 8
0010	B- 09- 0054	CTH N	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0056	USH 53 SB	CTH S	BRIDGE DECK	864. 0
0010	B- 09- 0057	USH 53 NB	CTH S	BRIDGE DECK	864. 0
0010	B- 09- 0058	100TH AVE	USH 53	BRIDGE COLUMNS	20. 9
0010	B- 09- 0059	CTH B	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0060	CTH Q	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0063	CTH Q	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0066	CTH Q	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0067	190TH AVE	USH 53	BRIDGE COLUMNS	20. 9
0010	B- 09- 0068	STH 64	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0078	STH 40	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0089	USH 53 NB	72ND ST	BRIDGE DECK	857. 4
0010	B- 09- 0090	USH 53 SB	72ND ST	BRIDGE DECK	877. 9
0010	B- 09- 0091	CTH Q	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 09- 0092	CTH M	USH 53	BRIDGE COLUMNS	41. 9
0010	B- 09- 0217	STH 29 WB	USH 53 NB	BRIDGE COLUMNS	52. 3
0010	B- 09- 0218	STH 29 EB	USH 53	BRIDGE COLUMNS	41. 9
0010	B- 09- 0227	CTH QQ	USH 53	BRIDGE COLUMNS	62. 8
0010	B- 09- 0228	USH 53 SB	UP RR BIKE PATH	BRIDGE DECK	1129. 1
0010	B- 09- 0229	USH 53 NB	UP RR BIKE PATH	BRIDGE DECK	1049. 4
0010	B- 09- 0246	USH 53 SB	STH 124 NB	BRIDGE DECK	1135. 9
0010	B- 09- 0247	USH 53 NB	STH 124	BRIDGE DECK	1365. 2
0010	B- 09- 0262	MELBY ST	USH 53	BRIDGE COLUMNS	20. 9
TOTAL					19, 081. 0

3

TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS						
CATEGORY	PROJECT	LOCATION	APPROX. SERVICE PERIOD DAYS	NO. IN SERVICE	643. 1051 SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY	REMARKS
0010	1190- 11- 82	USH 53	10	2	20	CHIPPEWA
TOTAL 0010			10	2	20	

FINISHING ROADWAY		
CATEGORY	PROJECT	213. 0100 EACH
0010	1190- 11- 83	1
TOTAL 0010		1

INLET PROTECTION				
CATEGORY	STRUCTURE	ROADWAY	LOCATION	628. 7010 TYPE B EACH
0010	B- 18- 0162	USH 53 SB	OTTER CK	2
0010	B- 18- 0163	USH 53 NB	UP RR	1
0010	B- 18- 0164	USH 53 SB	UP RR	2
UNDISTRIBUTED				3
TOTAL				8
NOTE: INLET PROTECTION INCLUDES TWO INSTALLATIONS PER INLET. FIRST INSTALLATIONS IS WITH TYPE FF FABRIC DURING DECK PREPARATION AND CLEANING ACTIVITEIES. SECOND INSTALLATION IS WITH IMPERVIOUS FABRIC DURING THE SEALING OPERATION.				

PROTECTIVE SURFACE TREATMENT RESEAL					
CATEGORY	STRUCTURE ID	HWY ON	FEATURE UNDER	TYPE	502. 3215. S SY
0010	B- 18- 0099	CTH AA	USH 53	BRIDGE COLUMNS	52. 3
0010	B- 18- 0159	SPOONER AVE	USH 53	BRIDGE COLUMNS	20. 9
0010	B- 18- 0162	USH 53	OTTER CK	BRIDGE DECK	1596. 6
0010	B- 18- 0163	USH 53 SB	UP RR	BRIDGE DECK	1950. 2
0010	B- 18- 0164	USH 53 NB	UP RR	BRIDGE DECK	2032. 8
0010	B- 18- 0165	R. PRAIRIE RD	USH 53	BRIDGE COLUMNS	39. 9
0010	B- 18- 0173	USH 12	USH 53	BRIDGE COLUMNS	73. 3
0010	B- 18- 0176	RAMP STH 93	USH 53	BRIDGE COLUMNS	12. 2
0010	B- 18- 0186	CTH QQ	USH 53	BRIDGE COLUMNS	41. 9
0010	B- 18- 0187	TOWER DR	USH 53	BRIDGE COLUMNS	31. 4
0010	B- 18- 0188	N. CROSSING	USH 53	BRIDGE COLUMNS	73. 3
0010	B- 10- 0190	LASALLE ST	USH 53	BRIDGE COLUMNS	31. 4
				TOTAL	5956. 0

TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS						
CATEGORY	PROJECT	LOCATION	APPROX. SERVICE PERIOD DAYS	NO. IN SERVICE	643. 1051 SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY	REMARKS
0010	1190- 11- 83	USH 53	10	2	20	EAU CLAIRE
TOTAL 0010			10	2	20	

3

<u>FINISHING</u> <u>ROADWAY</u>				
CATEGORY	PROJECT	213. 0100 EACH		
0010	1190- 11- 84	1		
TOTAL 0010		1		

<u>INLET PROTECTION</u>				
CATEGORY	STRUCTURE	ROADWAY	LOCATION	628. 7010 TYPE B EACH
0010	B- 16- 0012	USH 53- E 2ND ST	HILL AVE	8
0010	B- 16- 0030	USH 53 SB	MIDDLE R.	2
0010	B- 16- 0031	USH 53 NB	MIDDLE R.	2
0010	B- 16- 0033	USH 53 SB	AMNICON R.	2
0010	B- 16- 0034	USH 53 NB	AMNICON R.	2
0010	B- 16- 0048	USH 53 NB	USH 2 EB	2
0010	B- 16- 0079	USH 53 SB	ST CROIX R.	2
0010	B- 16- 0080	USH 53 NB	BEEBE CK	2
0010	B- 16- 0082	USH 53 SB	ST CROIX R.	2
0010	B- 16- 0095	USH 53 SB	WC RR	2
0010	B- 65- 0022	USH 53 SB	YELLOW R.	2
0010	B- 65- 0023	USH 53 NB	YELLOW R.	2
0010	B- 65- 0024	USH 53 NB	USH 63	2
0010	B- 65- 0025	USH 53 SB	USH 63	2
0010	B- 65- 0028	USH 53 NB	TOTOGATIC R.	2
0010	B- 65- 0031	USH 53 NB	NAMEKOGON R.	2
0010	B- 65- 0038	USH 53 SB	TOTOGATIC R.	2
UNDISTRIBUTED				8
TOTAL				48

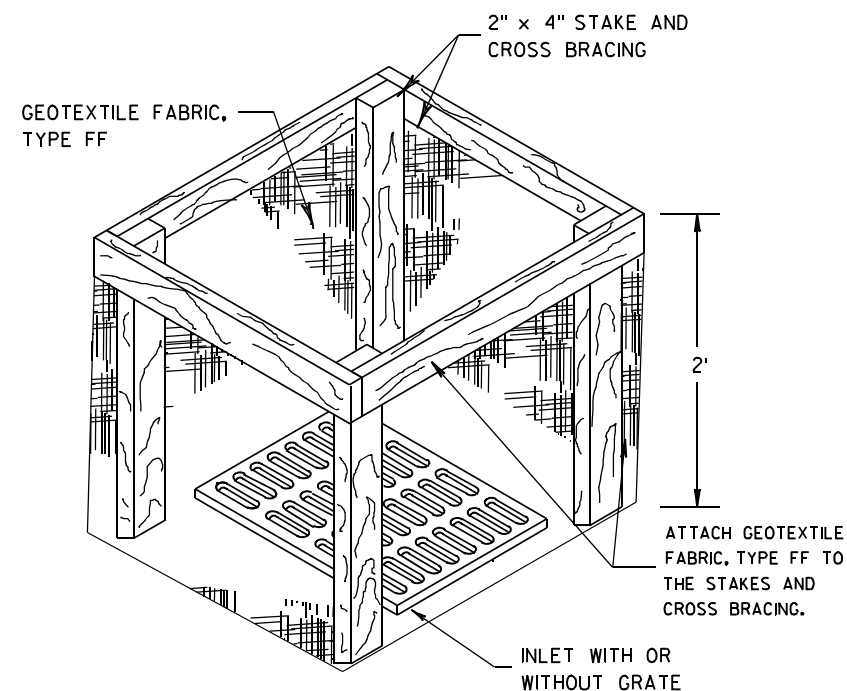
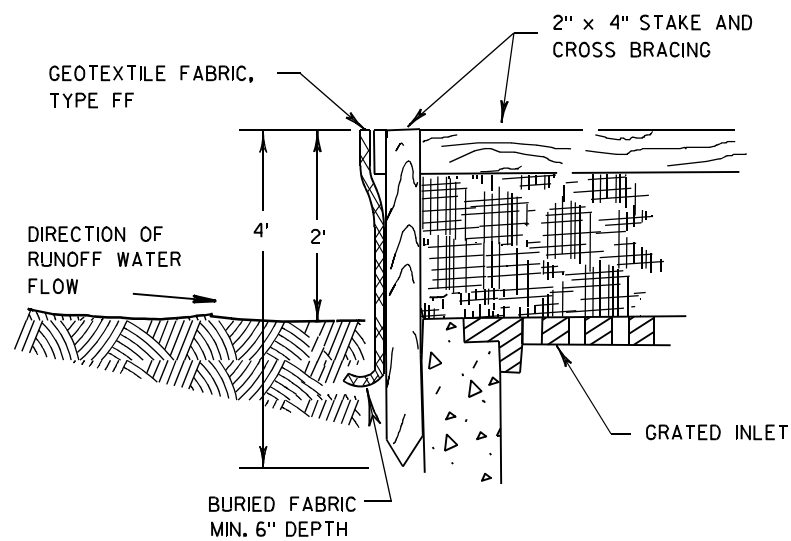
NOTE: INLET PROTECTION INCLUDES TWO INSTALLATIONS PER INLET. FIRST INSTALLATIONS IS WITH TYPE FF FABRIC DURING DECK PREPARATION AND CLEANING ACTIVITEIES. SECOND INSTALLATION IS WITH IMPERVIOUS FABRIC DURING THE SEALING OPERATION.

PROTECTIVE SURFACE TREATMENT RESEAL					
CATEGORY	STRUCTURE ID	HWY ON	FEATURE UNDER	TYPE	502. 3215. S SY
0010	B-03-0027	CTH D	USH 53	BRIDGE COLUMNS	31. 4
0010	B-03-0028	CTH 00	USH 53	BRIDGE COLUMNS	31. 4
0010	B-03-0029	21ST ST	USH 53	BRIDGE COLUMNS	31. 4
0010	B-03-0041	15TH AVE	USH53	BRIDGE COLUMNS	20. 9
0010	B-03-0046	ALLEN ST	USH 53	BRIDGE COLUMNS	41. 9
0010	B-03-0047	AUGUSTA ST	USH 53	BRIDGE COLUMNS	31. 4
0010	B-03-0054	16 1/2 AVE	USH 53	BRIDGE COLUMNS	31. 4
0010	B-03-0055	CTH B	USH 53	BRIDGE COLUMNS	20. 9
0010	B-03-0195	USH 53 SB	CTH V	BRI DGE DECK	725. 2
0010	B-03-0196	USH 53 SB	CTH V	BRI DGE DECK	728. 9
IH 535-USH					
0010	B-16-0005-0005	53	STH 35	BRIDGE COLUMNS	397. 7
0010	B-16-0012	E 2ND ST	HILL AVE	BRIDGE DECK	4700. 9
0010	B-16-0024	STH 13	USH 2/USH 53	BRG DECK&COLUMNS	2449. 9
0010	B-16-0030	USH 53 SB	MIDDLE R	BRI DGE DECK	478. 7
0010	B-16-0031	USH 53 NB	MIDDLE R	BRIDGE DECK	459. 6
0010	B-16-0033	USH 53 SB	AMNICON R	BRIDGE DECK	614. 3
0010	B-16-0034	USH 53 NB	AMNICON R	BRIDGE DECK	611. 6
0010	B-16-0048	USH 53 NB	USH 12 EB	BRIDGE DECK	779. 7
0010	B-16-0079	USH 53 SB	ST CROIX R	BRIDGE DECK	816. 0
0010	B-16-0080	USH 53 NB	BEEBE CK	BRIDGE DECK	1457. 2
0010	B-16-0082	USH 53 NB	ST CROIX R	BRIDGE DECK	922. 6
0010	B-16-0095	USH 53 SB	WI CENT RR	BRIDGE DECK	1505. 2
0010	B-65-0022	USH 53 SB	YELLOW R	BRIDGE DECK	340. 8
0010	B-65-0023	USH 53 NB	YELLOW R	BRIDGE DECK	341. 3
0010	B-65-0024	USH 53 NB	USH 63	BRIDGE DECK	1560. 9
0010	B-65-0025	USH 53 SB	USH 63	BRIDGE DECK	1560. 9
0010	B-65-0026	USH 53 SB	NAMEKAGON R	BRIDGE DECK	509. 8
0010	B-65-0028	USH 53 NB	TOTOGATIC R	BRIDGE DECK	1285. 7
0010	B-65-0030	STH 70	USH 53	BRG DECK&COLUMNS	1289. 9
0010	B-65-0031	USH 53 NB	NAMEKAGON R	BRIDGE DECK	500. 2
0010	B-65-0038	USH 53 NB	TOTOOGATIC R	BRIDGE DECK	1617. 2
TOTAL					25, 895. 0
TRAFFIC CONTROL SIGNS PCMS WITH CELLULAR COMMUNICATIONS					
CATEGORY	PROJECT	LOCATION	APPROX. SERVICE PERIOD DAYS	NO. IN SERVICE	643. 1051 SIGNS PCMS WITH CELLULAR COMMUNICATIONS DAY REMARKS
0010	1190- 11- 84	USH 53	10	2	20 DOUGLAS, BARRON, WASHBURN
TOTAL 0010			10	2	20

3

Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
15D12-07A	TRAFFIC CONTROL, LANE CLOSURE
15D12-07B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-03	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS)
15D15-05B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-04	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-04	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS
15D43-01	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS



INLET PROTECTION, TYPE A

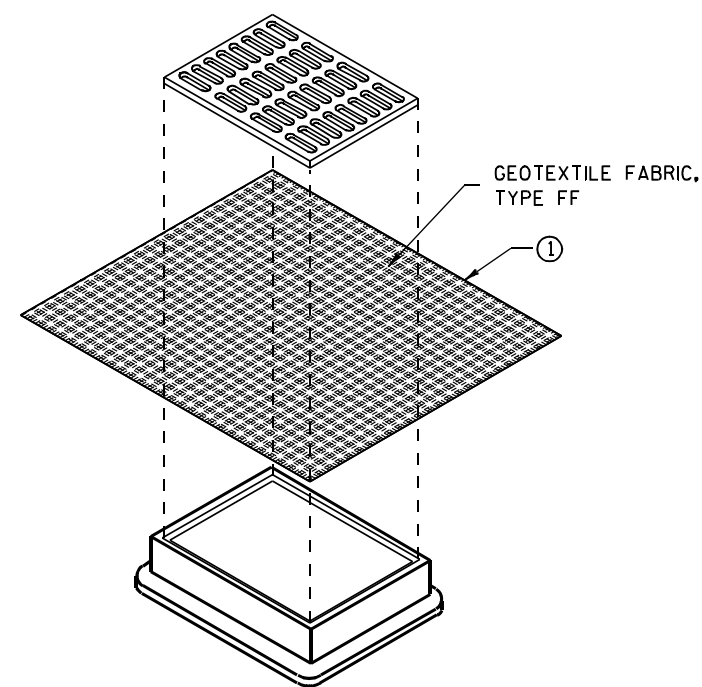
GENERAL NOTES

INLET PROTECTION DEVICES SHALL BE MAINTAINED OR REPLACED AT THE DIRECTION OF THE ENGINEER.

MANUFACTURED ALTERNATIVES APPROVED AND LISTED ON THE DEPARTMENT'S EROSION CONTROL PRODUCT ACCEPTABILITY LIST MAY BE SUBSTITUTED.

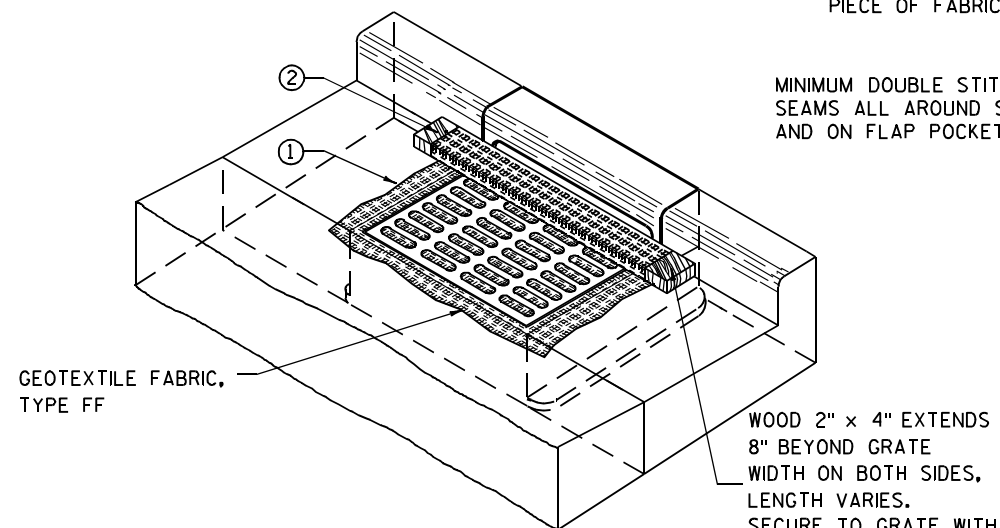
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

- ① FINISHED SIZE, INCLUDING FLAP POCKETS WHERE REQUIRED, SHALL EXTEND A MINIMUM OF 10" AROUND THE PERIMETER TO FACILITATE MAINTENANCE OR REMOVAL.
- ② FOR INLET PROTECTION, TYPE C (WITH CURB BOX), AN ADDITIONAL 18" OF FABRIC IS WRAPPED AROUND THE WOOD AND SECURED WITH STAPLES. THE WOOD SHALL NOT BLOCK THE ENTIRE HEIGHT OF THE CURB BOX OPENING.
- ③ FLAP POCKETS SHALL BE LARGE ENOUGH TO ACCEPT WOOD 2X4.



**INLET PROTECTION, TYPE B
(WITHOUT CURB BOX)**

(CAN BE INSTALLED IN ANY INLET WITHOUT A CURB BOX)



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

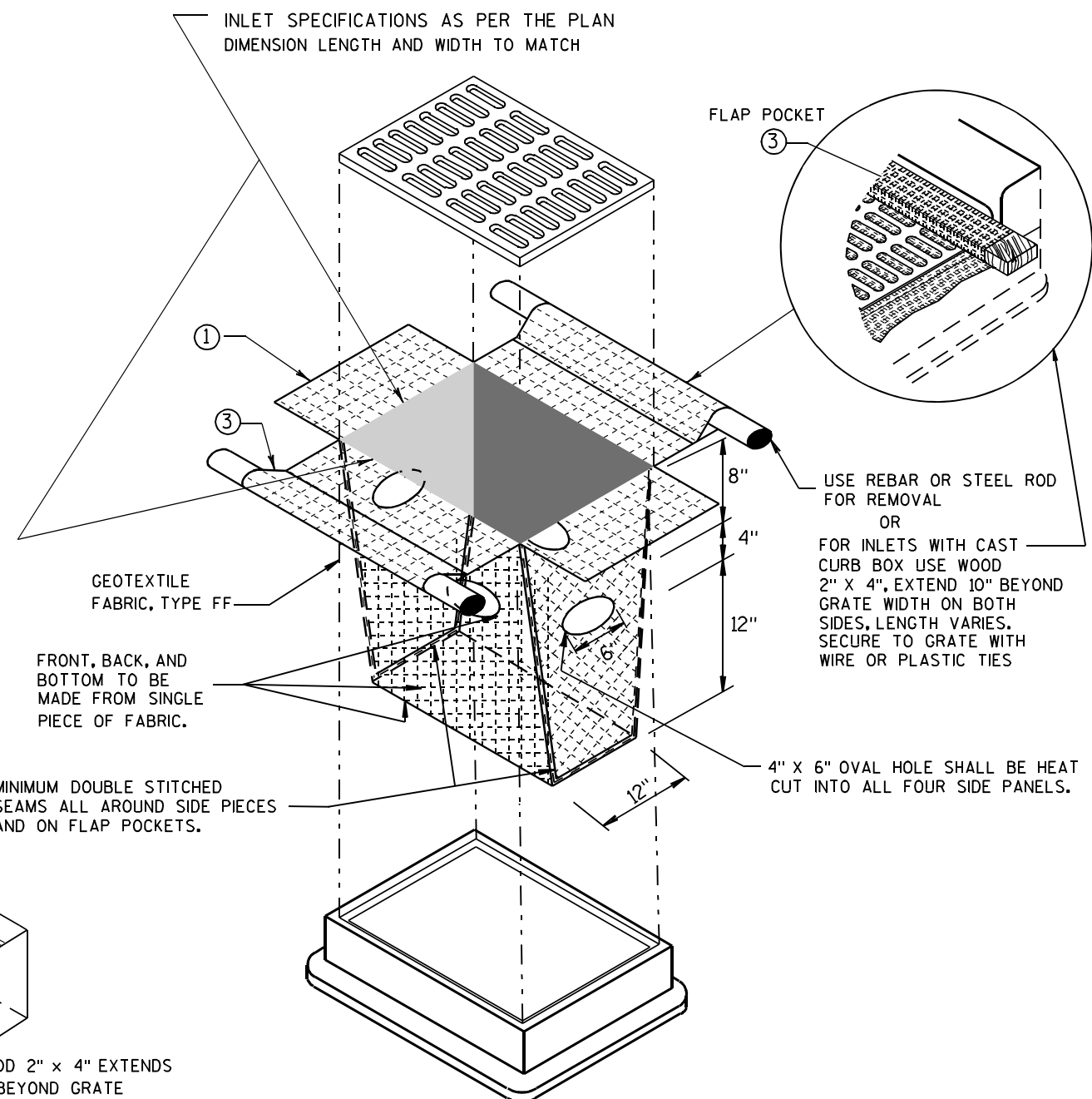
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

DO NOT INSTALL INLET PROTECTION TYPE D IN INLETS SHALLower THAN 30", MEASURED FROM THE BOTTOM OF THE INLET TO THE TOP OF THE GRATE.

TRIM EXCESS FABRIC IN THE FLOW LINE TO WITHIN 3" OF THE GRATE.

THE INSTALLED BAG SHALL HAVE A MINIMUM SIDE CLEARANCE, BETWEEN THE INLET WALLS AND THE BAG, MEASURED AT THE BOTTOM OF THE OVERFLOW HOLES, OF 3". WHERE NECESSARY THE CONTRACTOR SHALL CINCH THE BAG, USING PLASTIC ZIP TIES, TO ACHIEVE THE 3" CLEARANCE. THE TIES SHALL BE PLACED AT A MAXIMUM OF 4" FROM THE BOTTOM OF THE BAG.



INLET PROTECTION, TYPE D

(CAN BE INSTALLED IN ANY INLET TYPE WITH OR WITHOUT A CURB BOX AS PER NOTE ②)

**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Cannestra
DATE
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER

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.

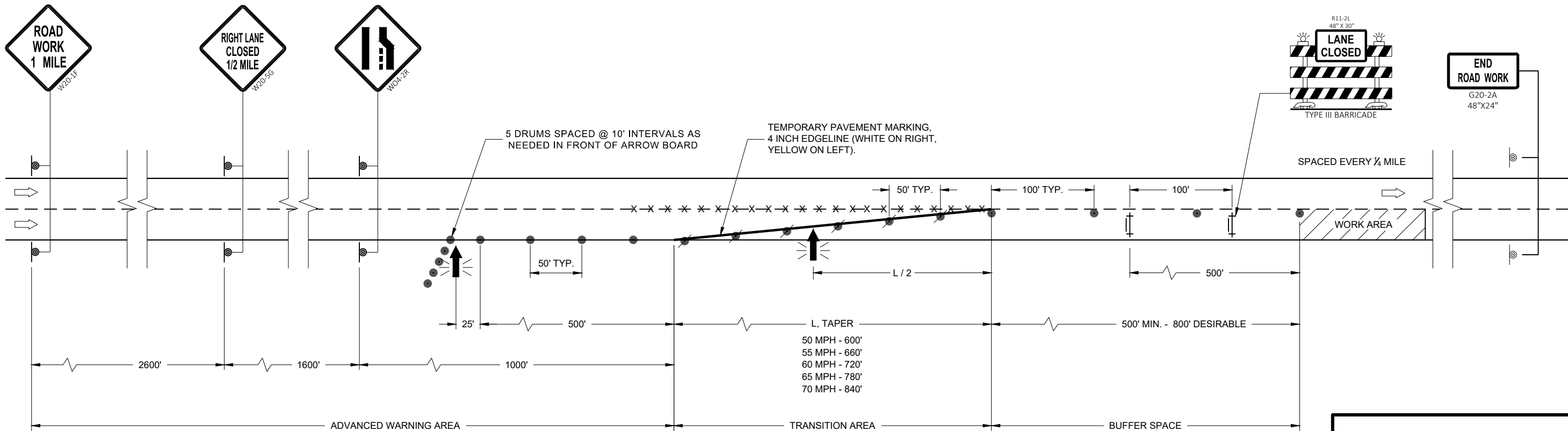
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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
DATE
/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.

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

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

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

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

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

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.

* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

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,
SPEED REDUCTION

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.

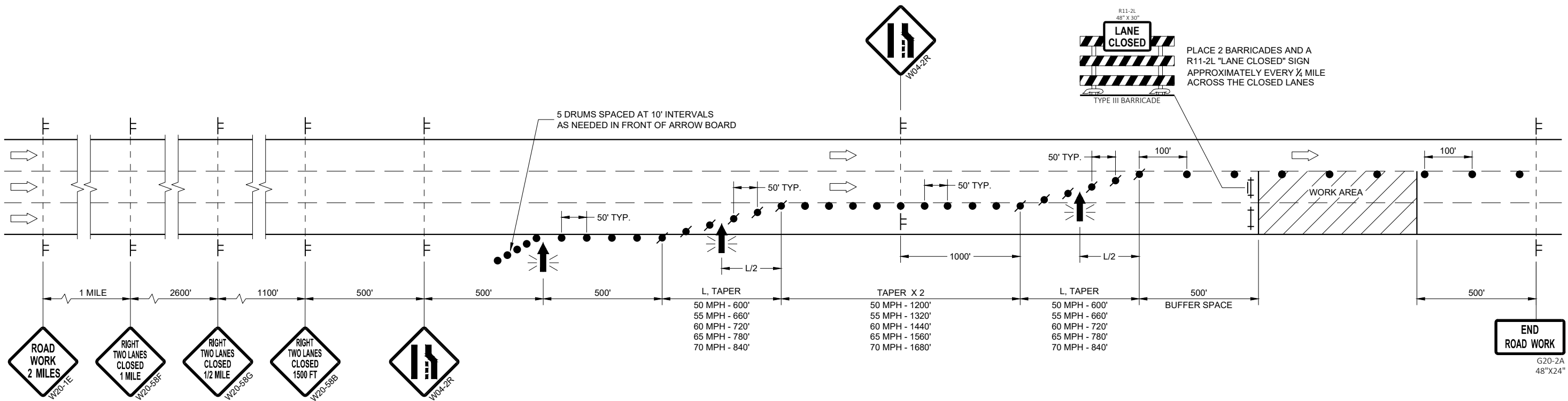
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS.

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.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2015
DATE
/S/ Andrew Heidtke
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.

IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS /OR DRUMS IN THE GORE BETWEEN THE EXIT RAMP AND MAINLINE TRAFFIC.

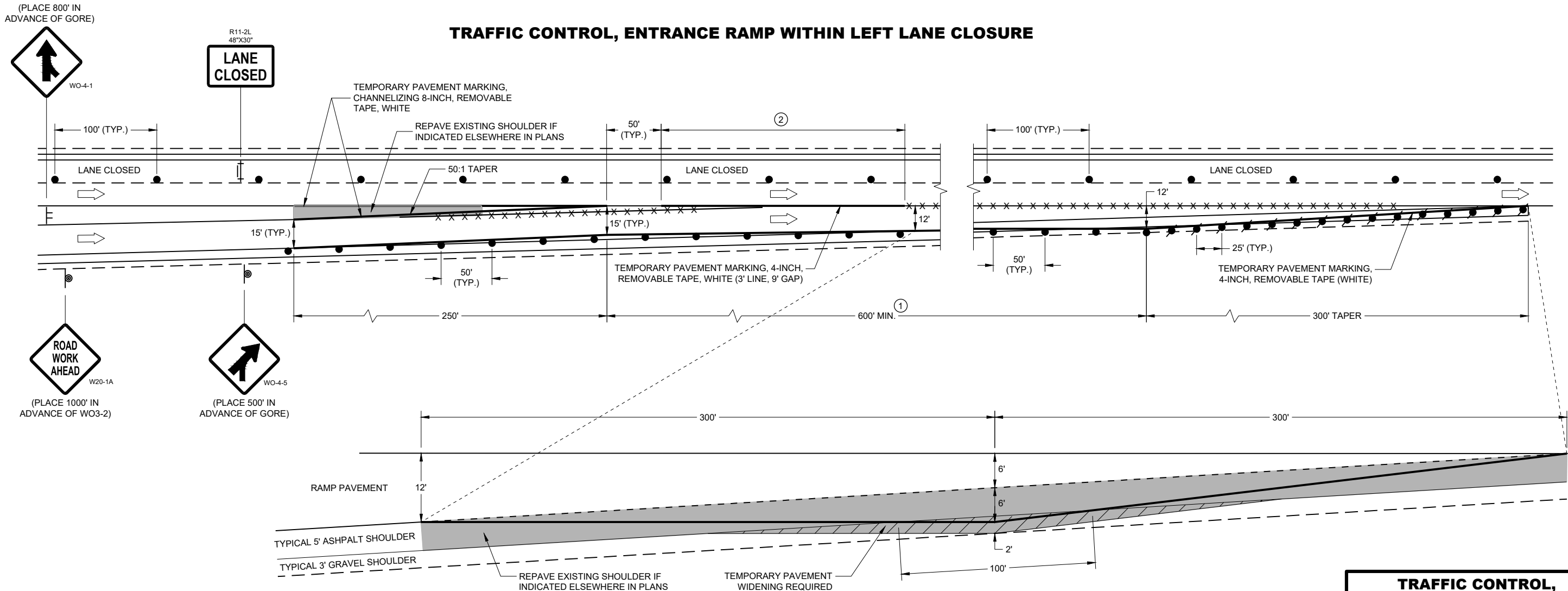
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

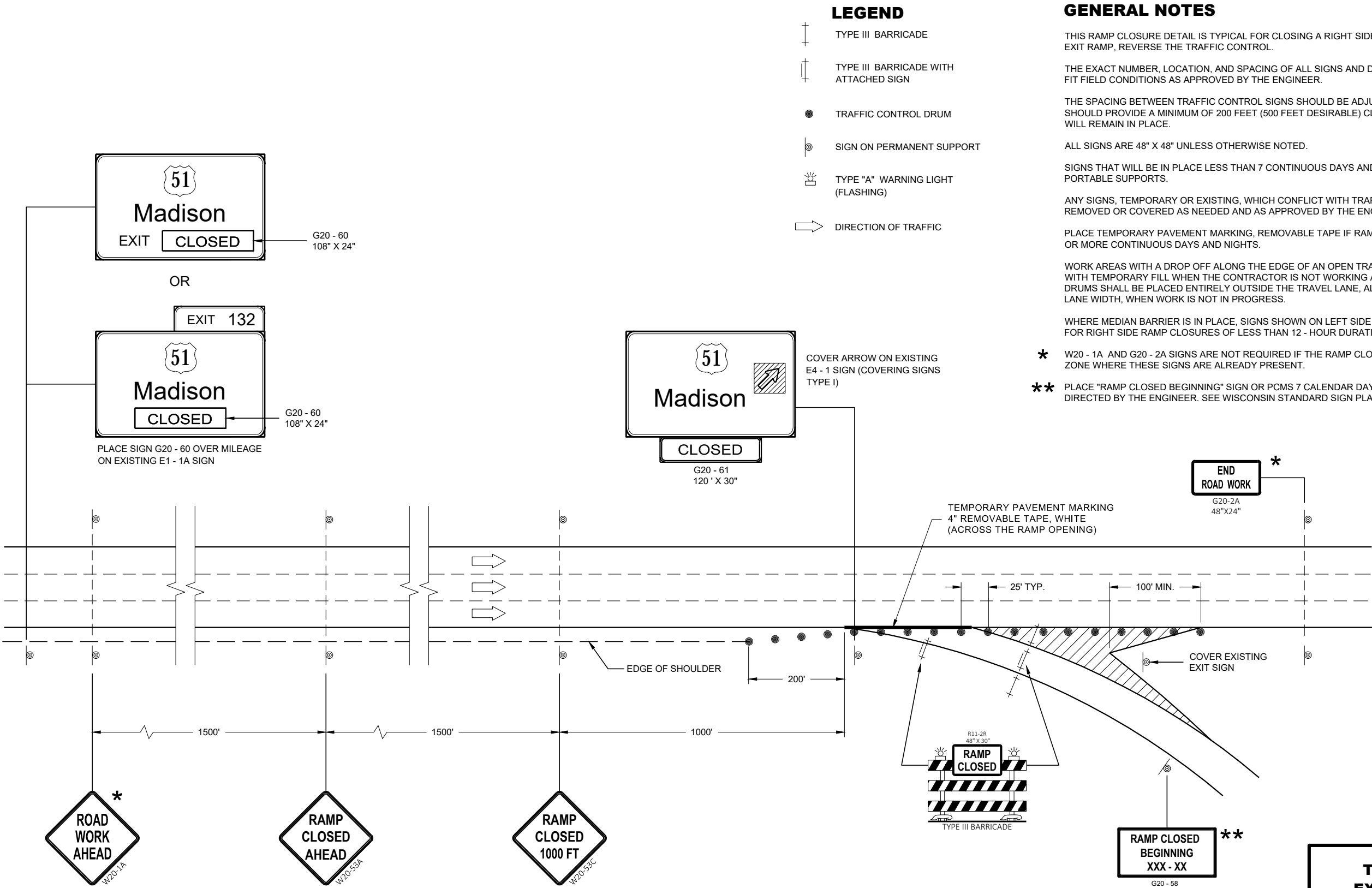
(EXISTING RAMP DIMENSIONS MAY VARY, ADJUST TEMPORARY PAVEMENT ACCORDINGLY)

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



LEGEND

- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- SIGN ON PERMANENT SUPPORT
- TYPE "A" WARNING LIGHT (FLASHING)
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS 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.

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

WORK AREAS WITH A DROP OFF ALONG THE EDGE OF AN OPEN TRAVEL LANE SHALL BE LEVELED WITH TEMPORARY FILL WHEN THE CONTRACTOR IS NOT WORKING ADJACENT TO THE TRAVEL LANE. DRUMS SHALL BE PLACED ENTIRELY OUTSIDE THE TRAVEL LANE, ALLOWING THE FULL UNOBSTRUCTED LANE WIDTH, WHEN WORK IS NOT IN PROGRESS.

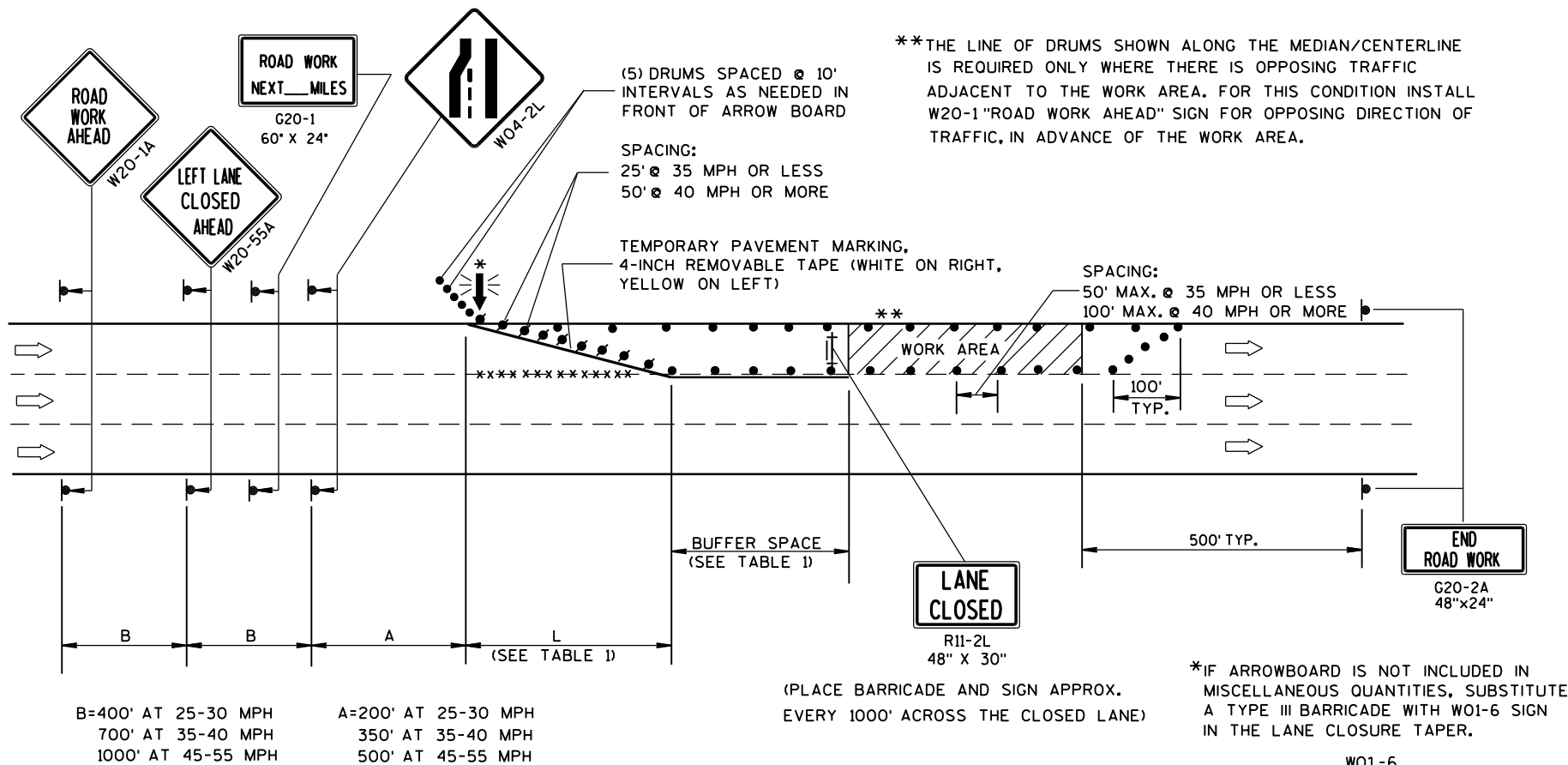
WHERE MEDIAN BARRIER IS IN PLACE, SIGNS SHOWN ON LEFT SIDE OF ROADWAY MAY BE OMITTED FOR RIGHT SIDE RAMP CLOSURES OF LESS THAN 12 - HOUR DURATION.

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

** PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

RAMP CLOSED BEGINNING XXX - XX	
G20 - 58 OR PCMS MESSAGING	
FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

TRAFFIC CONTROL EXIT RAMP CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2018 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



GENERAL NOTES

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

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

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

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

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

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

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

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

W20-1A, 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.

TABLE 1
TAPER AND BUFFER SPACE
FOR 12' LANE WIDTH

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

FOR LANE WIDTH OTHER THAN 12':

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

LEGEND

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

TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡➡ FLASHING ARROW BOARD
- ▨ WORK AREA

GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

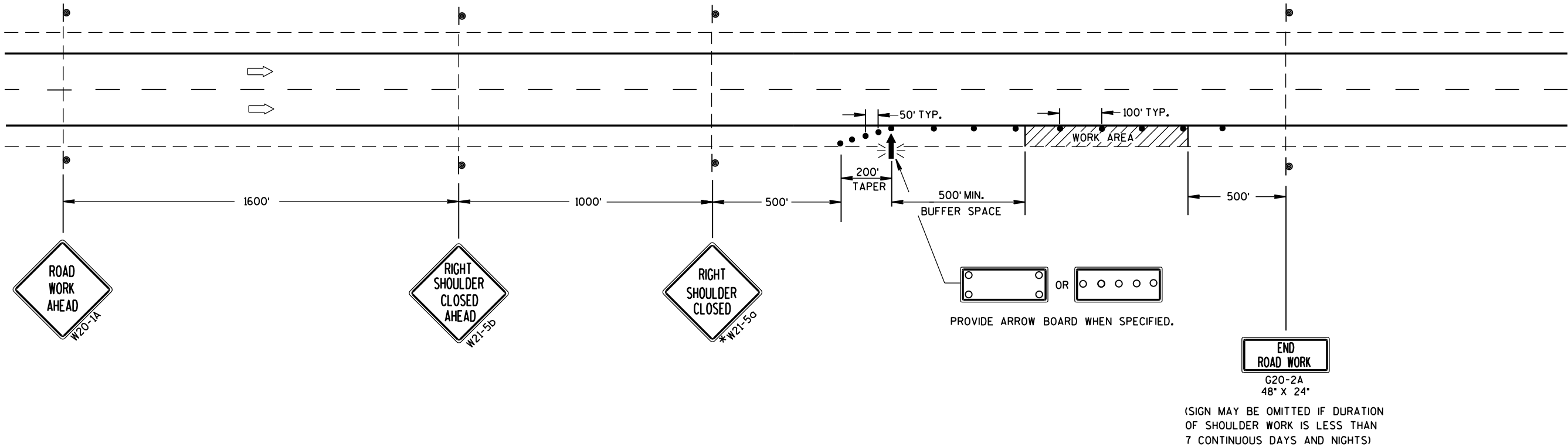
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

WHEN A 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.

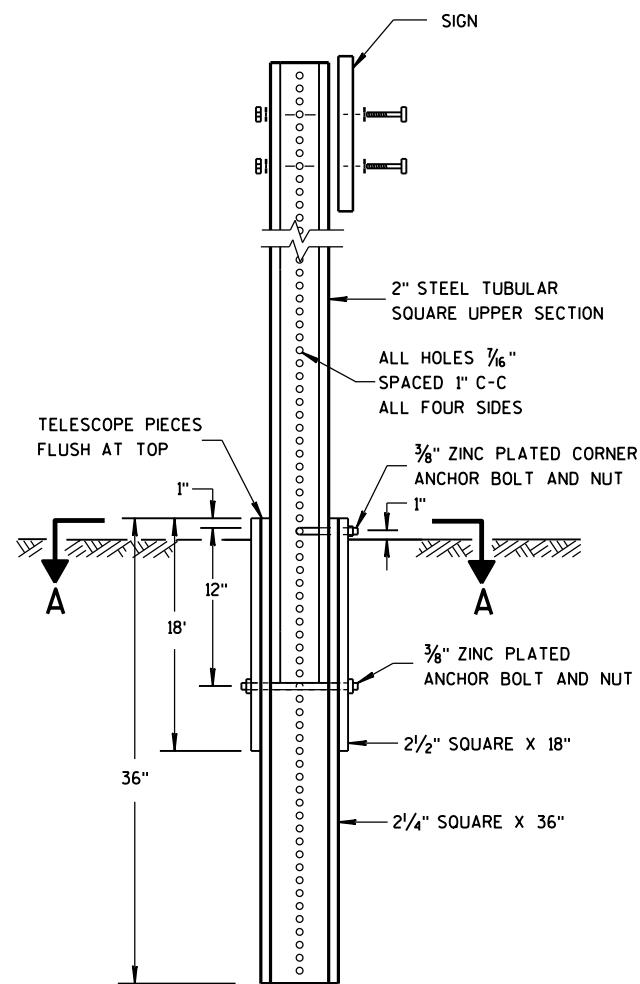
*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-5a SIGN MAY BE OMITTED.



TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



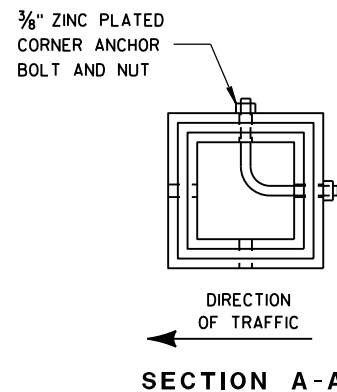
DETAIL OF TUBULAR
STEEL SIGN POST

TUBULAR STEEL POSTS

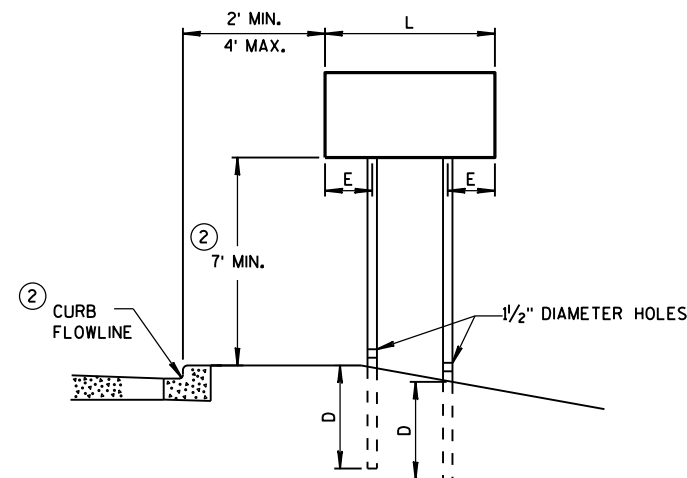
AREA OF SIGN INSTALLATION (SQ. FT.)	NUMBER OF REQUIRED TUBULAR STEEL POSTS
9 OR LESS	1
GREATER THAN 9 LESS THAN OR EQUAL TO 18	2
GREATER THAN 18 LESS THAN OR EQUAL TO 27	3

SIGNS WIDER THAN 3 FEET OR LARGER THAN 9 SQ. FT. SHALL
BE MOUNTED ON MULTIPLE POSTS (SEE ABOVE TABLE).

SIGNS LARGER THAN 27 SQ. FT. SHALL NOT BE MOUNTED
ON TUBULAR STEEL POSTS.



SECTION A-A

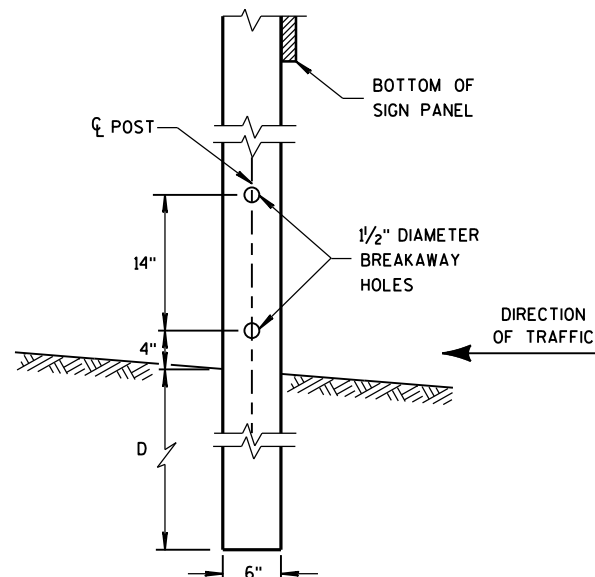


URBAN AREA

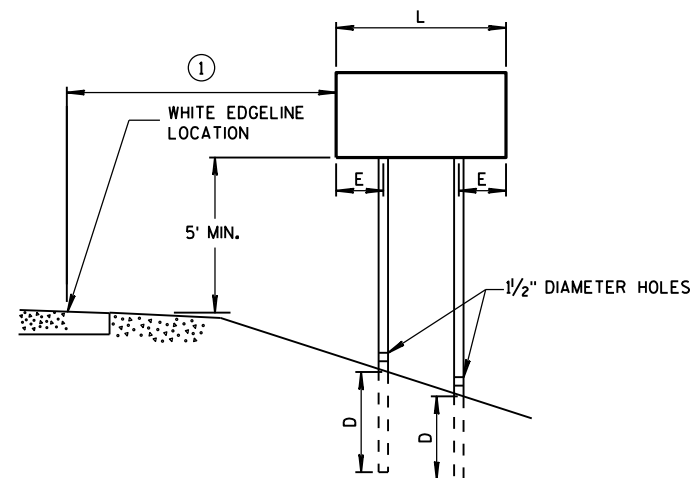
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

WOOD POST
EMBEDMENT DEPTH

AREA OF SIGN INSTALLATION (SQ. FT.)	D (MIN)
20 OR LESS	4'
GREATER THAN 20	5'



4"X6" WOOD POST
MODIFICATION



RURAL AREA

4" X 6" WOOD POST

POST SPACING REQUIREMENTS		NUMBER OF WOOD POSTS REQUIRED
L	E	
48" OR LESS AND LESS THAN 20 SQ. FT.	-	1
LESS THAN 60"	12"	2
60" TO 120"	L/5	2
GREATER THAN 120" LESS THAN 168"	12"	3
168" AND GREATER	12"	4

SEE NOTE ③

GENERAL NOTES

- ① 6 FEET FROM THE EDGE OF PAVEMENT (EDGE LINE LOCATION) UNLESS OTHERWISE DIRECTED BY THE PROJECT ENGINEER. LATERAL OFFSET SHOULD BE ADJUSTED TO AVOID THE DITCH FLOWLINE.
- ② 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. IF NO SIDEWALK AND NO PARKING, VERTICAL CLEARANCE MAY BE REDUCED TO 5 FOOT MINIMUM. OFFSET OF SIGNS IS MEASURED FROM THE CURB FLOWLINE.
- ③ FOR SIGNS REQUIRING 4 POSTS, SPACE INTERMEDIATE POSTS EVENLY.

TEMPORARY TRAFFIC CONTROL
SIGN MOUNTING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



NUTS, BOLTS AND LAGS USED FOR MOUNTING SIGNS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3
- B. 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.

- WOOD POSTS (4" x 4" or 4" x 6")
- LAG SCREWS - 3/8" x 3"
 - MACHINE BOLTS - 5/16" x 6-1/2" OR 7" LENGTH W/ NUTS








- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - 3/8" x 3-1/4" LENGTH W/ NUTS
 - RIVETS - 9/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH

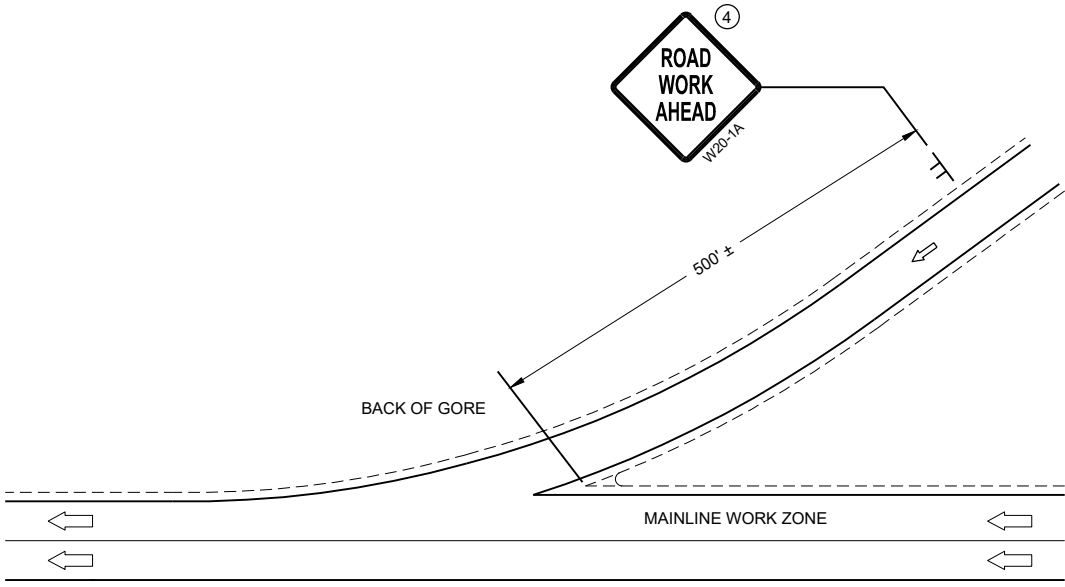
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL
 - 1-1/4" O.D. x 3/8" I.D. x .080 NYLON FOR ALL TYPE H SIGNS

* 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. FOR A SINGLE POST INSTALLATION, ALL SIGNS GREATER THAN 9 SQ. FT. REQUIRE THE USE OF 3 FASTENERS.

ATTACHMENT OF SIGNS TO POSTS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2017 DATE	/S/ Andrew Heidtke WORK ZONE 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)
-  PORTABLE CHANGEABLE MESSAGE SIGN
-  WORK AREA



GENERAL NOTES

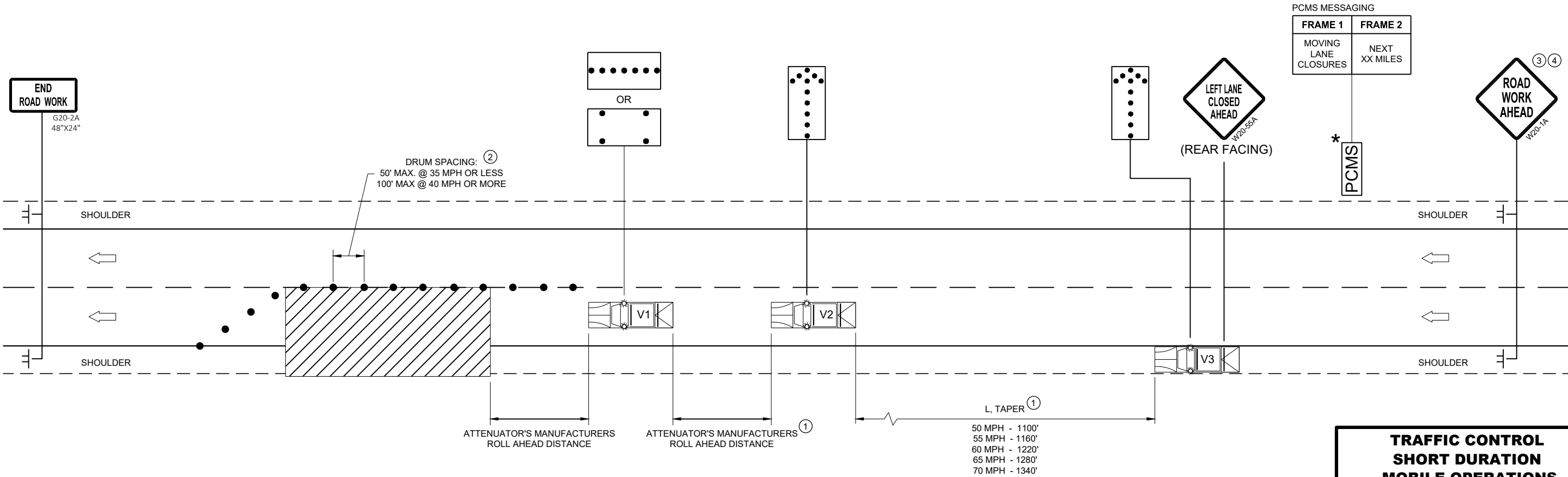
- SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.
- MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED 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



TRAFFIC CONTROL
SHORT DURATION
MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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