

GRE

MARCH 2021

PROJECT ID: 1009-33-25 1009-33-32

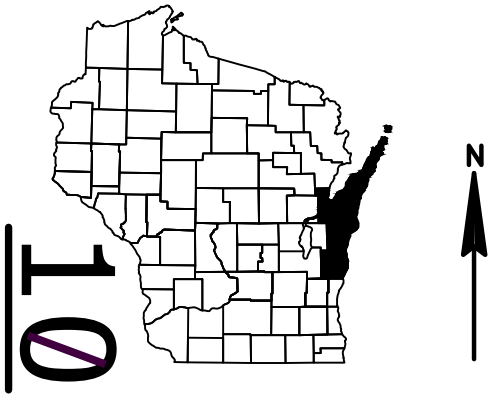
WITH:

COUNTY: NORTHEAST 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	Cross Sections

TOTAL SHEETS = 42



DESIGN DESIGNATION 1009-33-35

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

CONVENTIONAL SYMBOLS

<u>PLAN</u>	
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	

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

REGION WIDE DECK SEALING FY21

VARIOUS BACKBONE ROUTES STH

VAR HWY

NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-25

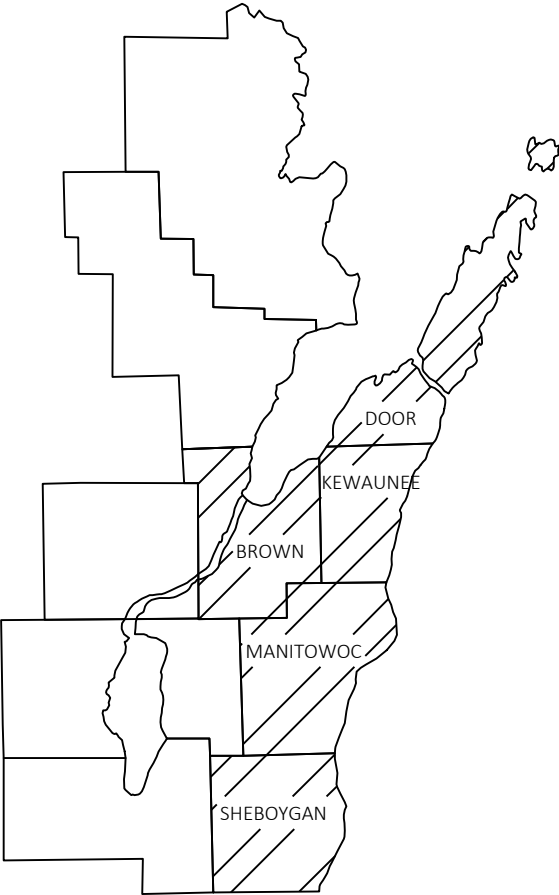
REGION WIDE DECK SEALING FY21

VARIOUS 3R/LCB ROUTES STH

VAR HWY

NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-32



LAYOUT
SCALE 0 30 MI

TOTAL NET LENGTH OF CENTERLINE = N/A

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-33-25		
1009-33-32		

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	
Designer	B. HARDY
Project Manager	J. ASHAUER
Regional Examiner	
Regional Supervisor	T. RABE

APPROVED FOR THE DEPARTMENT
DATE: 10-30-20

(Signature)

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GENERAL NOTES

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

THE CONTRACTOR WILL ENSURE THE DECK SEALING MATERIAL WILL NOT REACH SURFACE WATER. REPORT ANY INCIDENTAL SPILLS TO THE WDNR OFFICE WITHIN 24 HOURS OR THE TOLL FREE HOTLINE, 1-800-943-0003, IF WDNR CONTACT IS NOT AVAILABLE.

ANY INCIDENTAL GROUND DISTURBANCES WILL BE RESTORED AS SOON AS CONDITIONS PERMIT. USE APPROPRIATE EROSION CONTROL DEVICES UNTIL RESTORATION OF DISTURBED SOILS ARE COMPLETE.

ANY MATERIAL INADVERTENTLY FALLING ONTO THE
STREAMBED AND BANKS AND/OR WETLANDS WILL
BE REMOVED IMMEDIATELY

WASTE OR EXCESS MATERIALS WILL NOT BE DISPOSED OF IN FLOODPLAINS, WETLANDS OR WATERWAYS.



Dial **811** or (800)242-8511

www.DiggersHotline.com

DNR AREA LIAISON

BROWN COUNTY
JIM DOPERALSKI
DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVE
GREEN BAY, WI 54313
PHONE: (920) 412-0165
EMAIL: JAMES.DOPERALSKI@WISCONSIN.GOV

DOOR, KEWAUNEE, MANITOWOC COUNTIES
MATT SCHAEVE
DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVE
GREEN BAY, WI 54313
PHONE: (920) 366-1544
EMAIL: MATTHEW.SCHAEVE@WISCONSIN.GOV

SHEBOYGAN COUNTY
JAY SCHIEFELBEIN
DEPARTMENT OF NATURAL RESOURCES
2984 SHAWANO AVE
GREEN BAY, WI 54313
PHONE: (920) 360-3784
EMAIL: JAY.SCHIEFELBEIN@WISCONSIN.GOV

Northeast Region Project Manager

JEREMY ASHAUER
944 VANDERPERREN WAY
GREEN BAY, WI 54304
PHONE: (920) 412-6381
EMAIL: JEREMY.ASHAUER@DOT.WI.GOV

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
IH 43							
BROWN	B-05-0187	IH 43 NB	GLENMORE RD	LANE CLOSURE	THURS: 2PM-6PM	FRI: 10AM-7PM	SAT: 10AM-1PM
BROWN	B-05-0188	IH 43 SB	GLENMORE RD	LANE CLOSURE	SUN: 10AM-6PM		
BROWN	B-05-0194	ALLOUEZ AVE	IH 43	FLAGGING OPERATION			
BROWN	B-05-0196	USH 141-STH 29	IH 43	FLAGGING OPERATION	MON-FRI: 4PM-6PM		
BROWN	B-05-0198	CTH JJ	IH 43	FLAGGING OPERATION	MON-FRI: 6AM-8PM		
BROWN	B-05-0201	GREENBRIER RD	IH 43	FLAGGING OPERATION			
BROWN	B-05-0227	MILITARY AVE	IH 43	FLAGGING OPERATION			
BROWN	B-05-0234	COOPERSTOWN RD	IH 43	FLAGGING OPERATION			
BROWN	B-05-0240	IH 43 SB	TOWN HALL RD	LANE CLOSURE	SUN: 10AM-6PM		
BROWN	B-05-0241	IH 43 NB	TOWN HALL RD	LANE CLOSURE	THURS: 2PM-6PM	FRI: 10AM-7PM	SAT: 10AM-1PM
BROWN	B-05-0242	LANGES CONRNER ROAD	IH 43	FLAGGING OPERATION			
BROWN	B-05-0247	IH 43 SB	SHADOW LANE	LANE CLOSURE	SUN: 10AM-6PM		
BROWN	B-05-0248	IH 43 NB	SHADOW LANE	LANE CLOSURE	THURS: 2PM-6PM	FRI: 10AM-7PM	SAT: 10AM-1PM
BROWN	B-05-0254	NORTH RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0037	S CLEVELAND RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0039	CTH XX	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0040	IH 43 SB	CTH F	LANE CLOSURE	SUN: 10AM-6PM		
MANITOWOC	B-36-0043	FISHER CREEK RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0045	CTH X	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0046	POINT CREEK RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0047	IH 43 SB	POINT CREEK	LANE CLOSURE	SUN: 10AM-6PM		
MANITOWOC	B-36-0050	IH 43 SB	CTH C	LANE CLOSURE	SUN: 10AM-6PM		
MANITOWOC	B-36-0051	IH 43 NB	CTH C	LANE CLOSURE	THURS: 2PM-6PM	FRI: 11AM-7PM	SAT: 10AM-12PM
MANITOWOC	B-36-0056	IH 43 SB	CLOVER RD	LANE CLOSURE	SUN: 10AM-6PM		
MANITOWOC	B-36-0057	IH 43 NB	CLOVER RD	LANE CLOSURE	THURS: 2PM-6PM	FRI: 11AM-7PM	SAT: 10AM-12PM
MANITOWOC	B-36-0059	SLIVER CREEK ROAD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0069	MIDDLE RD	IH43-STH 42	FLAGGING OPERATION			
MANITOWOC	B-36-0074	COUNTY LINE RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0079	ROCKWOOD RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0080	REIFS MILL RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0083	HIDDEN VALLEY RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0084	POLIFKA RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0085	CTH P	IH 43 - USH 10	FLAGGING OPERATION			
MANITOWOC	B-36-0088	FISCHERVILLE RD (CTH Y)	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0089	ZANDER RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0090	GREENSTREET RD	IH 43	FLAGGING OPERATION			
MANITOWOC	B-36-0093	IH 43 SB	STH 147	LANE CLOSURE	SUN: 10AM-6PM		
MANITOWOC	B-36-0104	IH 43 NB	ROSECRANS RD	LANE CLOSURE	THURS: 2PM-6PM	FRI: 11AM-7PM	SAT: 10AM-12PM

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS	WORK RESTRICTIONS
IH 43 Continued							
SHEBOYGAN	B-59-0029	IH 43 NB	CNW RR	LANE CLOSURE	THURS: 1PM-6PM	FRI: 10AM-7PM	SAT: 10AM-1PM
SHEBOYGAN	B-59-0040	IH 43 SB	DEWITT RD	LANE CLOSURE	FRI: 1PM-6PM	SAT: 11AM-3PM	SUN: 10AM-7PM
SHEBOYGAN	B-59-0041	IH 43 NB	DEWITT RD	LANE CLOSURE	THURS: 1PM-6PM	FRI: 10AM-7PM	SAT: 10AM-1PM
SHEBOYGAN	B-59-0044	CTH KK	IH 43	FLAGGING OPERATION			
SHEBOYGAN	B-59-0052	IH 43 SB	CNW RR	LANE CLOSURE	FRI: 1PM-6PM	SAT: 11AM-3PM	SUN: 10AM-7PM
SHEBOYGAN	B-59-0068	GARTON RD	IH 43	FLAGGING OPERATION			
SHEBOYGAN	B-59-0069	ROE RD	IH 43	FLAGGING OPERATION			
SHEBOYGAN	B-59-0073	ORCHARD RD	IH 43	FLAGGING OPERATION			

TRAFFIC CONTROL AND WORK RESTRICTIONS

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS
USH 10					
MANITOWOC	B-36-0892	USH 10-MAIN STREET	MUD CREEK	FLAGGING OPERATION	

STH 23					
SHEBOYGAN	B-59-0080	CTH Y	STH 23	LANE CLOSURE	
SHEBOYGAN	B-59-0091	STH 23 EB	STH 67	LANE CLOSURE	
SHEBOYGAN	B-59-0097	STH 23 EB	SUNSET DRIVE/RR	LANE CLOSURE	
SHEBOYGAN	B-59-0179	CTH C	STH 23	FLAGGING OPERATION	
SHEBOYGAN	B-59-0180	STH 23 WB	SUNSET DRIVE	LANE CLOSURE	
SHEBOYGAN	B-59-0309	STH 23 WB	STH 67	LANE CLOSURE	

STH 29					
KEWAUNEE	B-31-0067	STH 29	EAST TWIN RIVER	FLAGGING OPERATION	

STH 32					
MANITOWOC	B-36-0011	STH 32 NB-STH 57 NB	SHEBOYGAN RIVER	LANE CLOSURE	
MANITOWOC	B-36-0137	STH 32 SB-STH 57 SB	SHEBOYGAN RIVER	LANE CLOSURE	
SHEBOYGAN	B-59-0027	STH 32	ONION RIVER	FLAGGING OPERATION	
SHEBOYGAN	B-59-0134	STH 32-WISCONSIN DR	FISHER CREEK	FLAGGING OPERATION	

STH 42					
MANITOWOC	B-36-0112	USH 10 W-STH 42 S	MANITOWOC CREEK	LANE CLOSURE	
MANITOWOC	B-36-0113	USH 10 E-STH 42 N	MANITOWOC CREEK	LANE CLOSURE	
MANITOWOC	B-36-0114	USH 10 W-STH 42 S	WHITEWATER DRIVE	LANE CLOSURE	
MANITOWOC	B-36-0115	USH 10 E-STH 42 N	WHITEWATER DRIVE	LANE CLOSURE	
SHEBOYGAN	B-59-0066	STH 42	PIGEON RIVER	FLAGGING OPERATION	

STH 57					
DOOR	B-15-0005	STH 42 SB-STH 57 SB	GREEN BAY ROAD	LANE CLOSURE	SUN: 12PM-6PM
DOOR	B-15-0006	STH 42 NB-STH 57 NB	GREEN BAY ROAD	LANE CLOSURE	FRI: 12PM-7PM
DOOR	B-15-0016	STH 57 SB	AHNAPEE RIVER	LANE CLOSURE	SUN: 12PM-6PM
DOOR	B-15-0017	STH 57 NB	AHNAPEE RIVER	LANE CLOSURE	FRI: 12PM-7PM
DOOR	B-15-0021	STH 57 NB	RENARD CREEK	LANE CLOSURE	FRI: 12PM-7PM
DOOR	B-15-0022	STH 57 SB	RENARD CREEK	LANE CLOSURE	SUN: 12PM-6PM
KEWAUNEE	B-31-0086	CTH S	STH 57	FLAGGING OPERATION	
SHEBOYGAN	B-59-0006	STH 57	SHEBOYGAN RIVER	FLAGGING OPERATION	
SHEBOYGAN	B-59-0013	STH 28 EB/ STH 57 NB (MILL ST)	ONION RIVER	LANE CLOSURE	
SHEBOYGAN	B-59-0158	STH 28 WB/ STH 57 SB (MILL ST)	ONION RIVER	LANE CLOSURE	
SHEBOYGAN	B-59-0308	STH 57	CTH A	FLAGGING OPERATION	

TRAFFIC CONTROL AND WORK RESTRICTIONS

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS
STH 67					
MANITOWOC	B-36-0132	STH 67	SHEBOYGAN RIVER	LANE SHIFT	
STH 147					
MANITOWOC	B-36-0109	STH 147	EAST TWIN RIVER	FLAGGING OPERATION	
MANITOWOC	B-36-0135	STH 147	WEST TWIN RIVER	FLAGGING OPERATION	
USH 151					
MANITOWOC	B-36-0026	USH 151	SILVER CREEK	FLAGGING OPERATION	
MANITOWOC	B-36-0210	USH 151	CEDAR CREEK	FLAGGING OPERATION	
MANITOWOC	B-36-0211	USH 151	BRANCH OF MANITOWOC RIVER	FLAGGING OPERATION	
LOCAL					
DOOR	B-15-0100-001	MICHIGAN STREET	STURGEON BAY	FLAGGING OPERATION	
DOOR	B-15-0100-002	MICHIGAN STREET	STURGEON BAY	FLAGGING OPERATION	
DOOR	B-15-0100-004	MICHIGAN STREET	STURGEON BAY	FLAGGING OPERATION	

Estimate Of Quantities

		1009-33-25		1009-33-32			
Line	Item	Item Description	Unit	Total	Qty	Qty	
0002	502.3215.S	Protective Surface Treatment Reseal	SY	84,111.000	51,753.000	32,358.000	
0004	619.1000	Mobilization	EACH	1.000	0.620	0.380	
0006	643.1050	Traffic Control Signs PCMS	DAY	112.000	84.000	28.000	
0008	SPV.0105	Special 01. Traffic Control 1009-33-25	LS	1.000	1.000		
0010	SPV.0105	Special 02. Traffic Control 1009-33-32	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
1009-33-25	BROWN	IH 43 NB	IH 43	GLENMORE RD	B-05-0187	137.1	113	0	609	722	
1009-33-25	BROWN	IH 43 SB	IH 43	GLENMORE RD	B-05-0188	137.1	113	0	609	722	
1009-33-25	BROWN	ALLOUEZ AVE	IH 43	IH 43	B-05-0194	443.8	256	0	1,775	2032	
1009-33-25	BROWN	USH 141-STH 29	IH 43	IH 43	B-05-0196	257.2	209	0	1,257	1466	
1009-33-25	BROWN	CTH JJ	IH 43	IH 43	B-05-0198	307.2	213	777	2,936	3925	
1009-33-25	BROWN	GREENBRIER RD	IH 43	IH 43	B-05-0201	288.1	167	432	1,409	2007	
1009-33-25	BROWN	MILITARY AVE	IH 43	IH 43	B-05-0227	217.2	152	139	1,098	1389	
1009-33-25	BROWN	COOPERSTOWN RD	IH 43	IH 43	B-05-0234	290.0	235	0	967	1202	
1009-33-25	BROWN	IH 43 SB	IH 43	TOWN HALL RD	B-05-0240	133.8	109	0	595	704	
1009-33-25	BROWN	IH 43 NB	IH 43	TOWN HALL RD	B-05-0241	133.8	109	0	595	704	
1009-33-25	BROWN	LANGES CONRNER ROAD	IH 43	IH 43	B-05-0242	259.3	213	0	980	1193	
1009-33-25	BROWN	IH 43 SB	IH 43	SHADOW LANE	B-05-0247	150.4	124	0	668	792	
1009-33-25	BROWN	IH 43 NB	IH 43	SHADOW LANE	B-05-0248	171.4	141	0	762	903	
1009-33-25	BROWN	NORTH RD	IH 43	IH 43	B-05-0254	243.6	200	0	812	1012	
BROWN COUNTY TOTAL										18772	
* 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
1009-33-25	MANITOWOC	S CLEVELAND RD	IH 43	IH 43	B-36-0037	219.2	188	0	828	1016	
1009-33-25	MANITOWOC	CTH XX	IH 43	IH 43	B-36-0039	262.2	213	7	1,806	2026	
1009-33-25	MANITOWOC	IH 43 SB	IH 43	CTH F	B-36-0040	118.0	98	0	525	623	
1009-33-25	MANITOWOC	FISHER CREEK RD	IH 43	IH 43	B-36-0043	303.2	246	0	1,011	1257	
1009-33-25	MANITOWOC	CTH X	IH 43	IH 43	B-36-0045	347.2	297	0	1,312	1609	
1009-33-25	MANITOWOC	POINT CREEK RD	IH 43	IH 43	B-36-0046	345.7	295	0	1,153	1448	
1009-33-25	MANITOWOC	IH 43	IH 43	POINT CREEK	B-36-0047	91.3	86	0	539	625	
1009-33-25	MANITOWOC	IH 43 SB	IH 43	CTH C	B-36-0050	195.6	161	0	869	1030	
1009-33-25	MANITOWOC	IH 43 NB	IH 43	CTH C	B-36-0051	195.6	161	0	869	1030	
1009-33-25	MANITOWOC	IH 43 SB	IH 43	CLOVER RD	B-36-0056	118.7	94	0	527	622	
1009-33-25	MANITOWOC	IH 43 NB	IH 43	CLOVER RD	B-36-0057	118.7	94	0	527	622	
1009-33-25	MANITOWOC	SLIVER CREEK ROAD	IH 43	IH 43	B-36-0059	221.7	180	0	788	968	
1009-33-25	MANITOWOC	MIDDLE RD	IH 43	IH43-STH 42	B-36-0069	249.2	212	0	831	1043	
1009-33-25	MANITOWOC	COUNTY LINE RD	IH 43	IH 43	B-36-0074	228.2	195	0	761	956	
1009-33-25	MANITOWOC	ROCKWOOD RD	IH 43	IH 43	B-36-0079	249.2	202	0	831	1033	
1009-33-25	MANITOWOC	REIFS MILL RD	IH 43	IH 43	B-36-0080	221.1	189	0	737	926	
1009-33-25	MANITOWOC	HIDDEN VALLEY RD	IH 43	IH 43	B-36-0083	222.7	191	0	742	933	
1009-33-25	MANITOWOC	POLIFKA RD	IH 43	IH 43	B-36-0084	386.7	331	0	1,289	1620	
1009-33-25	MANITOWOC	CTH P	IH 43	IH 43 - USH 10	B-36-0085	246.8	211	0	1,097	1308	
1009-33-25	MANITOWOC	FISCHERVILLE RD (CTH Y)	IH 43	IH 43	B-36-0088	234.8	201	0	783	984	
1009-33-25	MANITOWOC	ZANDER RD	IH 43	IH 43	B-36-0089	344.2	279	0	1,147	1427	
1009-33-25	MANITOWOC	GREENSTREET RD	IH 43	IH 43	B-36-0090	253.7	217	0	855	1072	
1009-33-25	MANITOWOC	IH 43 SB	IH 43	STH 147	B-36-0093	163.8	133	0	728	861	
1009-33-25	MANITOWOC	IH 43 NB	IH 43	ROSECRANS RD	B-36-0104	124.7	101	0	554	655	

MANITOWOC COUNTY TOTAL25690

* 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
1009-33-32	DOOR	STH 42 SB-STH 57 SB	STH 57	GREEN BAY ROAD	B-15-0005	109.5	90	0	456	546	
1009-33-32	DOOR	STH 42 NB-STH 57 NB	STH 57	GREEN BAY ROAD	B-15-0006	109.5	90	0	456	546	
1009-33-32	DOOR	STH 57 SB	STH 57	AHNAPEE RIVER	B-15-0016	59.0	48	0	262	310	
1009-33-32	DOOR	STH 57 NB	STH 57	AHNAPEE RIVER	B-15-0017	70.1	57	0	312	369	
1009-33-32	DOOR	STH 57 NB	STH 57	RENARD CREEK	B-15-0021	42.5	0	0	198	198	
1009-33-32	DOOR	STH 57 SB	STH 57	RENARD CREEK	B-15-0022	42.1	0	0	198	198	
1009-33-32	DOOR	MICHIGAN STREET	LOC	STURGEON BAY	B-15-0100-001	150.0	154	137	400	691	
1009-33-32	DOOR	MICHIGAN STREET	LOC	STURGEON BAY	B-15-0100-002	291.6	81	275	778	1133	
1009-33-32	DOOR	MICHIGAN STREET	LOC	STURGEON BAY	B-15-0100-004	809.6	225	752	2,159	3135	

DOOR COUNTY TOTAL7127

* 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
1009-33-32	KEWAUNEE	STH 29	STH 29	EAST TWIN RIVER	B-31-0067	28.7	0	0	195	195	
1009-33-32	KEWAUNEE	CTH S	STH 57	STH 57	B-31-0086	223.8	155	166	895	1217	

KEWAUNEE COUNTY TOTAL1411

* 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
1009-33-32	MANITOWOC	STH 32 NB-STH 57 NB	STH 32	SHEBOYGAN RIVER	B-36-0011	81.0	66	0	360	426	
1009-33-32	MANITOWOC	USH 151	USH 151	SILVER CREEK	B-36-0026	45.5	0	0	232	232	
1009-33-32	MANITOWOC	STH 147	STH 147	EAST TWIN RIVER	B-36-0109	147.2	0	0	685	685	
1009-33-32	MANITOWOC	USH 10 W-STH 42 S	STH 42	MANITOWOC CREEK	B-36-0112	268.0	186	261	834	1281	
1009-33-32	MANITOWOC	USH 10 E-STH 42 N	STH 42	MANITOWOC CREEK	B-36-0113	268.0	186	261	834	1281	
1009-33-32	MANITOWOC	USH 10 W-STH 42 S	STH 42	WHITEWATER DRIVE	B-36-0114	128.0	89	124	398	612	
1009-33-32	MANITOWOC	USH 10 E-STH 42 N	STH 42	WHITEWATER DRIVE	B-36-0115	128.0	89	124	398	612	
1009-33-32	MANITOWOC	STH 67	STH 67	SHEBOYGAN RIVER	B-36-0132	93.5	65	58	457	580	
1009-33-32	MANITOWOC	STH 147	STH 147	WEST TWIN RIVER	B-36-0135	212.7	173	0	851	1023	
1009-33-32	MANITOWOC	STH 32 SB-STH 57 SB	STH 32	SHEBOYGAN RIVER	B-36-0137	81.8	66	0	364	430	
1009-33-32	MANITOWOC	USH 151	USH 151	CEDAR CREEK	B-36-0210	55.8	0	0	260	260	
1009-33-32	MANITOWOC	USH 151	USH 151	BRANCH OF MANITOWOC RIVER	B-36-0211	73.4	0	0	342	342	
1009-33-32	MANITOWOC	USH 10-MAIN STREET	USH10	MUD CREEK	B-36-0892	41.7	0	0	208	208	

MANITOWOC COUNTY TOTAL7968

* 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
1009-33-32	SHEBOYGAN	STH 57	STH 57	SHEBOYGAN RIVER	B-59-0006	94.0	0	0	377	377	
1009-33-32	SHEBOYGAN	STH 28 EB/ STH 57 NB (MILL ST)	STH 57	ONION RIVER	B-59-0013	41.5	24	0	184	208	
1009-33-32	SHEBOYGAN	STH 32	STH 32	ONION RIVER	B-59-0027	109.8	89	0	439	528	
1009-33-32	SHEBOYGAN	STH 42	STH 42	PIGEON RIVER	B-59-0066	72.0	0	0	303	303	
1009-33-32	SHEBOYGAN	CTH Y	STH 23	STH 23	B-59-0080	211.6	184	308	1,635	2127	
1009-33-32	SHEBOYGAN	STH 23 EB	STH 23	STH 67	B-59-0091	392.5	318	0	2,684	3003	
1009-33-32	SHEBOYGAN	STH 23 EB	STH 23	SUNSET DRIVE/RR	B-59-0097	277.0	225	0	1,354	1579	
1009-33-32	SHEBOYGAN	STH 32-WISCONSIN DR	STH 32	FISHER CREEK	B-59-0134	51.5	30	64	252	346	
1009-33-32	SHEBOYGAN	STH 28 WB/ STH 57 SB (MILL ST)	STH 57	ONION RIVER	B-59-0158	59.8	0	0	278	278	
1009-33-32	SHEBOYGAN	CTH C	STH 23	STH 23	B-59-0179	273.8	221	715	1,582	2518	
1009-33-32	SHEBOYGAN	STH 23 WB	STH 23	SUNSET DRIVE	B-59-0180	279.7	227	0	1,243	1470	
1009-33-32	SHEBOYGAN	STH 57	STH 57	CTH A	B-59-0308	142.5	116	0	697	812	
1009-33-32	SHEBOYGAN	STH 23 WB	STH 23	STH 67	B-59-0309	398.9	324	0	1,979	2302	
SHEBOGYAN COUNTY TOTAL										15851	
* SURFACE AREA (INSIDE FACE AND TOP)											

DOOR COUNTY TOTAL	7127
KEWAUNEE COUNTY TOTAL	1411
MANITOWOC COUNTY TOTAL	7968
SHEBOGYAN COUNTY TOTAL	<u>15851</u>
PROJECT 1009-33-32 TOTAL	32,358

TRAFFIC CONTROL SIGNS PCMS

Project ID	ROADWAY	APPROX. SERVICE PERIOD DAYS	NUMBER IN SERVICE	643.1050 DAY	REMARKS
1009-33-25	IH 43	7	12	84	
1009-33-32	STH 57	7	4	28	B-15-0100-001,002,
TOTAL 0010				<u>112</u>	

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

B-05-0227

B-05-0201

B-05-0198

B-05-0196

B-05-0194

B-05-0187
B-05-0188

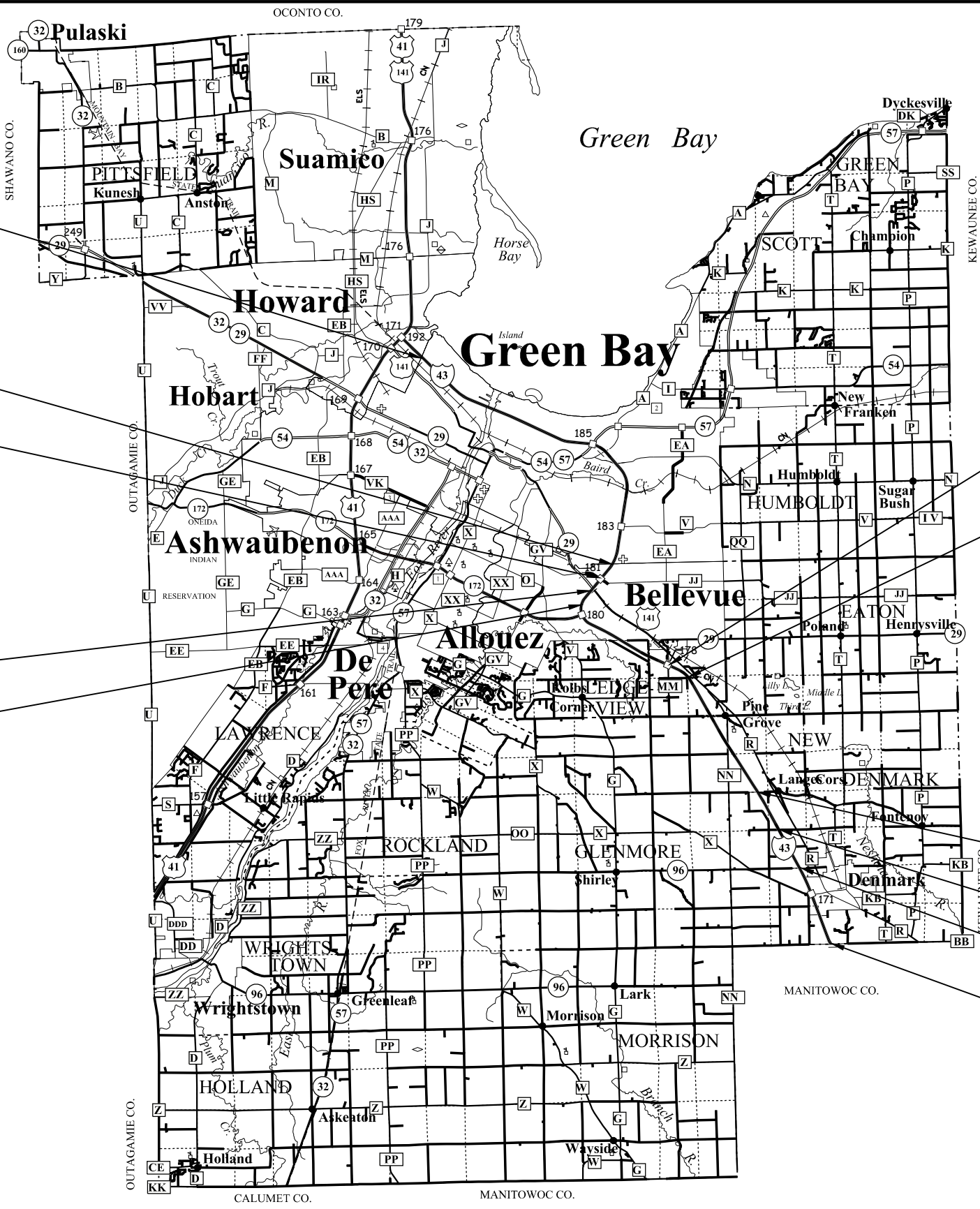
B-05-0247
B-05-0248

B-05-0242

B-05-0240
B-05-0241

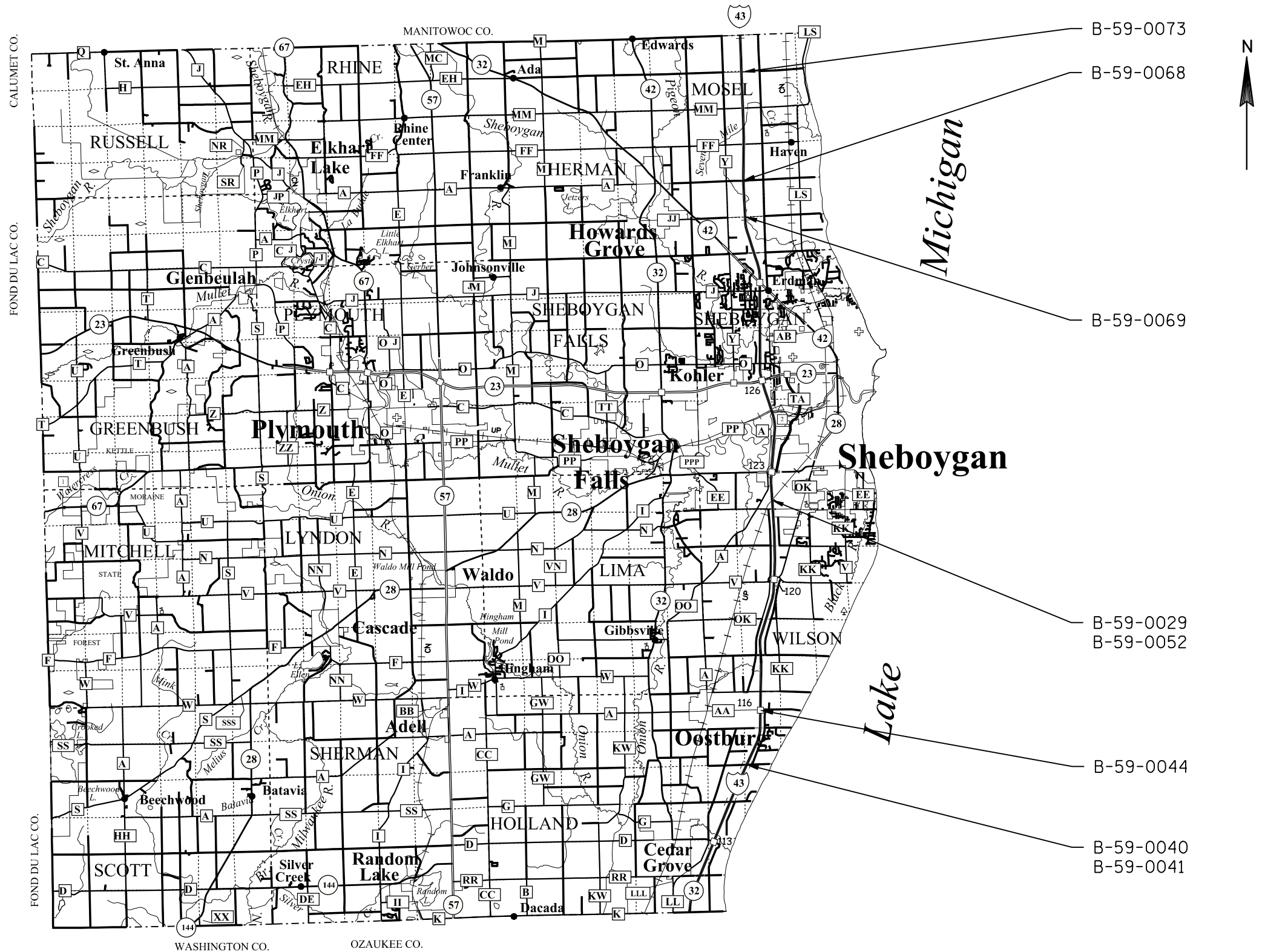
B-05-0254

B-05-0234



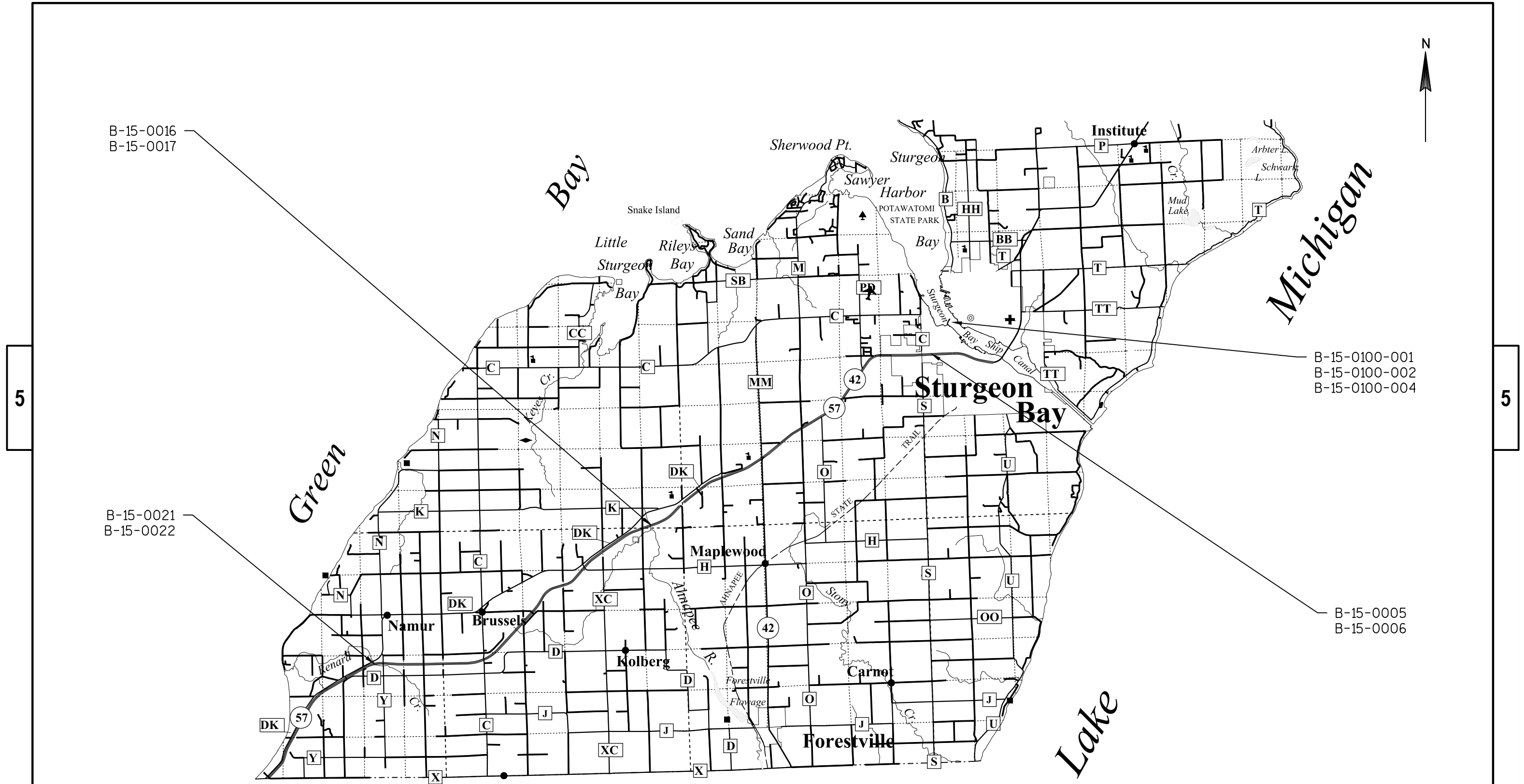
BROWN COUNTY BACKBONE ROUTES LOCATION MAP

PROJECT NO: 100-33-25	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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SHEBOYGAN COUNTY BACKBONE ROUTES LOCATION MAP

PROJECT NO: 1009-33-25	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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DOOR COUNTY 3R ROUTES LOCATION MAP

PROJECT NO: 1009-33-32	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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B-33-0086

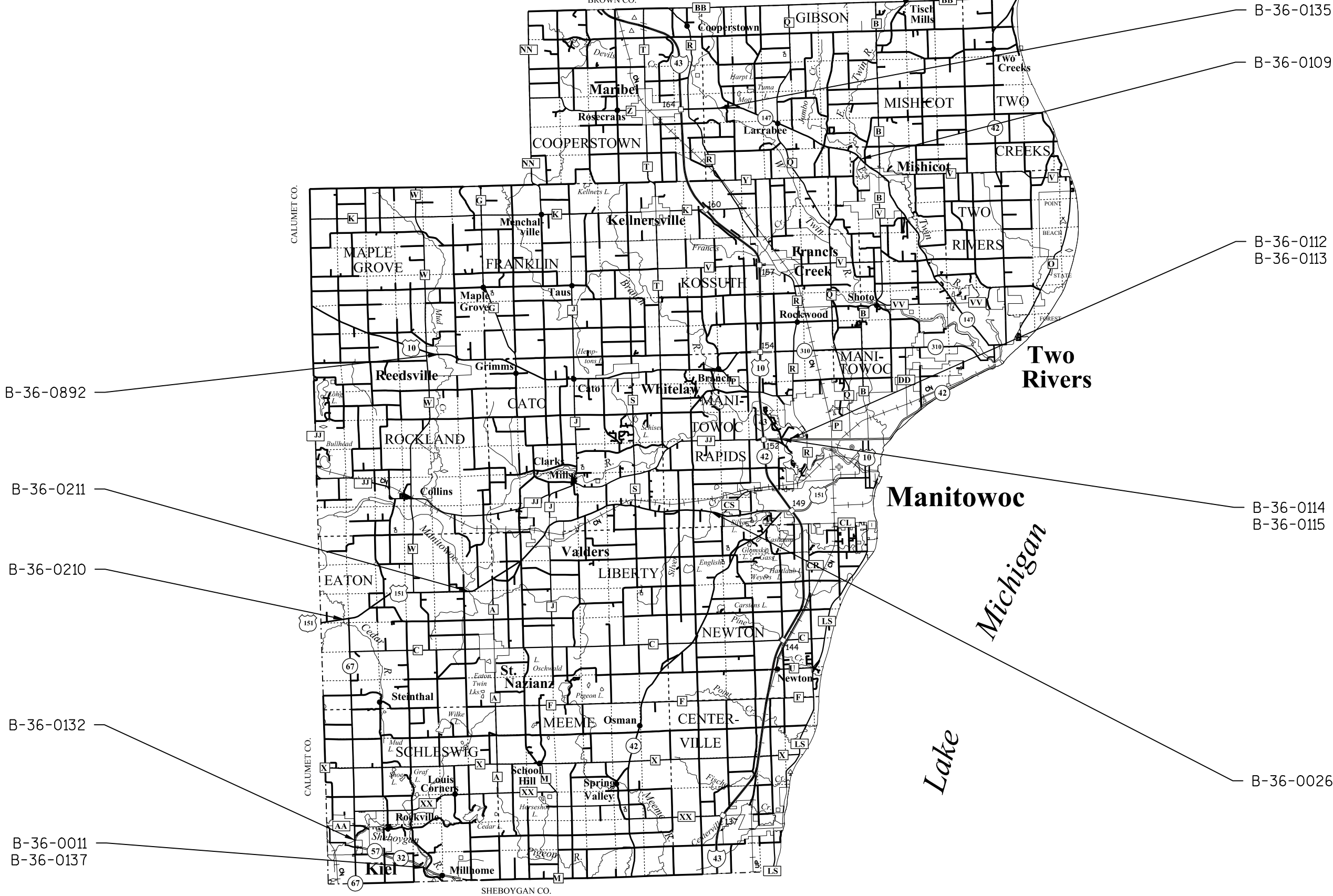
B-33-0067

KEWAUNEE COUNTY 3R ROUTES LOCATION MAP

PROJECT NO: 1009-33-32	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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5

5



MANITOWOC COUNTY 3R ROUTES LOCATION MAP

PROJECT NO: 1009-33-32	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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B-59-0006

B-59-0308

B-59-0091

B-59-0179
B-59-0309

B-59-0097
B-59-0180

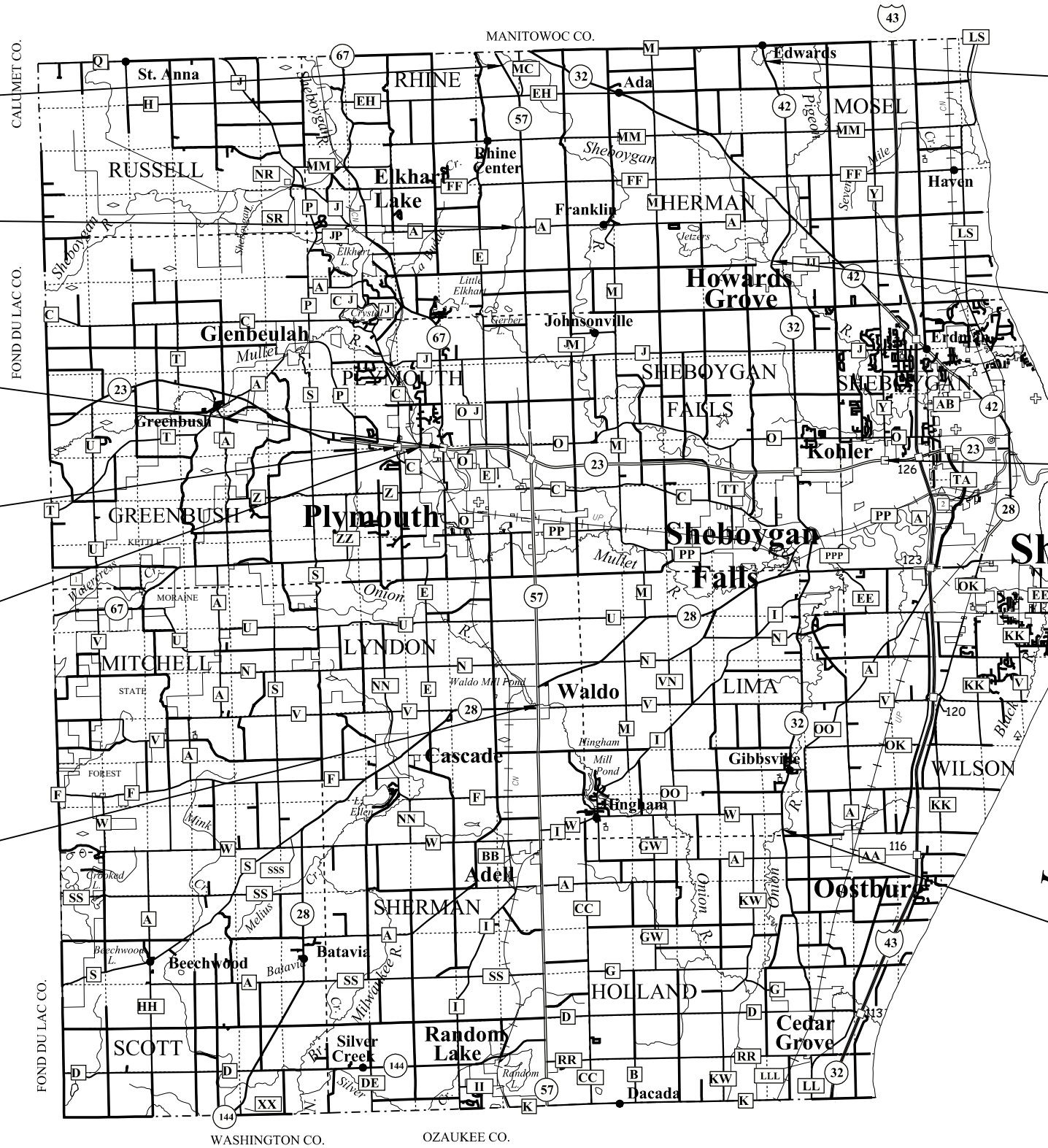
B-59-0013
B-59-0158

B-59-0066

B-59-0134

B-59-0080

B-59-0027



SHEBOYGAN COUNTY 3R ROUTES LOCATION MAP

PROJECT NO: 1009-33-32

HWY: VARIOUS

COUNTY: NORTHEAST REGION WIDE

PLAN

SHEET

E

FILE NAME : \\GRTTOV\FILP101\N3PUBLIC\PD5\C3D\10093335\SHEETSPLAN\10093332_3R\050204_PN.DWG
LAYOUT NAME - 01

PLOT DATE : 2/25/2020 8:10 AM

PLOT BY : HARDY, BARBARA A

PLOT NAME :

PLOT SCALE : Custom

WISDOT/CADD5 SHEET 44

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
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D12-09B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-04	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
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-04	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D38-02A	TEMPORARY TRAFFIC CONTROL SIGN MOUNTING
15D38-02B	ATTACHMENT OF SIGNS TO POSTS

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.

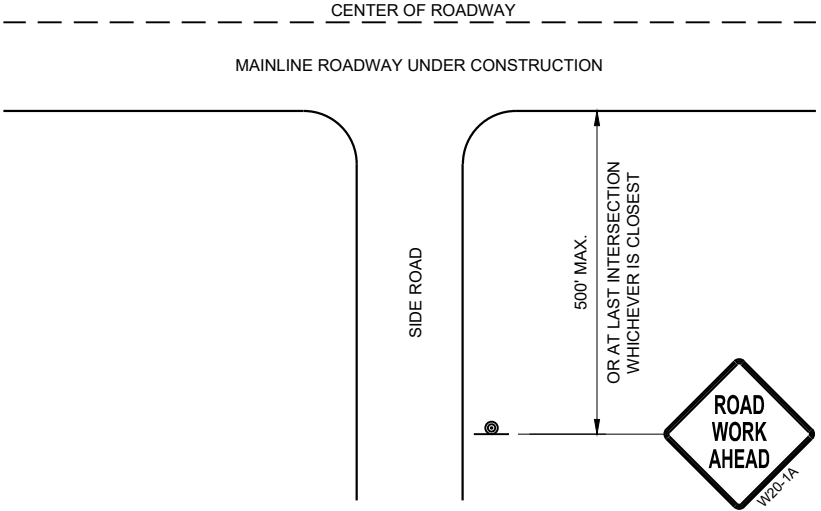
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

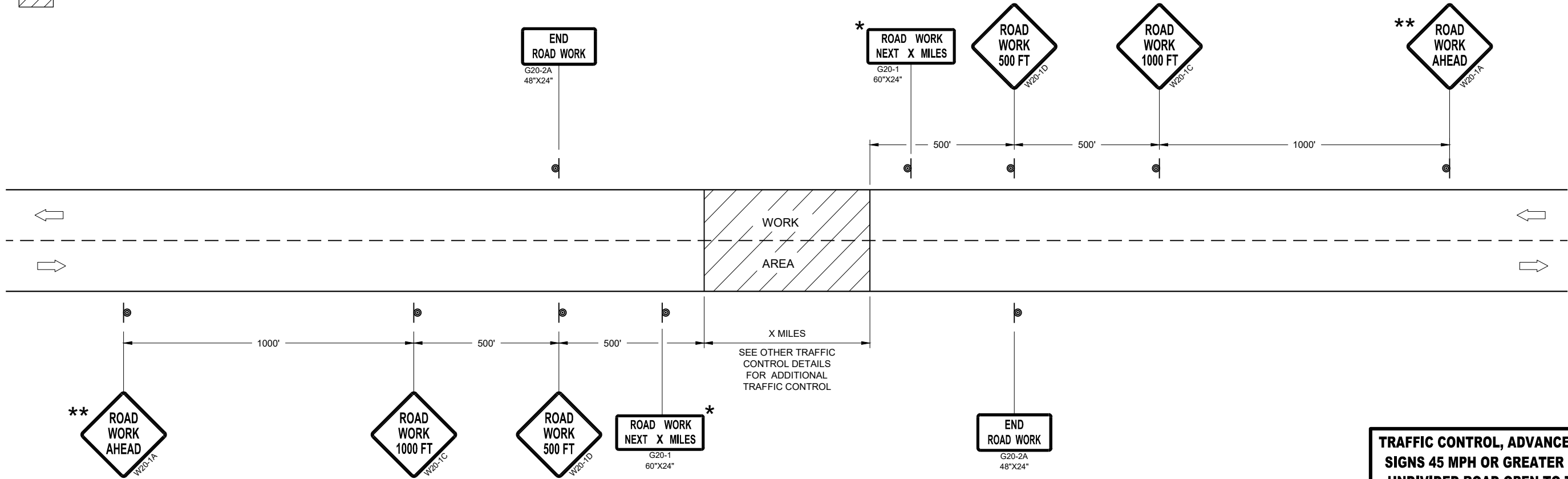
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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
July 2018 /S/ Andrew Heidtke
DATE 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.

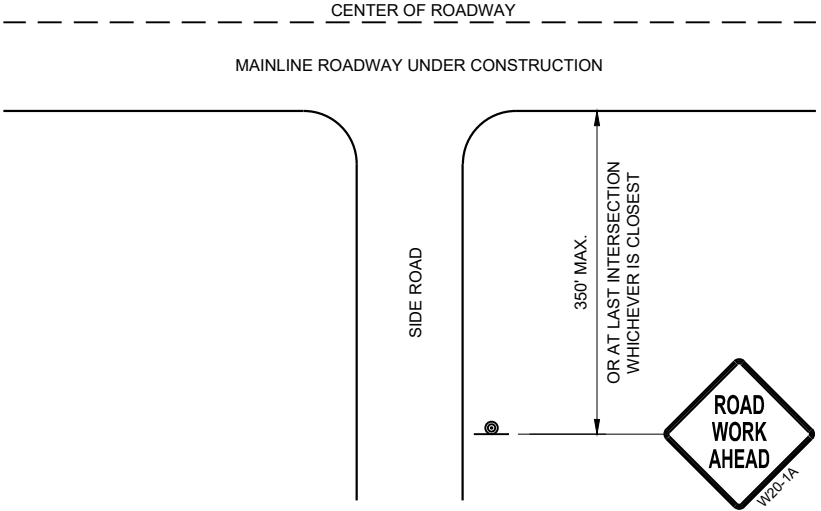
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

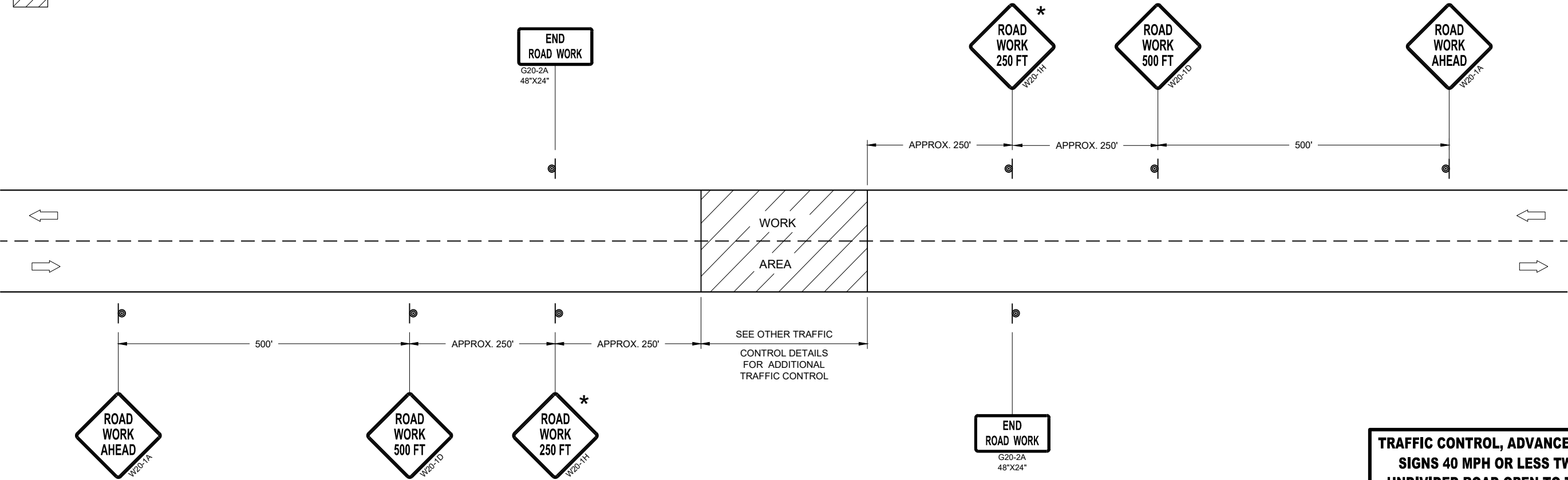
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.

LEGEND

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



TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL

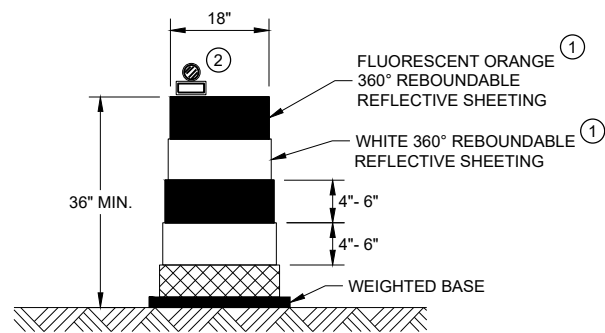


TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

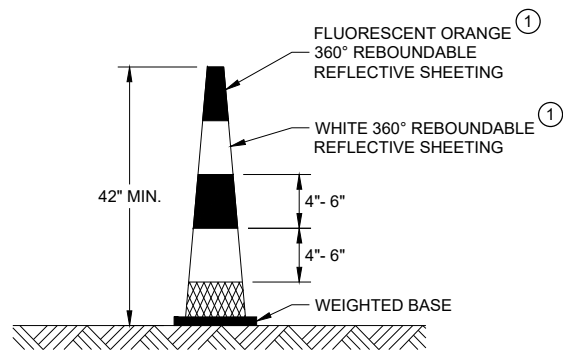
TRAFFIC CONTROL, ADVANCE WARNING
SIGNS 40 MPH OR LESS TWO-WAY
UNDIVIDED ROAD OPEN TO TRAFFICE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

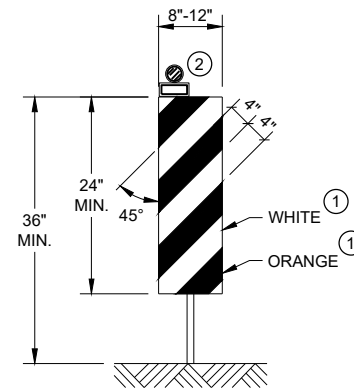


DRUM



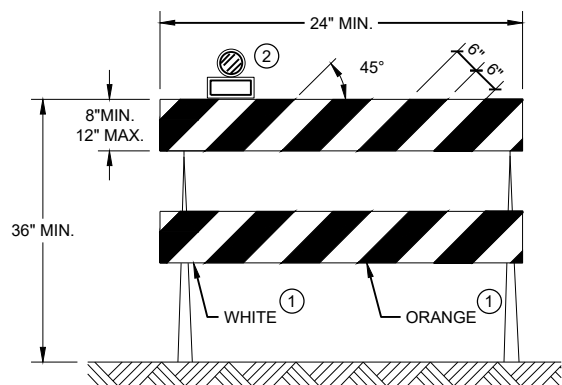
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS



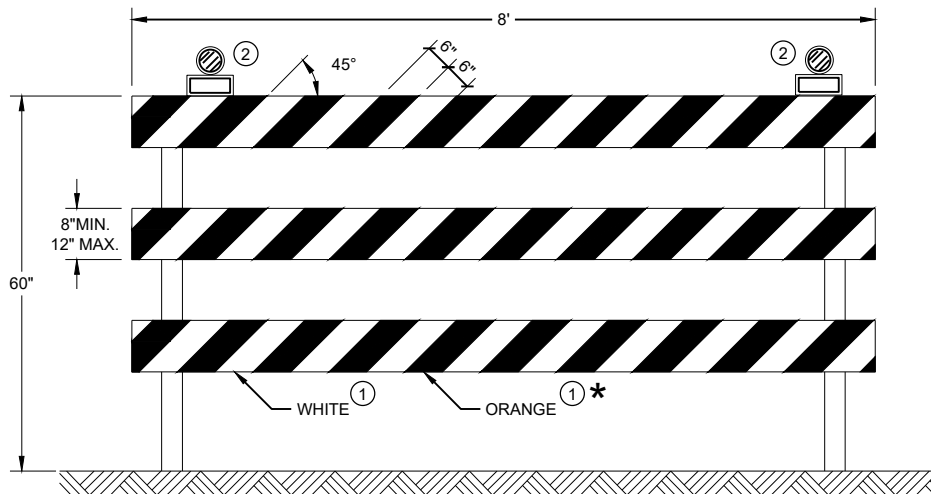
VERTICAL PANEL

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



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.

GENERAL NOTES

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






CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2017 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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.

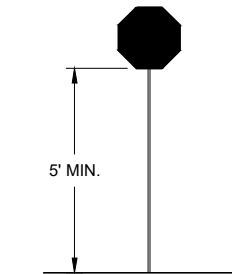
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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.
- 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.
 - 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.
- 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.



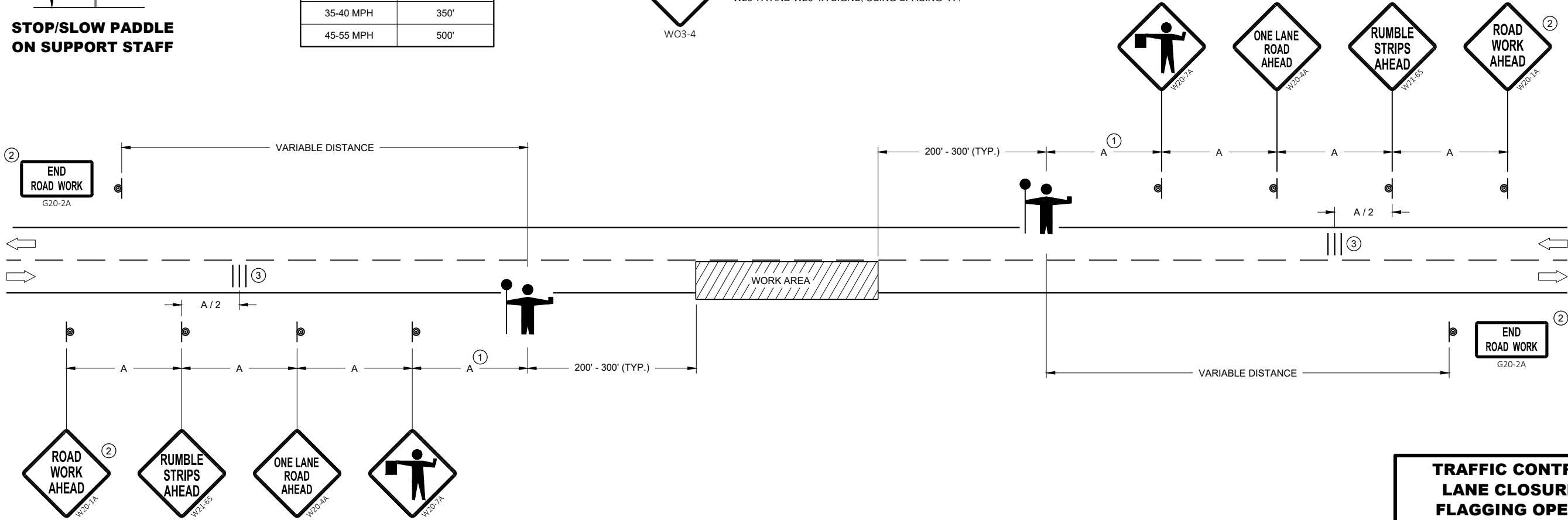
STOP/SLOW PADDLE ON SUPPORT STAFF

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
May 2019 /S/ Andrew Heidtke
DATE 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.

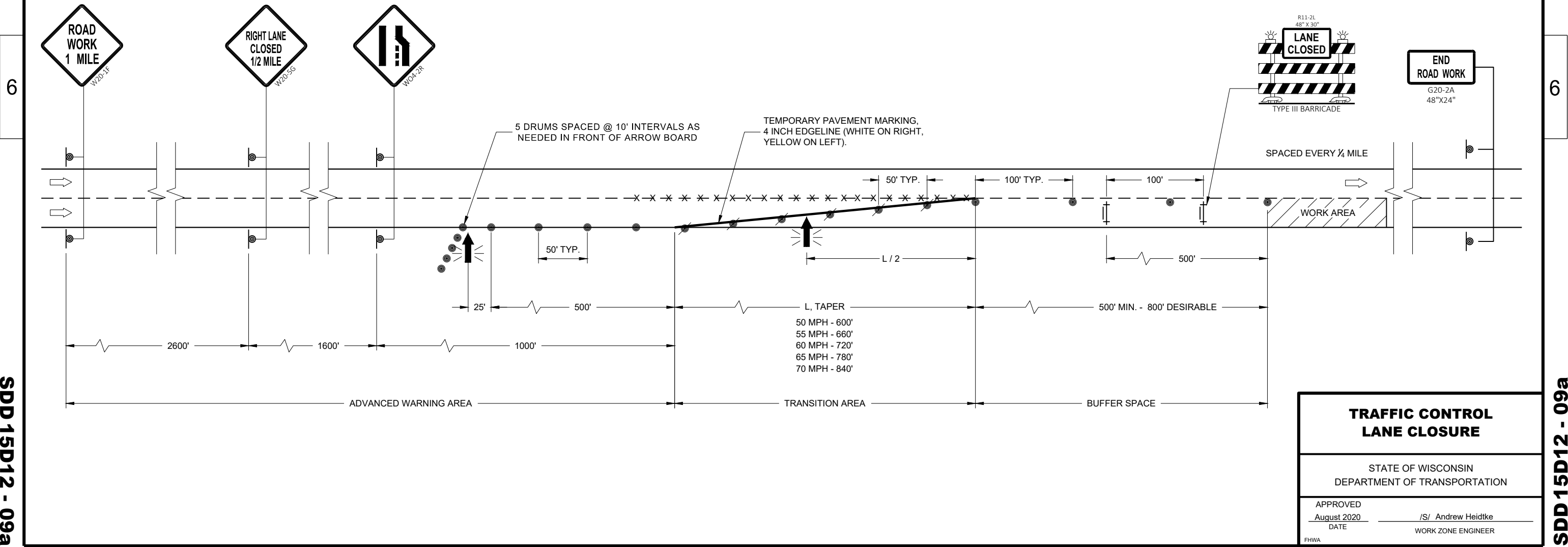
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

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



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.

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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.

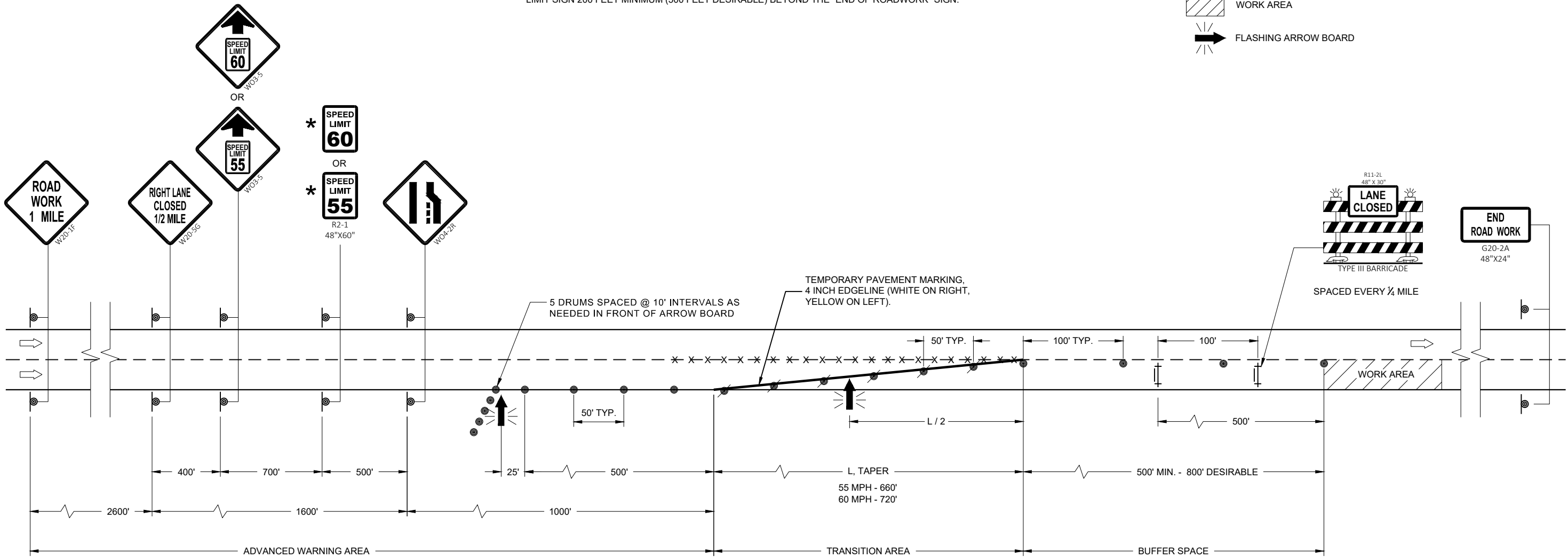
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

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



**TRAFFIC CONTROL,
LANE CLOSURE,
SPEED REDUCTION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE

/S/ Andrew Heidtke
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
- TYPE "A" WARNING LIGHT (FLASHING)
- 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.

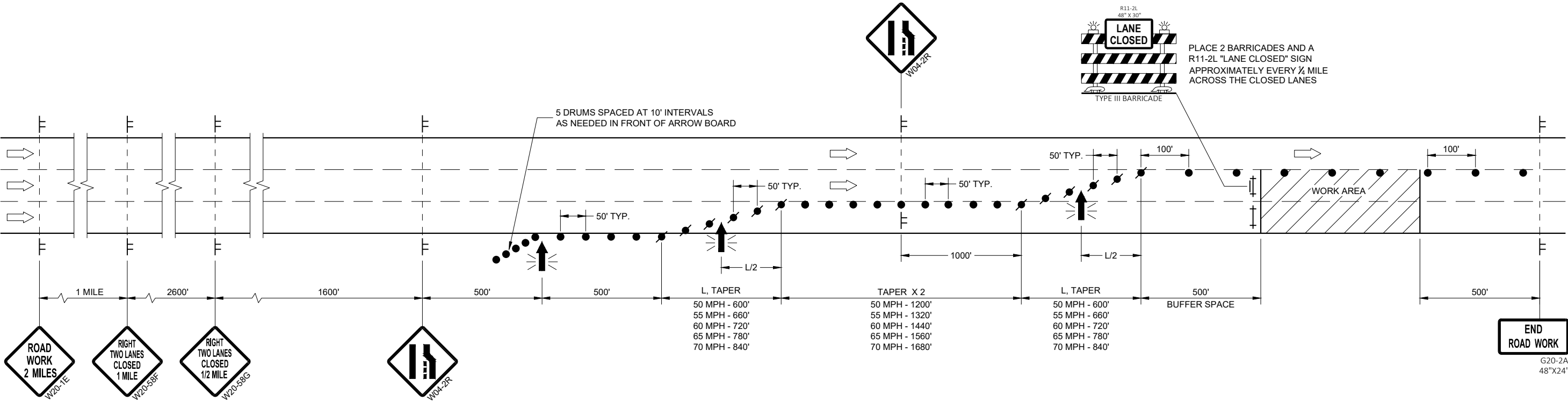
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS.

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
May 2020
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. 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.

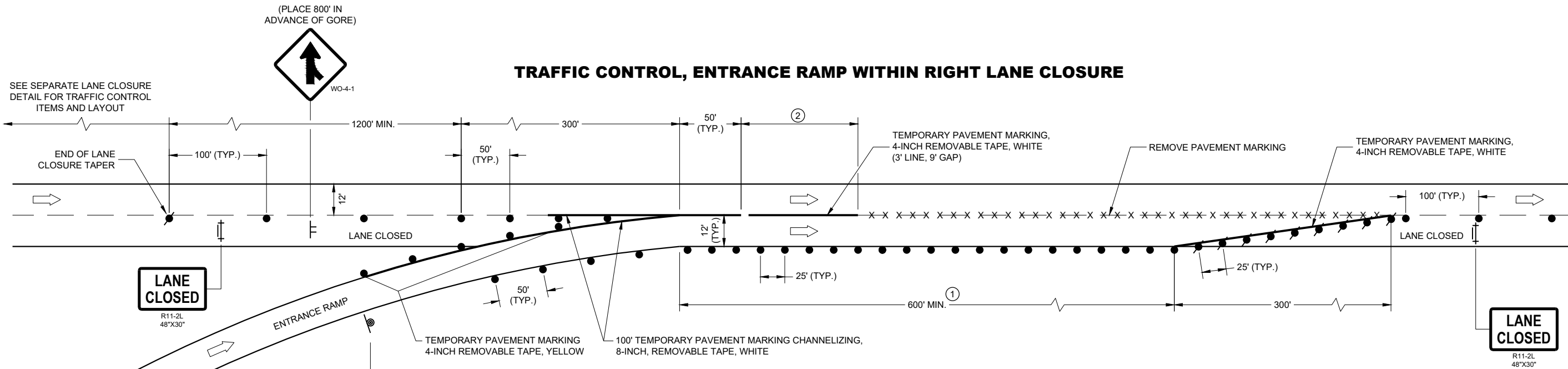
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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
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
- 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.

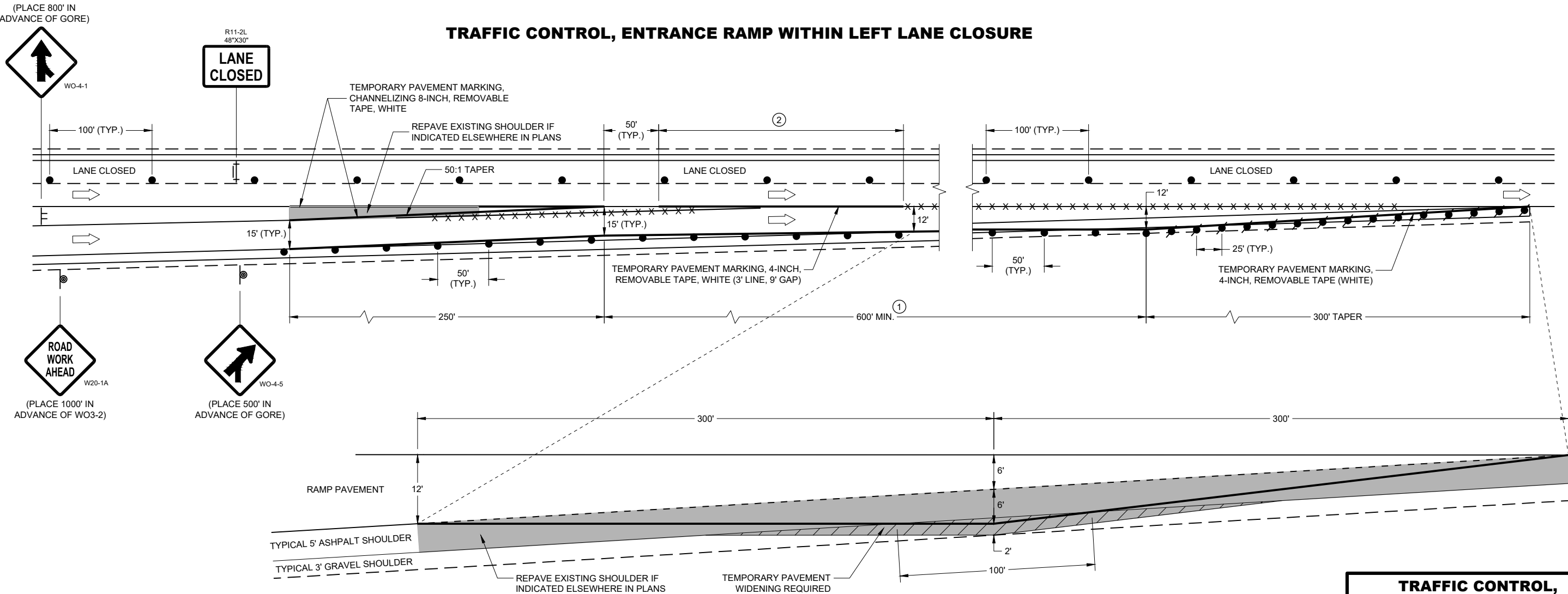
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

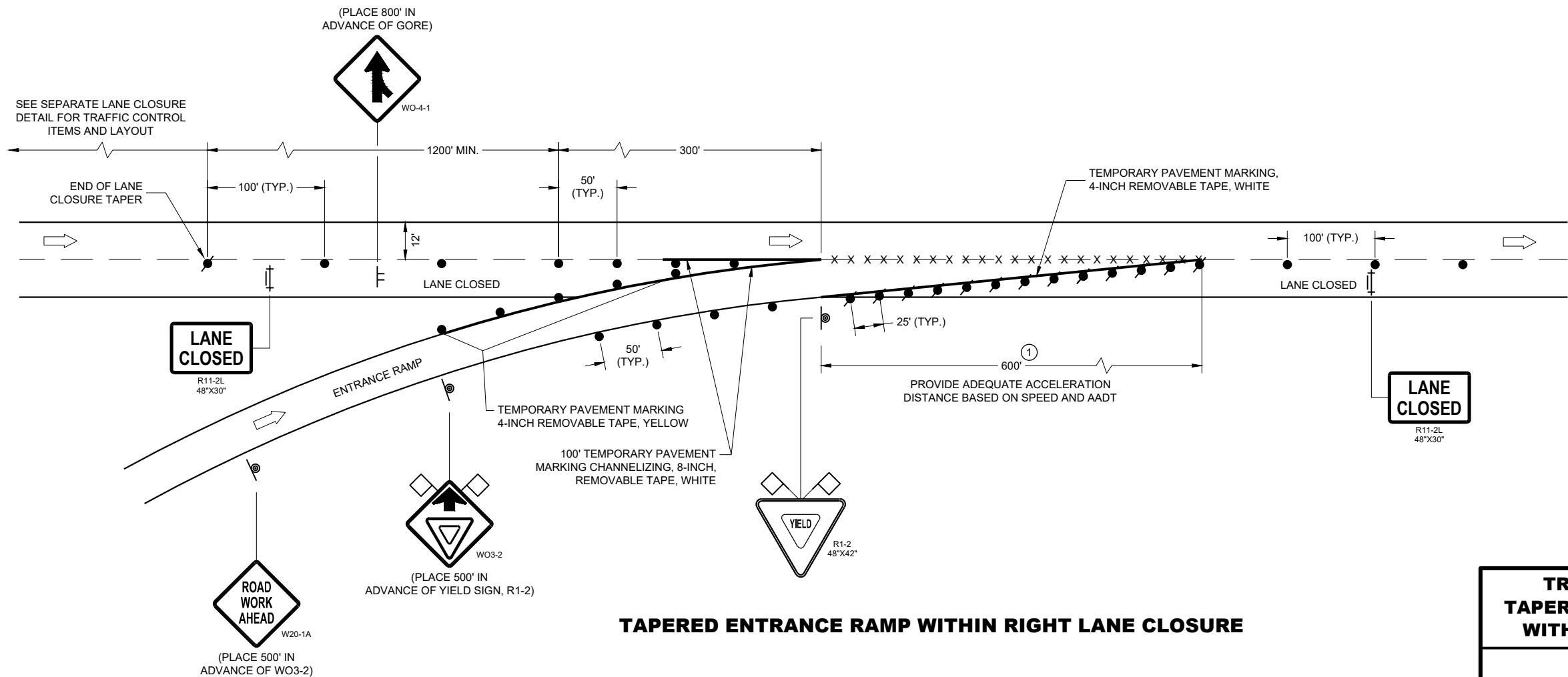
FHWA

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






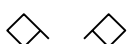

**TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
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
-  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.

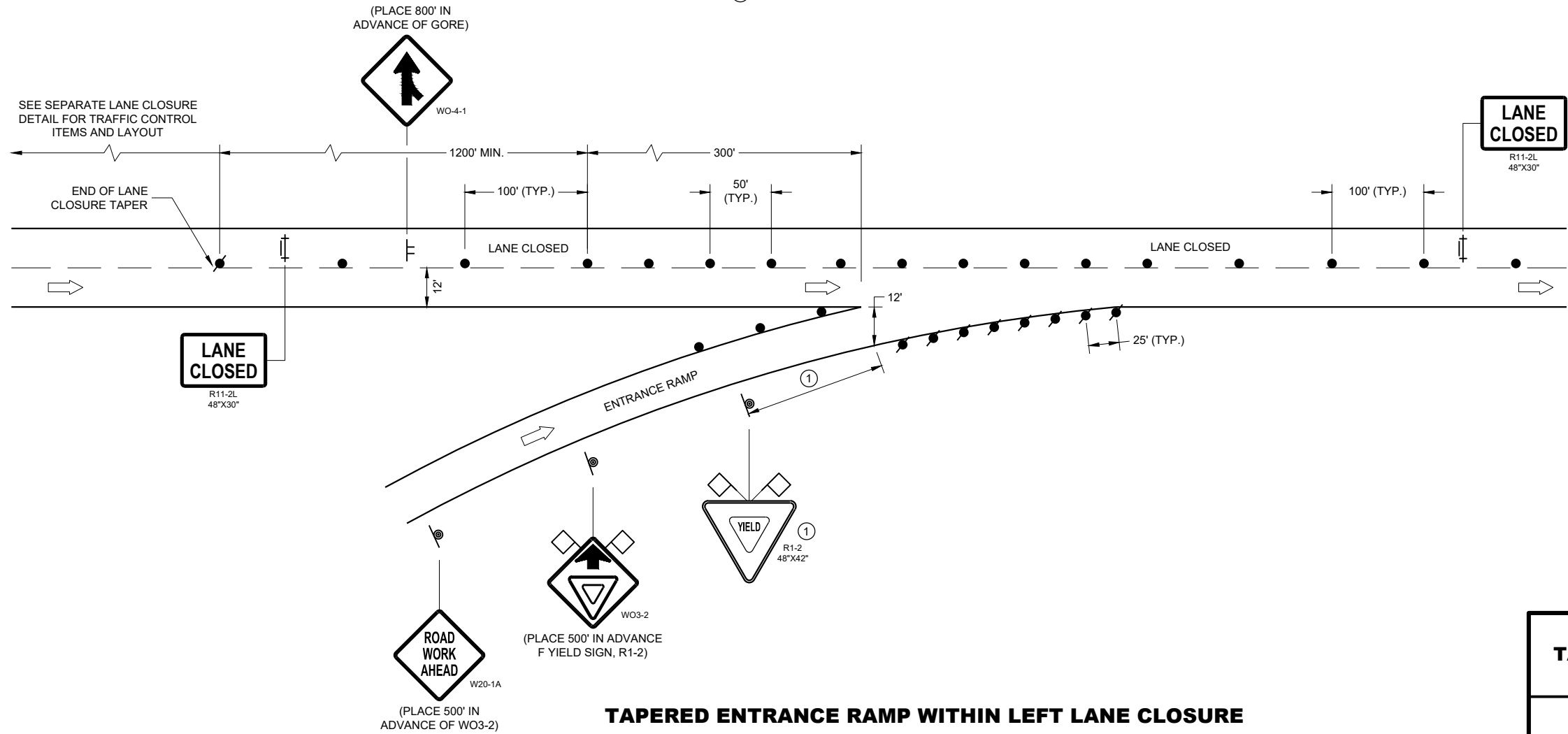
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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 PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.



TAPERED ENTRANCE RAMP WITHIN LEFT LANE CLOSURE

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








STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2019
DATE

/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.

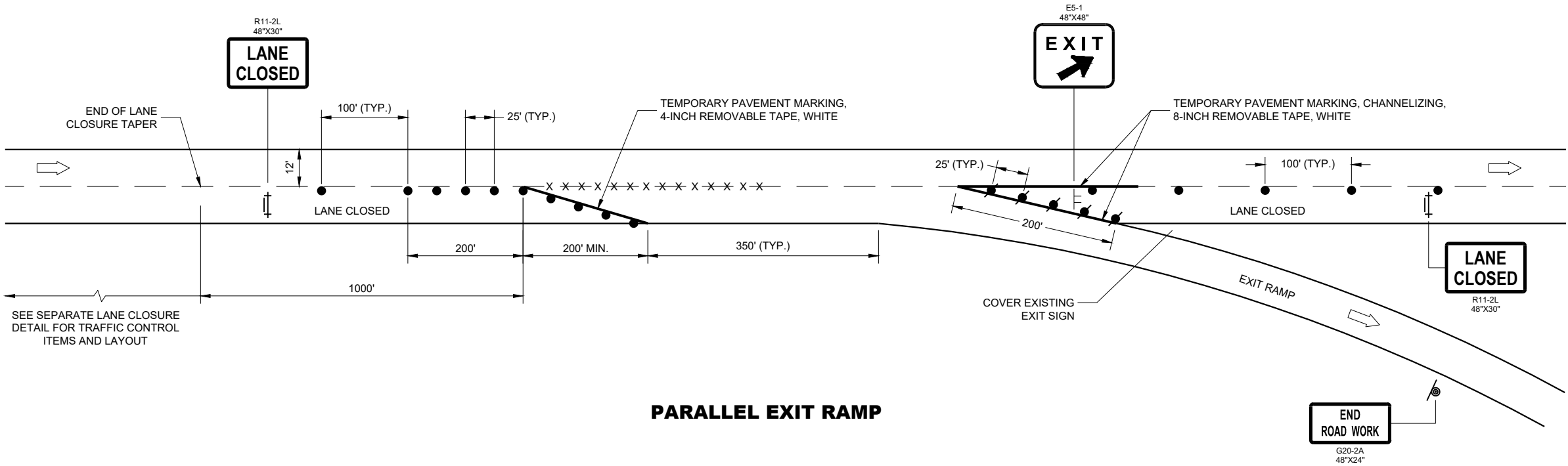
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.



TRAFFIC CONTROL,
PARALLEL EXIT 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
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

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.

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 REGIONAL TRAFFIC UNIT.

"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.

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 TEMPORARY SUPPORTS.

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

W20-1A, 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.

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.

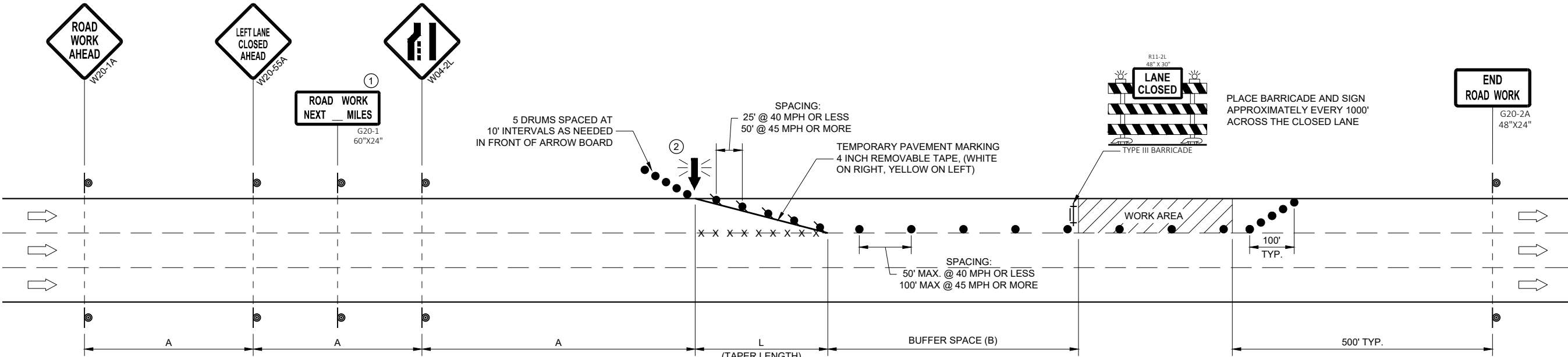
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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.

- 1 OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- 2 WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

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










STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

LEGEND

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

GENERAL NOTES

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

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 REGIONAL TRAFFIC UNIT.

"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.

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 TEMPORARY SUPPORTS.

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

W20-1A, 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.

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.

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

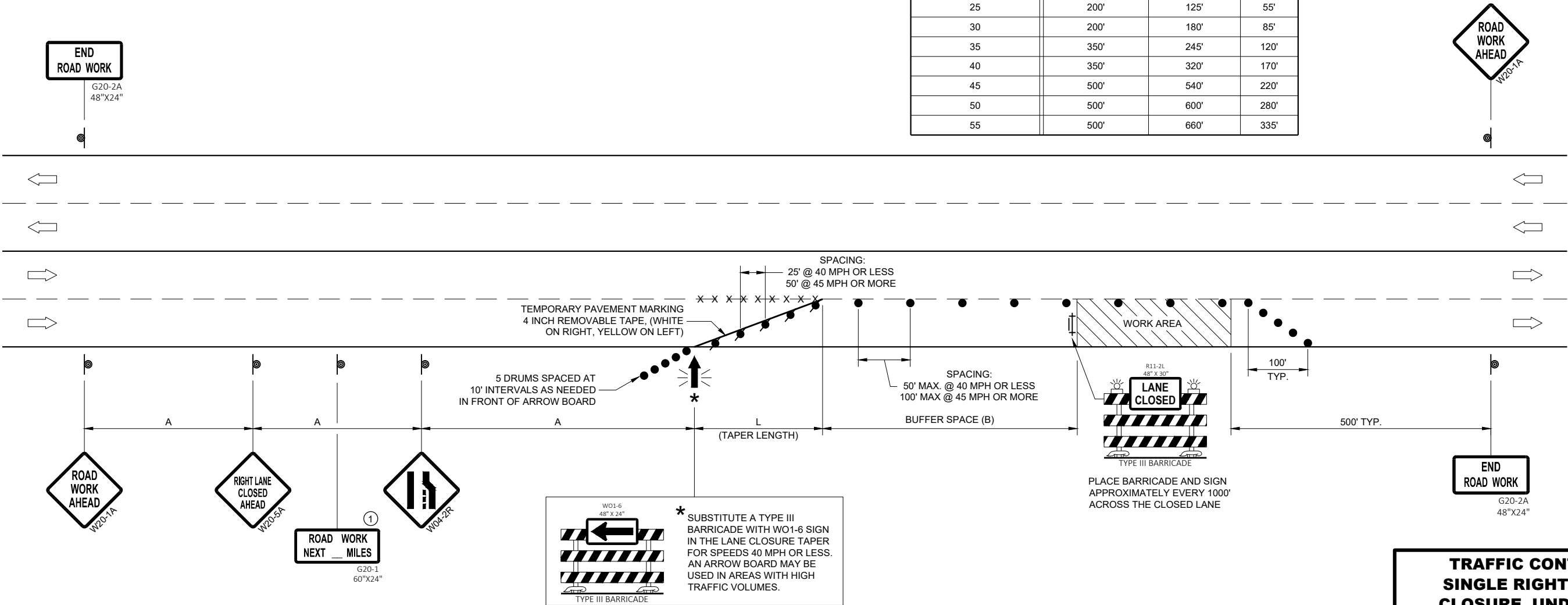
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA

GENERAL NOTES

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

"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.

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 TEMPORARY SUPPORTS.

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.

W20-1A, 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.

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.

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

DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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.

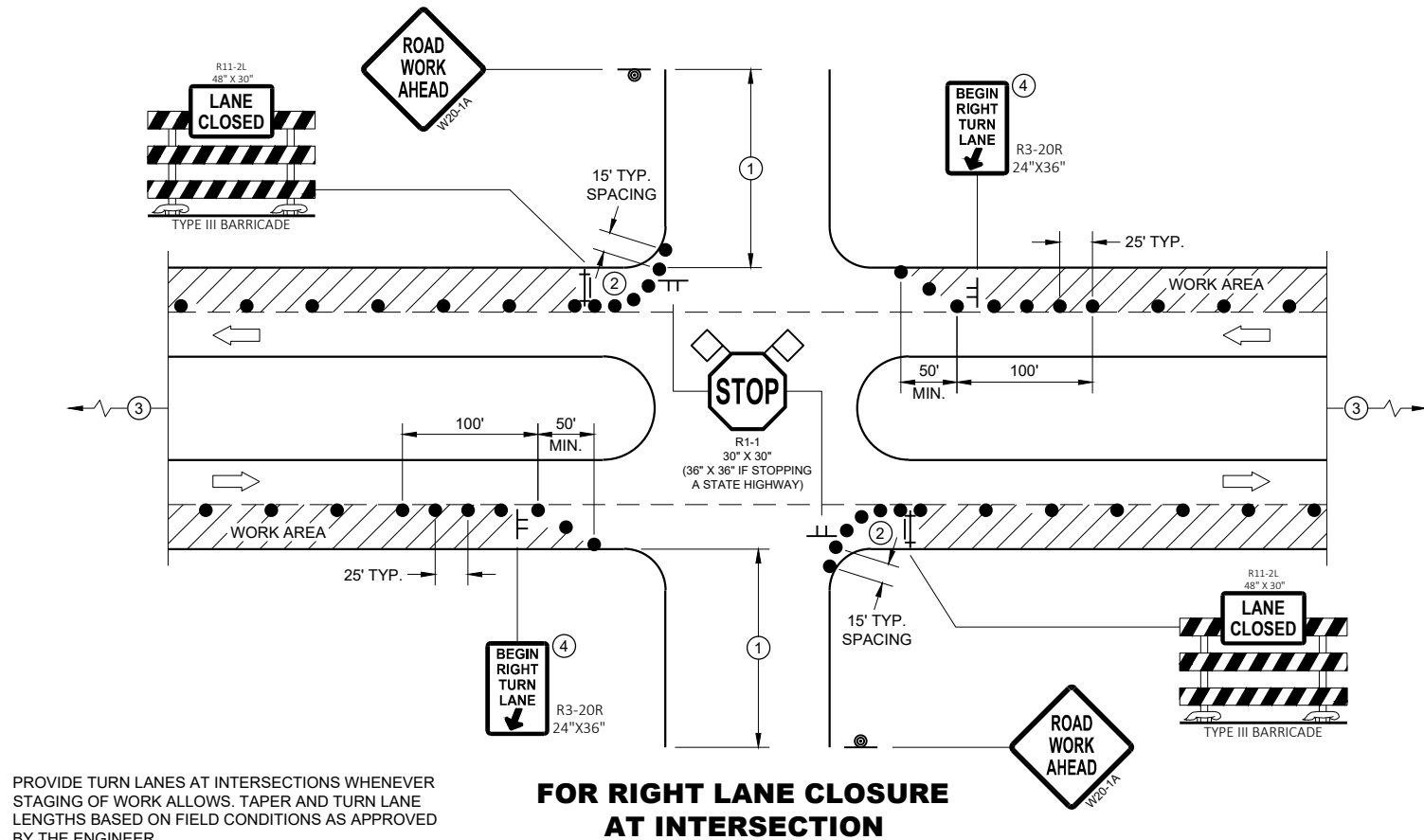
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- Diagram illustrating the taper length (L) and buffer space (B) for a lane closure on a two-lane road. The diagram shows the placement of various signs and the taper length (L) relative to the buffer space (B).
- Signs and Markings:**
- W01-6** (48" X 24") sign: A rectangular sign with a black arrow pointing right, used as a substitute for a Type III Barricade.
 - W04-2L** (48" X 24") sign: A diamond-shaped sign with a black arrow pointing right, used for lane closure.
 - W20-55A** (48" X 24") sign: A diamond-shaped sign with a black arrow pointing right, used for lane closure.
 - W20-1A** (48" X 24") sign: A diamond-shaped sign with a black arrow pointing right, used for lane closure.
 - ROAD WORK NEXT MILES** (48" X 24") sign: A rectangular sign with a black arrow pointing right, used for lane closure.
 - LEFT LANE CLOSED AHEAD** (48" X 24") sign: A diamond-shaped sign with a black arrow pointing right, used for lane closure.
 - ROAD WORK AHEAD** (48" X 24") sign: A diamond-shaped sign with a black arrow pointing right, used for lane closure.
 - POSTER SPEED LIMIT** (48" X 24") sign: A rectangular sign with a black arrow pointing right, used for lane closure.
 - ROAD WORK** (48" X 24") sign: A rectangular sign with a black arrow pointing right, used for lane closure.
- Dimensions and Layout:**
- Buffer Space (B):** The distance between the end of the taper and the start of the buffer space.
 - Taper Length (L):** The length of the taper, marked with a dashed line.
 - 500' TYP.:** The typical distance between the end of the taper and the start of the buffer space.
 - 100' TYP.:** The typical distance between the end of the taper and the start of the buffer space.
 - L / 3:** The distance from the end of the taper to the start of the buffer space.
- Note:** * SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER



GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" MAY BE USED IF APPROVED BY THE DISTRICT TRAFFIC UNIT.

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

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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

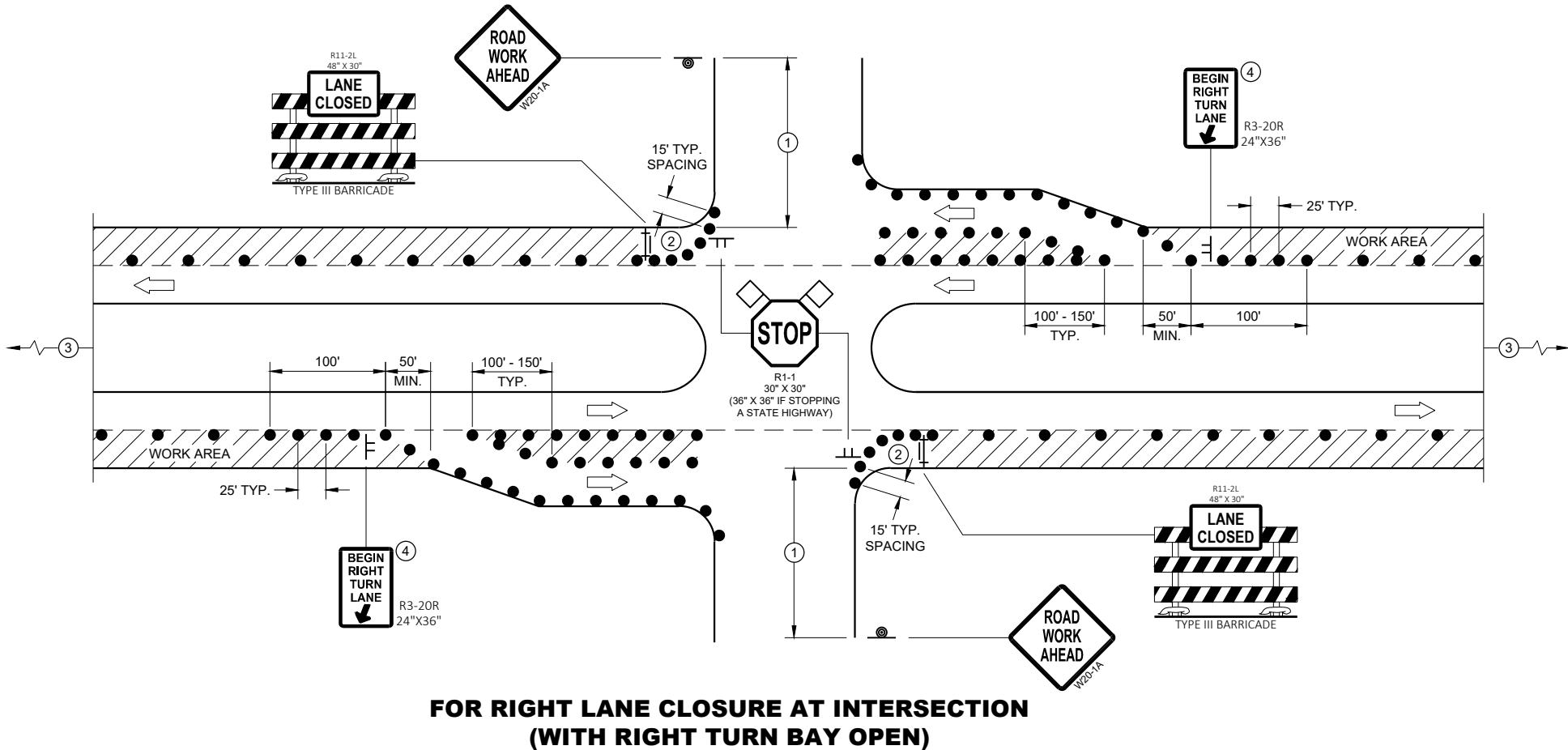
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

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.

- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

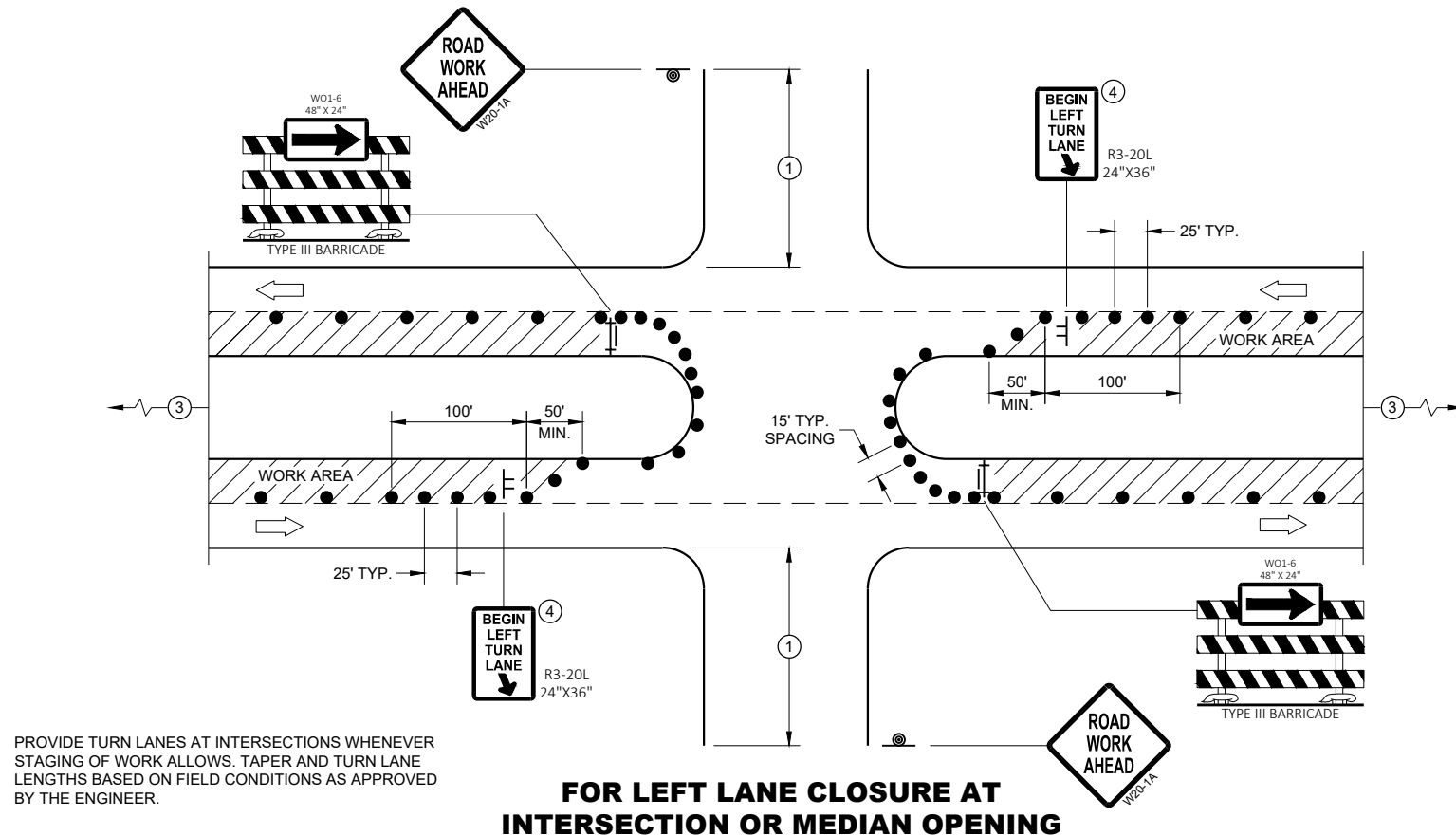


LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- ▨ WORK AREA

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

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- 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

**FOR LEFT LANE CLOSURE AT INTERSECTION
OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)**

**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020
DATE
/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
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
- WORK AREA

GENERAL NOTES

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45 MPH, USE SDD 15D14.

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

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 REGIONAL TRAFFIC UNIT.

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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.

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.

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

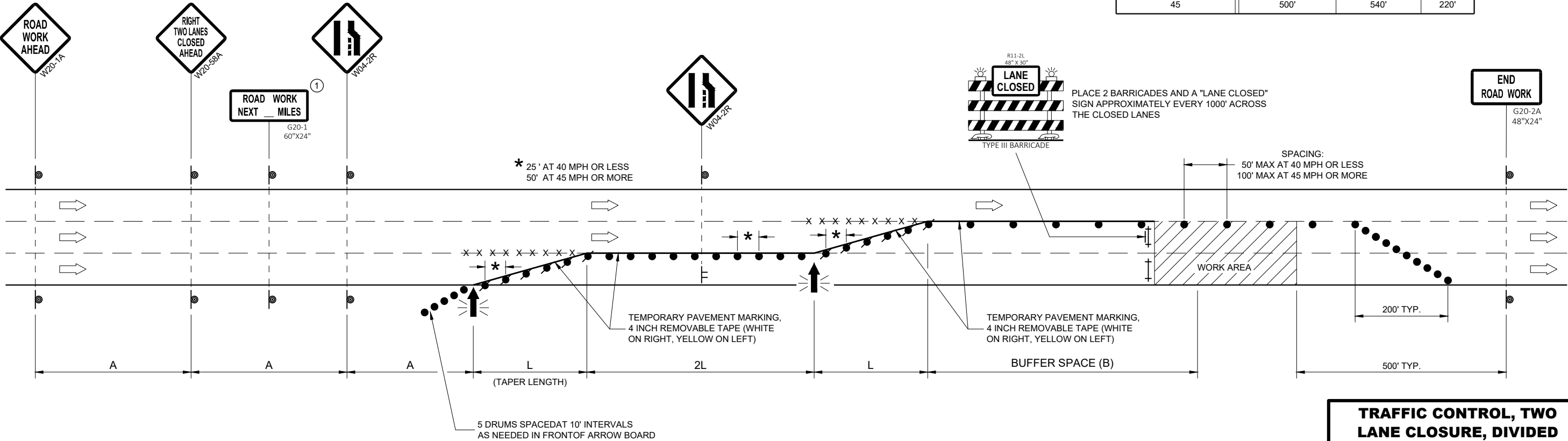
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA



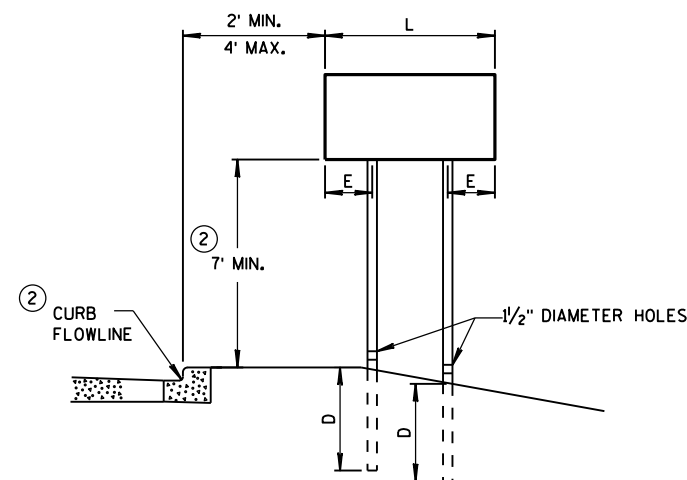
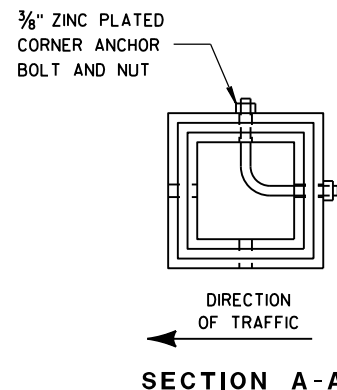
DETAIL OF TUBULAR
STEEL SIGN POST

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.

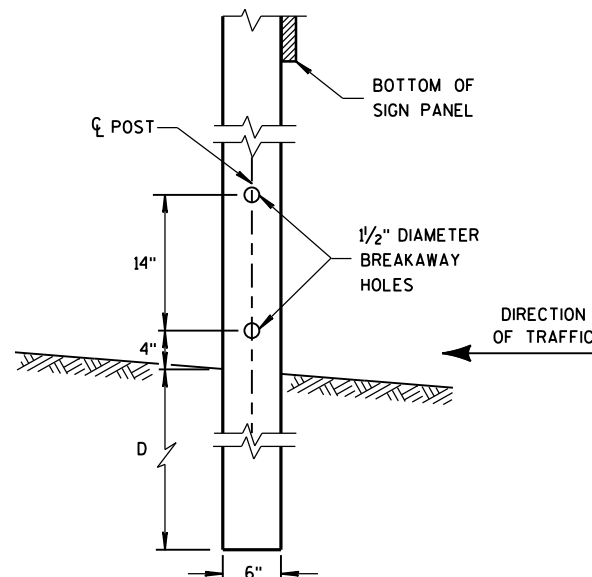


URBAN AREA

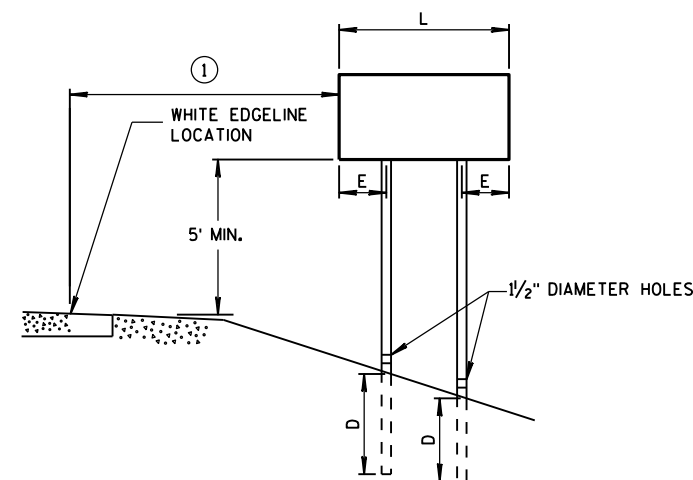
POST MOUNTING DETAIL FOR TEMPORARY TRAFFIC CONTROL FIXED MESSAGE SIGNS

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

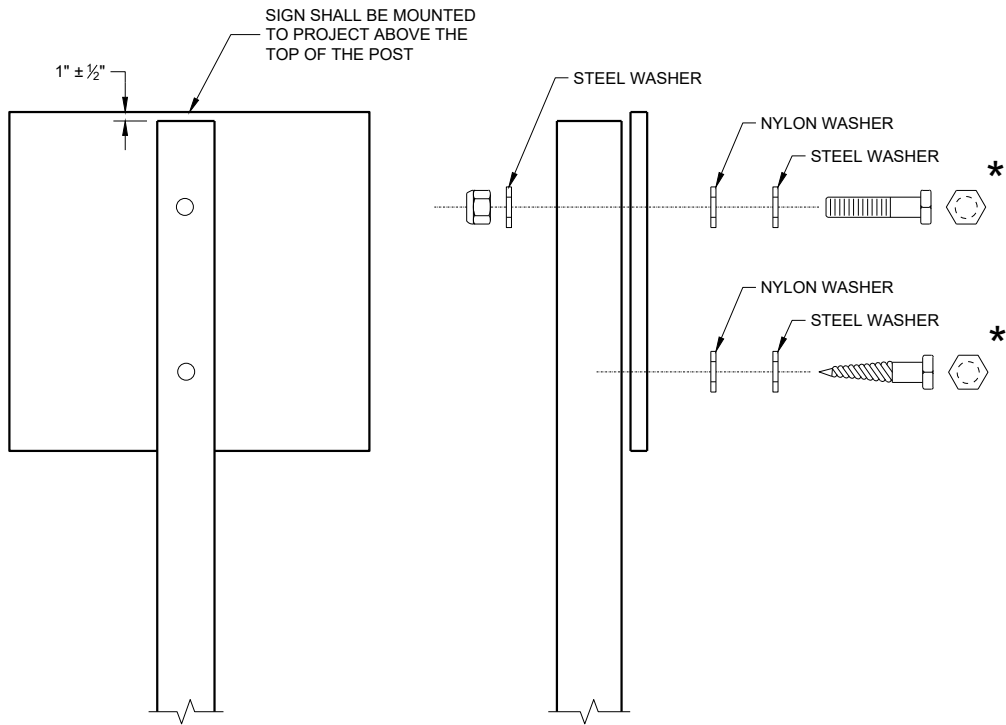
SEE NOTE ③

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

SQUARE STEEL POST (2" x 2")
MACHINE BOLTS - 3/8" x 3 1/4" LENGTH W/NUTS
RIVETS - 3/32" (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM
BODY/MANDREL O.D. FLANGE 0.720 - 0.765 INCH,
GRIP RANGE 0.042 - 0.375 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 0.080 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. 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 /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>