

PROJECT ID: 1100-31-60
WITH: N/A

COUNTY: FOND DU LAC

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
Section No. 5	P
Section No. 6	Standard Detail Drawings
Section No. 7	Sign Plates
Section No. 8	Structure Plans

TOTAL SHEETS = 14



DESIGN DESIGNATION

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

CONVENTIONAL SYMBOLS

PLAN	
CORPORATE LIMITS	
REFERENCE LINE	
COMBUSTIBLE FLUIDS	
UTILITIES	
ELECTRIC	— E —
FIBER OPTIC	— FO —
GAS	— G —
SANITARY SEWER	— SAN —
STORM SEWER	— SS —
TELEPHONE	— T —
WATER	— W —
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

Subcontractor List
Mega Rentals, INC
Century Fence Company

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

STATE HIGHWAY REHABILITATION-MAINTENANCE PROJECT

MILWAUKEE - OSHKOSH

SCL - STH 26

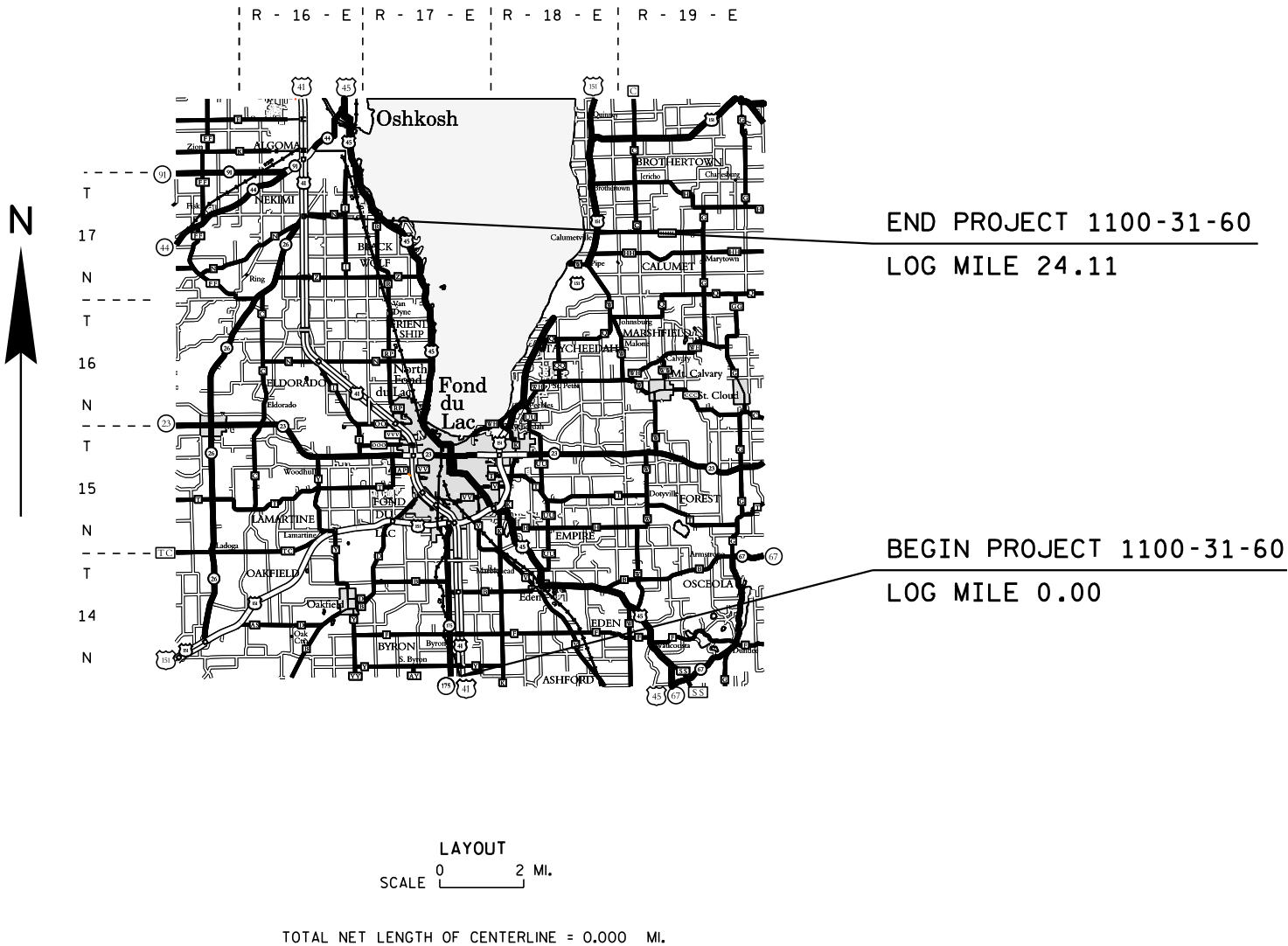
IH 41

FOND DU LAC COUNTY

STATE PROJECT NUMBER
1100-31-60

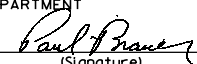
AS-BUILT PLAN

SUPERVISOR: Robert Wagner
PROJECT MANAGER: Paul Brauer
PROJECT LEADER: Alex Williams
PRIME CONTRACTOR: Payne and Dolan
WORK STARTED: 06/01/16
WORK COMPLETED: 07/19/16
NO CHANGE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	_____
Designer	M JANKE
Project Manager	P BRAUER
Regional Examiner	_____
Regional Supervisor	R WAGNER
C.O. Examiner	_____

APPROVED FOR THE DEPARTMENT
DATE: 2-1-2016 
(Signature)

E

GENERAL NOTES

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

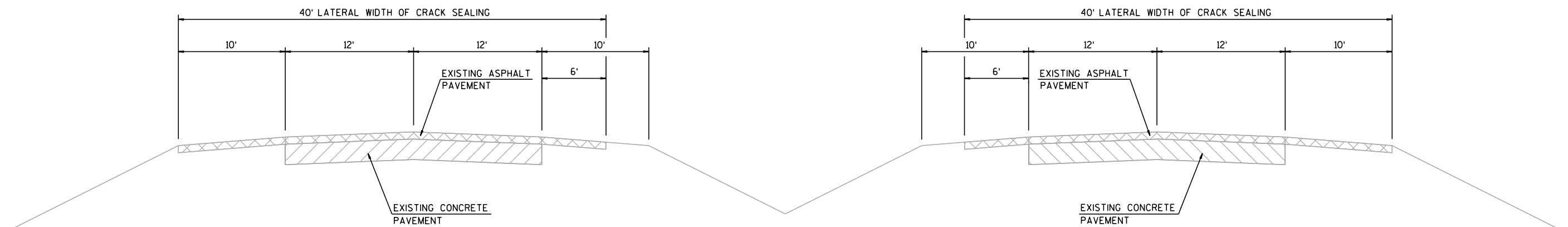
THE LOCATION OF PAVEMENT MARKINGS ARE APPROXIMATE. THE EXACT LOCATIONS SHALL BE DETERMINED BY THE ENGINEER IN THE FIELD.

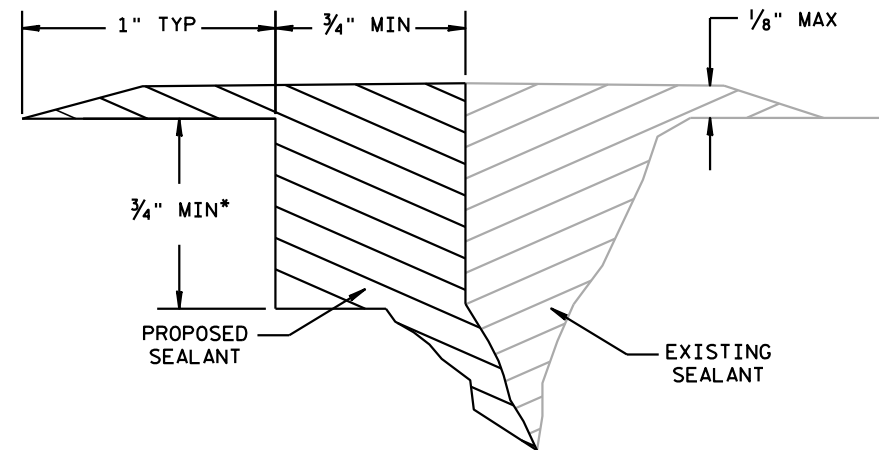
DNR AREA LIAISON

JAY SCHIEFELBEIN
DEPARTMENT OF NATURAL RESOURCES
NORTHEAST REGION
2984 SHAWANO AVE
GREEN BAY, WI 54313
920-360-3784
JEREMIAH.SCHIEFELBEIN@WISCONSIN.GOV



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www.DiggersHotline.com

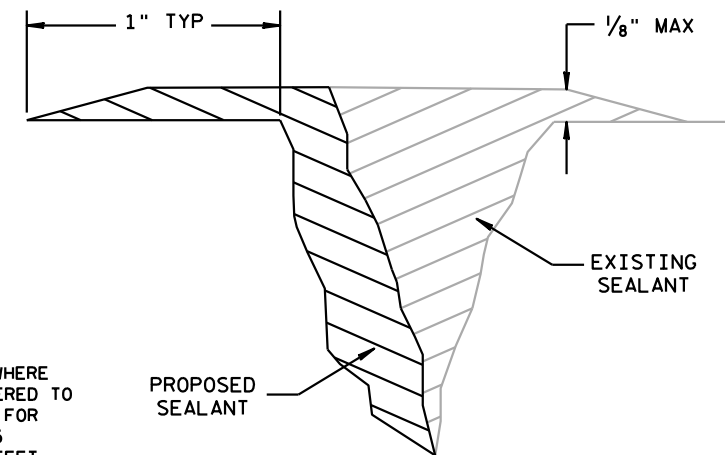




NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS GREATER THAN 5 CONTINUOUS LINEAR FEET

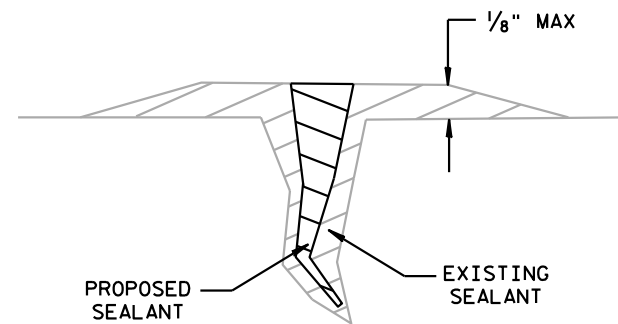
* ROUTED CRACK DEPTH TO WIDTH 1.0:1.0 RATIO

ROUT AND RE-SEAL DETAIL



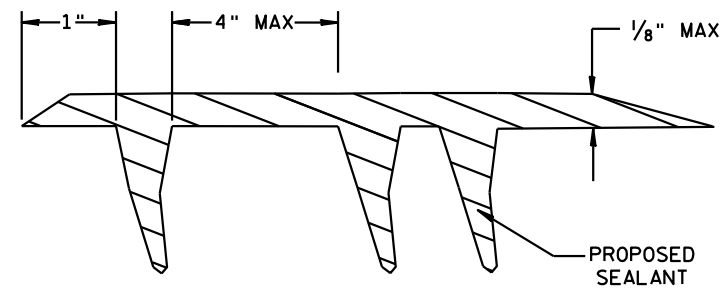
NOTE: FOR ADHESION LOSS WHERE SEALANT IS NOT ADHERED TO SAME SIDE OF CRACK FOR LENGTHS LESS THAN 5 CONTINUOUS LINEAR FEET

CLEAN AND RE-FILL DETAIL



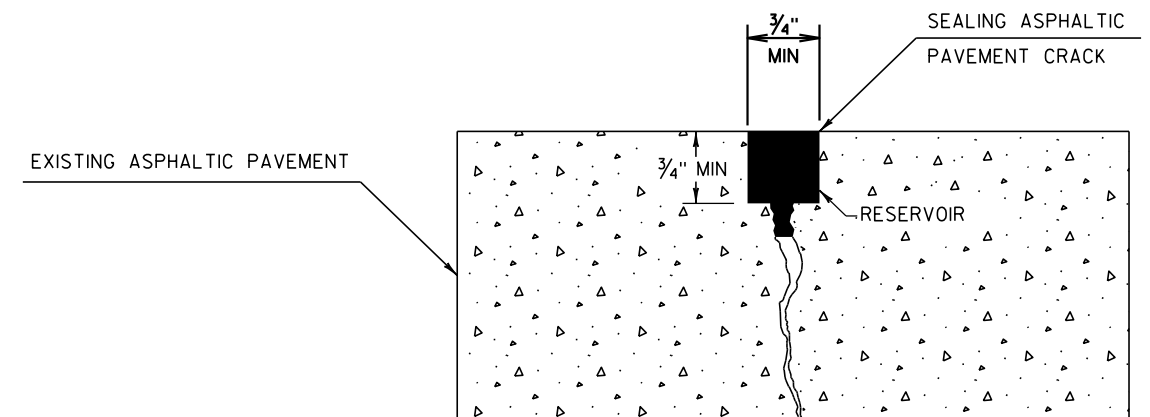
NOTE: FOR COHESION LOSS

CLEAN AND RE-FILL DETAIL

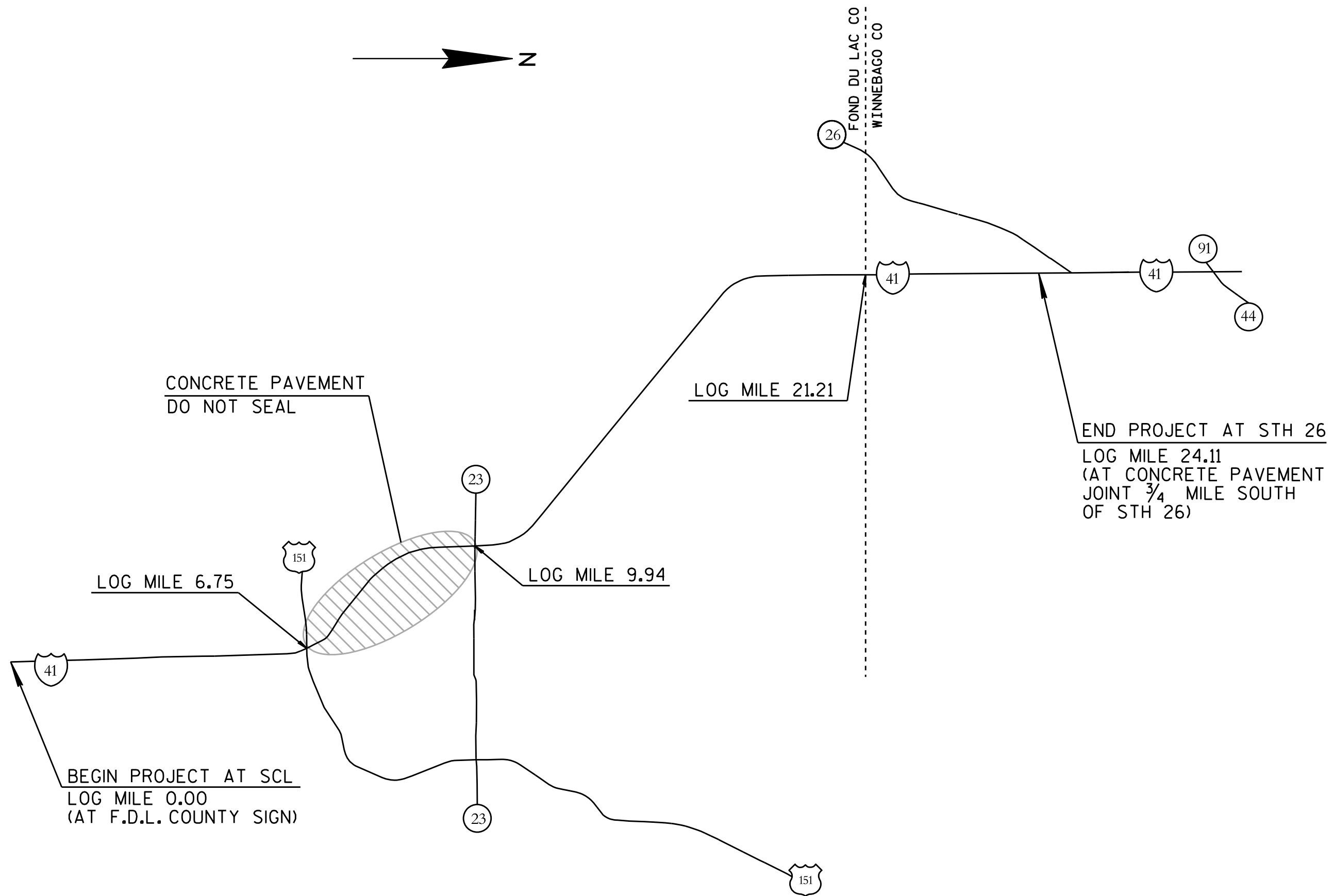


NOTE: FOR EDGE AND FATIGUE CRACKING

CLEAN AND FILL DETAIL



ROUT AND SEAL DETAIL



DATE 22FEB16		E S T I M A T E O F Q U A N T I T I E S			
LINE					1100-31-60
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY
0010	619.1000	Mobilization	EACH	1.000	1.000
0020	642.5001	Field Office Type B	EACH	1.000	1.000
0030	643.0100	Traffic Control (project) 01. 1100-31-60	EACH	1.000	1.000
0040	643.0300	Traffic Control Drums	DAY	10,350.000	10,350.000
0050	643.0420	Traffic Control Barricades Type III	DAY	804.000	804.000
0060	643.0705	Traffic Control Warning Lights Type A	DAY	1,608.000	1,608.000
0070	643.0715	Traffic Control Warning Lights Type C	DAY	1,500.000	1,500.000
0080	643.0800	Traffic Control Arrow Boards	DAY	100.000	100.000
0090	643.0900	Traffic Control Signs	DAY	550.000	550.000
0100	643.1050	Traffic Control Signs PCMS	DAY	50.000	50.000
0110	646.0106	Pavement Marking Epoxy 4-Inch	LF	442,042.000	442,042.000
0120	646.0881.S	Pavement Marking Grooved Wet Reflective Tape 4-Inch	LF	7,656.000	7,656.000
0130	ASP.1T0A	On-the-Job Training Apprentice at \$5.00/HR	HRS	300.000	300.000
0140	ASP.1T0G	On-the-Job Training Graduate at \$5.00/HR	HRS	600.000	600.000
0150	SPV.0125	Special 01. Sealing Asphaltic Pavement Cracks	MI	41.840	41.840

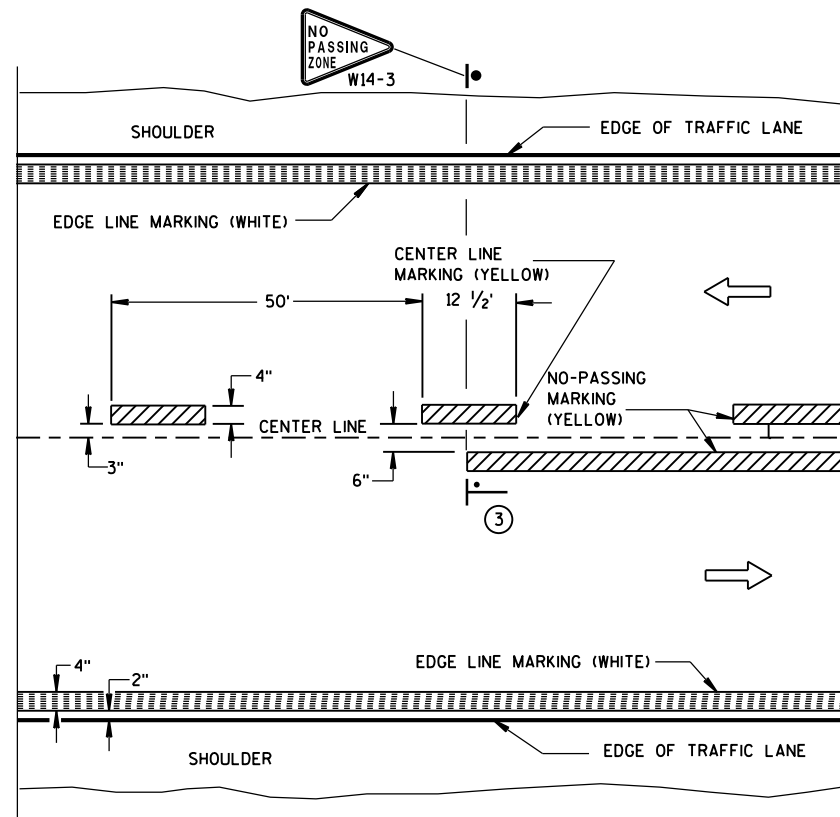
TRAFFIC CONTROL SUMMARY																		
				643.0300		643.042		643.0705		643.0715		643.0800		643.0900		643.1050		
				DRUMS		BARRICADES		WARNING LIGHTS		WARNING LIGHTS		ARROW		SIGNS		SIGNS		
				TYPE III		TYPE A		TYPE C										
LOCATION	TO	LOCATION	ROADWAY	APPROXIMATE SERVICE DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS	NO. IN SERVICE	DAYS
F.D.L. SCL	-	CTH B	IH 41 SB	4	250	1000	20	80	40	160	30	120	2	8	11	44	1	4
CTH B	-	CONC. PVMT.	IH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
CONC. PVMT.	-	STH 23	IH 41 SB	3	125	375	12	36	24	72	30	90	2	6	11	33	1	3
STH 23	-	TOWN LINE RD.	IH 41 SB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
TOWN LINE RD.	-	CTH N	IH 41 SB	4	200	800	15	60	30	120	30	120	2	8	11	44	1	4
CTH N	-	F.D.L. NCL	IH 41 SB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
F.D.L. NCL	-	S. OF STH 26	IH 41 SB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
F.D.L. SCL	-	CTH B	IH 41 NB	4	250	1000	20	80	40	160	30	120	2	8	11	44	1	4
CTH B	-	CONC. PVMT.	IH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
CONC. PVMT.	-	STH 23	IH 41 NB	3	125	375	12	36	24	72	30	90	2	6	11	33	1	3
STH 23	-	TOWN LINE RD.	IH 41 NB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
TOWN LINE RD.	-	CTH N	IH 41 NB	4	200	800	15	60	30	120	30	120	2	8	11	44	1	4
CTH N	-	F.D.L. NCL	IH 41 NB	4	225	900	17	68	34	136	30	120	2	8	11	44	1	4
F.D.L. NCL	-	S. OF STH 26	IH 41 NB	3	200	600	15	45	30	90	30	90	2	6	11	33	1	3
TOTAL					10350		804		1608		1500		100		550		50	

PAVEMENT MARKING							
				646.0106		646.0881.S	
				EPOXY 4-INCH		GROOVED WET	
				EDGE LINE (WHITE)		REFLECTIVE TAPE	
				4-INCH		4-INCH	
LOCATION	TO	LOCATION	ROADWAY	LF	LF	LF	COUNTY
F.D.L. SCL	-	CTH B	IH 41 SB	21278	21278		FOND DU LAC
CTH B	-	CONC. PVMT.	IH 41 SB	14414	14414		FOND DU LAC
CONC. PVMT.	-	STH 23	IH 41 SB	7498	7498		FOND DU LAC
STH 23	-	TOWN LINE RD.	IH 41 SB	18374	18374		FOND DU LAC
TOWN LINE RD.	-	CTH N	IH 41 SB	16210	16210		FOND DU LAC
CTH N	-	F.D.L. NCL	IH 41 SB	17424	17424		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	IH 41 SB	15312	15312	3828	WINNEBAGO
F.D.L. SCL	-	CTH B	IH 41 NB	21278	21278		FOND DU LAC
CTH B	-	CONC. PVMT.	IH 41 NB	14414	14414		FOND DU LAC
CONC. PVMT.	-	STH 23	IH 41 NB	7498	7498		FOND DU LAC
STH 23	-	TOWN LINE RD.	IH 41 NB	18374	18374		FOND DU LAC
TOWN LINE RD.	-	CTH N	IH 41 NB	16210	16210		FOND DU LAC
CTH N	-	F.D.L. NCL	IH 41 NB	17424	17424		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	IH 41 NB	15312	15312	3828	WINNEBAGO
SUBTOTAL				221021	221021		
TOTAL					442042	7656	

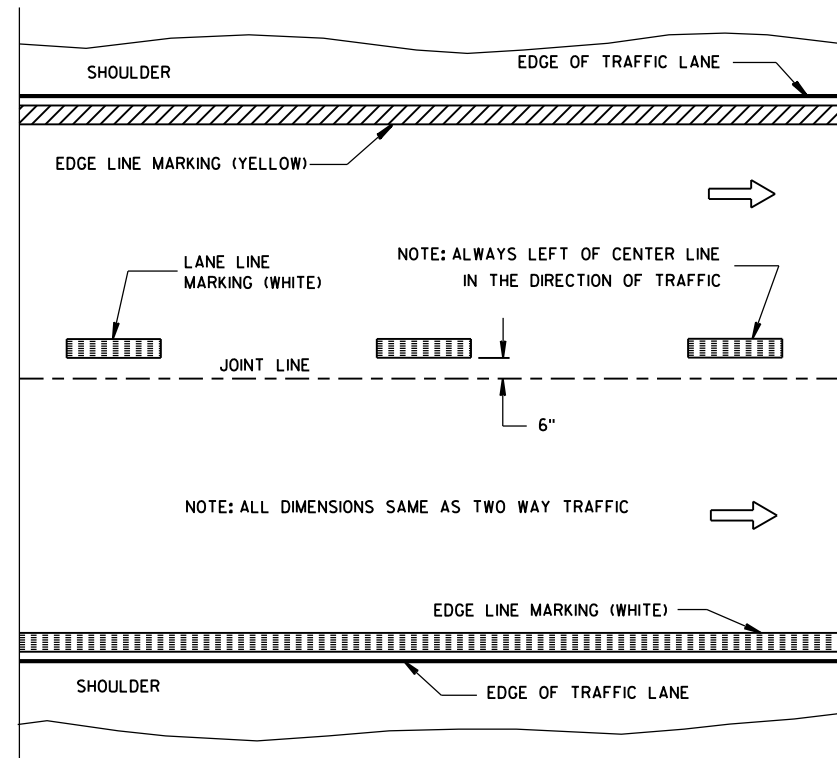
SEALING ASPHALTIC PAVEMENT CRACKS						
LOCATION	TO	LOCATION	ROUTE	SPV.0125.01 MILE	REMARKS	COUNTY
F.D.L. SCL	-	CTH B	USH 41 SB	4.03		FOND DU LAC
CTH B	-	CONC. PVMT.	USH 41 SB	2.73	END AT CONCRETE PVMT	FOND DU LAC
CONC. PVMT.	-	STH 23	USH 41 SB	1.42	START AT CONC PVMT	FOND DU LAC
STH 23	-	TOWN LINE RD.	USH 41 SB	3.48		FOND DU LAC
TOWN LINE RD.	-	CTH N	USH 41 SB	3.07		FOND DU LAC
CTH N	-	F.D.L. NCL	USH 41 SB	3.30		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	USH 41 SB	2.90	END 0.75 MI S. OF STH 26	WINNEBAGO
F.D.L. SCL	-	CTH B	USH 41 NB	4.03		FOND DU LAC
CTH B	-	CONC. PVMT.	USH 41 NB	2.73	END AT CONCRETE PVMT	FOND DU LAC
CONC. PVMT.	-	STH 23	USH 41 NB	1.42	START AT CONC PVMT	FOND DU LAC
STH 23	-	TOWN LINE RD.	USH 41 NB	3.48		FOND DU LAC
TOWN LINE RD.	-	CTH N	USH 41 NB	3.07		FOND DU LAC
CTH N	-	F.D.L. NCL	USH 41 NB	3.30		FOND DU LAC
F.D.L. NCL	-	S. OF STH 26	USH 41 NB	2.90	END 0.75 MI S. OF STH 26	WINNEBAGO
TOTAL				41.84		
FOR INFORMATION ONLY BASED ON 2016 DOT FIELD REVIEW						
Fond du Lac SCL to STH 151 is estimated to require 7600 LF of crack sealing per mile						
STH 23 section to STH 26 is estimated to require 14,000 LF of crack sealing per mile						
3.19 miles of concrete pavement on USH 41 (in each direction) removed from total centerline miles						

Standard Detail Drawing List

15C08-16A	PAVEMENT MARKING (MAINLINE)
15C19-03C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-05A	TRAFFIC CONTROL, LANE CLOSURE
15D15-02	TRAFFIC CONTROL, EXIT AND ENTRANCE RAMP WITHIN LANE CLOSURE

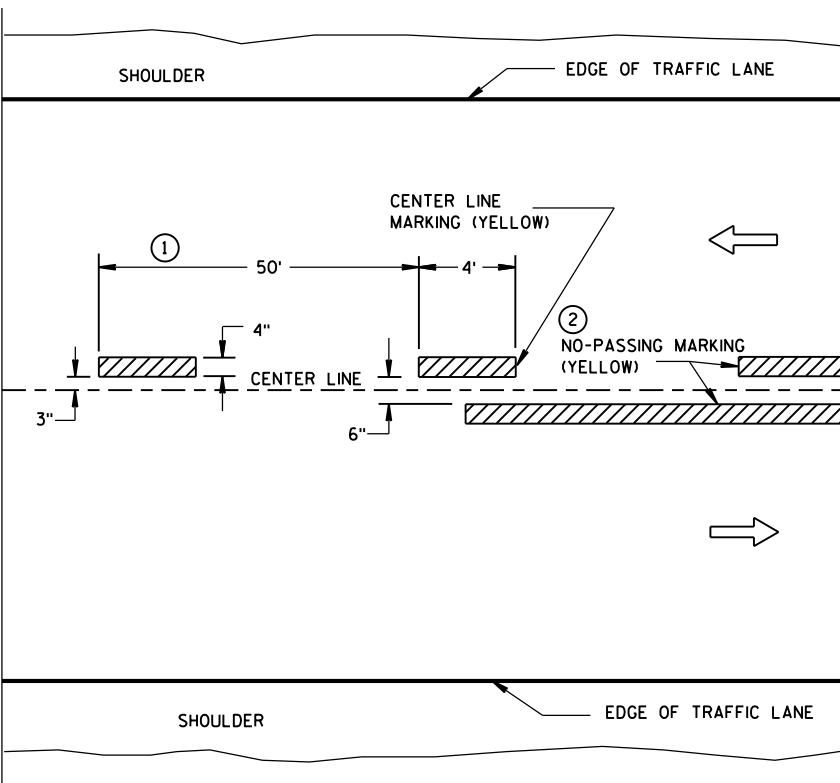


TWO WAY TRAFFIC

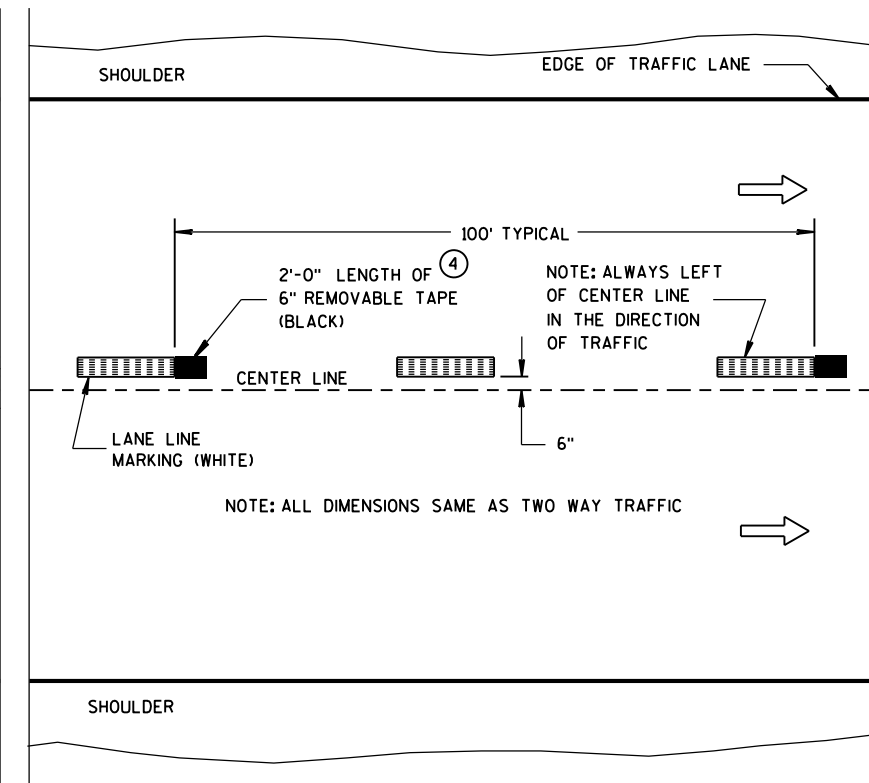


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

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

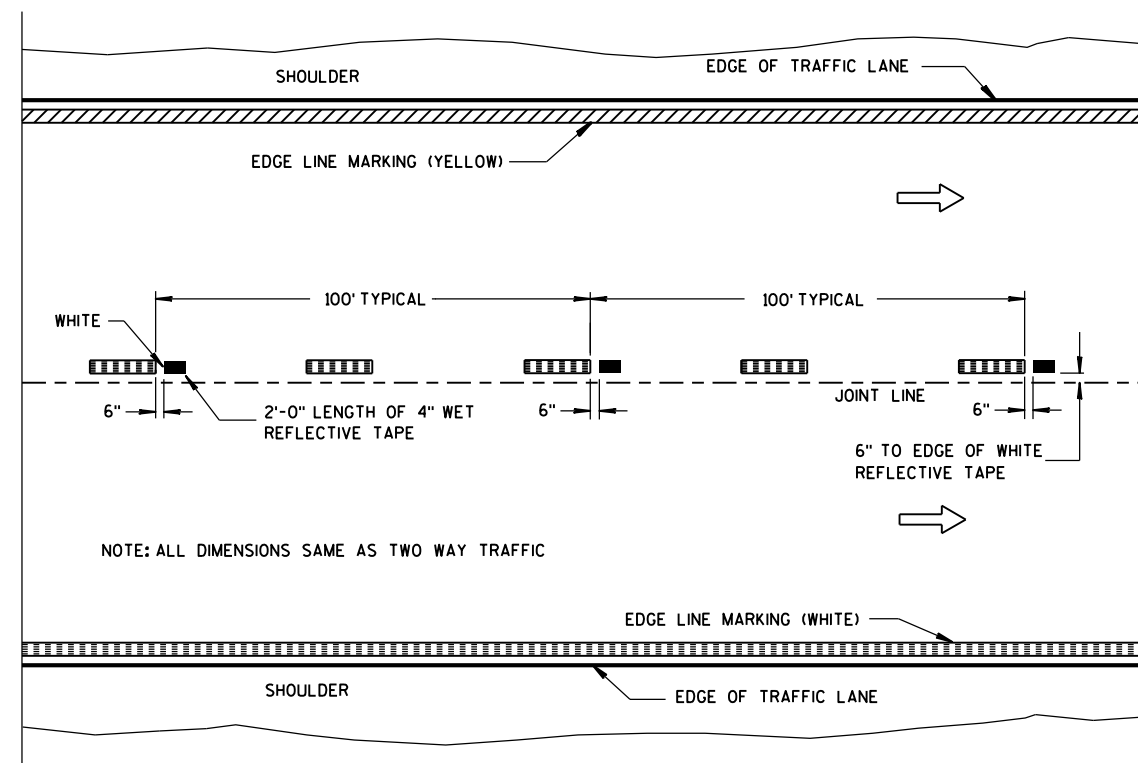
GENERAL NOTES

DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

- ① HALF CYCLE LENGTHS (25'±) WITH 2' MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

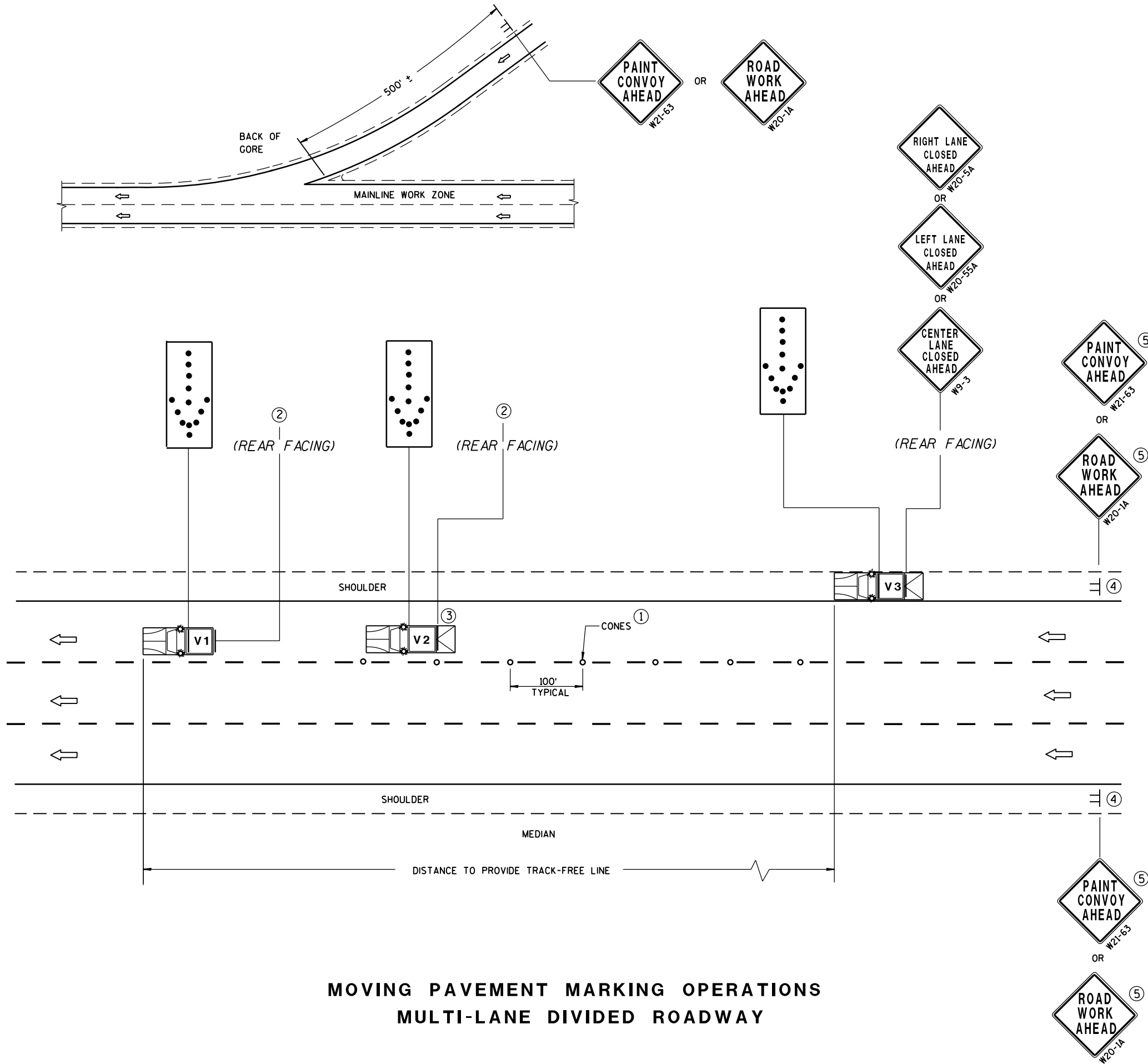
- "T" MARKING
- POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5-13-2013
DATE
FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER



GENERAL NOTES

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.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

WHEN WORK ACTIVITY BLOCKS THE LEFT 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 AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

FOR EDGE LINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

THIS DRAWING SHALL BE USED FOR EDGE LINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
 OR 
W21-64 W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

- V1** LEAD VEHICLE
- V2** SHADOW VEHICLE
- V3** TRAIL VEHICLE WITH TMA
-  **TMA** TRUCK-MOUNTED ATTENUATOR
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  CONES
-  FLASHING ARROW PANEL (MERGE)

MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED Sept. 2015 DATE	/S/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

LEGEND

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

GENERAL NOTES

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

THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIREABLE) DISTANCE TO EXISTING SIGNS.

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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

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

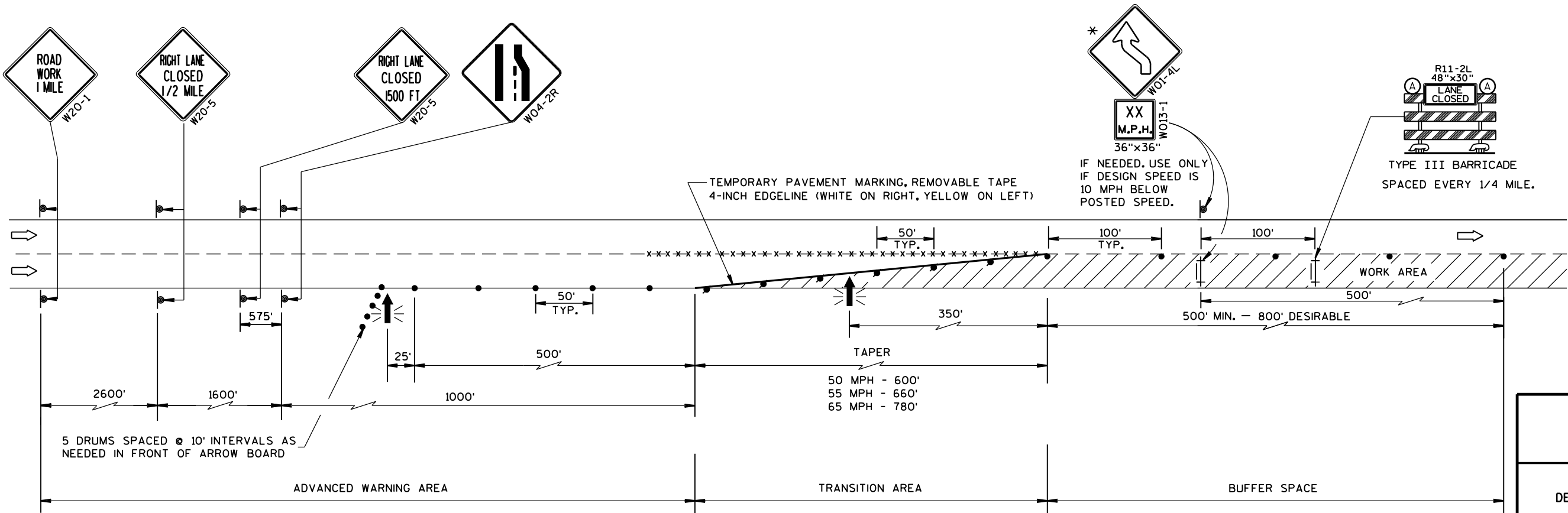
REMOVE PAVEMENT MARKINGS IF LANE CLOSURE IS TO BE IN PLACE FOR LONGER THAN 4 OR MORE DAYS AND NIGHTS.

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

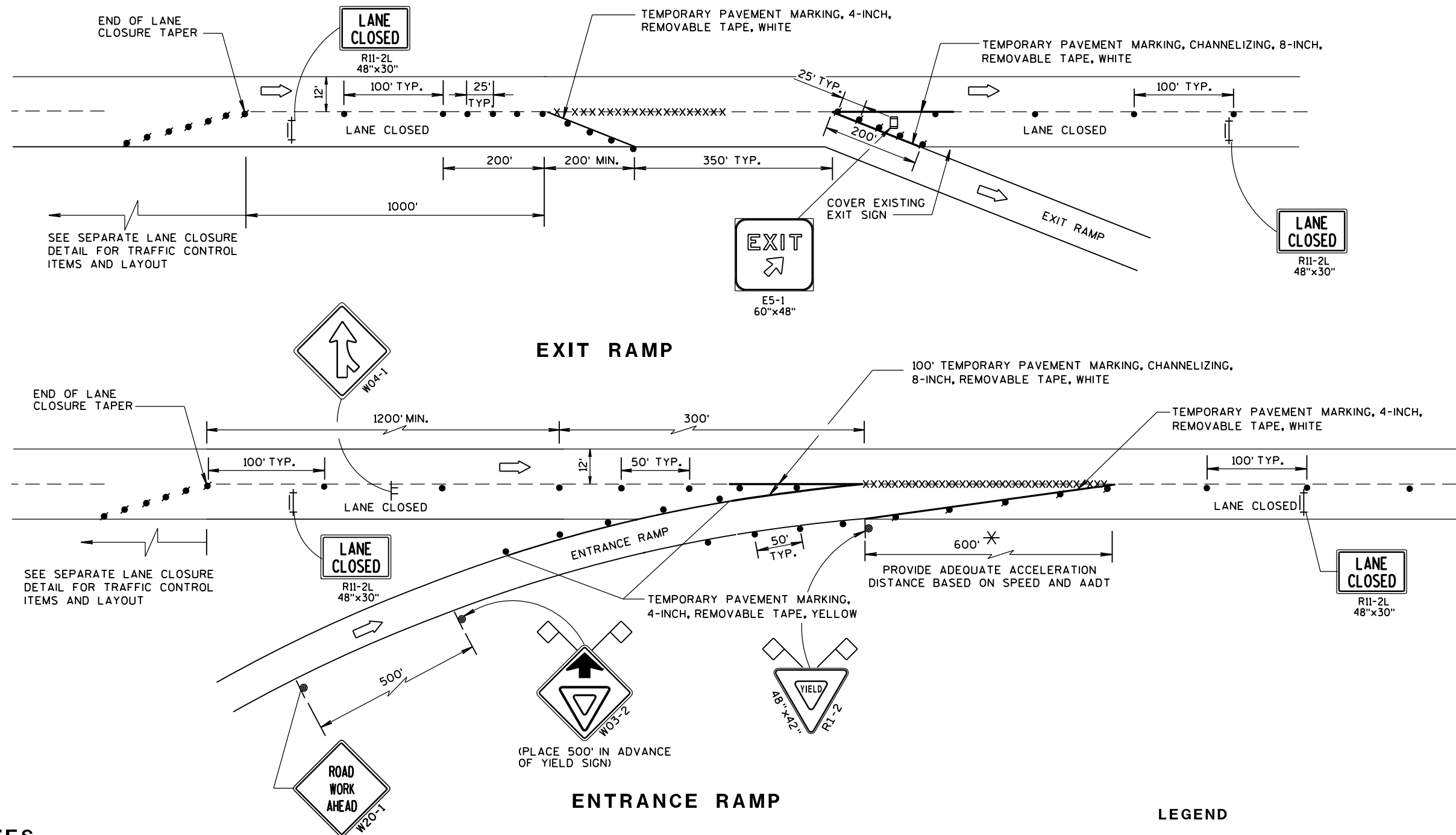
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE CLOSURE MUST MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.

* THE LEFT REVERSE CURVE SIGN (WO1-4L) IS ONLY REQUIRED WHEN THIS DETAIL IS USED IN COMBINATION WITH "SINGLE LANE CROSSOVER" DETAIL.



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



GENERAL NOTES

THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.

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

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.

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

SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.

YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 7 OR MORE CONTINUOUS DAYS AND NIGHTS.

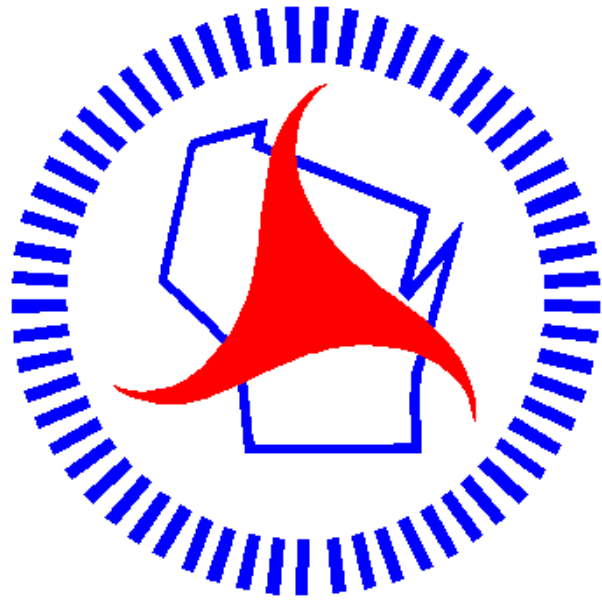
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

* LENGTH OF OPENING MAY BE REDUCED TO 150 FEET DURING STAGING OF WORK IN IMMEDIATE AREA OF RAMP TAPER.

LEGEND

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

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



Wisconsin Department of Transportation

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