

GRE WITH:

PROJECT ID: 1009-33-26, 1009-33-33

COUNTY:

NORTHEAST REGION WIDE

MARCH 2022
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

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

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

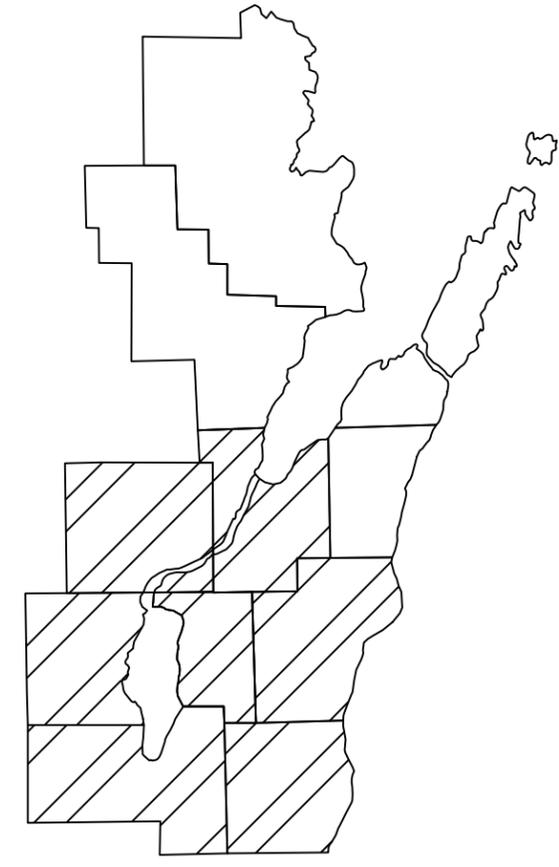
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
 PLAN OF PROPOSED IMPROVEMENT

REGION WIDE DECK SEALING FY22
 VARIOUS BACKBONE ROUTES STH
 VAR HWY
 NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-26

REGION WIDE DECK SEALING FY22
 VARIOUS 3R/LCB ROUTES STH
 VAR HWY
 NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-33



LAYOUT
 SCALE 0 30 MI
 TOTAL NET LENGTH OF CENTERLINE = N/A

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-33-26	_____	_____
1009-33-33	_____	_____

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	SURVEYOR
Surveyor	_____
Designer	B. HARDY
Project Manager	P. BRAUER
Regional Examiner	REGIONAL EXAMINER
Regional Supervisor	T. RABE
APPROVED FOR THE DEPARTMENT	
DATE: 10/27/2021	<i>Paul Brauer</i> (Signature)

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.

DNR AREA LIAISON

BROWN COUNTY
JIM DOPERALSKI
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2984 SHAWANO AVE
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CALUMET, OUTAGAMIE, MANITOWOC COUNTIES

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FOND DU LAC, SHEBOYGAN, WINNEBAGO COUNTIES

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Northeast Region Project Manager

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TRAFFIC CONTROL AND WORK RESTRICTIONS

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS
STH 29						
BROWN	B-05-0229	STH 29 WB	STH 32	Lane Closure	M-Th: 3pm-6pm, Fri 3pm-7pm	
BROWN	B-05-0230	STH 29 EB	STH 32	Lane Closure	M-F: 6am-8am, Sun 11am-4pm	
BROWN	B-05-0642	STH 32 SB RAMP FROM STH 29 TO IH 41 SB	CN RAILROAD	Lane Closure	M-F: 6am-8am, Sun 11am-4pm	
BROWN	B-05-0648	STH 29 WB	RIVERDALE DR	Lane Closure	M-Th: 3pm-6pm, Fri 3pm-7pm	
BROWN	B-05-0649	STH 29 EB	RIVERDALE DR	Lane Closure	M-F: 6am-8am, Sun 11am-4pm	
BROWN	B-05-0650	STH 29 WB - STH 32 NB	DUCK CREEK	Lane Closure	M-Th: 3pm-6pm, Fri 3pm-7pm	
BROWN	B-05-0651	STH 29 EB - STH 32 SB	DUCK CREEK	Lane Closure	M-F: 6am-8am, Sun 11am-4pm	
BROWN	B-05-0656	STH 29 WB	PACKERLAND DRIVE (CTH EB)	Lane Closure	M-Th: 3pm-6pm, Fri 3pm-7pm	
BROWN	B-05-0657	STH 29 EB	PACKERLAND DRIVE (CTH EB)	Lane Closure	M-F: 6am-8am, Sun 11am-4pm	
USH 151						
FOND DU LAC	B-20-0033	USH 151 SB	S BRANCH ROCK RIVER	Lane Closure		
FOND DU LAC	B-20-0034	USH 151 NB	S BRANCH ROCK RIVER	Lane Closure		
FOND DU LAC	B-20-0062	USH 151 NB ON RAMP	USH 151 SB	Full Closure		
FOND DU LAC	B-20-0063	OAK CENTER ROAD	USH 151	Flagging		
FOND DU LAC	B-20-0125	USH 151 NB	IH 41	Lane Closure	M-F: 4pm-5pm	
FOND DU LAC	B-20-0126	USH 151 SB	IH 41	Lane Closure	M-F: 7am-8am	
FOND DU LAC	B-20-0133	USH 151 NB	STH 26	Lane Closure		
FOND DU LAC	B-20-0134	USH 151 SB	STH 26	Lane Closure		
FOND DU LAC	B-20-0136	USH 151 NB	USH 151 NB -STH 26 NB RAMP	Lane Closure		
FOND DU LAC	B-20-0137	USH 151 SB	USH 151 NB -STH 26 NB RAMP	Lane Closure		
FOND DU LAC	B-20-0138	USH 151 SB TO STH 26 RAMP	USH 151 NB -STH 26 NB RAMP	Full Closure		
FOND DU LAC	B-20-0141	USH 151 SB	WEST BRANCH ROCK RIVER	Lane Closure		
FOND DU LAC	B-20-0142	USH 151 NB	WEST BRANCH ROCK RIVER	Lane Closure		
FOND DU LAC	B-20-0145	USH 151 NB	SEVEN MILE CREEK	Lane Closure		
FOND DU LAC	B-20-0146	USH 151 SB	SEVEN MILE CREEK	Lane Closure		
FOND DU LAC	B-20-0148	USH 151 NB	DENEVEU CREEK	Lane Closure		
FOND DU LAC	B-20-0149	USH 151 SB	DENEVEU CREEK	Lane Closure		
FOND DU LAC	B-20-0152	USH 151 NB	STH 23	Lane Closure		
FOND DU LAC	B-20-0153	USH 151 SB	STH 23	Lane Closure		
FOND DU LAC	B-20-0158	USH 151 NB	CN RR/WATO	Lane Closure		
FOND DU LAC	B-20-0159	USH 151 SB	CN RR/WATO	Lane Closure		
FOND DU LAC	B-20-0162	CTH D EB	USH 151	Lane Closure		
FOND DU LAC	B-20-0163	CTH D WB	USH 151	Lane Closure		
FOND DU LAC	B-20-0164	USH 151 NB	RIVER ROAD	Lane Closure		
FOND DU LAC	B-20-0165	USH 151 SB	RIVER ROAD	Lane Closure		
FOND DU LAC	B-20-0166	HICKORY STREET	USH 151	Flagging		
FOND DU LAC	B-20-0168	USH 151 NB	E BRANCH FOND DU LAC RIVER	Lane Closure		
FOND DU LAC	B-20-0169	USH 151 SB	E BRANCH FOND DU LAC RIVER	Lane Closure		
FOND DU LAC	B-20-0170	USH 151 SB	E BRANCH FOND DU LAC RIVER	Lane Closure		
FOND DU LAC	B-20-3832	STH 175	USH 151	Lane Shift		
MANITOWOC	B-36-0063	USH 151/STH 42 NB	IH 43	Lane Closure		
STH 172						
BROWN	B-05-0108	STH 172 EB	STH 32 - USH BUSINESS 41	Lane Closure	Single: Sun 2pm-6pm, M-F 7am-9am, 1pm-7pm	Dual: M-F 6am-830pm
BROWN	B-05-0149	STH 172	STH 57 - RIVERSIDE DRIVE	Lane Closure	Single: M-Th 7am-9am, 4pm-6pm, Fri: 7am-9am, 3pm-7pm	Dual: M-F 6am-830pm
BROWN	B-05-0150	CTH X (WEBSTER AVE)	STH 172	Lane Closure	M-F: 7am-5pm	
BROWN	B-05-0386	STH 172 EB	CTH AAA (ONEIDA STREET)	Lane Closure	Single: Sun 2pm-6pm, M-F 7am-9am, 1pm-7pm	Dual: M-F 6am-830pm
BROWN	B-05-0387	STH 172 WB	CTH AAA (ONEIDA STREET)	Lane Closure	Single: M-Th 7am-9am, 4pm-6pm, Fri: 7am-9am, 3pm-7pm	Dual: M-F 6am-830pm

TRAFFIC CONTROL AND WORK RESTRICTIONS

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS
STH 441						
CALUMET	B-08-0024	TEULAH AVE	STH 441	Flagging		
CALUMET	B-08-0025	STH 441 NB	LAKE PARK ROAD	Lane Closure	M-Th: 7am-8am, 2pm-7pm Fri: 7am-8am, 12pm-8pm	
CALUMET	B-08-0026	STH 441 SB	LAKE PARK ROAD	Lane Closure	M-Fri: 6am-9am, 3pm-6pm	
CALUMET	B-08-0027	STH 441 NB	CTH KK	Lane Closure	Sun: 12pm-4pm, M-Th: 6am-9am, 12pm-7pm, Fri: 6am-7pm, Sat: 10am-5pm	
CALUMET	B-08-0028	STH 441 SB	CTH KK	Lane Closure	Sun: 12pm-2pm, M-Th: 6am-9am, 11am-7pm, Fri: 6am-8am, 11am-6pm	
OUTAGAMIE	B-44-0122	STH 441 NB	CTH CE	Lane Closure	Sun: 12pm-4pm, M-Th: 6am-9am, 12pm-7pm, Fri: 6am-7pm, Sat: 10am-5pm	
OUTAGAMIE	B-44-0123	STH 441 SB	CTH CE	Lane Closure	Sun: 12pm-2pm, M-Th: 6am-9am, 11am-7pm, Fri: 6am-8am, 11am-6pm	
OUTAGAMIE	B-44-0125	NEWBERRY STREET	STH 441	Flagging		
OUTAGAMIE	B-44-0126	STH 441	STH 96-FOX RIVER -CN RAILROAD	Lane Closure	NB: Sun: 12pm-4pm, M-Th: 6am-9am, 12pm-7pm, Fri: 6am-7pm, Sat: 10am-5pm	SB: Sun: 12pm-2pm, M-Th: 6am-9am, 11am-7pm, Fri: 6am-8am, 11am-6pm
OUTAGAMIE	B-44-0127	STH 441 NB	CTH OO	Lane Closure	Sun: 12pm-4pm, M-Th: 6am-9am, 12pm-7pm, Fri: 6am-7pm, Sat: 10am-5pm	
OUTAGAMIE	B-44-0128	STH 441 SB	CTH OO	Lane Closure	Sun: 12pm-2pm, M-Th: 6am-9am, 11am-7pm, Fri: 6am-8am, 11am-6pm	
WINNEBAGO	B-70-0110	CTH P	USH 10-STH 441	Lane Shift		
IH 43						
SHEBOYGAN	B-59-0070	CTH FF	IH 43	Lane Closure		

TRAFFIC CONTROL AND WORK RESTRICTIONS

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	WORK RESTRICTIONS	WORK RESTRICTIONS
STH 54						
BROWN	B-05-0217	STH 54 WB/STH 57 SB	UNIVERSITY AVE	Lane Closure	M-F: 6am-6pm	
BROWN	B-05-0218	STH 54 EB/STH 57 NB	UNIVERSITY AVE	Lane Closure	M-F: 7am-6pm	
BROWN	B-05-0134-0001	STH 54 (MASON STREET)	STH 32 (ASHLAND AVE)	Lane Closure	3pm-6pm	
BROWN	B-05-0134-0002	STH 54 (MASON STREET)	CHESTNUT AVE	Lane Closure	3pm-6pm	
BROWN	B-05-0134-0003	STH 54 WB TO ASHLAND AVE RAMP	CHESTNUT AVE	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0004	STH 54 EB RAMP FROM ASHLAND AVE	CHESTNUT AVE	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0005	STH 54 EB (MASON STREET)	RAMP STH 54 WB TO BROADWAY ST	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0006	STH 54 EB (MASON STREET)	BROADWAY STREET	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0007	STH 54 EB (MASON STREET)	CNW RR	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0008	STH 54 WB TO BROADWAY STREET	LAND	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0009	STH 54 WB RAMP TO BROADWAY STREET	BROADWAY STREET	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0010	STH 54 EB RAMP FROM BROADWAY ST	LAND	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0011	STH 54 EB RAMP FROM BROADWAY ST	BROADWAY STREET	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0012	STH 54 (MASON STREET)	LAND	Lane Closure	WB/EB: Single:6am-9am, 3pm-6pm	Dual: 6am-6pm
BROWN	B-05-0134-0013	STH 54 (MASON STREET)	FOX RIVER	Lane Closure	WB/EB: Single: 6am-9am, 3pm-6pm	Dual: 6am-6pm
BROWN	B-05-0134-0014	STH 54 (MASON STREET)	FOX RIVER, PED. TRAIL & PARKING	Lane Closure	WB/EB: Single: 6am-9am, 3pm-6pm	Dual: 6am-6pm
BROWN	B-05-0134-0015	STH 54 (MASON STREET)	ADAMS AVE	Lane Closure	WB/EB: Single: 6am-9am, 3pm-6pm	Dual: 6am-6pm
BROWN	B-05-0134-0016	STH 54 WB RAMP FROM JEFFERSON ST	WASHINGTON AVE	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0017	STH 54 WB RAMP FROM JEFFERSON ST	LAND	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0018	STH 54 WB (MASON STREET)	PARKING LOT	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0019	STH 54 WB (MASON STREET)	STH 54 EB RAMP TO MADISON ST	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0020	STH 54 EB (MASON STREET)	PARKING LOT	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0021	STH EB (MASON STREET)	LAND	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0022	STH 54 WB (MASON STREET)	MADISON STREET	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0023	STH 54/STH 57 RAMP	MADISON STREET	Full Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0024	STH 54 (MASON STREET)	MONROE STREET	Lane Closure	6am-9am, 3pm-6pm	
BROWN	B-05-0134-0025	STH 54 WB (MASON STREET)	STH 57 (MONROE STREET)	Lane Closure	6am-9am, 3pm-6pm	
STH 57						
BROWN	B-05-0041	STH 57 SB	WEQUIOCK CREEK	Lane Closure	Sun: 11am-5pm	
BROWN	B-05-0043	STH 32/STH 57	FOX RIVER TRAIL	Flagging		
BROWN	B-05-0074	STH 32/STH 57	EAST RIVER	Flagging		
BROWN	B-05-0262	STH 32/STH 57	EAST RIVER	Flagging		
BROWN	B-05-0321	STH 57 SB	STH 54	Lane Closure	Sun: 11am-5pm	
BROWN	B-05-0323	STH 57 NB	STH 54	Lane Closure	Fri: 12pm-6pm	
BROWN	B-05-0348	STH 57 NB	WEQUIOCK CREEK	Lane Closure	Fri: 12pm-6pm	
BROWN	B-05-0353	CTH P	STH 57	Flagging		
BROWN	B-05-0360	BAY SETTLEMENT ROAD	STH 57	Lane Closure		
BROWN	C-05-0067	BOX CULVERT ON STH 57	HERITAGE HILL TRAIL	Lane Closure	M-F: 6am-8am, 3pm-6pm	
STH 96						
BROWN	B-05-0274	STH 96	BRANCH EAST RIVER	Flagging		

Estimate Of Quantities

Line	Item	Item Description	Unit	Total	1009-33-26	1009-33-33
					Qty	Qty
0002	502.3215	Protective Surface Treatment Reseal	SY	200,624.000	130,344.000	70,280.000
0004	619.1000	Mobilization	EACH	1.000	0.600	0.400
0006	643.1050	Traffic Control Signs PCMS	DAY	126.000	84.000	42.000
0008	SPV.0060	Special 01. Traffic Control (1009-33-26)	EACH	1.000	1.000	
0010	SPV.0060	Special 02. Traffic Control (1009-33-33)	EACH	1.000		1.000

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Project ID	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	LENGTH [FT]	* PARAPETS [SY]	CONCRETE MEDIAN & SIDEWALK [SY]	DECK [SY]	502.3215.S PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
1009-33-26	BROWN	STH 172 EB	STH 172	STH 32 - USH BUSINESS 41	B-05-0108	382.3	310	0	3,088	3398	
1009-33-26	BROWN	STH 172	STH 172	STH 57 - RIVERSIDE DRIVE	B-05-0149	3,225.2	5,232	0	34,384	39616	
1009-33-26	BROWN	CTH X (WEBSTER AVE)	STH 172	STH 172	B-05-0150	204.7	111	421	1,410	1942	
1009-33-26	BROWN	STH 29 WB	STH 29	STH 32	B-05-0229	159.2	129	0	708	837	
1009-33-26	BROWN	STH 29 EB	STH 29	STH 32	B-05-0230	159.2	129	0	708	837	
1009-33-26	BROWN	STH 172 EB	STH 172	CTH AAA (ONEIDA STREET)	B-05-0386	176.5	143	0	1,430	1573	
1009-33-26	BROWN	STH 172 WB	STH 172	CTH AAA (ONEIDA STREET)	B-05-0387	176.5	143	0	1,098	1241	
1009-33-26	BROWN	STH 32 SB RAMP FROM STH 29 TO IH 41 SB	STH 29	CN RAILROAD	B-05-0642	316.1	283	0	1,475	1758	
1009-33-26	BROWN	STH 29 WB	STH 29	RIVERDALE DR	B-05-0648	115.8	121	0	799	920	
1009-33-26	BROWN	STH 29 EB	STH 29	RIVERDALE DR	B-05-0649	115.8	121	0	799	920	
1009-33-26	BROWN	STH 29 WB - STH 32 NB	STH 29	DUCK CREEK	B-05-0650	190.4	194	0	1,703	1897	
1009-33-26	BROWN	STH 29 EB - STH 32 SB	STH 29	DUCK CREEK	B-05-0651	190.4	222	0	1,773	1995	
1009-33-26	BROWN	STH 29 WB	STH 29	PACKERLAND DRIVE (CTH EB)	B-05-0656	254.0	258	0	1,820	2079	
1009-33-26	BROWN	STH 29 EB	STH 29	PACKERLAND DRIVE (CTH EB)	B-05-0657	254.0	258	0	1,820	2079	

BROWN COUNTY TOTAL 61091

* 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
1009-33-26	CALUMET	TELULAH AVE	STH 441	STH 441	B-08-0024	207.3	147	303	737	1188	
1009-33-26	CALUMET	STH 441 NB	STH 441	LAKE PARK ROAD	B-08-0025	139.1	113	0	618	731	
1009-33-26	CALUMET	STH 441 SB	STH 441	LAKE PARK ROAD	B-08-0026	139.1	113	0	618	731	
1009-33-26	CALUMET	STH 441 NB	STH 441	CTH KK	B-08-0027	163.6	133	0	727	860	
1009-33-26	CALUMET	STH 441 SB	STH 441	CTH KK	B-08-0028	163.6	133	0	727	860	

CALUMET COUNTY TOTAL 4369

* 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
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	S BRANCH ROCK RIVER	B-20-0033	92.6	75	0	405	481	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	S BRANCH ROCK RIVER	B-20-0034	92.6	75	0	405	481	
1009-33-26	FOND DU LAC	USH 151 NB ON RAMP	USH 151	USH 151 SB	B-20-0062	299.0	243	0	884	1126	
1009-33-26	FOND DU LAC	OAK CENTER ROAD	USH 151	USH 151	B-20-0063	561.0	455	0	1,658	2113	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	IH 41	B-20-0125	255.2	104	655	1,021	1779	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	IH 41	B-20-0126	255.2	104	655	1,021	1779	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	STH 26	B-20-0133	219.2	178	0	960	1137	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	STH 26	B-20-0134	219.2	178	0	960	1137	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	USH 151 NB -STH 26 NB RAMP	B-20-0136	145.8	118	0	638	757	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	USH 151 NB -STH 26 NB RAMP	B-20-0137	145.2	118	0	636	754	

FOND DU LAC COUNTY SUBTOTAL 11544

* SURFACE AREA (INSIDE FACE AND TOP)

3

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
1009-33-26	FOND DU LAC	USH 151 SB TO STH 26 RAMP	USH 151	USH 151 NB -STH 26 NB RAMP	B-20-0138	119.8	97	0	354	451	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	WEST BRANCH ROCK RIVER	B-20-0141	93.1	76	0	414	489	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	WEST BRANCH ROCK RIVER	B-20-0142	93.8	76	0	417	493	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	SEVEN MILE CREEK	B-20-0145	74.0	60	0	329	389	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	SEVEN MILE CREEK	B-20-0146	75.4	61	0	335	396	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	DENEVEU CREEK	B-20-0148	134.4	120	0	618	738	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	DENEVEU CREEK	B-20-0149	134.4	115	164	618	897	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	STH 23	B-20-0152	196.5	176	0	873	1049	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	STH 23	B-20-0153	196.5	176	0	873	1049	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	CN RR/WATO	B-20-0158	152.1	136	0	676	812	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	CN RR/WATO	B-20-0159	152.1	136	0	676	812	
1009-33-26	FOND DU LAC	CTH D EB	USH 151	USH 151	B-20-0162	419.1	374	0	1,749	2123	
1009-33-26	FOND DU LAC	CTH D WB	USH 151	USH 151	B-20-0163	419.1	374	0	1,583	1958	
1009-33-26	FOND DU LAC	USH 151 NB	USH 151	RIVER ROAD	B-20-0164	109.8	98	0	488	586	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	RIVER ROAD	B-20-0165	109.8	98	0	488	586	
1009-33-26	FOND DU LAC	HICKORY STREET	USH 151	USH 151	B-20-0166	219.8	196	171	1,514	1882	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	E BRANCH FOND DU LAC RIVER	B-20-0168	929.3	830	0	5,163	5993	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	E BRANCH FOND DU LAC RIVER	B-20-0169	103.8	93	0	461	554	
1009-33-26	FOND DU LAC	USH 151 SB	USH 151	E BRANCH FOND DU LAC RIVER	B-20-0170	355.3	317	0	1,579	1896	
1009-33-26	FOND DU LAC	STH 175	USH 151	USH 151	B-20-3832	233.8	209	182	1,455	1845	
FOND DU LAC COUNTY PREVIOUS PAGE SUBTOTAL										11544	
FOND DU LAC COUNTY TOTAL										36542	
* SURFACE AREA (INSIDE FACE AND TOP)											

3

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
1009-33-26	MANITOWOC	USH 151/STH 42 NB	USH 151	IH 43	B-36-0063	300.4	244	231	2,737	3212	
MANITOWOC COUNTY TOTAL										3212	
* 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
1009-33-26	OUTAGAMIE	STH 441 NB	STH 441	CTH CE	B-44-0122	181.6	147	0	807	954	
1009-33-26	OUTAGAMIE	STH 441 SB	STH 441	CTH CE	B-44-0123	181.6	147	0	807	954	
1009-33-26	OUTAGAMIE	NEWBERRY STREET	STH 441	STH 441	B-44-0125	164.3	117	240	803	1160	
1009-33-26	OUTAGAMIE	STH 441	STH 441	STH 96-FOX RIVER -CN RAILROAD	B-44-0126	1,628.6	2,571	0	14,473	17044	
1009-33-26	OUTAGAMIE	STH 441 NB	STH 441	CTH OO	B-44-0127	186.8	152	0	830	982	
1009-33-26	OUTAGAMIE	STH 441 SB	STH 441	CTH OO	B-44-0128	186.8	152	0	830	982	
OUTAGAMIE COUNTY TOTAL										22077	
* SURFACE AREA (INSIDE FACE AND TOP)											

3

3

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
1009-33-26	SHEBOYGAN	CTH FF	IH 43	IH 43	B-59-0070	219.9	178	0	831	1009	
SHEBOYGAN COUNTY TOTAL										1009	
* 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
1009-33-26	WINNEBAGO	CTH P	STH 441	USH 10-STH 441	B-70-0110	294.3	170	365	1,510	2045	
WINNEBAGO COUNTY TOTAL										2045	
* SURFACE AREA (INSIDE FACE AND TOP)											

BROWN COUNTY TOTAL	61091
CALUMET COUNTY TOTAL	4369
FOND DU LAC COUNTY TOTAL	36542
MANITOWOC COUNTY TOTAL	3212
OUTAGAMIE COUNTY TOTAL	22077
SHEBOYGAN COUNTY TOTAL	1009
WINNEBAGO COUNTY TOTAL	<u>2045</u>
PROJECT 1009-33-26 TOTAL	130,344

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
1009-33-33	BROWN	STH 57 SB	STH 57	WEQUIOCK CREEK	B-05-0041	27.9	23	0	136	159	
1009-33-33	BROWN	STH 32/STH 57	STH 57	FOX RIVER TRAIL	B-05-0043	188.6	153	0	754	907	
1009-33-33	BROWN	STH 32/STH 57	STH 57	EAST RIVER	B-05-0074	81.8	66	0	400	466	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	STH 32 (ASHLAND AVE)	B-05-0134-0001	483.0	774	0	3,370	4144	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	CHESTNUT AVE	B-05-0134-0002	475.2	761	0	3,596	4357	
1009-33-33	BROWN	STH 54 WB TO ASHLAND AVE RAMP	STH 54	CHESTNUT AVE	B-05-0134-0003	384.3	329	0	885	1214	
1009-33-33	BROWN	STH 54 EB RAMP FROM ASHLAND AVE	STH 54	CHESTNUT AVE	B-05-0134-0004	382.0	327	0	833	1160	
1009-33-33	BROWN	STH 54 EB (MASON STREET)	STH 54	RAMP STH 54 WB TO BROADWAY ST	B-05-0134-0005	313.4	502	0	3,434	3936	
1009-33-33	BROWN	STH 54 EB (MASON STREET)	STH 54	BROADWAY STREET	B-05-0134-0006	166.4	267	0	1,380	1646	
1009-33-33	BROWN	STH 54 EB (MASON STREET)	STH 54	CNW RR	B-05-0134-0007	288.0	461	0	2,843	3305	
1009-33-33	BROWN	STH 54 WB TO BROADWAY STREET	STH 54	LAND	B-05-0134-0008	213.3	174	160	521	856	
1009-33-33	BROWN	STH 54 WB RAMP TO BROADWAY STREET	STH 54	BROADWAY STREET	B-05-0134-0009	455.5	372	342	1,116	1830	
1009-33-33	BROWN	STH 54 EB RAMP FROM BROADWAY ST	STH 54	LAND	B-05-0134-0010	190.0	163	0	459	622	
1009-33-33	BROWN	STH 54 EB RAMP FROM BROADWAY ST	STH 54	BROADWAY STREET	B-05-0134-0011	242.0	207	0	514	721	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	LAND	B-05-0134-0012	475.0	743	356	4,977	6075	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	FOX RIVER	B-05-0134-0013	475.0	485	233	2,833	3550	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	FOX RIVER, PED. TRAIL & PARKING	B-05-0134-0014	347.3	543	261	3,472	4276	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	ADAMS AVE	B-05-0134-0015	313.7	503	0	3,190	3693	
1009-33-33	BROWN	STH 54 WB RAMP FROM JEFFERSON ST	STH 54	WASHINGTON AVE	B-05-0134-0016	211.9	173	159	469	801	
1009-33-33	BROWN	STH 54 WB RAMP FROM JEFFERSON ST	STH 54	LAND	B-05-0134-0017	202.4	165	152	469	786	
1009-33-33	BROWN	STH 54 WB (MASON STREET)	STH 54	PARKING LOT	B-05-0134-0018	315.2	505	0	2,765	3270	
1009-33-33	BROWN	STH 54 WB (MASON STREET)	STH 54	STH 54 EB RAMP TO MADISON ST	B-05-0134-0019	348.8	559	0	3,750	4309	
1009-33-33	BROWN	STH 54 EB (MASON STREET)	STH 54	PARKING LOT	B-05-0134-0020	330.0	282	0	730	1013	
1009-33-33	BROWN	STH EB (MASON STREET)	STH 54	LAND	B-05-0134-0021	147.0	126	0	351	477	
1009-33-33	BROWN	STH 54 WB (MASON STREET)	STH 54	MADISON STREET	B-05-0134-0022	290.9	466	0	2,859	3325	
1009-33-33	BROWN	STH 54/STH 57 RAMP	STH 54	MADISON STREET	B-05-0134-0023	175.6	150	0	411	561	
1009-33-33	BROWN	STH 54 (MASON STREET)	STH 54	MONROE STREET	B-05-0134-0024	279.0	447	0	1,996	2443	
1009-33-33	BROWN	STH 54 WB (MASON STREET)	STH 54	STH 57 (MONROE STREET)	B-05-0134-0025	344.2	295	0	734	1029	
1009-33-33	BROWN	STH 54 WB/STH 57 SB	STH 57	UNIVERSITY AVE	B-05-0217	154.2	125	0	685	810	
1009-33-33	BROWN	STH 54 EB/STH 57 NB	STH 57	UNIVERSITY AVE	B-05-0218	154.2	125	0	801	926	
1009-33-33	BROWN	STH 32/STH 57	STH 57	EAST RIVER	B-05-0262	41.8	0	0	195	195	
1009-33-33	BROWN	STH 96	STH 96	BRANCH EAST RIVER	B-05-0274	22.6	0	0	105	105	
1009-33-33	BROWN	STH 57 SB	STH 57	STH 54	B-05-0321	177.0	144	0	775	919	
1009-33-33	BROWN	STH 57 NB	STH 57	STH 54	B-05-0323	177.0	144	0	775	919	
1009-33-33	BROWN	STH 57 NB	STH 57	WEQUIOCK CREEK	B-05-0348	29.4	24	0	131	155	
1009-33-33	BROWN	CTH P	STH 57	STH 57	B-05-0353	229.9	347	343	1,482	2172	
1009-33-33	BROWN	BAY SETTLEMENT ROAD	STH 57	STH 57	B-05-0360	259.8	222	991	1,790	3003	
1009-33-33	BROWN	STH 57	STH 57	HERITAGE HILL TRAIL	C-05-0067	19.7	0	34	114	147	DRIVING LANES, SIDEWALK & CURB

* SURFACE AREA (INSIDE FACE AND TOP)

BROWN COUNTY TOTAL 70280

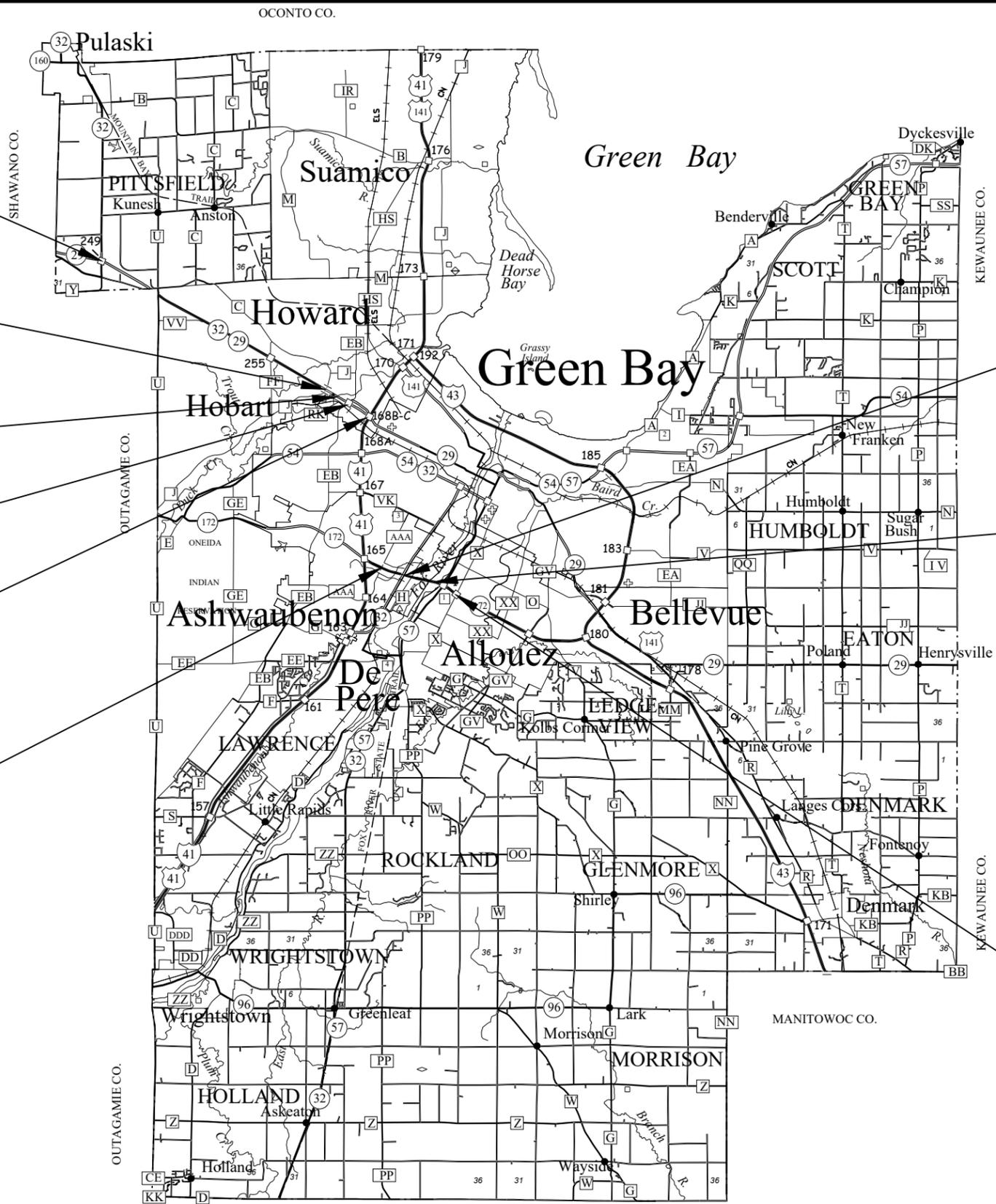
BROWN COUNTY TOTAL 70280

PROJECT 1009-33-33 TOTAL 70,280

TRAFFIC CONTROL SIGNS PCMS

Project ID	ROADWAY	APPROX. SERVICE PERIOD DAYS	NUMBER IN SERVICE	643.1050 DAY	REMARKS
1009-33-26	STH 29	7	4	28	B-05-229, B-05-0230, B-05-0649, B-05-0656
	STH 172	7	4	28	B-05-0386, B-05-0149, B-05-0150
	STH 441	7	2	14	B-08-0024, B-44-0128
	USH 151	7	2	14	B-20-0062, B-20-0138
			1009-33-26 Total	84	
1009-33-33	STH 54	7	6	42	B-05-0134-003, B-05-0134-0004, B-05-0134-0008 & B-05-0134-0009, B-05-0134-0010 & B-05-0134-0011, B-05-0134-0016 & B-05-0134-0017, B-05-0134-0023
			TOTAL 0010	126	

NOTE: ADDITIONAL ADVANCED WARNING WILL BE NECESSARY IF LOCAL BRIDGES ARE COMPLETELY CLOSED.
SEE TRAFFIC CONTROL AND WORK RESTRICTIONS FOR LOCATIONS.



B-05-0229
B-05-0230

B-05-0648
B-05-0649

B-05-0650
B-05-0651

B-05-0656
B-05-0657

B-05-0642

B-05-0386
B-05-0387

B-05-0108

B-05-0149

B-05-0150

5

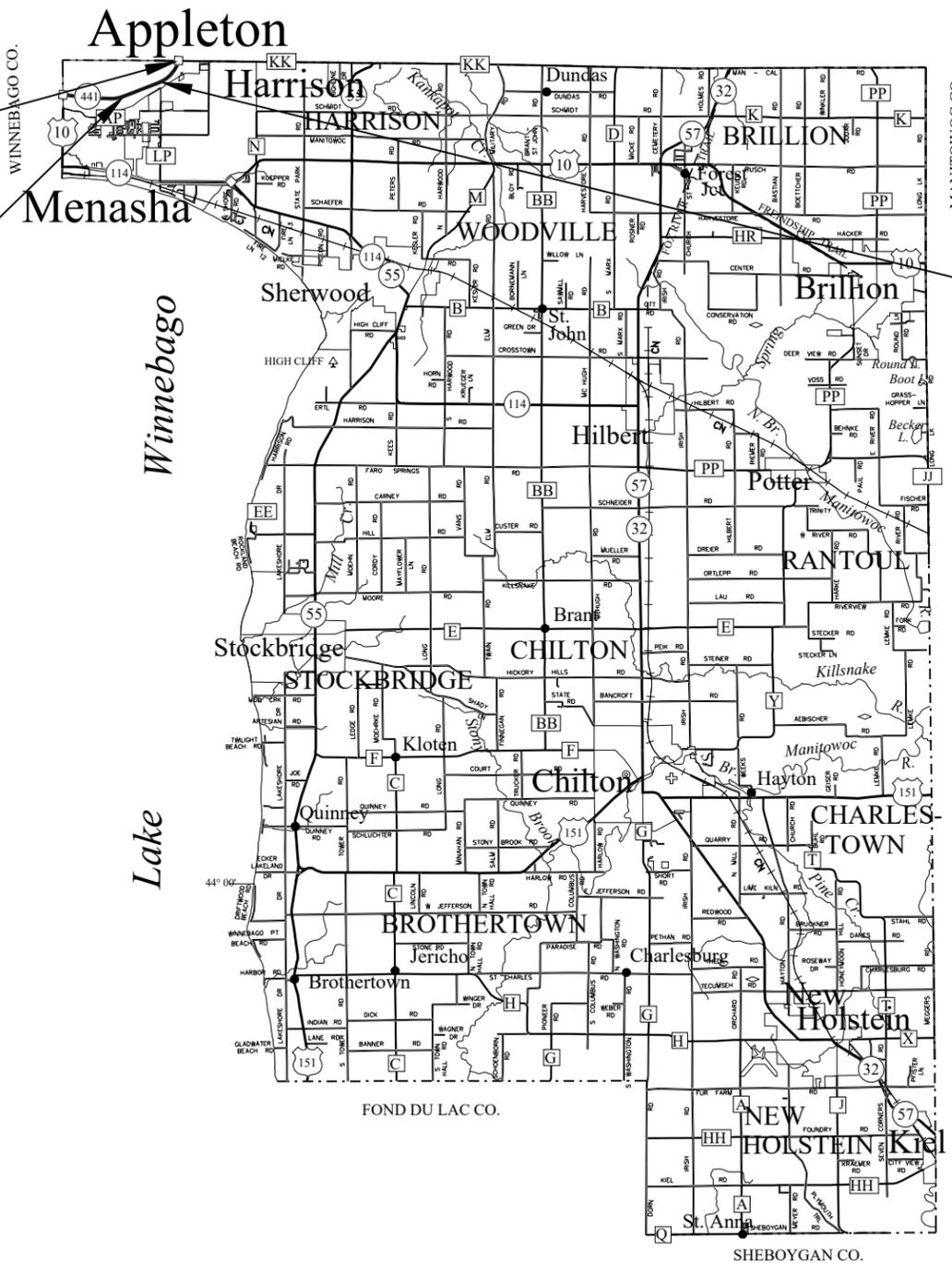
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BROWN COUNTY BACKBONE LOCATION MAP

PROJECT NO: 1009-33-26	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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OUTAGAMIE CO.

BROWN CO.



B-08-0027
B-08-0028

B-08-0024

B-08-0025
B-08-0026

CALUMET COUNTY BACKBONE LOCATION MAP

5

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PROJECT NO: 1009-33-26

HWY: VARIOUS

COUNTY: NORTHEAST REGION WIDE

PLAN

SHEET

E

FILE NAME : N:\PDS\C3D\10093335\SHEETSPLAN\2022\050202_PN.DWG
LAYOUT NAME - 050202_pn

PLOT DATE : 2/2/2021 1:21 PM

PLOT BY : HARDY, BARBARA A

PLOT NAME :

PLOT SCALE : 1 IN:3.5 MI

WISDOT/CADD SHEET 44

B-20-0164
 B-20-0165
 B-20-0162
 B-20-0163
 B-20-0145
 B-20-0146
 B-20-0141
 B-20-0142
 B-20-0138
 B-20-0136
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 B-20-0134
 B-20-0062
 B-20-0063
 B-20-0033
 B-20-0034

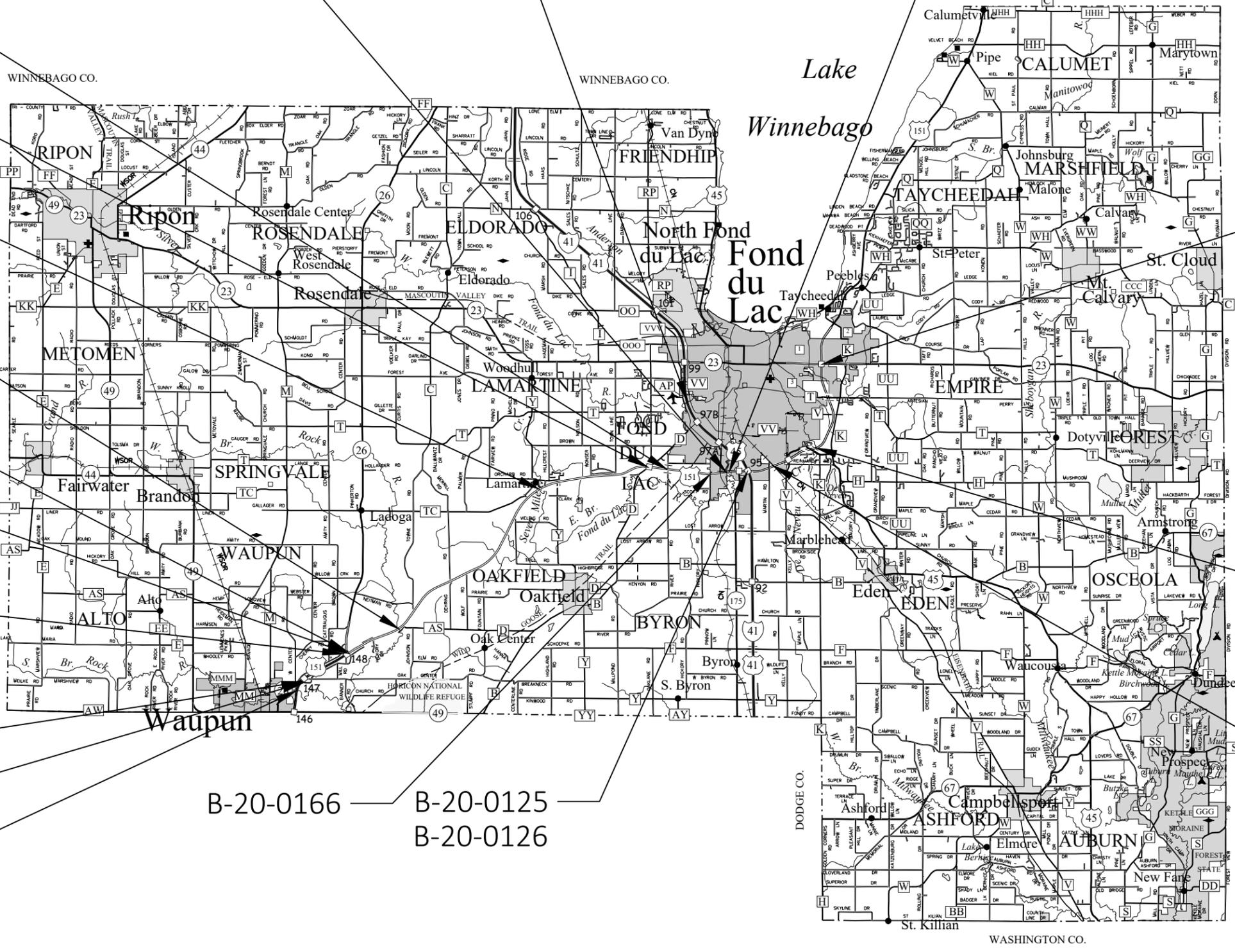
B-20-0168
 B-20-0169
 B-20-3832

B-20-0170

B-20-0152
 B-20-0153

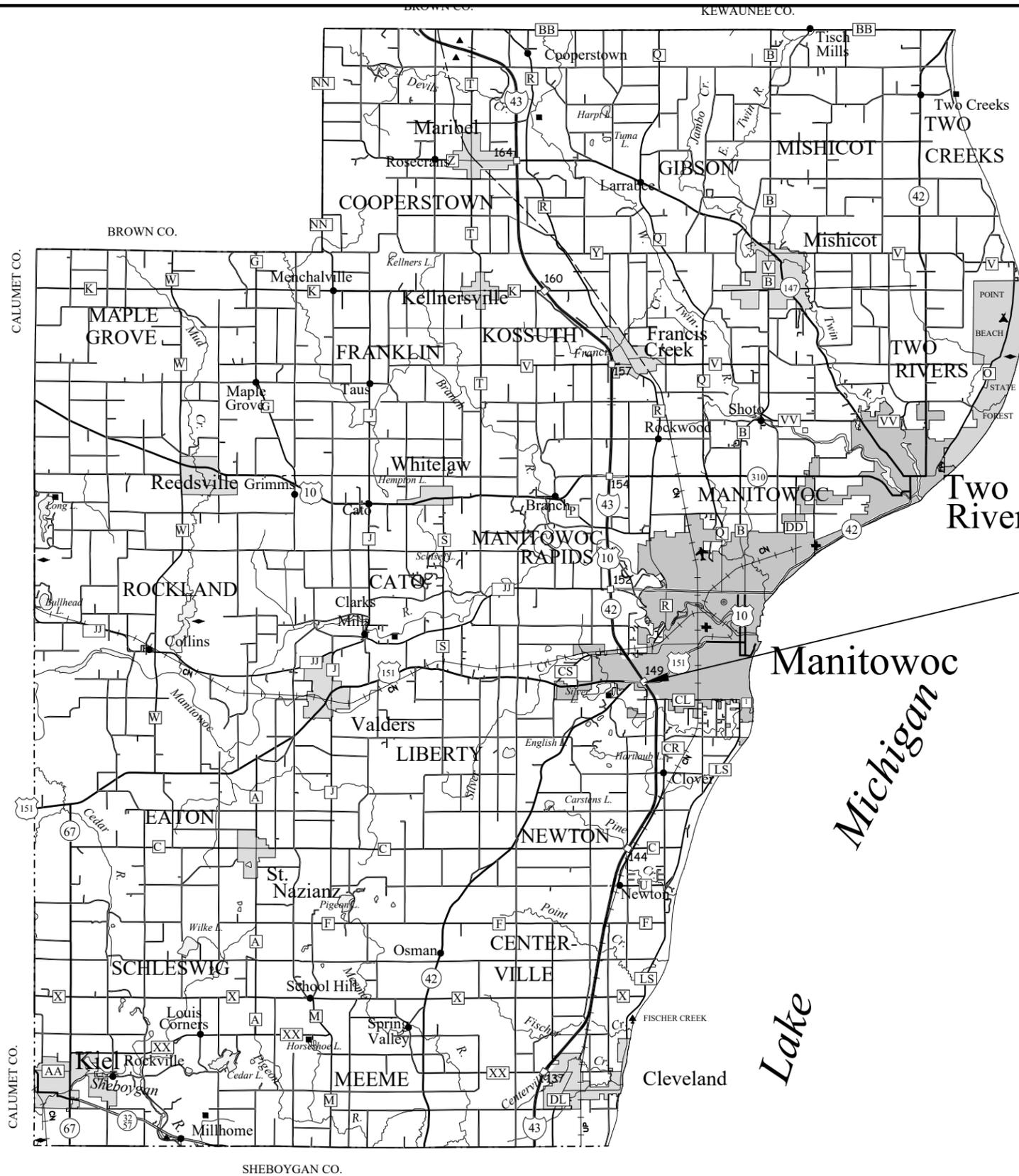
B-20-0148
 B-20-0149

B-20-0158
 B-20-0159



FOND DU LAC COUNTY BACKBONE LOCATION MAP

PROJECT NO: 1009-33-26	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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MANITOWOC COUNTY BACKBONE LOCATION MAP

PROJECT NO: 1009-33-26

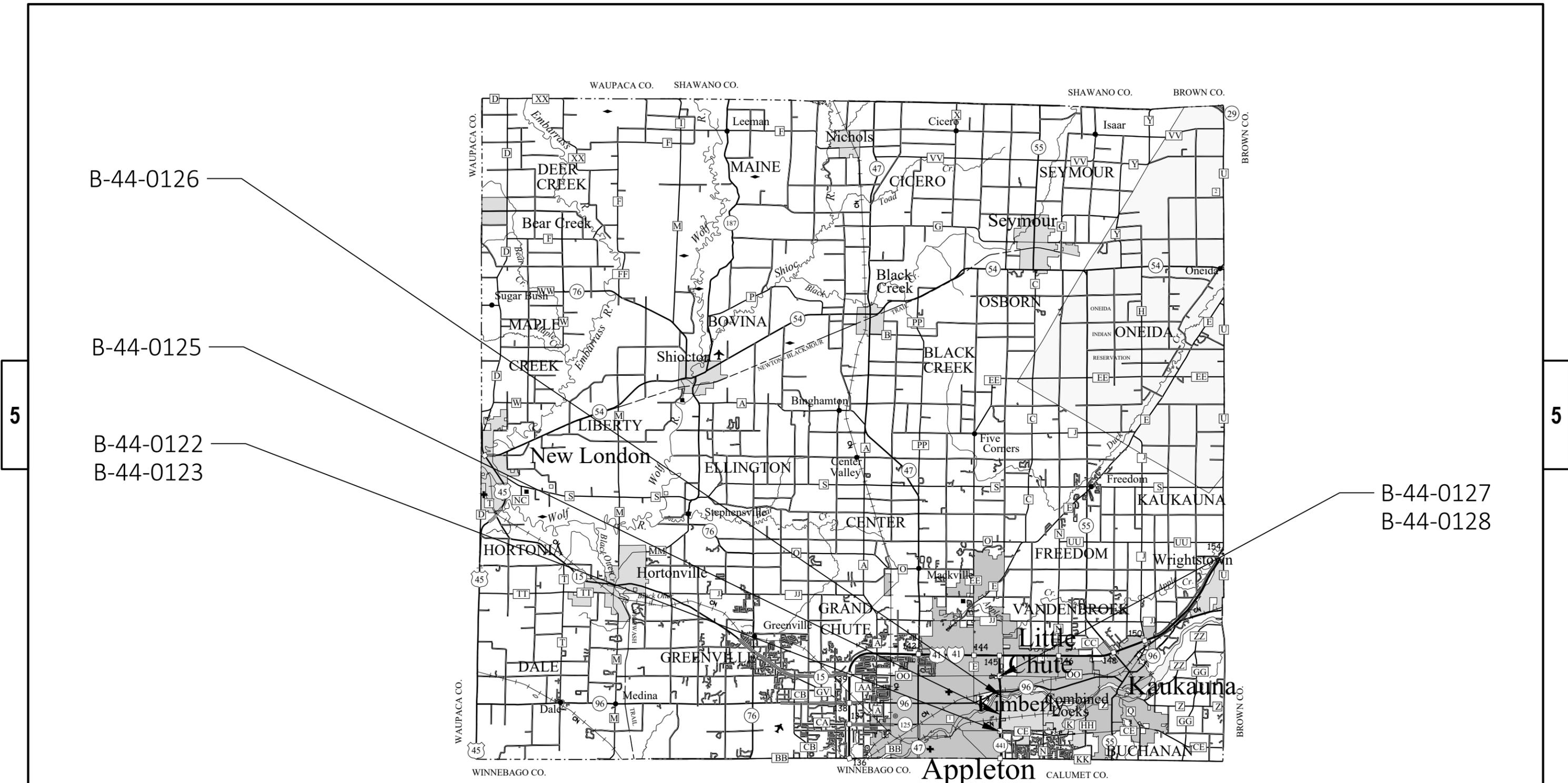
HWY: VARIOUS

COUNTY: NORTHEAST REGION WIDE

PLAN

SHEET

E



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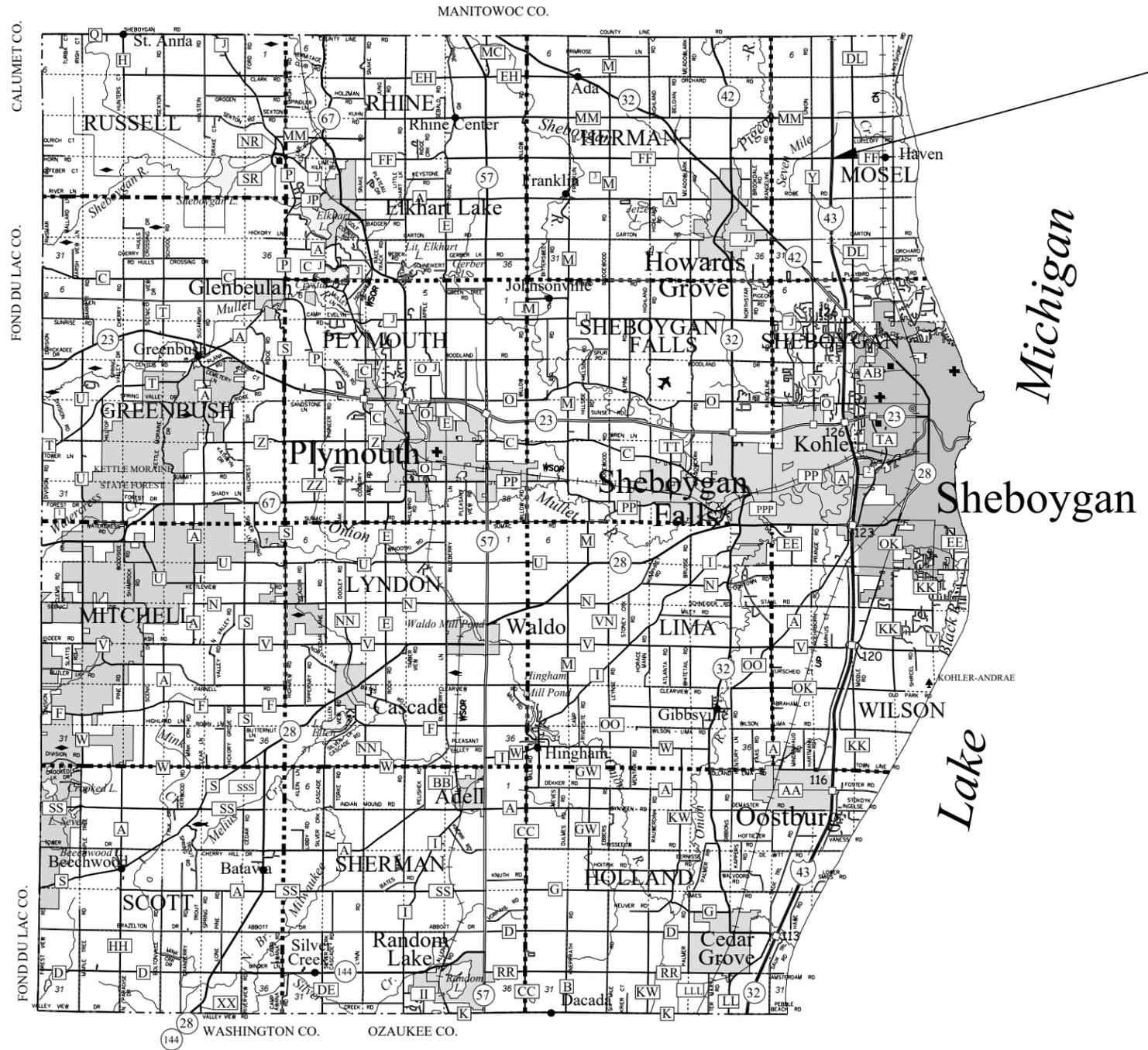
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OUTAGAMIE COUNTY BACKBONE LOCATION MAP

PROJECT NO: 1009-33-26	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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B-59-0070

Michigan

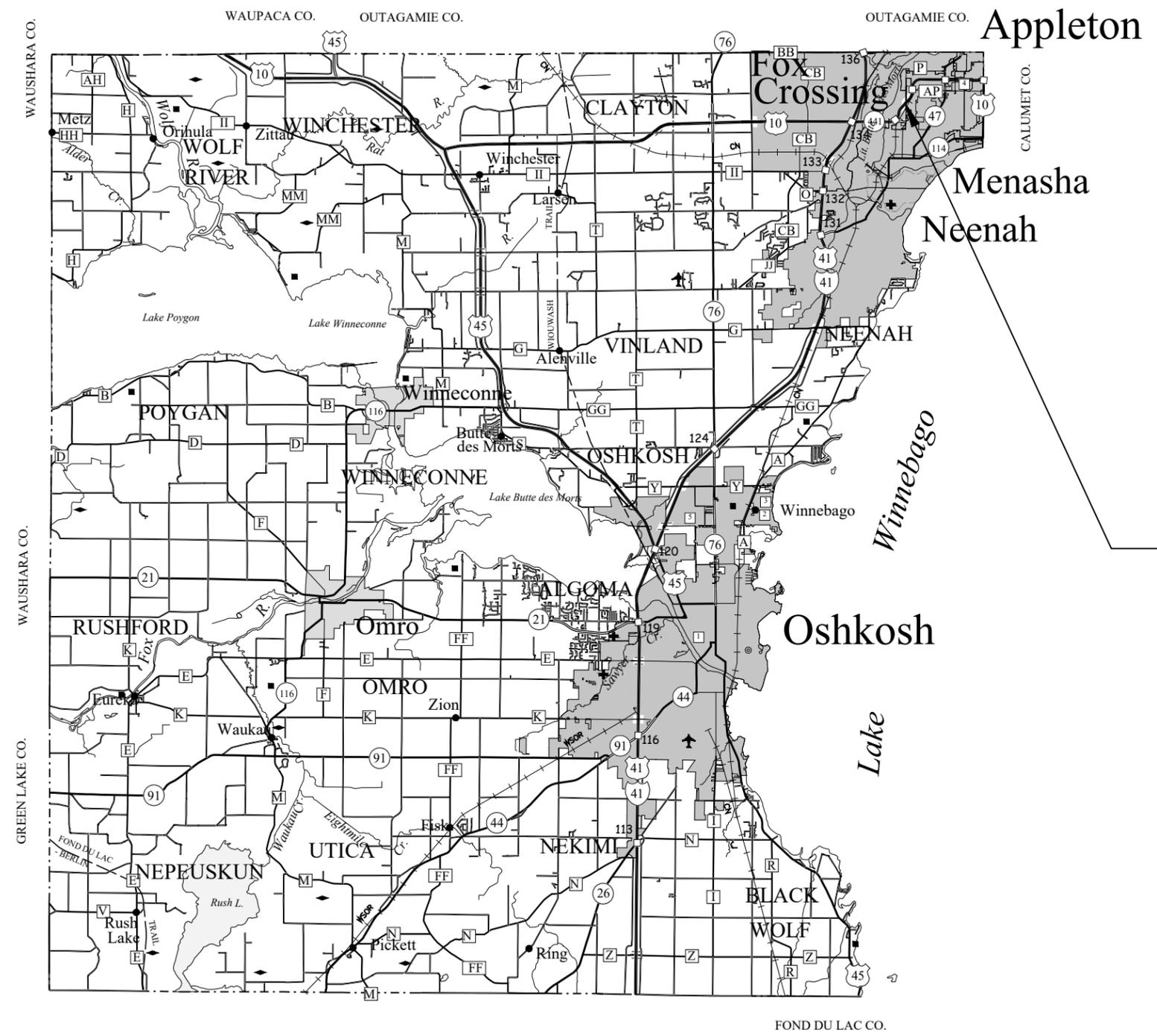
Lake

SHEBOYGAN COUNTY BACKBONE LOCATION MAP

PROJECT NO: 1009-33-26	HWY: VARIOUS	COUNTY: NORTHEAST REION WIDE	PLAN	SHEET	E
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WINNEBAGO COUNTY BACKBONE LOCATION MAP

PROJECT NO: 1009-33-26	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	PLAN	SHEET	E
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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
15C11-09B	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
15D16-04	TRAFFIC CONTROL, EXIT RAMP 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

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.

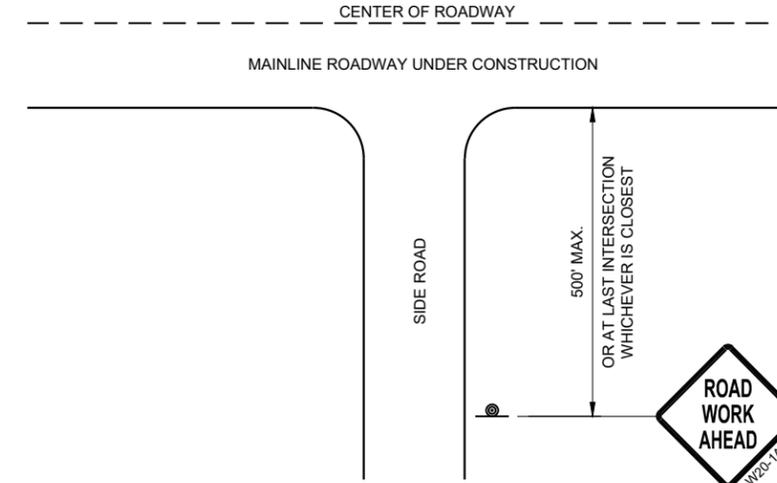
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

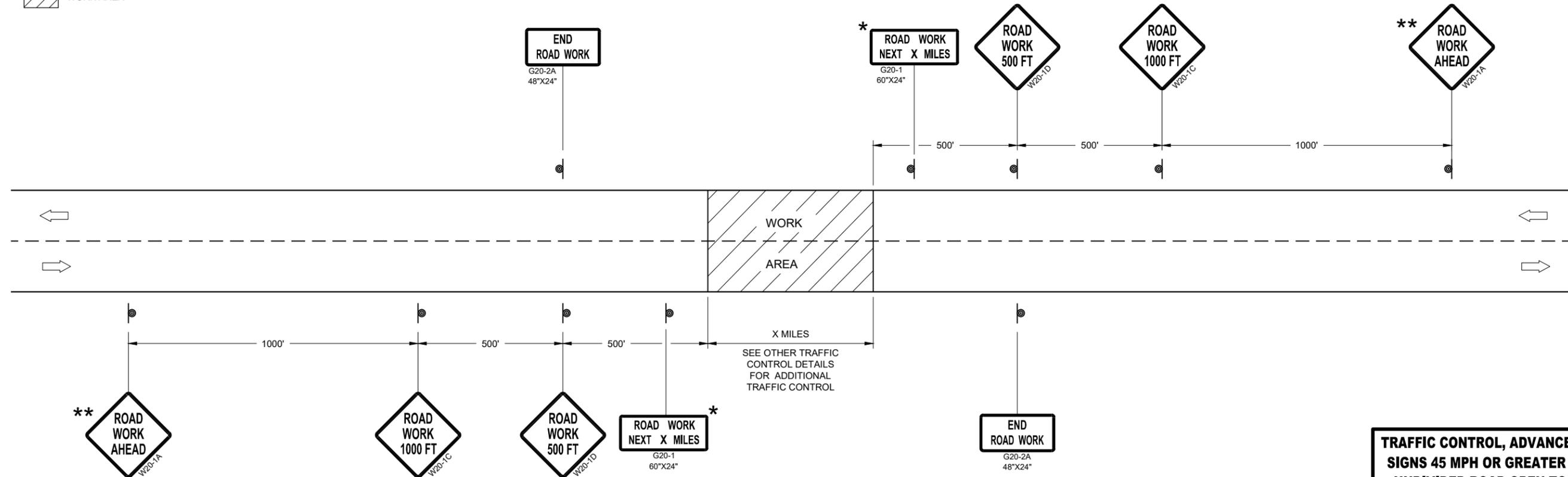
- * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

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 TRAFFIC**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

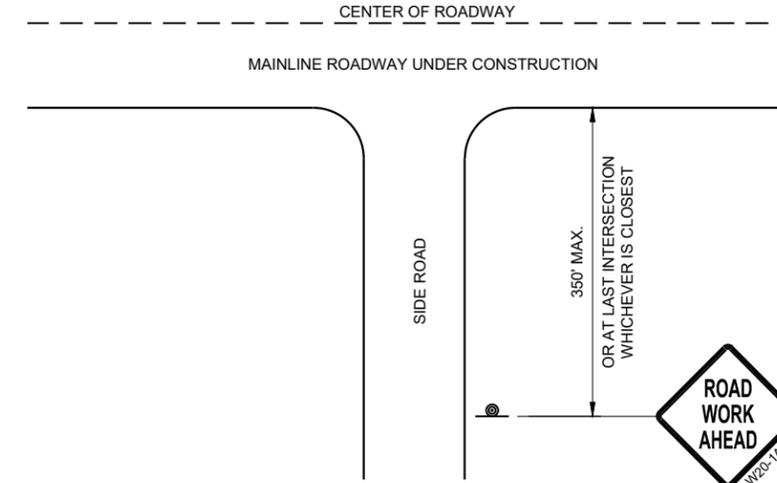
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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.

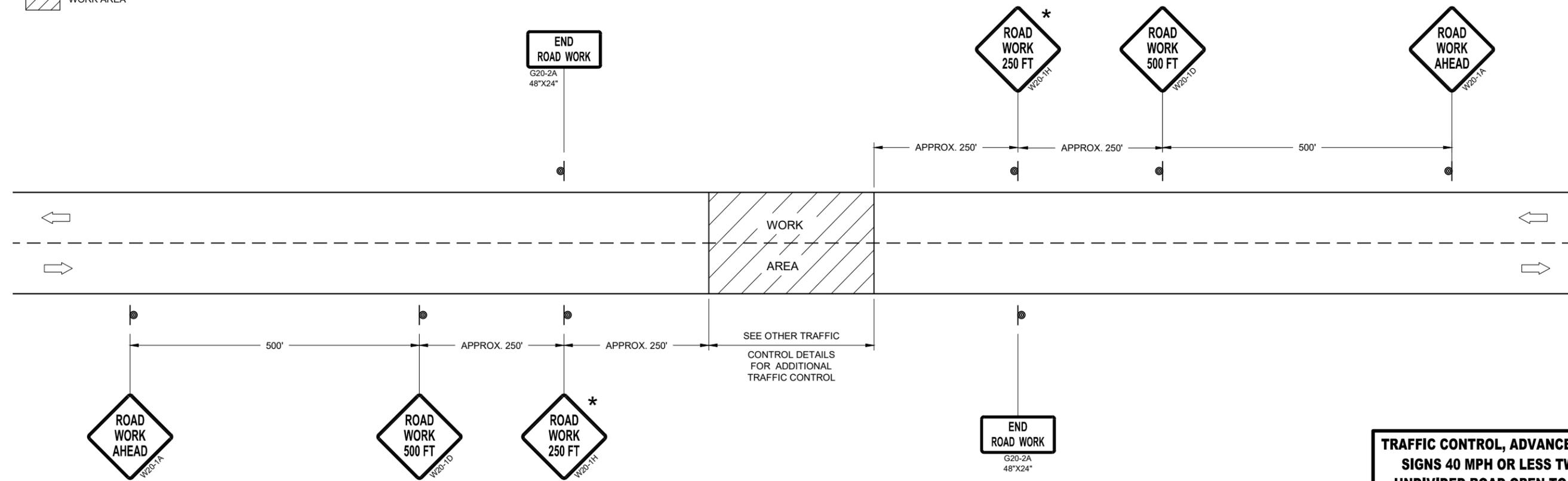
* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



**TYPICAL SIDE ROAD APPROACH
WARNING SIGN DETAIL**

LEGEND

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



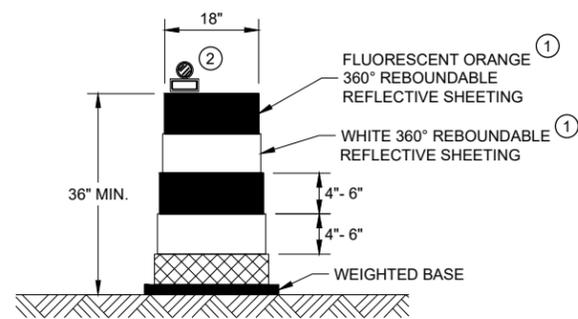
TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

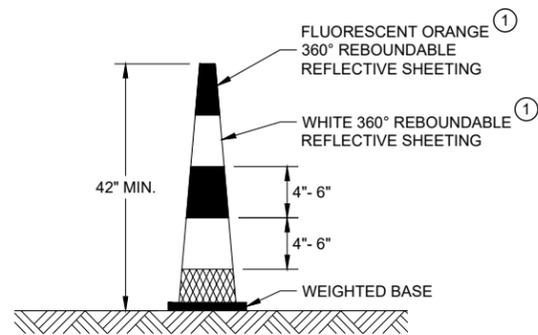
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



DRUM

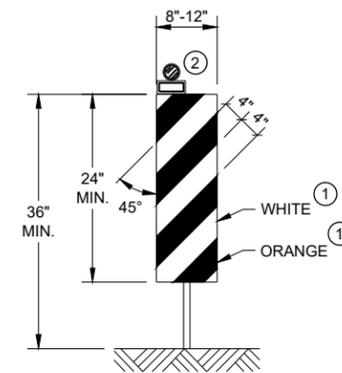


42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

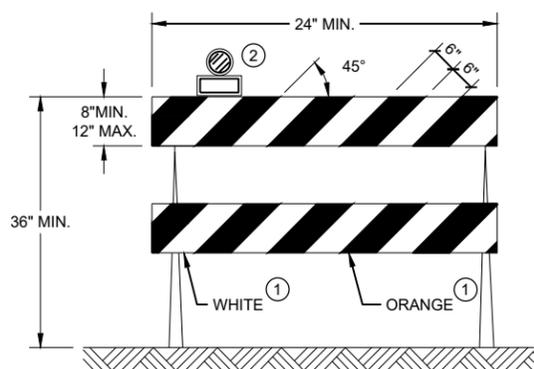
GENERAL NOTES

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



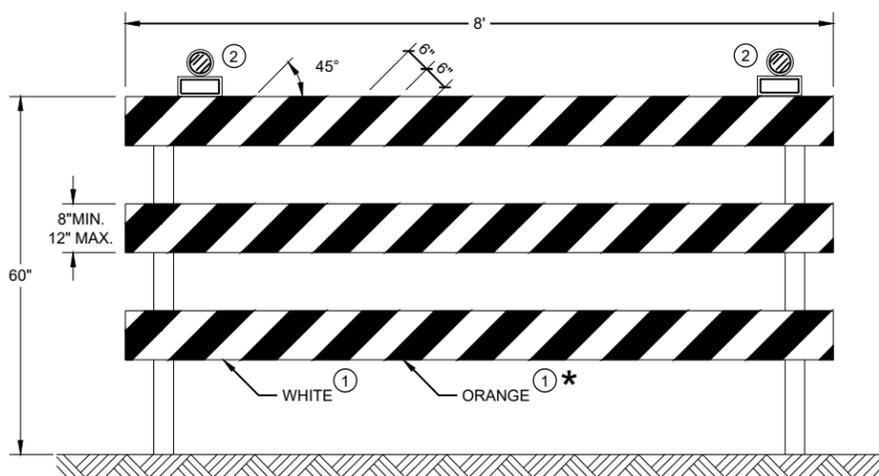
VERTICAL PANEL

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.

**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

LEGEND

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

GENERAL NOTES

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

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

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

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

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

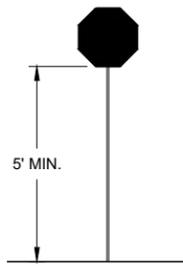
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

FLAGGING

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

TEMPORARY PORTABLE RUMBLE STRIPS

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



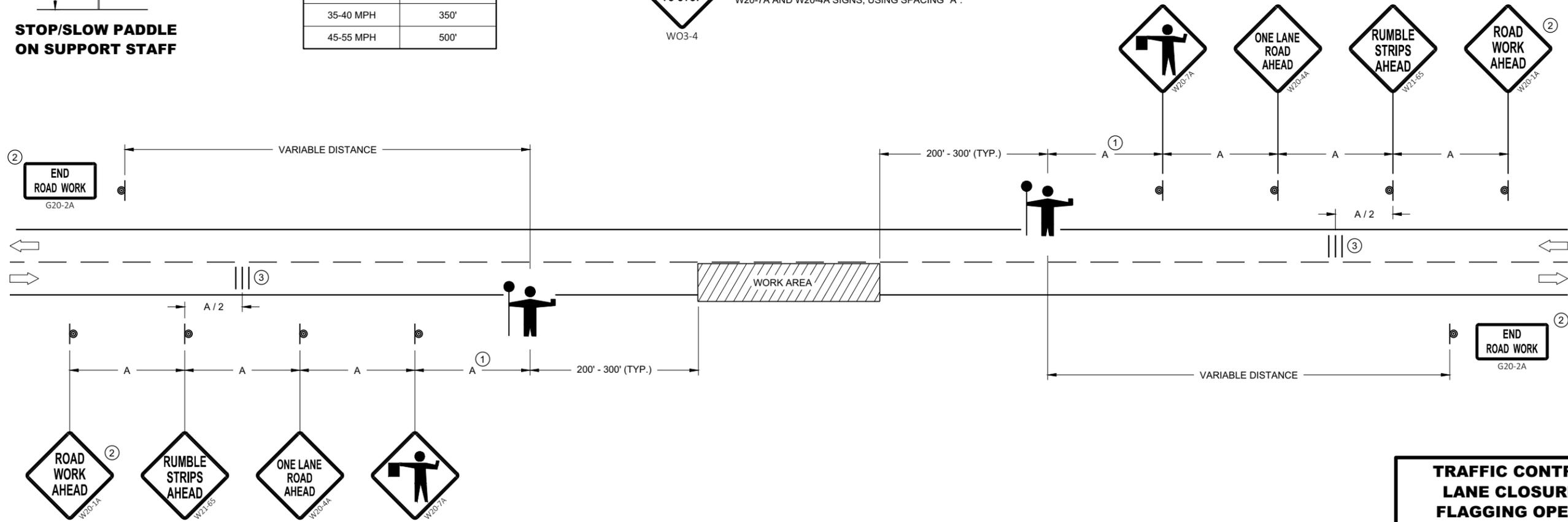
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

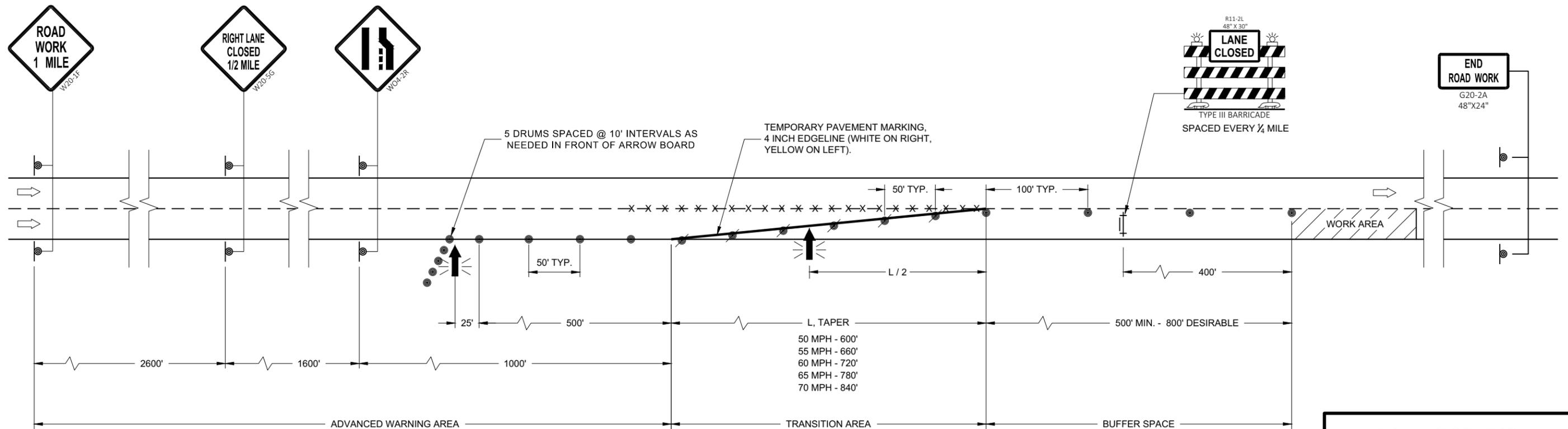
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

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

LEGEND

-  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)
-  -X-X-X- REMOVING PAVEMENT MARKINGS
-   DIRECTION OF TRAFFIC
-  WORK AREA
-  FLASHING ARROW BOARD



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /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" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

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

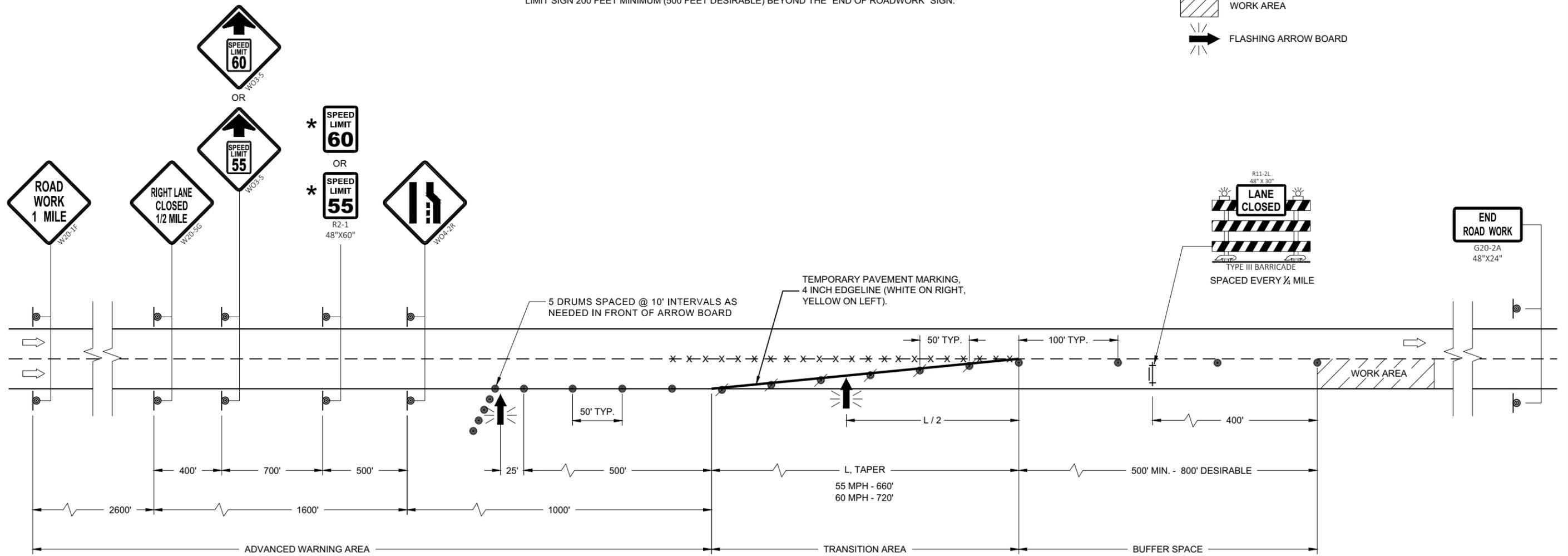
* A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

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

6

6



SDD 15D12 - 09b

SDD 15D12 - 09b

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.

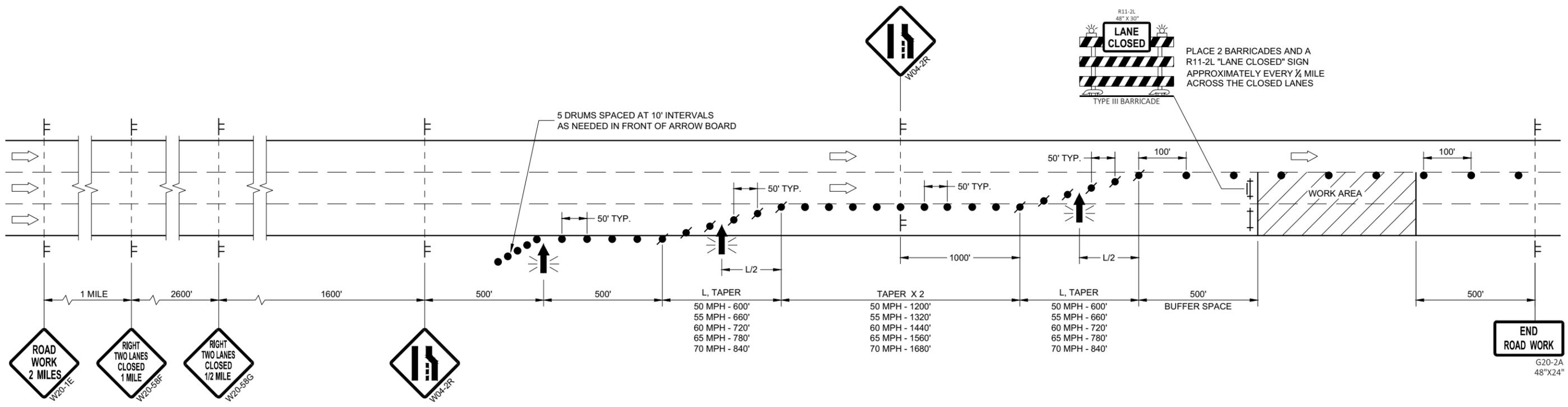
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

6

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SDD 15D14 - 04

SDD 15D14 - 04

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
- ×-X-X-× 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.

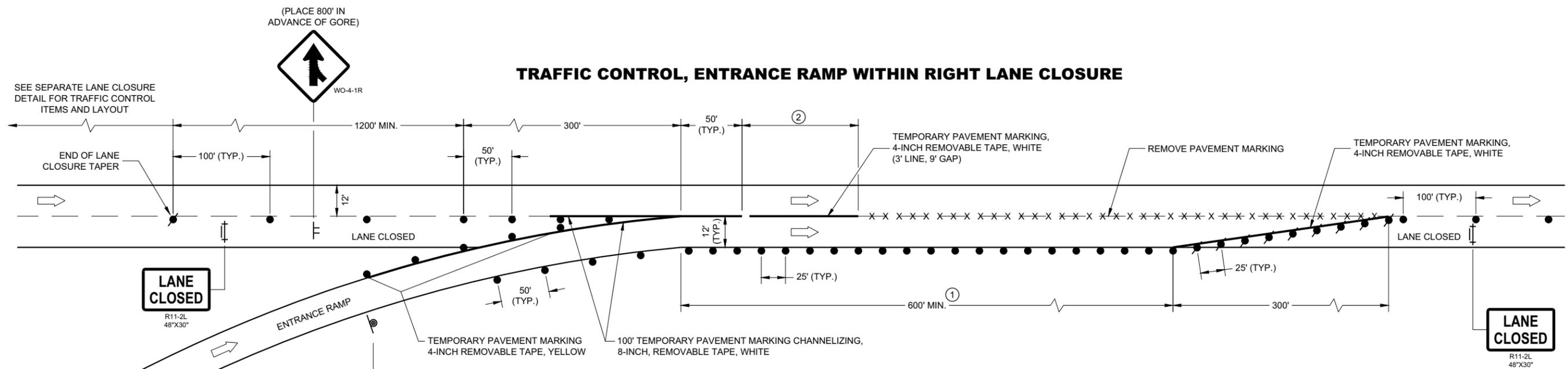
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

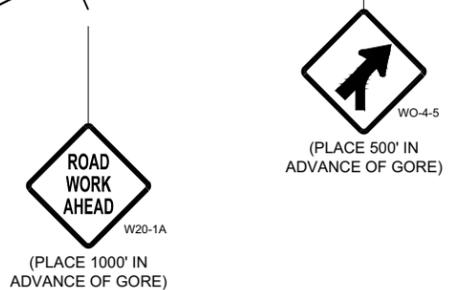
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- 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 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15D15 - 05a

SDD 15D15 - 05a

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.

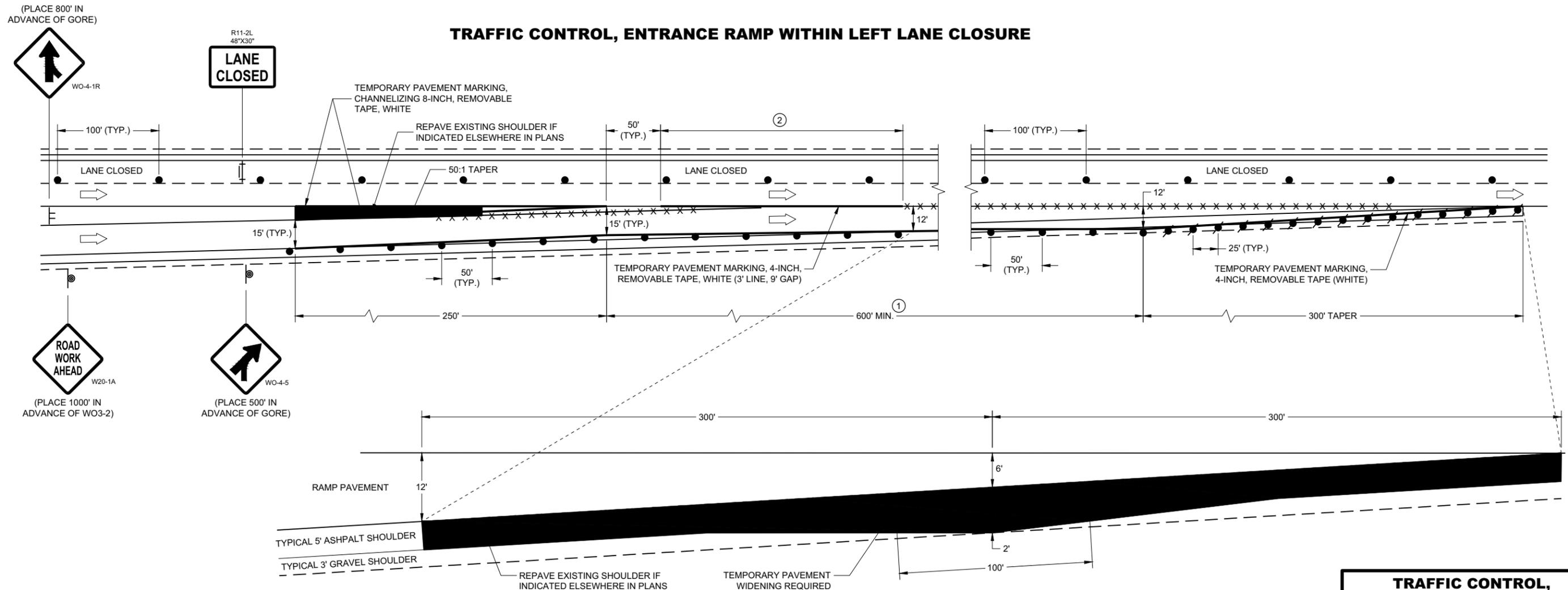
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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
DATE May 2019 /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

SDD 15D15 - 05b

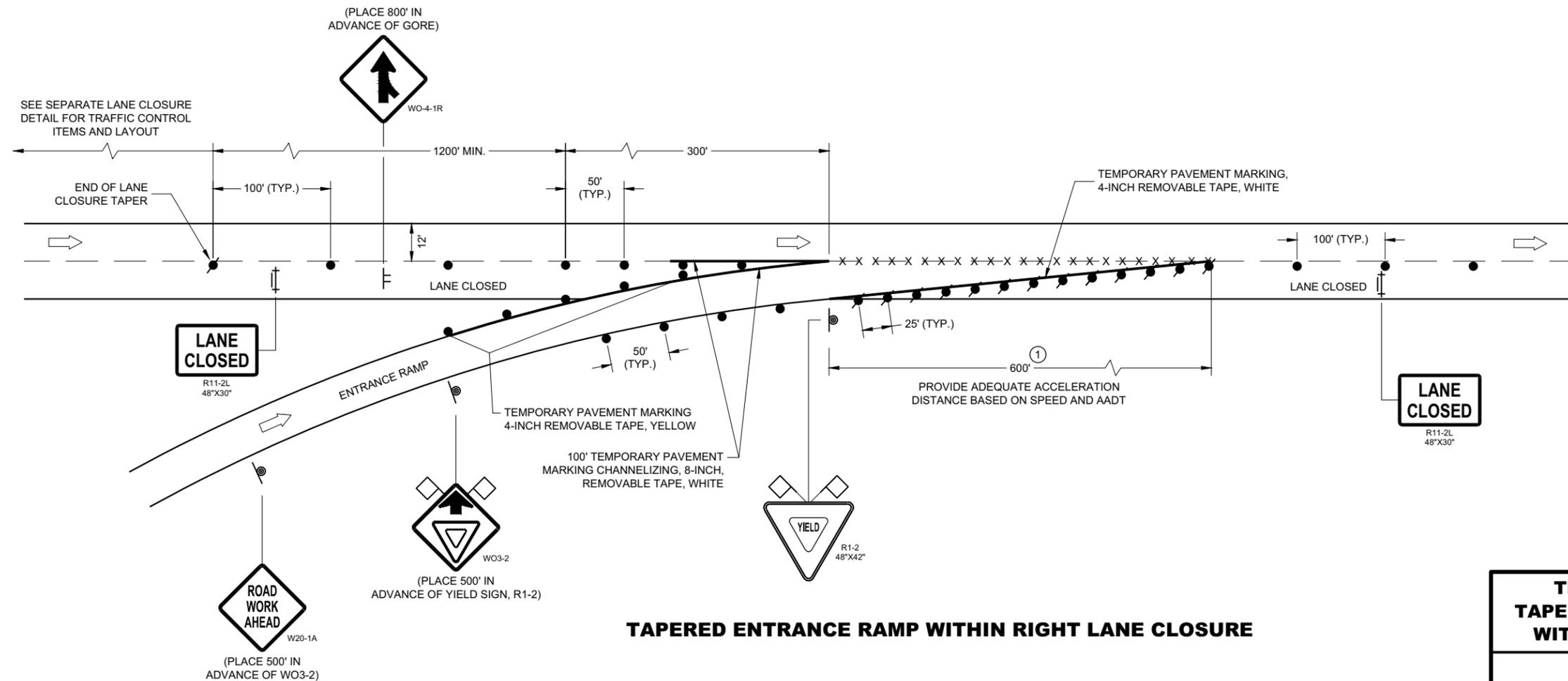
SDD 15D15 - 05b

LEGEND

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

GENERAL NOTES

- THE INSTALLATIONS SHOWN ON THIS SHEET ARE TYPICAL EXAMPLES AND ARE NOT INTENDED TO REPRESENT ANY PARTICULAR RAMP. AT SPECIFIC FIELD LOCATIONS, SIMILAR INSTALLATIONS SHALL BE USED AND ADJUSTED TO THE GEOMETRICS OF THE RAMP AS COORDINATED WITH THE ENGINEER.
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
- "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- SEE SEPARATE LANE CLOSURE DETAIL FOR TYPICAL SPACING OF TYPE III BARRICADES AND R11-2L "LANE CLOSED" SIGNS.
- YIELD SIGN AND WARNING SIGNS ON ENTRANCE RAMP ARE ALSO APPROPRIATE FOR CLOSURE OF THE MAINLINE LEFT LANE. OMIT THE YIELD SIGN IF MORE THAN ONE LANE REMAINS OPEN ON THE MAINLINE AND THE RAMP TAPER IS AT LEAST AS LONG AS THE NORMAL ENTRANCE RAMP TAPER AT THE SITE.
- SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.
- IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- ① CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS.



TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

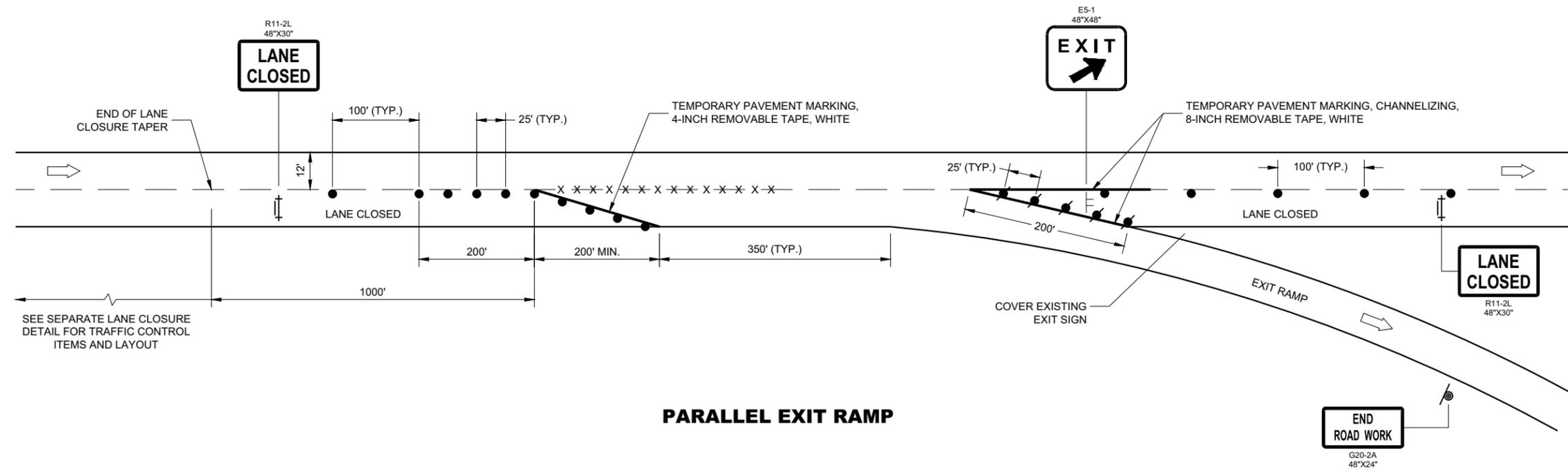
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

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

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



PARALLEL EXIT RAMP

6

6

SDD 15D15 - 05e

SDD 15D15 - 05e

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

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.

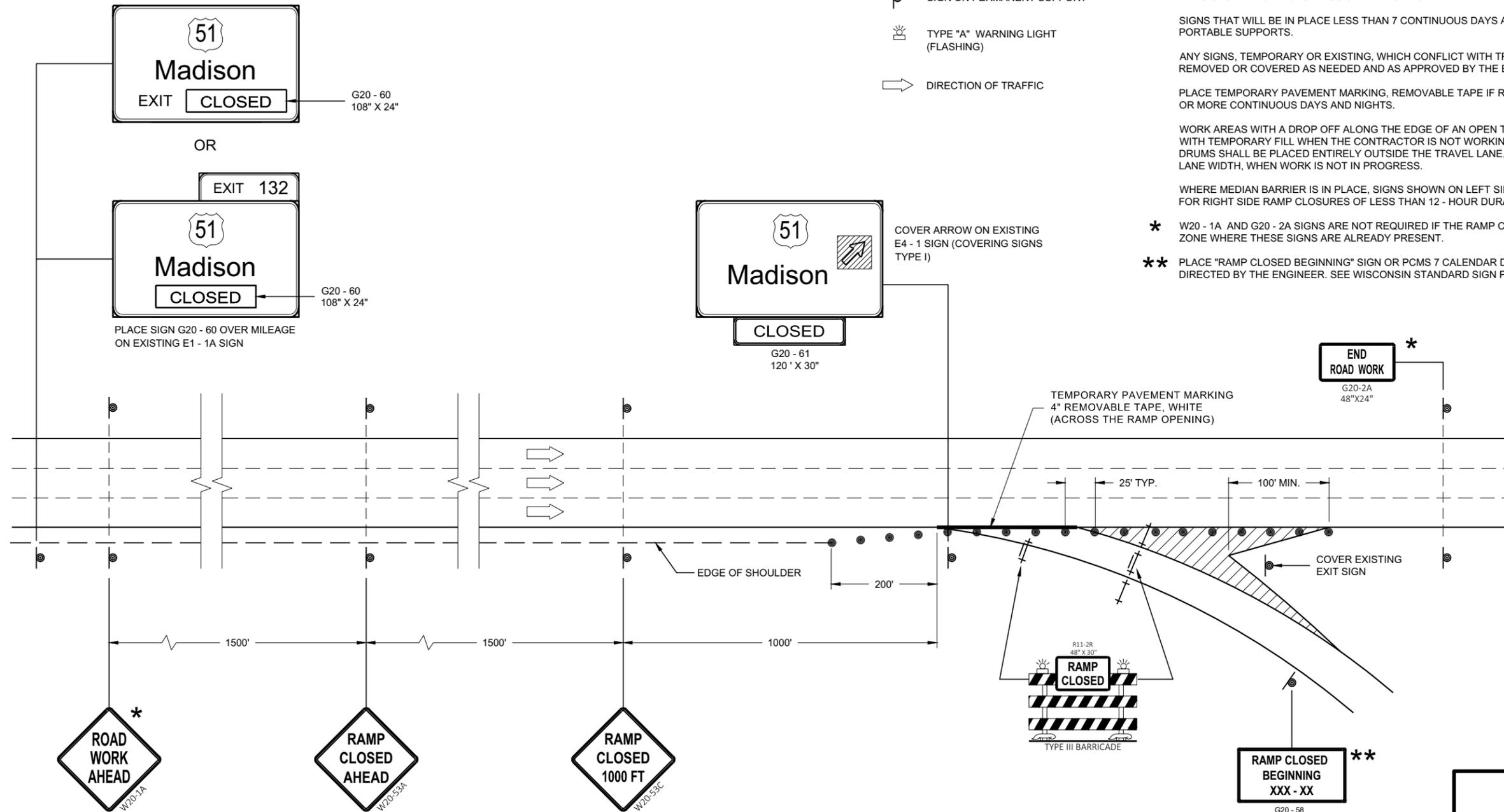
PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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 **

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
ROADWAY STANDARDS DEVELOPMENT 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.

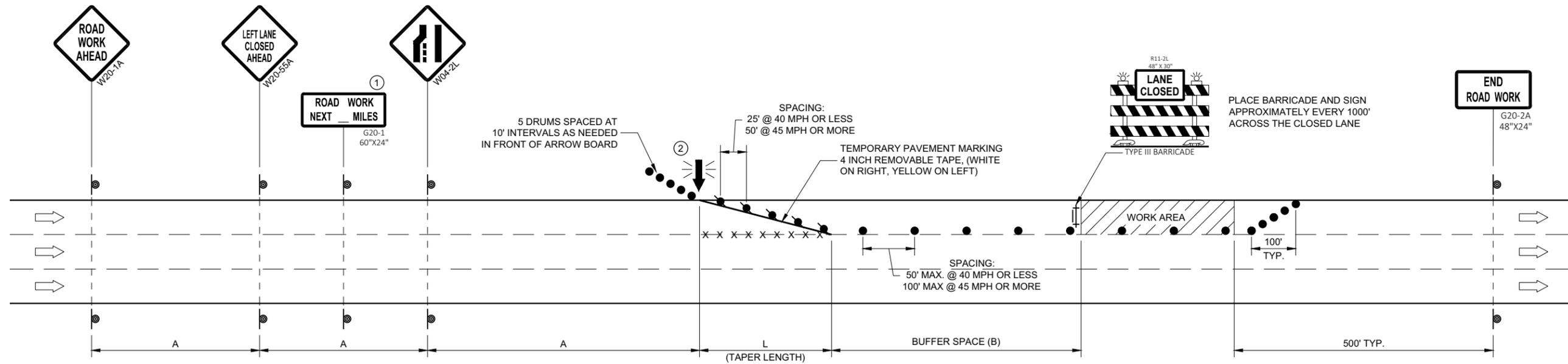
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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.

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.

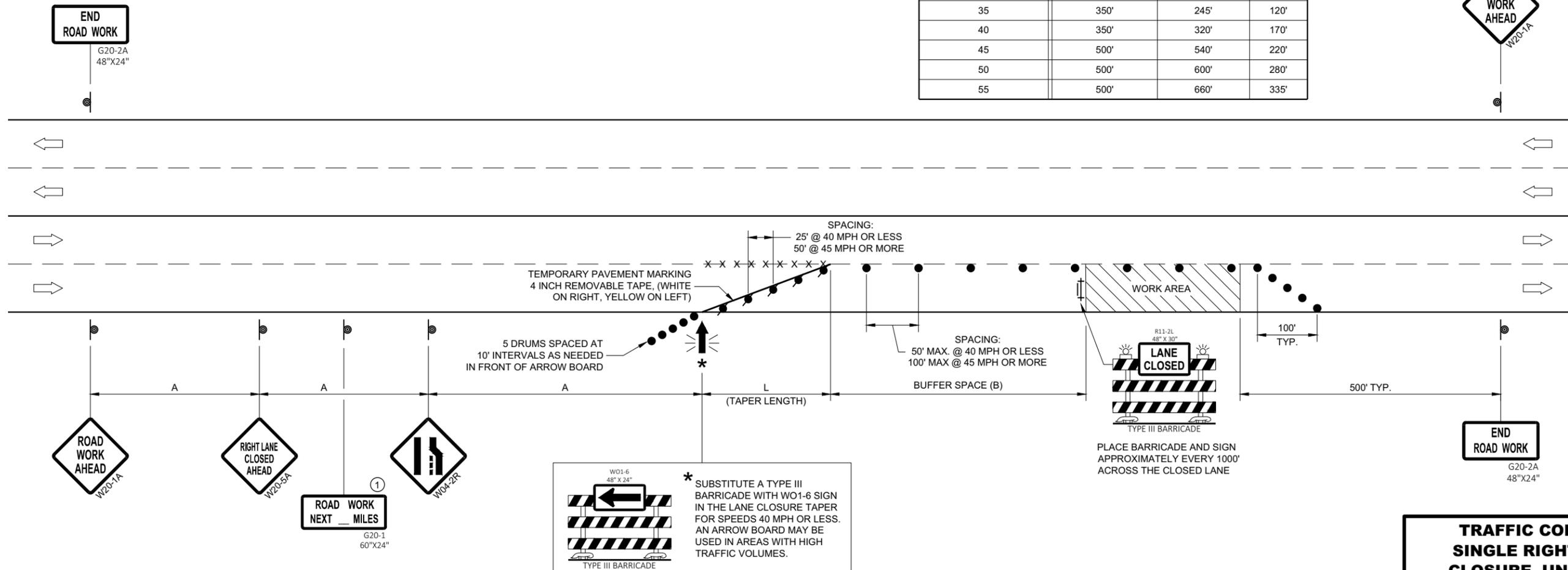
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

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'



6

6



SDD 15D20 - 05b

SDD 15D20 - 05b

**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

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.

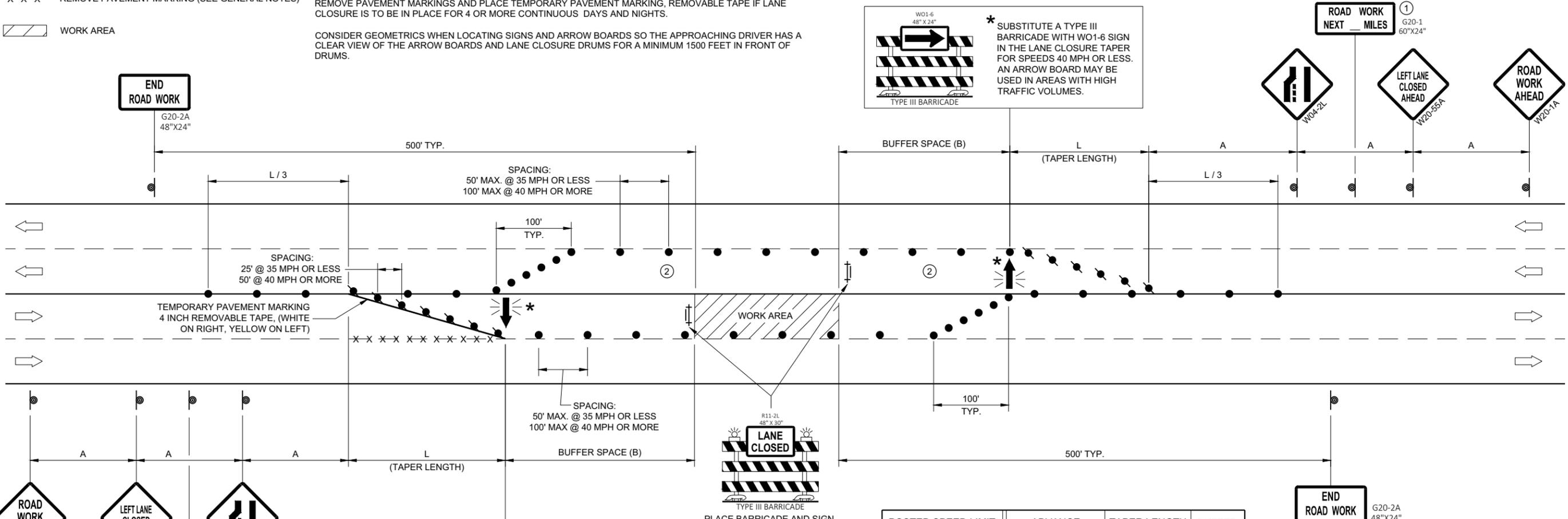
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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.

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



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'

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

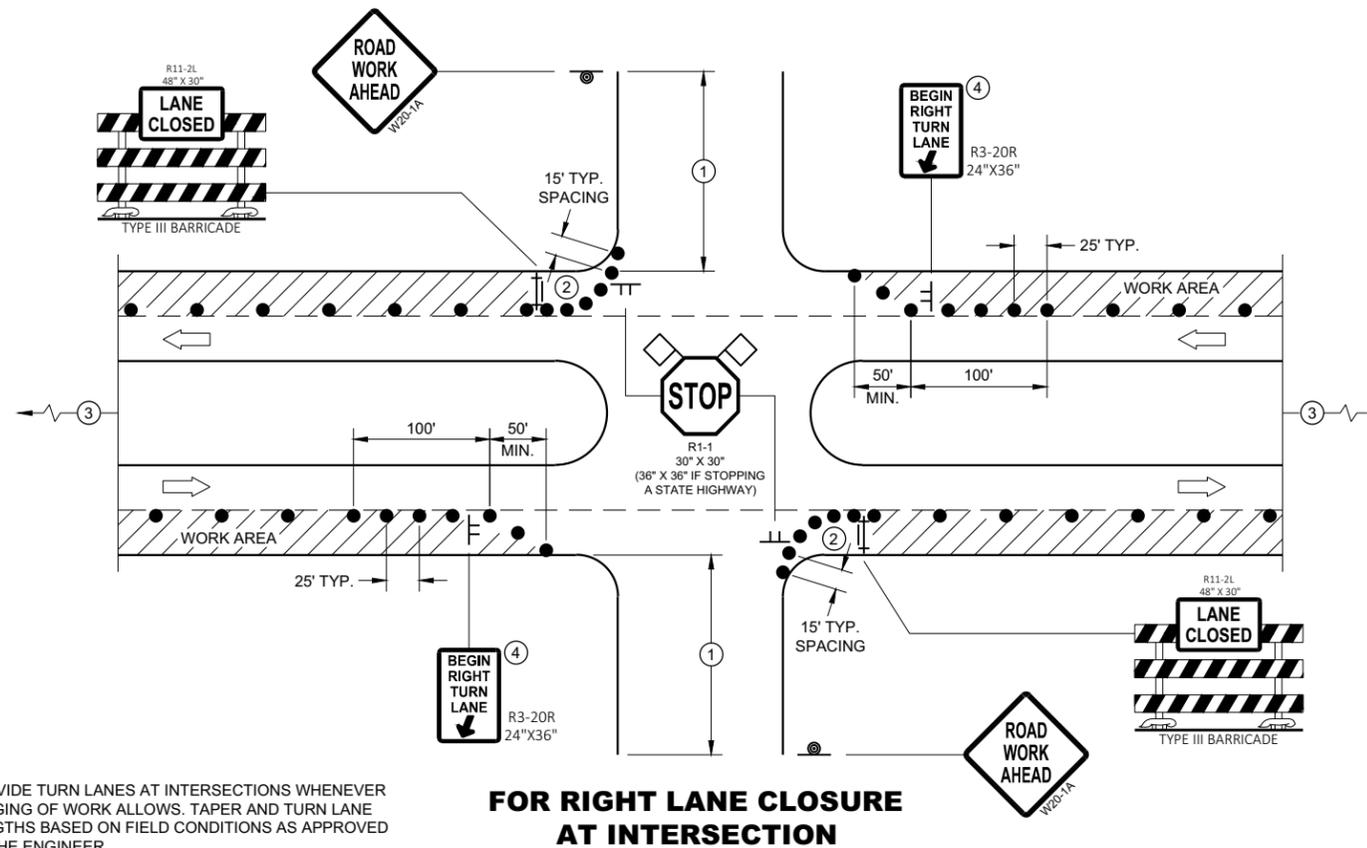
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
DATE: May 2020 /S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

SDD 15D20 - 05C

SDD 15D20 - 05C



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE 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.

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

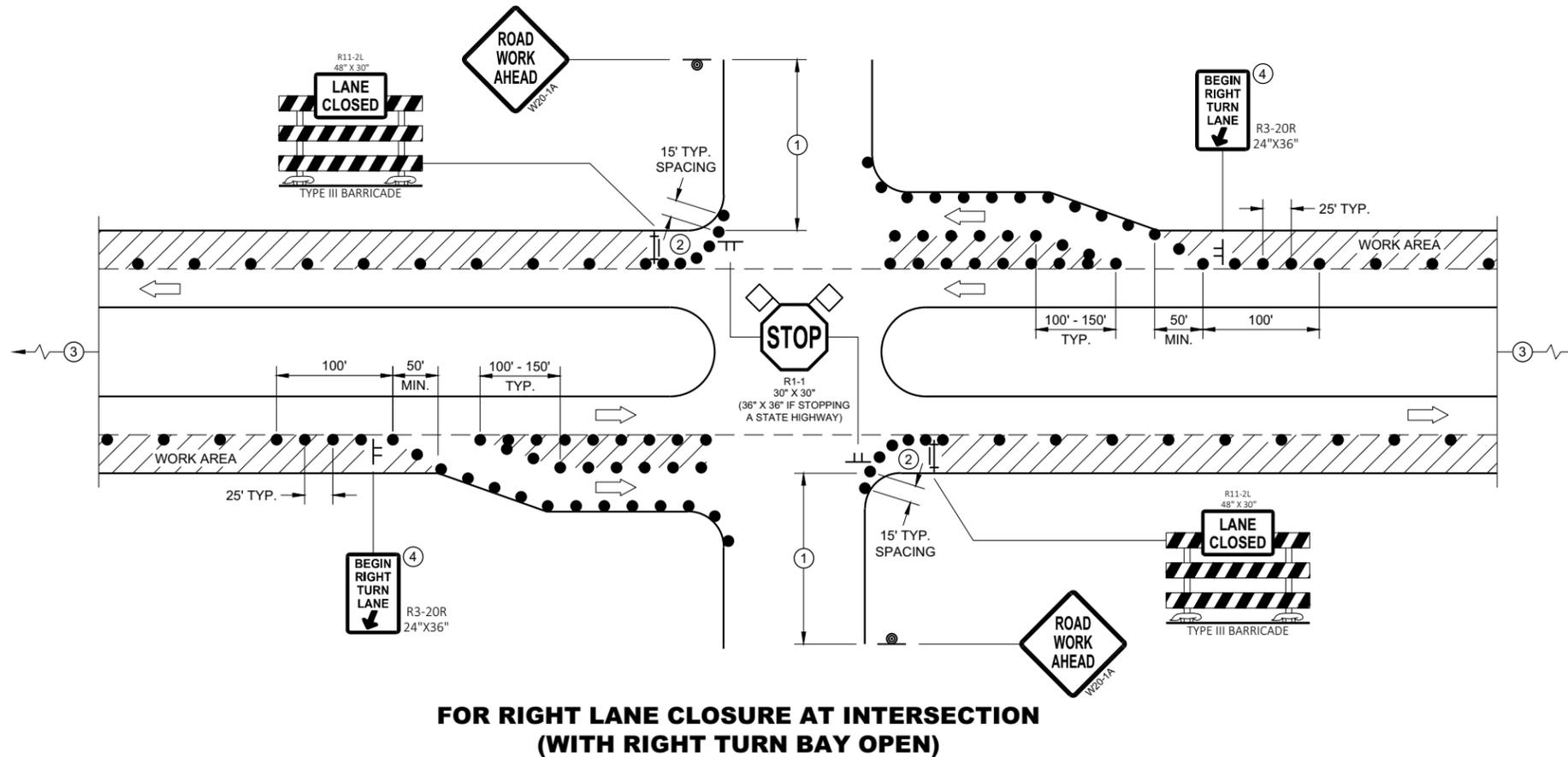
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

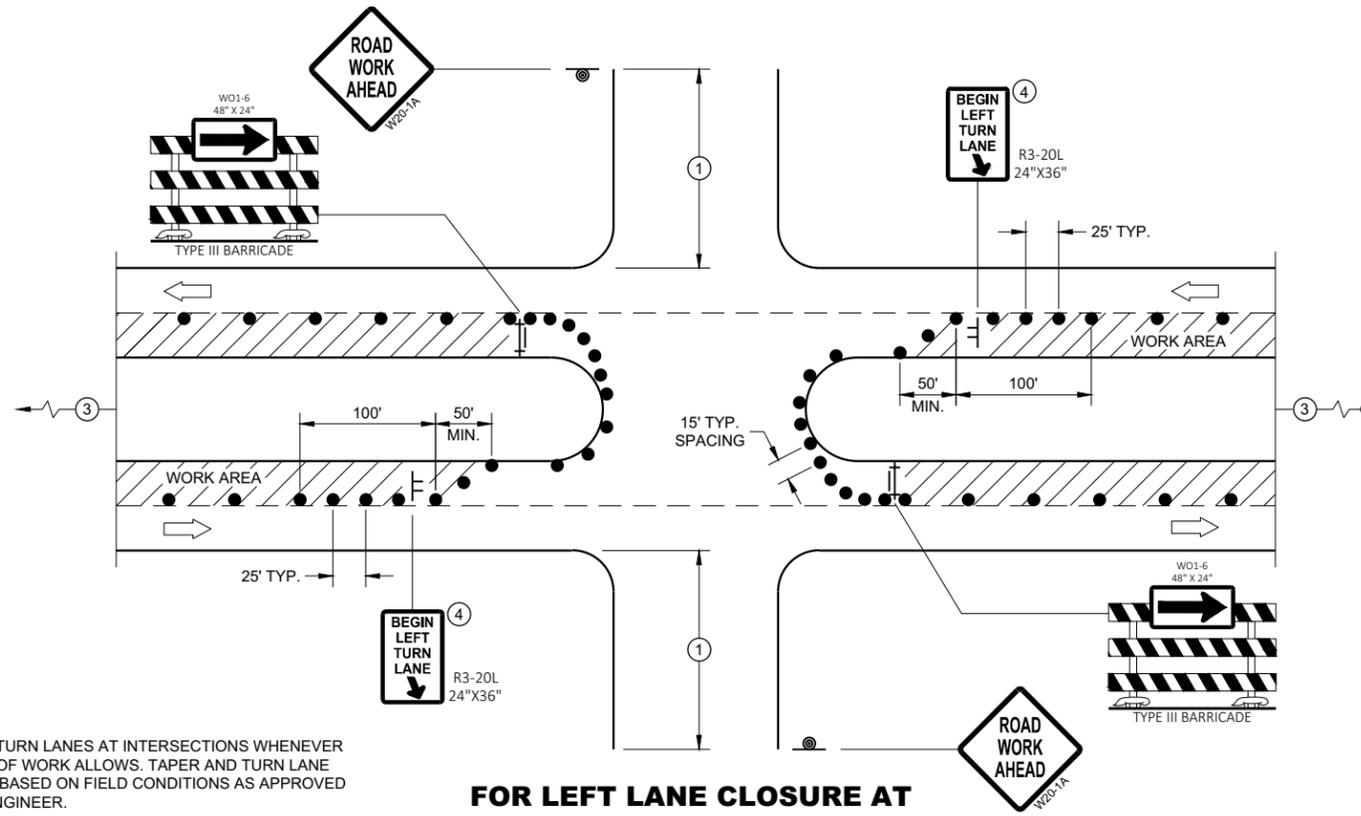


LEGEND

- 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



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING

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.

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

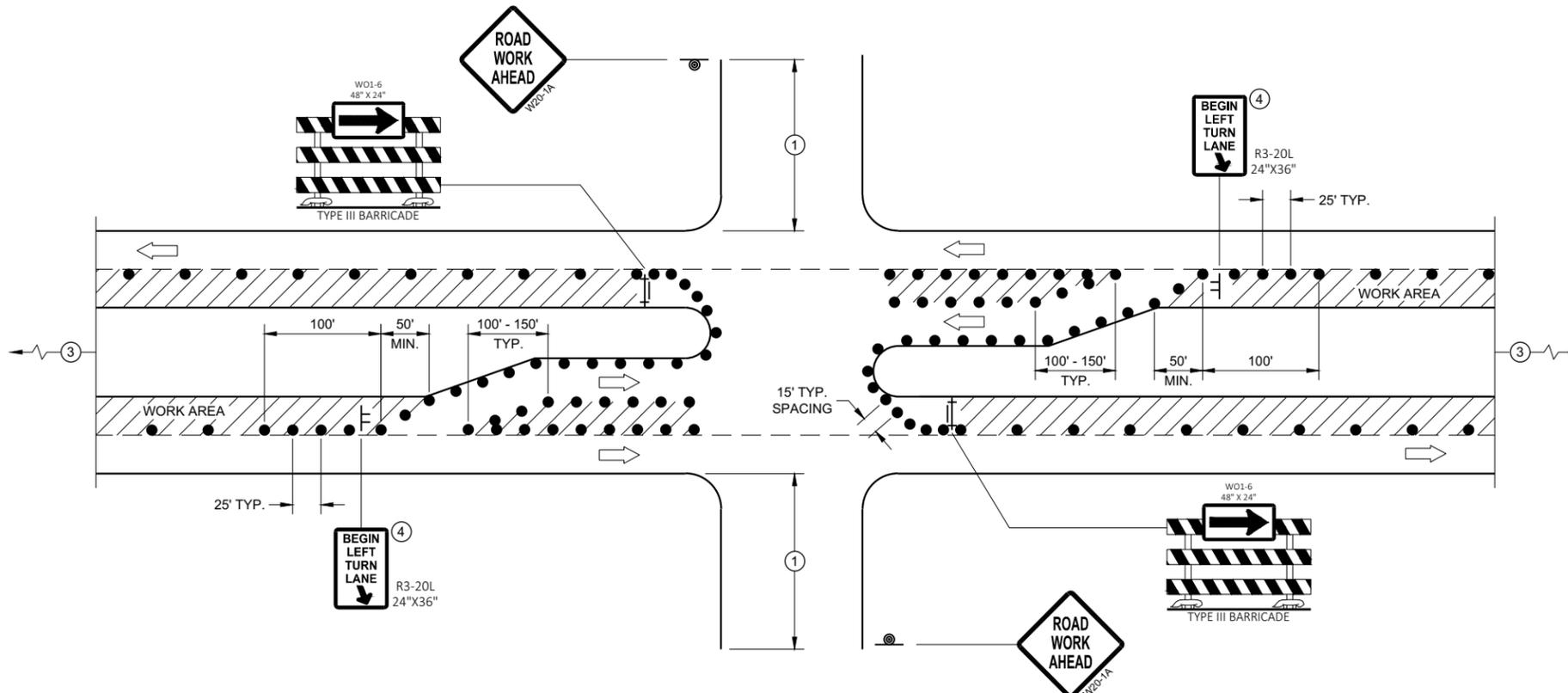
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.



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

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 LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /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
-  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.

"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.

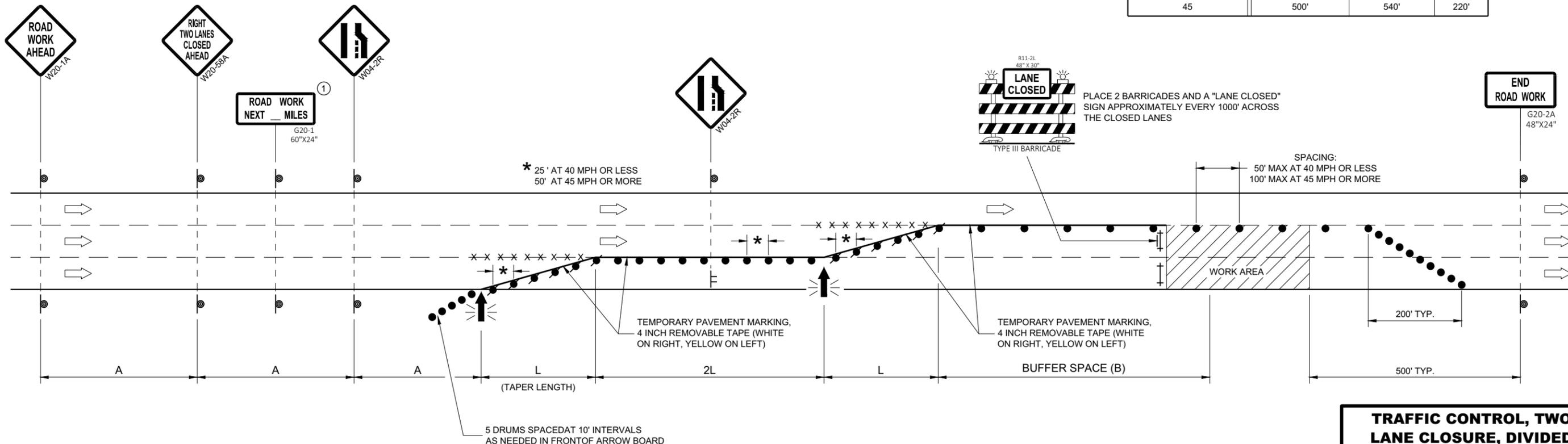
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

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'



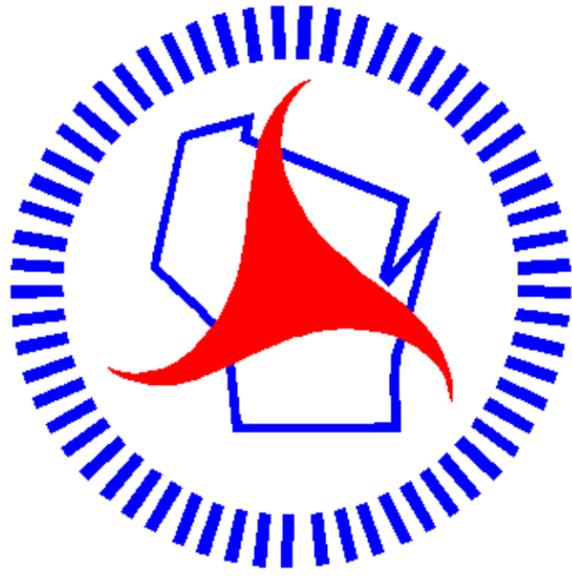
TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020 /S/ Andrew Heidtke
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

Notes



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