

WITH: N/A

PROJECT ID:

1000-50-60, 1000-50-61

COUNTY:

MILWAUKEE

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 = 174



DESIGN DESIGNATION

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

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	

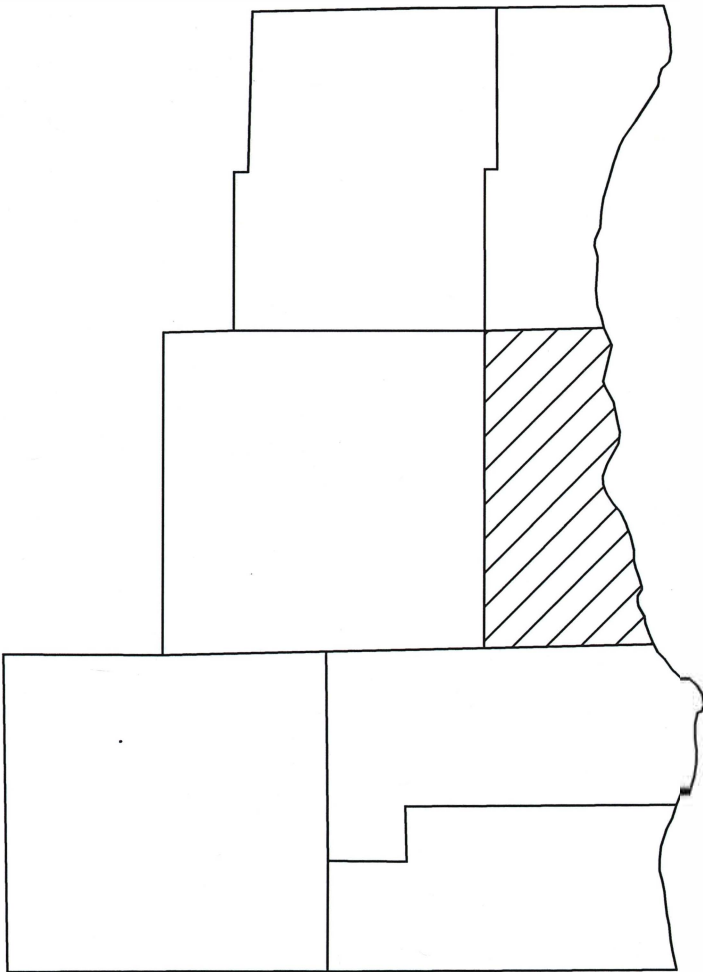
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

VARIOUS ROUTES STH PER STN PLAN

VAR HWY
MILWAUKEE COUNTY

STATE PROJECT NUMBER
1000-50-60



LAYOUT
SCALE 0 15 MI
TOTAL NET LENGTH OF CENTERLINE = 0.000

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1000-50-60		
1000-50-61		

VARIOUS ROUTES STH PER STN PLAN

VAR HWY
MILWAUKEE COUNTY

STATE PROJECT NUMBER
1000-50-61

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	N/A
Designer	WISDOT
Project Manager	MARTIN VILLACA
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	JOSH LEVEQUE
APPROVED FOR THE DEPARTMENT	
DATE: 3-7-24	Martin B. Villaca (Signature)

GENERAL NOTES

- 1. WORK WILL TAKE PLACE WITHIN THE CONCRETE PAVEMENT APPROACH SLABS. WORK CONSISTS OF PREPARATION OF UPPER SIDE OF CONCRETE DECK, PARAPET SURFACE, SIDEWALK, AND CURB & GUTTER, WITHIN THE LIMITS . ONCE PREPARED APPLICATION OF CONCRETE PROTECTIVE SURFACE TREATMENT IN ACCORDANCE WITH MANUFACTURE'S SPECIFICATIONS AND RECOMMENDATIONS.
- 2. WORK ON PEDESTRIAN BRIDGE (B-40-881) INCLUDE TWO LANDINGS AND STAIRS.
- 3. THERE ARE UTILITIES IN THE VICINITY OF THE PROJECT BUT THERE ARE NO IMPACTS TO UTILITIES EXPECTED. THE CONTRACTOR SHALL VERIFY THIS PRIOR TO CONSTRUCTION.
- 4. THE CONTRACTOR SHALL ENSURE THAT DECK SEALING MATERIAL DOES NOT REACH SURFACE WATER. REPORT AND INCIDENTAL SPILLS TO THE WISDNR OFFICE WITHIN 24 HOURS OR THE TOLL FREE HOTLINE 1-800-943-0003 IF THE WISDNR LIAISON IS NOT AVAILABLE.
- 5. ANY DECK SEALING MATERIAL THAT INADVERTENTLY REACHES THE WATERWAY, STREAM BANKS, OR WETLANDS SHALL BE REMOVED IMMEDIATELY.
- 6. ANY INCIDENTAL GROUND DISTURBANCES WILL BE RESTORED AS SOON AS CONDITIONS PERMIT. USE APPROPRIATE EROSION CONTROL DEVICES UNTIL RESTORATION OF DISTURBED SOILS IS COMPLETE. ANY GROUND DISTURBANCE RESTORATION SHALL BE RESTORED AT NO EXPENSE TO THE DEPARTMENT.
- 7. WASTE OR EXCESS MATERIAL SHALL NOT BE DISPOSED OF IN FLOODPLAINS, WETLANDS, OR WATERWAYS.

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL:

- 1. TRAFFIC CONTROL DRUMS IN TAPERS SHALL BE EQUIPPED WITH WARNING LIGHTS, TYPE "C", ONE WAY LIGHTS, UNLESS OTHERWISE SHOWN.
- 2. SIGNS LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
- 3. SIGNS IN CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE COVERED. THE COVERING OF TYPE II SIGNS IS INCLUDED UNDER THE BID ITEM TRAFFIC CONTROL (PROJECT ID).
- 4. "WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
- 5. ALL TRAFFIC CONTROL SIGNS SHALL BE 48"X48" UNLESS OTHERWISE NOTED IN THE PLANS.
- 6. A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR DIRECTED BY THE ENGINEER.
- 7. CONTRACTOR SHALL INSTALL PERMANENT SIGNS AND PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
- 8. ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS, EXCEPT FOR TURNING MOVEMENTS HAVING A TRUCK DETOUR AS SHOWN IN THE PLANS. DO NOT USE TRUCK DETOURS FOR TURNING MOVEMENTS NOT SHOWN IN THE PLAN WITHOUT WRITTEN APPROVAL OF THE ENGINEER.
- 9. BARRICADE STRIPES SHALL POINT DOWNWARD IN THE DIRECTION OF TRAFFIC FLOW.

PROJECT CONTACTS

WISDOT DESIGN PROJECT MANAGER
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ryan.pappas@wisconsin.gov

DIGGERSHOTLINE

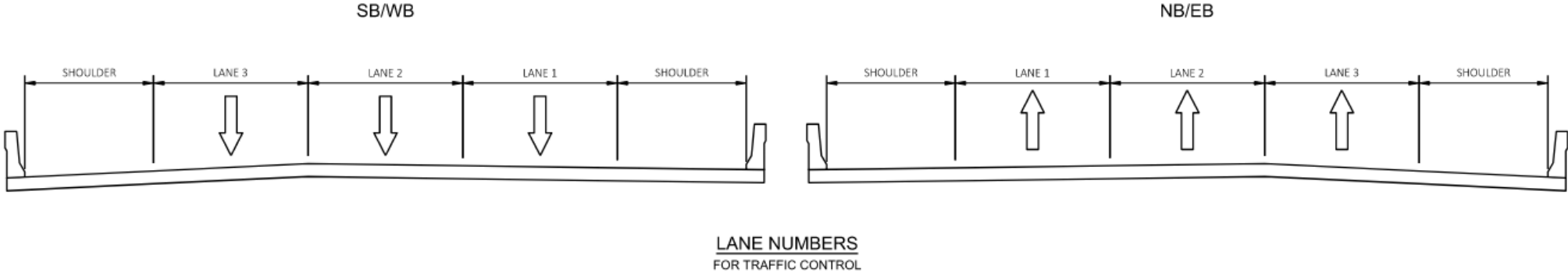
Dial 811 or (800)242-8511

www.DiggersHotline.com

1000-50-60 - BACKBONE NETWORK

Structure	On	Over	WORK RESTRICTIONS	TRAFFIC CONTROL CONCEPT	DETAILS	NOTES
B-40-118	BELOIT RD	IH 894	SINGLE LANE CLOSURE RESTRICTIONS: 6-8AM; 3-6PM FULL CLOSURES ALLOWED OVERNIGHT: 9PM-6AM	EB AND WB FULL CLOSURES. ONE DIRECTION AT A TIME	SEE TRAFFIC CONTROL PLAN	
B-40-395	IH 41 NB	STH 145	STANDARD FREEWAY RESTRICTIONS	OVERNIGHT LANE CLOSURES AND FULL CLOSURE OF GOOD HOPE RD ENTRANCE RAMP	STANDARD DETAIL DRAWINGS AND TRAFFIC CONTROL DETAIL: SEALING LANES 1,2: -SDD: TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS) SEALING LANES 3,4 -SDD: TRAFFIC CONTROL, LANE CLOSURE -TRAFFIC CONTROL DETAIL: ENTRANCE RAMP CLOSURE SHORT TERM ONLY	USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE
B-40-396	IH 41 SB	STH 145	STANDARD FREEWAY RESTRICTIONS	OVERNIGHT LANE CLOSURES AND FULL CLOSURES OF 124TH ST ENTRANCE RAMP AND EXIT RAMP TO GOOD HOPE RD	STANDARD DETAIL DRAWINGS AND TRAFFIC CONTROL DETAIL: SEALING LANE 1 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING LANES 2,3 -SDD: TRAFFIC CONTROL, LANE CLOSURE -SDD: TRAFFIC CONTROL, EXIT RAMP CLOSURE -TRAFFIC CONTROL DETAIL: ENTRANCE RAMP CLOSURE SHORT TERM ONLY	SEALING LANE 1: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE SEALING LANES 2,3 START LANE 2 LANE CLOSURE NORTH OF 124TH ST ENTRANCE RAMP
B-40-397	IH 41 NB	STH 145/124TH ST	STANDARD FREEWAY RESTRICTIONS	OVERNIGHT FULL CLOSURE AND FULL CLOSURE OF STH 145 ENTRANCE RAMP TO IH 41 NB	TRAFFIC CONTROL DETAILS: -TRAFFIC CONTROL DETAIL: ENTRANCE RAMP CLOSURE SHORT TERM ONLY -TRAFFIC CONTROL DETAIL: THREE LANE FULL FREEWAY CLOSURE	
B-40-398	IH 41 SB	STH 145/124TH ST	STANDARD FREEWAY RESTRICTIONS	OVERNIGHT LANE AND FULL CLOSURE OF SYSTEM RAMP TO STH 145	STANDARD DETAIL DRAWINGS: SEALING LANE 1 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING LANE 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE. -SDD: TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY, SHORT-TERM (LESS THAN 24 HOURS) -SDD: TRAFFIC CONTROL, SYSTEM RAMP CLOSURE	
B-40-399	IH 41 SB	STH 145/124TH ST	FULL CLOSURES ALLOWED OVERNIGHT WEEKDAY: 9PM-6AM WEEKEND: 10:30PM-8:30AM	OVERNIGHT SYSTEM RAMP CLOSURE	STANDARD DETAIL DRAWINGS: -SDD: TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT -SDD: TRAFFIC CONTROL, SYSTEM RAMP CLOSURE	
B-40-401	NB STH 145	IH 41 SB RAMP TO SB STH 145	FULL CLOSURES ALLOWED OVERNIGHT WEEKDAY: 9PM-6AM WEEKEND: 10:30PM-8:30AM	OVERNIGHT SYSTEM RAMP CLOSURE	STANDARD DETAIL DRAWING: -SDD: TRAFFIC CONTROL, SYSTEM RAMP CLOSURE	
B-40-403	CROSSOVER PASS	IH 41	NONE	FULL CLOSURE	STANDARD DETAIL DRAWING: -SDD: BARRICADES AND SIGNS FOR SIDEROAD CLOSURES	
B-40-412	IH 41 SB EXIT RAMP	IH 41 SB ENTRANCE RAMP	FULL CLOSURES ALLOWED OVERNIGHT WEEKDAY: 9PM-6AM WEEKEND: 10:30PM-8:30AM	OVERNIGHT SYSTEM RAMP CLOSURE	STANDARD DETAIL DRAWINGS: -SDD: TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT -SDD: TRAFFIC CONTROL, SYSTEM RAMP CLOSURE	
B-40-550-0018	N 16th St	IH 94 E-W Freeway	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-8AM; 3PM-6PM FULL CLOSURES ALLOWED 9PM-6AM	FULL CLOSURE	SEE TRAFFIC CONTROL PLAN	
B-40-763	DREXEL AVE	IH 94	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-8AM; 3PM-6PM FULL CLOSURES ALLOWED 9PM-6AM	EB AND WB FULL CLOSURES. ONE DIRECTION AT A TIME	SEE TRAFFIC CONTROL PLAN	
B-40-881	WAUWAUTOSA HS PEDESTRIAN PATH	IH 41	NOT ALLOWED WHILE SCHOOL IN SESSION	FULL CLOSURE	PEDESTRIAN FLAGGING	

NOTE TO CONTRACTOR: SEE SPECIAL PROVISIONS FOR ENTIRE LIST OF WORK RESTRICTIONS



1000-50-61 - STH NETWORK

Structure	On	Over	WORK RESTRICTIONS	TRAFFIC CONTROL	DETAILS	NOTES
B-40-056	WASHINGTON BLVD	STH 175	FULL CLOSURES ALLOWED 9PM-6AM	FULL CLOSURE. DO NOT CLOSE CONCURRENTLY WITH B-40-060	SEE TRAFFIC CONTROL PLAN	
B-40-060	LLOYD ST	STH 175	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM; 3PM-6PM FULL CLOSURES ALLOWED 9PM-6AM	FULL CLOSURE. DO NOT CLOSE CONCURRENTLY WITH B-40-056	SEE TRAFFIC CONTROL PLAN	
B-40-199	WB STH 190	MENOMONEE RIVER	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM; 3PM-6PM RAMP CLOSURE ALLOWED: 9PM-6AM	OVERNIGHT LANE CLOSURES AND FULL CLOSURE OF EXIT RAMP TO C-D ROAD	STANDARD DETAIL DRAWINGS: SEALING LANE 1 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY SEALING LANES 2,3 -SDD: TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE -SDD: TRAFFIC CONTROL, EXIT RAMP CLOSURE	SEALING LANE 1: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE SEALING LANES 2,3: START LANE 3 CLOSURE EAST OF MAYFAIR RD
B-40-251	WB GOOD HOPE ROAD	STH 145	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM; 2PM-6PM DOUBLE LANE CLOSURE ALLOWED: 7PM-6AM	OVERNIGHT LANE CLOSURES. FULL CLOSURE OF 110TH ST SB	STANDARD DETAIL DRAWINGS: SEALING LANES 1,2 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, LANE SHIFT NON-FREEEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER SEALING LANES 2,3 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, LANE SHIFT NON-FREEEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER -SDD: BARRICADES AND SIGNS FOR SIDEROAD CLOSURES	FOR BOTH CLOSURES: CLOSE 110TH ST SB AND SET LEFT LANE CLOSURE ON GOOD HOPE RD SEALING LANES 1,2 SHIFT TRAFFIC TO STRADDLE LANES 2,3 SEALING LANES 2,3 SHIFT TRAFFIC INTO LANE 1. START SHIFT AT RIGHT TURN LANE GORE
B-40-378	STH 181	DOUGLAS AVE/RR TRACKS	SINGLE LANE RESTRICTIONS: NONE DOUBLE LANE CLOSURE RESTRICTIONS: 6AM-9AM; 2PM-6PM	OVERNIGHT LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING NB LANE 1,2 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, LANE SHIFT NON-FREEEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER SEALING NB LANES 2,3 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY SEALING SB LANE 1 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY SEALING SB LANES 2,3 -SDD: TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE	SEALING NB LANES 1,2,3 -FOR BOTH CLOSURES: DRUM OFF NB LANE 3 AT FLORIST AND SET SINGLE LANE CLOSURES NORTH OF FLORIST -WHEN SEALING NB LANES 1 AND 2, SET SINGLE LEFT LANE CLOSURE AND SHIFT TRAFFIC TO LANE 3.. -WHEN SEALING LANES 2 AND 3, SET SINGLE RIGHT LANE CLOSURE. SEALING SB LANES 2,3 CLOSE SB LANE 3 NORTH OF MILL RD
B-40-457	STH 100	CMSTPP RR	SINGLE LANE RESTRICTIONS: NONE DOUBLE LANE CLOSURE RESTRICTIONS: 6AM-9AM; 3PM-6PM	OVERNIGHT LANE CLOSURES	SEE TRAFFIC CONTROL PLAN	
B-40-484	WB STH 119	STH 38	CHECK WITH AIRPORT	OVERNIGHT FULL CLOSURE	SEE TRAFFIC CONTROL PLAN	
B-40-485	EB STH 119	STH 38	CHECK WITH AIRPORT	OVERNIGHT LANE CLOSURES	STANDARD DETAIL DRAWING: -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY	KEEP LEFT HAND RAMP TO PARKING OPEN

NOTE TO CONTRACTOR: SEE SPECIAL PROVISIONS FOR ENTIRE LIST OF WORK RESTRICTIONS

1000-50-61 - STH NETWORK CON'T

Structure	On	Over	WORK RESTRICTIONS	TRAFFIC CONTROL	DETAILS	NOTES
B-40-490	EB STH 100 (BROWN DEER RD)	RR TRACKS	NONE	LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING LANES 1,2 -SDD: TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE SEALING LANE 3 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE	BOTH CLOSURES: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE
B-40-491	WB STH 100 (BROWN DEER RD)	RR TRACKS	NONE	LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING LANE 1 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY SEALING LANES 2,3 -SDD: TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE RIGHT LANE CLOSURE	SEALING LANE 1: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE SEALING LANES 2,3: SET LANE 3 CLOSURE EAST OF N 107TH ST
B-40-600	HOWARD AVE	LAKE PARKWAY	SINGLE LANE CLOSURE RESTRICTIONS; 6AM-9AM; 3PM-6PM FULL CLOSURES ALLOWED; 9PM-6AM	OVERNIGHT EB FULL CLOSURE, SB EXIT RAMP FULL CLOSURE, AND WB SINGLE LANE CLOSURES	SEE TRAFFIC CONTROL PLAN -SDD: TRAFFIC CONTROL, EXIT RAMP CLOSURE	
B-40-610	HOWARD AVE	UPRR	SINGLE LANE CLOSURE RESTRICTIONS; 6AM-9AM; 3PM-6PM	OVERNIGHT EB FULL CLOSURE, SB EXIT RAMP FULL CLOSURE, AND WB SINGLE LANE CLOSURES	SEE TRAFFIC CONTROL PLAN -SDD: TRAFFIC CONTROL, EXIT RAMP CLOSURE	
B-40-612	STH 794	OKLAHOMA AVE	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM (NB); 3PM-6PM (SB)	SINGLE LANE CLOSURES AND RIGHT TURN LANE CLOSURE ON S ELLEN STREET	STANDARD DETAIL DRAWINGS AND TRAFFIC CONTROL PLANS: SEALING NB LANE 1 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -SDD: TRAFFIC CONTROL, INTERSECTION WITHIN LEFT LANE CLOSURE SEALING NB LANE 2 -SEE TRAFFIC CONTROL PLAN SEALING SB LANE 1 AND DUAL LEFT TURN LANES -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING SB LANE 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE	SEALING NB LANE 1: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE SEALING SB LANE 1 AND DUAL LEFT TURN LANES: KEEP LEFT LANE CLOSURE THROUGH INTERSECTION. DO NOT ALLOW LEFT TURNS
B-40-614	STH 794	KINNIKINNIC AVE	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM (NB); 3PM-6PM (SB)	SINGLE LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING NB LANES 1 AND 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING SB LANES 1 AND 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE	
B-40-616	STH 794	PRYOR AVE	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM (NB); 3PM-6PM (SB)	SINGLE LANE CLOSURES	STANDARD DETAIL DRAWINGS: NB LANES 1 AND 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE SB LANES 1 AND 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE	

NOTE TO CONTRACTOR: SEE SPECIAL PROVISIONS FOR ENTIRE LIST OF WORK RESTRICTIONS

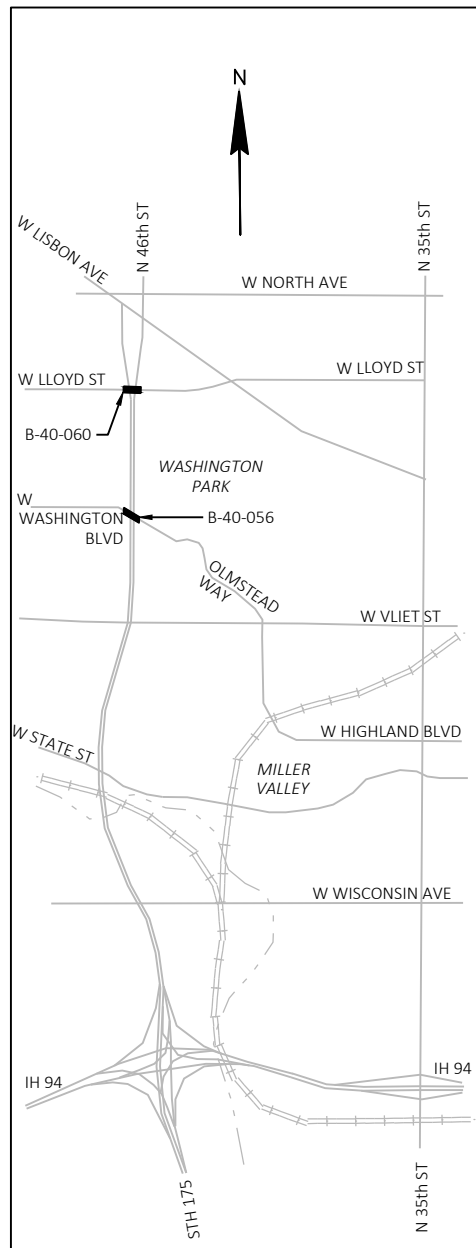
1000-50-61 - STH NETWORK CON'T

Structure	On	Over	WORK RESTRICTIONS	TRAFFIC CONTROL	DETAILS	NOTES
B-40-618	STH 794	RUSSELL AVE	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM (NB); 3PM-6PM (SB)	SINGLE LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING NB LANES 1 AND 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING SB LANE 1 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING SB LANE 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE -SDD: TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN RIGHT LANE CLOSURE	
B-40-620	NB STH 794 EXIT RAMP TO CARFERRY DR	CARFERRY DR	NONE	EXIT RAMP CLOSURE	STANDARD DETAIL DRAWINGS*	*COMPLETE SAME TIME AS NB RIGHT LANE CLOSURE FOR B-40-621
B-40-621	NB STH 794	CARFERRY DR	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM	SINGLE LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING LANE 1 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING LANE 2 -SDD: TRAFFIC CONTROL, LANE CLOSURE -SDD: TRAFFIC CONTROL, EXIT RAMP CLOSURE	SEALING LANES 1: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE SEALING LANE 2: USE TRAFFIC CONTROL CONES 42-INCH ACROSS BRIDGE
B-40-625	SB STH 794	CARFERRY DR	SINGLE LANE CLOSURE RESTRICTIONS: 2PM-7PM	SINGLE LANE CLOSURES AND ENTRANCE RAMP CLOSURE	STANDARD DETAIL DRAWINGS AND TRAFFIC CONTROL DETAIL: SEALING LANE 1 -SDD: TRAFFIC CONTROL, LANE CLOSURE SEALING LANE 2 AND ENTRANCE RAMP -SDD: TRAFFIC CONTROL, LANE CLOSURE -TRAFFIC CONTROL DETAIL: ENTRANCE RAMP CLOSURE SHORT TERM ONLY	
B-40-719	NB STH 794	EDGERTON CANAL	SINGLE LANE CLOSURE RESTRICTIONS: 6AM-9AM FULL CLOSURE ALLOWED: 9AM-6AM	FULL CLOSURE	SEE TRAFFIC CONTROL PLAN	
B-40-720	SB STH 794	EDGERTON CANAL	SINGLE LANE CLOSURE RESTRICTIONS: 3PM-6PM FULL CLOSURE ALLOWED: 7PM-2PM	FULL CLOSURE	STANDARD ETAIL DRAWINGS: -SDD: TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE	
B-40-745	NB STH 100	RAWSON AVE	NONE	SINGLE LANE CLOSURES	TRAFFIC CONTROL PLAN	
B-40-746	SB STH 100	RAWSON AVE	NONE	SINGLE LANE CLOSURES AND ENTRANCE RAMP CLOSURE	TRAFFIC CONTROL PLAN	
B-40-764	EB STH 24	WHITNALL PARK CREEK	NONE	SINGLE LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING LANES 1 AND 2 -SDD: TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY	
B-40-765	WB STH 24	WHITNALL PARK CREEK	NONE	SINGLE LANE CLOSURES	STANDARD DETAIL DRAWINGS: SEALING LANE 1 -TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT -TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -TRAFFIC CONTROL, INTERSECTION WITHIN LEFT LANE CLOSURE SEALING LANE 2 -TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT -TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY -TRAFFIC CONTROL, INTERSECTION WITHIN RIGHT LANE CLOSURE	BOTH CLOSURES: DO NOT ALLOW LEFT LANE TO OPEN BETWEEN ROUNDABOUT AND S 108TH ST

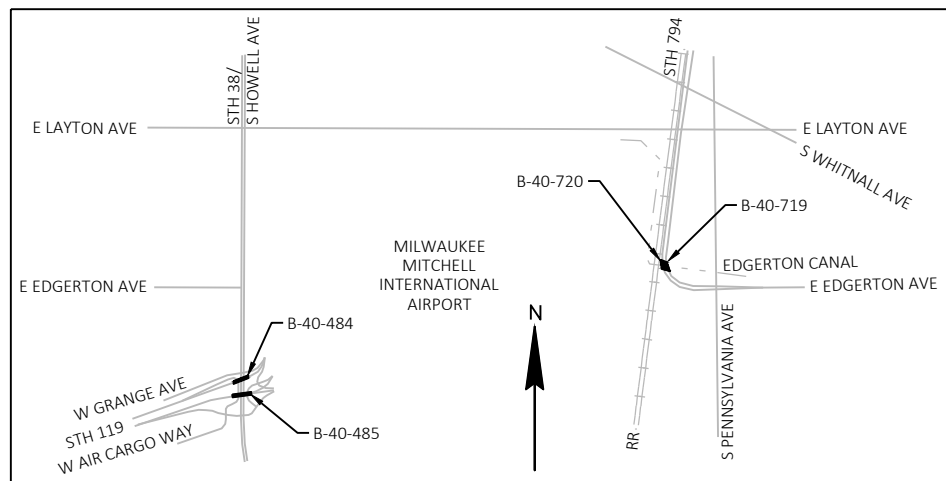
NOTE TO CONTRACTOR: SEE SPECIAL PROVISIONS FOR ENTIRE LIST OF WORK RESTRICTIONS

ID 1000-50-61	
BRIDGE ID NUMBER	CATEGORY
B-40-056	0020
B-40-060	0030
B-40-199	0040
B-40-251	0050
B-40-378	0080
B-40-457	0090
B-40-484	0100
B-40-485	0110
B-40-490	0120
B-40-491	0130
B-40-600	0150
B-40-610	0160
B-40-612	0170
B-40-614	0180
B-40-616	0190
B-40-618	0200
B-40-620	0210
B-40-621	0220
B-40-625	0230
B-40-719	0240
B-40-720	0250
B-40-745	0260
B-40-746	0270
B-40-764	0280
B-40-765	0290

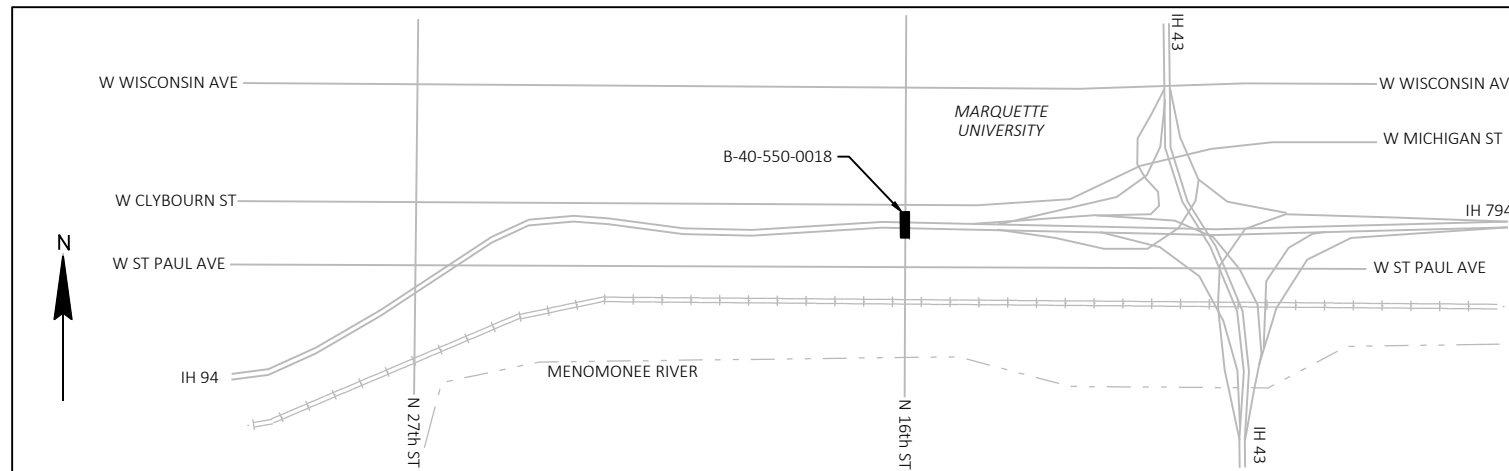




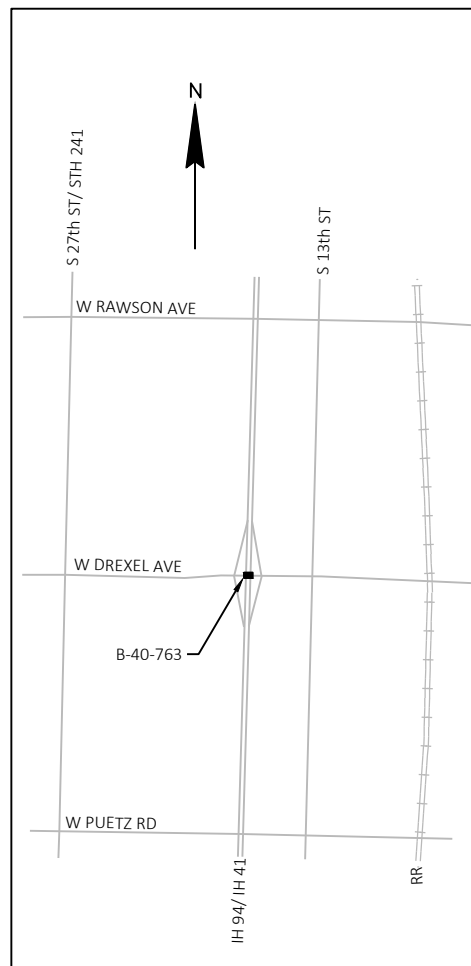
DETAIL - A



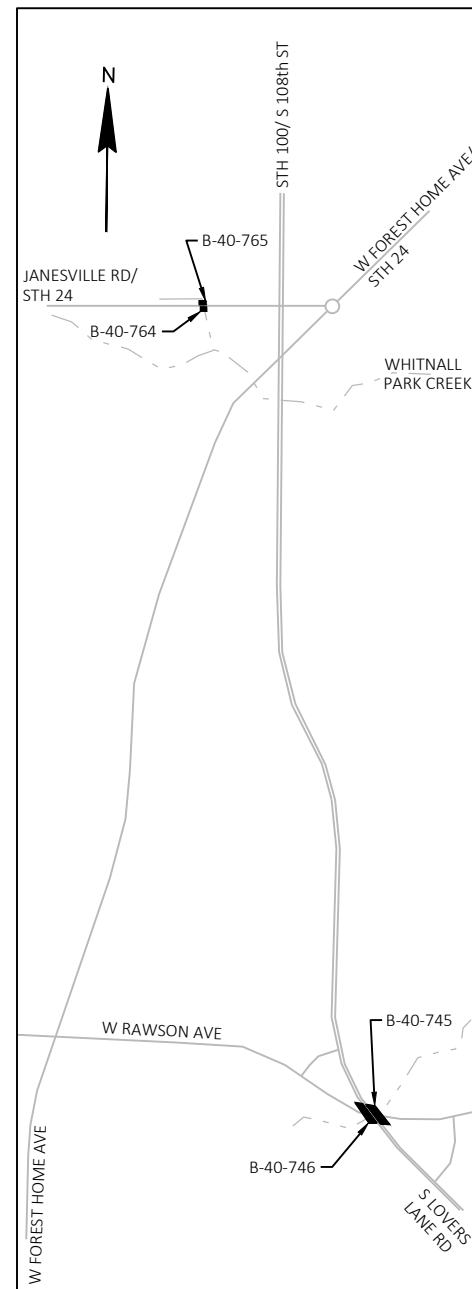
DETAIL - D



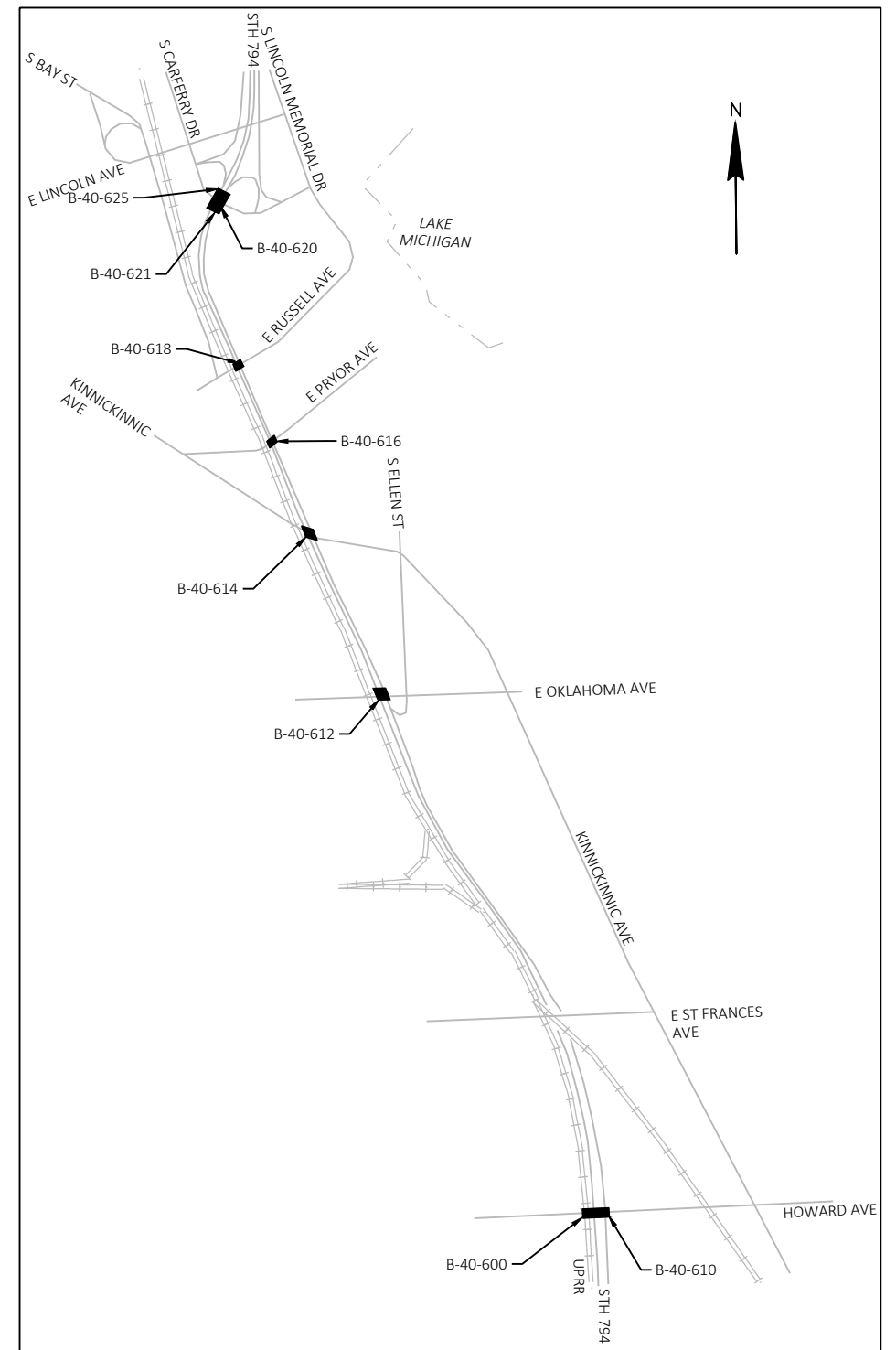
DETAIL - B



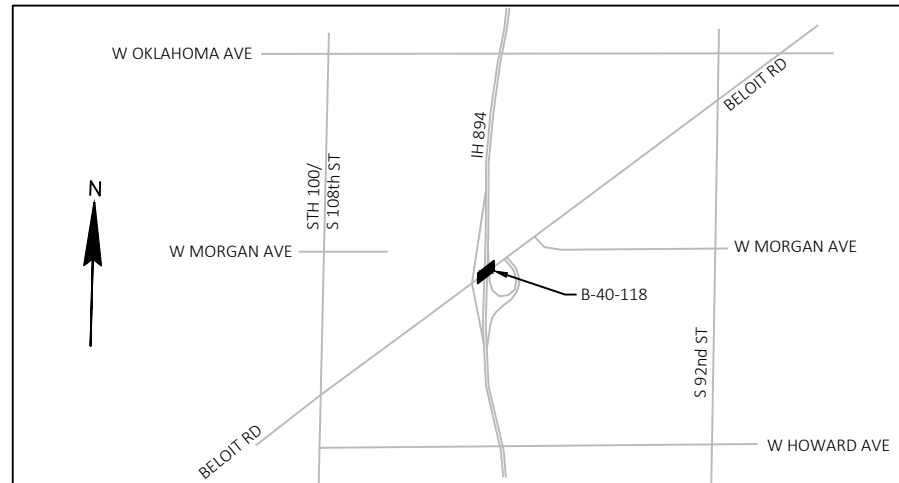
DETAIL - E



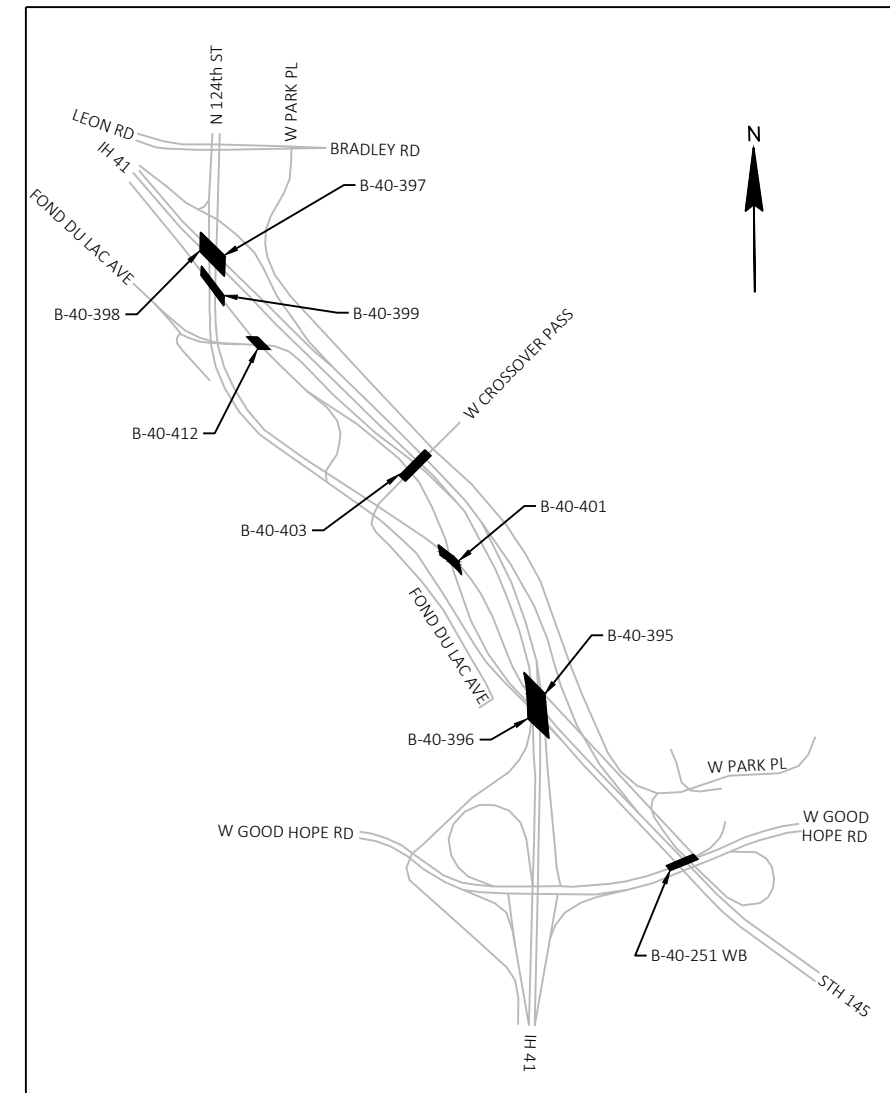
DETAIL - F



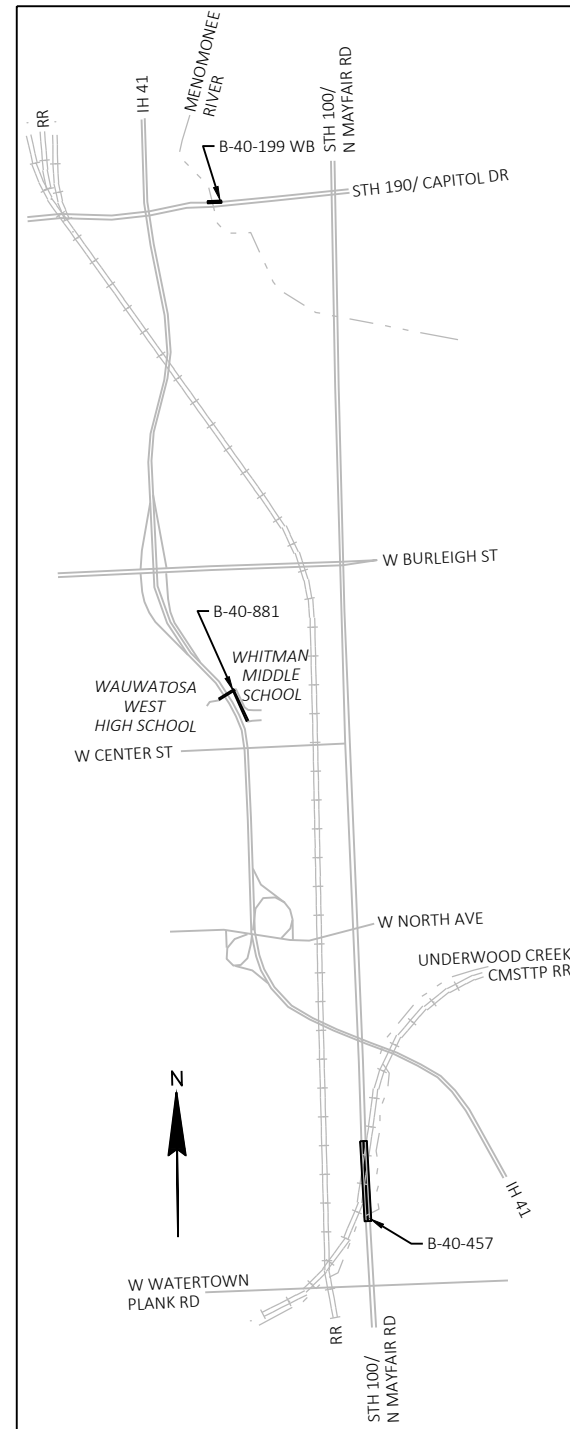
DETAIL - C



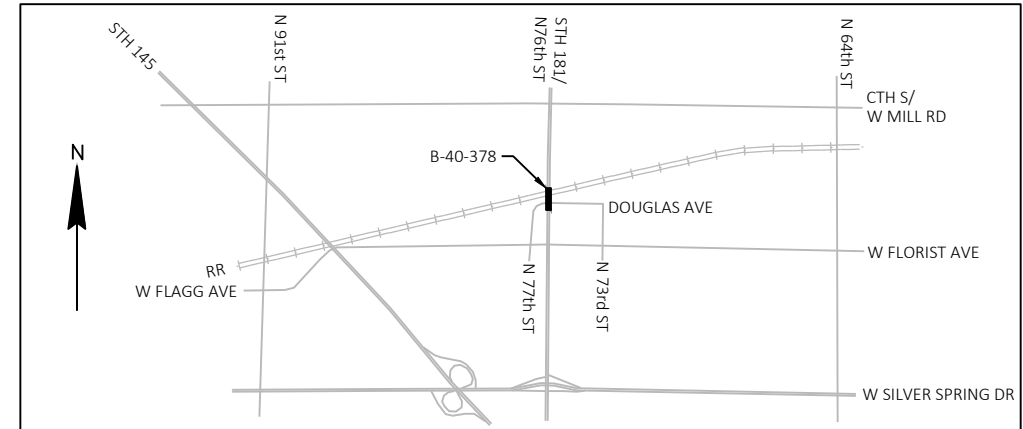
DETAIL - G



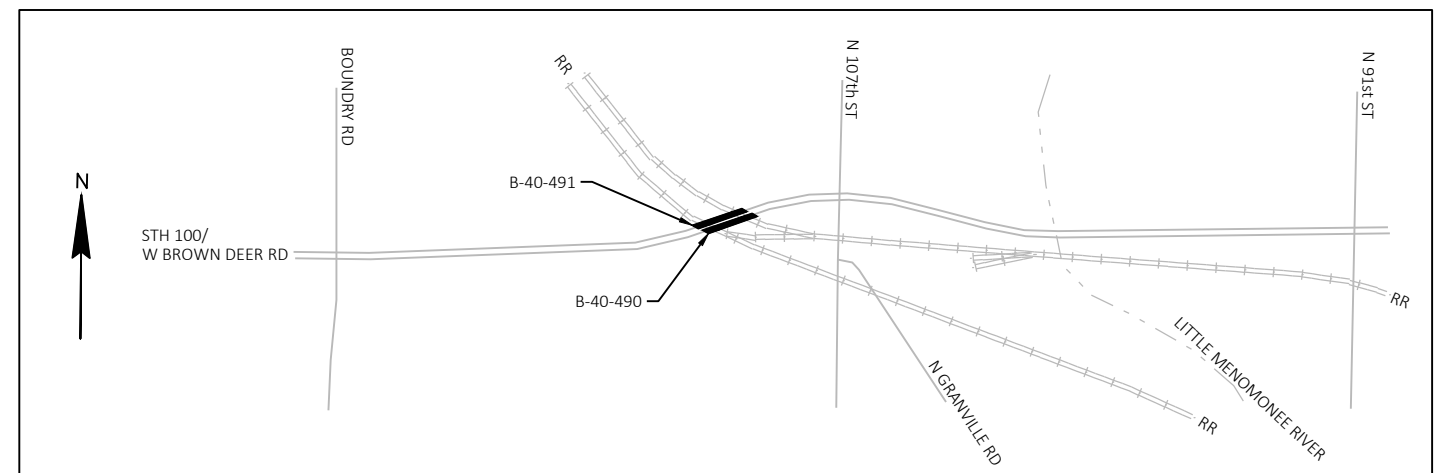
DETAIL - J



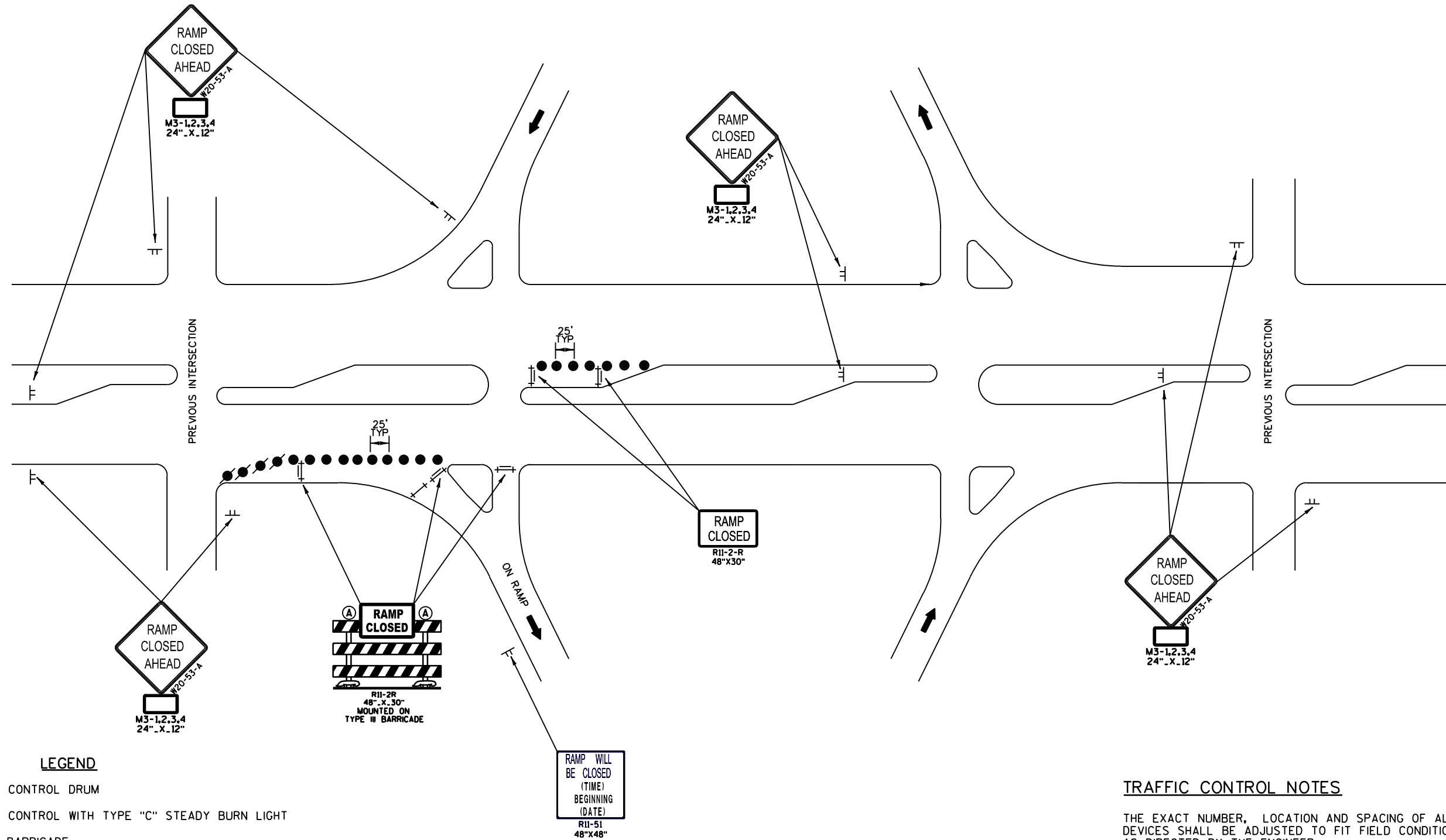
DETAIL - H



DETAIL - I



DETAIL - K



LEGEND

- TRAFFIC CONTROL DRUM
- ⦿ TRAFFIC CONTROL WITH TYPE "C" STEADY BURN LIGHT
- ⊥ TYPE III BARRICADE
- ⊥⊥ TYPE III BARRICADE WITH 2 TYPE "A" WARNING LIGHT (FLASHING)
- ⦿ SIGN ON PERMANENT SUPPORT
- ⊥ SIGN ON TEMPORARY SUPPORT
- ➔ DIRECTION OF TRAFFIC

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE SHORT TERM ONLY

TRAFFIC CONTROL NOTES

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

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

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

SHORT TERM DEFINED AS 7 DAYS/NIGHTS OR LESS. FOR NIGHT TIME OPERATIONS ALL DRUMS IN TAPERS SHALL HAVE WARNING LIGHT, TYPE C (STEADY BURN). MAY BE APPLIED TO ARTERIALS OR LOCAL ROADS.

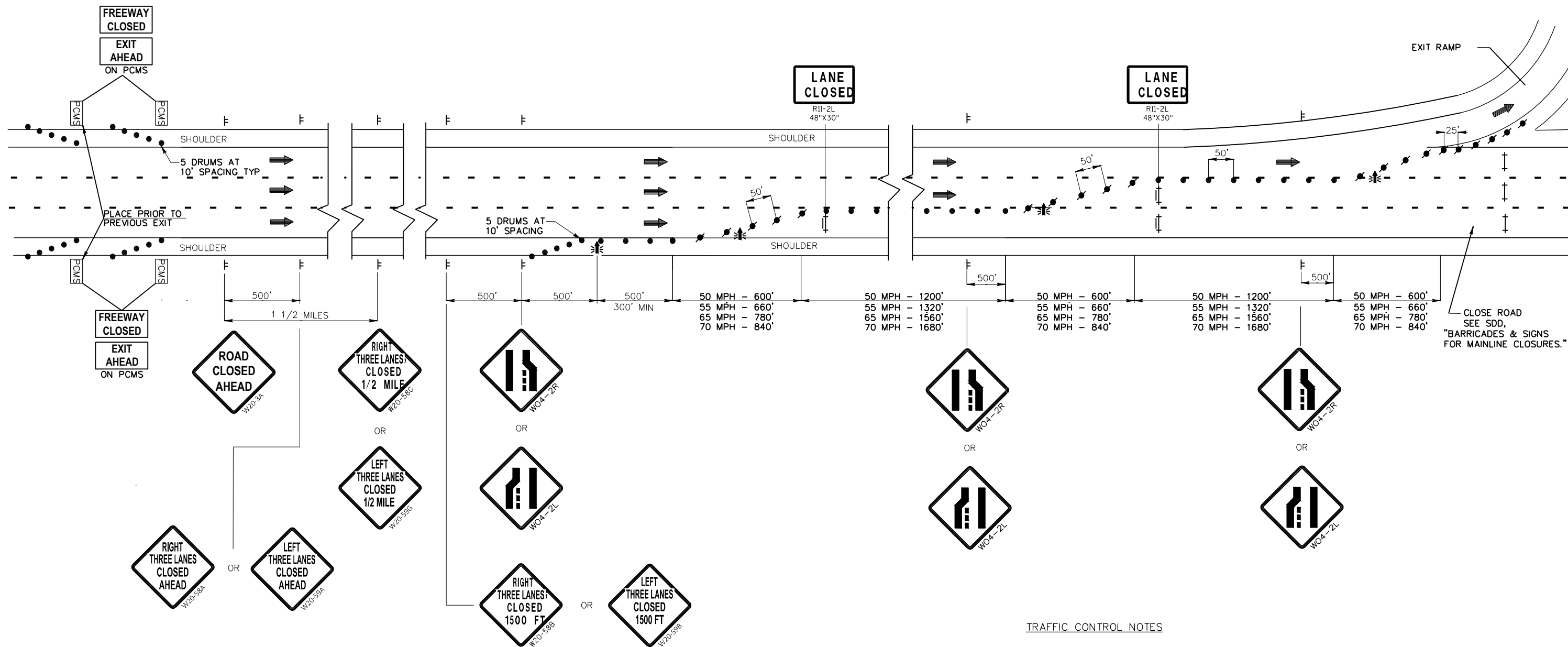
PLACE "RAMP CLOSED BEGINNING" SIGN OR PCMS 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR SIGN LAYOUT.

NORTH
M3-1
24" X 12"

EAST
M3-2
24" X 12"

SOUTH
M3-3
24" X 12"

WEST
M3-4
24" X 12"

**THREE LANE FULL FREEWAY CLOSURE**

PROJECT ID: 1000-50-60

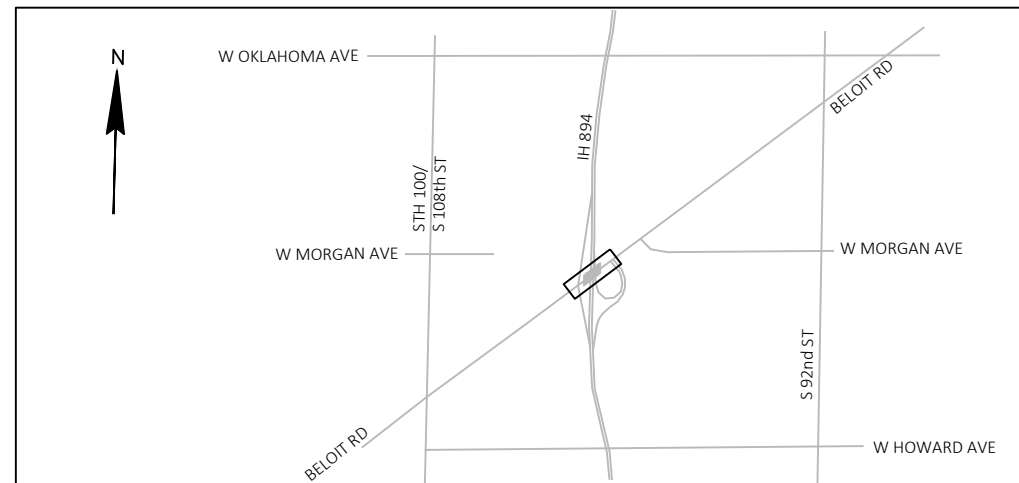
BRIDGE: B-40-118

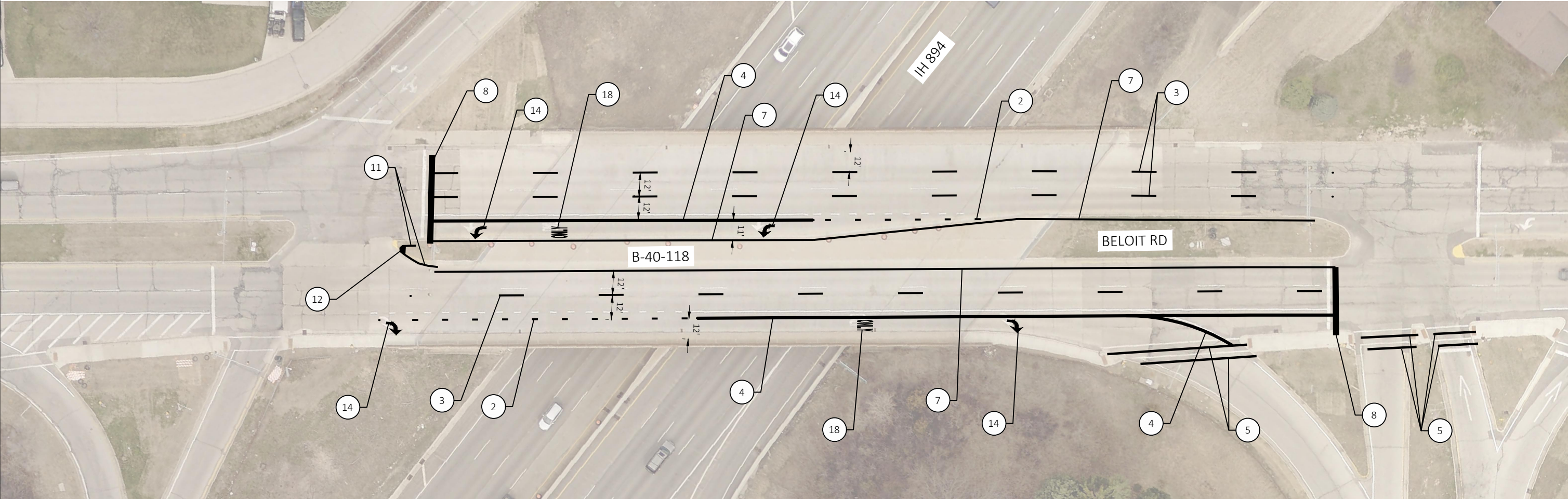
BELOIT ROAD & IH 894

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

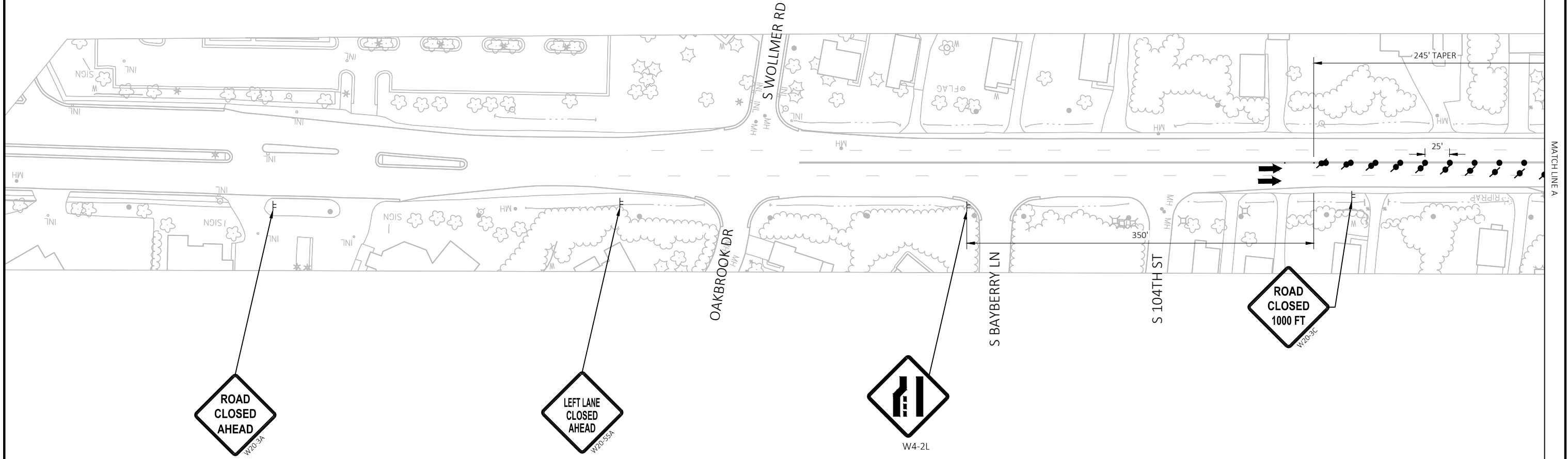
PEDESTRIAN ACCOMMODATIONS





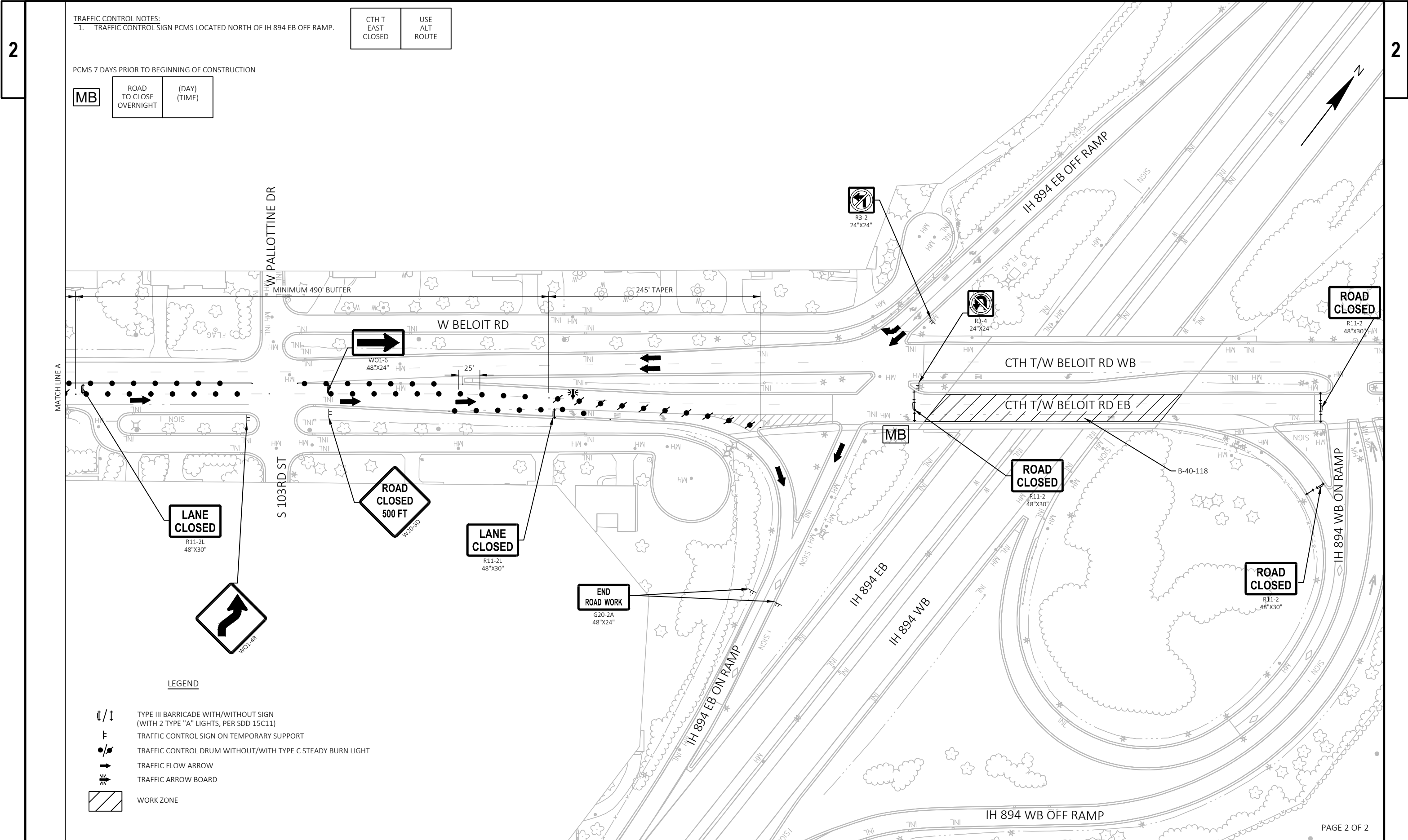
2

2 |



LEGEND

- | | |
|---|---|
|  | TYPE III BARRICADE WITH/WITHOUT SIGN
(WITH 2 TYPE "A" LIGHTS, PER SDD 15C11) |
|  | TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT |
|  | TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT |
|  | TRAFFIC FLOW ARROW |
|  | TRAFFIC ARROW BOARD |
|  | WORK ZONE |

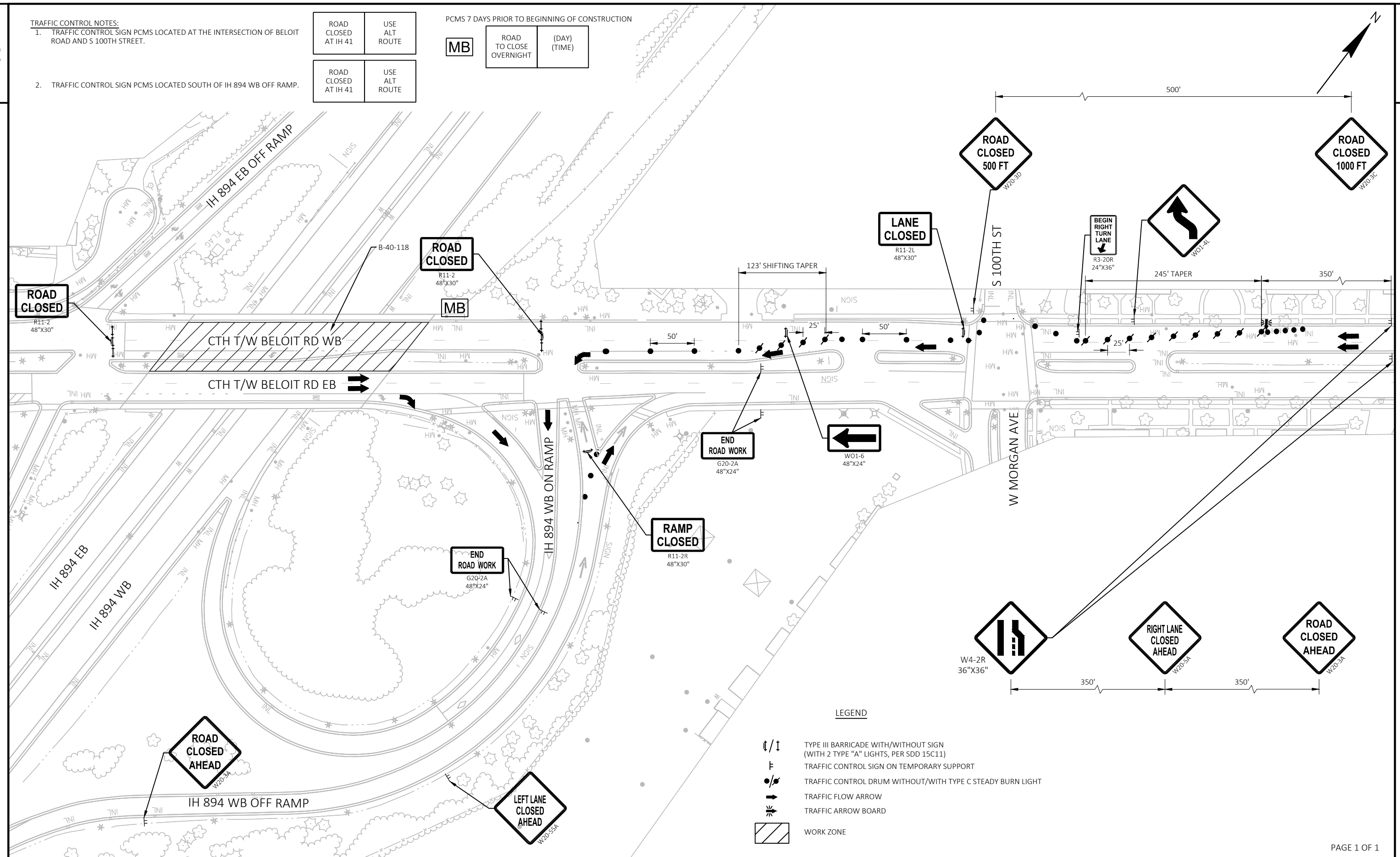


2. TRAFFIC CONTROL SIGN PCMS LOCATED SOUTH OF IH 894 WB OFF RAMP.

ROAD CLOSED AT IH 41	USE ALT ROUTE
ROAD CLOSED AT IH 41	USE ALT ROUTE

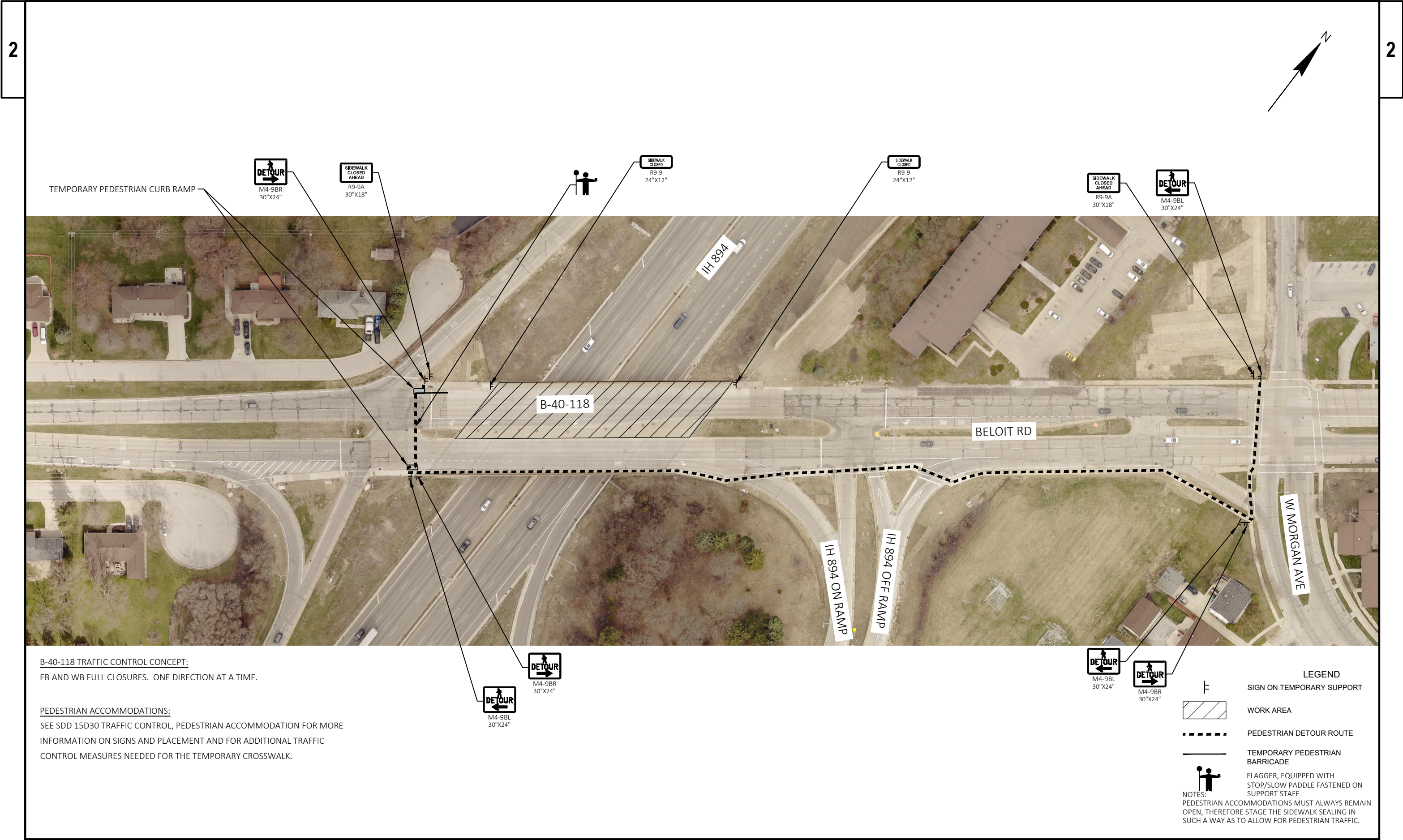
PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION

MB	ROAD TO CLOSE OVERNIGHT	(DAY) (TIME)



LEGEND

- | | |
|---|---|
|  | TYPE III BARRICADE WITH/WITHOUT SIGN
(WITH 2 TYPE "A" LIGHTS, PER SDD 15C11) |
|  | TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT |
|  | TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT |
|  | TRAFFIC FLOW ARROW |
|  | TRAFFIC ARROW BOARD |
|  | WORK ZONE |



B-40-118 TRAFFIC CONTROL CONCEPT:
EB AND WB FULL CLOSURES. ONE DIRECTION AT A TIME.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT AND FOR ADDITIONAL TRAFFIC CONTROL MEASURES NEEDED FOR THE TEMPORARY CROSSWALK.

LEGEND

SIGN ON TEMPORARY SUPPORT

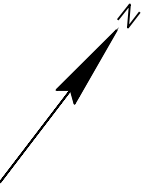
WORK AREA

PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN BARRICADE

FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

NOTES:
PEDESTRIAN ACCOMMODATIONS MUST ALWAYS REMAIN OPEN, THEREFORE STAGE THE SIDEWALK SEALING IN SUCH A WAY AS TO ALLOW FOR PEDESTRIAN TRAFFIC.



FLAGGER, EQUIPPED WITH
STOP/SLOW PADDLE FASTENED ON
SUPPORT STAFF

PROJECT ID: 1000-50-60

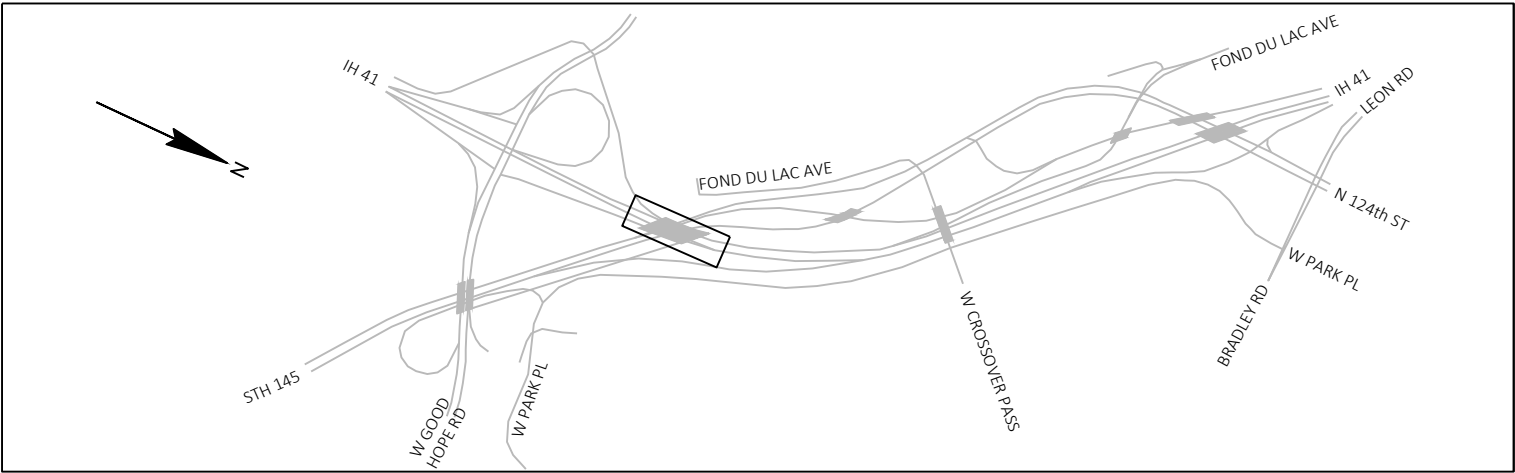
BRIDGE: B-40-395 NB
B-40-396 SB

IH 41 & STH 145

PAVEMENT MARKING

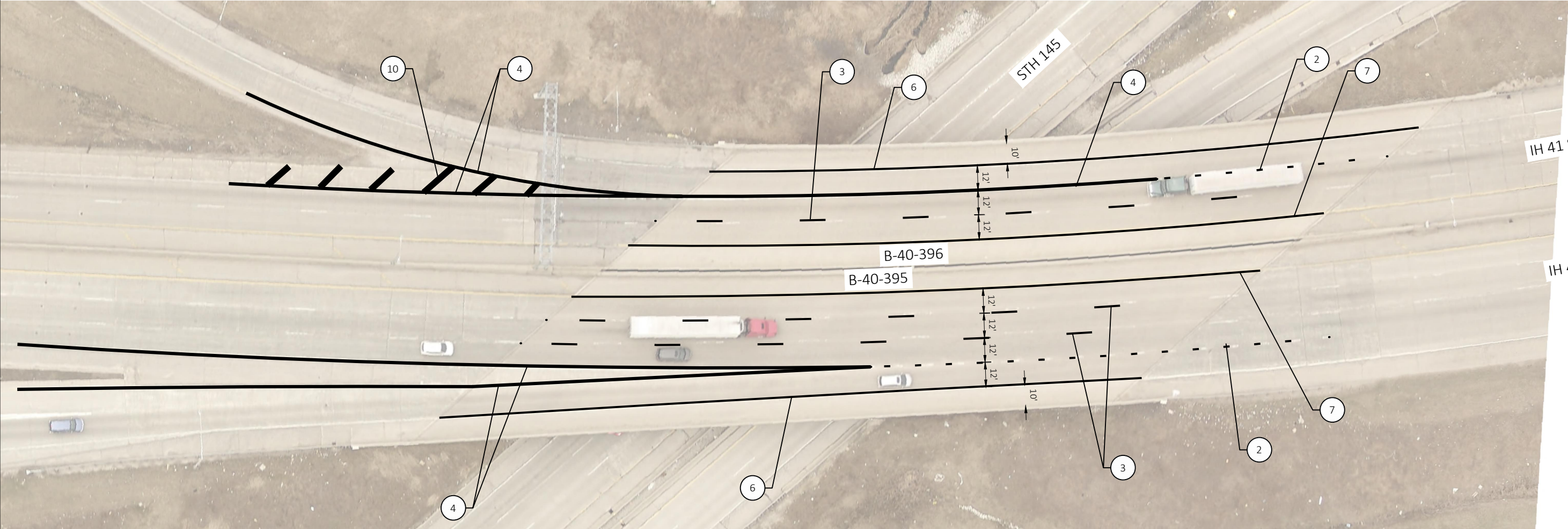
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



LEGEND

- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |





NO EXISTING PEDESTRIAN ACCOMMODATIONS ON BRIDGES.
MAINTAIN OAK LEAF TRAIL ACCESS UNDER BRIDGES.



B-40-395 TRAFFIC CONTROL CONCEPT:

OVERNIGHT LANE CLOSURES AND FULL CLOSURES OF GOOD HOPE RD
ENTRANCE RAMP.

B-40-396 TRAFFIC CONTROL CONCEPT:

OVERNIGHT LANE CLOSURES AND FULL CLOSURES OF 124TH ST ENTRANCE
RAMP AND EXIT RAMP TO GOOD HOPE RD.

PROJECT NO: 1000-50-60, 1000-50-61

HWY: VARIOUS

COUNTY: MILWAUKEE

TRAFFIC CONTROL PLAN: B-40-395 & B-40-396 PEDESTRIAN ACCOMMODATIONS

SHEET 21

E

PROJECT ID: 1000-50-60

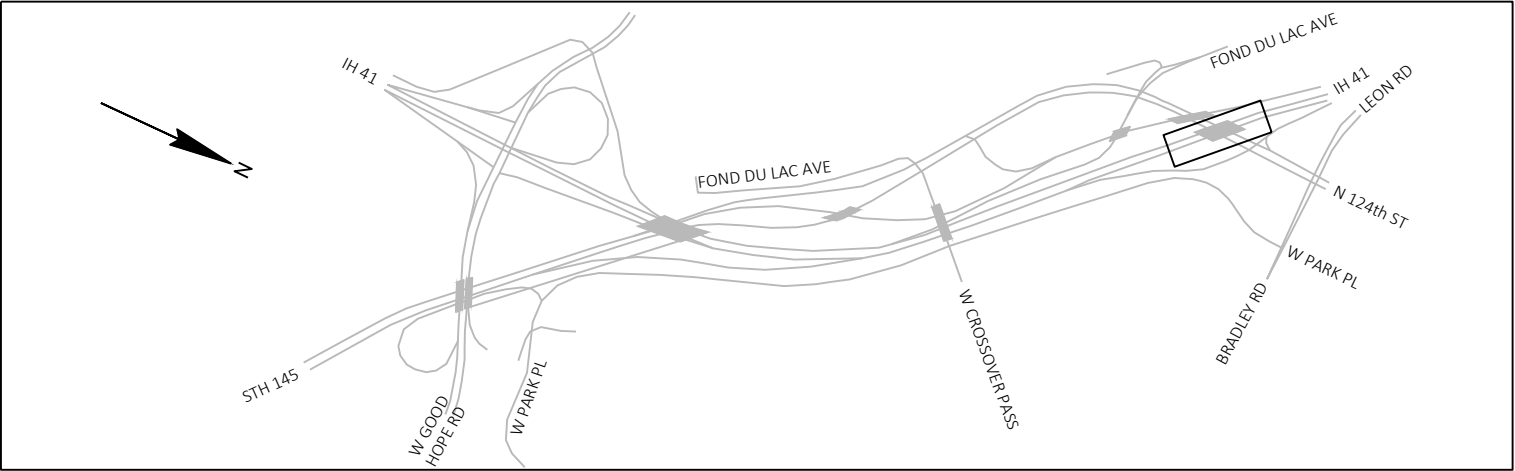
BRIDGE: B-40-397 NB
B-40-398 SB

IH 41 & STH 145/ 124th STREET

PAVEMENT MARKING

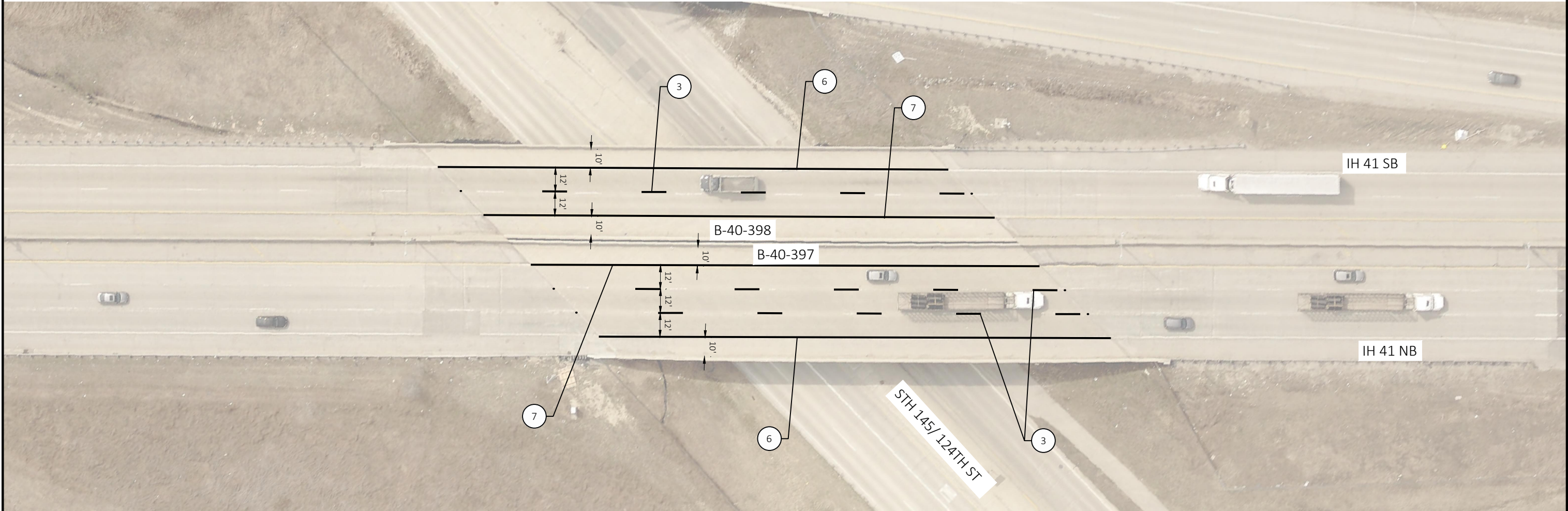
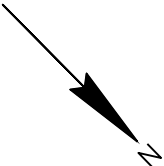
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

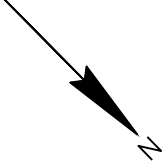
PEDESTRIAN ACCOMMODATIONS



LEGEND

- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |





B-40-397 TRAFFIC CONTROL CONCEPT:
OVERNIGHT FULL CLOSURE AND FULL CLOSURE OF STH 145 ENTRANCE RAMP
TO IH41 NB.

B-40-398 TRAFFIC CONTROL CONCEPT:
OVERNIGHT LANE AND FULL CLOSURE OF SYSTEM RAMP TO STH 145.

MAINTAIN OAK LEAF TRAIL ACCESS UNDER BRIDGES.

PROJECT ID: 1000-50-60

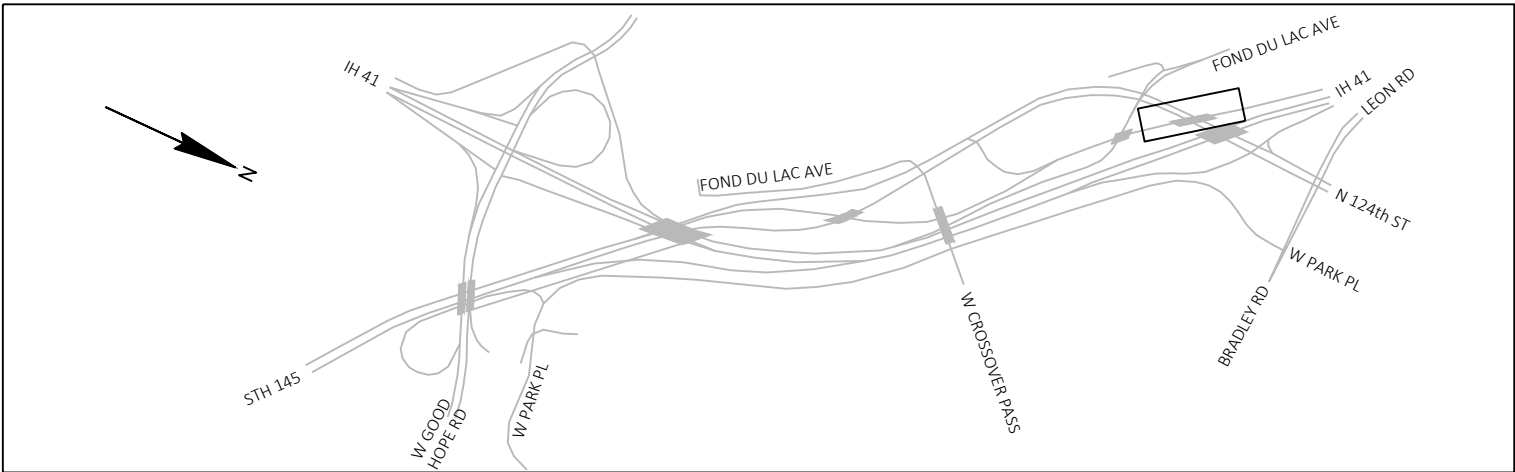
BRIDGE: B-40-399 SB

IH 41 & STH 145/ 124th STREET

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



2

LEGEND

1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)

2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)

3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)

4

MARKING LINE EPOXY 8-INCH (WHITE)

5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6

MARKING LINE EPOXY 4-INCH (WHITE)

7

MARKING LINE EPOXY 4-INCH (YELLOW)

8

MARKING STOP LINE EPOXY 18-INCH (WHITE)

9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)

10

MARKING CHEVRON EPOXY 24-INCH (WHITE)

11

MARKING CURB EPOXY (YELLOW)

12

MARKING ISLAND NOSE EPOXY (YELLOW)

13

MARKING ARROW EPOXY TYPE 1

14

MARKING ARROW EPOXY TYPE 2

15

MARKING ARROW EPOXY TYPE 5

16

MARKING ARROW EPOXY BICYCLE LANE

17

MARKING SYMBOL EPOXY BICYCLE LANE

18

MARKING WORD EPOXY

2

2

PROJECT NO: 1000-50-60, 1000-50-61

HWY: VARIOUS

COUNTY: MILWAUKEE

PAVEMENT MARKING PLAN: B-40-399

SHEET 26

E

FILE NAME : \\WKERTOVFILP01\N3PUBLIC\PD5\C3D\10005030\SHEETSPLAN\024501-PM.DWG

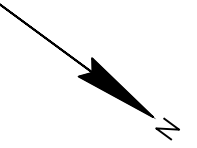
PLOT DATE : 1/2/2024 11:30 AM

PLOT BY : CAVERSON, DAVID J

PLOT NAME :

PLOT SCALE : 1 IN:50 FT

WISDOT/CADD5 SHEET 42



MAINTAIN OAK LEAF TRAIL ACCESS UNDER BRIDGES.

NO EXISTING PEDESTRIAN ACCOMMODATIONS ON BRIDGES.



B-40-397 TRAFFIC CONTROL CONCEPT:
OVERNIGHT FULL CLOSURE AND FULL CLOSURE OF STH 145 ENTRANCE RAMP
TO IH41 NB.

B-40-398 TRAFFIC CONTROL CONCEPT:
OVERNIGHT LANE AND FULL CLOSURE OF SYSTEM RAMP TO STH 145.

PROJECT ID: 1000-50-60

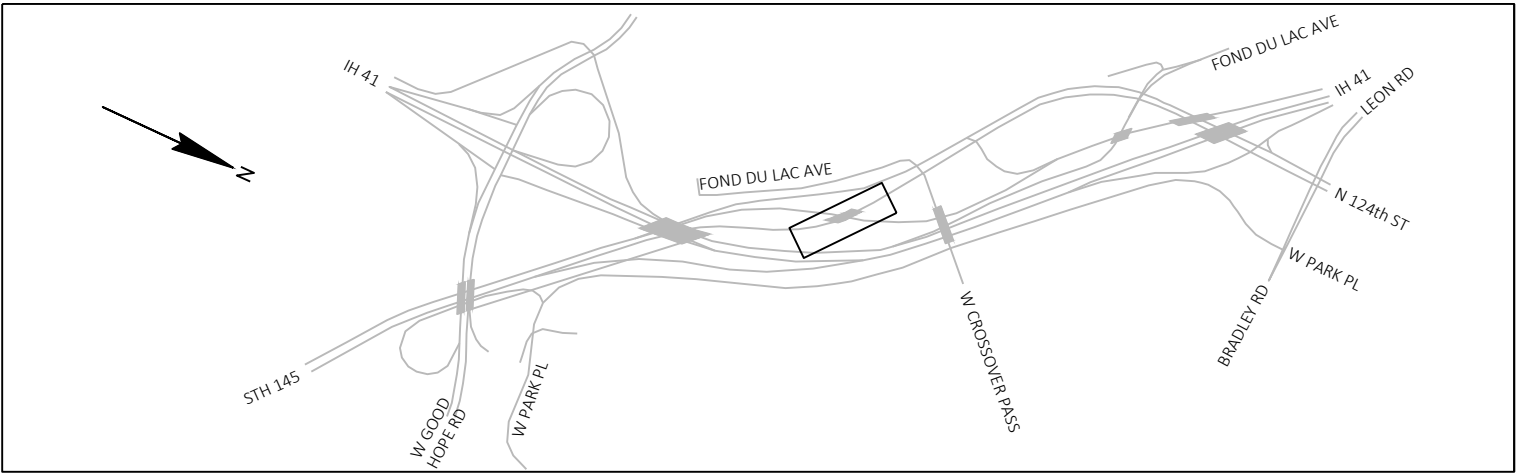
BRIDGE: B-40-401 NB

STH 145 & IH 41 SB RAMP

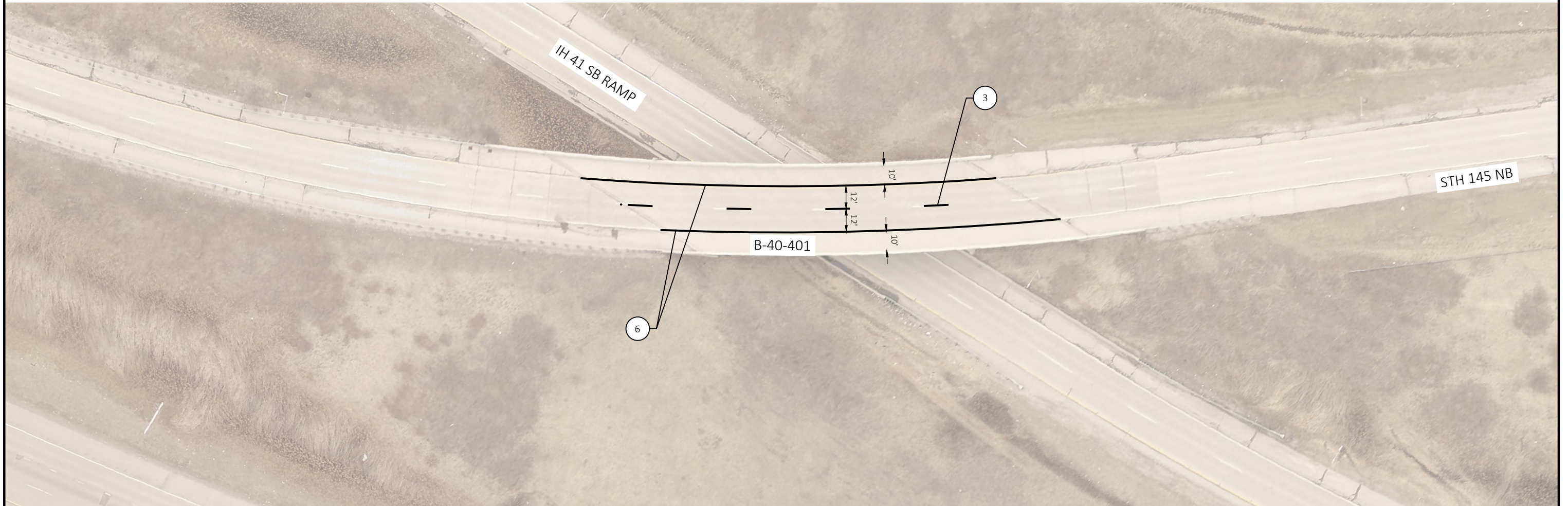
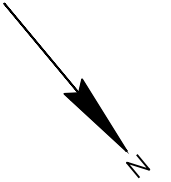
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



1	MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)	10	MARKING CHEVRON EPOXY 24-INCH (WHITE)
2	MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)	11	MARKING CURB EPOXY (YELLOW)
3	MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)	12	MARKING ISLAND NOSE EPOXY (YELLOW)
4	MARKING LINE EPOXY 8-INCH (WHITE)	13	MARKING ARROW EPOXY TYPE 1
5	MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)	14	MARKING ARROW EPOXY TYPE 2
6	MARKING LINE EPOXY 4-INCH (WHITE)	15	MARKING ARROW EPOXY TYPE 5
7	MARKING LINE EPOXY 4-INCH (YELLOW)	16	MARKING ARROW EPOXY BICYCLE LANE
8	MARKING STOP LINE EPOXY 18-INCH (WHITE)	17	MARKING SYMBOL EPOXY BICYCLE LANE
9	MARKING DIAGONAL EPOXY 12-INCH (WHITE)	18	MARKING WORD EPOXY



PROJECT ID: 1000-50-60

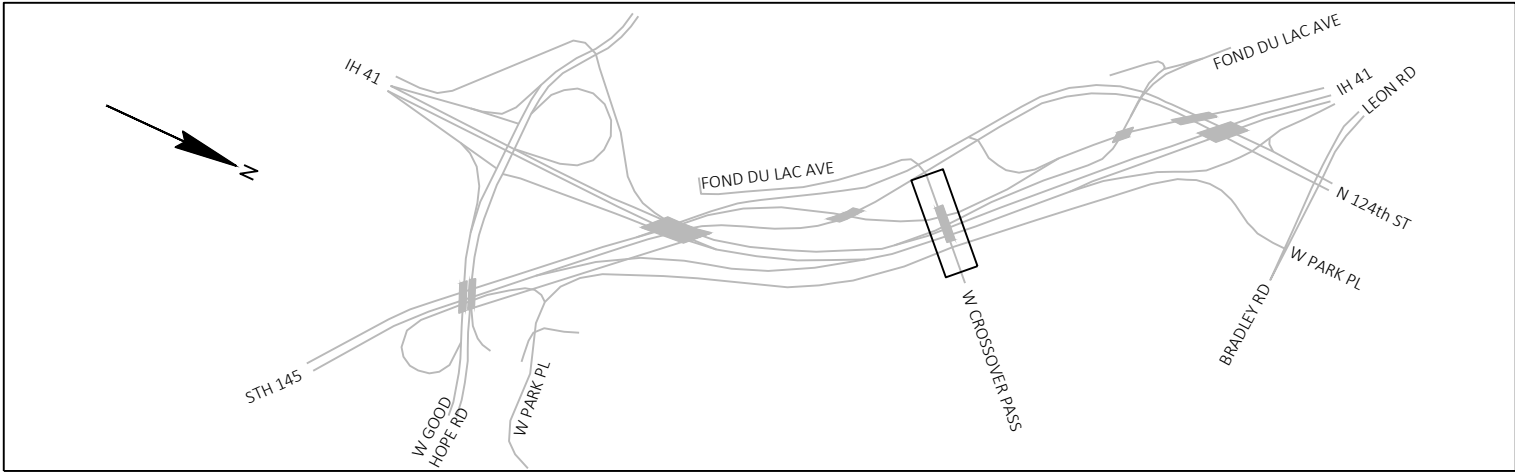
BRIDGE: B-40-403

W CROSSOVER PASS & IH 41

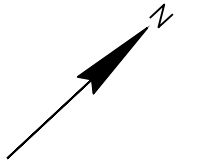
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |



PROJECT ID: 1000-50-60

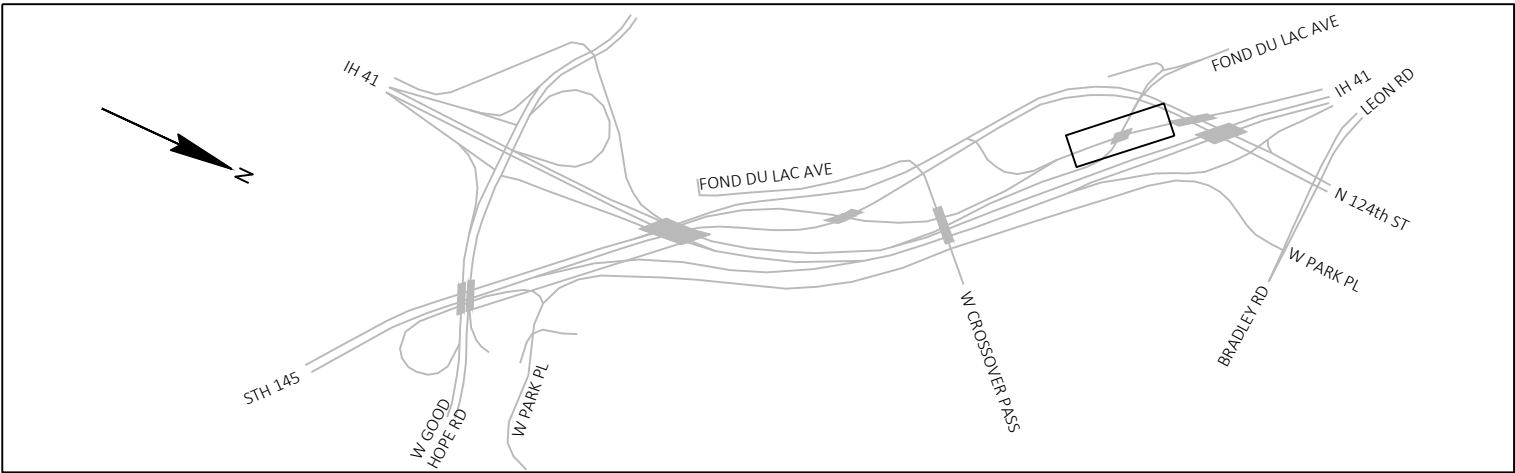
BRIDGE: B-40-412 SB

IH 41 SB OFF-RAMP & IH 41 SB ON-RAMP

PAVEMENT MARKING

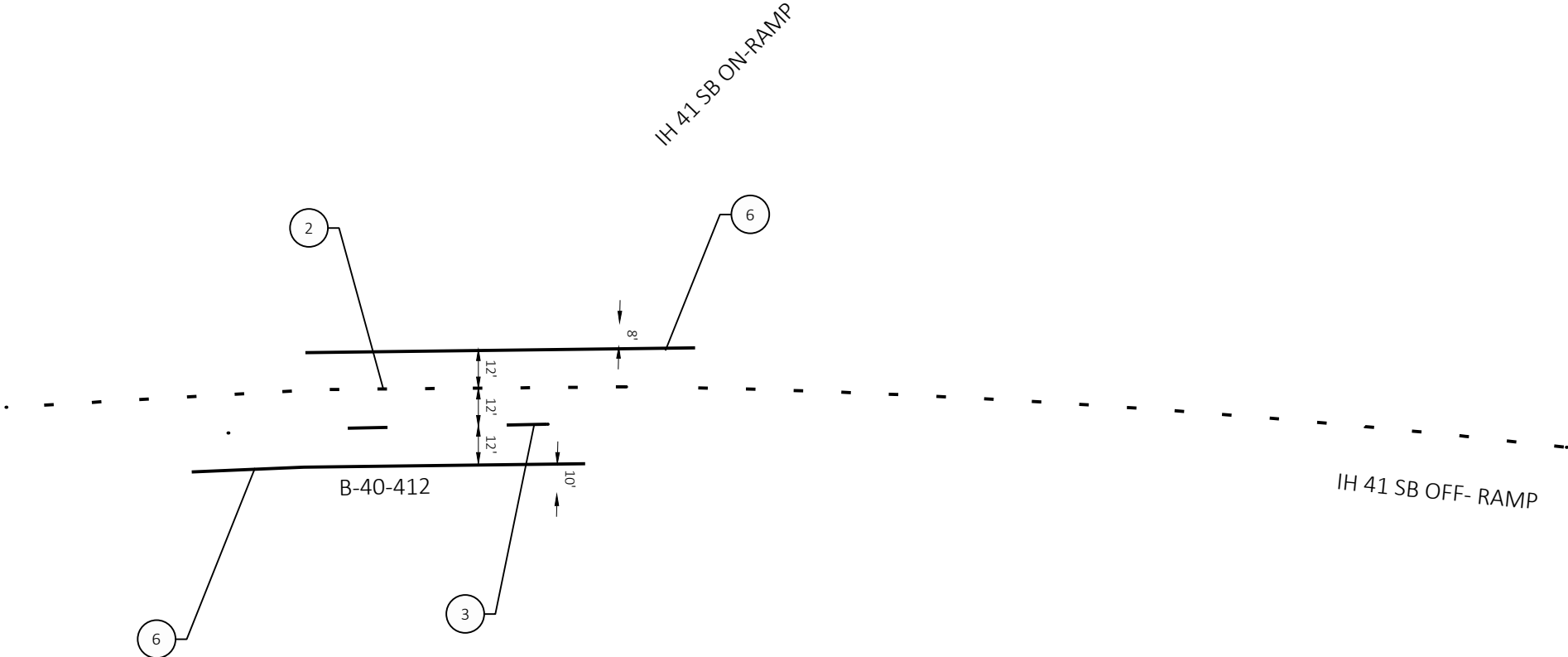
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



LEGEND

- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |



PROJECT ID: 1000-50-60

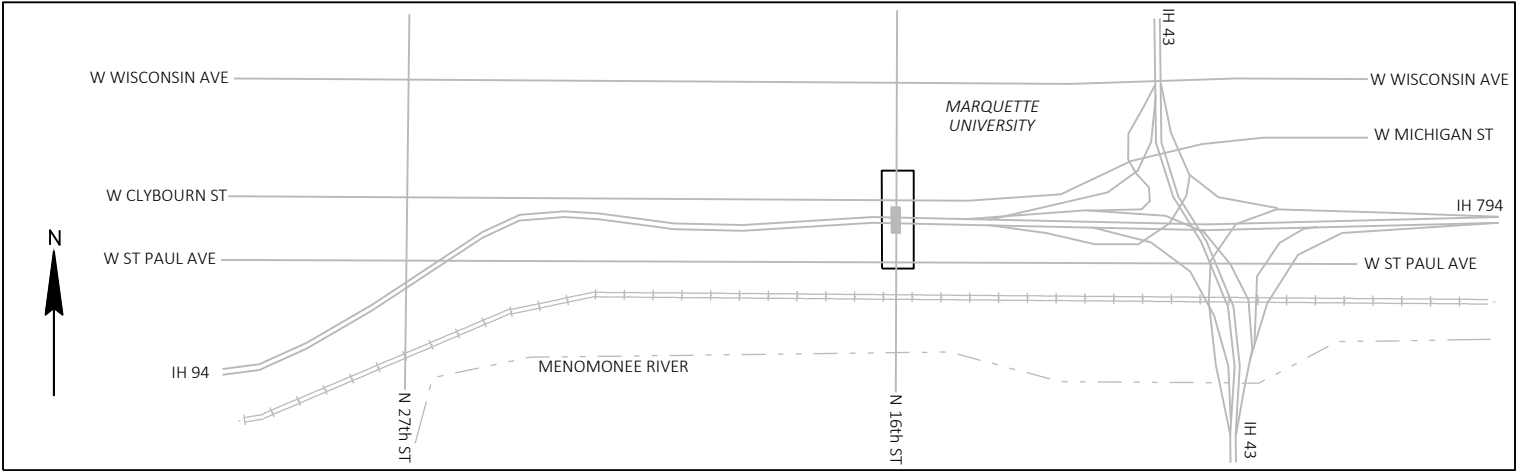
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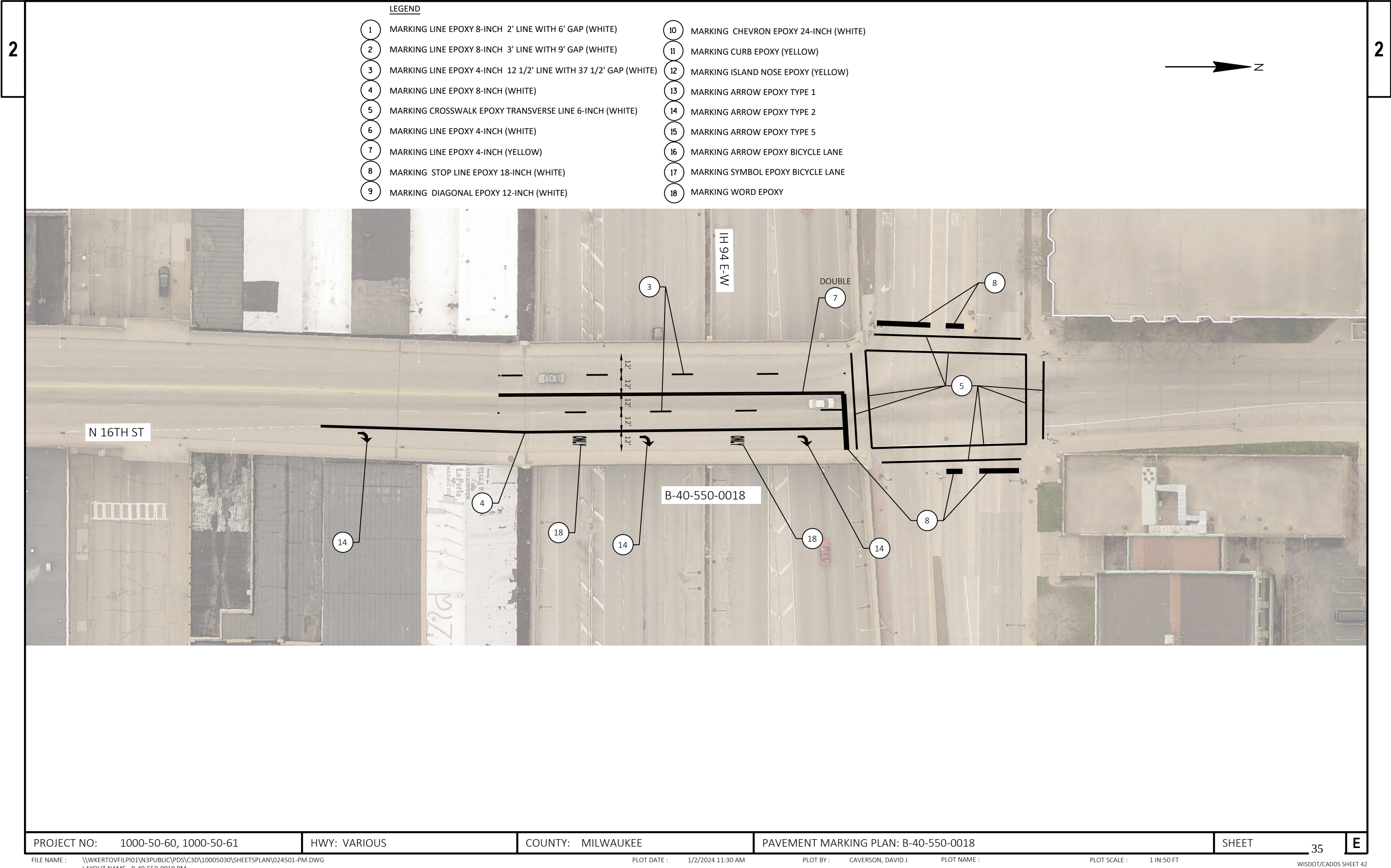
N 16th STREET & IH 94 E-W

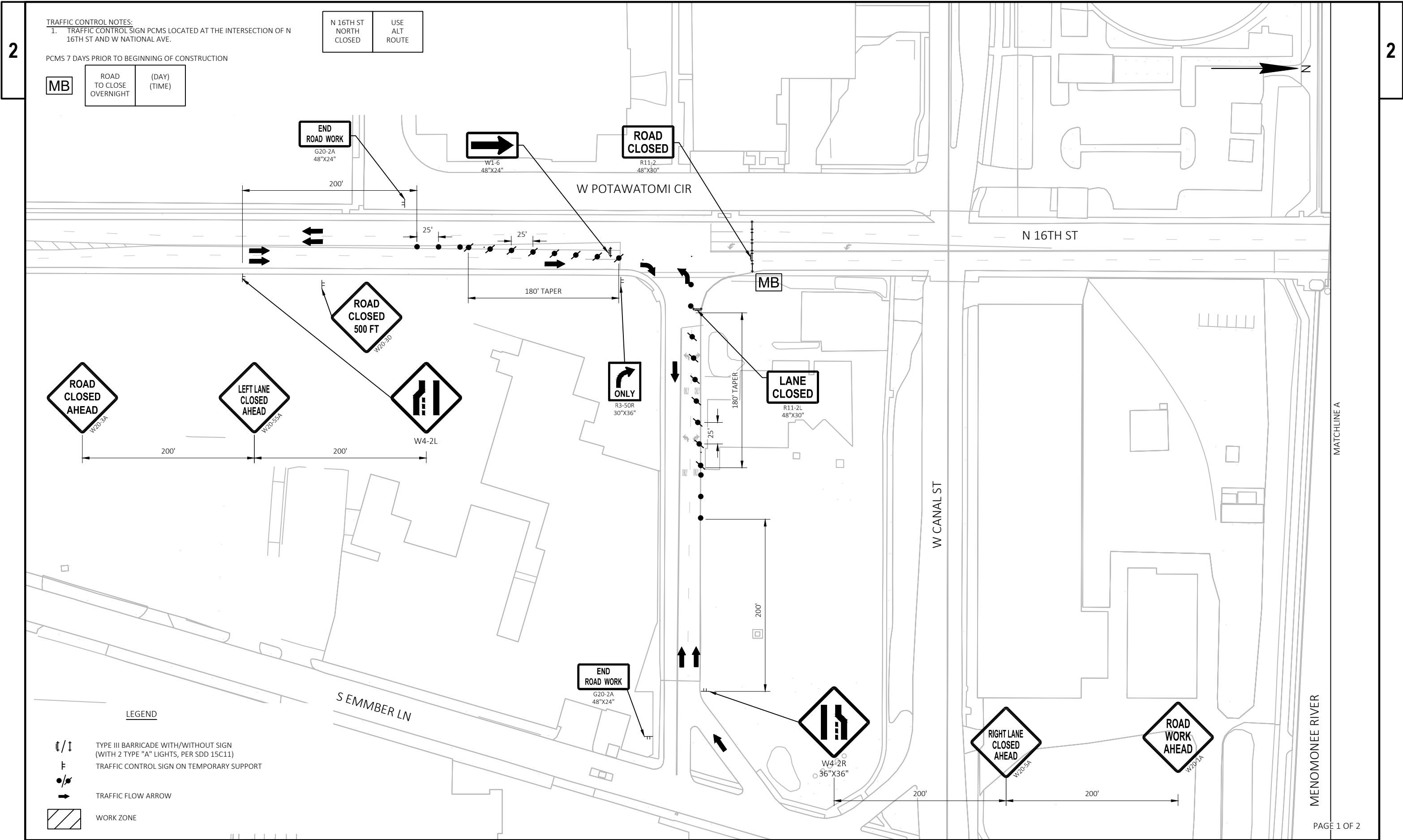
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS







TRAFFIC CONTROL NOTES:
1. TRAFFIC CONTROL SIGN PCMS LOCATED AT THE INTERSECTION OF N 16TH ST AND W NATIONAL AVE.

N 16TH ST
NORTH
CLOSED

USE
ALT
ROUTE

PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION

MB

ROAD
TO CLOSE
OVERNIGHT

(DAY)
(TIME)

END
ROAD WORK

G20-2A
48"x24"

200'

W1-6
48"x24"

ROAD
CLOSED

R11-2
48"x80"

W POTAWATOMI CIR

N 16TH ST

ROAD
CLOSED
500 FT

W20-3D

180' TAPER

ONLY

R3-50R
30"x36"

LANE
CLOSED

R11-2L
48"x30"

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

25'

END
ROAD WORK

G20-2A
48"x24"

W4-2R
36"x36"

RIGHT LANE
CLOSED
AHEAD

W20-3A

ROAD
WORK
AHEAD

W20-1A

LEGEND



TYPE III BARRICADE WITH/WITHOUT SIGN
(WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)



TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT



TRAFFIC FLOW ARROW



WORK ZONE

PROJECT NO: 1000-50-60, 1000-50-61

HWY: VARIOUS

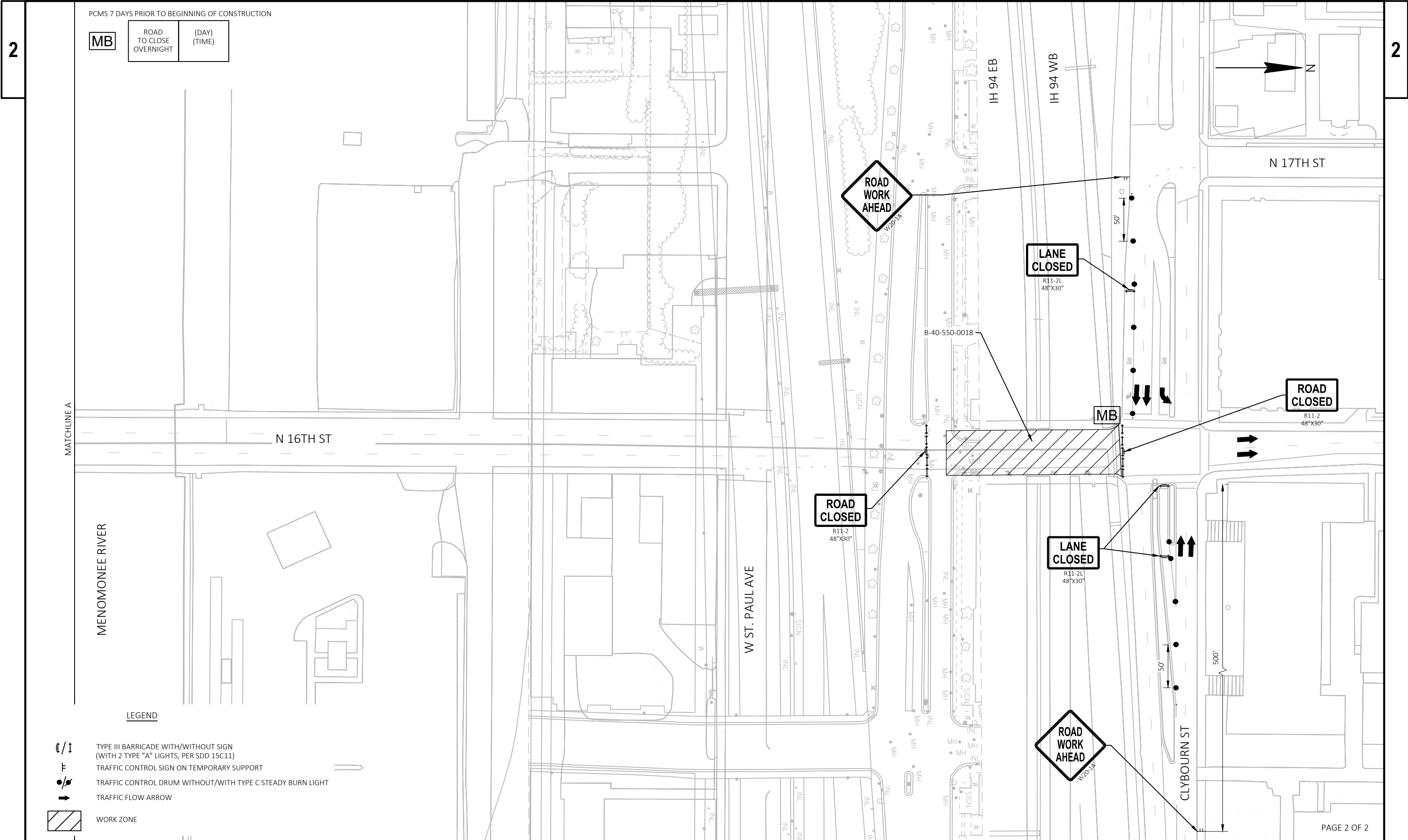
COUNTY: MILWAUKEE

TRAFFIC CONTROL PLAN: B-40-550-0018

SHEET

36

E

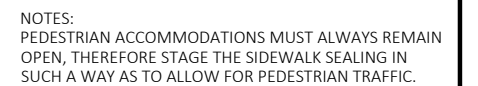


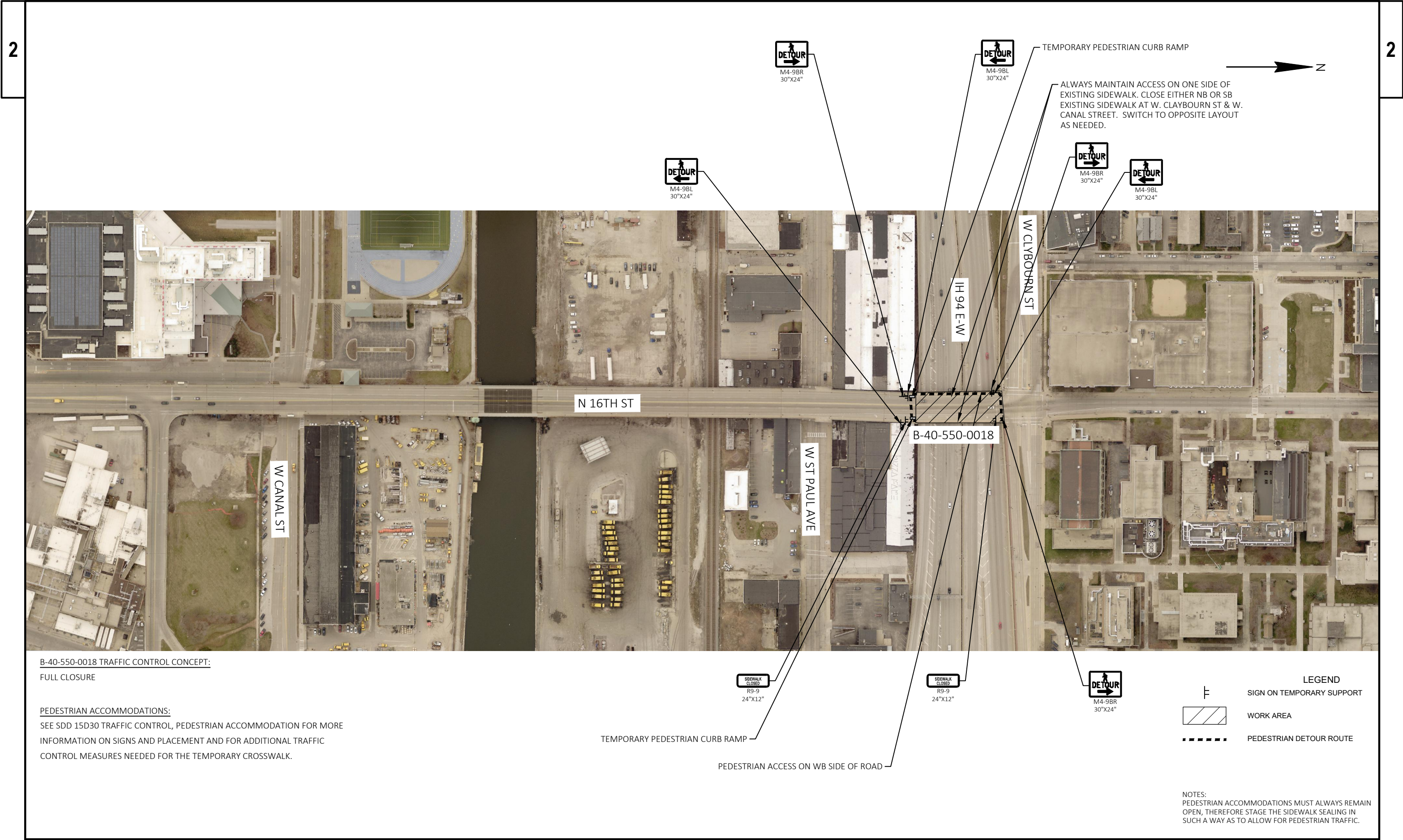
PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION

MB	ROAD TO CLOSE OVERNIGHT	(DAY) (TIME)

LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT
- TRAFFIC FLOW ARROW
- WORK ZONE





B-40-550-0018 TRAFFIC CONTROL CONCEPT:
FULL CLOSURE

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT AND FOR ADDITIONAL TRAFFIC CONTROL MEASURES NEEDED FOR THE TEMPORARY CROSSWALK.

LEGEND



SIGN ON TEMPORARY SUPPORT



WORK AREA



PEDESTRIAN DETOUR ROUTE

NOTES:
PEDESTRIAN ACCOMMODATIONS MUST ALWAYS REMAIN OPEN, THEREFORE STAGE THE SIDEWALK SEALING IN SUCH A WAY AS TO ALLOW FOR PEDESTRIAN TRAFFIC.

PROJECT ID: 1000-50-60

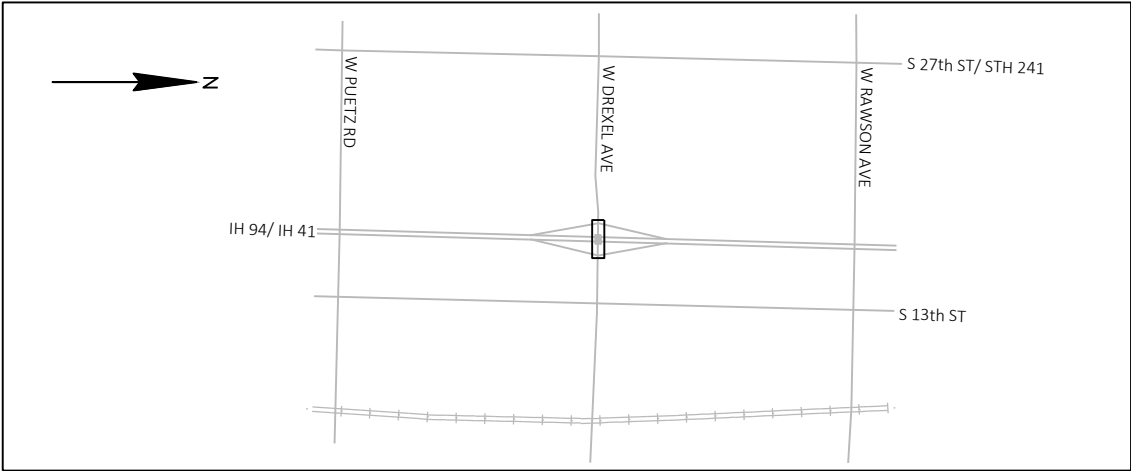
BRIDGE: B-40-763

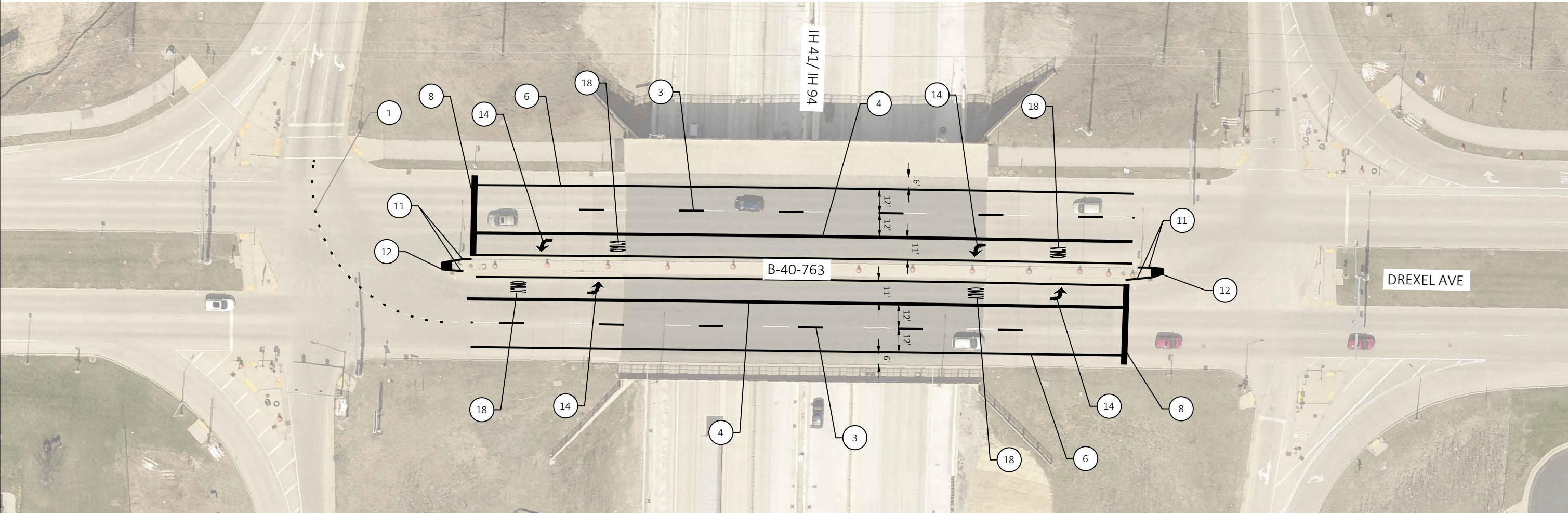
DREXEL AVENUE & IH 94

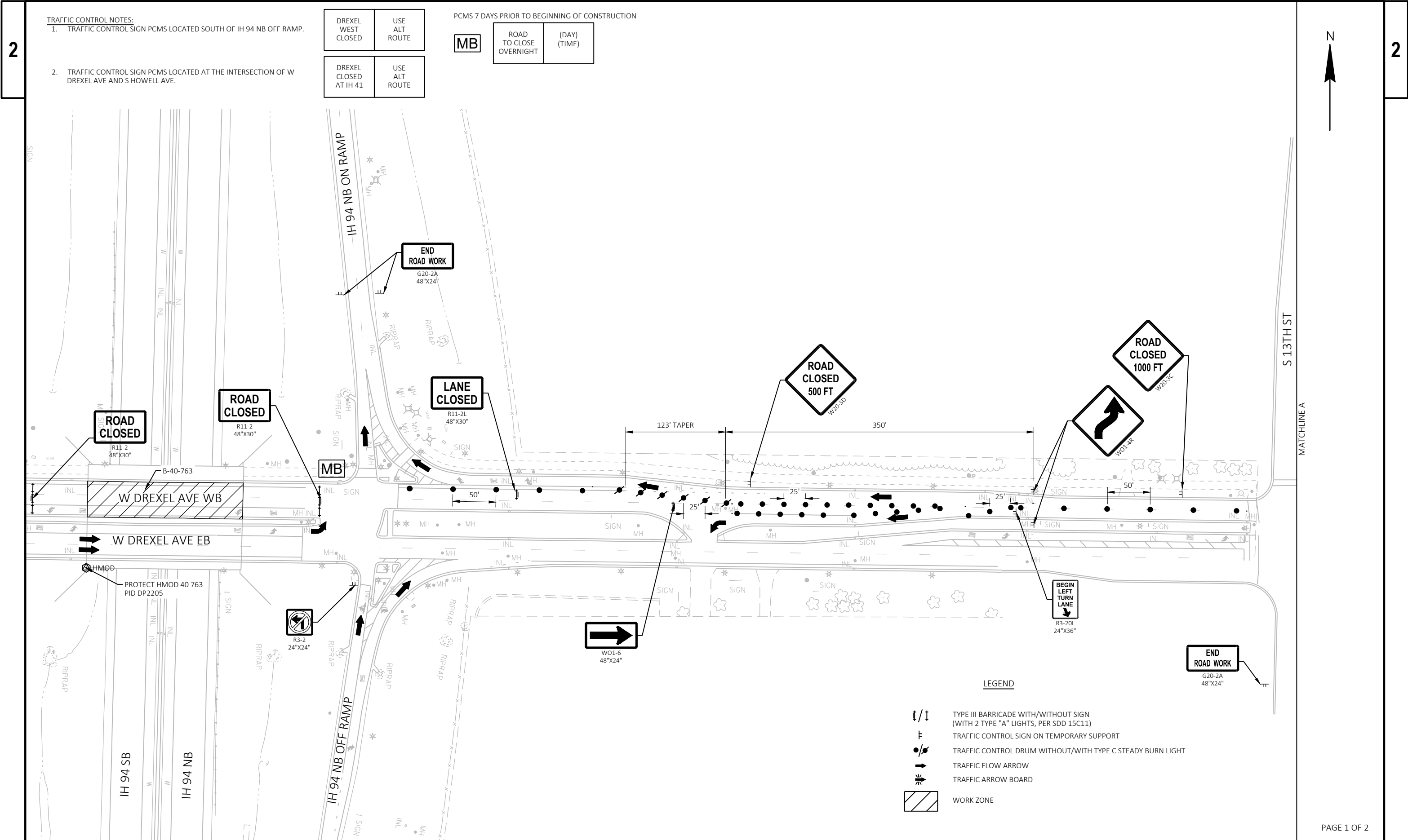
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



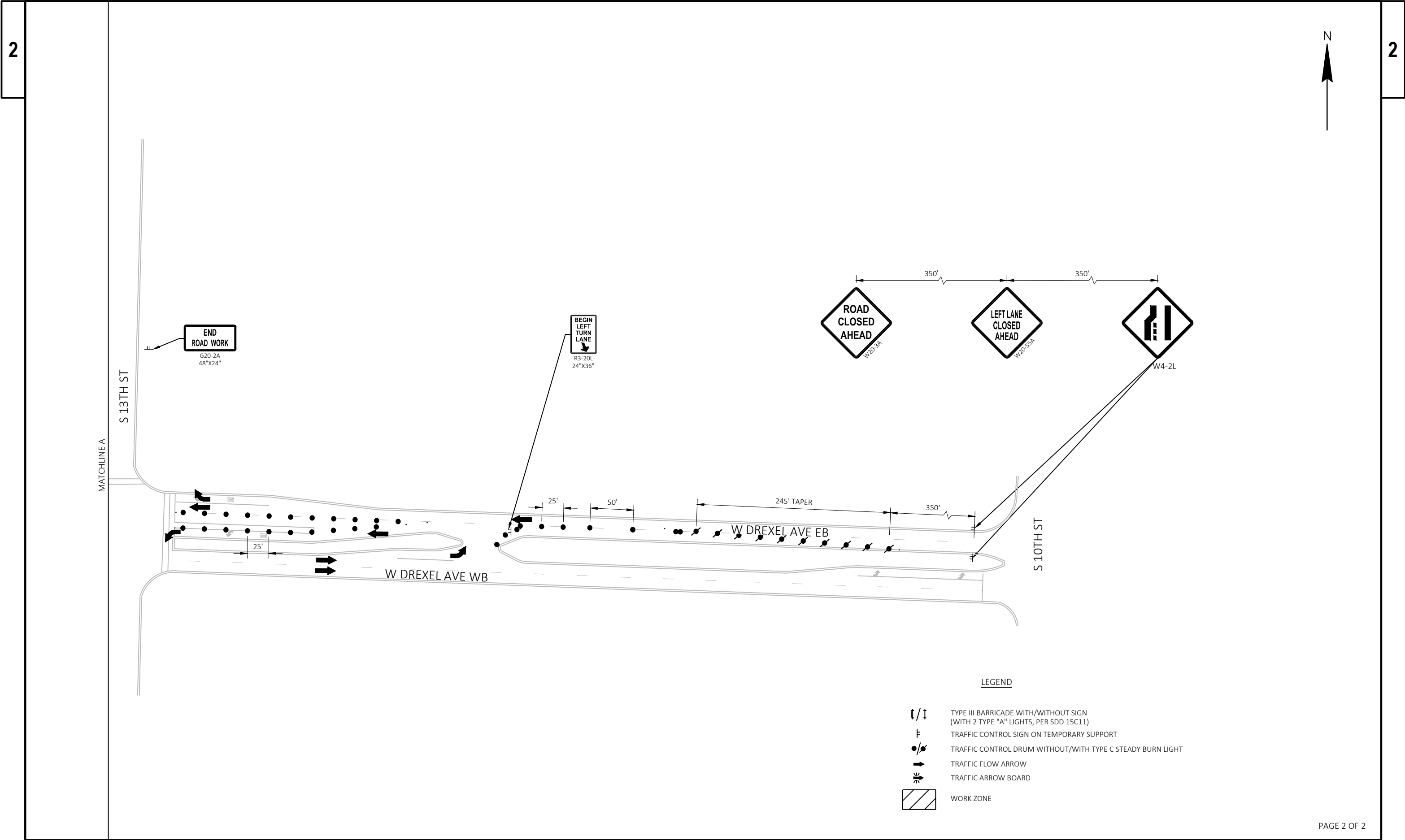


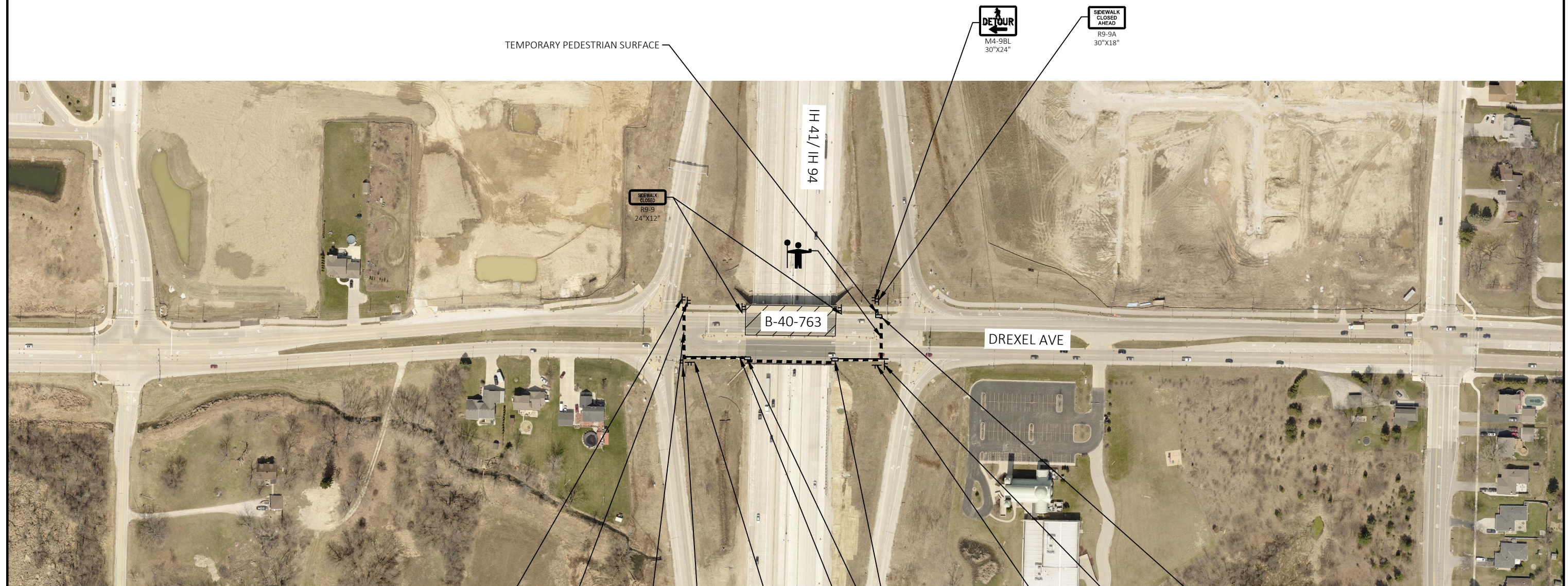


TRAFFIC CONTROL NOTES:
1. TRAFFIC CONTROL SIGN PCMS LOCATED SOUTH OF IH 94 NB OFF RAMP.
2. TRAFFIC CONTROL SIGN PCMS LOCATED AT THE INTERSECTION OF W DREXEL AVE AND S HOWELL AVE.

DREXEL WEST CLOSED	USE ALT ROUTE
DREXEL CLOSED AT IH 41	USE ALT ROUTE

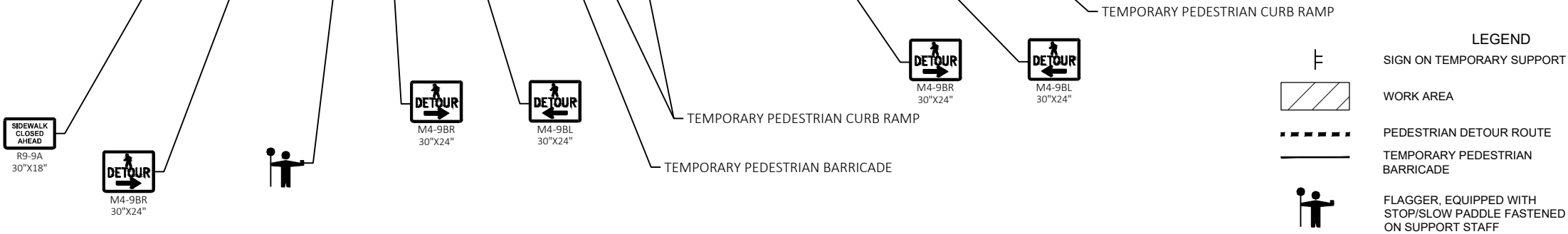
PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION	ROAD TO CLOSE OVERNIGHT	(DAY) (TIME)
--	-------------------------	--------------

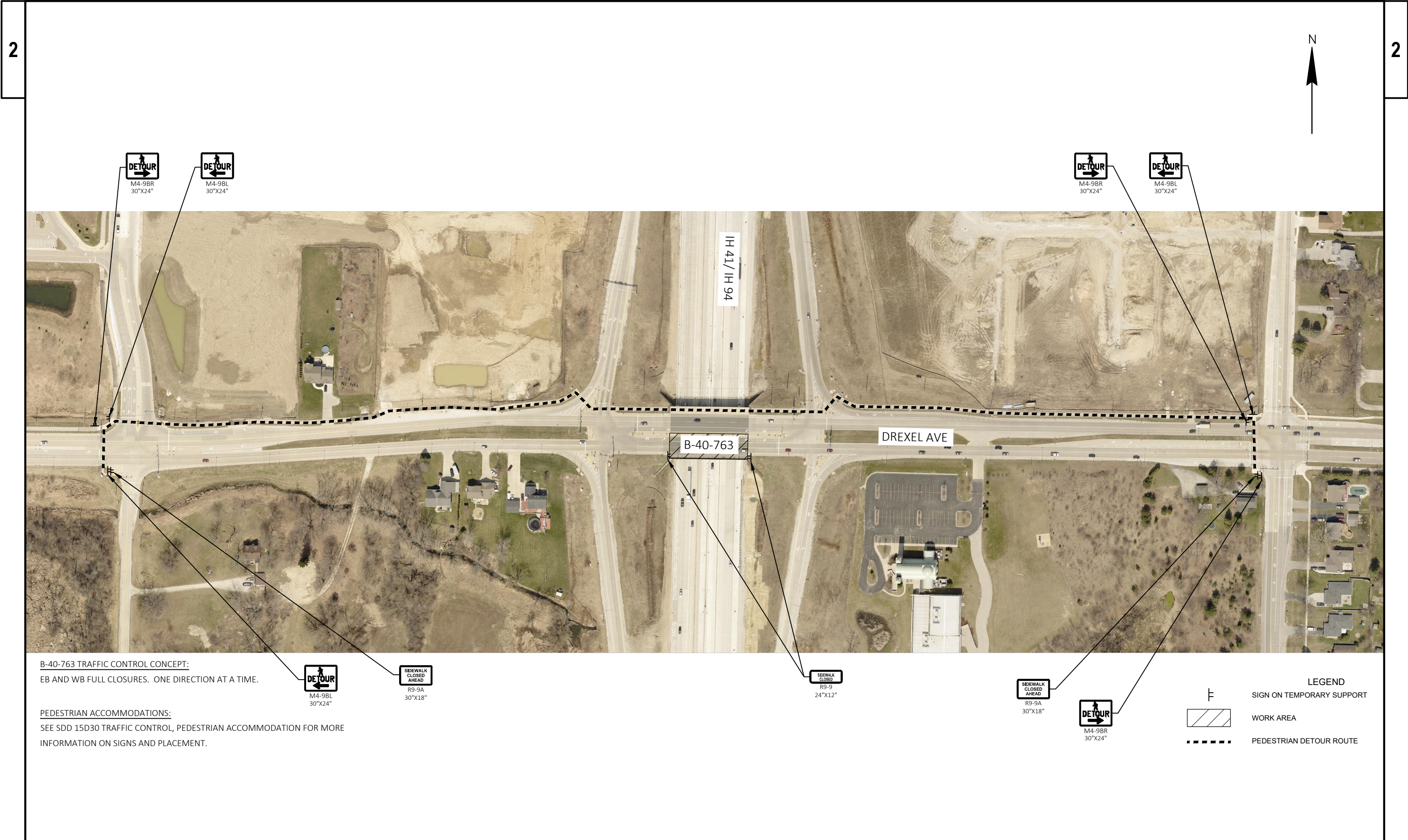




B-40-763 TRAFFIC CONTROL CONCEPT:
EB AND WB FULL CLOSURES. ONE DIRECTION AT A TIME.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT AND FOR ADDITIONAL TRAFFIC CONTROL MEASURES NEEDED FOR THE TEMPORARY CROSSWALKS.





B-40-763 TRAFFIC CONTROL CONCEPT:
EB AND WB FULL CLOSURES. ONE DIRECTION AT A TIME.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.

PROJECT ID: 1000-50-60

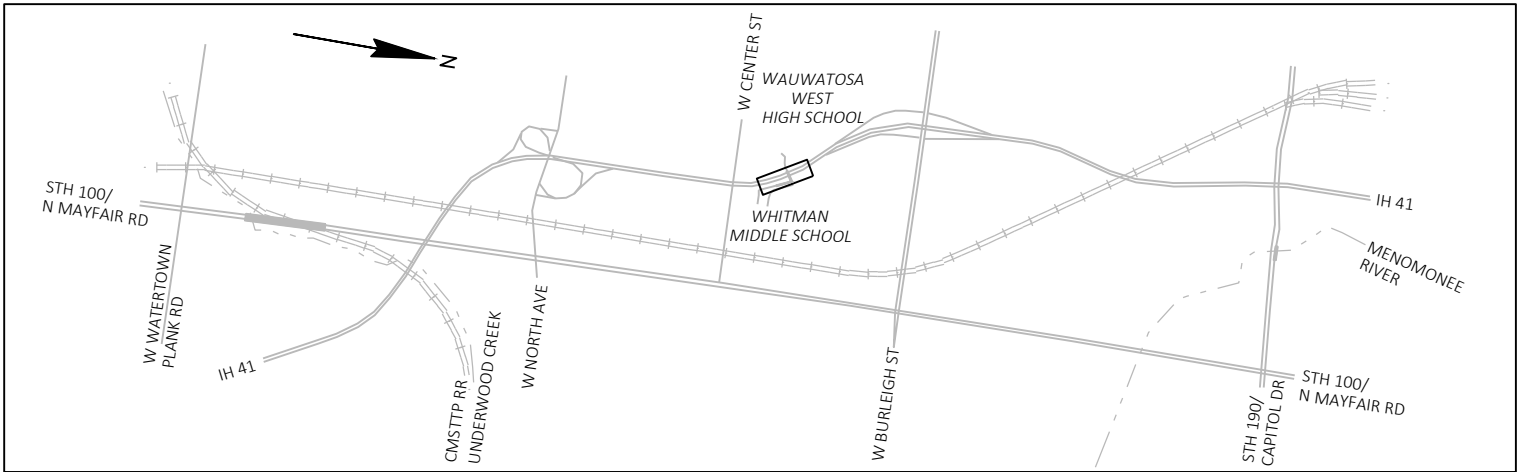
BRIDGE: B-40-881

WAUWATOSA HIGH SCHOOL PEDESTRIAN PATH & IH 41

PAVEMENT MARKING
N/A

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



REROUTE PEDESTRIANS TO THE SIDEWALK ON
W CENTER ST.

PEDESTRIAN PATH TO BE CLOSED DURING
DURATION OF WORK.



W CENTER ST

IH 41

B-40-881

WAUWATOSA WEST HS PEDESTRIAN PATH

B-40-881 TRAFFIC CONTROL CONCEPT:
FULL CLOSURE

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE
INFORMATION ON SIGNS AND PLACEMENT.



LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

PEDESTRIAN DETOUR ROUTE

PROJECT ID: 1000-50-61

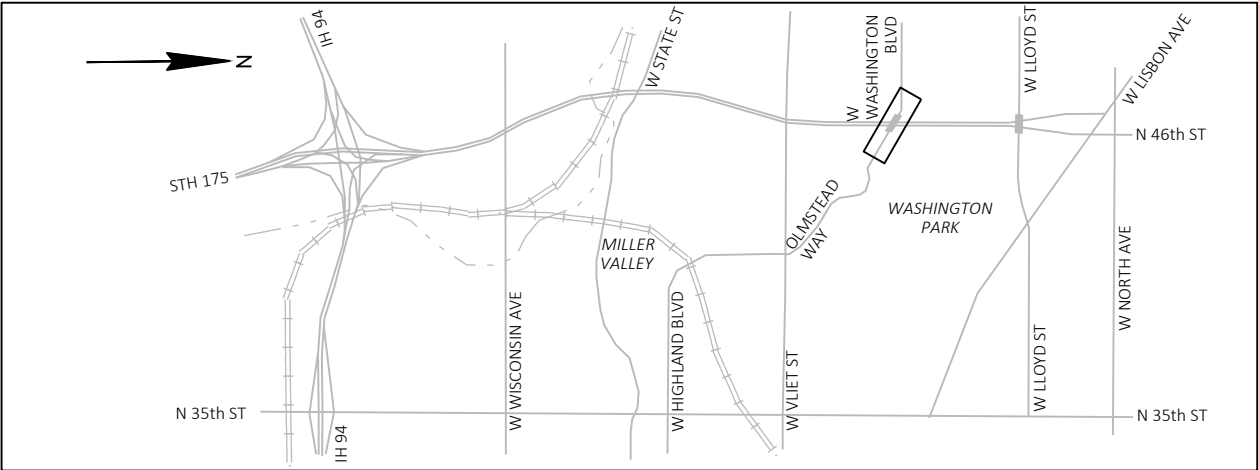
BRIDGE: B-40-056

WASHINGTON BLVD & STH 175

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



2

LEGEND

1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)

2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)

3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)

4

MARKING LINE EPOXY 8-INCH (WHITE)

5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6

MARKING LINE EPOXY 4-INCH (WHITE)

7

MARKING LINE EPOXY 4-INCH (YELLOW)

8

MARKING STOP LINE EPOXY 18-INCH (WHITE)

9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)

10

MARKING CHEVRON EPOXY 24-INCH (WHITE)

11

MARKING CURB EPOXY (YELLOW)

12

MARKING ISLAND NOSE EPOXY (YELLOW)

13

MARKING ARROW EPOXY TYPE 1

14

MARKING ARROW EPOXY TYPE 2

15

MARKING ARROW EPOXY TYPE 5

16

MARKING ARROW EPOXY BICYCLE LANE

17

MARKING SYMBOL EPOXY BICYCLE LANE

18

MARKING WORD EPOXY

2

N

PROJECT NO: 1000-50-60, 1000-50-61

HWY: VARIOUS

COUNTY: MILWAUKEE

PAVEMENT MARKING PLAN: B-40-056

SHEET 50

E

FILE NAME : \\WKERTOV\FILP\I01\N3PUBLIC\PDFS\C3D\10005030\SHEETSPLAN\024501-PM.DWG

LAYOUT NAME - B-40-056 PM

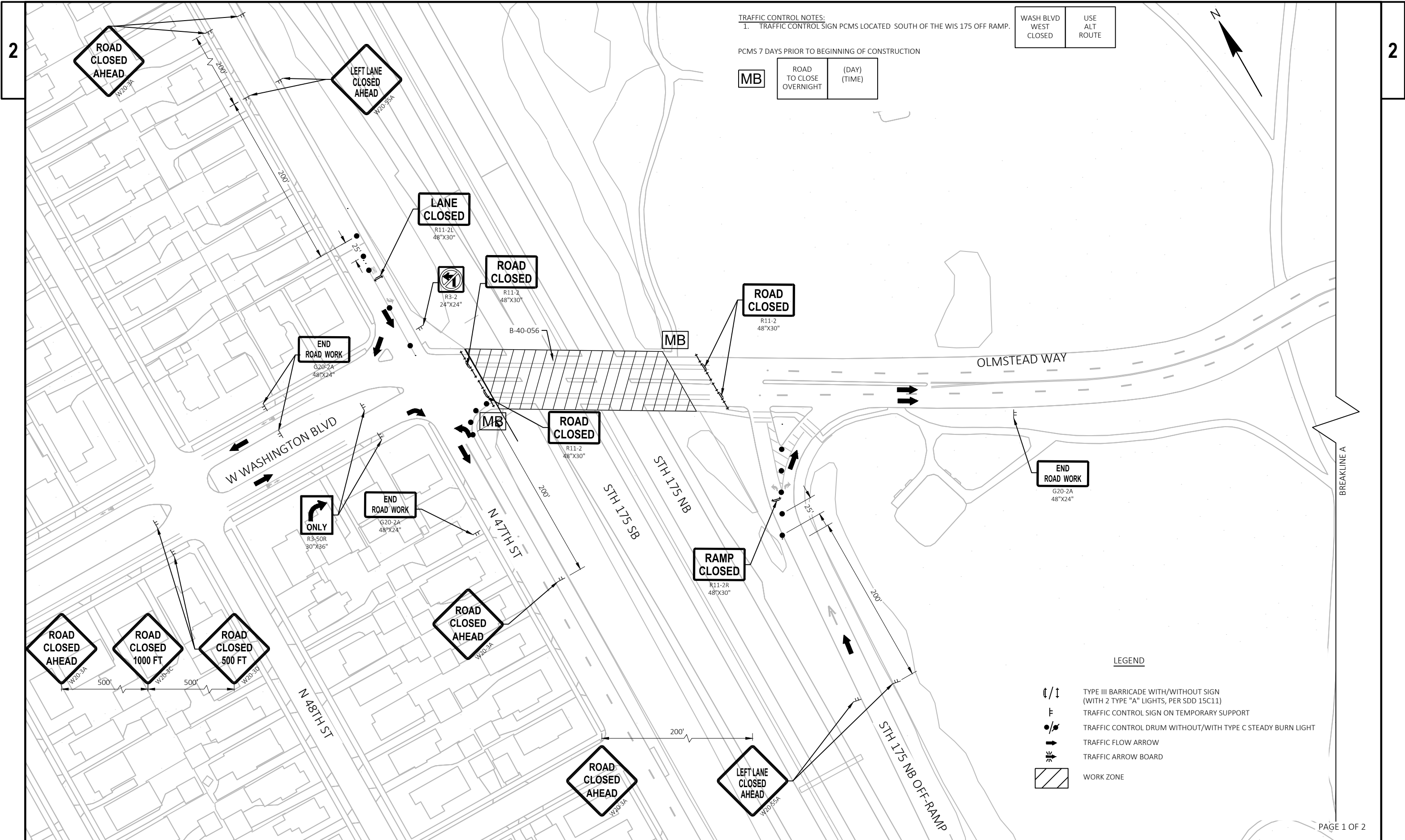
PLOT DATE : 1/2/2024 11:31 AM

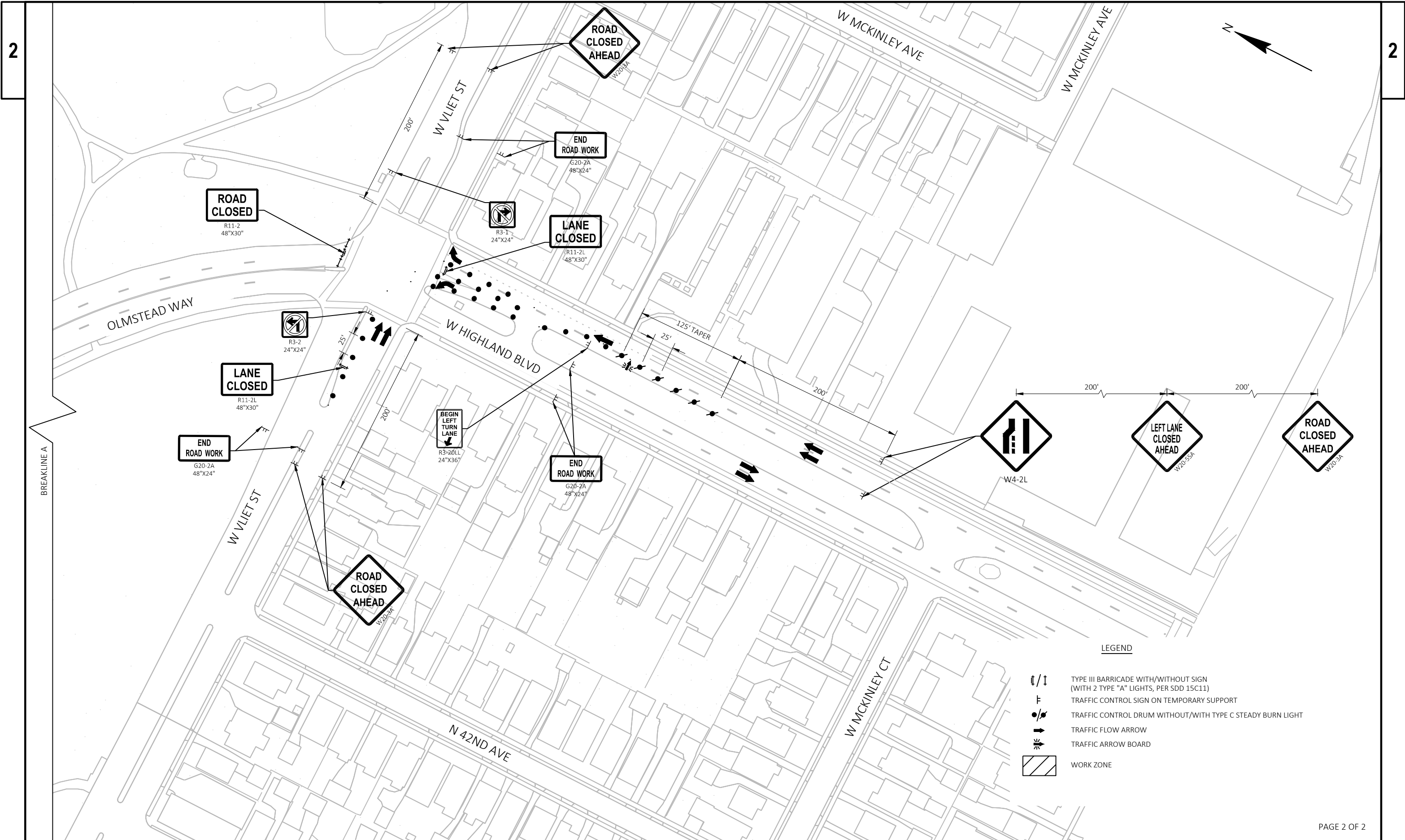
PLOT BY : CAVERSON, DAVID J

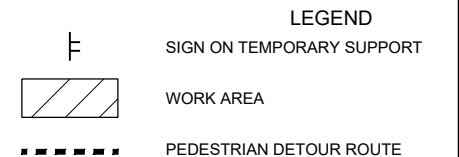
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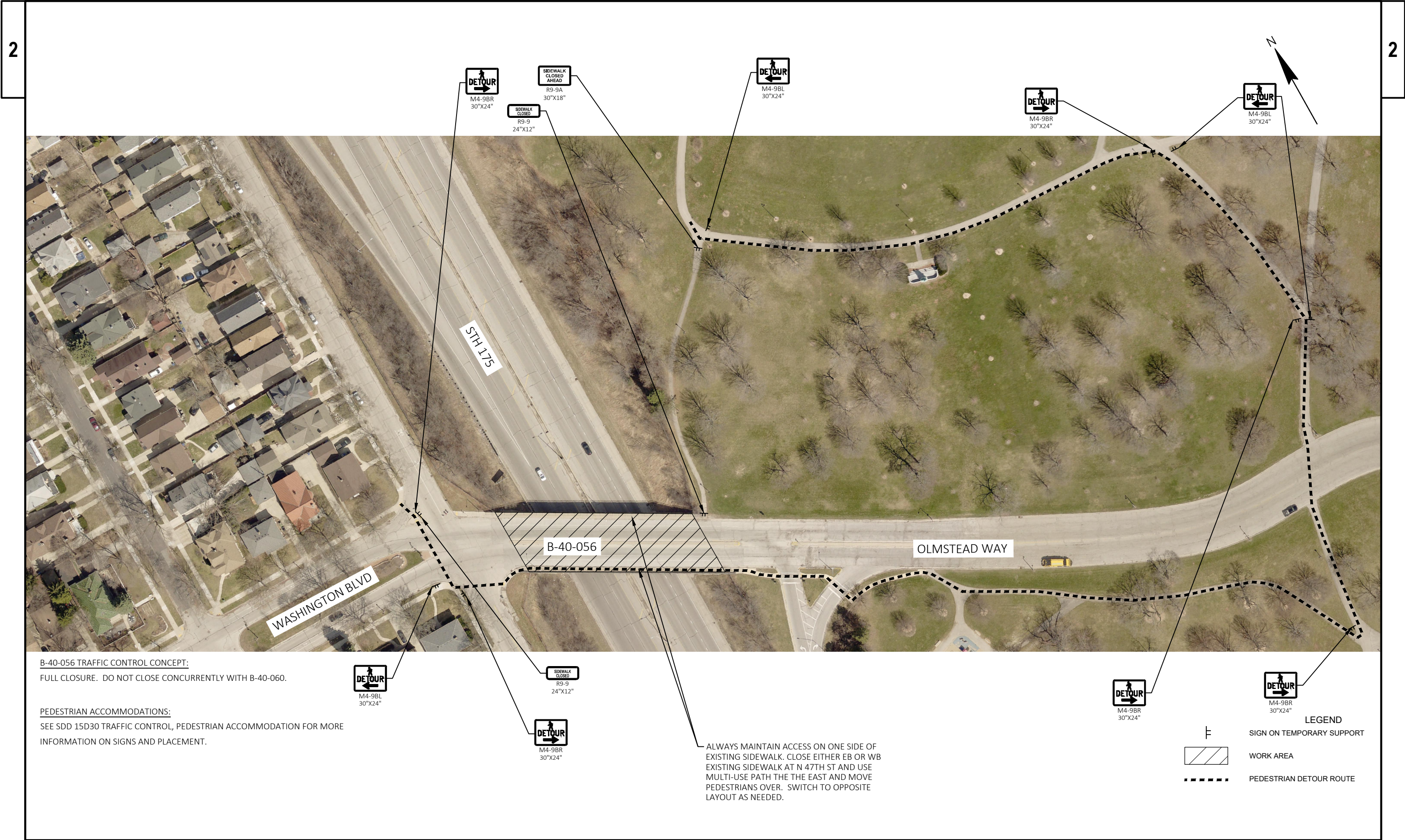
PLOT SCALE : Custom

WISDOT/CADDs SHEET 42









B-40-056 TRAFFIC CONTROL CONCEPT:
FULL CLOSURE. DO NOT CLOSE CONCURRENTLY WITH B-40-060.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.

PROJECT ID: 1000-50-61

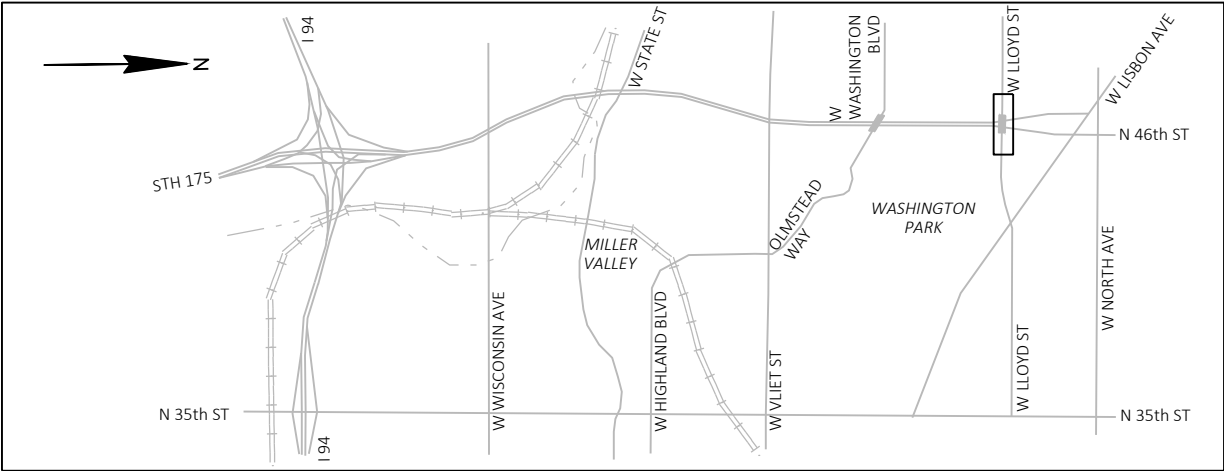
BRIDGE: B-40-060

LLOYD STREET & STH 175

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



LEGEND

- 1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)
- 2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)
- 3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)
- 4

MARKING LINE EPOXY 8-INCH (WHITE)
- 5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 6

MARKING LINE EPOXY 4-INCH (WHITE)
- 7

MARKING LINE EPOXY 4-INCH (YELLOW)
- 8

MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 10

MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 11

MARKING CURB EPOXY (YELLOW)
- 12

MARKING ISLAND NOSE EPOXY (YELLOW)
- 13

MARKING ARROW EPOXY TYPE 1
- 14

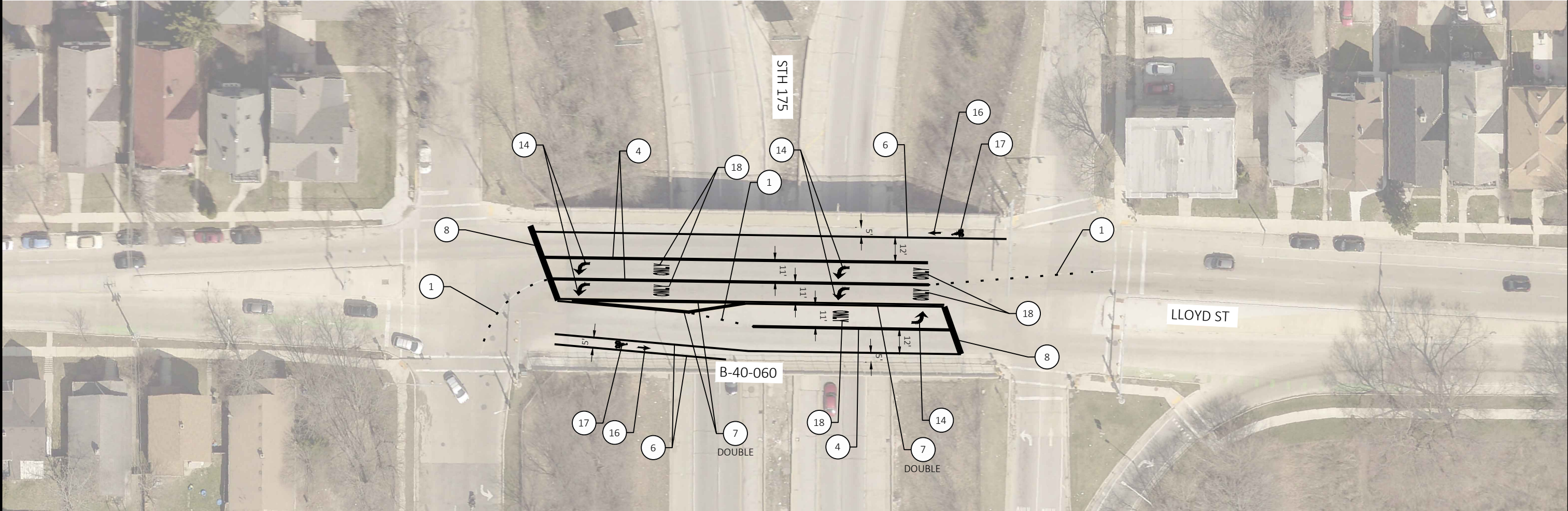
MARKING ARROW EPOXY TYPE 2
- 15

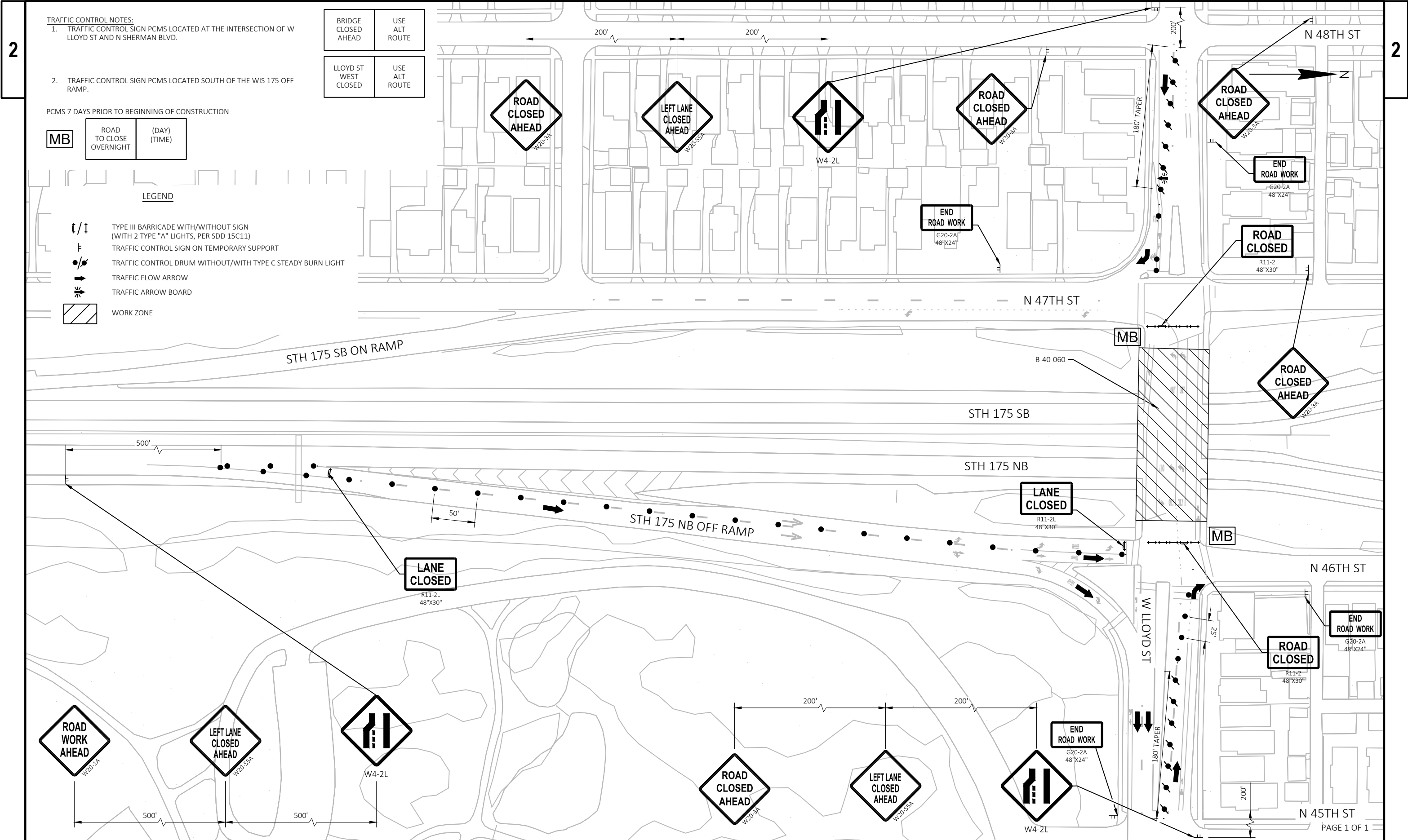
MARKING ARROW EPOXY TYPE 5
- 16

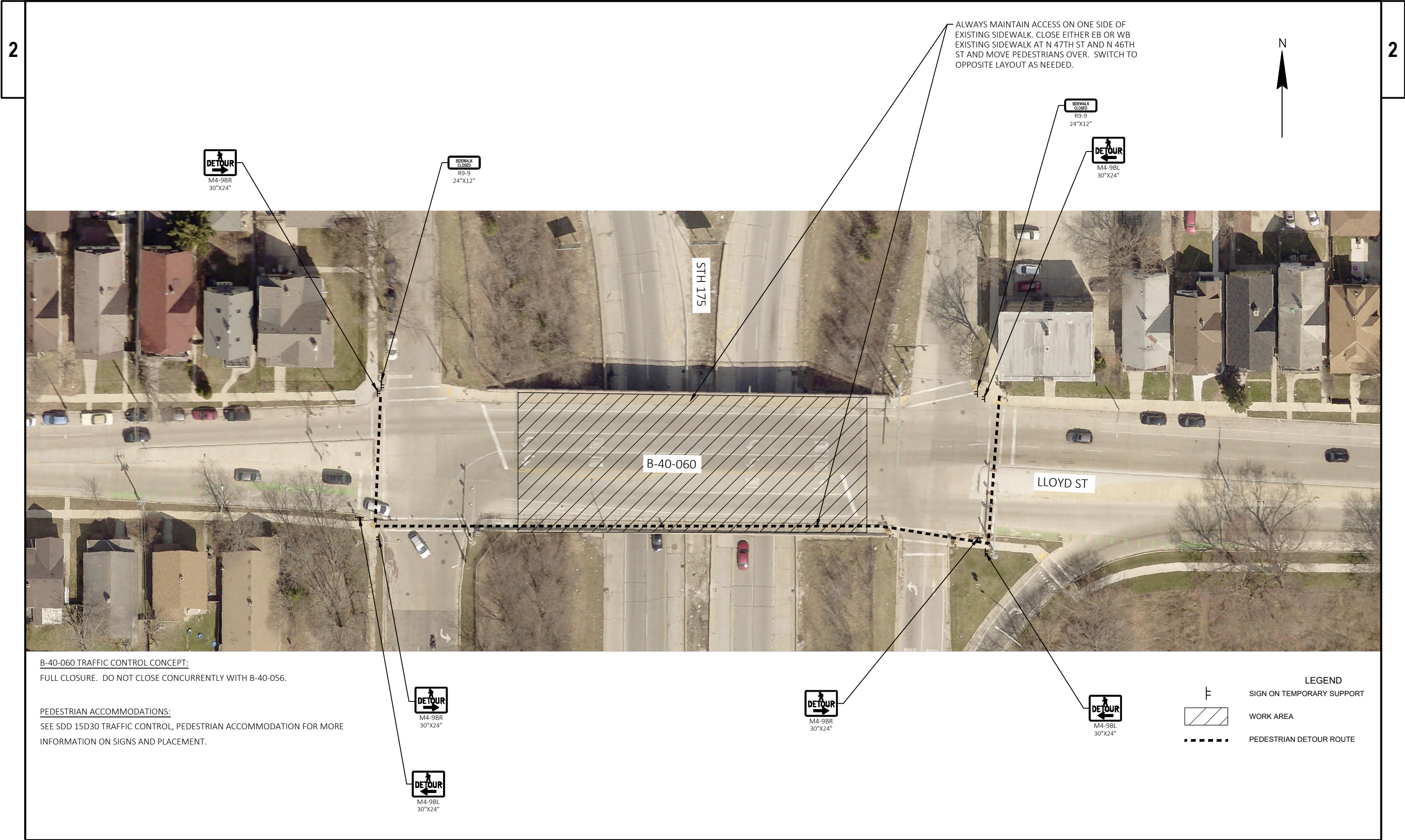
MARKING ARROW EPOXY BICYCLE LANE
- 17

MARKING SYMBOL EPOXY BICYCLE LANE
- 18

MARKING WORD EPOXY





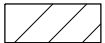


B-40-060 TRAFFIC CONTROL CONCEPT:
FULL CLOSURE. DO NOT CLOSE CONCURRENTLY WITH B-40-056.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.



SIGN ON TEMPORARY SUPPORT

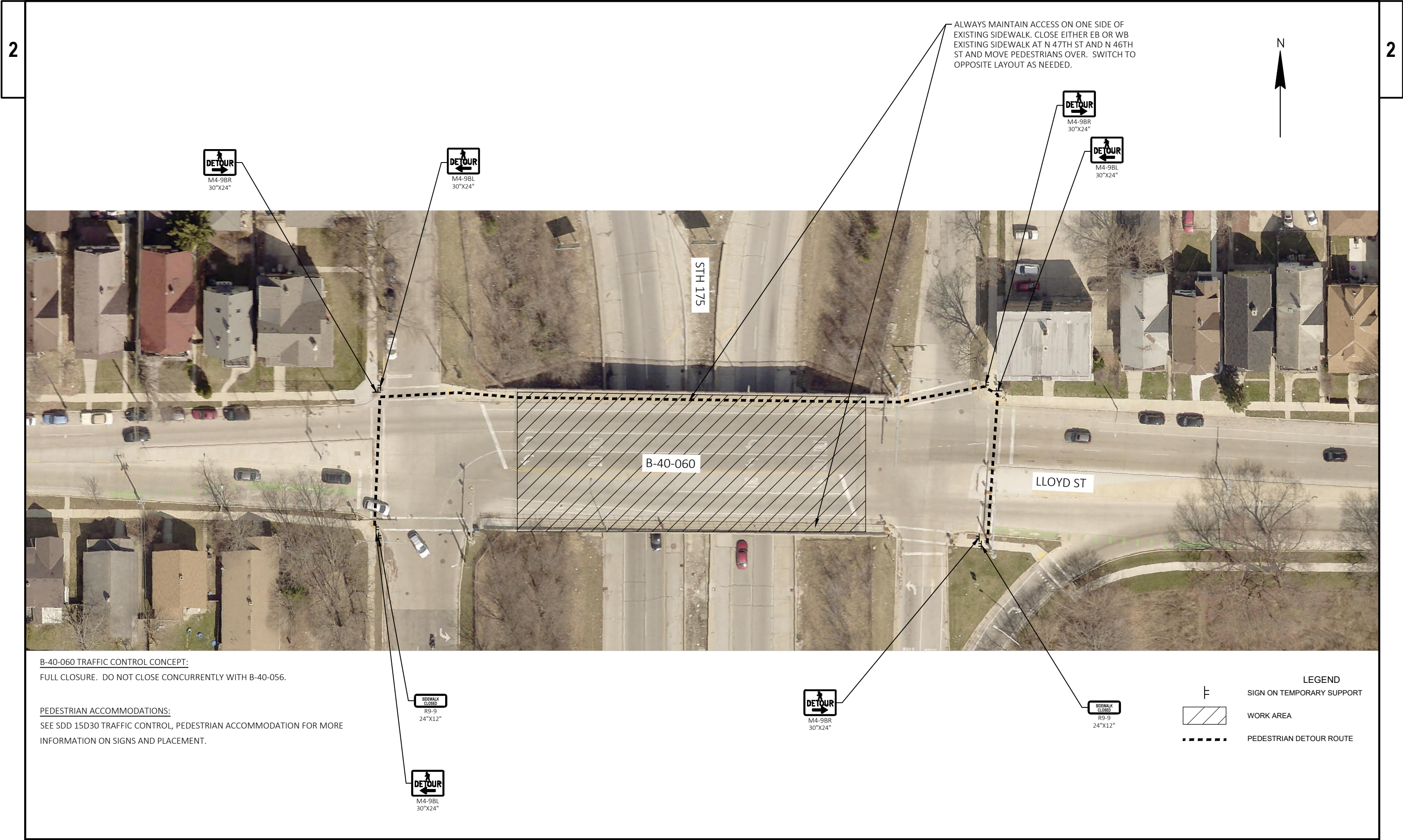


WORK AREA



PEDESTRIAN DETOUR ROUTE

LEGEND



B-40-060 TRAFFIC CONTROL CONCEPT:
FULL CLOSURE. DO NOT CLOSE CONCURRENTLY WITH B-40-056.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

PEDESTRIAN DETOUR ROUTE

PROJECT ID: 1000-50-61

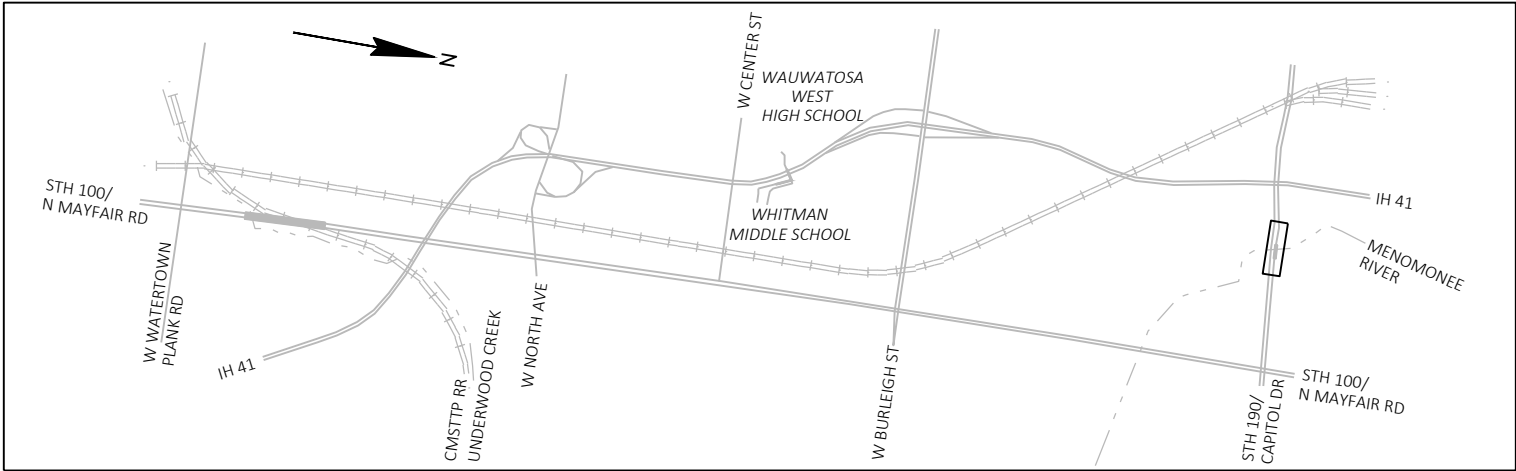
BRIDGE: B-40-199 WB

STH 190 WB & MENOMONEE RIVER

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



2

LEGEND

1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)

2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)

3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)

4

MARKING LINE EPOXY 8-INCH (WHITE)

5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6

MARKING LINE EPOXY 4-INCH (WHITE)

7

MARKING LINE EPOXY 4-INCH (YELLOW)

8

MARKING STOP LINE EPOXY 18-INCH (WHITE)

9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)

10

MARKING CHEVRON EPOXY 24-INCH (WHITE)

11

MARKING CURB EPOXY (YELLOW)

12

MARKING ISLAND NOSE EPOXY (YELLOW)

13

MARKING ARROW EPOXY TYPE 1

14

MARKING ARROW EPOXY TYPE 2

15

MARKING ARROW EPOXY TYPE 5

16

MARKING ARROW EPOXY BICYCLE LANE

17

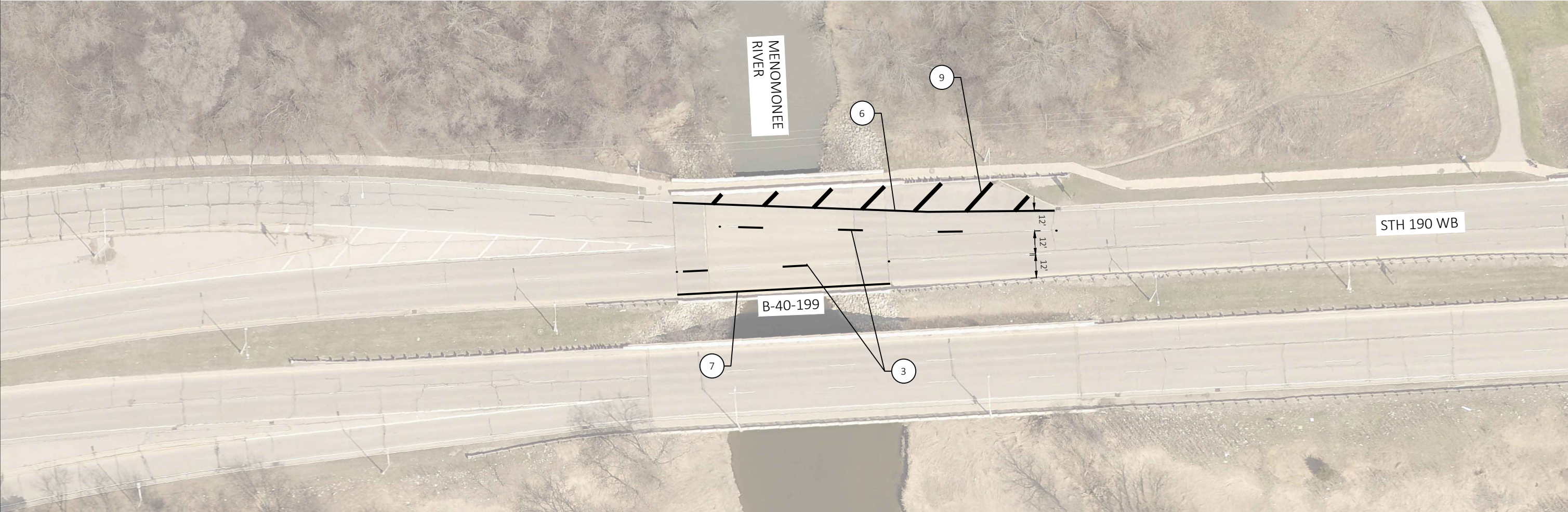
MARKING SYMBOL EPOXY BICYCLE LANE

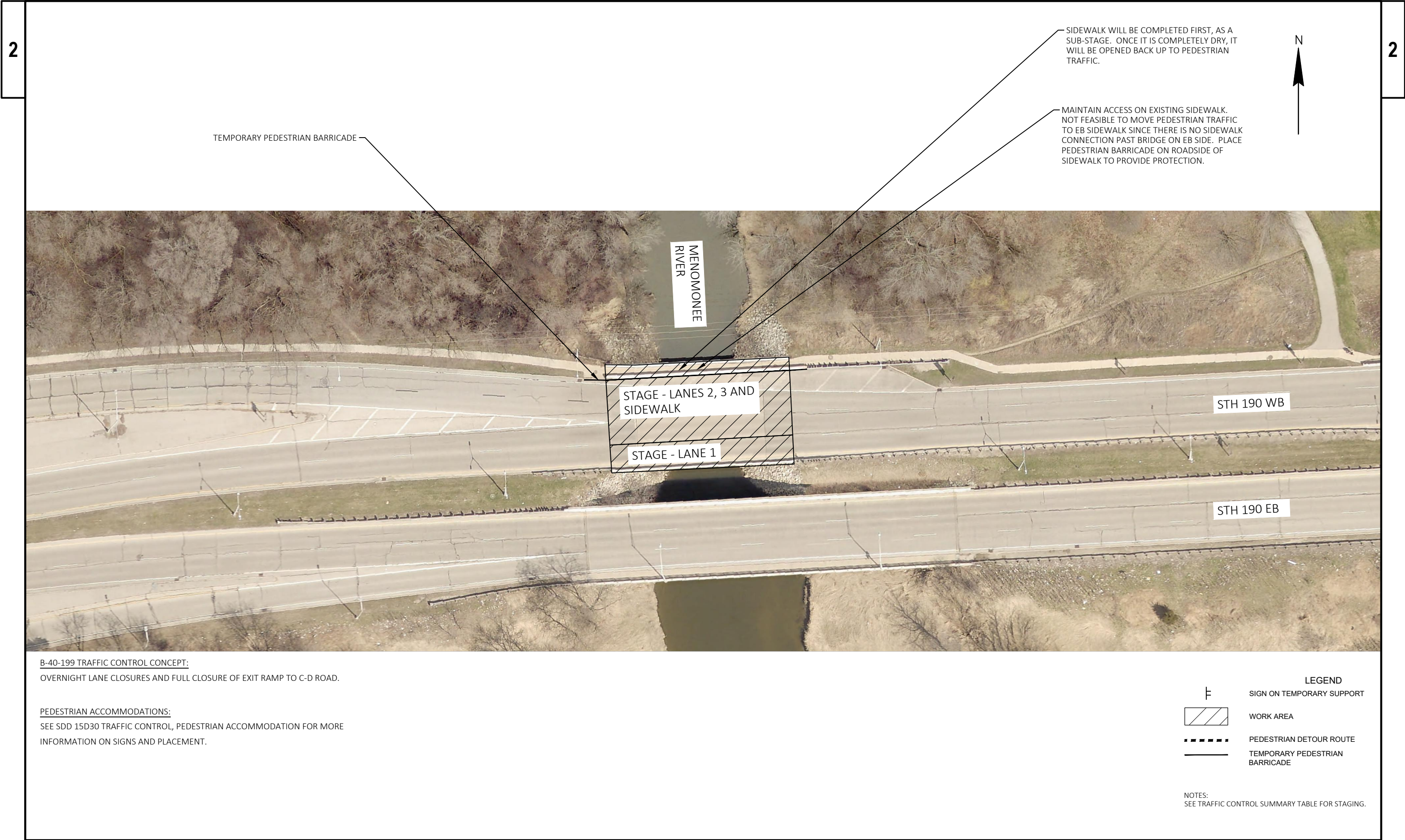
18

MARKING WORD EPOXY

N

2





B-40-199 TRAFFIC CONTROL CONCEPT:
OVERNIGHT LANE CLOSURES AND FULL CLOSURE OF EXIT RAMP TO C-D ROAD.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.

LEGEND

⌋

SIGN ON TEMPORARY SUPPORT

WORK AREA

PEDESTRIAN DETOUR ROUTE

—

TEMPORARY PEDESTRIAN BARRICADE

NOTES:
SEE TRAFFIC CONTROL SUMMARY TABLE FOR STAGING.

PROJECT ID: 1000-50-61

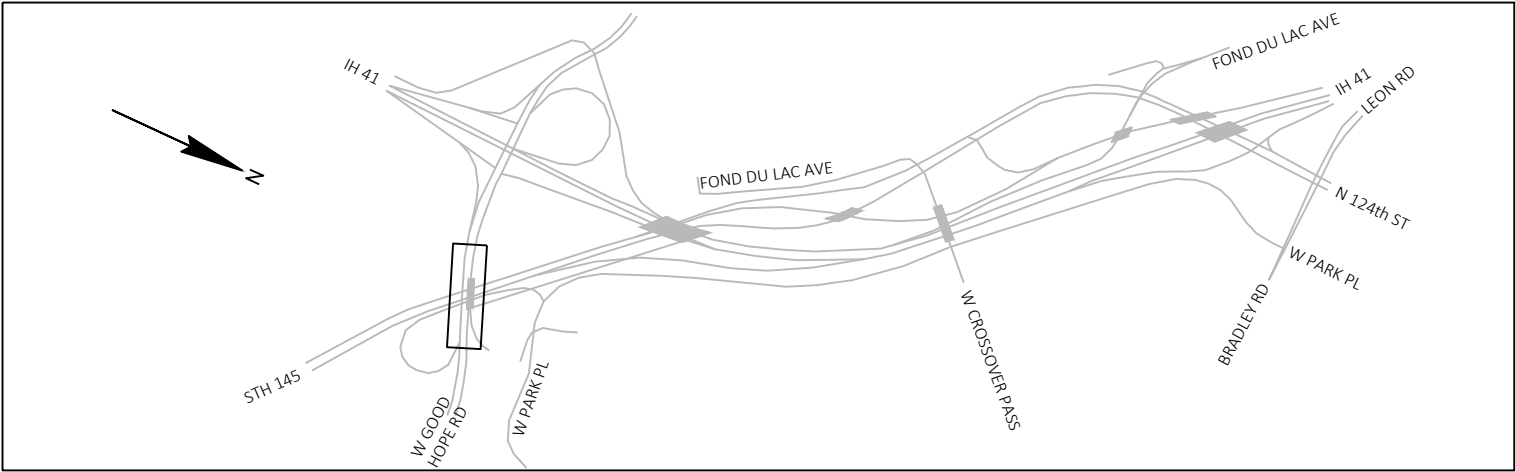
BRIDGE: B-40-251 WB

GOOD HOPE ROAD WB & STH 145

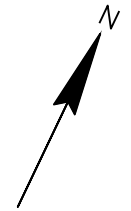
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |



PROJECT ID: 1000-50-61

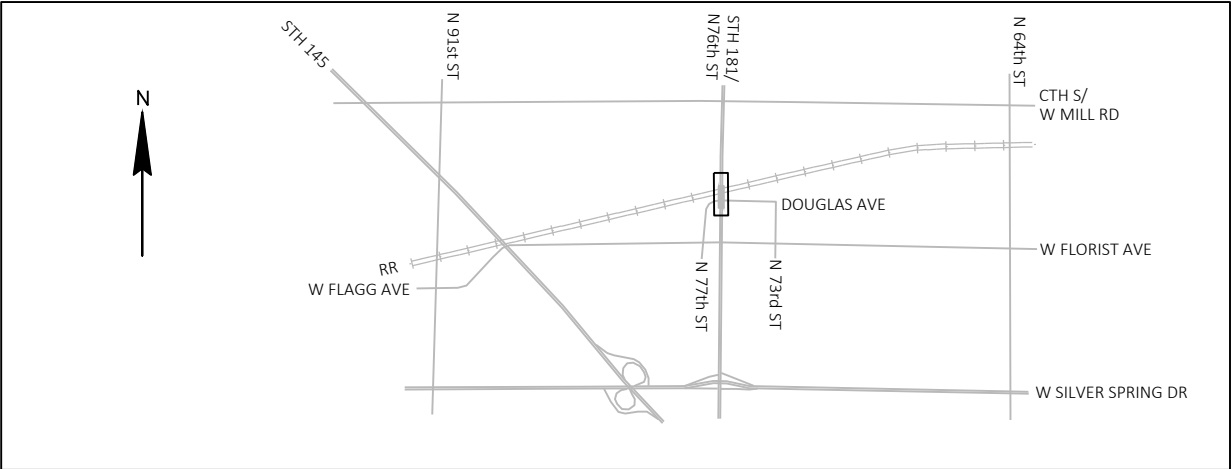
BRIDGE: B-40-378

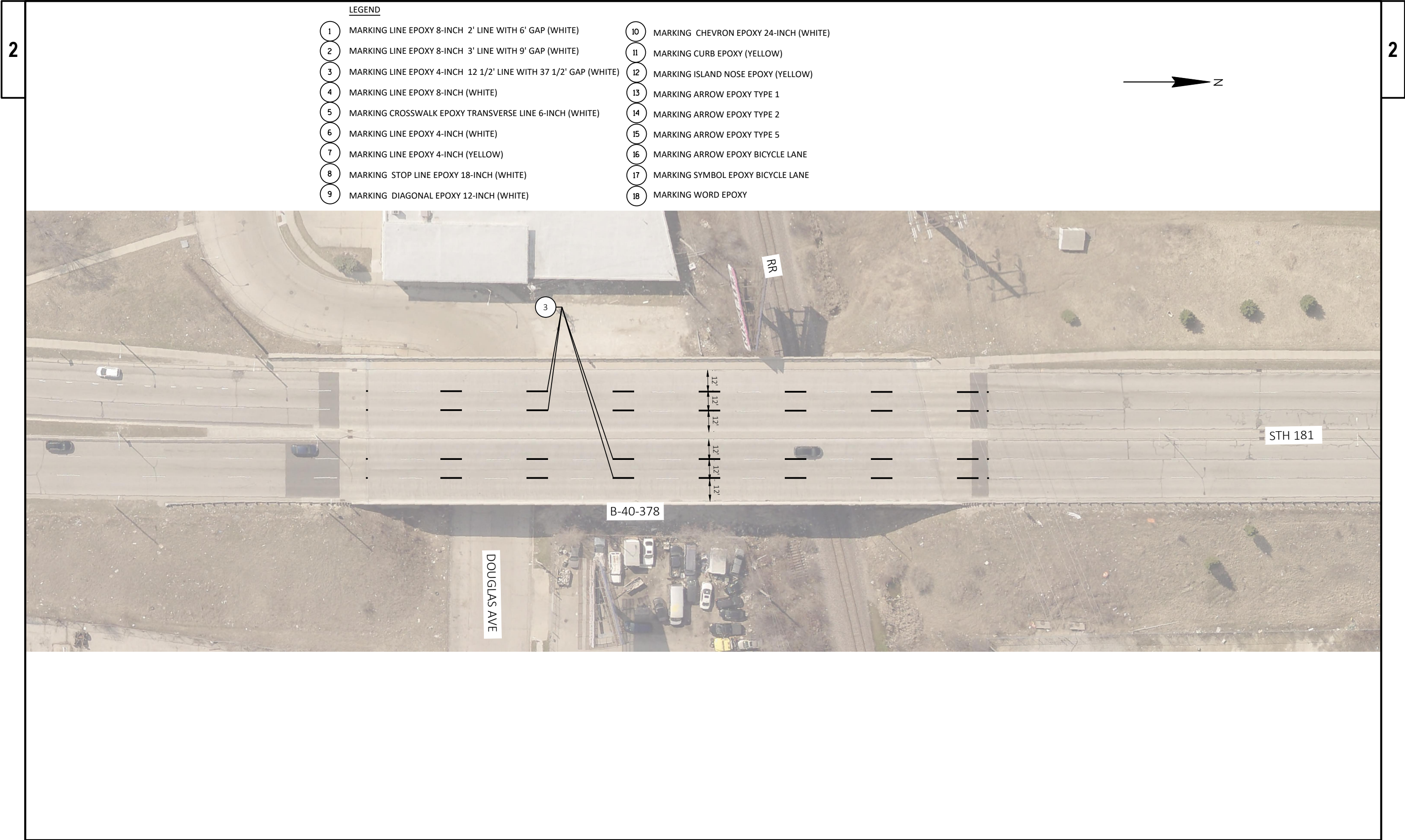
STH 181 & DOUGLAS AVENUE/ RR TRACKS

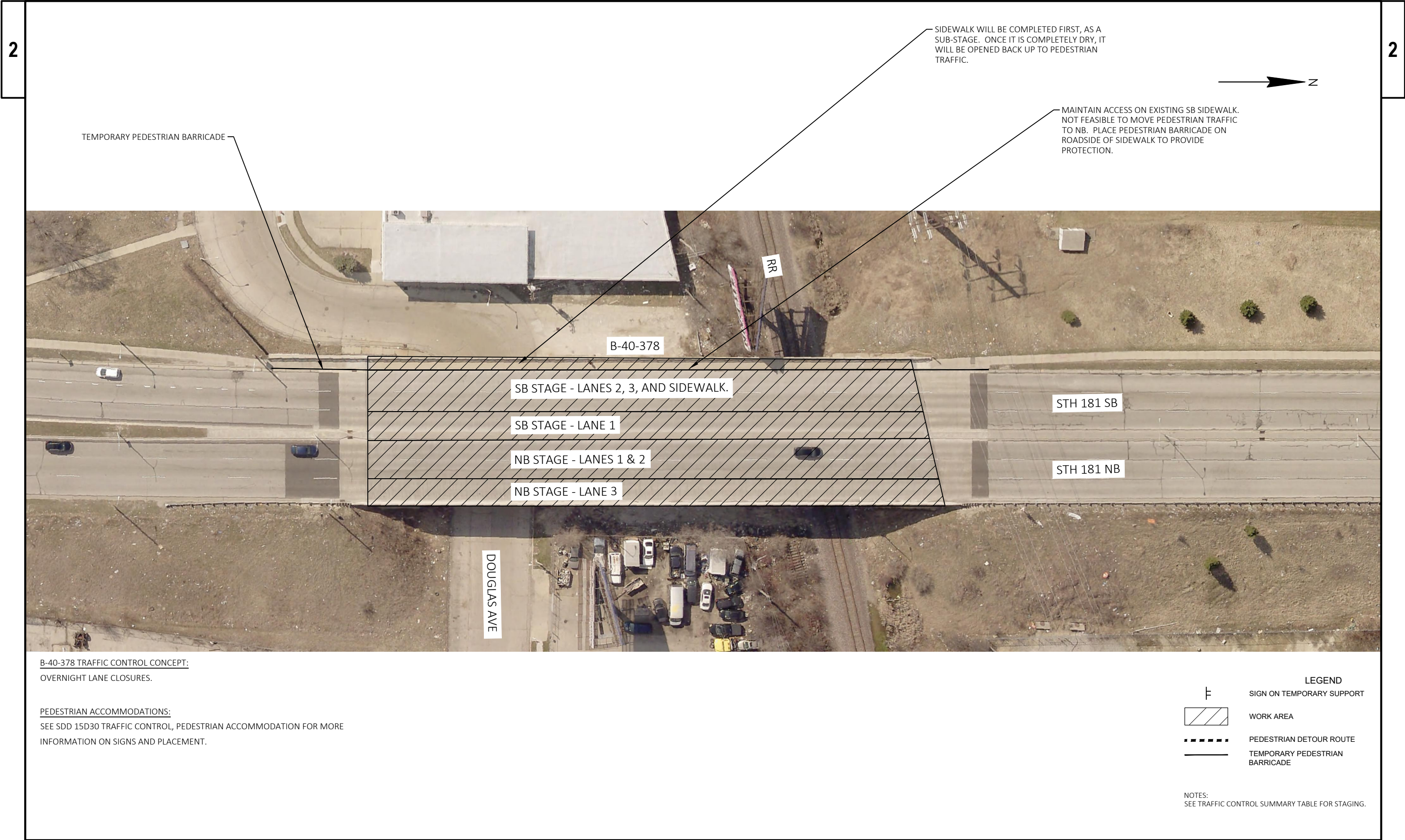
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS







B-40-378 TRAFFIC CONTROL CONCEPT:
OVERNIGHT LANE CLOSURES.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN BARRICADE

NOTES:
SEE TRAFFIC CONTROL SUMMARY TABLE FOR STAGING.

PROJECT ID: 1000-50-61

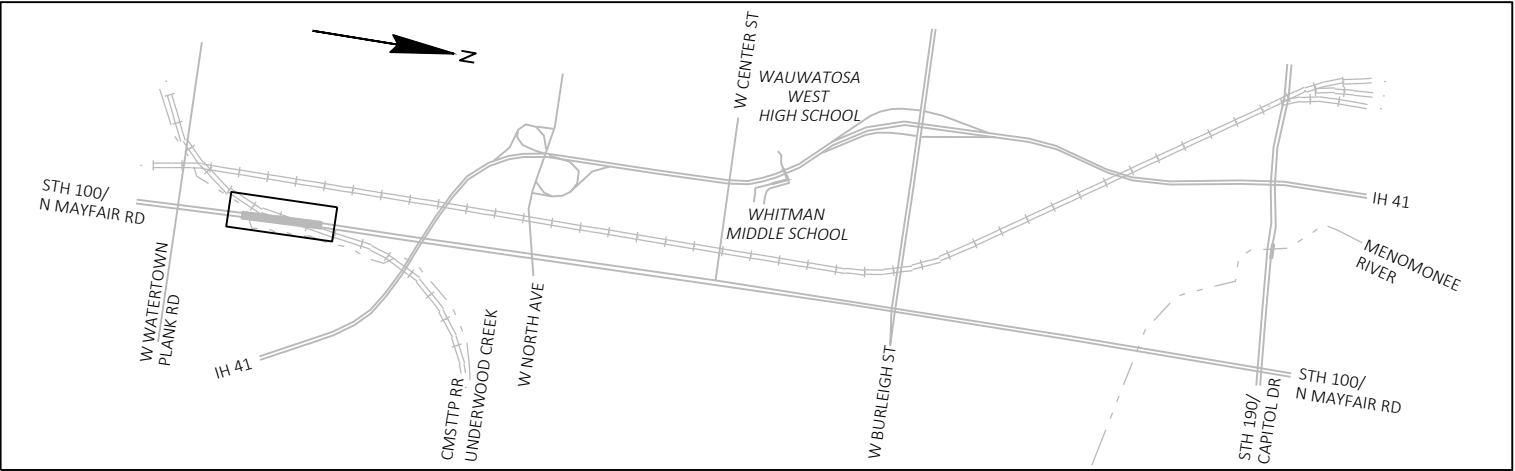
BRIDGE: B-40-457

STH 100 & CMSTTP RR TRACKS

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



2

LEGEND

1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)

2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)

3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)

4

MARKING LINE EPOXY 8-INCH (WHITE)

5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6

MARKING LINE EPOXY 4-INCH (WHITE)

7

MARKING LINE EPOXY 4-INCH (YELLOW)

8

MARKING STOP LINE EPOXY 18-INCH (WHITE)

9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)

10

MARKING CHEVRON EPOXY 24-INCH (WHITE)

11

MARKING CURB EPOXY (YELLOW)

12

MARKING ISLAND NOSE EPOXY (YELLOW)

13

MARKING ARROW EPOXY TYPE 1

14

MARKING ARROW EPOXY TYPE 2

15

MARKING ARROW EPOXY TYPE 5

16

MARKING ARROW EPOXY BICYCLE LANE

17

MARKING SYMBOL EPOXY BICYCLE LANE

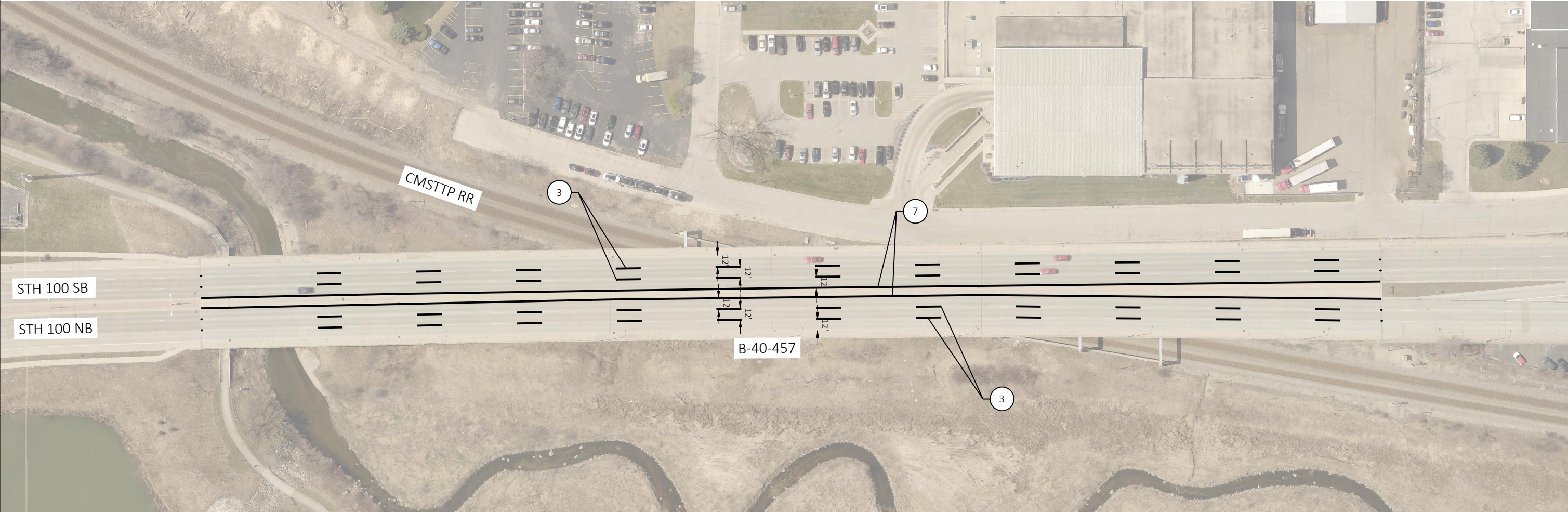
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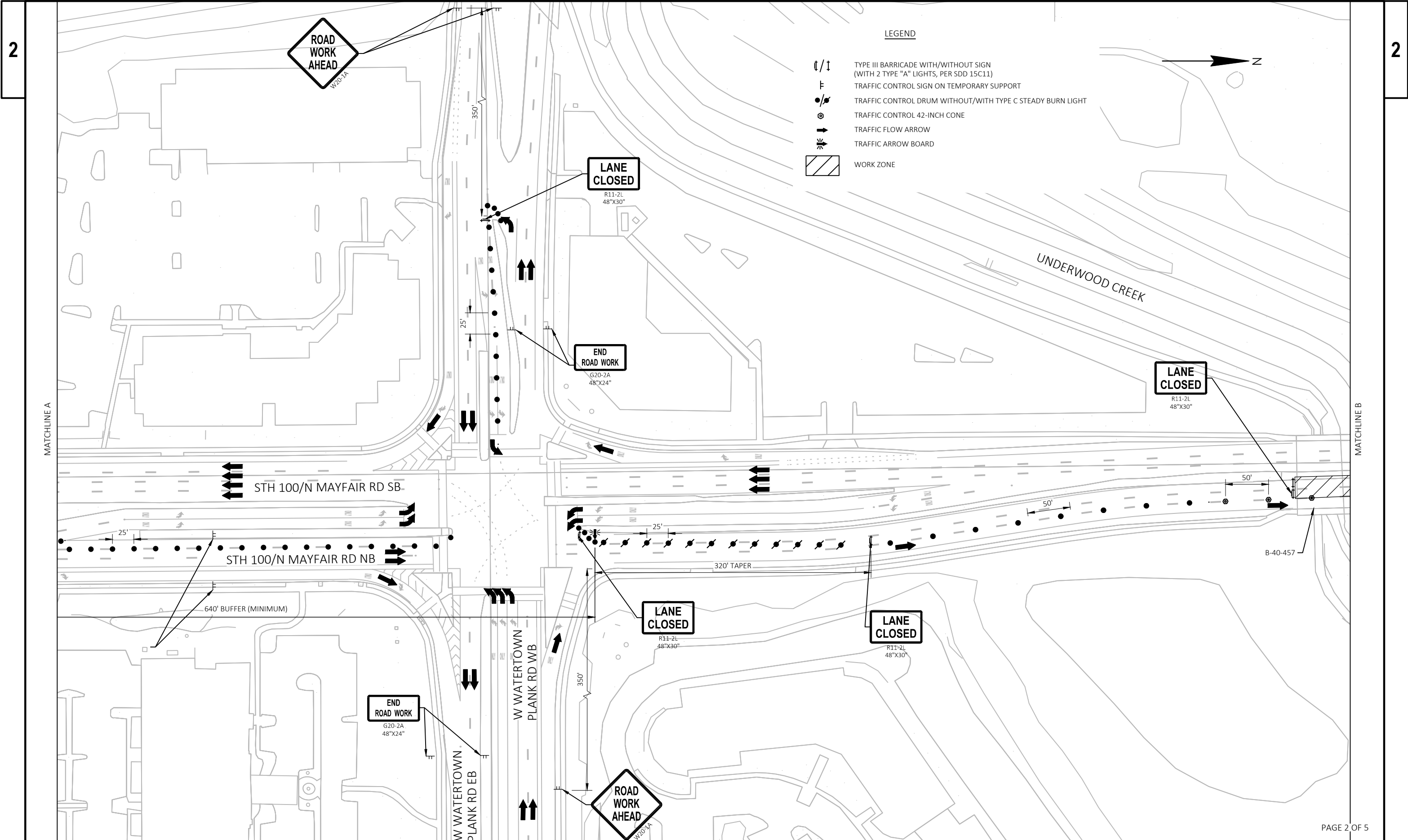
MARKING WORD EPOXY

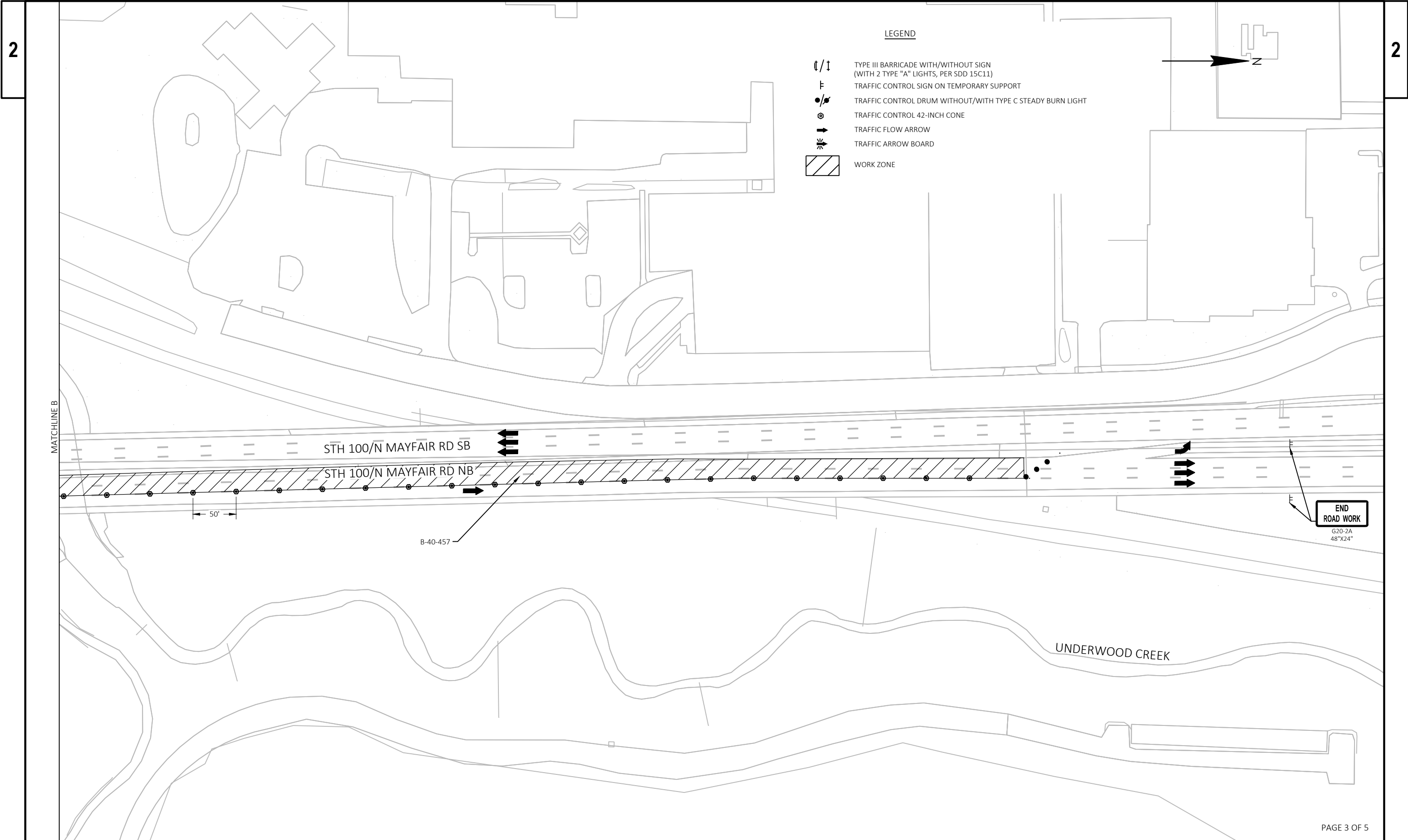
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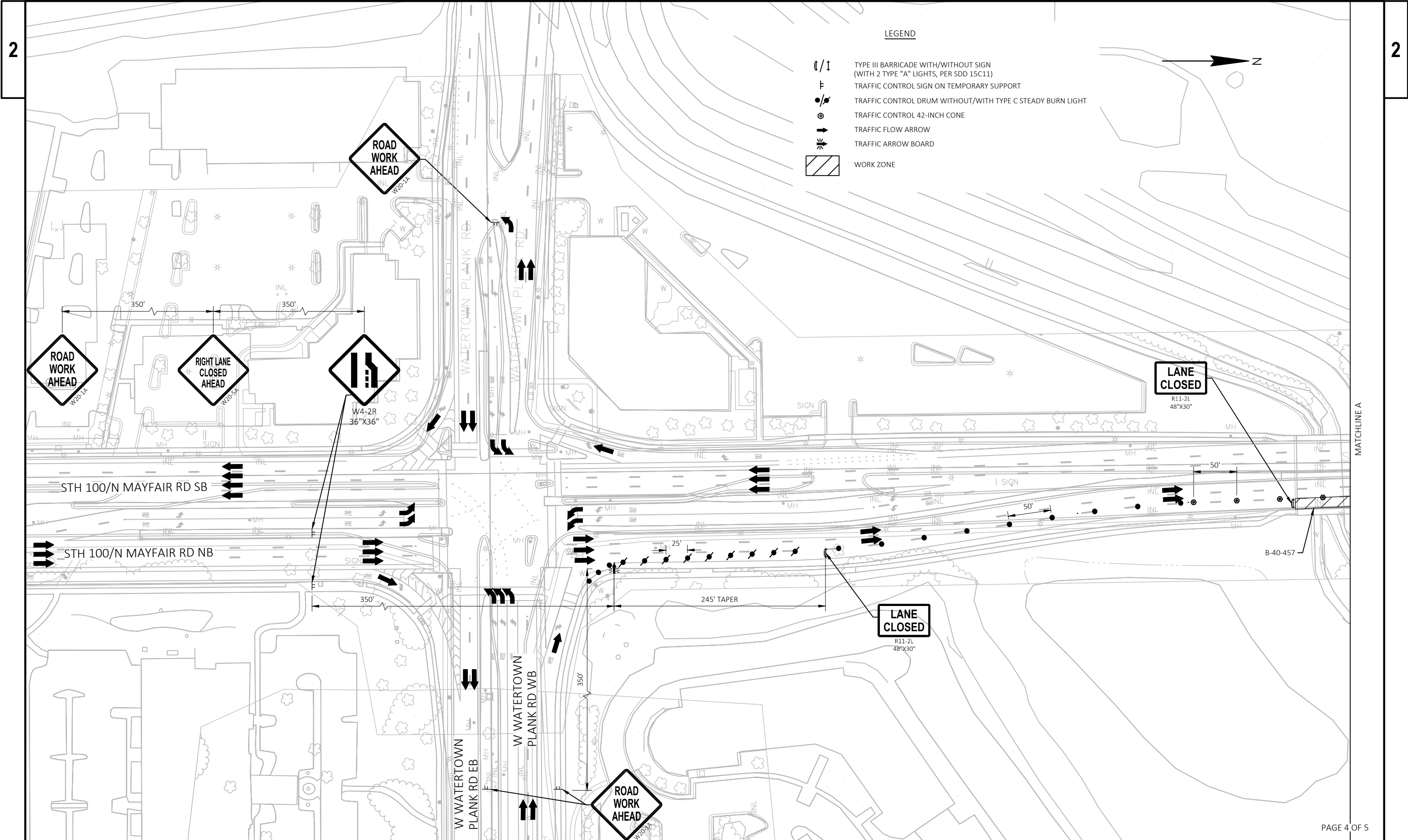
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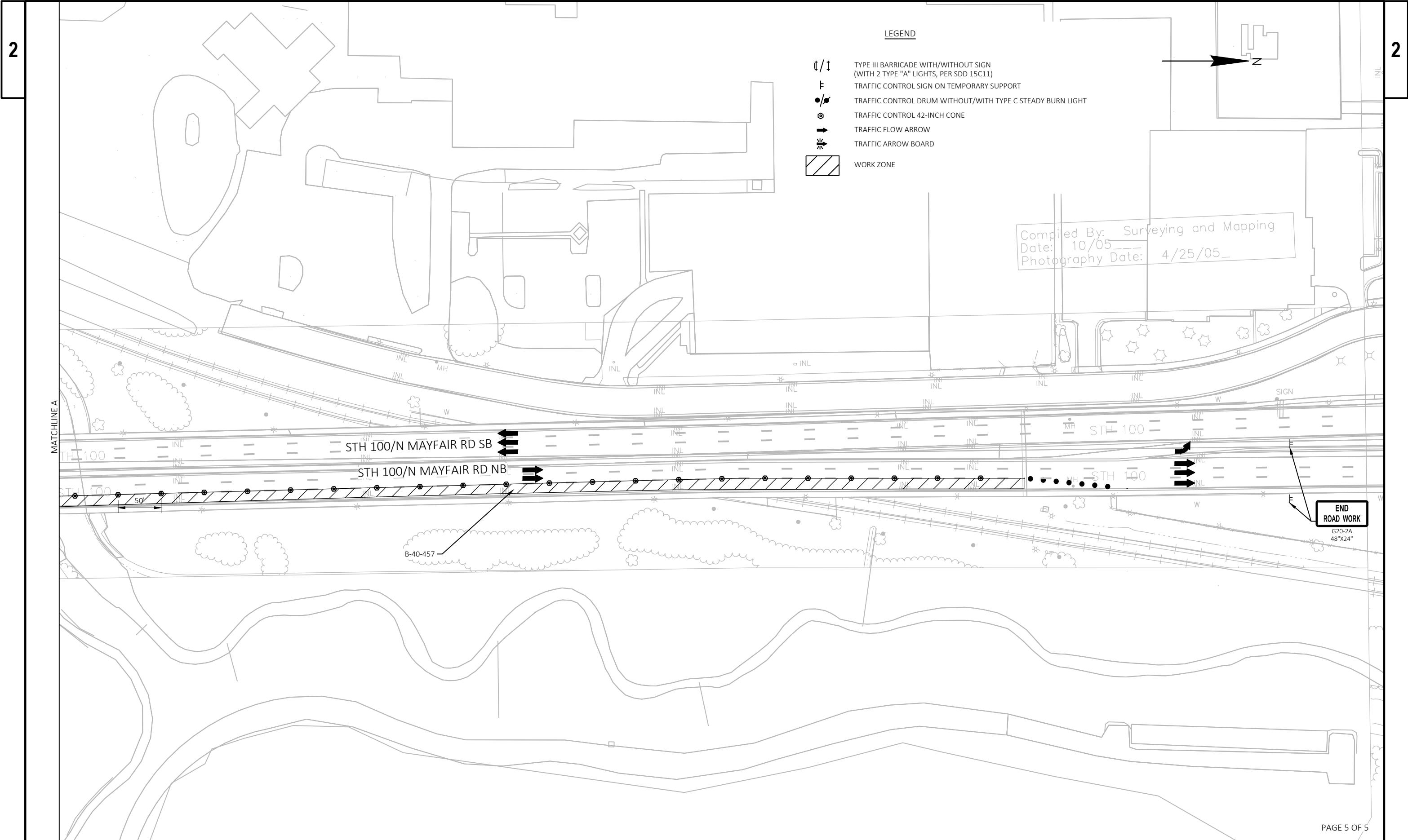
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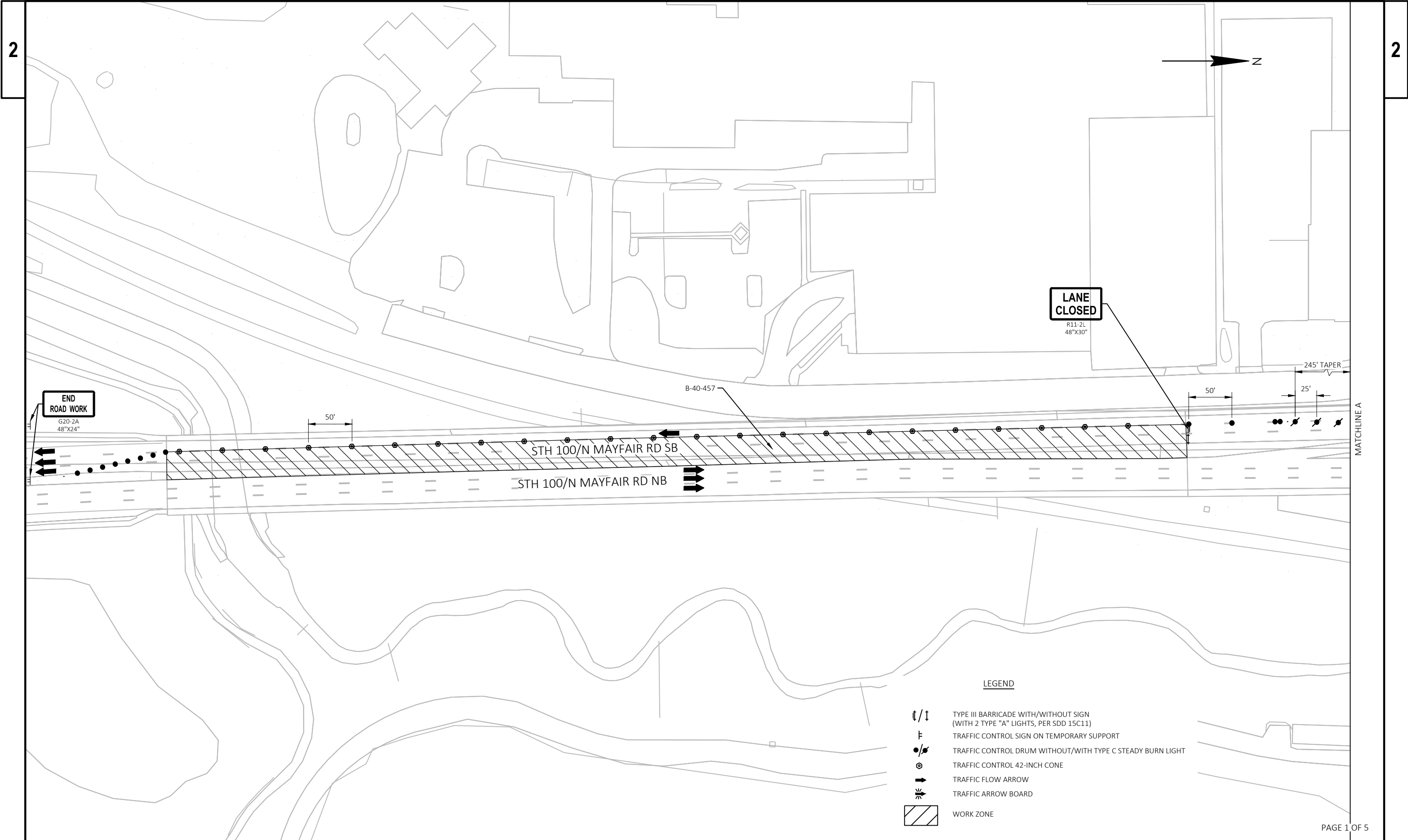


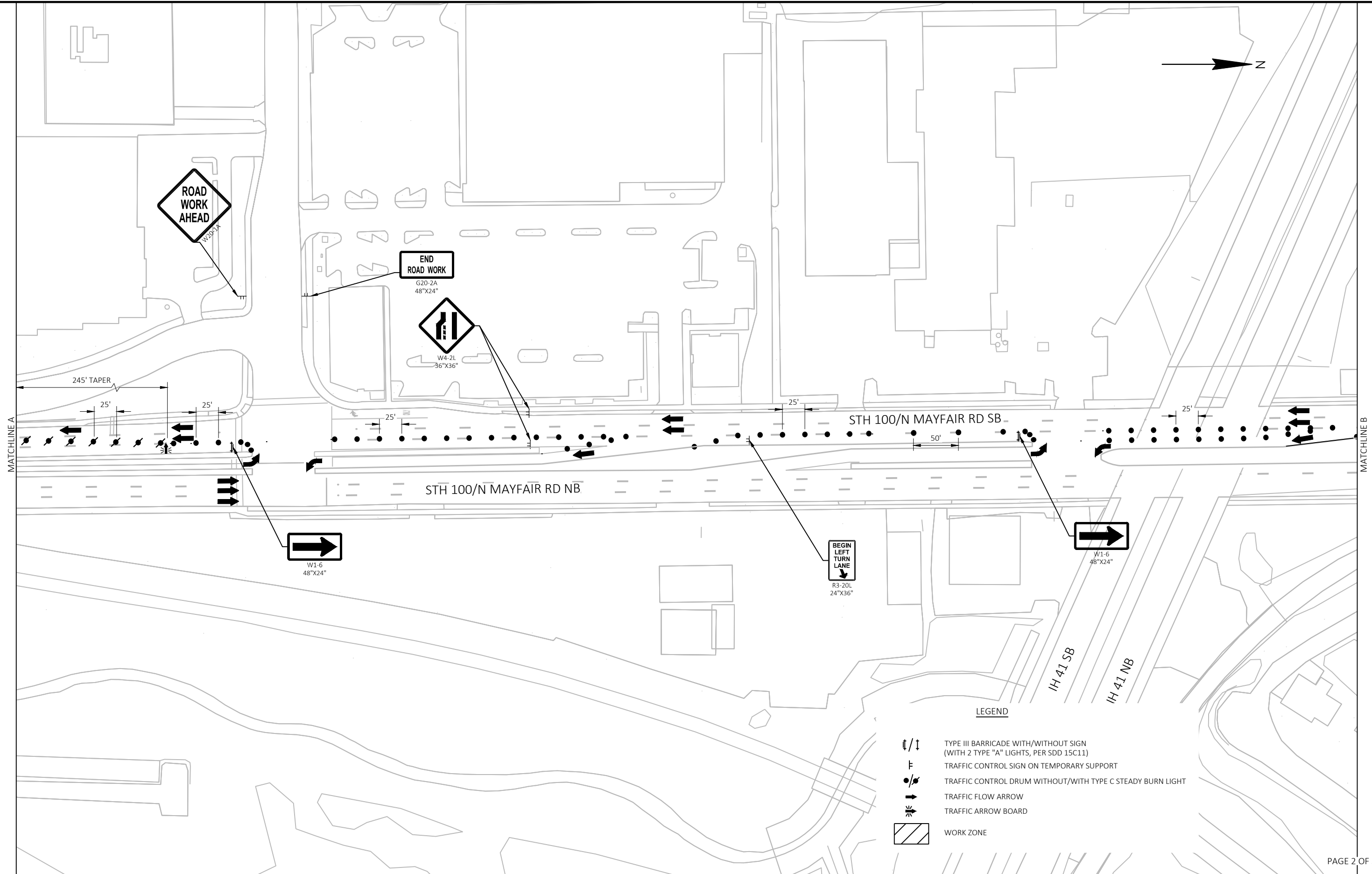




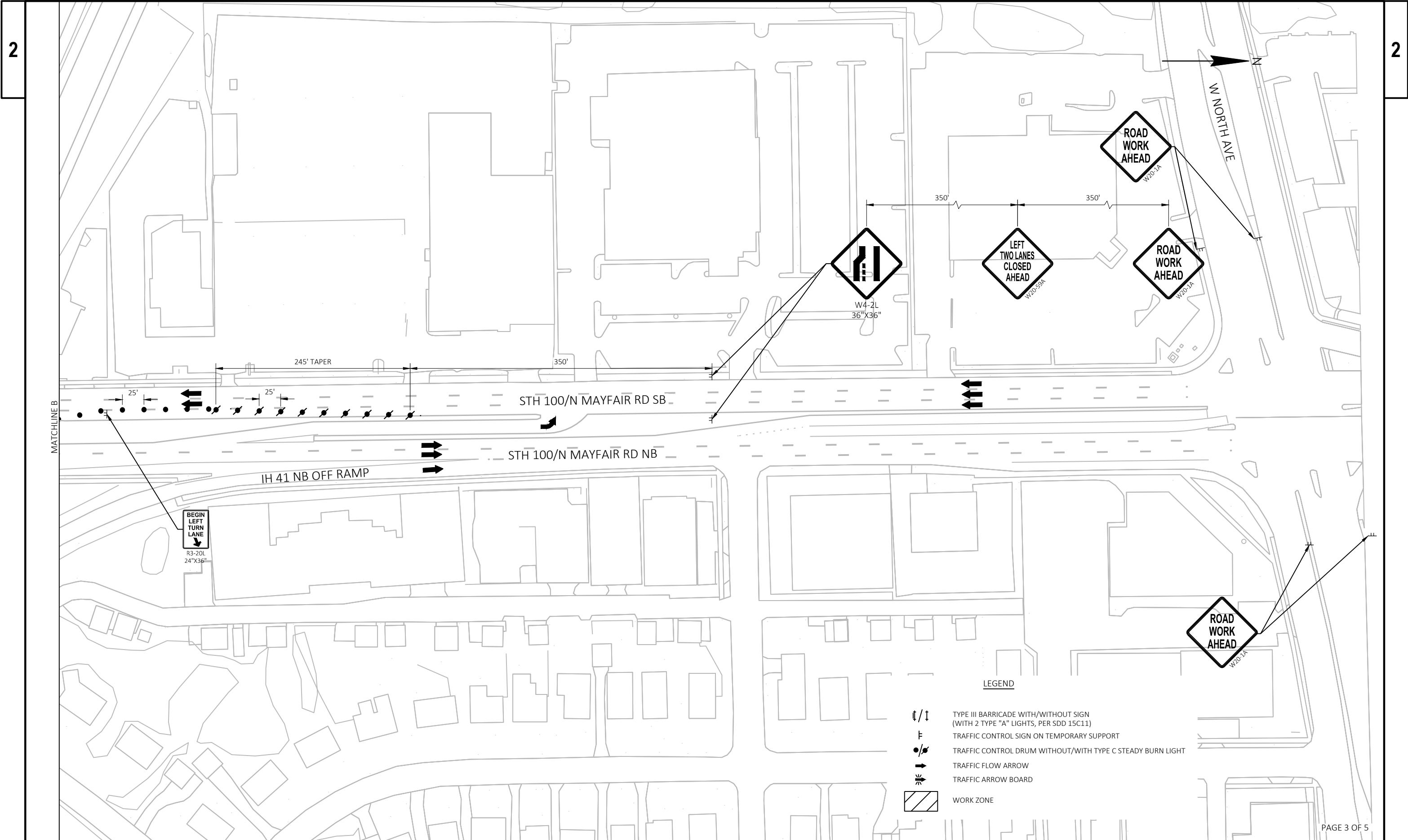


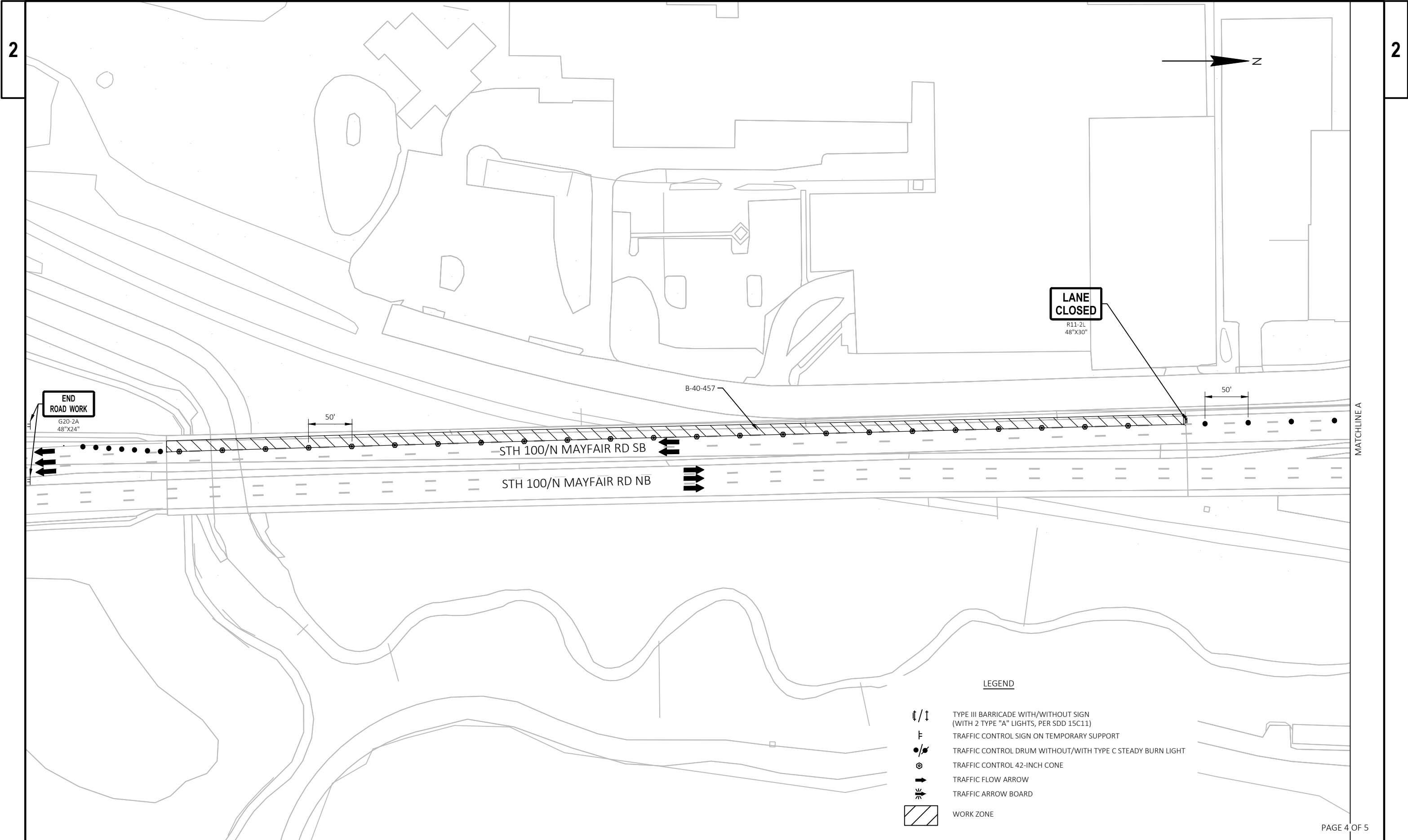


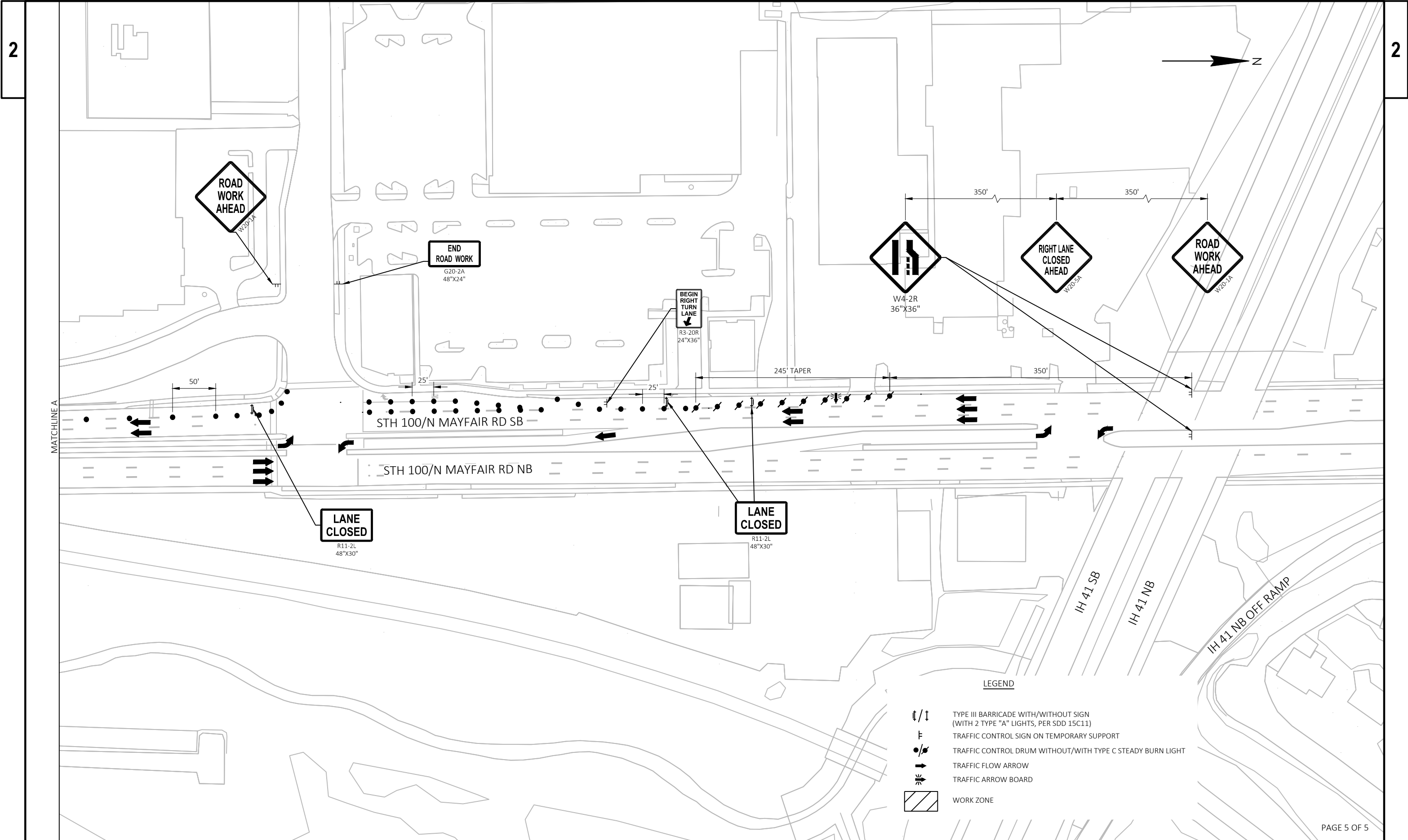


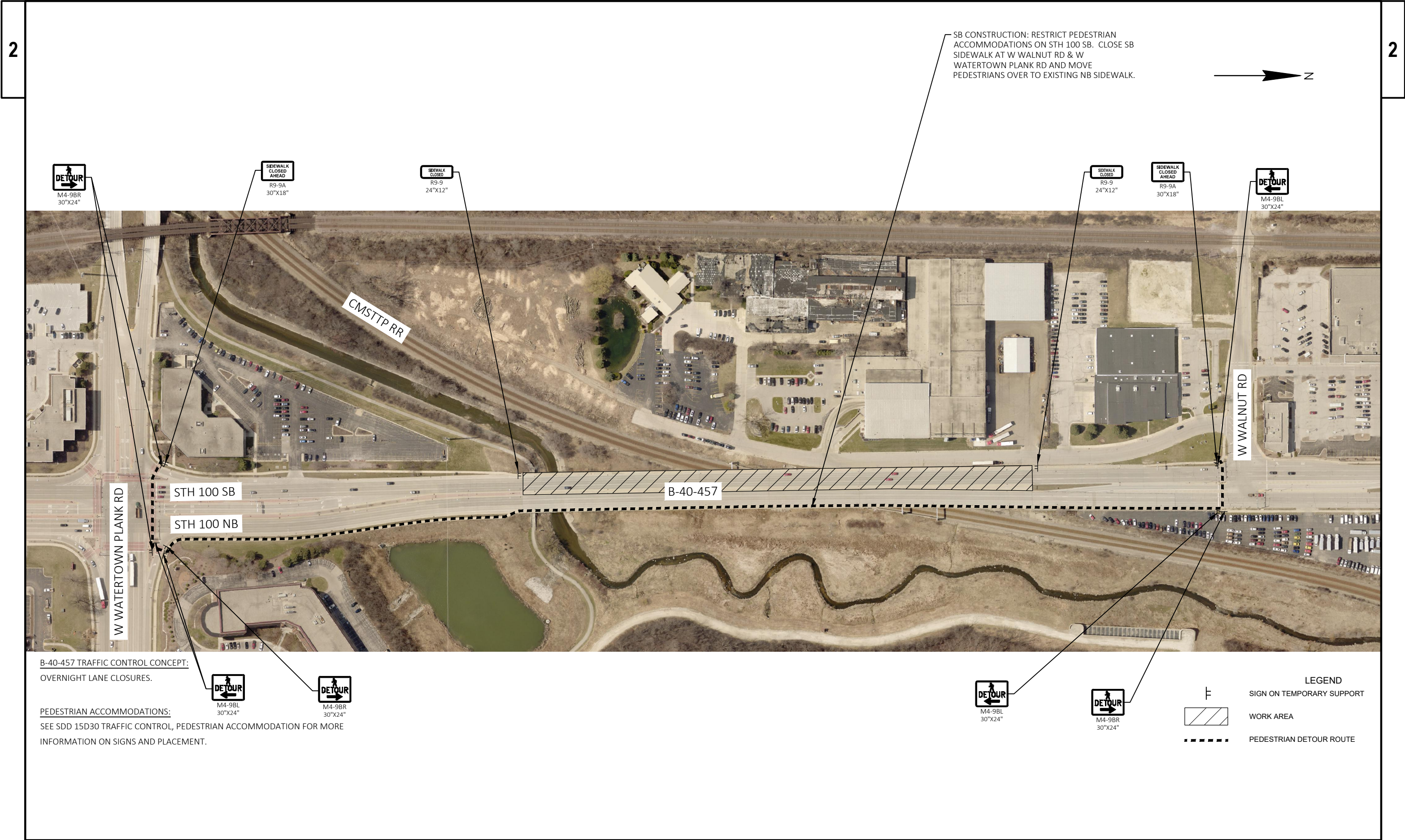


- LEGEND**
- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)
 - TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
 - TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT
 - TRAFFIC FLOW ARROW
 - TRAFFIC ARROW BOARD
 - WORK ZONE









B-40-457 TRAFFIC CONTROL CONCEPT:
OVERNIGHT LANE CLOSURES.

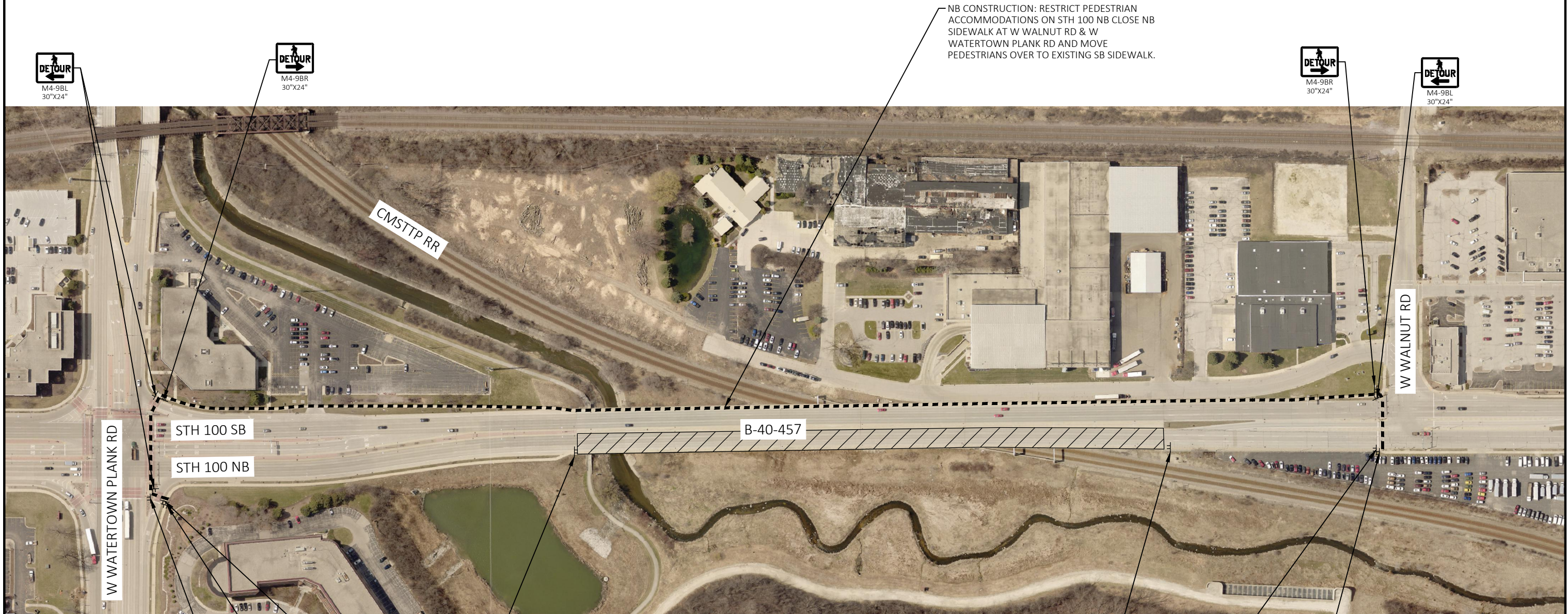
PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE
INFORMATION ON SIGNS AND PLACEMENT.

LEGEND

SIGN ON TEMPORARY SUPPORT

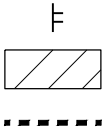
WORK AREA

PEDESTRIAN DETOUR ROUTE



B-40-457 TRAFFIC CONTROL CONCEPT:
OVERNIGHT LANE CLOSURES.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE
INFORMATION ON SIGNS AND PLACEMENT.



LEGEND
SIGN ON TEMPORARY SUPPORT
WORK AREA
PEDESTRIAN DETOUR ROUTE

PROJECT ID: 1000-50-61

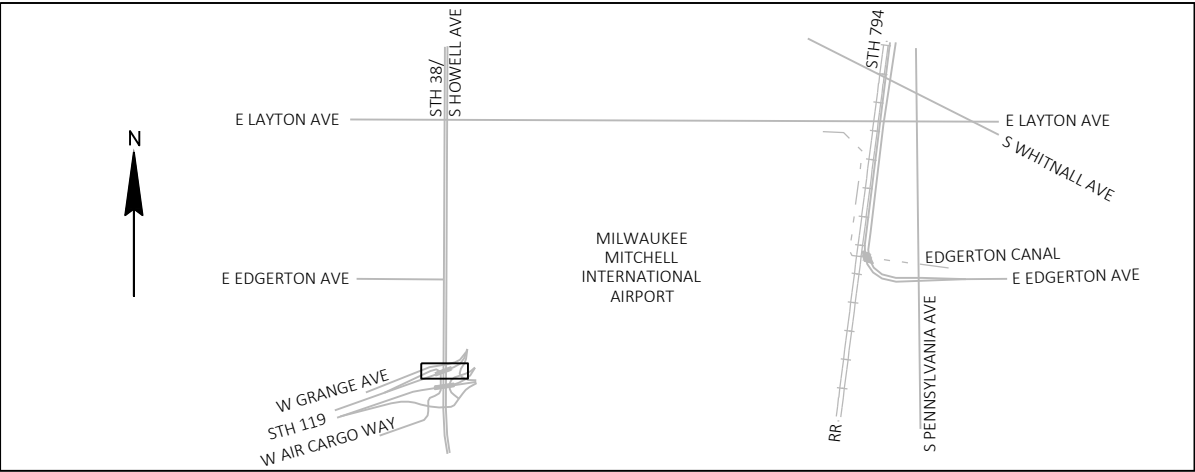
BRIDGE: B-40-484 WB

STH 119 WB & STH 38

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



2

LEGEND

1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)

2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)

3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)

4

MARKING LINE EPOXY 8-INCH (WHITE)

5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6

MARKING LINE EPOXY 4-INCH (WHITE)

7

MARKING LINE EPOXY 4-INCH (YELLOW)

8

MARKING STOP LINE EPOXY 18-INCH (WHITE)

9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)

10

MARKING CHEVRON EPOXY 24-INCH (WHITE)

11

MARKING CURB EPOXY (YELLOW)

12

MARKING ISLAND NOSE EPOXY (YELLOW)

13

MARKING ARROW EPOXY TYPE 1

14

MARKING ARROW EPOXY TYPE 2

15

MARKING ARROW EPOXY TYPE 5

16

MARKING ARROW EPOXY BICYCLE LANE

17

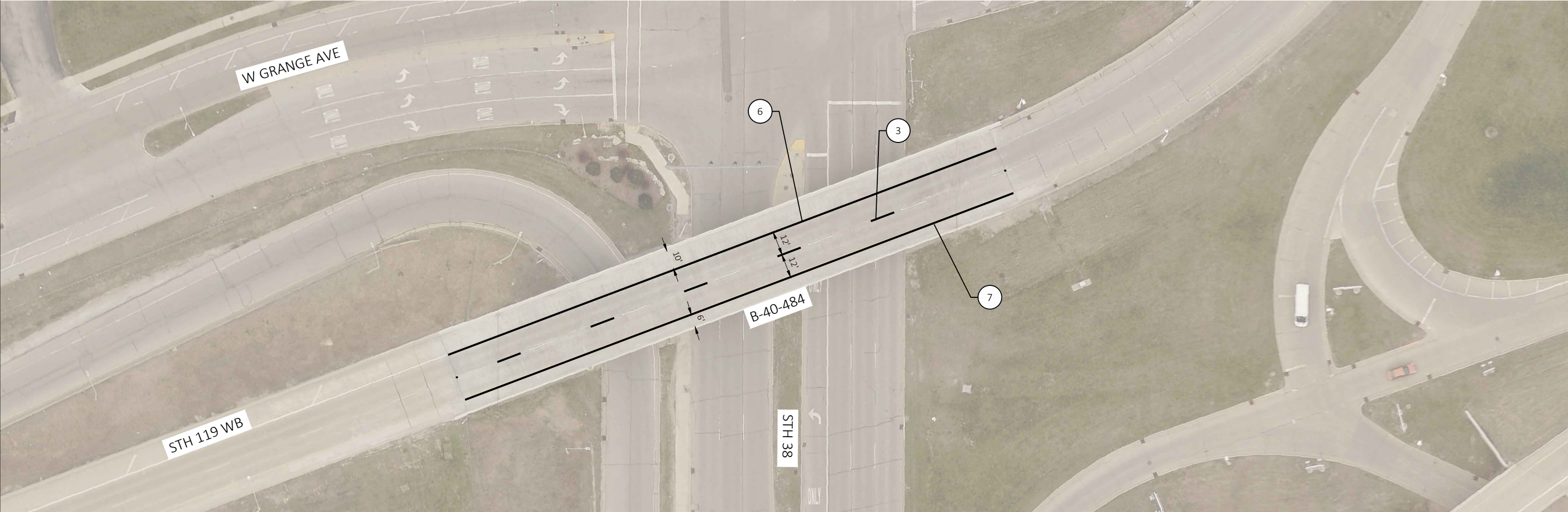
MARKING SYMBOL EPOXY BICYCLE LANE

18

MARKING WORD EPOXY

N

2



LEGEND

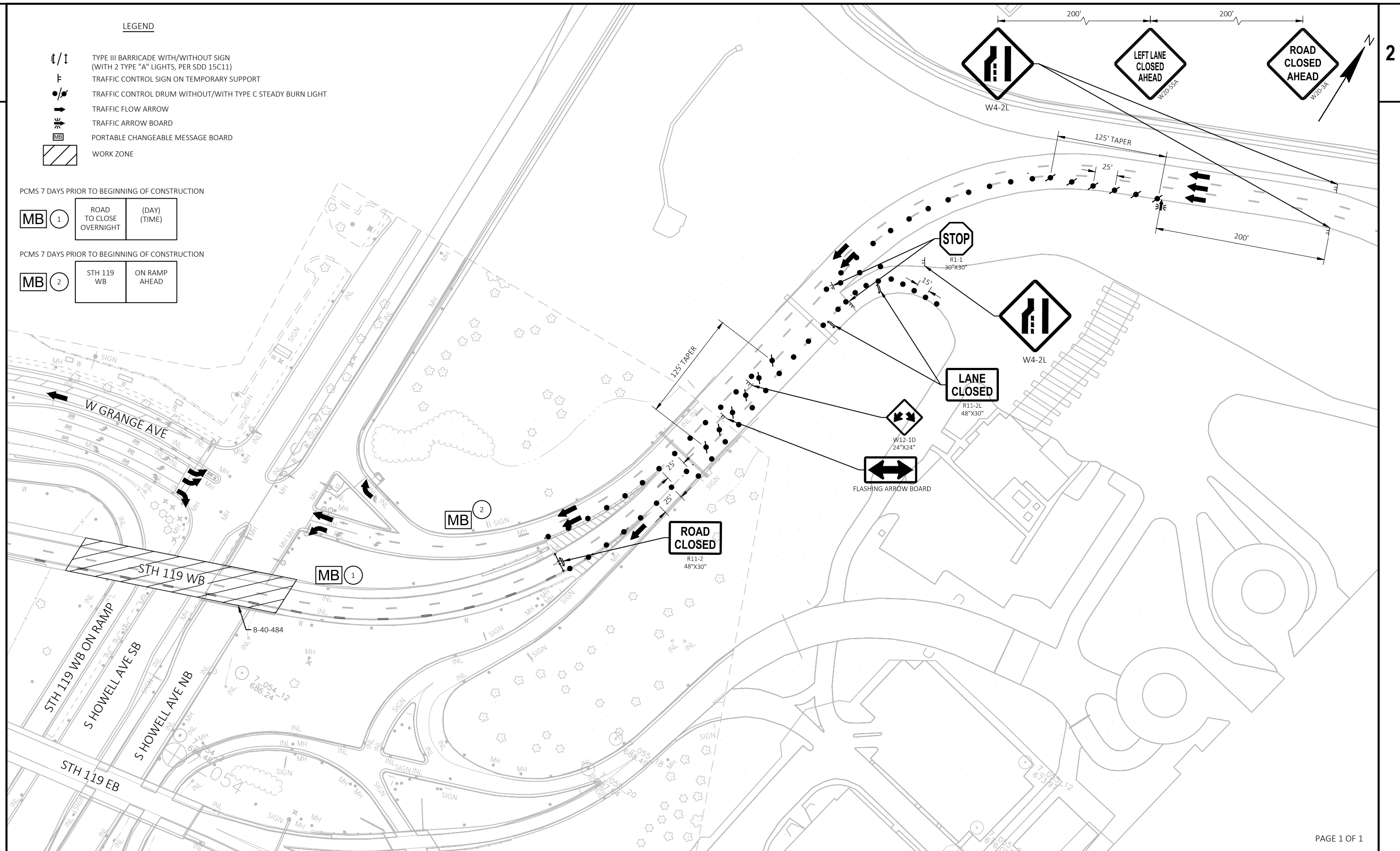
- TYPE III BARRICADE WITH/WITHOUT SIGN
(WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT
- TRAFFIC FLOW ARROW
- TRAFFIC ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE BOARD
- WORK ZONE

PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION

MB 1	ROAD TO CLOSE OVERNIGHT	(DAY) (TIME)
------	-------------------------------	-----------------

PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION

MB 2	STH 119 WB	ON RAMP AHEAD
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PROJECT ID: 1000-50-61

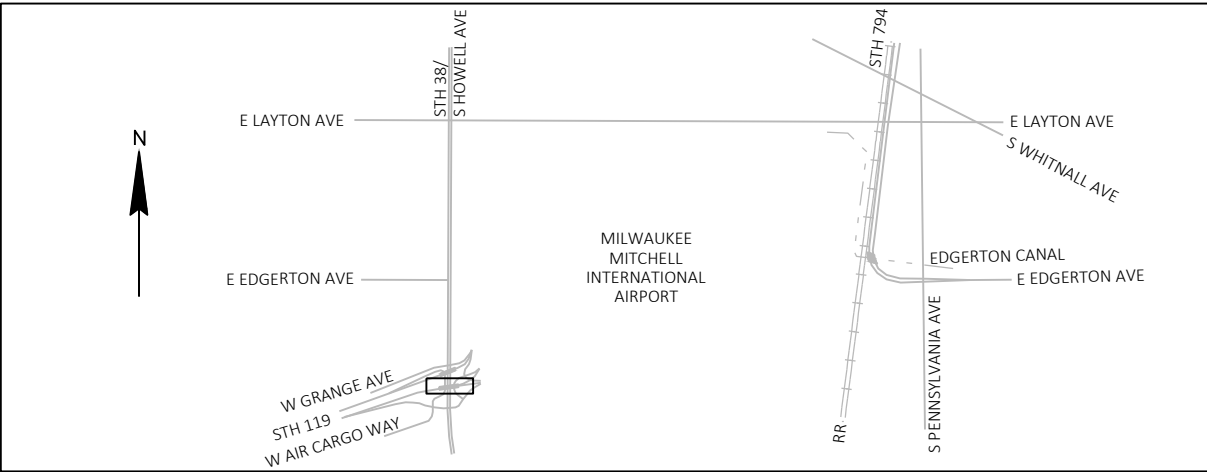
BRIDGE: B-40-485 EB

STH 119 EB & STH 38

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



2

LEGEND

1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)

2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)

3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)

4

MARKING LINE EPOXY 8-INCH (WHITE)

5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)

6

MARKING LINE EPOXY 4-INCH (WHITE)

7

MARKING LINE EPOXY 4-INCH (YELLOW)

8

MARKING STOP LINE EPOXY 18-INCH (WHITE)

9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)

10

MARKING CHEVRON EPOXY 24-INCH (WHITE)

11

MARKING CURB EPOXY (YELLOW)

12

MARKING ISLAND NOSE EPOXY (YELLOW)

13

MARKING ARROW EPOXY TYPE 1

14

MARKING ARROW EPOXY TYPE 2

15

MARKING ARROW EPOXY TYPE 5

16

MARKING ARROW EPOXY BICYCLE LANE

17

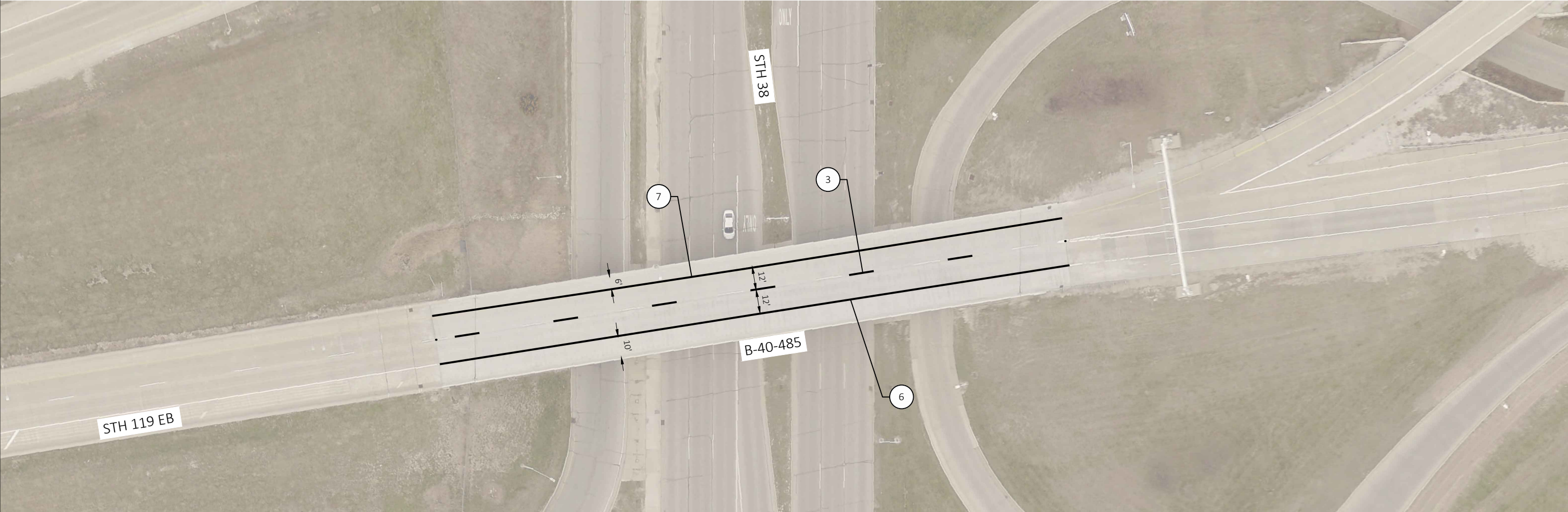
MARKING SYMBOL EPOXY BICYCLE LANE

18

MARKING WORD EPOXY

N

2



PROJECT ID: 1000-50-61

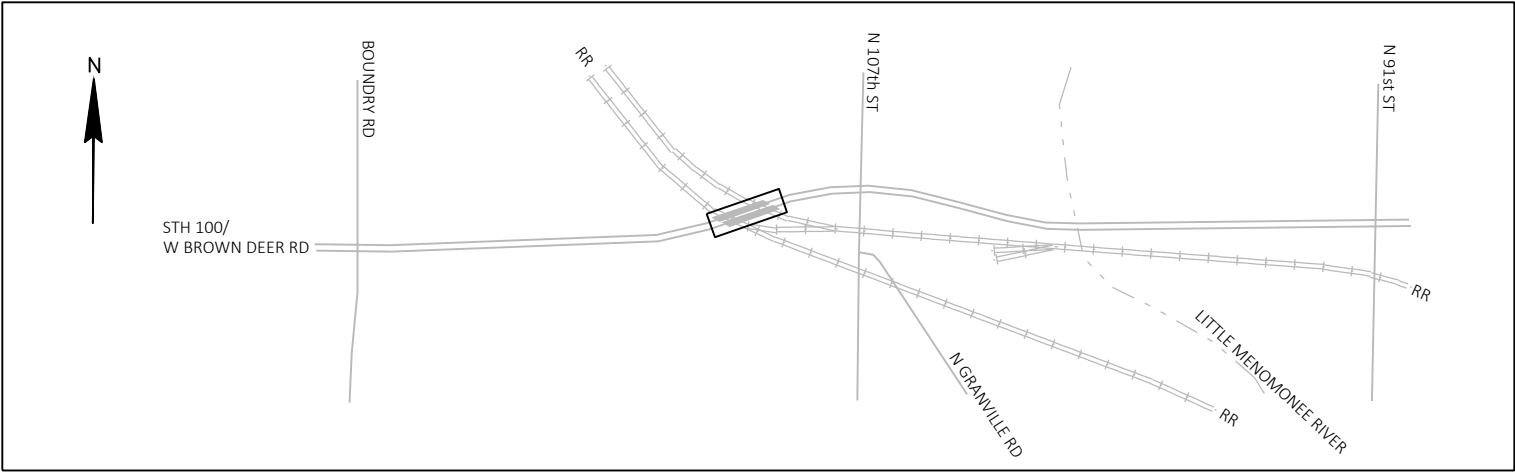
BRIDGE: B-40-490 EB
B-40-491 WB

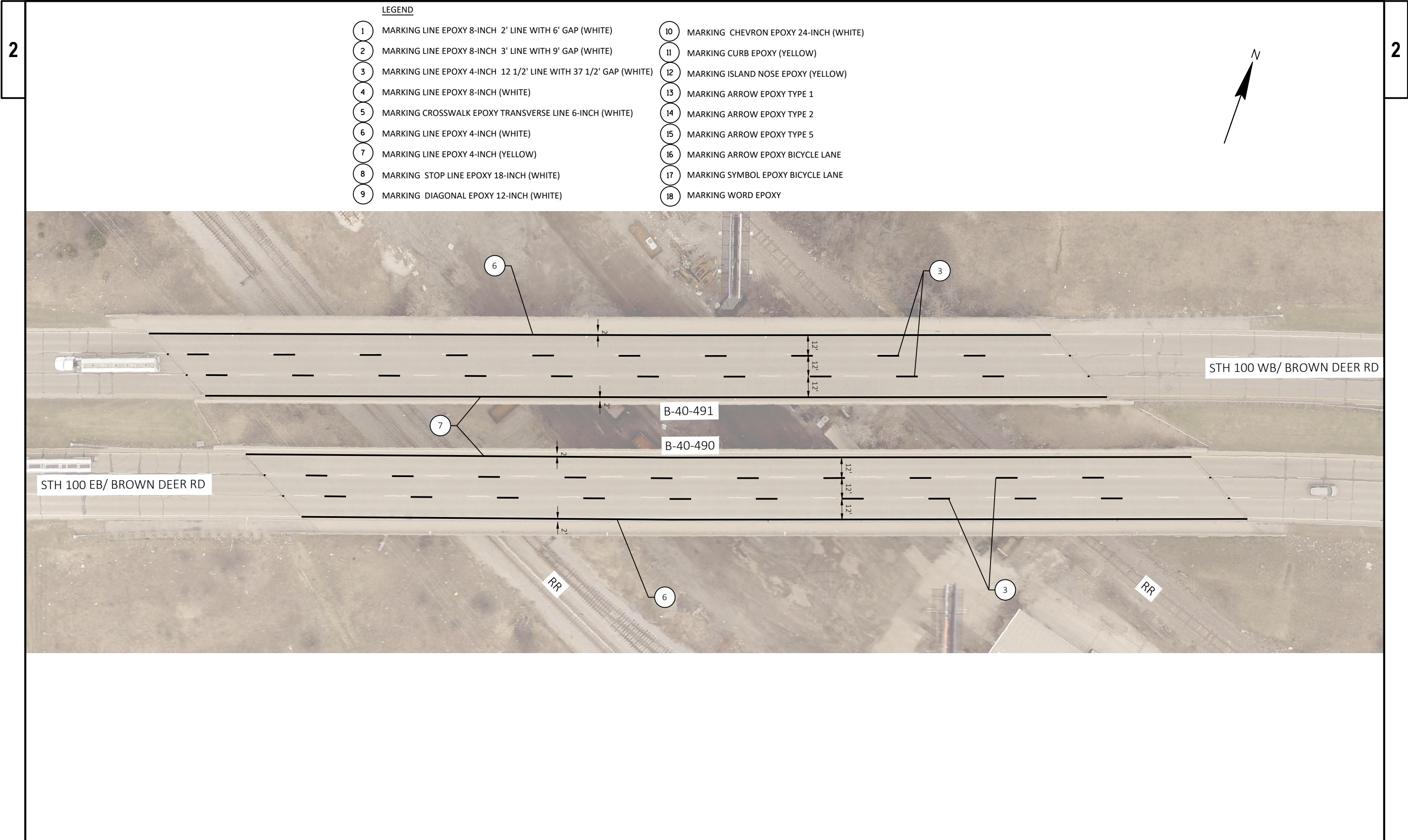
STH 100 (BROWN DEER ROAD) & RR TRACKS

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A





PROJECT ID: 1000-50-61

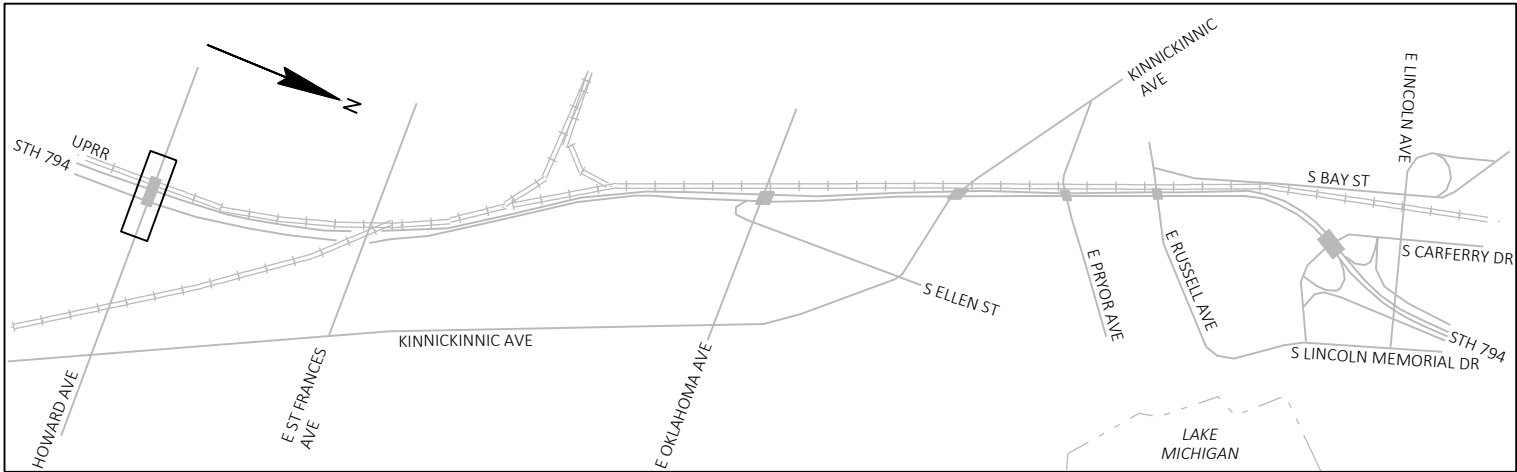
BRIDGE: B-40-600
B-40-610

HOWARD AVENUE & LAKE PARKWAY/ UPRR TRACKS

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS



LEGEND

- 1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)
- 2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)
- 3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)
- 4

MARKING LINE EPOXY 8-INCH (WHITE)
- 5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 6

MARKING LINE EPOXY 4-INCH (WHITE)
- 7

MARKING LINE EPOXY 4-INCH (YELLOW)
- 8

MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 10

MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 11

MARKING CURB EPOXY (YELLOW)
- 12

MARKING ISLAND NOSE EPOXY (YELLOW)
- 13

MARKING ARROW EPOXY TYPE 1
- 14

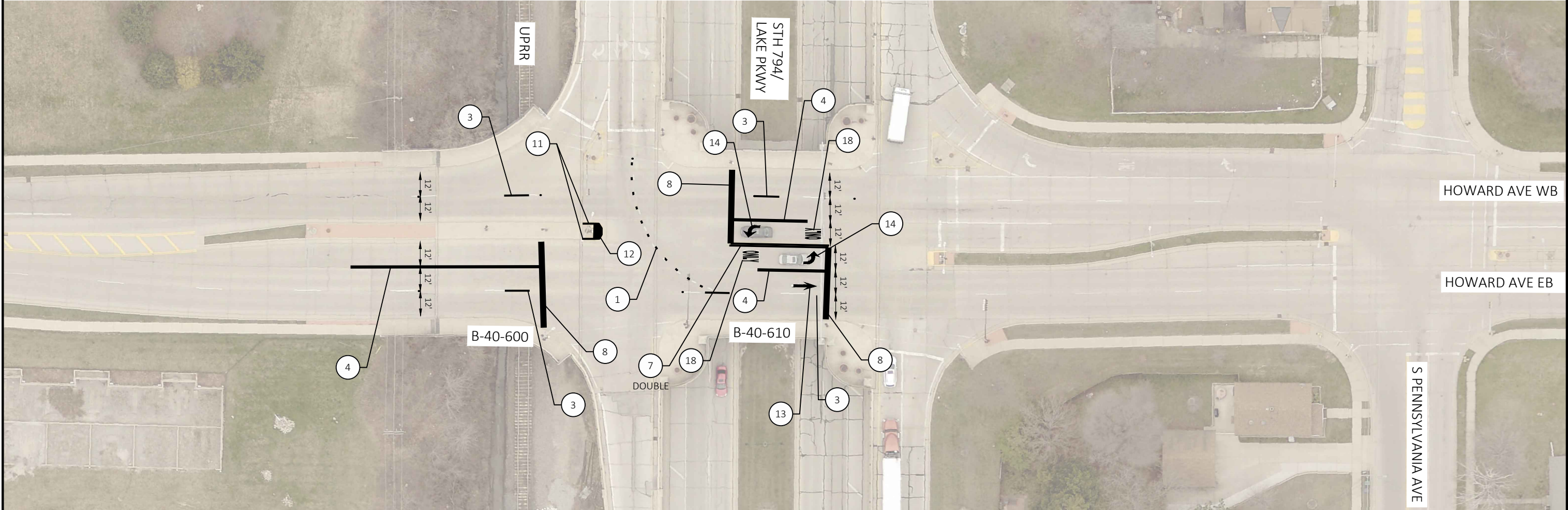
MARKING ARROW EPOXY TYPE 2
- 15

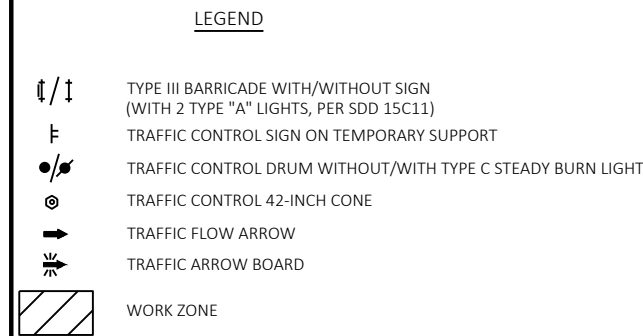
MARKING ARROW EPOXY TYPE 5
- 16

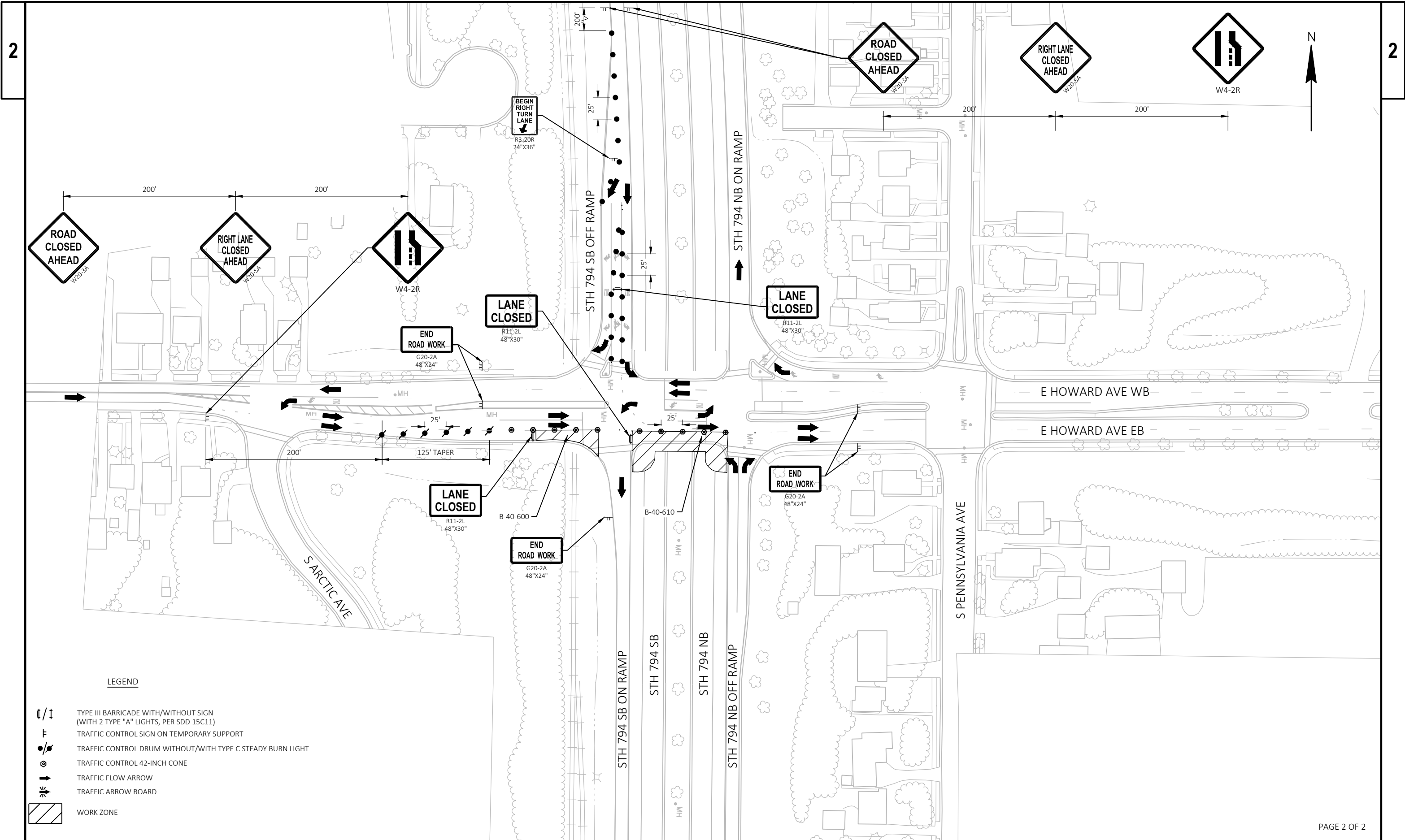
MARKING ARROW EPOXY BICYCLE LANE
- 17

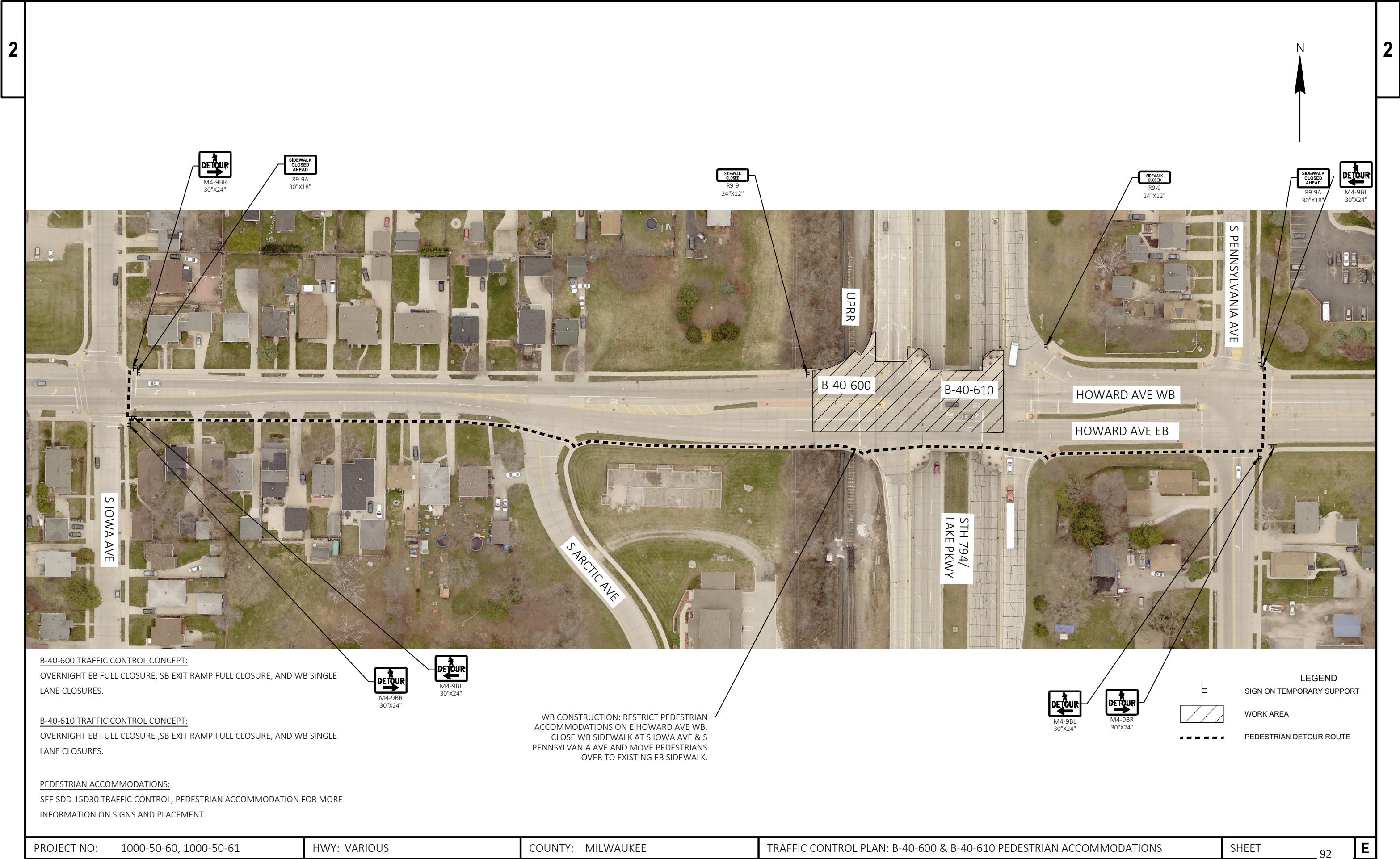
MARKING SYMBOL EPOXY BICYCLE LANE
- 18

MARKING WORD EPOXY









B-40-600 TRAFFIC CONTROL CONCEPT:
OVERNIGHT EB FULL CLOSURE, SB EXIT RAMP FULL CLOSURE, AND WB SINGLE LANE CLOSURES.

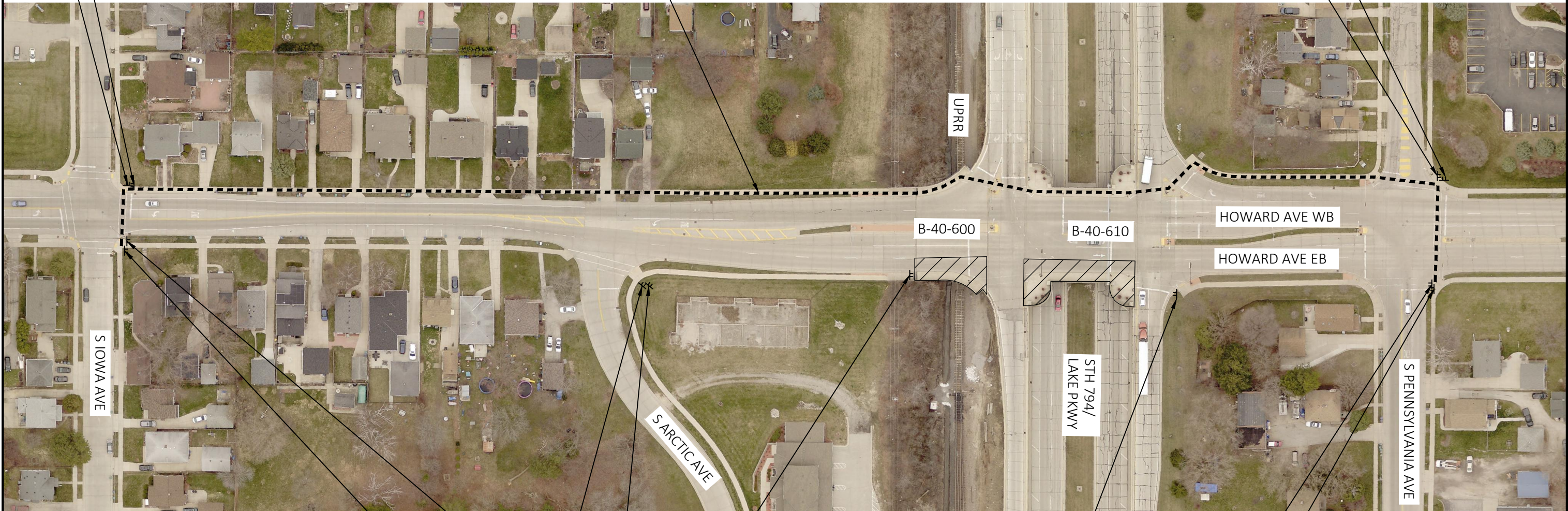
B-40-610 TRAFFIC CONTROL CONCEPT:
OVERNIGHT EB FULL CLOSURE ,SB EXIT RAMP FULL CLOSURE, AND WB SINGLE LANE CLOSURES.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.

WB CONSTRUCTION: RESTRICT PEDESTRIAN ACCOMMODATIONS ON E HOWARD AVE WB. CLOSE WB SIDEWALK AT S IOWA AVE & S PENNSYLVANIA AVE AND MOVE PEDESTRIANS OVER TO EXISTING EB SIDEWALK.



EB CONSTRUCTION: RESTRICT PEDESTRIAN
ACCOMMODATIONS ON E HOWARD AVE EB.
CLOSE EB SIDEWALK AT S IOWA AVE & S
PENNSYLVANIA AVE AND MOVE PEDESTRIANS
OVER TO EXISTING WB SIDEWALK.



B-40-600 TRAFFIC CONTROL CONCEPT:

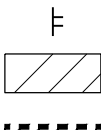
OVERNIGHT EB FULL CLOSURE, SB EXIT RAMP FULL CLOSURE, AND WB SINGLE LANE CLOSURES.

B-40-610 TRAFFIC CONTROL CONCEPT:

OVERNIGHT EB FULL CLOSURE ,SB EXIT RAMP FULL CLOSURE, AND WB SINGLE LANE CLOSURES.

PEDESTRIAN ACCOMMODATIONS:

SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT.



- LEGEND**
- SIGN ON TEMPORARY SUPPORT
 - WORK AREA
 - PEDESTRIAN DETOUR ROUTE

PROJECT ID: 1000-50-61

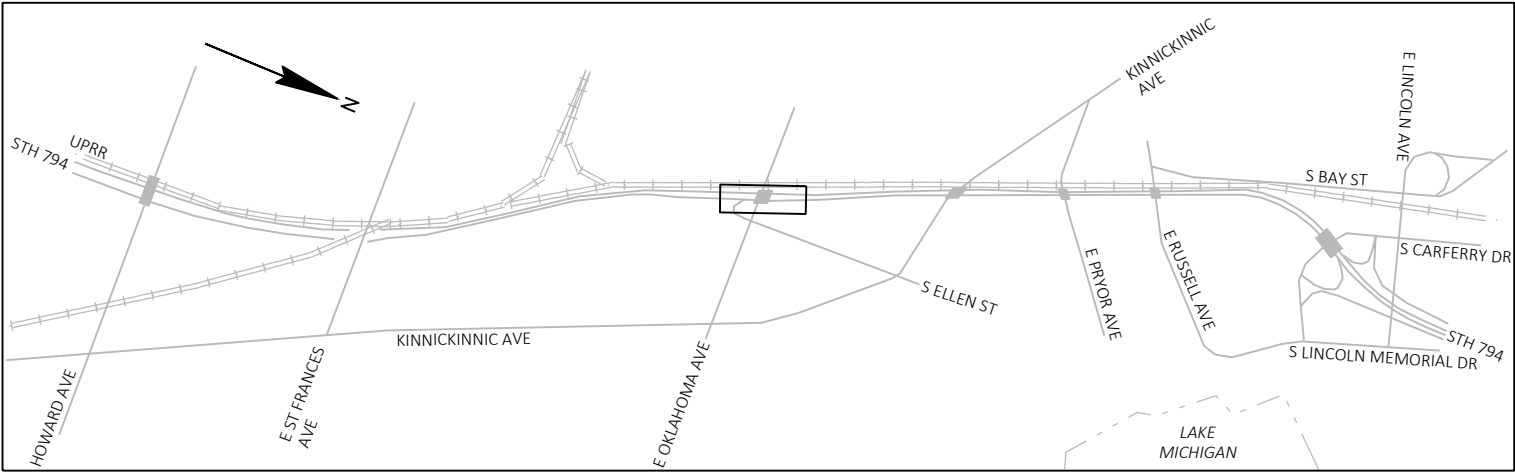
BRIDGE: B-40-612

STH 794 & OKLAHOMA AVENUE

PAVEMENT MARKING

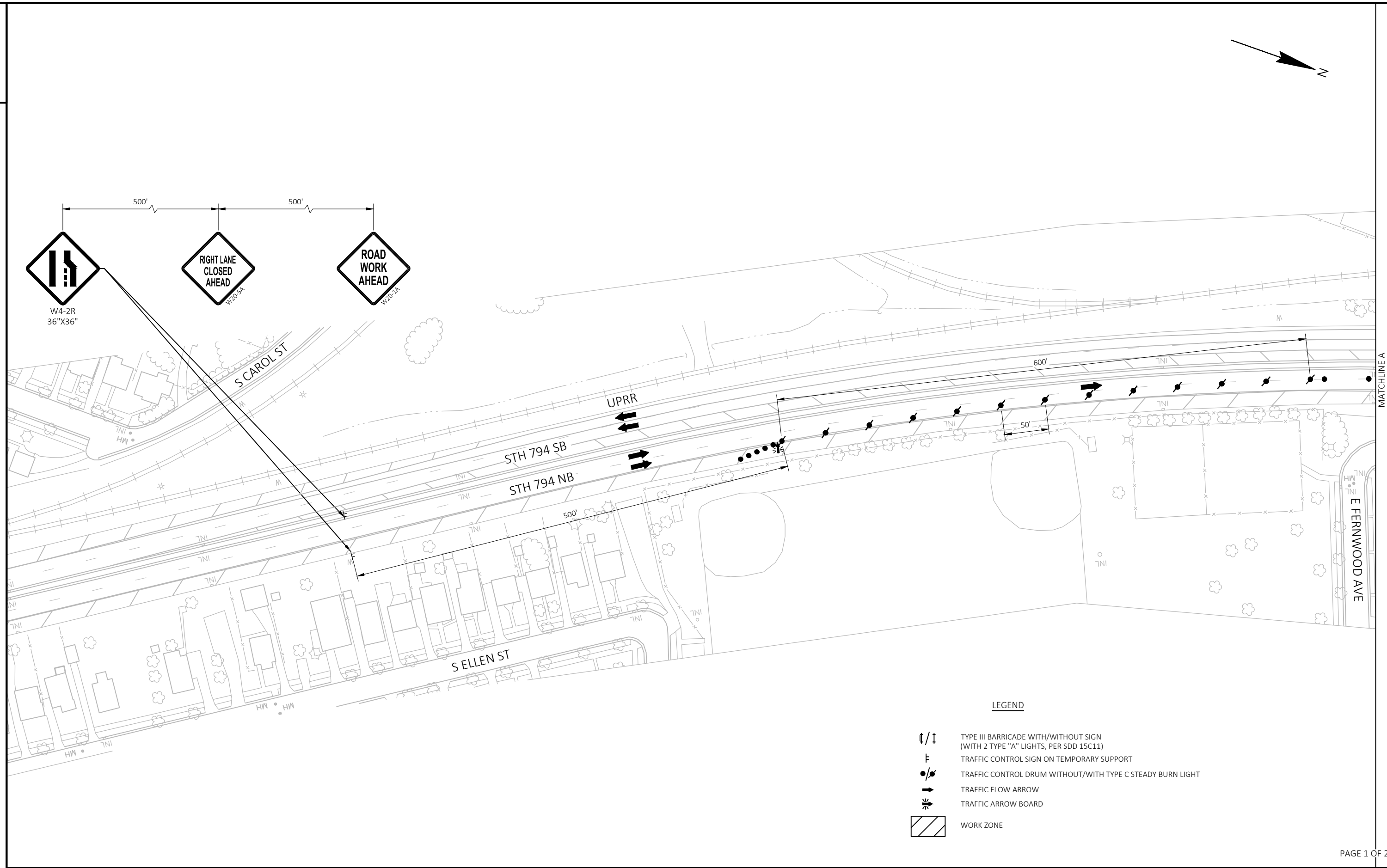
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A

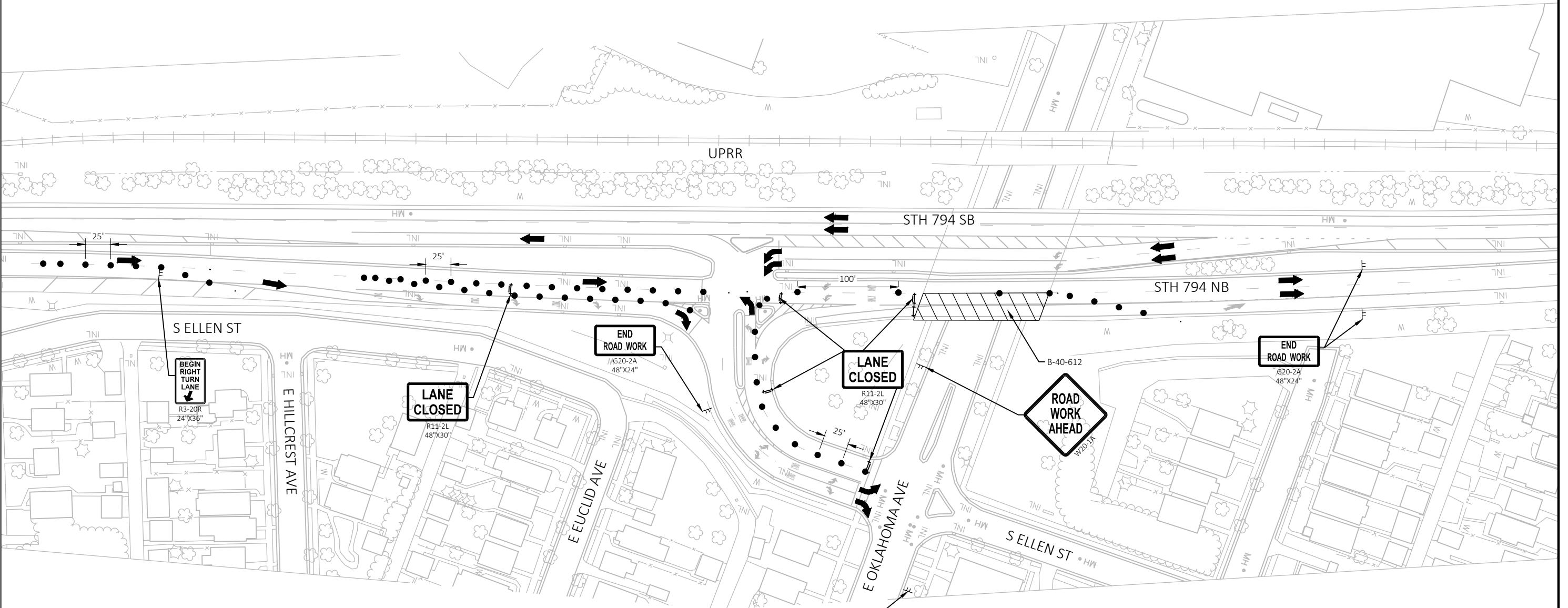


- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |





MATCHLINE A



LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT
- TRAFFIC FLOW ARROW
- TRAFFIC ARROW BOARD
- WORK ZONE

PROJECT ID: 1000-50-61

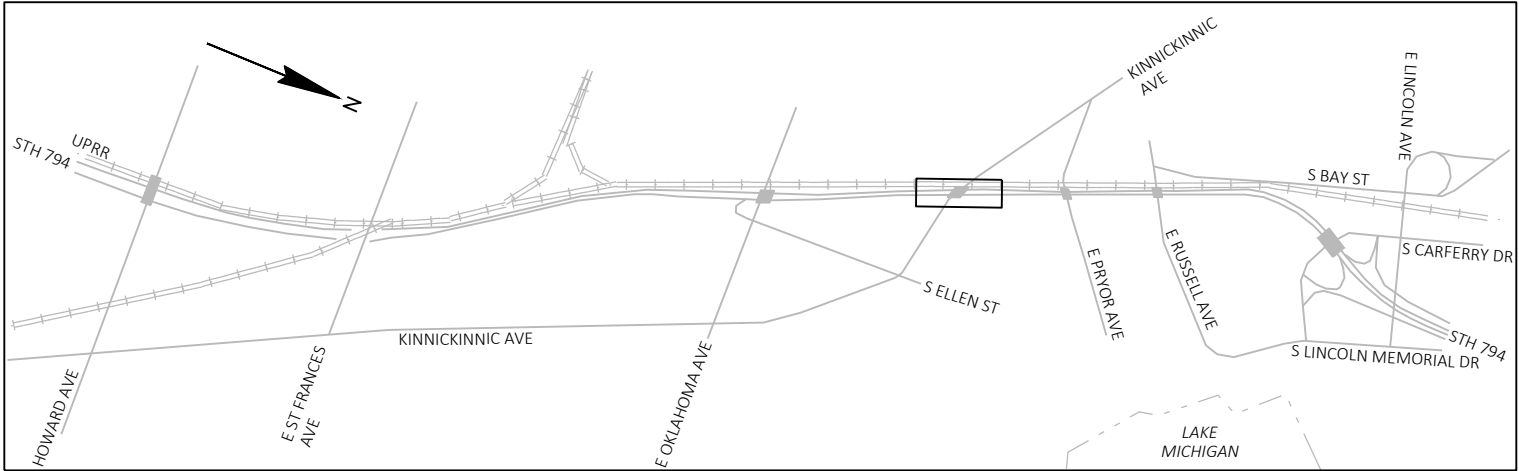
BRIDGE: B-40-614

STH 794 & KINNICKINNIC AVENUE

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |



PROJECT ID: 1000-50-61

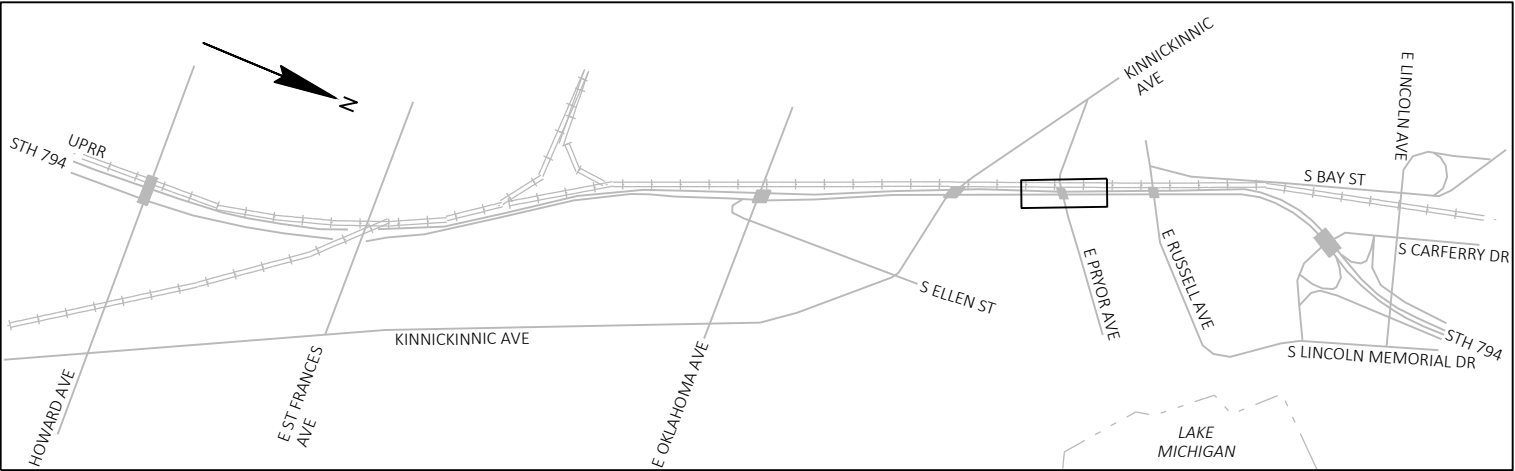
BRIDGE: B-40-616

STH 794 & PRYOR AVENUE

PAVEMENT MARKING

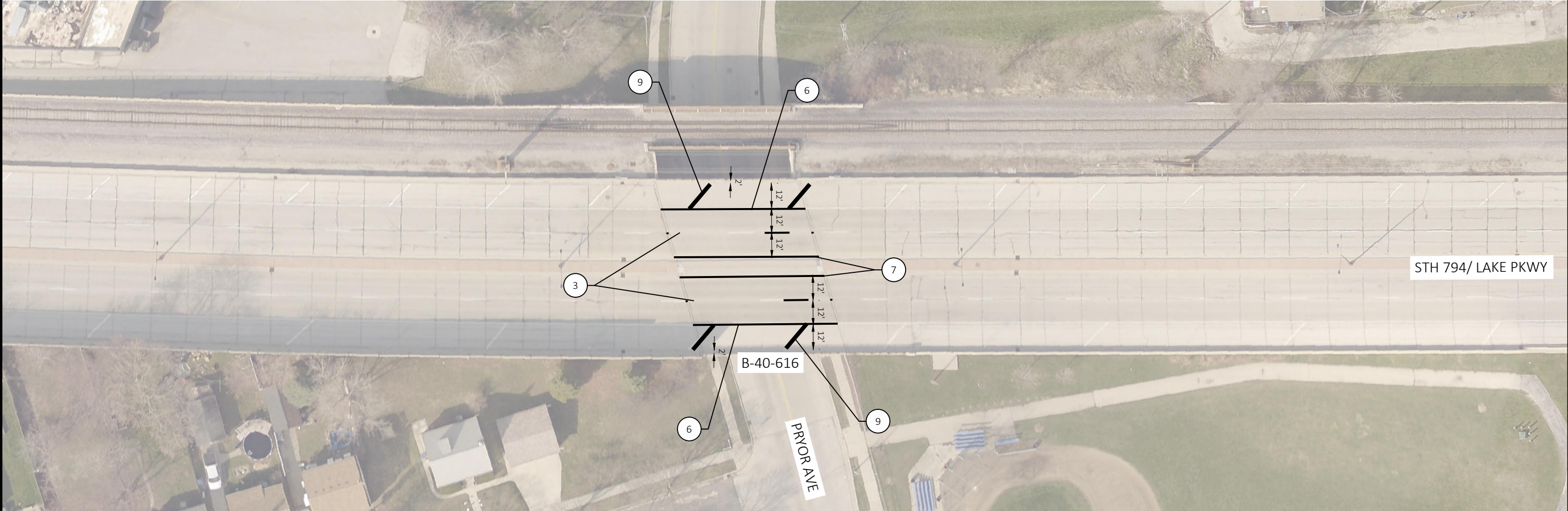
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



LEGEND

- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |



PROJECT ID: 1000-50-61

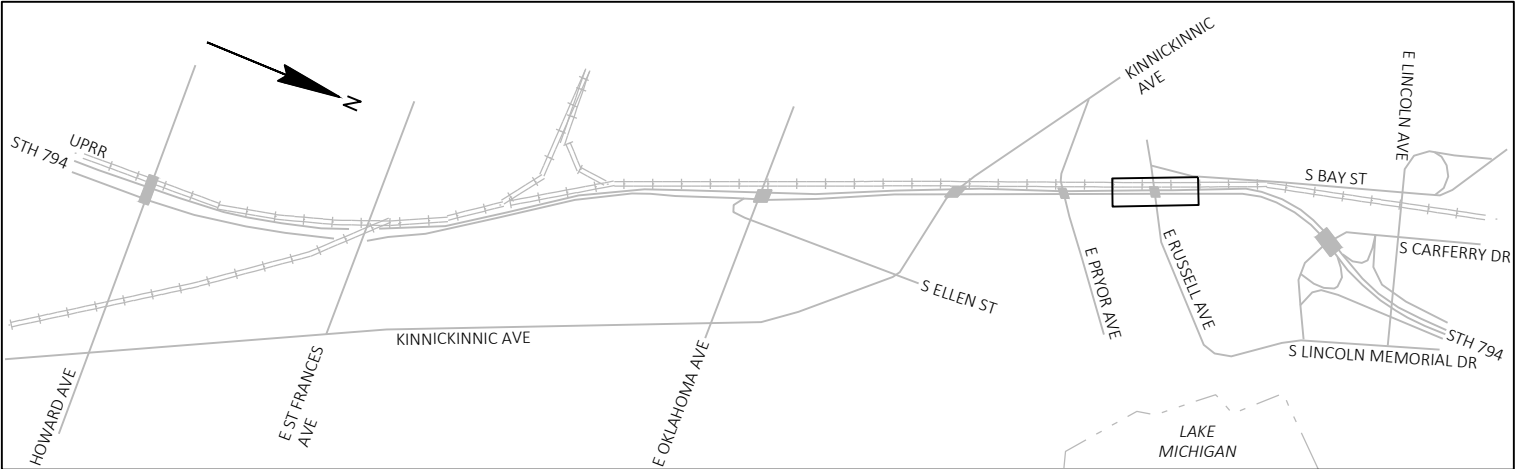
BRIDGE: B-40-618

STH 794 & RUSSELL AVENUE

PAVEMENT MARKING

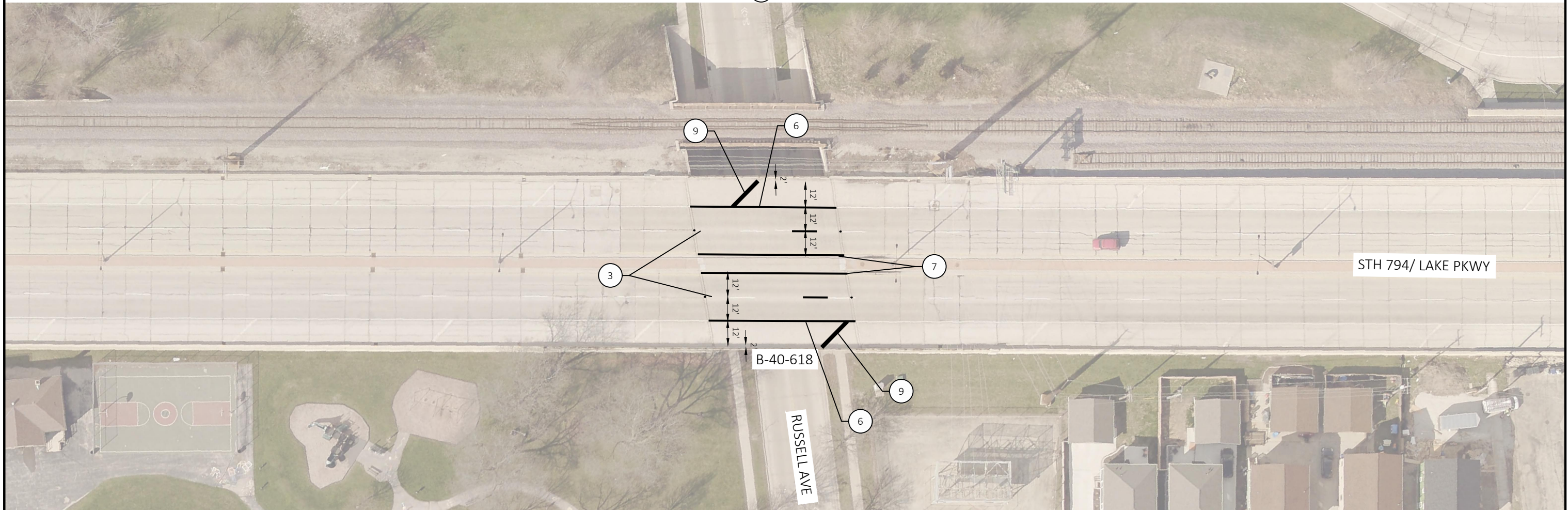
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



LEGEND

- | | | | |
|---|---|----|---------------------------------------|
| 1 | MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE) | 10 | MARKING CHEVRON EPOXY 24-INCH (WHITE) |
| 2 | MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE) | 11 | MARKING CURB EPOXY (YELLOW) |
| 3 | MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE) | 12 | MARKING ISLAND NOSE EPOXY (YELLOW) |
| 4 | MARKING LINE EPOXY 8-INCH (WHITE) | 13 | MARKING ARROW EPOXY TYPE 1 |
| 5 | MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE) | 14 | MARKING ARROW EPOXY TYPE 2 |
| 6 | MARKING LINE EPOXY 4-INCH (WHITE) | 15 | MARKING ARROW EPOXY TYPE 5 |
| 7 | MARKING LINE EPOXY 4-INCH (YELLOW) | 16 | MARKING ARROW EPOXY BICYCLE LANE |
| 8 | MARKING STOP LINE EPOXY 18-INCH (WHITE) | 17 | MARKING SYMBOL EPOXY BICYCLE LANE |
| 9 | MARKING DIAGONAL EPOXY 12-INCH (WHITE) | 18 | MARKING WORD EPOXY |



PROJECT ID: 1000-50-61

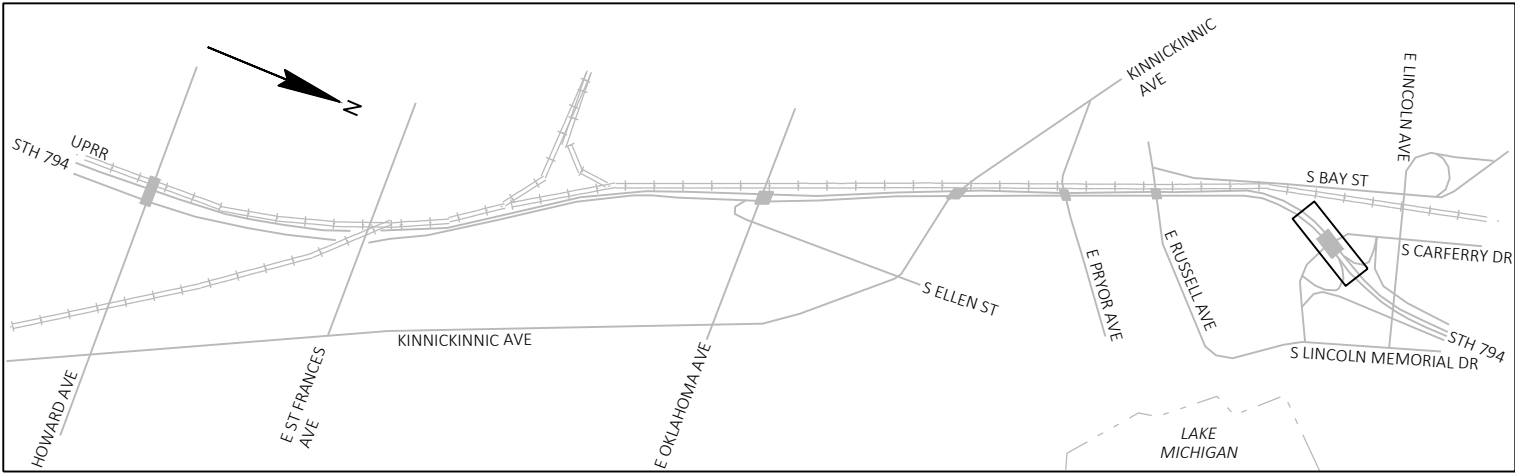
BRIDGE: B-40-620 NB OFF-RAMP
B-40-621 NB
B-40-625 SB

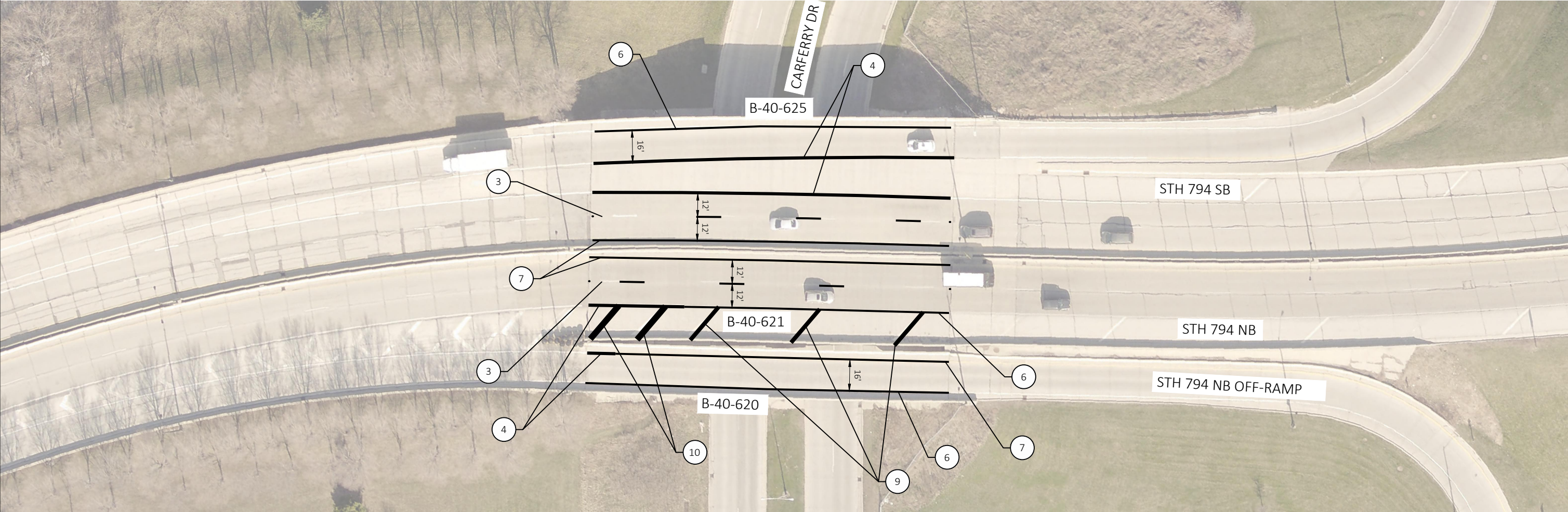
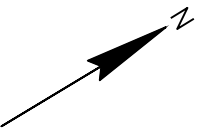
STH 794 & CARFERRY DRIVE

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A





PROJECT ID: 1000-50-61

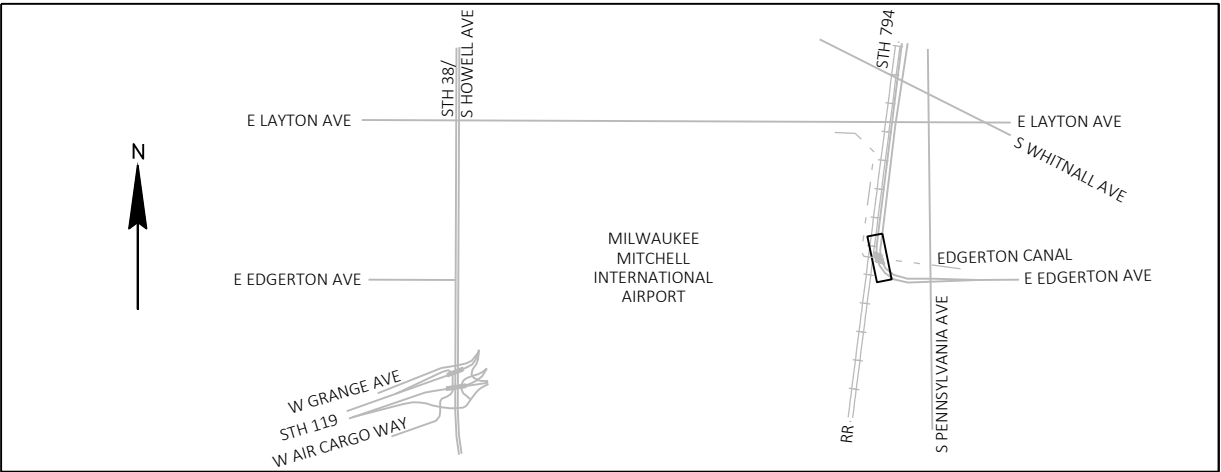
BRIDGE: B-40-719 NB
B-40-720 SB

STH 794 & EDGERTON CANAL

PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



LEGEND

- 1

MARKING LINE EPOXY 8-INCH 2' LINE WITH 6' GAP (WHITE)
- 2

MARKING LINE EPOXY 8-INCH 3' LINE WITH 9' GAP (WHITE)
- 3

MARKING LINE EPOXY 4-INCH 12 1/2' LINE WITH 37 1/2' GAP (WHITE)
- 4

MARKING LINE EPOXY 8-INCH (WHITE)
- 5

MARKING CROSSWALK EPOXY TRANSVERSE LINE 6-INCH (WHITE)
- 6

MARKING LINE EPOXY 4-INCH (WHITE)
- 7

MARKING LINE EPOXY 4-INCH (YELLOW)
- 8

MARKING STOP LINE EPOXY 18-INCH (WHITE)
- 9

MARKING DIAGONAL EPOXY 12-INCH (WHITE)
- 10

MARKING CHEVRON EPOXY 24-INCH (WHITE)
- 11

MARKING CURB EPOXY (YELLOW)
- 12

MARKING ISLAND NOSE EPOXY (YELLOW)
- 13

MARKING ARROW EPOXY TYPE 1
- 14

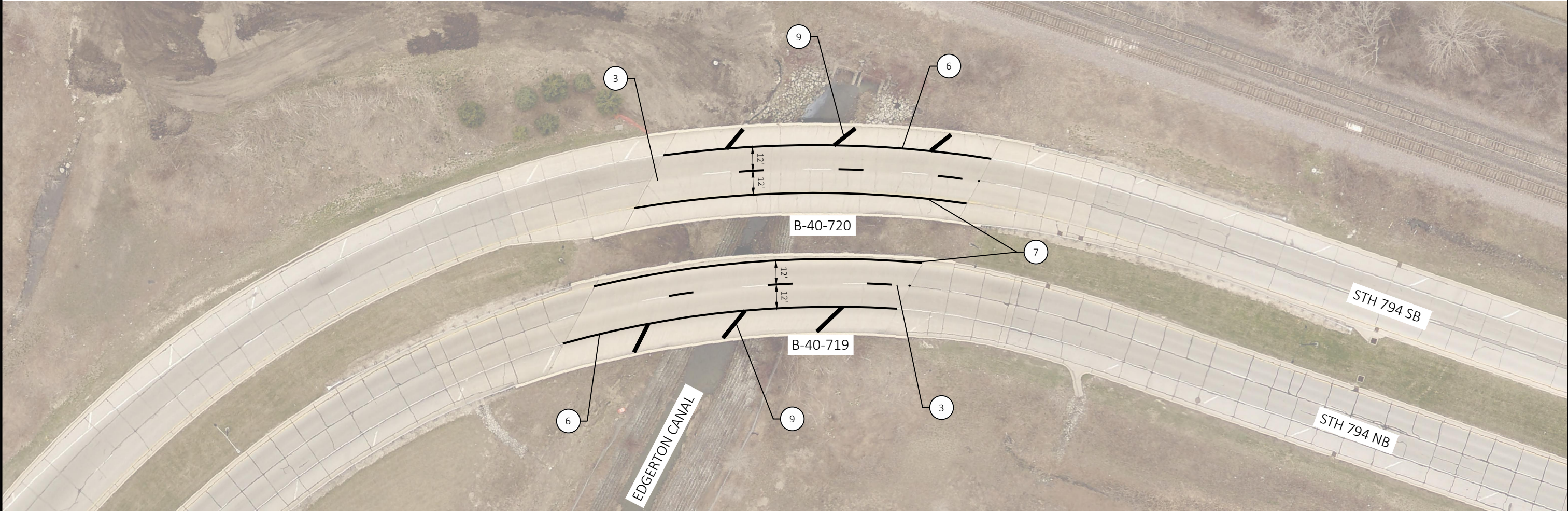
MARKING ARROW EPOXY TYPE 2
- 15

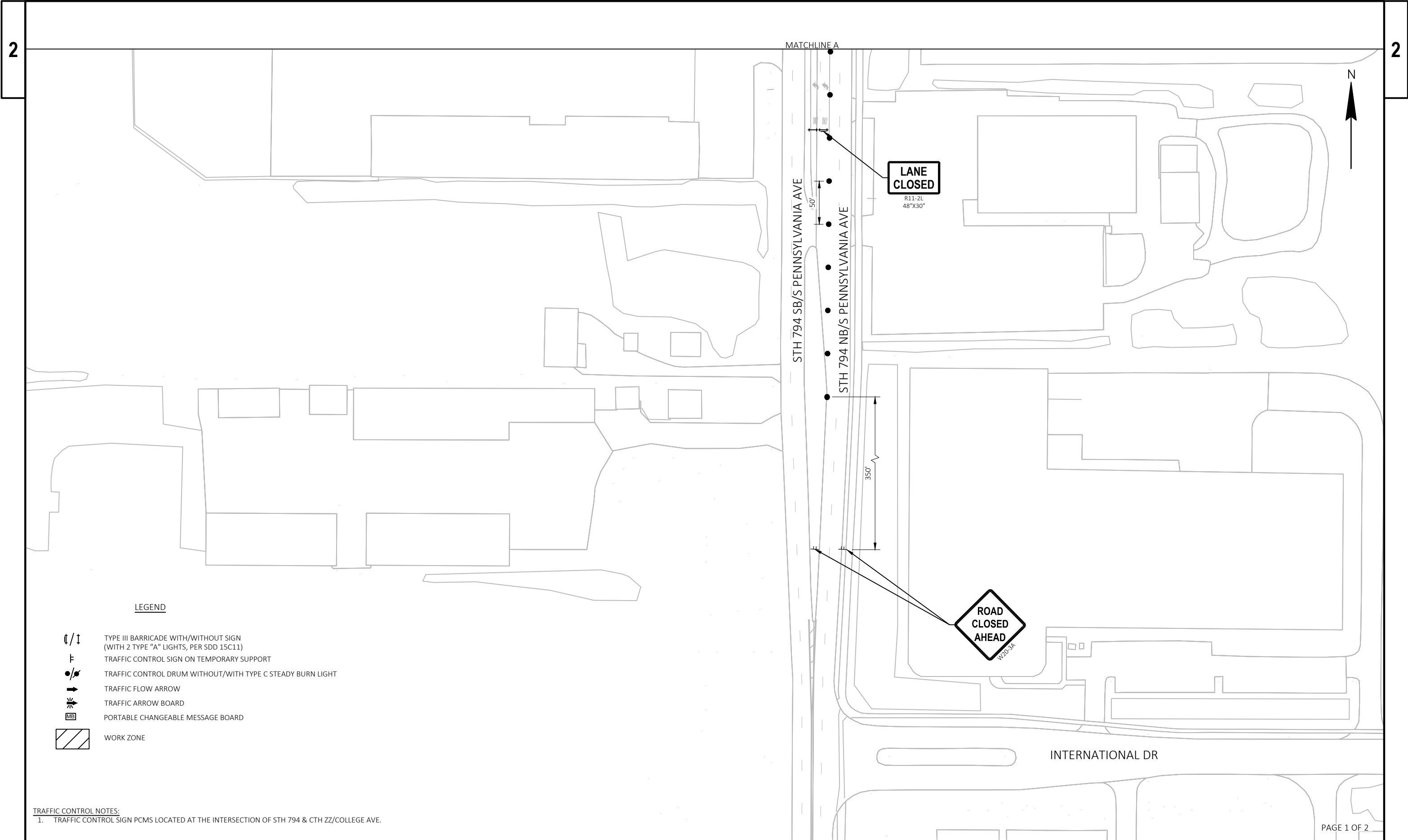
MARKING ARROW EPOXY TYPE 5
- 16

MARKING ARROW EPOXY BICYCLE LANE
- 17

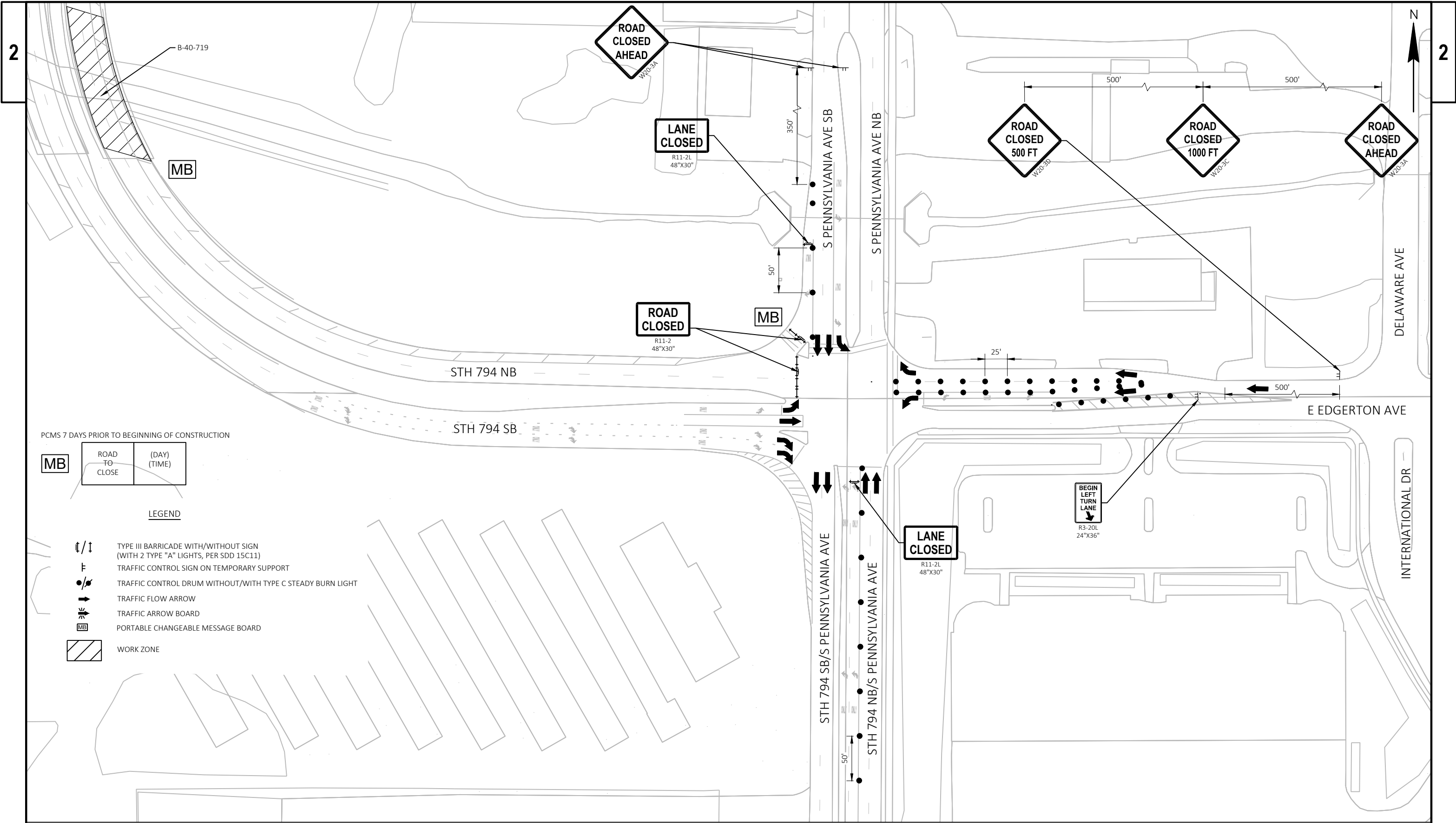
MARKING SYMBOL EPOXY BICYCLE LANE
- 18

MARKING WORD EPOXY





TRAFFIC CONTROL NOTES:
1. TRAFFIC CONTROL SIGN PCMS LOCATED AT THE INTERSECTION OF STH 794 & CTH ZZ/COLLEGE AVE.



PCMS 7 DAYS PRIOR TO BEGINNING OF CONSTRUCTION

MB	ROAD TO CLOSE		(DAY) (TIME)

LEGEND

- TYPE III BARRICADE WITH/WITHOUT SIGN (WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)
- TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT
- TRAFFIC FLOW ARROW
- TRAFFIC ARROW BOARD
- PORTABLE CHANGEABLE MESSAGE BOARD
- WORK ZONE

PROJECT ID: 1000-50-61

BRIDGE: B-40-745 NB
B-40-746 SB

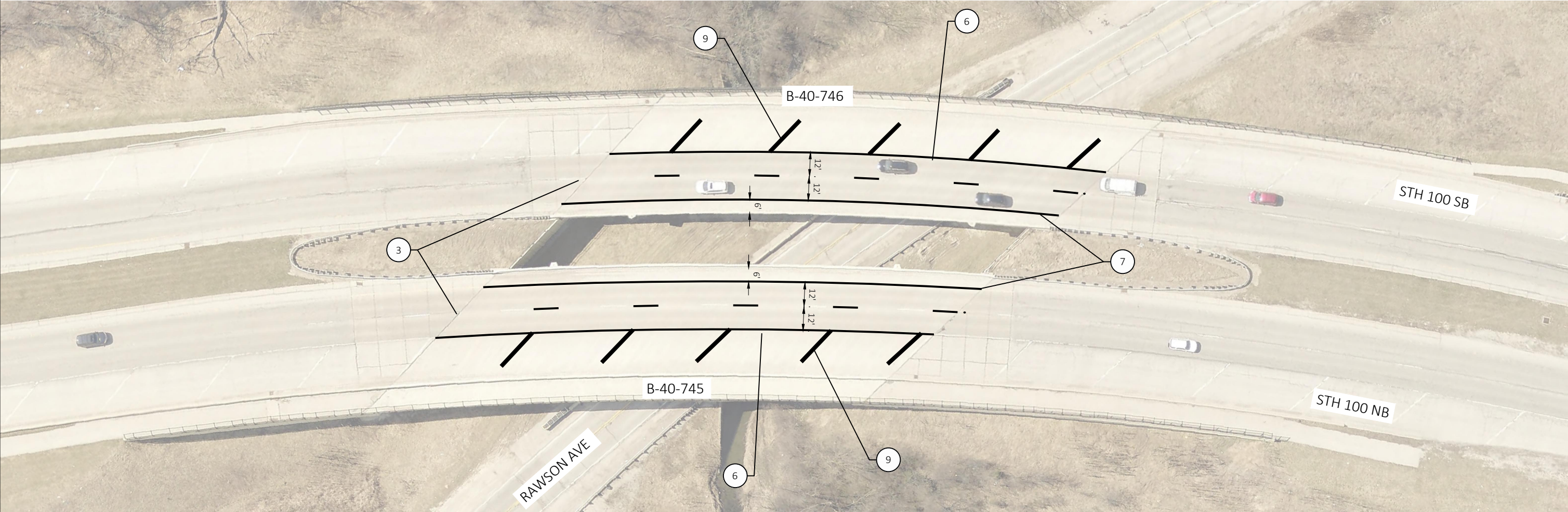
STH 100 & RAWSON AVENUE

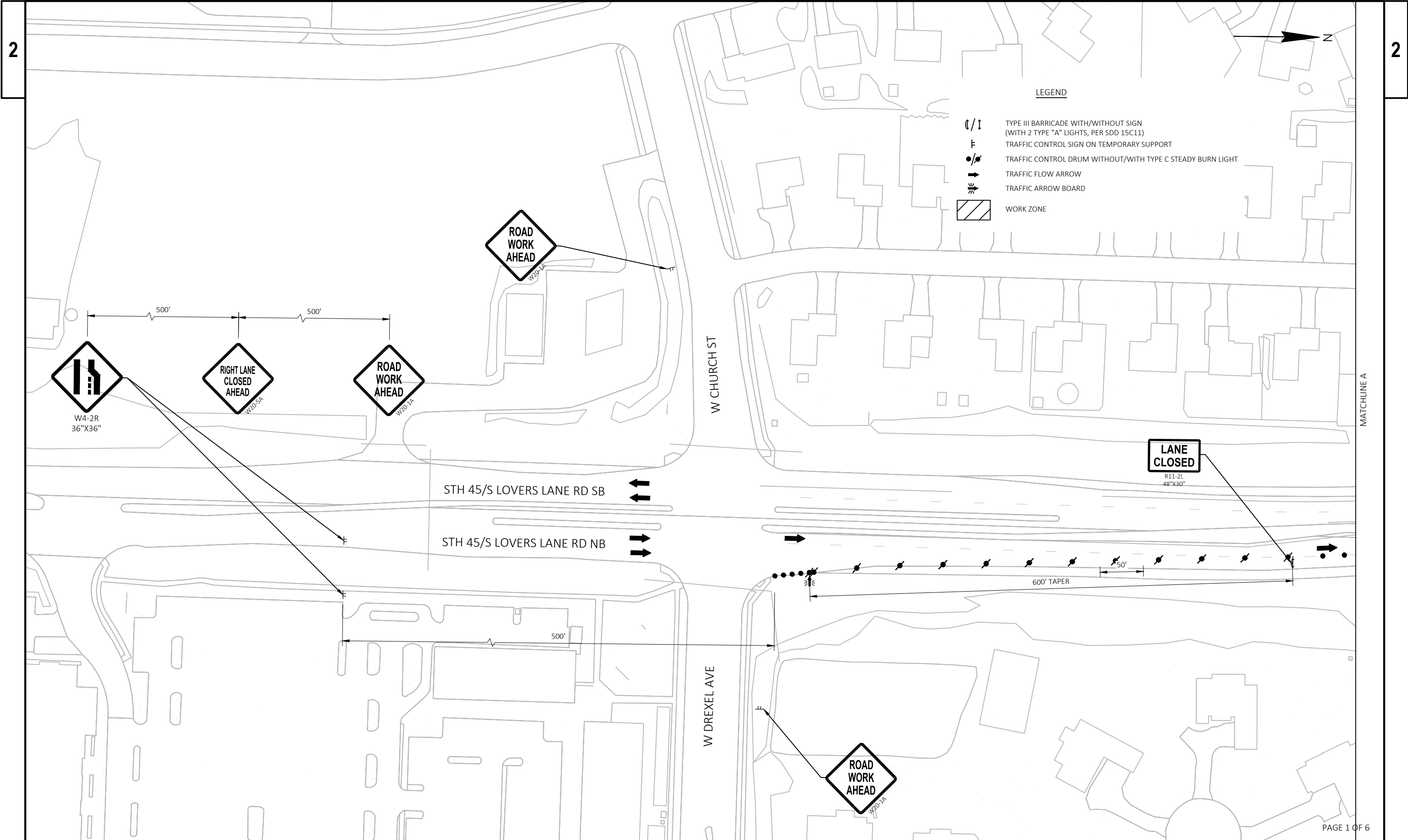
PAVEMENT MARKING

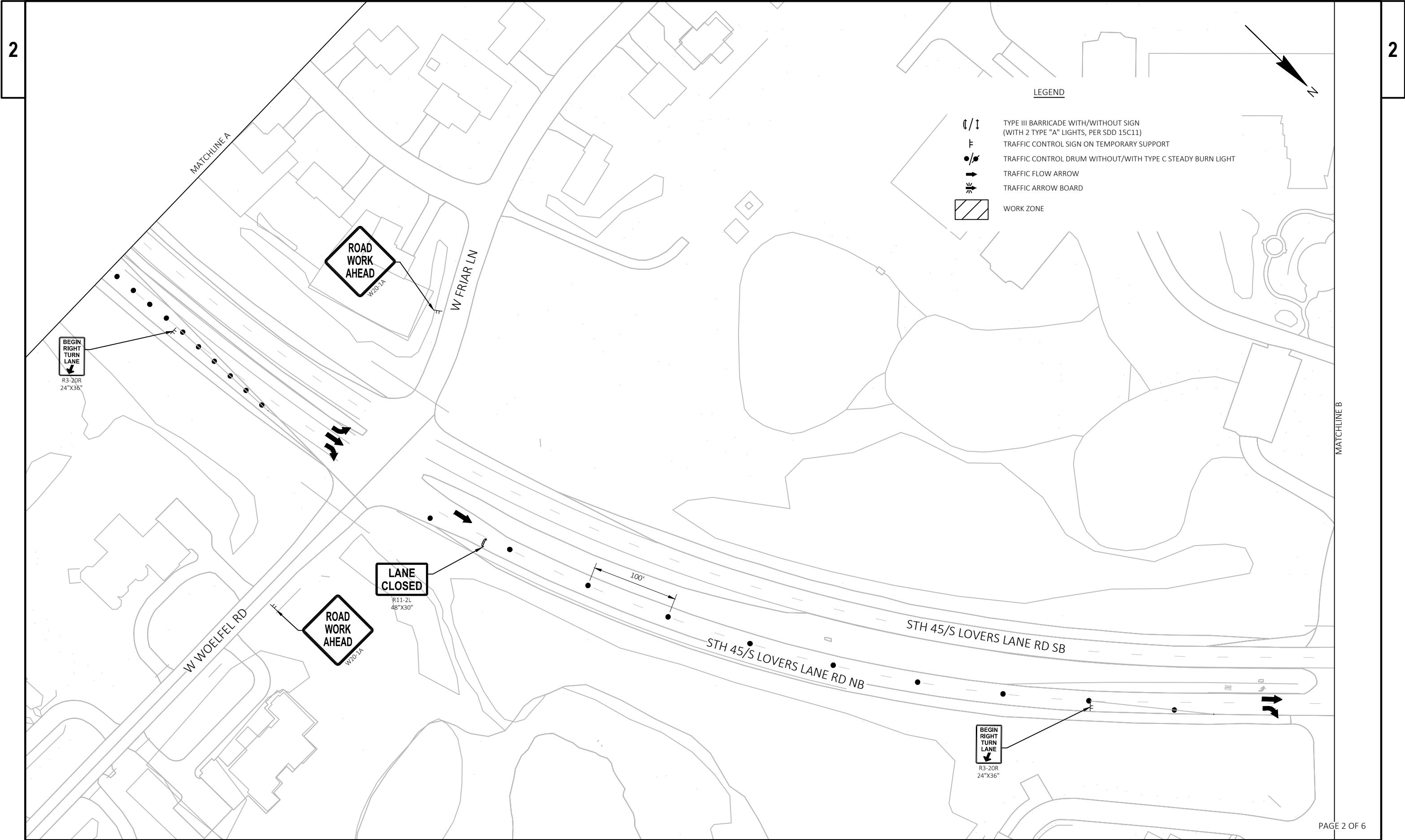
TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS
N/A



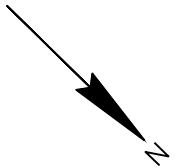






LEGEND

-  TYPE III BARRICADE WITH/WITHOUT SIGN
(WITH 2 TYPE "A" LIGHTS, PER SDD 15C11)
-  TRAFFIC CONTROL SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM WITHOUT/WITH TYPE C STEADY BURN LIGHT
-  TRAFFIC FLOW ARROW
-  TRAFFIC ARROW BOARD
-  WORK ZONE



MATCHLINE B

STH 45/S LOVERS LANE RD SB

STH 45/S LOVERS LANE RD NB

B-40-746

B-40-745

LANE
CLOSED

R11-2L
48"x30"

END
ROAD WORK

G20-2A
48"x24"

LANE
CLOSED

R11-2L
48"x30"

ROAD
WORK
AHEAD

W20-7A

LANE
CLOSED

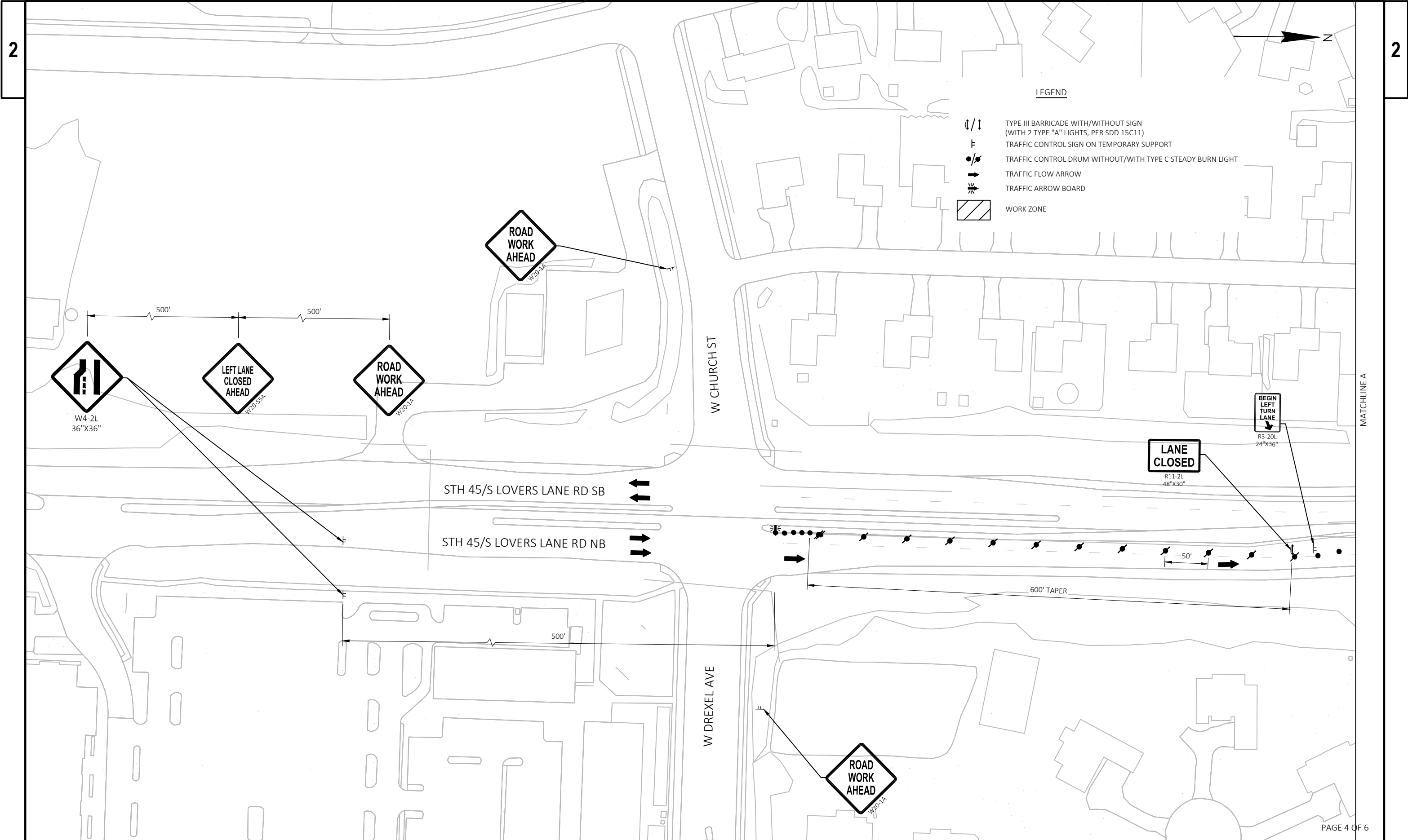
R11-2L
48"x30"

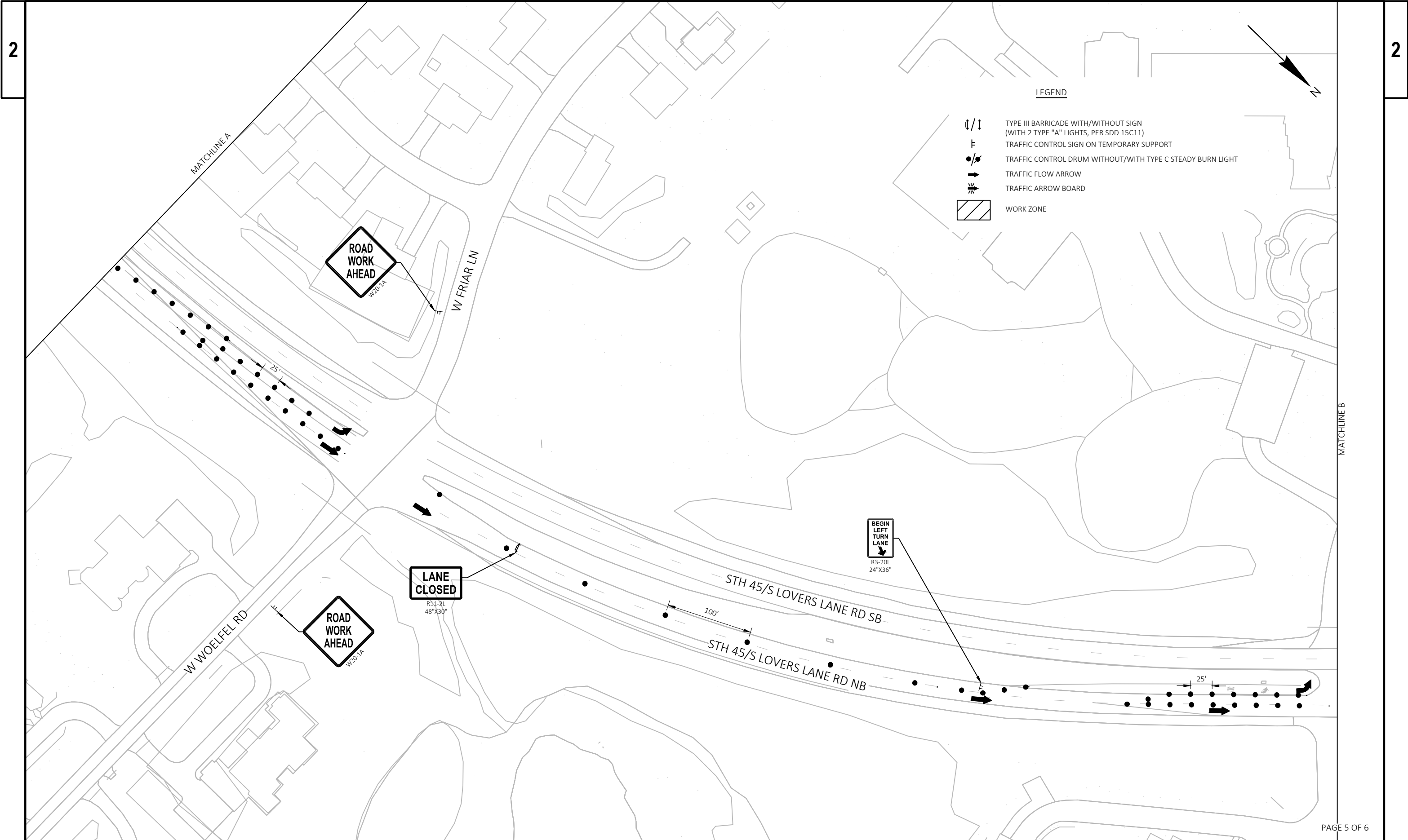
END
ROAD WORK

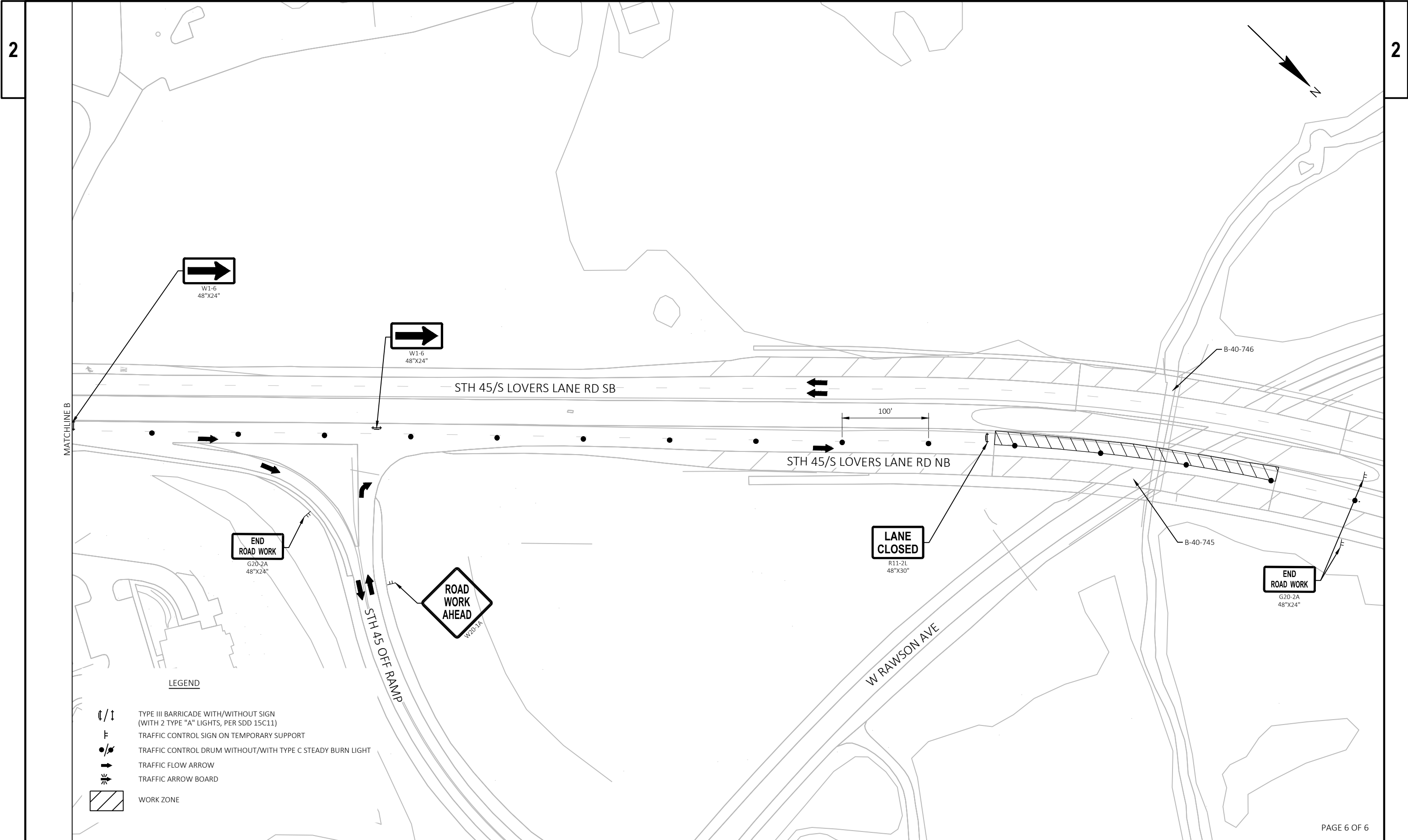
G20-2A
48"x24"

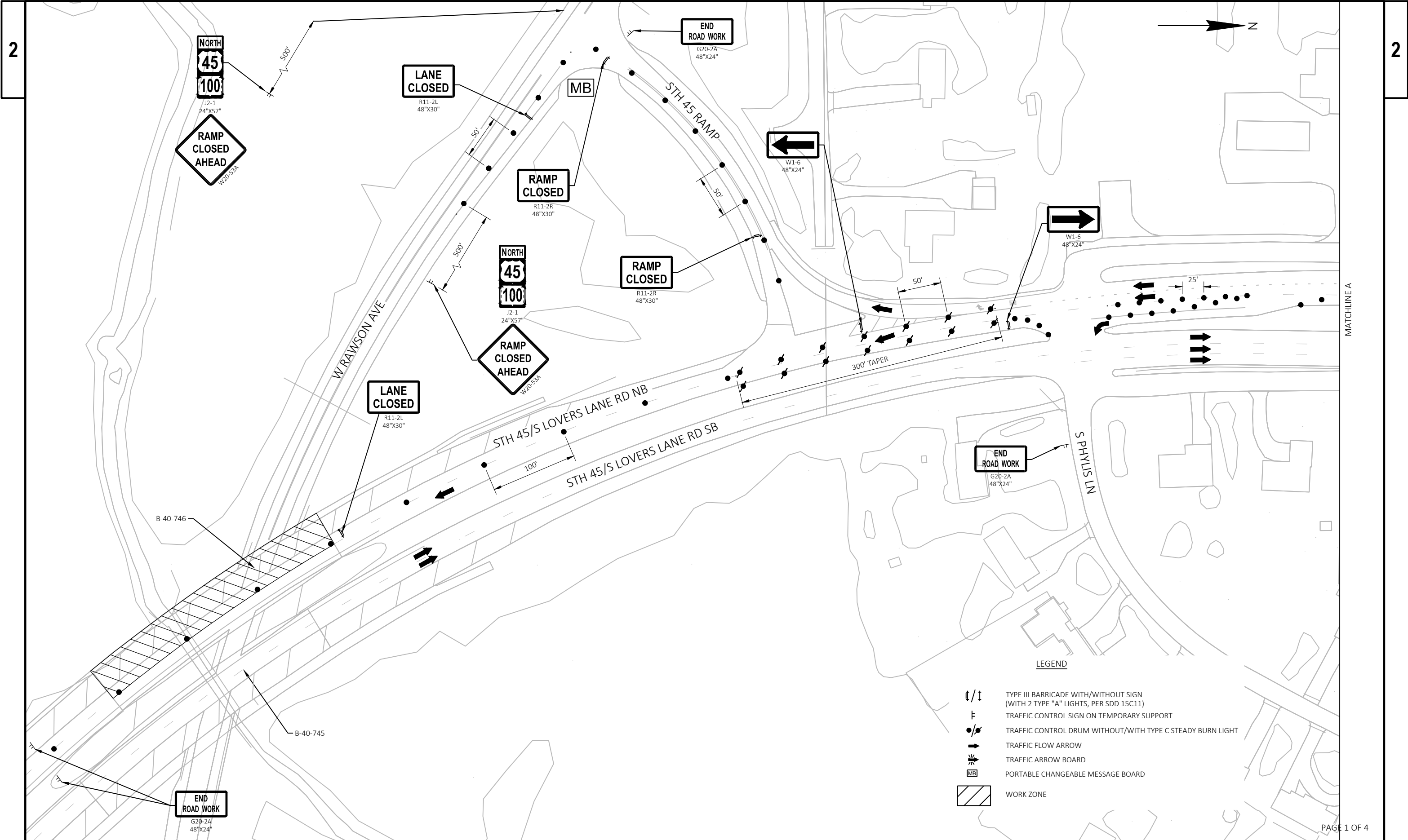
STH 45 OFF RAMP

W RAWSON AVE



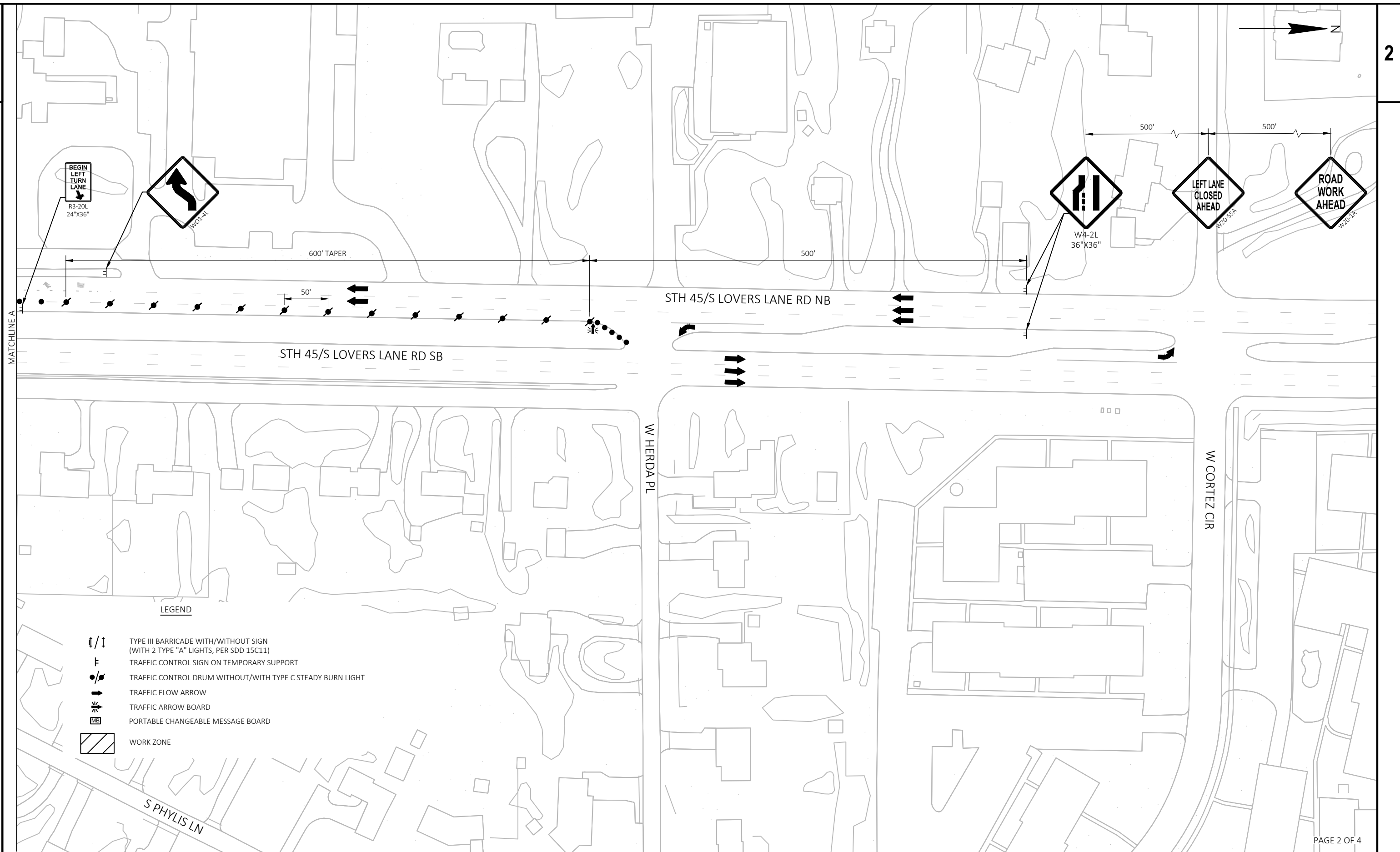


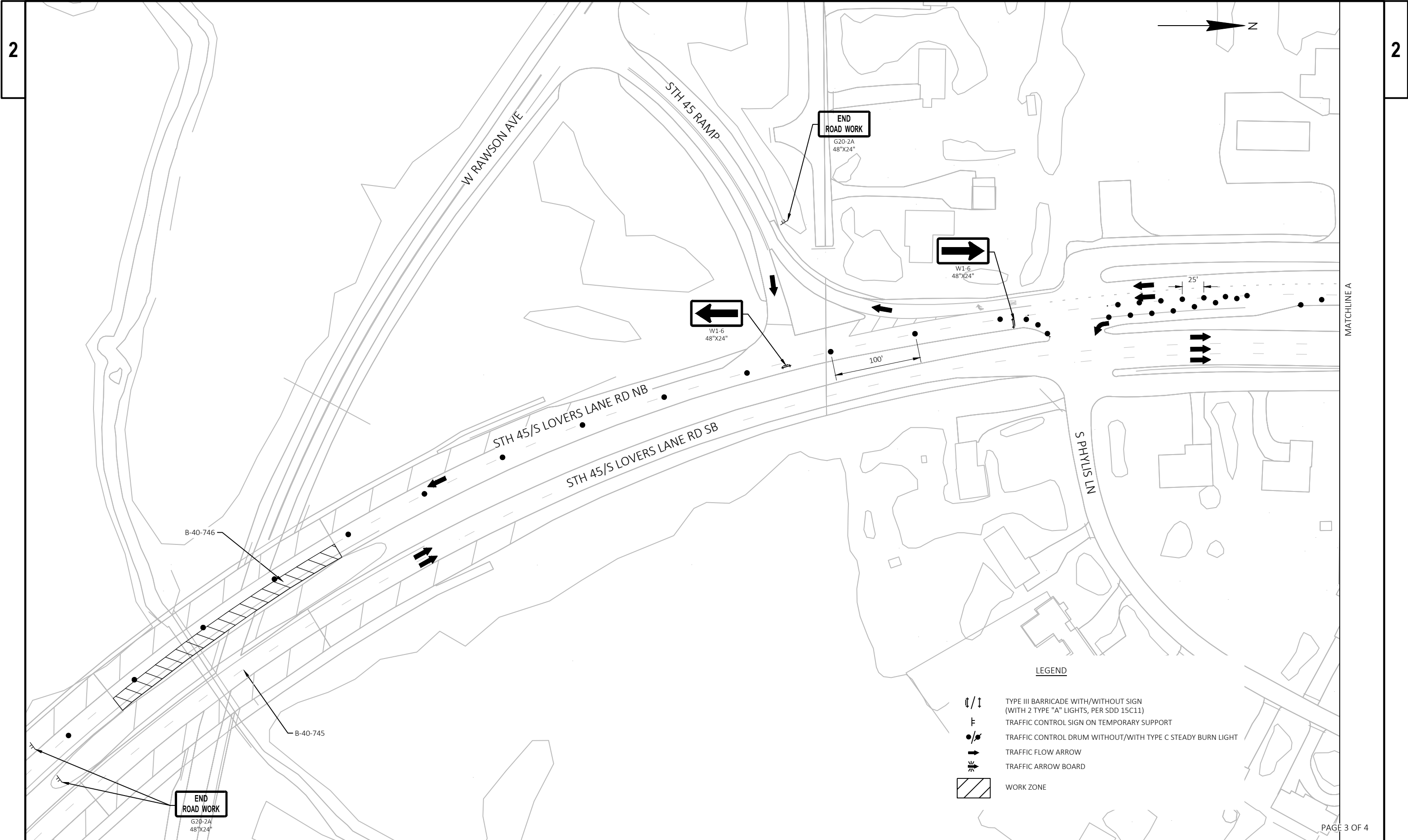


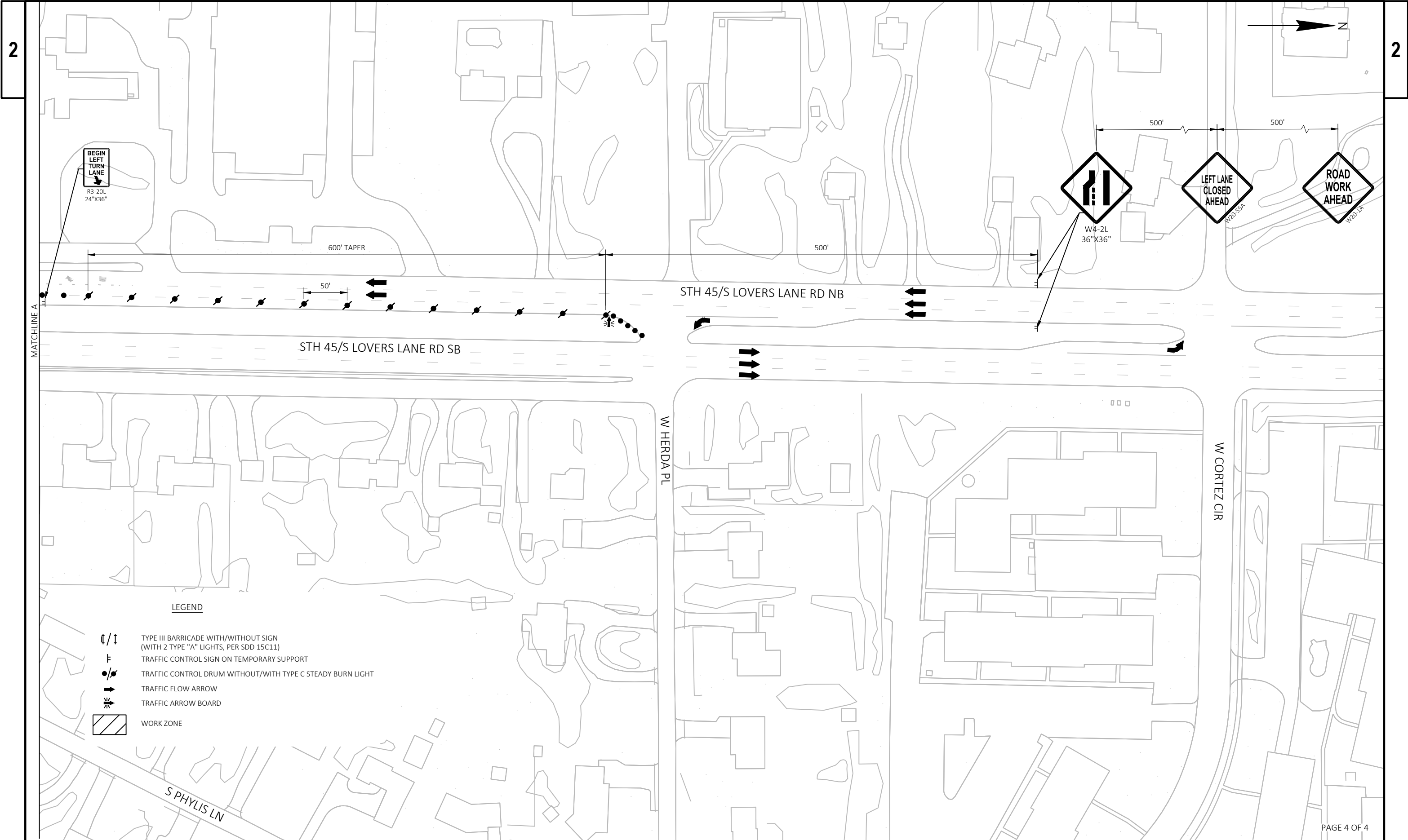


2

2 |







PROJECT ID: 1000-50-61

BRIDGE: B-40-764 EB
B-40-765 WB

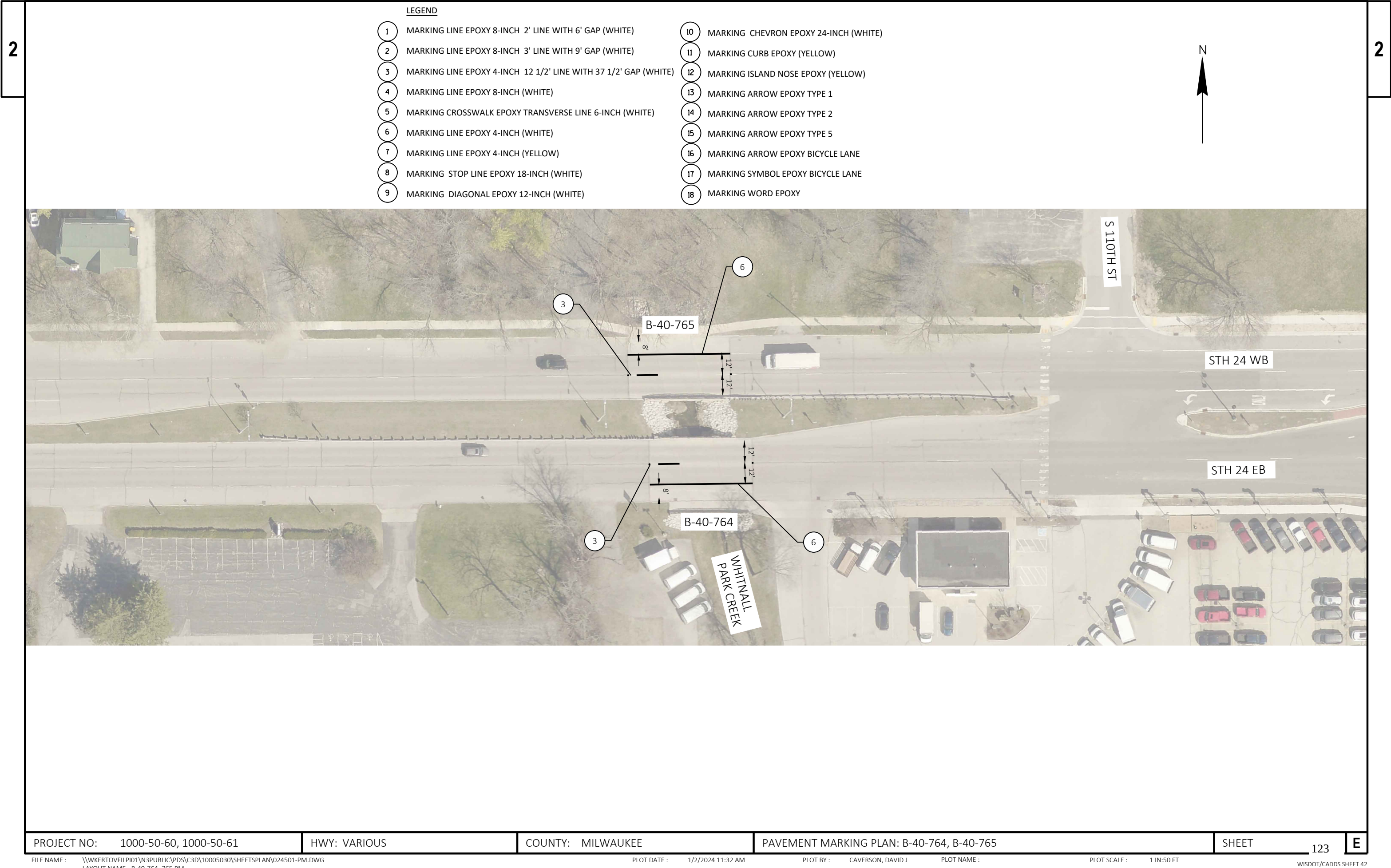
STH 24 & WHITNALL PARK CREEK

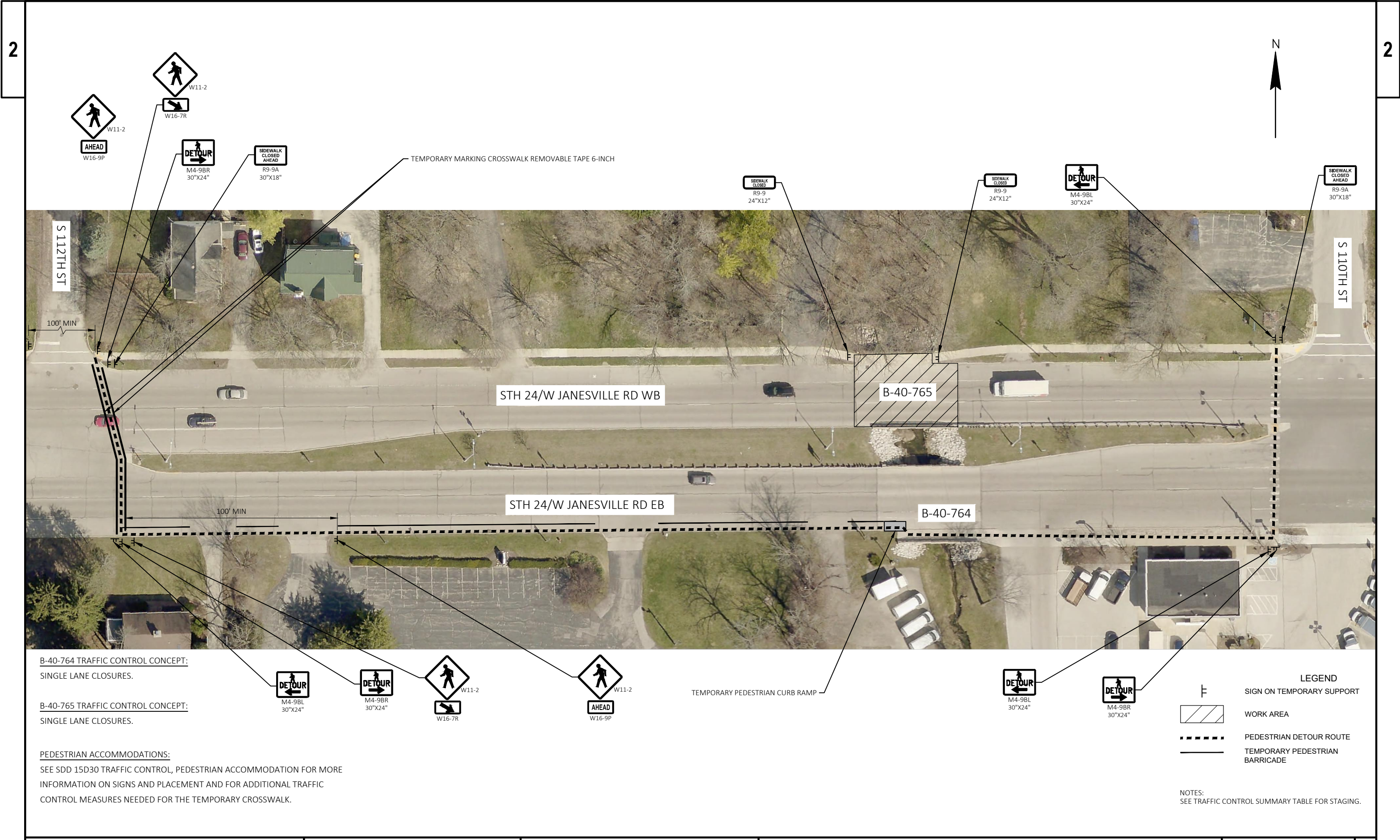
PAVEMENT MARKING

TRAFFIC CONTROL:
SEE TRAFFIC CONTROL
SUMMARY TABLE
FOR DETAILS AND
WORK RESTRICTIONS

PEDESTRIAN ACCOMMODATIONS







B-40-764 TRAFFIC CONTROL CONCEPT:
SINGLE LANE CLOSURES.

B-40-765 TRAFFIC CONTROL CONCEPT:
SINGLE LANE CLOSURES.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE INFORMATION ON SIGNS AND PLACEMENT AND FOR ADDITIONAL TRAFFIC CONTROL MEASURES NEEDED FOR THE TEMPORARY CROSSWALK.

LEGEND

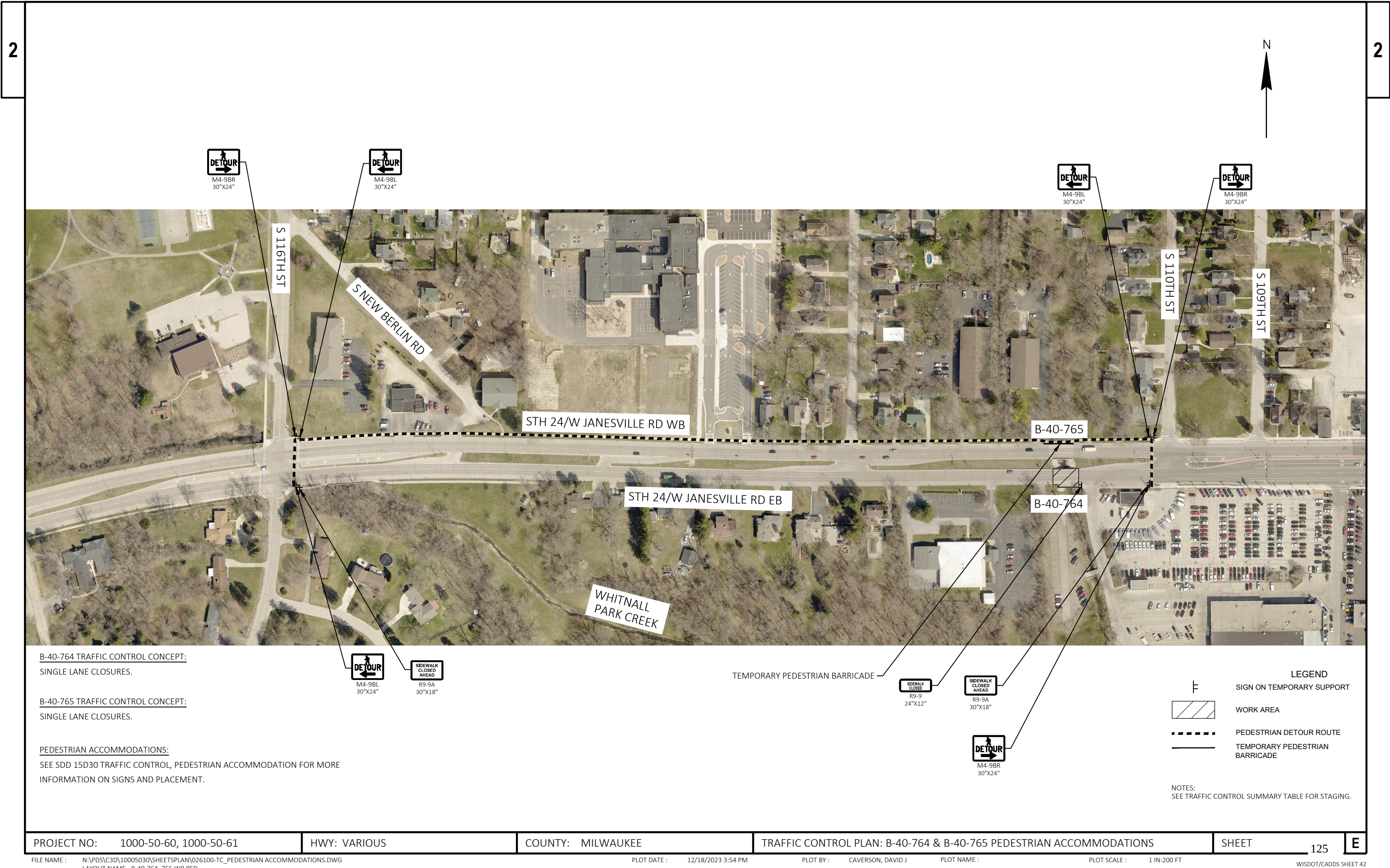
⌵ SIGN ON TEMPORARY SUPPORT

WORK AREA

PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN BARRICADE

NOTES:
SEE TRAFFIC CONTROL SUMMARY TABLE FOR STAGING.



B-40-764 TRAFFIC CONTROL CONCEPT:
SINGLE LANE CLOSURES.

B-40-765 TRAFFIC CONTROL CONCEPT:
SINGLE LANE CLOSURES.

PEDESTRIAN ACCOMMODATIONS:
SEE SDD 15D30 TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION FOR MORE
INFORMATION ON SIGNS AND PLACEMENT.

LEGEND

SIGN ON TEMPORARY SUPPORT

WORK AREA

PEDESTRIAN DETOUR ROUTE

TEMPORARY PEDESTRIAN BARRICADE

NOTES:
SEE TRAFFIC CONTROL SUMMARY TABLE FOR STAGING.

Estimate Of Quantities By Plan Sets

				1000-50-60	1000-50-61	
Line	Item	Item Description	Unit	Total	Qty	Qty
0002	502.3215	Protective Surface Treatment Reseal	SY	72,033.000	23,018.000	49,015.000
0006	619.1000	Mobilization	EACH	0.900	0.310	0.590
0008	628.7010	Inlet Protection Type B	EACH	100.000	30.000	70.000
0010	643.1050	Traffic Control Signs PCMS	DAY	246.000	146.000	100.000
0012	646.1020	Marking Line Epoxy 4-Inch	LF	25,395.000	8,267.000	17,128.000
0014	646.3020	Marking Line Epoxy 8-Inch	LF	6,374.000	3,442.000	2,932.000
0016	646.5020	Marking Arrow Epoxy	EACH	23.000	11.000	12.000
0018	646.5120	Marking Word Epoxy	EACH	15.000	8.000	7.000
0020	646.5220	Marking Symbol Epoxy	EACH	2.000		2.000
0022	646.6120	Marking Stop Line Epoxy 18-Inch	LF	509.000	300.000	209.000
0024	646.7120	Marking Diagonal Epoxy 12-Inch	LF	970.000		970.000
0026	646.7220	Marking Chevron Epoxy 24-Inch	LF	128.000	84.000	44.000
0028	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	790.000	790.000	
0030	646.8120	Marking Curb Epoxy	LF	101.000	73.000	28.000
0032	646.8220	Marking Island Nose Epoxy	EACH	5.000	3.000	2.000
0034	SPV.0060	Special 01. Traffic Control 1000-50-30	EACH	1.000	1.000	
0036	SPV.0060	Special 02. Traffic Control 1000-50-31	EACH	1.000		1.000

PROTECTIVE SURFACE TREATMENT

1000-50-60 - Backbone Projects

Category	Structure	On	Over	CENTERLINE LENGTH FT	LANE AREA SY	CONCRETE MEDIAN AND SIDEWALK SY	VERTICAL CURB AREA SY	PARAPET AREA SY	502.3215 PROTECTIVE SURFACE TREATMENT SY
0020	B-40-550-0018	N 16th St	I-94 E-W Freeway	276.8	1,722	431	41	234	2,427
0030	B-40-118	BELOIT RD	IH 894	274.7	2,465	653	81	198	3,397
0040	B-40-395	IH 41 NB	STH 145	340.0	2,680	0	0	378	3,058
0050	B-40-396	IH 41 SB	STH 145	340.0	2,116	0	0	378	2,493
0060	B-40-397	IH 41 NB	STH 145/124TH ST	257.0	1,599	0	0	120	1,719
0070	B-40-398	IH 41 SB	STH 145/124TH ST	257.0	1,256	0	0	120	1,376
0080	B-40-399	IH 41 SB	STH 145/124TH ST	285.0	1,267	0	0	266	1,533
0090	B-40-401	NB STH 145	IH 41 SB RAMP TO SB STH 145	211.0	1,032	0	0	183	1,214
0100	B-40-403	CROSSOVER PASS	IH 41	254.7	1,358	283	37	217	1,896
0110	B-40-412	IH 41 SB EXIT RAMP	IH 41 SB ENTRANCE RAMP	123.5	741	0	0	107	848
0120	B-40-763	DREXEL AVE	IH 94	178.9	1,749	596	40	182	2,567
0130	B-40-881	WAUWAUTOSA HS PEDESTRIAN PATH	IH 41	190.0	0	296	0	194	490

SUBTOTAL 23,018.60 SY

PROTECTIVE SURFACE TREATMENT

1000-50-61 - STH Network									
Category	Structure	On	Over	CENTERLINE LENGTH FT	LANE AREA SY	CONCRETE MEDIAN AND SIDEWALK SY	VERTICAL CURB AREA SY	PARAPET AREA SY	502.3215 PROTECTIVE SURFACE TREATMENT SY
0020	B-40-056	WASHINTON BLVD	STH 175	228.6	1,321	406	67	165	1,959
0030	B-40-060	LLOYD ST	STH 175	228.0	1,723	304	33	165	2,225
0040	B-40-199	WB STH 190	MENOMONEE RIVER	74.0	428	41	0	138	606
0050	B-40-251	WB GOOD HOPE ROAD	STH 145	225.0	900	142	17	166	1,224
0080	B-40-378	STH 181	DOUGLAS AVE/RR TRACKS	328.0	2,660	401	63	228	3,353
0090	B-40-457	STH 100	CMSTPP RR	1,179.0	9,432	3,472	283	655	13,841
0100	B-40-484	WB STH 119	STH 38	248.3	1,104	0	0	199	1,302
0110	B-40-485	EB STH 119	STH 38	279.0	1,240	0	0	223	1,463
0120	B-40-490	EB STH 100 (BROWN DEER RD)	RR TRACKS	550.0	2,444	428	38	434	3,344
0130	B-40-491	WB STH 100 (BROWN DEER RD)	RR TRACKS	525.0	2,333	408	36	414	3,192
0150	B-40-600	HOWARD AVE	UPRR	74.2	806	173	17	77	1,074
0160	B-40-610	HOWARD AVE	LAKE PARKWAY	112.2	1,004	521	21	153	1,699
0170	B-40-612	STH 794	OKLAHOMA AVE	133.6	1,536	89	15	113	1,753
0180	B-40-614	STH 794	KINNIKINNIC AVE	112.6	1,001	75	13	92	1,180
0190	B-40-616	STH 794	PRYOR AVE	74.6	663	50	8	61	782
0200	B-40-618	STH 794	RUSSELL AVE	74.5	662	50	8	61	781
0210	B-40-620	NB STH 794 EXIT RAMP TO CARFERRY DR	CARFERRY DR	182.5	446	0	0	146	592
0220	B-40-621	NB STH 794	CARFERRY DR	182.5	852	0	0	146	998
0230	B-40-625	SB STH 794	CARFERRY DR	182.5	1,337	0	0	146	1,483
0240	B-40-719	NB STH 794	EDGERTON CANAL	161.0	698	0	0	169	867
0250	B-40-720	SB STH 794	EDGERTON CANAL	168.0	821	0	0	175	996
0260	B-40-745	NB STH 100	RAWSON AVE	248.4	1,435	331	0	356	2,122
0270	B-40-746	SB STH 100	RAWSON AVE	248.3	1,435	166	0	356	1,956
0280	B-40-764	EB STH 24	WHITNALL PARK CREEK	22.2	89	17	1	25	132
0290	B-40-765	WB STH 24	WHITNALL PARK CREEK	15.0	60	12	1	18	91
SUBTOTAL									49,015.91 SY
TOTAL									72,034.51 SY

MOBILIZATION			
619.1000			
MOBILIZATION			
CATEGORY	PROJECT	EACH	REMARKS
0010	1000-50-60	0.31	BACKBONE PROJECTS
0010	1000-50-61	0.59	STH NETWORK
TOTAL		0.90	
NOTE: PROJECT 2025-03-74 PILGRIM ROAD I/C, B-67-86			
WILL ACCOUNT FOR 0.10 OF MOBILIZATION.			

INLET PROTECTION				
628.7010				
INLET PROTECTION				
TYPE B				
CATEGORY	PROJECT	LOCATION	EACH	REMARKS
0010	1000-50-60	UNDISTRIBUTED	30	BACKBONE PROJECTS
0010	1000-50-61	UNDISTRIBUTED	70	STH NETWORK
TOTAL			100	

TRAFFIC CONTROL				
SPV.0060.01 SPV.0060.02				
TRAFFIC CONTROL				
CATEGORY	PROJECT	EACH	EACH	REMARKS
0010	1000-50-60	1	--	BACKBONE PROJECTS
0010	1000-50-61	--	1	STH NETWORK
TOTAL		1.00	1.00	

TRAFFIC CONTROL SIGNS PCMS								
							643.1050	
							TRAFFIC	
							CONTROL	
		Advanced Warning		Closure				
		APPROXIMATE	NUMBER IN	APPROXIMATE	NUMBER IN			
CATEGORY	PROJECT	SERVICE PERIOD	SERVICE	SERVICE PERIOD	SERVICE	SIGNS PCMS	DAY	REMARKS
0010	1000-50-60	BELOIT RD	7	2	1	4	18	B-40-118
		IH 41 NB	7	1	1	1	8	B-40-395
		IH 41 SB	7	2	1	2	16	B-40-396
		IH 41 NB	7	2	1	2	16	B-40-397
		IH 41 SB	7	1	1	1	8	B-40-398
		IH 41 SB/IH 41 SB EXIT RAMP	7	1	1	1	8	B-40-399/412
		NB STH 145	7	1	1	1	8	B-40-401
		CROSSOVER PASS	7	2	1	2	16	B-40-403
		N 16th St	7	2	1	2	16	B-40-550-0018
		DREXEL AVE	7	4	1	4	32	B-40-763
TOTAL						146		
0010	1000-50-61	WASHINGTON BLVD	7	2	1	3	17	B-40-056
		LLOYD ST	7	2	1	3	17	B-40-060
		WB STH 190	7	1	1	1	8	B-40-199
		WB STH 119	7	1	1	1	8	B-40-484
		HOWARD AVE	7	2	1	3	17	B-40-600 & B-40-610
		NB STH 794 EXIT RAMP TO CARFERRY DR	7	1	1	1	8	B-40-620
		NB STH 794	7	1	1	2	9	B-40-719
		SB STH 794	7	1	1	1	8	B-40-720
		NB STH 100	7	1	1	1	8	B-40-746
TOTAL						100		
TOTAL			TOTAL			246		

PAVEMENT MARKING

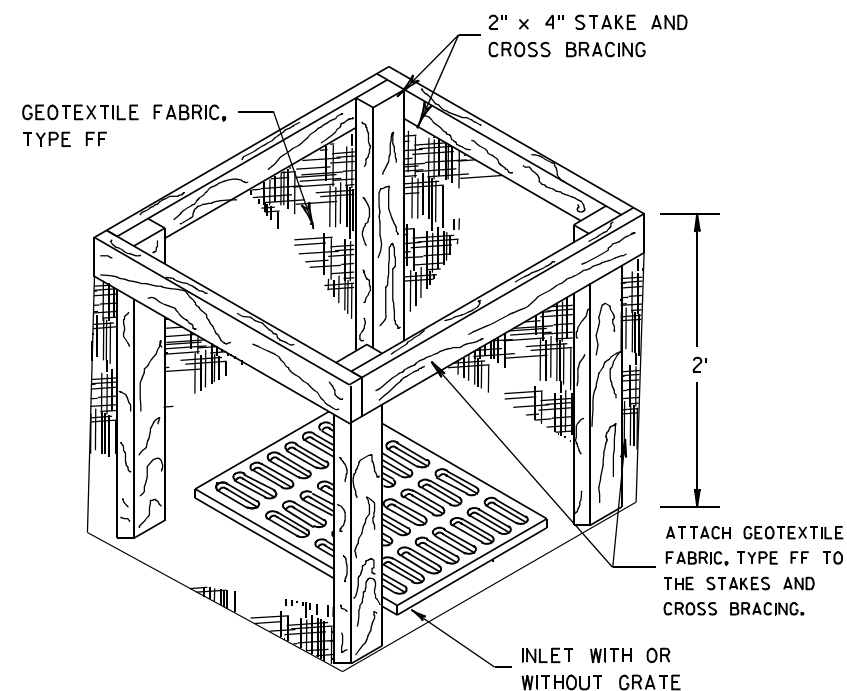
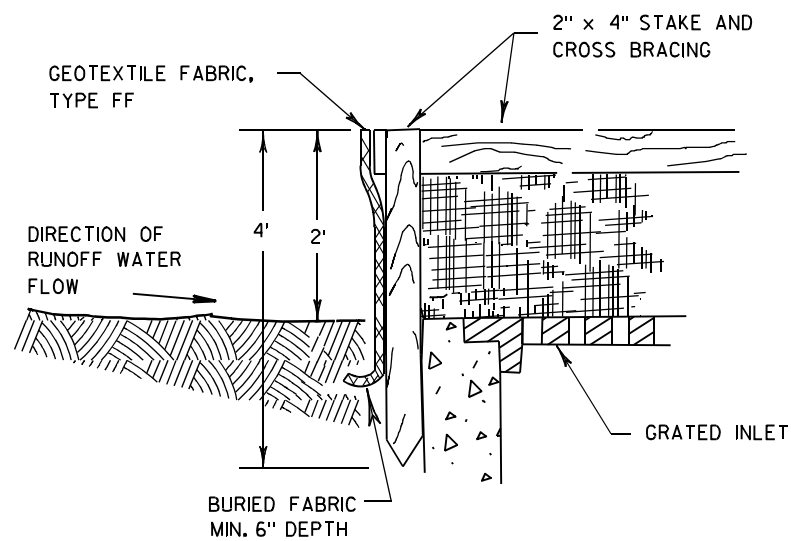
Project	646.1020			646.3020			646.5020	646.5120	646.5220	646.6120	646.7120	646.7220	646.7420	646.8120	646.8220
1000-50-60	MARKING LINE EPOXY			MARKING LINE EPOXY						MARKING	MARKING	MARKING	MARKING		MARKING
Category	4-INCH			8-INCH			MARKING	MARKING	MARKING	STOP LINE	DIAGONAL	CHEVRON	CROSSWALK EPOXY	MARKING	ISLAND
0010	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE	ARROW	WORD	SYMBOL	EPOXY	EPOXY	EPOXY	TRANSVERSE LINE	CURB	NOSE
	12.5' LINE			2' LINE			EPOXY	EPOXY	EPOXY	18-INCH	12-INCH	24-INCH	6-INCH	EPOXY	EPOXY
	W/ 37.5' GAP			W/ 6' GAP			EPOXY	EPOXY	EPOXY	WHITE	WHITE	WHITE	WHITE	YELLOW	YELLOW
BRIDGE NUMBER	LF	LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	EA
B-40-118	--	375.0	897	570	--	63	4	2	--	80	--	--	224	15	1
B-40-395	342	175.0	335	833	--	45	--	--	--	--	--	--	--	--	--
B-40-396	346	87.5	339	806	--	24	--	--	--	--	--	84	--	--	--
B-40-397	258	150.0	257	--	--	--	--	--	--	--	--	--	--	--	--
B-40-398	257	75.0	258	--	--	--	--	--	--	--	--	--	--	--	--
B-40-399	282	75.0	283	--	--	--	--	--	--	--	--	--	--	--	--
B-40-401	203	62.5	211	--	--	--	--	--	--	--	--	--	--	--	--
B-40-403	--	150.0	544	--	--	--	--	--	--	31	--	--	--	--	--
B-40-412	123	37.5	124	--	--	99	--	--	--	--	--	--	--	--	--
B-40-550-0018	--	125.0	406	309	--	--	3	2	--	108	--	--	566	--	--
B-40-763	658	175.0	656	661	32	--	4	4	--	81	--	--	--	58	2
SUBTOTAL	2,469	1,488	4,310	3,179	32	231	11	8	0	300	0	84	790	73	3

PAVEMENT MARKING

Project	646.1020			646.3020			646.5020	646.5120	646.5220	646.6120	646.7120	646.7220	646.7420	646.8120	646.8220
1000-50-61	MARKING LINE EPOXY			MARKING LINE EPOXY						MARKING	MARKING	MARKING	MARKING		MARKING
Category	WHITE	WHITE	YELLOW	WHITE	WHITE	WHITE	MARKING	MARKING	MARKING	EPOXY	EPOXY	EPOXY	EPOXY	MARKING	ISLAND
0010		12.5' LINE			2' LINE	3' LINE	ARROW	WORD	SYMBOL	18-INCH	12-INCH	24-INCH	TRANSVERSE LINE	CURB	NOSE
		W/ 37.5' GAP			W/ 6' GAP	W/ 9' GAP	EPOXY	EPOXY	EPOXY	WHITE	WHITE	WHITE	6-INCH	EPOXY	EPOXY
BRIDGE NUMBER	LF	LF	LF	LF	LF	LF	EA	EA	EA	LF	LF	LF	LF	LF	EA
B-40-056	1,050	--	525	--	--	--	--	--	--	--	--	--	--	10	1
B-40-060	531	--	565	486	46	--	7	5	2	66	--	--	--	--	--
B-40-199	192	87.5	107	--	--	--	--	--	--	--	96	--	--	--	--
B-40-251	223	125.0	223	--	--	--	--	--	--	--	--	--	--	--	--
B-40-378	--	350.0	--	--	--	--	--	--	--	--	--	--	--	--	--
B-40-457	--	1,200.0	2,366	--	--	--	--	--	--	--	--	--	--	--	--
B-40-484	294	75.0	294	--	--	--	--	--	--	--	--	--	--	--	--
B-40-485	320	87.5	320	--	--	--	--	--	--	--	--	--	--	--	--
B-40-490	548	275.0	548	--	--	--	--	--	--	--	--	--	--	--	--
B-40-491	523	275.0	523	--	--	--	--	--	--	--	--	--	--	--	--
B-40-600	--	50.0	--	96	--	--	--	--	--	44	--	--	--	18	1
B-40-610	--	50.0	100	75	22	--	3	2	--	75	--	--	--	--	--
B-40-612	248	75.0	550	1,735	--	48	2	--	--	24	392	--	--	--	--
B-40-614	225	75.0	225	--	--	--	--	--	--	--	64	--	--	--	--
B-40-616	146	50.0	146	--	--	--	--	--	--	--	64	--	--	--	--
B-40-618	148	50.0	148	--	--	--	--	--	--	--	32	--	--	--	--
B-40-620	183	--	168	15	--	--	--	--	--	--	--	--	--	--	--
B-40-621	133	50.0	181	48	--	--	--	--	--	--	66	44	--	--	--
B-40-625	179	50.0	179	361	--	--	--	--	--	--	--	--	--	--	--
B-40-719	170	50.0	166	--	--	--	--	--	--	--	48	--	--	--	--
B-40-720	166	50.0	168	--	--	--	--	--	--	--	48	--	--	--	--
B-40-745	250	75.0	250	--	--	--	--	--	--	--	80	--	--	--	--
B-40-746	250	75.0	250	--	--	--	--	--	--	--	80	--	--	--	--
B-40-764	61	25.0	--	--	--	--	--	--	--	--	--	--	--	--	--
B-40-765	61	25.0	--	--	--	--	--	--	--	--	--	--	--	--	--
SUBTOTAL	5,901	3,225	8,002	2,816	68	48	12	7	2	209	970	44	0	28	2
TOTAL	8,370	4,713	12,312	5,995	100	279	23	15	2	509	970	128	790	101	5

Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-08A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-08B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-08C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15D12-12A	TRAFFIC CONTROL, LANE CLOSURE, WITH TEMPORARY RUMBLE STRIPS
15D14-06	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-06	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-05A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D42-01	TRAFFIC CONTROL, TWO LANE FULL FREEWAY CLOSURE
15D49-02	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE
15D50-03A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT



INLET PROTECTION, TYPE A

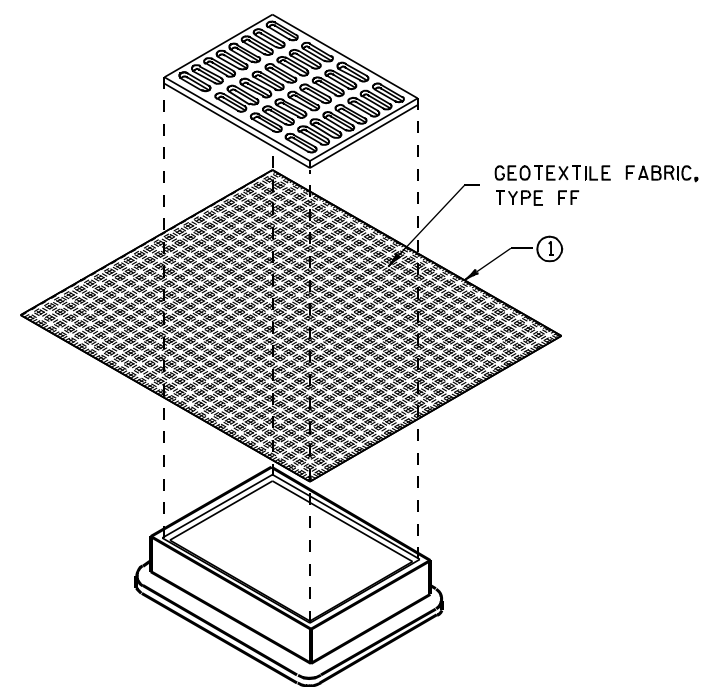
GENERAL NOTES

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

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

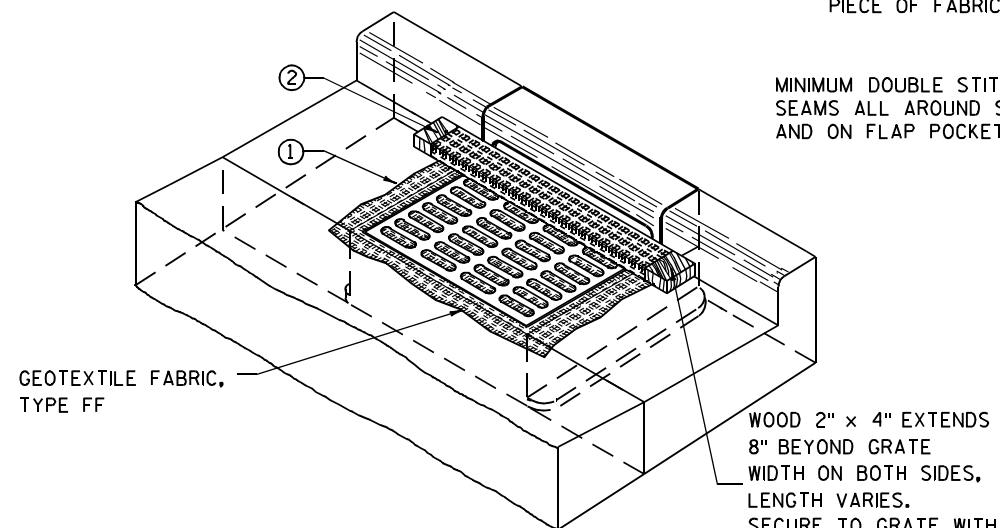
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

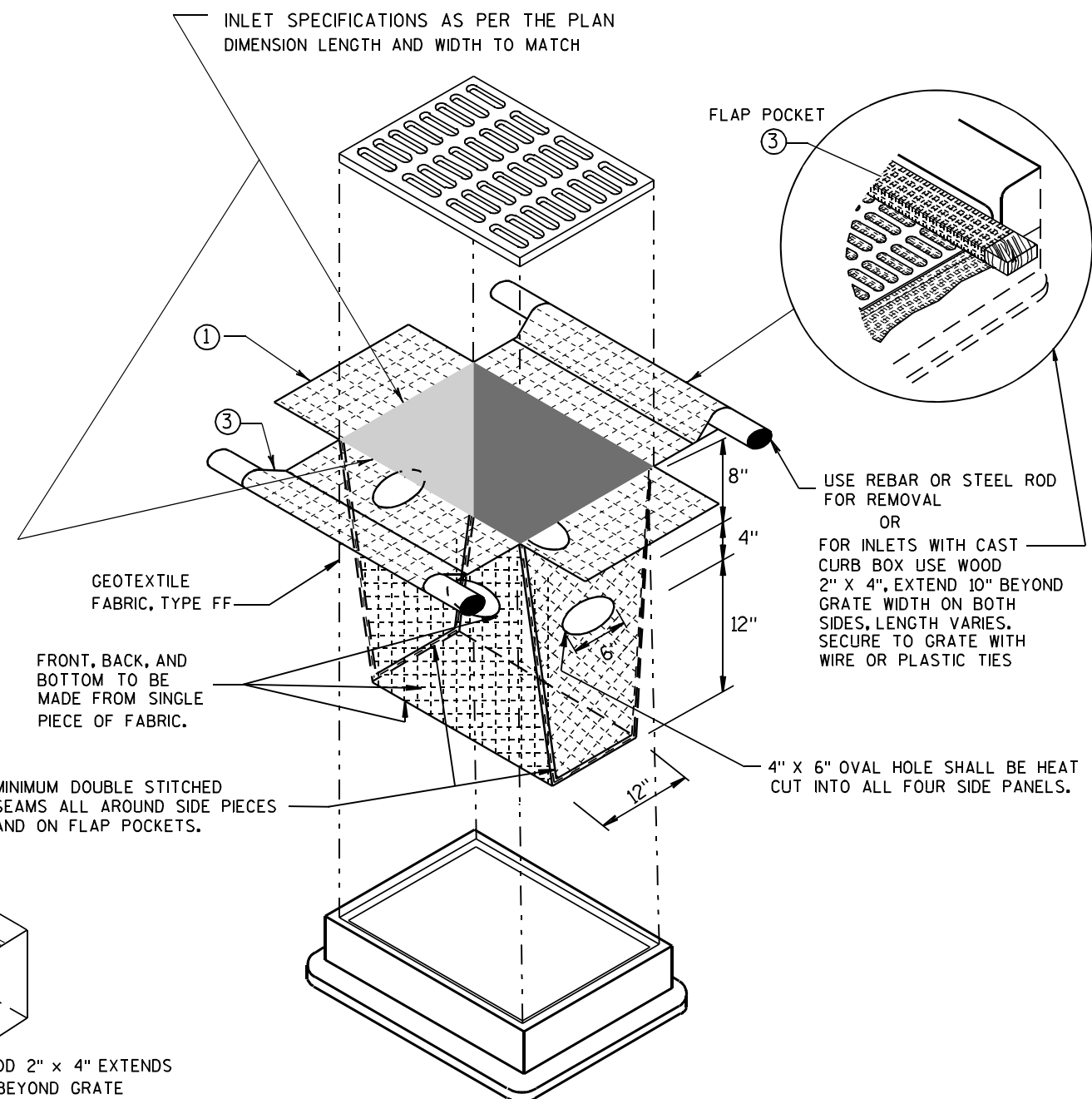
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



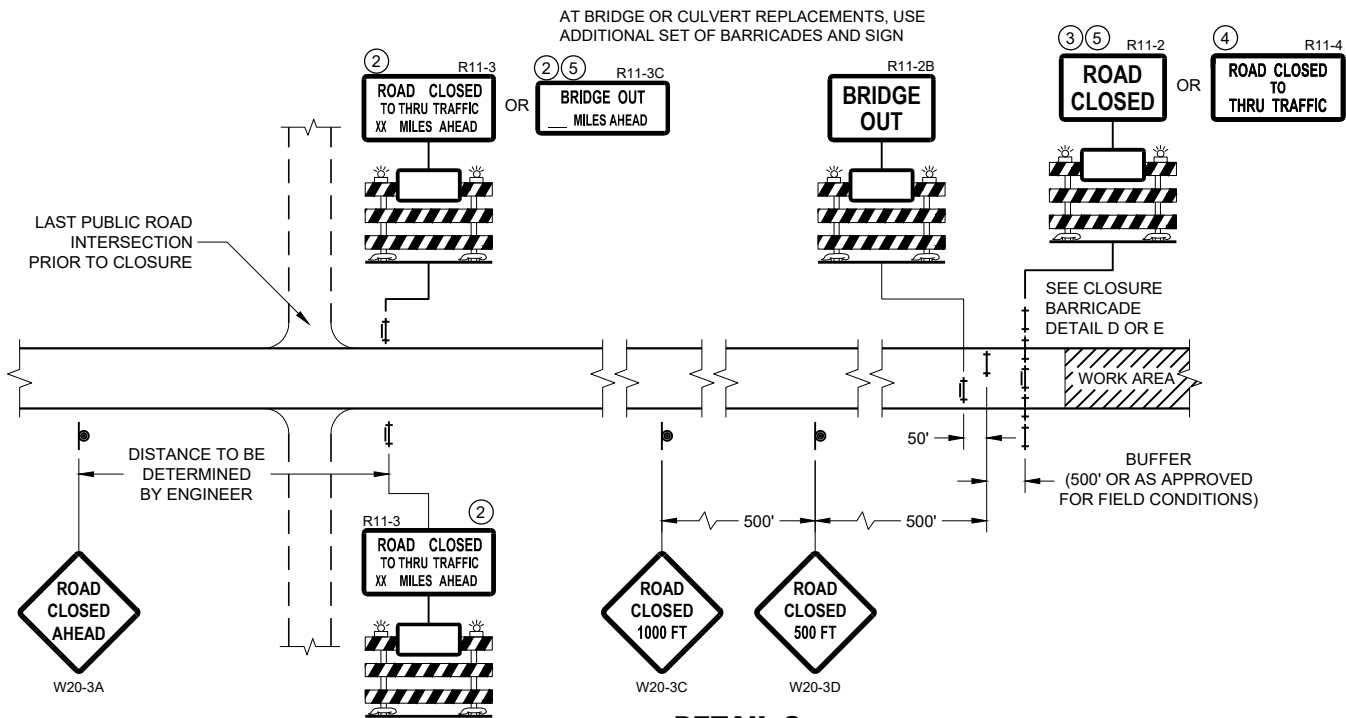
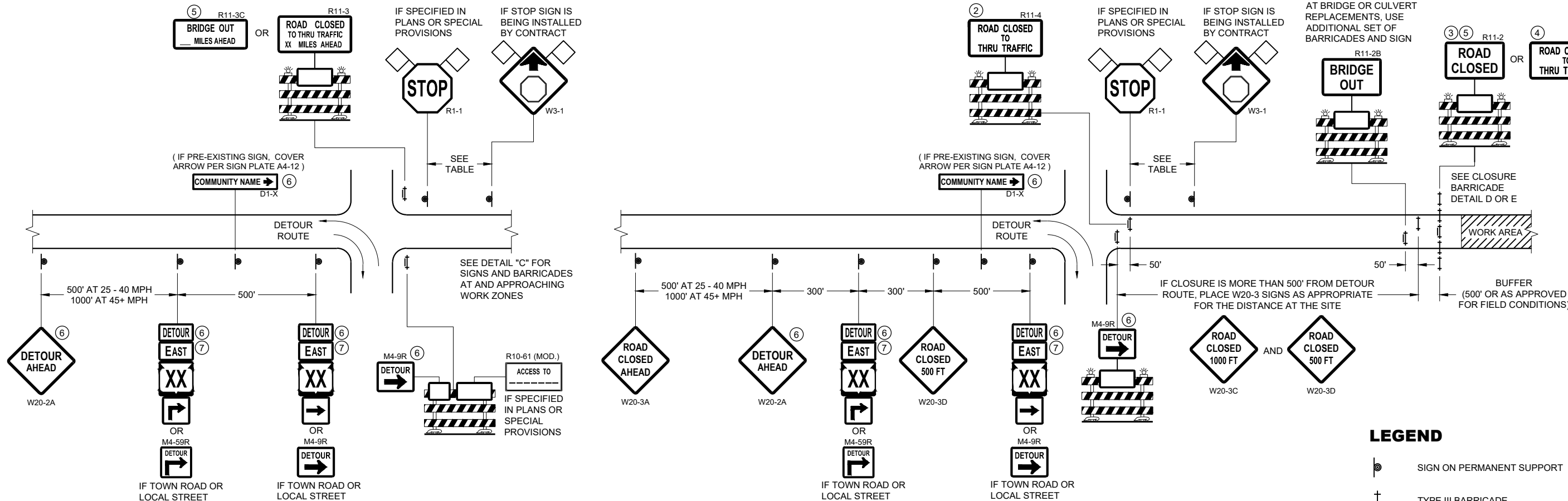
INLET PROTECTION, TYPE D

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 133
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

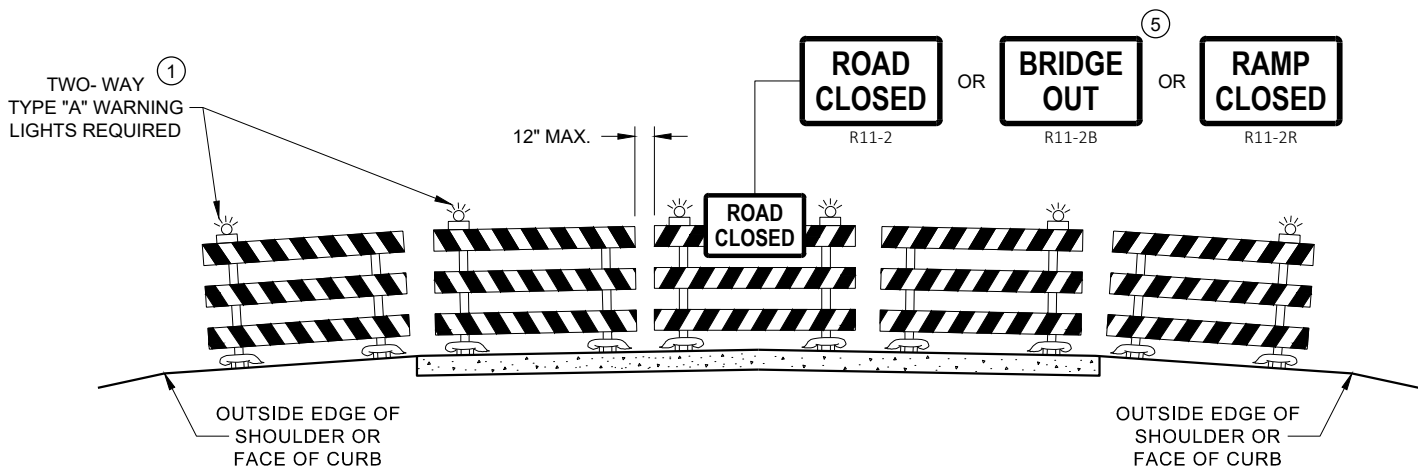
SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

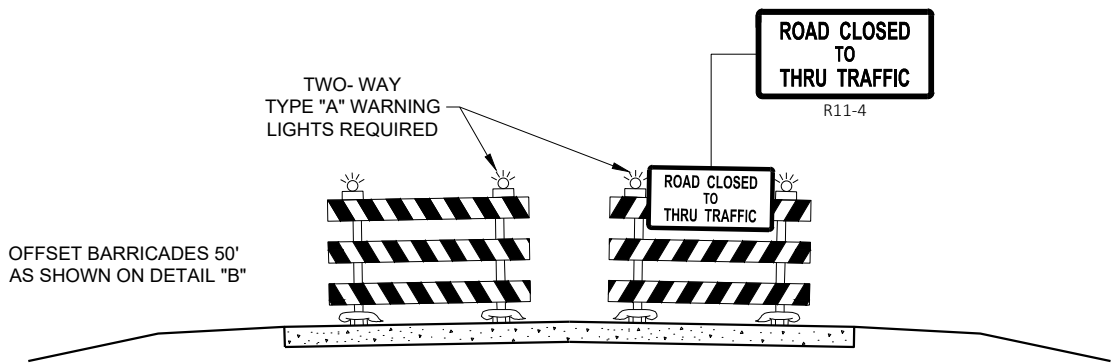
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DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 134

FHWA



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

GENERAL NOTES

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

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.

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

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

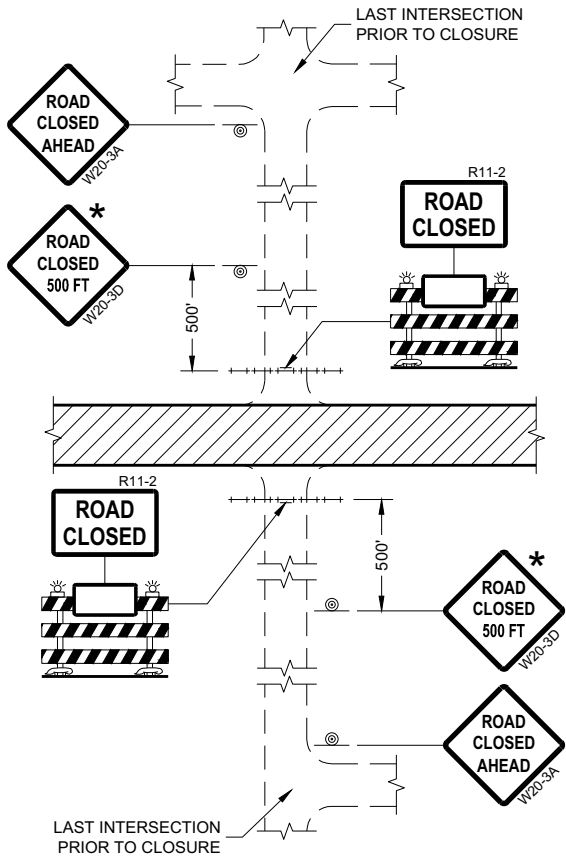
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

BARRICADES AND SIGNS
FOR
VARIOUS CLOSURES

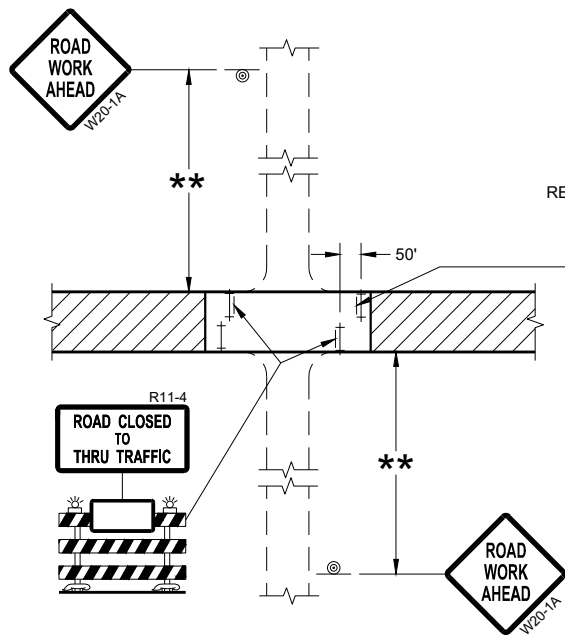
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DEPARTMENT OF TRANSPORTATION

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May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 135

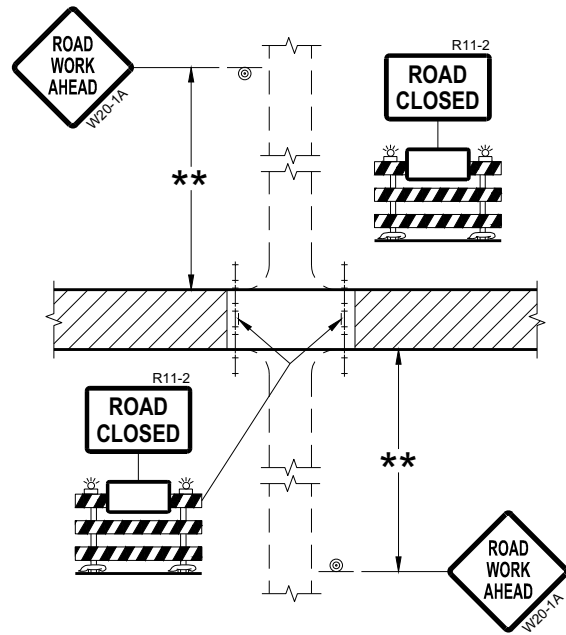
FHWA



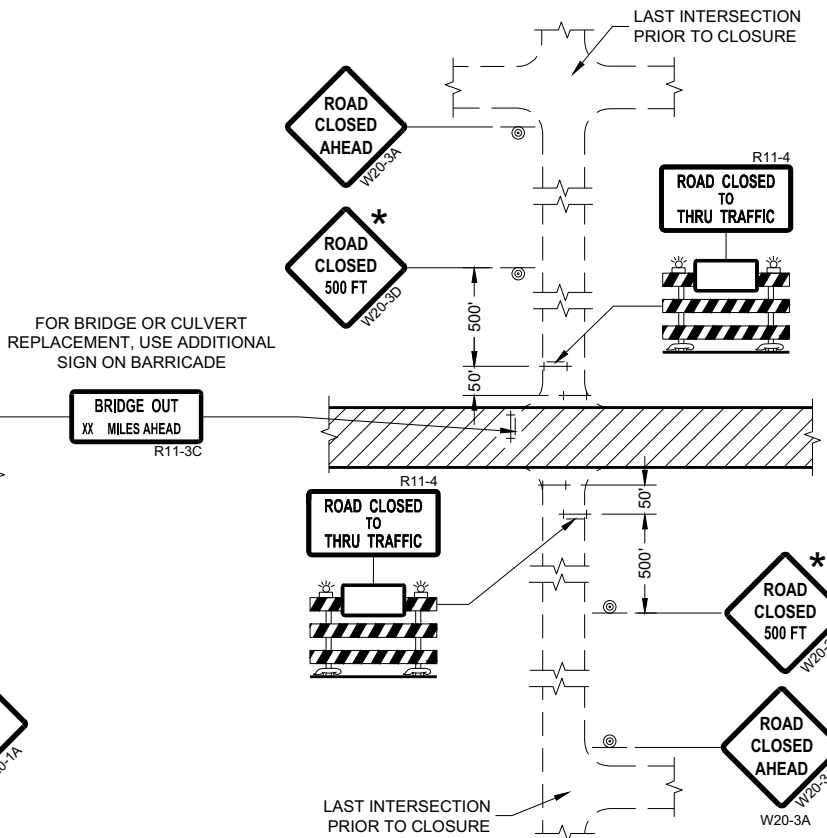
DETAIL 1
(NO ACCESS TO PROJECT)



DETAIL 3
(PUBLIC CROSS-TRAFFIC MAINTAINED.
CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)



DETAIL 2
(PUBLIC CROSS-TRAFFIC MAINTAINED.
NO ACCESS TO PROJECT)



DETAIL 4
(CONTRACTOR, LOCAL BUSINESS AND
RESIDENT ACCESS TO PROJECT)

GENERAL NOTES

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

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.

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

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.

BARRICADES 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.

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW-INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

THE R11-2, R11-3, AND R11-4 SIGNS PLACED ON BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE OR BOTTOM RAILS.

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11-2 SHALL BE 48" X 30".
R11-4 AND R11-3 SHALL BE 60" X 30".

- * OMIT THE "ROAD CLOSED 500 FT." SIGN IF THE LAST INTERSECTION IS 500 FEET OR LESS FROM THE WORK ZONE.
- ** 500' MAX. OR AT LAST INTERSECTION, WHICHEVER IS CLOSEST.

LEGEND

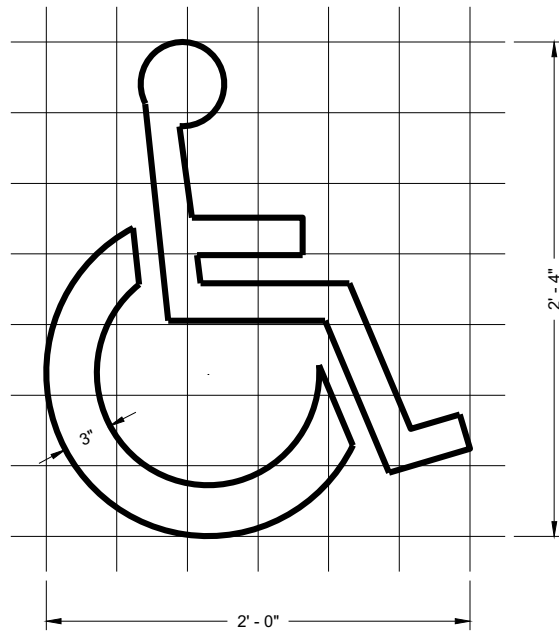
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA

**BARRICADES AND SIGNS
FOR
SIDEROAD CLOSURES**

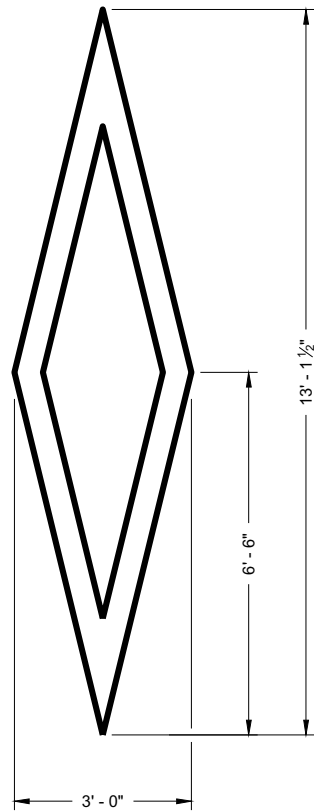
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
July 2018 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 136

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HANDICAP SYMBOL

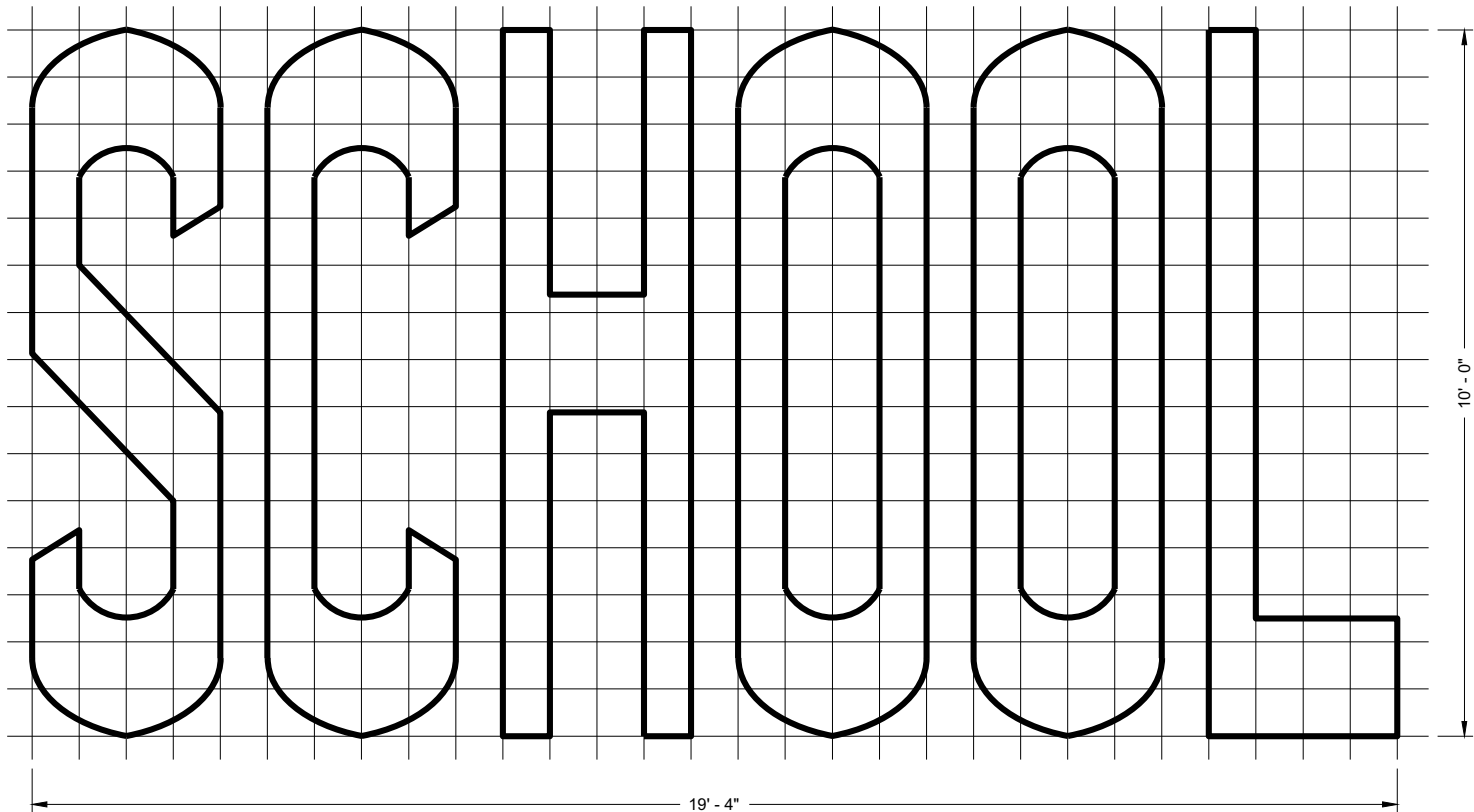
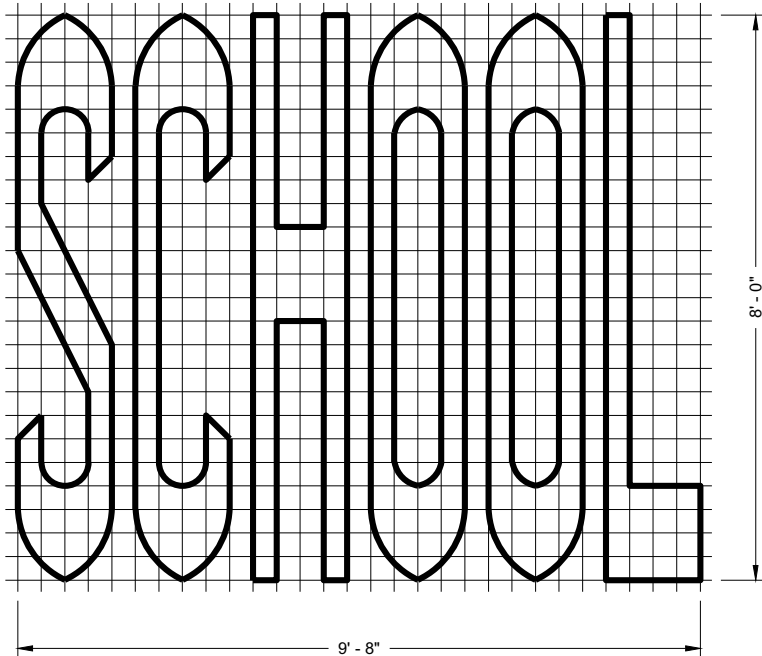
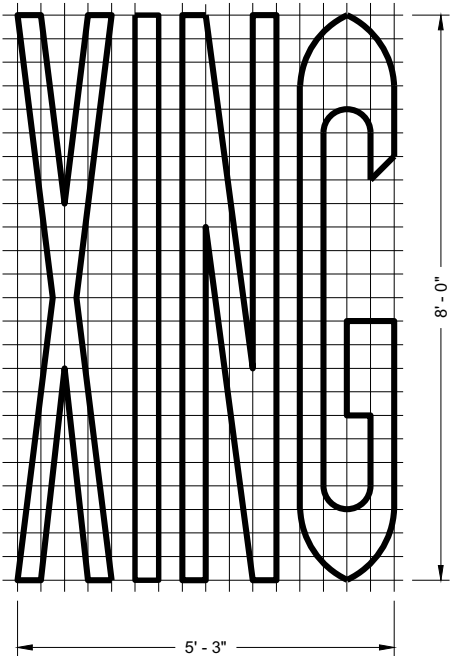
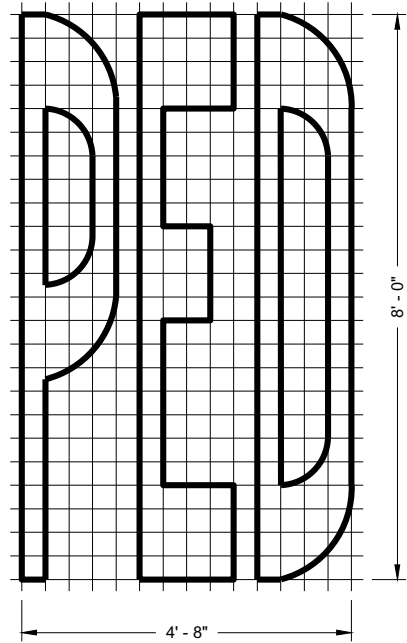
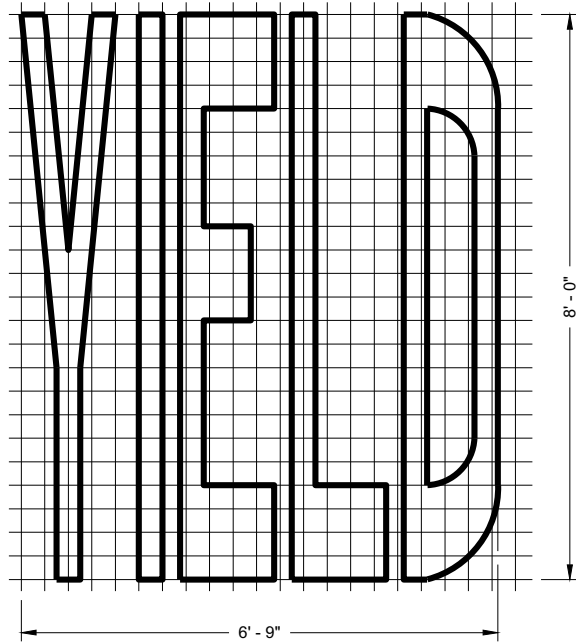
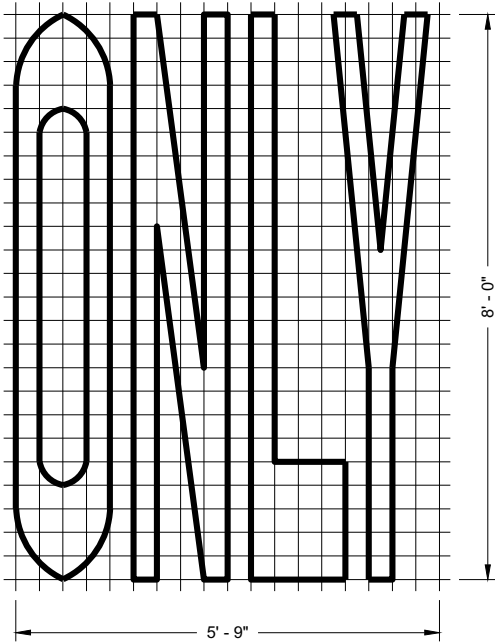
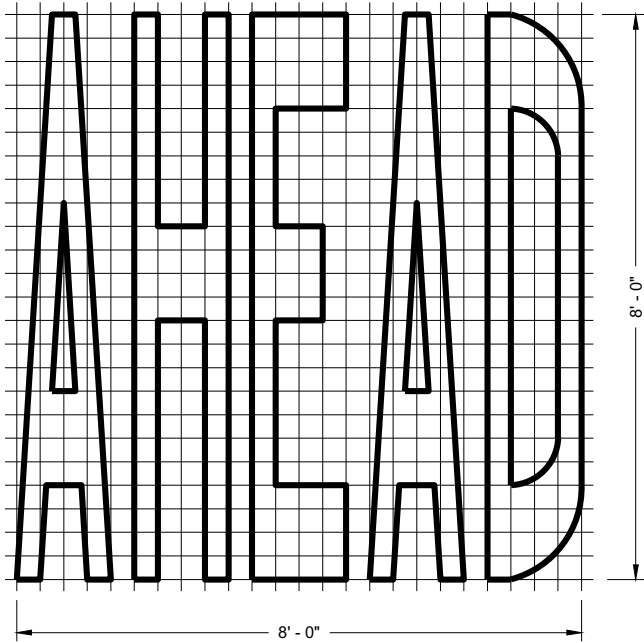
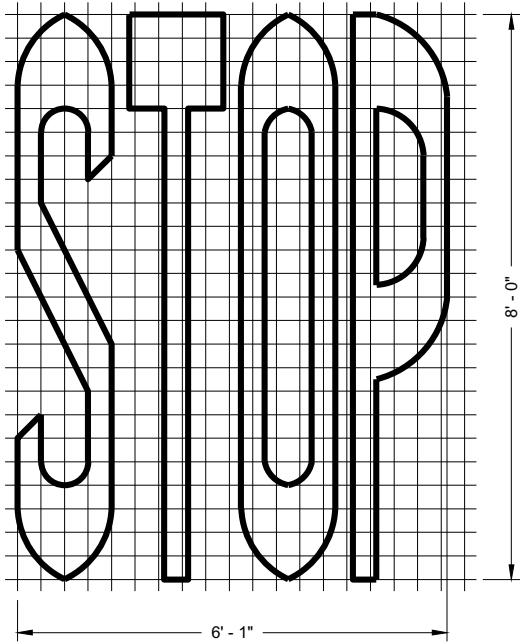
PREFERENTIAL
LANE SYMBOL**GENERAL NOTES**

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019 /S/ Matthew Rauch
DATE STATE SIGNING AND MAP ENGINEER 137
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SINGLE LANE

TWO - LANE

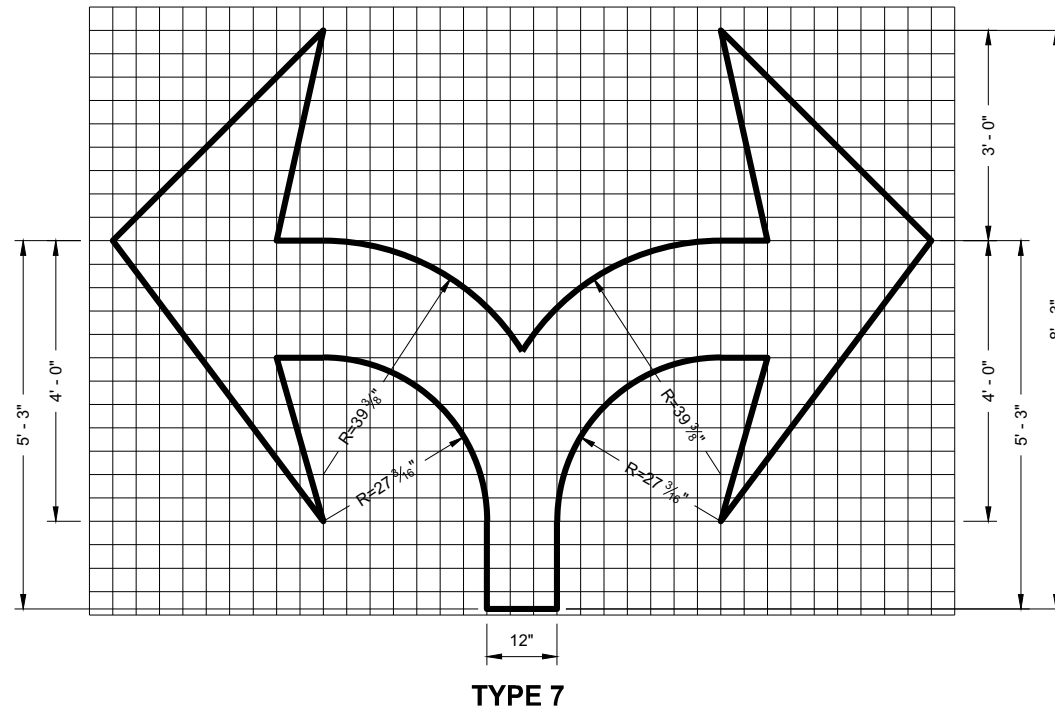
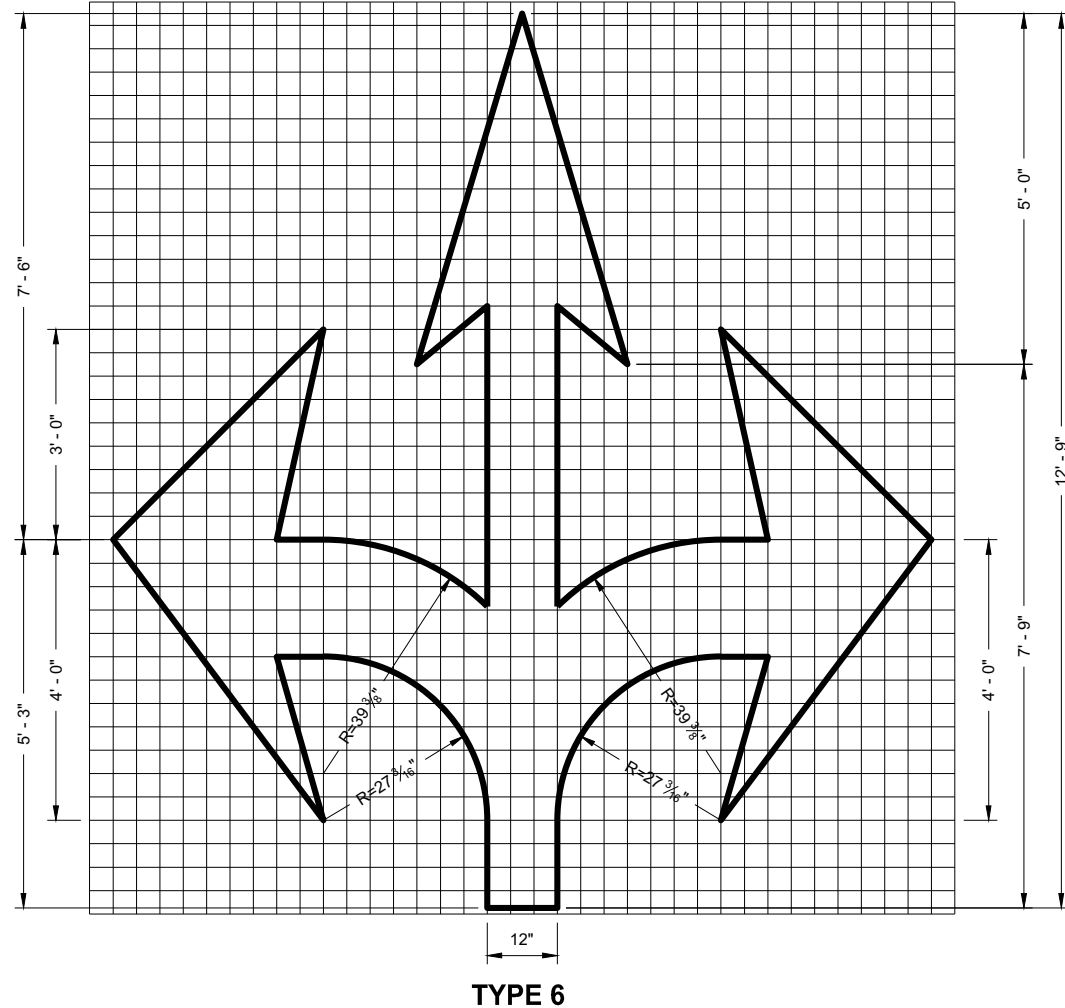
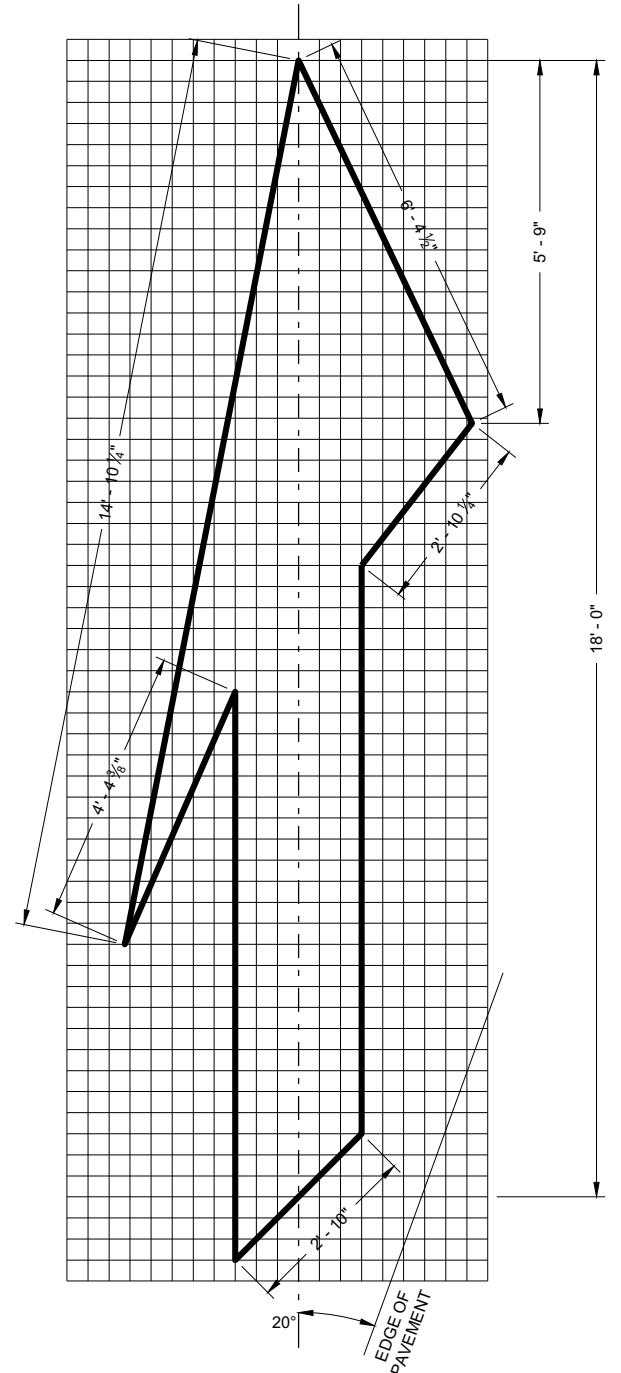
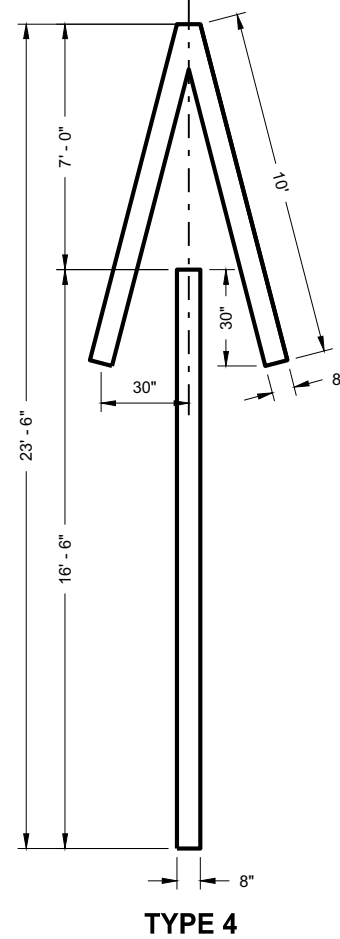
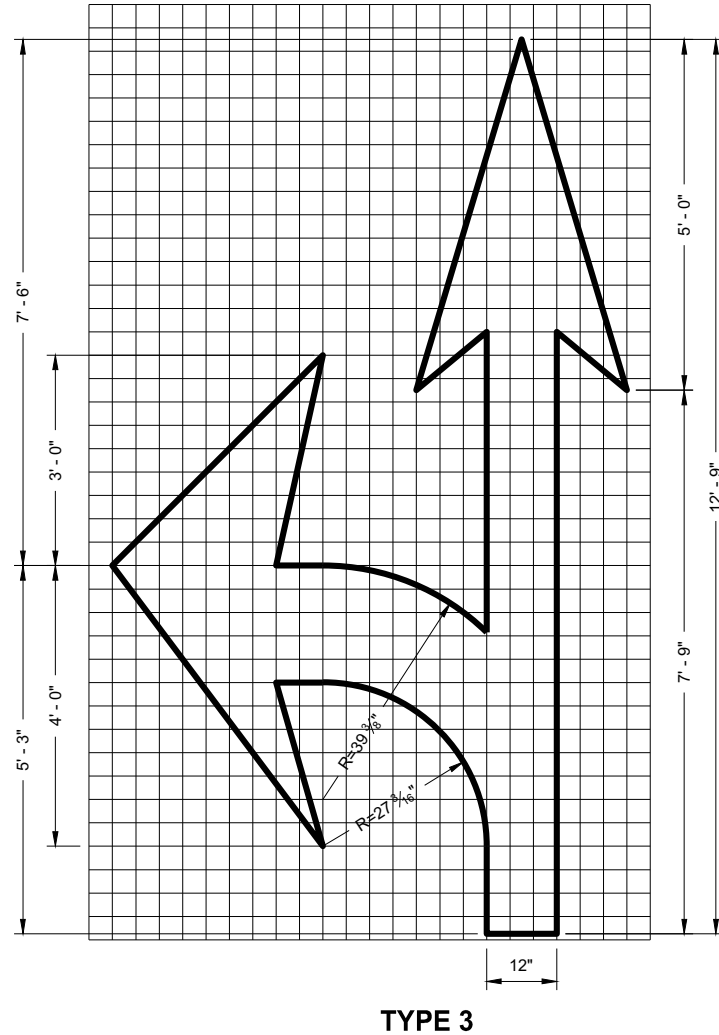
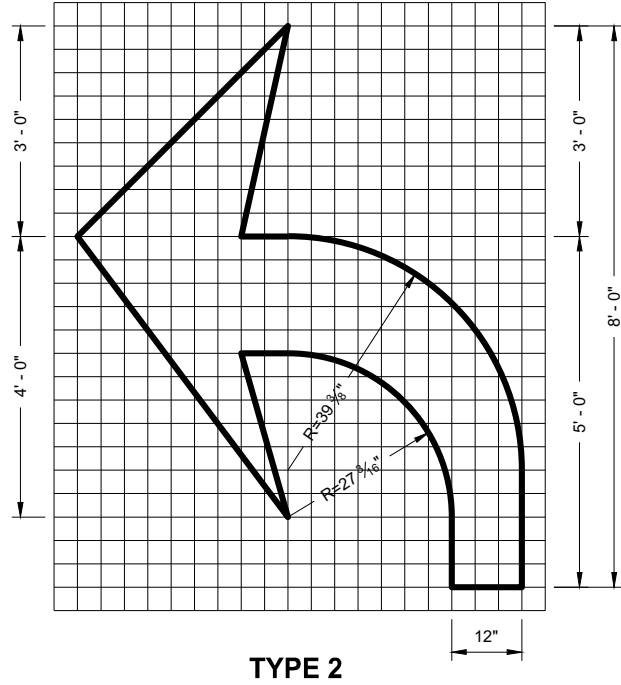
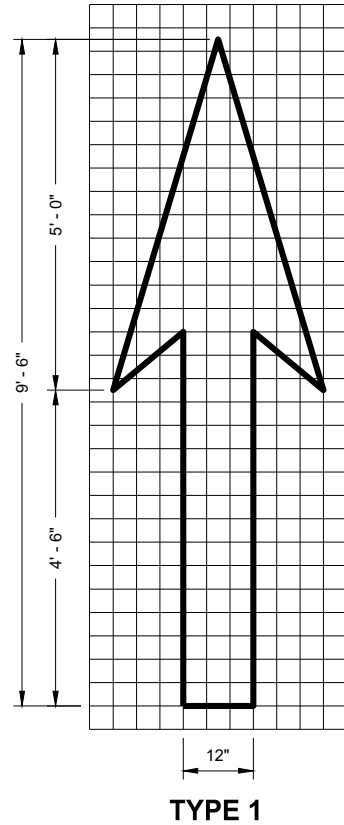
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAP ENGINEER 138
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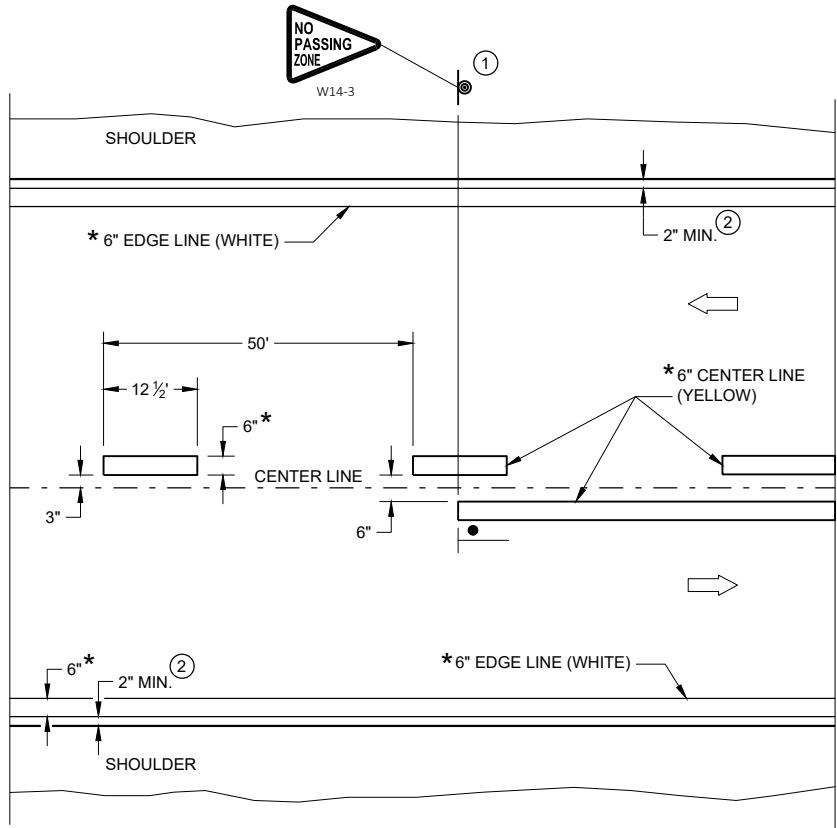
GENERAL NOTES

DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

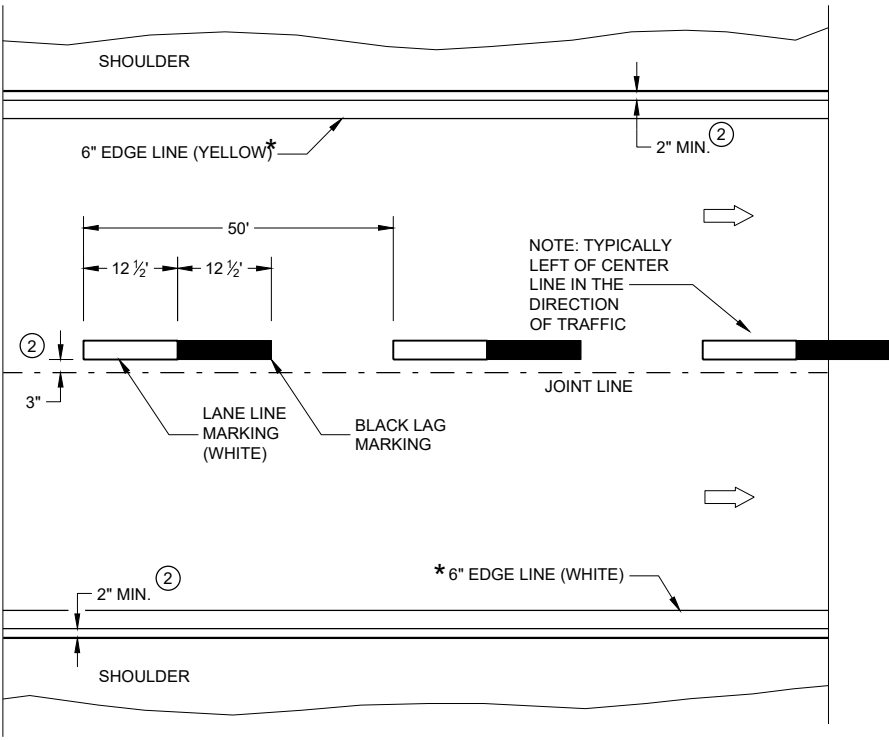
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MAP ENGINEER 139
FHWA



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

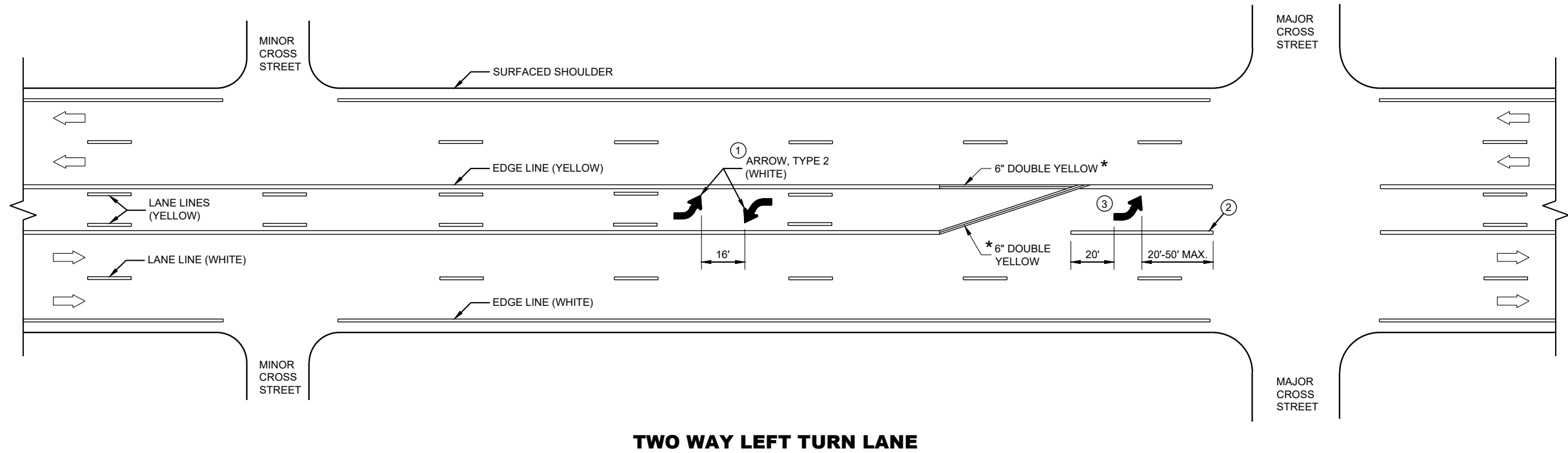
- "T" MARKING
- ⊙ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND N
ENGINEER 140

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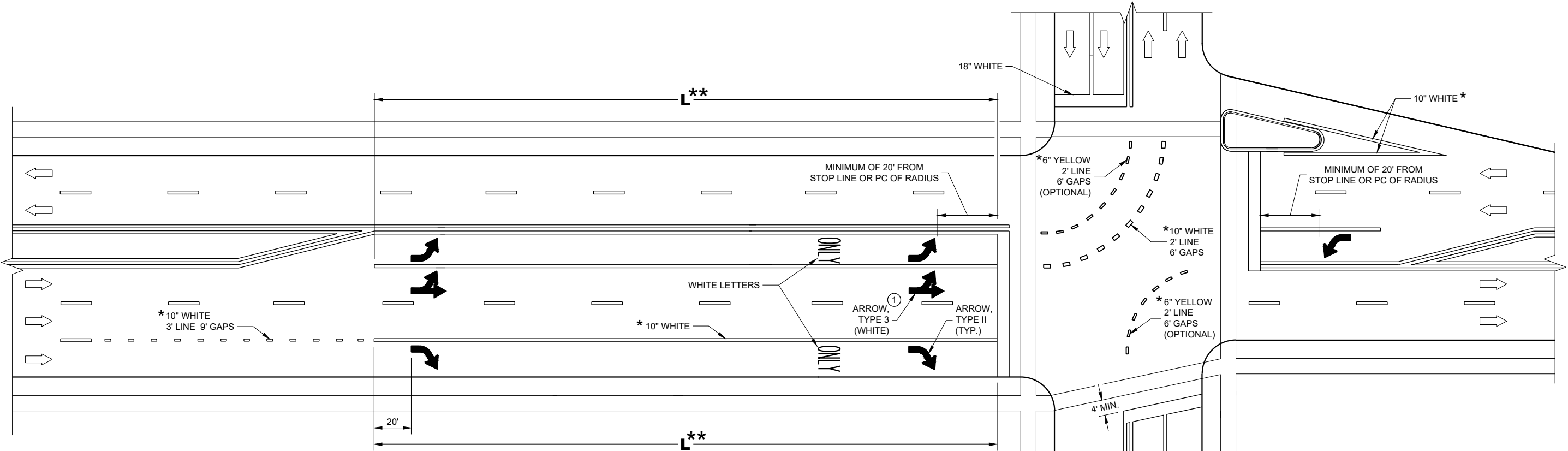


GENERAL NOTES

- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

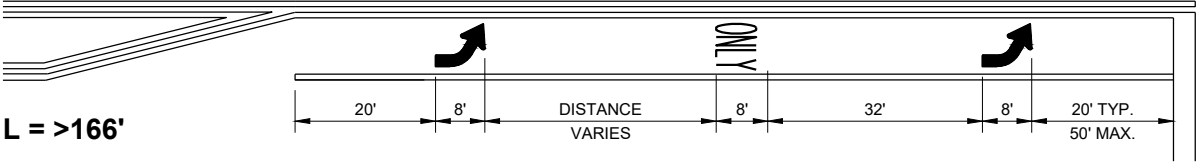
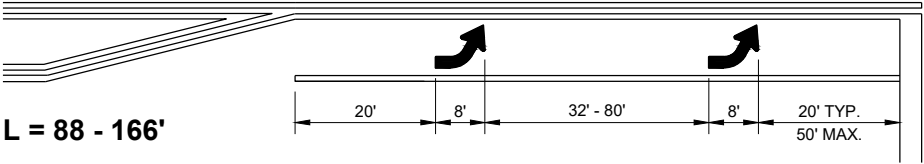
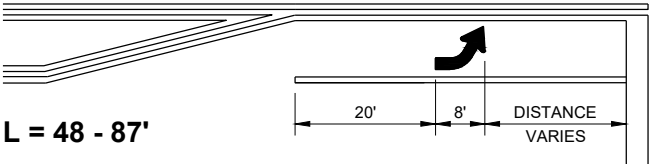
➡ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TURN LANE OPTIONS

LENGTH OF TURN BAY (L) OF 0 - 47' DOES NOT REQUIRE PAVEMENT MARKING ARROWS OR WORDS



** (SEE TURN LANE OPTIONS FOR PLACEMENT OF PAVEMENT MARKING ARROWS AND WORDS)

GENERAL NOTES

① QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

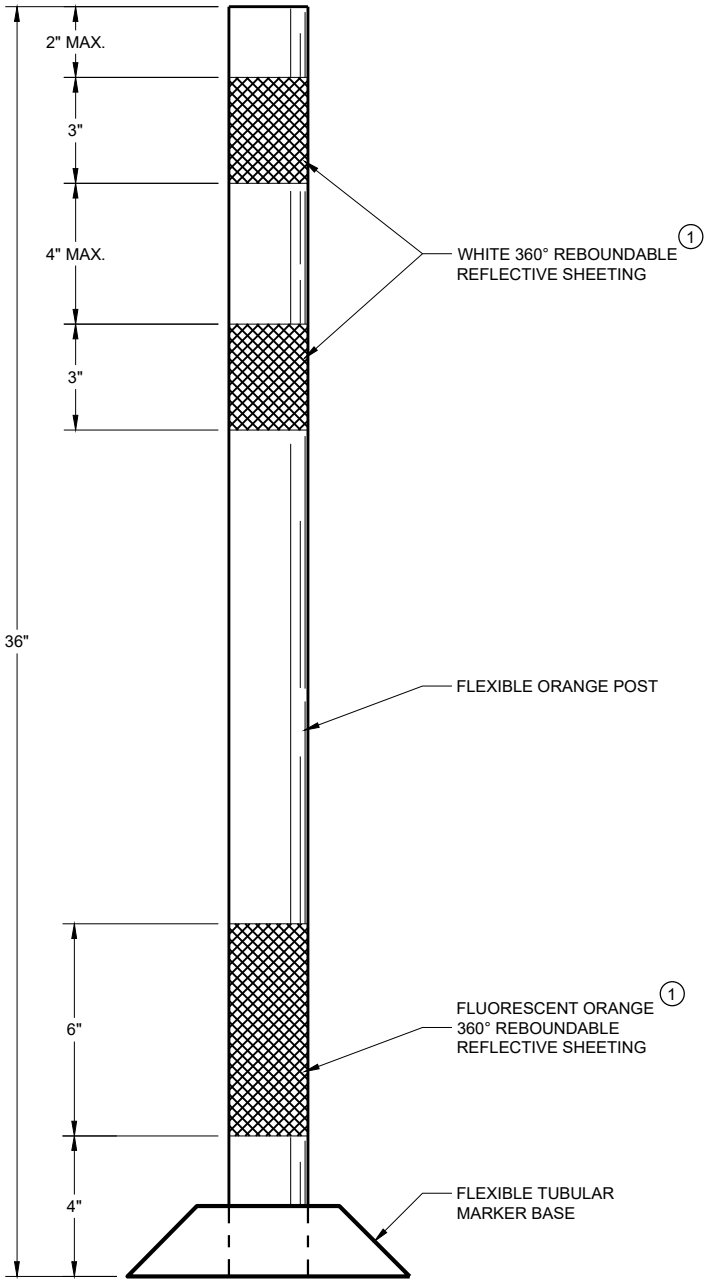
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

PAVEMENT MARKING (TURN LANES)

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION 142



FLEXIBLE TUBULAR
MARKER POST
WORK ZONE

GENERAL NOTES

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

SURFACE MOUNTED BASES SHALL BE FURNISHED IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS TO BE COMPATIBLE WITH FLEXIBLE TUBULAR MARKER POSTS TO A SIZE AND SHAPE THAT WILL PROVIDE A STABLE POST FOUNDATION WHEN SECURED TO THE PAVEMENT.

THE ASPHALTIC ADHESIVE OR BUTYL PAD FURNISHED SHALL BE IN ACCORDANCE WITH MANUFACTURERS RECOMMENDATIONS, UNLESS DIRECTED BY THE ENGINEER TO USE BOLTS.

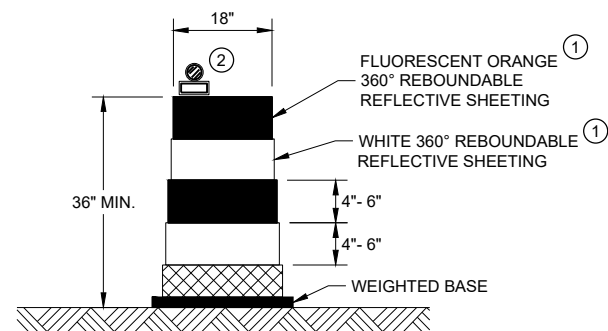
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

CHANNELIZING DEVICES
FLEXIBLE TUBULAR
MARKER POST

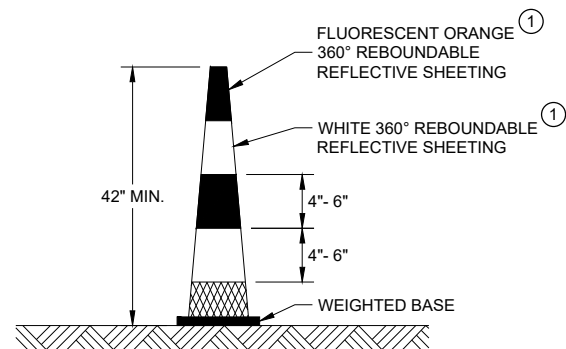
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 143

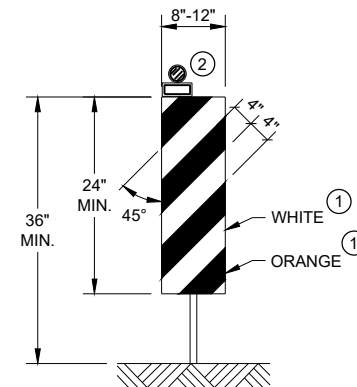
FHWA

**DRUM**

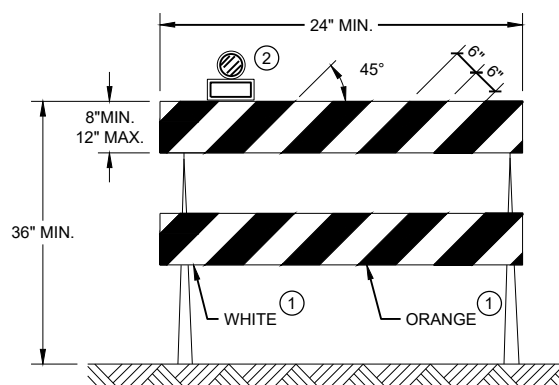
BALLAST WIDTHS
RANGE FROM 24"-36"

**42" CONE**

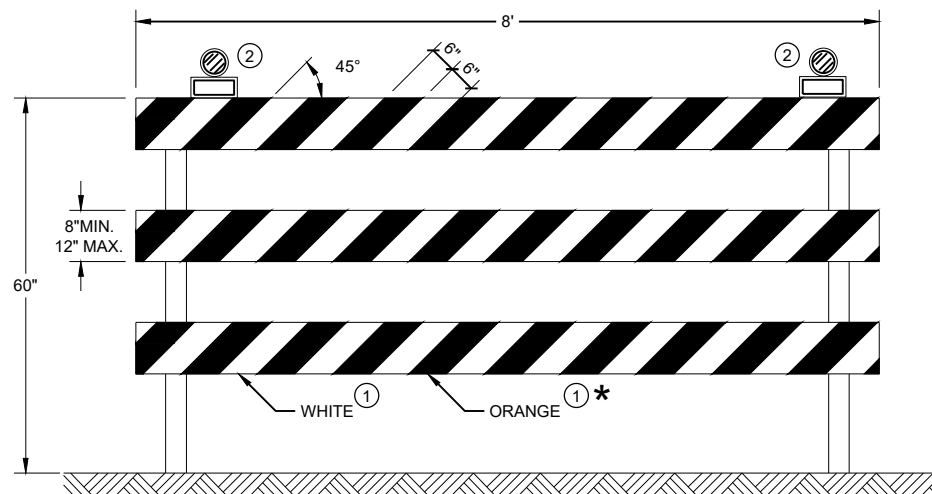
DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"

**VERTICAL PANEL**

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

**TYPE II BARRICADE**

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

**TYPE III BARRICADE**

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

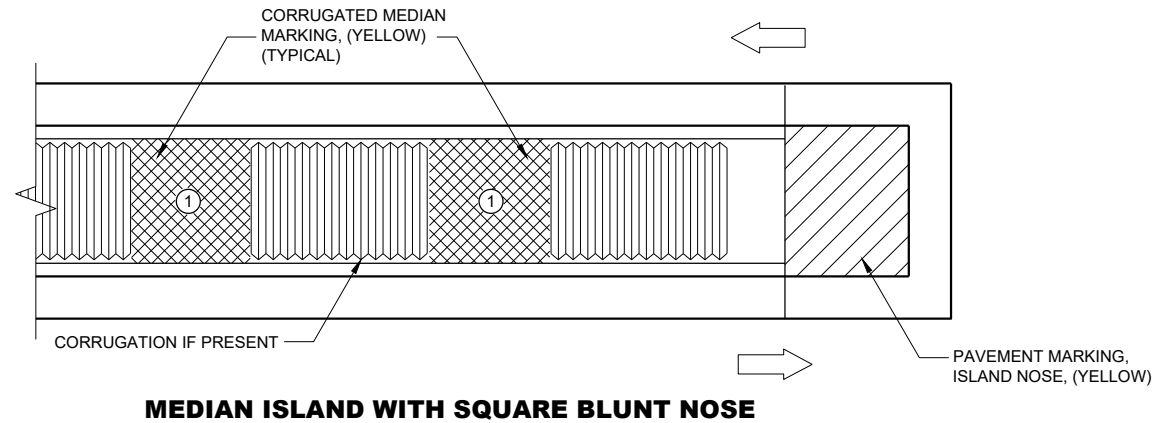
GENERAL NOTES

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

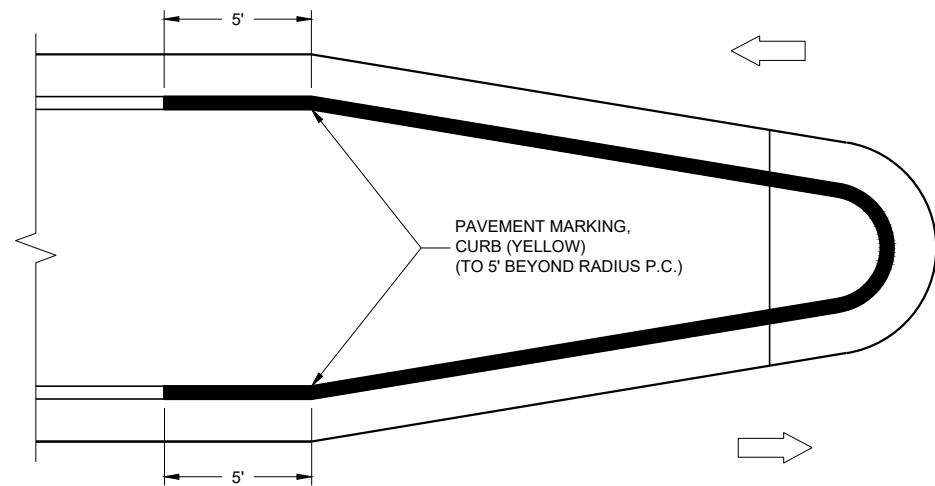
**CHANNELIZING DEVICES
DRUMS, CONES, BARRICADES
AND VERTICAL PANELS**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

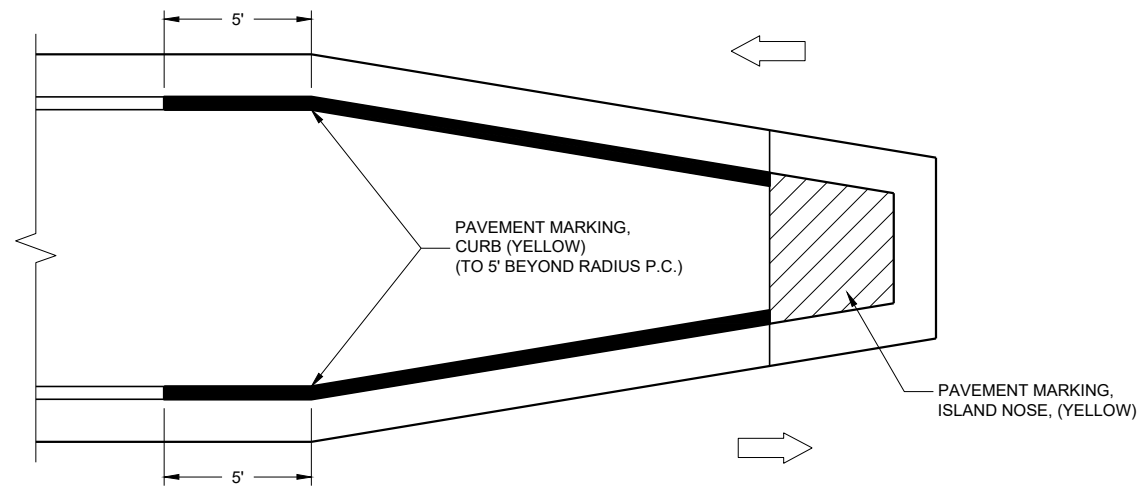
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November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 144
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS

GENERAL NOTES

WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.

- ① APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

- ISLAND NOSE MARKING
- CURB MARKING
- CORRUGATED MEDIAN MARKING
- DIRECTION OF TRAVEL

PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
STATE SIGNING AND MAP ENGINEER

FHWA

145

LEGEND

- V1 LEAD VEHICLE
- V2 MARKING VEHICLE
- V3 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  SIGN ON TEMPORARY SUPPORT
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW PANEL (CAUTION)

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 OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

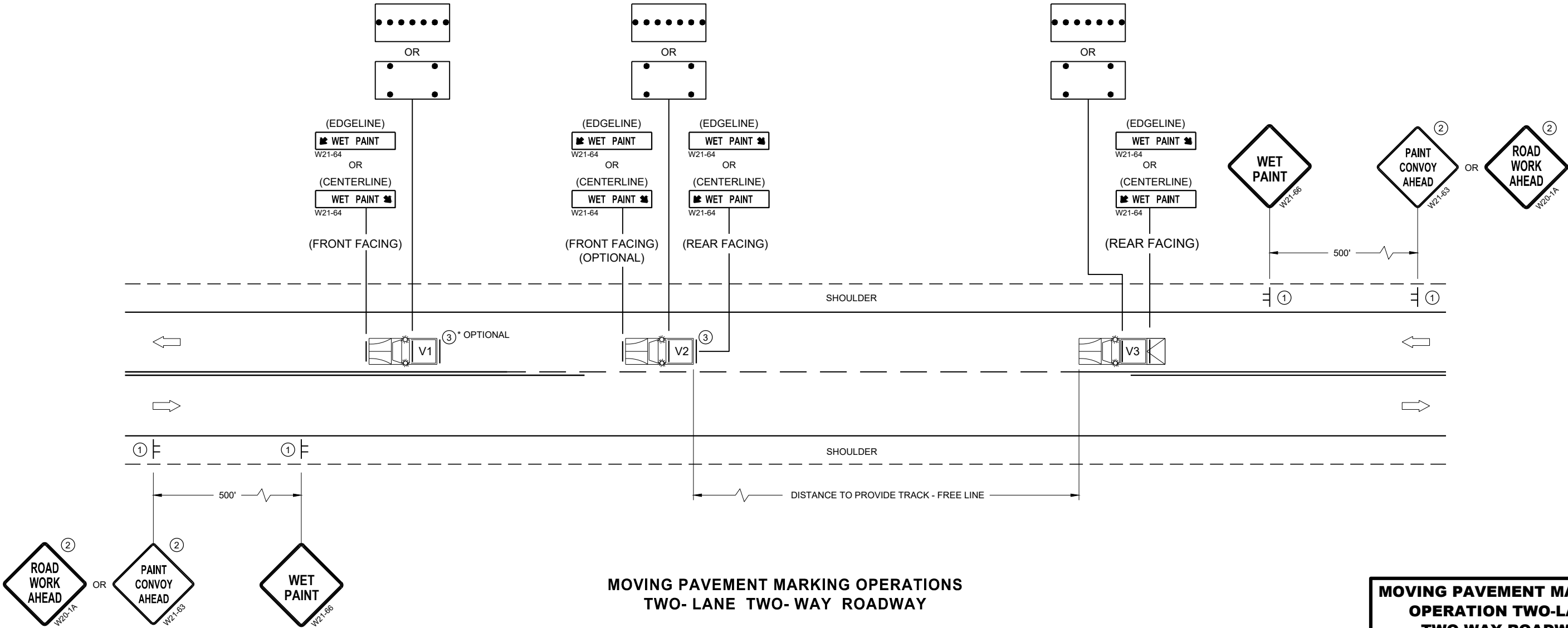
THE WORK AND SHADOW VEHICLES SHOULD PULL OVER PERIODICALLY TO ALLOW TRAFFIC TO PASS.

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

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM OF 28" FOR WET PAVEMENT MARKING .

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

MOVING PAVEMENT MARKING
OPERATION TWO-LANE
TWO-WAY ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 /S/ Andrew J. ...
DATE WORK ZONE EN 146
FHWA

LEGEND

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

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.

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 AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

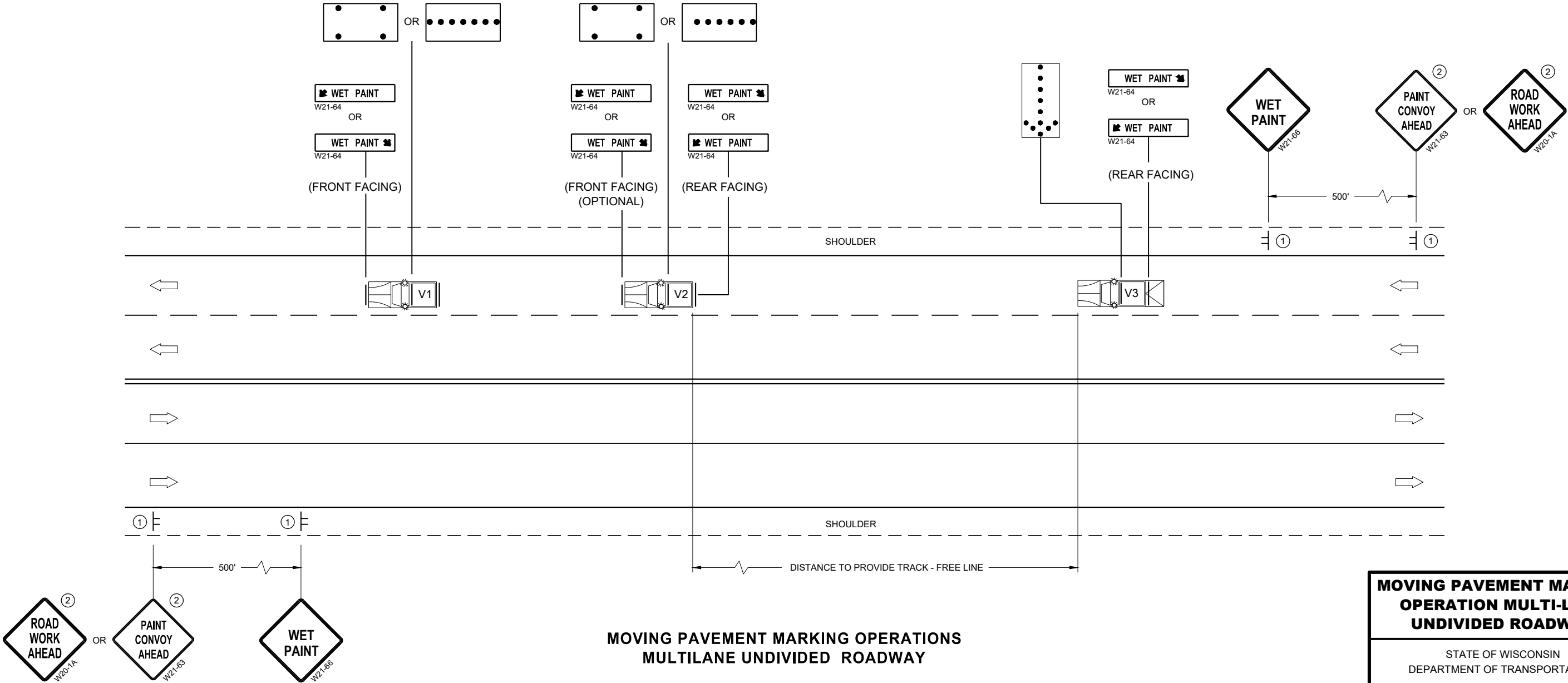
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL HAVE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS.

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



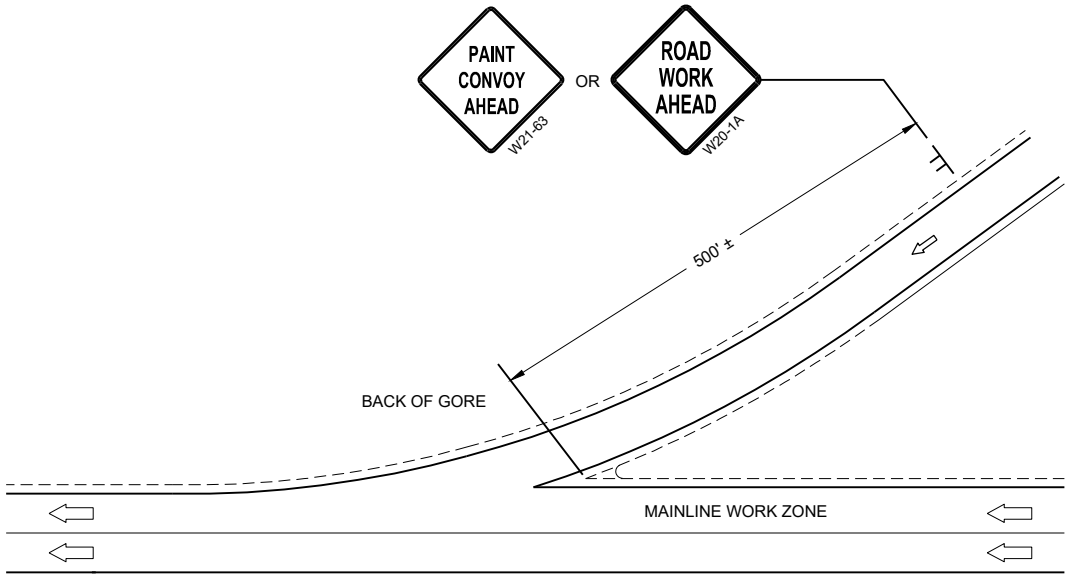
MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 /S/ Andrew J. ...
DATE WORK ZONE EN 147
FHWA

LEGEND

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



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.

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 AND 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.

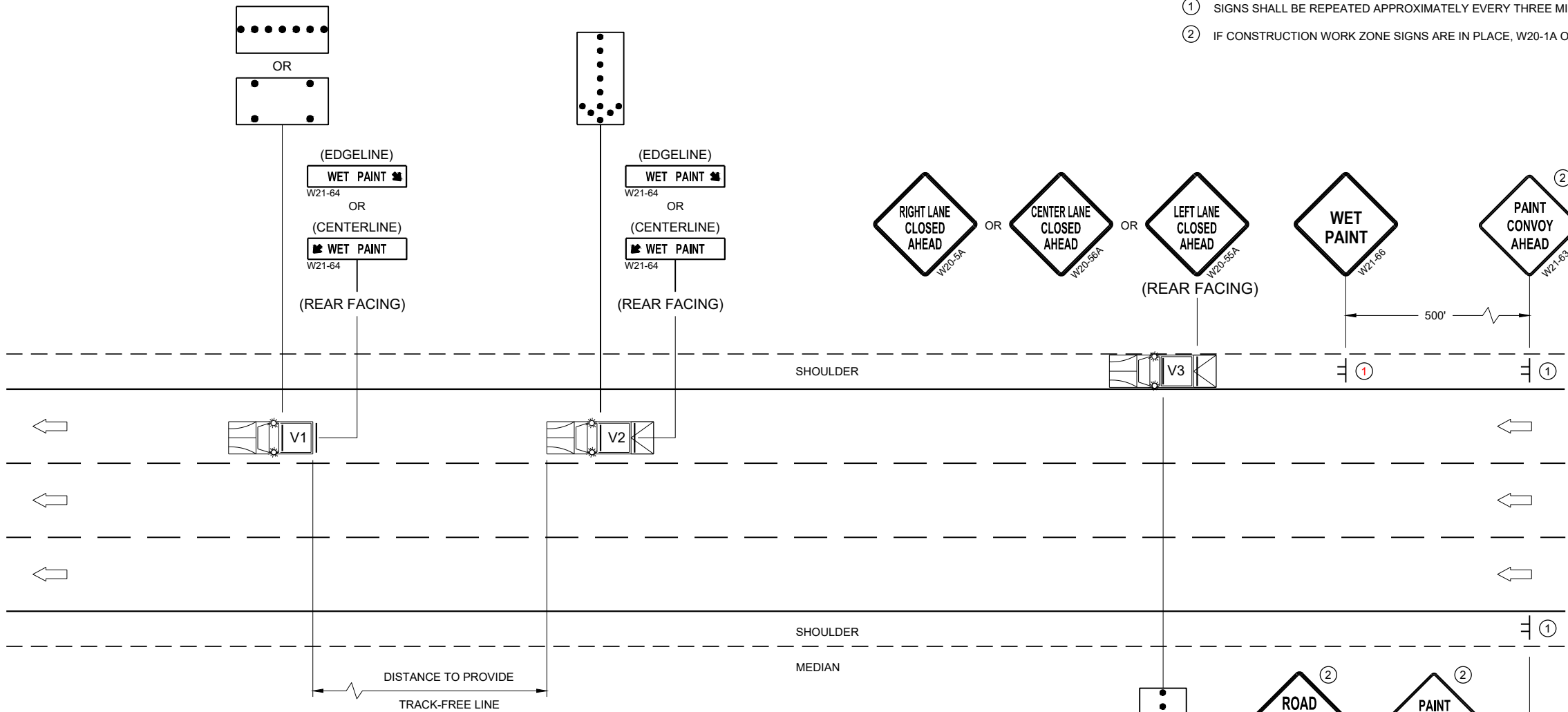
IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

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

CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- ① SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES AND AFTER EVERY ON RAMP.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY

MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
DIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2023 /S/ Andrew J. ...
DATE WORK ZONE EN 148
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 AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

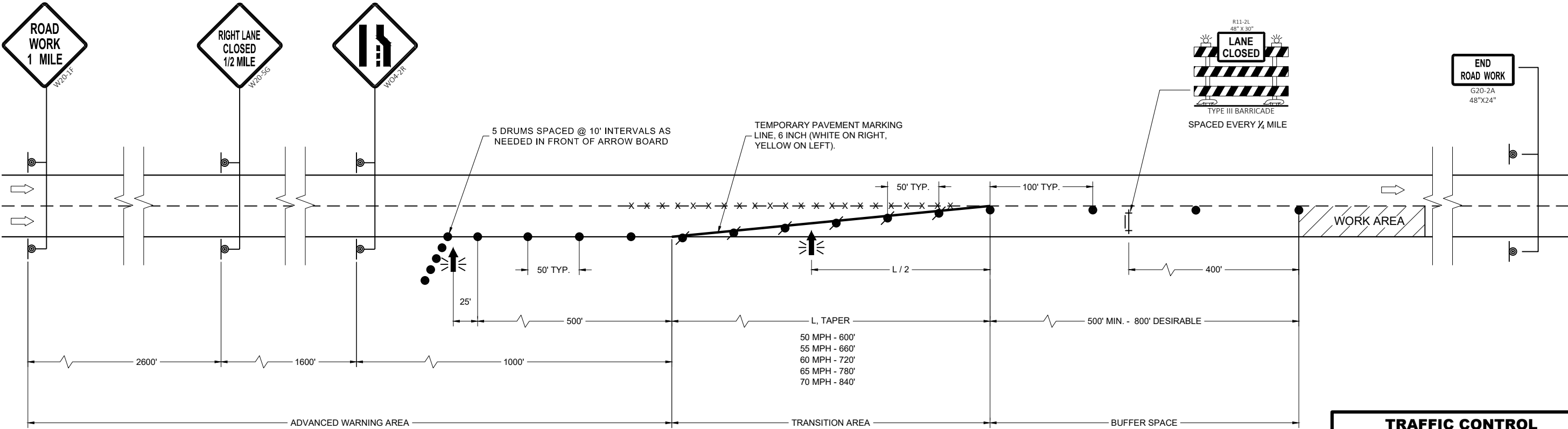
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE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

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

LEGEND

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

6



SDD 15D12-12a

**TRAFFIC CONTROL
LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
September 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

6

SDD 15D12-12a

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)
- REMOVING PAVEMENT MARKINGS
- 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.

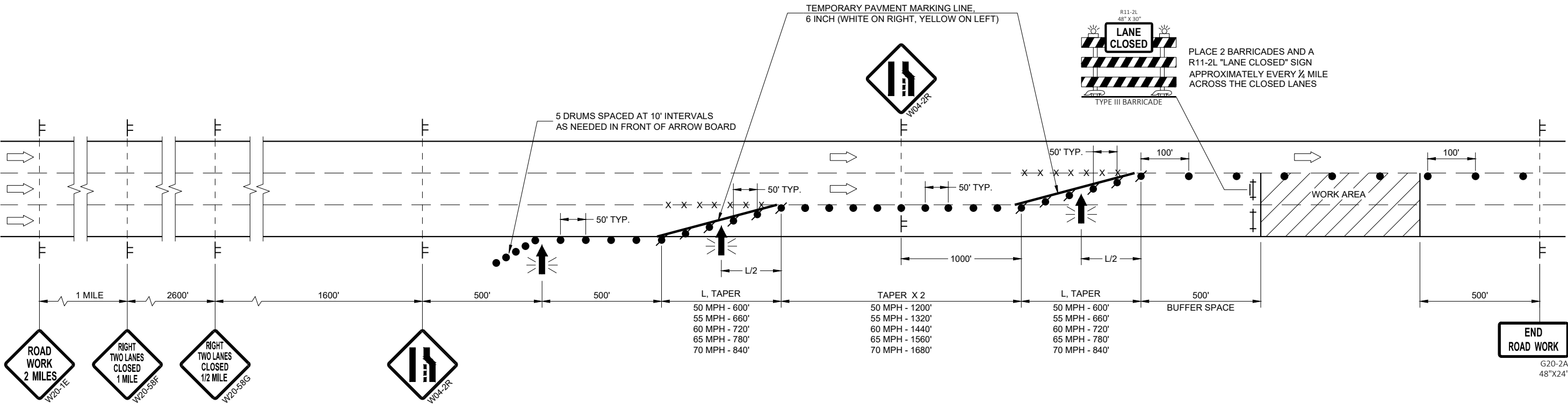
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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.

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



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidtke
STATEWIDE WORK ZONE T
SAFETY ENGINEER 150
FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

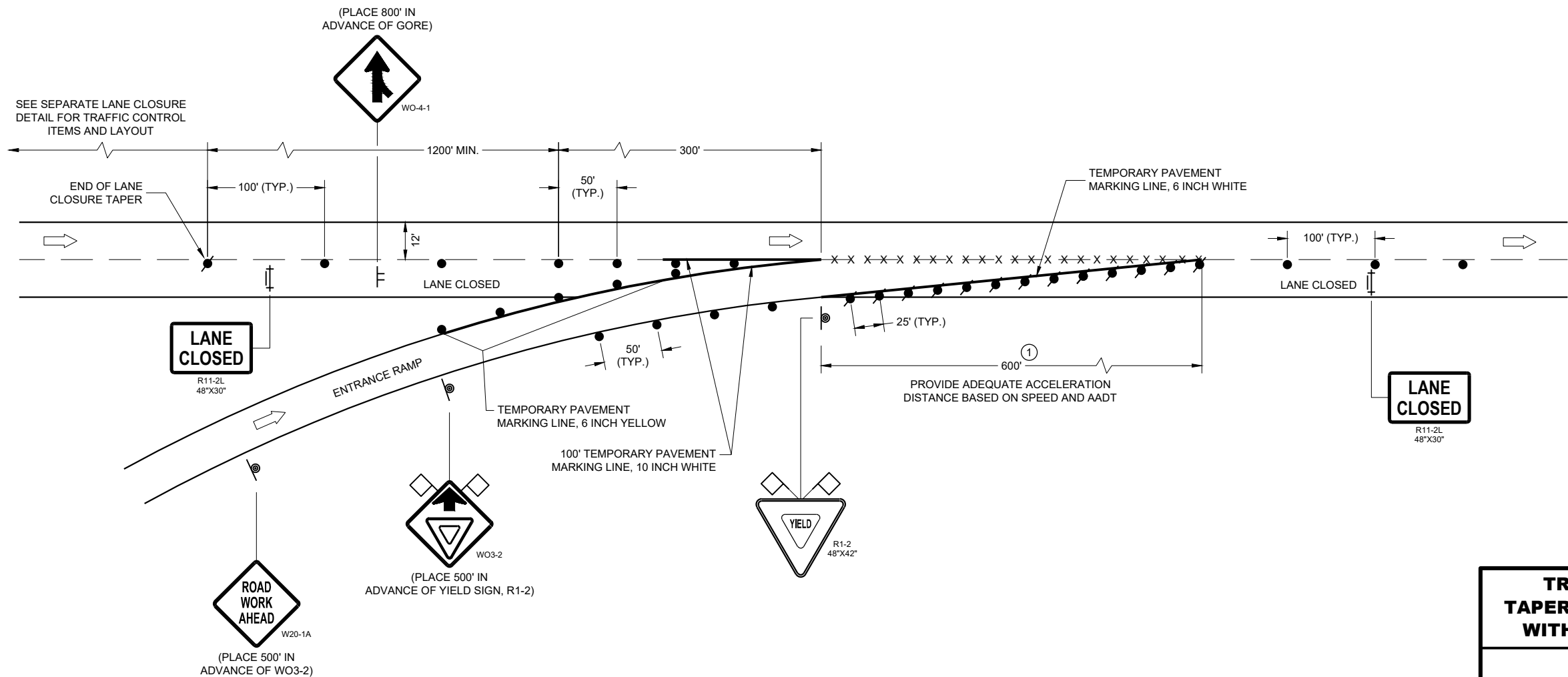
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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.



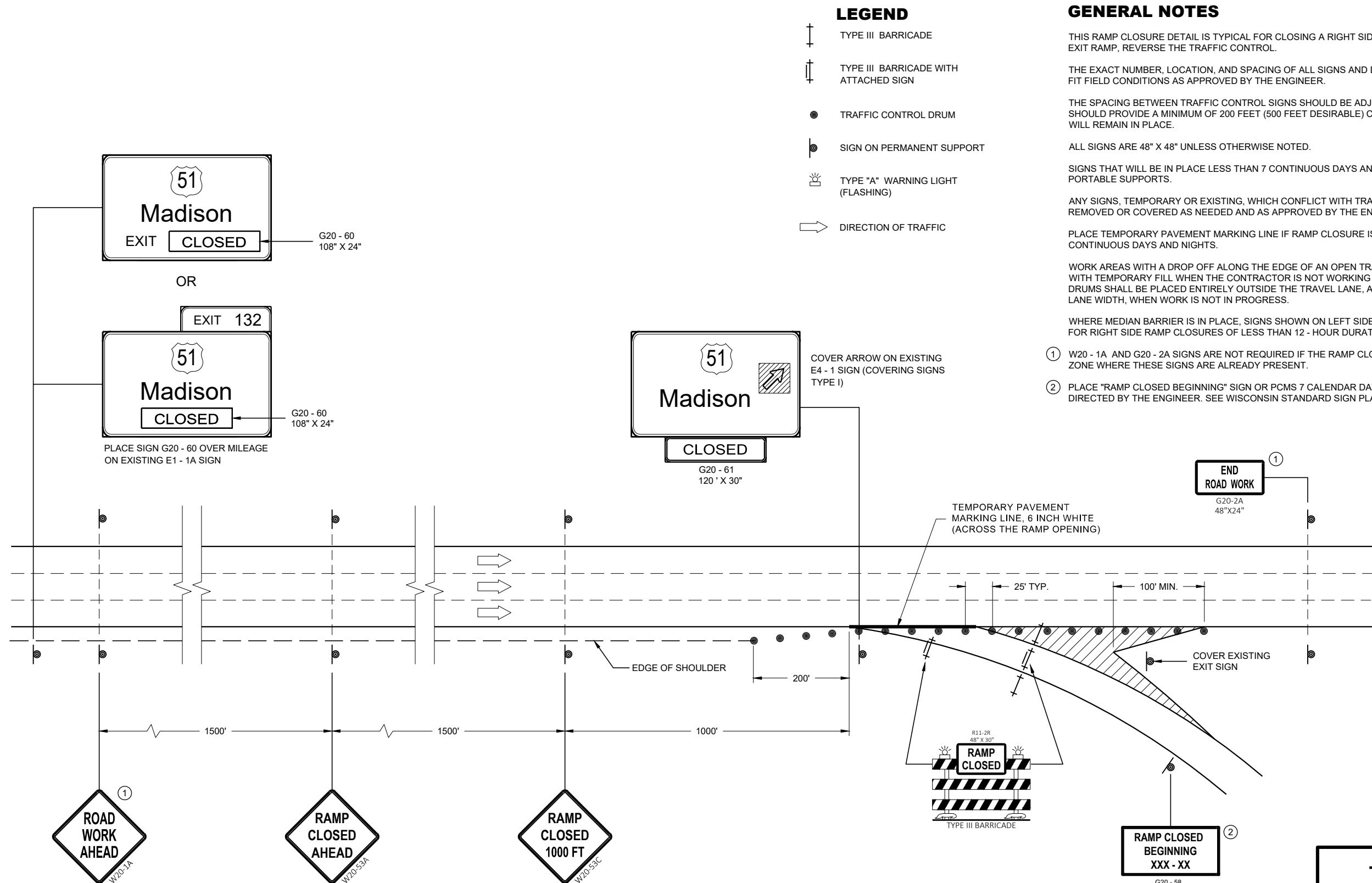
**TRAFFIC CONTROL,
TAPERED ENTRANCE RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER 151

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 LINE 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.

**TRAFFIC CONTROL,
EXIT RAMP CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA 152

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 LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

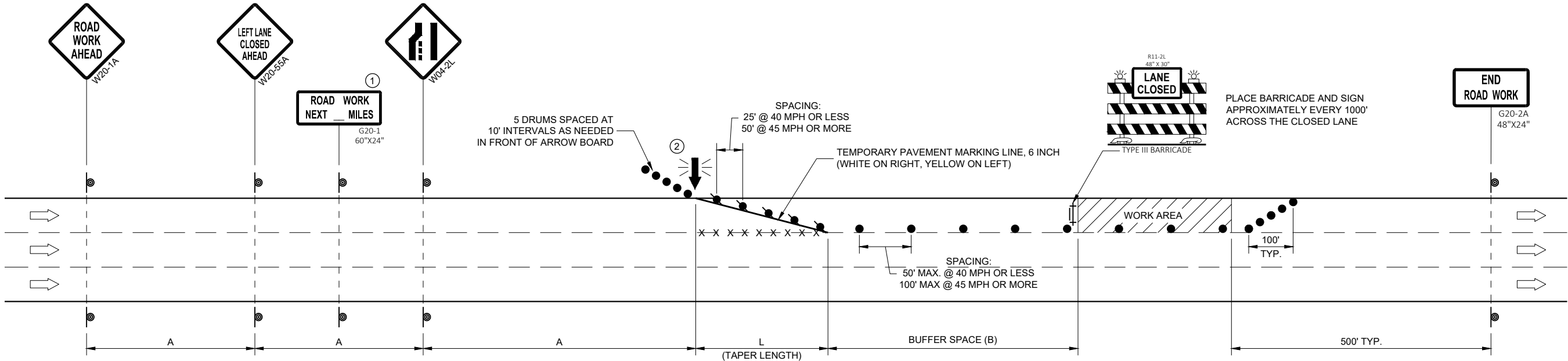
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 153

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 LINE 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.

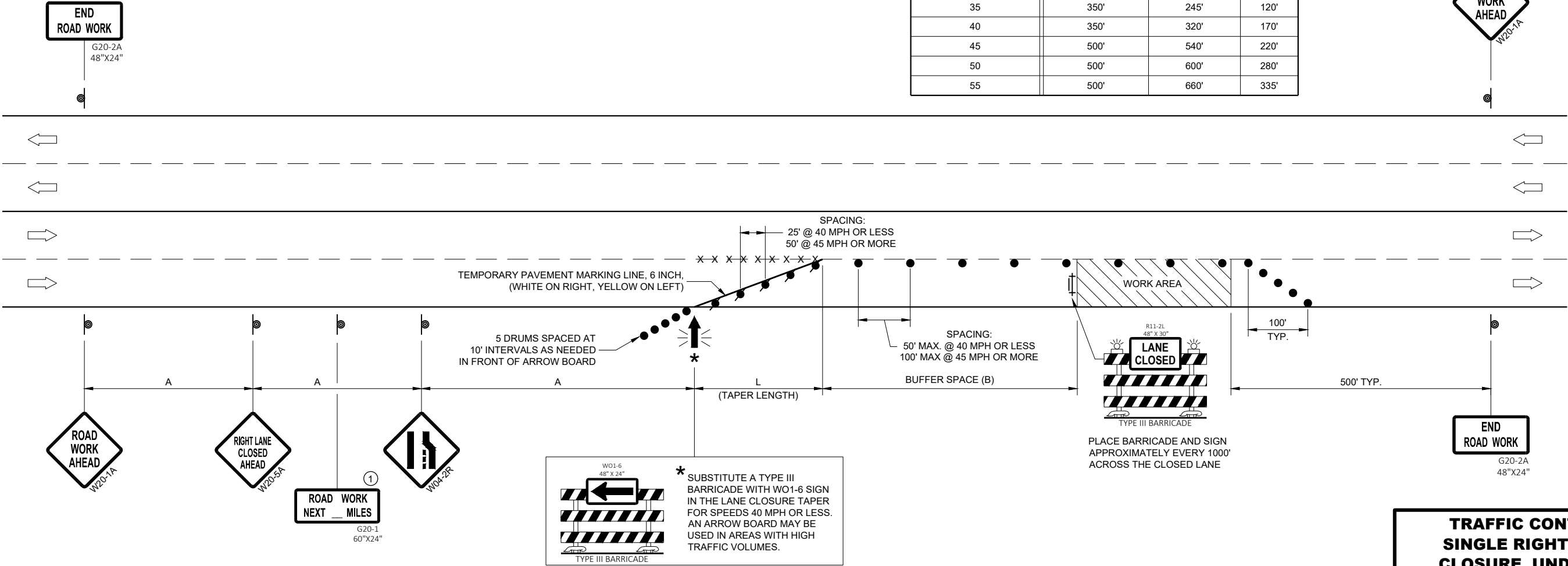
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

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

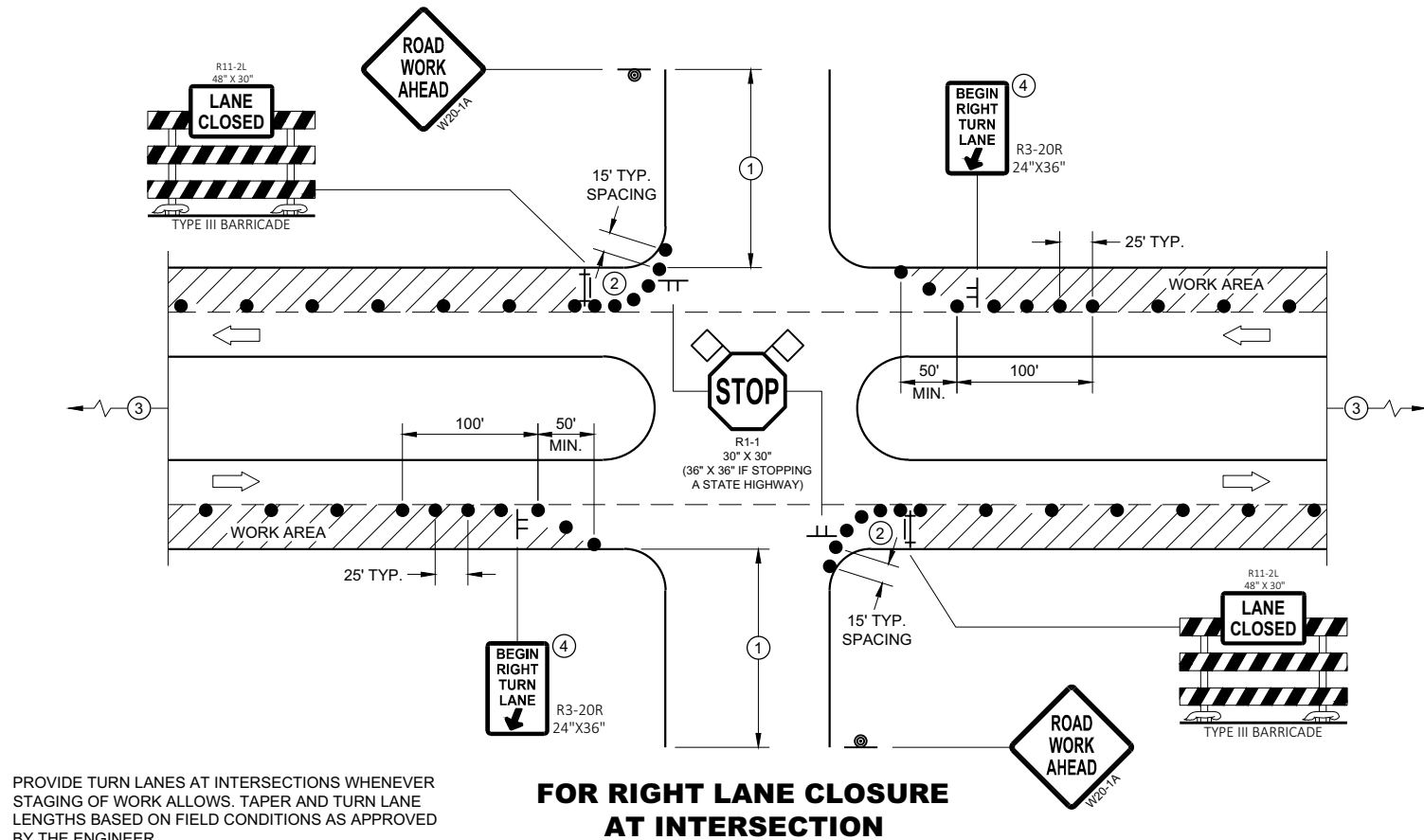
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 154
FHWA



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

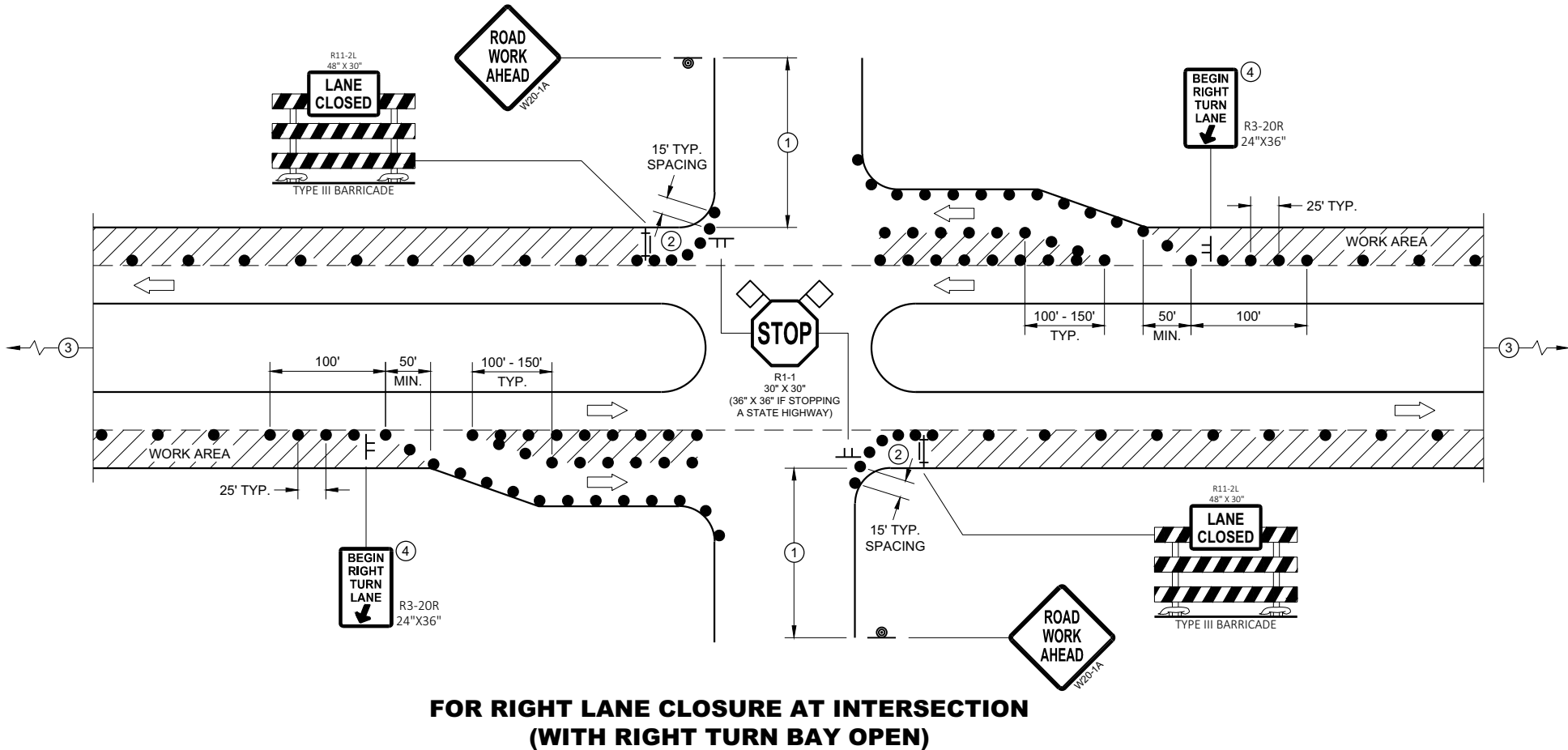
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.

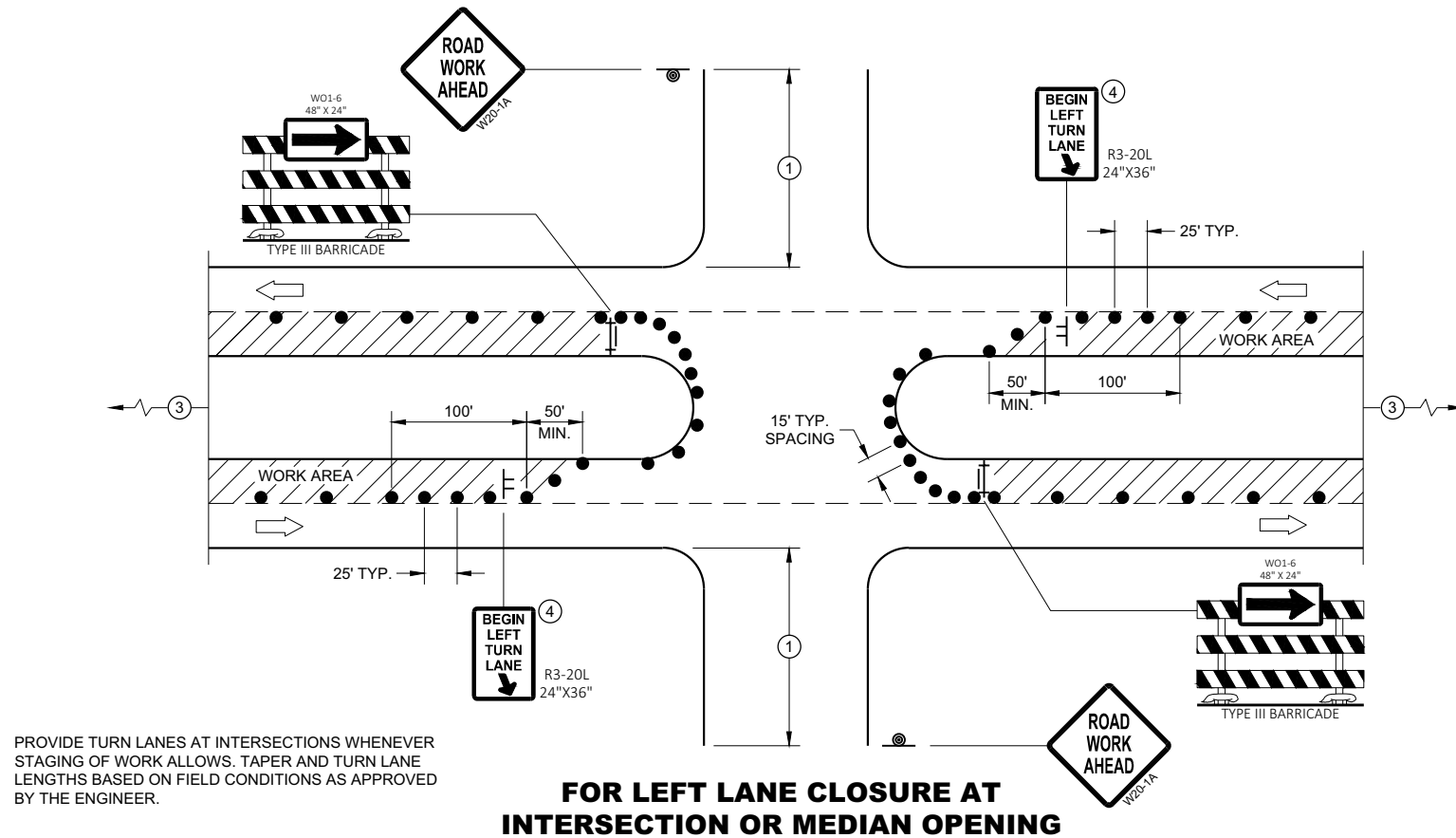


LEGEND

- 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

**GENERAL NOTES**

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

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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.

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350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
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LEGEND

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

FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING (WITH LEFT TURN BAY OPEN)**TRAFFIC CONTROL,
INTERSECTION WITHIN SINGLE
LEFT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 156
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.

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REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES 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
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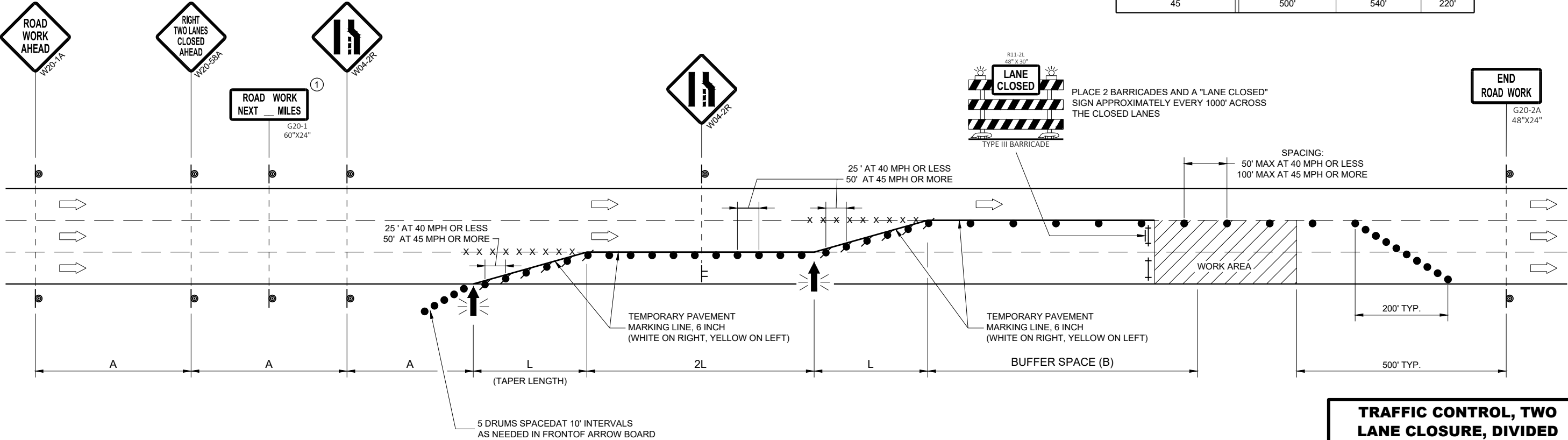
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
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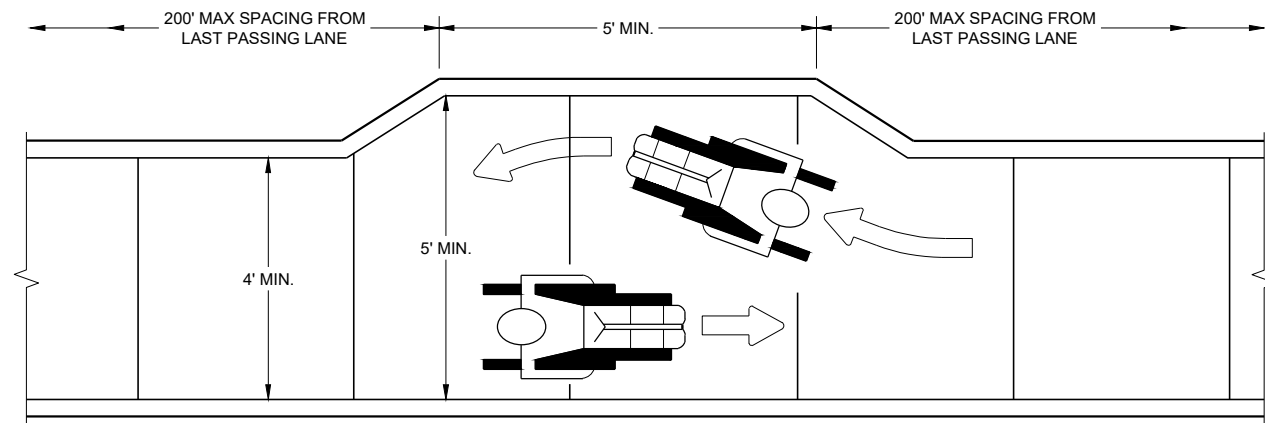


TRAFFIC CONTROL, TWO
LANE CLOSURE, DIVIDED
NON-FREEWAY/EXPRESSWAY

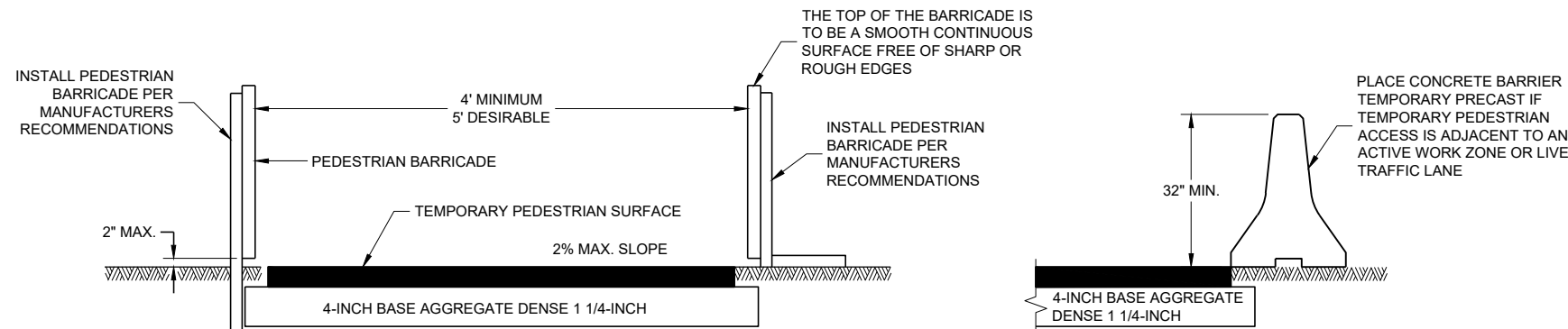
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 157

FHWA



NARROW SIDEWALK PASSING DETAIL



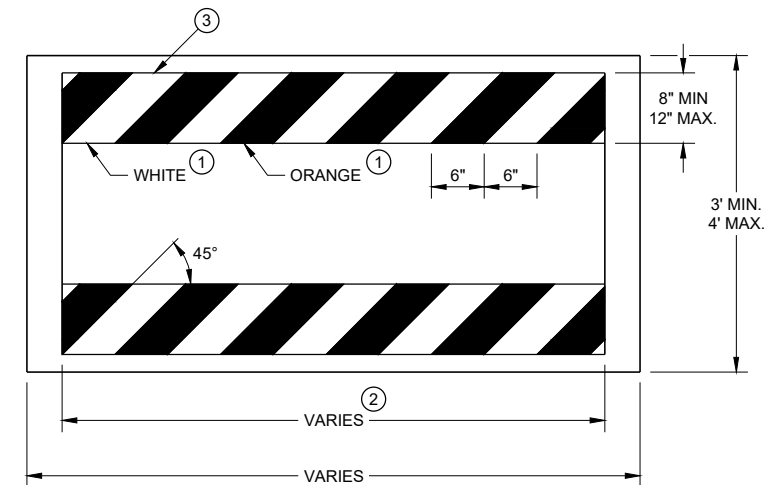
TEMPORARY PEDESTRIAN ACCESS

GENERAL NOTES

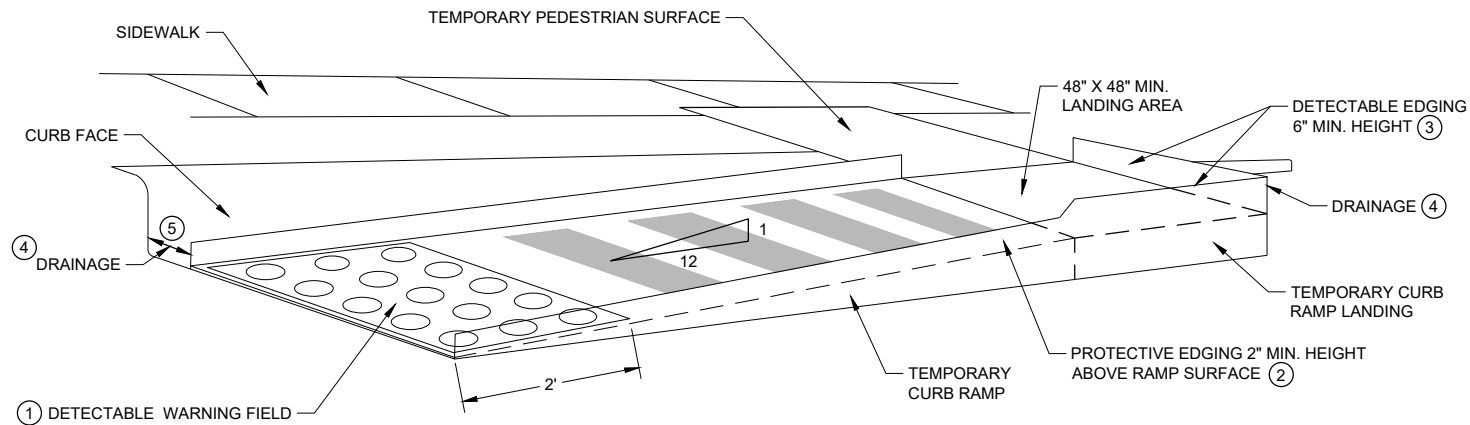
BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
- ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

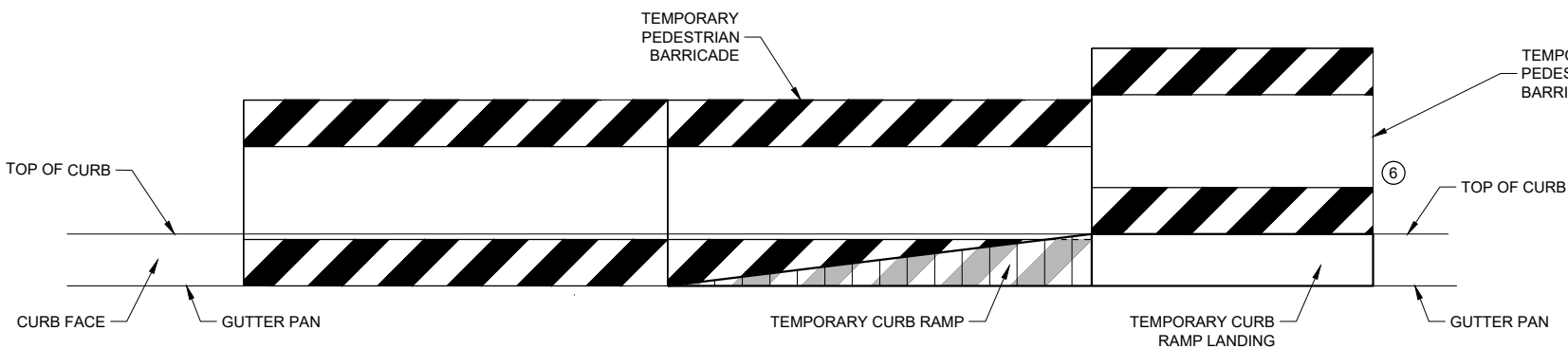
★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.



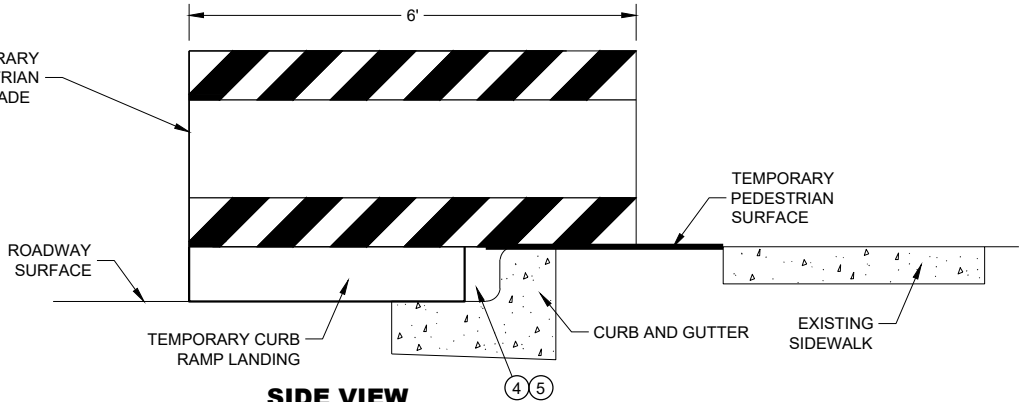
TEMPORARY PEDESTRIAN BARRICADE*



PERSPECTIVE VIEW



FRONT VIEW



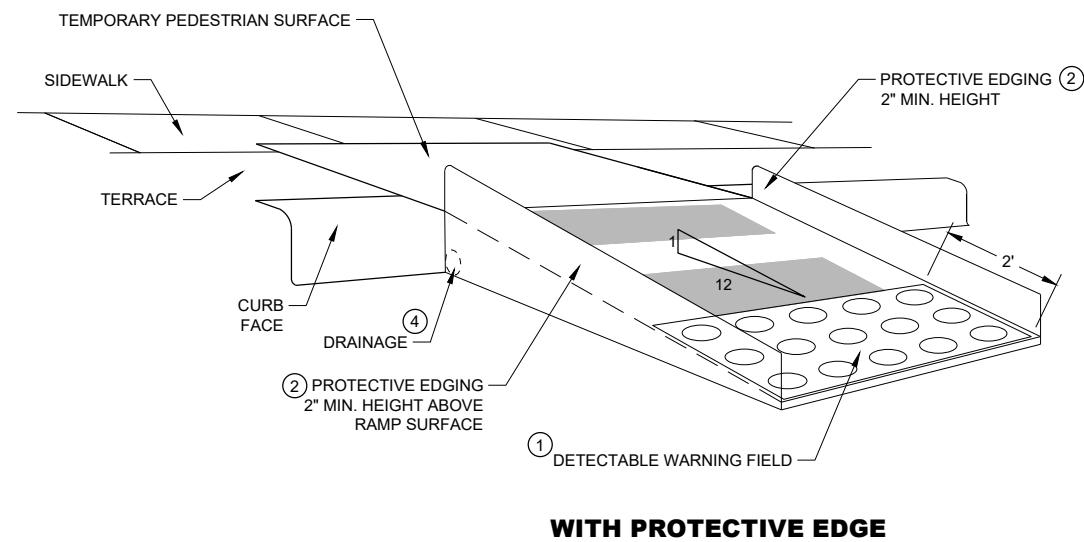
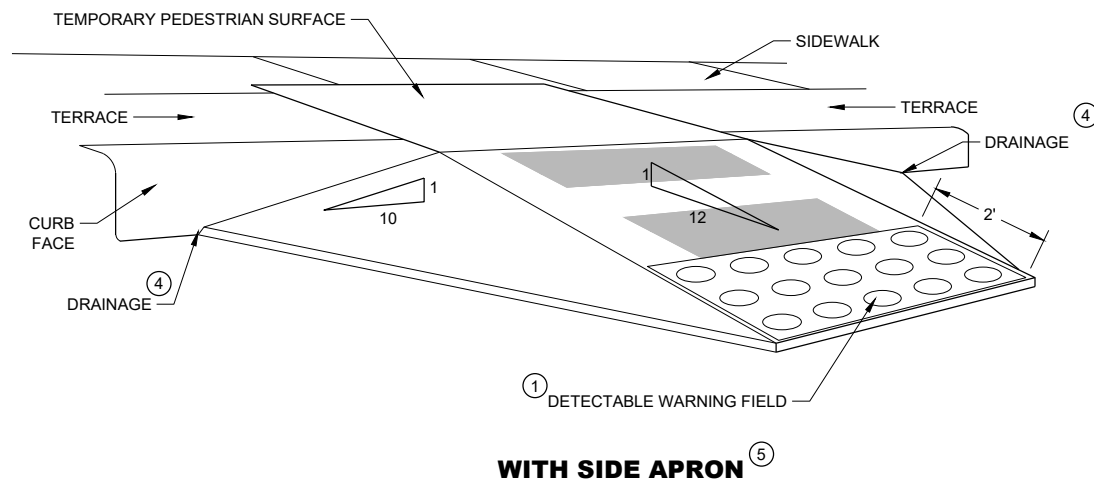
SIDE VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB

GENERAL NOTES

- CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.
- CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".

- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ ENSURE CURB RAMP IS OUT OF THE GUTTER PAN.
- ⑥ IF ONLY PART OF THE END PANEL OF TEMPORARY PEDESTRIAN BARRICADE PANEL IS NEEDED, EXTEND EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL HERE.



TEMPORARY CURB RAMP PERPENDICULAR TO CURB

GENERAL NOTES

CURB RAMPS SHALL BE 48" MINIMUM WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

ALTERNATE SIDEWALK WORK BETWEEN LEFT AND RIGHT SIDE OF ROADWAY TO MAINTAIN PEDESTRIAN ACCESS.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

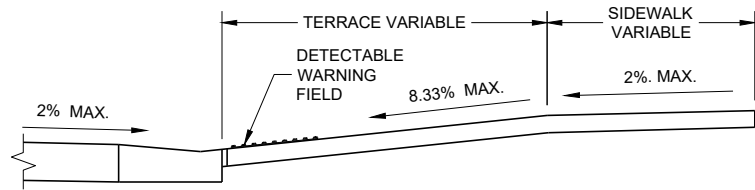
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".

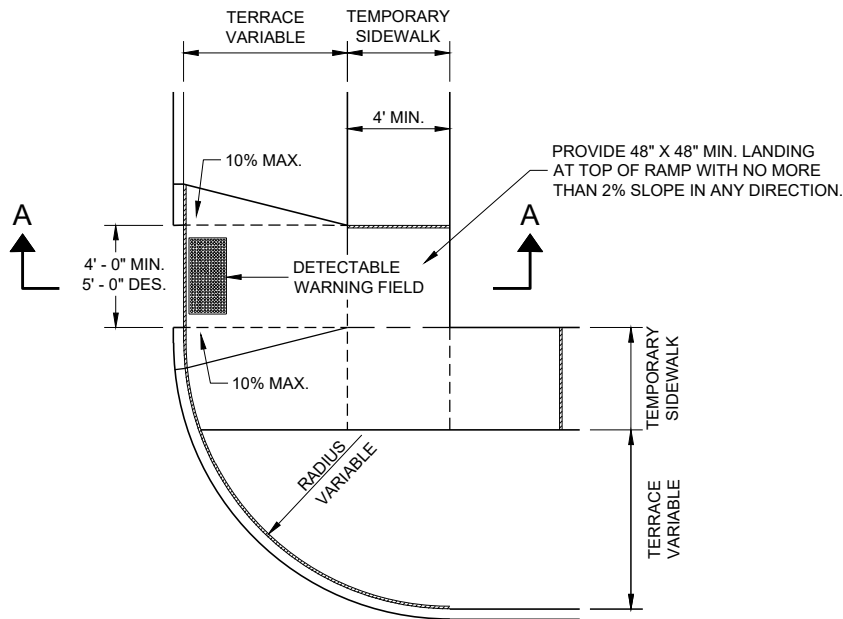
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- ③ DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- ④ DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ⑤ CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 160



SECTION A - A



PLAN VIEW
TEMPORARY TYPE 3 RAMP
(OUTSIDE OF CROSSWALK AREA)

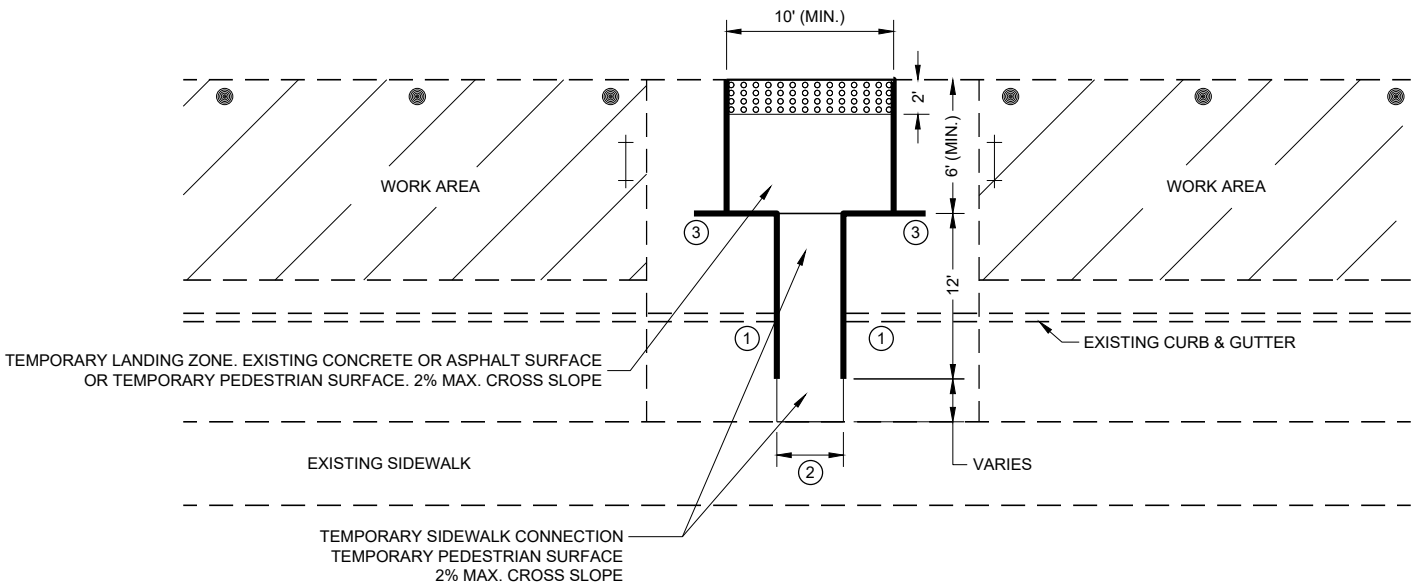
GENERAL NOTES

- BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
 - ② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
 - ③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
- ★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

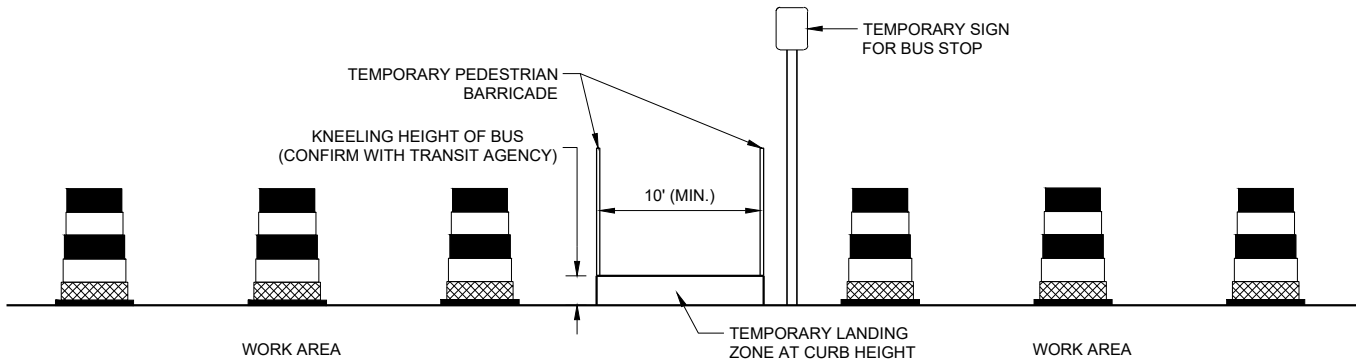
TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 161
FHWA



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

- ① DO NOT RESTRICT WATER FLOW IN THE GUTTER SYSTEM.
- ② 5' WIDE MIN. WITH TEMPORARY PEDESTRIAN BARRICADE, 10' WIDE MIN. WITHOUT TEMPORARY PEDESTRIAN BARRICADE.
- ③ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE INTO THIS SPACE.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊥ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

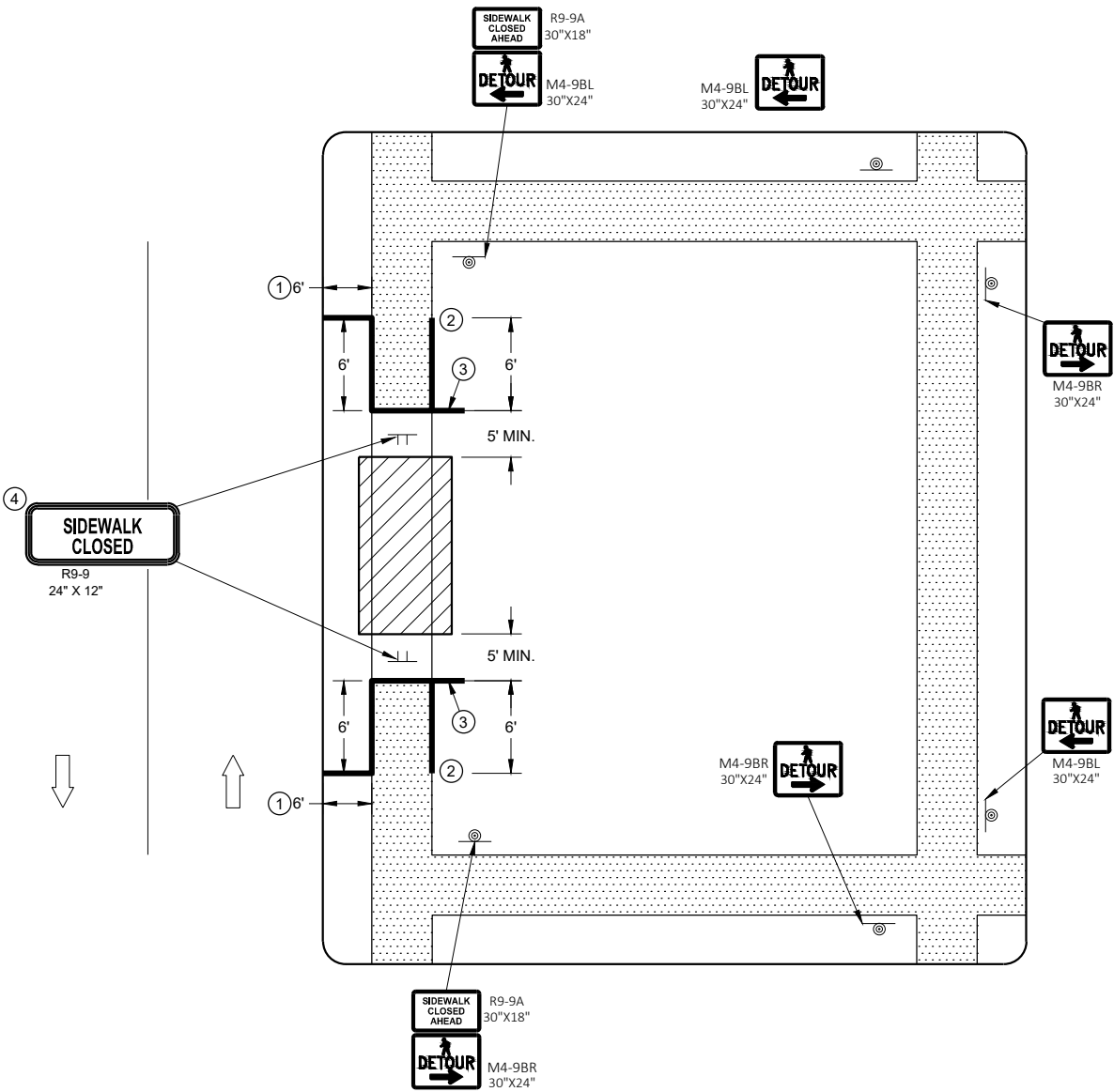
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

- SIGN ON TEMPORARY SUPPORT
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY PEDESTRIAN SURFACE
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

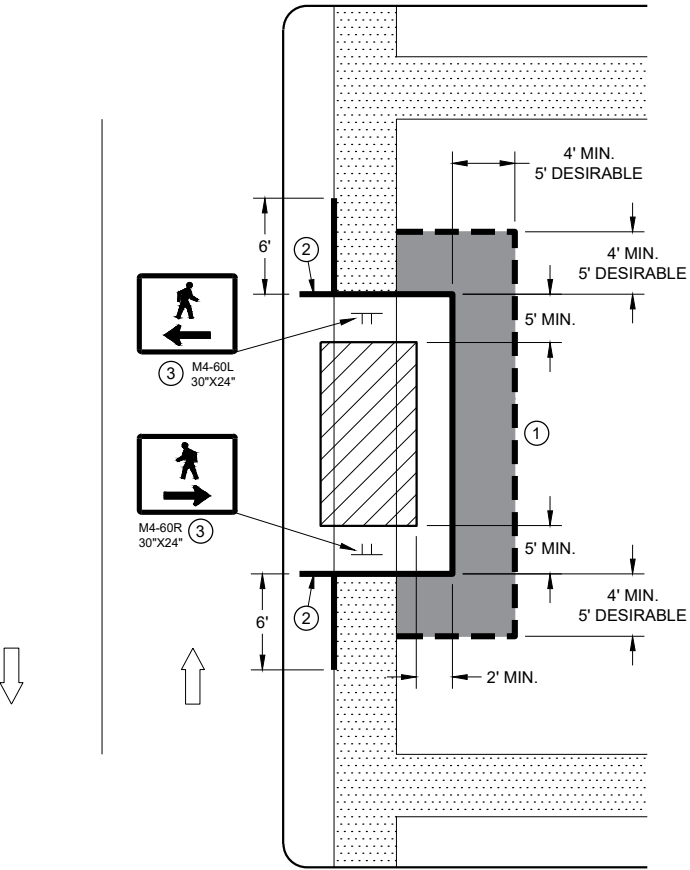
GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ①

USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ②

IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③

MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



SIDEWALK DIVERSION
SINGLE SIDE

LEGEND

- | | |
|---|----------------------------------|
|  | SIGN ON TEMPORARY SUPPORT |
|  | TRAFFIC CONTROL DRUM |
|  | WORK AREA |
|  | UNDER PEDESTRIAN TRAFFIC |
|  | TEMPORARY CURB RAMP |
|  | TEMPORARY PEDESTRIAN SURFACE "A" |
|  | TEMPORARY PEDESTRIAN SURFACE "B" |
|  | TEMPORARY PEDESTRIAN BARRICADE |
|  | DIRECTION OF TRAFFIC |

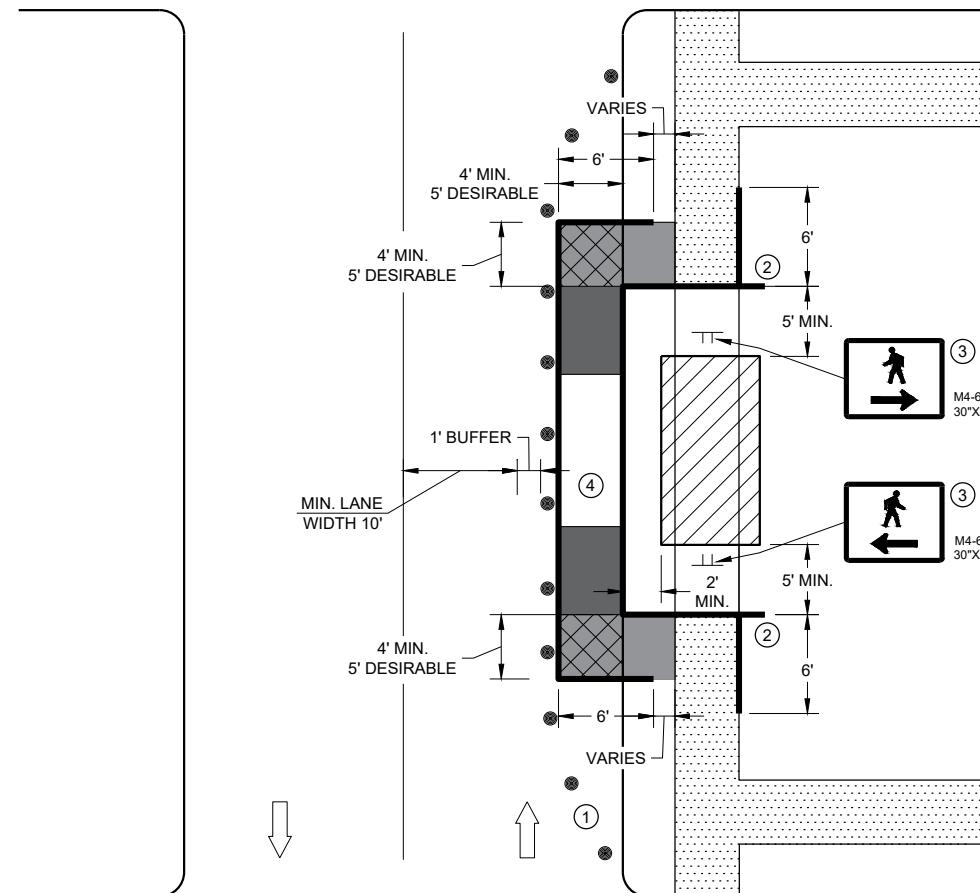
GENERAL NOTES

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WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

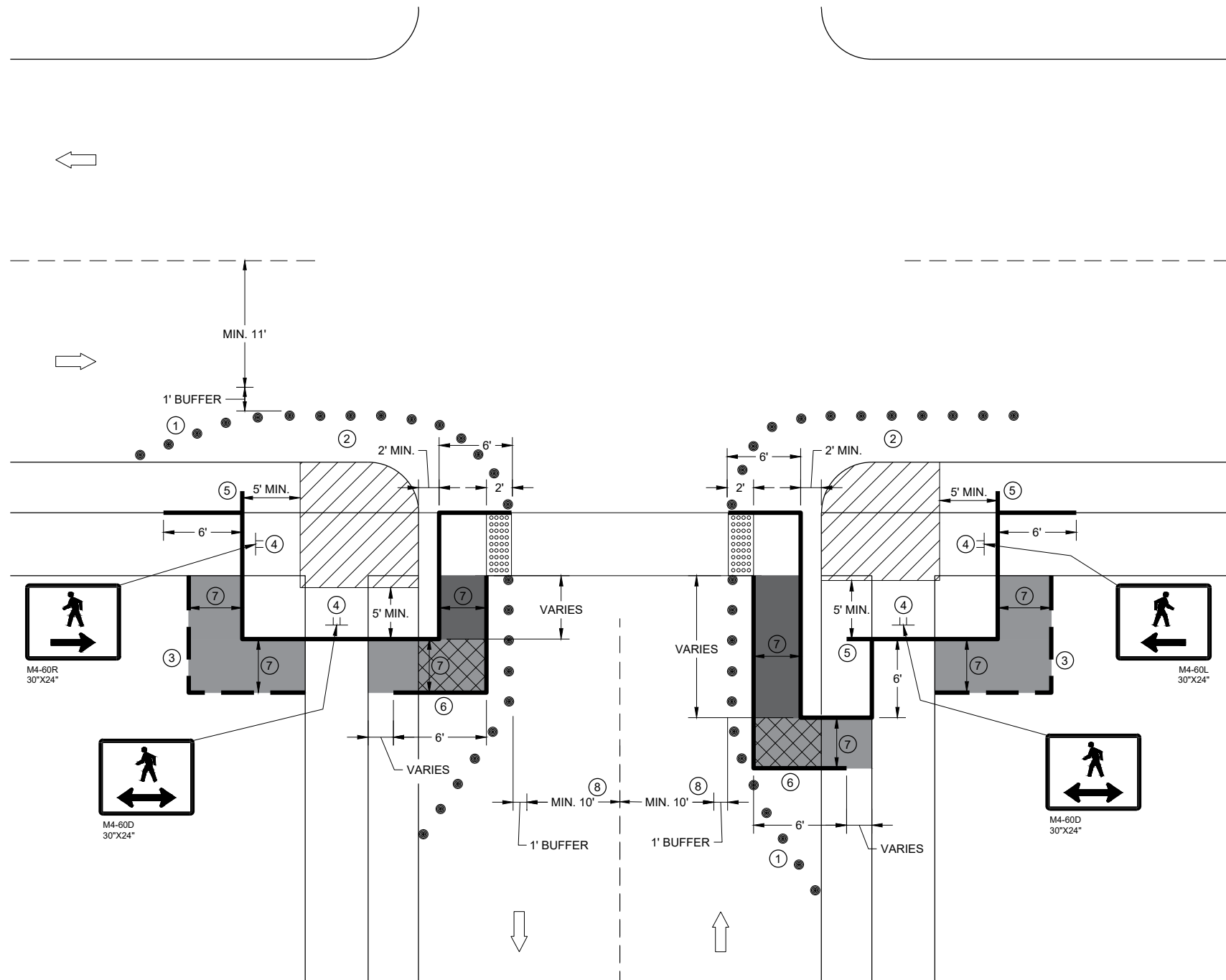
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



SIDEWALK DIVERSION, SINGLE SIDE

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 165



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE**

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

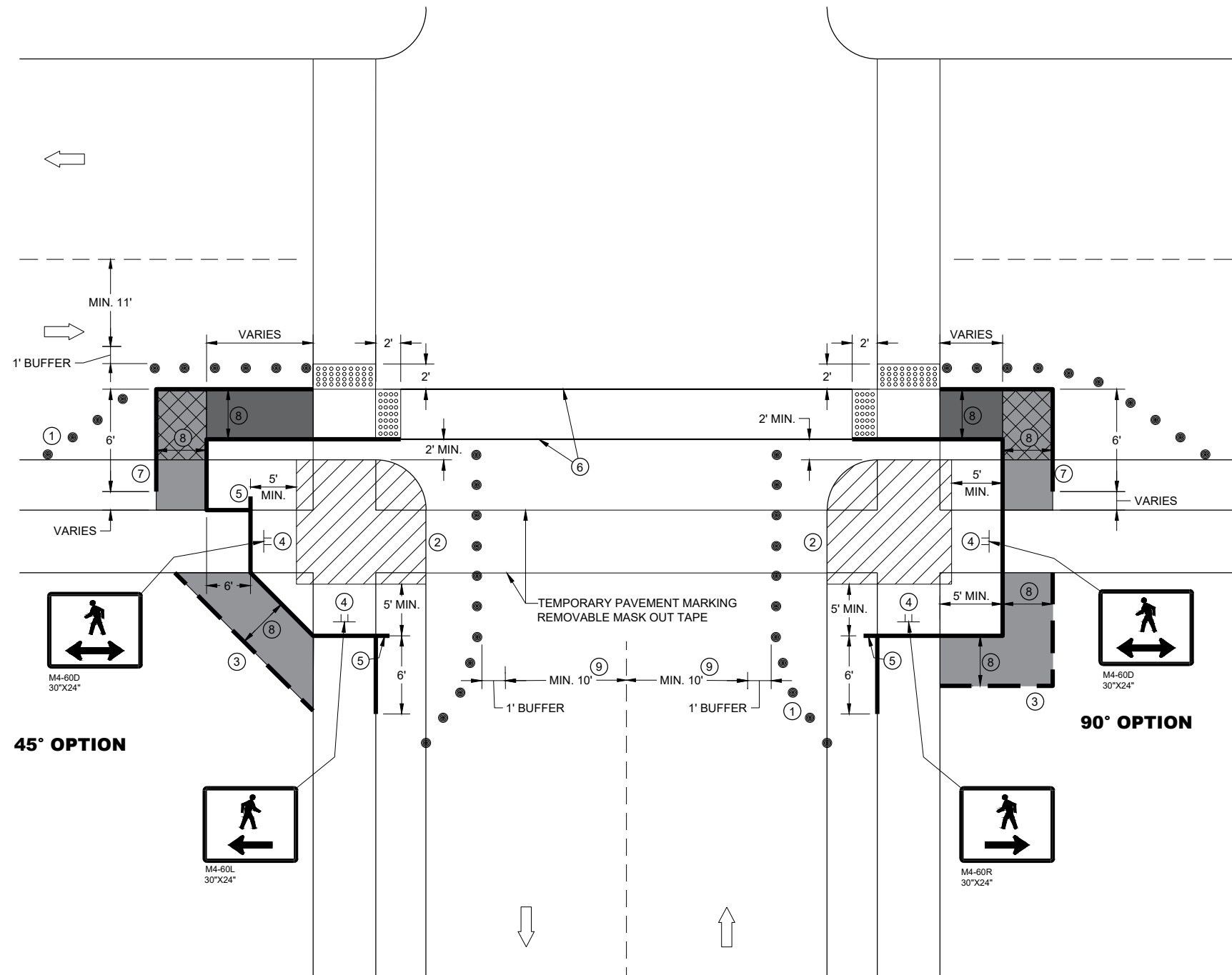
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  WORK AREA
-  TEMPORARY CURB RAMP
-  TEMPORARY PEDESTRIAN SURFACE "A"
-  TEMPORARY PEDESTRIAN SURFACE "B"
-  TEMPORARY DETECTABLE WARNING FIELD
-  TEMPORARY PEDESTRIAN BARRICADE
-  OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 166



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

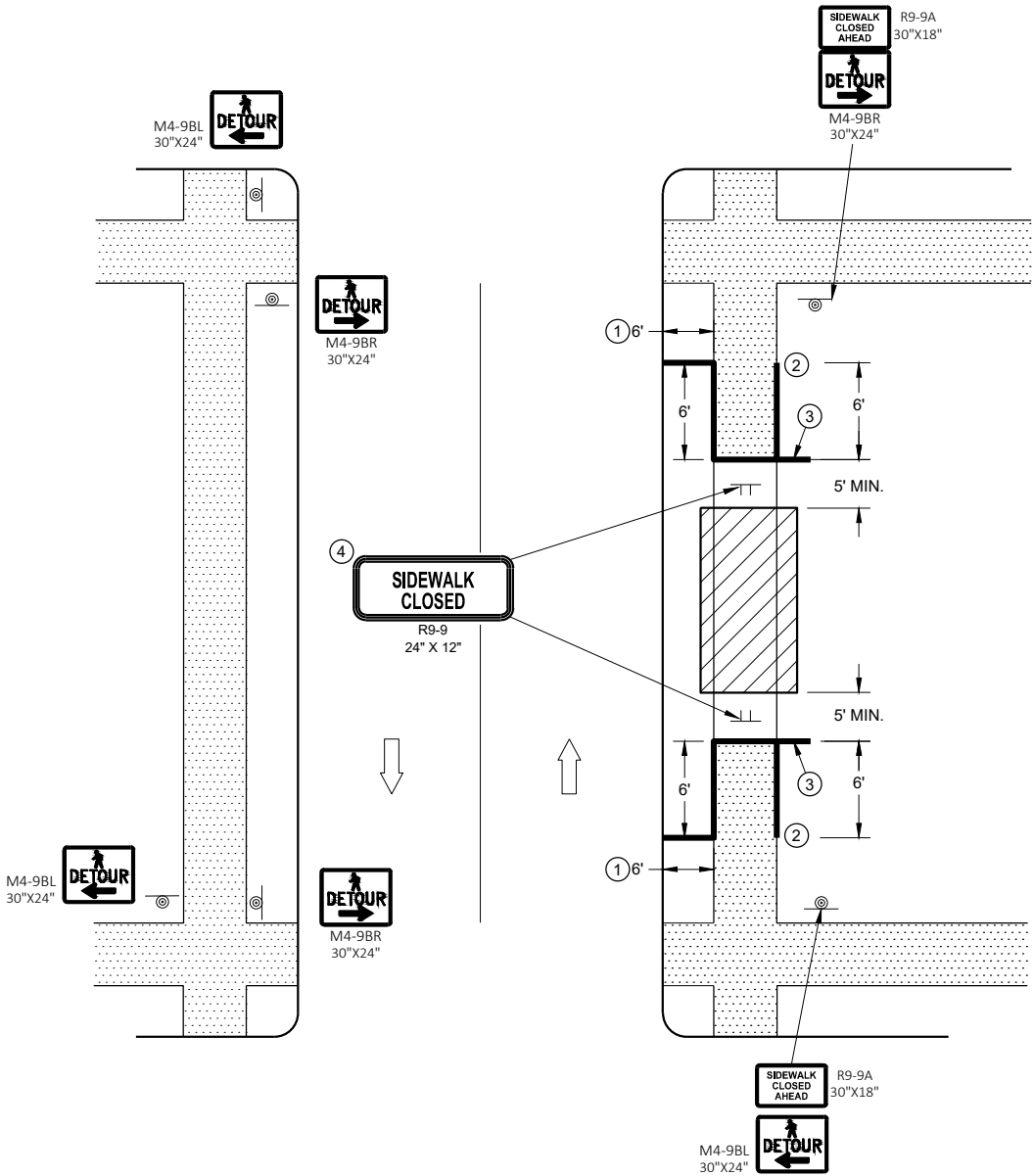
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
- ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
- ⑥ WHITE 6" TEMPORARY PAVEMENT MARKING
- ⑦ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
- ⑧ 4 FEET MINIMUM, 5 FEET DESIRABLE
- ⑨ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY DETECTABLE WARNING FIELD
- TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  UNDER PEDESTRIAN TRAFFIC
-  WORK AREA
-  TEMPORARY PEDESTRIAN BARRICADE
-  DIRECTION OF TRAFFIC



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.

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

PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.

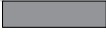
- ① IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ② PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
- ③ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ④ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.

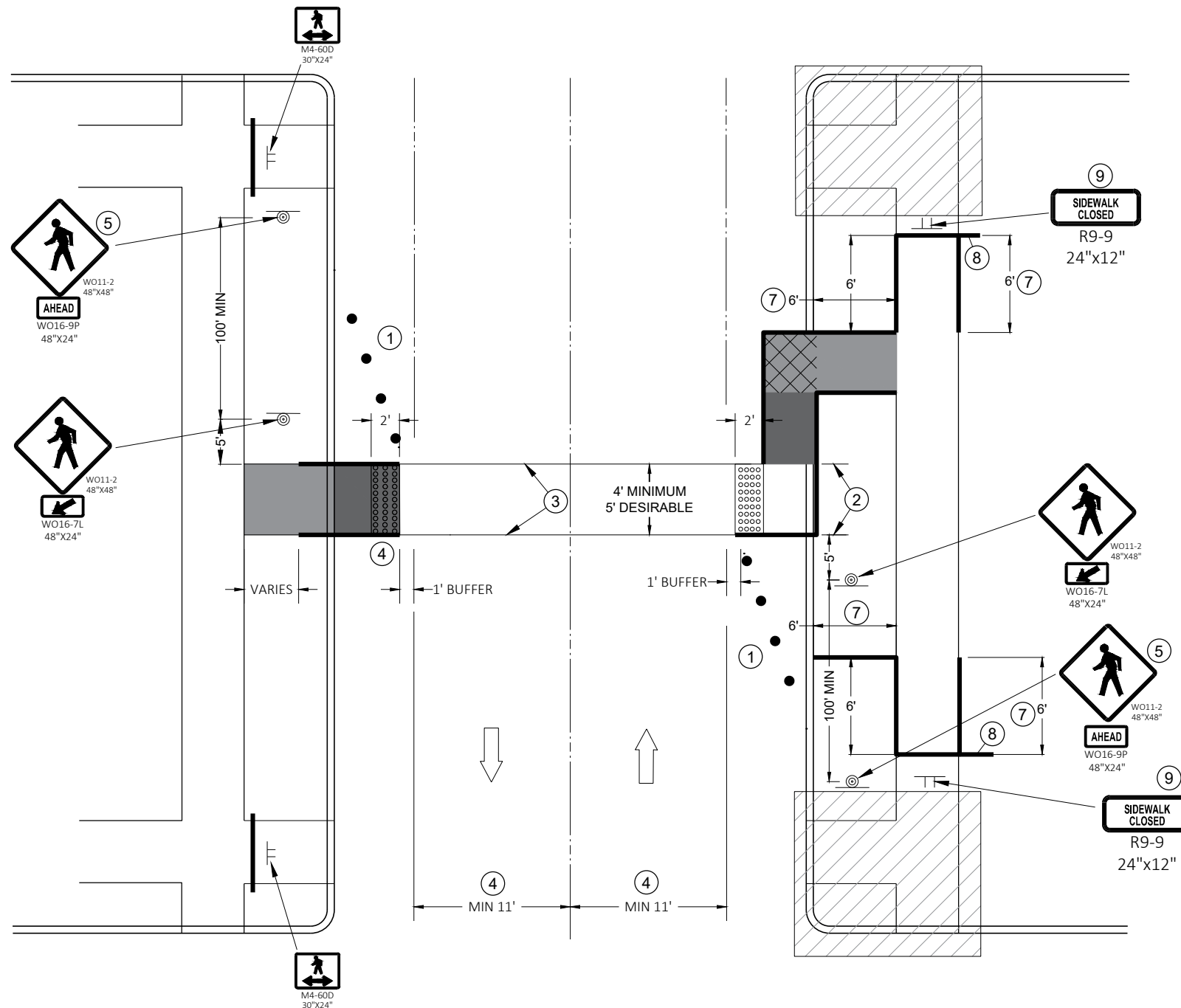
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.

SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

- ## LEGEND

- | | |
|---|------------------------------------|
|  | TRAFFIC CONTROL DRUM |
|  | SIGN ON TEMPORARY SUPPORT |
|  | TEMPORARY CURB RAMP |
|  | TEMPORARY DETECTABLE WARNING FIELD |
|  | TEMPORARY PEDESTRIAN SURFACE "A" |
|  | TEMPORARY PEDESTRIAN SURFACE "B" |
|  | WORK AREA |
|  | TEMPORARY PEDESTRIAN BARRICADE |
|  | DIRECTION OF TRAFFIC |

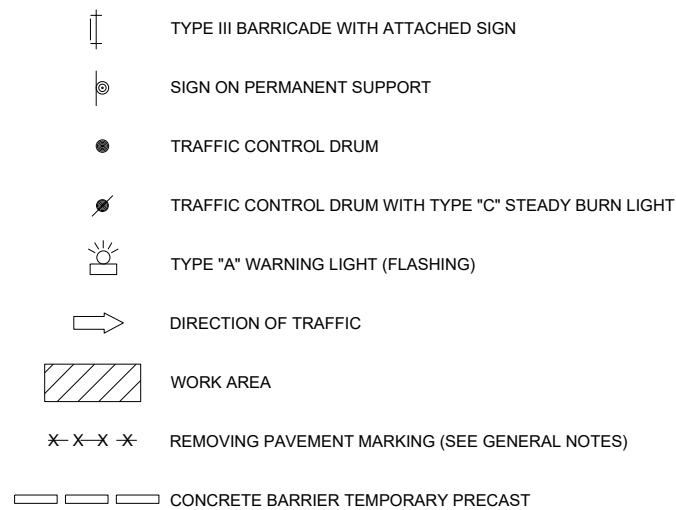


TEMPORARY PEDESTRIAN CROSSING

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION 169

LEGEND



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) DISTANCE TO EXISTING SIGNS.

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

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 ANY "COVERED" OR "DOWNED" SIGNS.

CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS 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 AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

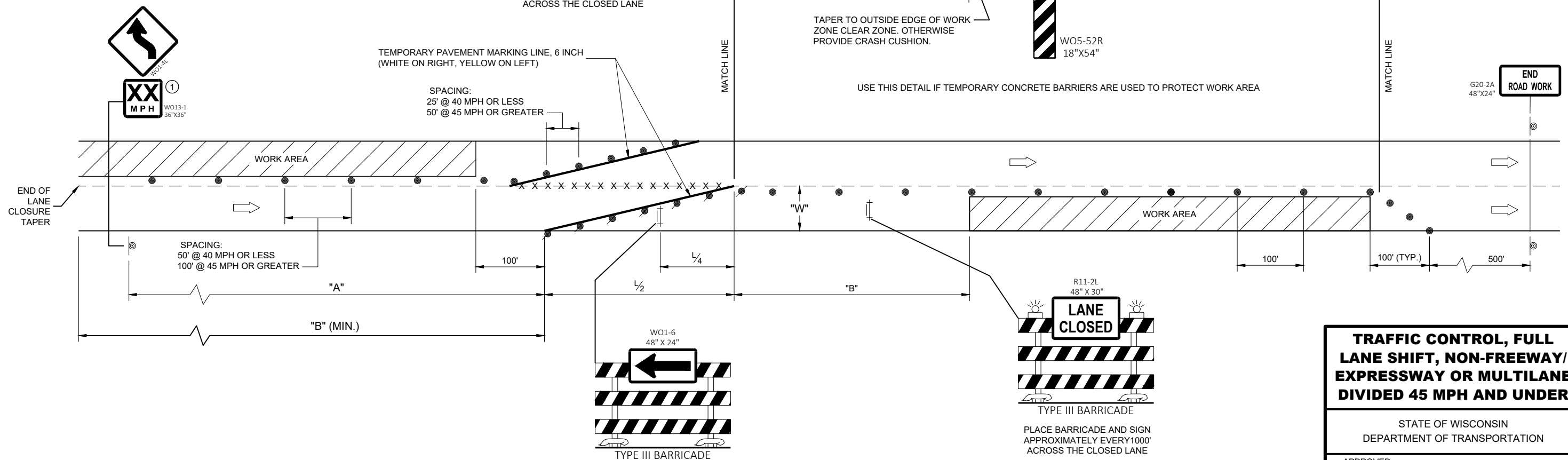
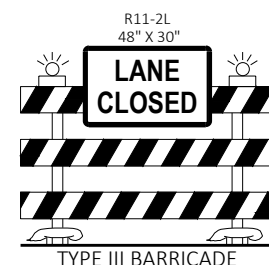
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT 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.

- ① USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ② BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER $\frac{L}{2}$					BUFFER SPACE (B) FEET
		W, LATERAL OFFSET (FT)					
		10	11	12	13	14	
25	200	52	57	63	68	73	55
30	200	75	83	90	98	105	85
35	350	102	112	123	133	143	120
40	350	133	147	160	173	187	170
45	500	225	248	270	293	315	220



**TRAFFIC CONTROL, FULL
LANE SHIFT, NON-FREEWAY/
EXPRESSWAY OR MULTILANE
DIVIDED 45 MPH AND UNDER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 170

FHWA

	TYPE III BARRICADE
	TYPE III BARRICADE WITH ATTACHED SIGN
	SIGN ON TEMPORARY SUPPORT
	SIGN ON PERMANENT SUPPORT
	TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
	TRAFFIC CONTROL DRUM
	TYPE "A" WARNING LIGHT (FLASHING)
	DIRECTION OF TRAFFIC
	WORK AREA
	FLASHING ARROW BOARD
	PORTABLE CHANGEABLE MESSAGE SIGN

RIGHT CLOSURE SHOWN (LEFT LANE CLOSURE SIMILAR)

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

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

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

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

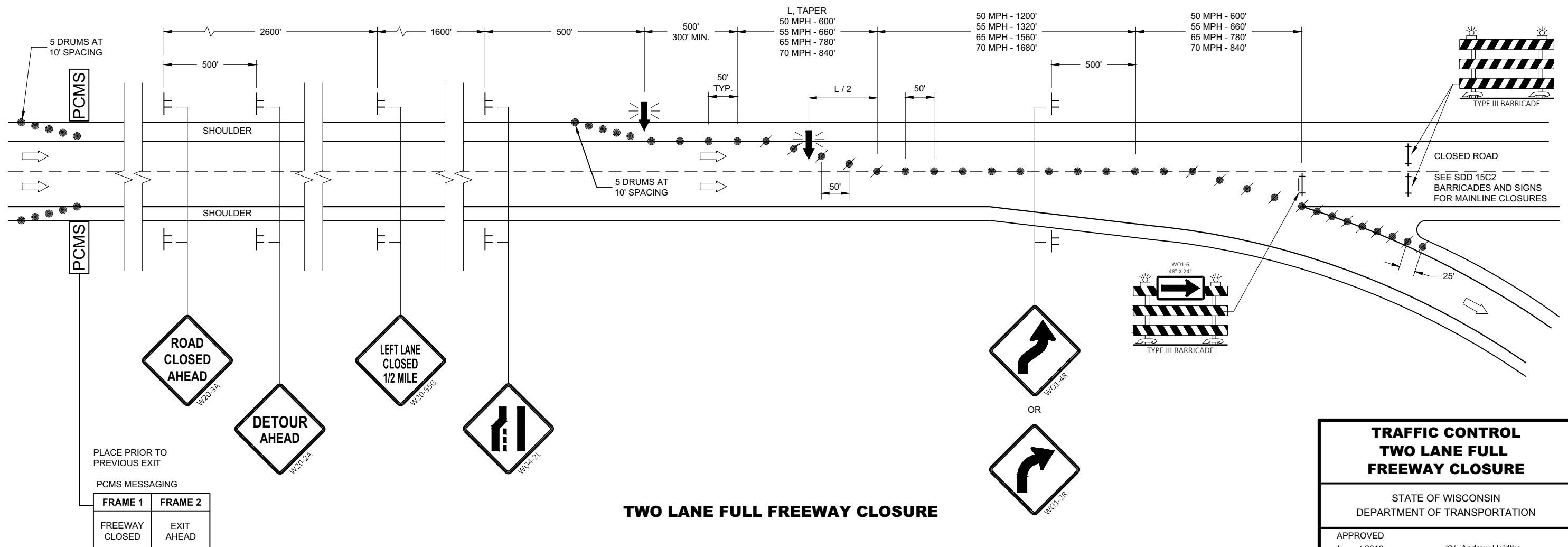
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROL SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND / OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

PLACE A TYPE III BARRICADE APPROXIMATELY EVERY 1000' ACROSS EACH CLOSED LANE TO HELP REINFORCE THE DRUM LINE.

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

REFER TO DETOUR ROUTES FOR TRAFFIC GUIDANCE SIGNING.

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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.



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)
-  DIRECTION OF TRAFFIC
-  FLASHING ARROW BOARD
-  PORTABLE CHANGEABLE MESSAGE BOARD

GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS, INCLUDING PCMS 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. NO WARNING LIGHTS SHALL BE WORKING ON "COVERED" OR "DOWNED" SIGNS.

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.

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

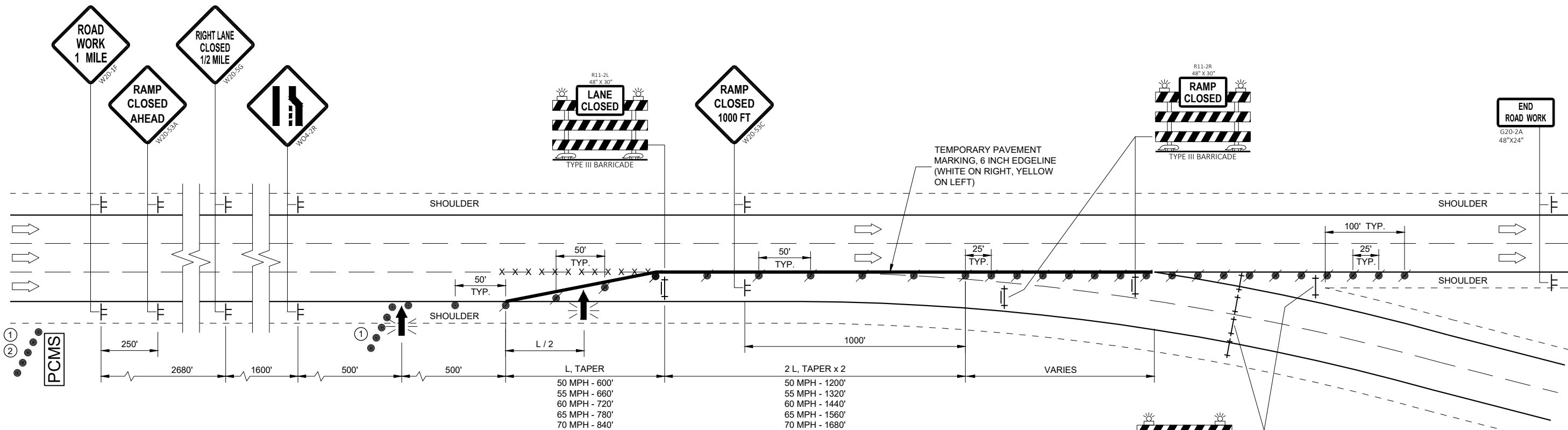
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS DIRECTED BY THE ENGINEER.

REMOVE ALL ARROW BOARDS AND DEVICES BEYOND THE SHOULDER WHEN THE WORK IS NOT IN PROGRESS.

REFER TO SDD 15C2 FOR SETTING DETOUR SIGNAGE.

ADD FREEWAY SHIELD AND DIRECTION IF APPLICABLE. COVER EXISTING RAMP AND LANE SIGNS IF APPLICABLE.

- ① 5 DRUMS SPACED AT 10 FOOT INTERVALS.
- ② DURING THE PRE-WARNING PERIOD, PLACE THE PCMS AT THE SYSTEM RAMP THAT IS TO BE CLOSED. DURING CLOSURE PERIOD, PLACE PCMS OR FMS AT LAST AVAILABLE EXIT IN ADVANCE OF SYSTEM RAMP CLOSURE. IF DYNAMIC MESSAGE SIGNS (DMS) ARE AVAILABLE, COORDINATE POTENTIAL SIGN MESSAGES WITH THE TRAFFIC MANAGEMENT CENTER (TMC).



RAMP CLOSED BEGINNING XXX-XX

G20-58

PCMS MESSAGING

ONE WEEK IN ADVANCE OF CLOSURE:

FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX

DURING CLOSURE:

FRAME 1	FRAME 2
HWY XX RAMP CLOSED	USE ALT ROUTE

TRAFFIC CONTROL, SYSTEM RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023

DATE

FHWA

/S/ Andrew Heidtke

WORK ZONE ENGINEER

172

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER $L/2$					
		W, LATERAL OFFSET (FT)					
3	4	5	6	7	8		
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

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.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

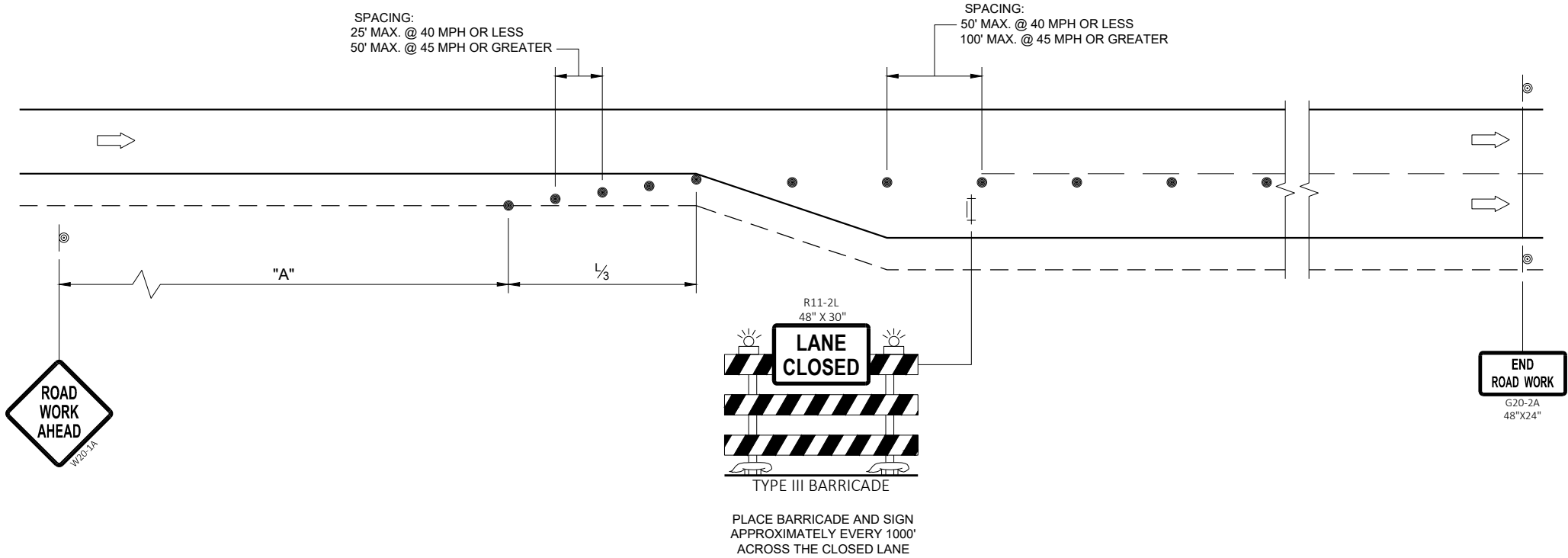
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

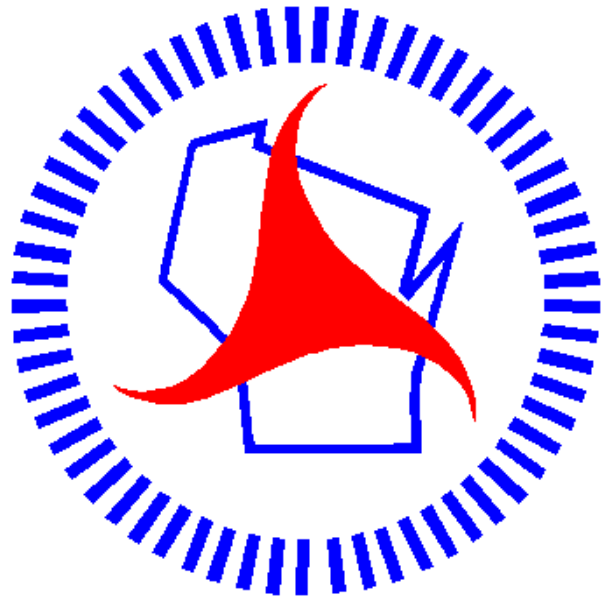


**TRAFFIC CONTROL
ADDED LANE CLOSURE
WITHOUT LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 173

FHWA



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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

WKE MAY 2024

PROJECT ID: 2025-03-74

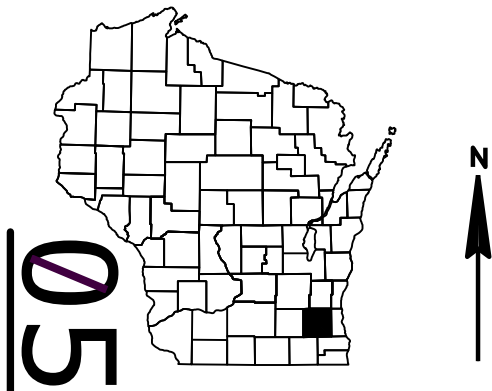
WITH: 1000-50-60, 1000-50-61

COUNTY: WAUKESHA

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 = 18



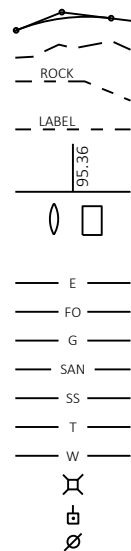
DESIGN DESIGNATION

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

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

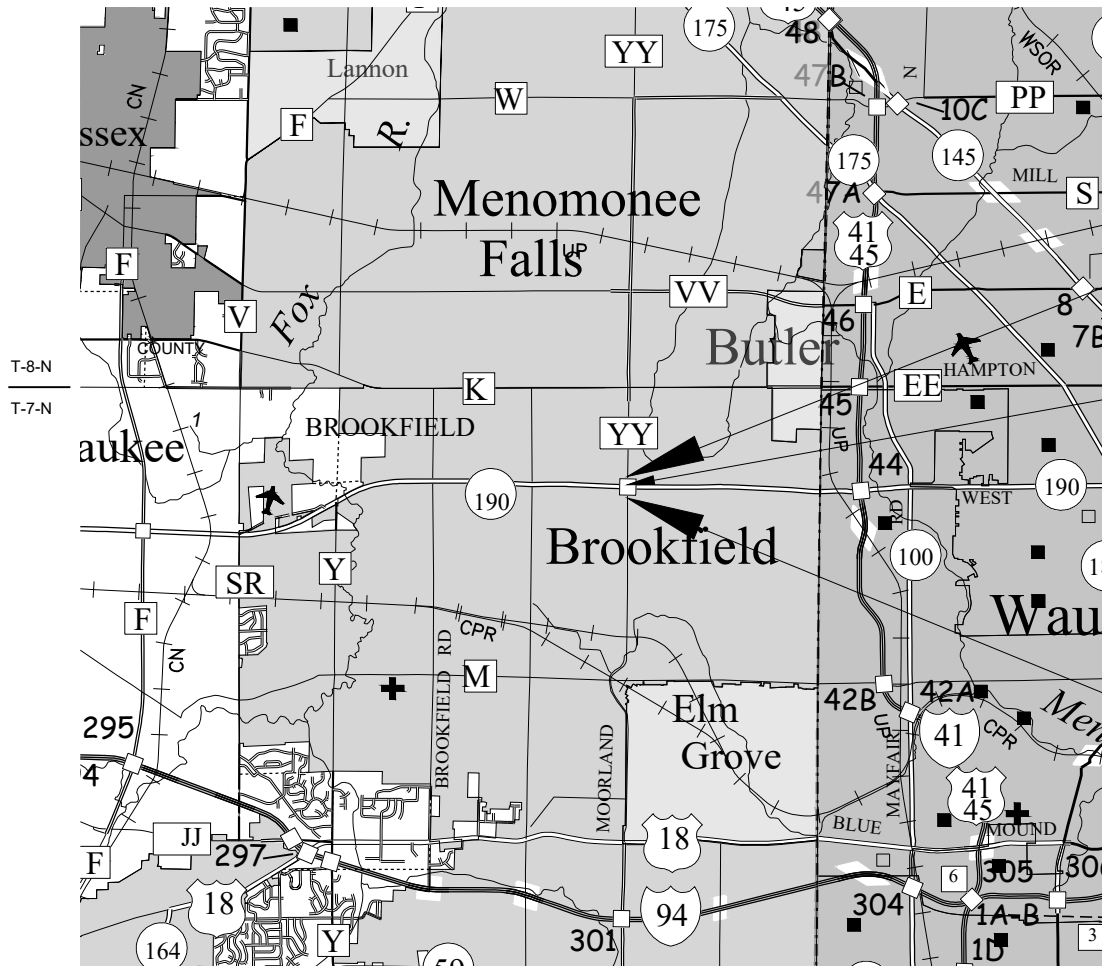
CAPITOL DRIVE, CITY OF BROOKFIELD

PILGRIM ROAD I/C, B-67-0086

STH 190

WAUKESHA COUNTY

STATE PROJECT NUMBER
2025-03-74



END PROJECT
STA 20+60.24

STRUCTURE
B-67-86

BEGIN PROJECT
STA 18+63.74

ORIGINAL PLANS PREPARED BY
GRAEF 275 W. WISCONSIN AVE., SUITE 300
MILWAUKEE, WI 53203



DATE: 1/16/2024

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY	
Surveyor	WisDOT
Designer	GRAEF
Project Manager	MARTIN VILLACA
Regional Examiner	STEVE CHOJNACKI
Regional Supervisor	JOSH LEVEQUE

APPROVED FOR THE DEPARTMENT
DATE: 1-16-2024

E

GENERAL NOTES

1.

WORK WILL TAKE PLACE BETWEEN THE CONCRETE PAVEMENT APPROACH SLABS. WORK CONSISTS OF PREPARATION OF TOP SIDE OF CONCRETE DECK AND PARAPET SURFACE WITHIN THE LIMITS . ONCE PREPARED, APPLY THE POLYMER OVERLAY IN ACCORDANCE WITH SPECIAL PROVISIONS AND MANUFACTURE'S SPECIFICATIONS AND RECOMMENDATIONS.
2.

THERE ARE UTILITIES IN THE VICINITY OF THE PROJECT BUT THERE ARE NO IMPACTS TO UTILITIES EXPECTED. THE CONTRACTOR SHALL VERIFY THIS PRIOR TO CONSTRUCTION.
3.

THE CONTRACTOR SHALL ENSURE THAT DECK OVERLAY MATERIAL DOES NOT REACH SURFACE WATER. REPORT ANY INCIDENTAL SPILLS TO THE WISDNR OFFICE WITHIN 24 HOURS OR THE TOLL FREE HOTLINE 1-800-943-0003 IF THE WISDNR LIAISON IS NOT AVAILABLE.
4.

ANY DECK OVERLAY MATERIAL THAT INADVERTENTLY REACHES THE WATERWAY, STREAM BANKS, OR WETLANDS SHALL BE REMOVED IMMEDIATELY.
5.

ANY INCIDENTAL GROUND DISTURBANCES WILL BE RESTORED AS SOON AS CONDITIONS PERMIT. USE APPROPRIATE EROSION CONTROL DEVICES UNTIL RESTORATION OF DISTURBED SOILS IS COMPLETE. ANY GROUND DISTURBANCE RESTORATION SHALL BE RESTORED AT NO EXPENSE TO THE DEPARTMENT.
6.

WASTE OR EXCESS MATERIAL SHALL NOT BE DISPOSED OF IN FLOODPLAINS, WETLANDS, OR WATERWAYS.

GENERAL NOTES FOR CONSTRUCTION STAGING AND TRAFFIC CONTROL

1.

SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
2.

SIGNS IN CONFLICT WITH TRAFFIC CONTROL AND DETOUR "IN USE" SHALL BE COVERED. THE COVERING OF TYPE II SIGNS IS INCLUDED UNDER THE BID ITEM "TRAFFIC CONTROL AND DETOUR 2025-03-74".
3.

"WO" SIGNS ARE THE SAME AS "W" SIGNS EXCEPT THE BACKGROUND IS REFLECTIVE ORANGE.
4.

ALL TRAFFIC CONTROL SIGNS SHALL BE 48"x48" UNLESS OTHERWISE NOTED IN THE PLANS.
5.

A FLAGGER MAY BE REQUIRED WHERE CONSTRUCTION VEHICLES ENTER OR LEAVE "WORK/CLOSED" AREAS IF WARRANTED BY CONDITIONS AND/OR DIRECTED BY THE ENGINEER.
6.

CONTRACTOR SHALL INSTALL PERMANENT PAVEMENT MARKING WHEN APPROPRIATE DURING CONSTRUCTION STAGING AS SHOWN IN THE PLANS OR AS DIRECTED BY THE ENGINEER.
7.

ADEQUATE TURNING PROVISIONS SHALL BE MAINTAINED FOR ALL VEHICLES, INCLUDING TRUCKS, EXCEPT FOR TURNING MOVEMENTS HAVING A DETOUR AS SHOWN IN THE PLANS.

DEPT. OF NATURAL RESOURCES

RYAN PAPPAS
WISCONSIN DEPT. OF NATURAL RESOURCES
1027 W ST PAUL AVE
MILWAUKEE, WI 53233
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WISDOT-SE REGION
141 NW BARSTOW STREET
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DESIGN CONTACT

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275 W. WISCONSIN AVE, SUITE 300
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WAUKESHA COUNTY

KEVIN YANNY
WAUKESHA COUNTY DEPT. OF PUBLIC WORKS
515 W. MOORLAND BLVD., ROOM 220
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DANIEL ERICKSON
CITY OF BROOKFIELD - CITY ENGINEER
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INDEX OF TYPICAL SECTION AND DETAIL SHEETS

GENERAL NOTES
PAVEMENT MARKING
TRAFFIC CONTROL
DETOUR PLAN

UTILITIES

WILL SCHROEDER
AT&T WISCONSIN - COMM LINE
MILWAUKEE, WI 53214
414-379-7522
WS3060@ATT.COM

MARTIN MOYER
CITY OF BROOKFIELD - WATER UTILITY
19700 RIVERVIEW DRIVE
BROOKFIELD, WI 53005
262-796-3787
MOYER@CI.BROOKFIELD.WI.US

RICK WENZEL
CITY OF BROOKFIELD - SANITARY SEWER
21225 ENTERPRISE AVENUE
BROOKFIELD, WI 53005
262-782-3801
WENZELR@CI.BROOKFIELD.WI.US

SHAD GARCIA
EVERSTREAM
324 E. WISCONSIN AVENUE, SUITE 730
MILWAUKEE, WI 53202
414-522-6685
SGARCIA@EVERSTREAM.NET

BRAHIM GADDOUR
LUMEN (LEVEL 3 COMMUNICATIONS, LLC)
3235 INTERTECH DR, SUITE 600
BROOKFIELD, WI 53045
414-908-6713
BRAHIM.GADDOUR@LUMEN.COM

CORY SCHMUKI
MIDWEST FIBER NETWORKS LLC - COMM LINE
6070 NORTH FLINT RD
GLENDALE, WI 53209
414-459-3561
CSCHMUKI@MIDWESTFIBERNETWORKS.COM

MICHAEL LEE
MILWAUKEE METRO SEWERAGE DISTRICT
260 W SEEBOTH STREET
MILWAUKEE, WI 53204
414-299-2241
MLEE@MMSD.COM

MASON PIERCE
SPECTRUM
1320 N DR MARTIN LUTHER KING JR DR
MILWAUKEE, WI 53212
414-430-9156
MASON.PIERCE@CHARTER.COM

UTILITIES (CONT'D)

ERIC KICKHAVER
WE ENERGIES - ELECTRIC
500 S 116TH ST
WEST ALLIS, WI 53214
414-944-5917
ERIC.KICKHAVER@WE-ENERGIES.COM

NICK WAGNER
WE ENERGIES - GAS
500 S 116TH ST
WEST ALLIS, WI 53214
414-944-5662
NICHOLAS.WAGNER@WE-ENERGIES.COM

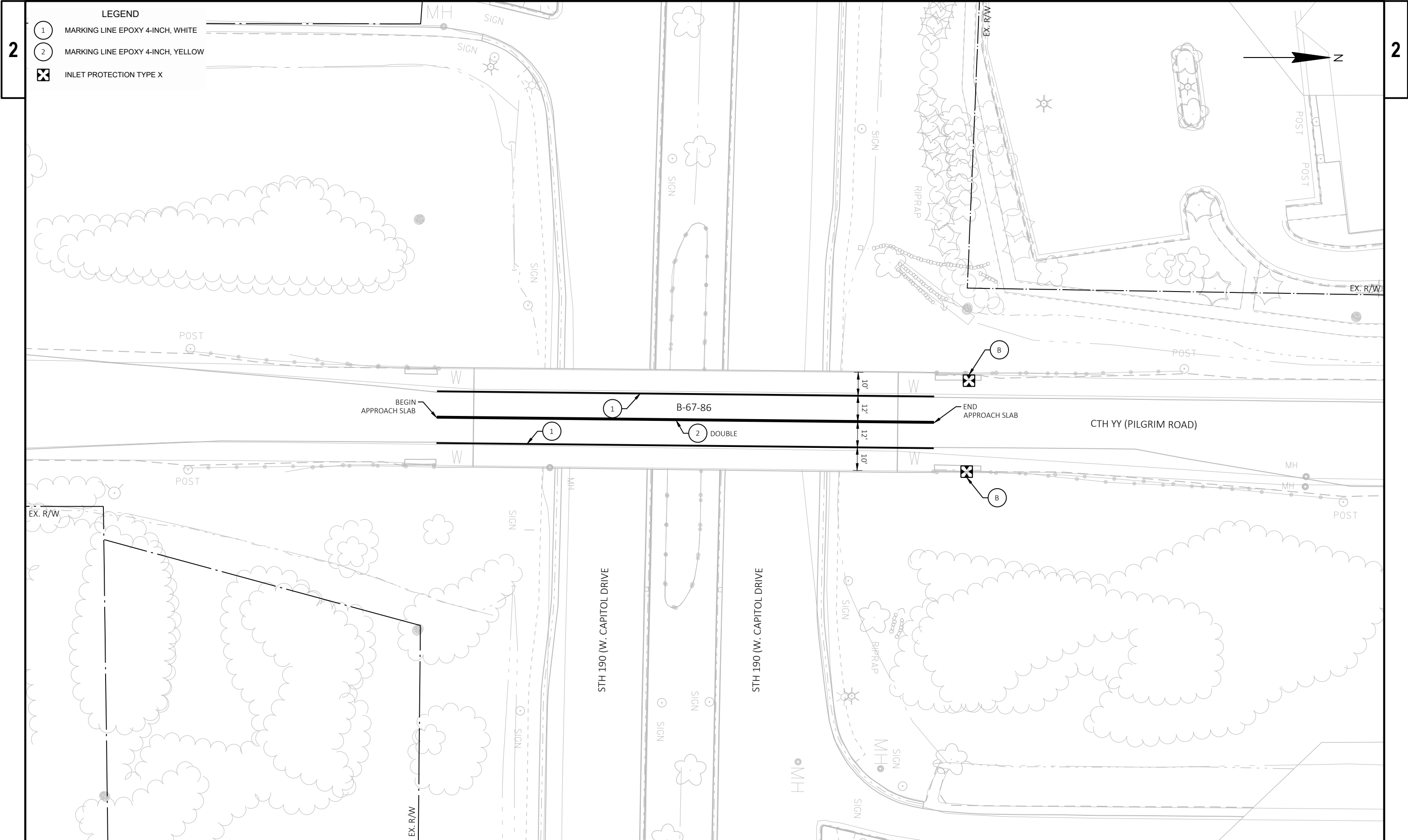
OTHER CONTACTS

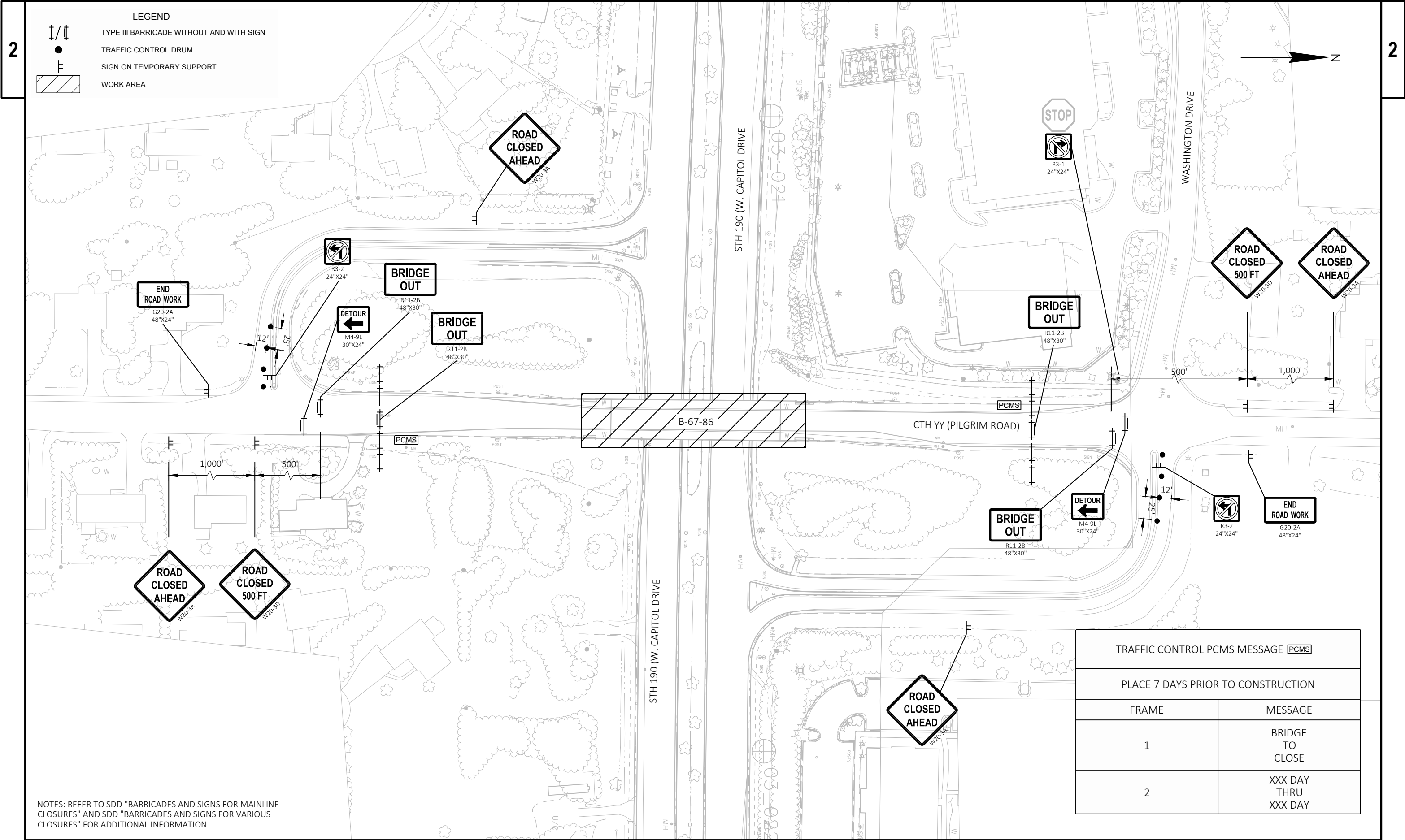
JARRETT GATES
WISDOT - SIGNALS
141 NW BARSTOW STREET
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262-548-5894
JARRETT.GATES@DOT.WI.GOV

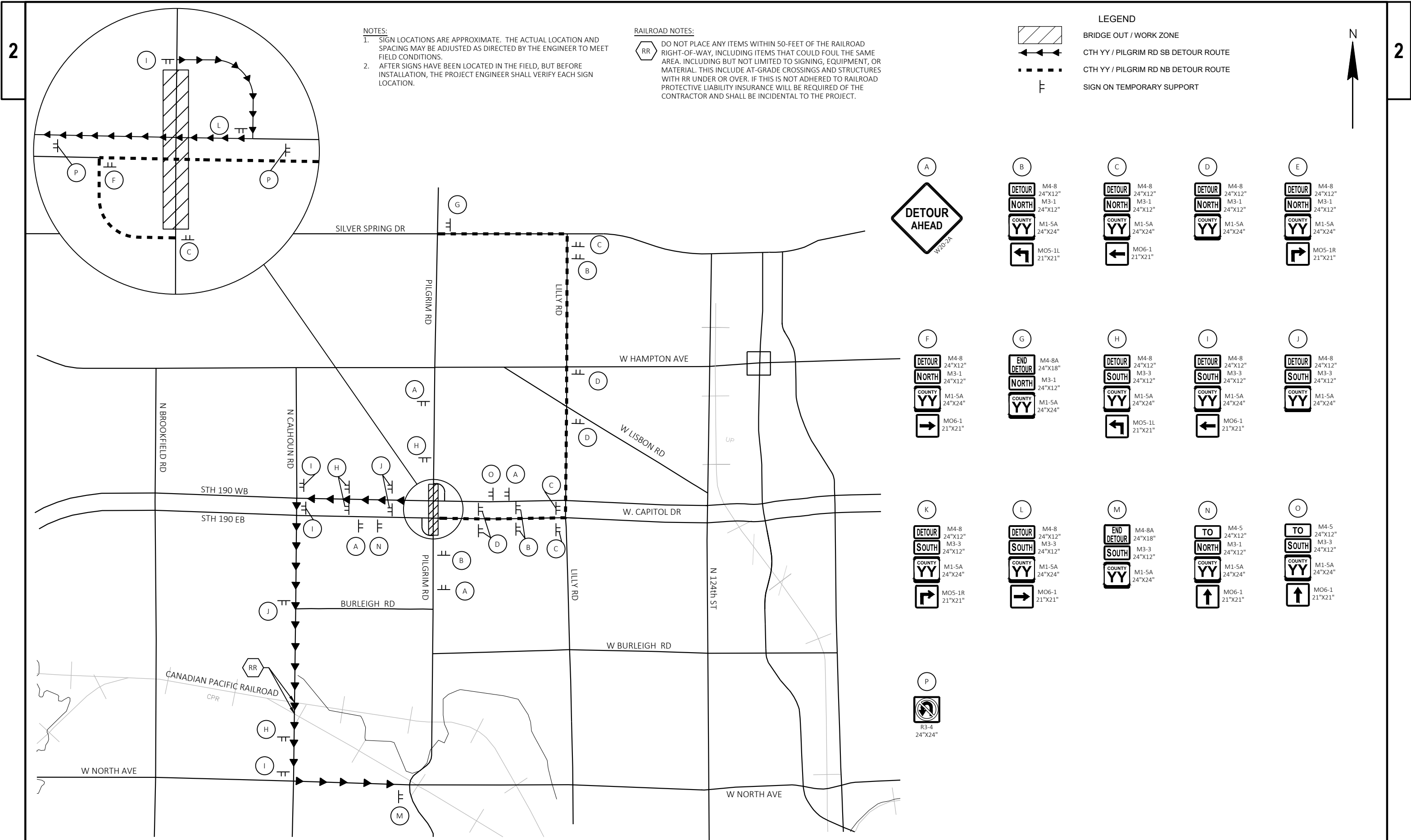
ERIC PEREA
WISDOT - STREET LIGHTING
141 NW BARSTOW STREET
WAUKESHA, WI 53188
414-750-0935
ERIC.PEREA@DOT.WI.GOV



Dial  or (800)242-8511
www.DiggersHotline.com





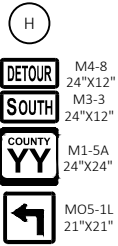


- NOTES:
1. SIGN LOCATIONS ARE APPROXIMATE. THE ACTUAL LOCATION AND SPACING MAY BE ADJUSTED AS DIRECTED BY THE ENGINEER TO MEET FIELD CONDITIONS.
 2. AFTER SIGNS HAVE BEEN LOCATED IN THE FIELD, BUT BEFORE INSTALLATION, THE PROJECT ENGINEER SHALL VERIFY EACH SIGN LOCATION.

RAILROAD NOTES:

DO NOT PLACE ANY ITEMS WITHIN 50-FEET OF THE RAILROAD RIGHT-OF-WAY, INCLUDING ITEMS THAT COULD FOUL THE SAME AREA. INCLUDING BUT NOT LIMITED TO SIGNING, EQUIPMENT, OR MATERIAL. THIS INCLUDE AT-GRADE CROSSINGS AND STRUCTURES WITH RR UNDER OR OVER. IF THIS IS NOT ADHERED TO RAILROAD PROTECTIVE LIABILITY INSURANCE WILL BE REQUIRED OF THE CONTRACTOR AND SHALL BE INCIDENTAL TO THE PROJECT.

- LEGEND
- BRIDGE OUT / WORK ZONE
- CTH YY / PILGRIM RD SB DETOUR ROUTE
- CTH YY / PILGRIM RD NB DETOUR ROUTE
- SIGN ON TEMPORARY SUPPORT



PROJECT NO: 2025-03-74

HWY: STH 190

COUNTY: WAUKESHA

DETOUR PLAN

SHEET

5

E

FILE NAME : X:\ML\2020\20200190\DESIGN\TRANSPORTATION\SHEETSP\20250374_PILGRIM RD TPO\SHEETSP\027001_DT.DWG
LAYOUT NAME - 027001_dt

PLOT DATE : 3/8/2024 9:02 AM

PLOT BY : NIQUETTE, MATT

PLOT NAME :

PLOT SCALE : 1 IN:10 FT

WISDOT/CADDs SHEET 42

Estimate Of Quantities By Plan Sets

2025-03-74					
Line	Item	Item Description	Unit	Total	Qty
0004	509.5100.S	Polymer Overlay	SY	961.000	961.000
0006	619.1000	Mobilization	EACH	0.100	0.100
0008	628.7010	Inlet Protection Type B	EACH	2.000	2.000
0010	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0012	646.1020	Marking Line Epoxy 4-Inch	LF	924.000	924.000
0038	SPV.0060	Special 03. Traffic Control and Detour 2025-03-74	EACH	1.000	1.000

MOBILIZATION

619.1000
MOBILIZATION

PROJECT	EACH
2025-03-74	0.10
TOTALS	0.10

NOTE: PROJECTS 1000-50-30 AND 1000-50-31
WILL ACCOUNT FOR 0.90 OF MOBILIZATION

INLET PROTECTION

628.7010
INLET PROTECTION
TYPE B

PROJECT	EACH
2025-03-74	2
TOTALS	2

TRAFFIC CONTROL

643.1050
TRAFFIC CONTROL
SIGNS PCMS

PROJECT	EACH	DAY
2025-03-74	2	14
TOTALS	2	14

MARKING LINE

646.1020
EPOXY 4-INCH

646.1020
EPOXY 4-INCH

PROJECT	(WHITE) LF	(YELLOW) LF
2025-03-74	462	462
SUBTOTALS	462	462
TOTALS		924

TRAFFIC CONTROL AND DETOUR 2025-03-74

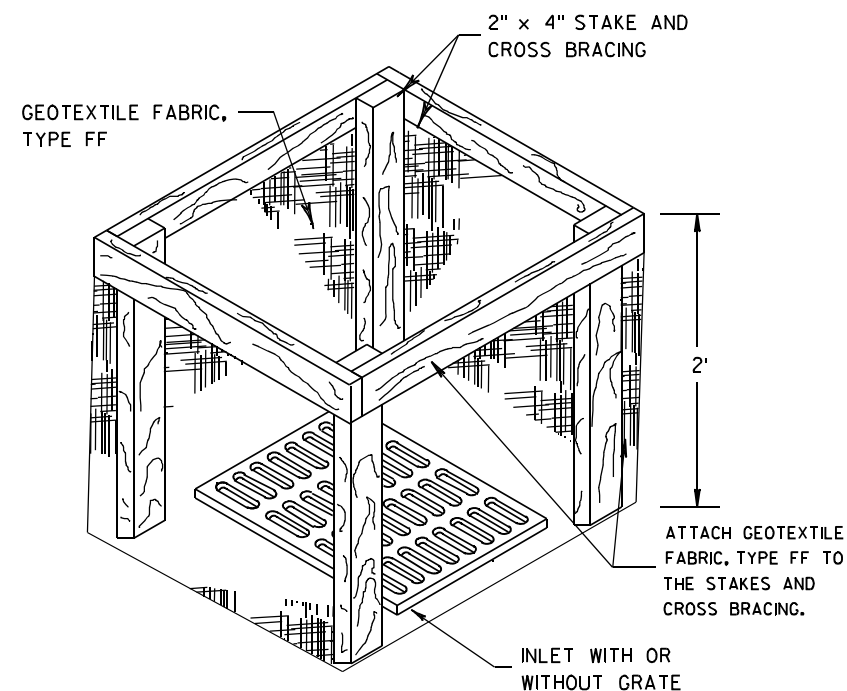
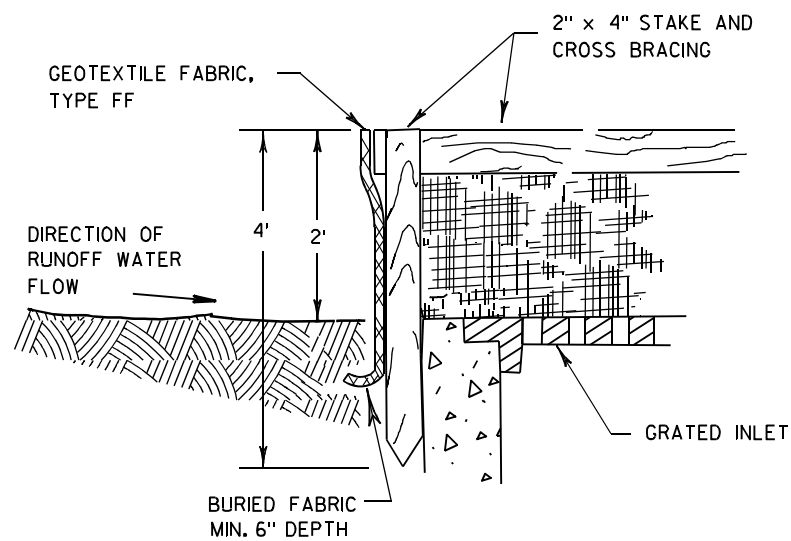
SPV.0060.03
TRAFFIC CONTROL AND
DETOUR 2025-03-74

PROJECT	EACH
2025-03-74	1
TOTALS	1

ALL ITEMS CATEGORY 0010 UNLESS OTHERWISE NOTED

Standard Detail Drawing List

08E10-02	INLET PROTECTION TYPE A, B, C AND D
15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09H	MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING
15C06-12	SIGNING & MARKING FOR TWO LANE BRIDGES
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS



INLET PROTECTION, TYPE A

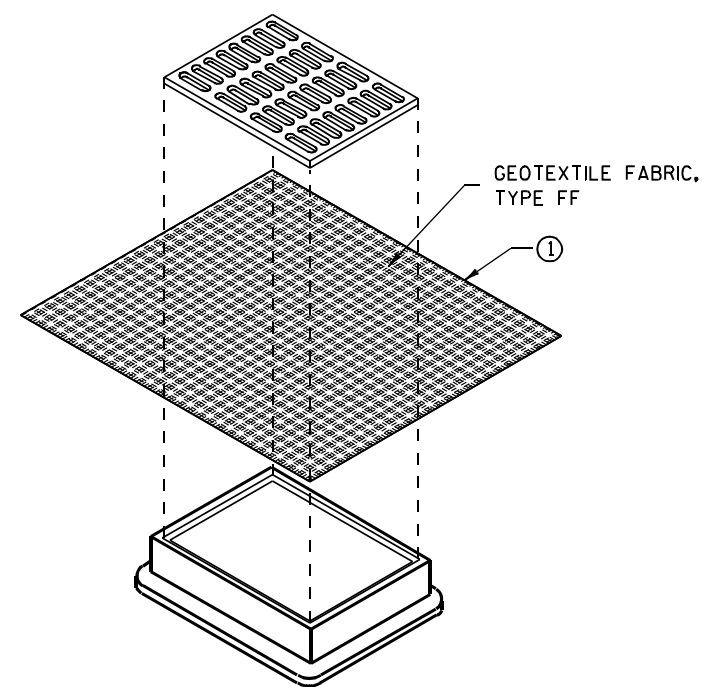
GENERAL NOTES

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

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

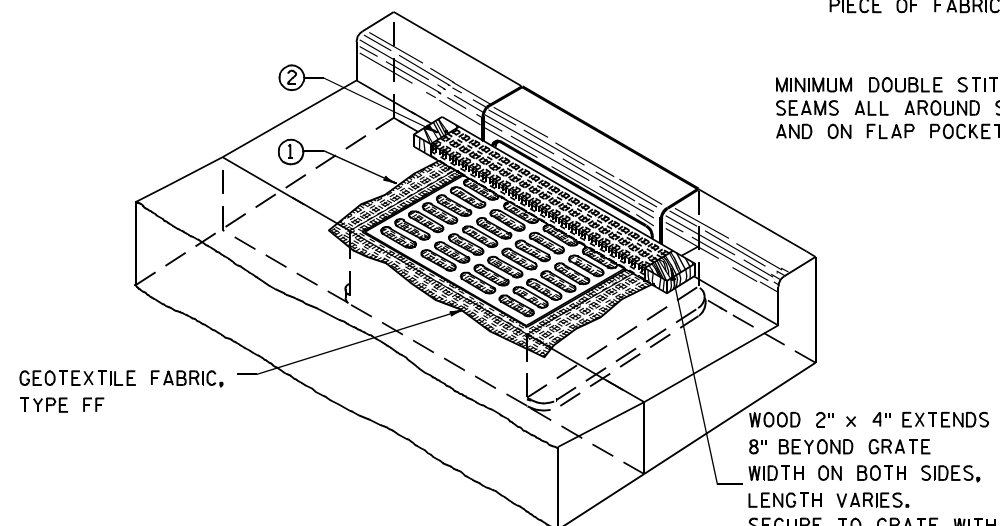
WHEN REMOVING OR MAINTAINING INLET PROTECTION, CARE SHALL BE TAKEN SO THAT THE SEDIMENT TRAPPED ON THE GEOTEXTILE FABRIC DOES NOT FALL INTO THE INLET. ANY MATERIAL FALLING INTO THE INLET SHALL BE REMOVED IMMEDIATELY.

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



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

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



INLET PROTECTION, TYPE C (WITH CURB BOX)

INSTALLATION NOTES

TYPE B & C

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

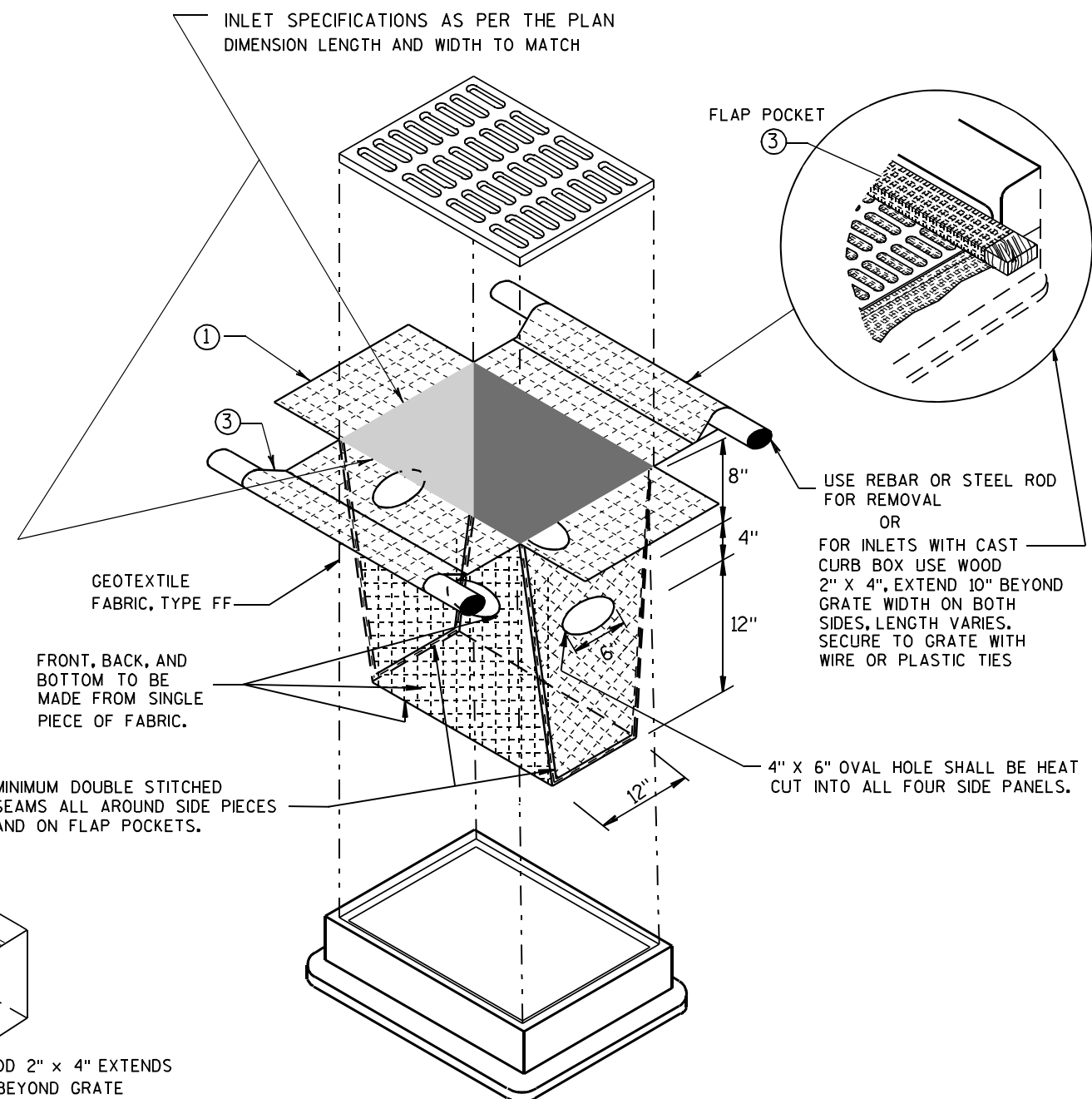
THE CONTRACTOR SHALL DEMONSTRATE A METHOD OF MAINTENANCE, USING A SEWN FLAP, HAND HOLDS OR OTHER METHOD TO PREVENT ACCUMULATED SEDIMENT FROM ENTERING THE INLET.

TYPE D

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

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

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



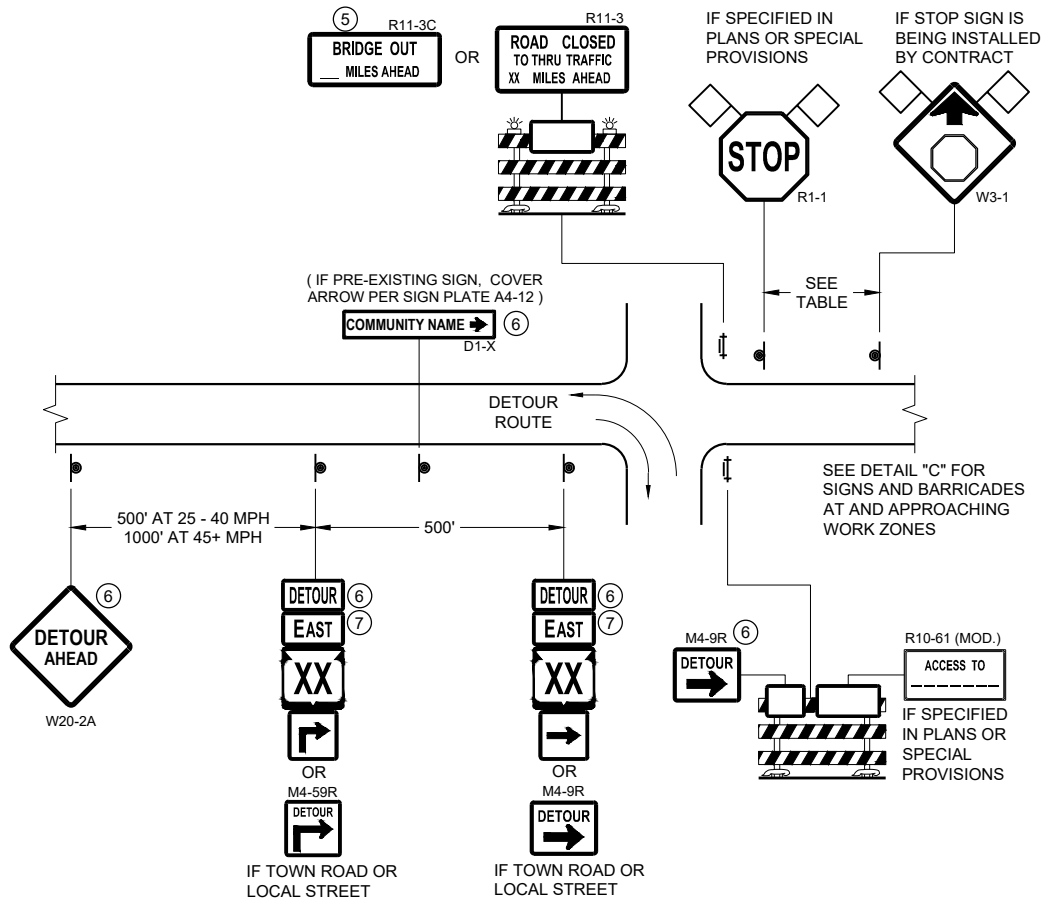
INLET PROTECTION, TYPE D

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

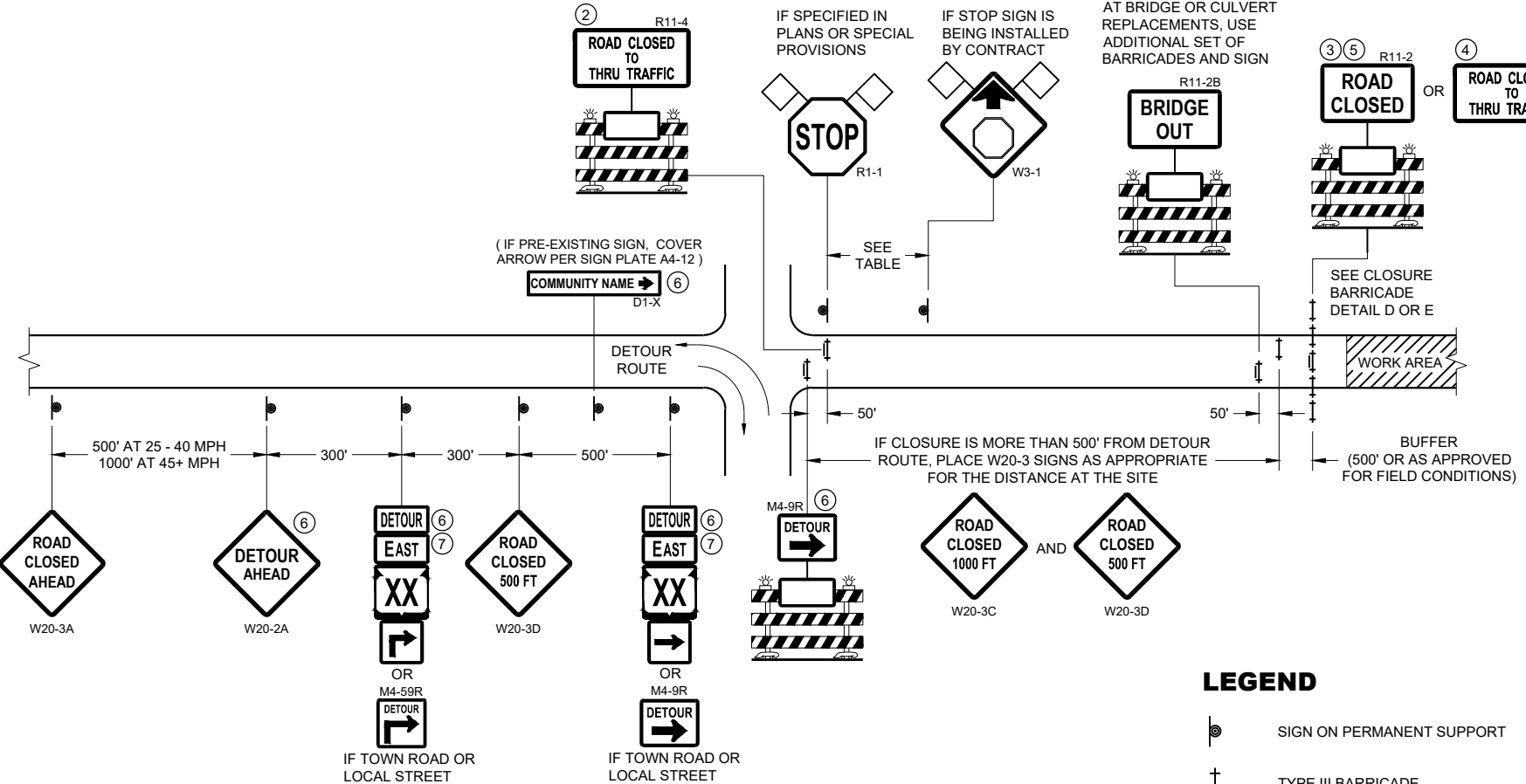
**INLET PROTECTION
TYPE A, B, C, AND D**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
10/16/02 /S/ Beth Connolly
DATE 9
FHWA CHIEF ROADWAY DEVELOPMENT ENGINEER



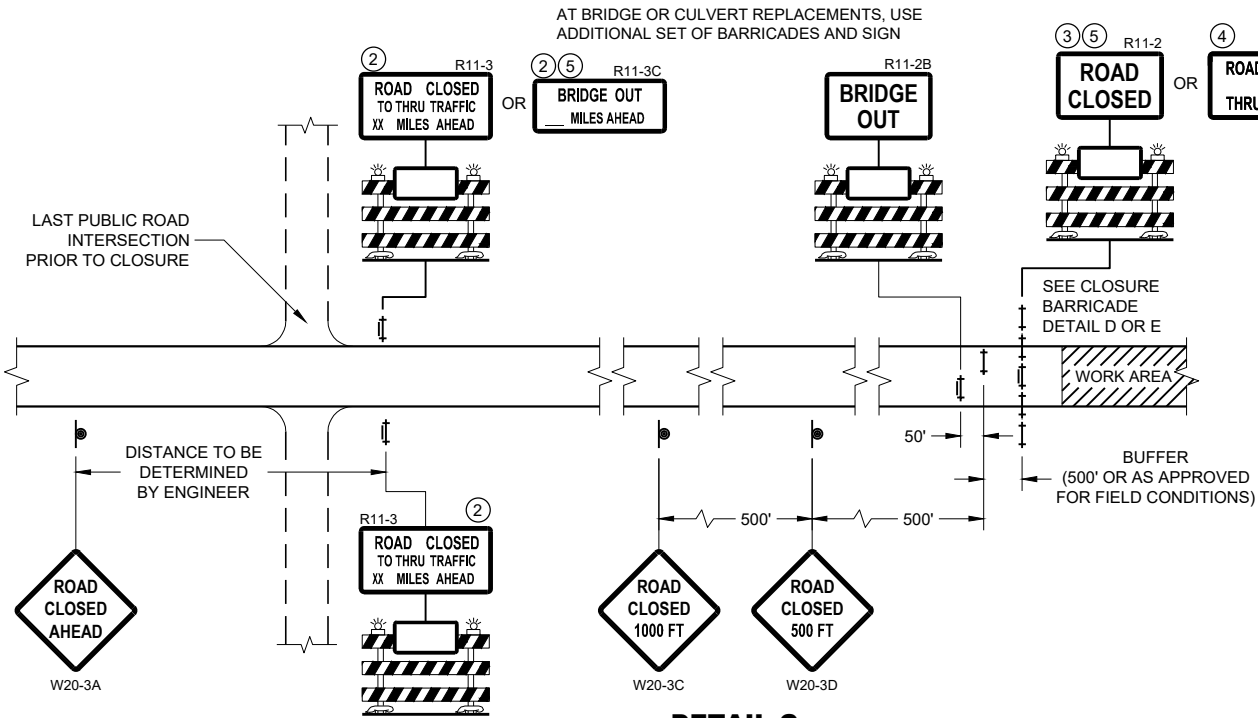
DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE GREATER THAN OR EQUAL TO ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL B
MAINLINE CLOSURE WITH POSTED DETOUR
WORK ZONE LESS THAN ½ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

SEE SDD 15C2-SHEET "b"
FOR GENERAL NOTES
AND FOOTNOTES ① THROUGH ⑦



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 10

FHWA



SEE SDD 15C2 - SHEET "a" FOR LEGEND

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

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

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

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

ALL TYPE III BARRICADES SHALL HAVE RAILS REFLECTORIZED ON BOTH FACES. STRIPES SHALL BE PROPERLY SLOPED DOWN TOWARD THE TRAFFIC SIDE OR AS SHOWN IN THE ROAD CLOSURE BARRICADE DETAIL "D" FOR FULL ROAD CLOSURES.

TYPE "A" LOW - INTENSITY FLASHING WARNING LIGHTS SHALL BE VISIBLE ON BOTH SIDES OF THE BARRICADE.

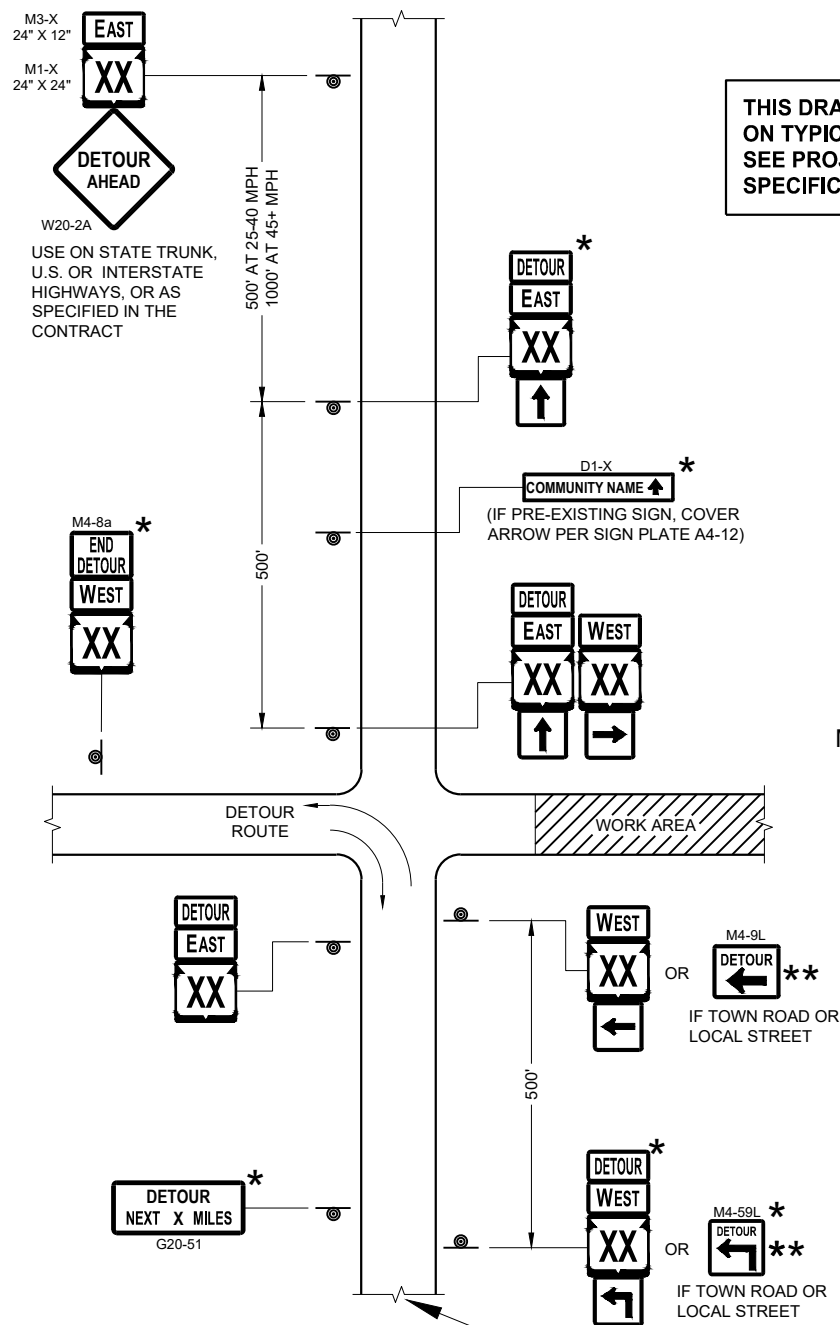
THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

R11 - 2 SHALL BE 48" X 30"
R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
M4 - 9 SHALL BE 30" X 24"
M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
R1 - 1 SHALL BE 36" X 36"

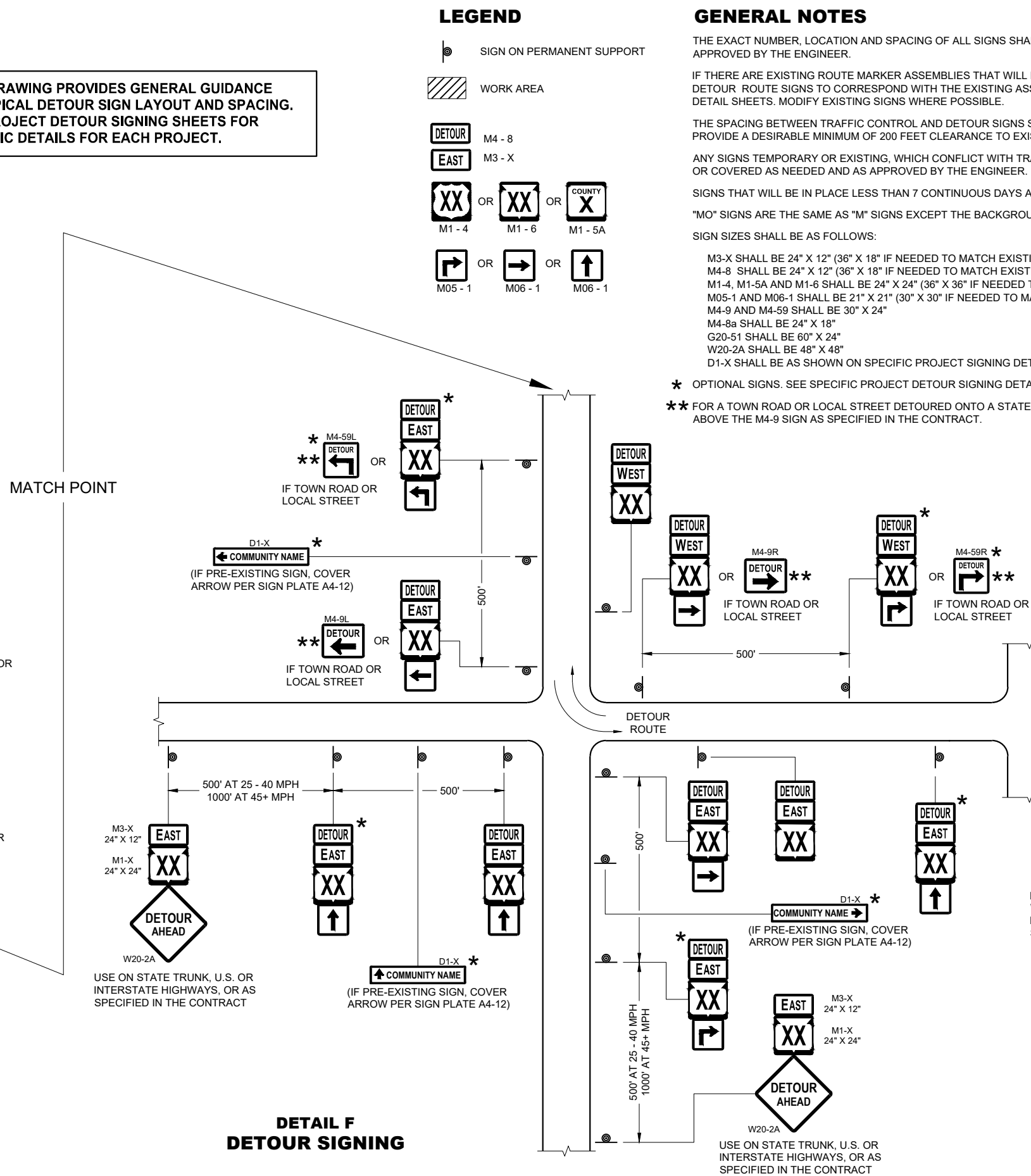
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.



**THIS DRAWING PROVIDES GENERAL GUIDANCE
ON TYPICAL DETOUR SIGN LAYOUT AND SPACING.
SEE PROJECT DETOUR SIGNING SHEETS FOR
SPECIFIC DETAILS FOR EACH PROJECT.**

SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

SDD 15C02 - 09c



DETAIL F DETOUR SIGNING

GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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.

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

"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
M4-9 AND M4-59 SHALL BE 30" X 24"
M4-8a SHALL BE 24" X 18"
G20-51 SHALL BE 60" X 24"
W20-2A SHALL BE 48" X 48"
D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

**** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.**

PLACE SIGNS BEYOND INTERSECTIONS
WITH STATE OR COUNTY TRUNK
HIGHWAYS OR AT 4 MILE MAXIMUM
SPACING (4 BLOCKS IF URBAN AREA)

DETOUR SIGNING FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

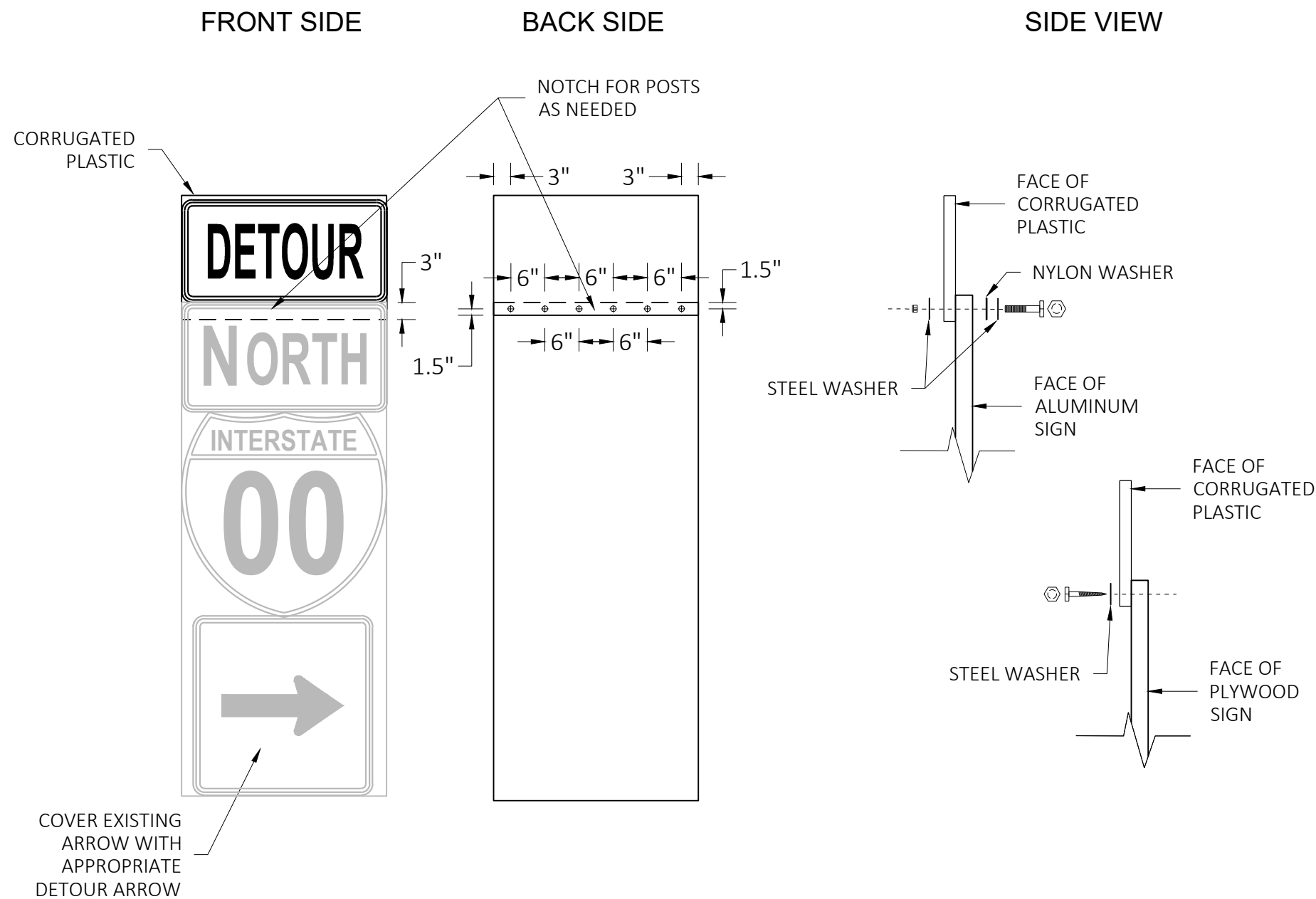
APPROVED
May 2023
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER

12

FHWA

SDD15C02 - 09c



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.
- ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:

LAG SCREWS - 5/16" x 1"

ALUMINUM SIGNS:

MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS

WASHERS:

1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL

1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

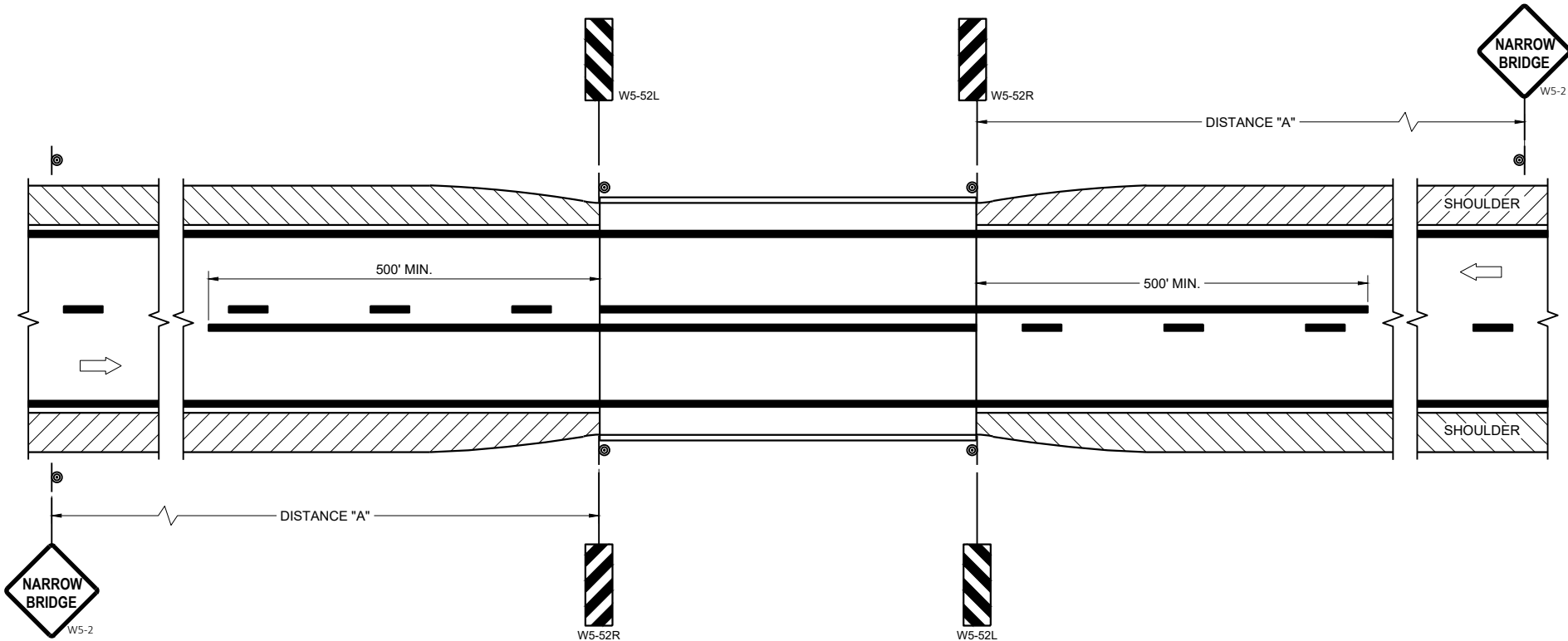
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

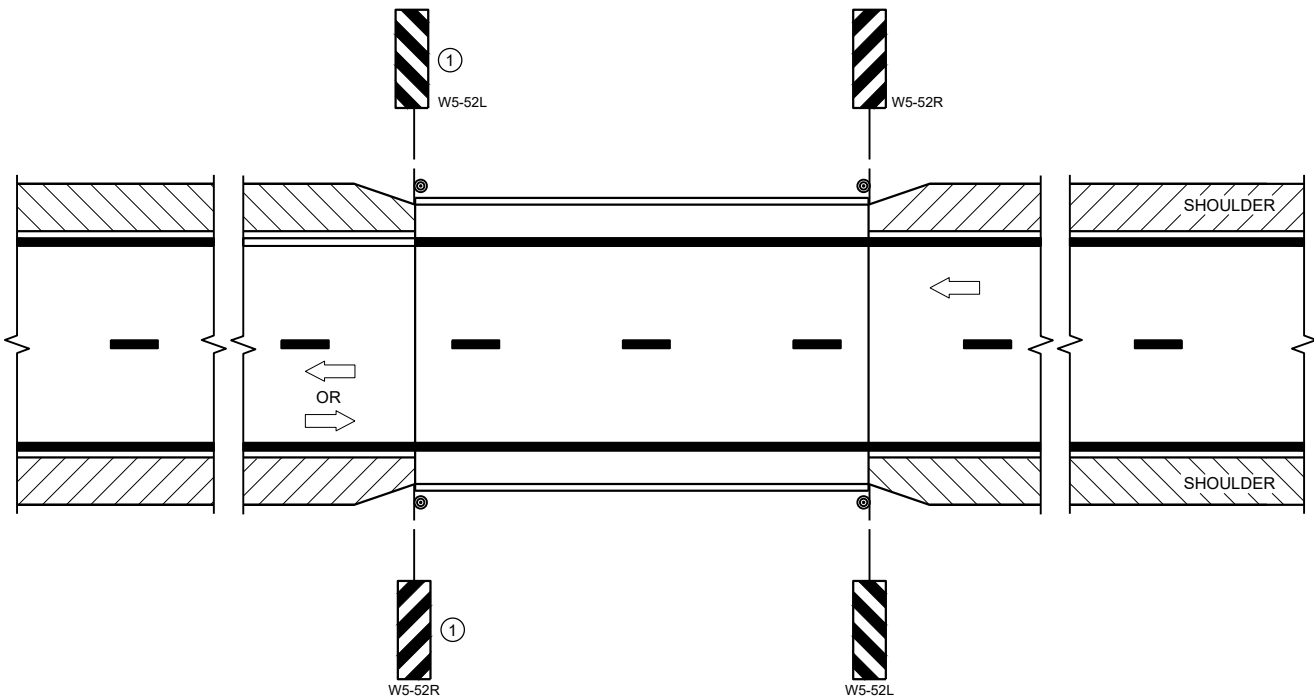
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT
ENGINEER

FHWA



SITUATION 1
WARRANTING CRITERIA:
BRIDGE WIDTH IS AT LEAST 16 FEET BUT LESS THAN 24 FEET.



SITUATION 2
WARRANTING CRITERIA:
1. BRIDGE WIDTH IS AT LEAST 24 FEET AND
2. BRIDGE SHOULDER WIDTH IS LESS THAN 6 FEET

GENERAL NOTES

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

LOCATE W5-52 SIGN POST(S) BEHIND GUARDRAIL WHEN PRESENT.

PLACE THE EDGE OF THE W5-52 SIGN IN LINE WITH FACE OF CURB OR PARAPET.

ON BRIDGE ONLY PROJECTS, PLACE 300 FEET OF EDGELINE.

OMIT EDGELINES ON ROADWAYS WITHOUT EXISTING EDGELINES.

① OMIT ON ONE-WAY TRAVELED WAYS.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT

➡ DIRECTION OF TRAFFIC

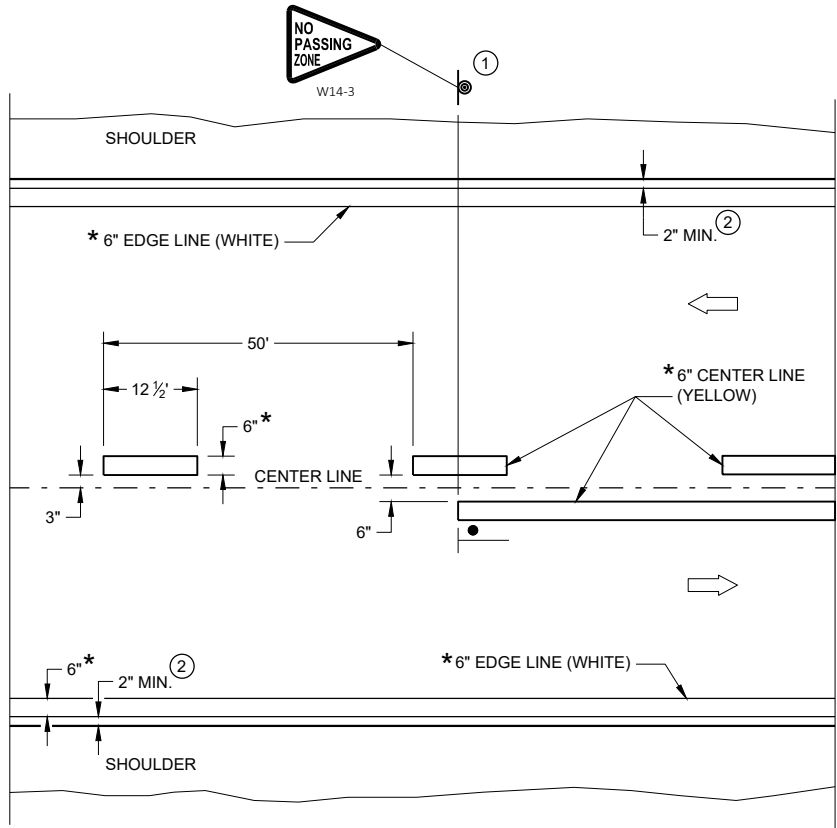
DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	700'

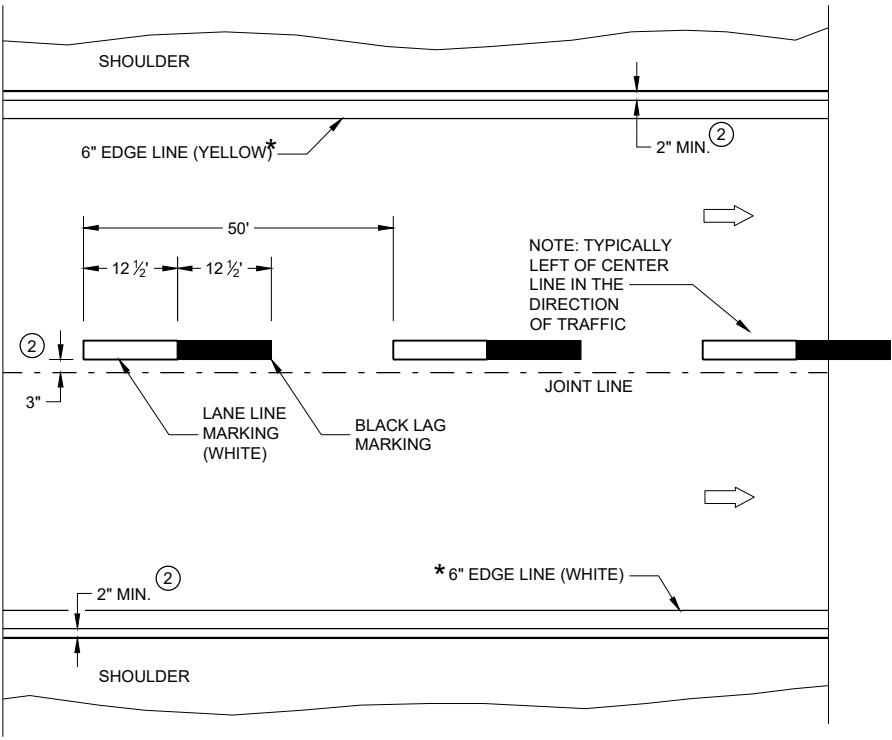
**SIGNING AND MARKING
FOR TWO LANE BRIDGES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA UNIT SUPERVISOR



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

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

- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

LEGEND

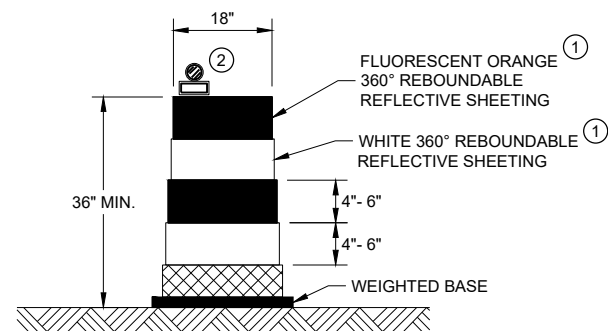
- "T" MARKING
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC

PERMANENT LONGITUDINAL PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

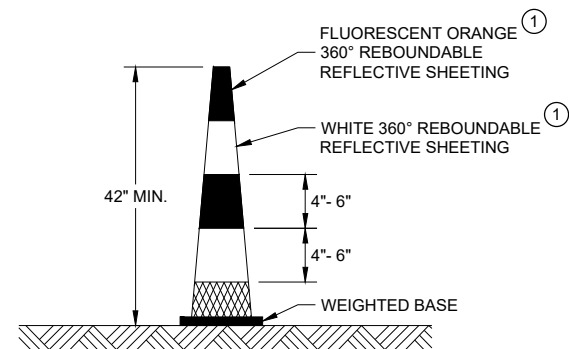
APPROVED
May 2023 /S/ Jeannie Silver
DATE STATEWIDE SIGNING AND N
ENGINEER 15

FHWA



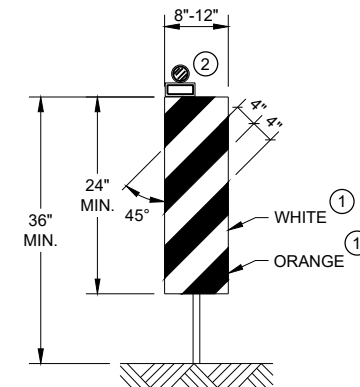
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



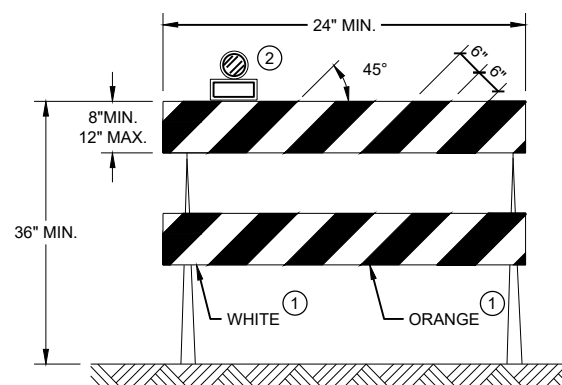
42" CONE

DO NOT USE IN TAPERS
½ SPACING OF DRUMS
BALLAST WIDTHS
RANGE FROM 14"-20"



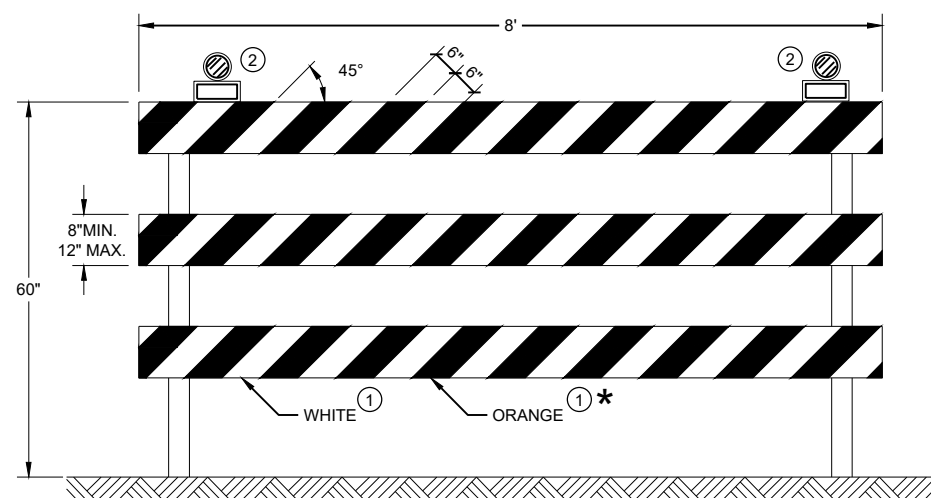
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

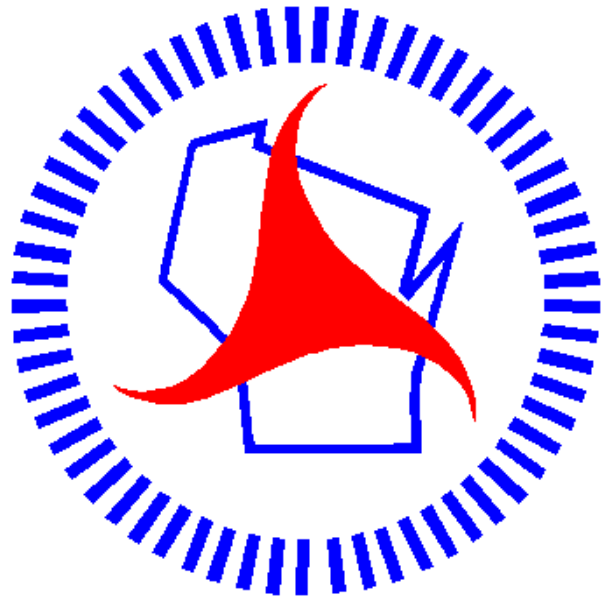
IF SIGN MOUNTED, DO NOT COVER MORE THAN 50% OF THE TOP
TWO RAILS OR 33% OF THE TOTAL AREA OF THE THREE RAILS.

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER 16
FHWA	



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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