

GRE

WITH:

PROJECT ID:
1009-33-41

COUNTY:

NE REGION WIDE

MARCH 2026

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 = 70



DESIGN DESIGNATION 1009-33-40

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

CONVENTIONAL SYMBOLS

PLAN	PROFILE
CORPORATE LIMITS	GRADE LINE
PROPERTY LINE	ORIGINAL GROUND
LOT LINE	MARSH OR ROCK PROFILE (To be noted as such)
LIMITED HIGHWAY EASEMENT	SPECIAL DITCH
EXISTING RIGHT OF WAY	GRADE ELEVATION
PROPOSED OR NEW R/W LINE	CULVERT (Profile View)
SLOPE INTERCEPT	UTILITIES
REFERENCE LINE	ELECTRIC
EXISTING CULVERT	FIBER OPTIC
PROPOSED CULVERT (Box or Pipe)	GAS
COMBUSTIBLE FLUIDS	SANITARY SEWER
MARSH AREA	STORM SEWER
WOODED OR SHRUB AREA	TELEPHONE
	WATER
	UTILITY PEDESTAL
	POWER POLE
	TELEPHONE POLE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

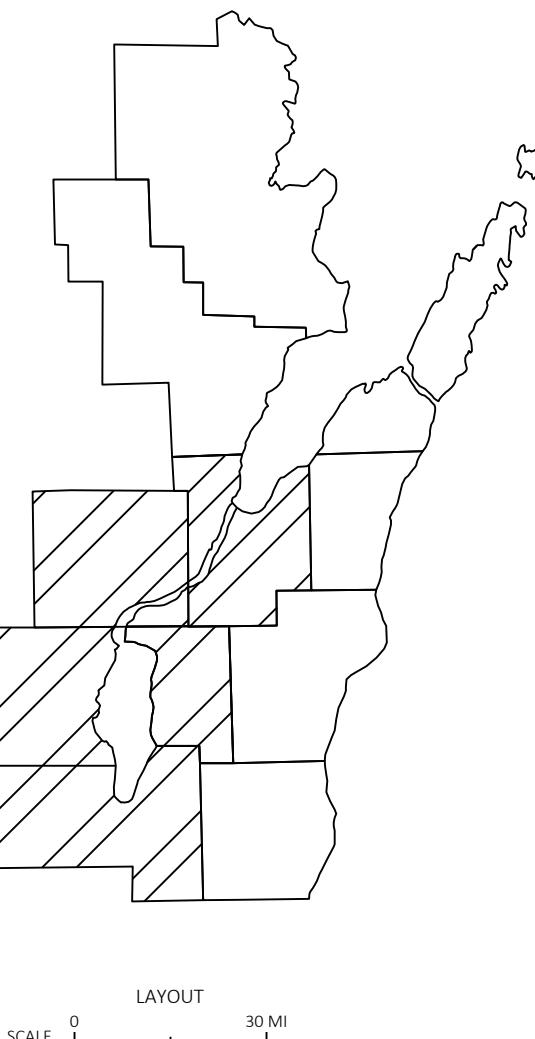
PLAN OF PROPOSED IMPROVEMENT

NE REGION WIDE DECK SEALING FY26

VAR HWY

NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-41



TOTAL NET LENGTH OF CENTERLINE = N/A

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-33-41		

STATE OF WISCONSIN	
DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	NER
Designer	C. GOMBAR
Project Manager	S. ERICSON
Regional Examiner	
Regional Supervisor	K. BERG
APPROVED FOR THE DEPARTMENT	
DATE:	1/14/2026
(Signature)	

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<p><u>GENERAL NOTES</u></p>		<p><u>CONTACTS</u></p>		<p><u>NE REGION CONTACTS</u></p>	
2	<p>THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. THE CONTRACTOR SHALL COORDINATE THEIR CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.</p> <p>THE CONTRACTOR WILL ENSURE THE DECK SEALING MATERIAL WILL NOT REACH SURFACE WATER. REPORT ANY INCIDENTAL SPILLS TO THE WDNR OFFICE WITHIN 24 HOURS OR THE TOLL FREE HOTLINE, 1-800-943-0003, IF WDNR CONTACT IS NOT AVAILABLE.</p> <p>ANY INCIDENTAL GROUND DISTURBANCES WILL BE RESTORED AS SOON AS CONDITIONS PERMIT. USE APPROPRIATE EROSION CONTROL DEVICES UNTIL RESTORATION OF DISTURBED SOILS ARE COMPLETE.</p> <p>ANY MATERIAL INADVERTENTLY FALLING ONTO THE STREAMBED AND BANKS AND/OR WETLANDS WILL BE REMOVED IMMEDIATELY.</p> <p>WASTE OR EXCESS MATERIALS WILL NOT BE DISPOSED OF IN FLOODPLAINS, WETLANDS OR WATERWAYS.</p> <p>NAHP APPLIES TO PROJECT. STEPHANIE METOXEN (INDIAN PREFERENCE COORDINATOR) WILL BE THE CONTACT FOR ONEIDA NATION. PHONE: (920) 869-4540 EMAIL: smetoxen@oneidanation.org</p> <p>NAHP GUIDES FOUND HERE: https://wisconsindot.gov/Pages/doing-bus/civil-rights/tribalaffairs/native-american-hiring-provision.aspx</p>	<p><u>WISCONSIN DNR LIAISON</u></p> <p>BROWN COUNTY JIM DOPERALSKI, JR. 2984 SHAWANO AVENUE GREEN BAY, WI 54313 (920) 412-0165 james.doperalski@wisconsin.gov</p> <p><u>WISCONSIN DNR LIAISON</u></p> <p>OUTAGAMIE COUNTY MATTHEW SCHAEVE 2984 SHAWANO AVENUE GREEN BAY, WI 54313 (920) 366-1544 matthew.schaeve@wisconsin.gov</p> <p><u>BROWN COUNTY HIGHWAY COMMISSIONER</u></p> <p>CHRIS HARDY, P.E. 2198 GLENDALE AVENUE GREEN BAY, WI 54303 (920) 492-4925 chris.hardy@browncountywi.gov</p> <p><u>CALUMET COUNTY HIGHWAY COMMISSIONER</u></p> <p>CHAD SCHEINOHA 241 EAST CHESTNUT STREET CHILTON, WI 53014 (920) 849-1434 Chad.Scheinoha@calumetcounty.org</p> <p><u>FOND DU LAC COUNTY HIGHWAY COMMISSIONER</u></p> <p>THOMAS JANKE 1820 SOUTH HICKORY STREET FOND DU LAC, WI 54937 (920) 929-3488 tom.janke@fdlco.wi.gov</p> <p><u>OUTAGAMIE COUNTY HIGHWAY COMMISSIONER</u></p> <p>DEAN STEINGRABER 1313 HOLLAND ROAD APPLETON, WI 54911 (920) 832-5673 dean@steingraber@outagamie.org</p> <p><u>WINNEBAGO COUNTY HIGHWAY COMMISSIONER</u></p> <p>ROBERT DOEMEL, JR. 901 WEST COUNTY ROAD Y OSHKOSH, WI 54901 (920) 232-1713 rdoemel@co.winnebago.wi.us</p>	<p><u>WISCONSIN DNR LIAISON</u></p> <p>CALUMET & FOND DU LAC COUNTIES MARTY DILLENBURG 625 E COUNTY ROAD Y, SUITE 70 OSHKOSH, WI 54901-9731 (920) 410-7428 marty.dillenburg@wisconsin.gov</p> <p><u>WISCONSIN DNR LIAISON</u></p> <p>WINNEBAGO COUNTY JAY SCHIEFELBEIN 2984 SHAWANO AVENUE GREEN BAY, WI 54313 (920) 360-3784 jeremiah.schiefelbein@wisconsin.gov</p>	<p><u>NE REGION DESIGN PROJECT MANAGER</u></p> <p>SARAH ERICSON, P.E. 944 VANDERPERREN WAY GREEN BAY, WI 54304 (920) 492-3511 Sarah.Ericson@dot.wi.gov</p> <p><u>NE REGION SURVEY COORDINATOR</u></p> <p>CORMAC McINNIS, P.L.S. 944 VANDERPERREN WAY GREEN BAY, WI 54304 (920) 492-5638 Cormac.McInnis@dot.wi.gov</p>	
	<p><u>ORDER OF SECTION 2 DETAIL SHEETS</u></p> <p>GENERAL NOTES TRAFFIC CONTROL</p>				
2	<p>PROJECT NO: 1009-33-41</p>	<p>HWY: VARIES</p>	<p>COUNTY: NORTHEAST REGION WIDE</p>	<p>GENERAL NOTES</p>	<p>SHEET E</p>

DIGGERS HOTLINE
Dial **811** or (800)242-8511
www.DiggersHotline.com

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	TRAFFIC CONTROL AND WORK RESTRICTIONS (No closures during these timeframes)
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STH 29

BROWN	B-05-0229	STH 29 WB	STH 32	LANE CLOSURE	
BROWN	B-05-0230	STH 29 EB	STH 32	LANE CLOSURE	MON-FRI: 7AM - 9AM
BROWN	B-05-0416	CTH V V	STH 29	FLAGGING OPERATION	
BROWN	B-05-0648	STH 29 WB	RIVERDALE DR	LANE CLOSURE	MON-FRI: 3PM - 6PM
BROWN	B-05-0649	STH 29 EB	RIVERDALE DR	LANE CLOSURE	MON-FRI: 7AM - 9AM

STH 57

BROWN	B-05-0041	STH 57 SB	WEQUIOCK CREEK	LANE CLOSURE	SUN: 11AM - 6PM
BROWN	B-05-0043	STH 32-STH 57	CMSTPP RR	FLAGGING OPERATION	MON - FRI: 7AM - 8AM, 3PM - 6PM
BROWN	B-05-0074	STH 32-STH 57	EAST RIVER	FLAGGING OPERATION	
BROWN	B-05-0217	STH 57 SB	UNIVERSITY AVENUE	LANE CLOSURE	
BROWN	B-05-0218	STH 57 NB	UNIVERSITY AVENUE	LANE CLOSURE	
BROWN	B-05-0262	STH 32-STH 57	EAST RIVER	FLAGGING OPERATION	
BROWN	B-05-0321	STH 57 SB	STH 54	LANE CLOSURE	SUN: 11AM - 6PM
BROWN	B-05-0323	STH 57 NB	STH 54	LANE CLOSURE	FRI: 12PM - 7PM
BROWN	B-05-0348	STH 57 NB	WEQUIOCK CREEK	LANE CLOSURE	FRI: 12PM - 7PM
BROWN	B-05-0353	P	STH 57	1/2 STRUCTURE - LANE SHIFT	
BROWN	B-05-0360	BAY SETTLEMENT RD	STH 57	LANE CLOSURE	

STH 96

BROWN	B-05-0468	STH 96	UNNAMED CREEK	FLAGGING OPERATION	
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COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	TRAFFIC CONTROL AND WORK RESTRICTIONS (No closures during these timeframes)
STH 172					
BROWN	B-05-0108	STH 172 EB	STH 32-USH B41(ASHLAND AVE), RR	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 1PM - 7PM, DUAL: MON - FRI: 6AM - 930PM When working on the outside lane, requires simultaneously closing Van Der Perren Way on-ramp to STH 172 EB, ramp restriction 6AM to 7PM.
BROWN	B-05-0121	STH 172 WB	STH 32-USH B41(ASHLAND AVE), RR	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 2PM - 7PM, DUAL: MON - FRI: 6AM - 730PM
BROWN	B-05-0147	STH 172 WB	H BROADWAY ST	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 2PM - 7PM; DUAL: MON - FRI: 6AM - 730PM
BROWN	B-05-0148	STH 172 EB	H BROADWAY ST	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 1PM - 7PM, DUAL: MON - FRI: 6AM - 930PM
BROWN	B-05-0149	STH 172	STH57-RIVERSIDE DR-FOX R	LANE CLOSURE	EB: SINGLE: MON - FRI: 6AM - 9AM, 1PM - 7PM, EB: DUAL: MON - FRI: 6AM - 930PM, WB: DUAL: MON - FRI: 6AM - 730PM
BROWN	B-05-0150	CTH X WEBSTER ST	STH 172	LANE CLOSURE	MON - FRI: 7AM - 9AM, MON - FRI: 2PM - 6PM
BROWN	B-05-0151	STH 172 EB	DUTCHMANS CREEK	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 1PM - 7PM, DUAL: MON - FRI: 6AM - 930PM
BROWN	B-05-0152	STH 172 EB OFF RAMP TO VANDERPERREN WAY	DUTCHMANS CREEK	1/2 STRUCTURE - LANE SHIFT	
BROWN	B-05-0157	STH 172 WB	DUTCHMANS CREEK	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 2PM - 7PM, DUAL: MON - FRI: 6AM - 730PM
BROWN	B-05-0171	STH 172 WB	LIBAL STREET	LANE CLOSURE	MON - FRI: 6AM - 730PM
BROWN	B-05-0172	STH 172 EB	LIBAL STREET	LANE CLOSURE	MON - FRI: 7AM - 730PM, SUN 2PM - 6PM
BROWN	B-05-0173	STH 172 WB	EAST RIVER DRIVE	LANE CLOSURE	MON - FRI: 6AM - 730PM
BROWN	B-05-0174	STH 172 EB	EAST RIVER DRIVE	LANE CLOSURE	MON - FRI: 7AM - 730PM, SUN 2PM - 6PM
BROWN	B-05-0175	STH 172 WB	EAST RIVER	LANE CLOSURE	MON - FRI: 6AM - 730PM
BROWN	B-05-0176	STH 172 EB	EAST RIVER	LANE CLOSURE	MON - FRI: 7AM - 730PM, SUN 2PM - 6PM
BROWN	B-05-0177	STH 172 WB	CTH XX (BELLVUE RD)	LANE CLOSURE	MON - FRI: 6AM - 730PM
BROWN	B-05-0178	STH 172 EB	CTH XX (BELLVUE RD)	LANE CLOSURE	MON - FRI: 7AM - 730PM, SUN 2PM - 6PM
BROWN	B-05-0179	STH 172 WB	CTH GV (MONROE RD)	LANE CLOSURE	MON - FRI: 6AM - 730PM
BROWN	B-05-0180	STH 172 EB	CTH GV (MONROE ROAD)	LANE CLOSURE	MON - FRI: 7AM - 730PM, SUN 2PM - 6PM
BROWN	B-05-0181	STH 172 WB	CTH V	LANE CLOSURE	MON - FRI: 6AM - 730PM
BROWN	B-05-0182	STH 172 EB	CTH V	LANE CLOSURE	MON - FRI: 7AM - 730PM, SUN 2PM - 6PM
BROWN	B-05-0185	RAMP IH 43 NB-STH 172 WB	RAMP STH 172 EB-IH 43 NB	LANE CLOSURE	
BROWN	B-05-0332	STH 172 EB	HOLMGREN WAY	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 1PM - 7PM, DUAL: MON - FRI: 6AM - 930PM
BROWN	B-05-0333	STH 172 WB	HOLMGREN WAY	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 2PM - 7PM, DUAL: MON - FRI: 6AM - 730PM, When working on the outside lane, requires simultaneously closing Pilgrim Way on-ramp to STH 172 WB, ramp restriction 6AM to 7PM.
BROWN	B-05-0334	RAMP STH 172-STH 32	HOLMGREN WAY	1/2 STRUCTURE - LANE SHIFT	
BROWN	B-05-0386	STH 172 EB	CTH AAA (ONEIDA ST)	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 1PM - 7PM, DUAL: MON - FRI: 6AM - 930PM, When working on the outside lane, requires simultaneously closing IH 41 NB to STH 172 EB on-ramp, ramp restriction 6AM to 7PM.
BROWN	B-05-0387	STH 172 WB	CTH AAA (ONEIDA ST)	LANE CLOSURE	SINGLE: MON - FRI: 6AM - 9AM, 2PM - 7PM, DUAL: MON - FRI: 6AM - 730PM

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	TRAFFIC CONTROL AND WORK RESTRICTIONS (No closures during these timeframes)
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STH 441

CALUMET	B-08-0024	TELULAH AVE	STH 441	FLAGGING OPERATION	
CALUMET	B-08-0025	STH 441 NB	LAKE PARK ROAD	LANE CLOSURE	MON - FRI 7am-7pm, SAT 8am-4pm, SUN 10am-6pm
CALUMET	B-08-0026	STH 441 SB	LAKE PARK ROAD	LANE CLOSURE	MON - FRI 7am-7pm, SAT 8am-4pm, SUN 10am-6pm
CALUMET	B-08-0027	STH 441 NB	CTH KK	LANE CLOSURE	MON - FRI 7am-7pm, SAT 8am-4pm, SUN 10am-6pm
CALUMET	B-08-0028	STH 441 SB	CTH KK	LANE CLOSURE	MON - FRI 7am-7pm, SAT 8am-4pm, SUN 10am-6pm
OUTAGAMIE	B-44-0122	STH 441 NB	CTH CE	LANE CLOSURE	MON - FRI 7am-7pm, SAT 8am-4pm, SUN 10am-6pm
OUTAGAMIE	B-44-0123	STH 441 SB	CTH CE	LANE CLOSURE	MON - FRI 7am-7pm, SAT 8am-4pm, SUN 10am-6pm
OUTAGAMIE	B-44-0125	NEWBERRY STREET	STH 441	FLAGGING OPERATION	
WINNEBAGO	B-70-0110	CTH P	USH 10-STH 441	1/2 STRUCTURE - LANE SHIFT	

USH 151

FOND DU LAC	B-20-0033	USH 151 SB	SOUTH BRANCH ROCK RIVER	LANE CLOSURE	
FOND DU LAC	B-20-0034	USH 151 NB	SOUTH BRANCH ROCK RIVER	LANE CLOSURE	
FOND DU LAC	B-20-0062	USH 151 NB ON-RAMP	USH 151 SB	1/2 STRUCTURE - LANE SHIFT	
FOND DU LAC	B-20-0063	OAK CENTER ROAD	USH 151	1/2 STRUCTURE - LANE SHIFT	
FOND DU LAC	B-20-0125	USH 151 NB	IH 41	LANE CLOSURE	MON - FRI: 6AM - 8AM, MON - FRI: 3PM - 5PM
FOND DU LAC	B-20-0126	USH 151 SB	IH 41	LANE CLOSURE	MON - FRI: 7AM - 8AM, MON - FRI: 3PM - 6PM
FOND DU LAC	B-20-0133	USH 151 NB	STH 26	LANE CLOSURE	
FOND DU LAC	B-20-0134	USH 151 SB	STH 26	LANE CLOSURE	
FOND DU LAC	B-20-0136	USH 151 NB	USH 151 NB TO STH 26 NB RAMP	1/2 STRUCTURE - LANE SHIFT	
FOND DU LAC	B-20-0137	USH 151 SB	USH 151 NB TO STH 26 NB RAMP	1/2 STRUCTURE - LANE SHIFT	
FOND DU LAC	B-20-0138	USH 151 SB OFF RAMP TO STH 26	USH 151 NB TO STH 26 NB RAMP	1/2 STRUCTURE - LANE SHIFT	
FOND DU LAC	B-20-0141	USH 151 SB	WEST BRANCH ROCK RIVER	LANE CLOSURE	
FOND DU LAC	B-20-0142	USH 151 NB	WEST BRANCH ROCK RIVER	LANE CLOSURE	
FOND DU LAC	B-20-0145	USH 151 NB	SEVEN MILE CREEK	LANE CLOSURE	
FOND DU LAC	B-20-0146	USH 151 SB	SEVEN MILE CREEK	LANE CLOSURE	
FOND DU LAC	B-20-0148	USH 151 NB	DENEVEU CR	LANE CLOSURE	
FOND DU LAC	B-20-0149	USH 151 SB	DENEVEU CR	LANE CLOSURE	
FOND DU LAC	B-20-0158	USH 151 NB	FOX VALLEY & WESTERN LTD RR	LANE CLOSURE	
FOND DU LAC	B-20-0159	USH 151 SB	FOX VALLEY & WESTERN LTD RR	LANE CLOSURE	
FOND DU LAC	B-20-0162	CTH D EB	USH 151 SB	LANE CLOSURE	When working on the outside lane, requires simultaneously closing USH 151 EB to CTH D EB off-ramp, no ramp closure restriction for this work.
FOND DU LAC	B-20-0163	CTH D WB	USH 151 SB	LANE CLOSURE	
FOND DU LAC	B-20-3832	STH 175	USH 151	1/2 STRUCTURE - LANE SHIFT	

Estimate Of Quantities

1009-33-41

Line	Item	Item Description	Unit	Total	Qty
0002	502.0180.S	Bridge Deck Crack Sealing	LF	44,088.000	44,088.000
0004	502.3215	Protective Surface Treatment Reseal	SY	55,283.000	55,283.000
0006	619.1000	Mobilization	EACH	1.000	1.000
0008	643.1050	Traffic Control Signs PCMS	DAY	544.000	544.000
0010	SPV.0060	Special 01.Traffic Control 1009-33-41	EACH	1.000	1.000
0012	SPV.0180	Special 01. Methacrylate Flood Seal	SY	64,492.000	64,492.000

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0010	BROWN	STH 57 SB	STH 57	WEQUIOCK CREEK	B050041	159	312	0	
0010	BROWN	STH 32-STH 57	STH 57	CMSTPP RR	B050043	907	1980	0	
0010	BROWN	STH 32-STH 57	STH 57	EAST RIVER	B050074	466	913	0	
0010	BROWN	STH 54 WB-STH 57 SB	STH 57	UNIVERSITY AVE	B050217	125	0	686	* Protective Surface Treatment Reseal for Parapets Only
0010	BROWN	STH 54 EB-STH 57 NB	STH 57	UNIVERSITY AVE	B050218	125	0	801	* Protective Surface Treatment Reseal for Parapets Only
0010	BROWN	STH 32-STH 57	STH 57	EAST RIVER	B050262	194	176	0	
0010	BROWN	STH 57 SB	STH 57	STH 54	B050321	918	748	0	
0010	BROWN	STH 57 NB	STH 57	STH 54	B050323	918	1077	0	
0010	BROWN	STH 57 NB	STH 57	WEQUIOCK CREEK	B050348	155	327	0	
0010	BROWN	CTH P	STH 57	STH 57	B050353	2263	608	0	
0010	BROWN	BAY SETTLEMENT RD	STH 57	STH 57	B050360	3003	1570	0	
0010	BROWN	CTH VV	STH 29	STH 29	B050416	1707	0	0	
0010	BROWN	STH 96	STH 96	UNNAMED CREEK	B050468	215	0	0	
SUBTOTALS FOR BROWN COUNTY						11,157	7,711	1,487	

* SURFACE AREA (INSIDE FACE AND TOP)

TOTALS FOR CATEGORY 0010 **11,157** **7,711** **1,487**

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0020	BROWN	STH 172 EB	STH 172	STH 32-USH B41(Ashland Ave), RR	B050108	310	0	3088	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	STH 32-USH B41(Ashland Ave), RR	B050121	311	0	2898	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	H BROADWAY ST	B050147	108	0	980	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	H BROADWAY ST	B050148	115	0	832	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172	STH 172	STH57-RIVERSIDE DR-FOX R	B050149	5232	0	34384	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	X WEBSTER ST	STH 172	STH 172	B050150	1942	136	0	
0020	BROWN	STH 172 EB	STH 172	DUTCHMANS CREEK	B050151	75	0	736	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB OFF RAMP TO VANDERPE	STH 172	DUTCHMANS CREEK	B050152	53	0	376	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	DUTCHMANS CREEK	B050157	75	0	724	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	LIBAL STREET	B050171	98	0	539	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	LIBAL STREET	B050172	98	0	700	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	EAST RIVER DRIVE	B050173	106	0	580	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	EAST RIVER DRIVE	B050174	111	0	607	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	EAST RIVER	B050175	283	0	1551	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	EAST RIVER	B050176	283	0	1551	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	XX BELLVUE RD	B050177	113	0	621	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	XX BELLVUE RD	B050178	113	0	621	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	GV MONROE RD	B050179	131	0	720	* Protective Surface Treatment Reseal for Parapets Only

* SURFACE AREA (INSIDE FACE AND TOP)

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0020	BROWN	STH 172 EB	STH 172	GV MONROE ROAD	B050180	131	0	720	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	V	B050181	118	0	811	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	V	B050182	119	0	649	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	RAMP IH 43 NB-STH 172 WB	STH 172	RAMP STH 172 EB-IH 43 NB	B050185	267	0	1465	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 29 WB	STH 29	STH 32	B050229	837	550	0	
0020	BROWN	STH 29 EB	STH 29	STH 32	B050230	837	550	0	
0020	BROWN	STH 172 EB	STH 172	HOLMGREN WAY	B050332	120	0	921	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 WB	STH 172	HOLMGREN WAY	B050333	120	0	1166	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	CONNECTOR STH 172-STH 32	STH 172	HOLMGREN WAY	B050334	121	0	515	* Protective Surface Treatment Reseal for Parapets Only
0020	BROWN	STH 172 EB	STH 172	AAA ONEIDA ST	B050386	1573	1760	0	
0020	BROWN	STH 172 WB	STH 172	ONEIDA ST	B050387	1241	1760	0	
0020	BROWN	STH 29 WB	STH 29	RIVERDALE DR	B050648	920	319	0	
0020	BROWN	STH 29 EB	STH 29	RIVERDALE DR	B050649	920	385	0	

* SURFACE AREA (INSIDE FACE AND TOP)

SUBTOTALS FOR BROWN COUNTY **16,883** **5,460** **57,755**

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0020	CALUMET	TELULAH AVE	STH 441	STH 441	B080024	1188	220	0	
0020	CALUMET	STH 441 NB	STH 441	LAKE PARK ROAD	B080025	731	1100	0	
0020	CALUMET	STH 441 SB	STH 441	LAKE PARK ROAD	B080026	731	572	0	
0020	CALUMET	STH 441 NB	STH 441	KK	B080027	860	990	0	
0020	CALUMET	STH 441 SB	STH 441	KK	B080028	860	550	0	

SUBTOTALS FOR CALUMET COUNTY **4,369** **3,432** **0**

3

3

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0020	FOND DU LAC	USH 151 SB	USH 151	S BR ROCK RIVER	B200033	480	880	0	
0020	FOND DU LAC	USH 151 NB	USH 151	S BR ROCK RIVER	B200034	480	880	0	
0020	FOND DU LAC	USH 151 NB ON-RAMP	USH 151	USH151 SB	B200062	1126	2475	0	
0020	FOND DU LAC	Oak Center Road	USH 151	USH 151	B200063	2113	2640	0	
0020	FOND DU LAC	USH 151 NB	USH 151	IH 41	B200125	1779	1650	0	
0020	FOND DU LAC	USH 151 SB	USH 151	IH 41	B200126	1779	1100	0	
0020	FOND DU LAC	USH 151 NB	USH 151	STH 26	B200133	179	0	958	* Protective Surface Treatment Reseal for Parapets Only
0020	FOND DU LAC	USH 151 SB	USH 151	STH 26	B200134	178	0	959	* Protective Surface Treatment Reseal for Parapets Only
0020	FOND DU LAC	USH 151 NB	USH 151	USH 151 NB TO STH 26 NB RAMP	B200136	757	990	0	
0020	FOND DU LAC	USH 151 SB	USH 151	USH 151 NB TO STH 26 NB RAMP	B200137	753	440	0	
0020	FOND DU LAC	USH 151 SB OFF RAMP TO STH 26	USH 151	USH 151 NB TO STH 26 NB RAMP	B200138	451	440	0	
0020	FOND DU LAC	USH 151 SB	USH 151	WEST BRANCH ROCK RIVER	B200141	489	440	0	
0020	FOND DU LAC	USH 151 NB	USH 151	WEST BRANCH ROCK RIVER	B200142	493	880	0	
0020	FOND DU LAC	USH 151 NB	USH 151	SEVEN MILE CREEK	B200145	389	440	0	
0020	FOND DU LAC	USH 151 SB	USH 151	SEVEN MILE CREEK	B200146	396	220	0	
0020	FOND DU LAC	USH 151 NB	USH 151	DENEVEU CR	B200148	738	880	0	
0020	FOND DU LAC	USH 151 SB	USH 151	DENEVEU CR	B200149	897	462	0	
0020	FOND DU LAC	USH 151 NB	USH 151	FOX VALLEY & WESTERN LTD RR	B200158	812	1100	0	
0020	FOND DU LAC	USH 151 SB	USH 151	FOX VALLEY & WESTERN LTD RR	B200159	812	1760	0	
0020	FOND DU LAC	CTH D NB	USH 151	USH 151 SB	B200162	375	0	1749	* Protective Surface Treatment Reseal for Parapets Only
0020	FOND DU LAC	CTH D WB	USH 151	USH 151 SB	B200163	375	0	1584	* Protective Surface Treatment Reseal for Parapets Only
0020	FOND DU LAC	STH 175	USH 151	USH 151	B203832	1845	1760	0	

* SURFACE AREA (INSIDE FACE AND TOP)

SUBTOTALS FOR FOND DU LAC COUNTY 17,699 19,437 5,250

3

3

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0020	OUTAGAMIE	STH 441 NB	STH 441	CTH CE	B440122	954	990	0	
0020	OUTAGAMIE	STH 441 SB	STH 441	CTH CE	B440123	954	660	0	
0020	OUTAGAMIE	Newberry Street	STH 441	STH 441	B440125	1160	880	0	

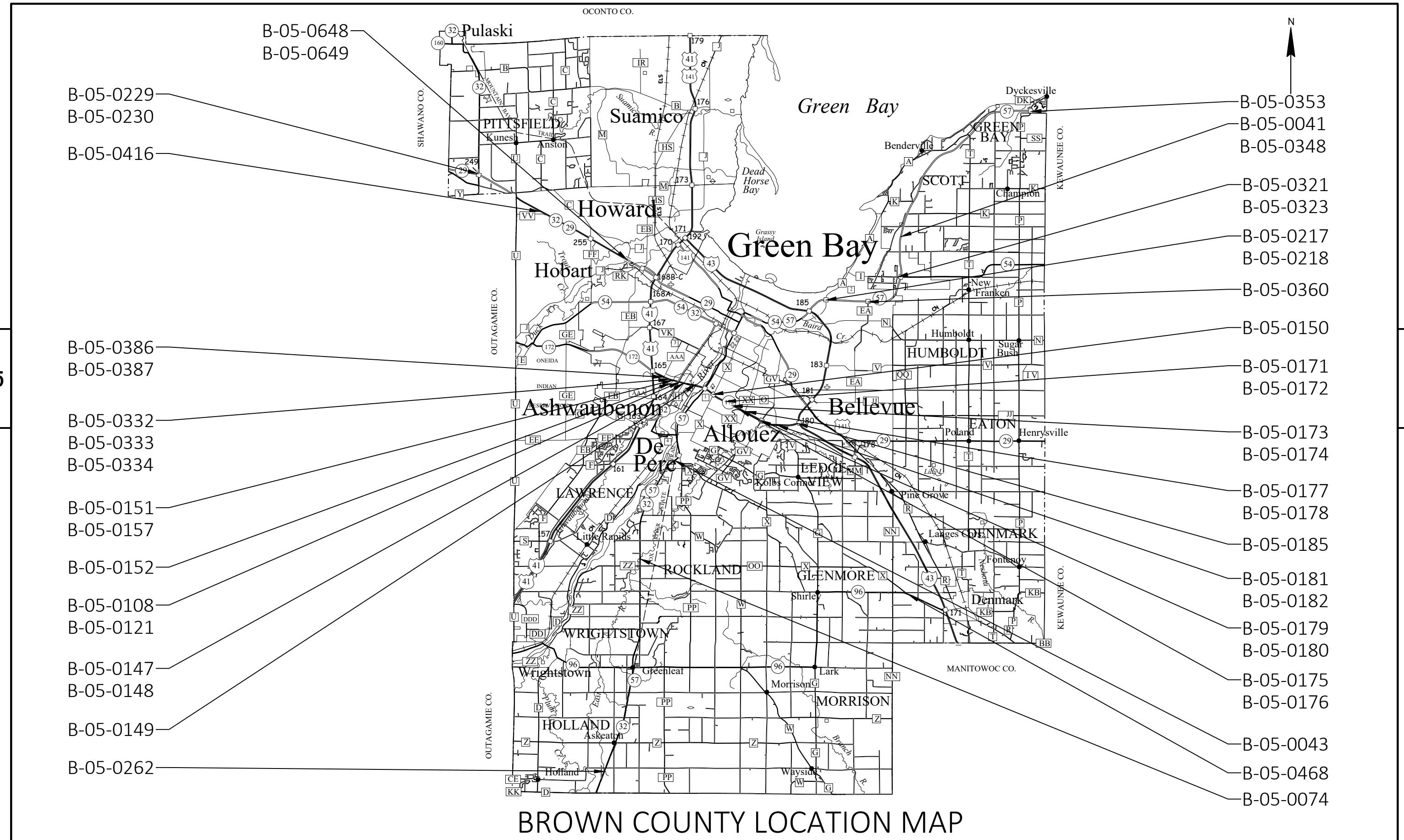
SUBTOTALS FOR OUTAGAMIE COUNTY 3,069 2,530 0

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	502.0180.S BRIDGE DECK CRACK SEALING [LF]	SPV.0180.03 Methacrylate Flood Seal [SY]	Remarks
0020	WINNEBAGO	CTH P	USH 10	USH 10-STH 441	B700110	2105	5518	0	

SUBTOTALS FOR WINNEBAGO COUNTY 2,105 5,518 0

CATEGORY 0020 TOTALS 44,126 36,377 63,005

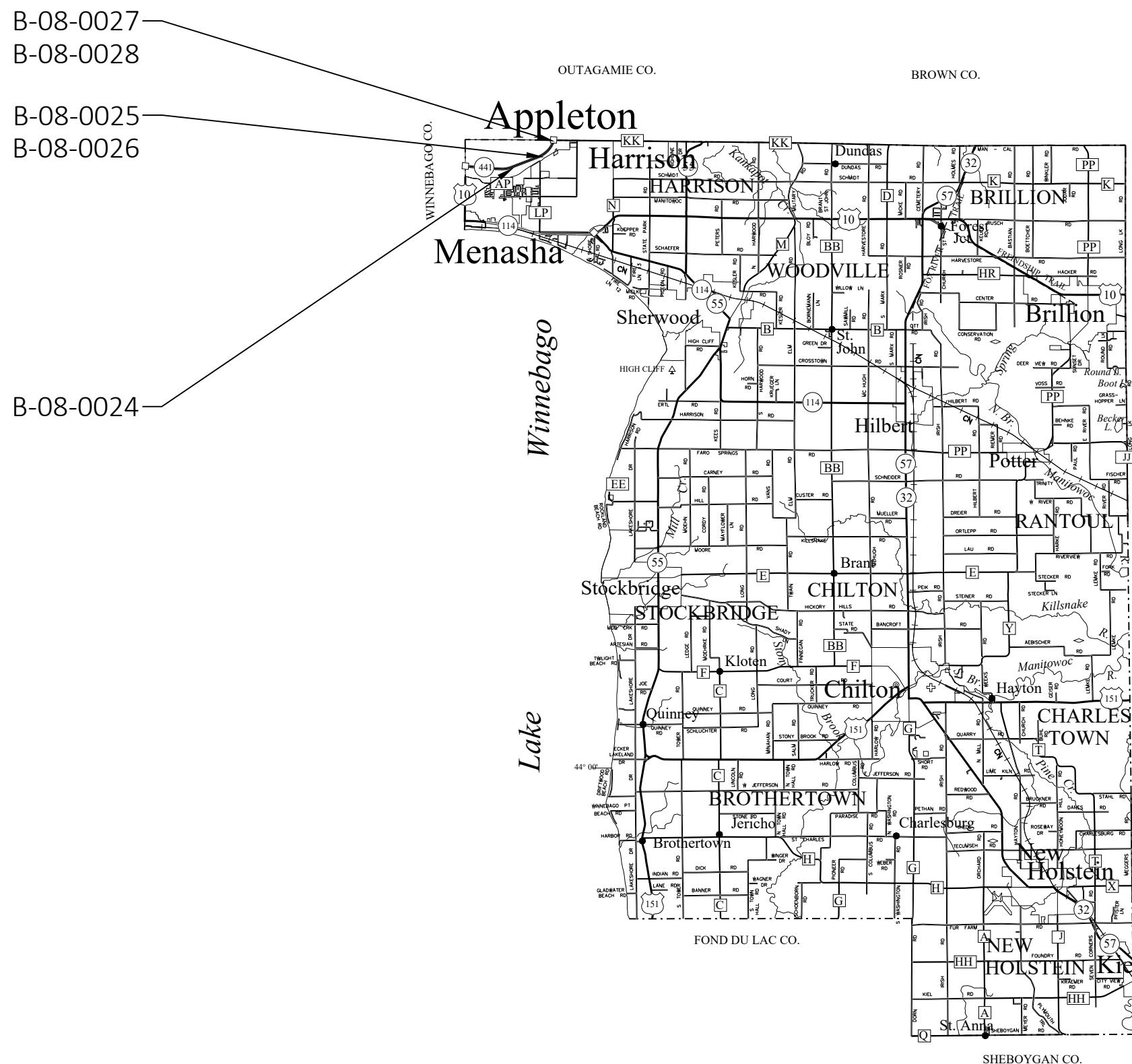
TRAFFIC CONTROL SIGNS PCMS						
CATEGORY	ROADWAY	APPROX. SERVICE PERIOD DAYS	NUMBER IN SERVICE	643.1050 DAY	REMARKS	
0010	STH 29	3	1	3	B-05-0416	
0010	STH 57	3	2	6	B-05-0353, B-05-0360	
0010	STH 57	7	9	63	B-05-0041, B-05-0043, B-05-0074, B-05-0217, B-05-0218, B-05-0262, B-05-0321, B-05-0323, B-05-0348	
0010	STH 96	3	1	3	B-05-0416	
CATEGORY 0010 TOTAL				<u>75</u>		
0020	STH 29	7	4	28	B-05-0229, B-05-0230, B-05-0648, B-05-0649	
0020	STH 172	7	27	189	B-05-0108, B-05-0121, B-05-0147, B-05-0148, B-05-0149, B-05-0150, B-05-0151, B-05-0152, B-05-0157, B-05-0171, B-05-0172, B-05-0173, B-05-0174, B-05-0175, B-05-0176, B-05-0177, B-05-0178, B-05-0179, B-05-0180, B-05-0181, B-05-0182, B-05-0185, B-05-0332, B-05-0333, B-05-0334, B-05-0386, B-05-0387	
0020	STH 441	7	9	63	B-08-0024, B-08-0025, B-08-0026, B-08-0027, B-08-0028, B-44-0122, B-44-0123, B-44-0125, B-70-0110	
0020	USH 151	7	22	154	B-20-0033, B-20-0034, B-20-0062, B-20-0063, B-20-0125, B-20-0126, B-20-0133, B-20-0134, B-20-0136, B-20-0137, B-20-0138, B-20-0141, B-20-0142, B-20-0145, B-20-0146, B-20-0148, B-20-0149, B-20-0158, B-20-0159, B-20-0162, B-20-0163, B-20-3832	
<p>SOME STRUCTURES WILL REQUIRE RAMP CLOSURE DURING THE STRUCTURE WORK. SEE TRAFFIC CONTROL AND WORK RESTRICTIONS FOR LOCATIONS.</p> <p>THIS IS THE PCMS QUANTITY FOR THE RAMPS:</p>						
0020	STH 29 SYSTEM RAMPS	7	1	7	Shawano Ave. WB/Cardinal Ln. SB on-ramp to STH 29 WB/ STH32 NB	
0020	STH 172 SYSTEM RAMPS	7	3	21	Pilgrim Way on-ramp to STH 172 WB, Van Der Perren Way on-ramp to STH 172 EB, IH 41 NB to STH 172 EB on-ramp	
0020	USH 151 SYSTEM RAMP	7	1	7	USH 151 EB to CTH D EB off-ramp	
CATEGORY 0020 TOTAL				<u>469</u>		
CATEGORY 0010 + 0020 TOTALS				<u>544</u>		
<p>NOTE: ADDITIONAL ADVANCED WARNING WILL BE NECESSARY IF LOCAL BRIDGES ARE COMPLETELY CLOSED.</p> <p>SEE TRAFFIC CONTROL AND WORK RESTRICTIONS FOR LOCATIONS.</p>						



5

N

5



CALUMET COUNTY LOCATION MAP

PROJECT NO: 1009-33-41

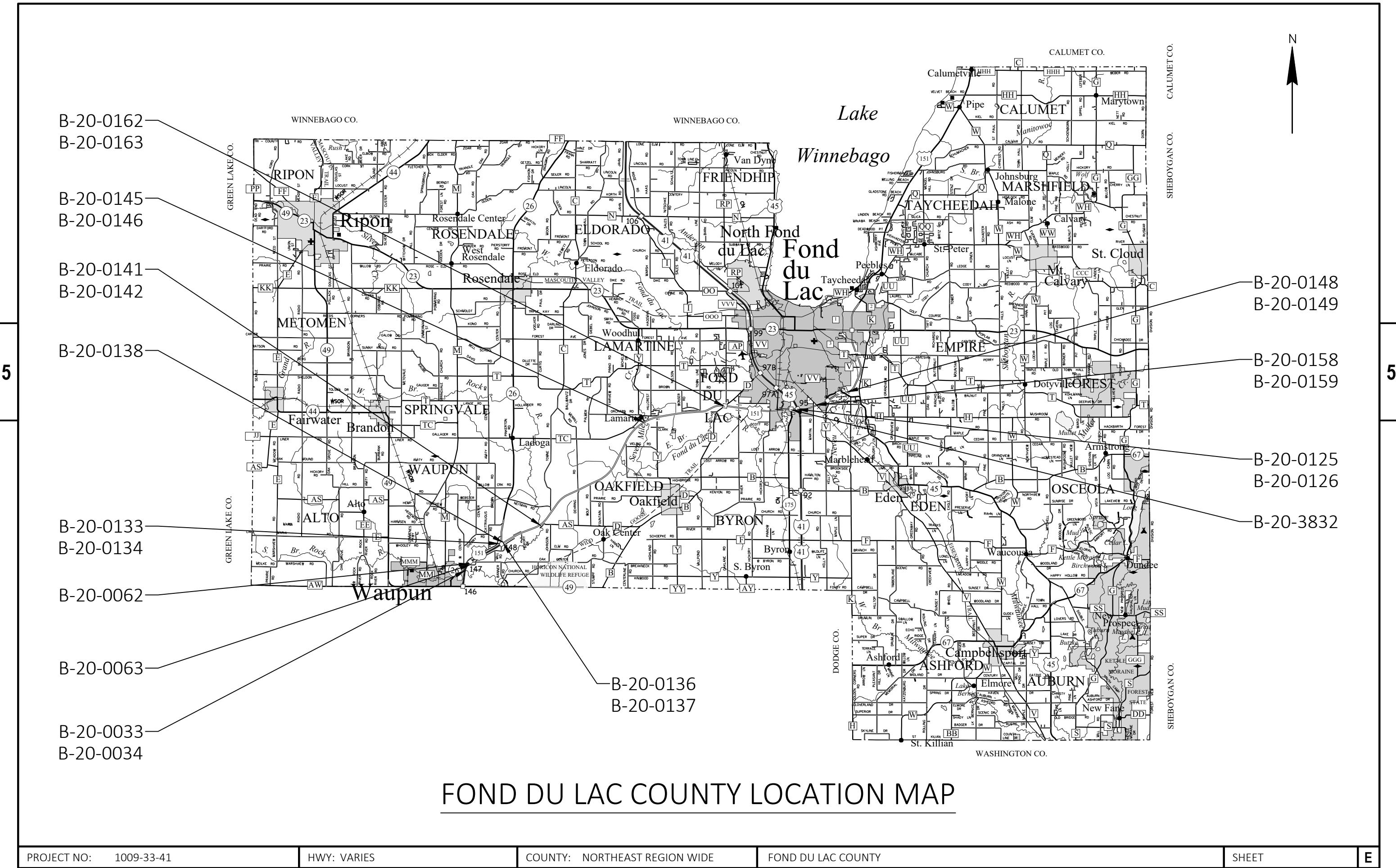
HWY: VARIES

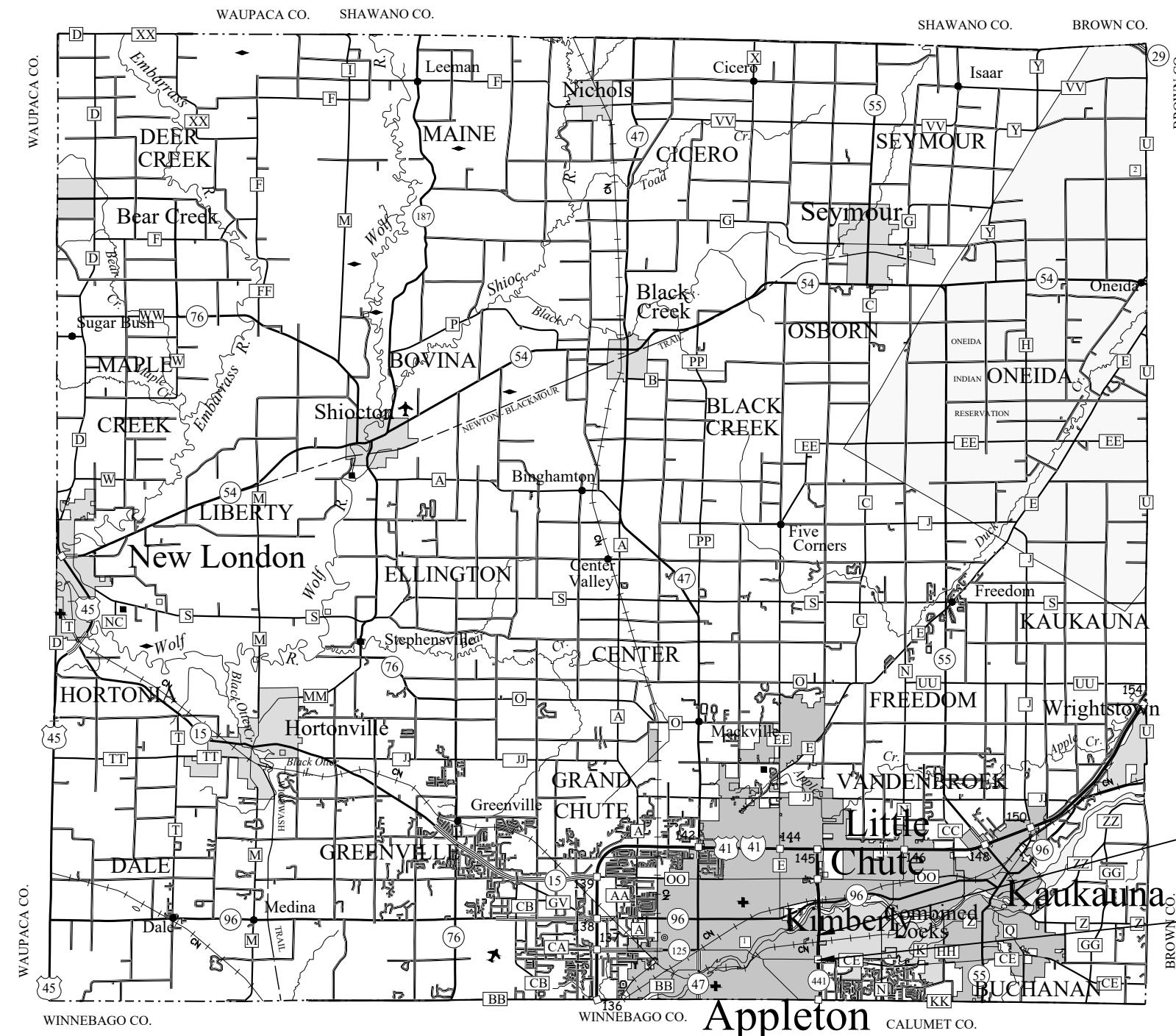
COUNTY: NORTHEAST REGION WIDE

CALUMET COUNTY

SHEET

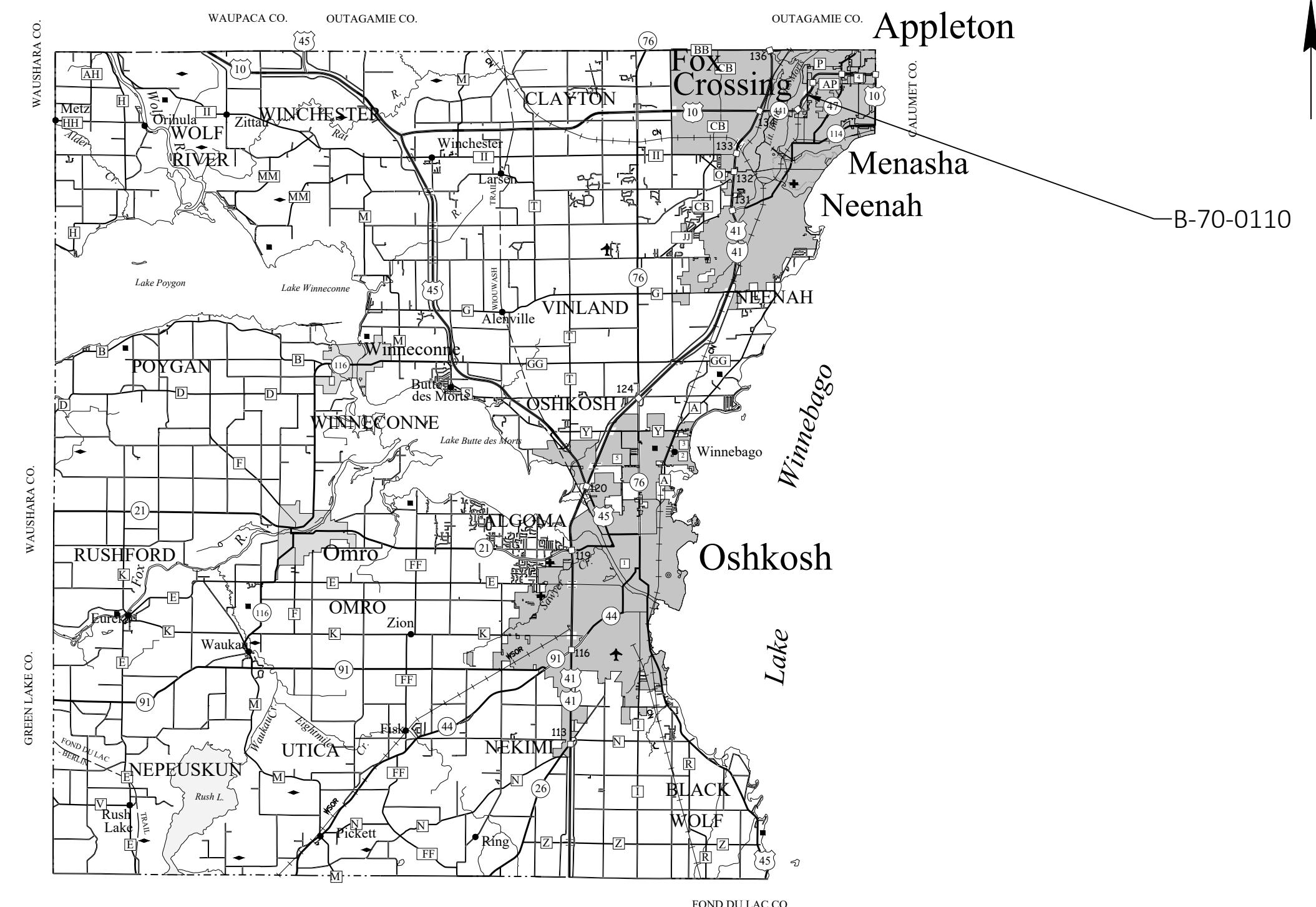
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OUTAGAMIE COUNTY LOCATION MAP

PROJECT NO: 1009-33-41	HWY: VARIES	COUNTY: NORTHEAST REGION WIDE	OUTAGAMIE COUNTY	SHEET	E
FILE NAME : N:\PDS\C3D\10093340\SheetsPlan\050205-PN.DWG LAYOUT NAME - 050205-pn	PLOT DATE : 1/16/2026 8:35 AM	PLOT BY : GOMBAR, CLEVELAND F	PLOT NAME :	PLOT SCALE : 1 IN:3.5 MI	WISDOT/CADDs SHEET 44



WINNEBAGO COUNTY LOCATION MAP

PROJECT NO: 1009-33-41

HWY: VARIES

COUNTY: NORTHEAST REGION WIDE

WINNEBAGO COUNTY

FILE NAME : N:\PDS\C3D\10093340\SheetsPlan\050206-PN.DWG
LAYOUT NAME - 050206-pn

PLOT DATE : 1/16/2026 8:35 AM

PLOT BY : GOMBAR, CLEVELAND F PLOT NAME :

PLOT SCALE : 1 IN:3.5 MI

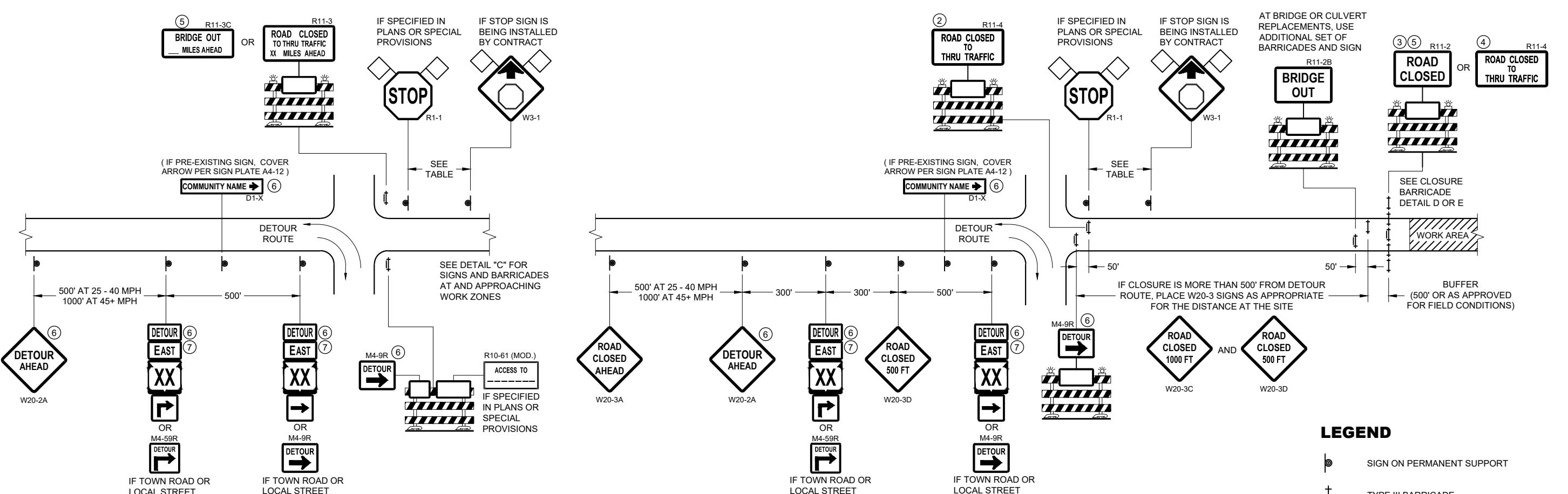
SHEET

E

WISDOT/CADD'S SHEET 44

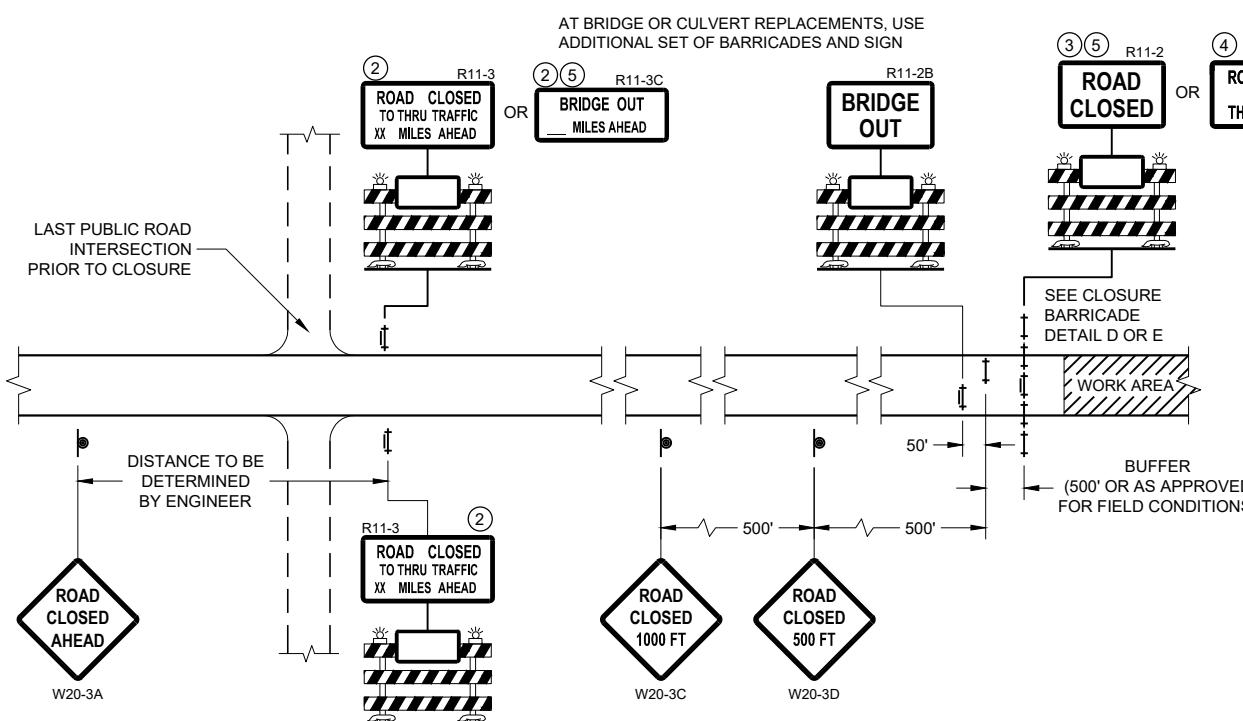
Standard Detail Drawing List

15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-09C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C02-09D	ON RAMP LANE CLOSURE
15C02-09E	OFF RAMP LANE CLOSURE
15C02-09G	TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C11-10A	CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C12-09B	TRAFFIC CONTROL, LANE CLOSURE WITH AUTOMATED FLAGGER ASSISTANCE DEVICE
15D12-15A	TRAFFIC CONTROL, LANE CLOSURE
15D12-15B	TRAFFIC CONTROL, SPEED REDUCTION
15D14-09	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-08A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-08E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-10A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-10C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D21-07A	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D21-07B	TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LANE CLOSURE
15D22-08	TRAFFIC CONTROL, TWO LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D23-07A	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D23-07B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D30-11A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-11L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-06A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTI LANE DIVIDED 45 MPH AND UNDER
15D40-06B	TRAFFIC CONTROL, FULL LANE SHIFT MULTI LANE DIVIDED 50 MPH AND OVER
15D40-06C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTI LANE DIVIDED 45 MPH AND UNDER
15D40-06D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTI LANE DIVIDED 50 MPH AND GREATER
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION
15D49-05	TRAFFIC CONTROL, SYSTEM RAMP CLOSURE
15D50-04A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-04B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT



DETAIL A
MAINLINE CLOSURE WITH POSTED DETOUR

WORK ZONE GREATER THAN OR EQUAL TO $\frac{1}{2}$ MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

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

BARRICADES AND SIGNS FOR MAINLINE CLOSURES

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED _____
May 2023 _____ /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
/A

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)

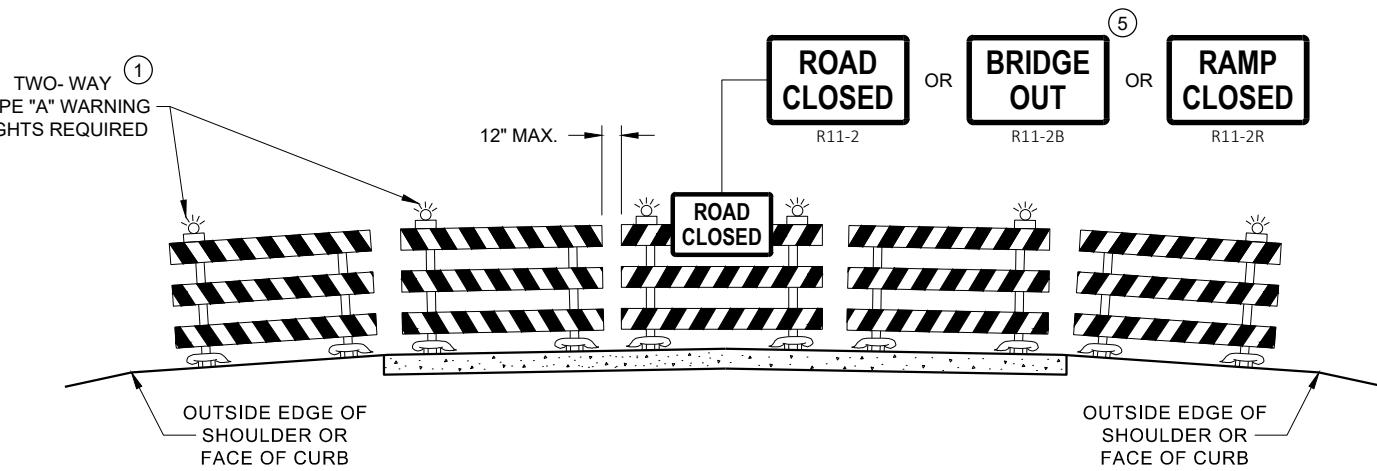
M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)

M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)

M05 - 1 AND M06 - 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.

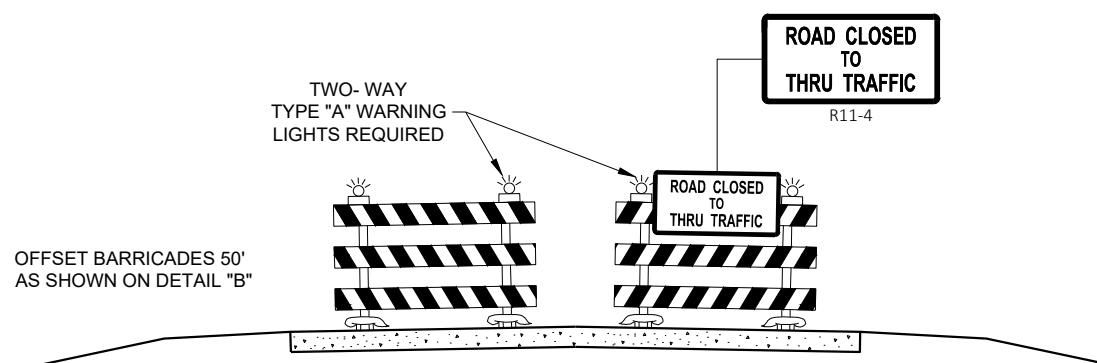
R1 - 1 SHALL BE 36" X 36"



DETAIL D
ROAD CLOSURE BARRICADE DETAIL
APPROACH VIEW

6

6



DETAIL E
LANE CLOSURE BARRICADE DETAIL
APPROACH VIEW

SEE SDD 15C2 - SHEET "a" FOR LEGEND

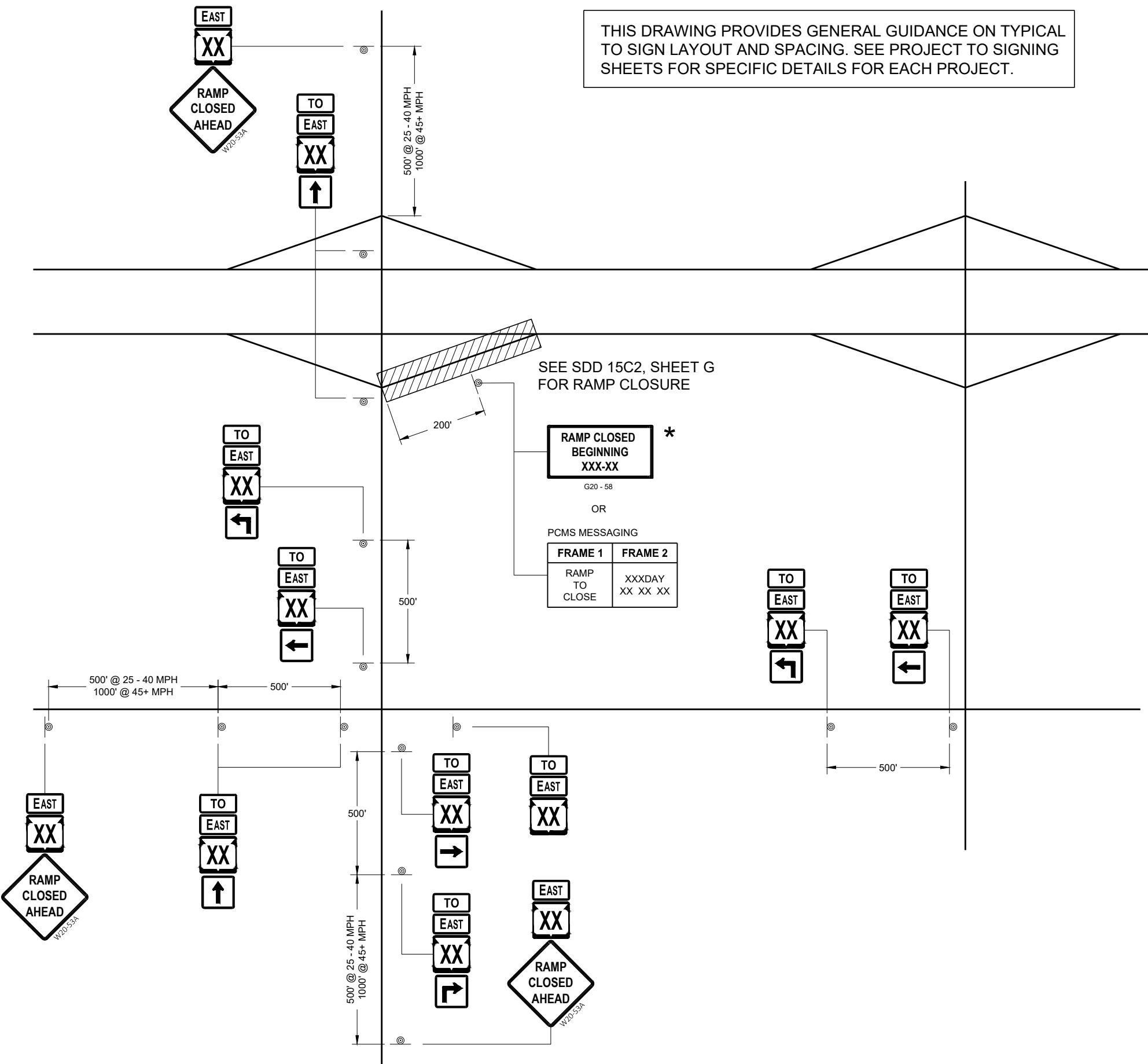
- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS 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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

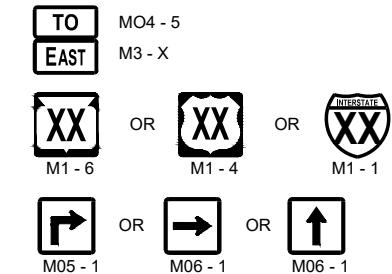
SDD15C02 - 09b



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

LEGEND

◎ SIGN ON PERMANENT SUPPORT



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

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 SHALL 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 FOLLOW:

M3 - X SHALL BE 24" X 12", (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).
W20 - 53A SHALL BE 48" X 48"

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

ON RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

May 2023

DATE WORK ZONE ENGINEER

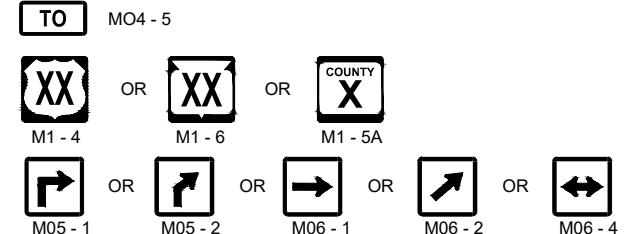
FHWA WORK ZONE ENGINEERING

THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL
"TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO
SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

© SIGN ON PERMANENT SUPPORT

PCMS PORTABLE CHANGEABLE MESSAGE SIGN



GENERAL NOTES

SEE SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE.

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

IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE "TO" MO-4 ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND "TO" MO-4 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 SHALL 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.

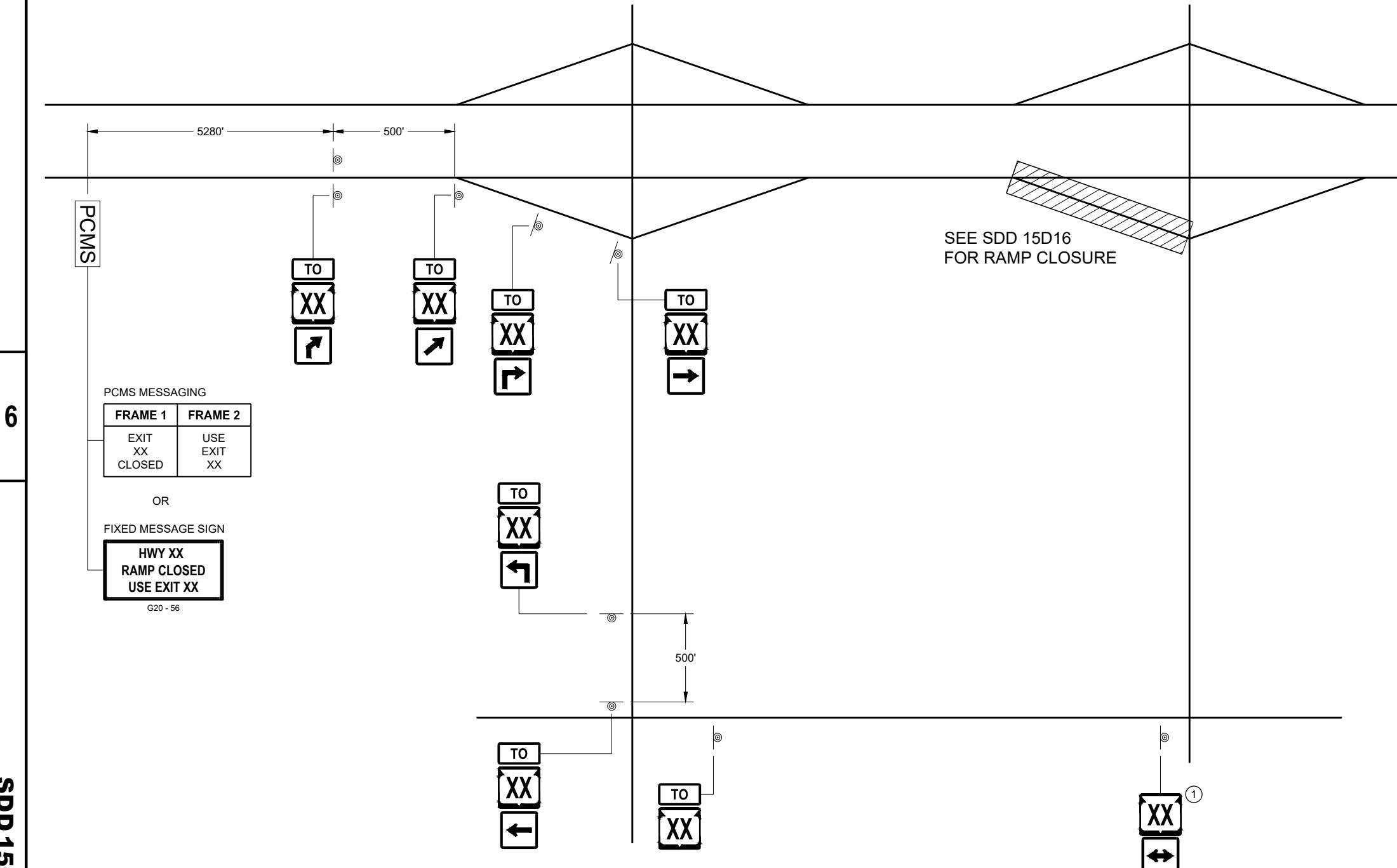
SIGN SIZES SHALL BE AS FOLLOW:
MO4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).
M1 - 4, M1 - 5A, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).
MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

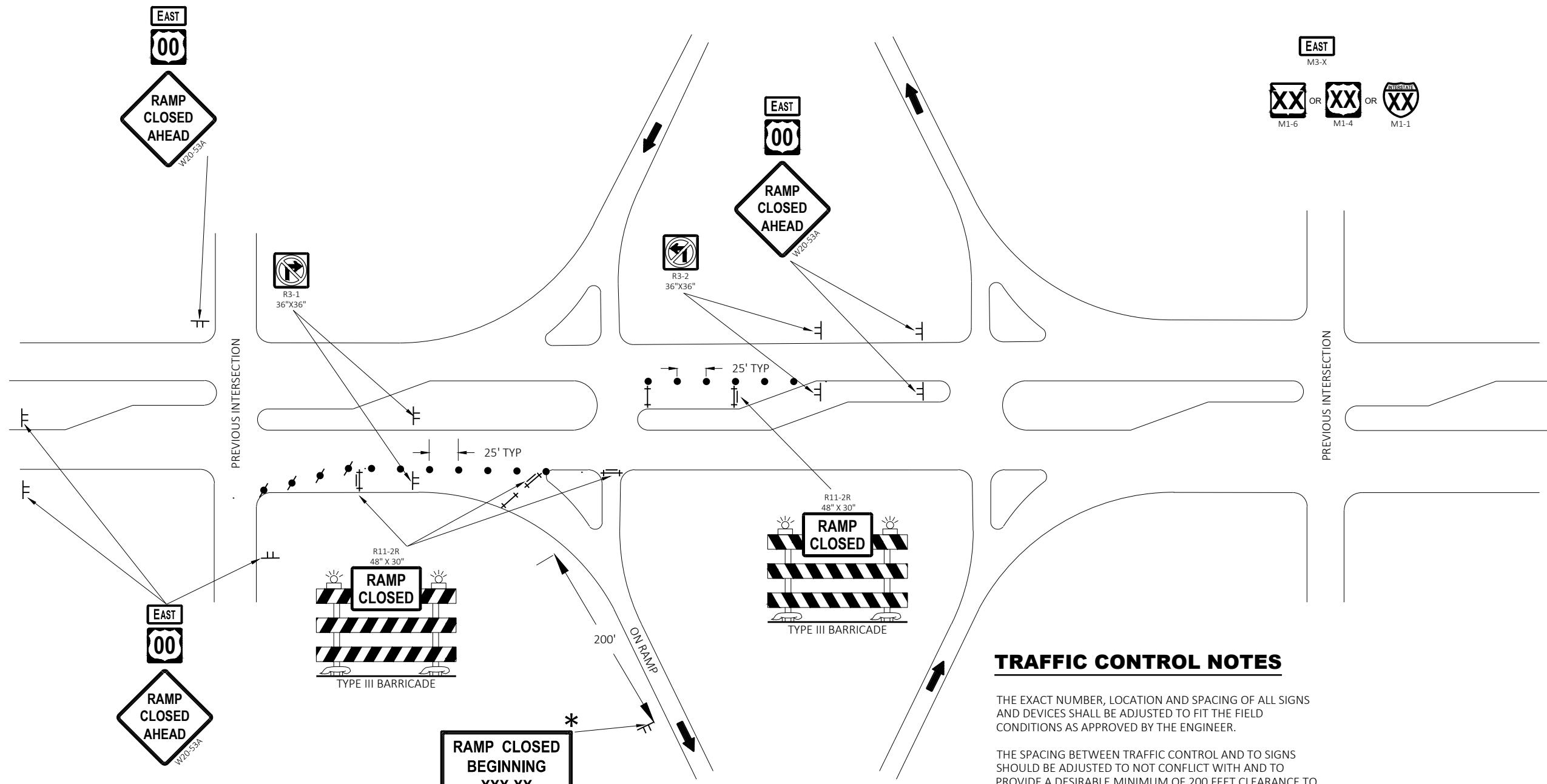
① ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

OFF RAMP LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

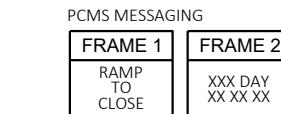
APPROVED
May 2023 /S/ Andrew Heidke
DATE
FHWA
WORK ZONE ENGINEER





LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ‡ TYPE III BARRICADE
- ‡ TYPE III BARRICADE WITH ATTACHED SIGN
- ▶ SIGN ON PERMANENT SUPPORT
- ▶ SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC



TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

TRAFFIC CONTROL NOTES

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

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36"x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"X48"

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

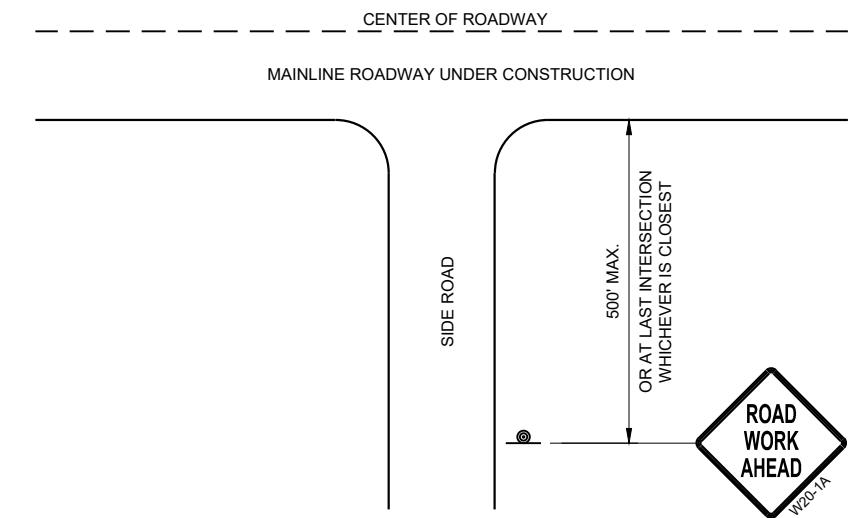
TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE
/S/ Andrew Heidke
WORK ZONE ENGINEER
FHWA

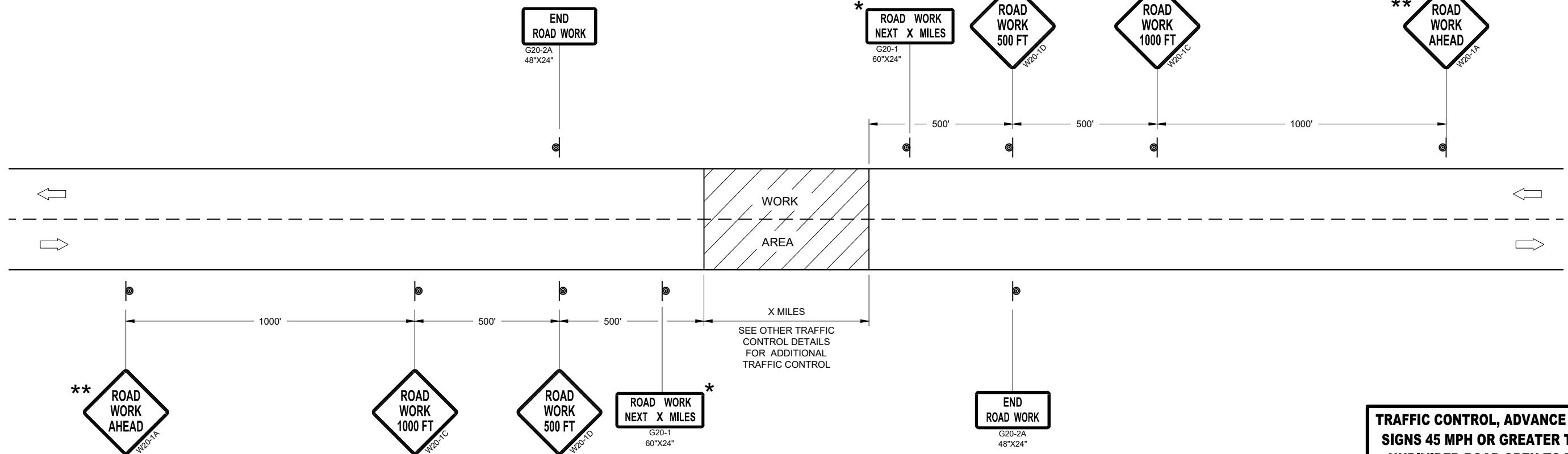
GENERAL NOTES

THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS.
 THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
 ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.
 SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
 IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.
 * OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
 ** PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.



LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER

TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 MPH OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

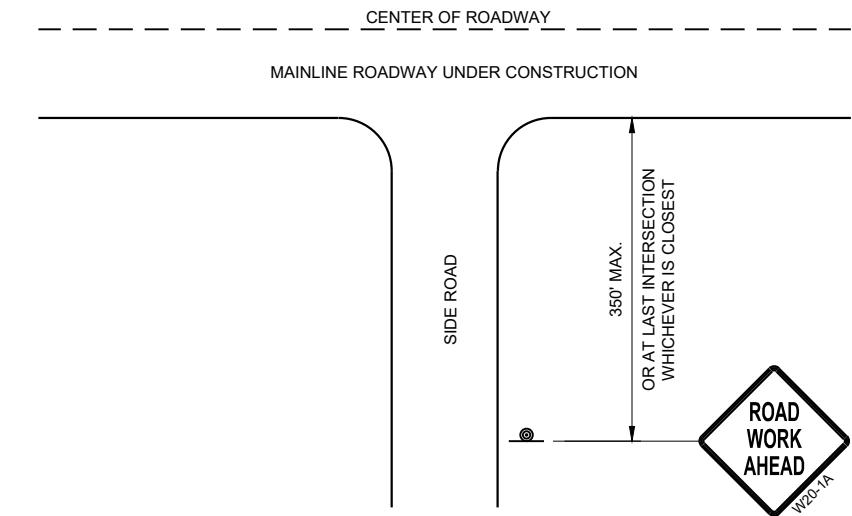
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36"X36" SIGNS MAY BE USED INSTEAD OF 48" X 48" SIGNS.

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

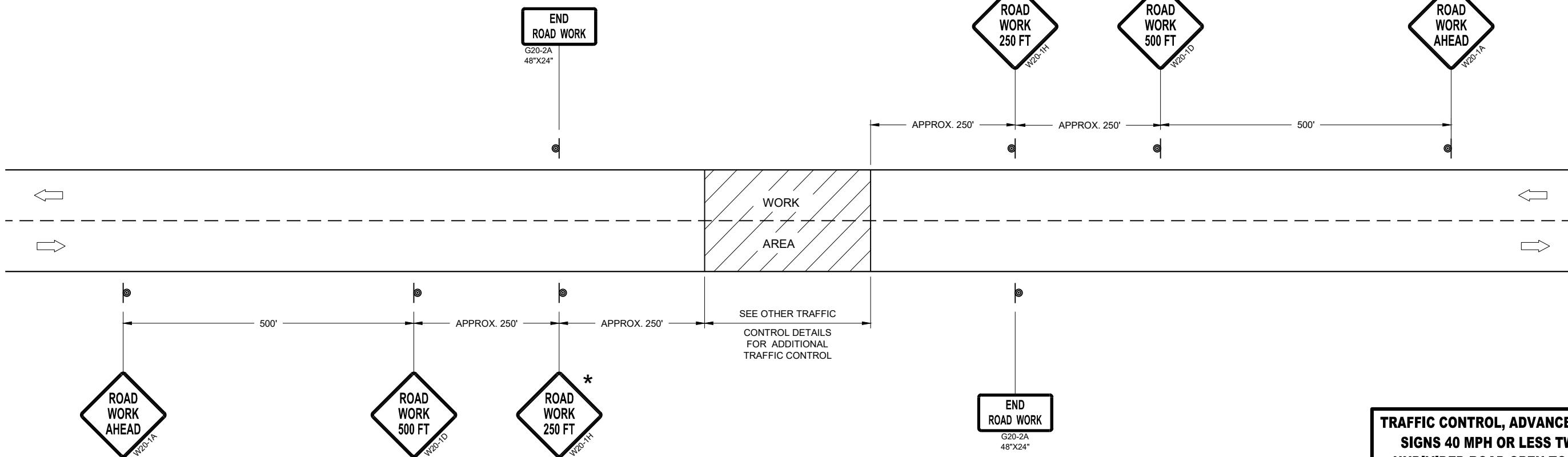
IF A "STOP" SIGN MUST BE REMOVED FOR A WORK OPERATION, A TEMPORARY "STOP" SIGN SHALL BE PLACED PRIOR TO THE SIGN REMOVAL, OR A FLAGGER SHALL BE PROVIDED UNTIL THE SIGN IS REESTABLISHED.

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



LEGEND

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



TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

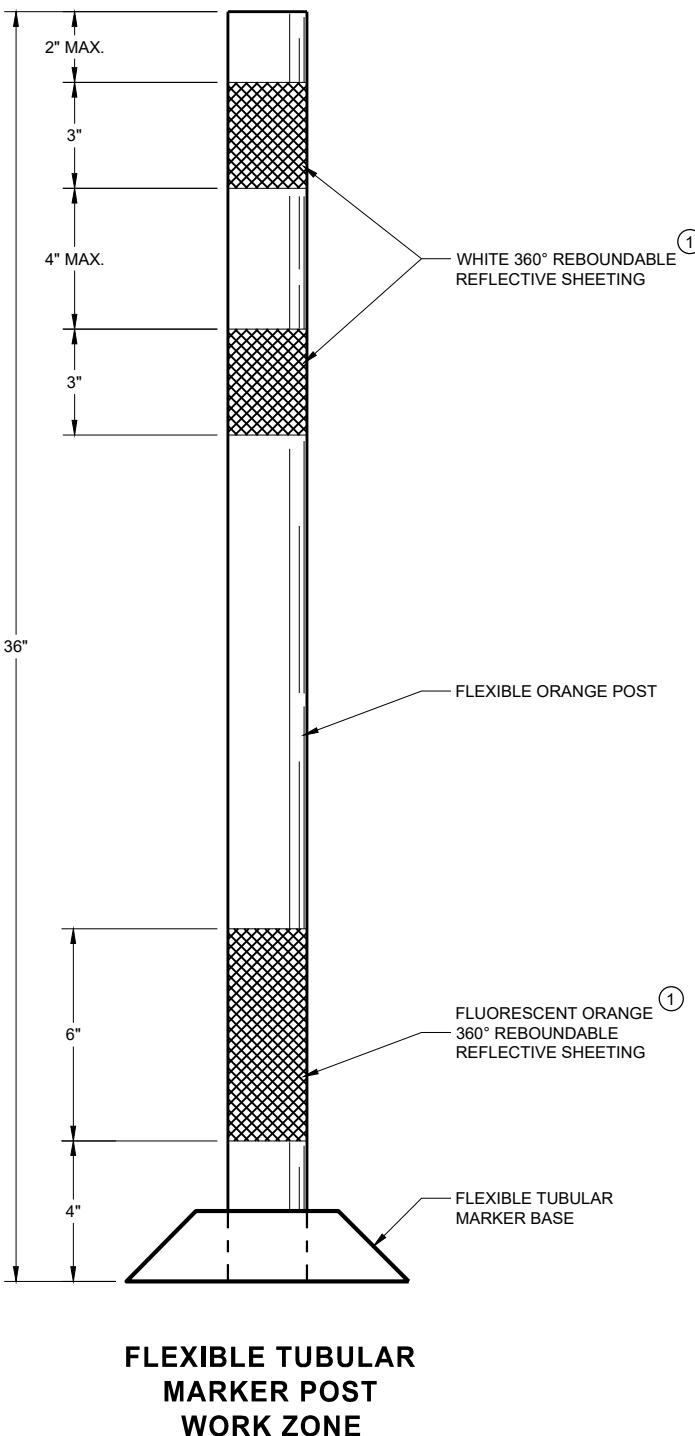
GENERAL NOTES

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.



SDD 15C11 - 10a

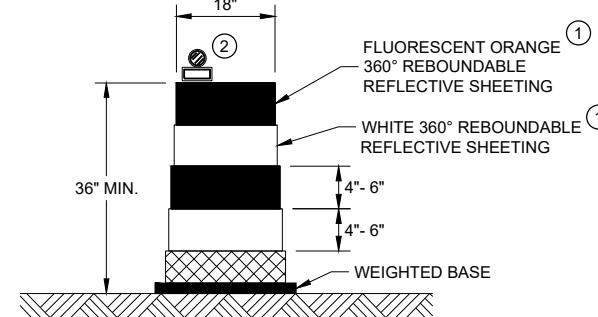
CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

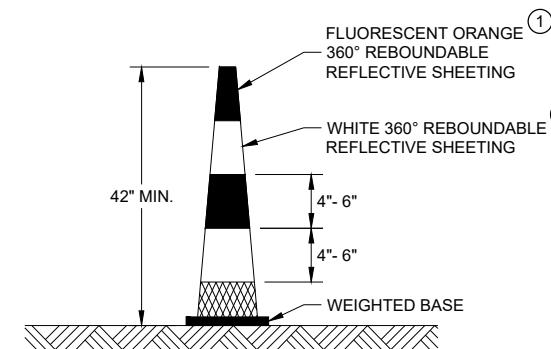
APPROVED
November 2022 /S/ Andrew Heidke
DATE
FHWA

WORK ZONE ENGINEER

SDD 15C11 - 10a

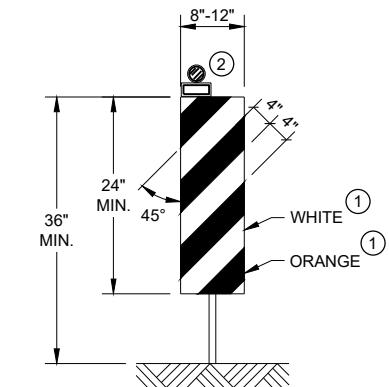
**DRUM**

BALLAST WIDTHS
RANGE FROM 24"-36"

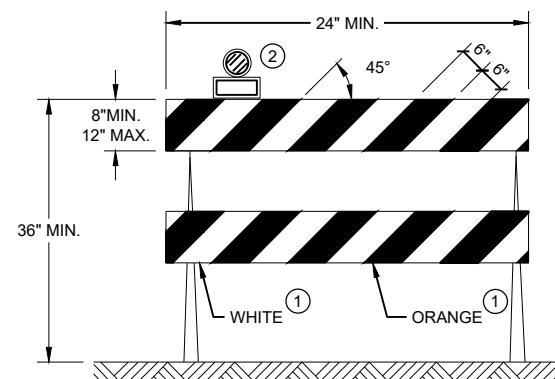
**42" CONE**

DO NOT USE IN TAPERS
½ SPACING OF DRUMS

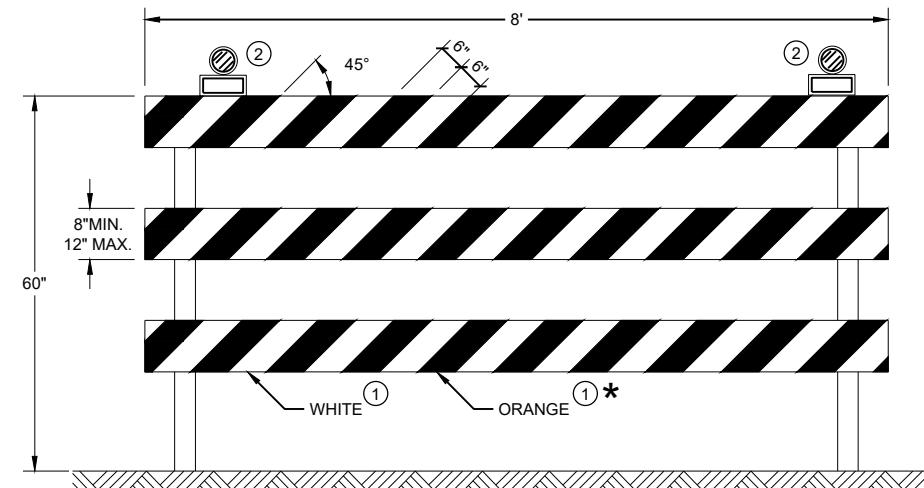
BALLAST WIDTHS
RANGE FROM 14"-20"

**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

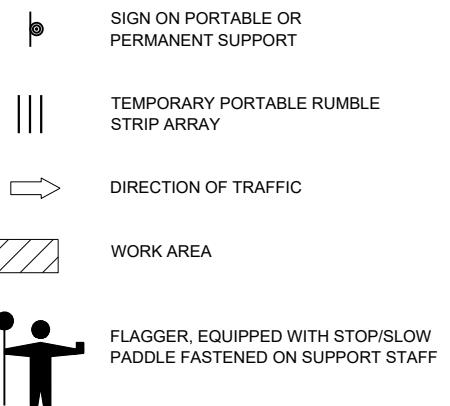
- ① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
- ② LOCATION OF WARNING LIGHTS WHEN SHOWN ON THE PLAN.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidke
DATE
FHWA

WORK ZONE ENGINEER

LEGEND**GENERAL NOTES**

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

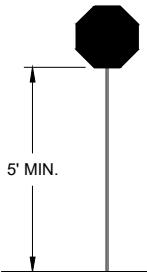
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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



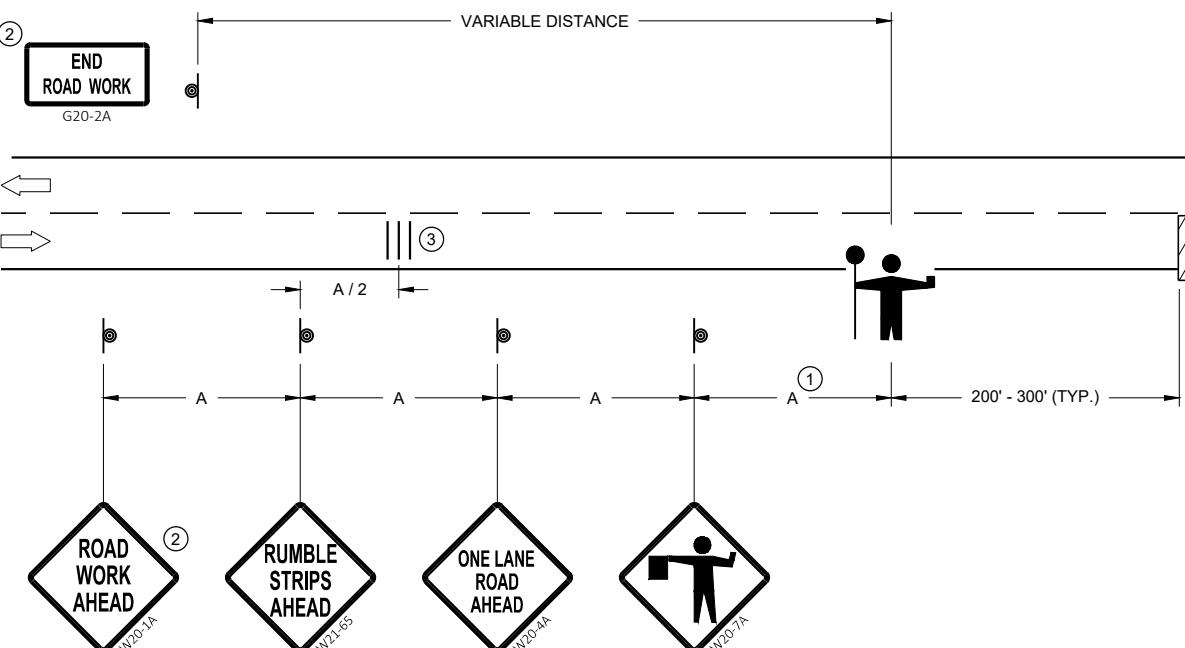
**STOP/SLOW PADDLE
ON SUPPORT STAFF**

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



USE OF WO3-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".

**FLAGGING**

FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- ① FOR MOVING WORK OPERATIONS, POST ADDITIONAL W20-7A FLAGGER SIGNS AT APPROXIMATELY 3,500' INTERVALS IN THE MOVING WORK OPERATION OR AS APPROVED BY THE ENGINEER.
- ② SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

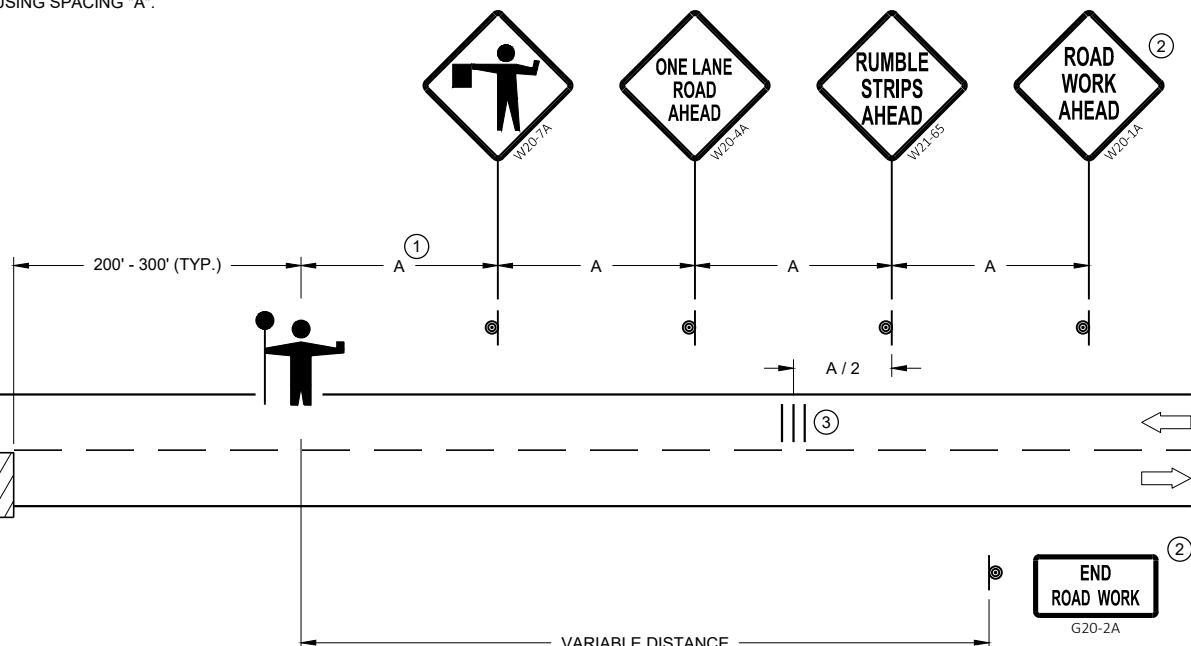
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



**TRAFFIC CONTROL FOR
LANE CLOSURE WITH
FLAGGING OPERATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidke
DATE
FHWA
WORK ZONE ENGINEER

GENERAL NOTES

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL CONE 42-INCH
- TRAFFIC CONTROL DRUM
- TEMPORARY PORTABLE RUMBLE STRIP ARRAY
- DIRECTION OF TRAFFIC
- WORK AREA
- AFAD** AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD)

GENERAL NOTES

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

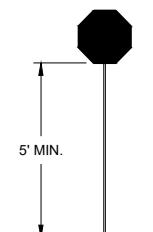
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

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

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

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

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

**STOP/SLOW PADDLE
ON SUPPORT STAFF****SIGN AND TEMPORARY RUMBLE
STRIP ARRAY SPACING TABLE**

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

FLAGGING

IF THE AUTOMATED FLAGGER ASSISTANCE DEVICE (AFAD) STOPS WORKING, FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

WHEN THE DISTANCE BETWEEN FLAGGERS EXCEEDS 2 MILES, A PILOT CAR IS REQUIRED. WHEN CURVES REDUCE SIGHT DISTANCE BELOW 400', A PILOT CAR IS REQUIRED.

- 1 SIGN NOT REQUIRED IF FLAGGING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- 2 IF FLAGGERS ARE PHYSICALLY NEEDED TO FLAG, REPLACE WO3-4 SIGNS WITH W20-7A SIGNS.

TEMPORARY PORTABLE RUMBLE STRIPS

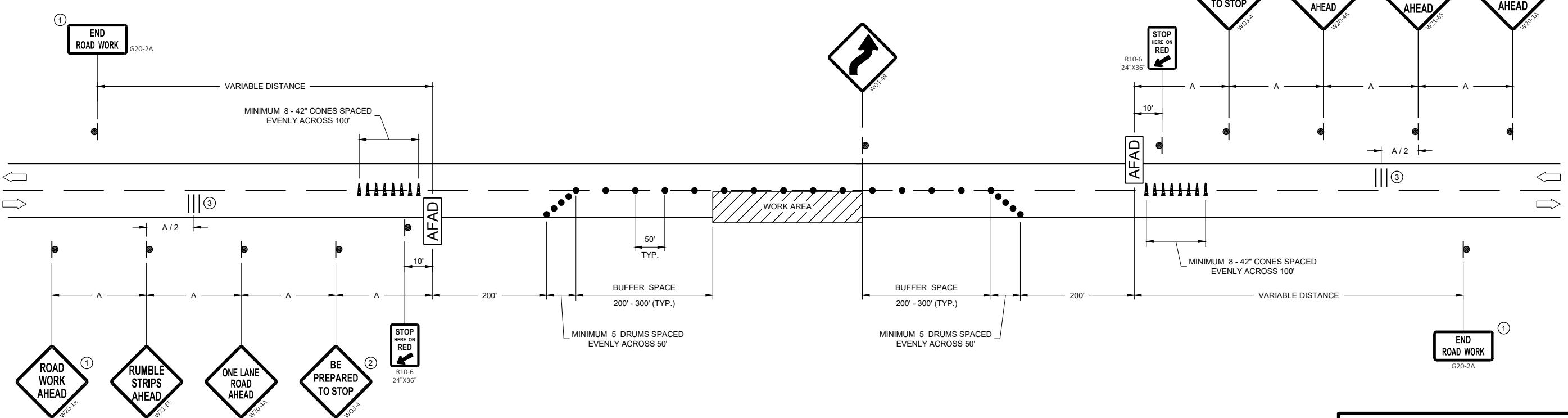
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

- 3 EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSELY AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER.

**TRAFFIC CONTROL, LANE
CLOSURE WITH AUTOMATED
FLAGGER ASSISTANCE DEVICE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE
FHWA
WORK ZONE ENGINEER

GENERAL NOTES

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS 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.

① DRUMS 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.

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

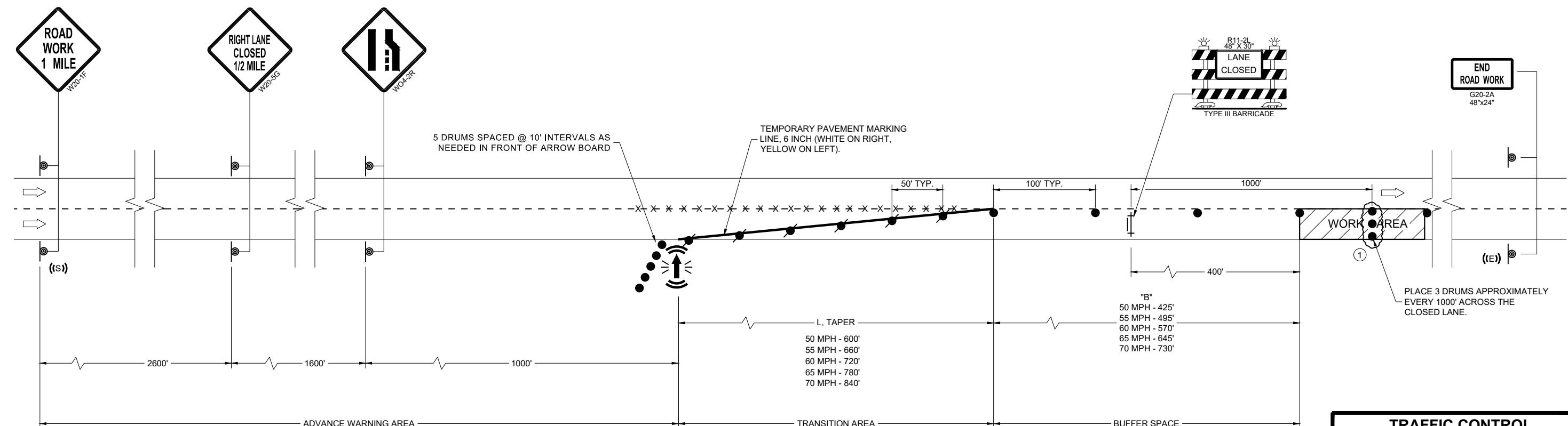
→ DIRECTION OF TRAFFIC

▨ WORK AREA

◀→ CONNECTED ARROW BOARD

“(S)” WZ START LOCATION MARKER

“(E)” WZ END LOCATION MARKER



TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA

GENERAL NOTES

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

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

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

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

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

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

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

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

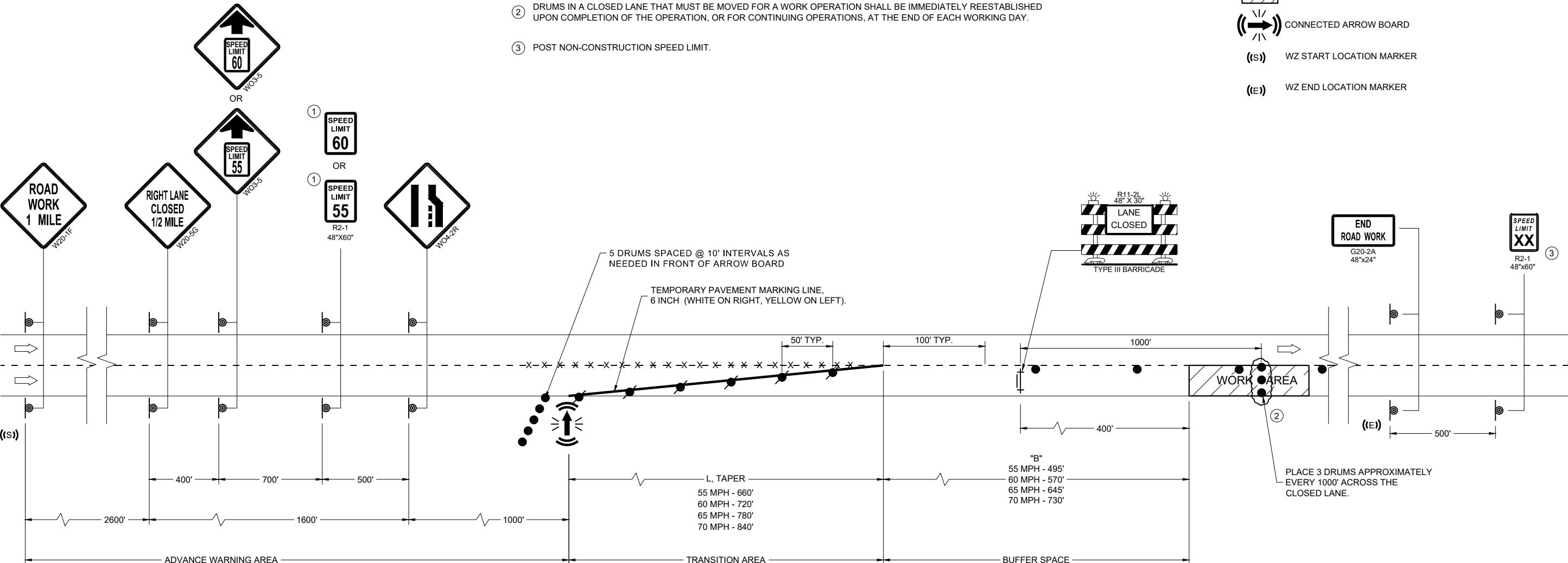
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

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

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

- ① A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES.
- ② DRUMS 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.
- ③ POST NON-CONSTRUCTION SPEED LIMIT.



LEGEND

- Ⓐ SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- ◐ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ━ TYPE III BARRICADE WITH ATTACHED SIGN
- 💡 TYPE "A" WARNING LIGHT (FLASHING)
- x-x-x- REMOVING PAVEMENT MARKINGS
- DIRECTION OF TRAFFIC
- ▨ WORK AREA
- ➡➡➡ CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

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
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

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.

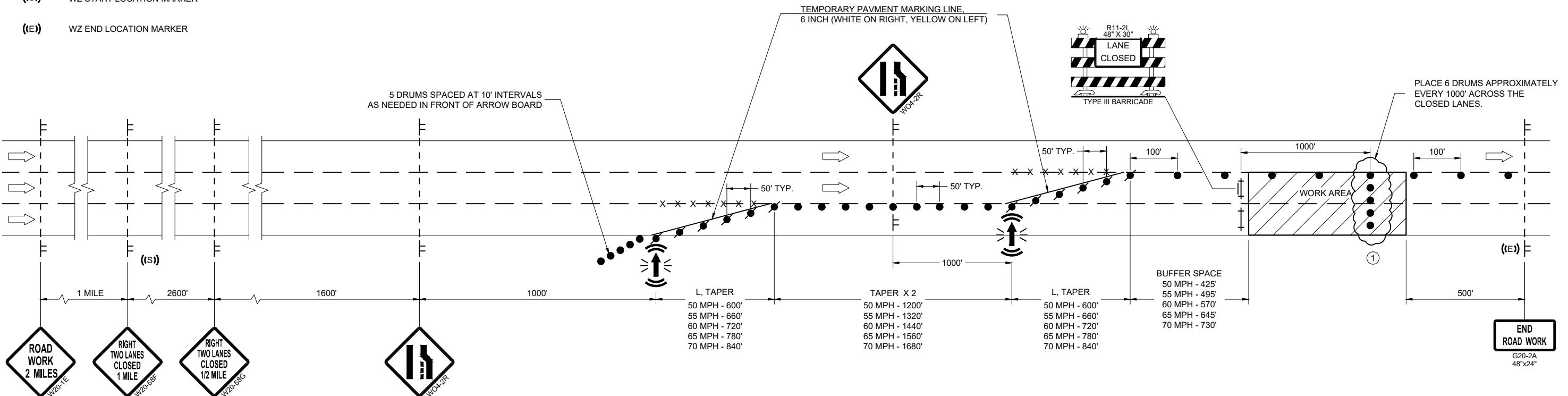
WHEN A RAMP OR SIDE ROAD INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

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.

① DRUMS 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.



TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

LEGEND

- ¶ SIGN ON PERMANENT SUPPORT
- ƒ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- ◐ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- *-* - X - * REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- || TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTE

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

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

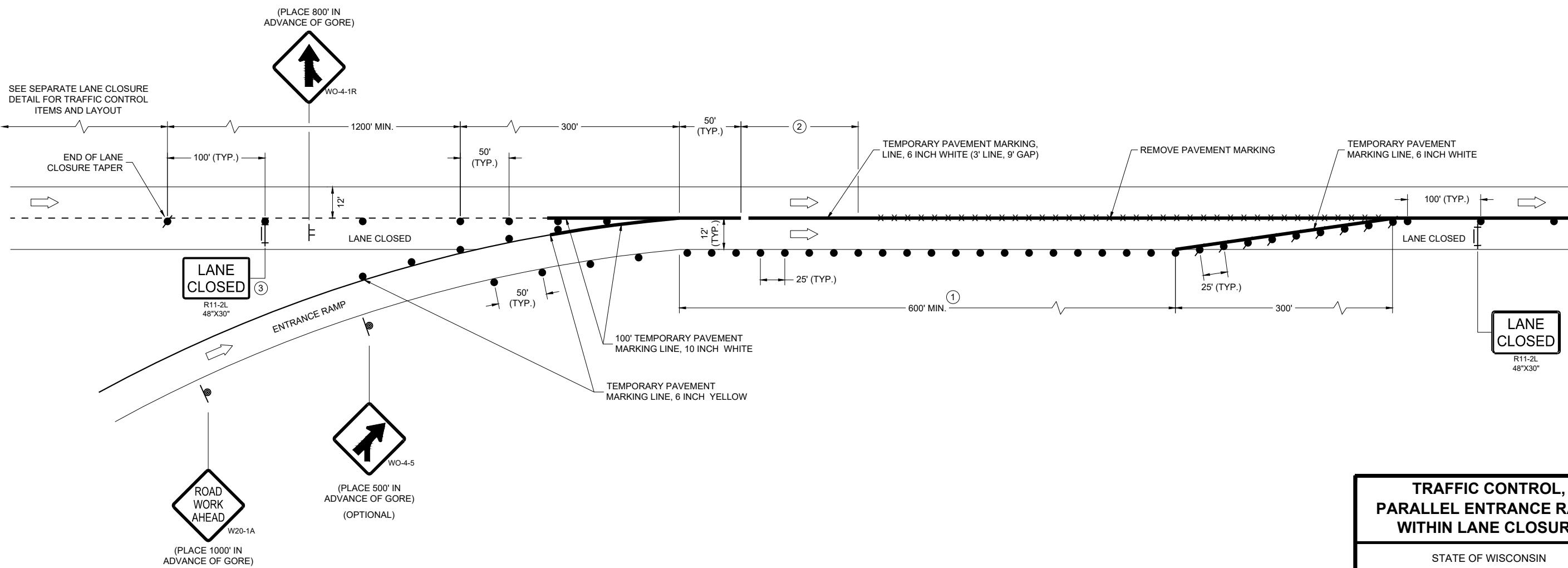
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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

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

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

- ① EXTEND THE LENGTH OF THE MERGE ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS $\pm 2.2\%$.
- ② END TEMPORARY PAVEMENT MARKING LINE AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.
- ③ IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING 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 EXTEND THE LENGTH OF THE MERGE AREA IF THE ENTERING (DESIGN) SPEED OF THE RAMP IS LESS THAN 50 MPH OR IF THE MAINLINE GRADE EXCEEDS $\pm 2.2\%$.

② END TEMPORARY PAVEMENT MARKING LINE AT 1/2 THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

(PLACE 800' IN ADVANCE OF GORE)



WO-4-1

ROAD WORK AHEAD

(PLACE 1000' IN ADVANCE OF WO3-2)



W20-1A

(PLACE 500' IN ADVANCE OF GORE)



WO-4-5

TEMPORARY PAVEMENT MARKING LINE, 10 INCH WHITE

REPAVE EXISTING SHOULDER IF INDICATED ELSEWHERE IN PLANS

50:1 TAPER

15' (TYP.)

50' (TYP.)

250'

600' MIN.

1

12'

300'

RAMP PAVEMENT

12'

TYPICAL 5' ASPHALT SHOULDER

TYPICAL 3' GRAVEL SHOULDER

REPAVE EXISTING SHOULDER IF INDICATED ELSEWHERE IN PLANS

TEMPORARY PAVEMENT WIDENING REQUIRED

100'

6'

6'

2'

R11-2L
48"X30"



LANE CLOSED

6

SDD 15D15-08b

TEMPORARY PAVEMENT DETAIL

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

TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

LEGEND

- ◎ SIGN ON PERMANENT SUPPORT
- └ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- ◐ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- X- X- X- X- 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.

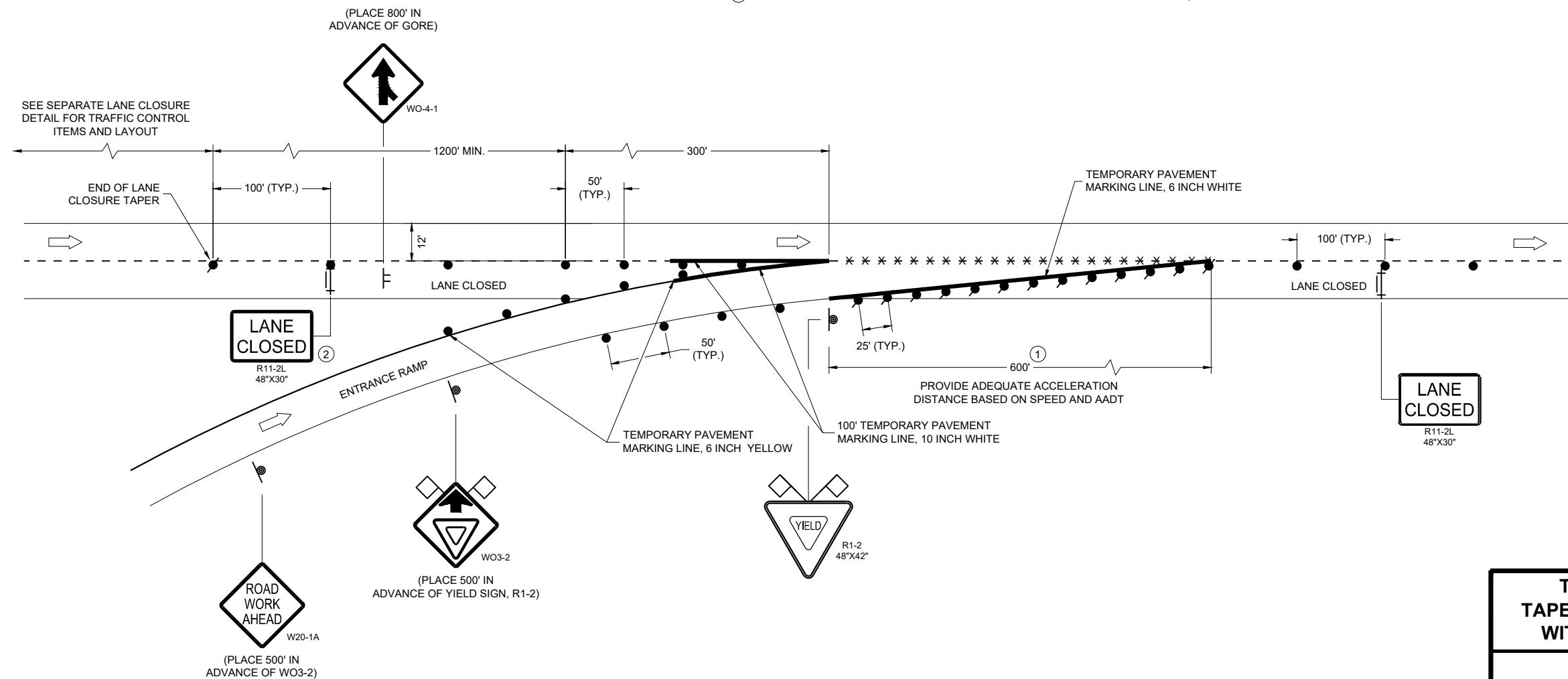
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

① CONSULT WITH REGIONAL WORK ZONE ENGINEER IF NEED TO REDUCE LENGTH EXISTS

② IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 _____ /S/ Andrew Heidtke
DATE <position>
WA

SDD 15D15-08c

LEGEND

- SIGN ON PERMANENT SUPPORT
- └ SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- ◐ TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- └ TYPE III BARRICADE WITH ATTACHED SIGN
- ◇ ◇ FLAGS, 16" X 16" MIN., ORANGE
- DIRECTION OF TRAFFIC

GENERAL NOTES

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

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

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

ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED

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

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

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

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

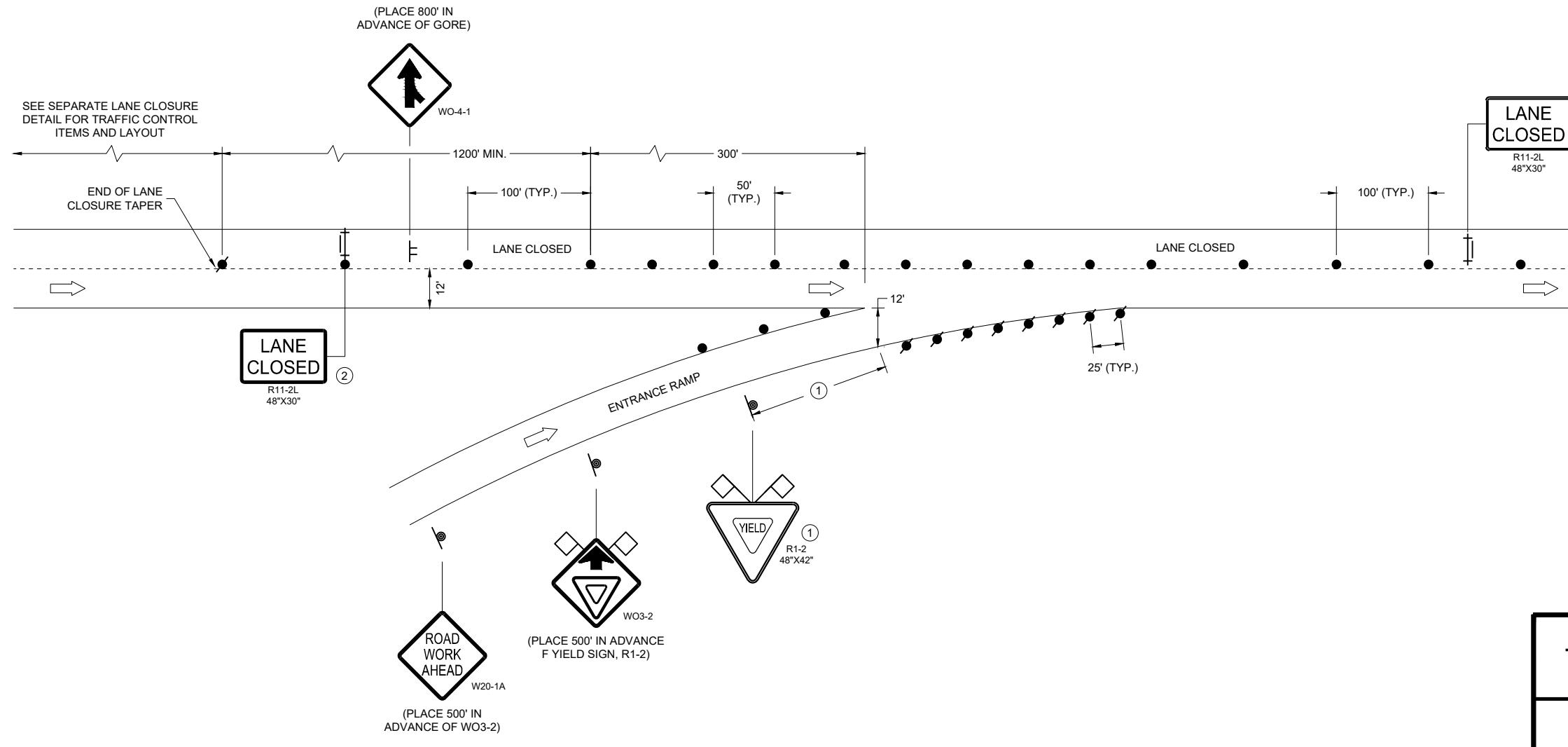
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

① PLACE YIELD SIGN TO PROVIDE ADEQUATE SIGHT DISTANCE AND ACCELERATION DISTANCE.

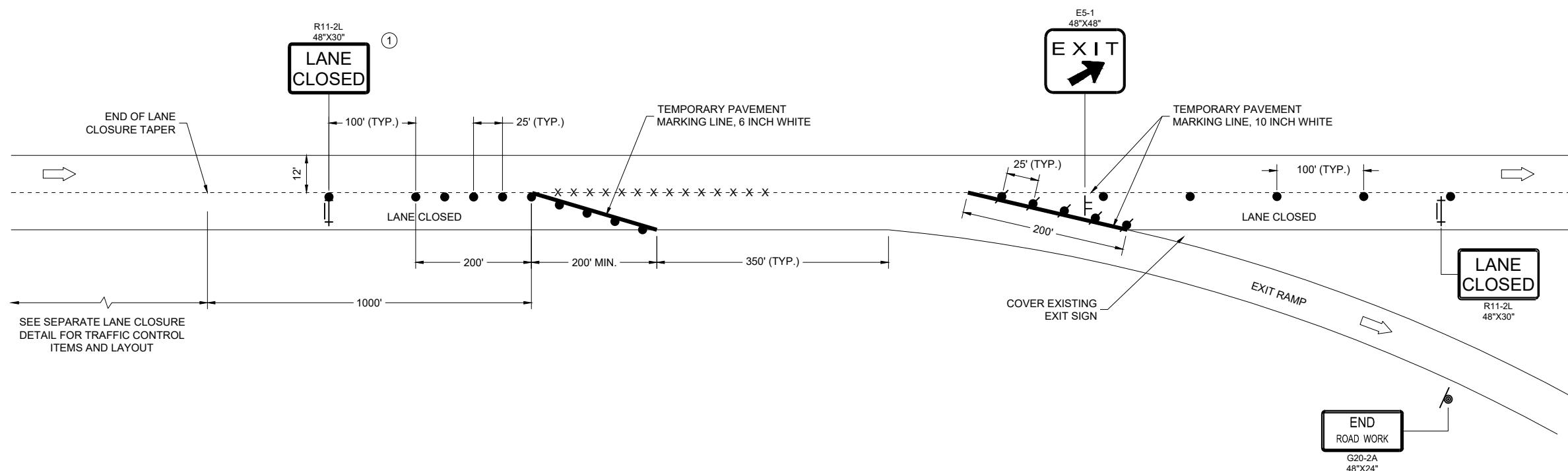
② IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
WA

**LEGEND**

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING 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 IF LOCATED AFTER INITIAL LANE CLOSURE BARRICADE AND "LANE CLOSED" SIGN, USE 3 DRUMS IN PLACE OF BARRICADE AND SIGN.

**TRAFFIC CONTROL,
PARALLEL EXIT RAMP
WITHIN LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

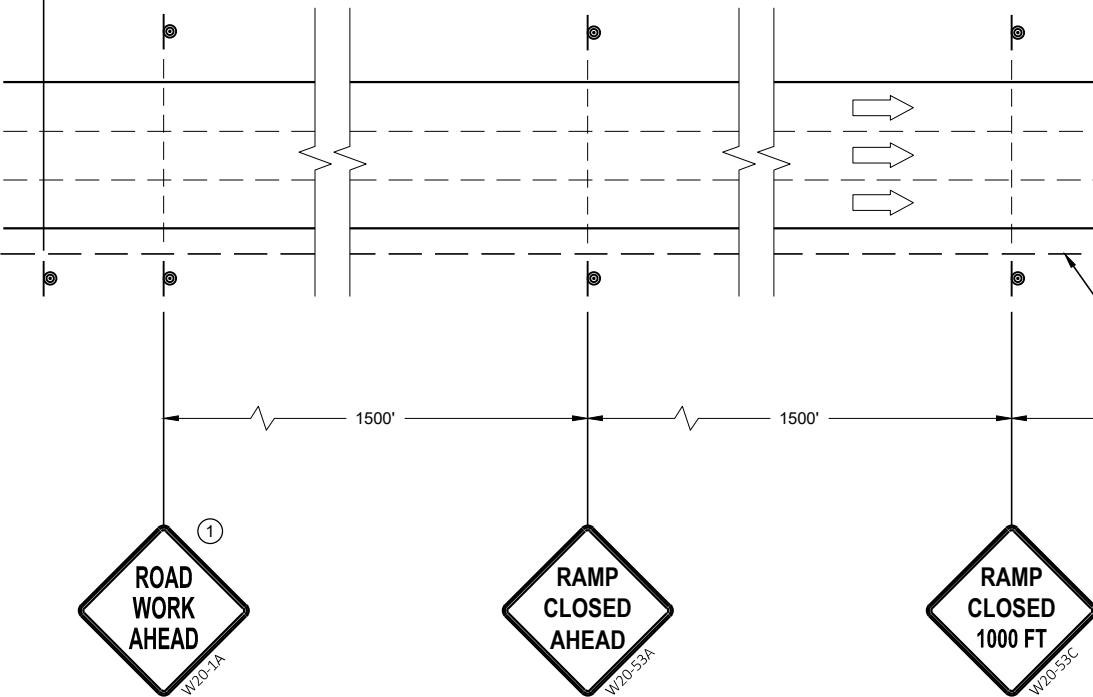
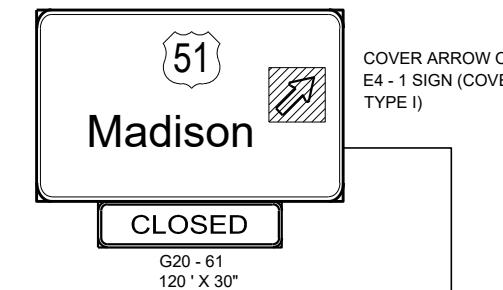
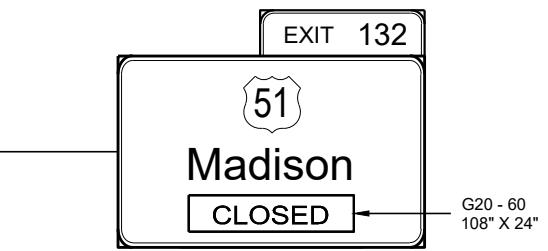
APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

6

SDD 15D16-06



OR



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.

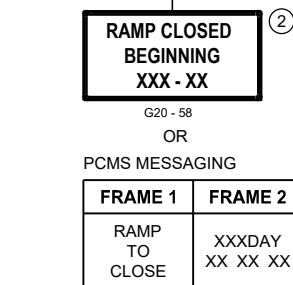
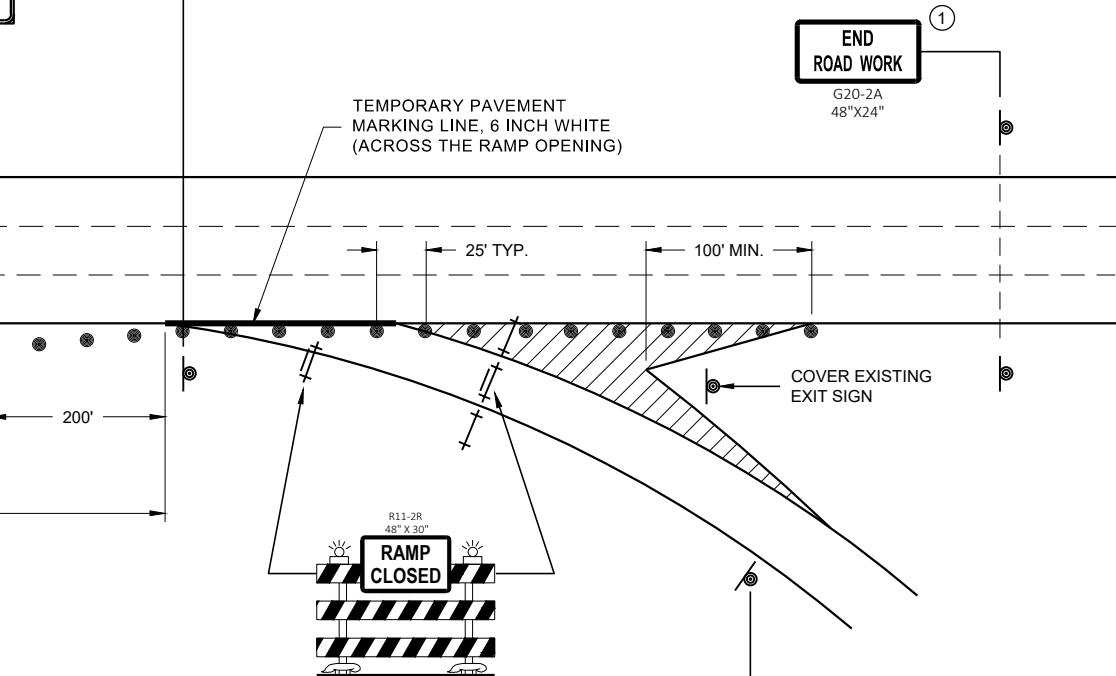
ANY SIGNS, TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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.

- ① 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.
- ② 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.

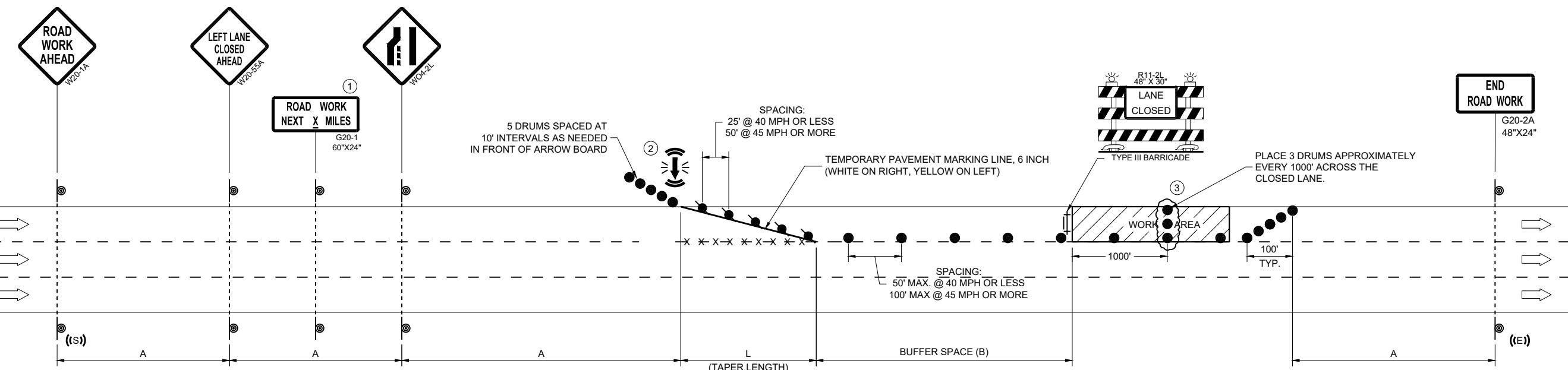


TRAFFIC CONTROL, EXIT RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidke
DATE ROADWAY STANDARDS DEVELOPMENT
FHWA ENGINEER

SDD 15D16-06



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'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'

GENERAL NOTES

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

CONNECTED ARROW BOARD

WZ START LOCATION MARKER

WZ END LOCATION MARKER

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.

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.

③ DRUMS 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.

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidke
DATE
FHWA
WORK ZONE ENGINEER

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
- ➡➡ CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

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.

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

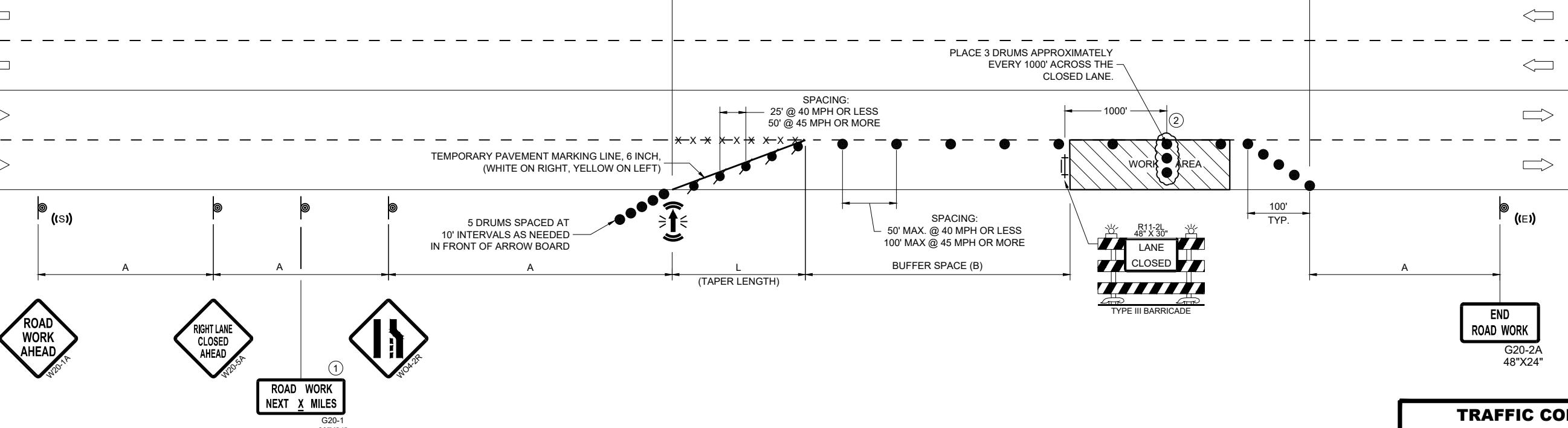
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

② DRUMS 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.



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'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidke
DATE FHWA
WORK ZONE ENGINEER

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
- ➡ CONNECTED ARROW BOARD
- (S) WZ START LOCATION MARKER
- (E) WZ END LOCATION MARKER

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.

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

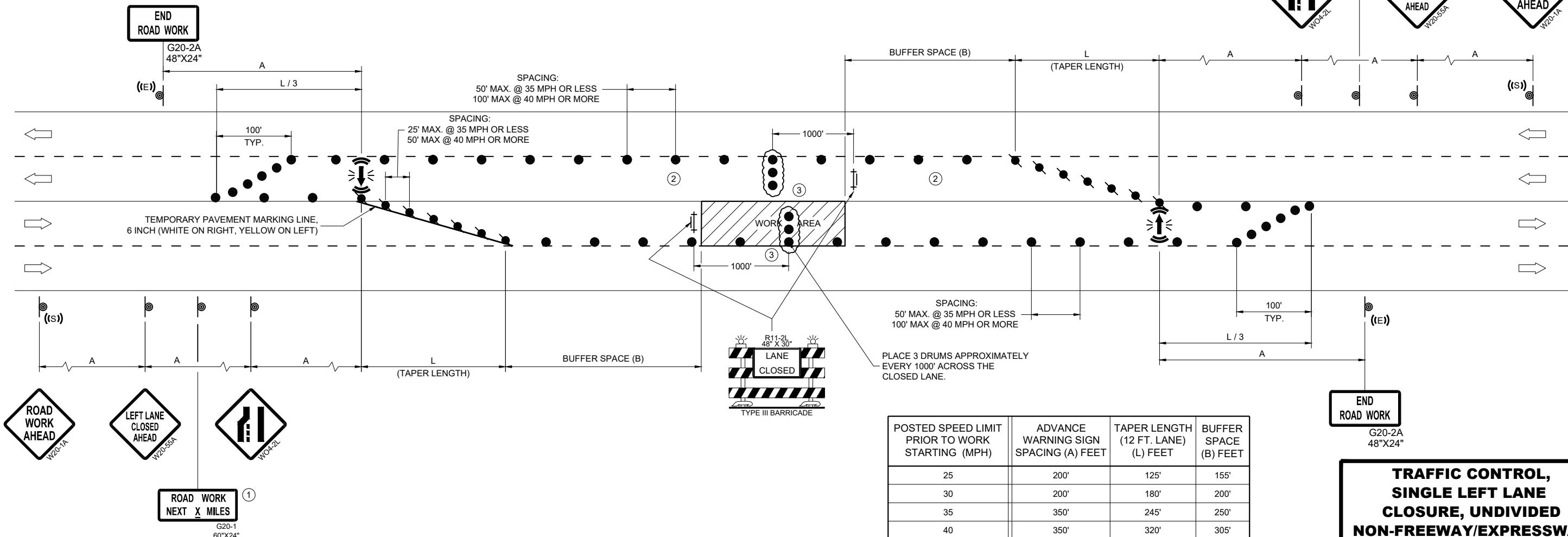
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.

DRUMS 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.



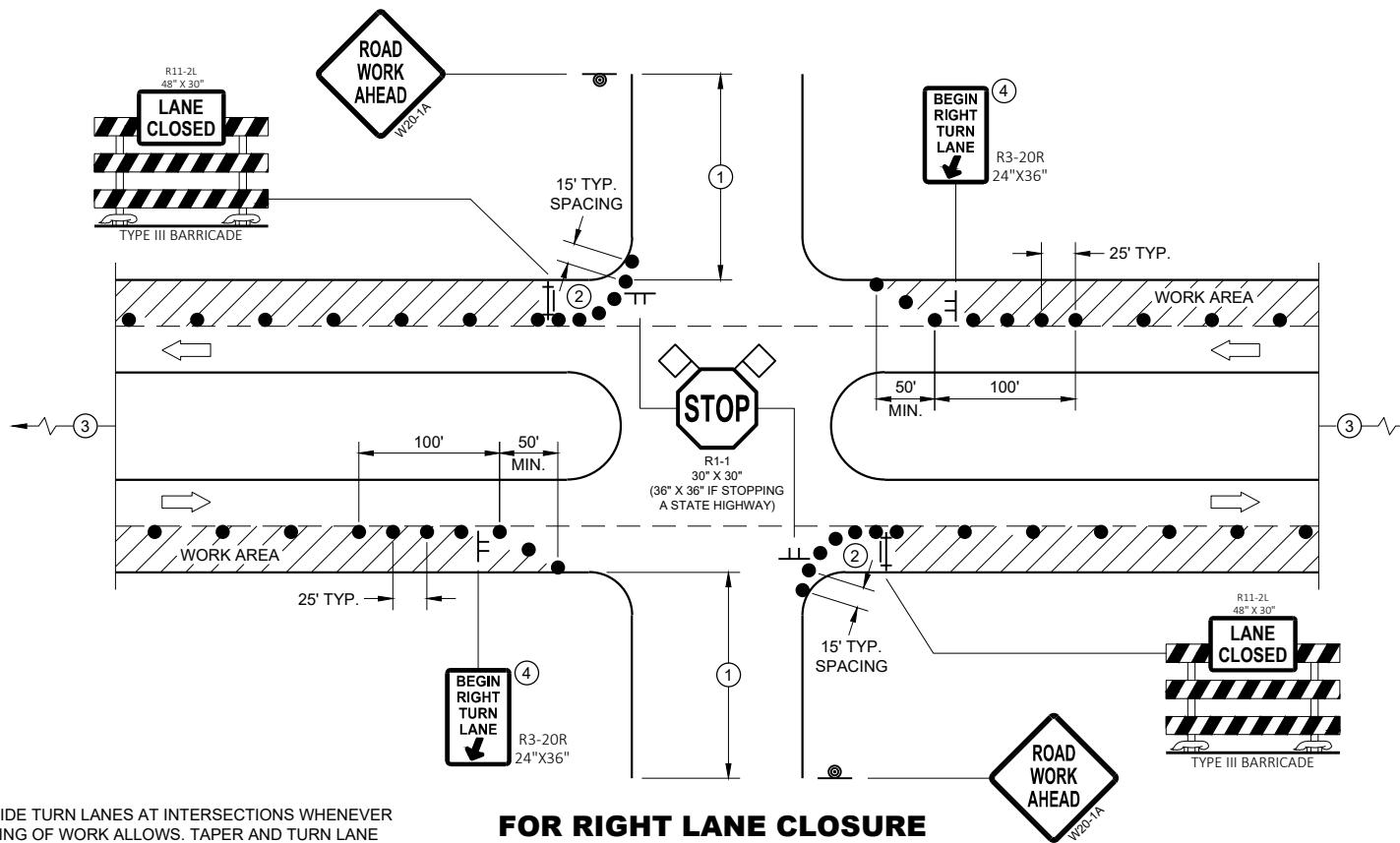
POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

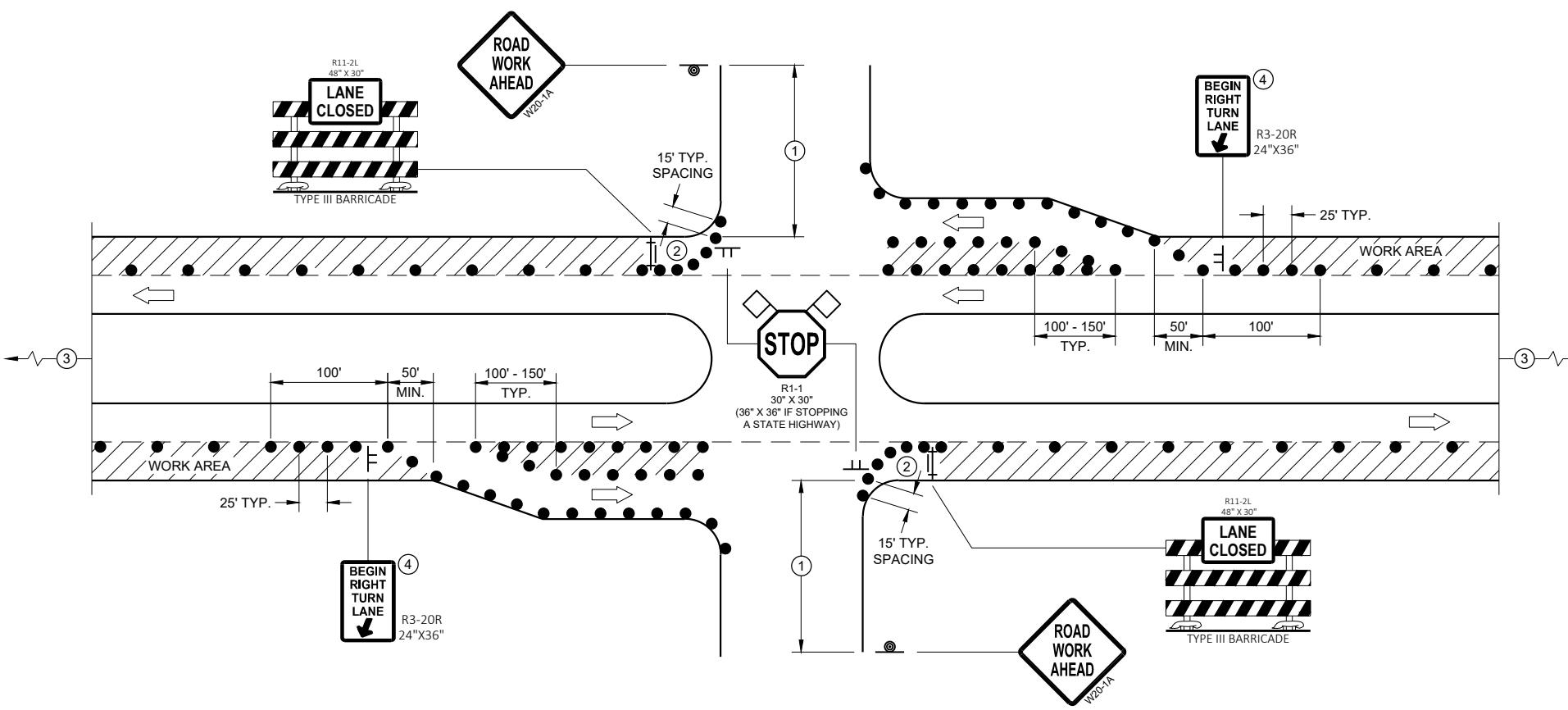
APPROVED
November 2025
DATE
FHWA

I/S/ Andrew Heidtke
WORK ZONE ENGINEER



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

FOR RIGHT LANE CLOSURE AT INTERSECTION



**FOR RIGHT LANE CLOSURE AT INTERSECTION
(WITH RIGHT TURN BAY OPEN)**

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
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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.

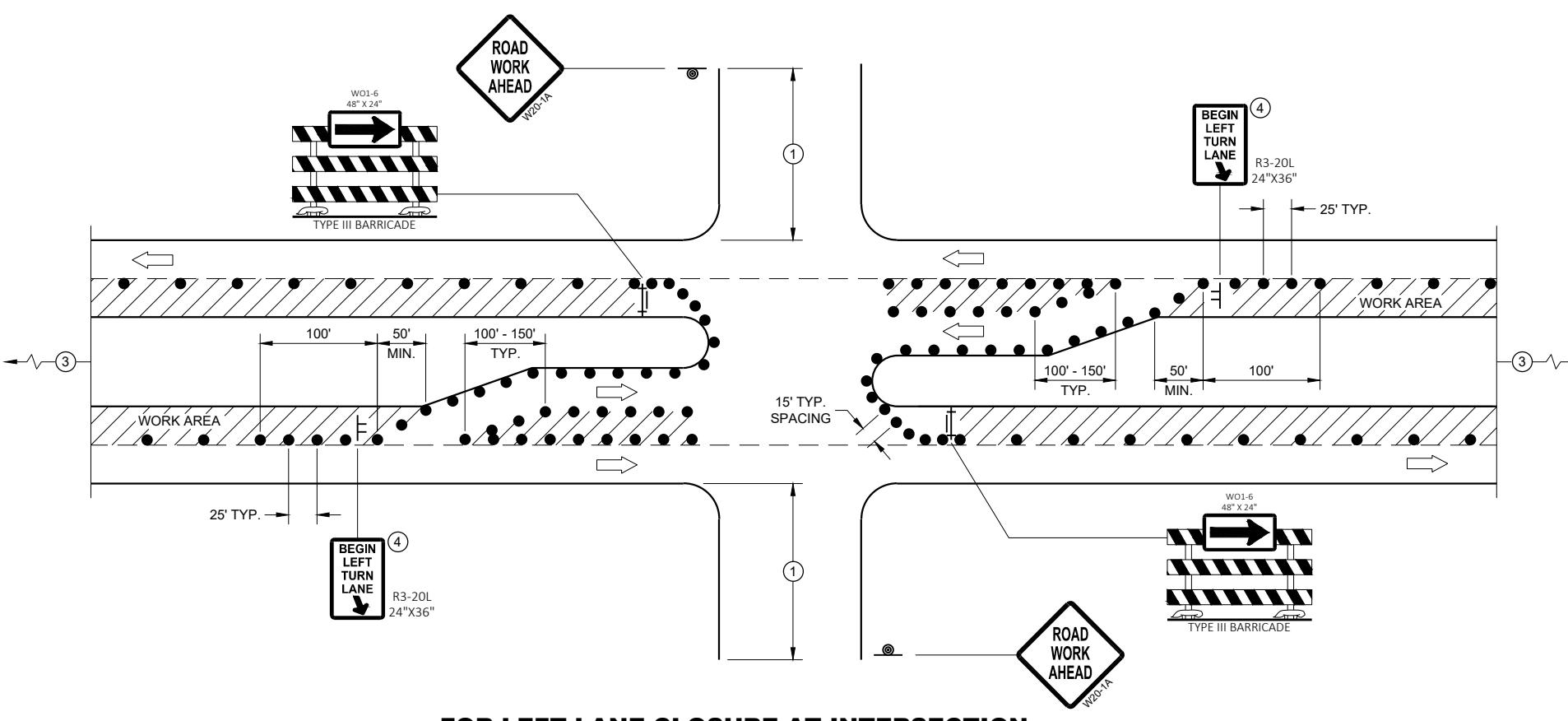
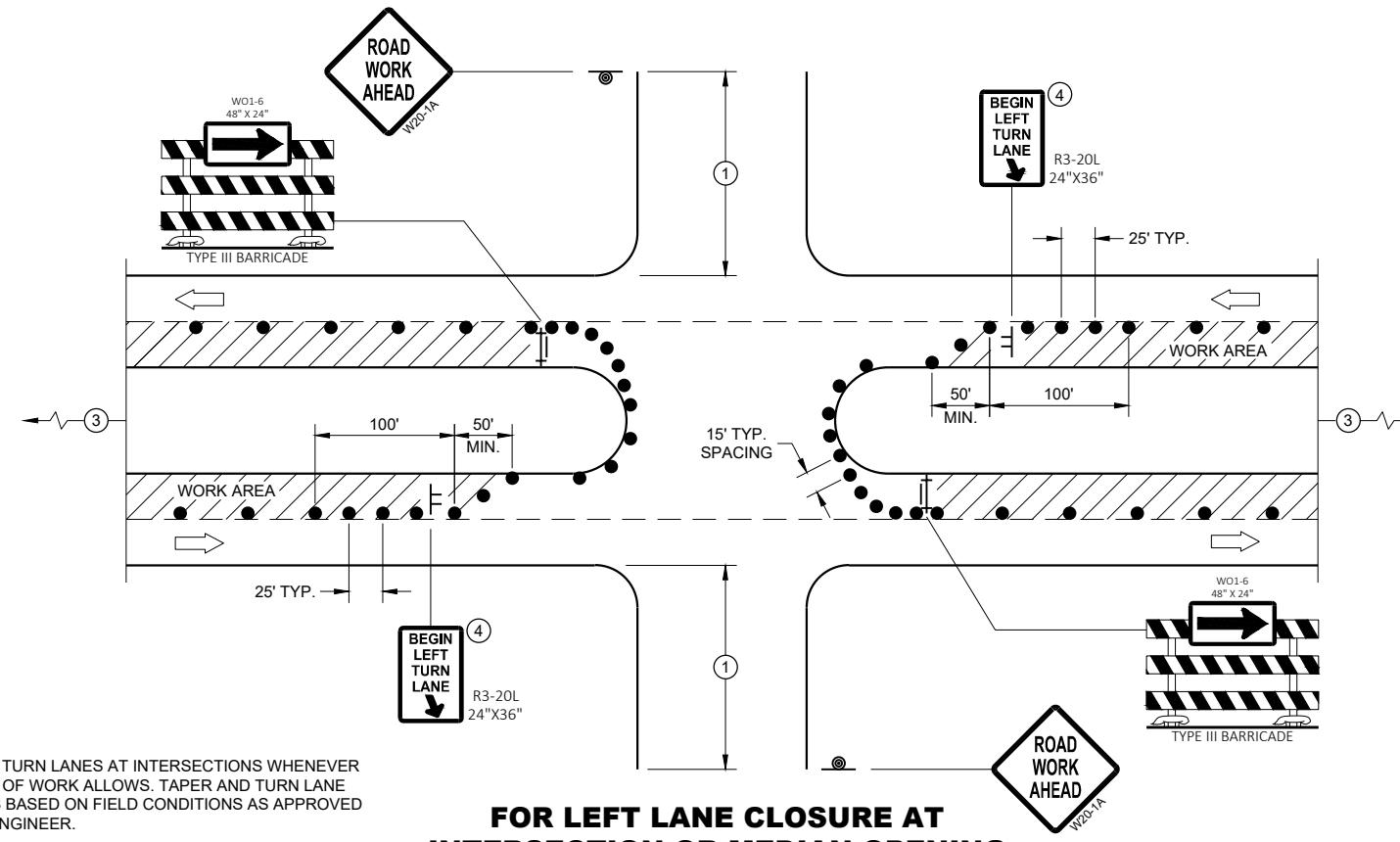
- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.
- ④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE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

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.

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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.

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

— F SIGN ON TEMPORARY SUPPORT

— O SIGN ON PERMANENT SUPPORT

● TRAFFIC CONTROL DRUM

— T TYPE III BARRICADE WITH ATTACHED SIGN

→ DIRECTION OF TRAFFIC

◇ FLAGS, 16" X 16" MIN., ORANGE

— WORK AREA

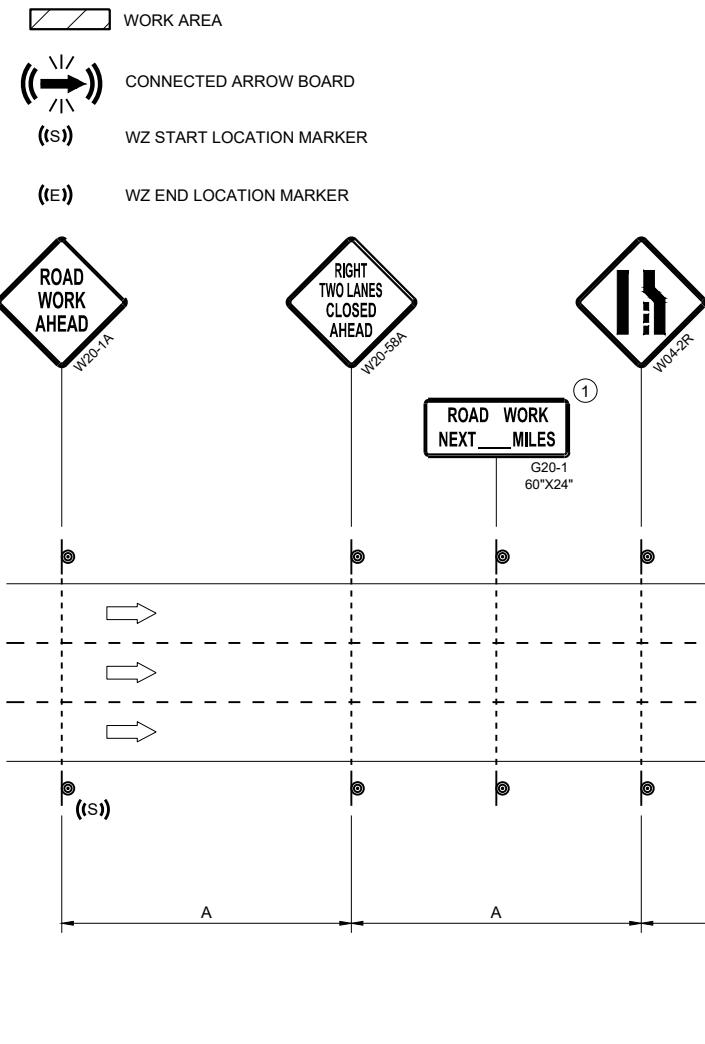
TRAFFIC CONTROL, INTERSECTION WITHIN SINGLE LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2020 /S/ Andrew Heidtke
DATE
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)
- ➡ DIRECTION OF TRAFFIC
- x-x-x- REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)

**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.

"W0" 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 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 MINIMUM 1500 FEET IN FRONT OF DRUMS.

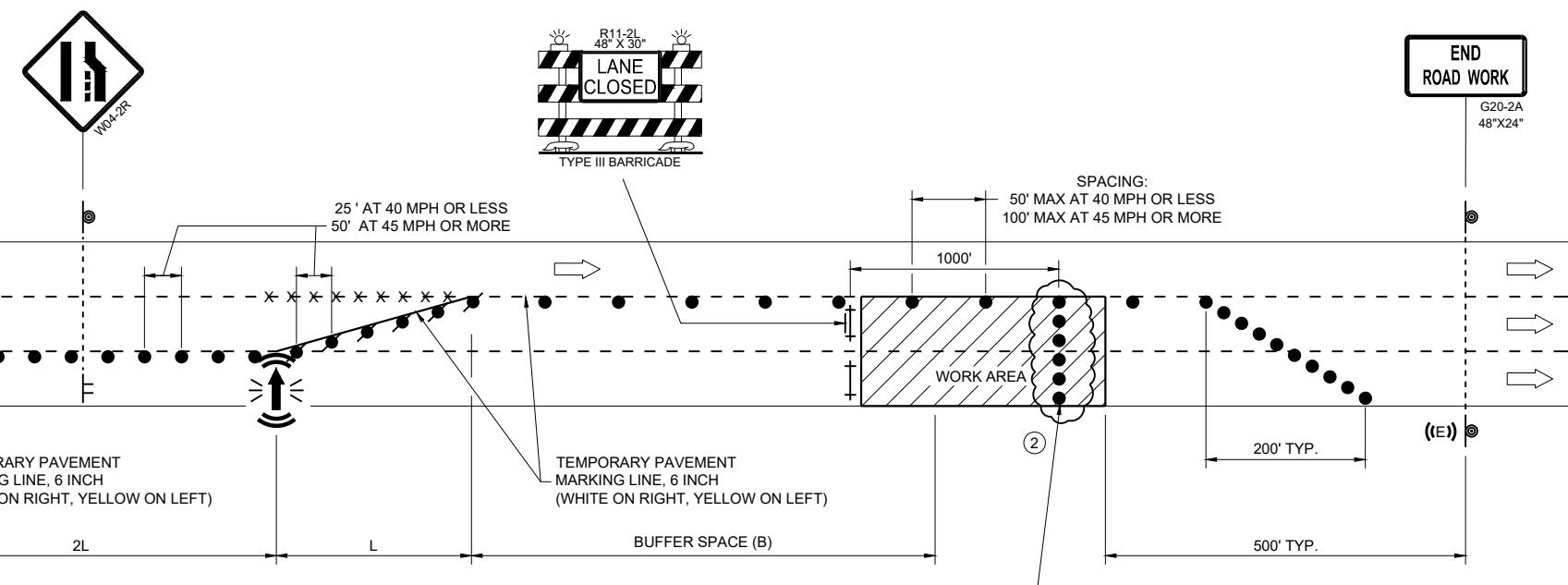
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WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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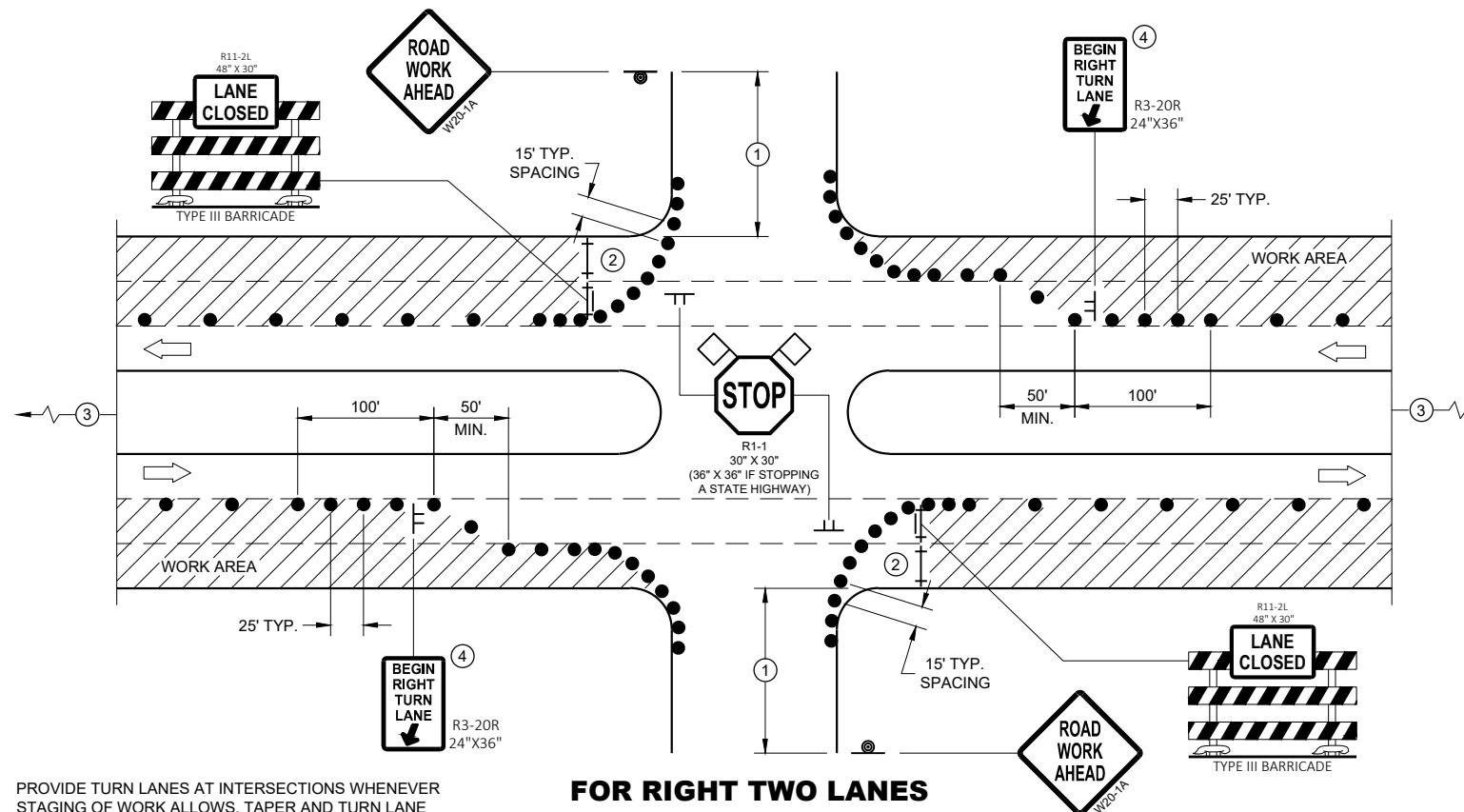
POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'



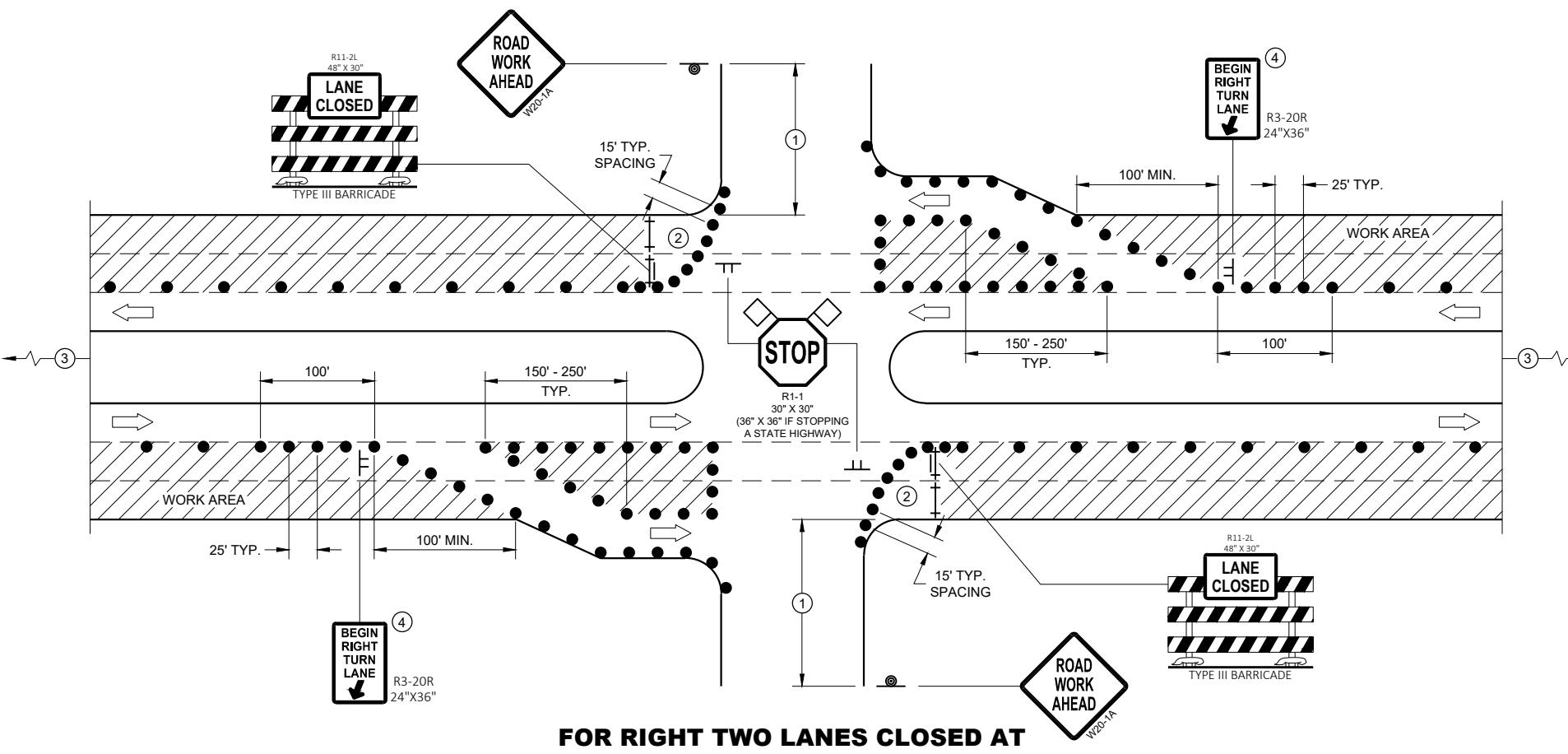
TRAFFIC CONTROL, TWO LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidke
DATE WORK ZONE ENGINEER
FHWA



FOR RIGHT TWO LANES CLOSED AT INTERSECTION



FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)

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.

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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.

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

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.

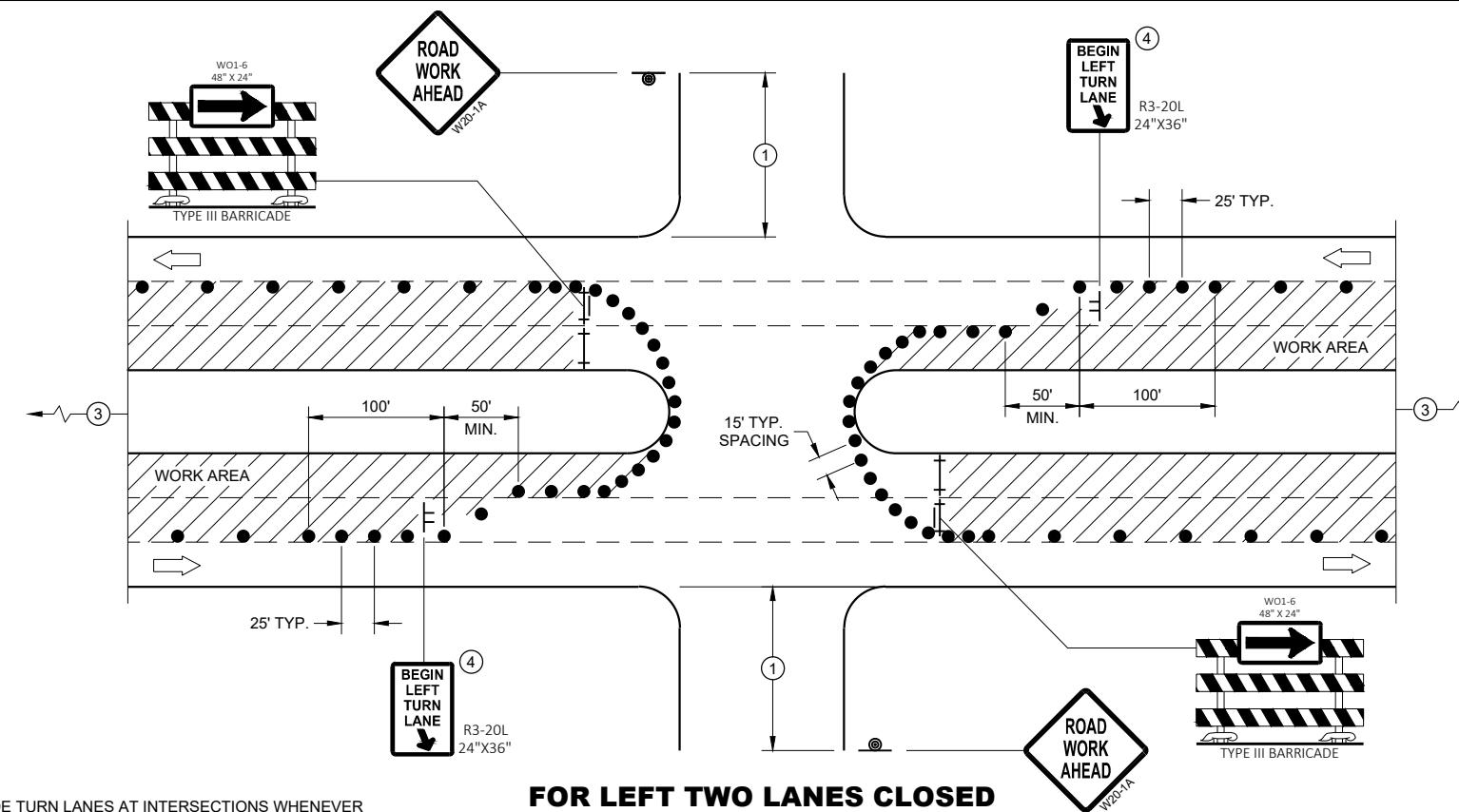
④ MINIMUM MOUNTING HEIGHT OF 5 FEET FROM EDGE OF PAVEMENT (AT EDGE LINE LOCATION) TO BOTTOM OF SIGN.

LEGEND

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

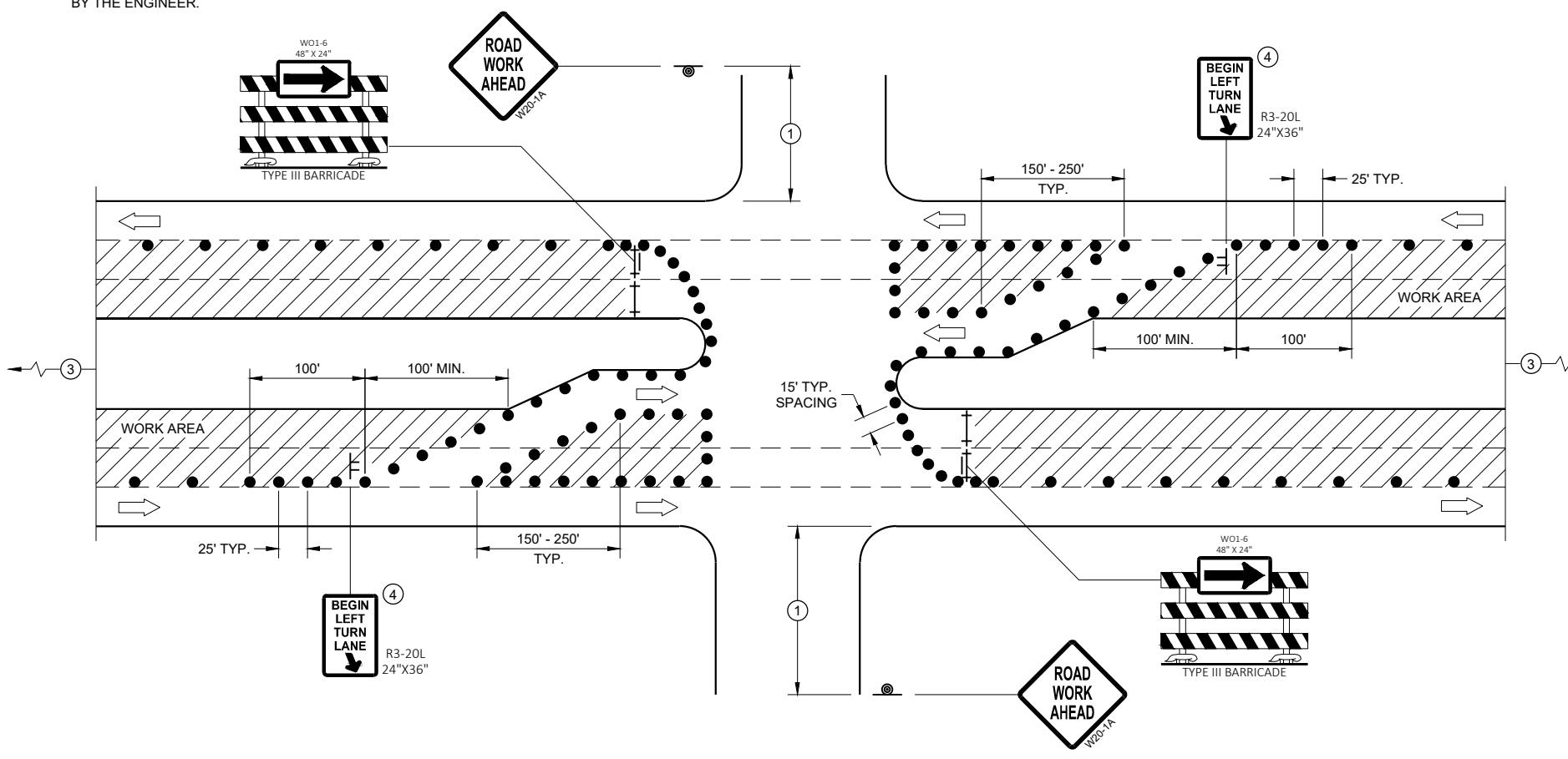
**TRAFFIC CONTROL,
INTERSECTION WITHIN
TWO RIGHT LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK



FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK (WITH LEFT TURN BAY OPEN)

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 "DOWND" SIGNS.

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

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

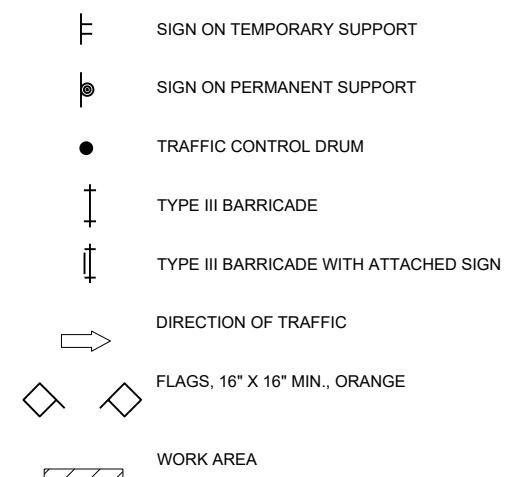
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- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.
350' IF 35 - 40 MPH.
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- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL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

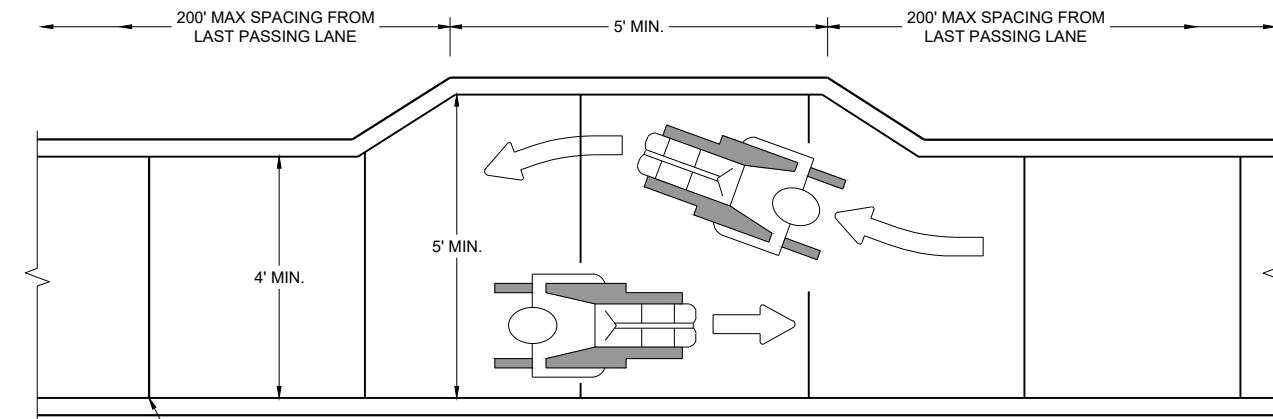
LEGEND



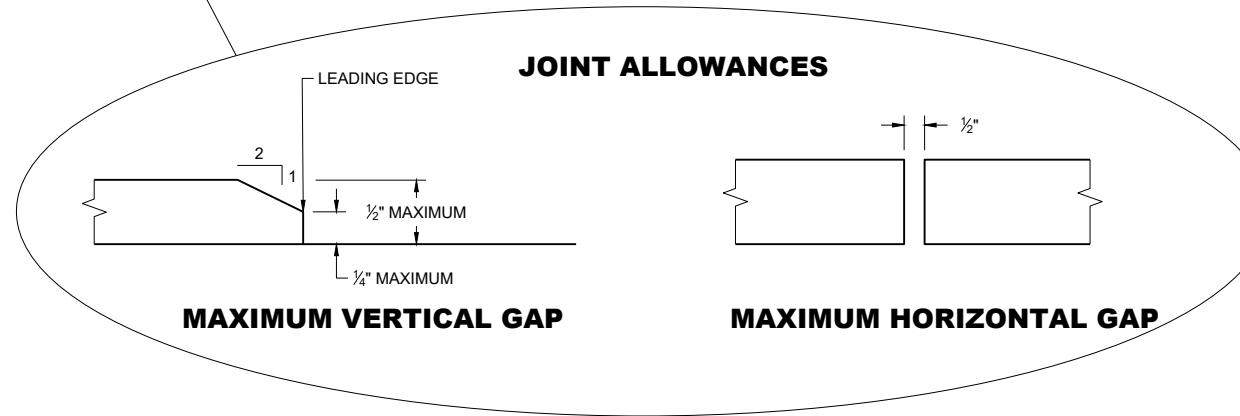
TRAFFIC CONTROL, INTERSECTION WITHIN TWO LEFT LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2021 /S/ Andrew Heidke
DATE
FHWA



NARROW SIDEWALK PASSING DETAIL



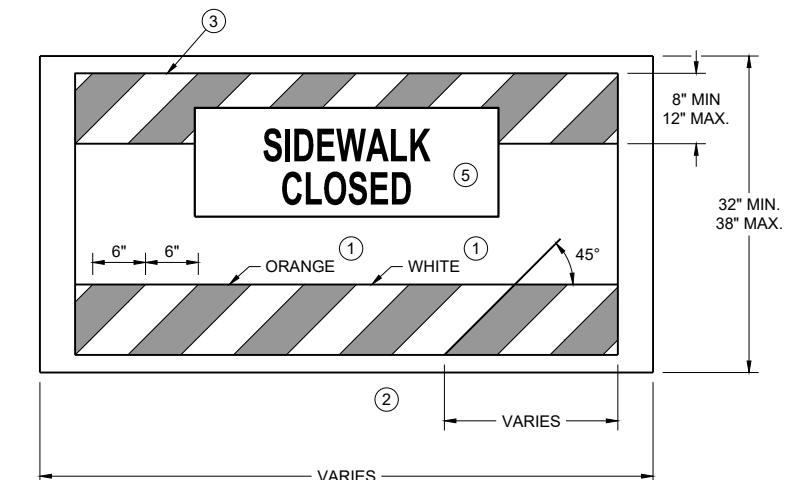
JOINT ALLOWANCES

MAXIMUM VERTICAL GAP

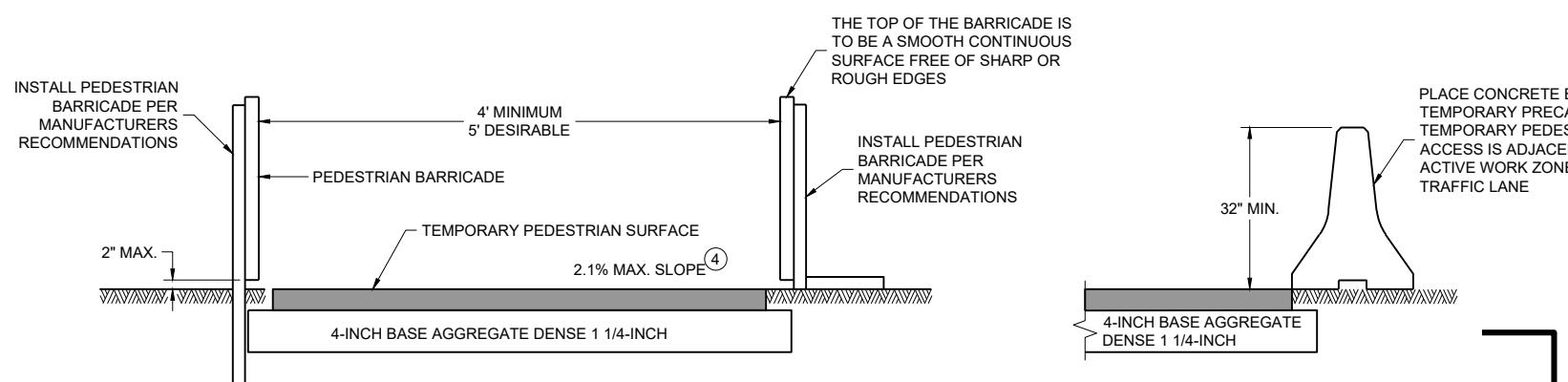
MAXIMUM HORIZONTAL GAP

GENERAL NOTES

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST
 REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.
 (1) SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.
 (3) PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.
 (2) USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.
 (4) WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
 WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.



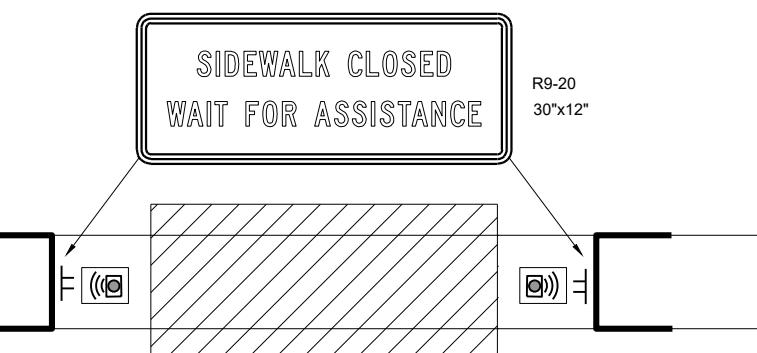
TEMPORARY PEDESTRIAN BARRICADE *



TEMPORARY PEDESTRIAN ACCESS

LEGEND

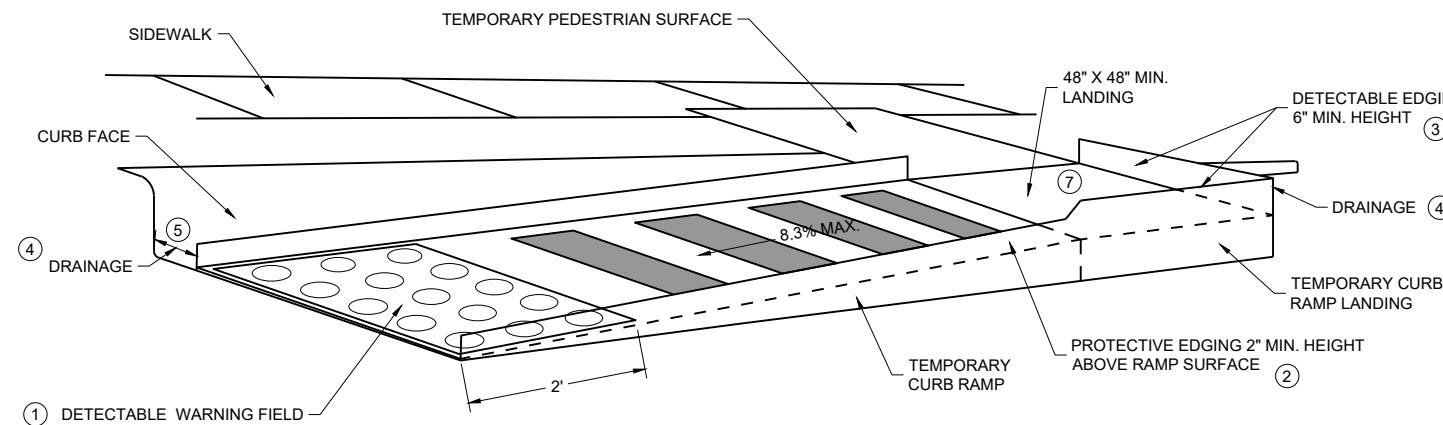
TEMPORARY PEDESTRIAN BARRICADE
 AUDIBLE MESSAGE DEVICE
 TEMPORARY SIGN SUPPORT
 WORK AREA



TEMPORARY PEDESTRIAN FLAGGING

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

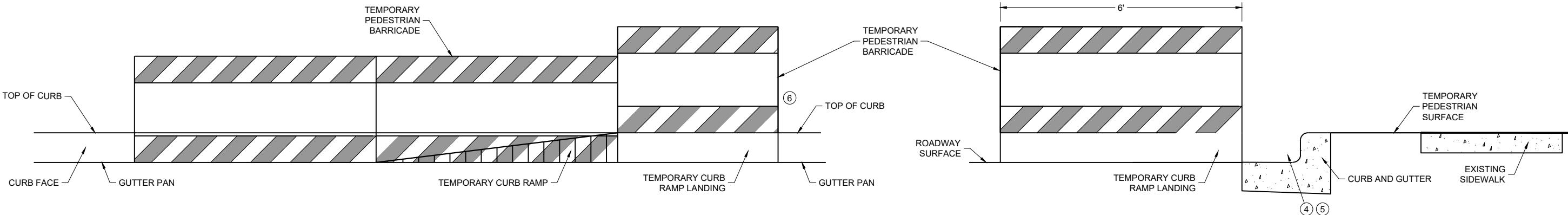
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) 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 $\frac{1}{2}$ " WIDTH.

CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

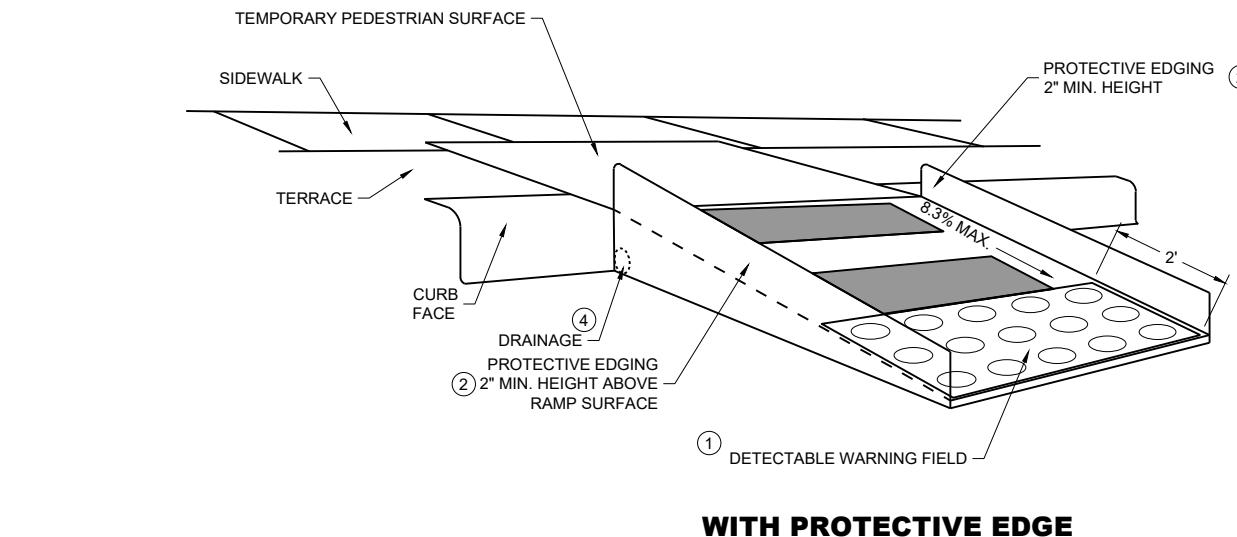
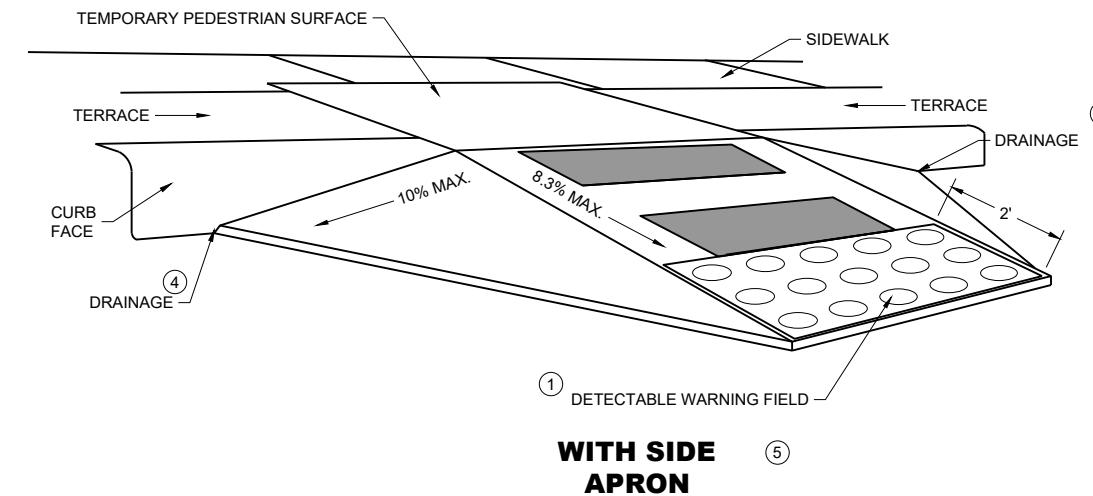
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). 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.
- ⑦ LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



TEMPORARY CURB RAMP PARALLEL TO CURB

TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

**WITH PROTECTIVE EDGE****TEMPORARY CURB RAMP PERPENDICULAR TO CURB****WITH SIDE APRON****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 1:48 (2.1%) 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 $\frac{1}{2}$ " WIDTH.

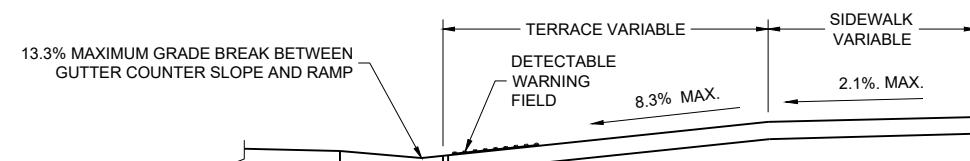
CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".

- 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 CAN ONLY BE USED FOR RAMPS WITH 6" OR LESS OF VERTICAL CHANGE.

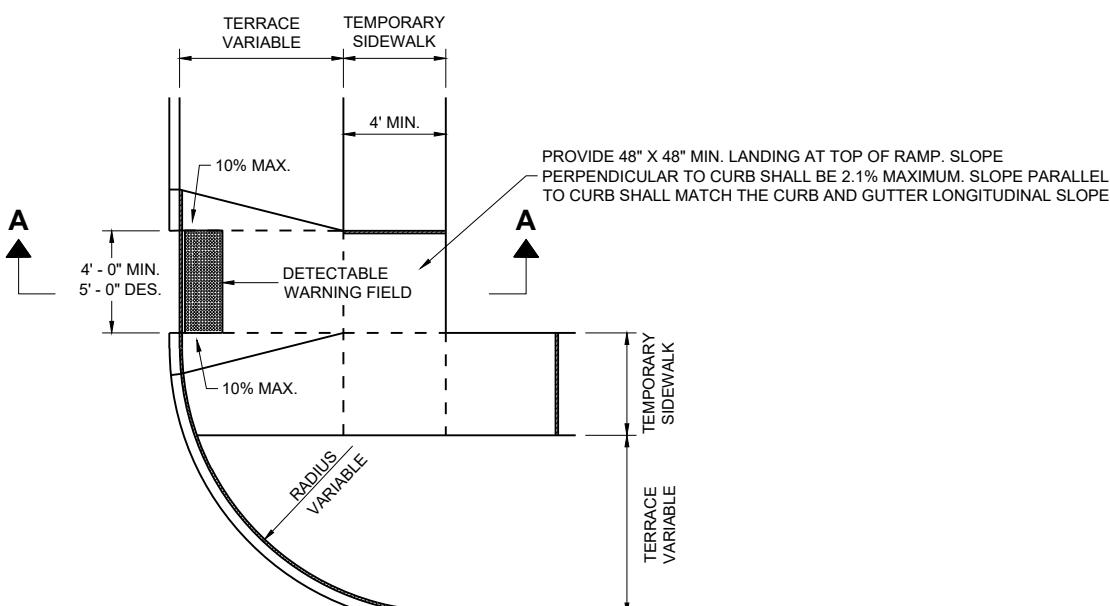
**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
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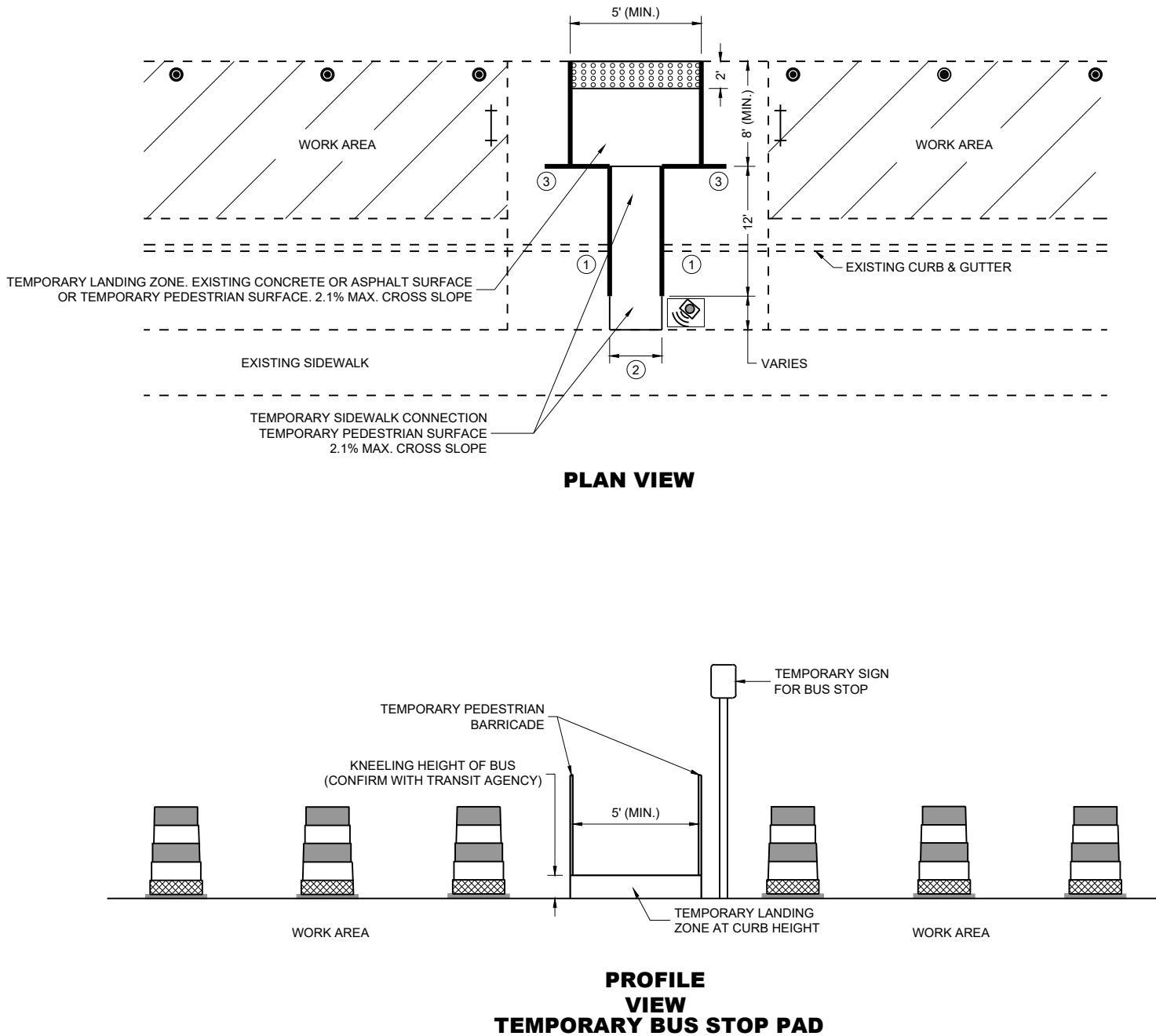
GENERAL NOTES



SECTION A - A



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



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 1:13 (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 $\frac{1}{2}$ " WIDTH.
 CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED $\frac{1}{2}$ ". LATERAL EDGES MAY BE VERTICAL UP TO $\frac{1}{4}$ " HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN $\frac{1}{4}$ " AND $\frac{1}{2}$ ".
 CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) 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
- ▣ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- Ⓐ SIGN ON PERMANENT SUPPORT
- Ⓑ SIGN ON TEMPORARY SUPPORT
- Ⓒ UNDER PEDESTRIAN TRAFFIC
- Ⓓ WORK AREA
- Ⓔ TEMPORARY PEDESTRIAN BARRICADE
- Ⓕ DIRECTION OF TRAFFIC
- Ⓖ TEMPORARY AUDIBLE MESSAGE DEVICE
(EXACT PLACEMENT BASED UPON FIELD
CONDITIONS)

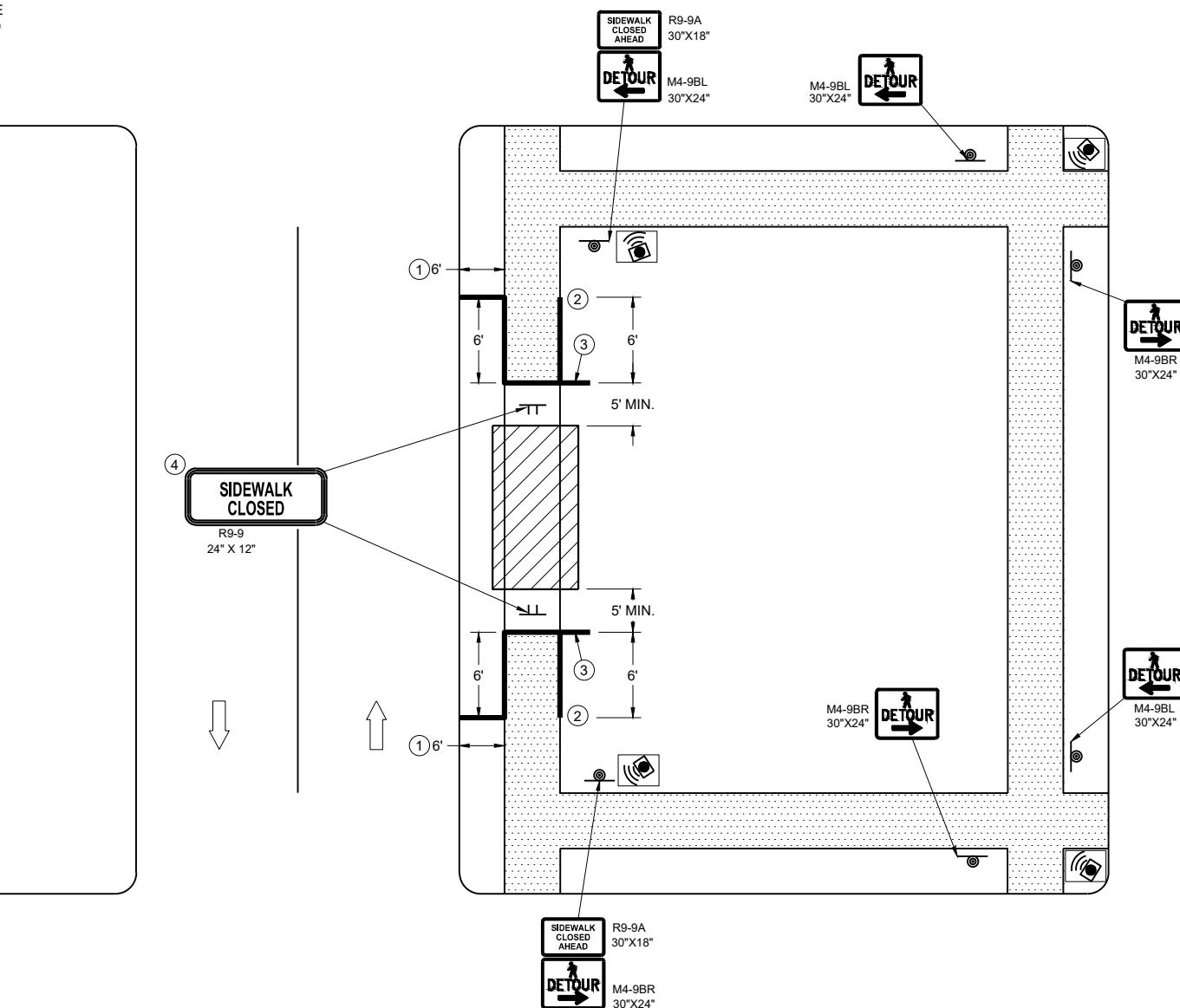
GENERAL NOTES

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.

- 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.



SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

6

6

SDD 15D30-12f

SDD 15D30-12f

LEGEND

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

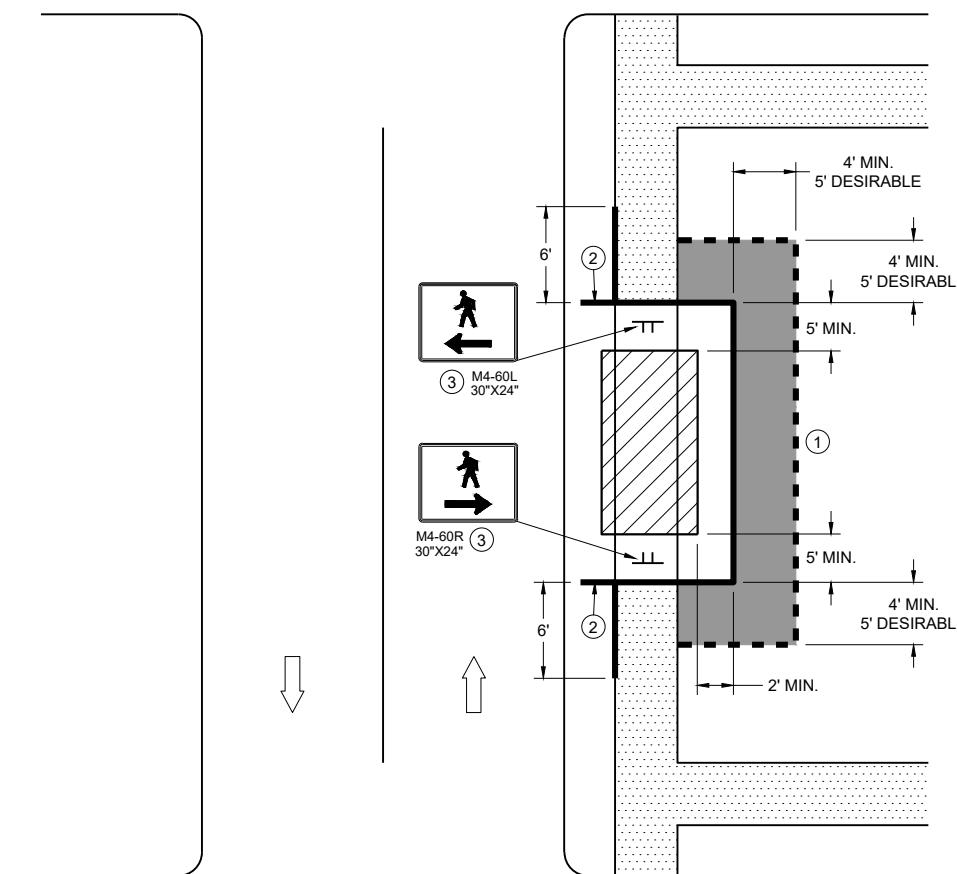
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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

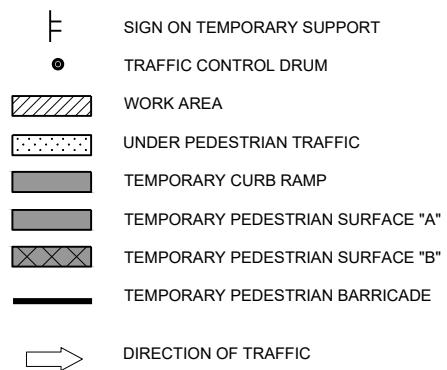
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

- 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 BYPASS
SINGLE SIDE**

LEGEND



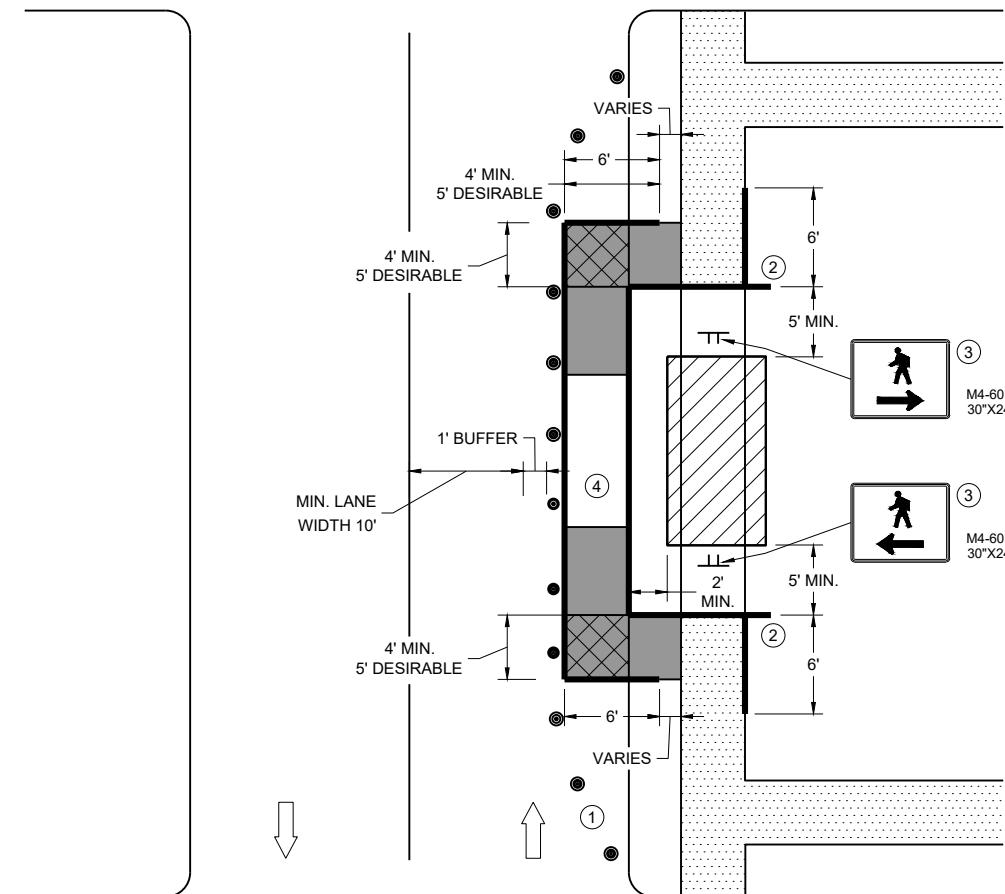
GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.

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.

USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED,
④ USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS
ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH
THE EXISTING ROADWAY CROSS SLOPE.

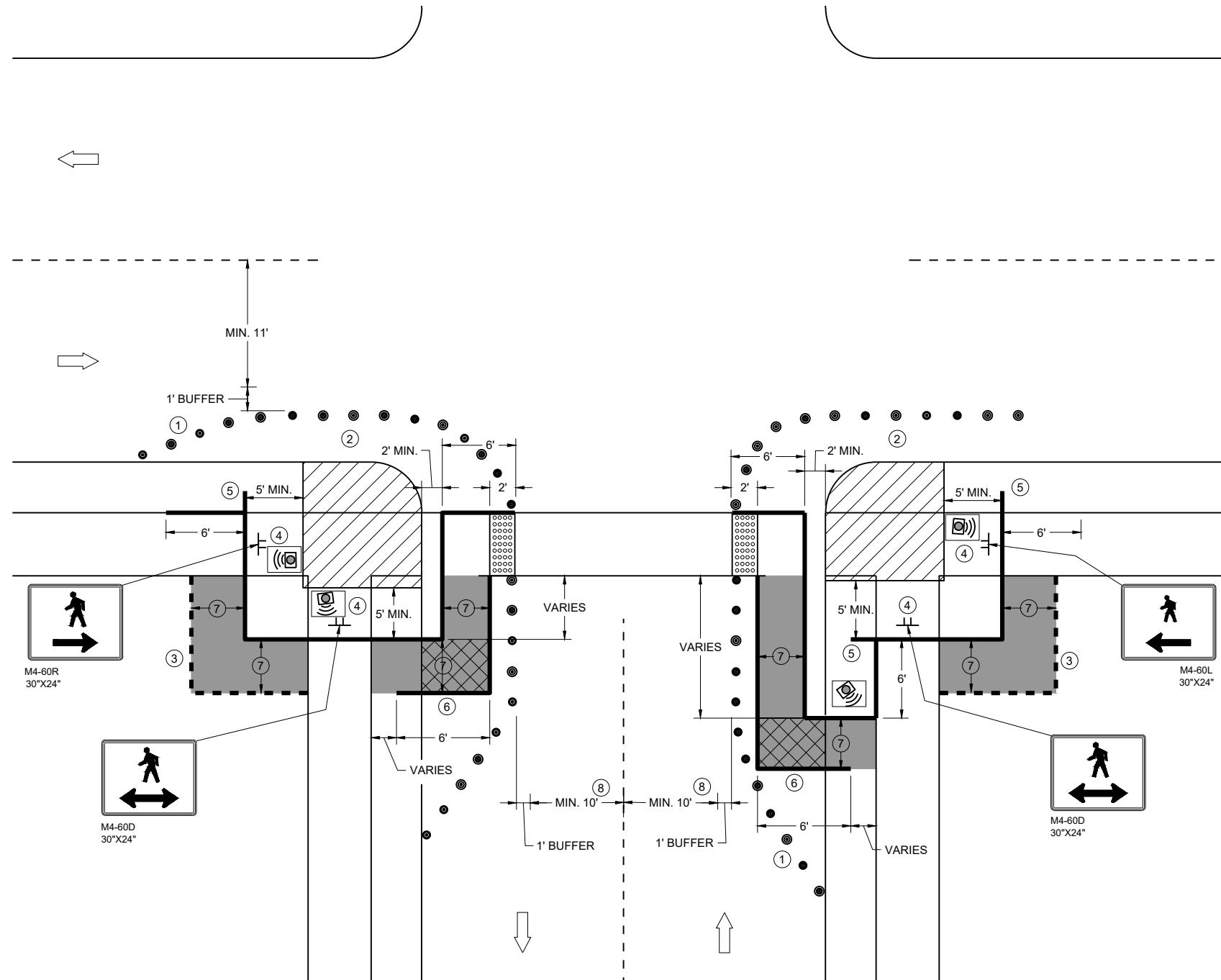


SIDEWALK BYPASS, SINGLE SIDE

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D30-12h



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.

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.

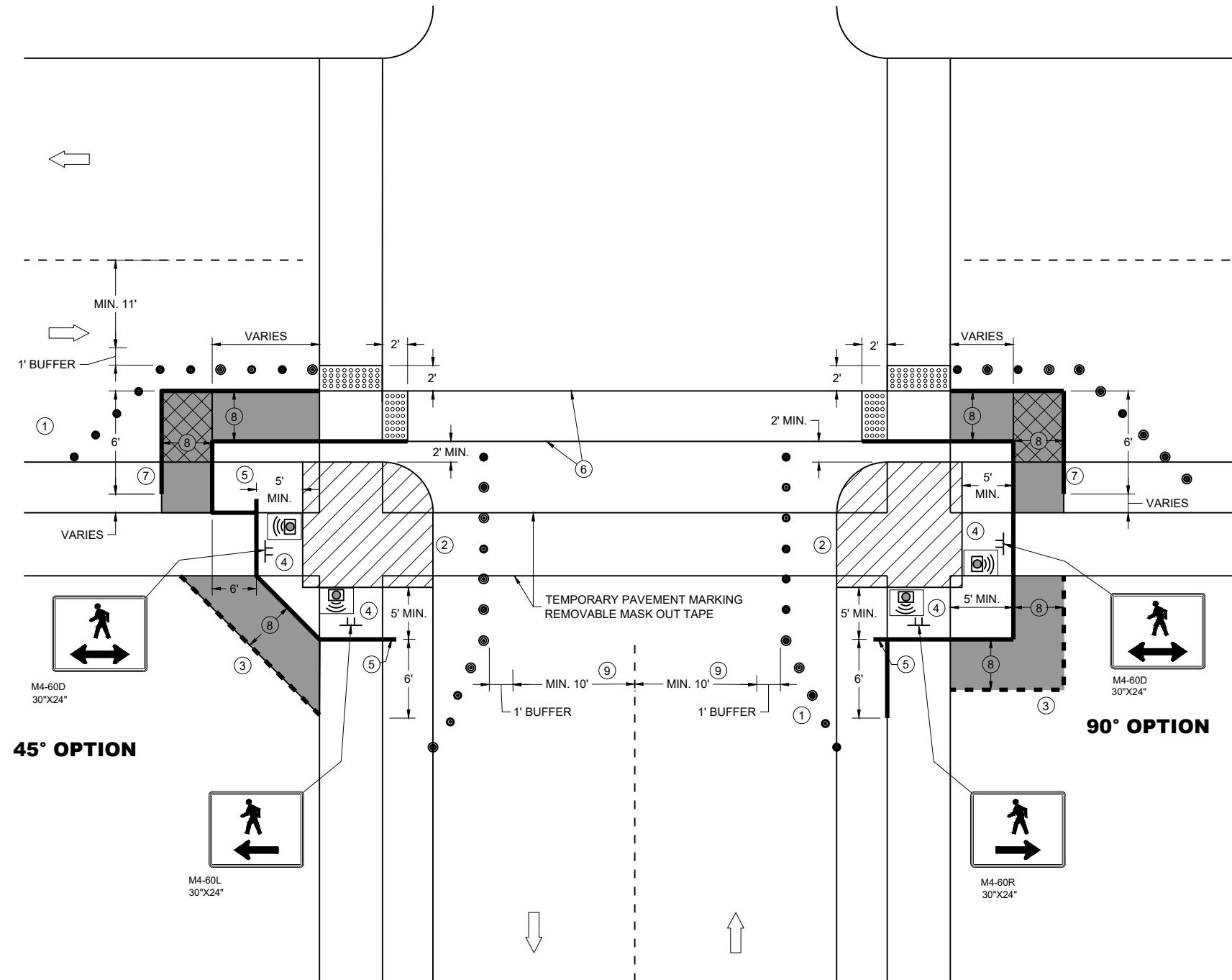
WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- 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
- ▢ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

<p>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</p>	<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>
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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.

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.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- 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

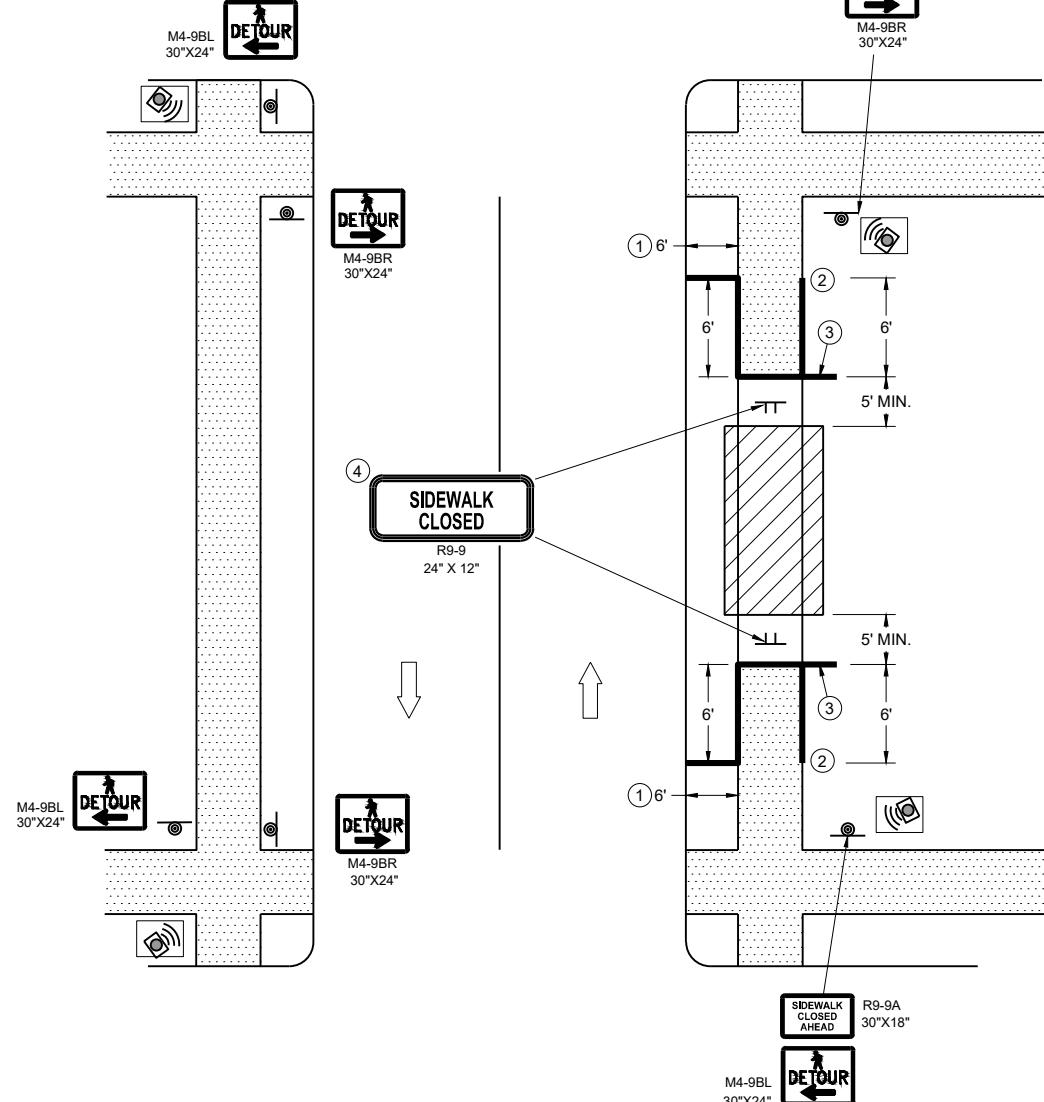
- T SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- ▨ WORK AREA
- ▨ TEMPORARY CURB RAMP
- ▨ TEMPORARY PEDESTRIAN SURFACE "A"
- ▨ TEMPORARY PEDESTRIAN SURFACE "B"
- ▨ TEMPORARY DETECTABLE WARNING FIELD
- ▨ TEMPORARY PEDESTRIAN BARRICADE
- OPTIONAL TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- ▢ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

- Ⓐ SIGN ON PERMANENT SUPPORT
- Ⓑ SIGN ON TEMPORARY SUPPORT
- Ⓒ UNDER PEDESTRIAN TRAFFIC
- Ⓓ WORK AREA
- Ⓔ TEMPORARY PEDESTRIAN BARRICADE
- Ⓕ DIRECTION OF TRAFFIC
- Ⓖ TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES****GENERAL NOTES**

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

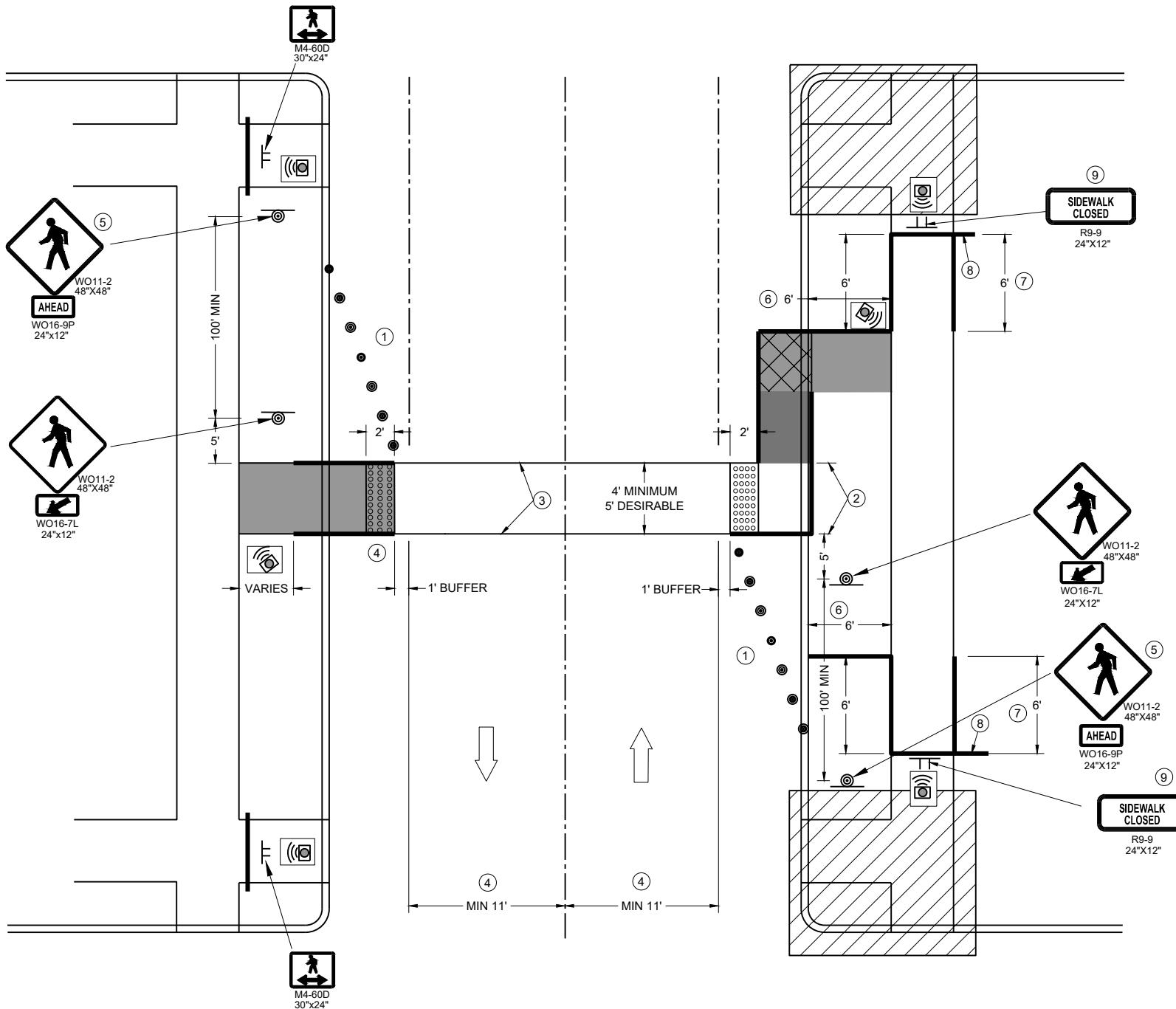
SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

**TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

- ① SHOULDER OR LANE CLOSURE ADVANCED WARNING AND PROPER BUFFER SPACE REQUIRED.
- ② 4 FEET MINIMUM, 5 FEET DESIRABLE.
- ③ WHITE 6" TEMPORARY PAVEMENT MARKING.
- ④ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, PERPENDICULAR CURB RAMPS MAY NEED TO BE UTILIZED.
- ⑤ IF MINIMUM 100' SPACING FROM THE MID-BLOCK CROSSING CANNOT BE ATTAINED BEFORE THE INTERSECTION, REMOVE THIS SIGN ASSEMBLY.
- ⑥ IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
- ⑦ 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.
- ⑧ IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF THE EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ⑨ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF THE SIGN.

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 AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

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
- ✗ REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
- CONCRETE BARRIER TEMPORARY PRECAST

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER $\frac{1}{2}$					BUFFER SPACE (B) FEET	
		W, LATERAL OFFSET (FT)						
		10	11	12	13	14		
25	200	52	57	63	68	73	155	
30	200	75	83	90	98	105	200	
35	350	102	112	123	133	143	250	
40	350	133	147	160	173	187	305	
45	500	225	248	270	293	315	360	

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" 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 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.

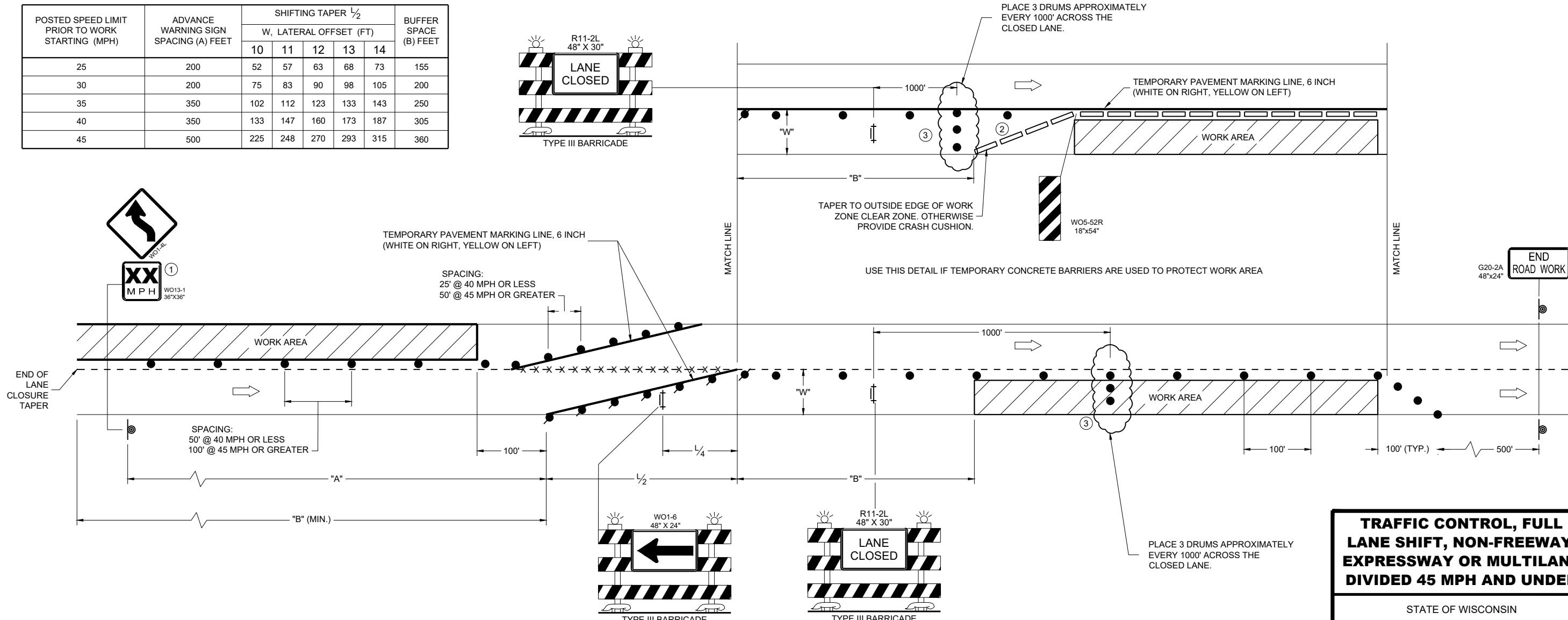
IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

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

③ DRUMS 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.



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE
FHWA
WORK ZONE ENGINEER

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
-  REMOVING PAVEMENT MARKING (SEE GENERAL NOTES)
-  CONCRETE BARRIER TEMPORARY PRECAST

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 "DOWNDOWN" 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.

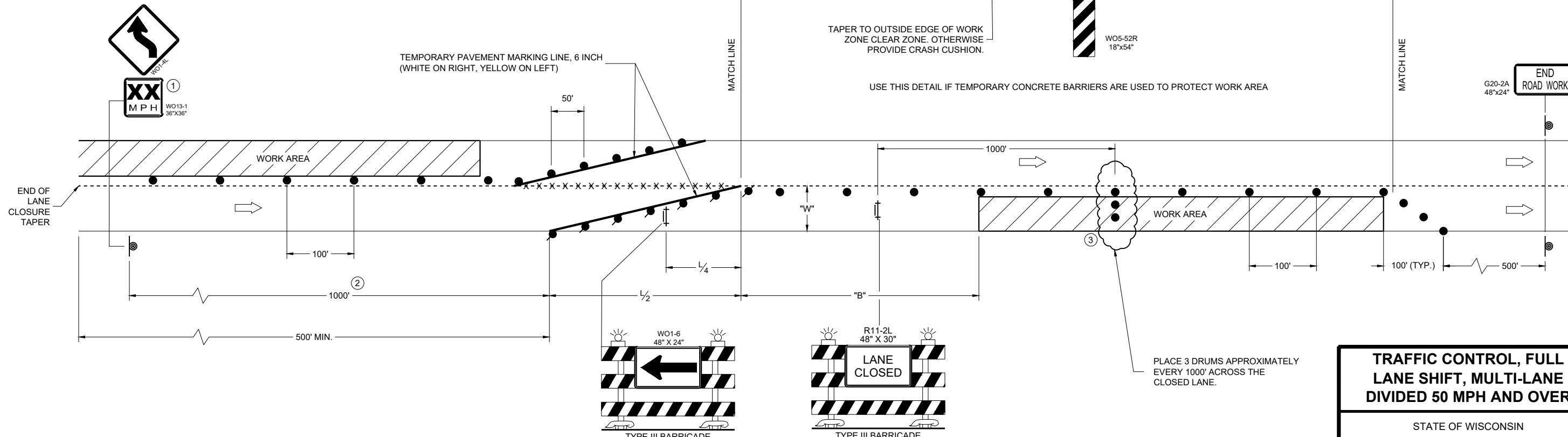
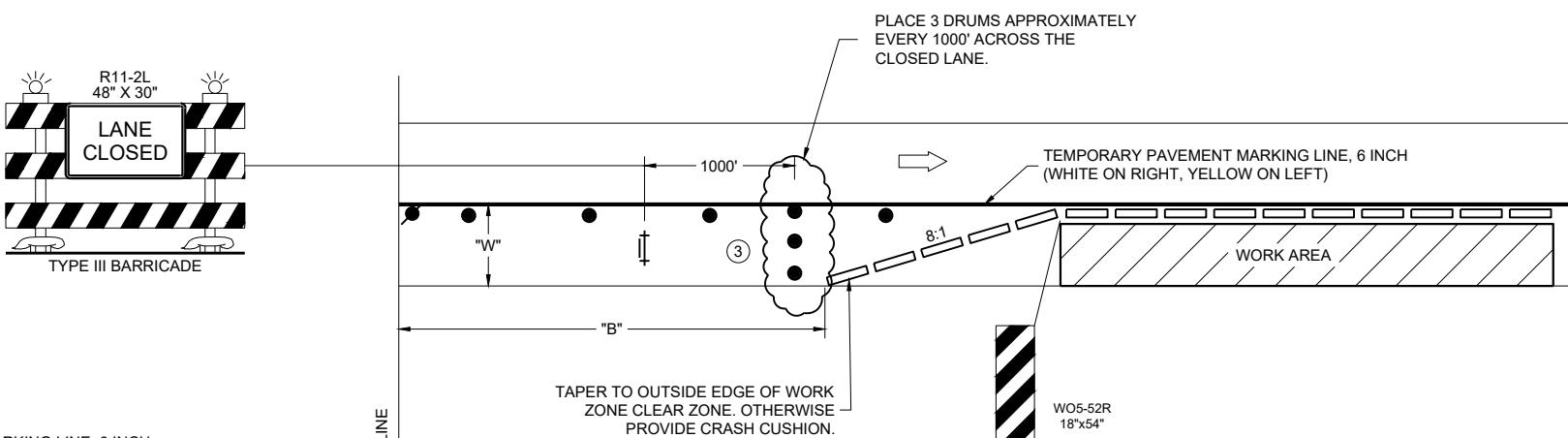
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- ① USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ② IF BEGINNING OF LANE SHIFT IS 1200' OF LESS FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.

DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE

- ③ IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER $\frac{1}{2}$					BUFFER SPACE (B) FEET	
	W, LATERAL OFFSET (FT)						
	10	11	12	13	14		
50	250	275	300	325	350	425	
55	275	303	330	358	385	495	
60	300	330	360	390	420	570	
65	325	358	390	423	455	645	
70	350	385	420	455	490	730	



**TRAFFIC CONTROL, FULL
LANE SHIFT, MULTI-LANE
DIVIDED 50 MPH AND OVER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
CHWMA

SDD 15D40-07b

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
- ✗-✗-✗-✗- Removing pavement marking (see General Notes)
- Concrete barrier temporary precast

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 LEFT - REVERSE FOR SHIFTING RIGHT.

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 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.

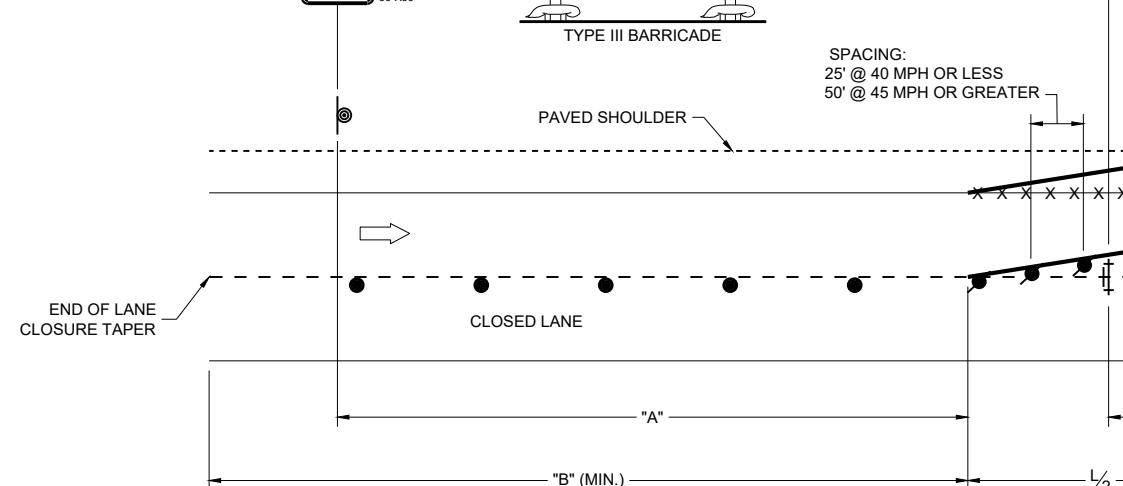
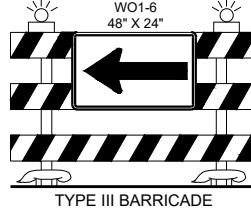
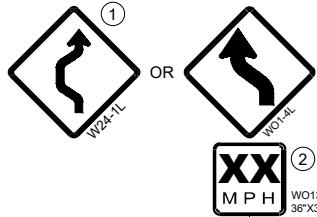
① USE ONLY WHEN T<600', OMIT W01-4R.

② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

③ BARRIER FLARE RATE: 6:1 @ 40 MPH OR LESS
8:1 @ 45 MPH OR GREATER

DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER $\frac{1}{2}$									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	155
30	200	8	15	23	30	38	45	53	60	68	200
35	350	10	20	31	41	51	61	71	82	92	250
40	350	13	27	40	53	67	80	93	107	120	305
45	500	23	45	68	90	113	135	158	180	203	360



SPACING:
25' @ 40 MPH OR LESS
50' @ 45 MPH OR GREATER

PAVED SHOULDER

"B" (MIN.)

"A"

$\frac{1}{2}$

$\frac{1}{4}$

"B"

$\frac{1}{2}$

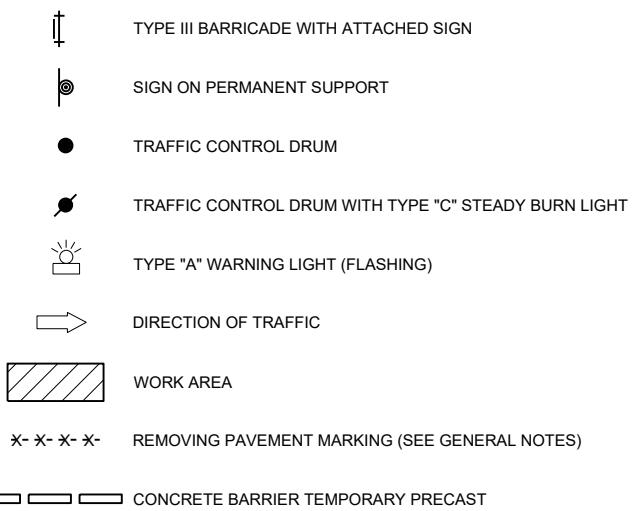
"A"

$\frac{1}{4}$

"B"

$\frac{1}{2}$

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 LEFT - REVERSE FOR SHIFTING RIGHT.

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 OR RELEASING AREA PROVED BY THE ENGINEER. NO WORKING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNDOWN" 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.

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.

PLACE 4-6 DRUMS APPROXIMATELY EVERY

1000' ACROSS THE CLOSED LANE. NUMBER _____

CONCRETE BARRIER TEMPORARY PRECAST

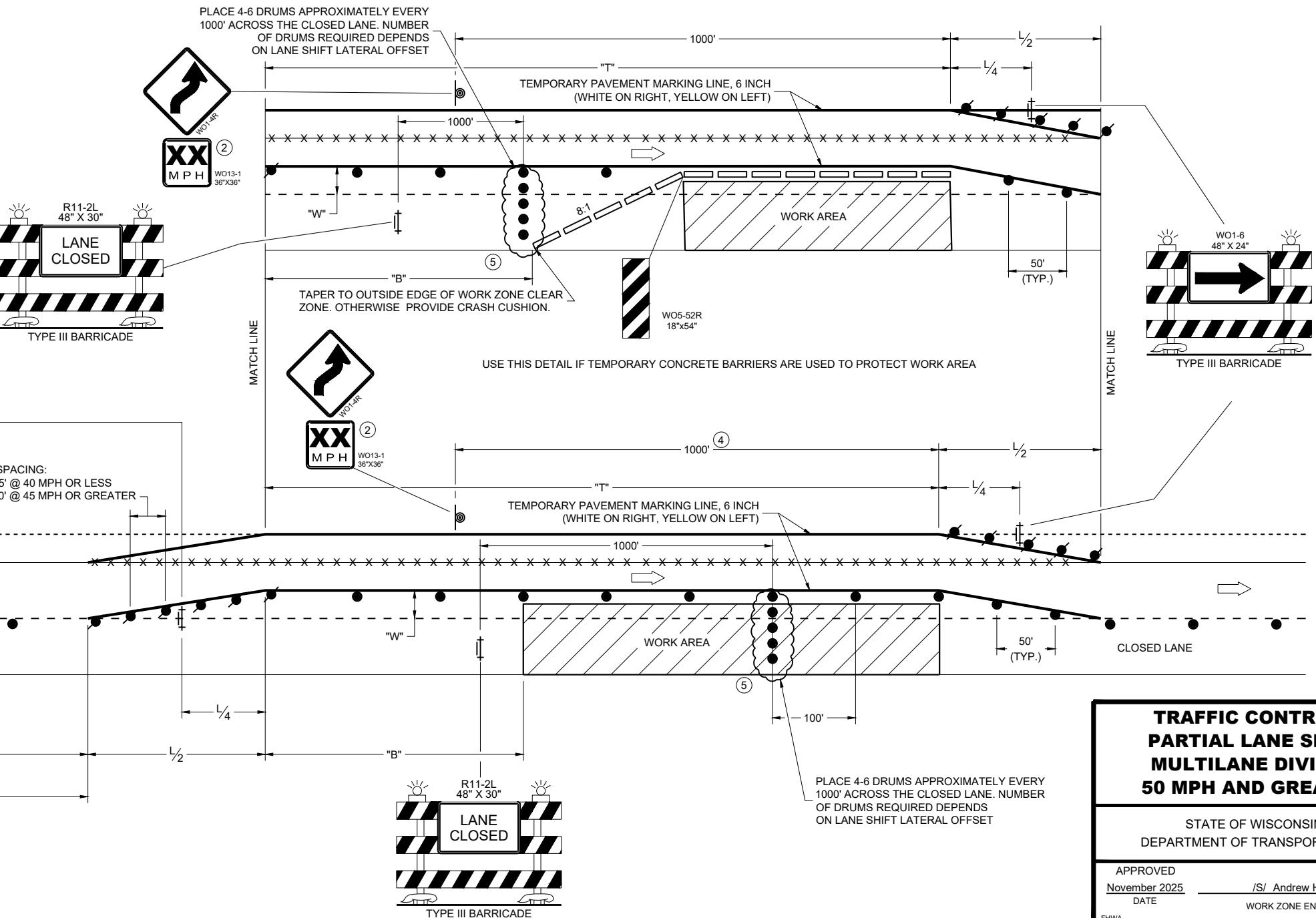
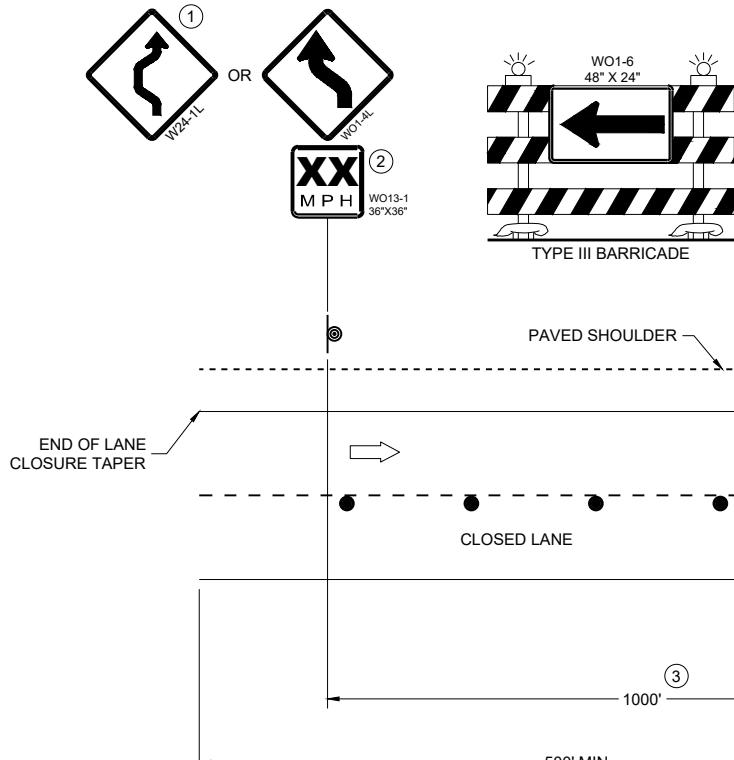
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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 WHEN T<600', OMIT WO1-4R.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ③ IF THE BEGINNING OF LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE LANE CLOSURE TAPER.
- ④ IF THE BEGINNING OF THE SECOND LANE SHIFT TAPER IS 1200 FEET OR LESS FROM END OF THE FIRST LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200 FEET AFTER THE END OF THE FIRST LANE CLOSURE TAPER.
- ⑤ DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	SHIFTING TAPER $\frac{1}{2}$								BUFFER SPACE (B) FEET	
	W, LATERAL OFFSET (FT)									
	1	2	3	4	5	6	7	8	9	
50	25	50	75	100	125	150	175	200	225	425
55	28	55	83	110	138	165	193	220	248	495
60	30	60	90	120	150	180	210	240	270	570
65	33	65	98	130	163	195	228	260	293	645
70	35	70	105	140	175	210	245	280	315	730



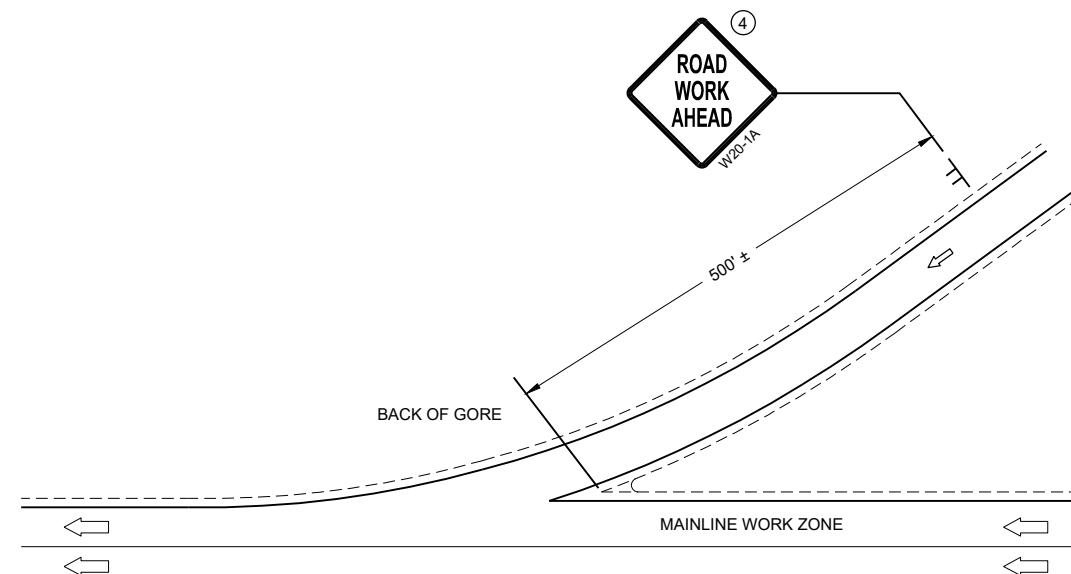
**TRAFFIC CONTROL,
PARTIAL LANE SHIFT
MULTILANE DIVIDED
50 MPH AND GREATER**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PROVED
ber 2025 _____ /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

LEGEND

V1	SHADOW VEHICLE 1
V2	SHADOW VEHICLE 2
V3	ADVANCE WARNING TRUCK
●	TRAFFIC CONTROL DRUM
	TRUCK MOUNTED ATTENUATOR (TMA)
	SIGN ON TEMPORARY SUPPORT
	DIRECTION OF TRAFFIC
	FLASHING ARROW PANEL (MERGE)
	FLASHING ARROW PANEL (CAUTION)
PCMS	PORTABLE CHANGEABLE MESSAGE SIGN
	WORK AREA

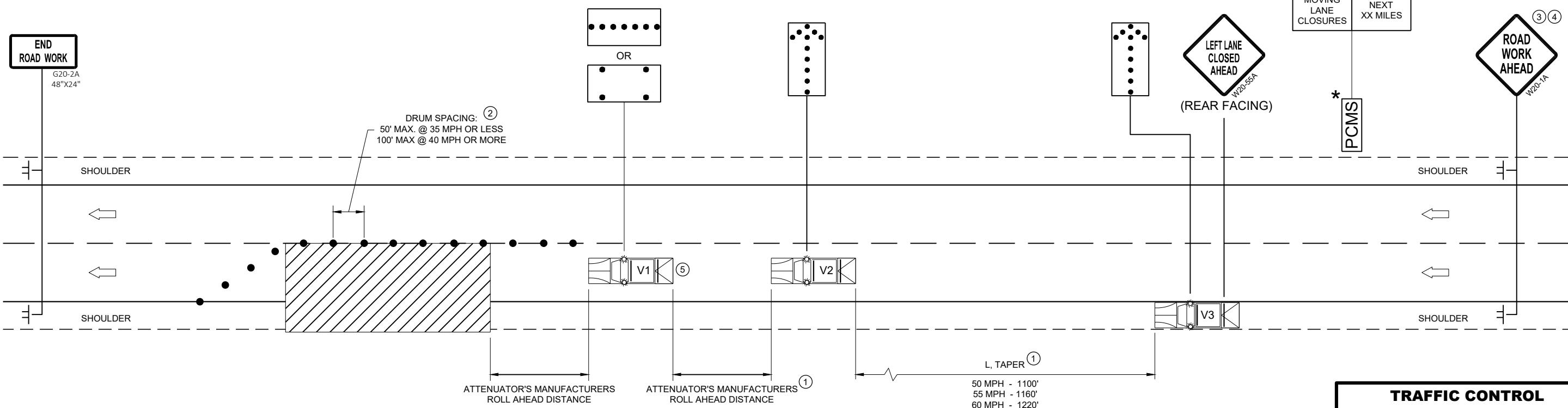


GENERAL NOTES

- SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.
- MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.
- WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.
- USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

- ① DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ② DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
- ③ WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.
- ④ SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
- ⑤ SHADOW VEHICLE 1 (V1) IS OPTIONAL

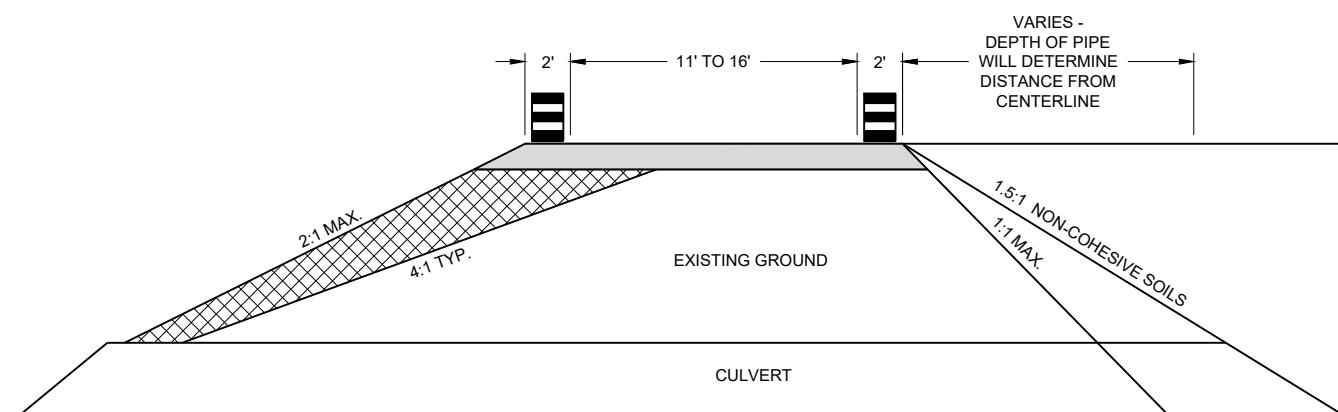
* PCMS OPTIONAL



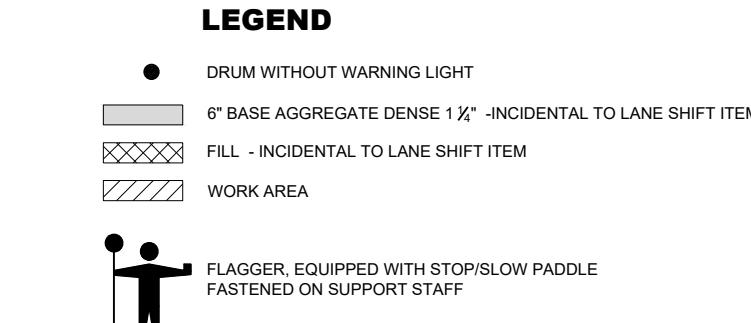
TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED _____
August 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
/A



CROSS SECTION



GENERAL NOTES

USE 1:1 FOR COHESIVE CLAYS AND SILTS, LOAMS, SANDY CLAYS AND ANGULAR GRAVEL SOILS.
USE 1.5:1 FOR NON-COHESIVE SOILS.

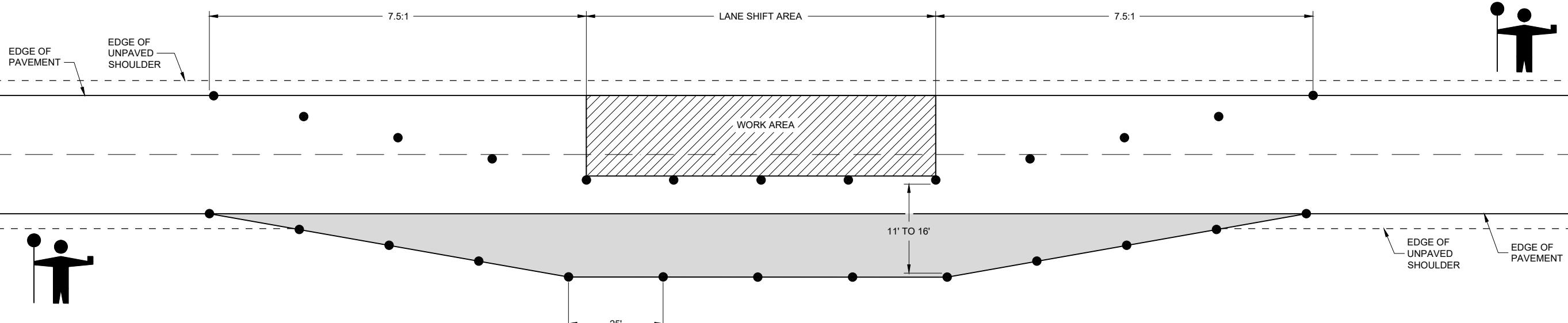
THE TAPER SHOULD EXTEND ACROSS THE SHOULDER UNLESS DOING SO WOULD GREATLY CONFLICT WITH THE WORK OPERATION.

ALL LANE CLOSURE SIGNS SHALL BE REMOVED OR COVERED AND ALL DEVICES REMOVED BEYOND THE SHOULDER WHEN WORK IS NOT IN PROGRESS AND THE LANE IS RESTORED TO A SAFE OPERATING CONDITION.

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

USE WITH SDD 15C12 "TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATIONS"

USE WITH SDD 15D45 "SIGNING ON ROADWAYS WITH LOOSE GRAVEL



LANE SHIFT IN FLAGGING OPERATION

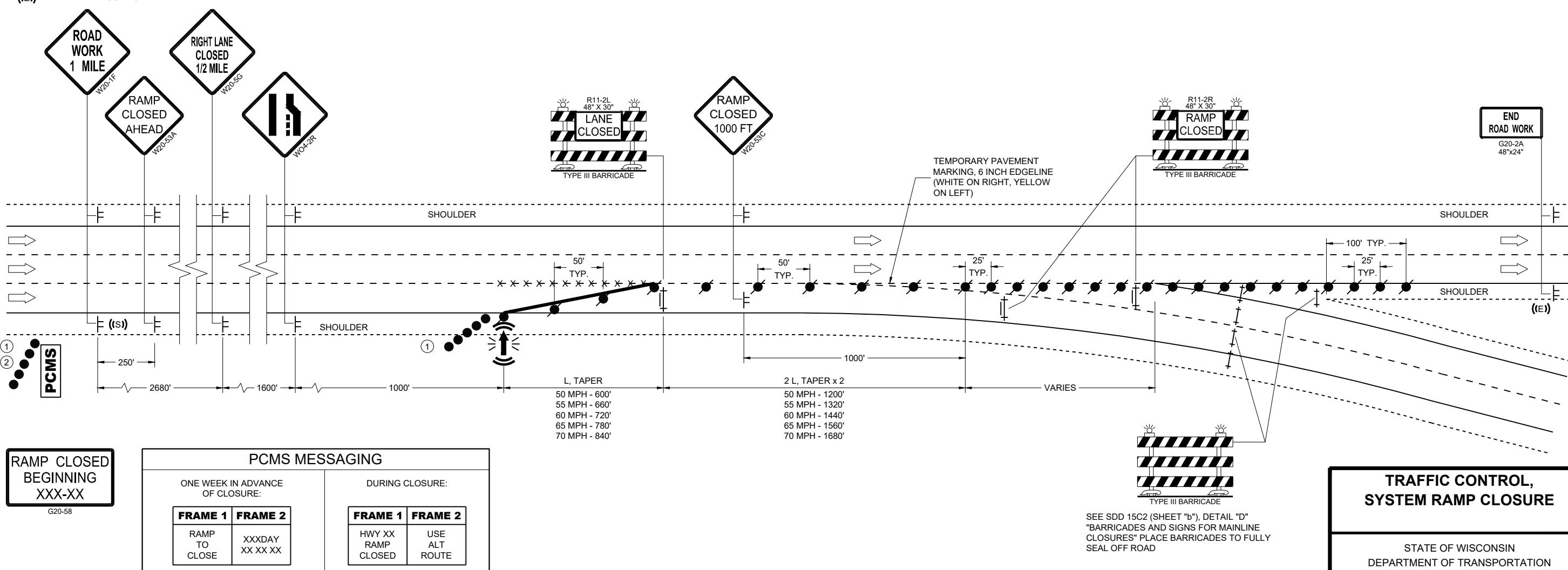
TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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
- DIRECTION OF TRAFFIC
- WORK AREA
- CONNECTED ARROW BOARD
- WZ START LOCATION MARKER
- WZ END LOCATION MARKER

**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.

"W" 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.

② 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).

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

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.

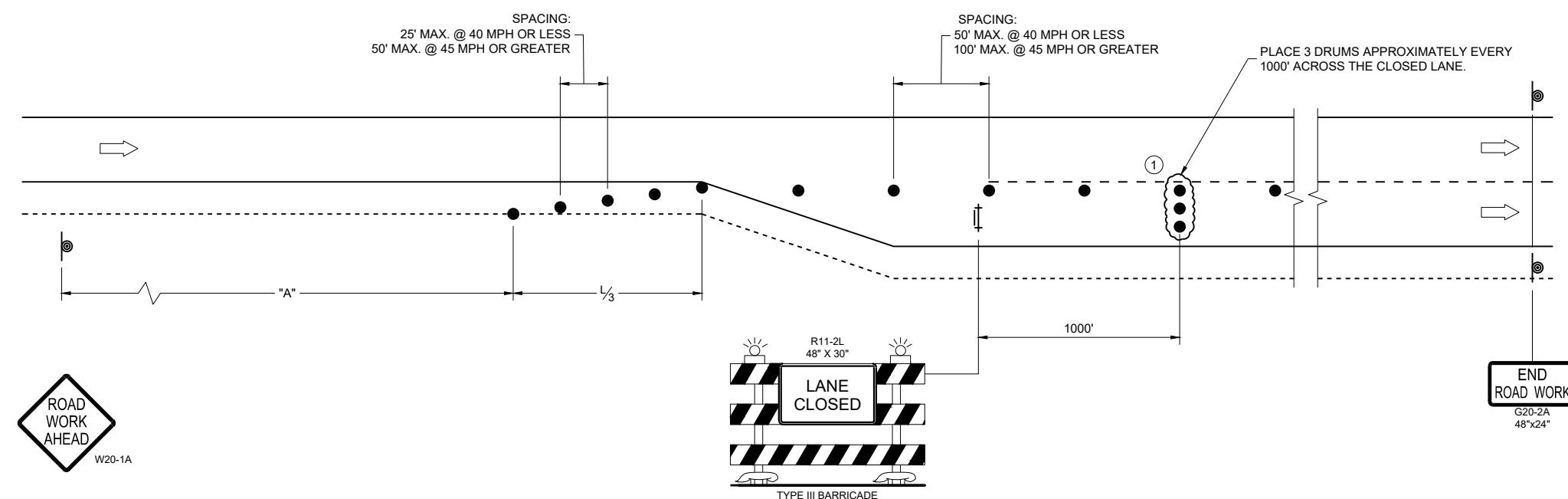
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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.

① DRUMS 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.

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER $\frac{L}{2}$					
		W, LATERAL OFFSET (FT)	3	4	5	6	7
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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidke
DATE WORK ZONE ENGINEER
FHWA

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) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

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.

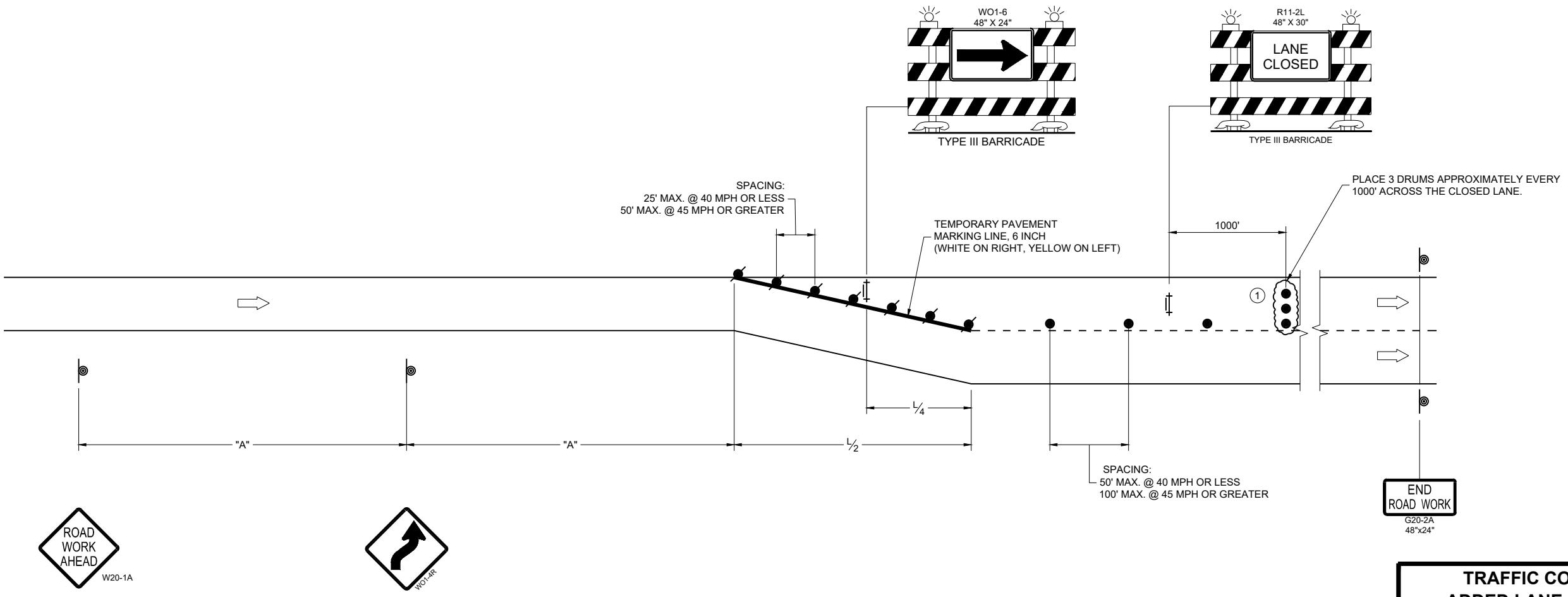
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN 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.

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

DRUMS 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.

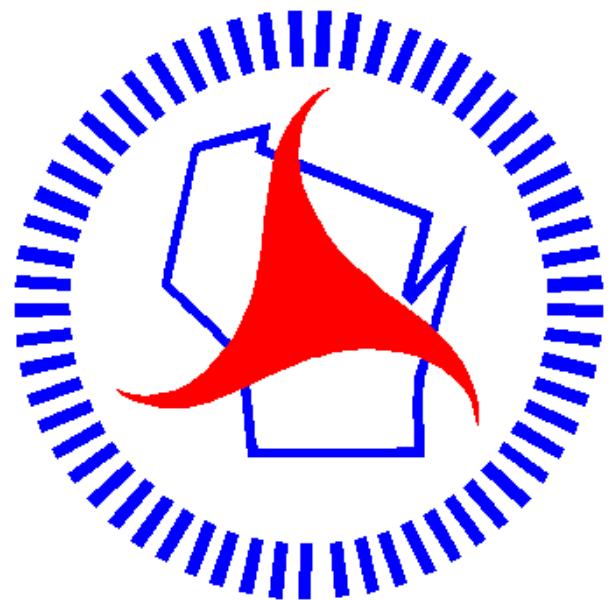


TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2025 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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