

GRE

MARCH 2024

PROJECT ID:  
WITH: N/A

1009-33-37

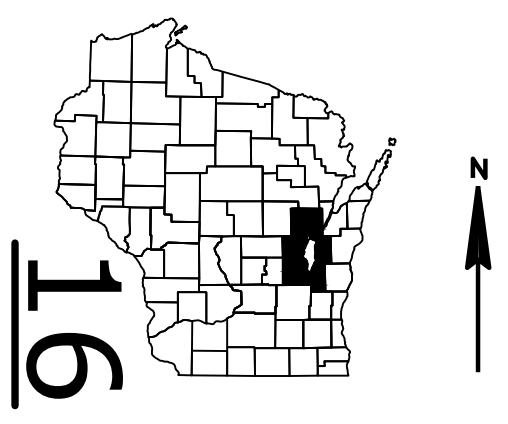
COUNTY:

NE REGION WIDE

ORDER OF SHEETS

Section No.	1	Title
Section No.	2	Typical Sections and Details
Section No.	3	Estimate of Quantities
Section No.	3	Miscellaneous Quantities
Section No.	4	Right of Way Plat
Section No.	5	Plan and Profile
Section No.	6	Standard Detail Drawings
Section No.	7	Sign Plates
Section No.	8	Structure Plans
Section No.	9	Computer Earthwork Data
Section No.	9	Cross Sections

TOTAL SHEETS = 62



DESIGN DESIGNATION

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

CONVENTIONAL SYMBOLS

**PLAN**

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

**PROFILE**

GRADE LINE	
ORIGINAL GROUND	
MARSH OR ROCK PROFILE (To be noted as such)	
SPECIAL DITCH	
GRADE ELEVATION	
CULVERT (Profile View)	

**UTILITIES**

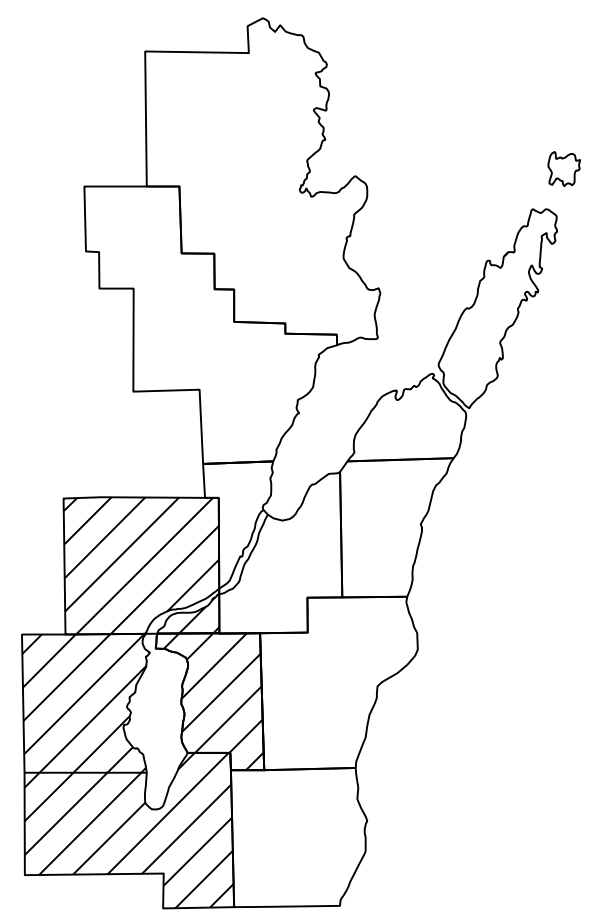
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

## NE REGION WIDE DECK SEALING FY24 VARIOUS ROUTES/HWY VAR HWY NORTHEAST REGION WIDE

STATE PROJECT NUMBER
1009-33-37



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

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-33-37		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	NER
Surveyor	_____
Designer	C. GOMBAR
Project Manager	P. BRAUER
Regional Examiner	_____
Regional Supervisor	D. SEGERSTROM

APPROVED FOR THE DEPARTMENT  
DATE: 10/30/2023 *Paul Brauer, P.E.*  
(Signature)

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GENERAL NOTES

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.

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, (800) 943-0003, IF WDNR CONTACT IS NOT AVAILABLE.

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

ANY MATERIAL INADVERTENTLY FALLING ONTO THE STREAMBEAD AND BANKS AND/OR WETLANDS SHALL BE REMOVED IMMEDIATELY.

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

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES  
TRAFFIC CONTROL

CALUMET CO & OUTAGAMIE CO WISCONSIN DNR LIAISON

MATTHEW SCHAEVE  
2984 SHAWANO AVENUE  
GREEN BAY, WI 54313  
(920) 366-1544  
matthew.schaeve@wisconsin.gov

FOND DU LAC CO & WINNEBAGO CO WISCONSIN DNR LIAISON

JAY SCHIEFELBEIN  
2984 SHAWANO AVENUE  
GREEN BAY, WI 54313  
(920) 360-3784  
jeremiah.schiefelbein@wisconsin.gov

CALUMET COUNTY HIGHWAY COMMISSIONER

BRIAN GLAESER  
241 EAST CHESTNUT  
CHILTON, WI 53014  
(920) 849-1463  
brian.glaeser@calumetcounty.org

FOND DU LAC COUNTY HIGHWAY COMMISSIONER

THOMAS JANKE  
1820 SOUTH HICKORY STREET  
FOND DU LAC, WI 54937  
(920) 929-3488  
tom.janke@fdlco.wi.gov

OUTAGAMIE COUNTY HIGHWAY COMMISSIONER

DEAN STEINGRABER  
1313 HOLLAND ROAD  
APPLETON, WI 54911  
(920) 832-5673  
dean@steingraber@outagamie.org

WINNEBAGO COUNTY HIGHWAY COMMISSIONER

ROBERT DOEMEL, JR.  
901 WEST COUNTY ROAD Y  
OSHKOSH, WI 54901  
(920) 232-1713  
rdoemel@co.winnebago.wi.us

NE REGION SURVEY COORDINATOR

MICHAEL ANDRASCHKO, PLS  
944 VANDERPERREN WAY  
GREEN BAY, WI 54304  
(920) 492-4166  
michael.andraschko@dot.wi.gov

NE REGION DESIGN PROJECT MANAGER

PAUL BRAUER, PE  
944 VANDERPERREN WAY  
GREEN BAY, WI 54304  
(920) 492-5629  
paul.brauer@dot.wi.gov



COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	LANE CLOSURE AND WORK RESTRICTIONS
<b>STH 21</b>					
WINNEBAGO	B-70-0051	STH 21/116-ADAMS-SPRUCE	FOX RIVER	Flagging Operations	
WINNEBAGO	B-70-0105	STH 21	SPRING BROOK	Flagging Operations	M-F: 7am-8am, 3pm-6pm

<b>STH 23</b>					
FOND DU LAC	B-20-0076	STH 23 EB	SHEBOYGAN RIVER	Lane Closure	
FOND DU LAC	B-20-0202	STH 23 WB	CTH K	Lane Closure	
FOND DU LAC	B-20-0203	STH 23 EB	CTH K	Lane Closure	
FOND DU LAC	B-20-0204	CTH UU	STH 23	Flagging Operations	
FOND DU LAC	B-20-0205	STH 23 WB	SHEBOYGAN RIVER	Lane Closure	
FOND DU LAC	B-20-0218	CTH G	STH 23	Flagging Operations	

<b>STH 26</b>					
FOND DU LAC	B-20-0120	STH 26	ROCK RIVER	Flagging Operations	

<b>STH 32-STH 57</b>					
CALUMET	B-08-0014	STH 32-STH 57	KILLSNAKE RIVER	Flagging Operations	
CALUMET	B-08-0018	STH 32-STH 57	N BR MANITOWOC RIVER	Flagging Operations	

<b>STH 44</b>					
WINNEBAGO	B-70-0305	STH 44	EIGHT MILE CREEK	Flagging Operations	

<b>STH 47</b>					
OUTAGAMIE	B-44-0138	STH 47	BLACK CREEK	Flagging Operations	
OUTAGAMIE	B-44-0139	STH 47	HERMAN CREEK	Flagging Operations	

<b>STH 49</b>					
FOND DU LAC	B-20-0097	STH 49	S BR ROCK RIVER	Flagging Operations	

<b>STH 54</b>					
OUTAGAMIE	B-44-0166	STH 54-STH 76-WEST AVE	WOLF RIVER	Flagging Operations	

<b>STH 55</b>					
OUTAGAMIE	B-44-0180	STH 55-MAIN ST	BLACK CREEK	Flagging Operations	

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	LANE CLOSURE AND WORK RESTRICTIONS
<b>STH 67</b>					
FOND DU LAC	B-20-0032	STH 67-E MAIN ST	MILWAUKEE RIVER	Flagging Operations	
FOND DU LAC	B-20-0110	STH 67	W BR MILWAUKEE RIVER	Flagging Operations	

<b>STH 76</b>					
OUTAGAMIE	B-44-0087	STH 76	BEAR CREEK	Flagging Operations	
OUTAGAMIE	B-44-0198	STH 76	EMBARRASS RIVER	Flagging Operations	
OUTAGAMIE	B-44-0199	STH 76	BEAR CREEK	Flagging Operations	
WINNEBAGO	B-70-0045	STH 76	SOO LINE	Flagging Operations	

<b>STH 114</b>					
WINNEBAGO	B-70-0097-0001	STH 114 - TAYCO ST	FOX RIVER	Lane Closure	6am-9am, 3pm-6pm
WINNEBAGO	B-70-0097-0002	STH 114 - TAYCO ST	FOX RIVER	Lane Closure	6am-9am, 3pm-6pm

<b>STH 116</b>					
WINNEBAGO	B-70-0189	STH 116	RUSH CREEK	Flagging Operations	
WINNEBAGO	B-70-0316	STH 116	WOLF RIVER	Flagging Operations	

<b>STH 187</b>					
OUTAGAMIE	B-44-0088	STH 187	SHIOC RIVER	Flagging Operations	

<b>USH 10</b>					
WINNEBAGO	B-70-0154	USH 45 SB OFF RAMP TO USH 10 EB	USH 10 WB	Lane Shift/Full Closure	Full closure: 6am-6pm
WINNEBAGO	B-70-0156	USH 10 EB OFF RAMP TO USH 45NB	USH 10	Lane Shift/Full Closure	Full closure: 6am-6pm
WINNEBAGO	B-70-0157	USH 10 EB	COLD SPRING ROAD	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0158	USH 10 WB	COLD SPRING ROAD	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0159	USH 10 EB	CTH CB	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0160	USH 10 WB	CTH CB	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0165	USH 10 EB	IRISH ROAD	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0166	USH 10 WB	IRISH ROAD	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0167	USH 10 EB	NORTH CLAYTON ROAD	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0168	USH 10 WB	NORTH CLAYTON ROAD	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0169	STH 76	USH 10 WESTBOUND	Lane Closure	
WINNEBAGO	B-70-0190	USH 10 WB	RAT RIVER	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0191	USH 10 EB	RAT RIVER	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0192	STH 45 NB OFF RAMP	USH 10WB/USH45 SB RAMP	Lane Closure	
WINNEBAGO	B-70-0193	STH 45 NB OFF RAMP	USH 10 EB	Lane Closure	
WINNEBAGO	B-70-0195	USH 10 WB OFF RAMP TO STH 45 SB	USH 10 EB	Lane Shift/Full Closure	Full closure: 6am-6pm
WINNEBAGO	B-70-0208	USH 10 WB	NORTH OAKWOOD AVENUE	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0209	USH 10 EB	NORTH OAKWOOD AVENUE	Lane Closure	Sunday: 10am-7pm

PROJECT NO: 1009-33-37	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	TRAFFIC CONTROL	SHEET	<b>E</b>
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COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	LANE CLOSURE AND WORK RESTRICTIONS
<b>USH 10 CONTINUED</b>					
WINNEBAGO	B-70-0230	USH 10 WB	MARSH RD	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0231	USH 10 EB	MARSH RD	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0232	USH 10 WB	TOWN LINE ROAD	Lane Closure	Wed: 4pm-5pm, Thurs: 3pm-6pm, Fri:10am-7pm, Sat: 9am-1pm
WINNEBAGO	B-70-0233	USH 10 EB	TOWN LINE ROAD	Lane Closure	Sunday: 10am-7pm
WINNEBAGO	B-70-0237	HICKORY AVE	USH 10 WB	Flagging Operation	

<b>USH 45</b>					
FOND DU LAC	B-20-0095	USH 45	ANDERSON CREEK	Flagging Operation	
FOND DU LAC	B-20-0102	USH 45	MILWAUKEE RIVER	Flagging Operation	
WINNEBAGO	B-70-0094	USH 45	VAN DYNE CREEK	Flagging Operation	
WINNEBAGO	B-70-0101	USH 45	WILLOW HARBOR BAY TRIB	Flagging Operation	
WINNEBAGO	B-70-0102	USH 45	WILLOW HARBOR CREEK	Flagging Operation	
WINNEBAGO	B-70-0103	USH 45	WEYHURST CREEK	Flagging Operation	
WINNEBAGO	B-70-0139	USH 45 SB	ARROWHEAD RIVER	Lane Closure	
WINNEBAGO	B-70-0212	USH 45 SB	SLOUGH CREEK	Lane Closure	
WINNEBAGO	B-70-0213	USH 45 NB	SLOUGH CREEK	Lane Closure	
WINNEBAGO	B-70-0214	CTH T	USH 45	Lane Closure	
WINNEBAGO	B-70-0215	USH 45 SB	CTH Y	Lane Closure	
WINNEBAGO	B-70-0216	USH 45 NB	CTH Y	Lane Closure	
WINNEBAGO	B-70-0217	BROOKS RD	USH 45 SB	Flagging Operation	
WINNEBAGO	B-70-0220	SKELETON BRIDGE ROAD	USH 45 SB	Flagging Operation	
WINNEBAGO	B-70-0221	USH 45 SB	STH 116/CTH GG	Lane Closure	
WINNEBAGO	B-70-0222	USH 45 NB	STH 116/CTH GG	Lane Closure	
WINNEBAGO	B-70-0244	USH 45 NB	ARROWHEAD RIVER	Lane Closure	
WINNEBAGO	B-70-0249	CTH G	USH 45 SB	Flagging Operation	

<b>USH 151</b>					
CALUMET	B-08-0013	USH 151	PINE CREEK	Flagging Operation	
FOND DU LAC	B-20-0112	USH 151	PIPE CREEK	Flagging Operation	

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	LANE CLOSURE AND WORK RESTRICTIONS
<b>IH 41</b>					
FOND DU LAC	B-20-0007	IH 41 NB	W BR FOND DU LAC RIVER	Lane Closure	Sun: 10am-7pm, Mon-Tues: 7am-6pm, Wed-Thurs: 7am-7pm, Fri: 7am-8pm, Sat: 8am-6pm
FOND DU LAC	B-20-0009	IH 41 NB	CTH F	Lane Closure	Sun: 10am-7pm, Mon-Wed: 7am-6pm, Thurs: 7am-7pm, Fri: 7am-8pm, Sat: 8am-4pm
FOND DU LAC	B-20-0024	IH 41 SB	CTH F	Lane Closure	Sun: 9am-8pm, Mon: 12pm-6pm, Tues-Thurs: 1pm-6pm, Fri: 10am-6pm, Sat: 9am-5pm
FOND DU LAC	B-20-0026	IH 41 SB	W BR FOND DU LAC RIVER	Lane Closure	Sun: 9am-8pm, Mon-Thurs: 7am-6pm, Fri: 7am-7pm, Sat: 9am-5pm
FOND DU LAC	B-20-0059	CTH OO	IH 41	Lane Shift	
FOND DU LAC	B-20-0060	TOWN LINE ROAD	IH 41 SB	Flagging Operations	
FOND DU LAC	B-20-0066	CTH Y (CAMPBELL RD)	IH 41	Flagging Operations	
FOND DU LAC	B-20-0068	LOST ARROW RD	IH 41	Flagging Operations	
FOND DU LAC	B-20-0069	SOUTH MAIN STREET	IH 41	Lane Shift	
FOND DU LAC	B-20-0111	HICKORY ST.	IH 41	Lane Closure	
FOND DU LAC	B-20-0113	CTH D (MILITARY RD)	IH 41 SB	Lane Closure	
FOND DU LAC	B-20-0119	LINCOLN ROAD	IH 41 SB	Flagging Operations	
FOND DU LAC	B-20-0177	STH 23 EB	IH 41	Lane Closure	Mon-Fri: 7am-6pm
FOND DU LAC	B-20-0178	STH 23 WB	IH 41	Lane Closure	Mon-Fri: 7am-6pm
OUTAGAMIE	B-44-0140	CTH A	IH 41	Lane Closure	
OUTAGAMIE	B-44-0157	IH 41 SB	STH 96	Lane Closure	Single Lane: Mon-Thurs: 7am-8am, 2pm-6pm, Fri: 7am-6pm, Dual Lane: Sun: 9am-8pm, Mon-Thurs: 5am-7pm, Fri: 6am-8pm, Sat: 8am-7pm
OUTAGAMIE	B-44-0158	IH 41 NB	STH 96	Lane Closure	Single Lane: Mon-Wed: 2pm-6pm, Thurs: 12pm-6pm, Fri: 11am-6pm, Dual Lane: Sun: 9am-8pm, Mon-Fri: 6am-9pm, Sat: 8am-8pm
OUTAGAMIE	B-44-0171	MEADE ST	IH 41	Flagging Operation	
WINNEBAGO	B-70-0067	CTH G	IH 41 & SOO LINE	Flagging Operation	
WINNEBAGO	B-70-0071	IH 41 NB	SOO LINE	Lane Closure	Single Lane: Mon-Wed: 7am-8am, 2pm-6pm, Thurs: 7am-8am, 1pm-6pm, Fri: 7am-8am, 11am-6pm, Dual Lane: Sun: 10am-8pm, Mon-Thurs: 6am-8pm, Fri: 6am-9pm, Sat: 8am-8pm
WINNEBAGO	B-70-0072	IH 41 SB	SOO LINE	Lane Closure	Single Lane: Mon-Thurs: 7am-8am, 2pm-6pm, Fri: 7am-8am, 12pm-6pm, Dual Lane: Sun: 9am-8pm, Mon-Fri: 6am-7pm, Fri: 6am-8pm, Sat: 8am-7pm
WINNEBAGO	B-70-0077	CTH Z	USH 41	Flagging Operation	
WINNEBAGO	B-70-0129	IH 41 SB	CTH II	Lane Closure	Single Lane: Mon-Thurs: 7am-8am, 3pm-6pm, Fri: 7am-8am, 1pm-6pm, Dual Lane: Sun: 9am-7pm, Mon-Fri: 5am-8pm, Sat: 8am-6pm

COUNTY	BRIDGE NO.	ON	OVER	TRAFFIC CONTROL	LANE CLOSURE AND WORK RESTRICTIONS
<b>IH 41 CONTINUED</b>					
WINNEBAGO	B-70-0134	IH 41 NB	MENASHA CREEK	Lane Closure	Single Lane: Mon-Tues: 7am-10am, 1pm-6pm, Wed-Fri: 7am-7pm, Dual Lane: Sun: 9am-8pm, Mon-Tues: 5am-8pm, Wed-Fri: 5am-9pm, Sat: 8am-9pm
WINNEBAGO	B-70-0138	STH 44-STH 91 E	IH 41	Lane Closure	
WINNEBAGO	B-70-0200	STH 26	IH 41	Lane Closure	
WINNEBAGO	B-70-0257	CTH E (WITZEL AVE)	IH 41 SB	Lane Closure	6am-9am, 3pm-6pm
WINNEBAGO	B-70-0258	STH 21	IH 41 SB	Lane Closure	6am-9am, 3pm-6pm
WINNEBAGO	B-70-0262	USH 45	IH 41	Lane Closure	
WINNEBAGO	B-70-0270	USH 45 SB RAMP	USH 45 SB to IH 41 SB RAMP	Lane Shift/Full Closure	Full Closure: 6am-6pm
WINNEBAGO	B-70-0271	USH 45 to IH 41SB RAMP	USH 45 SB to IH 41SB RAMP	Lane Shift/Full Closure	Full Closure: 6am-6pm
WINNEBAGO	B-70-0272	LAKE BUTTE DES MORTS DR	IH 41 SB	Flagging Operation	
WINNEBAGO	B-70-0273	SNELL ROAD	IH 41 NB	Lane Shift	
WINNEBAGO	B-70-0282	CTH K (20TH AVE)	IH 41 SB	Flagging Operation	
WINNEBAGO	B-70-0283	NINTH AVENUE	IH 41	Lane Closure	6am-9am, 3pm-6pm
WINNEBAGO	B-70-0284	CTH Y	IH 41 SB	Flagging Operation	
WINNEBAGO	B-70-0285	BREEZEWOOD LN	IH 41	Lane Closure	
WINNEBAGO	B-70-0287	CTH GG	IH 41 SB	Flagging Operation	

<b>LOCAL</b>					
WINNEBAGO	B-70-0011-0001	OREGON ST	FOX RIVER	Lane Closure	
WINNEBAGO	B-70-0011-0002	OREGON ST	FOX RIVER	Lane Closure	
WINNEBAGO	B-70-0011-0003	OREGON ST	FOX RIVER	Lane Closure	
WINNEBAGO	B-70-0247-0001	WISCONSIN STREET	SHARED USE PATH	Lane Closure	
WINNEBAGO	B-70-0247-0002	WISCONSIN STREET	FOX RIVER	Lane Closure	
WINNEBAGO	B-70-0247-0003	WISCONSIN STREET	FOX RIVER	Lane Closure	
WINNEBAGO	B-70-0247-0004	WISCONSIN STREET	FOX RIVER	Lane Closure	
WINNEBAGO	B-70-0247-0005	WISCONSIN STREET	SHARED USE PATH	Lane Closure	

Estimate Of Quantities

1009-33-37

Line	Item	Item Description	Unit	Total	Qty
0002	502.3215	Protective Surface Treatment Reseal	SY	133,783.000	133,783.000
0004	619.1000	Mobilization	EACH	1.000	1.000
0006	643.1050	Traffic Control Signs PCMS	DAY	114.000	114.000
0008	SPV.0060	Special 01.Traffic Control 1009-33-37	EACH	1.000	1.000



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Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0010	CALUMET	USH 151	USH 151	PINE CREEK	B080013	406	
0010	CALUMET	STH 32-STH 57	STH 32-STH 57	KILLSNAKE RIVER	B080014	594	
0010	CALUMET	STH 32-STH 57	STH 32-STH 57	N BR MANITOWOC RIVER	B080018	366	

**CALUMET COUNTY TOTAL 1,366**

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0010	FOND DU LAC	STH 67-E MAIN ST	STH 67	MILWAUKEE RIVER	B200032	475	
0010	FOND DU LAC	STH 23	STH 23	SHEBOYGAN RIVER	B200076	324	
0010	FOND DU LAC	USH 45	USH 45	ANDERSON CREEK	B200095	285	
0010	FOND DU LAC	STH 49	STH 49	S BR ROCK RIVER	B200097	242	
0010	FOND DU LAC	USH 45	USH 45	MILWAUKEE RIVER	B200102	427	
0010	FOND DU LAC	STH 67	STH 67	W BR MILWAUKEE RIVER	B200110	352	
0010	FOND DU LAC	USH 151	USH 151	PIPE CREEK	B200112	289	
0010	FOND DU LAC	STH 26	STH 26	ROCK RIVER	B200120	477	
0010	FOND DU LAC	STH 23 WB	STH 23	CTH K	B200202	1413	
0010	FOND DU LAC	STH 23 EB	STH 23	CTH K	B200203	1083	
0010	FOND DU LAC	CTH UU	CTH UU	STH 23	B200204	1623	
0010	FOND DU LAC	CTH UU	CTH UU	STH 23	B200205	422	
0010	FOND DU LAC	CTH G	CTH G	STH 23	B200218	1935	

**FOND DU LAC COUNTY TOTAL 9,345**

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0010	OUTAGAMIE	STH 76	STH 76	BEAR CREEK	B440087	499	
0010	OUTAGAMIE	STH 187	STH 187	SHIOC RIVER	B440088	862	
0010	OUTAGAMIE	STH 47	STH 47	BLACK CREEK	B440138	580	
0010	OUTAGAMIE	STH 47	STH 47	HERMAN CREEK	B440139	270	
0010	OUTAGAMIE	STH 54-STH 76-WEST AVE	STH 54	WOLF RIVER	B440166	2556	
0010	OUTAGAMIE	STH 55-MAIN ST	STH 55	BLACK CREEK	B440180	326	
0010	OUTAGAMIE	STH 76	STH 76	EMBARRASS RIVER	B440198	845	
0010	OUTAGAMIE	STH 76	STH 76	BEAR CREEK	B440199	216	

**OUTAGAMIE COUNTY TOTAL 6,154**

PROJECT NO: 1009-33-37

HWY: VARIOUS

COUNTY: NORTHEAST REGION

MISCELLANEOUS QUANTITIES

SHEET

E

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0010	WINNEBAGO	OREGON ST	USH 45	FOX RIVER	B7000110001	1214	
0010	WINNEBAGO	OREGON ST	USH 45	FOX RIVER	B7000110002	113	
0010	WINNEBAGO	OREGON ST	USH 45	FOX RIVER	B7000110003	1214	
0010	WINNEBAGO	STH 76	STH 76	SOO LINE	B700045	755	
0010	WINNEBAGO	STH 21/116-ADAMS-SPRUCE	STH 21	FOX RIVER	B700051	3492	
0010	WINNEBAGO	USH 45	USH 45	VAN DYNE CREEK	B700094	345	
0010	WINNEBAGO	STH 114 - TAYCO ST	STH 114	FOX RIVER	B7000970001	287	
0010	WINNEBAGO	STH 114 - TAYCO ST	STH 114	FOX RIVER	B7000970002	591	
0010	WINNEBAGO	USH 45	USH 45	WILLOW HARBOR BAY TRIB	B700101	267	
0010	WINNEBAGO	USH 45	USH 45	WILLOW HARBOR CREEK	B700102	193	
0010	WINNEBAGO	USH 45-STH 175	USH 45	WEYHURST CREEK	B700103	267	
0010	WINNEBAGO	STH 21	STH 21	SPRING BROOK	B700105	389	
0010	WINNEBAGO	STH 116	STH 116	RUSH CREEK	B700189	307	
0010	WINNEBAGO	WISCONSIN STREET	STH 44	SHARED USE PATH	B7002470001	286	
0010	WINNEBAGO	WISCONSIN STREET	STH 44	FOX RIVER	B7002470002	2208	
0010	WINNEBAGO	WISCONSIN STREET	STH 44	FOX RIVER	B7002470003	743	
0010	WINNEBAGO	WISCONSIN STREET	STH 44	FOX RIVER	B7002470004	2208	
0010	WINNEBAGO	WISCONSIN STREET	STH 44	SHARED USE PATH	B7002470005	286	
0010	WINNEBAGO	STH 44	STH 44	EIGHT MILE CREEK	B700305	202	
0010	WINNEBAGO	STH 116	STH 116	Wolf River	B700316	3820	
<b>WINNEBAGO COUNTY TOTAL</b>						<b>19,185</b>	

**CALUMET COUNTY TOTAL**      1,366  
**FOND DU LAC COUNTY TOTAL**      9,345  
**OUTAGAMIE COUNTY TOTAL**      6,154  
**WINNEBAGO COUNTY TOTAL**      19,185  
  
**CATEGORY 0010 TOTAL**      **36,050**

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0020	FOND DU LAC	IH 41 NB	IH 41	W BR FOND DU LAC RIVER	B200007	1194	
0020	FOND DU LAC	USH 41 NB	IH 41	CTH F	B200009	675	
0020	FOND DU LAC	IH 41 SB	IH 41	CTH F	B200024	734	
0020	FOND DU LAC	IH 41 SB	IH 41	W BR FOND DU LAC RIVER	B200026	1171	
0020	FOND DU LAC	CTH OO	IH 41	IH 41	B200059	2572	
0020	FOND DU LAC	TOWN LINE ROAD	IH 41	IH 41 SB	B200060	1063	
0020	FOND DU LAC	CTH Y (CAMPBELL RD)	IH 41	IH 41	B200066	833	
0020	FOND DU LAC	LOST ARROW RD	IH 41	IH 41	B200068	833	
0020	FOND DU LAC	SOUTH MAIN STREET	IH 41	IH 41	B200069	2280	
0020	FOND DU LAC	HICKORY ST.	IH 41	IH 41	B200111	3222	
0020	FOND DU LAC	CTH D (MILITARY RD)	IH 41	IH 41 SB	B200113	2386	
0020	FOND DU LAC	LINCOLN ROAD	IH 41	IH 41 SB	B200119	1163	
0020	FOND DU LAC	STH 23 EB	IH 41	IH 41	B200177	1379	
0020	FOND DU LAC	STH 23 WB	IH 41	IH 41	B200178	1573	
<b>FOND DU LAC COUNTY TOTAL</b>						<b>21,081</b>	

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0020	OUTAGAMIE	CTH A	IH 41	IH 41	B440140	2586	
0020	OUTAGAMIE	IH 41 SB	IH 41	STH 96	B440157	1430	
0020	OUTAGAMIE	IH 41 NB	IH 41	STH 96	B440158	1430	
0020	OUTAGAMIE	MEADE ST	IH 41	IH 41	B440171	1798	
<b>OUTAGAMIE COUNTY TOTAL</b>						<b>7,244</b>	

Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0020	WINNEBAGO	CTH G	IH 41	SOO LINE	B700067	2280	
0020	WINNEBAGO	IH 41 NB	IH 41	SOO LINE	B700071	946	
0020	WINNEBAGO	IH 41 SB	IH 41	SOO LINE	B700072	1081	
0020	WINNEBAGO	CTH Z	IH 41	USH 41 SB	B700077	774	
0020	WINNEBAGO	IH 41 SB	IH 41	CTH II	B700129	1480	
0020	WINNEBAGO	IH 41 NB	IH 41	MENASHA CREEK	B700134	410	
0020	WINNEBAGO	STH 44-STH 91 E	IH 41	IH 41	B700138	2486	
0020	WINNEBAGO	USH 45 SB	USH 45	ARROWHEAD RIVER	B700139	315	
0020	WINNEBAGO	USH 45 SB OFF RAMP TO USH 10 EB	USH 45	USH 10 WB	B700154	941	
0020	WINNEBAGO	USH 10 EB OFF RAMP TO USH 45NB	USH 10	USH 10	B700156	895	
0020	WINNEBAGO	USH 10 EB	USH 10	COLD SPRING ROAD	B700157	1057	
0020	WINNEBAGO	USH 10 WB	USH 10	COLD SPRING ROAD	B700158	900	
0020	WINNEBAGO	USH 10 EB	USH 10	CTH CB	B700159	889	
0020	WINNEBAGO	USH 10 WB	USH 10	CTH CB	B700160	905	
0020	WINNEBAGO	USH 10 EB	USH 10	IRISH ROAD	B700165	697	
0020	WINNEBAGO	USH 10 WB	USH 10	IRISH ROAD	B700166	697	
0020	WINNEBAGO	USH 10 EB	USH 10	NORTH CLAYTON ROAD	B700167	697	
0020	WINNEBAGO	USH 10 WB	USH 10	NORTH CLAYTON ROAD	B700168	697	
0020	WINNEBAGO	STH 76	USH 10	USH 10 WESTBOUND	B700169	2824	
0020	WINNEBAGO	USH 10 WB	USH 10	RAT RIVER	B700190	495	
0020	WINNEBAGO	USH 10 EB	USH 10	RAT RIVER	B700191	495	
0020	WINNEBAGO	STH 45 NB OFF RAMP	USH 45	USH 10WB/USH45 SB RAMP	B700192	696	
0020	WINNEBAGO	STH 45 NB OFF RAMP	USH 45	USH 10 EB	B700193	1034	
0020	WINNEBAGO	USH 10 WB OFF RAMP TO STH 45 SB	USH 10	USH 10 EB	B700195	645	
0020	WINNEBAGO	STH 26	IH 41	IH 41	B700200	3190	
0020	WINNEBAGO	USH 10 WB	USH 10	NORTH OAKWOOD AVENUE	B700208	647	
0020	WINNEBAGO	USH 10 EB	USH 10	NORTH OAKWOOD AVENUE	B700209	647	
0020	WINNEBAGO	USH 45 SB	USH 45	SLOUGH CREEK	B700212	1472	
0020	WINNEBAGO	USH 45 NB	USH 45	SLOUGH CREEK	B700213	1472	
0020	WINNEBAGO	CTH T	USH 45	USH 45	B700214	3305	
0020	WINNEBAGO	USH 45 SB	USH 45	CTH Y	B700215	768	
0020	WINNEBAGO	USH 45 NB	USH 45	CTH Y	B700216	815	
0020	WINNEBAGO	BROOKS RD	USH 45	USH 45 SB	B700217	1169	
0020	WINNEBAGO	SKELETON BRIDGE ROAD	USH 45	USH 45 SB	B700220	1251	
0020	WINNEBAGO	USH 45 SB	USH 45	STH 116/CTH GG	B700221	1189	
0020	WINNEBAGO	USH 45 NB	USH 45	STH 116/CTH GG	B700222	1189	
<b>WINNEBAGO COUNTY SUBTOTAL</b>						<b>41,448</b>	

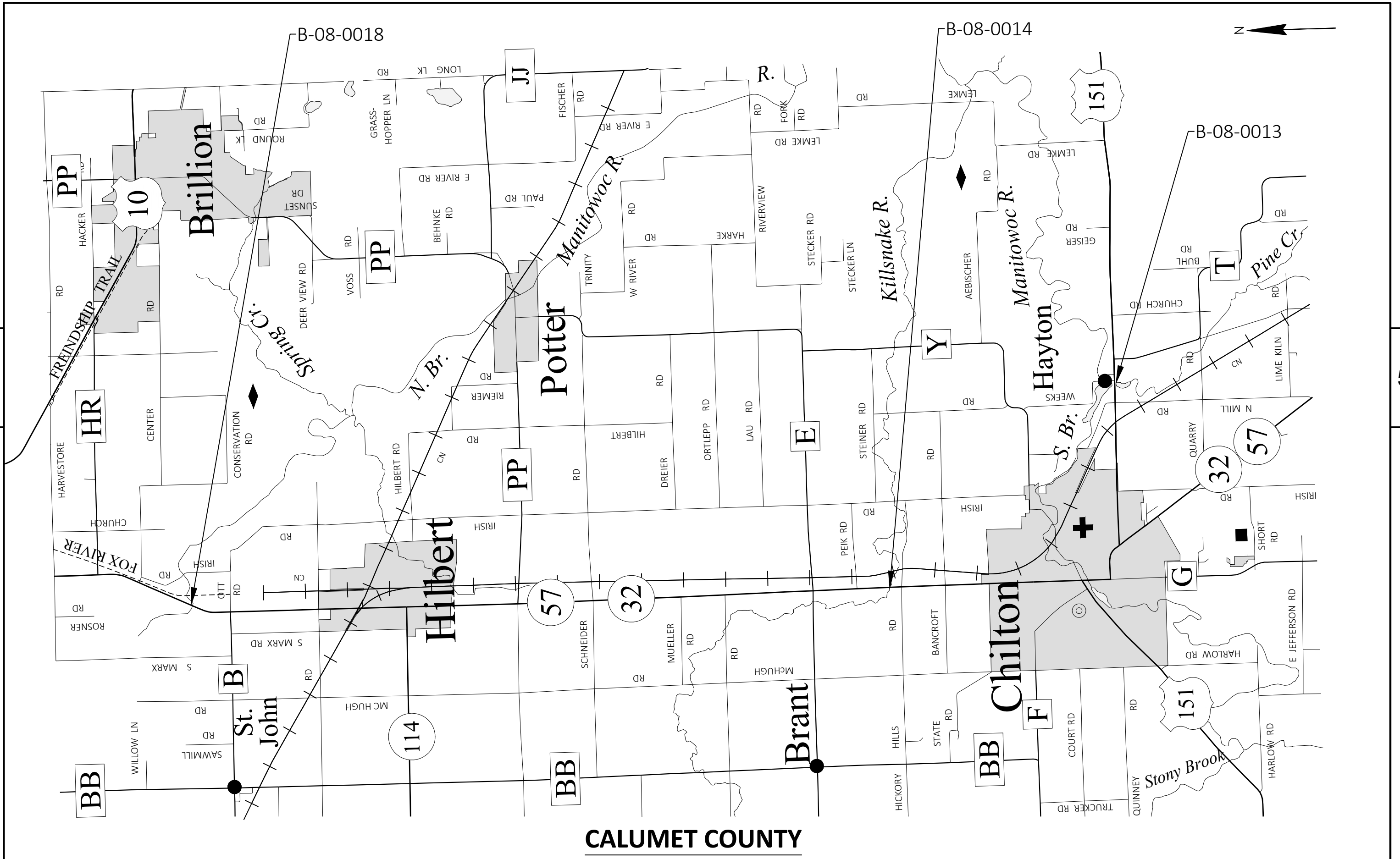
Category	COUNTY	ROUTE	CORRIDOR	OVER	BRIDGE NO.	502.3215 PROTECTIVE SURFACE TREATMENT RESEAL [SY]	Remarks
0020	WINNEBAGO	USH 10 WB	USH 10	MARSH RD	B700230	1135	
0020	WINNEBAGO	USH 10 EB	USH 10	MARSH RD	B700231	1328	
0020	WINNEBAGO	USH 10 WB	USH 10	TOWN LINE ROAD	B700232	647	
0020	WINNEBAGO	USH 10 EB	USH 10	TOWN LINE ROAD	B700233	647	
0020	WINNEBAGO	HICKORY AVE	USH 10	USH 10 WB	B700237	813	
0020	WINNEBAGO	USH 45 NB	USH 45	ARROWHEAD R	B700244	468	
0020	WINNEBAGO	CTH G	USH 45	USH 45 SB	B700249	1359	
0020	WINNEBAGO	CTH E (WITZEL AVE)	IH 41	IH 41 SB	B700257	1630	
0020	WINNEBAGO	STH 21	IH 41	IH 41 SB	B700258	1806	
0020	WINNEBAGO	USH 45	IH 41	IH 41	B700262	2595	
0020	WINNEBAGO	USH 45 SB RAMP	USH 45	USH 45 SB to IH 41 SB RAMP	B700270	573	
0020	WINNEBAGO	USH 45 to IH 41SB RAMP	USH 45	USH 45 SB to IH 41SB RAMP	B700271	739	
0020	WINNEBAGO	LAKE BUTTE DES MORTS DR	IH 41	IH 41 SB	B700272	3280	
0020	WINNEBAGO	SNELL ROAD	IH 41	IH 41 NB	B700273	2136	
0020	WINNEBAGO	CTH K (20TH AVE)	IH 41	IH 41 SB	B700282	1997	
0020	WINNEBAGO	NINTH AVENUE	IH 41	IH 41	B700283	1669	
0020	WINNEBAGO	CTH Y	IH 41	IH 41 SB	B700284	1193	
0020	WINNEBAGO	BREEZEWOOD LN	IH 41	IH 41	B700285	2427	
0020	WINNEBAGO	CTH GG	IH 41	IH 41 SB	B700287	1518	
<b>WINNEBAGO COUNTY TOTAL</b>						<b>69,408</b>	

**FOND DU LAC COUNTY TOTAL**    21,081  
**OUTAGAMIE COUNTY TOTAL**    7,244  
**WINNEBAGO COUNTY TOTAL**    69,408  
  
**CATEGORY 0020 TOTAL**    **97,733**

TRAFFIC CONTROL SIGNS PCMS

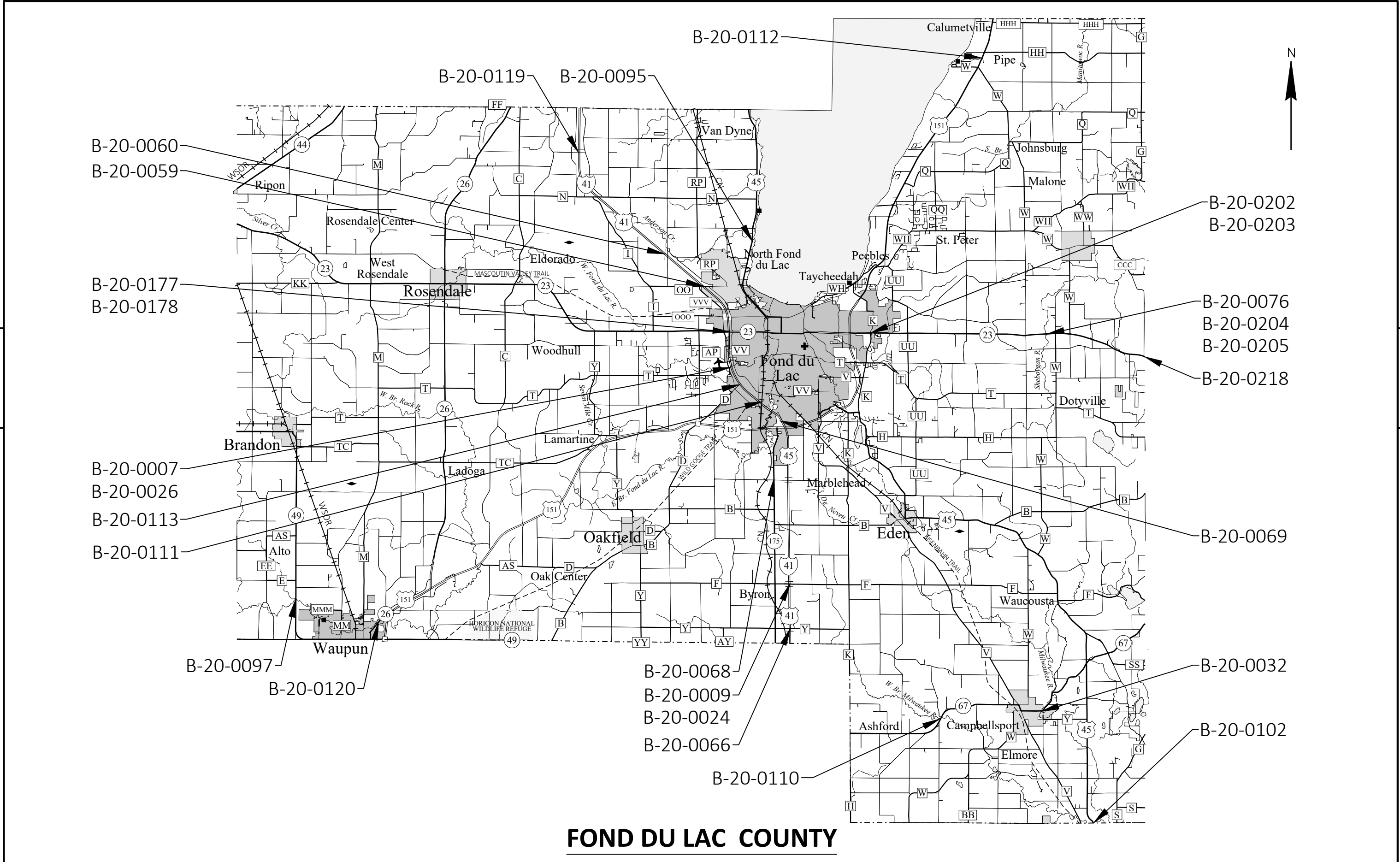
CATEGORY	ROADWAY	APPROX. SERVICE PERIOD DAYS	NUMBER IN SERVICE	643.1050 DAY	REMARKS
0010	STH 114	3	2	6	B-70-0097-0001, B-70-0097-0002
			<b>0010 TOTAL</b>	<b>6</b>	
0020	IH 41	3	17	51	B-20-0007, B-20-0009, B-20-0024, B-20-0026, B-20-0177, B-20-0178, B-44-0157, B-44-0158, B-70-0071, B-70-0072, B-70-0129, B-70-0134, B-70-0257, B-70-0258, B-70-0270, B-70-0271, B-70-0283
0020	USH 10	3	19	57	B-70-0154, B-70-0156, B-70-0157, B-70-0158, B-70-0159, B-70-0160, B-70-0165, B-70-0166, B-70-0167, B-70-0168, B-70-0190, B-70-0191, B-70-0195, B-70-0208, B-70-0209, B-70-0230, B-70-0231, B-70-0232, B-70-0233
			<b>0020 TOTAL</b>	<b>108</b>	
			<b>0010 + 0020 TOTAL</b>	<b>114</b>	

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



**CALUMET COUNTY**

PROJECT NO: 1009-33-37	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	LOCATION MAP	SHEET	<b>E</b>
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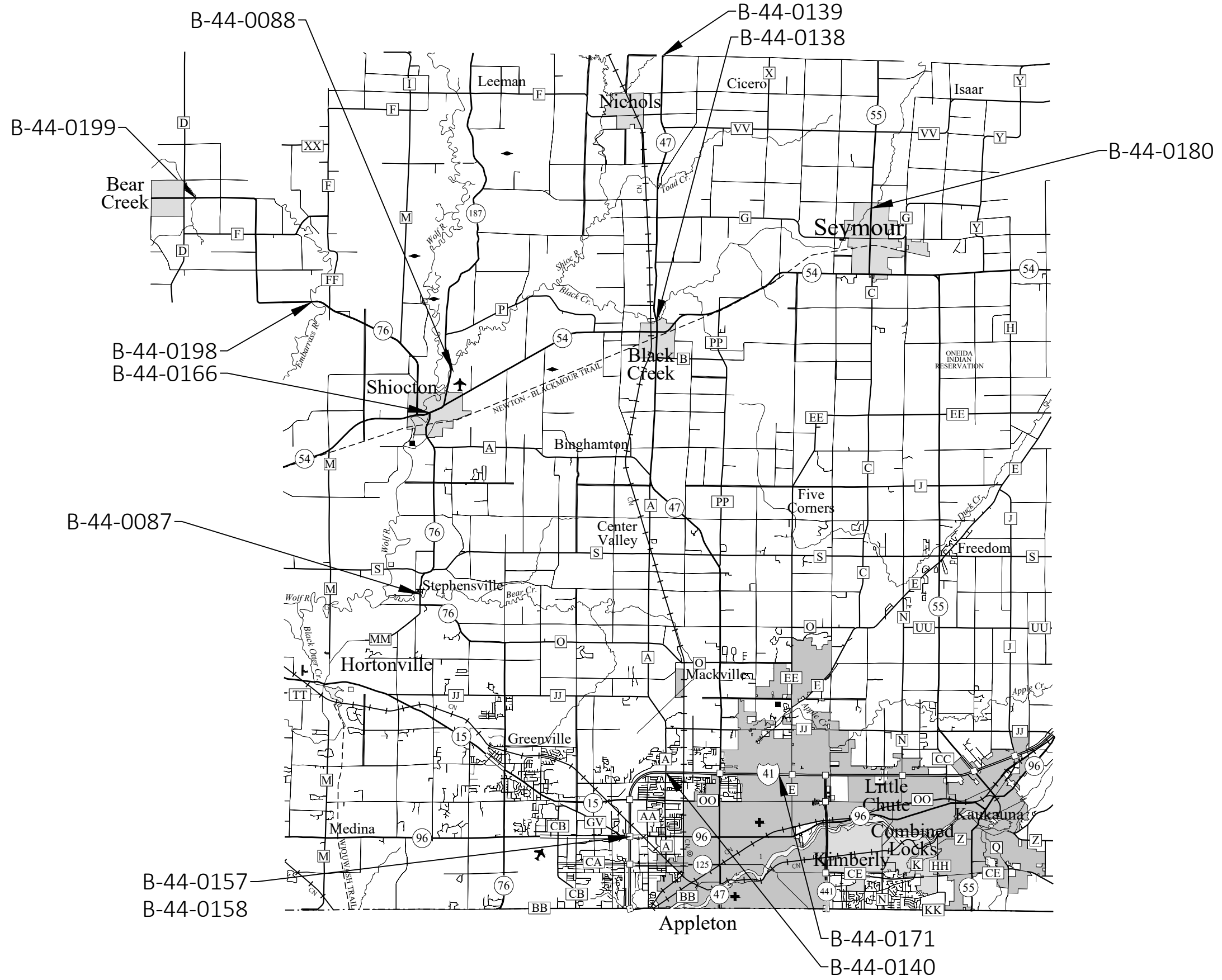
**FOND DU LAC COUNTY**

PROJECT NO: 1009-33-37	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	LOCATION MAP	SHEET	<b>E</b>
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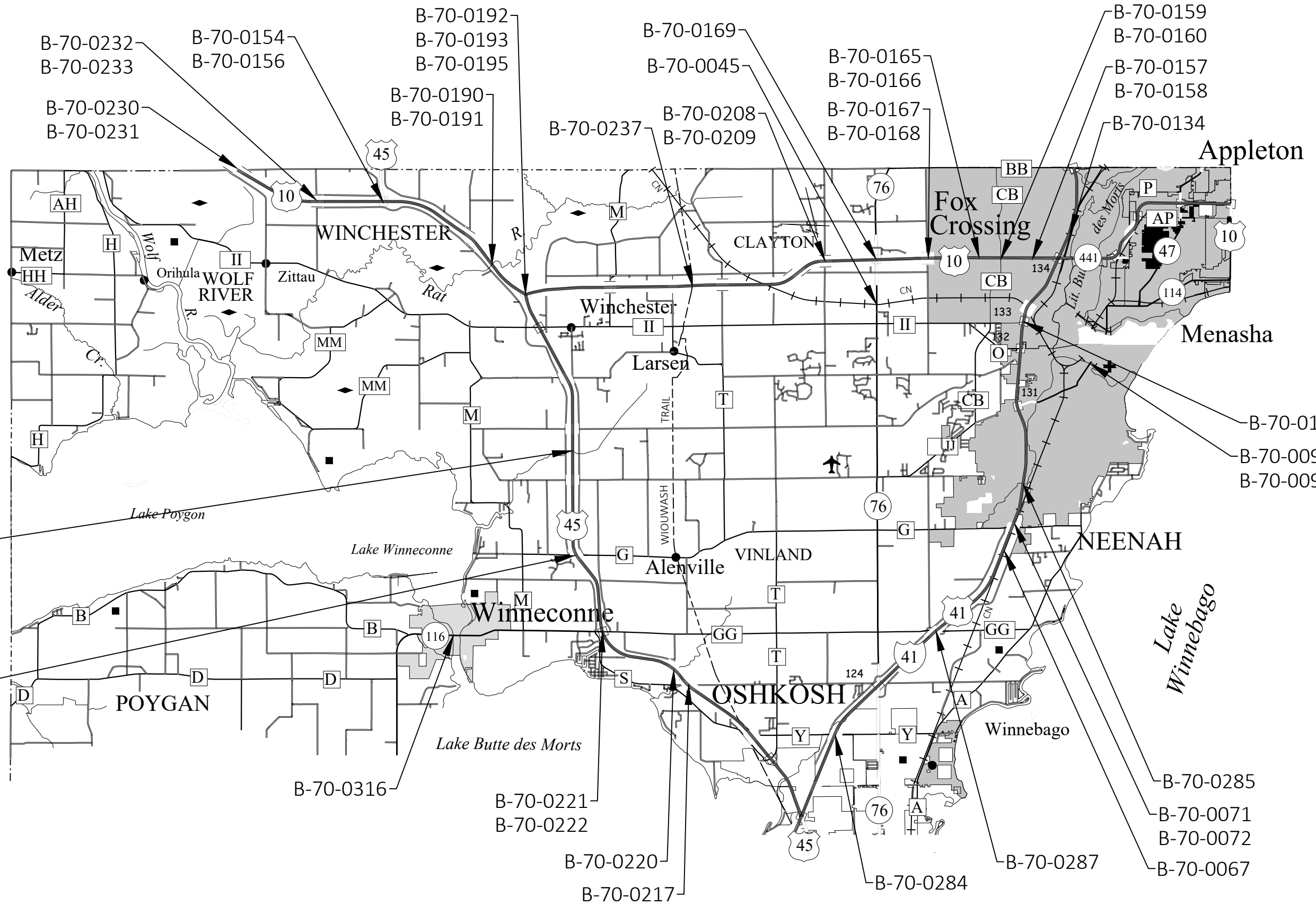


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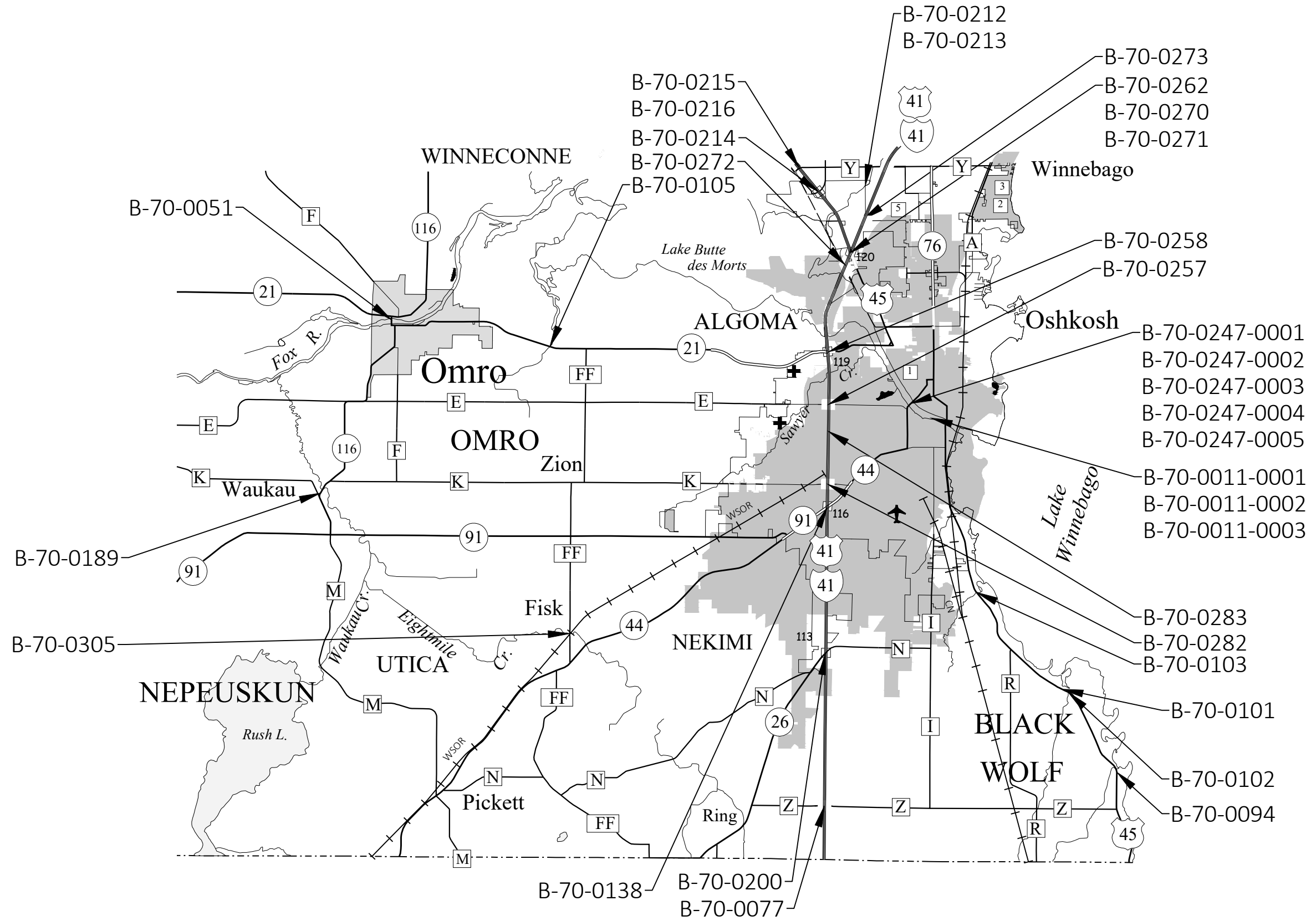
# OUTAGAMIE COUNTY

PROJECT NO: 1009-33-37	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	LOCATION MAP	SHEET	E
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**NORTH PORTION WINNEBAGO COUNTY**

PROJECT NO: 1009-33-37	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	LOCATION MAP	SHEET	<b>E</b>
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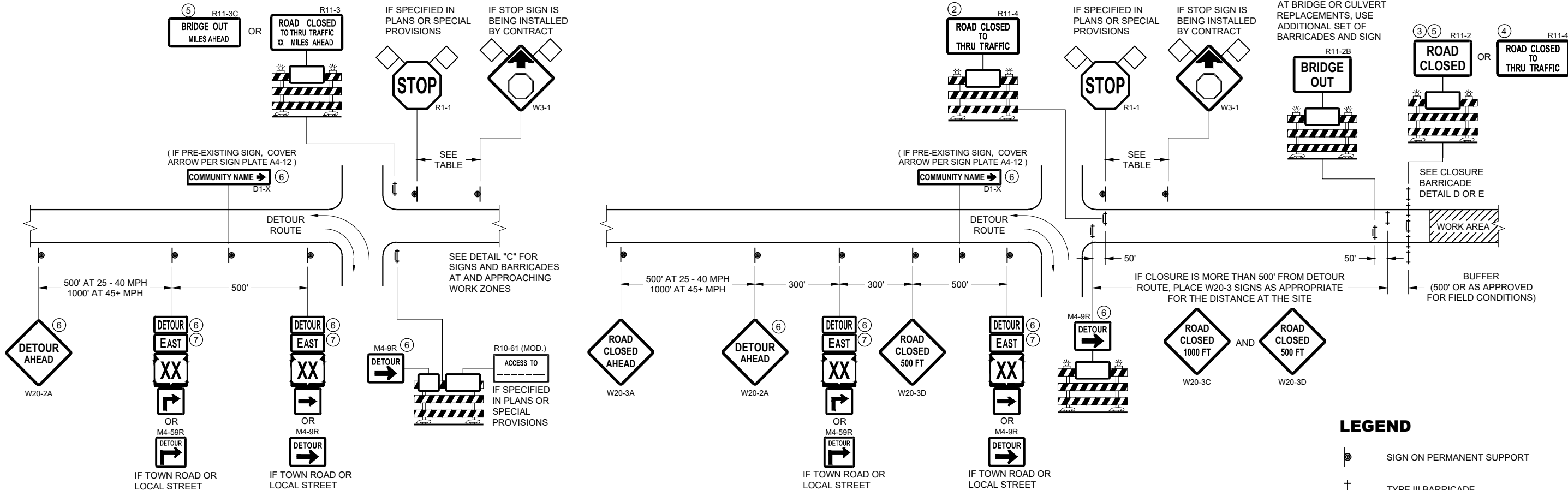
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### SOUTH PORTION WINNEBAGO COUNTY

PROJECT NO: 1009-33-37	HWY: VARIOUS	COUNTY: NORTHEAST REGION WIDE	LOCATION MAP	SHEET	E
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## Standard Detail Drawing List

15C02-09A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-09B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C04-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45 M.P.H. OR GREATER TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC
15C05-05	TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 M.P.H. OR LESS
15C11-10A	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
15D12-11A	TRAFFIC CONTROL, LANE CLOSURE
15D12-11B	TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION
15D14-06	TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY
15D15-07A	TRAFFIC CONTROL, PARALLEL ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07B	TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07C	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07D	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D15-07E	TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP CLOSURE
15D20-07A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-07C	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
15D23-07A	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D23-07B	TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE
15D30-09A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-09L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-05C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-05D	TRAFFIC CONTROL, PARTIAL LANE SHIFT MULTILANE DIVIDED 50 MPH AND GREATER
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



**DETAIL A  
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**DETAIL B  
MAINLINE CLOSURE WITH POSTED DETOUR**

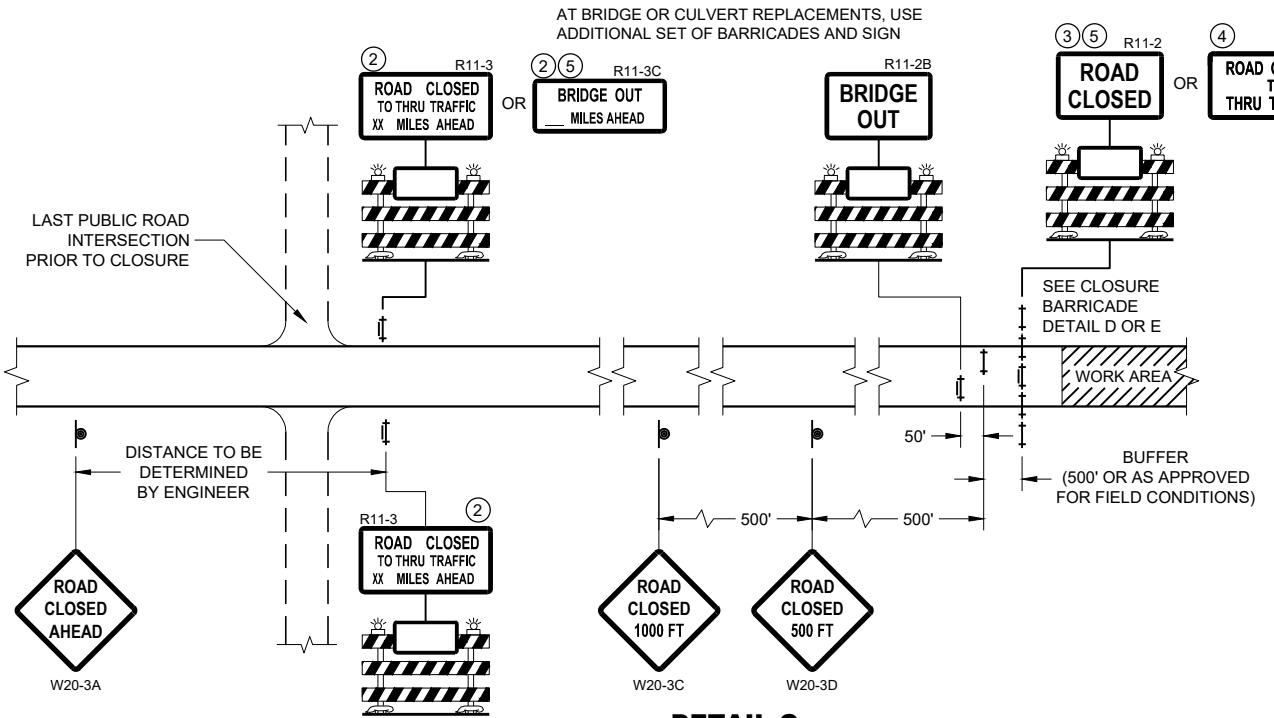
WORK ZONE LESS THAN 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)
- M4 - 8
- M3 - X
- M1 - 4 OR M1 - 6 OR M1 - 5A
- M05 - 1 OR M06 - 1

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

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

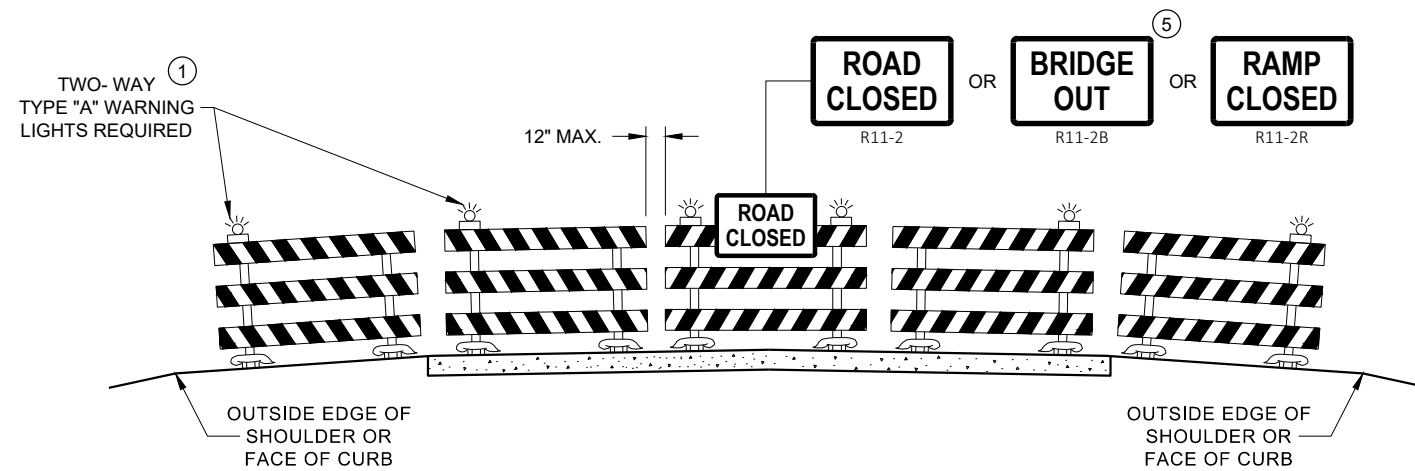


**DETAIL C  
MAINLINE CLOSURE, NO POSTED DETOUR**

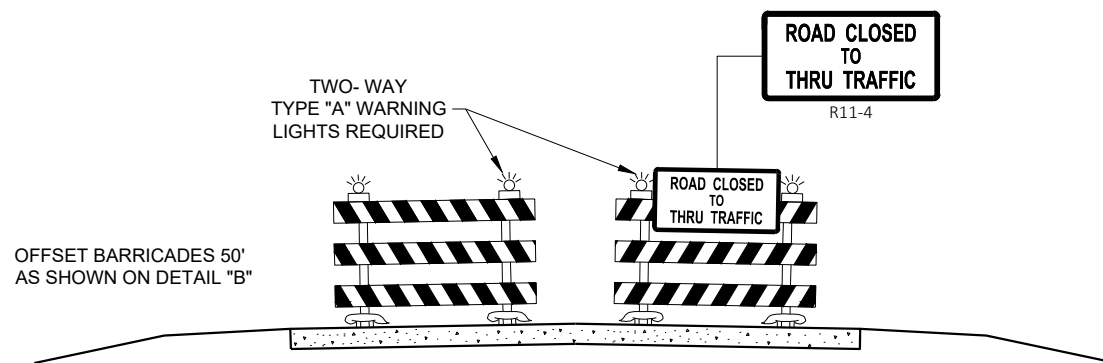
**BARRICADES AND SIGNS  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



**DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW**



**DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

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

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

**BARRICADES AND SIGNS  
FOR  
VARIOUS CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE 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.

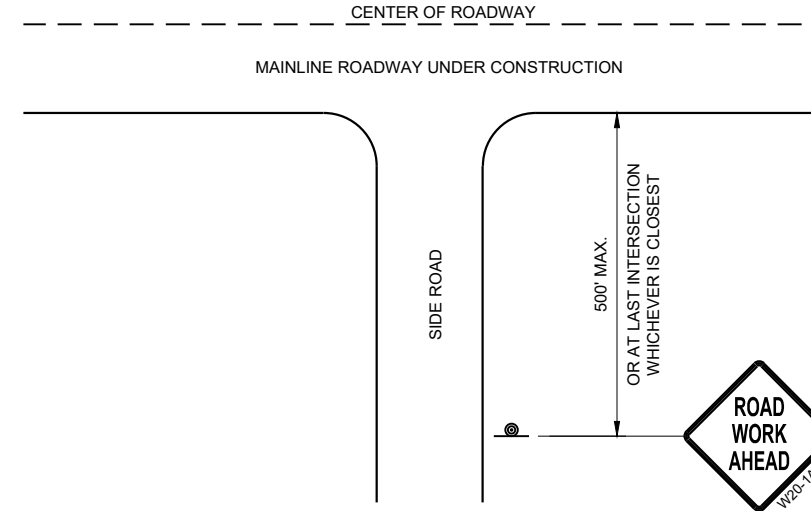
SIGNS THAT WILL BE IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

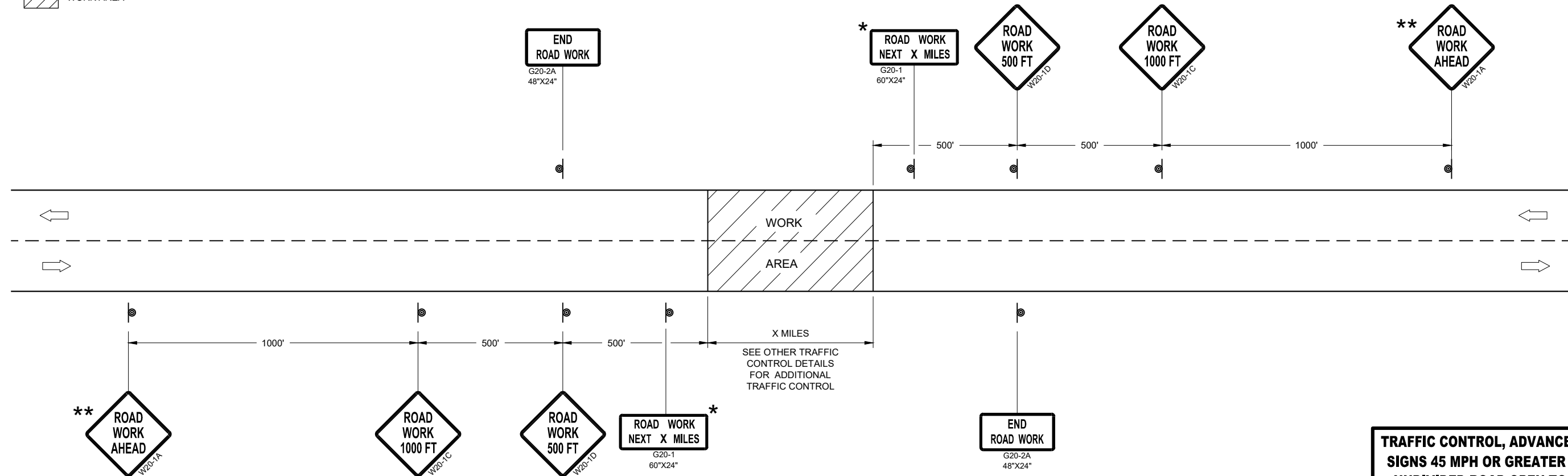
- \* OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS
- \*\* PLACE AN ADDITIONAL W20-1A "ROAD WORK AHEAD" SIGN IF WORK AREA WITHIN THE PROJECT IS SEPARATED BY MORE THAN 2 MILES FROM PREVIOUS WORK AREA.

**LEGEND**

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



**TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL**



**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 45MPH OR GREATER**

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

**GENERAL NOTES**

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

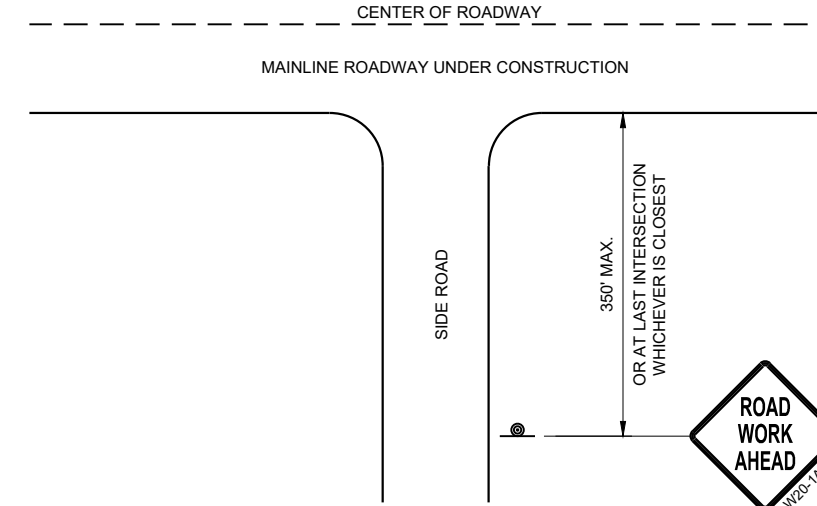
THE SPACING BETWEEN TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND SHOULD PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

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

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

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

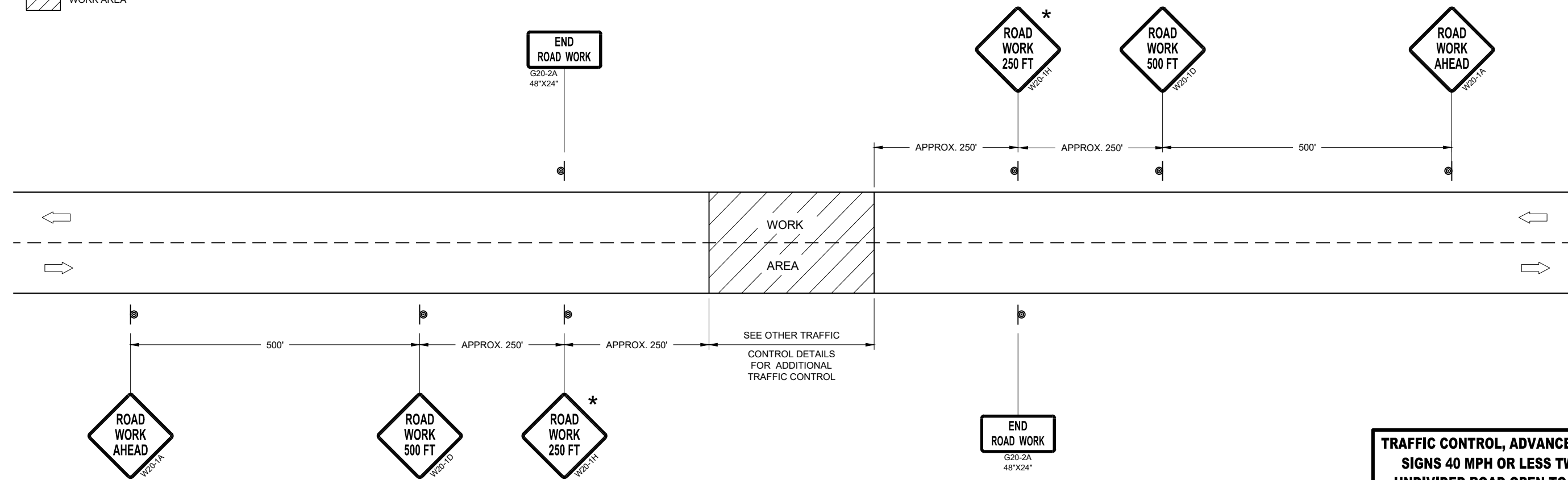
\* THE THIRD W20-1 SIGN IS REQUIRED ONLY IF THERE IS AN INTERSECTION BETWEEN THE "ROAD WORK 500 FEET" SIGN AND THE WORK ZONE. ADJUST THE PLACEMENT OF THIS SIGN BASED ON INTERSECTION LOCATION AND OTHER FIELD CONDITIONS.



**TYPICAL SIDE ROAD APPROACH  
WARNING SIGN DETAIL**

**LEGEND**

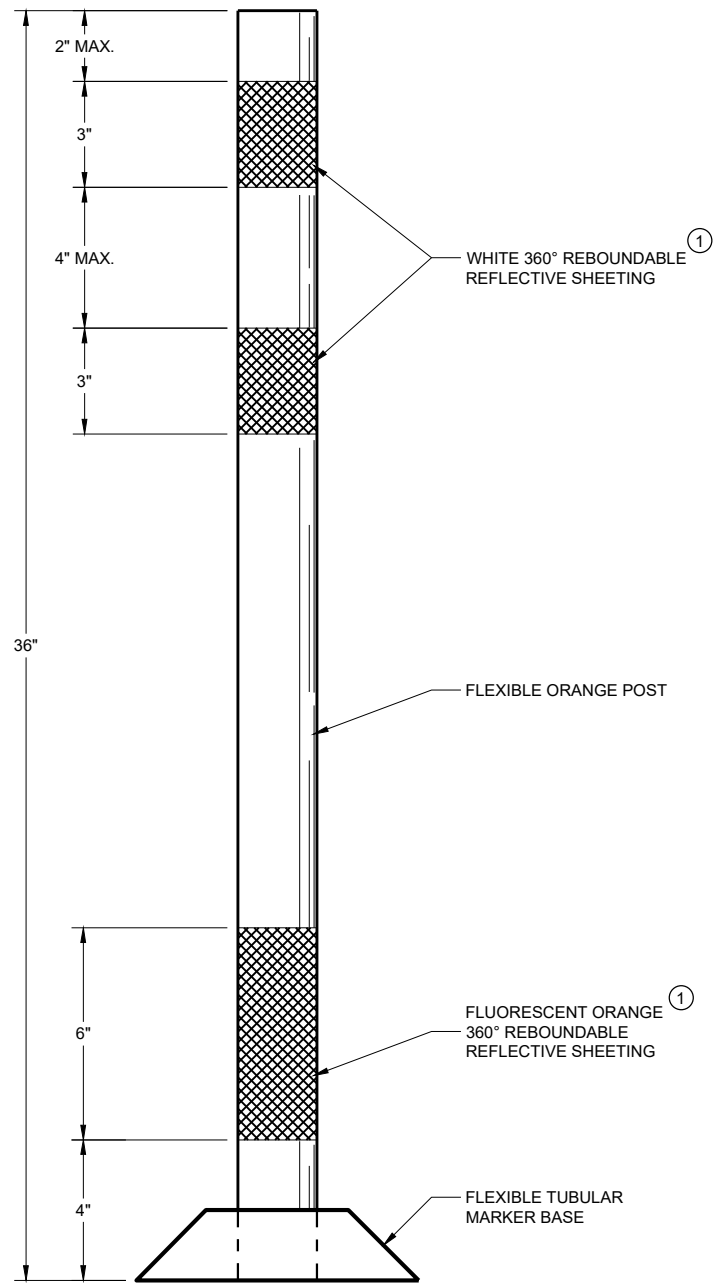
- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- WORK AREA



**TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40MPH OR LESS**

<b>TRAFFIC CONTROL, ADVANCE WARNING SIGNS 40 MPH OR LESS TWO-WAY UNDIVIDED ROAD OPEN TO TRAFFIC</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED DATE July 2018	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	





FLEXIBLE TUBULAR MARKER POST WORK ZONE

**GENERAL NOTES**

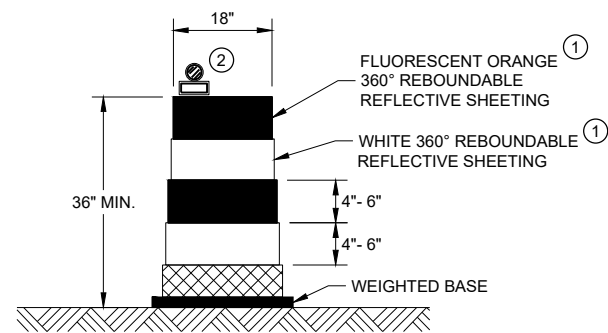
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND THE APPLICABLE SPECIAL PROVISIONS.

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

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

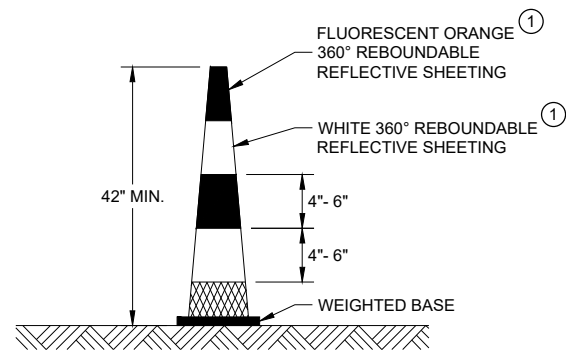
① REFLECTIVE SHEETING SHALL FOLLOW THE REQUIREMENTS IN THE APPROVED PRODUCTS LISTING FOR SIGN SHEETING.

<b>CHANNELIZING DEVICES FLEXIBLE TUBULAR MARKER POST</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



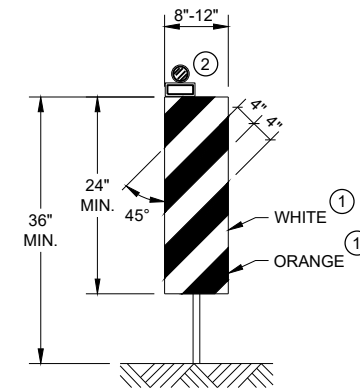
**DRUM**

BALLAST WIDTHS  
RANGE FROM 24"-36"



**42" CONE**

DO NOT USE IN TAPERS  
1/2 SPACING OF DRUMS  
BALLAST WIDTHS  
RANGE FROM 14"-20"

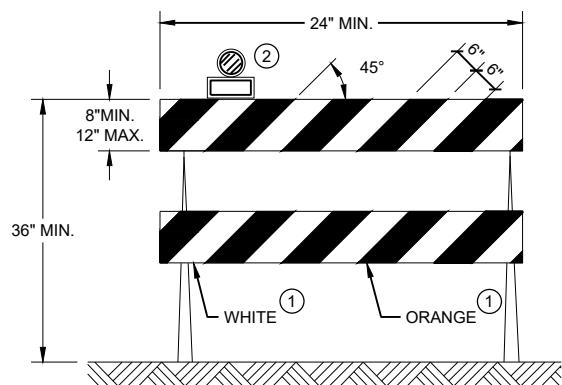


**VERTICAL PANEL**

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

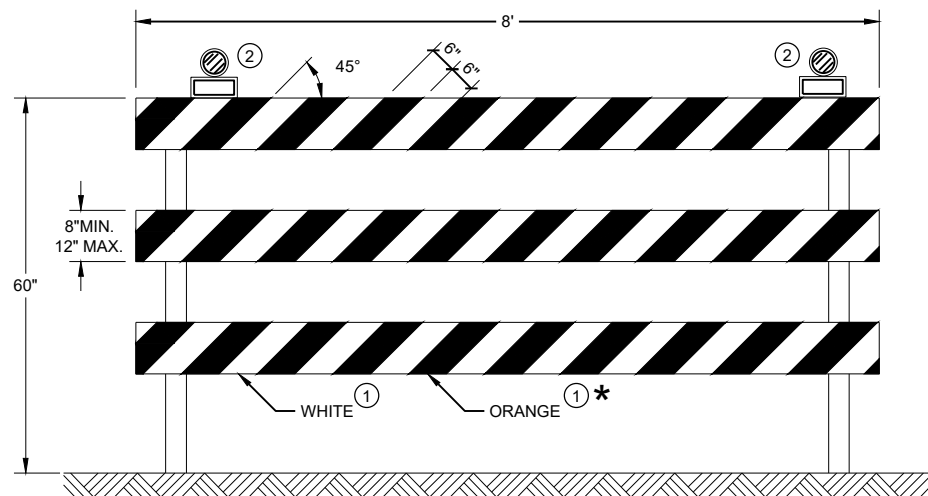
**GENERAL NOTES**

- 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.



**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.

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

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

**FLAGGING**

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

- 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.

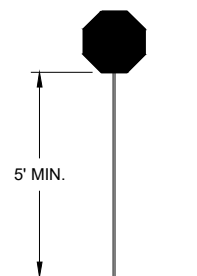
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.



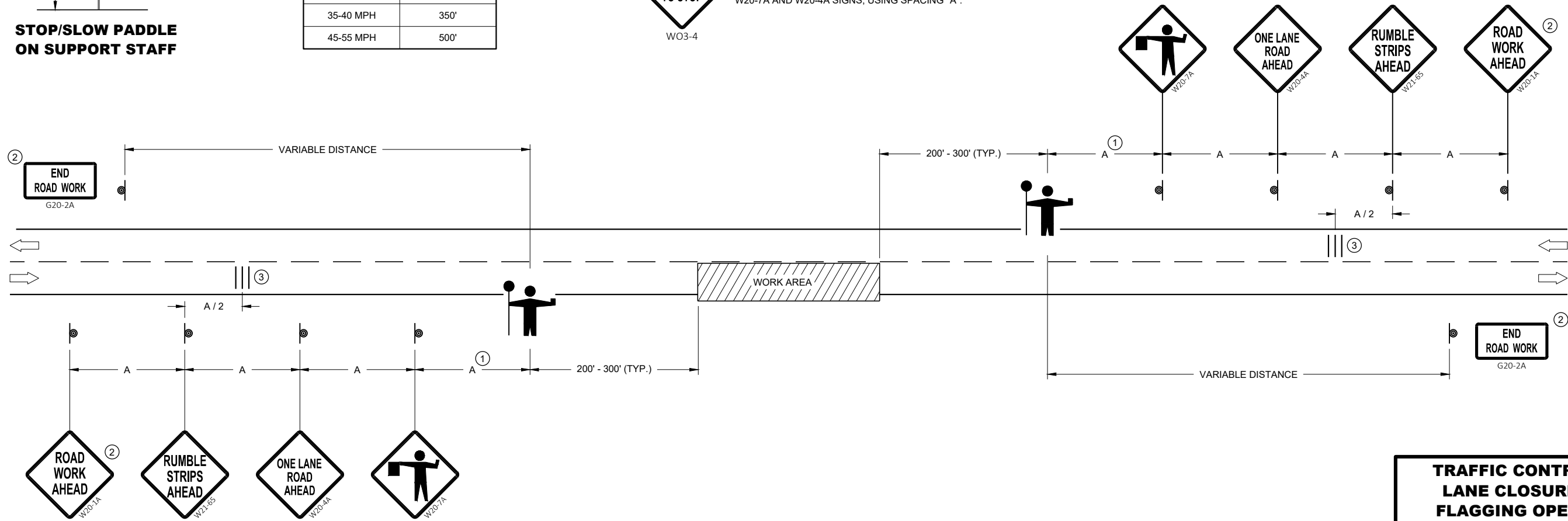
**STOP/SLOW PADDLE ON SUPPORT STAFF**

**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

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



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



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SDD 15C12 - 09a

SDD 15C12 - 09a








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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

**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.

**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**

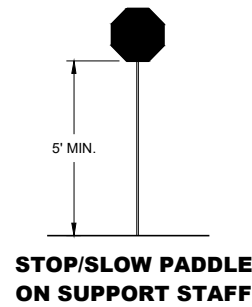
UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

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

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

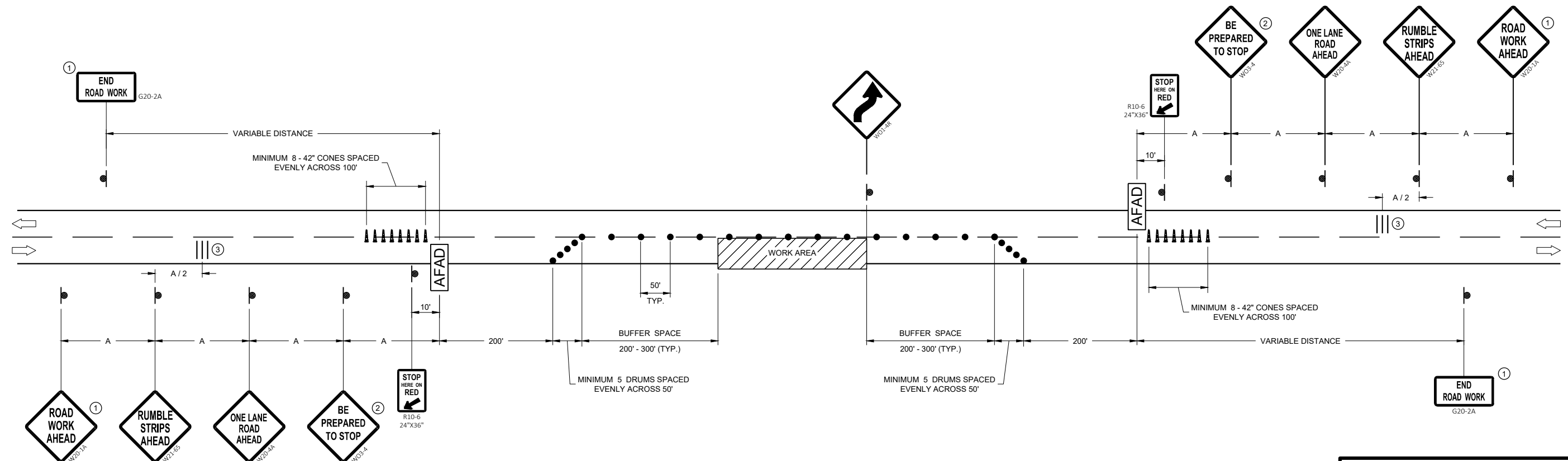
DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

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.



**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

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



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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

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6

SDD 15C12 - 09b

SDD 15C12 - 09b

## GENERAL NOTES

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

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

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

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

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

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

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

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

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










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

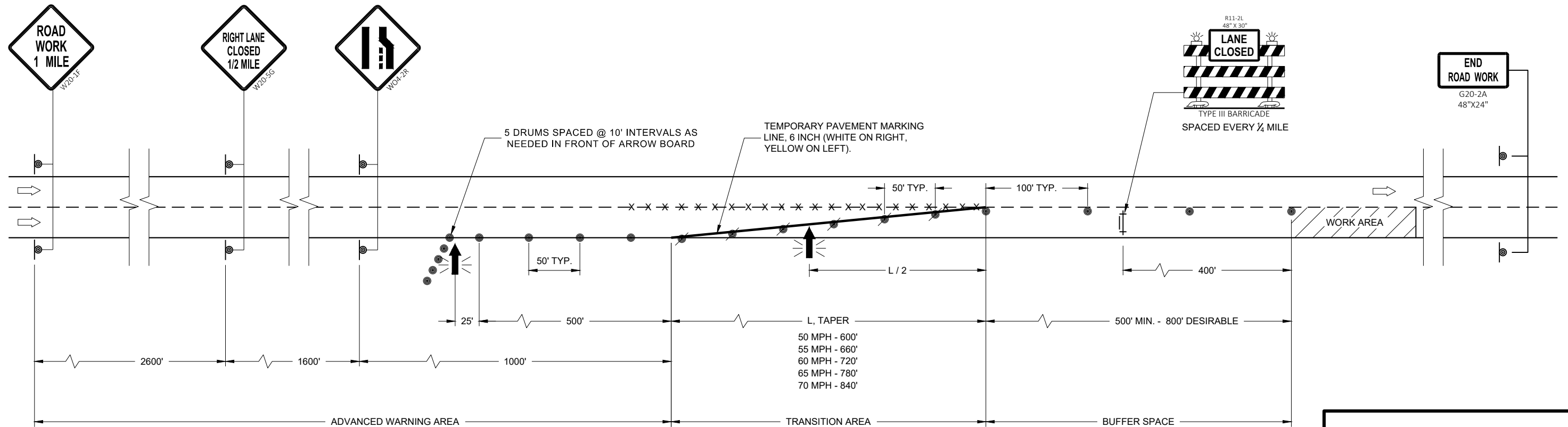
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

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

## LEGEND

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



### TRAFFIC CONTROL LANE CLOSURE

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

### GENERAL NOTES

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

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

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

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

"WO" 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.

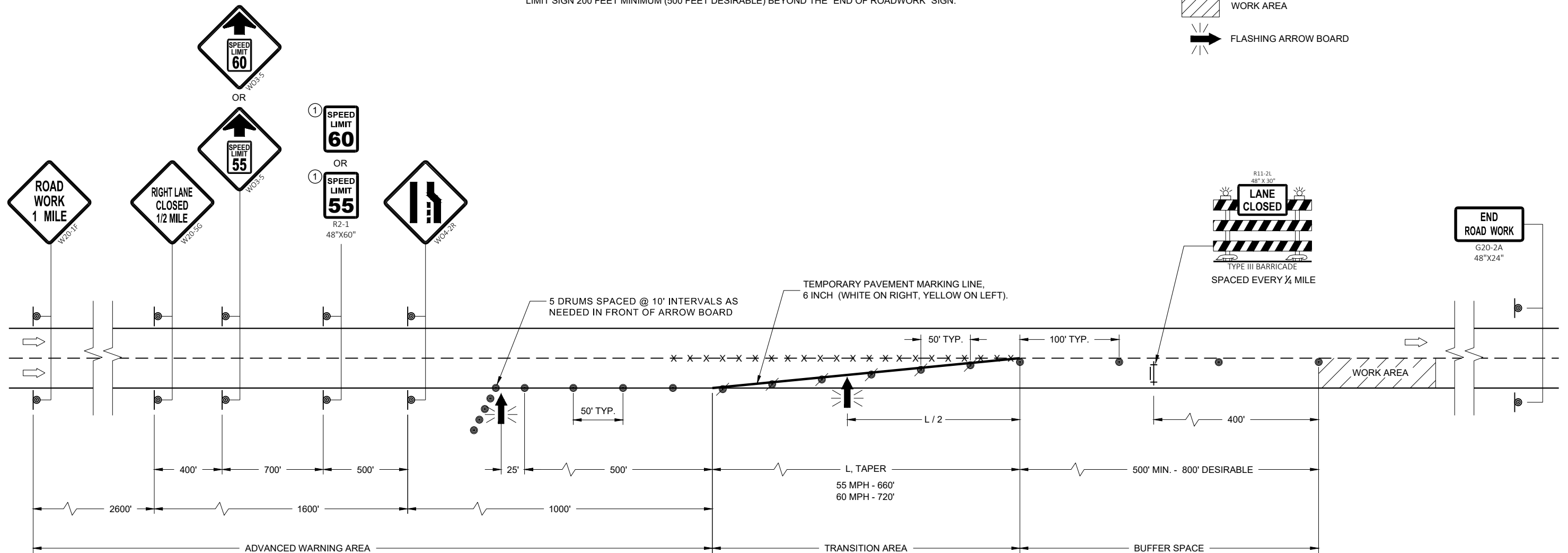
① A SPEED LIMIT SIGN SHALL BE LOCATED 1500 FEET BEYOND THE END OF THE ACCELERATION LANE OF EACH ENTRANCE RAMP. PLACE A SPEED LIMIT SIGN A MINIMUM OF EVERY 3 MILES. INCLUDE A RESUME SPEED LIMIT SIGN 200 FEET MINIMUM (500 FEET DESIRABLE) BEYOND THE "END OF ROADWORK" SIGN.

### LEGEND

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

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SDD 15D12 - 11b













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SDD 15D12 - 11b

<b>TRAFFIC CONTROL, LANE CLOSURE, SPEED REDUCTION</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

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

**GENERAL NOTES**

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

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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

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

W20-1E AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

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

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

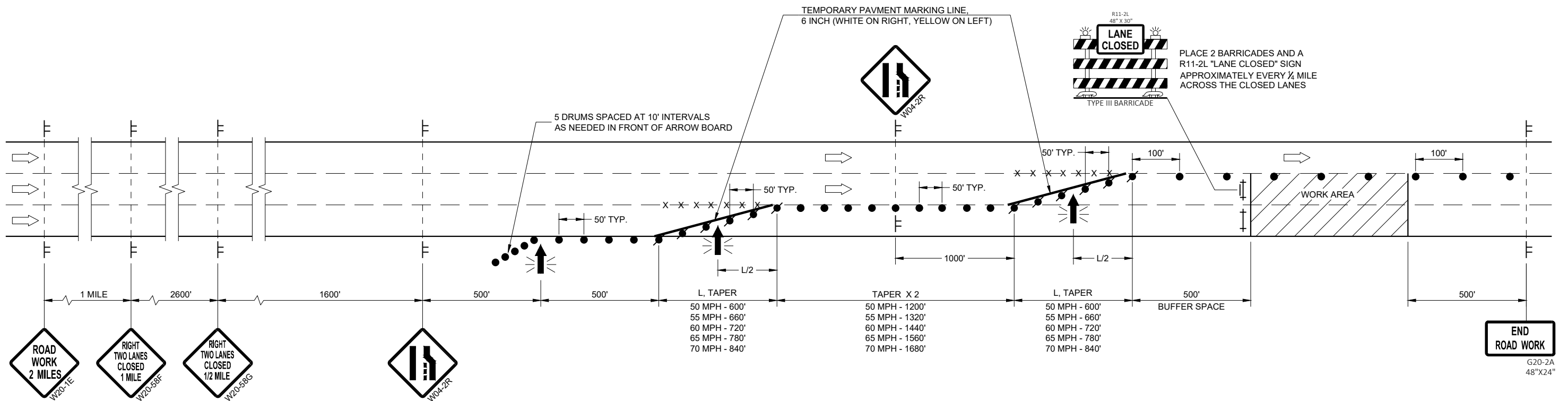
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

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SDD 15D14-06

SDD 15D14-06

**TRAFFIC CONTROL, TWO LANE CLOSURE ON FREEWAY OR EXPRESSWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023  
DATE

/S/ Andrew Heidtke  
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

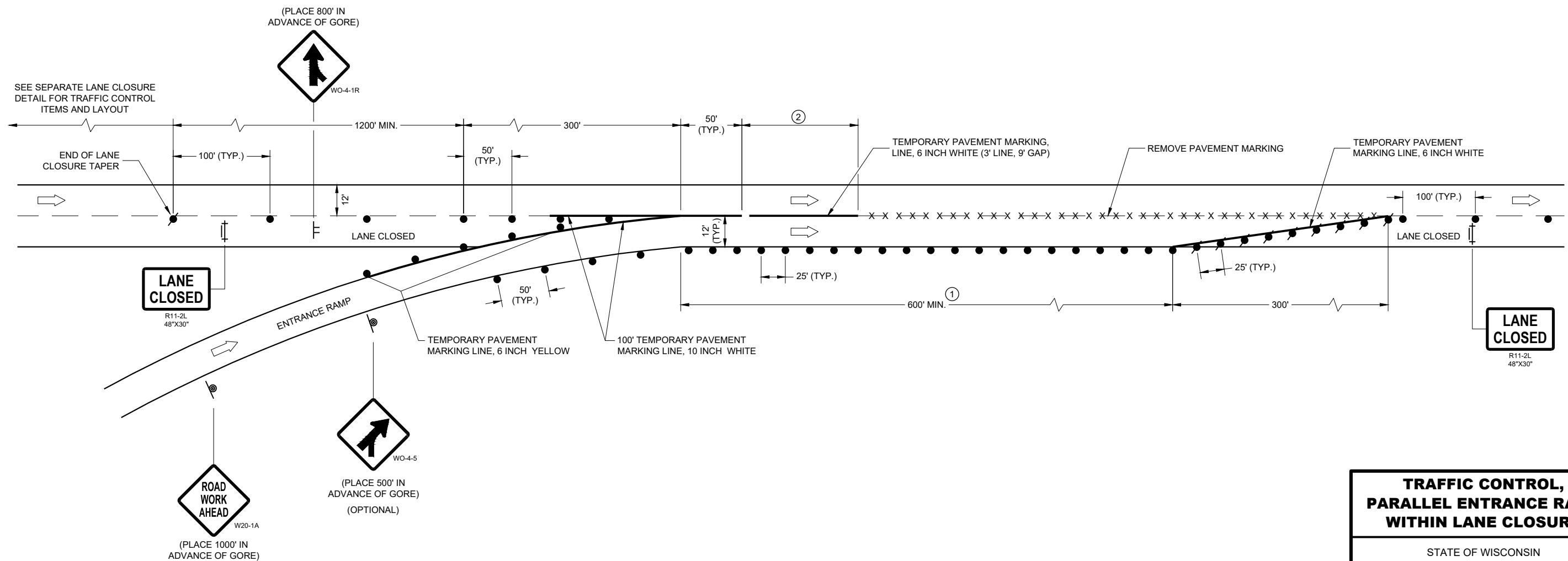
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING 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 ARE IF THE ENTERING (DESIGN) SPEED IS LESS THAN 50MPH OR IF THE MAINLINE GRADE EXCEEDS ±2.2%.
- ② END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.



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

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STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

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





FHWA

SDD 15D15-07a

SDD 15D15-07a



**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

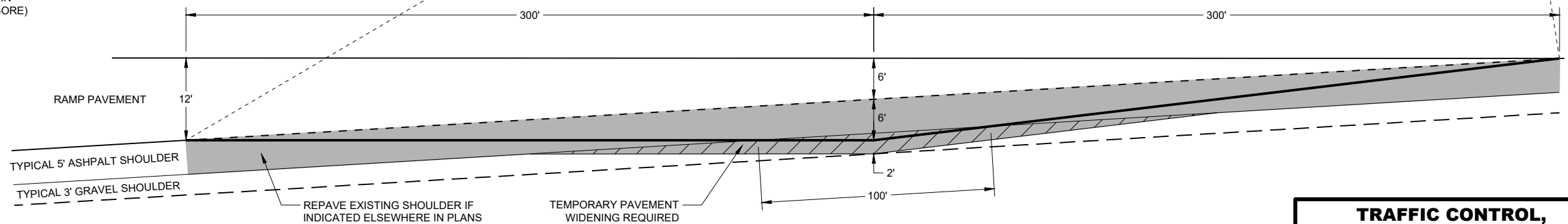
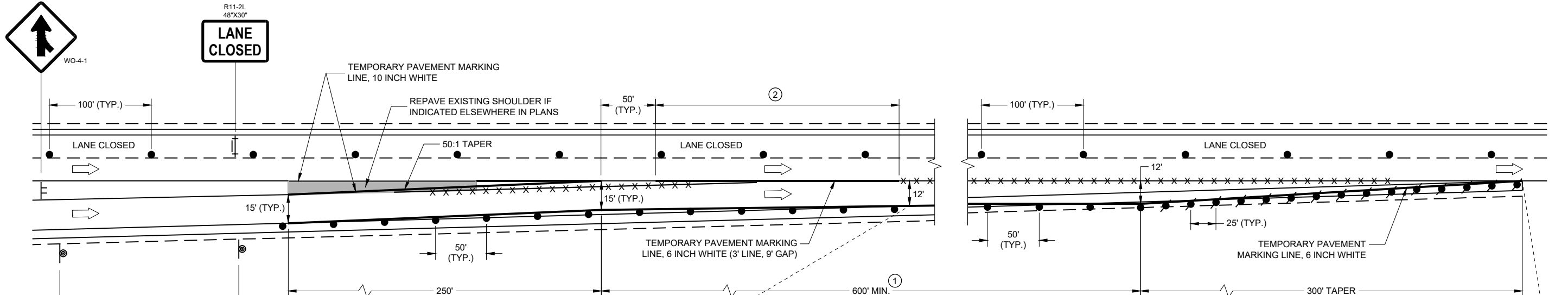
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING 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 ±2.2%.
- ② END TEMPORARY PAVEMENT MARKING LINE AT ½ THE LENGTH OF FULL WIDTH OF THE ACCELERATION LANE.

(PLACE 800' IN ADVANCE OF GORE)











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

<b>TRAFFIC CONTROL, ENTRANCE RAMP WITHIN LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15D15-07b

SDD 15D15-07b

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

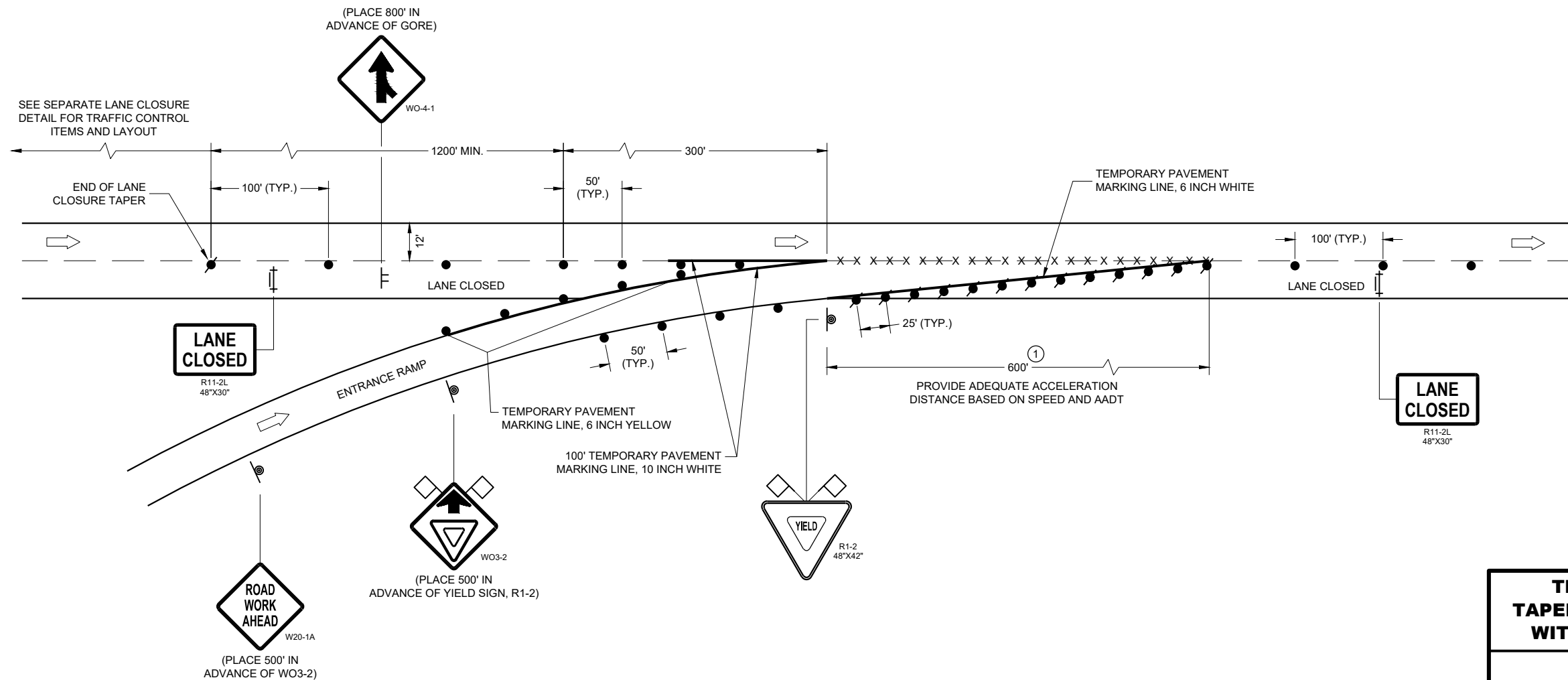
IF INDICATED IN MISCELLANEOUS QUANTITIES, SUBSTITUTE FLEXIBLE TUBULAR MARKERS FOR DRUMS IN THE GORE BETWEEN THE ENTRANCE RAMP AND MAINLINE TRAFFIC.

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

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

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

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



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SDD 15D15-07c

SDD 15D15-07c








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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  SIGN ON TEMPORARY SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE 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.

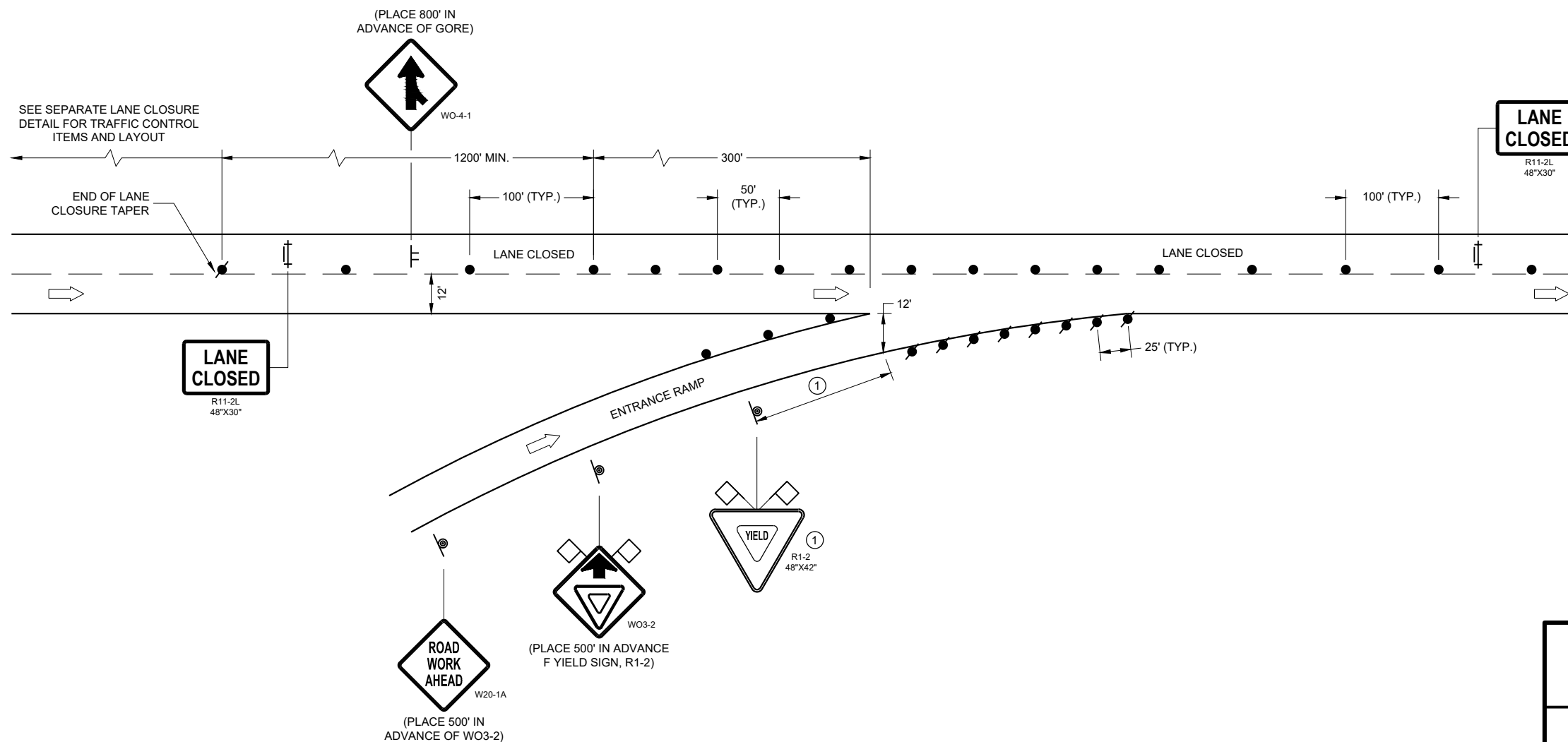
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS. USE SUPPORTS THAT PROVIDE A MINIMUM OF 5 FEET FROM THE BOTTOM OF THE SIGN TO THE PAVEMENT.

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.



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SDD 15D15-07d

SDD 15D15-07d

<b>TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

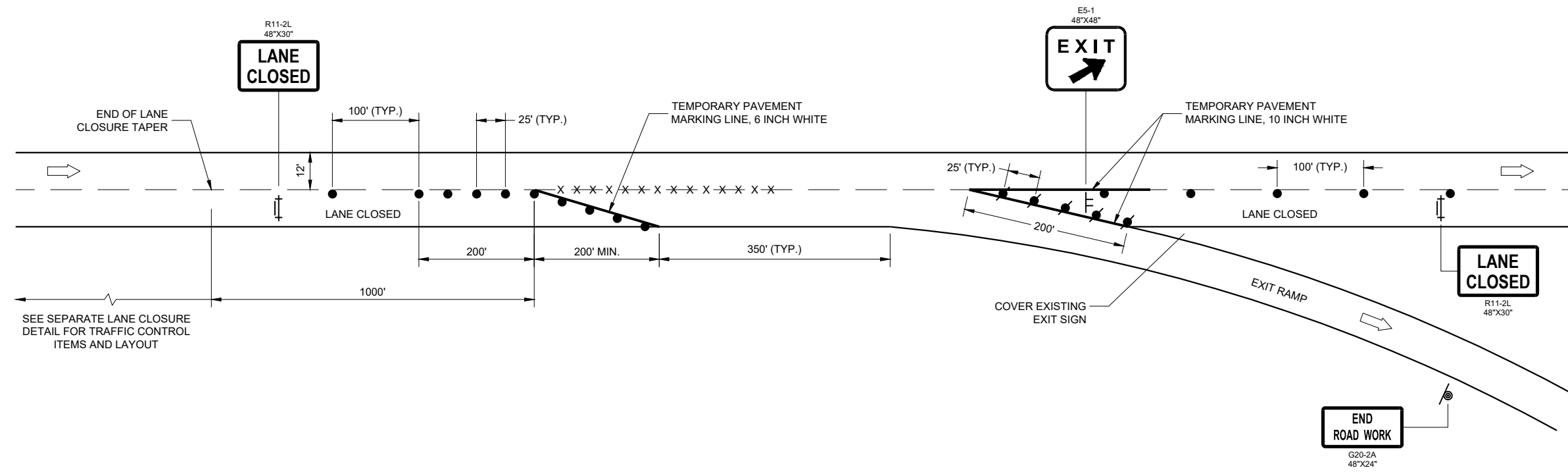
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONSECUTIVE DAYS AND NIGHTS OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING 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.



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SDD 15D15-07e

SDD 15D15-07e

<b>TRAFFIC CONTROL, PARALLEL EXIT RAMP WITHIN LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

### LEGEND

- † TYPE III BARRICADE
- †† TYPE III BARRICADE WITH ATTACHED SIGN
- TRAFFIC CONTROL DRUM
- ⦿ SIGN ON PERMANENT SUPPORT
- ⚡ TYPE "A" WARNING LIGHT (FLASHING)
- ➔ DIRECTION OF TRAFFIC

### GENERAL NOTES

THIS RAMP CLOSURE DETAIL IS TYPICAL FOR CLOSING A RIGHT SIDE EXIT RAMP. FOR A LEFT SIDE EXIT RAMP, REVERSE THE TRAFFIC CONTROL.

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

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

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

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

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

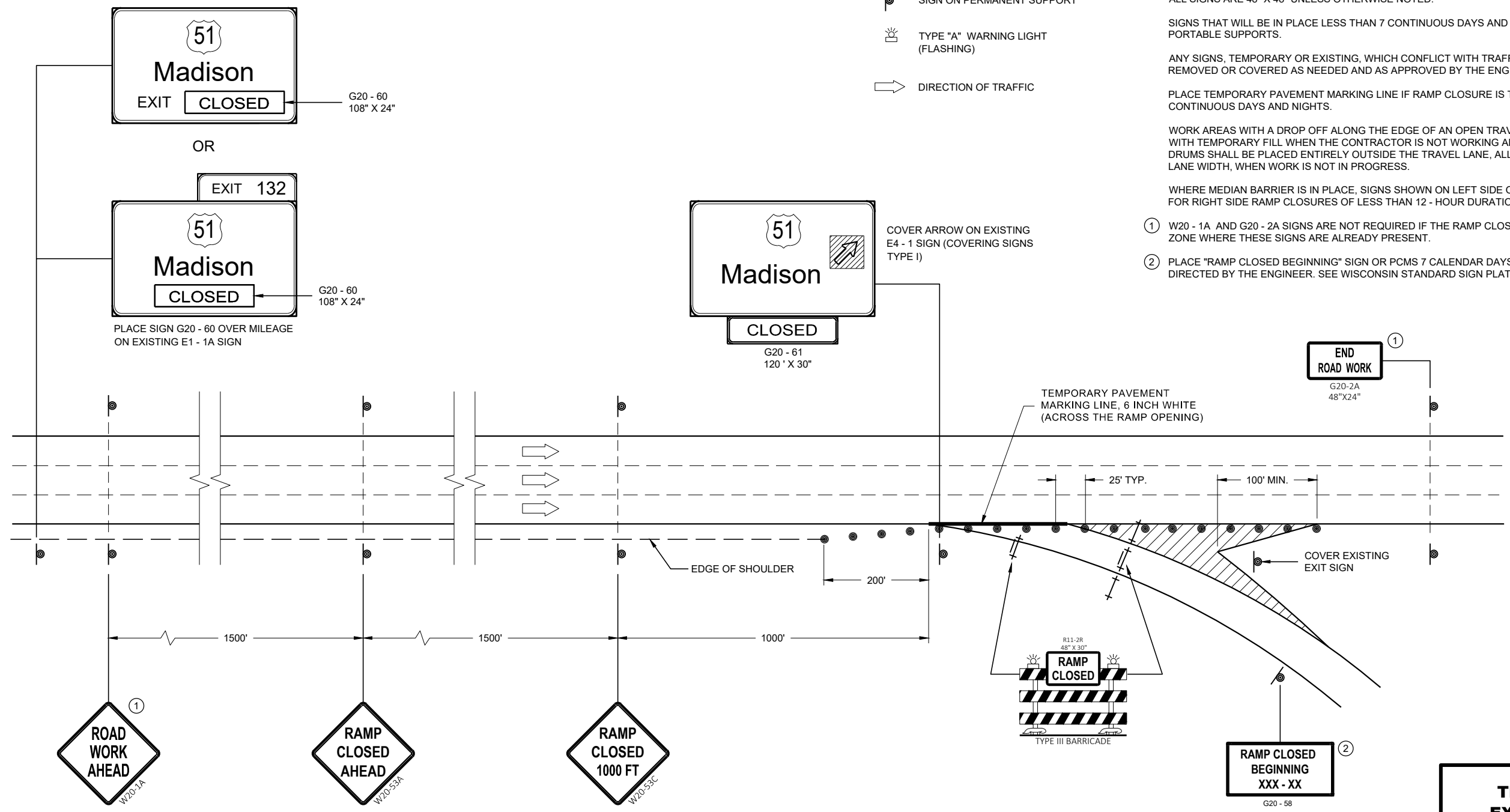
PLACE TEMPORARY PAVEMENT MARKING LINE IF RAMP CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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.



FRAME 1	FRAME 2
RAMP TO CLOSE	XXXDAY XX XX XX










**TRAFFIC CONTROL,  
EXIT RAMP CLOSURE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE May 2023 /S/ Andrew Heidtke  
ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

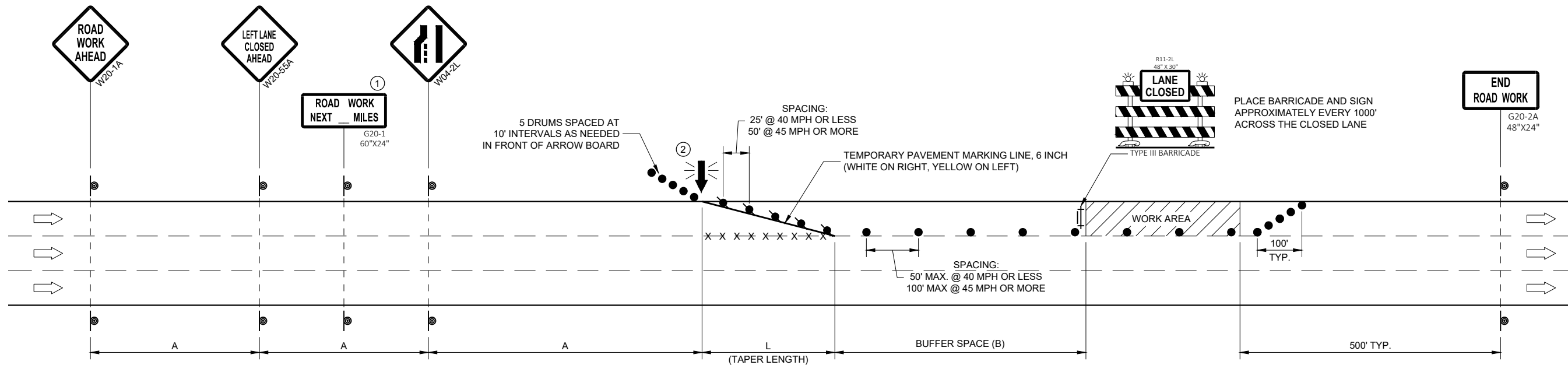
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

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

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



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










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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

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

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

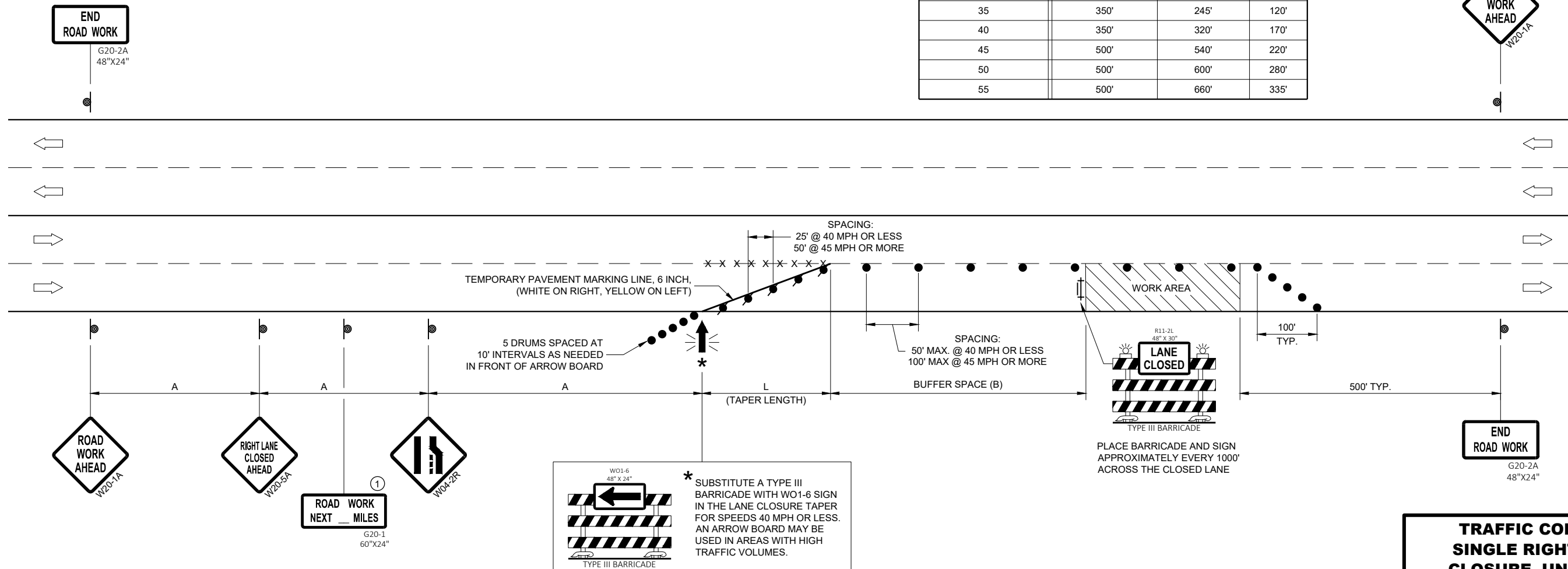
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

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



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





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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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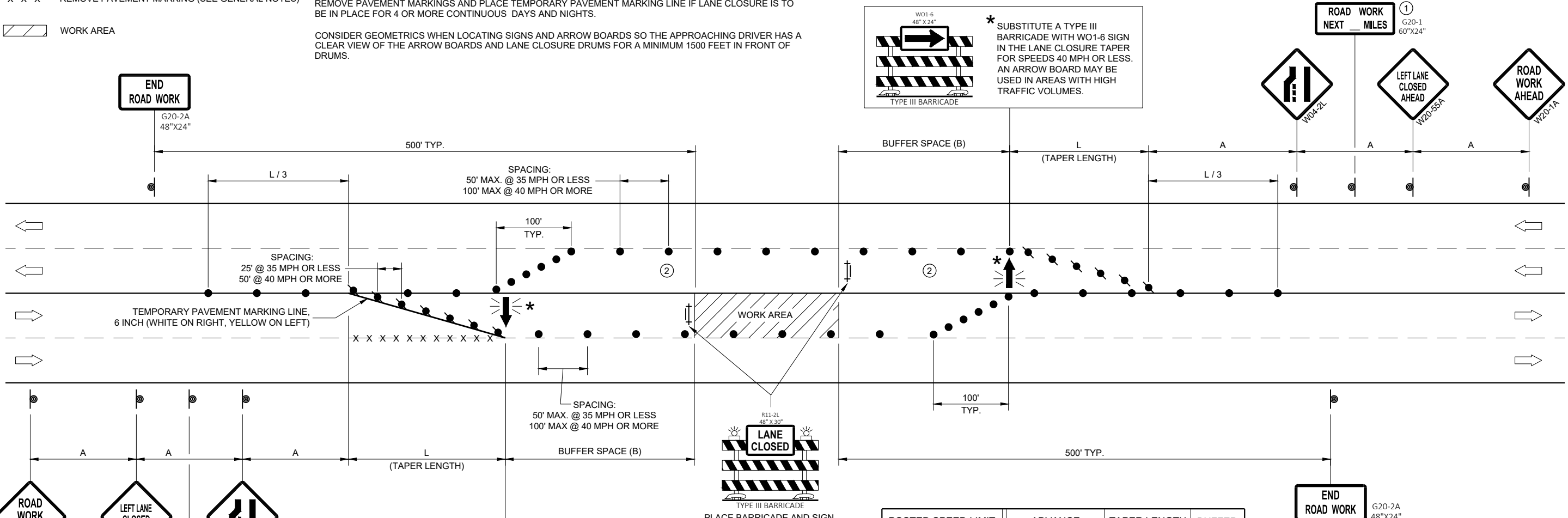
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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

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

- 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.



**\* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**

**\* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**

**R11-2L 48"X30"**  
**LANE CLOSED**

PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

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

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

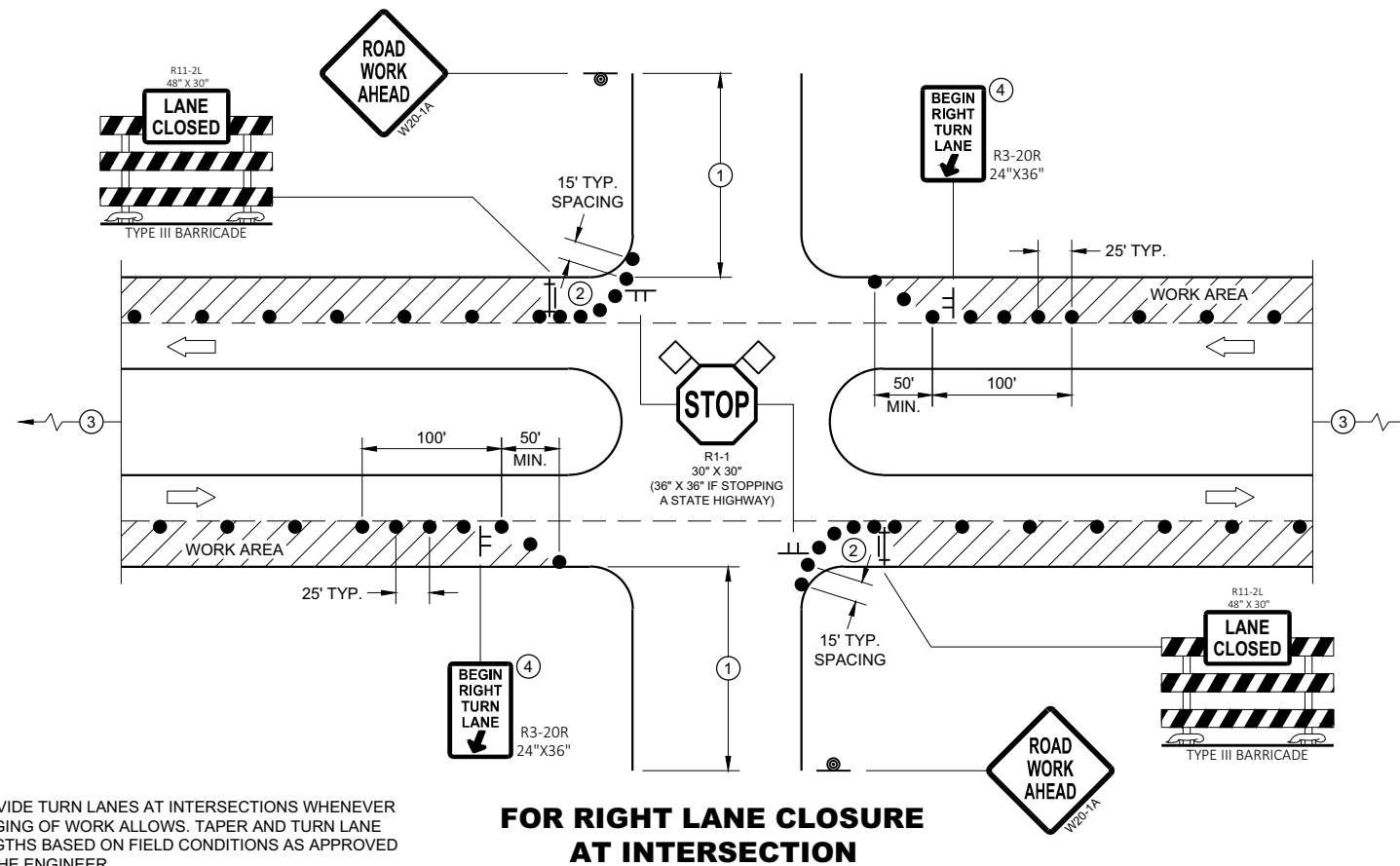
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PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

### GENERAL NOTES

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

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

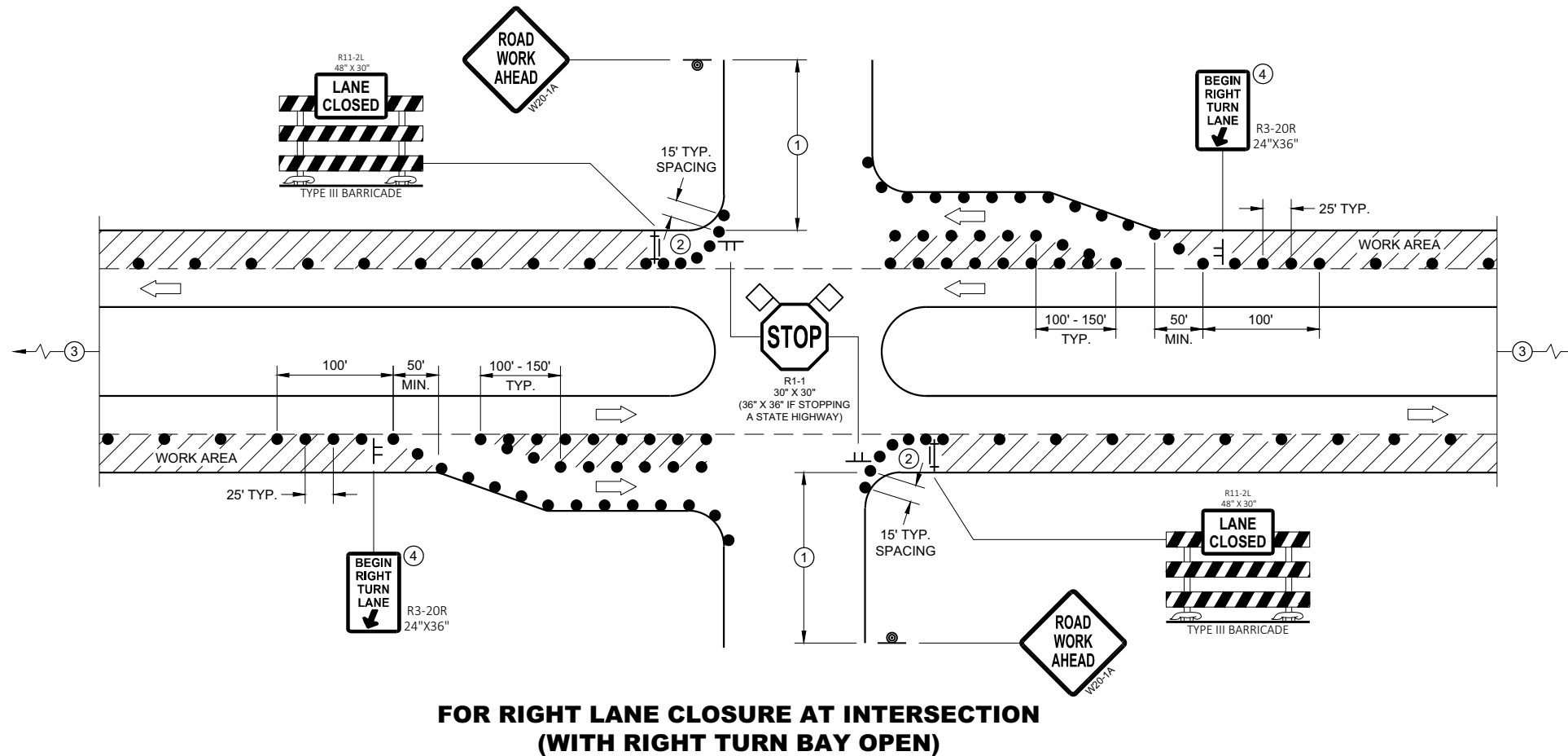
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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

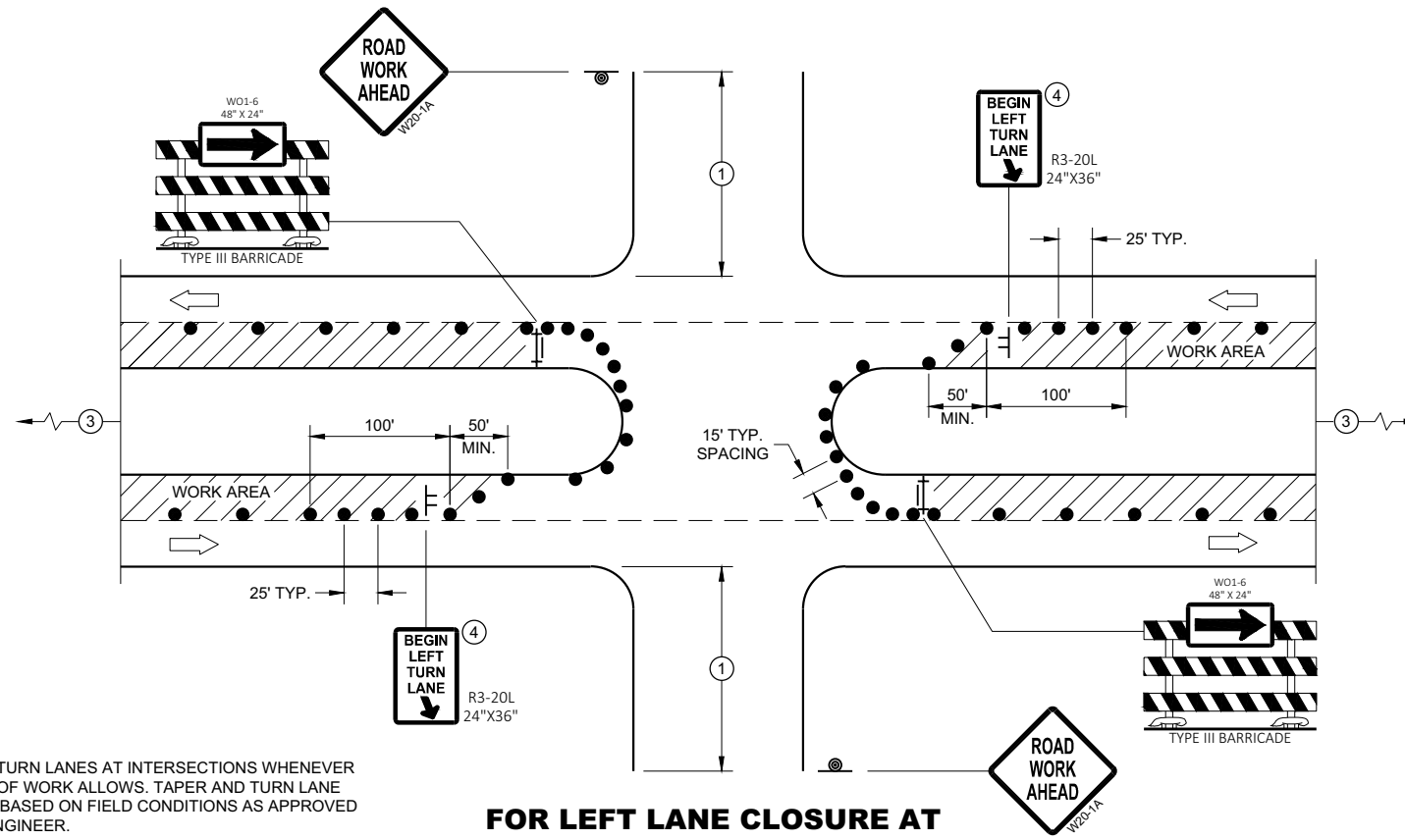


### LEGEND

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

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



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

**FOR LEFT LANE CLOSURE AT INTERSECTION OR MEDIAN OPENING**

**GENERAL NOTES**

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

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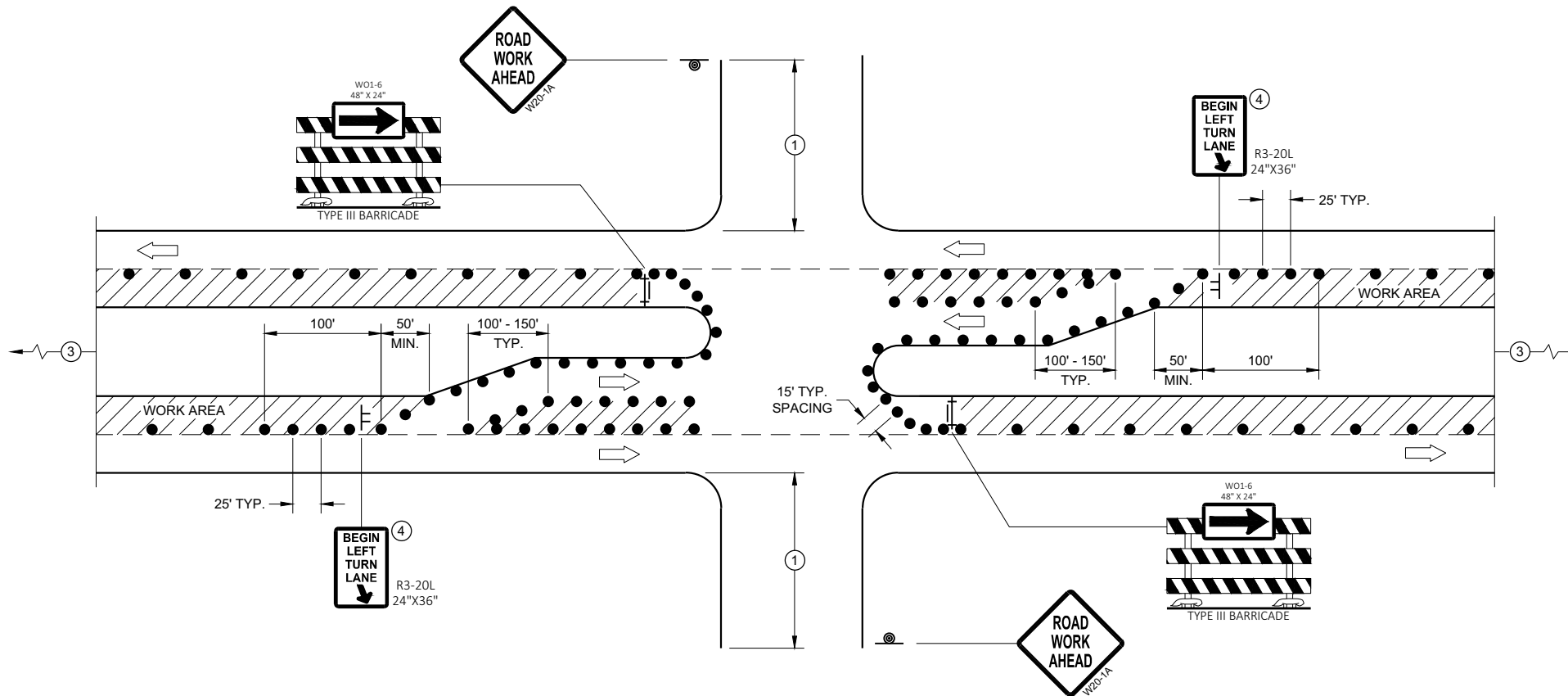
SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

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.



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

**LEGEND**

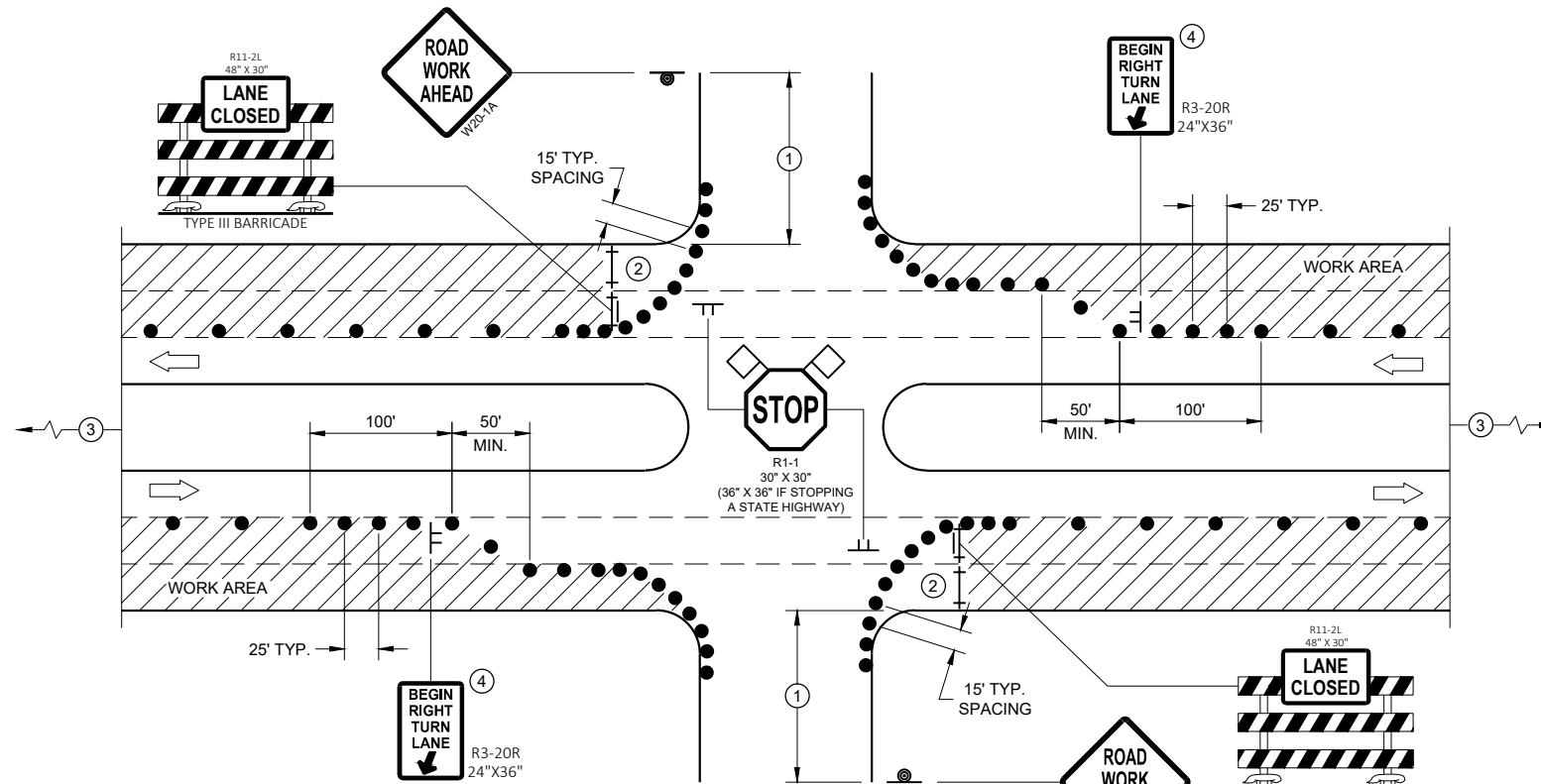
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- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA



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 TWO LANES CLOSED AT INTERSECTION**

**GENERAL NOTES**

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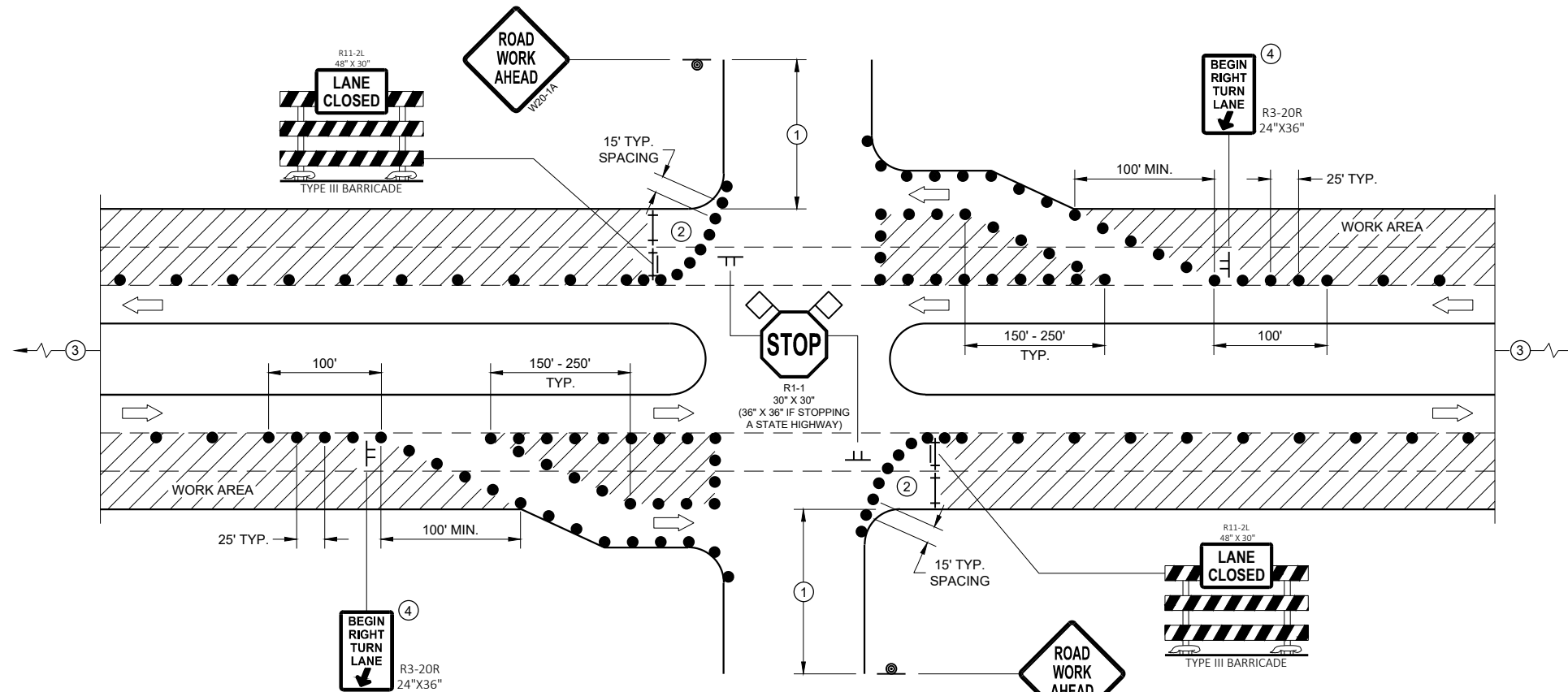
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- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.  
350' IF 35 - 40 MPH.  
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC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



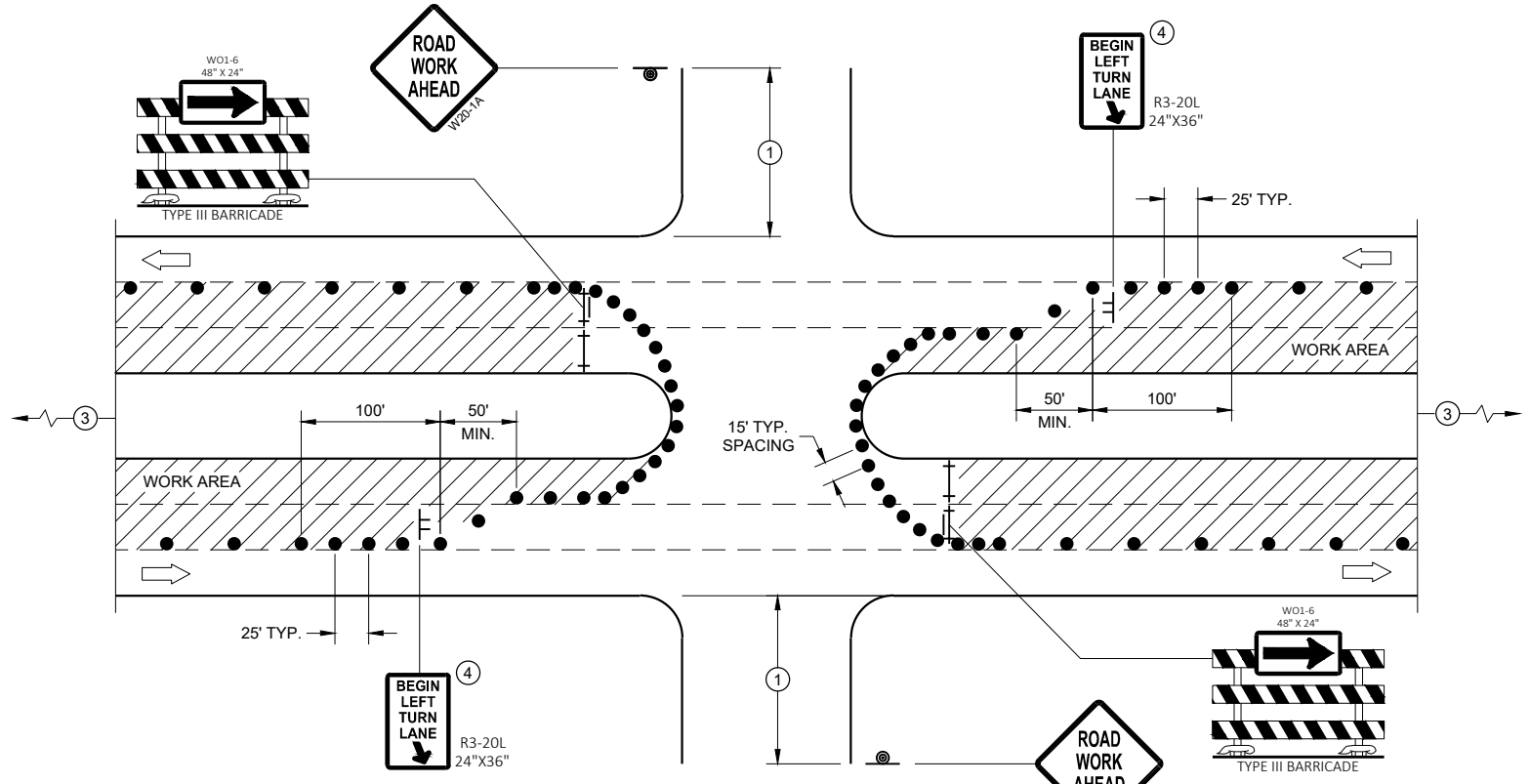
**FOR RIGHT TWO LANES CLOSED AT INTERSECTION (WITH RIGHT TURN BAY OPEN)**

**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



**FOR LEFT TWO LANES CLOSED AT INTERSECTION OR MEDIAN BREAK**

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

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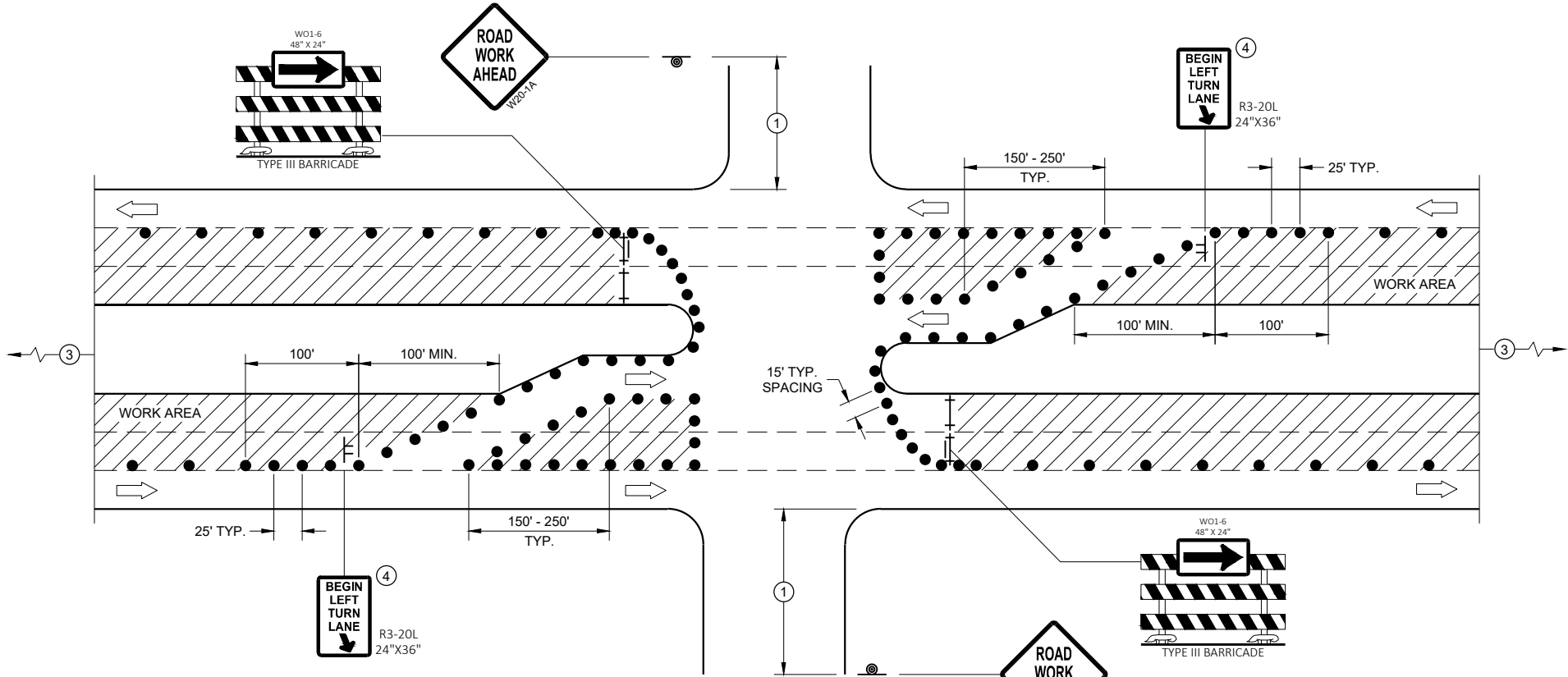
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- ① 500' TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER.  
350' IF 35 - 40 MPH.  
200' IF 25 - 30 MPH.
- ② ALSO USE BARRICADE AND 15 FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC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



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

**LEGEND**

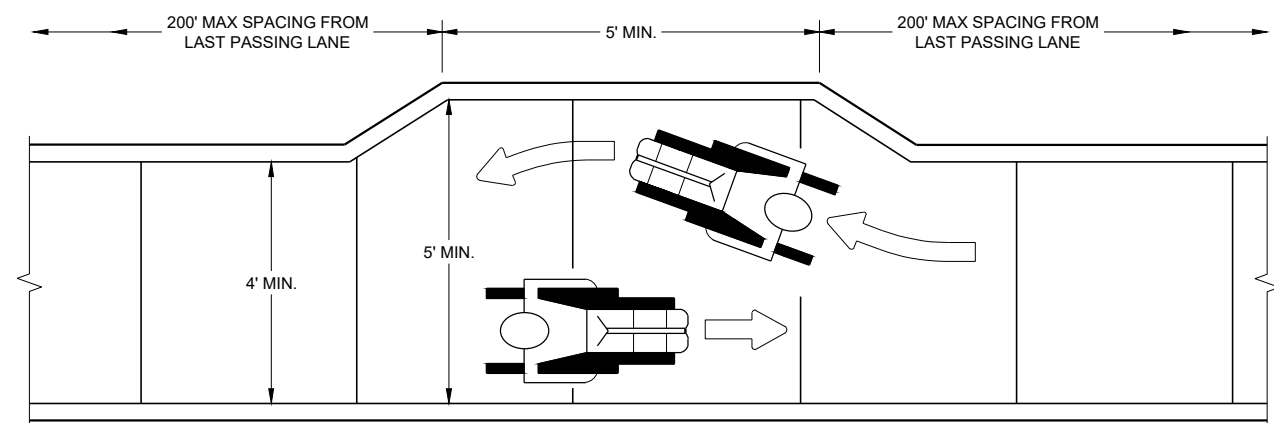
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- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- FLAGS, 16" X 16" MIN., ORANGE
- WORK AREA

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

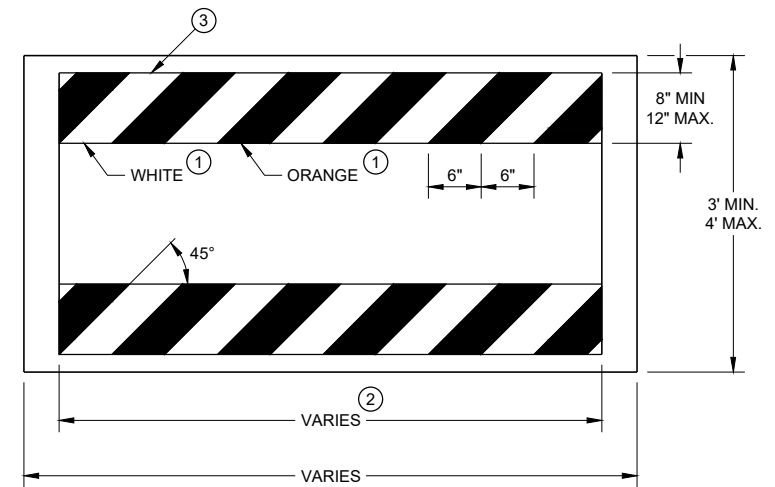
FHWA



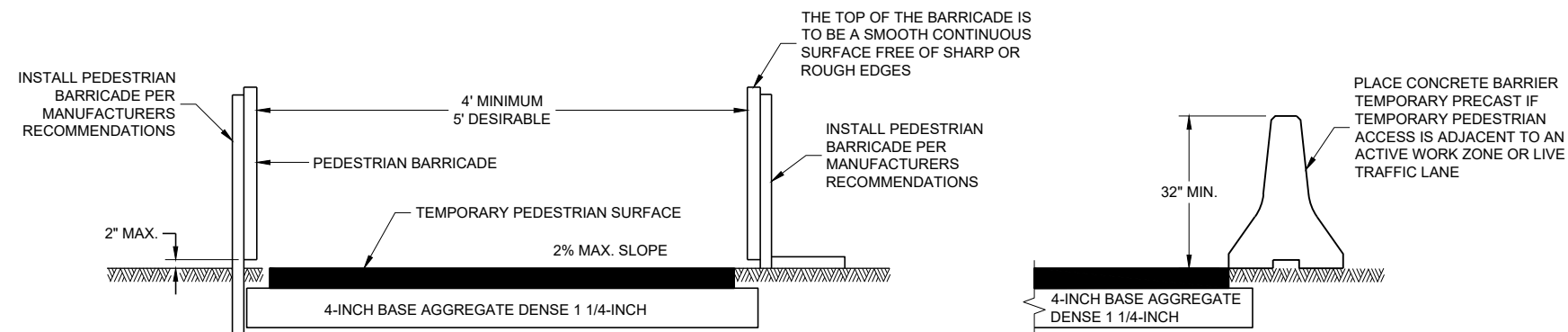
**NARROW SIDEWALK PASSING DETAIL**

**GENERAL NOTES**

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



**TEMPORARY PEDESTRIAN BARRICADE\***

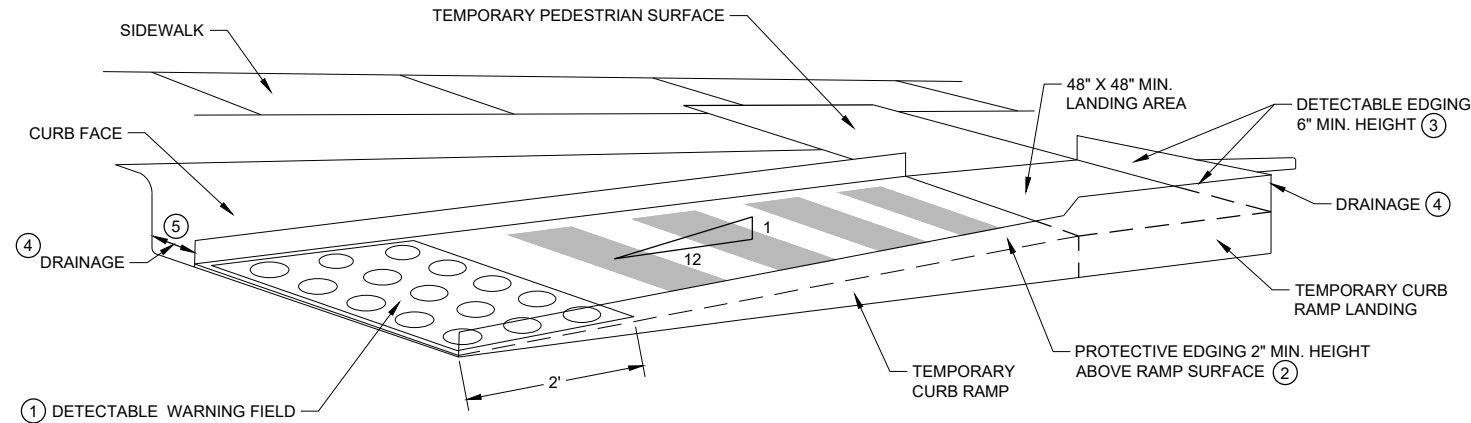


**TEMPORARY PEDESTRIAN ACCESS**

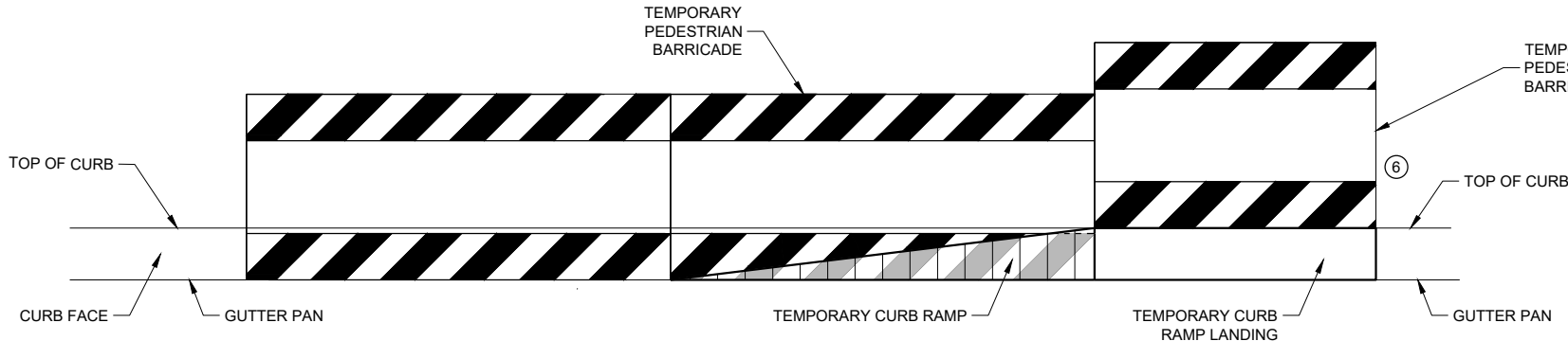
**GENERAL NOTES**

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

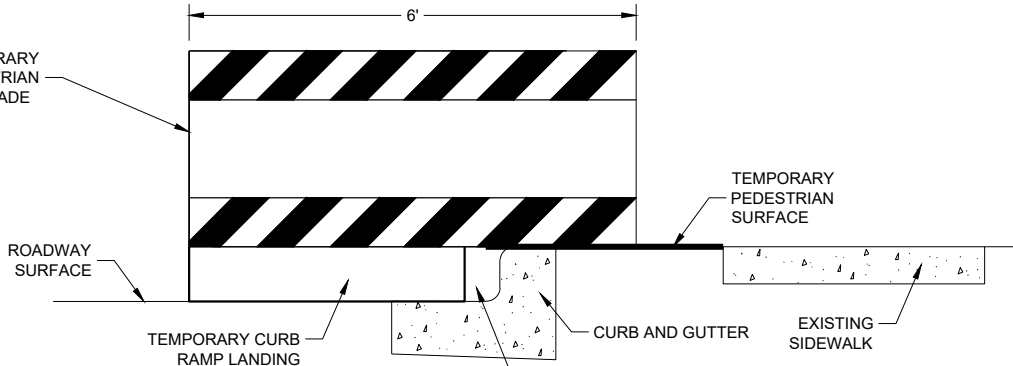
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS.
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%).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



**PERSPECTIVE VIEW**



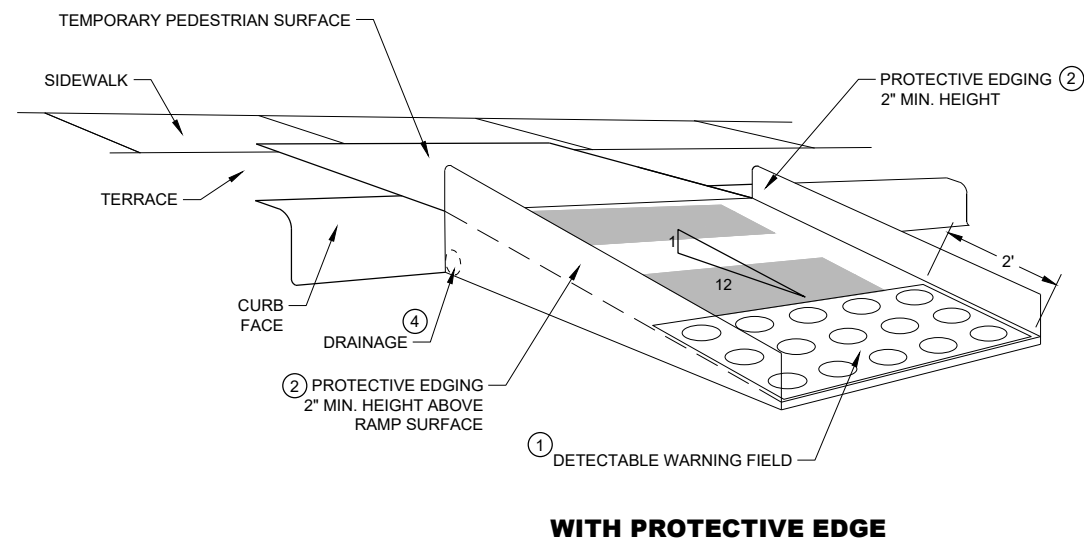
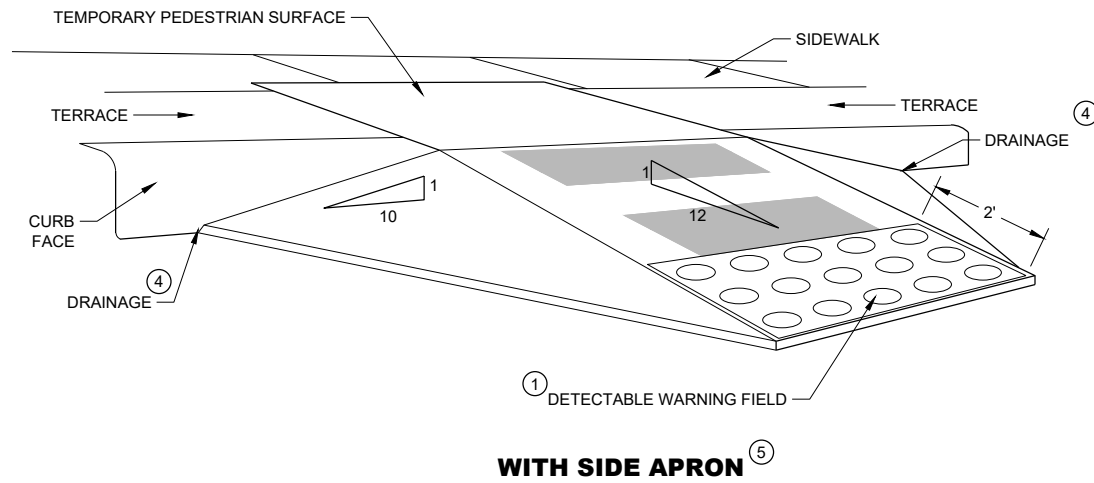
**FRONT VIEW**



**SIDE VIEW**

**TEMPORARY CURB RAMP PARALLEL TO CURB**

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



**TEMPORARY CURB RAMP PERPENDICULAR TO CURB**

**GENERAL NOTES**

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

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

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

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

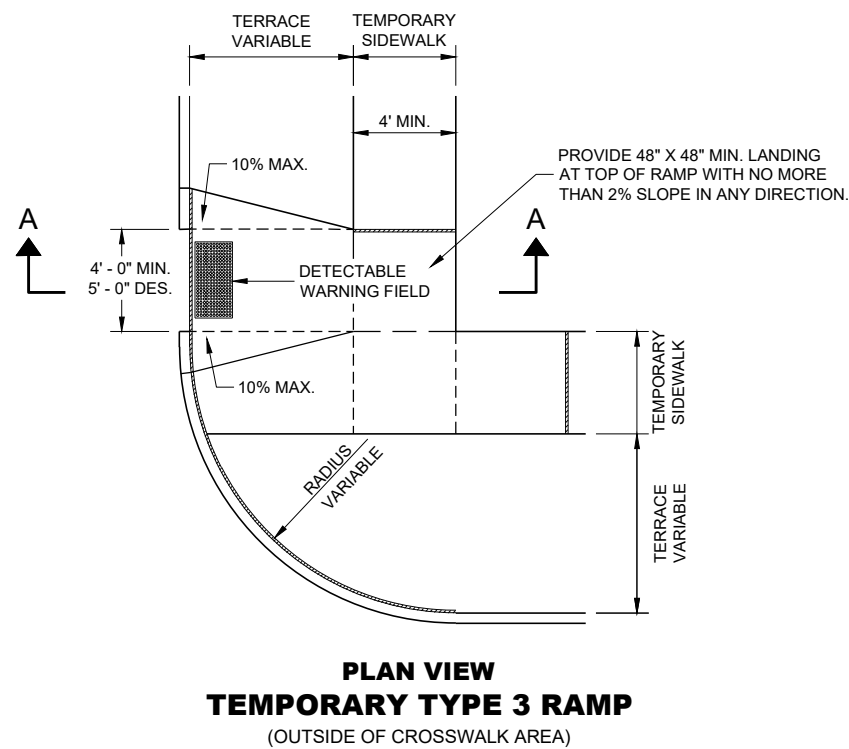
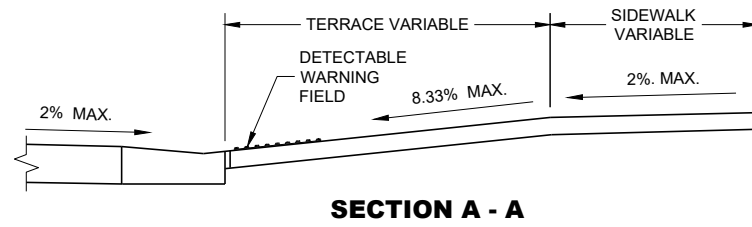
LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 1/2" WIDTH.

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

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

**GENERAL NOTES**

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



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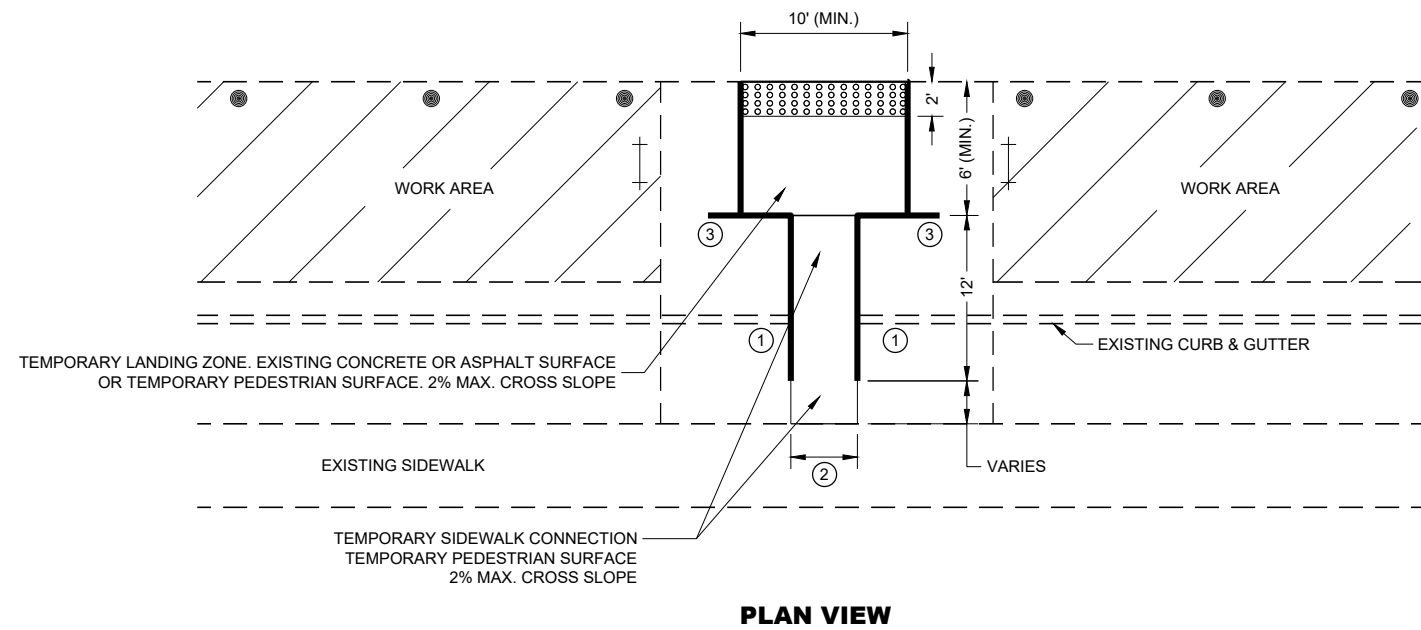
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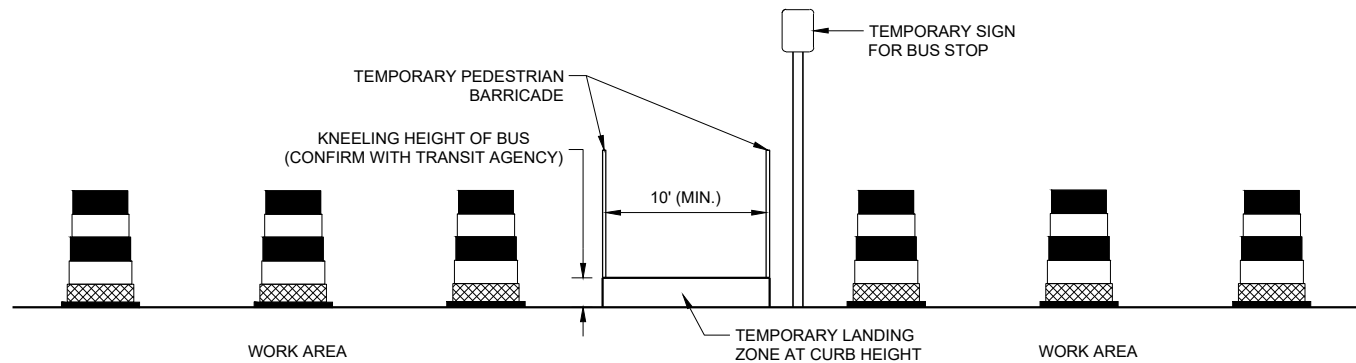
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<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	





PLAN VIEW



PROFILE VIEW  
TEMPORARY BUS STOP PAD

**GENERAL NOTES**

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMP 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 1/2" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED 1/2". LATERAL EDGES MAY BE VERTICAL UP TO 1/4" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN 1/4" AND 1/2".
- CURB RAMP AND LANDINGS SHALL HAVE A 1:50 (2%) MAX. CROSS-SLOPE.

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







**LEGEND**

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

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

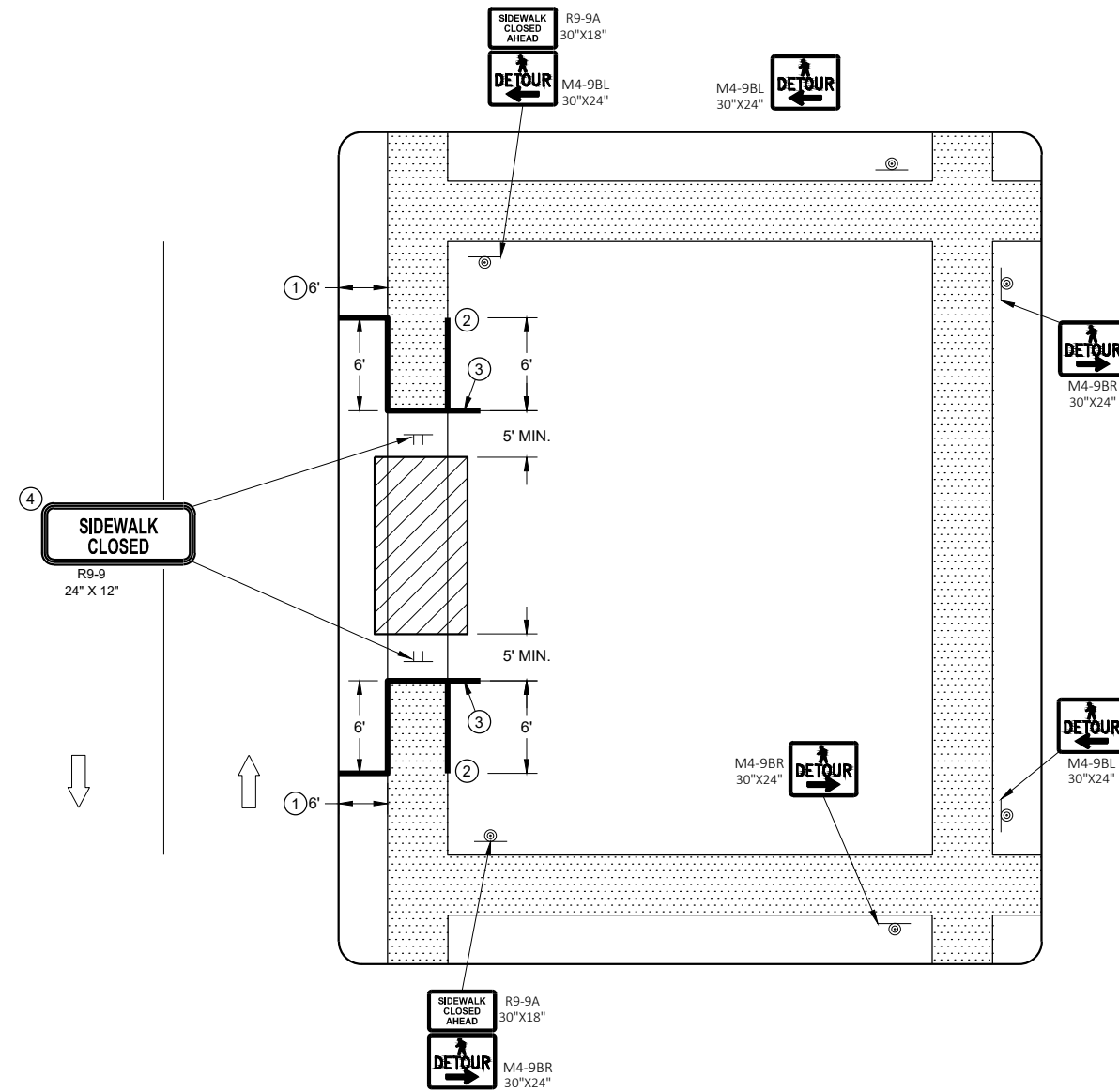
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**LEGEND**

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

**GENERAL NOTES**








- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICTS WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- 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**

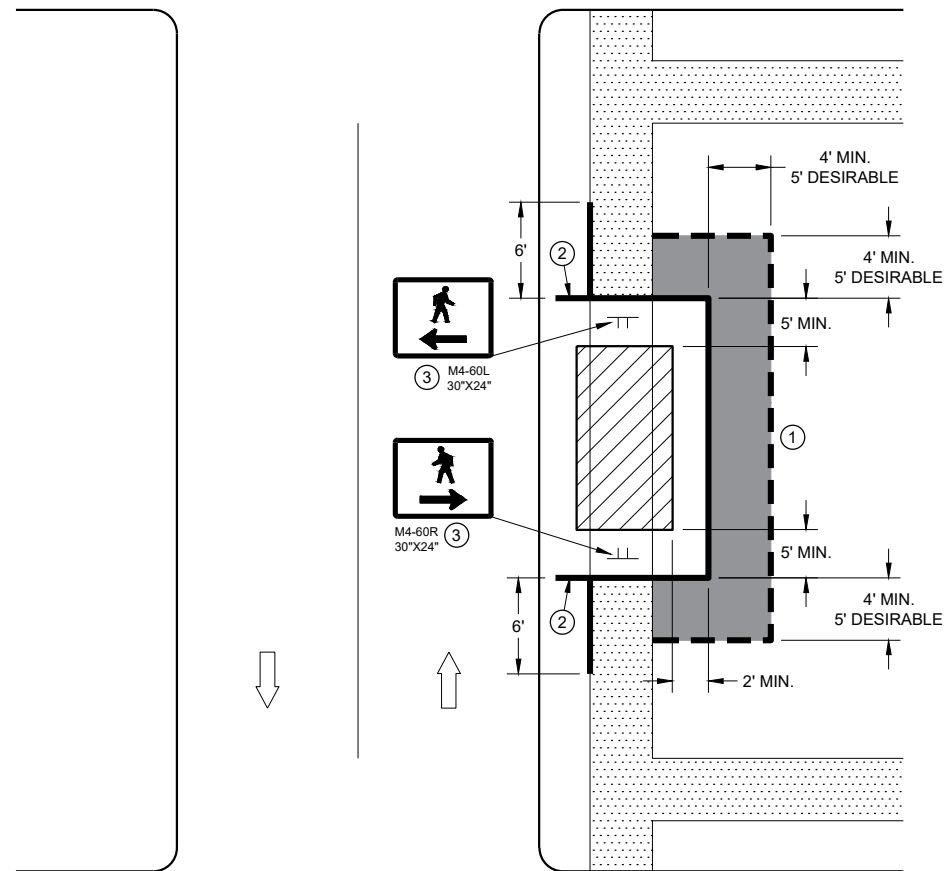
<b>TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION</b>
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

**LEGEND**

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










**GENERAL NOTES**

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- ① USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- ② IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



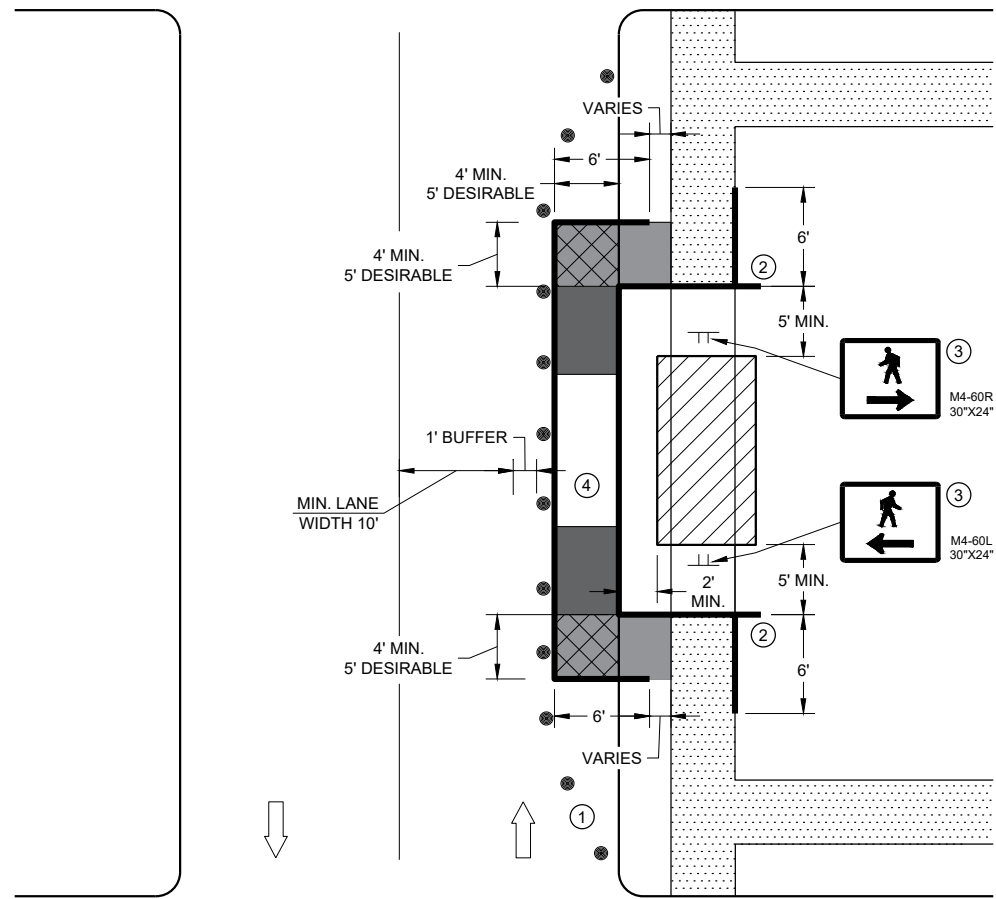
**SIDEWALK DIVERSION  
SINGLE SIDE**

**LEGEND**

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

**GENERAL NOTES**

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
- ② PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
- ③ MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
- ④ USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE.



**SIDEWALK DIVERSION, SINGLE SIDE**

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

### GENERAL NOTES

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











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

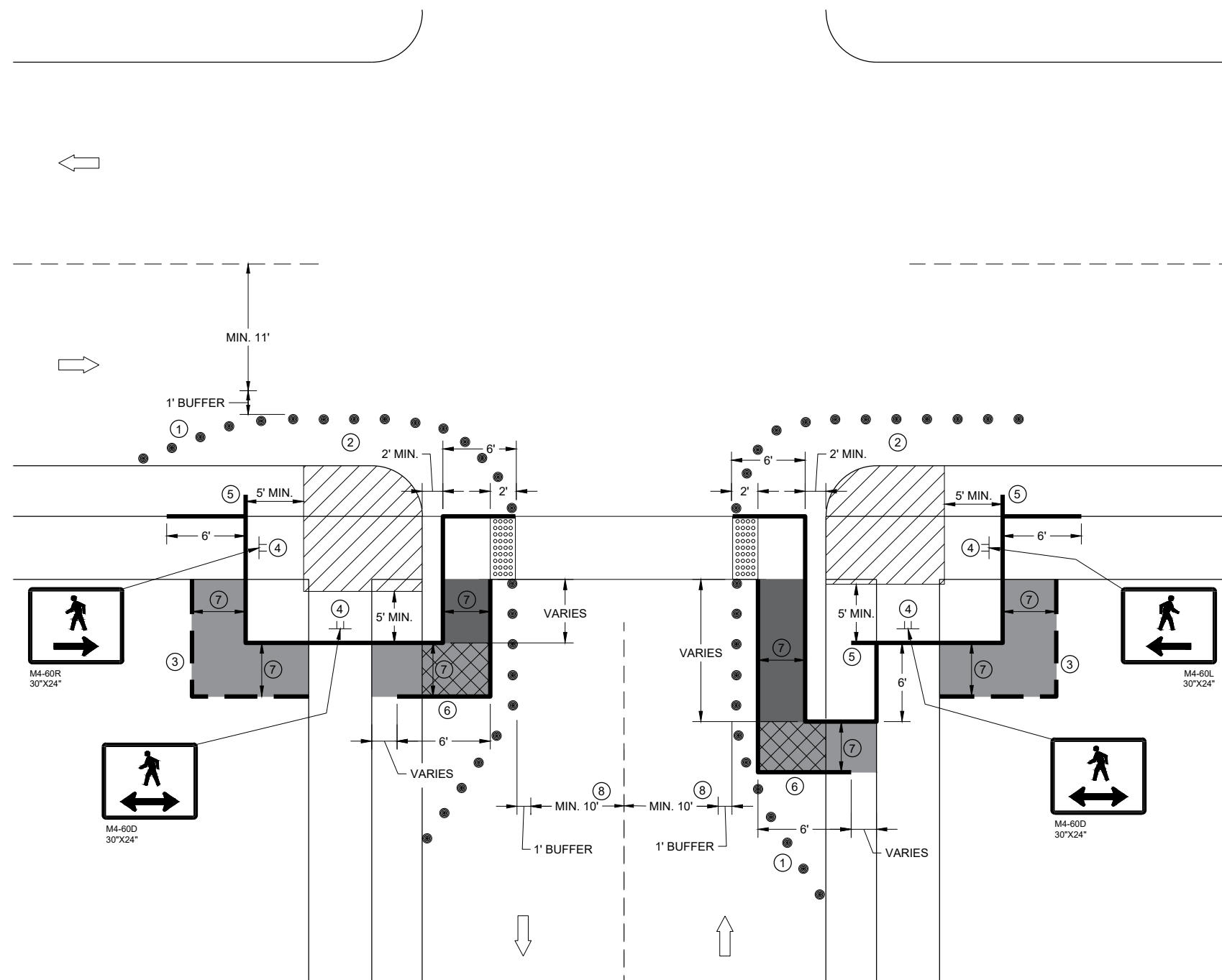
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

### LEGEND

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



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

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

**GENERAL NOTES**

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











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

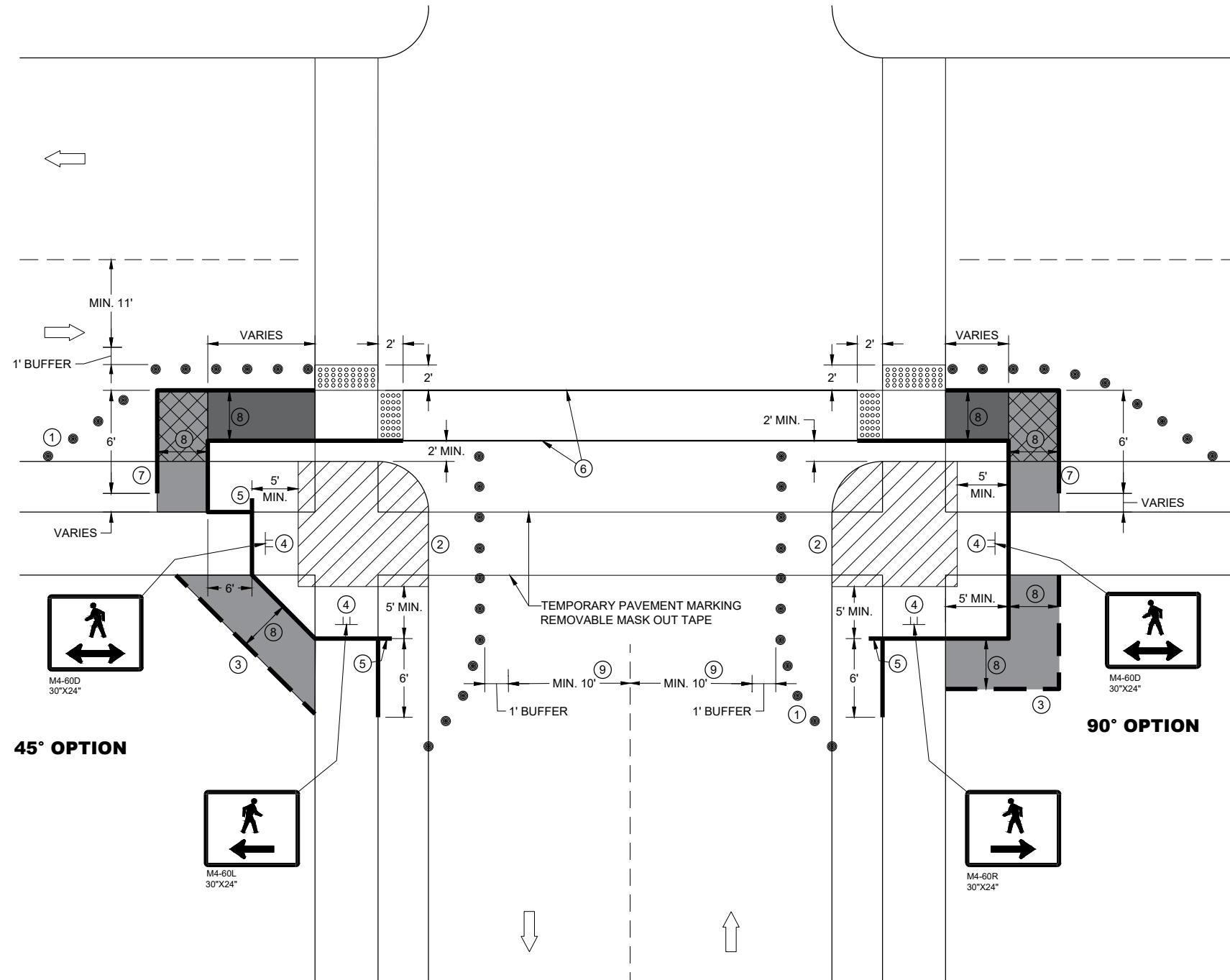
TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

**LEGEND**

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



**CURB RAMP PEDESTRIAN TRAFFIC CONTROL**

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION







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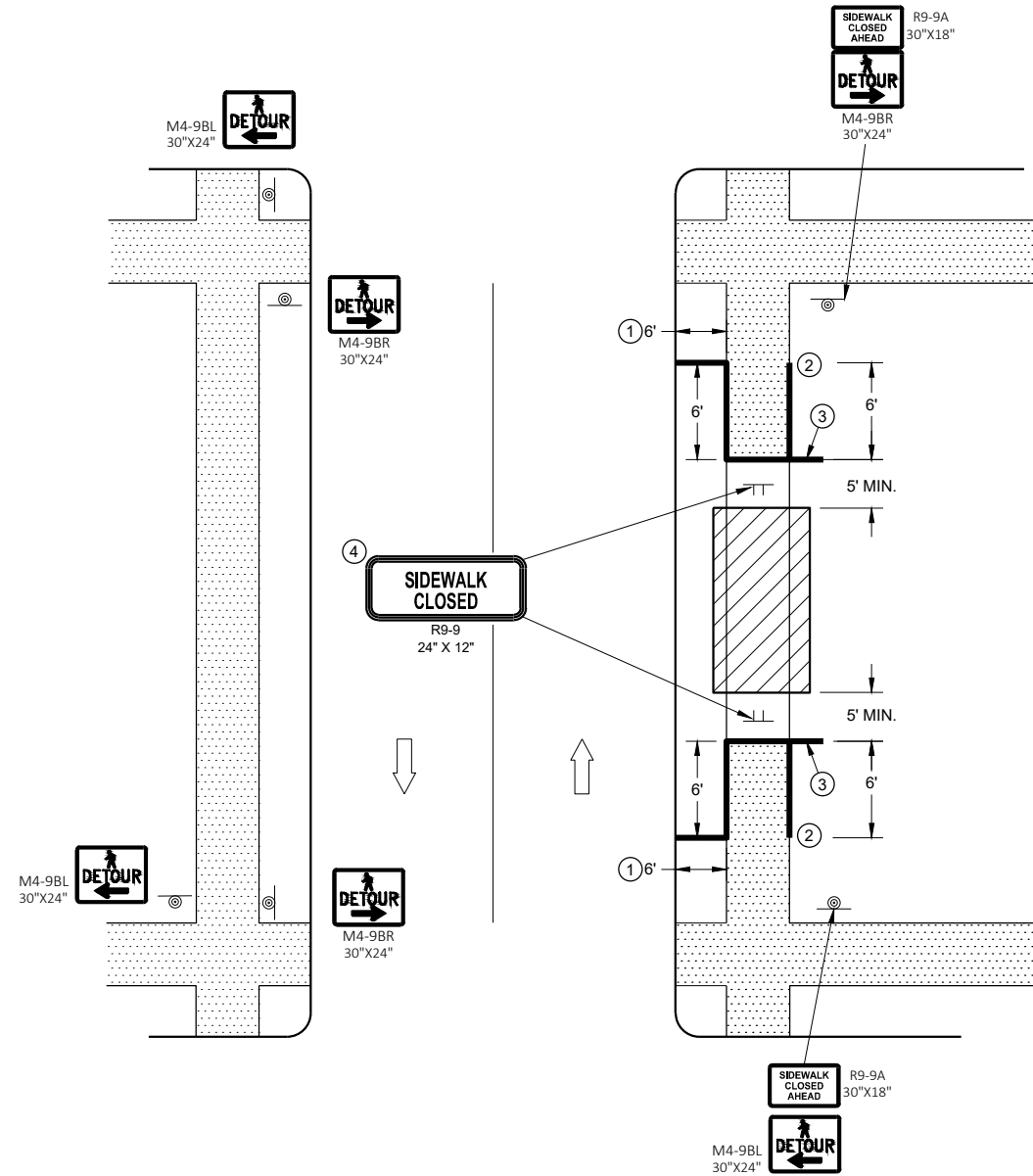
SDD 15D30 - 09j

**LEGEND**

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

**GENERAL NOTES**

- SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING 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.



**SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES**

**TRAFFIC CONTROL,  
PEDESTRIAN ACCOMMODATION**





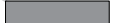



STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

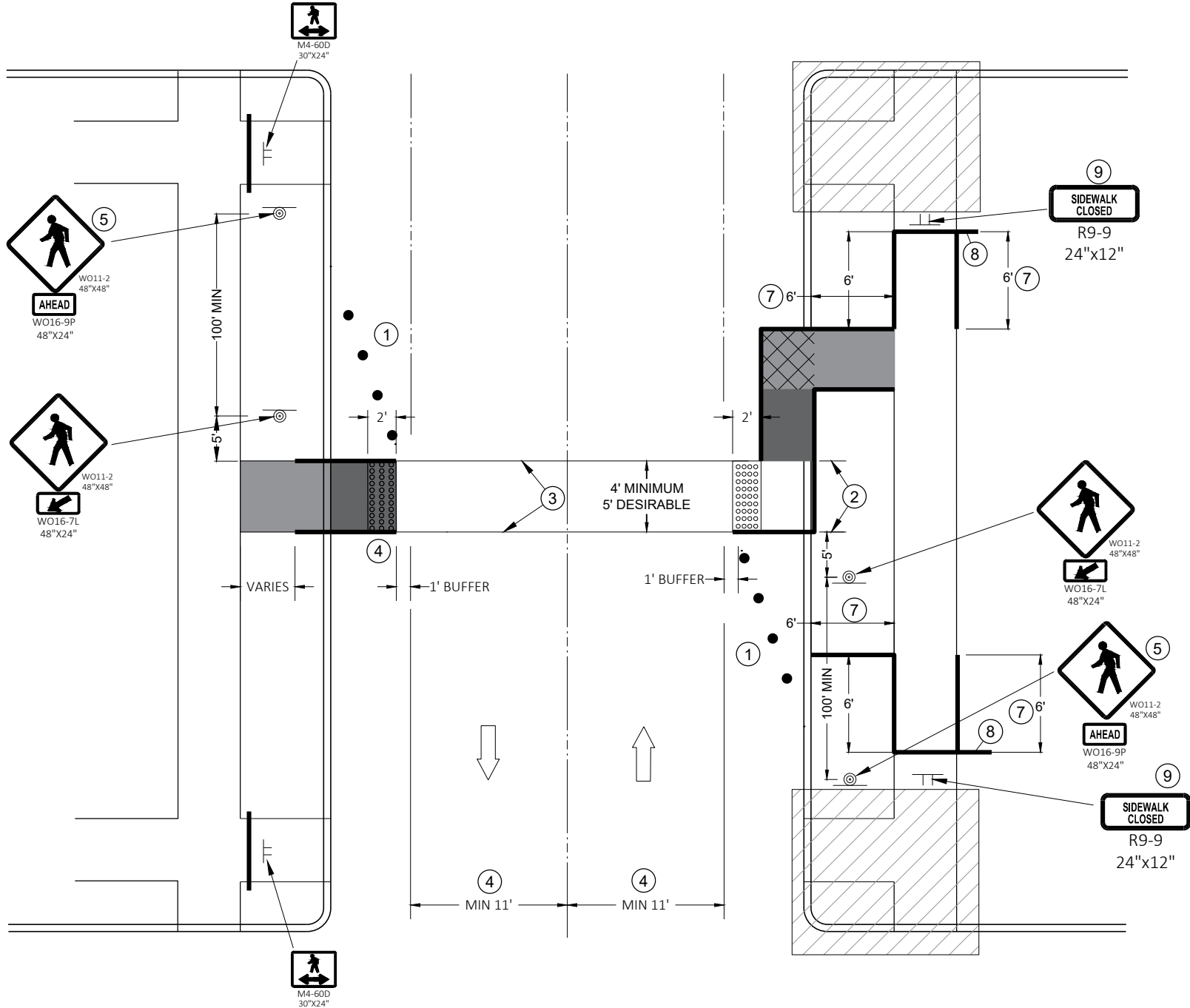
### GENERAL NOTES

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.  
 SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE WISCONSIN STANDARD SIGN PLATES.  
 SEE OTHER PEDESTRIAN ACCOMMODATION DETAILS FOR SIGNING AND DEVICES FOR DIFFERENT PEDESTRIAN FACILITIES CLOSURES.

- 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 PEDESTRIAN CROSSING**



**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"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

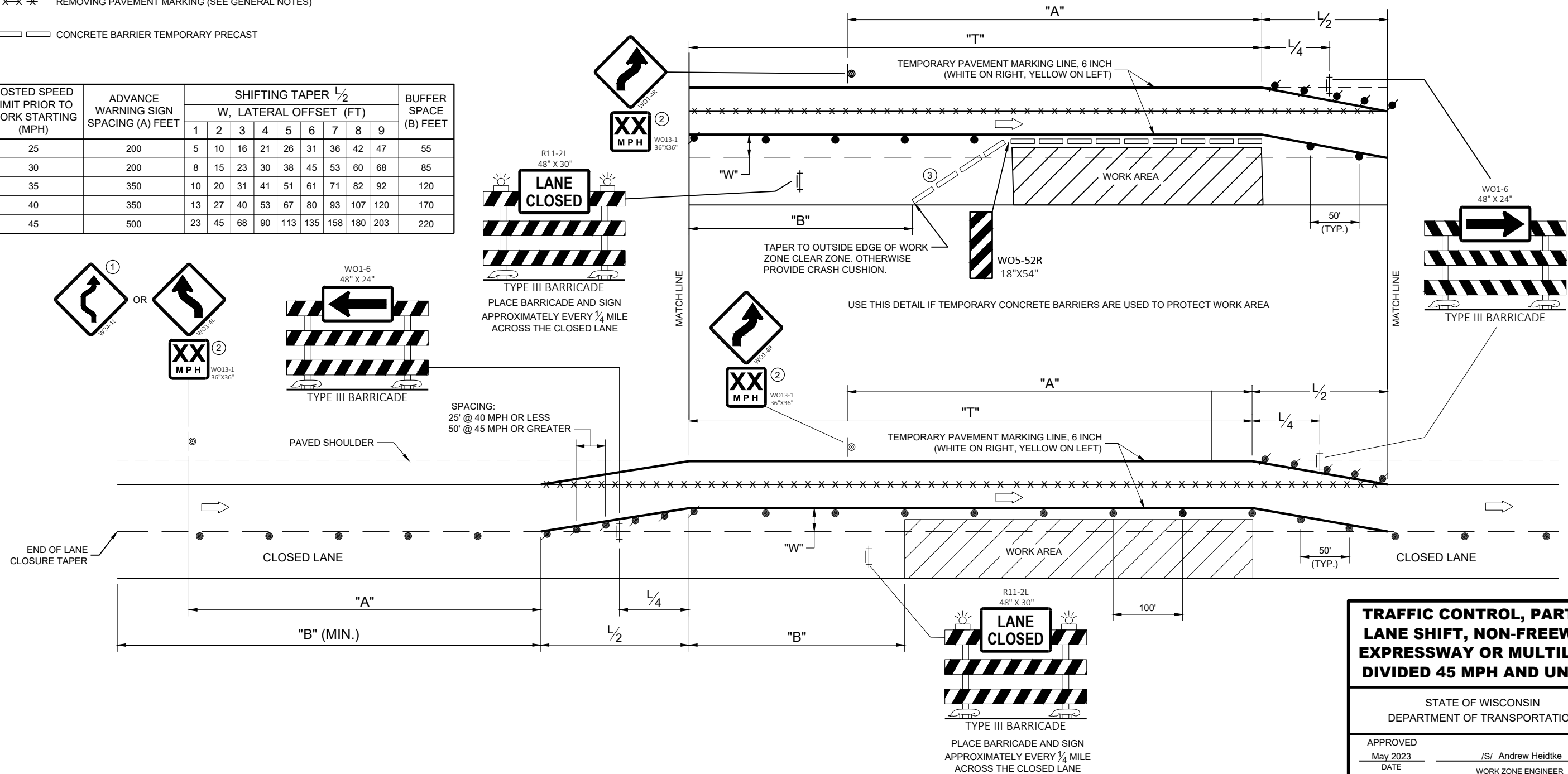
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

- ① USE ONLY WHEN T < 600', OMIT WO1-4R.
- 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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER 1/2 W, LATERAL OFFSET (FT)									BUFFER SPACE (B) FEET
		1	2	3	4	5	6	7	8	9	
25	200	5	10	16	21	26	31	36	42	47	55
30	200	8	15	23	30	38	45	53	60	68	85
35	350	10	20	31	41	51	61	71	82	92	120
40	350	13	27	40	53	67	80	93	107	120	170
45	500	23	45	68	90	113	135	158	180	203	220



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

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DEPARTMENT OF TRANSPORTATION










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

FHWA

SDD 15D40-05C

SDD 15D40-05C

**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"x48" UNLESS OTHERWISE NOTED.

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

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

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

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

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

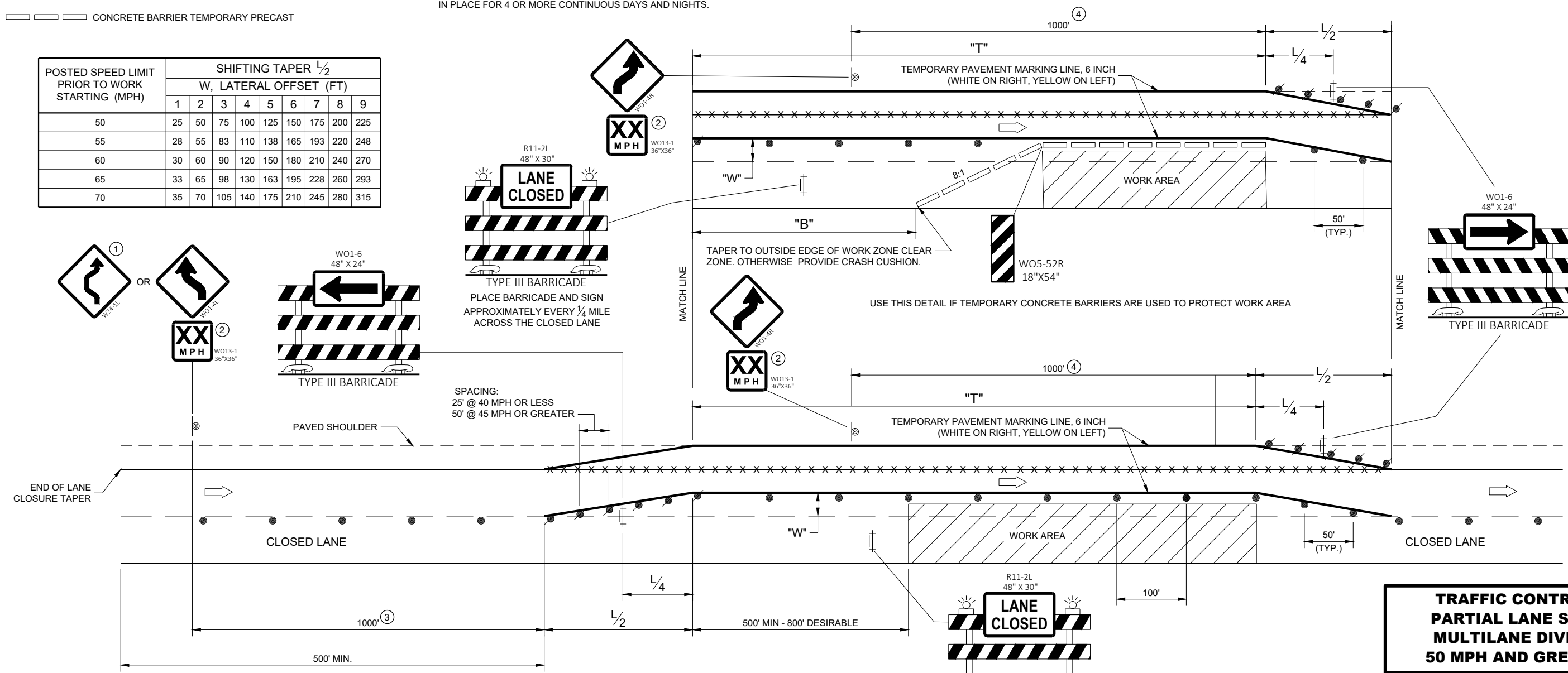
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

- ① USE ONLY 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.

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



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SDD 15D40-05d

SDD 15D40-05d

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

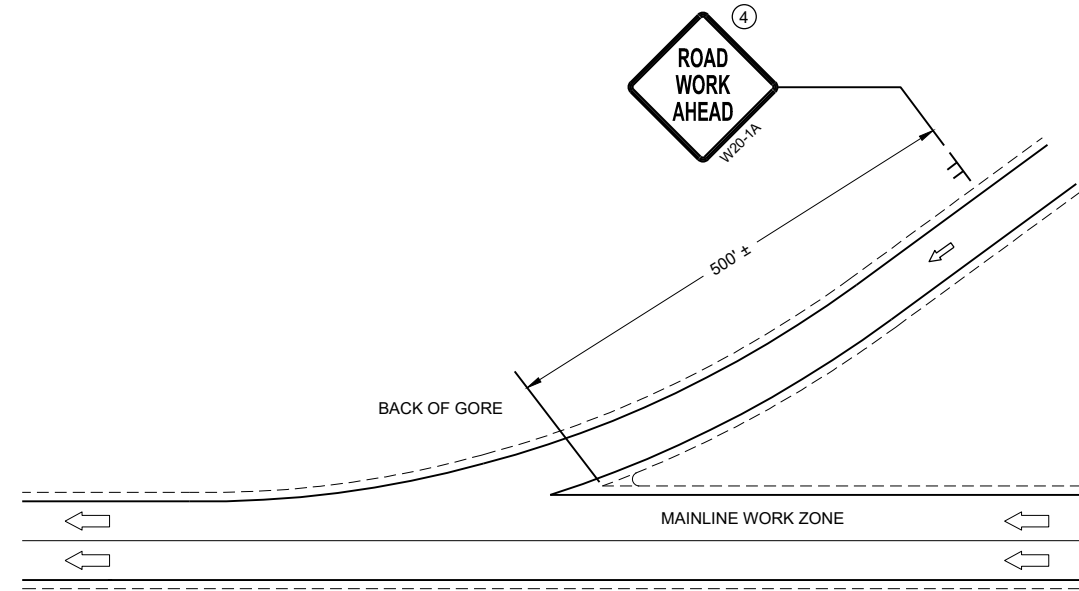
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DEPARTMENT OF TRANSPORTATION

APPROVED \_\_\_\_\_  
DATE May 2023 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

FHWA

**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.

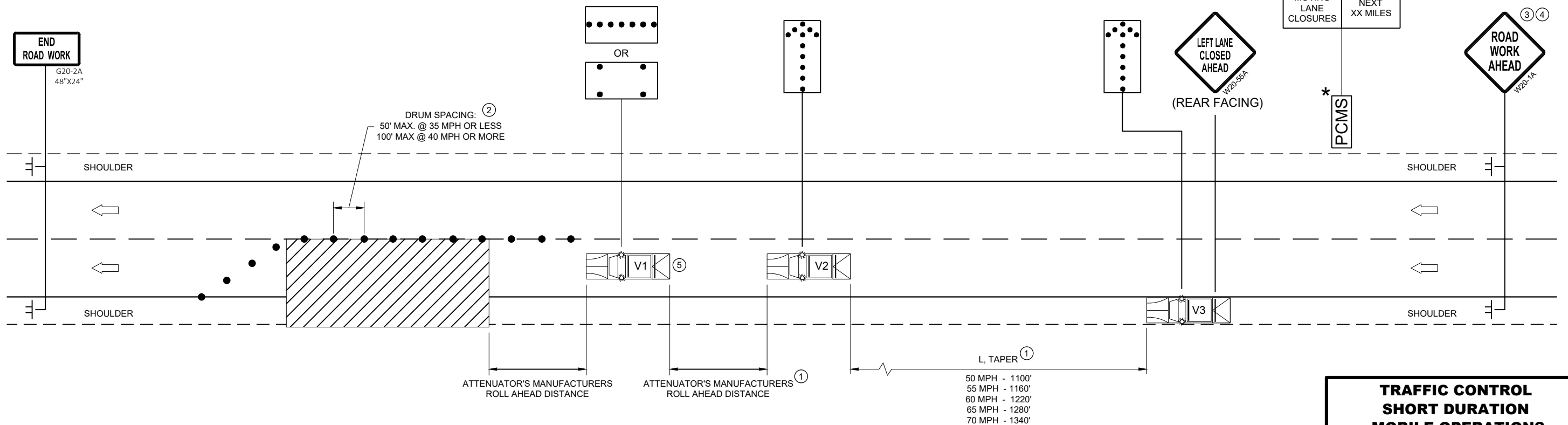
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

- 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

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



**TRAFFIC CONTROL  
SHORT DURATION  
MOBILE OPERATIONS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA





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SDD 15D43 - 02

SDD 15D43 - 02

**LEGEND**

- V1 WORK VEHICLE
- V2 SHADOW VEHICLE
-  TRUCK MOUNTED ATTENUATOR (TMA)
-  FLASHING ARROW PANEL (CAUTION)
-  WORK AREA
-  DIRECTION OF TRAFFIC

POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

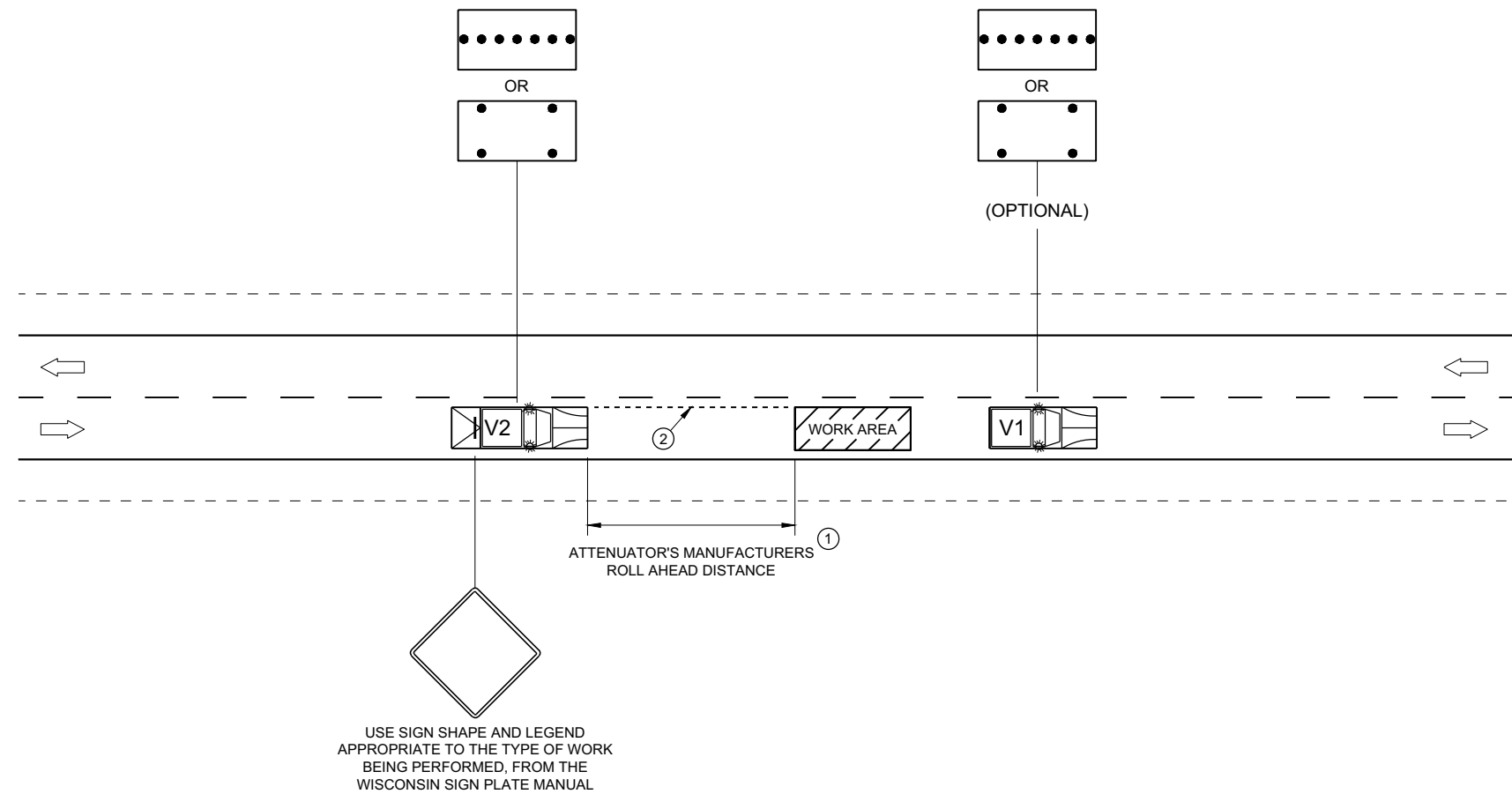
MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.

ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

- ① DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON 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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ② ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



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**TRAFFIC CONTROL,  
MOBILE OPERATIONS ON  
AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

# Notes



## ***Wisconsin Department of Transportation***

Dedicated people creating transportation solutions through innovation and exceptional service.

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