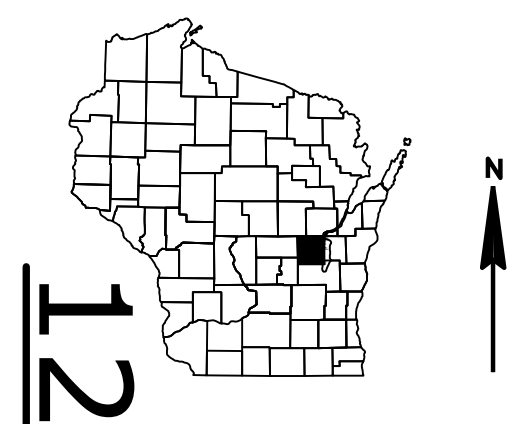


GRE MAY 2026
PROJECT ID: 6110-26-70
WITH: N/A
COUNTY: WINNEBAGO

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 = 90



DESIGN DESIGNATION

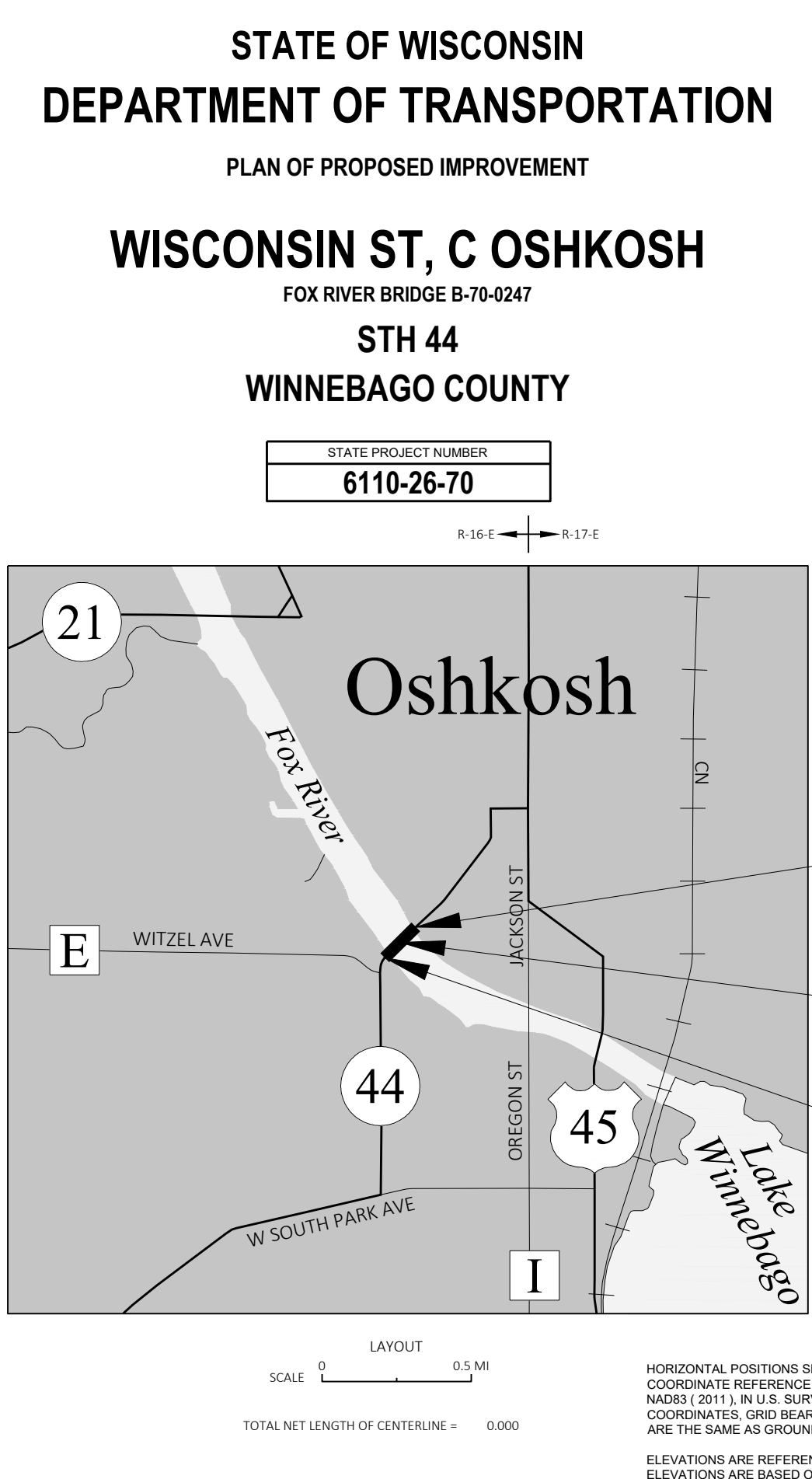
A.A.D.T.	2019	=	21,051
A.A.D.T.	2026	=	23,350
D.H.V.		=	
D.D.		=	
T.		=	10.0%
DESIGN SPEED		=	25 MPH
ESALS		=	N/A

CONVENTIONAL SYMBOLS

<u>PLAN</u>	
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)	
<u>UTILITIES</u>	
ELECTRIC	
FIBER OPTIC	
GAS	
SANITARY SEWER	
STORM SEWER	
TELEPHONE	
WATER	
UTILITY PEDESTAL	
POWER POLE	
TELEPHONE POLE	



STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
6110-26-70		

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	NE REGION
Surveyor	P. KOZLOSKI
Designer	K. VOGEL
Project Manager	NE REGION
Regional Examiner	E. GWIDT
Regional Supervisor	
APPROVED FOR THE DEPARTMENT	
DATE: 1-29-2026	(Signature)

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 ANDOR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA NOT ALL UTILITIES HAVE FACILITIES IN THE AREA NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE

ORDER OF SECTION 2 DETAIL SHEETS

GENERAL NOTES
PROJECT OVERVIEW
TRAFFIC CONTROL

CONTACTS

WISCONSIN DNR LIAISON

JAY SCHIEFELBEIN
2984 SHAWANO AVENUE
GREEN BAY, WI 54313
(920) 360-3784
.....

WINNEBAGO COUNTY HIGHWAY COMMISSIONER

ROBERT DOEMEL JR
WEST COUNTY ROAD Y
OSHOSH WI
2 22
rdoemel@co.winnebago.wi.us

NE REGION SURVEY COORDINATOR

CORMAC MCINNIS PLS
VANDERPERREN WAY
GREEN BAY WI 54304
2 2
CMI

NE REGION DESIGN PROJECT MANAGER

KURT VOGEL, PE
944 VANDERPERREN WAY
GREEN BAY, WI 54304
(920) 492-7706
Kurt.Vogel@dot.wi.gov

UTILITY CONTACTS

ATT WISCONSIN COMMUNICATION LINE
CHARLES BARTELT
E DIVISION ST
FOND DU LAC WI 54601
2
.....

CITY OF OSHOSH ELECTRICITY
DAN LA BUDA
2 DEMPSEY TR
OSHOSH WI 2
PHONE 2 22
MOBILE 2 2
dlabuda@oshkoshwi.gov

CITY OF OSHOSH SEWERWATER
JUSTIN GIERACH
2 CHURCH AVE
OSHOSH WI
2 22
jgierach@oshkoshwi.gov

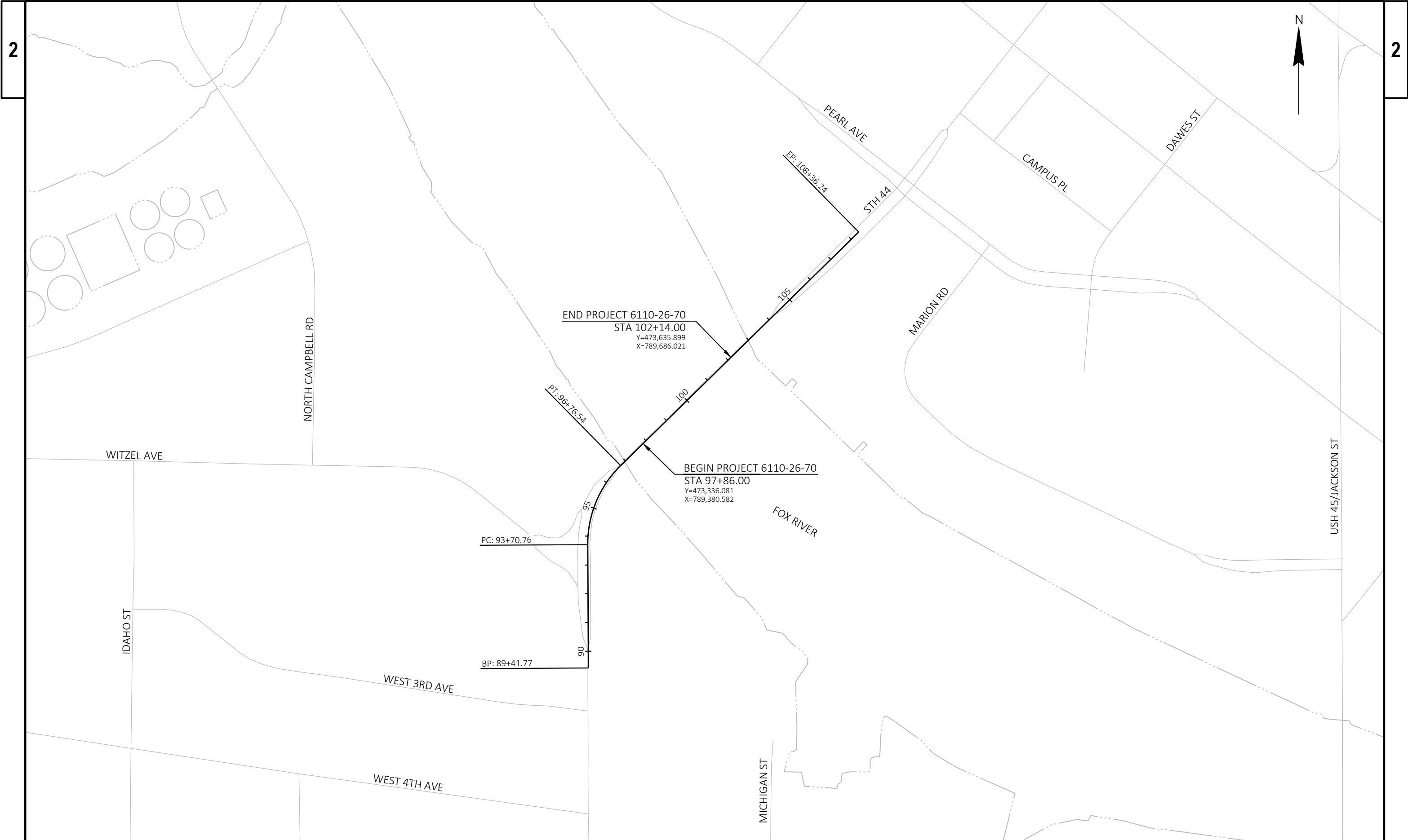
PAETEC COMMUNICATIONS LLC COMMUNICATION LINE
LORI ETTER
WAUBE LN
GREEN BAY WI 54303
2 2
lori.ketter@windstream.com

WISCONSIN PUBLIC SERVICE CORPORATION ELECTRICITY
LINDA TREBIATOWSKI
N MAIN ST
OSHOSH WI
2 2
linda.trebiatowski@wisconsinpublicservice.com

WISCONSIN PUBLIC SERVICE CORPORATION GASPETROLEUM
CHARLES CORNISH
N MAIN ST
OSHOSH WI
2 22
charles.cornish@wisconsinpublicservice.com



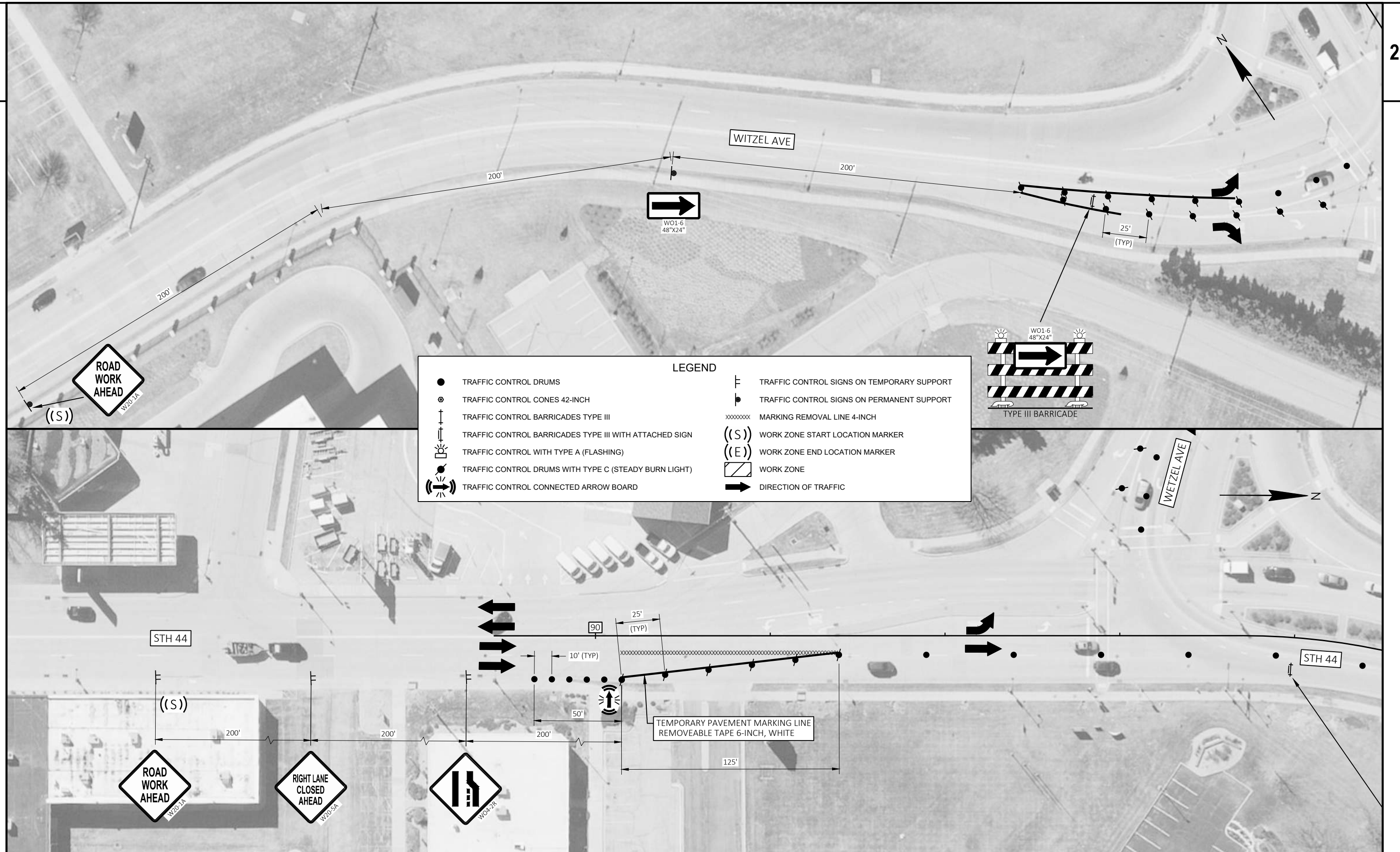
Dial 811 or (800)242-8511
www.DiggersHotline.com



2

2

PROJECT NO: 6110-26-70	HWY: STH 44	COUNTY: WINNEBAGO	PROJECT OVERVIEW	SHEET 3	E
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PROJECT NO: 6110-26-70

HWY: STH 44

COUNTY: WINNEBAGO

TRAFFIC CONTROL - STAGE 1

SHEET

4

E

FILE NAME : N:\PDS\C3D\61102600\SHEETS\025101-TC.DWG
LAYOUT NAME - 025101-TC

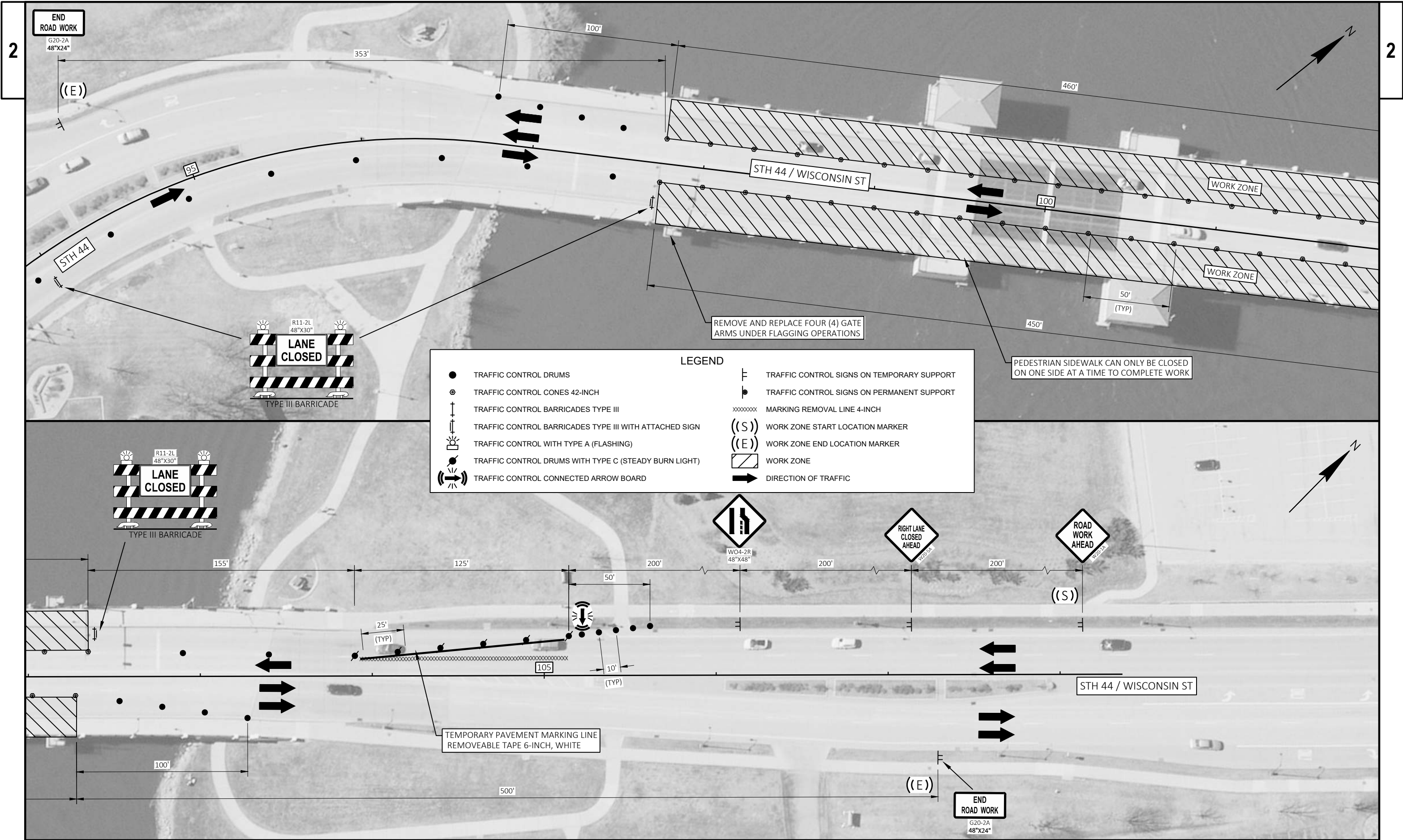
PLOT DATE : 3/16/2026 2:38 PM

PLOT BY : MARTIN, THOMAS S

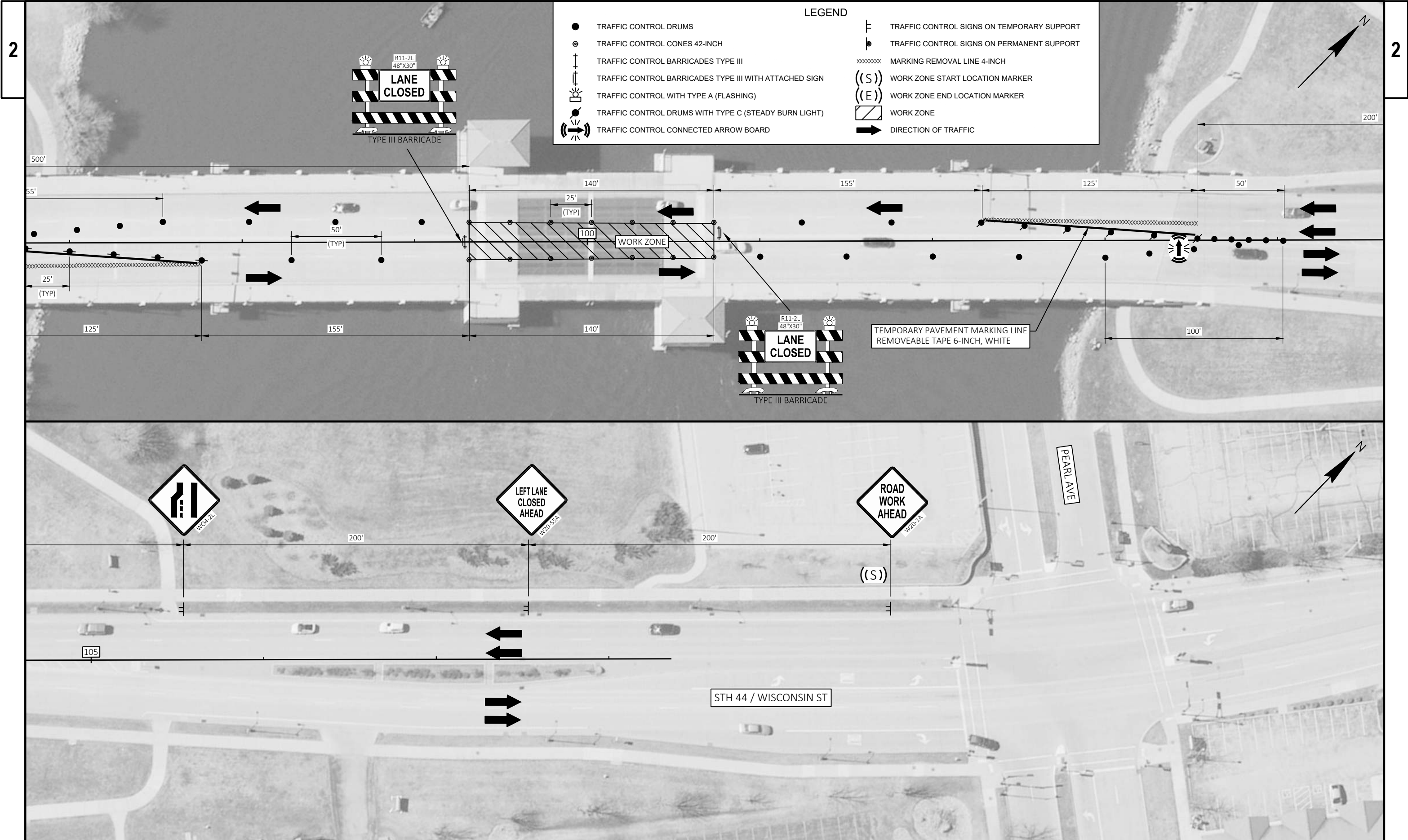
PLOT NAME :

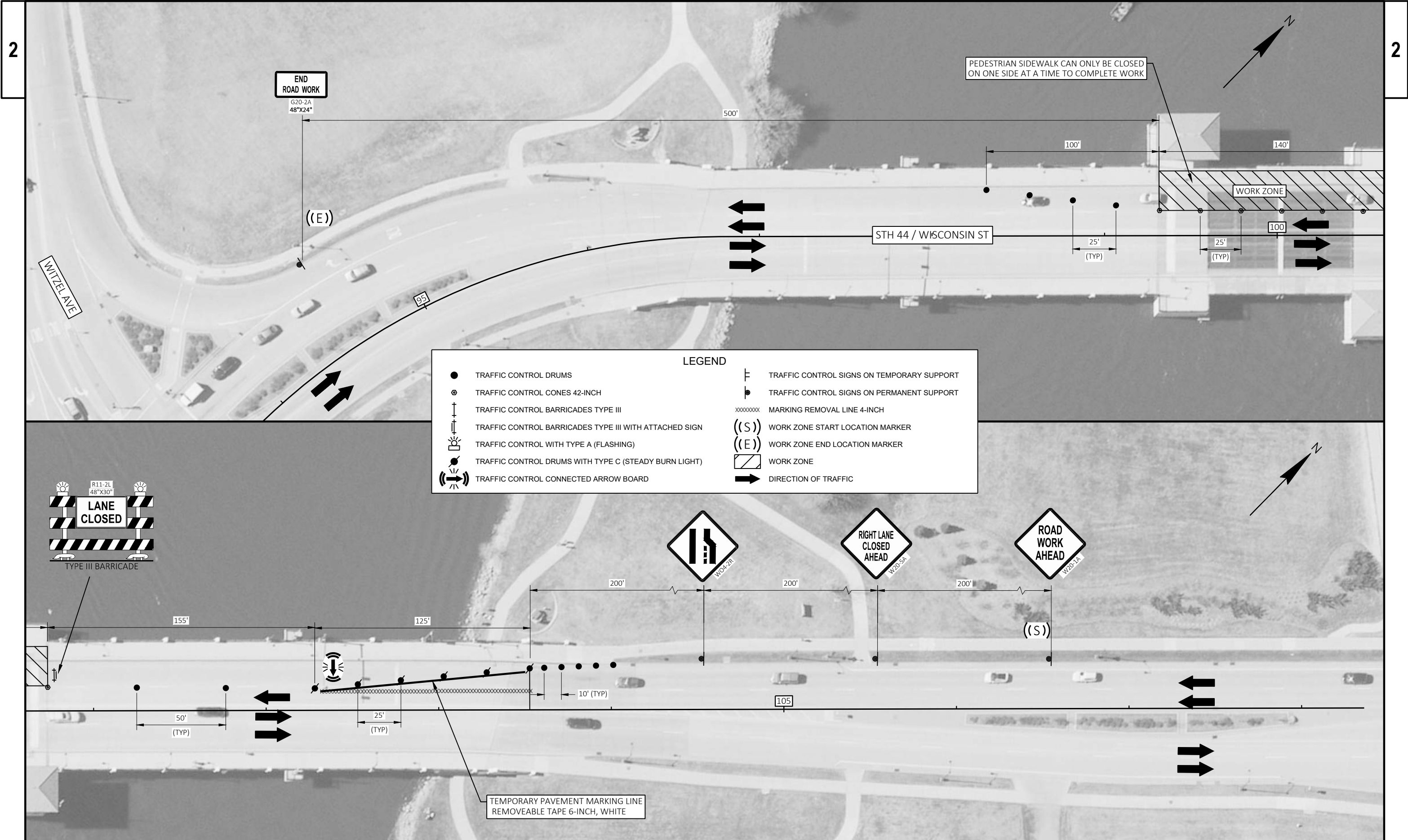
PLOT SCALE : #####

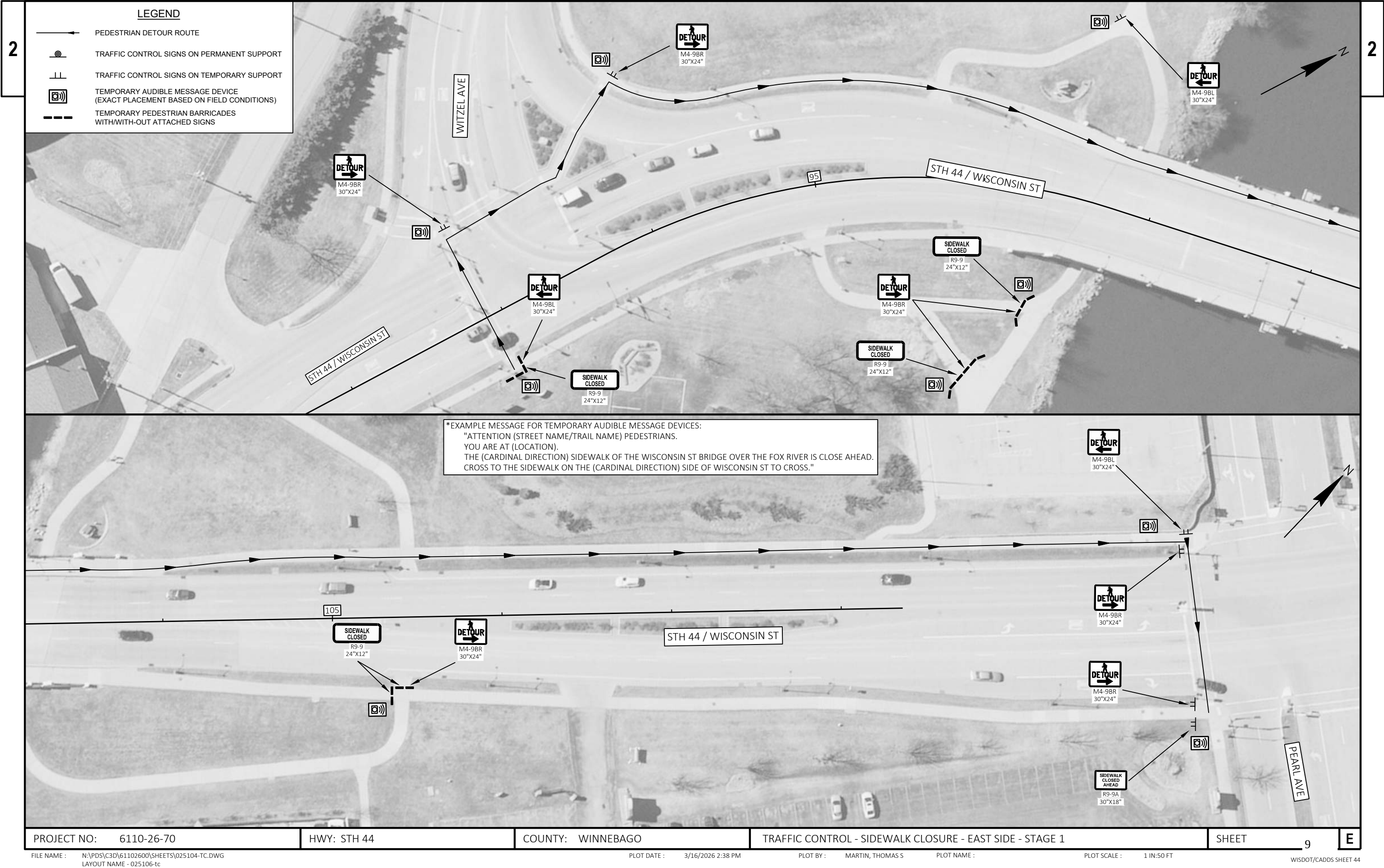
WISDOT/CADDs SHEET 44

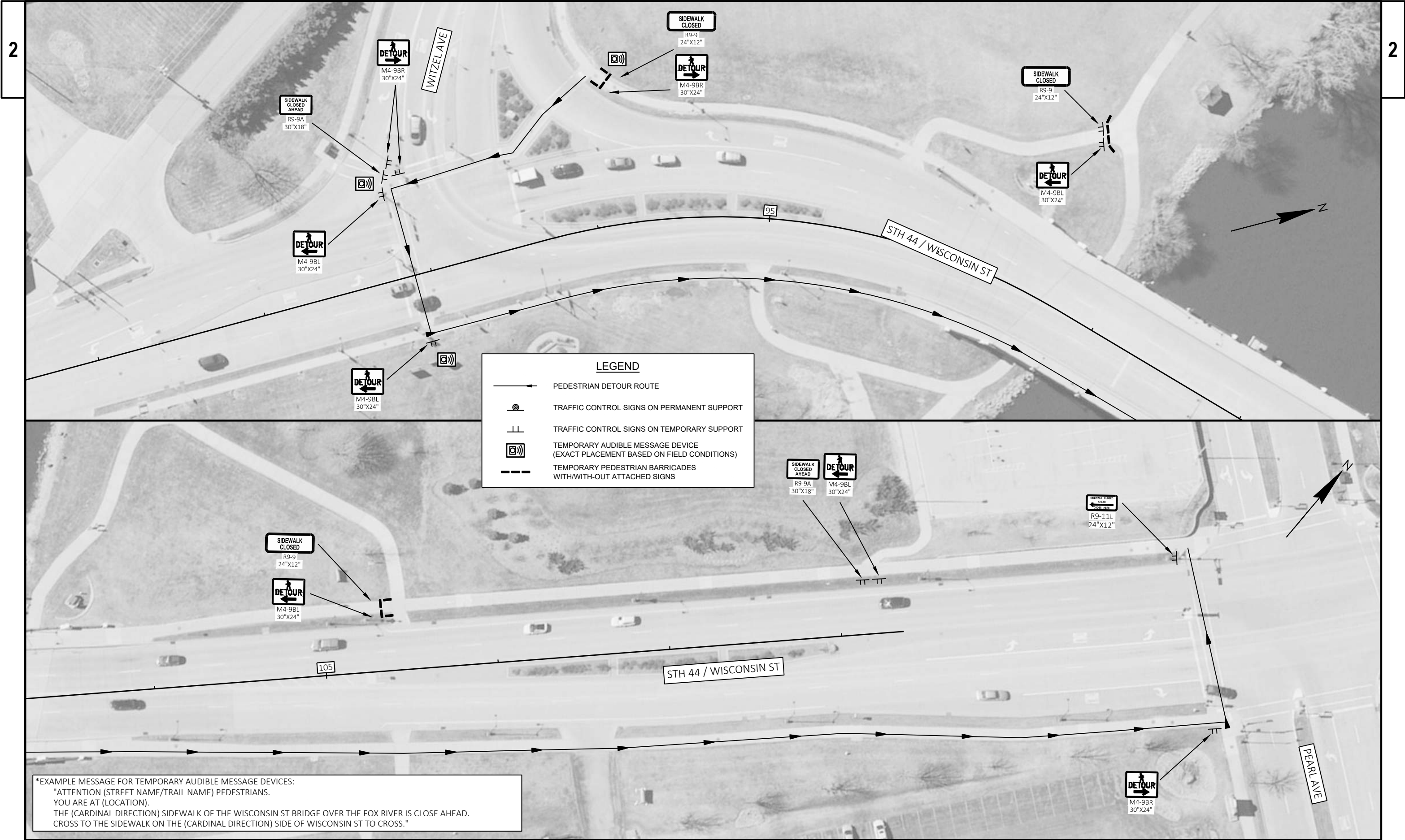


LEGEND	
●	TRAFFIC CONTROL DRUMS
⊙	TRAFFIC CONTROL CONES 42-INCH
⋈	TRAFFIC CONTROL BARRICADES TYPE III
⋈	TRAFFIC CONTROL BARRICADES TYPE III WITH ATTACHED SIGN
⋈	TRAFFIC CONTROL WITH TYPE A (FLASHING)
⋈	TRAFFIC CONTROL DRUMS WITH TYPE C (STEADY BURN LIGHT)
⋈	TRAFFIC CONTROL CONNECTED ARROW BOARD
⋈	TRAFFIC CONTROL SIGNS ON TEMPORARY SUPPORT
⋈	TRAFFIC CONTROL SIGNS ON PERMANENT SUPPORT
xxxxxxx	MARKING REMOVAL LINE 4-INCH
((S))	WORK ZONE START LOCATION MARKER
((E))	WORK ZONE END LOCATION MARKER
▨	WORK ZONE
➡	DIRECTION OF TRAFFIC

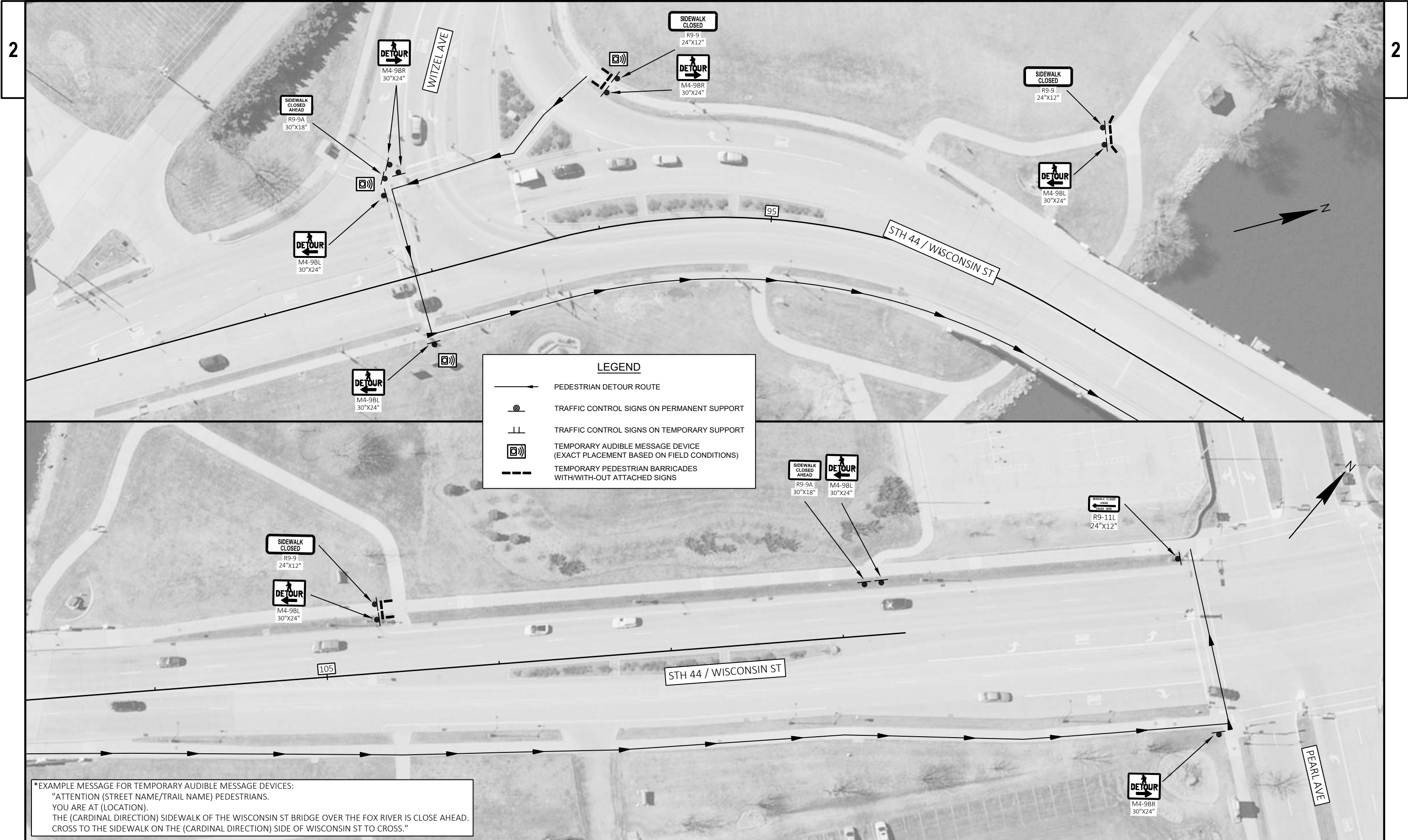


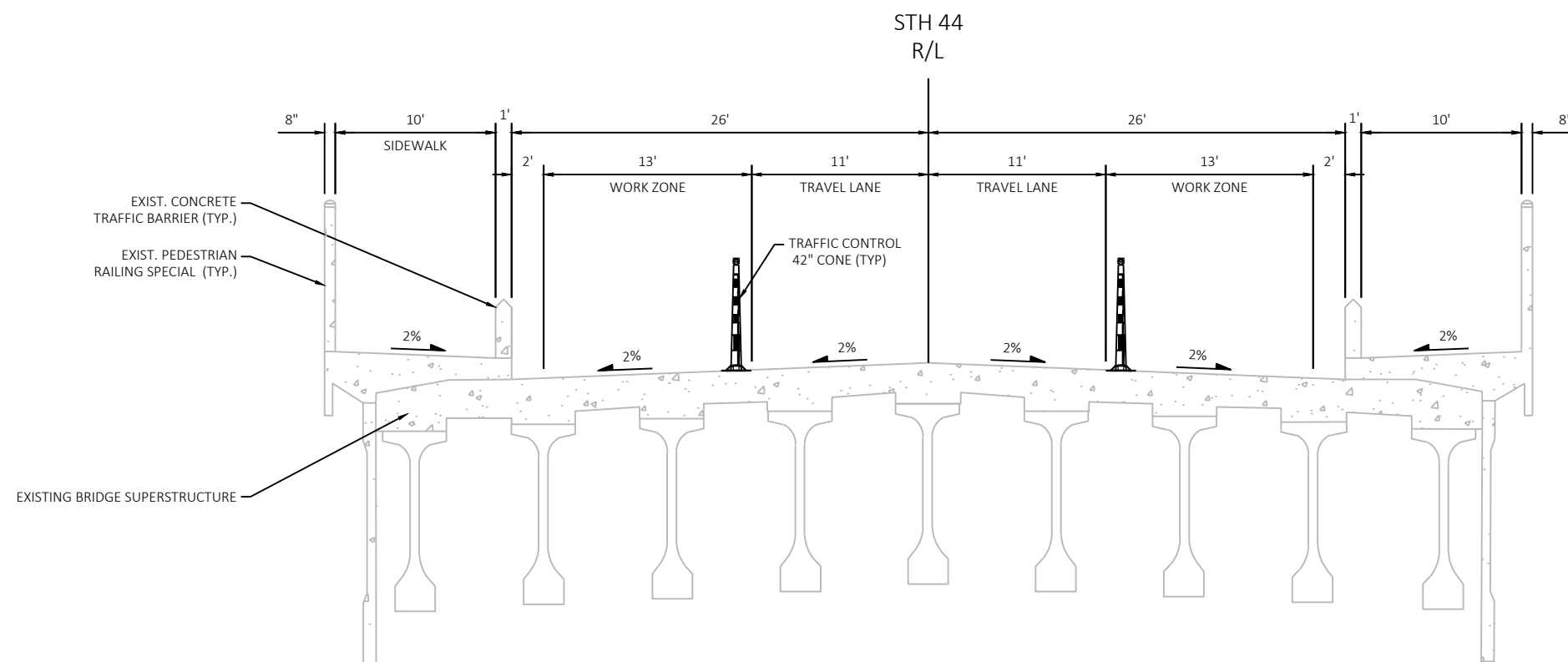




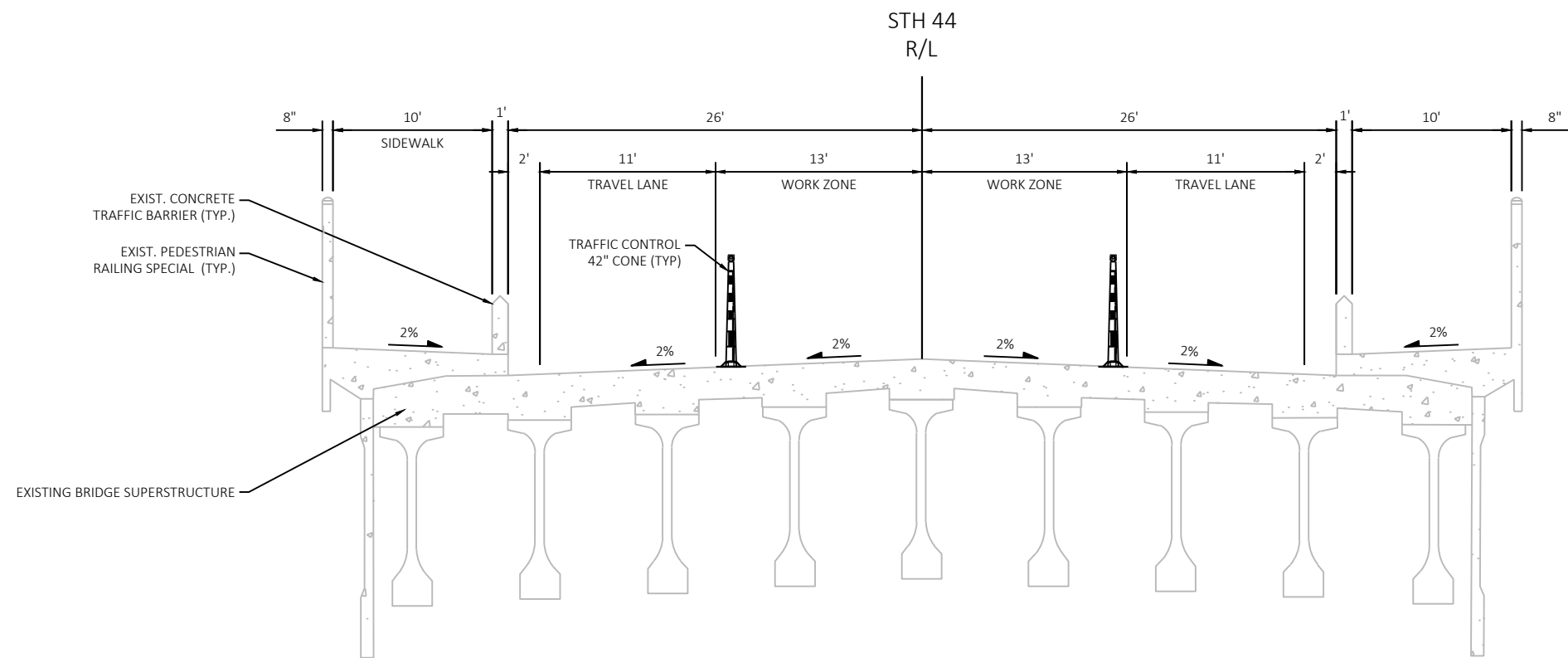


*EXAMPLE MESSAGE FOR TEMPORARY AUDIBLE MESSAGE DEVICES:
"ATTENTION (STREET NAME/TRAIL NAME) PEDESTRIANS.
YOU ARE AT (LOCATION).
THE (CARDINAL DIRECTION) SIDEWALK OF THE WISCONSIN ST BRIDGE OVER THE FOX RIVER IS CLOSE AHEAD.
CROSS TO THE SIDEWALK ON THE (CARDINAL DIRECTION) SIDE OF WISCONSIN ST TO CROSS."

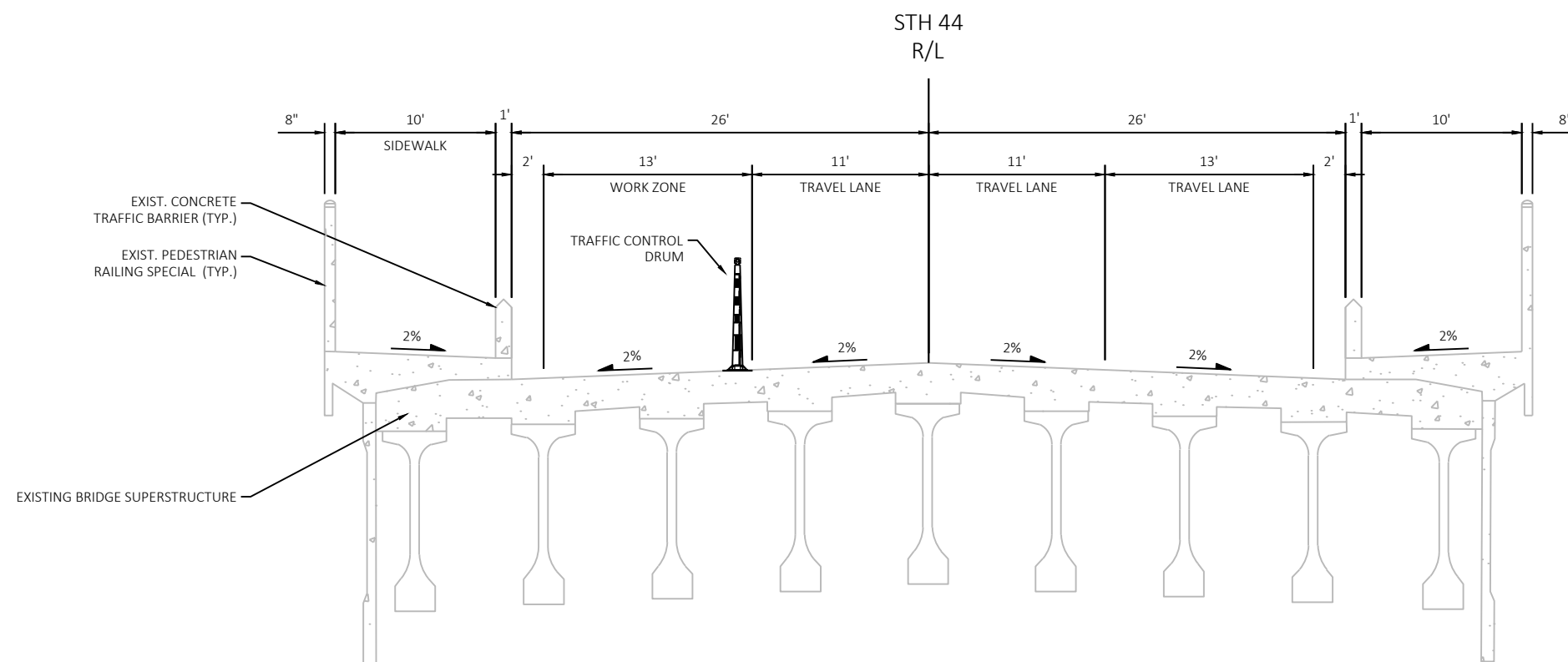




EXISTING TYPICAL SECTION STH 44 - STAGE 1
FOX RIVER BRIDGE B-70-0247
FACING NORTHEASTERLY



EXISTING TYPICAL SECTION STH 44 - STAGE 2
FOX RIVER BRIDGE B-70-0247
FACING NORTHEASTERLY



TYPICAL SECTION STH 44 - STAGE 3
FOX RIVER BRIDGE B-70-0247
FACING NORTHEASTERLY

Estimate Of Quantities

6110-26-70					
Line	Item	Item Description	Unit	Total	Qty
0002	517.1801.S	Structure Repainting Recycled Abrasive (structure) 01. B-70-0247	EACH	1.000	1.000
0004	517.3001.S	Structure Overcoating Cleaning and Priming (structure) 01. B-70-0247	EACH	1.000	1.000
0006	517.4001.S	Containment and Collection of Waste Materials (structure) 01. B-70-0247	EACH	1.000	1.000
0008	517.4501.S	Negative Pressure Containment and Collection of Waste Materials (structure) 01. B-70-0247	EACH	1.000	1.000
0010	517.6001.S	Portable Decontamination Facility	EACH	1.000	1.000
0012	619.1000	Mobilization	EACH	1.000	1.000
0014	642.5001	Field Office Type B	EACH	1.000	1.000
0016	643.0300	Traffic Control Drums	DAY	4,369.000	4,369.000
0018	643.0420	Traffic Control Barricades Type III	DAY	256.000	256.000
0020	643.0705	Traffic Control Warning Lights Type A	DAY	512.000	512.000
0022	643.0715	Traffic Control Warning Lights Type C	DAY	1,604.000	1,604.000
0024	643.0810	Traffic Control Connected Arrow Boards	DAY	128.000	128.000
0026	643.0900	Traffic Control Signs	DAY	5,294.000	5,294.000
0028	643.1050	Traffic Control Signs PCMS	DAY	14.000	14.000
0030	643.1070	Traffic Control Cones 42-Inch	DAY	2,049.000	2,049.000
0032	643.1220	Traffic Control Connected Work Zone Start and End Location Markers	DAY	128.000	128.000
0034	643.3180	Temporary Marking Line Removable Tape 6-Inch	LF	625.000	625.000
0036	643.5000	Traffic Control	EACH	1.000	1.000
0038	644.1810	Temporary Pedestrian Barricade	LF	2,238.000	2,238.000
0040	644.1900.S	Temporary Audible Message Devices	DAY	1,011.000	1,011.000
0042	646.2020	Marking Line Epoxy 6-Inch	LF	625.000	625.000
0044	646.9000	Marking Removal Line 4-Inch	LF	625.000	625.000
0046	SPV.0060	Special 01. Removing and Reinstall Camera Assembly	EACH	2.000	2.000
0048	SPV.0060	Special 02. Traffic Gate Replacement	EACH	4.000	4.000
0050	SPV.0060	Special 03. Traffic Gate Electrical Work	EACH	4.000	4.000
0052	SPV.0060	Special 04. Anchor Assemblies for Traffic Gates	EACH	4.000	4.000

TRAFFIC CONTROL

		643.0300		643.0420		643.0705		643.0715		643.0900		643.1050		643.1070		644.1810		644.1900.S			
		APPROX. SERVICE PERIOD	TRAFFIC CONTROL DRUMS	TRAFFIC CONTROL BARRICADES TYPE III	TRAFFIC CONTROL WARNING LIGHTS TYPE A	TRAFFIC CONTROL WARNING LIGHTS TYPE C	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TRAFFIC CONTROL SIGNALS	TEMPORARY PEDESTRIAN BARRICADES	TEMPORARY PEDESTRIAN BARRICADES	TEMPORARY AUDIBLE MESSAGE DEVICES	TEMPORARY AUDIBLE MESSAGE DEVICES		
CATEGORY	LOCATION	DAYS	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	REMARKS
0010	STH 44 - Wisconsin Street Bridge	7	10	70	0	0	0	0	0	0	0	0	2	14	0	0	0	0	0	0	PRIOR TO WORK
0010	STH 44 - Wisconsin Street Bridge	27	56	1,512	3	81	6	162	23	621	17	459	0	0	37	999	0	0	0	0	STAGE 1
0010	STH 44 - Wisconsin Street Bridge	27	36	972	2	54	4	108	14	378	16	432	0	0	12	324	0	0	0	0	STAGE 2
0010	STH 44 - Wisconsin Street Bridge	121	15	1,815	1	121	2	242	5	605	8	968	0	0	6	726	0	0	0	0	STAGE 3
0010	STH 44 - Wisconsin Street Bridge	54	0	0	0	0	0	0	0	0	30	1,620	0	0	0	0	28	1,512	12	648	STAGE 1 & 2 PED
0010	STH 44 - Wisconsin Street Bridge	121	0	0	0	0	0	0	0	0	15	1,815	0	0	0	0	6	726	3	363	STAGE 3 PED
TOTAL 0010				4,369		256		512		1,604		5,294		14		2,049		2,238		1,011	

TRAFFIC CONTROL

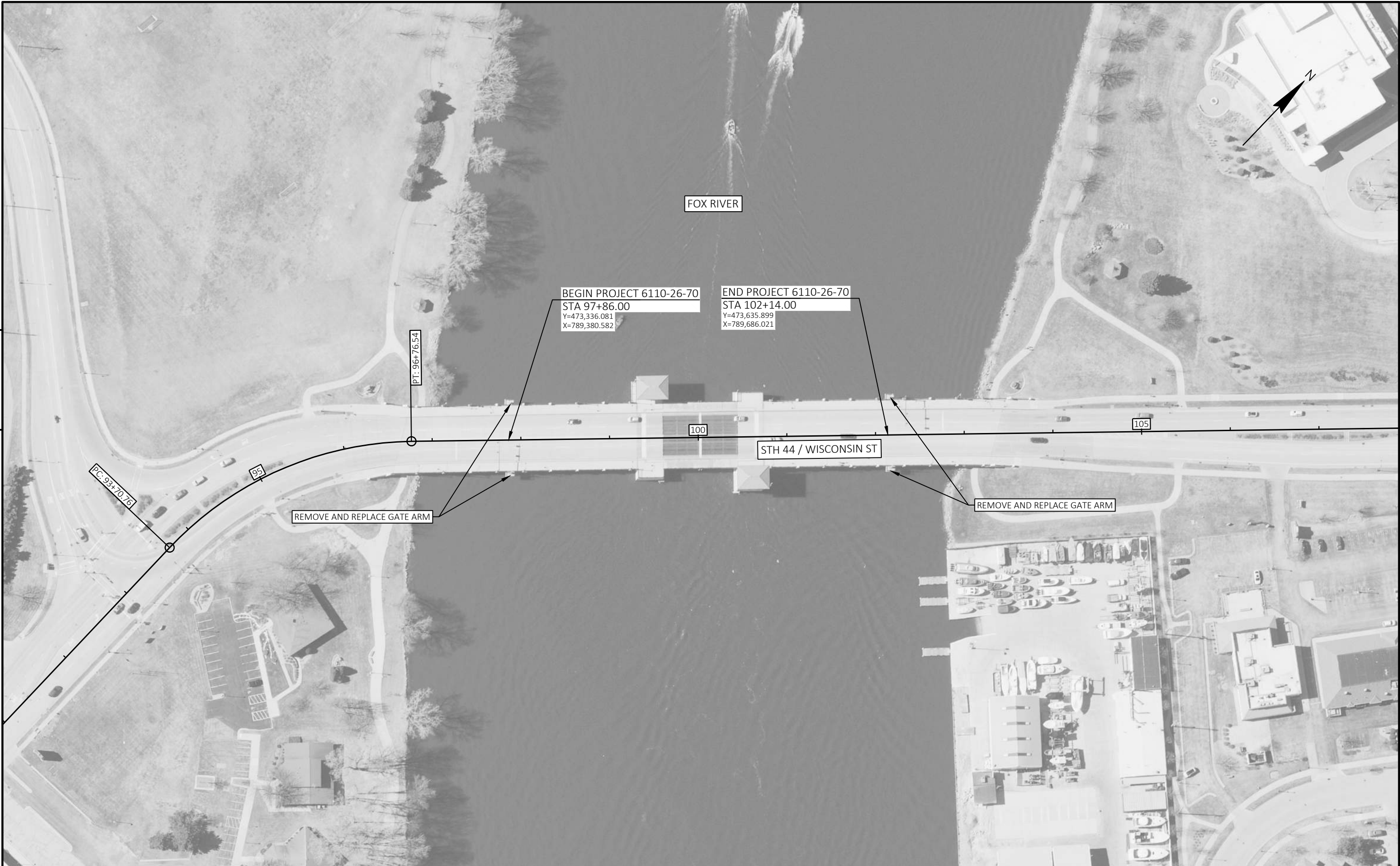
		643.0810		643.1220			
		APPROX. SERVICE PERIOD	CONNECTED ARROW BOARDS	CONNECTED WORK ZONE START AND END LOCATION MARKERS	CONNECTED WORK ZONE START AND END LOCATION MARKERS		
CATEGORY	STAGE	DAYS	NO.IN SERVICE	DAY	NO.IN SERVICE	DAY	
0010	Stage 1 - STH 44	19	2	38	2	38	
0010	Stage 2 - STH 44	19	2	38	2	38	
0010	Stage 3 - STH 44	52	1	52	1	52	
TOTAL 0010				128		128	

PAVEMENT MARKING SUMMARY

		643.3180		646.2020		646.9000	
		TEMPORARY MARKING LINE	TEMPORARY MARKING LINE	TEMPORARY MARKING LINE	TEMPORARY MARKING LINE	TEMPORARY MARKING LINE	TEMPORARY MARKING LINE
		REMOVABLE TAPE 6-INCH	REMOVABLE TAPE 6-INCH	REMOVABLE TAPE 6-INCH	REMOVABLE TAPE 6-INCH	REMOVABLE TAPE 6-INCH	REMOVABLE TAPE 6-INCH
CATEGORY	LOCATION	LF	LF	LF	LF	LF	REMARKS
0010	STA. 103+69 - STA. 104+94 SB LT	125	125	125	125	125	STAGE 1
0010	STA. 90+03 - STA. 91+28 NB RT	125	125	125	125	125	STAGE 1
0010	STA. 102+25 - STA. 103+50 SB LT	125	125	125	125	125	STAGE 2
0010	STA. 94+75 - STA. 96+00 SB RT	125	125	125	125	125	STAGE 2
0010	STA. 102+25 - STA. 103+50 SB LT	125	125	125	125	125	STAGE 3
TOTAL 0010		625	625	625	625	625	

CAMERAS

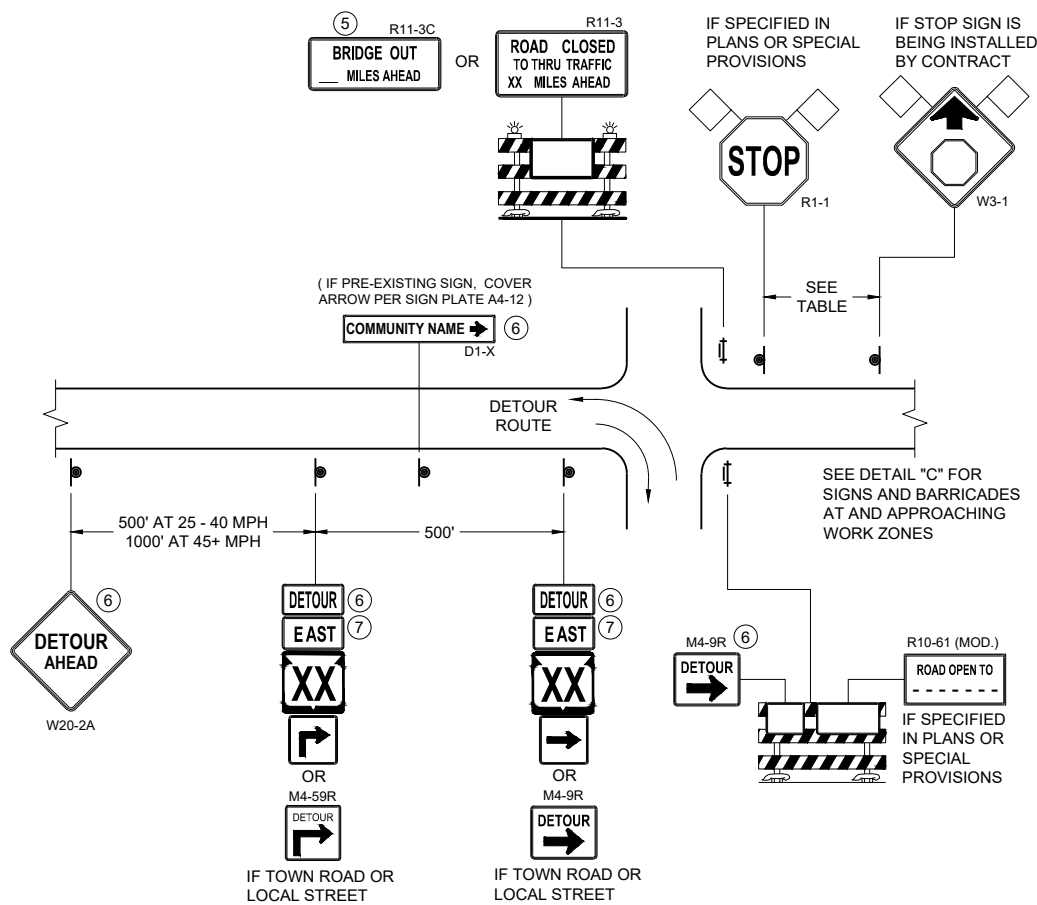
		SPV.0060.01			
		REMOVING AND REINSTALL CAMERA ASSEMBLY	REMOVING AND REINSTALL CAMERA ASSEMBLY	REMOVING AND REINSTALL CAMERA ASSEMBLY	REMOVING AND REINSTALL CAMERA ASSEMBLY
CATEGORY	LOCATION	Each	Each	Each	REMARKS
0030	STA. 99+59.5 NB RT	1	1	1	STH 44 - PIER 3
0030	STA. 100+41.5 NB RT	1	1	1	STH 44 - PIER 4
TOTAL		2	2	2	



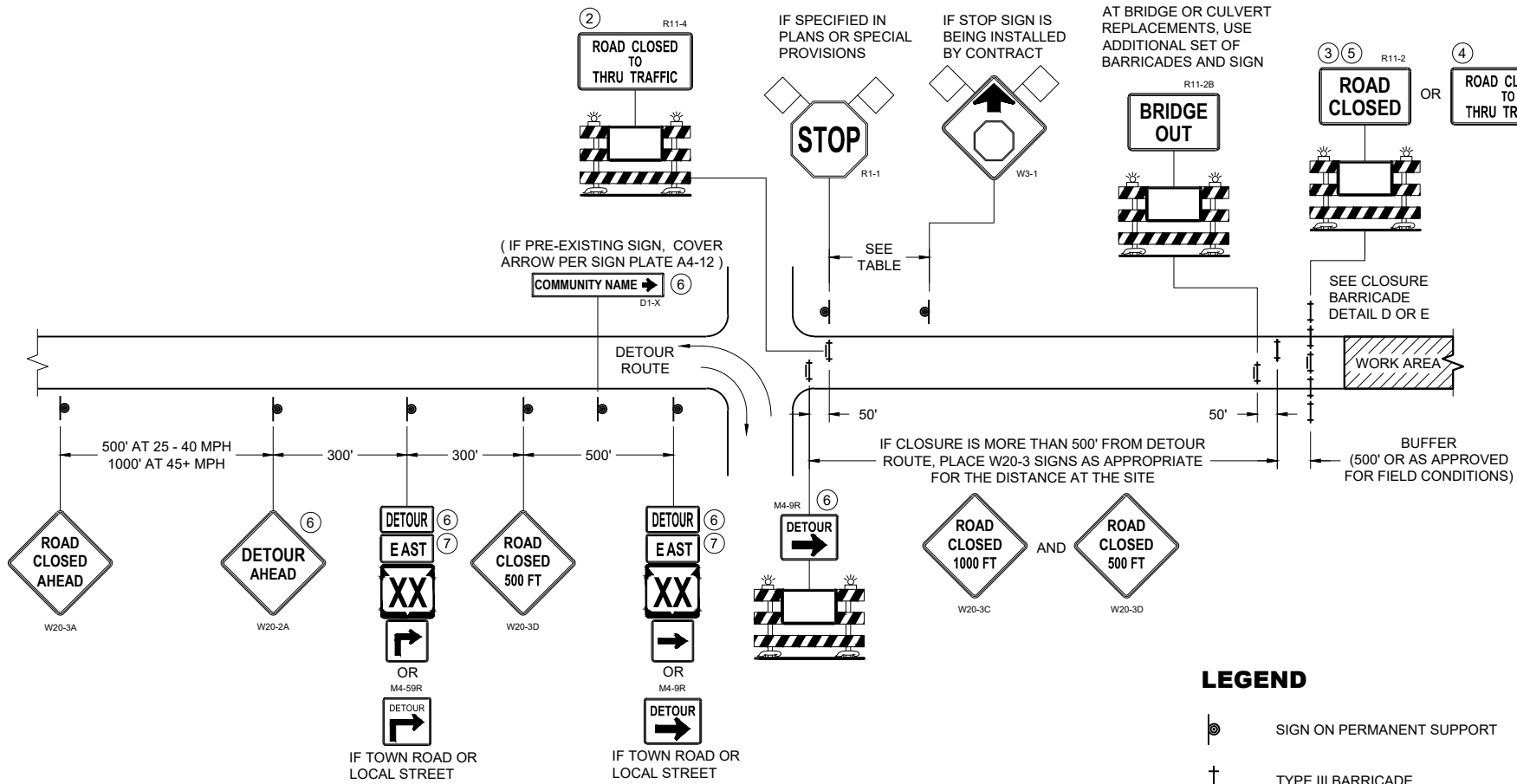
PROJECT NO: 6110-26-70	HWY: STH 44	COUNTY: WINNEBAGO	PLAN SHEET	SHEET 17	E
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Standard Detail Drawing List

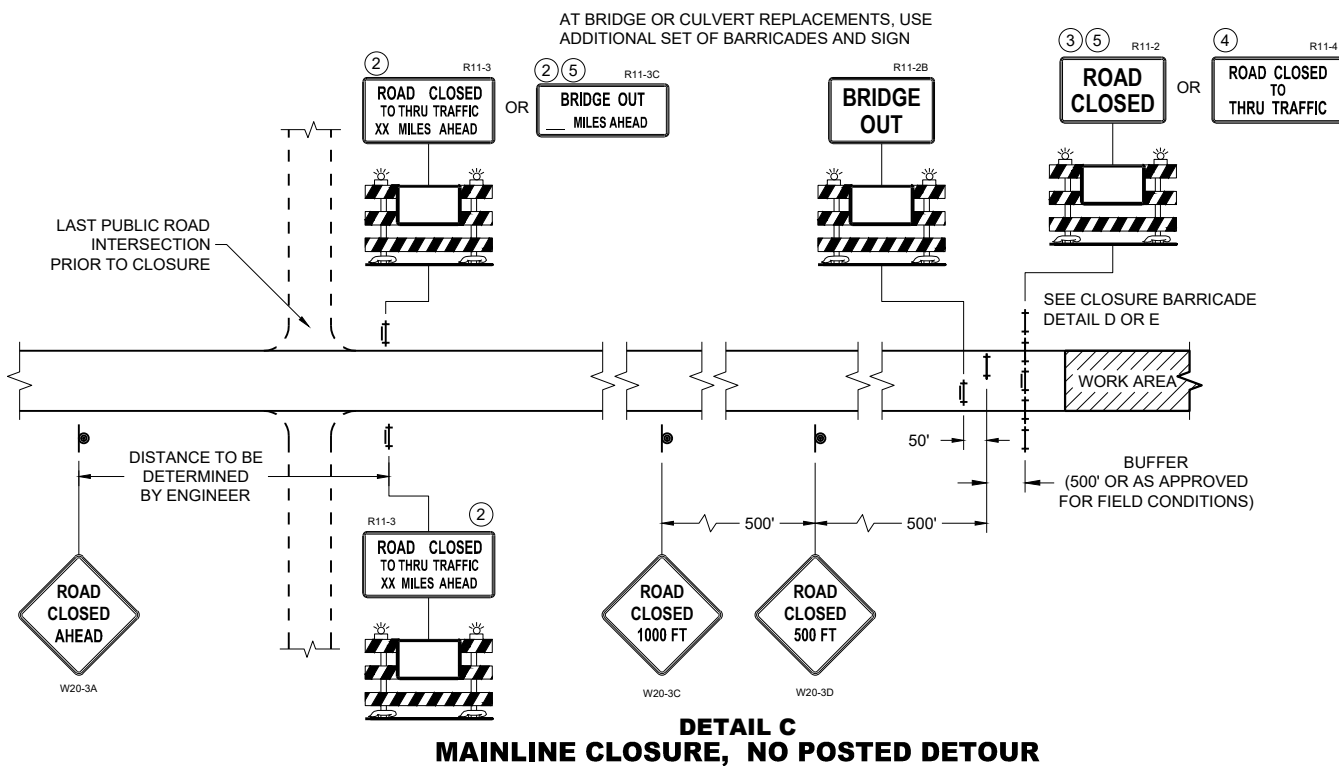
15C02-10A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-10B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C02-10F	ADVANCED WIDTH RESTRICTION SIGNING
15C08-24A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-24B	TEMPORARY LONGITUDINAL PAVEMENT MARKING
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15D12-16A	TRAFFIC CONTROL, VEHICLE ENTRANCE/EXIT OR HAUL ROAD
15D20-11A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-11B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-11C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D30-12A	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12B	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12C	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12D	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12E	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12F	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12G	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12H	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12I	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12J	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12K	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D30-12L	TRAFFIC CONTROL, PEDESTRIAN ACCOMMODATION
15D40-07A	TRAFFIC CONTROL, FULL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D40-07C	TRAFFIC CONTROL, PARTIAL LANE SHIFT NON-FREEWAY/EXPRESSWAY OR MULTILANE DIVIDED 45 MPH AND UNDER
15D48-01	TRAFFIC CONTROL, LANE SHIFT IN FLAGGING OPERATION



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



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



DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR

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

LEGEND

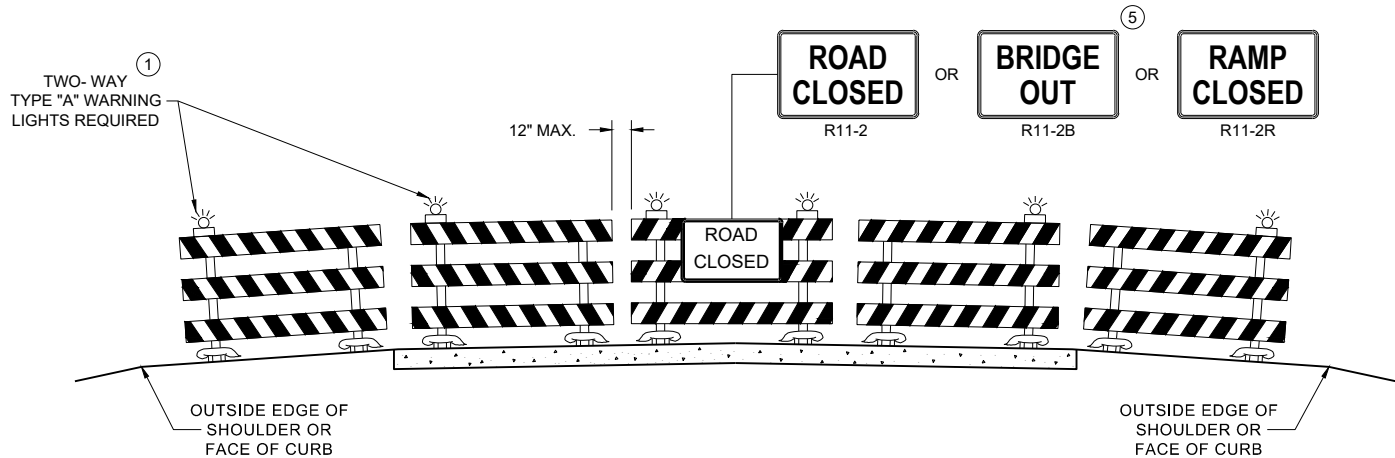
- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

- DETOUR M4 - 8
- EAST M3 - X
- XX M1 - 4 OR XX M1 - 6 OR COUNTY M1 - 5A
- OR M05 - 1 OR M06 - 1

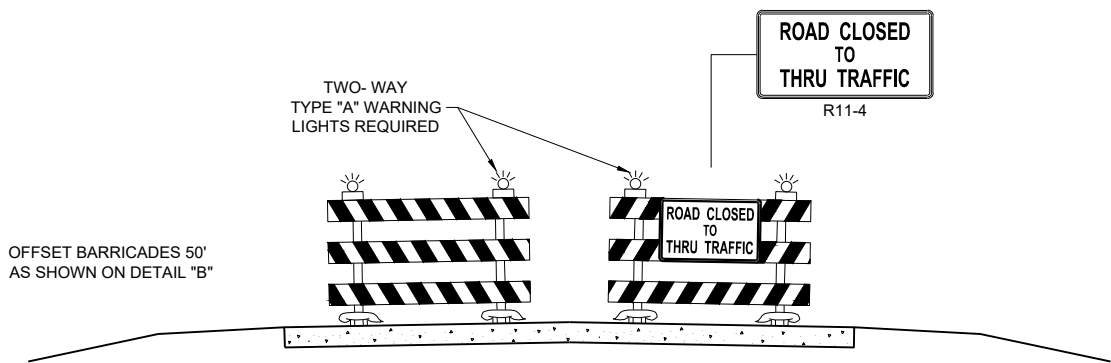
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
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.

PARTIAL NUMBERS ON SIGNS SHALL BE DISPLAYED AS A WHOLE NUMBER(AS NEEDED) FOLLOWED BY A FRACTION. SIGNS SHALL NOT DISPLAY NUMBERS IN DECIMAL FORM.

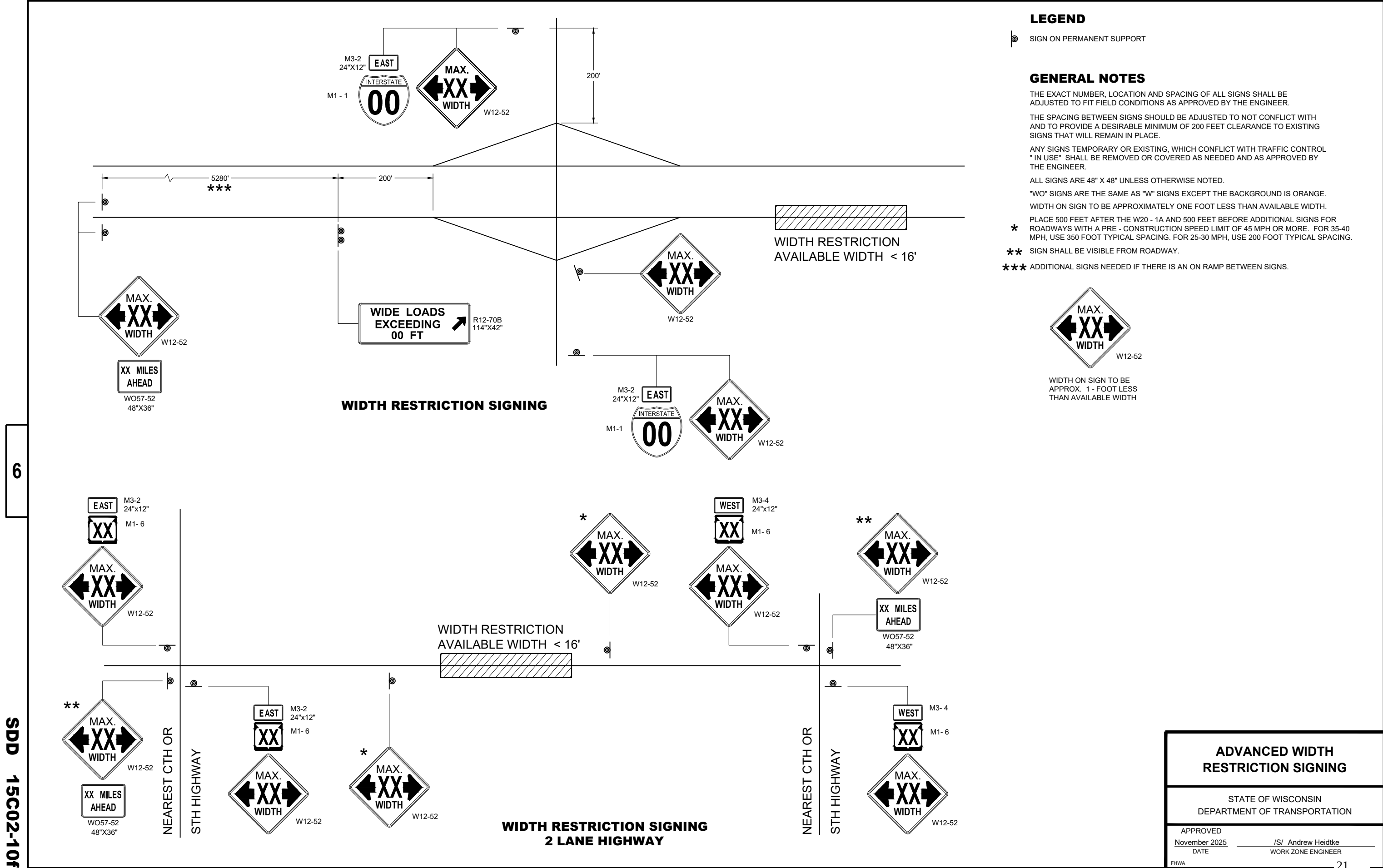
"WO" AND "MO" SIGNS ARE THE SAME AS "W" AND "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

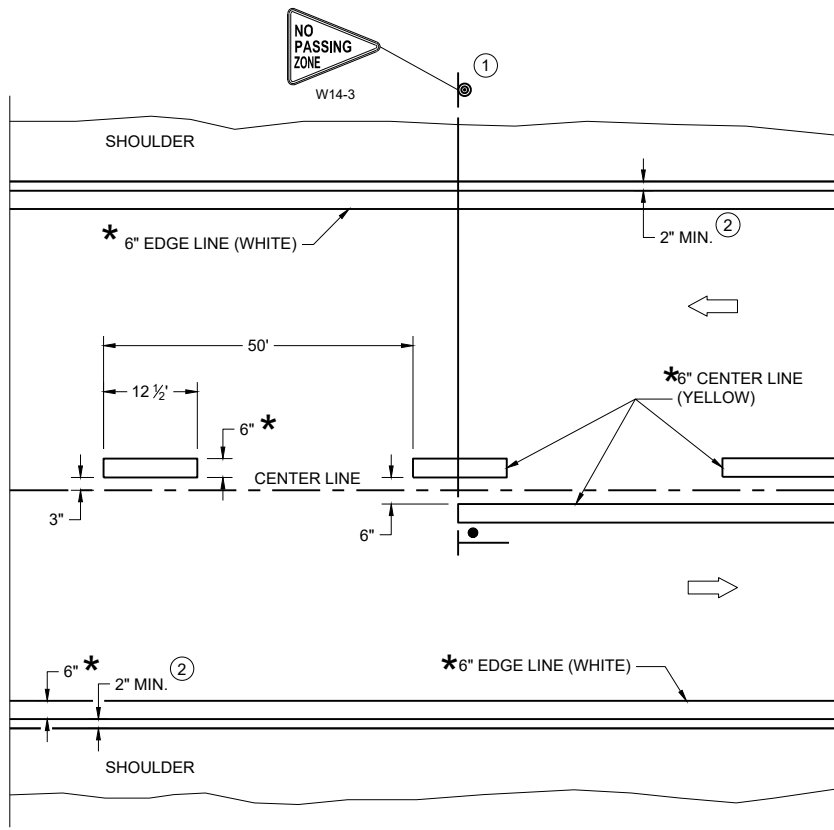
ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:
R11 - 2 SHALL BE 48" X 30"
R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60 " X 30"
M4 - 9 SHALL BE 30" X 24"
M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING 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"

SIGNS PLACED ON TYPE III BARRICADES THAT ARE SIZES OTHER THAN 48"X30" SHALL HAVE A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE.

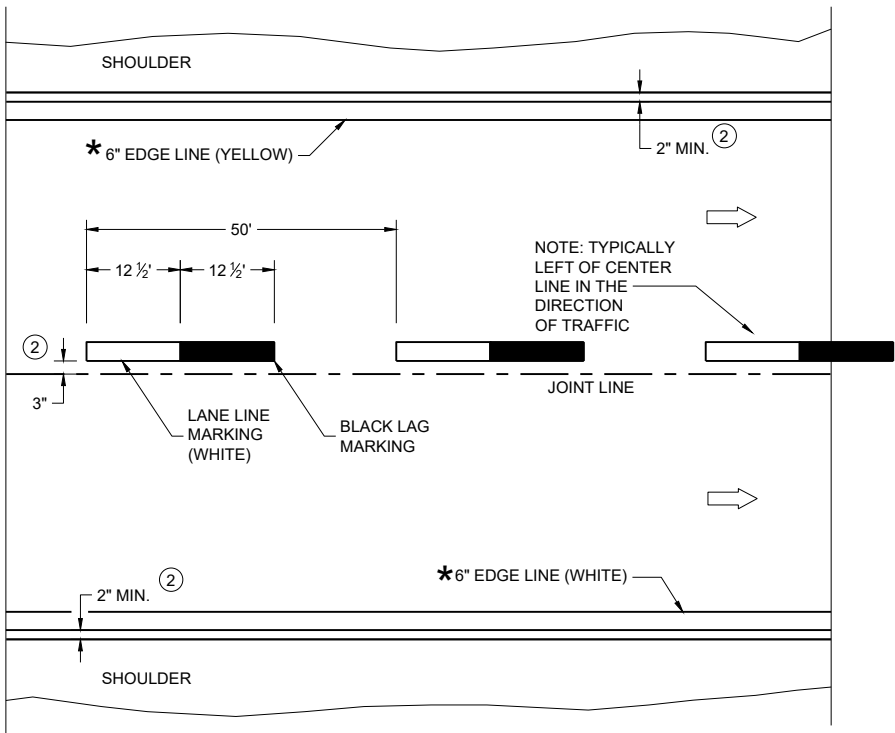
- 1 TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- 2 THESE SIGNS 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 November 2025 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	





TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

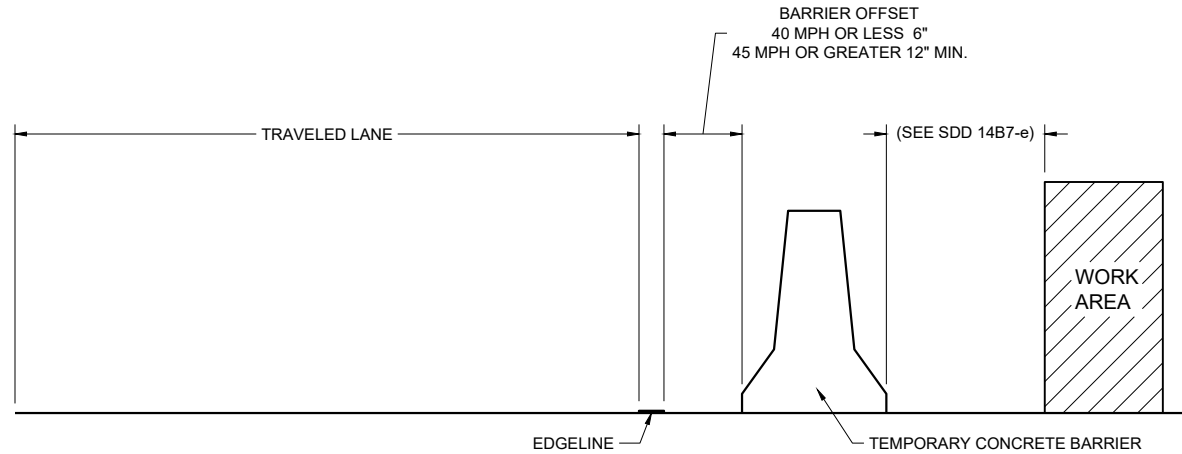
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	22



TEMPORARY BARRIER OFFSET FROM EDGE LINE

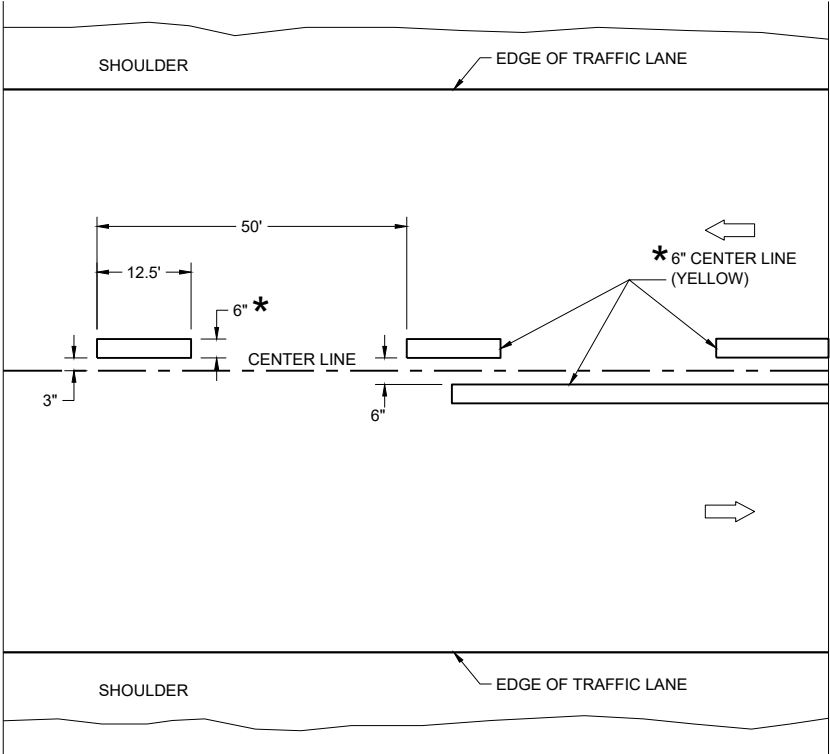
GENERAL NOTES

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

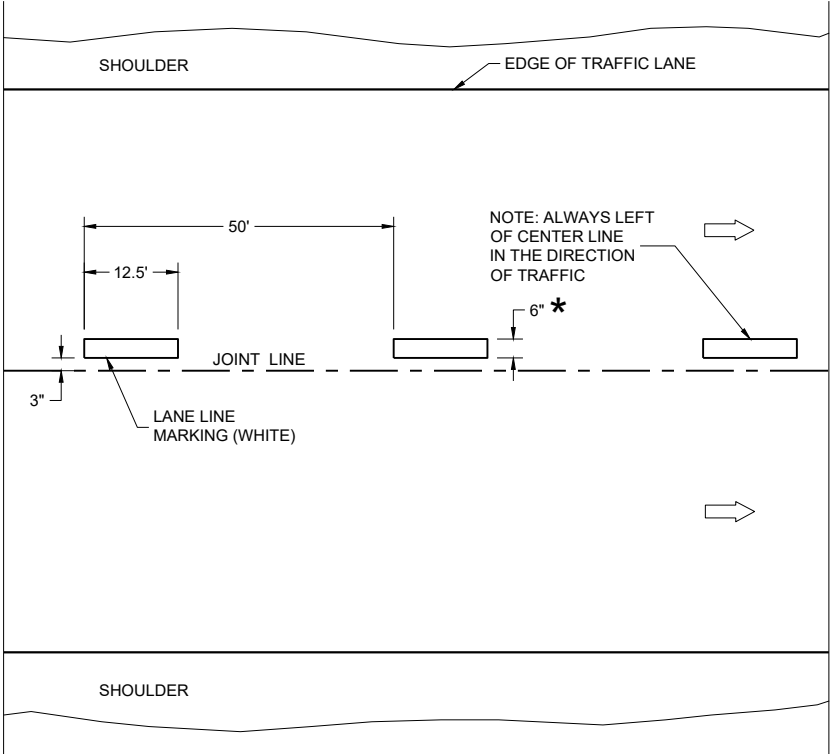
LEGEND

➡ DIRECTION OF TRAFFIC

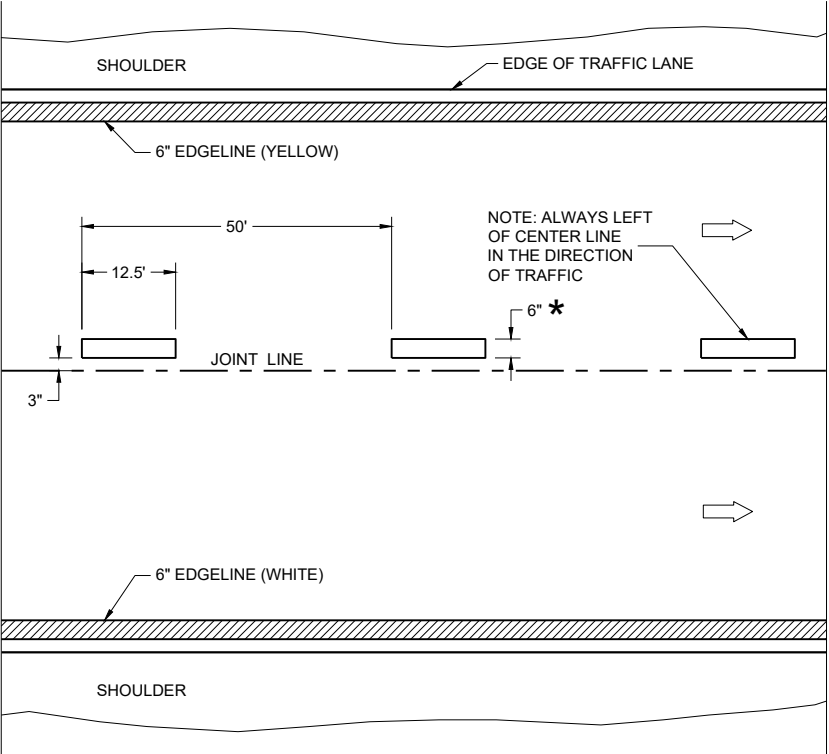
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



TWO WAY TRAFFIC



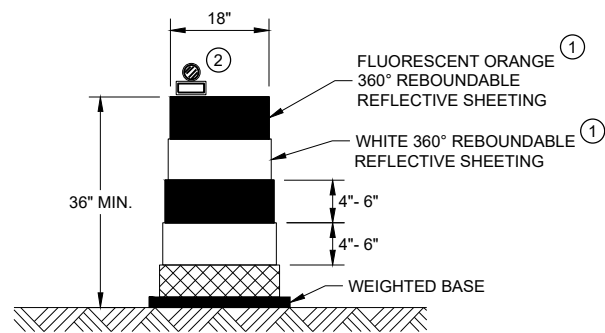
ONE WAY TRAFFIC



FREEWAYS AND EXPRESSWAYS

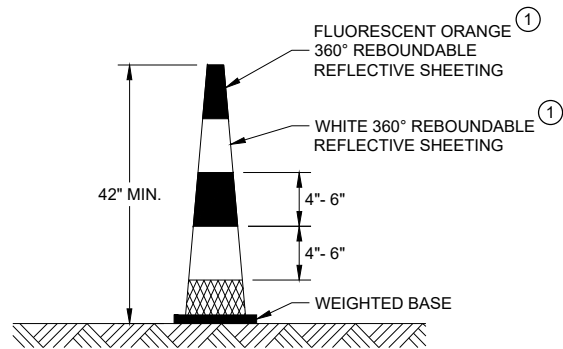
TEMPORARY PAVEMENT MARKING

TEMPORARY LONGITUDINAL PAVEMENT MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED December 2024 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer
FHWA	23



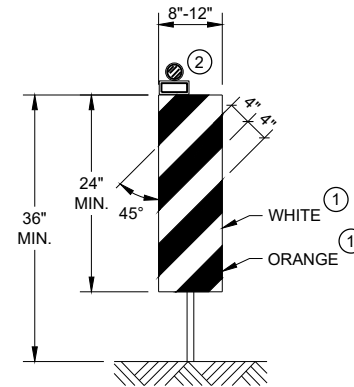
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



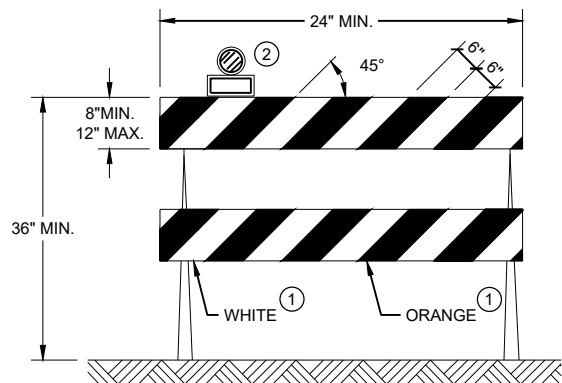
42" CONE

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



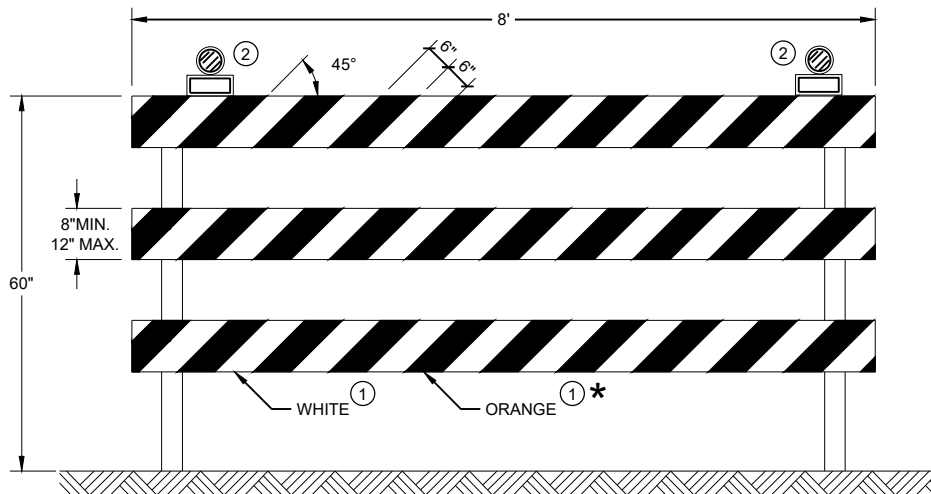
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 24
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.

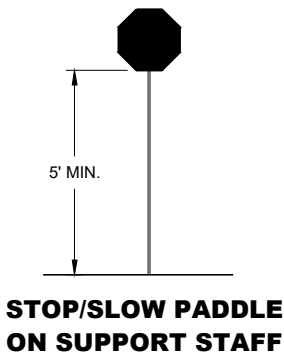
③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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.

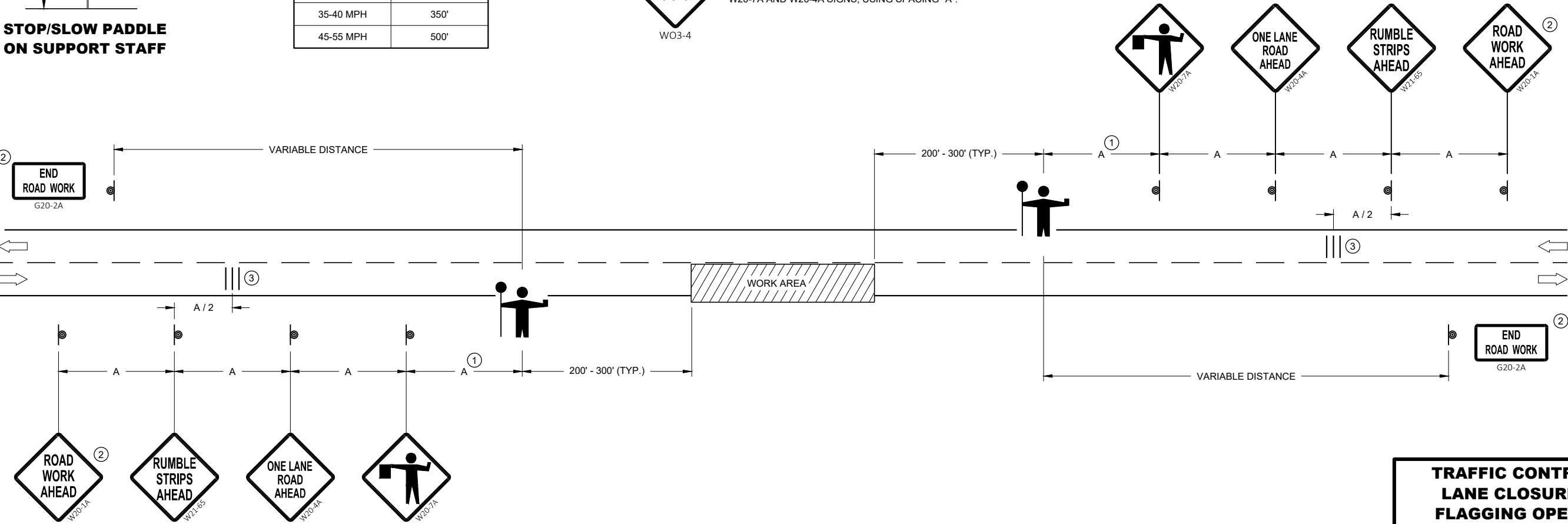


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2022 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 25

FHWA

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

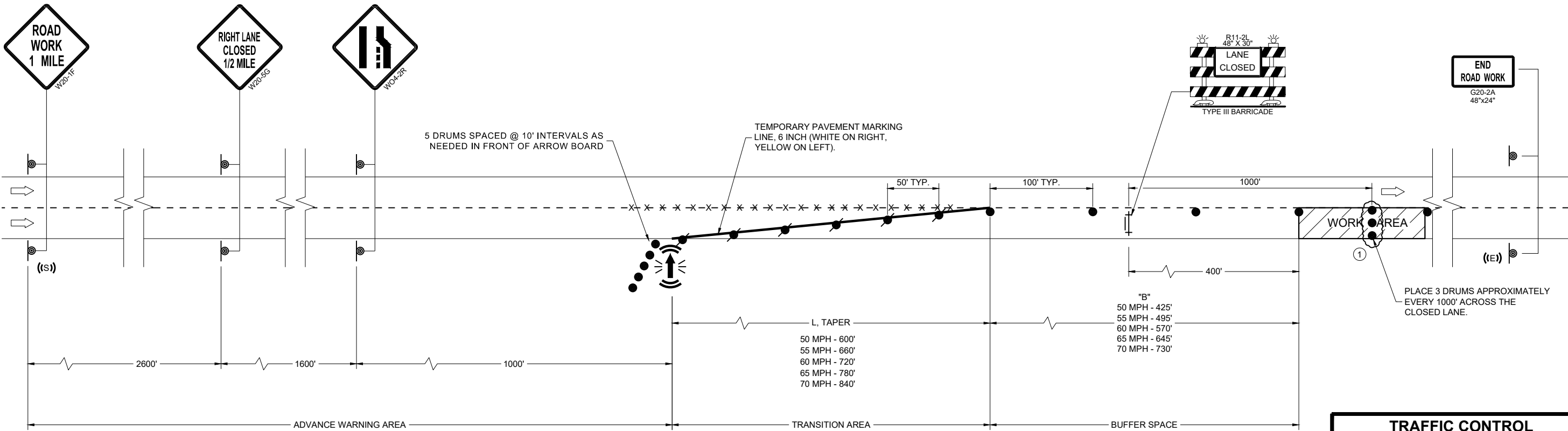
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE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

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

① DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

LEGEND

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



TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2025 DATE	/S/ Andrew Heidtke ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

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

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

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

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

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

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

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

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

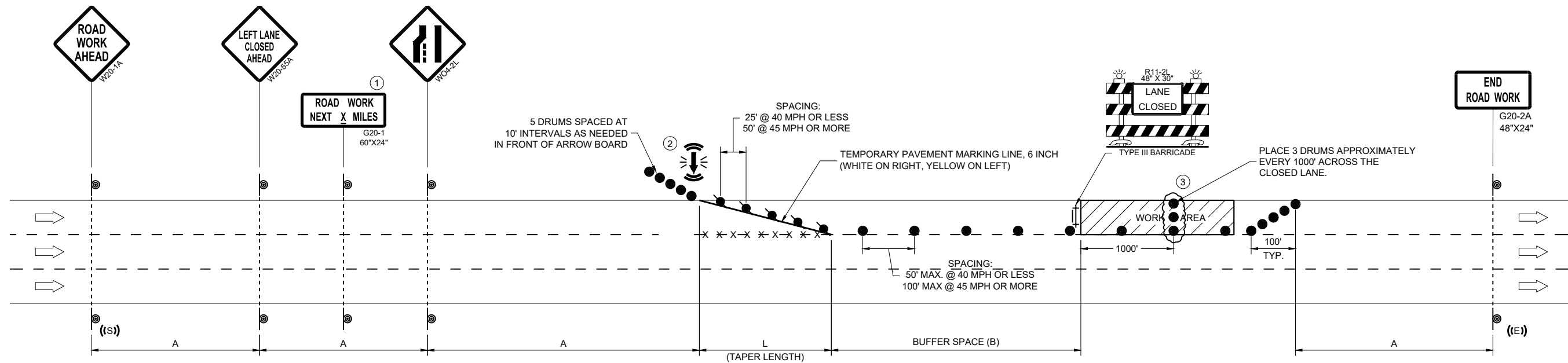
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.
- ③ DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.



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

APPROVED	
<u>November 2025</u>	<u>/S/ Andrew Heidtke</u>
DATE	WORK ZONE ENGINEER

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

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

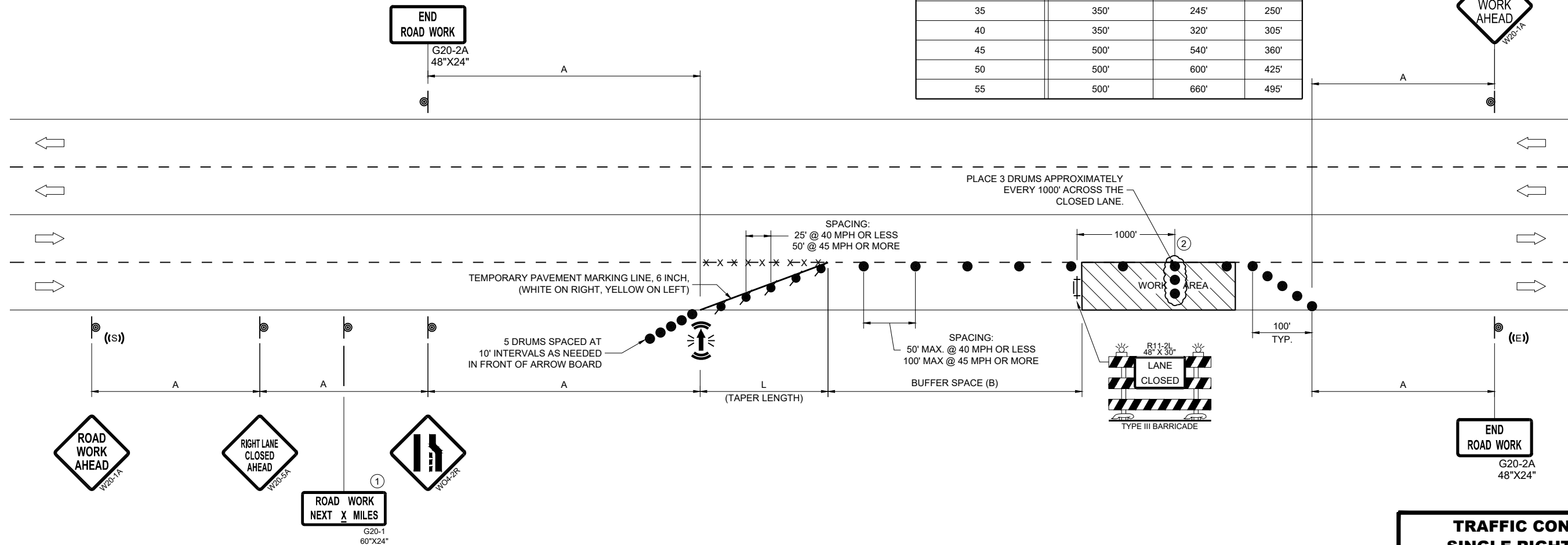
W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE

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

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② DRUMS IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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



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

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

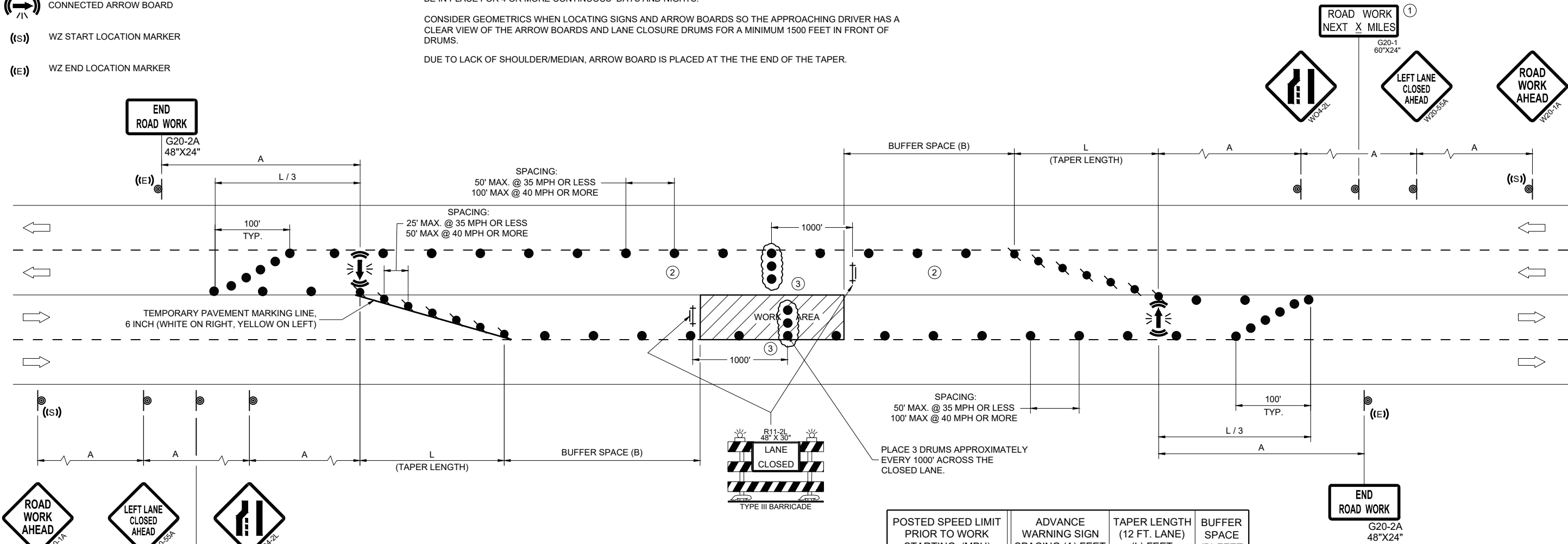
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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

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

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

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



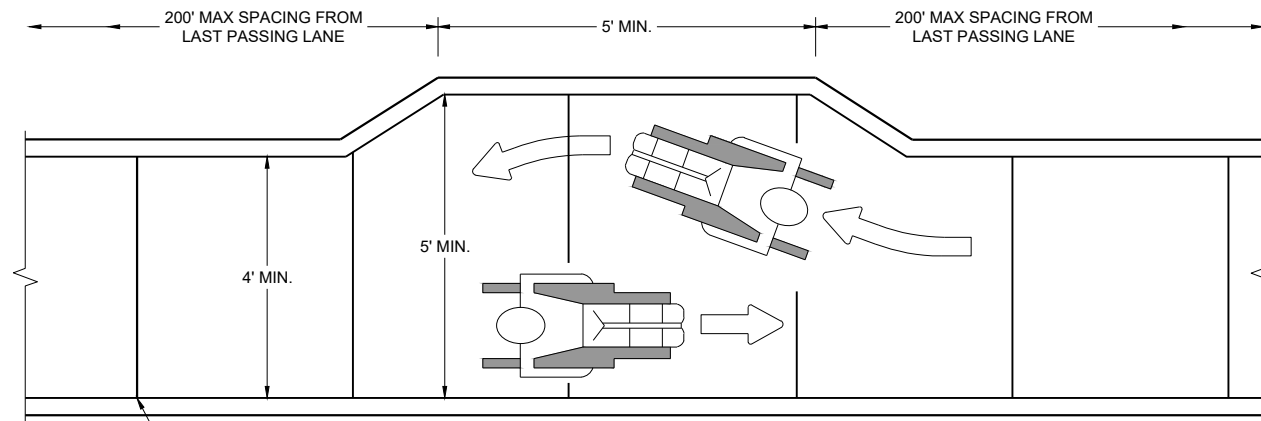
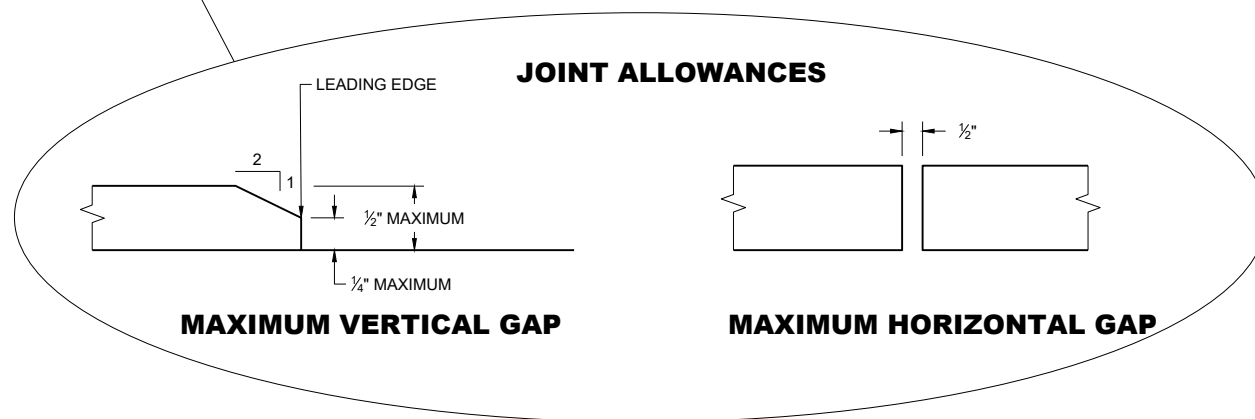
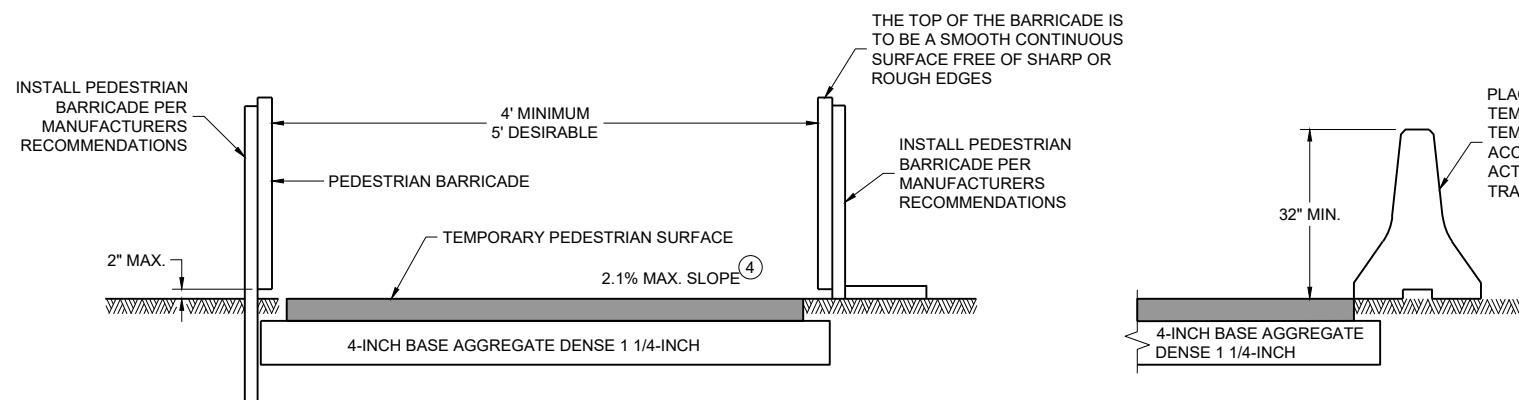
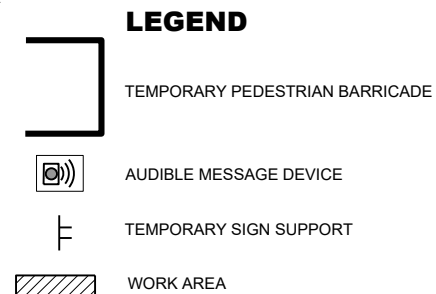
POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	155'
30	200'	180'	200'
35	350'	245'	250'
40	350'	320'	305'
45	500'	540'	360'
50	500'	600'	425'
55	500'	660'	495'

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

**NARROW SIDEWALK PASSING DETAIL****MAXIMUM VERTICAL GAP****MAXIMUM HORIZONTAL GAP****TEMPORARY PEDESTRIAN ACCESS****GENERAL NOTES**

BARRICADE DEVICE SELECTED FROM APPROVED PRODUCT LIST

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

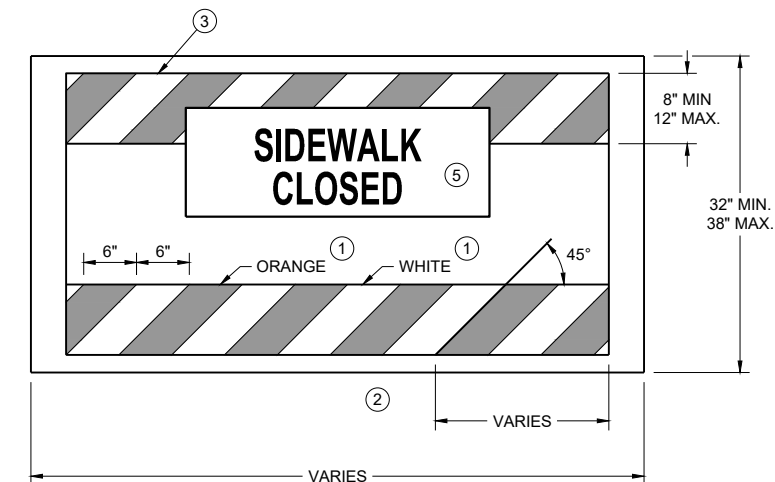
② SHEETING REQUIRED ON MORE THAN 50% OF BARRICADE WIDTH.

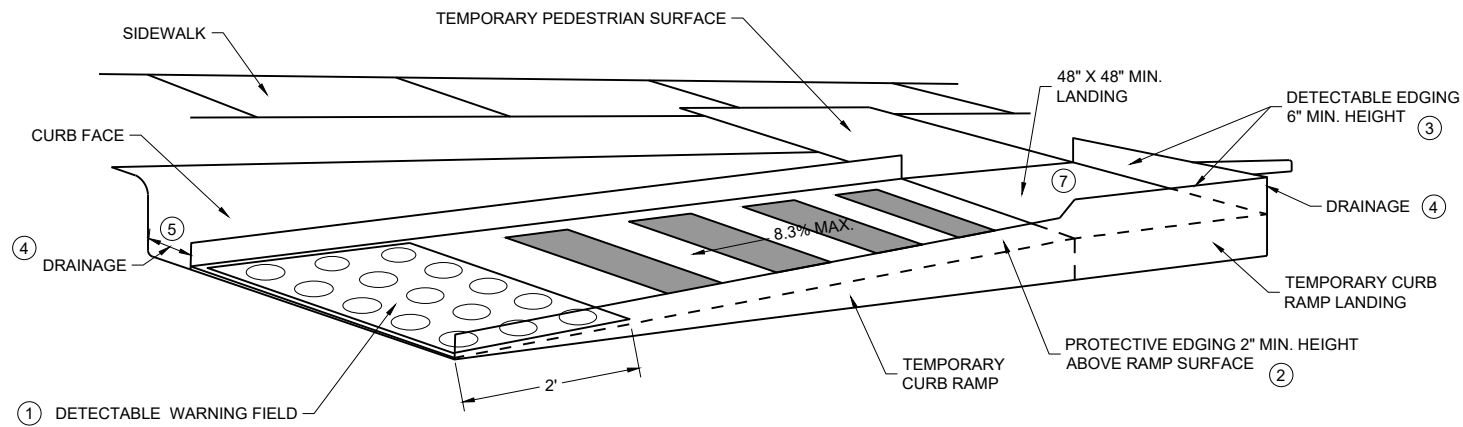
③ PLACE SHEETING ON BOTH SIDES OF THE BARRICADE.

★ USE THIS DETAIL FOR SHEETING PLACEMENT REFERENCE.

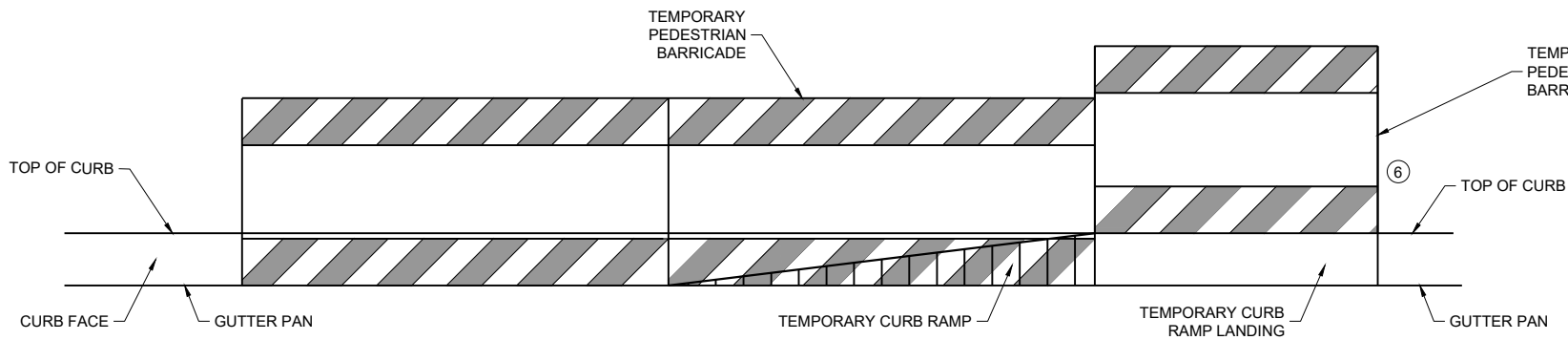
④ WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.

⑤ WHERE SIGNS FOR TEMPORARY PEDESTRIAN ACCOMMODATIONS ARE SHOWN BEING PLACED BEHIND TEMPORARY PEDESTRIAN BARRICADE, THE SIGNS MAY BE MOUNTED ON THE TEMPORARY PEDESTRIAN BARRICADE INSTEAD. A CORRUGATED POLYPROPYLENE OR POLYETHYLENE PLASTIC SIGN BASE SHALL BE USED IF MOUNTED ON THE BARRICADE. THE TOP OF THE SIGN SHALL BE MOUNTED BELOW THE TOP OF THE BARRICADE TO ALLOW A CONTINUOUS HAND-TRAILING EDGE.

**TEMPORARY PEDESTRIAN BARRICADE *****TEMPORARY PEDESTRIAN FLAGGING****TRAFFIC CONTROL,
PEDESTRIAN
ACCOMMODATION**STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

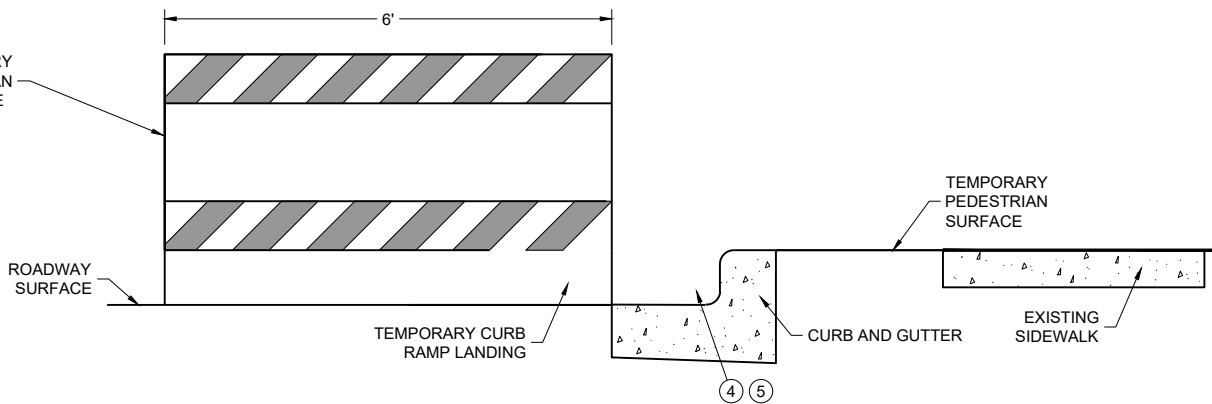


PERSPECTIVE VIEW



FRONT VIEW

TEMPORARY CURB RAMP PARALLEL TO CURB



SIDE VIEW

GENERAL NOTES

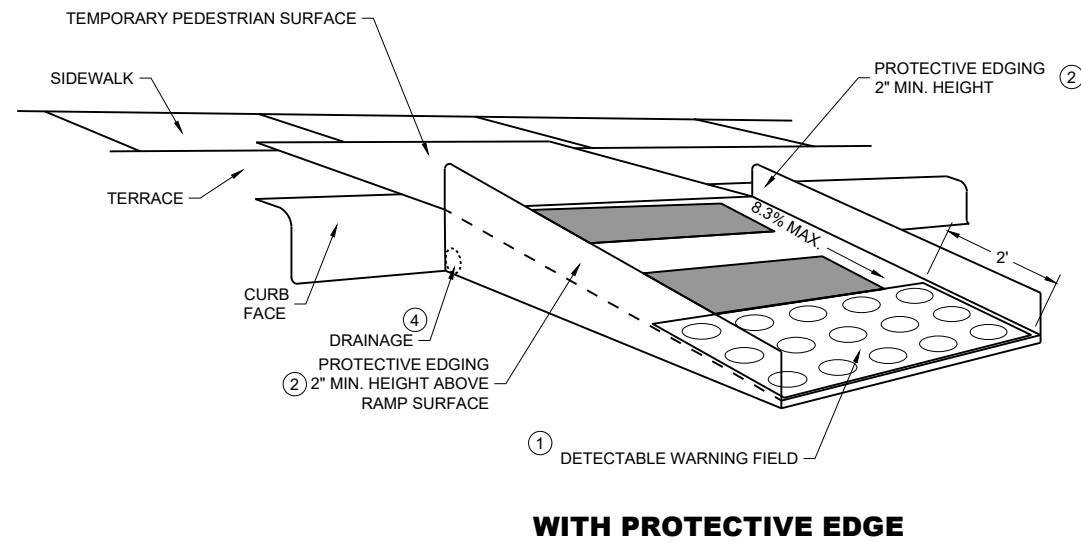
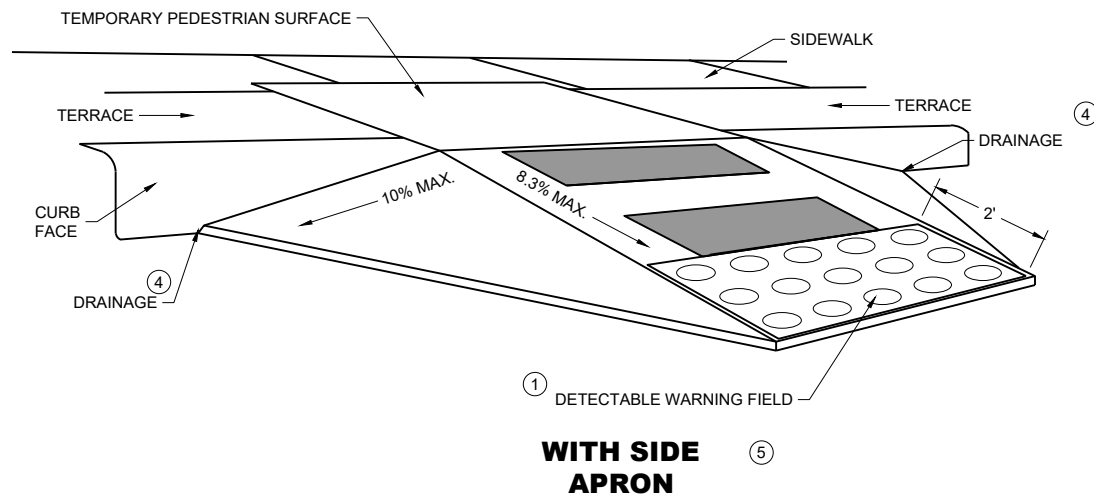
CURB RAMPS SHALL BE 48" MIN. WIDTH WITH A FIRM, STABLE AND SLIP RESISTANT SURFACE.

CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP. LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN 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.
- ⑦ LANDING TO BE SLOPED A MAXIMUM OF 2.1% IN ALL DIRECTIONS OF PEDESTRIAN TRAVEL.



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 1:48 (2.1%) MAX. CROSS-SLOPE.

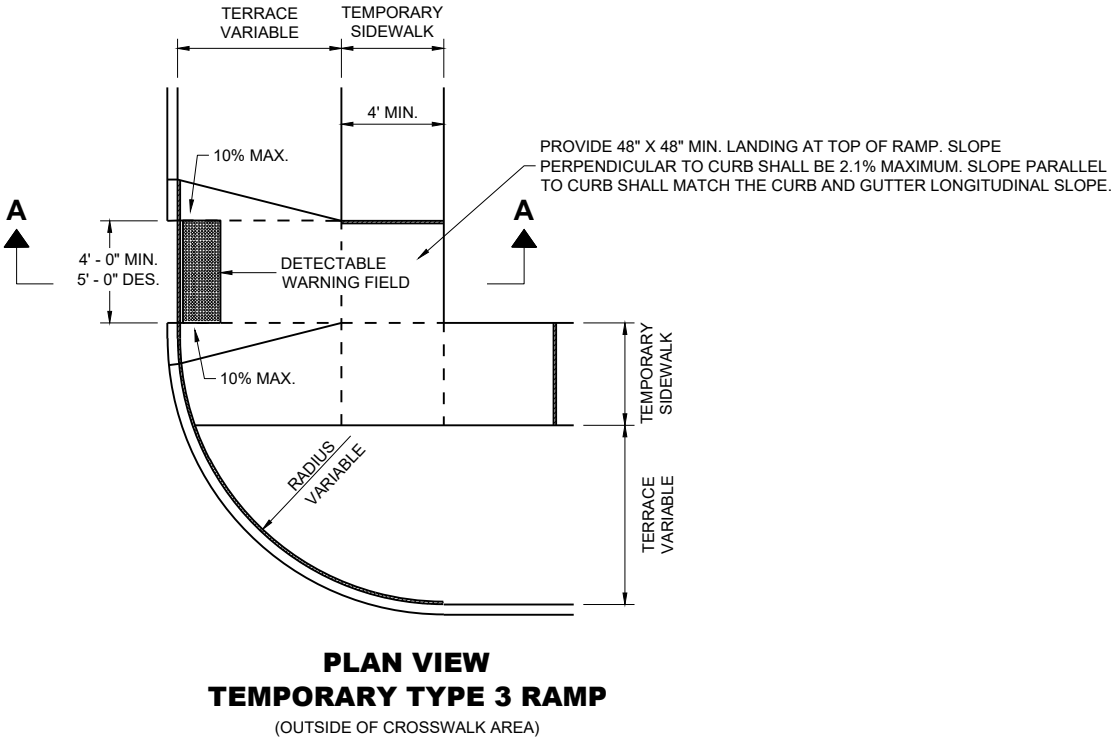
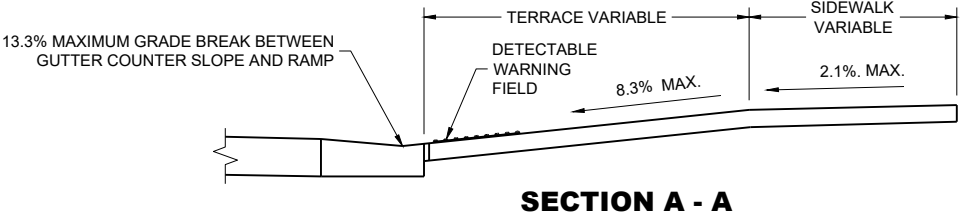
CLEAR SPACE OF 48" X 48" SHALL BE PROVIDED ABOVE AND BELOW THE CURB RAMP.

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

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

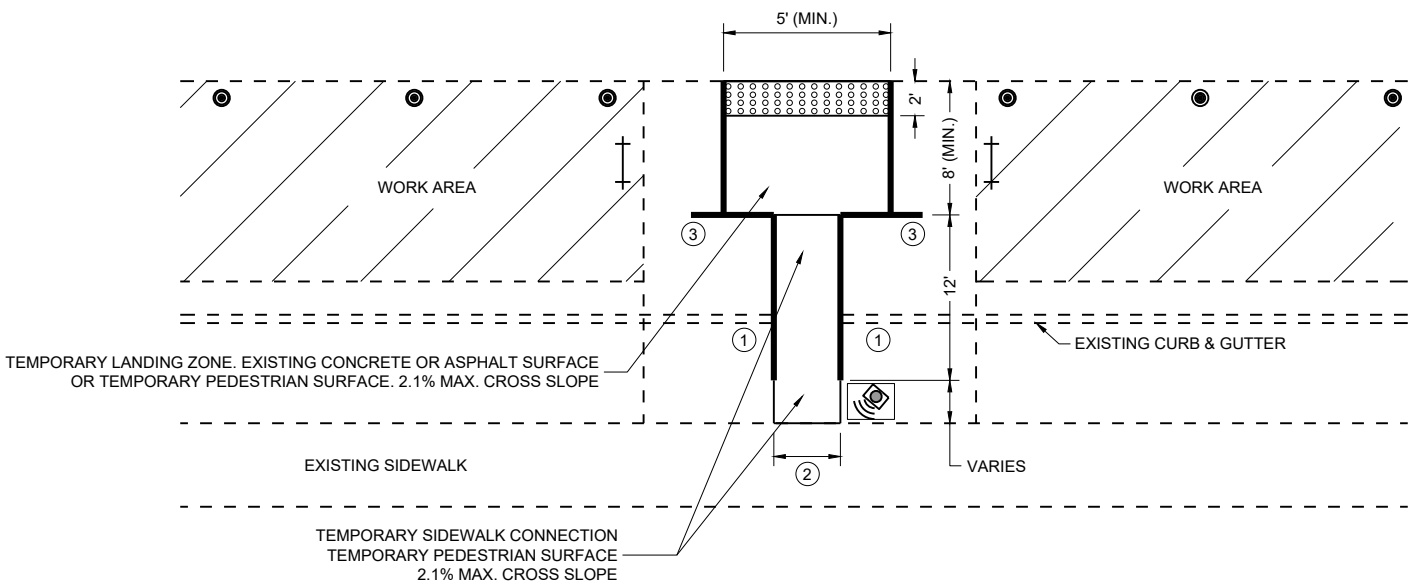
- ① INSTALL CONTRASTING TEMPORARY DETECTABLE WARNING FIELD AT PEDESTRIAN STREET CROSSINGS, AS SHOWN IN THE PLANS
- ② PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE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

GENERAL NOTES

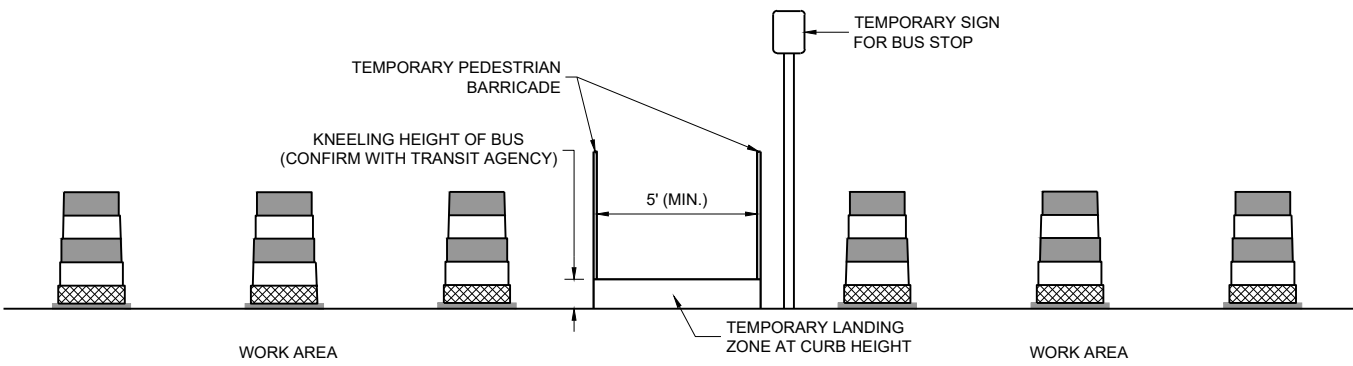


TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PLAN VIEW



PROFILE VIEW
TEMPORARY BUS STOP PAD

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- NOTIFY THE BUS COMPANY 7 DAYS IN ADVANCE OF THE BUS STOP RELOCATION.
- PROTECTIVE EDGING WITH A 2" MIN. HEIGHT SHALL BE INSTALLED WHEN A CURB RAMP OR LANDING PLATFORM HAS A VERTICAL DROP OF 6" OR GREATER OR HAS A SIDE APRON SLOPE STEEPER THAN 1:3 (33%). PROTECTIVE EDGING SHOULD BE CONSIDERED WHEN CURB RAMPS OR LANDING PLATFORMS HAVE A VERTICAL DROP OF 3" OR MORE.
- DETECTABLE EDGING WITH 6" MIN. HEIGHT AND CONTRASTING COLOR SHALL BE INSTALLED ON ALL CURB RAMP LANDINGS WHERE THE WALKWAY CHANGES DIRECTION (TURNS).
- LATERAL JOINTS OR GAPS BETWEEN SURFACES SHALL BE LESS THAN ½" WIDTH.
- CHANGES BETWEEN SURFACE HEIGHTS SHALL NOT EXCEED ½". LATERAL EDGES MAY BE VERTICAL UP TO ¼" HIGH AND SHALL BE BEVELED AT 1:2 BETWEEN ¼" AND ½".
- CURB RAMPS AND LANDINGS SHALL HAVE A 1:48 (2.1%) MAX. CROSS-SLOPE.

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

LEGEND

- TRAFFIC CONTROL DRUM
- ⊢ TYPE III BARRICADE
- TEMPORARY PEDESTRIAN BARRICADE
- ⊞ TEMPORARY DETECTABLE WARNING FIELD
- ▨ WORK AREA
- 🔊 TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

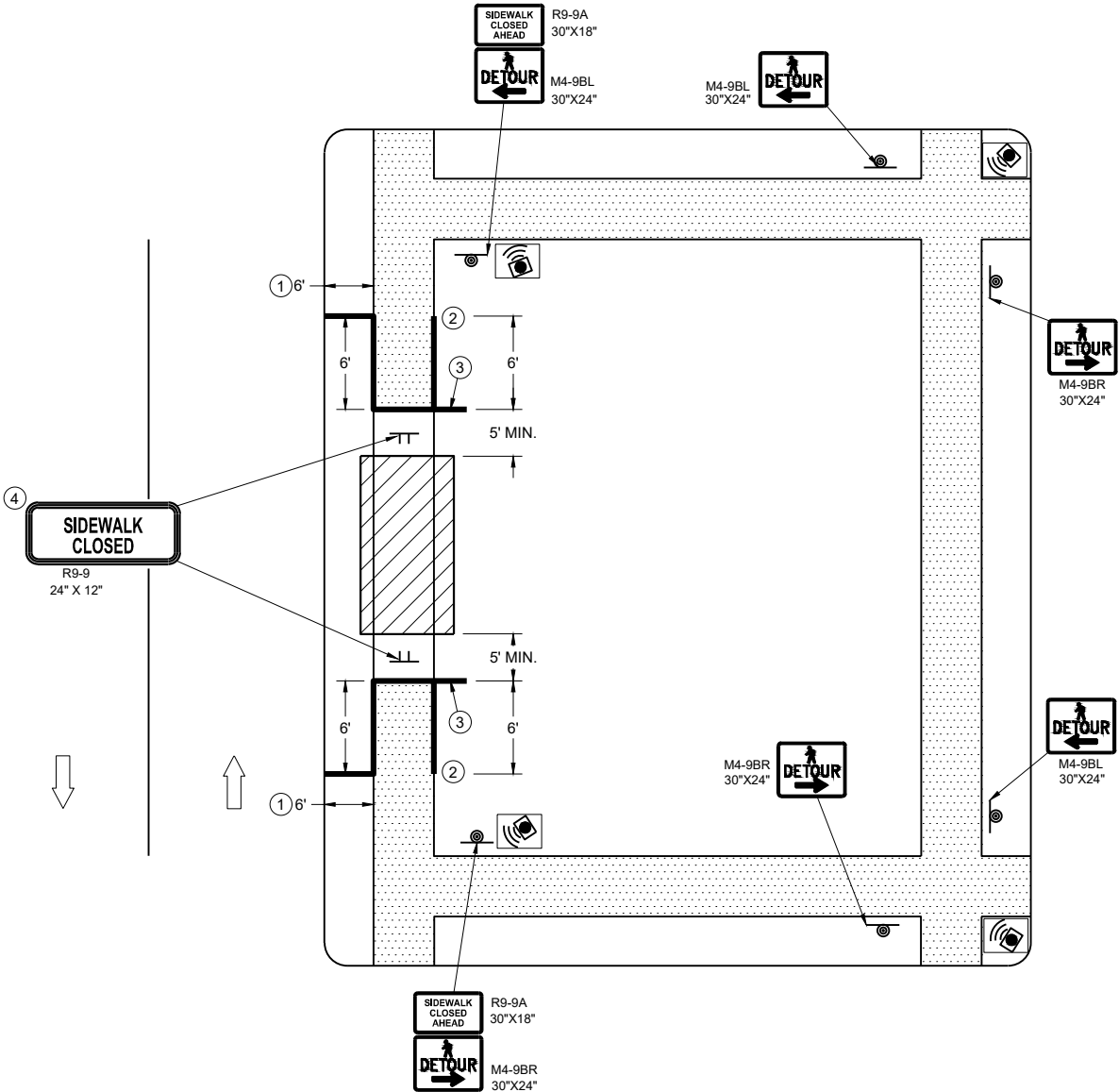
GENERAL NOTES

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

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

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

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



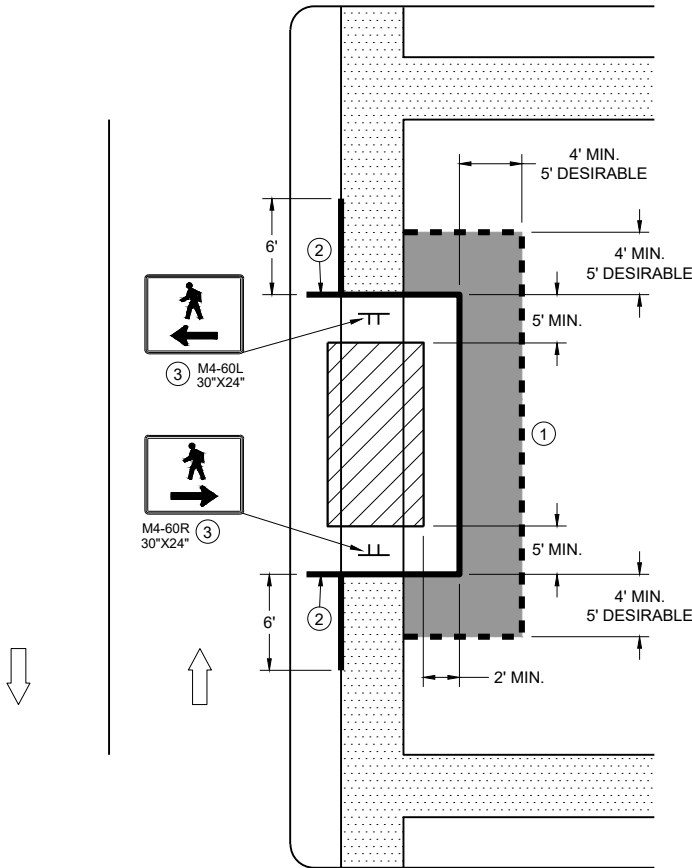
SIDEWALK DETOUR, SIDEWALK ONLY ON ONE SIDE

LEGEND

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

GENERAL NOTES

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



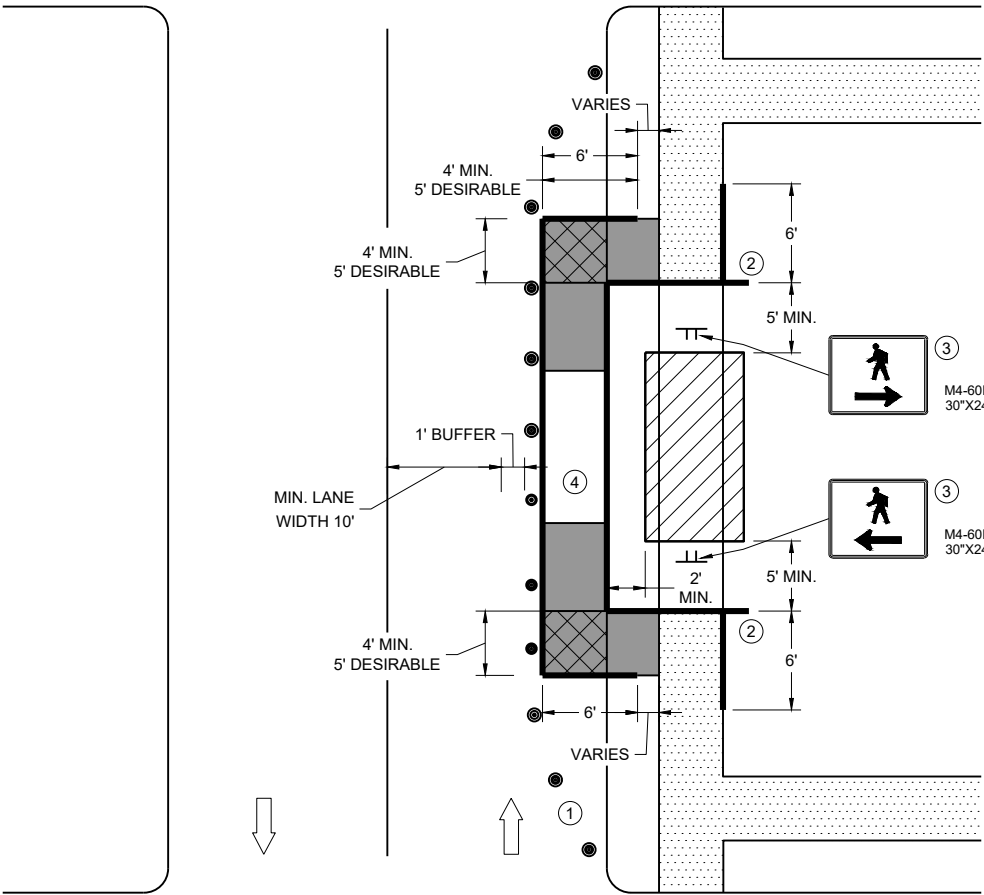
SIDEWALK BYPASS
SINGLE SIDE

LEGEND

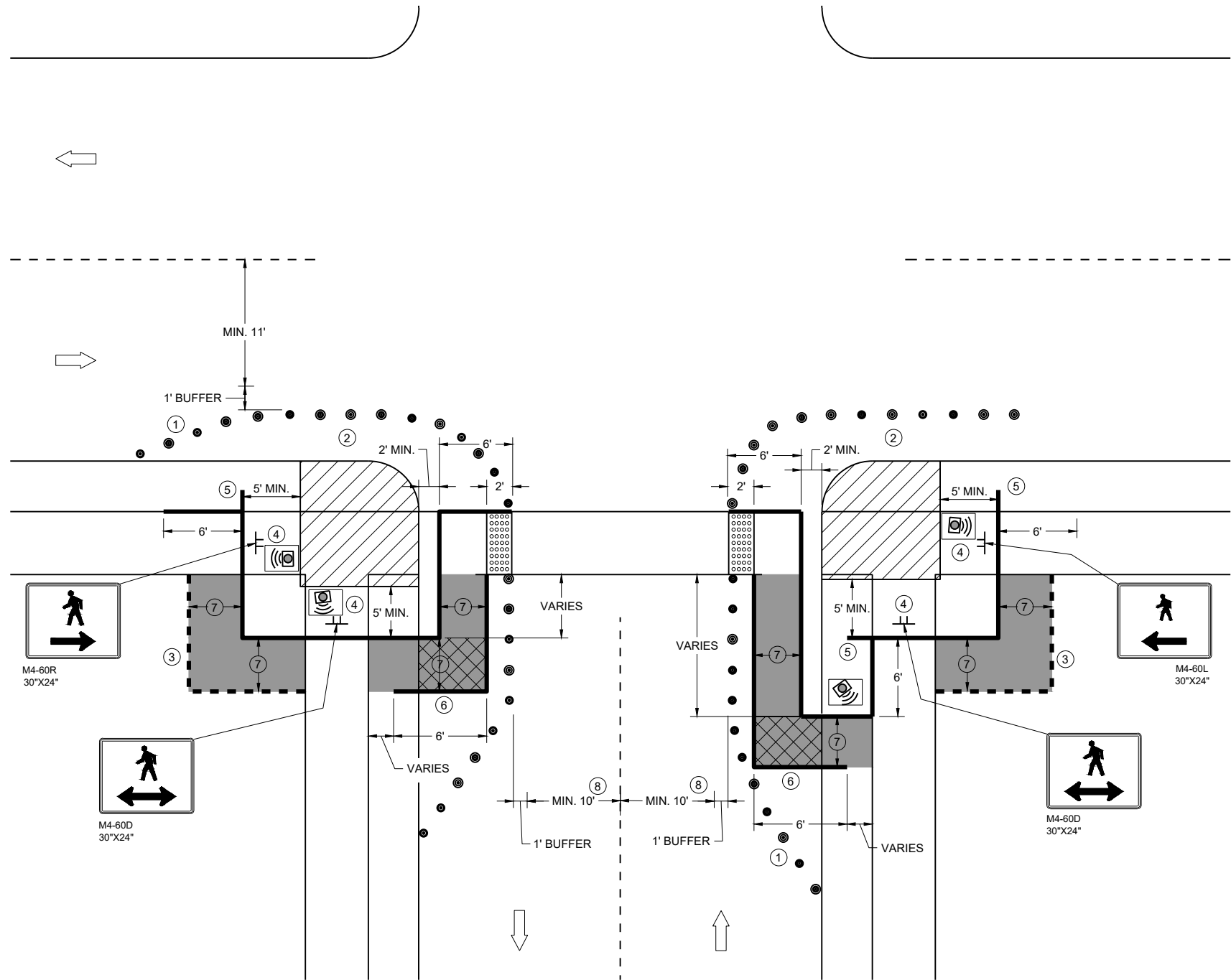
- SIGN ON TEMPORARY SUPPORT
- TRAFFIC CONTROL DRUM
- WORK AREA
- UNDER PEDESTRIAN TRAFFIC
- TEMPORARY CURB RAMP
- TEMPORARY PEDESTRIAN SURFACE "A"
- TEMPORARY PEDESTRIAN SURFACE "B"
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC

GENERAL NOTES

- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG.
- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SHOULDER OR LANE CLOSURE ADVANCE WARNING AND BUFFER SPACE REQUIRED.
 - PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL PAST THE SIDEWALK ON THE SIDE AWAY FROM THE ROAD.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.
 - USE EXISTING PAVEMENT SURFACE. IF EXISTING PAVEMENT SURFACE HAS BEEN REMOVED, USE A TEMPORARY PEDESTRIAN SURFACE. WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.



SIDEWALK BYPASS, SINGLE SIDE



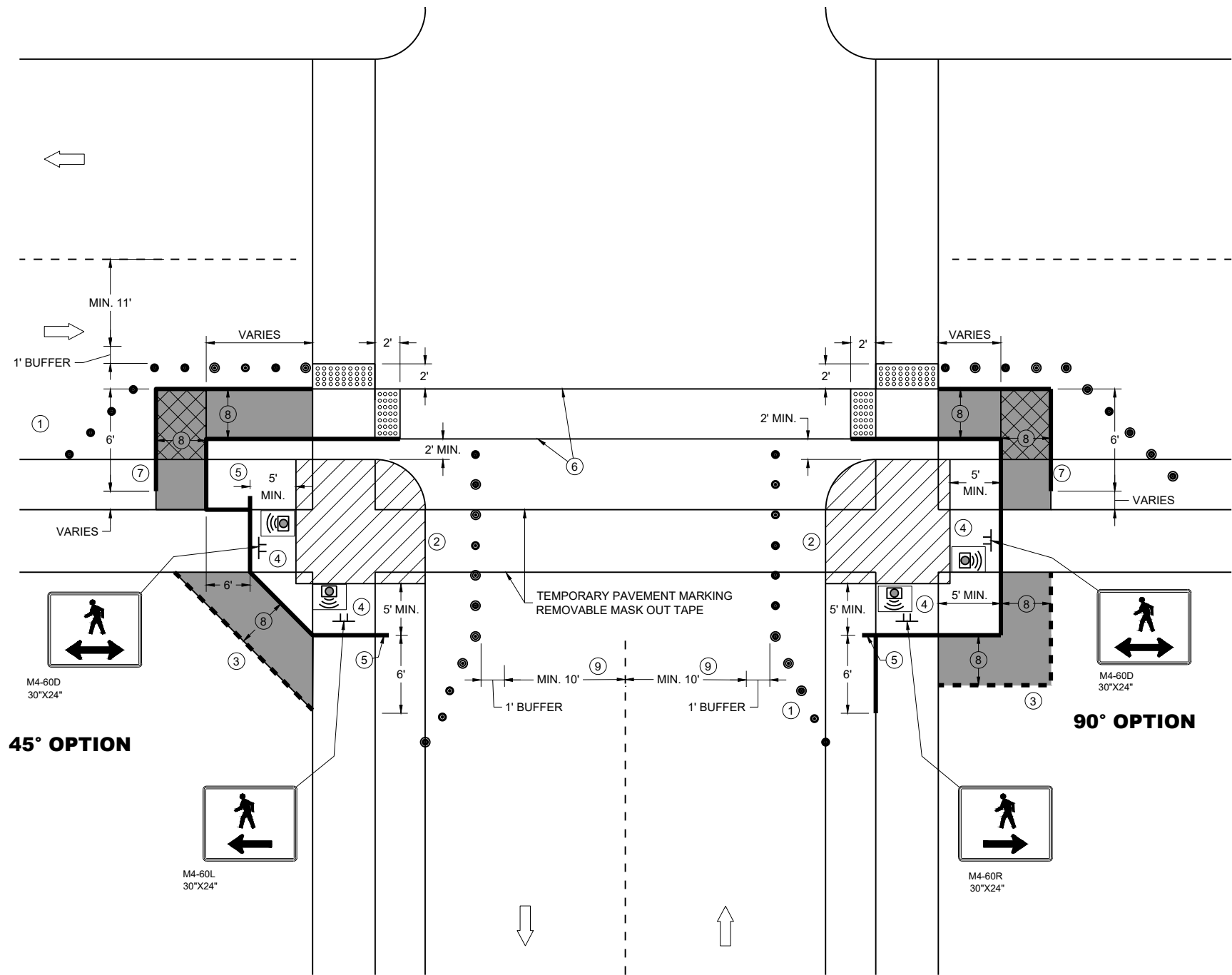
CURB RAMP PEDESTRIAN TRAFFIC CONTROL
SIDEWALK ON SINGLE SIDE

GENERAL NOTES

- IF PEDESTRIAN PUSH BUTTONS ARE PRESENT ON THE EXISTING FACILITY, ENSURE THEY ARE MAINTAINED/ACCESSIBLE FOR PEDESTRIAN USE THROUGHOUT THE TEMPORARY PEDESTRIAN ACCOMMODATIONS.
- TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG
- WHEN TEMPORARY PEDESTRIAN BARRICADE RUNS PARALLEL ALONG THE SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- WHEN THE TEMPORARY PEDESTRIAN ACCESS ROUTE RUNS PARALLEL ON THE ROADWAY SURFACE, THE MAXIMUM CROSS SLOPE WILL MATCH THE EXISTING ROADWAY CROSS SLOPE.
- ① SHOULDER OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
 - ② PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
 - ③ USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
 - ④ MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE TO BOTTOM OF SIGN.
 - ⑤ PLACE EXCESS PORTION OF TEMPORARY PEDESTRIAN BARRICADE PANEL IN THE SIDEWALK TERRACE.
 - ⑥ IF TEMPORARY PEDESTRIAN BARRICADE DOES NOT REACH THE FACE OF THE CURB, USE AN ADDITIONAL PANEL AND EXTEND INTO THE TERRACE.
 - ⑦ 4 FEET MINIMUM, 5 FEET DESIRABLE
 - ⑧ IF MINIMUM LANE WIDTHS CAN'T BE ATTAINED, CURB RAMPS MAY NEED TO BE CONSTRUCTED AT SEPARATE TIMES.

LEGEND

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



CURB RAMP PEDESTRIAN TRAFFIC CONTROL

GENERAL NOTES

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

TYPICAL TEMPORARY PEDESTRIAN BARRICADE PANEL IS 6 FEET LONG

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

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

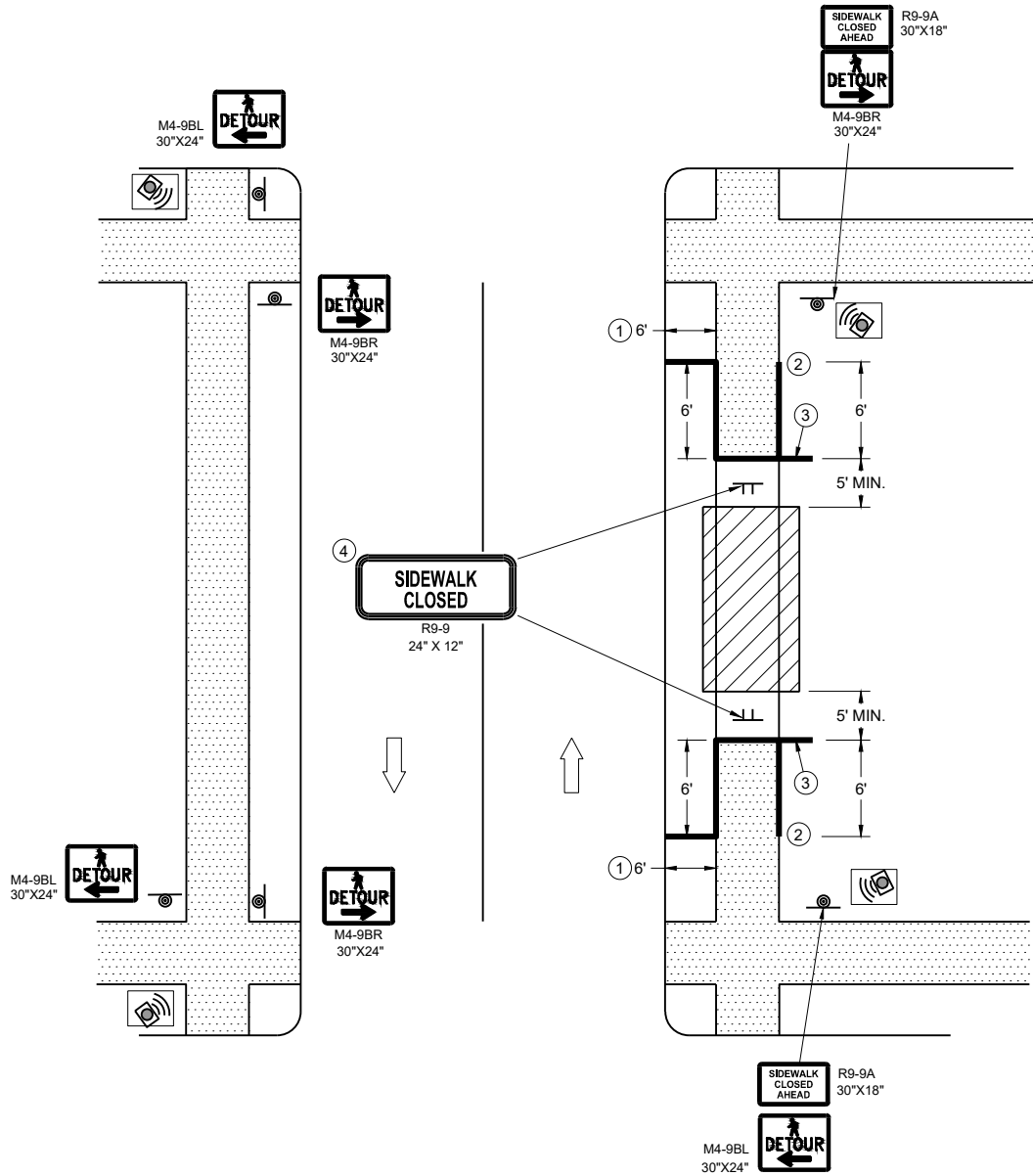
- 1 SHOULDERS OR LANE CLOSURE ADVANCE WARNING AND PROPER BUFFER SPACE REQUIRED.
- 2 PROVIDE ADEQUATE SPACE FOR CONTRACTOR OPERATIONS
- 3 USE TEMPORARY PEDESTRIAN BARRICADE TO SEPARATE PEDESTRIANS FROM DROP OFFS OR FOR ADDITIONAL PEDESTRIAN CHANNELIZATION.
- 4 MOUNTING HEIGHT OF 5 FEET FROM SIDEWALK SURFACE 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
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)

LEGEND

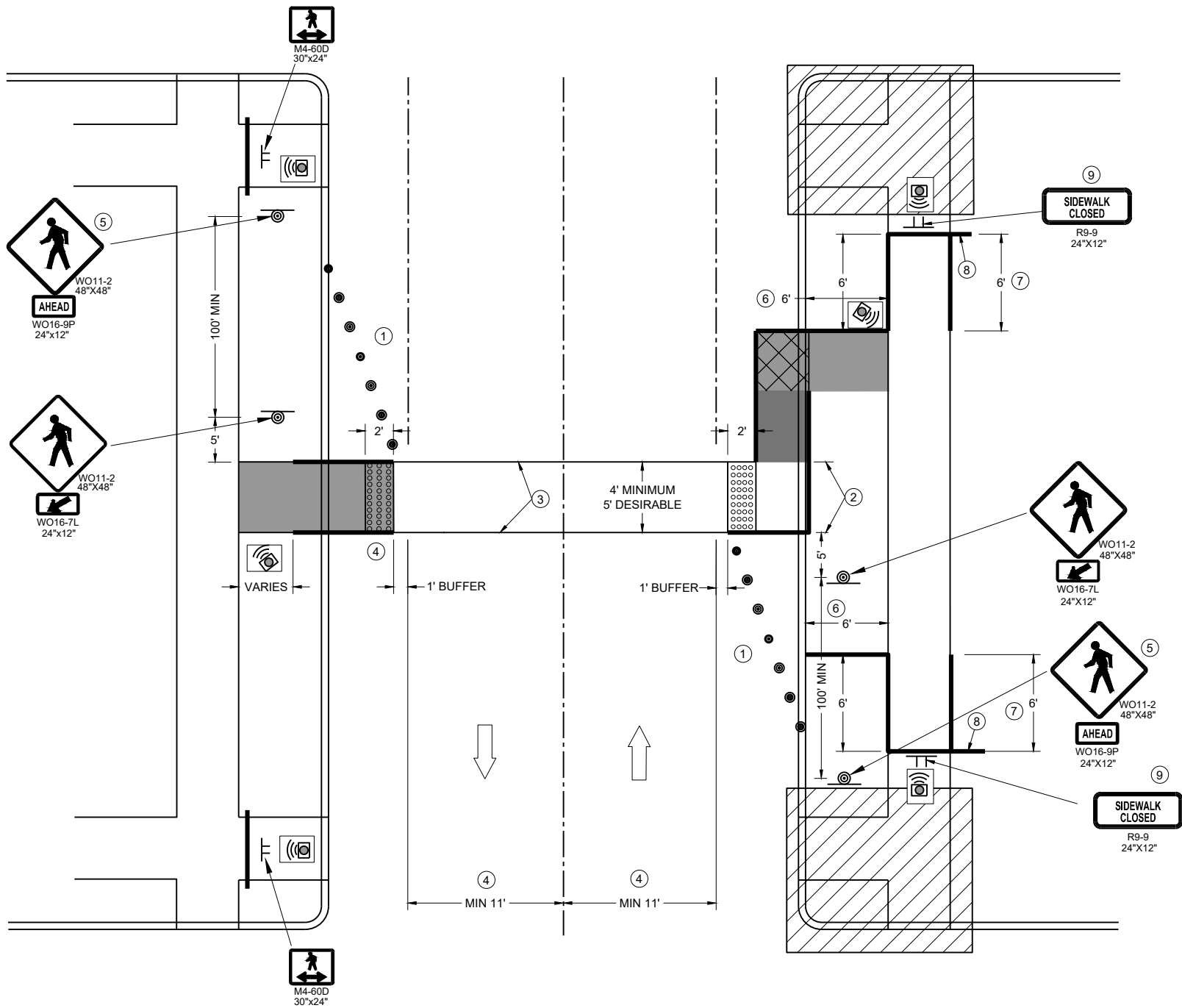
- SIGN ON PERMANENT SUPPORT
- SIGN ON TEMPORARY SUPPORT
- UNDER PEDESTRIAN TRAFFIC
- WORK AREA
- TEMPORARY PEDESTRIAN BARRICADE
- DIRECTION OF TRAFFIC
- TEMPORARY AUDIBLE MESSAGE DEVICE (EXACT PLACEMENT BASED UPON FIELD CONDITIONS)



SIDEWALK DETOUR, SIDEWALK ON BOTH SIDES

GENERAL NOTES

- WHERE TEMPORARY BARRICADE RUNS PARALLEL ALONG SIDEWALK, PLACE THE FACE OF THE BARRICADE AT THE EDGE OF THE SIDEWALK.
- SIGNS THAT REMAIN IN PLACE LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- PLACE TEMPORARY PEDESTRIAN BARRICADE TO FIT FIELD CONDITIONS, AVOIDING CONFLICT WITH DRIVEWAYS AND OTHER EXISTING FEATURES.
- IF TERRACE IS LESS THAN 6 FEET WIDE, OMIT TEMPORARY PEDESTRIAN BARRICADE FROM THE SIDEWALK TO THE CURB.
 - PLACE BARRICADE CLOSURE SO THAT THE TEMPORARY PEDESTRIAN BARRICADE END IS AT THE LAST OPEN SIDEWALK ACCESS TO RESIDENCES OR BUSINESSES BEFORE THE SIDEWALK CLOSURE.
 - IF TEMPORARY PEDESTRIAN BARRICADE PANEL IS WIDER THAN THE SIDEWALK WIDTH, THE PORTION OF EXCESS PANEL SHOULD EXTEND INTO THE TERRACE.
 - MOUNTING HEIGHT OF 5 FEET FROM THE SURFACE TO THE BOTTOM OF SIGN.



TEMPORARY PEDESTRIAN CROSSING

GENERAL NOTES

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

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

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

LEGEND

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

TRAFFIC CONTROL,
PEDESTRIAN ACCOMMODATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

LEGEND

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

GENERAL NOTES

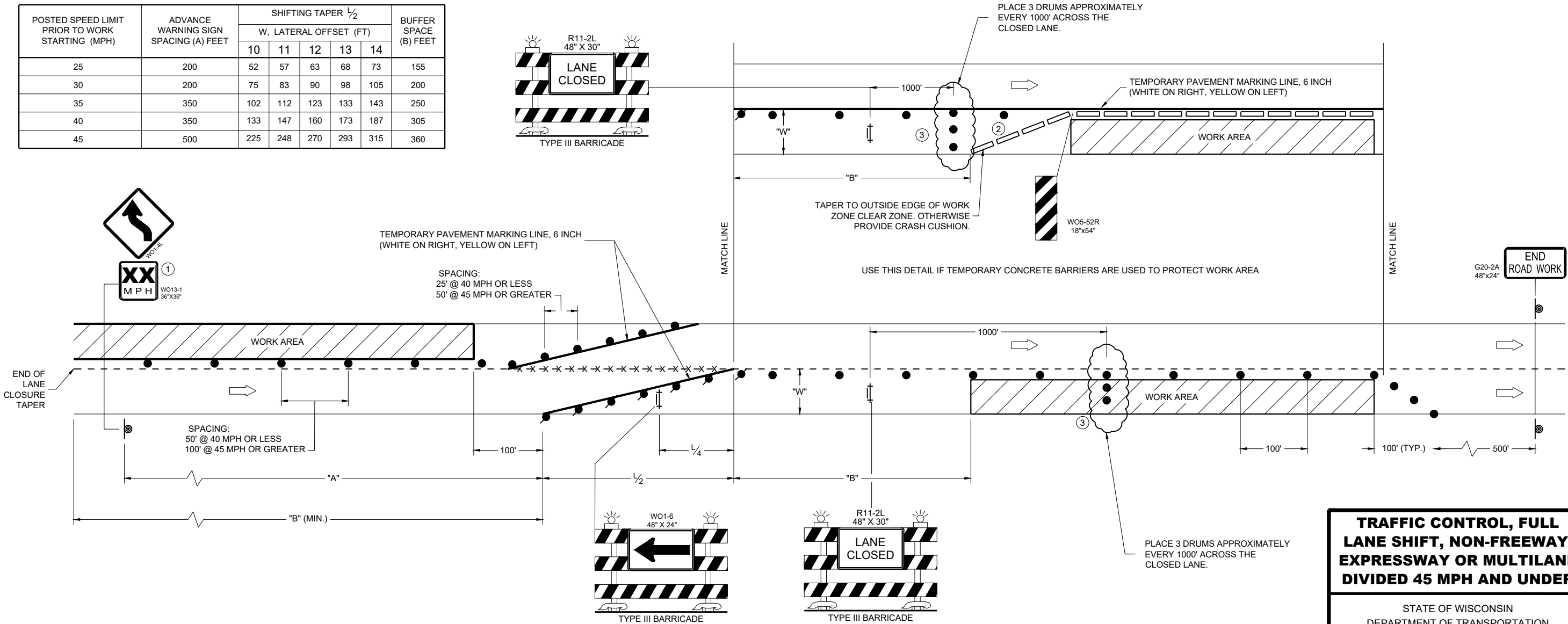
- THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET, (500 FEET DESIRABLE) DISTANCE TO EXISTING SIGNS.
- THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.
- ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED.
- "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON ANY "COVERED" OR "DOWNED" SIGNS.
- CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.
- FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.
- WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.
- IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.
- ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A CROSSOVER MANEUVER.
- 1

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

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

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

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2025

DATE

/S/ Andrew Heidtke

WORK ZONE ENGINEER

FHWA

LEGEND

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

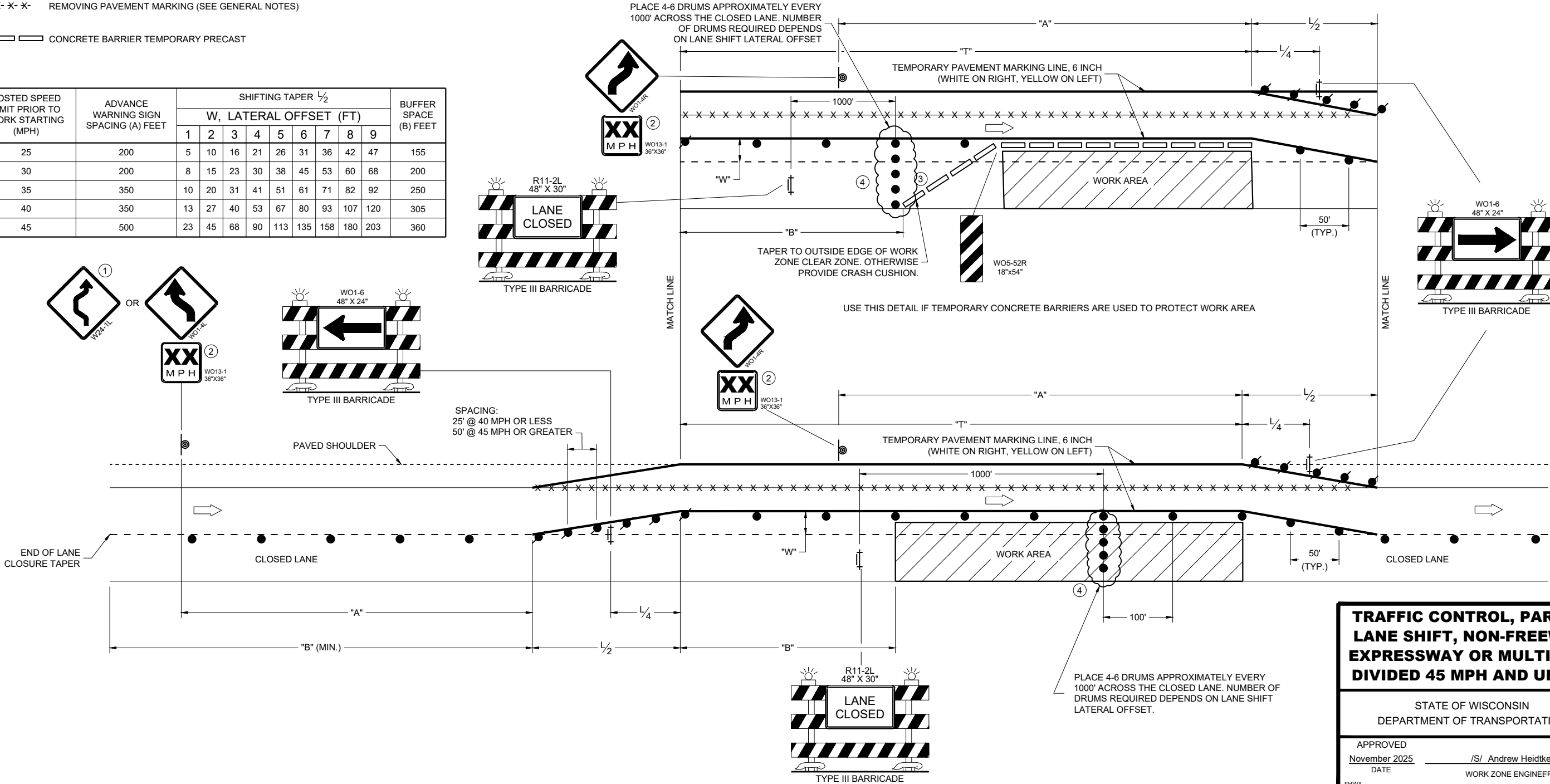
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

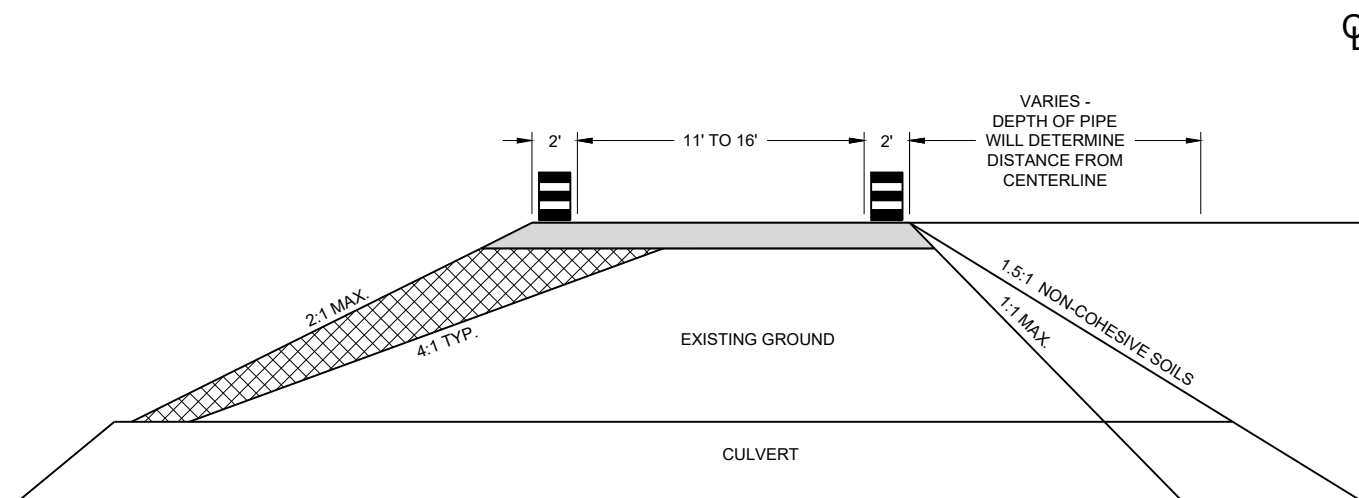


TRAFFIC CONTROL, PARTIAL
LANE SHIFT, NON-FREEWAY/
EXPRESSWAY OR MULTILANE
DIVIDED 45 MPH AND UNDER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



CROSS SECTION

GENERAL NOTES

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

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

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

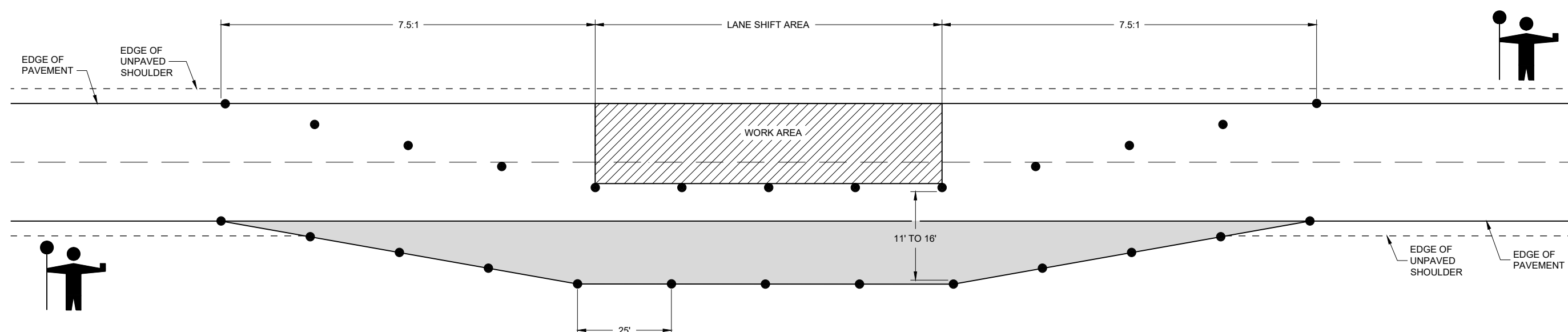
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

LEGEND

- | | |
|---|--|
|  | DRUM WITHOUT WARNING LIGHT |
|  | 6" BASE AGGREGATE DENSE 1 1/4" -INCIDENTAL TO LANE SHIFT ITEM |
|  | FILL - INCIDENTAL TO LANE SHIFT ITEM |
|  | WORK AREA |
|  | FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE
FASTENED ON SUPPORT STAFF |



LANE SHIFT IN FLAGGING OPERATION

TRAFFIC CONTROL, TEMPORARY LANE SHIFT DURING CULVERT WORK

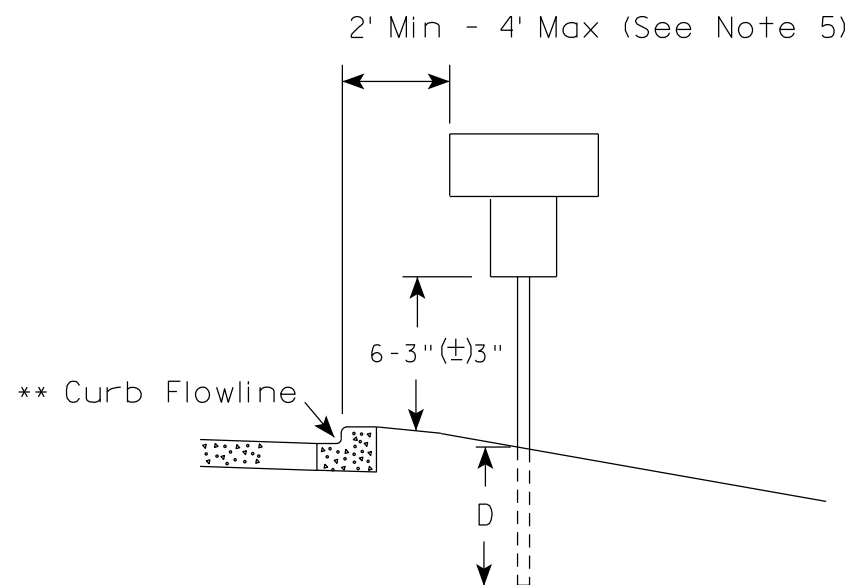
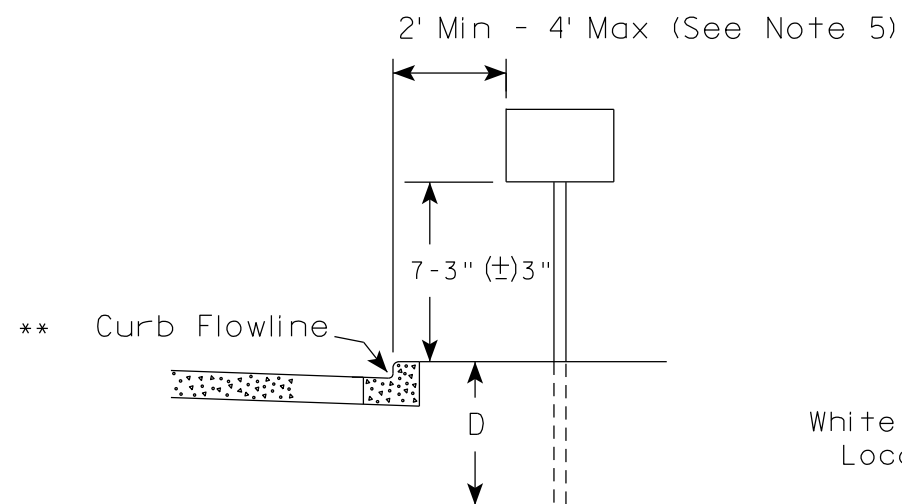
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER 44

FHWA

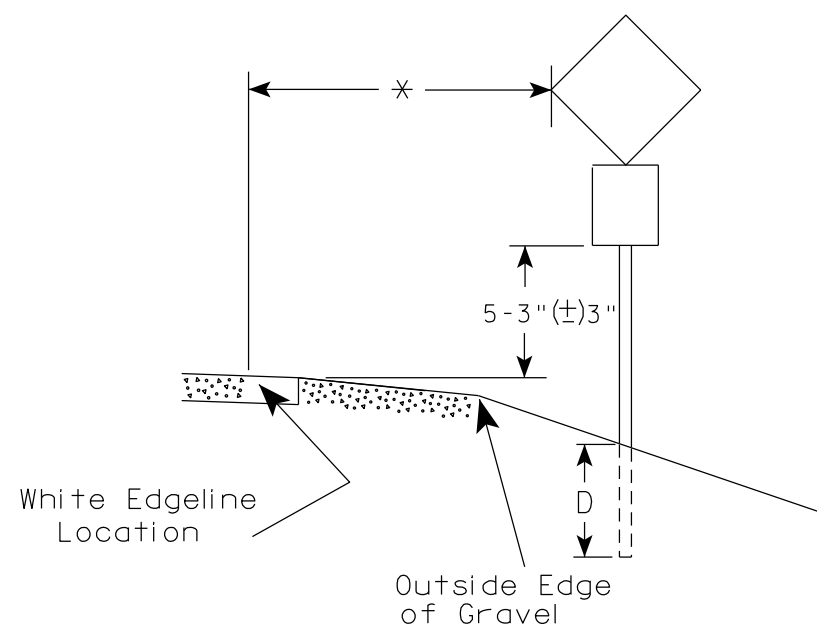
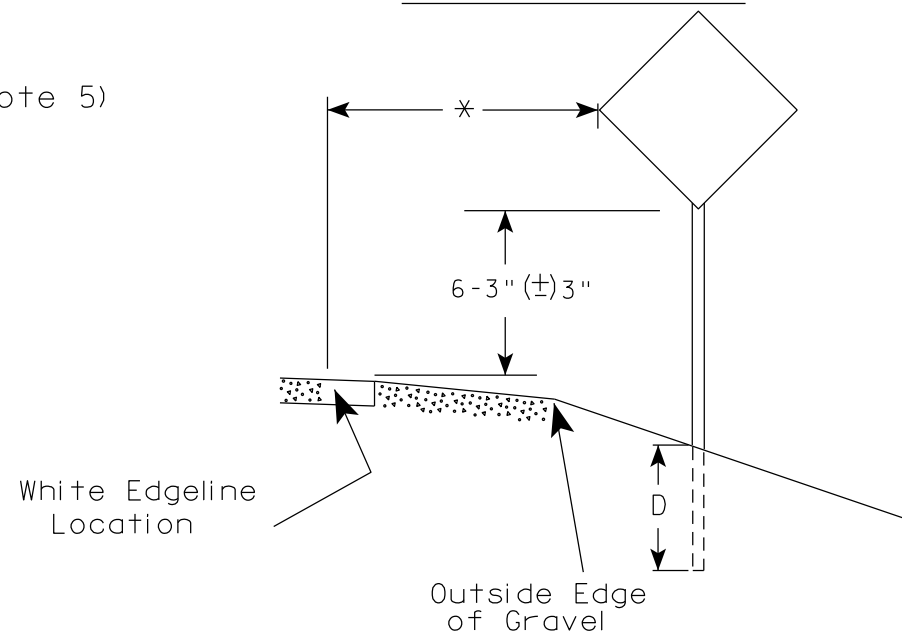
WORK ZONE ENGINEER 44

URBAN AREA



* * The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

RURAL AREA (See Note 2)



* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

GENERAL NOTES

- Signs wider than 4 feet or 20 sq.ft or larger, shall be mounted on multiple posts. Refer to plate A4-4.
- If signs are mounted on or behind barrier wall, see A4-10 sign plate.
The Double Arrow sign (W12-1D) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Enhanced Reference Markers, Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".
- For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of a sub-sign.
- Minimum mounting height for signs mounted on traffic signal poles is 5'-3" (±) 3".
- Offset distance shall be consistent with existing signs or consistent throughout length of project.
- Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the Engineer.

POST EMBEDMENT DEPTH

Area of Sign Installation (Sq. Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF PERMANENT TYPE II
SIGNS ON SINGLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Matthew R. Rauch
for State Traffic Engineer

DATE 12/6/23

PLATE NO. A4-3.23

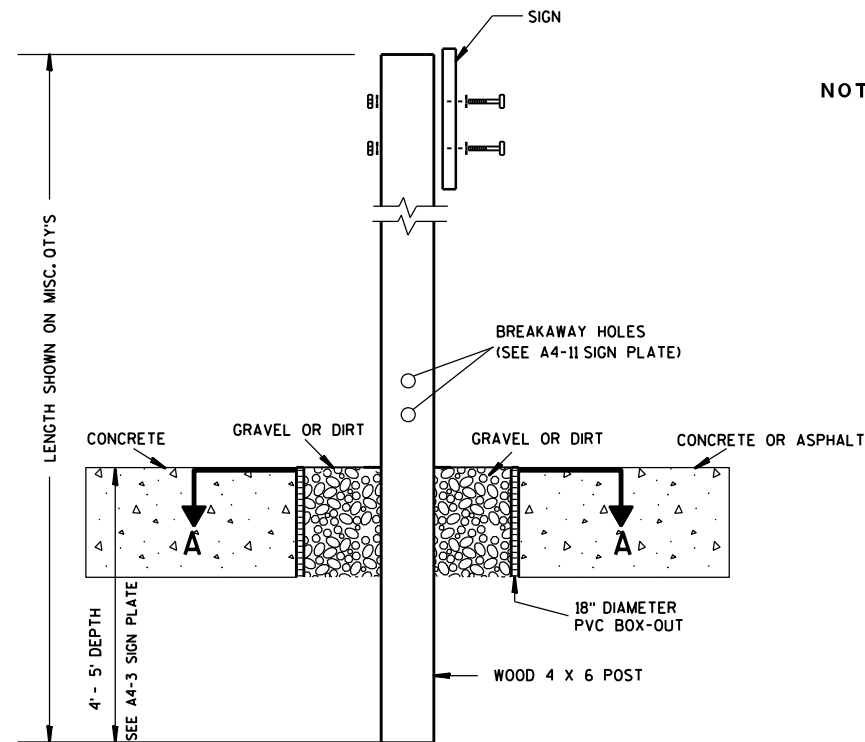
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HWY:

COUNTY:

SHEET NO: 45

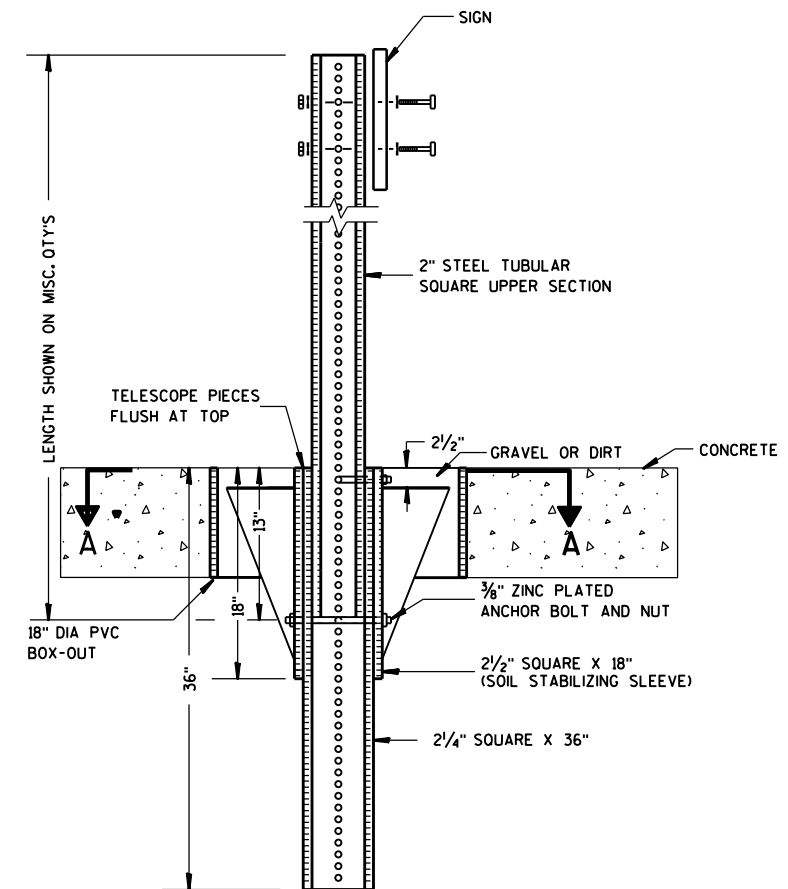
E



ELEVATION VIEW

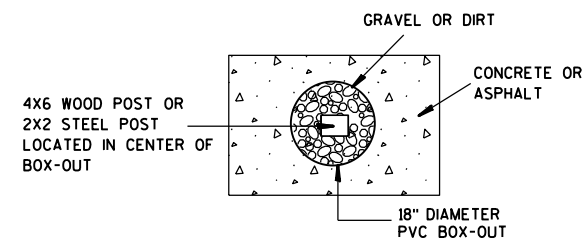
DETAIL OF WOOD 4 X 6 SIGN POST IN BOX-OUT

- NOTES: 1. ALL MATERIAL TO BE APPROVED BY ENGINEER PRIOR TO INSTALLATION
2. SEE SIGN PLATE A4-8 FOR SIGN HARDWARE REQUIREMENTS
3. 18 INCH X 18 INCH SQUARE BOX-OUTS MAY BE USED FOR INSTALLATIONS IN EXISTING CONCRETE OR ASPHALT LOCATIONS.



ELEVATION VIEW

DETAIL OF STEEL 2 X 2 SIGN POST IN BOX-OUT



PLAN VIEW

FOR NEW CONCRETE/ASPHALT INSTALLATIONS

SIGN POST
BOX-OUTS
A4-3B

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 1/27/14 PLAT 46 A4-3B.1

PROJECT NO:

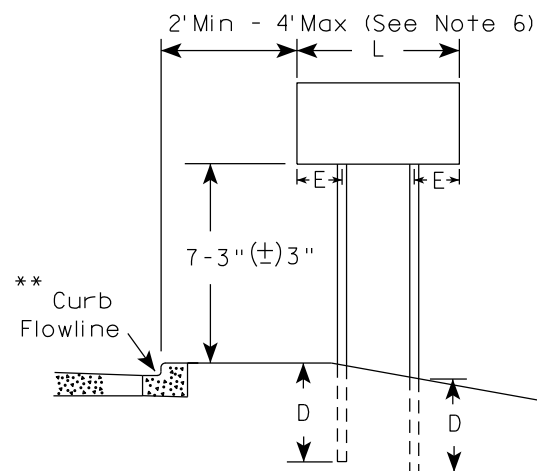
HWY:

COUNTY:

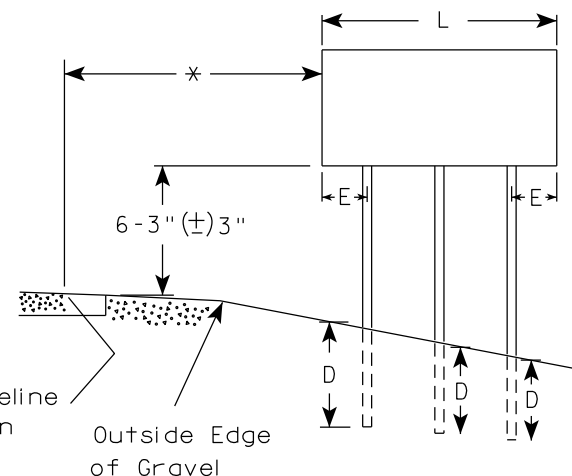
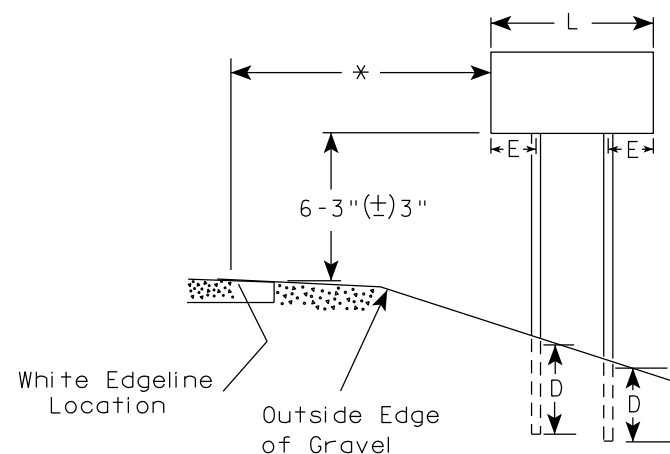
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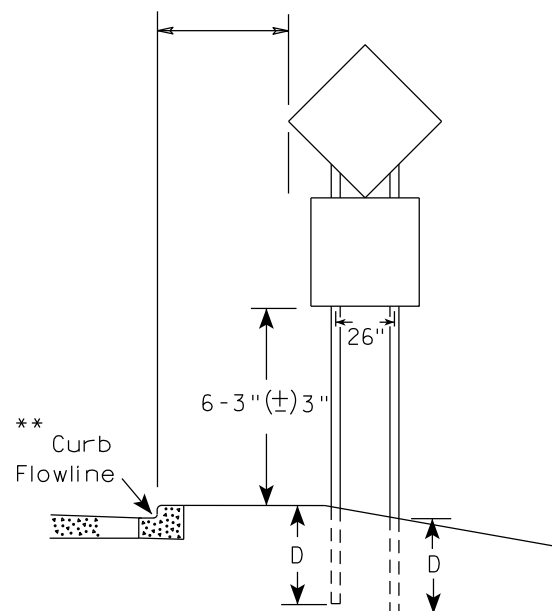
URBAN AREA



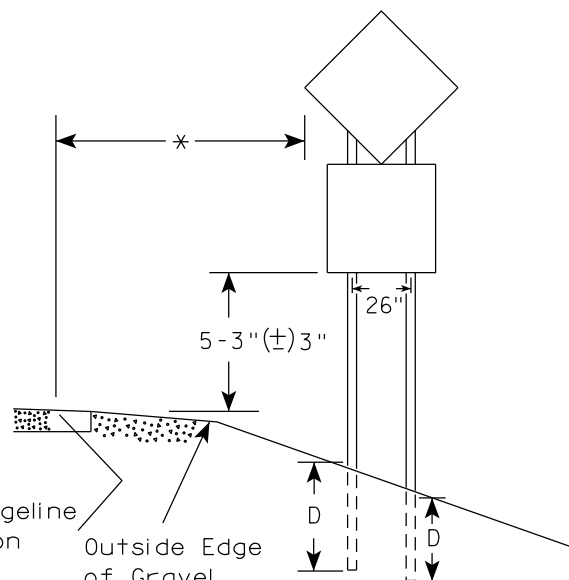
RURAL AREA (See Note 3)



2' Min - 4' Max (See Note 6)



48" DIAMOND WARNING SIGN



48" DIAMOND WARNING SIGN

GENERAL NOTES

1. For 3 or 4 post installations, individual post spacing shall be greater than 3'-6".
2. See tables below for required number of posts.
3. For expressways and freeways, mounting height is 7'-3" (±) 3" or 6'-3" (±) 3" depending upon existence of sub-sign.
4. The (±) tolerance for mounting height is 3 inches.
5. J-Assemblies are considered to be one sign for mounting height.
6. Offset distance shall be consistent with existing signs or consistent throughout length of project.
7. Folding signs shall be mounted at a height of 5'-3" (±) 3" or as directed by the engineer.
8. The Double Arrow sign (W12-1) shall be mounted at a height of 2'-3" (±) 3". The Chevron sign (W1-8), Roundabout Chevron panel (R6-4B), Clearance Markers (W5-52), Mile Markers (D10 series), In Road Object Markers (W5-54) & End of Road Markers (W5-56) shall be mounted at a height of 4'-3" (±) 3".

* 6 feet from edge of a paved shoulder or 12 feet from the edge of pavement (edge line location) or 2 feet from outside edge of gravel, whichever is greater unless directed by project engineer.

** The existence of curb and gutter does not in itself mandate the vertical clearance illustrated. That height is typically measured where there is sidewalk adjacent to the roadway or parking is permitted. In the absence of sidewalk vertical clearance is measured from the top of the curb. Offset of signs is measured from the flow line.

*** See A4-3 sign plate for signs 4' or less in width and less than 20 S.F. in area.

SIGN SHAPE OTHER THAN DIAMOND (TWO POSTS REQUIRED)	
L	E
Greater than 48" Less than 60"	12"
60" to 108"	L/5

SIGN SHAPE OTHER THAN DIAMOND (THREE POSTS REQUIRED)	
L	E
Greater than 108" to 144"	12"

POST EMBEDMENT DEPTH

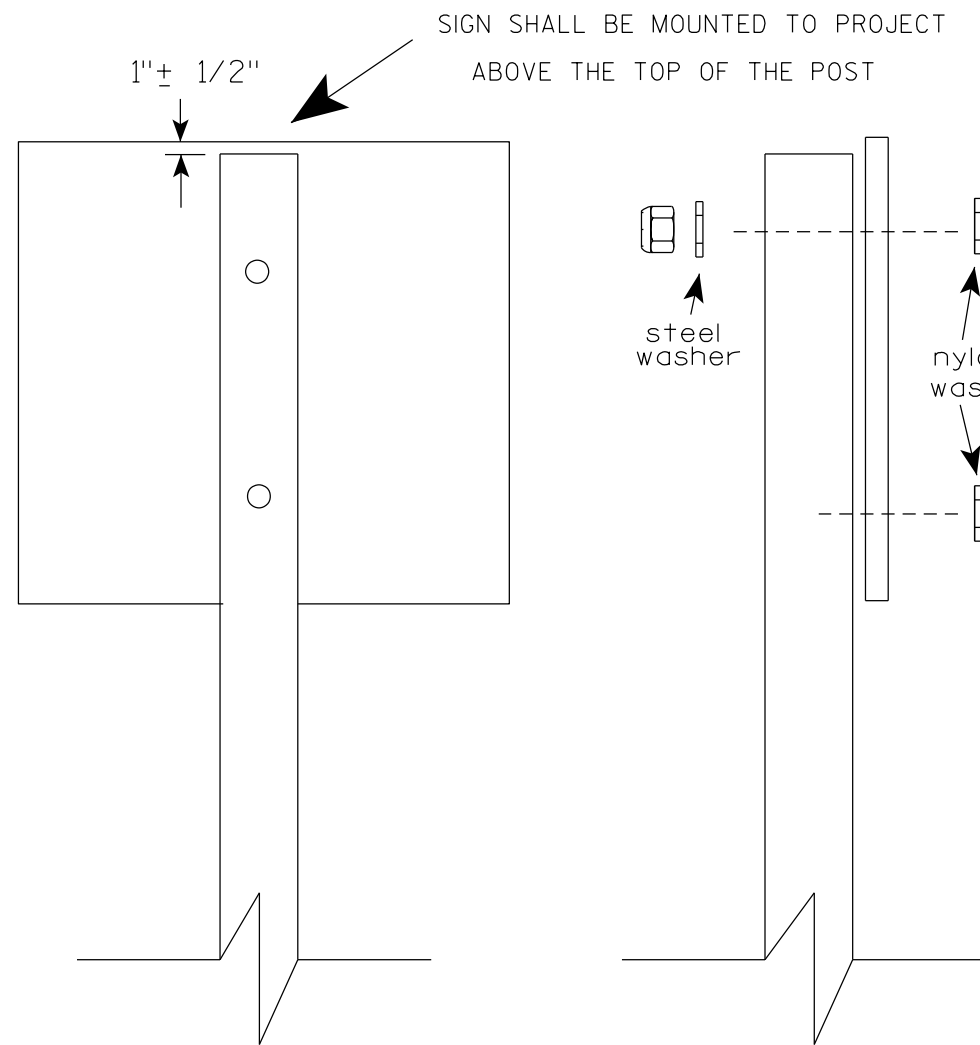
Area of Sign Installation (Sq.Ft.)	D (Min)
20 or Less	4'
Greater than 20	5'

TYPICAL INSTALLATION
OF TYPE II SIGNS
ON MULTIPLE POSTS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

DATE 12/6/23 PLATE NO. A4-4.16



Nuts, bolts and lags used for mounting signs shall have hexagonal heads and shall be either :

- a. Hot dip galvanized in accordance with ASTM Designation: A 153, Class D, or SC 3
- b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3.

Threads on bolts and nuts shall be manufactured with sufficient allowance for the cadmium plate or galvanized coating to permit the nuts to run freely on the bolts.

- STRINGER BOLTING TO ALUMINUM SIGNS (SEE SIGN PLATE A4-18)
- MACHINE BOLTS - $\frac{5}{16}$ " X 1-3/4" Length w/ lock nuts
- WOOD POSTS (4" x 6")
- LAG SCREWS - $\frac{3}{8}$ " X 3" (NO STRINGERS ON BACK OF SIGN)
- $\frac{3}{8}$ " X 4" (STRINGERS ON BACK OF SIGN)
- SQUARE STEEL POSTS (2" x 2")
- MACHINE BOLTS - $\frac{3}{8}$ " X 3-1/4" Length w/ nuts (NO STRINGER ON BACK OF SIGN)
- $\frac{3}{8}$ " X 5" Length w/ nuts (STRINGERS ON BACK OF SIGN)
- RIVETS - $\frac{9}{32}$ " (6605-9-6) BULB-TITE, TRI-FOLD, ALUMINUM BODY/MANDREL
- O.D. FLANGE .720-.765 INCH, GRIP RANGE .042-.375 INCH
- WASHERS (ALL POSTS) -
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ " STEEL
- 1-1/4" O.D. X $\frac{3}{8}$ " I.D. X .080 NYLON

* Two different fastening systems are shown for illustration purposes. On any individual sign, either one or the other system shall be used. Actual number of fasteners per sign varies with the sign area, but normally there are two. For a single post installation, all signs greater than 9 sq. ft. require the use of 3 fasteners.

ATTACHMENT OF SIGNS TO POSTS	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> For State Traffic Engineer
DATE 4/1/2020	PLATE NO. A4-8.9

**2 1/4 " SQUARE
12 GAUGE
PERFORATED
GALVANIZED FINISH**

1" $\frac{1}{8}$ "

ALL HOLES $\frac{7}{16}$ "
SPACED 1" C-C
ALL FOUR SIDES

4" x 10" x 10 GA. — 
STEEL PLATE (CUT
AS SHOWN) WELDED
TO ALL FOUR CORNERS
OF TELESPAR TUBE

**2 1/2" SQUARE
12 GAUGE
OMNI-DIRECTIONAL
PERFORATED
SOIL STABILIZING SLEEVE
GALVANIZED FINISH**

LENGTH SHOWN ON MISC. QTY'S
 18" DIA SCHEDULE 40 PVC BOX-OUT
 TELESCOPE PIECES FLUSH AT TOP
 36"
 18"
 13"
 2 1/2"
 2 1/4" SQUARE X 36"
 2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)
 3/8" ZINC PLATED ANCHOR BOLT AND NUT
 3/8" ZINC PLATED CORNER ANCHOR BOLT AND NUT
 ALL HOLES 7/16" SPACED 1" C-C ALL FOUR SIDES
 2" STEEL TUBULAR SQUARE UPPER SECTION
 SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL
 SIGN
 2 1/2" GRAVEL OR DIRT

LENGTH SHOWN ON MISC. QTY'S

TELESCOPE PIECES FLUSH AT TOP

2" STEEL TUBULAR SQUARE UPPER SECTION

ALL HOLES $\frac{7}{16}$ " SPACED 1" C-C ALL FOUR SIDES

$\frac{3}{8}$ " ZINC PLATED CORNER ANCHOR BOLT AND NUT

1"

$\frac{3}{8}$ " ZINC PLATED ANCHOR BOLT AND NUT

2 1/2" SQUARE X 18" (SOIL STABILIZING SLEEVE)

2 1/4" SQUARE X 36"

SEE SIGN PLATE A4-8 FOR BOLT WASHER, & NUT MATERIAL

SIGN

3/8" ZINC PLATED CORNER
ANCHOR BOLT AND NUT

DIRECTION
OF TRAFFIC

SECTION A-A

Area of Sign Installation (Sq. Ft.)	Number of Required Posts
9 or less	1
Greater than 9 less than or equal to 18	2
Greater than 18 less than or equal to 27	3

TUBULAR STEEL
SIGN POST
A4-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED Matthew R. Rauch

for State Traffic Engineer

DATE 2/05/15 PLATI 49 14-9.9

SHEET NO:		E
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PROJECT NO:	HWY:	COUNTY:	SHEET NO:	E
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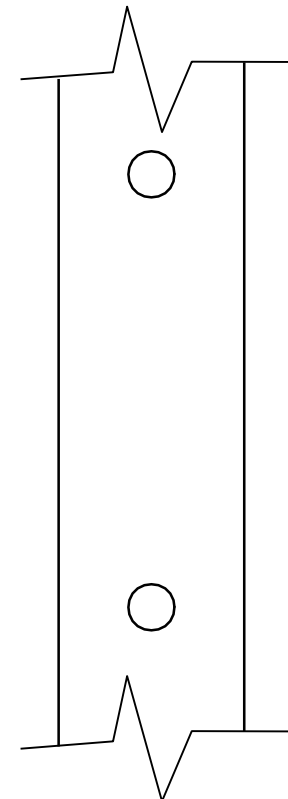
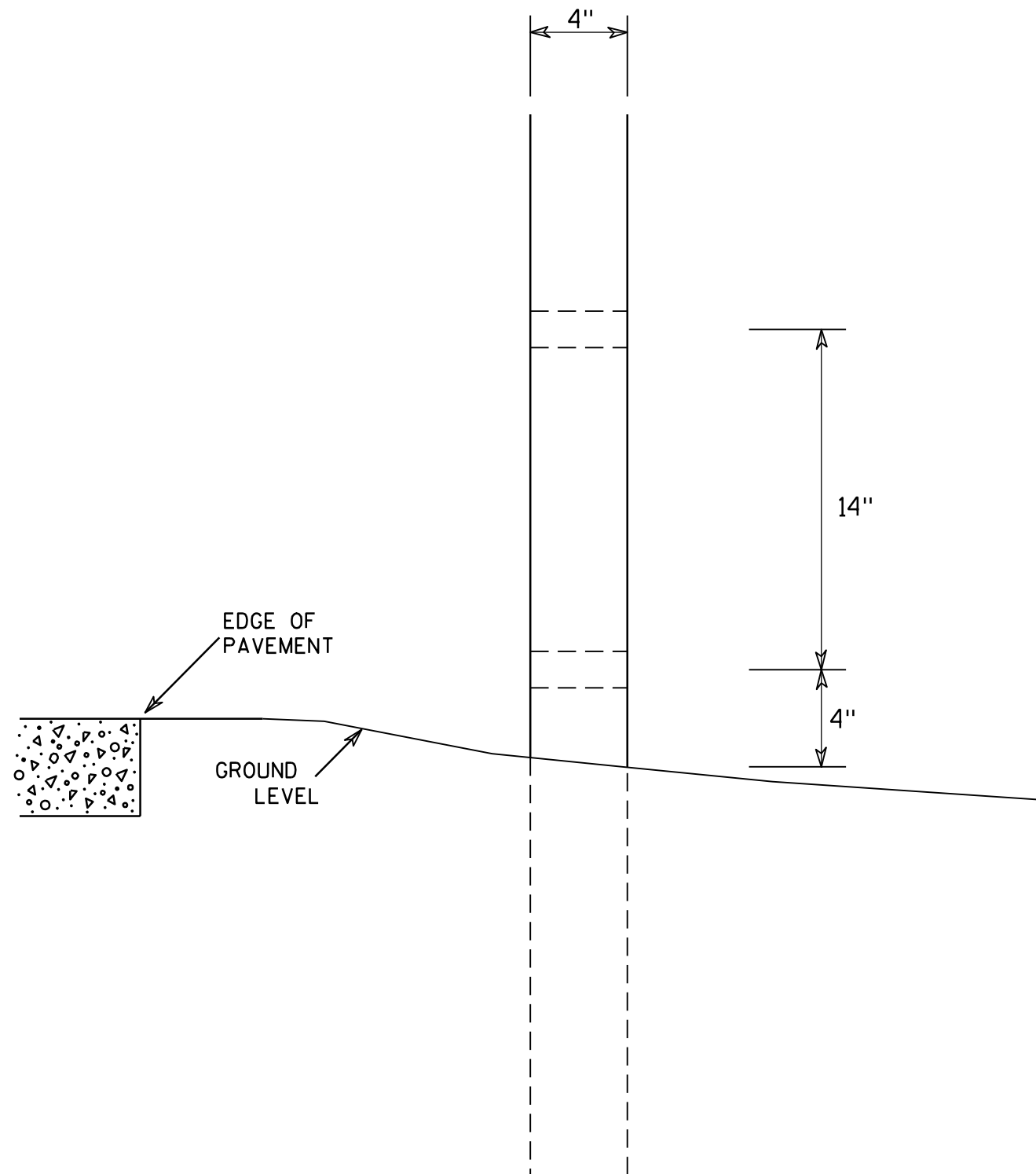
PLOT DATE : 05-FEB-2015 17:09

PLOT BY : mscs_ja

PLOT NAME :

PLOT SCALE : 13.659812:1.000000

WISDOT/CADDS SHEET 42



SIDE VIEW

GENERAL NOTES

1. All 4 x 6 Wood Posts shall be modified by having two 1½" diameter holes drilled perpendicular to the roadway centerline.

4 X 6 WOOD POST MODIFICATIONS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED

Chester J. Spang
for State Traffic Engineer

DATE 3/27/97

PLATE NO. A4-11.2

PROJECT NO:

HWY:

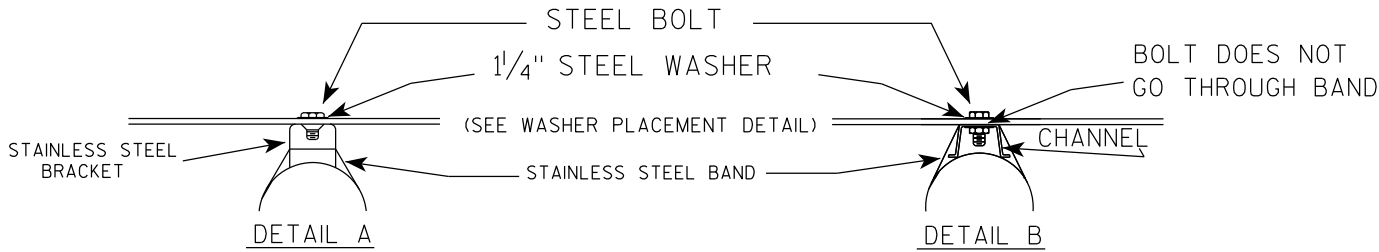
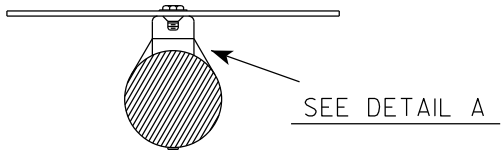
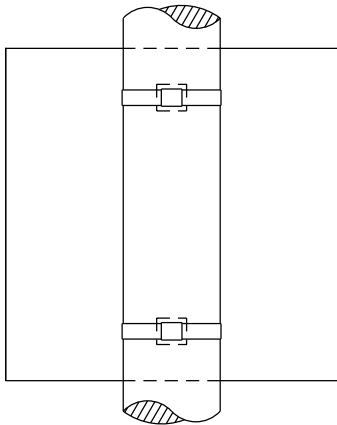
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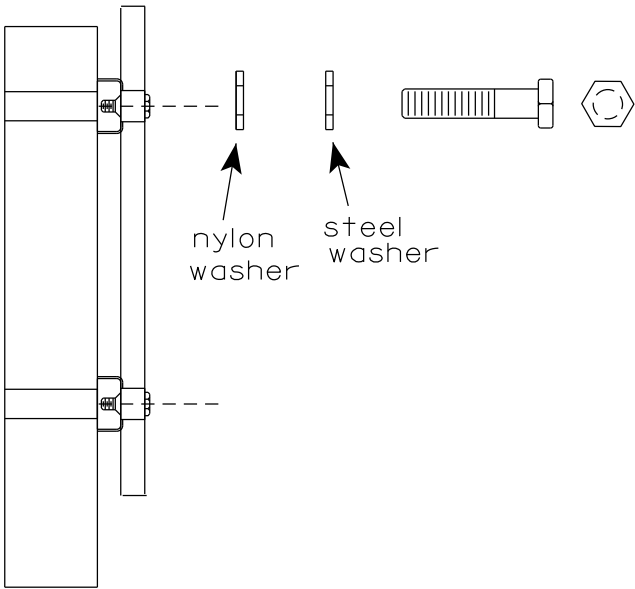
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BANDING

SINGLE SIGN



WASHER PLACEMENT

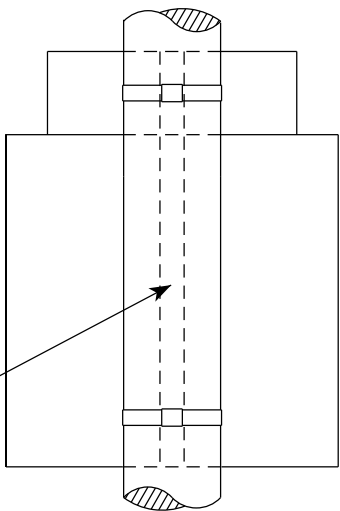


WASHERS (ALL POSTS) -
1-1/4" O.D. X 3/8" I.D. X 1/16" STEEL
1-1/4" O.D. X 3/8" I.D. X .080 NYLON
FOR ALL TYPE H SIGNS

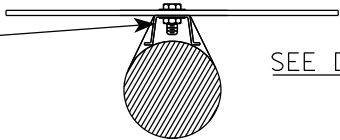
GENERAL NOTES

1. Any sign over 3 feet in width shall use the V-Block banding method. See A5-10 standard plate.
2. Signs 3 feet or greater in height shall have three bracket bands installed. Signs less than 3 feet in height shall have two bracket bands installed.
3. Banding and assembly bracket shall be stainless steel. All bands shall be 3/4" in width and 0.025" thickness.
4. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM designation: B 633, Type III, SC 3

"J" ASSEMBLY



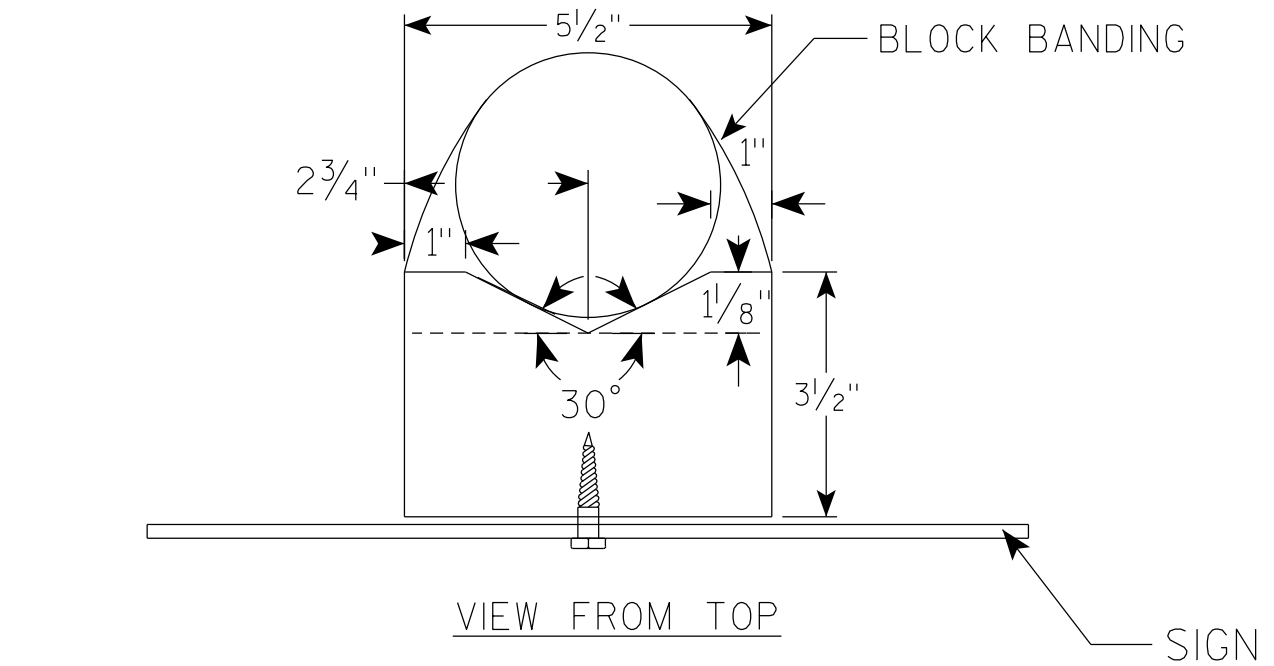
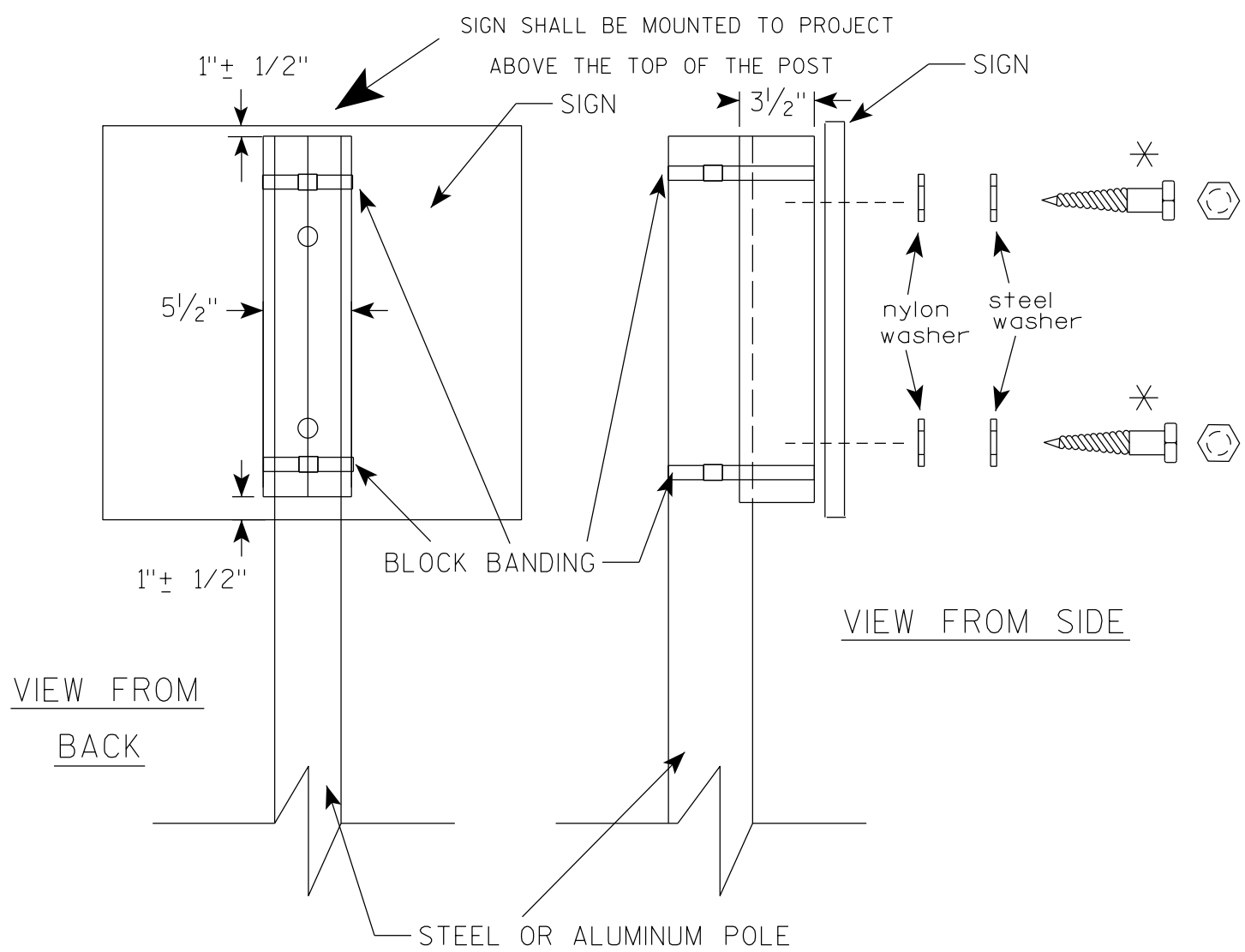
CHANNEL
SEE TYPICAL PANEL
INSTALLATION SHEET



STANDARD SIGN
SIGN BANDING DETAILS

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer
DATE 6/10/19 PLATE NO. A5-9.4



GENERAL NOTES

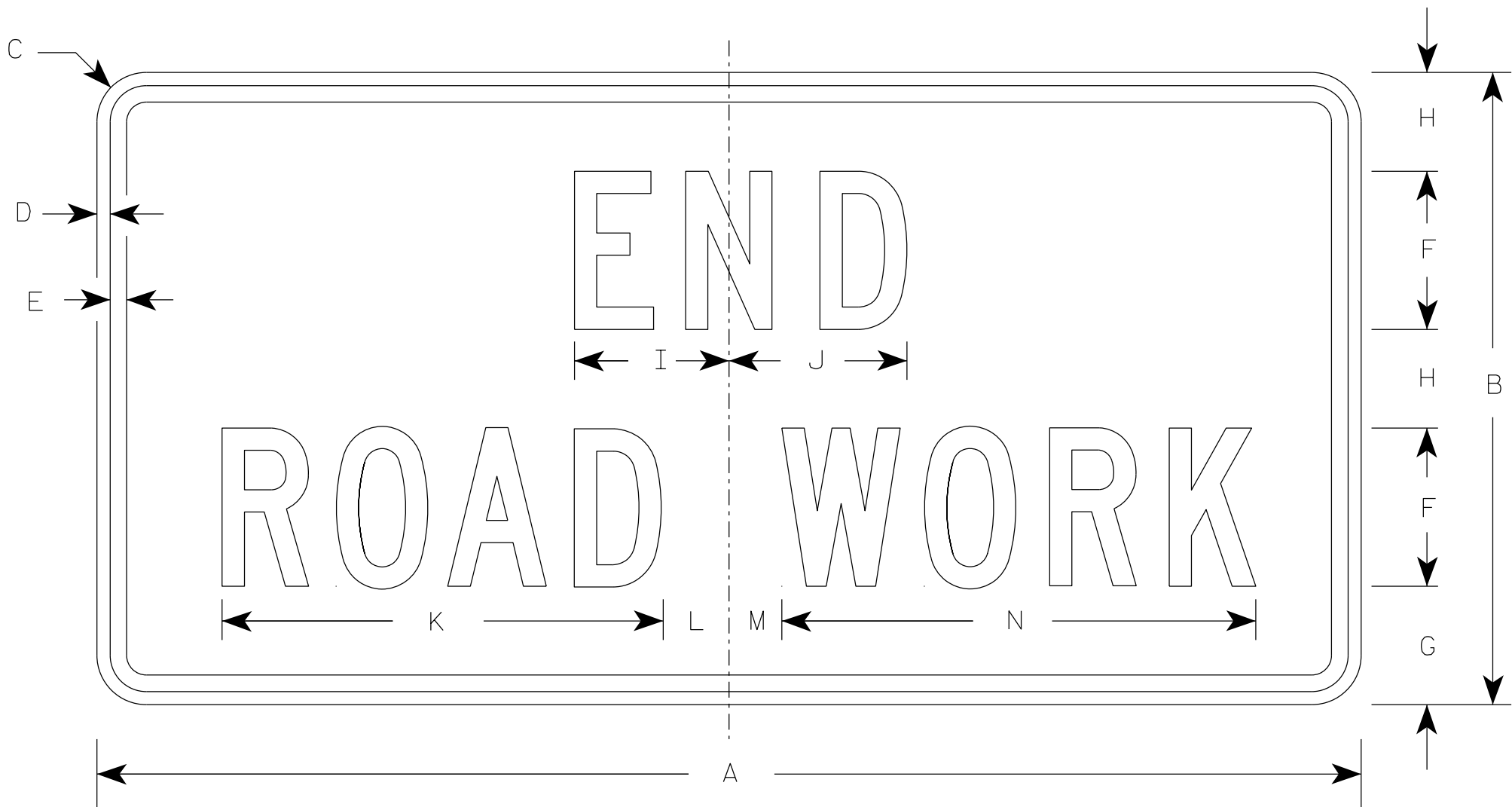
1. WOOD 4"X6" POST MATERIAL SHALL CONFORM TO 507.2.2 OF THE WISDOT STANDARD SPECIFICATIONS
2. BLOCK BANDING AND CLIPS SHALL BE STAINLESS STEEL, $\frac{3}{4}$ " WIDTH AND 0.025" THICKNESS
3. SIGNS 3' OR GREATER IN HEIGHT SHALL UTILIZE 3 BLOCK BANDS. SIGNS UNDER 3' IN HEIGHT SHALL UTILIZE 2 BLOCK BANDS
4. ACTUAL NUMBER OF FASTENERS PER SIGN VARIES WITH THE SIGN AREA, BUT NORMALLY THERE ARE TWO. FOR SIGNS GREATER THAN 9 S.F. 3 FASTENERS SHALL BE USED.
5. ALL SIGN MOUNTING BOLTS AND WASHERS SHALL BE EITHER:
 - a. Hot dip or mechanically galvanized in accordance with ASTM Designation: A 153, Class D
 - b. Electro-galvanized in accordance with ASTM Designation : B 633, TYPE III, SC 3
6. ALL BOLTS SHALL HAVE HEXAGONAL HEADS.
7. STEEL WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X $\frac{1}{16}$ "
8. NYLON WASHERS SHALL BE $\frac{1}{4}$ " O.D. X $\frac{3}{8}$ " I.D. X .080 FOR TYPE H OR TYPE F FACE SIGN

✱ LAG BOLTS SHALL BE $\frac{3}{8}$ " X $2\frac{1}{2}$ "

BLOCK BANDING DETAIL (V-BLOCK OPTION)	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<i>Matthew R. Rauch</i> for State Traffic Engineer
DATE 4/19/2022	PLATE NO. A5-10.3

NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - C
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



G20-2A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	18	1 1/2	3/8	1/2	4	3 3/4	2 1/2	4 1/8	4 1/8	11 1/8	2	1	12 1/8													4.5
2	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
2M	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
3	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
4	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0
5	48	24	1 7/8	1/2	5/8	6	4 1/2	3 3/4	5 7/8	6 3/4	16 3/4	2 1/2	1 3/4	18 1/2													8.0

STANDARD SIGN

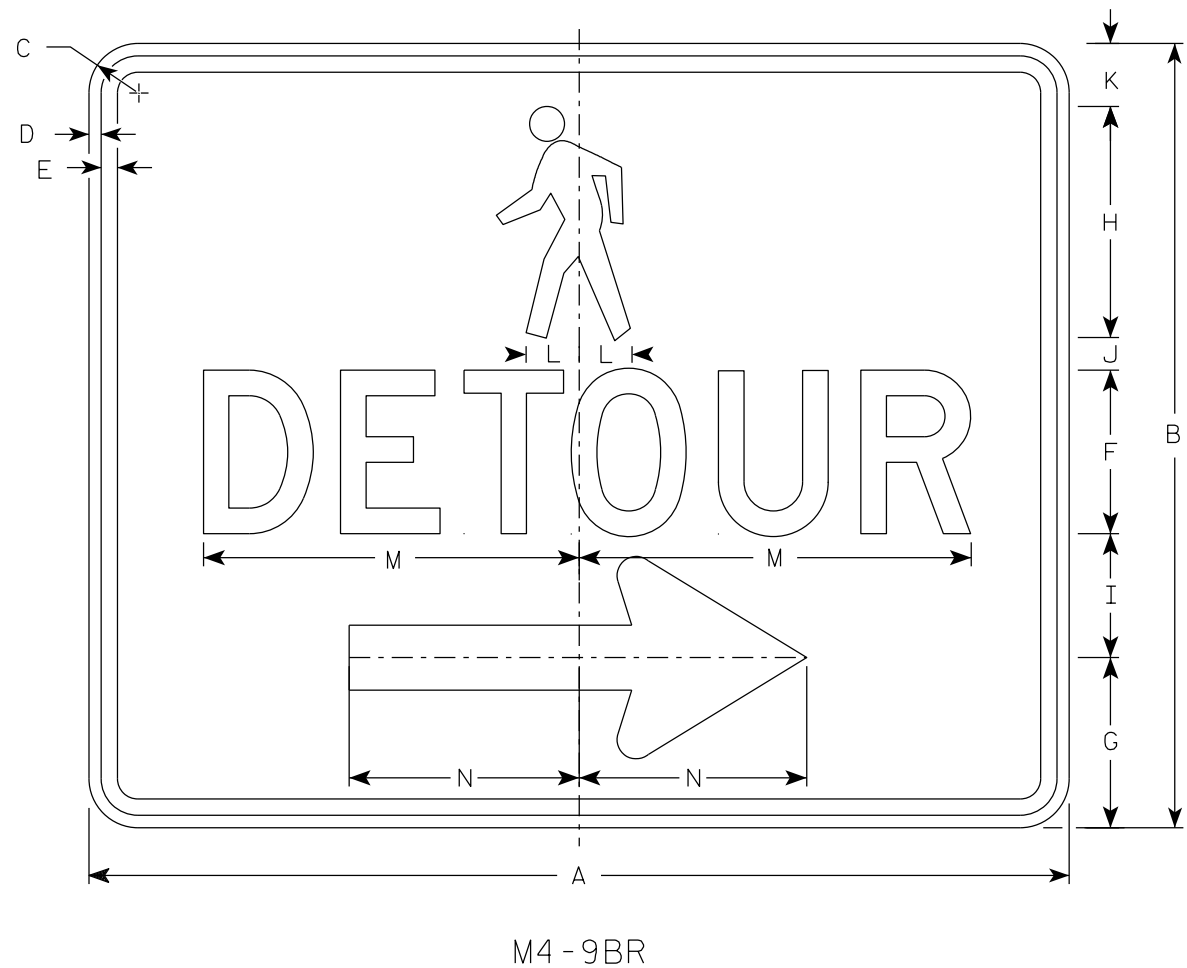
G20-2A

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
for State Traffic Engineer

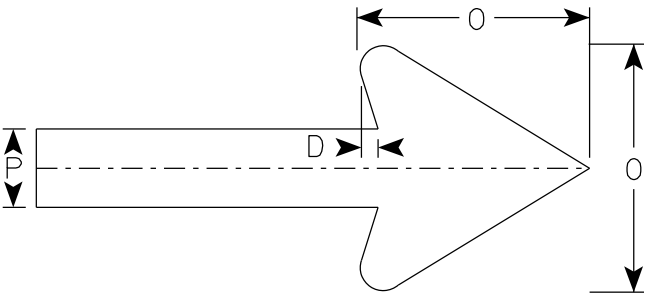
DATE 1/26/2023 PLATE NO. G20-2A.10

7



NOTES

1. Sign is Type II-Type F Reflective
2. Color:
Background - Orange
Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. M4-9BL is the same as M4-9BR except the arrow is reversed.



Arrow Detail

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
2M	30	24	1 1/2	3/8	1/2	5	5 1/4	7 1/8	3 3/4	1	1 1/8	1 5/8	11 3/4	7	6	2											5.0
3																											
4																											
5																											

STANDARD SIGN
M4-9B L&R

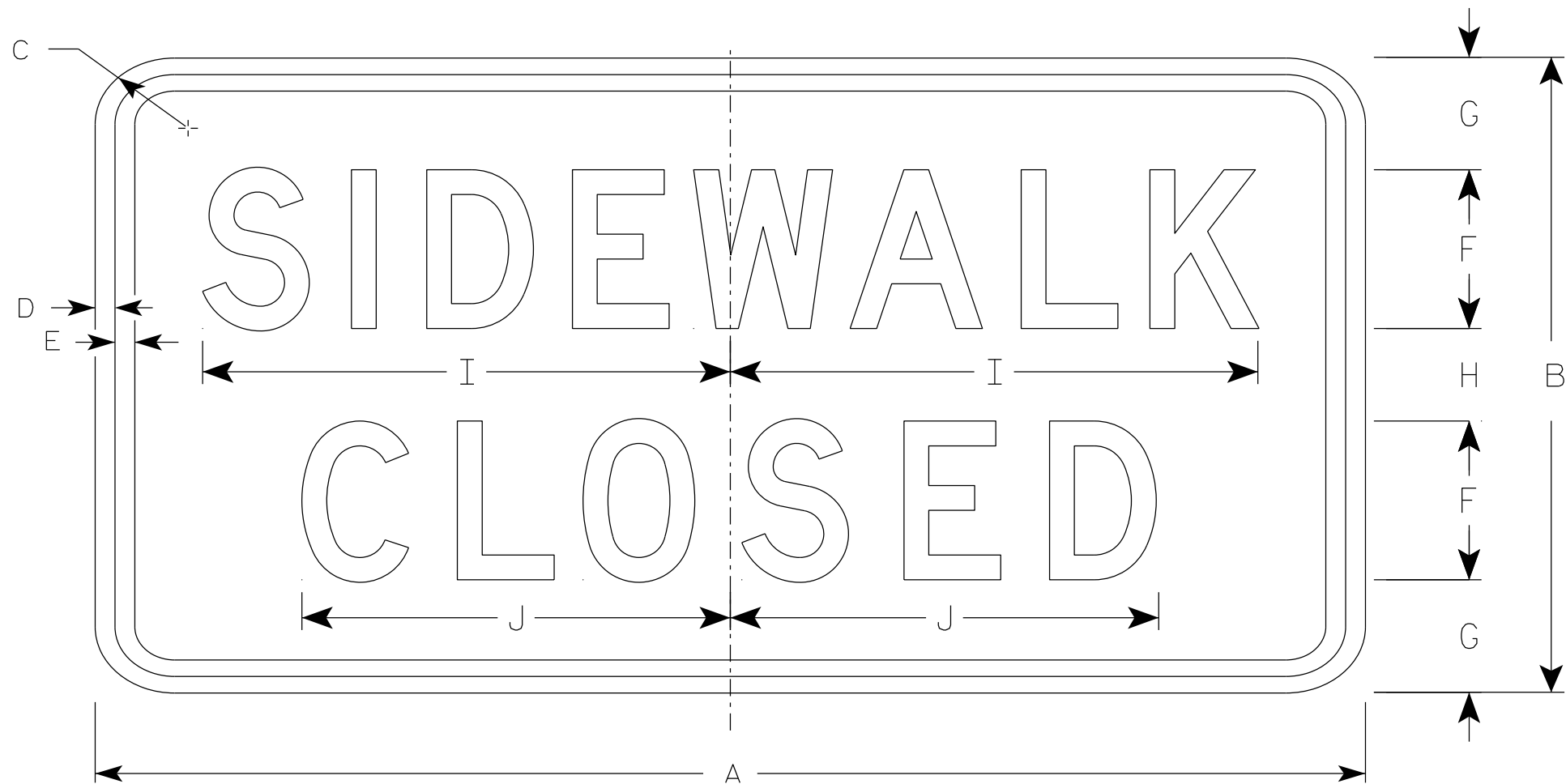
WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 2/9/2023 PLATE NO. M4-9B.4

7

7



R9-9

NOTES

- 1. Sign is Type II - Type H Reflective
- 2. Color:
 - Background - White
 - Message - Black
- 3. Message Series - C
- 4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
2M	24	12	1 1/2	1/2	1/2	3	2 1/8	1 3/4	10	8 1/8																	2.0
3	30	18	1 1/2	1/2	1/2	4	3 1/2	3	12 1/2	10 1/4																	3.75
4																											
5																											

PROJECT NO:

HWY:

COUNTY:

SHEET NO: 55

E

STANDARD SIGN

R9-9

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*

For State Traffic Engineer

DATE 1/24/24

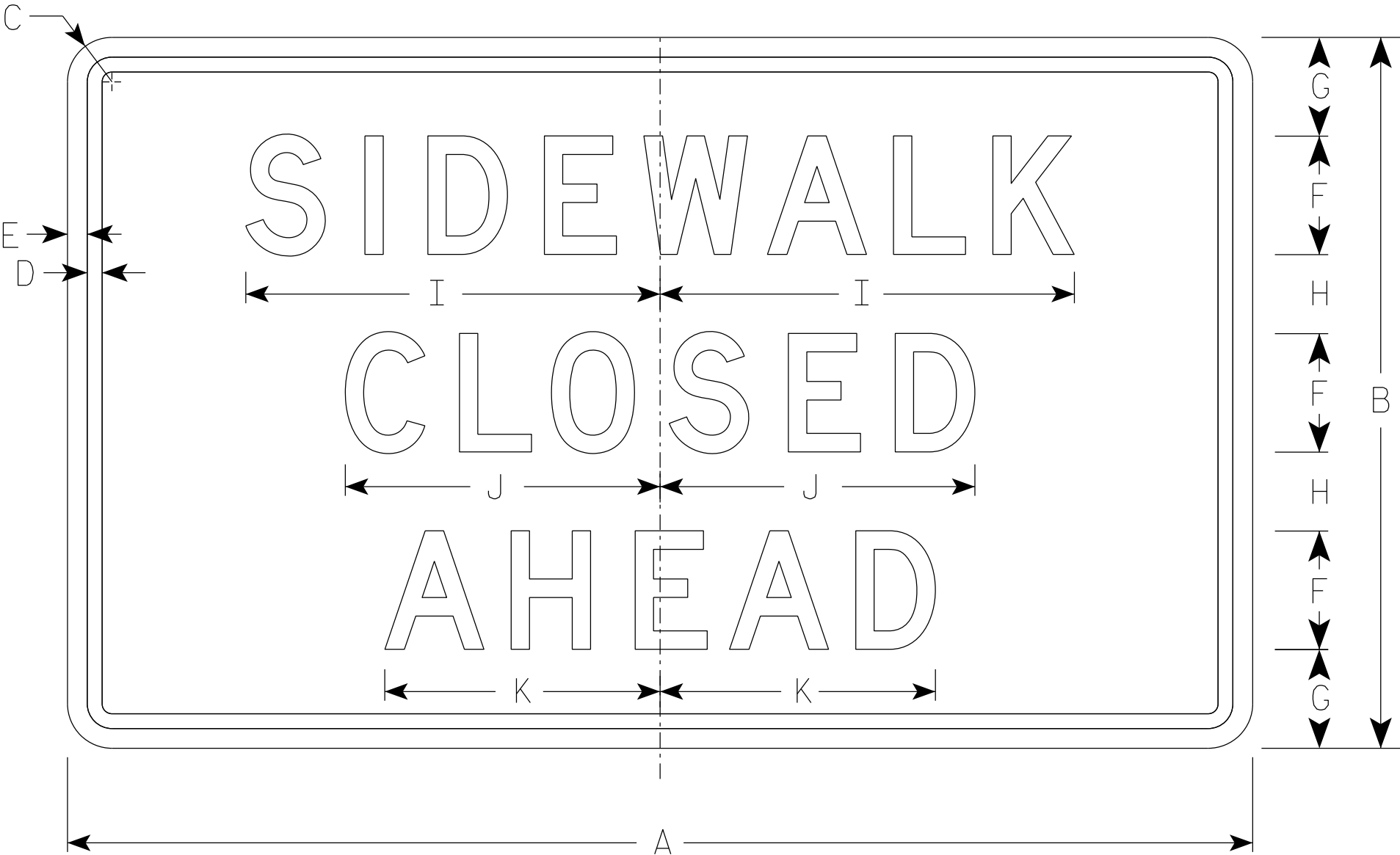
PLATE NO. R9-9.7

NOTES

1. Sign is Type II - Type H Reflective
2. Color:

Background - White

Message - Black
3. Message Series - D



R9-9A

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
2M	30	18	1 1/2	3/8	1/2	3	2 1/2	2	10 1/2	8	7																3.75
3																											
4																											
5																											

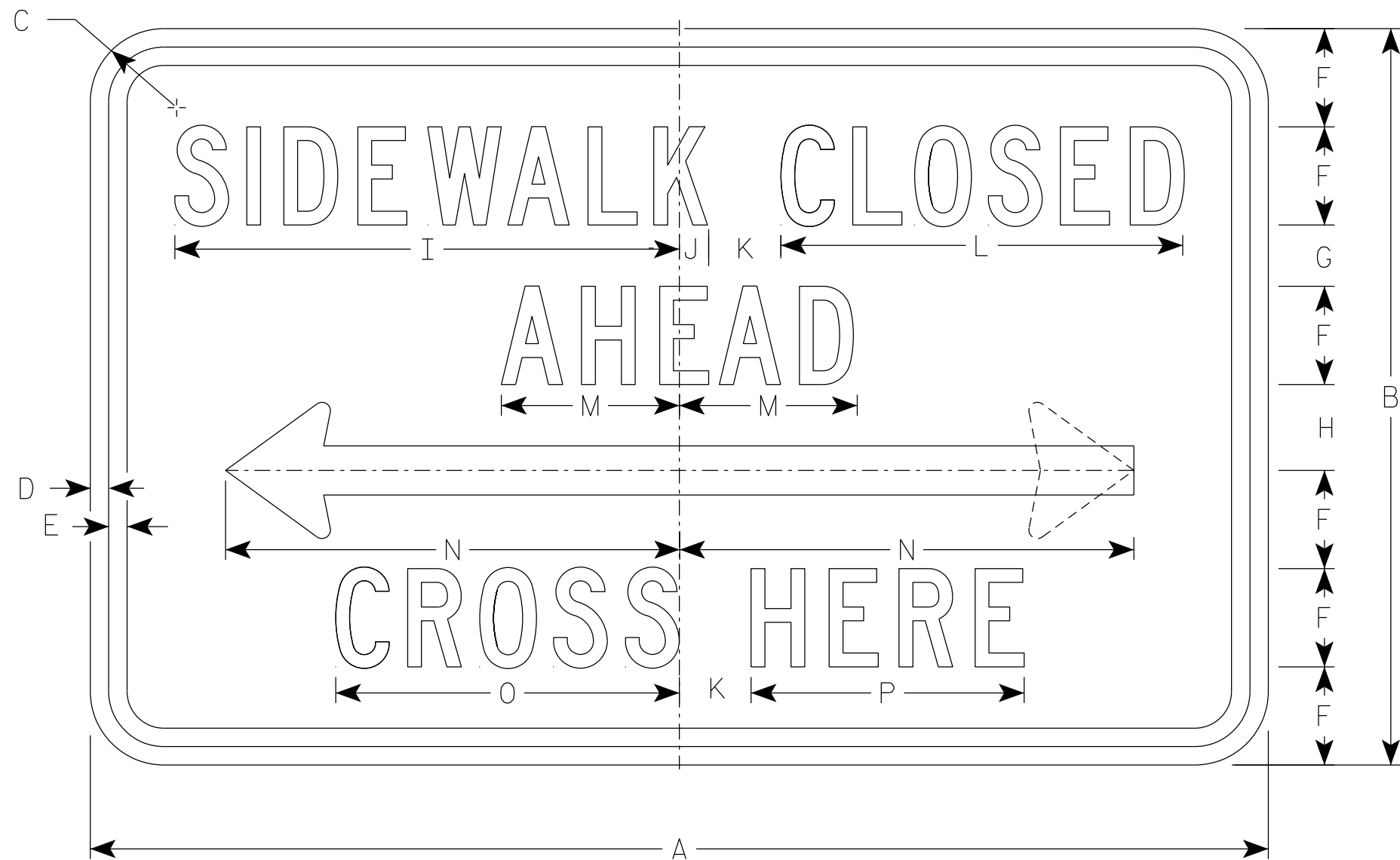
PROJECT NO:

HWY:

COUNTY:

SHEET NO: 56

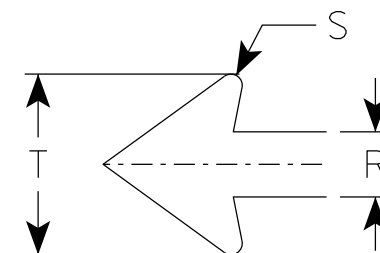
E



R9-11

NOTES

1. Sign is Type II - Type H Reflective
2. Color:
Background - White
Message - Black
3. Message Series - C except Size 1 is Series D
4. Use Size 2 for Sidewalks. Use Size 3 for Paths and Trails.
5. R9-11 D (double arrow)
R9-11 L (left arrow)
R9-11 R (right arrow)



SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
2M	24	12	1 1/2	3/8	3/8	1 1/2	1 1/2	1 1/2	9 3/4	5/8	1 1/2	7 5/8	3 1/2	9 1/4	6 5/8	5 1/8		1	1/8	2 3/4							2.0
3	30	15	1 1/2	3/8	1/2	2	1 1/2	1 1/2	13	3/4	2	10 1/4	4 5/8	12 3/8	8 7/8	6 7/8		1 1/4	1/4	3 5/8							3.125
4																											
5																											

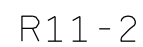
PROJECT NO:

HWY:

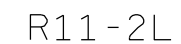
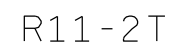
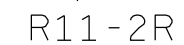
COUNTY:

SHEET NO: 57

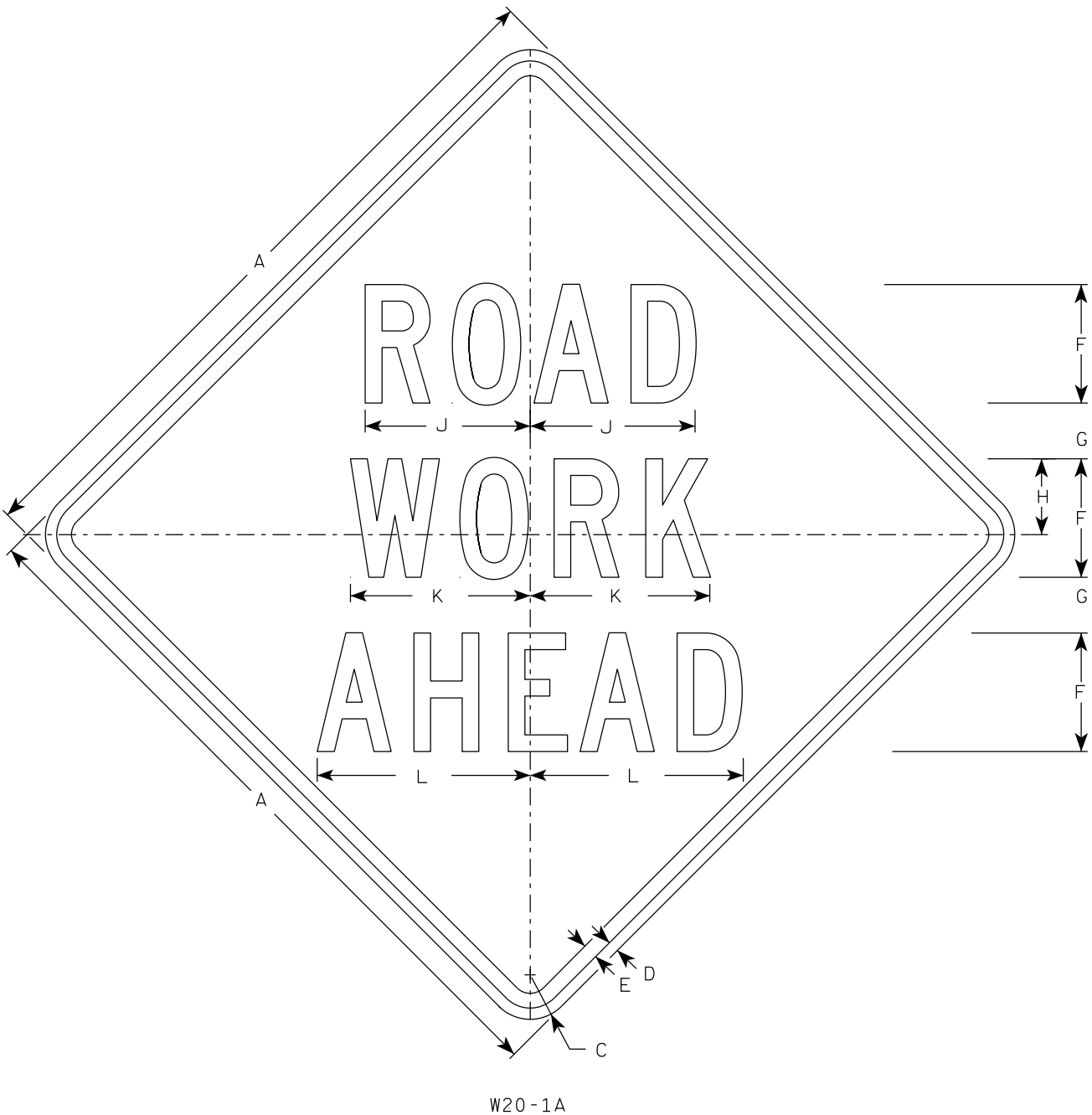
E



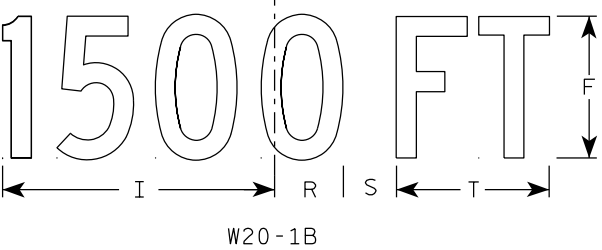
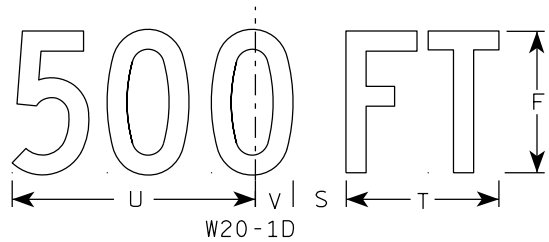
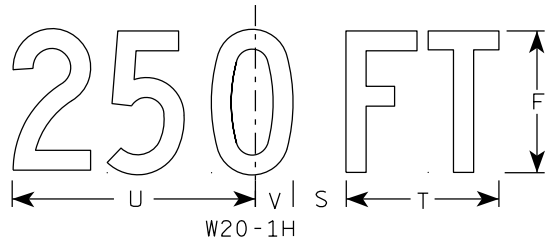
1. Sign is Type II - Type H Reflective
2. Color:
 - Background - White
 - Message - Black
3. Message Series - D
4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
5. Modify the message as required.



STANDARD SIGN	
R11-2	
WISCONSIN DEPT OF TRANSPORTATION	
APPROVED	<u>Matthew R. Rauch</u> for State Traffic Engineer
DATE <u>2/5/24</u>	PLATE NO. <u>R11-2.12</u>

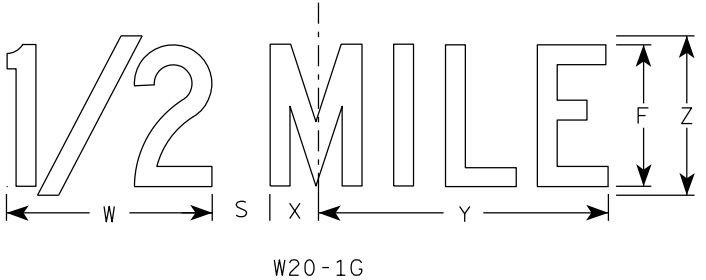


W20-1A

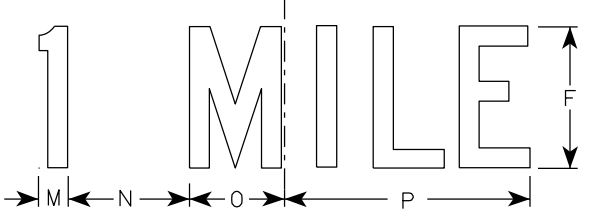


W20-1B

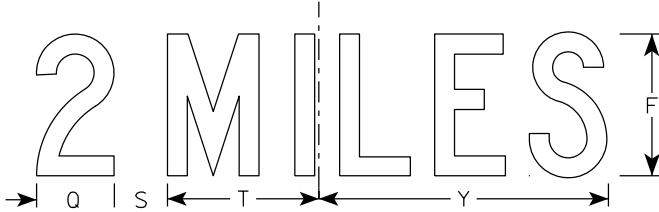
- NOTES
1. Sign is Type II - Type F Reflective
 2. Color:
Background - Orange
Message - Black
 3. Message Series - C
 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.



W20-1G

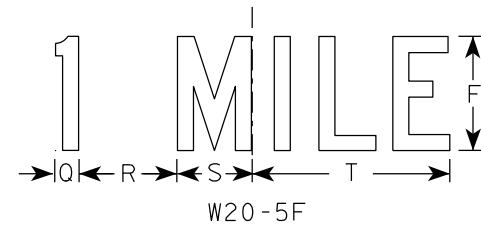
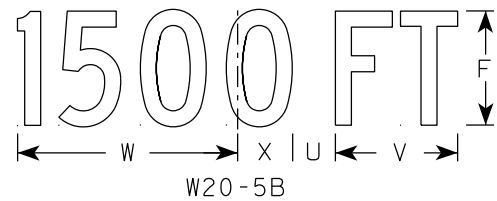
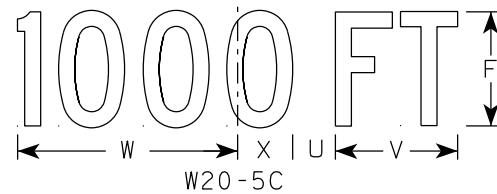
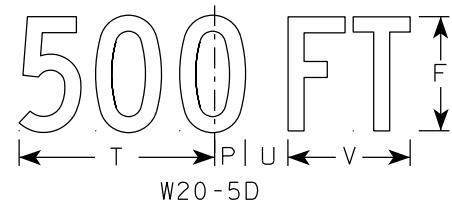
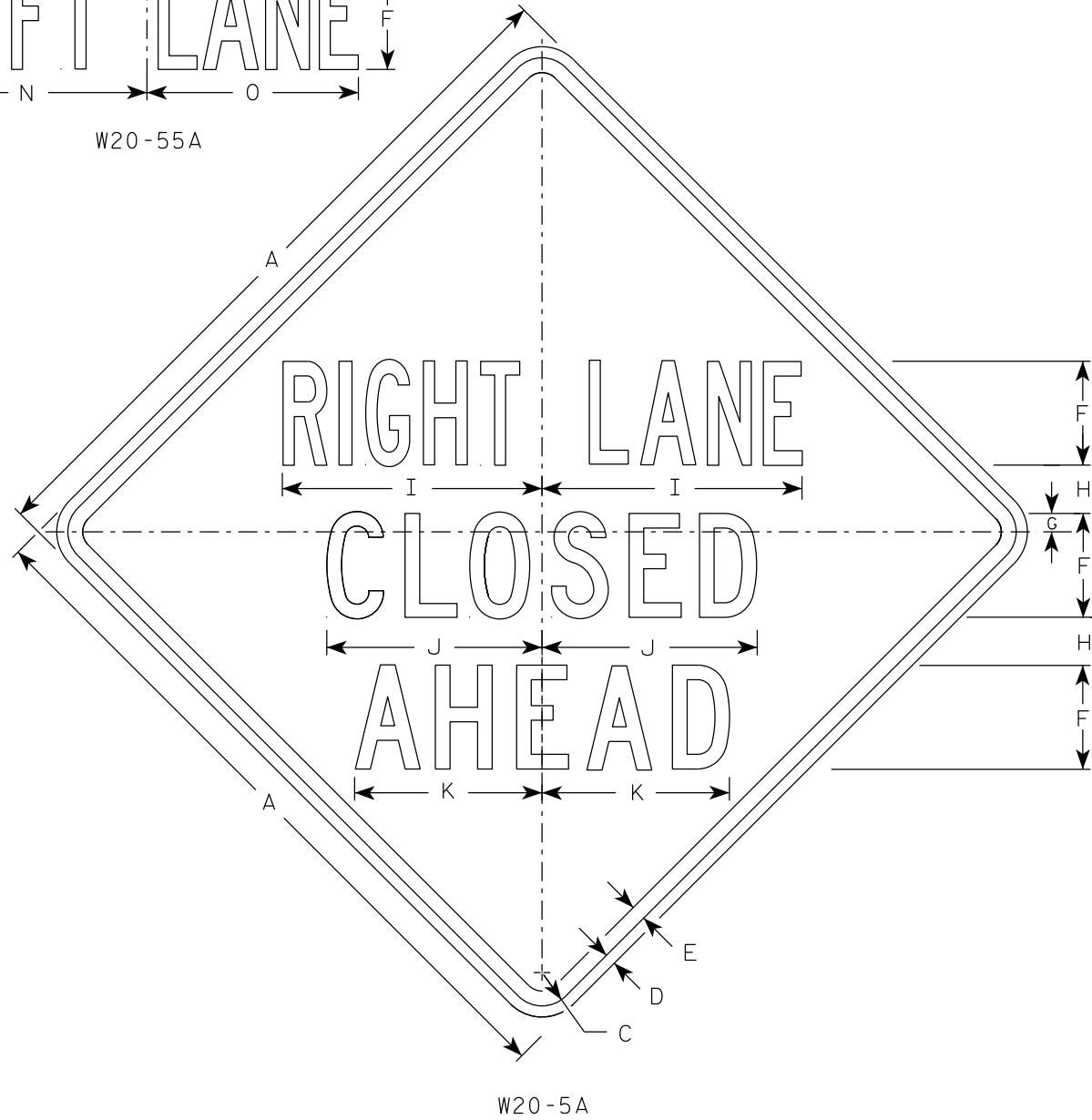
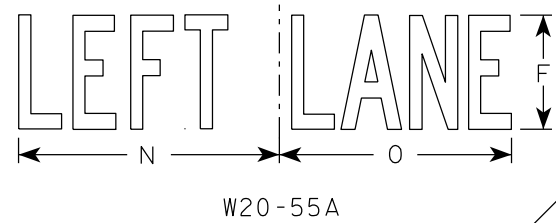
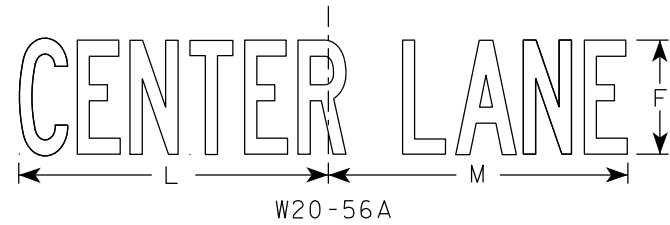


W20-1F



W20-1E

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	v	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	5	2 5/8	3 1/4	10 1/8	7	7 5/8	8 7/8	1 1/8	4 1/2	3 1/2	9	3 1/4	2 1/2	2 1/4	5 5/8	9	1 3/8	8	1 3/4	10 3/4	6	9.0
2S	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
2M	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
3	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
4	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0
5	48		3	3/4	1	8	3 3/4	5 1/8	15 3/8	11 1/8	12 1/8	14 3/8	1 5/8	6 7/8	5 3/8	13 7/8	4 3/8	3 7/8	3	8 5/8	13 3/4	2 1/8	11 7/8	2 3/4	16 3/8	9	16.0



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
 - Background - Orange
 - Message - Black
- 3. Message Series - See Note 5
- 4. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 5. " _____ LANE" is Series B.
All other copy is Series C.

7

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36	6	2 1/4	5/8	3/4	5	7/8	2 1/2	13 1/8	10 3/4	9 1/2	14 1/4	13 5/8	12	12	1 3/8	1 1/8	4 1/2	3 1/2	9	1 7/8	5 5/8	10 1/8	2 1/2	1 3/4	8	9.0
2S	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
2M	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
3	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
4	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0
5	48	8	3	3/4	1	7	1 1/4	3 1/4	17 1/2	14 3/8	12 5/8	19	18 3/8	16	14 1/4	1 7/8	1 1/2	6	4 5/8	12	2 5/8	7 1/2	13 1/2	3 3/8	2 3/8	10 5/8	16.0

STANDARD SIGN

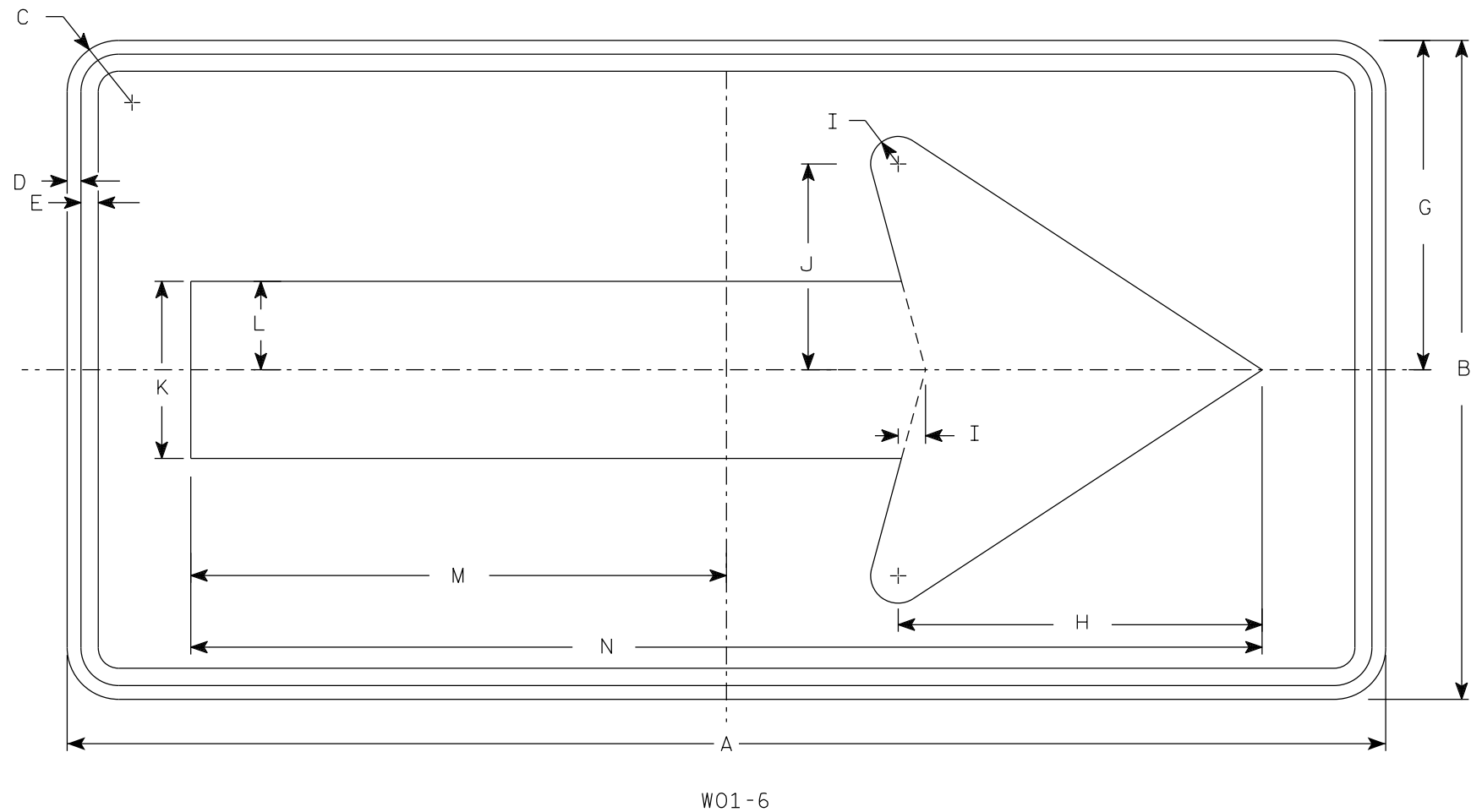
W20-5A, B, C, D, F & G

WISCONSIN DEPT OF TRANSPORTATION

APPROVED *Matthew R. Rauch*
For State Traffic Engineer

DATE 3/27/24 PLATE NO. W20-5.12

7



NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1																											
2S	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
2M	48	24	1 7/8	1/2	5/8		12	13 1/4	1	7 1/2	6 1/2	3 1/4	19 1/2	39													8.0
3	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
4	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5
5	60	30	1 7/8	1/2	5/8		15	16 1/4	1 1/4	9 1/4	8	4	24 3/8	48 3/4													12.5

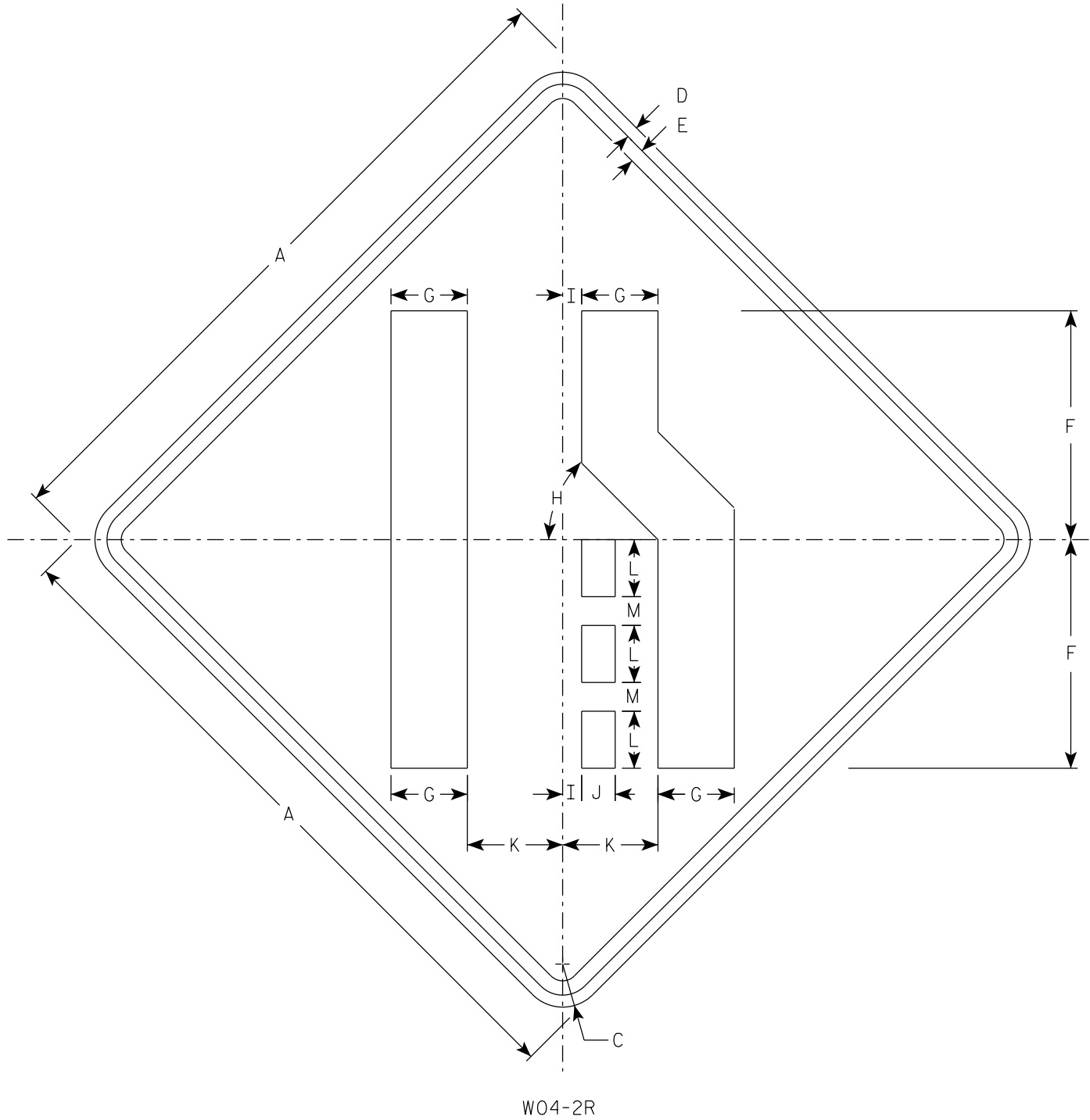
STANDARD SIGN
W01-6

WISCONSIN DEPT OF TRANSPORTATION

APPROVED
Matthew R. Rauch
for State Traffic Engineer

DATE 1/24/2024 PLATE NO. W01-6.2

7

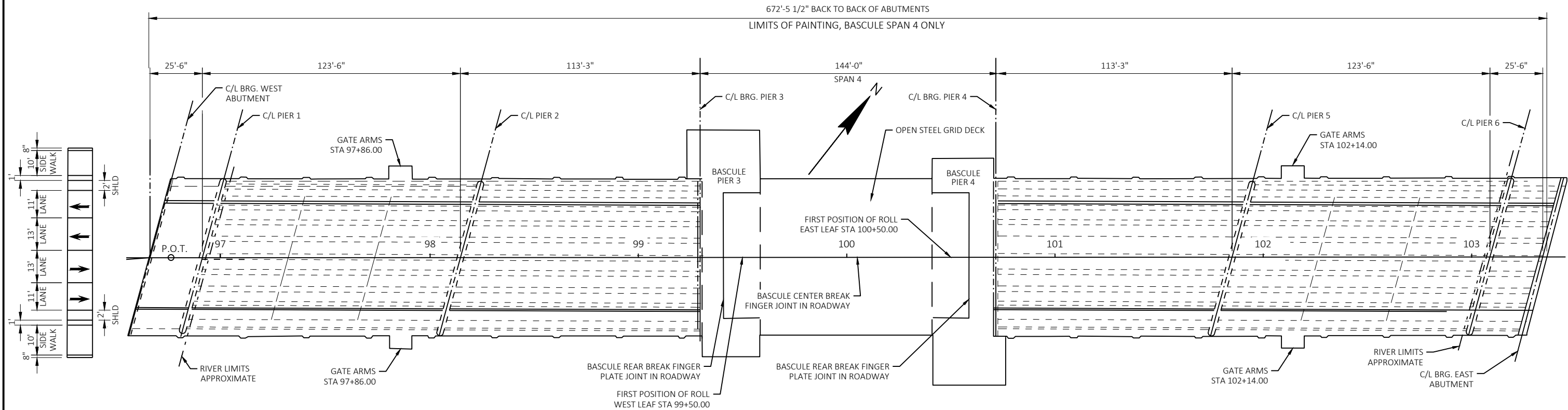


NOTES

- 1. Sign is Type II - Type F Reflective
- 2. Color:
Background - Orange
Message - Black
- 3. Corners may be square or rounded when base material is plywood but borders shall be rounded as shown. When base material is metal, the corners and borders shall be rounded.
- 4. W04-2L is the same as W04-2R except the symbol is reversed along the vertical centerline.

7

SIZE	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V	W	X	Y	Z	Area sq. ft.
1	36		2 1/4	5/8	3/4	12	4	45°	1	1 3/4	5	3	1 1/2														9.0
2S	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
2M	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
3	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
4	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0
5	48		3	3/4	1	16	5 3/8	45°	1 1/4	2 3/8	6 3/4	4	2														16.0



PLAN
UNIT 3 - SPAN 4 - BASCULE SPAN

NOTE

DRAWING SHALL NOT BE SCALED.

CONTACT

NE REGION PROJECT MANAGER
KURT VOGEL, PE
(920) 362-1732

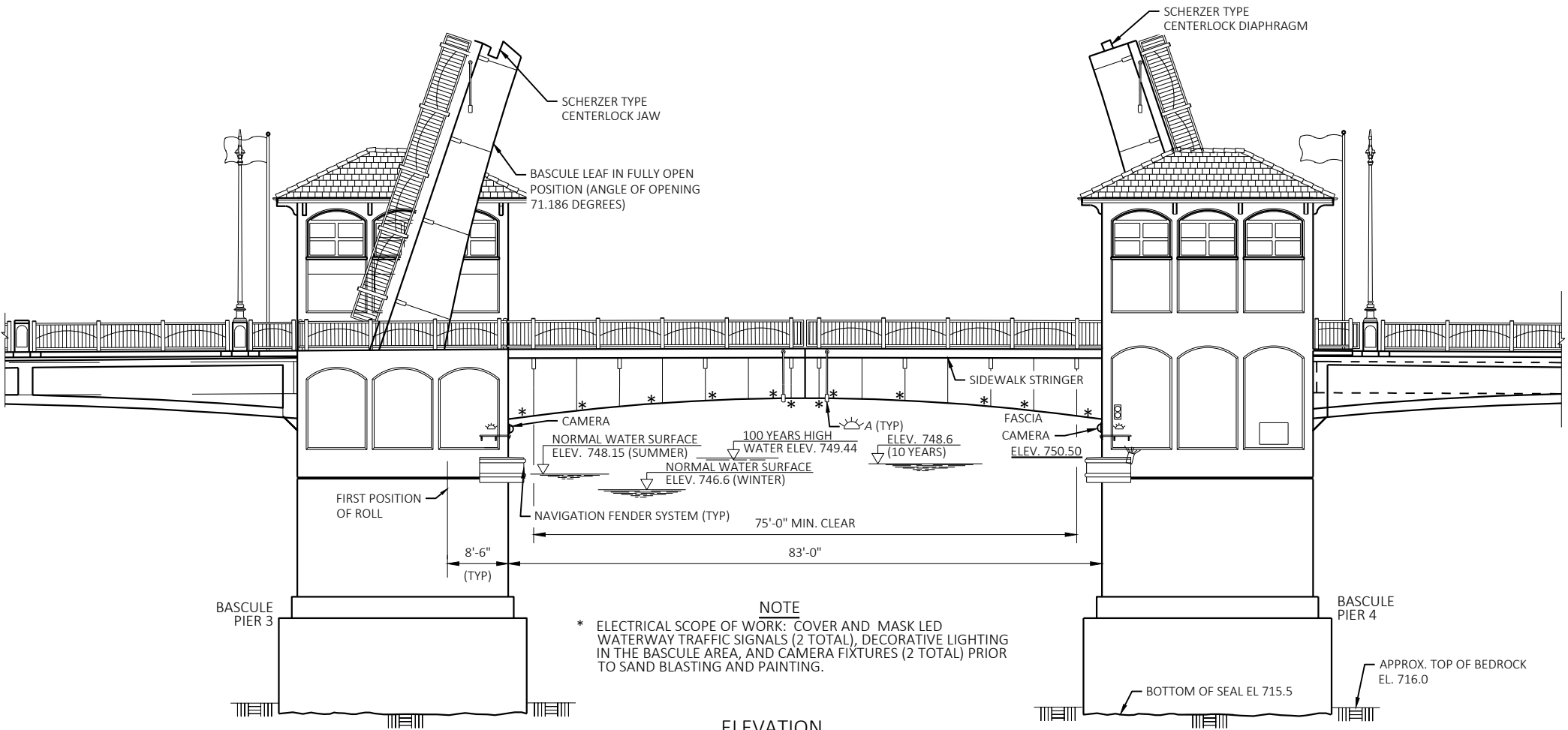
BUREAU OF STRUCTURES
AARON BONK
(608) 261-0261

DESIGN DATA:

AADT 2019 21,051
AADT 2026 23,350
DESIGN LOADING HS 20
INVENTORY RATING HS 28
OPERATING RATING HS 47
WISCONSIN STANDARD
PERMIT VEHICLE (WIS-SPV) ...250 KIP
RATINGS TAKEN FROM HSIS ON 8/6/2024

LIST OF DRAWINGS

1. GENERAL PLAN & ELEVATION
2. CROSS SECTION, QUANTITIES AND NOTES
3. BASCULE FRAMING PLAN AND SECTIONS
4. REAR LOCK
5. RACK FRAME
6. UPLIFT SUPPORT LIFT
7. BASCULE GIRDER HEEL PORTION
8. BASCULE GIRDER FRONT PORTION
9. BASCULE GIRDER AT CENTERLOCK
10. CONCRETE DECK OVER MACHINERY ROOM
11. DECK DETAILS OVER MACHINERY ROOM
12. OPEN STEEL GRID PLAN
13. ROADWAY REAR BREAK
14. ROADWAY REAR BREAK DETAILS
15. CENTER BREAK DETAILS
16. BASCULE SPAN LONGITUDINAL STRINGERS
17. BASCULE SIDEWALK PLAN & ELEVATIONS
18. SIDEWALK BREAK SECTIONS & DETAILS
19. LATERAL BRACING PLAN
20. FLOORBEAM TRUSS 1
21. BASCULE SPAN FLOORBEAMS 2 & 3
22. FLOORBEAM 4
23. RACK AND PINION
24. TRAFFIC GATE LOCATIONS
25. TRAFFIC GATE DETAILS
26. TRAFFIC GATE MOUNTING DETAILS



ELEVATION

NO.		DATE		REVISION		BY	
		NORTHEAST REGION					
		PROJECT DEVELOPMENT SECTION					
						JLR	
ACCEPTED		CHIEF STRUCTURES DESIGN ENGINEER				02/18/26	
						DATE	
STRUCTURE B-70-247							
WISCONSIN STREET OVER FOX RIVER							
COUNTY				WINNEBAGO		CITY	
						OSHKOSH	
DESIGN SPEC. AASHTO LRFD BRIDGE DESIGN SPECIFICATION							
DESIGNED BY		PK		DESIGN CK'D		KMD	
DRAWN BY		JBS		PLANS CK'D		KMD	
GENERAL PLAN AND ELEVATION				SHEET 1 OF 26			
				63			

GENERAL NOTES

DRAWINGS SHALL NOT BE SCALED.

DIMENSIONS SHOWN ARE BASED ON THE ORIGINAL STRUCTURE PLANS.

SPAN STRUCTURAL STEEL - THE COLOR OF THE FINISHED EPOXY TOP COAT SHALL BE LIGHT TAN (AMS STANDARD 595B COLOR NO 37769) OR SIMILAR COLOR APPROVED BY THE ENGINEER.

TOP OF DECK - PAINT LONGITUDINAL BREAKS, REAR AND CENTER BREAKS WHITE IN COLOR APPROVED BY ENGINEER.

PAINTING NOTES

BID ITEMS "STRUCTURE REPAINTING RECYCLED ABRASIVE "B-70-247" AND "NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-70-247" PROVIDE FOR BLAST CLEANING AND PAINTING . BLAST CLEAN AND PAINT ALL EXPOSED AND ACCESSIBLE STRUCTURAL STEEL SURFACES IN SPAN 4 (BASCULE SPAN), EXCEPT FOR STEEL GRID DECK AND GALVANIZED STEEL COMPONENTS OF THE SPAN 4, INCLUDING RACK FRAMES.

THE APPROXIMATE AREA OF "STRUCTURE REPAINTING RECYCLED ABRASIVE B-70-247" PAINTING FOR SUBSTRUCTURE AND TOP OF DECK AREAS IS 23,000 SF.

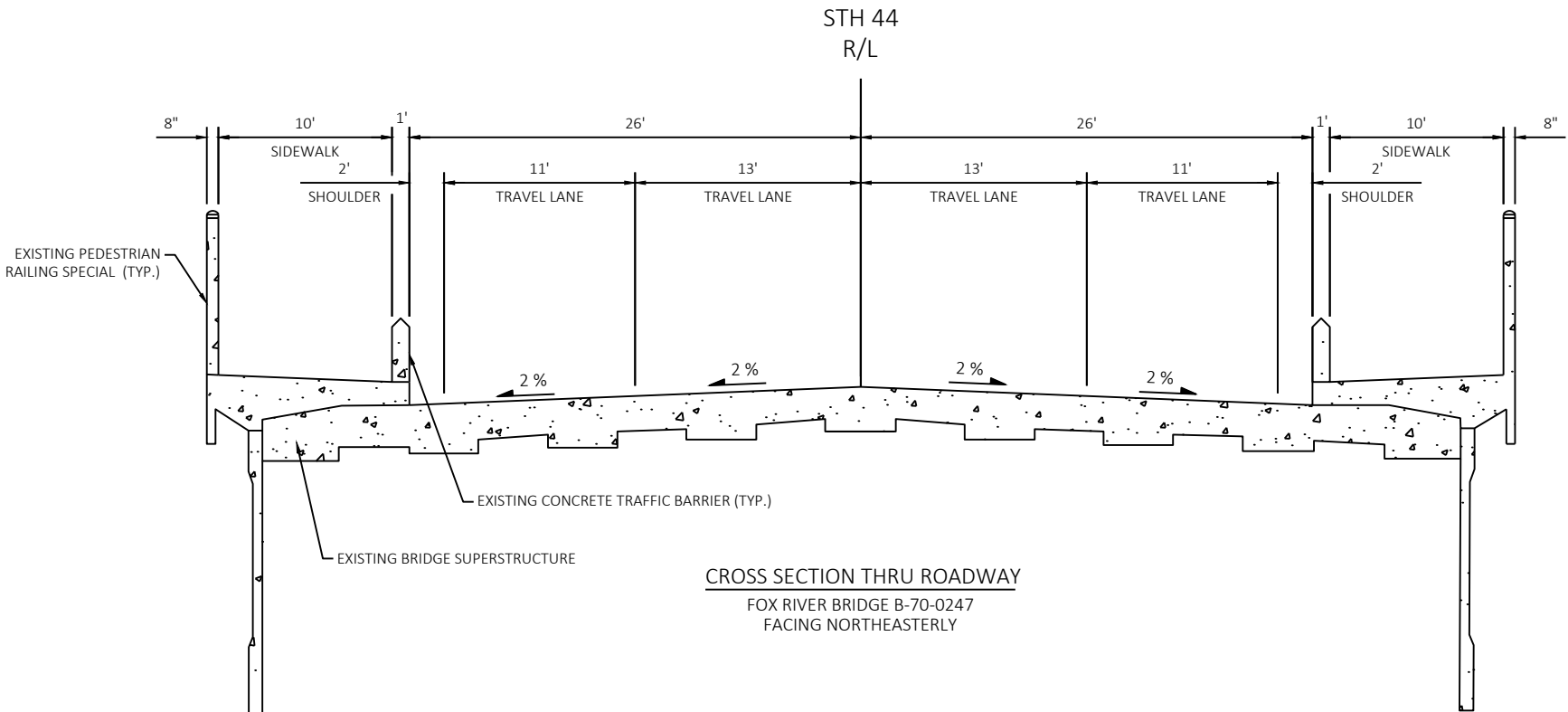
DO NOT USE ABRASIVE BLASTING ON AREAS DIRECTLY ADJACENT TO OPEN GEARINGS, SEALS, BEARINGS, OR ANY OTHER MACHINERY WHERE GRIT MAY ENTER THE OPERATING SURFACES. FOR THESE AREAS, USE SSPC SP2 (HAND TOOL CLEANING).

BID ITEMS "STRUCTURE OVERCOATING CLEANING AND PRIMING B-70-247" AND "CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-70-247" PROVIDE POWER TOOLS CLEANING AROUND GEARS ON THE RACK FRAME AND OUTSIDE OF STEEL GIRDER.

COVER AND SEAL ALL GEARS AND ELECTRICAL EQUIPMENT DURING BLAST CLEANING OUTSIDE THE MACHINE ROOM TO PREVENT GRIT FROM THE ENTERING THESE SURFACES. TAKE MEASURES TO PROTECT CONDUITS, ELECTRICAL BOXES, BEARINGS AND MACHINERY FROM DAMAGE OR CONTAMINATION DURING CLEANING AND PAINTING OPERATIONS.

THE STEEL GRID DECK AND STEEL GRID JOINT BETWEEN CONCRETE AND STEEL GRID OF THE BASCULE SPAN AND SIDEWALK PLATES ARE CONSTRUCTED OF GALVANIZED STEEL. THIS STEEL SHALL NOT BE BLAST CLEANED OR PAINTED. MEASURES SHALL BE TAKEN TO PROTECT THE GALVANIZING COATING DURING BLAST CLEANING AND PAINTING OF THE BASCULE GIRDERS, FLOOR BEAMS, AND STRINGERS.

COLD WEATHER PAINTING DURING WINTER MONTHS IS ANTICIPATED FOR THE MAJORITY OF THE PAINT WORK (PRIOR TO THE BEGINNING OF THE BOATING SEASON IN THE SPRING). ALL COST ASSOCIATED WITH THE PROVIDING HEATED ENCLOSURES TO ALLOW PAINTING DURING FREEZING TEMPERATURES SHALL BE INCLUDED IN THE RESPECTIVE PAINTING BID ITEMS.



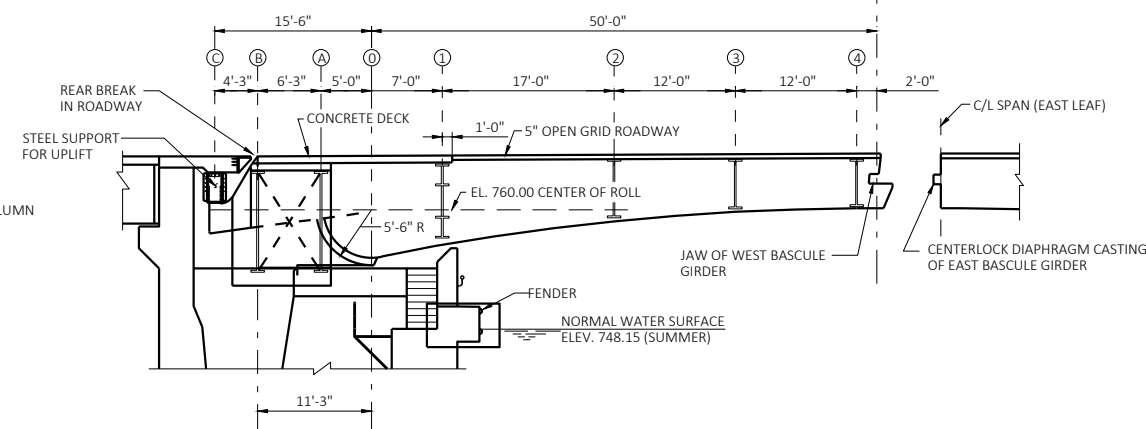
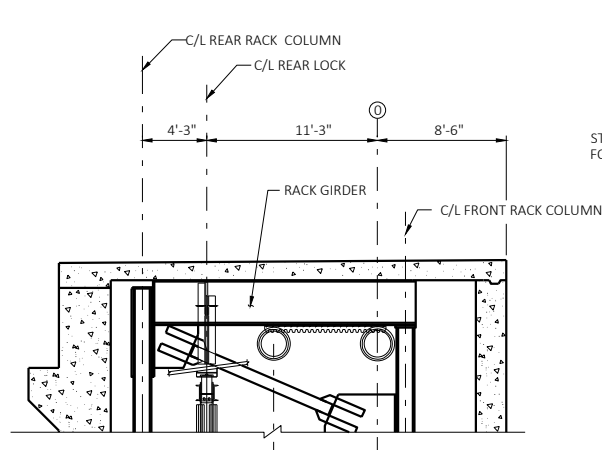
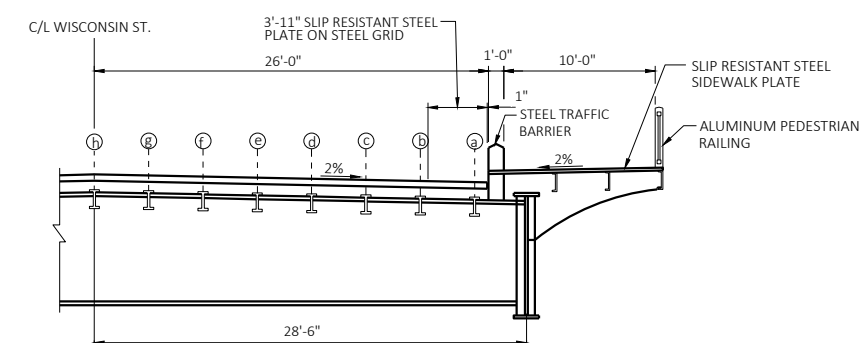
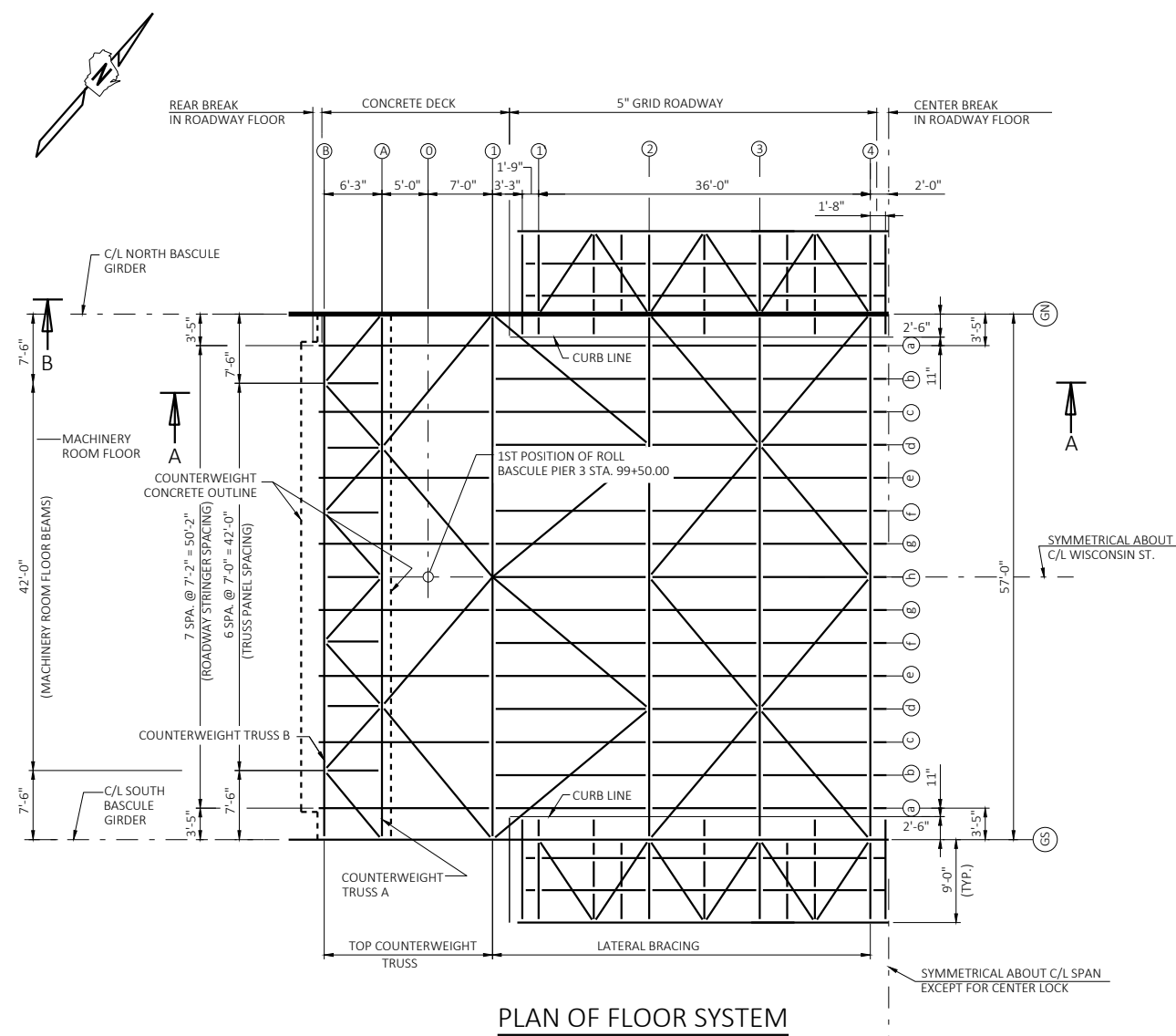
TOTAL ESTIMATED QUANTITIES

BID NUMBER ITEM	BID ITEMS	UNITS	TOTAL
*517.1801.S	STRUCTURE REPAINTING RECYCLED ABRASIVE B-70-0247	EACH	1
517.3001.S	STRUCTURE OVERCOATING CLEANING AND PRIMING B-70-0247	EACH	1
517.4001.S	CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-70-0247	EACH	1
*517.4501.S	NEGATIVE PRESSURE CONTAINMENT AND COLLECTION OF WASTE MATERIALS B-70-0247	EACH	1
517.6001.S	PORTABLE DECONTAMINATION FACILITY B-70-0247	EACH	1
SPV.0060.02	TRAFFIC GATE REPLACEMEMNT	EACH	4
SPV.0060.03	TRAFFIC GATE ELECTRICAL WORK	EACH	4
SPV.0060.04	ANCHOR ASSEMBLIES FOR TRAFFIC GATES	EACH	4

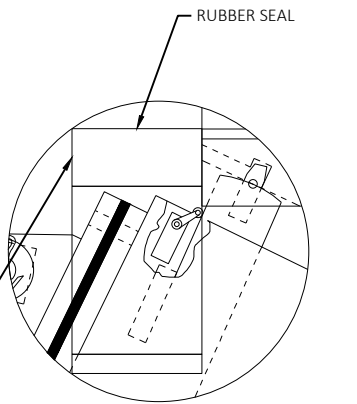
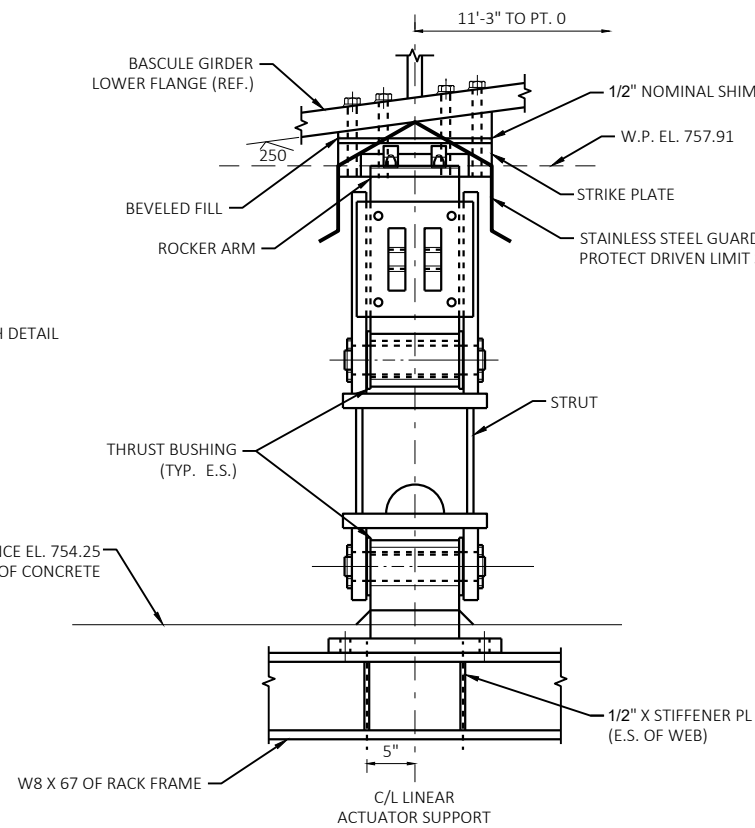
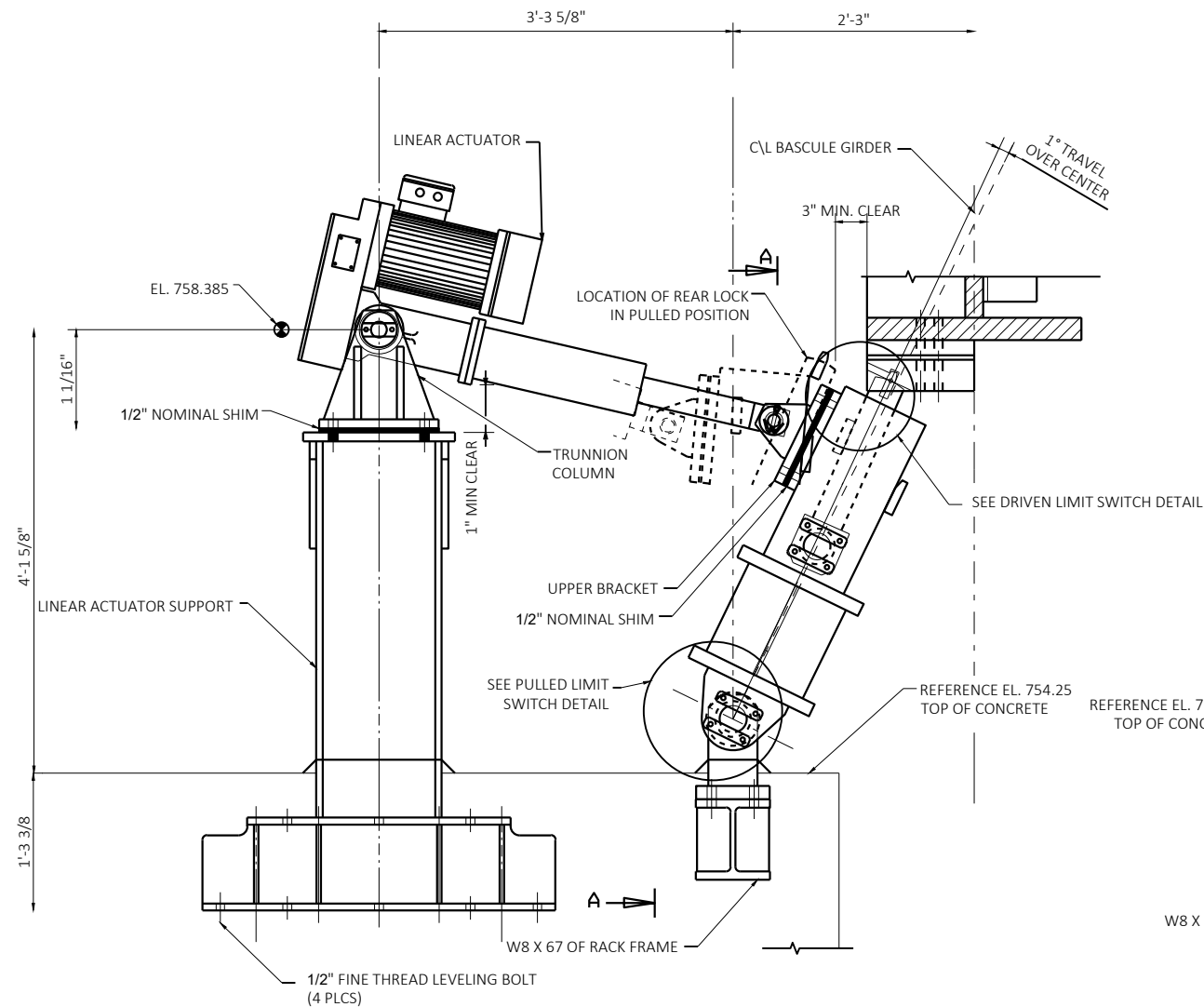
SEE "PAINTING NOTES" ON THIS SHEET FOR APPROXIMATE SQUARE FOOT QUANTITIES.

* BID ITEM INCLUDES CLEANING AND REPAINTING INCLUDING IN "STRUCTURE REPAINTING RECYCLED ABRASIVE B-70-247" AND NEGATIVE PRESSURE CONTANMENT AND COLLECTION OF WASTE MATERIAL B-70-247

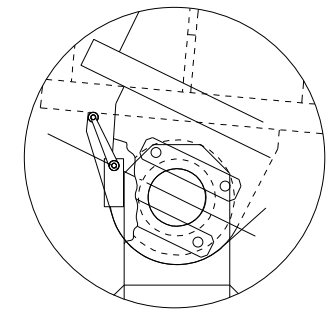
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
CROSS SECTION, QUANTITIES AND NOTES		SHEET 2 OF 26	
		64	



NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE		B-70-247	
		DRAWN BY	PLANS CK'D KMD
BASCULE FRAMING PLAN AND SECTIONS		SHEET 3 OF 26 65	



DRIVEN LIMIT SWITCH DETAIL



VIEW A
ACTUATOR NOT SHOWN FOR CLARITY

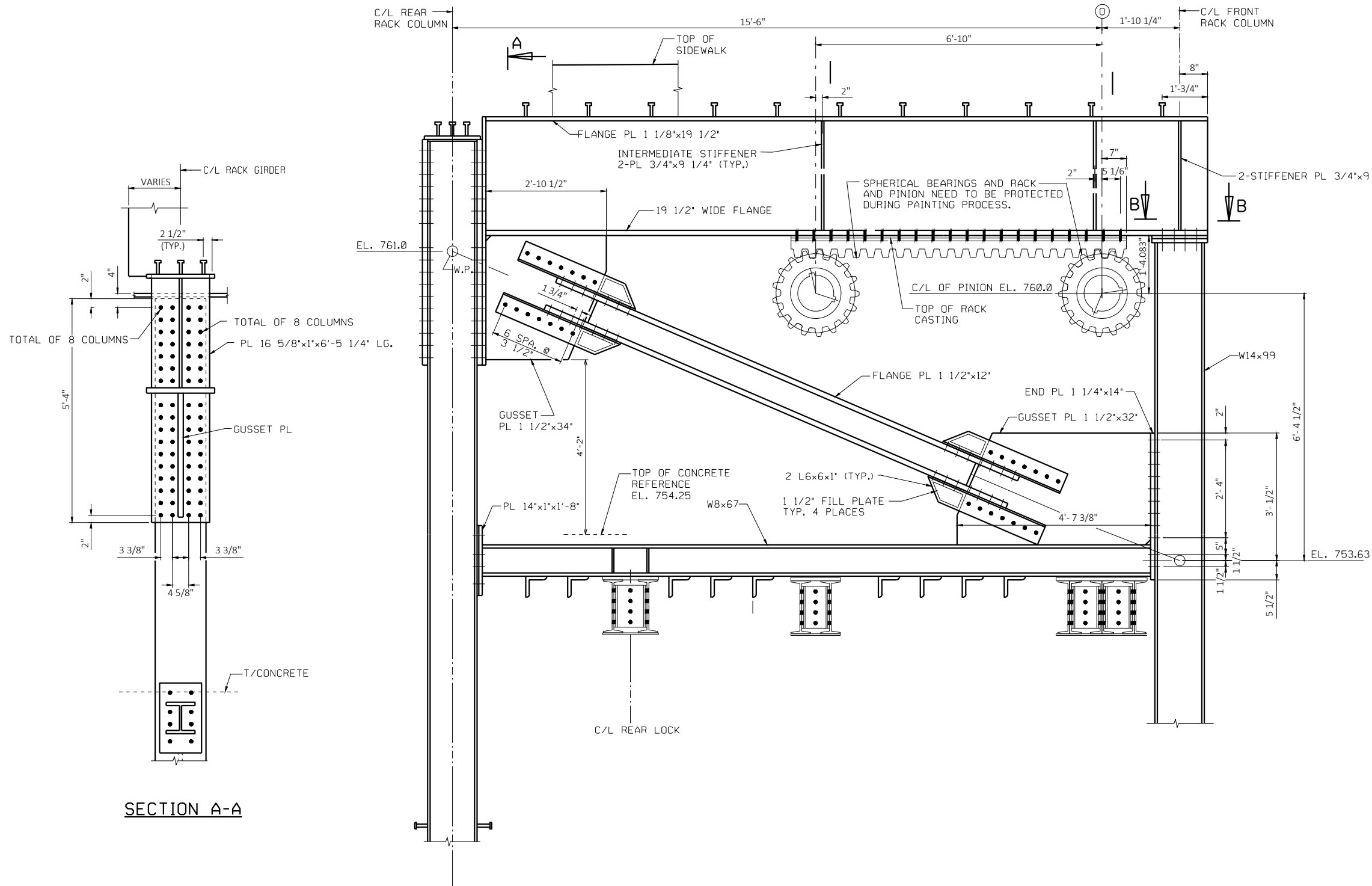
NOTES:

ALL STRUCTURAL STEEL COMPONENTS ATTACHED TO REAR LOCK NEED TO BE PAINTED.

PIVOT BUSHINGS AND MOTOR NEED TO BE PROTECTED DURING PAINTING OPERATIONS.

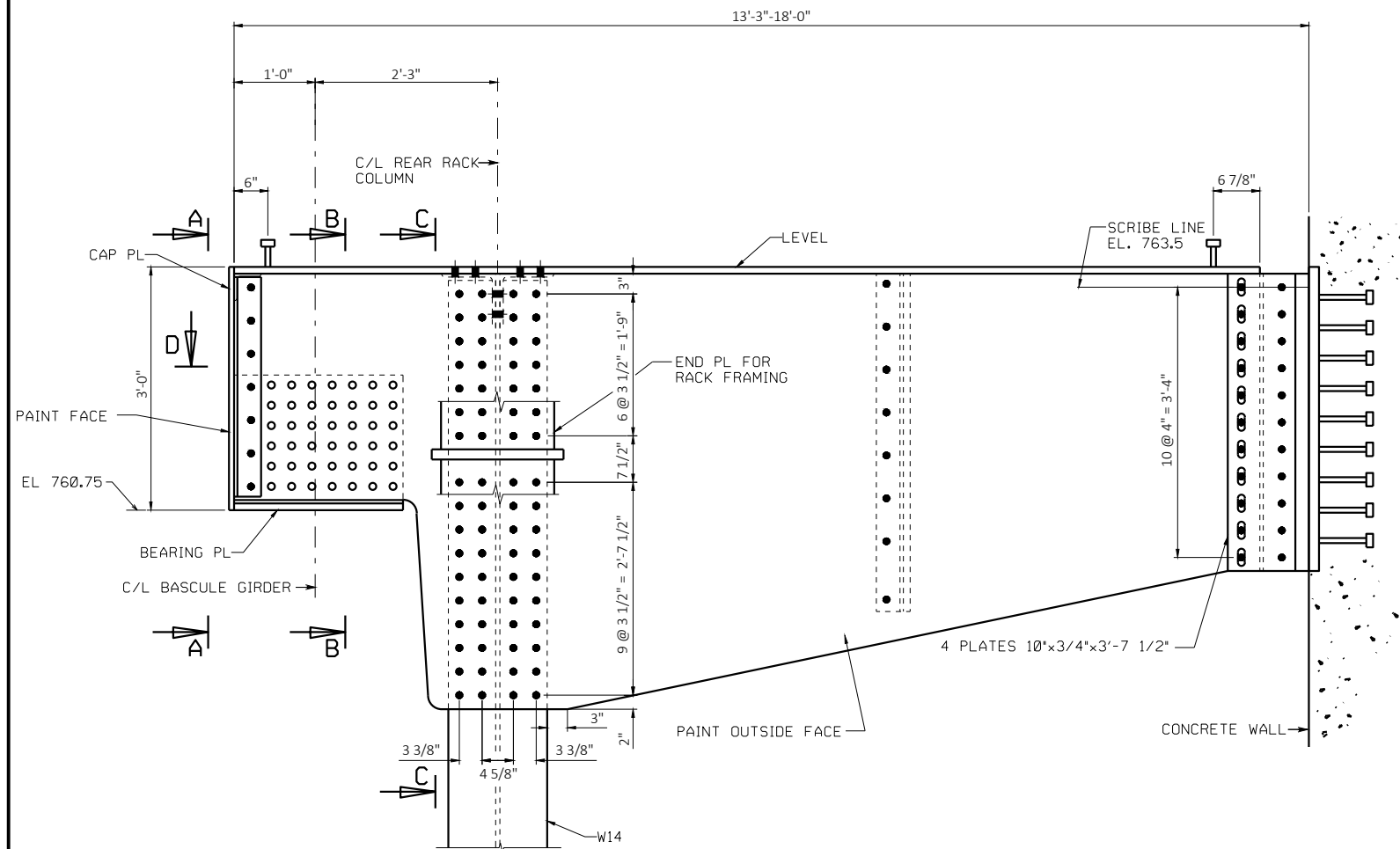
REAR LOCK ASSEMBLY

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
REAR LOCK		SHEET 4 OF 26 66	

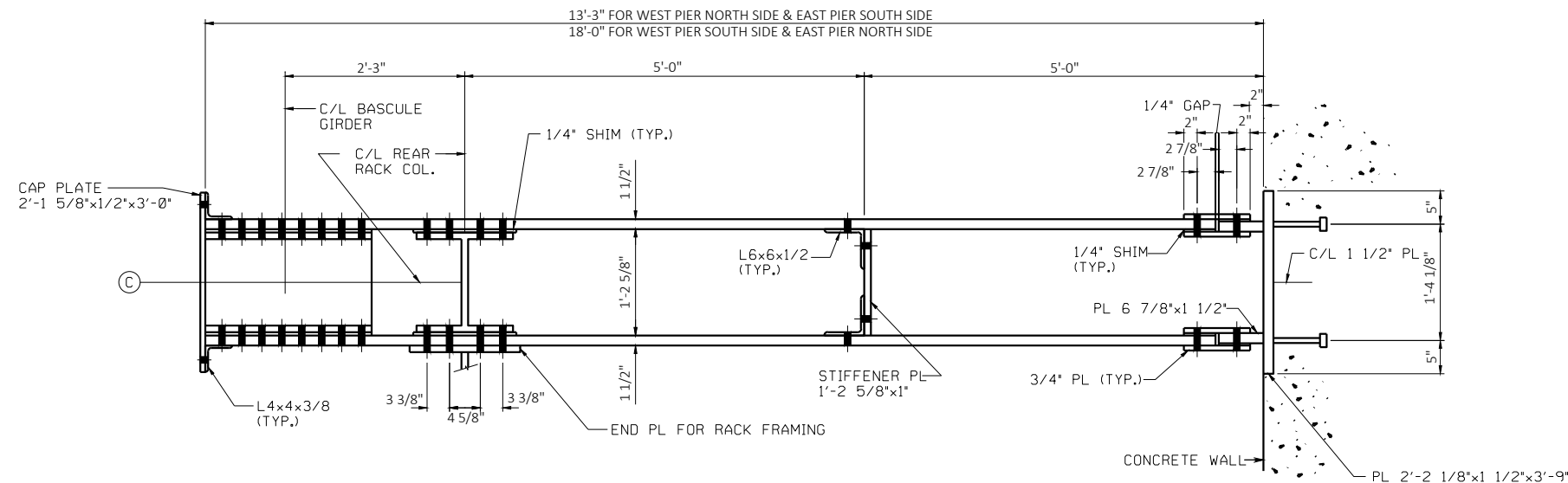


NOTE
PAINT ALL RACK FRAME STEEL COMPONENTS.

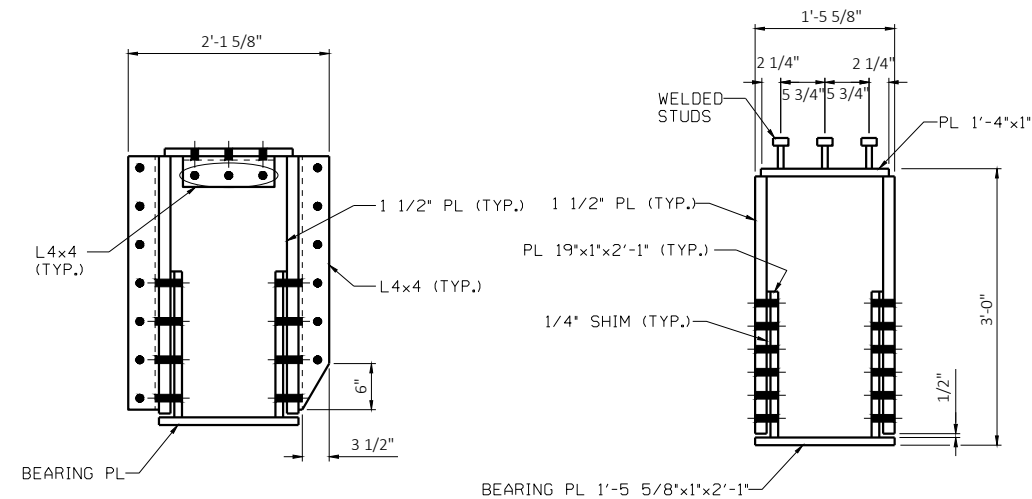
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
RACK FRAME		SHEET 5 OF 26 67	



UPLIFT FRAMING ELEVATION

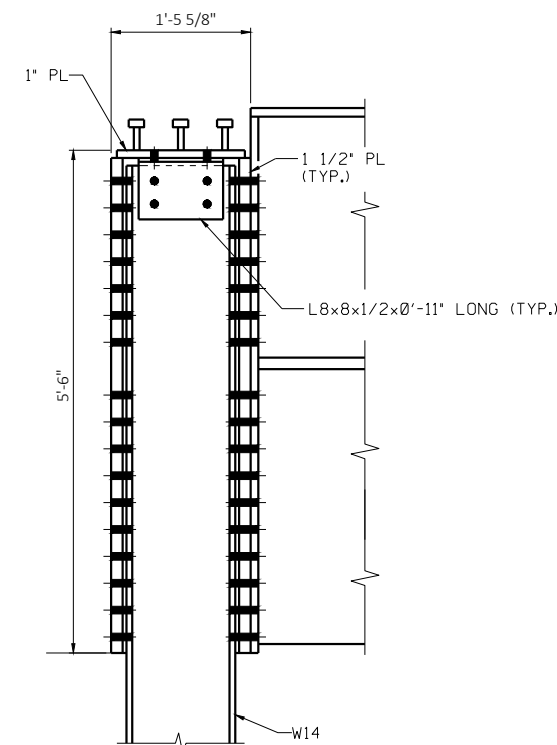


SECTION D-D



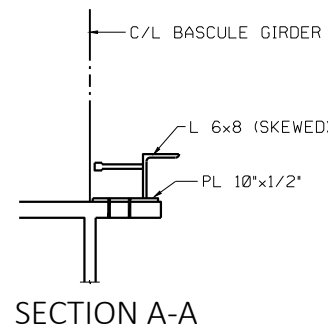
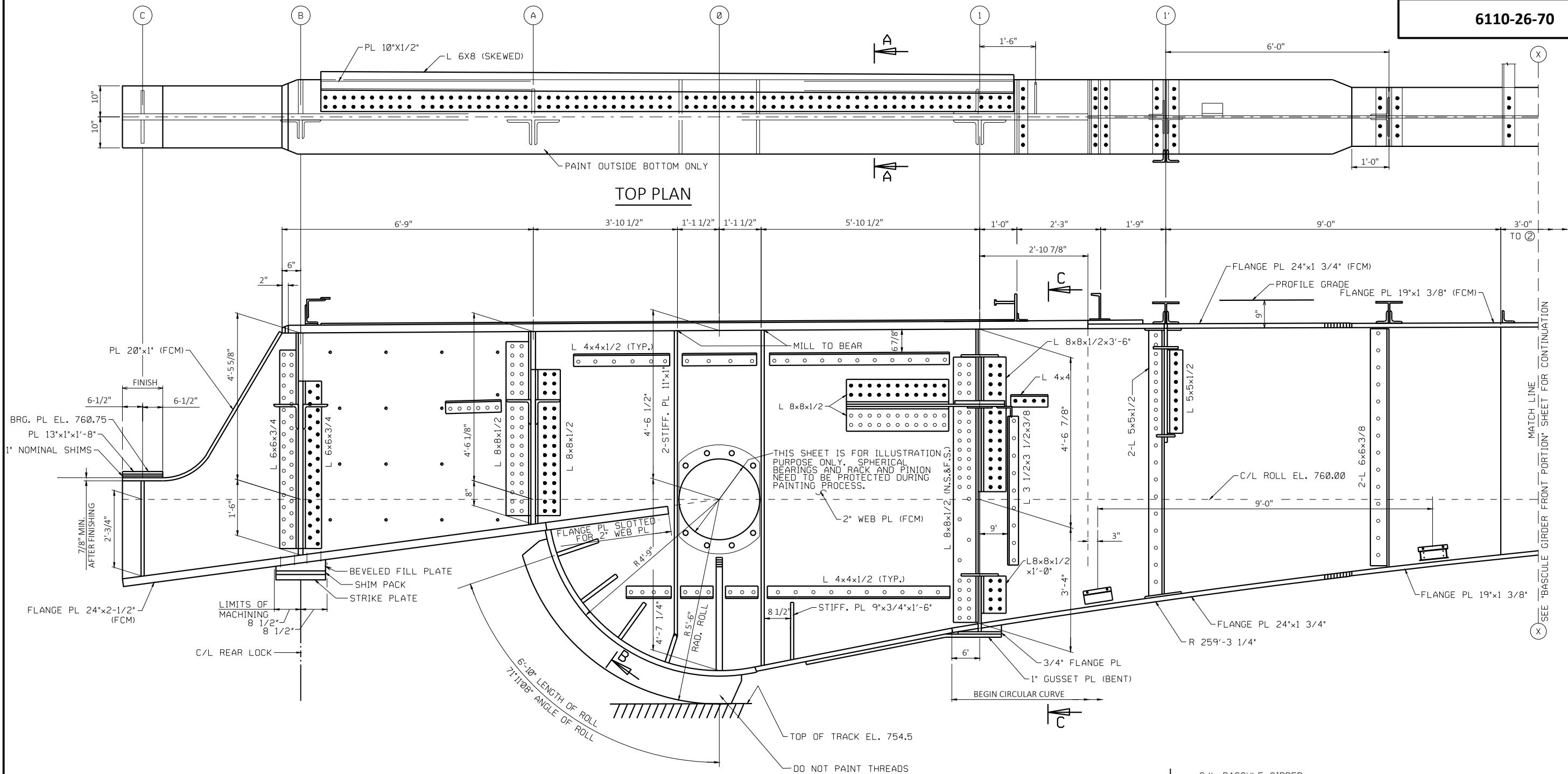
SECTION A-A
(CAP PLATE NOT SHOWN FOR CLARITY)

SECTION B-B

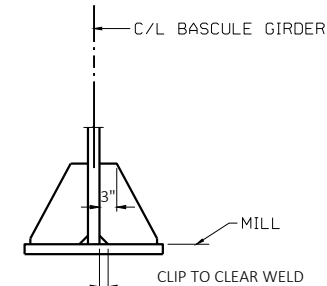


SECTION C-C

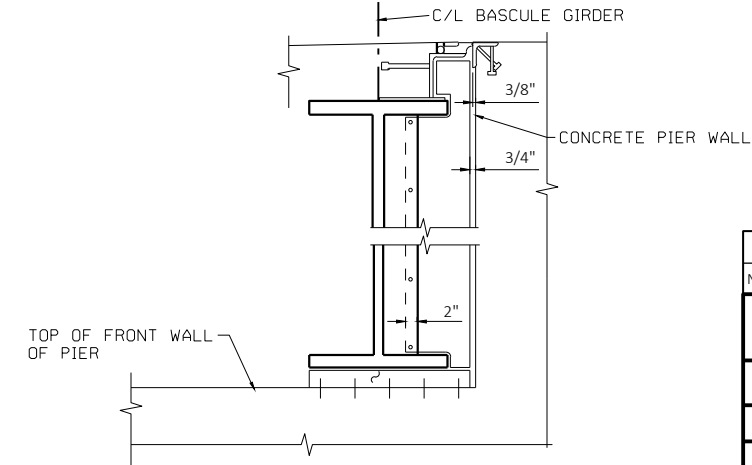
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
UPLIFT SUPPORT LIFT		SHEET 6 OF 26 68	



SECTION A-A



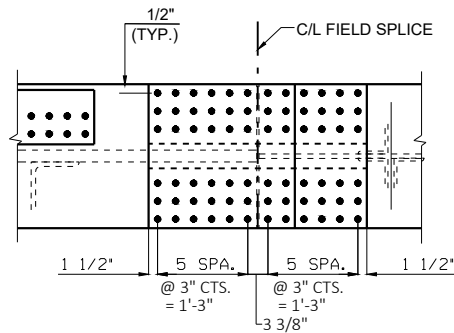
SECTION B-B



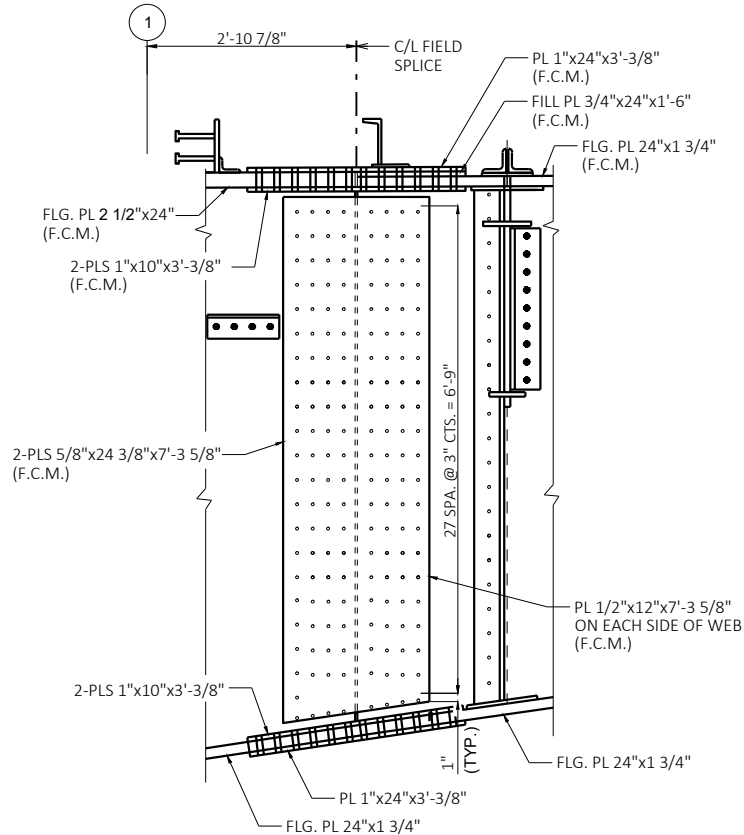
SECTION C-C
(FLASHING DETAILS)

NOTES
PAINT ALL STEEL UPLIFT SUPPORT COMPONENTS.

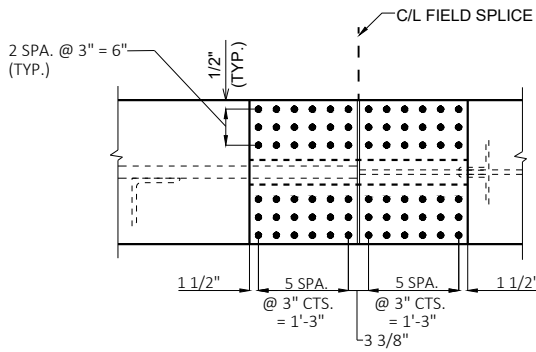
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
BASCULE GIRDER HEEL PORTION			SHEET 7 OF 26 69



TOP PLAN

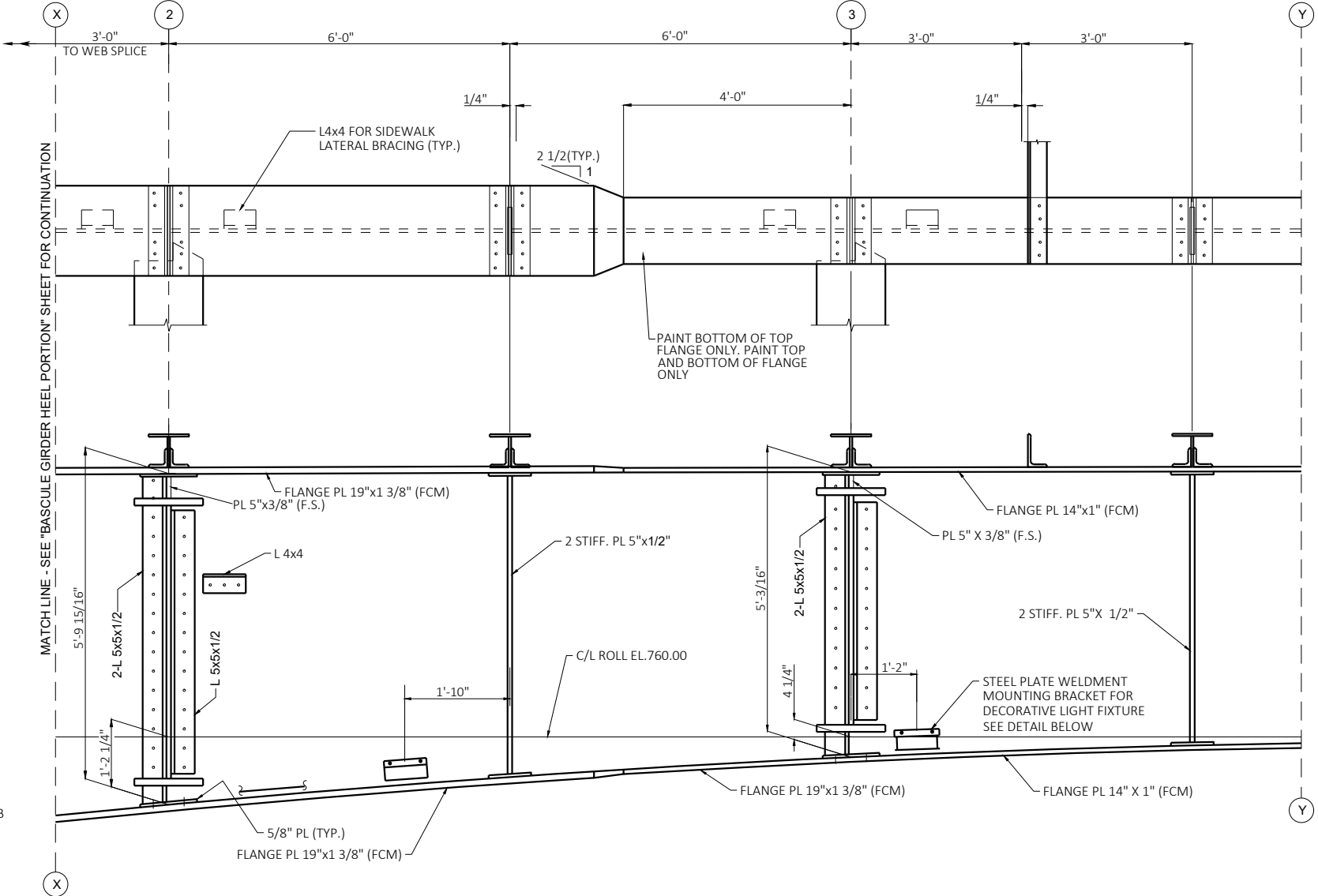


ELEVATION

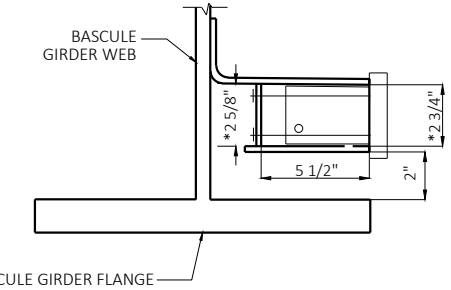


BOTTOM PLAN

FIELD SPlice DETAILS

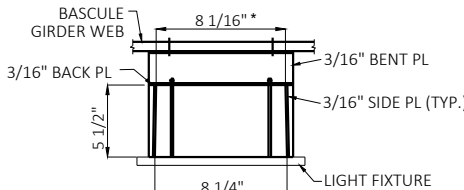


MATCH LINE - SEE "BASCULE GIRDER HEEL PORTION" SHEET FOR CONTINUATION

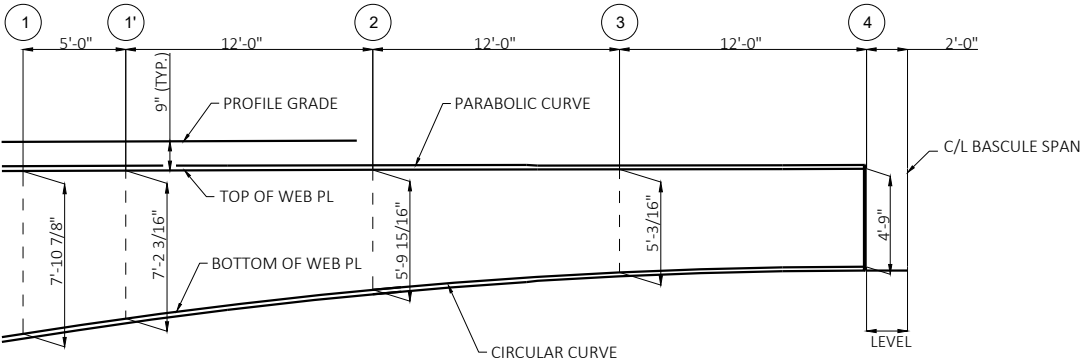


SECTION A-A

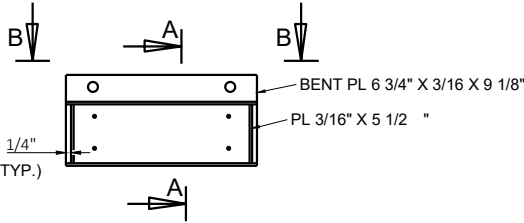
SEE "BASCULE GIRDER HEEL PORTION" SHEET FOR LOCATION OF FIELD SPlice



SECTION B-B

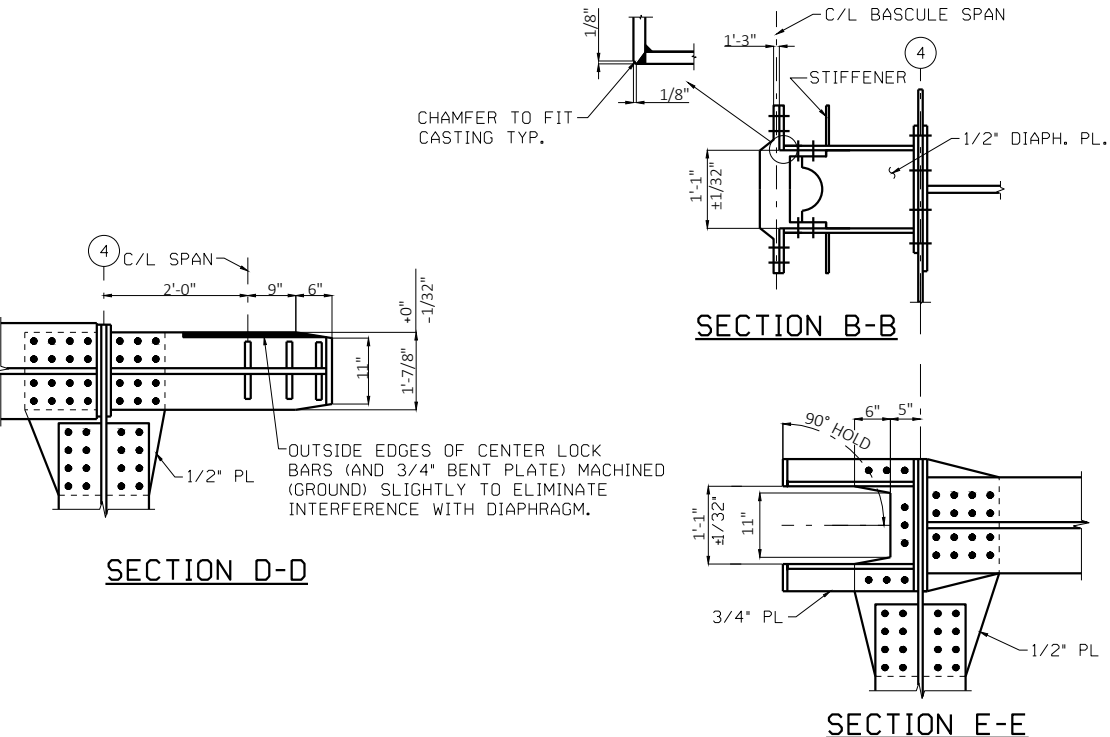
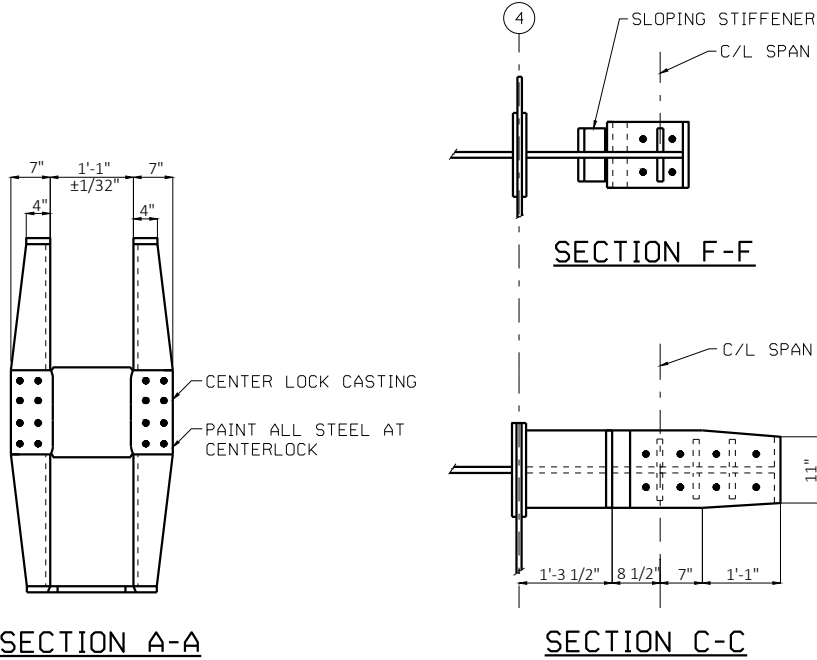
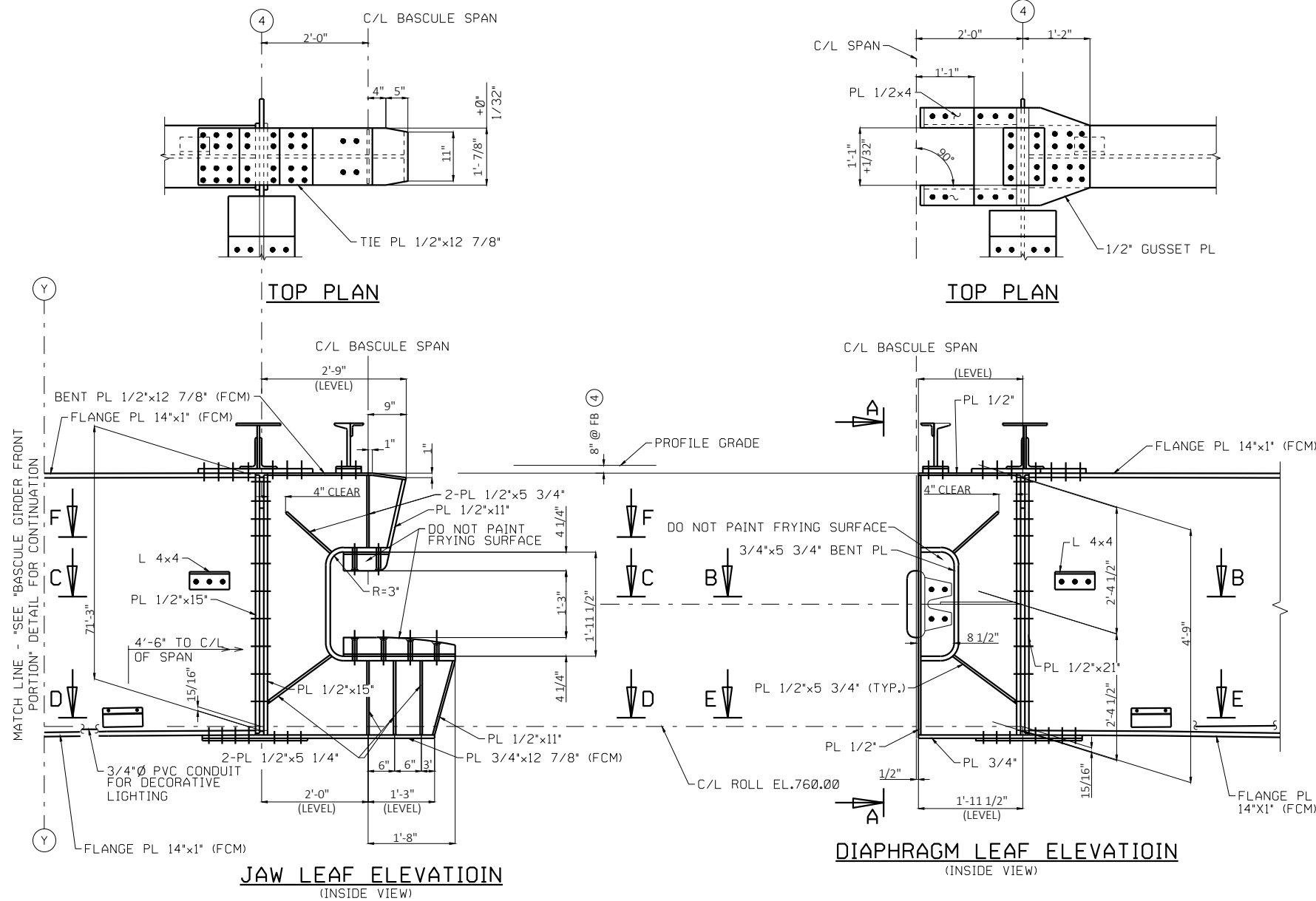


CURVE OF WEB PLATE
(NOT TO SCALE)

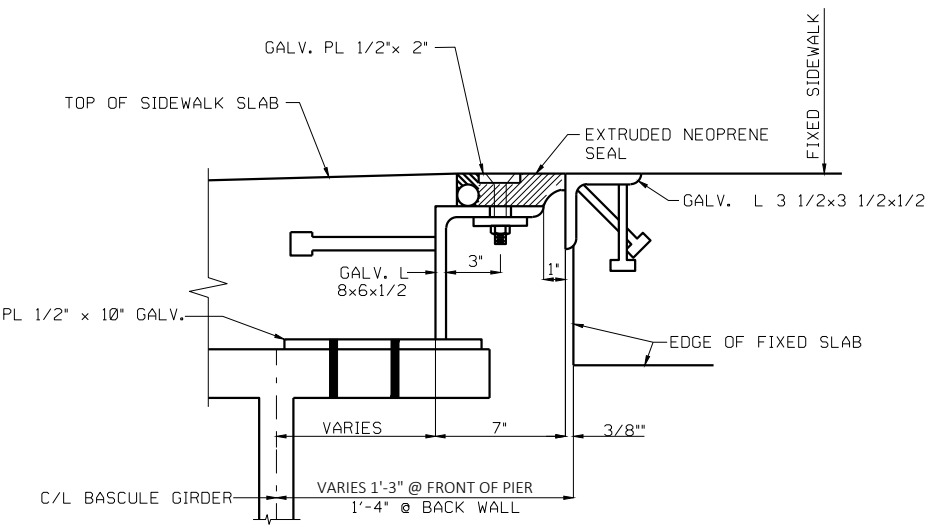
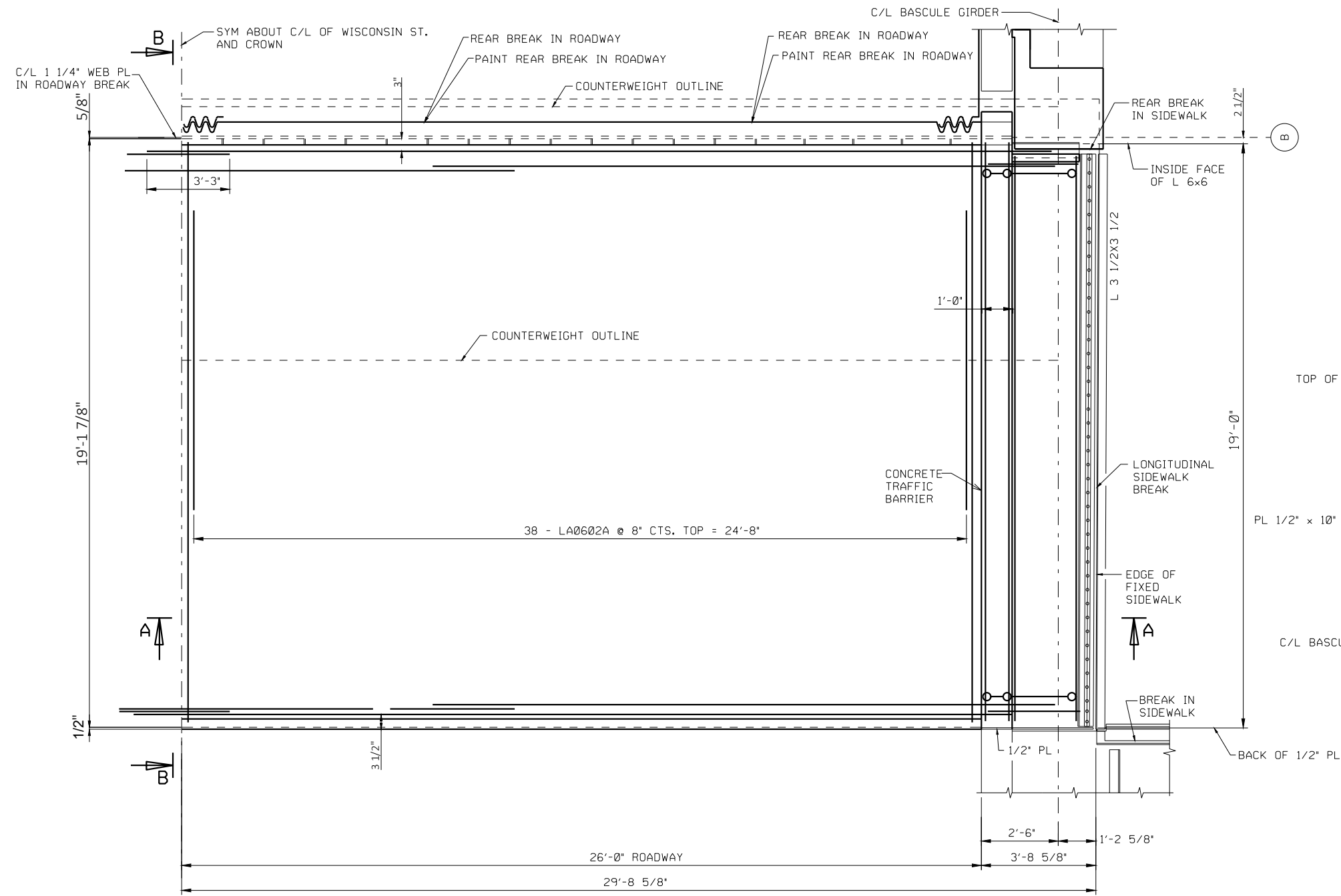


MOUNTING BRACKET DETAIL FOR DECORATIVE LIGHT

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
BASCULE GIRDER FRONT PORTION			SHEET 8 OF 26 70

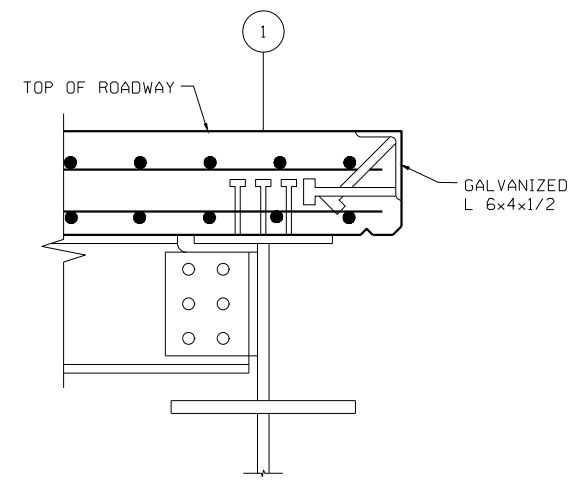


NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
BASCULE GIRDER AT CENTERLOCK		SHEET 9 OF 26 71	

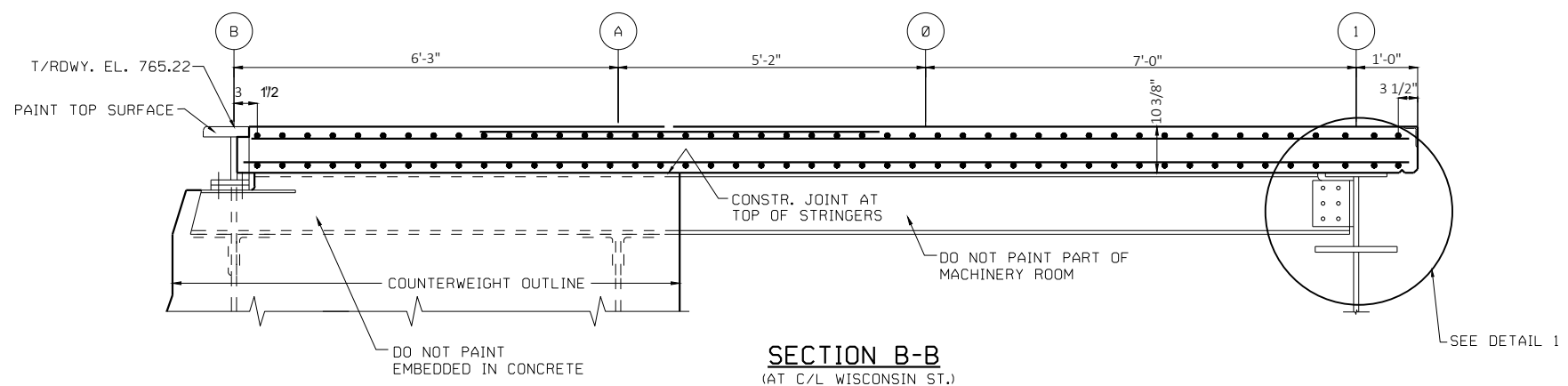


DECK DETAIL OVER MACHINERY ROOM

HALF PLAN OF CONCRETE DECK SLAB

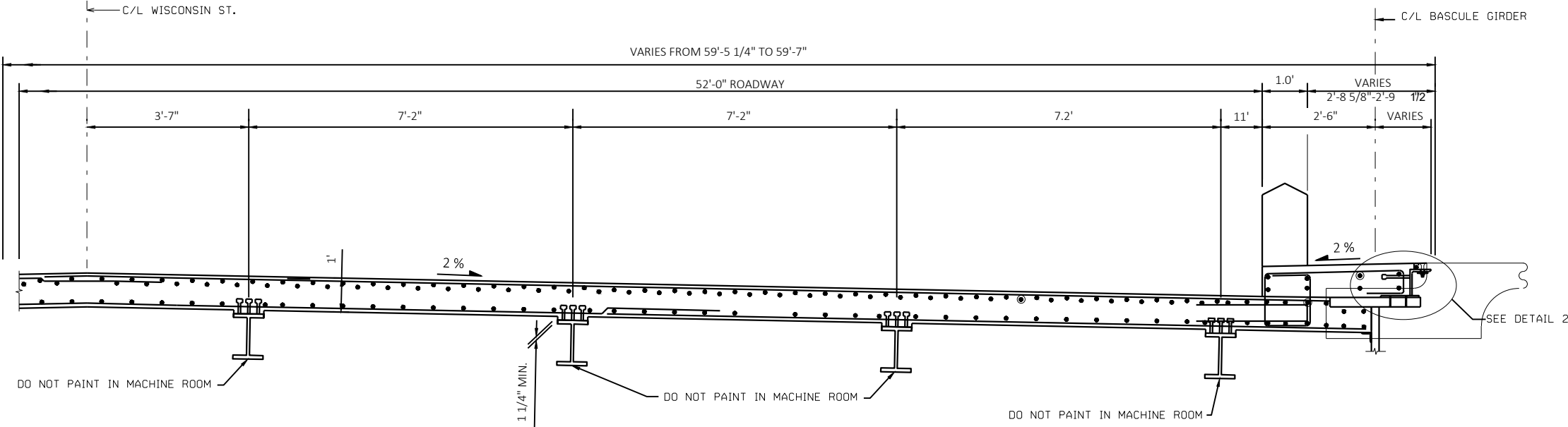


DETAIL 1

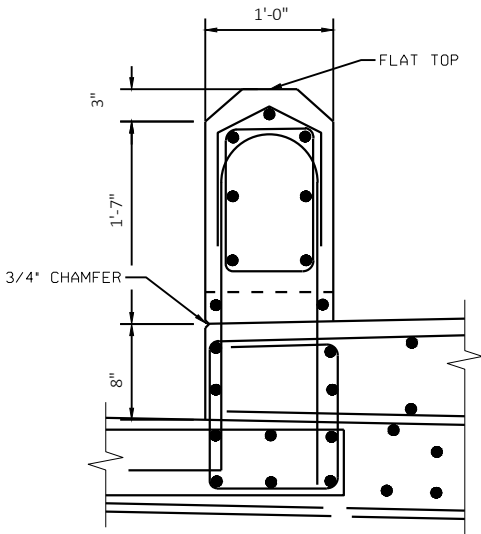


SECTION B-B
(AT C/L WISCONSIN ST.)

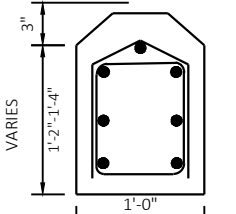
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
CONCRETE DECK OVER MACHINERY ROOM		SHEET 10 OF 26 72	



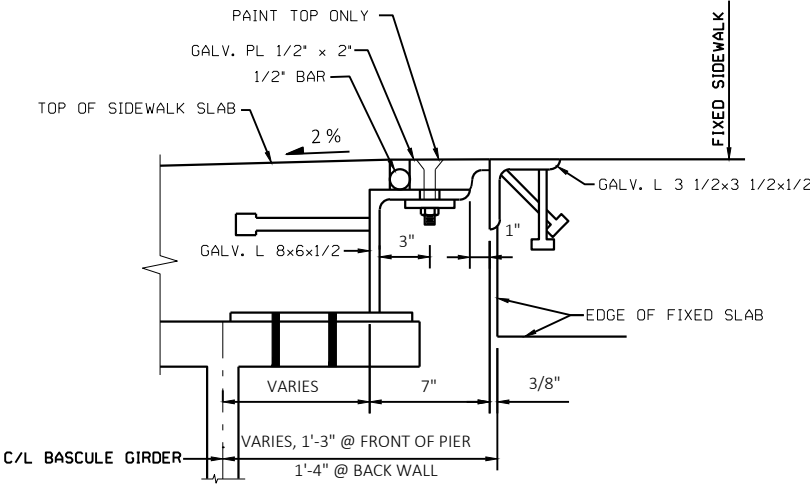
HALF-SECTION A-A



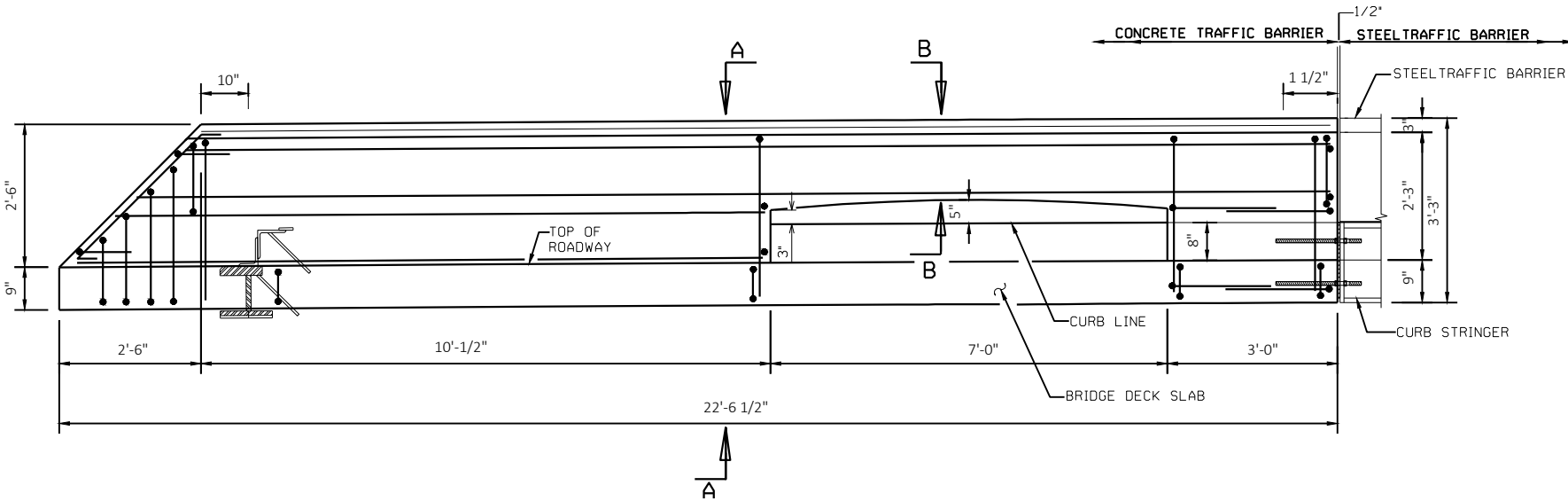
SECTION A-A



SECTION B-B

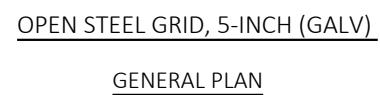


DETAIL 2



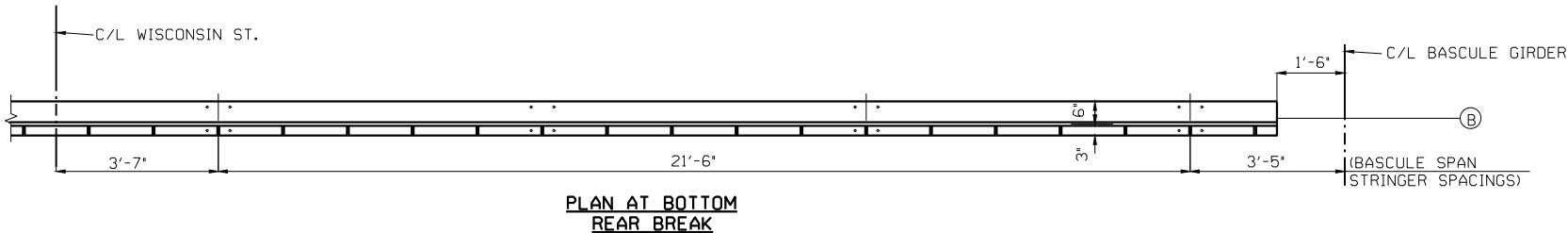
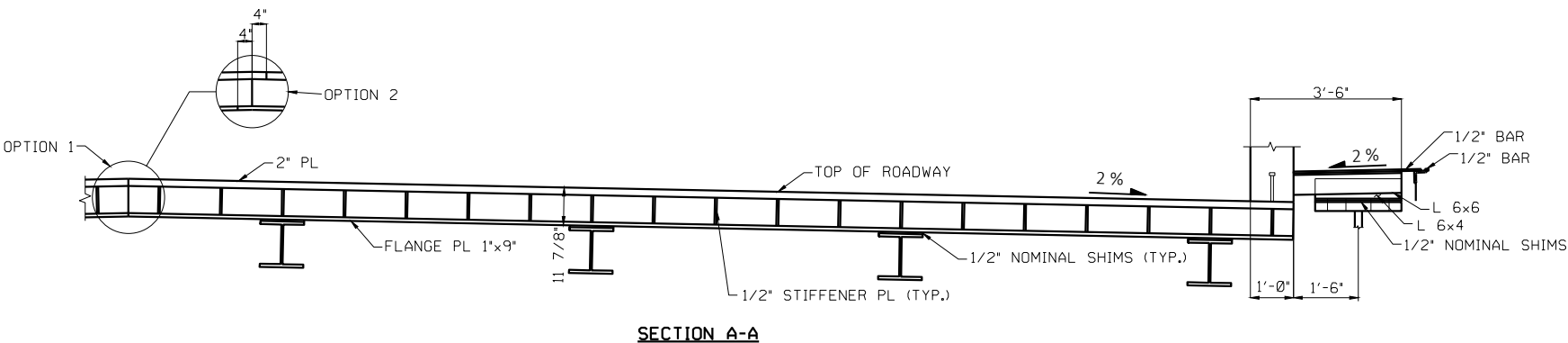
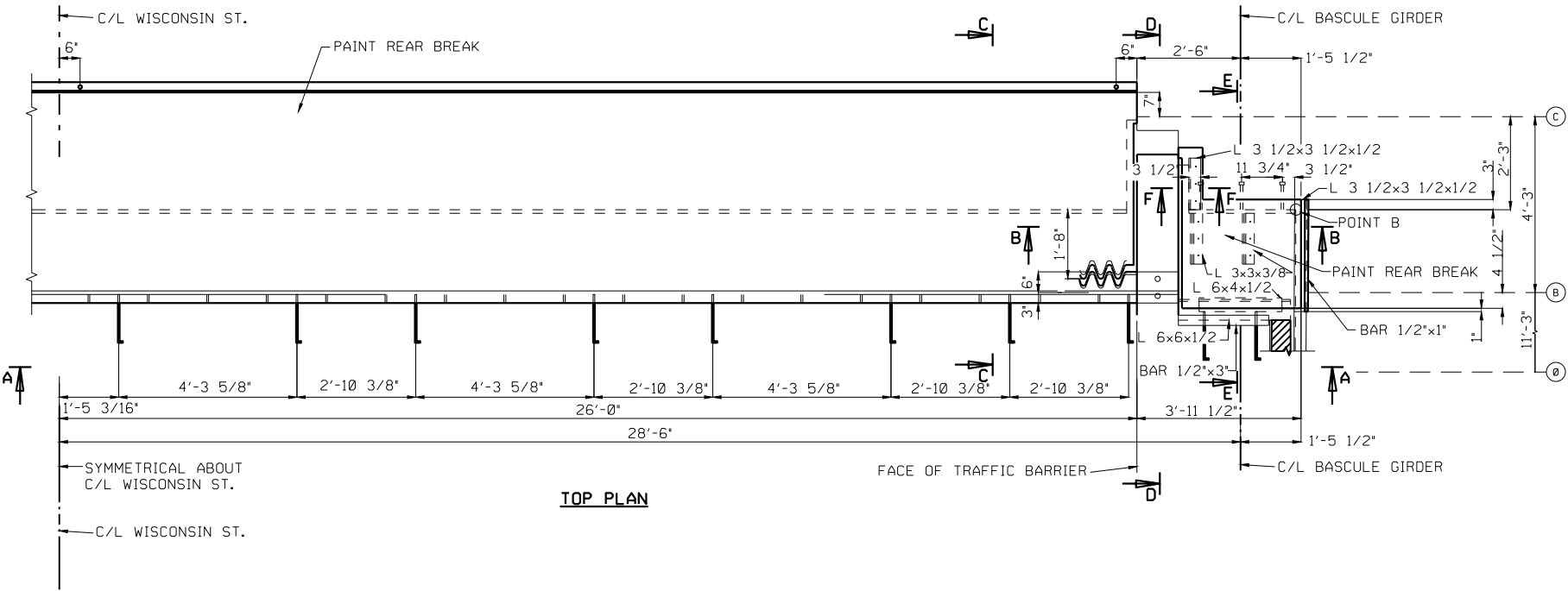
CONCRETE TRAFFIC BARRIER ELEVATION
(LOOKING FROM ROADWAY)

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
DECK DETAILS OVER MACHINERY ROOM		SHEET 11 OF 26 73	



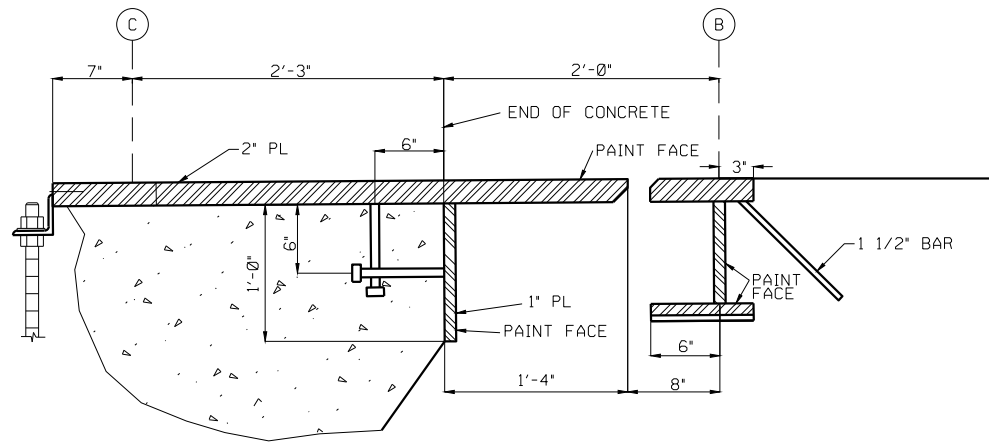
NET WEIGHT OF GALVANIZED GRID DECK = 20.2 PSF (PER IDS
SHOP DRAWING.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE		B-70-247	
DRAWN BY		JBS	PLANS CK'D KMD
OPEN STEEL GRID PLAN		SHEET 12 OF 26 74	



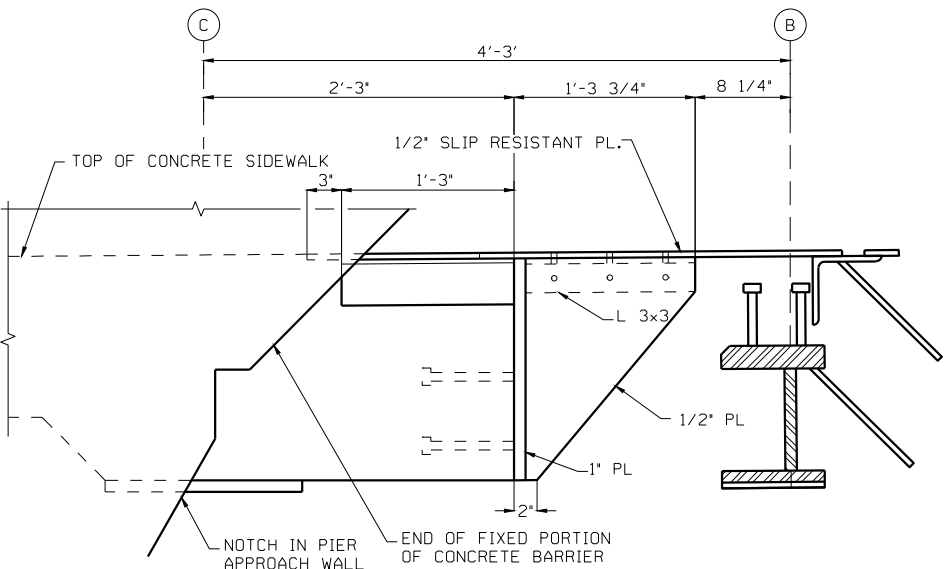
NOTE
SEE "ROADWAY REAR BREAK DETAILS" SHEET FOR
SECTIONS B-B, C-C, D-D, E-E & F-F.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
ROADWAY REAR BREAK		SHEET 13 OF 26 75	

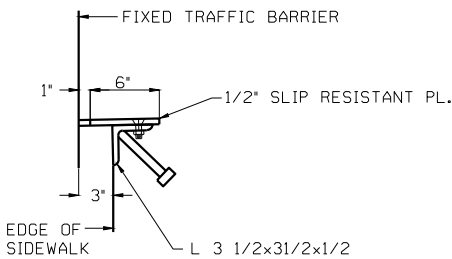


SECTION C-C

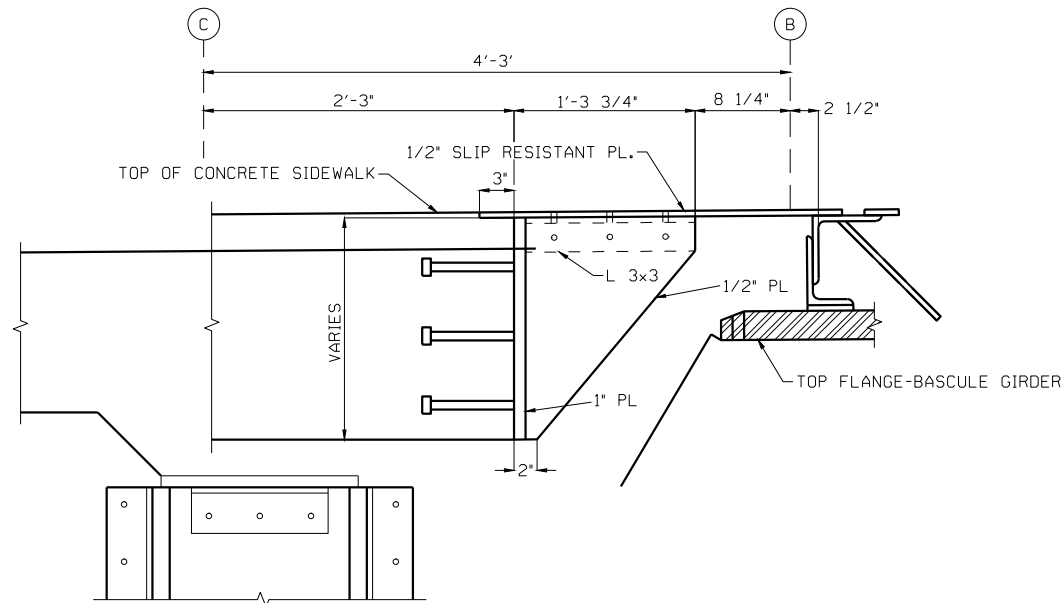
NOTE
SEE "ROADWAY REAR BREAK DETAILS" SHEET FOR
SECTIONS B-B, C-C, D-D, E-E & F-F.



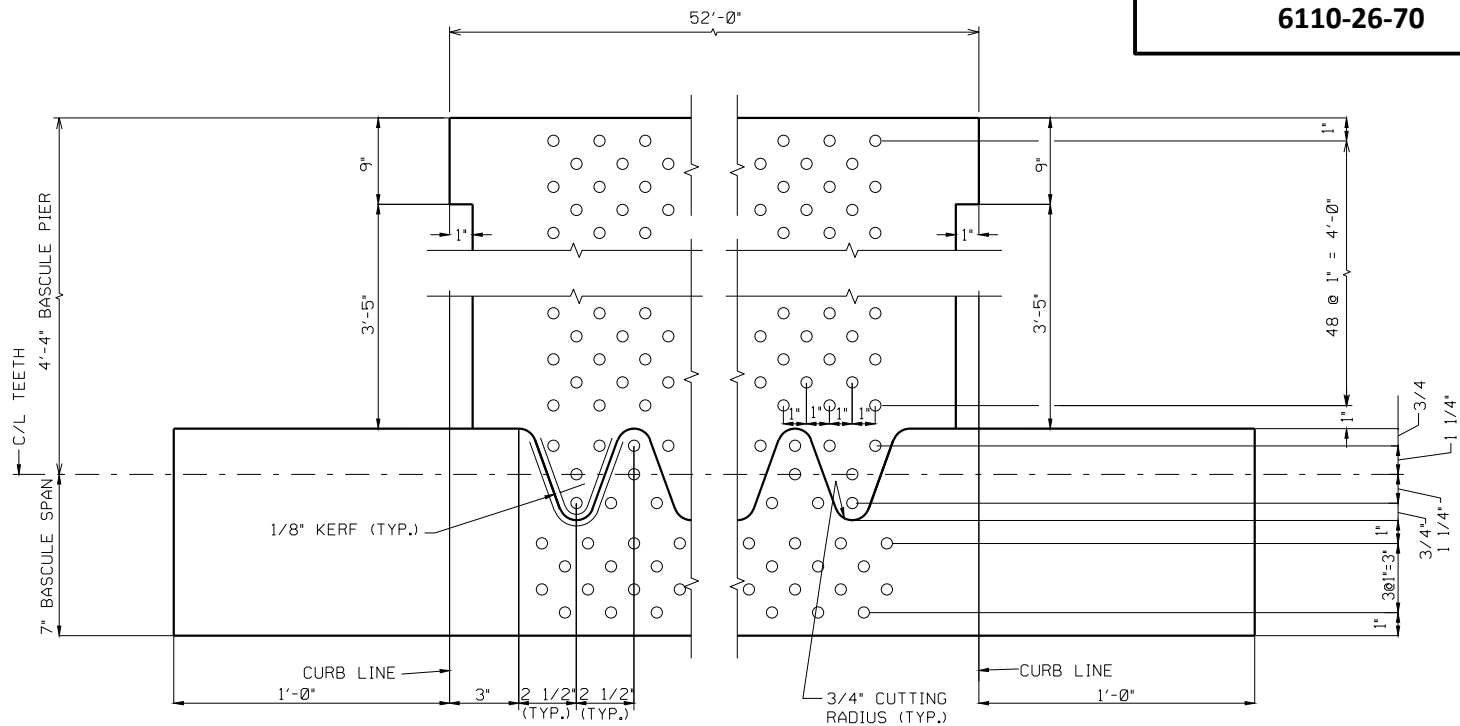
SECTION D-D



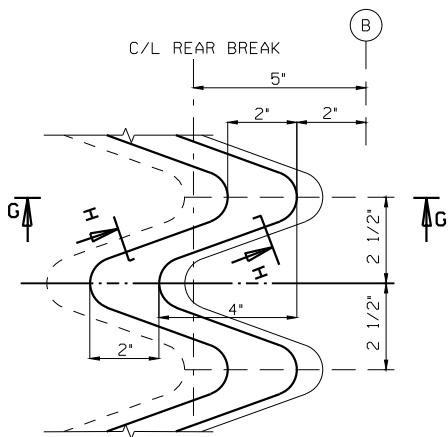
SECTION F-F



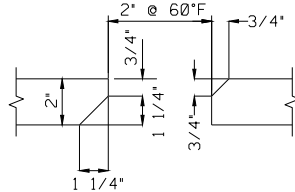
SECTION E-E



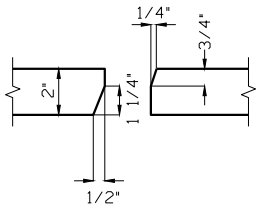
TOOTH CUTTING DETAIL FOR 2" PL AT REAR BREAK



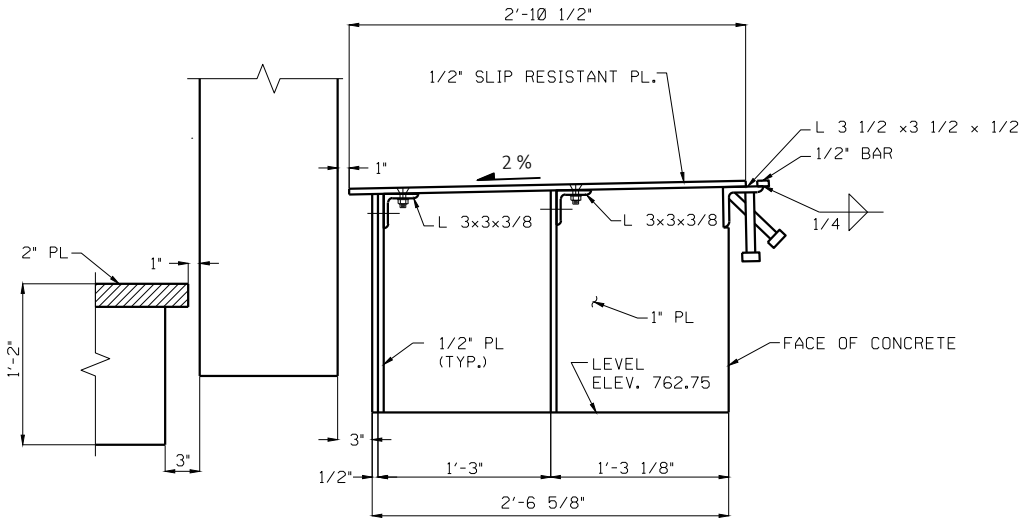
TOOTH DETAIL



SECTION G-G



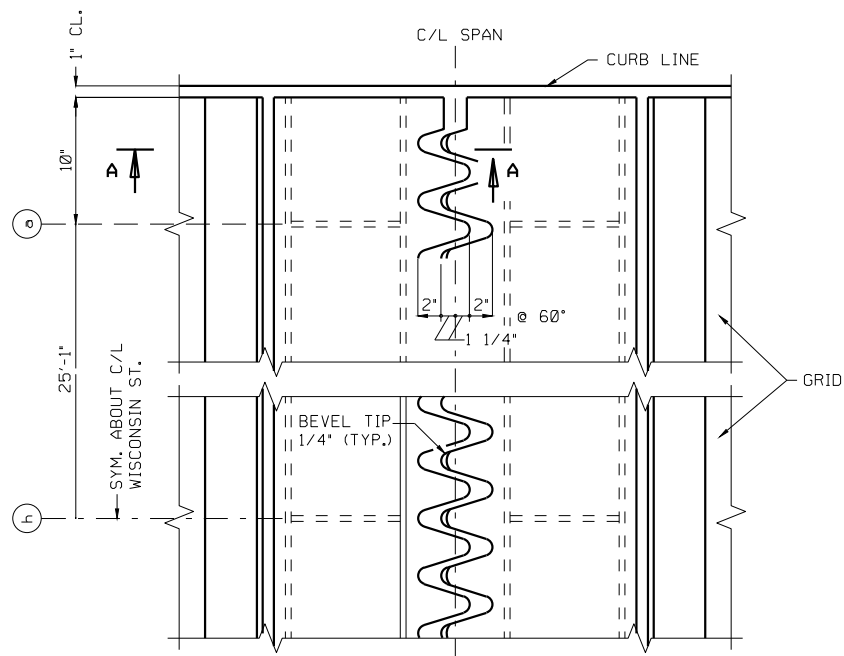
SECTION H-H



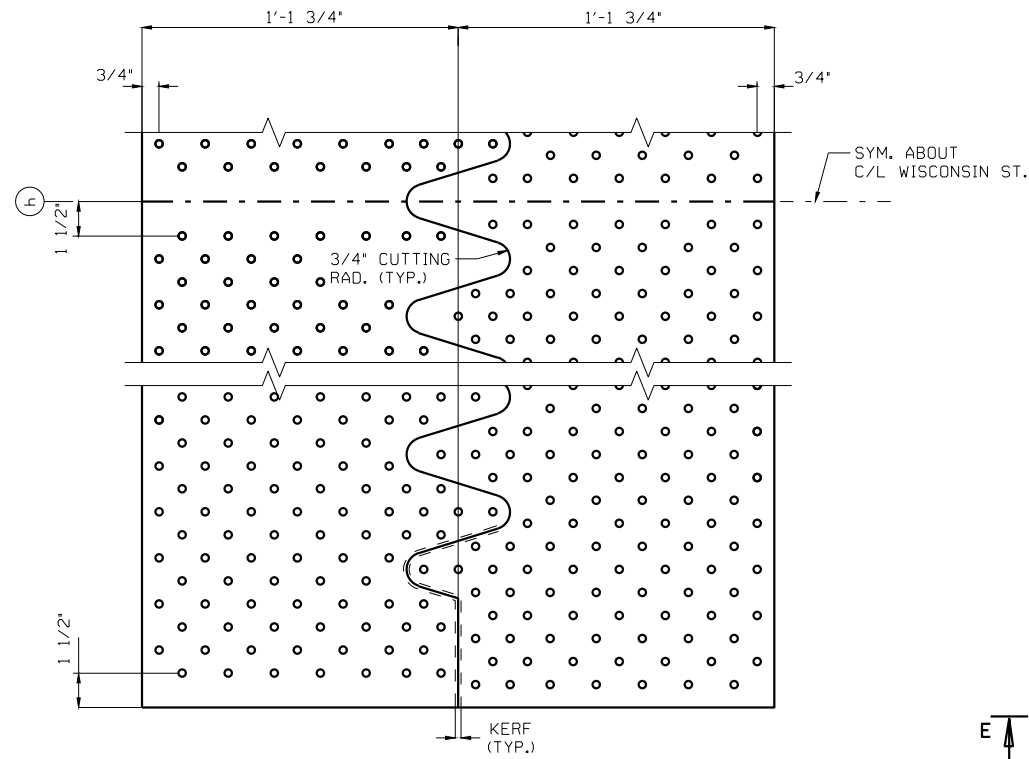
SECTION B-B

SEE "ROADWAY REAR BREAK" SHEET FOR LOCATIONS
OF SECTIONS B-B, C-C, D-D, E-E & F-F.

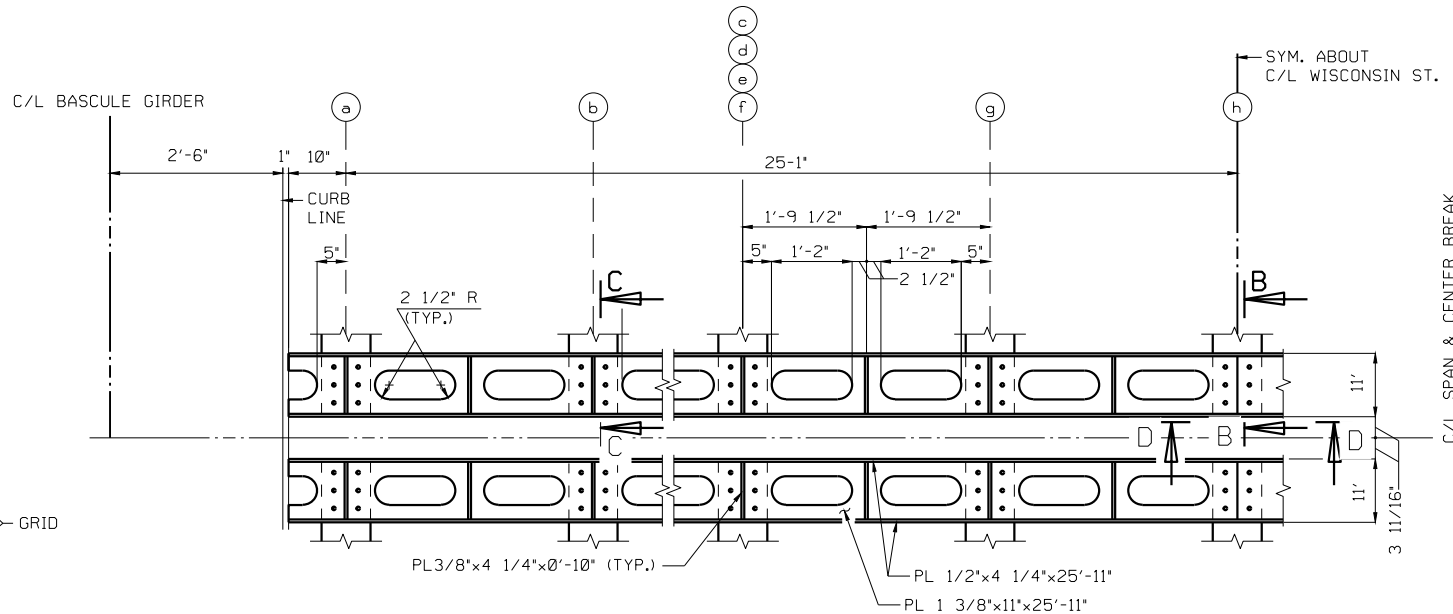
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
ROADWAY REAR BREAK DETAILS		SHEET 14 OF 26 76	



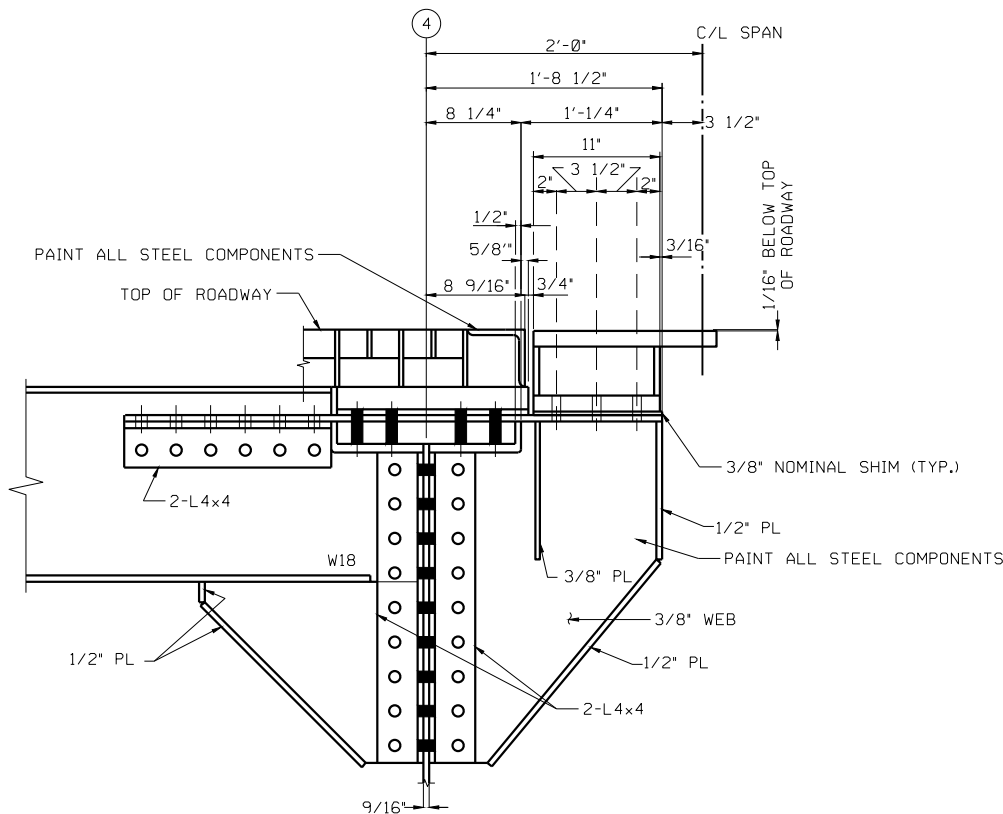
PLAN - ROADWAY CENTER BREAK



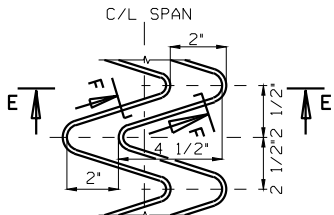
TOOTH CUTTING DIAGRAM



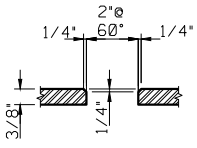
PLAN OF CENTER BREAK
BOTTOM PLATE



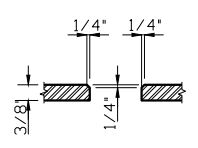
SECTION A-A



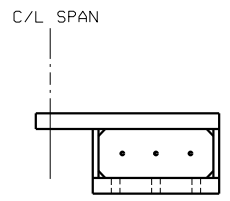
TOOTH DETAIL
(CENTER BREAK)



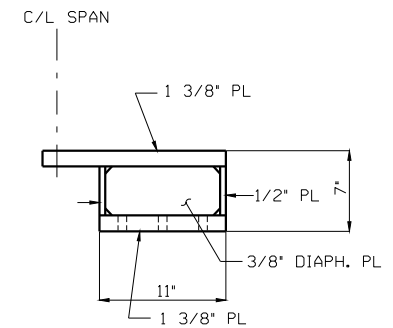
SECTION E-E



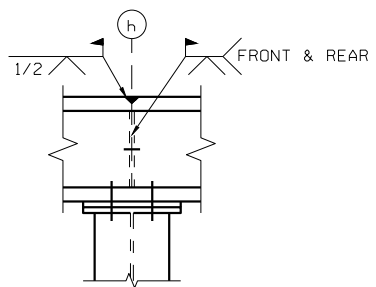
SECTION F-F



SECTION B-B
(FOR DETAILS NOT SHOWN SEE SECTION D-D)

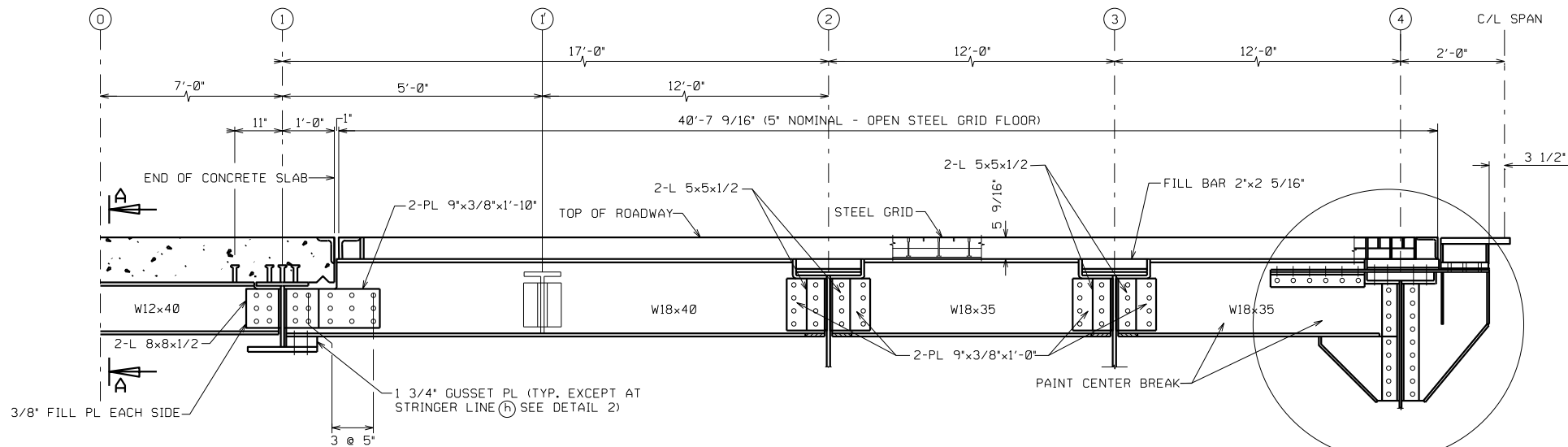


SECTION C-C



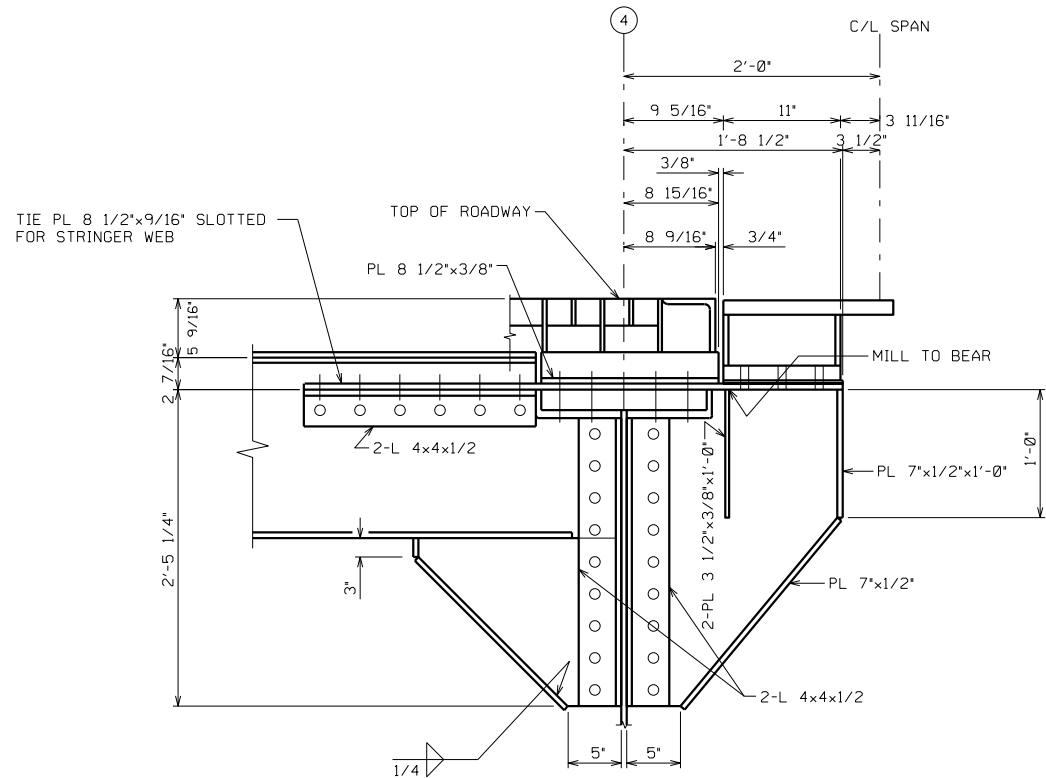
SECTION D-D

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
CENTER BREAK DETAILS		SHEET 15 OF 26 77	

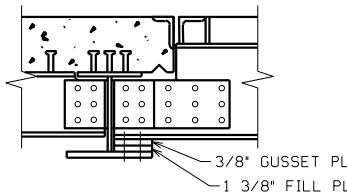


ELEVATION

SEE DETAIL 1
FOR BRACKET DETAIL

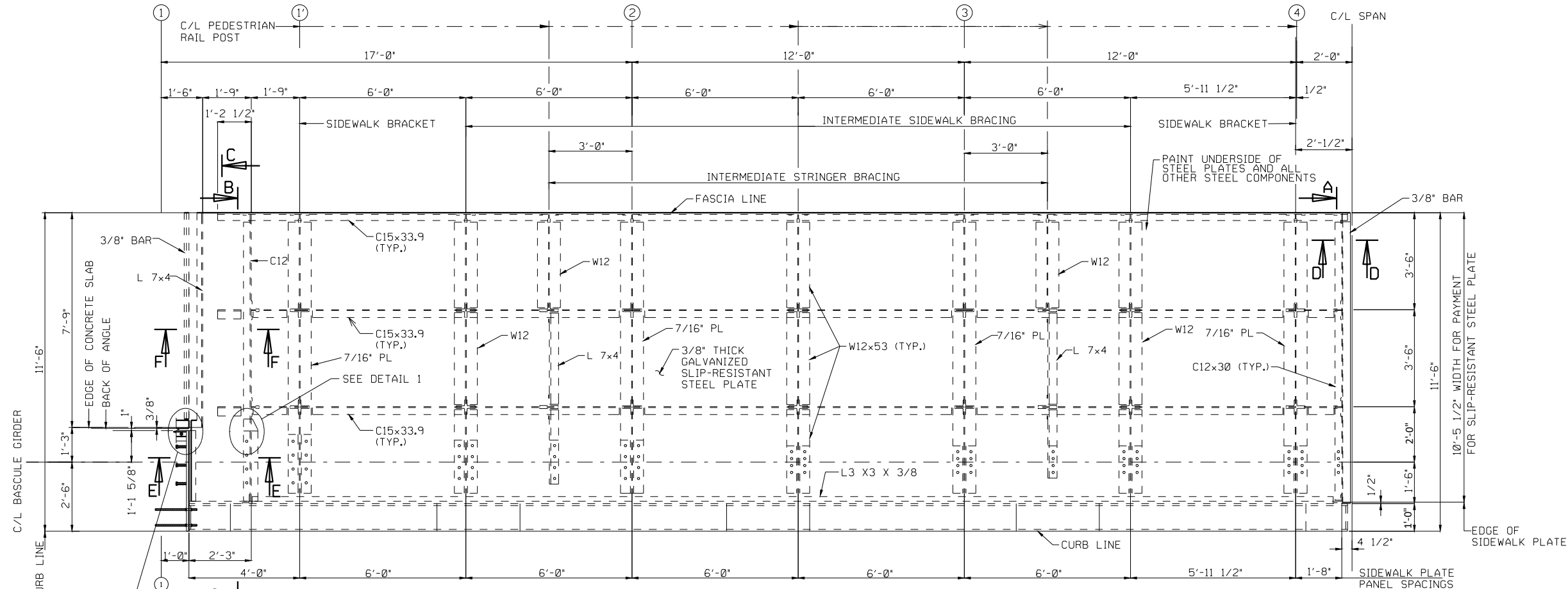
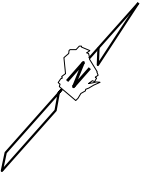


DETAIL 1

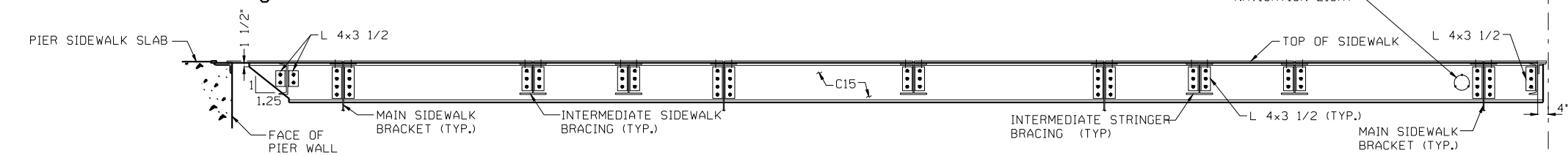


DETAIL 2
(AT STRINGER LINE (H) ONLY)

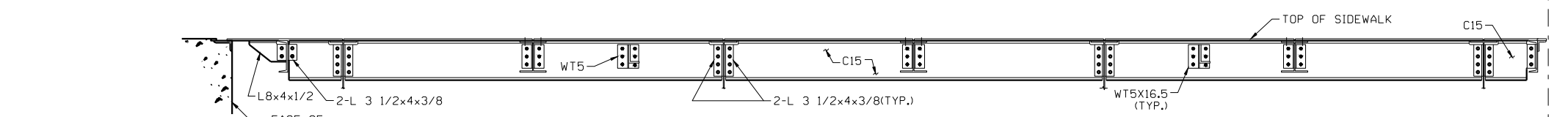
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
BASCULE SPAN LONGITUDINAL STRINGERS		SHEET 16 OF 26 78	



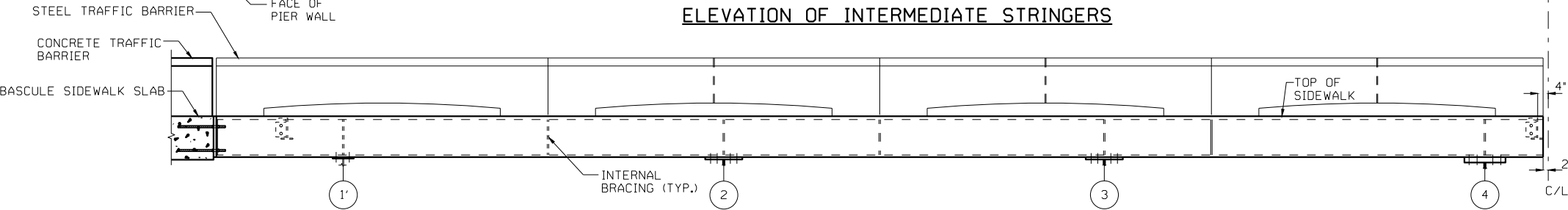
PLAN OF SIDEWALK
(NORTH SIDEWALK OF WESTLEAF SHOWN
OTHER SIDEWALKS SIMILAR)



ELEVATION OF FASCIA STRINGER



ELEVATION OF INTERMEDIATE STRINGERS



ELEVATION OF CURB BOX STRINGER

NOTE
SEE "SIDEWALK BREAK SECTIONS & DETAILS" FOR
SECTIONS A-A THROUGH F-F, DETAILS 1 & 2.

NO.	DATE	REVISION	BY
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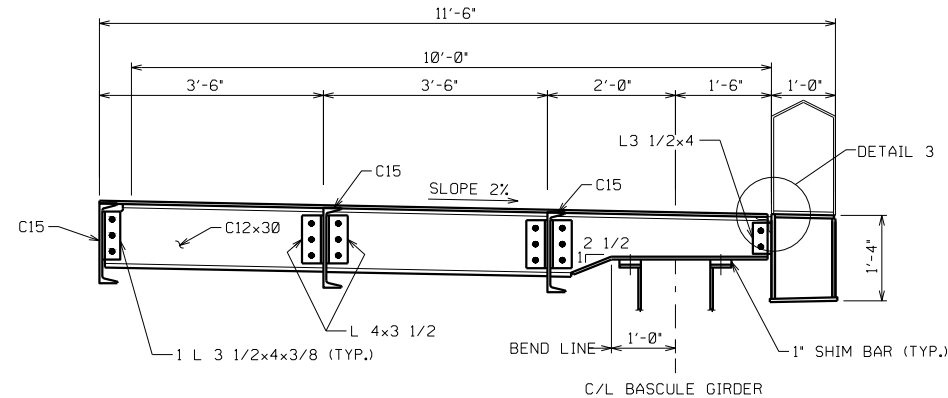
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
NORTHEAST REGION

STRUCTURE B-70-247

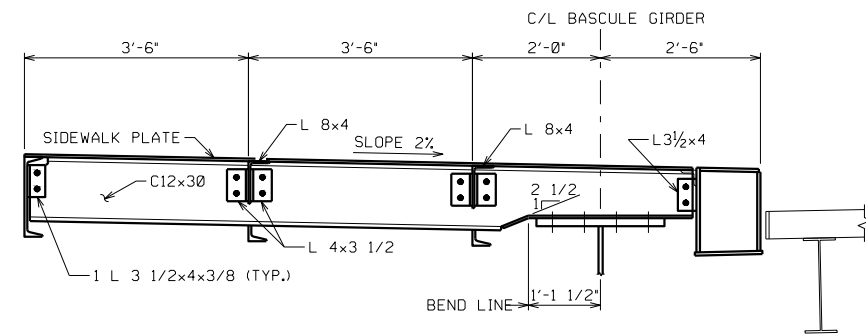
DRAWN BY	JBS	PLANS CK'D	KMD
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BASCULE
SIDEWALK PLAN &
ELEVATIONS

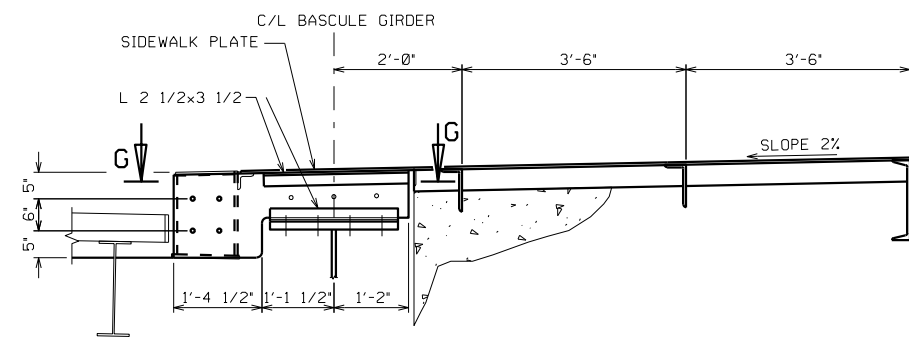
SHEET 17 OF 26
79



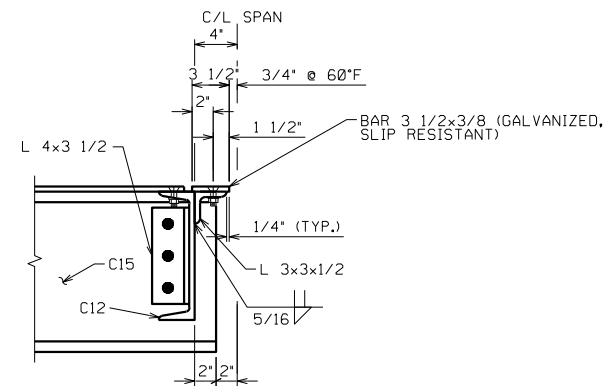
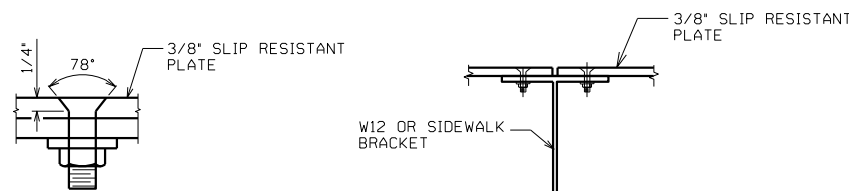
SECTION A-A
(DIAPHRAGM LEAF SHOWN -
JAW LEAF SIMILAR)



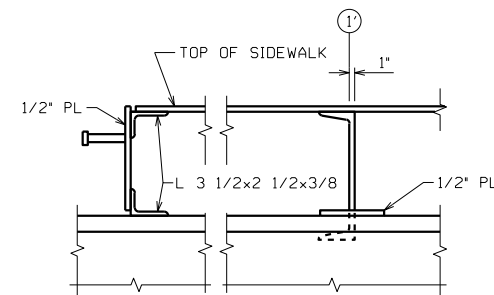
SECTION B-B



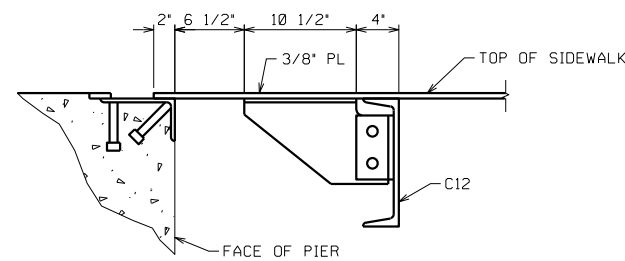
SECTION C-C



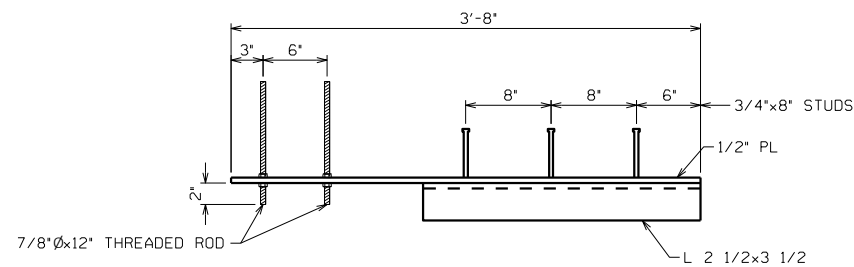
SECTION D-D



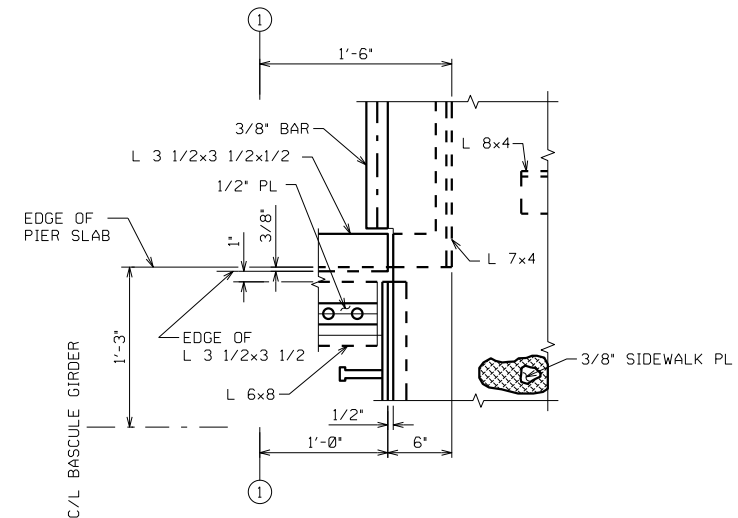
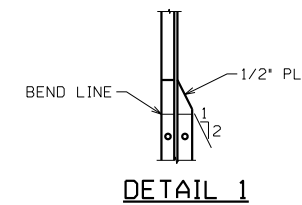
SECTION E-E



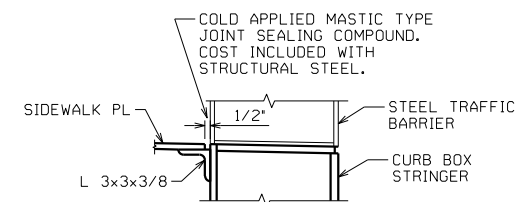
SECTION F-F



SECTION G-G



DETAIL 2



DETAIL 3

NOTES

SEE "BASCULE SIDEWALK PLAN & ELEVATIONS" SHEET FOR DETAILS 1 & 2.

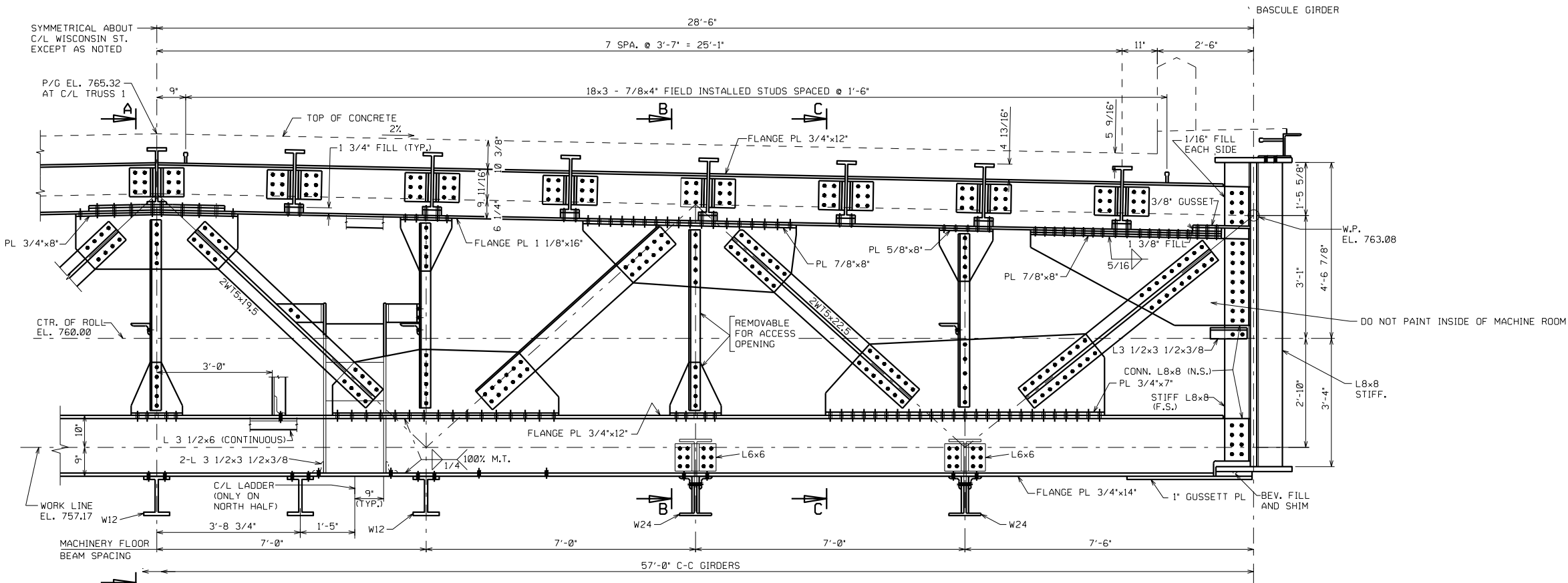
SEE "BASCULE SIDEWALK PLAN & ELEVATIONS" SHEET FOR A-A THROUGH F-F.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
SIDEWALK BREAK SECTIONS & DETAILS		SHEET 18 OF 26 80	

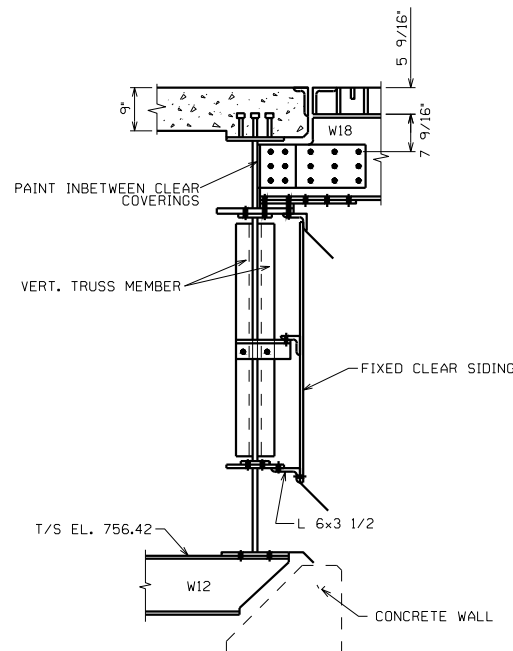


PLAN

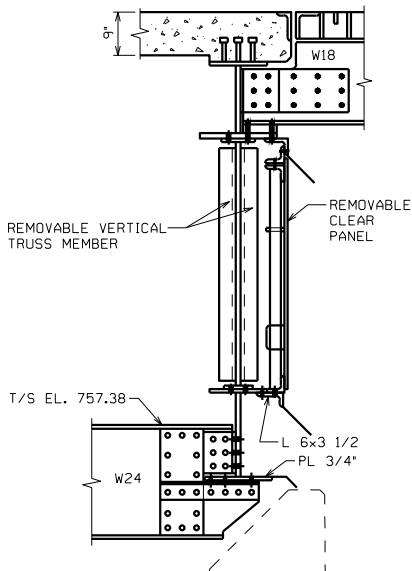
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE		B-70-247	
		DRAWN BY	PLANS CK'D
		JBS	KMD
LATERAL BRACING PLAN		SHEET 19 OF 26	
		_____ 81 _____	



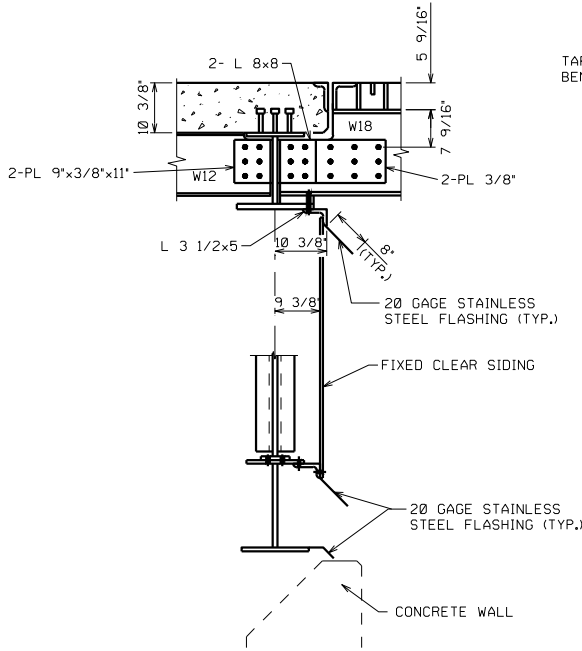
FLOORBEAM TRUSS 1
(NORTH HALF - WEST LEAF)



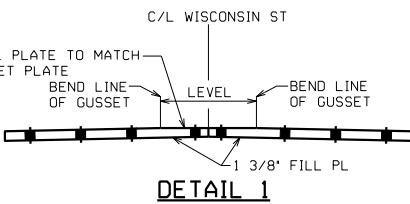
SECTION A-A



SECTION B-B

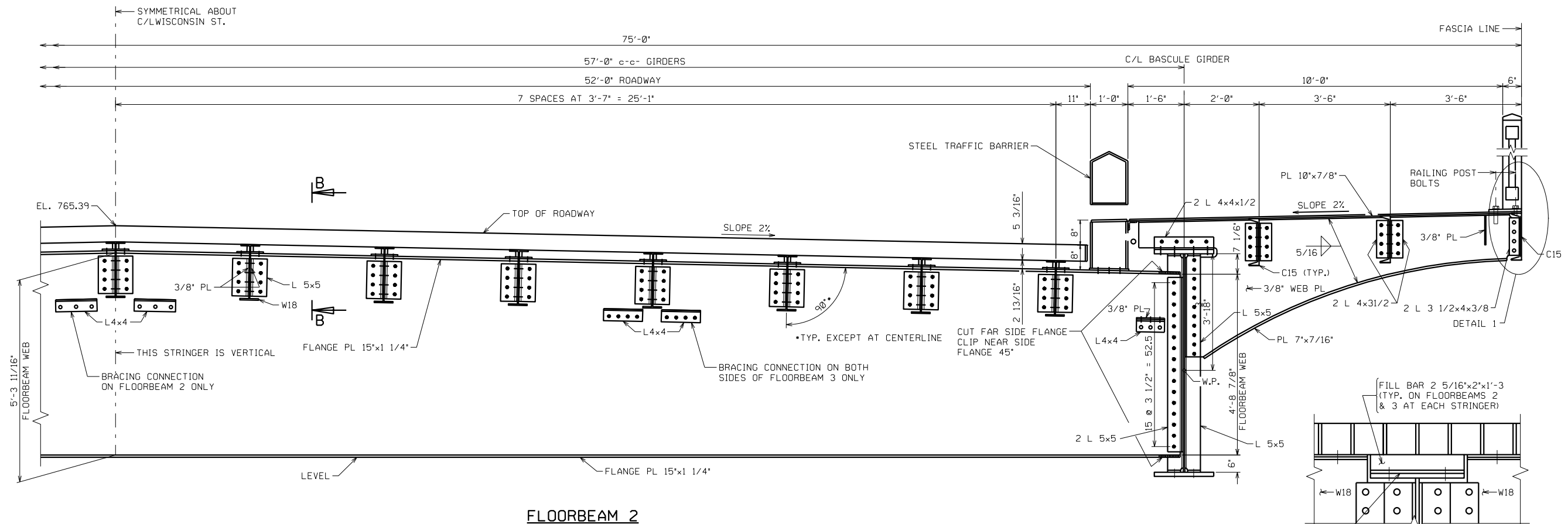


SECTION C-C

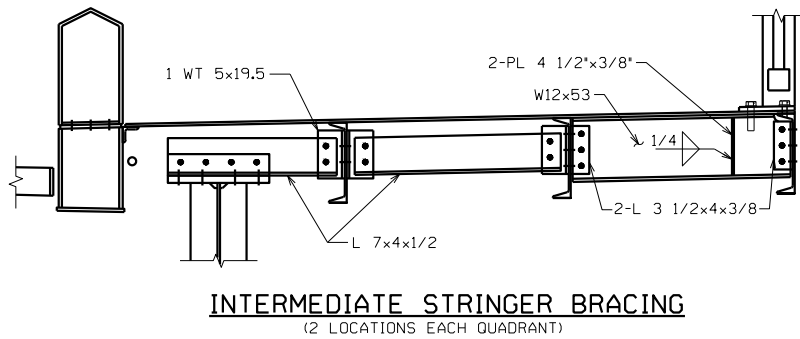


NOTE
PAINT ALL FLOORBEAM TRUSSES.

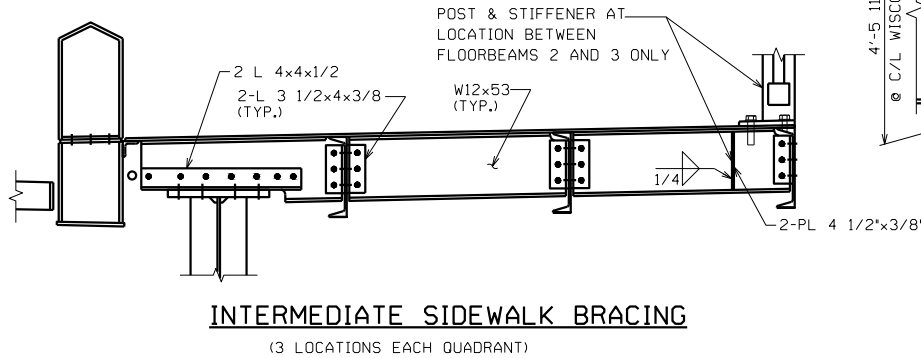
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY		JBS	PLANS CK'D KMD
FLOORBEAM TRUSS 1		SHEET 20 OF 26 82	



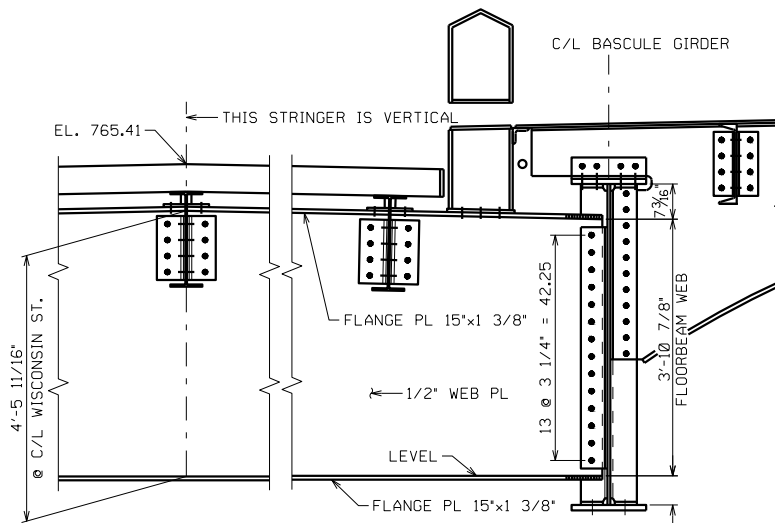
FLOORBEAM 2



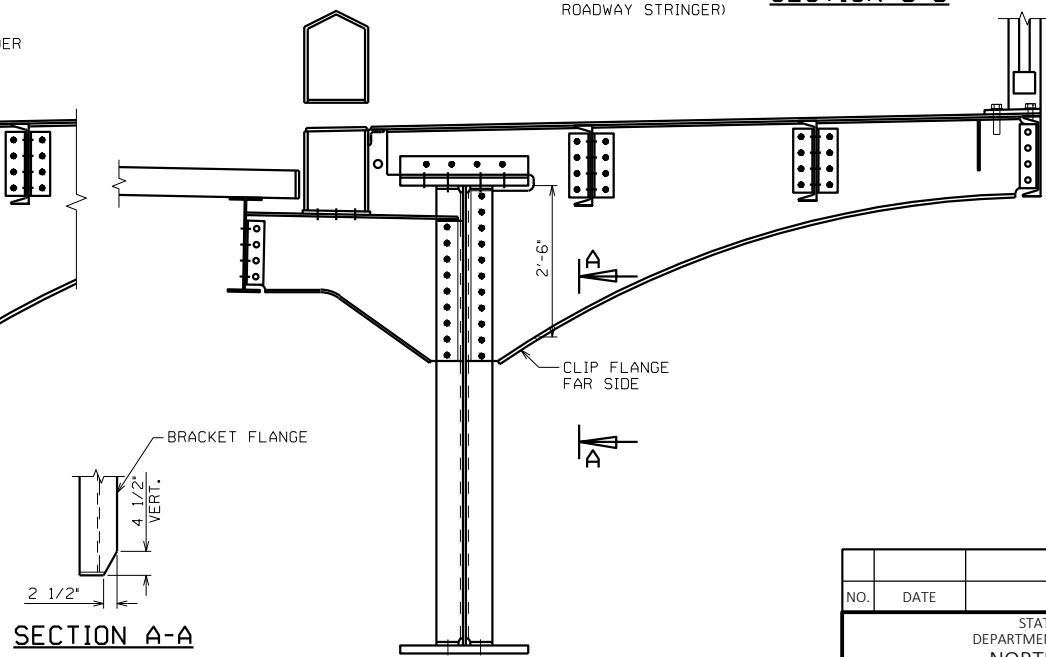
INTERMEDIATE STRINGER BRACING
(2 LOCATIONS EACH QUADRANT)



INTERMEDIATE SIDEWALK BRACING
(3 LOCATIONS EACH QUADRANT)

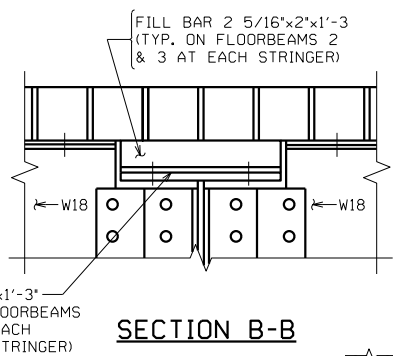


FLOORBEAM 3
(SAME AS FLOORBEAM 2 EXCEPT AS SHOWN)



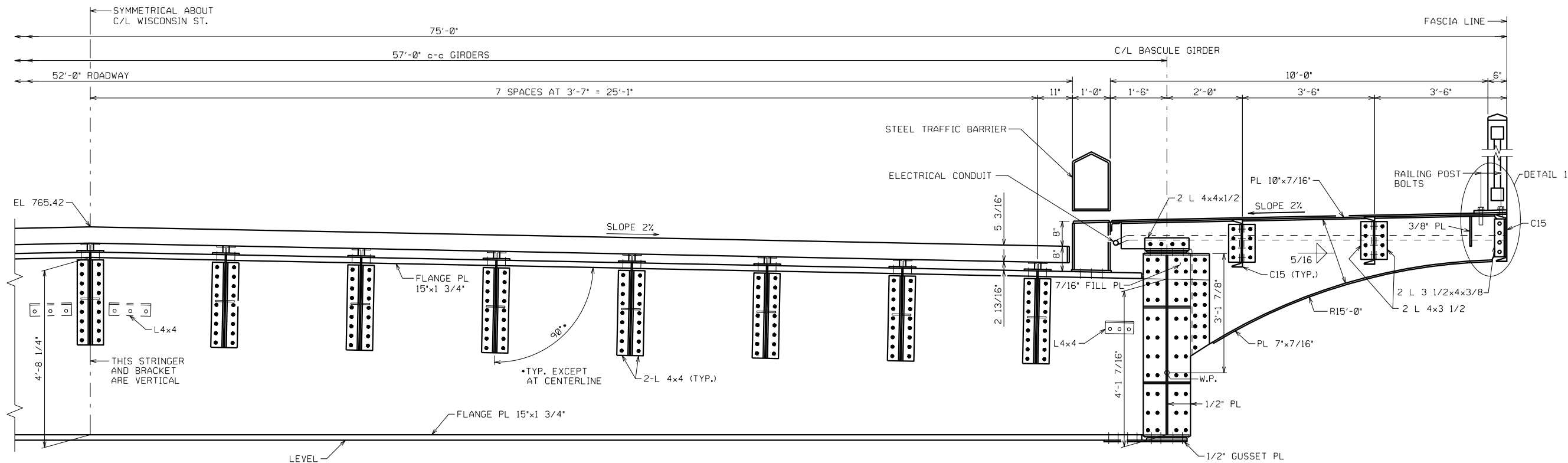
SECTION A-A

SIDEWALK BRACKET AT PT. 1'
(SAME AS FLOORBEAM 2 EXCEPT AS SHOWN)

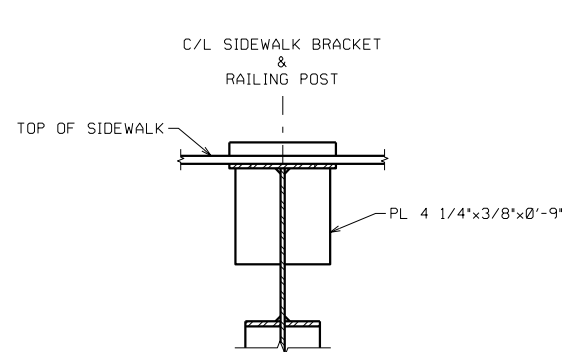


SECTION B-B

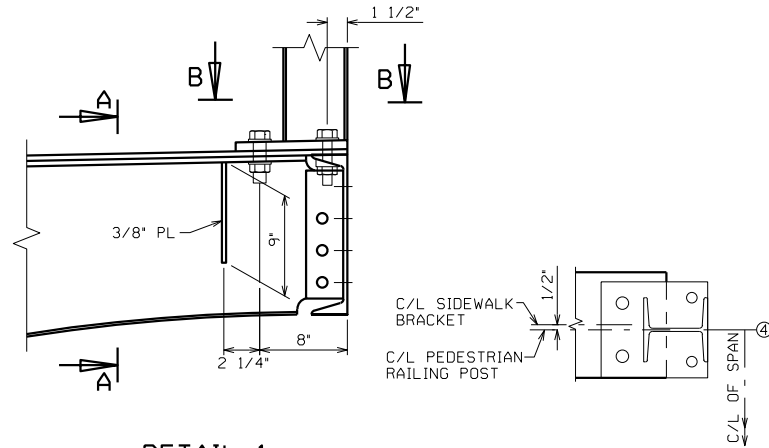
NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
BASCULE SPAN FLOORBEAMS 2 & 3			SHEET 21 OF 26 83



FLOORBEAM 4 (JAW LEAF)



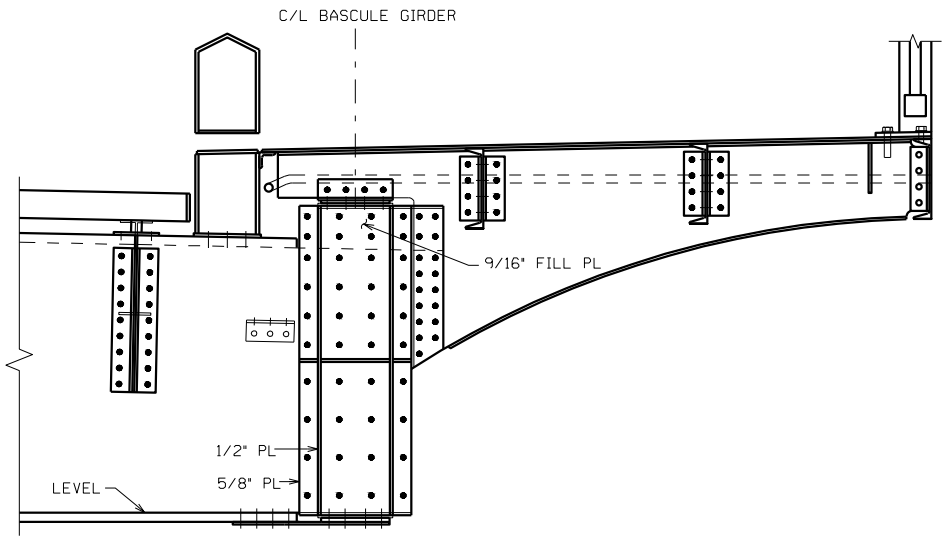
SECTION A-A



DETAIL 1

SECTION B-B

(SEE SHEET S47 FOR POST MOUNTING DETAILS)
(ONLY APPLICABLE AT FLOORBEAM 4)

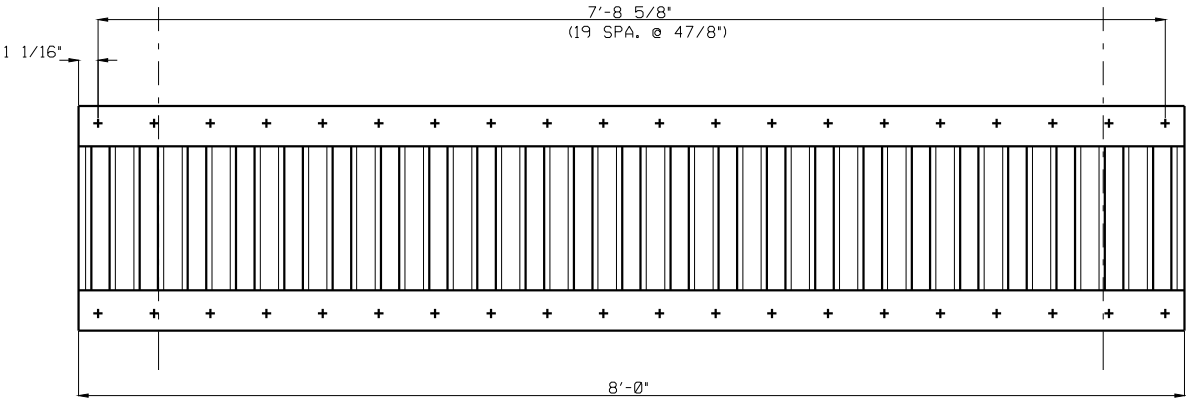
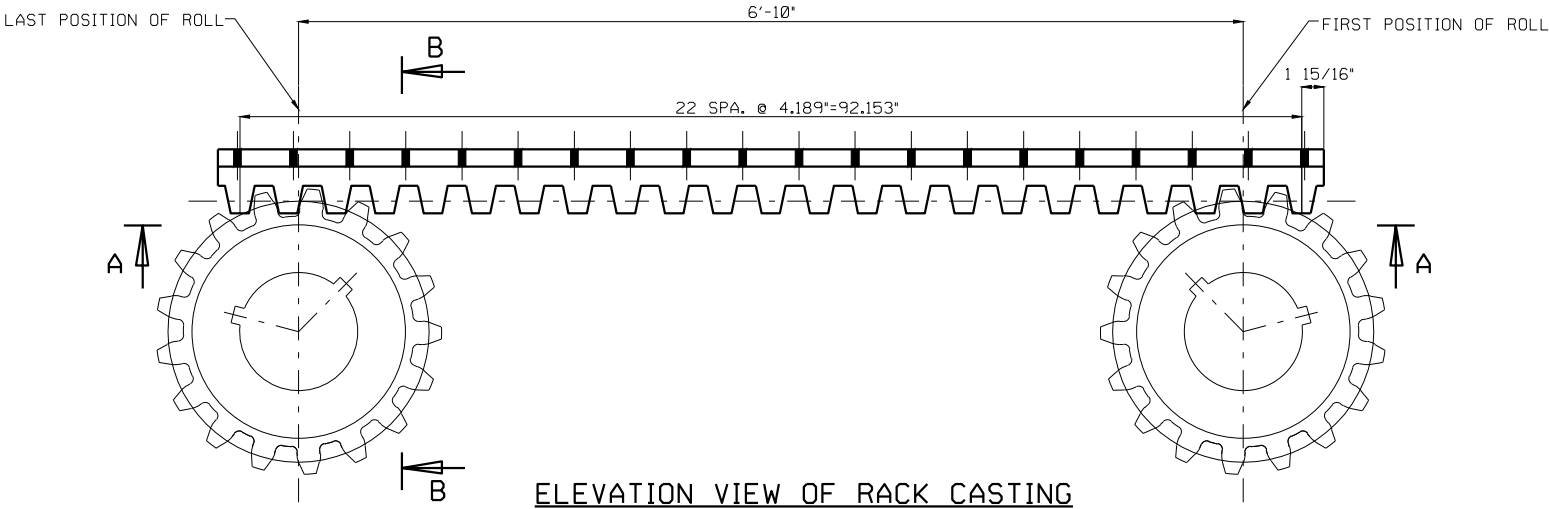


FLOORBEAM 4 (DIAPHRAGM LEAF)

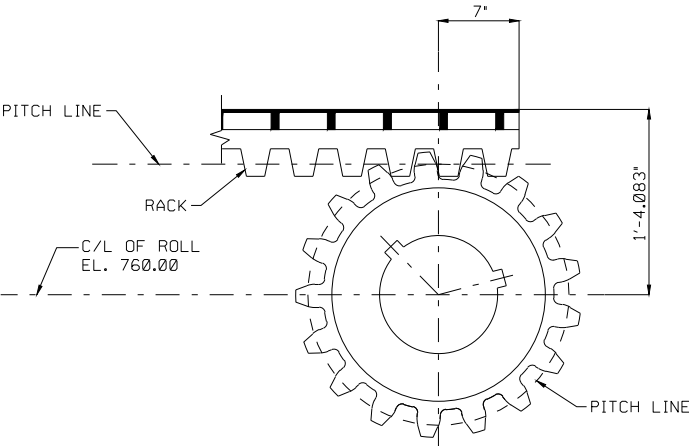
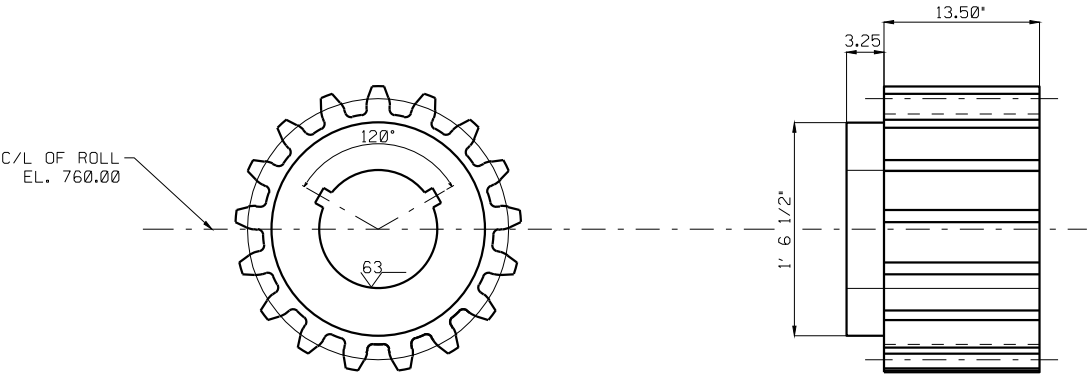
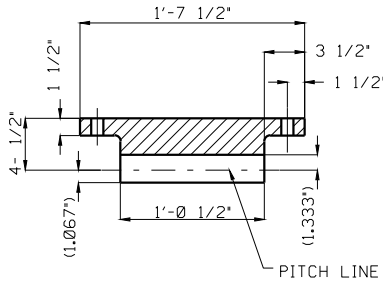
(SAME AS JAW LEAF EXCEPT AS SHOWN)

NOTE:
RAILING POST ANCHORAGE AS SHOWN FOR
BRACKETS AT FLOOR BEAMS. SIMILAR FOR
INTERMEDIATE BRACKETS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
FLOORBEAM 4		SHEET 22 OF 26 84	

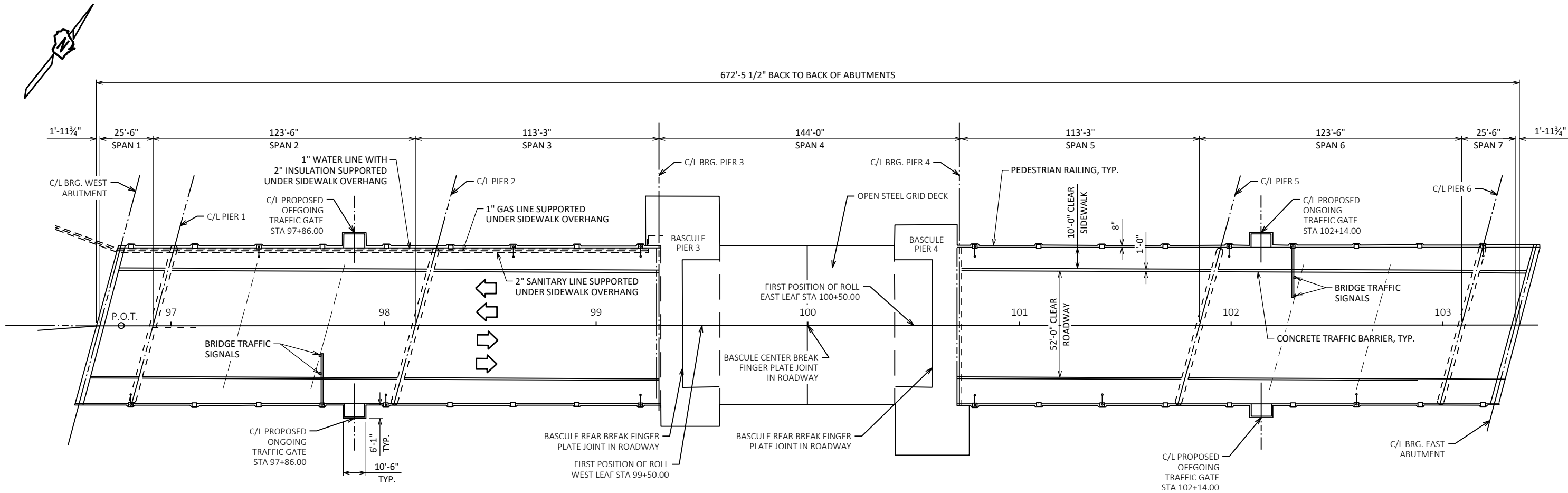


	RACK	PINION
MATERIAL	ASTM A668 CLASS L	ASTM A291 CLASS 5
QTY REQ'D	4	4
HARDNESS	BHN 260 ± 10	BHN 300 ± 10
TOOTH DP	0.75	0.75
TOOTH FORM	20° STUB TOOTH INVOLUTE	20° STUB TOOTH INVOLUTE
MIN AGMA QUALITY	6	6
NUMBER OF TEETH	23	17
PITCH RADIUS	N/A	11.333"
FACE WIDTH	12.5"	13.5"



RACK AND PINION

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION NORTHEAST REGION			
STRUCTURE B-70-247			
DRAWN BY JBS		PLANS CK'D KMD	
RACK AND PINION		SHEET 23 OF 26 85	



TRAFFIC GATE LOCATION PLAN

GENERAL NOTES

1. INSTALL 4 NEW TRAFFIC GATES TO REPLACE EXISTING. REMOVAL AND REPLACEMENT OF EXISTING TRAFFIC GATES AND HOUSING IS COVERED UNDER THE BID ITEM "TRAFFIC GATE REPLACEMENT." REMOVAL AND REPLACEMENT OF EXISTING ANCHOR PLATES AND ANCHOR BOLTS IS COVERED UNDER THE BID ITEM "ANCHOR ASSEMBLIES TRAFFIC GATES."
2. SEE "TRAFFIC GATE DETAILS" AND "TRAFFIC GATE MOUNTING DETAILS" SHEETS FOR GATE REPLACEMENT DETAILS.
3. GATE WIRING TO BE REUSED AND RECONNECTED TO THE NEW TRAFFIC GATES. THIS WORK IS INCLUDED IN THE BID ITEM "TRAFFIC GATE ELECTRICAL WORK".
4. VERIFY ALL EXISTING GATE WIRING IS FUNCTIONAL BEFORE DISCONNECTION. REPAIR AS REQUIRED.
5. MARK EXISTING WIRING BEFORE DISCONNECTION AND VERIFY IT CONFORMS TO THE EXISTING CONTROL SHOP PLANS. NOTIFY THE ENGINEER OF ANY DISCREPANCIES.
6. THE CONTRACTOR IS RESPONSIBLE FOR ENSURING THE PROPOSED TRAFFIC GATE AND HOUSING DO NOT CONFLICT WITH THE EXISTING RAILING.

TRAFFIC GATE PLANS PREPARED BY

KL Engineering
[A] Better Experience

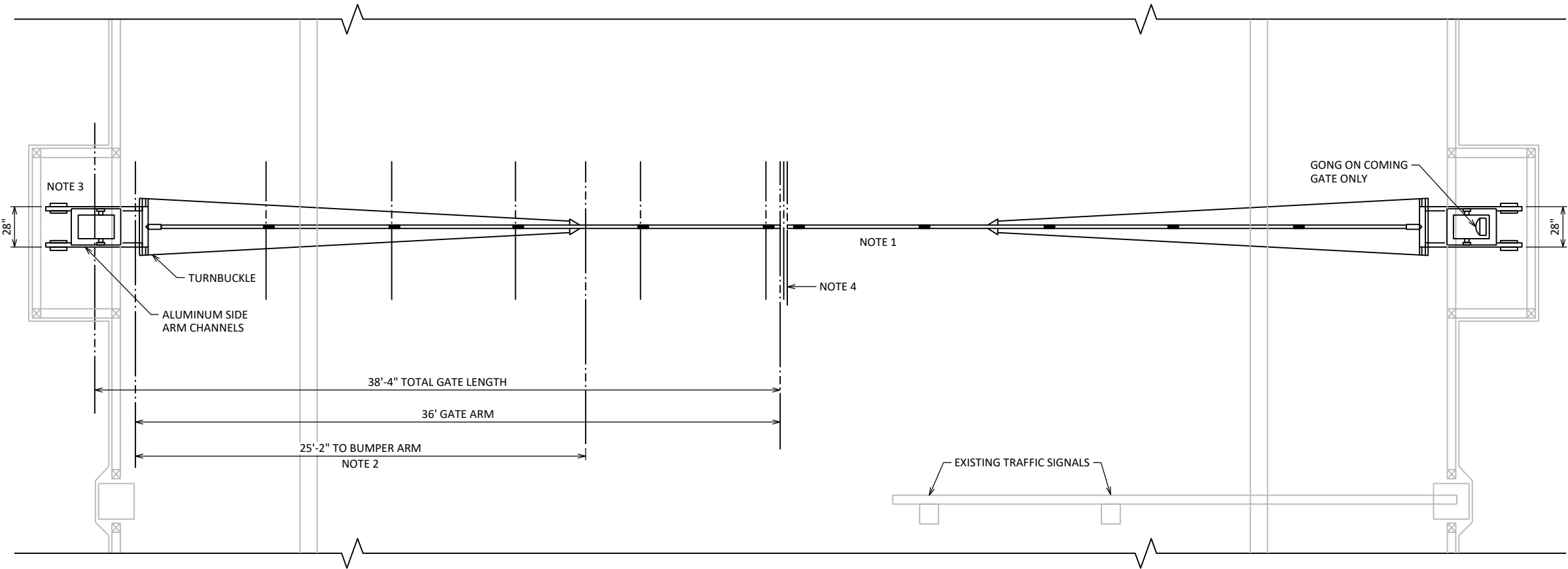
WISCONSIN
WILLIAM A. HOVE
E-33600
MADISON, WI
PROFESSIONAL ENGINEER
11/13/2025

STRUCTURE SHEETS 24, 25 AND 26 OF 26

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-247			
DRAWN BY		STD	PLANS CK'D WAH
TRAFFIC GATE LOCATIONS		SHEET 24 OF 26 86	

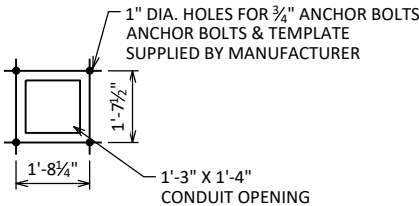
NOTES:

- 1. VERIFY OVERALL ARM LENGTH OF EACH GATE.
- 2. VERIFY BUMPER LENGTH.
- 3. ENSURE COUNTERWEIGHT SWINGS CLEAR OF PEDESTRIAN RAILING WHEN GATE MOVES FROM FULL OPEN TO FULL CLOSE.
- 4. ADJUST GATE ARMS TO ACHIEVE APPROXIMATELY 4" GAP.
- 5. PROVIDE HIGH-INTENSITY XENON STROBE LIGHTS AT CENTER LINE OF EACH TRAFFIC LANE.
- 6. PROVIDE SUBMITTAL TO INCLUDE DIMENSIONED LOCATIONS, MOUNTS, GATE ASSEMBLIES, GONGS, GATE ARMS, STROBES, SIGNS, AND ALL INCIDENTAL ITEMS. SUBMIT ANCHOR BOLT SIZING CALCULATIONS.
- 7. WARNING SIGN SHALL BE BLACK LEGEND AND BORDER WITH A WHITE REFLECTORIZED BACKGROUND AND 1½" HIGH LETTERS. INSTALL SIGNS AND SECURE WITH S.S. FASTENERS.
- 8. SEE "TRAFFIC GATE MOUNTING DETAILS" SHEET.

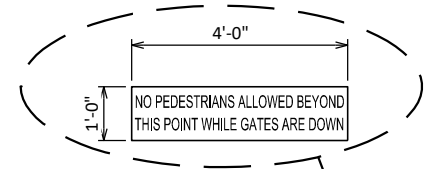


PLAN

FAR GATES SHOWN, NEAR GATES SIMILAR

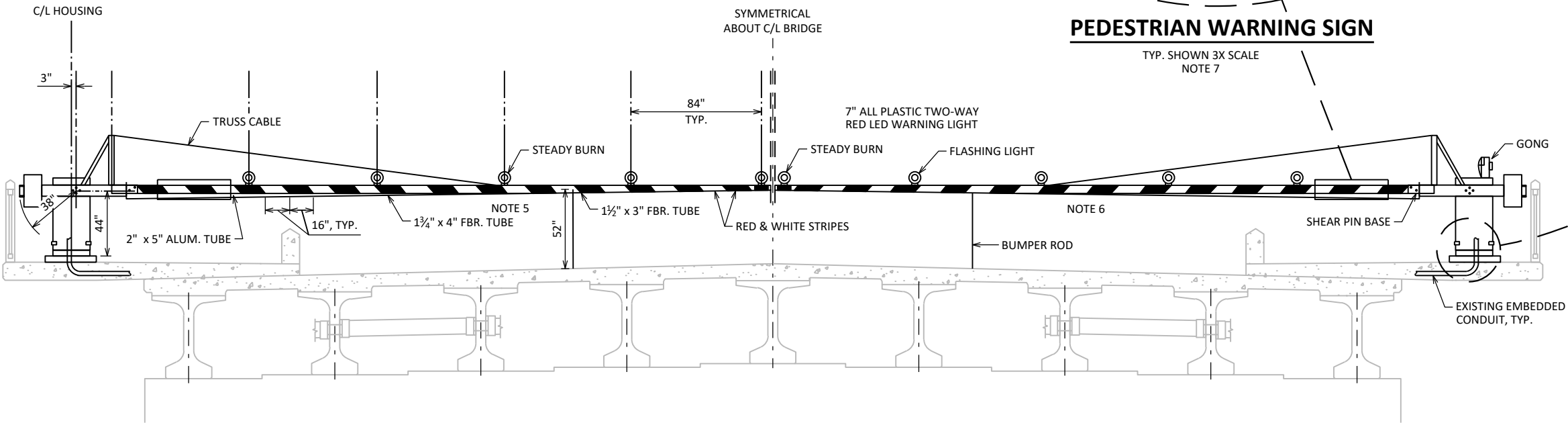


MTG. DIM.



PEDESTRIAN WARNING SIGN

TYP. SHOWN 3X SCALE
NOTE 7



ELEVATION

FAR GATES SHOWN, NEAR GATES SIMILAR

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE B-70-247			
DRAWN BY		STD	PLANS CK'D WAH
TRAFFIC GATE DETAILS		SHEET 25 OF 26 87	



(SOUTH SIDE SHOWN, NORTH SIMILAR)



PLAN

TRAFFIC GATE MOUNT ANCHORAGE DETAIL

NOTES

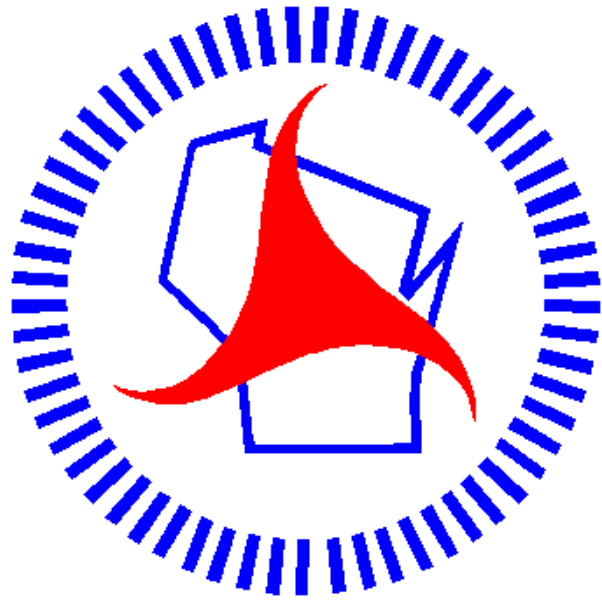
EACH "ANCHOR ASSEMBLIES TRAFFIC GATES" ITEM INCLUDES:

- (1) REMOVAL OF THE EXISTING GROUT, ANCHOR PLATES, AND ANCHOR BOLTS
- (1) 3/4" DIA. ANCHOR BOLTS. LENGTH DETERMINED BY TRAFFIC GATE SUPPLIER/CONTRACTOR
- (2) 3/4" X 1'-11 1/2" X 2'-0 1/4" GALVANIZED STEEL PLATES
- (12) NUTS AND WASHERS
- (1) GROUT PAD

ALL MATERIAL SHALL BE IN ACCORDANCE WITH THE SPECIAL PROVISIONS.

NO.	DATE	REVISION	BY
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION			
STRUCTURE		B-70-247	
DRAWN BY		STD	PLANS CK'D WAH
TRAFFIC GATE MOUNTING DETAILS		SHEET 26 OF 26 88	

Notes



Wisconsin Department of Transportation

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