



Wisconsin Manual on Uniform Traffic Control Devices

11th Edition Overview

Part 3 – Pavement Marking

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May 6, 2026

Chapter 3A.04 Line Widths

Normal Line – 4 to 6 inches Wide

Double Line- at least twice the width of a normal line

6” markings are still being used on State Highways

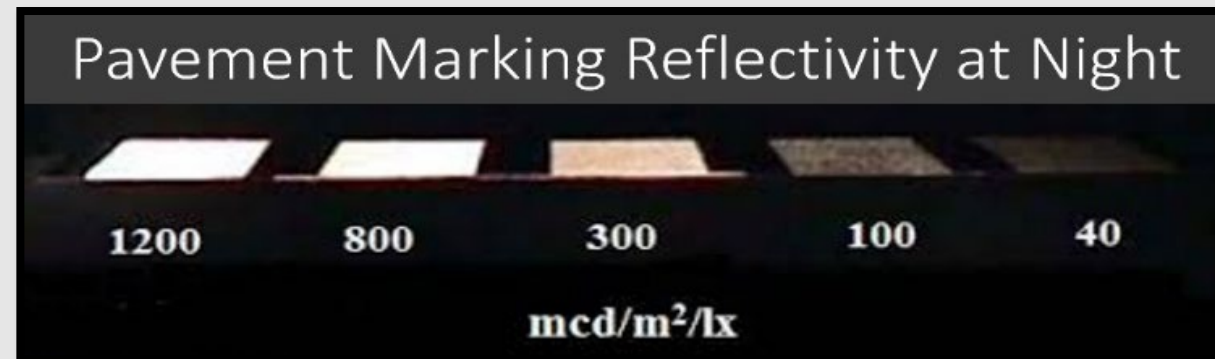
Locals can use 4-6” markings



Pavement Marking Retroreflectivity

Chapter 3A.05

Speed	Retros
>35 mph	50 mcd/m ² /lx
70+ mph	100 mcd/m ² /lx



Compliance Dates

Retros

Table 1B-1. Target Compliance Dates Established by the FHWA

MUTCD Section(s)	Subject Area	Specific Provision	Compliance Date
2B.64	Weight Limit Signs	Paragraph 14 - requirement for additional Weight Limit sign with the advisory distance or directional legend in advance of applicable section of highway or structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2)	Paragraph 1 - Required posting of the Low Clearance Advance (W12-2) sign in advance of the structure	5 years from the effective date of this edition of the MUTCD
2C.25	Low Clearance Signs (W12-2a, W12-2b)	Paragraph 8 - Recommended posting of Low Clearance Overhead (W12-2a or 12-2b) signs on an arch or other structure under which the clearance varies greatly	5 years from the effective date of this edition of the MUTCD
3A.05	Maintaining Minimum Retroreflectivity	Implementation and continued use of a method that is designed to maintain retroreflectivity of longitudinal pavement markings (see Paragraph 1 of Section 3A.05)	September 6, 2026

TEOpS Policy 3-10-2

<https://wisconsindot.gov/dtsdManuals/traffic-ops/manuals-and-standards/teops/03-10.pdf>



No Passing Zone Updates

Section 3B.03 No-Passing Zone Pavement Markings

Standard:

- 01 No-passing zones shall be marked by either the one-direction no-passing zone pavement markings or the two-direction no-passing zone pavement markings described in Section 3B.01 and shown in Figures 3B-1 and 3B-3.
- 02 **No-passing zone markings shall be used on:**
 - A. Two-way roadways at lane-reduction transitions (see Section 3B.12),
 - B. Approaches to obstructions that must be passed on the right (see Section 3B.13),
 - C. **Approaches to grade crossings** (see Section 8C.02), and
 - D. **Approaches to crosswalks.**
- 03 On two-way, two-lane or three-lane roadways where center line markings are installed, no-passing zones shall be established at vertical and horizontal curves and other locations where an engineering study indicates that passing must be prohibited because of inadequate sight distances or other special conditions.

Section 3B.03 to 3B.03

December 2022



White Lane Line Markings

Chapter 3B.06

Solid White Lines should be used at:

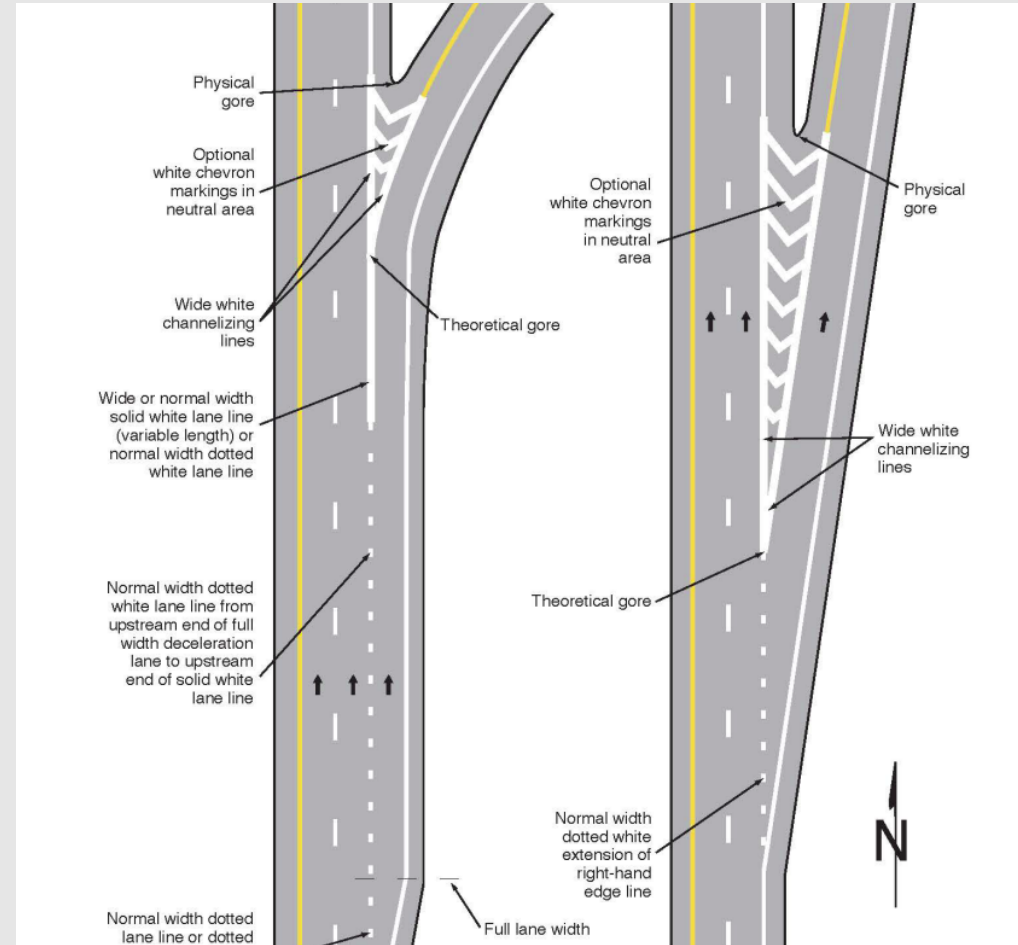
- Intersections to separate a through lane from a mandatory turn lane.
- Intersections to separate contiguous mandatory turn lanes from each other.



Markings For Non-Continuing Lanes

Chapter 3B.07

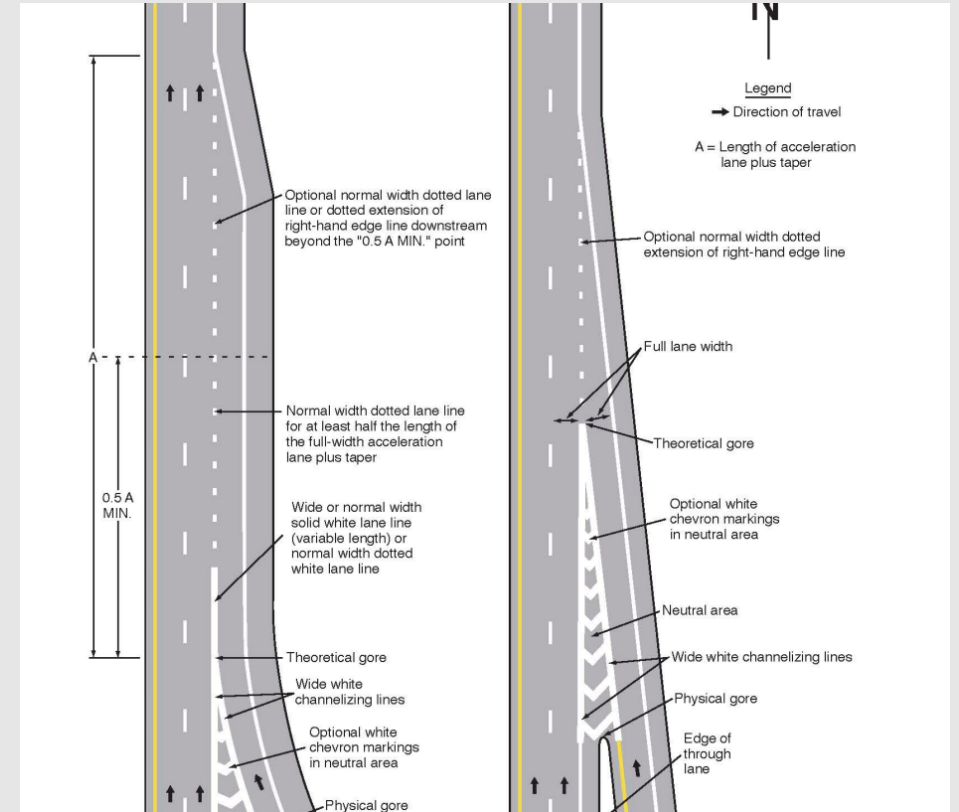
Dotted white lines shall be used at exit ramps.



Markings For Non-Continuing Lanes

Chapter 3B.07

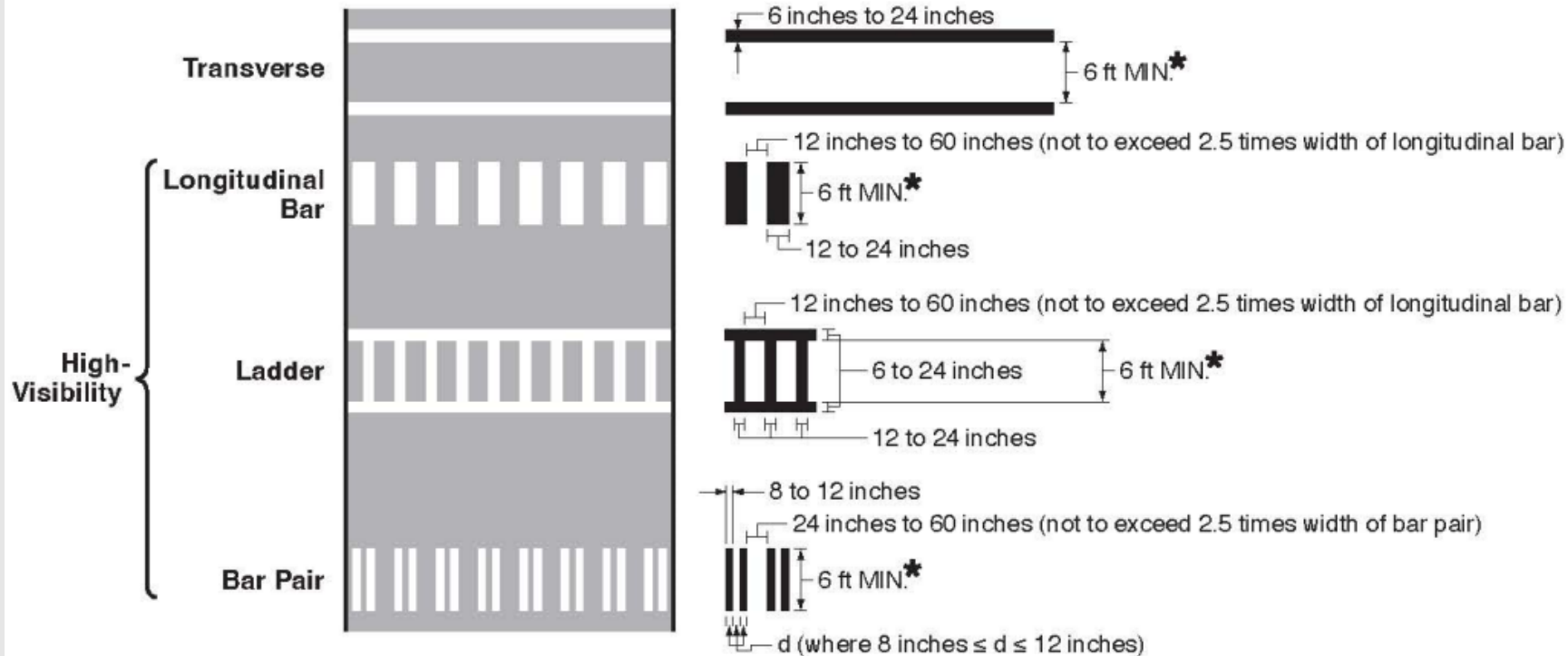
Dotted white lines shall be used at least $\frac{1}{2}$ the distance of the gore. WisDOT is requiring them at all exit ramps.



Crosswalk Markings

Chapter 3C

Figure 3C-1. Crosswalk Markings



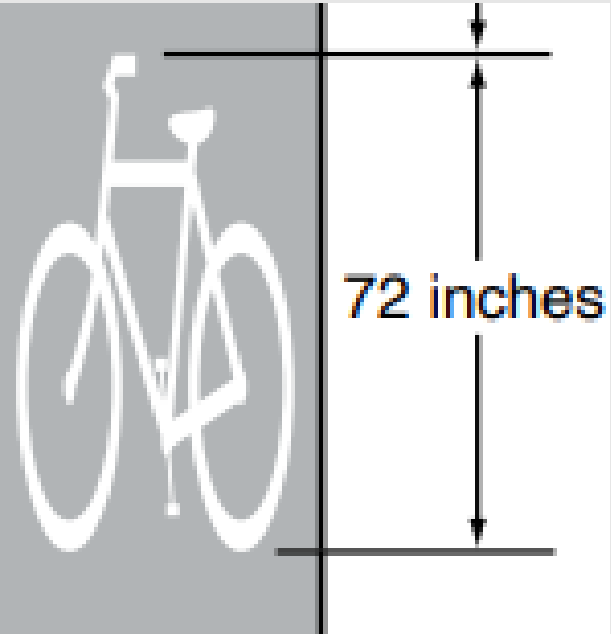
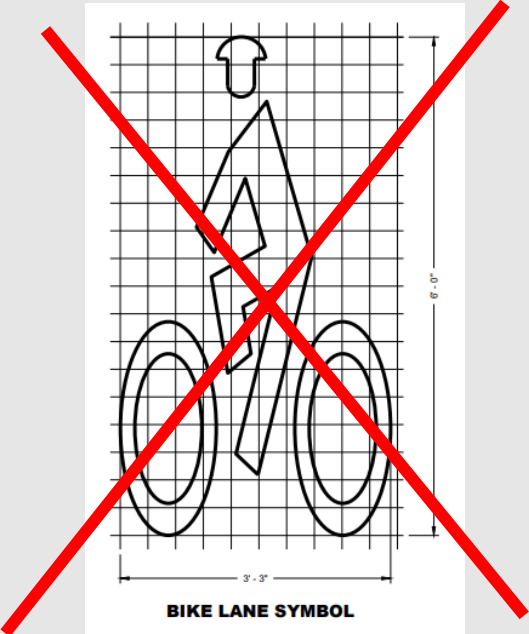
* Minimum crosswalk width shall be 8 feet where the posted speed limit is 40 mph or greater at a non-intersection crosswalk.

State Highways

- 6" transverse lines
- 24" line, 24" gap block

Bike Symbol

No longer can use Person on Bike



Arrow for Roundabouts

Chapter 3D.06

Remove lane-use arrow between crosswalks and dotted extension line



Colored Pavements

Chapter 3H

- **Yellow**-Separation of Opposing Traffic
- **White**-Separation of Same Direction Travel
- **Green**-Bicycle Facilities
- **Red**-Public Transit Systems (i.e. bus)
- **Purple**-Electronic Toll Collection (ETC) Account-Only Preferential Lanes

