

EAU

JANUARY 2022  
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 \* 66

PROJECT ID: 1000-18-23  
WITH/IN/A

COUNTY: NW REGION WIDE



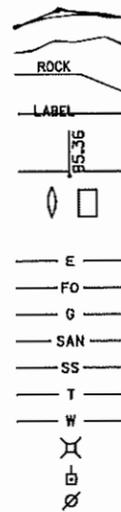
DESIGN DESIGNATION

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

CONVENTIONAL SYMBOLS

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

- PROFILE
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such)
- SPECIAL DITCH
- GRADE ELEVATION
- CULVERT (Profile View)
- UTILITIES
- ELECTRIC
- FIBER OPTIC
- GAS
- SANITARY SEWER
- STORM SEWER
- TELEPHONE
- WATER
- UTILITY PEDESTAL
- POWER POLE
- TELEPHONE POLE



# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

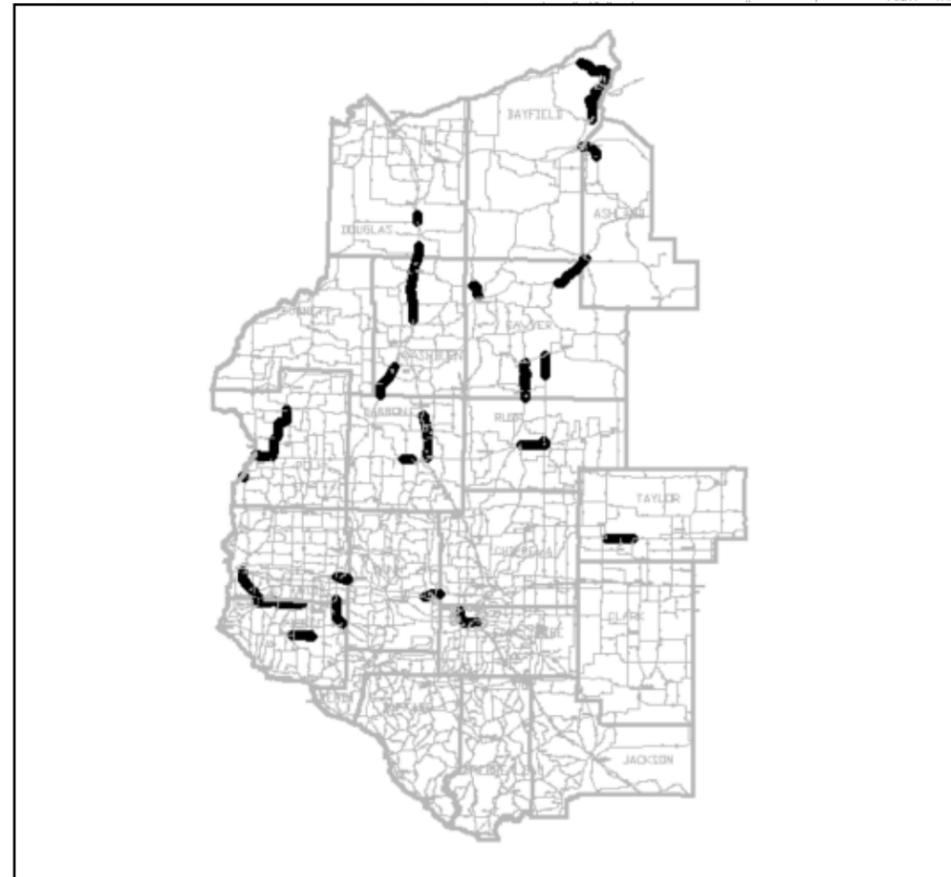
PLAN OF PROPOSED IMPROVEMENT

## NW REGION PAVEMENT MARKING 2022

LOCATIONS ON STN PER ANNUAL PLAN

### VARIOUS HWY NW REGION WIDE

STATE PROJECT NUMBER
1000-18-23



LAYOUT

SCALE 0

TOTAL NET LENGTH OF CENTERLINE =

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY COORDINATES, COUNTY COUNTY, NAD83 (YEAR), IN U.S. SURVEY FEET. VALUES ARE GRID COORDINATES, GRID BEARINGS, AND GRID DISTANCES. GRID DISTANCES MAY BE USED AS GROUND DISTANCES.

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1000-18-22		

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor \_\_\_\_\_  
 Designer JEANNIE SILVER  
 Project Manager JEANNIE SILVER  
 Regional Examiner \_\_\_\_\_  
 Regional Supervisor MATT RAUCH

APPROVED FOR THE DEPARTMENT

DATE: 9-15-2021 Matthew Rauch  
 (Signature)

E

**GENERAL NOTES**

THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS, COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

**REGION CONTACTS**

VANCE POWERS  
NW REGION MARKING COORDINATOR  
Vance.powers@dot.wi.gov  
715-409-9115

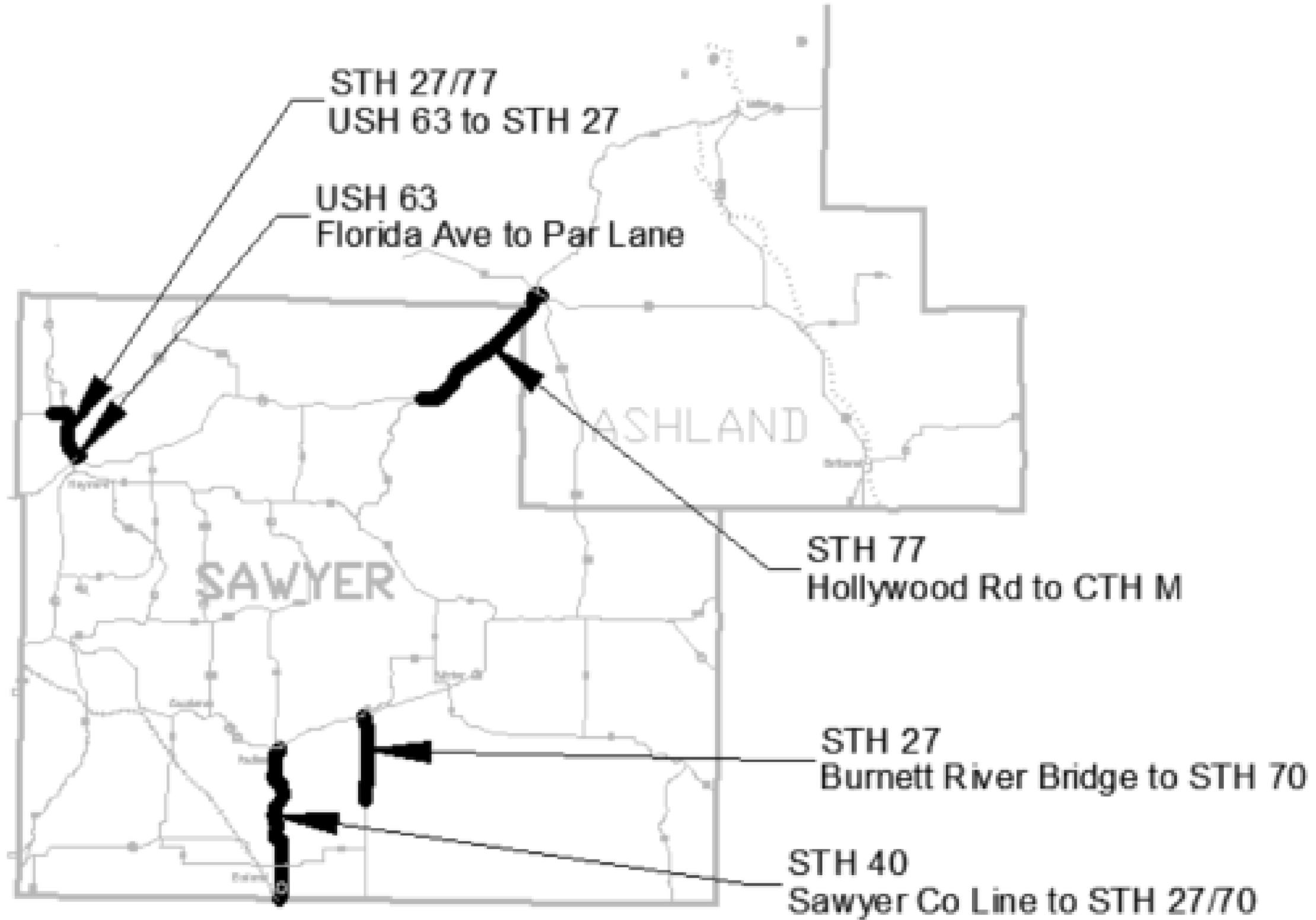
MATT REDDY  
NW REGION ENGINEER  
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715-577-4495

JEANNIE SILVER  
DESIGNER/STATE MARKING ENGINEER  
jeannie.silver@dot.wi.gov  
608-246-5408

USH 2  
Bayfield/Ashland Co Line to 22nd Ave

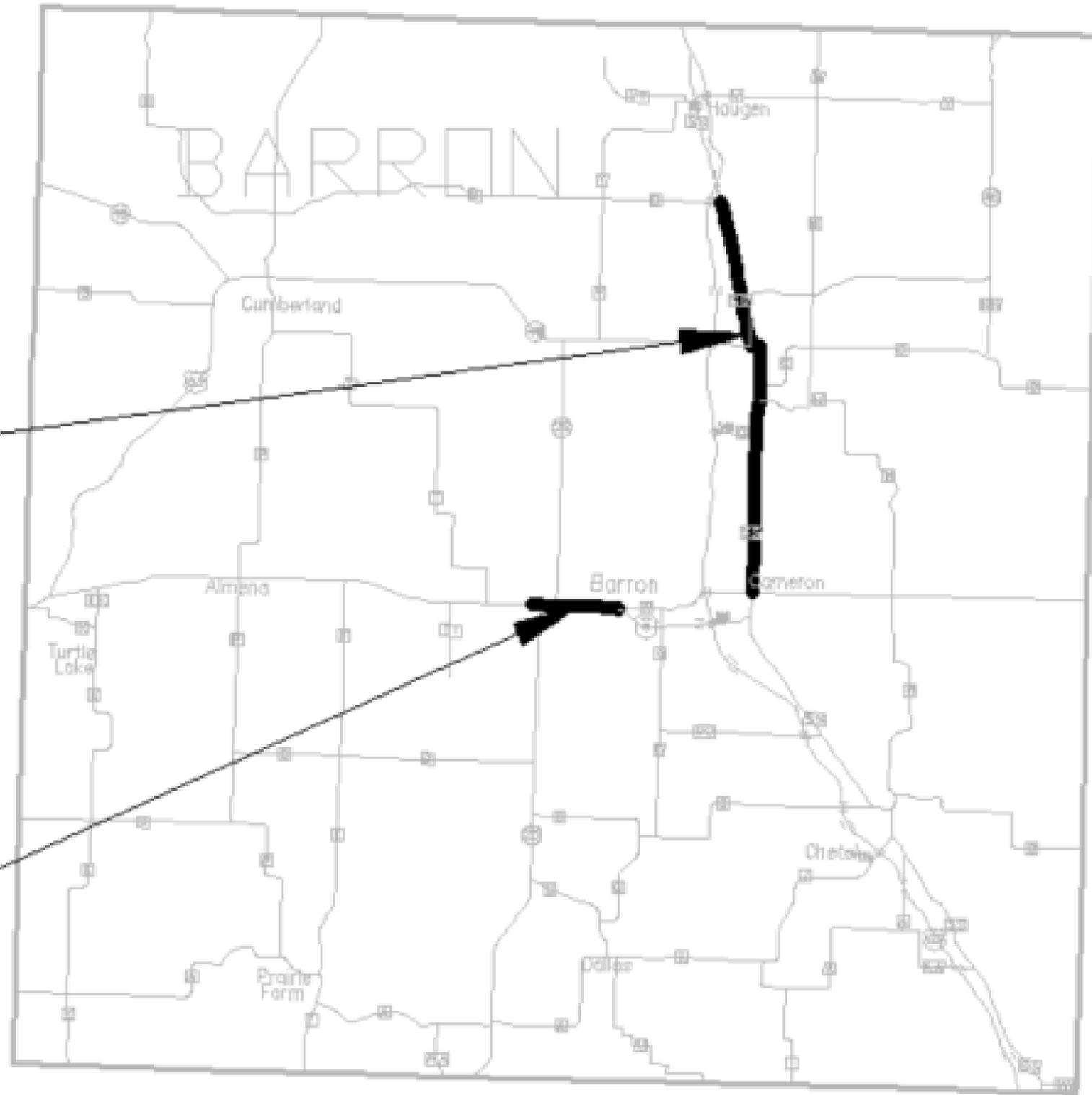
STH 13  
Pearce & Butterworth Rd to 12 St





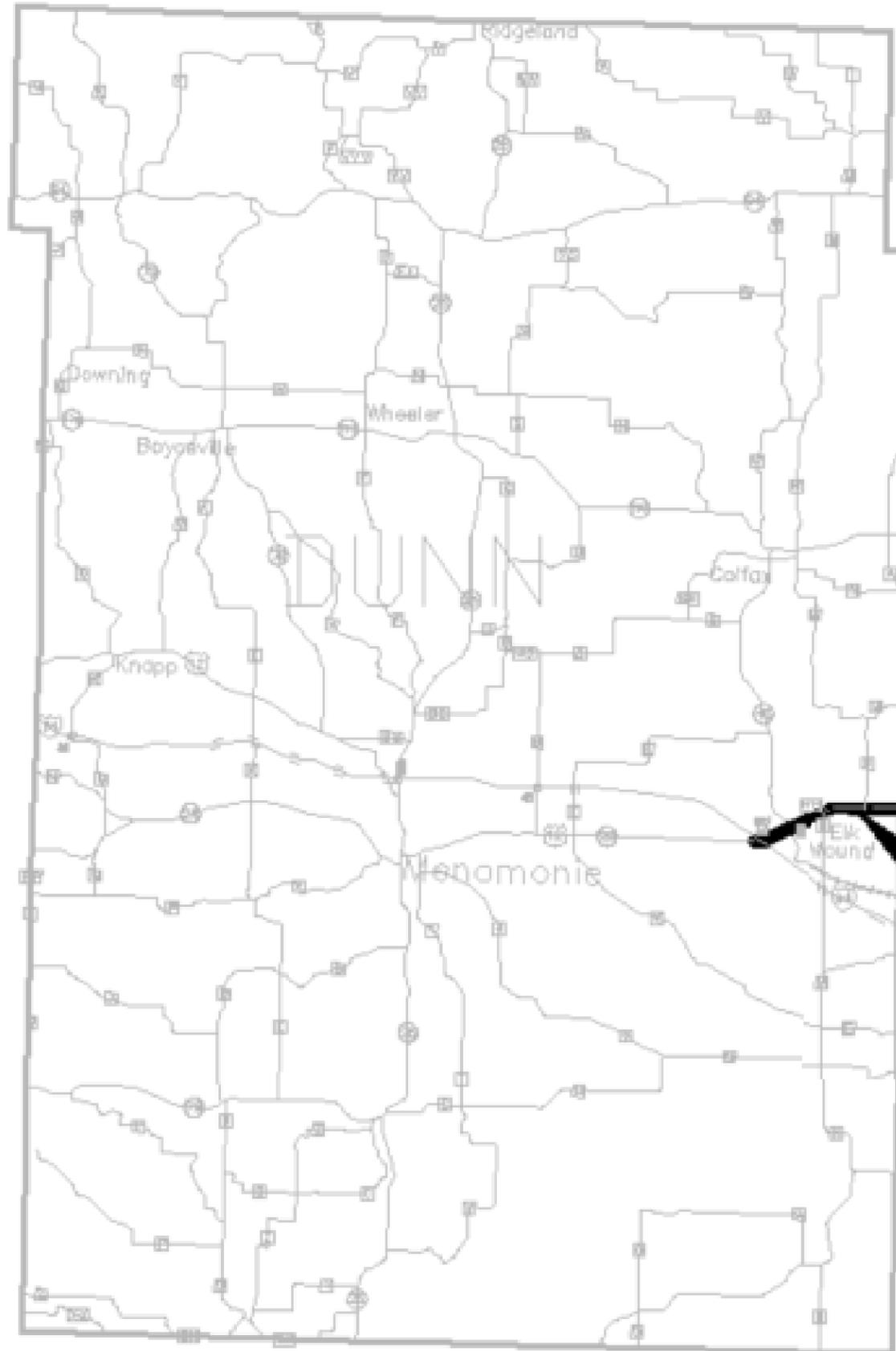
USH 53  
USH 8 to 26th Ave

USH 8  
Wye St to CTH W

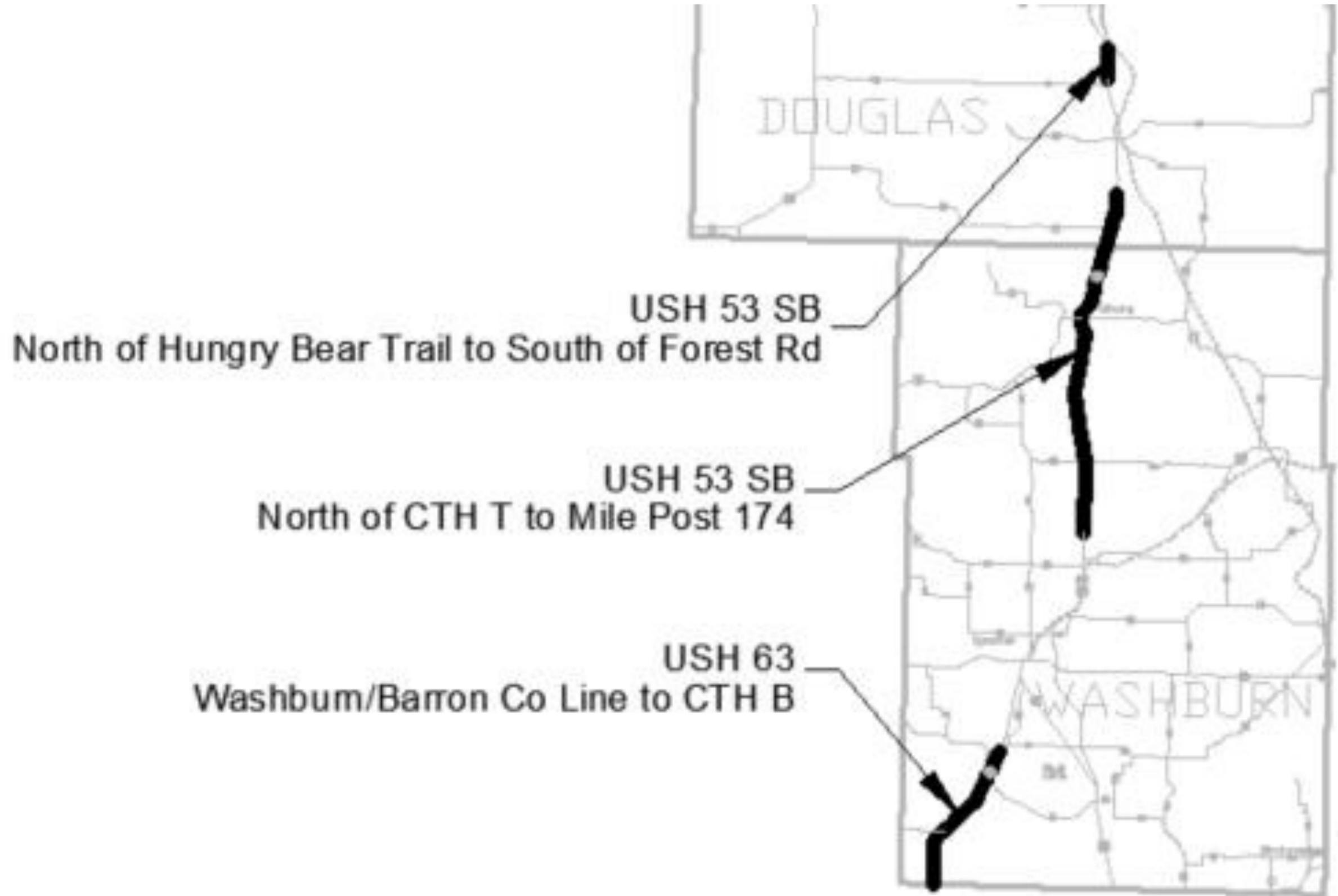


STH 13  
Superior Ave to Echo Valley Rd

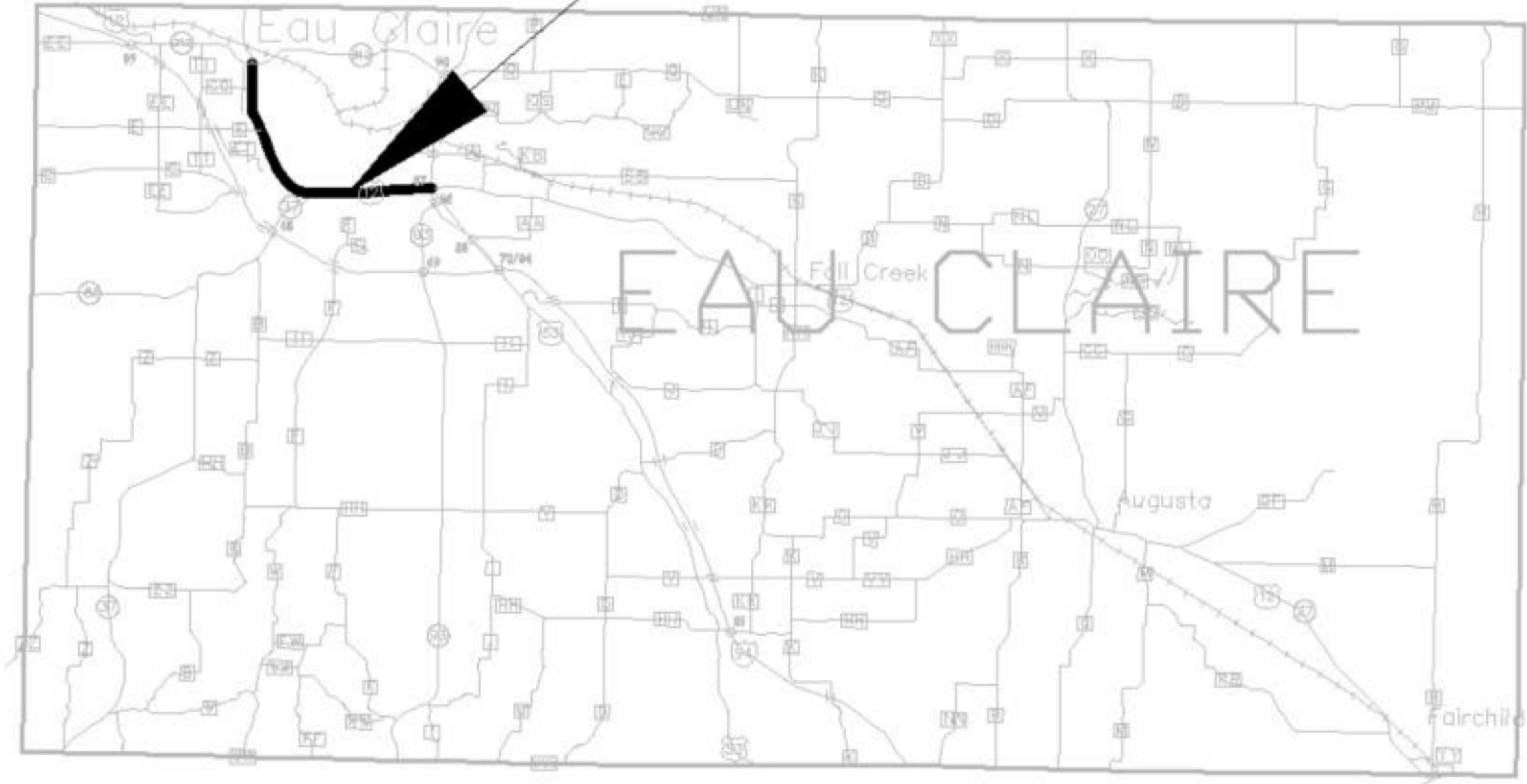




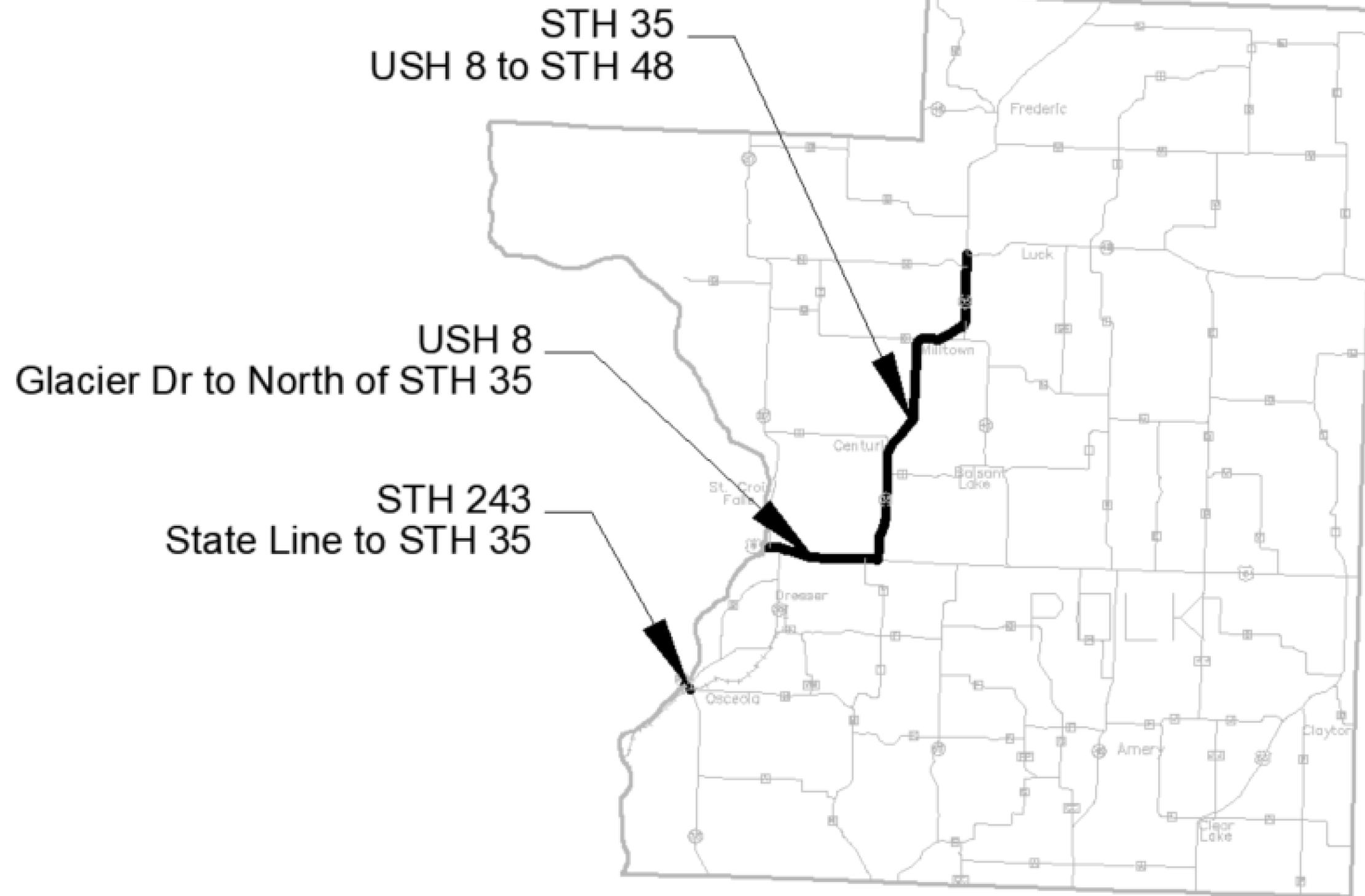
**STH 29  
850th St to STH 40**



# USH 12 STH 312 to USH 53

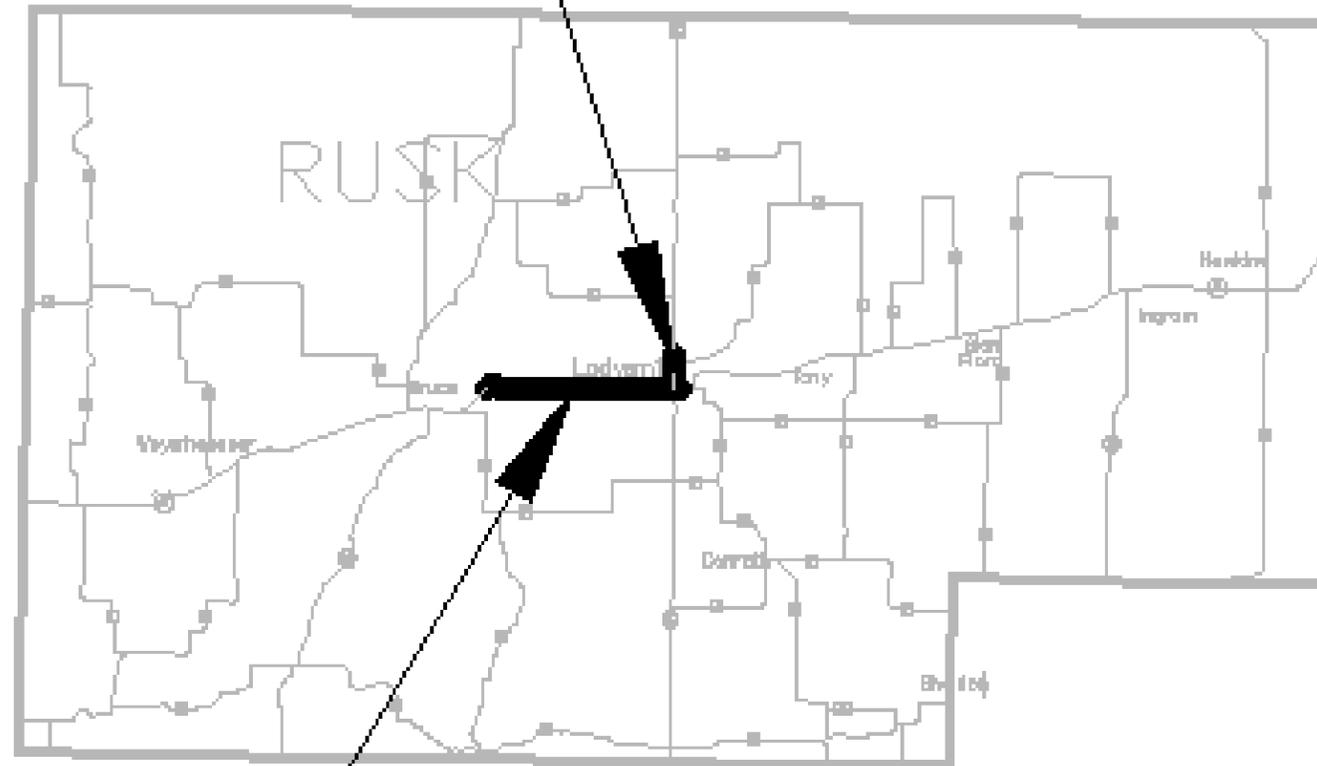






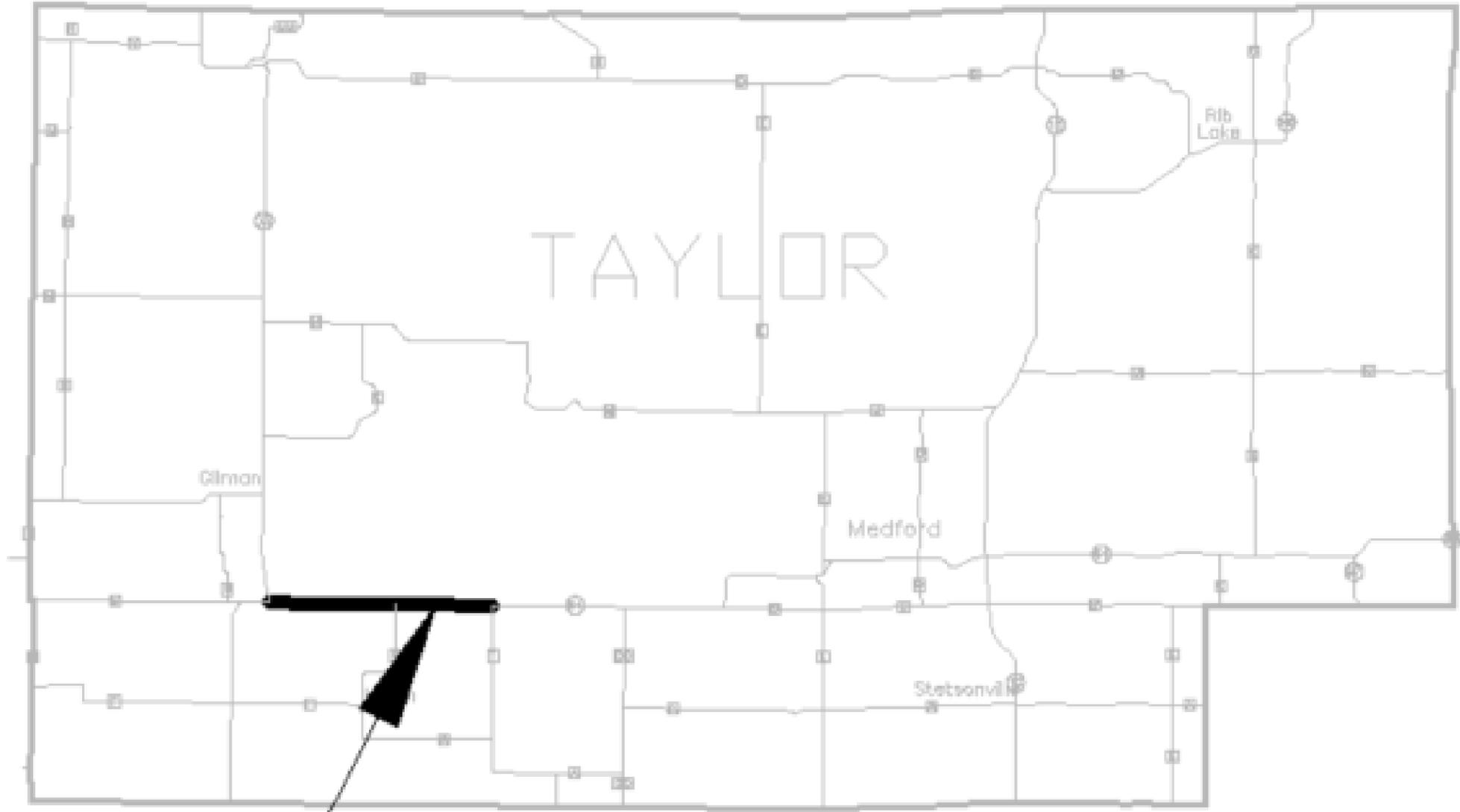
# STH 27

## North of Clark Ave to North Flambeau Ave



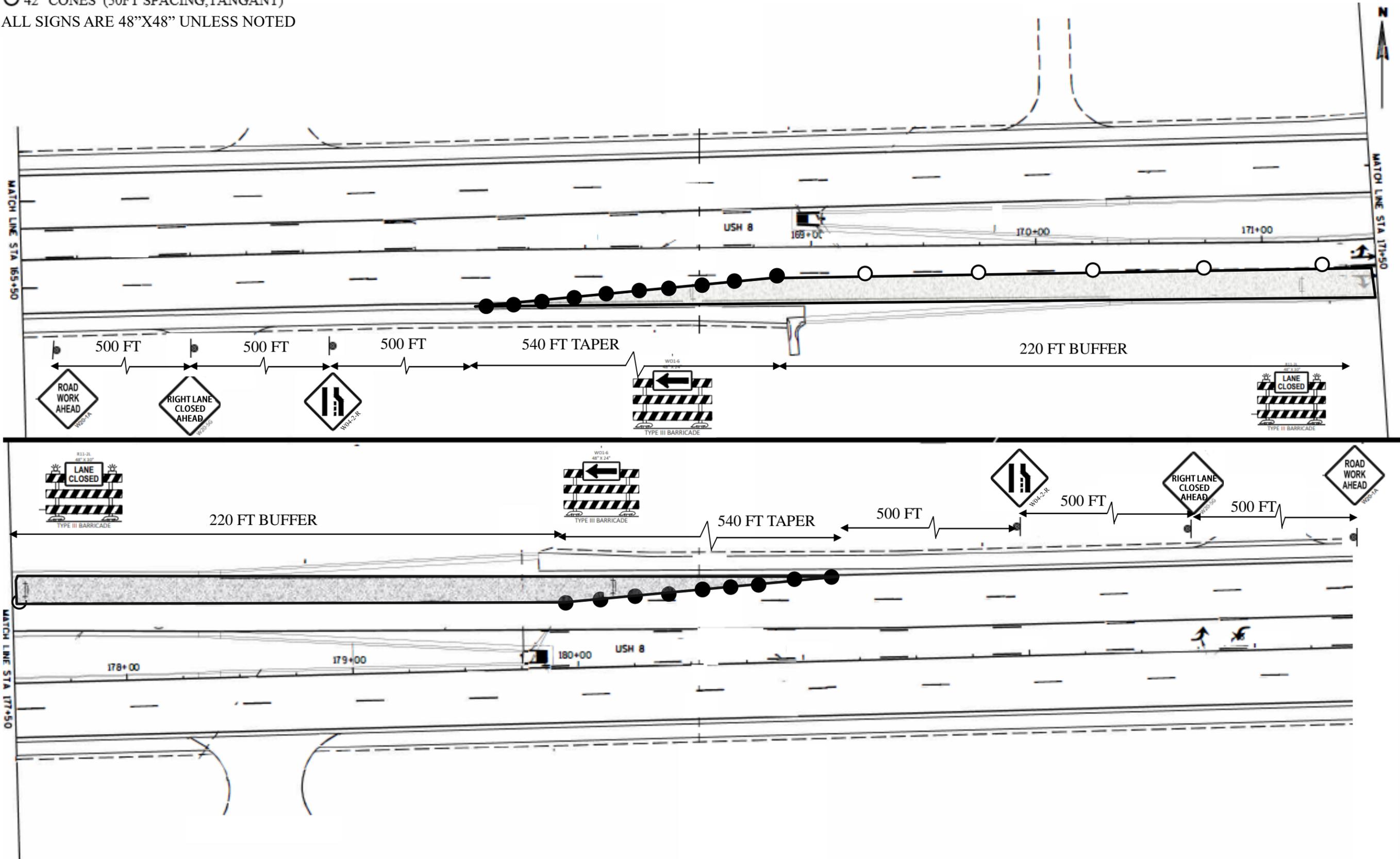
# USH 8

## East of 4th St to 10th St

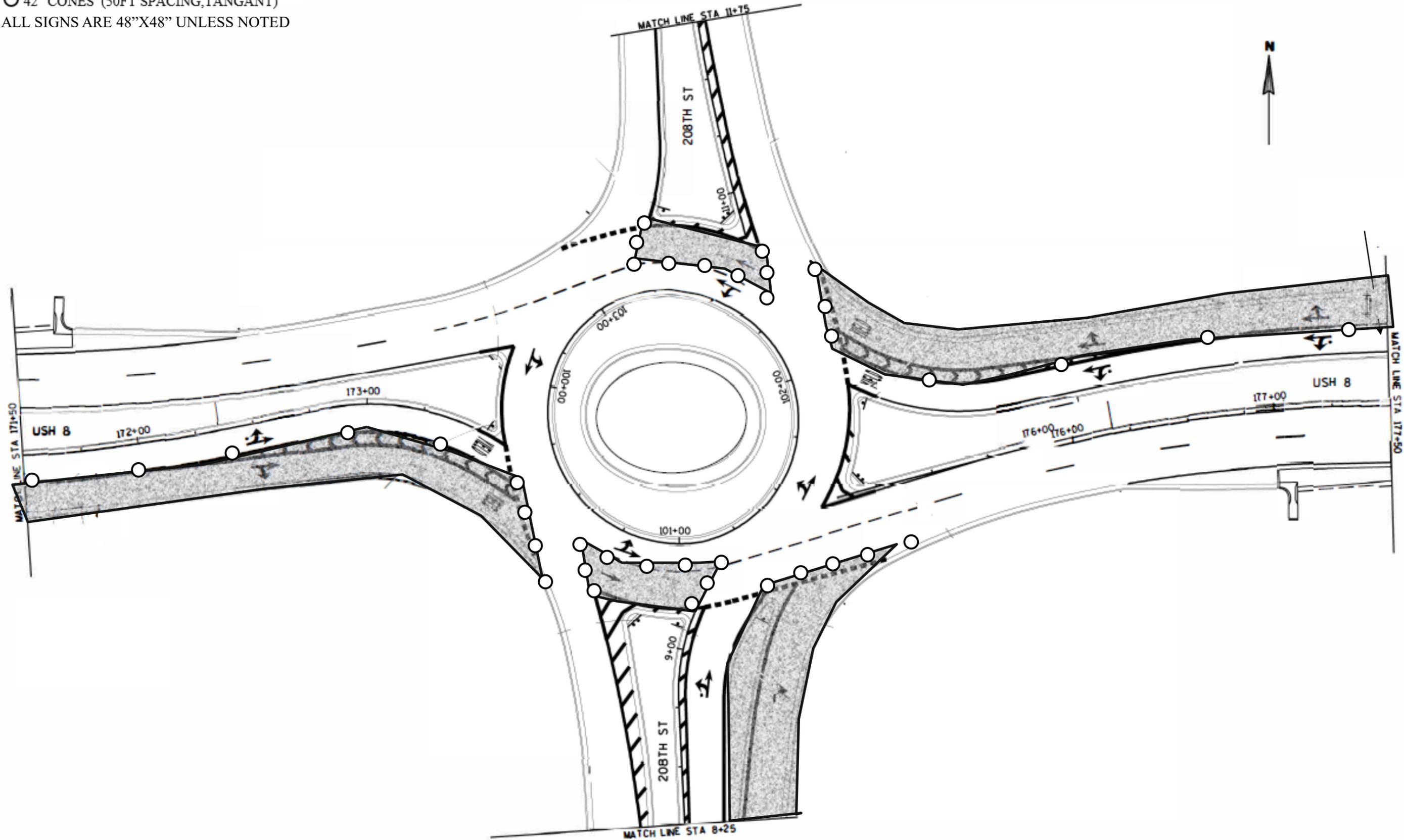


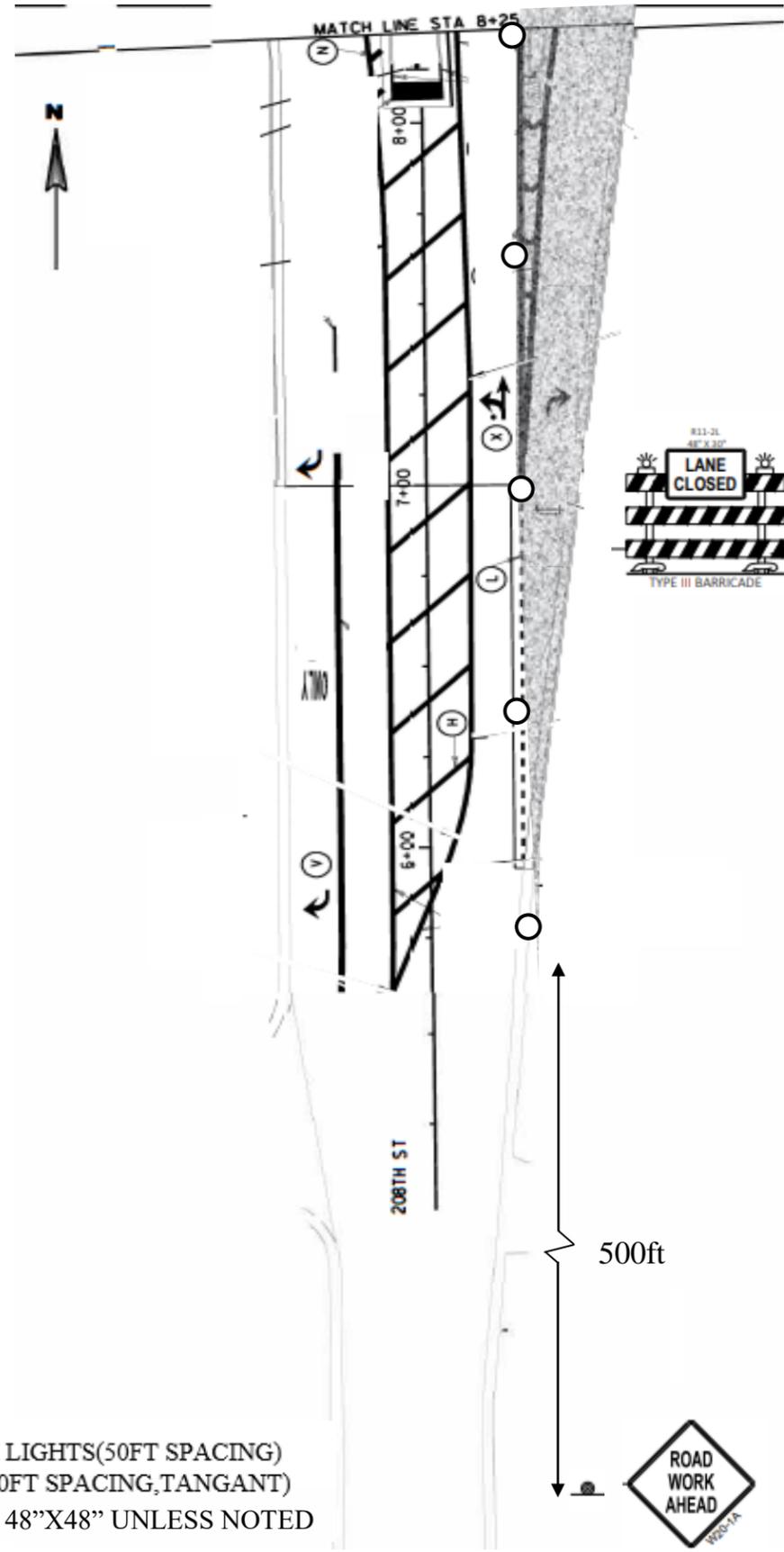
**STH 64**  
**STH 73 to CTH T**

● DRUMS WITH LIGHTS(50FT SPACING)  
 ○ 42" CONES (50FT SPACING,TANGANT)  
 ALL SIGNS ARE 48"X48" UNLESS NOTED

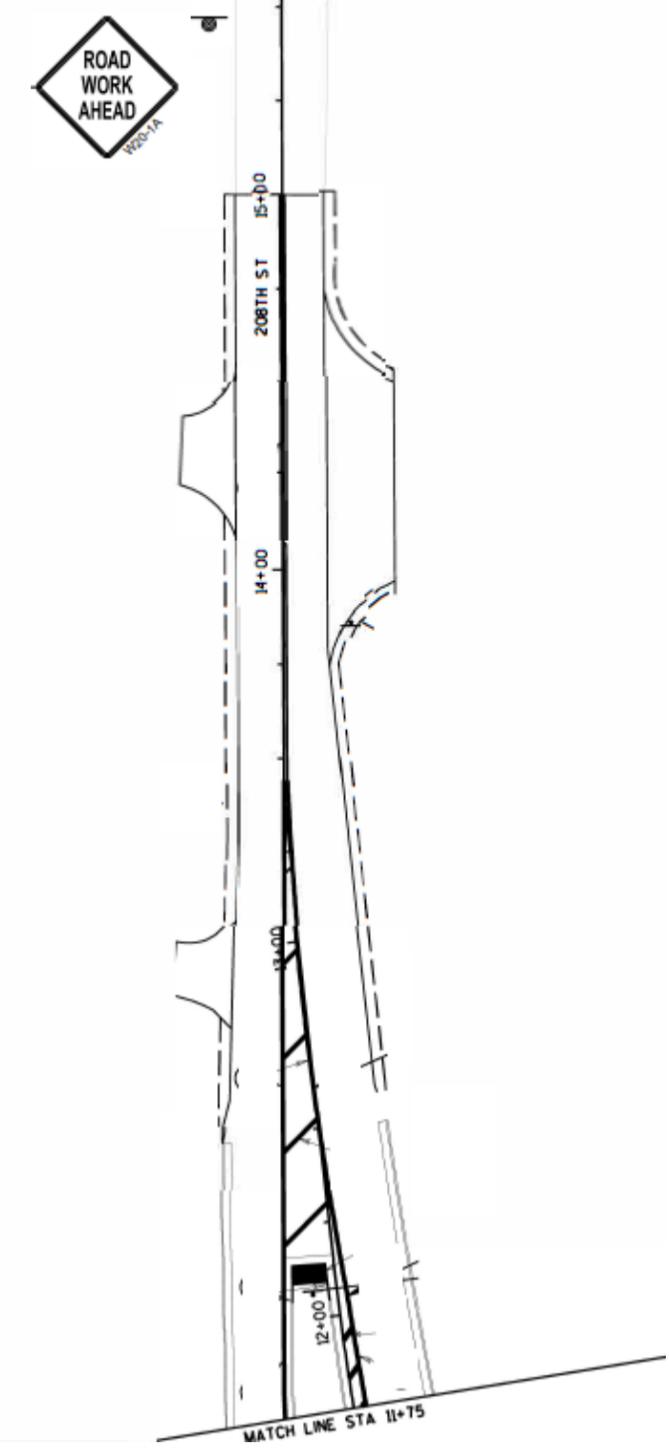


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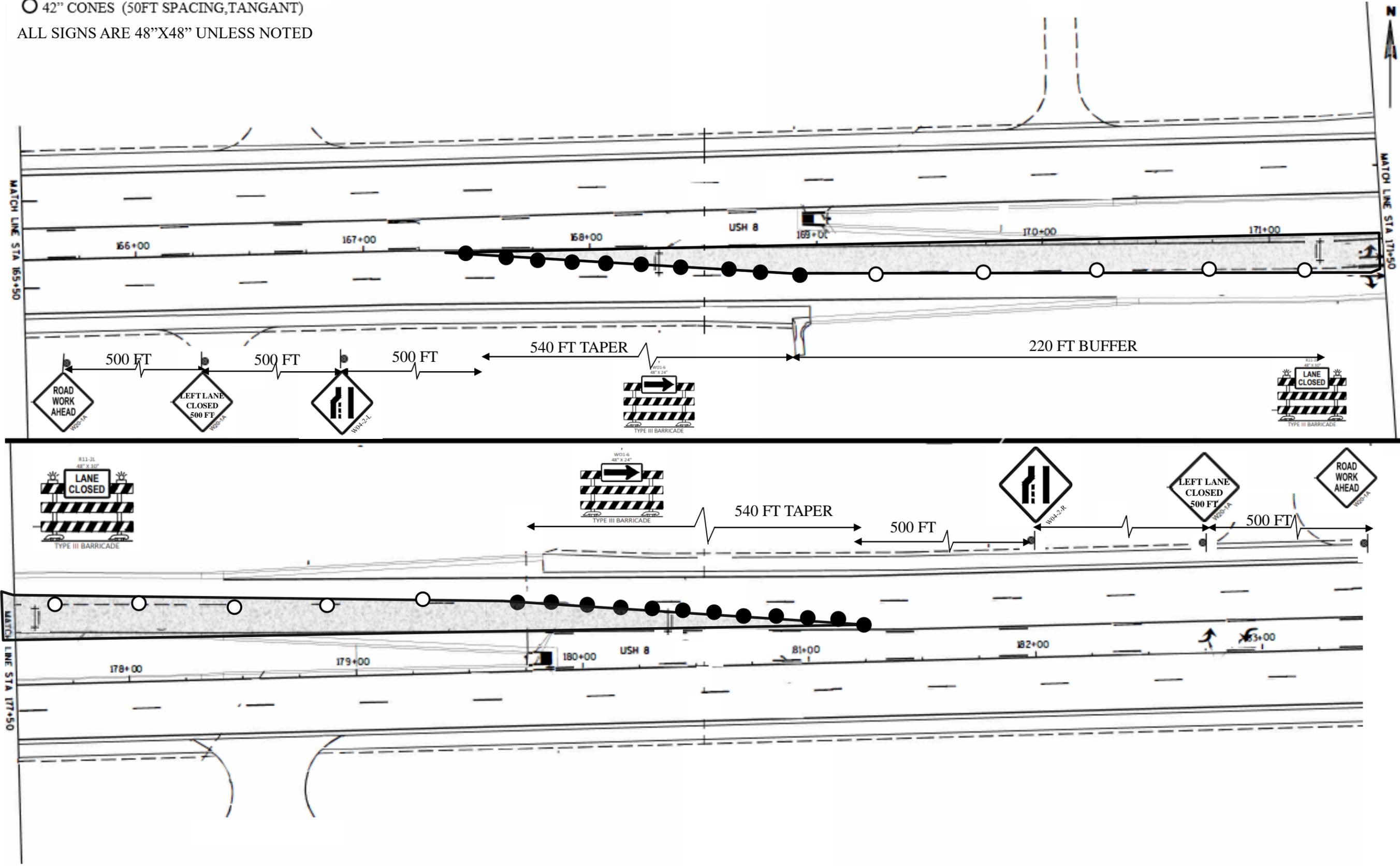




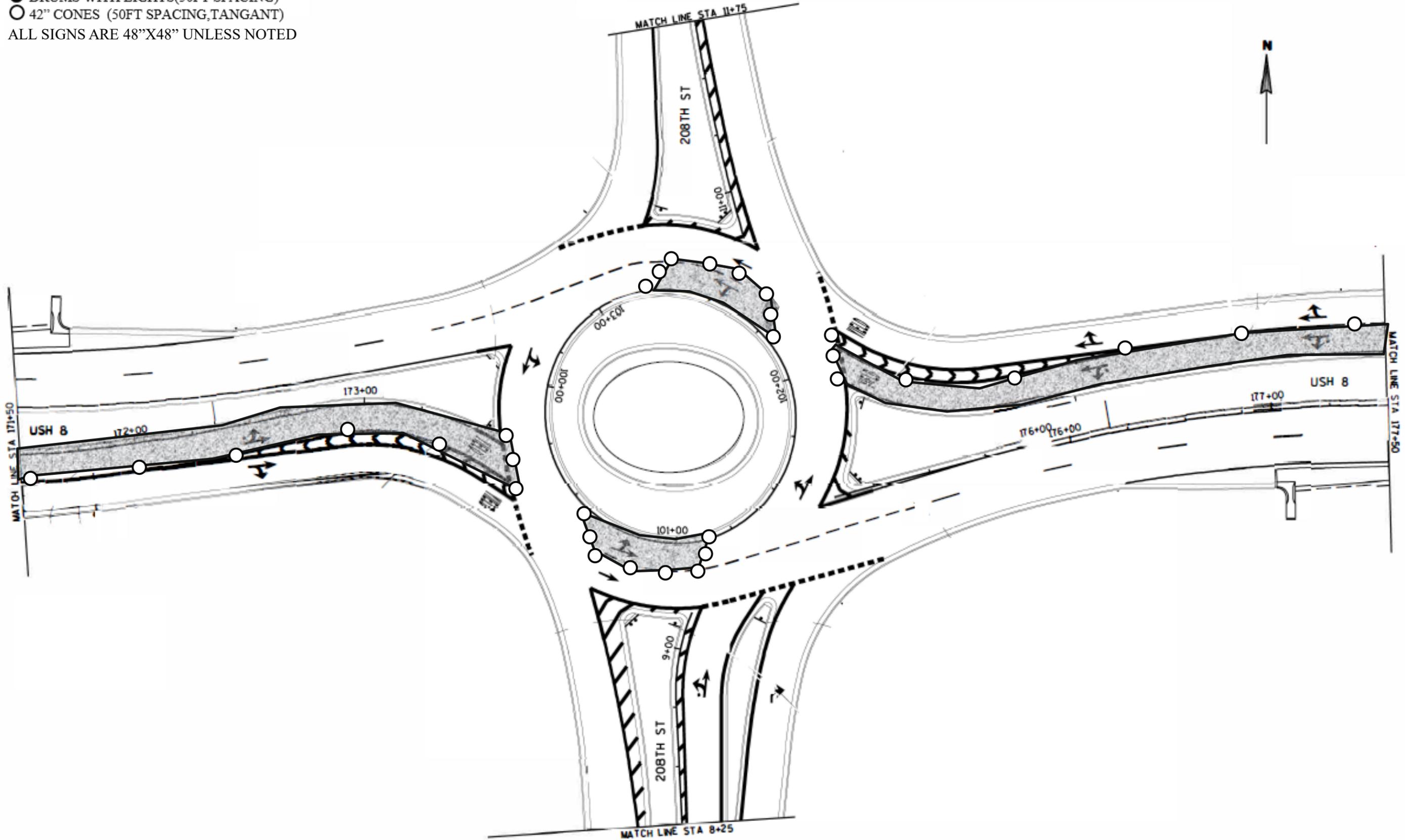
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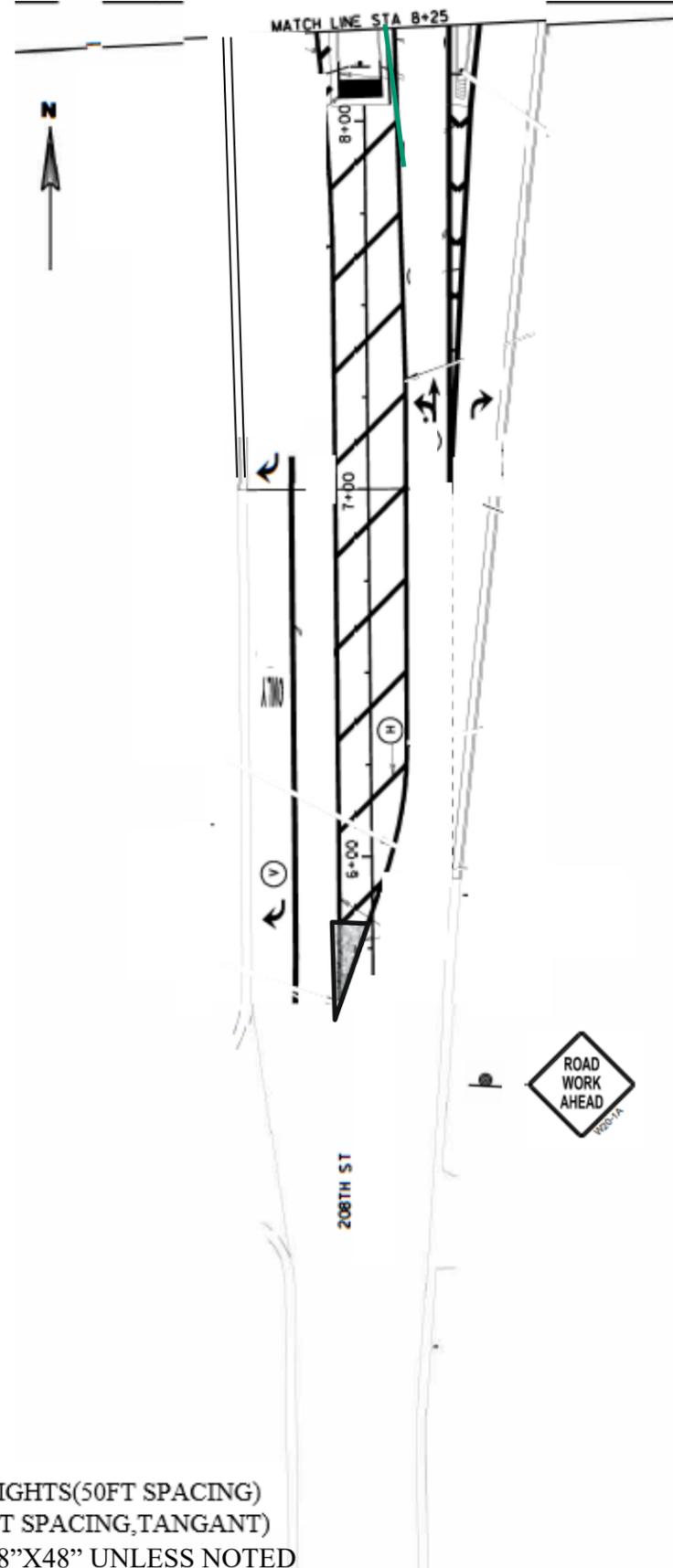


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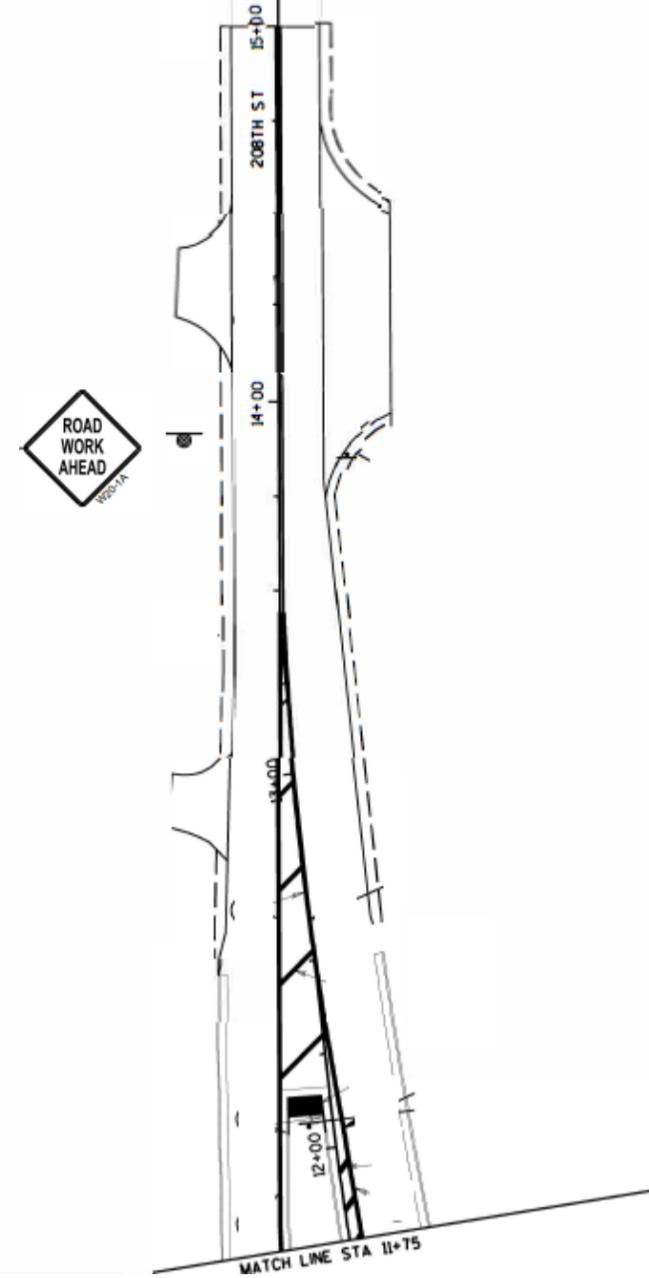


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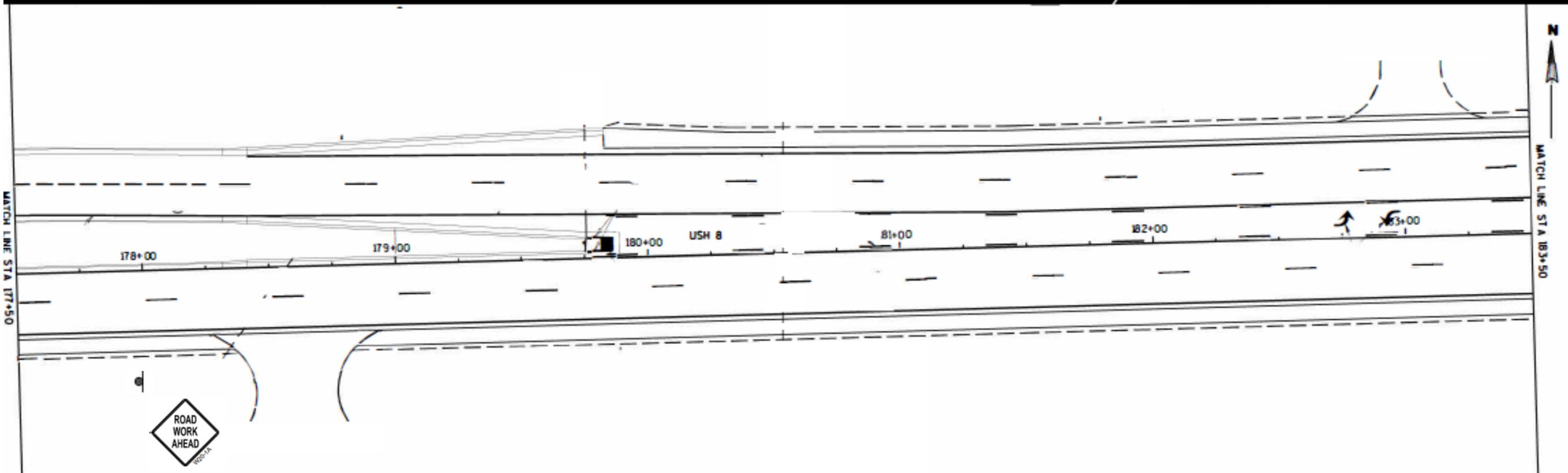
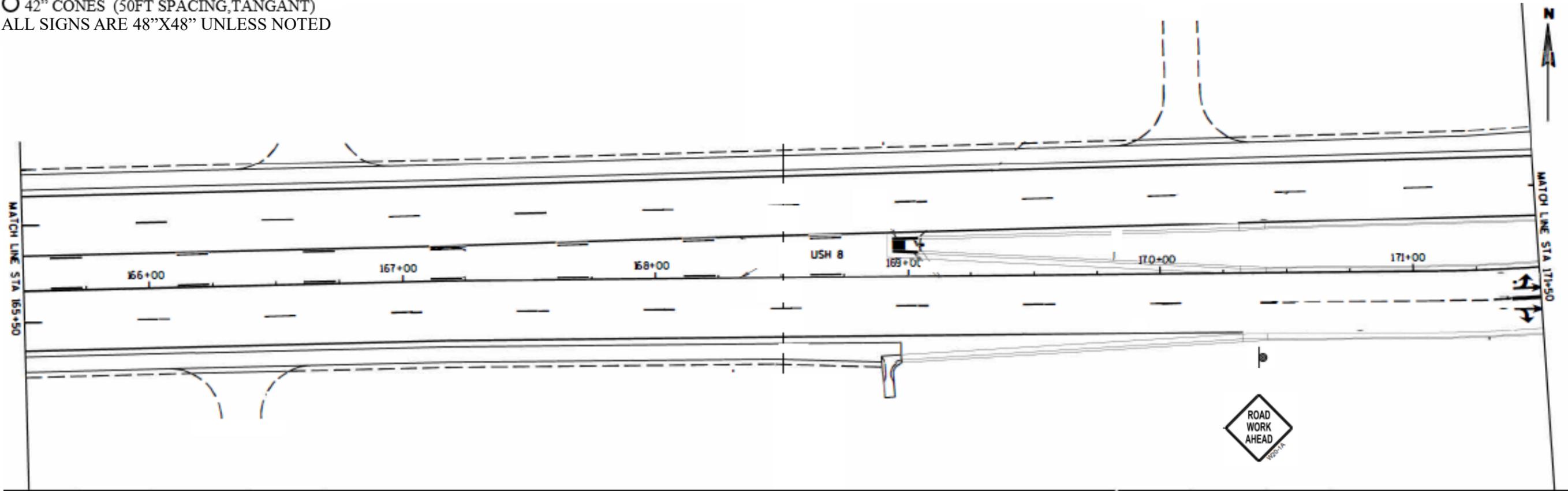




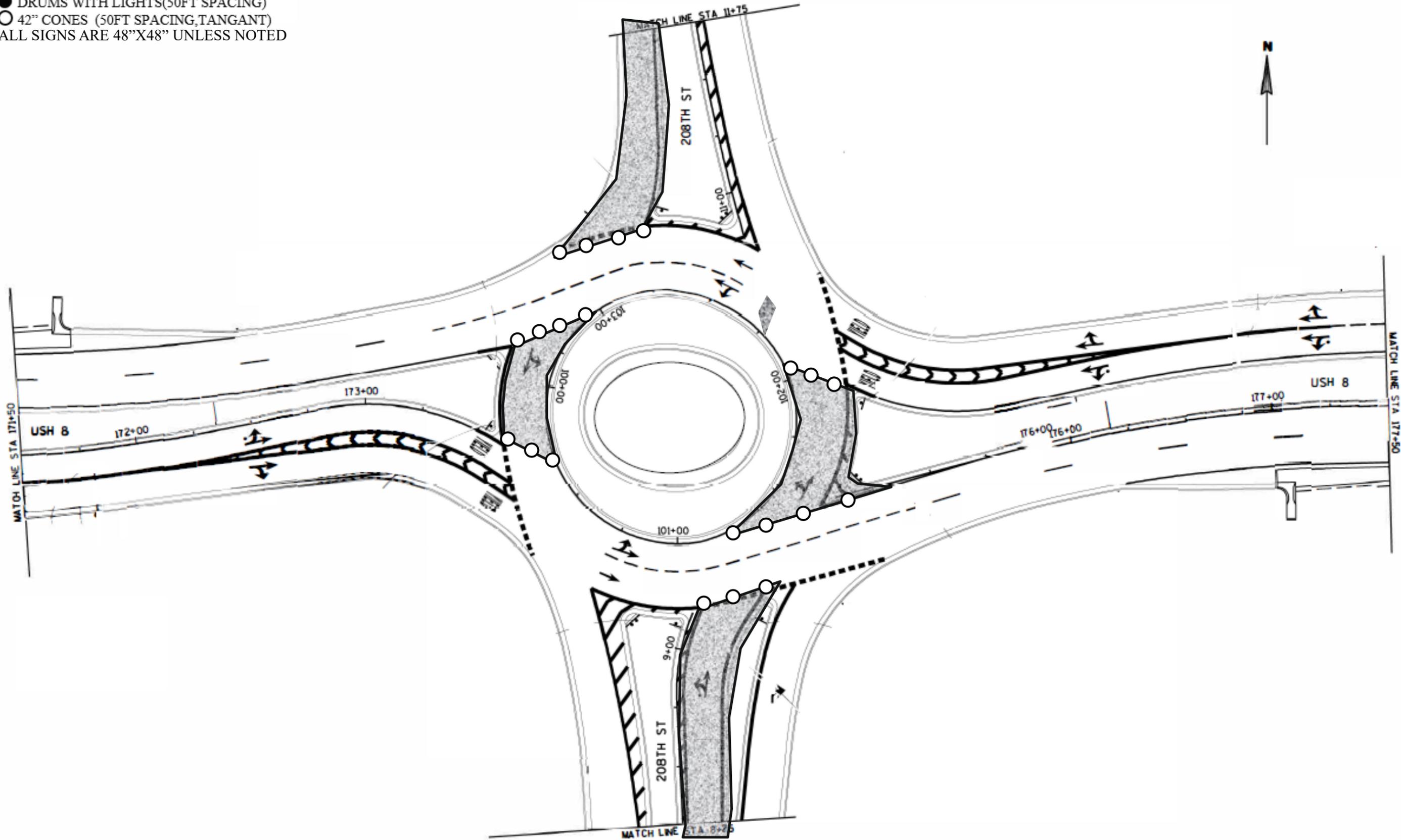
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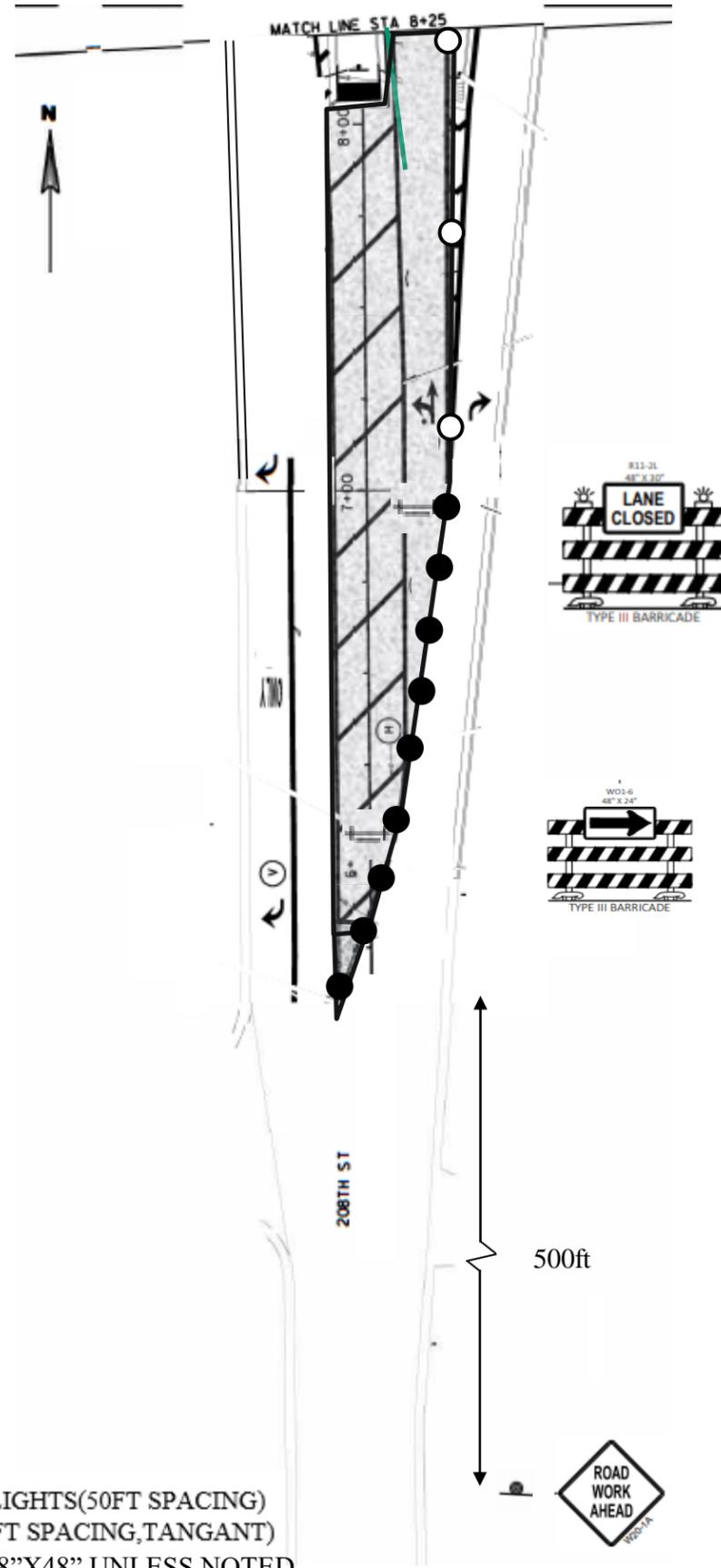


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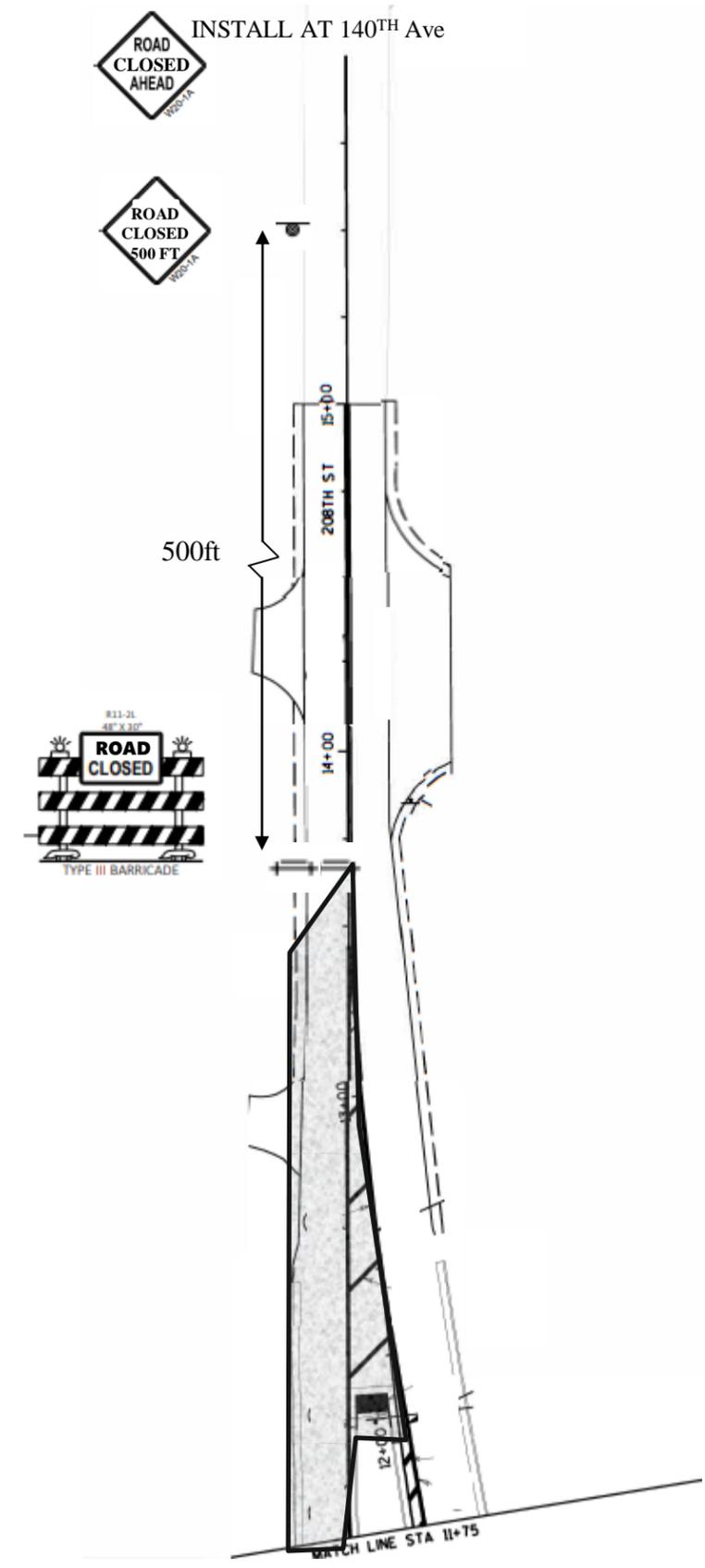


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● DRUMS WITH LIGHTS(50FT SPACING)  
 ○ 42" CONES (50FT SPACING,TANGANT)  
 ALL SIGNS ARE 48"X48" UNLESS NOTED



Estimate Of Quantities

1000-18-23

Line	Item	Item Description	Unit	Total	Qty
0002	619.1000	Mobilization	EACH	1.000	1.000
0004	646.1020	Marking Line Epoxy 4-Inch	LF	2,842,877.000	2,842,877.000
0006	646.3020	Marking Line Epoxy 8-Inch	LF	45,466.000	45,466.000
0008	646.5020	Marking Arrow Epoxy	EACH	321.000	321.000
0010	646.5120	Marking Word Epoxy	EACH	91.000	91.000
0012	646.5220	Marking Symbol Epoxy	EACH	2.000	2.000
0014	646.5320	Marking Railroad Crossings Epoxy	EACH	8.000	8.000
0016	646.6120	Marking Stop Line Epoxy 18-Inch	LF	2,832.000	2,832.000
0018	646.6220	Marking Yield Line Epoxy 18-Inch	EACH	42.000	42.000
0020	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	128.000	128.000
0022	646.7120	Marking Diagonal Epoxy 12-Inch	LF	2,829.000	2,829.000
0024	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	4,478.000	4,478.000
0026	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	2,245.000	2,245.000
0028	SPV.0060	Special 01.Traffic Control	EACH	1.000	1.000

COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020	646.5020	646.5120		646.5220	646.6120	646.7120	646.7520	Comments	
				YELLOW LF	WHITE LF	Marking Line EPOXY 8- IN WHITE LF		Arrow Epoxy Type 2 EACH	Only EACH						Xing EACH
Ashland	STH 13	Pearce & Butterworth Rd, Ashland Binsfield Rd-Right Turn Lane Crosswalk S of 12th Street	Start of Divided Hwy/12th St W, Ashland	12,784	27,708	---	---	---	---	---	---	---	---	---	Northland College
Ashland	USH 2	Bayfield & Ashland County Line Turner Rd-Left Turn Lane (EB&WB) Turner Rd to 22nd Ave TWLTL 22nd Ave WB Left Turn Lane	22nd Avenue W, Ashland	8,689	10,365	---	---	---	---	---	---	---	---	---	
Ashland/ Sawyer	STH 77	Hollywood Rd (East of CTH S) CTH M-Right Turn Lane	340' East of CTH M, Clam Lake	73,021	102,718	---	---	---	---	---	---	---	---	---	
Sawyer	STH 27	Burnett River Bridge (5 miles south of Ojibwa)	STH 70	19,980	52,512	----	---	---	---	---	---	---	---	---	
Sawyer	STH 27/77	USH 63 Right Turn Lane to US 63 SB Left Turn Lane to US 63 NB Library Right Turn Lane Hospital Rd/Nyman Ave Right Turn Hospital Right Turns CTH T Right Turn STH 77 W	STH 27 North Jct	22,483	36,313	---	---	---	---	---	---	---	---	---	
Sawyer	USH 63	Florida Avenue, Hayward STH 27/Dakota Ave Left Turn Lane Main St Left Turn Lane Kansas Ave NB at STH 77 Turn Lanes SB at STH 77 Turn Lanes Par Ln Right Turn Lane	Par Lane, Hayward	10,480	5,051	---	---	---	---	---	---	---	---	---	
Sawyer	STH 40	Sawyer County Line	STH 27/STH 70	85,334	100,484	---	---	---	---	---	---	---	---	---	
Subtotal				232,771	335,151	3,058	26	15	2	2	321	102	49		



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COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020	646.5020	646.5120	646.6120	646.7120	Comments	
				YELLOW	WHITE	Marking Line EPOXY 8- IN WHITE						
				LF	LF	LF	Arrow Epoxy Type 2 EACH	Word Epoxy Only EACH	Stop Line Epoxy 18-Inch White LF	Diagonal Epoxy 12-Inch Yellow LF		
Dunn	STH 29	850th St / I 94 EB Off Ramp, Elk Mound	STH 40, Elk Mound (East Jug Handle)	12,810	12,075	---	---	---	---	---	concurrent with USH 12, Do not paint lane lines	
		USH 12 & STH 40 Interchange/ EB Off Ramp, Elk Mound	1010th St / Dunn & Chippewa County Line	30,926	27,620	---	---	---	---	---	---	Do not paint lane lines
		IH 94 EB Right Turn Lane	Eastbound	---	---	214	2	1	---	---	Gore area at bottom of EB IH 94 off ramp to STH 29	
		IH 94 EB Gore	Eastbound	---	---	334	---	---	17	---		
		IH 94 WB Left Turn Lane	Eastbound	---	---	201	2	2	---	---		
		USH 12/STH 40 Off Ramp Gore	Eastbound	---	---	546	---	---	---	---	NB and SB stop bars and end of ramp 8-Inch white is gore at end of ramp	
		Raised median at end of off ramp	Eastbound	---	---	---	4	2	59	---		
		USH 12/STH 40 Off Ramp	Eastbound	1,382	1,799	333	---	---	---	---		
		STH 29 On Ramp	Eastbound	1,668	2,279	1,194	---	---	---	---	NB and SB stop bars and end of ramp 8-Inch white is gore at end of ramp	
		CTH H/906th St Turn Lanes	Eastbound	---	---	610	---	---	---	---		
		970th St Turn Lanes	Eastbound	---	---	459	---	---	---	---		
		1010th St Turn Lanes	Eastbound	---	---	479	---	---	---	---		
		970th St Turn Lanes	Westbound	---	---	433	---	---	---	---		
		CTH H/906th St Right Turn Lane	Westbound	---	---	609	---	---	---	---		
		USH 12/STH 40 Off Ramp Gore	Westbound	---	---	521	---	---	---	---		
Raised median at end of off ramp	Westbound	---	---	---	2	2	51	---				
USH 12/STH 40 Off Ramp	Westbound	1,928	2,351	276	---	---	---	---				
USH 12/STH 40 On Ramp	Westbound	1,322	1,999	1,173	---	---	---	---				
IH 94 WB Gore	Westbound	---	---	582	---	---	---	---				
IH 94 EB Left Turn Lane	Westbound	---	---	89	1	1	---	---				
Douglas	USH 53 SB Only	650' North of Hungry Bear Trail (South of Saloon Springs Airport entrance)	2000' South of Forest Rd (end of new pavement)	8,269	8,601	----	---	---	---	---	Do not paint Lane Lines	
Doug/ Washburn	USH 53 SB Only	0.4 Mi. North of CTH T (PCC to HMA pavement change)	Mile Post 174 (1300' south of Whalen Lake Road - Trego)	93,128	91,828	----	---	---	---	---	Do not paint Lane Lines	
Washburn	USH 63	Washburn/Barron County Line	CTH B - Shell Lake	51,232	83,319	---	---	---	---	---		
		County Line Rd Right Turn Lane		---	---	194	---	---	---	---		
		Brick Yard Rd Right Turn Lane		---	---	187	---	---	---	---		
		CTH J Right Turn Lane		---	---	132	---	---	---	---		
		Hilltop Rd/CTH D NB Left Turn Lane		---	---	267	4	1	---	137		
		Hilltop Rd /CTH D SB Turn Lanes		---	---	602	4	1	---	---		
		High School Left Turn Lane		---	---	398	2	1	---	687		
		High School Right Turn Lane		---	---	708	3	---	---	---		
		Pederson Dr Right Turn Lane	5th Ave	---	---	392	4	1	---	---		
		Median Pederson		---	---	---	10	---	---	171		
		1st Ave/Lake Dr Turn Lanes		---	---	100	1	---	---	---		
		4th Ave Left Turn Lane		---	---	65	1	---	---	---		
		5th Ave Left Turn Lane		---	---	65	1	---	---	---		
6th Ave NB Left Turn Lane		---	---	113	1	1	---	237				
6th Ave SB Turn Lanes		---	---	212	3	---	---	34				
CTH B Left Turn Lane		---	---	300	2	---	---	---				
Subtotal				202,665	231,871	11,788	47	13	127	1,266		

PROJECT NO: 1000-18-23	HWY: VARIOUS	COUNTY: NW REGION	MISCELLANEOUS QUANTITIES	SHEET: E
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COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020	646.5020	646.5120	646.6120	646.7420	Comments
				YELLOW LF	WHITE LF	Marking Line EPOXY 8- IN WHITE LF	Arrow Epoxy Type 2 EACH	Word Epoxy Only EACH	Stop Line Epoxy 18-Inch White LF	Marking Crosswalk Epoxy Transverse Line 6-Inch White LF	
Eau Claire	USH 12 EB	STH 312, Eau Claire	USH 53, Eau Claire	6,618	22,923	---	---	---	---	---	
		EB STH 312 On Ramp to EB USH 12		---	---	451	1	---	40	---	
		N Leg at Truax Blvd		---	---	320	2	2	48	276	Crosswalk only on N leg
		N Leg at Folsom St		---	---	282	2	1	56	225	
		N Leg at Moholt Dr		---	---	272	2	1	58	450	Crosswalk on both N and S Legs
		N Let at Vine St		---	---	383	2	1	36	480	Crosswalk on both N and S Legs
		NW Leg at Cameron St		---	---	726	2	1	50	508	Crosswalk on both NW and SE Legs
		NW Leg at Crestview Dr		---	---	274	2	1	---	---	
		NW Leg at Lamplight Ct		---	---	219	2	1	---	---	
		NW Leg at Avenue C St		---	---	103	---	---	---	---	
		NW Leg at Menomie St		---	---	548	2	1	69	444	Crosswalks on N leg only
		NW Leg at American Blvd		---	---	205	2	1	---	---	
		NW Leg at Craig Rd		---	---	650	---	---	---	214	Crosswalk on W leg only
		STH 37		---	---	---	---	---	---	232	Crosswalk on E leg only
		W Leg at Stein Blvd		---	---	487	---	---	68	435	Crosswalks on E and W legs only
		W Leg at University Dr		---	---	221	---	---	69	230	Crosswalk on E leg only
		W Leg at CVTC Student Parking		---	---	391	---	---	---	---	
		W Leg at Patton St		---	---	616	---	---	48	162	Crosswalks on E leg only
		Walker St Right Turn Lane		---	---	207	---	---	---	---	
		W Leg at May St		---	---	287	---	---	---	---	
W Leg at Rudolph Rd		---	---	893	---	---	62	210	Crosswalks on E leg only		
W Leg at Keith St		---	---	661	---	---	62	---			
W Leg at Fairfax St		---	---	515	---	---	62	238	Crosswalks on W leg only		
RT to Frontage Road		---	---	141	---	---	---	---			
W Leg at London Rd		---	---	613	3	---	64	240	Crosswalks on W and leg only		
EB USH 12 to SB Hastings Way On Ramp		---	---	425	---	1	36	---			
EB USH 12 to NB Hastings Way On Ramp		---	---	589	---	4	82	134	Dual Left Turn Lanes		
W Leg at Storrs Rd/Otter Rd		---	---	368	---	2	2	64	---		
Subtotal				6,618	22,923	10,847	29	13	974	4,478	

COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020	646.5020	646.5120	646.6120	Comments
				YELLOW LF	WHITE LF	Marking Line EPOXY 8- IN WHITE LF	Arrow Epoxy Type 2 EACH	Word Epoxy Only EACH	Stop Line Epoxy 18-Inch White LF	
Eau Claire	USH 12 WB	USH 53, Eau Claire	STH 312, Eau Claire	5,929	22,990	---	---	---	---	
		E Leg at Storrs Rd/Otter Rd		---	---	386	1	1	48	
		WB USH 12 to NB Hastings Way On Ramp		---	---	174	---	---	36	
		E Leg at London Rd		---	---	335	2	---	48	
		E Leg at Fairfax St		---	---	449	---	---	46	
		E Leg at Keith St		---	---	456	---	---	62	
		East Leg at Rudolph Rd		---	---	391	---	---	62	
		East Leg at May St		---	---	363	---	---	---	
		East Leg at Patton St		---	---	363	---	---	48	
		East Leg at Wold Ct		---	---	105	---	---	---	
		East Leg at University Dr		---	---	1,657	6	---	68	Dual Left Turn Lanes
		E Leg at Stein Blvd		---	---	1,102	6	---	68	Dual Left Turn Lanes
		E Leg at Hendrickson Dr		---	---	517	---	---	68	
		E Leg at Craig Rd		---	---	469	---	---	48	
		SE Leg at American Blvd		---	---	247	2	1	---	
		SE Leg at Menomie St		---	---	888	3	2	48	
		SE Leg at Park Ridge Dr		---	---	216	2	1	---	
		SE Leg at Curtis St		---	---	259	2	1	---	
		SE Leg at Crestview Dr		---	---	247	2	1	---	
		SE Leg at Cameron St		---	---	485	3	2	48	
SE Leg at Vine St		---	---	398	2	1	48			
S Leg at Moholt Dr		---	---	377	3	2	48			
S Leg at Folsom St		---	---	378	2	1	48			
S Leg at Truax Blvd		---	---	382	2	1	52			
WB USH 12 to EB STH 312 On Ramp		---	---	286	---	---	24			
Subtotal				5,929	22,990	10,930	38	14	918	

COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020	646.6120	Comments
				YELLOW LF	WHITE LF	Marking Line EPOXY 8- IN WHITE LF	Stop Line Epoxy 18-Inch White LF	
Pierce	STH 29	825' East of STH 35 / E Cascade Ave, River Falls (Construction Joint at end of painted median) CTH Y-Right Turn Lanes USH 63 North Jct	USH 63 North Jct	58,114	118,583	---	---	
				---	---	371	---	
				---	---	20	36	
Pierce/ St Croix	STH 35	STH 29 East, River Falls Pierce/St Croix County Line	Pierce/St Croix County Line I-94	16,625	369	---	---	Do not paint Tape or Hanley Rd RAB
				213,802	11,698	---	---	
St Croix	USH 12	STH 128 Wilson St	St Croix & Dunn County Line	32,706	33,833	---	---	Starts at new construction joint
				---	---	106	---	
St Croix/ Pierce	STH 128	STH 72 SB RT Lane to County Materials Quarry South St Croix County Line Gore at STH 29 Intersection	North County Line  STH 29	52,878	65,386	56	35	Stopbars and Gore at STH 72 Intersection
				---	---	95	---	
				9,700	9417	---	---	
				---	---	125	32	
Pierce	STH 72	USH 63 / East of Ellsworth	CTH BB East end of Bridge Deck	41,534	47,970	---	---	
Subtotal				425,359	287,256	773	103	

3

3

COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020 Marking Line EPOXY 8- IN	646.5020 Arrow Epoxy			646.5120 Word Epoxy		646.6120 Stop Line Epoxy 18-Inch	646.6320 Dotted Extension Epoxy 18-Inch	646.7120 Diagonal Epoxy 12-Inch	646.7520 Crosswalk Epoxy Block Style 24-Inch White LF	Comments	
				YELLOW LF	WHITE LF	WHITE LF	Type 2 EACH	Type 3 EACH	Type 3R EACH	Only EACH	Yield EACH	White LF	White LF	Yellow LF	White LF		
Polk	USH 8	Glacier Dr, St Croix Falls - (Starts at E Leg of Intersection)	725' East of STH 35 North (Construction Joint)	33,497	26,703	---	---	---	---	---	---	---	---	---	---	---	
		Glacier Dr-East Leg		---	---	477	4	---	---	4	---	53	---	---	---	---	
		TWLTL (Glacier Dr - 208th)		---	---	---	12	---	---	---	---	---	---	---	---	---	
		Walmart Right in Right Out		---	---	322	---	---	---	---	---	---	---	---	---	---	
		Unnamed Driveway-Right Turn Lane		---	---	96	---	---	---	---	---	---	---	---	---	---	
		208th St Roundabout-West Leg		---	---	526	---	2	2	---	2	---	32	107	---	---	
		208st St Roundabout- North Leg Circular		---	---	94	---	---	---	---	---	---	21	---	---	---	Around Island Only Dotted Extension
		208th St Roundabout- East Leg		---	---	487	---	2	2	---	2	---	28	---	---	---	
		208th St Roundabout- South Leg		---	---	67	---	---	---	---	---	---	47	---	---	---	Around Island Only
		TWLTL (208th to STH 35 N) Brake Check Area Gore		---	---	---	36	---	---	---	---	---	---	---	---	---	---
WB USH 8 to STH 35 Left Turn Lane		---	---	492	2	---	---	2	---	---	---	---	165	---	---		
EB USH 8 to STH 35 Right Turn Lane		---	---	376	2	---	---	2	---	---	---	---	50	---	---		
SB STH 35 Off Ramp to WB USH 8 Gore		---	---	192	---	---	---	---	---	---	---	---	---	---	---		
Polk	STH 243	Wisconsin Stateline	STH 35	3,716	1,428	---	---	---	---	---	---	---	---	---	---	---	
		West Leg		---	---	---	---	---	---	---	---	24	---	---	---	112	
		South Leg		---	---	45	1	---	---	1	---	22	---	---	---	---	
		North Leg		---	---	70	1	---	---	1	---	30	---	---	---	104	
		STH 35/CTH M Intersection North Leg		---	---	---	---	---	---	---	---	---	---	---	---	---	60
Polk	STH 35	USH 8 East Jct	STH 48, Luck	68,183	136,605	---	---	---	---	---	---	---	---	---	---	---	
		SB STH 35 at USH 8 Gore		---	---	690	---	---	---	---	---	31	---	---	---	---	
		140th Ave Right Turn Lane		---	---	194	---	---	---	---	---	---	---	---	---	---	
		CTH I Right Turn Lane		---	---	350	---	---	---	---	---	---	---	---	---	---	
		CTH I/190th St Right Turn Lane		---	---	139	---	---	---	---	---	---	---	---	---	---	
		190th Ave Right Turn Lane		---	---	192	---	---	---	---	---	---	---	---	---	---	
		CTH G/220th Ave Right Turn Lane		---	---	279	---	---	---	---	---	---	---	---	---	---	
		STH 46		---	---	---	---	---	---	---	---	41	---	---	---	---	Three stop bars
CTH N/Butternut Ave Right Turn Lane		---	---	434	---	---	---	---	---	---	---	---	---	---			
STH 48 East/1st Ave Right Turn Lane		---	---	220	---	---	---	---	---	---	---	---	---	---			
Subtotal				105,396	164,736	6,252	59	4	7	11	4	201	128	322	276		

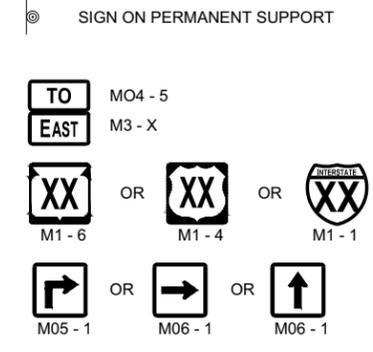
COUNTY	HWY	START LOCATION	END LOCATION	646.1020 Marking Line EPOXY 4- IN		646.3020	646.5020	646.5120	646.5320	646.6120	646.7120	Comments
				YELLOW LF	WHITE LF	Marking Line EPOXY 8- IN WHITE LF	Arrow Epoxy Type 2 EACH	Word Epoxy Only EACH	Railroad Crossing Epoxy White EACH	Stop Line Epoxy 18-Inch White LF	Diagonal Epoxy 12-Inch Yellow LF	
Rusk	USH 8	2100' East of N 4th St,Bruce/ Chippewa River Bridge	W 10th Street North, Ladysmith	41,457	77,188	---	---	---	---	---	---	East of Bruce West of Bruce
		Driveway/Taylor Rd		---	---	341	---	---	2	---	---	
		STH 27 Left Turn Lane	Eastbound	---	---	93	1	1	---	32	17	
		STH 27 Left Turn Lane	Westbound	---	---	125	1	1	---	32	17	
		RR Crossing Near Beebe Road		---	---	---	---	---	2	---	---	
		RR Crossing at STH 40		---	---	---	---	2	24	---		
Rusk	STH 27	.10 Mi North of Clark Ave, Ladysmith - House N5093	100' North of Flambeau Ave, Ladysmith	1,888	4,773	----	---	---	2	---	---	
Taylor	STH 64	S Jct STH 73	CTH T	41,336	88,661	375	---	---	---	---	---	
		STH 64 Right Turn Lane		---	---	199	---	---	---	---	---	
		CTH F Right Turn Lane		---	---	92	---	---	---	---	---	
		CTH T Right Turn		---	---	84	---	---	---	---	---	
Subtotal				84,681	170,622	1,309	2	2	8	88	34	

## Standard Detail Drawing List

15C02-08D	ON RAMP LANE CLOSURE
15C03-05	BARRICADES AND SIGNS FOR SIDEROAD CLOSURES
15C06-09	SIGNING & MARKING FOR TWO LANE BRIDGES
15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDBOUT ARROWS
15C08-20A	LONGITUDINAL MARKING (MAINLINE)
15C08-20B	PAVEMENT MARKING (TURN LANES)
15C08-20C	PAVEMENT MARKING (TURN LANES)
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-07	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-05A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-05B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-06A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-06B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C21-10	SIGNING AND MARKING FOR TWO LANE TO FOUR LANE DIVIDED TRANSITIONS
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-04B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15C35-04B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-04C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D20-05A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-05B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-05C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D37-03	TRAFFIC CONTROL, 2-LANE ROUNDABOUT

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

**LEGEND**



**GENERAL NOTES**

- THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
- IF THERE ARE ANY ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE TO ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT TO SIGNING DETAIL SHEETS. MODIFY EXISTING SIGNS WHERE POSSIBLE.
- THE SPACING BETWEEN TRAFFIC CONTROL AND TO SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.
- ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
- SIGNS THAT SHALL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.
- "MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.
- SIGN SIZES SHALL BE AS FOLLOW:  
M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).  
M04 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).  
M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).  
M05 - 1, M05 - 2, AND M06 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).  
W20 - 53A SHALL BE 48" X 48"
- \* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

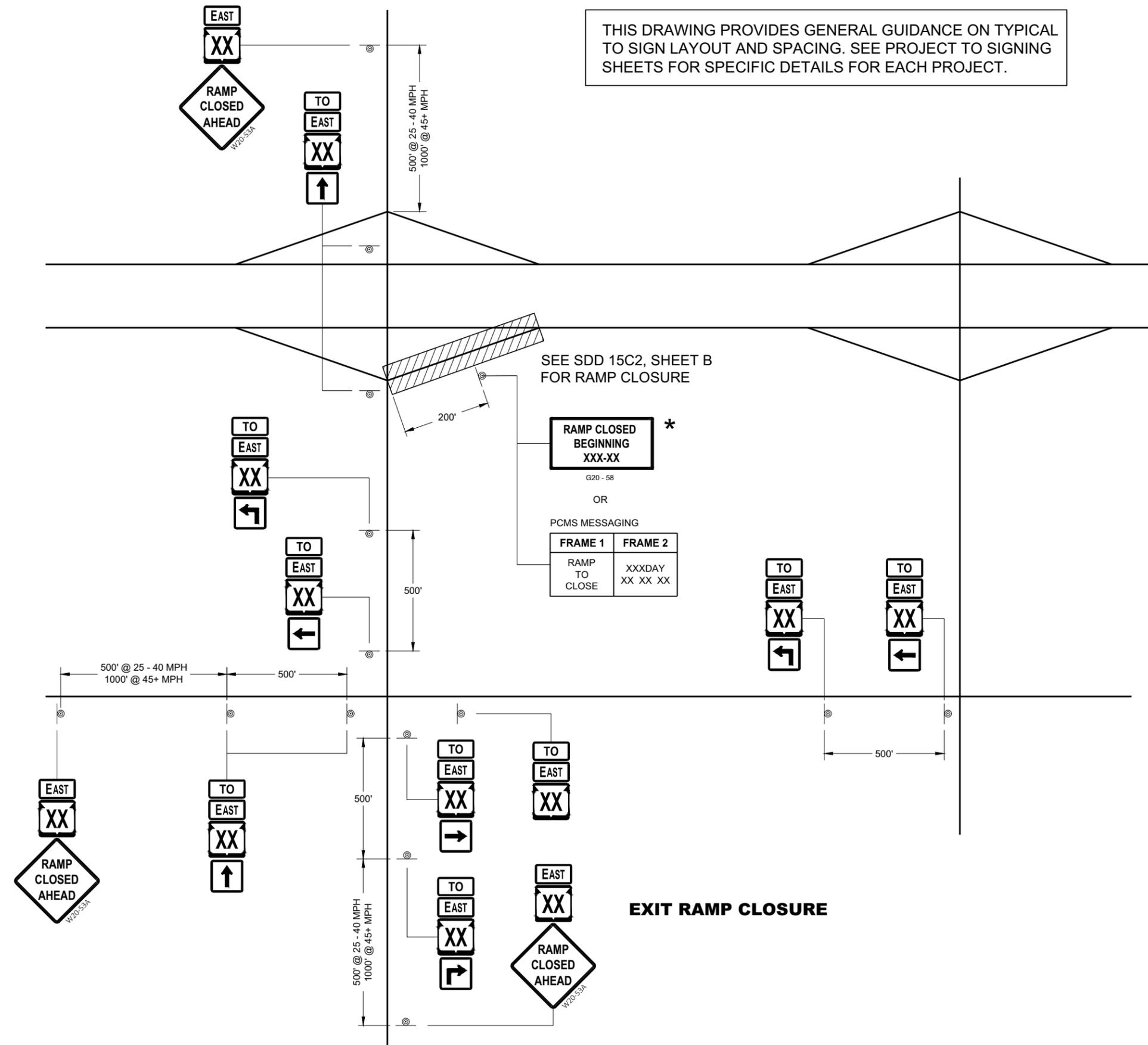
6

6

SDD 15C02 - 08d

SDD 15C02 - 08d

**EXIT RAMP CLOSURE**



**ON RAMP  
LANE CLOSURE**

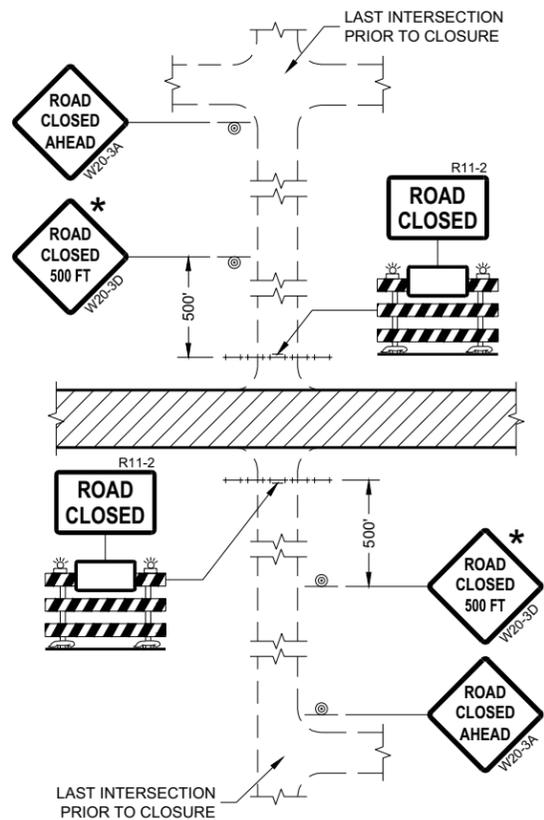
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STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

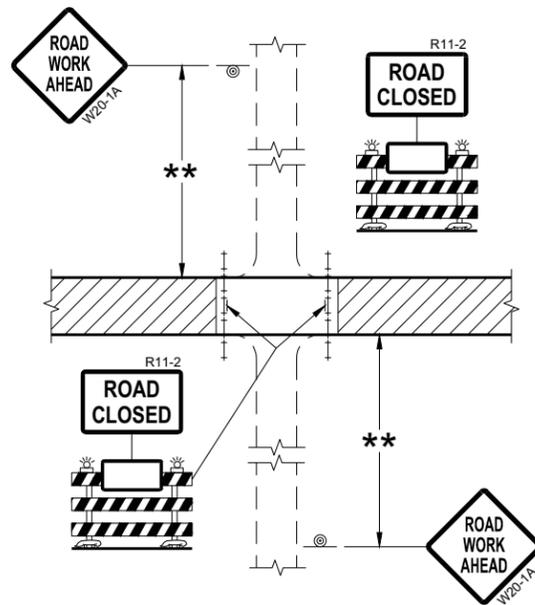
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APPROVED  
February 2020 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

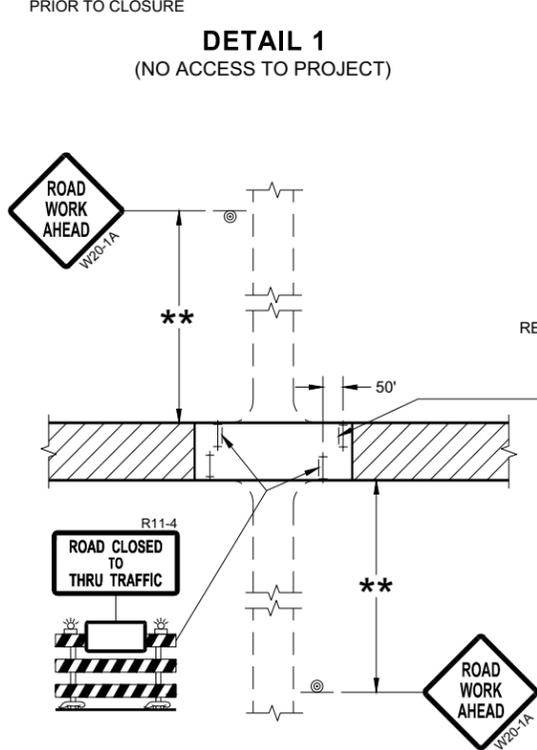
FHWA



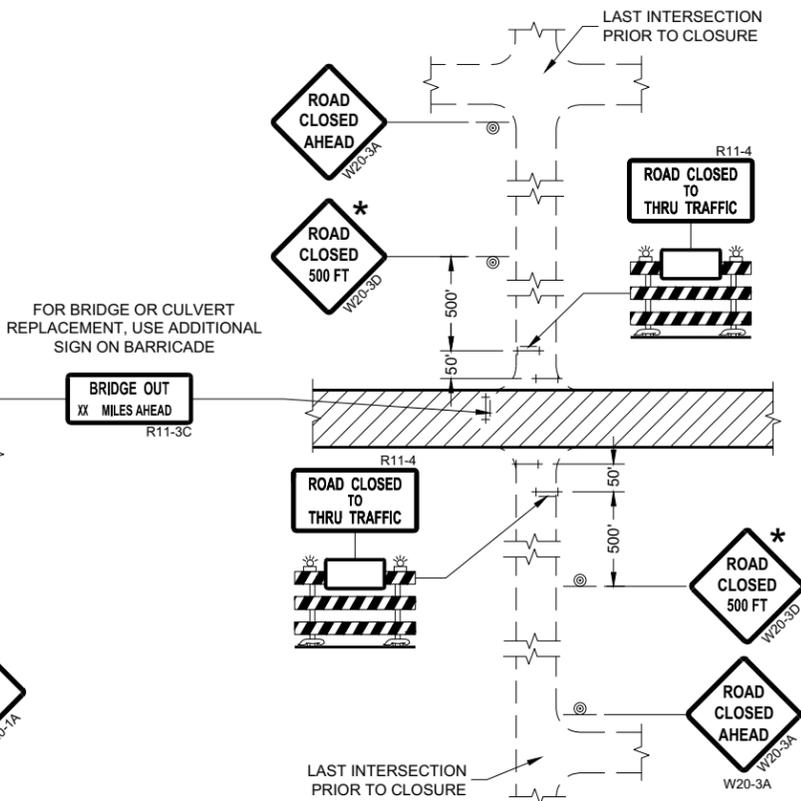
**DETAIL 1**  
(NO ACCESS TO PROJECT)



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



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



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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

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

**LEGEND**

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

**BARRICADES AND SIGNS  
FOR  
SIDEROAD CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

**GENERAL NOTES**

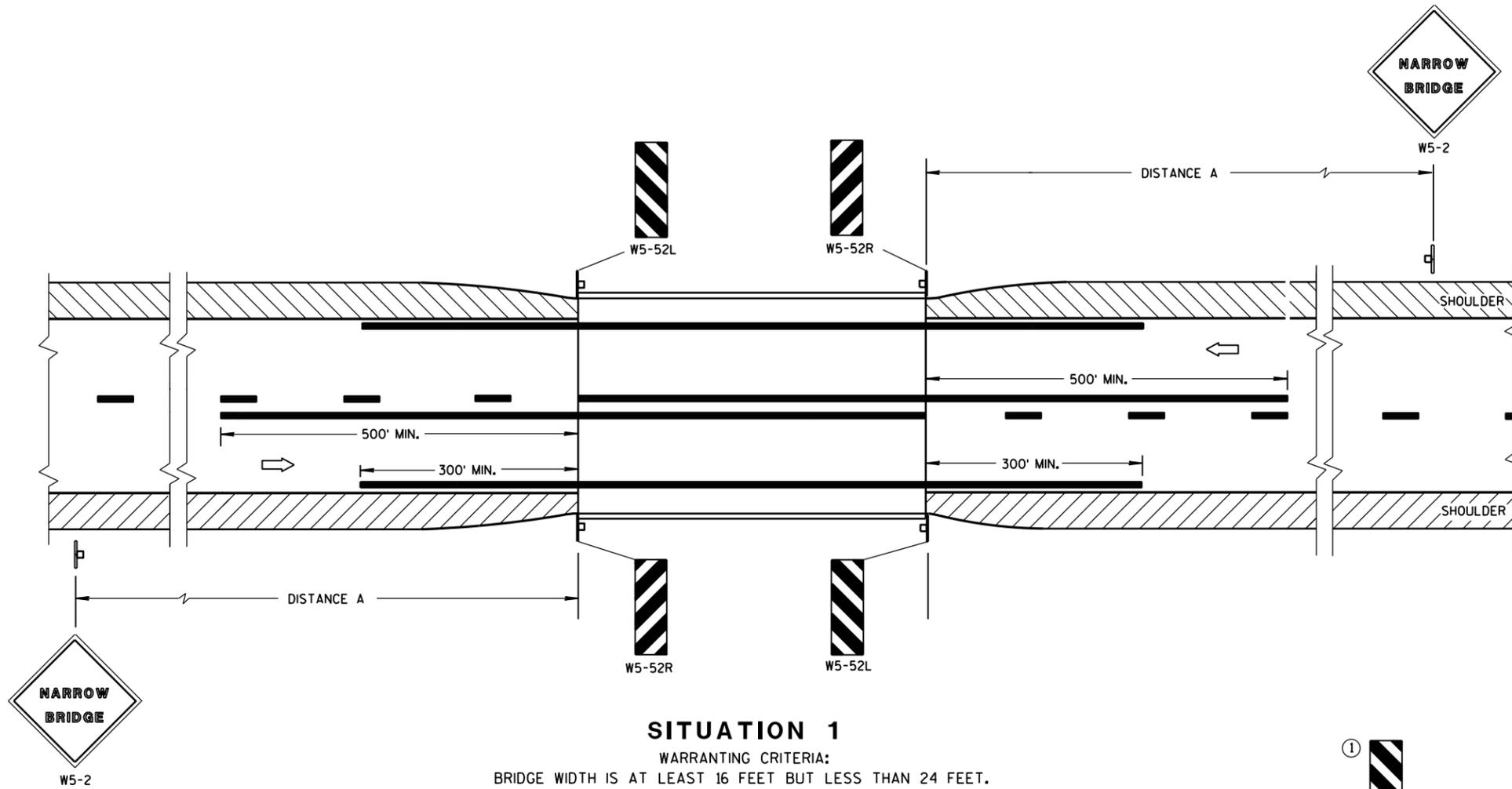
DETAILS OF TRAFFIC CONTROL DEVICES AND INSTALLATION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS, THE SPECIAL PROVISIONS, AND THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

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

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

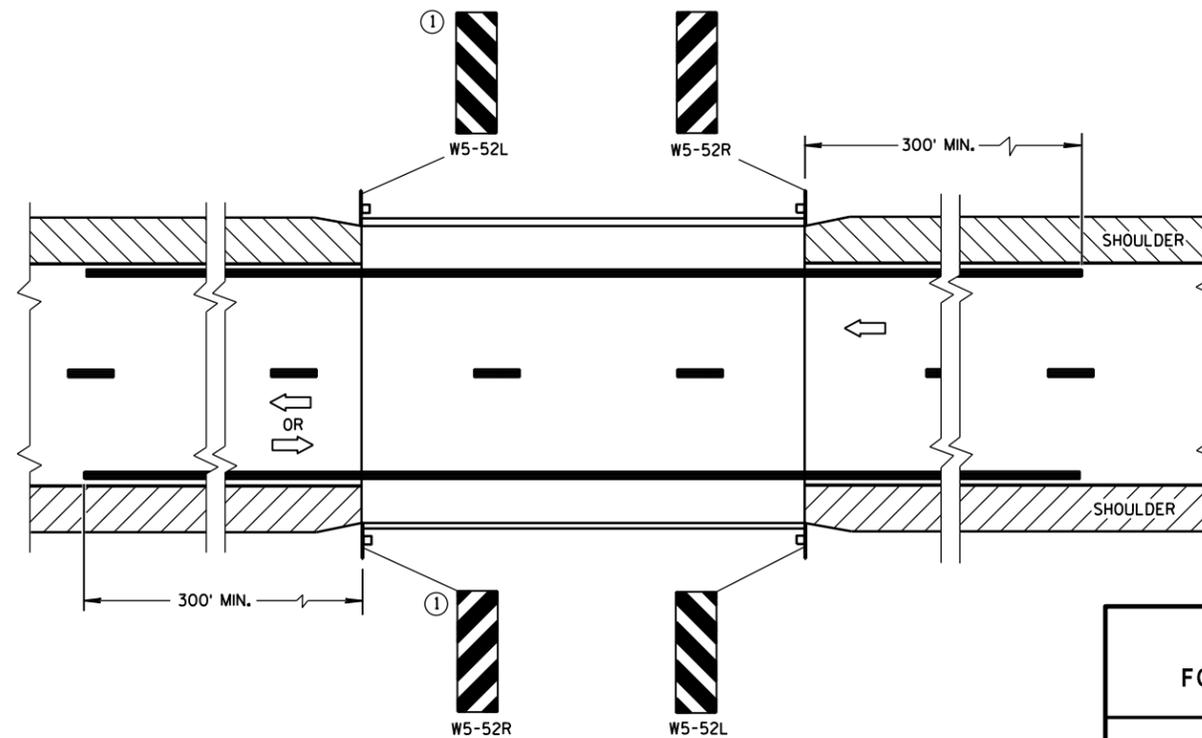
① OMIT ON ONE-WAY TRAVELLED WAYS.

➡ DIRECTION OF TRAFFIC



**SITUATION 1**

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



**SITUATION 2**

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

**DISTANCE TABLE**

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
25	150'
30	200'
35	250'
40	300'
45	400'
50	550'
55	750'

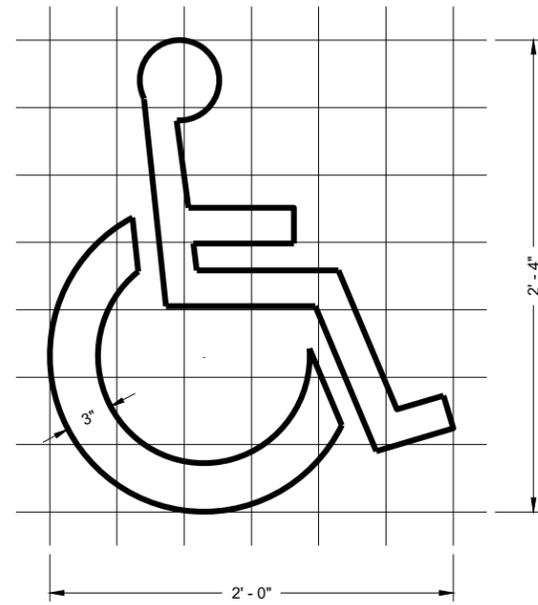
**SIGNING & MARKING FOR TWO LANE BRIDGES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

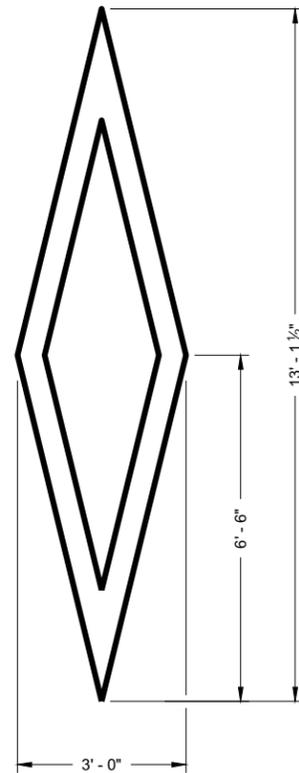
APPROVED  
June 2017 /S/ Matthew R. Rauch  
DATE STATE SIGNING AND MARKING ENGINEER  
FHWA

**GENERAL NOTES**

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



**HANDICAP SYMBOL**



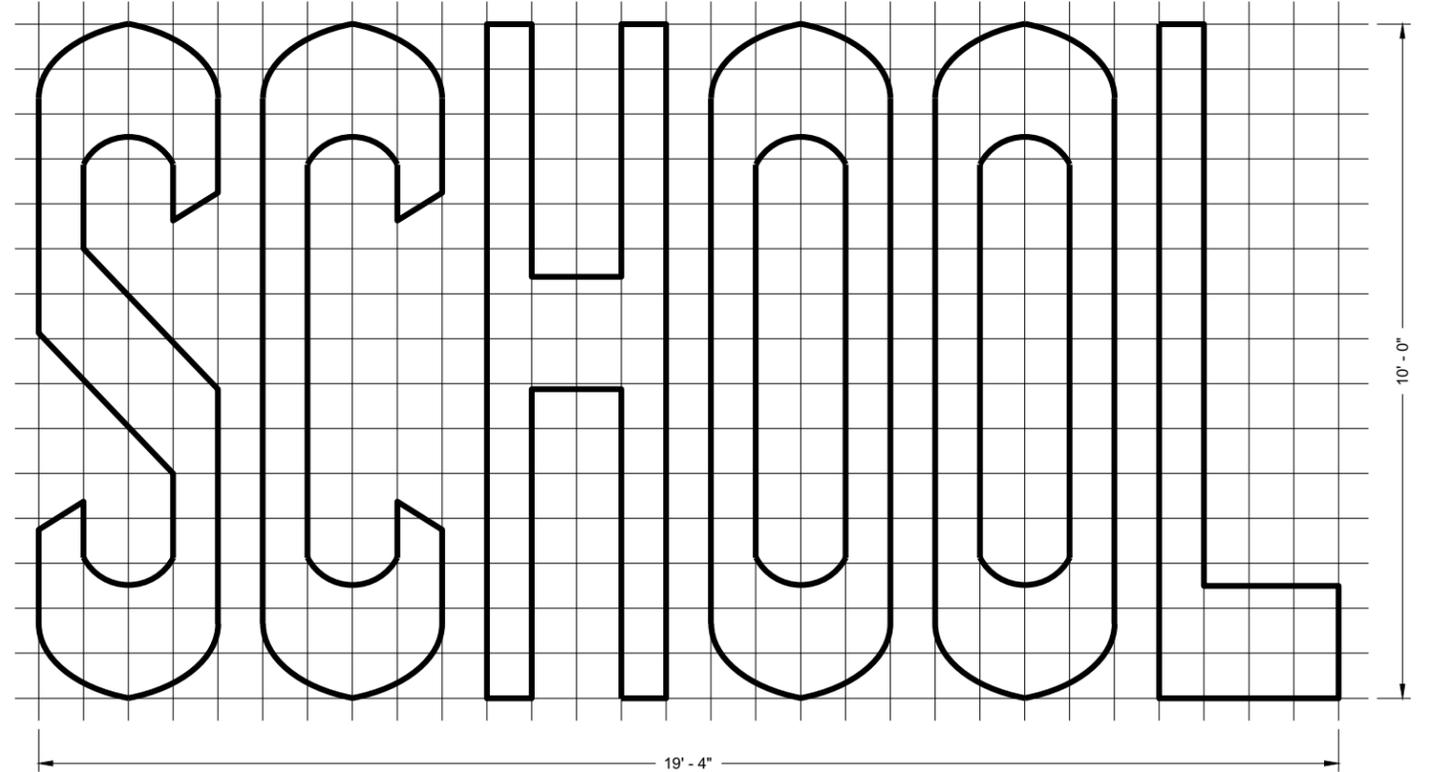
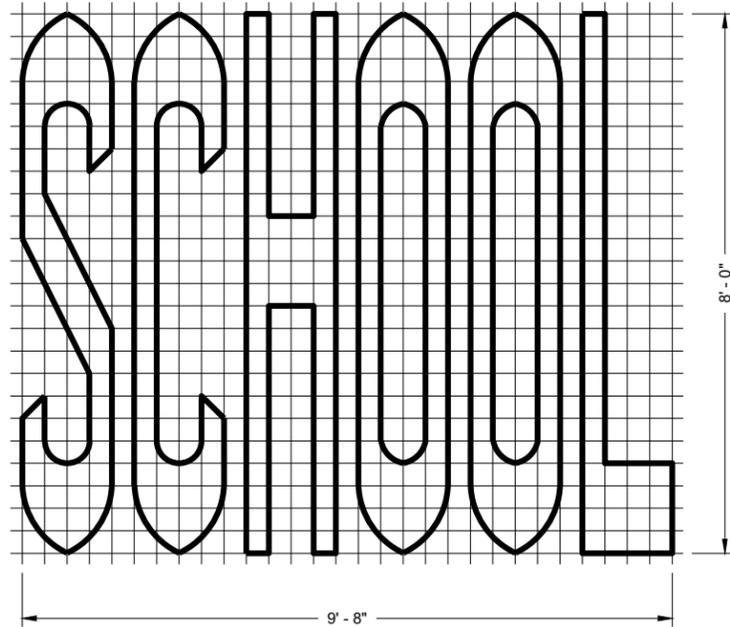
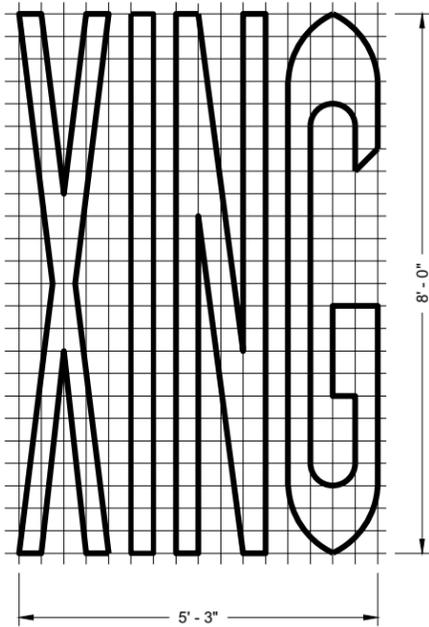
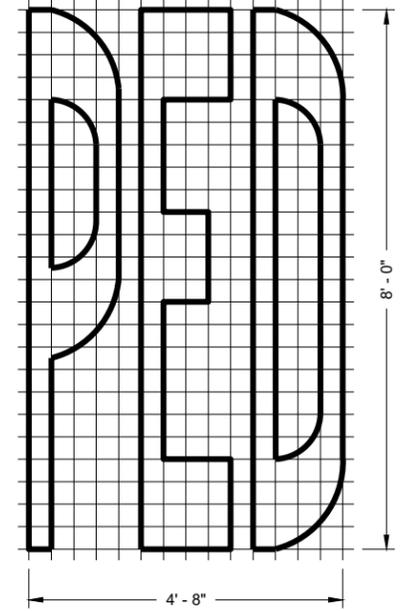
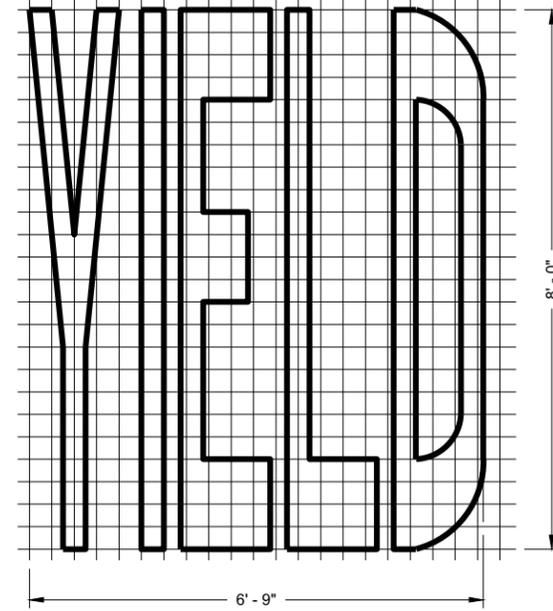
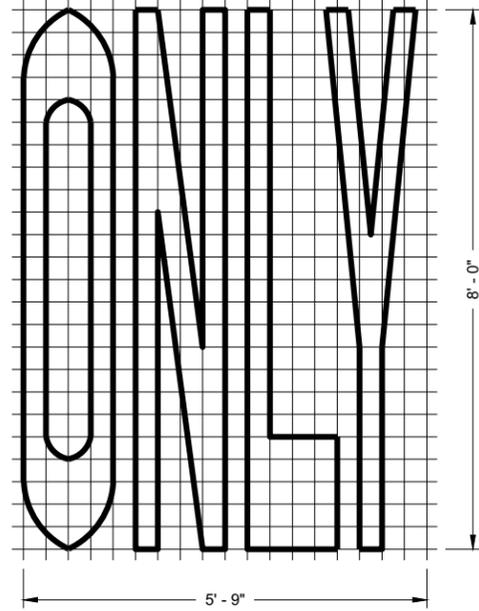
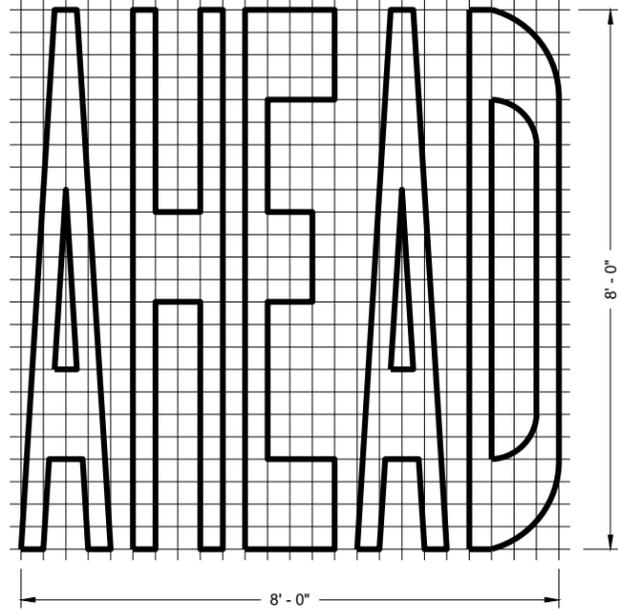
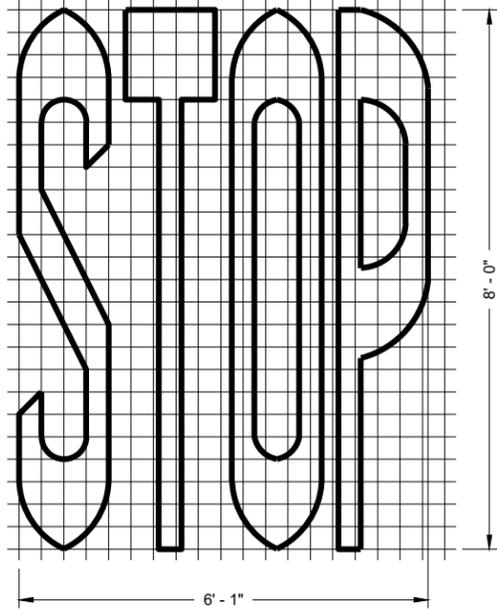
**PREFERENTIAL  
LANE SYMBOL**

**PAVEMENT MARKING SYMBOLS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

FHWA



SINGLE LANE

TWO - LANE

**GENERAL NOTES**

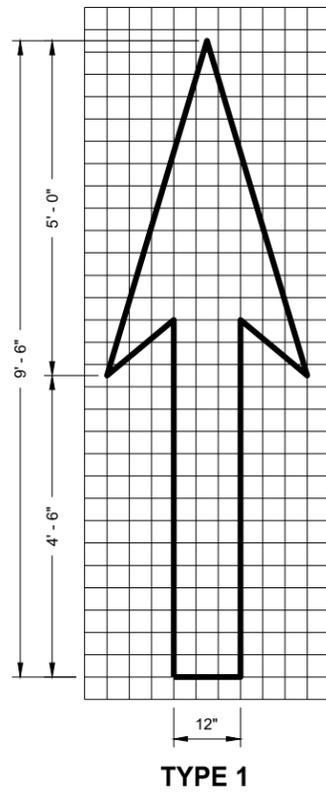
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

**PAVEMENT MARKING WORDS**

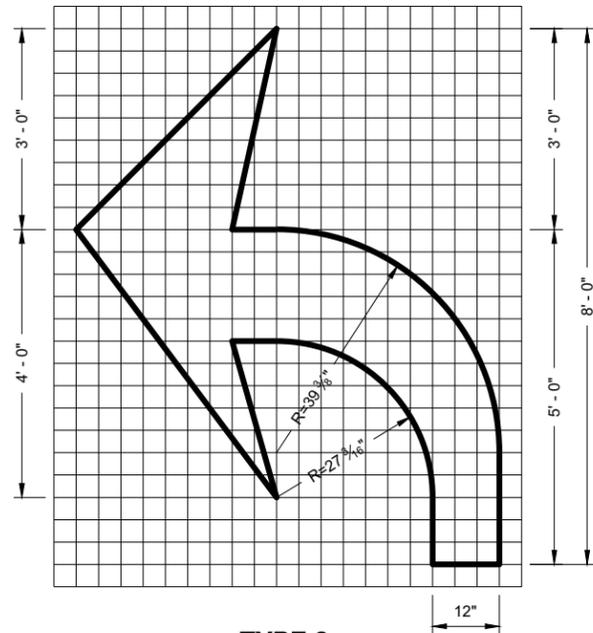
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

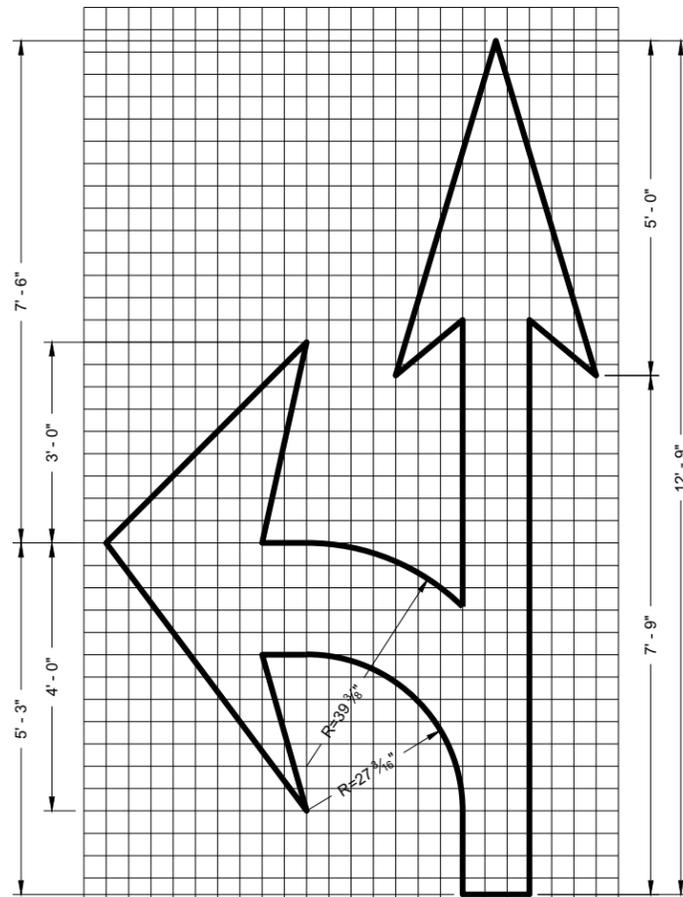
FHWA



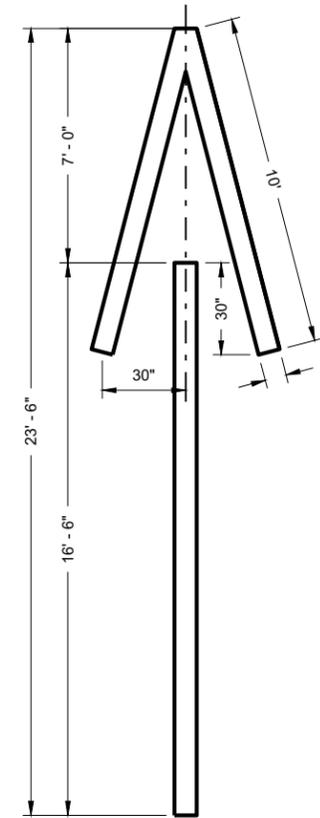
TYPE 1



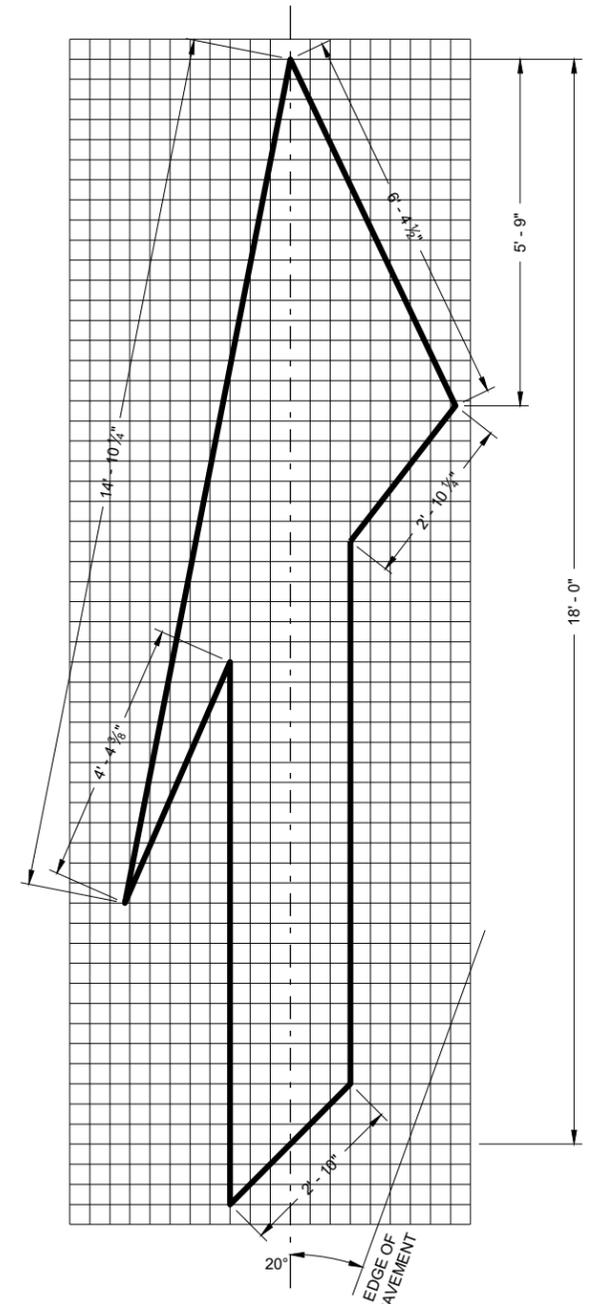
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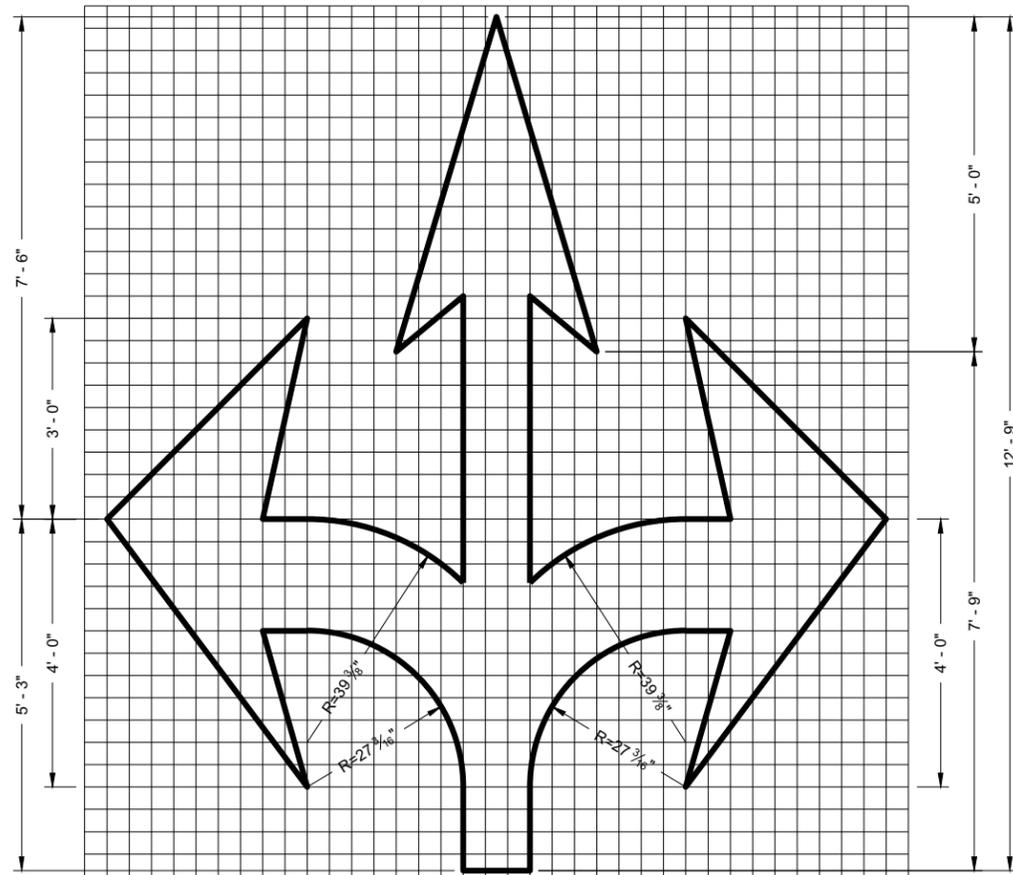
TYPE 3



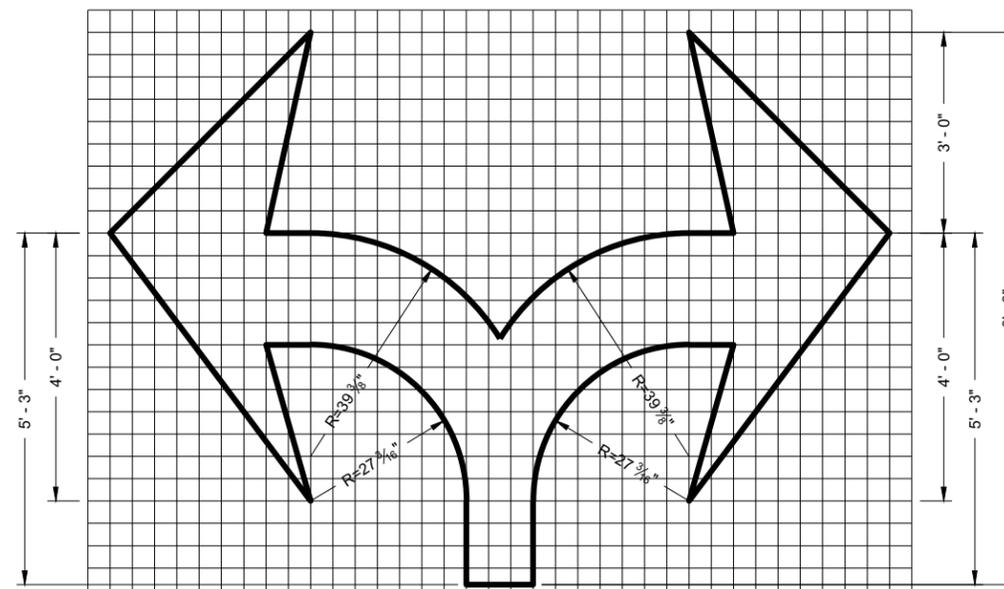
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

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

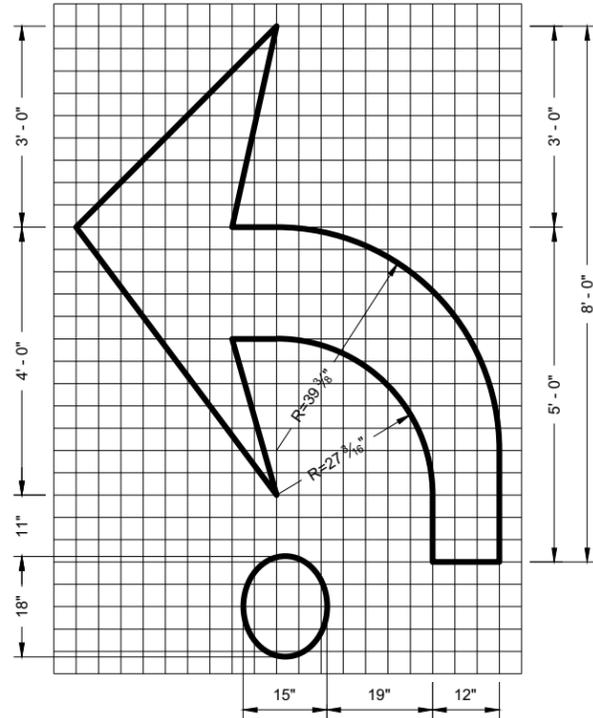
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

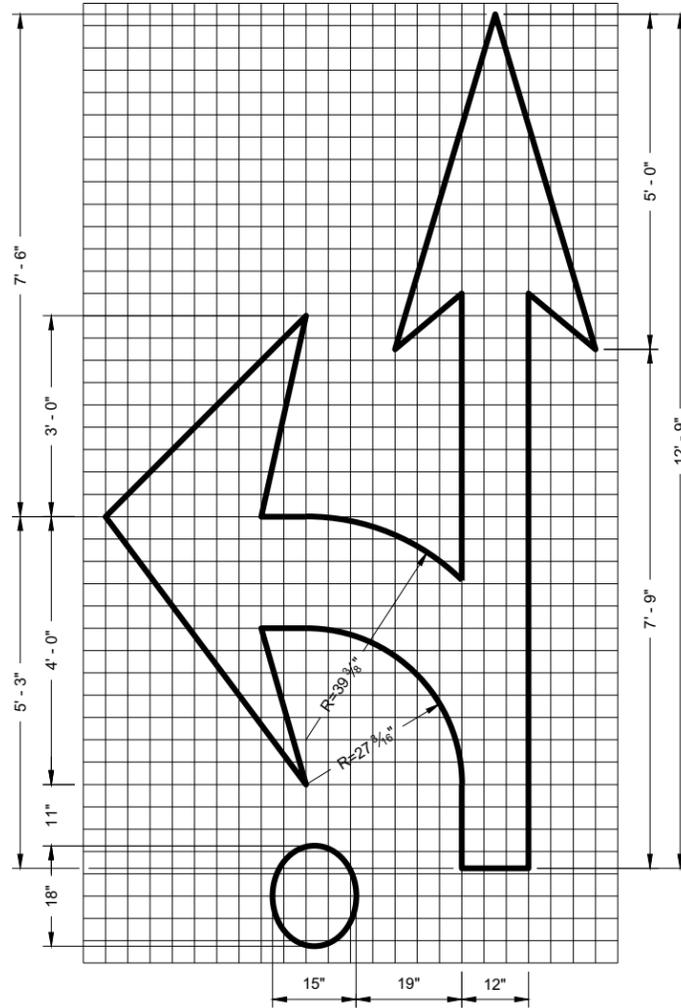
APPROVED  
November 2019  
DATE /S/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER  
FHWA

**GENERAL NOTES**

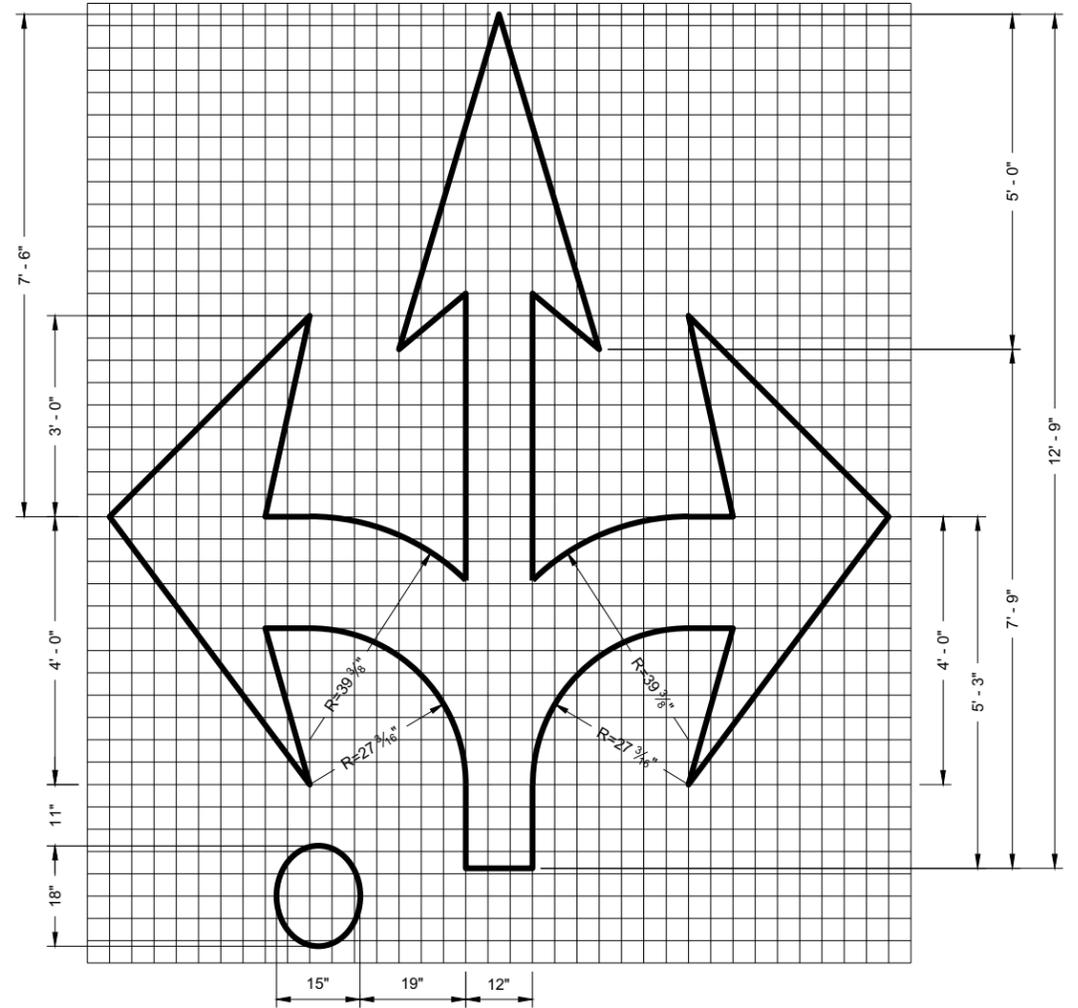
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



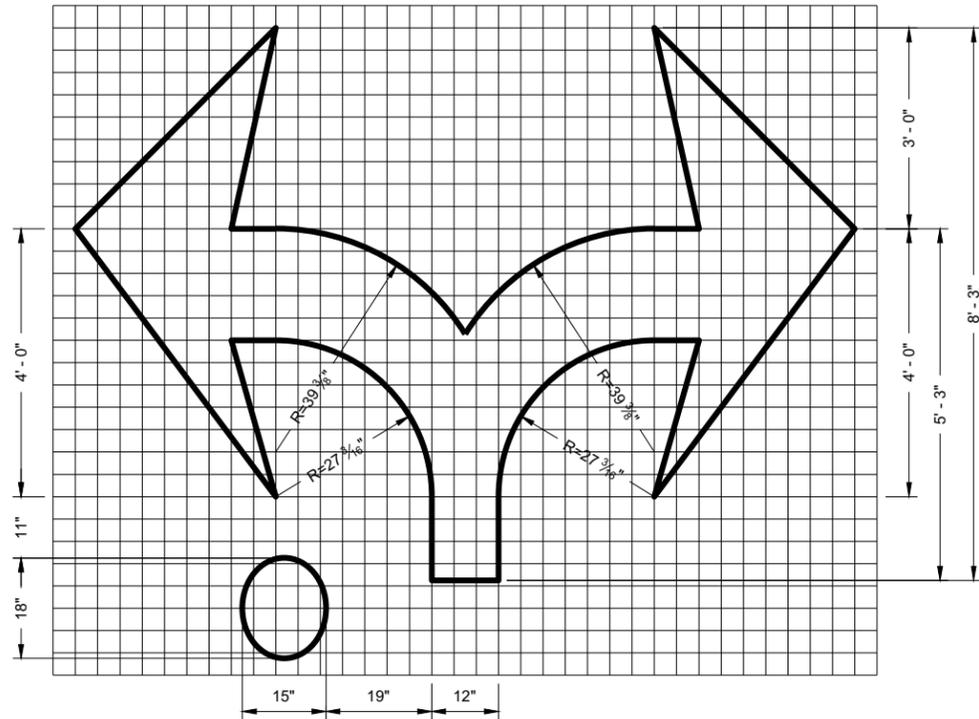
**TYPE 2R**



**TYPE 3R**



**TYPE 6R**



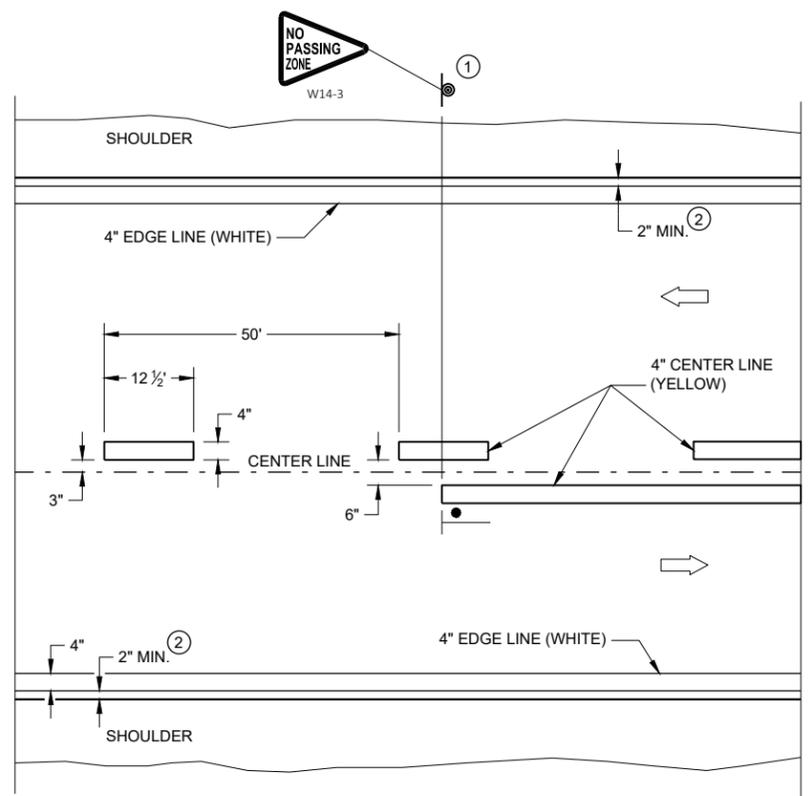
**TYPE 7R**

**ROUNDBOUT  
MARKING ARROWS**

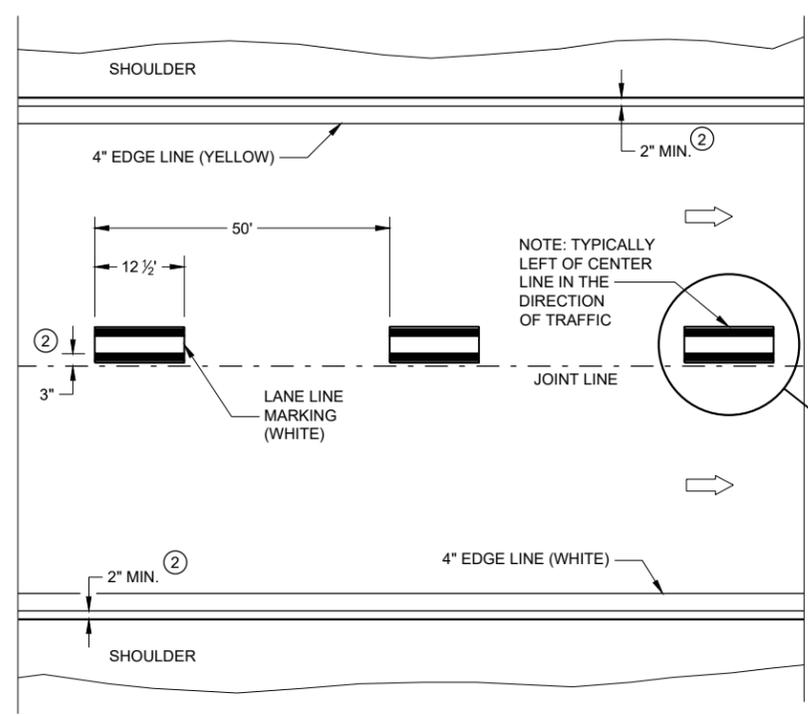
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

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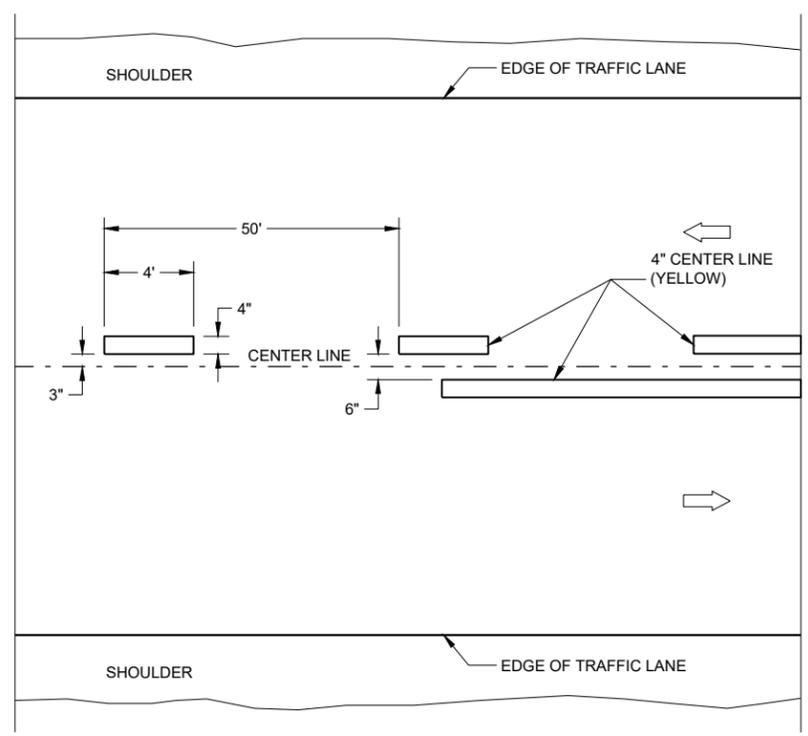


TWO WAY TRAFFIC

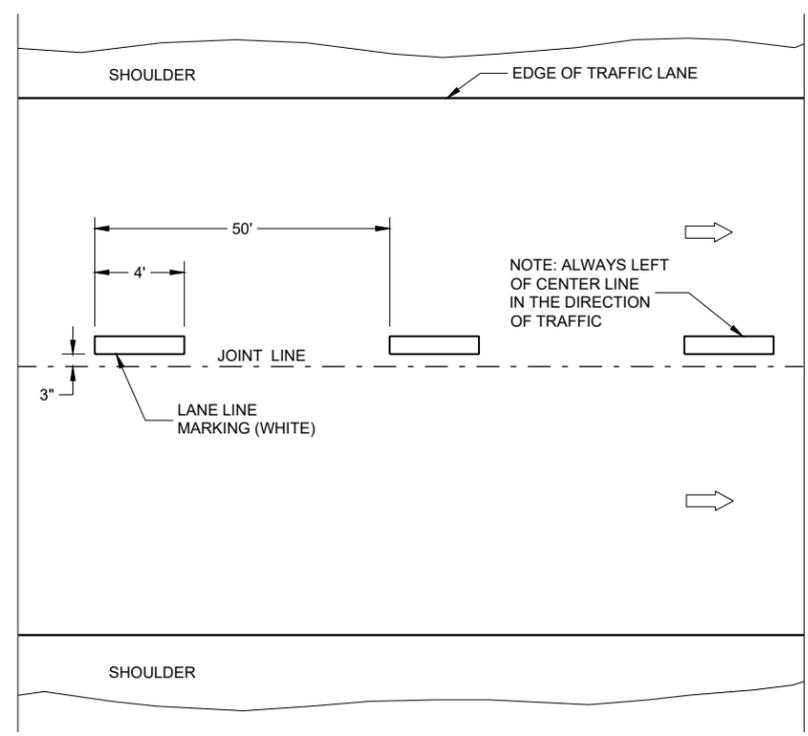


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

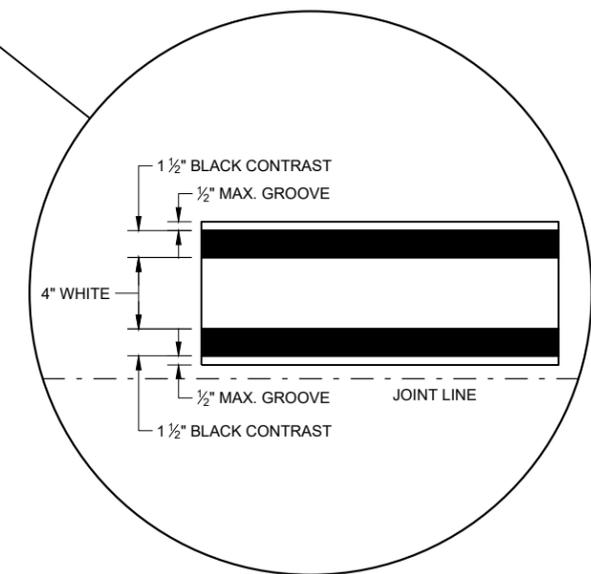
GENERAL NOTES

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



LONGITUDINAL MARKING (MAINLINE)

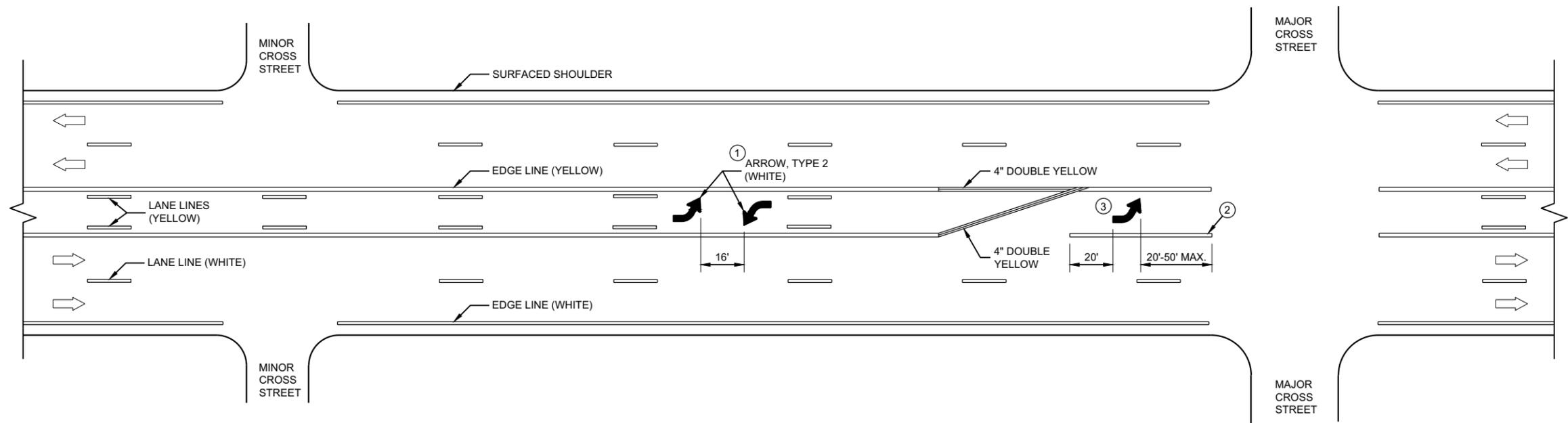
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

APPROVED  
 February 2020 /S/ Matthew Rauch  
 DATE STATEWIDE SIGNING AND MARKING ENGINEER  
 FHWA

**GENERAL NOTES**

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

➡ DIRECTION OF TRAFFIC



**TWO WAY LEFT TURN LANE**

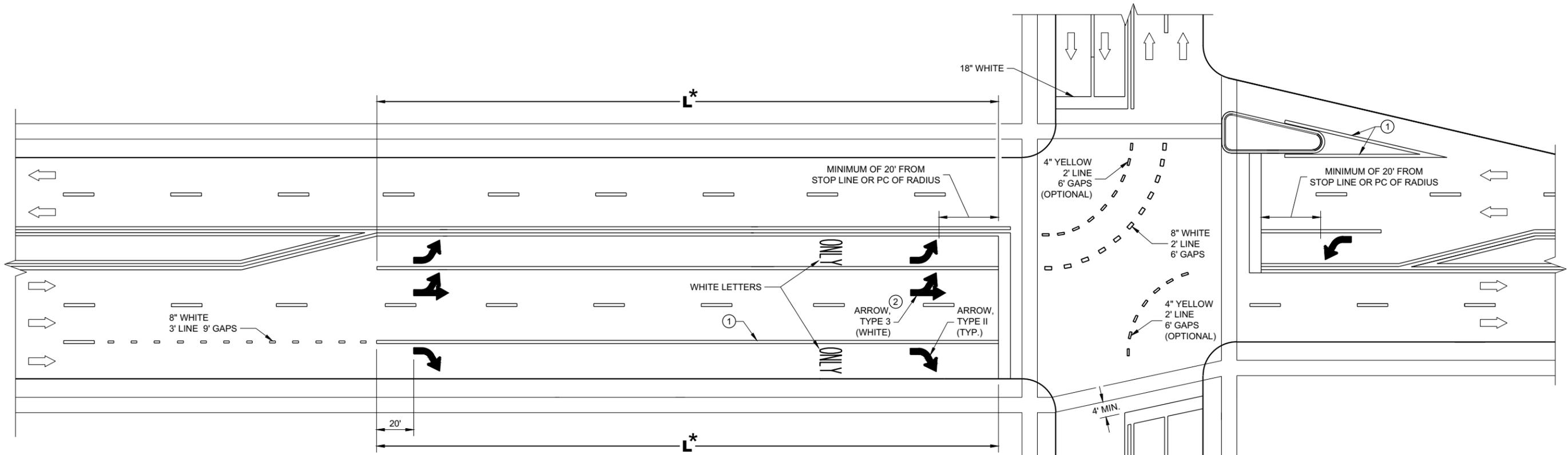
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SDD 15C08 - 20b

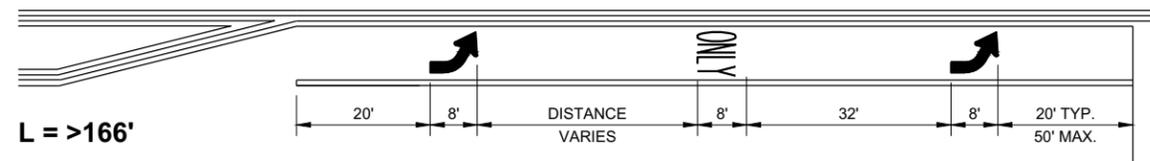
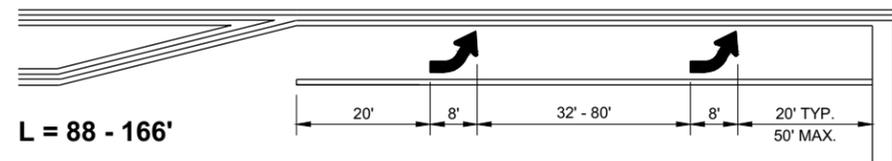
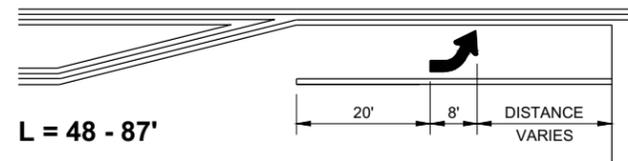
SDD 15C08 - 20b

<p><b>PAVEMENT MARKING (TURN LANES)</b></p>
<p>STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION</p>



**TURN LANE OPTIONS**

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



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

**GENERAL NOTES**

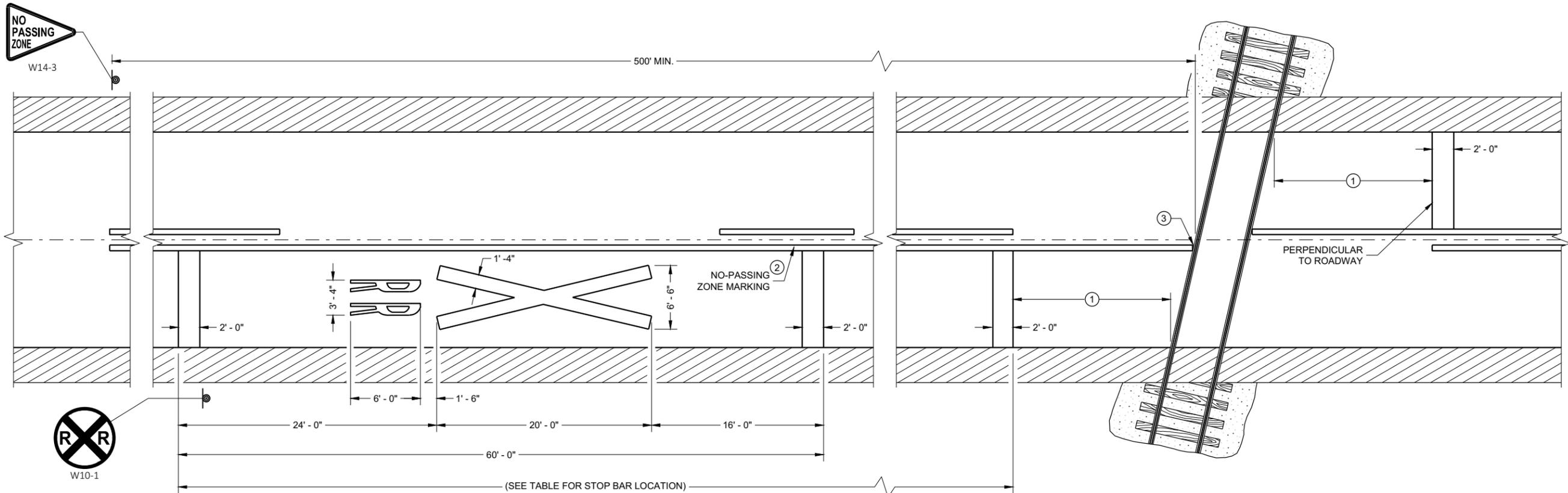
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

**L** = LENGTH OF TURN BAY

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PAVEMENT MARKING**

**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT

**GENERAL NOTES**

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

ON MULTI-LANE ROADS THE TRANSVERSE BANDS SHOULD EXTEND ACROSS ALL APPROACH LANES, AND INDIVIDUAL R X R SYMBOLS SHOULD BE USED IN EACH APPROACH LANE.

CENTER OR LANE LINES AND NO-PASSING ZONE MARKINGS SHOWN ON THIS DRAWING ARE REQUIRED AND PAID FOR UNDER OTHER ITEMS IN THE CONTRACT.

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

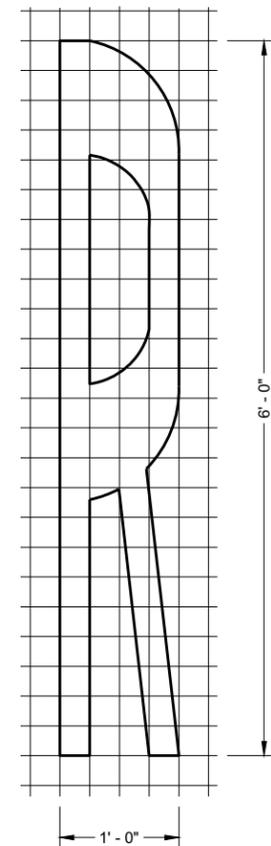
- ① MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE SHALL EXTEND TO THE NEAR RAIL OF THE FURTHEST TRACK IN THE DIRECTION OF HIGHWAY TRAVEL.

**DISTANCE TABLE**

TABLE BASED UPON 2C-4 WISCONSIN SUPPLEMENT OF MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES.

POSTED SPEED (M.P.H.)	DIMENSION RANGE (FEET)
25	150* - 250'
30	200* - 300'
35	250* - 450'
40	300* - 500'
45	400* - 650'
50	550* - 800'
55	750* - 1000'
60	1000* - 1250'
65	1000* - 1250'

\* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.

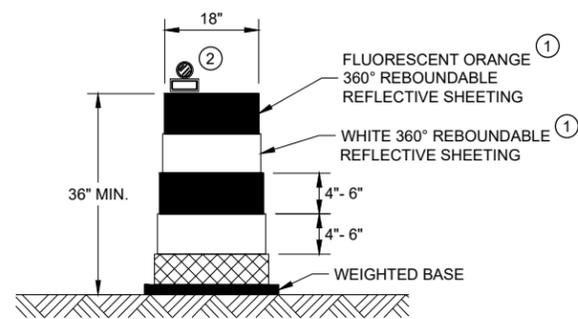


**SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS**

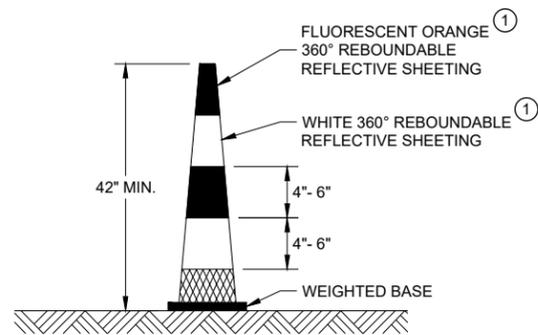
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 /S/ Matthew R. Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

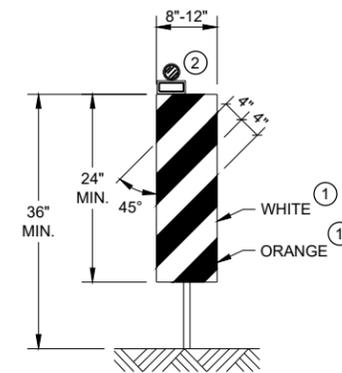


**DRUM**



**42" CONE**

DO NOT USE IN TAPERS  
 1/2 SPACING OF DRUMS

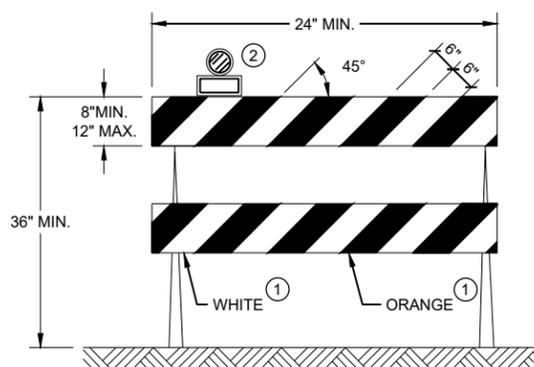


**VERTICAL PANEL**

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

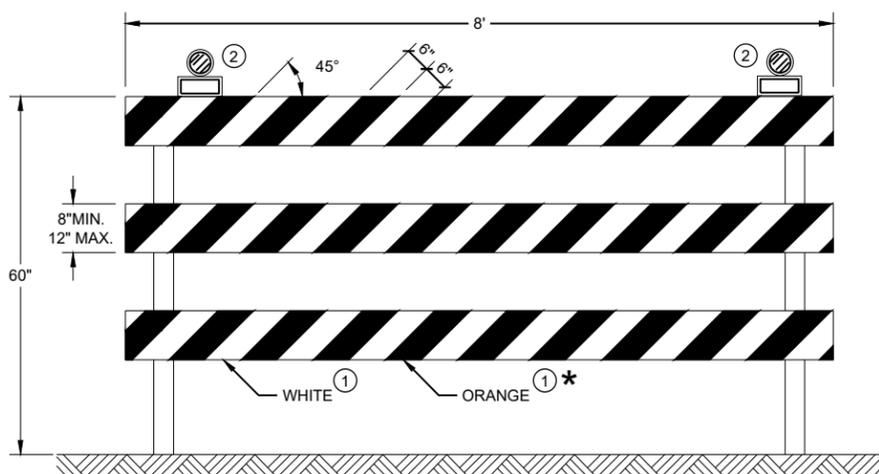
**GENERAL NOTES**

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



**TYPE II BARRICADE**

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



**TYPE III BARRICADE**

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

\* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

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

STATE OF WISCONSIN  
 DEPARTMENT OF TRANSPORTATION

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

**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.

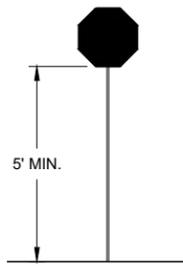
WHEN A SIDE ROAD OR RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

**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 SPACED ACCORDING TO MANUFACTURER'S RECOMMENDATION, PLACED TRANSVERSE ACROSS THE LANE AT LOCATIONS SHOWN.
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FOR THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.



**STOP/SLOW PADDLE ON SUPPORT STAFF**

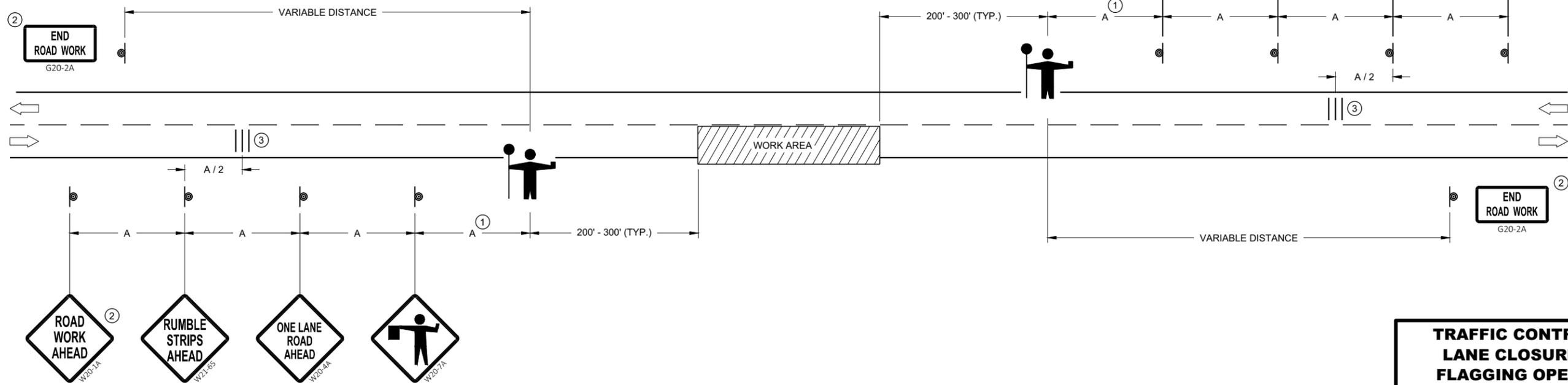
**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

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



W03-4

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**

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2019 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

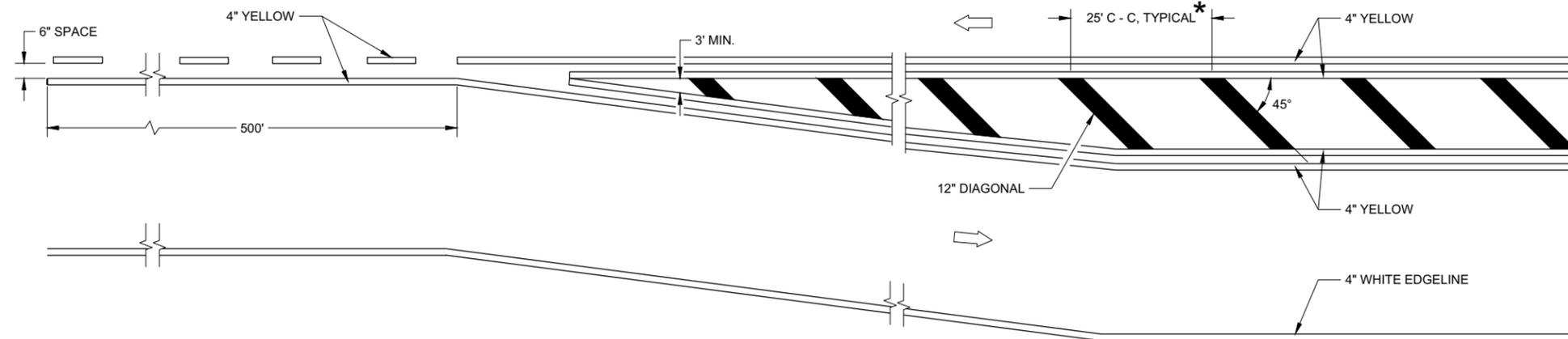
FHWA

**GENERAL NOTES**

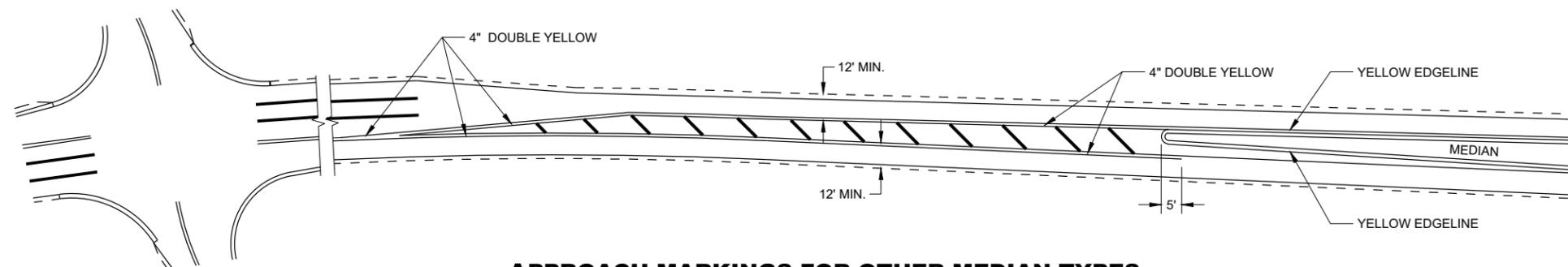
DIAGONALS ARE OPTIONAL WHEN PAINED ISLAND IS LESS THAN 6 FEET AT WIDEST POINT.

➡ DIRECTION OF TRAVEL

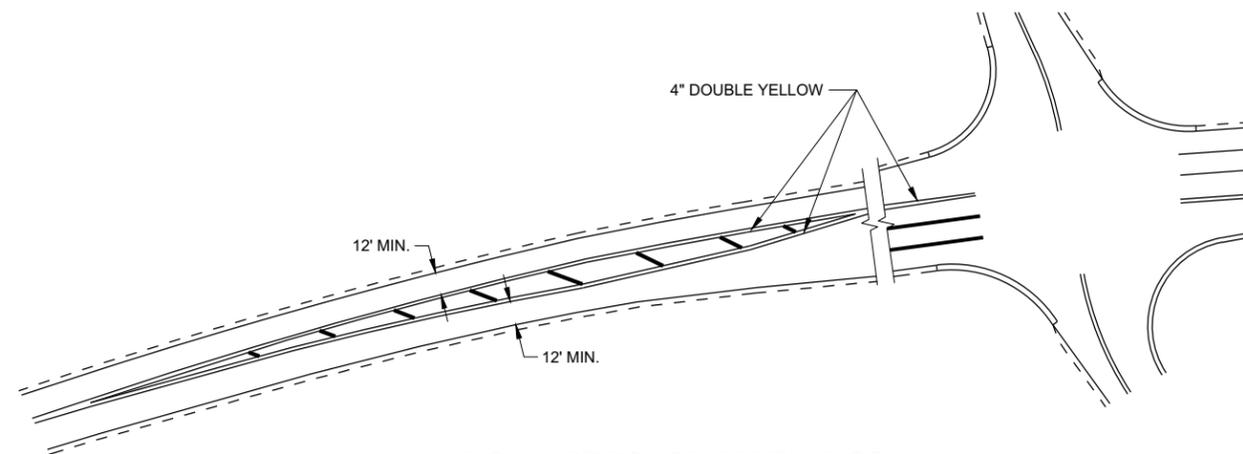
\* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10'.



**MEDIAN ISLAND DETAIL**



**APPROACH MARKINGS FOR OTHER MEDIAN TYPES**



**NON-APPROACH MARKINGS**

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SDD 15C18 - 05a

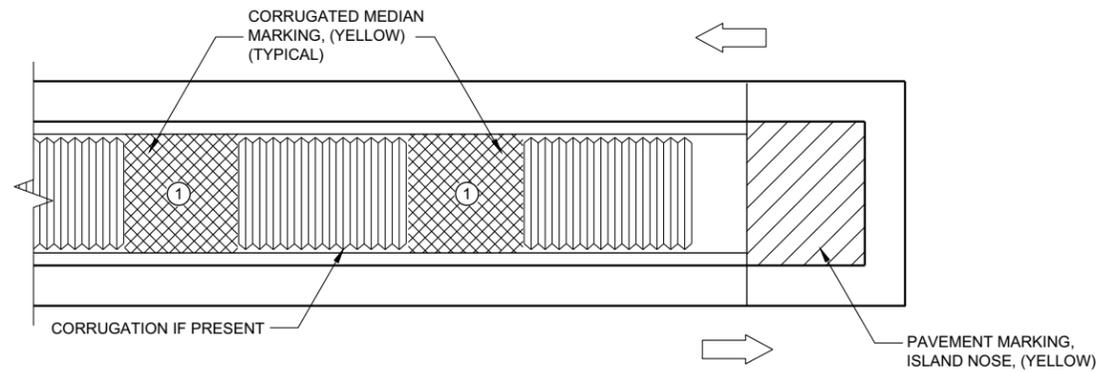
SDD 15C18 - 05a

**MEDIAN ISLAND  
PAVEMENT MARKINGS**

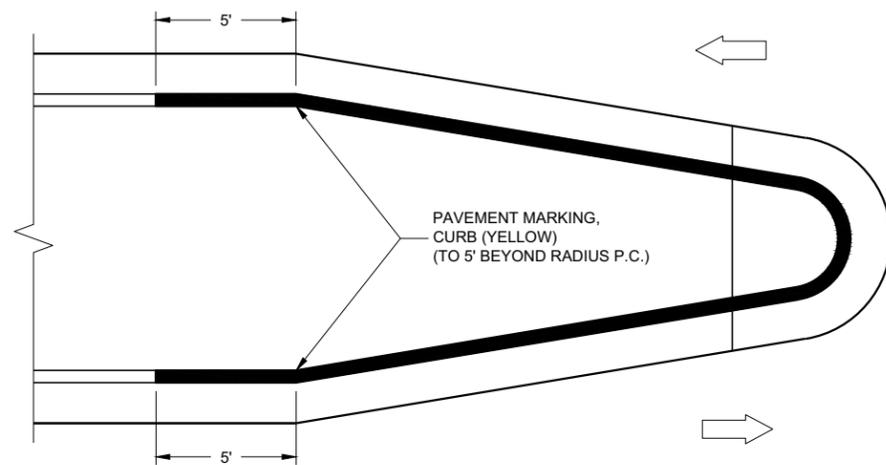
STATE OF WISCONSIN  
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APPROVED  
February 2021 /S/ Matthew R. Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

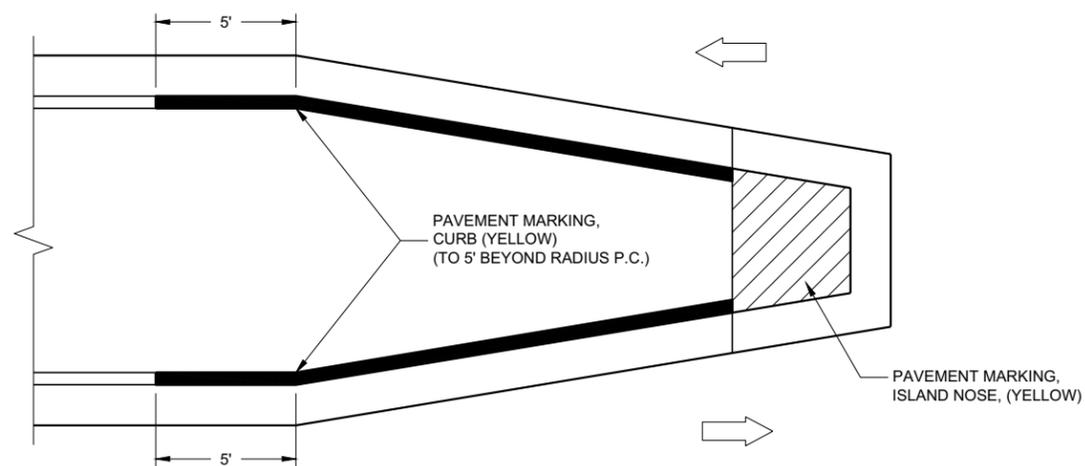
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**MEDIAN ISLAND WITH SQUARE BLUNT NOSE**



**MEDIAN ISLAND WITH ROUND BLUNT NOSE**



**MEDIAN ISLAND WITH SLOPED NOSE**

**TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS**

**GENERAL NOTES**

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

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

6

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SDD 15C18 - 05b

SDD 15C18 - 05b

**PAVEMENT MARKINGS,  
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 /S/ Matthew R. Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

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**LEGEND**

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

**GENERAL NOTES**

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL OPERATING IN CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

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

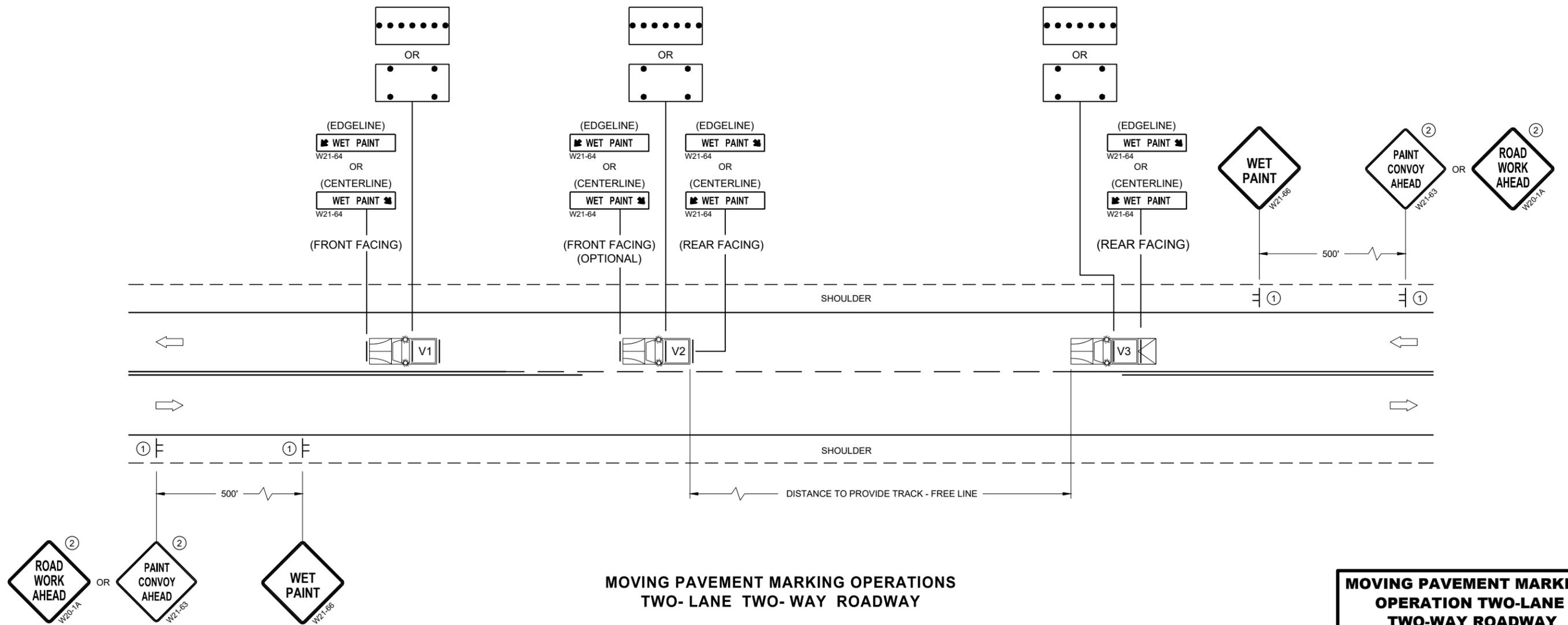
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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**MOVING PAVEMENT MARKING OPERATIONS  
TWO-LANE TWO-WAY ROADWAY**

SDD 15C19 - 06a

SDD 15C19 - 06a

<b>MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

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

**GENERAL NOTES**

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

ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.

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

DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

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

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

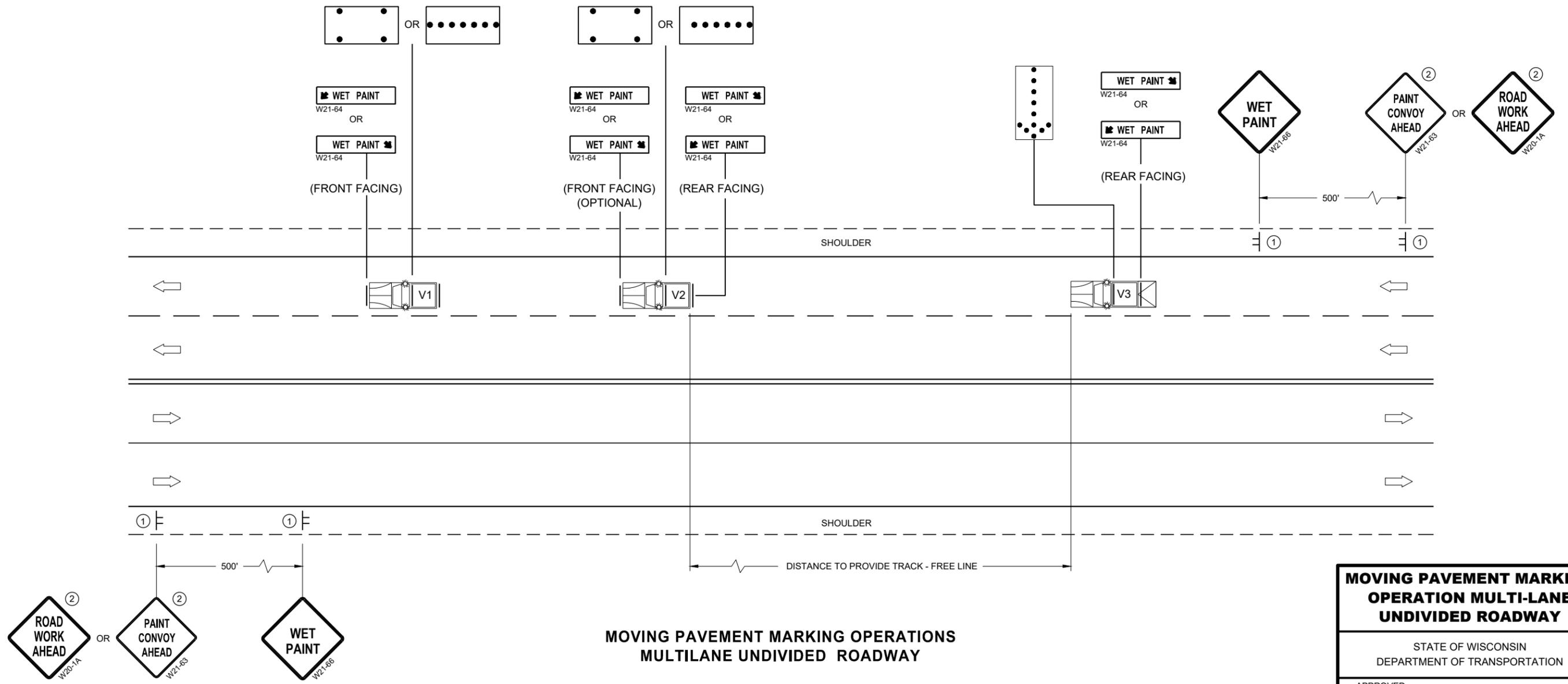
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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**MOVING PAVEMENT MARKING OPERATIONS  
MULTILANE UNDIVIDED ROADWAY**

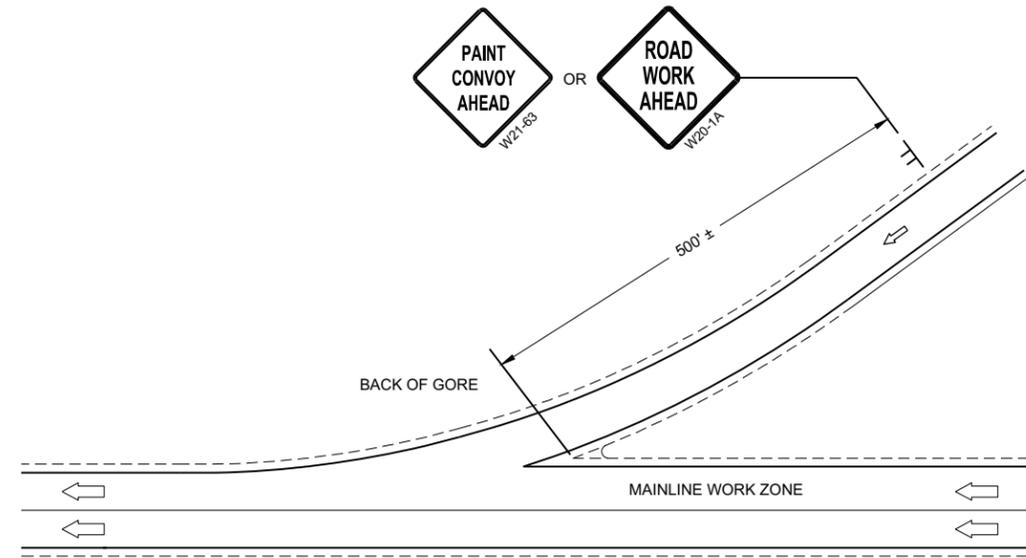
<b>MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15C19 - 06b

SDD 15C19 - 06b

**LEGEND**

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



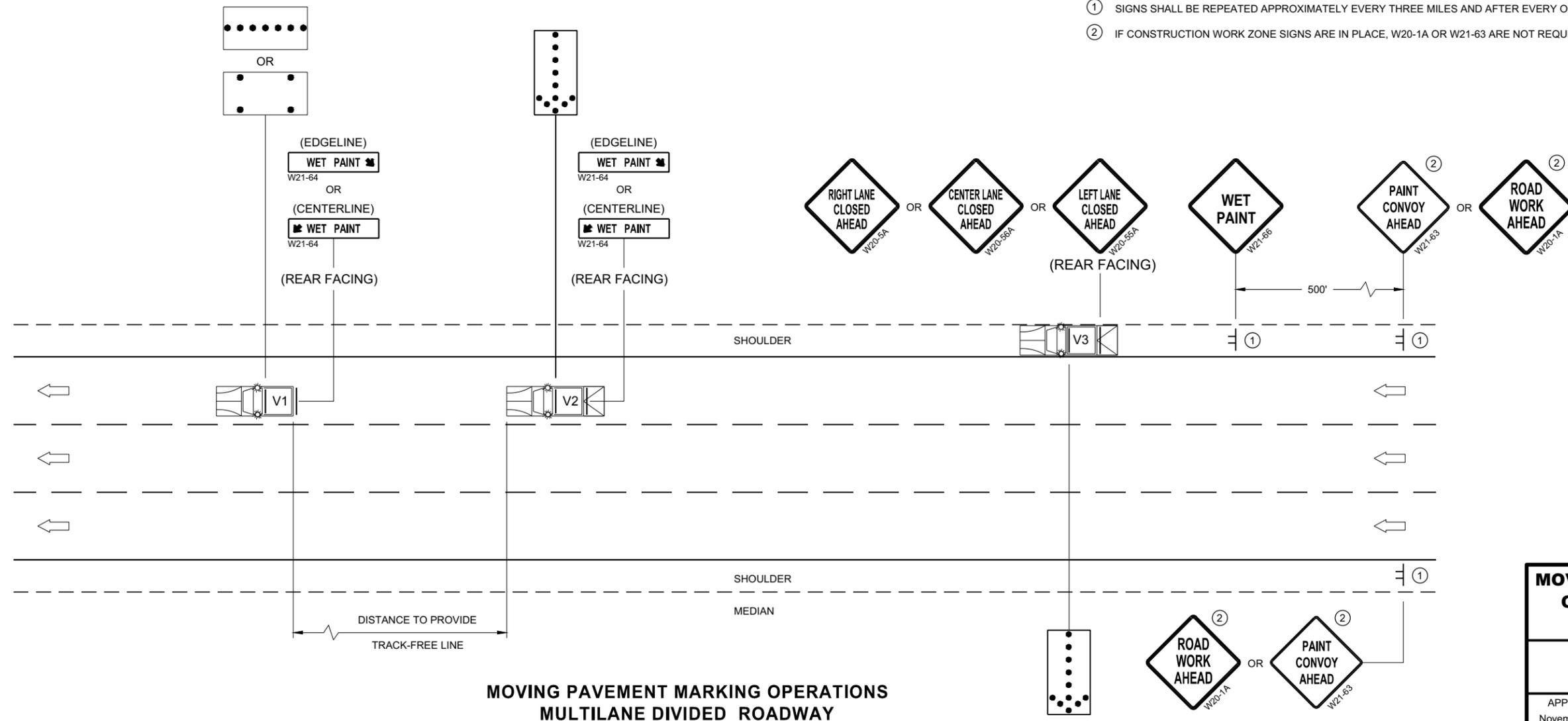
**GENERAL NOTES**

- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE, PAINT DRYING TIME, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- WHEN WORK ACTIVITY BLOCKS THE LEFT LANE, REVERSE TRAFFIC CONTROL.
- WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.
- USE AN ATTENUATOR ON THE REAR MOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC
- CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- CONES SHALL BE A MINIMUM HEIGHT OF 18" FOR WET PAVEMENT MARKINGS

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

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SDD 15C19 - 06C

SDD 15C19 - 06C

**MOVING PAVEMENT MARKING OPERATIONS  
MULTILANE DIVIDED ROADWAY**

<b>MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**GENERAL NOTES**

SIGNING AND MARKING IS SHOWN AS TYPICAL PLACEMENT. FIELD CONDITIONS MAY DICTATE CHANGES IN SIGNING AND MARKING PLACEMENT.

① USED ONLY WHEN APPROVED BY REGION TRAFFIC ENGINEER.

\* SIGNS MAY BE OMITTED IF SPACE DOES NOT PERMIT PLACEMENT.

\*\* IF POSTED SPEED IS 45 MPH OR GREATER, PLACE W5-54 SIGN UNDER R4-7 SIGN. MOUNT W5-54 SIGN AT 4' MOUNTING HEIGHT (TOP OF ROADWAY TO BOTTOM OF SIGN).

**LEGEND**

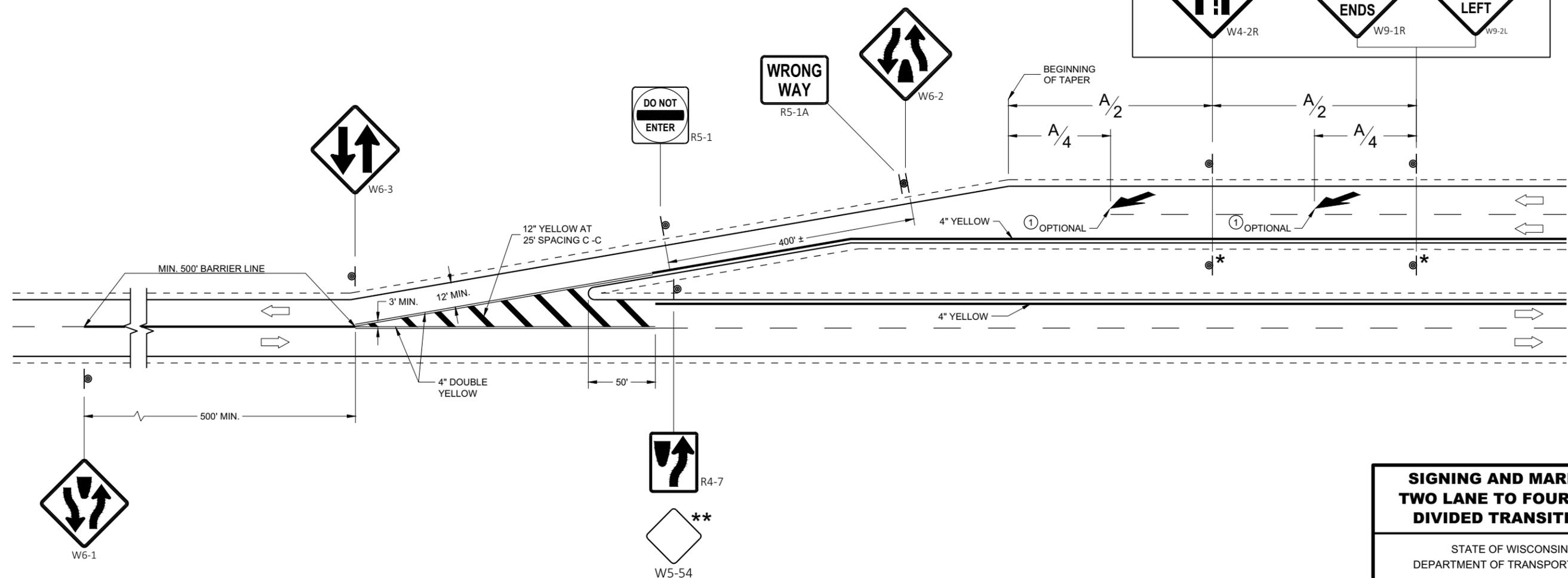
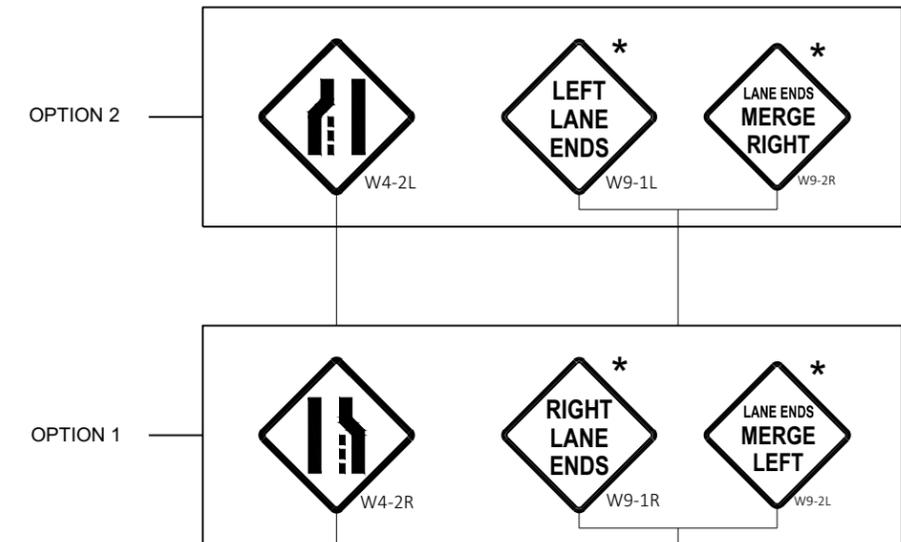
A DISTANCE DEPENDENT ON SPEED (SEE TABLE)

⊙ SIGN MOUNTED ON PERMANENT SUPPORT

➡ DIRECTION OF TRAFFIC

**DISTANCE TABLE**

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
25	325'
30	460'
35	565'
40	670'
45	775'
50	885'
55	990'
65	1200'
70	1250'



**SIGNING AND MARKING  
TWO LANE TO FOUR LANE  
DIVIDED TRANSITIONS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2020 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING  
ENGINEER

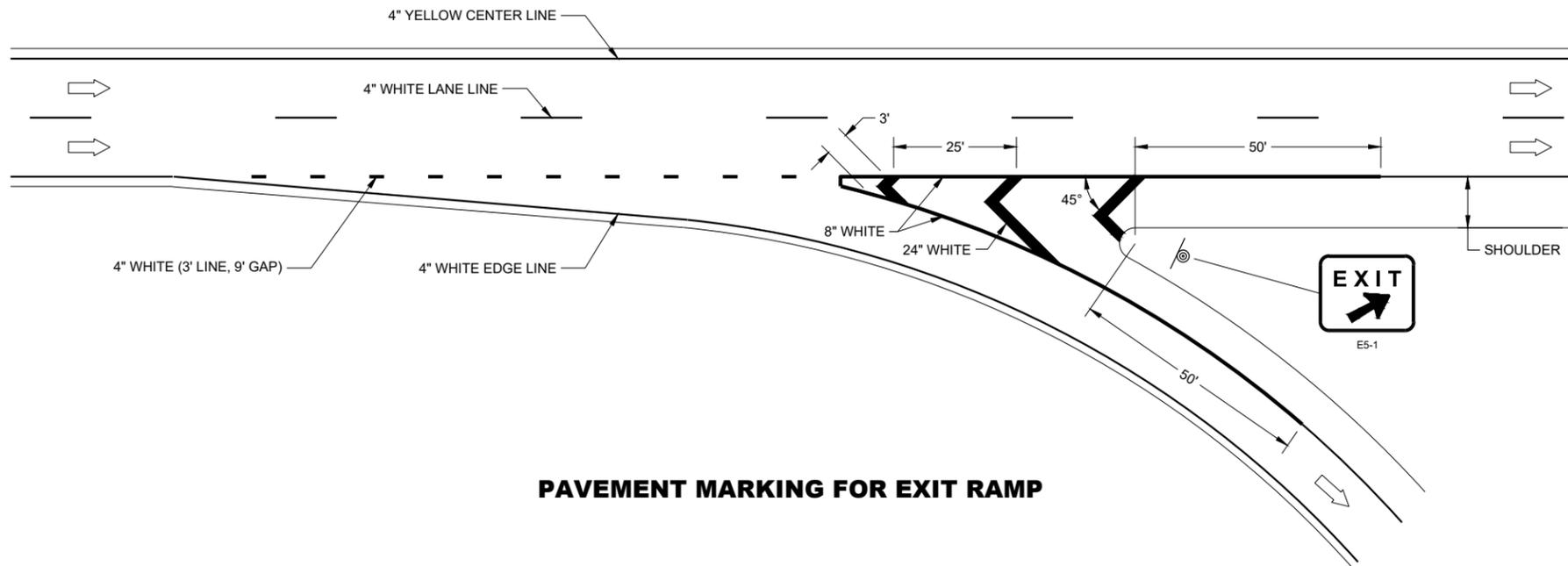
FHWA

**GENERAL NOTES**

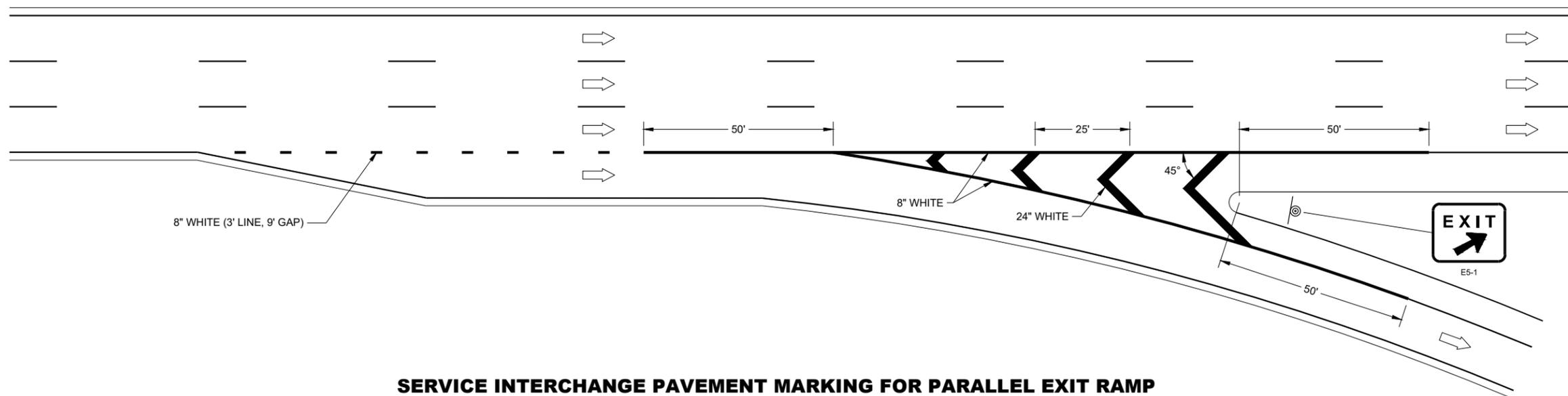
PLACE GROOVE 3 INCHES LEFT OF JOINT.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



**PAVEMENT MARKING FOR EXIT RAMP**



**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP**

**PAVEMENT MARKING,  
EXIT RAMP AND  
PARALLEL EXIT RAMP**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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SDD 15C31 - 04a

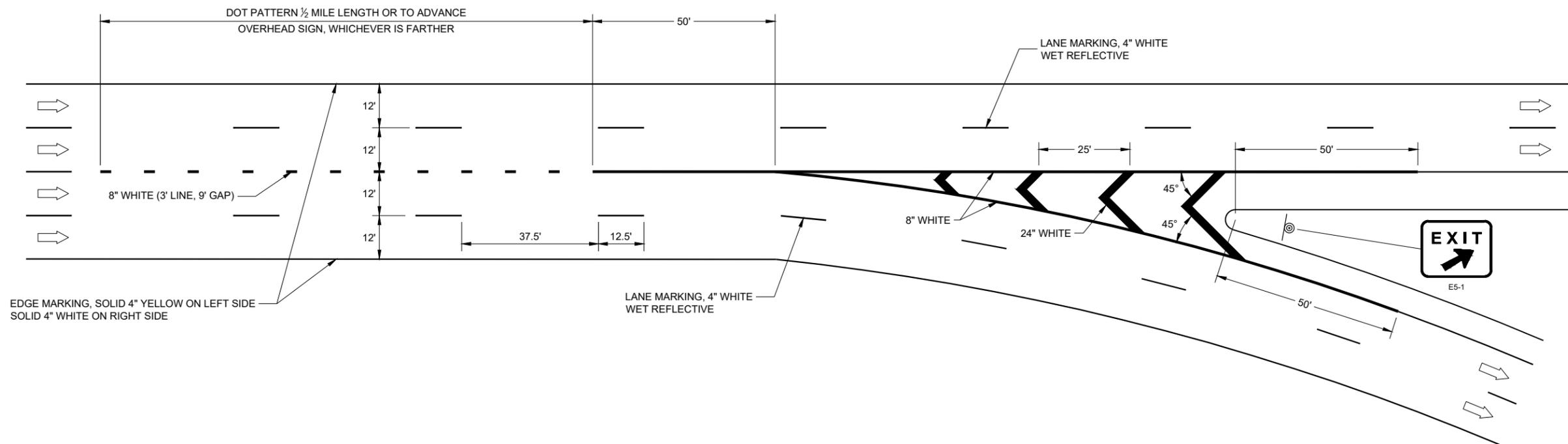
SDD 15C31 - 04a

**GENERAL NOTES**

PLACE GROOVE 3 INCHES LEFT OF JOINT.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



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SDD 15C31 - 04b

SDD 15C31 - 04b

**PAVEMENT MARKING,  
MAJOR SPLIT  
FREEWAY TO FREEWAY**

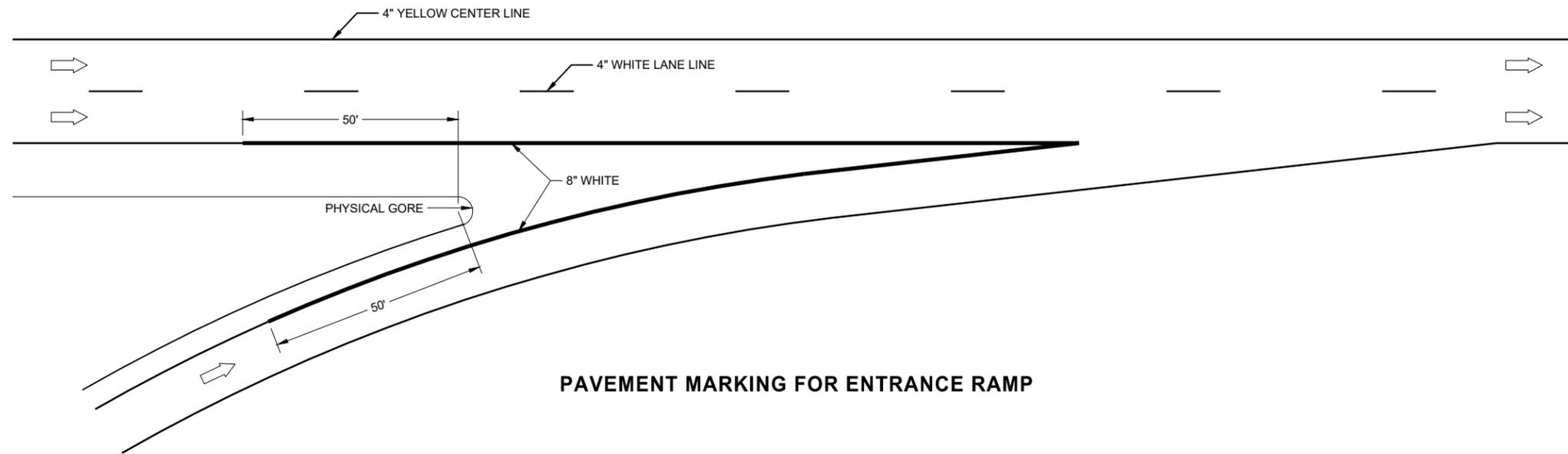
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

**GENERAL NOTES**

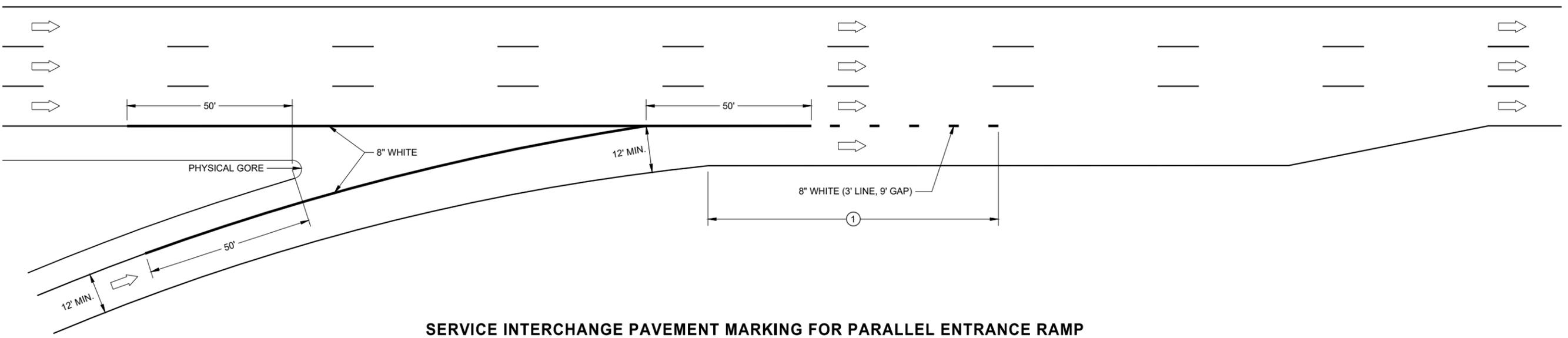
- PLACE GROOVE 3 INCHES LEFT OF JOINT.
- ① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

**LEGEND**

➡ DIRECTION OF TRAVEL



**PAVEMENT MARKING FOR ENTRANCE RAMP**



**SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP**

**PAVEMENT MARKING,  
ENTRANCE RAMP AND  
PARALLEL ENTRANCE RAMP**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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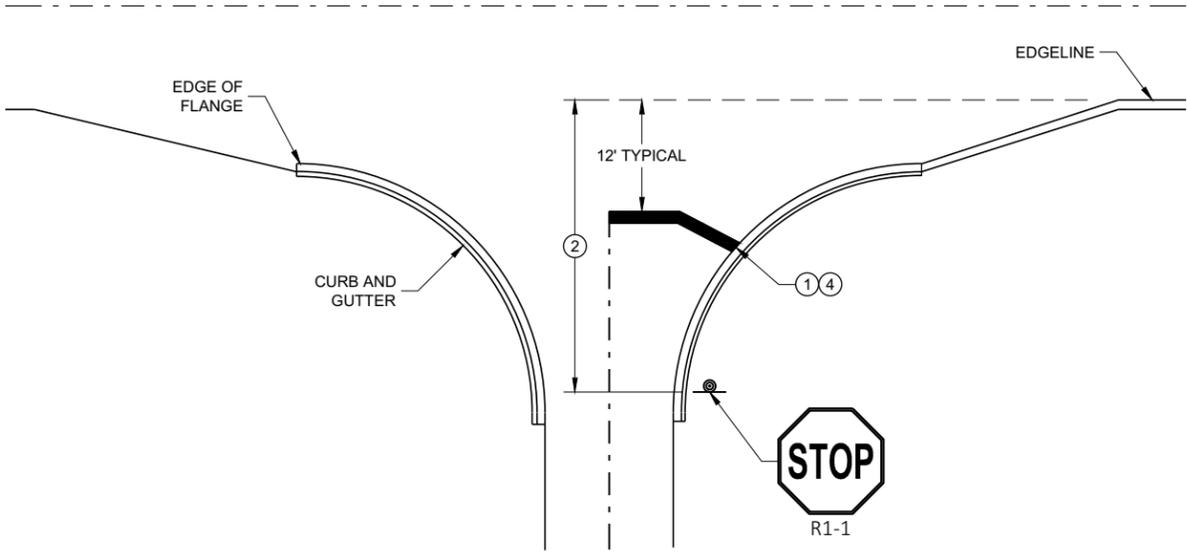
SDD 14C31 - 04c

SDD 14C31 - 04c

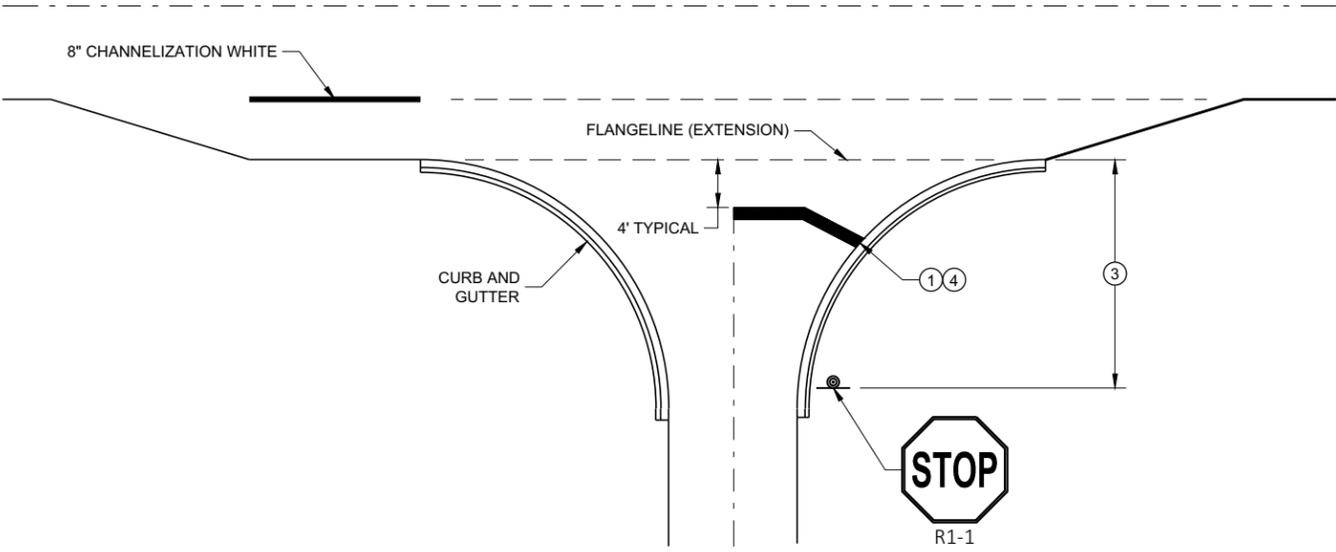
**GENERAL NOTES**

STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

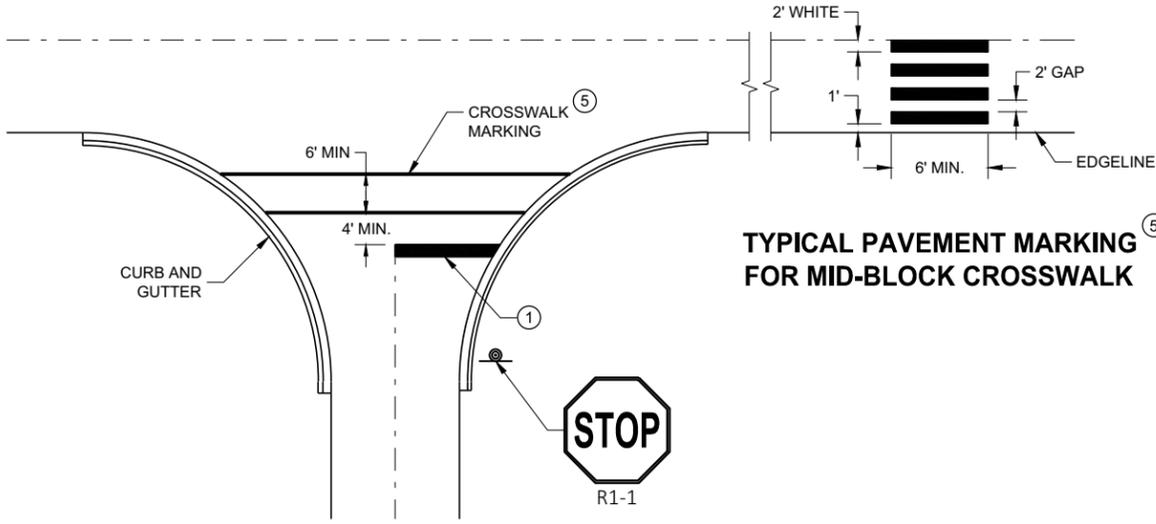
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION.
- ④ MOVE CLOSER TO THE EDGE OF TRAVEL LINE AS NEEDED FOR VISIBILITY AND SIGHT LINES (NO CLOSER THAN 4 FEET).
- ⑤ LADDER BAR CROSSWALKS SHOULD ONLY BE USED FOR MID BLOCK CROSSINGS. USE 2 - 6" TRANSVERSE LINES INSTEAD.



**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**

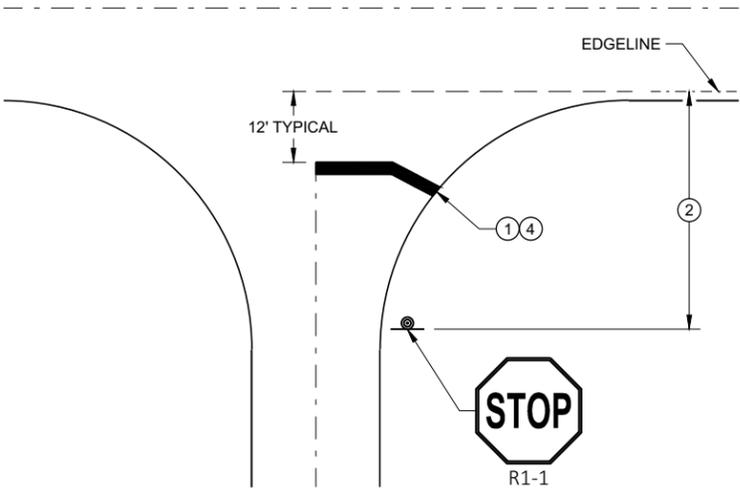


**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE**



**TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING**

**TYPICAL PAVEMENT MARKING FOR MID-BLOCK CROSSWALK**



**TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER**

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

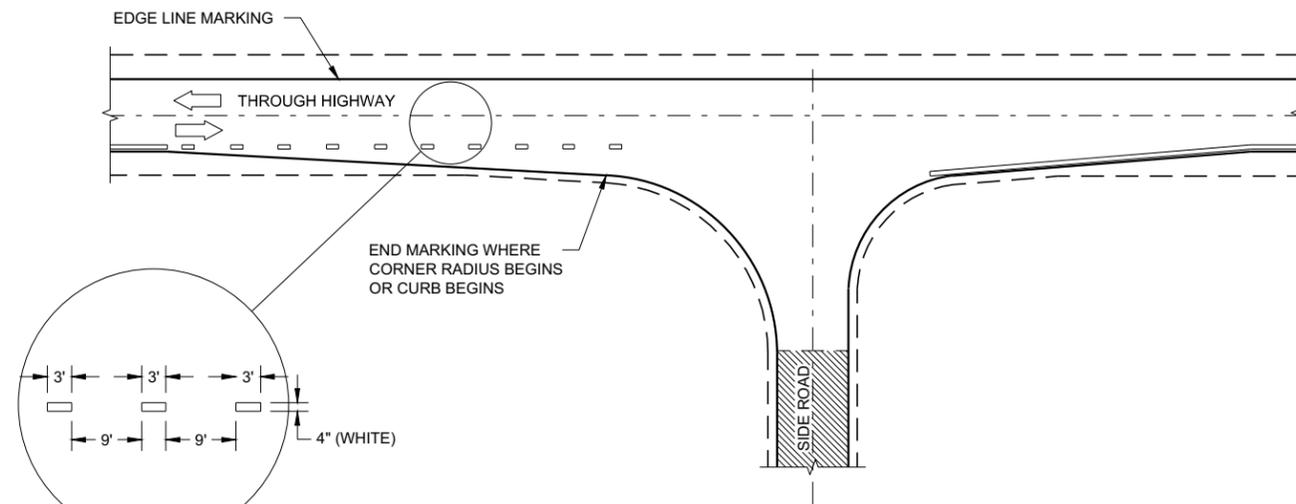
**GENERAL NOTES**

OMIT EDGE LINES THROUGH INTERSECTIONS. CONTINUE EDGE LINES THROUGH DRIVEWAYS.

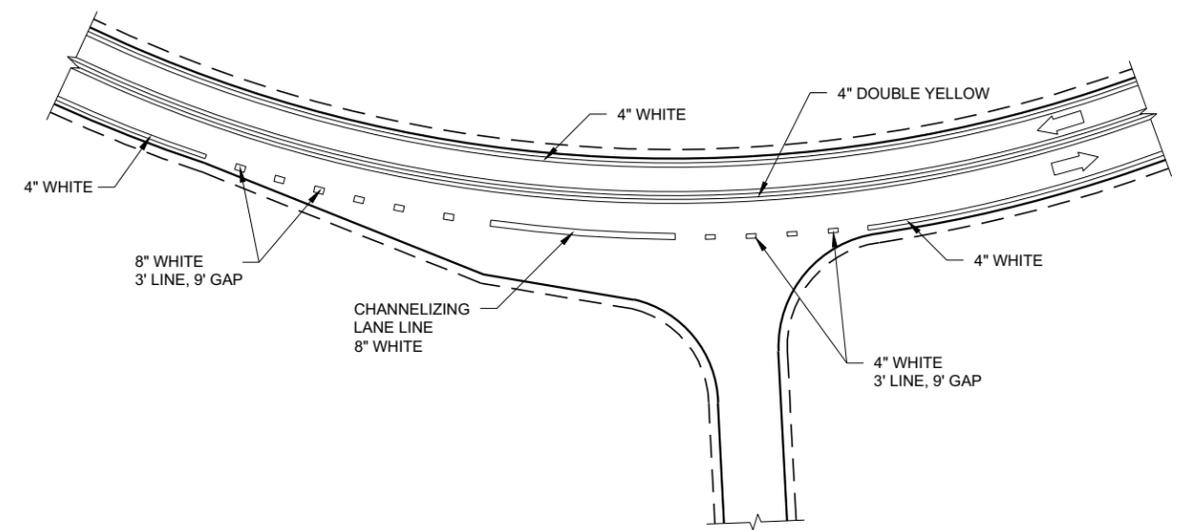
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

**LEGEND**

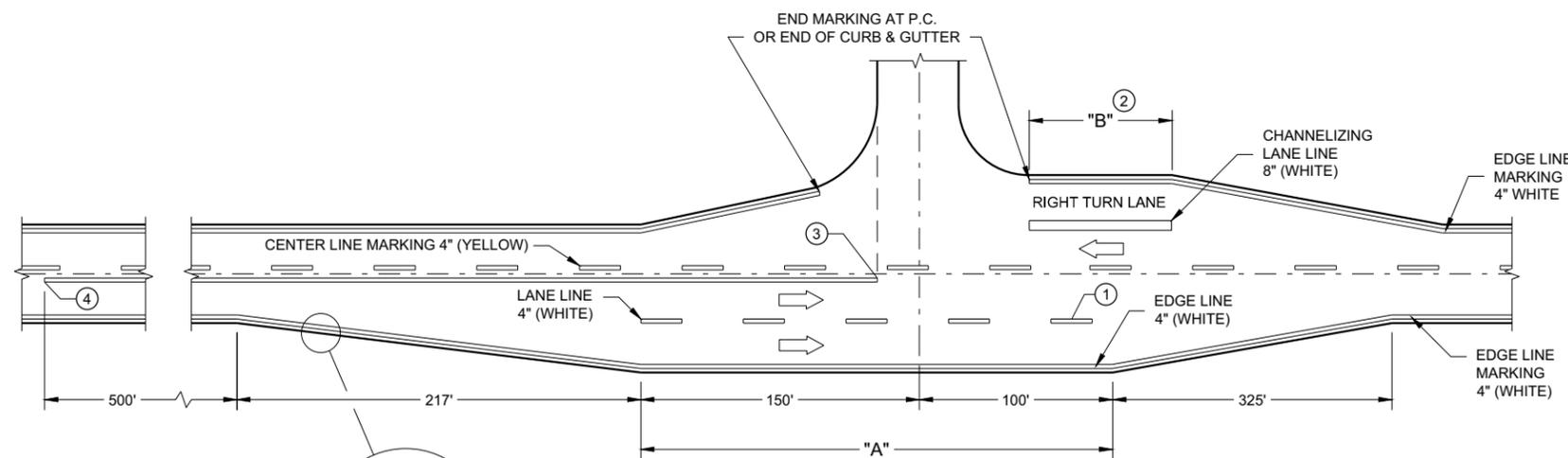
➡ DIRECTION OF TRAVEL



**MINOR INTERSECTION**



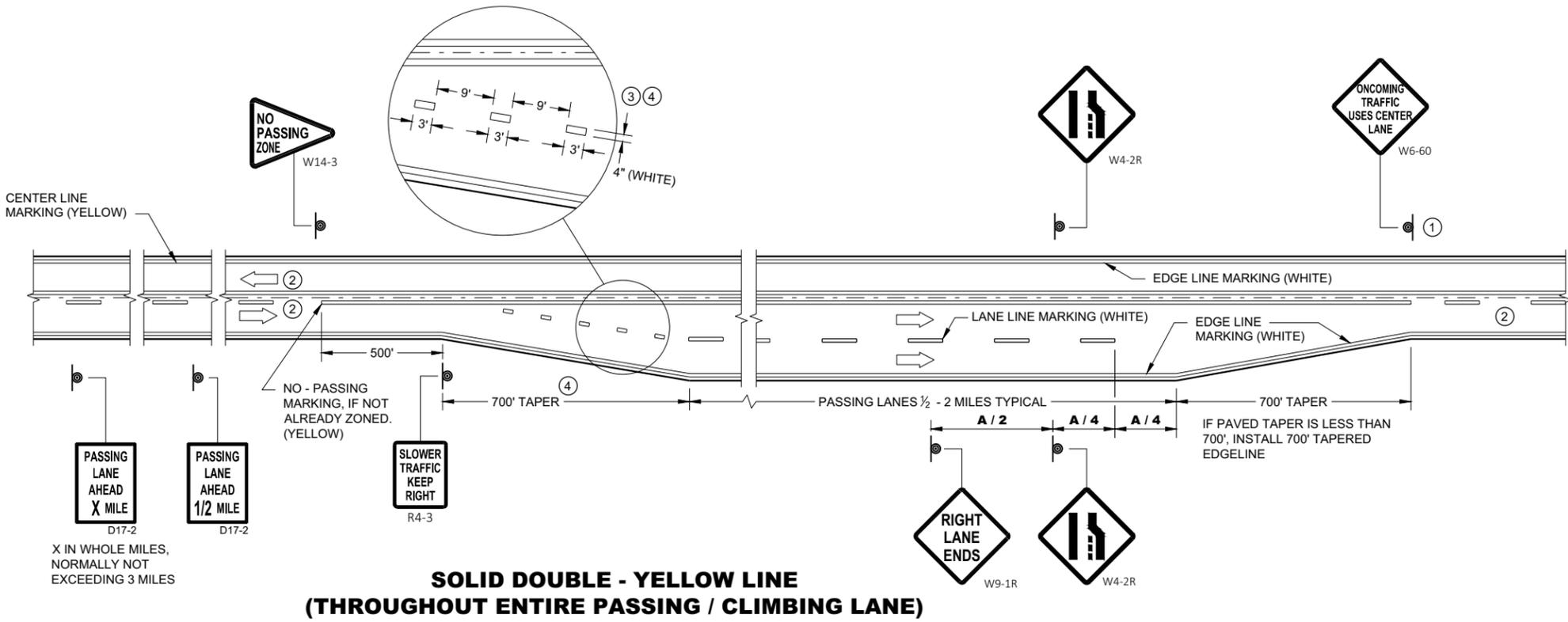
**INTERSECTION ON OUTSIDE OF CURVE**



**MAJOR INTERSECTIONS  
(INTERSECTION WITH FULL RIGHT TURN LANE OR BYPASS LANE)**

**PAVEMENT MARKING  
(INTERSECTIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



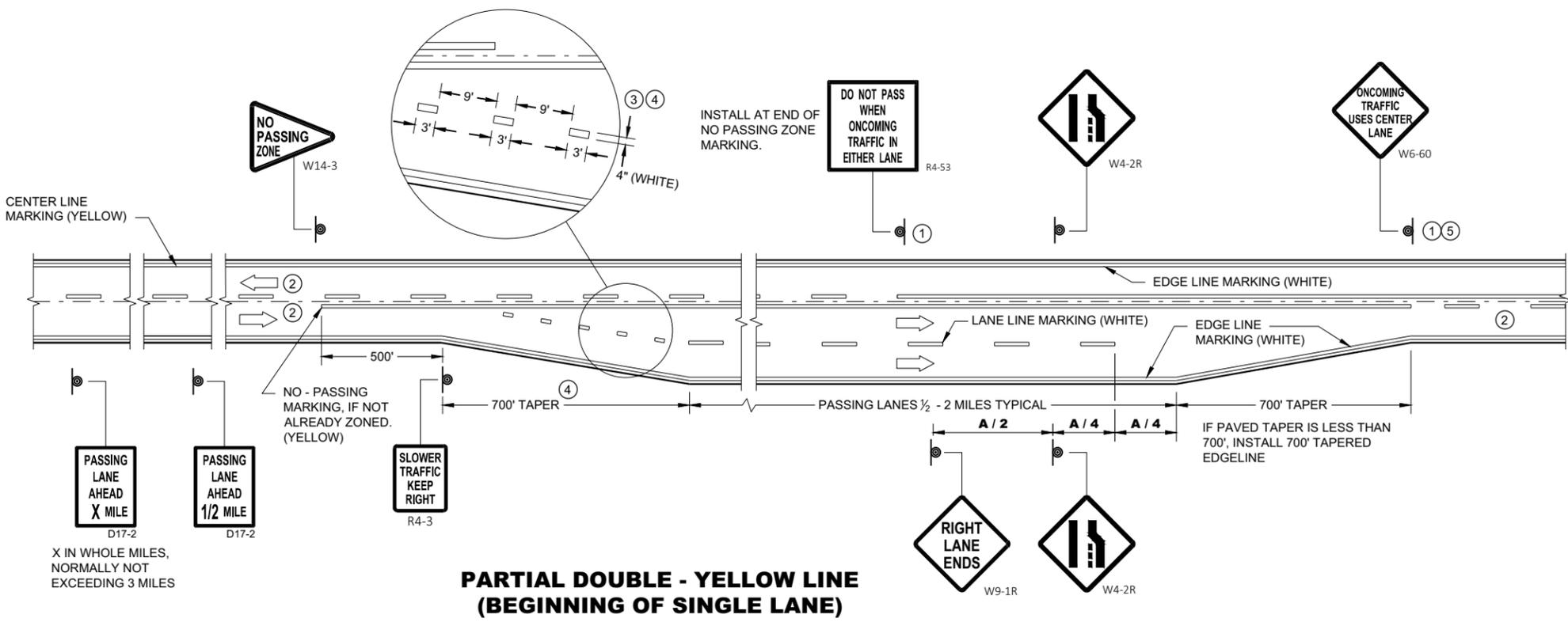
**GENERAL NOTES**

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- ⑤ REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL ( ) SHOWS DIRECTION OF TRAVEL

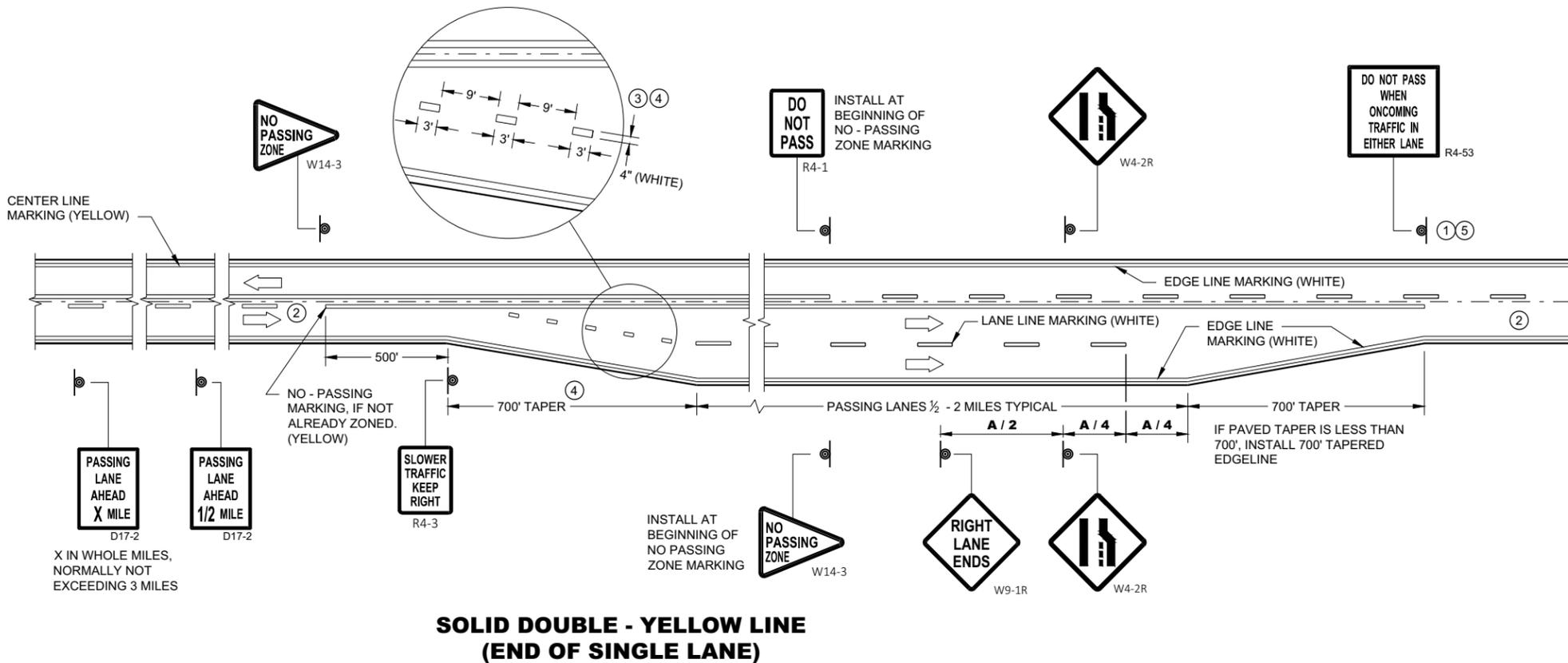
**DISTANCE TABLE**

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

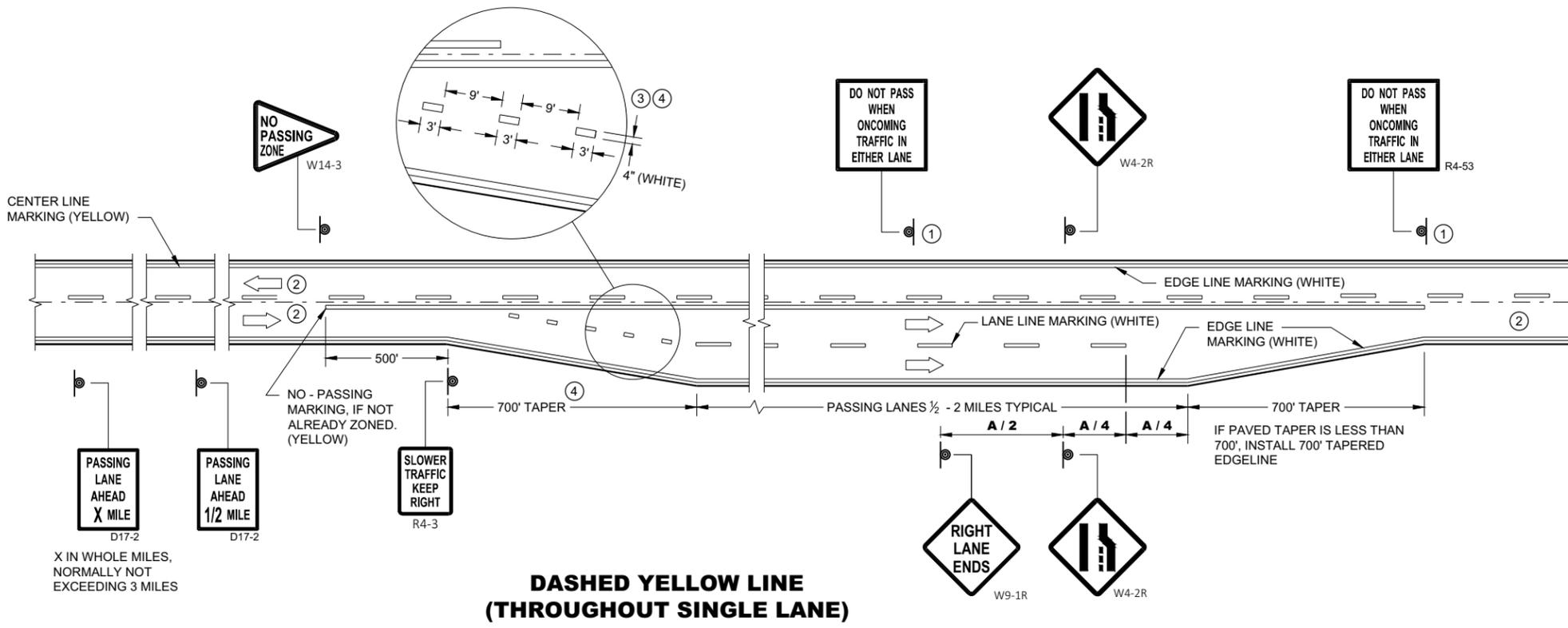


**PAVEMENT MARKING & SIGNING  
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**SOLID DOUBLE - YELLOW LINE  
(END OF SINGLE LANE)**



**DASHED YELLOW LINE  
(THROUGHOUT SINGLE LANE)**

**GENERAL NOTES**

- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ④ WHEN THE ENTRANCE TAPER IS LESS THAN 700 FEET OR THE SHOULDER WIDTH IN THE PASSING / CLIMBING LANE IS LESS THAN THE ADJACENT HIGHWAY, DO NOT INSTALL DOTTED LINE PAVEMENT MARKING.
- ⑤ REPEAT EVERY ONE MILE UP UNTIL NO PASSING ZONE.

ARROW SYMBOL ( ) SHOWS DIRECTION OF TRAVEL

**DISTANCE TABLE**

POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

**PAVEMNET MARKING & SIGNING  
(CLIMBING LANE & PASSING LANE)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
November 2019 /S/ Matthew Rauch  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

## GENERAL NOTES

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

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

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

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

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

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

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

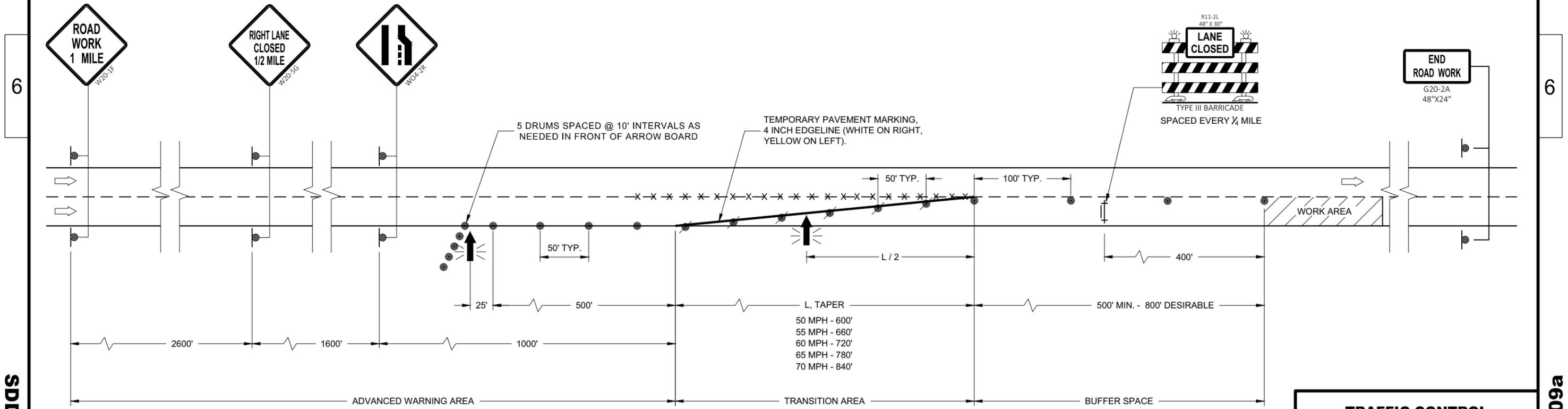
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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

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

## LEGEND

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



TRAFFIC CONTROL LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2020 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15D12 - 09a

SDD 15D12 - 09a

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

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

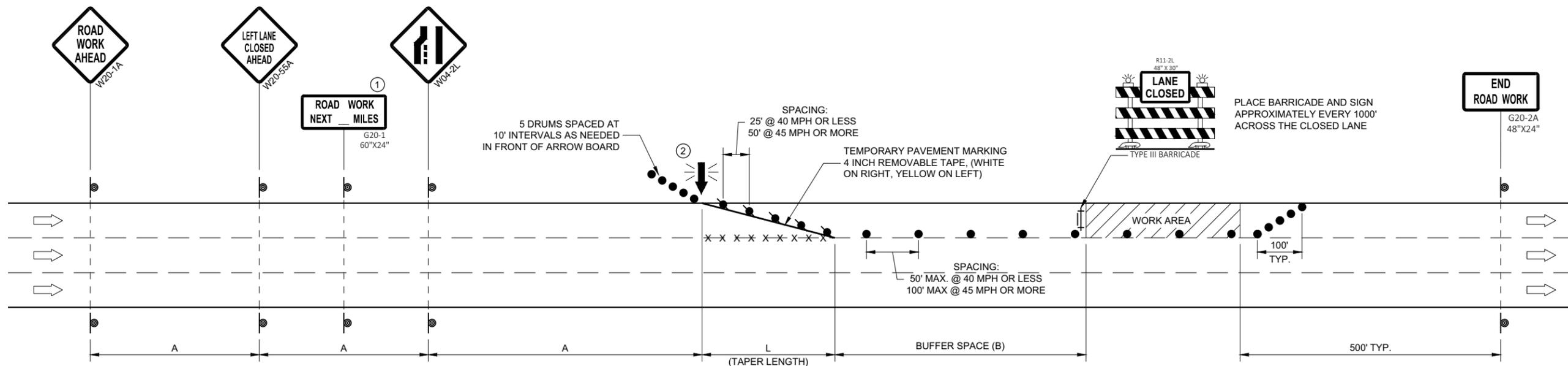
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

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

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



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

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

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

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

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

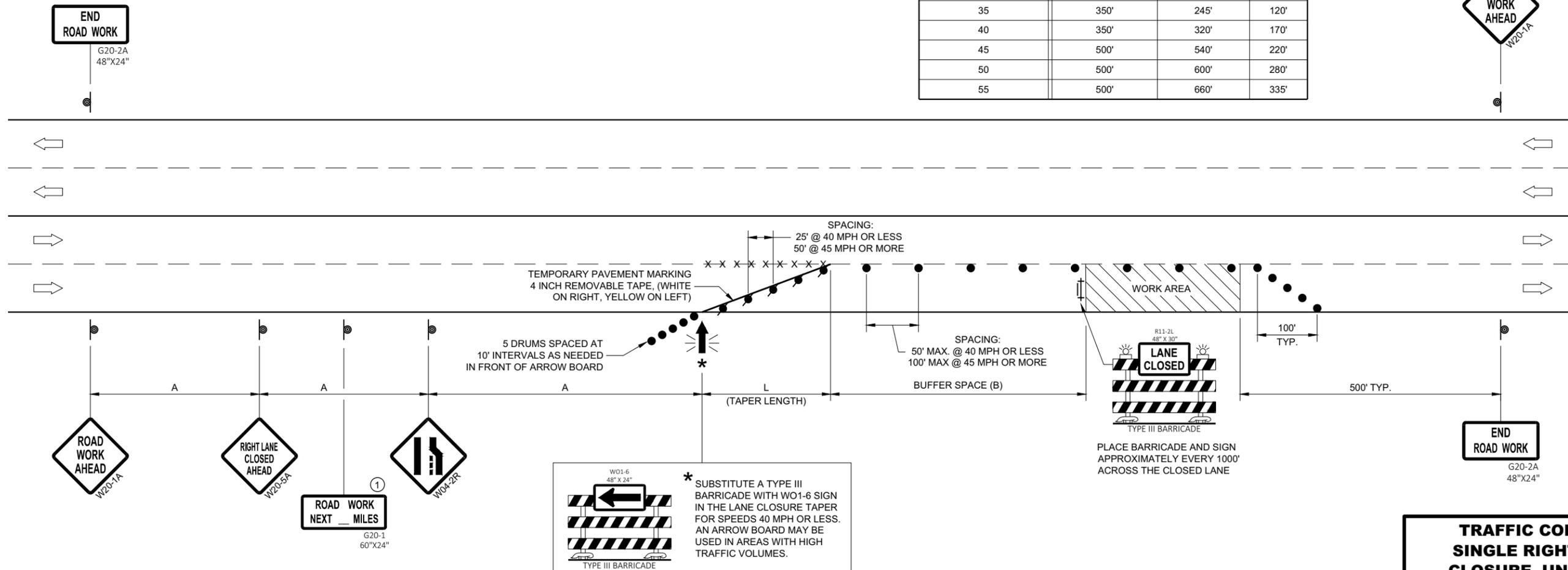
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

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



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SDD 15D20 - 05b

SDD 15D20 - 05b

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING, REMOVABLE TAPE 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.

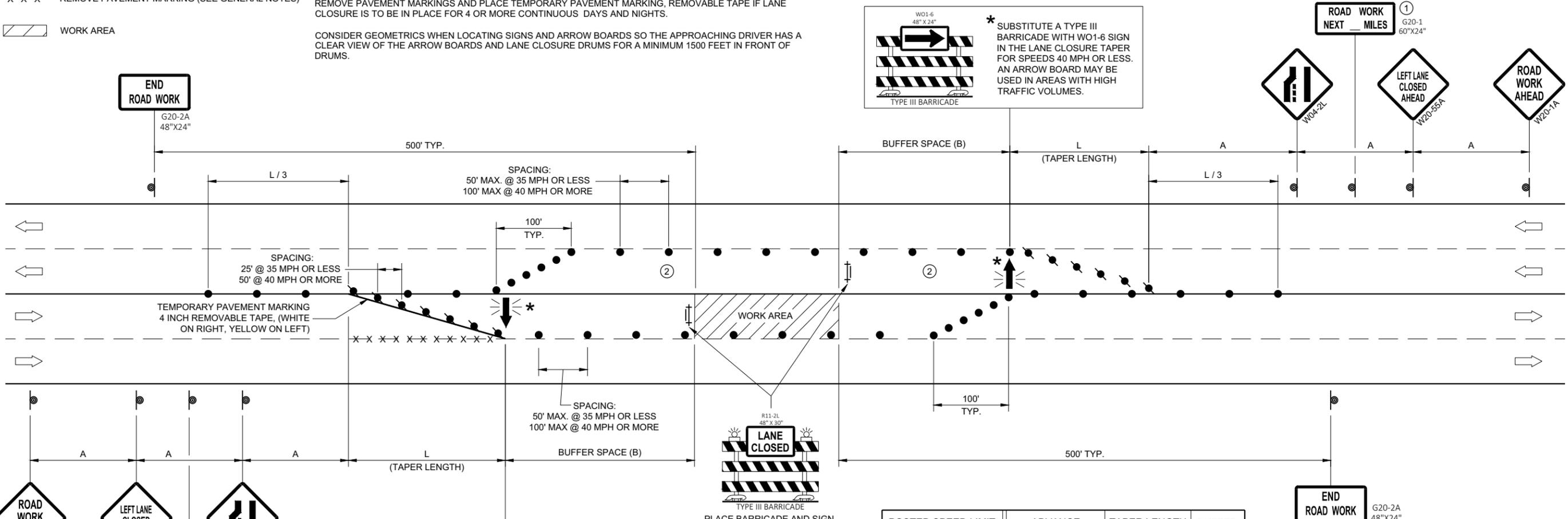
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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

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

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

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



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

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2020 /S/ Andrew Heidtke  
STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

SDD 15D20 - 05C

SDD 15D20 - 05C

### GENERAL NOTES

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

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

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

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

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

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

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

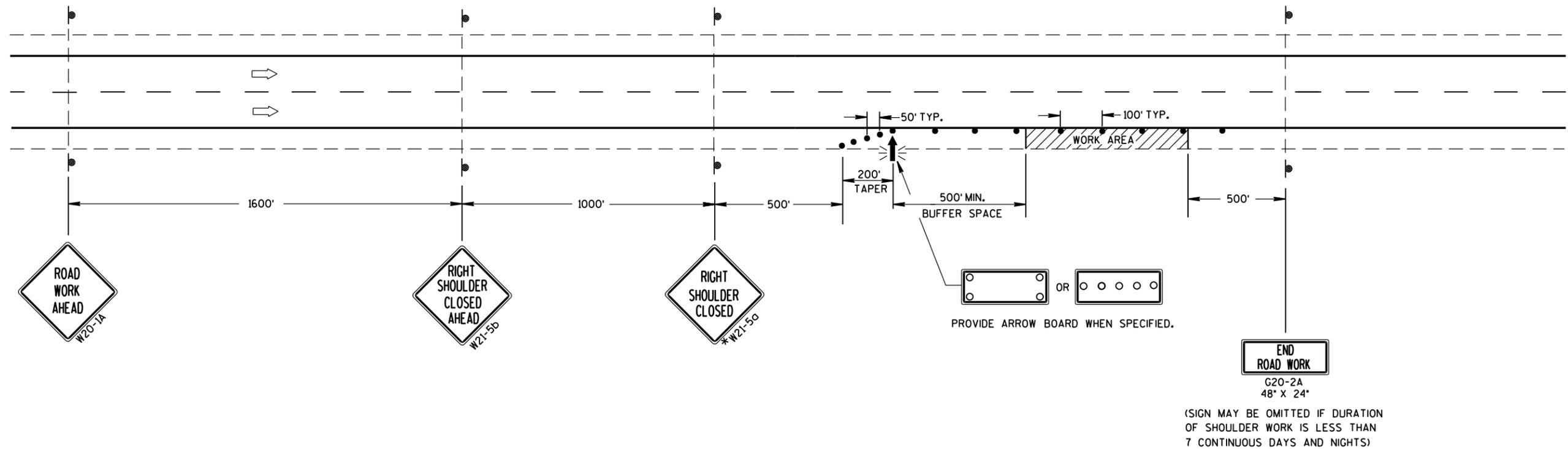
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A 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.

\*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-50 SIGN MAY BE OMITTED.

### LEGEND

- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡ FLASHING ARROW BOARD
- ▨ WORK AREA



(SIGN MAY BE OMITTED IF DURATION OF SHOULDER WORK IS LESS THAN 7 CONTINUOUS DAYS AND NIGHTS)

<b>TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE	/s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

**GENERAL NOTES**

ALL SIGNS ARE 48"X48" BLACK ON ORANGE UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY THE 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.

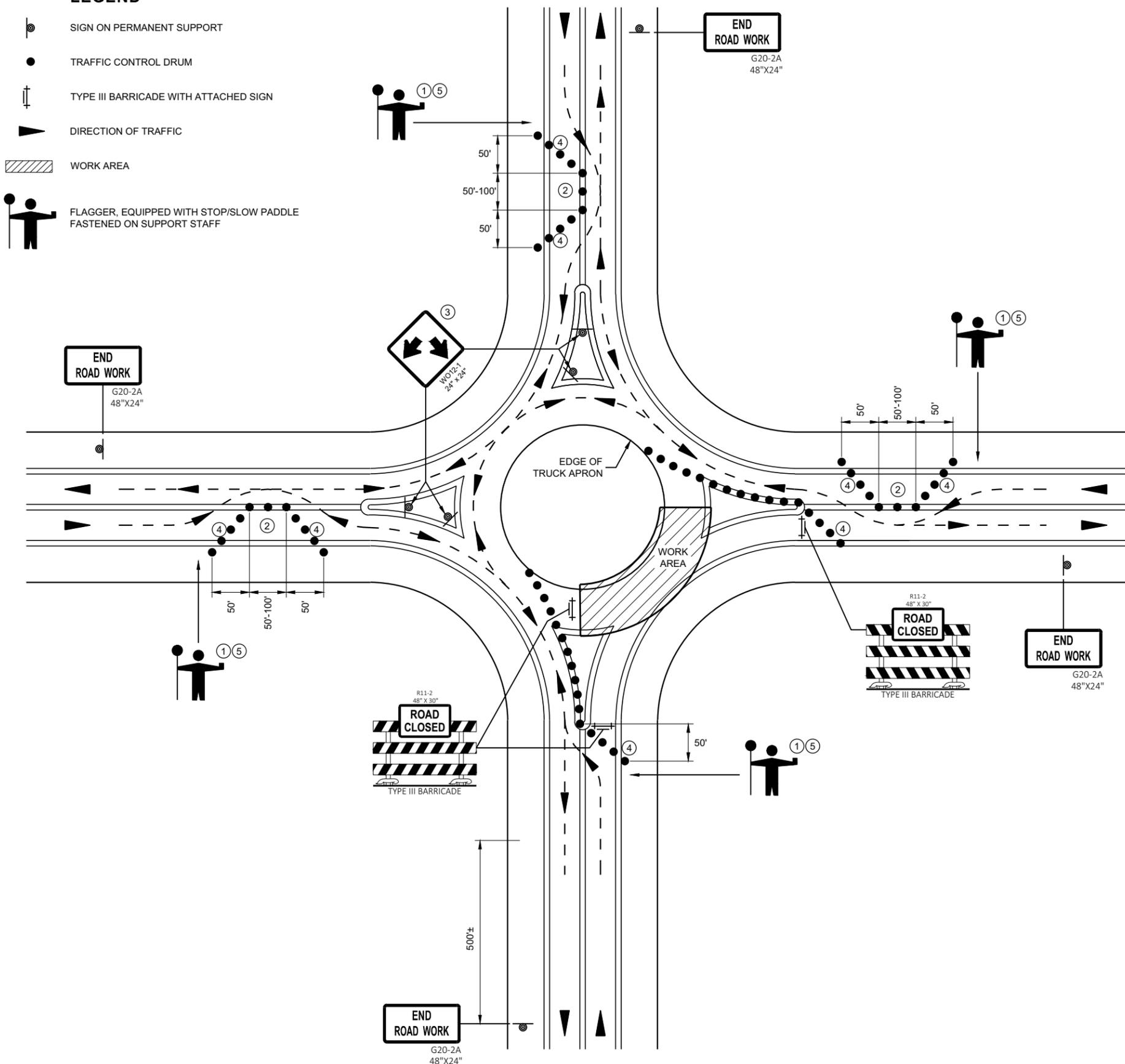
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

ONLY ONE QUADRANT OF TRAFFIC SHALL BE RELEASED AT A TIME.

FLAGGERS SHALL CONTROL TRAFFIC ON ALL APPROACHES OF THE ONE-LANE ROUNDABOUT. ONE FLAGGER SHALL BE DESIGNATED LEAD FLAGGER.

NIGHT TIME WORK REQUIRES ADDITIONAL LIGHTING AT FLAGGER STATION(S).

- ① FLAGGERS SHALL BE IN DIRECT RADIO CONTACT AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING IS NOT IN EFFECT, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.
- ② ADJUST CHANNELIZING DEVICES TO ACCOMMODATE FOR TURNING RADIUS OF LARGE VEHICLES AS DIRECTED BY THE ENGINEER.
- ③ GUIDE SIGN WITH ROAD NAMES MAY BE USED IN LIEU OF THE DOUBLE ARROW (WO12-1) SIGN.
- ④ THE TWO-WAY TAPER SHOULD BE 50 FEET USING 5 EQUALLY SPACED DRUMS.
- ⑤ FOLLOW SDD 15C12 FOR FLAGGING AND ADVANCE WARNING.



**RECOMMENDED REDUCED DRUM SPACING WITHIN ROUNDABOUT**

MPH	DRUM SPACING (FT)
0-40	25
45-55	50

6

6

SDD 15D37 - 03

SDD 15D37 - 03

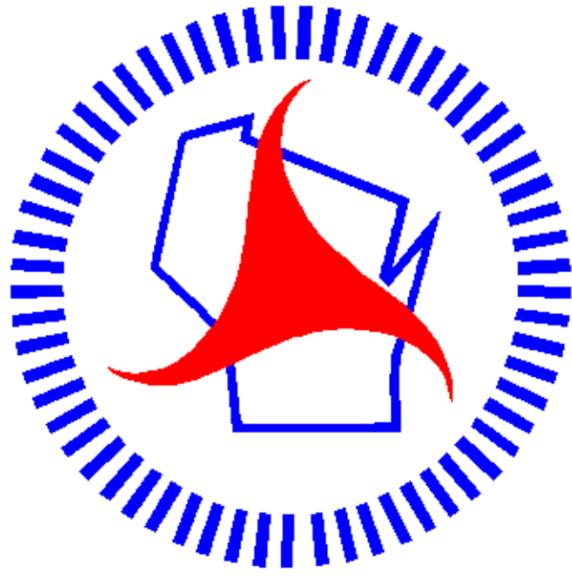
**TRAFFIC CONTROL,  
FLAGGING OPERATION,  
ROUNDABOUT**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2020 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA

# Notes



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

Dedicated people creating transportation solutions through innovation and exceptional service.

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