

LAX
WITH:
PROJECT ID:

1009-12-97

COUNTY:
SW REGION

JUNE 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 = 30



DESIGN DESIGNATION

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

CONVENTIONAL SYMBOLS

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

STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

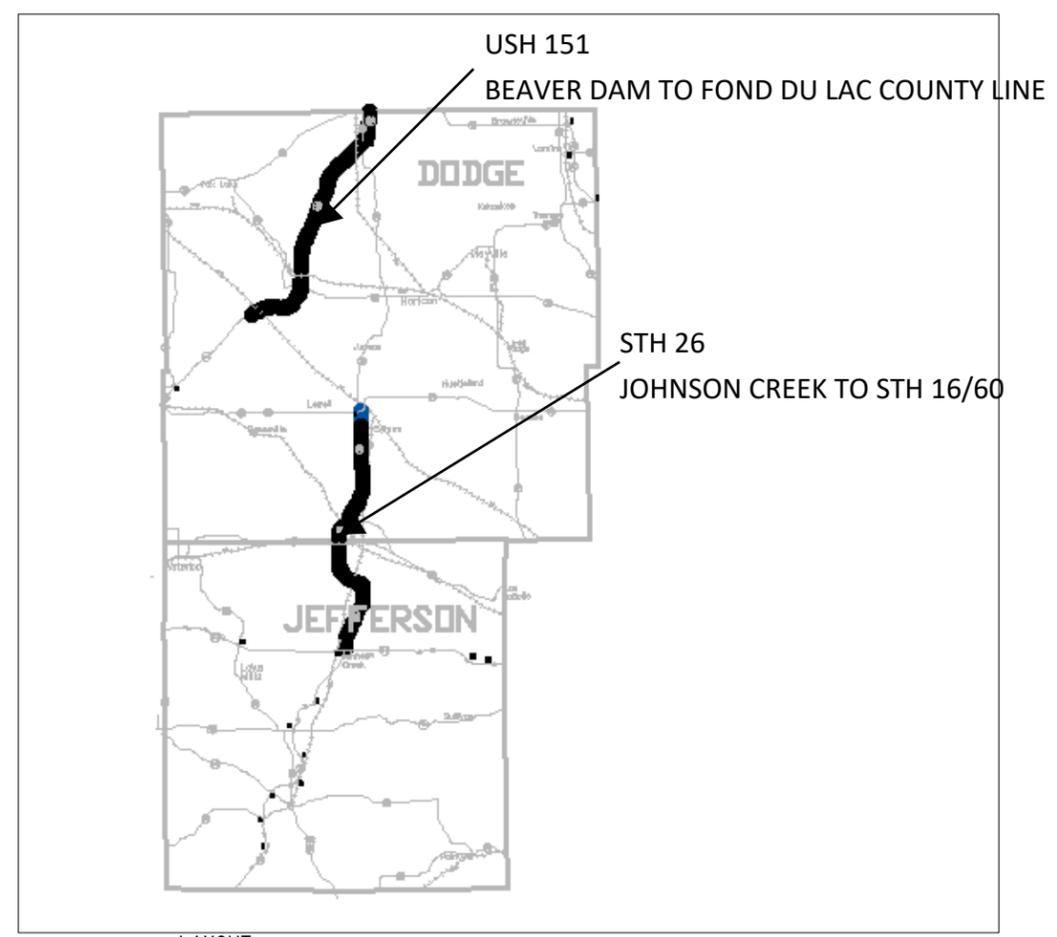
SOUTHWEST REGION WIDE

STN LOCATIONS PER ANNUAL PLAN

VAR HWY
SW REGION

STATE PROJECT NUMBER
1009-12-97

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-12-97		



LAYOUT
SCALE 0 MILES

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 OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

PREPARED BY

Surveyor	_____	SURVEYOR
Designer	_____	DESIGNER
Project Manager	JEANNIE SILVER	
Regional Examiner	_____	REGIONAL EXAMINER
Regional Supervisor	Ruchi Dutta	

APPROVED FOR THE DEPARTMENT
DATE: 03/29/22 *Ruchi Dutta*
(Signature)

E

GENERAL NOTES

ALL EXISTING PAVEMENT MARKINGS SHALL BE CLEAN OF DEBRIS, SALT AND DIRT PRIOR TO APPLICATION OF NEW MARKINGS

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

DESIGN CONTACTS

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PROJECT SUPERVISOR
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DNR SPILL HOTLINE (24-hour)
Wisconsin Department of Natural Resources
Toll-free: 1-800-943-0003

Estimate Of Quantities

1009-12-97

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	821,637.000	821,637.000
0006	646.3020	Marking Line Epoxy 8-Inch	LF	54,618.000	54,618.000
0008	646.5020	Marking Arrow Epoxy	EACH	74.000	74.000
0010	646.5120	Marking Word Epoxy	EACH	46.000	46.000
0012	646.5320	Marking Railroad Crossings Epoxy	EACH	8.000	8.000
0014	646.6120	Marking Stop Line Epoxy 18-Inch	LF	1,088.000	1,088.000
0016	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	98.000	98.000
0018	SPV.0060	Special 01.Traffic Control Project 1009-12-97	EACH	1.000	1.000
0020	SPV.0090	Special 01.Marking Stop Line Epoxy 24-Inch	LF	48.000	48.000

3

3

PAVEMENT MARKING EPOXY (DIVIDED HIGHWAYS)			646.1020			646.3020			646.5020	646.5120	646.6120	646.5320	SPV.0090.01	
DODGE COUNTY (Beaver Dam - Fond du Lac County Line)			4-INCH EDGELINE YELLOW L.F.	4-INCH LANELINE WHITE L.F.	4-INCH EDGELINE WHITE L.F.	8-INCH CHANNELIZING WHITE (MAINLINE) L.F.	8-INCH CHANNELIZING WHITE (RAMP) L.F.	8-INCH CHANNELIZING WHITE (ISLAND GORE) L.F.	ARROWS TYPE 2 WHITE EACH	WORDS "ONLY" WHITE EACH	18-INCH STOP LINE WHITE L.F.	RAILROAD CROSSING WHITE EACH	24-INCH STOP LINE WHITE L.F.	
HIGHWAY	LOCATION (From)	LOCATION (To)												
USH 151 NB	750' north of Exit 132 at STH 33	Fond du Lac Co Line (STH 49) northside of bridgedeck	67360	16840	60422	4578						2	12	
	Railroad Crossing CTH E													
	Exit 134 at Industrial Dr (Beaver Dam)	OFF Ramp	975		1467	354	354				48			
	Exit 135 at CTH B (Beaver Dam)	OFF Ramp	935		1449	361	361				50			
	Exit 135 at CTH B (Beaver Dam)	ON Ramp	1099		2450	685	685							
	Exit 136 at CTH A	OFF Ramp	822		1381	378	378				45			
	Exit 136 at CTH A	ON Ramp	1234		2723	790	790							
	Exit 142 at CTH M (Business 151)	OFF Ramp	2977		3500	339	339						2	12
	Railroad Crossing													
	Exit 144 at STH 26	OFF Ramp	888		1383	334	337	156			52			
Exit 144 at STH 26	ON Ramp	1227		2707	831	770	110							
USH 151 SB	Fond du Lac Co Line (STH 49) northside of bridgedeck	750' north of Exit 132 at STH 33 (Beaver Dam)	67809	16952	59900	4301								
	Exit 144 at STH 26	OFF Ramp	908		1414	367	367	96			44			
	Exit 144 at STH 26	ON Ramp	951		2303	789	789	73						
	Railroad Crossing											2	12	
	Exit 142 at CTH M (Business 151)	ON Ramp	1515		2889	740	740							
	Exit 136 at CTH A	OFF Ramp	912		1473	347	347				40			
	Exit 136 at CTH A	ON Ramp	1258		3032	670	670							
	Exit 135 at CTH B (Beaver Dam)	OFF Ramp	909		1463	345	345	165	4	2	60			
	Exit 135 at CTH B (Beaver Dam)	ON Ramp	760		2521	380	380							
	Exit 134 at Industrial Dr (Beaver Dam)	ON Ramp	1065		2453		697	697				2	12	
Railroad Crossing CTH E														
Sub Totals			153604	33792	154930	16589	8349	1297	4	2	339	8	48	

PROJECT NO: 1009-12-97 HWY: USH 151 COUNTY: DODGE MISCELLANEOUS QUANTITIES SHEET NO: E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

3

3

PAVEMENT MARKING EPOXY (DIVIDED HIGHWAYS) JEFFERSON & DODGE COUNTIES (Johnson Creek - STH 16/60)			646.1020				646.3020			646.5020		646.5120	646.6120	646.6320
			4-INCH EDGE LINE YELLOW L.F.	4-INCH CENTERLINE NO PASSING YELLOW L.F.	4-INCH LANE LINE WHITE L.F.	4-INCH EDGE LINE WHITE L.F.	8-INCH CHANNELIZING WHITE (MAINLINE) L.F.	8-INCH CHANNELIZING WHITE (RAMP) L.F.	8-INCH CHANNELIZING WHITE (ISLAND GORE) L.F.	ARROWS TYPE 2 WHITE EACH	ARROWS TYPE 3R WHITE EACH	WORDS "ONLY" WHITE EACH	18-INCH STOP LINE WHITE L.F.	18-INCH DOTTED EXTENSION WHITE LF
HIGHWAY	LOCATION (From)	LOCATION (To)												
STH 26 NB	Johnson Creek (River Rd)	0.5 mile north of Exit 52 (STH 16/60 Bridge)	95540	880	24000	90163	1946							
	Exit 39 at CTH Y (Watertown)	OFF Ramp	821			1719	391	207	395	2	2	2	10	
	CTH Y at STH 26	North Roundabout							733	2		2	24	
	Exit 39 at CTH Y (Watertown)	ON Ramp	889			2242	623	500	300					
	Exit 43 at STH 19 (Watertown)	OFF Ramp	600			1514	584	242					16	
	Exit 43 at STH 19 (Watertown)	ON Ramp	819			2195	625	235						
	Exit 45 at STH 16	OFF Ramp	1290			2230	431	1188						
	Exit 45 at STH 16	ON Ramp	1384			2687	671	1411						
Exit 52 at STH 16/60	OFF Ramp	1144			1996	544	451				27			
Exit 52 at STH 16/60	ON Ramp	892			2014	569	569							
STH 26 SB	0.5 mile north of Exit 52 (STH 16/60 Bridge)	Johnson Creek (River Rd)	96000		23979	90963	9230							
	Exit 52 at STH 16/60	OFF Ramp	987			1526	384	381				30		
	Exit 52 at STH 16/60	ON Ramp	1155			2381	615	615						
	Exit 45 at STH 16	OFF Ramp	3830			4260	311	293						
	Exit 45 at STH 16	ON Ramp	3268			4948	545	318						
	Exit 43 at STH 19 (Watertown)	OFF Ramp	817			1681	531	227					12	
	Exit 43 at STH 19 (Watertown)	ON Ramp	632			2375	564	215						
	Exit 39 at CTH Y (Watertown)	OFF Ramp	989			1472	473	293					12	
CTH Y at STH 26	South Roundabout											24		
Exit 39 at CTH Y (Watertown)	ON Ramp	855			2174	382	391							
Sub Totals			211912	880	47979	218540	19419	7,536	1,428	4	2	4	57	98

PROJECT NO: 1009-12-97 HWY: STH 26 COUNTY: JEFFERSON/DODGE MISCELLANEOUS QUANTITIES SHEET NO: E

FILE NAME : _____ PLOT DATE : _____ PLOT BY : _____ PLOT NAME : _____ ORG DATE : _____ ORIGINATOR : DIST _ PLOT SCALE : 1:1

3

3

PAVEMENT MARKING EPOXY (DIVIDED HIGHWAYS)		646.5020	646.5120	646.6120
JEFFERSON & DODGE COUNTIES (Johnson Creek - STH 16/60)		ARROWS	WORDS	18-INCH
HIGHWAY	LOCATION (From)	TYPE 2	"ONLY"	STOP LINE
		WHITE	WHITE	WHITE
		EACH	EACH	L.F.
CTH J EB	Hwy 26			36
CTH J WB	Hwy 26			36
STH 26 NB	CTH J	4	2	
STH 26 SB	CTH J	4	2	
CTH CJ	Hwy 26			36
STH 26 SB	CTH CJ	2	1	
STH 26 NB	CTH CJ	4	2	
Wilson Rd EB	Hwy 26			30
STH 26 NB	Wilson Rd	2	1	
STH 26 SB	Wilson Rd	4	2	
Hill Rd WB	Hwy 26			28
STH 26 NB	Hill Rd	2	1	
Clymet Rd EB	Hwy 26			28
STH 26 NB	Clymet Rd	2	1	
STH 26 SB	Clymet Rd	4	2	
CTH JM WB	Hwy 26			28
STH 26 NB	CTH JM	4	2	
STH 26 SB	CTH JM	2	1	
5 Mile Rd EB	Hwy 26			28
STH 26 NB	5 Mile Rd	4	2	
STH 26 SB	5 Mile Rd	2	1	
Second St Rd EB	Hwy 26			32
Second St Rd WB	Hwy 26			32
STH 26 NB	Second St Rd	4	2	
STH 26 SB	Second St Rd	4	2	
CTH Q EB	Hwy 26			32
CTH L WB	Hwy 26			32
STH 26 NB	CTH Q & L	4	4	
STH 26 SB	CTH Q & L	4	4	
Ebenezer Rd EB	Hwy 26			15
Ebenezer Rd WB	Hwy 26			15
Zillge Ln EB	Hwy 26			30
Emerald Dr EB	Hwy 26			32
Emerald Dr WB	Hwy 26			32
Spruce Dr EB	Hwy 26			32
Spruce Dr WB	Hwy 26			27
Old 26 Rd EB	Hwy 26			36
Baneck Ln	Hwy 26			15
River Rd EB	Hwy 26			40
River Rd WB	Hwy 26			40
STH 26 NB	River Rd	4	4	
STH 26 SB	River Rd	4	4	
		64	40	692

PROJECT NO: 1009-12-97

HWY: STH 26

COUNTY: JEFFERSON/DODGE

MISCELLANEOUS QUANTITIES

SHEET NO:

E

FILE NAME : _____

PLOT DATE : _____

PLOT BY : _____

PLOT NAME : _____

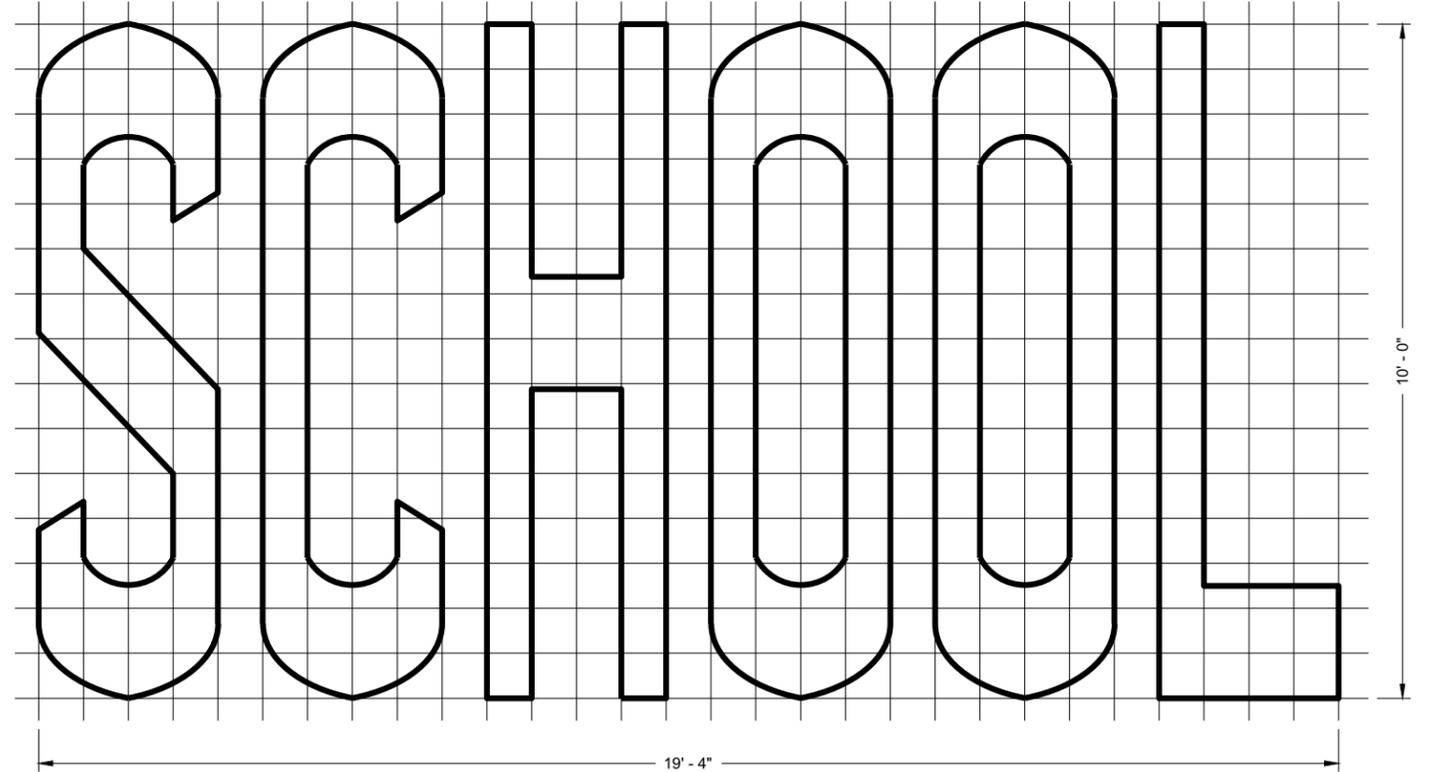
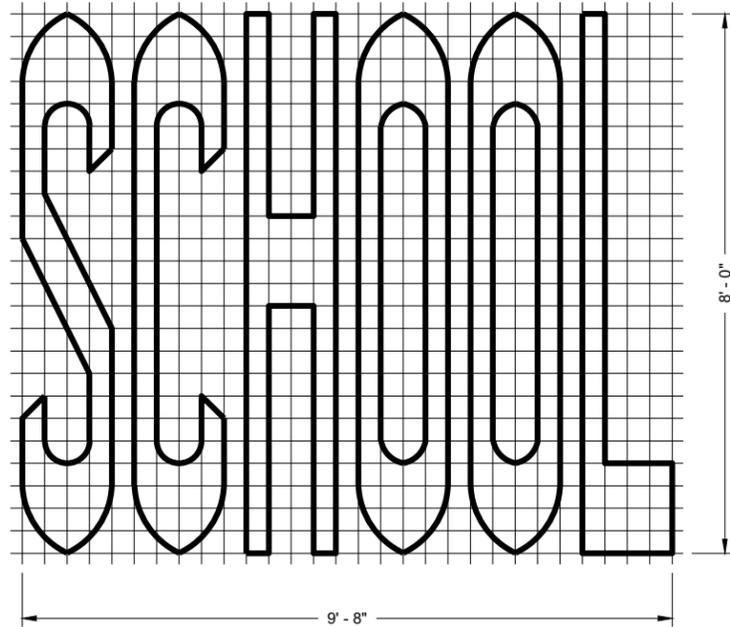
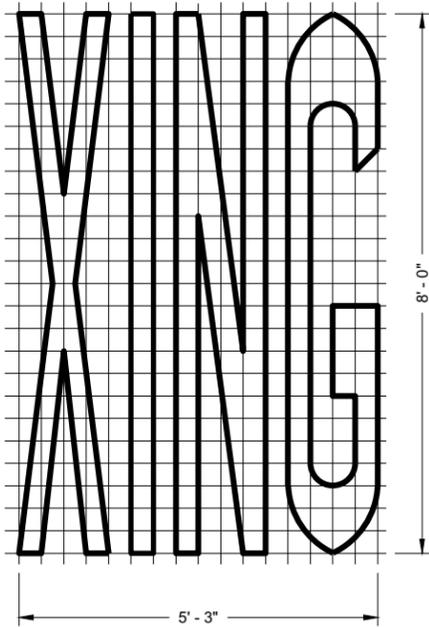
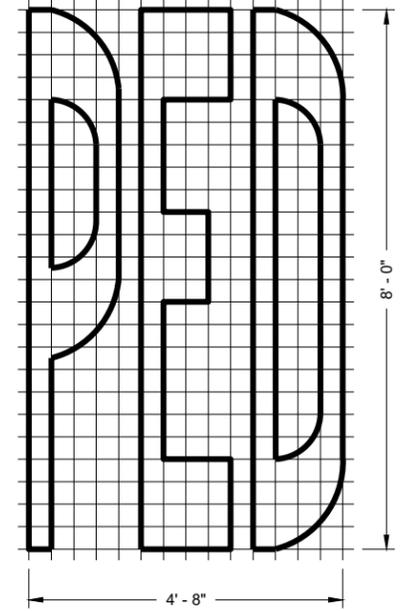
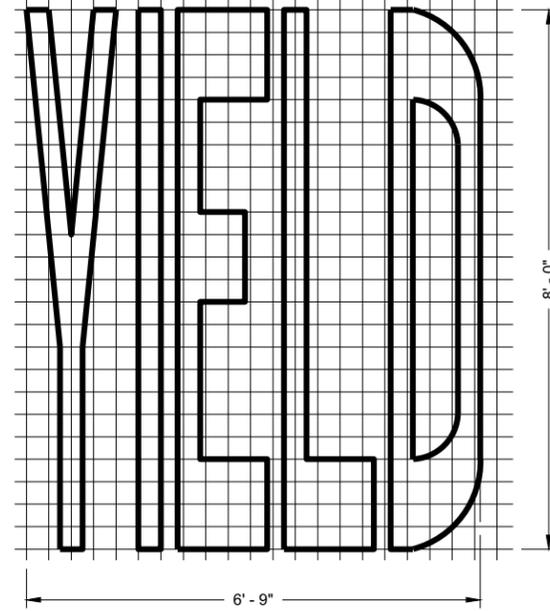
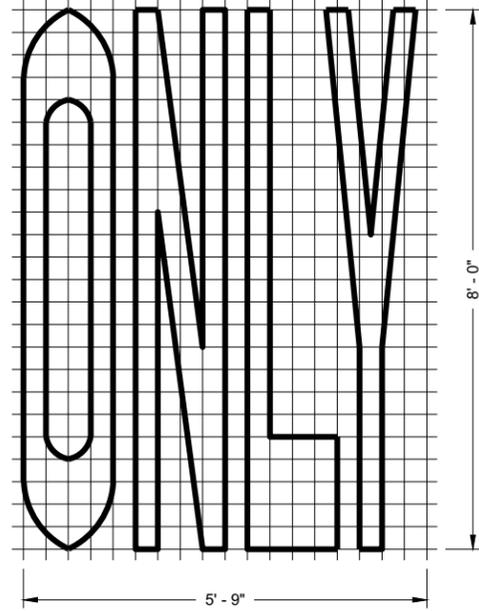
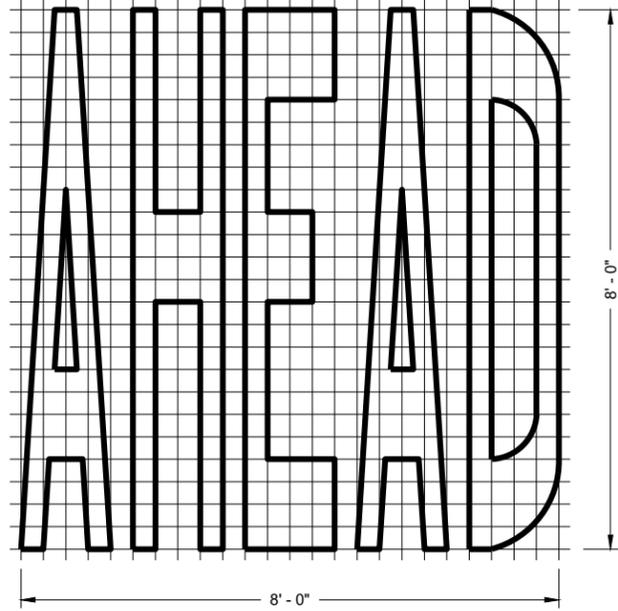
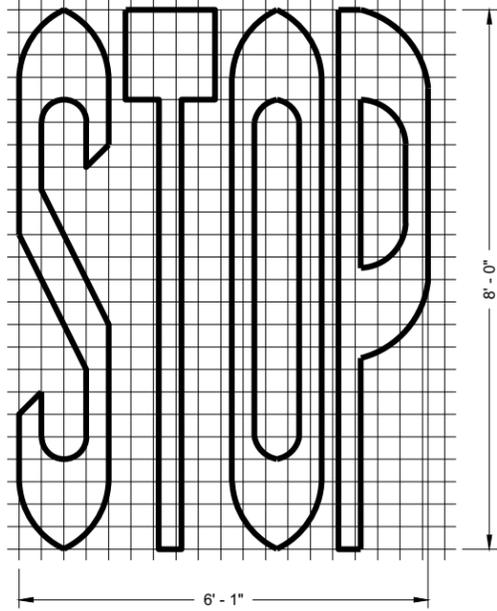
ORG DATE : _____

ORIGINATOR : DIST _

PLOT SCALE : 1:1

Standard Detail Drawing List

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
15C09-12B	TRUCK STOPPING LANE PAVEMENT MARKINGS
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-08	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C19-06C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
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
15C31-04D	PAVEMENT MARKING SERVICE INTERCHANGE LANE DROP AND LANE REDUCTION MARKING
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-04A	PAVEMENT MARKING (INTERSECTIONS)
15D12-09A	TRAFFIC CONTROL, LANE CLOSURE
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D37-03	TRAFFIC CONTROL, 2-LANE ROUNDBOUT
15D50-02A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-02B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT



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

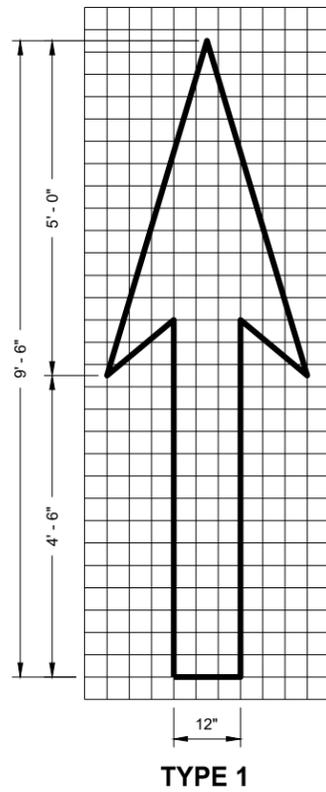
APPROVED

November 2019

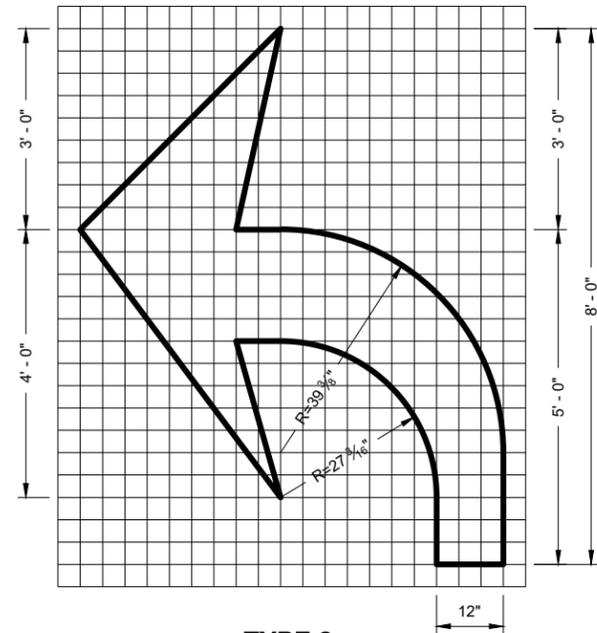
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FHWA

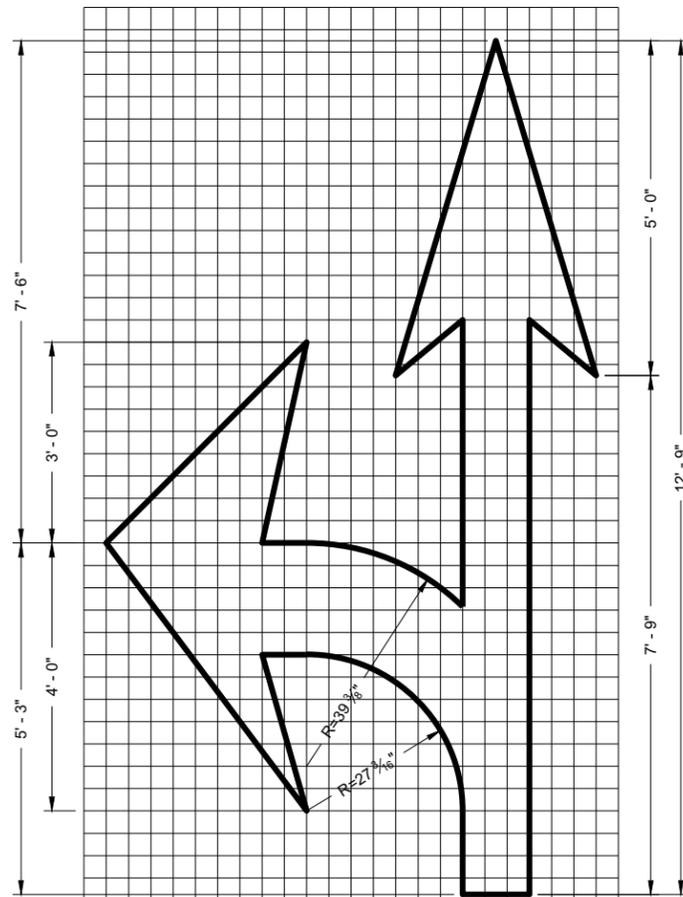
/s/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER



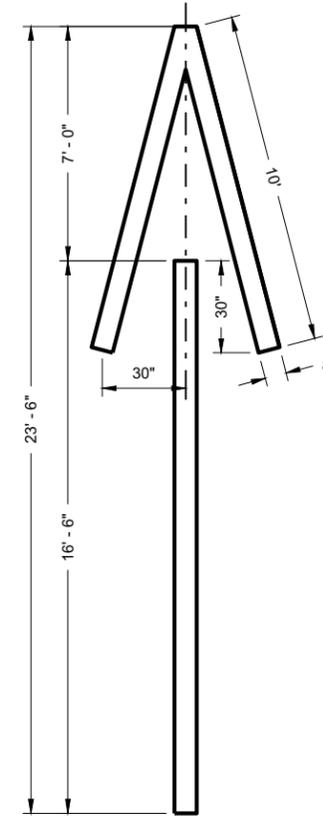
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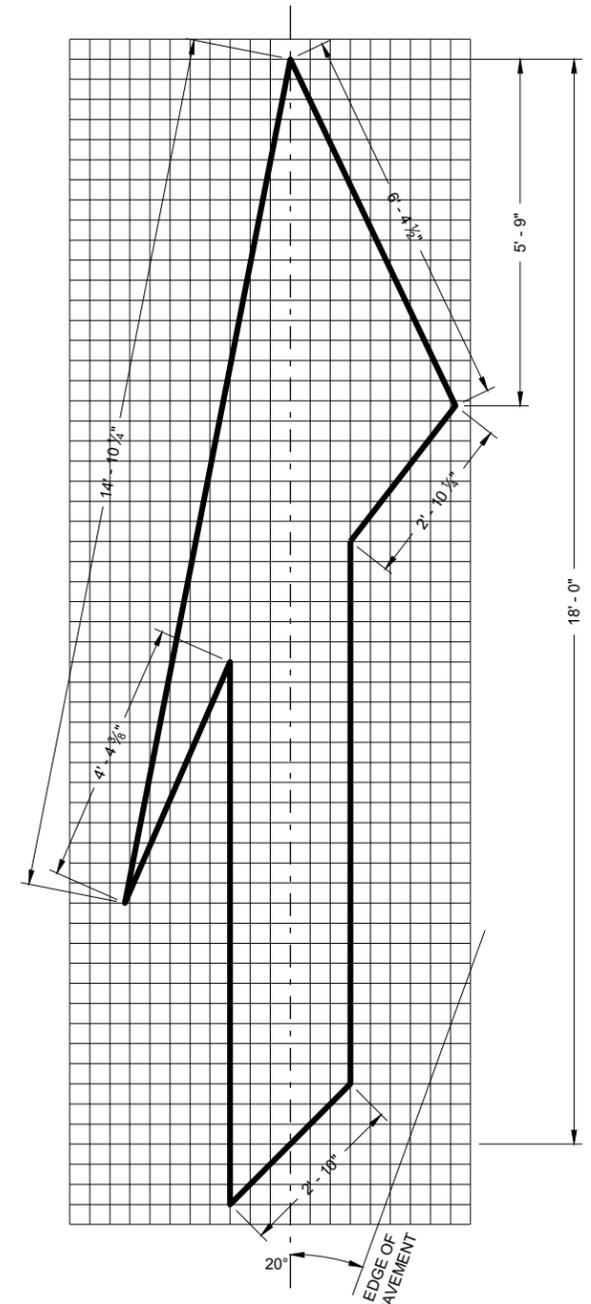
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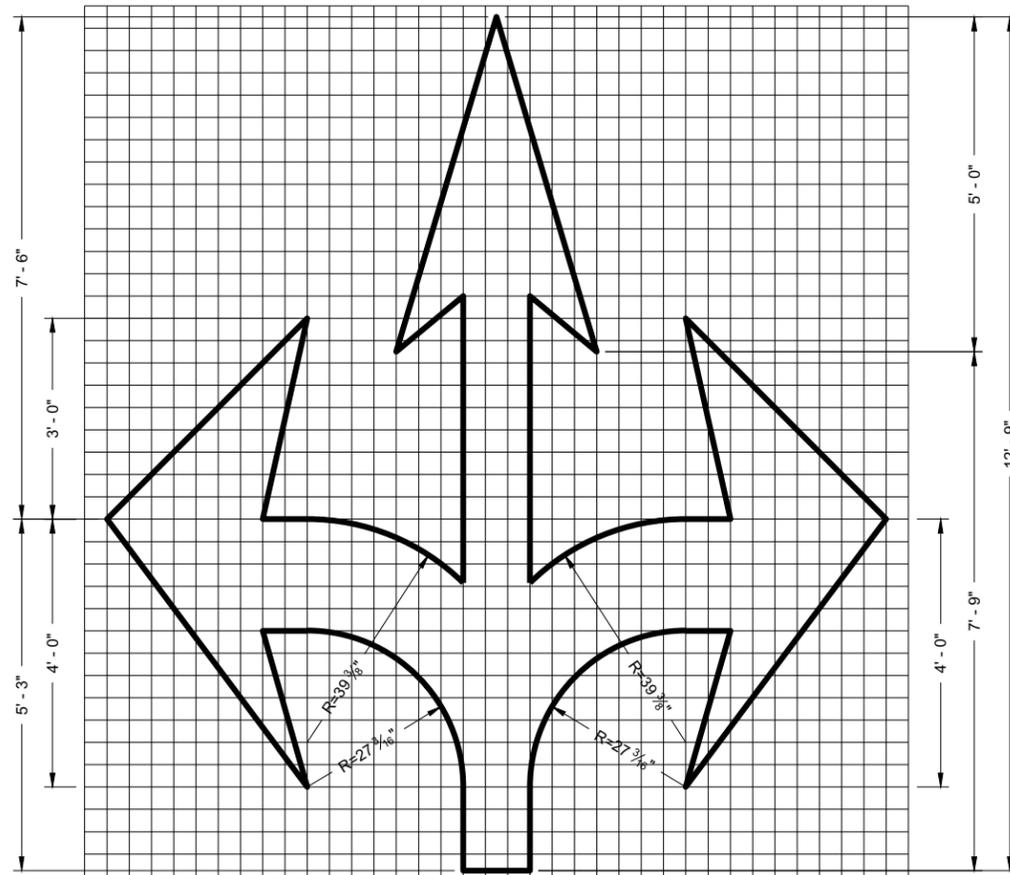
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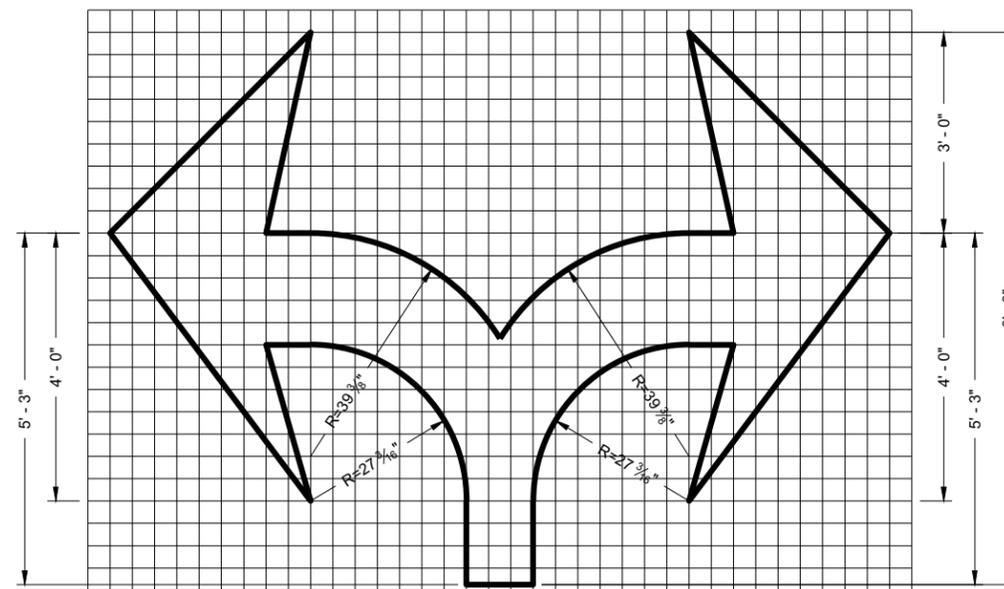
TYPE 4



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

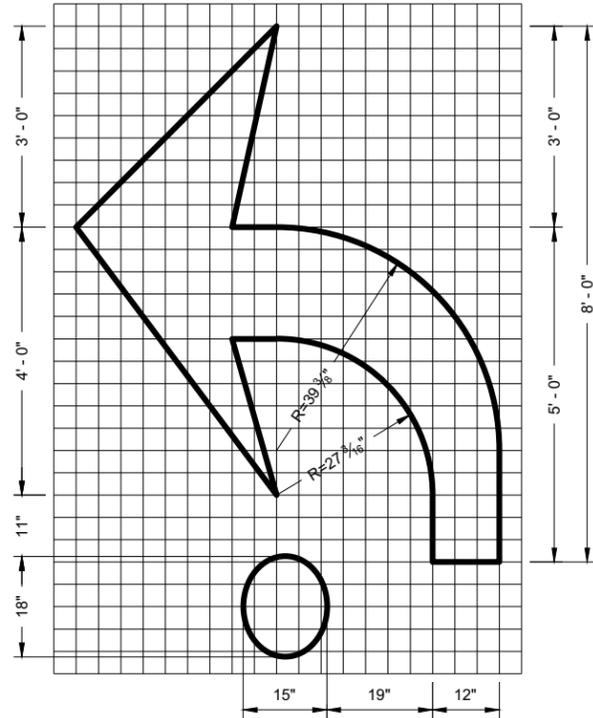
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FHWA

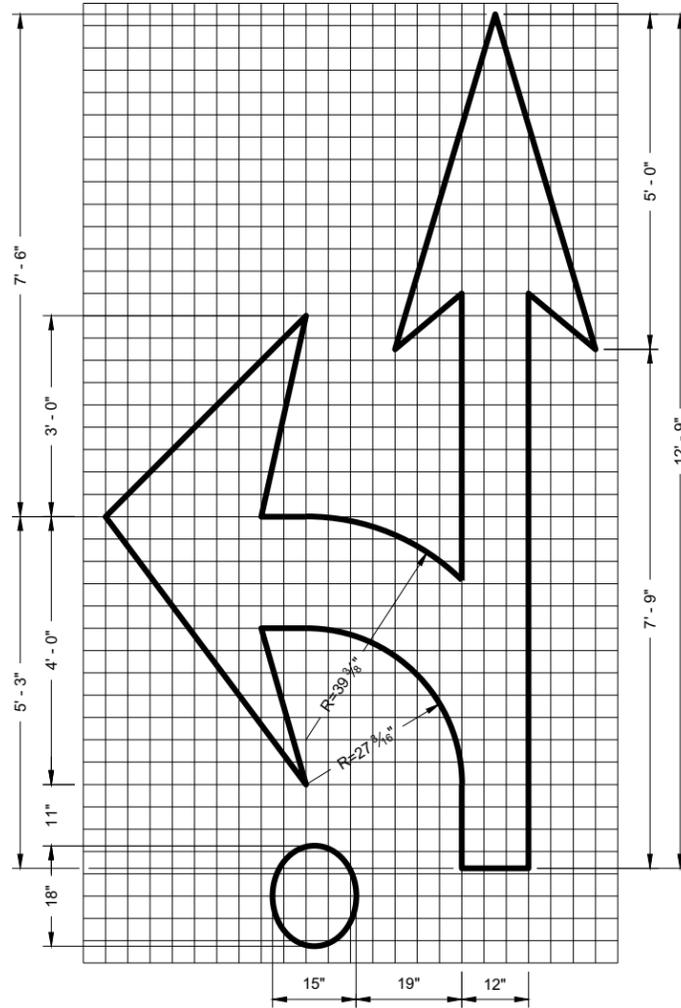
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER

GENERAL NOTES

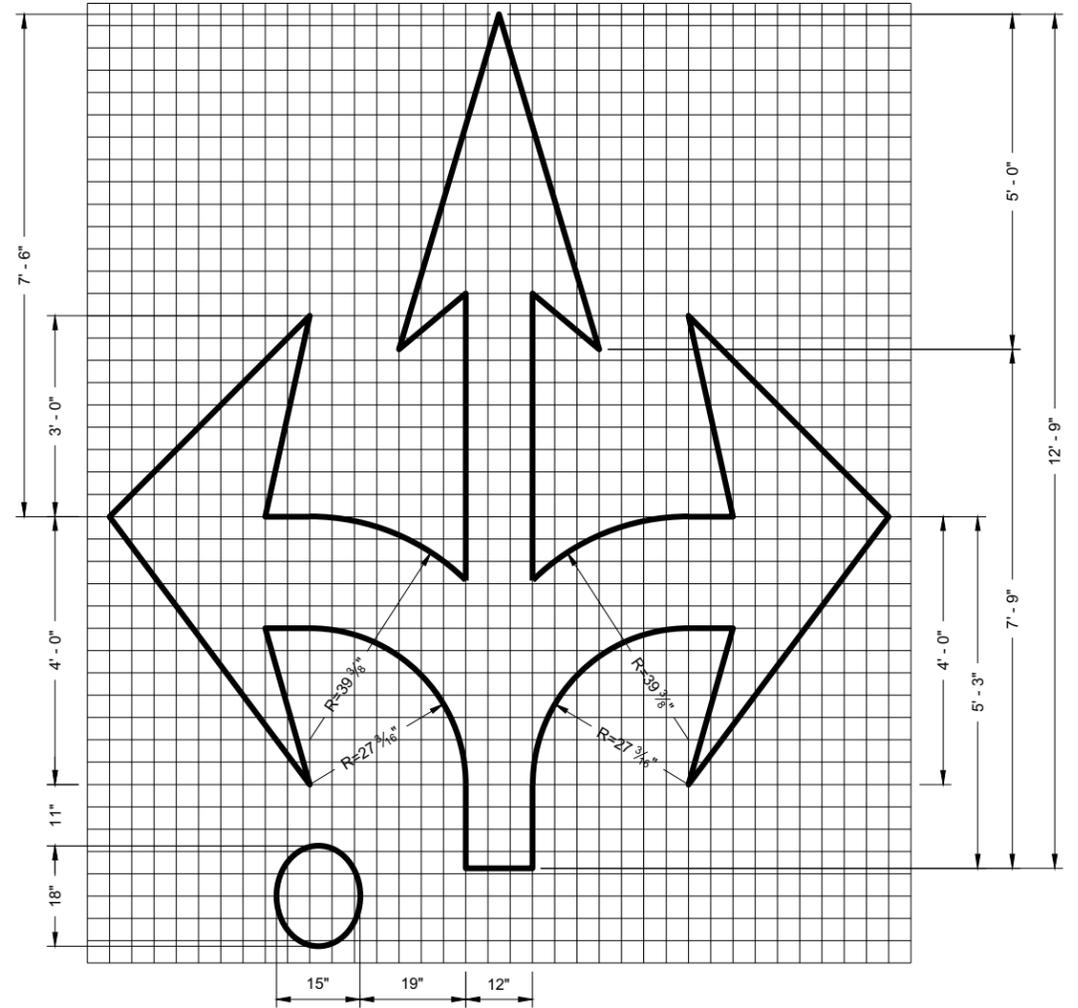
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



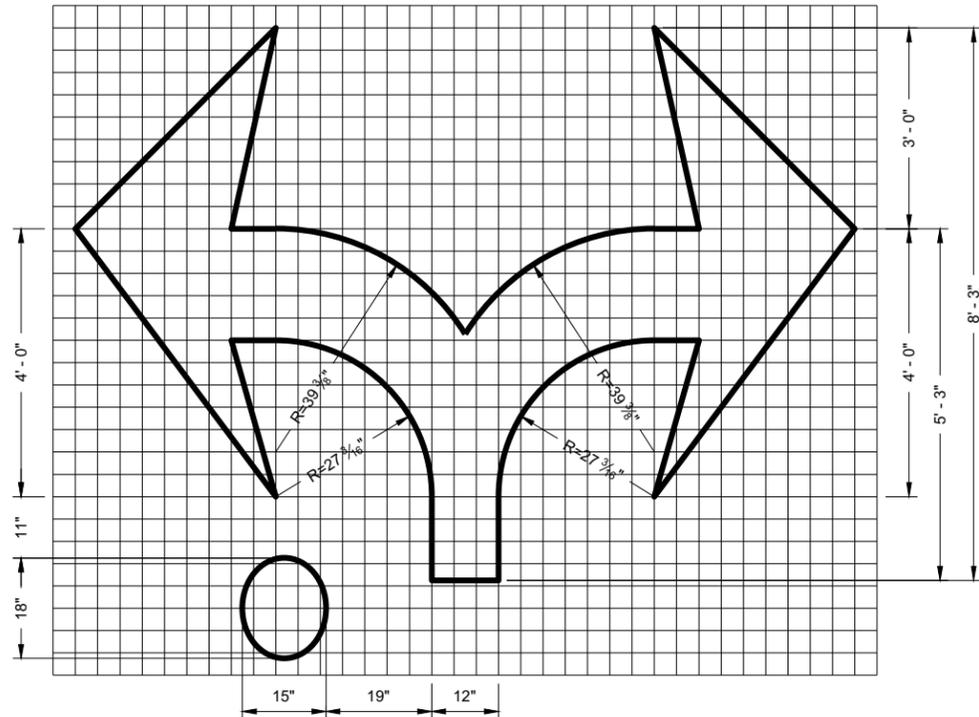
TYPE 2R



TYPE 3R



TYPE 6R



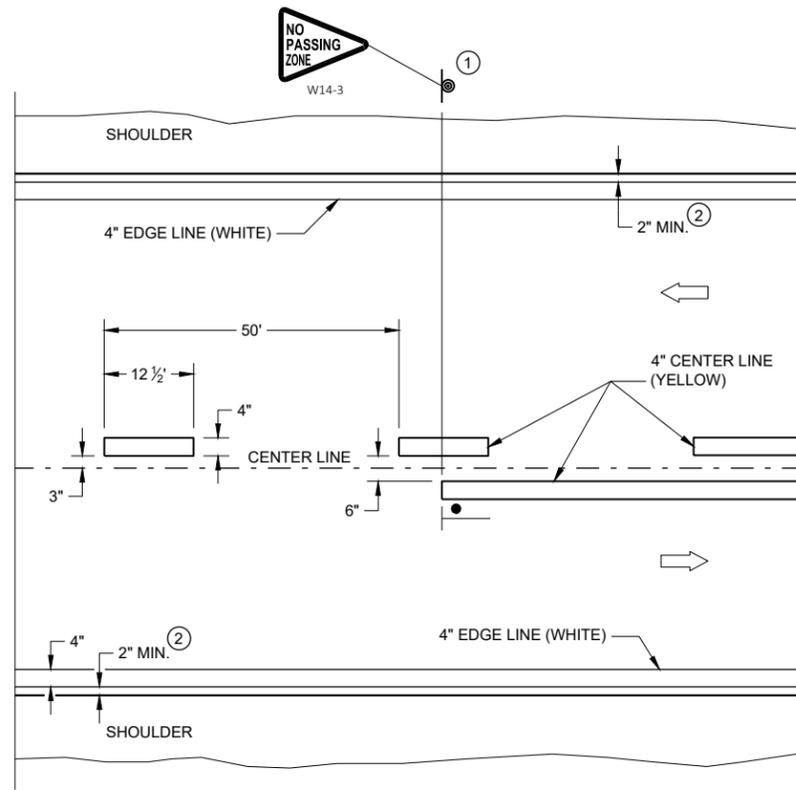
TYPE 7R

**ROUNDBOUT
MARKING ARROWS**

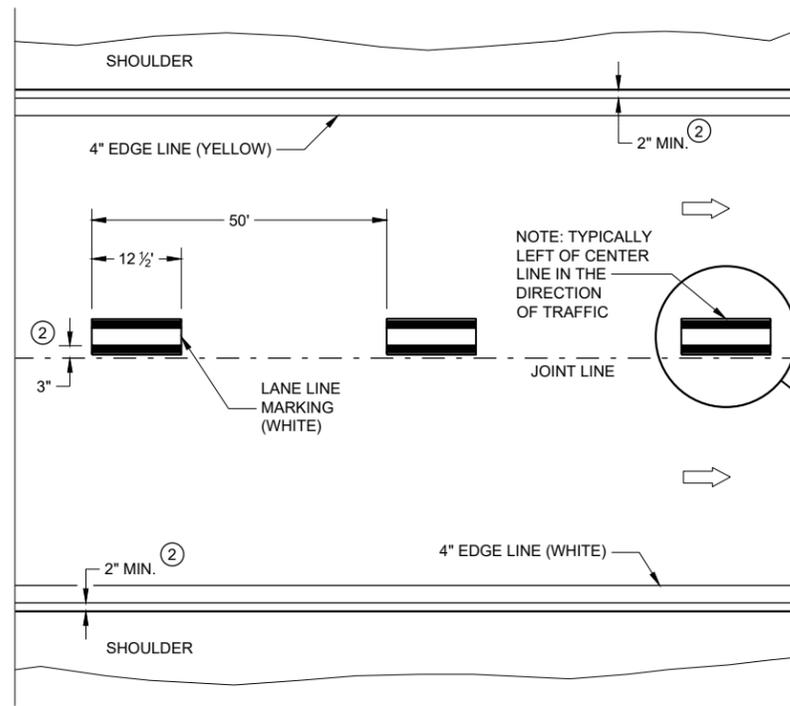
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

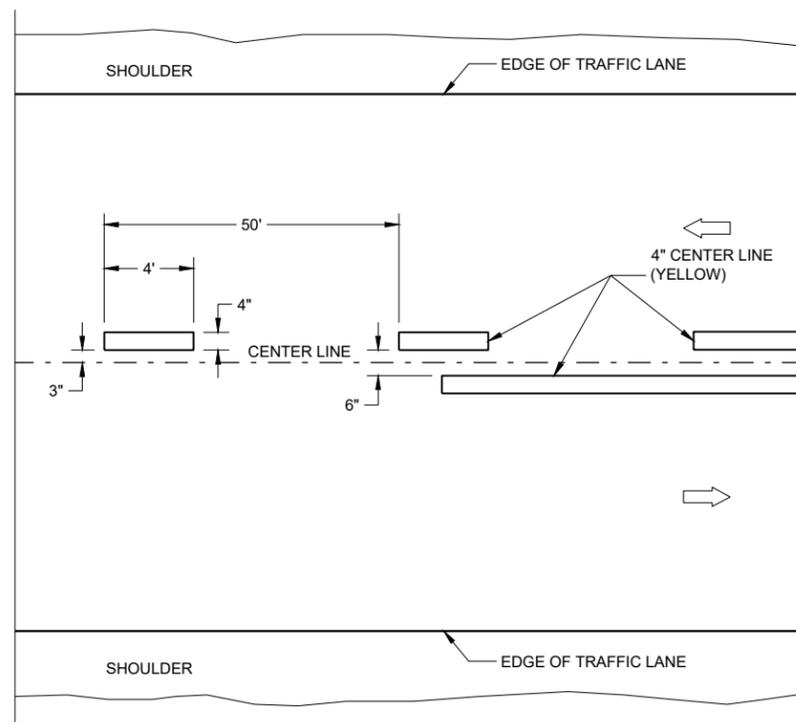


TWO WAY TRAFFIC

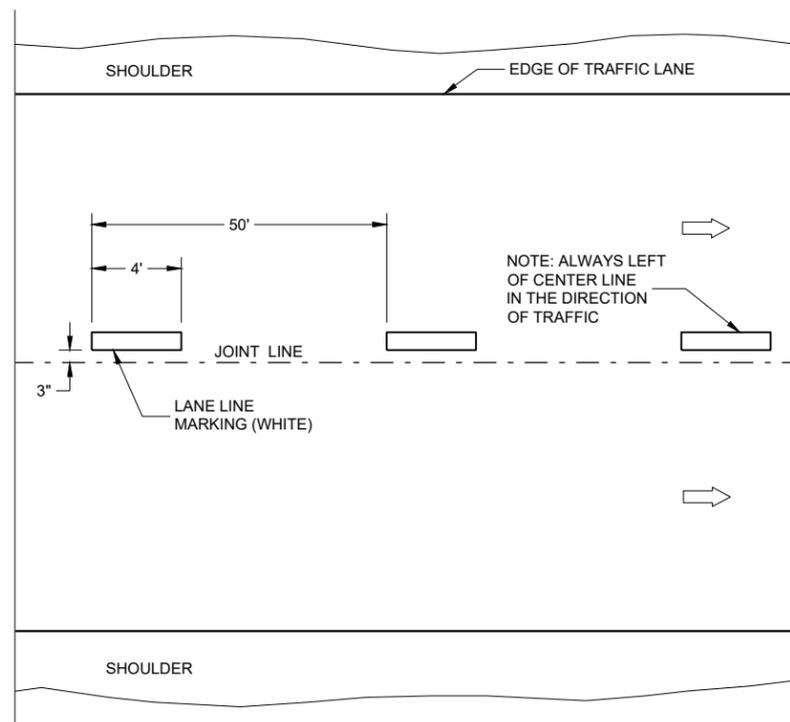


ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING



TWO WAY TRAFFIC



ONE WAY TRAFFIC

TEMPORARY PAVEMENT MARKING

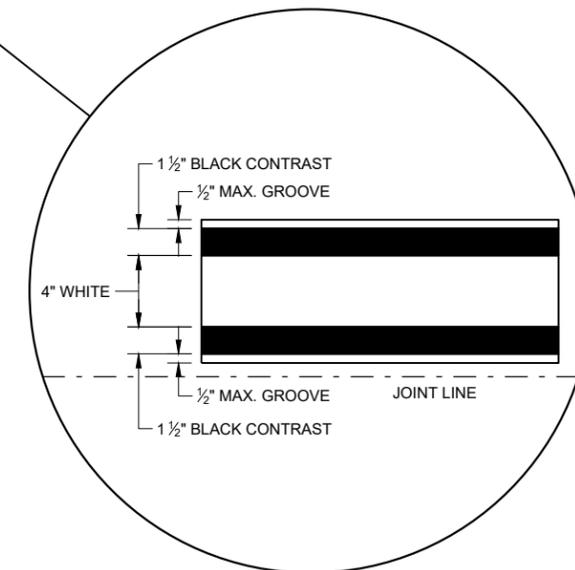
GENERAL NOTES

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)

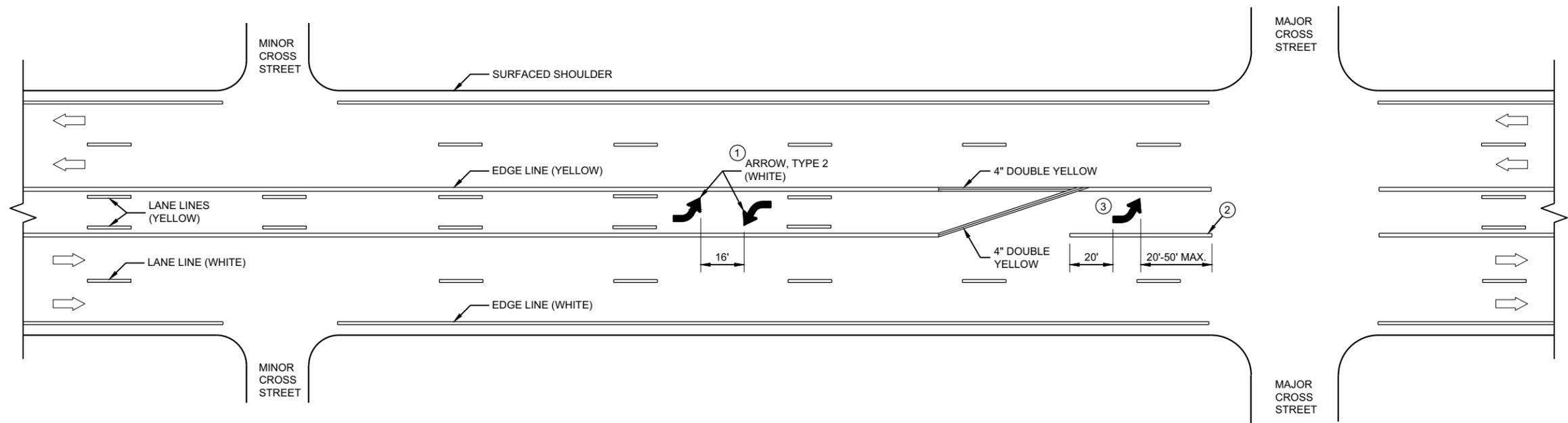
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

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

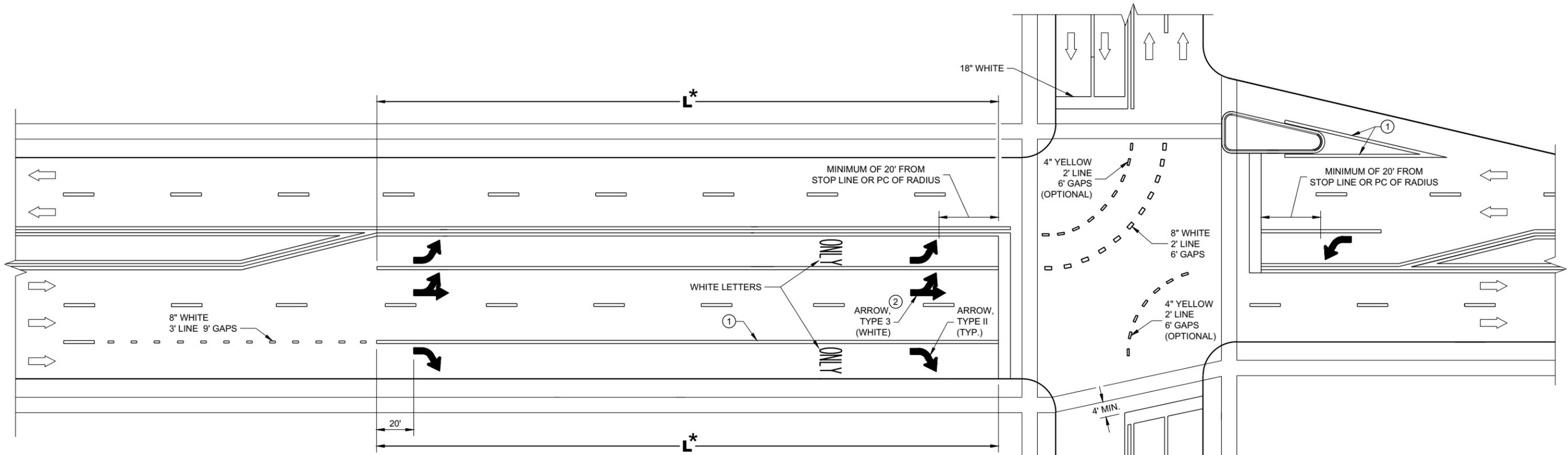
6

6

SDD 15C08 - 20b

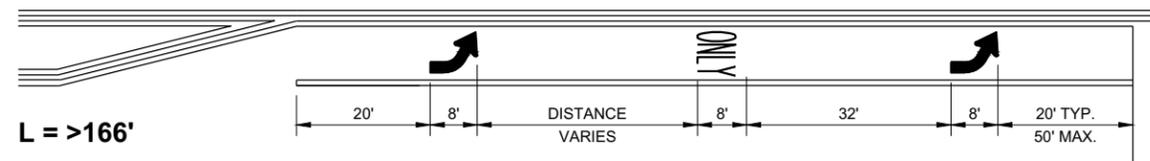
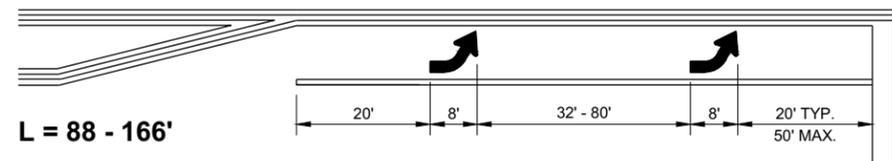
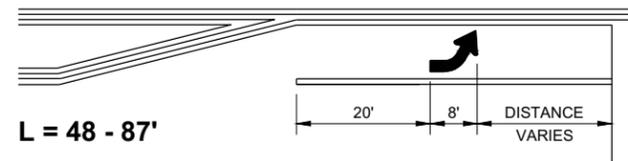
SDD 15C08 - 20b

<p>PAVEMENT MARKING (TURN LANES)</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

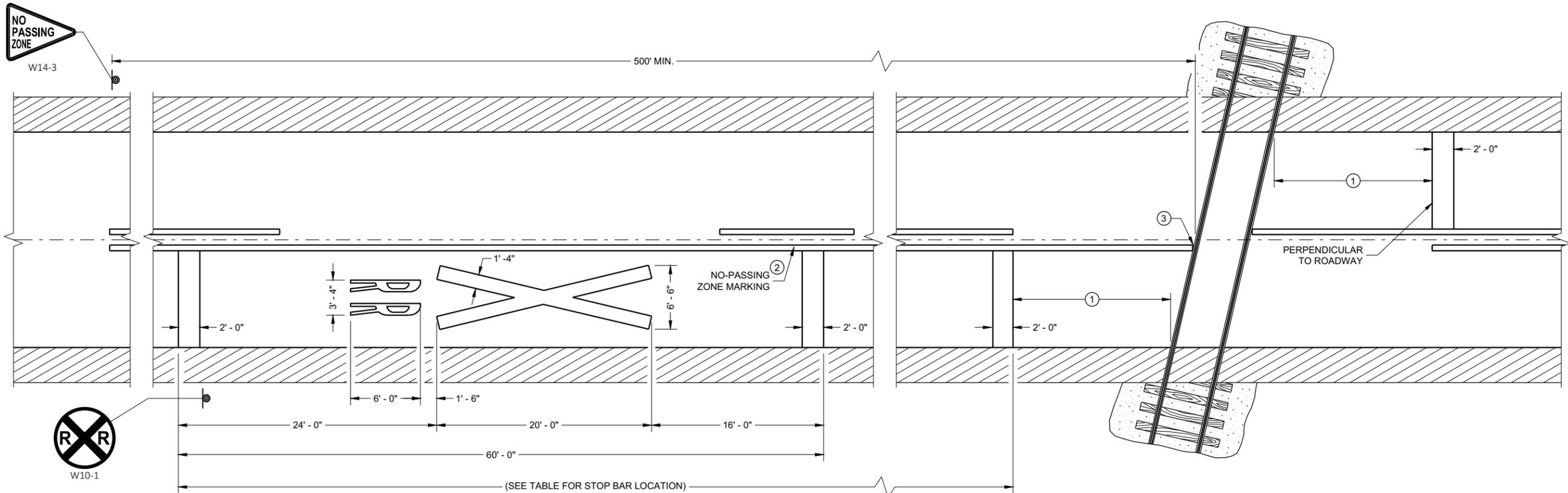
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ 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.

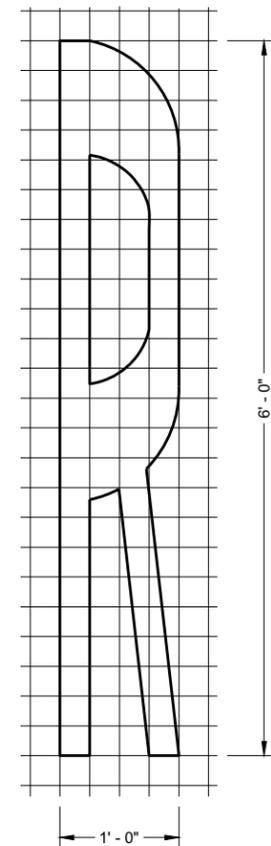
- ① MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL , GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE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

LEGEND

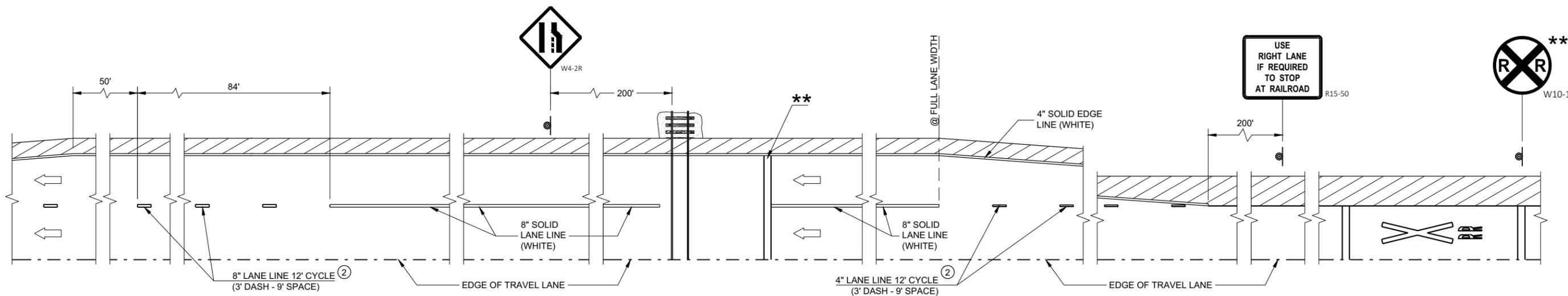
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

GENERAL NOTES

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

- ① INSTALLED FOR EXPRESSWAYS
- ② 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.

** SEE SDD 15C09-a, "SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSING" FOR LOCATION OF ADVANCE MARKINGS.



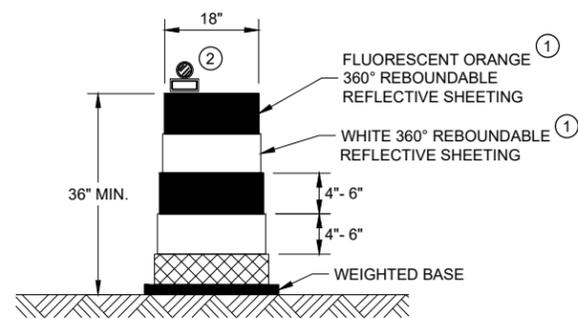
DETAIL FOR TRUCK STOPPING LANE PAVEMENT MARKINGS

TRUCK STOPPING LANE PAVEMENT MARKINGS

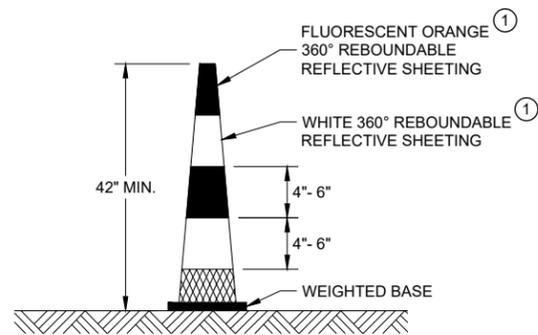
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

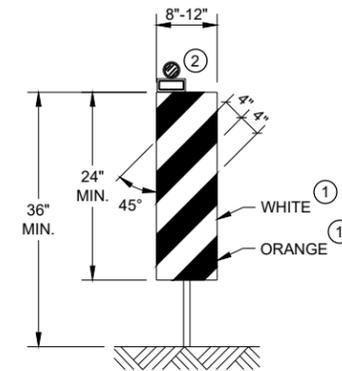


DRUM



42" CONE

DO NOT USE IN TAPERS
1/2 SPACING OF DRUMS

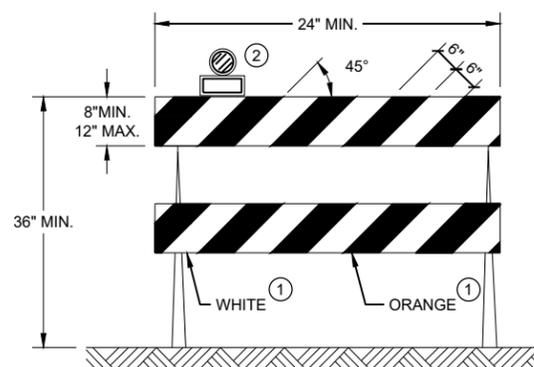


VERTICAL PANEL

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

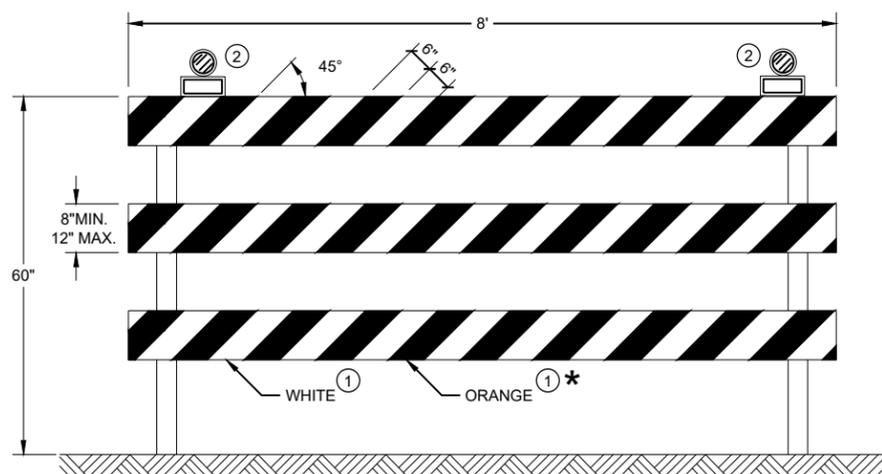
GENERAL NOTES

- 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 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

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

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

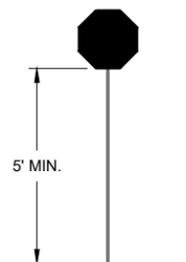
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



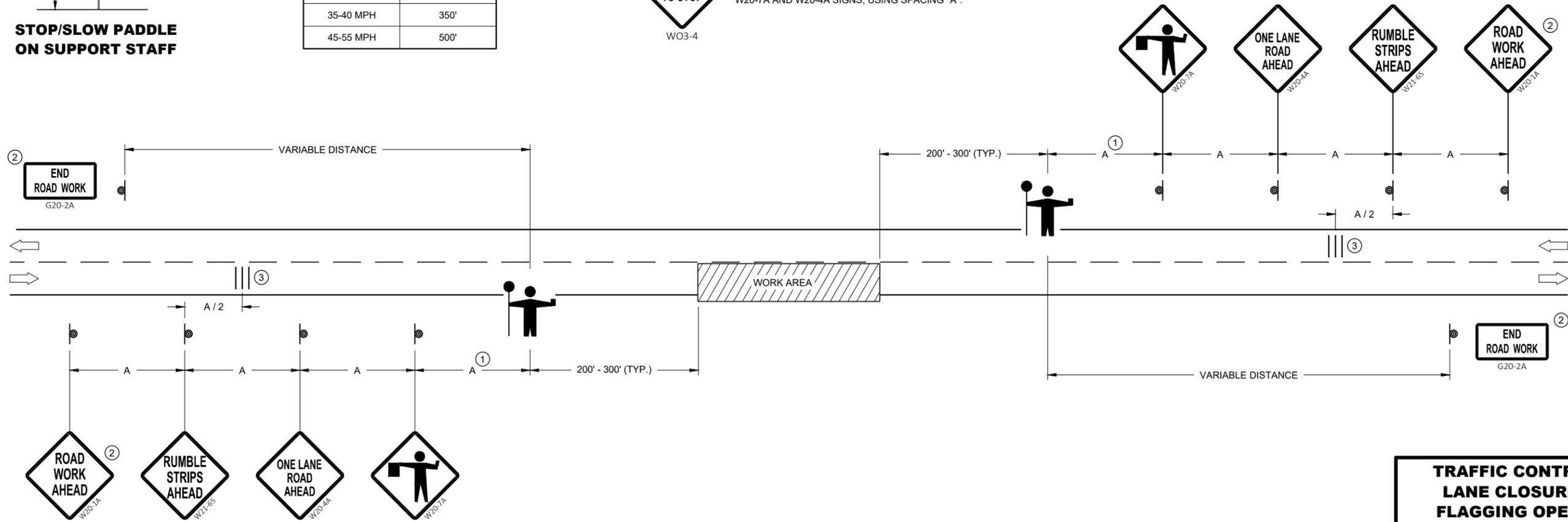
STOP/SLOW PADDLE ON SUPPORT STAFF

SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

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



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



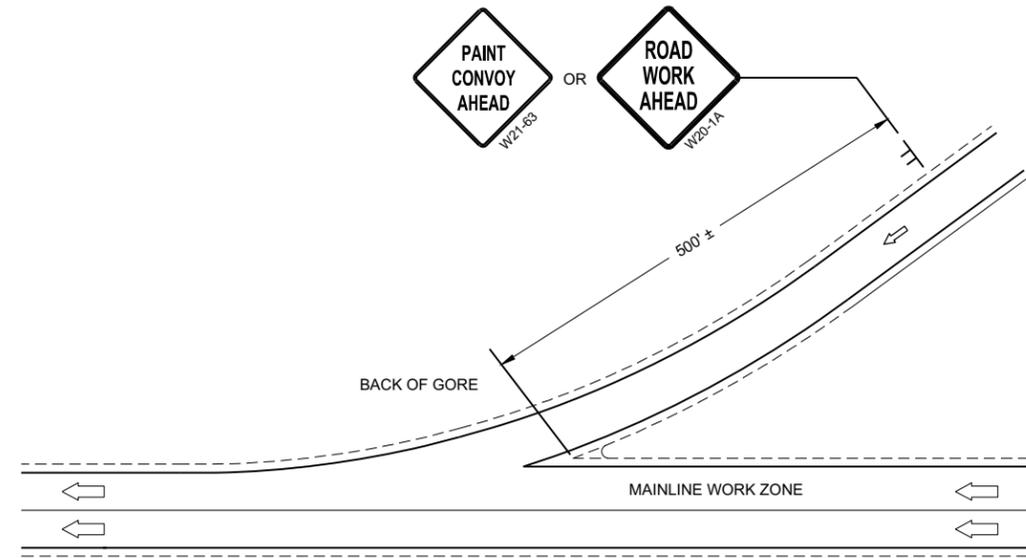
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2021 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER
FHWA

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)



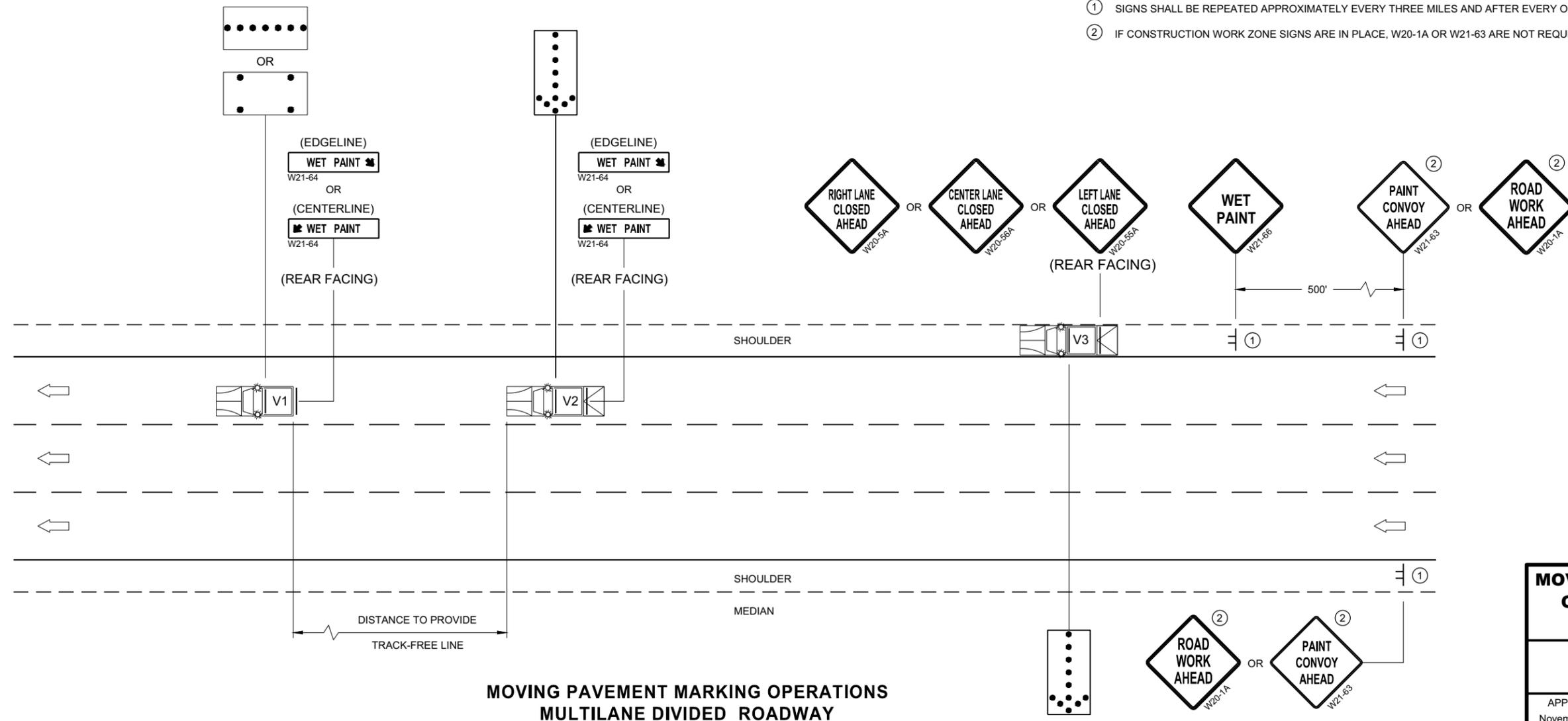
GENERAL NOTES

- 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.

6

6



SDD 15C19 - 06C

SDD 15C19 - 06C

**MOVING PAVEMENT MARKING OPERATIONS
MULTILANE DIVIDED ROADWAY**

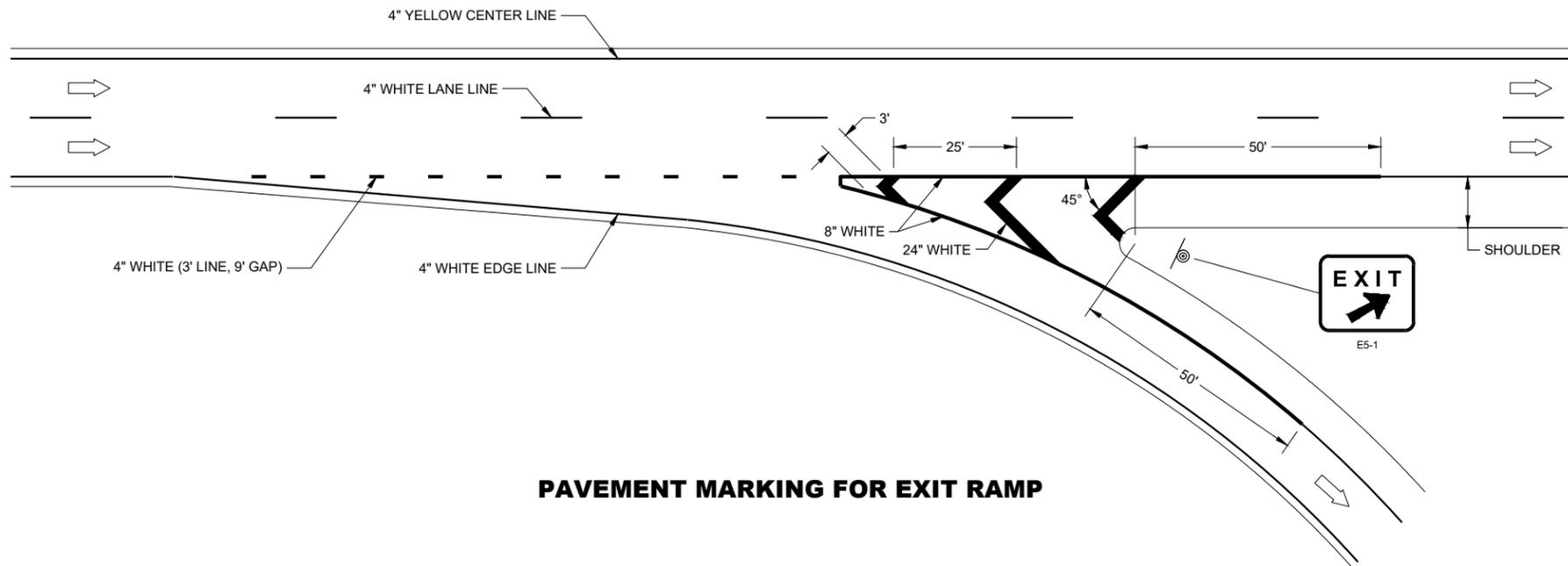
MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

GENERAL NOTES

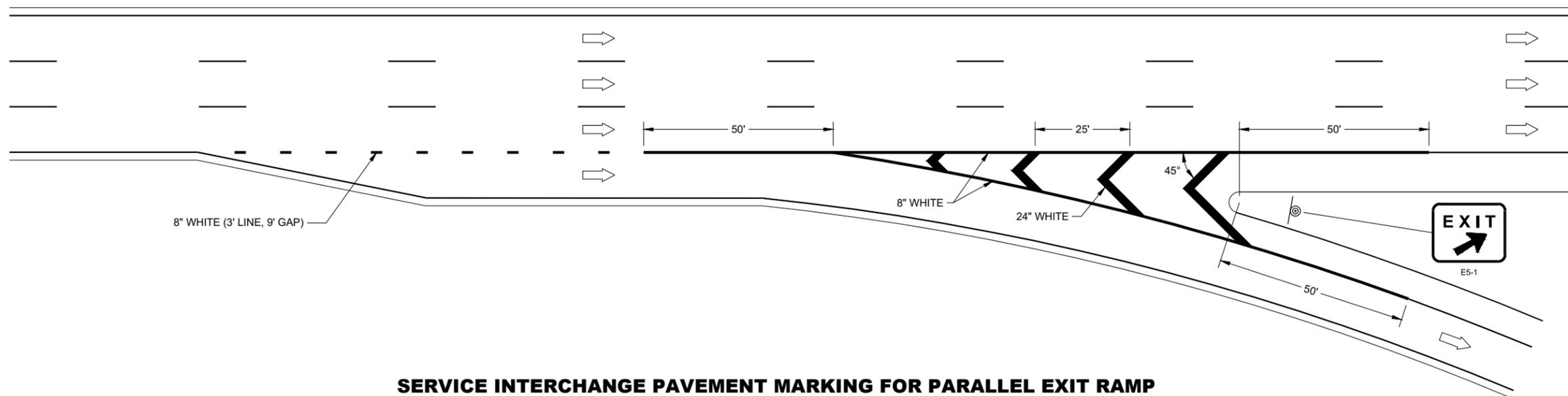
PLACE GROOVE 3 INCHES LEFT OF JOINT.

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

6

6

SDD 15C31 - 04a

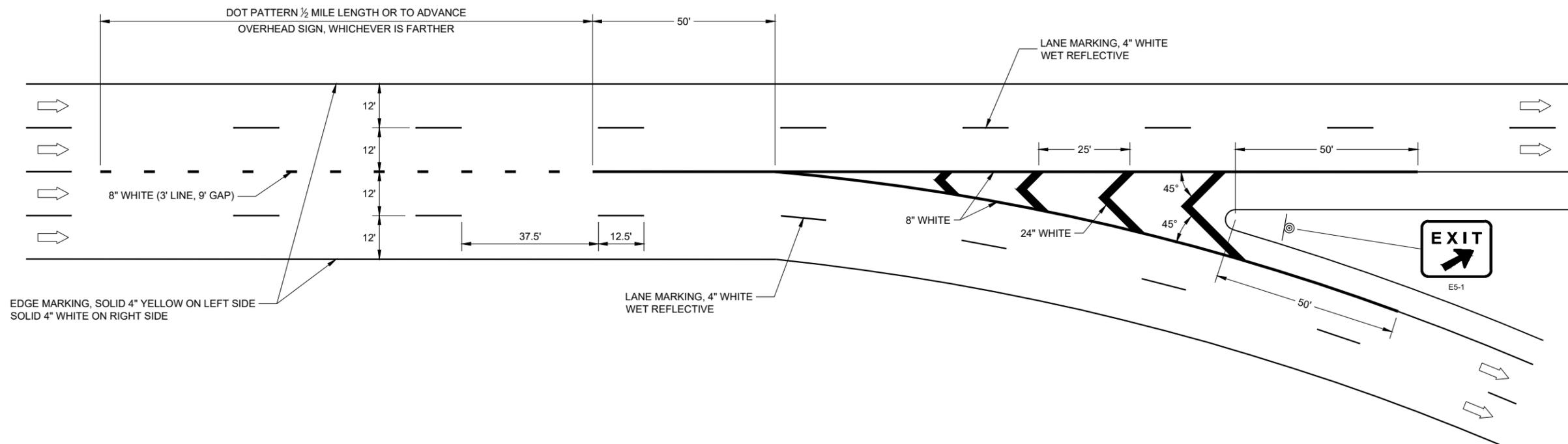
SDD 15C31 - 04a

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**

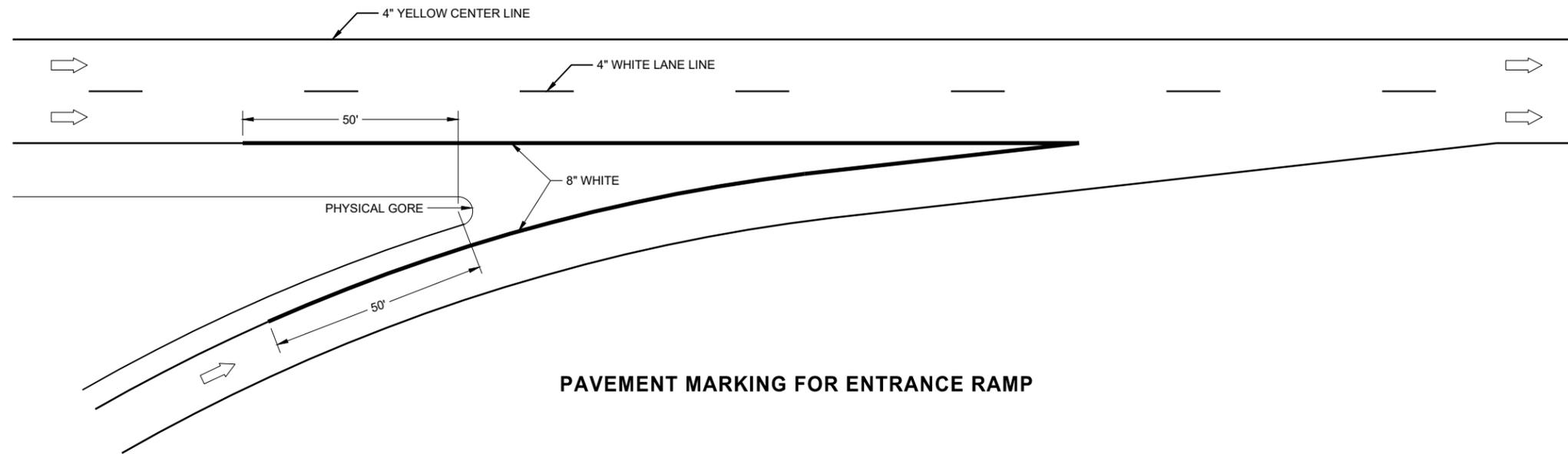
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

GENERAL NOTES

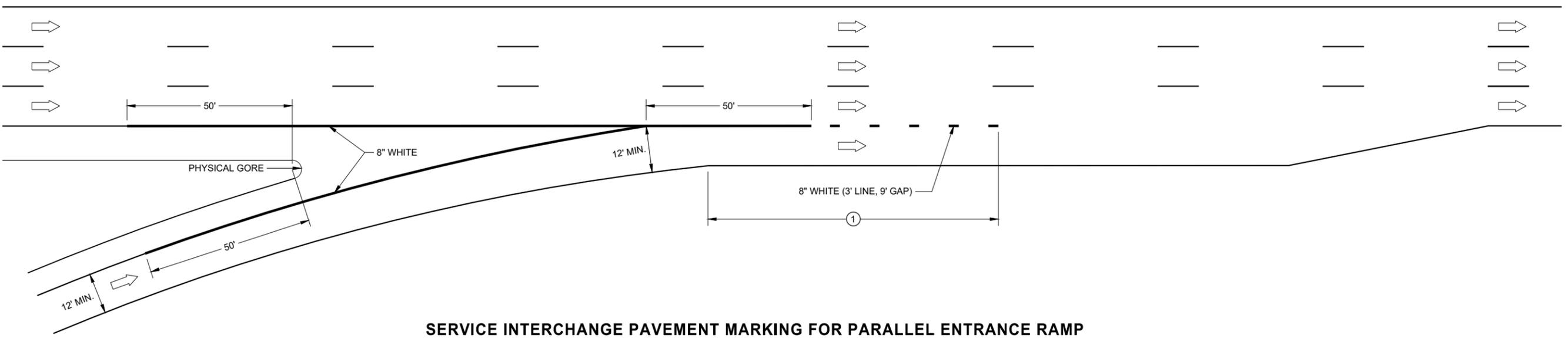
- PLACE GROOVE 3 INCHES LEFT OF JOINT.
- ① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

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

6

6

SDD 14C31 - 04c

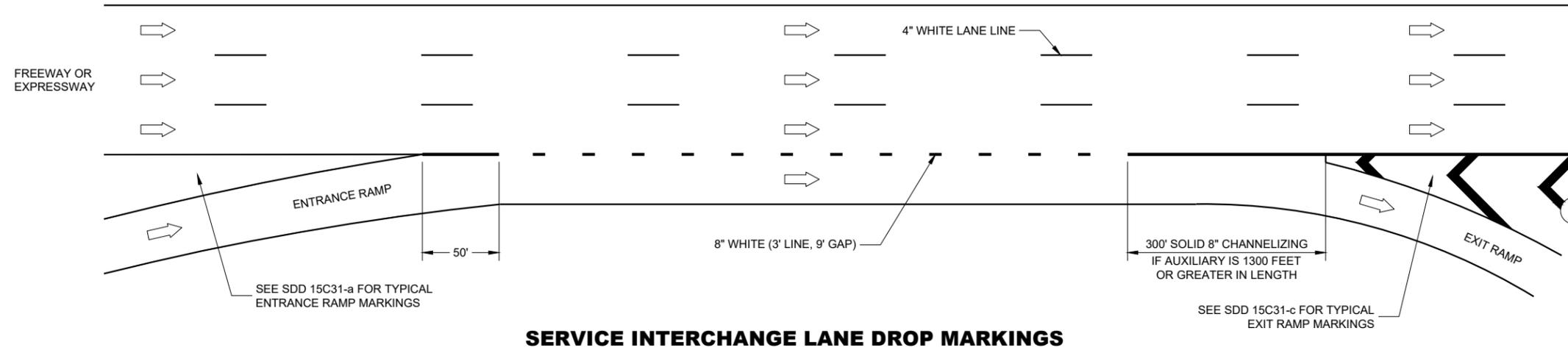
SDD 14C31 - 04c

LEGEND

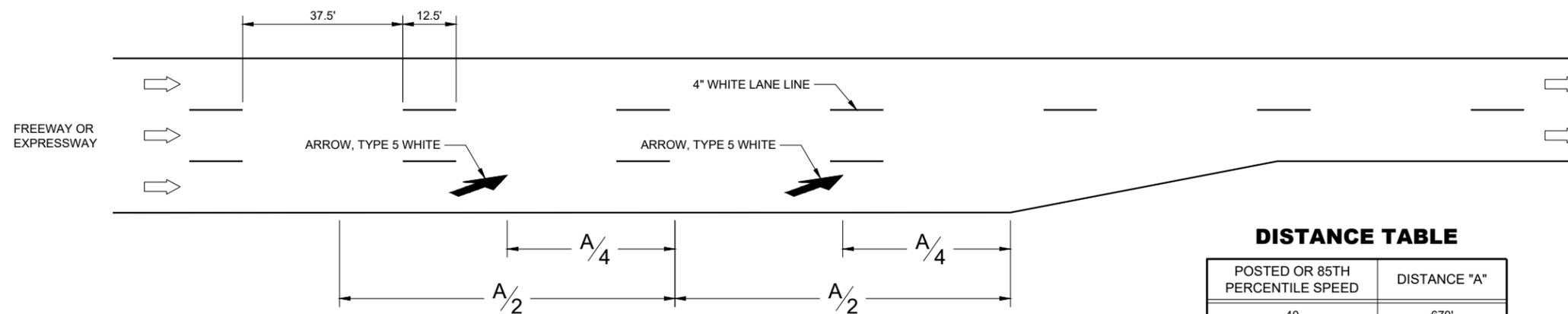
➡ DIRECTION OF TRAVEL

GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.



SERVICE INTERCHANGE LANE DROP MARKINGS



LANE REDUCTION MARKINGS

DISTANCE TABLE

POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

PAVEMENT MARKING, LANE DROP AND LANE REDUCTION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

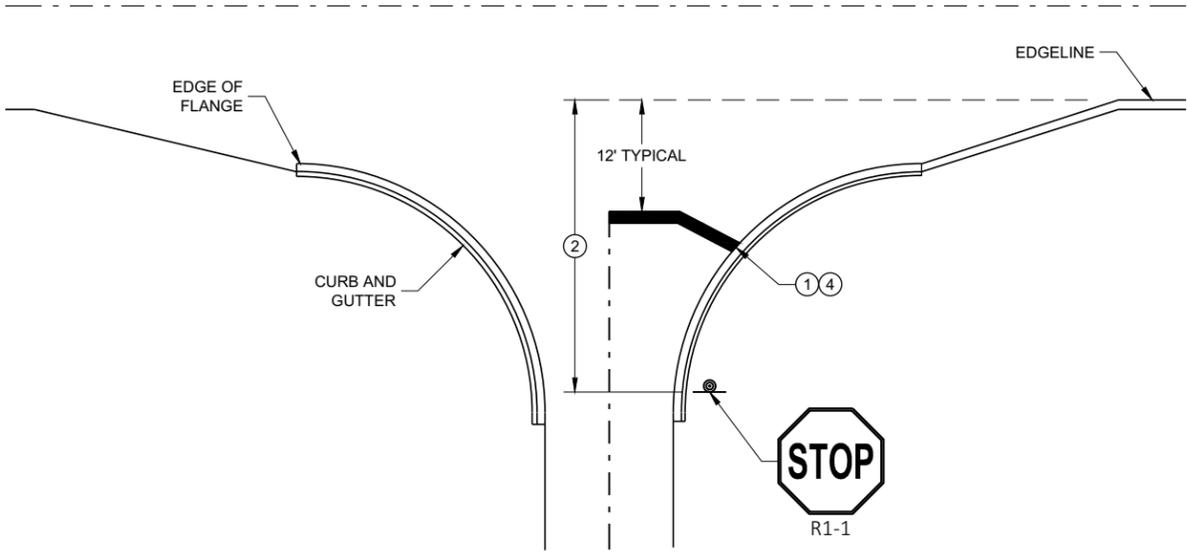
APPROVED
May 2021 /S/ Matthew Rauch
DATE STATE MARKING AND SIGNING ENGINEER

FHWA

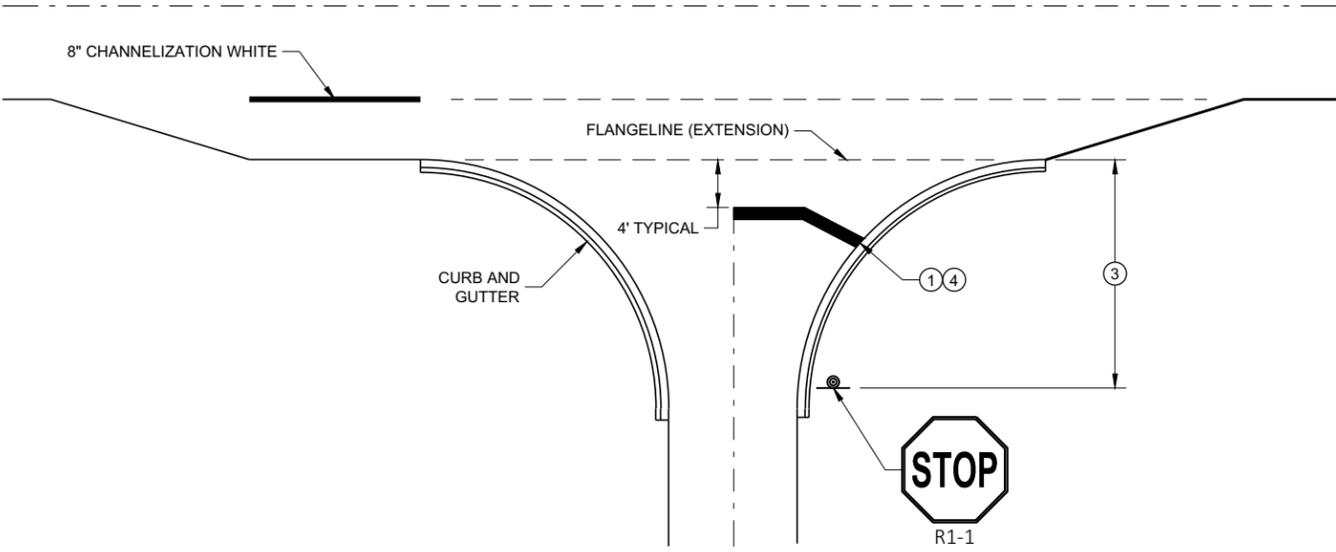
GENERAL NOTES

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

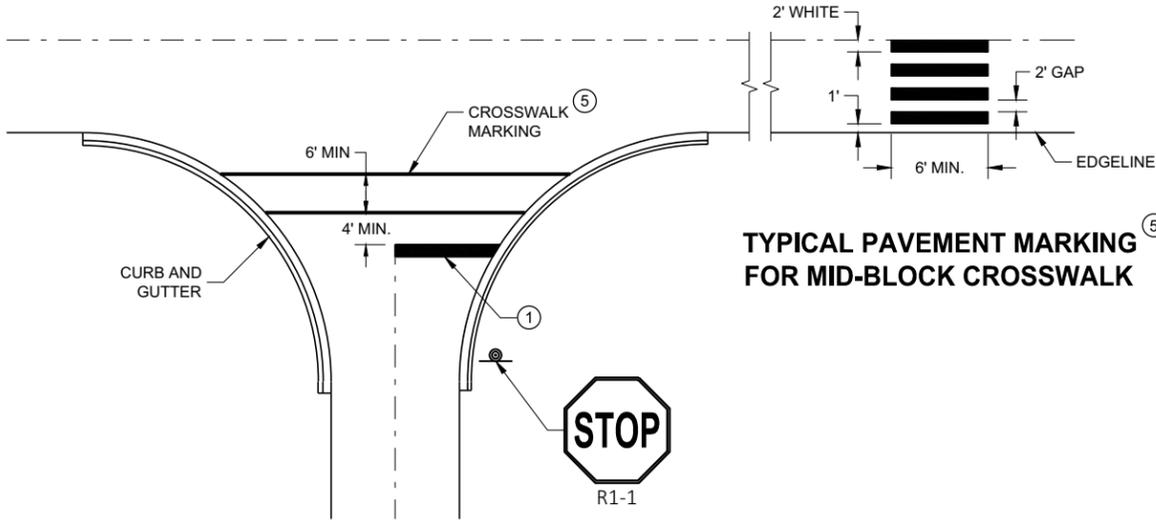
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE 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.



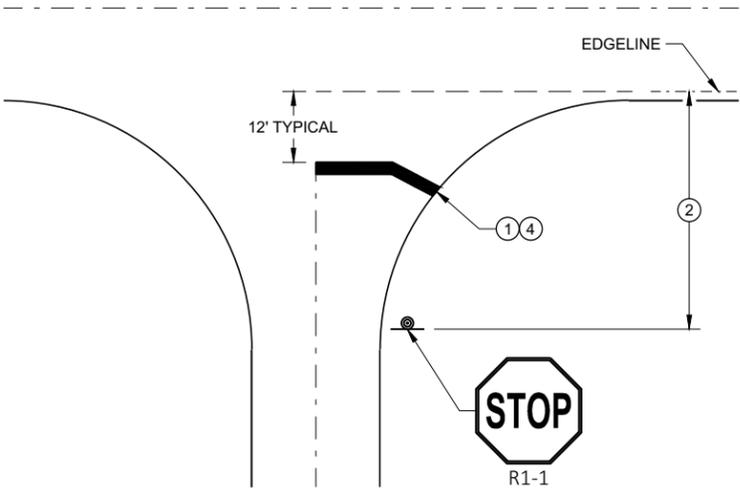
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDEROADS WITH CROSSWALK MARKING



TYPICAL 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

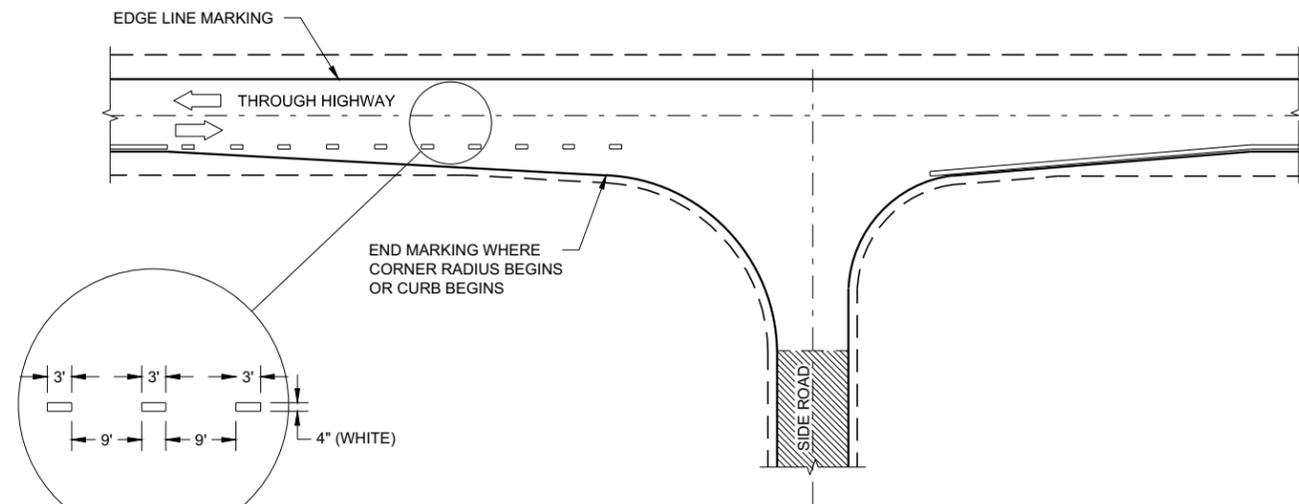
GENERAL NOTES

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

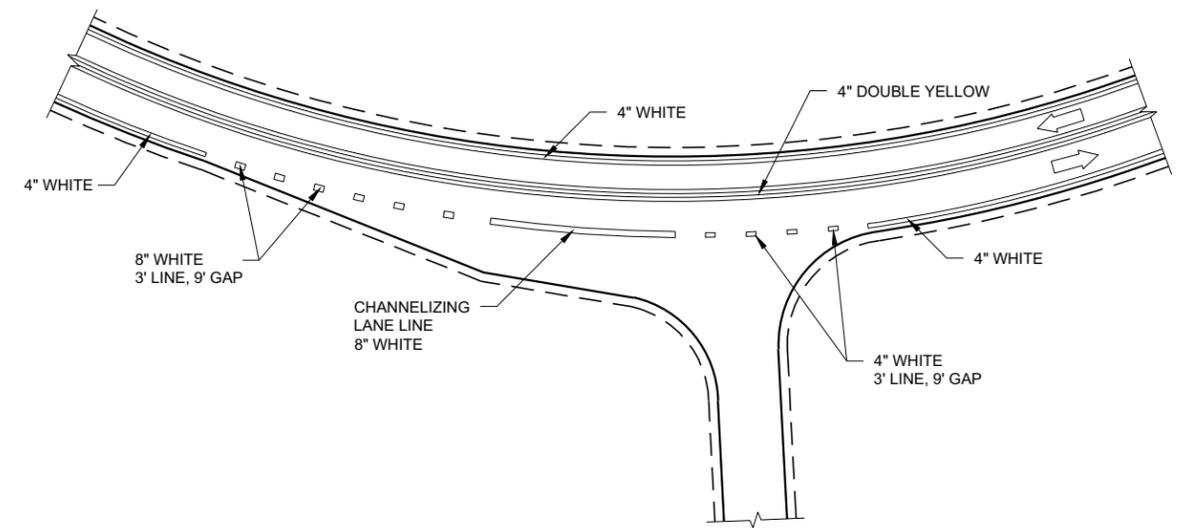
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.

LEGEND

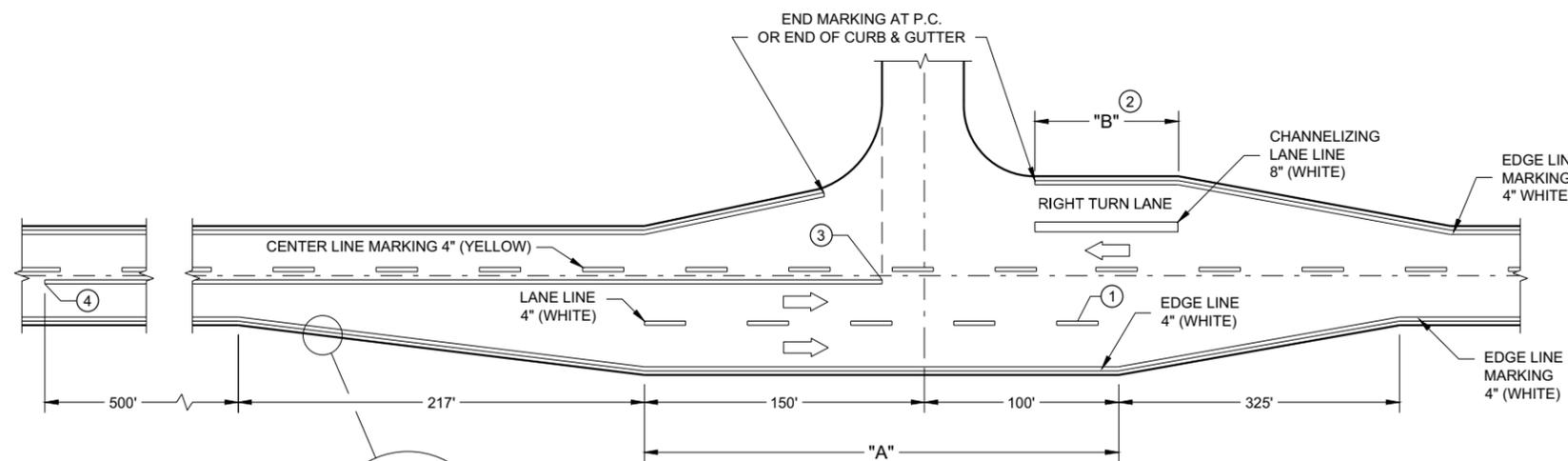
➡ DIRECTION OF TRAVEL



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

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.

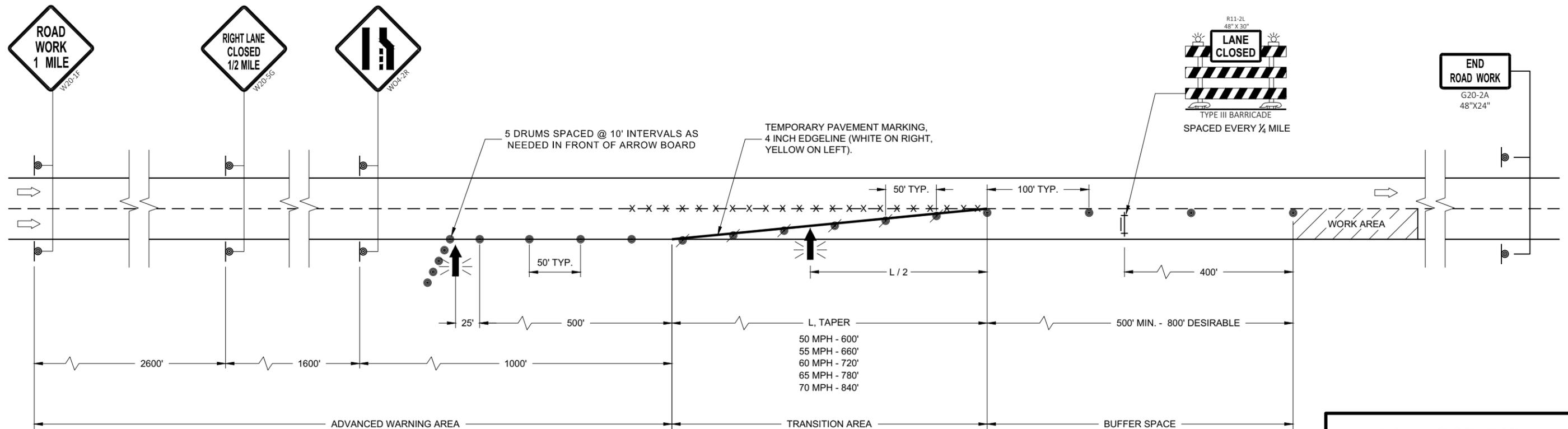
ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE CLOSURE OCCURS

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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

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.

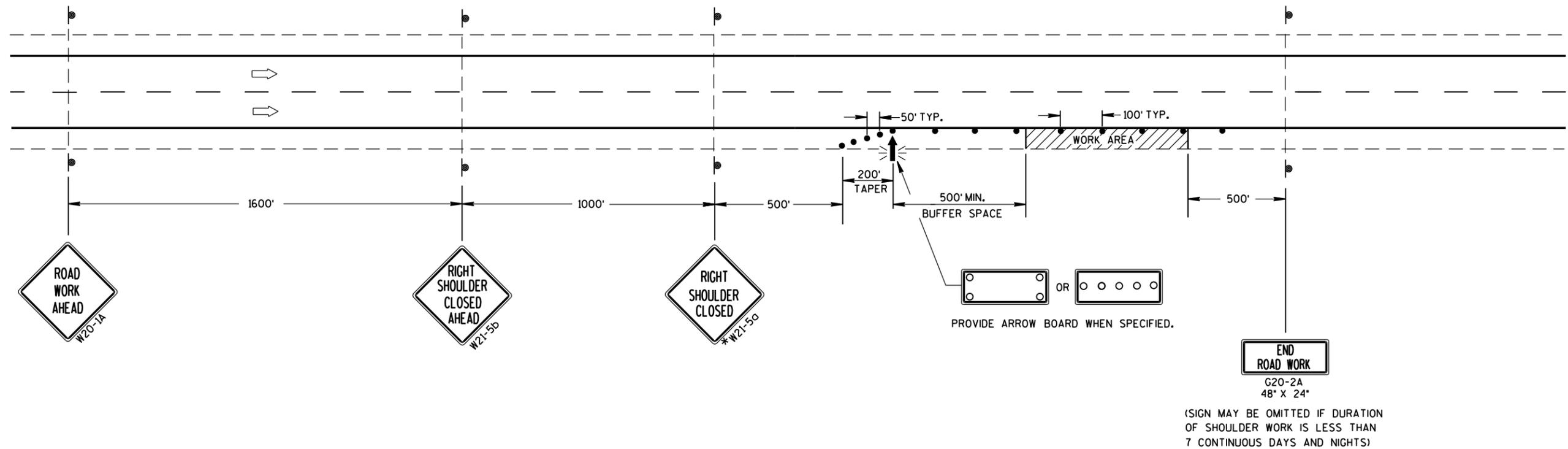
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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)

TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH	
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.

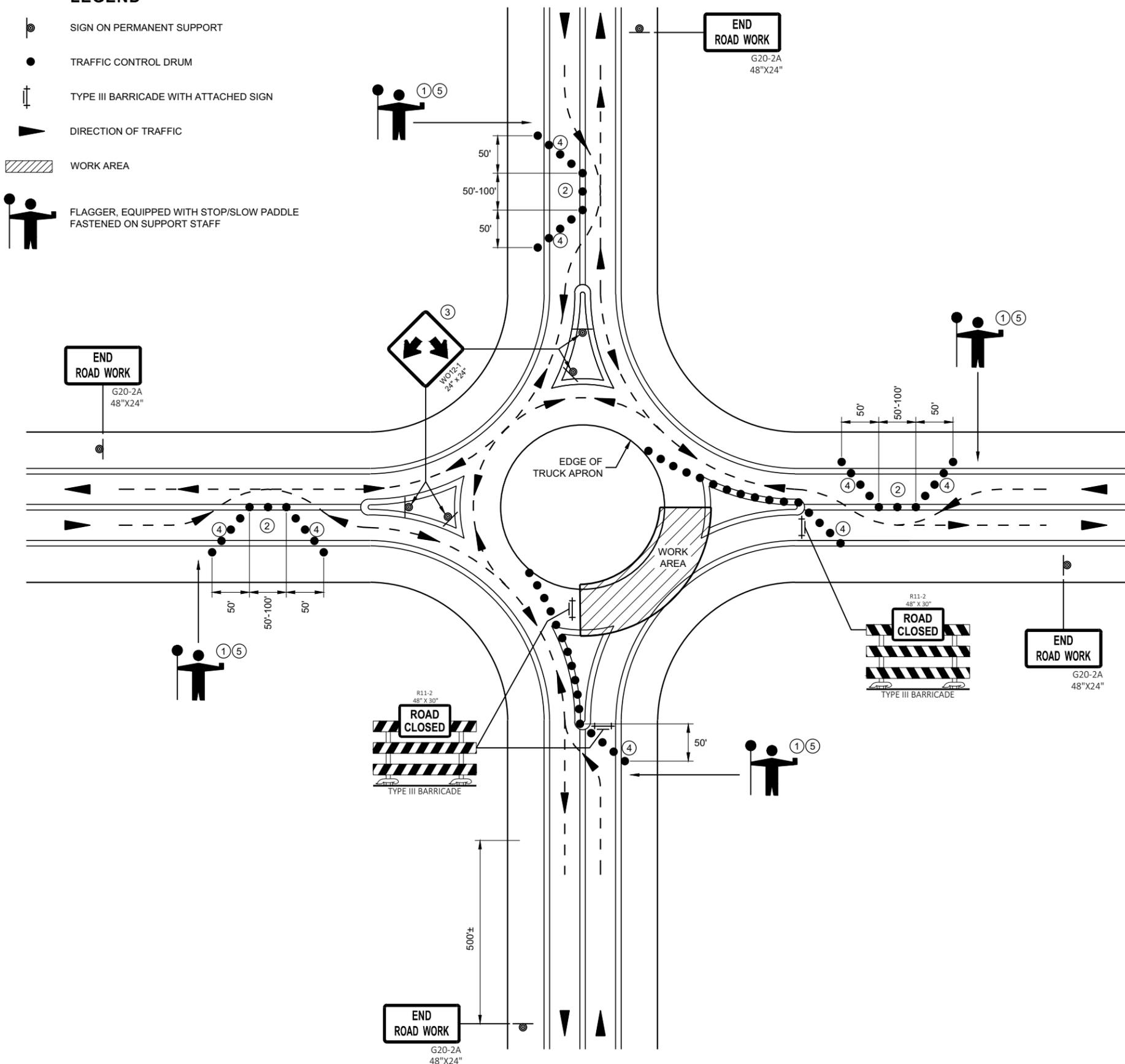
THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER $L/2$					
		W, LATERAL OFFSET (FT)					
		3	4	5	6	7	8
25	200	10	14	17	21	24	28
30	200	15	20	25	30	35	40
35	350	20	27	34	40	47	54
40	350	26	35	44	53	62	70
45	500	45	59	74	89	104	119
50	500	50	66	83	99	116	132
55	500	54	73	91	109	127	145

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

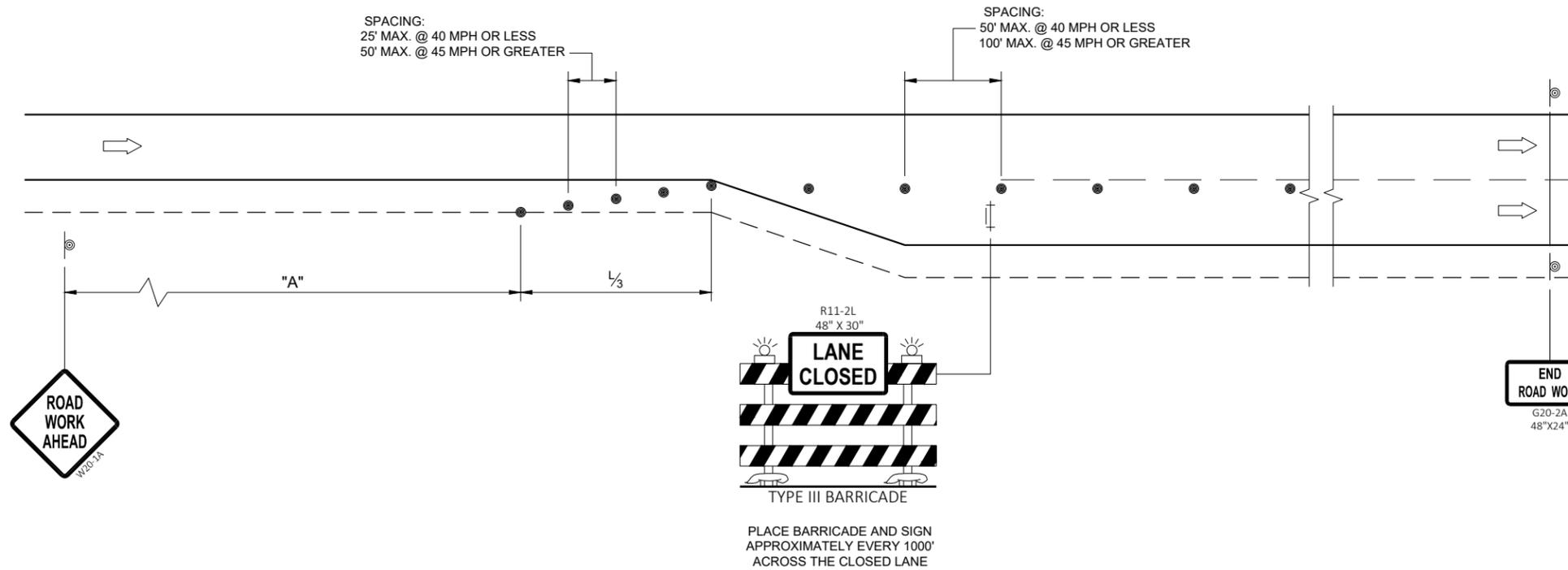
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

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

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.



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SDD 15D50 - 02a

SDD 15D50 - 02a

TRAFFIC CONTROL ADDED LANE CLOSURE WITHOUT LANE SHIFT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

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

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	SHIFTING TAPER (L/2) FEET
25	200	60
30	200	90
35	350	120
40	350	160
45	500	270
50	500	300
55	500	330

GENERAL NOTES

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

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36"x36" SIGNS MAY BE USED IF APPROVED BY THE REGIONAL TRAFFIC UNIT.

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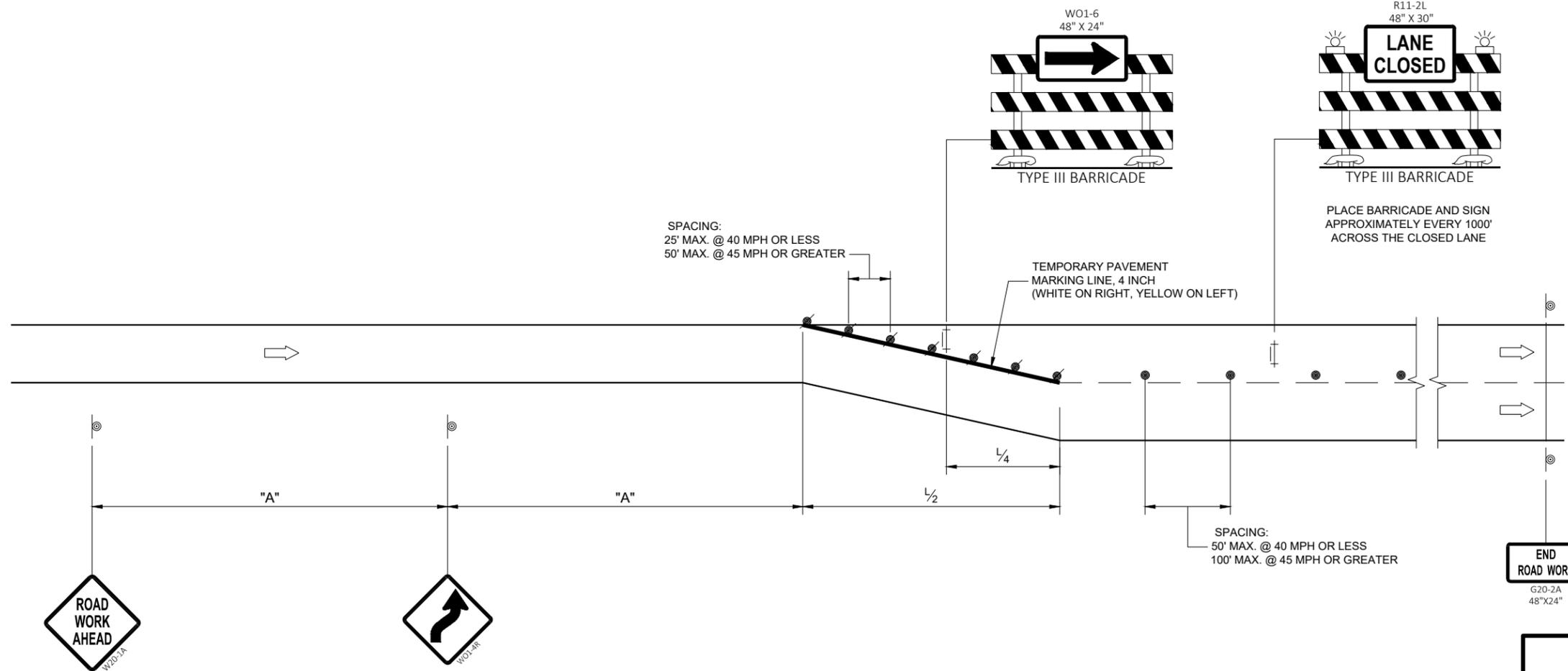
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CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

W20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE WORK AREA IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT. G20-2A SIGNS MAY ALSO BE OMITTED IF DURATION WORK IS LESS THAN SEVEN CONTINUOUS DAYS AND NIGHTS.

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



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SDD 15D50 - 02b

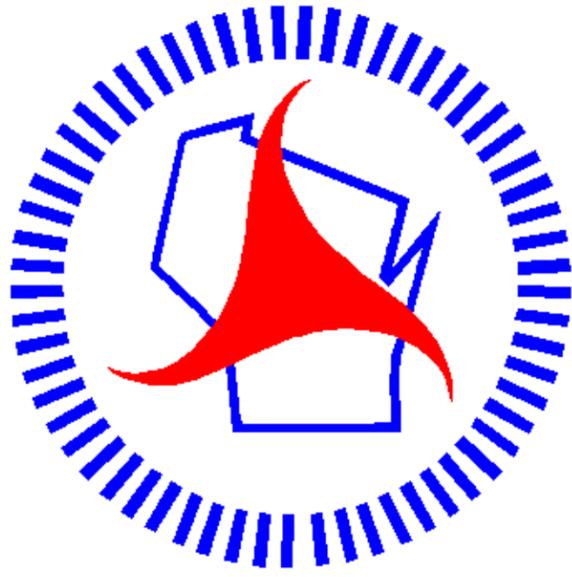
SDD 15D50 - 02b

**TRAFFIC CONTROL,
ADDED LANE CLOSURE
WITH LANE SHIFT**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



Wisconsin Department of Transportation

Dedicated people creating transportation solutions through innovation and exceptional service.

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