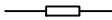
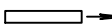
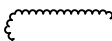


OCTOBER 2024

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

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

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



 ROCK

 LABEL

 9.5.36

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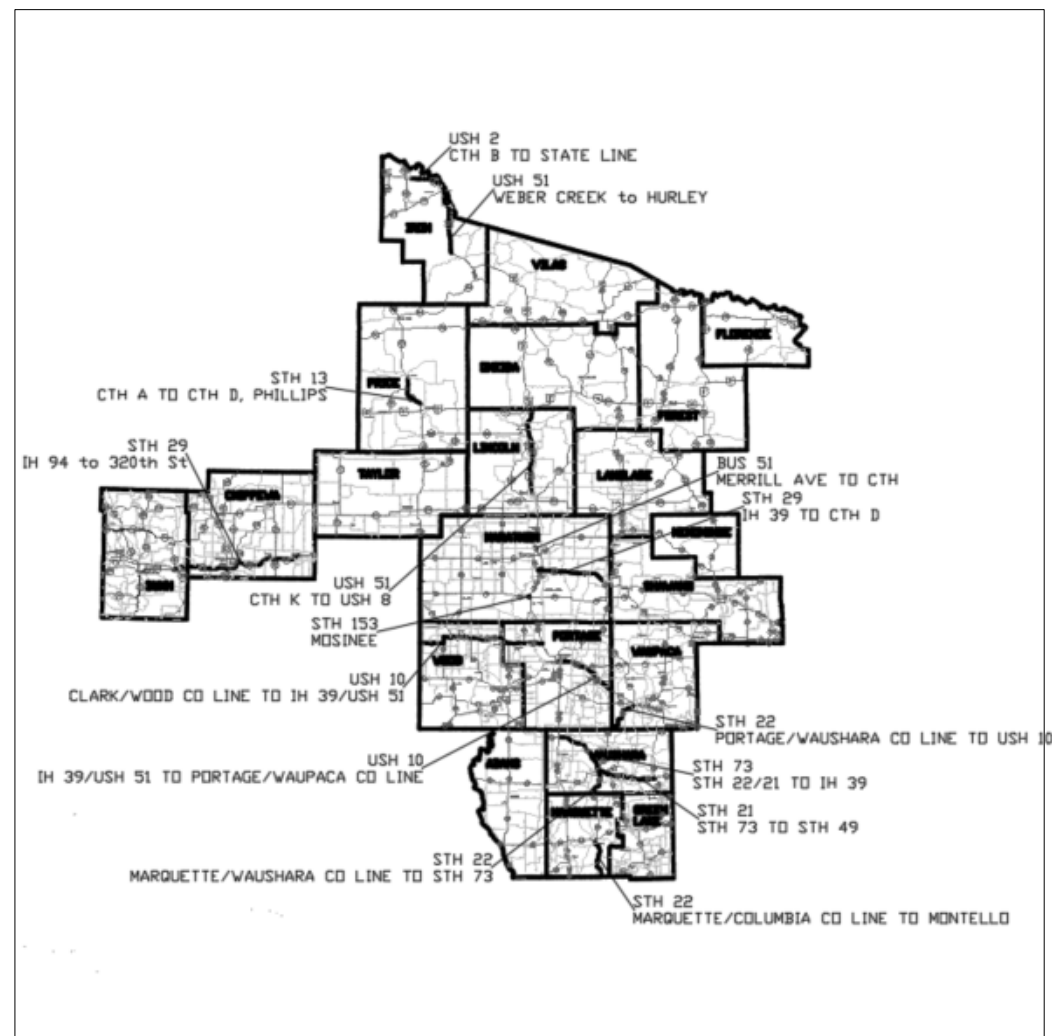
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PLAN OF PROPOSED IMPROVEMENT

LOCATION ON STN PER ANNUAL PLAN

NORTH CENTRAL REGION WIDE

1009-42-82



LAYOUT
SCALE 0 _____

HORIZONTAL POSITIONS SHOWN ON THIS PLAN ARE WISCONSIN COUNTY
COORDINATES, COUNTY COUNTY, NAD83 (YEAR 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
1009-42-82		

PROJECT ID: 1009-42-82

COUNTY: NC REGION WIDE

Surveyor	_____
Designer	JEANNIE SILVER
Project Manager	ALAN SMITH
Regional Examiner	_____
Regional Supervisor	KELLY BLOHM

(Signature)

1

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 OR DIGGERS HOTLINE.

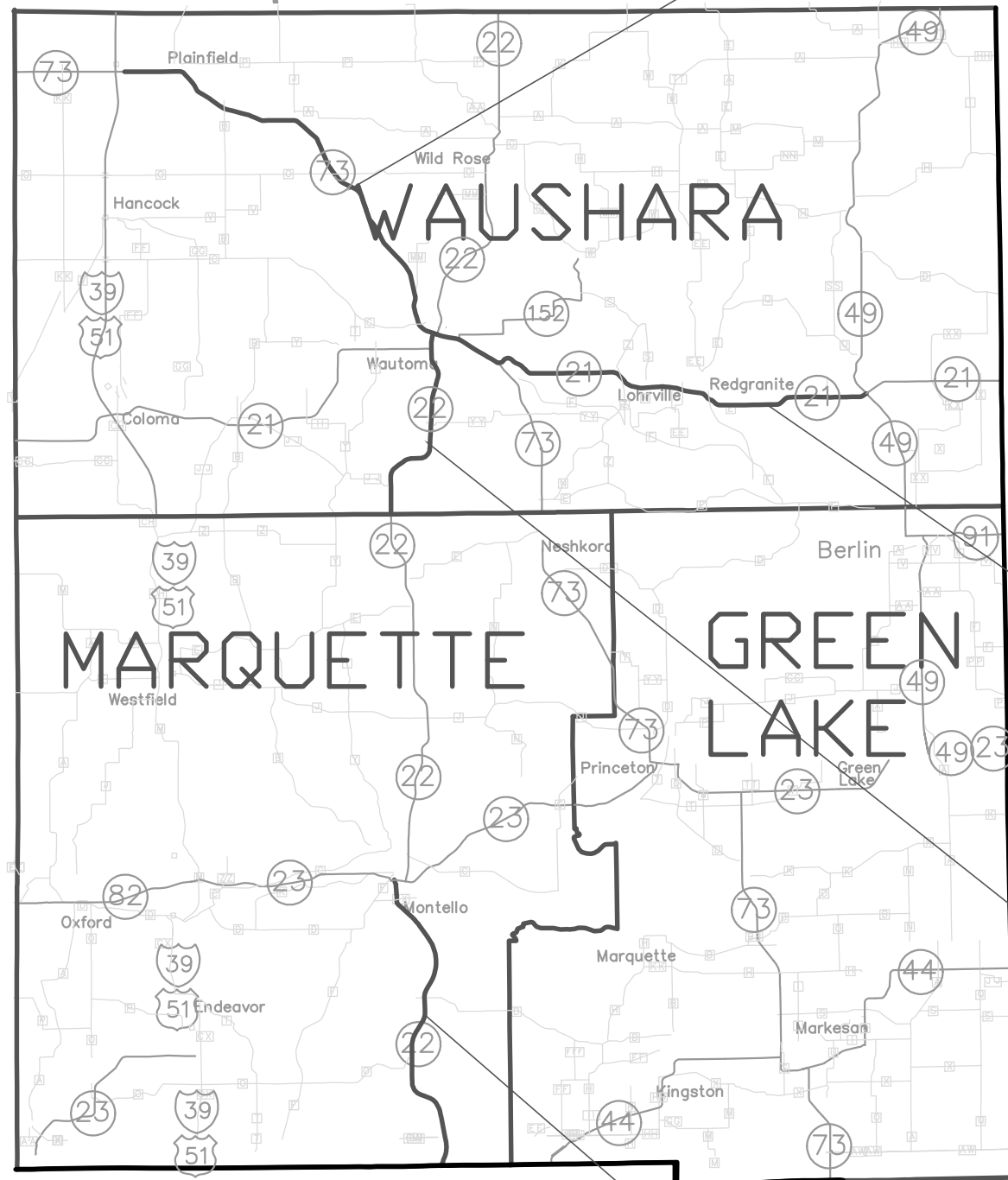
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Project Mangager

JEANNIE SILVER
JEANNIE.SILVER@DOT.WI.GOV
608-246-5408
DESIGN ENGINEER



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

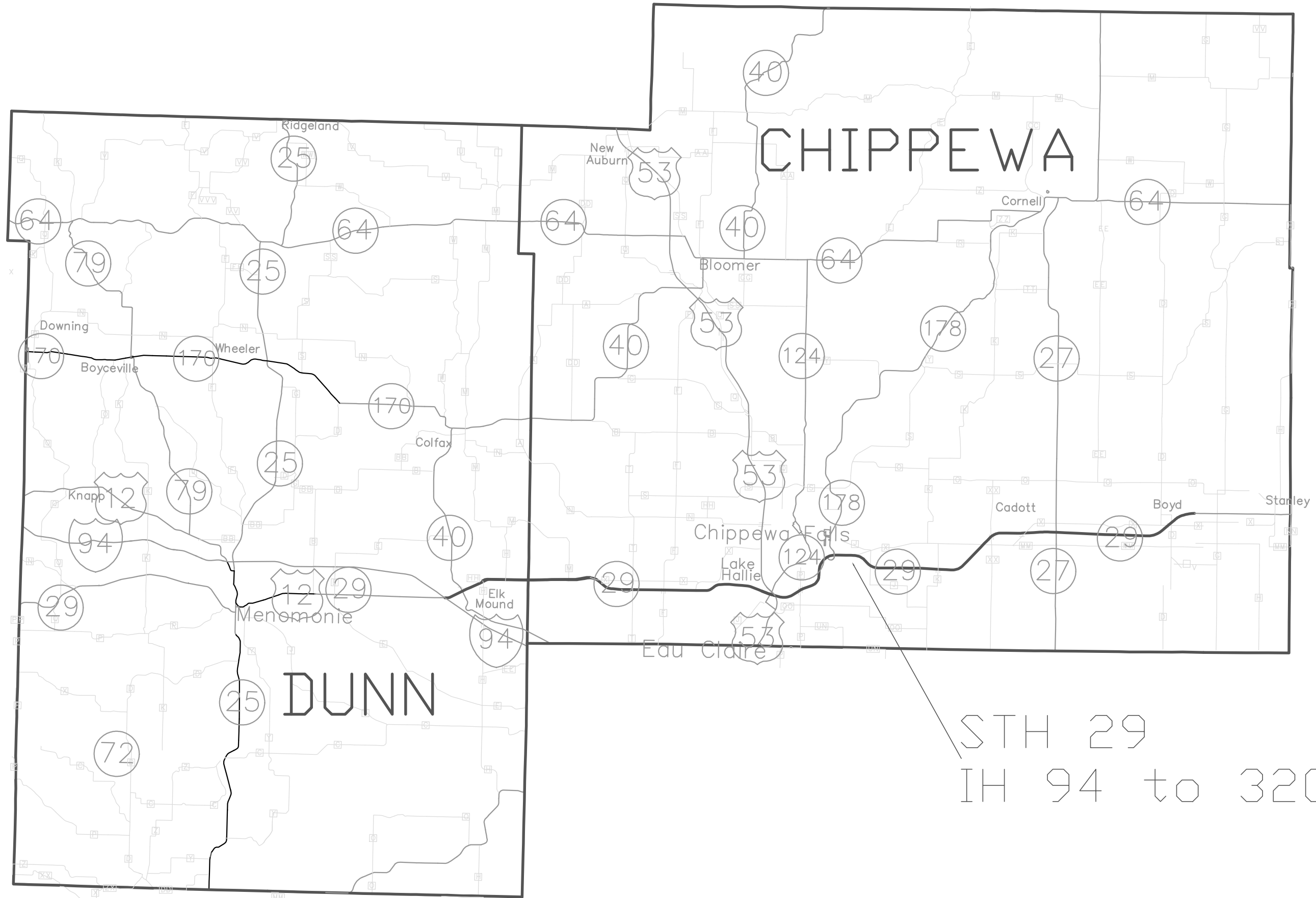
STH 73
STH 22/21 TO IH 39



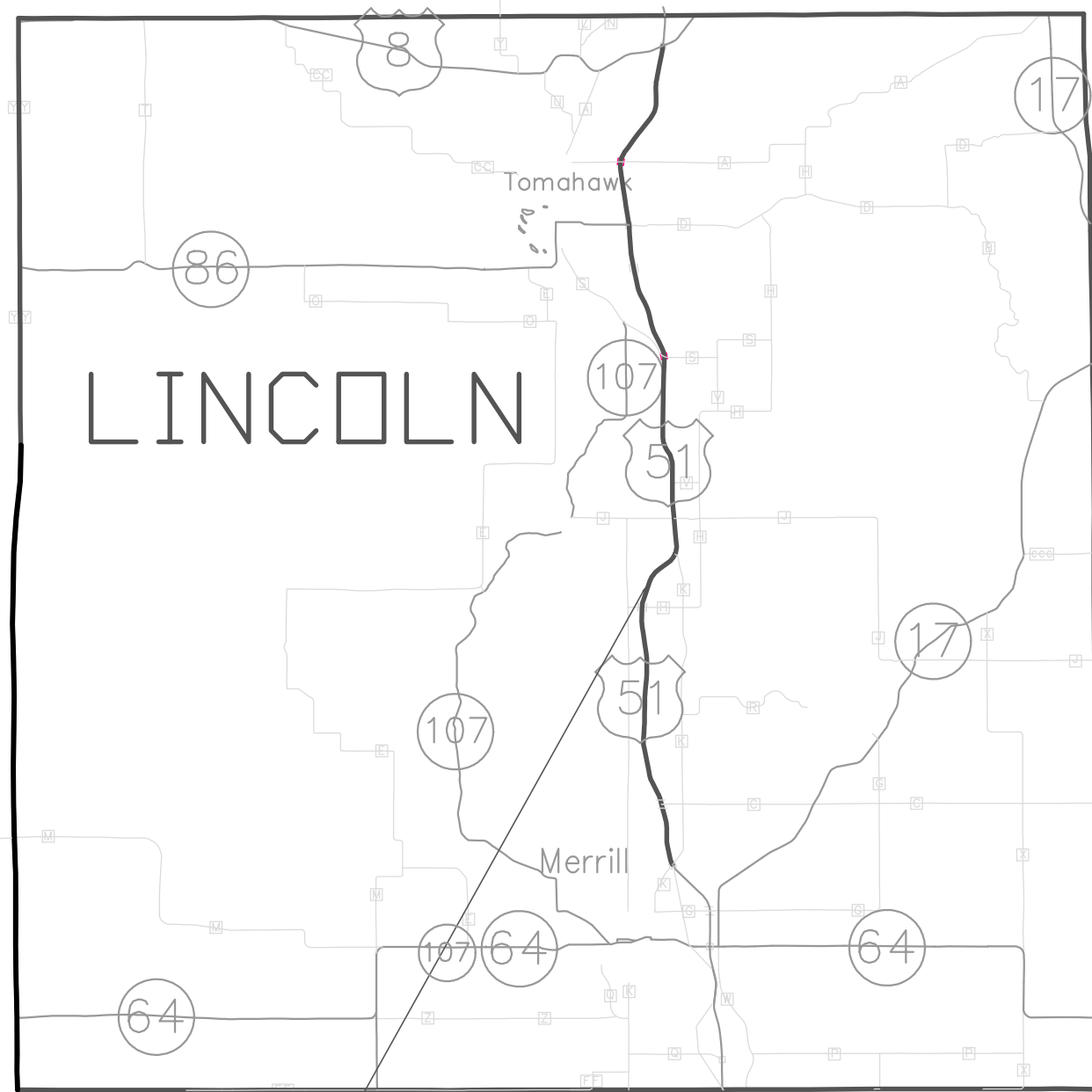
STH 21
STH 73 TO STH 49

STH 22
MARQUETTE CO LINE TO STH 73

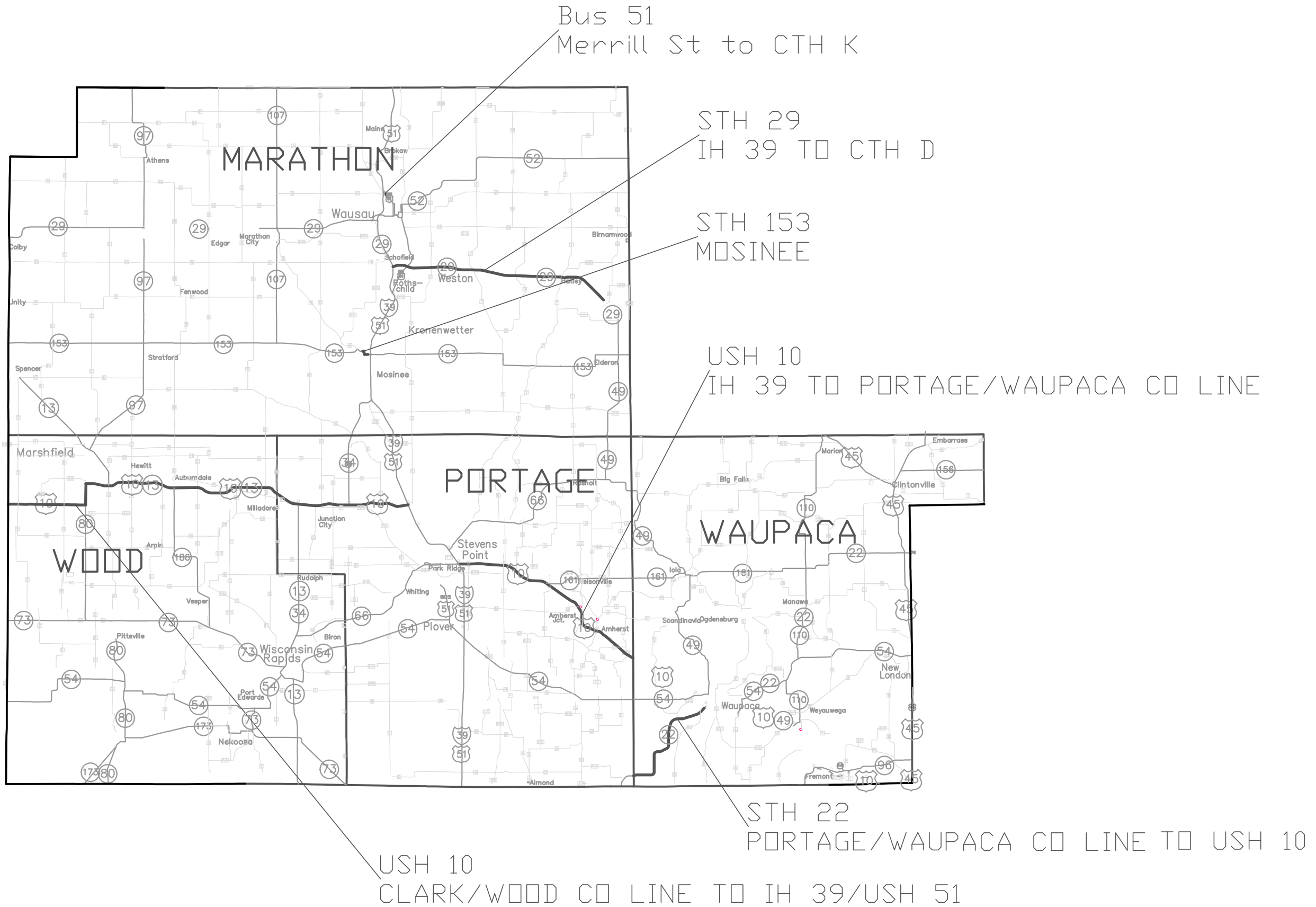
STH 22
MARQUETTE/COLUMBIA CO LINE TO MONTELLO



STH 29
IH 94 to 320th St

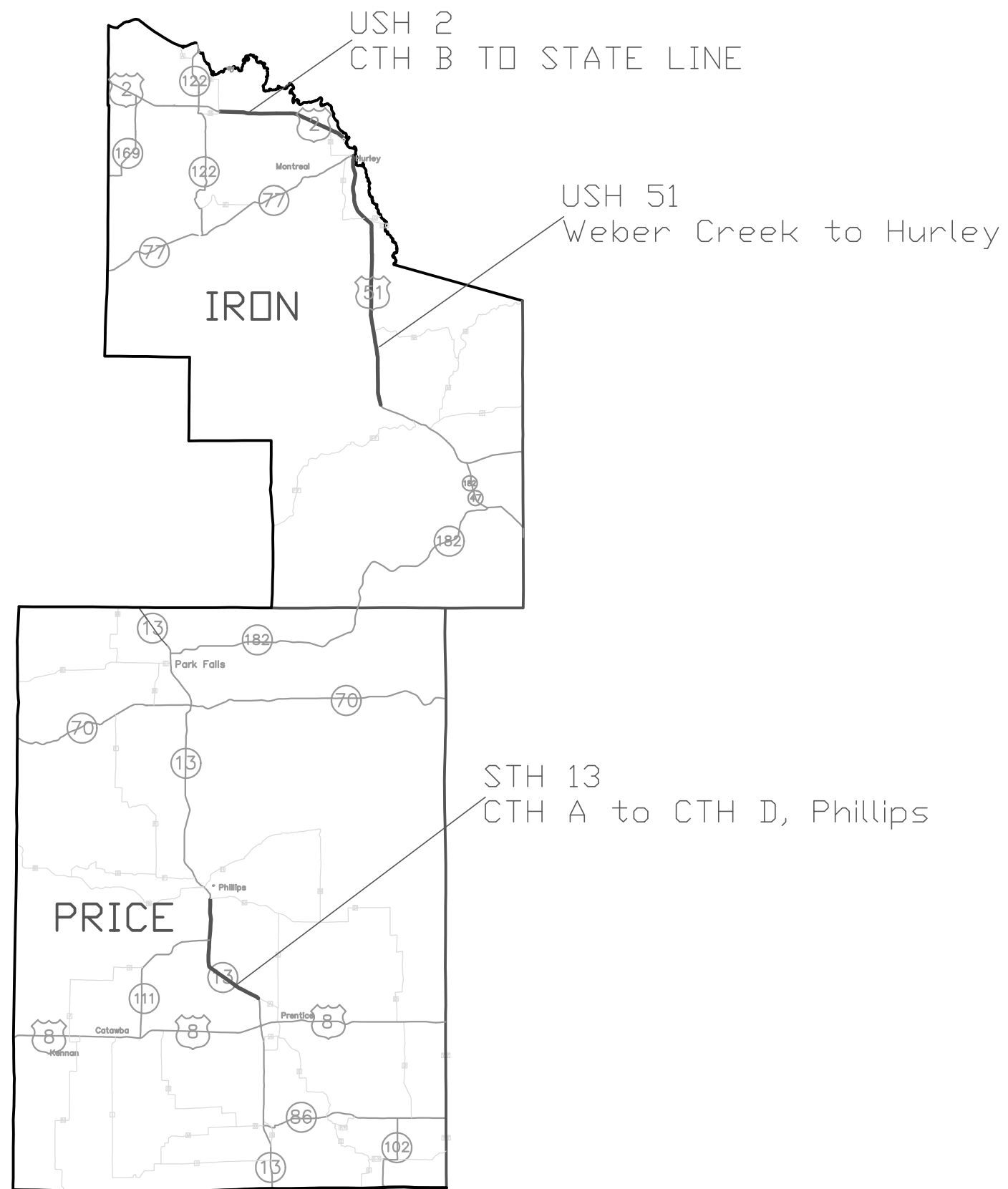


USH 51
CTH K TO USH 8



2

2



PROJECT NO:1009-42-82

HWY: VARIOUS

COUNTY: VARIOUS

PROJECT OVERVIEW

SHEET

E

Estimate Of Quantities

1009-42-82

Line	Item	Item Description	Unit	Total	Qty
0002	619.1000	Mobilization	EACH	1.000	1.000
0004	646.2020	Marking Line Epoxy 6-Inch	LF	5,173,673.000	5,173,673.000
0006	646.2041.S	Marking Replace Line Wet Reflective Epoxy 6-inch	LF	50,750.000	50,750.000
0008	646.4020	Marking Line Epoxy 10-Inch	LF	173,704.000	173,704.000
0010	646.5020	Marking Arrow Epoxy	EACH	191.000	191.000
0012	646.5120	Marking Word Epoxy	EACH	46.000	46.000
0014	646.6120	Marking Stop Line Epoxy 18-Inch	LF	4,621.000	4,621.000
0016	646.6320	Marking Dotted Extension Epoxy 18-Inch	LF	444.000	444.000
0018	646.7020	Marking Diagonal Epoxy 6-Inch	LF	26.000	26.000
0020	646.7120	Marking Diagonal Epoxy 12-Inch	LF	1,574.000	1,574.000
0022	646.7220	Marking Chevron Epoxy 24-Inch	LF	75.000	75.000
0024	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	670.000	670.000
0026	SPV.0060	Special 01. Traffic Control	EACH	1.000	1.000
0028	SPV.0090	Special 01. Marking Line Black Epoxy 6-Inch	LF	124,500.000	124,500.000

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LONGLINE SUMMARY TABLE			646.2020 Line Epoxy 6-In						646.2041.S Line Wet Ref Epoxy 6-In White	646.4020 Line Epoxy 10-In White				SPV.0090.01 Marking Line Black Epoxy 6-Inch Black
ROUTE	MILES	LOCATION	Centerline LF	Yellow Edgeline Left LF	TWLT LF	Edgeline Right LF	White Mini Dash LF	Lane Line LF	Lane Line LF	Gore LF	Off Ramp LF	Left Lane LF	Right Lane LF	Lane Line LF
USH 2	9.6	CTH B TO MICHIGAN/WI STATE LINE	68230			100823				4490			205	
USH 10	37	CLARK/WOOD CO LINE TO IH 39	48622	336451		412712		75620		11159		11770	10680	75500
USH 10	18.1	IH 39 TO WAUPACA CO LINE		217530	28415	226968		49000		15777	216	10916	7630	49000
USH 51	18.8	WEBER CREEK TO HURLEY	120400			197950							595	
USH 51	25.4	CTH K TO USH 8		278280		282980		64800		17001		1695	225	
STH 13	11.4	CTH A TO CTH D	60200			83742							100	
STH 21	16.6	STH 73 TO STH 49	103835			174240							435	
STH 22	11.5	Marquette/Columbia Co line to Montello	119073			121650				80				
STH 22	10.5	Portage/Waupaca Co Line to USH 10	64601			109238							475	
STH 22	7.1	MARQUETTE/WAUSHARA CO LINE TO STH 73	37500			71534							317	
STH 29	20	IH 39/USH 51 to CTH D		238523		268470		265	50750	24980	2385	750		
STH 29	38.5	IH 94 to East of 320th St		404936		432190	416	104103		40779	1244	2302	1710	
STH 73	18.9	STH 22/21 to IH 39	99789			150971	66	264				740	792	
STH 153		Mosinee Roundabout	3317			973				1481				
BUS 51	1	Merrill Ave to CTH K		6910		6910		1176		2465			310	
TOTAL			725567	1482630	28415	2,641,351	482	295228	50750	118212	3845	28173	23474	124500

3

<u>SPECIAL MARKING SUMMARY TABLE</u>		646.5020 Arrow Epoxy White						646.5120 Word Epoxy White Only	646.6120 Stop Line Epoxy 18-Inch White Interchanging Roadway		646.6320 Dotted Extension Epoxy 18-Inch White 2' Line, 2' Gap	646.7020 Diagonal Epoxy 6-In Yellow GORE	646.7120 Diagonal Epoxy 12-In Yellow Median White RAB		646.7220 Marking Chevron Epoxy 24-Inch White RAB	646.7420 Marking Crosswalk Epoxy Transverse 6-Inch Line White
ROUTE	LOCATION	Type 1 EACH	Type 2 EACH	Type 2R EACH	Type 3 EACH	Type 3R EACH	Type 6 EACH	LF	LF	LF	LF	LF	LF	LF	LF	LF
USH 2	CTH B TO Michigan/WI STATE LINE	2	2	2						24	52		204	220	75	295
USH 10	CLARK/WOOD CO LINE TO IH 39	4	15		4	6		5	185	1066	192		281	622		
USH 10	IH 39 TO WAUPACA CO LINE		77					19	586	976						
USH 51	CTH K TO USH 8								291	117						
STH 29	IH 94 to East of 320th St		1					1	523	33						
STH 29	IH 39/USH 51 to CTH D		20		4			14	364	230						
STH 153	Mosinee Roundabout	1	5	2	4	4	2	3			92	26	157			
BUS 51	Merrill Ave to CTH K	13	8	2	11	2		4	150	76	108			90		375
TOTAL		20	128	6	23	12	2	46	2099	2522	444	26	642	932	75	670

PROJECT NO: 1009-42-82	HWY: VARIOUS	COUNTY: VARIOUS	MISCELLANEOUS QUANTITIES	SHEET:	E
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IRON COUNTY
USH 2
CTH B to Michigan/WI State Line

ROUTE	Nearest Crossroad	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy			646.6120 Stop Line Epoxy 18-Inch	646.6320 Dotted Extension Epoxy 18-Inch	646.7120 Diagonal Epoxy 12-In		646.7220 Marking Chevron Epoxy 24-Inch	646.7420 Marking Crosswalk Epoxy Transverse 6-Inch Line
		Yellow	White	White		White			White	White	Yellow	White	White	White
		Centerline	Edgeline Right	Gore	Right Lane	Type 1	Type 2	Type 2R	Interchanging Roadway	2' Line, 2' Gap	Median	RAB	Gore	RAB
		LF	LF	LF	LF	EACH	EACH	EACH	LF	LF	LF	LF	LF	LF
USH 2	CTH B to State Line	68230	100823						24					
	N Stateline Rd and N Co Rd D intersection				205									
	USH 2/51 RAB			4490		2	2	2		52	204	220	75	295
Total		68230	100823	4490	205	2	2	2	24	52	204	220	75	295

COORDINATE WITH PROJECT 1185-03-60

IRON COUNTY
USH 51
Weber Creek TO Hurley

ROUTE	MRKG_STE_ID	646.2020 Line Epoxy In		646.4020 Line Epoxy 8-In
		Yellow	White	White
		Centerline	Edgeline Right	Right Lane
		LF	LF	LF
USH 51	Weber Creek to Iron St, Hurly	120400	197950	
	CTH G			185
	CTH C			410
Total		120400	197950	595

WOOD AND PORTAGE COUNTIES
USH 10
CLARK/WOOD CO LINE TO IH 39

WOOD AND PORTAGE COUNTIES USH 10 CLARK/WOOD CO LINE TO IH 39			646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In			SPV.0090.01 Marking Line Black Epoxy 6-Inch Lane Line	646.5020 Arrow Epoxy				646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch		646.6320 Dotted Extension Epoxy 18-Inch White	646.7120 Diagonal Epoxy 12-In		
ROUTE	TRAVEL DIRECTION	Nearest Crossroad	Yellow		White		Gore	White	White	Black	Type 1	Type 2	Type 3	Type 3R	Only	Mainline	Interchanging Roadway	2' Line, 2' Gap			
			Centerline	Edgeline Left	Edgeline Right	Lane Line		Left Lane	Right Lane												LF
			LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	EACH	EACH	EACH	LF	LF	LF	LF	LF	
USH 10	Eastbound/ Westbound	Clark Co Line to STH 80 CTH B STH 80 RAB	48622		69877	120		705	935	165 165				2		2	1		82	281	155
	Eastbound/ Westbound	STH 80 to CTH B TWLTL MILL CREEK RD		19855	19855				870	395				6							
		TWLTL CTH BB RAB					1934					4	4 3	4	4	4			110		467
	Eastbound	CTH B to IH 39 STH 13 Off Ramp STH 13 On Ramp		151008 1115 1570	151010 2165 2760	37750		885 590			37750						35				
		CTH T Day Rd CTH E / Shady Rd						450 425 450	450 425 450									53 25 58			
		STH 186 CTH N CTH K						450 475 450	450 475 450									58 24 64			
		Brookside Rd CTH F / Blenker Rd BLUEBERRY RD						475 450 450	475 450 450									25 62 26			
		CTH S CTH N						475 455	475 455									60 70			
		STH 13 / 34 S Off Ramp STH 13/34 S ON RAMP		1495 2350	950 1060		422 634										30				
		STH 34/CTH HH OFF RAMP STH 34/CTH HH ON RAMP		1015 1105	1560 2260		422 422										30				
		Westbound	IH 39 to CTH B STH 34 N / CTH HH Off Ramp STH 34 N / CTH HH On Ramp		151008 1005 840	151010 1560 2025	37750		730 955			37750						30			
	STH 13/34 OFF RAMP STH 13/34 on RAMP CTH N			970 710	1570 1930		785 800		450 450	450 450							30 30		70		
	CTH S BLUEBERRY RD CTH F / Blenker Rd							460 450 450	450 450 450									58 27 28			
	Brookside Rd CTH K North Rd							450 450 450	450 450 450									28 62 28			
	STH 186 CTH E / Shady Rd Day Rd CTH T							450 450 425 475	450 450 425 475									60 60 60 60			
	STH 13/CTH A OFF RAMP STH 13/CTH A ON RAMP			1250 1155	1620 1500		1195 680														
	Total			48622	336451	412712	75620	11159	11770	10680	75500	4	15	4	6	5	185	1066	192	281	622

PORTAGE COUNTY USH 10 IH 39 to Waupaca Co Line			646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In				SPV.0090.01 Marking Line Black Epoxy 6-Inch Lane Line	646.5020 Arrow Epoxy	646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch		
ROUTE	TRAVEL DIRECTION	Nearest Crossroad	Edgeline Left LF	Yellow TWLTL LF	White Edgeline Right LF	Lane Line LF	Gore LF	Off Ramp LF	Left Turn LF	Right Lane LF	Black LF	Type 2 EACH	Only EACH	Mainline LF	Interchanging Roadway LF	
USH 10	Eastbound	IH 39 SB Interchange to Waupaca Co Line	97950		97950	24500					24500					
		IH 39 SB Off Ramp	1380		1580		640			275		6	3	62		
		IH 39 SB On Ramp	1560		1920											
		IH 39 NB							439			2	1	53		
		Maple Bluff Rd							520	250		4		36	42	
		Maple Bluff to Wildwood Dr		2500								10				
		WILDWOOD DR							185			2	1			
		Wildwood Dr to Brilowski Rd		435								2				
		BRILOWSKI RD							290	220		4	2	48	52	
		Mc Donalds										2	1			
		Elizabeth Ave								285	330	2	1	36	45	
		BADGER AVE								285	235	4	2			
		Badger Ave to CTH J		12740								22				
		CTH J Off Ramp	1530		1725		685	110						36		
		CTH J On Ramp	1520		2136		1185									
CTH K							445	445					24			
DEER RD-NORTH LANE RD							420						21			
Quarry Entrance								420								
CTH QQ								310						21		
Smokey Rd								320						21		
Ridge Rd								370						21		
STH 161								460						19		
CTH K								490	490					54		
CTH KK/Lake Drive Off Ramp	1235		1735		875								32			
CTH B Off Ramp	750		1350		1010								26			
CTH B On Ramp	745		1440		1370											
CTH A/B Off Ramp	845		1335		665								28			
CTH A/B On Ramp	1045		1812		1555											
Buchholz Rd														21		
OTTO RD										355				21		
Pipeline Rd Jct and CTH T									340	335				44		
TOTAL			108560	15675	112983	24500	7985	110	5159	3355	24500	60	11	357	406	
PROJECT NO: 1009-42-82			HWY: USH 10			COUNTY: WOOD/PORTAGE			MISCELLANEOUS QUANTITIES					SHEET:		E

PORTAGE COUNTY USH 10 IH 39 to Waupaca Co Line			646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In				SPV.0090.01 Marking Line Black Epoxy 6-Inch Lane Line	646.5020 Arrow Epoxy	646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch	
ROUTE	TRAVEL DIRECTION	Nearest Crossroad	Yellow		White		Gore	Off Ramp	Left Turn	Right Lane	Black	Type 2	Only	Mainline	Interchanging Roadway
			Edgeline Left LF	TWLTL LF	Edgeline Right LF	Lane Line LF									
USH 10	Westbound	Waupaca Co Line to IH 39 SB Interchange Pipeline Rd Jct and CHT T OTTO RD	97950		97950	24500			528 343 450	342	24500				44 21
		BUCHOLZ RD CTH A/B Off Ramp CTH A/B On Ramp	845 1200		1260 1945		530 1430			385					21 39
		CTH B Off Ramp CTH B On Ramp Lake Rd On Ramp	910 700 745		1200 1420 1310		510 1420 1160								28
		CTH K EAST JCT STH 161 RIDGE RD							445 440 320	445					21 44 21
		SMOKEY RD CTH QQ Quarry Entrance							320 455	528					21 49 21
		DEER RD-NORTH LANE RD CTH K WEST JCT CTH J Off Ramp							460	310 475					22 73
		CTH J On Ramp CTH J to Badger Ave Badger Ave	1380 1490	12740	1580 2235		1252 1490	106							
		Elizabeth Ave BRILOWSKI RD WILDWOOD DR							350 310 300 106	355		4 2 2 1	2 1 1	36 36	42 55
		Maple Bluff I 39 / USH 51 NB IH 39 NB Off Ramp 158A							375 400 50	225		4 2	1 1	36 24 33	48
		IH 39 NV Off Ramp 158B IH 39 NB On Ramp I 39 / USH 51 SB	520 1530 1700		1100 1720 2265				840 475					28	
												2	1	36	
		TOTAL	108970	12740	113985	24500	7792	106	5757	4275	24500	17	8	229	570

LINCOLN COUNTY
USH 51
CTH K TO USH 8

Route	Travel Direction	Nearest Crossroad	646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In			646.6120 Stop Line Epoxy 18-Inch		
			Edgeline Left	Edgeline Right	Lane Line	Left Lane	Gore	Right Lane	Mainline	Interchanging Roadway	
			Yellow LF	White LF	White LF	White LF	White LF	White LF	LF	LF	
USH 51	Northbound	CTH K Interchange to USH 8 Lincoln Dr CTH K	129680	129680	32400	200 230		225		20 43	This accounts for any mini skips for off ramps
		CTH J Tamarack Ln				210 210				16	
		CTH S Off Ramp CTH S On Ramp	1020 1670	1450 2690			560 1864		29		
		STH 86/ CTH D Off Ramp STH 86/CTH D On Ramp	1000 935	995 930			502 998		34		
		CTH A Off Ramp CTH A On Ramp	1485 1150	1470 1120			597 1399		34		
		USH 8 Off Ramp USH 8 On Ramp	1800 880	2265 1540			560 1025		23		
	Southbound	USH 8 to CTH K USH 8 Off Ramp USH 8 On Ramp	129680 1040 1130	129680 1780 2010	32400		1000 1690		24		
		CTH A Off Ramp CTH A On Ramp	825 1530	800 1530			560 1400		46		
		STH 86/CTH D Off Ramp STH 86/CTH D On Ramp	770 930	765 935			855 1716		27		
		CTH S Off Ramp CTH S On Ramp CTH V	1655 1100	1305 2035		220	510 1765		42 32		
		CTH J CTH K Lincoln Dr				265 165 195				19 19	
		Total	278280	282980	64800	1695	17001	225	291	117	

ADAMS AND WAUSHARA COUNTIES STH 21 STH 73 TO STH 49		646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In
Route	Nearest Crossroad	Centerline Yellow LF	Edgeline Right White LF	Right Lane White LF
STH 21	STH 73 - STH 49	103835	174240	
	CTH EE			218
	29TH AVE			217
Total		103835	174240	435

WAUSHARA COUNTY STH 22 MARQUETTE/WAUSHARA CO LINE TO STH 73		646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In
ROUTE	NEAREST CROSSROAD	Yellow Centerline LF	White Edgeline Right LF	White Right Lane LF
STH 22	Marquette Co Line to West Jct. STH 73	37500	71534	
	CHICAGO RD			211
	CTH YY			106
Total		37500	71534	317

WAUSHARA COUNTY STH 73 STH 22/21 to IH 39		646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In	
ROUTE	NEAREST CROSSROAD	Yellow Centerline LF	Bypass Lane LF	White Edgeline LF	Lane Line LF	White Left Lane LF	White Right Lane LF
STH 73	STH 22/21 to IH 39	99789	66	150971	264	476	475
	5TH AVE					264	
	CTH C						106
	CTH P						211
Total		99789	66	150971	264	740	792

PRICE COUNTY		646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In
STH 13		Centerline	Edgeline Right	Right Lane
CTH A TO CTH D, PHILLIPS		Yellow	White	White
Route	Nearest Crossroad	LF	LF	LF
STH 13	1500 FT NORTH OF CTH A TO CTH D WICKDALE RD	60200	83742	100
Total		60200	83742	100

MARQUETTE COUNTY		646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In
STH 22		Yellow	White	White
MARQUETTE/COLUMBIA CO LINE TO MONTELLO		Centerline	Edgeline Right	Gore
ROUTE	NEAREST CROSSROAD	LF	LF	LF
STH 22	Columbia Co Line to STH 23 Near CTH B STH 23	119073	121650	80
Total		119073	121650	80

WAUPACA COUNTY		646.2020 Line Epoxy 6-In		646.3020 Line Epoxy 10-In
STH 22		Centerline	Edgeline Right	Right Lane
PORTAGE/WAUPACA CO LINE TO USH 10		Yellow	White	White
Route	Nearest Crossroad	LF	LF	LF
STH 22	Waupaca/Portage Co Line to USH 10 CRYSTAL LAKE RD CTH QQ	64601	109238	264 211
Total		64601	109238	475

MARATHON COUNTY
STH 29
IH 39/USH 51 TO CTH D

MARATHON COUNTY STH 29 IH 39/USH 51 TO CTH D			646.2020 Line Epoxy 6-In			646.2041.S Line Replace Wet Reflective Lines 6-In	646.4020 Line Epoxy 10-In			646.5020 Arrow Epoxy		646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch		
Route	Travel Direction	Nearest Crossroad	Yellow Edgeline Left	White Edgeline Right	White Lane Line	White Lane Lines	White Ramp Gore	White Left Lane	White Gore	Type 2	Type 3	Only	Mainline	Interchanging Roadway	
			LF	LF	LF	LF	LF	LF	LF	EACH	Each	EACH	LF	LF	
STH 29	Eastbound	Shore Rd TO CTH Q	101485	101485		25375									
		IH 39/USH 51 SB Ramp to STH 29	4825	4860					1215						
		IH 39/USH 51 NB Ramp to STH 29	3696	3696											
		Bus 51 Off Ramp	1670	1870	140		550		660	12		10	75	80	
		Bus 51 On Ramp	1800	2760					1595						
		CTH X/Camp Phillips Rd Off Ramp	1000	1445	125		380		735	4	2	2	30	68	
		CTH X/Camp Phillips Rd On Ramp	750	1862					1430						
		CTH J Off Ramp	1175	1675			145		695				25		
		CTH J On Ramp	785	1765					1695						
		CTH Q Off Ramp	1255	1800			130		745				26		
		CTH Q On Ramp	815	1670					1545						
		Ringle Trail Head						375							
	CTH Y Off Ramp	795	1425					710				48			
	CTH Y On Ramp	500	950					1355							
	CTH D						375								
	Westbound	CTH Q to Shore Rd	101485	101485		25375									
		CTH Y Off Ramp	735	1655			30		1015				40		
		CTH Y On Ramp	460	1435					1670						
		CTH Q Off Ramp	1250	1775			135		695				26		
		CTH Q On Ramp	825	1660					1670						
		CTH J Off Ramp	1185	1690			140		725				24		
		CTH J On Ramp	835	17555					1650						
		CTH X/Camp Phillips Rd Off Ramp	880	1425			340		785	2		1	29		
		CTH X/Camp Phillips Rd On Ramp	875	1970					1685						
		Bus 51 Off Ramp	1145	1635			535		720	2	2	1	41	82	
		Bus 51 On Ramp	905	1530					1260						
		IH 39/USH 51 SB On Ramp	4224	4224					725						
		IH 39/USH 51 NB On Ramp	3168	3168											
Total			238523	268470	265	50750	2385	750	24980	20	4	14	364	230	

CHIPPEWA AND DUNN COUNTIES			646.2020				646.4020				646.5020	646.5120	646.6120		
STH 29			Line				Line				Arrow	Word	Stop Line		
IH 94 to East of 320th St			Epoxy 6-In				Epoxy 10-In				Epoxy	Epoxy	Epoxy 18-Inch		
ROUTE	TRAVEL DIRECTION	NEAREST CROSSROAD	Edgeline	Edgeline	Mini Dash	Lane Line	Gore	Off Ramp	Left Lane	Right Lane	White	White	White		
			Left	Right											
			Yellow	White	White	White	White	White	White	White	White	Type 2	Only	Mainline	Interchanging
			LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	LF	Roadway	
			LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	LF	LF	
USH 12/ STH 29	Eastbound	I-94 (850th St) to STH 29 EB & WB	1700	17000		1241									
STH 29	Eastbound	Exit 61, USH 12/STH 40 off ramp to 1010th St (Chippewa Co Line)	4490	4490		3488									
		1010th St (Chippewa Co Line) to Stillson Creek Bridge	96486	86650		24167									
		20th St													
		CTH M, 30th St								244	357				
		40th St								474	200				
		50th St								357	343				
		CTH X Center Line	1962				2127								
		CTH T Off Ramp	1659	1788			1282	95						33	
		CTH T On Ramp	936	2258			750								
		90th St, Bus 29 Off Ramp	1642	2178			742							34	
		90th St, Bus 29 On Ramp	1114	868			1300	106							
		USH 53 Off Ramp	1020	1410			1150								
		USH 53 On Ramp	2570	3690			1703								
		Seymour Cray BLVD Off Ramp	1132	1677		75	1530	123						48	33
		Seymour Cray BLVD On Ramp	2064	2164	54	100	1402								
		Lake Wissota State Park Off Ramp	2940	1104		3255	380								
		CTH J On Ramp	1105	2660	362		1770								
		East side of Stillson Creek Bridge to 320th St	78561	77282		20837									
		CTH X Off Ramps	705	1385			1000	28						46	
		CTH X On Ramp	643	1880			1406								
		CTH X - Over pass													
		STH 27 Off Ramps	822	1344			728	92						49	
		STH 27 On Ramps	670	2007			1228								
		STH 27 - Over Pass Skip													
		CTH D Off Ramp	478	1370			1166	57						53	
		CTH D On Ramp	696	1950			430								
		CTH D - Over Pass													
		320th St							148						
Total			203395	215155	416	53163	20094	649	1075	1109	0	0	263	33	
PROJECT NO: 1009-42-82			HWY: STH 29			COUNTY: CHIPPEWA/DUNN			MISCELLANEOUS QUANTITIES				SHEET:		E

CHIPPEWA AND DUNN COUNTIES			646.2020				646.4020				646.5020	646.5120	646.6120
STH 29			Line				Line				Arrow	Word	Stop Line
East of 320th St to USH 12/STH 40			Epoxy 6-In				Epoxy 10-In				Epoxy	Epoxy	Epoxy 18-Inch
ROUTE	TRAVEL DIRECTION	NEAREST CROSSROAD	Edgeline Left	Edgeline Right	Mini Dash	Lane Line	Gore	Off Ramp	Left Lane	Right Lane	White	White	White
			Yellow	White	White	White	White	White	White	White	Type 2	Only	Mainline
			LF	LF	LF	LF	LF	LF	LF	LF	EACH	EACH	LF
STH 29	Westbound	320th St to East Side of Stillson Creek Bridge	78581	71567		20837							
		CTH D Off Ramp	798	1366			880	91					56
		CTH D On Ramp	644	2030			846						
		STH 27 Off Ramp	876	1430			716	110					45
		STH 27 On Ramp	614	1880			1364						
		CTH X Off Ramp	870	1426			696						
		CTH X On Ramp	503	1801			1328						
		Stillson Creek Bridge to Chippewa Co Line (1010th St)	102808	91936		24365							
		CTH J Off Ramp	907	1618			460	68					45
		50th Ave On Ramp	707	1350			718						
		CTH X Lake Wissota On Ramp	1234	2842			1270						
		90th St, Bus 29 Off Ramp	573	1730		50	602	104			1	1	45
		90th St, Bus 29 On Ramp	1466	2251		125	1466						
		Seymour Cray BLVD		3868		163	2172						
USH 53 Ramp Gores					4087								
CTH X/90th St Off Ramp	1114	1615			1322	114					35		
CTH X/90th St On Ramp	925	2265			740								
CTH T Off Ramp	1454	1972			730	108					34		
CTH T On Ramp	1277	2598			1288								
40th St								472	214				
CTH M, 30th St								253	186				
20th St								248					
1010th St								254	201				
		1010th St (Chippewa Co Line) to Exit 61, USH 12/STH 40 off ramp	1700	17000		4026							
USH 12/ STH 29	Westbound	I-94 (850th St) to STH 29 EB & WB	4490	4490		1374							
Total			201541	217035	0	50940	20685	595	1227	601	1	1	260

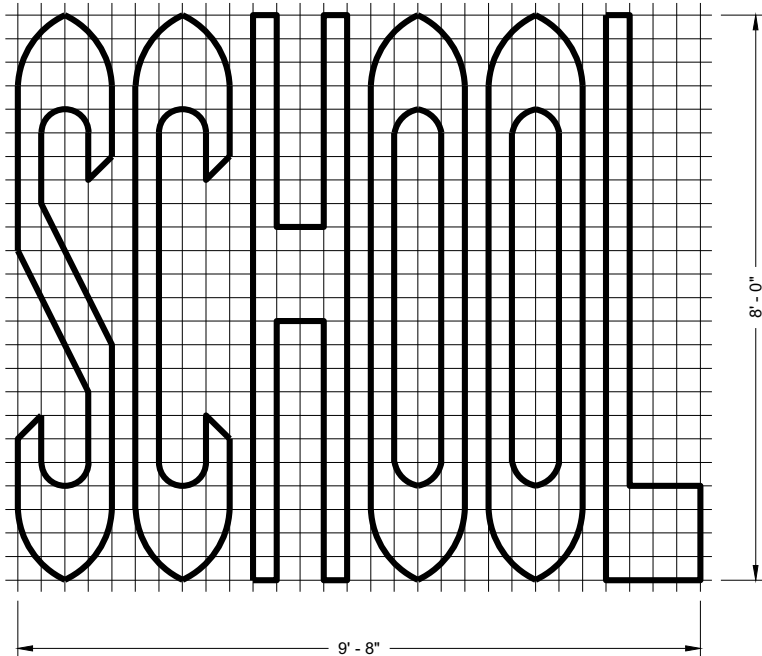
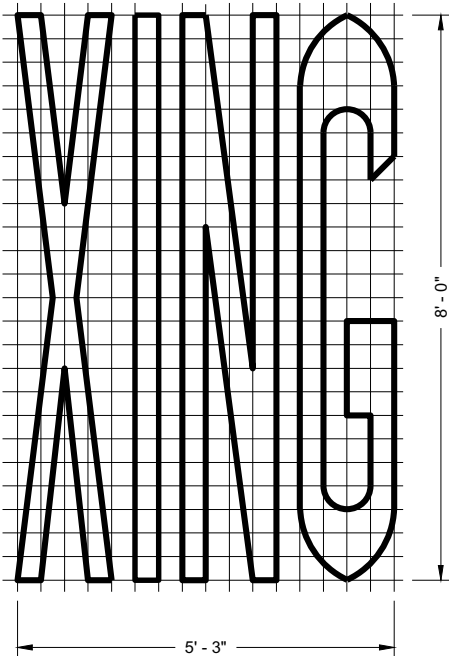
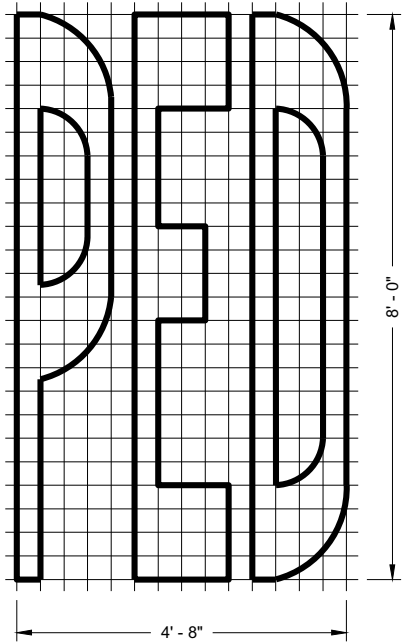
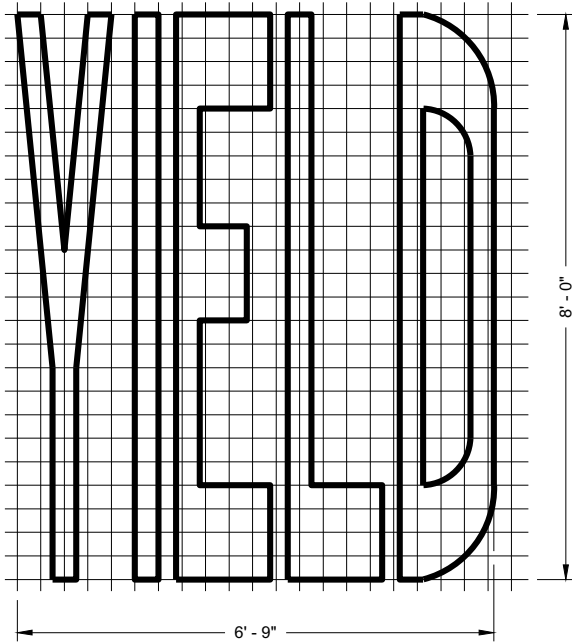
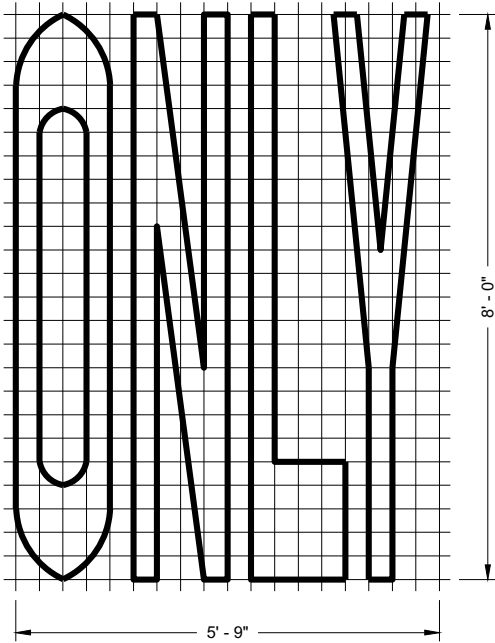
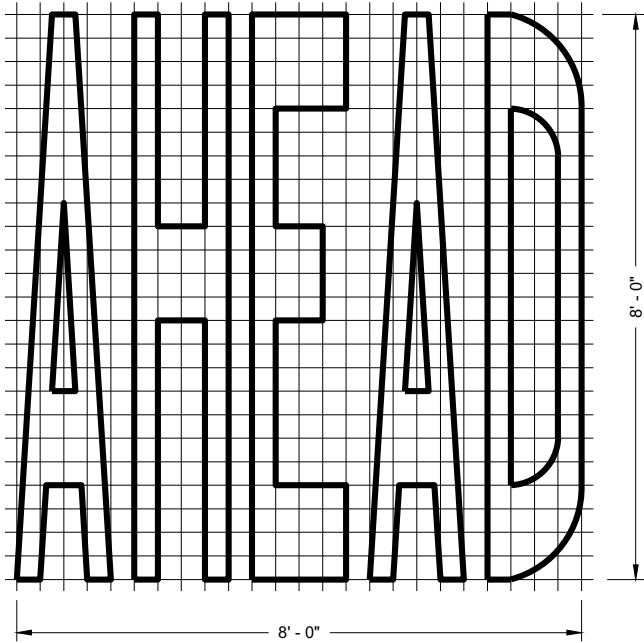
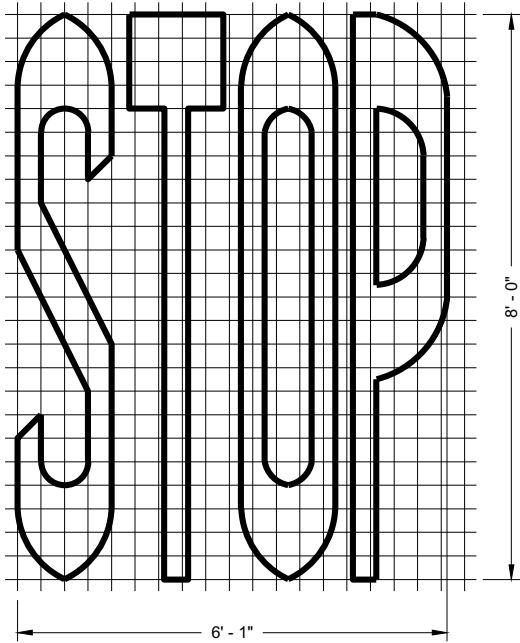
MARATHON COUNTY STH 153 RANGER/MAIN ST RAB MOSINEE		646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In Gore White LF	646.5020 Arrow Epoxy White						646.5120 Word Epoxy White Only EACH	646.6320 Dotted Extension Epoxy 18-Inch White 2' Line, 2' Gap LF	646.7020 Diagonal Epoxy 6-IN Yellow LF	646.7120 Diagonal Epoxy 12-In Yellow Median LF	COMMENTS
ROUTE	Nearest Crossroad	Centerline Yellow LF	Edgeline Right White LF		Type 1 EACH	Type 2 EACH	Type 2R EACH	Type 3 EACH	Type 3R Each	Type 6 EACH					
SB Leg (STH 153 West)	start at Diagonals	674	482	529			2			2	1	26		53	Do not paint right edgelines Do not paint right edgelines
EB Leg(Ranger St)	start at Diagonals	378		46								16	26	26	
NB Leg (Old Hwy 51)	start at Diagonals	1120		176		2			2		1	32		44	
WB Leg(Main St/STH 153 EB)	start at pavement change	1145	491	430		2			2		1	18		34	
Inner Circle				300	1	1		4							
Total		3317	973	1481	1	5	2	4	4	2	3	92	26	157	

MARATHON COUNTY
BUSINESS 51
MERRIL AVE TO CTH K

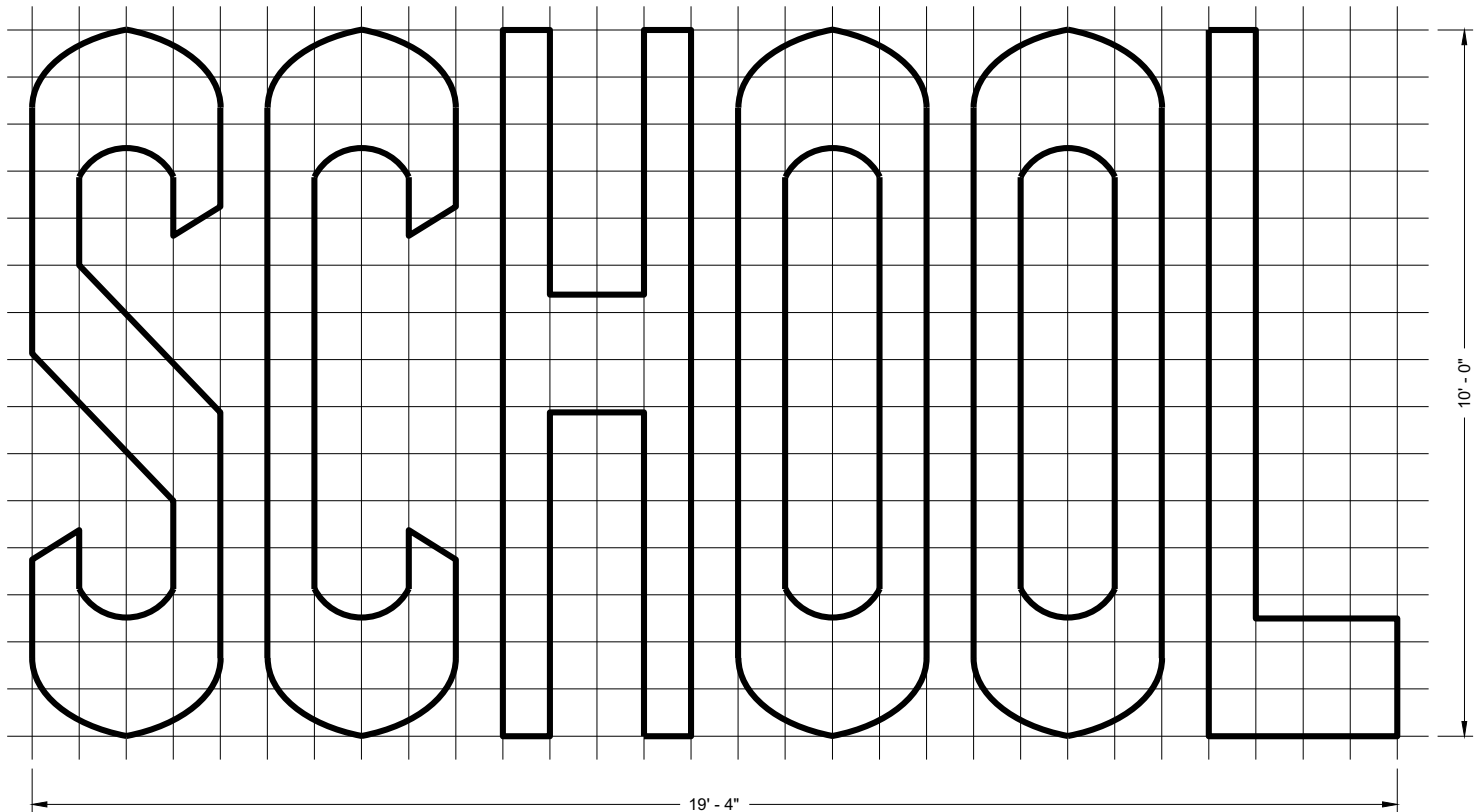
		646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy White						646.5120 Word Epoxy White Only EACH	646.6120 Stop Line Epoxy 18-Inch White		646.6320 Dotted Extension Epoxy 18-Inch White 2' Line, 2' Gap LF	646.7120 Diagonal Epoxy 12-In White RAB LF	646.7420 Marking Crosswalk Epoxy Transverse 6-Inch Line White LF	COMMENTS
ROUTE	Nearest Crossroad	Edgeline Left Yellow LF	Edgeline Right White LF	Lane Line White LF	Gore White LF	Right Lane White LF	Type 1 EACH	Type 2 EACH	Type 2R EACH	Type 3 EACH	Type 3R EACH	Type 6 EACH		Mainline LF	Interchanging Roadway LF				
BUS 51 NB	290' North of Merrill Ave to CTH K	3455	3455	400									2	73	64				
	Campus Dr				170	310		4									20	124	
	IH 39 Approach				395		2			2									
	Inner Circle			190	260		2			4						56	20		
BUS 51 SB	Between Roundabouts				355		2				2								Do not replace first word
	Inner Circle			186	200		3			3						52			
	CTH K to 290' North of Merrill Ave	3455	3455	400													50	123	
	CTH K Approach				395		2		2	2								128	
BUS 51 SB	Between Roundabouts				360		2												
	Campus Drive				330			4					2	77	12				
TOTAL		6910	6910	1176	2465	310	13	8	2	11	2	0	4	150	76	108	90	375	

Standard Detail Drawing List

15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDBOUT ARROWS
15C08-23A	PERMANENT LONGITUDINAL PAVEMENT MARKINGS
15C08-23C	PAVEMENT MARKING (TURN LANES)
15C08-23D	PAVEMENT MARKING (TURN LANES)
15C09-13A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C09-13B	TRUCK STOPPING LANE PAVEMENT MARKINGS
15C11-10B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-08A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-08B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C18-08C	MEDIAN PAVEMENT MARKINGS DOUBLE ARROW WARNING SIGN PLACEMENT
15C19-09A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-09B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-09C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-06A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-06B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-06C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-06D	PAVEMENT MARKING LANE DROP AND LANE REDUCTION
15C33-05	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-06A	PAVEMENT MARKING (INTERSECTIONS)
15C35-06B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-06C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D20-08A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-08C	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 ROUNDBOUT
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D50-03A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-03B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



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.

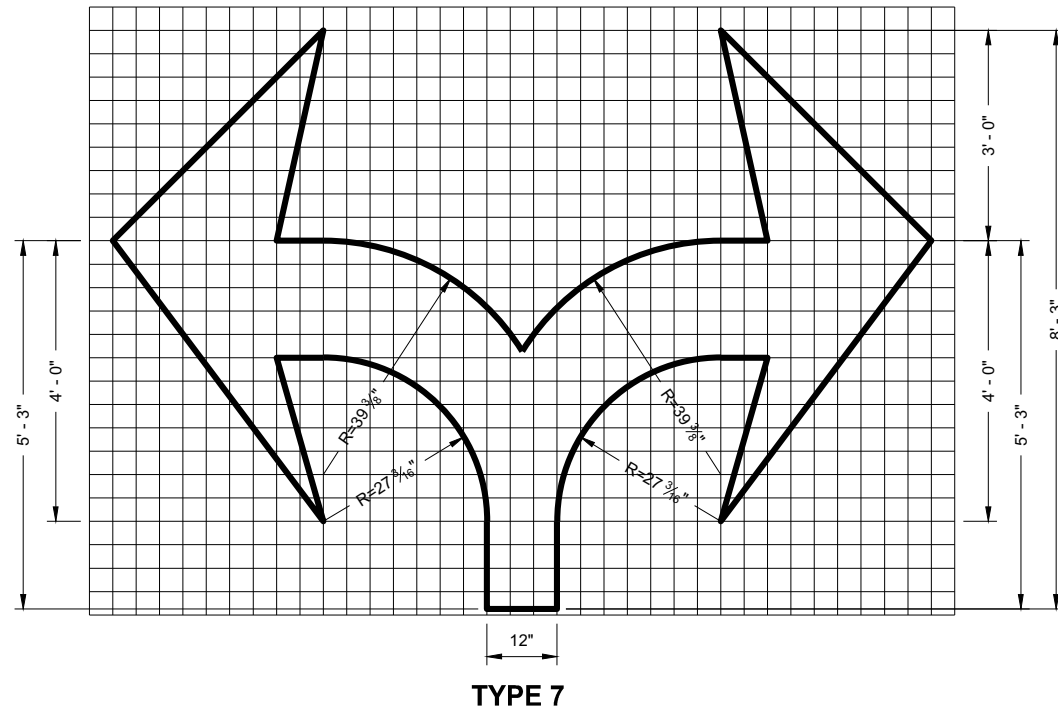
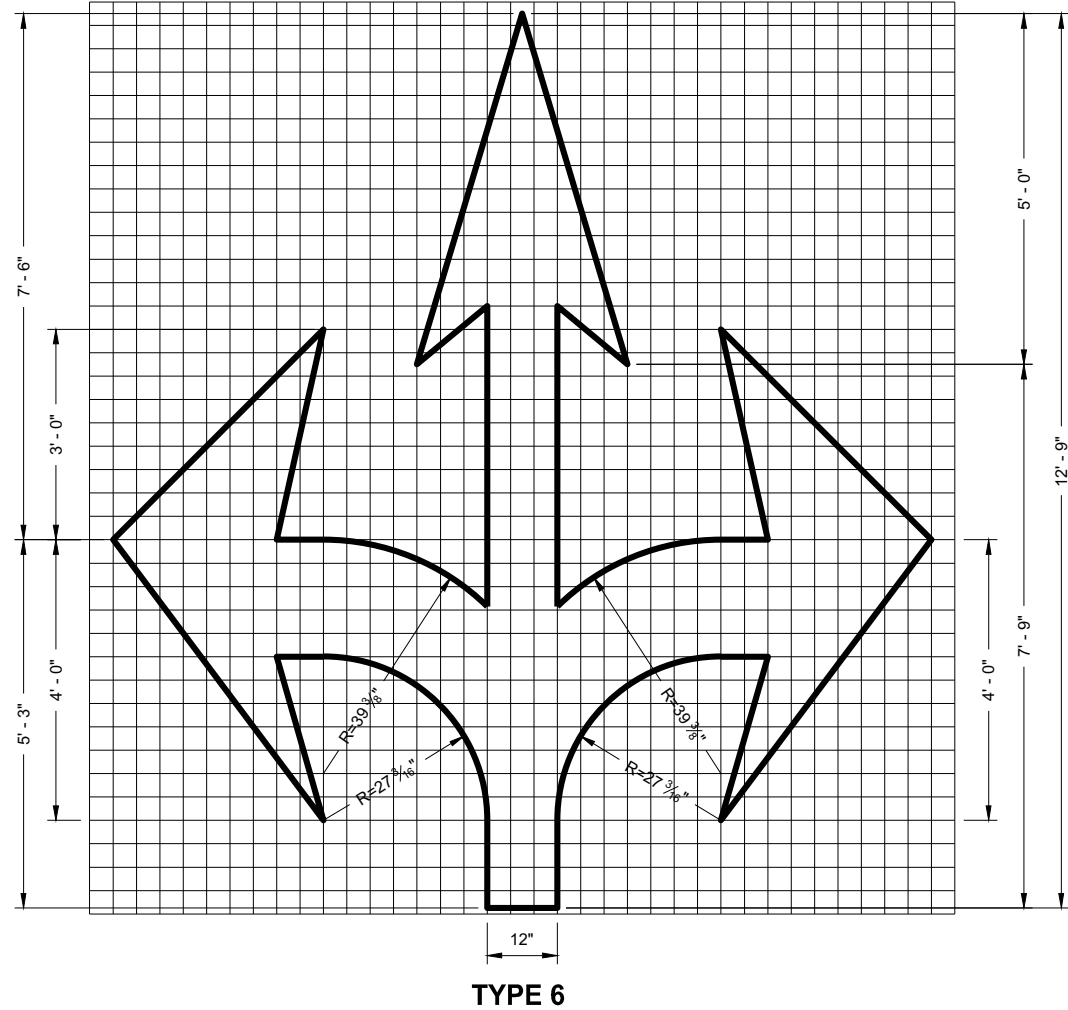
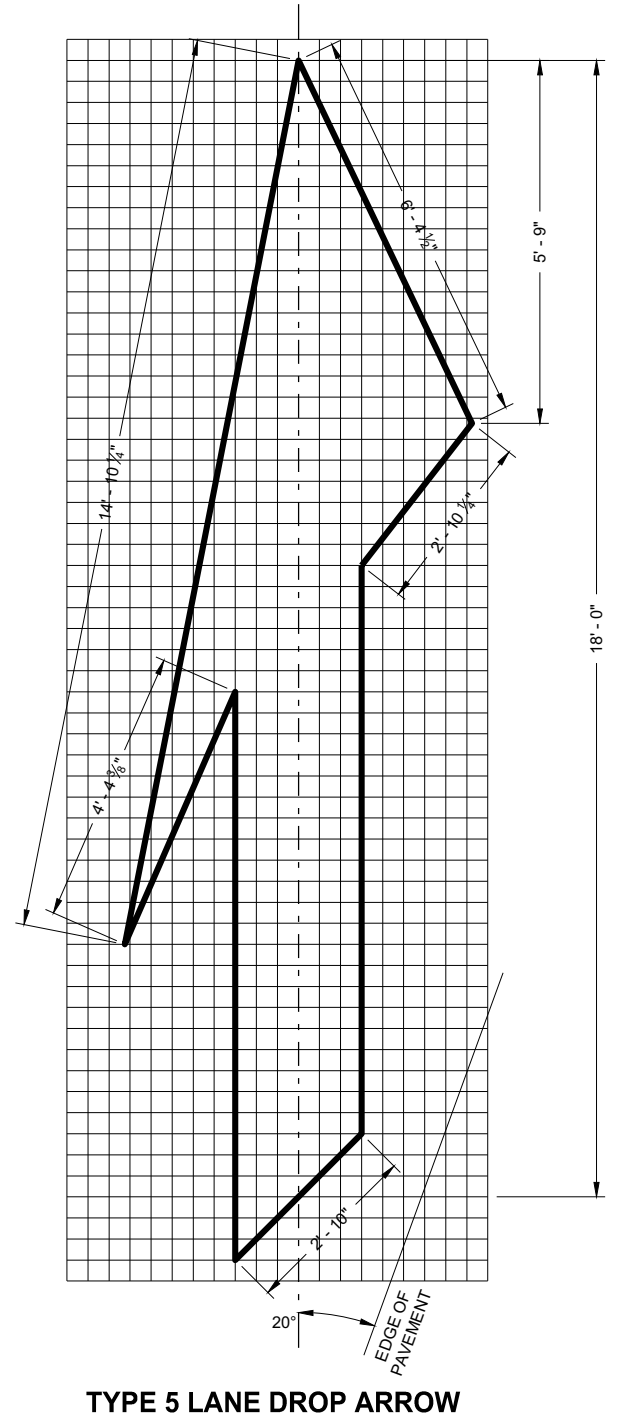
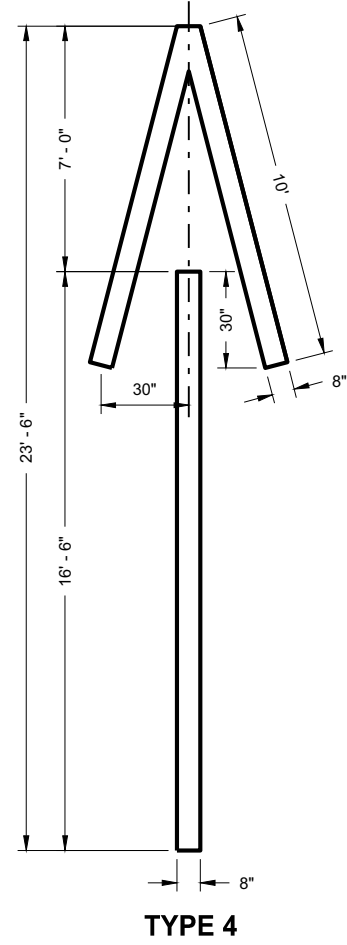
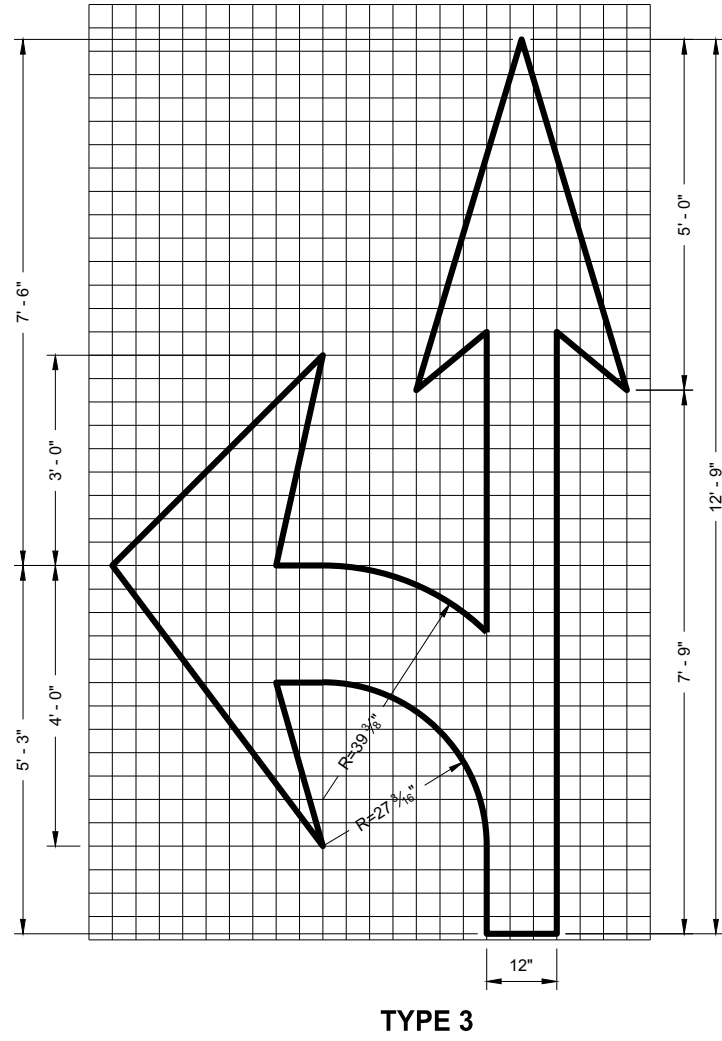
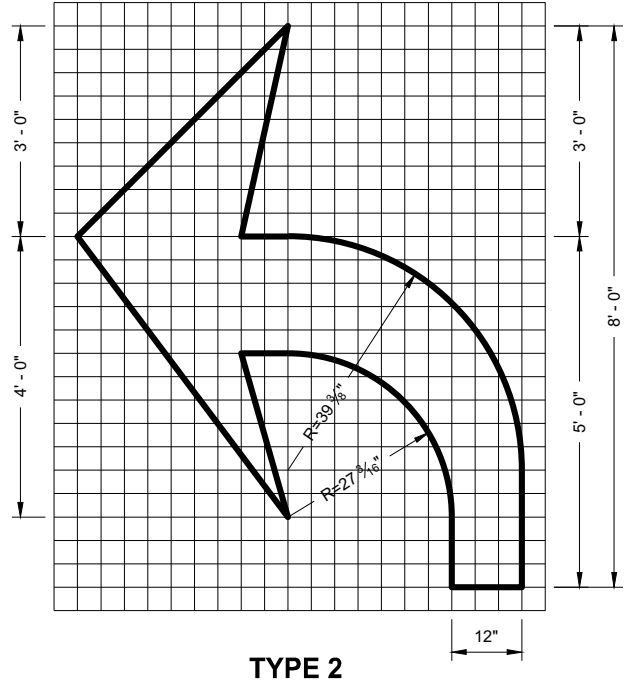
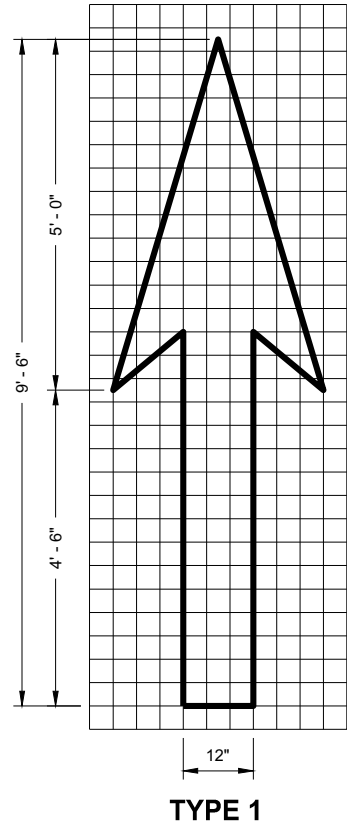
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
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.

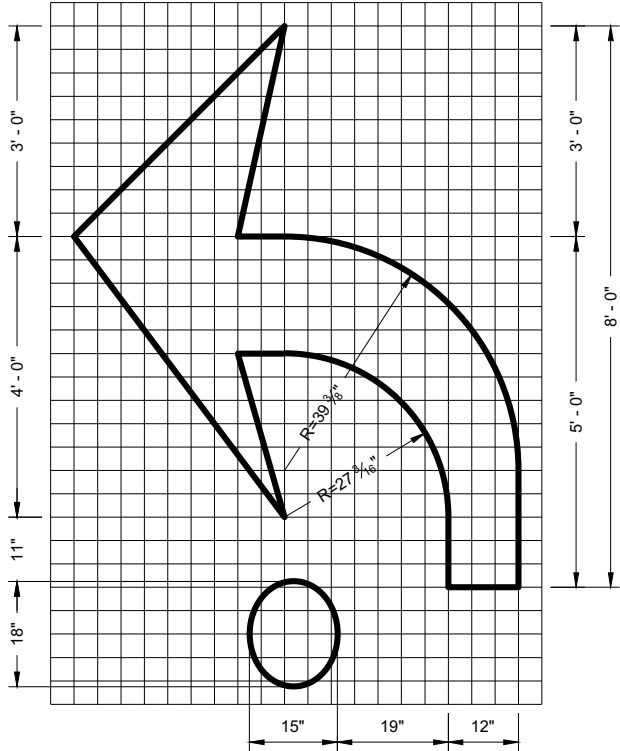
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

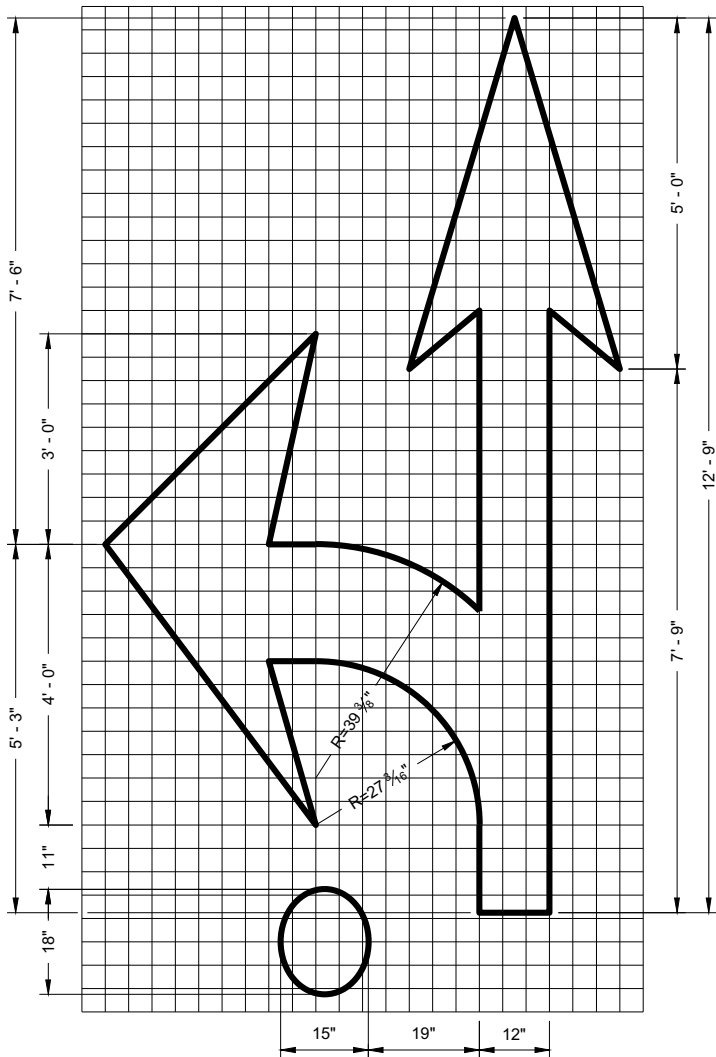
APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA

GENERAL NOTES

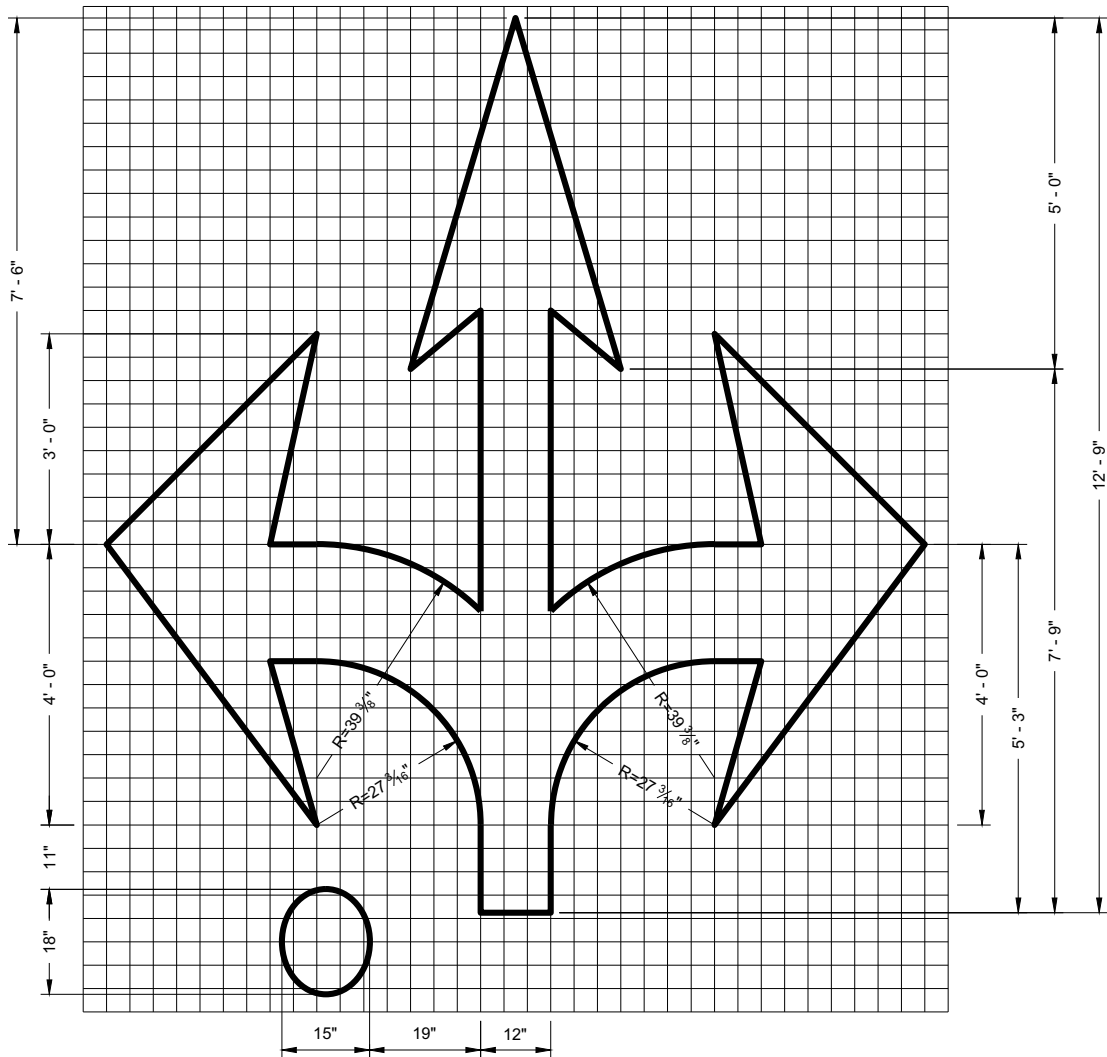
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



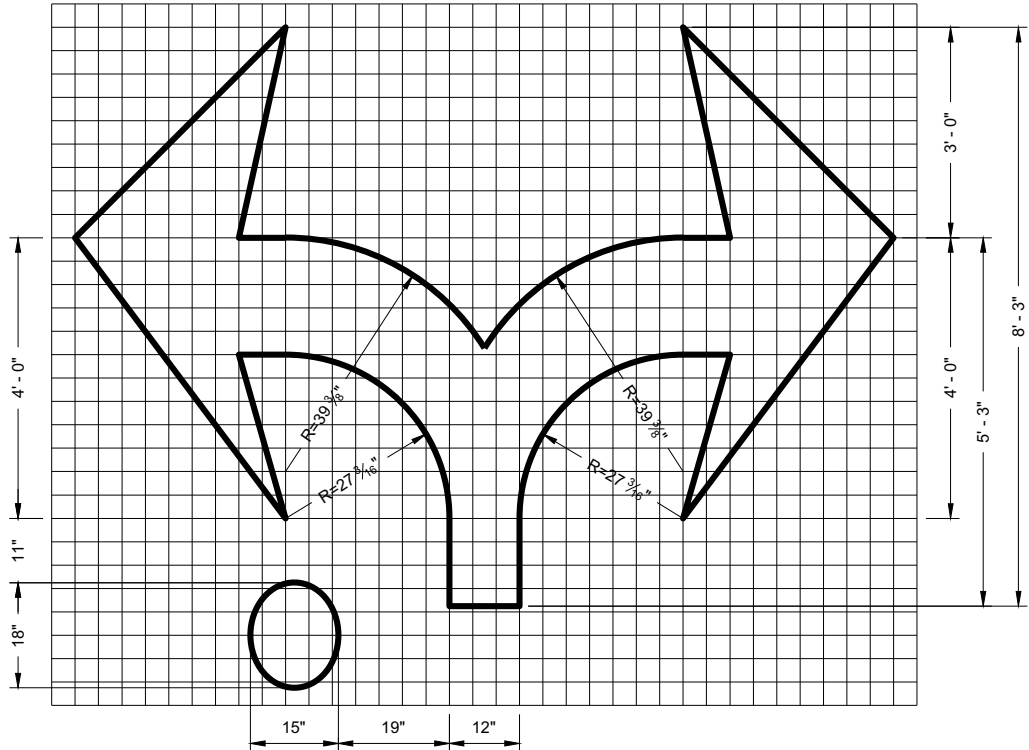
TYPE 2R



TYPE 3R

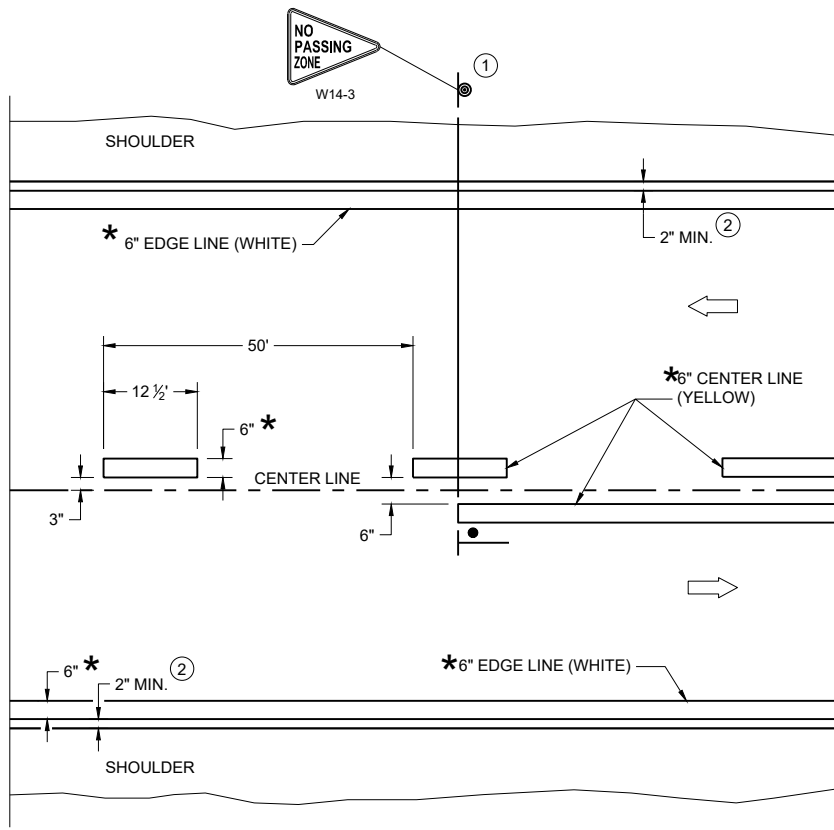


TYPE 6R

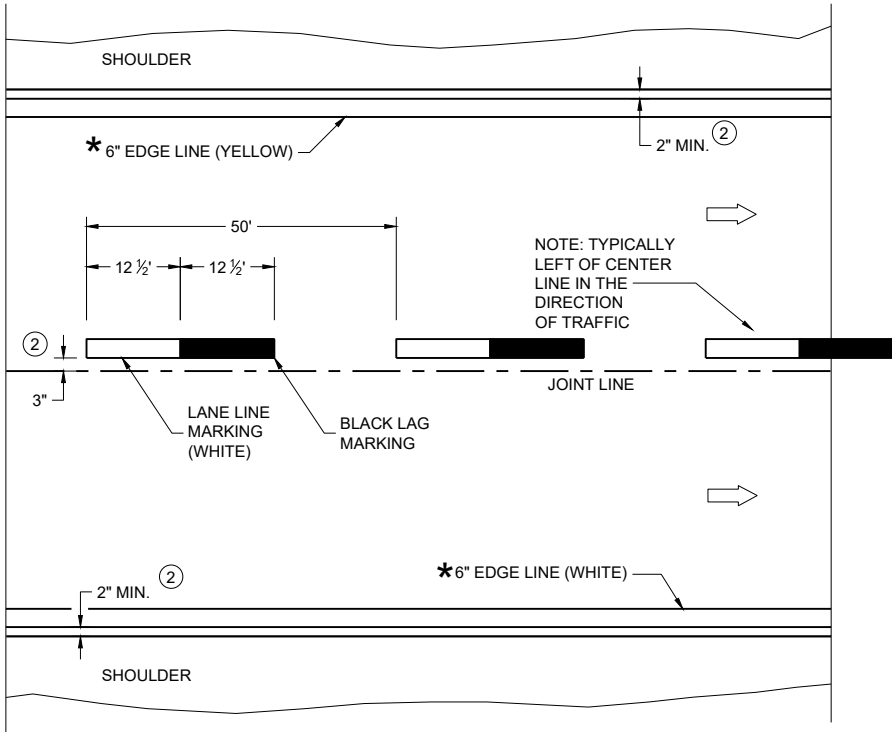


TYPE 7R

ROUNABOUT MARKING ARROWS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED November 2019 DATE	/S/ Matthew Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



TWO WAY TRAFFIC



ONE WAY TRAFFIC

PERMANENT PAVEMENT MARKING

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

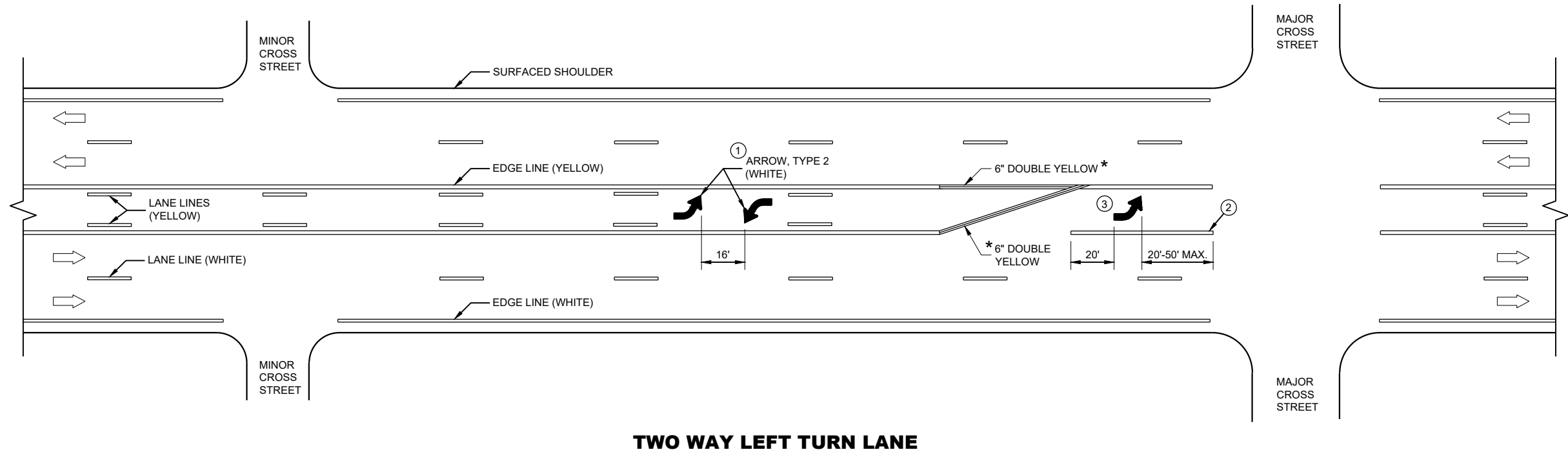
DETAILS OF CONSTRUCTION NOT SHOWN ON THIS DRAWING SHALL CONFORM TO STANDARD SPECIFICATIONS AND SPECIAL PROVISIONS.

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

LEGEND

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

PERMANENT LONGITUDINAL PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver Statewide Pavement Marking Engineer



GENERAL NOTES

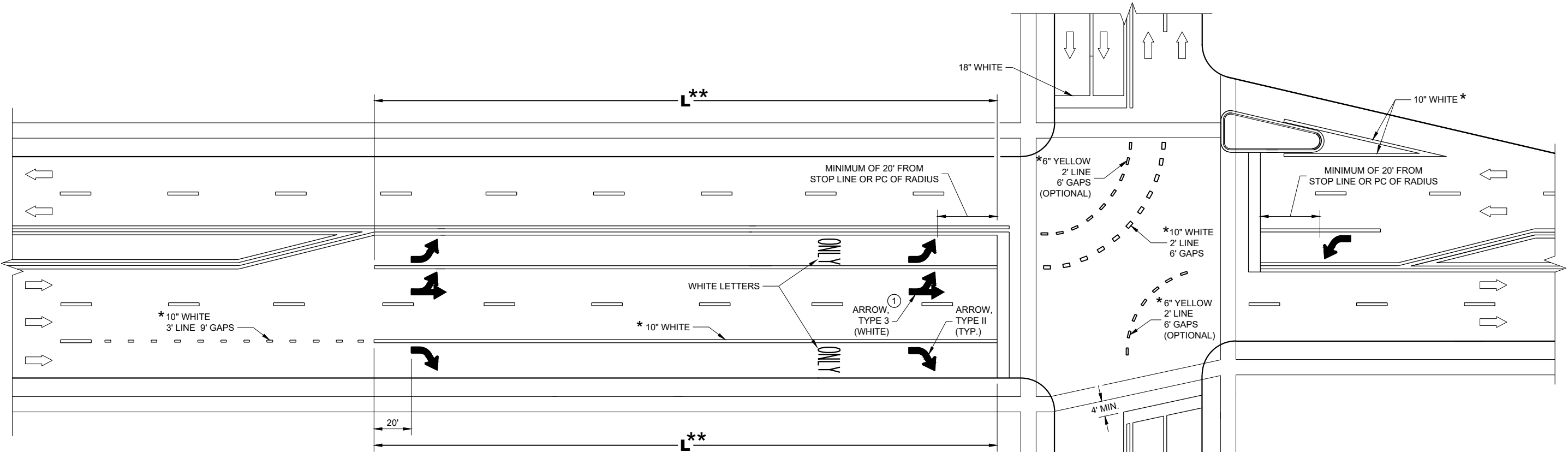
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

**PAVEMENT MARKING
(TURN LANES)**

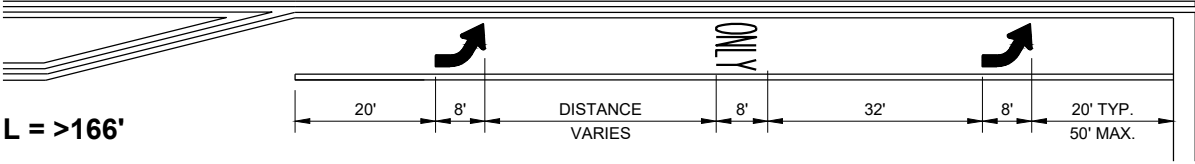
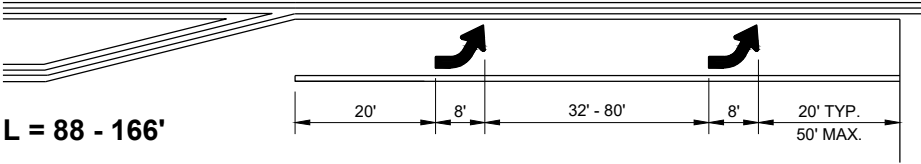
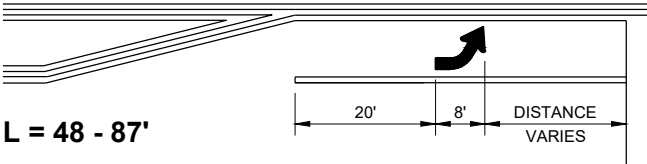
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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

TURN LANE OPTIONS

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



GENERAL NOTES

① 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.

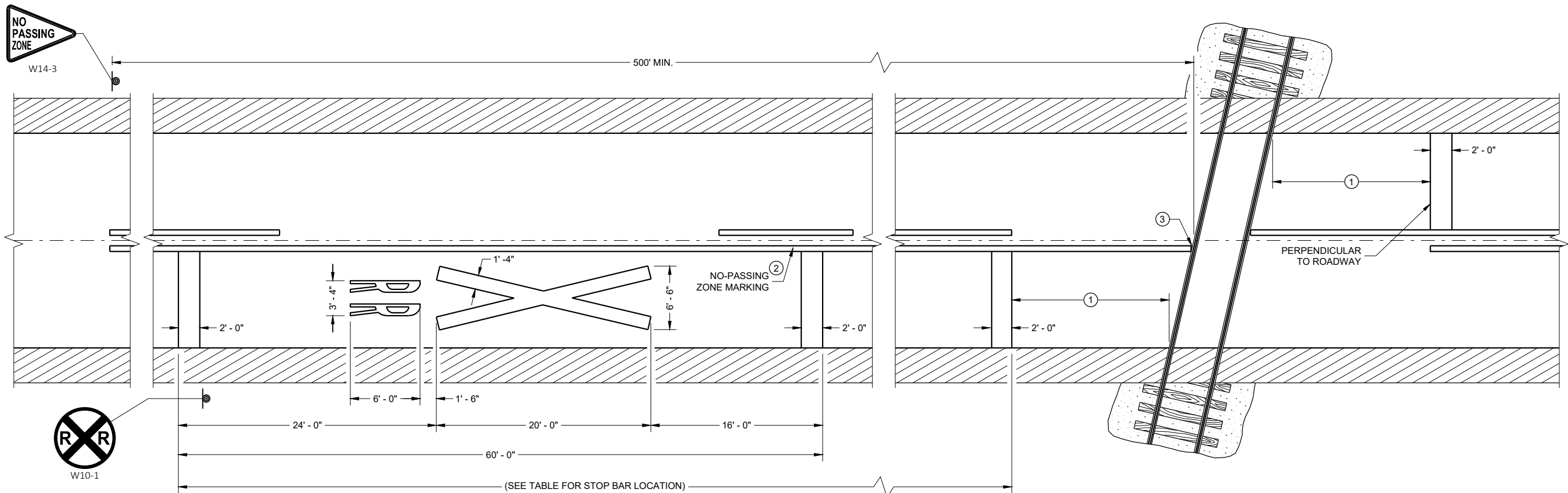
➡ DIRECTION OF TRAFFIC

L = LENGTH OF TURN BAY

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

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.

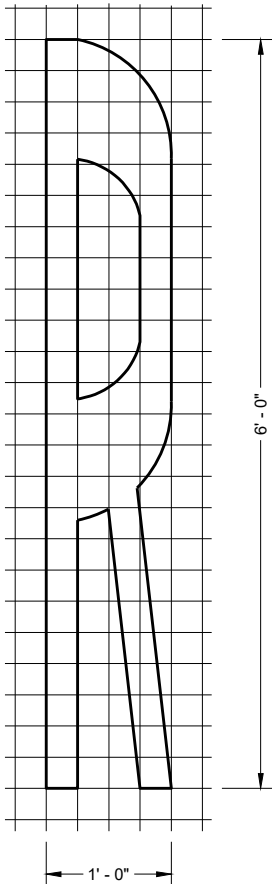
- 1 PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.
- 2 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE 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
May 2023
DATE
/S/ Matthew R. Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA

LEGEND

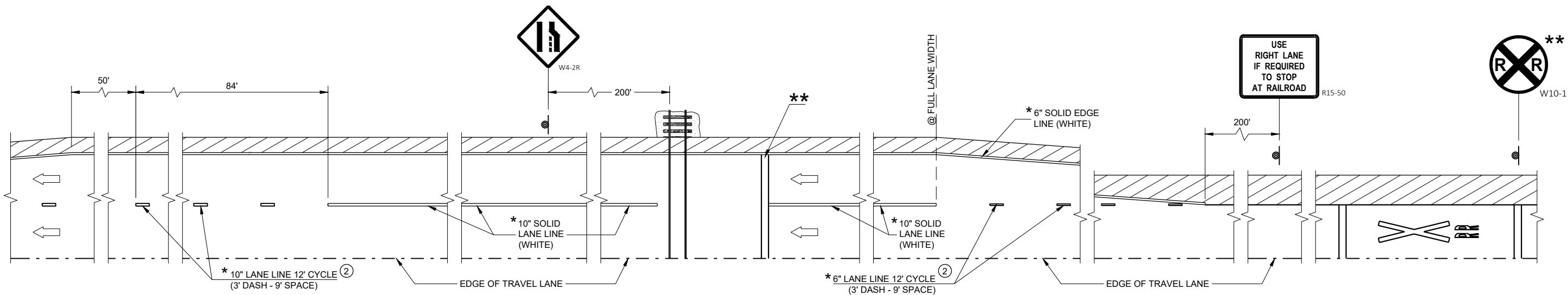
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

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

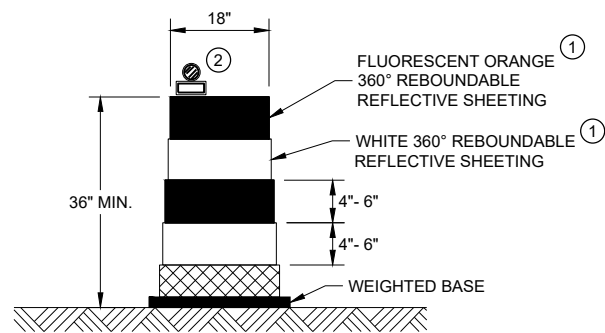
TRUCK STOPPING LANE
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

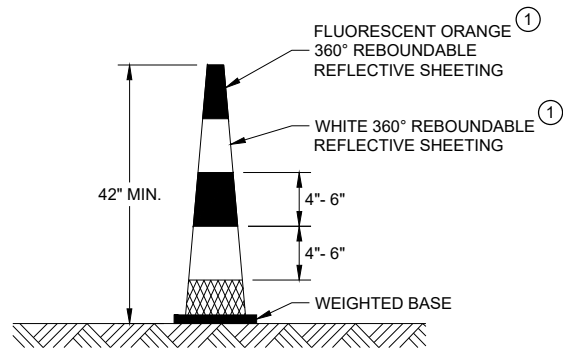
/S/ Matthew R. Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA



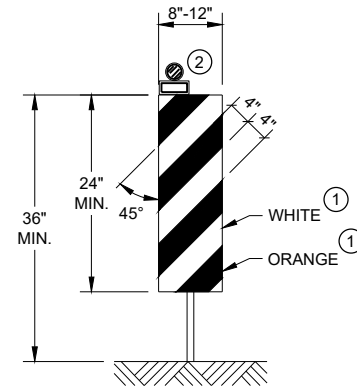
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



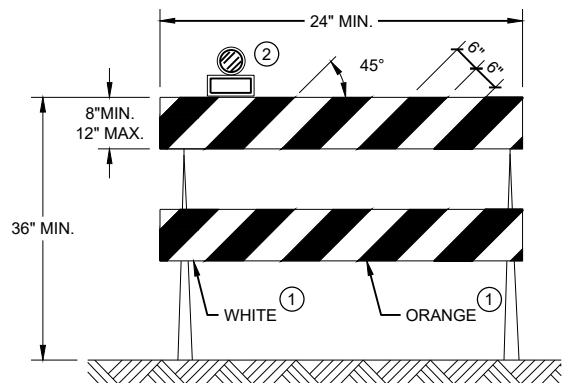
42" CONE

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



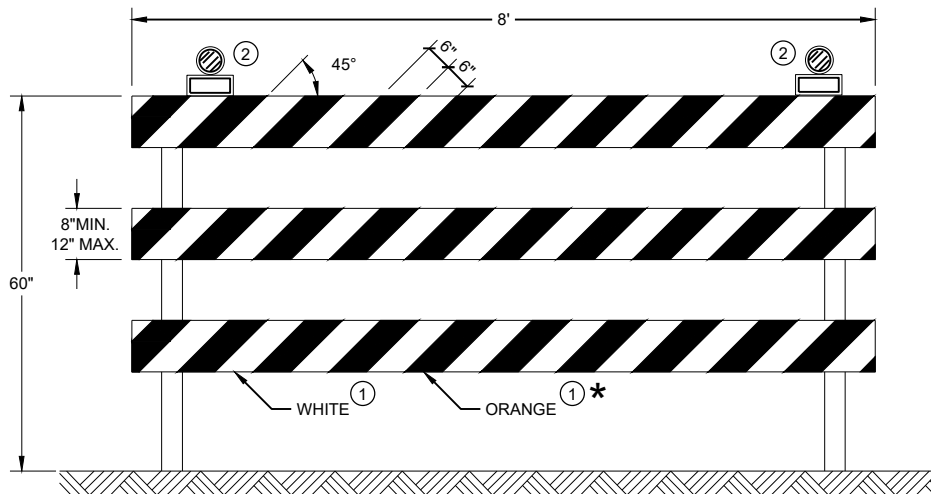
VERTICAL PANEL

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



TYPE II BARRICADE

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



TYPE III BARRICADE

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

* IF USED FOR A PERMANENT APPLICATION USE RED SHEETING.

GENERAL NOTES

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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

FLAGGING

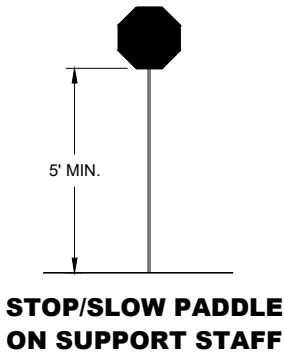
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

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

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

TEMPORARY PORTABLE RUMBLE STRIPS

- UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER
- ONLY USE TEMPORARY PORTABLE RUMBLE STRIPS FROM THE APPROVED PRODUCTS LIST.
- INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.
- PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.
- DO NOT INSTALL TEMPORARY PORTABLE RUMBLE STRIPS ON GRAVEL, MILLED SURFACES, OR ASPHALT THAT HAS BEEN PAVED LESS THAN 12 HOURS.

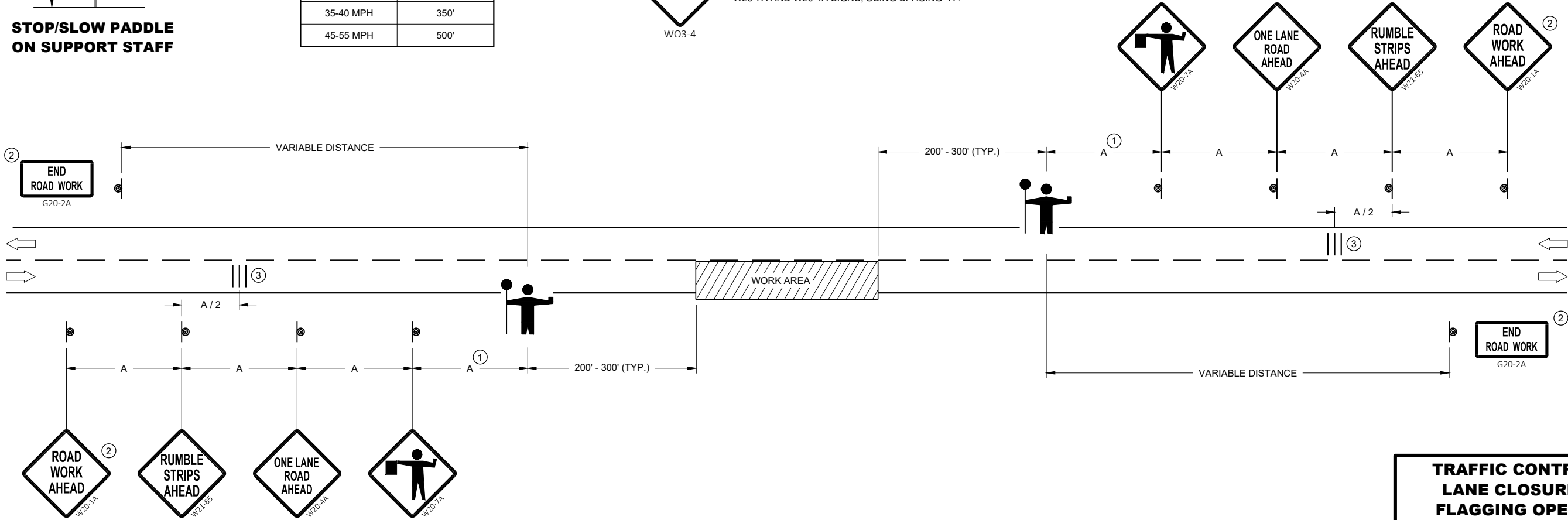


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

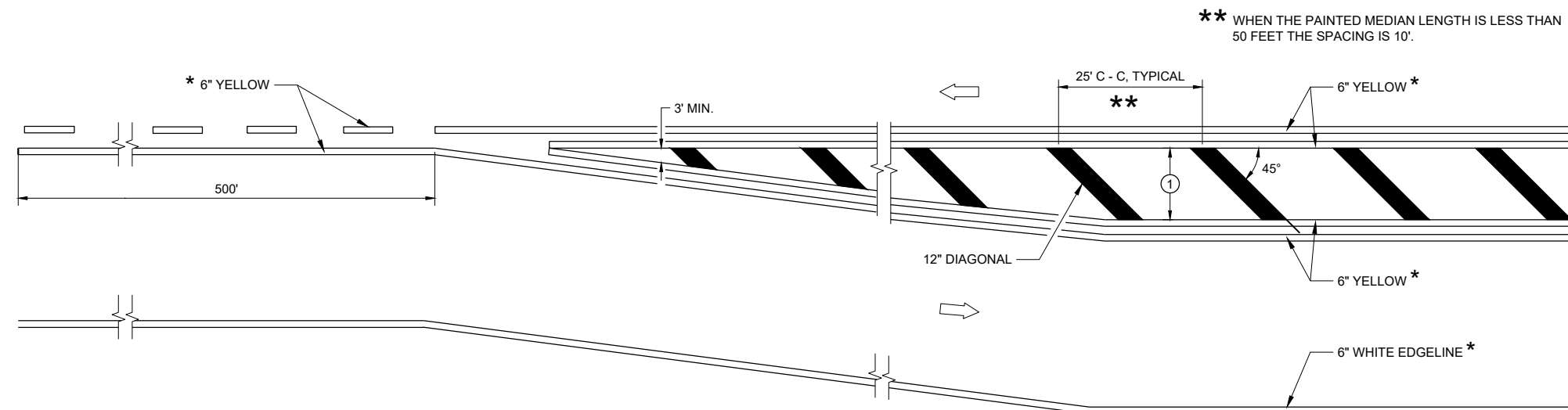
SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



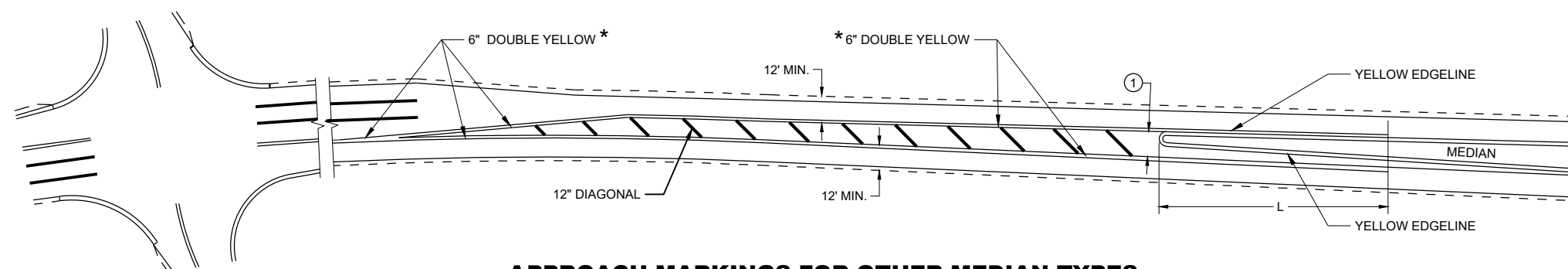
USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



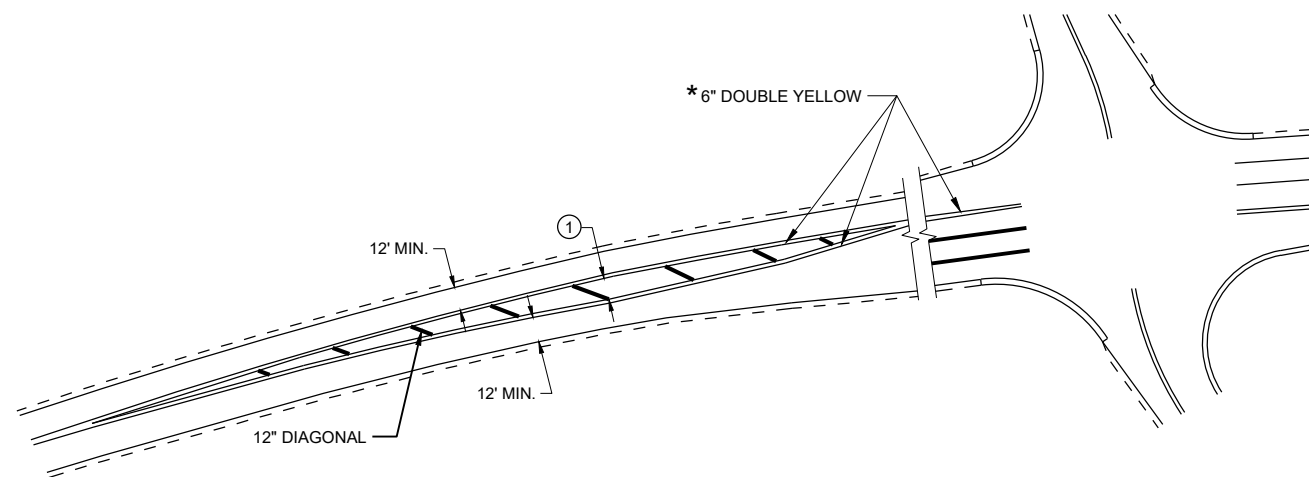
TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	



MEDIAN ISLAND DETAIL



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON-APPROACH MARKINGS

GENERAL NOTES

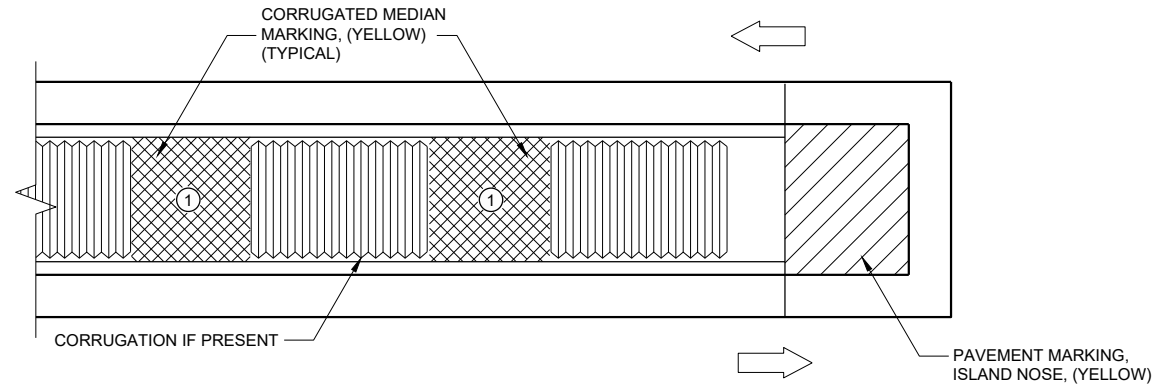
- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➡ DIRECTION OF TRAVEL

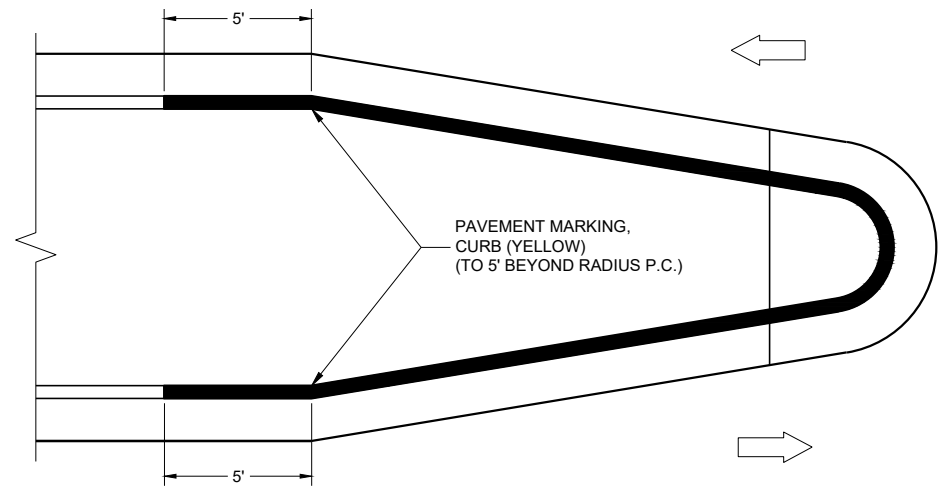
* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

SPEED LIMIT	L
<35 MPH	5'
35> MPH	50'

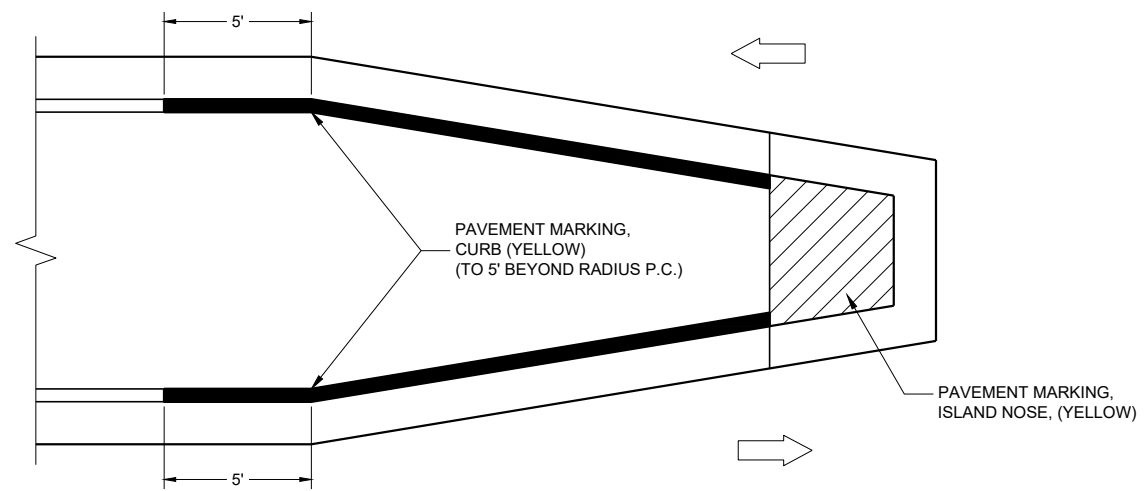
MEDIAN ISLAND PAVEMENT MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED _____ May 2023 DATE	/S/ Jeannie Silver _____ ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR



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

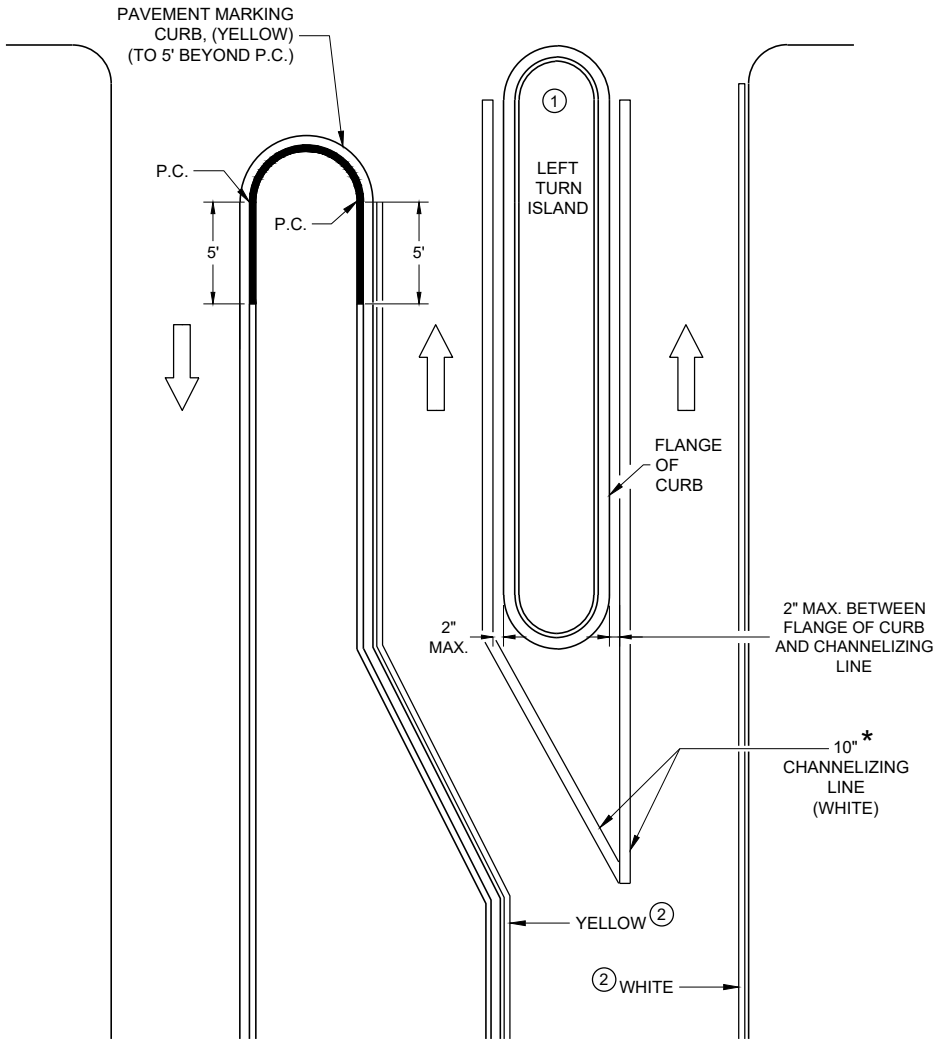
WHEN CONCRETE CORRUGATED MEDIAN IS CONSTRUCTED TO SEPARATE TRAFFIC OPERATING IN THE OPPOSING DIRECTION, YELLOW PAVEMENT MARKING SHALL BE APPLIED TO THE FLAT PORTION OF THE CONCRETE CORRUGATED MEDIAN. THE ITEM OF PAVEMENT MARKING, CONCRETE CORRUGATED MEDIAN, WILL BE MEASURED IN PLACE AND ACCEPTED IN ACCORDANCE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

- ① APPLY PAVEMENT MARKING TO THE FLAT PORTION OF CORRUGATED MEDIAN.

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

PAVEMENT MARKINGS, MEDIAN ISLAND NOSE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Jeannie Silver ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR
FHWA	

REQUIREMENTS FOR EDGE LINES		
POSTED SPEED	IS THERE CONTINUOUS LIGHTING?	
	YES	NO
≤ 30 MPH	NO	OPTIONAL
35 OR 40 MPH	OPTIONAL	RECOMMENDED
≥ 45 MPH	RECOMMENDED	REQUIRED



* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

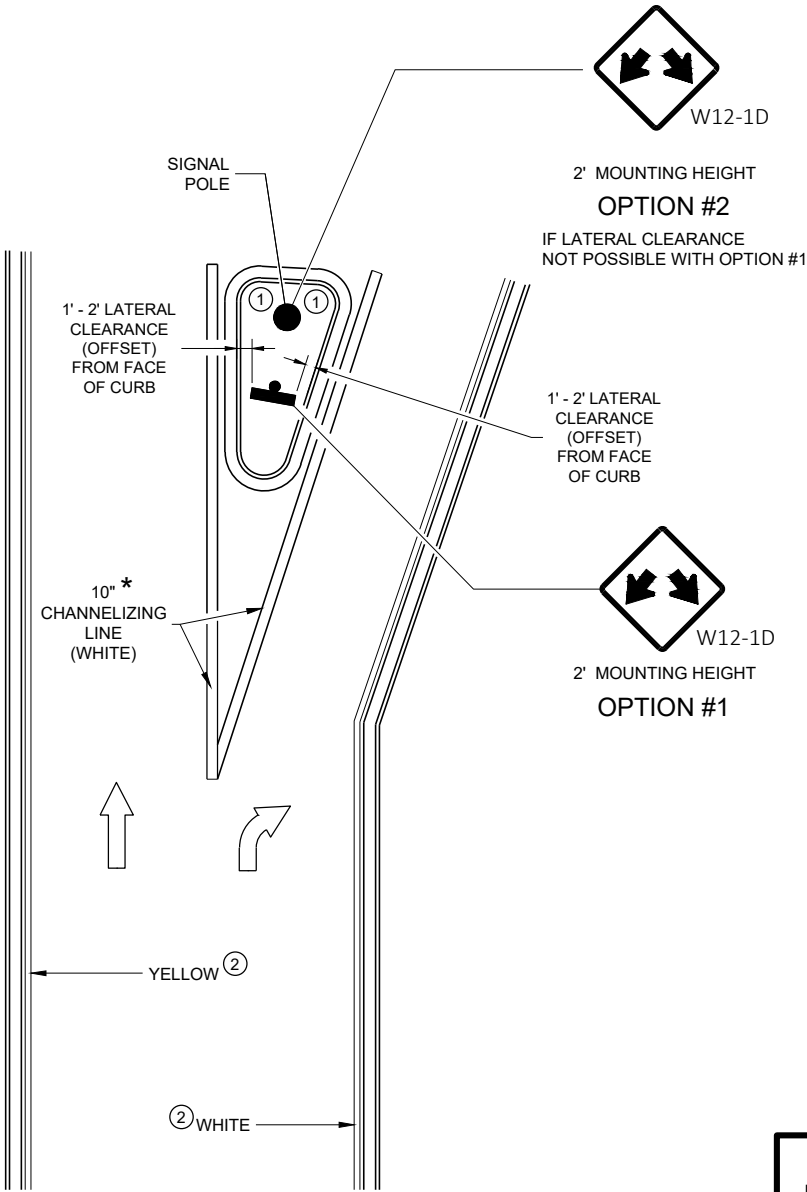
LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.

➡ DIRECTION OF TRAVEL



RIGHT TURN ISLAND

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Jeannie Silver
ROADWAY STANDARDS DEVELOPMENT
UNIT SUPERVISOR

FHWA

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- TRUCK MOUNTED ATTENUATOR (TMA)
- SIGN ON TEMPORARY SUPPORT
- DIRECTION OF TRAFFIC

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.

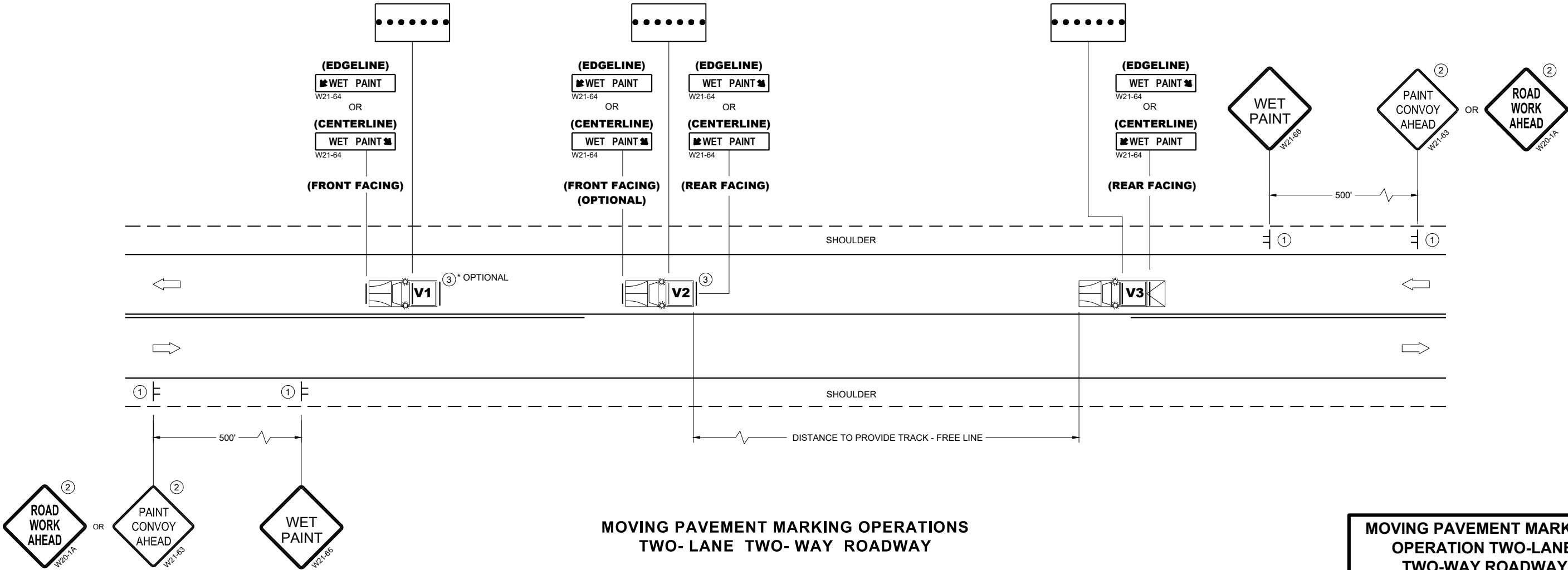
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH

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 AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.
- ③ V1 AND V2 CAN BE SWITCHED SO THAT THE MARKER IS THE LEAD VEHICLE.



MOVING PAVEMENT MARKING OPERATIONS
TWO- LANE TWO- WAY ROADWAY

MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED March 2024 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)

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.

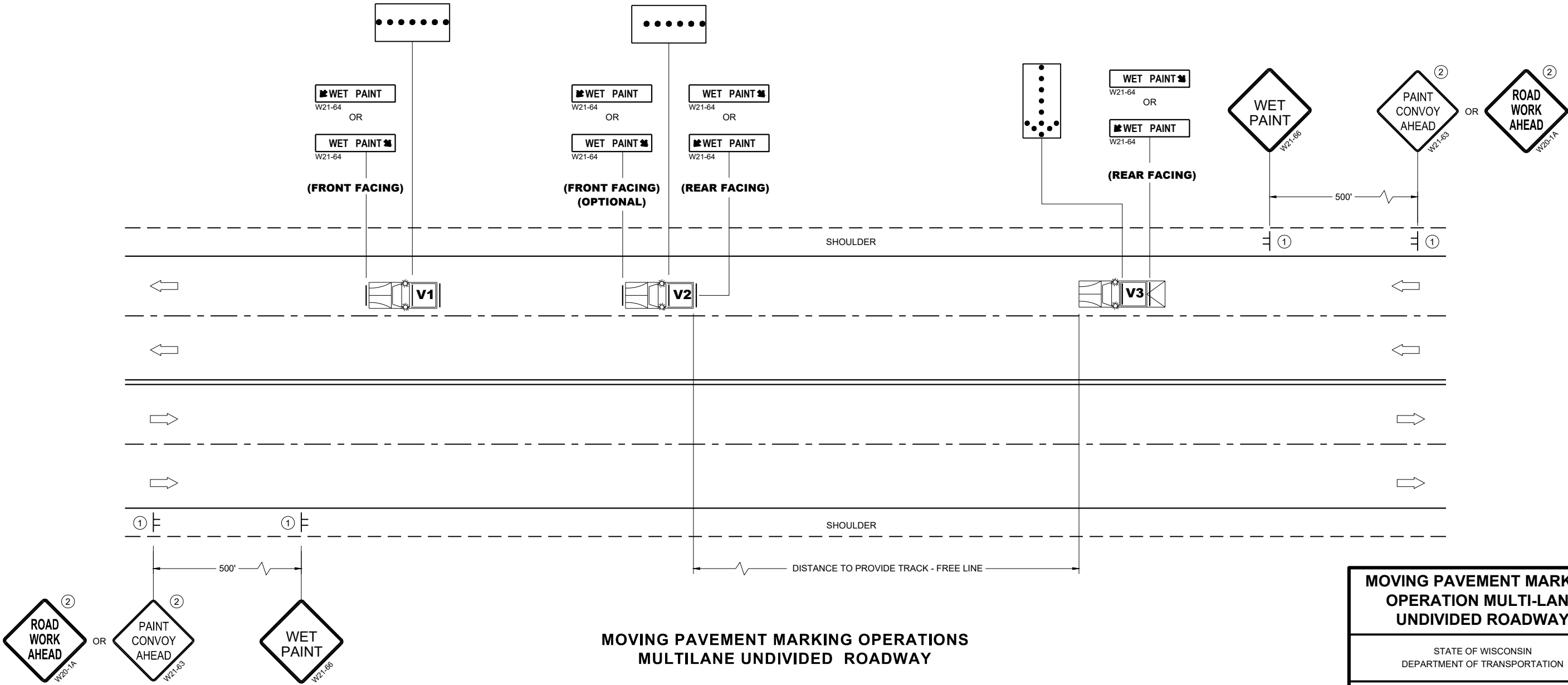
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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 AND AFTER EVERY MAJOR INTERSECTION.
- ② IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1A OR W21-63 ARE NOT REQUIRED.



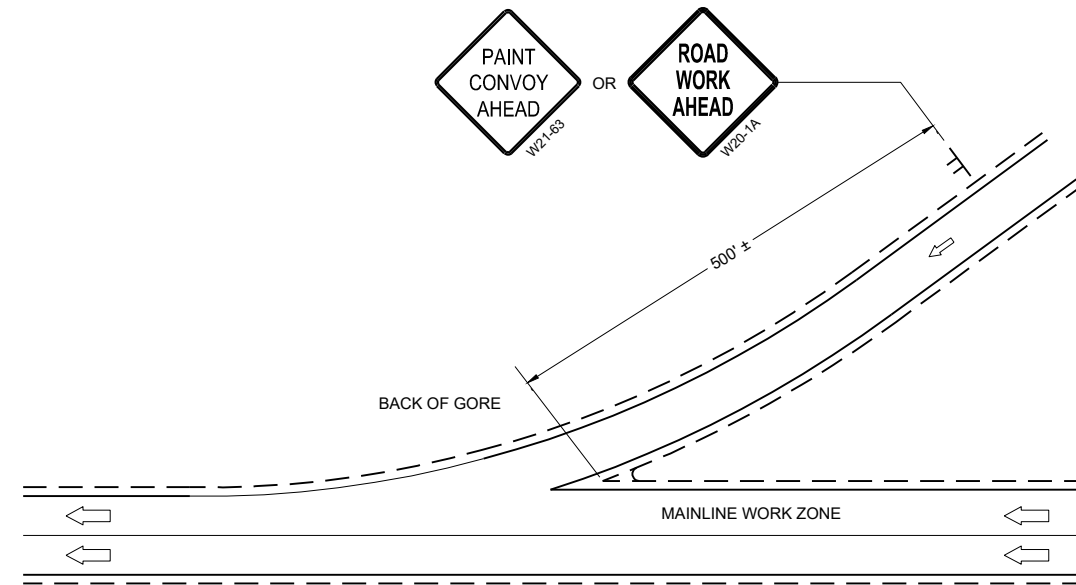
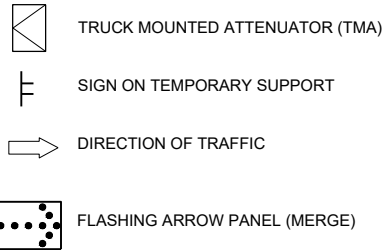
MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE /S/ Andrew Heidtke
WORK ZONE ENGINEER

FHWA

V1	MARKING VEHICLE
V2	SHADOW VEHICLE
V3	TRAIL VEHICLE



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 REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

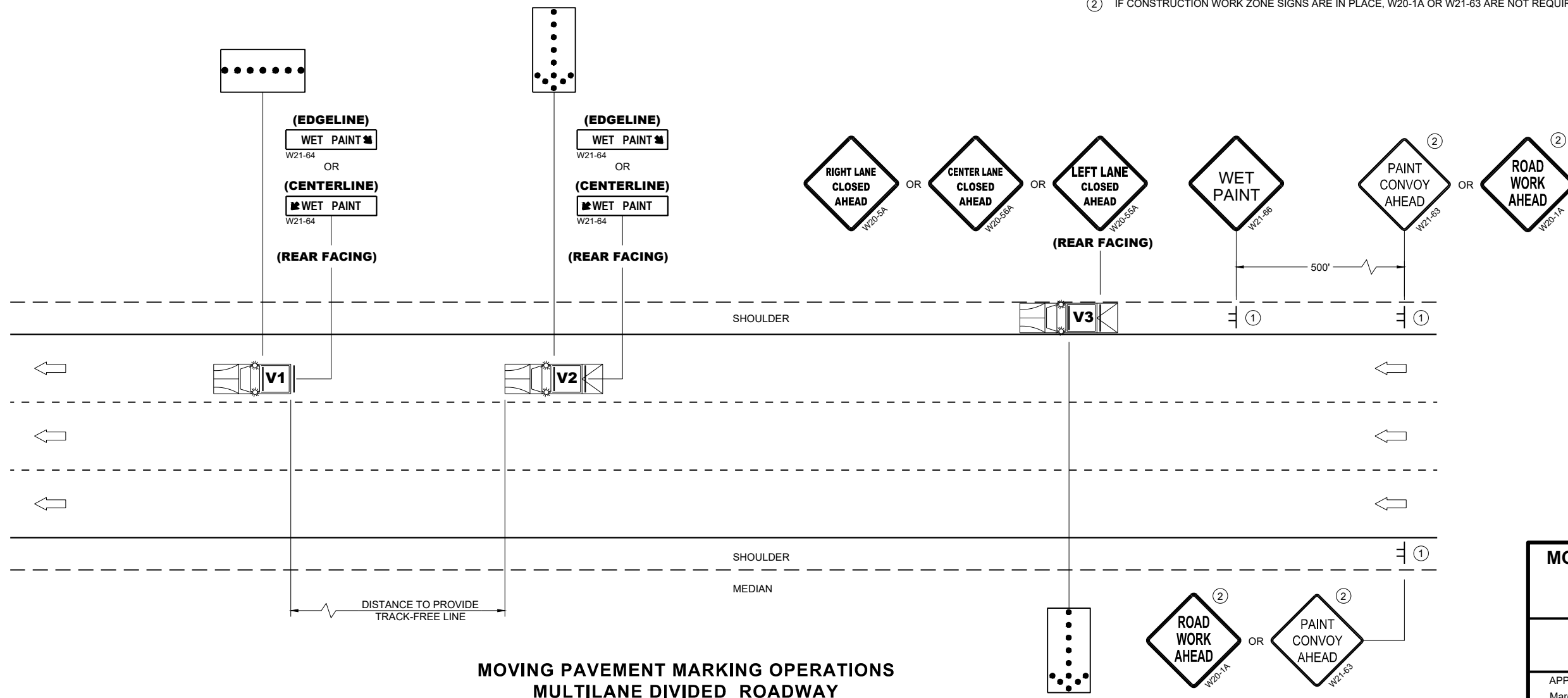
IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

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.

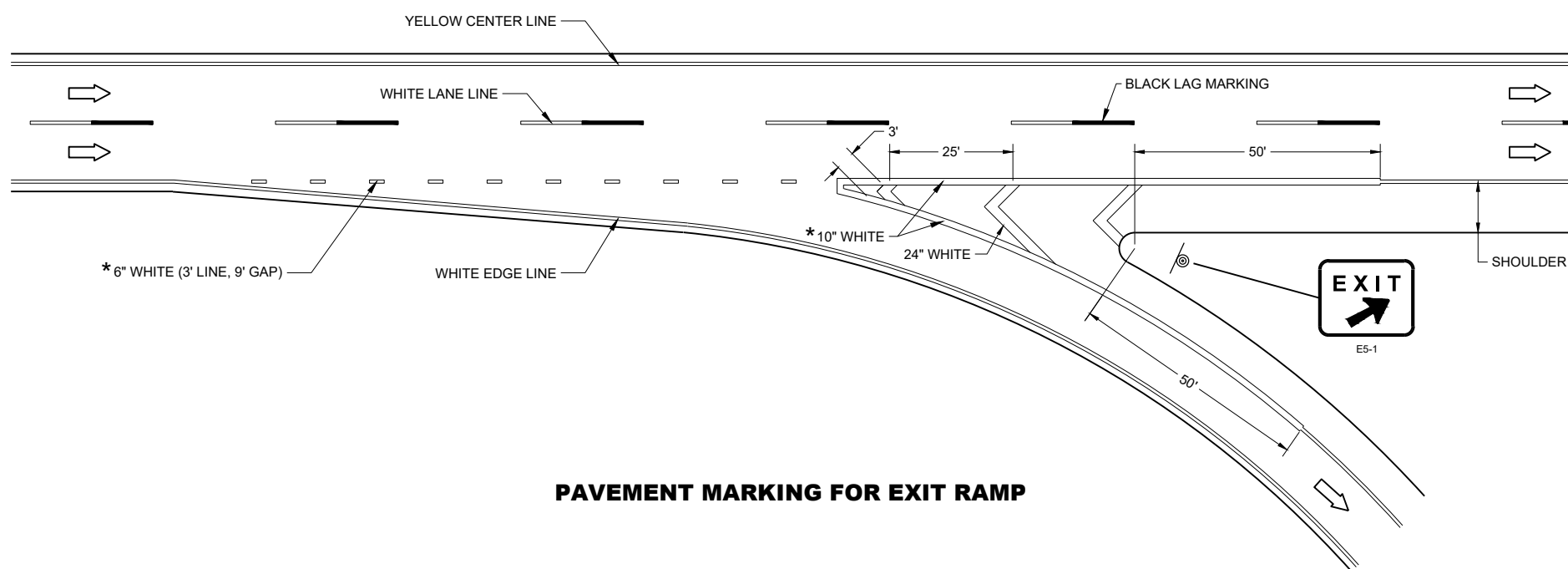
CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- 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.

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
WORK ZONE ENGINEER



GENERAL NOTES

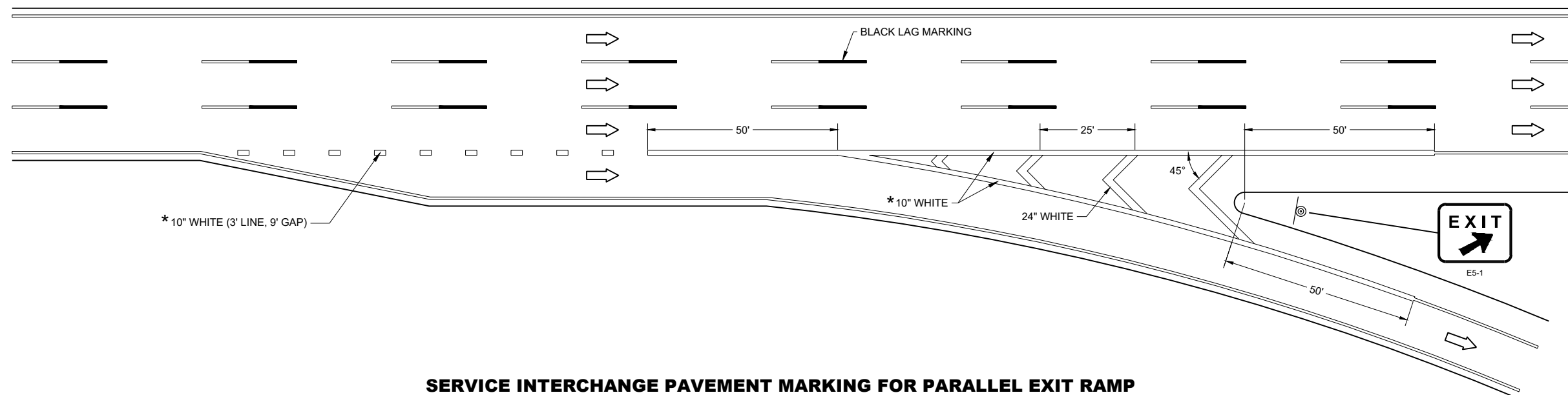
PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

 SIGN ON PERMANENT SUPPORT

 DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING, EXIT RAMP AND PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

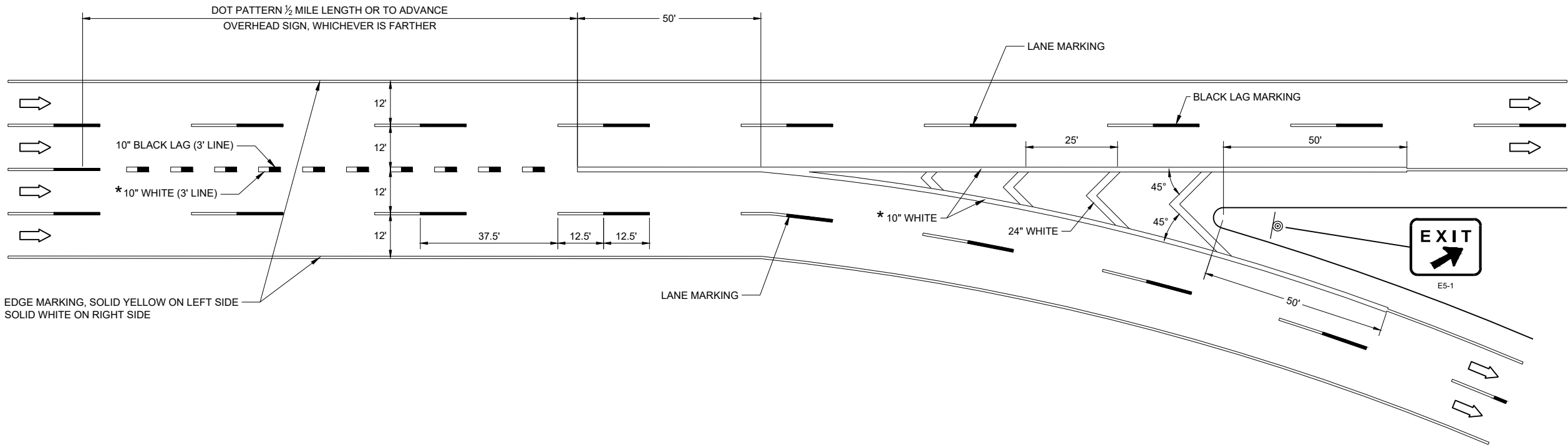
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

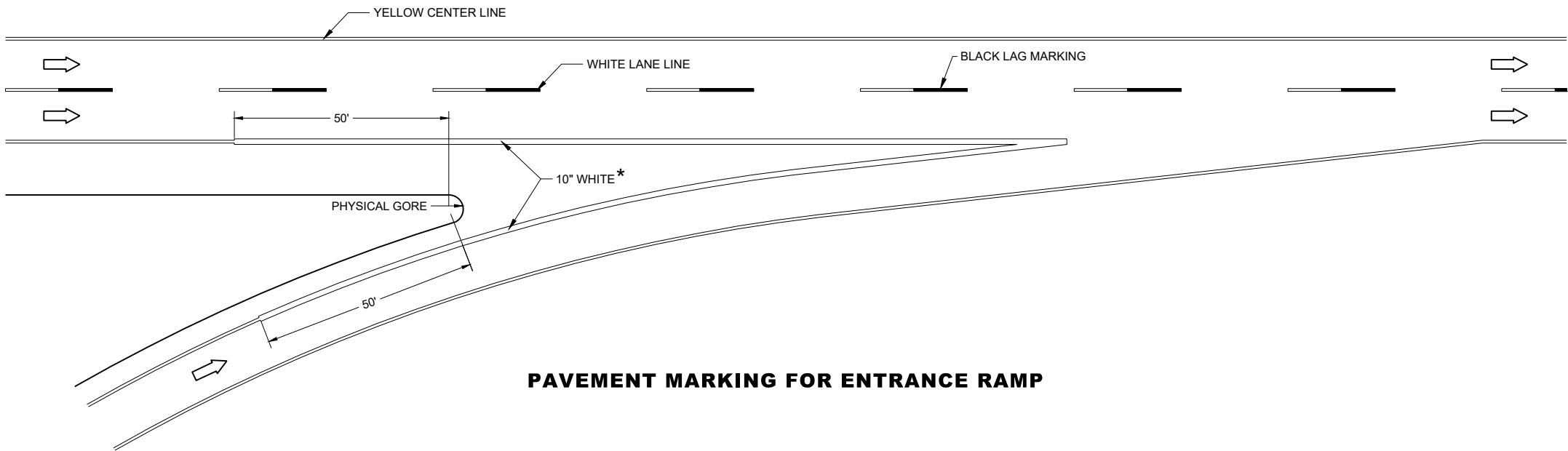
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING,
MAJOR SPLIT
FREEWAY TO FREEWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



PAVEMENT MARKING FOR ENTRANCE RAMP

GENERAL NOTES

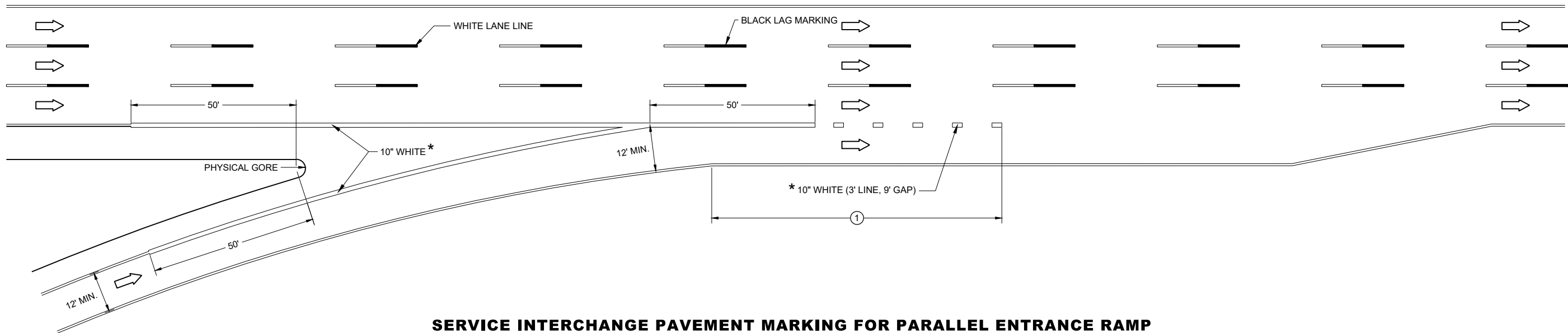
PLACE GROOVE 3 INCHES LEFT OF JOINT.

① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

LEGEND

➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

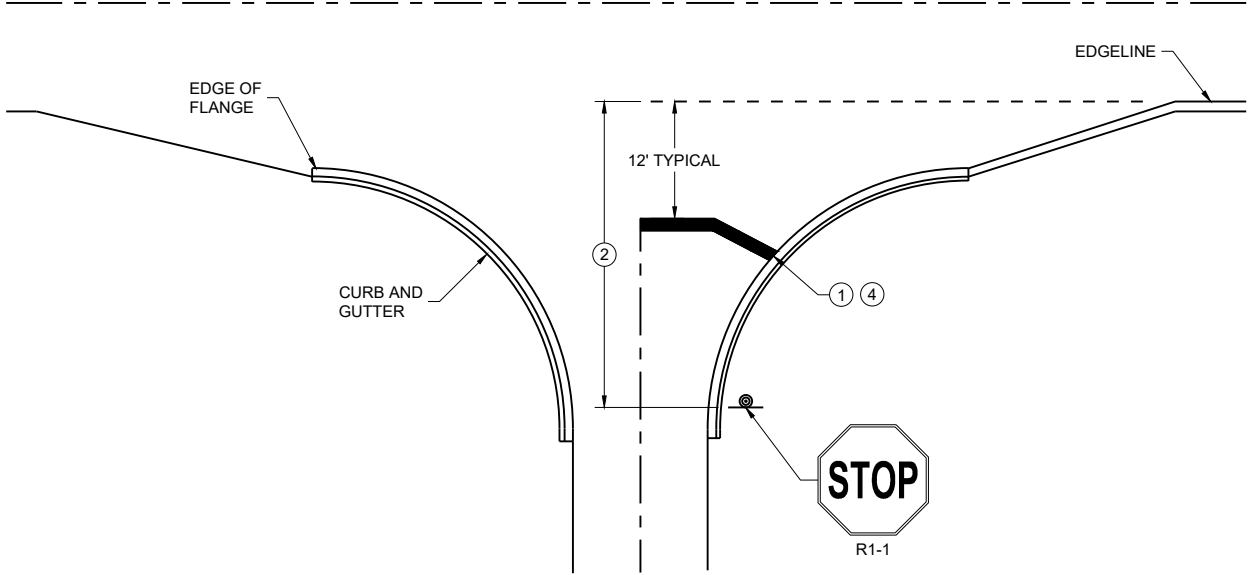


SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

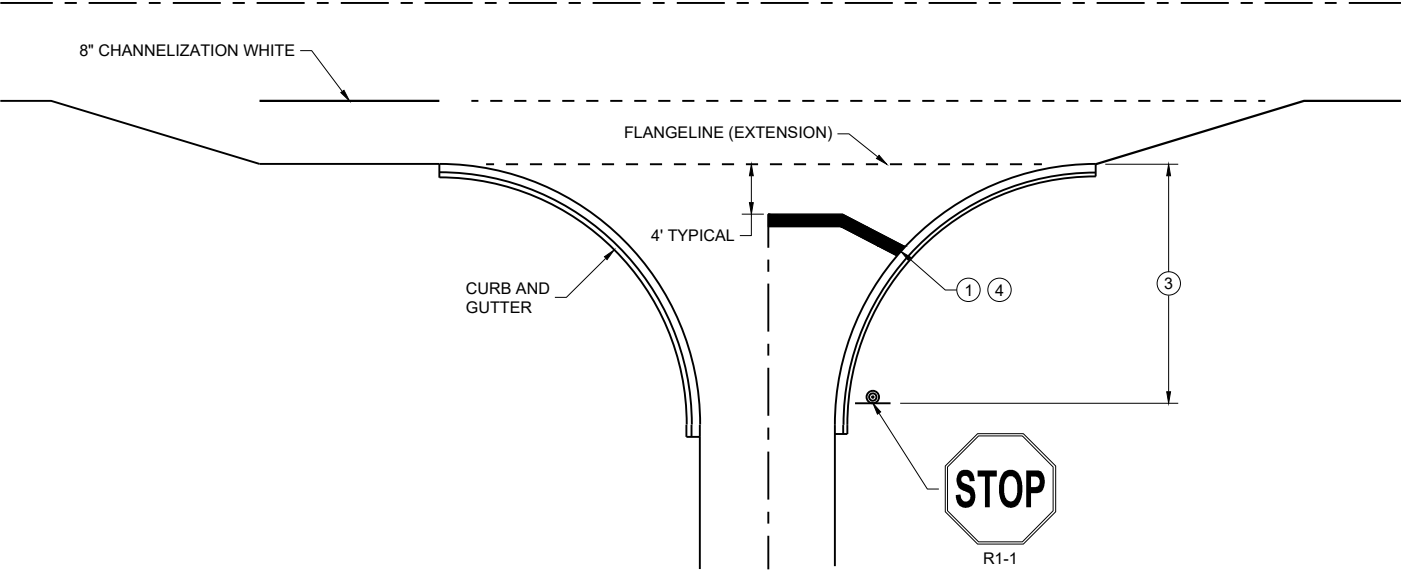


POSTED OR 85TH PERCENTILE SPEED	DISTANCE "A"
40	670'
45	775'
50	885'
55	990'
60	1100'
65	1200'
70	1250'

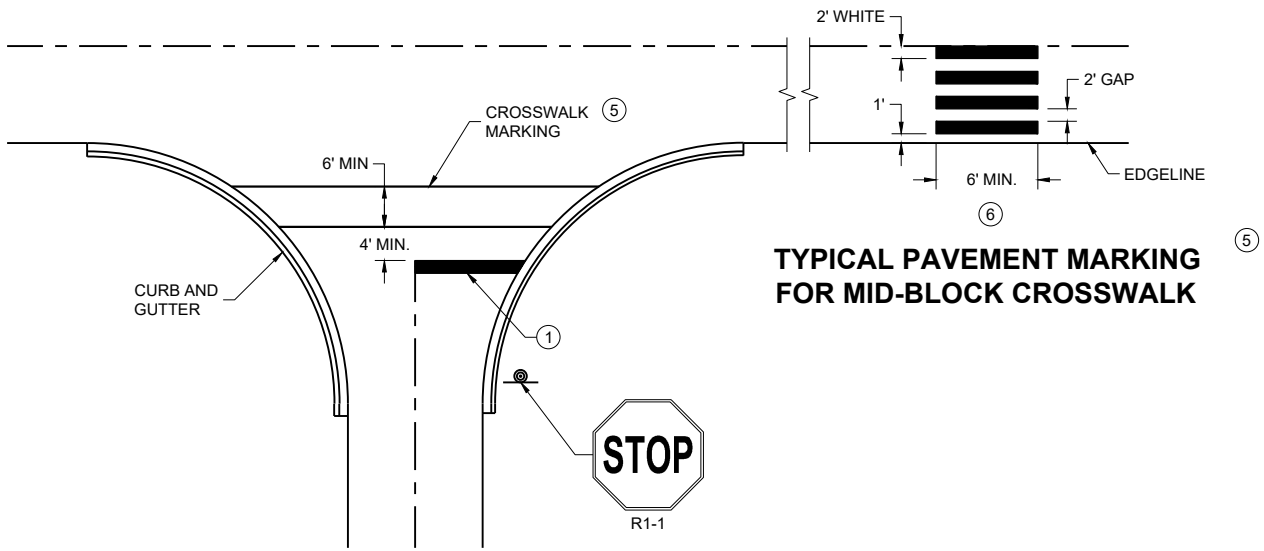
PAVEMENT MARKING, LANE DROP AND LANE REDUCTION	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED <u>September 2023</u> DATE	<u>/S/ Matthew Rauch</u> ROADWAY STANDARDS DEVELOPMENT UNIT SUPERVISOR



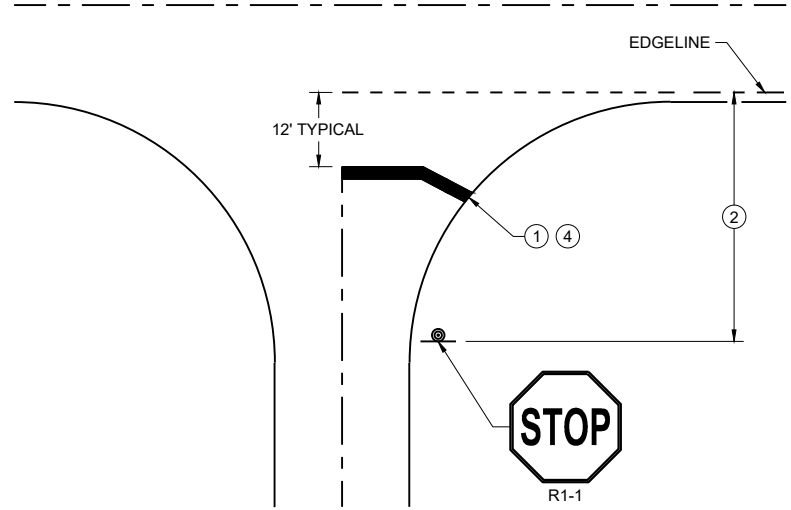
TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH RIGHT TURN LANE



TYPICAL STOP LINE PAVEMENT MARKING FOR SIDE ROADS WITH CROSSWALK MARKING



TYPICAL STOP LINE PAVEMENT MARKING WITHOUT CURB AND GUTTER

GENERAL NOTES

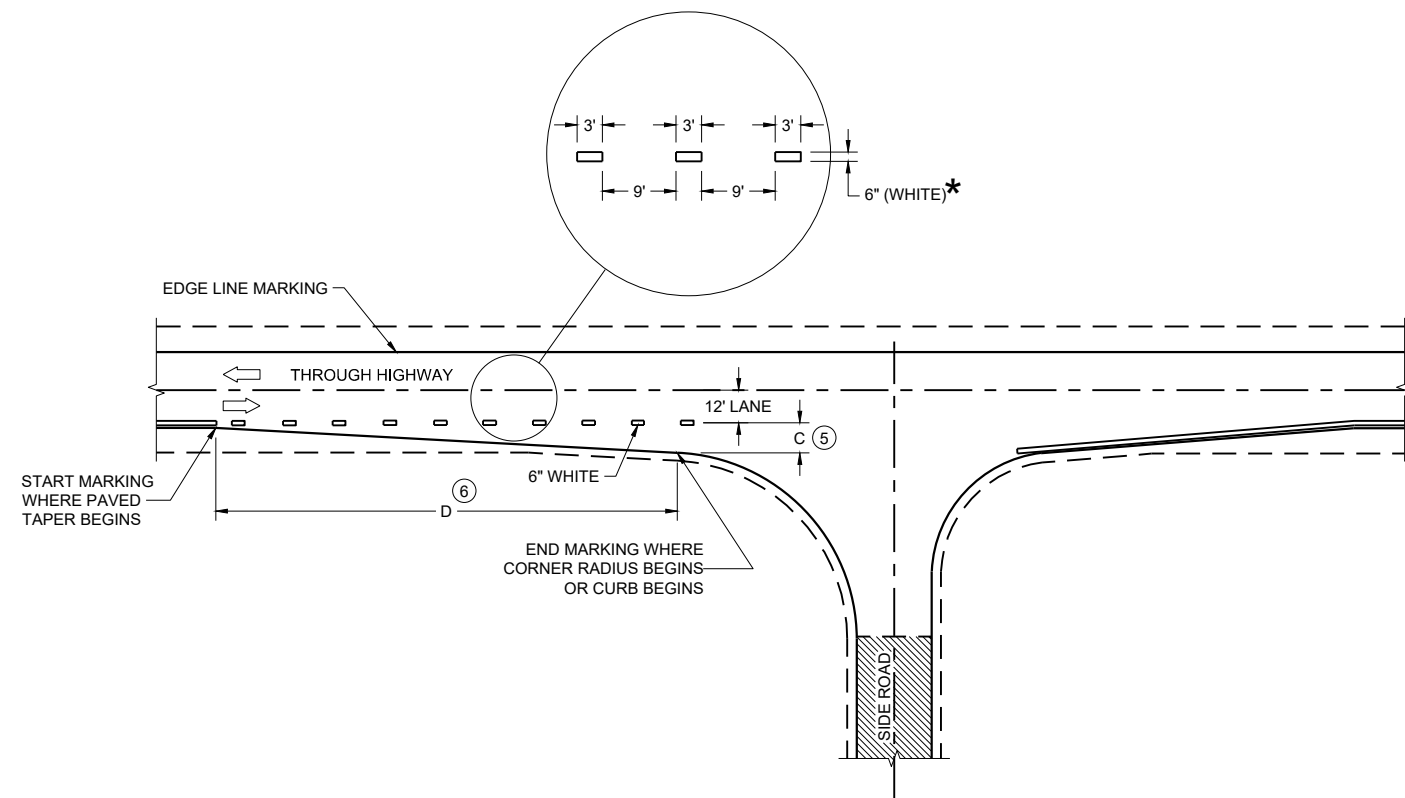
STOP SIGN SHALL BE PLACED A MINIMUM OF 6 FEET TO A MAXIMUM OF 50 FEET FROM THE EDGELINE LOCATION.

- 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 FLANGE LINE 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.
- 6 POSTED SPEED LIMITS OF 40 MPH OR GREATER USE A MINIMUM WIDTH OF 8' FOR MIDBLOCK CROSSWALKS

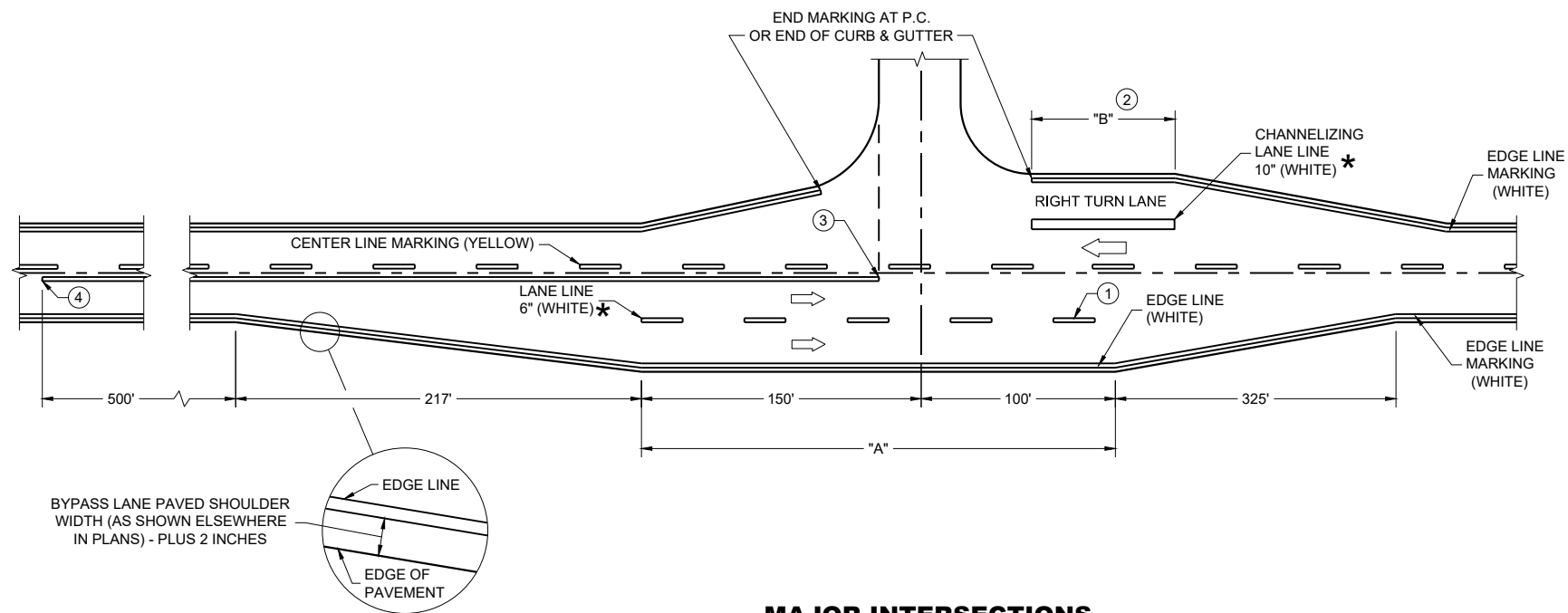
STOP LINE AND CROSSWALK PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Matthew Rauch
DATE STATE SIGNING AND MARKING
ENGINEER
FHWA



MINOR INTERSECTION



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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

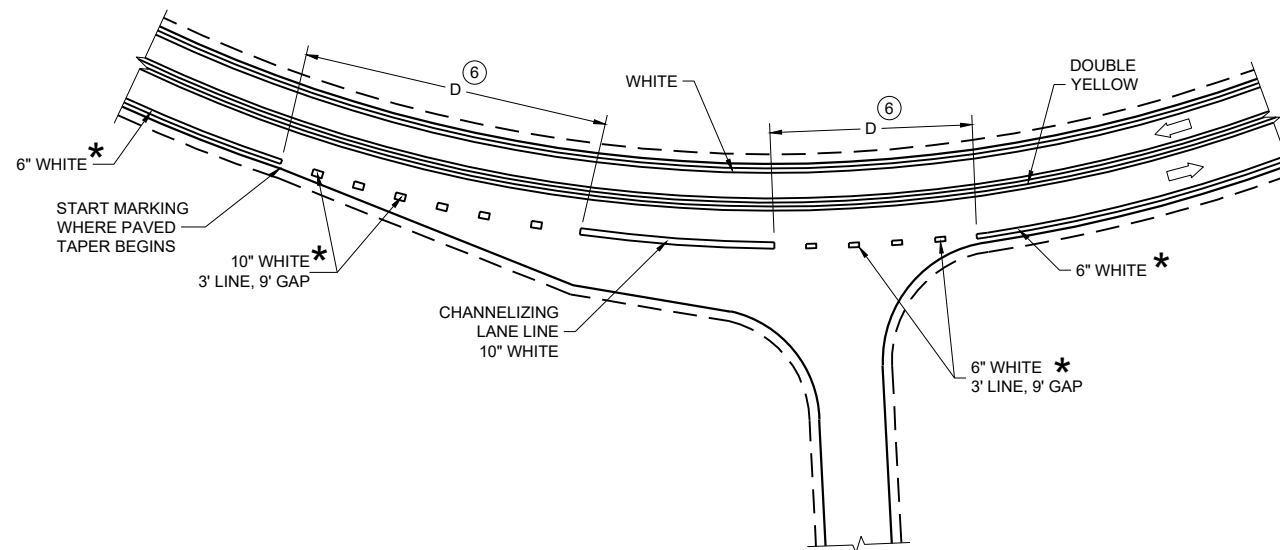
GENERAL NOTES

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.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

LEGEND

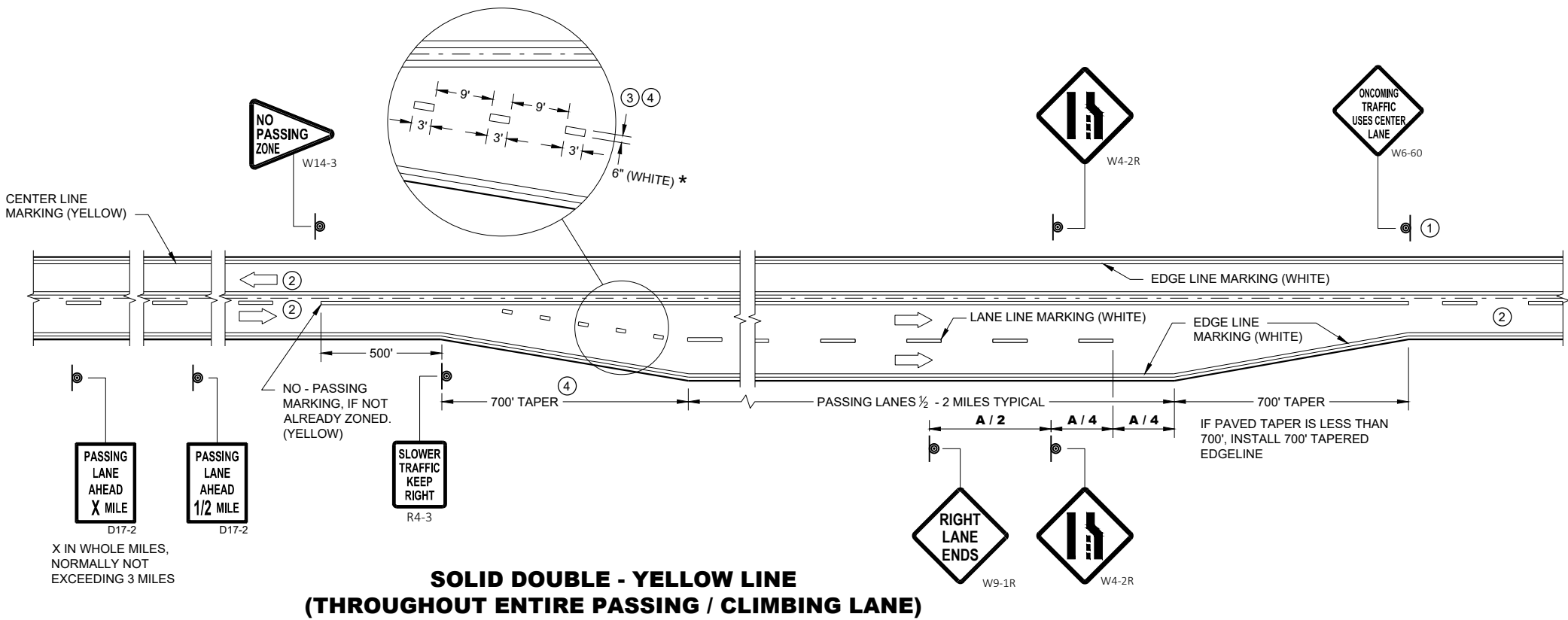
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

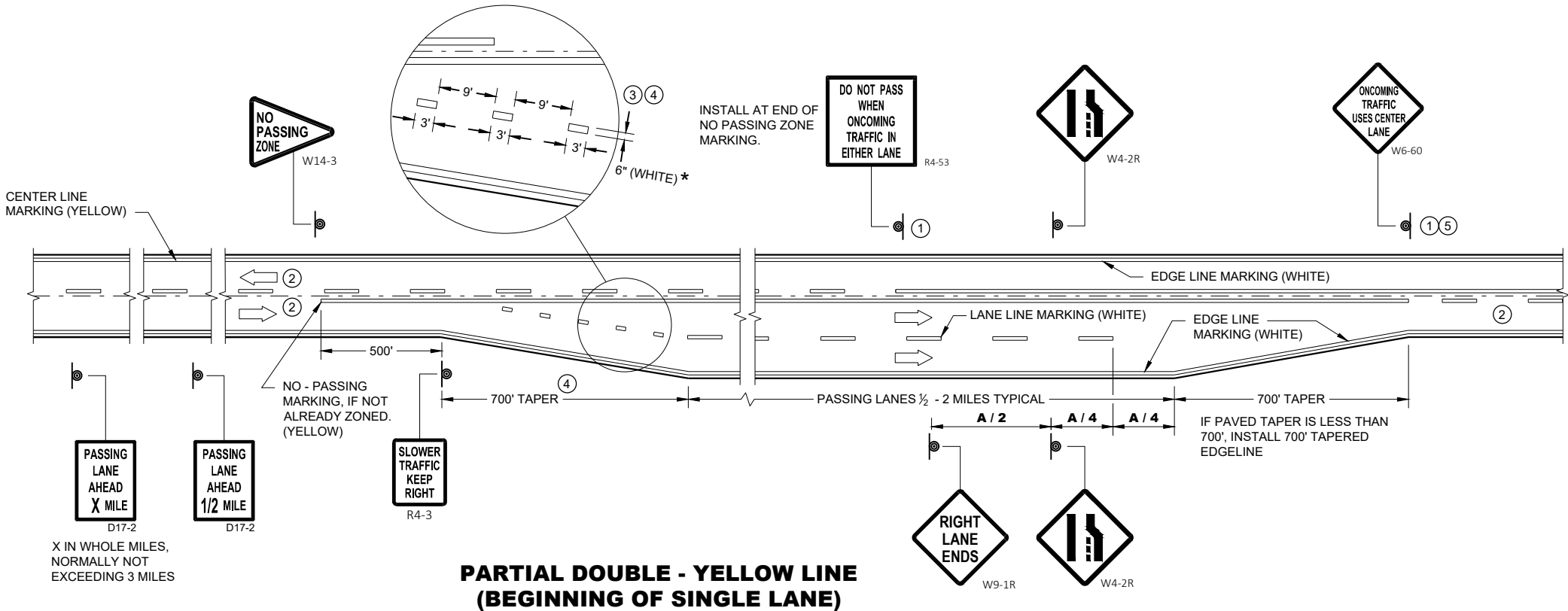
- ① SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- ② THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- ③ THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - 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

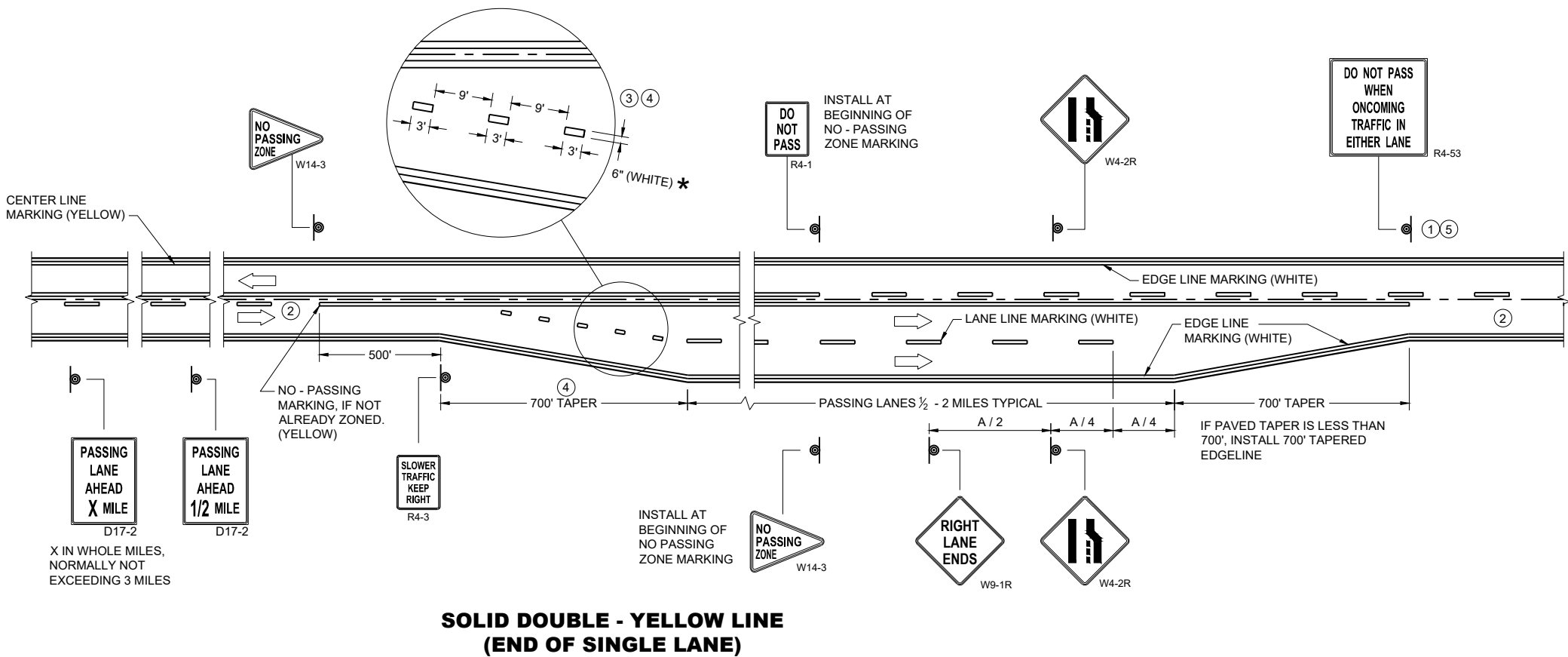
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

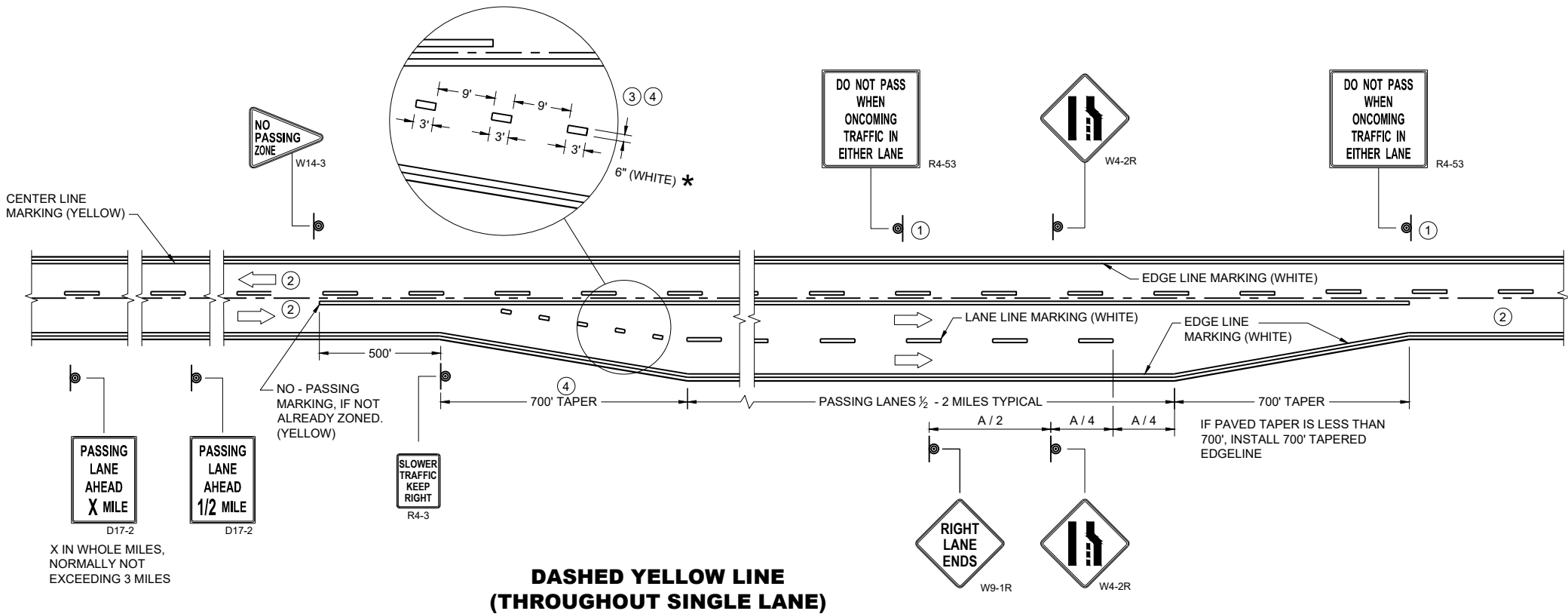
- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE - 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 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

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE Statewide Pavement 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 AND PLACE TEMPORARY PAVEMENT MARKING LINE IF LANE CLOSURE IS TO BE IN PLACE 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

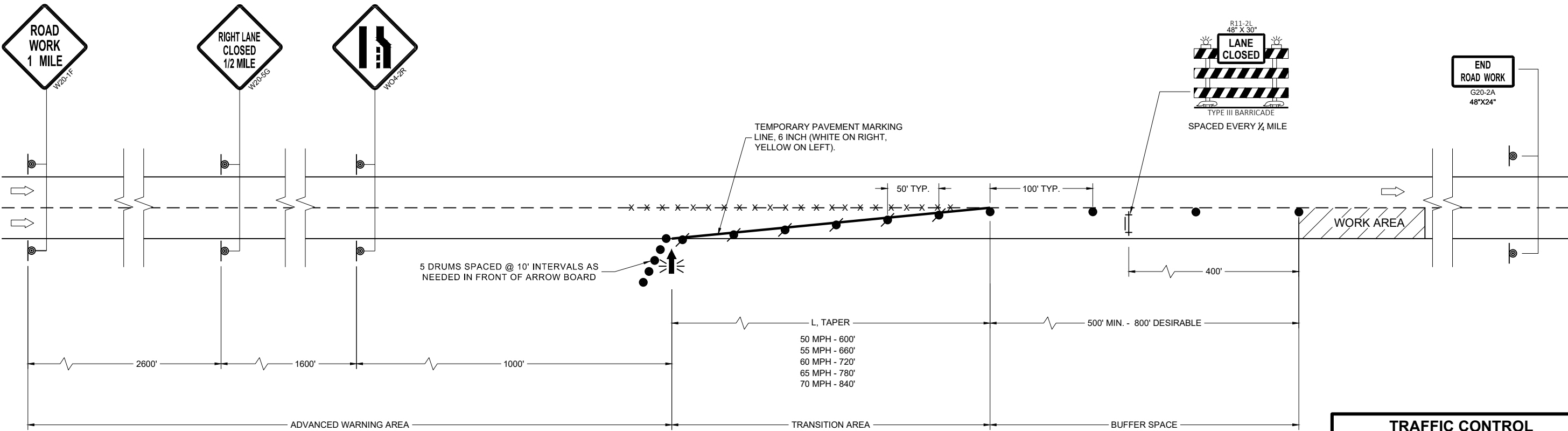
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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

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

LEGEND

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



TRAFFIC CONTROL
LANE CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024
DATE

/S/ Andrew Heidtke
Work Zone Engineer

FHWA

LEGEND

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

GENERAL NOTES

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

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

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

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

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

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

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

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

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

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

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

PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

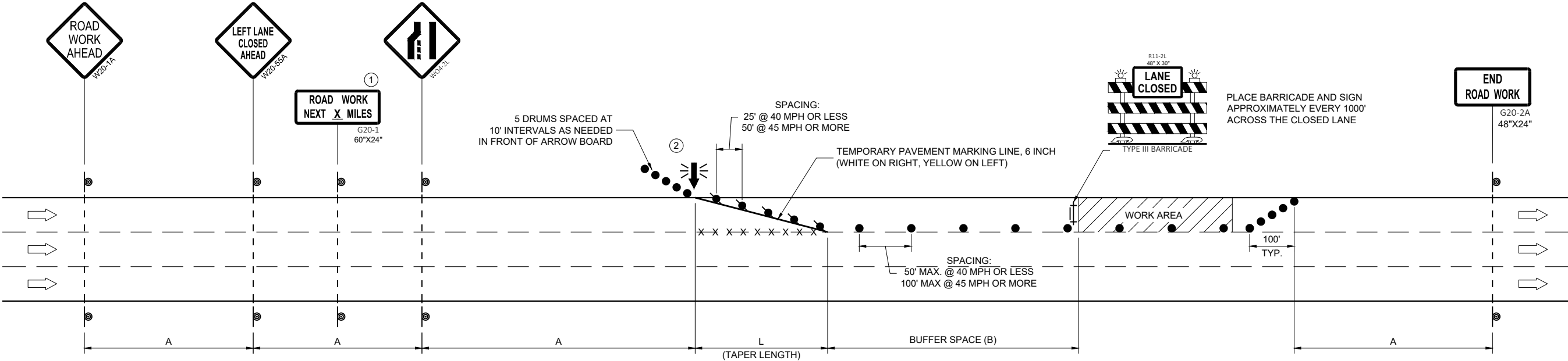
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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

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

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

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



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

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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  REMOVING PAVEMENT MARKINGS
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  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 LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

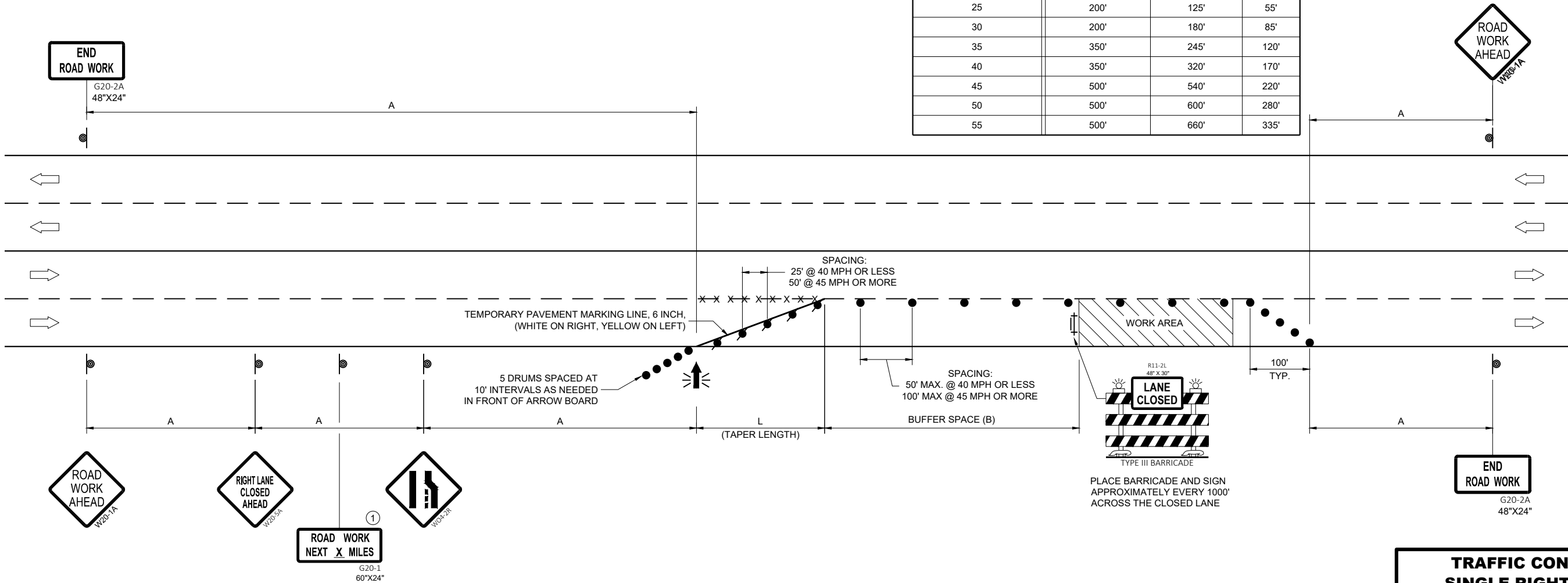
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

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

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'

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



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

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- REMOVING PAVEMENT MARKINGS
- FLASHING ARROW BOARD
- DIRECTION OF TRAFFIC
- 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 LINE IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

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

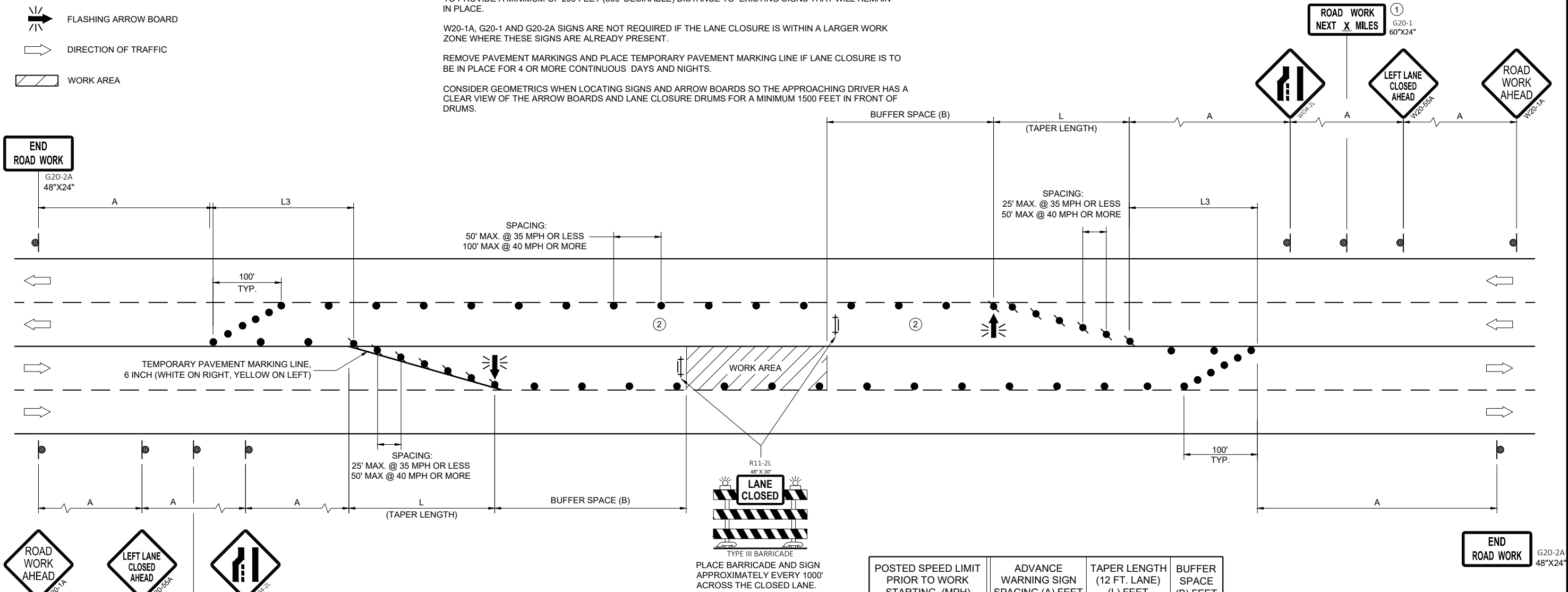
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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
March 2024 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

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

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.

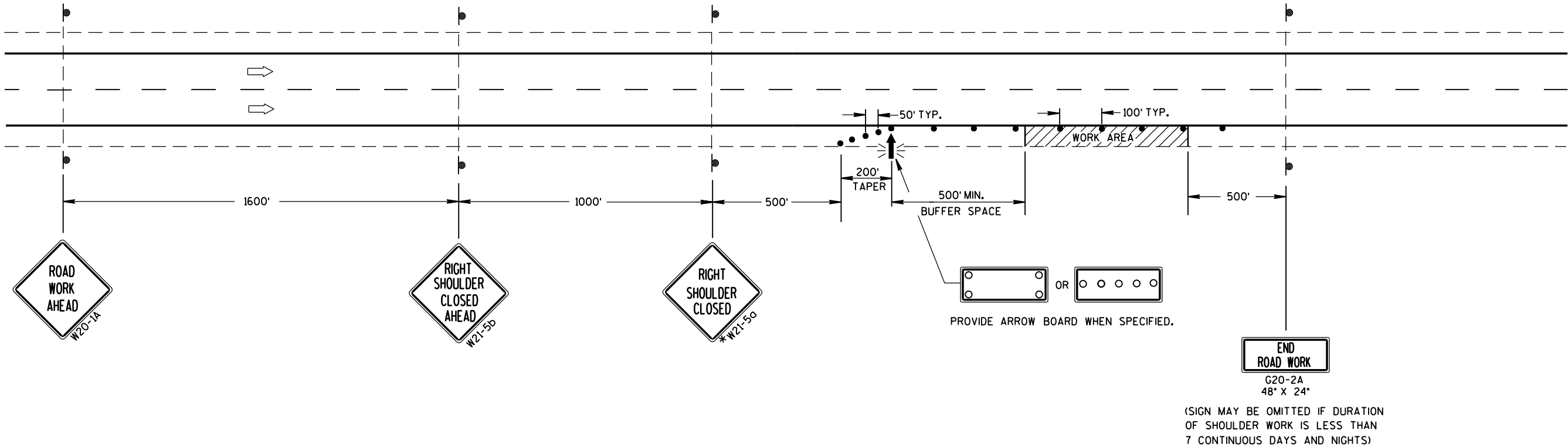
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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 W21-5a SIGN MAY BE OMITTED.



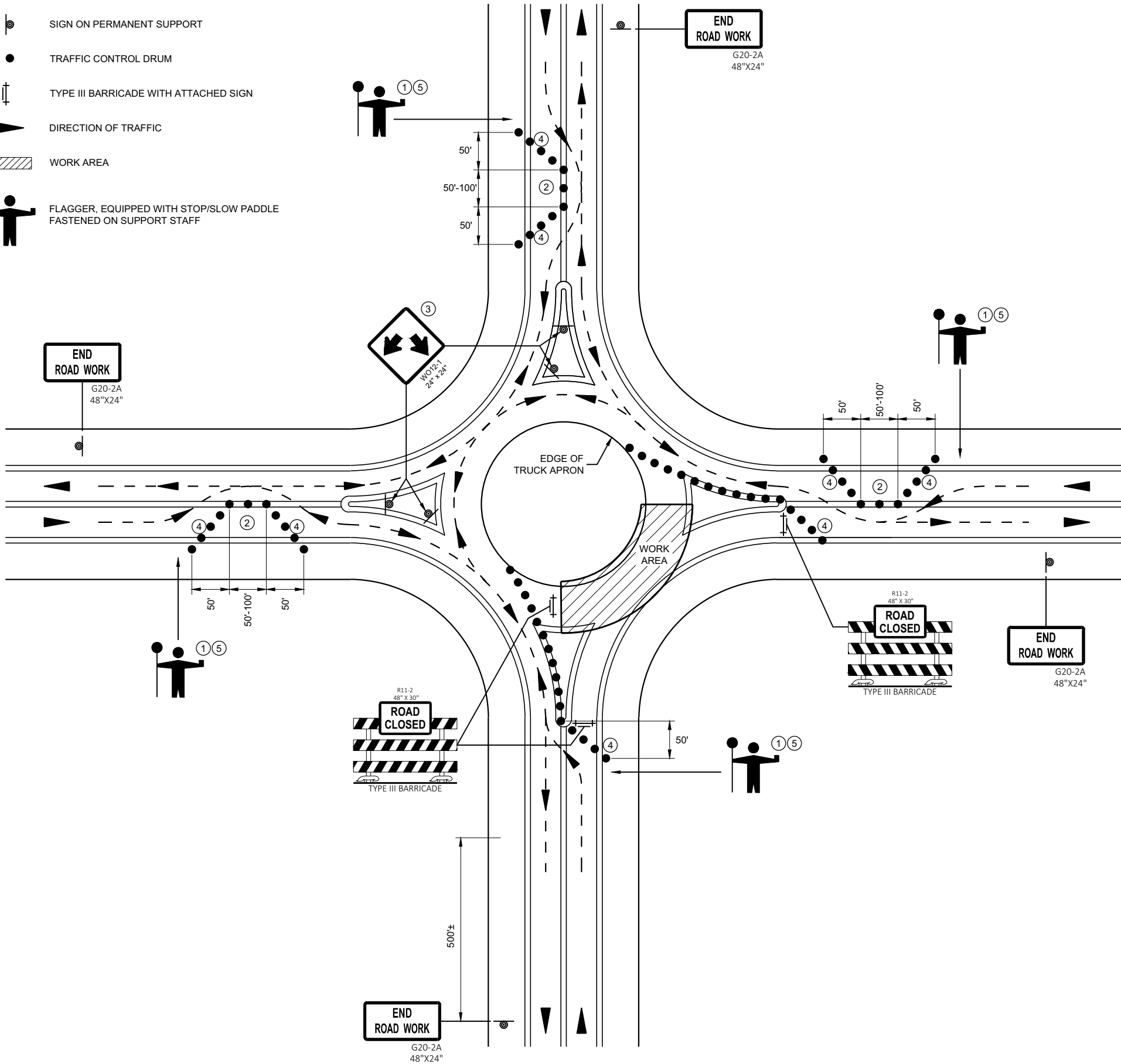
TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
June 2016 /S/ Peter Amakobe Atepe
DATE STATEWIDE WORK ZONE TRAFFIC
FHWA SAFETY ENGINEER

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

TRAFFIC CONTROL,
FLAGGING OPERATION,
ROUNDABOUT

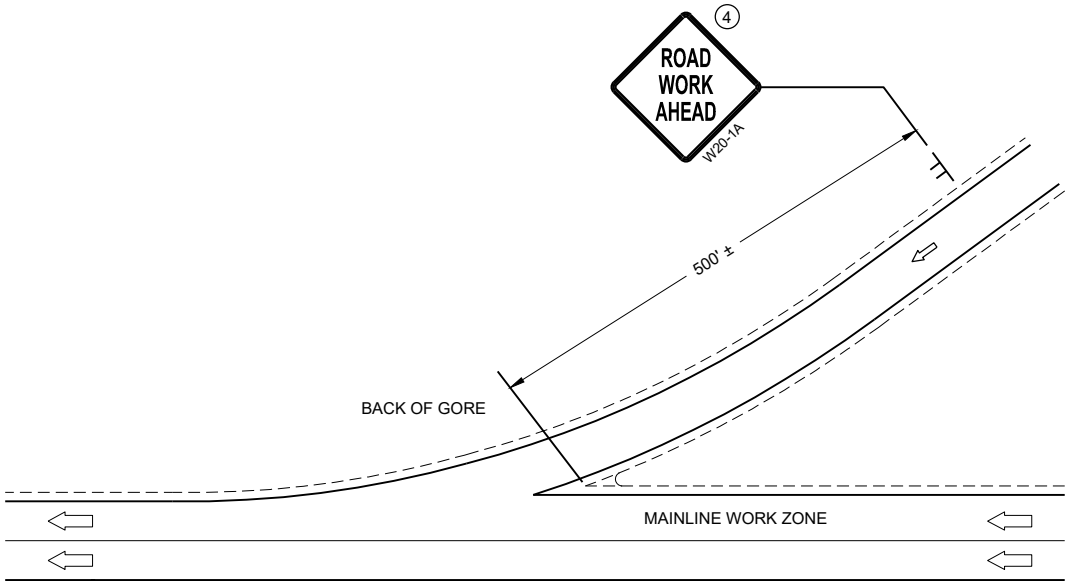
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

LEGEND

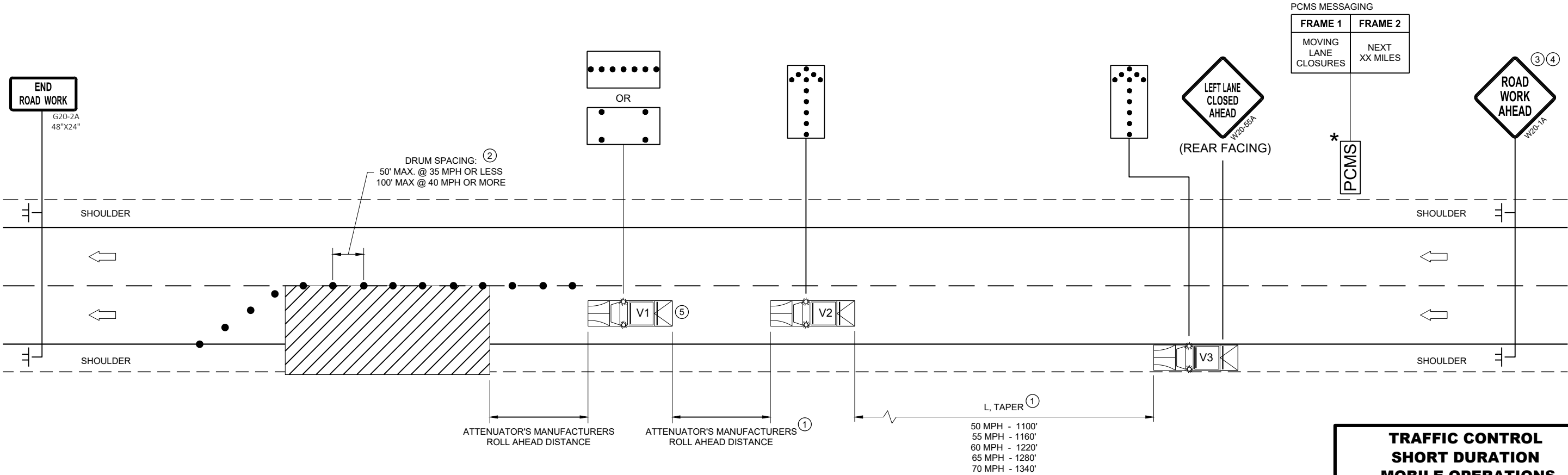
- V1 SHADOW VEHICLE 1
- V2 SHADOW VEHICLE 2
- V3 ADVANCE WARNING TRUCK
- TRAFFIC CONTROL DRUM
- ☐ TRUCK MOUNTED ATTENUATOR (TMA)
- ⊥ SIGN ON TEMPORARY SUPPORT
- ➡ DIRECTION OF TRAFFIC
- FLASHING ARROW PANEL (MERGE)
- FLASHING ARROW PANEL (CAUTION)
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- ▨ WORK AREA



GENERAL NOTES

- SHORT DURATION IS WORK THAT OCCUPIES A LOCATION UP TO 1 HOUR.
- MOBILE IS WORK THAT MOVES INTERMITTENTLY OR CONTINUOUSLY.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL VEHICLES SHALL BE EQUIPPED WITH REAR FACING TYPE B OR C FLASHING ARROW PANEL. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE SPECIFIED.
- WHEN WORK ACTIVITY BLOCKS THE RIGHT LANE, REVERSE TRAFFIC CONTROL.
- WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.
- USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC
- ① DISTANCE BETWEEN VEHICLES MAY VARY ACCORDING TO TERRAIN, SIGHT DISTANCE AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL AND HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
 - ② DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
 - ③ WITHIN 5 MILES, RELOCATE SIGNS AS WORK PROGRESSES AND NECESSARY OR AS DIRECTED BY THE ENGINEER.
 - ④ SIGN NOT REQUIRED IF MOVING OPERATION OCCURS WITHIN A SIGNED ROAD WORK ZONE AREA.
 - ⑤ SHADOW VEHICLE 1 (V1) IS OPTIONAL

* PCMS OPTIONAL



TRAFFIC CONTROL SHORT DURATION MOBILE OPERATIONS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED August 2021 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

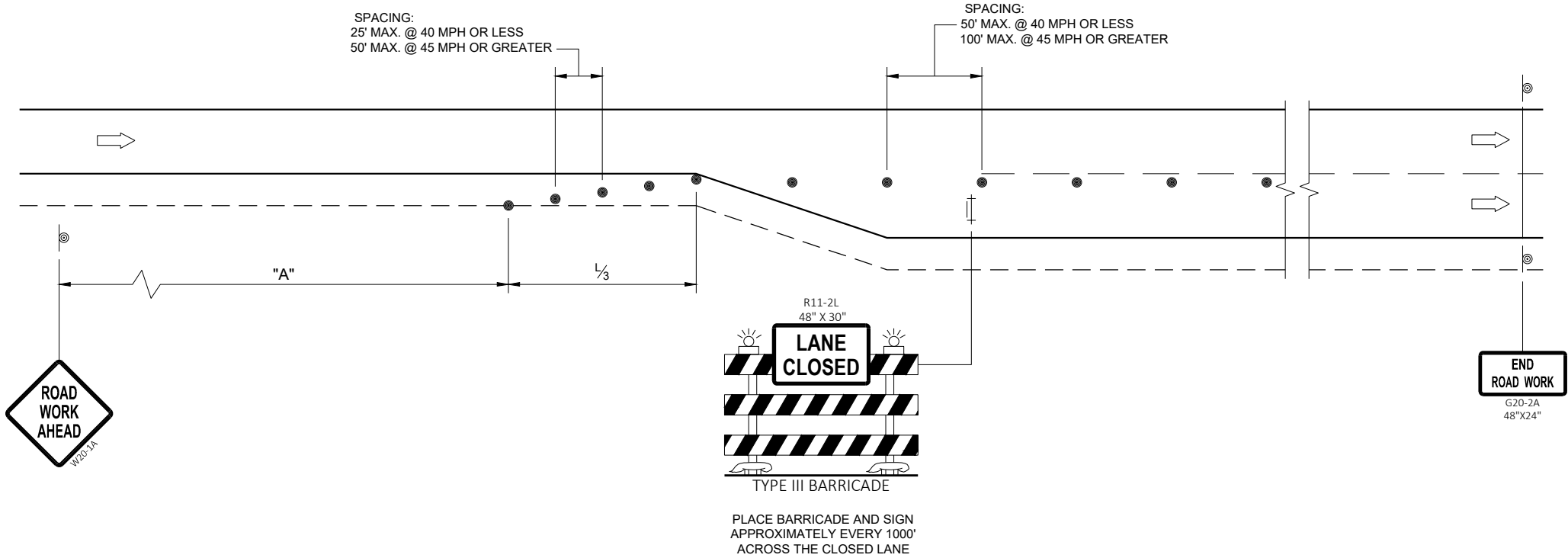
LEGEND

- 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 $L/2$					
		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.



TRAFFIC CONTROL ADDED LANE CLOSURE WITHOUT LANE SHIFT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 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.

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

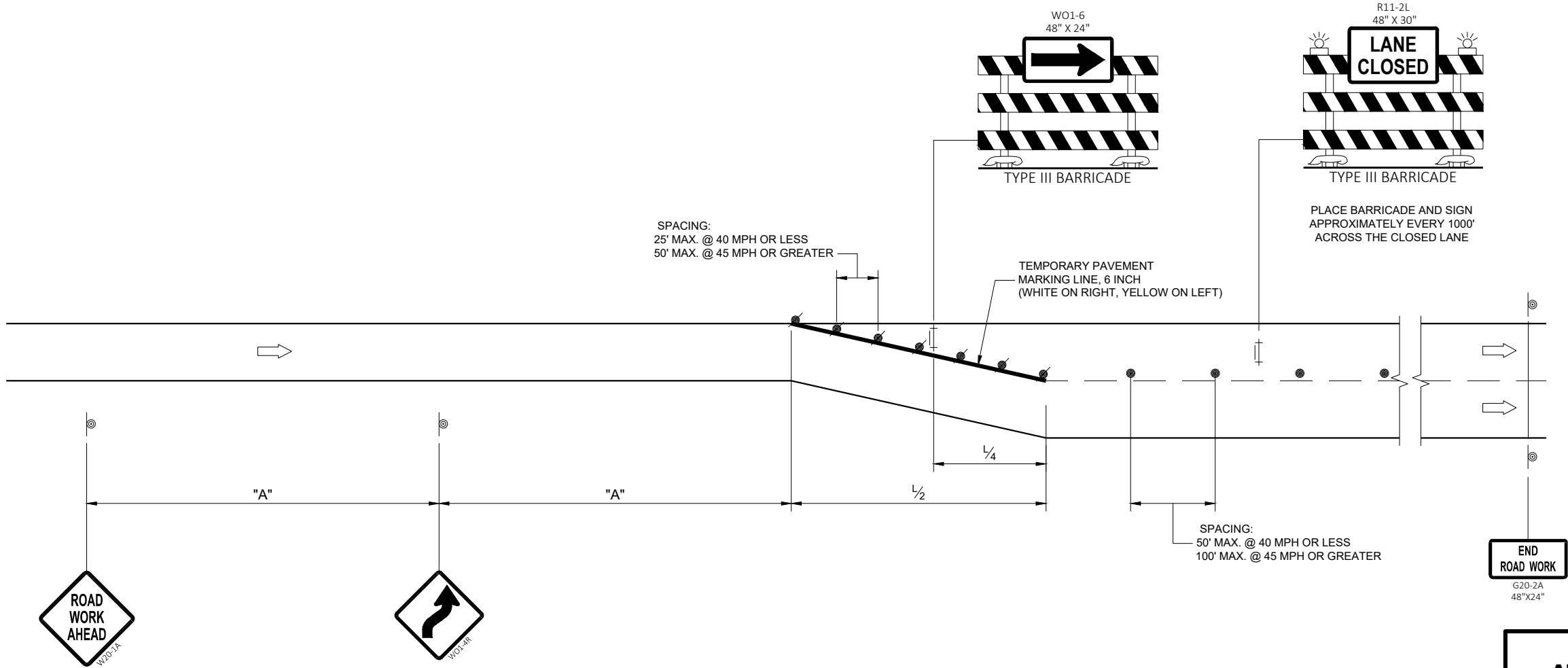
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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 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.



TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

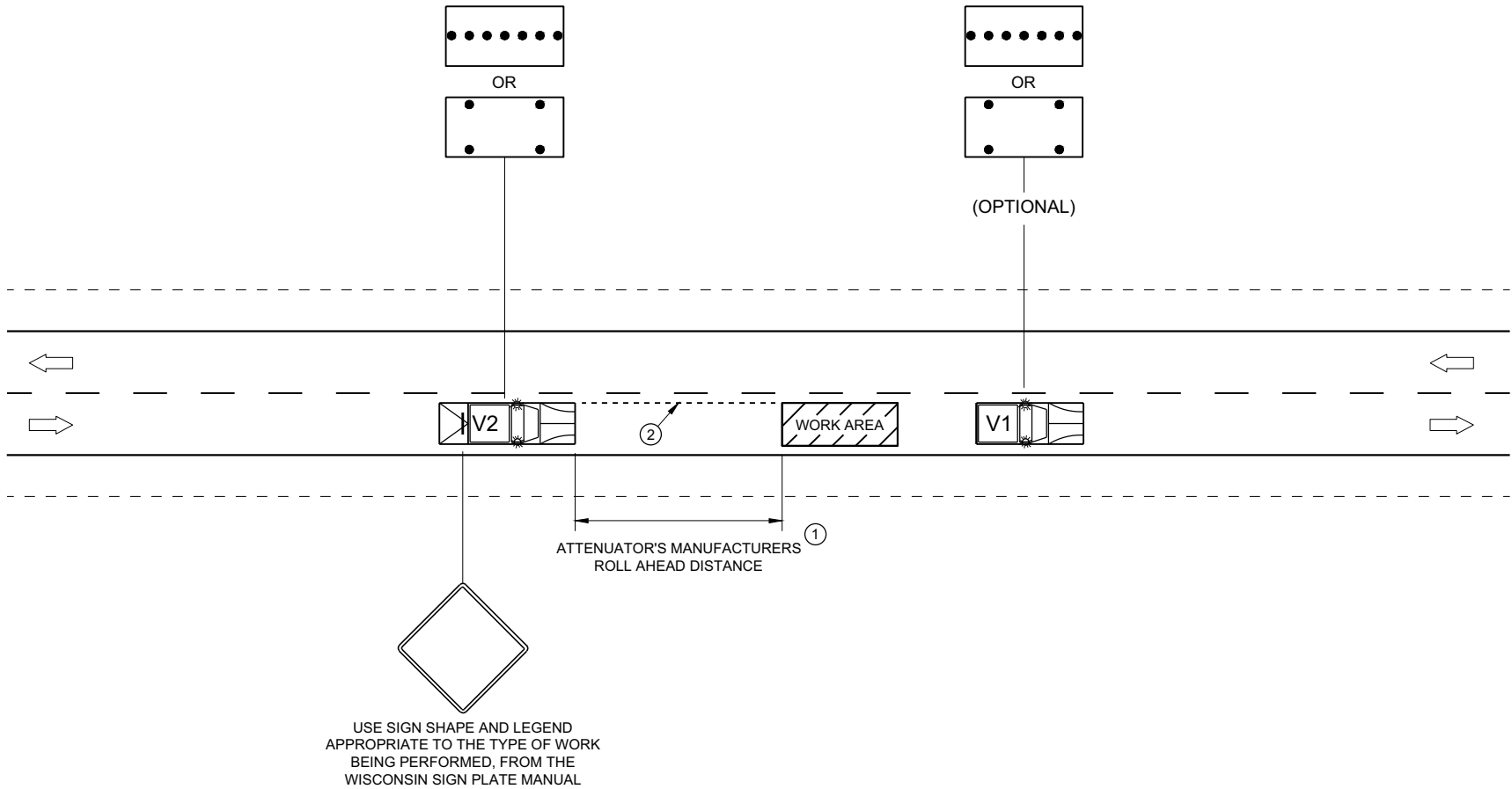
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

GENERAL NOTES

- ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
- MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.
- ALL VEHICLES SHALL BE EQUIPPED WITH TWO 360 DEGREE HIGH INTENSITY YELLOW FLASHING LIGHTS OR STROBE LIGHTS AND OPERATED WITH HEADLIGHTS TURNED ON.
- ALL ARROW PANELS SHALL BE REAR FACING, TYPE "B" OR "C", AND DISPLAYING THE FLASHING CAUTION MODE. SIGNS PLACED ON VEHICLES MUST NOT OBSCURE THE ARROW PANEL.
- USE AN ATTENUATOR ON THE REARMOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.
- ①

DISTANCE BETWEEN VEHICLES MAY INCREASE FROM THE ATTENUATOR'S ROLL AHEAD BASED ON TERRAIN, SIGHT DISTANCE, AND OTHER FACTORS. WHENEVER ADEQUATE STOPPING SIGHT DISTANCE EXISTS TO THE REAR, SHADOW VEHICLES SHOULD MAINTAIN THE MINIMUM DISTANCE FROM THE WORK VEHICLE AND PROCEED AT THE SAME SPEED AS THE WORK VEHICLE. SHADOW VEHICLES SHOULD SLOW DOWN IN ADVANCE OF VERTICAL OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.
- ②

ALIGN LEFT SIDE OF SHADOW VEHICLE WITH EDGE OF WORK AREA.



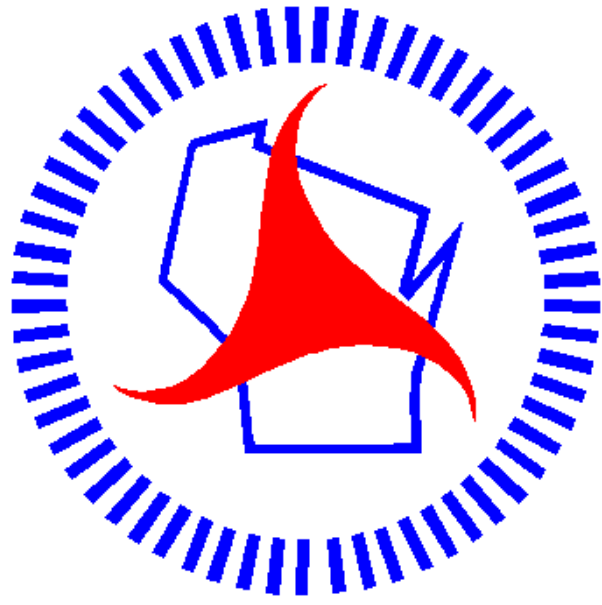
TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

/S/ Andrew Heidtke
STATEWIDE WORK ZONE TRAFFIC
SAFETY ENGINEER

FHWA



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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