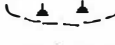


PROJECT ID: 1000-18-63
WITH:

COUNTY: NW REGION WIDE

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	


 ROCK

 LABEL

 9C96


 E
 FO
 G
 SAN
 SS
 T
 W




PLAN OF PROPOSED IMPROVEMENT

NW REGION, PAVEMENT MARKING 2025

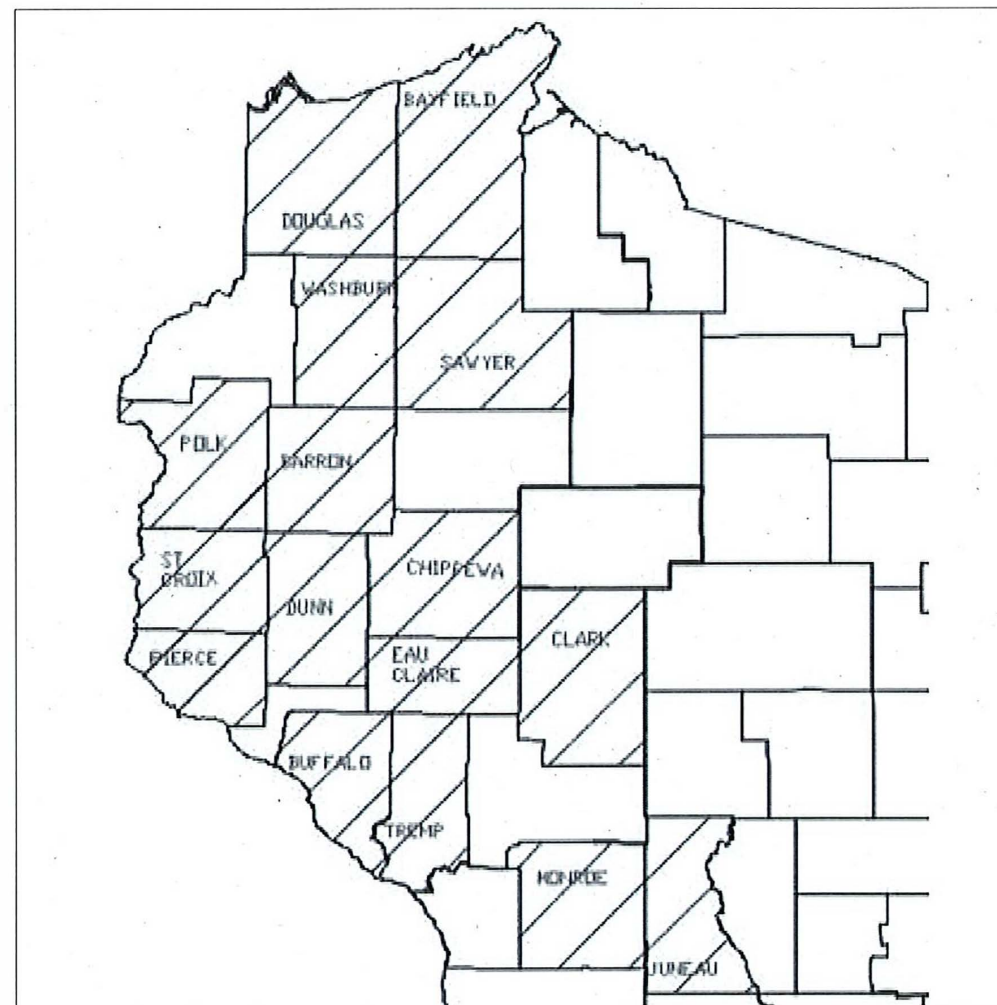
VARIOUS HIGHWAYS, NW REGION WIDE

VARIOUS HIGHWAYS

NW REGION WIDE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1000-18-63	WISC 2025142	1

STATE PROJECT NUMBER
1000-18-63



LAYOUT
SCALE 0 

TOTAL NET LENGTH OF CENTERLINE =

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 OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	_____
Designer	JEANNIE SILVER
Project Manager	KENNETH JANSKY
Regional Examiner	_____
Regional Supervisor	MATTHEW THORNSEN
APPROVED FOR THE DEPARTMENT	
DATE: 7-12-2024	Matthew R. Rouch (Signature)

GENERAL NOTES

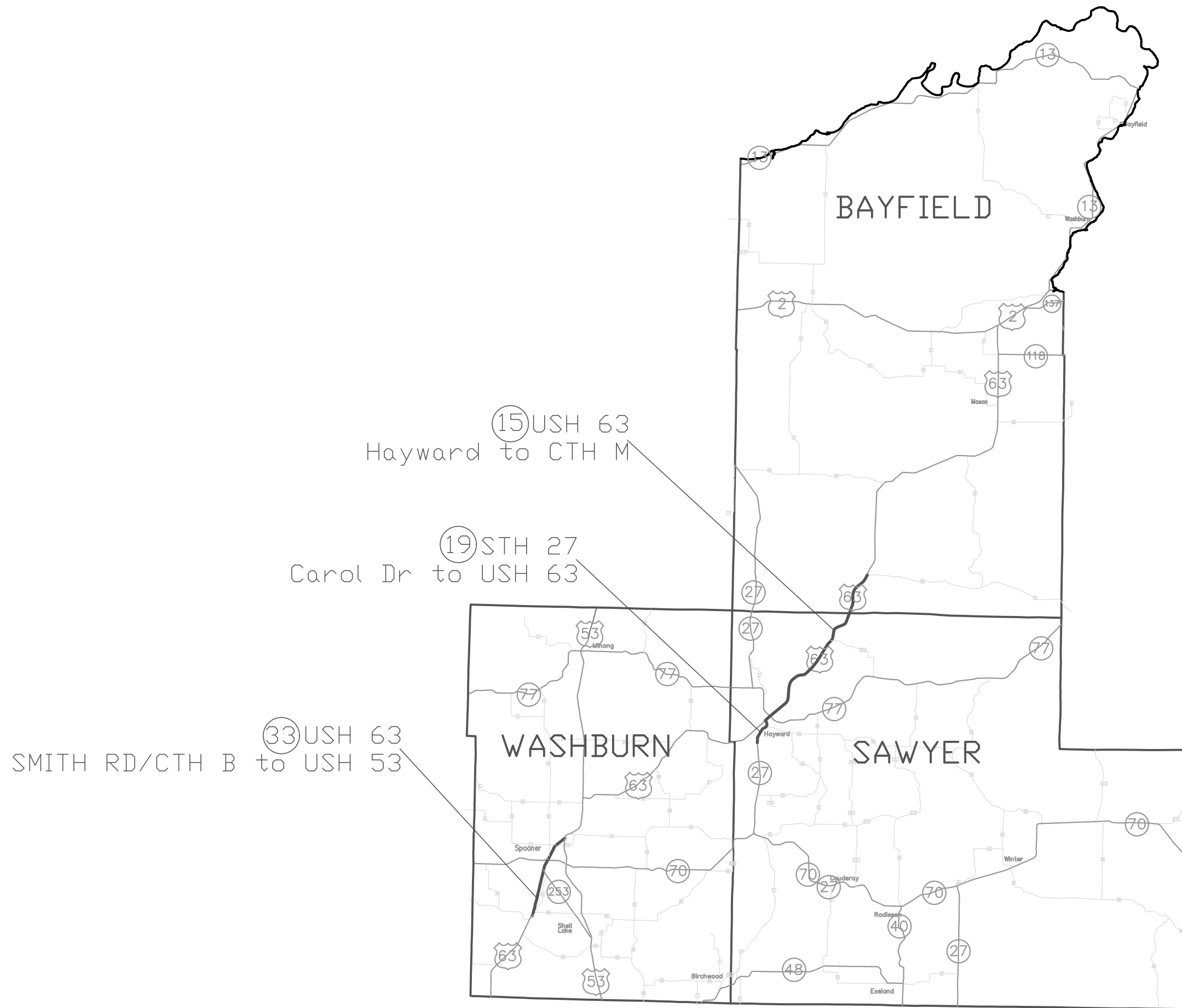
THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS. COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OR DIGGERS HOTLINE.

REGION CONTACTS
KENNETH JANSKY
KENNETH.JANSKY@DOT.WI.GOV
715-225-9318
Project Manager

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

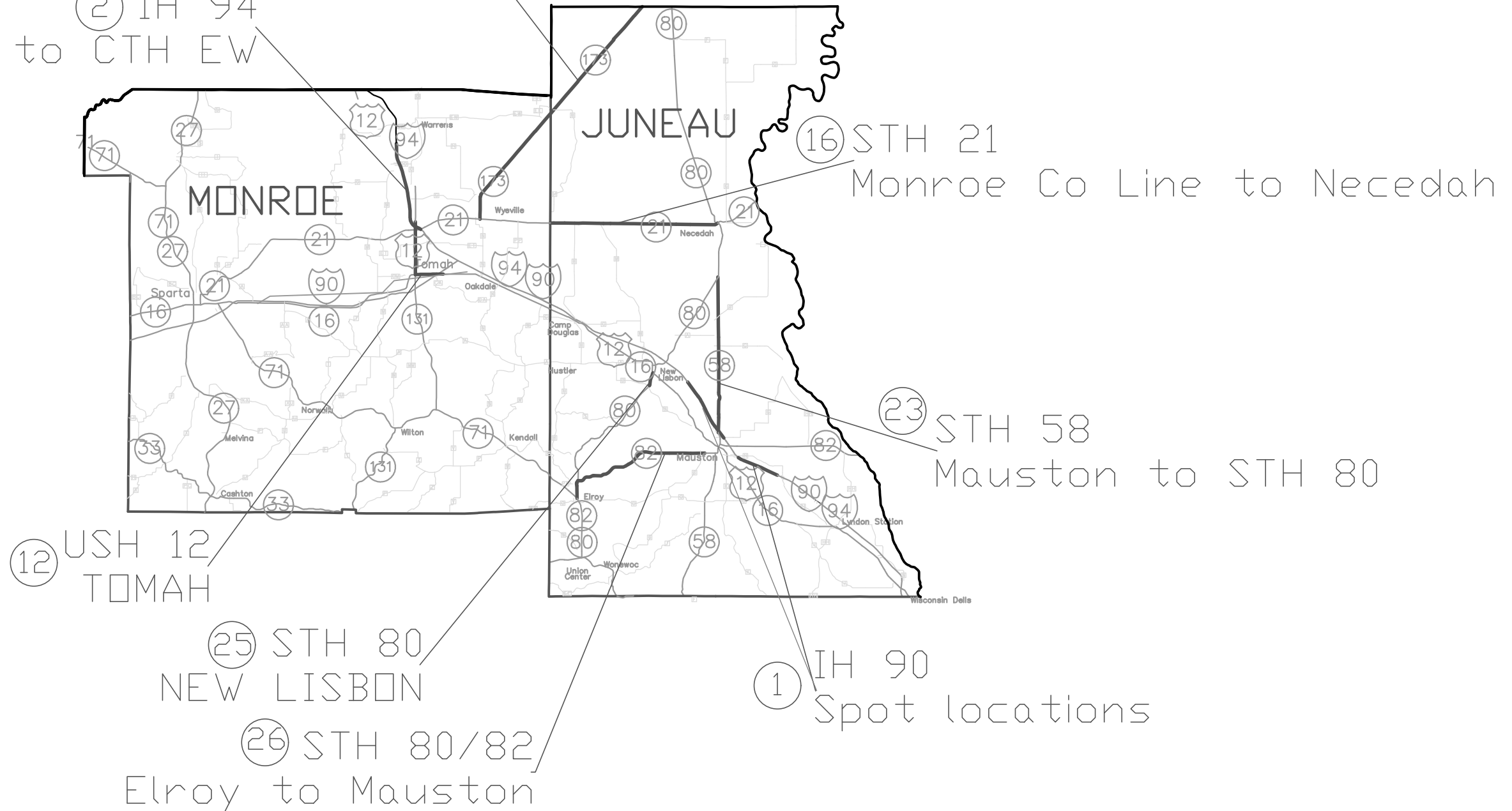


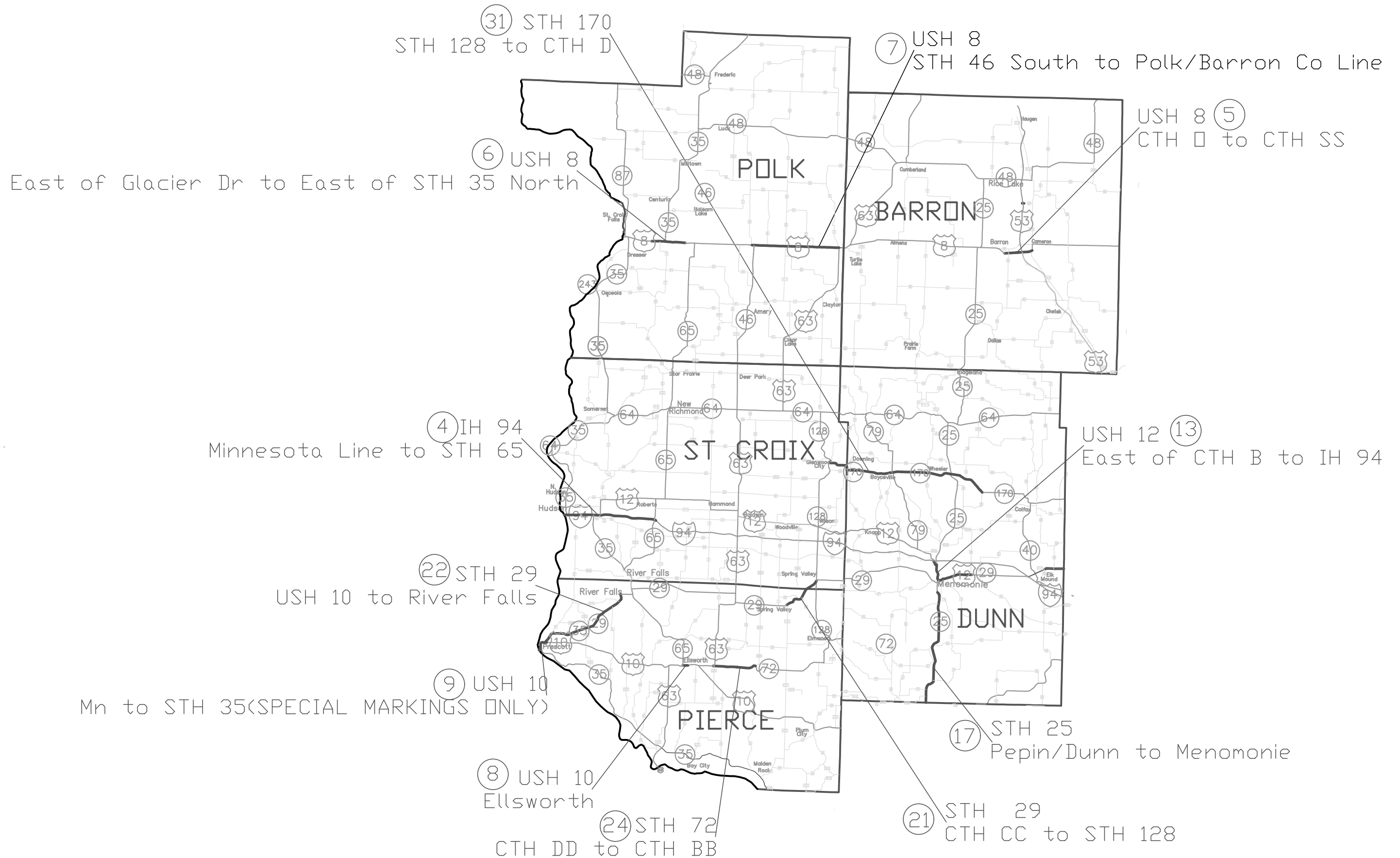
Dial 811 or (800) 242-8511
www.DiggersHotline.com

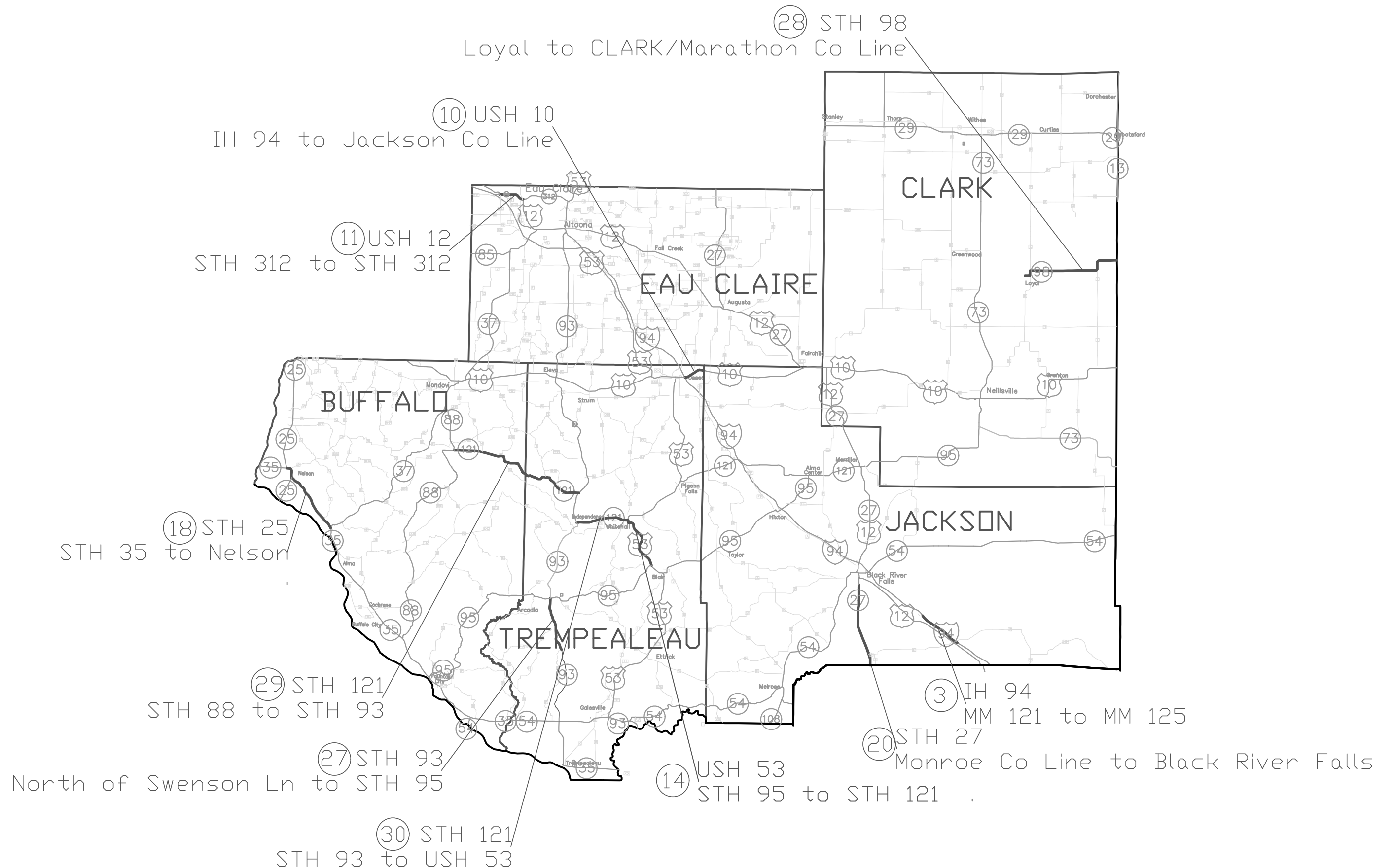


③② STH 173
STH 21 to Juneau Co Line

② IH 94
STH 21 to CTH EW







Estimate Of Quantities

1000-18-63

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	3,398,420.000	3,398,420.000
0006	646.2041.S	Marking Replace Line Wet Reflective Epoxy 6-inch	LF	146,812.000	146,812.000
0008	646.4020	Marking Line Epoxy 10-Inch	LF	62,361.000	62,361.000
0010	646.4041.S	Marking Replace Line Wet Reflective Epoxy 10-inch	LF	6,586.000	6,586.000
0012	646.5020	Marking Arrow Epoxy	EACH	214.000	214.000
0014	646.5120	Marking Word Epoxy	EACH	58.000	58.000
0016	646.5220	Marking Symbol Epoxy	EACH	28.000	28.000
0018	646.5320	Marking Railroad Crossing Epoxy	EACH	8.000	8.000
0020	646.6120	Marking Stop Line Epoxy 18-Inch	LF	3,292.000	3,292.000
0022	646.7120	Marking Diagonal Epoxy 12-Inch	LF	2,852.000	2,852.000
0024	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	2,354.000	2,354.000
0026	646.7520	Marking Crosswalk Epoxy Block Style 24-Inch	LF	678.000	678.000
0028	646.8320	Marking Parking Stall Epoxy	LF	24,925.000	24,925.000
0030	646.9200	Marking Removal Line Wide	LF	6,441.000	6,441.000
0032	SPV.0060	Special 01. Traffic Control	EACH	1.000	1.000
0034	SPV.0090	Special 01. Marking Line Black Epoxy 6-In	LF	41,256.000	41,256.000

NORTHWEST REGIONWIDE LONGLINE EPOXY					646.2020 Line Epoxy 6-In						646.2041.S Repleace Line Wet Reflective Epoxy 6-In White	646.4020 Line Epoxy 10-In White				646.4041.S Replace Line Wet Reflective Epoxy 10-In White	SPV.0090.01 Marking Line Black Epoxy 6-Inch Lane Line
Map Ref	Route	County	Miles	Segment	Centerline LF	Yellow Edgeline Left LF	TWLTL LF	Edgeline Right LF	White Lane Line LF	Mini Dash LF	Lane Line LF	Mainline LF	Ramp LF	Left Lane LF	Right Lane LF	Gore LF	Black LF
1	IH 90	Juneau	9	Spot Locations		106469		108724				4340	780				
2	IH 94	Monroe	4.61	STH 21 to CTH EW		62432		65506	12245	447		15200	490				
3	IH 94	Jackson	4	Mile Marker 121 to Mile Marker 125		81454		86936	18617			4635	745				
4	IH 94	St Croix	11.35	Bridge Deck to STH 65		126935		124398			41535	3778			2272	840	41256
5	USH 8	Barron	2.53	CTH O to Pavement Change before CTH SS	3864	26195		46289	3876				1970		4060		
6	USH 8	Polk	2.6	East of Glacier Dr to East of STH 35 North							6351						
7	USH 8	Polk	9.8	STH 46 South to Polk/Barron Co Line	61368	5540			7450		98926					5746	
8	USH 10	Pierce	0.5	In Ellsworth, STH 65 North to Beaulah St	5154		80	572				34		172	58		
9	USH 10	Pierce	1	Mn State Line to STH 35	1372			1372	278			48			51		
10	USH 10	Trempealeau	2.11	IH 94 Osseo to Trempealeau/Jackson Co Line	13595			20566	1119					876	851		
11	USH 12	Eau Claire	2.7	STH 312 to STH 312 (USH 12 Concurrency)		25627		25128	6287			2744	30	2120	2172		
13	USH 12	Dunn	5.6	CTH B to 850th St	21204	4053		62303	692			110		90	276		
12	USH 12	Monroe	0.5	TOMAH	890	5466		6399	1250	140				710	295		
14	USH 53	Trempealeau	5	STH 95 to STH 121 Whitehall	39726			55194									
15	USH 63	Sawyer/Bayfield	17.64	Hayward to CTH M	91833	128	5392	86189	1163					508	357		
16	STH 21	Juneau	11.8	Juneau/Monroe Co Line to Necedah	20447			122726	174	368				226	1051		
17	STH 25	Dunn	6.64	Pepin/Dunn Co Line to Menomonie	108784			69172						510			
18	STH 25/35	Buffalo	1.3	Riecks Lake Bridge to Nelson	68866			70149	138					207	1160		
19	STH 27	Sawyer	1.4	650' North of Carol Dr to USH 63	16696			9634	800					822	180		
20	STH 27	Jackson	9.1	Monroe/Jackson Co Line to Black River Falls	32360			91868							420		
21	STH 29	Pierce/St Croix	4.3	CTH CC to STH 128	33081			42085							670		
22	STH 29	Pierce	10.7	USH 10 to River Falls	89221												
23	STH 58	Juneau	11.3	Mauston to STH 80	33450												
24	STH 72	Pierce	4.7	CTH DD to CTH BB	41534			47970									
25	STH 80	Juneau	0.5	New Lisbon	4540			4540							145		
26	STH 80/82	Juneau	11.1	Elroy to Mauston	73098												
27	STH 93	Trempealeau	5.3	North of Swenson Ln to STH 95	53339			53695	4830			418		1395	1309		
28	STH 98	Clark	9.7	Loyal to Clark/Marathon Co Line	37152												
29	STH 121	Buffalo/Trempealeau	14.7	STH 88 to STH 93	134650			153483							64		
30	STH 121	Trempealeau	5.4	STH 93 to USH 53	36872			46861				220		817	468		
31	STH 170	St Croix/Dunn	17.9	STH 128 to CTH D	123307			169463	66			42		249	456		
32	STH 173	Monroe/Juneau	19.4	STH 21 to Wood Co Line	34604												
33	USH 63	Washburn		CTH B to USH 53	30012	12062	15500	78906						742	1018		
224.18			SUBTOTAL		1211019	456361	20972	1650128	58985	955	146812	31569	4015	9444	17333	6586	41256
			TOTAL		3398420						146812	62361				6586	41256

NORTHWEST REGIONWIDE SPECIAL MARKING EPOXY

Map Ref	Route	County	Segment	646.5020 Arrow Epoxy White				646.5120 Word Epoxy White	646.5220 Symbols Epoxy White	646.6120 Stop Line Epoxy 18-Inch		646.7120 Diagonal Epoxy 12-In		646.7420 6-IN Crosswalk		646.7520 Crosswalk Epoxy Ladder Pattern 24-In	646.5320 Railroad Marking Epoxy	646.8320 Parking Stalls Epoxy	646.9200 REMOVAL Line WIDE Lane LineS
				Type 1 EACH	Type 2 EACH	Type 3 EACH	Type 5 EACH	Only EACH	Handicap EACH	Mainline LF	White Interchanging Roadway LF	Yellow Median LF	White Rest Area LF	Mainline LF	White Interchanging Roadway LF	White Mainline LF	White Mainline LF	White 4-In LF	LF
1	IH 90	Juneau	Spot Locations						16				1040					9690	
2	IH 94	Monroe	STH 21 to CTH EW							245									
3	IH 94	Jackson	Mile Marker 121 to Mile Marker 125	2					12	44			649	1120				15235	
4	IH 94	St Croix	Bridge Deck to STH 65	4			6												6351
6	USH 8	Polk	East of Glacier Dr to East of STH 35 North																
8	USH 10	Pierce	In Ellsworth, STH 65 North to Beaulah St		7	6		3		48	50								
9	USH 10	Pierce	Mn State Line to STH 35		2	2		2		50									
10	USH 10	Trempealeau	IH 94 Osseo to Trempealeau/Jackson Co Line		6			4		91	83				222				
11	USH 12	Eau Claire	STH 312 to STH 312 (USH 12 Concurrency)		8			8		491	356								
13	USH 12	Dunn	CTH B to 850th St							106	100	20							
12	USH 12	Monroe	TOMAH		10			5		103	119	75							
14	USH 53	Trempealeau	STH 95 to STH 121 Whitehall							26									
15	USH 63	Sawyer/Bayfield	Hayward to CTH M	2	23			12		170	118	106				678			
16	STH 21	Juneau	Juneau/Monroe Co Line to Necedah		6			2		96				534			2		
19	STH 27	Sawyer	650' North of Carol Dr to USH 63	2	35	4		4		158	95								
21	STH 29	Pierce/St Croix	CTH CC to STH 128								50								
25	STH 80	Juneau	New Lisbon							55							2		
27	STH 93	Trempealeau	North of Swenson Ln to STH 95		21			11		118	60	40							
29	STH 121	Buffalo/Trempealeau	STH 88 to STH 93							92									
30	STH 121	Trempealeau	STH 93 to USH 53		6			3		59		922		110			2		
31	STH 170	St Croix/Dunn	STH 128 to CTH D							33							2		
32	STH 173	Monroe/Juneau	STH 21 to Wood Co Line																
33	USH 63	Washburn	CTH B to USH 53		58	4		4		123	153			260	108				90
SUBTOTAL				10	182	16	6	58	28	2108	1184	1163	1689	2024	330	678	8	24925	6441
TOTAL				214				58	28	3292		2852		2354		678	8	24925	6441

SECTION 1
JUNEAU COUNTY
IH 90
SPOT LOCATIONS

ROUTE	NEAREST CROSSROAD	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In		646.5220 SYBMOLS	646.7120 Diagonal Epoxy 12-In	646.8320 Parking Stalls
		Yellow Edgeline Left LF	White Edgeline Right LF	White Mainline LF	White Ramp LF	White HANDICAP EACH	White Rest Area LF	White 4-In LF
IH 90 EB	Mile 63.8 (Welch Prairie Rd east of New Lisbon) to Mile 68.1 (west of Exit 69, Mauston)	22704	22704					
IH 90 EB	Mile 70.1 (east of Exit 69, Mauston) to Mile 78.9 Exit ramp Lyndon Station) Rest Area Does the exit 79 ramps need to be painted	46464 4930	46464 5680	2055	305	6	450	4450
IH 90 WB	Mile 76.8 to Mile 71.6 Rest Area	27456 4915	27456 6420	2285	475	10	590	5240
Total		106469	108724	4340	780	16	1040	9690

SECTION 2
MONROE COUNTY
IH 94
STH 21 to CTH EW

ROUTE	TRAVEL DIRECTION	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In		646.6120 Stop Line Epoxy 18-Inch	
		Yellow Edgeline Left LF	White Edgeline Right LF	White Lane Line LF	White Mini Dash LF	White Mainline LF	White Mainline LF
IH 94 EB	Mile 132.49 (Jackson/Monroe Co Line) to Mile 137.1 (1.26 Miles East of Exit 135)	24793	19856	6085			
	Exit 135, CTH EW Off Ramp (Warrens)	1426	2265		144	700	40
	Exit 135, CTH EW On Ramp (Warrens)	1198	2315			1500	
	Exit 143, USH 12 On Ramp(Tomah)	728	1848			1350	
	Exit 143, STH 21 On Ramp(Tomah)	948	2324			1300	
	Exit 145, Industrial Avenue Off Ramp (Tomah)	1155	1751			1200	45
IH 94 WB	Exit 145, Industrial Avenue On Ramp (Tomah)	847	2250			1450	
	Exit 145, Industrial Avenue Off Ramp (Tomah)	1255	1778			1200	50
	Exit 145, Industrial Avenue On Ramp (Tomah)	721	2220			2100	
	Exit 143, STH 21 Off Ramp (Tomah)	1164	1558	75		900	65
	Exit 143, STH 21 On Ramp (Tomah)	1129	2414			1600	
	Mile 137.10 (1.26 Miles East of Exit 135, CTH EW) to Mile 132.49 (Jackson/Monroe Co Line)	24793	20441	6085			
		997	1970		303	700	45
		1278	2516			1200	
TOTAL		62432	65506	12245	447	15200	245

SECTION 3
JACKSON COUNTY
IH 94
MM 121 TO MM 125

Route	LOCATION	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In		646.5020	646.5220	646.6120	646.7120	646.7420	646.8320
		Yellow	White	White		Arrow Epoxy White	Symbols	Stop Line Epoxy 18-Inch White	Diagonal Epoxy 12-In White	6-IN Crosswalk White	Parking Stalls Epoxy White
		Edgeline Left LF	Edgeline Right LF	Lane Line LF	Mainline LF	Ramp LF	Type 1 EACH	Handicap EACH	Mainline LF	Mainline LF	4-In LF
IH 94 EB	MM 121 TO MM 125	37209	37209	9317							
	REST AREA 53	2438	5134		2440	290		5	24	235	7137
IH 94 WB	MM 125 TO MM 121	37157	37157	9300							
	REST AREA 54	4650	7436		2195	455	2	7	20	414	8098
TOTAL		81454	86936	18617	4635	745	2	12	44	649	15235

SECTION 4
ST CROIX
IH 94
East Side of Bridge Deck to STH 65

Route	LOCATION	646.2020 Line Epoxy 6-In		646.2041.S Repleace Line Wet Reflective Epoxy 6-In	646.4020 Line Epoxy 10-In		646.4041.S Replace Line Wet Reflective Epoxy 10-In	SPV.0090.01 Marking Line Black Epoxy 6-Inch	646.5020 Arrow Epoxy White	
		Yellow	White	White	White		White	Lane Line	White	
		Edgeline Left LF	Edgeline Right LF	Lane Line LF	Mainline LF	Right Lane LF	Gore LF	Black LF	Type 1 EACH	Type 5 EACH
I-94 EB	From East of project 1020-00-80 to East of USH 12	24088	18745	12190				12190		
	STH 35 Ramps	4231	4566				840			
	Carmichael Road	2056	3196	649						
	USH 12	1866	4063							
	Kinney Road to STH 65	30730	23650	7733				7733		
I-94 WB	STH 65 Exit & On Ramp, Exit #10	2009	4708		1888	468				
	Lane Lines from Kinney to east of 100th St?									
	STH 65 to 3,800' East of USH 12 pavement change	30710	28186	7712				7712		
	Lane Lines from east of 100th St Bridge Deck to pavement change east of USH 12?									
	STH 65 Exit & On Ramp, Exit #10	2682	5802		1890	429			4	
	Construction Joint East of USH 12 East side to Coulee Road exit ramp, project 1020-00-80 starting point	24000	20480	12813		395		12813		
	USH 12	1851	2769							
	Carmichael Road	2081	3357	438				808		2
	Coulee Road Ramp		1300							2
	STH 35 Ramps	631	3576			980				2
TOTAL		126935	124398	41535	3778	2272	840	41256	4	6

SECTION 5
Barron County
USH 8
CTH O to Pavement change before CTH SS

Route	LOCATION	646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In	
		Yellow		White		White	White
		Centerline LF	Edgeline Left LF	Edgeline Right LF	Lane Line LF	Ramp LF	Right Lane LF
USH 8	CTH O to Pavement change before CTH SS	3864	18376	29981	3876	1970	4060
	USH 53 Ramps		7819	16308			
TOTAL		3864	26195	46289	3876	1970	4060
Paint over Tape Lane Line							

SECTION 6
Polk County
USH 8
East of Glacier Dr to Pavement change East of STH 35 north

Route	LOCATION	646.2041.S Repleace Line Wet Reflective Epoxy 6-In	646.9200 REMOVAL Line WIDE
		White Lane Line LF	LF
USH 8	East of Glacier Dr to Pavement change East of STH 35 north	6351	6351
TOTAL		6351	6351

SECTION 7
Polk County
USH 8
East of STH 46 South to Polk/Barron Co Line

Route	LOCATION	646.2020 Line Epoxy 6-In		646.2041.S Repleace Line Wet Reflective Epoxy 6-In	646.4041.S Repleace Line Wet Reflective Epoxy 10-In
		Yellow		White	White
		Centerline LF	Edgeline Left LF	Lane Line LF	Edgeline LF
USH 8	East of STH 46 South to Polk/Barron Co Line	61368	5540	7450	98926
	USH 63				4926
TOTAL		61368	5540	7450	820
					5746

SECTION 8 Pierce County USH 10 In Ellsworth, from STH 65 North to Beulah St		646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In			646.5020 Arrow Epoxy		646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch	
Route	LOCATION	Yellow		White	White	White	White	White		White		
		Centerline	TWLTL	Edgeline Right	Mainline	Left Lane	Right Lane	Type 2	Type 3	Only	Mainline	Interchanging Roadway
		LF	LF	LF	LF	LF	LF	EACH	EACH	EACH	LF	LF
USH 10	STH 65 North			14	34	110	58	6	6	3	48	50
	STH 65 North to Beulah Beulah St	5154	80	558		62		1				
TOTAL		5154	80	572	34	172	58	7	6	3	48	50

SECTION 9 Pierce County USH 10 MN state Line to STH 35		646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy		646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch	
Route	LOCATION	Yellow		White	White	White	White	White		White	
		Centerline	Edgeline Right	Lane Line	Mainline	Right Lane	Type 2	Type 3	Only	Mainline	
		LF	LF	LF	LF	LF	EACH	EACH	EACH	LF	
USH 10	Start on Bridge Deck at MN state Line to the stop lights at STH 35	1372	686	106	48	51	2	2	2	24	
	West Bound		686	172						26	
TOTAL		1372	1372	278	48	51	2	2	2	50	

SECTION 10 Trempealeau County USH 10 IH 94 Osseo to Trempealeau/Jackson Co Line		646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy	646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch		646.7420 6-IN Crosswalk
ROUTE	LOCATION	Yellow		White	White	White	White	White		White	
		Centerline	Edgeline Right	Lane Line	Left Lane	Right Lane	Type 2	Only	Mainline	Interchanging Roadway	Interchanging Roadway
		LF	LF	LF	LF	LF	EACH	EACH	LF	LF	LF
USH 10	I-94 Westbound to Trempealeau / Jackson Co Line	13595	20566	1119							
	Tru-Gas Rd/Hilltop Rd				299		3	2	91	83	222
	INDUSTRIAL RD				206	209	3	2			
	CTH R				371	237					
	Ridge View Rd					405					
	TOTAL	13595	20566	1119	876	851	6	4	91	83	222

SECTION 11
Eau Claire County
USH 12
from 312 to 312

ROUTE	LOCATION	646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In				646.5020	646.5120	646.6120	
		Yellow	White		White		White	White	Arrow	Word	Stop Line	
		Edgeline Left	Edgeline Right	Lane Line	Mainline	Ramp	Left Lane	Right Lane	Epoxy	Epoxy	Mainline	Interchanging
		LF	LF	LF	LF	LF	LF	LF	Type 2	Only	LF	Roadway
									White	White		LF
									EACH	EACH		LF
USH 12	312 (Clairemont) to 312 (USH 12 goes west) RAMPS from Clairemont / CTH T STH 312 - CTH T	23767 1860	22218 2910	6174 113	1740 480	30	416					
	LOSAN AVE						336	306	2	2		
	KANE RD						430	338	2	2	118	94
	MILL RUN RD				380			375	2	2	120	87
	NORTH TOWN HALL RD						456	478	2	2	123	74
	STH 312 - TRUAX LN				144			200			130	101
	CTH EE						482	475				
TOTAL		25627	25128	6287	2744	30	2120	2172	8	8	491	356

SECTION 12
MONROE COUNTY
USH 12
TOMAH

ROUTE	TRAVEL DIRECTION	646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In			646.5020	646.5120	646.6120		646.7120
		Yellow	White		White		White	Arrow	Word	Stop Line		Diagonal
		Centerline	Edgeline Left	Edgeline Right	Lane Line	Mini Dash	Left Lane	Right Lane	Epoxy	Epoxy	Mainline	Interchanging
		LF	LF	LF	LF	LF	LF	LF	Type 2	Only	LF	Roadway
									EACH	EACH		LF
USH 12 EB	0.39 Miles west of IH 94 to Andres St		1068	1248	275							
	Painted Median (Begin Divided)	412										75
	Andres Street to STH 21		954	1858	400							
	IH 94 EB On Ramp		172				110					
USH 12 WB	Frontage Road (Commercial Entrance)		154				185					
	STH 21		464	425			290	185	4	2	46	58
	STH 21 to Andres St (includes Mini-Dashes)		1562	1610	500				6	3	57	61
	STH 21					140		110				
	Frontage Road (Commercial Entrance)						125					
	IH 94 WB On Ramp		230		75							
	Andres Street to 0.39 Miles West of IH 94		862	1258								
	Painted Median (End Divided)	478										
TOTAL		890	5466	6399	1250	140	710	295	10	5	103	119
												75

SECTION 13 Dunn County USH 12 CTH B to I-94 (850th St)		646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In			646.6120 Stop Line Epoxy 18-Inch		646.7120 Diagonal Epoxy 12-In
Route	LOCATION	Centerline	Yellow	White	Lane Line	White	White	White	White	Interchanging	Yellow
		LF	Edgeline Left LF	Edgeline Right LF	LF	Mainline LF	Left Lane LF	Right Lane LF	Mainline LF	Roadway LF	Median LF
USH 12	CTH B to I-94 (850th St)	21204	4053	62303	692						
	CTH B					110		166	106	100	
	Driveway CTH E						90	110			20
TOTAL		21204	4053	62303	692	110	90	276	106	100	20

SECTION 14 Trempealeau Co USH 53 From STH 95 to STH 121 Whitehall		646.2020 Line Epoxy 6-In		646.6120 Stop Line Epoxy 18-Inch
Route	LOCATION	Yellow	White	White
		Centerline LF	Edgeline Right LF	Mainline LF
USH 53	STH 95 to STH 121	39726	55194	
	Ervin St			26
TOTAL		39726	55194	26

SECTION 15 USH 63 Sawyer and Bayfield Counties Hayward to CTH M		646.2020 Line Epoxy 6-In					646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy White		646.5120 Word Epoxy White	646.6120 Stop Line Epoxy 18-Inch		646.7120 Diagonal Epoxy 12-In	646.7520 Crosswalk Epoxy Ladder Pattern 24-In	COMMENTS
ROUTE	LOCATION	Centerline LF	Yellow	TWLTL LF	White		White	White	Type 1 EACH	Type 2 EACH	Only EACH	Mainline LF	White	Median LF	Mainline LF	
			Edgeline Left LF		Edgeline Right LF	Lane Line LF	Left Lane LF	Right Lane LF					Interchanging Roadway LF			
USH 63	Florida Ave to End of Divided near STH 27/77	10224	128		1284	1163										
	STH 27/Dakota						95			1	1	70	16	46	678	
	Main St						50			1	1			60		
	Kansas Ave						48	54								
	STH 77/27						315	242	2	11	8	100	102			Paint arrows on STH 27 /77?
	End of Divided near STH 27/77 to pavement change north of CTH M	81609		5392	84905			61								
	KOA Holiday Camp Ground							157								
	Par Ln									2	2			45		
	TWLTL									8						
TOTAL		91833	128	5392	86189	1163	508	357	2	23	12	170	118	106	678	

Do not retraced grooved Edgelines or channelizing Lines from STH 27/77 to CTH M

3

SECTION 16
JUNEAU COUNTY
STH 21
JUNEAU/MONROE CO Line TO NECEDAH

ROUTE	Nearest Crossroad	646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy White	646.5120 Word Epoxy White	646.6120 Stop Line Epoxy 18-Inch	646.7420 6-IN Crosswalk	646.5320 Railroad Marking Epoxy White
		Yellow Centerline	White Edgeline Right	White Lane Line	Mini Dash	White Left Lane	White Right Lane	White	White	White	White	White
		LF	LF	LF	LF	LF	LF	Type 2 EACH	Only EACH	Mainline LF	LF	Mainline LF
STH 21	0.32 miles west of CTH H to Sheridan St (Necedah) CTH H CTH M	18075	122726		368		390 180					
	Headquarters Road			62			205					
	Sheridan Street (Necedah) to East End Yellow River Bridge STH 80	2372		112			214	2	1	48	234	2
STH 80	STH 21					226	62	4	1	48	300	
TOTAL		20447	122726	174	368	226	1051	6	2	96	534	2

3

SECTION 17
Dunn County
STH 25
Pepin/Dunn Co Line to Menemonie

Route	LOCATION	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In
		Yellow Centerline	White Edgeline Right	White Left Lane
		LF	LF	LF
STH 25	Pepin/Dunn Co. Line to STH 72 CTH Y STH 72	53367	69172	130 145
	CTH Y CTH DD			120 115
	STH 72 to Menemonie	55417		
TOTAL		108784	69172	510

SECTION 18
Buffalo County
STH 25/35
Riecks Lake Bridge to Nelson

Route	LOCATION	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In	
		Yellow Centerline	White Edgeline Right	White Left Lane	White Right Lane
		LF	LF	LF	LF
STH 35	Riecks Lake Bridge to STH 25 West (Nelson) High School STH 25	55848	61857	63	103
STH 25	STH 25 Nelson to STH 25/35 joint (Concurrent) CTH D	12634	7262		170
	Exit Ramp	384	1030		680
	STH 25			75	207
TOTAL		68866	70149	138	1160

SECTION 19
Sawyer County
STH 27
Hayward to USH 63

Route	LOCATION	646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy White			646.5120 Word Epoxy White	646.6120 Stop Line Epoxy 18-Inch	
		Yellow	White		White	White	White			Only	Mainline	Interchanging
		Centerline LF	Edgeline Right LF	Lane Line LF	Left Lane LF	Right Lane LF	Type 1 EACH	Type 2 EACH	Type 3 EACH	Each EACH	LF	Roadway LF
STH 27	690' North of W Carol Dr-Hayward to USH 63	16696	9634	800	65			22				
	MICHIGAN AVE				327			1		1	48	48
	CTH B, CTH E							4	4			
	BAY AVE, DYNO DR				46			1				
	RAILROAD ST				71			3			64	47
	USH 63				313	180	2	4		3	46	
TOTAL		16696	9634	800	822	180	2	35	4	4	158	95

SECTION 20
Jackson County
STH 27
Jackson/Morroe Co Line to Black River Falls

Route	LOCATION	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In
		Yellow	White	White
		Centerline LF	Edgeline Right LF	Right Lane LF
STH 27	Jackson/Monroe Co Line to USH 12 Black River Falls	32360	91868	
	CTH O			220
	Perry Creek Rd			200
Total		32360	91868	420

SECTION 21
Pierce and St Croix Counties
STH 29
CTH CC to STH 128

Route	LOCATION	646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In	646.6120 Stop Line Epoxy 18-Inch
		Yellow	White	White	White
		Centerline LF	Edgeline Right LF	Right Lane LF	Interchanging Roadway LF
STH 29	CTH CC to ST Croix Line	25931	27835		
	CTH CC			300	
	St Croix Line to STH 128	7150	14250	370	50
TOTAL		33081	42085	670	50

SECTION 22
Pierce County
STH 29
USH 10 to Cemetary Rd (River Falls)

ROUTE	LOCATION	646.2020 Line Epoxy 6-In Yellow Centerline LF
STH 29	USH 10 to Cemetary Rd (River Falls)	89221
Total		89221

SECTION 23
JUNEAU COUNTY
STH 58
MAUSTON TO STH 80

ROUTE	Nearest Crossroad	646.2020 Line Epoxy 6-In Yellow Centerline LF
STH 58	Colfax St, Mauston to STH 80	33450
TOTAL		33450

SECTION 24
STH 72
Pierce County
CTH DD to CTH BB

ROUTE	LOCATION	646.2020 Line Epoxy 6-In Yellow Centerline LF	646.2020 Line Epoxy 6-In White Edgeline Right LF
STH 72	CTH DD to CTH BB	41534	47970
TOTAL		41534	47970

SECTION 25
JUNEAU COUNTY
STH 80
NEW LISBON

ROUTE	TRAVEL DIRECTION	646.2020 Line Epoxy 6-In Yellow Centerline LF	646.2020 Line Epoxy 6-In White Edgeline Right LF	646.4020 Line Epoxy 10-In White Right Lane LF	646.6120 Stop Line Epoxy 18-Inch White Mainline LF	646.5320 Railroad Marking Epoxy White Mainline LF
STH 80	South New Lisbon Limit to USH 12 Taylor Rd	4540	4540	145	55	2
Total		4540	4540	145	55	2

SECTION 26
JUNEAU COUNTY
STH 80/82
ELROY TO MAUSTON

ROUTE	Nearest Crossroad	646.2020 Line Epoxy 6-In Yellow Centerline LF
STH 80	STH 71 TO STH 82 ELROY	8316
STH 82	STH 82 ELROY TO ATTEWELL ST MAUSTON	64782
Total		73098

SECTION 27
STH 93
Trempealeau County
Swenson Rd to STH 95 (Arcadia)

ROUTE	LOCATION	646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In			646.5020	646.5120	646.6120		646.7120
		Yellow	White		White	White	White	White	White	White		Yellow
		Centerline	Edgeline	Right Lane	Mainline	Left Lane	Right Lane	Type 2	Only	Mainline	Interchanging Roadway	Median
		LF	LF	LF	LF	LF	LF	EACH	EACH	LF	LF	LF
STH 93	North of Swenson Road to STH 95 (Arcadia)	53056	53014	4830								
	CTH G						80					
	Brake Check Area	283	681		418							
	Blaschko Ave					293	293	8	4			
	Wilson Ave					719	329	6	4	82	60	
	Wanek Ave					383	336	6	3			
	Vold Ln							1				40
	STH 95						271			36		
SUBTOTAL		53339	53695	4830	418	1395	1309	21	11	118	60	40

SECTION 28
CLARK COUNTY
STH 98
LOYAL TO CLARK/MARATHON CO Line

Route	LOCATION	646.2020 Line Epoxy 6-IN Centerline Yellow LF
STH 98	CTH K north Jct (Loyal) to Clark/Marathron Co Line	37152
TOTAL		37152

SECTION 29
Buffalo and Trempealeau
Counties
STH 121

Route	LOCATION	646.2020 Line Epoxy 6-In		646.4020	646.6120
		Yellow	White	Line Epoxy 10-In White	Stop Line Epoxy 18-Inch White
		Centerline LF	Edgeline Right LF	Right Lane LF	Mainline LF
STH 121	STH 88 to STH 93	134650	153483		
	STH 88				28
	STH 93			64	64
TOTAL		134650	153483	64	92

SECTION 30 Trempealeau County STH 121 STH 93 to USH 53		646.2020 Line Epoxy 6-In		646.4020 Line Epoxy 10-In			646.5020 Arrow Epoxy	646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch	646.7120 Diagonal Epoxy 12-In	646.7420 6-IN Crosswalk	646.5320 Railroad Marking Epoxy
Route	LOCATION	Yellow Centerline LF	White Edgeline Right LF	White Mainline LF	White Left Lane LF	White Right Lane LF	White Type 2 EACH	White Only EACH	White Mainline LF	Yellow Median LF	White Mainline LF	White Mainline LF
STH 121	STH 93 to USH 53	36872	46861	220		128			35			
	STH 93 Golden St RxR				225	210	2	1		427		2
	Ashley Way Tower Dr USH 53				358 234	130	2 2	1 1		495		
TOTAL		36872	46861	220	817	468	6	3	59	922	110	2

SECTION 31 St Croix / Dunn County STH 170 STH 128 to CTH D		646.2020 Line Epoxy 6-In			646.4020 Line Epoxy 10-In			646.6120 Stop Line Epoxy 18-Inch	646.5320 Railroad Marking Epoxy
Route	LOCATION	Yellow Centerline LF	White Edgeline Right LF	White Lane Line LF	White 3' Line 9' Gap LF	White Left Lane LF	White Right Lane LF	White Mainline LF	White Mainline LF
STH 170	STH 128 to CTH D	123307	169463	66			75		
	320th St							33	
	CTH G East ST/STH 79				42	249			
TOTAL		123307	169463	66	42	249	456	33	2

Note: STH 79 runs concurrently (Boyceville), is included in these numbers.

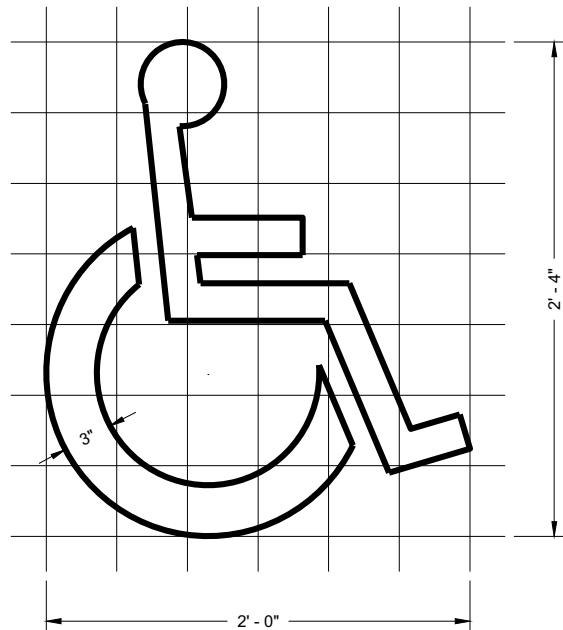
SECTION 32 MONROE AND JUNEAU COUNTIES STH 173 STH 21 TO WOOD CO Line		646.2020 Line Epoxy 6-In Yellow Centerline LF
ROUTE	Nearest Crossroad	
STH 173	St. Lo Street to 480' South of STH 179	34604
TOTAL		34604

SECTION 33
USH 63
WASHBURN COUNTY
SMITH RD/CTH B to USH 53

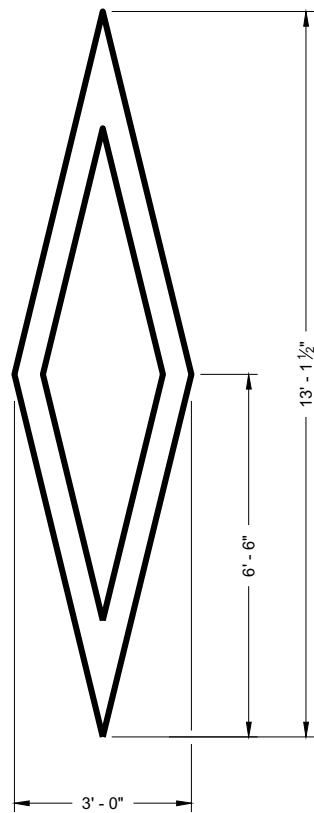
SECTION 33 USH 63 WASHBURN COUNTY SMITH RD/CTH B to USH 53		646.2020 Line Epoxy 6-In				646.4020 Line Epoxy 10-In		646.5020 Arrow Epoxy		646.5120 Word Epoxy	646.6120 Stop Line Epoxy 18-Inch		646.7420 6-IN Crosswalk		646.9200 REMOVAL Edge Line
ROUTE	LOCATION	Centerline	Yellow		White	White	White			White		White		White	
			Edgeline Left	TWLTL	Edgeline Right	Left Lane	Right Lane	Type 2	Type 3	Only	Mainline	Interchanging Roadway	Mainline	Interchanging Roadway	Lane Line
		LF	LF	LF	LF	LF	LF	EACH	EACH	EACH	LF	LF	LF	LF	LF
USH 63	Smith Rd/CTH B to North Bay Ave Spooner Green Valley Rd	30012		15500	62010		324								
	STH 253 Dur-A-Bilt Rd to Scalze Dr TWLTL Beaverbrook Ave					208	305	6 4				29 66			
	Greenwood Ave to Linn Alley Maple St Vine St to Walnut St					372		6 4 10	2	2	66	58	260	108	
	Walnut St Walnut St to Poplar St					162		2 26	2	2	57				
	North of Poplar St to USH 53 Corey Hatchery St Washburn County Hwy H		12062		16896		184 205								90
TOTAL		30012	12062	15500	78906	742	1018	58	4	4	123	153	260	108	90

Standard Detail Drawing List

15C07-15A	PAVEMENT MARKING SYMBOLS
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C07-15D	ROUNDAABOUT 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
15C14-04	AERIAL ENFORCEMENT BARS PAVEMENT MARKING DETAILS
15C18-09A	MEDIAN ISLAND MARKINGS
15C18-09B	PAVEMENT MARKINGS, MEDIAN ISLAND NOSE
15C18-09C	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
15C20-02	YIELD MARKING
15C31-07A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-07B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-07C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C31-07D	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)
15C36-01	PARKING STALL MARKING
15D12-13A	TRAFFIC CONTROL, TAPERED ENTRANCE RAMP WITHIN LANE CLOSURE
15D16-06	TRAFFIC CONTROL, EXIT RAMP 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 ROUNDAABOUT
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



HANDICAP SYMBOL



PREFERENTIAL
LANE SYMBOL

GENERAL NOTES

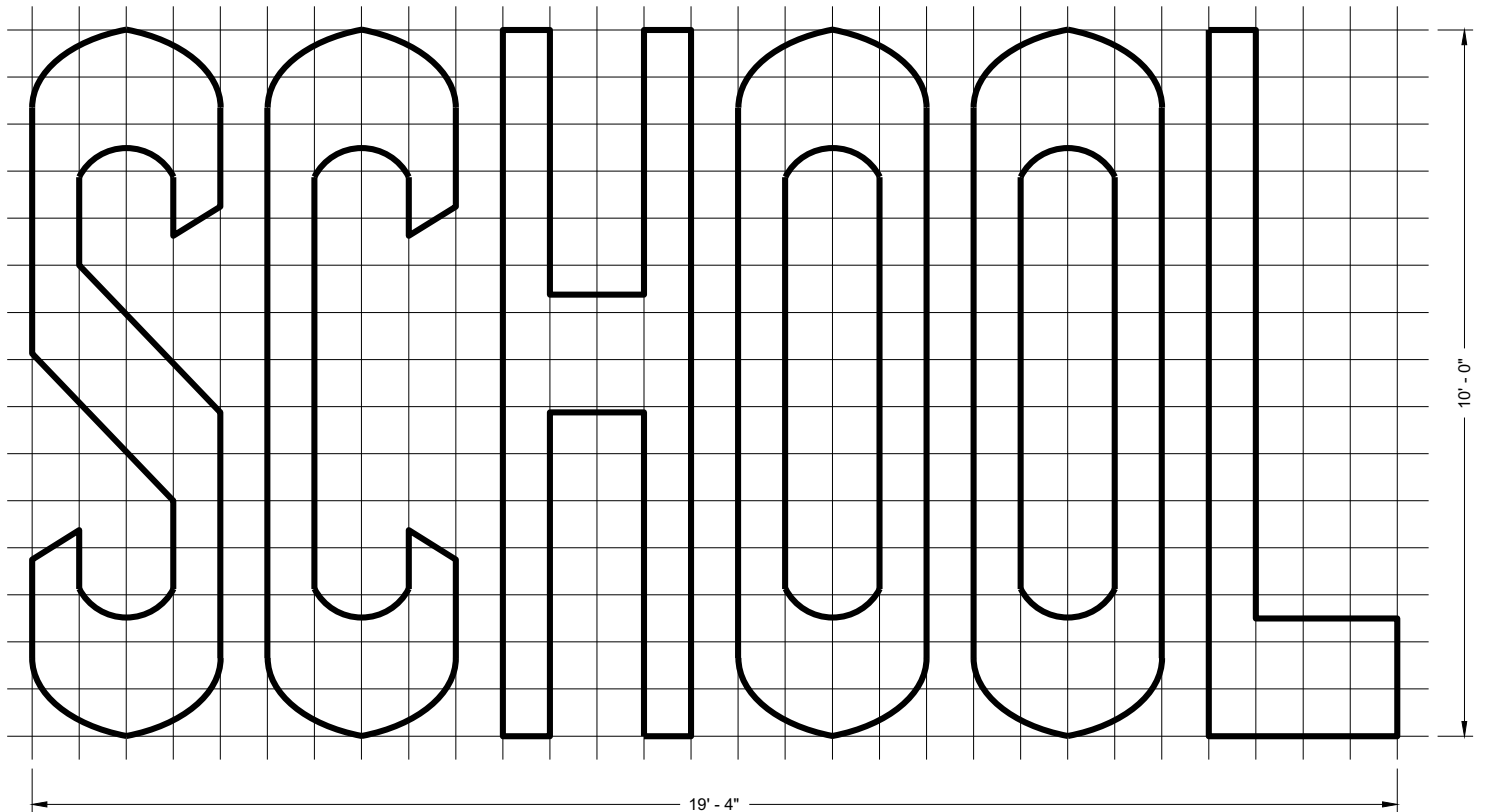
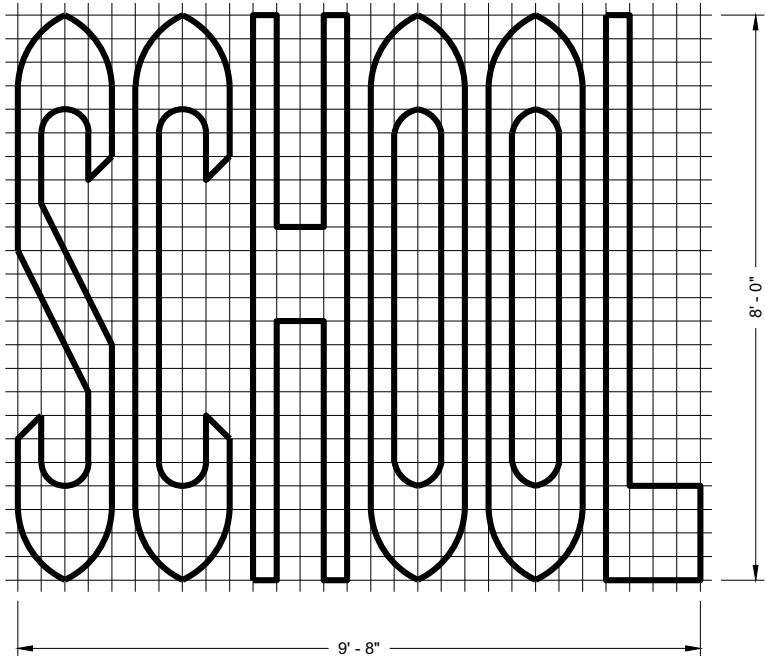
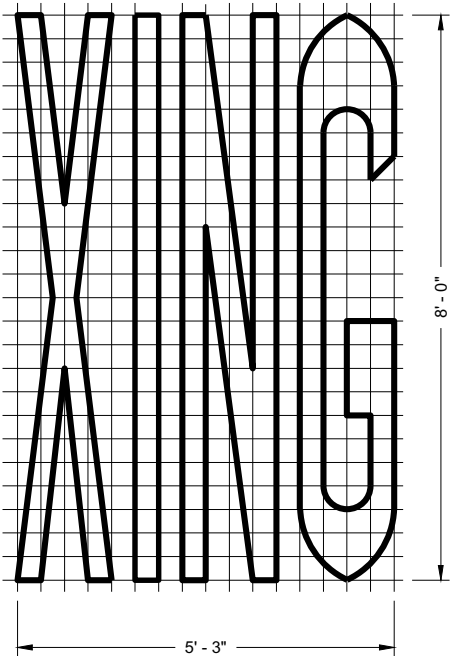
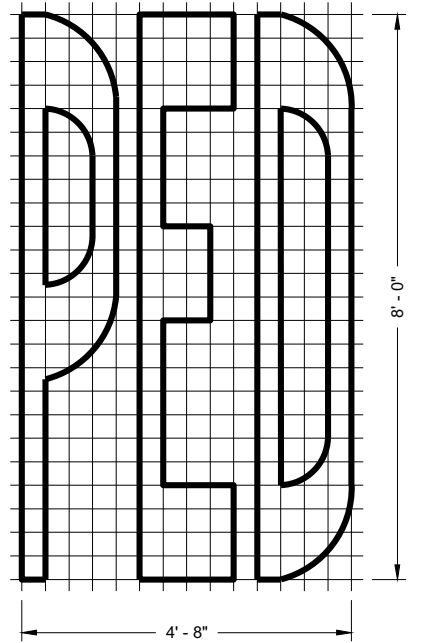
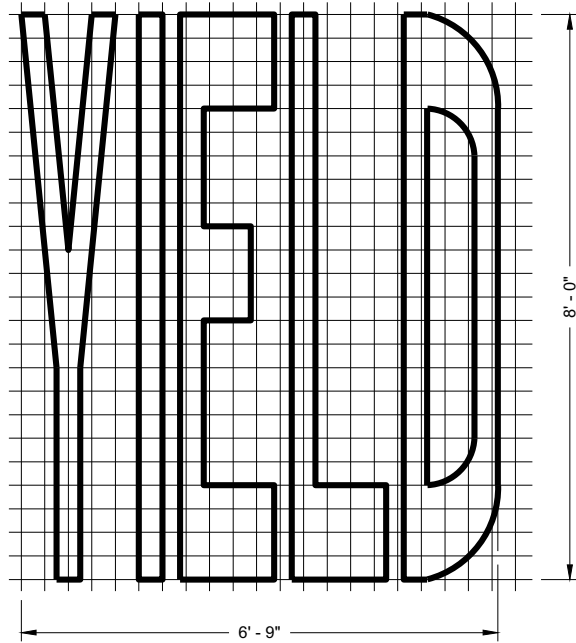
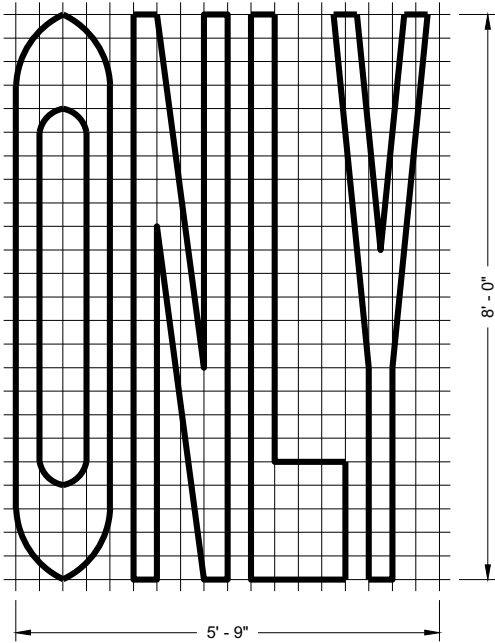
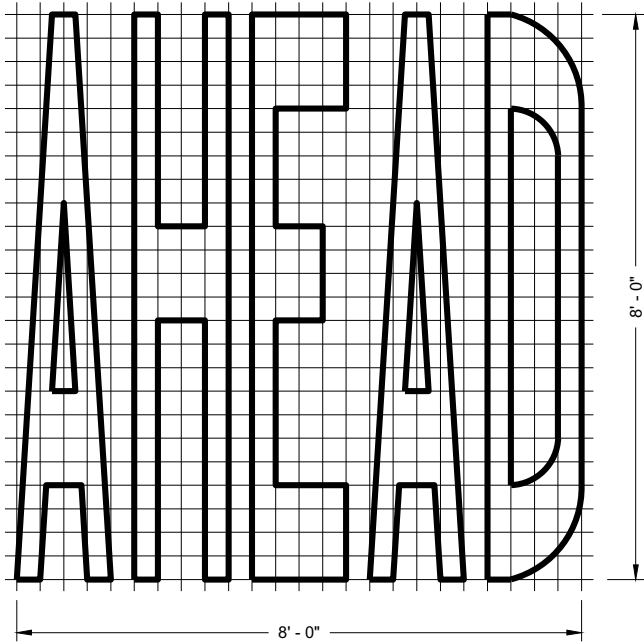
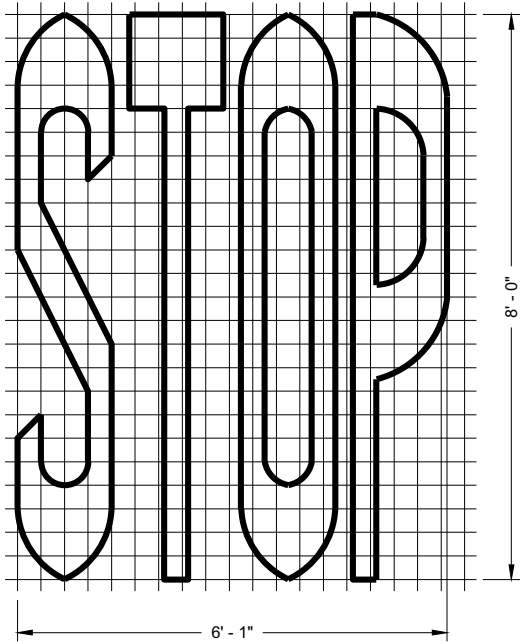
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

PAVEMENT MARKING SYMBOLS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



SINGLE LANE

TWO - LANE

GENERAL NOTES

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

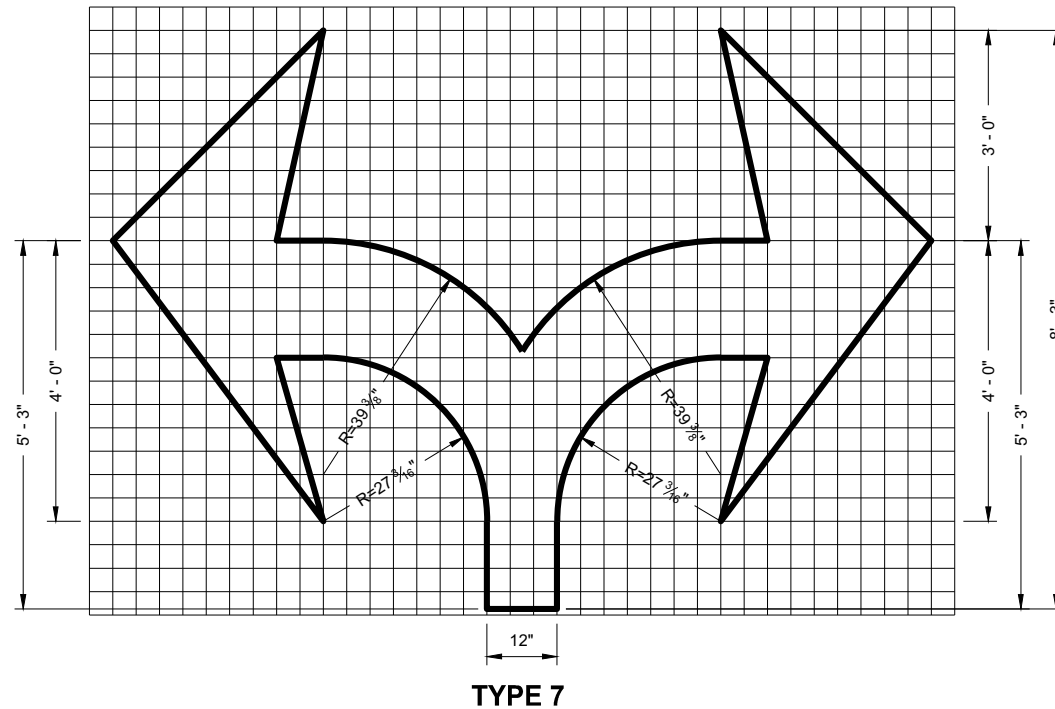
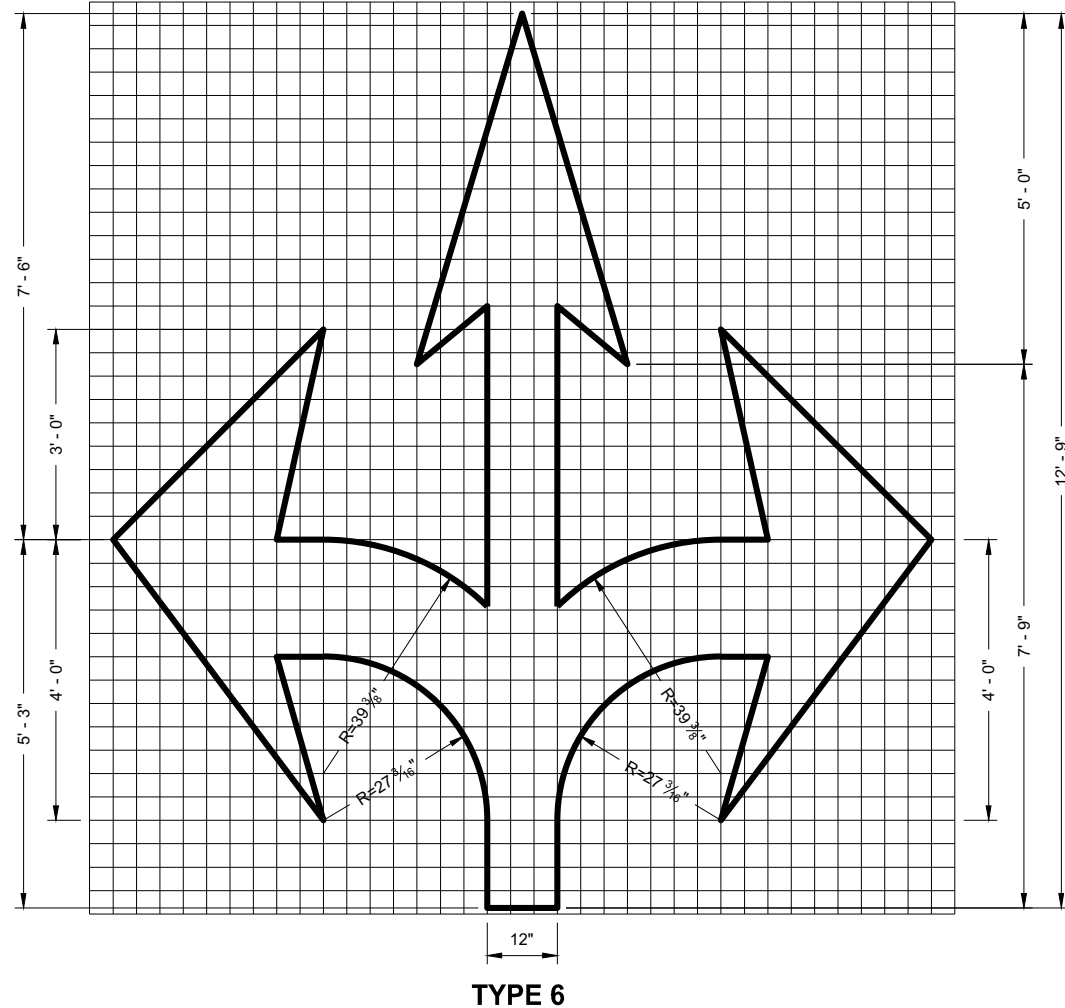
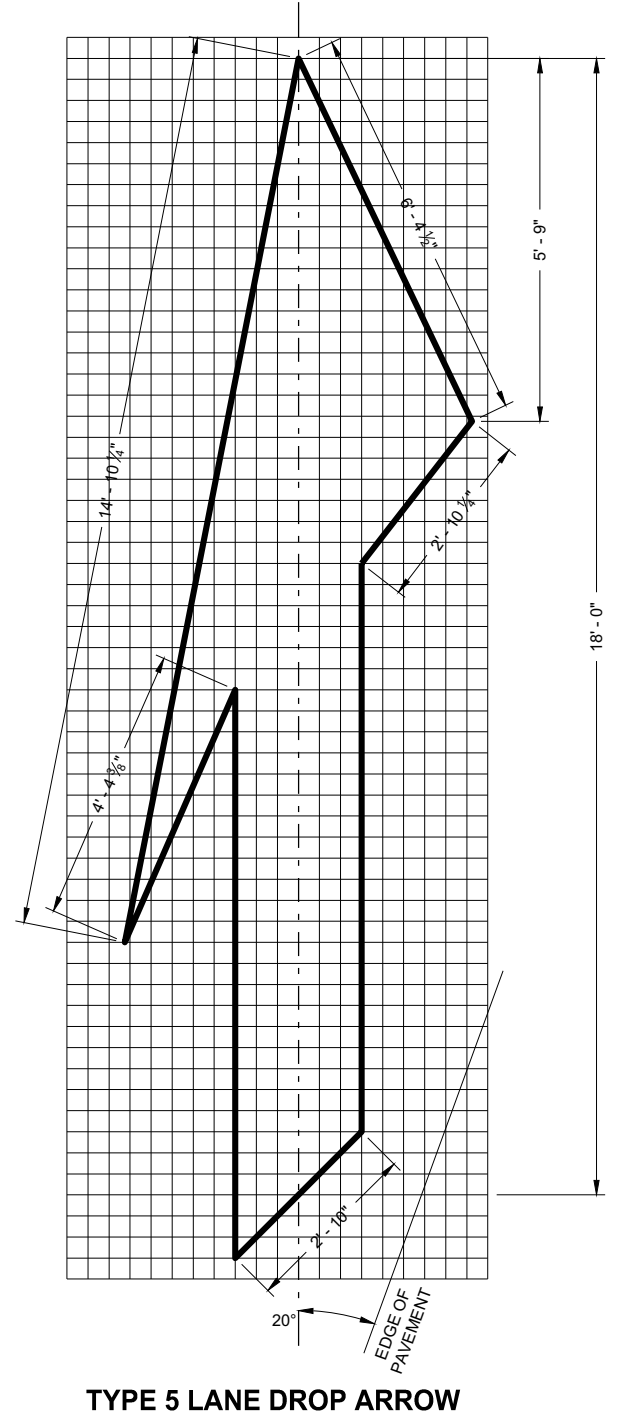
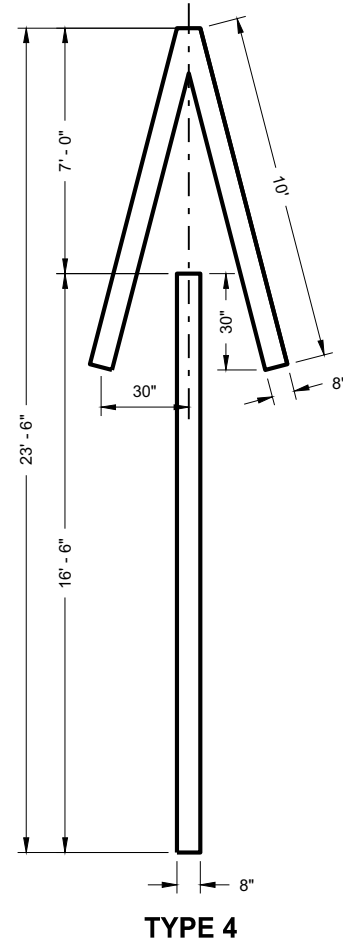
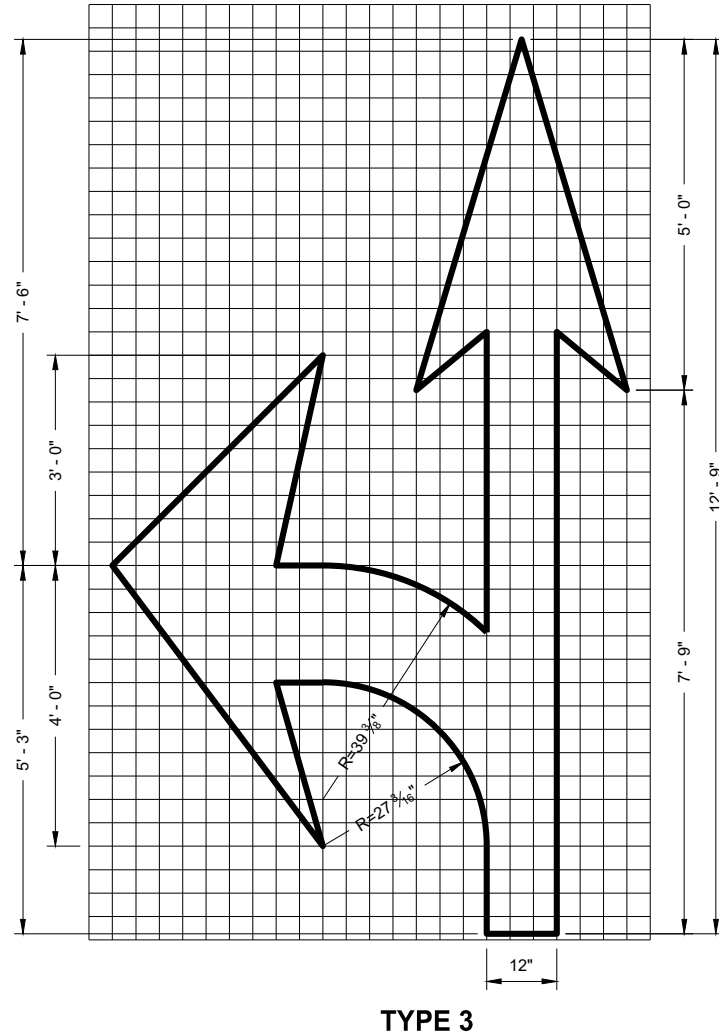
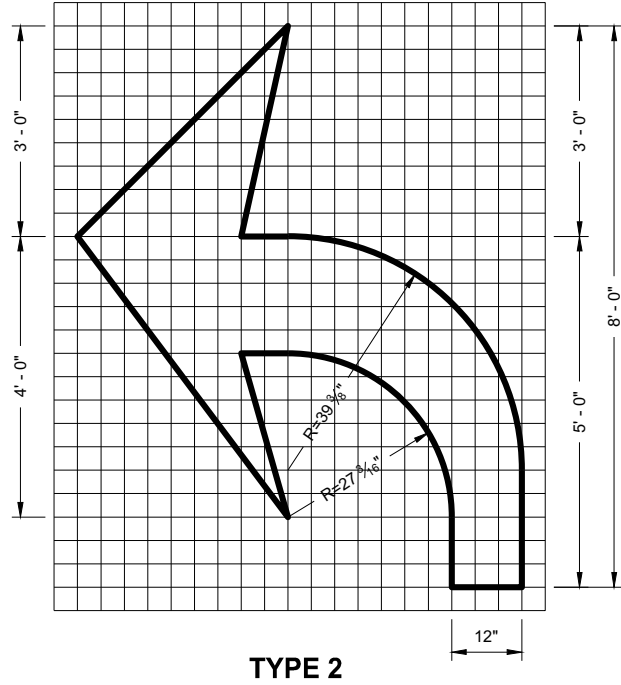
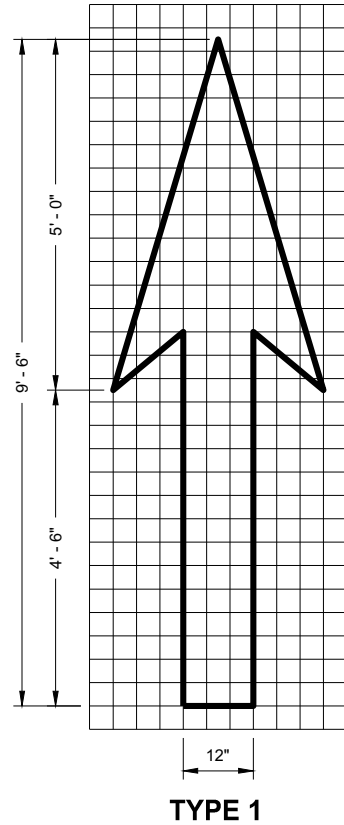
PAVEMENT MARKING WORDS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2019
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.

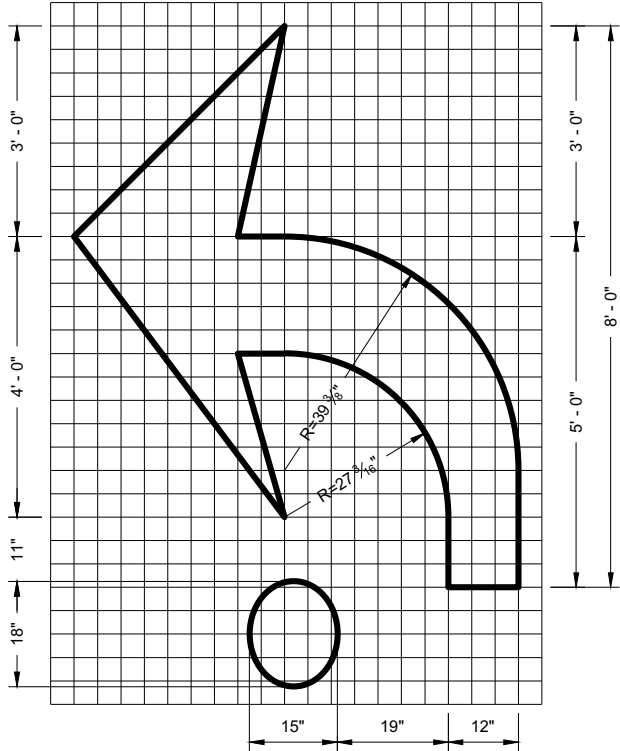
PAVEMENT MARKING ARROWS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

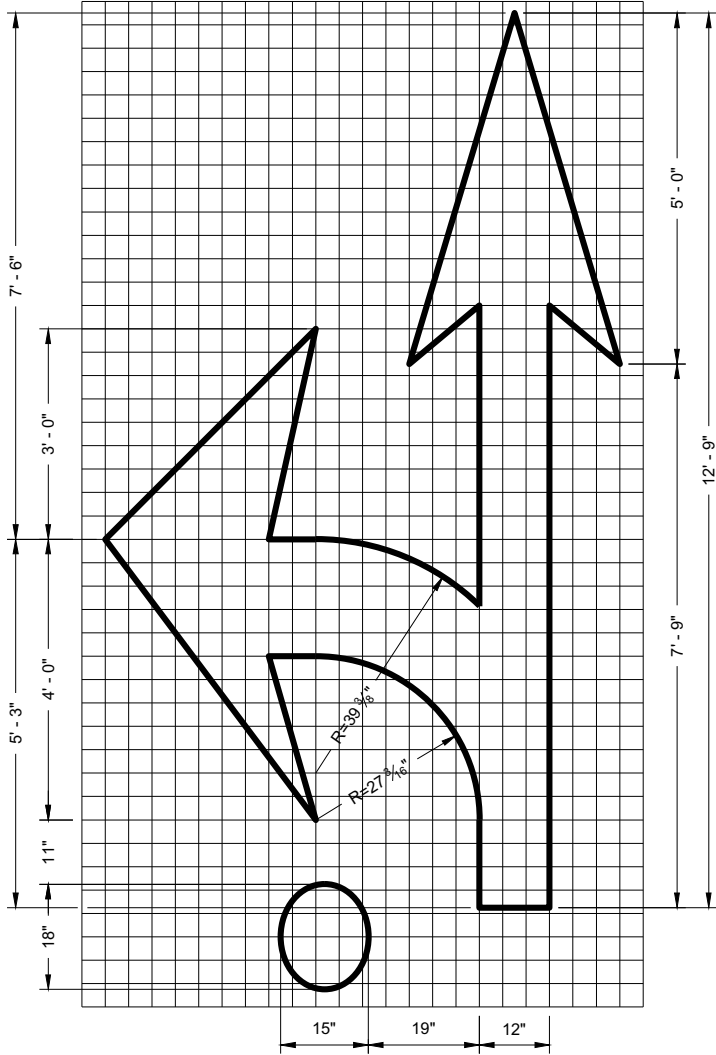
APPROVED
November 2019
DATE
/S/ Matthew Rauch
STATE SIGNING AND MARKING
ENGINEER
FHWA

GENERAL NOTES

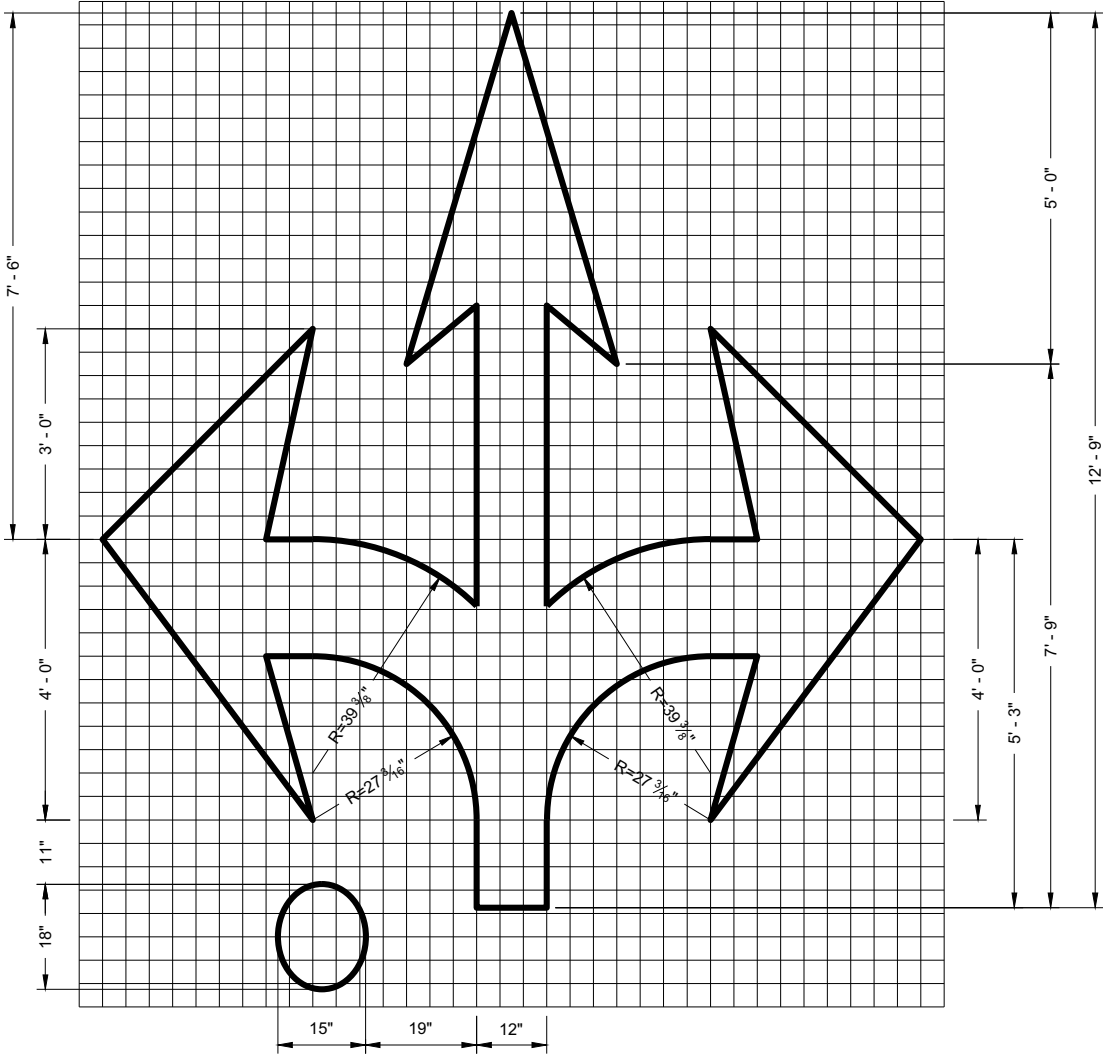
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.



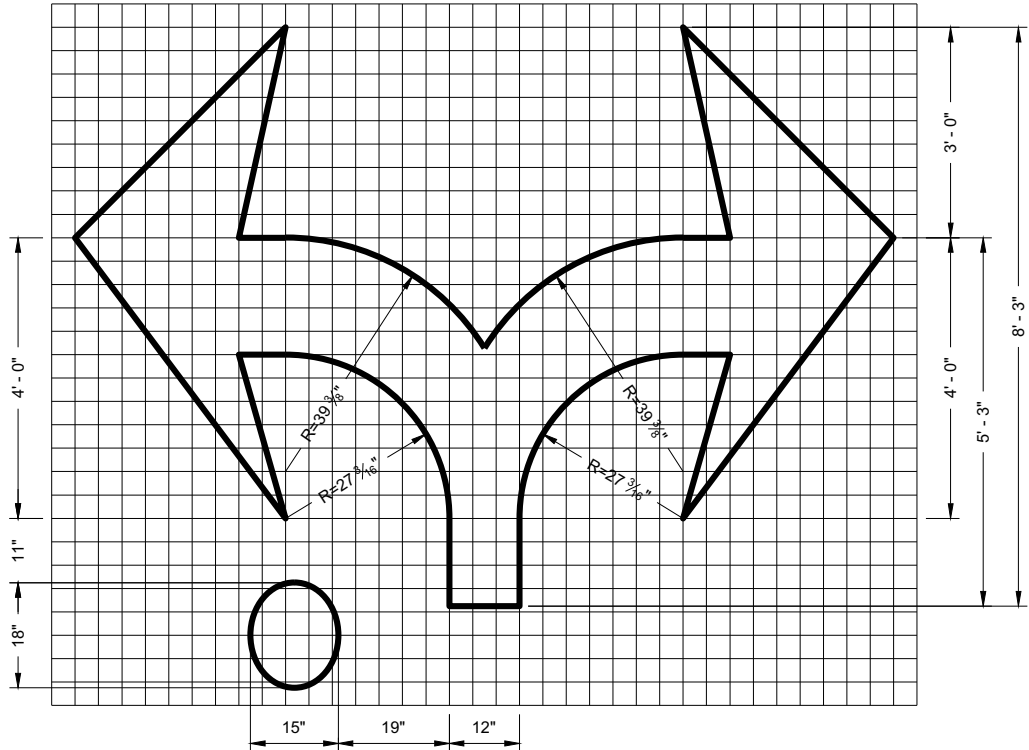
TYPE 2R



TYPE 3R



TYPE 6R



TYPE 7R

ROUNDBOUT
MARKING ARROWS

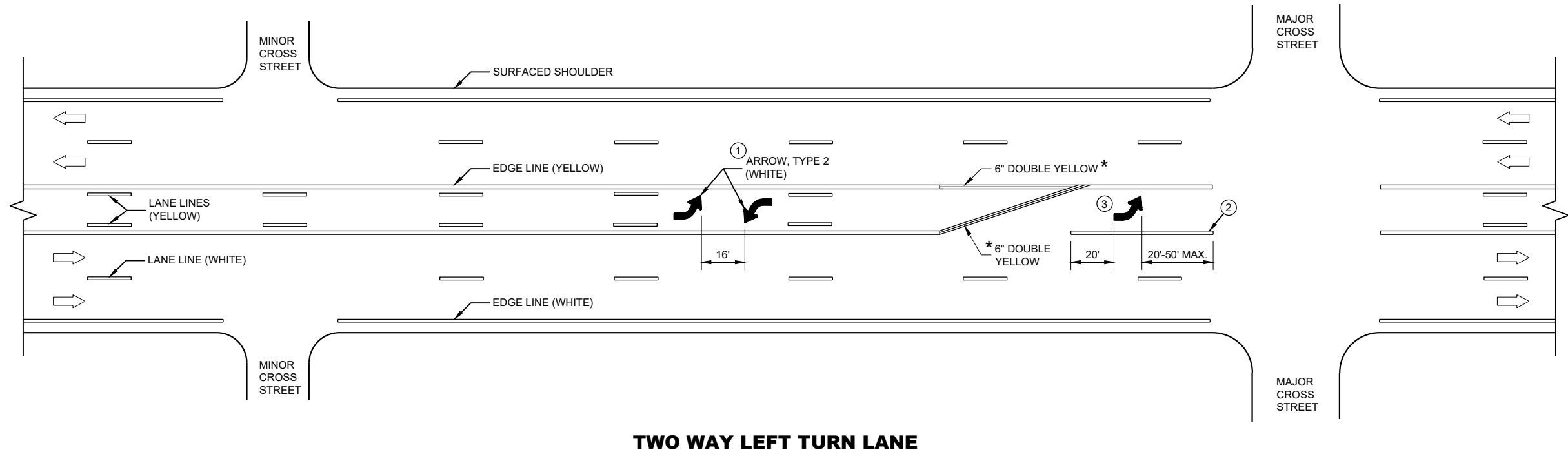
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



 "T" MARKING
 SIGN ON PERMANENT SUPPORT
 DIRECTION OF TRAFFIC



GENERAL NOTES

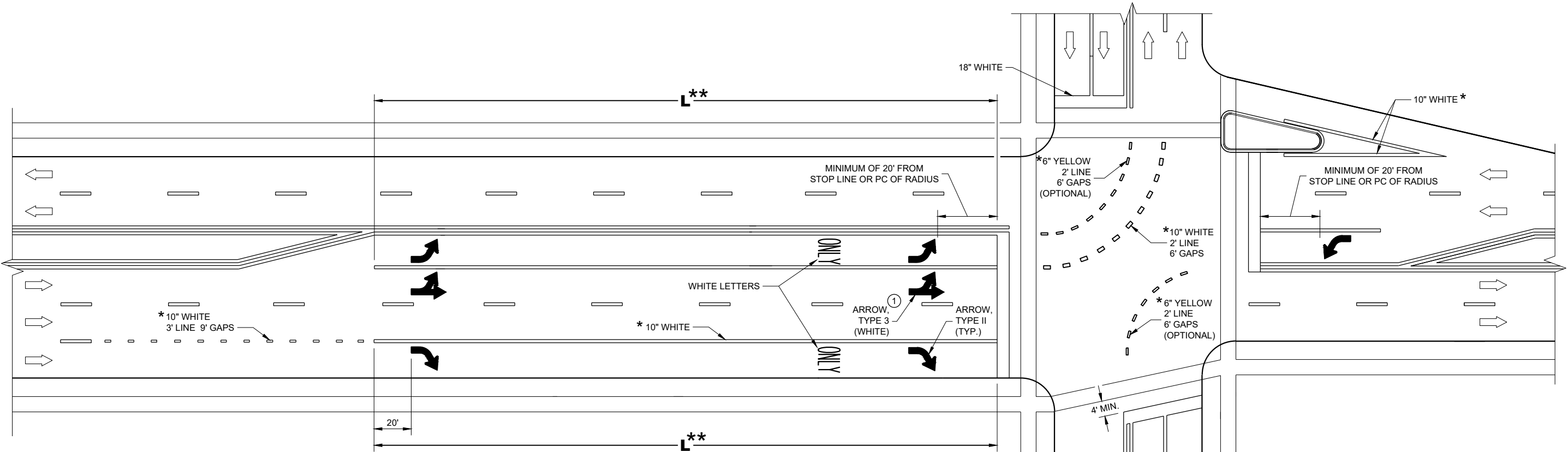
- ① A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ② 10" WHITE
- ③ TURN BAY LENGTH OF LESS THAN 48' DOES NOT REQUIRE PAVEMENT ARROWS OR TEXT.

➡ DIRECTION OF TRAFFIC

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

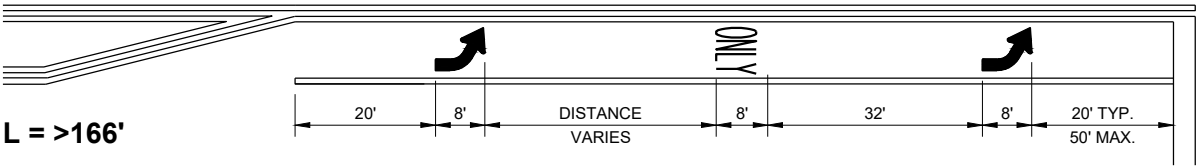
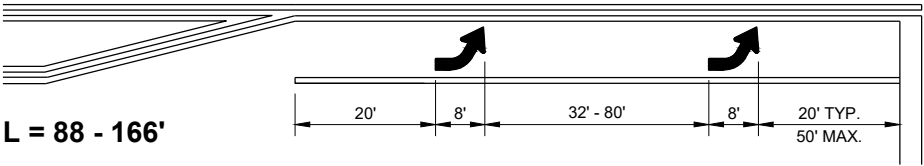
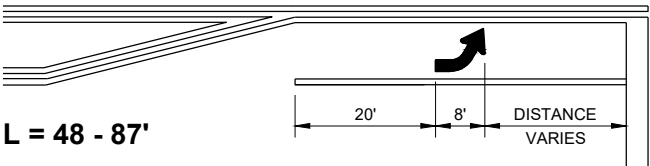
**PAVEMENT MARKING
(TURN LANES)**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



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 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.

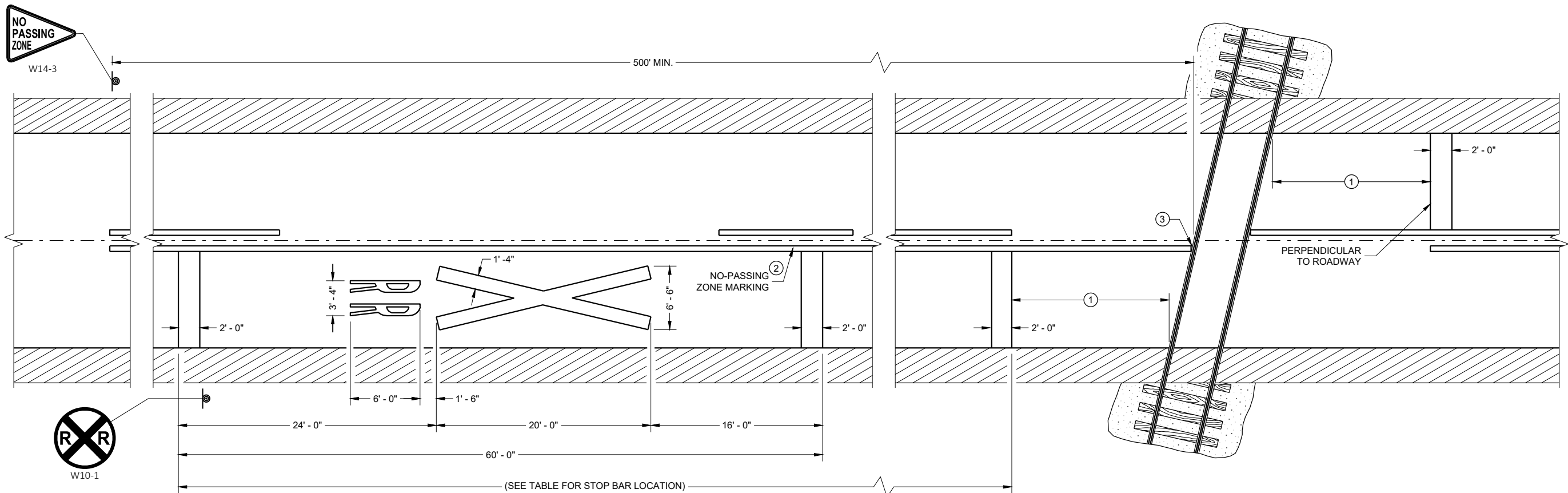
→ DIRECTION OF TRAFFIC

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.

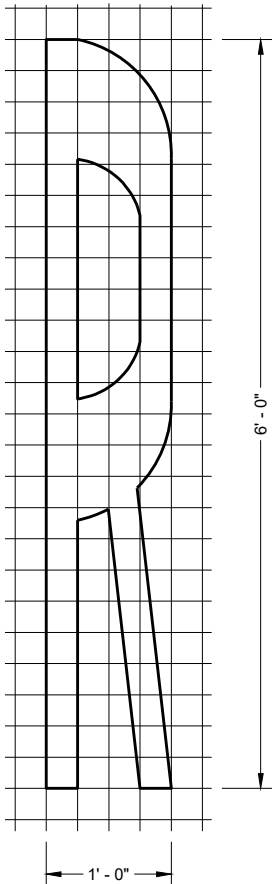
- 1 PLACE STOP BAR APPROXIMATELY 8 FEET IN ADVANCE OF THE GATE (IF PRESENT), BUT NO CLOSER THAN 15 FEET IN ADVANCE OF THE NEAREST RAIL. FIELD-FIT STOP BAR TO MAXIMIZE VIEW OF APPROACHING TRAIN.
- 2 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE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

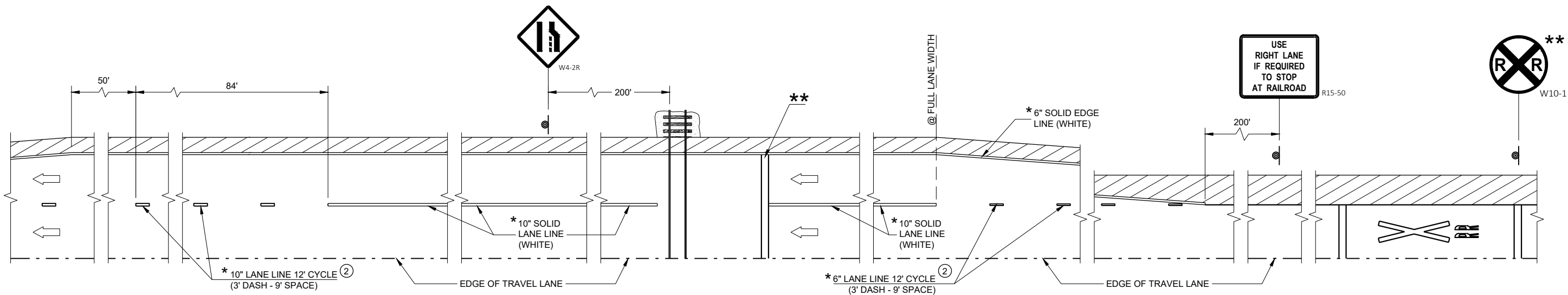
-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC

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

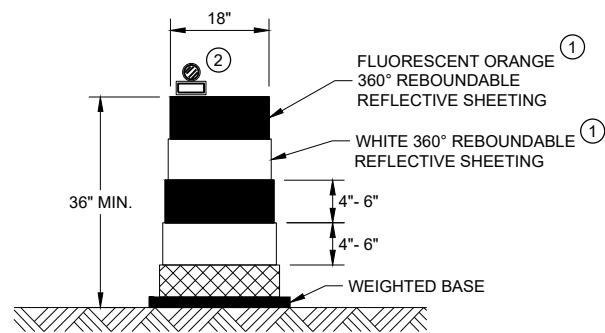
TRUCK STOPPING LANE
PAVEMENT MARKINGS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

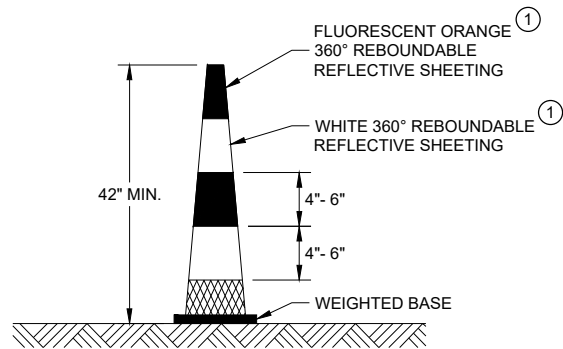
/S/ Matthew R. Rauch
STATE SIGNING AND MARKING
ENGINEER

FHWA



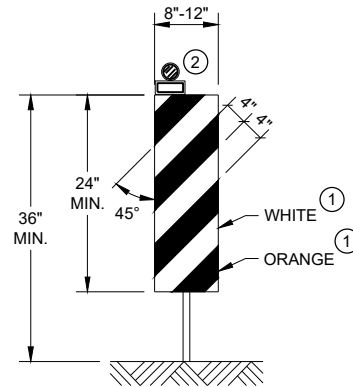
DRUM

BALLAST WIDTHS
RANGE FROM 24"-36"



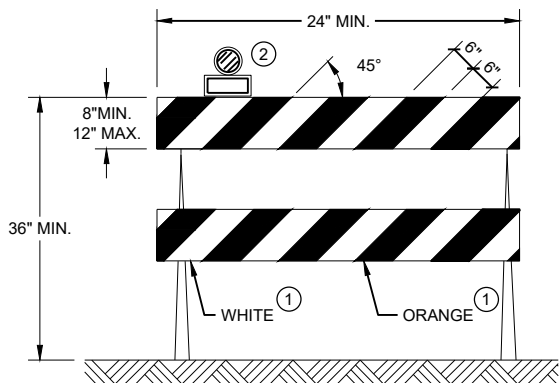
42" CONE

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



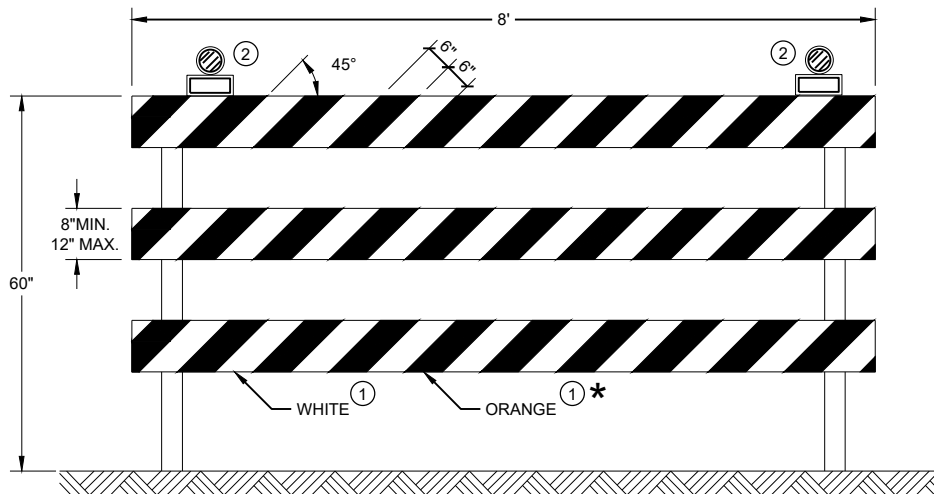
VERTICAL PANEL

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

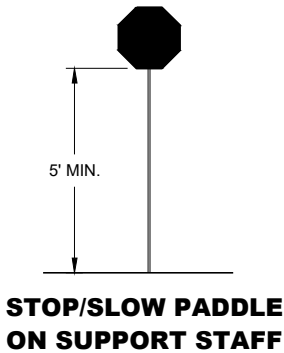
FLAGGERS SHALL BE IN SIGHT OF EACH OTHER OR IN DIRECT COMMUNICATION AT ALL TIMES. THEY SHALL BE EQUIPPED WITH STOP/SLOW PADDLES FASTENED ON SUPPORT STAFFS. WHEN THE FLAGGING OPERATION IS NOT IN EFFECT REMOVE TEMPORARY PORTABLE RUMBLE STRIPS PRIOR TO COVERING OR REMOVING ALL ADVANCE SIGNING.

- 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.

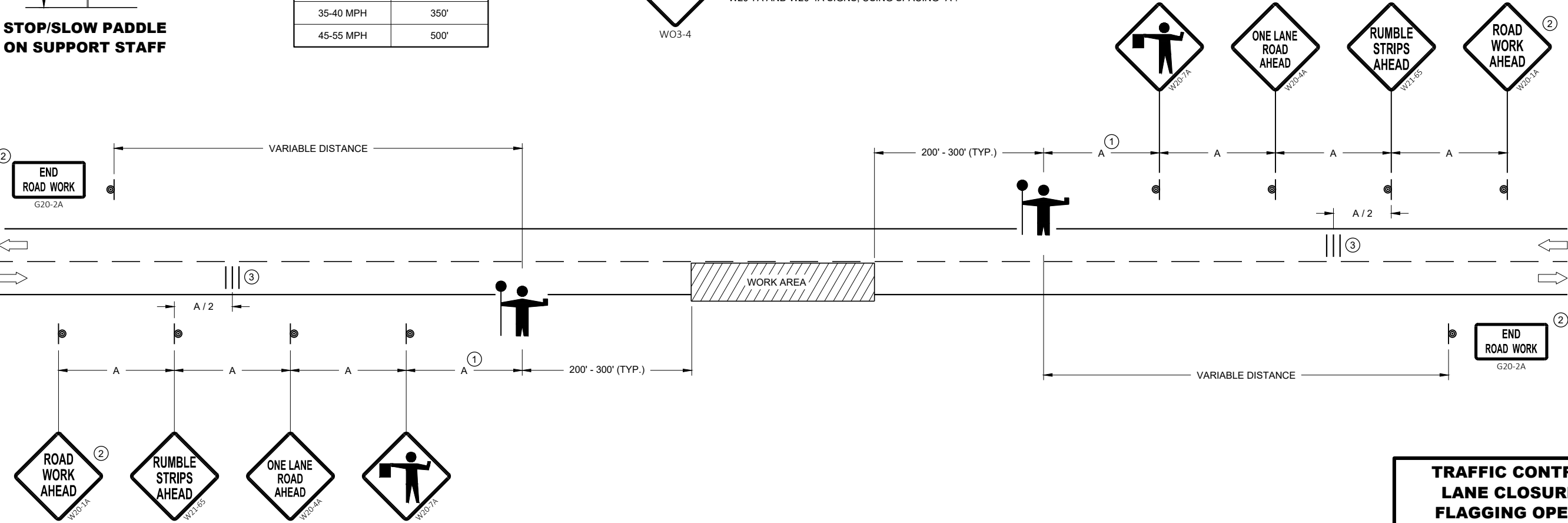


SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE

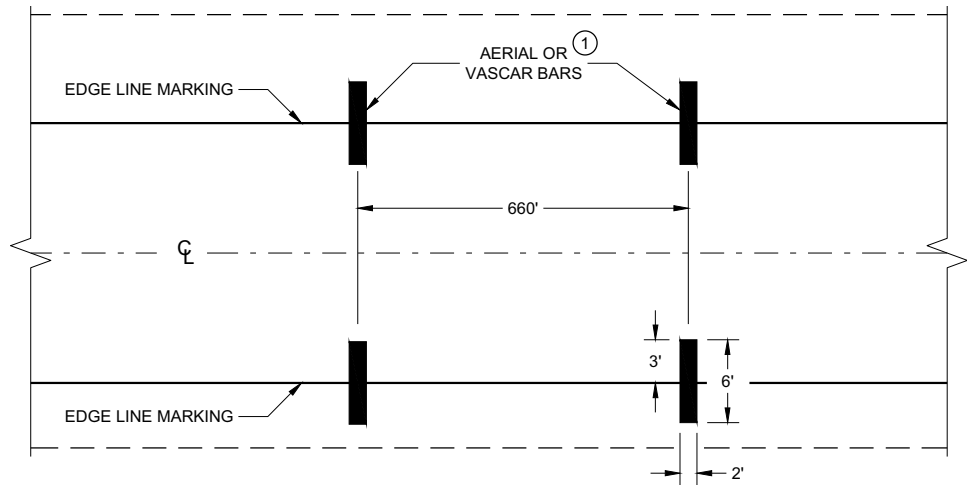
SPEED LIMIT	SPACING "A"
25-30 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



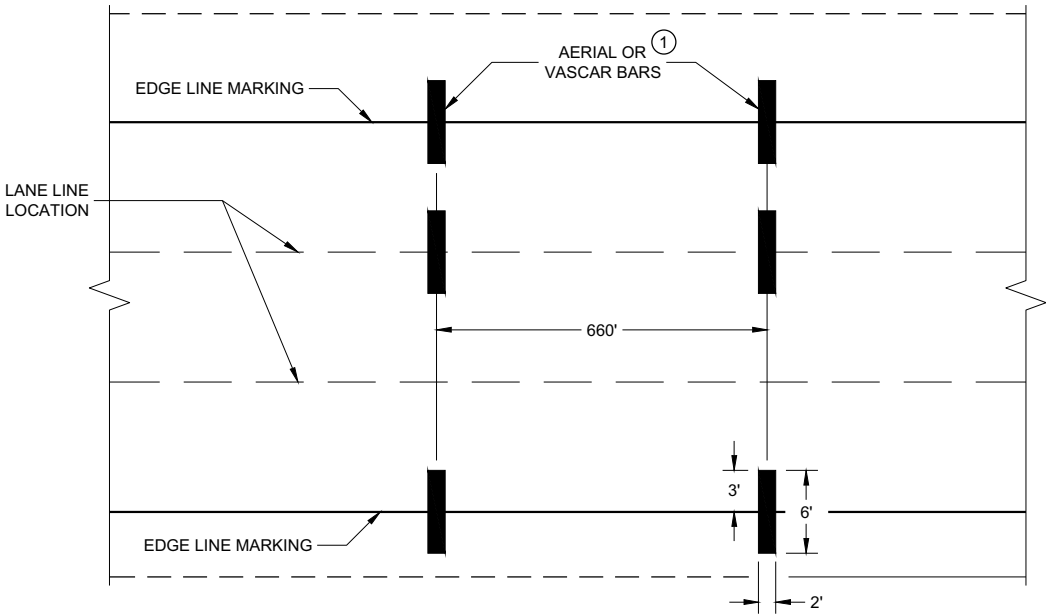
USE OF W03-4 SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7A AND W20-4A SIGNS, USING SPACING "A".



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	



TYPICAL FOR TWO WAY OR ONE WAY TRAFFIC



TYPICAL FOR MULTILANE TRAFFIC

SPEED ENFORCEMENT ZONE WITH AERIAL OR VASCAR BARS

GENERAL NOTES

- ① PLACE TWO TO FIVE AERIAL OR VASCAR BARS AT 660 FOOT SPACING.
- A CAR CAN BE PROVIDED BY THE WISCONSIN STATE PATROL FOR TRAFFIC CONTROL.

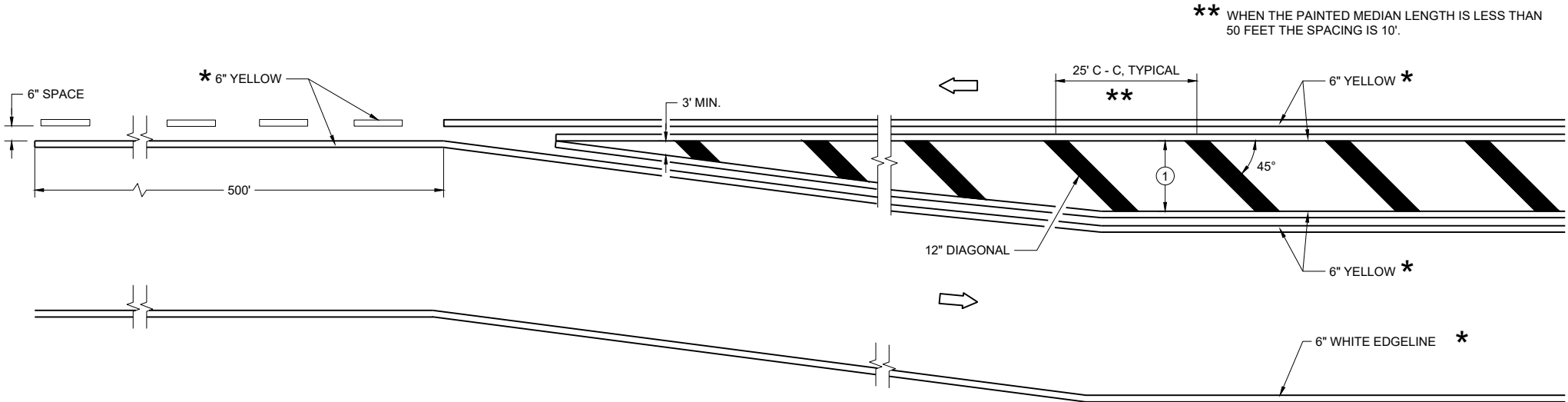
AERIAL ENFORCEMENT BARS
PAVEMENT MARKING DETAILS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
February 2021
DATE

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

FHWA



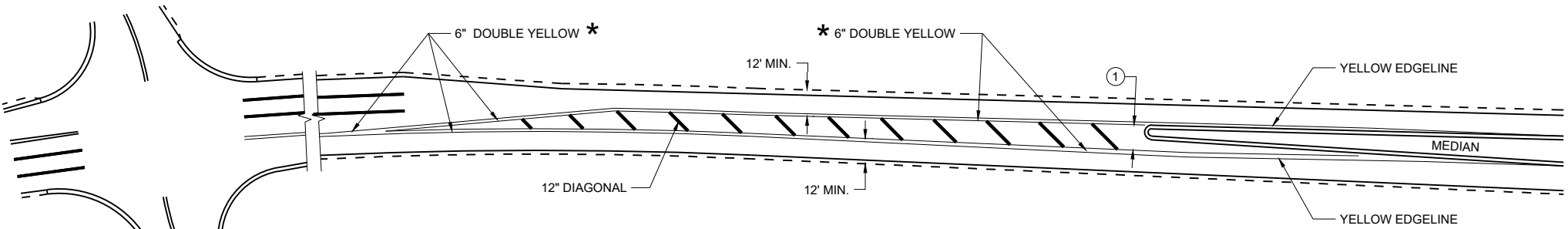
MEDIAN ISLAND DETAIL

GENERAL NOTES

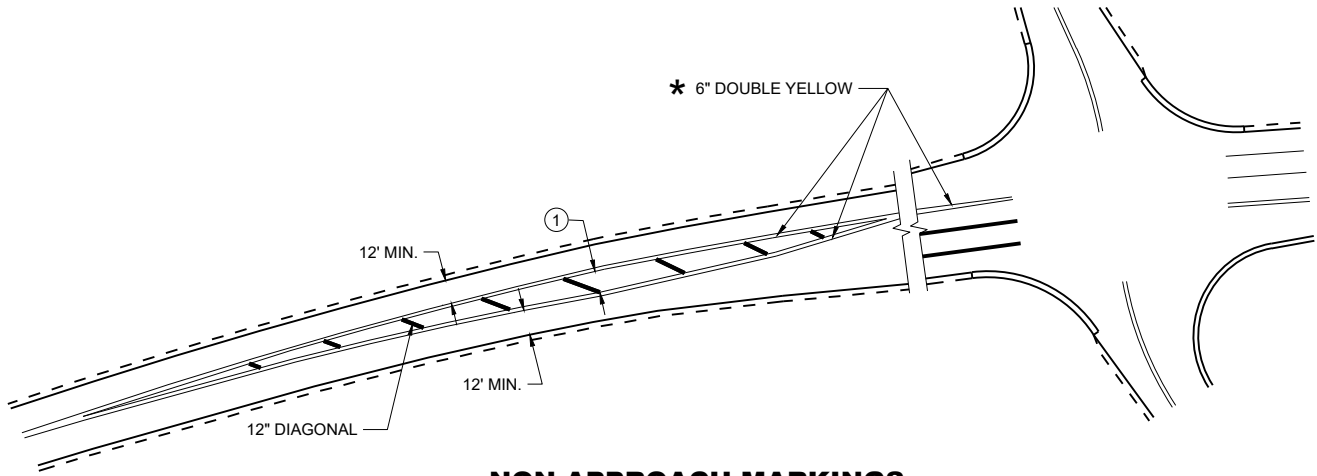
① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➡ DIRECTION OF TRAVEL

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



APPROACH MARKINGS FOR OTHER MEDIAN TYPES



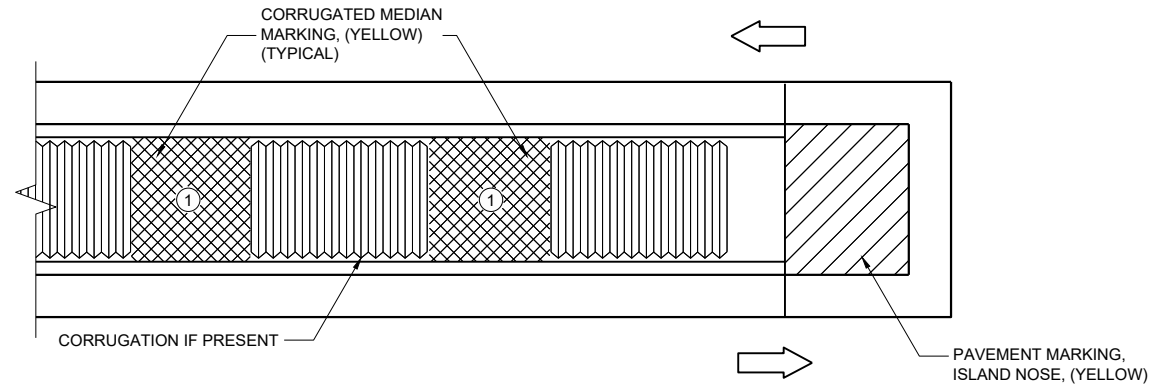
NON-APPROACH MARKINGS

MEDIAN ISLAND
PAVEMENT MARKINGS

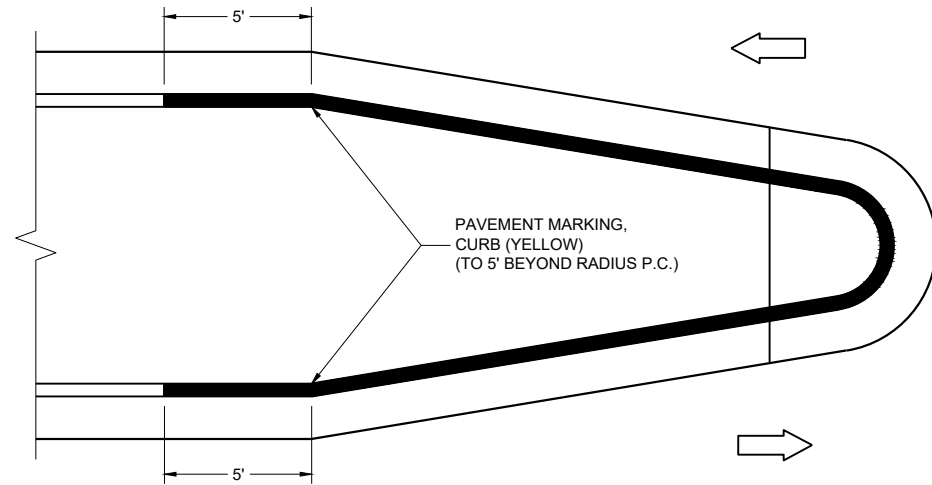
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

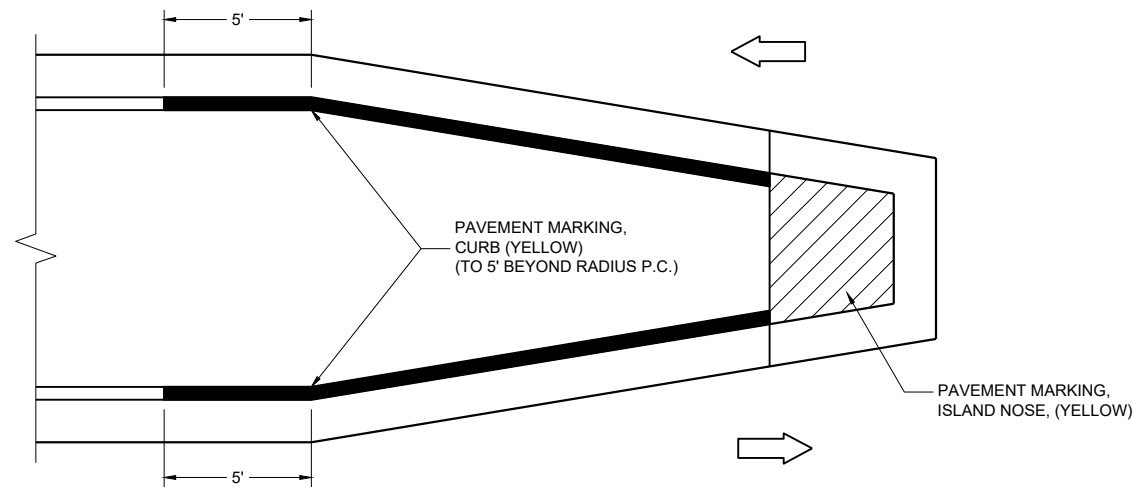
FHWA



MEDIAN ISLAND WITH SQUARE BLUNT NOSE



MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

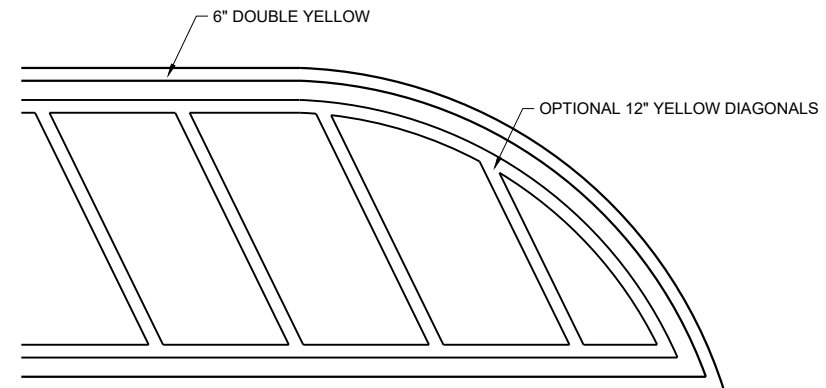
**TYPICAL PLACEMENT OF
PAVEMENT MARKING ON MEDIAN ISLANDS**

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



FLUSH MEDIAN ISLAND NOSE

**PAVEMENT MARKINGS,
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer
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

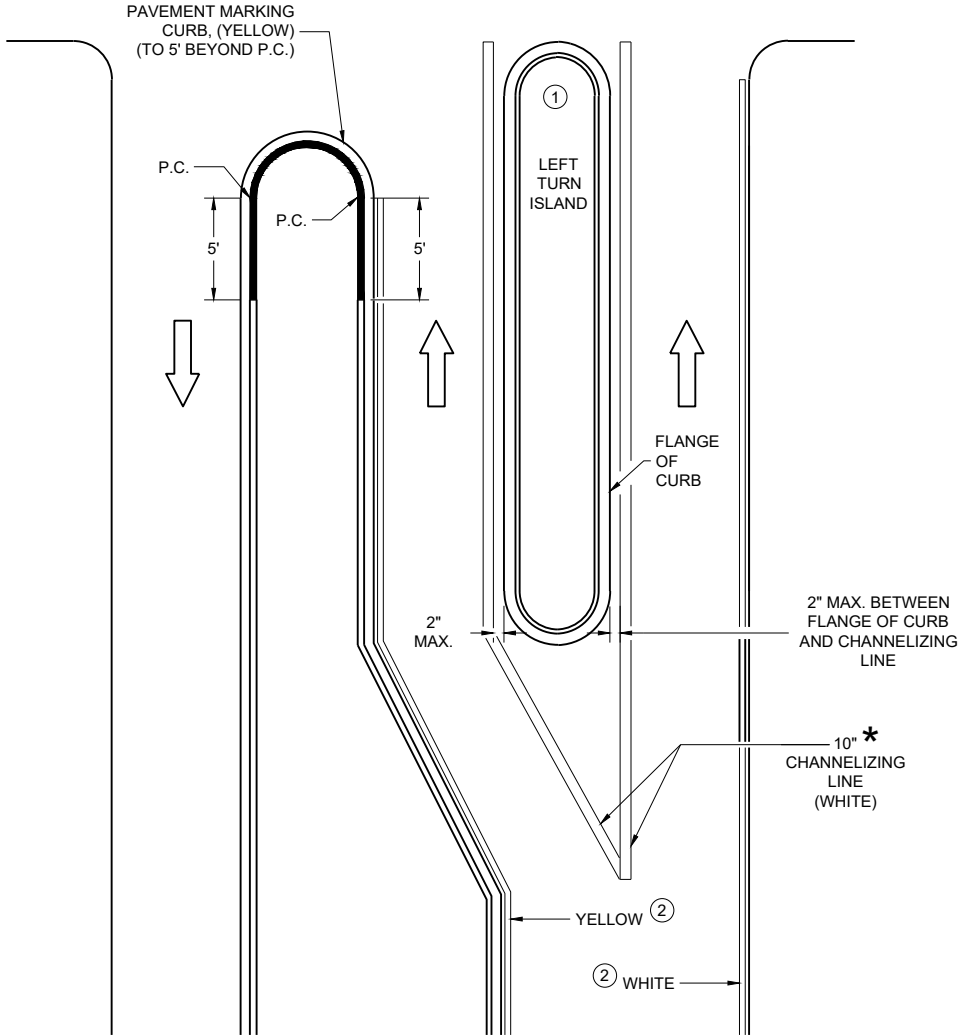
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES

GENERAL NOTES

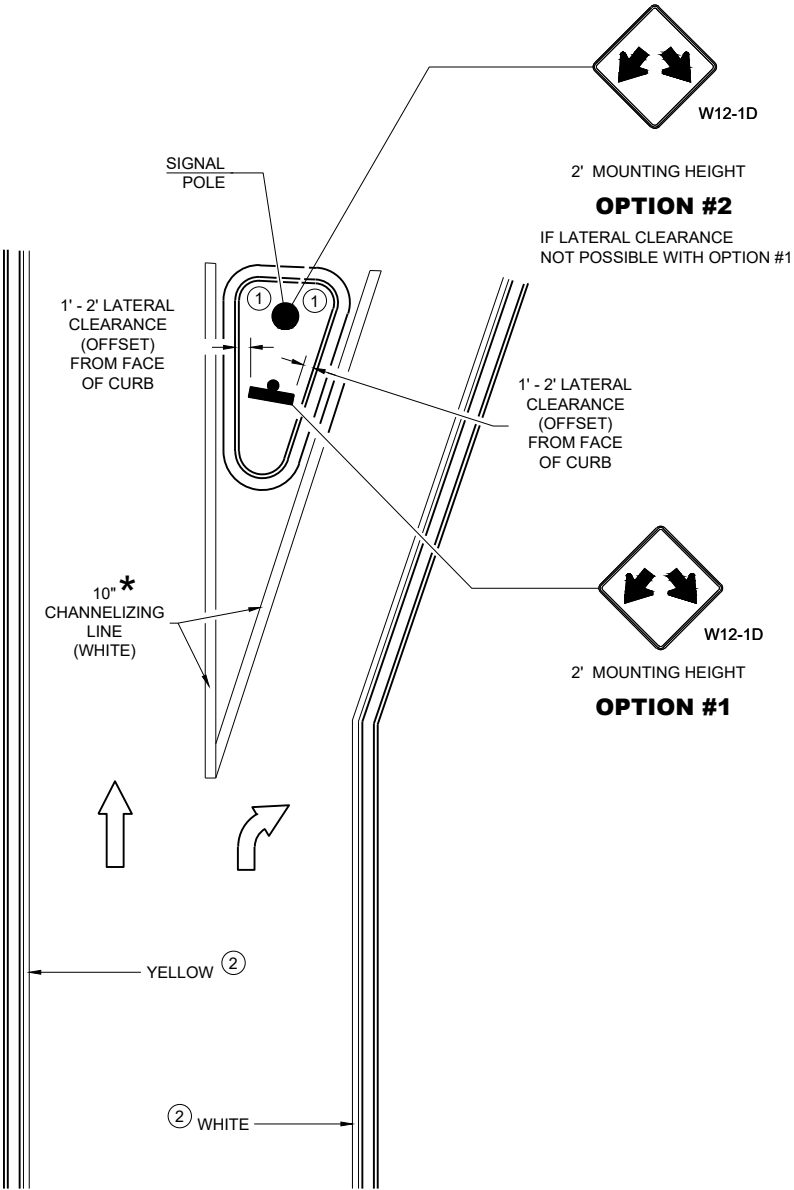
APPLIES TO ISLANDS AT LEFT TURNS AT ONE WAY ROADWAYS AS WELL.
SEE MISCELLANEOUS QUANTITIES FOR SIGN SIZE.

- ① MARK CURB NOSES YELLOW.
- ② MARK ACCORDING TO TABLE.
- ③ CHEVRON MAY BE OMITTED IF LESS THAN 4" WIDE

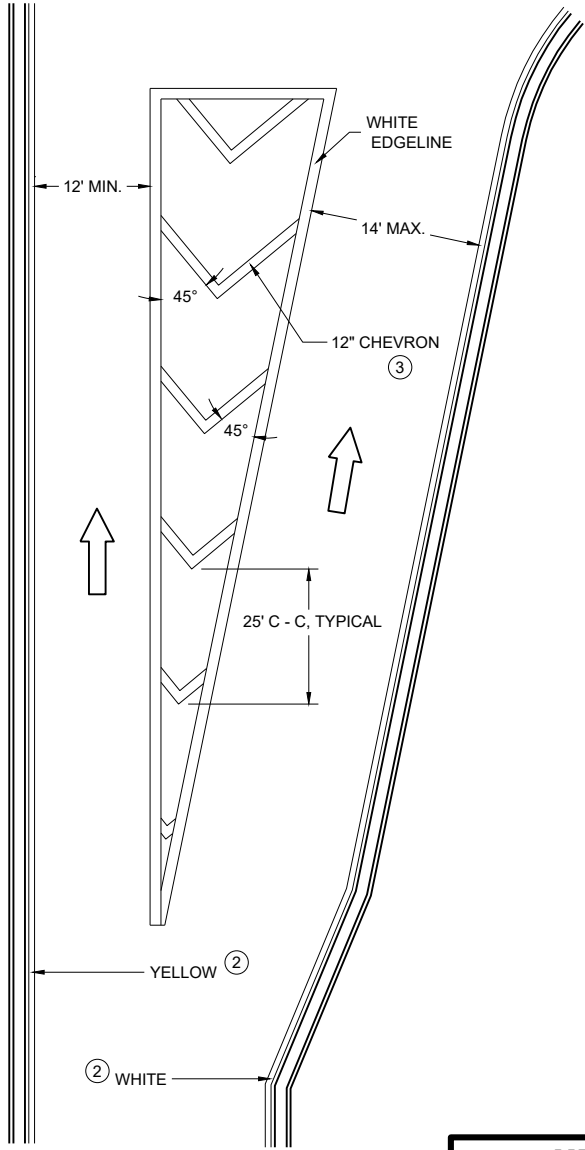
 DIRECTION OF TRAVEL



LEFT TURN & MEDIAN ISLAND



RIGHT TURN ISLAND



TURN LANE DETAIL

MEDIAN PAVEMENT MARKINGS, DOUBLE ARROW WARNING SIGN PLACEMENT

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer

FHWA

LEGEND

- V1

LEAD VEHICLE
- V2

MARKING VEHICLE
- V3

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

SIGN ON TEMPORARY SUPPORT
- 

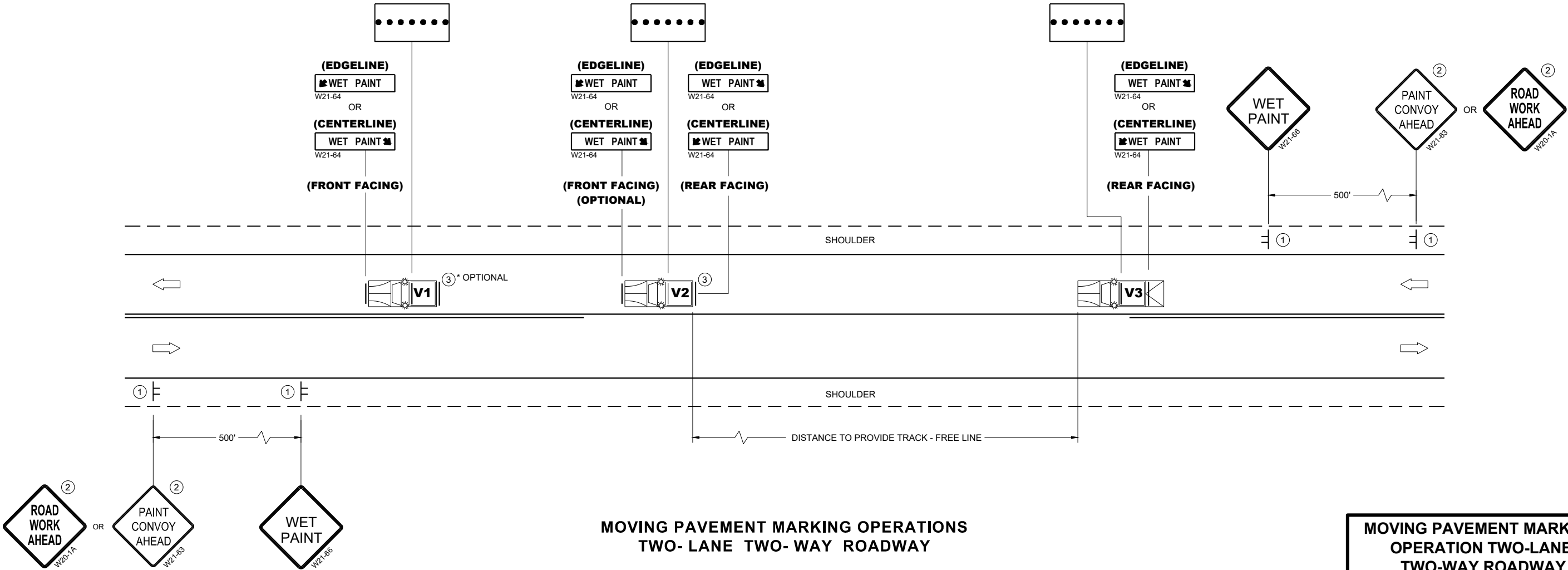
DIRECTION OF TRAFFIC

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 /S/ Andrew Heidtke
DATE 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.

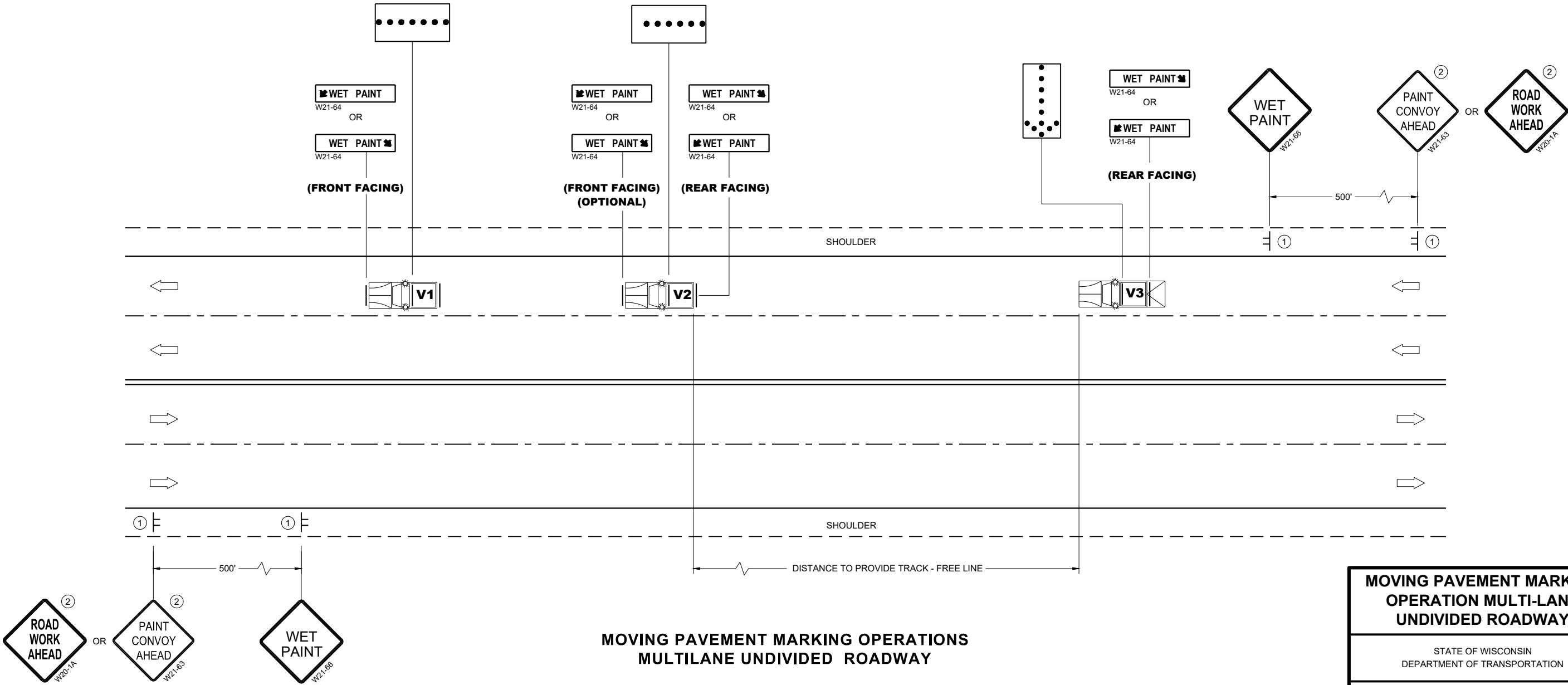
WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, PROVIDE ADDITIONAL TRAFFIC CONTROLS AS SPECIFIED IN THE CONTRACT OR AS APPROVED BY THE ENGINEER.

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 OPERATIONS
MULTILANE UNDIVIDED ROADWAY

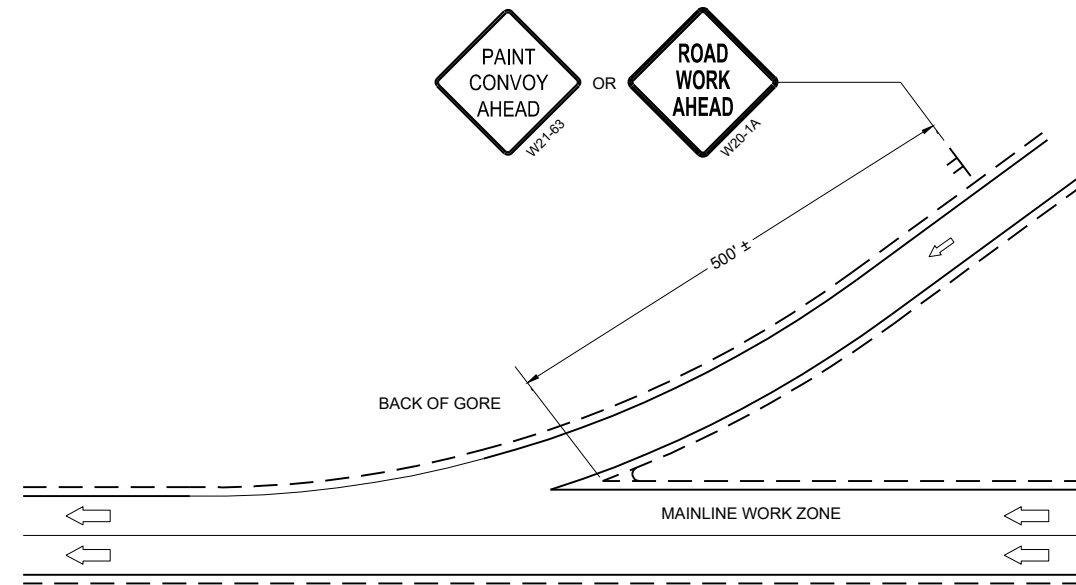
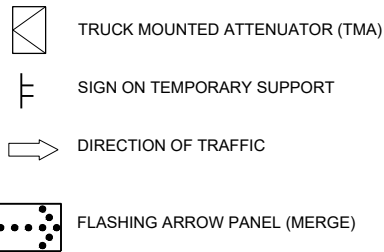
MOVING PAVEMENT MARKING
OPERATION MULTI-LANE
UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
March 2024 /S/ Andrew Heidtke
DATE 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.

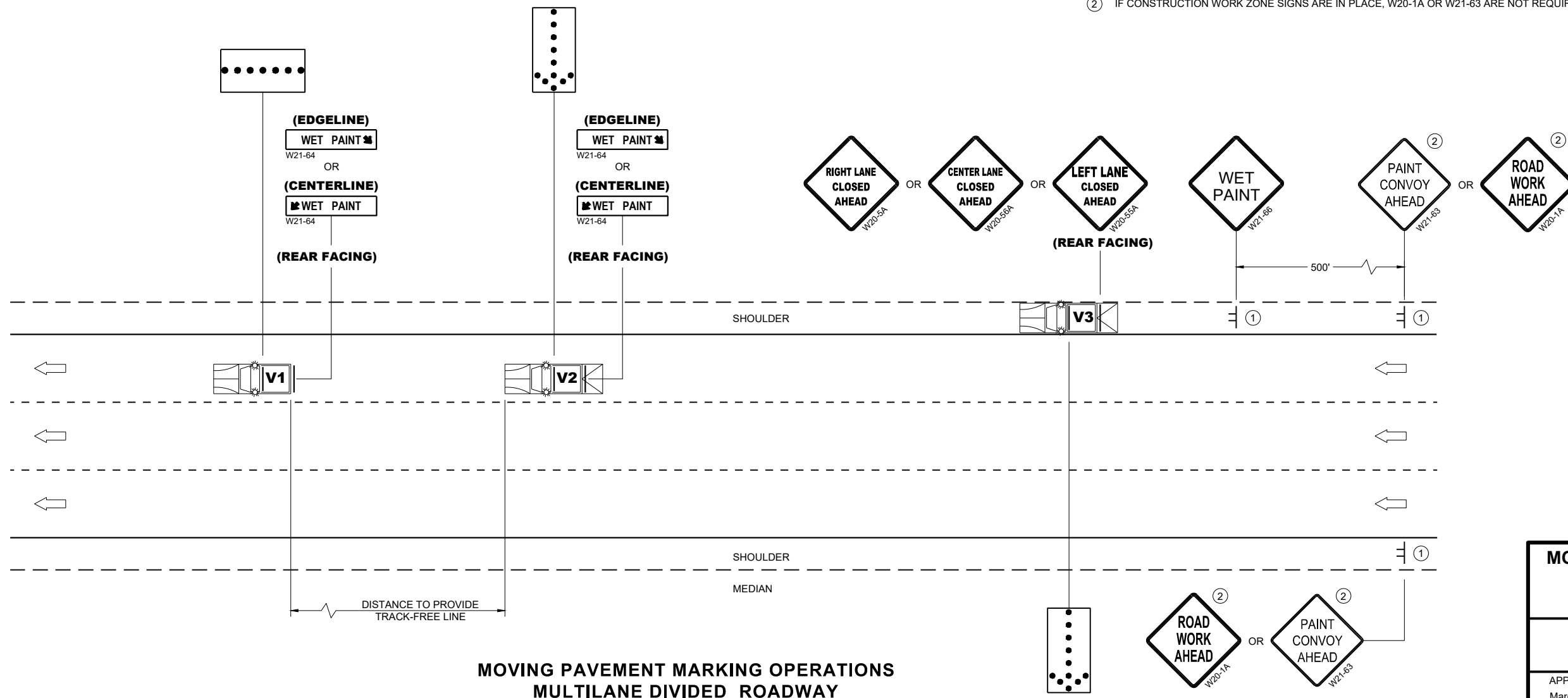
IF THE SHOULDER IS TOO NARROW TO ACCOMMODATE THE LAST TRAILING VEHICLE, THE VEHICLE SHOULD STRADDLE THE EDGE LINE.

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.

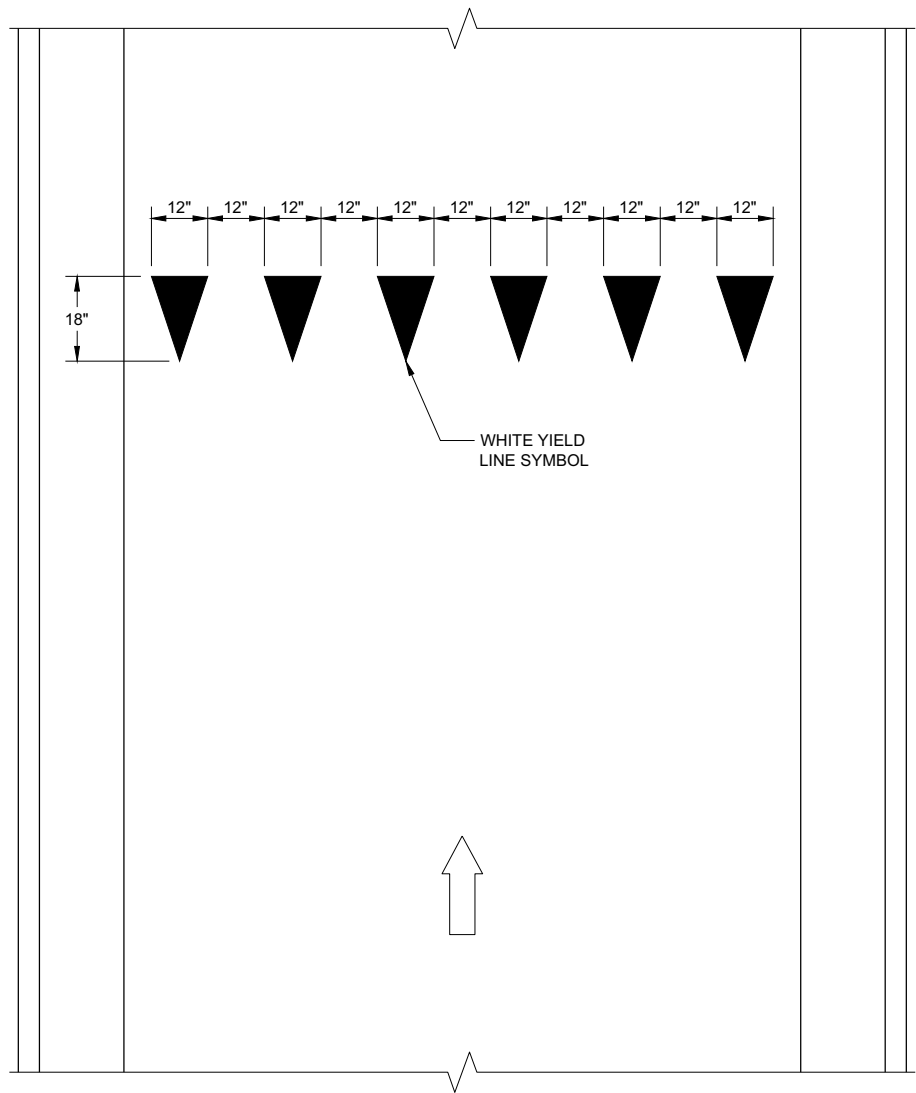
CONES SHALL BE A MINIMUM HEIGHT OF 28" FOR WET PAVEMENT MARKINGS

- 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

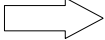
APPROVED
March 2024
DATE

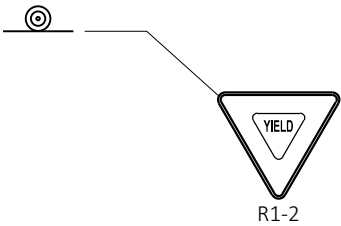
/S/ Andrew Heidtke
WORK ZONE ENGINEER



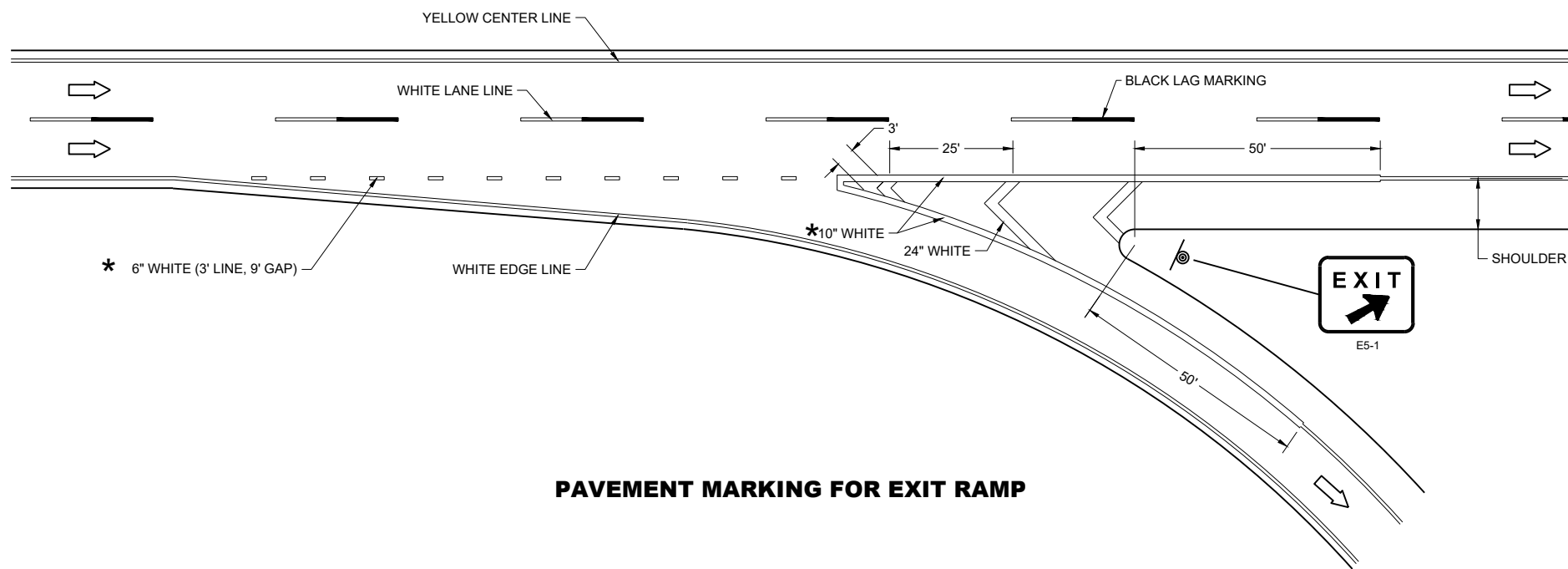
YIELD LINE

LEGEND

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



YIELD MARKINGS	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 4-81-2016 DATE	/S/ Matthew R. Rauch STATE SIGNING AND MARKING ENGINEER
FHWA	



PAVEMENT MARKING FOR EXIT RAMP

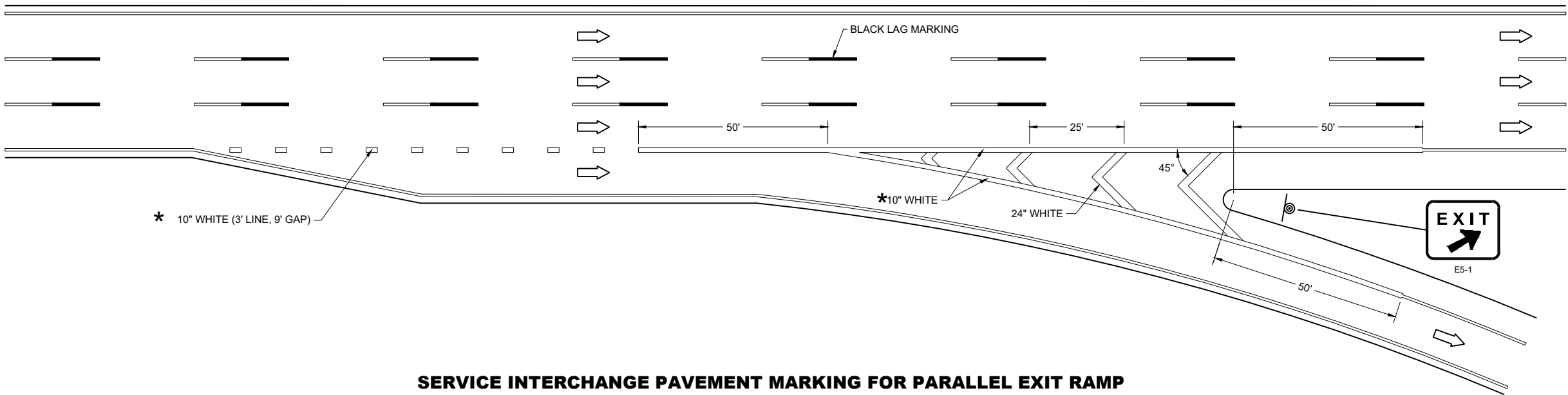
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

LEGEND

- SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL EXIT RAMP

PAVEMENT MARKING,
EXIT RAMP AND
PARALLEL EXIT RAMP

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

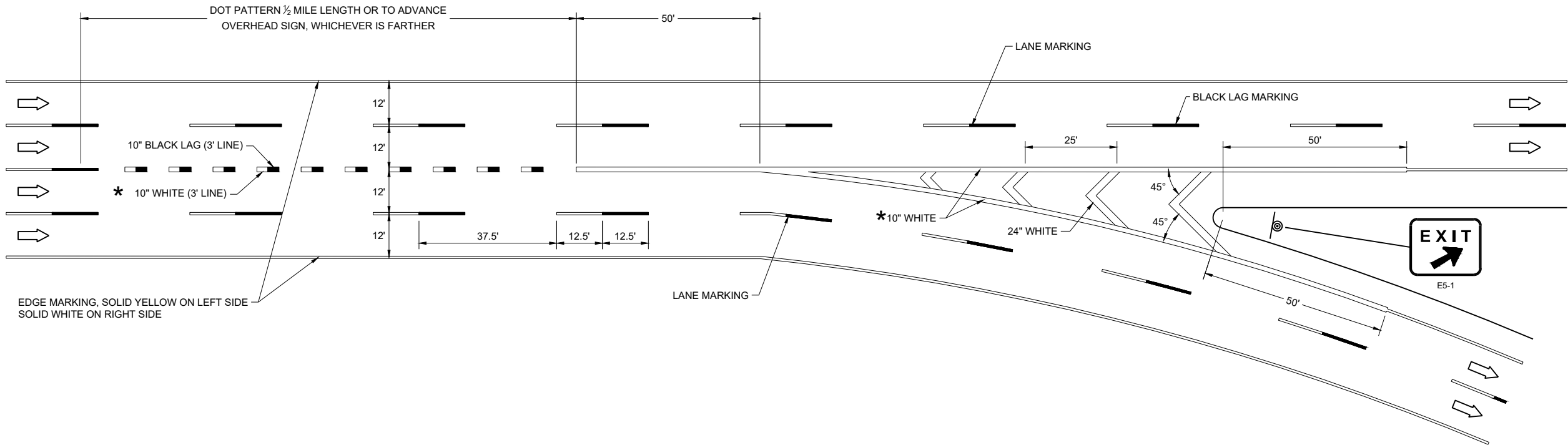
GENERAL NOTES

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

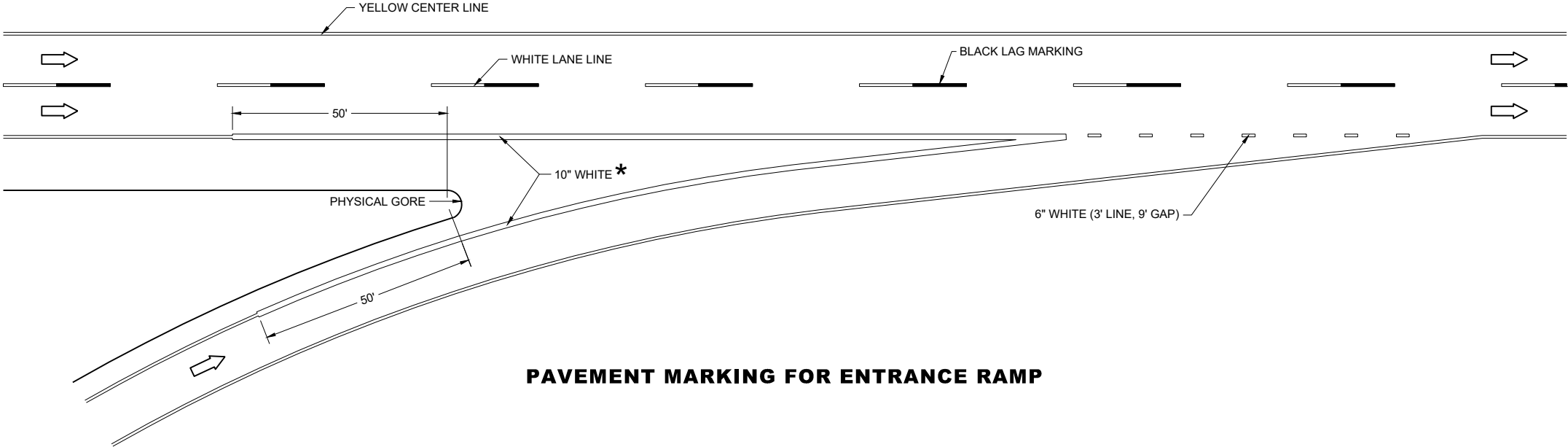
GENERAL NOTES

PLACE GROOVE 3 INCHES LEFT OF JOINT.

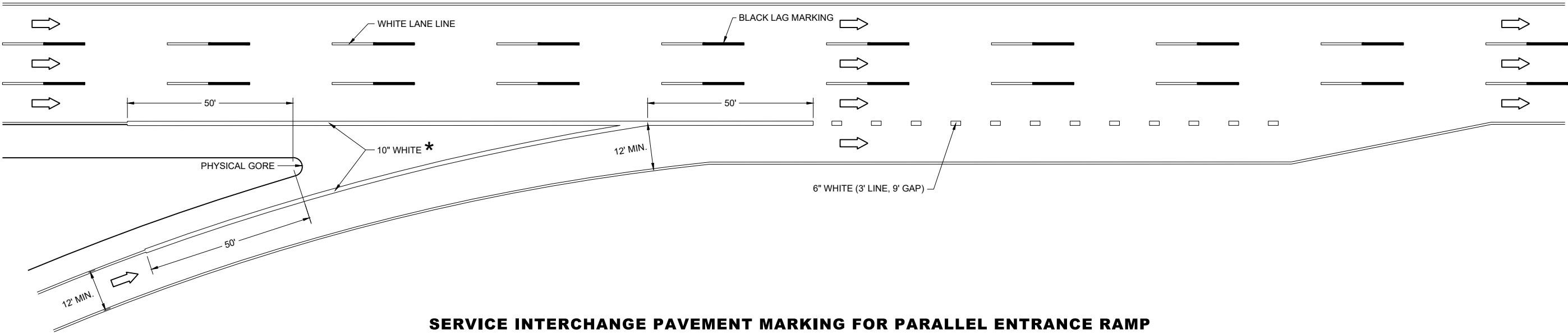
LEGEND

DIRECTION OF TRAVEL

*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING FOR ENTRANCE RAMP



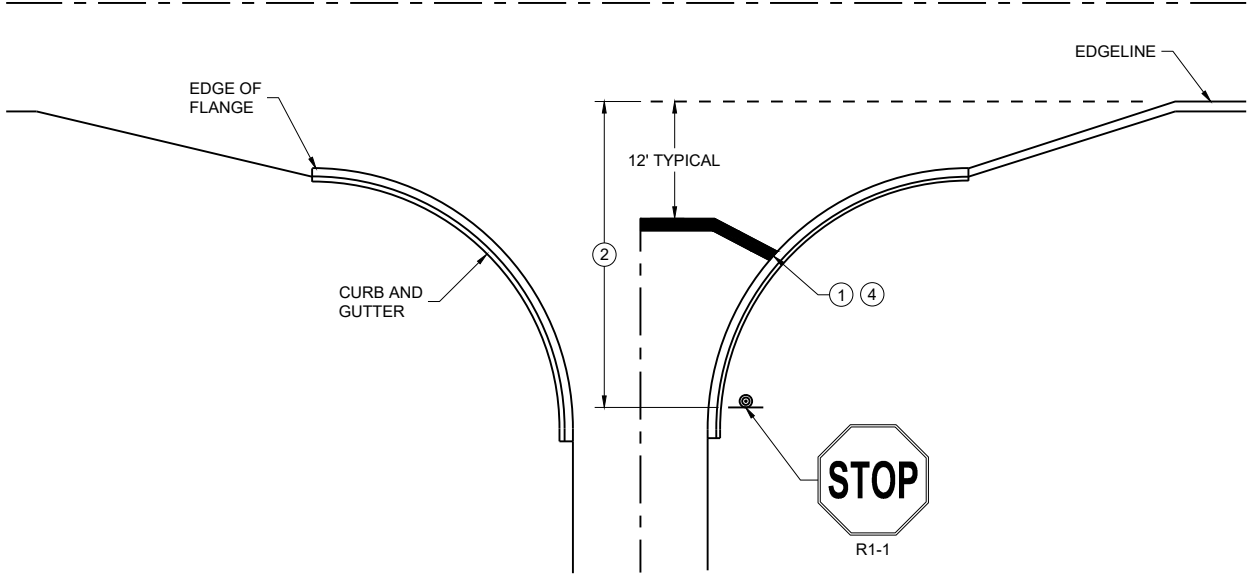
SERVICE INTERCHANGE PAVEMENT MARKING FOR PARALLEL ENTRANCE RAMP

PAVEMENT MARKING,
ENTRANCE RAMP AND
PARALLEL ENTRANCE RAMP

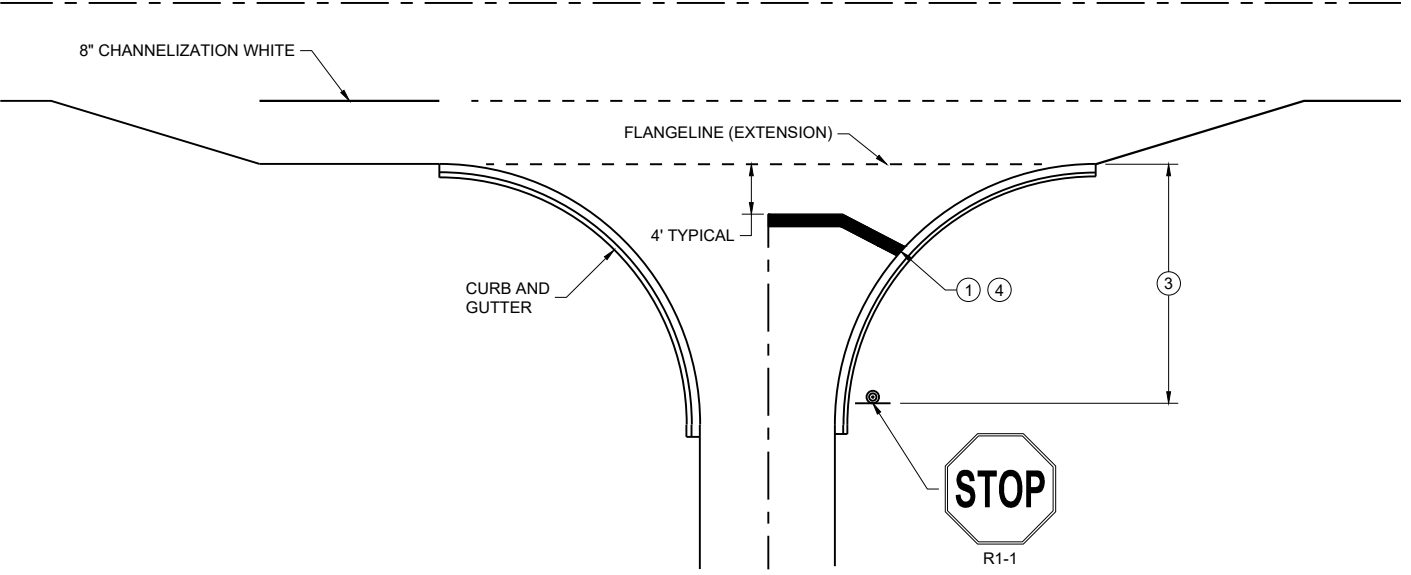
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
August 2024
DATE

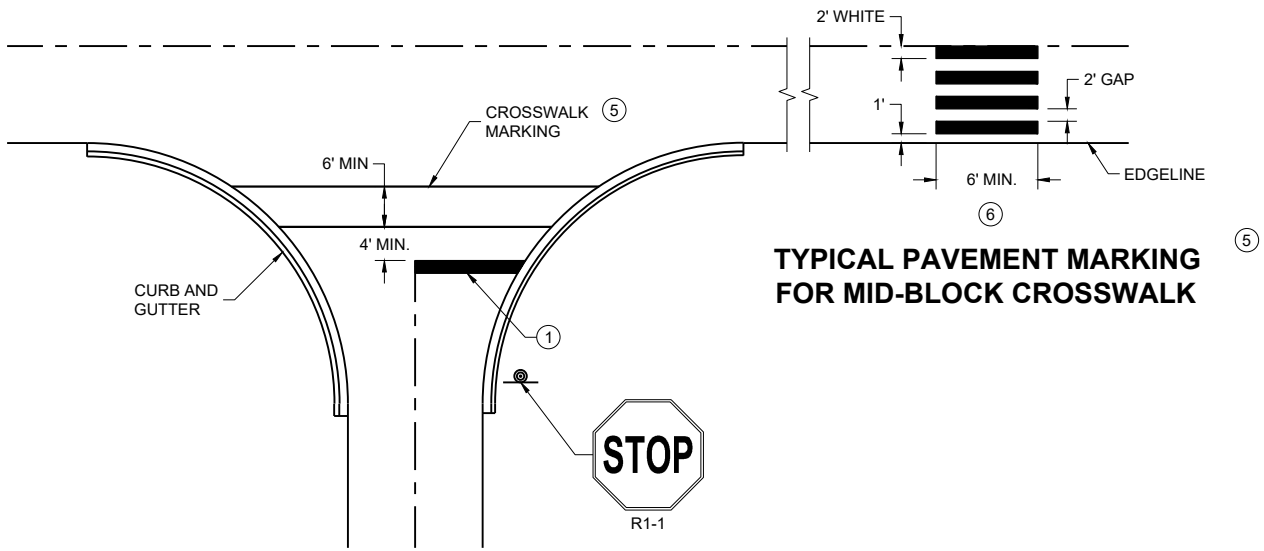
/S/ Matthew Rauch
WORK ZONE ENGINEER



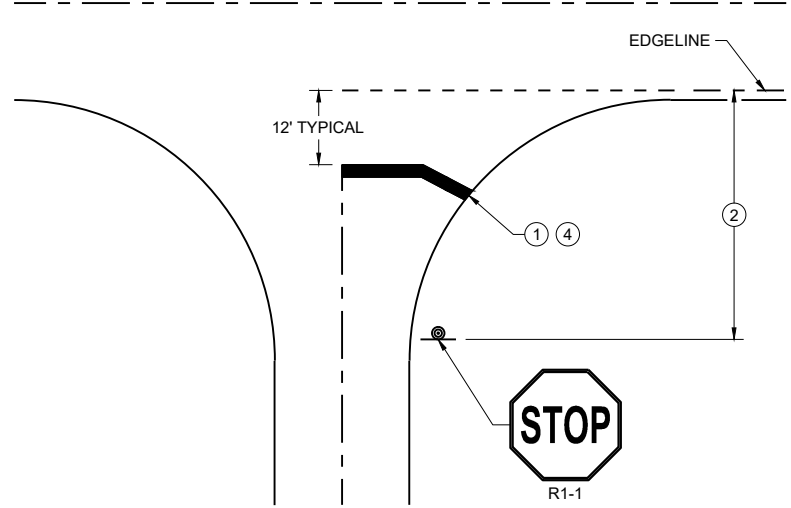
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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.

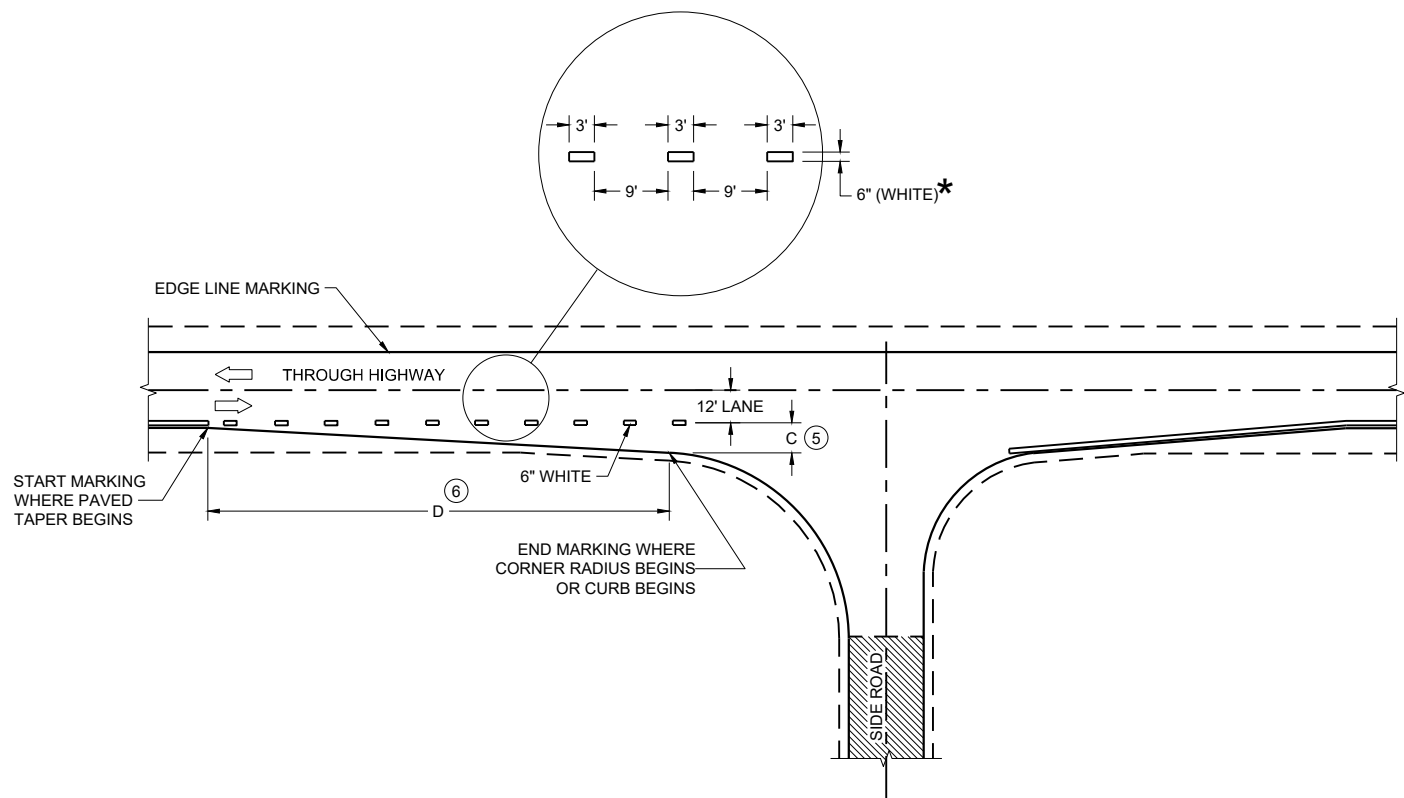
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGE LINE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

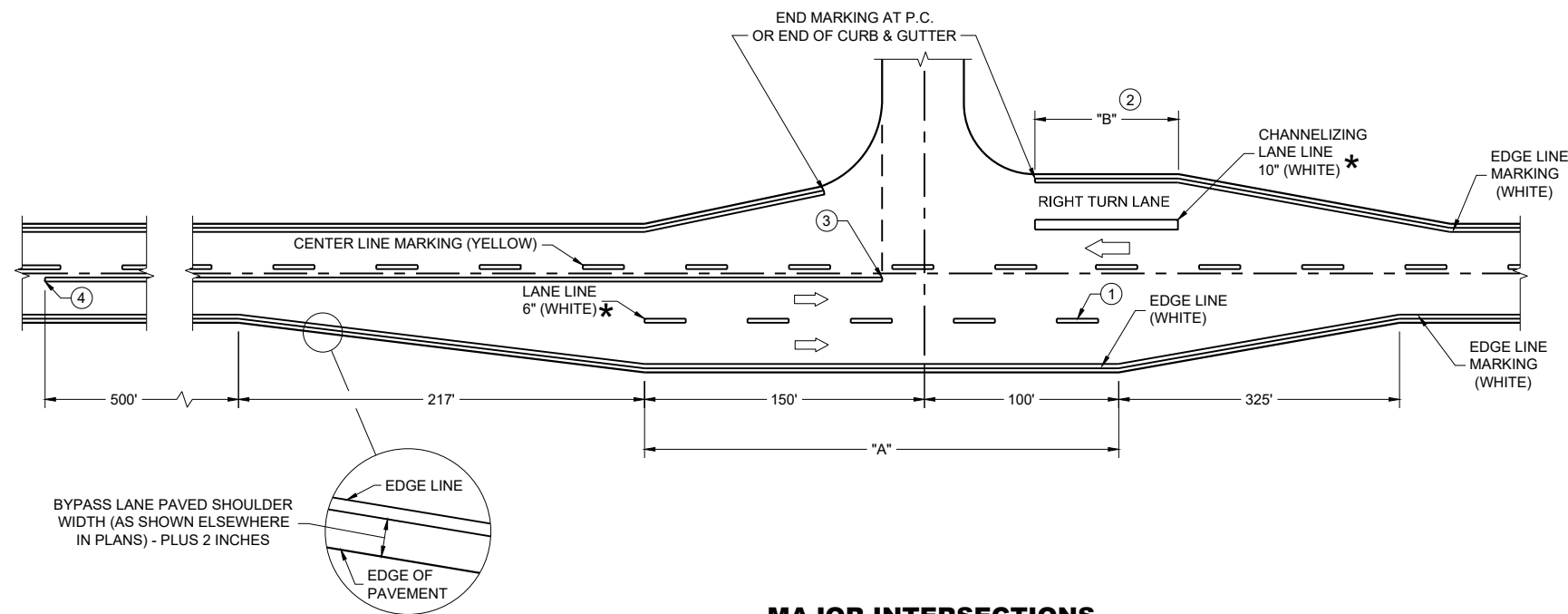
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

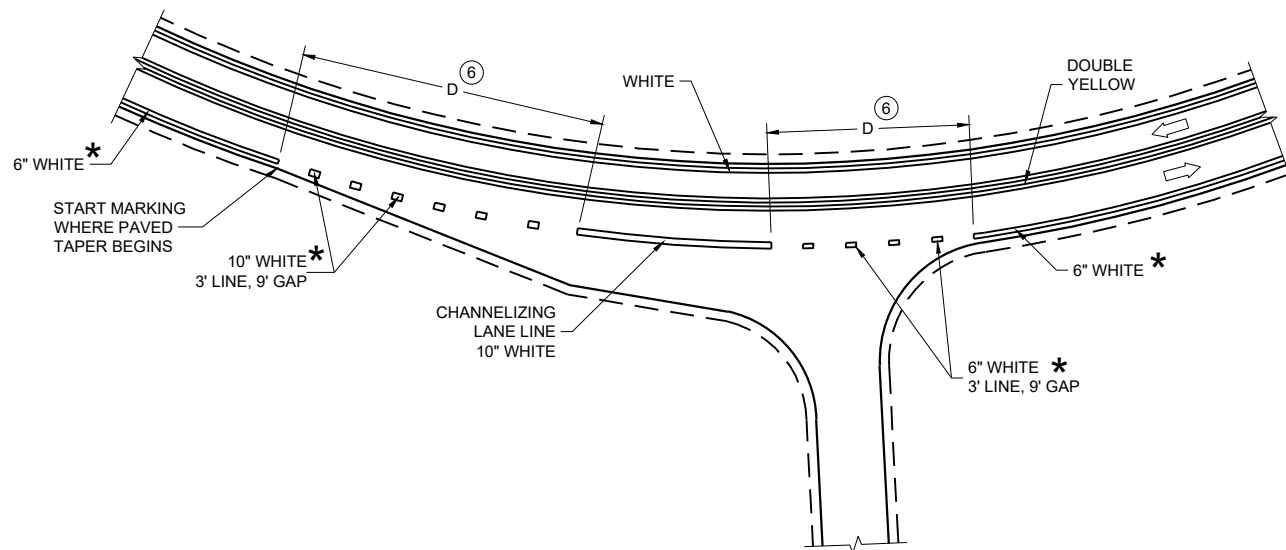
GENERAL NOTES

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

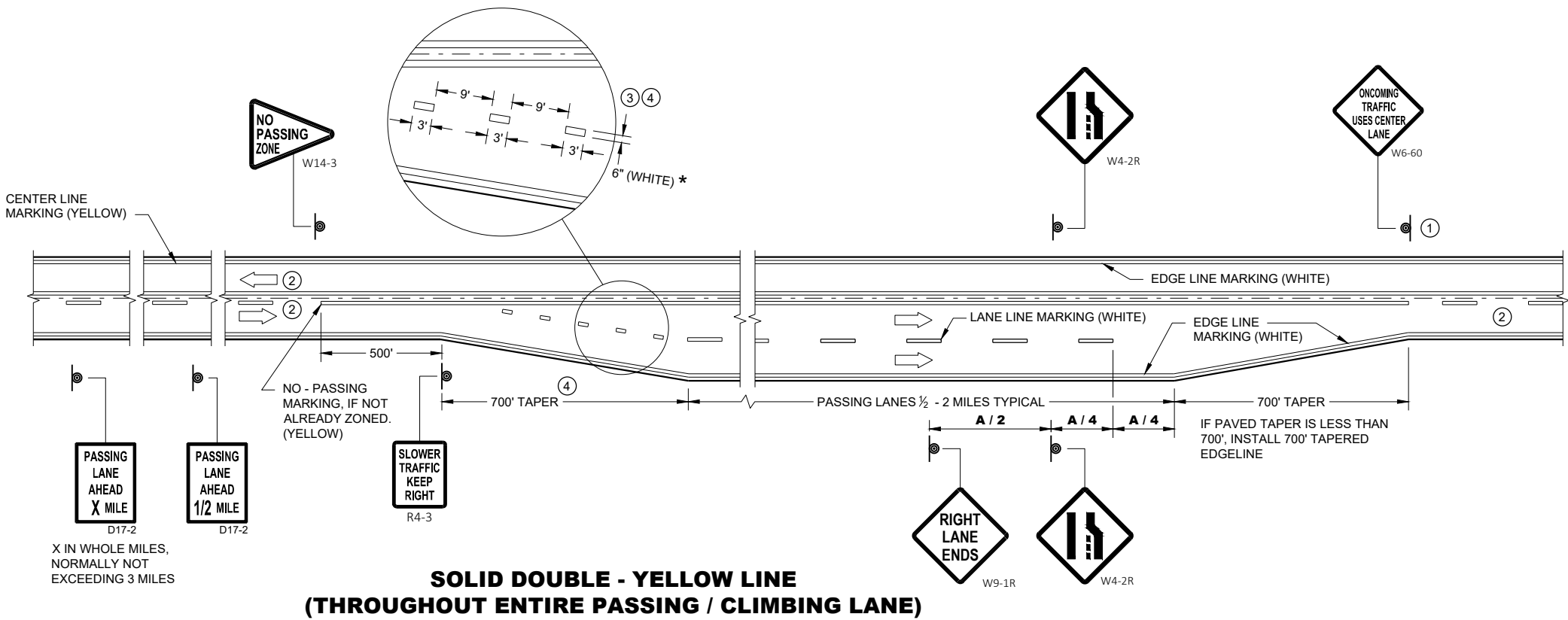
➡ DIRECTION OF TRAVEL



INTERSECTION ON OUTSIDE OF CURVE

PAVEMENT MARKING
(INTERSECTIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

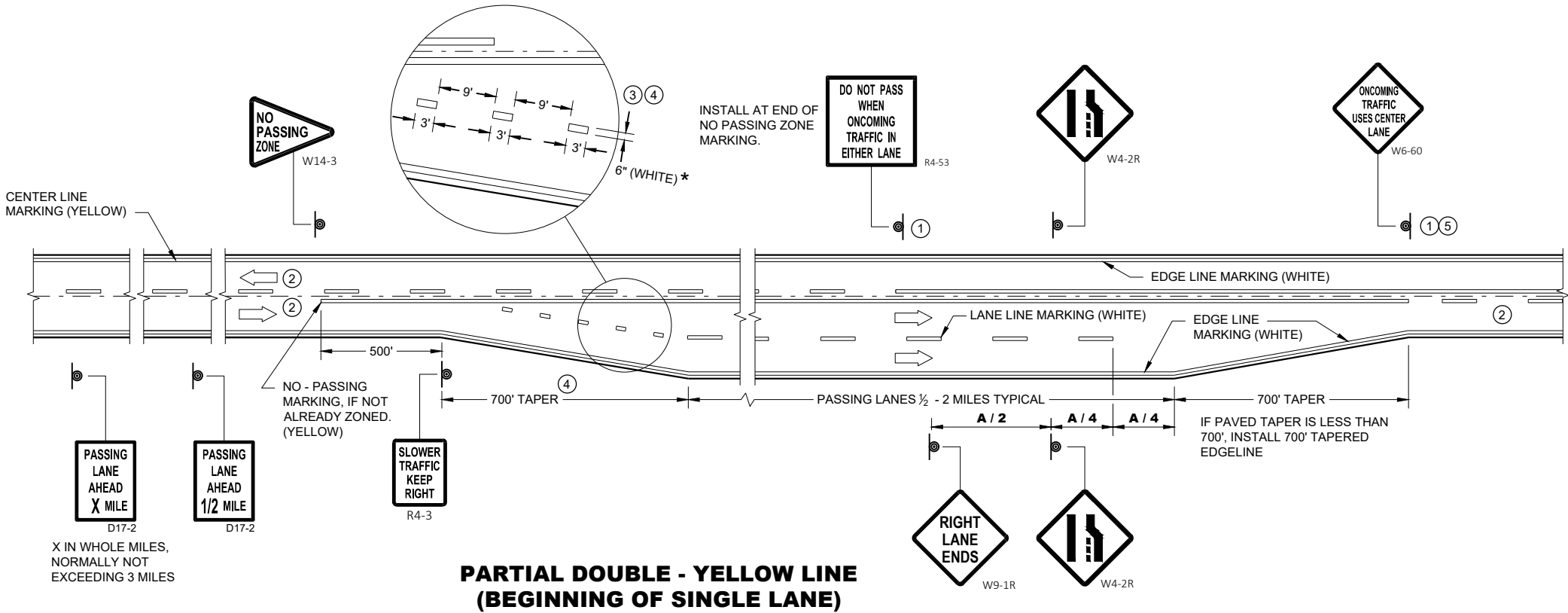
- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE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

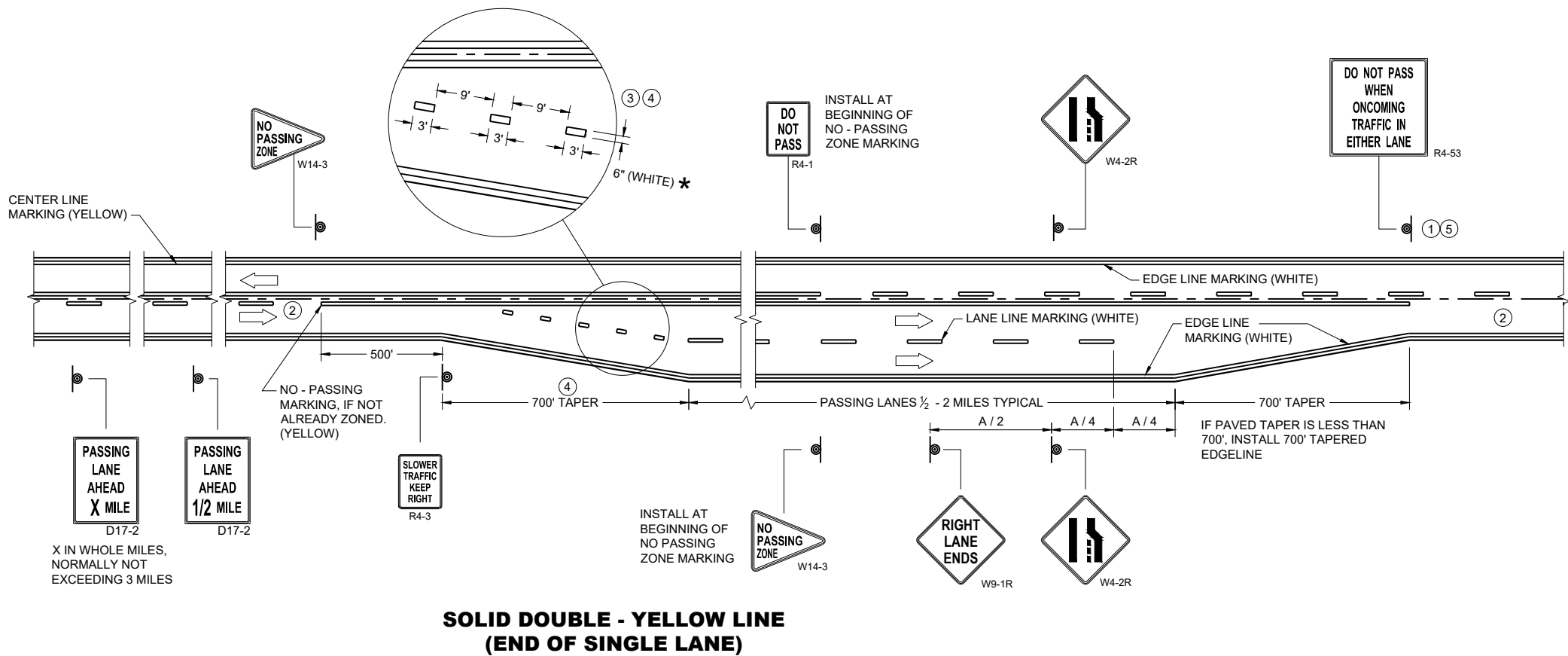
POSTED OR 85th PERCENTILE SPEED	DISTANCE "A"
45	775
50	885
55	990

* CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

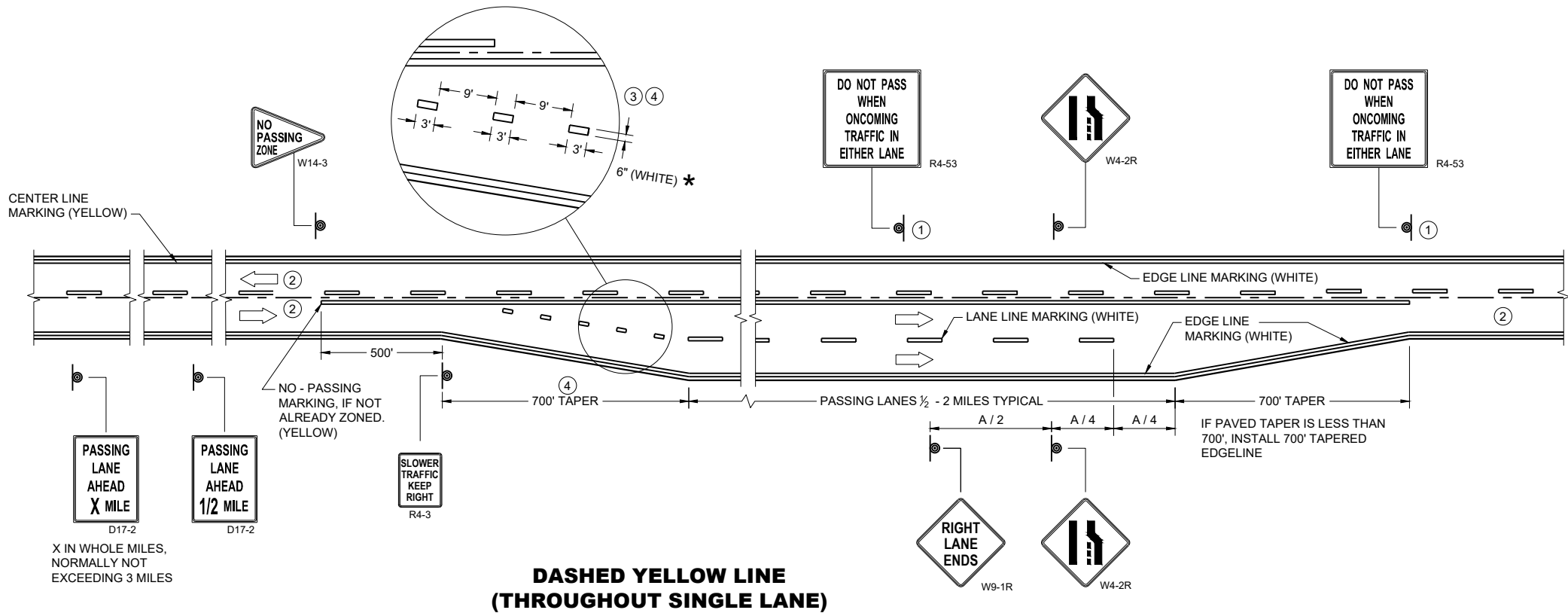
- 1 SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- 2 THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 3 THE TAPER LENGTH OF THE DOTTED LINE PAVEMENT MARKING SHALL BE 700 FEET, 3' LINE, 9' GAP, EXCEPT RETRACE THE EXISTING LINE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

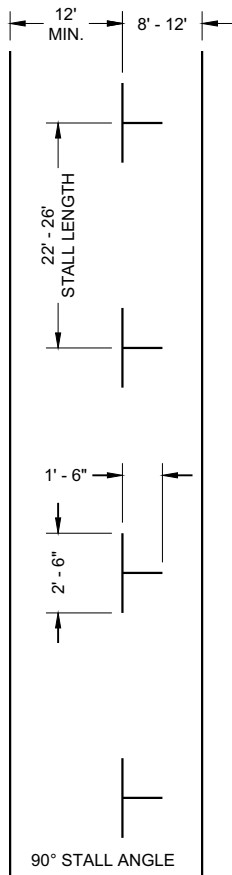
*CONFIRM MARKING LINE WIDTH WITH THE MISCELLANEOUS QUANTITIES



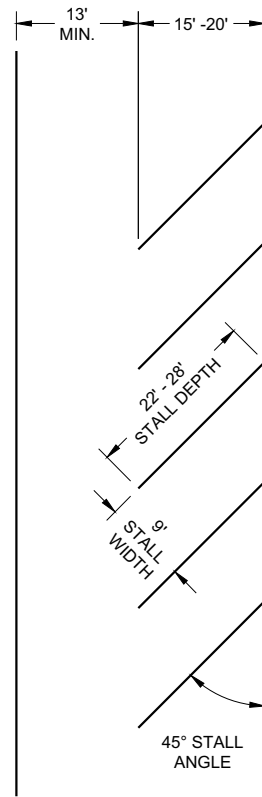
PAVEMENT MARKING & SIGNING
(CLIMBING LANE & PASSING LANE)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Jeannie Silver
DATE Statewide Pavement Marking Engineer
FHWA

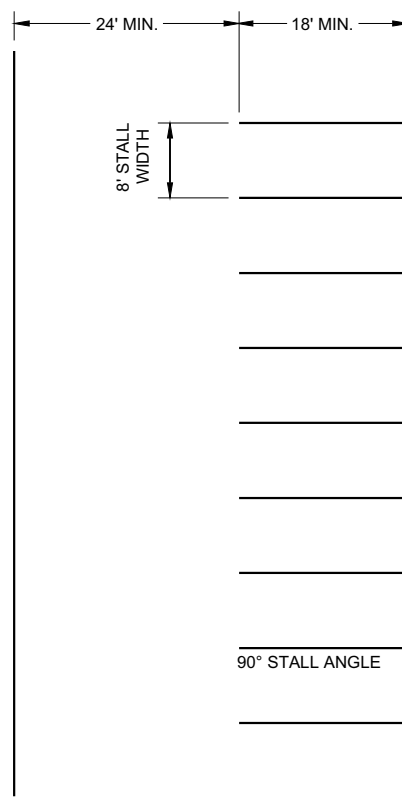
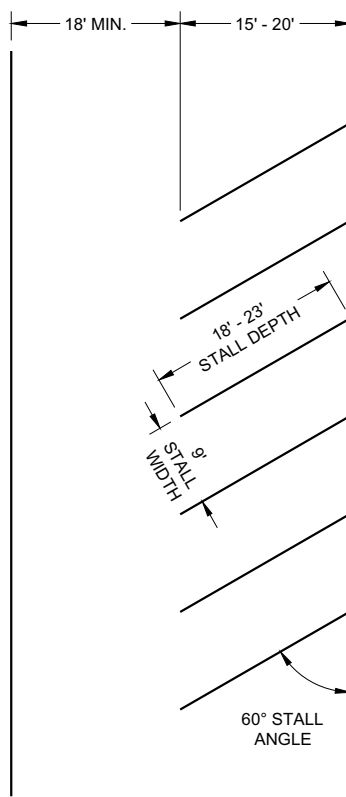


PARALLEL PARKING



ANGLED PARKING

(ANGLED PARKING IS NOT ALLOWED ON STATE HIGHWAYS UNLESS A DESIGN JUSTIFICATION HAS BEEN COMPLETED.)



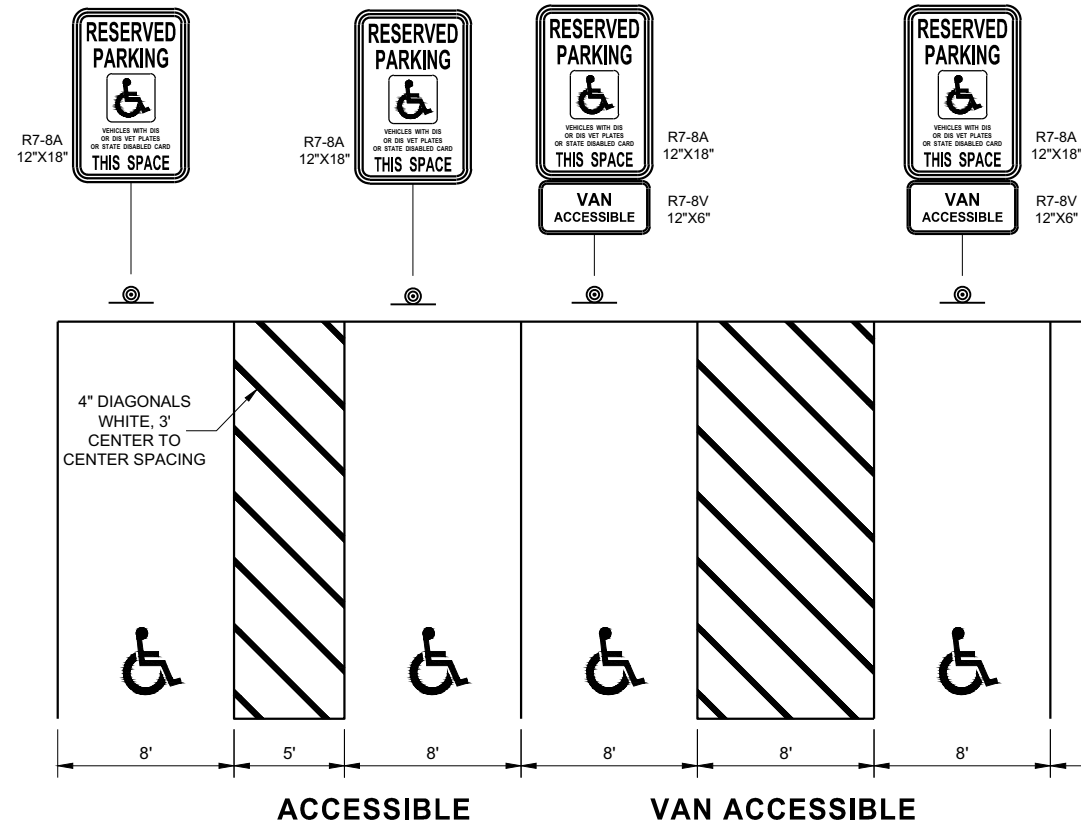
PARKING LOTS

GENERAL NOTES

ALL LINES 4" WHITE (UNLESS OTHERWISE NOTED)
LAST PARKING STALL IS A MINIMUM OF 15' FROM THE CROSSWALK.

LEGEND

⊙ SIGN ON PERMANENT SUPPORT



PARKING STALL MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

GENERAL NOTES

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS 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.

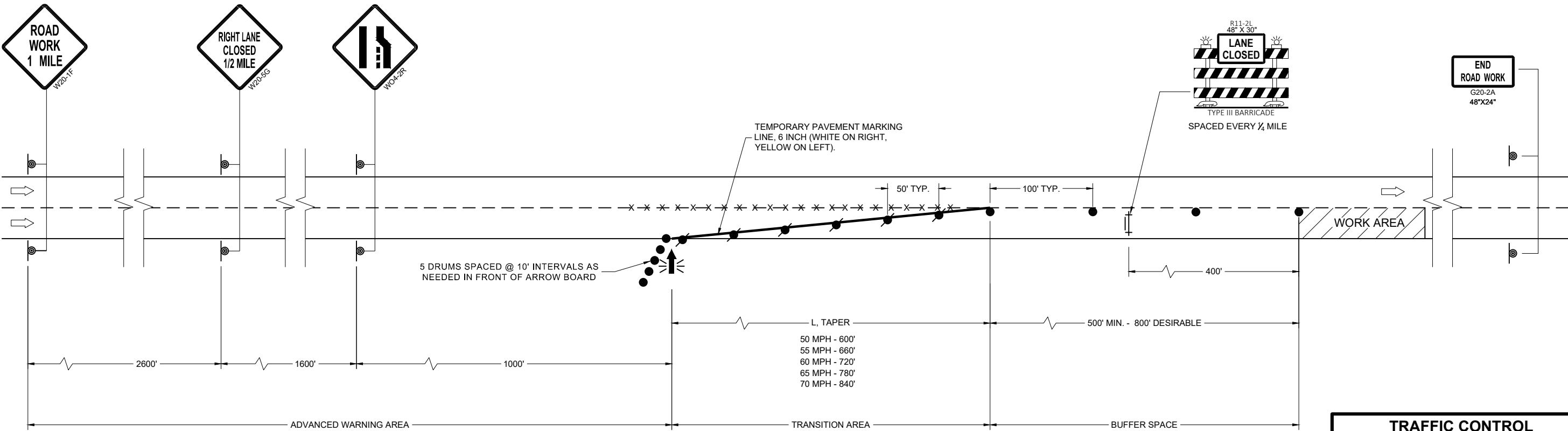
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

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.

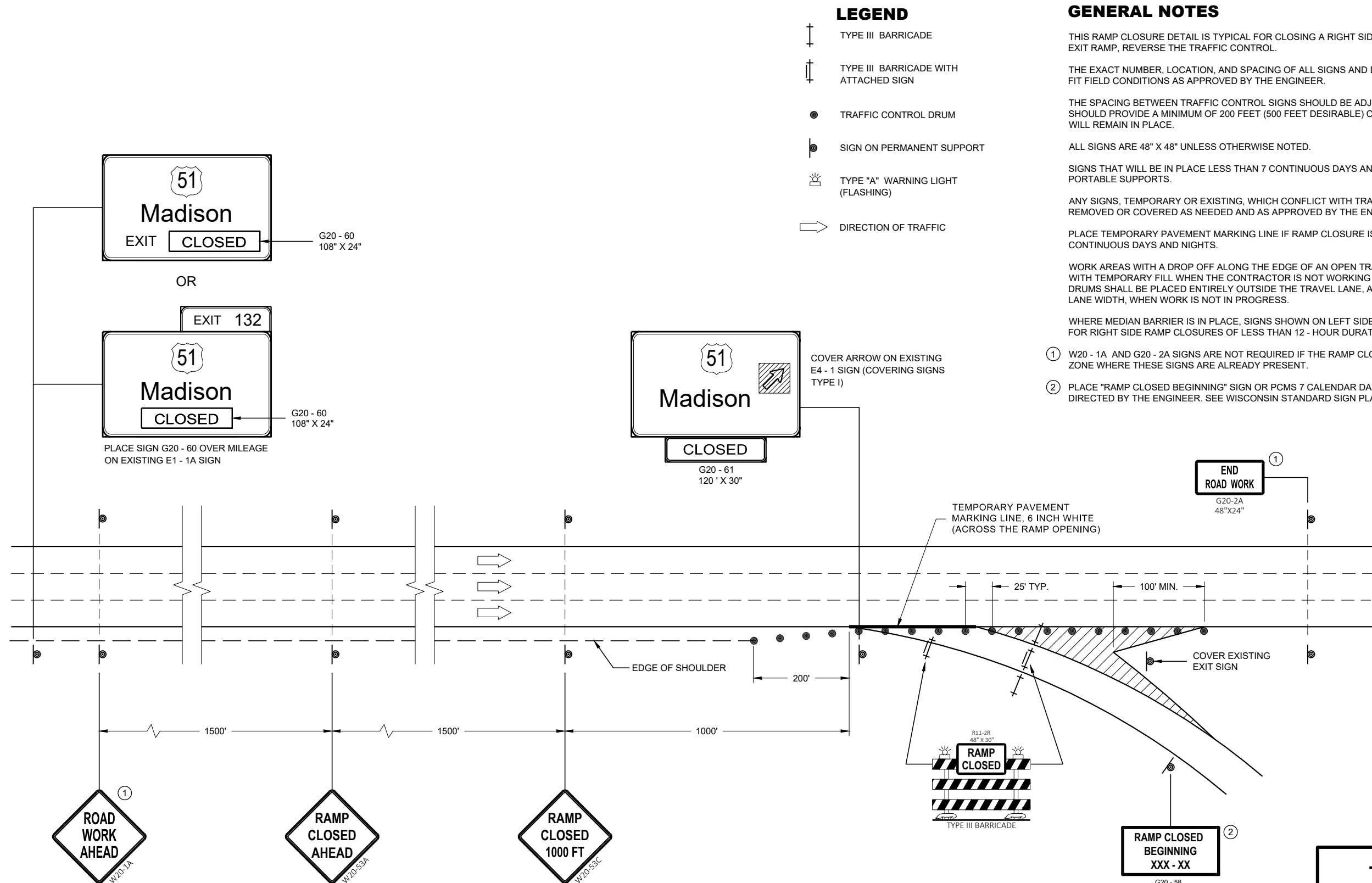
LEGEND

- 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



**TRAFFIC CONTROL,
EXIT RAMP CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023
DATE

/S/ Andrew Heidtke
ROADWAY STANDARDS DEVELOPMENT
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.

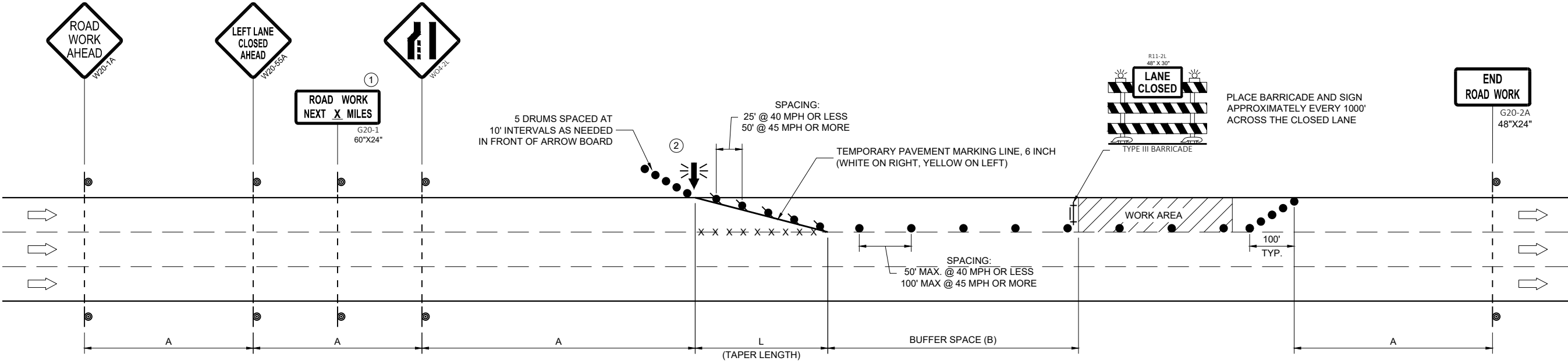
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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.

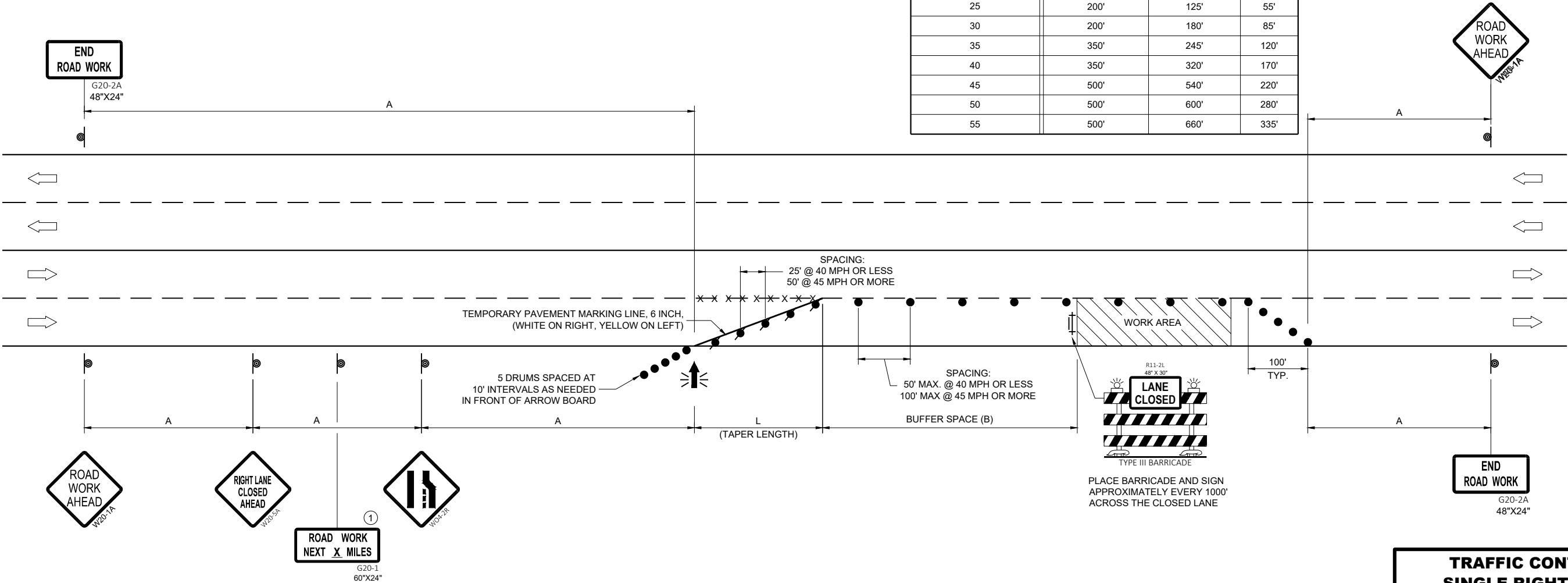
BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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.

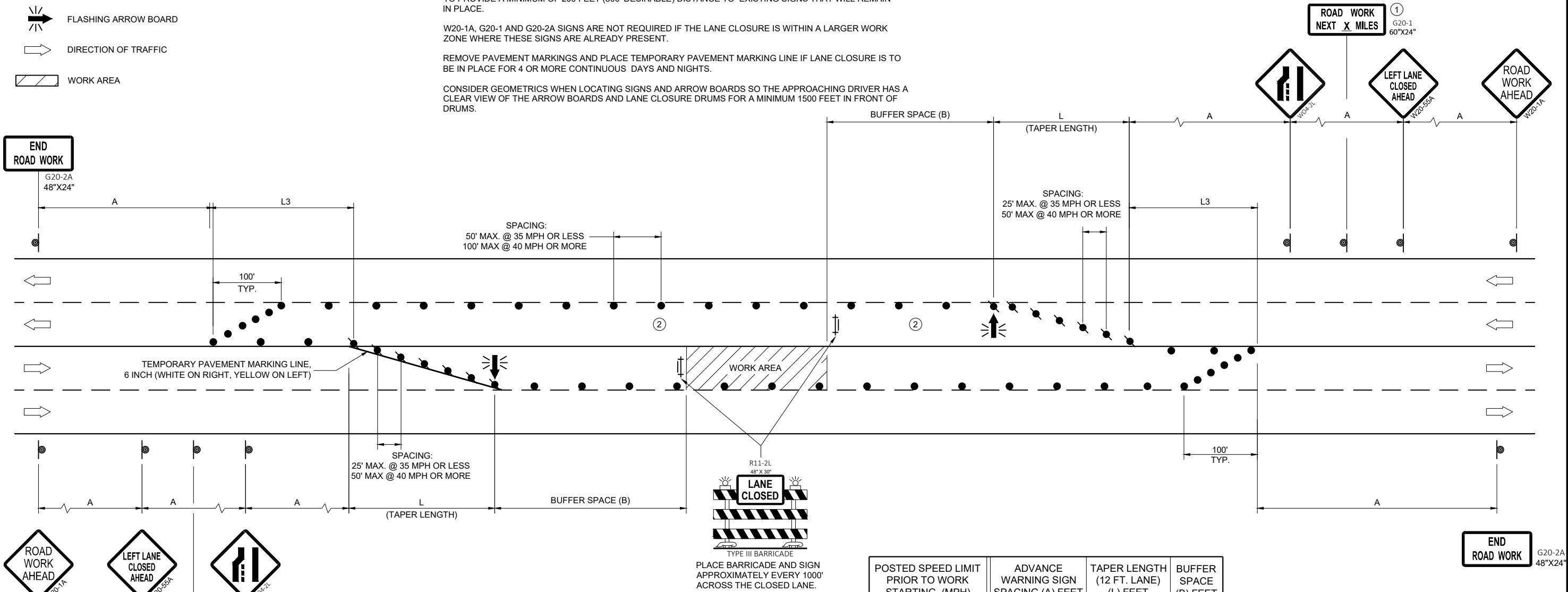
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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.



**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.

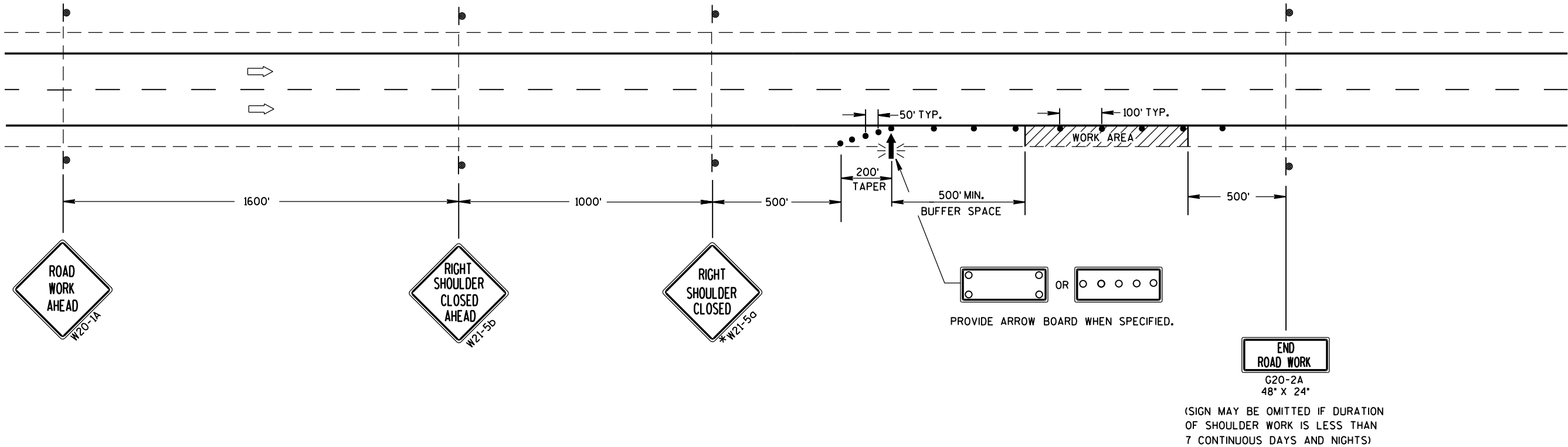
SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.



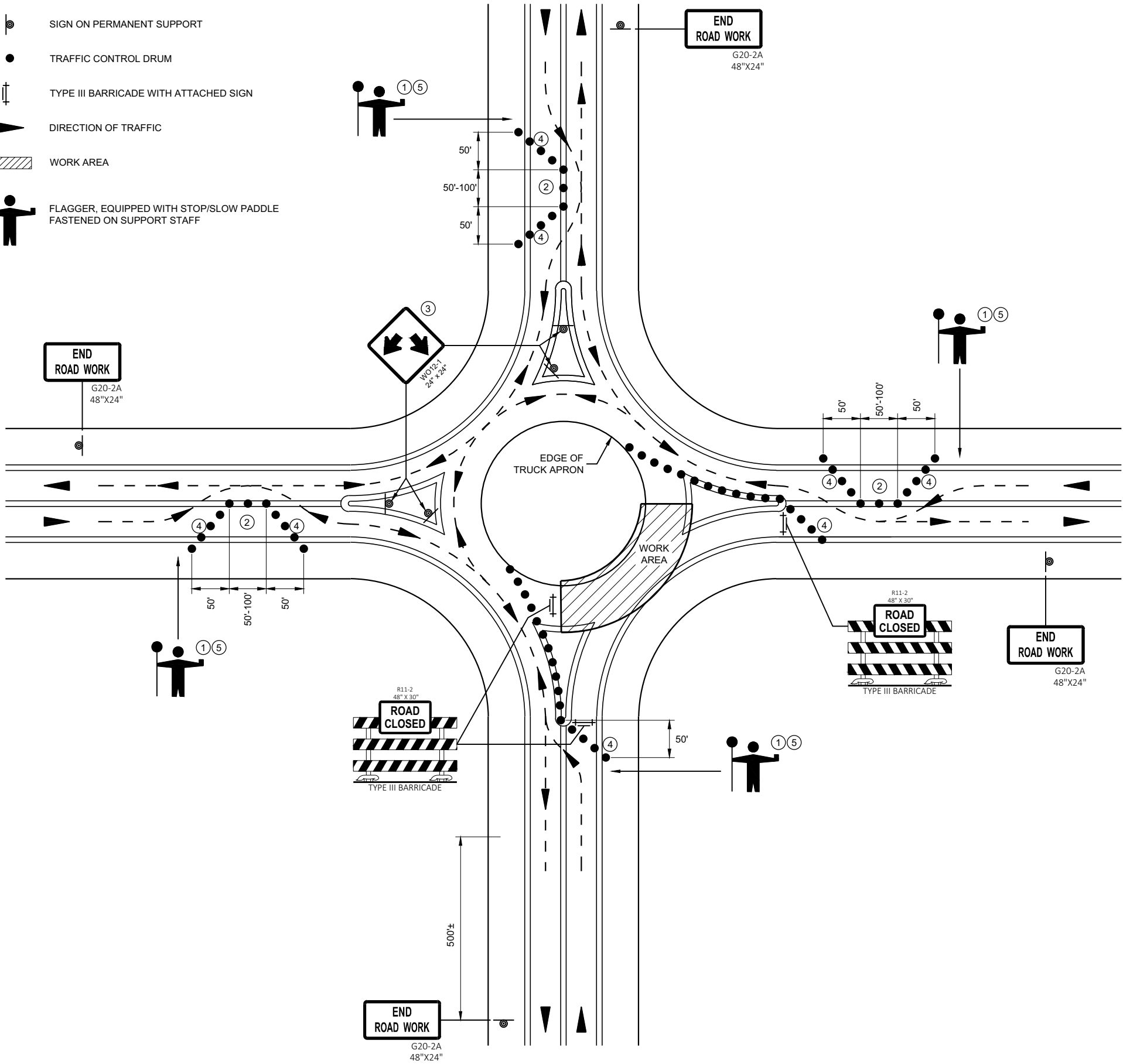
TRAFFIC CONTROL
SHOULDER CLOSURE ON DIVIDED
ROADWAY, SPEEDS GREATER
THAN 40 MPH

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 (W012-1) 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

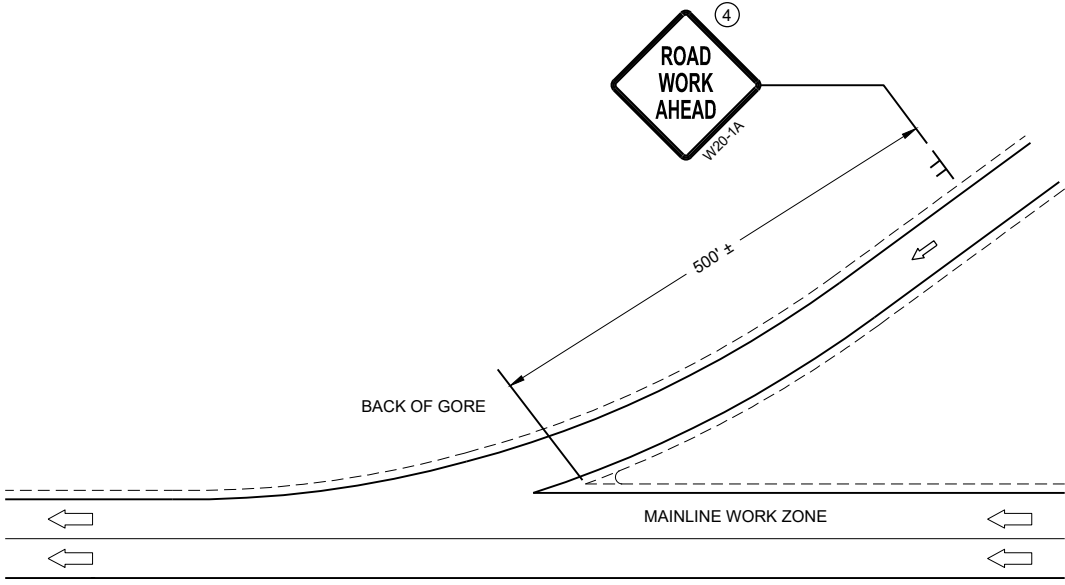
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2020
DATE
/S/ Andrew Heidtke
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)
-  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

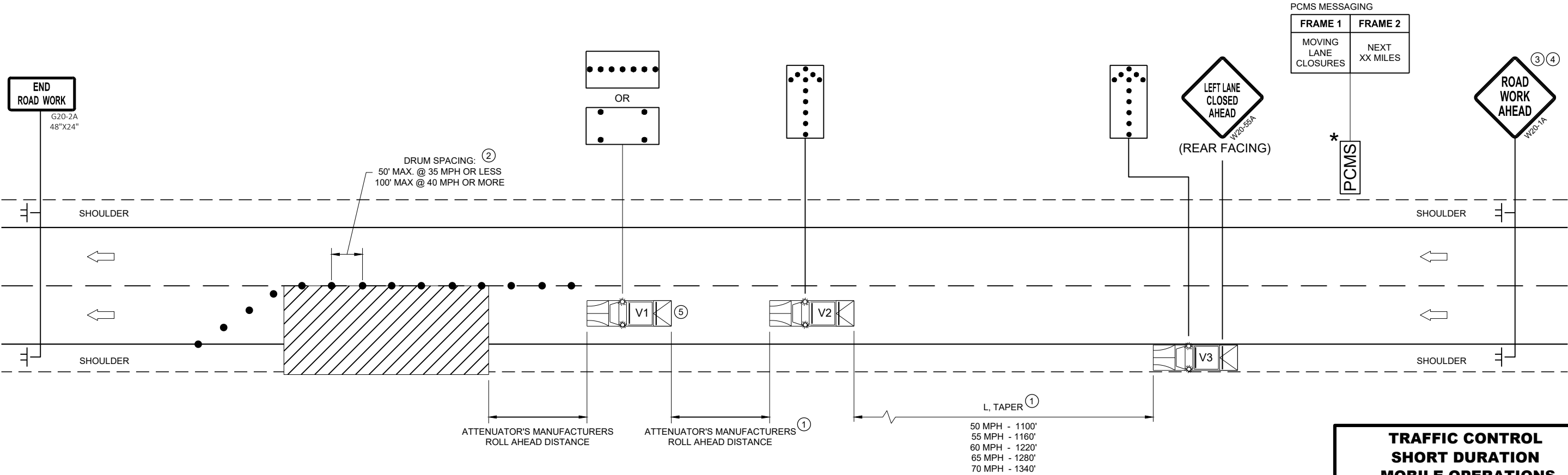
DRUMS ARE TO BE USED FOR BRIDGE DECK SEALING AND OTHER PROJECTS THAT REQUIRE DELINEATION.
- 3

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.

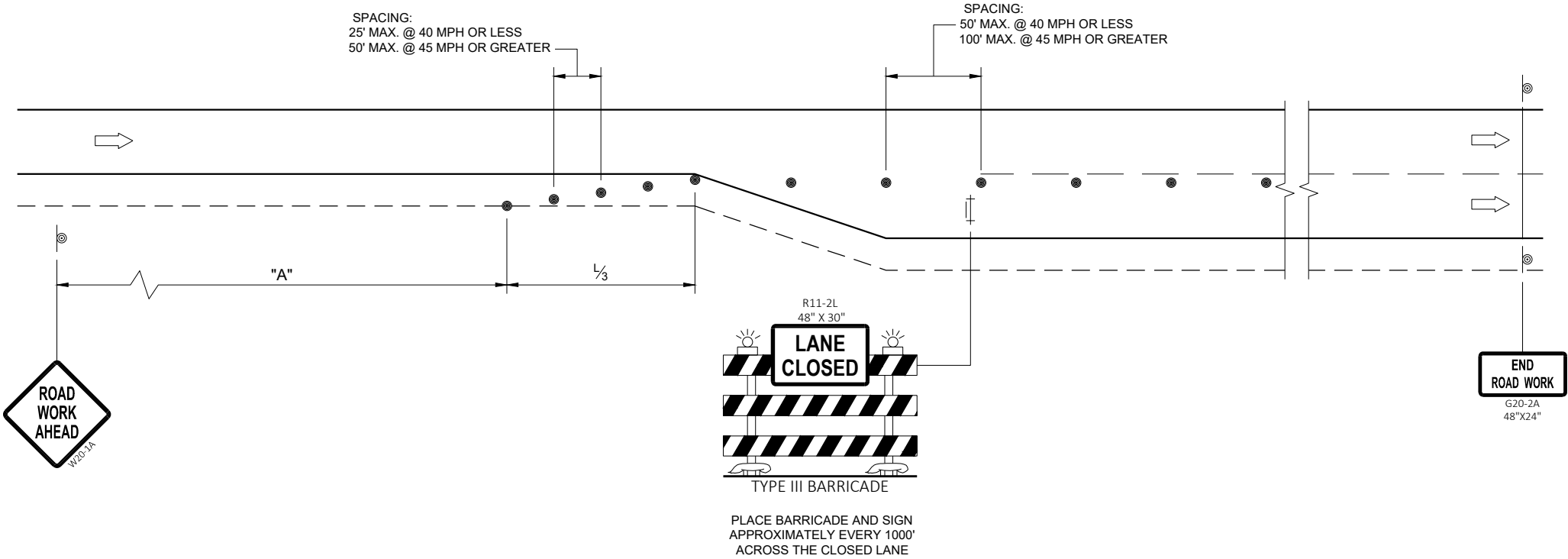
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

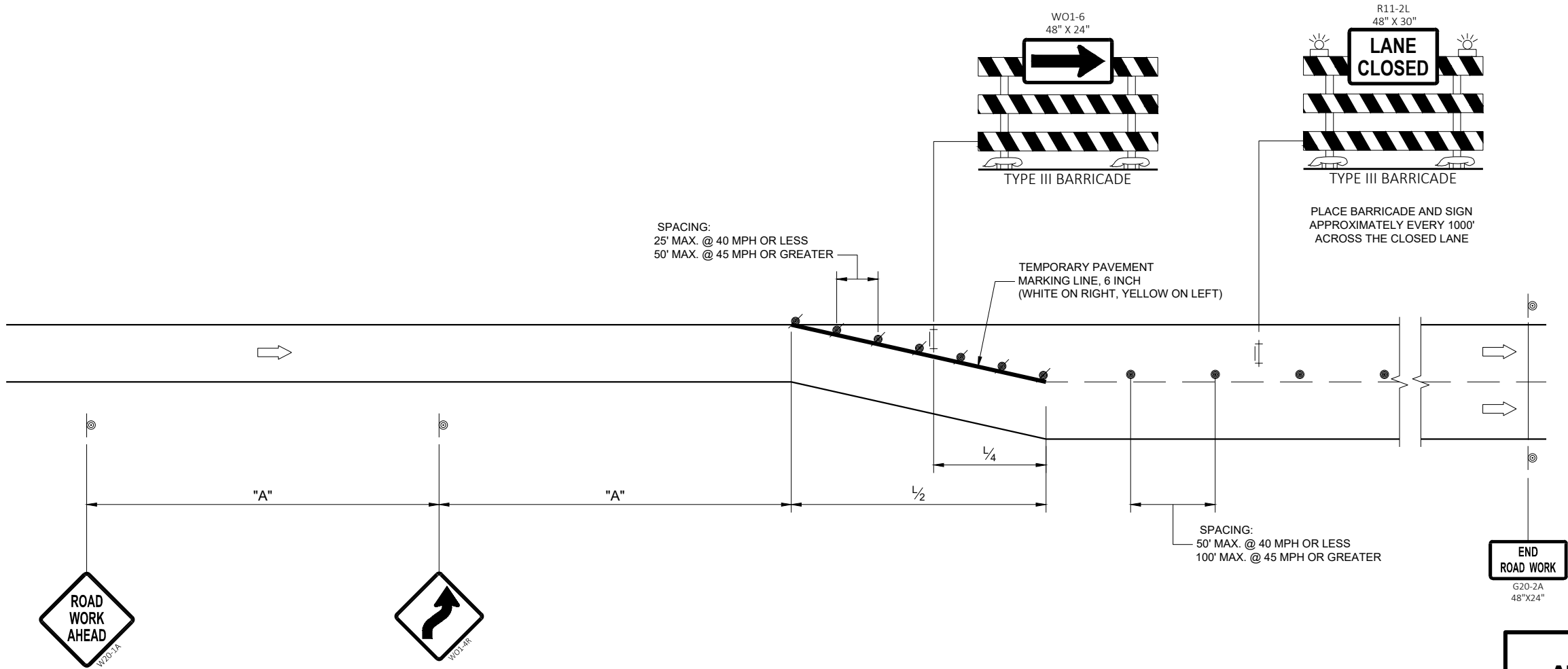
LEGEND

- 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 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER

FHWA

LEGEND

- V1

WORK VEHICLE
- V2

SHADOW VEHICLE
- 

TRUCK MOUNTED ATTENUATOR (TMA)
- 

FLASHING ARROW PANEL (CAUTION)
- 

WORK AREA
- 

DIRECTION OF TRAFFIC

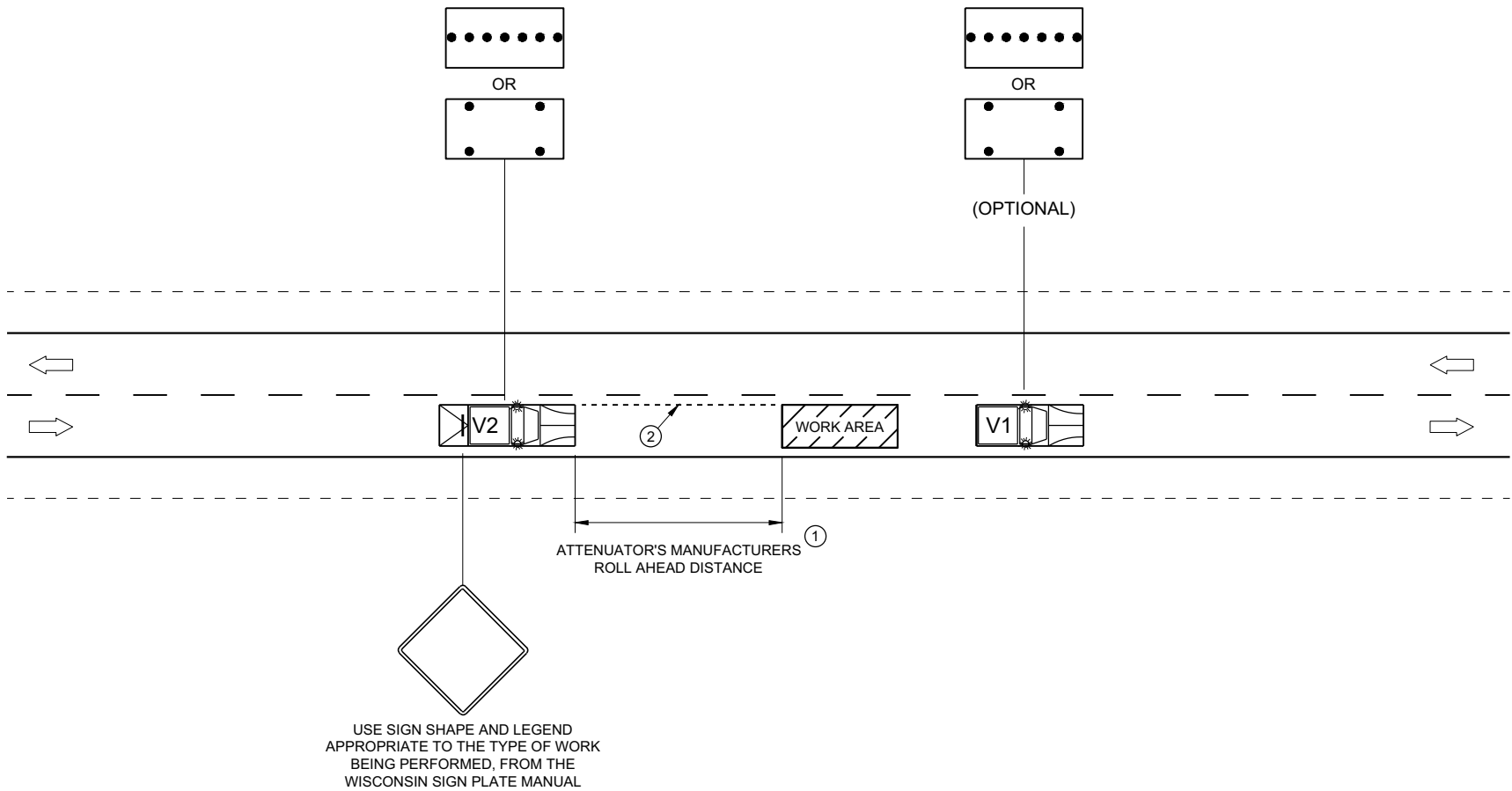
POSTED SPEED PRIOR TO WORK STARTING (MPH)	DECISION SIGHT DISTANCE (D)
0 - 25	550'
30	550'
35	700'
40	700'
45	900'
50	900'
55	1200'

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.



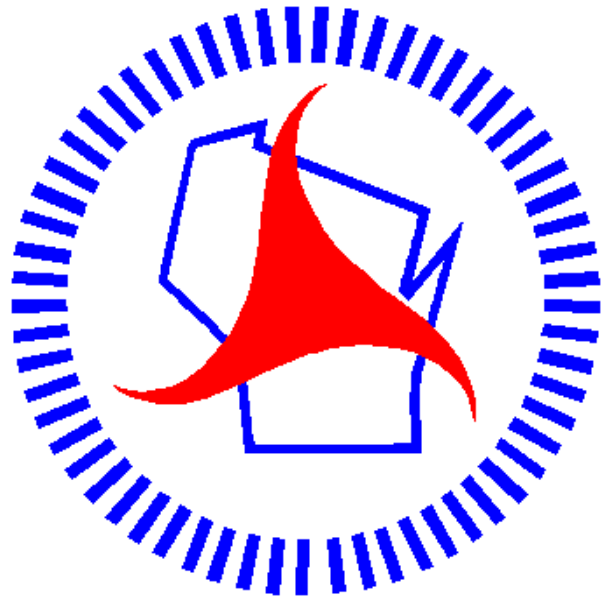
TRAFFIC CONTROL,
MOBILE OPERATIONS ON
AN UNDIVIDED ROADWAY

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>