

# STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION

PLAN OF PROPOSED IMPROVEMENT

## NW REGION PAVEMENT MARKING 2023

VAR HIGHWAYS, NW REGION WIDE

### VARIOUS HWY NW REGION WIDE

STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1000-18-59	_____	---

STATE PROJECT NUMBER
1000-18-59

ORDER OF SHEETS

Section No. 1	Title
Section No. 2	Typical Sections and Details
Section No. 3	Estimate of Quantities
Section No. 3	Miscellaneous Quantities
<del>Section No. 4</del>	<del>Right of Way Plat</del>
<del>Section No. 5</del>	<del>Plan and Profile</del>
Section No. 6	Standard Detail Drawings
<del>Section No. 7</del>	<del>Sign Plates</del>
<del>Section No. 8</del>	<del>Structure Plans</del>
<del>Section No. 9</del>	<del>Computer Earthwork Data</del>
<del>Section No. 9</del>	<del>Cross Sections</del>

TOTAL SHEETS = 44



# 30

#### DESIGN DESIGNATION

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

#### CONVENTIONAL SYMBOLS

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

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



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	Jeffrey Kern
Regional Examiner	_____
Regional Supervisor	Jeffrey Kern

##### APPROVED FOR THE DEPARTMENT

DATE 1/24/22 (Signature)

E

PROJECT ID: 1000-18-59

COUNTY: NW REGION WIDE

**GENERAL NOTES**

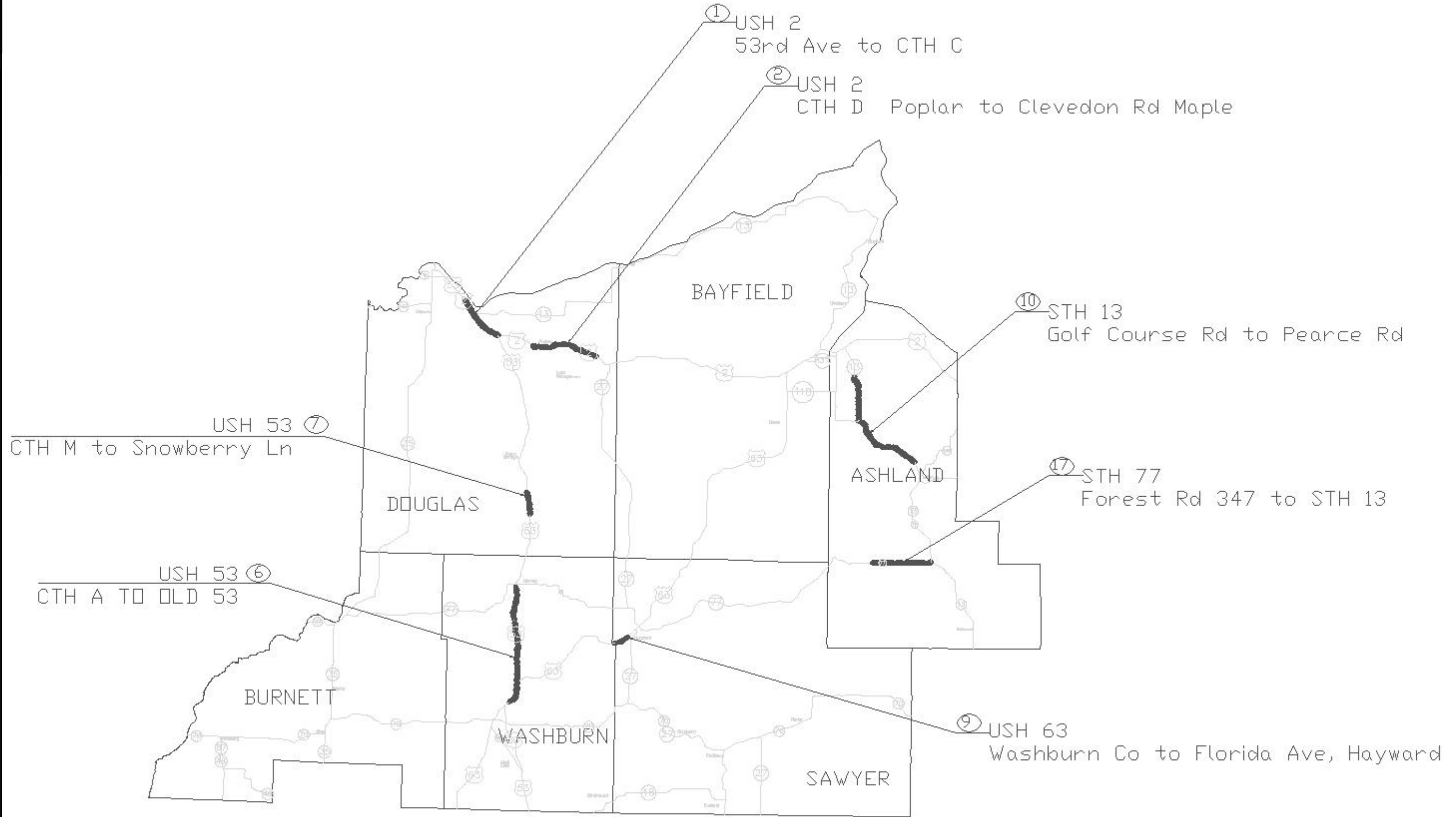
THERE ARE UTILITY FACILITIES WITHIN THE PROJECT AREA THAT ARE NOT SHOWN ON THE PLANS, COORDINATE CONSTRUCTION ACTIVITIES WITH A CALL TO DIGGERS HOTLINE AND/OR A DIRECT CALL TO THE UTILITIES THAT HAVE FACILITIES IN THE AREA. NOT ALL UTILITIES ARE MEMBERS OF DIGGERS HOTLINE.

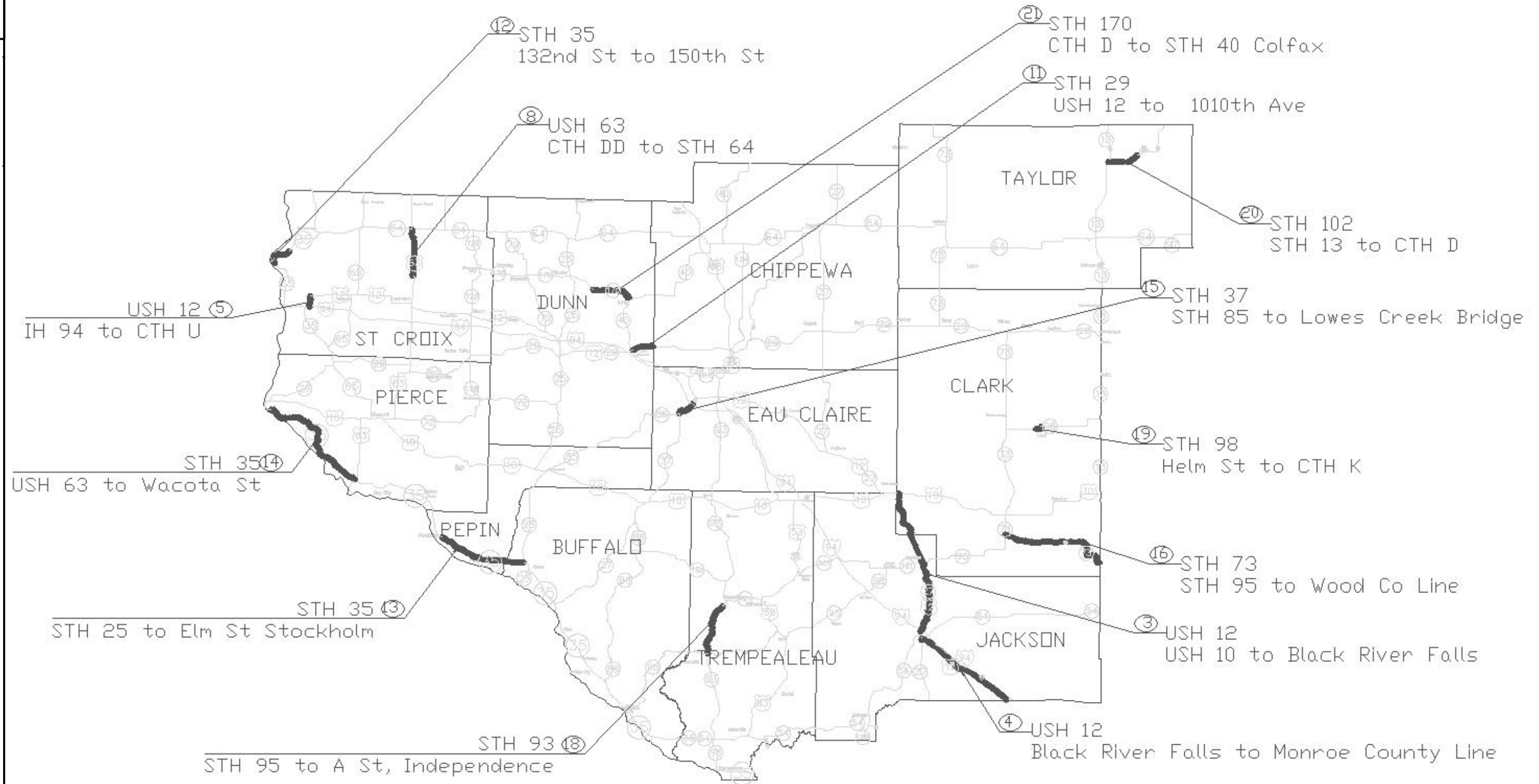
**REGION CONTACTS**

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Estimate Of Quantities

1000-18-59

Line	Item	Item Description	Unit	Total	Qty
0002	619.1000	Mobilization	EACH	1.000	1.000
0004	646.1020	Marking Line Epoxy 4-Inch	LF	2,432,120.000	2,432,120.000
0006	646.1041.S	Marking Replace Line Wet Reflective Epoxy 4-Inch	LF	161,719.000	161,719.000
0008	646.3020	Marking Line Epoxy 8-Inch	LF	30,882.000	30,882.000
0010	646.3041.S	Marking Replace Line Wet Reflective Epoxy 8-Inch	LF	5,302.000	5,302.000
0012	646.5020	Marking Arrow Epoxy	EACH	79.000	79.000
0014	646.5120	Marking Word Epoxy	EACH	30.000	30.000
0016	646.5320	Marking Railroad Crossings Epoxy	EACH	6.000	6.000
0018	646.6120	Marking Stop Line Epoxy 18-Inch	LF	783.000	783.000
0020	646.7120	Marking Diagonal Epoxy 12-Inch	LF	320.000	320.000
0022	646.7420	Marking Crosswalk Epoxy Transverse Line 6-Inch	LF	30.000	30.000
0024	646.9100	Marking Removal Line 8-Inch	LF	132.000	132.000
0026	SPV.0060	Special 01. Traffic Control	EACH	1.000	1.000
0028	SPV.0090	Special 01. Marking Stop Line Epoxy 24-Inch	LF	14.000	14.000

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**SECTION 1  
DOUGLAS COUNTY  
USH 2 FROM 53RD AVE SUPERIOR TO CTH C**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-IN		LEFT LANE LF	646.3020 EPOXY 8-INCH WHITE			COMMENTS
		YELLOW EDGELINE LF	WHITE EDGELINE LF		GORE LF	ISLAND GORE LF	RIGHT LANE LF	
USH 2 EB	CTH E (Superior) to Construction Joint at CTH C Moccasin Mike Rd	31939	38397	274			297	
	Rest Area Off Ramp Rest Area On Ramp				726 1244			
	CTH Z Off Ramp CTH Z On Ramp	733 870	1339 1569		769 1228	118		
	Weight Station Off Ramp Weight Station On Ramp				820 850			Coordinate with NW Region Coordinate with NW Region
	Construction Joint at CTH C to CTH E Weigh Station Off Ramp	31721	39666		760			Coordinate with NW Region
USH 2 WB	Weigh Station On Ramp CTH Z Off Ramp				960 736		137	Coordinate with NW Region
	CTH Z On Ramp Moccasin Mike Rd	829 825	1299 1669	341	1257		350	
	<b>SUBTOTAL</b>	66917	83939	615	9350	255	647	

DO NOT PAINT LANE LINES

**SECTION 2  
DOUGLAS COUNTY  
USH 2 FROM CTH D TO CLEVEDON RD**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-IN YELLOW CENTERLINE LF	646.1041.S MARKING REPLACE LINE WET REF EPOXY 4-IN WHITE EDGELINE RIGHT LF	646.3020 LINE EPOXY 8-IN WHITE		646.3041.S MARKING REPLACE LINE WET REF EPOXY 8-IN WHITE		646.5020 ARROW EPOXY TYPE 2		646.5120 WORD EPOXY ONLY	
				LEFT TURN LF	RIGHT TURN LF	LEFT TURN LF	RIGHT TURN LF	LEFT TURN EACH	RIGHT TURN EACH	LEFT TURN EACH	RIGHT TURN EACH
USH 2	CTH D (Poplar) to 520' west of Clevedon Rd CTH D	76997	100854	240	241			2	2	1	
	CEMETERY RD MEMORIAL DR					308	108 75	4	2	2	
	POND DR CTH P					356	200 115	4	3	1	1
	CTH F CTH O					462	1307	4	4	2	
	ELEMENTARY SCHOOL ENTRANCE MIDDLE SCHOOL ENTRANCE						215 240				
	WIEHE RD HIGH SCHOOL ENTRANCE					205	240 195	2		1	
	<b>SUBTOTAL</b>	76997	100854	240	241	1331	2695	16	11	7	1

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**SECTION 3 AND 4  
CLARK AND JACKSON COUNTIES  
USH 12 FROM USH 10 TO MONROE COUNTY LINE**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-IN				646.3020 LINE EPOXY 8-IN			646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6120 STOP LINE EPOXY 18-IN		646.5320 RAILROAD CROSSING EPOXY
		CENTERLINE YELLOW LF	EDGE LINE YELLOW LF	EDGE LINE WHITE LF	LANE LINE WHITE LF	GORE WHITE LF	LEFT LANE WHITE LF	RIGHT LANE WHITE LF	LEFT LANE TYPE 2 EACH	LEFT LANE ONLY EACH	MAINLINE LF	INTERSECTING ROADWAY LF	MAINLINE EACH
USH 12	USH 10 (Clark Co) to E Adams Street Black River Falls USH 010 E	108074	14403	222445		140					37		
	COUNTY LINE RD MERRILL ST - Merrilan						514	3	3				2
	STH 95 Park Drive					32					76		
	Ruf Road to Adams Street - Black River Falls SB/NB Gores at IH94				2152	2035							
	CTH A WASHINGTON ST							152 103	134	2	1	76	30
	Cleveland St Black River Falls to Jackson/Monroe Co Line E 2nd Street	58463		156238		180				2	2		30
	Andrews Road CTH O - Millston								235 345				
SUBTOTAL		166537	14403	378683	2152	2387	541	1228	7	6	189	60	2

DO NOT PAINT ADAMS ST TO CLEVELAND ST

**SECTION 5  
ST CROIX COUNTY  
USH 12 FROM IH 94 TO CTH U**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH			646.3020 LINE EPOXY 8-IN			646.5020 ARROW EPOXY			646.5120 WORD EPOXY		646.6120 STOP LINE EPOXY 18-IN		COMMENTS	
		EDGE LINE YELLOW LF	EDGE LINE WHITE LF	DOTTED WHITE LF	LEFT TURN WHITE LF	GORE WHITE LF	RIGHT TURN WHITE LF	TURN LANE TYPE 2 EACH	EXIT RAMP TYPE 2 EACH	TYPE 3 EACH	TURN LANE ONLY EACH	RAMP ONLY EACH	MAINLINE LF	INTERCHANGING ROADWAY LF		
USH 12	I-94 (EB off Ramp Gore) to 310' East of CTH U I94EB Off Ramp to USH 12	16833	16014													White Edgeline and Cat Tracks Only
	IH94 EB On Ramp IH94 WB Off Ramp		2125	26	295		335		4	2		2	48			White Edgeline Only
	To IH 94 West Brakke Drive/Rodeo Dr Lenertz/Ryan Drive Aldro Rd				210	296 435 225	493 410 185	3 4			2 4		110	74		
	CTH U/Badland Rd				510	230	435	1			1		82	79		
SUBTOTAL		16833	19264	26	1015	1231	2058	8	4	2	7	2	240	153		

DO NOT PAINT LANE LINES

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**SECTION 6  
WASHBURN COUNTY  
USH 53 FROM CTH A to OLD USH 53**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH		646.3020 LINE EPOXY 8-INCH
		EDGELINE YELLOW LF	EDGELINE WHITE LF	TURN LANE WHITE LF
USH 53 NB	CTH A (Spoooner) to Old USH 53 (Minong)	71602	77272	
	BARRETT RD			272
	CTH F SOUTH			107
	CTH F NORTH			361
USH 53 SB	WAYSIDE			272
	BUS 53			443
	1100' North of River Rd to CTH A	15057	15407	
	ROSS RD			187
USH 53 SB	OBRIEN RD			204
	CTH A			463
SUBTOTAL		86659	92679	2309

DO NOT PAINT LANE LINES. DO NOT PAINT NEAR TREGO. COORDINATE WITH NW REGION

**SECTION 8  
ST. CROIX COUNTY  
USH 63 FROM CTH DD TO STH 64**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH		646.3020 LINE EPOXY 8-INCH
		CENTERLINE YELLOW LF	EDGELINE WHITE LF	LEFT TURN WHITE LF
USH 63	USH 12 N Jct (Baldwin) to S Median split STH 64 RAB	61364	75549	
	CTH G			400
	CTH S			390
SUBTOTAL		61364	75549	790

**SECTION 9  
SAWYER COUNTY  
USH 63 FROM WASHBURN CO LINE TO HAYWARD**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-IN			646.3020 LINE EPOXY 8-IN	646.9100 MARKING LINE REMOVAL	COMMENTS
		CENTERLINE YELLOW LF	EDGELINE WHITE LF	LANE LINE WHITE LF	RIGHT TURN WHITE LF	8-INCH LF	
USH 63	Washburn Co Line to Florida Ave	25988	36143	1320			
	KRUGER RD			63	323		
	NURSERY RD				200		
	GREENWOOD				449		
USH 63	Dyno Road				211		
	VERMONT AVE			26		132	Change 8" solid to 4" skip
SUBTOTAL		25988	36143	1409	1183	132	

DO NOT PAINT PED MARKINGS AT GREENWOOD AVE

**SECTION 7  
DOUGLAS COUNTY  
USH 53 SB FROM CTH M to Snowberry Lane**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH		646.3020 LINE EPOXY 8-INCH
		EDGELINE YELLOW LF	EDGELINE WHITE LF	TURN LANE WHITE LF
USH 53 SB	1700' North of CTH M to 1400' South of Snowberry lane (Gordon) LYNCH RD	23262	18469	
SUBTOTAL		23262	18469	537

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**SECTION 10  
ASHLAND COUNTY  
STH 13 FROM MELLON TO ASHLAND**

646.1020  
LINE  
EPOXY 4-INCH  
CENTERLINE  
YELLOW  
LF

ROUTE	LOCATION	
STH 13	Construction Joint at Golf Course Road (Mellon) to Construction Joint at Pearce Road (Ashland)	92741
SUBTOTAL		92741

**SECTION 11  
DUNN COUNTY  
STH 29 FROM USH 12 TO 1010TH ST**

646.1020  
LINE  
EPOXY 4-INCH  
EDGELINE

ROUTE	LOCATION	YELLOW LF	WHITE LF
STH 29 EB	USH 12 to 1010th St	18812	18096
STH 29 WB	1010th Street to USH 12	18414	17952
SUBTOTAL		37226	36048

DO NOT PAINT LANE LINES, CHANNELIZNG LINES, OR RAMPS

**SECTION 12  
ST CROIX COUNTY  
STH 35 FROM 132ND AVE TO 150TH ST**

646.1020  
LINE  
EPOXY 4-INCH

646.3020  
LINE  
EPOXY 8-INCH

646.1041.S  
MARKING REPLACE LINE WET  
REFLECTIVE EPOXY 4-INCH

646.3041.S  
MARKING REPLACE  
LINE WET REFLECTIVE  
EPOXY 8-INCH

646.5020  
ARROW  
EPOXY

646.5120  
WORD  
EPOXY

646.7420  
CROSSWALK EPOXY  
TRANSVERSE LINE 6-IN

ROUTE	LOCATION	CENTERLINE	EDGELINE	EDGELINE & BIKE LANE	LEFT TURN	RIGHT TURN	EDGELINE LEFT	EDGELINE RIGHT	LANE LINE	GORE	TURN LANE	RAMP	RAB LEG	RAMP	RAB LEG	MAINLINE
		YELLOW LF	YELLOW LF	WHITE LF	WHITE LF	WHITE LF	YELLOW LF	WHITE LF	WHITE LF	WHITE LF	WHITE LF	TYPE 2 EACH	TYPE 2 EACH	TYPE 2 EACH	ONLY EACH	ONLY EACH
STH 35 NB	Pavement Change North of 132nd Ave to CTH E Joint	1792	3662	4429						LF						
	Main St RAB, Houlton		39										2		1	
	Park & Ride/Hawk St STH 64				283	385 57					6		2		1	
	Exit 1 - STH 35/64 Jct to 150th Ave Overpass Exit 1 On Ramp						12099 965	12252 2320	2800	696						30
STH 35 SB	150th overpass to STH 35/64 Jct - Exit 1 Exit 1 Off Ramp						12207 1338	12354 1830	2700	580		2	2	1		
	CTH E to Pavement Change North of 132nd Ave Hawk St Main St		3406	4290		316					3 3					
	Park & Ride Entrance CTH E				285											
SUBTOTAL		1792	7107	8719	568	758	26609	28756	5500	1276	12	2	6	1	2	30

**SECTION 13  
BUFFALO AND PEPIN COUNTY  
STH 35 FROM STH 25 TO STOCKHOLM**

646.1020  
LINE  
EPOXY 4-INCH

CENTERLINE  
Yellow  
LF

EDGELINE  
WHITE  
LF

ROUTE	LOCATION	Yellow LF	WHITE LF
STH 35	STH 25 to Buffalo/Pepin Co Line	6666	28127
	Buffalo/Pepin County Line to Elm Street/ Stockholm	54422	
SUBTOTAL		61088	28127

DO NOT PAINT EDGELINES OR CHANNELIZING LINES IN PEPIN COUNTY

**SECTION 14  
PIERCE COUNTY  
STH 35 FROM USH 63 TO WACOTA ST - (PRESCOTT)**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH			646.3020 LINE EPOXY 8-INCH		
		CENTERLINE YELLOW LF	EDGE LINE WHITE LF	BYPASS LANE WHITE LF	LEFT TURN WHITE LF	RIGHT TURN WHITE LF	GORE & EXIT RAMP WHITE LF
STH 35	USH 63 TO WACOTA STREET CONST. JOINT	155761	191743	150			
	USH 63 CTH W					174 566	80
	830TH AVENUE CTH K					349 418	
	985TH STREET CTH OO					222 195	
	CTH O CTH E				150	207	532
	1050TH STREET DEXTER STREET					174 95	
	<b>SUBTOTAL</b>	155761	191743	150	150	2400	612

**SECTION 15  
EAU CLAIRE COUNTY  
STH 37 STH 85 TO LOWES CREEK BRIDGE**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH				646.3020 LINE EPOXY 8-INCH		646.5020 ARROW EPOXY	646.5120 WORD EPOXY	646.6120 STOP LINE EPOXY 18-INCH
		CENTERLINE YELLOW LF	EDGE LINE WHITE LF	LANE LINE WHITE LF	BYPASS LANE WHITE LF	GORE WHITE LF	TURN LANE WHITE LF	TURN LANE TYPE 2 EACH	TURN LANE ONLY EACH	MAINLINE WHITE LF
STH 37	STH 85 (starts at pavement joint south of intersection) to Lowes Creek Bridge	20263	22282	555	158					
	STH 37/85 Intersection Pioneer Ct EB & WB					930				33
	CTH B EB & WB RT at Huntsinger Farms						200 350 185	2 4	2	
	<b>SUBTOTAL</b>	20263	22282	555	158	930	735	6	2	33

**SECTION 16  
CLARK COUNTY  
STH 73 FROM WOOD County LINE TO STH 95**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH		Comments
		CENTERLINE YELLOW LF	EDGE LINE WHITE LF	
STH 73	Wood Co Line to pavement joint at Meridian Ave (W of CTH W)	43664	86170	
	Meridian Avenue to STH 95	30932		CENTERLINE ONLY
	<b>TOTAL</b>	74596	86170	

**SECTION 17  
ASHLAND COUNTY  
STH 77 FROM FOREST RD 347 TO STH 13**

ROUTE	LOCATION	646.1020 LINE EPOXY 4-INCH	
		CENTERLINE YELLOW	EDGE LINE WHITE
STH 77	Chip seal near Forest Rd 347 (east of Clam Lake) to STH 13	36025	75461
	<b>SUBTOTAL</b>	36025	75461

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**SECTION 18  
TREMPEALEAU COUNTY  
STH 93 FROM ARCADIA TO INDEPENDENCE**

ROUTE	LOCATION	646.1020	646.5020		646.5120	646.6120	646.5320	646.7120	
		LINE EPOXY 4-INCH CENTERLINE YELLOW LF	LEFT TURN TYPE 2 EACH	RIGHT TURN TYPE 2 EACH	WORD EPOXY LEFT TURN ONLY EACH	STOP LINE EPOXY 18-INCH MAINLINE WHITE LF	RAILROAD CROSSING EPOXY MAINLINE WHITE EACH	GORE WHITE LF	MEDIAN YELLOW LF
STH 93	North of 95 (Arcadia) to A St (Independence) Riverland Energy Coop	42952				24	2		
	Loesel Ln CTH A								
	CTH X STARWOOD LANE		4	1	2			90	160
	A St								70
SUBTOTAL		42952	4	1	2	24	2	90	230

DO NOT PAINT LANE LINES OR CHANNELIZING LINES

**SECTION 19  
CLARK COUNTY  
STH 98 LOYAL**

ROUTE	LOCATOIN	646.1020		646.6120
		LINE EPOXY 4-INCH		STOP LINE EPOXY 18-INCH
		CENTERLINE Yellow	EDGELINE White	MAINLINE White
STH 98	370 ft W of Helm St to 156 ft E of CTH K	9079	8898	
	Main Street CTH K			17 21
SUBTOTAL		9079	8898	38

**SECTION 20  
TAYLOR COUNTY  
STH 102 FROM STH 13 TO CTH D**

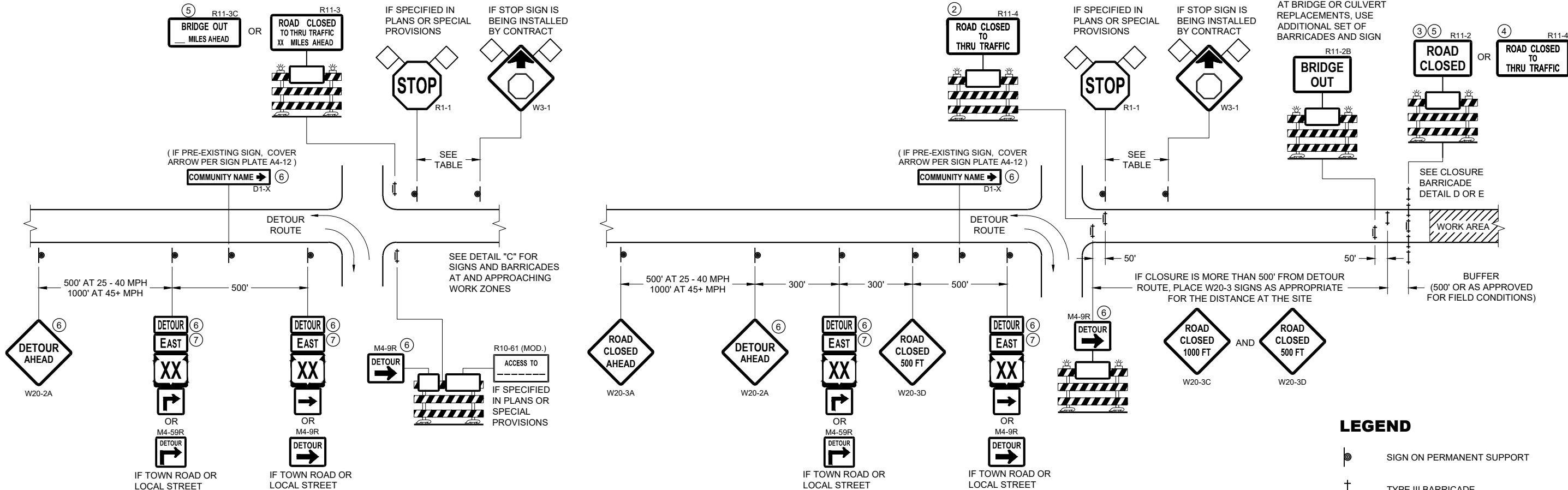
ROUTE	LOCATION	646.1020		646.3020	646.6120
		LINE EPOXY 4-INCH		LINE EPOXY 8-INCH	STOP LINE EPOXY 18-INCH
		CENTERLINE YELLOW LF	EDGELINE WHITE LF	TURN LANE WHITE LF	MAINLINE WHITE LF
STH 13	STH 13 to CTH D	27350	49119		
	STH 13			62	30
SUBTOTAL		27350	49119	62	30

**SECTION 21  
Dunn COUNTY  
STH 170 FROM CTH D TO STH 40  
COLFAX**

ROUTE	LOCATION	646.1020		646.3020	646.6120	646.5320	SPV.0090.01	COMMENTS
		LINE EPOXY 4-INCH		LINE EPOXY 8-INCH	STOP LINE EPOXY 18-In	RAILROAD CROSSING EPOXY	STOP LINE EPOXY 24-INCH	
		CENTERLINE YELLOW LF	EDGELINE WHITE LF	GORE WHITE LF	MAINLINE WHITE LF	CROSSING EPOXY WHITE EACH	MAINLINE WHITE LF	
STH 170	CTH D to STH 40 COLFAX RR Crossing - NEAR CTH D	49107	62330					STOP BAR IS AT TRACKS IN EB DIRECTION
	STH 40			40	16	1	14	
SUBTOTAL		49107	62330	40	16	2	14	

## Standard Detail Drawing List

15C02-08A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-08B	BARRICADES AND SIGNS FOR VARIOUS CLOSURES
15C07-15B	PAVEMENT MARKING WORDS
15C07-15C	PAVEMENT MARKING ARROWS
15C08-21A	LONGITUDINAL MARKING (MAINLINE)
15C08-21C	PAVEMENT MARKING (TURN LANES)
15C08-21D	PAVEMENT MARKING (TURN LANES)
15C09-12A	SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD-HIGHWAY GRADE CROSSINGS
15C11-09B	CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS
15C12-09A	TRAFFIC CONTROL FOR LANE CLOSURE WITH FLAGGING OPERATION
15C18-06A	MEDIAN ISLAND MARKING PAVEMENT MARKINGS
15C18-06B	MEDIAN ISLAND MARKING MEDIAN ISLAND NOSE
15C19-07A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-07B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-07C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C31-04A	PAVEMENT MARKING EXIT RAMP AND PARALLEL EXIT RAMP
15C31-04B	PAVEMENT MARKING MAJOR SPLIT FREEWAY TO FREEWAY
15C31-04C	PAVEMENT MARKING ENTRANCE RAMP AND PARALLEL ENTRANCE RAMP
15C33-04	STOP LINE AND CROSSWALK PAVEMENT MARKING
15C35-05A	PAVEMENT MARKING (INTERSECTIONS)
15C35-05B	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15C35-05C	PAVEMENT MARKING AND SIGNING (CLIMBING LANE & PASSING LANE)
15D12-10A	TRAFFIC CONTROL, LANE CLOSURE
15D20-06A	TRAFFIC CONTROL, SINGLE LANE CLOSURE, NON-FREEWAY/EXPRESSWAY
15D20-06B	TRAFFIC CONTROL, SINGLE RIGHT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D20-06C	TRAFFIC CONTROL, SINGLE LEFT LANE CLOSURE, UNDIVIDED NON-FREEWAY/EXPRESSWAY
15D27-03	TRAFFIC CONTROL, SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH
15D43-02	TRAFFIC CONTROL, SHORT DURATION MOBILE OPERATIONS
15D50-02A	TRAFFIC CONTROL, ADDED LANE CLOSURE WITHOUT LANE SHIFT
15D50-02B	TRAFFIC CONTROL, ADDED LANE CLOSURE WITH LANE SHIFT
15D51-01	TRAFFIC CONTROL, MOBILE OPERATIONS ON AN UNDIVIDED ROADWAY



**DETAIL A  
MAINLINE CLOSURE WITH POSTED DETOUR**

WORK ZONE GREATER THAN OR EQUAL TO 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**DETAIL B  
MAINLINE CLOSURE WITH POSTED DETOUR**

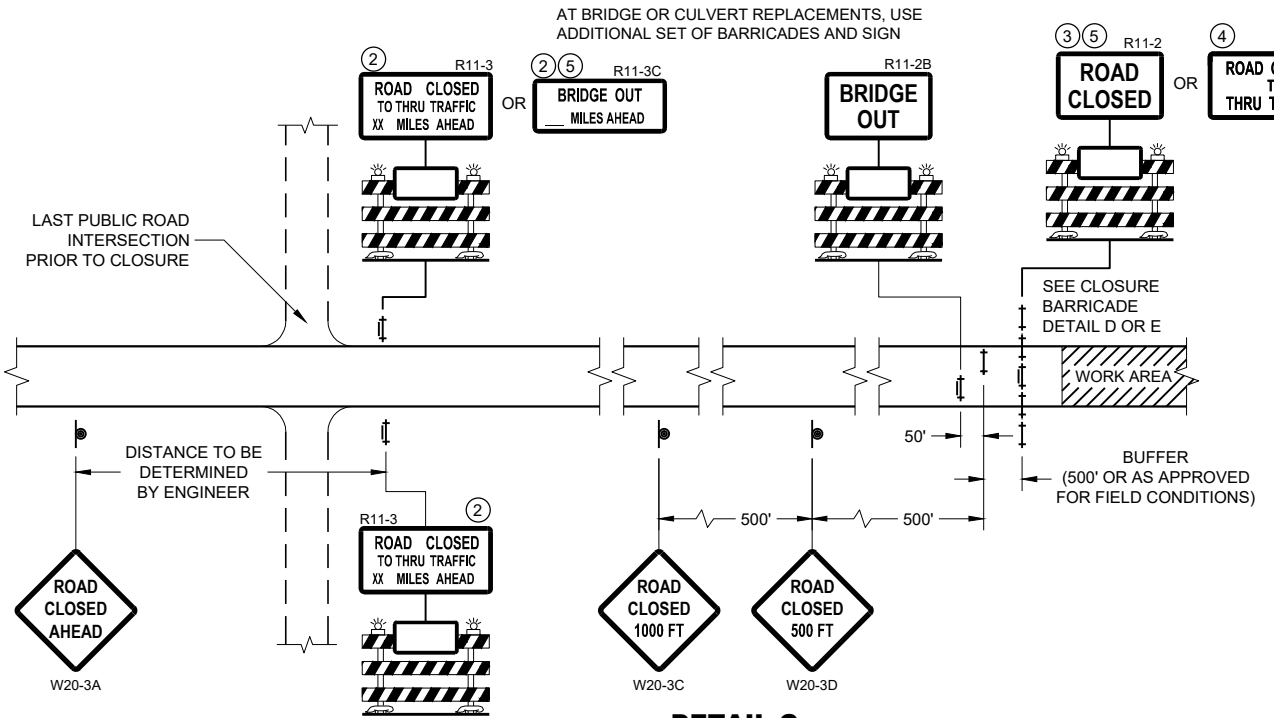
WORK ZONE LESS THAN 1/2 MILE FROM  
DETOUR ROUTE ( 1000 FEET IF URBAN )

**LEGEND**

- SIGN ON PERMANENT SUPPORT
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- WORK AREA
- FLAGS, 16" X 16" MIN. (ORANGE)

SPEED LIMIT (MPH)	"STOP AHEAD" ADVANCE WARNING DISTANCE (FT)
25	200
30	200
35	350
40	350
45	500
50	550
55	750

- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1



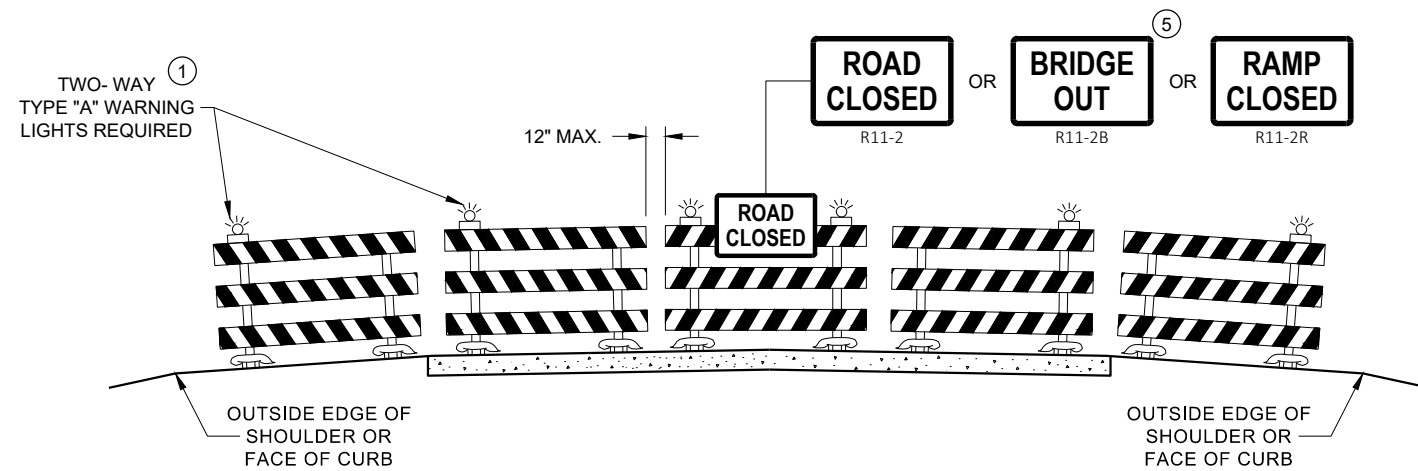
**DETAIL C  
MAINLINE CLOSURE, NO POSTED DETOUR**

SEE SDD 15C2-SHEET "b"  
FOR GENERAL NOTES  
AND FOOTNOTES ① THROUGH ⑦

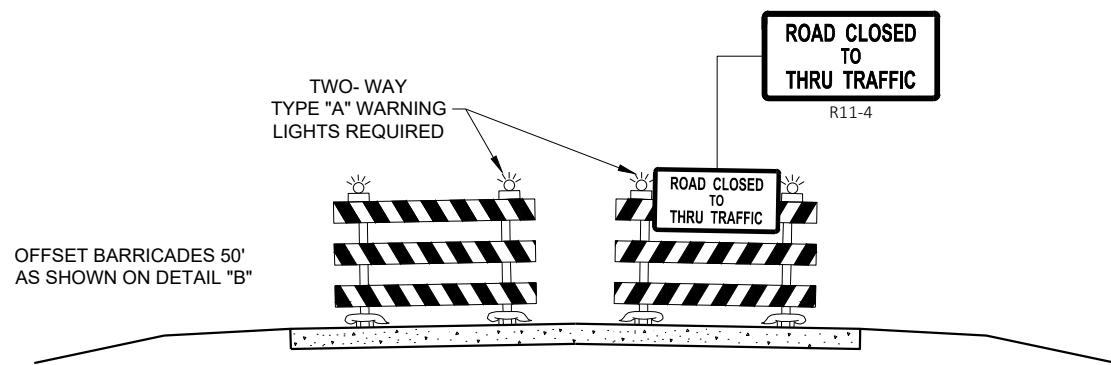
**BARRICADES AND SIGNS  
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



**DETAIL D  
ROAD CLOSURE BARRICADE DETAIL  
APPROACH VIEW**



**DETAIL E  
LANE CLOSURE BARRICADE DETAIL  
APPROACH VIEW**

SEE SDD 15C2 - SHEET "a" FOR LEGEND

**GENERAL NOTES**

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

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

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

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

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

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

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

THE R11 - 2, R11 - 3, M4 - 9, R11 - 4, AND R10 - 61 SIGNS PLACED ON THE BARRICADES SHALL COVER NO MORE THAN THE TOP RAIL. THE SIGNS SHALL NOT COVER ANY PORTION OF THE MIDDLE RAIL OR BOTTOM RAILS.

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

ALL SIGNS SHALL BE 48" X 48" UNLESS OTHERWISE NOTED BELOW:

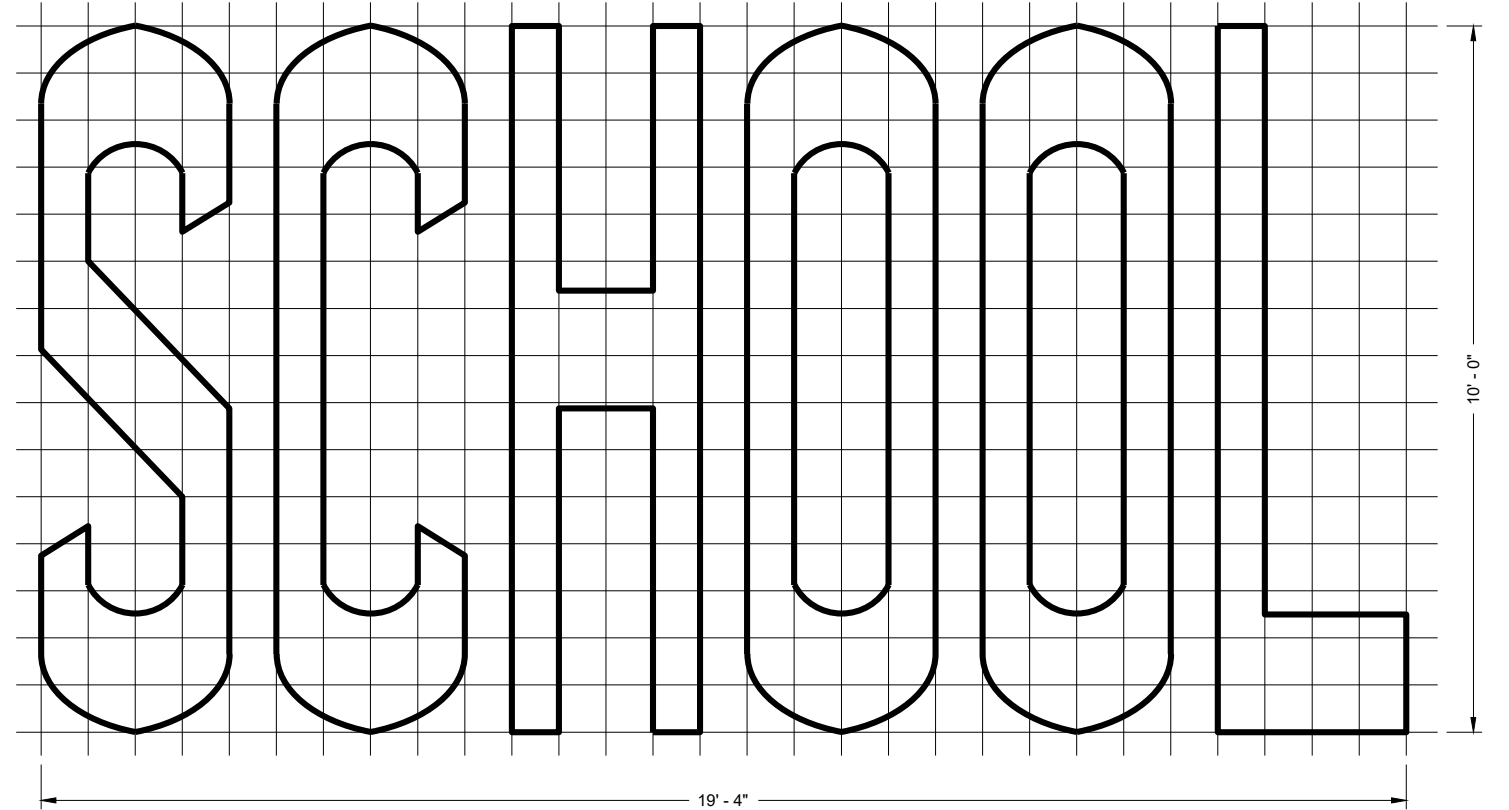
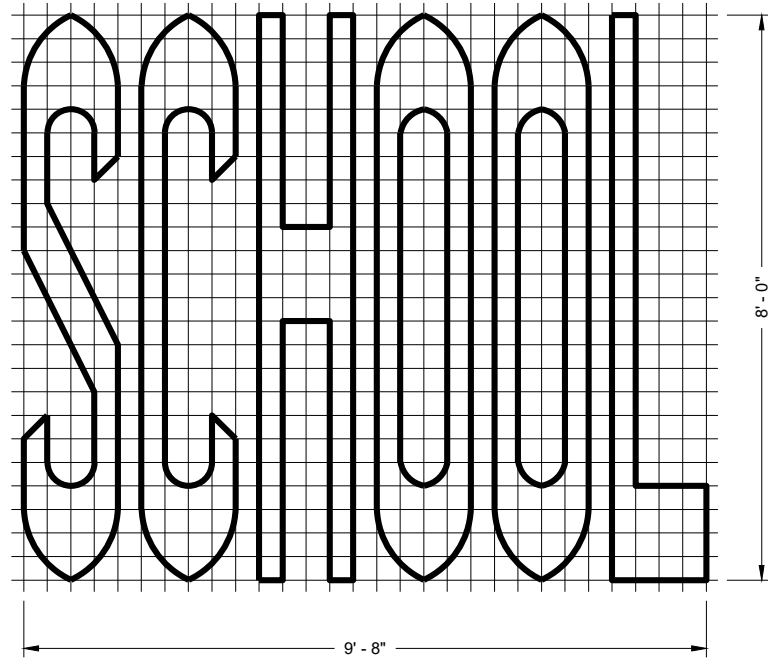
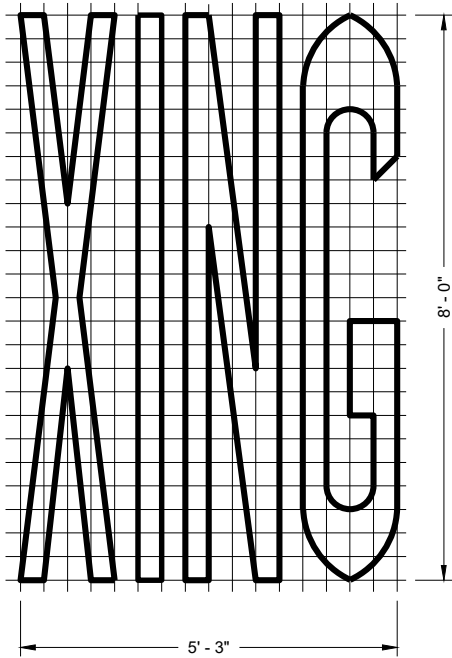
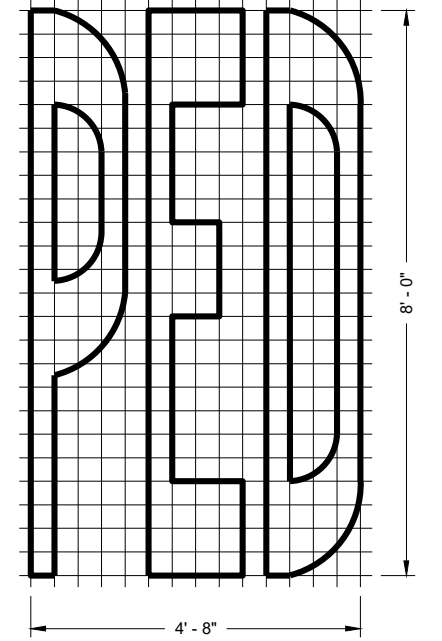
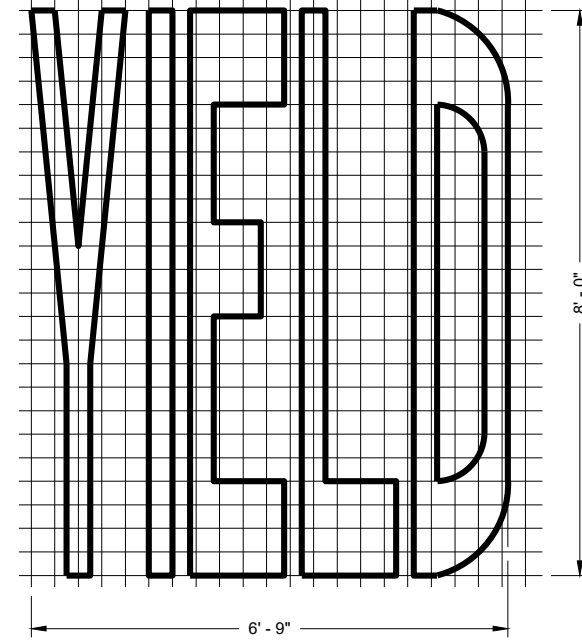
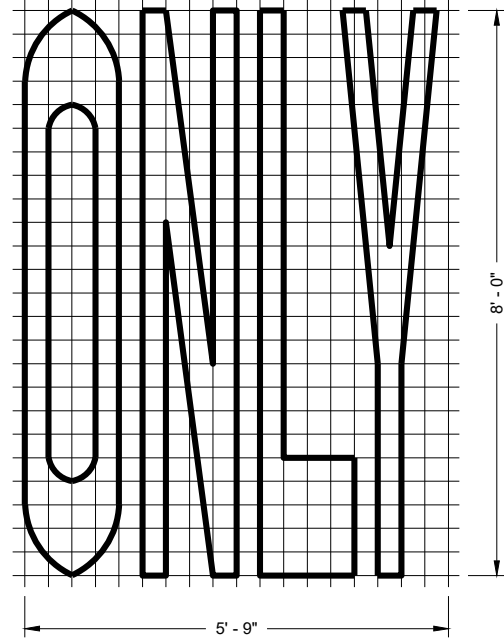
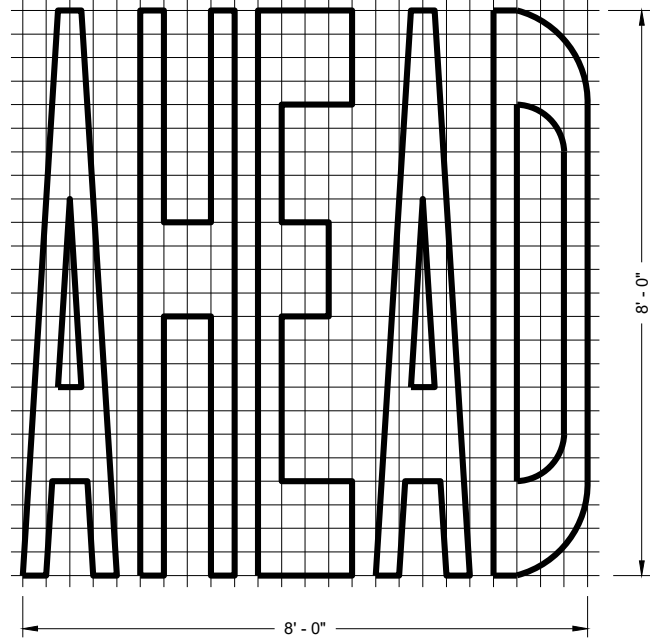
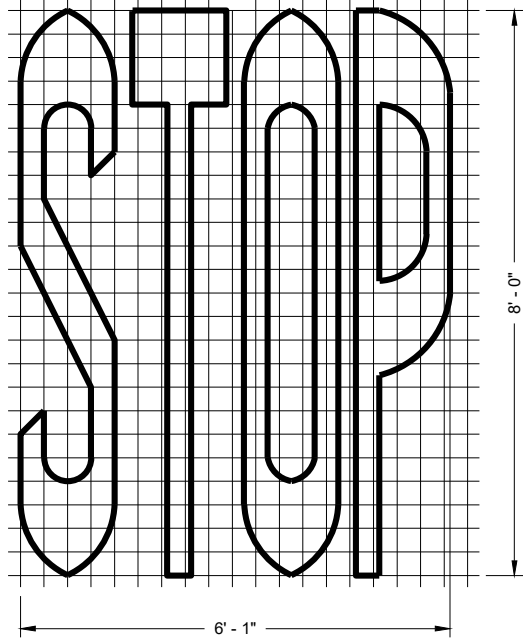
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- MO5 - 1 AND MO6 - 1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- D1 - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.
- R1 - 1 SHALL BE 36" X 36"

- ① TWO WARNING LIGHTS SHALL BE PROVIDED ON THE CENTER BARRICADE AND A MINIMUM OF ONE WARNING LIGHT SHALL BE PROVIDED ON EACH OF THE OTHER BARRICADES WITHIN THE ROADWAY LIMITS. SPACING OF THE WARNING LIGHTS SHALL BE UNIFORM TO THE EDGE OF ROADWAY AS SHOWN (APPROX. 8 FOOT LIGHT SPACING).
- ② THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.
- ③ FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".
- ④ FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".
- ⑤ FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.
- ⑥ INSTALL DETOUR AND COMMUNITY GUIDE SIGNS AND ARROWS ONLY IF SPECIFIED IN THE CONTRACT. IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. MODIFY EXISTING SIGNS WHERE POSSIBLE. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS. IF DETOUR SIGNS ARE BEING INSTALLED BY OTHERS, PLACE THE CONTRACTED TRAFFIC CONTROL SIGNS TO ALLOW FOR PLACEMENT OF ALL WARNING, DETOUR AND GUIDE SIGNS AS SHOWN.
- ⑦ "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

**BARRICADES AND SIGNS  
FOR  
VARIOUS CLOSURES**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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



SINGLE LANE

TWO - LANE

**GENERAL NOTES**

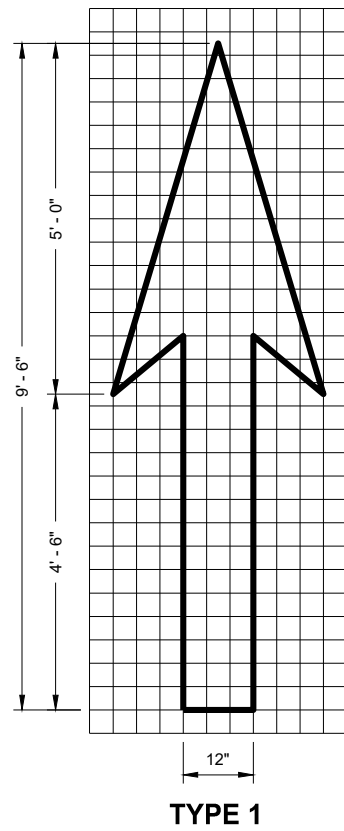
DETAILS OF INSTALLATION, MATERIALS AND WORKMANSHIP NOT SHOWN ON THIS DRAWING SHALL CONFORM TO THE PERTINENT REQUIREMENTS OF THE STANDARD SPECIFICATIONS AND APPLICABLE SPECIAL PROVISIONS.

**PAVEMENT MARKING WORDS**

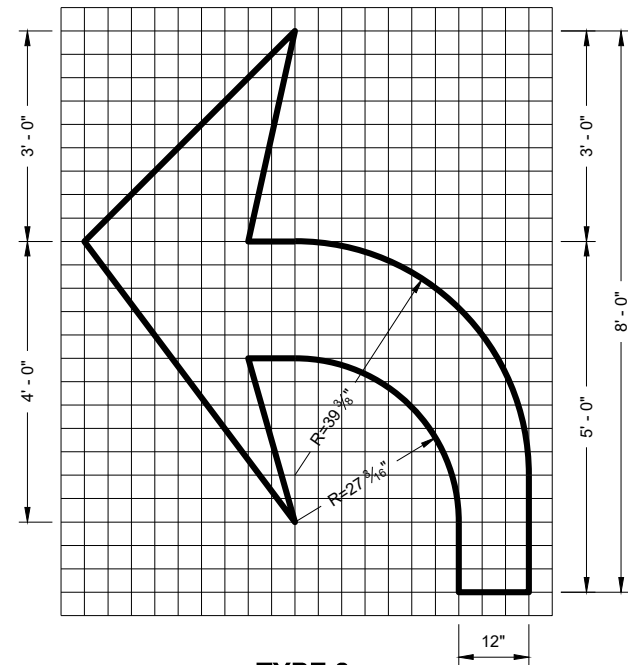
STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

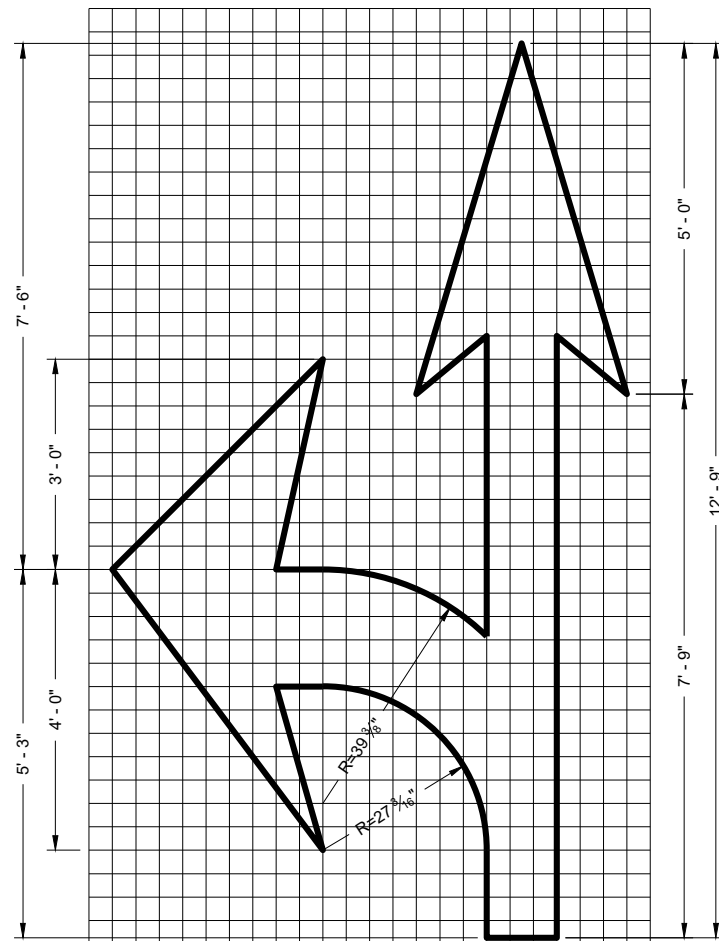
FHWA



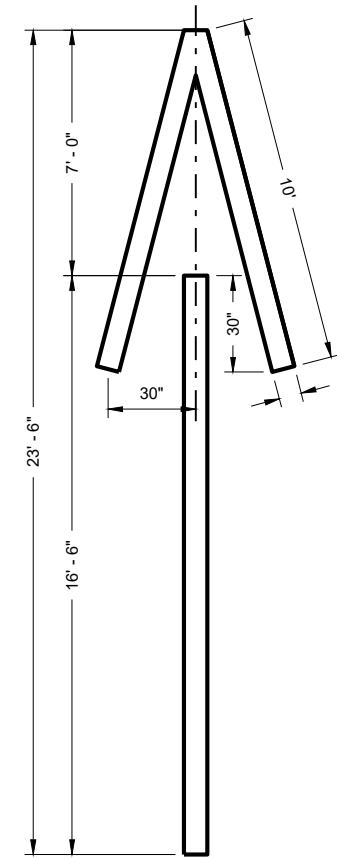
TYPE 1



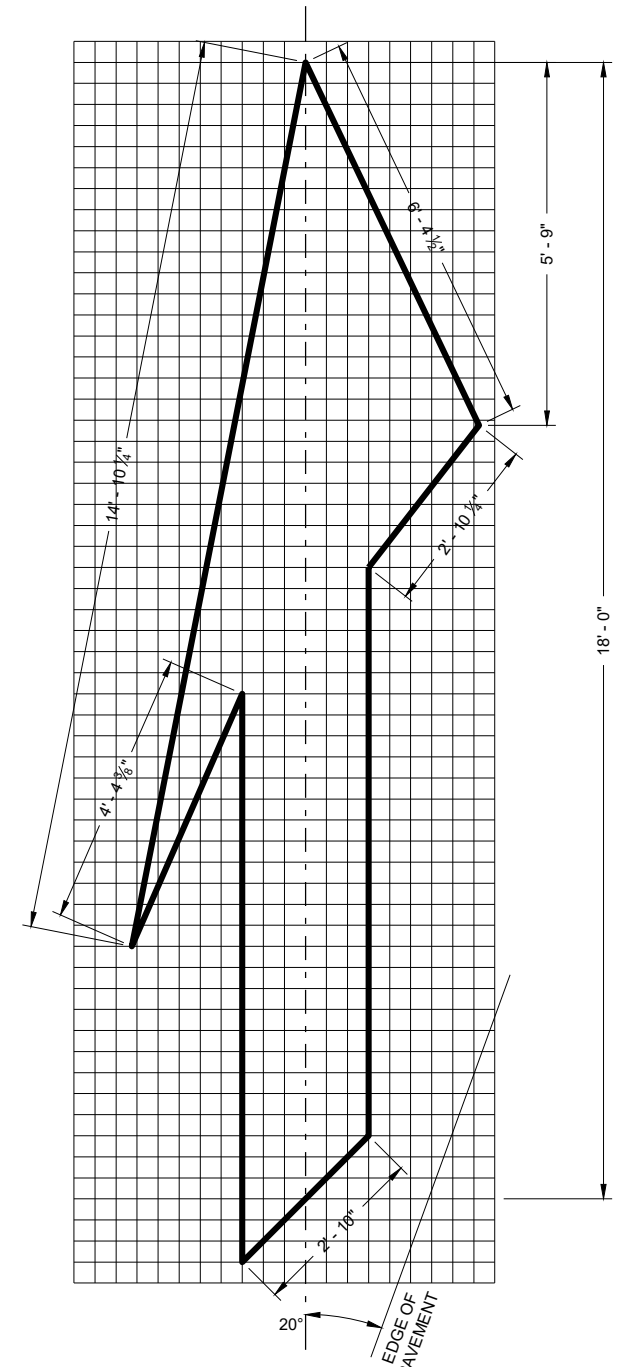
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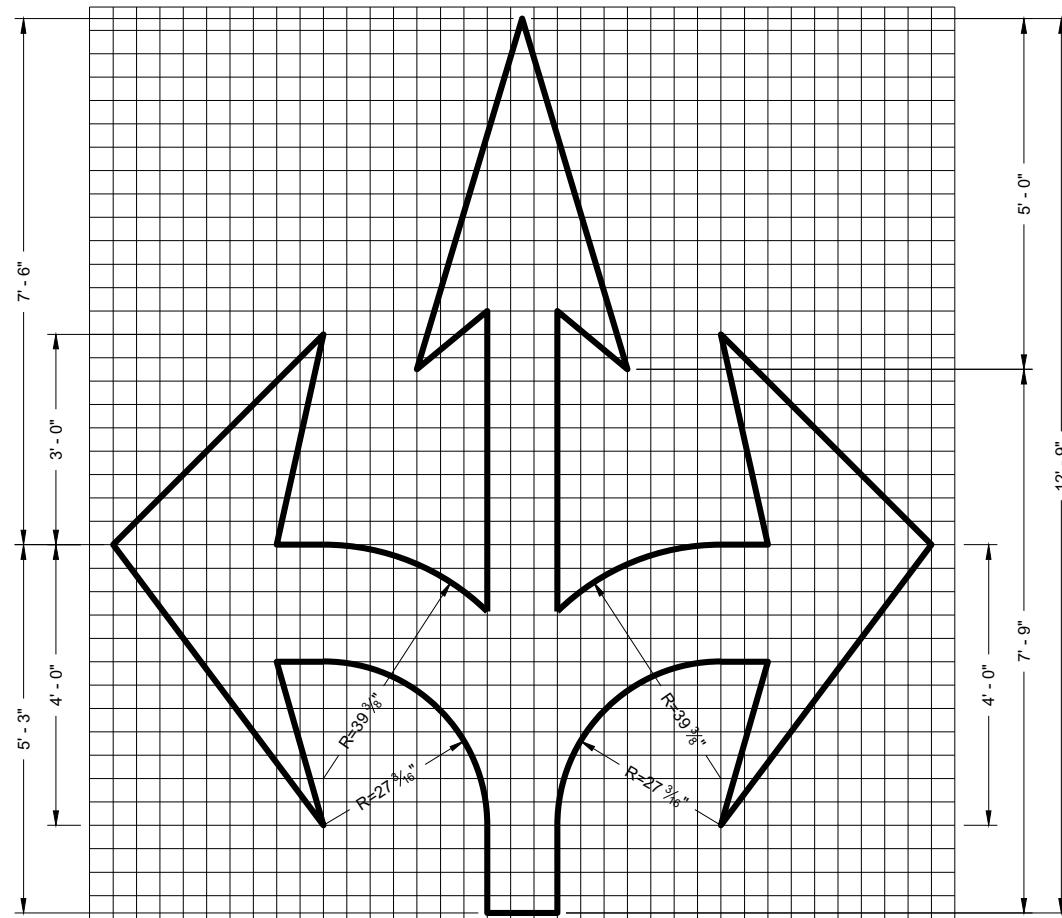
TYPE 3



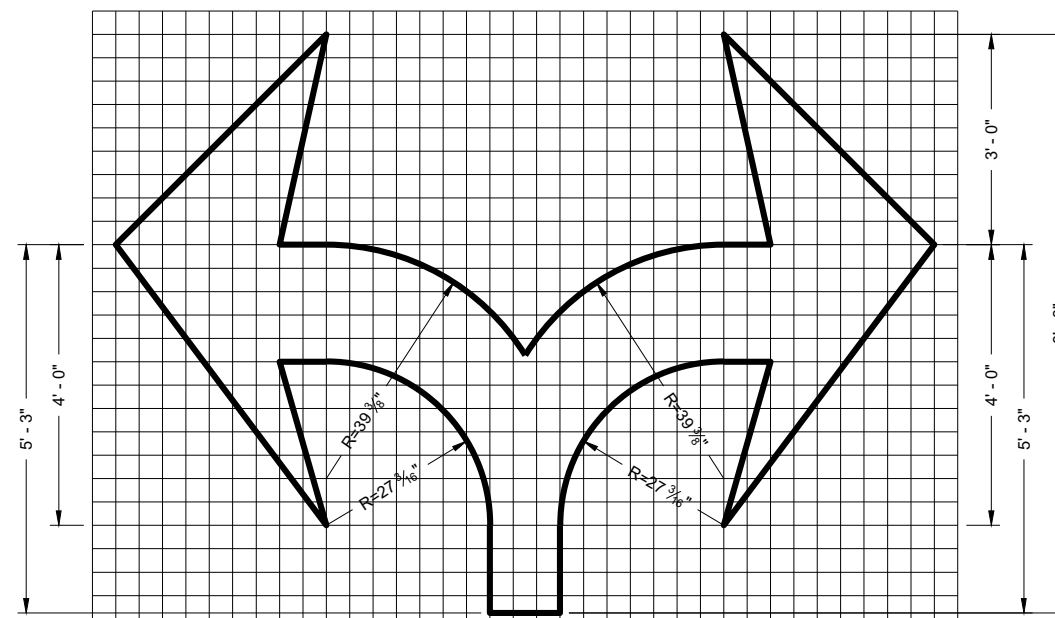
TYPE 4



TYPE 5 LANE DROP ARROW



TYPE 6



TYPE 7

GENERAL NOTES

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

PAVEMENT MARKING ARROWS

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED

November 2019

DATE

FHWA

/s/ Matthew Rauch  
STATE SIGNING AND MARKING  
ENGINEER






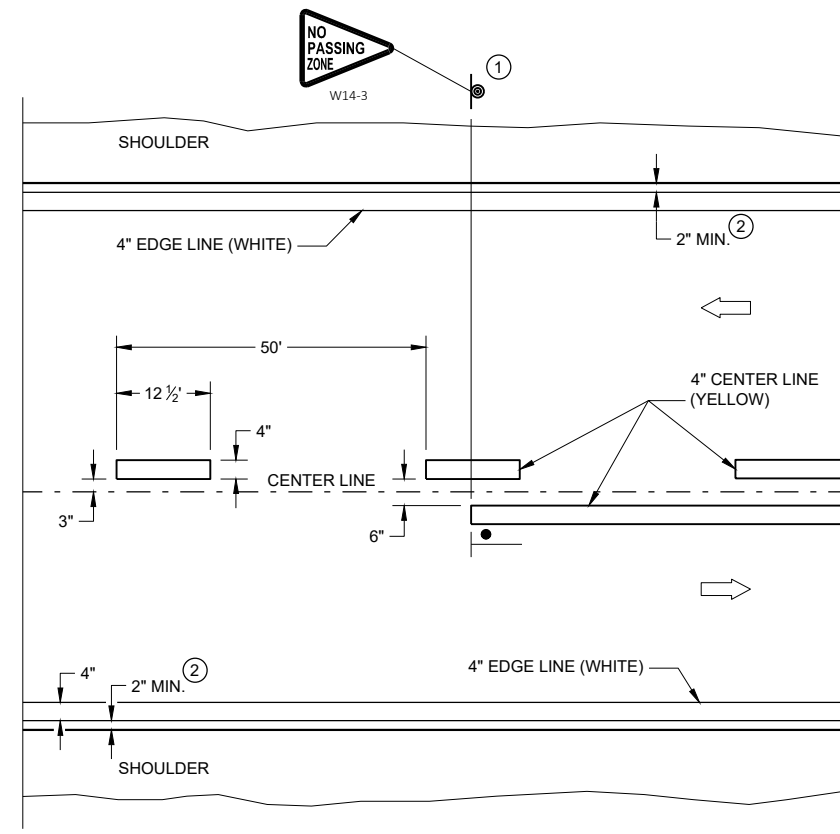
**GENERAL NOTES**

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

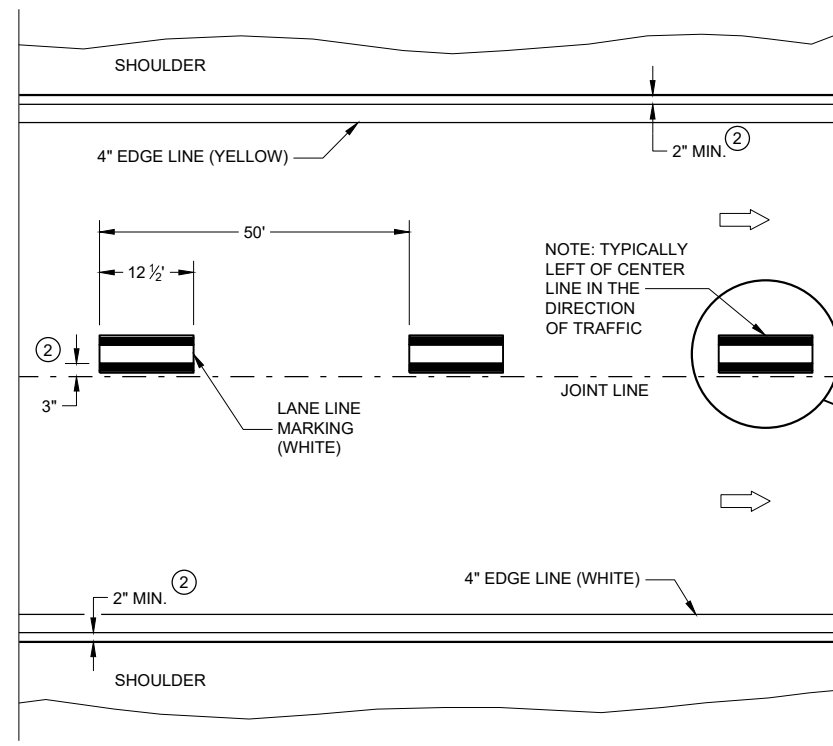
- ① LOCATE THE NO PASSING ZONE W14-3 SIGN WITHIN 50 FEET OF THE "T" MARKING
- ② MEASURE FROM EDGE OF MARKING TO JOINT LINE. THIS DOES NOT INCLUDE SPACE NEEDED FOR GROOVING OPERATIONS.

**LEGEND**

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

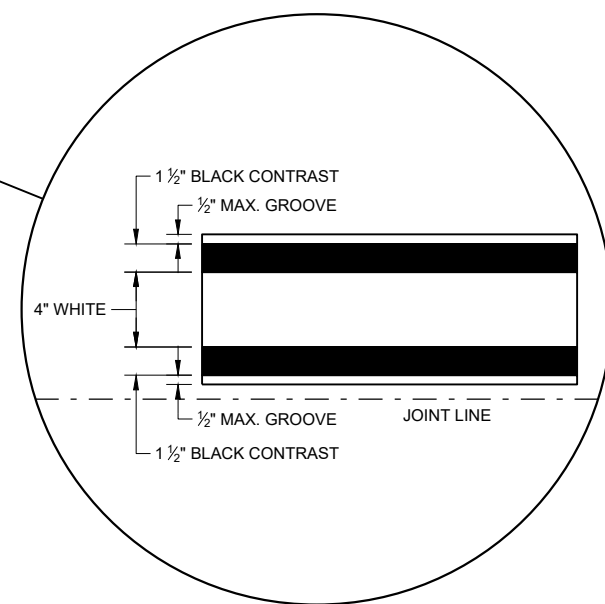


**TWO WAY TRAFFIC**



**ONE WAY TRAFFIC**

**PERMANENT PAVEMENT MARKING**



6

6

SDD 15C08 - 21a

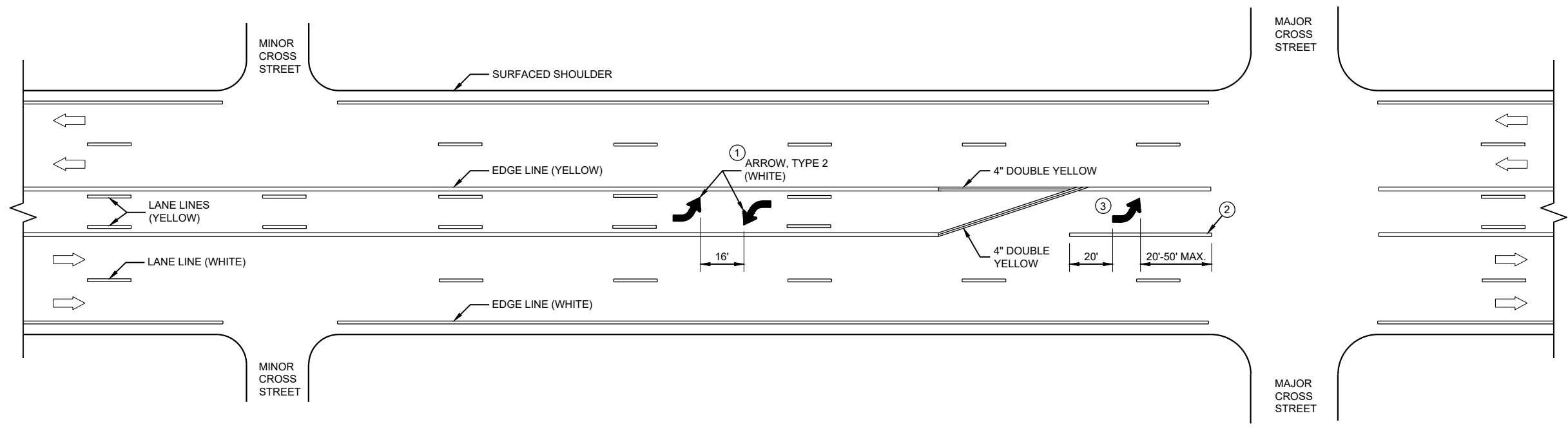
SDD 15C08 - 21a

<b>PERMANENT LONGITUDINAL PAVEMENT MARKINGS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Jeannie Silver STATEWIDE SIGNING AND MARKING ENGINEER
<small>FHWA</small>	

**GENERAL NOTES**

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

➡ DIRECTION OF TRAFFIC



**TWO WAY LEFT TURN LANE**

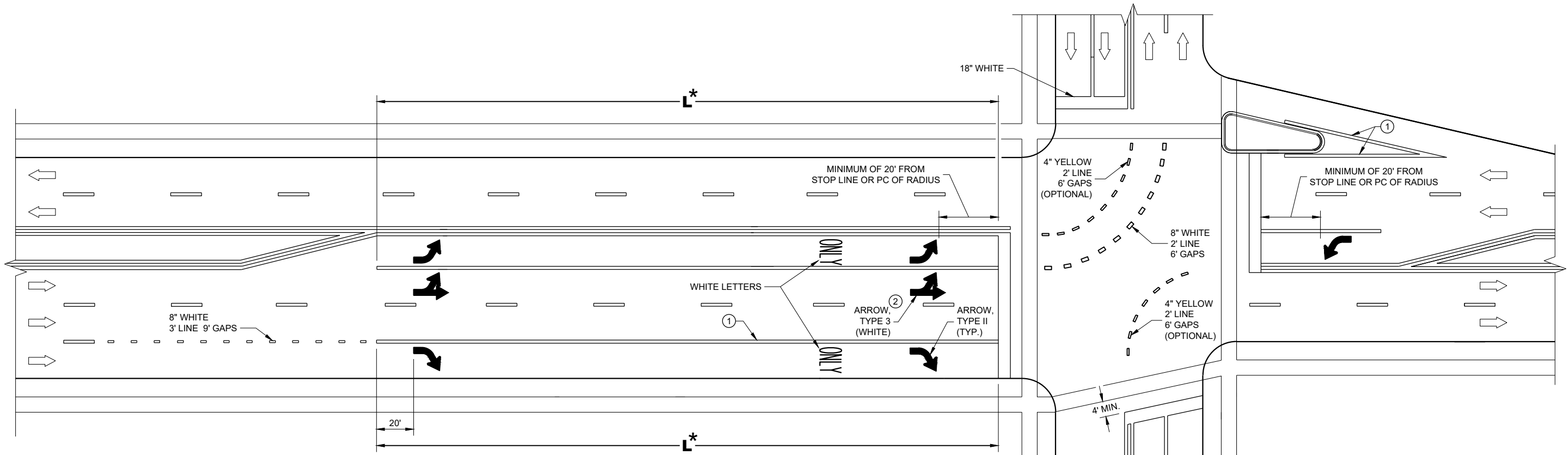
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6

SDD 15C08 - 21c

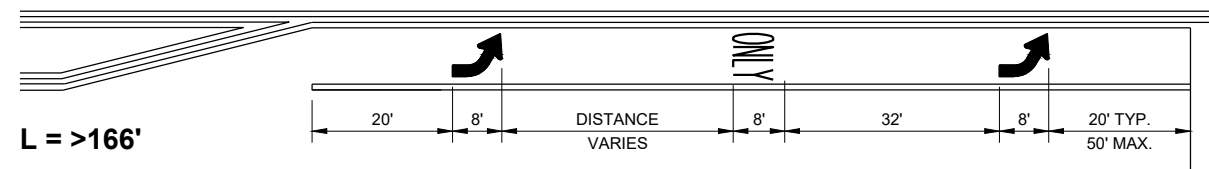
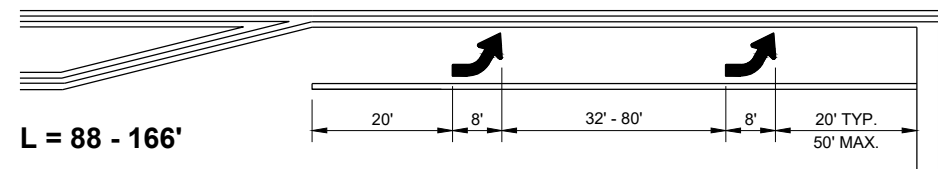
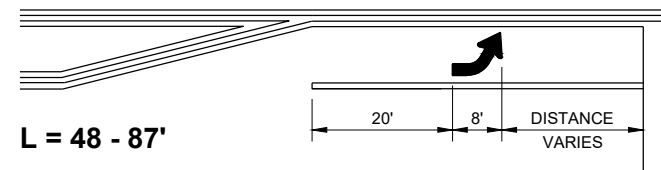
SDD 15C08 - 21c

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



**TURN LANE OPTIONS**

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



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

**GENERAL NOTES**

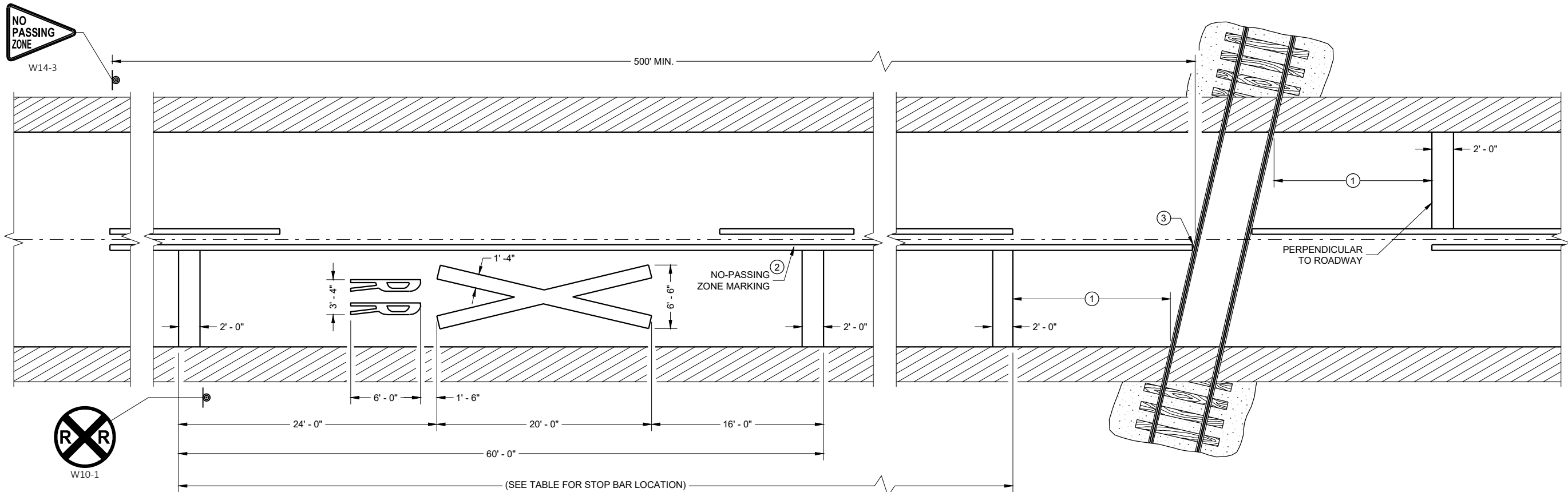
- ① 8" WHITE
- ② QUANTITY AND LOCATION OF TYPE 3 ARROWS ARE THE SAME AS THE TYPE II ARROWS IN THE ADJACENT TURN LANE. FOR TURN LANES WITH A PHYSICAL SEPARATION IN THE SAME DIRECTION OF TRAVEL, THE ARROWS AND "ONLY" MARKING MAY BE ELIMINATED.

➡ DIRECTION OF TRAFFIC

$L$  = LENGTH OF TURN BAY

**PAVEMENT MARKING (TURN LANES)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



**PAVEMENT MARKING**

**LEGEND**

⊙ SIGN ON PERMANENT SUPPORT

**GENERAL NOTES**

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

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

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

TRACE EXISTING SYMBOL WHERE EXISTING SYMBOLS ARE PLACED.

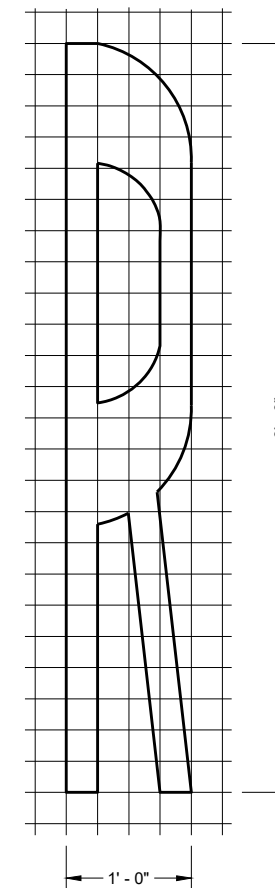
- ① MINIMUM 8' FROM ANY RAILROAD WARNING DEVICES (SIGNAL, GATES, ETC.) OR 25' FROM THE NEAREST RAIL, WHICHEVER DISTANCE IS GREATER.
- ② 500' MINIMUM. MARKING LIMITS MAY BE EXTENDED AS DIRECTED BY THE ENGINEER TO MEET ADJACENT NO-PASSING ZONE MARKINGS.
- ③ FOR MULTIPLE TRACK CROSSINGS, THE BARRIER LINE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

**DISTANCE TABLE**

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

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

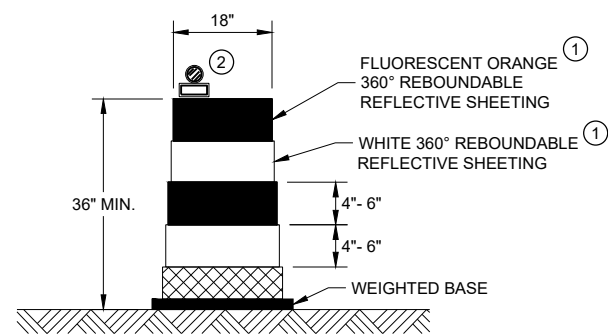
\* THE MINIMUM DISTANCES IN THE TABLE ARE DESIRABLE AND SHOULD BE USED. THE DISTANCES MAY BE INCREASED UP TO THE MAXIMUM TO ALLOW FOR FIELD CONDITIONS SUCH AS THE CLOSED PROXIMITY OF DRIVEWAYS, BRIDGES, SIDE ROADS OR OTHER FEATURES THAT WOULD PROHIBIT THE MINIMUM DISTANCES FROM BEING USED.



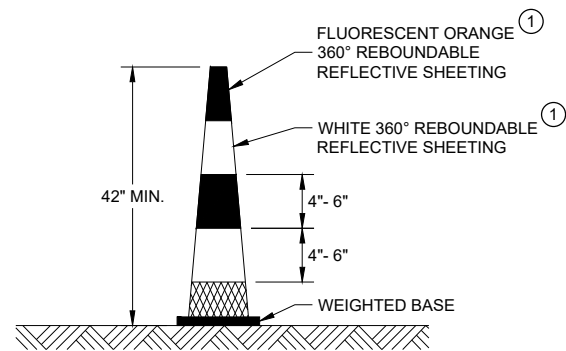
**SIGNING AND PAVEMENT MARKING DETAILS FOR RAILROAD - HIGHWAY GRADE CROSSINGS**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

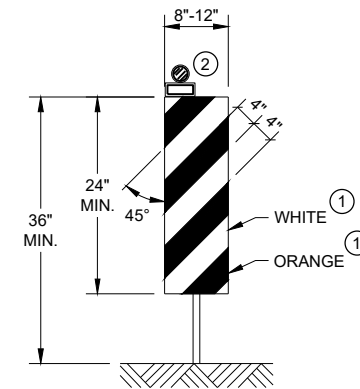


**DRUM**



**42" CONE**

DO NOT USE IN TAPERS  
 1/2 SPACING OF DRUMS

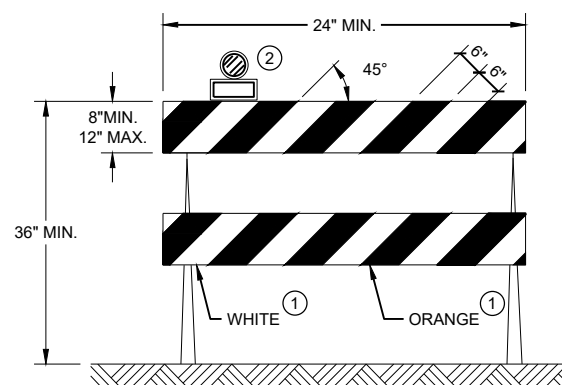


**VERTICAL PANEL**

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

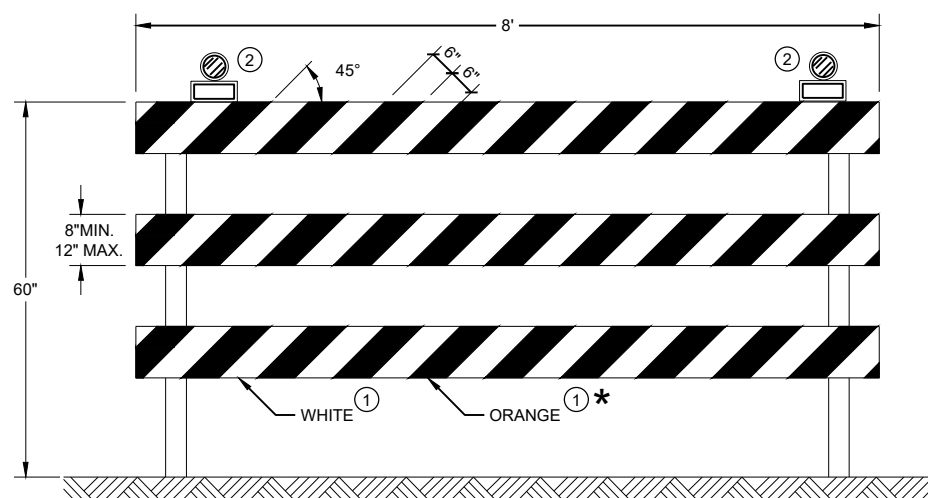
**GENERAL NOTES**

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



**TYPE II BARRICADE**

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








**TYPE III BARRICADE**

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

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

<b>CHANNELIZING DEVICES DRUMS, CONES, BARRICADES AND VERTICAL PANELS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2021 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
<small>FHWA</small>	

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

**FLAGGING**

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

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

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

**TEMPORARY PORTABLE RUMBLE STRIPS**

UTILIZE TEMPORARY PORTABLE RUMBLE STRIPS ON ALL FLAGGING OPERATIONS.

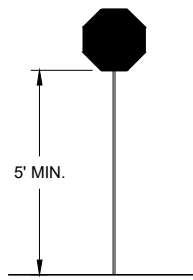
- ③ EACH TEMPORARY PORTABLE RUMBLE STRIP ARRAY CONSISTS OF THREE RUMBLE STRIPS PLACED TRANSVERSE ACROSS THE LANE AT THE LOCATIONS SHOWN. WITHIN EACH ARRAY, SPACING BETWEEN RUMBLE STRIPS SHALL BE 15 FEET ON CENTER

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

INSTALL TEMPORARY RUMBLE STRIPS PER MANUFACTURER'S RECOMMENDATIONS.

PLACE ADVANCE SIGNING PRIOR TO INSTALLING TEMPORARY RUMBLE STRIPS.

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



**STOP/SLOW PADDLE ON SUPPORT STAFF**

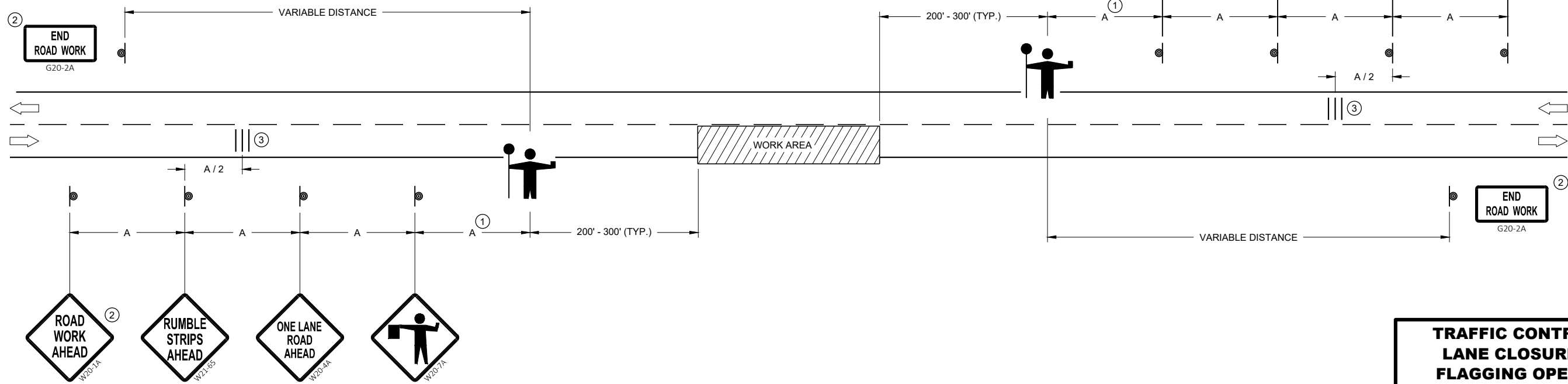
**SIGN AND TEMPORARY RUMBLE STRIP ARRAY SPACING TABLE**

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



W03-4

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



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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
DATE: May 2022 /S/ Andrew Heidtke  
WORK ZONE ENGINEER

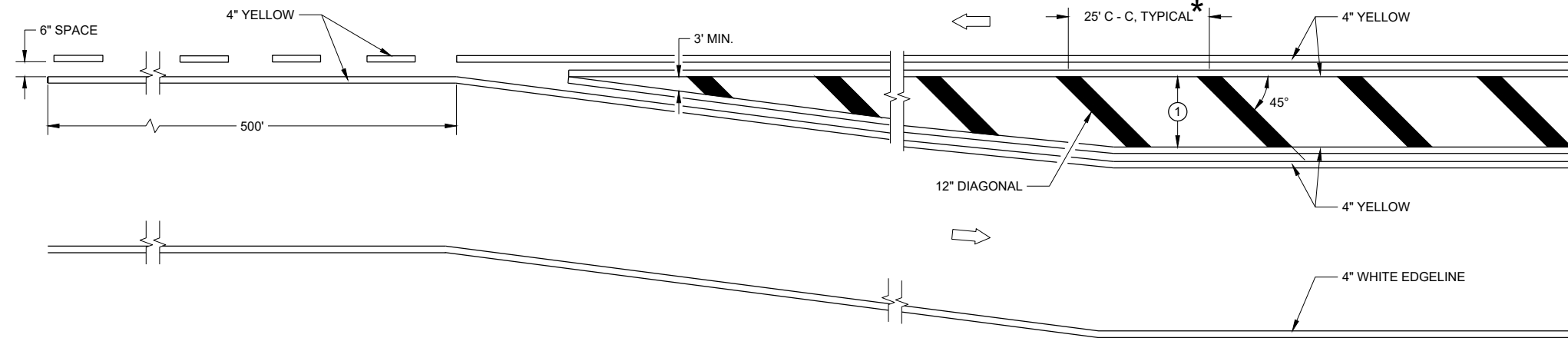
FHWA

**GENERAL NOTES**

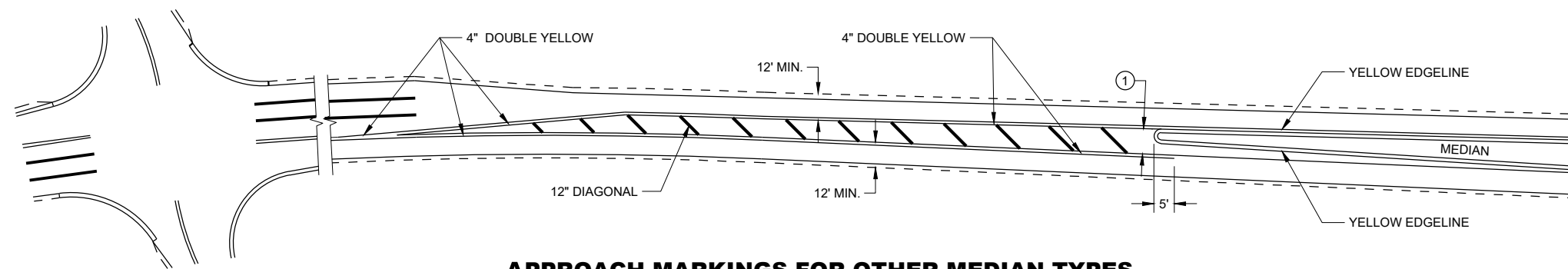
- ① DIAGONALS ARE OPTIONAL WHEN PAINTED ISLAND IS LESS THAN 6 FEET AT THE WIDEST POINT. OMIT DIAGONALS IF WIDTH IS LESS THAN 4 FEET.

➔ DIRECTION OF TRAVEL

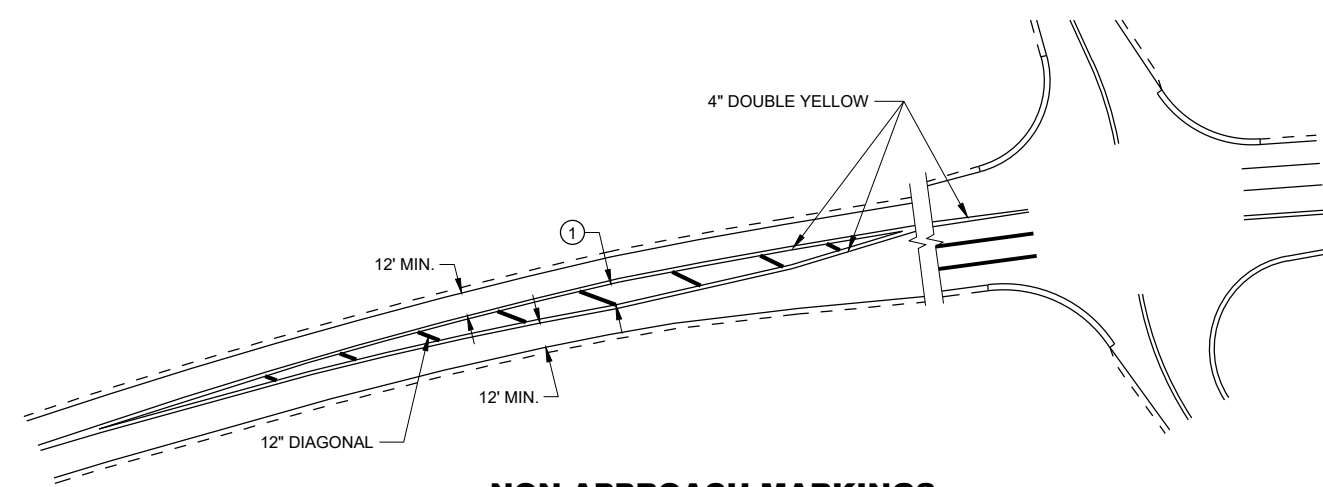
\* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10'.



**MEDIAN ISLAND DETAIL**



**APPROACH MARKINGS FOR OTHER MEDIAN TYPES**



**NON-APPROACH MARKINGS**

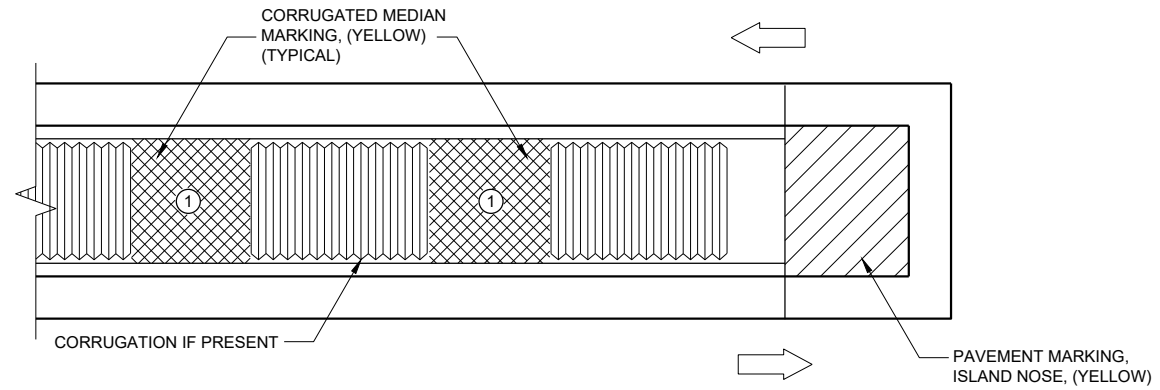
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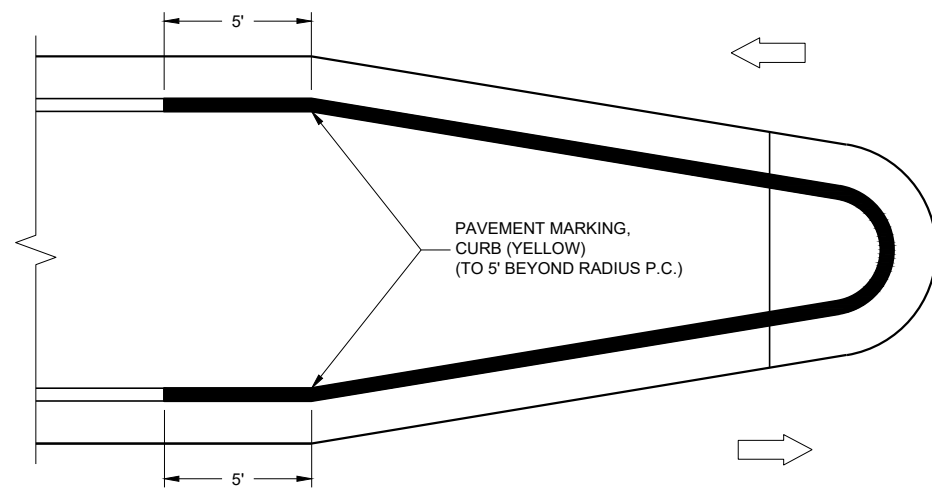
SDD 15C18 - 06a

SDD 15C18 - 06a

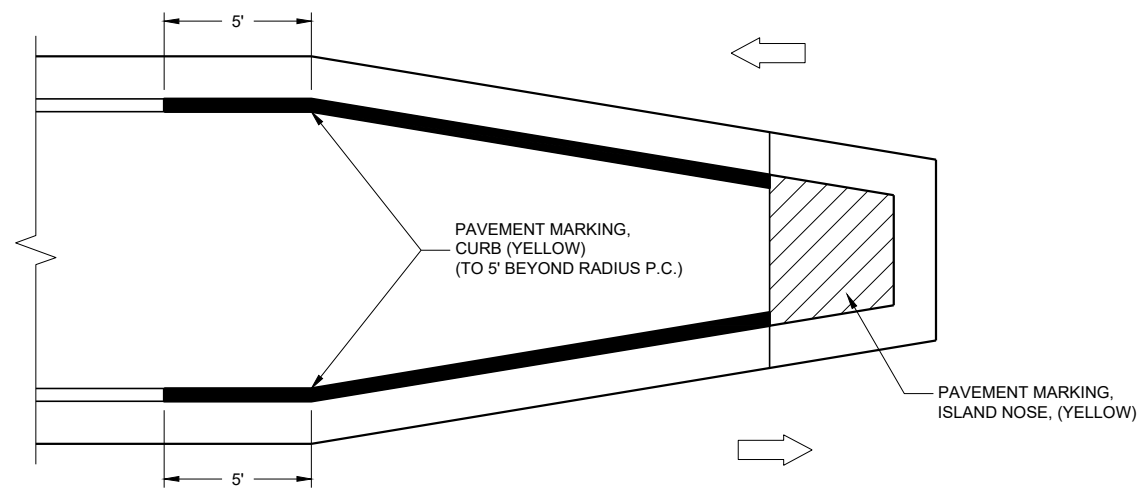
<b>MEDIAN ISLAND PAVEMENT MARKINGS</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Jeannie Silver STATE SIGNING AND MARKING ENGINEER
FHWA	



**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





**PAVEMENT MARKINGS,  
MEDIAN ISLAND NOSE**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2022 /S/ Jeannie Silver  
DATE STATE SIGNING AND MARKING  
ENGINEER



**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

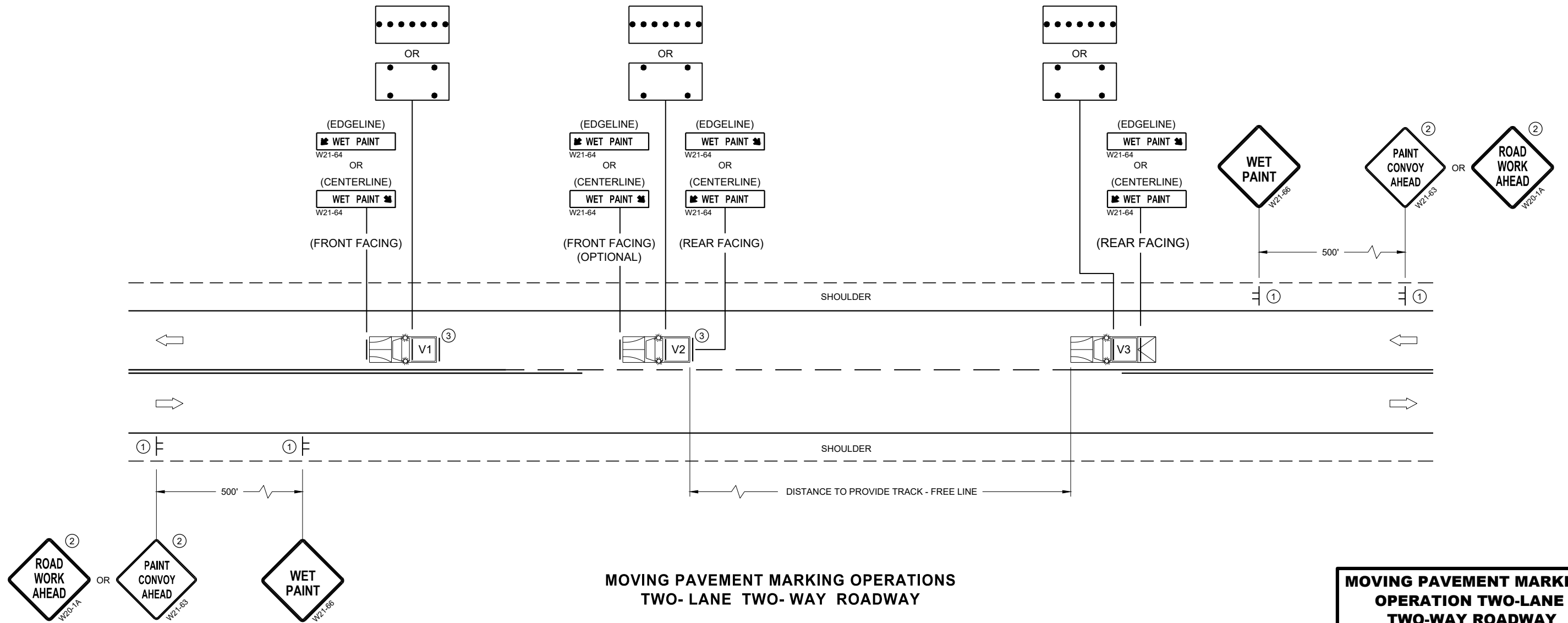
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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



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

SDD 15C19 - 07a

SDD 15C19 - 07a

<b>MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**LEGEND**

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

**GENERAL NOTES**

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

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

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

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

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

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

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

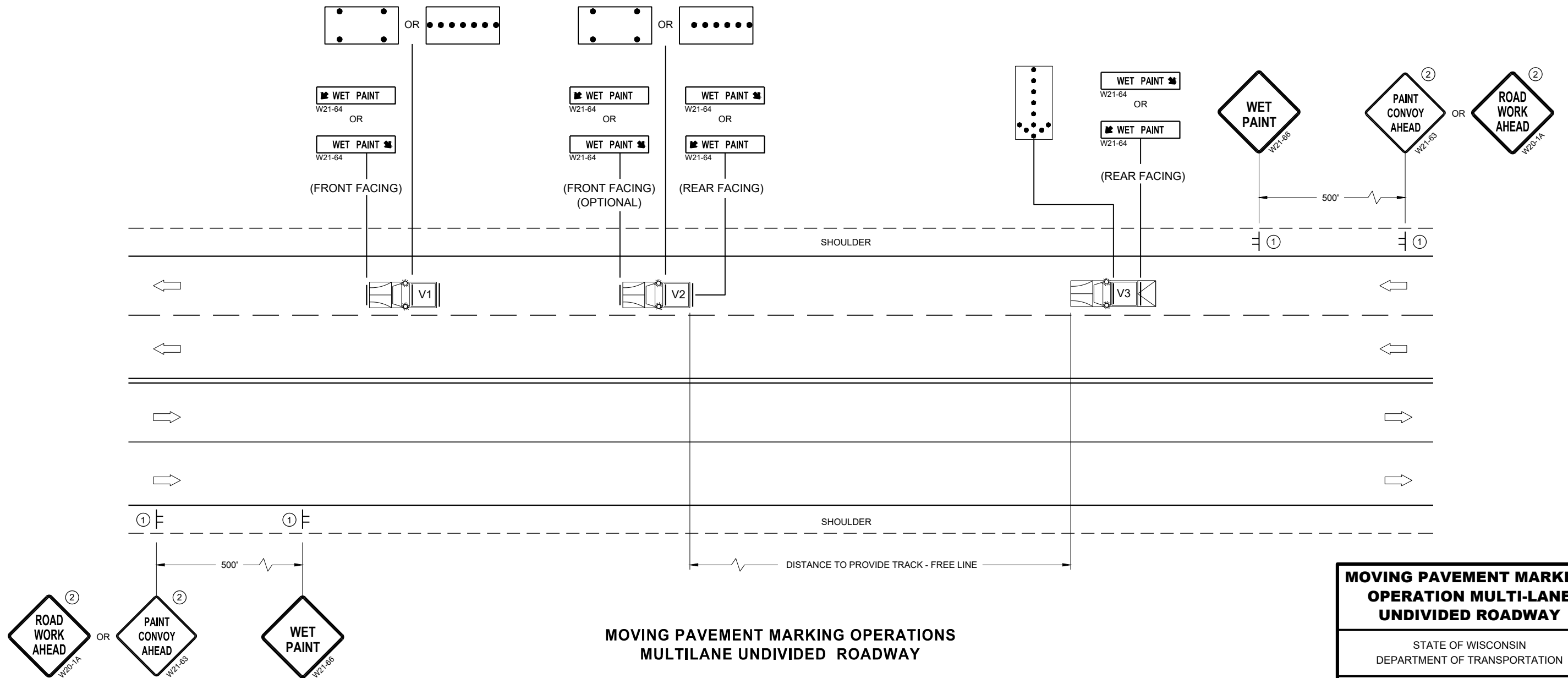
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLES AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

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

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

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



**MOVING PAVEMENT MARKING OPERATIONS  
MULTILANE UNDIVIDED ROADWAY**

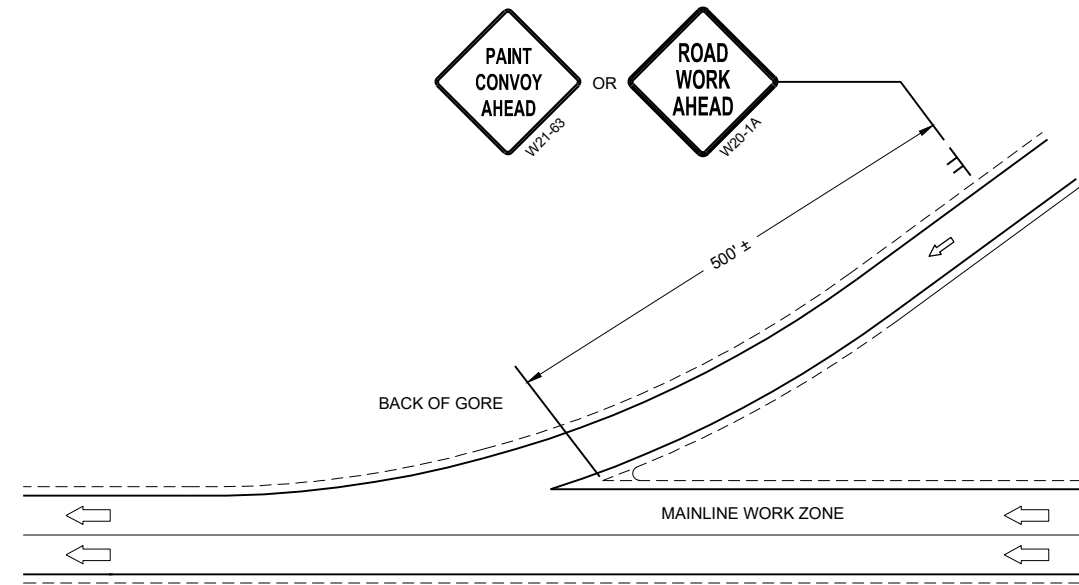
<b>MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

SDD 15C19 - 07b

SDD 15C19 - 07b

**LEGEND**

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



**GENERAL NOTES**

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

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

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

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

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

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

USE AN ATTENUATOR ON THE REAR MOST VEHICLE THAT BLOCKS ALL OR PART OF THE TRAFFIC LANE.

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

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

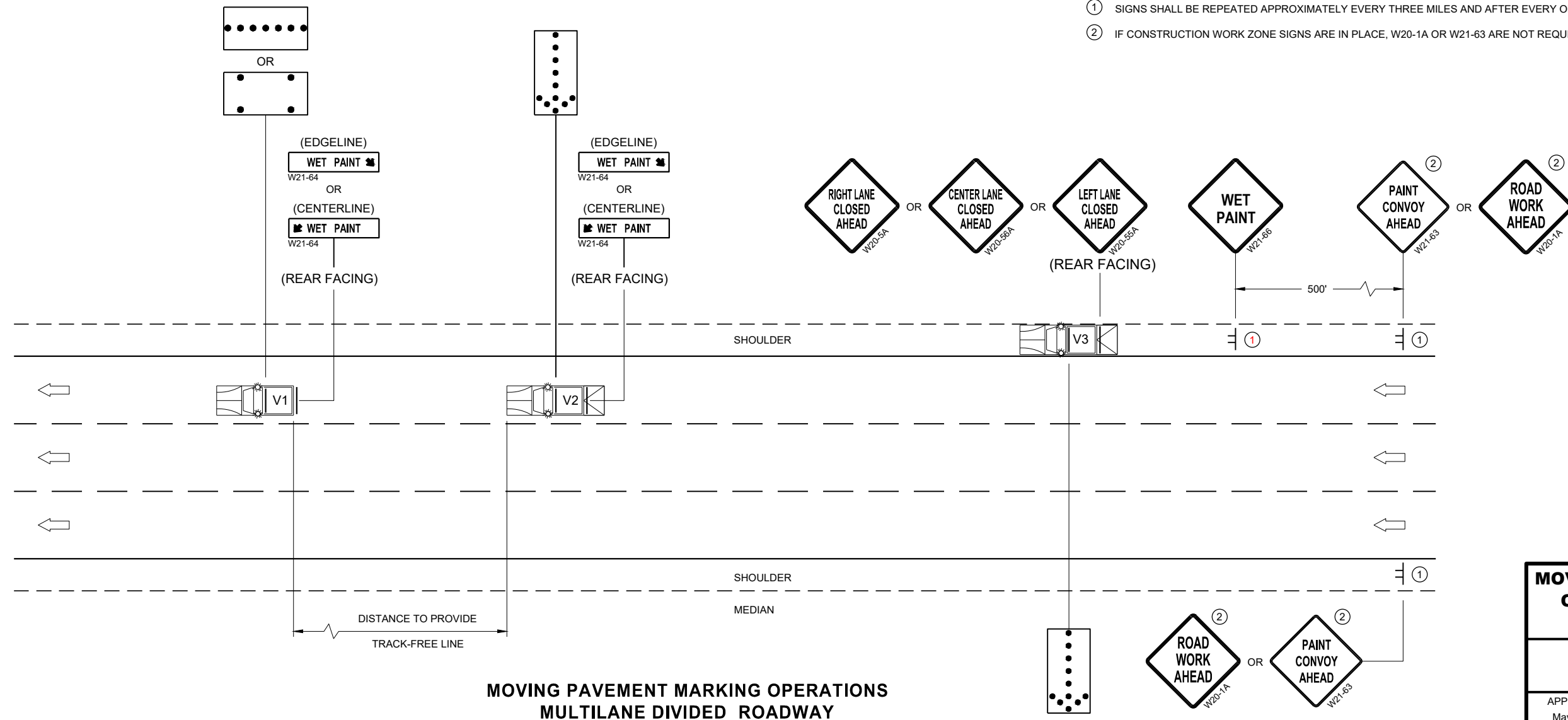
CONES SHOULD BE USED BETWEEN THE MARKING AND SHADOW VEHICLE AT 100 FOOT SPACING. CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.

CONES SHALL BE A MINIMUM HEIGHT OF 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.

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SDD 15C19 - 07C

SDD 15C19 - 07C



**MOVING PAVEMENT MARKING OPERATIONS  
MULTILANE DIVIDED ROADWAY**

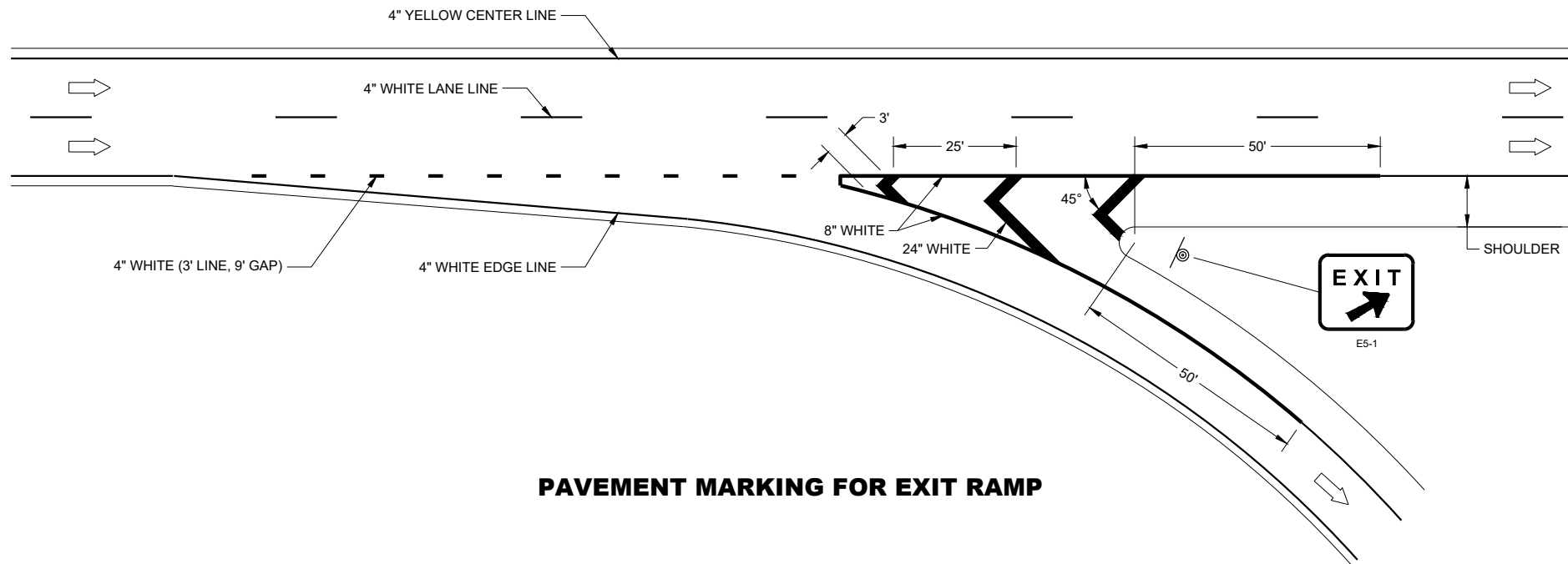
<b>MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2022 DATE	/S/ Andrew Heidtke WORK ZONE ENGINEER
FHWA	

**GENERAL NOTES**

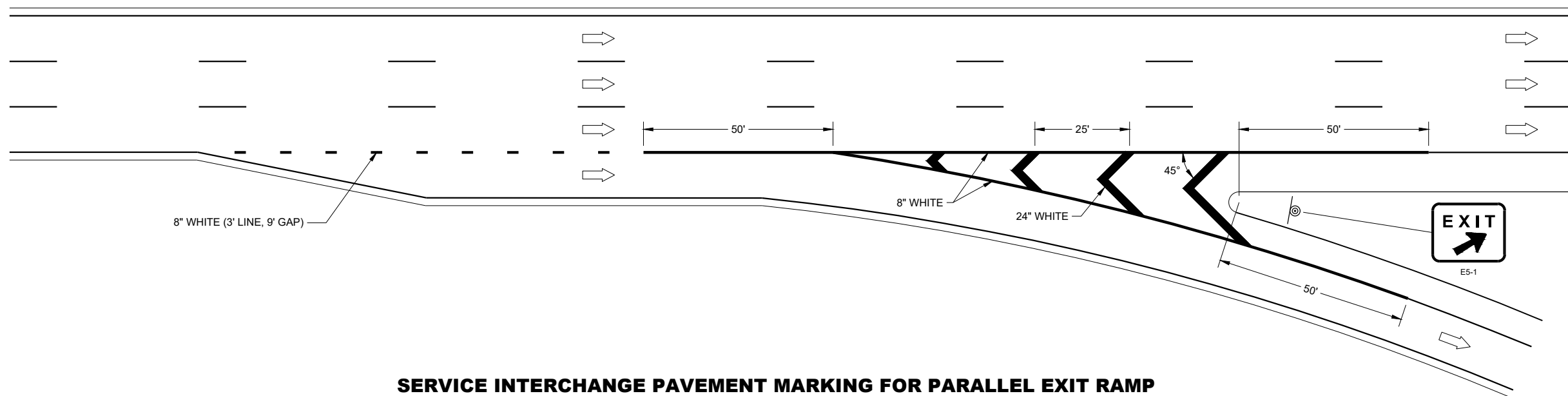
PLACE GROOVE 3 INCHES LEFT OF JOINT.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



**PAVEMENT MARKING FOR EXIT RAMP**



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

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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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
SDD 15C31 - 04a

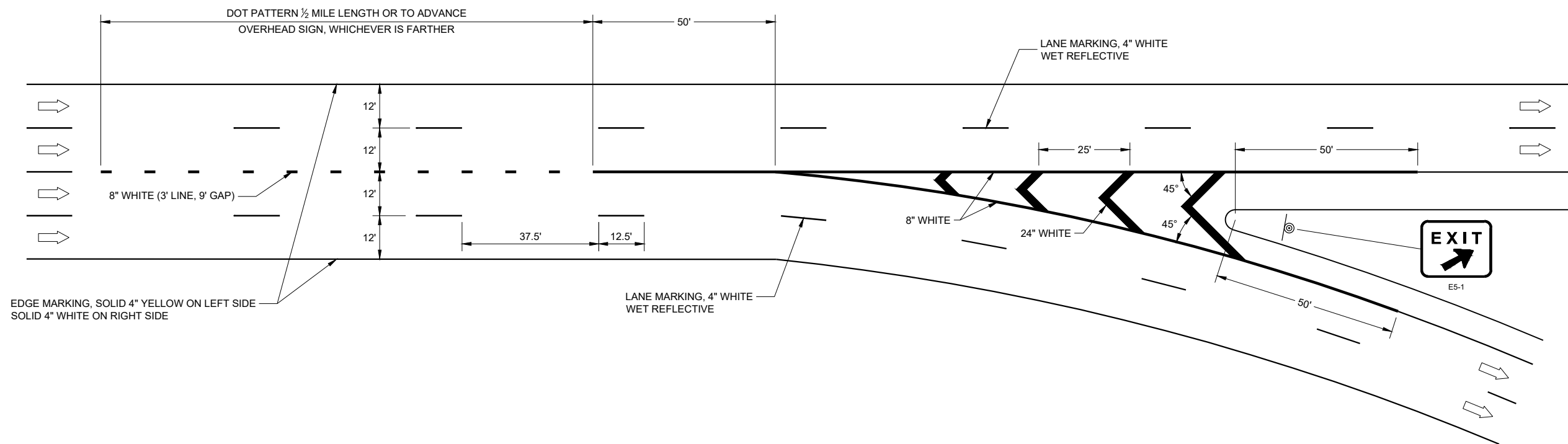
SDD 15C31 - 04a

**GENERAL NOTES**

PLACE GROOVE 3 INCHES LEFT OF JOINT.

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  DIRECTION OF TRAVEL



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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

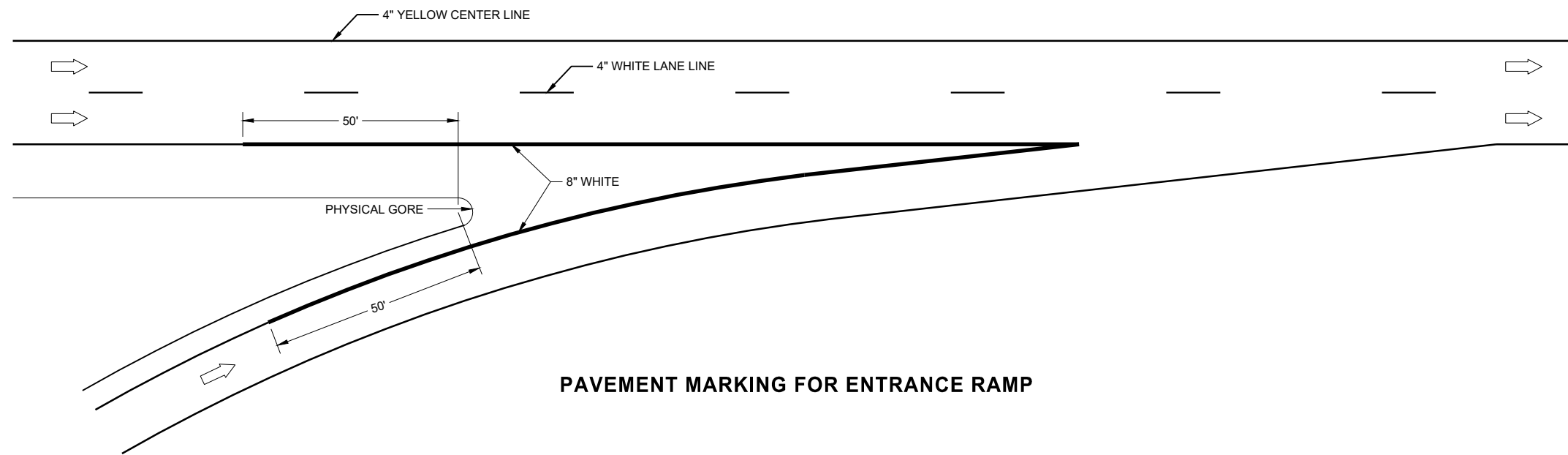
**GENERAL NOTES**

PLACE GROOVE 3 INCHES LEFT OF JOINT.

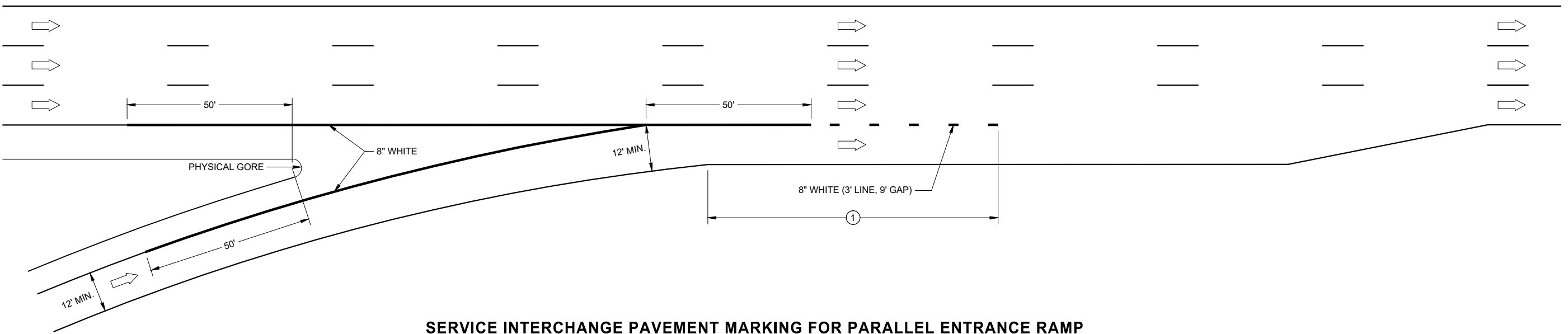
① ½ LENGTH OF FULL WIDTH ACCELERATION LANE.

**LEGEND**

➡ DIRECTION OF TRAVEL



**PAVEMENT MARKING FOR ENTRANCE RAMP**



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

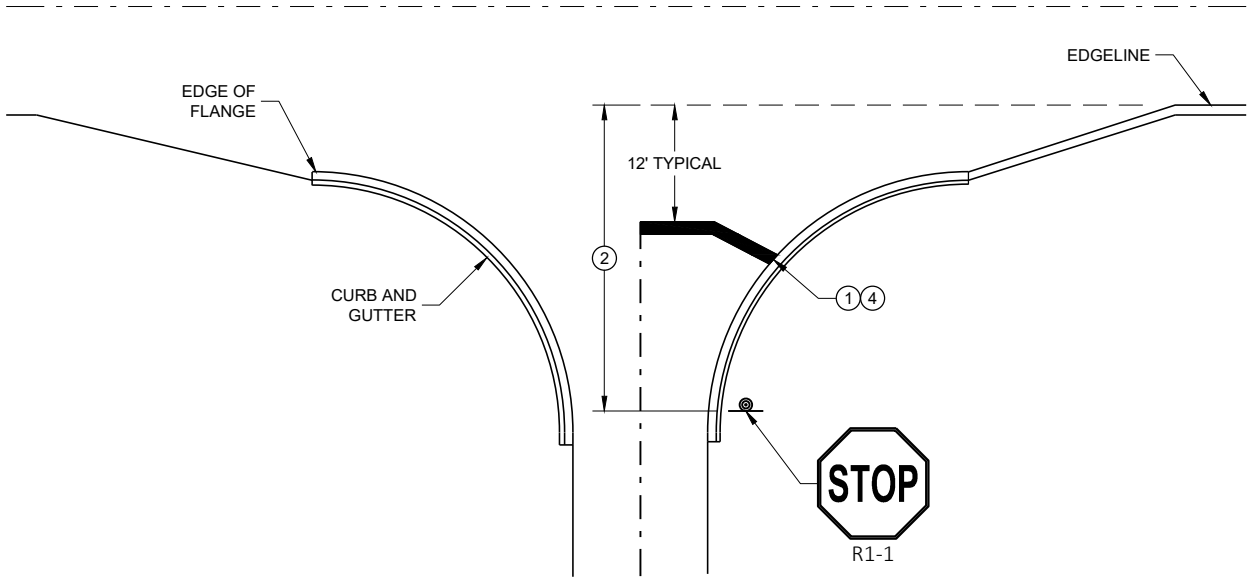
**PAVEMENT MARKING,  
ENTRANCE RAMP AND  
PARALLEL ENTRANCE RAMP**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

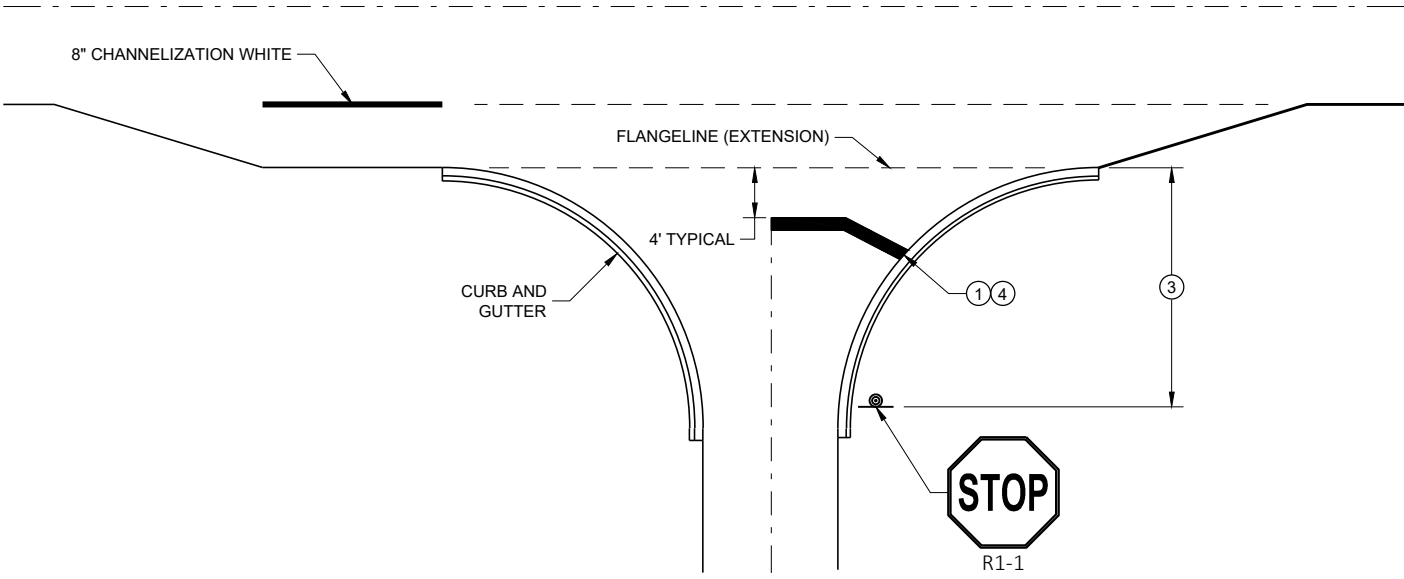
**GENERAL NOTES**

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

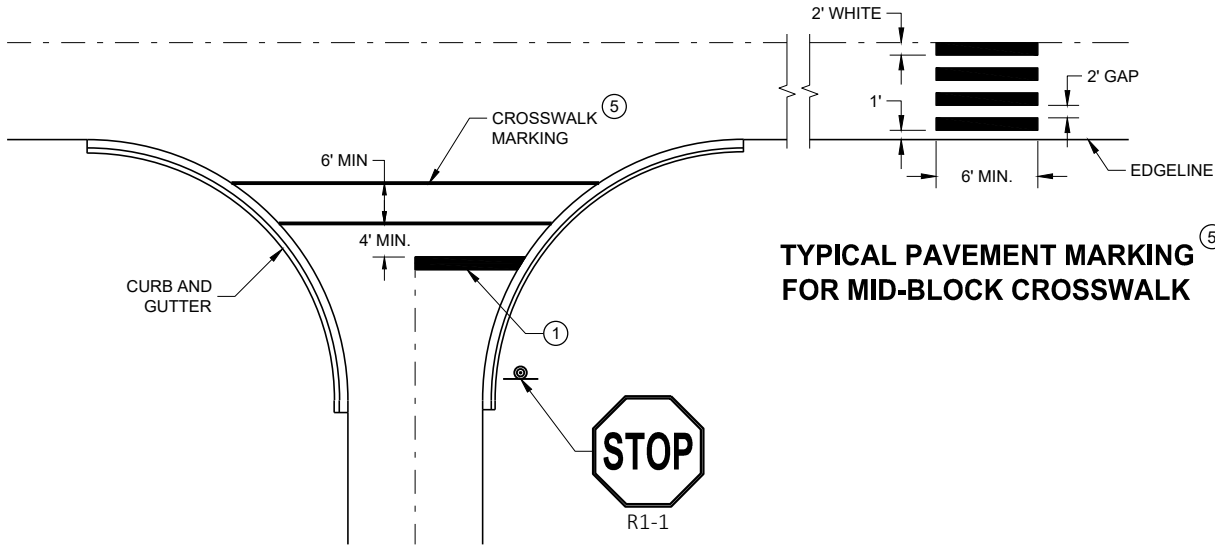
- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE REGION MARKING ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGELINE.
- ③ NO STOP LINE IS REQUIRED IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE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



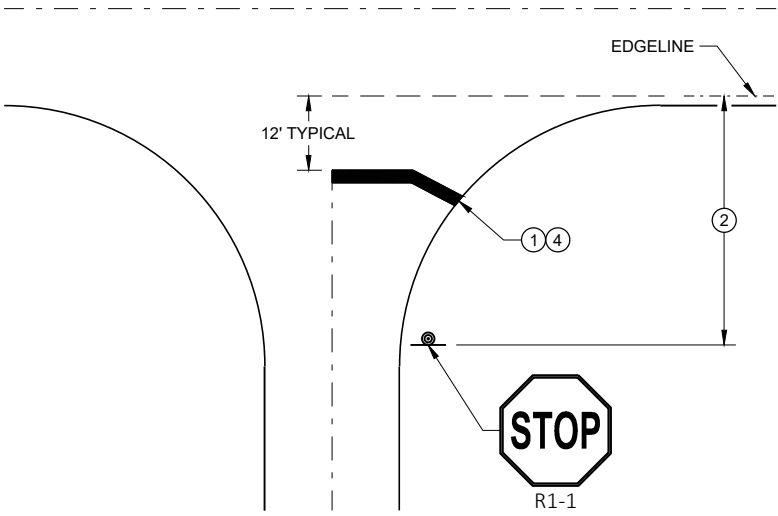
**TYPICAL STOP LINE PAVEMENT MARKING WITH CURB AND GUTTER**



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



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



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

**STOP LINE AND CROSSWALK PAVEMENT MARKING**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

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

FHWA

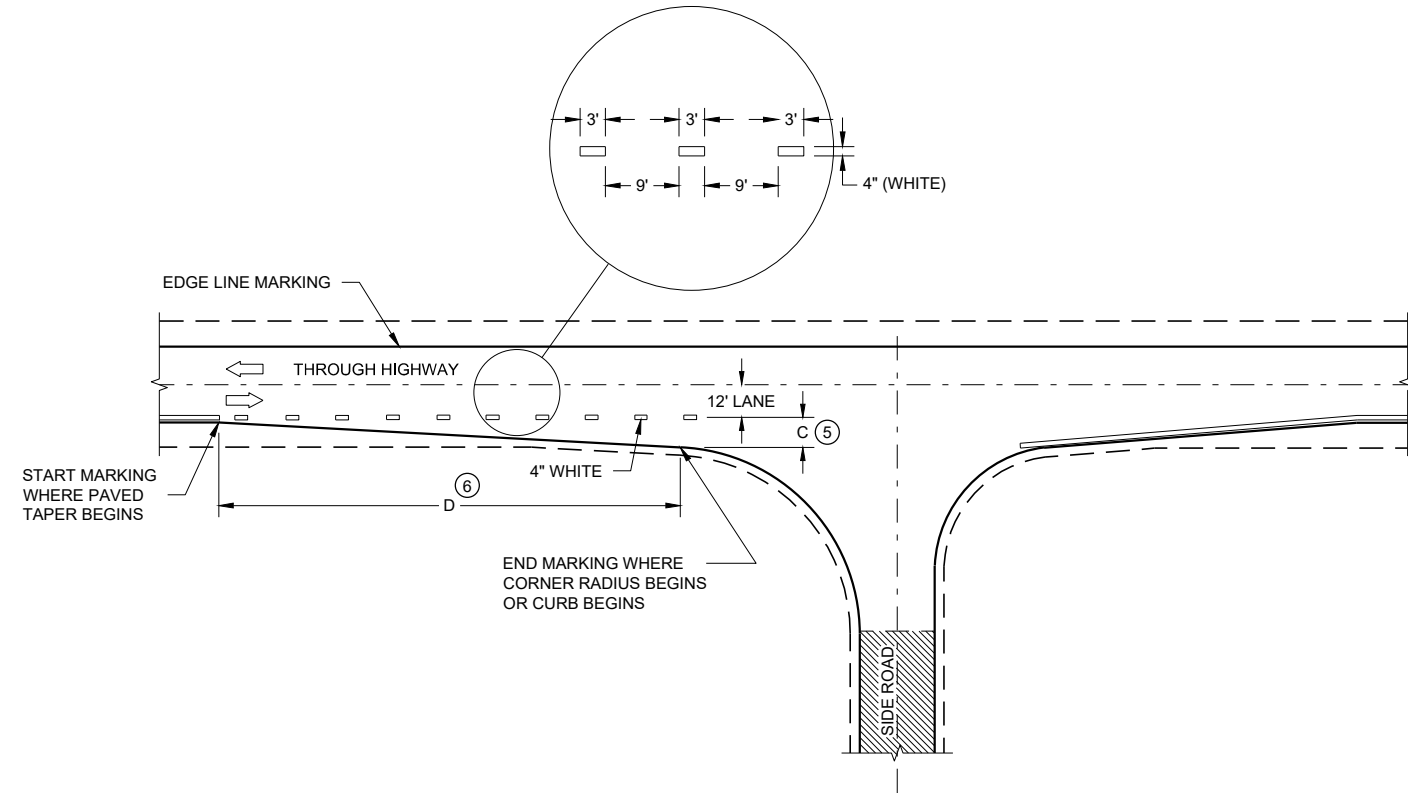
**GENERAL NOTES**

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

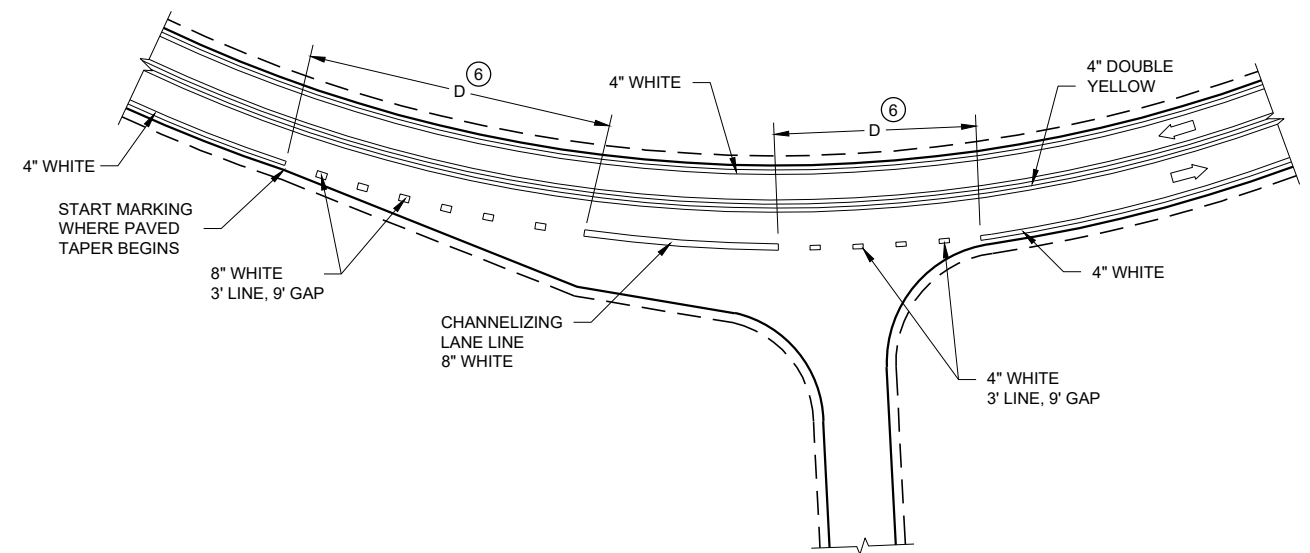
- ① WHEN DISTANCE "A" IS LESS THAN 250 FEET, OMIT LANE LINE.
- ② WHEN DISTANCE "B" IS LESS THAN 100 FEET, OMIT CHANNELIZING LANE LINE.
- ③ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT / SURFACE EDGE EXTENSION.
- ④ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
- ⑤ WHEN DISTANCE "C" IS LESS THAN 4 FEET, OMIT DOTTED EXTENSION.
- ⑥ WHEN DISTANCE "D" IS LESS THAN 50 FEET, OMIT DOTTED EXTENSION.

**LEGEND**

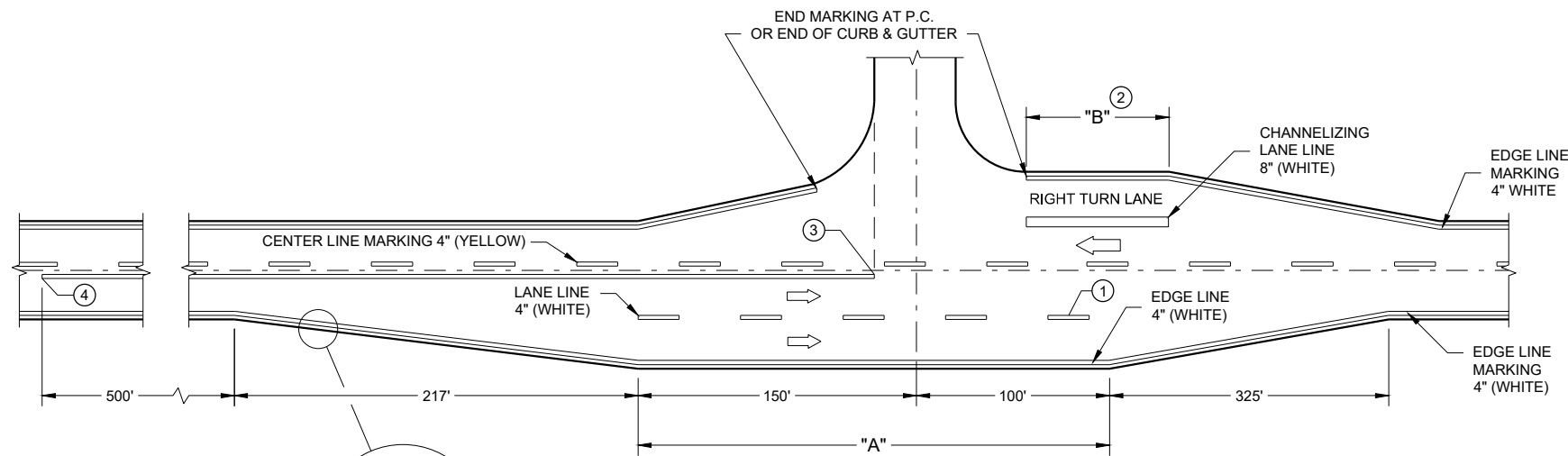
➡ DIRECTION OF TRAVEL



**MINOR INTERSECTION**

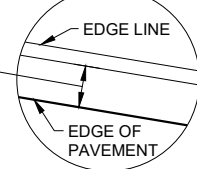


**INTERSECTION ON OUTSIDE OF CURVE**



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

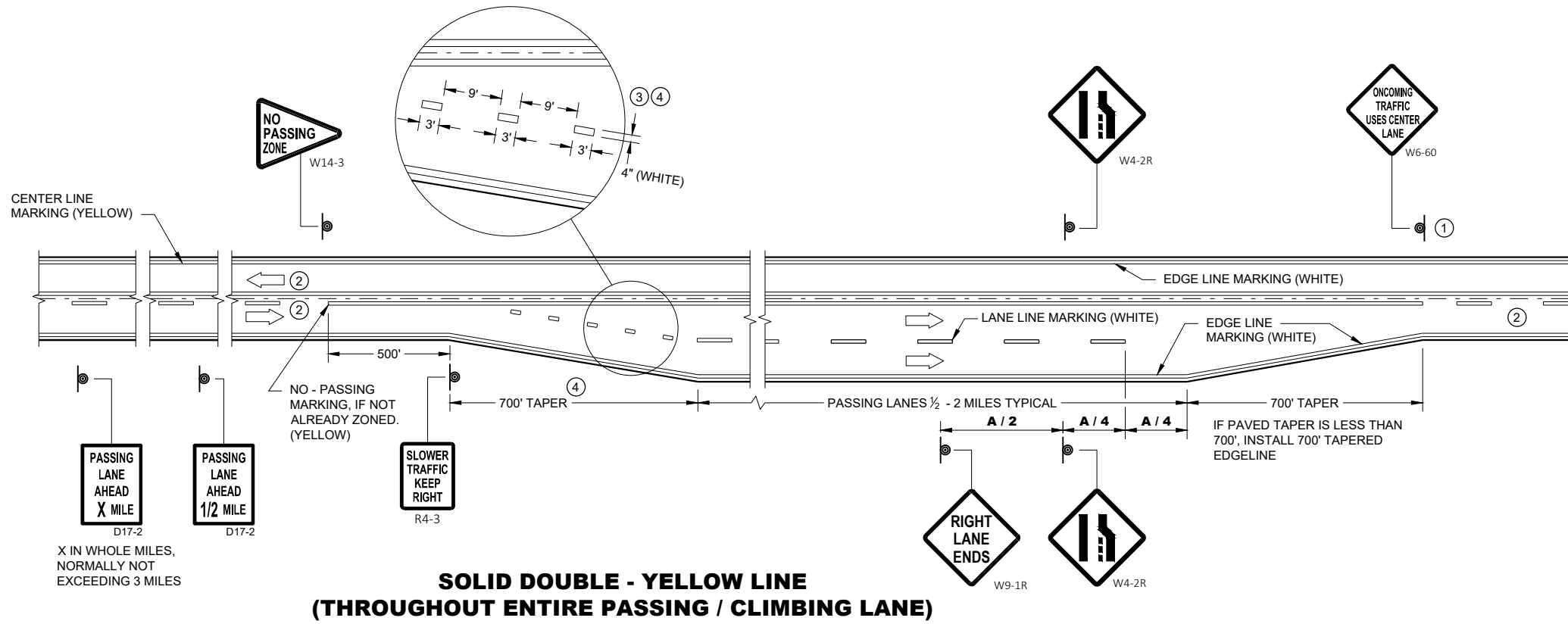
BYPASS LANE PAVED SHOULDER WIDTH (AS SHOWN ELSEWHERE IN PLANS) - PLUS 2 INCHES



**PAVEMENT MARKING  
(INTERSECTIONS)**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION





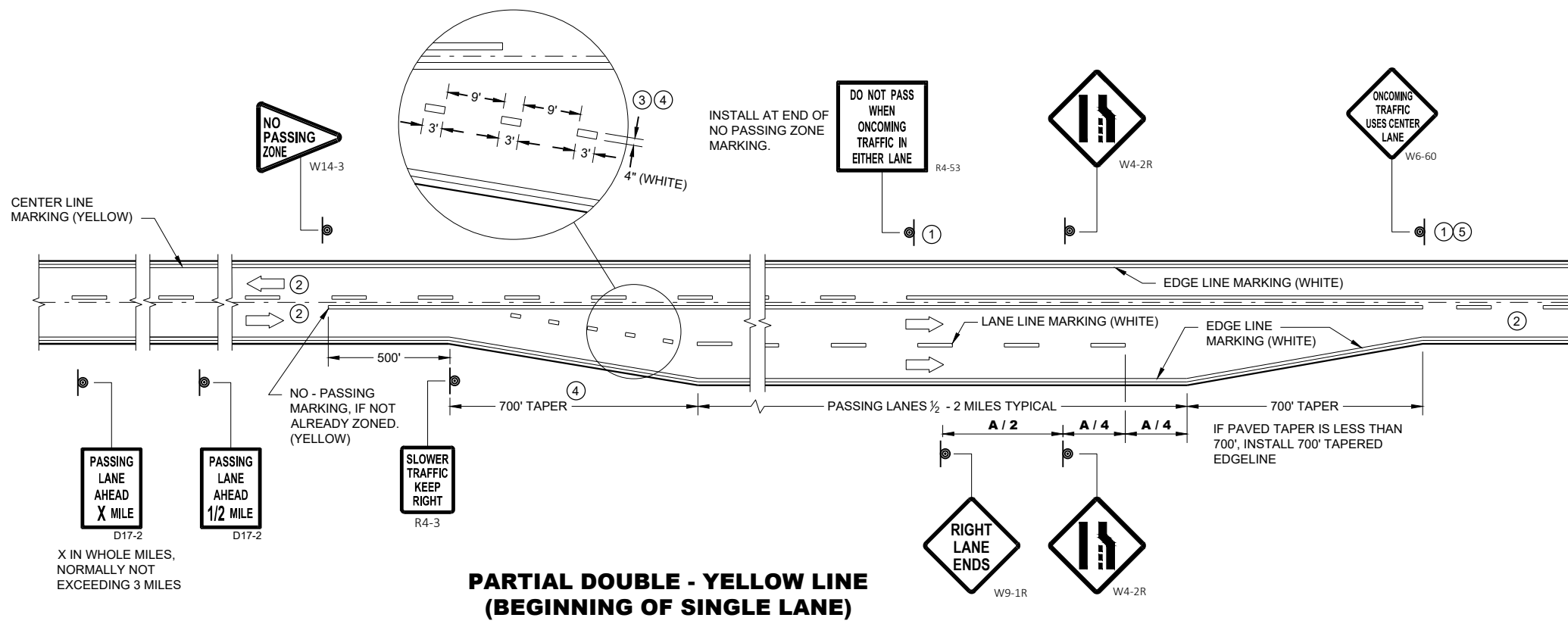
**GENERAL NOTES**

- SIGN SHALL BE REPEATED AT 1 MILE INCREMENTS OR AT THE DISCRETION OF THE REGIONAL TRAFFIC ENGINEER.
- THERE MAY BE SOLID YELLOW ON THE CENTERLINE DUE TO SIGHT CONDITIONS.
- 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.
- 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.
- REPEAT EVERY 1 MILE UP UNTIL R4-53.

ARROW SYMBOL ( → ) SHOWS DIRECTION OF TRAVEL

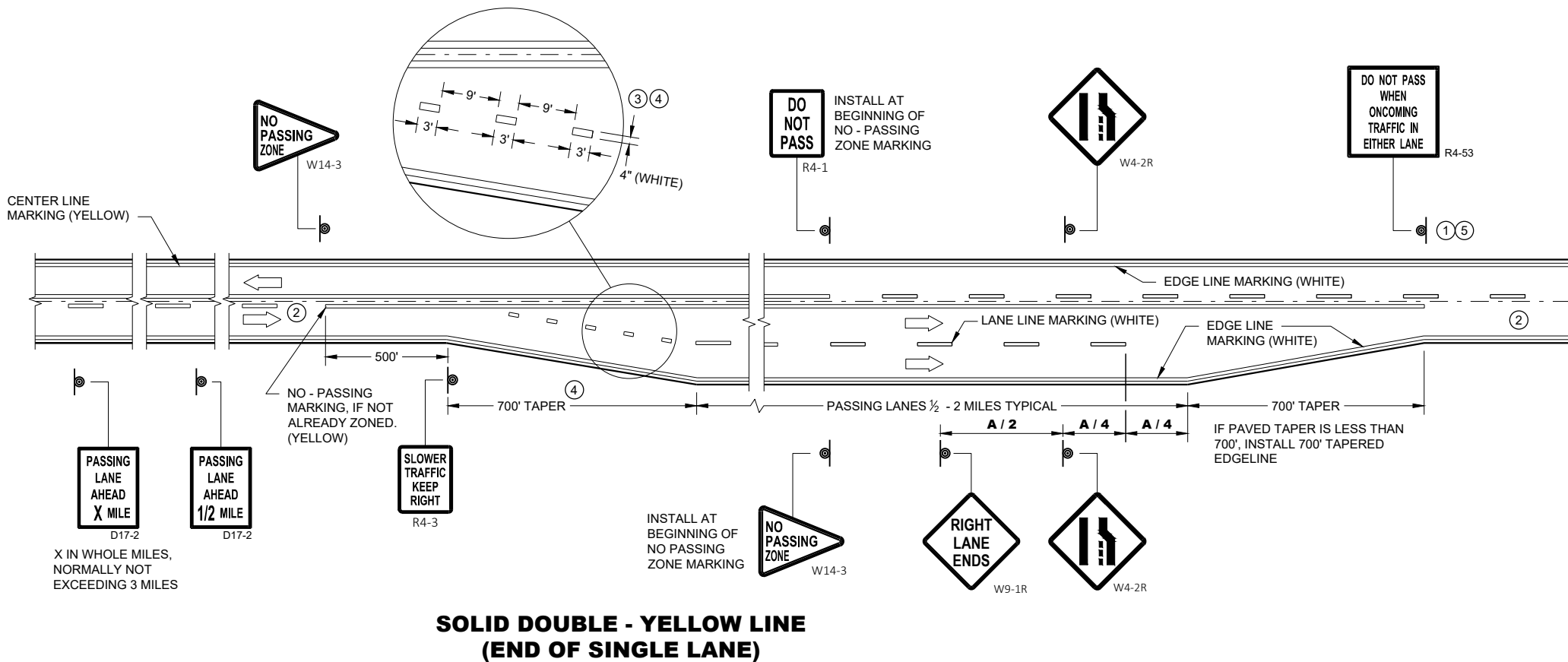
**DISTANCE TABLE**

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



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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION



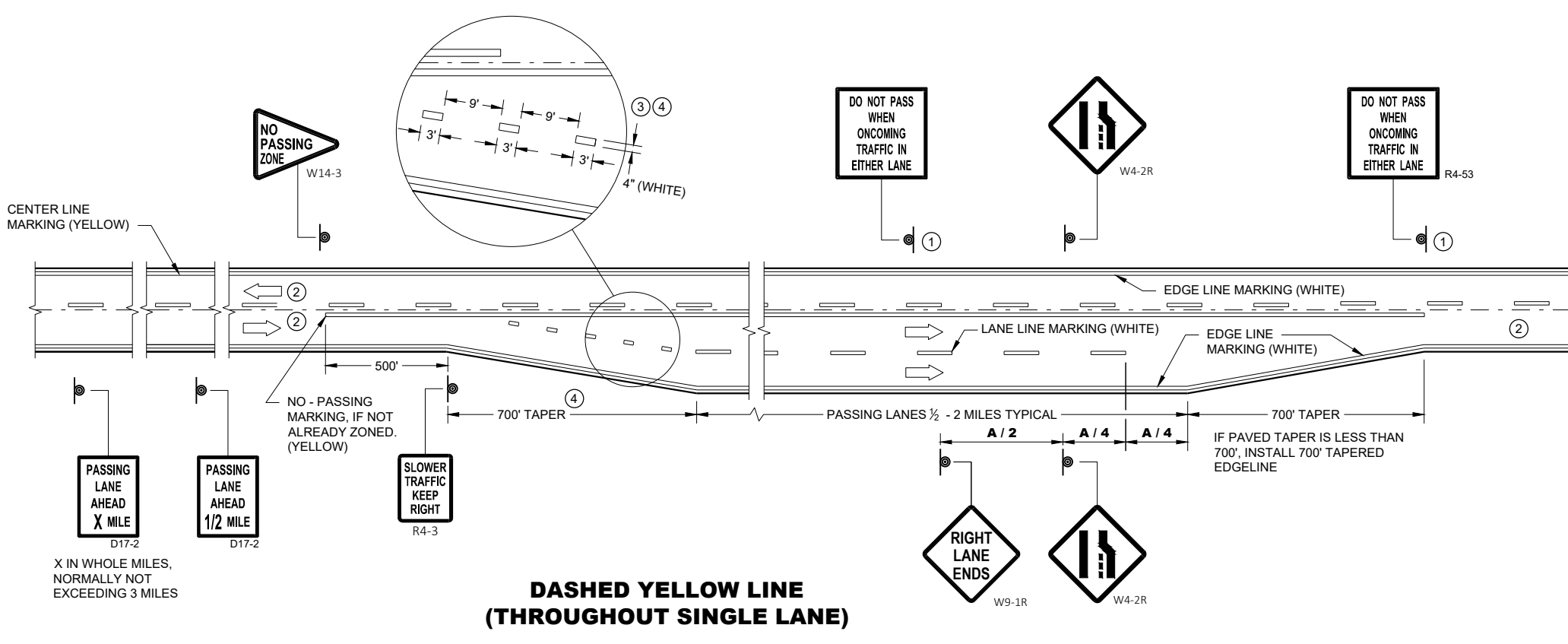
**GENERAL NOTES**

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

ARROW SYMBOL ( ) SHOWS DIRECTION OF TRAVEL

**DISTANCE TABLE**

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



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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2022 /S/ Jeannie Silver  
DATE STATE SIGNING AND MARKING ENGINEER

FHWA

## GENERAL NOTES

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS 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.

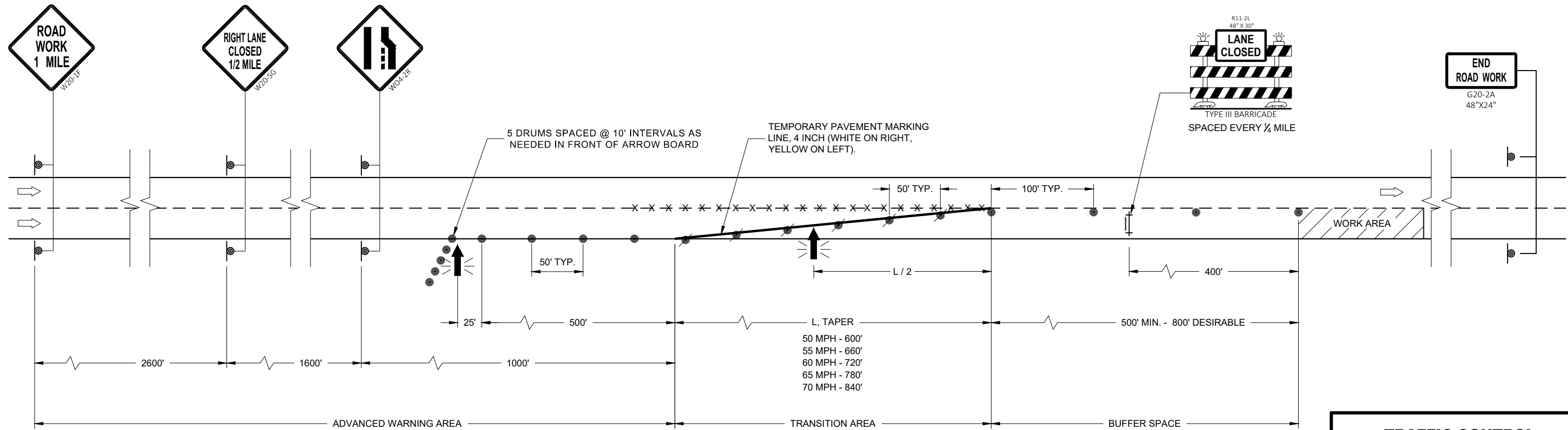
CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS.

## 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)
-  -X-X-X- REMOVING PAVEMENT MARKINGS
-   DIRECTION OF TRAFFIC
-  WORK AREA
-   FLASHING ARROW BOARD

6

SDD 15D12 - 10a












6

SDD 15D12 - 10a

<b>TRAFFIC CONTROL LANE CLOSURE</b>	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED February 2022 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)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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

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

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

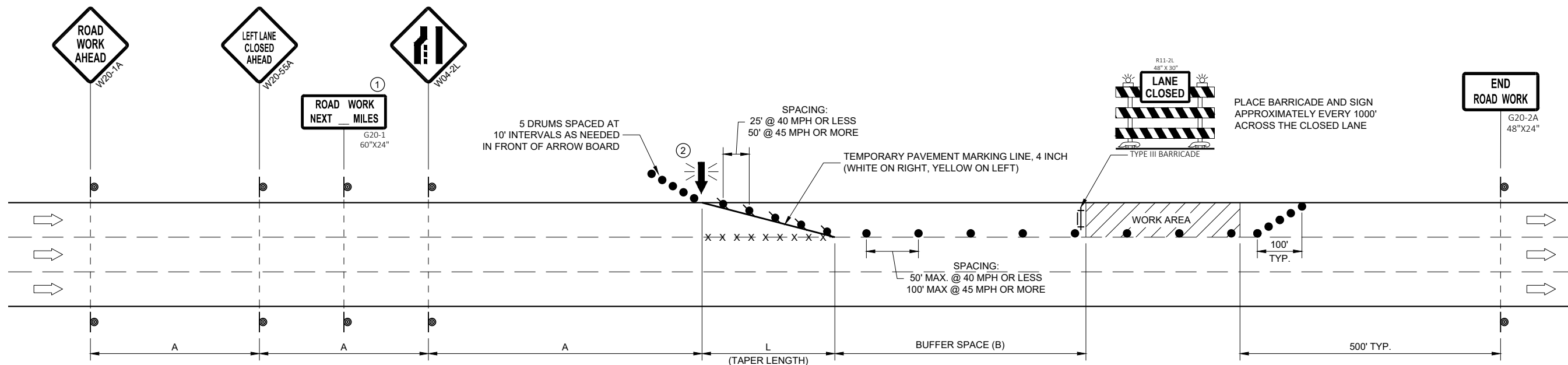
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

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  
February 2022 /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)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

**GENERAL NOTES**

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

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

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

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

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

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

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

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

REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING 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.

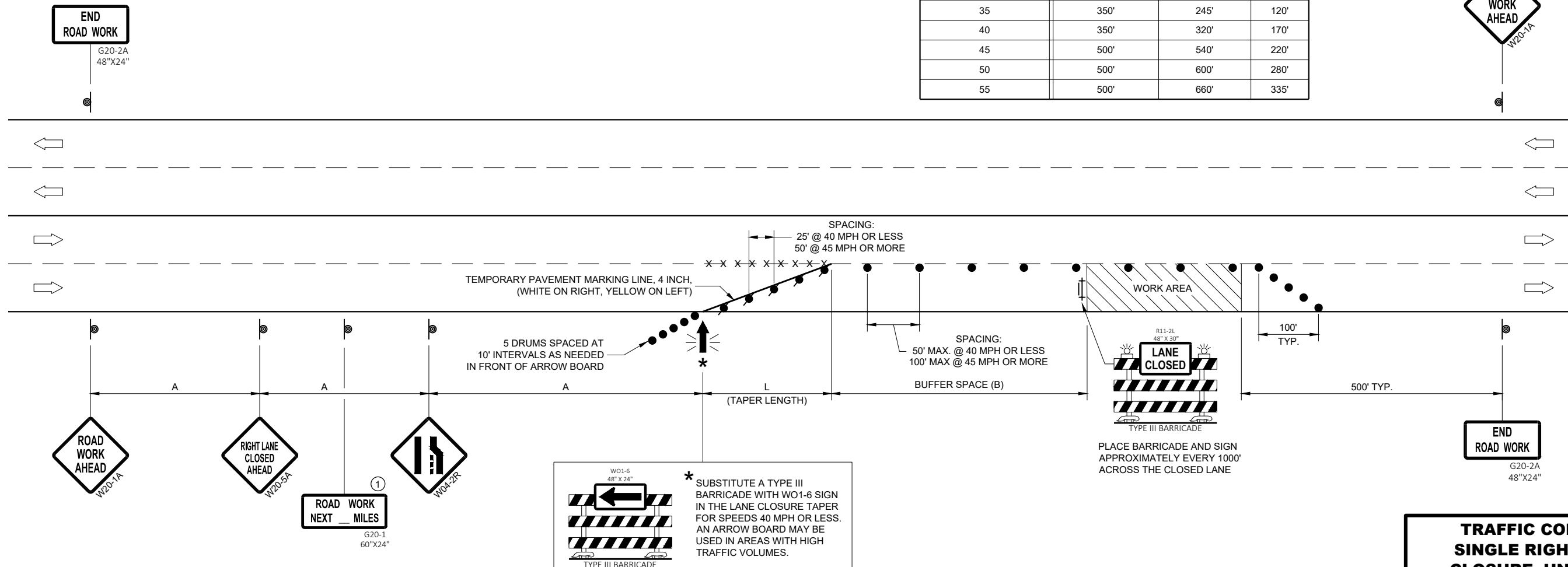
① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.

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'



6

6



SDD 15D20 - 06b

SDD 15D20 - 06b










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

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2022 /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)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

**GENERAL NOTES**

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

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

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

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

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

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

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

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

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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.

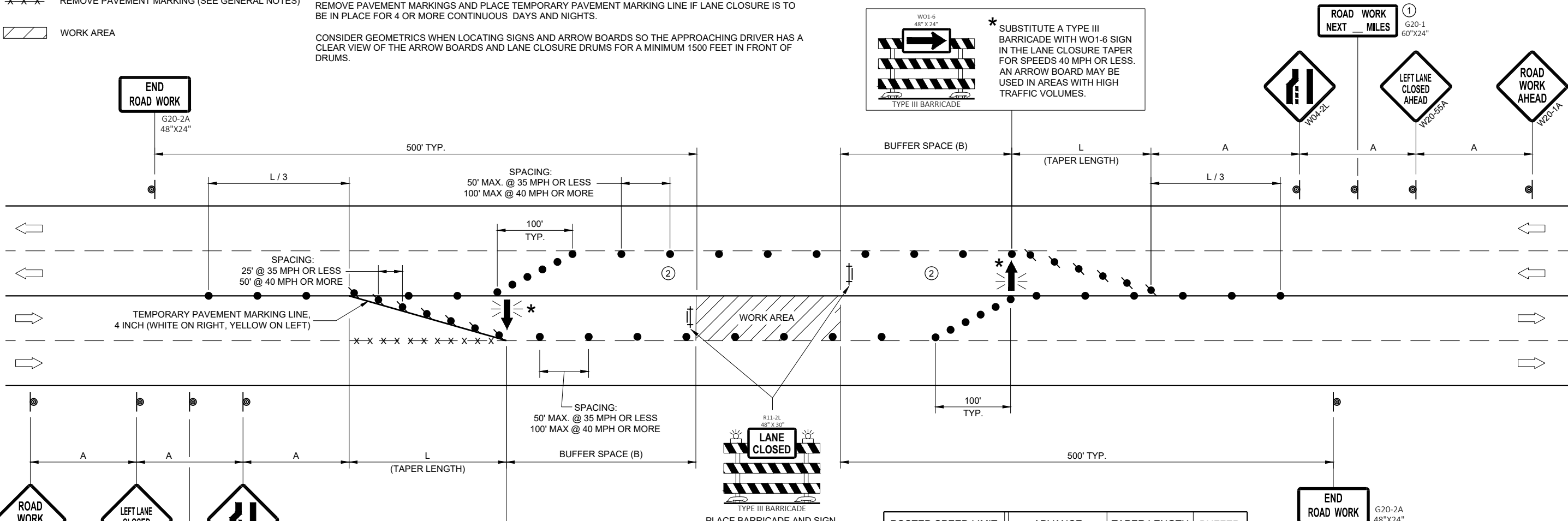
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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.

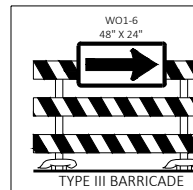
CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

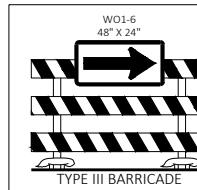
- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



**\* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**



**\* SUBSTITUTE A TYPE III BARRICADE WITH WO1-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**



**R11-2L 48" X 30"**



PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

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  
February 2022 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

SDD 15D20 - 06C

SDD 15D20 - 06C

### GENERAL NOTES

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

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

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

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

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

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

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

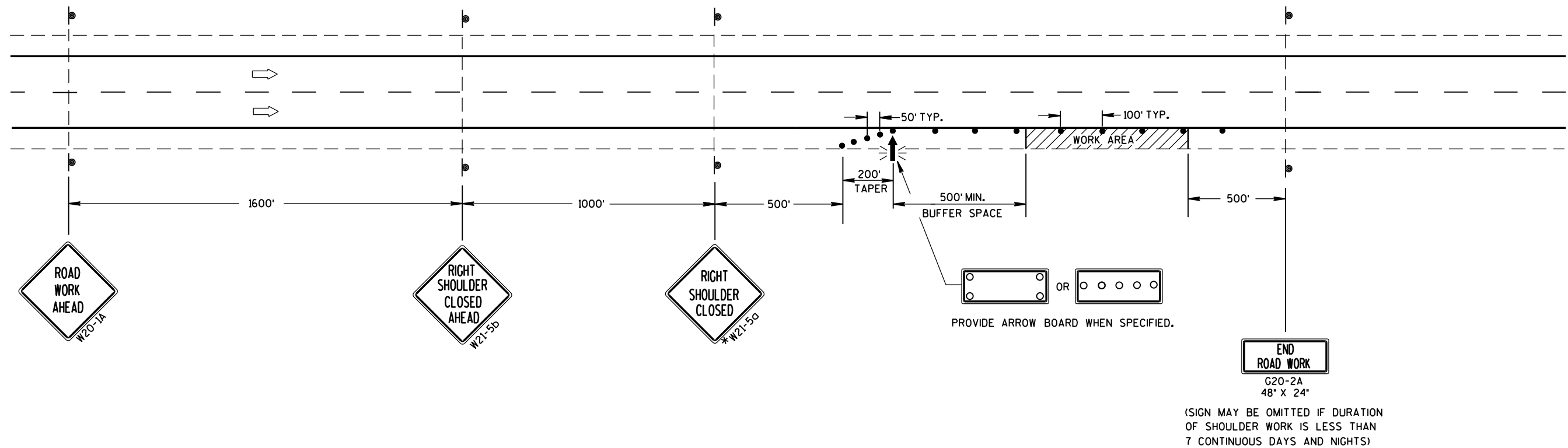
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

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

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

### LEGEND

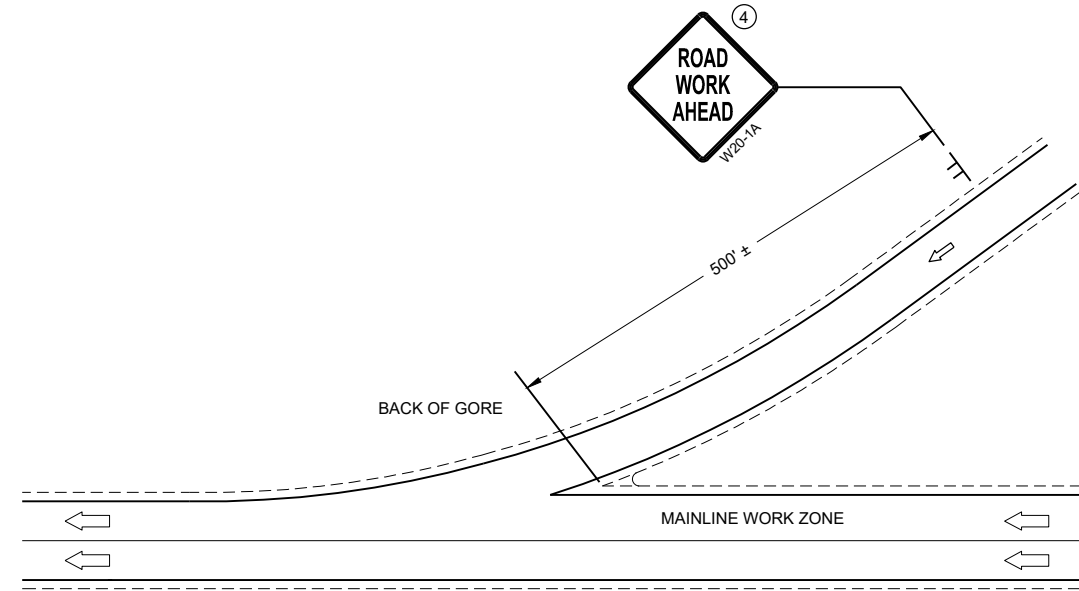
- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ➡ DIRECTION OF TRAFFIC
- ⚡ FLASHING ARROW BOARD
- ▨ WORK AREA



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

**LEGEND**

- 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.

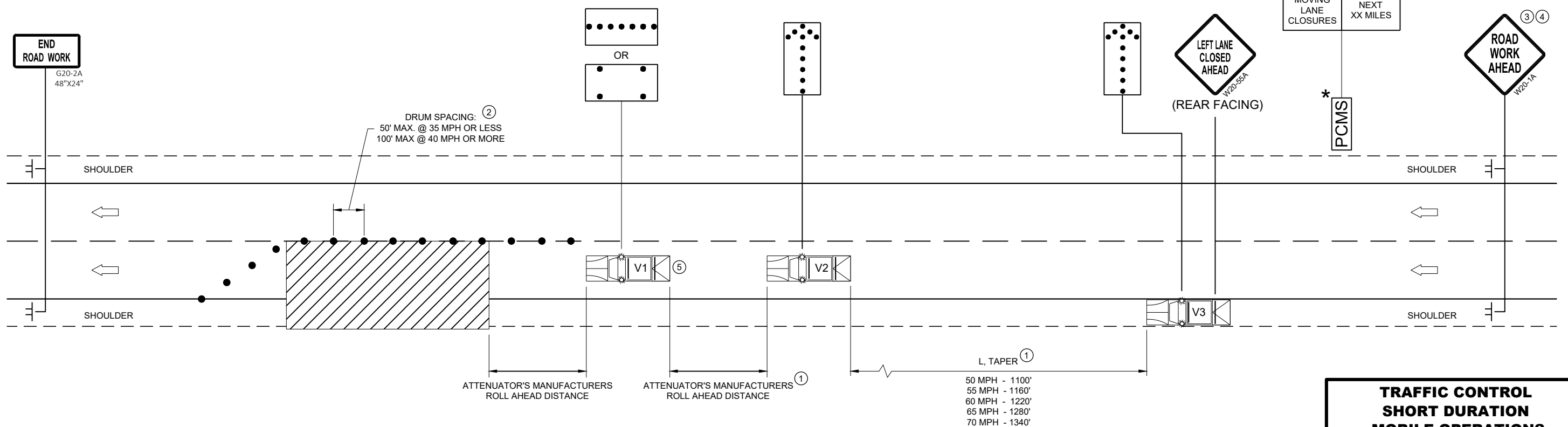
WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR LAY STATIONARY SIGNS AND SUPPORTS FLAT ON THE GRADE WITH UPRIGHTS ORIENTED PARALLEL TO AND DOWNSTREAM FROM TRAFFIC

- 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

PCMS MESSAGING

FRAME 1	FRAME 2
MOVING LANE CLOSURES	NEXT XX MILES



**TRAFFIC CONTROL  
SHORT DURATION  
MOBILE OPERATIONS**








STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
August 2021 /S/ Andrew Heidtke  
DATE 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.

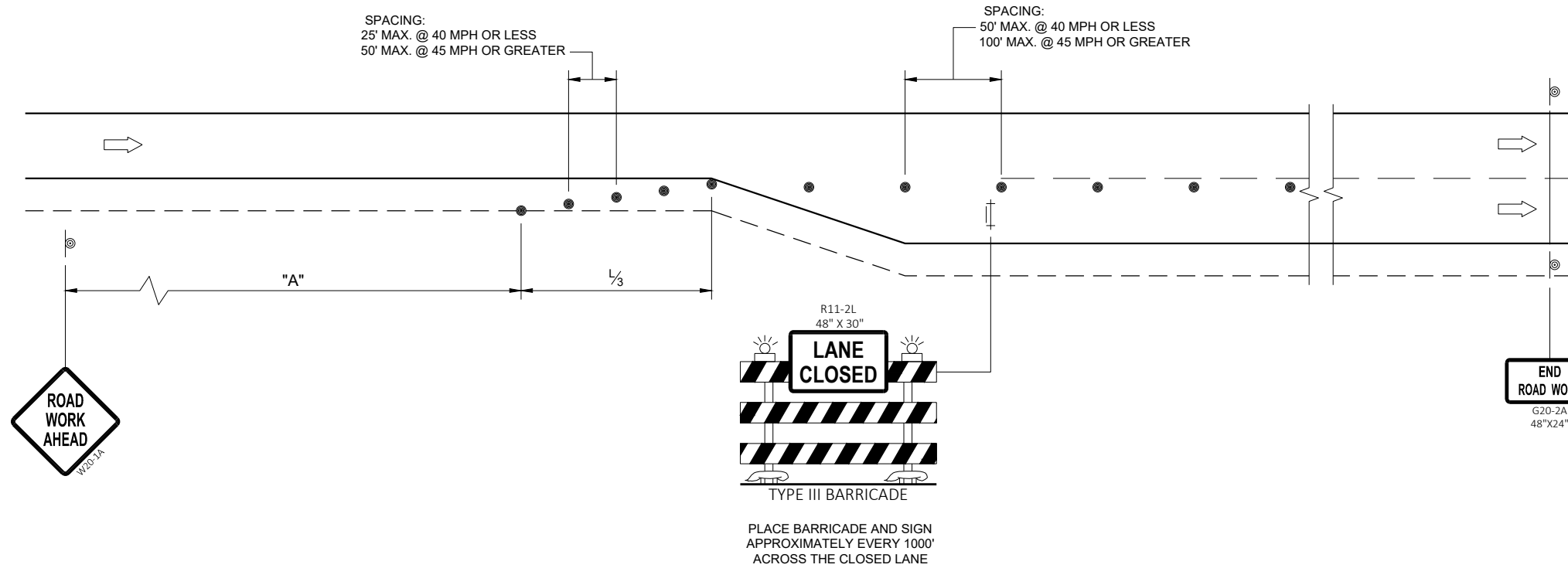
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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.



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





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SDD 15D50 - 02a

SDD 15D50 - 02a

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

**LEGEND**

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

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

**GENERAL NOTES**

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

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

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

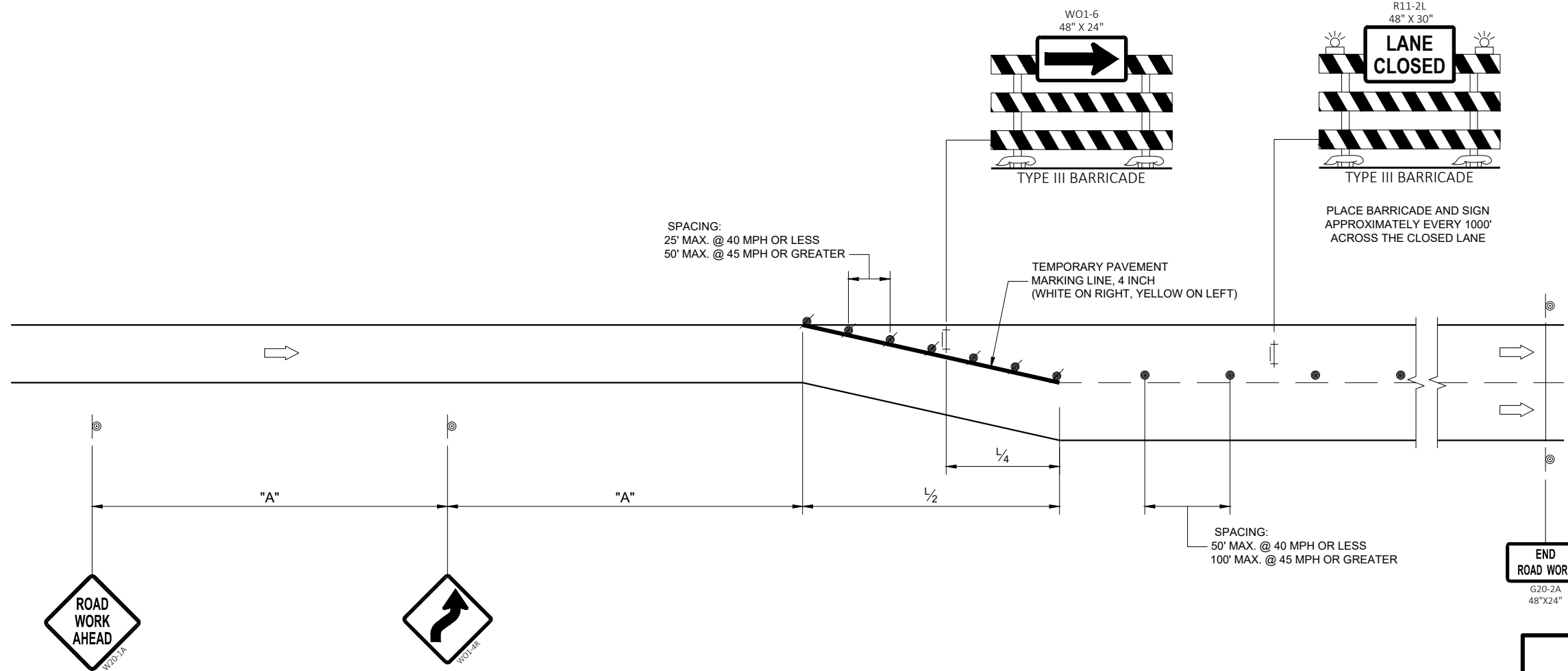
ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

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  
February 2022 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

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**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.

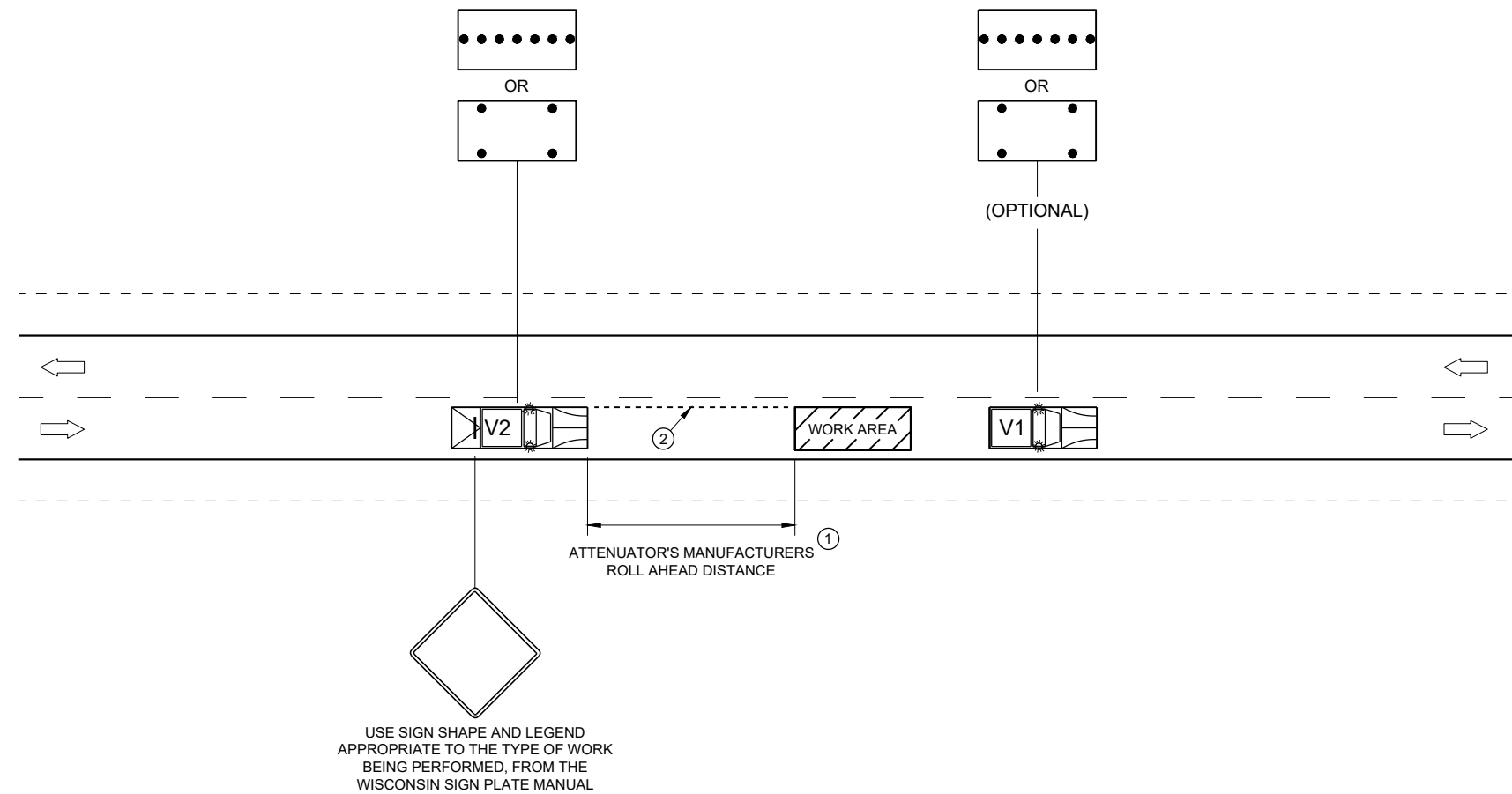
MOBILE IS WORK THAT MOVES CONTINUOUSLY OR MOVES AT LEAST THE DECISION SIGHT DISTANCE EVERY 15 MINUTES.

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.



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SDD 15D51 - 01

SDD 15D51 - 01

**TRAFFIC CONTROL,  
MOBILE OPERATIONS ON  
AN UNDIVIDED ROADWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
February 2021 /S/ Andrew Heidtke  
DATE STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER

FHWA



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