

LAX WITH: PROJECT ID: 1009-11-96

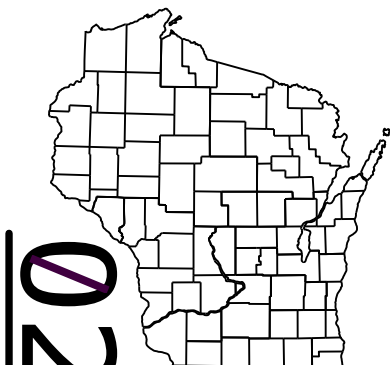
COUNTY: VARIOUS COUNTIES SOUTHWEST REGION

APRIL 2015

ORDER OF SHEETS

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

TOTAL SHEETS = 24



DESIGN DESIGNATION

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

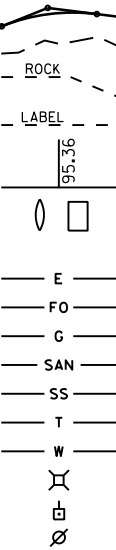
CONVENTIONAL SYMBOLS

PLAN

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

PROFILE

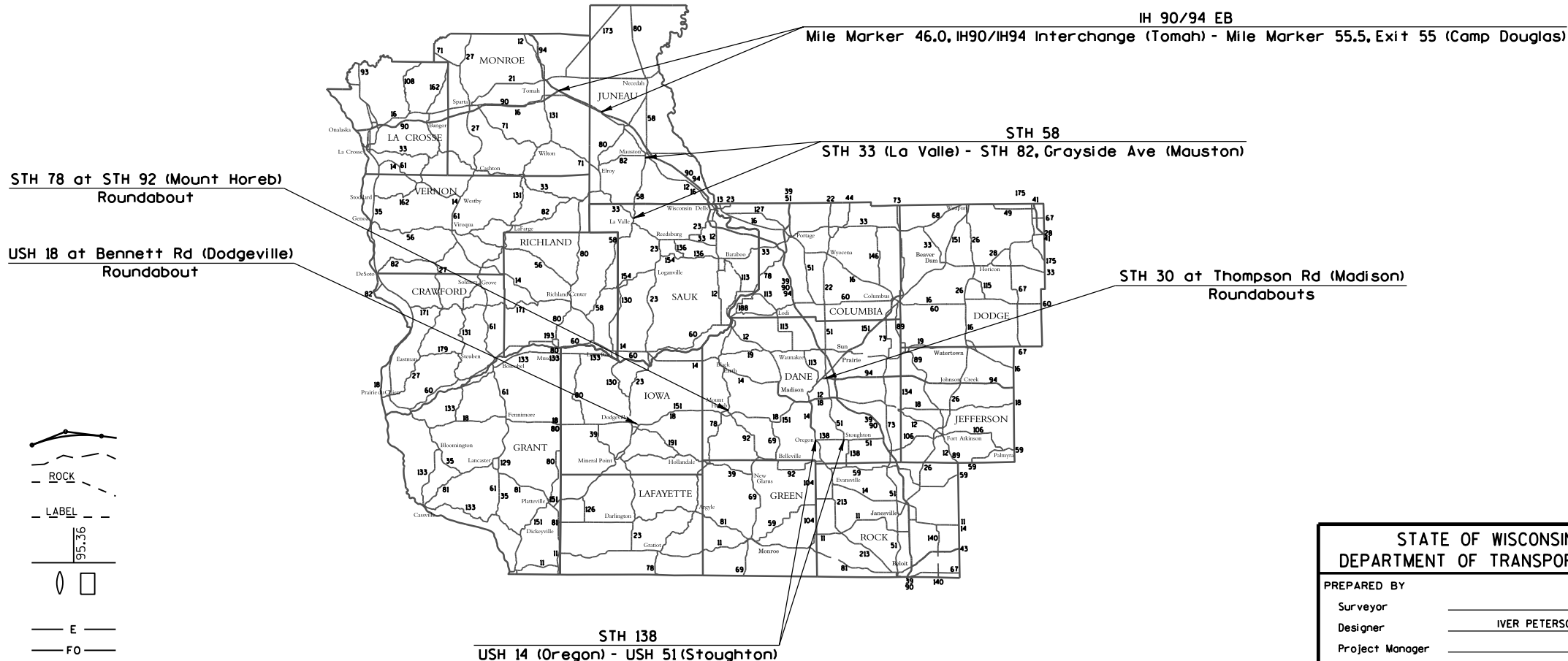
- GRADE LINE
- ORIGINAL GROUND
- MARSH OR ROCK PROFILE (To be noted as such)
- SPECIAL DITCH
- GRADE ELEVATION
- CULVERT (Profile View)
- UTILITIES
 - ELECTRIC
 - FIBER OPTIC
 - GAS
 - SANITARY SEWER
 - STORM SEWER
 - TELEPHONE
 - WATER
 - UTILITY PEDESTAL
 - POWER POLE
 - TELEPHONE POLE



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION
PLAN OF PROPOSED IMPROVEMENT
SW REGION PVMT MARKING VARIOUS CTYS
STN LOCATIONS PER ANNUAL PLAN
VAR HWY
SW REGION WIDE

STATE PROJECT NUMBER
1009-11-96

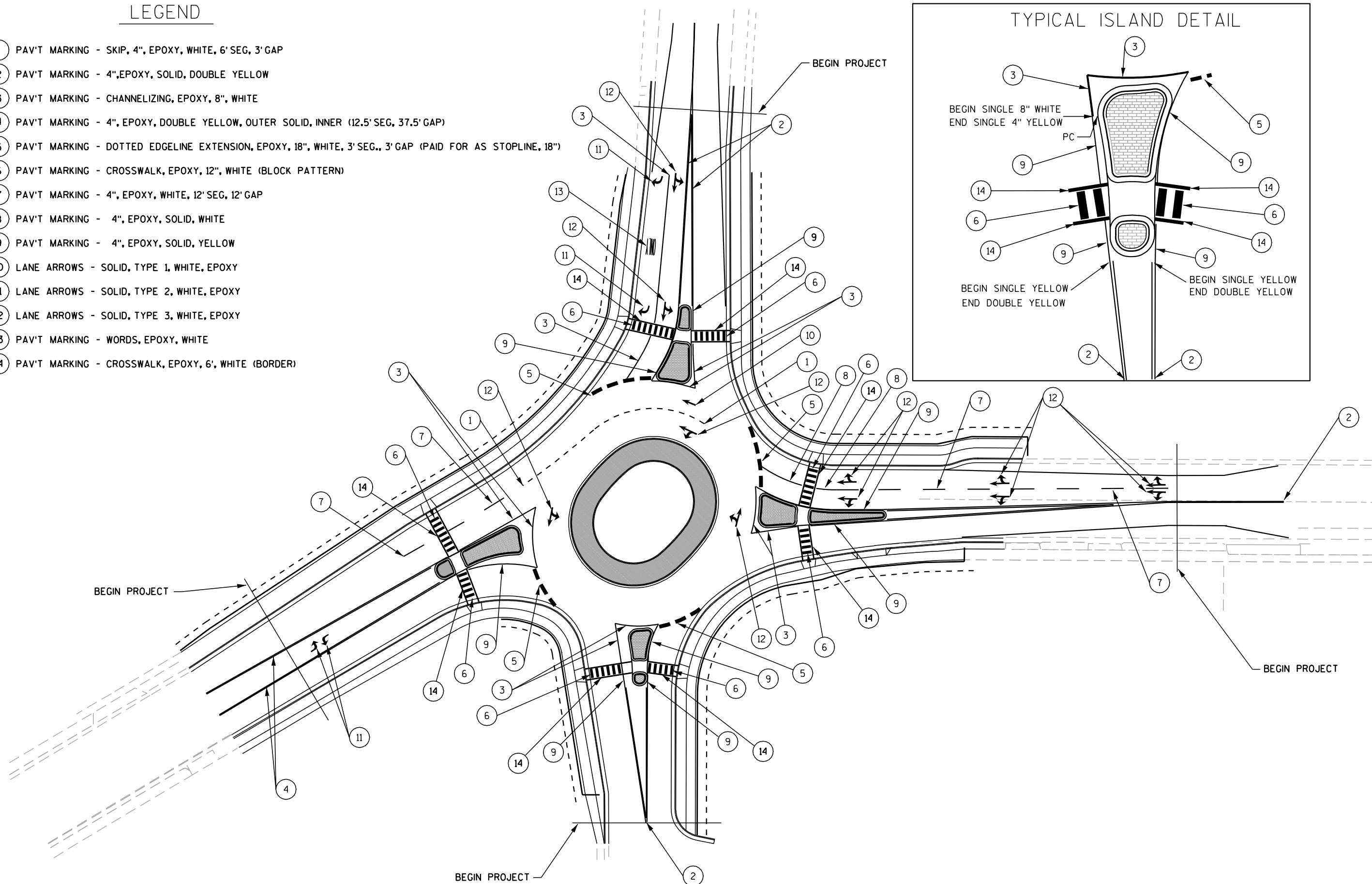
STATE PROJECT	FEDERAL PROJECT	
	PROJECT	CONTRACT
1009-11-96	WISC 2015199	1

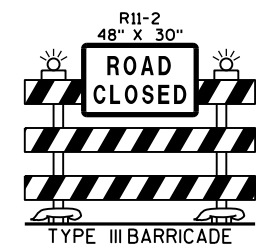


STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
PREPARED BY	
Surveyor	IVER PETERSON
Designer	
Project Manager	
Regional Examiner	
Regional Supervisor	KAREN OLSON
C.O. Examiner	
APPROVED FOR THE DEPARTMENT	
DATE: 1-12-2015	Karen Olson (Signature)

LEVELS ON = 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63

- ### TYPICAL ISLAND DETAIL
-
- The diagram illustrates the components of a typical island detail for a flagpole. The components are numbered 1 through 14, and their dimensions are specified in the text:
- 1: 1/2" (indicated by a circle with the number 1)
 - 2: 1/2" (indicated by a circle with the number 2)
 - 3: 3" (indicated by a circle with the number 3)
 - 4: 1/2" (indicated by a circle with the number 4)
 - 5: 1/2" (indicated by a circle with the number 5)
 - 6: 1/2" (indicated by a circle with the number 6)
 - 7: 1/2" (indicated by a circle with the number 7)
 - 8: 1/2" (indicated by a circle with the number 8)
 - 9: 9" (indicated by a circle with the number 9)
 - 10: 1/2" (indicated by a circle with the number 10)
 - 11: 1/2" (indicated by a circle with the number 11)
 - 12: 1/2" (indicated by a circle with the number 12)
 - 13: 1/2" (indicated by a circle with the number 13)
 - 14: 14" (indicated by a circle with the number 14)
- Text labels for dimensions and materials:
- BEGIN SINGLE 8" WHITE
 - END SINGLE 4" YELLOW
 - PC
 - BEGIN SINGLE YELLOW
 - END DOUBLE YELLOW
 - BEGIN SINGLE YELLOW
 - END DOUBLE YELLOW



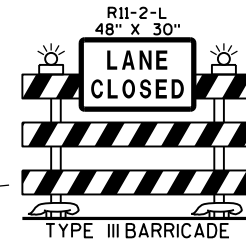


WORK ZONE (CLOSED AREA)

SEE SDD 15C02-05A BARRICADES AND SIGNS
FOR MAINLINE CLOSURES FOR
ADVANCE DETOUR SIGN PLACEMENT

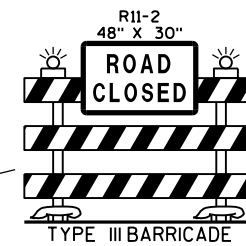
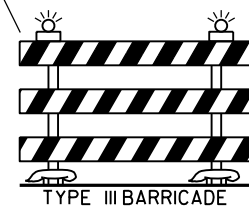
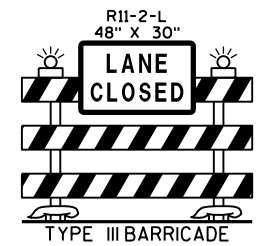
TRAFFIC CONTROL CONES
AT 10' SPACING (100' TAPER)

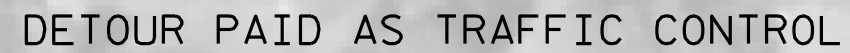
TRAFFIC CONTROL CONES
AT 25' SPACING



— TRAFFIC CONTROL CONES
AT 25' SPACING

TRAFFIC CONTROL CONES
AT 10' SPACING (100' TAPER)





DATE 04FEB15		E S T I M A T E O F Q U A N T I T I E S				
LINE						1009-11-96
NUMBER	ITEM	ITEM DESCRIPTION	UNIT	TOTAL	QUANTITY	
0010	619.1000	Mobilization	EACH	1.000	1.000	
0020	643.0100	Traffic Control (project) 01.	EACH	1.000	1.000	
0030	646.0106	Pavement Marking Epoxy 4-Inch	LF	393,300.000	393,300.000	
0040	646.0116	Pavement Marking Epoxy 6-Inch	LF	504.000	504.000	
0050	646.0126	Pavement Marking Epoxy 8-Inch	LF	1,318.000	1,318.000	
0060	647.0156	Pavement Marking Arrows Epoxy Type 1	EACH	3.000	3.000	
0070	647.0158	Pavement Marking Arrows Preformed Thermoplastic Type 1	EACH	2.000	2.000	
0080	647.0160	Pavement Marking Arrows Epoxy Type 2R	EACH	3.000	3.000	
0090	647.0166	Pavement Marking Arrows Epoxy Type 2	EACH	11.000	11.000	
0100	647.0168	Pavement Marking Arrows Preformed Thermoplastic Type 2	EACH	1.000	1.000	
0110	647.0170	Pavement Marking Arrows Epoxy Type 3R	EACH	3.000	3.000	
0120	647.0176	Pavement Marking Arrows Epoxy Type 3	EACH	17.000	17.000	
0130	647.0178	Pavement Marking Arrows Preformed Thermoplastic Type 3	EACH	6.000	6.000	
0140	647.0356	Pavement Marking Words Epoxy	EACH	24.000	24.000	
0150	647.0566	Pavement Marking Stop Line Epoxy 18-Inch	LF	174.000	174.000	
0160	647.0576	Pavement Marking Stop Line Epoxy 24-Inch	LF	210.000	210.000	
0170	647.0716	Pavement Marking Diagonal Epoxy 8-Inch	LF	58.000	58.000	
0180	647.0726	Pavement Marking Diagonal Epoxy 12-Inch	LF	345.000	345.000	
0190	647.0766	Pavement Marking Crosswalk Epoxy 6-Inch	LF	845.000	845.000	
0200	647.0776	Pavement Marking Crosswalk Epoxy 12-Inch	LF	814.000	814.000	

PAVEMENT MARKING EPOXY (VARIOUS COUNTIES)			646.0106				646.0126
Dane, Sauk, Juneau & Monroe Counties			4-INCH EDGE LINE WHITE L.F.	4-INCH EDGE LINE YELLOW L.F.	4-INCH CENTERLINE NO PASSING YELLOW L.F.	4-INCH LANE LINE WHITE L.F.	8-INCH CHANNELIZING WHITE (MAINLINE) L.F.
HIGHWAY	LOCATION (From)	LOCATION (To)					
STH 138	Dane County USH 51 (Stoughton)	USH 14 (Oregon)	58752	1268	12024	50	200
STH 58	Sauk / Juneau Counties STH 33/58 (La Valle, Sauk County)	STH 82 - Grayside Avenue (Mauston, Juneau County)	162118		104513	253	411
IH 90/94 EB	Monroe County Mile Marker 46.0 (IH 90/94 Interchange at Tomah)	Mile Marker 55.5 (Exit 55 On Ramp - Camp Douglas)	46900	-		-	-
SUB TOTALS			267770	1268	116537	303	611
			TOTAL 4-INCH		385878		

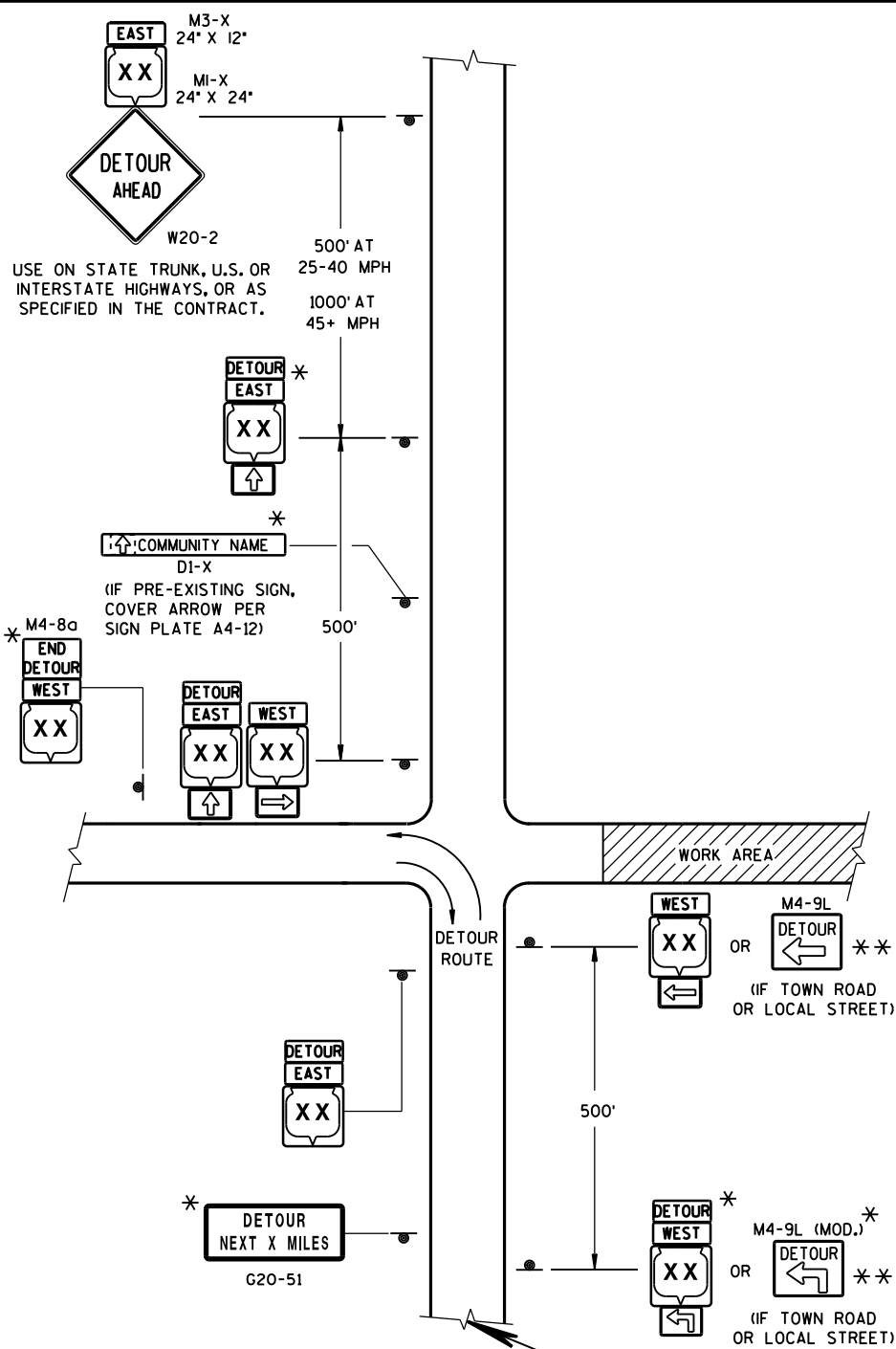
PAVEMENT MARKING EPOXY (SPECIAL MARKINGS)									646.0106				
<u>Dane & Iowa Counties (Roundabouts)</u>		4-INCH LANE LINE WHITE L.F.	4-INCH CENTERLINE YELLOW L.F.	4-INCH CIRCULATORY 6' SEGMENT WHITE L.F.	4-INCH EDGELINE YELLOW L.F.	4-INCH EDGELINE WHITE L.F.	4-INCH LANE SEPARATOR WHITE L.F.	4-INCH LANELINE WHITE L.F.	646.0116 6-INCH LANELINE WHITE L.F.	646.0126			
HIGHWAY	LOCATION									8-INCH LANELINE WHITE L.F.	8-INCH CHANNELIZING WHITE L.F.	8-INCH CHANNELIZING YELLOW L.F.	
STH 78/92	Dane County Roundabout at CTH ID (Mount Horeb)		1380	90	530			198			217		
STH 30	Thompson Rd (Madison)		550		600	260			504	40	350	100	
USH 18	Iowa County Bennett Rd (Dodgeville) (Lane Line 1400' West to 1500' East)	1050		312	980		865	607					
SUB TOTALS		1050	1930	402	2110	260	865	805	504	40	567	100	
TOTAL 4-INCH					7422	TOTAL 8-INCH							707

PAVEMENT MARKING EPOXY (SPECIAL MARKINGS)																	
Dane & Iowa Counties (Roundabouts)		647.0766 6-INCH CROSSWALK (BORDER) WHITE L.F.	647.0776 12-INCH CROSSWALK (BLOCK PATTERN) WHITE L.F.	647.0566 18-INCH STOP LINE (YIELD LINE) WHITE L.F.	647.0576 24-INCH STOP LINE (YIELD LINE) WHITE L.F.	647.0156 ARROWS TYPE 1 WHITE EACH	647.0160 ARROWS TYPE 2R WHITE EACH	647.0166 ARROWS TYPE 2 WHITE EACH	647.0170 ARROWS TYPE 3R WHITE EACH	647.0176 ARROWS TYPE 3 WHITE EACH	647.0356		647.0716 8-INCH DIAGONAL WHITE L.F.	647.0726			
											WORDS "ONLY" WHITE EACH	WORDS "YIELD" WHITE EACH		12-INCH DIAGONAL WHITE L.F.	12-INCH DIAGONAL (CHEVRONS) WHITE L.F.	12-INCH DIAGONAL YELLOW L.F.	
HIGHWAY	LOCATION																
STH 78/92	Dane County Roundabout at CTH ID (Mount Horeb)	325	294	54		1		4		11	1						
STH 30	Thompson Rd (Madison)	520	520	120		2	3	7	3	6		13		40		60	
USH 18	Iowa County Bennett Rd (Dodgeville)				210						3	7	58		50	195	
TOTALS		845	814	174	210	3	3	11	3	17	4	20	58	40	50	255	
															TOTAL 12-INCH		345

PAVEMENT MARKING THERMOPLASTIC (SPECIAL MARKING)			
Iowa County (Roundabout)			
HIGHWAY	LOCATION	647.0158 ARROWS TYPE 1 WHITE EACH	647.0168 ARROWS TYPE 2 WHITE EACH
USH 18	Iowa County - (Dodgeville Center Circle at Bennett Rd	2	1
USH 18 EB	Right Lane Approach to Roundabout		1
USH 18 WB	Right Lane Approach to Roundabout		1
TOTALS		2	1

Standard Detail Drawing List

15C02-05A	BARRICADES AND SIGNS FOR MAINLINE CLOSURES
15C02-05C	DETOUR SIGNING FOR MAINLINE CLOSURES
15C07-12B	PAVEMENT MARKING WORDS
15C07-12C	PAVEMENT MARKING ARROWS
15C07-12D	ROUNDABOUT ARROWS
15C08-16A	PAVEMENT MARKING (MAINLINE)
15C08-16B	PAVEMENT MARKING (INTERSECTIONS)
15C08-16E	PAVEMENT MARKING (LEFT TURN LANE)
15C08-16F	PAVEMENT MARKING (ISLANDS)
15C12-04	TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)
15C18-03	MEDIAN ISLAND MARKING
15C19-02A	MOVING PAVEMENT MARKING OPERATION TWO-LANE TWO-WAY ROADWAY
15C19-02B	MOVING PAVEMENT MARKING OPERATION MULTI-LANE UNDIVIDED ROADWAY
15C19-02C	MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY
15C33-01	STOP LINE AND CROSSWALK PAVEMENT MARKING



LEGEND

SIGN ON PERMANENT SUPPORT

WORK AREA

M4-8
M3-X

MI-4 MI-5A MI-6

M05-1 M06-1 M06-1

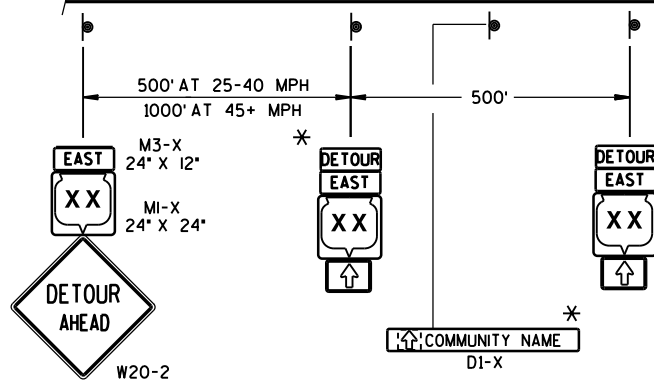
SEE SPECIFIC PROJECT DETOUR
SIGNING DETAIL SHEETS AND
DETAIL A OR B ON SDD 15C2-SHEET "a"

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

MATCH POINT

**DETAIL F
DETOUR SIGNING**

USE ON STATE TRUNK, U.S. OR
INTERSTATE HIGHWAYS, OR AS
SPECIFIED IN THE CONTRACT.



GENERAL NOTES

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

IF THERE ARE EXISTING ROUTE MARKER ASSEMBLIES THAT WILL REMAIN IN PLACE, ADJUST THE LOCATION OF THE DETOUR ROUTE SIGNS TO CORRESPOND WITH THE EXISTING ASSEMBLIES. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS, MODIFY EXISTING SIGNS WHERE POSSIBLE.

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

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

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

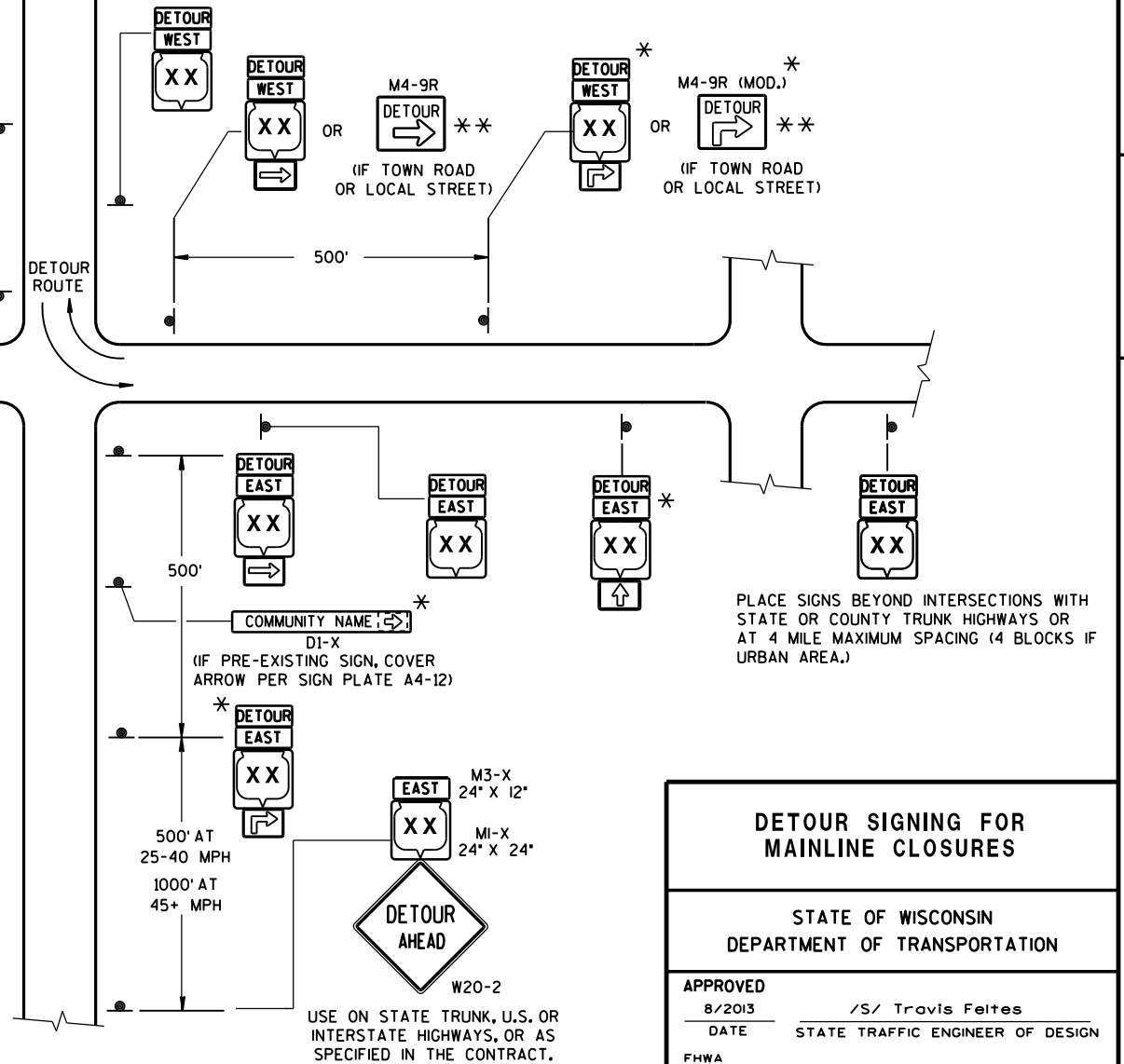
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-8 SHALL BE 24" X 12". (30" X 15" 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.)
- M05-1 AND M06-1 SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS.)
- M4-9 SHALL BE 30" X 24".
- M4-8a SHALL BE 24" X 18".
- G20-51 SHALL BE 60" X 24".
- W20-2 SHALL BE 48" X 48".
- D1-X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

* OPTIONAL SIGNS. SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS.

** FOR A TOWN ROAD OR LOCAL STREET DETOURED ONTO A STATE TRUNK HIGHWAY, PLACE A ROAD NAME PLAQUE ABOVE THE M4-9 SIGN AS SPECIFIED IN THE CONTRACT.



**DETOUR SIGNING FOR
MAINLINE CLOSURES**

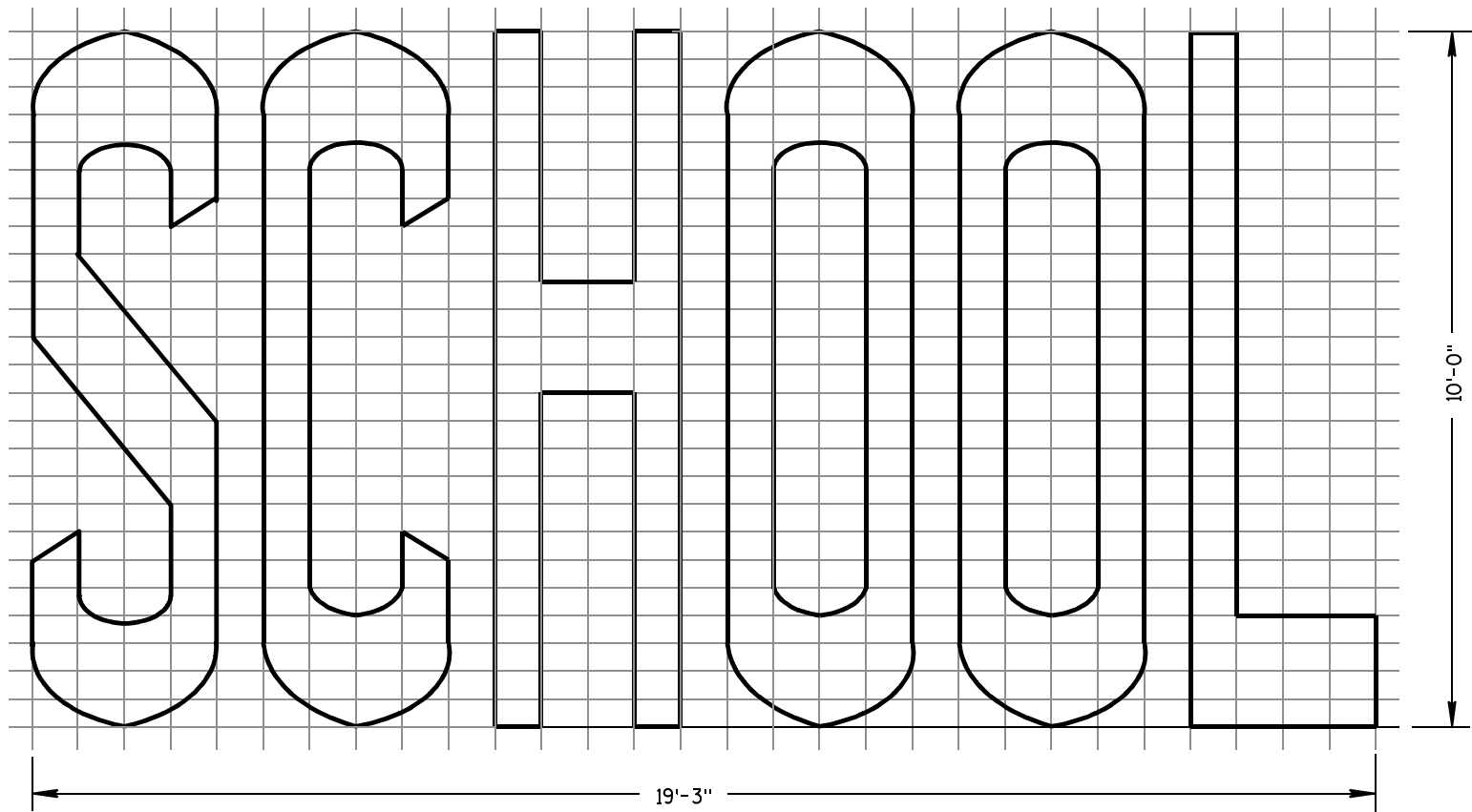
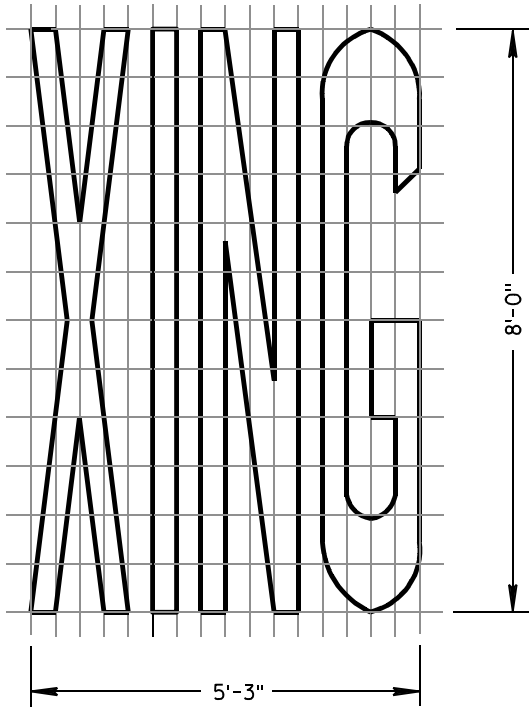
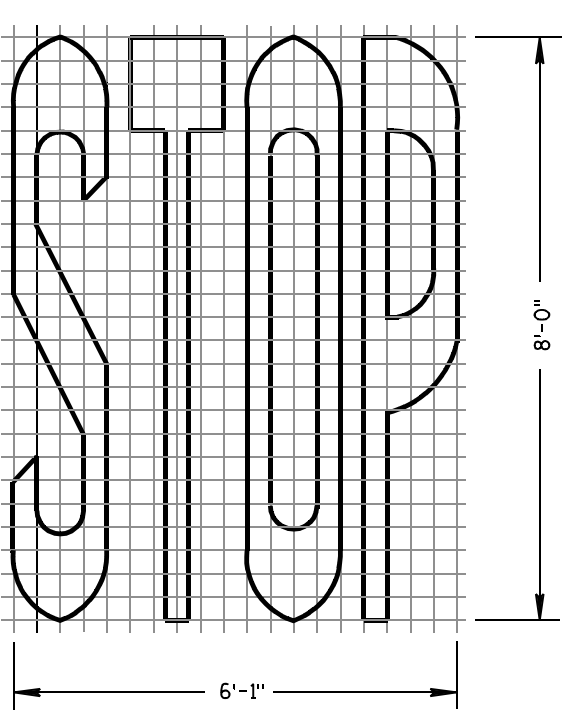
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

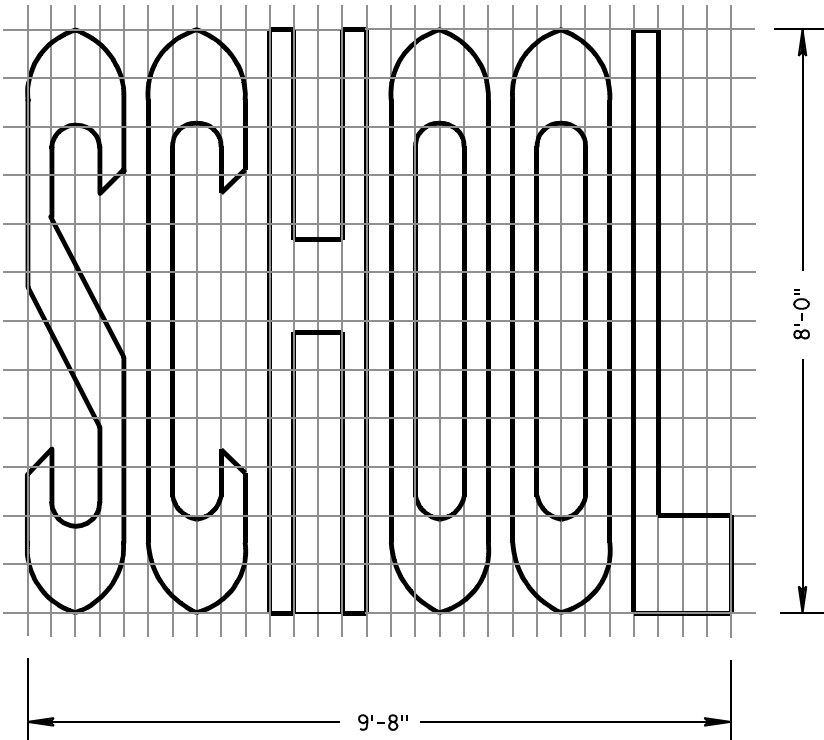
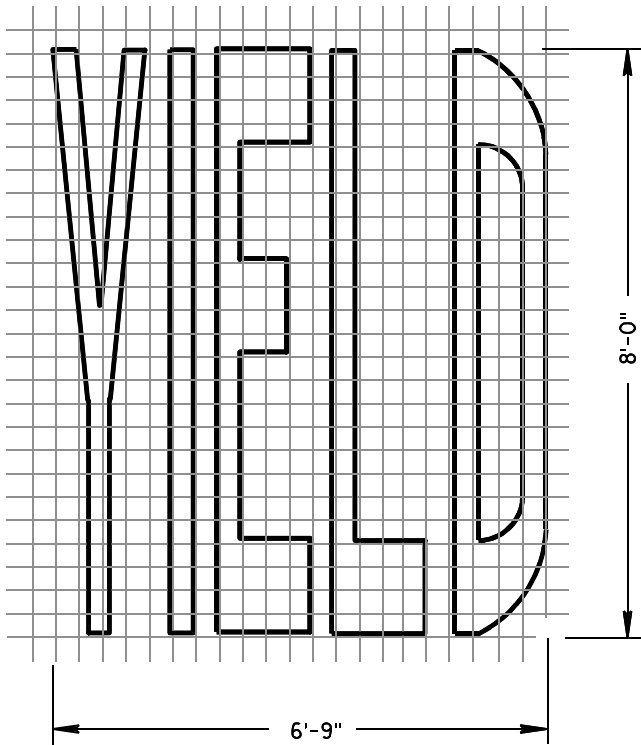
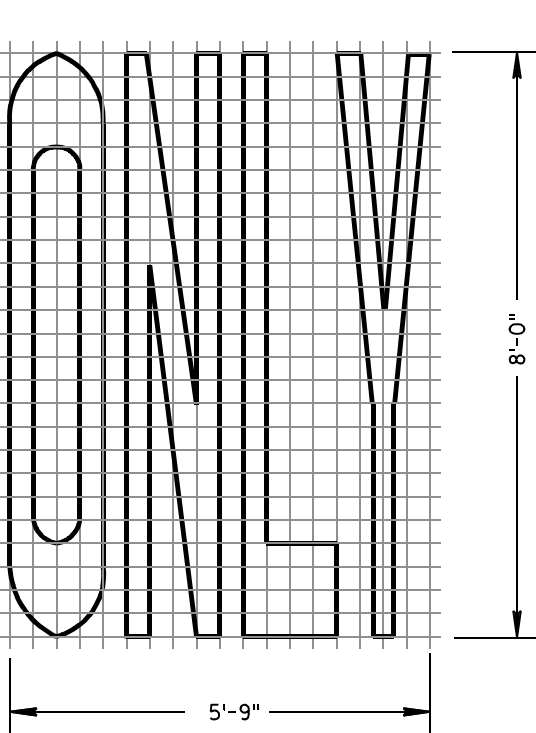
GENERAL NOTES

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.

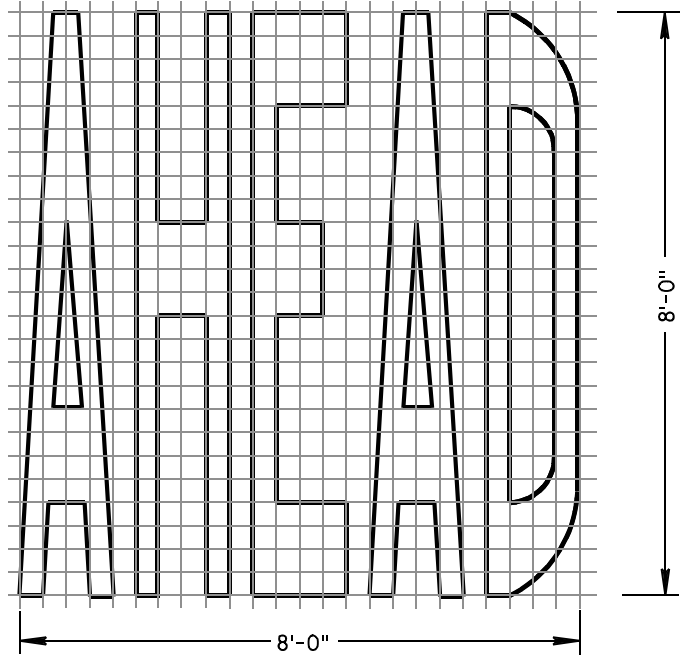
ALL LETTERS, ARROWS AND SYMBOLS SHALL BE IN CONFORMANCE WITH REQUIREMENTS INCLUDED IN "STANDARD ALPHABETS FOR HIGHWAY SIGNS AND PAVEMENT MARKING" BOOK BY THE FEDERAL HIGHWAY ADMINISTRATION. ALL LETTERS, ARROWS AND SYMBOLS SHALL BE WHITE AND REFLECTORIZED. SMALL DIFFERENCES IN DIMENSIONS WITHIN THE TOLERANCES OF THAT BOOK ARE ACCEPTABLE.



TWO-LANE



SINGLE-LANE



PAVEMENT MARKING WORDS

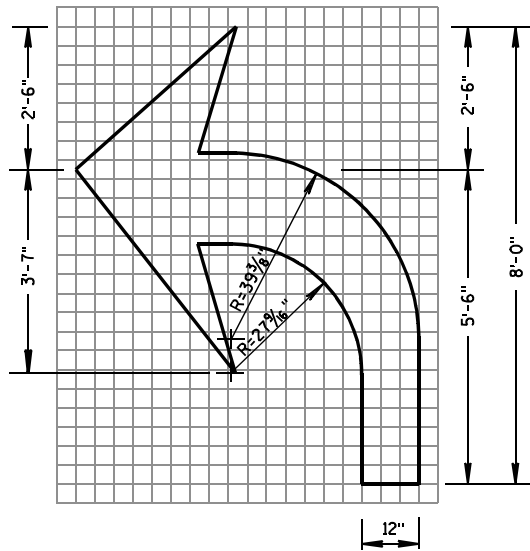
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

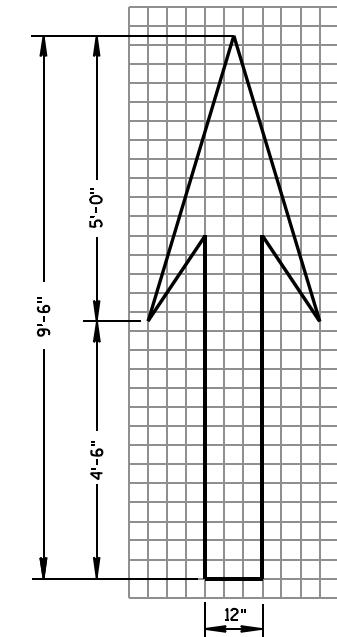
7-1-11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

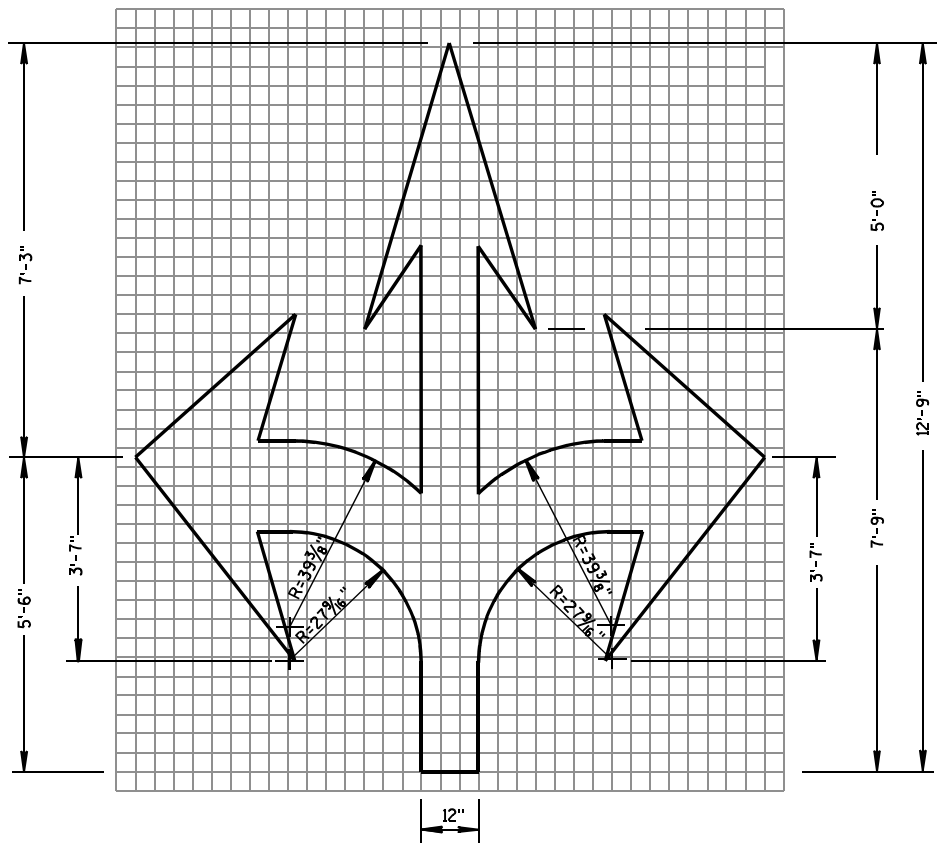
FHWA



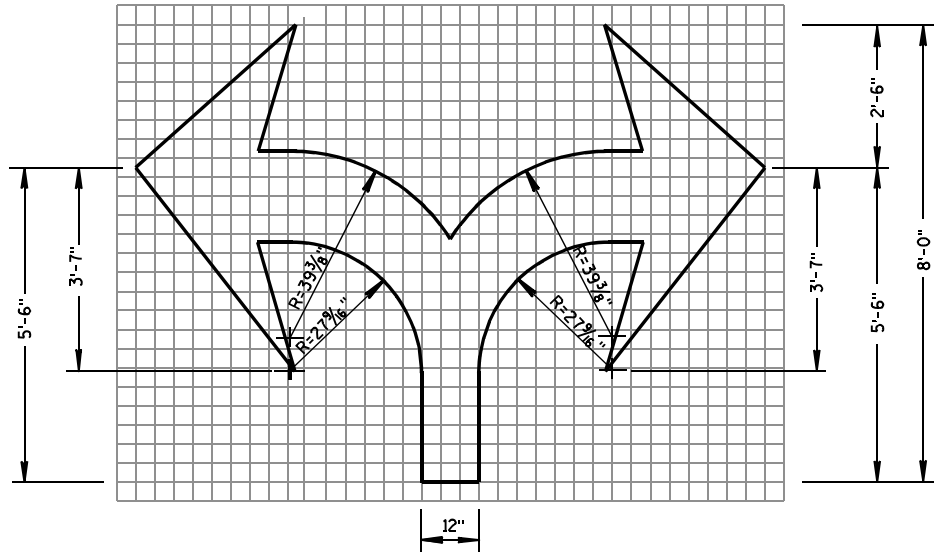
TYPE 2



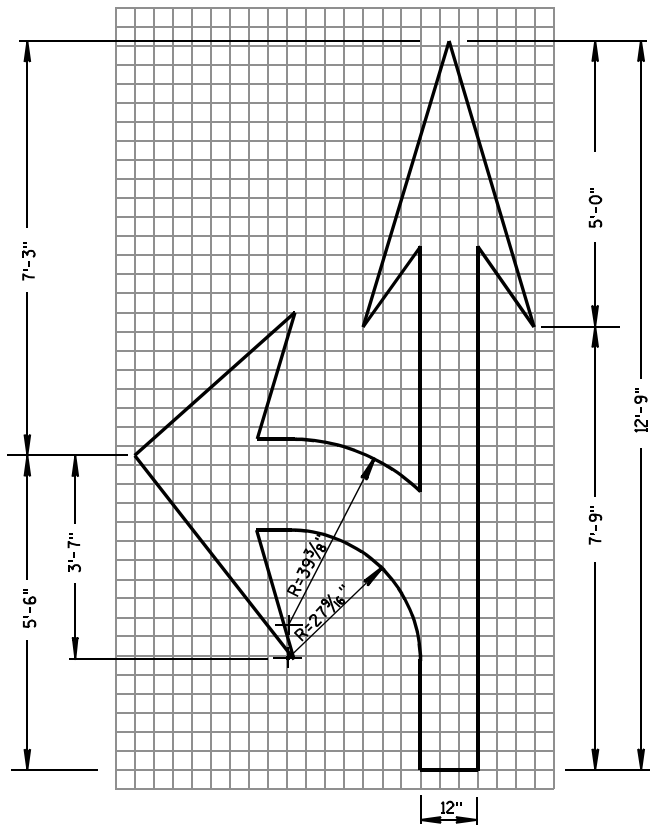
TYPE 1



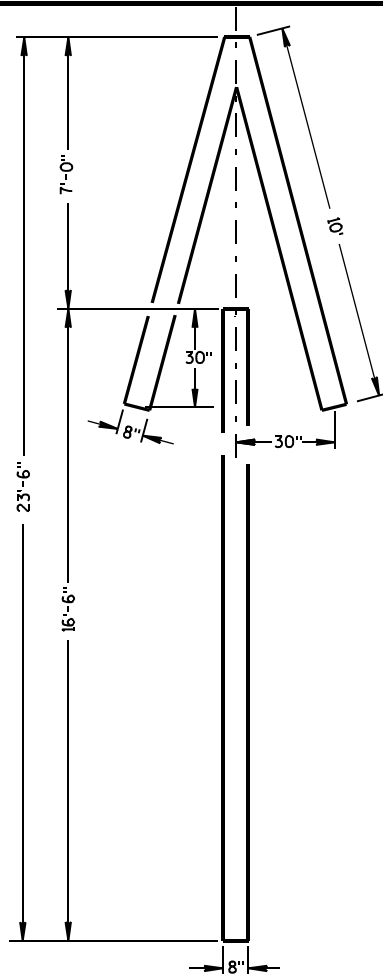
TYPE 6



TYPE 7



TYPE 3

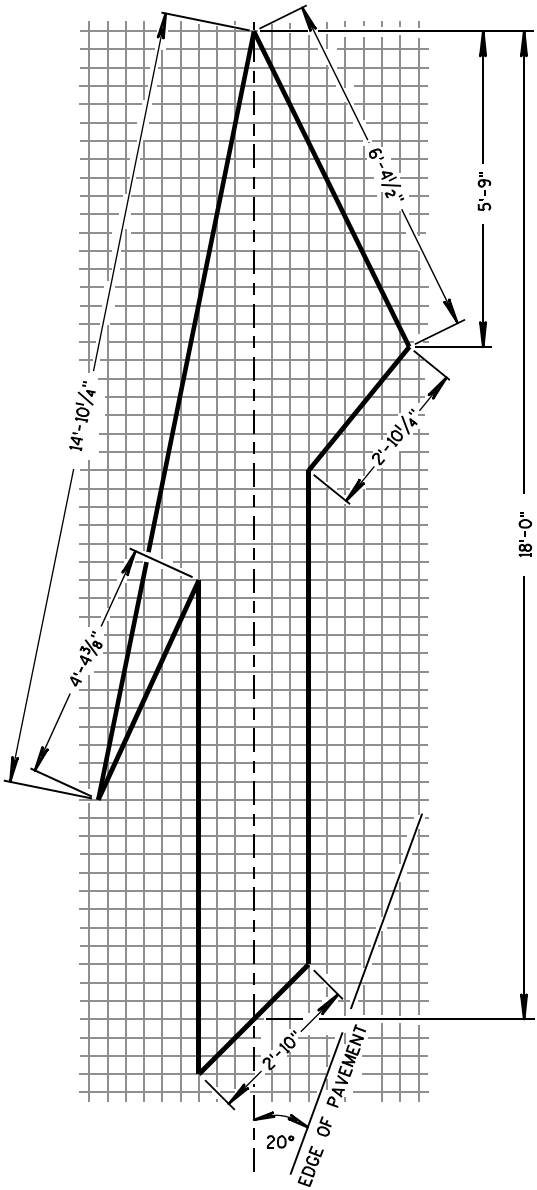


TYPE 4

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.

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TYPE 5 LANE DROP ARROW

PAVEMENT MARKING ARROWS

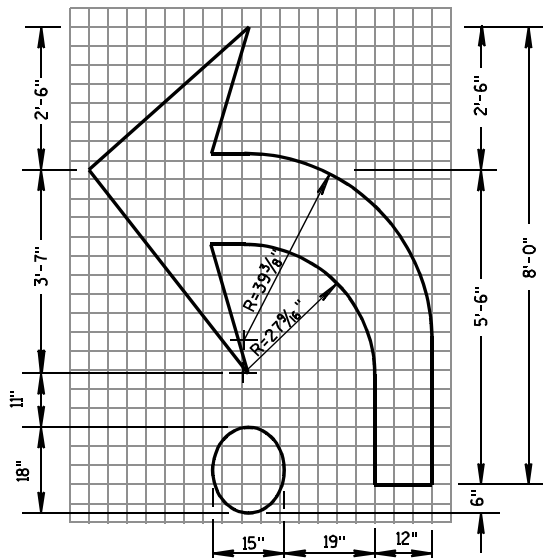
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

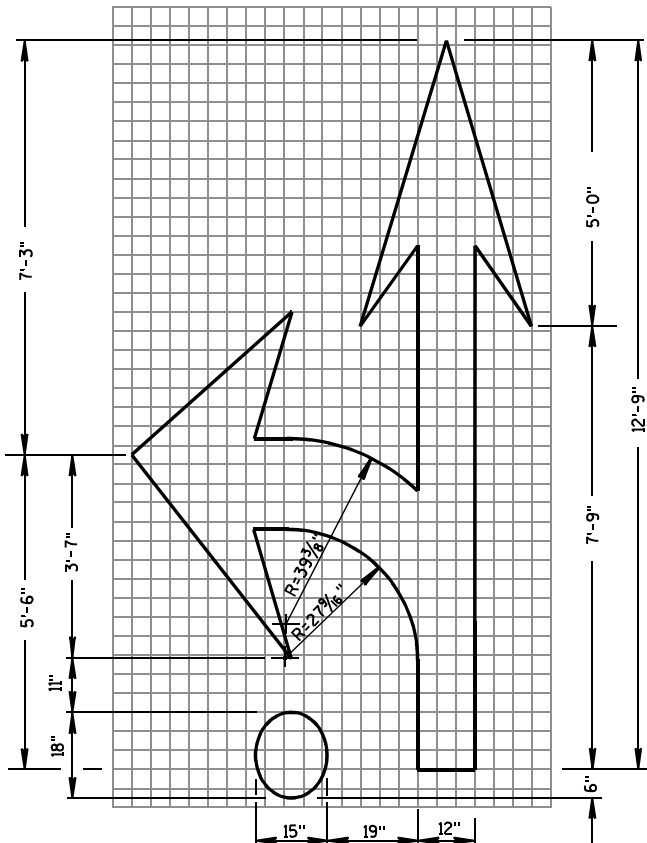
7/1/11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

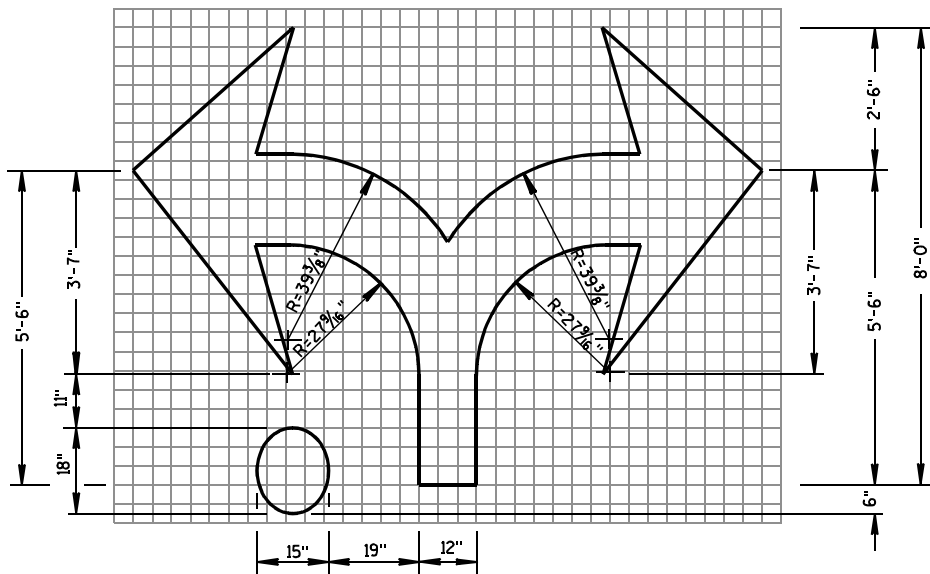
FHWA



TYPE 2R



TYPE 3R

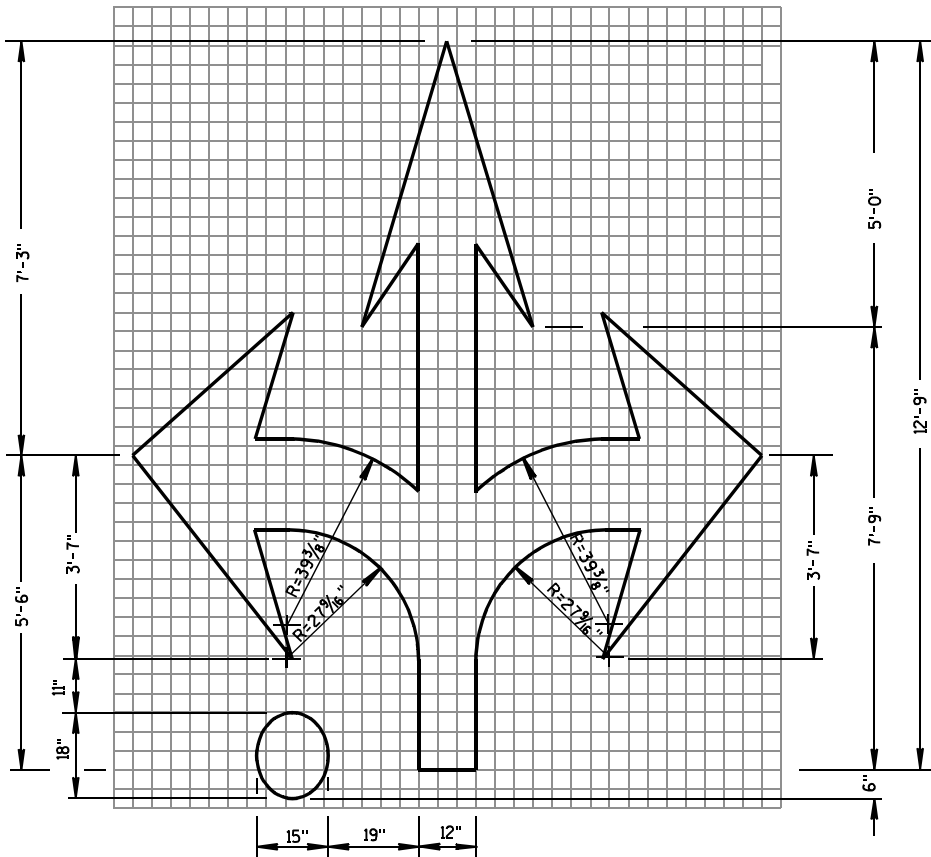


TYPE 7R

GENERAL NOTES

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TYPE 6R

ROUNDABOUT ARROWS

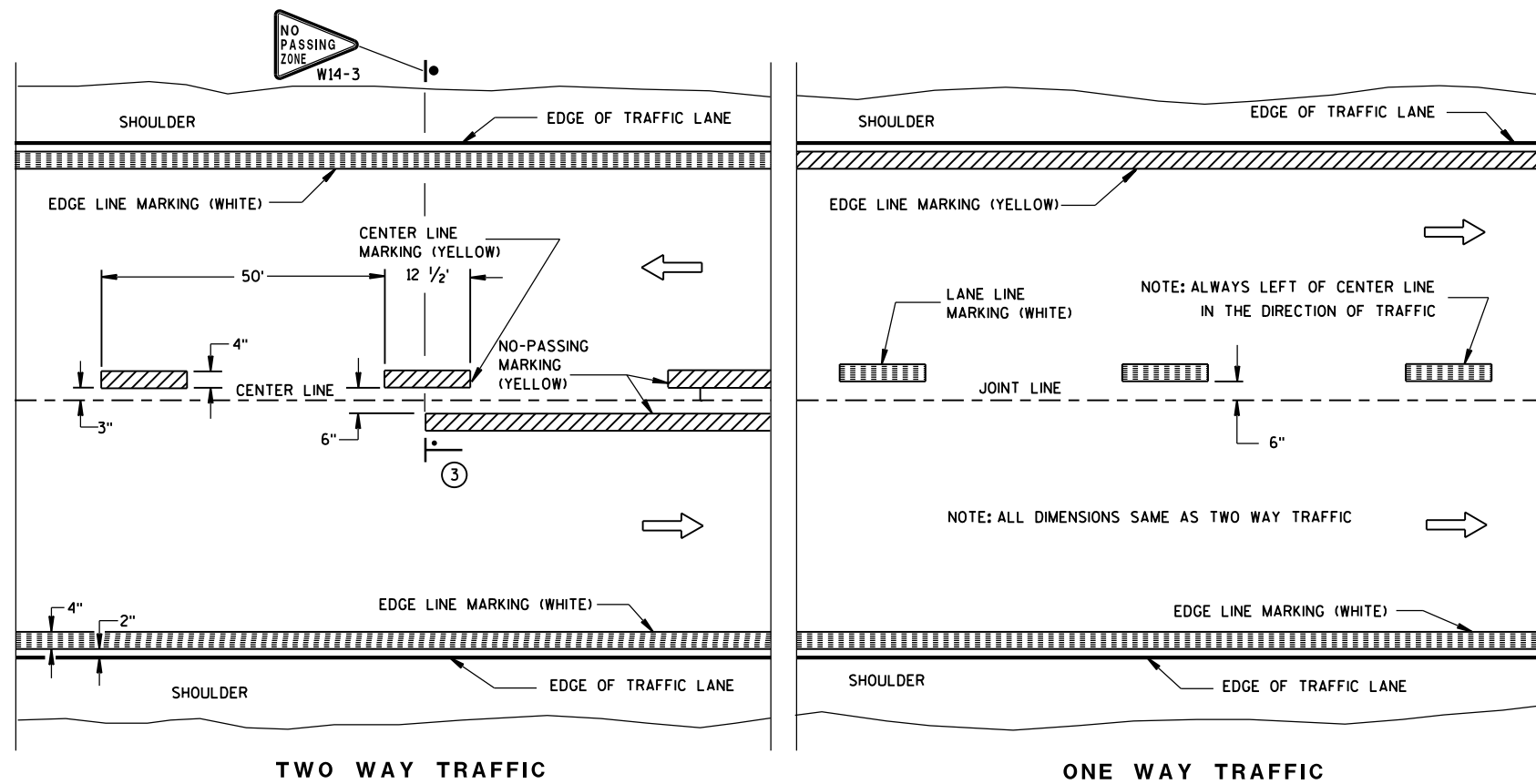
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

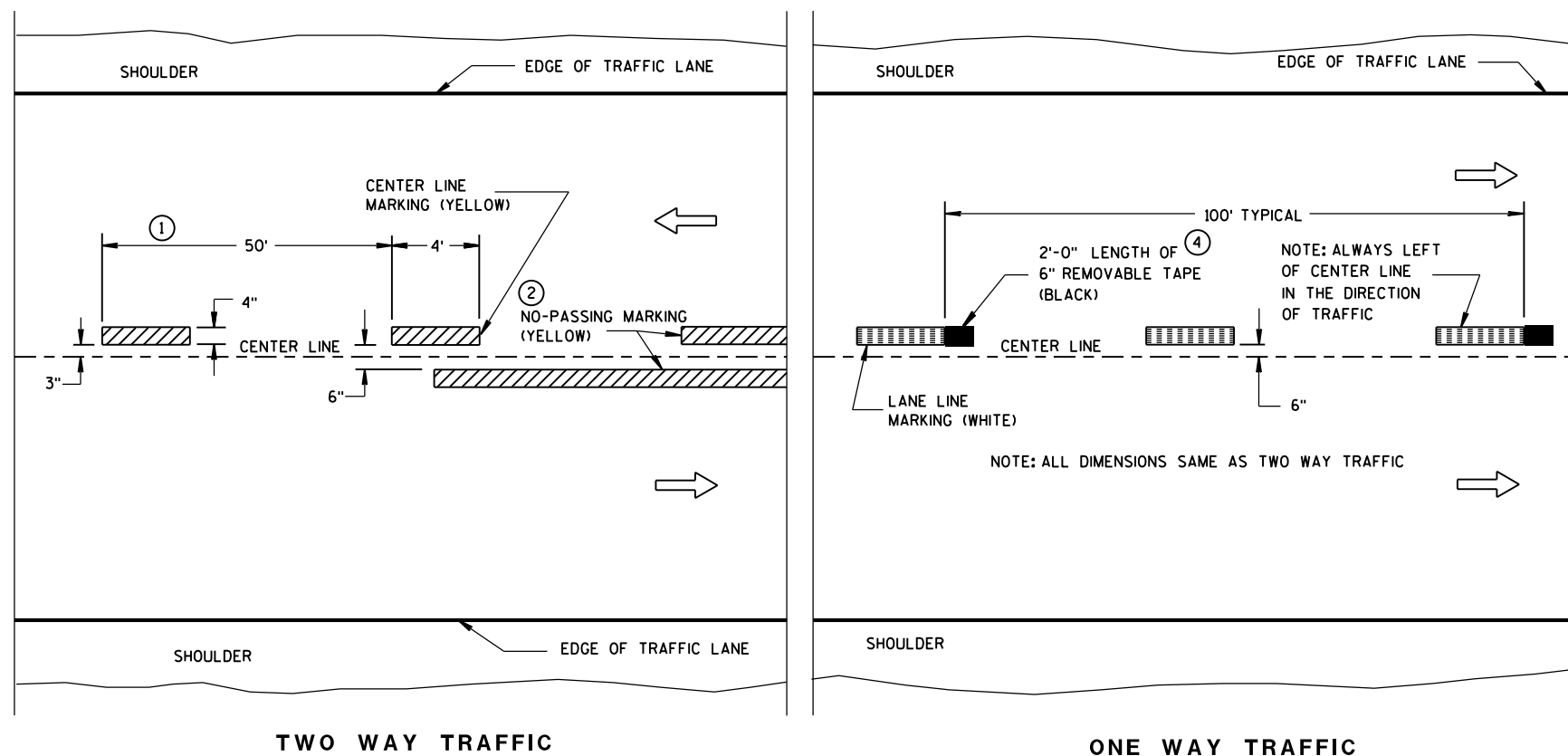
7/1/11
DATE

/S/ Thomas N. Notbohm
STATE TRAFFIC ENGINEER OF DESIGN

FHWA



PERMANENT PAVEMENT MARKING




TEMPORARY (INTERMEDIATE) PAVEMENT MARKING
(SHOWS CYCLE FOR TEMPORARY CENTER LINE OR TEMPORARY LANE LINE MARKING)

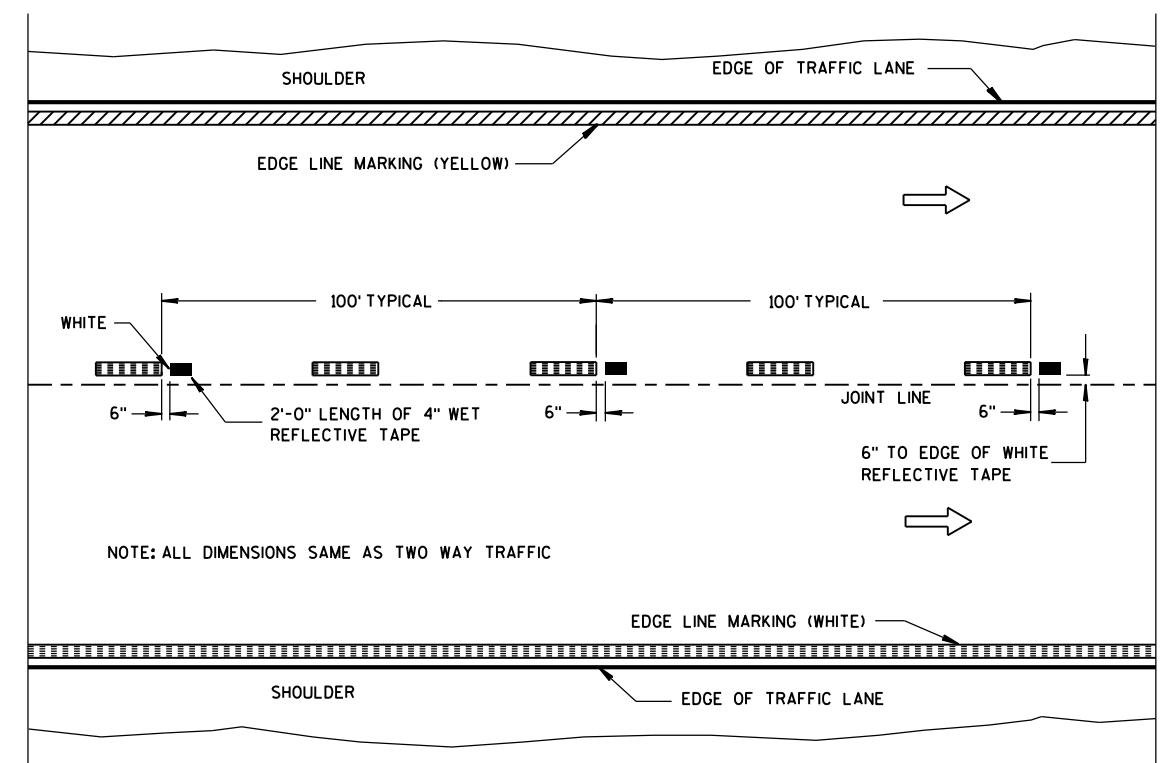
GENERAL NOTES

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

- ① HALF CYCLE LENGTHS (25'±) WITH 2" MINIMUM STRIPE LENGTHS SHALL BE PROVIDED ON ROADWAYS (INCLUDING TEMPORARY TRAVELED WAYS) WITH REVERSE CURVATURE, CURVATURE OF OVER 5 DEGREES OR WHEN DIRECTED BY THE ENGINEER TO MARK UNUSUAL ALIGNMENT OF THE TRAVELED WAY.
- ② NO PASSING ZONE TEMPORARY PAVEMENT MARKING IS REQUIRED TO BE PLACED, WHERE APPROPRIATE, ALONG WITH CENTERLINE TEMPORARY PAVEMENT MARKING WHEN A SAME DAY PERMANENT PAVEMENT MARKING ITEM IS INCLUDED IN THE CONTRACT.
- ③ NO PASSING ZONE MARKINGS ARE PLACED ACCORDING TO "T" MARKINGS. IF EXISTING NO PASSING ZONE W14-3 SIGNS ARE BEYOND 50 FEET IN EITHER DIRECTION, THE SIGNS SHALL BE MOVED TO THE "T" MARKINGS.
- ④ CONCRETE ONLY.

NOTE

ARROW SYMBOL () SHOWS DIRECTION OF TRAVEL



WET REFLECTIVE TAPE SUPPLEMENT TO
SPRAYED OR NON WET REFLECTIVE TAPE LANE LINE

LEGEND

 "T" MARKING

● POST MOUNTED SIGN

PAVEMENT MARKING
(MAINLINE)

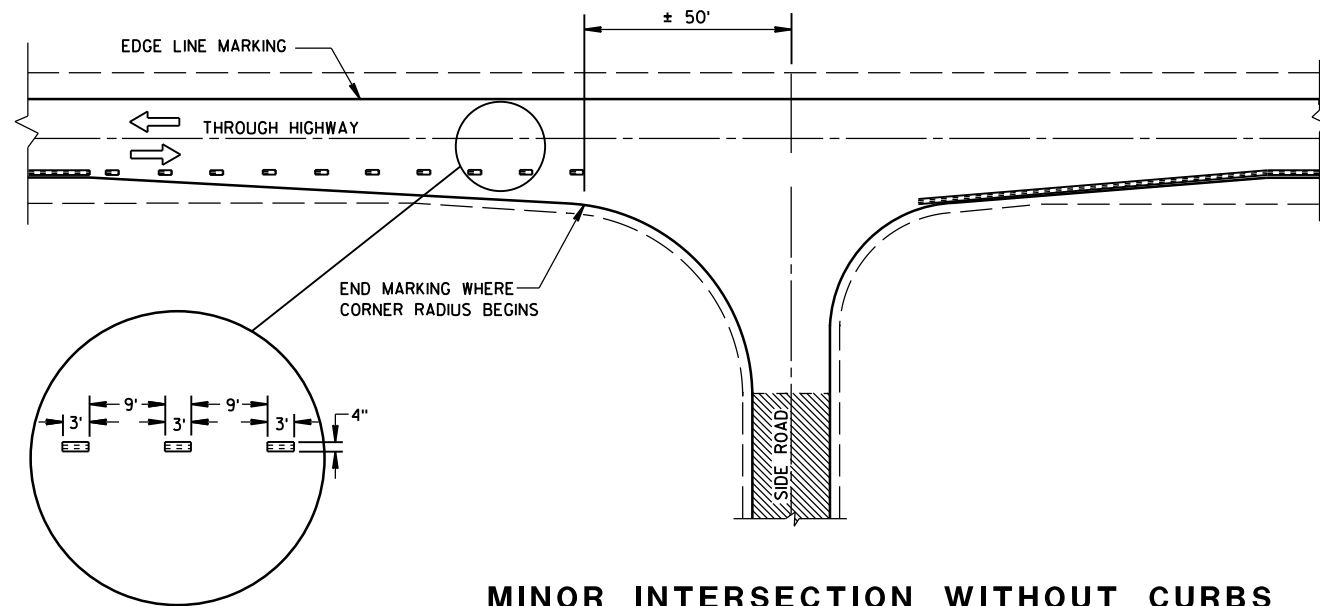
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5-13-2013
DATE

FHWA

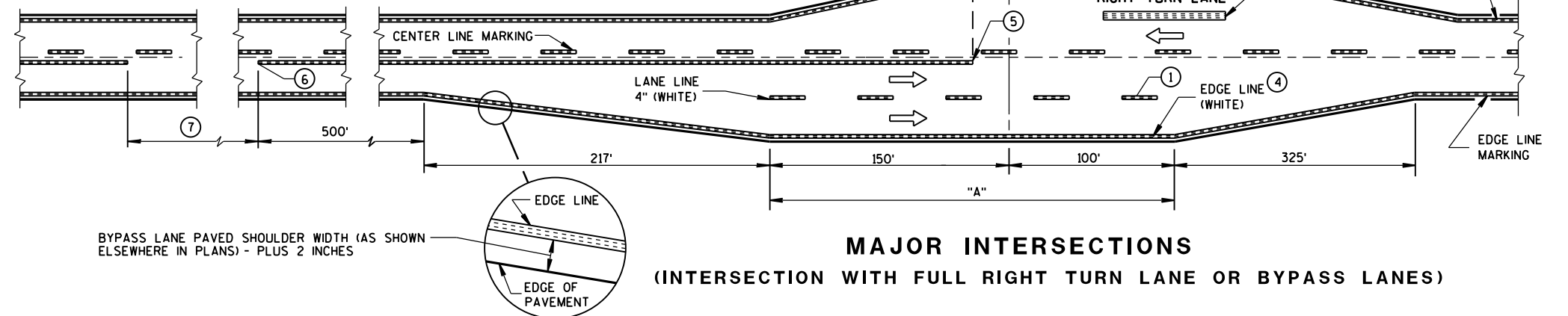
/S/ Travis Feltes
STATE TRAFFIC ENGINEER



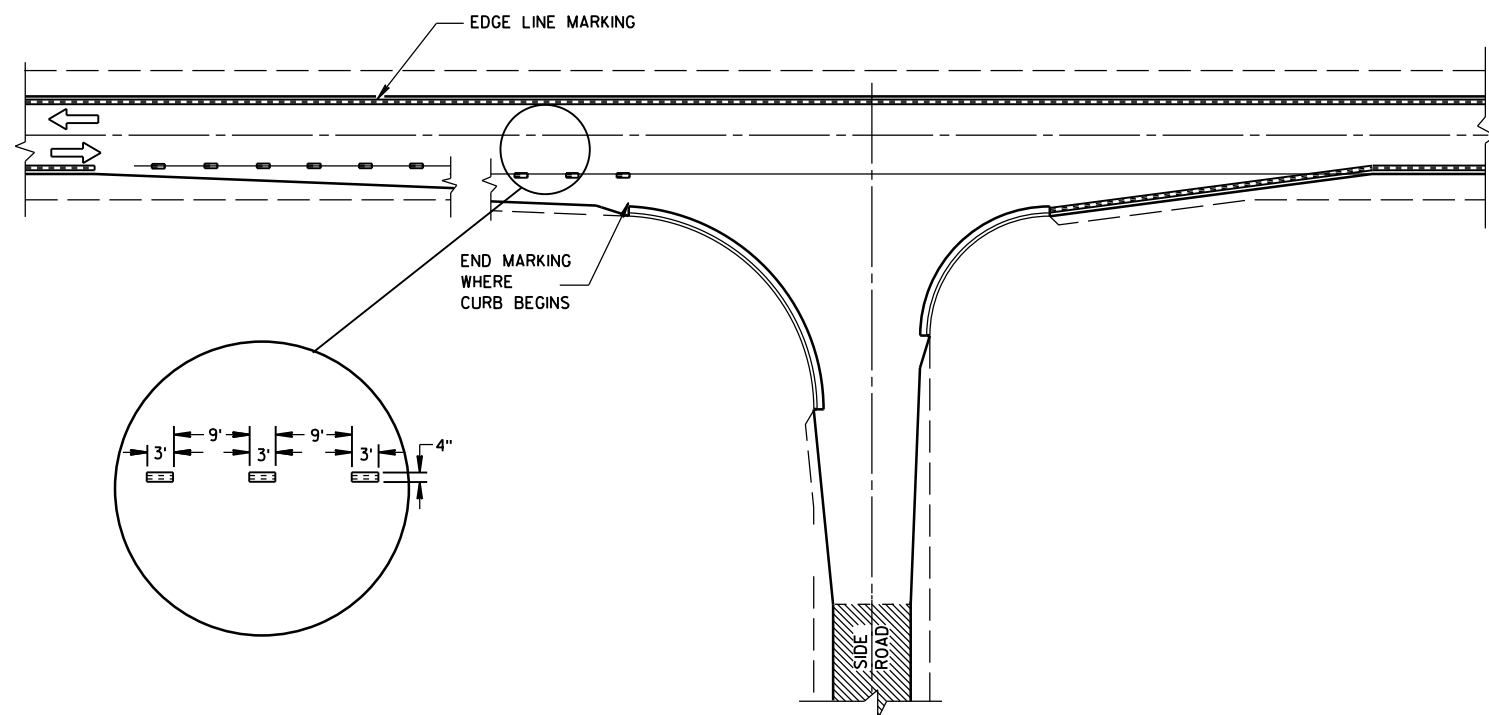
MINOR INTERSECTION WITHOUT CURBS

⑦

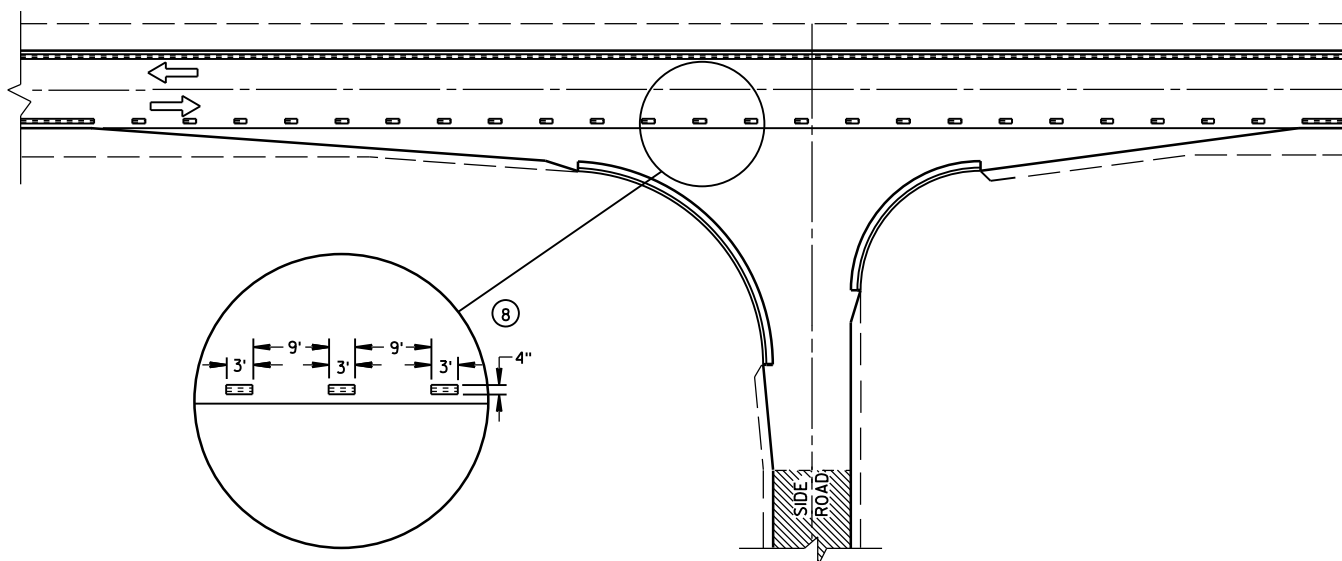
POSTED SPEED (MPH)	MINIMUM DISTANCE BETWEEN ZONES (FEET)
25 - 30	528
35 - 40	528
45 - 50	686
55	792



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



MINOR INTERSECTION WITH CURBS
(TYPICAL MARKING)



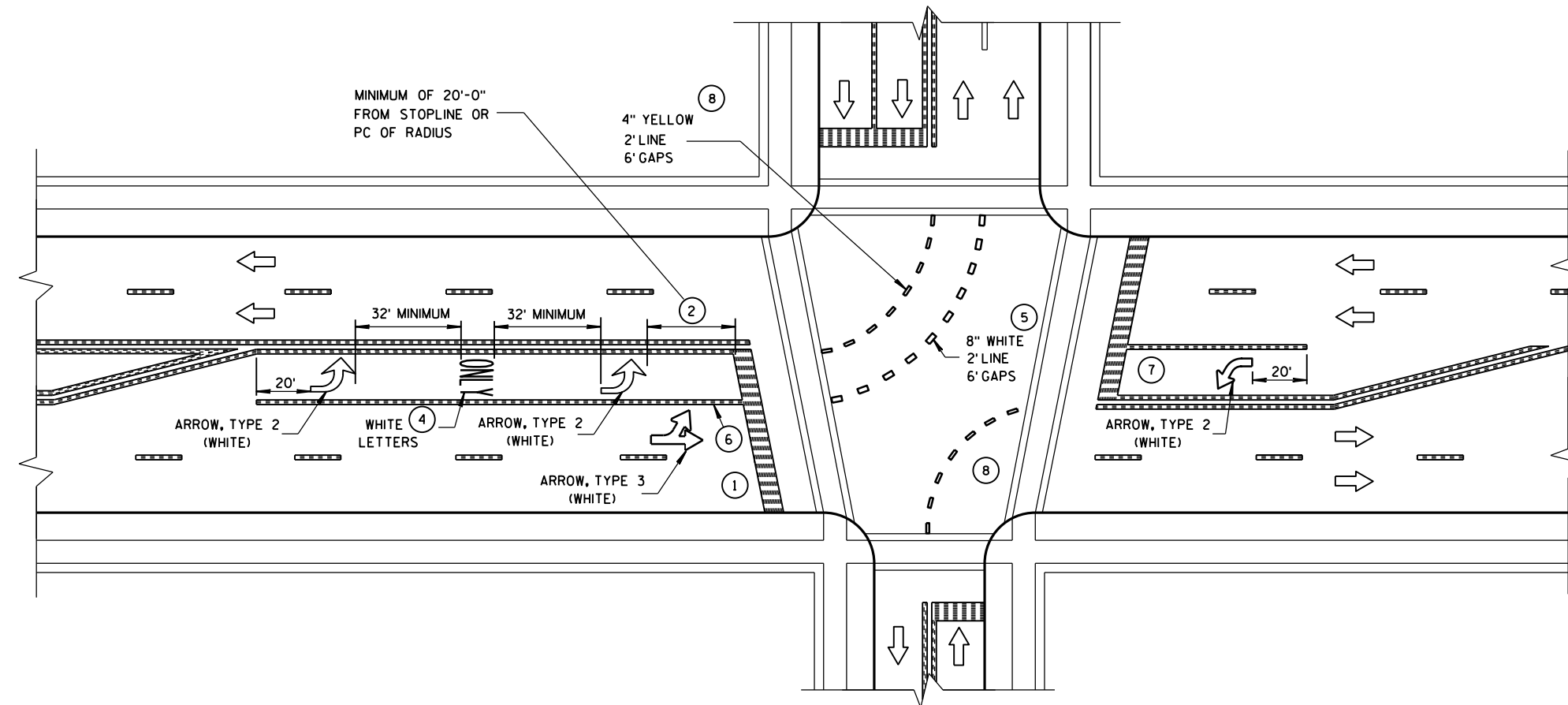
MINOR INTERSECTION WITH CURBS
③ (FOR SPECIAL CONDITIONS AS SPECIFIED)

GENERAL NOTES

- EDGE LINES SHALL BE OMITTED THROUGH INTERSECTIONS. EDGE LINES SHALL BE CONTINUED 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 ALTERNATIVE MARKING SHALL BE PROVIDED WHEN SPECIFIED IN THE CONTRACT. TYPICAL SITUATIONS WHERE THIS MARKING MAY BE REQUIRED ARE WHERE THE INTERSECTION IS ON A SHARP HORIZONTAL CURVE OR CREST VERTICAL CURVE IN AN UNLIGHTED AREA SUCH THAT THE EDGE LINE MAY BE MISLEADING TO THE MOTORIST OR DISAPPEAR FROM SIGHT.
 - ④ THE EDGE LINE IN THE TAPER AREAS OF THE BYPASS LANE AND THE BYPASS LANE SHALL BE LOCATED 1-FOOT FROM EDGE OF PAVEMENT TO THE OUTSIDE EDGE OF EDGE LINE.
 - ⑤ BARRIER LINE ENDS AT SIDE ROAD PAVEMENT/SURFACE EDGE EXTENSION.
 - ⑥ BARRIER LINE STARTS 500 FEET PRIOR TO THE BYPASS TAPER.
 - ⑦ IF THE DISTANCE BETWEEN 2 SUCCESSIVE NO-PASSING ZONES IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES, CONNECT THE 2 ZONES.
 - ⑧ 3' LINE 9' GAP, EXCEPT RETRACE THE EXISTING LINE - GAP PATTERN WHERE EXISTING MARKINGS ARE IN PLACE.
- ARROW SYMBOL (→) SHOWS DIRECTION OF TRAVEL

PAVEMENT MARKING
(INTERSECTIONS)

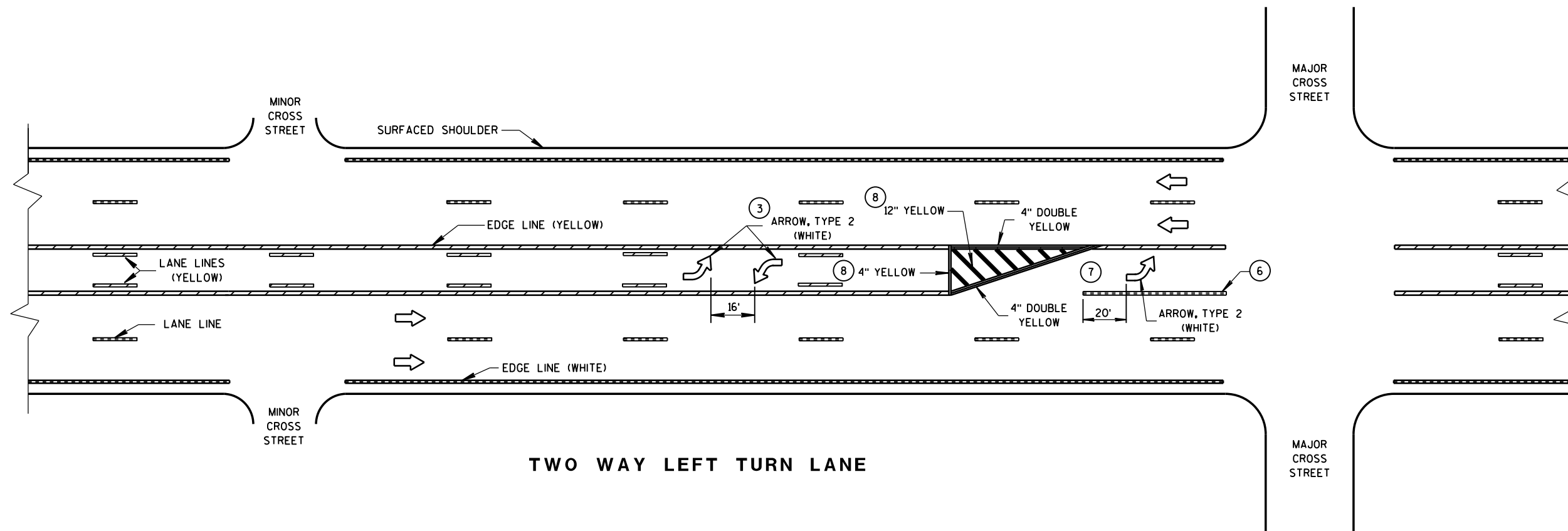
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



GENERAL NOTES

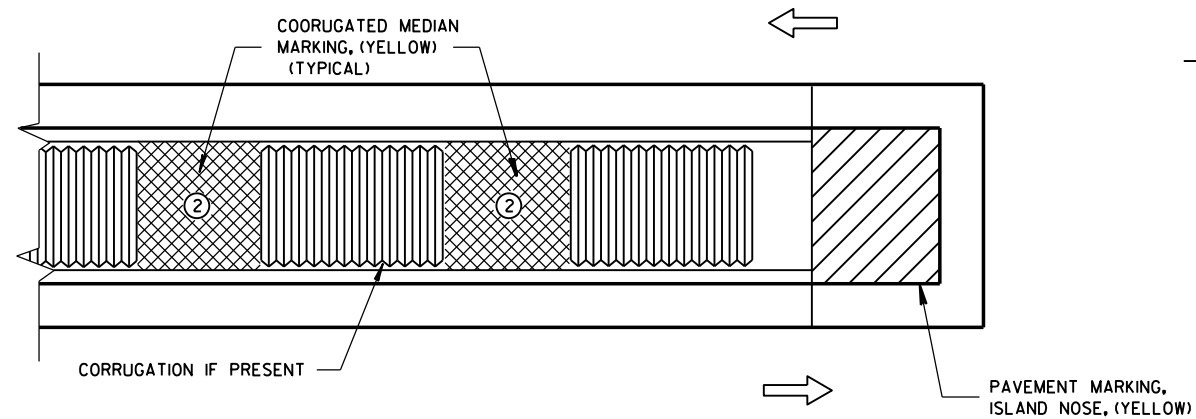
- ① STOP BAR IS REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.
- ② DISTANCE MAY BE ADJUSTED TO ACCOMMODATE SHORT LEFT TURN LANES, AS APPROVED BY THE ENGINEER.
- ③ A SET OF ARROWS IS REQUIRED EVERY 400 FEET OR NEAR INTERSECTIONS OR DRIVEWAYS WITH TURNING TRAFFIC.
- ④ ADD EXTRA SETS OF ONE ARROW AND ONE ONLY PER 160 FEET OR WHEN ON A CURVE.
- ⑤ 8" WHITE WITH 2' LINE 6' GAPS FOR DUAL TURN LANE.
- ⑥ 8" WHITE
- ⑦ ADD SECOND ARROW WHEN TURN BAY IS GREATER THAN OR EQUAL TO 108 FEET.
- ⑧ REQUIRED ONLY WHEN SPECIFIED IN THE CONTRACT.

NOTE:
ARROW SYMBOL (➡)
SHOWS DIRECTION OF TRAVEL

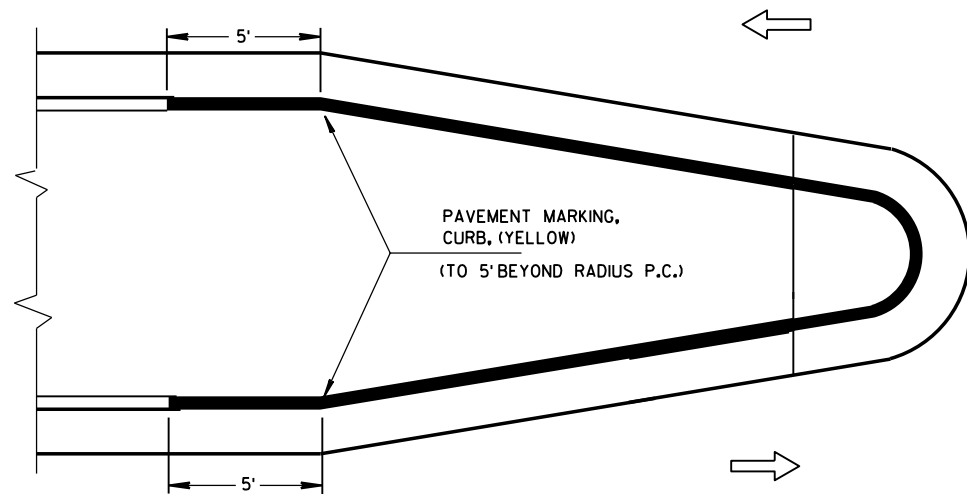


PAVEMENT MARKING
(LEFT TURN LANE)

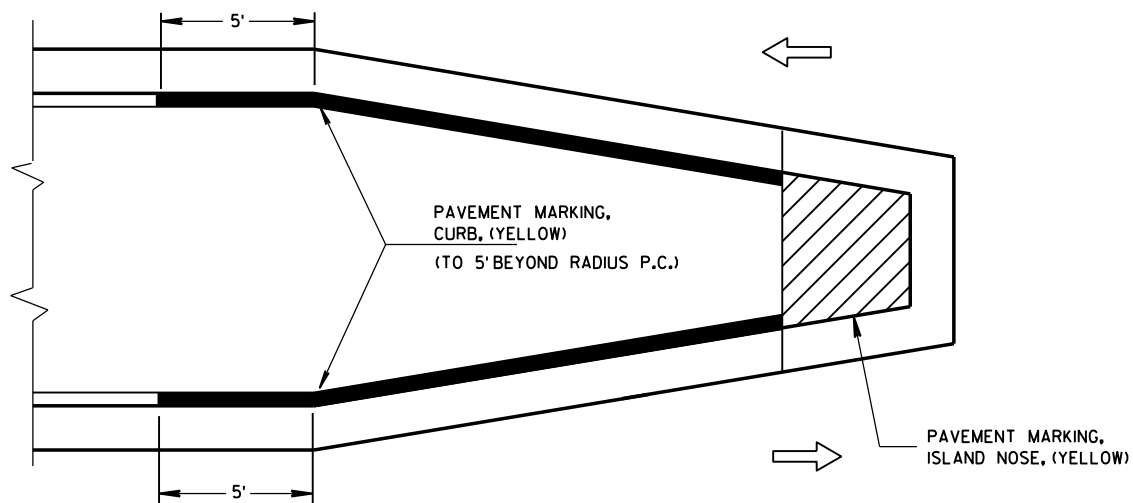
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION



MEDIAN ISLAND WITH SQUARE BLUNT NOSE

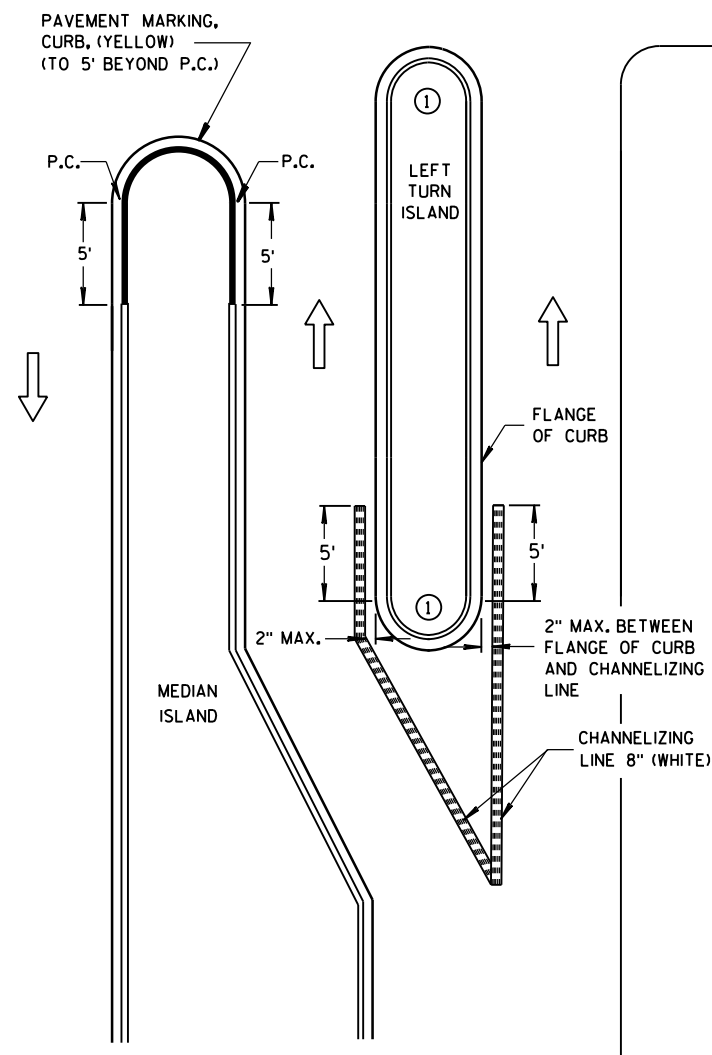


MEDIAN ISLAND WITH ROUND BLUNT NOSE



MEDIAN ISLAND WITH SLOPED NOSE

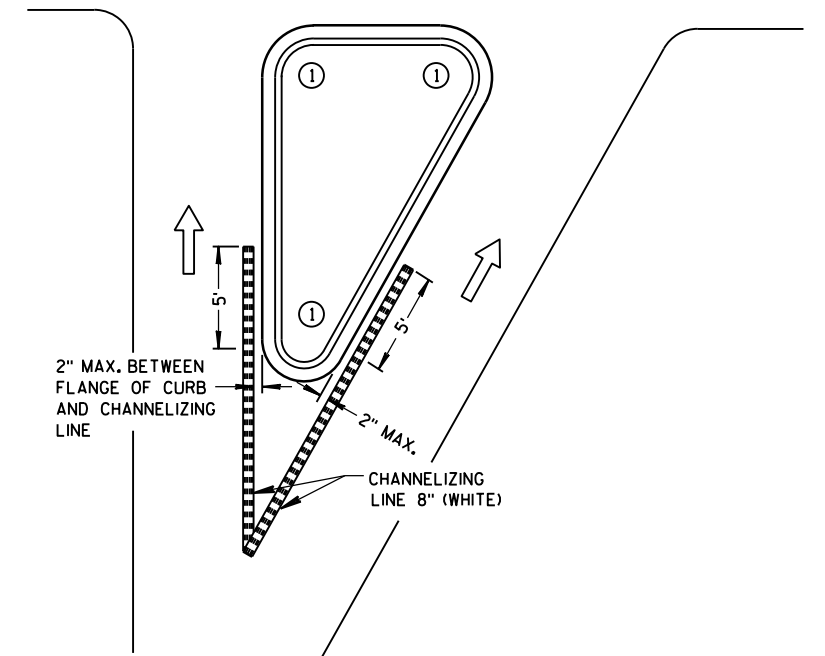
TYPICAL PLACEMENT OF PAVEMENT MARKING ON MEDIAN ISLANDS



LEFT TURN & MEDIAN ISLAND

GENERAL NOTES

- 1 DO NOT MARK CURB NOSES THAT SEPARATE LANES OF TRAFFIC TRAVELING IN THE SAME DIRECTION.
- 2 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 AND ACCEPTED IN ACCORDANCE WITH THE CONTRACT AND PAID FOR AT THE CONTRACT UNIT PRICE PER SQUARE FOOT.



RIGHT TURN ISLAND

LEGEND

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

PAVEMENT MARKING (ISLANDS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

LEGEND

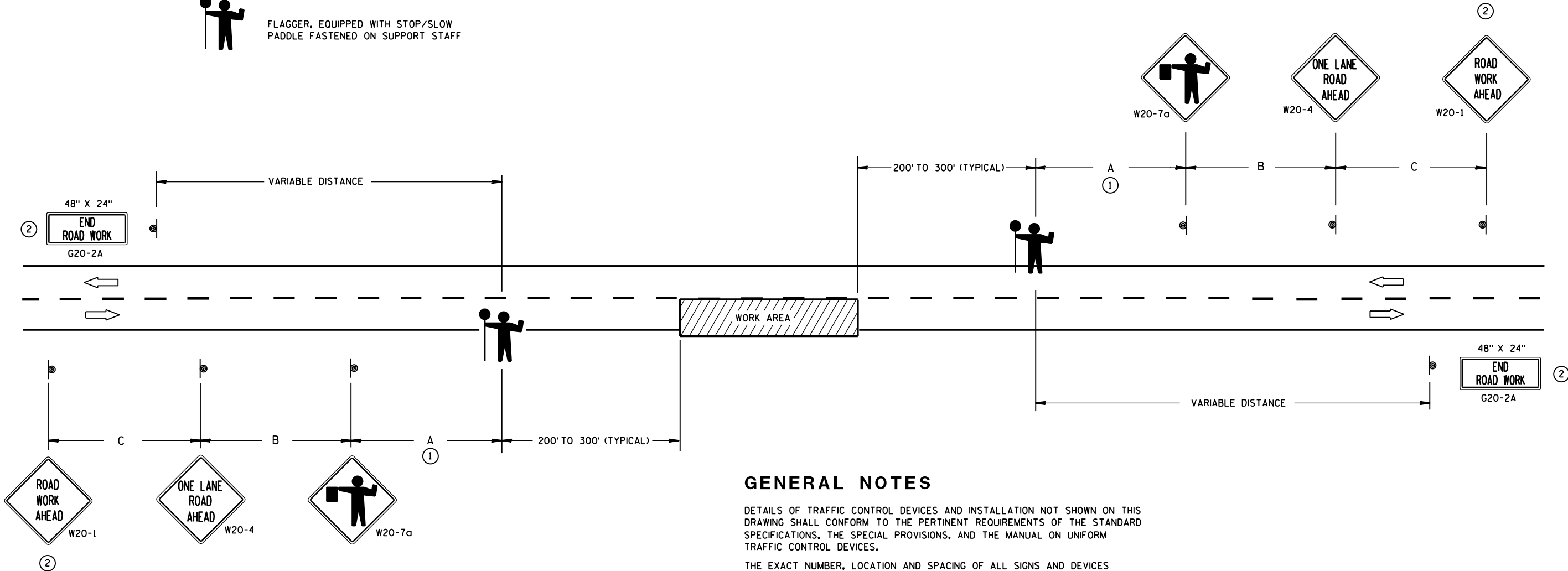
-  SIGN ON PORTABLE OR PERMANENT SUPPORT
-  DIRECTION OF TRAFFIC
-  WORK AREA
-  FLAGGER, EQUIPPED WITH STOP/SLOW PADDLE FASTENED ON SUPPORT STAFF

SIGN SPACING TABLE

SPEED LIMIT	SIGN SPACING A,B,C
25-35 MPH	200'
35-40 MPH	350'
45-55 MPH	500'



USE OF THE "BE PREPARED TO STOP" SIGN IS OPTIONAL. WHEN USED, THIS SIGN SHALL BE LOCATED BETWEEN THE W20-7a AND W20-4 SIGNS. A 500' TYPICAL SPACING SHALL BE PROVIDED BETWEEN THE SIGNS.



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.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES (AND THE 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.

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, COVER OR REMOVE ALL TEMPORARY TRAFFIC CONTROL SIGNS.

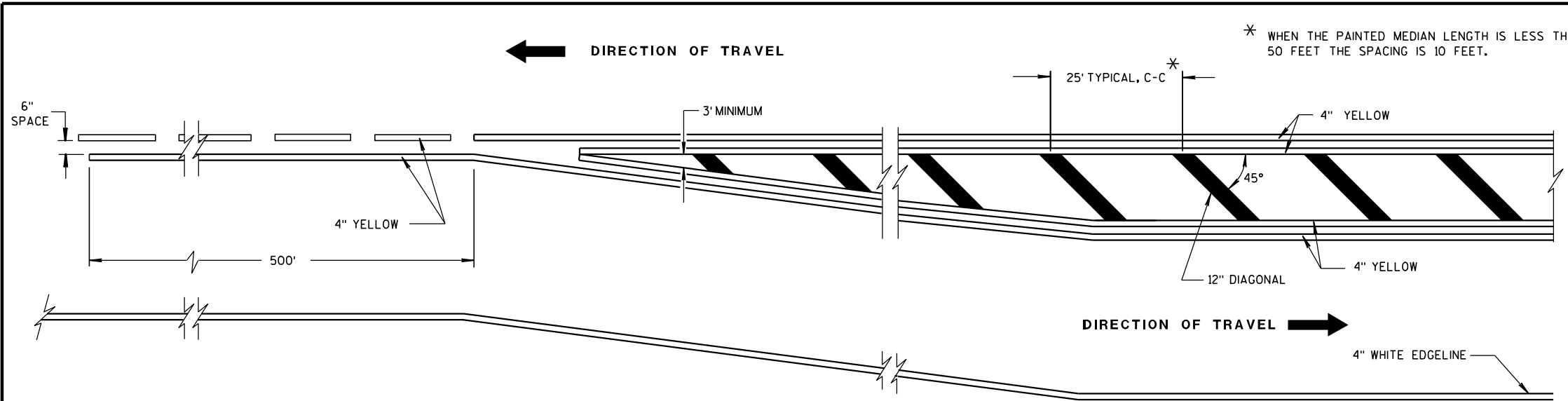
ALL SIGNS ARE 48" X 48" UNLESS OTHERWISE NOTED.

- ① FOR A MOVING WORK OPERATION, SIGNING FOR BOTH DIRECTIONS SHALL BE REESTABLISHED (AS SIMULTANEOUSLY AS PRACTICAL) AT APPROXIMATELY 3500 FOOT 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.

TRAFFIC CONTROL FOR LANE CLOSURE (SUITABLE FOR MOVING OPERATIONS)

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
8/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER OF DESIGN
FHWA

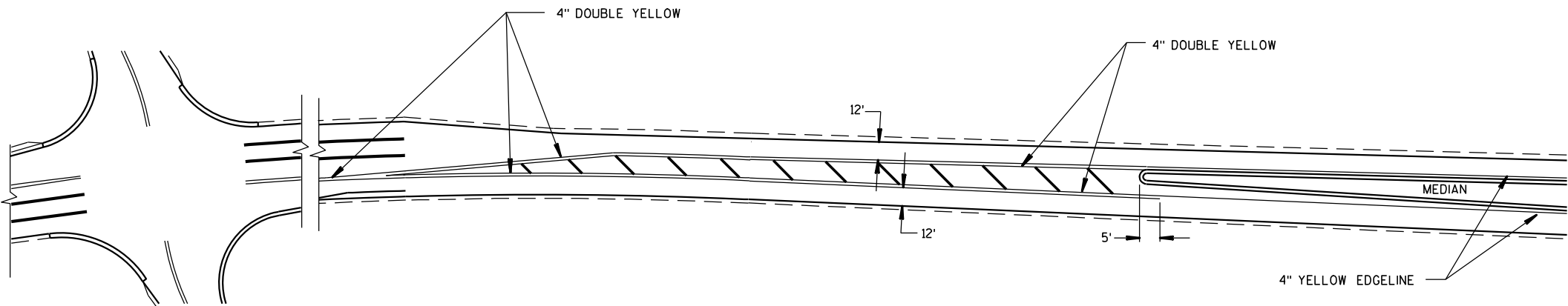


MEDIAN ISLAND DETAIL

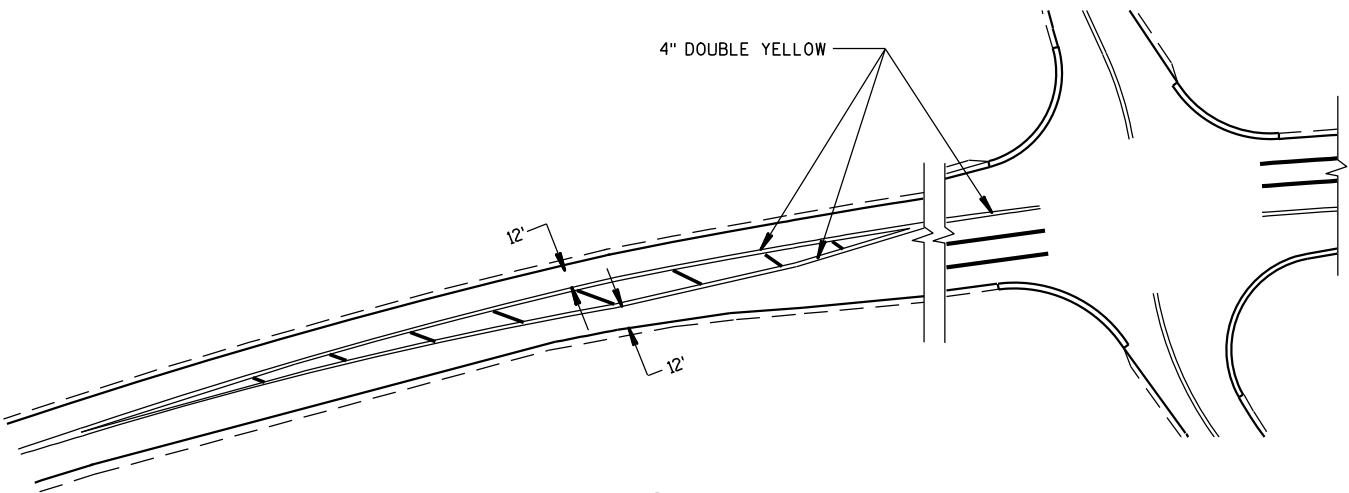
* WHEN THE PAINTED MEDIAN LENGTH IS LESS THAN 50 FEET THE SPACING IS 10 FEET.

GENERAL NOTE

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

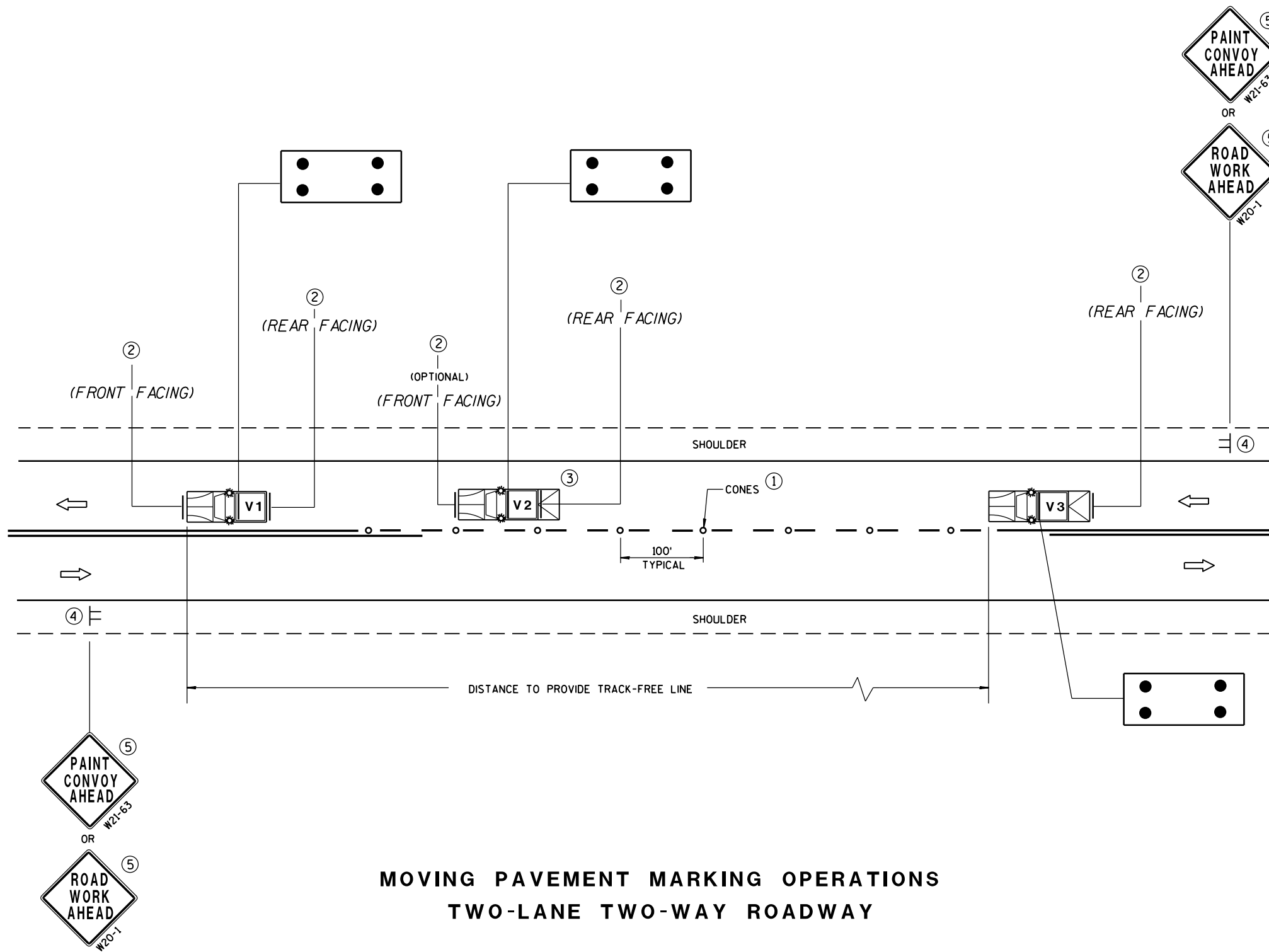


APPROACH MARKINGS FOR OTHER MEDIAN TYPES



NON APPROACH MARKINGS

MEDIAN ISLAND MARKING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 2-5-09 DATE	/S/ Thomas N. Notbohm STATE TRAFFIC ENGINEER OF DESIGN
FHWA	



MOVING PAVEMENT MARKING OPERATIONS
TWO-LANE TWO-WAY ROADWAY

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.

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.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.



ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR HORIZONTAL CURVES THAT RESTRICT SIGHT DISTANCE.

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

THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE MARKING.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.


- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
 OR 
W21-64 W21-64
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

LEGEND

V1 LEAD VEHICLE

V2 SHADOW VEHICLE

V3 TRAIL VEHICLE WITH TMA

 **TMA** TRUCK-MOUNTED ATTENUATOR

 SIGN ON TEMPORARY SUPPORT

 DIRECTION OF TRAFFIC

 CONES

 FLASHING ARROW PANEL (CAUTION)

MOVING PAVEMENT MARKING
OPERATION
TWO-LANE TWO-WAY ROADWAY

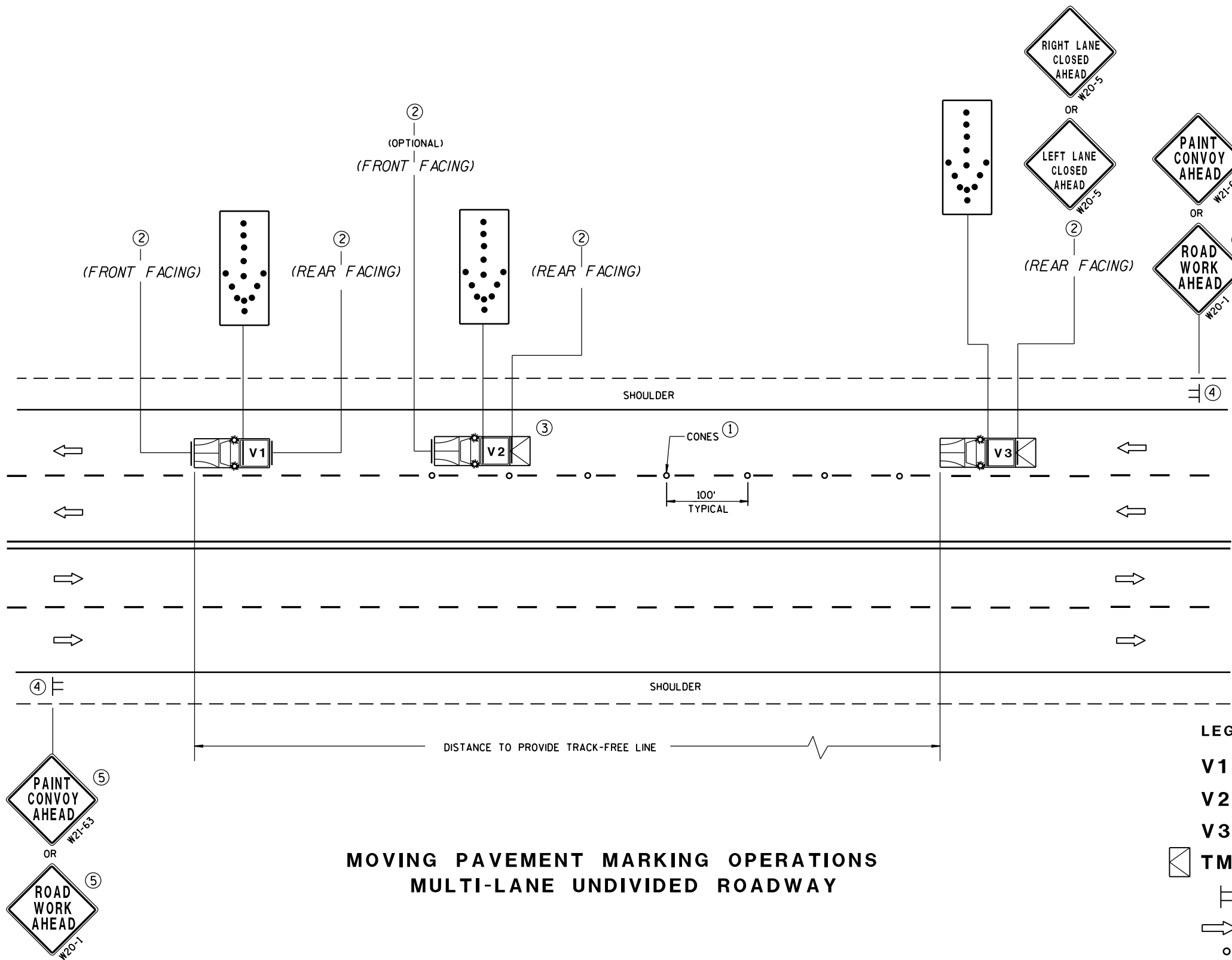
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED

5/3/2013
DATE

FHWA

/S/ Travis Feltes
STATE TRAFFIC ENGINEER

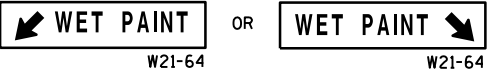


MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE UNDIVIDED ROADWAY

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.
- IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.
- ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.
- 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 OR 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.
- FOR EDGELINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH.
- WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.
- THIS DRAWING SHALL BE USED FOR CENTERLINE OR EDGELINE OR LANELINE MARKING FOR MULTILANE UNDIVIDED ROADWAYS.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED APPROXIMATELY EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.



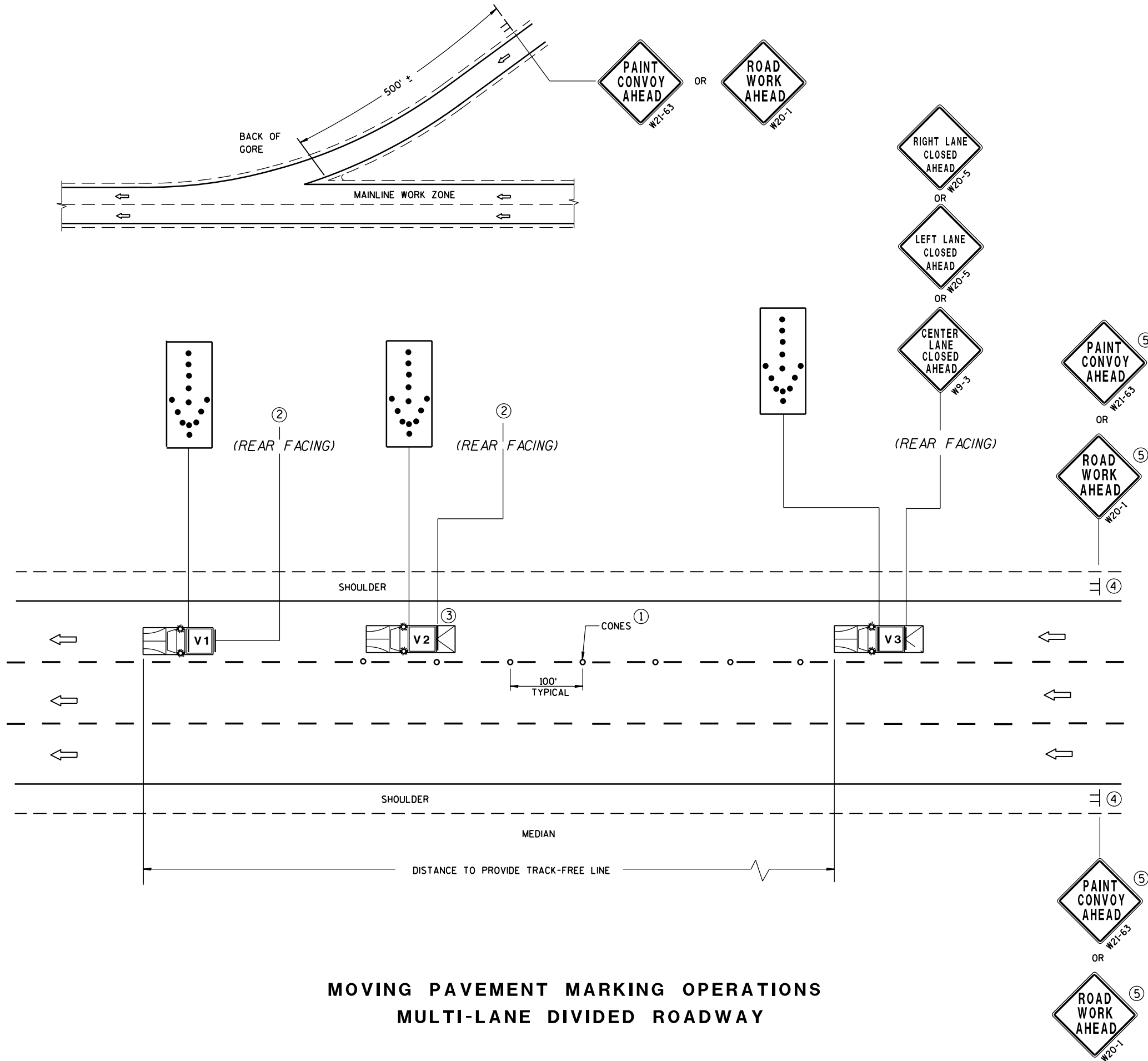
LEGEND

- V1 LEAD VEHICLE
- V2 SHADOW VEHICLE
- V3 TRAIL VEHICLE WITH TMA
- TMA TRUCK-MOUNTED ATTENUATOR
- Sign on temporary support
- Direction of traffic
- Cones
- Flashing arrow panel (merge)

MOVING PAVEMENT MARKING
OPERATION
MULTI-LANE UNDIVIDED ROADWAY

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
5/3/2013 /S/ Travis Feltes
DATE STATE TRAFFIC ENGINEER
FHWA



MOVING PAVEMENT MARKING OPERATIONS
MULTI-LANE DIVIDED ROADWAY

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.

IF SPEED LIMIT IS 40 MPH OR LESS STATIONARY SIGNS MAY BE OMITTED IF CONES ARE USED.

ALTERNATE SIGN MESSAGES, SUCH AS "PAINT CREW AHEAD" OR "ROAD PAINTING AHEAD" MAY BE USED.

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 OR 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.

FOR EDGE LINE MARKING OR IF CONES ARE NOT USED, POSITION THE REARMOST SHADOW VEHICLE ON THE SHOULDER AS SHOWN IN THE MUTCD IF THE SHOULDER HAS ADEQUATE WIDTH. USE DOUBLE ARROWS WHEN CONVOY IS IN CENTER LANE ONLY.

WHEN NO WORK ACTIVITY IS TAKING PLACE, REMOVE OR TURN THE STATIONARY WARNING SIGNS AWAY FROM TRAFFIC.

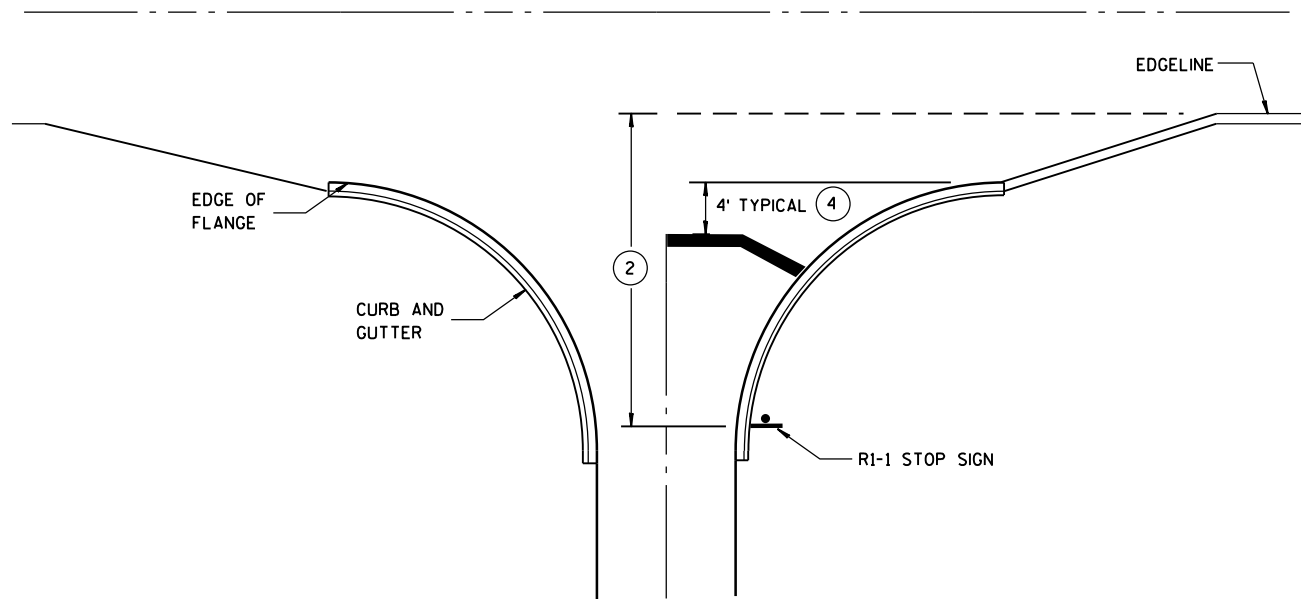
THIS DRAWING SHALL BE USED FOR EDGE LINE OR LANELINE MARKING FOR MULTILANE DIVIDED ROADWAYS.

- ① CONES MAY BE OMITTED ON PAINTED LINE IF APPROVED BY THE ENGINEER. CONSIDER PAVEMENT MARKING DRY OR CURE TIMES AND TRAFFIC VOLUME.
- ② USE STANDARD SIGN W21-64 WITH APPROPRIATE ARROW.
- ③ OPTIONAL TRUCK-MOUNTED ATTENUATOR.
- ④ SIGNS SHALL BE REPEATED AFTER EVERY ON RAMP OR EVERY THREE MILES.
- ⑤ IF CONSTRUCTION WORK ZONE SIGNS ARE IN PLACE, W20-1 OR W21-63 ARE NOT REQUIRED.

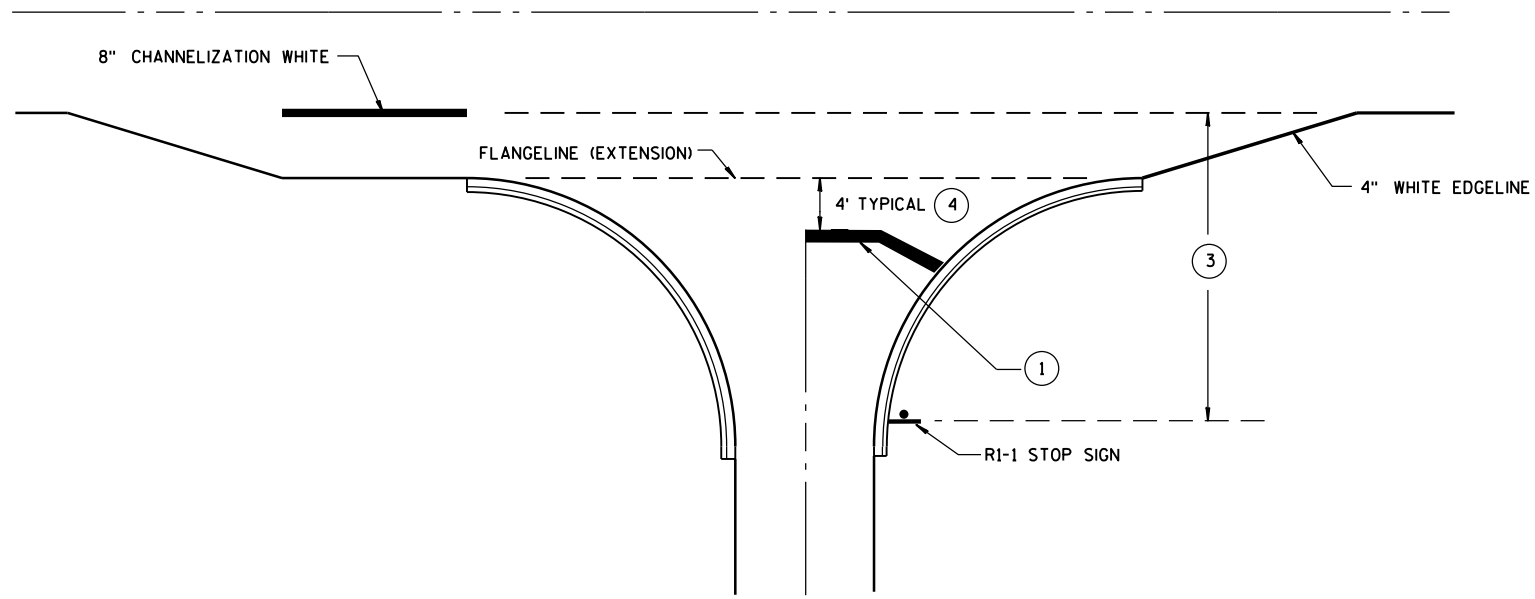
LEGEND

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

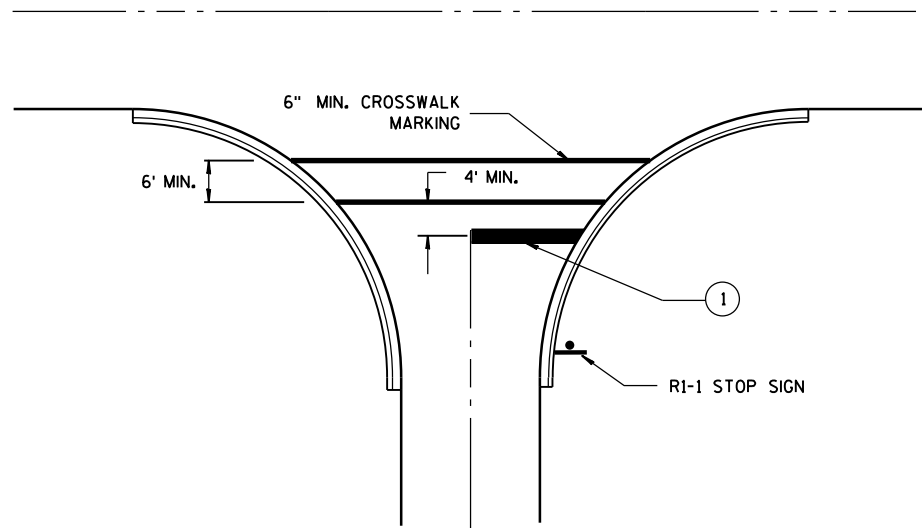
MOVING PAVEMENT MARKING OPERATION MULTI-LANE DIVIDED ROADWAY	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED 5/3/2013 DATE	/S/ Travis Feltes STATE TRAFFIC ENGINEER
FHWA	



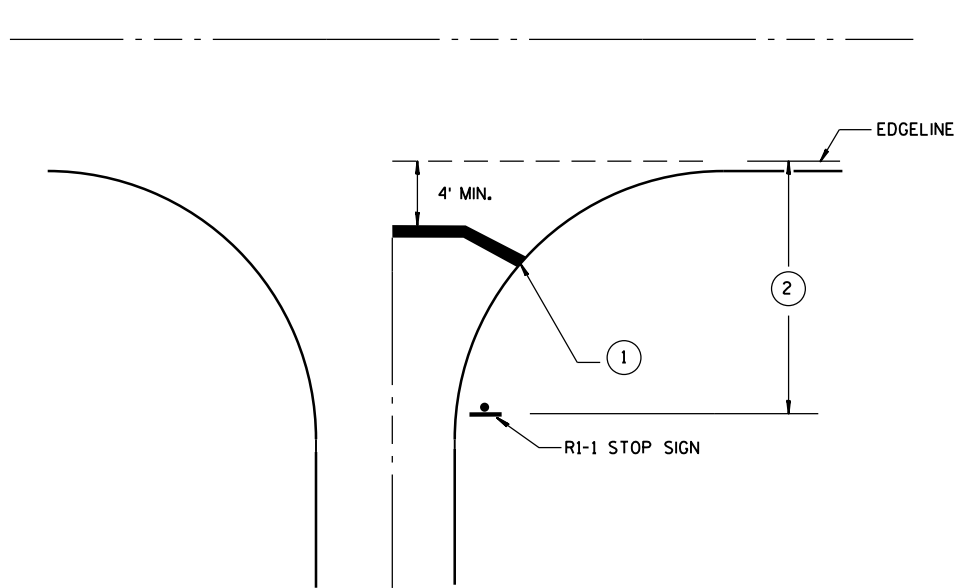
TYPICAL STOP LINE PAVEMENT MARKING
WITH CURB AND GUTTER



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

GENERAL NOTES

- ① 18-INCH STOP LINES MAY BE DELETED OR ADDED BY THE PROJECT ENGINEER BASED ON VISIBILITY AND SIGHT LINES.
- ② IF STOP SIGN IS LESS THAN OR EQUAL TO 40 FEET FROM THE EDGE LINE THAN NO STOP LINE IS REQUIRED.
- ③ IF STOP SIGN IS LESS THAN OR EQUAL TO 30 FEET FROM THE FLANGELINE EXTENSION THAN NO STOP LINE IS REQUIRED.
- ④ MOVE CLOSER TO EDGE OF TRAVEL LANE AS NEEDED FOR VISIBILITY AND SIGHT LINES.

STOP LINE AND CROSSWALK
PAVEMENT MARKING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
4/30/2013 DATE /S/ Travis Feltz
STATE TRAFFIC ENGINEER
FHWA

Notes



Wisconsin Department of Transportation

Dedicated people creating transportation solutions
through innovation and exceptional service.

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