

LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TEMPORARY DELINEATOR (WHITE, SINGLE DELINEATOR)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- TYPE "A" WARNING LIGHT (FLASHING)
- TEMPORARY RAISED PAVEMENT MARKERS (TWO WAY YELLOW)
- TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA

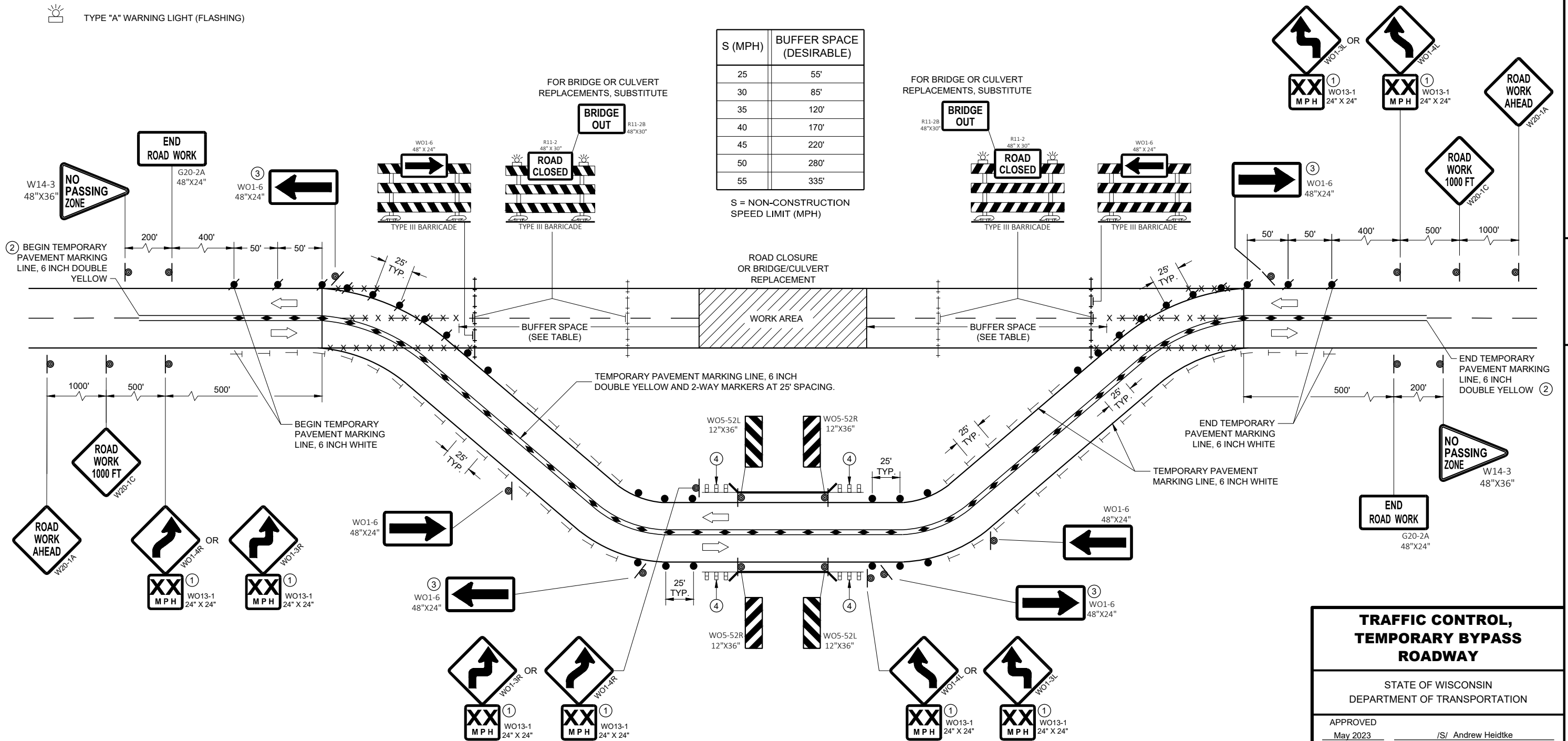
GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.
 "WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.
 ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.
 THE EXACT NUMBER, LOCATION, AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.
 THE SPACING BETWEEN SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.
 SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL ON STANDARD HIGHWAY SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.
 EQUIPMENT, VEHICLES, OR MATERIAL SHOULD NOT BE STORED IN BUFFER SPACE.

- ① IF ADVISORY SPEED IS GREATER THAN 30 MPH, USE THE WO1-4 SIGN. IF ADVISORY SPEED IS 30 MPH OR LESS, USE THE WO1-3 SIGN.
- ② WHEN THE DISTANCE TO / FROM THE NEXT CLOSEST NO-PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
- ③ OMIT THESE WO1-6 SIGNS IF THE ADVISORY SPEED OF THE CURVE IS GREATER THAN 30 MPH.
- ④ TEMPORARY STEEL PLATE BEAM GUARD AND END TREATMENT WHEN INCLUDED IN THE CONTRACT. FOR LAYOUT, SEE DETAILS ELSEWHERE IN THE PLAN.

S (MPH)	BUFFER SPACE (DESIRABLE)
25	55'
30	85'
35	120'
40	170'
45	220'
50	280'
55	335'

S = NON-CONSTRUCTION SPEED LIMIT (MPH)



**TRAFFIC CONTROL,
TEMPORARY BYPASS
ROADWAY**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED _____
DATE May 2023 /S/ Andrew Heidtke
DATE _____ WORK ZONE ENGINEER

FHWA

SDD 15D31-05

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Traffic Control, Temporary Bypass Roadway

References:

Part VI, Manual on Uniform Traffic Control Devices (MUTCD)

[FDM 11-10-5](#)[FDM 11-15-1](#)[FDM 11-45-30](#)[FDM 11-50-1](#)[FDM 11-50-20](#)**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
526.0101	Temporary Structure (station).....	EACH
614.0250	Steel Thrie Beam Structure Approach Temporary.....	LF
614.0360	Steel Plate Beam Guard Temporary	LF
614.0380	Steel Plate Beam Guard Energy Absorbing Terminal Temporary	EACH
633.1100	Delineators Temporary.....	EACH
643.0300	Traffic Control Drums	DAY
643.0420	Traffic Control Barricades Type III.....	DAY
643.0705	Traffic Control Warning Lights Type A.....	DAY
643.0715	Traffic Control Warning Lights Type C.....	DAY
643.0900	Traffic Control Signs.....	DAY
643.3200-3299	Temporary Marking Line (Material) 6-Inch.....	LF
643.3760	Temporary Marking Raised Pavement Marking Type I	EACH
646.1000-1099	Marking Line (Material) 4-Inch.....	LF
646.2000-2099	Marking Line (Material) 6-Inch.....	LF
646.9000	Marking Removal Line 4-Inch.....	LF
646.9060	Marking Removal Line 6-Inch.....	LF

Standardized Special Provisions associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
108-057	Wisconsin Lane Closure System Advance Notification

Other SDDs associated with this drawing:

SDD 14B15	Steel Plate Beam Guard, Class "A", Installation and Elements, sheet "a"
SDD 14B20	Steel Thrie Beam Structure Approach
SDD 14B24	Steel Plate Beam Guard Energy Absorbing Terminal
SDD 15A4	Delineator and Delineator Post

Design Notes:

Separate detail sheets are needed to show the layout and dimensions of the temporary road. Where possible, design the temporary road and curves for a speed no lower than 10 mph below the normal mainline speed. The maximum degree of curve for a given design speed is found in Procedure 11-10-5. When laying out the temporary road and curves, consider the space required for storage of contractor equipment plus the desirable buffer space shown on the drawing. Maintain the width of the existing road and shoulder as much as possible on the temporary road. There should be sufficient shoulder to hold the pavement structure in place and allow placement of delineators, drums, signs, and temporary beam guard with terminals/anchorage if required. Specify the minimum roadway width in STSP Number 526-010 (Temporary Structure Station ____).

Temporary Steel Plate Beam Guard, Temporary Steel Thrie Beam Structure Approach, and terminals/anchorage for all four corners of the temporary structure should be considered if the AADT is 1500 or more. Consider the geometrics of the temporary roadway to determine the need for temp. beam guard on the curves. The Energy Absorbing Terminal (E.A.T.) is the standard temporary beam guard end

terminal. The turn-down end as anchor (using SDD 14B17 and Item 614.0110) may be substituted for the E.A.T. on non-NHS roadways with AADT < 3500 or speeds of 40 mph or less. For more information on beam guard end treatments, see [FDM 11-45-30](#).

Specify the advisory speeds for the WO13-1 signs in the Miscellaneous Quantities or Special Provisions. The advisory speeds should be based on the design speed of the temporary road and curves. If the design speeds of the curves are lower than 10 mph below the normal mainline speed, larger WO1-6, WO13-1, and/or R11-2 signs may also be specified. For unpaved bypass roadways, specify the use of W8-7 "Loose Gravel" as needed.

If the distance between the temporary no-passing zone and the preceding no-passing zone is less than the minimum shown in Subsection 648.3.2 of the Standard Specifications, include enough quantity of temporary pavement marking to connect the two zones.

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