References:
Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD)
FDM 11-50-20

Bid items associated with this drawing:

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<th>ITEM NUMBER</th>
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<tbody>
<tr>
<td>643.0420</td>
<td>Traffic Control Barricades Type III</td>
<td>DAY</td>
</tr>
<tr>
<td>643.0705</td>
<td>Traffic Control Warning Lights Type A</td>
<td>DAY</td>
</tr>
<tr>
<td>643.0900</td>
<td>Traffic Control Signs</td>
<td>EACH</td>
</tr>
<tr>
<td>643.0910</td>
<td>Traffic Control Covering Signs Type 1</td>
<td>EACH</td>
</tr>
<tr>
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<td>Traffic Control Covering Signs Type 1</td>
<td>EACH</td>
</tr>
<tr>
<td>643.1000</td>
<td>Traffic Control Signs Fixed Message</td>
<td>SF</td>
</tr>
<tr>
<td></td>
<td>For D1-x and R10-61 Mod. “Access To ____” signs.</td>
<td></td>
</tr>
<tr>
<td>643.1050</td>
<td>Traffic Control PCMS</td>
<td>DAY</td>
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Standardized Special Provisions associated with this drawing:
108-057 Wisconsin Lane Closure System Advance Notification

Other SDDs associated with this drawing:
- SDD 15c2 Barricades and Signs for Various Mainline Closures sheet “b” is required.
- SDD 15c2 Barricades and Signs for Mainline Closures sheet "c" (if detour route signing is included in the contract)
- SDD 15c3 Barricades and Signs for Sideroad Closures (if sideroads intersect the mainline within the closure)
- SDD 15d30 Traffic Control, Sidewalk Closure (if sidewalk will be closed)

Design Notes:
A traffic control overview sheet is desirable to indicate the following:
- Whether to use Detail A, B, or C (and Detail D or E from SDD 15c2 sheet "b") at each end of the project.
- Sideroads within the project and whether to use Detail 1, 2, 3, or 4 from SDD 15c3 at each sideroad.
- Detour route if one is being designated, unless the route is shown on a detour route signing sheet.
- On Details A & B, the following signing is to be installed by the contractor only if specified elsewhere in the contract. Consult with the Region Traffic Unit about the need to include these signs in the contract:
- Detour Route signing. Regions (or other maintaining authority) may choose to install detour route signing with their own forces. If so, indicate it in the Special Provisions. If it is to be installed by the contractor, include separate sheets to show the detour route signing (include signs to be covered or modified using item 643.0910 or 643.0920) along and in advance of the extra mile, and on main intersecting roads. If the route being detoured is a local road, the M4-9 signs should be supplemented by a road name plaque (using Item 643.1000), especially if the local road is detoured onto a state-trunk highway. Include a special sign layout for the road name plaque, or specify the plaque color and letter size (typically black on white or orange, 5” Series C letters) on the detour sheets.
- Detour warning signs (W20-2). W20-2 signs are usually included in the contract. Some Regions or other maintaining authorities may choose to install them with their own forces. If additional warning of the detour is desired, a W20-2G “Detour 1/2 Mile” sign may be added to the series of advance warning signs. Where multiple routes run concurrently on the same road but not all of them are being detoured, W20-2 signs may be supplemented by a route marker if needed to clearly indicate the detoured highway.
- Route markers to supplement W20-2 signs (as described above) or W20-3 signs. Regions may choose to furnish route markers for installation by the contractor. If so, indicate it in the plan or Special Provisions.
- Community guide signs (D1-x). New or modified D1-x signs are desirable if motorists must take an alternate route to a community. If new signs are to be installed, include plan details showing the special sign layouts.
- “Access To ____” signs (R10-61 Mod.). These signs are desirable if there is a community located beyond the beginning of the detour route but prior to the actual road closure point.
“Stop” and “Stop Ahead” signs. Consider using these signs as shown if the traffic volume on the detour route is expected to be greater than the local traffic volume that will continue using the normal mainline route, especially if the detour traffic makes a left turn at the intersection. Also consider the need for “3-Way” (R1-3) or R1-52-series supplementary signs if temporary stop signs are to be installed.

If W20-2, D1-x, R10-61 (Mod.), or Stop-control signs along or in advance of the detour are to be installed or modified by the contractor, indicate them on the traffic control overview or detour route signing sheet, Special Provisions, and/or Misc. Quantities.

Contact Person:
Andrew Heidtke (414) 220-6802
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 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.

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.

THE R11 - 4, R10 - 61, M4 - 9, M3 - X, M4 - 8, M1 - 4, M1 - 5A, AND M1 - 6 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.

"D1" - X SHALL BE AS SHOWN ON SPECIFIC PROJECT SIGNING DETAIL SHEETS.

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 THE ROADWAY AS SHOWN APPROPRIATE 8 FOOT LIGHT SPACING.

 THESE SIGNS AND BARRICADES ARE NOT REQUIRED IF ROAD CLOSURE BEGINS AT AN INTERSECTION.

 FOR ROAD CLOSURE WITHOUT LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "D".

 FOR ROAD CLOSURE WITH LOCAL ACCESS TO PROJECT, SEE ROAD CLOSURE BARRICADE DETAIL "E".

 FOR BRIDGE OR CULVERT REPLACEMENTS, SUBSTITUTE "BRIDGE OUT" INSTEAD OF "ROAD CLOSED" ON R11 - 2 AND R11 - 3 SIGNS.

 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.

 "EAST" CARDINAL DIRECTION MARKERS AND RIGHT TURN ARROWS ARE SHOWN. USE OTHER CARDINAL DIRECTIONS AND ARROWS AS APPROPRIATE.

SEE SDD 15C2 - SHEET "a" FOR LEGEND
References:
Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD)
FDM 11-50-20

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<td>Traffic Control Covering Signs Type I</td>
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<td>643.0920</td>
<td>Traffic Control Covering Signs Type II</td>
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Standardized Special Provisions associated with this drawing:

108-057 Wisconsin Lane Closure System Advance Notification

Other SDDs associated with this drawing:

SDD 15c2 Barricades and Signs for Mainline Closures sheet "a" is required.
SDD 15c2 Barricades and Signs for Mainline Closures sheet "c" (if detour route signing is included in the contract)
SDD 15c3 Barricades and Signs for Sideroad Closures (if sideroads intersect the mainline within the closure)

Design Notes:
A traffic control overview sheet is desirable to indicate the following:
Whether to use Detail D or E (and Detail A, B, or C from SDD 15c2 sheet "a") at each end of the project.
Sideroads within the project and whether to use Detail 1, 2, 3, or 4 from SDD 15c3 at each sideroad.

Contact Person:
Andrew Heidtke (414) 220-6802
SDD 15c2-c  Detour Signing for Mainline Closures

## 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.

"NO" signs are the same as "N" signs except the background is orange.

Sign sizes shall be as follows:

- **M05** shall be 21" x 21" (30" x 30" if needed to match existing signs)
- **M06** shall be 21" x 21" (30" x 30" if needed to match existing signs)
- **M4** shall be 24" x 12" (30" x 15" if needed to match existing signs)
- **M3** shall be 24" x 12" (36" x 18" if needed to match existing signs)
- **M1** shall be 24" x 24" (30" x 30" if needed to match existing signs)

The spacing between traffic control and detour signs should be adjusted to not conflict with and to provide an appropriate minimum of 200 feet clearance to existing signs that will remain in place.

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 M49 sign as specified in the contract.

See specific project detour signing detail sheets and detail A or B on SDD Sheet 15c02 - Sheet "a".
**Standard Detail Drawing 15c2** (sheet c)  
**Detour Signing for Mainline Closures**

**References:**
Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD)  
FDM 11-50-20

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<td>Traffic Control Signs</td>
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<tr>
<td>643.1000</td>
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<td>643.0910</td>
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**Standardized Special Provisions associated with this drawing:**

108-057 Wisconsin Lane Closure System Advance Notification

**Other SDDs associated with this drawing:**
SDD 15c2 Barricades and Signs for Mainline Closures sheets "a" and "b" are required.

**Design Notes:**
Project-specific detour route signing sheets are required in the plans. This SDD does not substitute for project-specific sheets. Use this SDD for typical sign spacing, codes, and sizes, and as guidance in developing project-specific detour sheets. In addition to detour route signing, the project-specific sheets should show all needed D1-x community guide signs and any existing signs to be covered or modified (use item 643.0910 or 643.0920).

If the detour will be in place longer than two weeks or if otherwise recommended by the Region Traffic Unit, consider the need for upgraded stop signs, W14-3 (48" x 36") No Passing Zone pennant signs and other warning or regulatory signs along the detour route. If new or upgraded signs are included in the contract and will remain in place after the detour is removed, use Item 637.0202, Signs Reflective Type II (SF) to pay for these signs. Items from Sections 634 and 638 may also be needed for sign posts and removals.

Some of the detour and community guide signs are shown on the SDD to be optional. Use the following guidance or consult with the Region Traffic Unit about the need to include these signs in the contract:
Advance route turn assemblies and community guide signs (D1-x). On the detour route itself, advance route turn assemblies may be omitted on approaches to a stop sign if there is no existing advance route turn assembly already in place. On sideroads approaching intersections with the detour route, advance route turn assemblies may be omitted if the sideroad is a town road or similar low-volume roadway. If there are existing advance route turn assemblies or community guide signs, modify them as appropriate for the detour.
Detour warning sign (W20-2) assemblies with highway route marker. Use on the sideroad approaching the intersection with the detour route if the sideroad approach is a state-trunk, US, or Interstate highway or other high-volume roadway.
Detour Next X Miles (G20-51) sign. Consider if the detour adds more than 5 miles of extra travel distance compared to the distance along the normal mainline route.

See Design Notes for SDD 15c2 sheet "a" for more information on use of detour signs, route markers, and community guide signs.

On route marker assemblies that are not located on the detour route, the M4-8 "Detour" plaque may be substituted by a M4-5 "To" plaque.

**Contact Person:**
Andrew Heidtke (414) 220-6802
THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

MODIFY EXISTING SIGNS WHERE POSSIBLE.

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 SHALL 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 FOLLOW:

M3 - X SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).

M4 - 5 SHALL BE 24" X 12". (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS).

M1 - 1, M1 - 4, AND M1 - 6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS).

MO5 - 1, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.
References:
- FDM 11-50-5.12
- FDM 11-50-20
- TEOpS 6-3-4.5
- Manual on Uniform Traffic Control Devices (MUTCD)

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Other SDDs associated with this drawing:

- SDD 15c2 Barricades and Signs for Mainline Closures sheets "a" and "b" are required.

Design Notes:

Use this drawing to direct traffic when access to a route is prevented by a ramp closure.

Contact Person:

Andrew Heidtke (414) 220-6802
SDD 15D16 "TRAFFIC CONTROL, EXIT RAMP CLOSURE" DETAIL FOR TRAFFIC CONTROL AT EXIT RAMP CLOSURE. THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

THE SPACING BETWEEN TRAFFIC CONTROL AND TO 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 SHALL 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 FOLLOW:

M4 - 5 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, MO5 - 2, AND MO6 - 1, SHALL BE 21" X 21". (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS).

6' OR
6' OR
520'
500'
500'
5280'
References:
FDM 11-50-5.12
FDM 11-50-20
TEOpS 6-3-4.5
Manual on Uniform Traffic Control Devices (MUTCD)

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Standardized Special Provisions associated with this drawing:
STSP NUMBER   TITLE
None

Other SDDs associated with this drawing:
SDD 15c2   Barricades and Signs for Mainline Closures sheets "a" and "b" are required.
SDD 15c16  Traffic Control, Exit Ramp Closure

Design Notes:
Use this drawing to direct traffic when access to a route is prevented by a ramp closure.

Contact Person:
Andrew Heidtke (414) 220-6802
SIGN ON PERMANENT SUPPORT

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS 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 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.

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

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

WIDTH ON SIGN TO BE APPROXIMATELY ONE FOOT LESS THAN AVAILABLE WIDTH.

PLACE 500 FEET BEFORE THE W20 - 1A AND 500 FEET BEFORE ADDITIONAL SIGNS FOR ROADWAYS WITH A PRE-CONSTRUCTION SPEED LIMIT OF 45 MPH OR MORE.

FOR 35-40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25-30 MPH, USE 200 FOOT TYPICAL SPACING.

SIGN SHALL BE VISIBLE FROM ROADWAY.

ADDITIONAL SIGNS NEEDED IF THERE IS AN ON RAMP BETWEEN SIGNS.
References:

- FDM 11-50-5.12
- FDM 11-50-20
- TEOps 6-3-4.5
- Manual on Uniform Traffic Control Devices (MUTCD)

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Standardized Special Provisions associated with this drawing:

- STSP NUMBER  TITLE
  - None

Other SDDs associated with this drawing:

- SDD 15d3   Traffic Control, Lane Closure, Speeds Greater than 40 M.P.H. with Barrier
- SDD 15d12  Traffic Control, Lane Closure
- SDD 15d14  Traffic Control, Two Lane Closure on Freeway or Expressway, Short-Term
- SDD 15d20  Traffic Control, Single Lane Closure, Non-Freeway/Expressway
- SDD 15d12  Traffic Control, Lane Closure
- SDD 15d22  Traffic Control, Two Lane Closure, Non-Freeway/Expressway
- SDD 15d27  Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater than 40 M.P.H.
- SDD 15d28  Traffic Control, Work on Shoulder or Parking Lane, Undivided Roadway
- SDD 15d31  Traffic Control, Temporary Bypass Roadway
- SDD 15d32  Traffic Control, One Lane Road Stop Condition
- SDD 15d33  Traffic Control, One Lane Road with Temporary Signals
- SDD 15d37  Traffic Control, 2-Lane Roundabout

Design Notes:

Use this drawing when you have a lane restriction as shown in TEOps 6-3-4.5.

Contact Person:

Andrew Heidtke (414) 220-6802