

**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**

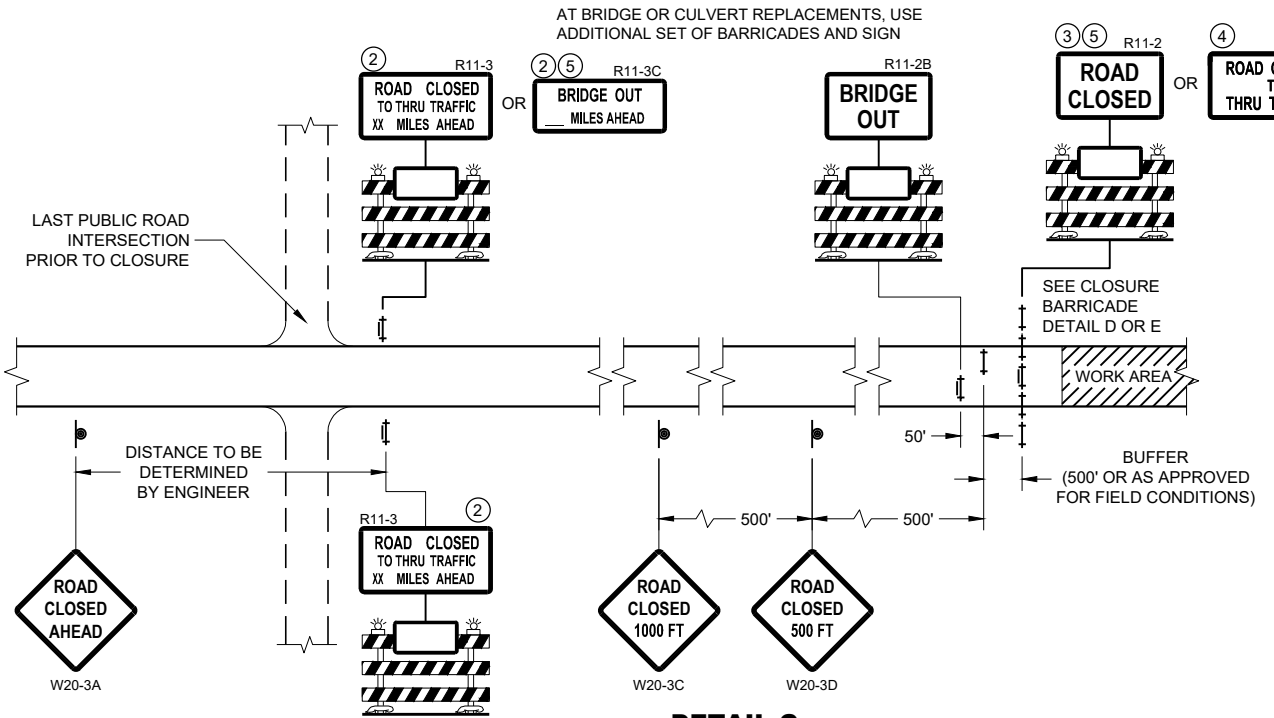
WORK ZONE LESS THAN 1/2 MILE FROM
DETOUR ROUTE (1000 FEET IF URBAN)

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



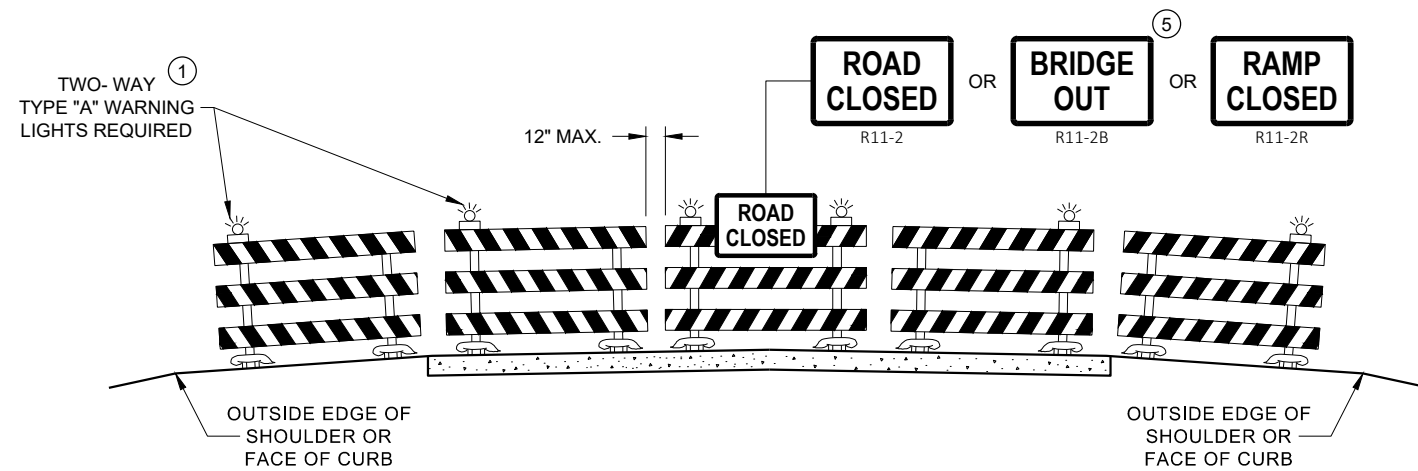
**DETAIL C
MAINLINE CLOSURE, NO POSTED DETOUR**

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

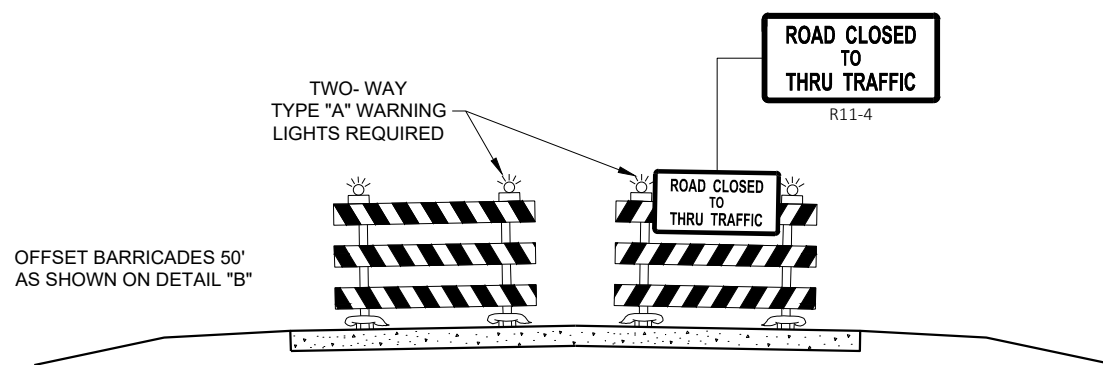
**BARRICADES AND SIGNS
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
May 2023 /S/ Andrew Heidtke
DATE 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:

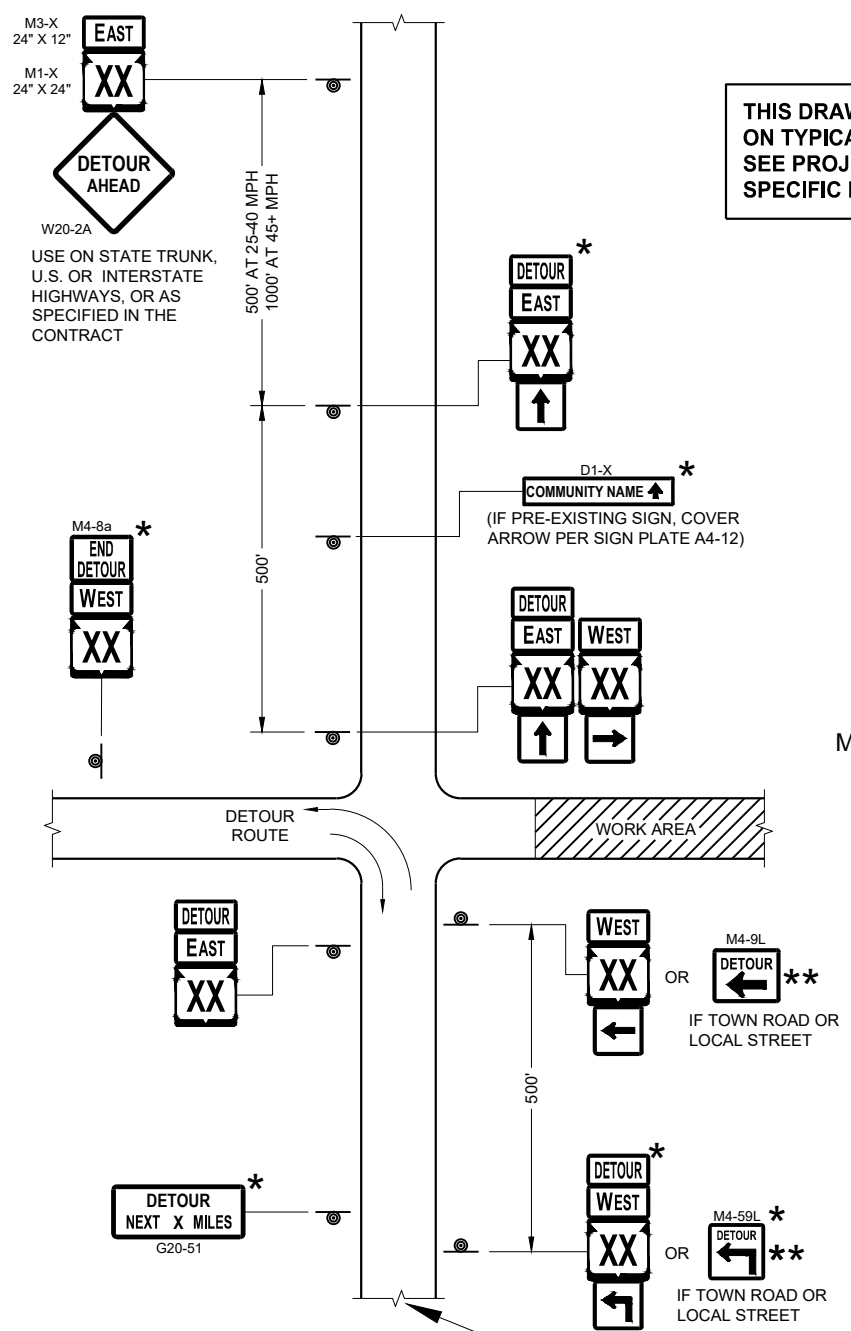
- R11 - 2 SHALL BE 48" X 30"
- R11 - 3 SHALL, R11 - 4 AND R10 - 61 SHALL BE 60" X 30"
- M4 - 9 SHALL BE 30" X 24"
- M3 - X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4 - 8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1 - 4, M1 - 5A AND M1 - 6 SHALL BE 24" 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
May 2023 /S/ Andrew Heidtke
DATE WORK ZONE ENGINEER



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

LEGEND

- SIGN ON PERMANENT SUPPORT
- WORK AREA
- M4 - 8
- M3 - X
- M1 - 4
- M1 - 6
- M1 - 5A
- M05 - 1
- M06 - 1
- M06 - 1

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.

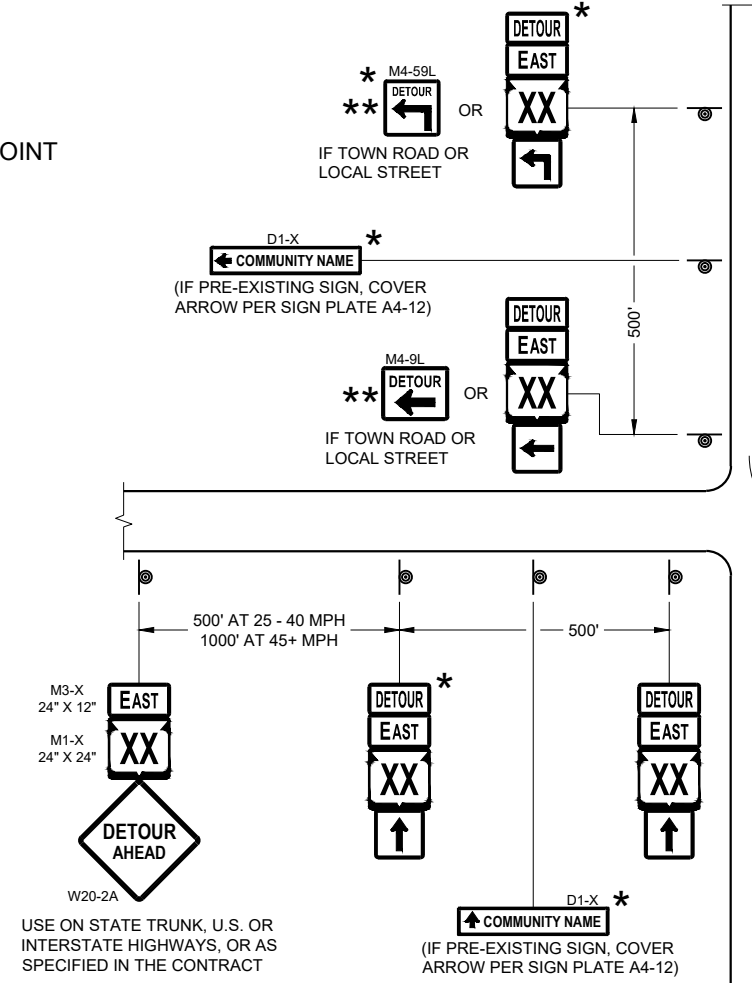
"MO" SIGNS ARE THE SAME AS "M" SIGNS EXCEPT THE BACKGROUND IS ORANGE.

SIGN SIZES SHALL BE AS FOLLOWS:

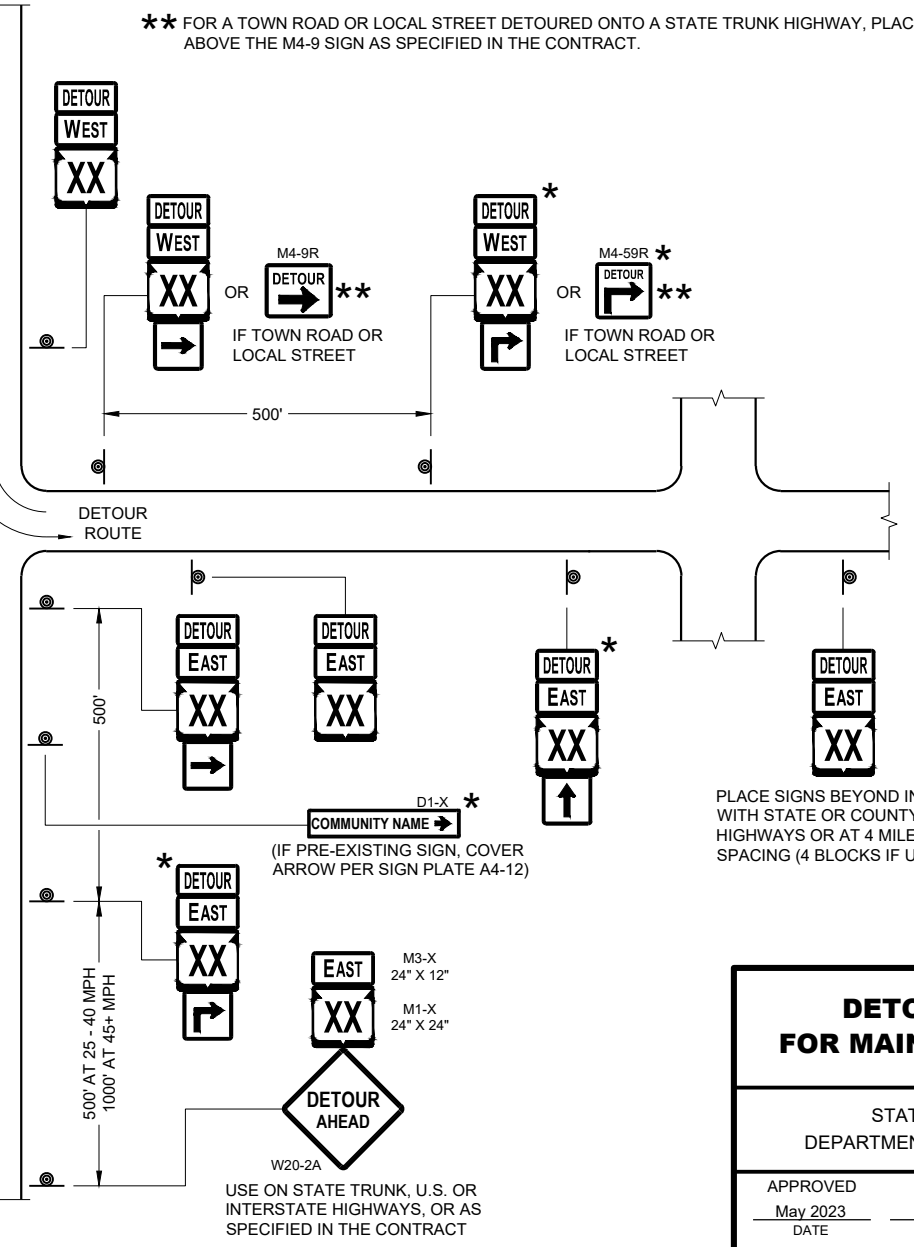
- M3-X SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-8 SHALL BE 24" X 12" (36" X 18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-4, M1-5A AND M1-6 SHALL BE 24" X 24" (36" X 36" IF NEEDED TO MATCH EXISTING SIGNS)
- M05-1 AND M06-1 SHALL BE 21" X 21" (30" X 30" IF NEEDED TO MATCH EXISTING SIGNS)
- M4-9 AND M4-9R SHALL BE 30" X 24"
- M4-8a SHALL BE 24" X 18"
- G20-51 SHALL BE 60" X 24"
- W20-2A 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.

MATCH POINT



**DETAIL F
DETOUR SIGNING**



PLACE SIGNS BEYOND INTERSECTIONS WITH STATE OR COUNTY TRUNK HIGHWAYS OR AT 4 MILE MAXIMUM SPACING (4 BLOCKS IF URBAN AREA)

SEE SPECIFIC PROJECT DETOUR SIGNING DETAIL SHEETS AND DETAIL A OR B ON SDD SHEET 15C02 - SHEET "a"

**DETOUR SIGNING
FOR MAINLINE CLOSURES**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

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

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- TO EAST MO4 - 5
- TO EAST M3 - X
- XX OR XX OR XX
- M1 - 6 M1 - 4 M1 - 1
- OR OR OR
- M05 - 1 M06 - 1 M06 - 1

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 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).
 MO4 - 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).
 W20 - 53A SHALL BE 48" X 48"
- * PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

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SDD 15C02 - 09d

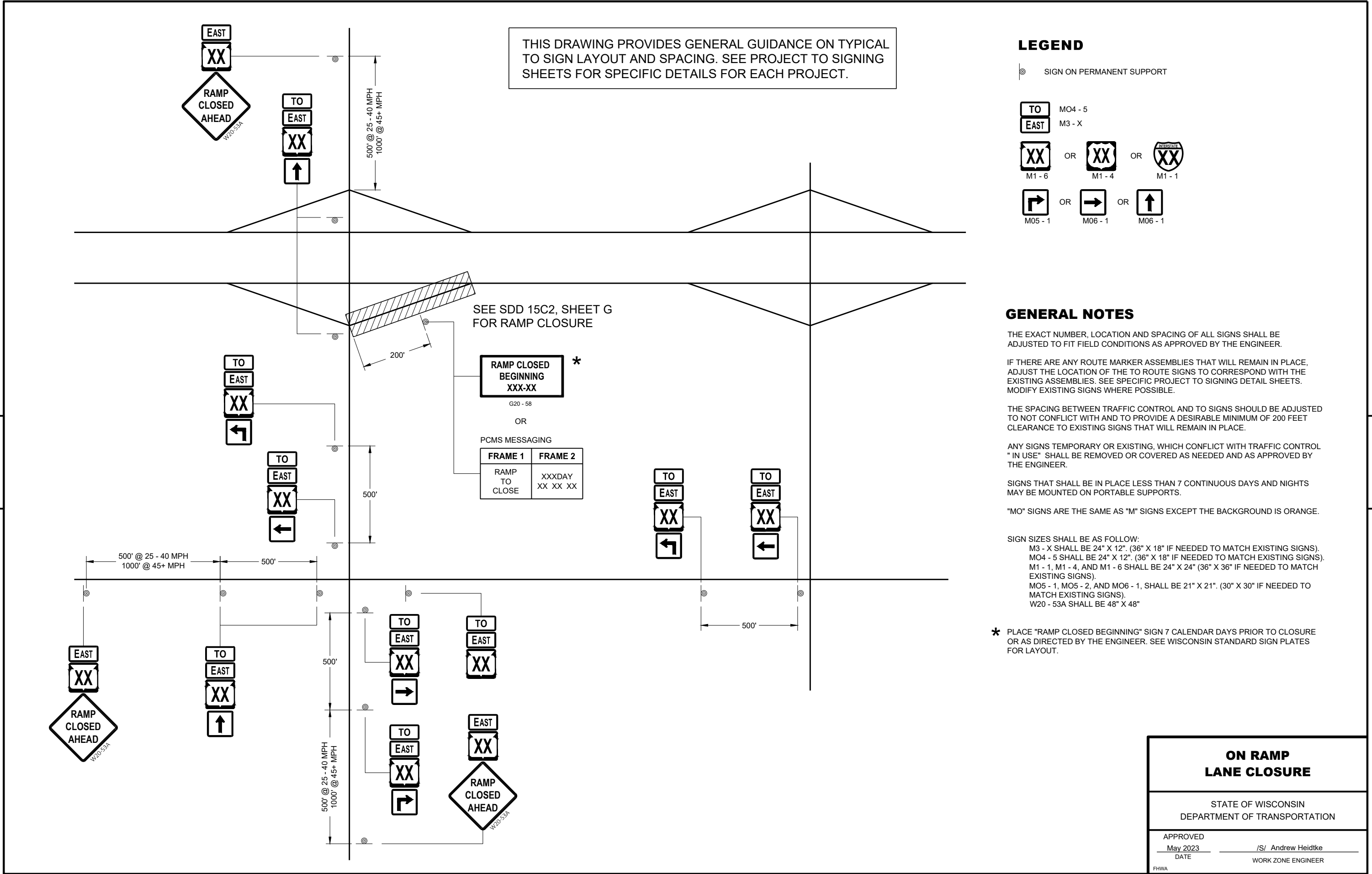
SDD 15C02 - 09d

**ON RAMP
LANE CLOSURE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



THIS DRAWING PROVIDES GENERAL GUIDANCE ON TYPICAL "TO" MO-4 SIGN LAYOUT AND SPACING. SEE PROJECT TO SIGNING SHEETS FOR SPECIFIC DETAILS FOR EACH PROJECT.

LEGEND

- ⊙ SIGN ON PERMANENT SUPPORT
- PCMS PORTABLE CHANGEABLE MESSAGE SIGN
- TO MO4 - 5
- M1 - 4 OR M1 - 6 OR COUNTY M1 - 5A
- M05 - 1 OR M05 - 2 OR M06 - 1 OR M06 - 2 OR M06 - 4

SEE SDD 15D16 FOR RAMP CLOSURE

GENERAL NOTES

- SEE 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" MO-4 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" MO-4 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:
 MO4 - 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).
- ① ONLY ADD IF THERE ARE NO EXISTING ROUTE MARKERS FOR THE INTERSECTING ROADWAY.

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SDD 15C02 - 09e

SDD 15C02 - 09e

PCMS MESSAGING

FRAME 1	FRAME 2
EXIT XX CLOSED	USE EXIT XX

OR

FIXED MESSAGE SIGN

HWY XX
RAMP CLOSED
USE EXIT XX

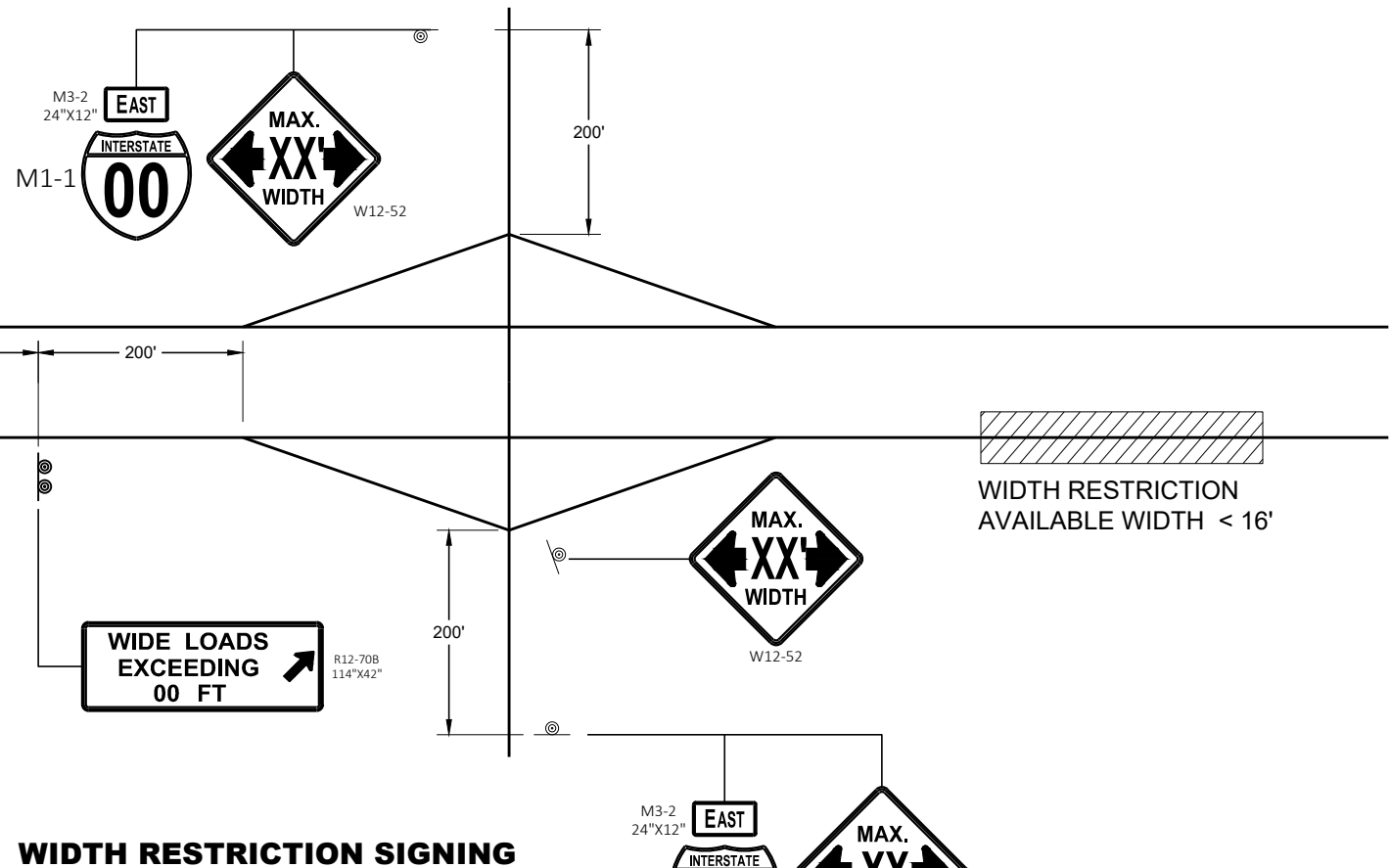
G20 - 56

**OFF RAMP
LANE CLOSURE**

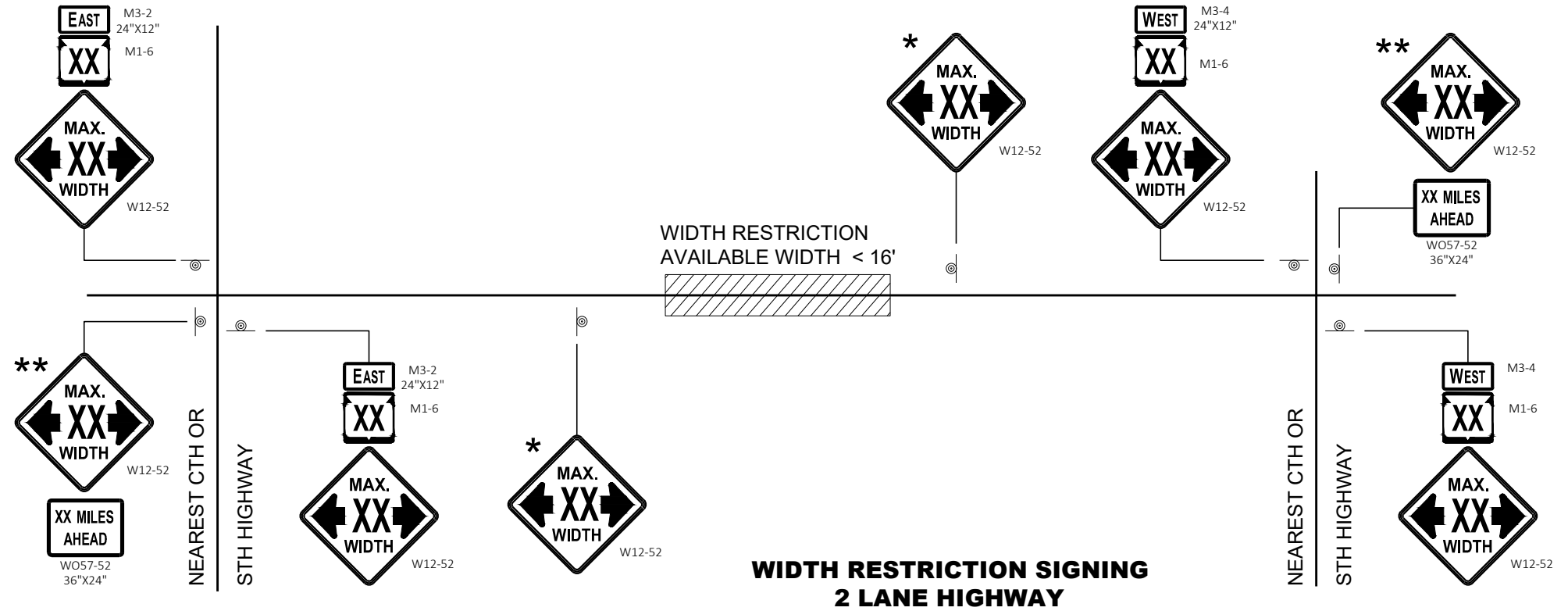
STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



WIDTH RESTRICTION SIGNING



**WIDTH RESTRICTION SIGNING
2 LANE HIGHWAY**

LEGEND

⊙ SIGN ON PERMANENT SUPPORT

GENERAL NOTES

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 AFTER 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.

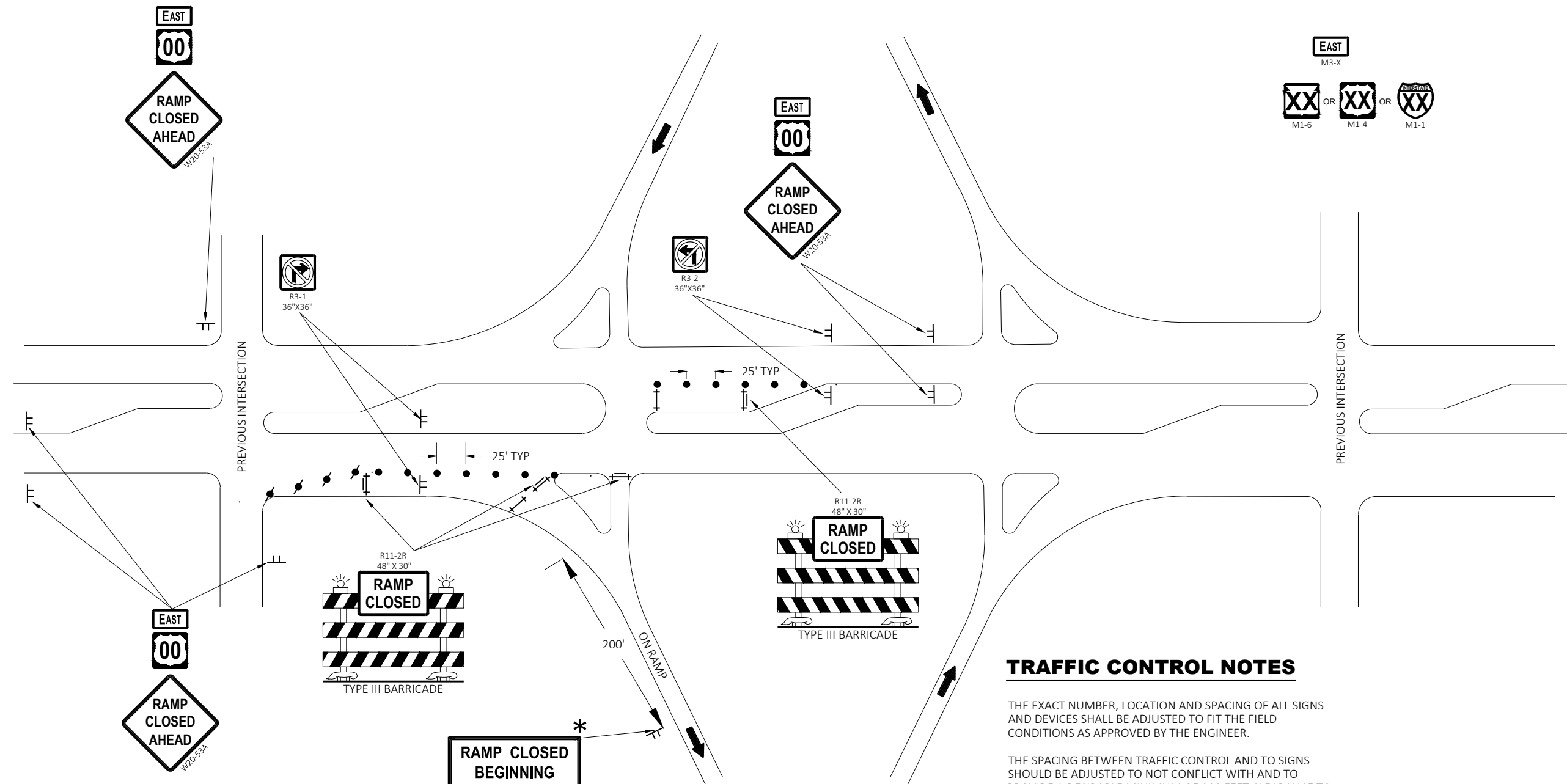


WIDTH ON SIGN TO BE APPROX. 1 - FOOT LESS THAN AVAILABLE WIDTH

ADVANCED WIDTH RESTRICTION SIGNING

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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



LEGEND

- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- ↑ TYPE III BARRICADE
- ↑ TYPE III BARRICADE WITH ATTACHED SIGN
- ↑ SIGN ON PERMANENT SUPPORT
- ↑ SIGN ON TEMPORARY SUPPORT
- ↓ DIRECTION OF TRAFFIC

RAMP CLOSED BEGINNING XXX-XX
G20-58

OR

PCMS MESSAGING

FRAME 1	FRAME 2
RAMP TO CLOSE	XXX DAY XX XX XX

TRAFFIC CONTROL NOTES

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

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 THE 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.

SIGN SIZES SHALL BE AS FOLLOWS:

- M3-X SHALL BE 24"x24" (36" x18" IF NEEDED TO MATCH EXISTING SIGNS)
- M1-1, M1-4, AND M1-6 SHALL BE 24"x24" (36"x36" IF NEEDED TO MATCH EXISTING SIGNS)
- W20-53A SHALL BE 48"x48"

* PLACE "RAMP CLOSED BEGINNING" SIGN 7 CALENDAR DAYS PRIOR TO CLOSURE OR AS DIRECTED BY THE ENGINEER. SEE WISCONSIN STANDARD SIGN PLATES FOR LAYOUT.

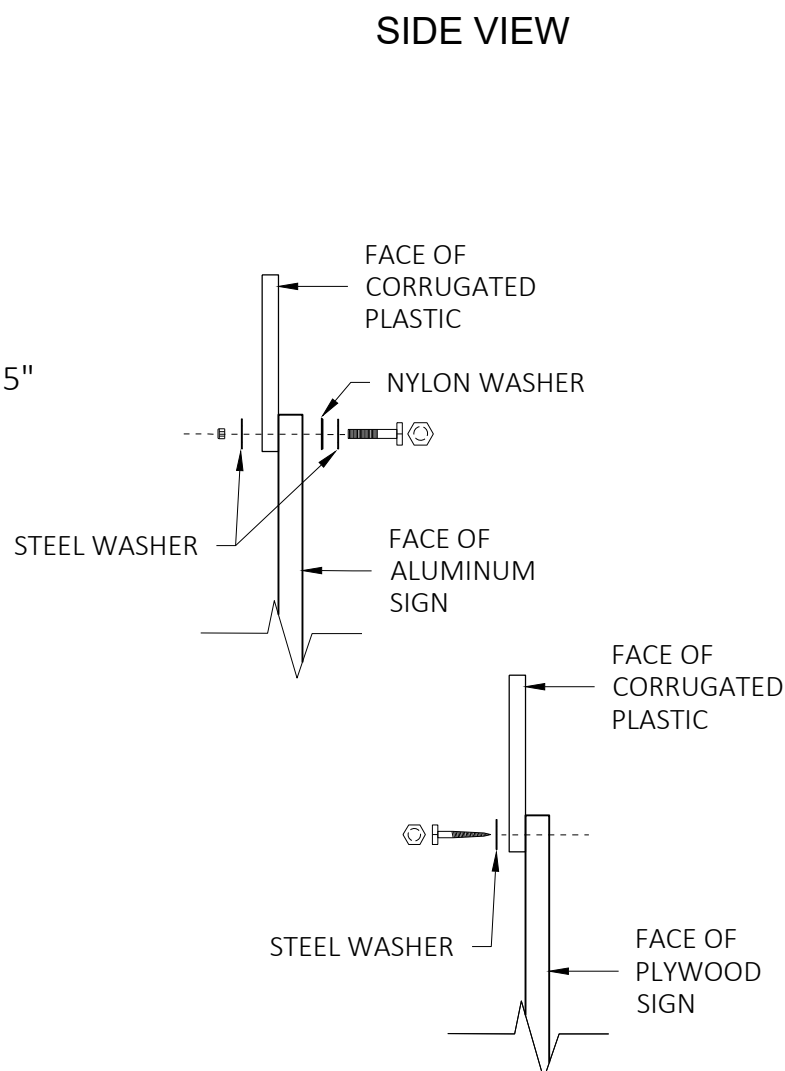
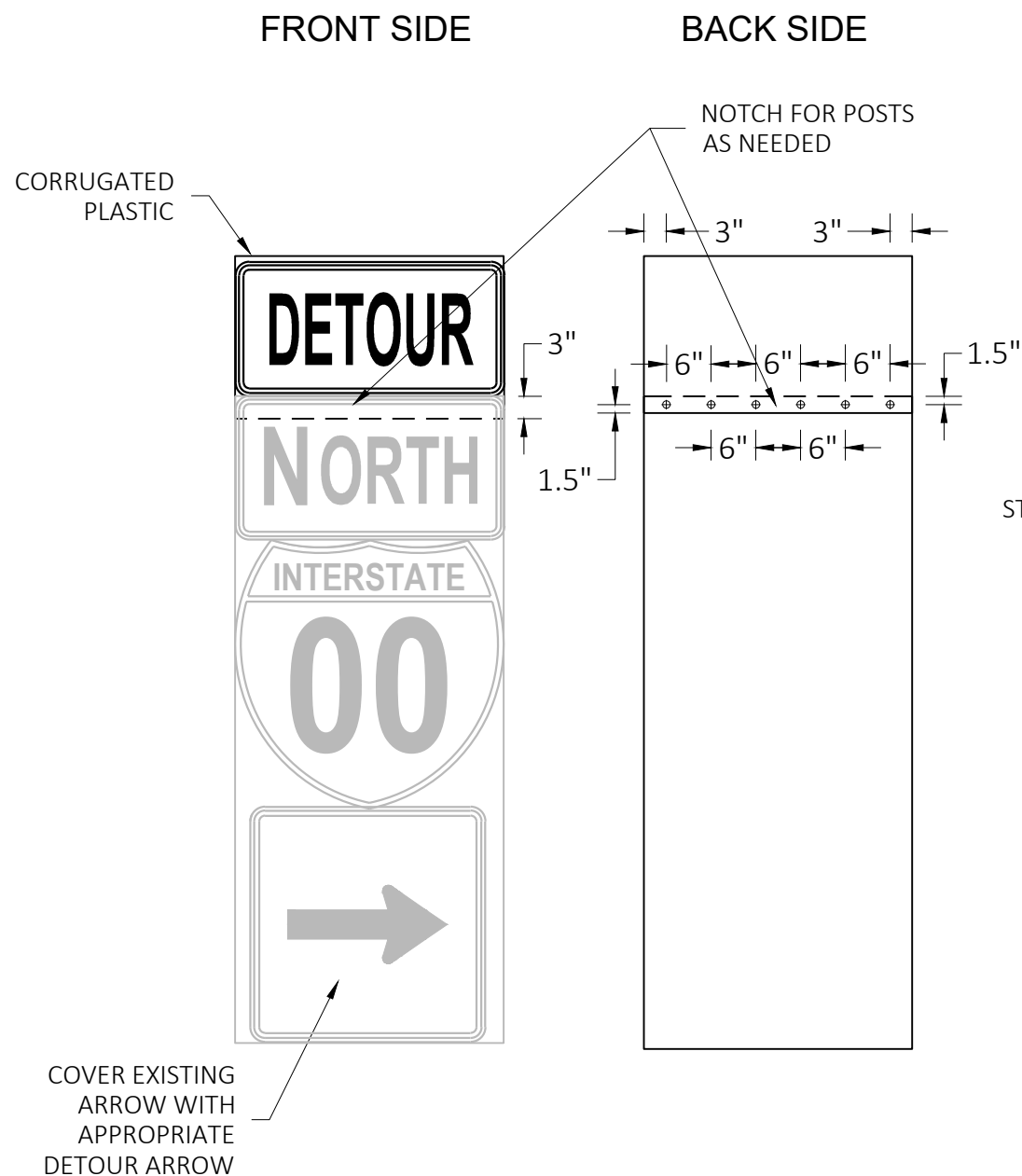
TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

TRAFFIC CONTROL FOR ENTRANCE RAMP CLOSURE

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA



GENERAL NOTES

CELLS OF CORRUGATED PLASTIC SHALL BE VERTICALLY ORIENTED.

PROVIDE A 0.4-INCH THICK BASE CORRUGATED PLASTIC WITH A 0.035-INCH WALL THICKNESS AND 0.4-INCH CELL SIZE.

FOR 36" WIDE SIGNS: USE 6 FASTENERS AS SHOWN.

FOR 24" WIDE SIGNS: USE 4 FASTENERS WITH EDGE SPACING AS SHOWN AND 6" SPACING BETWEEN FASTENERS.

METAL WASHERS, NUTS, BOLTS AND LAGS SHALL HAVE HEXAGONAL HEADS AND SHALL BE EITHER:

- A. HOT DIP GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: A 153, CLASS D, OR SC 3.
- B. ELECTRO-GALVANIZED IN ACCORDANCE WITH ASTM DESIGNATION: B 633, TYPE III, SC3

THREADS ON BOLTS AND NUTS SHALL BE MANUFACTURED WITH SUFFICIENT ALLOWANCE FOR THE CADMIUM PLATE OR GALVANIZED COATING TO PERMIT THE NUTS TO RUN FREELY ON THE BOLTS.

PLYWOOD SIGNS:

LAG SCREWS - 5/16" x 1"

ALUMINUM SIGNS:

MACHINE BOLTS - 5/16" x 1-1/4" LENGTH W/NUTS

WASHERS:

1-1/4" O.D. x 3/8" I.D. x 1/16" STEEL

1-1/4" O.D. x 3/8" I.D. x .080 NYLON

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING

MODIFIED ROUTE ASSEMBLY FOR DETOUR SIGNING	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED May 2023 DATE	/S/ Andrew Heidtke ROADWAY STANDARDS DEVELOPMENT ENGINEER
<small>FHWA</small>	

*Barricades and Signs for Mainline Closures***References:**

Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD)
[FDM 11-50-20](#)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0420	Traffic Control Barricades Type III.....	DAY
643.0705	Traffic Control Warning Lights Type A.....	DAY
643.0900	Traffic Control Signs.....	DAY
643.0910	Traffic Control Covering Signs Type I.....	EACH
643.0920	Traffic Control Covering Signs Type II.....	EACH
643.1000	Traffic Control Signs Fixed Message..... For D1-x and R10-61 Mod. "Access To ____" signs.	SF
643.1050	Traffic Control PCMS.....	DAY

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 detour, 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

Barricades and Signs for Various Mainline Closures

References:

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

Bid items associated with this drawing:

Table with 3 columns: ITEM NUMBER, DESCRIPTION, UNIT. Rows include Traffic Control Barricades Type III, Traffic Control Warning Lights Type A, Traffic Control Signs, Traffic Control Covering Signs Type I, and Traffic Control Covering Signs Type II.

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

*Detour Signing for Mainline Closures***References:**

Part 6 of the Manual on Uniform Traffic Control Devices (MUTCD)
[FDM 11-50-20](#)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0900	Traffic Control Signs.....	DAY
643.0910	Traffic Control Covering Signs Type I.....	EACH
643.0920	Traffic Control Covering Signs Type II.....	EACH
643.1000	Traffic Control Signs Fixed Message..... (For D1-x signs)	SF

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

Traffic Control, Guidance Signing for On-Ramp Closures

References:

[FDM 11-50-5.12](#)

[FDM 11-50-20](#)

[TEOpS 6-3-4.5](#)

Manual on Uniform Traffic Control Devices (MUTCD)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0900	Traffic Control Signs.....	DAY
643.0910	Traffic Control Covering Signs Type I.....	EACH
643.0920	Traffic Control Covering Signs Type II.....	EACH
643.1000	Traffic Control Signs Fixed Message.....	SF
643.1050	Traffic Control PCMS.....	DAY

Standardized Special Provisions associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
NONE	

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

Traffic Control, Guidance Signing for Off-Ramp Closures

References:

[FDM 11-50-5.12](#)

[FDM 11-50-20](#)

[TEOpS 6-3-4.5](#)

Manual on Uniform Traffic Control Devices (MUTCD)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0900	Traffic Control Signs.....	DAY
643.0910	Traffic Control Covering Signs Type I.....	EACH
643.0920	Traffic Control Covering Signs Type II.....	EACH
643.1000	Traffic Control Signs Fixed Message.....	SF

Standardized Special Provisions associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
None	

Other SDDs associated with this drawing:

- [SDD 15C2](#) Barricades and Signs for Mainline Closures sheets "a" and "b" are required.
- [SDD 15D16](#) 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

Traffic Control, Advanced Width Restriction Signing

References:

[FDM 11-50-5.12](#)

[FDM 11-50-20](#)

[TEOpS 6-3-4.5](#)

Manual on Uniform Traffic Control Devices (MUTCD)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0900	Traffic Control Signs.....	DAY
643.1000	Traffic Control Signs Fixed Message.....	SF

Standardized Special Provisions associated with this drawing:

<u>STSP NUMBER</u>	<u>TITLE</u>
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 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

Traffic Control, Entrance Ramp Closure

References:

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

Bid items associated with this drawing:

Table with 3 columns: ITEM NUMBER, DESCRIPTION, UNIT. Rows include Traffic Control Barricades Type III, Traffic Control Warning Lights Type A, Traffic Control Signs, Traffic Control Signs Fixed Message, and Traffic Control Covering PCMS.

Standardized Special Provisions associated with this drawing:

Table with 2 columns: STSP NUMBER, TITLE. Row: None

Other SDDs associated with this drawing:

SDD 15C2 On Ramp Closure

Design Notes:

If work is present on the ramps, add W20-1A signs in advance of W20-53A signs.

Contact Person:

Andrew Heidtke (414) 220-6802

Modified Route Assembly for Detour Signing

References:

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

Bid items associated with this drawing:

Table with 3 columns: ITEM NUMBER, DESCRIPTION, UNIT. Row 1: 643.0900, Traffic Control Signs, DAY

Standardized Special Provisions associated with this drawing:

Table with 2 columns: STSP NUMBER, TITLE. Row 1: None, None

Other SDDs associated with this drawing:

SDD 15C2 Sheets a-e

Design Notes:

None

Contact Person:

Andrew Heidtke (414) 220-6802