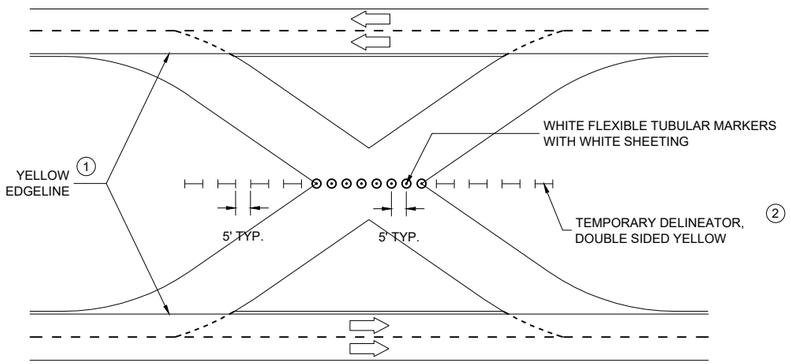
LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- DELINEATOR FLEXIBLE / TUBULAR MARKER
- TEMPORARY DELINEATOR (STEEL POST WITH SINGLE DELINEATOR) COLOR OF DELINEATOR SHALL MATCH THE COLOR OF THE RESPECTIVE EDGELINE MARKING
- TEMPORARY DELINEATOR (DOUBLE SIDED)
- TYPE "A" WARNING LIGHT (FLASHING)
- TYPE III BARRICADE
- TYPE III BARRICADE WITH ATTACHED SIGN
- DIRECTION OF TRAFFIC
- REMOVE PAVEMENT MARKINGS
- WORK AREA



TRAFFIC CONTROL FOR CROSSOVER THAT IS NOT IN USE

GENERAL NOTES

ALL SIGNS ARE 48"X48" UNLESS OTHERWISE NOTED.

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

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

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 PROPOSED SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500' DESIRABLE) DISTANCE TO EXISTING SIGNS.

REVERSE DEVICES WHEN OTHER LEG OF CROSSOVER IS IN USE.

FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

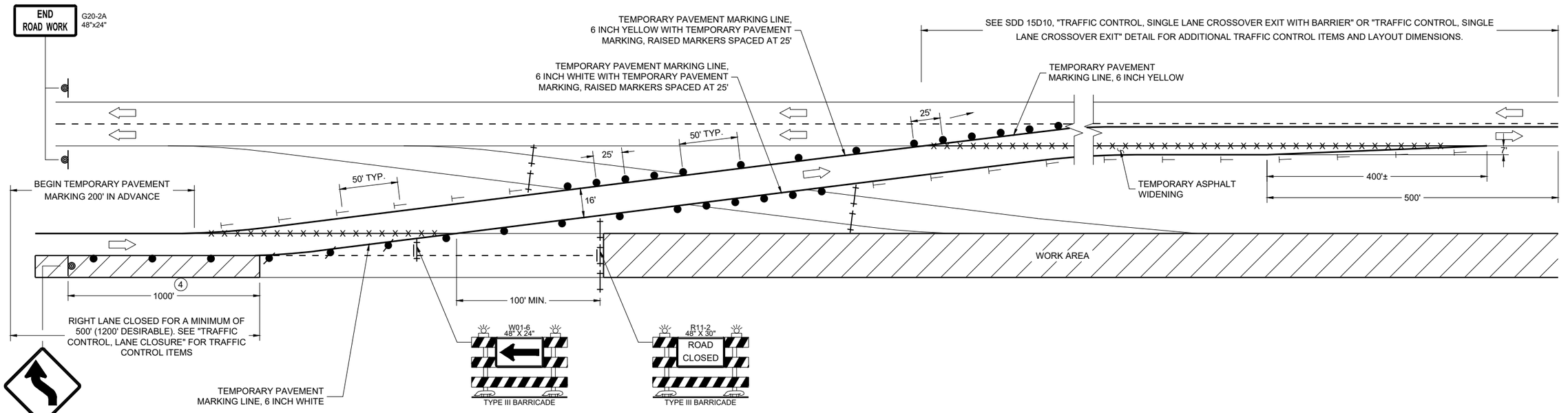
FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.

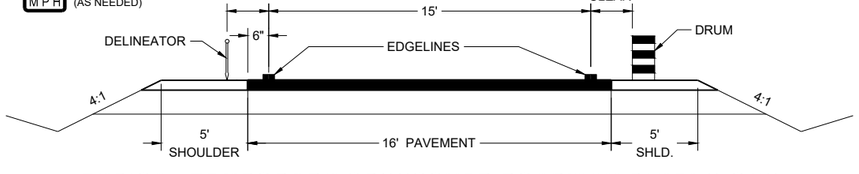
(1) FOR PERMANENT CROSSOVER, PAVEMENT MARKING SHOULD CONFORM TO SECTION 646 OF THE STANDARD SPECIFICATIONS.

(2) FOR PERMANENT CROSSOVER, INSTALL PERMANENT DELINEATORS ACCORDING TO SECTION 633 OF THE STANDARD SPECIFICATIONS.

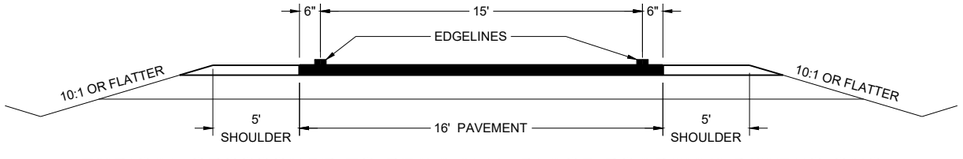
(3) USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.

(4) IF BEGINNING OF LANE SHIFT IS 1200' OR LESS FROM THE END OF FROM THE END OF THE LANE CLOSURE TAPER, PLACE THE WO1-4L SIGN 200' AFTER THE END OF THE LANE CLOSURE TAPER.





TYPICAL TEMPORARY CROSSOVER ROADWAY DIMENSIONS
(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)



TYPICAL CROSSOVER TO REMAIN IN PLACE ROADWAY DIMENSIONS
(SEE PLAN FOR ROADWAY DESIGN ELEMENTS)

TRAFFIC CONTROL, SINGLE LANE CROSSOVER

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 — DATE
/S/ Andrew Heidtke — WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA

6

SDD 15D11-10

6

SDD 15D11-10

Traffic Control, Single Lane Crossover

References:

Part VI from the Manual on Uniform Traffic Control Devices

FDM 11-50

Bid items associated with this drawing:

ITEM NUMBER	Description	UNIT
633.1100	Delineators Temporary	EACH
643.0300	Traffic Control Drums	DAY
643.0420	Traffic Control Barricades Type III	DAY
643.0500	Traffic Control Flexible Tubular Marker Posts	EACH
643.0600	Traffic Control Flexible Tubular Marker Bases	EACH
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:

STSP NUMBER	TITLE
NONE	

Other SDDs associated with this drawing:

SDD 15A4	Delineator and Delineator Post
SDD 15C11	Channelizing Devices
SDD 15D5	Traffic Control, Single Lane Crossover Entrance with Barrier
SDD 15D6	Traffic Control, Two Lane Two Way Operation
SDD 15D9	Traffic Control, Single Lane Crossover Exit
SDD 15D10	Traffic Control, Single Lane Crossover Exit with Barrier
SDD 15D12	Traffic Control, Lane Closures, Speeds Greater than 40 MPH

Design Notes:

Median construction crossover should be designed for speeds not less than 10 MPH below the posted speed limit unless unusual site conditions require that a lower design speed be used.

Single lane crossover should be located to utilize existing pavement as much as possible. Position the crossover to avoid obstacles such as piers and inlets. Position crossover far enough away from a new end of slab so the contractor has at least 100 feet to tie in with their operation.

Analyze drainage for possible need of temporary pipes. Include pipe quantity and necessary erosion control for any temporary pipes.

Some situations may warrant leaving a median crossover in place. Factors to consider are cost effectiveness, location and other work proposed in the foreseeable future. In these cases, special attention should be given to pipe sizing, pavement drainage and pavement mix design.

Contact Person:

Andrew Heidtke (414) 220-6802