

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST
- TEMPORARY SIGNAL. SEE SDD 09G02 FOR EXACT PLACEMENT

GENERAL NOTES

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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

THIS LANE CLOSURE IS TYPICAL FOR CLOSING RIGHT LANE - REVERSE FOR CLOSING LEFT LANE.

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

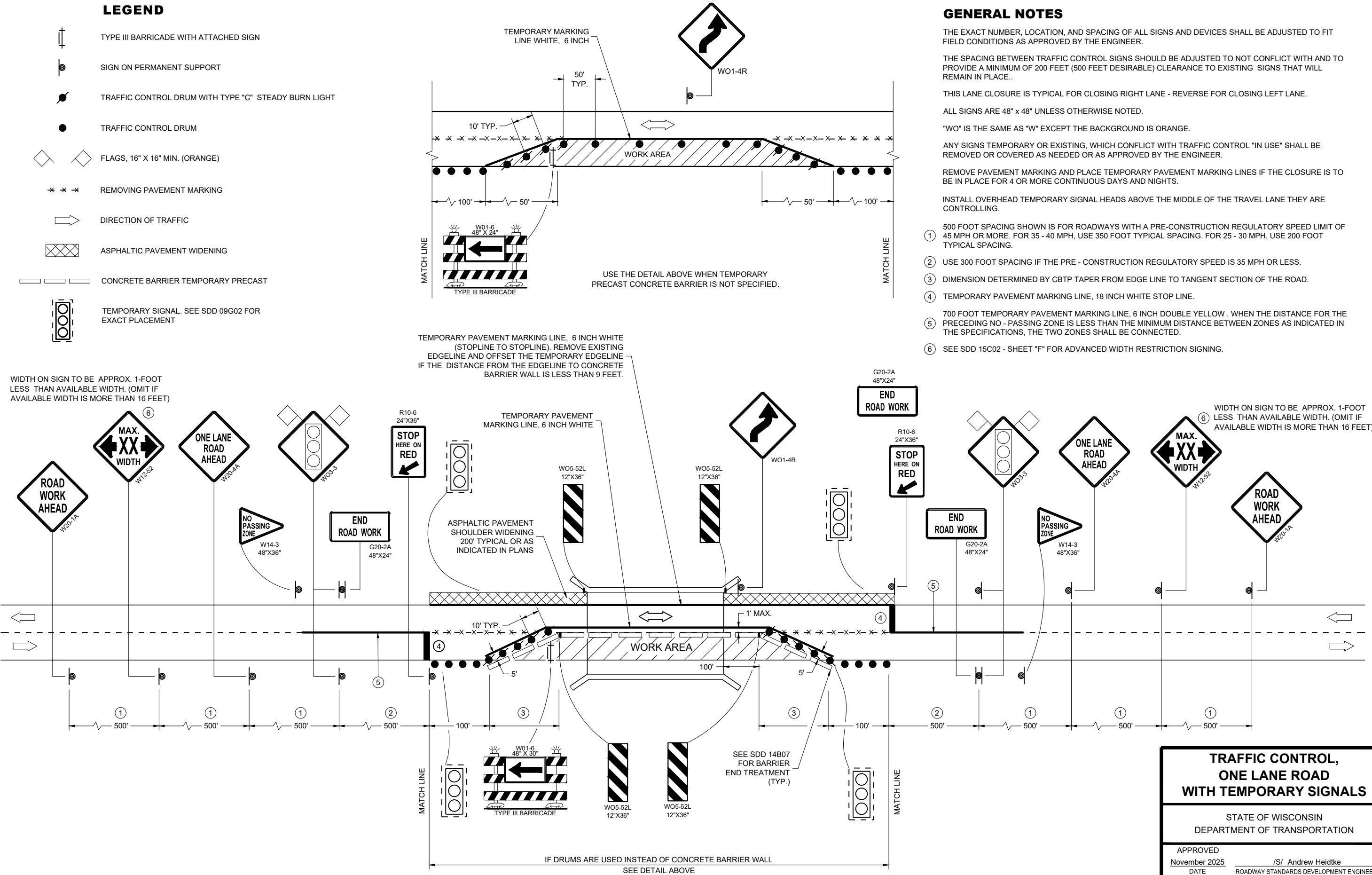
"WO" IS THE SAME AS "W" EXCEPT THE BACKGROUND IS ORANGE.

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

REMOVE PAVEMENT MARKING AND PLACE TEMPORARY PAVEMENT MARKING LINES IF THE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

INSTALL OVERHEAD TEMPORARY SIGNAL HEADS ABOVE THE MIDDLE OF THE TRAVEL LANE THEY ARE CONTROLLING.

- 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY 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.
- USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
- DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
- TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
- 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
- SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.

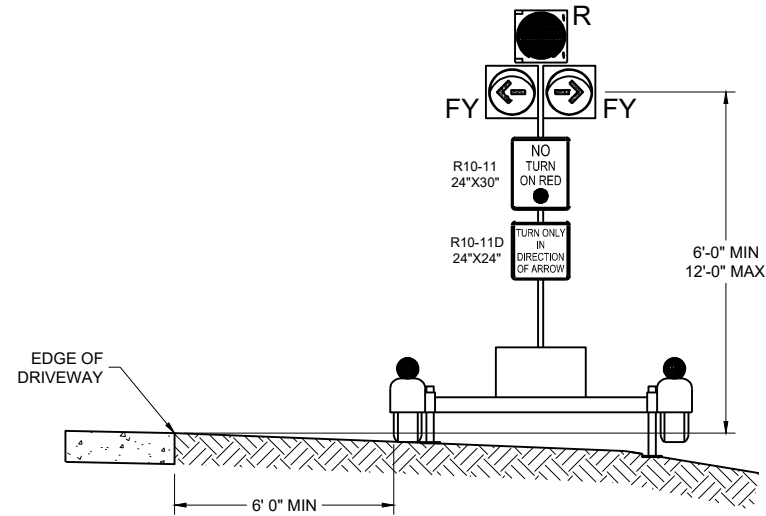


TRAFFIC CONTROL,
ONE LANE ROAD
WITH TEMPORARY SIGNALS

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA



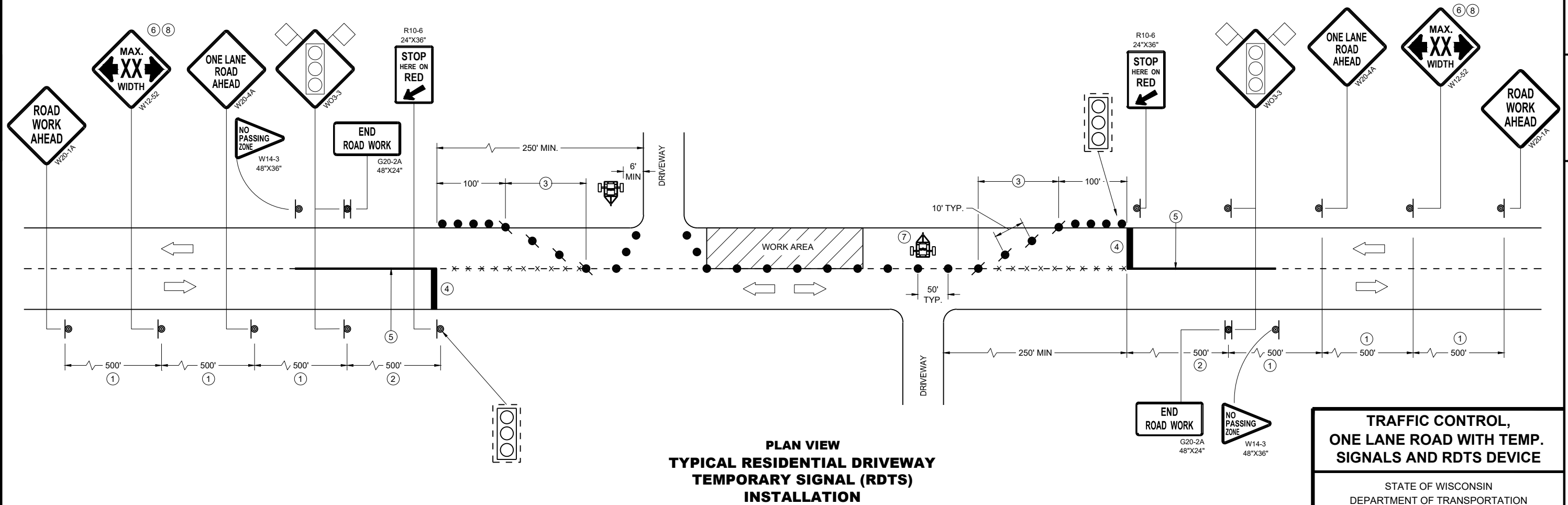
ELEVATION VIEW
RDTS 3 HEAD DEVICE

- LEGEND**
- TRAFFIC FLOW
 - SR STEADY RED
 - FY FLASHING YELLOW
 - TRAFFIC CONTROL DRUM
 - DIRECTION OF TRAFFIC TEMPORARY SIGNAL
 - SIGN ON PERMANENT SUPPORT
 - TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
 - FLAGS, 16" X 16" MIN. (ORANGE)
 - REMOVING PAVEMENT MARKING
 - RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL

GENERAL NOTES

EACH RESIDENTIAL DRIVEWAY TEMPORARY SIGNAL (RDTS) MUST HAVE ONE SIGNAL HEAD CONSISTING OF 3 LED INDICATIONS AS FOLLOWS; ONE 12 INCH DIAMETER STEADY RED BALL INDICATION CENTERED OVER ONE 12 INCH DIAMETER YELLOW FLASHING LEFT ARROW AND ONE 12 INCH DIAMETER YELLOW FLASHING RIGHT ARROW.

- 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY 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.
- USE 300 FOOT SPACING IF THE PRE - CONSTRUCTION REGULATORY SPEED IS 35 MPH OR LESS.
- DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
- TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
- 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW . WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
- SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.
- PLACEMENT OF RDTS ACROSS THE DRIVEWAY MAY BE USED IF SPACE EXISTS AND DOES NOT INTERFERE WITH THE WORK OPERATIONS
- WIDTH ON SIGN TO BE APPROX. 1-FOOT LESS THAN AVAILABLE WIDTH. (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET)



PLAN VIEW
TYPICAL RESIDENTIAL DRIVEWAY
TEMPORARY SIGNAL (RDTS)
INSTALLATION

**TRAFFIC CONTROL,
ONE LANE ROAD WITH TEMP.
SIGNALS AND RDTS DEVICE**

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

APPROVED
November 2025 /S/ Andrew Heidtke
DATE ROADWAY STANDARDS DEVELOPMENT ENGINEER

FHWA

*Traffic Control, One Lane Road with Temporary Signals***References:**

Part 6, Manual on Uniform Traffic Control Devices (MUTCD),

[FDM 11-50-1](#)[FDM 11-50-20](#)**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
305.0110 - 0135	Base Aggregate Dense (size).....	TON or CY
465.0125	Asphaltic Surface Temporary	TON
603.8000	Concrete Barrier Temporary Precast Delivered	LF
603.8125	Concrete Barrier Temporary Precast Installed	LF
614.0905	Crash Cushions Temporary.....	EACH
643.0300	Traffic Control Drums	DAY
643.0420	Traffic Control Barricades Type III	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
643.3850	Temporary Marking Stop Line Removable Tape 18-Inch	LF
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
661.0101	Temporary Traffic Signal for Bridges (structure)(if part of contract)	EACH

Standardized Special Provisions associated with this drawing:

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

Other SDDs associated with this drawing:

SDD 9G2	Bridge Temporary Traffic Signal Installation, sheets "a" and "b" are required.
SDD 14B7	Concrete Barrier Temporary Precast
SDD 15C2	Advanced Width Restriction Signing

Design Notes:

Bridge Temporary Signal Installation details (SDDs 9G2-a and 9G2-b) must also be included in the contract. SDDs 15D33, 9G2-a and 9G2-b are typically used only where there are no intersecting sideroads between or near the temporary stop lines that would affect signal operation. If there are sideroads, a modified traffic control detail and modified signal installation details showing revised dimensions and/or additional signal faces for the sideroad should be used.

Traffic signal timings are dependent on the distance between the stop lines. This detail shows 50-foot and 100-foot long spaces adjacent to the bridge behind the concrete barrier for storage of contractor equipment. These distances have typically been adequate for bridge projects. On rural roadways with high truck volume, consider the need to lengthen the distance between the stop line and end of concrete barrier. Consult with Regional Traffic Unit regarding modified distances and signal timings if signal and stop line placement or space for contractor equipment storage will vary from what is shown on this detail. If the distance between stop lines would exceed 800 feet, the duration of signal clearance time would be lengthy and could lead to significant

traffic delays. If this is the case, other traffic control methods or additional stages with a limited work zone length in each stage may be needed.

If the concrete barrier cannot be flared across the traffic lane as shown, the contract should include Temporary Crash Cushions.

Where the existing paved shoulder is not wide enough for the needed shift in the path of vehicle traffic, including trucks, specify appropriate shoulder widening quantities (asphaltic surface and base aggregate), sta.-sta., and include under a "Remarks" column the widths and thickness in the Misc. Quantities table. If the widened paved shoulder will be removed upon completion of the work, use the Asphaltic Surface Temporary item. If the widened paved shoulder will become part of the permanent work, use the same Type asphalt item as is used for the permanent pavement.

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..

Contact Person:

Andrew Heidtke (414) 220-6802

Traffic Control, One Lane Road with Temporary Signals and Residential Driveway Temporary Signal

References:

Part 6, Manual on Uniform Traffic Control Devices (MUTCD),

[FDM 11-50-1](#)

[FDM 11-50-20](#)

Bid items associated with this drawing:

ITEM NUMBER

DESCRIPTION

UNIT

Bid items associated with this drawing in addition to those shown on sheet a:

NONE (see sheet a)

Standardized Special Provisions associated with this drawing:

STSP NUMBER

TITLE

NONE

Other SDDs associated with this drawing:

[SDD 9G2](#)

Bridge Temporary Traffic Signal Installation, sheets "a" and "b" are required.

[SDD 14B7](#)

Concrete Barrier Temporary Precast

[SDD 15C2](#)

Advanced Width Restriction Signing

Design Notes:

Submit the [Installation Submittal Form](#) at the bottom of the WisDOT WMUTCD webpage for projects utilizing the Residential Driveway Temporary Signal. This is required as part of January 8, 2025, FHWA interim approval #23.

For the Residential Driveway Temporary Signal, please send an email to DOTBTOWorkzone@dot.wi.gov to request the Special Provision.

Bridge Temporary Signal Installation details (SDDs 9G2-a and 9G2-b) must also be included in the contract. SDDs 15D33, 9G2-a and 9G2-b are typically used only where there are no intersecting sideroads between or near the temporary stop lines that would affect signal operation. If there are sideroads, a modified traffic control detail and modified signal installation details showing revised dimensions and/or additional signal faces for the sideroad should be used.

Traffic signal timings are dependent on the distance between the stop lines. This detail shows 50-foot and 100-foot long spaces adjacent to the bridge behind the concrete barrier for storage of contractor equipment. These distances have typically been adequate for bridge projects. On rural roadways with high truck volume, consider the need to lengthen the distance between the stop line and end of concrete barrier. Consult with Regional Traffic Unit regarding modified distances and signal timings if signal and stop line placement or space for contractor equipment storage will vary from what is shown on this detail. If the distance between stop lines would exceed 800 feet, the duration of signal clearance time would be lengthy and could lead to significant traffic delays. If this is the case, other traffic control methods or additional stages with a limited work zone length in each stage may be needed.

If the concrete barrier cannot be flared across the traffic lane as shown, the contract should include Temporary Crash Cushions.

Where the existing paved shoulder is not wide enough for the needed shift in the path of vehicle traffic, including trucks, specify appropriate shoulder widening quantities (asphaltic surface and base aggregate), sta.-sta., and include under a "Remarks" column the widths and thickness in the Misc. Quantities table. If the widened paved shoulder will be removed upon completion of the work, use the Asphaltic Surface Temporary item. If the widened paved shoulder will become part of the permanent work, use the same Type asphalt item as is used for the permanent pavement.

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.

Contact Person:

Andrew Heidtke (414) 220-6802