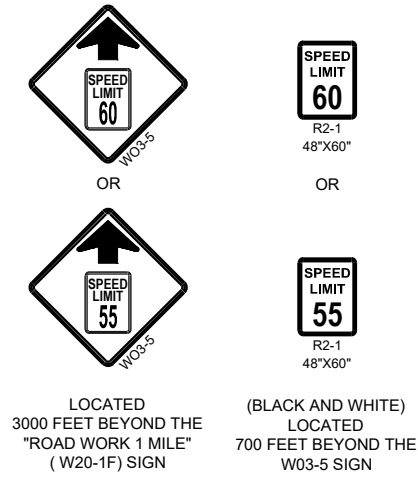


GENERAL NOTES



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

THIS LANE CLOSURE IS TYPICAL FOR LANE SHIFT RIGHT - REVERSE FOR SHIFTING LEFT.

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 TRAFFIC CONTROL "IN USE"
SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER.

FOR A LANE CLOSURE THAT IS IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, THE ADVANCED WARNING SIGNS MAY BE MOUNTED ON PORTABLE SUPPORTS.

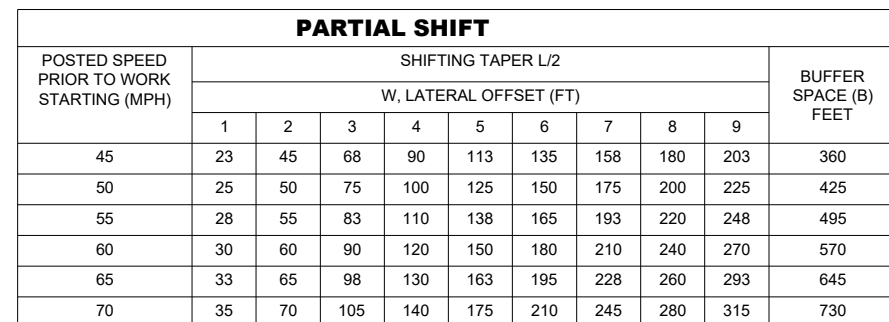
REMOVE PAVEMENT MARKINGS AND PLACE TEMPORARY PAVEMENT MARKING LINES IF LANE CLOSURE IS TO BE IN PLACE FOR 4 OR MORE CONTINUOUS DAYS AND NIGHTS.

IF THE HORIZONTAL ALIGNMENT IS SUCH THAT A CURVE MAY REQUIRE ADDITIONAL DELINEATION, THE DEVICE SPACING MAY BE DECREASED TO 50 FEET.

ADJUSTMENTS IN BUFFER SPACE NEED TO BE INCORPORATED WHEN THE LANE SHIFT OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP. THE LANE SHIFT MUST TAKE PLACE FAR ENOUGH IN ADVANCE OF AN EXIT OR ENTRANCE RAMP TO STILL ALLOW FOR ADEQUATE BUFFER SPACE. THE MINIMUM LENGTH OF THE BUFFER SPACE BEFORE AN EXIT RAMP SHOULD BE 1/2 THE LENGTH OF THE TRANSITION AREA. THE ENTRANCE RAMP SHOULD BE FOLLOWED BY THE ORIGINAL BUFFER SPACE LENGTH OF 800 FEET DESIRABLE PRIOR TO ANOTHER TRAFFIC CONTROL CHANGE SUCH AS A Crossover MANEUVER.

WO1-4C
48"X48"

- ① USE ONLY WHEN $T < 600'$, OMIT WO1-4C.
- ② IF NEEDED, USE ONLY IF DESIGN SPEED IS 10 MPH BELOW POSTED SPEED.
- ③ INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.



STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

SDD 15D41-07b

*Traffic Control, Lane Shift, Multi-lane Divided***References:**[FDM 11-50-20](#)

Manual on Uniform Traffic Control Devices (MUTCD)

Bid items associated with this drawing:

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
603.8000	Concrete Barrier Temporary Precast Delivered	LF
603.8125	Concrete Barrier Temporary Precast Installed	LF
643.0300	Traffic Control Drums	DAY
643.0420	Traffic Control Barricades Type III	DAY
643.0900	Traffic Control Signs.....	DAY
643.3200-3299	Temporary Marking Line (Material) 6-Inch	LF
643.3760	Temporary Raised Pavement Marker Type I.....	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

Standardized Special Provisions associated with this drawing:

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

Other SDDs associated with this drawing:

SDD 14B7	Concrete Barrier Temporary Precast
SDD 15D27	Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater Than 40 MPH
SDD 15D39	Traffic Control, Drop-Offs

Design Notes:

Use this drawing when there is a need to shift multiple lanes of traffic around from one side of the roadway to the other side.

The solid pavement marking at the lane shifts may be supplemented using contrast removable tape or Type I temporary raised pavement markers. Consider using the contrast tape when the pavement markings blend in with the pavement surface. Consider using the Type I temporary raised pavement markers for better wet weather visibility. Do not use either product over winter months.

Contact Person:

Andrew Heidtke (414) 220-6802

*Traffic Control, Lane Shift, Multi-lane Divided, Temporary Rumble Strips***References:**[FDM 11-50-20](#)

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