

# 15D3: Traffic Control, Lane Closure, Speeds Greater than 40 M.P.H. with Barrier

## LEGEND

- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLASHING ARROW BOARD
- REMOVING PAVEMENT MARKING
- CONCRETE BARRIER TEMPORARY PRECAST
- DIRECTION OF TRAFFIC
- WORK AREA

SPEED (MPH)	L. TAPER LENGTH (MPH)						
	W. LATERAL OFFSET (FT)						
	10	11	12	13	14	15	16
45	450	495	540	585	630	675	720
50	500	550	600	650	700	750	800
55	550	605	660	715	770	825	880
60	600	660	720	780	840	900	960
65	650	715	780	845	910	975	1040
70	700	770	840	910	980	1050	1120



INSTALL ON EACH APPROACH AT THE CLOSEST INTERSECTION WITH A STATE OR COUNTY TRUNK HIGHWAY, OR AS DIRECTED BY THE ENGINEER. WIDTH ON SIGN TO BE APPROX. 1 FOOT LESS THAN AVAILABLE WIDTH (OMIT IF AVAILABLE WIDTH IS MORE THAN 16 FEET).



LOCATED 2600 FEET IN ADVANCE OF R2-1 SIGN AND 500 FEET BEYOND THE "ROAD WORK 1 MILE" SIGN.

R2-1 48"x60" (BLACK AND WHITE) LOCATED 500 FEET BEYOND W20-5G SIGN.

\* INCLUDE RESUME SPEED LIMIT SIGN A MINIMUM OF 200 FEET (500 FEET DESIRABLE) AFTER END ROAD WORK SIGNS.

## GENERAL NOTES

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

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) CLEARANCE TO EXISTING SIGNS.

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 OR AS APPROVED BY THE ENGINEER.

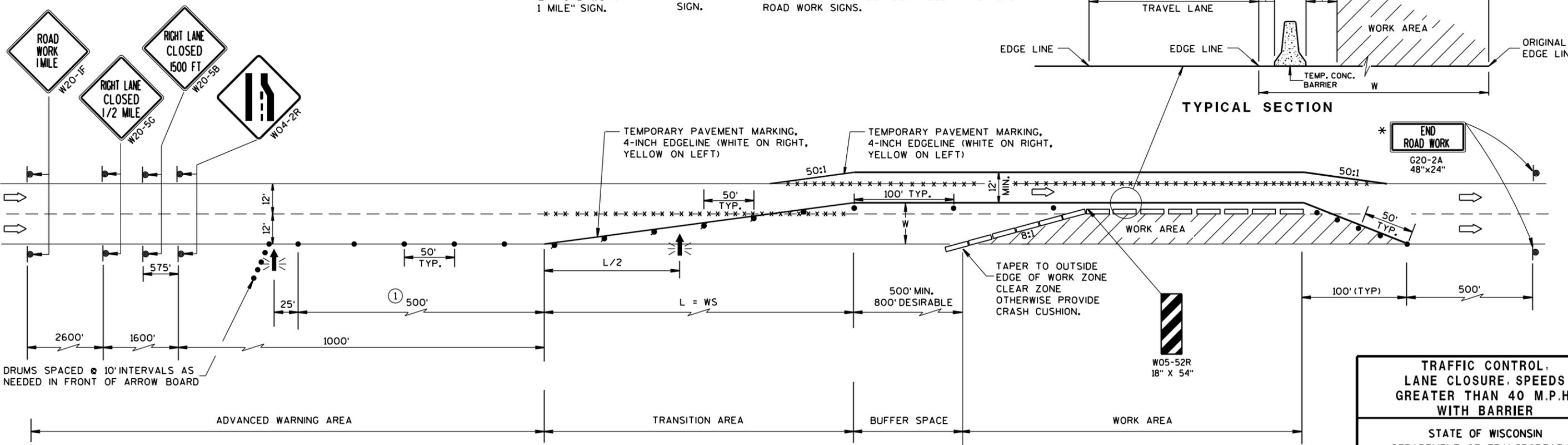
① CONSIDER ROADWAY GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARD SO THE DRIVER HAS A CLEAR VIEW OF THE ARROW BOARD AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUM TAPER.

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 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 CLOSURE OCCURS NEAR AN INTERCHANGE EXIT OR ENTRANCE RAMP OR INTERSECTION. THE LANE CLOSURE 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.



**TRAFFIC CONTROL,  
LANE CLOSURE, SPEEDS  
GREATER THAN 40 M.P.H.  
WITH BARRIER**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
 Sept., 2016 /S/ Peter Amakobe Atepe  
 DATE STATEWIDE WORK ZONE TRAFFIC  
 FHWA SAFETY ENGINEER

S.D.D. 15 D 3-4

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**References:**

Part VI from the Manual on Uniform Traffic Control Devices  
[FDM 11-50-20](#)

**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
643.0100	Traffic Control (project) .....	EACH
643.0300	Traffic Control Drums .....	DAY
643.0715	Traffic Control Warning Lights Type C.....	DAY
643.0800	Traffic Control Arrow Boards.....	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
643.1050	Traffic Control Signs PCMS .....	DAY
649.0100	Temporary Pavement Marking 4-inch.....	LF
649.0400	Temporary Pavement Marking Removable Tape 4-inch .....	LF
649.2100	Temporary Raised Pavement Markers .....	EACH

**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

**Design Notes:**

Refer to the Traffic Guidelines Manual (TGM) 13-5-6 (<http://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/manuals-and-standards/tgm/tgm.aspx>) for additional speed reduction guidance.

Temporary Raised Pavement Markers can be used along with Temporary Pavement Marking, Removable Tape to aid in delineation. Raised markers shall be used when the geometry is such that it is impossible to locate the lane closure with a minimum clear view 1500 feet in front of lane closure drums. Raised markers should not be used if the lane closure is in place for less than 7 continuous days and nights. Consideration should also be given to the speed of the roadway and the traffic volumes. Raised markers shall be placed at 25 foot spacing when they are used as a solid lane line and a 50 foot spacing when they are used as a broken lane line.

Existing and permanent signs that require covering to prevent conflicts with detours or other traffic operations will be paid for under the following bid items; 643.0910 and 643.0920.

In lieu of covering signs, the contractor may choose to remove and reinstall them.

An overview detail specific to the project should be used in conjunction with this detail. Additional advance warning signs (beyond 1 mile in advance) should be shown on the overview sheet, if necessary.

Consider regulatory speed limit reduction from 70 or 65 mph to 55 mph if any of the following conditions apply:

- Lane(s) closed and workers are present and active in close proximity to the roadway.
- Lane(s) narrowed to less than 12 feet and adjacent shoulder width is reduced.
- Traffic is shifted partly or completely onto a shoulder and/or temporary pavement and shoulder width is reduced.

Include Temporary Regulatory Speed Limit Reduction boilerplate in SPV. Miscellaneous quantities should include items and quantities for the additional signing for temporary regulatory speed zone modification as needed. Double mark signs to enhance visibility, i.e. inside and outside shoulder. Indicate location of temporary regulatory speed limit signs; beyond entrance ramp acceleration lanes, and other locations that traffic is allowed to enter project limits.

**Contact Person:**

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