



PROVIDE TURN LANES AT INTERSECTIONS WHENEVER STAGING OF WORK ALLOWS. TAPER AND TURN LANE LENGTHS BASED ON FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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 SHOULD PROVIDE A DESIRABLE MINIMUM OF 200 FEET CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE.

ALL SIGNS ARE 48"x48" UNLESS OTHERWISE NOTED. IF NECESSARY DUE TO SPACE CONSTRAINTS IN URBAN AREAS, 36" X 36" SIGNS MAY BE USED IF APPROVED BY DISTRICT TRAFFIC UNIT.

SIGN LAYOUTS SHALL BE IN ACCORDANCE WITH THE FHWA'S MANUAL OF STANDARD SIGNS OR THE WISCONSIN STANDARD SIGN PLATES.

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS, OR THAT WILL BE PLACED IN A CLOSED LANE, MAY BE MOUNTED ON PORTABLE SUPPORTS.

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.

CHANNELIZING DEVICES PLACED ADJACENT TO WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

BARRICADES IN A CLOSED LANE 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.

- ① 500 FEET TYPICAL OR AT LAST INTERSECTION, WHICHEVER IS CLOSER. 350 FEET IF 35-40 MPH. 200 FEET IF 25-30 MPH.
- ② ALSO USE BARRICADES AND 15-FOOT TYPICAL DRUM SPACING AT COMMERCIAL DRIVEWAYS.
- ③ SEE SEPARATE LANE CLOSURE DETAIL FOR ADDITIONAL TRAFFIC CONTROL.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- ⊢ SIGN ON TEMPORARY SUPPORT (5' MIN. MOUNTING HEIGHT)
- ⊥ TYPE III BARRICADE
- ⊥ TYPE III BARRICADE WITH ATTACHED SIGN AND TYPE "A" WARNING LIGHT (FLASHING)
- ➔ DIRECTION OF TRAFFIC
- ⚠ FLAGS, 16" X 16" MIN., (ORANGE)
- ▨ WORK AREA

TRAFFIC CONTROL, INTERSECTION WITHIN TWO LANE CLOSURE	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016	/s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
DATE	FHWA

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Traffic Control, Intersection within Two Lane Closure

References:

Part VI, 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 (project), Traffic Control Drums, Traffic Control Barricades Type III, Traffic Control Warning Lights Type A, and Traffic Control Signs.

Standardized Special Provisions associated with this drawing:

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

Other SDDs associated with this drawing:

- SDD 15d14 Traffic Control, Two Lane Closure on Freeway or Expressway, Short-Term (Less than 24 Hours)
SDD 15d22 Traffic Control, Two Lane Closure, Non-Freeway/Expressway

Design Notes:

Use a separate detail sheet to show the two-lane closure signing, tapers and other traffic control. Standard Detail Drawings listed above may be appropriate.
A traffic control overview sheet or language in the Special Provisions is desirable to indicate whether to use Detail A, B, C, or D at intersections within the project.
If staging on the side roads is necessary, additional traffic control needs to be indicated on separate detail sheets or in the Special Provisions.
Temporary stop lines may be desirable if high volumes of traffic are required to stop, or to clarify the stopping point at complex locations.

Contact Person:

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