



15D27: Traffic Control, Shoulder Closure on Divided Roadway, Speeds Greater than 40 M.P.H.

GENERAL NOTES

THIS DETAIL IS TYPICAL FOR CLOSING THE RIGHT SHOULDER. FOR CLOSING THE LEFT SHOULDER, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR DIVIDED ROADWAYS WITH ANY NUMBER OF TRAVEL LANES.

THE EXACT NUMBER, LOCATION AND SPACING OF ALL SIGNS AND DEVICES SHALL BE ADJUSTED TO FIT FIELD CONDITIONS AS APPROVED BY THE ENGINEER.

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

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

SIGNS THAT WILL BE IN PLACE LESS THAN 7 CONTINUOUS DAYS AND NIGHTS 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.

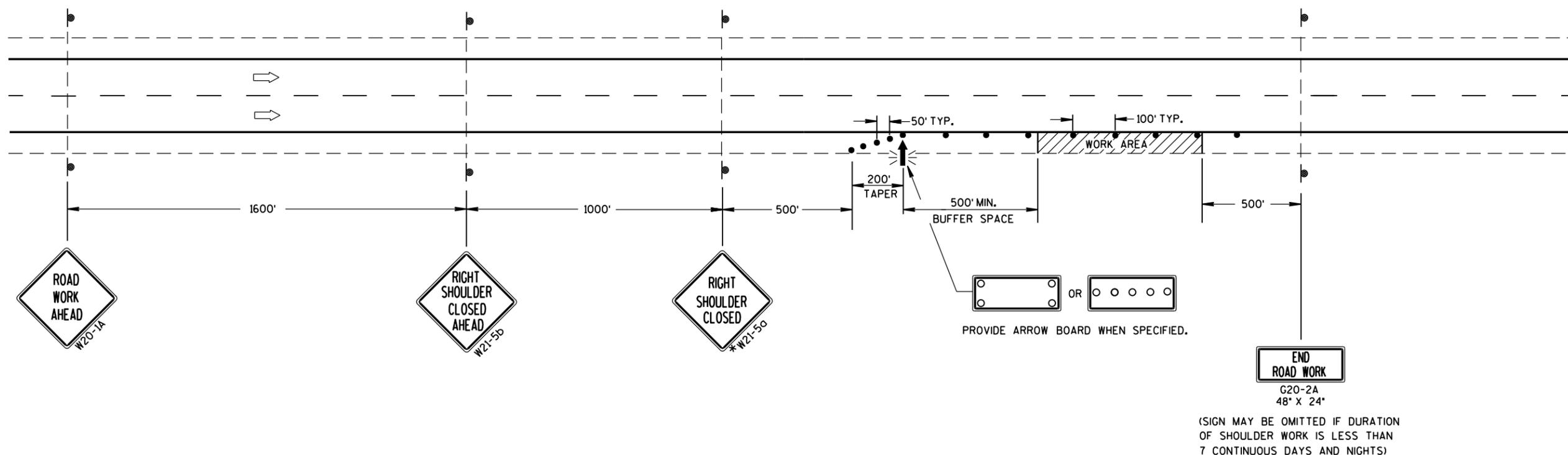
CHANNELIZING DEVICES PLACED ADJACENT TO THE WORK AREA SHALL BE PULLED BACK FROM THE TRAVEL LANE WHEN WORK IS NOT IN PROGRESS.

WHEN A RAMP INTERSECTS THE FACILITY ON WHICH THE WORK IS BEING PERFORMED, ADDITIONAL TRAFFIC CONTROLS SHALL BE PROVIDED AS SPECIFIED IN THE PLANS AND/OR THE SPECIAL PROVISIONS OR AS APPROVED BY THE ENGINEER.

*FOR SHORT DURATION SHOULDER WORK OF LESS THAN ONE HOUR, THE W21-50 SIGN MAY BE OMITTED.

LEGEND

- TRAFFIC CONTROL DRUM
- ⊙ SIGN ON PERMANENT SUPPORT
- DIRECTION OF TRAFFIC
- ⚡ FLASHING ARROW BOARD
- ▨ WORK AREA



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S.D.D. 15 D 27-3

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TRAFFIC CONTROL SHOULDER CLOSURE ON DIVIDED ROADWAY, SPEEDS GREATER THAN 40 MPH	
STATE OF WISCONSIN DEPARTMENT OF TRANSPORTATION	
APPROVED June 2016 DATE	/s/ Peter Amakobe Atepe STATEWIDE WORK ZONE TRAFFIC SAFETY ENGINEER
FHWA	

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References:

Part VI of the 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 Arrow Boards, 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:

NONE

Design Notes:

This drawing may be used for work requiring a shoulder closure on a divided roadway where the following minimum clear lane width can be maintained in the adjacent open traffic lane:

- 11 feet if the duration of the shoulder closure is 24 or more continuous hours.
- 10 feet if the duration of the shoulder closure is less than 24 hours.

If the minimum clear lane width cannot be maintained, another traffic control method such as a single-lane closure will be needed.

If the arrow board shown on the drawing is to be used, include it in the Miscellaneous Quantities. The arrow board is recommended for urban freeways where the shoulder closure will be in effect for 7 or more continuous days and nights.

Closer drum spacing (e.g. 50 feet) along the buffer space and work area may be justified in urban areas, on congested roadways, or during work at night. If closer spacing is desired, it may be specified on separate plan sheets or in the Special Provisions.

For projects where the traffic control is usually paid with only the lump sum item instead of individual traffic control bid items (e.g. sign installation contracts), 28-inch minimum height cones may be used in lieu of drums if the work at an individual site will typically last one hour or less and is during daylight hours. If it is appropriate to allow cones as a substitute for drums, the designer should indicate it in the Special Provisions.

Contact Person:

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