

**LEGEND**

-  SIGN ON PERMANENT SUPPORT
-  TRAFFIC CONTROL DRUM
-  TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
-  TYPE III BARRICADE WITH ATTACHED SIGN
-  TYPE "A" WARNING LIGHT (FLASHING)
-  FLASHING ARROW BOARD
-  DIRECTION OF TRAFFIC
-  REMOVE PAVEMENT MARKING (SEE GENERAL NOTES)
-  WORK AREA

**GENERAL NOTES**

FOR WORK ON ROADWAYS WITH SPEEDS GREATER THAN 45MPH, USE SDD 15D12.

THIS LANE CLOSURE DETAIL IS TYPICAL FOR CLOSING THE LEFT LANE. FOR A RIGHT LANE CLOSURE, REVERSE THE TRAFFIC CONTROL.

THIS DETAIL MAY BE USED FOR ROADWAYS WITH EITHER TWO OR THREE LANES IN EACH DIRECTION.

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 REGIONAL TRAFFIC UNIT.

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

ANY SIGNS TEMPORARY OR EXISTING, WHICH CONFLICT WITH THE TRAFFIC CONTROL "IN USE" SHALL BE REMOVED OR COVERED AS NEEDED AND AS APPROVED BY THE ENGINEER. NO WARNING LIGHTS SHALL BE WORKING ON COVERED OR "DOWNED" SIGNS.

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 TEMPORARY SUPPORTS.

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' DESIRABLE) DISTANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE

W20-1A, G20-1 AND G20-2A SIGNS ARE NOT REQUIRED IF THE LANE CLOSURE IS WITHIN A LARGER WORK ZONE WHERE THESE SIGNS ARE ALREADY PRESENT.

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

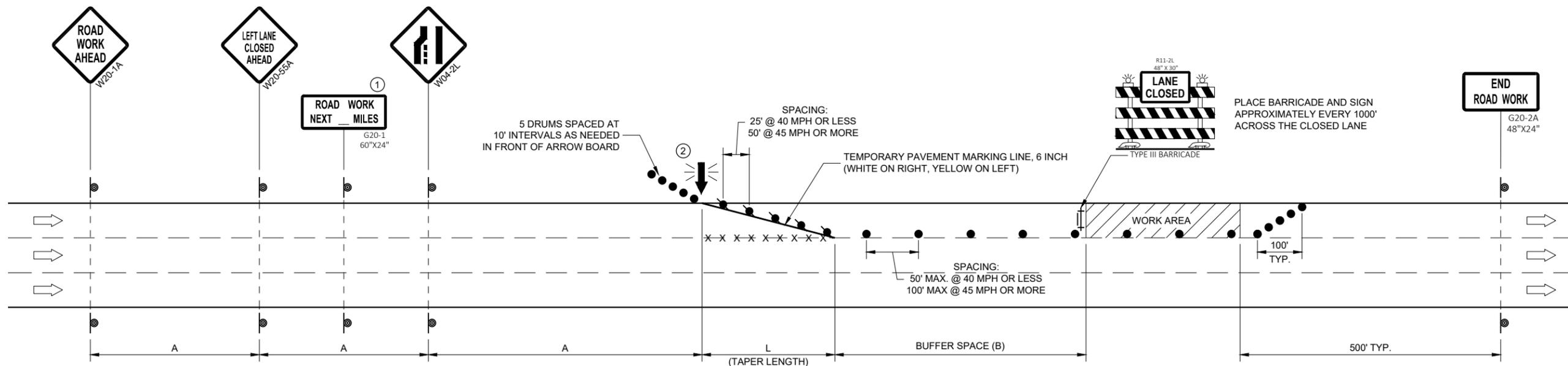
CONSIDER GEOMETRICS WHEN LOCATING SIGNS AND ARROW BOARDS SO THE APPROACHING DRIVER HAS A CLEAR VIEW OF THE ARROW BOARDS AND LANE CLOSURE DRUMS FOR A MINIMUM 1500 FEET IN FRONT OF DRUMS.

BARRICADES IN A CLOSED LANE THAT MUST BE MOVED FOR A WORK OPERATION SHALL BE IMMEDIATELY REESTABLISHED UPON COMPLETION OF THE OPERATION, OR FOR CONTINUING OPERATIONS, AT THE END OF EACH WORKING DAY.

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

WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② WHERE THE SHOULDER OR TERRACE HAS INSUFFICIENT SPACE TO PLACE THE ARROW BOARD AS SHOWN, PLACE THE ARROW BOARD AT THE END OF THE TAPER.



POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	ADVANCE WARNING SIGN SPACING (A) FEET	TAPER LENGTH (12 FT. LANE) (L) FEET	BUFFER SPACE (B) FEET
25	200'	125'	55'
30	200'	180'	85'
35	350'	245'	120'
40	350'	320'	170'
45	500'	540'	220'

**TRAFFIC CONTROL, SINGLE LANE CLOSURE, DIVIDED NON-FREEWAY/EXPRESSWAY**

STATE OF WISCONSIN  
DEPARTMENT OF TRANSPORTATION

APPROVED  
May 2023 /S/ Andrew Heidtke  
DATE WORK ZONE ENGINEER

FHWA

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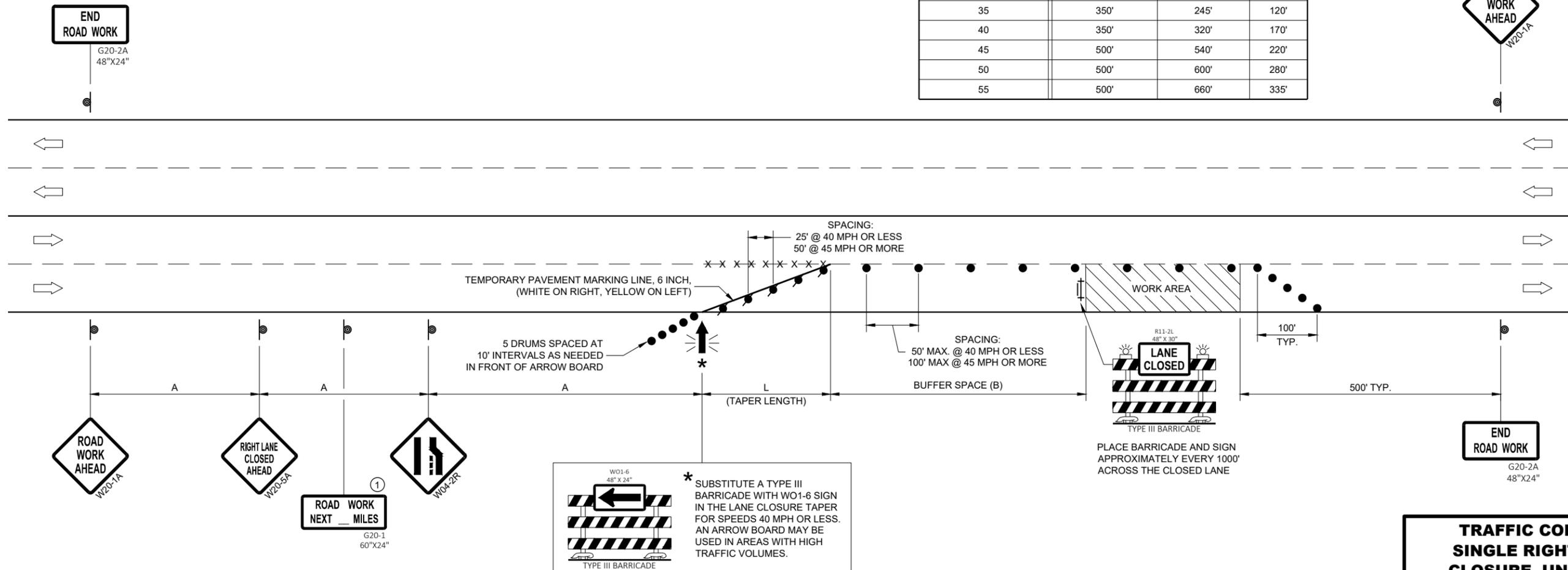
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45	500'	540'	220'
50	500'	600'	280'
55	500'	660'	335'

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SDD 15D20-07b

SDD 15D20-07b

**TRAFFIC CONTROL,  
SINGLE RIGHT LANE  
CLOSURE, UNDIVIDED  
NON-FREEWAY/EXPRESSWAY**

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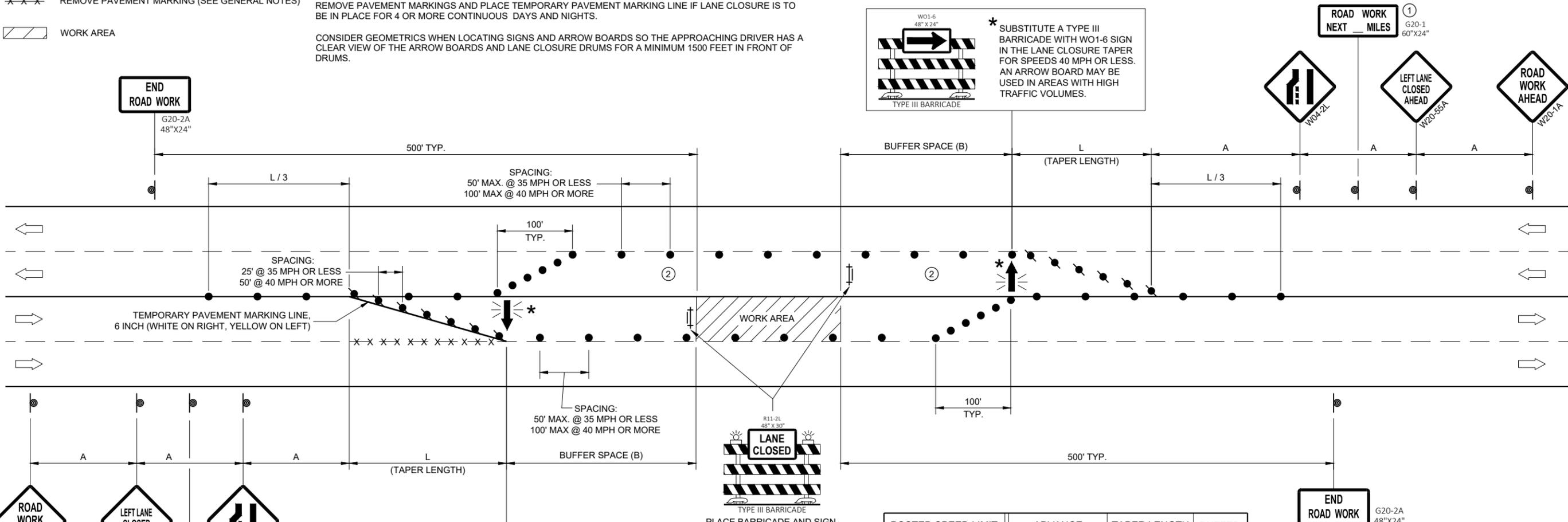
DUE TO LACK OF SHOULDER/MEDIAN, ARROW BOARD IS PLACED AT THE THE END OF THE TAPER.

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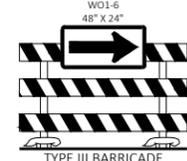
WARNING LIGHTS ARE NOT REQUIRED IF THE LANE CLOSURE IS A DAYTIME ONLY OPERATION.

- ① OMIT G20-1 SIGNS IF LENGTH OF WORK AREA IS 2 MILES OR LESS.
- ② LANE MAY BE OPENED WHEN WORKERS ARE NOT PRESENT IN THE WORK AREA.



**W01-6**  
48" X 24"

**\* SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**



TYPE III BARRICADE

**W01-6**  
48" X 24"

**\* SUBSTITUTE A TYPE III BARRICADE WITH W01-6 SIGN IN THE LANE CLOSURE TAPER FOR SPEEDS 40 MPH OR LESS. AN ARROW BOARD MAY BE USED IN AREAS WITH HIGH TRAFFIC VOLUMES.**



TYPE III BARRICADE

**R11-2L**  
48" X 30"

**LANE CLOSED**



TYPE III BARRICADE

PLACE BARRICADE AND SIGN APPROXIMATELY EVERY 1000' ACROSS THE CLOSED LANE.

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SINGLE LEFT LANE  
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NON-FREEWAY/EXPRESSWAY**

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SDD 15D20-07C

SDD 15D20-07C

## Traffic Control, Single Lane Closure, Non-Freeway/Expressway

**References:**

Part VI, of the Wisconsin Manual on Uniform Traffic Control Devices (WMUTCD)

[FDM 11-50-1](#)

[FDM 11-50-20](#)

**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
643.0300	Traffic Control Drums .....	DAY
643.0420	Traffic Control Barricades Type III .....	DAY
643.0705	Traffic Control Warning Lights Type A .....	DAY
643.0715	Traffic Control Warning Lights Type C .....	DAY
643.0800	Traffic Control Arrow Boards .....	DAY
643.0900	Traffic Control Signs .....	DAY
643.3200-3299	Temporary Marking Line (Material) 6-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

**Standardized Special Provisions associated with this drawing:**

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

**Other SDDs associated with this drawing:**

<a href="#">SDD 15C11</a>	Traffic Control, Channelizing Devices – Drums, Cones, Barricades and Vertical Panel
<a href="#">SDD 15D15</a>	Traffic Control, Exit and Entrance Ramp Within Lane Closure
<a href="#">SDD 15D21</a>	Traffic Control, Intersection within Single Lane Closure
<a href="#">SDD 15D30</a>	Traffic Control, Pedestrian Accommodation (if sidewalk will be closed)

**Design Notes:**

This drawing may be used when closing one lane of a non-freeway/expressway. For single-lane closures on freeways/expressways, see SDD 15D12 and 15D3. To help determine if the Special Provisions should restrict the times of day or week when a lane may be closed, compare the vehicle capacity of the remaining open lanes to the hourly traffic volumes. If there will be intersections or ramps within the lane closure, additional traffic control details are needed. SDD 15D21 or 15D15 may be appropriate.

Additional warning signs may be desirable further in advance of the lane closure. On projects which spread over long distances, the G20-1 "Road Work Next x Miles" signs may be repeated at intervals of 2 or more miles, and/or beyond intersections with state or county trunk highways. Additional signs should be shown on a traffic control overview sheet.

Closer drum spacing (e.g. 25 or 50 feet) along the buffer space and work area may be justified in urban areas, on congested roadways, along drop-offs, or during work at night. If closer spacing is desired, it may be specified on separate plan sheets or in the Special Provisions.

**Contact Person:**

Andrew Heidtke (414) 220-6802