

LEGEND

- TYPE III BARRICADE WITH ATTACHED SIGN
- SIGN ON PERMANENT SUPPORT
- TRAFFIC CONTROL DRUM WITH TYPE "C" STEADY BURN LIGHT
- TRAFFIC CONTROL DRUM
- FLAGS, 16" X 16" MIN. (ORANGE)
- REMOVING PAVEMENT MARKING
- DIRECTION OF TRAFFIC
- ASPHALTIC PAVEMENT WIDENING
- CONCRETE BARRIER TEMPORARY PRECAST

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 TRAFFIC CONTROL SIGNS SHOULD BE ADJUSTED TO NOT CONFLICT WITH AND TO PROVIDE A MINIMUM OF 200 FEET (500 FEET DESIRABLE) CLEARANCE TO EXISTING SIGNS THAT WILL REMAIN IN PLACE..

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

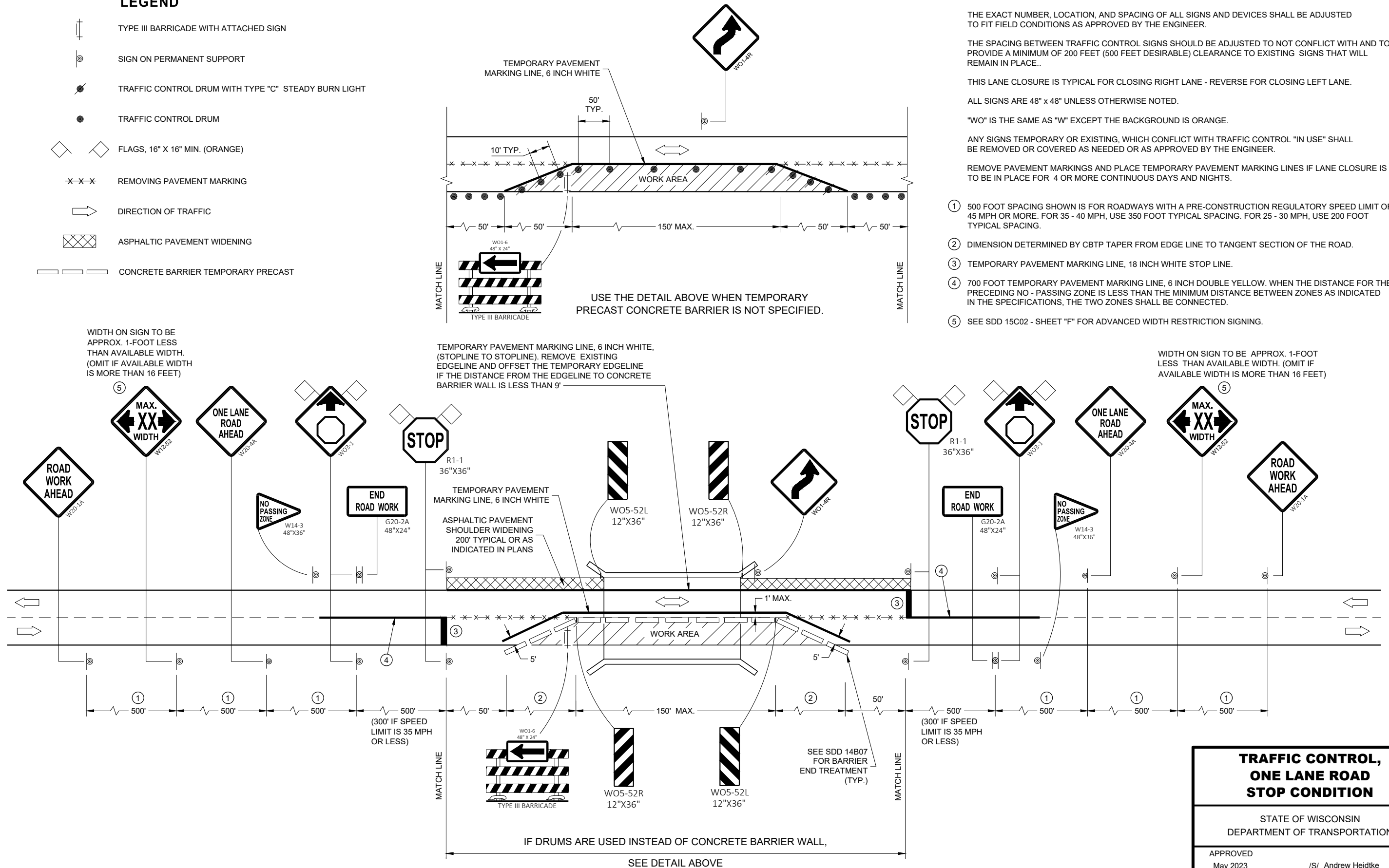
ALL SIGNS ARE 48" x 48" UNLESS OTHERWISE NOTED.

"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.

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.

- 500 FOOT SPACING SHOWN IS FOR ROADWAYS WITH A PRE-CONSTRUCTION REGULATORY SPEED LIMIT OF 45 MPH OR MORE. FOR 35 - 40 MPH, USE 350 FOOT TYPICAL SPACING. FOR 25 - 30 MPH, USE 200 FOOT TYPICAL SPACING.
- DIMENSION DETERMINED BY CBTP TAPER FROM EDGE LINE TO TANGENT SECTION OF THE ROAD.
- TEMPORARY PAVEMENT MARKING LINE, 18 INCH WHITE STOP LINE.
- 700 FOOT TEMPORARY PAVEMENT MARKING LINE, 6 INCH DOUBLE YELLOW. WHEN THE DISTANCE FOR THE PRECEDING NO - PASSING ZONE IS LESS THAN THE MINIMUM DISTANCE BETWEEN ZONES AS INDICATED IN THE SPECIFICATIONS, THE TWO ZONES SHALL BE CONNECTED.
- SEE SDD 15C02 - SHEET "F" FOR ADVANCED WIDTH RESTRICTION SIGNING.



TRAFFIC CONTROL,
ONE LANE ROAD
STOP CONDITION

STATE OF WISCONSIN
DEPARTMENT OF TRANSPORTATION

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

FHWA

*Traffic Control, One Lane Road Stop Condition***References:**

Part 6, Manual on Uniform Traffic Control Devices (MUTCD)

[FDM 11-50-1](#)[FDM 11-50-20](#)**Bid items associated with this drawing:**

<u>ITEM NUMBER</u>	<u>DESCRIPTION</u>	<u>UNIT</u>
305.0110 - 0135	Base Aggregate Dense (size).....	TON or CY
465.0125	Asphaltic Surface Temporary	TON
603.8000	Concrete Barrier Temporary Precast Delivered.....	LF
603.8125	Concrete Barrier Temporary Precast Installed	LF
614.0905	Crash Cushions Temporary.....	EACH
643.0300	Traffic Control Drums	DAY
643.0420	Traffic Control Barricades Type III.....	DAY
643.0715	Traffic Control Warning Lights Type C.....	DAY
643.0900	Traffic Control Signs.....	DAY
643.3200-3299	Temporary Marking Line (Material) 6-Inch.....	LF
643.3850	Temporary Marking Stop Line Removable Tape 18-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>
108-057	Wisconsin Lane Closure System Advance Notification

Other SDDs associated with this drawing:

SDD 14B7	Concrete Barrier Temporary Precast
SDD 15C2	Advanced Width Restriction Signing

Design Notes:

This detail should be used only for low volume two-lane roadways where drivers from each direction can see traffic approaching from the opposite end of the work zone. Below 1000 AADT, stop sign control can be used if the distance between stop lines will be 350 feet or less and there is adequate visibility. Above 3000 AADT, a traffic signal is a better choice. Between 1000 and 3000 AADT, consult with Region Traffic Unit. Other factors must also be considered, such as peak-hour traffic, duration of the project, and the presence of intersections near the work zone that could interfere with the one-lane, two-way operation.

If the roadway has a high percentage of trucks, consider increasing the distance between the stop line and the end of the concrete barrier or drum line to 75 ft.

The drawing shows options to use temporary concrete barrier or drums to separate traffic from the work zone. Concrete barrier should be used when justified by the severity of the hazard for traffic or workers (e.g., when there would be drop-offs due to bridge deck work with holes in the deck or the railing removed).

Duration of each traffic stage should also be considered. If concrete barrier is used and it cannot be flared away from the open traffic lane, the contract should include Temporary Crash Cushions.

Where the existing paved shoulder is not wide enough for the needed shift in the path of vehicle traffic, including trucks, specify appropriate shoulder widening quantities (asphaltic surface and base aggregate), sta.-sta., and include under a "Remarks" column the widths and thickness in the Misc. Quantities table. If the widened paved shoulder will be removed upon completion of the work, use the Asphaltic Surface Temporary

item. If the widened paved shoulder will become part of the permanent work, use the same Type asphalt item as is used for the permanent pavement.

If the distance between the temporary no-passing zone and the preceding no-passing zone is less than the minimum shown in Subsection 648.3.2 of the Standard Specifications, include enough quantity of temporary pavement marking to connect the two zones.

Contact Person:

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