

# WisLCS – Frequently Asked Questions

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## **WisLCS System FAQs**

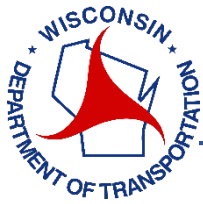
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## **WisLCS System FAQs**

### **1. What is WisLCS?**

WisLCS is a WisDOT Bureau of Traffic Operations (BTO) sponsored web application developed by the University of Wisconsin Traffic Operations and Safety Lab (TOPS Lab) as part of the WisTransportal System. It is a role-based system used to request, approve, and track lane closures on Interstates, US Highways, and State Highways. The system can be accessed here: <http://transportal.cee.wisc.edu/closures/>

### **2. Why does WisDOT use WisLCS**

WisLCS is used to facilitate the request, approval, and modifications of lane closure information. In addition, the system will help:

- Coordinate activities to reduce delays and potential conflicts;
- Eliminate duplications and inefficiencies by streamlining information into one system;
- Archive historical data for future use; and,
- Facilitate data sharing.

### **3. How is the closure information utilized after it is entered?**

The closure information entered into WisLCS is used for multiple purposes and applications, including:

- Wisconsin 5-1-1 Traveler Information System (<http://www.511wi.gov/Web/>);
- WisDOT Statewide Traffic Operations Center (STOC) operator use;
- Daily/Weekly E-mail reports;
- Meeting FHWA Real-Time System Management Information Program (Section 1201) requirements;
- Third-party traffic information; and,
- Oversize/Overweight permitting coordination.

### **4. How do I get a user account?**

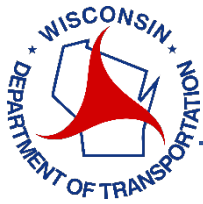
One WisTransportal account may be used for multiple WisTransportal applications, such as WisLCS and WisTMP. You can request an account here: <https://transportal.cee.wisc.edu/forms/secure/lcsrequest.pl>. Please allow 1-2 business days for the account request to be processed.

### **5. Who should I contact for questions related to WisLCS?**

Contact information is available here: <http://transportal.cee.wisc.edu/closures/contact.html>. For questions regarding specific closures or policy, contact the regional WisDOT contact. For questions related to the system, send an e-mail to: [wislcs@topslab.wisc.edu](mailto:wislcs@topslab.wisc.edu).

### **6. What HELP tools are available for users?**

HELP tools are available prior to logging into the system (<http://transportal.cee.wisc.edu/closures/manual.html>) and also within the system by selecting the HELP link in the upper right corner. Tools include: Advance Notifications Guidance, User Manual, Training Presentation, Quick Guides, and FAQs. In addition, there is an LCS Training Site



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(<https://transportal.cee.wisc.edu/LOGIN?redir=/training/WisLCS/>) that may be used to enter, accept, and modify closures for training purposes.

**7. Does the system send any e-mail notifications?**

The system does send some limited e-mail notifications. E-mails will be sent for: closures that are approaching or past their start date and have not been accepted; closures with a modified pending date/time; and, long-term closures approaching or past their end date that require completion. In addition, Daily/Weekly e-mail reports are sent from LCS to users registered to receive those reports through the EMAIL interface.

## WisLCS Interface FAQs

**1. Is the HOME page customized to my user account?**

Yes. There is a *My Closures* section that is customized for the user logged into the system. The Roles for Supervisors, RTEs, and STOC have two additional sections for approving lane closures.

**2. What is the difference between the ACCEPT, MODIFY, SEARCH, and REPORTS interfaces?**

These four interfaces are used to accept, modify, cancel, complete, and search for different closures. Depending on the closure status and attributes, a closure may appear in one interface but not the other. The matrix below summarizes the closure status available in the different interfaces. For example, a closure that is canceled may only be viewable from the SEARCH interface.

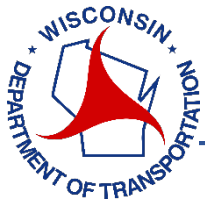
CLOSURE STATUS	ACCEPT INTERFACE	MODIFY INTERFACE	SEARCH INTERFACE	REPORTS INTERFACE
ENTERED				
ACCEPTED				
CANCELED				
COMPLETED				
DELETED	<b>NOTE: Deleted closures are not viewable in any interface</b>			

**3. What is the 511 LOCAL interface for?**

The 511 LOCAL interface was designed to add local street closures to the 511 Construction Projects website (<http://projects.511wi.gov/>). Local street closures are only entered for reporting on the 511 Construction Projects website. Only users responsible for adding closures to these websites are authorized to use this interface.

**4. How should I use the CALENDAR interface?**

The CALENDAR interface was designed to track events throughout the state that may impact traffic. When closures are entered, events in the system associated with that County will be prompted to the requestor. Requestors are encouraged to consider all special events, including those in the CALENDAR interface, prior to requesting a lane closure.



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## 5. What is the difference between a Special Event closure and the Event Calendar Interface?

A Special Event closure is the closure of a highway shoulder, lane, or ramp associated with a special event, such as a parade or festival. This request is completed similarly to a construction closure. An event on the Event Calendar Interface is adding an event to the calendar for consideration when requesting a closure, but a closure on a highway is not associated with the event.

## **WisLCS Closure FAQs**

### 1. Which closures are required to be entered?

Closures are required to be entered for:

- All let projects;
- Design projects (e.g. soil borings, inspections, etc.);
- Planned maintenance;
- Planned permit/utility restrictions;
- Major special events; and,
- Unplanned emergency lane closures.

### 2. Which highways are included in the system?

Closures should be entered for Interstates, US Highways, and State Highways. The WisLCS system is not used for County Highways or local roads or streets.

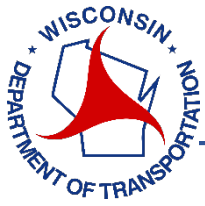
### 3. What is a Priority Roadway?

A Priority Roadway is generally an Interstate, freeway, expressway, or other major highway requiring additional acceptance authorization. Priority Roadways may be modified within the system by each region.

### 4. What advance notification is required for closures?

Advance notification and entry of closures is important to prevent routing a trip-permitted Oversize/Overweight vehicle through a restricted work zone. Guidance for advance notification is available here:

<http://transportal.cee.wisc.edu/closures/docs/LCS%20Advance%20Notification%204-23-2015.pdf>



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## 5. When should width, height, and/or weight restrictions be entered?

Restrictions should be entered for all closures or work zones that have impacted the width, height, and/or weight of the roadway. This information is shared with the WisDOT SuperLoad software used to route Oversize/Overweight vehicles. The table below provides additional information for entering the restriction information.

Oversize/Overweight (OSOW) Permitting Restrictions		
Width	Height	Weight
<p>Available roadway width is required for closures with a duration of 3 calendar days or longer</p> <p>Undivided Roadway = Width from centerline to edge of paved shoulder (up to barrels/barrier)</p> <p>Divided Roadway = Edge of paved shoulder to edge of paved shoulder (up to barrels/barrier)</p>	<p>Minimum vertical clearance through the roadway or restriction in feet (ft/in)</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Temporary Signals</li> <li>• Structures</li> <li>• Profile changes</li> </ul>	<p>Maximum vehicle weight allowable through the lane closure in pounds.</p> <p>Examples:</p> <ul style="list-style-type: none"> <li>• Bridge weight posted</li> <li>• Road weight posted</li> </ul>

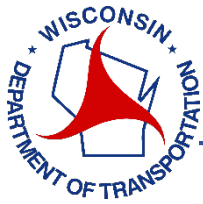
## 6. Where does the highway and termini information come from and why are the closures entered directionally?

The system uses the WisDOT STN landmark database for the highways and termini in the dropdown menus. One exception is the location information for the System Interchange closure type. The System Interchange location list is a manually developed list. The STN landmark database is developed per direction of highway, therefore the LCS requires closures to be entered directionally. For example, if a highway is fully closed in both directions, two closures must be entered in the system, one for each direction.

## 7. When should the different closure types be utilized?

There are five different types of closures that may be requested, but access is dependent on your user role.

- Construction – For all Let construction projects or design project activities
- Maintenance – For county maintenance
- Permit – For permitted work, such as utility work
- Emergency – For any unplanned closures
- Special Events – For closures associated with special events, such as parades or festivals



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## 8. Which DURATION type should I choose and when does a closure need to be COMPLETED?

There are four different DURATION types to choose from for the closure. The table below summarizes those DURATION types.

<b>Daily/Nightly</b>	Occurs on a daily or nightly basis, as specified by the starting and ending times per each day within the start and end range
<b>Weekly</b>	Occurs on a weekly basis, as specified by the day of week dropdowns
<b>Continuous</b>	24-hour work zone lasting less than 2 weeks
<b>Long Term</b>	Work zone lasting longer than 2 weeks

## 9. When do I need to COMPLETE a closure?

Any closure lasting 14 days or more is required to be manually COMPLETED in the system. All closures lasting less than 14 days will “fall off” the system after the end date and do not need to be manually completed.

## 10. Are there any shortcuts to enter similar closures for my project?

The MAKELIKE function can be used to auto-populate the General Section of your closure. The MAKELIKE function can be found from the SEARCH interface, the HOME interface, or the closure request confirmation page.

## 11. Can I search for past, current, or future closures?

Yes. The SEARCH and REPORTS interface may be used to search for closures. The SEARCH interface will allow users to search for all closures including active, inactive (“fall off”), canceled, or completed. The REPORTS interface may be used to search for only active closures. Each interface has filters for status, type, county, and highway.