



Lane Closure System 2.0 – FAQs

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GENERAL

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 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.

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

CLOSURES

7. 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.

8. 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.

9. 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.

10. 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.

11. 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

12. For user type, what's the difference between 'construction', 'permit', and 'maintenance'?

Let projects with a Project ID is needed for a Construction closure, a permit ID is needed for Permit closure, and a Maintenance closure is any other work typically done by a county or city/town/village.

13. How does LCS handle utility permit requests that may be requested concurrently with scheduled maintenance or construction project LCS requests?

Coordinate with the overlapping or adjacent closures project team and only one closure is needed to be entered.

14. How does user enter a lane closure if no project ID (ie. a lane closure to accommodate constructing roadway improvement or driveway for a private development)?

User would enter the system as a permit and use the permit number from an approved permit.

15. How are closures entered for “Connecting Highways” non-WisDOT Projects?

If it is a non-WisDOT project, a closure will be entered under Maintenance category in LCS.

16. Can anyone enter a coworker’s request?

If it is for a construction project, whomever is in the Requestor Team can enter closures or make changes as needed.

17. What is the definition of an emergency closure?

A closure that can't be planned or is a hazard to the traveling public (tree town, signal down). User must have the Emergency access flag to enter emergency closures.

18. Is there a way to get an email or text notification for an accepted or rejected closure?

Yes, this will be part of the email subscription options that will get implemented after the March 15 rollout.

19. Would we need to select each concurrent highway (such as IH39/IH90 in Dane County) in the location maps for the definition?

You would select either I 39 or I 90, we do not have concurrent highways listed together. The system is smart enough to know the roadways are concurrent.

20. WisDOT also issues work on highway right-of-way permits that are not done by utilities. Does the LCS allow for that scenario?

Yes, any company with an approved permit can request lane closures through by selecting permit closure.

FACILITIES

21. When duplicating facility, if stop or end location is changed, can the stop or end point for the first facility be changed while working on the second facility (global change).

No, once a new facility is created, user will have to go back to the previous facility and change locations if needed.

22. How long do previous closures store in the system? Is there a way to "rename" the "Facility #" when entering a closure for retrieval later?

User can search previous closures as they are all maintained in the system, then user can copy the closure and make the updates. Users cannot rename the facility number or closure ID.

23. For a full free closure on freeway, if there are three lanes, does the user still have to close lane 1, lane 2 and lane 3 as three separate closures?

Choose "full closure" from roadway status. If in both directions, just replicate and choose opposite direction for both directions of highway.

RESTRICTIONS (LANES & HOURS)

24. Does "Off road right" and "Off-road left" still exist for closure type?

No, it was determined that an LCS entry is not needed for this option if traffic is not impacted. It should be noted, if you will be parking equipment or vehicles in a shoulder, you are still required to enter a shoulder closure.

25. Does LCS allow for the closure of a Two-Way Left Turn Lane (TWLTL)?

Yes, user would close the left turn lane in the lane restriction in both directions.

26. 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](#).

27. 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.

28. When would width restriction be "No"?

Width restrictions are required when the effective roadway width is less than 16 feet, per our TEOPS manual. 6-3-4.5 So if your width is greater than 16ft, you do not need to enter width restrictions. We did hear that some users put Width restrictions in always, regardless of the 16 ft.

29. Can you exclude days with hours like a schedule override or is it all or nothing for a day?

You would need to add multiple facilities to split up the day.

30. What's the difference between a "rolling closure" and a "moving lane closure"?

Moving - moving down the roadway (pothole patch, painting pavement marking). Rolling full closure is any closure where law enforcement is used to slow traffic down for a period less than 15 minutes to allow for work to happen downstream (equipment moves, girder setter).

- 31. For the allowable hours, since it is location based, does the user need to make sure that the limits chosen are a little outside of the project to make sure that when the project team enters a closure that it gets automatically accepted? Or is there a small buffer allowed?**

There is not a buffer, it would go to manual acceptance if not within the limits, so we recommend providing some buffer in the allowable hour locations.

- 32. How does a user enter a daily closure for the week say 7-5 Mon-Thurs but 7-noon on Friday?**

Use the weekly option for Monday through Thursday and then add a second facility for the Friday time period. Or use the weekly option, then exclude the Friday afternoons of each week.

- 33. When using the weekly option, if the activity starts on a Thursday and goes to a Friday three weeks later, how come only Thursday and Fridays show up as closure dates?**

Best option would be to use a Daily closure and then a bulk exclude for Saturday & Sunday.

- 34. If user enters a start and end date, does that function as a "and" or "or" search?**

The system uses the AND function, most of the time you shouldn't need an end date for search

- 35. For Closure Widths, what is the difference of a Soft Vs. Hard width restriction?**

Soft: drums/cones; Hard: Temporary concrete barrier wall

- 36. Does system recognize diverging diamond intersections**

The user should enter the lane diagram of the roadway that the closure is occurring. So, for example, if the southbound left turn lane through the intersection is closing, the user would simply build the lane diagram to match the southbound roadway (two through lanes and a left turn lane), then close the left turn lane

LOCAL ROADS & 511

- 37. How is the LCS information changing its representation in 511 WI?**

Currently in 511 WI, if you click on the construction icon, you will see a linear representation of the closure.

- 38. Can local road closures be entered by a requestor?**

Anyone on the requestor team will be able to enter a local road closure for construction projects only, and the closures will automatically approved. This can be done in the Add/Edit Local Road screen. The requestor draws the closure on the map. More guidance can be found [here](#).

- 39. If I do not have a WisDOT Project ID, can I enter a local road closure?**

No, you must have a WisDOT Project ID to enter a local road closure.