
Utility Accommodation Policy



Effective: August 1, 1997

Supersedes: April 1, 1995

96.00 Utility Accommodation
96.50 Construction Requirements
96.51 Traffic Control

By: Director, Bureau of Highway Operations

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A. Authority

All traffic control for utility work performed on state trunk highways shall abide by:

1. The current Wisconsin Manual on Uniform Traffic Control Devices (MUTCD) and any supplements thereto,
2. Sections 637 and 643 in the current edition of the Department's Standard Specifications for Highway and Structure Construction,
3. The six traffic control diagrams as shown on the following pages, when applicable, and
4. The specific provisions within this section,

The standards set forth in the Wisconsin MUTCD are minimum guidelines, and additional traffic control shall be used when necessary.

B. General Policy

All utility work shall be planned and prosecuted with full regard for safety and to keep interference with highway traffic to a minimum. On heavily traveled highways, utility work interfering with traffic may not be allowed during periods of peak traffic flow. Any such work allowed shall be planned so that closure of intersecting streets, road approaches, or other access points is minimized. No utility work shall begin until all required warning signs, devices, and methods adequate to protect the public are in place and fully functional. These shall be maintained until all utility work is completed.

All operations shall be performed without closing all or obstructing part of any highway traffic lane unless it is approved by the Department and proper traffic control is specified.

All warning signs shall have reflectorized sheeting which, **beginning January 1, 2000, shall comply with 643.2.12.2 of the Department's Standard Specifications for Highway and Structure Construction, current edition.** Warning signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the job site or when the signs' messages are not relevant. All barricades and barrels shall be reflectorized with Type H reflective sheeting as a minimum. Cones used during nighttime operations shall be at least 28" in height and reflectorized.

C. Traffic Control Selection

1. Factors

When selecting the appropriate traffic control, consideration shall be given to such factors as:

- a. Physical characteristics of the road.
- b. Available sight distance.
- c. Traffic volume.
- d. Time of day.
- e. Posted Speed Limit.
- f. Weather conditions.
- g. Light conditions.

2. Long Term Duration

All stationary daytime utility work which takes longer than 15 minutes to perform should utilize the six traffic control diagrams. The Department may require a more extensive traffic control plan if any of the following situations occur:

- a. Utility work performed during nighttime hours.
- b. Traffic control which is required overnight to protect the work zone(s) during non-work times.
- c. Utility work performed in a continuously moving work zone. This excludes moving from one stationary work zone to another.
- d. Utility work which cannot be adequately protected by using the six traffic control diagrams.

3. Short Term Duration

Daytime utility work that will be completed in 15 minutes or less usually may not require the use of a formal traffic control plan or the six traffic control diagrams. The utility is still responsible for providing traffic control adequate to protect public safety.

As part of this traffic control, all utility vehicles shall have their high intensity flashing (strobe or revolving) and hazard warning lights operating and should have traffic cones placed behind them. Additional traffic control such as guard (shadow) vehicles and impact attenuators may also be utilized.

GENERAL NOTES

- 1) Flashers on vehicles shall be activated at all times.
- 2) All signs shall be 48" x 48" except as noted.
- 3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.
- 4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.
- 5) "UTILITY WORK AHEAD" may be substituted for the "ROAD WORK AHEAD" sign.
- 6) Signing is not required if the work is done outside of the clear zone.
- 7) "NEXT X MILES" may be used in addition to the advance warning sign if work locations occur over a distance of 2 miles or more.

TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL

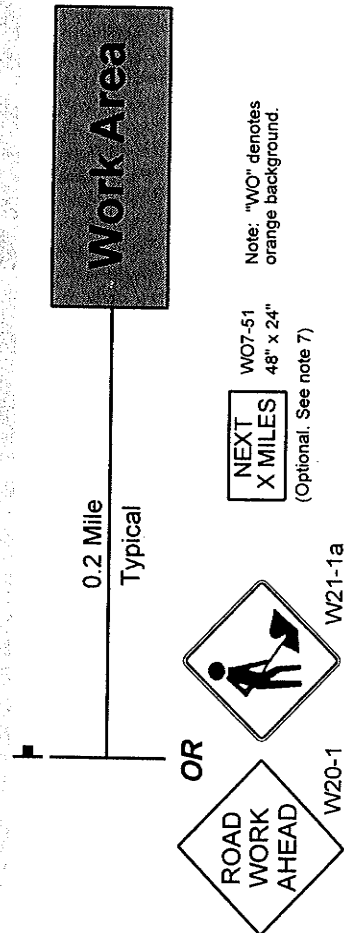
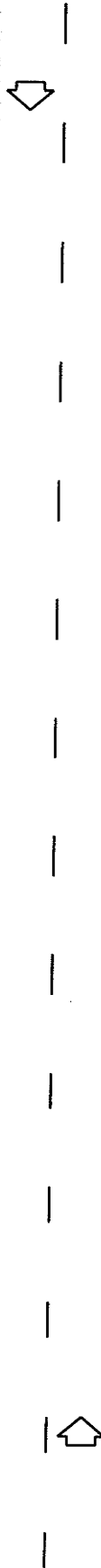
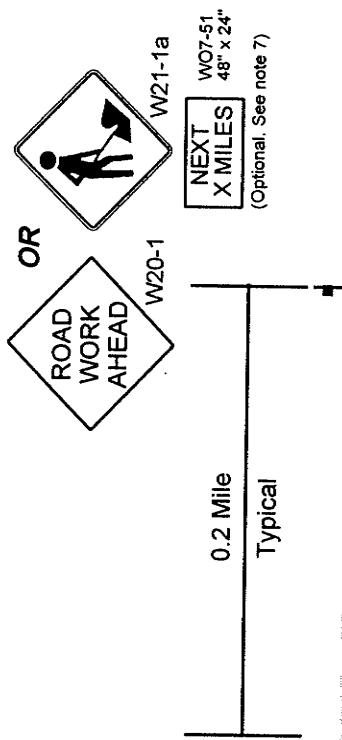
Sheet 1 of 6

VOLUME: Any

ROADWAY: 2-lane

ACTIVITY: Vehicle off shoulder and work off shoulder

POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI -1, 2, & 3 of the MUTCD for spacing requirements.



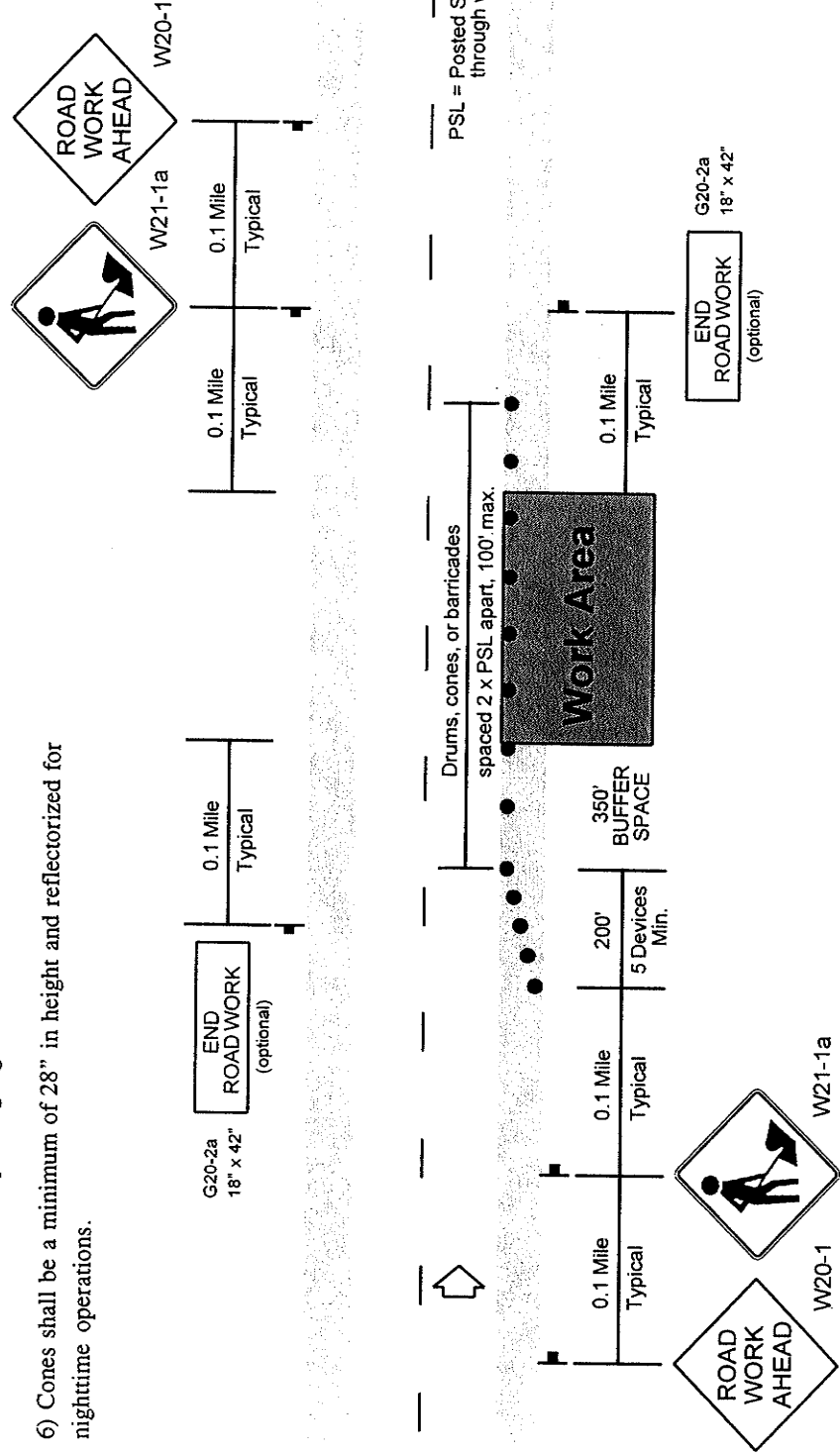
GENERAL NOTES

- 1) Flashers on vehicles shall be activated at all times.
- 2) All signs shall be 48" x 48" except as noted.
- 3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.
- 4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.
- 5) "UTILITY WORK AHEAD" and "END UTILITY WORK" may be substituted for the corresponding signs shown below.
- 6) Cones shall be a minimum of 28" in height and reflectorized for nighttime operations.

TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL

Sheet 2 of 6

VOLUME: Any
ROADWAY: 2-lane
ACTIVITY: Vehicle on shoulder and work off or on shoulder
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI-1, 2, & 3 of the MUTCD for spacing requirements.

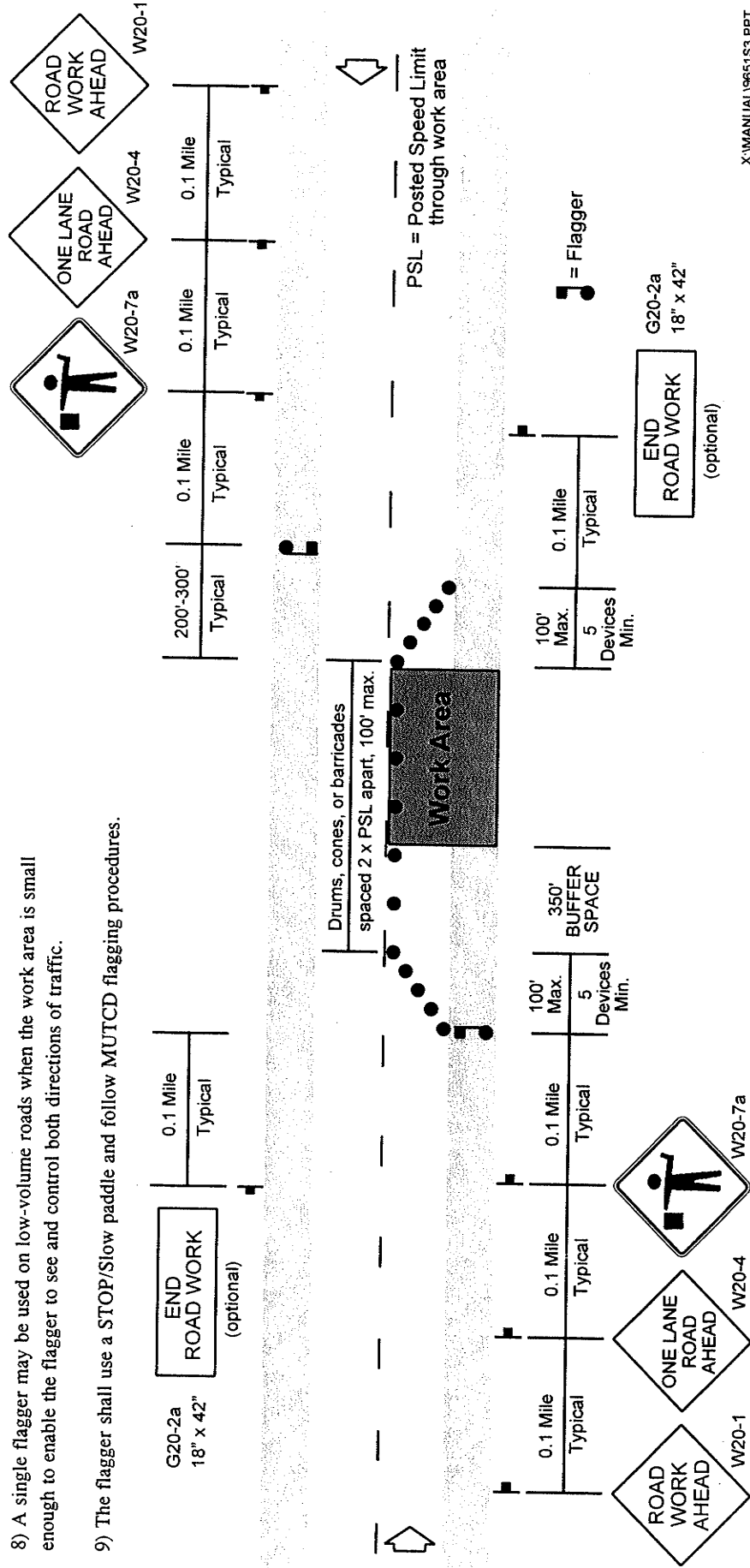


GENERAL NOTES

- 1) Flashers on vehicles shall be activated at all times.
- 2) All signs shall be 48" x 48" except as noted.
- 3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.
- 4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.
- 5) "UTILITY WORK AHEAD" and "END UTILITY WORK" signs may be substituted for the corresponding signs shown below.
- 6) Cones shall be a minimum of 28" in height and reflectorized for nighttime operations.
- 7) The taper should extend across the shoulder unless it conflicts with operations.
- 8) A single flagger may be used on low-volume roads when the work area is small enough to enable the flagger to see and control both directions of traffic.
- 9) The flagger shall use a STOP/Slow paddle and follow MUTCD flagging procedures.

TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL Sheet 3 of 6

VOLUME: Any
ROADWAY: 2-lane
ACTIVITY: Single-lane closure
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI-1, 2, & 3 of the MUTCD for spacing requirements.



GENERAL NOTES

- 1) Flashers on vehicles shall be activated at all times.
- 2) All signs shall be 48" x 48" except as noted.
- 3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.
- 4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.
- 5) "UTILITY WORK AHEAD" may be substituted for the "ROAD WORK AHEAD" sign.
- 6) Signing is not required if the work is done outside of the clear zone.
- 7) "NEXT X MILES" may be used in addition to the advance warning sign if work locations occur over a distance of 2 miles or more.
- 8) Median work shall be signed in both directions if warranted.

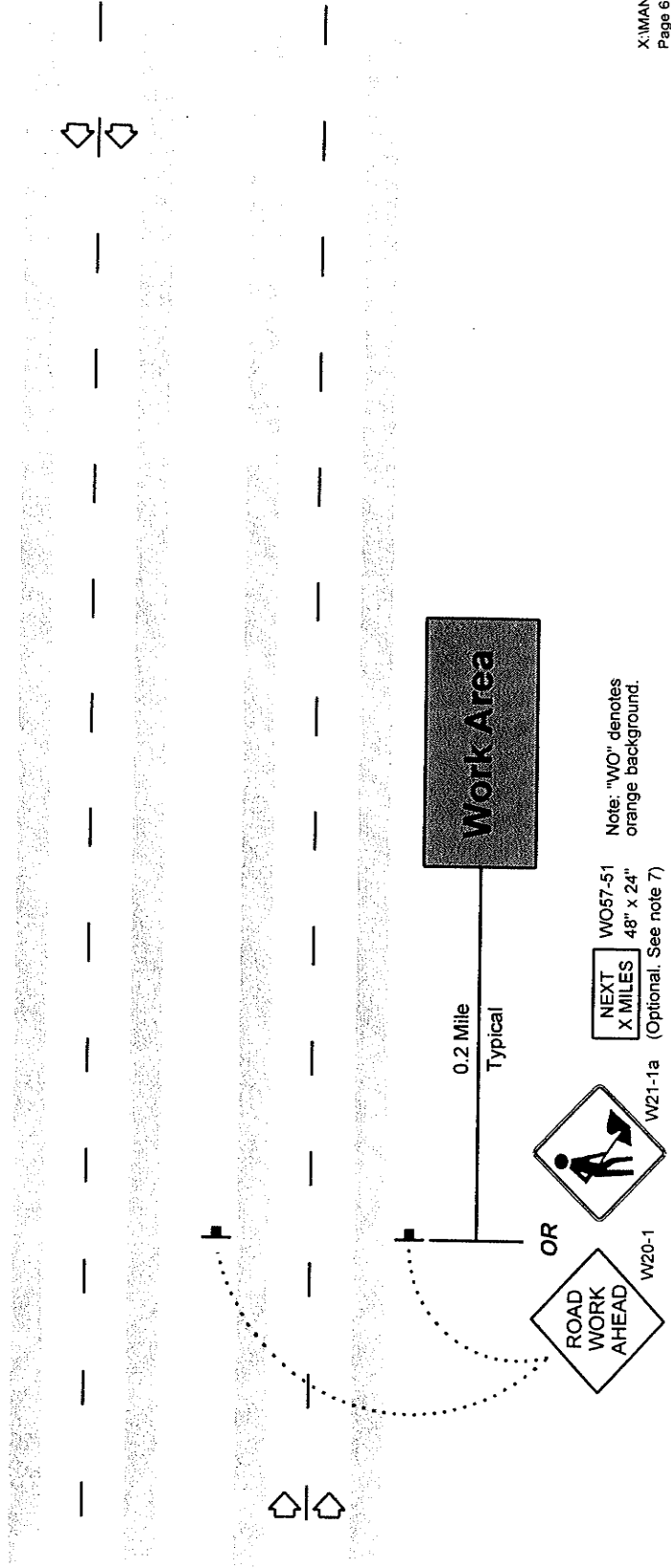
TYPICAL DAYTIME STATIONARY UTILITY WORK ZONE TRAFFIC CONTROL

Sheet 4 of 6

VOLUME: Any

ROADWAY: 4-lane, divided

ACTIVITY: Vehicle off shoulder and work off shoulder
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI-1, 2, & 3 of the MUTCD for spacing requirements.



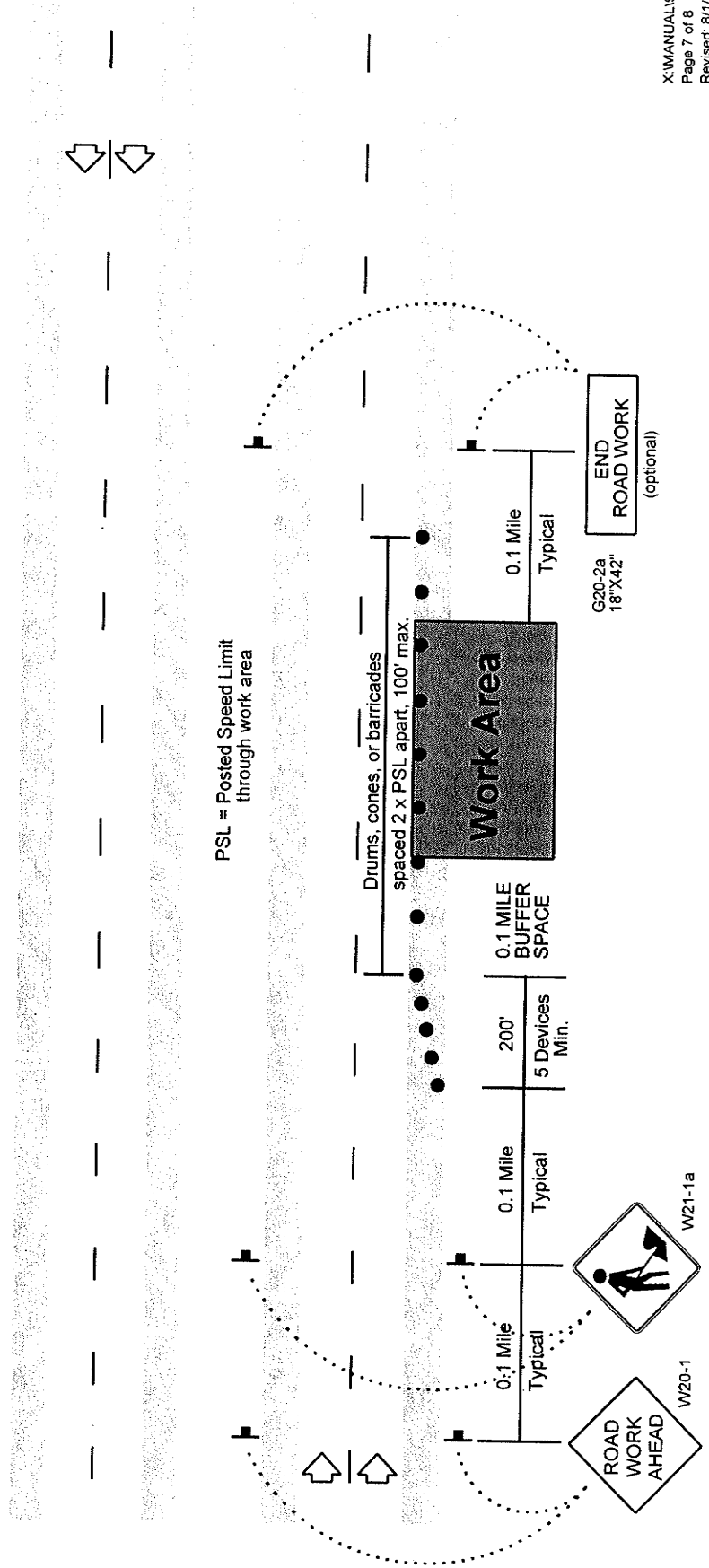
GENERAL NOTES

- 1) Flashers on vehicles shall be activated at all times.
- 2) All signs shall be 48" x 48" except as noted.
- 3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.
- 4) All signs shall be removed, covered, turned, or laid flat when workers or workers' vehicles are not at the work site or when the signs' messages are not relevant.
- 5) "UTILITY WORK AHEAD" and "END UTILITY WORK" signs may be substituted for the corresponding signs shown below.
- 6) Cones shall be a minimum of 28" in height and reflectorized for nighttime operations.
- 7) Median work shall be signed in both directions if warranted.
- 8) Drums, cones, or barricades should not encroach a traffic lane.

TYPICAL DAYTIME STATIONARY UTILITY WORKZONE TRAFFIC CONTROL

Sheet 5 of 6

VOLUME: Any
ROADWAY: 4-lane, divided
ACTIVITY: Vehicle on shoulder and work off or on shoulder, no lane encroachment
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI-1, 2, & 3 of the MUTCD for spacing requirements.



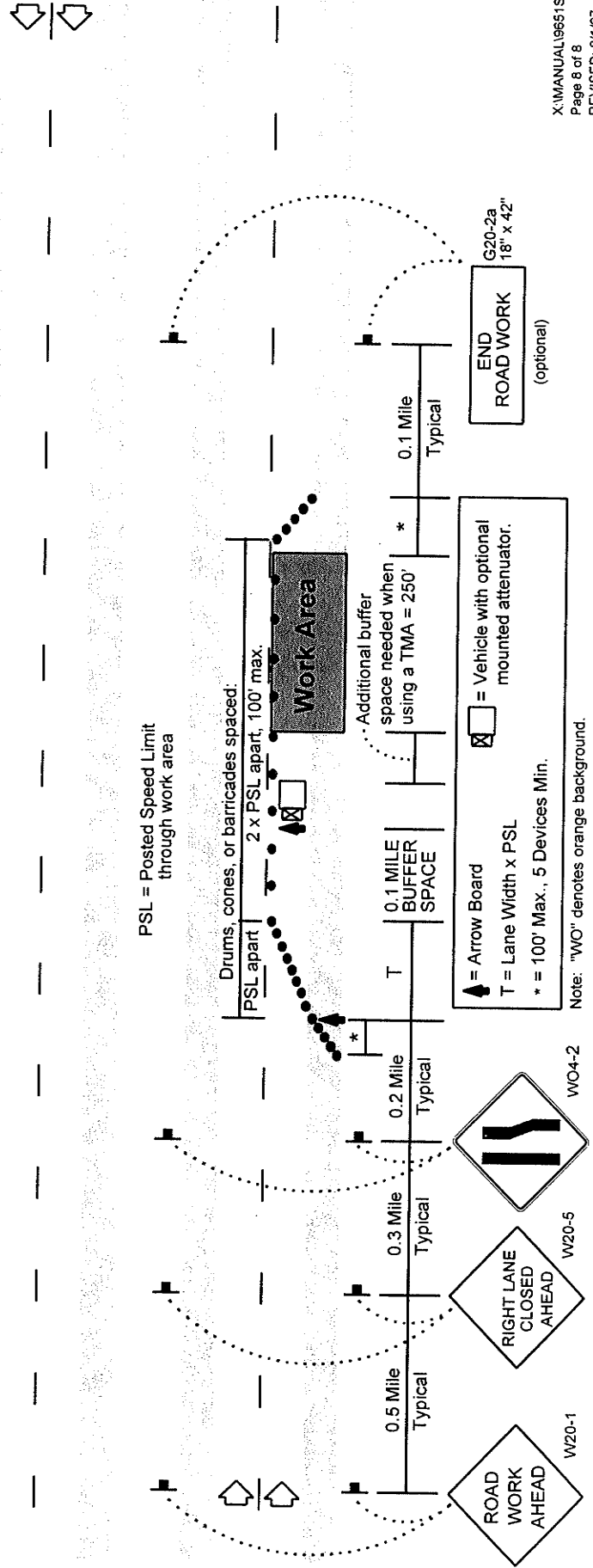
GENERAL NOTES

- 1) Flashers on vehicles shall be activated at all times.
- 2) All signs shall be 48" x 48" except as noted.
- 3) If the sight distance or terrain suggest a more logical placement of signs to warn motorists, variation in placement is allowed.
- 4) All lane closure signs shall be removed, covered, turned, or laid flat, and all arrow boards and devices removed beyond the shoulder when the work is not in progress and the lane has been restored to a safe operating condition.
- 5) "UTILITY WORK AHEAD" and "END UTILITY WORK" signs may be substituted for the corresponding signs shown below.
- 6) Cones and drums shall be a minimum of 28" in height and reflectorized for nighttime operations.
- 7) Drums, cones, or barricades should not encroach a traffic lane.
- 8) Median work shall be signed in both directions if warranted.
- 9) At least one arrow board shall be used. If only one arrow board is used, it may be placed at either of the locations shown.

TYPICAL DAYTIME STATIONARY UTILITY WORKZONE TRAFFIC CONTROL

Sheet 6 of 6

VOLUME: Any
ROADWAY: 4-lane, divided
ACTIVITY: Single-lane closure
POSTED SPEED: 45mph or greater. For speeds less than 45mph, see Tables VI-1, 2, & 3 of the MUTCD for spacing requirements.



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Supersedes: April 1, 1995	
By: Director, Bureau of Highway Operations	
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A. General

The utility is responsible to assure that the work site is secure against any hazard to the public at all times until all of the work is completed. Vehicles, equipment and materials which are in active use at the work site shall be regulated by the utility as to assure consistently safe conditions.

Sheeting, shoring, bulkheads, or temporary/permanent concrete barrier, etc., may be ordered by the Department if considered necessary to protect the highway and the traveling public.

B. Equipment/Material Storage

Utility hardware or equipment which is located at the work site but not in immediate (same day) use should be stored in a safe location off of the right-of-way. If this not practical, then the equipment or material may be stored beyond the clear zone and as close to the fence or right-of-way line as possible.

C. Vehicle/Equipment Visibility

Vehicles and equipment shall have their high intensity flashing (strobe or revolving) and hazard warning lights operating when they are within the clear zone during work operations.

D. Individual Conduct

All Department, county, utility, and contractor personnel who are out of their vehicles and within the right-of-way should wear their retro-reflective safety vests at all times. During daytime hours only, the use of a highly visible, non-reflectorized shirt or jacket is acceptable in lieu of a safety vest. Colors commonly used for these garments include, but are not limited to, orange, lime-green, and yellow-green.