1.0 ~~Authority~~General Policy

Perform all utility work and other related operations on or adjacent to roadways or within highway right-of-way (ROW) in accordance with this policy. Plan and implement ~~All~~ utility work ~~shall be planned and implemented~~ with full regard for safety and to minimize interference with traffic, which includes pedestrians and bicycles, and to minimize the closure of roads, ramps, lanes, roundabouts, intersections, and driveways. On heavily traveled highways, utility work interfering with ~~highway~~ traffic may not be allowed during peak travel hours. ~~Any such work allowed shall be planned to minimize the closure of roads, ramps, lanes, intersecting streets, and driveways. The u~~Use ~~of~~ WisDOT's Lane Closure System (LCS) ~~shall also be included~~ as ~~needed~~ required~~with utility work.~~ ~~Information on LCS requirements including the affected highways is detailed in~~(see Section 4.0~~.~~).

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

~~1) The *Wisconsin Manual on Uniform Traffic Control Devices* (*WMUTCD*) and any supplements thereto.~~

~~2) The booklet, *Work Zone Safety, Guidelines for Construction, Maintenance, and Utility Operations*, published by the Transportation Information Center – LTAP, University of Wisconsin – Madison.~~

~~3) Sections 637 and 643 in WisDOT's *Standard Specifications for Highway and Structure Construction*.~~

~~4) The specific provisions within this section.~~

~~The standards set forth in the *WMUTCD* are considered minimums, and additional traffic control shall be used when necessary. All publications in 1-3 refer to their current editions.~~

Perform utility work in compliance with the Wisconsin Work Zone Field Manual (WZFM) for durations of three days or less. For work durations longer than three days in a single location, road/ramp closures requiring a detour, and nighttime or complex operations, develop a traffic control plan (TCP). Submit the applicable WZFM layouts, WisDOT Standard Detail Drawings (Series 15), or specialized diagrams with a utility permit application. A TCP worksheet for use before, during, and after the project is available in Attachment 1.

Deviate from the above traffic control policy only in accordance with the latest revision of Part VI of the Wisconsin Manual of Uniform Traffic Control Devices for Streets and Highways (WisMUTCD). Submit these deviations as part of the TCP with the utility permit application. Site (field) deviations require prior WisDOT approval via a permit amendment – except for making immediate corrections for emergency situations, or for inadequate measures that are creating safety and operational issues.

2.0 General Requirements

Follow the general requirements below for utility work zones. Any deviation requires WisDOT's prior approval.

1) **Before starting any permitted work**, install required warning signs, devices, etc. and ensure all are fully functional and maintained to protect the public, workers, and work site until all work is complete~~No utility work shall begin until all appropriate warning signs, devices, and public protection methods are in place and fully functional, which shall be maintained until all utility work is complete~~.

2) Augment the work zone with additional signs, devices, and flaggers as needed to always protect people and property from injury or damage in all conditions, including changed or changing conditions.

3) Remove, cover, or lay flat warning signs when workers or workers' vehicles are not at the job site or when the signs' messages are not relevant.

4) Do not keep vehicles, equipment, or materials related to this permit within the highway ROW limits except those items that are actively being used in the work operation.

5) Use a reboundable sheeting material for all barricades, barrels, cones, etc., and retroreflective sheeting for all signs, that complies with the work zone sheeting guidelines in WisDOT's approved product list.

6) Provide signs, arrow boards, barricades, warning lights, drums, and 42-inch cones that comply with Section 643 of WisDOT's *Standard Specifications for Highway and Structure Construction*, current edition and WisDOT Standard Detail Drawing 15c11. ~~For those operations that entirely close or encroach a traffic lane, a proper traffic control plan shall be submitted or made reference to (e.g. Work Zone Safety booklet page 25) with a utility's permit application.~~

7) Secure the work site and associated traffic control zone against any hazard to the public, both when the site is attended and unattended during off-hours, holidays, and nighttime hours. This includes vehicles, equipment, materials, and drop-off protection under *Standard Specifications* Section 104.6.1.2.3.

8) At all times while working within the highway ROW, (a) wear high-visibility safety attire meeting performance Class 2 or 3 requirements of ANSI/ISEA 107-2015 type R, and (b) activate flashing (or strobe) amber or white lights on all vehicles and equipment. *Note: Under Wis. Stat. s. 347.26(7), flashing **green** warning lamps may be used **only** by WisDOT or county or municipal highway department vehicles when working on a highway.*

~~Warning signs shall have prismatic, reflectorized sheeting material that complies with section 643.2.9.2 of WisDOT'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. 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.~~

13. Work Zone Description **(Check all that apply)**. (Provide relevant diagram(s) with application.)

- ☐ Not applicable
- ☐ Full road closure: detour
- ☐ Full road closure: temporary
- ☐ Lane closure without flagging
- ☐ Lane closure with flagging
- ☐ Lane encroachment (2' or less)
- ☐ Shoulder/parking lane closure
- ☐ Turn lane closure
- ☐ Sidewalk or trail closure
- ☐ Terrace (Area from curb to sidewalk)
- ☐ Off shoulder/parking lane
- ☐ Near right-of-way line or fence
- ☐ Freeway/expressway
- ☐ Intersection/roundabout
- ☐ Railroad crossing
- ☐ Mobile operation

3.0 ~~Traffic Control Selection~~DT1553 Work Zone Description

~~A utility shall review the traffic control items in 3.1-3.3 with each permit application:~~For question 13 on WisDOT's DT1553 utility permit application form, check all items applicable to the utility work. Details for some items are listed below. Those that are not listed are considered self-explanatory.

(a) **Not applicable –** Use when traffic control will not be needed with utility work. This may occur with a directional bore under the highway or when the work area is near the ROW line and/or access is from private property (especially on roads with wide ROW).

(b) **Full road closure: detour** – Use when a single closure lasts more than 15 minutes or there are multiple daily closures lasting 15 minutes or less. Submit a detour plan with the permit application. The plan will be reviewed by WisDOT's traffic section and may be altered as needed.

(c) **Full road closure: temporary –** Typically, this covers line stringing, moving equipment and/or materials across the highway, or directional bores under the highway that require manual tracking. A flagger or flaggers may be needed. Also, law enforcement may be needed to assist with the closure especially if it is associated with a rolling stop on a freeway. For the latter situation, provide documentation of coordination with the law enforcement agency including proposed times for the rolling stops.

(d) **Lane closure without flagging –** Use when a thru lane is being closed on a multi-lane highway. Typical signing and devices are shown at the right.

(e) **Lane closure with flagging –** Use when a single lane is being closed on a two-lane, two-way highway or if the entire road would be closed as described in (c). Typical signing is shown at the right.

(f) **Lane encroachment (2' or less) –** Some lane encroachments may be allowed without closing the adjacent lane. However, to provide a lateral buffer space for safety, it may be necessary to close the adjacent lane instead.

(g) **Turn lane closure –** Do not check this box for closing thru traffic lanes. Use when needed to close a left-turn, right-turn, 2-way-left-turn, or bypass lane. When closing thru a traffic lane and a turn lane, check both boxes.

(h) **Sidewalk or trail closure –** Submit a pedestrian/trail detour plan, pedestrian/trail traffic control plan, or provide a detailed information on the plans or specifications for how pedestrians and people using mobile-assisted devices will be accommodated. Submit proof of coordination with the maintaining authority of the sidewalk/trail with a permit application.

(i) **Intersection/roundabout –** There are several diagrams that cover various closures at intersections and roundabouts but do not consider them a "one-size-fits-all" for utility work. Sometimes, lane or shoulder closure staging will be needed. With roundabouts, certain leg closures may require a detour plan. If the utility work will be accomplished in various stages, submit the TCP labeled with the associated stages.

If any bus stops will be closed, note this on the permit drawings and who should be contacted for coordinating the closure.

~~*3.1 Factors*~~

~~Review the factors in Table 1 when selecting an appropriate traffic control plan (TCP) for a utility project. A TCP worksheet is available for use in Attachment 1, and shall be sent in with a utility's permit application as needed.~~

~~***Table 1: Traffic Control Selection Factors***~~

~~**Highway related:**~~	~~**Project related:**~~
~~1) Physical characteristics (hills, curves, access points, etc.)~~ ~~2) Available sight distance~~ ~~3) Posted speed limit~~ ~~4) Traffic volume~~	~~5) Type and duration of work~~ ~~6) Time of day~~ ~~7) Weather conditions~~ ~~8) Visibility conditions~~ ~~9) Road, lane, shoulder closures, etc.~~

~~*3.2 Long-term, Intermediate-term & Short-term Stationary Work*~~

~~All utility work that takes longer than 60 minutes to perform should utilize the *WMUTCD* or *Work Zone Safety booklet* diagrams, or a utility may develop its own TCP contingent upon WisDOT approval. In any of the following situations, WisDOT may require a more extensive TCP for utility work that:~~

~~1) Is performed during nighttime hours.~~

~~2) During non-work times, traffic control is required overnight to protect a work zone.~~

~~3) Is performed in a continuously moving work zone. This excludes moving from one stationary work zone to another.~~

~~4) Cannot be adequately protected using the *WMUTCD* or *Work Zone Safety Booklet* diagrams.~~

~~*3.3*~~*3.1 Short Duration Work – Specific Situations Only*

~~Daytime utility work that will be done in 60 minutes or less and does not encroach a traffic lane usually does not require a TCP. A utility is still responsible for providing traffic control adequate to protect public safety.~~

For short duration ~~traffic control~~work that occupies a location up to one hour or less and only involves a shoulder[1] or parking lane closure, ~~a utility may omit~~ static warning signs and channelizing devices may be omitted. Operate u~~U~~tility vehicles ~~shall have their~~using their high intensity flashing (strobe or revolving) and hazard warning lights ~~operating~~ and ~~should have~~place traffic cones ~~placed~~ behind them if needed. Additional traffic control such as guard (shadow) vehicles and impact attenuators may also be utilized. See WZFM layouts 4 and 7.

[1] Also includes a work area adjacent to the shoulder.

4.0 Lane Closure System (LCS) Requirements

Use WisDOT's Lane Closure System (LCS) ~~When~~ when utility work involves ~~a road, system ramp[2], service ramp[3], lane, or shoulder~~the ~~-~~closures listed in Table 1 ~~on selected groups of highways, the closure shall be tracked on WisDOT's Lane Closure System (LCS)~~. The LCS is used to populate WisDOT's 511 system, which provides motorists with current road/ramp closure, lane/shoulder closure, or lane width restriction information on WisDOT improvement projects, highway incidents, maintenance work, permits, and other planned events ~~involving the aforementioned closures~~. https://www.511wi.gov/~~Details on the various LCS requirements are divided into sections 4.1-4.5:~~

TABLE 1: Closure Type and Required Minimum Advance Notification to WisDOT	
Closure type **with** height, weight, or width restrictions (available width, all lanes in one direction **< 16'**)	MINIMUM NOTIFICATION
Lane and shoulder closures	7 calendar days
Full roadway closures	7 calendar days
Ramp closures	7 calendar days
Detours	7 calendar days
Closure type **without** height, weight, or width restrictions (available width, all lanes in one direction **≥16'**)	MINIMUM NOTIFICATION
Shoulder closures	3 calendar days
Lane closures	3 business days
Ramp closures	3 business days
Modifying all closure types	3 business days

Contact WisDOT's Traffic Management Center at (414) 227-2142 as soon as possible if a utility has an emergency closure or restriction. See Table 2 for additional LCS notification requirements.

Table 2: Additional LCS Information	**LCS Notification**	
Situation	Required	Not Required
Any temporary stop of any duration on a freeway	✓	
Shoulder closure on any highway of 30 minutes or less		✓
Multiple shoulder closures of 30 minutes or less in one day on any highway	✓	
Temporary stop of all traffic (full road closure) for stringing overhead lines if: the closure last no more than 15 minutes, occurs no more than three times in a day, and does not take place on any Interstate or freeway		✓

~~4.1 Highways Affected/When Needed~~

~~Utility work that involves a closure or restriction[4] should be entered for:~~

~~1) Interstates & US highways~~

~~2) Major state highways (Corridors 2030 – see Attachment 2)~~

~~3) Any multi-lane highway~~

~~4) Any fully closed state highway in which a detour must be established~~

~~For any temporary stop of any duration on a freeway, a LCS notification is required. For a shoulder closure on any highway of 30 minutes or less, a LCS notification is not required. With multiple shoulder closures of 30 minutes or less in any given day, a LCS notification is required.~~

~~2 Typically a free flow ramp, for example, a ramp from one interstate to another~~
~~3 Typically a ramp from an interstate to a state trunk highway or local road~~
~~4 A restriction is a minor lane encroachment or shoulder closure. Throughout this policy, restrictions will be referenced as closures.~~

~~LCS notifications are not required for temporary stops of all traffic (full road closure) for stringing overhead lines if the closure:~~

- ~~Lasts no more than 15 minutes, **and**~~
- ~~Occurs no more than three times in a day, **and**~~
- ~~Does not take place on a freeway~~

~~4.2~~4.1 Required LCS Information/Timing of Submittals

Use ~~T~~the ~~LCS~~ worksheet ~~shown~~ in Attachment 3 ~~provides detailed~~to collect information ~~that is~~ required for ~~all~~ LCS notifications. ~~The worksheet shall be filled out by a utility for all freeway closures and most other closures unless proper coordination has been done directly with WisDOT staff.~~ Allow sufficient time for WisDOT to approve LCS notifications prior to needing the closure. Do not plan for LCS approval the same day as permit approval.

~~The LCS request should be sent to WisDOT for review and approval **14 calendar days** prior to the need for a freeway closure, or **3 business days** prior to the need for a non-freeway closure. A utility should allow WisDOT more advanced time with LCS notifications as possible. LCS notifications must be timed appropriately with WisDOT permit approval. For example, i~~If a closure is needed soon after permit approval, ~~a utility should~~ submit the application well in advance of the work start date~~LCS notification along with its permit application~~.

~~4.3 LCS Process Steps~~

~~See Attachment 4 for a flowchart depicting the various steps in the LCS process. Each numbered step is referenced by a <#> in the narrative below. Steps not referenced should be self-explanatory on the flowchart.~~

~~If a LCS notification is required <4>, WisDOT will check the associated box on a utility's approved permit and may provide more details in a supplemental provision. The LCS notification correlates with the traffic control plan (TCP) that is submitted with a utility's permit <5>. A TCP worksheet for utility use is in Attachment 1.~~

~~After WisDOT has reviewed and approved a utility's permit <6>, the utility enters the closure information into LCS at the appropriate time <7> in accordance with the following advanced notification guidelines:~~

- ~~14 calendar days: Any freeway ramp, lane or shoulder closure; full roadway closure of any state highway (detour involved); closures that may impact oversize/overweight (OSOW) permits[5].~~
- ~~3 business days: Non-freeway lane or shoulder closures~~

~~After the information is submitted in the LCS <7>, WisDOT will review the request <8>. If approved, the utility may implement the closure in accordance with the approved permit <10>. If the request is not approved, the utility and WisDOT shall determine what changes are needed for the notification <9a>, and then implemented <9b>, before repeating step <7>.~~

~~A utility representative who has requestor status needs to periodically check the LCS website to see if approval has been given <9>. If a utility does not have requestor status, WisDOT will get back to a utility within 3-7 calendar days in all situations. If the utility has not heard from WisDOT in that period, it should contact WisDOT.~~ ~~**Reminder: A utility shall not move forward with any closure until WisDOT gives its approval.**~~

~~WisDOT also has the option to modify the utility's LCS notification and then approve it. If a utility does not become a LCS requestor, it must submit the required information to WisDOT[6] who will then enter the information on behalf of the utility. Whether a LCS request is modified or returned, WisDOT shall contact the utility directly to discuss revisions to the request and resolve any impending issues. For example, a planned project, planned event, oversize load, etc. may be affected by a utility's proposed lane closure schedule.~~

~~If a LCS closure or restriction is cancelled or needs to be modified (for example due to weather delays or the work taking longer than planned) <13>, the utility shall contact WisDOT's utility permit coordinator for review and approval of the proposed changes <14>. Once approved, the utility may make those inputs directly into LCS if it has requestor status <7>.~~

~~5 These permit have a 14-day lead time~~
~~6 The region utility permit coordinator, traffic supervisor, or a STOC representative will handle LCS requests~~

~~Once again, after the information is submitted in the LCS <7>, WisDOT will review the request <8>. If approved, the utility may implement the closure in accordance with the approved permit <10>. If the request is not approved, the utility and WisDOT shall determine what changes are needed for the notification <9a>, and then implemented <9b>, before repeating step <7>. If a utility does not have requestor status, it shall contact WisDOT[5] who will make the changes on behalf of a utility. If a modification is needed and the notification is less than the standard lead time needed, then a utility shall call WisDOT as soon as possible to make the change (even if the utility has requestor status).~~

~~If a utility has an emergency closure or restriction, it shall contact the State Traffic Operations Center at (800) 375-7302 as soon as possible. This number is not for public use.~~

~~4.4~~4.2 Utility Access to LCS

The LCS is a web-based system in which a utility ~~may become~~or utility representative must become a ~~LCS~~ requestor. This involves establishing a username and password from the UW Traffic Operations and Safety (TOPS) Laboratory, who maintains LCS for WisDOT. A requestor status means that a utility may enter the necessary information directly into the LCS~~ after a utility permit is approved~~. ~~WisDOT recommends that for large utility companies, one person should be responsible for obtaining the password, and then share it with the appropriate staff within the company.~~

WisDOT may assist ~~If~~ a utility if it does not have requestor status~~, it shall contact WisDOT who will enter the information on behalf of the utility~~. ~~WisDOT recommends that a utility become a requestor to minimize~~ However, a utility may experience work delays if WisDOT staff are not readily available when LCS information needs to be ~~processed~~entered into the system.

~~4.5~~4.3 LCS Compliance

If a utility fails to perform LCS notifications, then WisDOT may suspend a utility's work operations, revoke its permit, and/or withhold future approvals of other permits until the problem has been corrected to WisDOT's satisfaction.

5.0 Flagging Operations

Ensure that when performing flagging operations, flaggers are certified by a training program that meets the requirements outlined in the Wisconsin Flagging Handbook. WisDOT may restrict utility work for those portions of the project with deficient flagging operations or for using flaggers that are not certified. Follow the Handbook for the requirements on high-visibility safety attire.

6.0 Pedestrian Accommodations

If any proposed utility work will impact a pedestrian facility (Figure 1), make appropriate accommodations for all pedestrians, especially those who are visually impaired or must use a personal assistive mobile device (wheelchair, scooter, etc.), in accordance with the Americans with Disabilities Act (ADA) of 1990. Reference the Facilities Development Manual 11-50-31 for additional temporary pedestrian accommodation guidance. Use materials conforming to Standard Specifications *for Temporary Pedestrian Accommodations* Section 644.

Figure 1: Sidewalk work not meeting ADA requirements

Do not park vehicles, store materials, or place signs/devices on a pedestrian facility that remains open to the public (Figure 2). If a utility work operation will impact a pedestrian facility, submit a pedestrian traffic control plan with a permit application (see Standard Detail Drawing 15D-30) or develop a special plan if those drawings are not applicable.

Figure 2: Sidewalks blocked by vehicles, materials, signs, and devices

7.0 Suspension of Utility Operations

If the work zone traffic control part of a permitted utility operation is not being performed in accordance with this policy, a WisDOT representative[2] may suspend all utility work and:

- Remove all traffic control devices, or
- Add to, partially remove, and/or rearrange existing devices as needed to achieve a safe work area until WisDOT approves the utility work to resume.

The utility is responsible for all costs associated with either of the above items.

2 Includes WisDOT employees, consultants, county highway department personnel working under contract to perform WisDOT maintenance activities, and local law enforcement.

Attachment 1

Traffic Control Plan Worksheet~~WISCONSIN DEPARTMENT OF TRANSPORTATION~~

Prior to permit submittal:

1) ~~Have alternatives been i~~Investigate~~d~~ alternatives to eliminate the need for a closure~~?~~
2) Determine if there are any special events in the area
3) Determine if there is other work (WisDOT highway improvement or maintenance work) in the area
4) Determine:
   a) Roadway type
   b) Road users (vehicles, pedestrians, bicyclists) and potential impacts to them
   c) Work area needed including access to and from the work area
   d) Traffic volume
   e) Posted speed limit(s)
   f) Duration of the work
5) Select the appropriate layouts (diagrams) or standard detail drawings based on #3
6) Determine if ~~Portable~~ portable changeable message ~~boards~~ signs (PCMS~~Bs~~) ~~—~~are ~~they~~ needed, where should they be located, and~~, who controls,~~ what messages will be on them~~, where do we get additional PCMBs~~
7) Allow for buffer space free of obstructions
8) Determine if any modifications are needed to the typical layouts or standard detail drawings
9) Check decision Sight Distance(s) (D) in WZFM
10) Review the appropriate Index Chart at the start of each WZFM section. Review notes on all layouts and standard detail drawings.
11) Propose work hours that avoid peak traffic periods
12) Coordinate with mass transit if needed
13) Obtain permits from all affected road authorities

~~2)~~14) ~~Provide~~ Submit detailed work zone traffic control plans with the permit application

~~3)~~ **Before and During Project**

15) Determine if any ~~C~~coordination needed with the region communication's manager~~?~~
16) If possible, maintain access to intersections, parking areas, driveways, and mass transit
17) Contact the road authority if the work zone interferes with normal traffic signal operation in the area
18) Develop ~~C~~contingency plans
    a) Can the closure be removed quickly if there is an incident?
    b) If ~~the closure~~it cannot be removed quickly, is there an alternate (either signed or unsigned) route available?
    c) Who is responsible to stop work due to weather or an incident and how others will be notified?
19) ~~Description of Wisconsin~~Coordinate with law enforcement (State Patrol, County Sheriff, ~~WSP),~~ local) ~~law enforcement, and local agency communications that have occurred~~if needed for work zone support

During and After Project

20) Install signs and devices beginning with the first one the driver will see
21) Conduct a drive-through after all signs and devices are properly in-place. Check for problems, make modifications, and document as needed. Use the inspection checklist in Attachment 2 if needed.
22) Remove or cover signs and devices as soon as work is suspended or completed

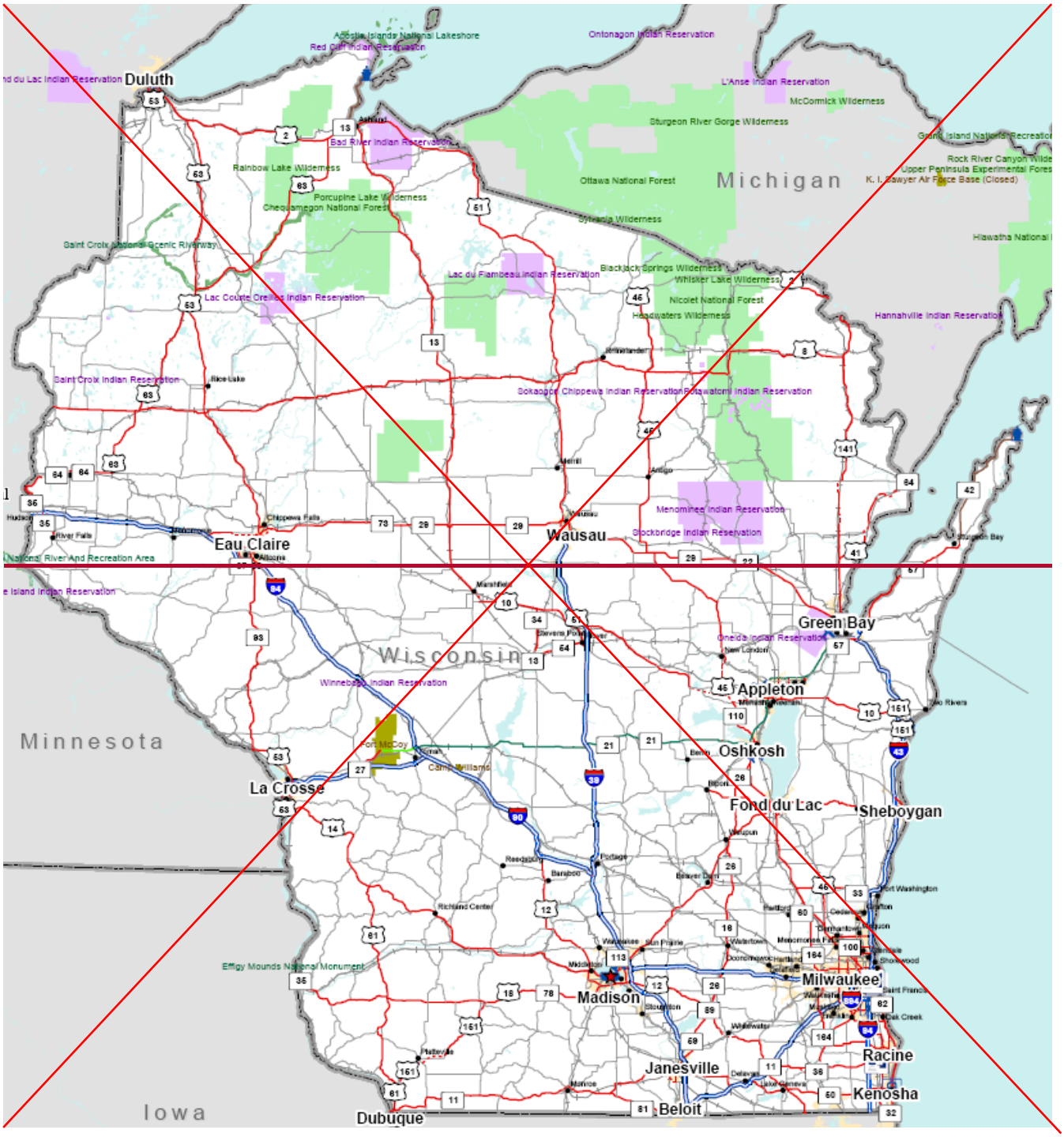
Attachment 2

~~*Corridors 2030 Map (below) /*~~*Sample Work Zone Inspection Checklist*

~~*List of Affected Highways by Region (next page)*~~

Permit Number:	Inspector Name:	Date:

	Item	Yes	No	Provide details for "Yes" answers
1	Was traffic observed to see if the work zone is functioning properly?			
2	Was the condition and orientation of signs and devices checked (see WZFM, Quality Standards)?			
3	Are any signs or devices missing or need repair?			
	Were all items replaced or repaired?			
4	Are any lights (bulbs, flashers, etc.) not functioning?			
	Were all lights replaced or repaired?			
5	Are any signs or devices improperly placed?			
	Were all positions corrected?			
6	Do any signs or devices need cleaning?			
	Were all items cleaned?			
7	Were any modifications needed to the work zone layouts (diagrams) or standard detail drawings?			
8	Provide any additional comments as needed:			


Duluth
Eau Claire
Wausau
Green Bay
Appleton
Oshkosh
Fond du Lac
Sheboygan
Milwaukee
Racine
Kenosha
Beloit
Janesville
Madison
La Crosse
Dubuque
Michigan
Wisconsin
Minnesota
Iowa
Ontonagon Indian Reservation
L'Anse Indian Reservation
McCormick Wilderness
Sturgeon River Gorge Wilderness
Ottawa National Forest
Bad River Indian Reservation
Rainbow Lake Wilderness
Porcupine Lake Wilderness
Chequamegon National Forest
Sylvania Wilderness
Lac du Flambeau Indian Reservation
Lac Courte Oreilles Indian Reservation
Blackjack Springs Wilderness
Whisker Lake Wilderness
Nicolet National Forest
Headwaters Wilderness
Hannahville Indian Reservation
Saint Croix Indian Reservation
Sokaogon Chippewa Indian Reservation
Potawatomi Indian Reservation
Menominee Indian Reservation
Stockbridge Indian Reservation
Oneida Indian Reservation
Winnebago Indian Reservation
Fort McCoy
Camp Williams
Effigy Mounds National Monument

List of Affected Highways by Region

Southwest	Southeast	Northeast
I39, I43, I90, I94, US 14, US 61, US 151, WIS 11, WIS 30 US 12, Rock NCL - I90/94 (Exit 85 Wis Dells) US 18, Cambridge - IA WIS 19, WIS 113 - US 151 WIS 26, I90 - Fond du lac SCL US 53, WIS 16 - CTH HD	I43, I94, I794, I894, US 12, WIS 24, WIS 100, WIS 145, WIS 190, WIS 241 US 14, Rock ECL - I43 WIS 11, I43 - WIS 32 WIS 36, WIS 11 - I894 US 41, I94 to Dodge SCL US 45, US 41/45 split - WIS 33 WIS 50, I43 - WIS 32	I43, US 41, WIS 441 US 10, Winnebago WCL - Oneida St US 10, WIS 114/USH 10 split - WIS 114 WIS 23, I43 - CTH P WIS 15, WIS 76 - US 41 WIS 21, US 41 - Leonard Point Roa WIS 29, US 41 - Brown WCL WIS 42, I43 - CTH Y US 45, US 41 (Oshkosh) - Winnebago NCL WIS 47, US 41 - CTH J (Appleton) WIS 57, Sheboygan SCL - WIS 23 (Plymouth) WIS 57, I43 (Green Bay) - Bayview Bridge (North Side @ Sturgeon Bay) US 141, Abrams - WIS 64 US 151, Fond du Lac SCL - CTH WH (Fond du Lac) WIS 172, US 41 - I43
North Central	**Northwest**	
I39, US 51, US 8, US 10, US 45, US 2/141, WIS 29 Bus 51:Rothschild Schofield Wausau Weston Whiting Plover WIS 13, Wis Rapids - US 2 WIS 34, Wis Rapids - US 10 WIS 54, Wis Rapids - I39 WIS 47, WIS 29 - Shawano SCL	I94, US 2, US 8, US 63 I535, 5th St (MP 1) to MN (Blatnick Bridge) WIS 13, Clark ECL - US 2 WIS 29, I94 - Clark ECL WIS 35, WIS 65 - I94 WIS 64, MN - US 63 WIS 93, Trempealeau SCL - I94 US 53, I94 - MN	

ECL = East County Line

WCL = West County Line

SCL = South County Line

NCL = North County Line

Attachment 3

Lane Closure System (LCS) Notification Worksheet

~~WISCONSIN DEPARTMENT OF TRANSPORTATION~~
~~Lane Closure System (LCS) Notification Worksheet~~Permittee will enter the data into the LCS

General Section:

1. Permit Number
2. General Description (brief description of the type of work)
3. County (Begin/End if different)
4. Highway/Direction
5. Primary Contact (WisDOT Regional Utility Permit Coordinator) *– Required*
6. Emergency Traffic Control Contractor Contact (name/number - 24 hour contact) *– Required*
7. ~~Secondary~~ Contractor Contact (~~other WisDOT contact names if applicable~~such as contractor or utility name/number) *– Required*
8. Law Enforcement Contact (if applicable)
9. Other Contact (~~such as contractor or utility name/number~~other WisDOT contact names if applicable)

Each Facility:

1. Facility Type (mainline, ramp, ~~bridge,~~ system interchange)
2. Closure/~~Restriction~~ Roadway Status (~~lanes/shoulders affected~~Full closure, Lane/shoulder closure, Flagging operations, One lane road, One lane road temporary signal, Moving lane closure, Rolling full closure)
3. Duration (daily/nightly, weekly, continuous~~, long term~~)
4. Begin/End Date
5. Begin/End Time
6. Begin/End Location
7. Oversize/Overweight Restrictions (height, width, weight restrictions if applicable)
8. Detour Route (if applicable)

~~Attachment 4: Lane Closure System (LCS) Notification Flowchart~~