

# All-Terrain Vehicle Temporary Traffic Control Requirements for Work on Trunk Highway Right of Way

*From the Office of Traffic, Safety & Technology; MnDOT; State of Minnesota*

**Version:** 1.0

**Effective Date:** 3/13/2017

**Approval:** Jay Hietpas, PE, State Traffic Engineer

## Standard Statement

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The Minnesota Department of Transportation (MnDOT) has established temporary traffic control requirements for the operation of All Terrain Vehicles (ATVs) as a work vehicle by employees, authorized contractors, and permittees to safeguard the traveling public and workers on the trunk highway right of way. These requirements also apply to Utility Task Vehicles (UTVs).

This is considered to be part of MnDOT's Traffic Engineering Manual, Chapter 8 - Temporary Traffic Control. It has been published separately to more effectively be referenced by other MnDOT Manuals, contract documents, and permit requirements.

## Reason for the Standard

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- [MN Statute 84.928](#) covers the operation requirements (including limitations) of ATVs and allows exceptions for road authorities to use ATVs within the right of way.
- Establish appropriate temporary traffic control requirements when ATVs are used for work within MnDOT right of way.
- Identify roles and responsibilities.
- Establish clear expectations for MnDOT employees, authorized contractors and permittees.

## Roles & Responsibilities

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**Individuals** (operating ATVs in MnDOT right of way for work)

- Follow the temporary traffic control and ATV operation requirements as listed herein.

**Supervisors** (supervising the use of ATVs in MnDOT right of way for work)

- Ensure employees are following the temporary traffic control and ATV operation requirements listed herein.
- Provide employees with the necessary equipment to perform their work in a safe manner.

- Are trained in the application of temporary traffic control as laid out in the latest edition of the [Temporary Traffic Control Zone Layouts Field Manual](#) (Field Manual).

#### **State Work Zone, Pavement Marking & Traffic Devices Engineer**

- Work with the Traffic Engineering Organization to modify the requirements as appropriate.

## **Applicability**

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These requirements apply to MnDOT employees, authorized contractors and permittees when using ATVs for work within MnDOT right of way.

## **Temporary Traffic Control and ATV Operation Requirements**

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As ATVs are smaller vehicles, not as easily seen by the driving public (even with beacons), additional traffic control treatments are necessary in certain conditions. Any work utilizing ATVs on or within 30 feet of the edge of traveled lane requires the use of the appropriate temporary traffic control measures from the latest edition of the [Temporary Traffic Control Zone Layouts Field Manual](#) (Field Manual) **and** additionally listed in this section. The use of the terms 'shall', 'should', and 'may' in this document follow the conventions of the Minnesota Manual on Uniform Traffic Control Devices (MN MUTCD).

ATVs will not be allowed for use between the hours of sunset and sunrise within 30 feet of a road open to the public (unless behind a barrier).

#### **Vehicular equipment**

- ATVs operated in the trunk highway right of way shall have a warning light mounted so that it is visible at all times from a height of 3.5 feet and from at least a 60-foot radius about the vehicle.
- The warning light shall follow MnDOT specifications for vehicle safety lights specified on the [Approved/Qualified Products List for Vehicle Safety Lights](#).

#### **Vehicle operation**

- ATVs should not travel against traffic on the shoulder. As with other motorized vehicles, ATVs should travel with traffic to find appropriate locations to turn around. If unable to find a safe location to cross over, the operator may travel against traffic on the shoulder for limited distances; however, the ATV should remain as far from traffic as safely possible. In addition, the driver should limit the speed of the ATV (typically 15 mph or less) as the tires are not designed for traveling at higher speeds on pavement.
- On freeways with greater than 20,000 ADT, ATVs shall not travel across traffic lanes to the median. On all other freeways, ATVs should not travel across traffic lanes to the median unless work is in the median.
- In the Metro District, no work within 30 feet of the edge of traveled lane is allowed from **6:00 AM to 9:00 AM** or from **3:00 PM to 6:00 PM**, unless authorized by Metro District Traffic Engineering [Work Zone & Pavement Marking](#) staff.

## Temporary Traffic Control

The following table identifies the appropriate layout from the Field Manual to use based on the road environment and type of work to be done. Additional or modified requirements are also indicated.

### Required Field Manual Layouts and Modifications

Condition	Layout	Comments
Freeway mobile operation; work on shoulder	Layout 1	May use single shadow vehicle as the protection vehicle
Metro District expressway and multi-lane; moving work on shoulder	Layout 1	May use single shadow vehicle as the protection vehicle
Non-Metro District multi-lane; moving work on shoulder	Layout 71 (modified)	Note 5 modified to "On roadways where decision sight distance is restricted and the equipment must encroach into the traffic lane routinely, a shadow vehicle should be used as shown."  ROAD WORK AHEAD or CREW AHEAD sign, if used per the notes, implement with plaque W7-3aP (up to 3 miles).
Two-lane, two-way road of greater than 1500 ADT; moving work on shoulder	Layout 71 (modified)	Note 5 modified to "On roadways where decision sight distance is restricted and the equipment must encroach into the traffic lane routinely, a shadow vehicle should be used as shown."  ROAD WORK AHEAD or CREW AHEAD sign, if used per the notes, implement with plaque W7-3aP (up to 3 miles).
Two-lane, two-way road of less than 1500 ADT; moving work on shoulder or in the lane	Layout 5	
Stationary work zone; work on shoulder or off shoulder	Layout 2	

## History

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Version	Description	Date
1.0	Initial publication	March 2017

## Contact

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