

Work Zone Safety Task Force Kick-Off Meeting Summary

Thursday, April 25, 2024

9:00 AM to 11:00 AM

HYRBID OPTION IN PERSON and TEAMS

Hill Farms State Office Building (4822 Madison Yards Way) ROOM S152/156

TEAMS Meeting: [Click here to join the meeting](#)

1. Sub-Task Force Report Out

a. New Products and Technology – Craig Hardy/Xiao Qin

- i. Truck mounted attenuator pilot. Working with Colorado DOT on this grant. The summer pilot at Ft McCoy has been delayed and a new date is in the works. Deadline for using this grant is March 15, 2025.
- ii. Mobile barrier truck (semi with long trailer on back that creates a barrier for workers to work inside of safely). There are three counties interested in pilots in Wisconsin. Trying to pilot the unit before it gets sold is challenging and will be looking to work with the universities for possible grant opportunities.
- iii. Digital speed reduction system (DSRS) implements digital speed limit signs in work zones when workers are present. Six projects will be using this in 2024 summer and if successful, implementation in future construction projects with daily/nightly work.
- iv. Extended WZDx to local roads through connected devices – using iCones/arrow boards that report to 511 and other third party navigation systems.

b. Education, Public Awareness and social media – Steven Theisen & Group

- i. Materials and coordination with Driver Education courses – public and private
- ii. Increased awareness of 511 Wisconsin for construction projects and travel info. Shared this year's short work zone PSAs. Pulled out on TV ads, as found radio is more effective and reaches people while on the road. Typically get 1000 placements/week with a 14-week campaign.
- iii. Coordination with media outlets to continually share work zone safety messaging. The goal is to develop a plan for media outlets to share with readers/listeners/viewers with a consistent message. Still deciding on type of content to share.
- iv. Increased communication with local communities and organizations about Work Zone Awareness Week, PSAs on construction safety tips, associated events, ramping up social media posts for summer to educate on work zones. Identify existing channels that will most likely take minimal resources as the current DOT created ads can be used.
- v. Understand neighboring states work zone safety messaging to consider consistent phrasing and/or possibly partner on some efforts.
- vi. Gas station displays – PSA videos. Group talked with both Kwik Trip and GSTV and both companies were willing to put together a contract to feature WZ safety media on fuel pumps, instore displays, instore radio and/or loyalty apps.

c. Training – Andy Heidtke/Mike Seifert

- i. "What's My Role?" Is to help workers recognize dangerous situations and know how to properly report them so it's addressed. Continuing to develop the deliverables for this initiative.
- ii. Proper Lane Channelization Devices and Setup. Identifying common issues seen in field and determining how to address this. Still identifying leaders/participants and deliverables for this objective.
- iii. Finding Standards & Requirements for Working on Wisconsin Highways and making sure users know where to find the information. Will continue to work on shaping this objective.
- iv. Proper High-Visibility Apparel Compliance and educating users on the requirements by providing proper literature and training.

d. Legislation and Statute Changes – Elise Nelson

- i. 30 minutes of Drivers Ed Curriculum – ACT 160. WTBA is working with WisDOT in the case that forthcoming www.workzonesafe.com online course could satisfy the new statutory requirement. Expected to launch in April.
 - ii. Safety Camera Legislation. Stakeholders waiting on memorandum of understanding from WisDOT to concur but believe legislation would've limited their abilities.
 - iii. Speed Safety Cameras. WTBA continues to work on Indiana model legislation enabling pilot for the use of speed safety cameras in four work zones per year. Current hold-up is due to using a "front photo".
 - iv. Diggers/Utility Relocate Statute – locates are taking too long or are inaccurate, so looking to improve the diggers hotline process.
 - e. Temporary Traffic Control – Josh Skarsten
 - i. Minimize Traffic through Work Zones, "Get In – Get Done – Get Out". Benefits to WZ safety through reduction in duration of project WZs and increased traffic diversions by reexamining design philosophies, public information, advanced roadway signing, increased alternate route options, update policies/tools, etc. Looking for candidate projects and need to convince management to implement.
 - ii. Project Design - Prioritize Safety for Contr. & Public. Project traffic control that prioritizes safety for industry as well as the public by finding a compromise between what's less intrusive for the public, efficient and cost effective for taxpayers and safer for workers and travelers alike. This can be done by policy changes and a change in minimally required design practices.
 - f. Law Enforcement and Speeds –Lt Edward Witkiewicz
 - i. Evaluate effectiveness of Aerial Speed Enforcement in Work Zones. Looking at including aerial speed enforcement in WZs in 2025 and include in mitigation contracts for longer term projects to be cost effective. This year it will be tested in the NW Region. One suggestion is to include county law enforcement line in the county maintenance agreements for the ability to add law enforcement presence more easily (contact WisDOT BHM). One comment was that Connecticut work zones all had a law enforcement presence.
 - ii. Use TRACS Data with LE activity and crashes with Dave Harvey for a few work zones to help determine problematic locations and prioritize where law enforcement is needed (would be done mid-project). Have tried this on SW Region Mega projects using Community Maps data.
 - iii. CMV Details in Heavy Truck Percentage Areas – one project in SW Region to help reduce CMV crashes through work zones using extra enforcement details throughout the project.
- 2. 2023 Work Zone Inspection Report Summary
 - a. Major items seen in 2023: short taper lengths in work zones, missing advance warning and arrow boards in lane shifts, need to maintain proper buffer space (no material storage or workers), need adequate clear zone (no equipment/material storage), not using decimals on signs, turn lanes missing signage/inadequate spacing, incorrect PPE, flaggers not have escape path or not holding paddle correctly or back to traffic, temporary rumble strips not set up properly, not providing temporary ped accommodations
- 3. Unsafe Behaviors in 2024 – make sure proper PPE is being worn and proper truck/trailer mounted attenuators are being used during work.
- 4. BTO Updates
 - a. 2023 MUTCD is being reviewed and the WisMUTCD is being created and will be ready for comments on August 30th.
 - b. 2025 Work Zone Field Manual is being redesigned with completion for fall 2024.
 - c. Moving to signal arrow board requirement in 2025 as likely moving towards connected devices and other neighboring states use one arrow board.
 - d. Piloting six projects in 2024 with digital speed reduction system.
 - e. Implementing connected work zone notification system (arrow boards & start/end location markers)

- f. Driveway Assistance Device (DAD) is being requested to experiment with hopeful interim approval in 2025.
 - g. BTO is working on temporary marking pilot to create better visibility of markings in nighttime wet conditions.
 - h. Piloting a version of audible pedestrian device to help with visually impaired pedestrians in work zones.
5. Next Steps
- a. BTO will plan to create a summary all proposed items by subtask groups and present to DOT Management to determine priority and funding going forward. An update will hopefully be provided in the next four months. Subtask groups should continue to work on refining their deliverables if still in draft form.

Work Zone Safety Task Force

MEETING #3

April 25, 2024
9:00 AM to 11:00 AM



Overview

- Sub-Task Force Report Out
- 2023 Inspection Report Summary
- Unsafe Behaviors
- BTO Updates



New Products and Technology

- ATMA Pilot
- WZDx Local Roads Pilot
- MBT-1
- Digital Speed Reduction System



New Products and Technology

Topic:	Autonomous Truck Mounted Attenuator
Objective: <i>(1 -3 sentences for description)</i>	Implementation of driverless service fleet vehicles to serve as attenuator/supply trucks in pavement marking operations for example. Where the service truck mirrors the activity of the painting truck in front of <u>it, and</u> provides protection for the traffic.
Chair or Leader:	Erin Schwark - WisDOT
Participants:	WisDOT Pilot with Kratos Truck, Juneau, Monroe, Columbia, Iowa counties at the Fort McCoy testing ground.
Description: <i>(Vision, projected benefits, background information, etc)</i>	<p>Driverless fleet vehicle.</p> <p>Web overview: Autonomous Truck Mounted Attenuator (ATMA) Kratos (kratosdefense.com)</p>  <p>The screenshot shows the Kratos website header with navigation links: ABOUT TECHNOLOGIES SYSTEMS & PLATFORMS PRODUCTS INVESTORS CAREERS CONSTELLATIONS Q. Below the header is a breadcrumb trail: Home > Systems & Platforms > Commercial Systems > Driverless Vehicle Solutions > Autonomous Truck Mounted Attenuator (ATMA). The main content area features a large image of an orange and white truck on a road, with the text 'Autonomous Truck Mounted Attenuator (ATMA)' overlaid. At the bottom of the image, there are links for 'Driverless Vehicle Solutions', 'High Mobility Ground Targets', 'ATMA', 'Leader Follower Platooning', and a 'Contact Us' button.</p>
Expected Duration:	Start Date: Summer 2024 End Date:
Deliverable: <i>(What will be produced at the end?)</i>	Legislative change recommendations Cons and Pros of operation.
Summary of Findings:	
Implementation Costs:	USDOT SMART Grant
Outcome:	

New Products and Technology	
Topic:	Extending the WZDx to Local Roads through Connected Devices
Objective: <i>(1 -3 sentences for description)</i>	Ongoing WisDOT grant received for WZDx Data Exchange regarding work on local roads to various notification platforms and 511 live feed .
Chair or Leader:	Erin Schwark
Participants:	Columbia and Waukesha counties.
Description: <i>(Vision, projected benefits, background information, etc)</i>	Working to integrate county work force work zones into the state 511 and other data feeds in real time; using location markers and connected arrow boards.
Expected Duration:	Start Date: 2023 End Date: March 2025
Deliverable: <i>(What will be produced at the end?)</i>	
Summary of Findings:	
Implementation Costs:	SMART Grant Stage 1
Outcome:	



New Products and Technology

Topic:	Mobile Barrier Truck MBT-1
Objective: <i>(1 -3 sentences for description)</i>	A new product development for creating a mobile work zone in multiple traffic lanes. Truck provides a barrier for workers to work inside of safely. Cost of \$500,000, functions in various work zone setups from electrical, signage, guardrail repairs, pavement buckles, traffic incidents, green sign repairs, etc.
Chair or Leader:	Hardy – Iowa County
Participants:	Dane, Rock, Columbia County Highway Departments collaborate on a pilot to implement.
Description: <i>(Vision, projected benefits, background information, etc)</i>	Expediates lane closure setups by reducing time on highway. Establish a <u>three county</u> pilot on IH 39/90 Columbia-Dane-Rock counties.
Expected Duration:	Start Date: Grant funding <u>dependent</u> End Date:
Deliverable: <i>(What will be produced at the end?)</i>	Pros and Cons of implementation. Identify situations of usage and timeframe for implementation, logistics; enhanced safety (barrier) for the work force.
Summary of Findings:	
Implementation Costs:	Unit cost if \$500,000 if acquired. Lease option for pilot could be less. Issues with finding a unit available to demo/pilot. Illinois Tollway and Dixon state offices have a unit, but neither will sign onto a pilot or lease agreement / willing to demonstrate on their facilities though.
Outcome:	



New Products and Technology	
Topic:	Digital Speed Reduction System (DSRS)
Objective: <i>(1 -3 sentences for description)</i>	Implementing digital speed limit signs in work zones when workers are present.
Chair or Leader:	Erin Schwark
Participants:	PDS – Construction sites in 2024 season.
Description: <i>(Vision, projected benefits, background information, etc)</i>	Placing digital speed limit signs to change from 55 mph to 70 mph when workers are present to raise awareness to the drivers of their speeds and make sure speeds are consistent through out the work zone. Limits worker exposure to go out and cover/uncover the speed limit signs.
Expected Duration:	Start Date: Spring 2024 End Date: Fall Summer 2024
Deliverable: <i>(What will be produced at the end?)</i>	Report with data including costs, effectiveness, speed data and feedback from construction staff.
Summary of Findings:	
Implementation Costs:	
Outcome:	



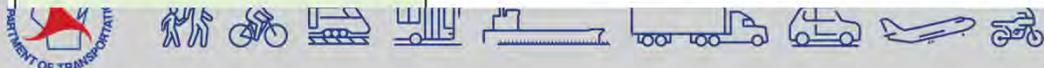
Education, Public Awareness and Social Media

- Materials and coordination with Driver Education courses – public and private
- Increased awareness of 511 Wisconsin for construction projects and travel info
- Coordination with media outlets to continually share work zone safety messaging
- Gas station displays – PSA videos
- Increased communication with local communities and organizations about Work Zone Awareness Week, construction safety tips, and associated events
- Understand neighboring states work zone safety messaging to consider consistent phrasing



Work Zone Safety Sub-Task Force – Education, Public Awareness, Social Media

Topic:	Media coordination regarding work zone safety
Objective: <i>(1 -3 sentences for description)</i>	Develop a communication proposal regarding work zone safety for media outlets to share with readers, listeners, and viewers. Develop and provide content consistent with the communication proposal for use by WisDOT and external partners.
Chair or Leader:	Steve Theisen
Participants:	Steve Theisen, Dan Malicki
Description: <i>(Vision, projected benefits, background information, etc)</i>	<p>Develop short videos and supplemental messages covering various work zone-related topics. Share work zone videos/content with local media outlets and others (e.g. – municipalities, counties, Travel Wisconsin) when work is occurring in their area so they may post on their content sites.</p> <p>Consider video length as 30 seconds (45 seconds max).</p> <p>Potential content/short video topics:</p> <ul style="list-style-type: none"> • How and why zipper merges work • 2015 Wisconsin Act 38 (illegal to use handheld phone in work zone) • “Know the signs” (i.e. – explaining commonly misunderstood work zone signage) • Obeying and exercising patience with flaggers and flagging operations • Expect the unexpected within work zones (changing conditions, equipment moving, different road surfaces, etc.) • Plan additional time for trips (refer into 511 site) • Move over/slow down for <u>workers</u> • Fines double in work zones – feature from State Patrol • Highlight aggressive driving habits that should be avoided (i.e. – “Are you an aggressive driver?”) <ul style="list-style-type: none"> ○ Driving on shoulder to pass <u>queue</u> ○ Lane/Shoulder blocking ○ Tailgating (play off tailgating at sporting events?) ○ Weaving ○ Speeding <p>Could reach out to construction staff and/or State Patrol – any situations/past experiences that should be highlighted?</p> <p>Projected increase in driver knowledge and awareness as safe drivers create safe work zones. The concept could also reduce driver confusion within work zones.</p>



Expected Duration:	Start Date: February 2025 End Date: November 2025 (Plan slightly before and through the primary construction season)
Deliverable: (What will be produced at the end?)	<ul style="list-style-type: none"> • Communication plan that includes work zone concepts to cover, how and where to post communications and media on WisDOT-maintained content pages, and guidance regarding content sharing with external partners. • Timeline to gather the photos/videos and produce the content. • Multimedia content to be posted by WisDOT and provide to external partner for use.
Summary of Findings:	Unknown at this time.
Implementation Costs:	Cost can vary based on WisDOT staff time and resources. Most content can be developed in-house through Office of Public Affairs. WisDOT has a partnership through Wisconsin Broadcaster Association.
Outcome:	Increased quality and quantity of messaging via WisDOT's social media channel and those of partnering organizations. Increased public knowledge regarding safe navigation of work zones and safe driving practices.



Work Zone Safety Sub-Task Force – Education, Public Awareness, Social Media

Topic:	511wi.gov outreach specific to work zone safe driving
Objective: <i>(1 -3 sentences for description)</i>	We want more people understanding the capabilities of 511wi.gov to see where there is work zone activity potentially impacting travel routes. We want people to better understand the roadwork layer and how that may differentiate from the way the major navigation apps are used in planning a trip. We have in-state and out-of-state audiences to consider. The goal of this outreach is ultimately the safety within an individual work zone – fewer crashes and incidents as well as worker safety. These efforts will parallel ongoing internal discussion on the 511 system itself looking more closely at user feedback and overall system quality.
Chair or Leader:	David Hunt
Participants:	Lucas Beckwith, Rachel Womack
Description: <i>(Vision, projected benefits, background information, etc)</i>	WisDOT has long encouraged motorists to “Know Before You Go” by visiting the 511WI.gov website before embarking on their travels. With the road construction season around the corner, this project would highlight 511WI.gov and highlight the features most relevant to safe navigation of a work zone. We want more people to be familiar with these tools for their own safety as well as the overall safety of the highway, the workers and the other travelers. Benefits of this project include familiarizing users with the features available on 511WI. Alert motorists to roadwork and encourage an alternate route. A reduction in traffic congestion. Encourage attentive and safe driving in work zones. Provide the latest roadwork information for all regions through the Construction Projects tab with weekly construction updates with an overview of the larger projects.
Expected Duration:	Start Date: Mid-April 2024 or ASAP End Date: Ongoing
Deliverable: <i>(What will be produced at the end?)</i>	Refreshing PSA material for radio and web. Summer travel guide one-pager, explaining the use of the construction layer. Website updates, including video PSAs and how-to's DMV electronic signage updates and graphics Information for Public Involvement meetings on projects. Rack cards/flyers for DMV Messaging specific to staff Continued discussion on possibilities and best practices for site improvement.



<p>Summary of Findings:</p>	<p>Summary of next steps:</p> <ul style="list-style-type: none"> • Draft language for 15/30 second radio spots talking about the importance of safe driving in work zones and the importance of using 511 • Draft concept for summer-travel guide, recruit help from WisDOT graphic artist • Identify opportunities for improved language and content on the web including the main WisDOT site as well as 511 site and the 511 construction pages, draft those materials • Determine feasibility for the following companion products: electronic signage within DMV centers, slides for staff use in presentations at Public Involvement Meetings, rack cards (including determination of printing budget) • Draft message for full staff to announce the PSAs upon publication • Determine external partners to assist in distribution (county highway, AAA, Tourism, other state DOTs) • Continue to work internally on possibilities to enhance and improve the current 511 user experience • Continue to explore for opportunities to refresh language and develop useful tip sheets, informational popup boxes and system layers that could include topics such as: Welcome to 511 WI / Layers Controls / Performing a Search / Viewing Content / My Routes. • Continue to explore other state 511 and travel information pages to determine best practices <p>IDOT - https://idot.illinois.gov/travel-information/roadway-information/work-zones.html MNDOT - https://511mn.org/ UDOT - https://prod-ut.ibi511.com/</p>
<p>Implementation Costs:</p>	<p>DTSD's annual work zone PSA contract with WBA is approved to cover 14 weeks of statewide radio and one week of promoted social media. Included also would be soft costs of staff time; PSA material would be built in-house. No budget is currently approved for external consult. Estimated cost for a run of 20,000 pamphlets is under \$1700; estimated cost for 20,000 rack cards is \$950. Budget is not currently approved for these materials.</p>
<p>Outcome:</p>	<p>The most direct and measurable goal would be to drive up 511 site visits, and ensure more people understand the tools available and how to use them. Further, we want to foster a healthy user relationship with the system where people feel not only welcome to explore the site, but also comfortable with providing feedback. Doing this is meant to have a positive and meaningful impact on the general culture of safe driving through the state. We want people to be equipped with the best information possible before they are on the roadway.</p>



Work Zone Safety Sub-Task Force – Education, Public Awareness, Social Media

Topic:	Gas Station Advertising of Work Zone Safety Messages
Objective: <i>(1 -3 sentences for description)</i>	Explore options for gas station retail media opportunities to increase public awareness for Work Zone Safety.
Chair or Leader:	Steve Theisen
Participants:	Steve Theisen (OPA) Matt Rauch (DTSD - BTO) Stu Heifetz and Mark Meissner (Kwik Trip) Maddie Heck (Gas Station TV)
Description: <i>(Vision, projected benefits, background information, etc)</i>	Gas Station media advertising can be an effective way to educate motorists on the importance of work zone safety. Four methods can be utilized for gas station media advertising: <ul style="list-style-type: none"> • Fuel dispenser videos (Kwik Trip and Gas Station TV) • Instore digital displays (Kwik Trip) • Instore radio (Kwik Trip) • Loyalty Activation (app messaging Kwik Trip) <p>Benefits to this method of media outreach are the ability to reach a lot of people directly using Wisconsin roads.</p>
Expected Duration:	Start Date: Contract times can be flexible. End Date:
Deliverable: <i>(What will be produced at the end?)</i>	Both Kwik Trip and Gas Station TV can provide flexibility to target the higher use gas stations or select gas stations within a geographic area. For example, a grouping of gas stations <u>in close proximity to a WisDOT majors project</u> (i.e., I-41 between Appleton and Green Bay) could be targeted. This would be an effective method to directly target motorists, as they refuel their vehicles.



Summary of Findings:

Both Kwik Trip and Gas Station TV can take WisDOT produced media messages to place in their systems. Both companies have media production capabilities, which can help write and produce the media advertising, if needed as well. There would be a nominal cost to do this.

A typical contract time is generally three months; however, this could be adjusted to be longer or shorter, depending upon funding.

Both companies have a good history of fuel dispenser usage and as a result, could provide the Department some good estimate of estimated costs.

Attached are files outlining the services of what each company could provide to the Department along with some cost estimates:



In addition, GSTV provided their overview deck – <https://view.highspot.com/viewer/659edec6ba7f5d2c69260d29> -- with government case studies on slides 18 and 19.

GSTV provided the following breakdown and clarified that they typically over-deliver on impressions as initially presented.

- Flight: 90 Days
- Targeting: top 100 stations (based on impressions) in Madison, Wisconsin Dells, Milwaukee and Green Bay
- Budget:
 - :15 | \$23,677 NET Cost | 1,315,363 Impressions
 - :30 | \$36,830 NET Cost | 1,315,363 Impressions

We also learned that DSP Bureau of Transportation Safety has implemented similar efforts for the Bobby Portis “Control Your Drive” campaign at gas station pumps.

Implementation Costs:

Both Kwik Trip and Gas Station TV utilize a CPM rate structure. CPM is the cost an advertiser pays for one thousand views or impressions of an advertisement.

Kwik Trip Costs:

- Fuel dispenser video - \$25.00 per CPM (for a 15 second spot)
- In-store radio - \$5.00 per CPM
- Digital display - \$5.00 per CPM

Gas Station TV Costs:

- Fuel dispenser video - \$25.00 per CPM (for a 15 second spot) or \$50.00 per CPM (for a 30 second spot)
- Gas Station TV has a \$20,000.00 minimum spend level.

Outcome:

Both companies are eager to work with WisDOT and could work with the Department on developing contracts that are specifically tailored to our needs.



Work Zone Safety Sub-Task Force – Education, Public Awareness, Social Media

Topic:	Increased communication with local communities, counties and organizations about Work Zone Awareness Week, construction safety tips, and associated events
Objective: <i>(1 -3 sentences for description)</i>	Identify best methods to communicate with counties, municipalities, traffic safety committees, industry partners (i.e., ATSSA, WTBA, etc.) and increase reach of work zone safety message.
Chair or Leader:	Steve Theisen
Participants:	Andi Bill Becky <u>Smudde</u>
Description: <i>(Vision, projected benefits, background information, etc)</i>	Develop a consistent approach to notify various groups about work zone safety messaging and WisDOT efforts to educate the public.
Expected Duration:	Start Date: April 2025 End Date: November 2025 Occur annually in March/April and share updates as needed.
Deliverable: <i>(What will be produced at the end?)</i>	WisDOT could leverage the existing database through UW TOPS Lab of towns, municipalities, <u>counties</u> and other stakeholders to be a conduit to sharing work zone safety messaging. The approach would greatly increase our communications with a consistent method. WisDOT Office of Public Affairs, in coordination with DTSD business area, would develop a packet of materials to share with the <u>aforementioned group</u> . Topics in the materials include work zone safety statistics, social media platforms/messaging, WisDOT work zone safety fact sheet, etc.
Summary of Findings:	Existing communication channels that WisDOT can use to maximize reach and consistent messaging.
Implementation Costs:	No expected cost beyond staff time and resources
Outcome:	Opportunity to share WisDOT materials and messaging on work zone safety, including Work Zone Awareness Week.

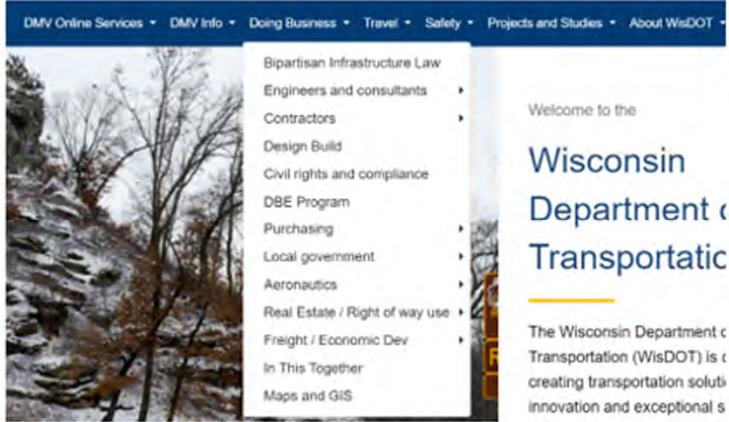
Training

- What's My Role
- Proper Lane Channelization Devices and Setup
- Finding Standards & Requirements for Working on Wisconsin Highways
- Proper High-Visibility Apparel Compliance



Training	
Topic:	Proper lane channelization devices and setup
Objective: <i>(1 -3 sentences for description)</i>	
Chair or Leader:	Identify
Participants:	Identify
Description: <i>(Vision, projected benefits, background information, etc)</i>	<ul style="list-style-type: none"> ○ <i>Maintenance, issues getting TTC contractors to fix deficiencies.</i> <ul style="list-style-type: none"> ▪ <i>Per Spec 643.3.1(8) Promptly restore traffic control devices damaged or disturbed within 2 hours of becoming aware of a deficiency.</i> ○ Intersections/driveway entrances TTC ○ Drums vs cones ○ Taper lengths ● Access to and from work areas <ul style="list-style-type: none"> ○ How to get in and out of the areas under construction without impacting traffic ○ How to design for it ○ <i>Ingress/Egress & leaving ramps open while paving through</i>
Expected Duration:	Start Date: End Date:
Deliverable: <i>(What will be produced at the end?)</i>	
Summary of Findings:	
Implementation Costs:	
Outcome:	



Training	
Topic:	Knowing where to find the standards and requirements for working on Wisconsin highways
Objective: <i>(1 -3 sentences for description)</i>	
Chair or Leader:	Identify
Participants:	Identify
Description: <i>(Vision, projected benefits, background information, etc)</i>	<ul style="list-style-type: none"> ○ Everyone, contractors, utilities, counties, and first responders  <ul style="list-style-type: none"> ○ <i>Would utility contractors be able to easily find where to go?</i>
Expected Duration:	Start Date: End Date:
Deliverable: <i>(What will be produced at the end?)</i>	
Summary of Findings:	
Implementation Costs:	
Outcome:	



Training	
Topic:	High-Visibility Safety Apparel (HVSA)
Objective: <i>(1 -3 sentences for description)</i>	Educate anyone working on Wisconsin roadways the requirements of high visibility safety apparel.
Chair or Leader:	Andy Heidtke & Mike Seifert
Participants:	Identify
Description: <i>(Vision, projected benefits, background information, etc)</i>	<p>Vision: Ensuring anyone who works on the ROW understands and complies with the high-visibility apparel requirements.</p> <p>Projected benefits: The more consistency we create on the roadway, the more drivers will identify the people on the roadway as workers. This will increase the visibility of workers in the ROW.</p> <p>Background information: There have been a significant number of workers observed not wearing the appropriate high-visibility apparel.</p>
Expected Duration:	Start Date: End Date:
Deliverable: <i>(What will be produced at the end?)</i>	Coordinated literature between the industry that can be shared at tailgate talks, safety meetings, etc.
Summary of Findings:	
Implementation Costs:	
Outcome:	

Training	
Topic:	What's my role?
Objective: (1-3 sentences for description)	Empowering workers to recognize dangerous situations and providing the workers resources to communicate the danger to the responsible party to affect change. See something, say something, do something.
Chair or Leader:	Andy Heidtke & Mike Seifert
Participants:	
Description: (Vision, projected benefits, background information, etc)	Allowing workers to feel that they can and should say something if they see something dangerous. How do workers recognize dangerous situations? Who do workers contact when they observe dangerous situations? How does the worker identify who to notify of the dangerous situation? How does the receiver respond to the concern of a dangerous situation? How is it ensured the dangerous situation was acted on? How is the action taken relayed back to the worker who reported it? How to ensure that the worker reporting the dangerous situation is rewarded and not punished for reporting the dangerous situation?
Expected Duration:	Start Date: End Date:
Deliverable: (What will be produced at the end?)	<p>Get the word out about this program.</p> <ol style="list-style-type: none"> 1) Identifying who should be contacted. <ul style="list-style-type: none"> • Identify a statewide clearinghouse for dangerous situations in work zones. 2) How long it should take for corrective action. <ul style="list-style-type: none"> • Within 24 hours. 3) Ensuring corrective action takes place. <ul style="list-style-type: none"> • Making sure someone is communicating with the complainant.
Summary of Findings:	
Implementation Costs:	
Outcome:	



Legislation and Statute Changes

- 30 minutes of Drivers Ed Curriculum – ACT 130
- Safety Camera Legislation
- Speed Safety Cameras
- Digger / Utility Relocates



Drivers Ed Curriculum

- 30 minutes of work zone safety in Drivers Ed Curriculum – ACT 160
 - WTBA is working with WisDOT in the case that forthcoming www.workzonesafe.com online course could satisfy the new statutory requirement.
 - Expected to launch in April



Speed Cameras

- Meanwhile, safety camera legislation that would've allowed for the installation of cameras in work zones for the purpose of recalling footage in case of an incident was abandoned because of the belief it could be accomplished without statutory change.
- Stakeholders waiting on memorandum of understanding from WisDOT to concur but believe the legislation would've limited their current abilities.



Speed Safety Cameras

- WTBA continues to work on Indiana model legislation enabling a pilot for the use of speed safety cameras in four work zones per year.
- The current hold-up relates to determining the necessity of a front plate photo in identifying commercial vehicle – a “front photo” of a vehicle may doom the bill with a Republican majority.



Diggers / Utility Relocate Statute

- That group of stakeholders (on all sides of the issue) will meet April 2 for the first time and are tasked with contributing their ideas for improvement of current Diggers/ utility locate statute.
- This item spurred the most conversation amongst today's attendees with echoes of frustration with the current process on all sides (too many locates, locates taking too long are inaccurate, etc.)



Temporary Traffic Control

- Minimize Traffic through Work Zones, “Get In – Get Done – Get Out”
- Project Design - Prioritize Safety for Contr. & Public



Minimize Traffic through Work Zones - Temporary Traffic Control (Work Zone Safety Task Force - TEMPLATE)

Topic:	Benefits to Work Zone Safety through reduction in duration of project work zones and increased traffic diversions.
Objective: <i>(1 -3 sentences for description)</i>	Apply an <u>Every Day</u> Counts approach to construction work zones. Maximize available working hours for contractors and reduce duration of project work zones. "Get In – Get Done – Get Out" <ul style="list-style-type: none"> - Promote traffic diversions and detours to maximize available work hours on projects open to through traffic with a byproduct of reduced risk of vehicle conflicts and vehicle/contractor conflicts. - Promote Road Closed to Through Traffic to reduce risk of vehicle conflicts and vehicle/contractor conflicts
Chair or Leader:	Kurt Flierl
Participants:	Kurt Flierl Tim McChesney Stephanie Leranath Tom Boyke WAPA/WCPA members
Description: <i>(Vision, projected benefits, background information, etc)</i>	Reexamine design philosophies to minimize traffic passing through work zones: <ul style="list-style-type: none"> - Benefits: reduced traffic within work zones reduces risk of safety concerns to workers and the travelling public - Designers should be encouraged to review potential alternatives to "traditional" traffic control and staging with the intent of achieving this Objective as described <u>above</u> - Recent adjustments to project working hours, detours, working widths have increased work areas and working hours resulting <u>in</u>: more work completed during daytime hours; reducing overall construction project duration; routing traffic away from workers/<u>workzones</u> – It is believed that these options increase safety within the work zone by reducing the exposure of workers to traffic.
Expected Duration:	Start Date: April 2024 End Date: October 2024
Deliverable: <i>(What will be produced at the end?)</i>	TMP Training – Tools Available – Public Information, Advanced Roadway signing, Assessment of alternate routes..... Design Alternatives – close side roads, Improved signal timing, limit turning movementsto facilitate through traffic.
Summary of Findings:	
Implementation Costs:	
Outcome:	

Project Design - Prioritize Safety for Contr. & Public - Temporary Traffic Control (Work Zone Safety Task Force - TEMPLATE)

Topic:	Project traffic control design that prioritizes safety for industry as well as the public
Objective: <i>(1 -3 sentences for description)</i>	Find a compromise between what's less intrusive for the traveling public, efficient and cost effective for the State's taxpayers (including industry and the public), and, most importantly, safer for workers and travelers alike.
Chair or Leader:	Tim McChesney and Andy Bakker
Participants:	Tim McChesney, Andy Bakker, Cara Abts, Lucas Beckwith, Randy Franks, Jason Guerts, Craig Hardy, Luke Haun, Chad Hines, Kathy Jennings, Ben Johnson, Rebeca Klein, Ryan Klopf, Nick Lewitzke, Dan Malicki, Erik Nilson, Xiao Qin, Mike Seifert, RJ Tilleman, Van Walling
Description: <i>(Vision, projected benefits, background information, etc)</i>	<p>Vision: Implementing effective processes and efficient work zone design to equally prioritize work zone safety for the contractor and traveling public.</p> <p>Projected benefits:</p> <ul style="list-style-type: none"> ○ DOT, Contractors, Engineers – working together for improved safety. ○ Increasing safety and reduce cost of work zones by minimizing their duration through optimizing work zone utilization. ○ Reducing risk – reduce closures, separate traffic, increase education of designers & planners. ○ Implementing requirements for utility restoration prior to paving projects ○ Reducing multiple operations during construction ○ Implementing one-way lane closures instead of using flaggers (Or short duration full closures) ○ Combining projects in consolidated work zone footprints during planning
Expected Duration:	Start Date: <u>2.01.2024</u> End Date: 2.01.2025
Deliverable: <i>(What will be produced at the end?)</i>	<ul style="list-style-type: none"> ○ Eliminate waste in staging to reduce changes and save time on construction duration. ○ Avoid using "minimum" distances (MUTCD). ○ Adding guidance in SDDs, etc., to highlight the need to avoid minimums. ○ Policy changes, new SDDs. ○ Stronger work plan language from utilities to work under same umbrella. ○ Applications of smart work zone technology and new products to increase safety. (E.g., temp rumble strips, auto flaggers).
Summary of Findings:	
Implementation Costs:	
Outcome:	



Law Enforcement and Speeds

- Aerial Speed Enforcement with NW Region
- TRACS Data with LE activity and crashes with Dave Harvey for a few work zones
- CMV Details in Heavy Truck Percentage Areas – one project in SW Region



Law Enforcement and Speeds

Topic:	Evaluating the Effectiveness of Aerial Speed Enforcement in Work Zones
Objective: <i>(1 -3 sentences for description)</i>	Determine if aerial speed enforcement is effective in work zones to reduce driver speed and reckless driving.
Chair or Leader:	Sgt Brandon Gray
Participants:	Erin Schwark, Ed Witkiewicz, TB
Description: <i>(Vision, projected benefits, background information, etc)</i>	Look at including Aerial Speed Enforcement in work zones in 2025, include in mitigation contracts. Need to consider if temporary signs should be placed and how we get markings include in plans in design.
Expected Duration:	Start Date: April 2024 End Date: September 2024
Deliverable: <i>(What will be produced at the end?)</i>	
Summary of Findings:	
Implementation Costs:	
Outcome:	Safer work zones with better speed compliance and less reckless driving.



TRACS Data	
Topic:	TRACS Data with Law Enforcement Activity and Crashes
Objective: <i>(1 -3 sentences for description)</i>	Review TRACS data which is from law enforcement and overlay crashes to help prioritize law enforcement activity in work zones. Determine problematic locations and prioritize where law enforcement is in work zones and determine effectiveness.
Chair or Leader:	TBD
Participants:	TBD
Description: <i>(Vision, projected benefits, background information, etc)</i>	The idea would be to look at a few work zones in 2024 to determine if adding law enforcement to hot spot areas improves work zone safety. It can also help prioritize hours of law enforcement and locations where they should be in the work zones.
Expected Duration:	Start Date: Summer 2024 End Date: Fall 2024
Deliverable: <i>(What will be produced at the end?)</i>	
Summary of Findings:	
Implementation Costs:	
Outcome:	Better use of law enforcement resources in work zones.



CMV Details	
Topic:	CMV Details in Heavy Truck Percentage Area
Objective: <i>(1 -3 sentences for description)</i>	Reduce CMV crashes in work zones through extra enforcement details throughout the project.
Chair or Leader:	SW Region DSP
Participants:	TBD
Description: <i>(Vision, projected benefits, background information, etc)</i>	CMV Details were included on one SW Region construction in 2024. The region will evaluate the effectiveness and look at the number of CMV crashes the project had at the end of the season.
Expected Duration:	Start Date: Summer 2024 End Date: Fall 2024
Deliverable: <i>(What will be produced at the end?)</i>	Summary of CMV Details, number of hours and summary of CMV crashes in the work zone.
Summary of Findings:	
Implementation Costs:	
Outcome:	



2023 Work Zone Inspections

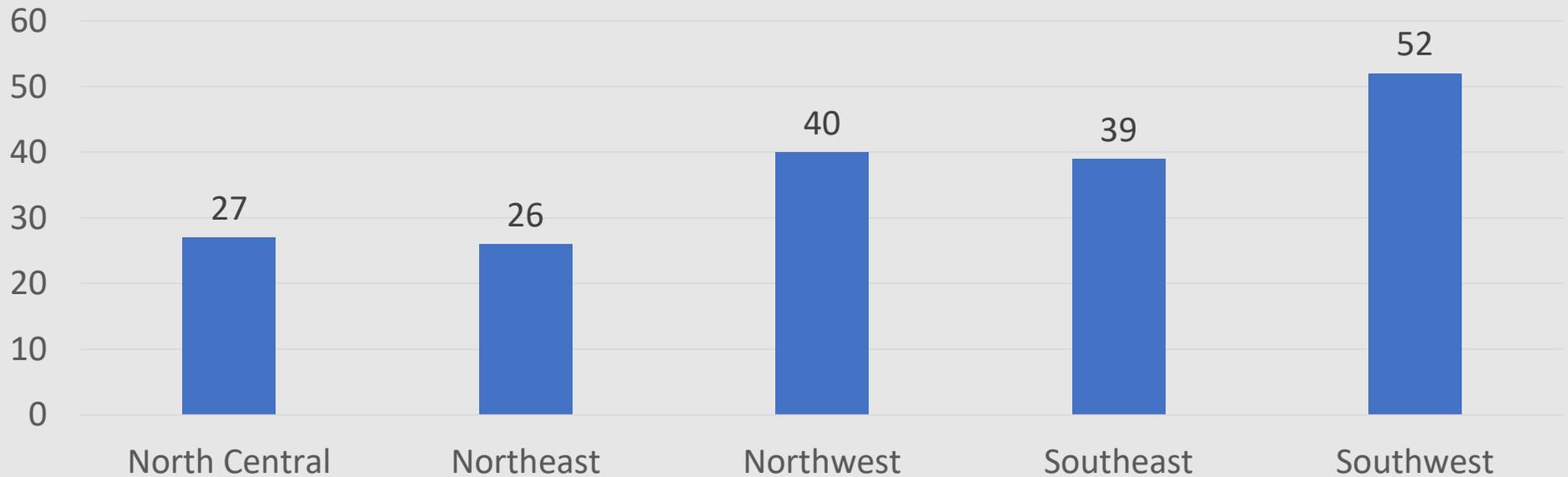


2023 Work Completed By

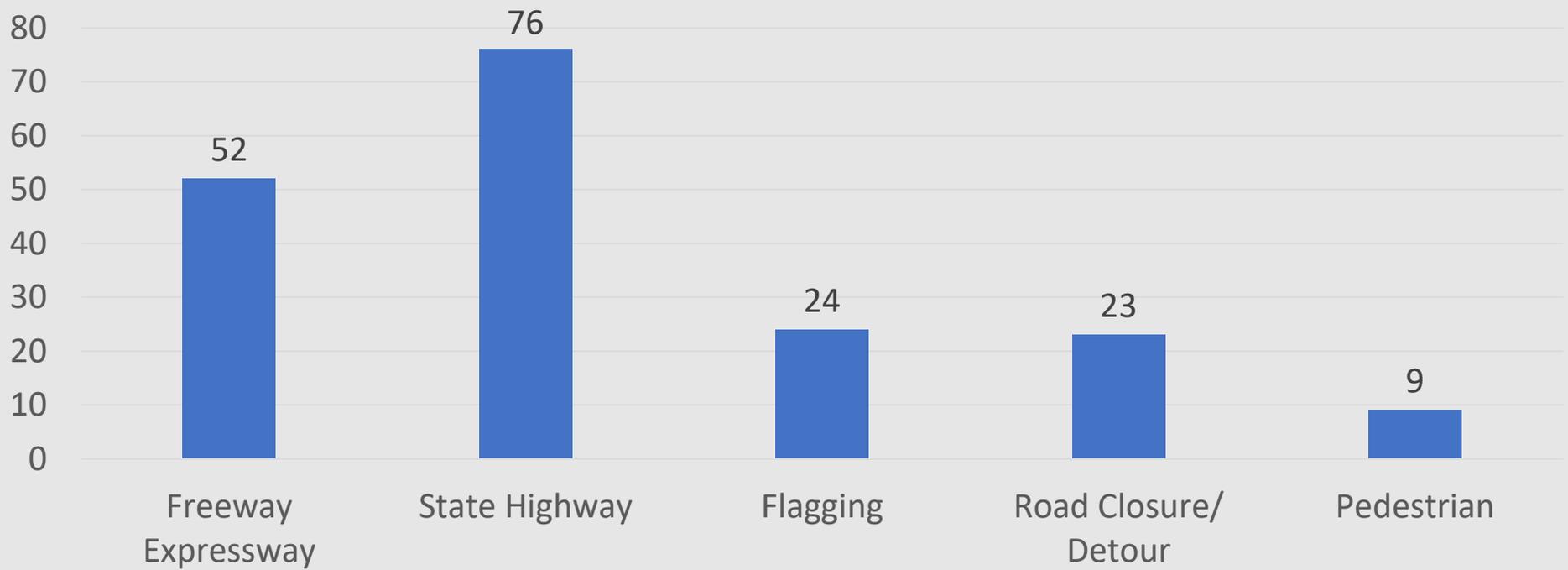
Work	Total
Contractors	153
Counties	14
Utilities	16
Total	183



2023 Inspections per Region



2023 Inspections per Type



Taper Length

- Short lane closure tapers



Taper Length

- Lane Closure Taper Lengths:

- Undivided/Non-Freeway/Expressway

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	TAPER LENGTH (12 FT. LANE) (L) FEET
25	125'
30	180'
35	245'
40	320'
45	540'

- Freeway/Expressway

— L, TAPER —
50 MPH - 600'
55 MPH - 660'
60 MPH - 720'
65 MPH - 780'
70 MPH - 840'



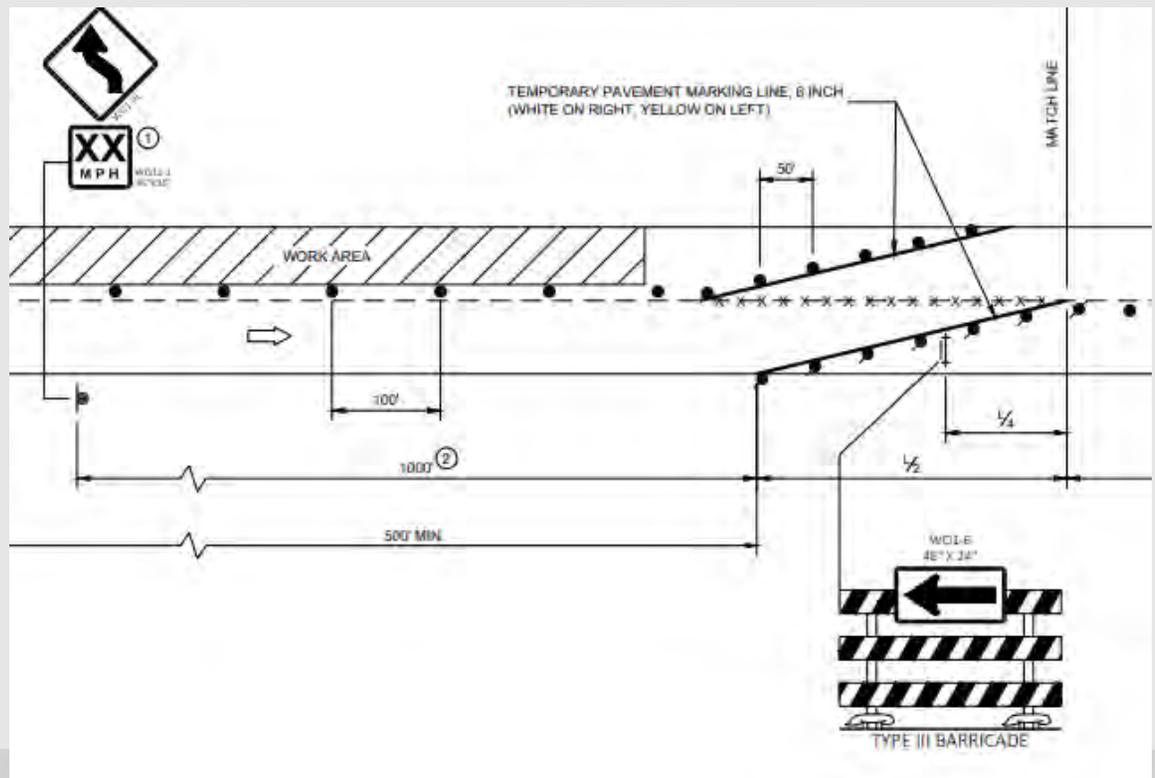
Lane Shifts

- Arrow boards usage
- Missing advance warning signage



Lane Shifts

- Single Lane Shift
 - SDD 15d40
- Multiple Lane Shift
 - SDD 15d41



Buffer Space

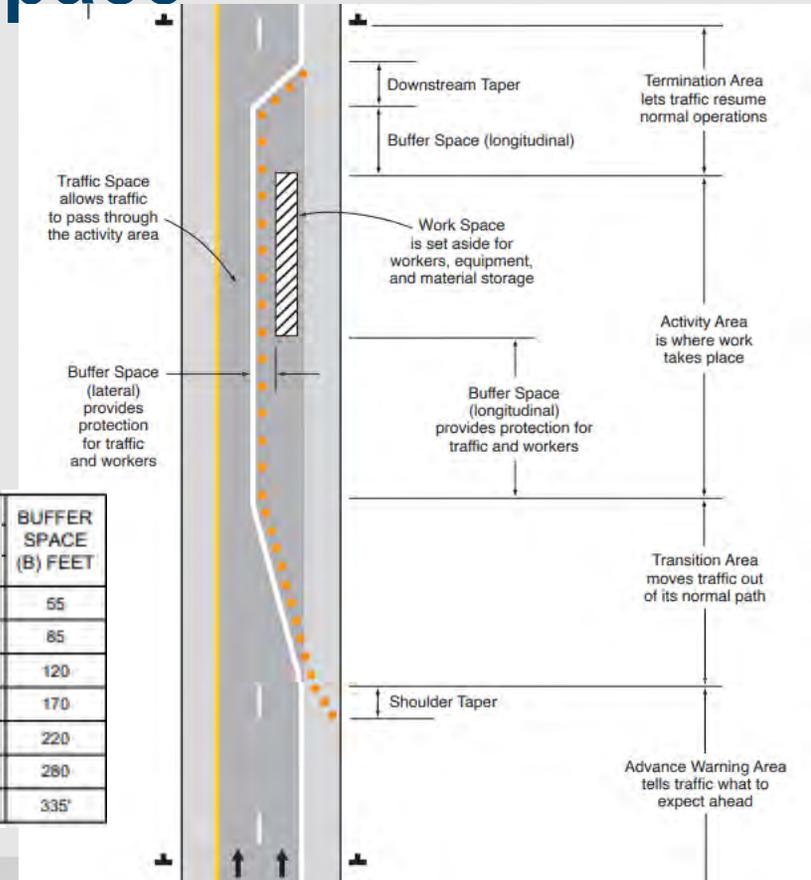
- Do not
 - Work within
 - Park vehicles within
 - Park equipment within
 - Store material within
- Separates road user flow from work space or an unsafe area
- Recovery space for errant vehicle



Buffer Space

- Required for:
 - Lane closures
 - Lane shifts
 - Shoulder closures
- Space required:
 - Freeway/Expressway:
 - 500' min – 800' desirable
 - Undivided/Non-Freeway/Expressway:

POSTED SPEED LIMIT PRIOR TO WORK STARTING (MPH)	BUFFER SPACE (B) FEET
25	55
30	85
35	120
40	170
45	220
50	280
55	335'



Clear Zone

- Material storage
- Equipment storage
- Concrete Barrier Temporary Precast
 - Don't place material directly on backside
 - Don't place tools on top of or lean them on temporary concrete barrier



Temporary Pavement Markings

- Width of marking on most projects in 2024 will be **6-inches**
 - **Prior was 4-inches**
- **2023 temporary marking data results**
 - **~3-inches reflective width average**



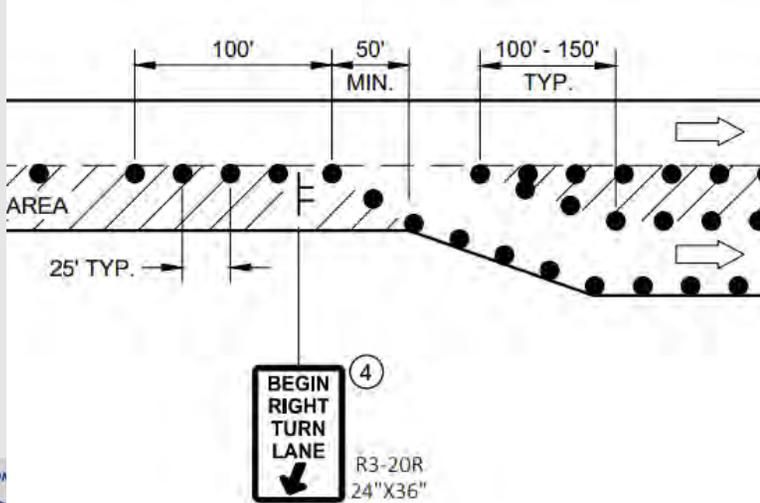
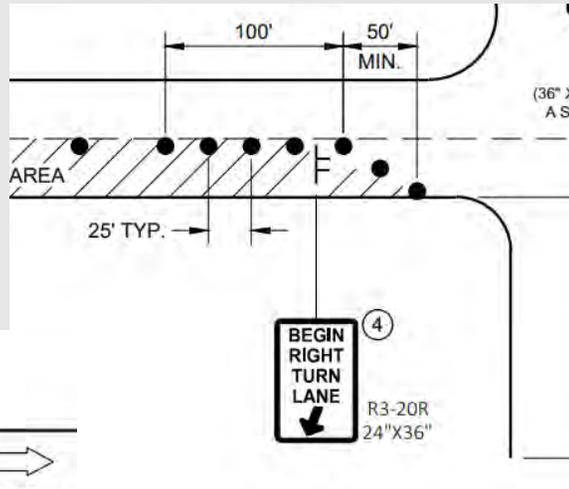
Signs with Decimals

- Use fractions instead
- Comment in plan reviews



Turn Lanes

- Missing signage
- Device spacing



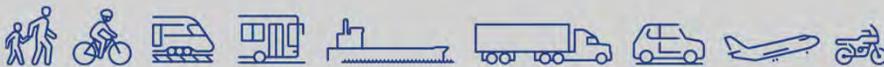
④
BEGIN
RIGHT
TURN
LANE
R3-20R
24"X36"



High Visibility Apparel

- **Required by WMUTCD Section 6D.03**

- All workers within the right-of-way who are exposed either to traffic (vehicles using the highway for purposes of travel) or to work vehicles and construction equipment within the TTC zone **shall** wear high-visibility safety apparel that meets the Performance Class 2 or 3 requirements of the ANSI/ISEA .



Flagging

- No escape path
- Flagger not holding paddle
- Back to traffic



Flagging



Temporary Portable Rumble Strips

- Spacing
- Shifting



Temporary Pedestrian Accommodations

- Installation
- Make sure pathways are clear and have minimum 4 foot width
- Reestablished disturbed accommodations as soon as possible
- Don't park equipment/material on open sidewalk
- 1/4" max vertical joints
- 1/2" max horizontal joints



Temporary Pedestrian Accommodations



Unsafe Behaviors in 2024



BTO Updates

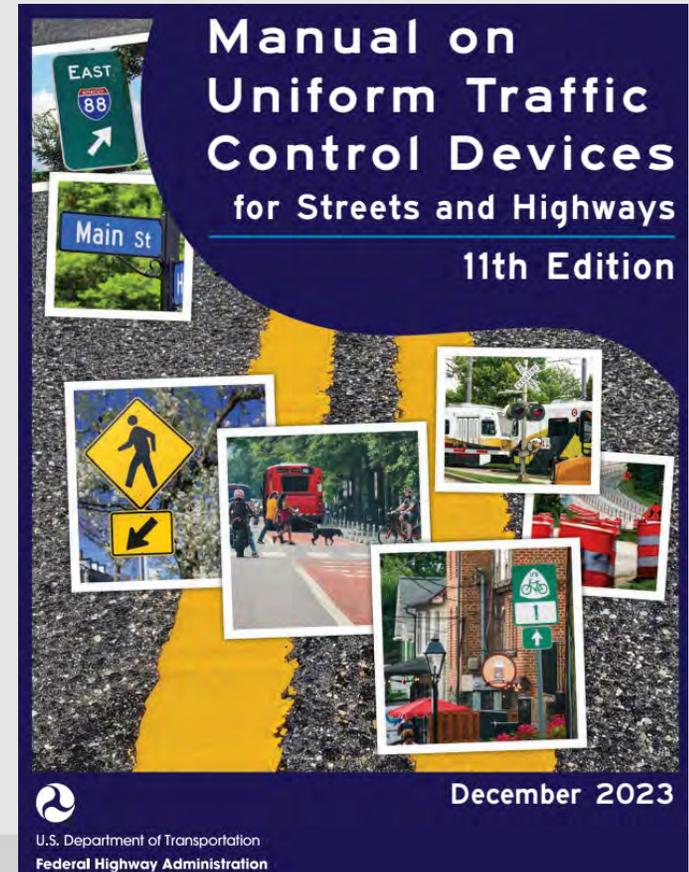


WisMUTCD Update

• Review Timeline

August 30	WisDOT internal Standing Committees complete first draft of WMUTCD WisDOT sends WMUTCD draft to locals for 60-day comment period: <ul style="list-style-type: none">- County Highway Commissioners- Wisconsin Towns Association- League of Municipalities- ITE Wisconsin Public Agency Council- Wisconsin Railroad Officials- UW Transportation Information Center- Federal Highway Administration
October 30	End of 60-day comment period, WisDOT summarizes comments
November	Standing Committees review/update WMUTCD
January 2025	WisDOT makes final changes to WMUTCD gets approval within WisDOT
February 2025	Submit WMUTCD to FHWA Division Office for final review to ensure substantial compliance to the 11 th edition of the MUTCD.
March 2025	Adopt WMUTCD
March 2025	Publish & release WMUTCD on the Internet

- <https://wisconsindot.gov/dtsdManuals/traffic-ops/manuals-and-standards/wmutcd/2023timeline.pdf>



Work Zone Field Manual 2025

- Redesigned for 2025 in house
- Needed to recreate entire manual
 - It will be sent out for review
- Adding distance charts to layouts
- Eliminating back fold out
- Adding new layouts
- Updates look
- Completion for fall of 2024
- Training expected for fall/winter



General Provisions
Pages 3-34

Low Volume
Pages 35-40

Two-Lane Two-Way
Pages 41-72

Two Way Left-Turn Lane
Pages 73-80

Multi-Lane Undivided
Pages 81-90

Multi-Lane Divided
Pages 91-124

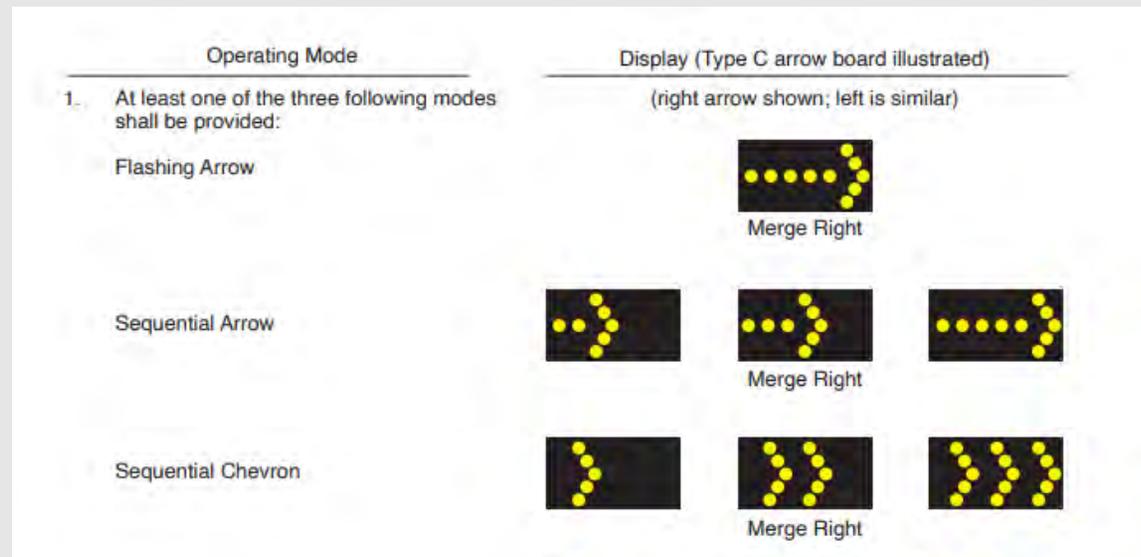
Misc Layouts
Pages 125-140

Quality Standards
Pages 141-154



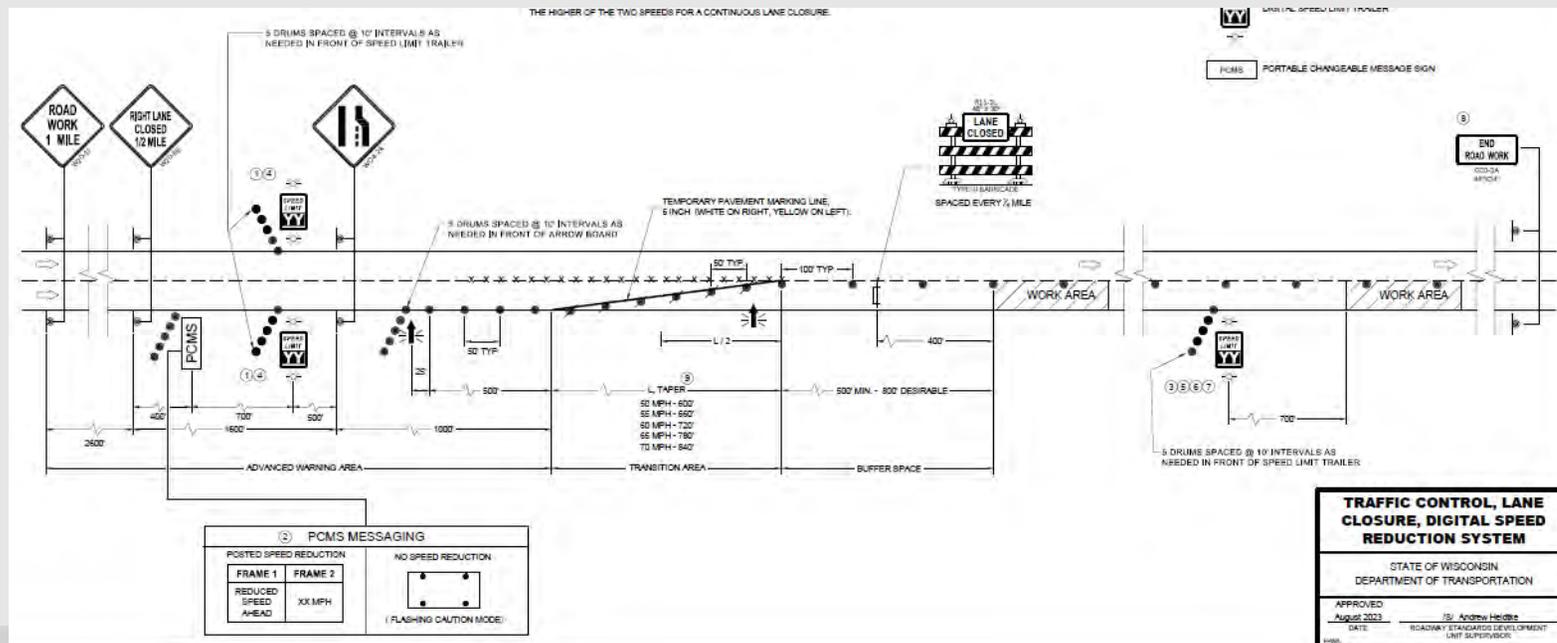
Single Arrow Board Requirement – 2025

- Starting in 2025, only one arrow board will be required for lane closures
- Arrow Pattern Updates



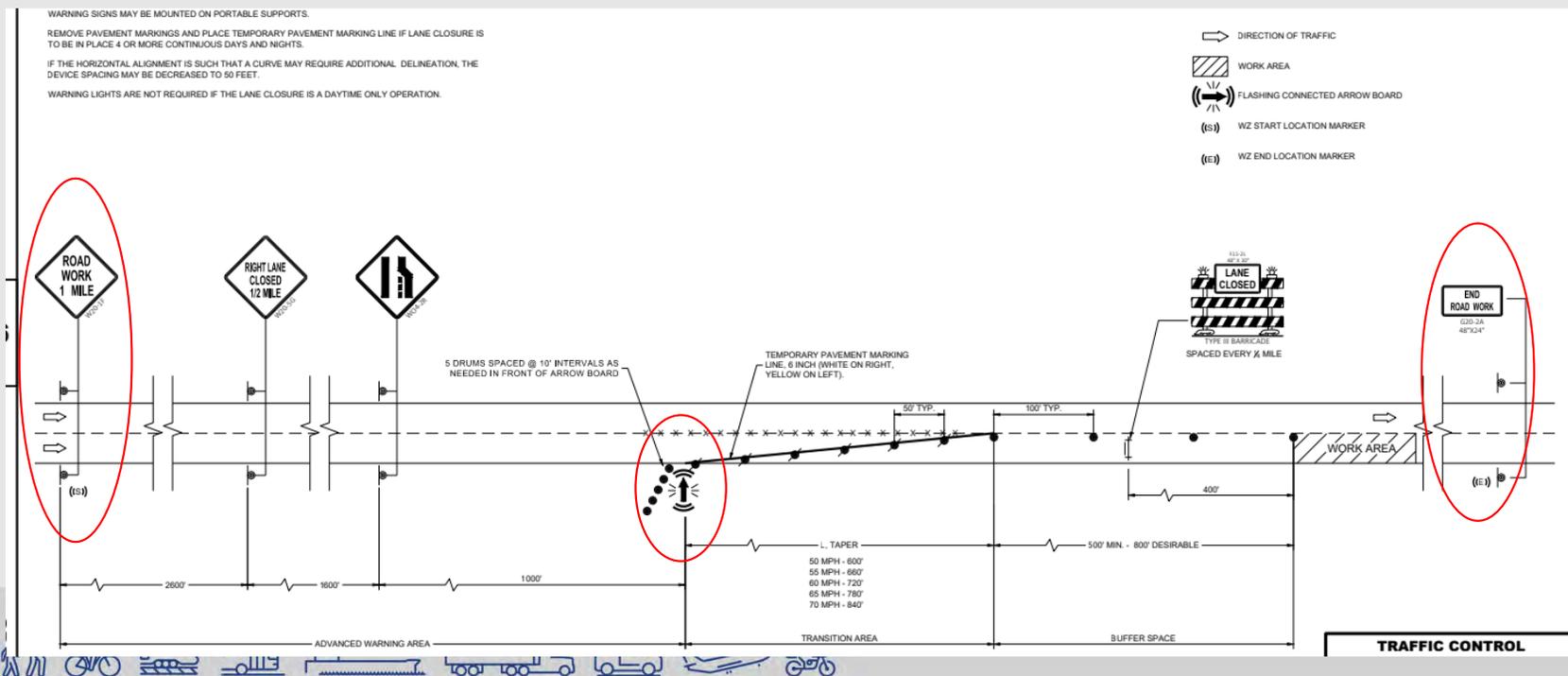
Digital Speed Reduction System

- Changing the speed limit remotely per Temp Speed Declaration
- Pilot on 6 projects in 2024



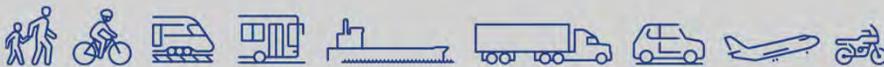
Connected Work Zone Notification System

- Connected Arrow Board and WZ Start/End Location Markers

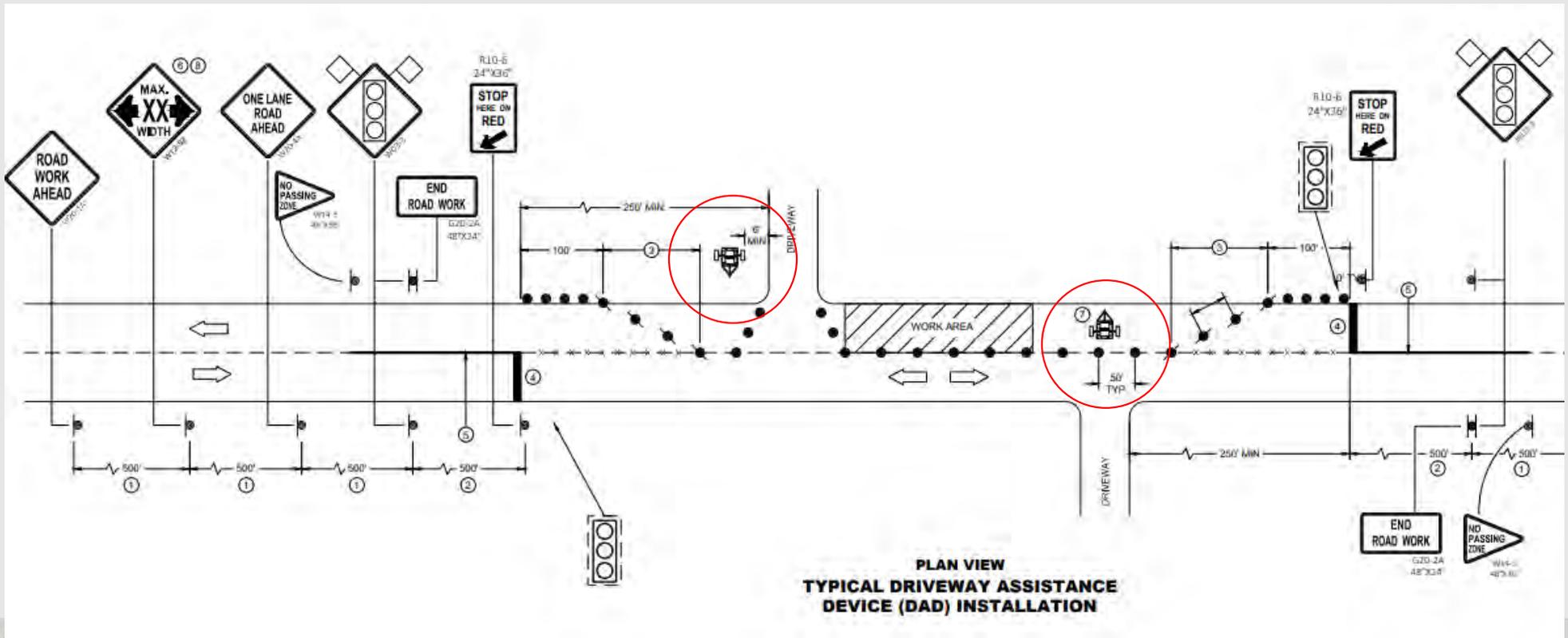


Driveway Assistance Device (DAD)

- Reduces temporary signal phase time in a one lane, two way configuration
 - Uses FYA to direct drivers which way to turn
- Placed at driveways instead of signals
- Requires a request for permission to experiment from FHWA
 - 4 projects in NC
 - 2 project in NW
- Possible Interim Approval in 2025



Driveway Assistance Devices – DAD's



Temp Marking Pilot

- Goal: create better visibility of our markings in nighttime wet conditions
 - Piloting a high build wet reflective paint
 - Looking at piloting a wet reflective epoxy
 - Looking into the adhesion of the temporary tape products



Audible Pedestrian Devices Pilot

- Piloting a version of these on a project in the SW region starting in May
- We will be having another product to pilot on a different project
- This will help WisDOT be compliant for visually impaired individuals who cannot read signs



Questions? Comments?

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414-313-6841

