

Work Zone Safety Task Force Update

WTBA/WisDOT Contractor Engineer Conference

January 17, 2025
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WisDOT - BTO



Overview

- Crashes
- Work Zone Safety Task Force
- Work Zone Inspections
- New Items



Total Number of WZ Crashes/Year

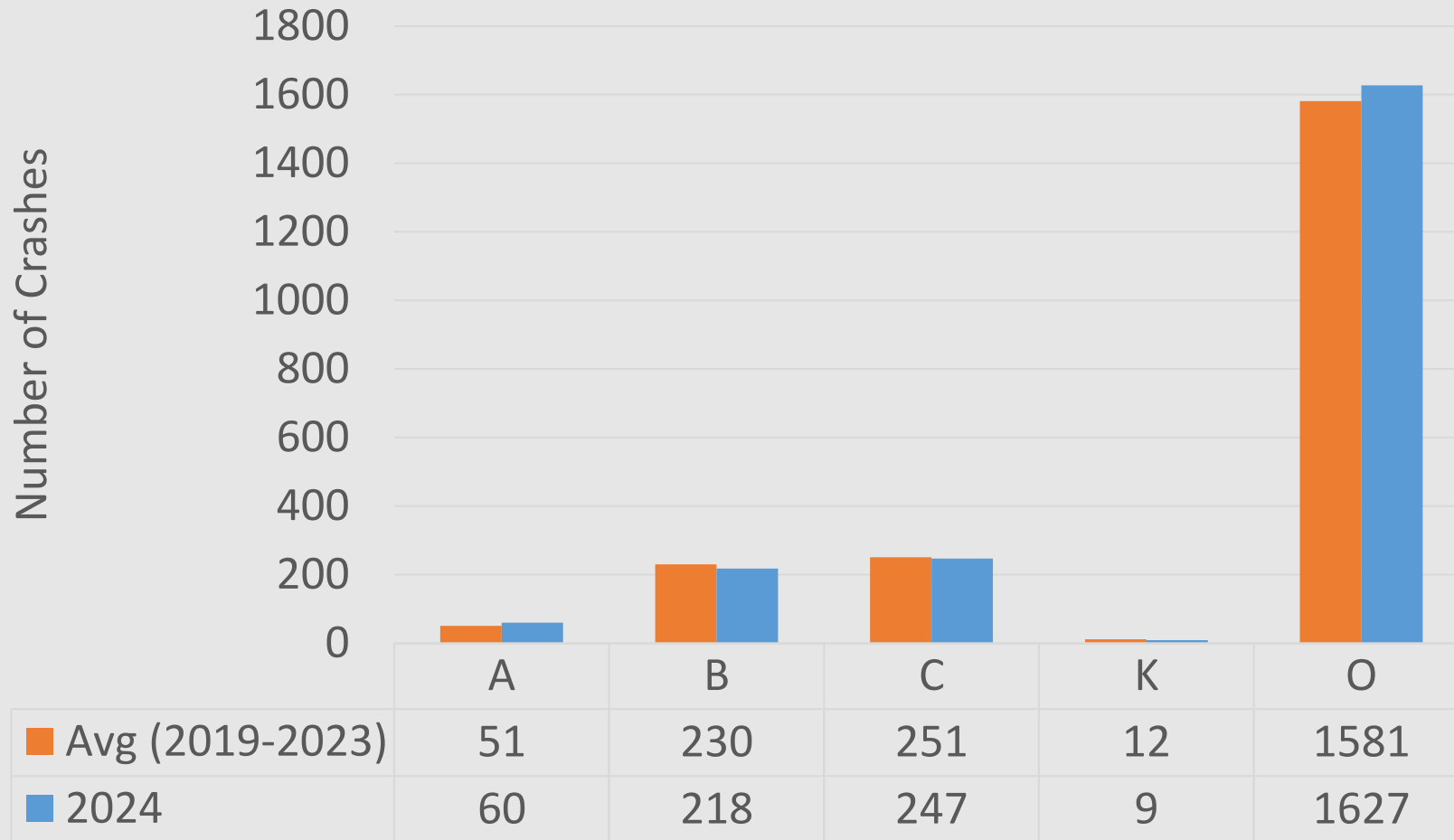


Year	Total Number of Crashes
2020	1794
2021	2172
2022	2013
2023	2168
2024	2161
Avg (2019-2023)	2124



*2024 Data is Preliminary. Data does not include parking lot or private property crashes.

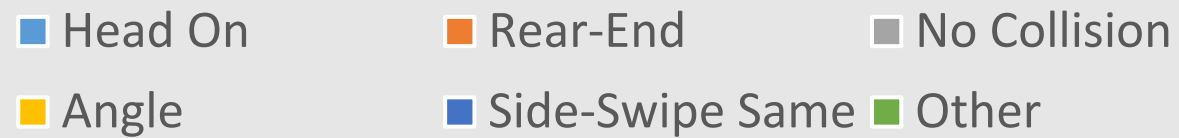
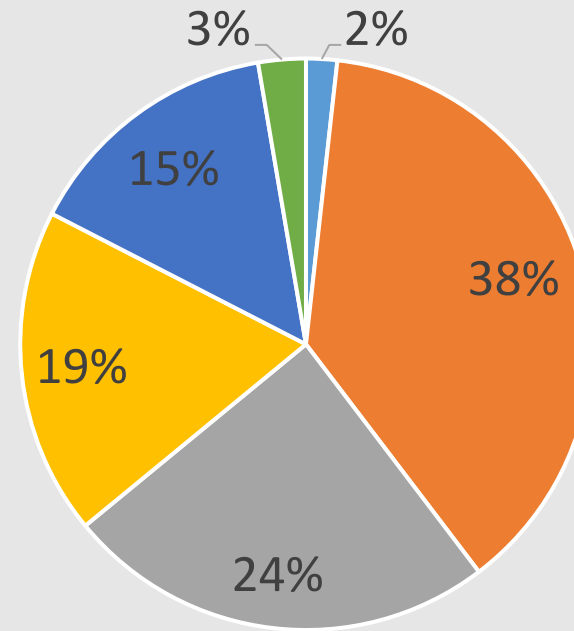
2024 WZ Crash Severity



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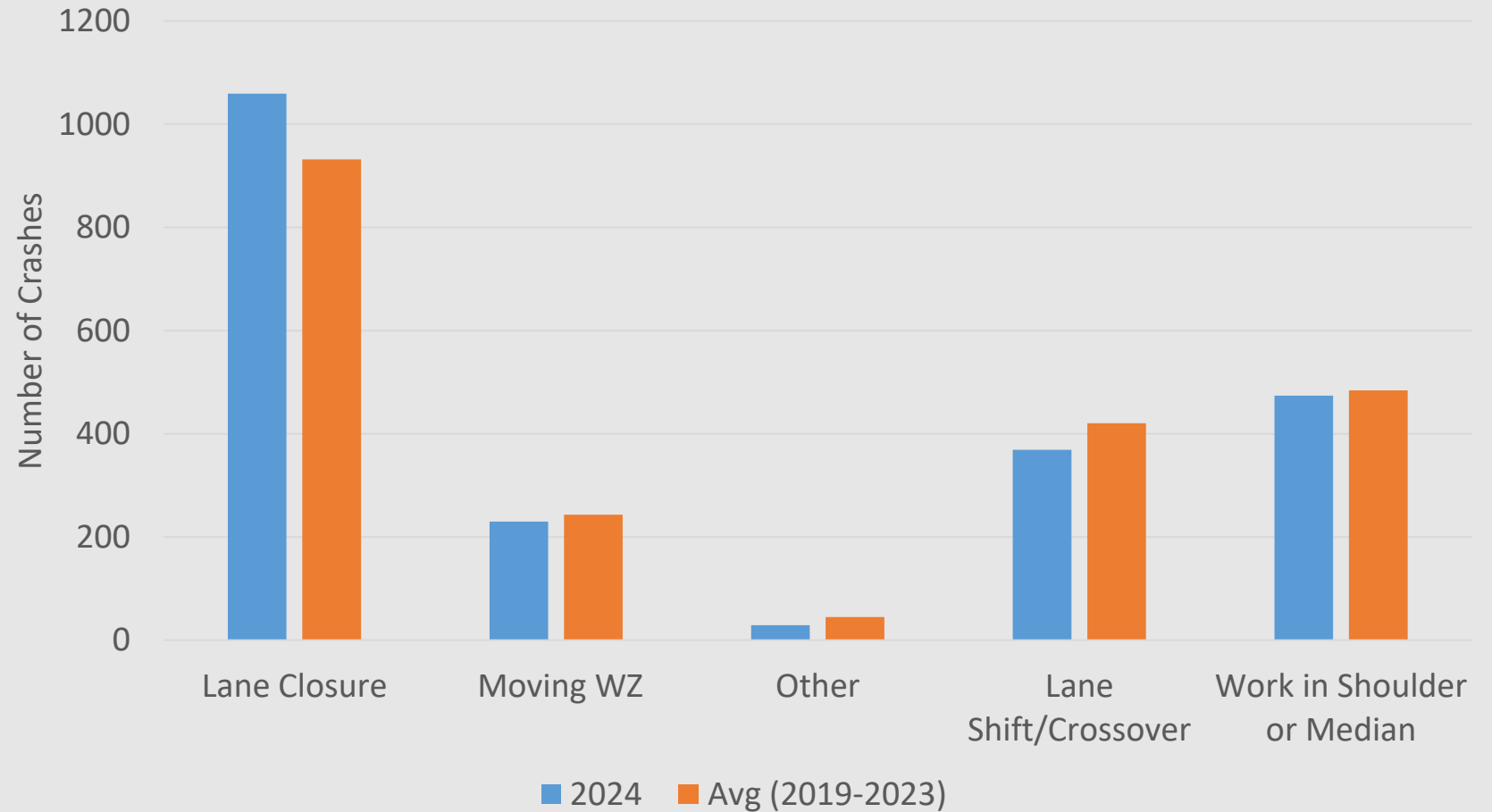
2024 WZ Crashes by Manner of Collision

<u>Manner of Collision</u>	<u>19'-23'Avg</u>
Rear-end	36%
No Collision	29%
Angle	16%
Sideswipe Same	14%
Head On	2%
Other	3%

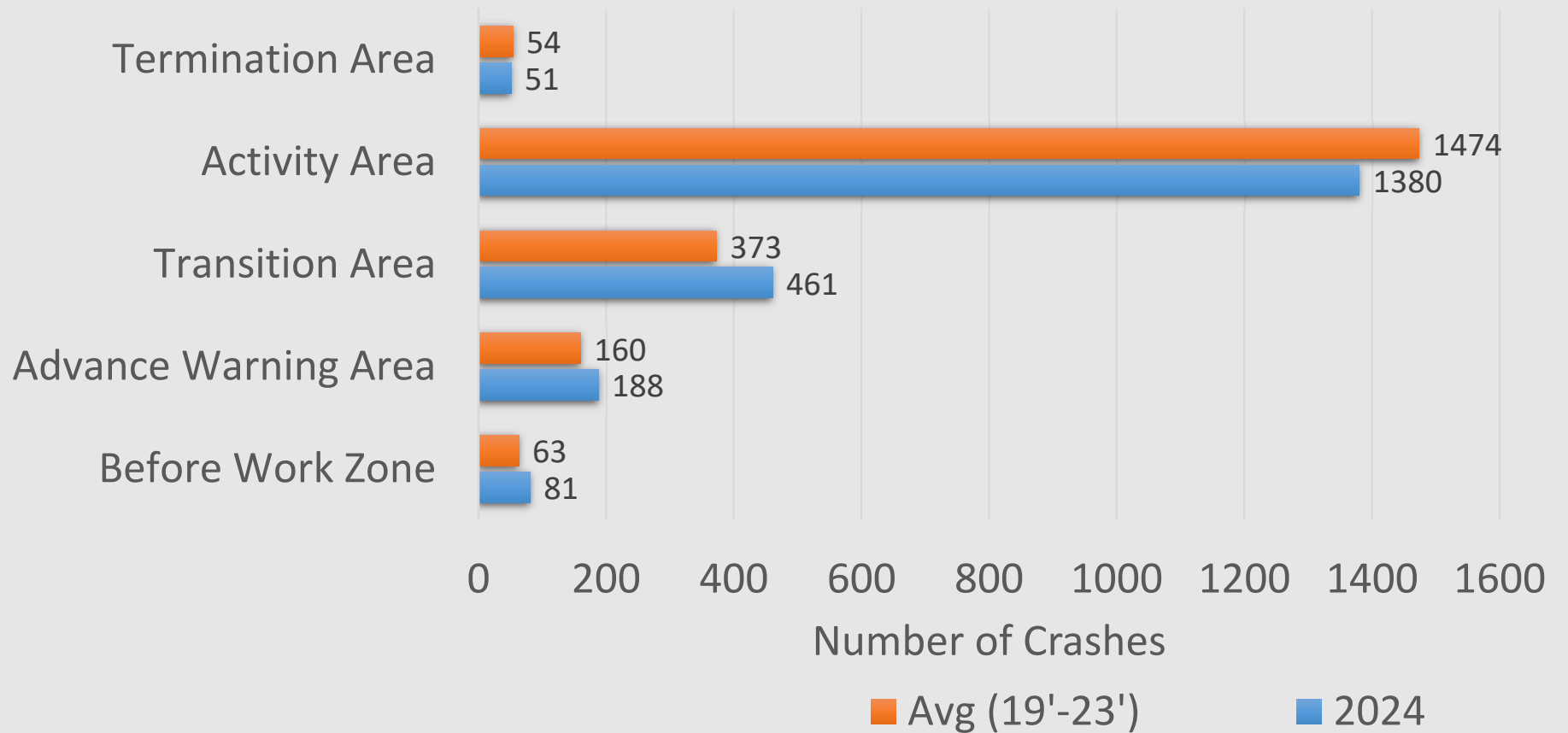
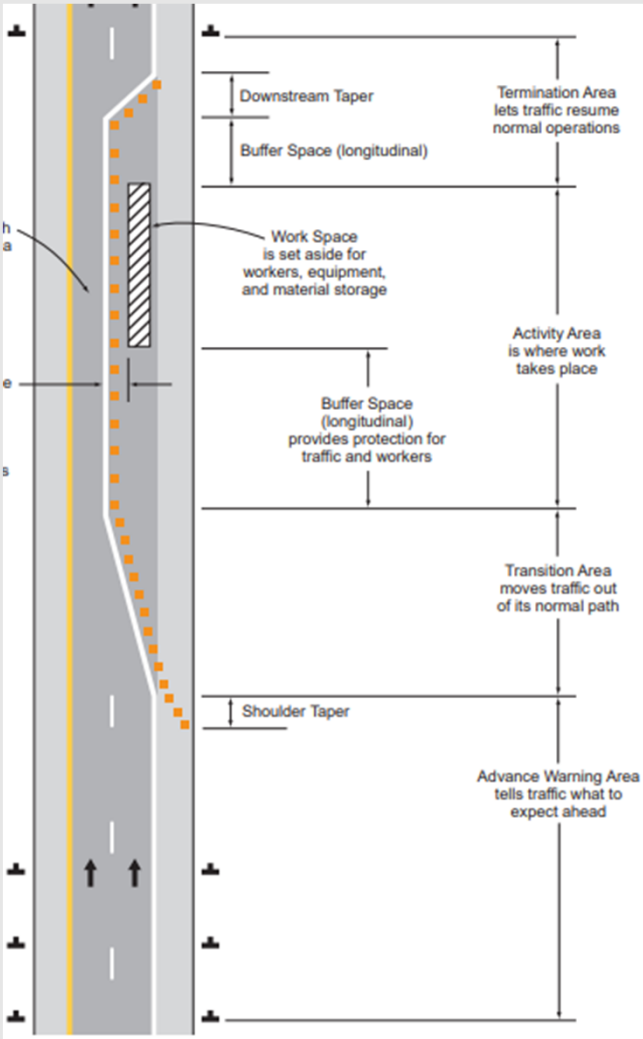


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2024 WZ by Type



2024 WZ Crashes by Location



Work Zone Safety Task Force

- How did it come about?
 - The WisDOT Biennial Budget and Safety Task Force was charged with working together to explore programmatic and multi-disciplinary safety initiatives that lead to reduction in crashes in Wisconsin.
- Why?
 - Average of 2,600 work zone crashes per year in WZ
 - Average of 342 serious injury crashes per year in WZ
 - Average of 11 fatalities per year in WZ
- Recommendation:
 - Form a work zone safety task force to engage the department and industry to make work zones safer for the traveling public and workers.



Work Zone Safety Task Force

- What is the purpose of the WZ Safety Task Force?
 - Discuss work zone safety issues
 - Develop and brainstorm ideas to improve work zone safety
- What is the goal of the WZ Safety Task Force?
 - Review current standards and policies
 - Research and Pilot new innovative technologies
 - Promote work zone safety statewide



WZ Safety Task Force Composition

- Wisconsin Department of Transportation
 - Bureau of Traffic Operations, Bureau of Highway Maintenance, Bureau of Project Development, Region Design/Construction Project Development, Region Traffic Operations, Region Maintenance & Permit, Office of Public Affairs
- Division of State Patrol
- Wisconsin County Highway Association
- Wisconsin Transportation Builders Association
- Academia
- Federal Highway Administration
- Utility
- First Responders
- Traffic Control Contractors



Law Enforcement and Speeds

- Aerial Speed Enforcement
- 2024
 - 2 pilot projects
 - SW and NW Region
- 2025
 - Implementing on 3 projects
 - SW, NW and NE Region
- Monroe County, I-94 near Oakdale
 - Split lane configuration, 55 mph posted speed limit
 - High Speed = 86 mph
- Eau Claire County, I-94
 - Single lane closure, 60 mph posted speed limit
 - High Speed = 87 mph



Education, Public Awareness and Social Media

- Gas Station Displays - PSA
 - Working with Kwik Trip and Gas Station TV
 - Pilot Project: I-41 Expansion Project
 - 15 to 30 second video
 - Fuel dispenser, in-store radio
 - April – June 2025
 - Gas Stations within 1 mile from the interstate



Work Zone Awareness Week

- April 21-25, 2025
- Slogan: Respect the zone so we all get home
- <https://www.nwzaw.org/>



New Products and Technology

- Work Zone Data Exchange (WZDx)
 - WisDOT WZDx Feed
 - Connected Devices (Arrow Board/Start Marker/End Marker)
 - Piloted Connected Devices in 2024
 - Start to see them in more projects this year
 - SMART Grant to bring WZDx to local roads through connected devices
 - Prototype Phase, Project Completion March 2025



New Products and Technology

- Digital Speed Reduction System
 - Pilot in 2024 on 8 projects
 - Start seeing in 2025
- Autonomous Truck Mounted Attenuator (ATMA)
 - SMART Grant with Colorado, Oklahoma and Minnesota DOT
 - Pilot in May 2025 with counties



Training

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



Legislation and Statute Changes

- Drivers Ed Requirement
- Work Zone Safe Program
- Speed Cameras in Work Zone



Temporary Traffic Control

- Minimizing Traffic Through the Work Zone
 - Goal is to reduce exposure to work zones for workers and public
 - Currently looking at parameters and design guidance
 - Guidance:
 - Facility Type
 - Location: Viable detour routes, full closures, longer working hours
 - Construction timeline



Temporary Traffic Control

- Project Design

- Goal: identify areas of improvement for consistency statewide
- Distributed statewide survey polling locals and utilities for how they implement and enforce TCC
- Survey Summary:
 - Indicated there may be some gaps in knowledge both in design and construction
 - Training to locals/utilities
 - BTO looking into training options and resources



Future of the Work Zone Safety Task Force

- More frequent meetings
 - Meeting every other month
- As topics come up, sub-task force groups will be created
 - Need volunteers to lead the effort and support the group
- ListServ created for anyone to get updates/participate:
 - <https://www.content.dot.wi.gov/content/lyris/ops-manuals.htm>
- Meeting information shared on WisDOT Website:
 - <https://wisconsindot.gov/Pages/doing-bus/local-gov/traffic-ops/programs/workzone/workzone.aspx>



Updates impacting WisDOT

- 2023 MUTCD → Wisconsin MUTCD update March 2025
- 23 CFR 630 Updates
 - Subpart J FHWA Safety and Mobility Rule includes changes to frequency and scope of Work Zone Program reviews
 - Subpart K Temporary Traffic Control Devices creates an added emphasis of using positive protection devices in areas where workers are exposed and do not have a means of escape



Temporary Audible Message Devices

- Explicitly called for in 2023 MUTCD
- Allows vision impaired the ability to understand a message a sign would provide
- Added to temporary pedestrian route plans at decision points
- Motion activated, with preloaded message



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