

Work Zone Field Manual Updates

2020 to 2021 Version

1. Page 4, Added text on Ministerial Duty from the Wisconsin MUTCD.

Nothing in this manual shall be construed to create a ministerial duty for any highway official to engineer or design a highway facility or a device placed on the facility in a particular manner. The decision to use a particular device at a particular location involves the application of engineering judgment and involves the weighing of the risks created by a design or device against the informative and safety benefits of that design or device.

2. Page 5, Added text stating WisDOT does not condone the use of workers entering traffic for the sole reason of filling a pot hole.

This Work Zone Field Manual applies to planned work zone activities which, by their nature, are different from responding to an incident. Prior to completing activities in a work zone or responding to an incident, including debris removal, personnel shall assess current traffic conditions and the risks associated with completing the work and placing traffic control devices when determining the most appropriate technique to accomplish the task. This manual provides layouts illustrating the minimum requirements for temporary traffic control for planned work zone activities based on type of facility, volume of traffic, speed of users, type of activity, and duration of the work.

3. Page 15, Added text stating clarifying that advance warning signs should be removed last.

Once the termination, activity and transition area devices are removed, then take down the advance warning signs.

4. Page 46, Layout 8 Changed note 1. To use *may* instead of *should*. The last sentence was also deleted from the note as it was no longer relevant.

NOTES:

- ① A Shadow Vehicle may be used on roadways where Decision Sight Distance (D) is frequently restricted and the equipment consistently encroaches within 3 feet of the traffic lane.

5. Page 80, Layout 37 Reduction of the number of required vehicles. The Shadow Vehicle was made optional since a shoulder may not always be present and the vehicle would be redundant.
6. Page 90, Layout 45 Reduction in the number of required vehicles by 1.
7. Page 91, Layout 46 Reduction in the number of required vehicles, by 1.
8. Page 92, Layout 47 Reduction in the number of required vehicles, by 2. These extra vehicles made a up a taper for the second lane closure.