



pennsylvania
DEPARTMENT OF TRANSPORTATION



PAPA Annual Conference | January 22, 2020

PennDOT Temporary Traffic Control Update



pennsylvania
DEPARTMENT OF TRANSPORTATION

Discussion Items

- Automated Work Zone Speed Enforcement (AWZSE) Program
- Road Condition Reporting System (RCRS) Overview
- PennDOT Temporary Traffic Control MASH update
- PennDOT Work Zone Speed Limit Policy
- Temporary Traffic Control Safety Training Program

► Pennsylvania 2018 Numbers

OUR WORK ZONES ARE DANGEROUS

23

WORK ZONE CRASH
FATALITIES IN 2018

1,804

TOTAL CRASHES IN PA
WORK ZONES IN 2018

47

PERCENT OF WORK
ZONE CRASHES CITING
EXCESSIVE SPEEDING

➤ SPEEDING IS NOT A NEW CONCERN

**Work Zone
Crashes up 1-2%
Annually since
2012**



**Speeding as a
Contributing
Factor Increasing**



**Crashes Occur in
Most Dangerous
Areas – Over 50%
of Work Zone
Crashes in
Activity Zone**



WE HAVE LIMITED RESOURCES

**82% of Work
Zone Crashes
Occurred when
Law Enforcement
not Present**



**2017 PSP
Assistance -
\$4.2M for 81
projects**



**Workers directly
in harms' way – in
2017, 95
Intrusions
occurred, 18
employees
injured**





AUTOMATED SPEED ENFORCEMENT

**Speed Timing Device
Detects Excessive
Speed**

**Cameras Take Photos
of License Plate(s)**

**ID Responsible Party
LOOKUP
VERIFY
NOTIFY**

▶ **ASE IN WORK ZONES ARE EFFECTIVE**

**MD Safezones – Since 2009, 80% Reduction
in Excessive Speeding**



**Work Zone Fatalities have been reduced by
50%**

LEGISLATIVE HIGHLIGHTS



- ✓ **FIVE YEAR PILOT PROGRAM ON PENNDOT (FEDERAL-AID) AND PTC HIGHWAYS**
- ✓ **11 MPH OVER SPEED LIMIT**
- ✓ **CIVIL PENALTIES – VIOLATIONS REVIEWED BY PSP**
- ✓ **TIERED PENALTY STRUCTURE**
- ✓ **DEFINED CONTEST, APPEALS PROCESSES**

➤ WHY IS PA'S PROGRAM DIFFERENT?

COMMON ARGUMENTS

- ⚠ **GOAL IS REVENUE GENERATION**
- ⚠ **SPEED LIMITS ARTIFICIALLY LOWERED**
- ⚠ **INSUFFICIENT WARNING GIVEN**
- ⚠ **SPEED TIMING INACCURATE**
- ⚠ **MINIMAL OVERSIGHT**
- ⚠ **NO APPEAL OF INFRACTION**
- ⚠ **VIOLATION OF PRIVACY**

WHY PA IS DIFFERENT

- ✓ **SYSTEM ADMIN PAID FLAT FEE**
- ✓ **STATEWIDE POLICY FOR SPEED LIMIT CONSISTENCY**
- ✓ **TWO WARNING SIGNS REQUIRED**
- ✓ **DAILY TESTING (BEFORE AND AFTER) AND ANNUAL RECERTIFICATION**
- ✓ **THREE AGENCY OVERSIGHT**
- ✓ **TWO-STEP CONTEST/APPEAL PROCESS**
- ✓ **NO PERSONAL IMAGES; ALL IMAGES DESTROYED AFTER 1 YEAR**

A white SUV is parked in a paved lot. On its roof rack, there is a ladder and some construction materials. In the background, there are trees and a sign. To the right of the car, there are several orange traffic cones. A large black rectangular box is superimposed over the middle of the image, containing the text "PROGRAM DEVELOPMENT".

PROGRAM DEVELOPMENT



PILOT PROGRAM GOALS

- ✓ **Reduce speeds in work zones**
- ✓ **Improve driver behavior**
- ✓ **Save worker and traveler lives**
- ✓ **Compliment existing enforcement by the Pennsylvania State Police**
- ✓ **Promote work zone safety**

▶ INTERAGENCY PARTNERSHIP



- ✓ Scheduling and Monitoring (State Highways)
- ✓ Fiscal Processes and Auditing
- ✓ Regulations and Standards Development

- ✓ Scheduling and Monitoring (Commission Highways)
- ✓ Auditing and Vendor Contract Compliance
- ✓ Standards Development



- ✓ Violation Review and Affirmation
- ✓ Field Speed and Quality Control Testing



▶ CONTRACTED SERVICES



PROGRAM ADMINISTRATOR –
Technical, Administrative Support
Extension of Agency Staff

SYSTEM ADMINISTRATOR –
Field Deployments, Violation Processing,
Database Development, Customer Service

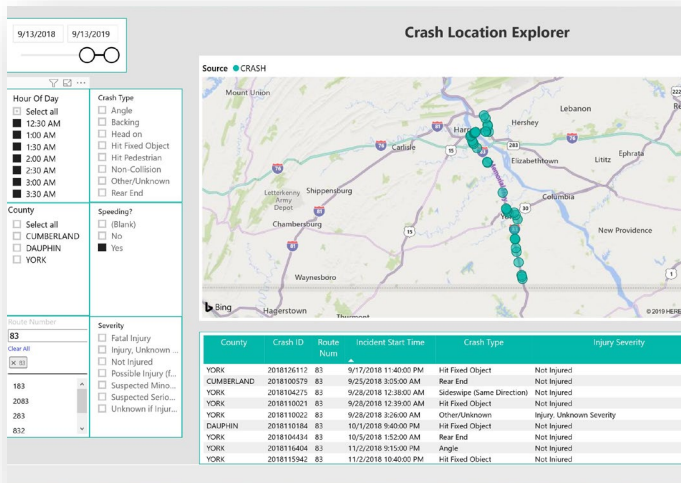
▶ PROGRAM ADMINISTRATOR RESPONSIBILITIES



PRE-ENFORCEMENT

- ✓ **SYSTEM ADMINISTRATOR PROCUREMENT**
- ✓ **BUSINESS RULES DEVELOPMENT**
- ✓ **CONCEPT OF OPERATIONS**
- ✓ **PROJECT SELECTION AND SCHEDULING PROCESS**
- ✓ **HEARING PROCESS DEVELOPMENT**
- ✓ **TECHNICAL SUPPORT**

PROGRAM ADMINISTRATOR RESPONSIBILITIES



DURING ACTIVE PILOT PERIOD

- ✓ PROJECT SELECTION / SCHEDULING
- ✓ FIELD, BACK OFFICE QUALITY ASSURANCE
- ✓ OPERATIONAL COMPLIANCE / PROCESS UPDATES
- ✓ PROGRAM OUTREACH
- ✓ PERFORMANCE MONITORING AND REPORTING
- ✓ TECHNICAL / ADMIN SUPPORT

▶ SYSTEM ADMINISTRATOR RESPONSIBILITIES



PRE-ENFORCEMENT

- ✓ UNIT / VEHICLE OUTFITTING
- ✓ TESTING / CALIBRATION
- ✓ DATABASE / WEB PORTAL DEVELOPMENT
- ✓ BUSINESS RULE DEVELOPMENT
- ✓ TECHNICAL TRAINING

▶ SYSTEM ADMINISTRATOR RESPONSIBILITIES



DURING ACTIVE PILOT PERIOD

- ✓ **FIELD UNIT DEPLOYMENT**
- ✓ **VIOLATION REVIEW AND MAILING**
- ✓ **VIOLATION COLLECTION AND DISBURSEMENT**
- ✓ **CUSTOMER SERVICE AND RECORD KEEPING**
- ✓ **INFORMAL HEARING SUPPORT**
- ✓ **ANNUAL CERTIFICATIONS**

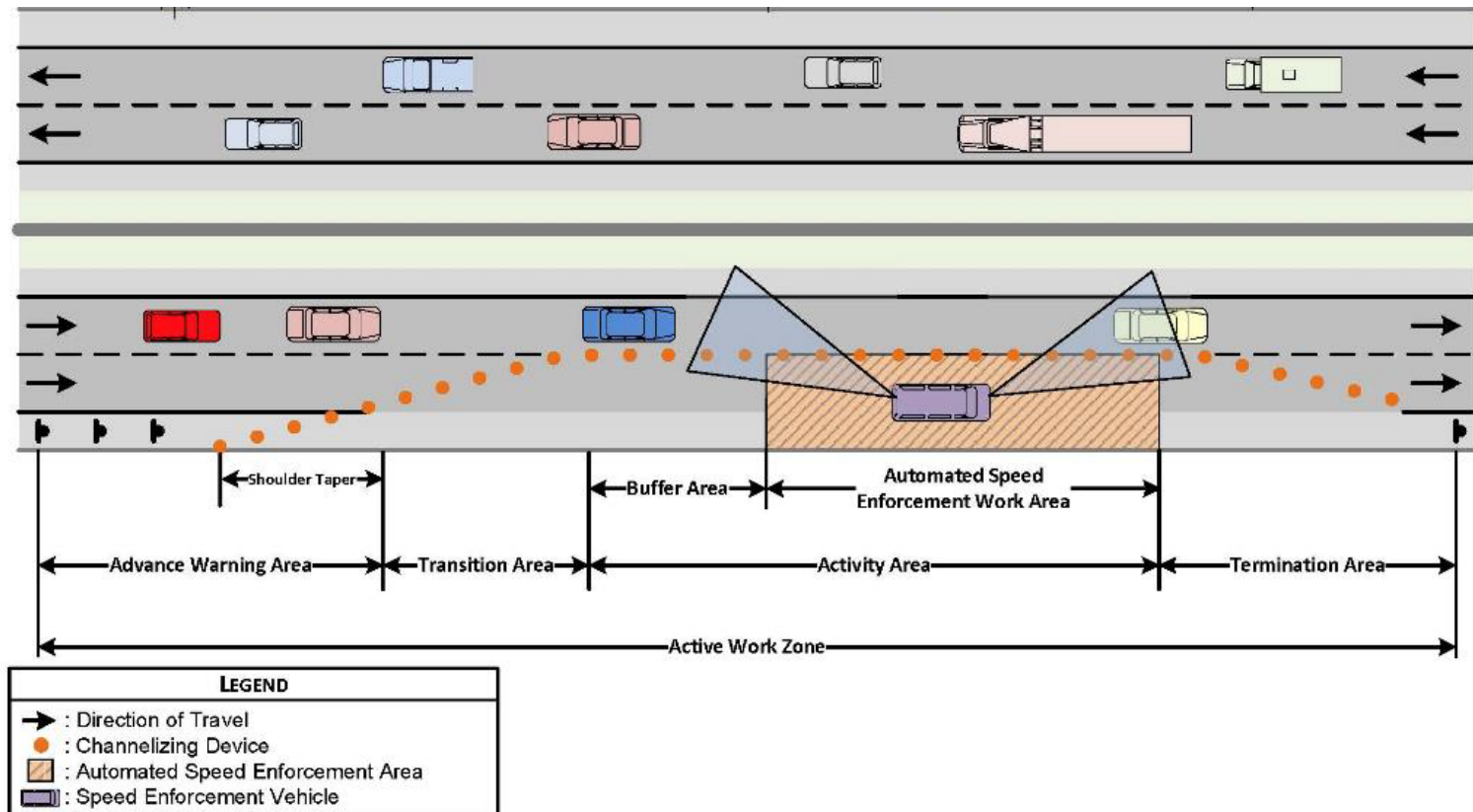
AWZSE UNIT TECHNOLOGY



- Self contained mobile unit (SUV)
- Dual radar system
- Both radar readings must agree for violation.
- Two cameras – advancing (front), receding (rear) plates
- Field unit software feeds to cloud-based database, processing portals



▶ WHERE WOULD AWZSE GET DEPLOYED?



REQUIREMENTS FOR ENFORCEMENT

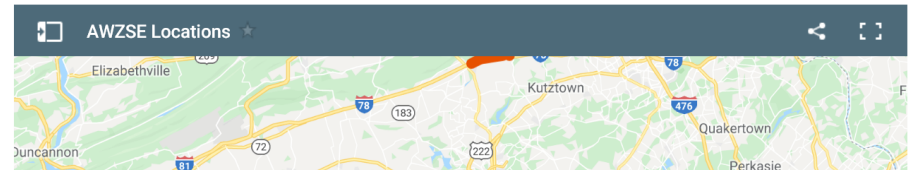


- **Workers MUST BE PRESENT**
- **Two Warning Signs**
- **Notice at Location and Website**
- **Appropriate Work Zone Speed Limit Signs (if applicable)**
- **END WORK ZONE SIGNS**

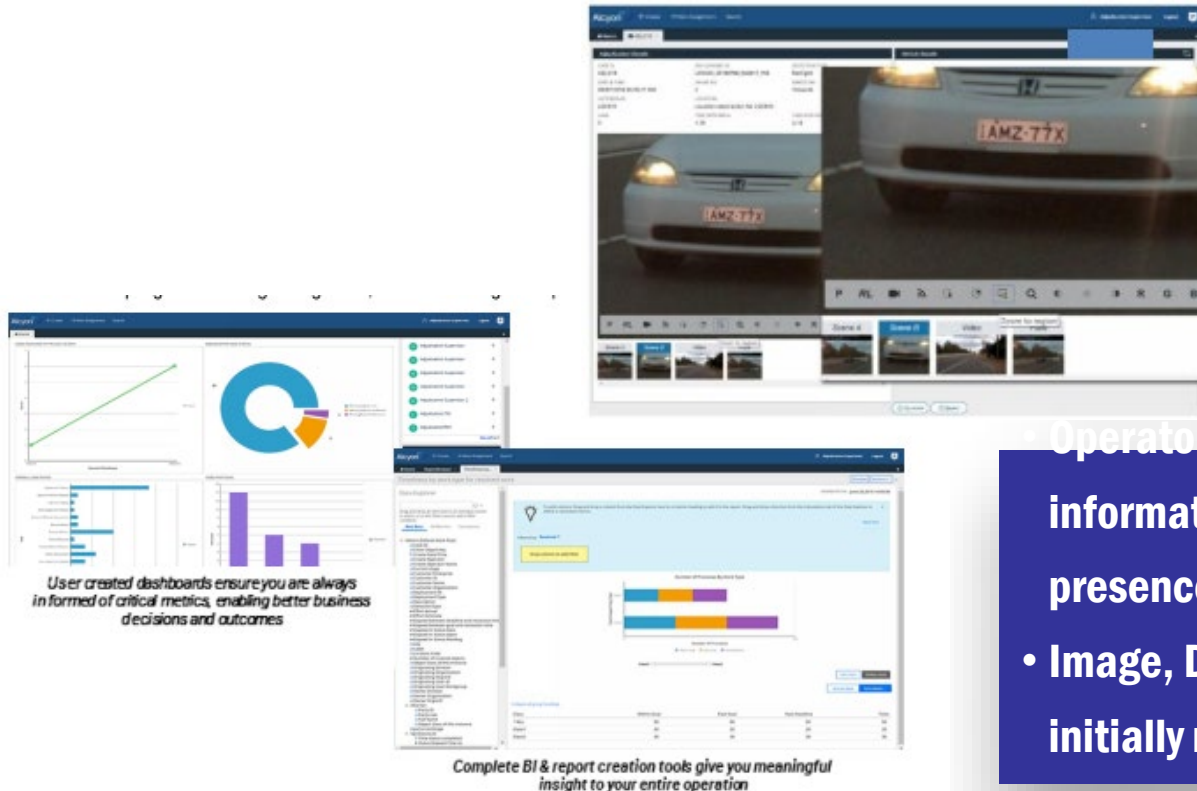
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The Automated Work Zone Speed Enforcement program has launched its minimum 60-day “pre-enforcement” testing period. Locations of the systems can be found below.

- Interstate 78 Section 12M Project (Mile Markers 35-43), Berks County
- Interstate 476 Total Reconstruction (Mileposts 31-38), Montgomery County
- Interstate 83 Exit 4 Project (worMileposts 3-4), York County



MULTIPLE LAYERS OF REVIEW



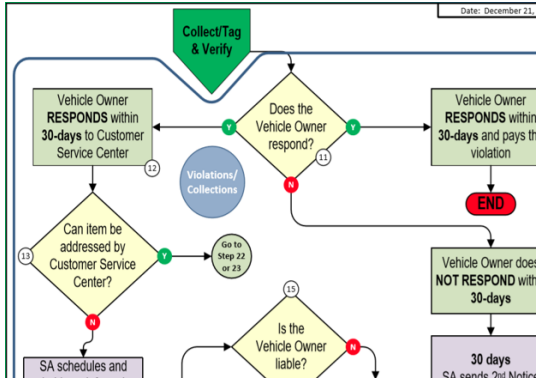
test at beginning
shift

- Operators recording all information – signs, worker presence, etc.
- Image, DMV information initially reviewed
- PSP reviewing all fine-carrying

▶ WHAT IS THE PROGRAM STATUS?

All Agreements in Place – Interagency, External Contracts

Business Processes



Website, Outreach

HOME ABOUT

AQs

- ▶ What are automated work zone speed enforcement (AWZSE)
- ▶ What is the goal of the AWZSE Program?
- ▶ When did the AWZSE program begin in Pennsylvania?
- ▶ How does AWZSE work?
- ▶ How often are the AWZSE systems checked for accuracy?
- ▶ Where are the AWZSE systems located and how are the site

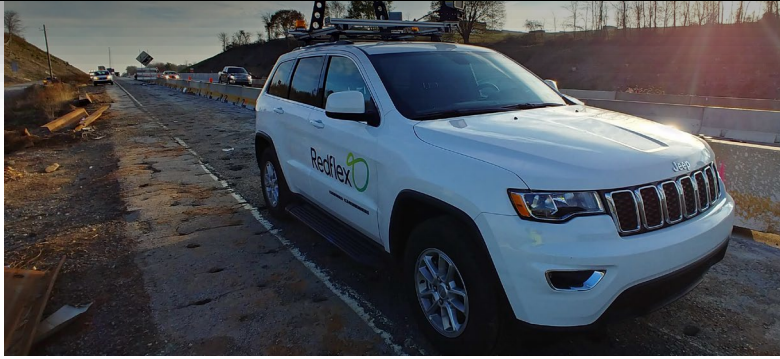
PROGRAM KICKOFF PRESS EVENT

OCTOBER 30, 2019



INITIAL TEST DEPLOYMENTS

NOVEMBER, 2019



- Minimum 60-day “Pre-Enforcement” Period
- Testing Selection, Notification, Deployment Processes
- Backoffice Review
- Reviewing initial results



PROGRAM OPERATIONS

PROGRAM OPERATIONAL APPROACH



17 UNITS – 10 PENNDOT, 7 PTC



EIGHT-HOUR DEPLOYMENT SHIFT



UP TO TWO SHIFTS DAILY



SUPPORT WEEKDAY, WEEKEND ACTIVITIES



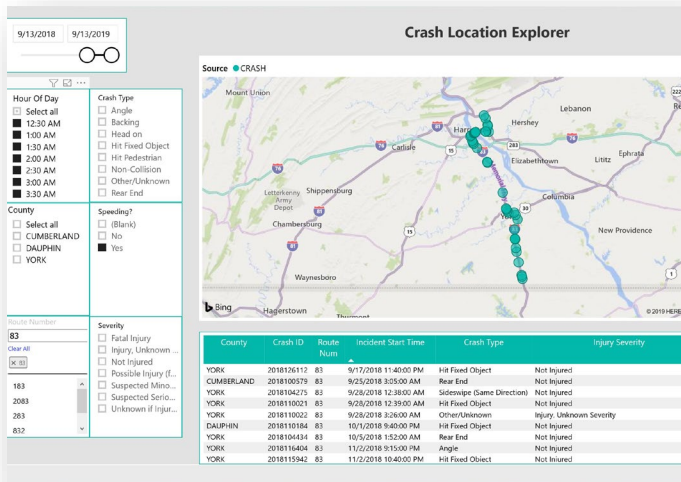
GOAL – IMPROVE DRIVER BEHAVIOR

▶ PROJECT IDENTIFICATION APPROACH



- ✔ REQUEST THROUGH PENNDOT, PTC STAFF
– RESOURCE ACCOUNT, WEBSITE
- ✔ SHOULD INCLUDE KEY INFORMATION –
LOCATION, SPEEDING OR SAFETY CONCERNS
- ✔ INDICATE PROTECTION TYPE (BARRIER,
CHANNELIZING DEVICE)
- ✔ CURRENTLY SCREENING 2020
- ✔ LIMITED ACCESS PROJECTS
SITE VISITS – WE NEED YOUR
HELP!

DATA-DRIVEN SELECTION



REVIEWING HISTORIC SPEED, CRASH DATA



PREDICTIVE FOR FUTURE PROJECTS



ACCOUNT FOR WORKER VULNERABILITY

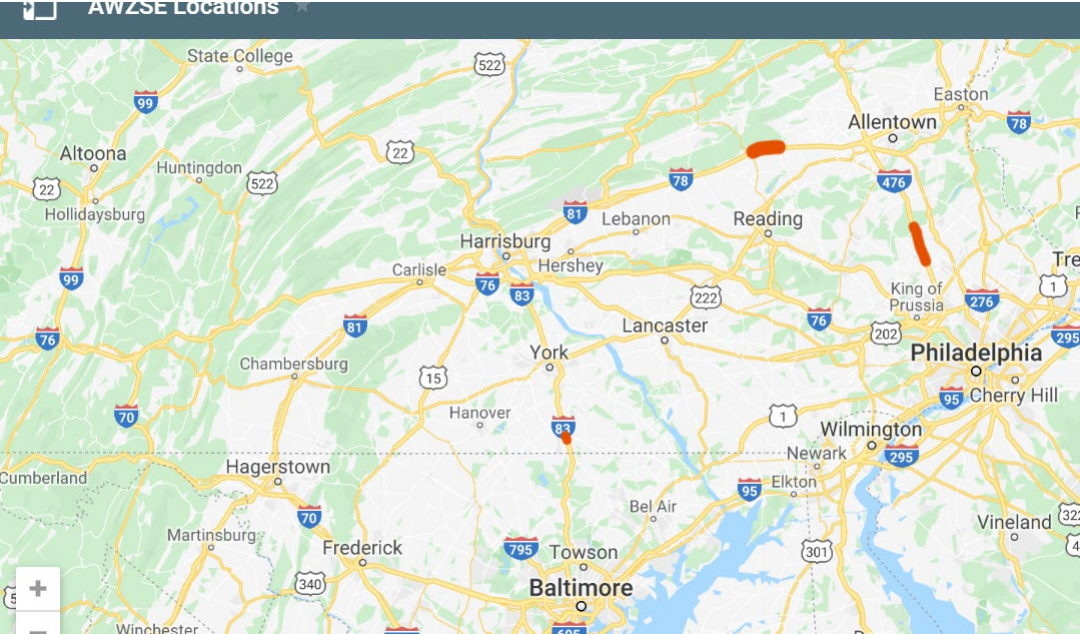


PRIORITIZE LOCATIONS



AVOID REGULAR PATTERNS – CREATE “HALO” EFFECT

PRELIMINARY MONTHLY SCHEDULE



Scheduling >>> Run Queue <<<		<< Prev August 16 Next >>>							Calendar View	Help
Monday	Tuesday	Wednesday	Thursday	Friday	Saturday	Sunday				
6:30 AM Home Room Attendance 9:45 AM Spanish	6:30 AM Home Room Attendance 9:45 AM Spanish	6:30 AM Home Room Attendance 9:45 AM Spanish	6:30 AM Home Room Attendance 9:45 AM Spanish 10:50 AM Health	6:30 AM Home Room Attendance 9:45 AM Spanish 10:50 AM Health	6:30 AM Home Room Attendance 9:45 AM Spanish 10:50 AM Health 1:30 AM Spanish	6:30 AM Home Room Attendance 9:45 AM Spanish 10:50 AM Health 1:30 AM Spanish				
8	9	10	11	12	13	14				
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16	17	18	19	20	21	22				
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23	24	25	26	27	28	29				
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Locations, Est. Dates

- **Regional Overview - used for SA Resource Allocation**
- **Construction / Maintenance Field Staff Coordination and**

▶ FINALIZED WEEKLY SCHEDULE

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Locations

The Automated Work Zone Speed Enforcement program has launched its minimum 60-day "pre-enforcement" testing period. Locations of the systems can be found below.

- 📍 Interstate 78 Section 12M Project (Mile Markers 35-43), Berks County
- 📍 Interstate 476 Total Reconstruction (Mileposts 31-38), Montgomery County

- Detailed Schedule – Dates / Times
- Finalized after coordination with field staff
- Includes contact information, arrival and notification processes
- Distributed to SA and appropriate PennDOT / PTC contacts
- Weekly locations posted on Website

FINAL GO/NO-GO COORDINATION

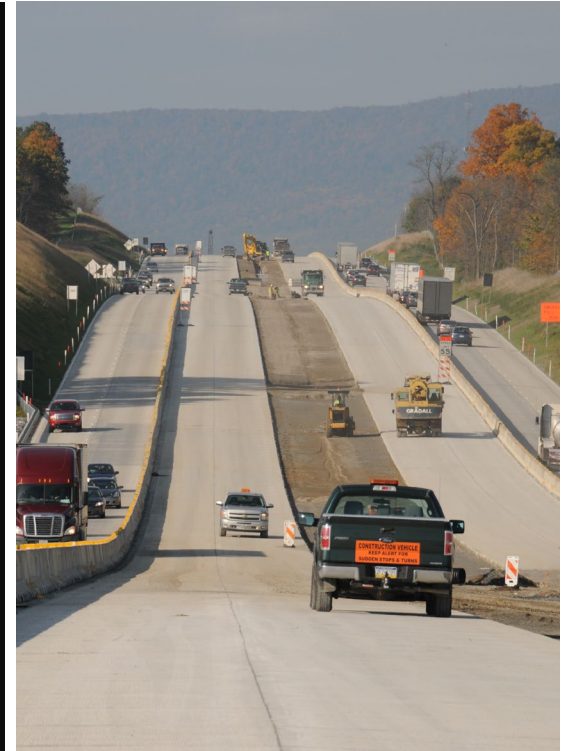
**SA/RE/IIC
Coordination**



**Verify Worker
Presence**



**Notify if
construction /
maintenance
activity
terminates
before end of
enforcement
shift**











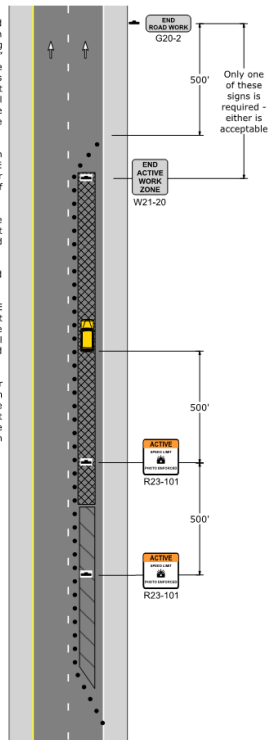
NEW STANDARDS

Automated Speed Enforcement Systems In Active Work Zones Work Space In Right Lane - Freeways and Expressways

Notes:

1. This standard applies only to the Automated Work Zone Speed Enforcement (AWZSE) vendor once an active work zone has been established. This standard applies only for the placement of signing required for the AWZSE vendor operator. All signs shown as "greyscale" are provided by the Department or the Department's contractor and are included in a pre-selected Publication 213 PATA figure, a Department's approved Traffic Control Plan (TCP) or, additional signing installed at the direction of the Department. The AWZSE vendor operator will verify any reduced work zone speed limit signing along with the required signing signifying the end of the active work zone are in place prior to beginning automated speed enforcement.
2. Distances shown for placement of AWZSE signing are minimum requirements and may be adjusted to fit field condition. The AWZSE vendor operator will coordinate with the Department's representative or the Department's contractor as indicated in Section 105.07 of Publication 408.
3. Prior to beginning or ending any automated speed enforcement, the AWZSE vendor operator will contact the State Traffic Management Center (STMC) at 717-346-4400 to provide notification that automated speed enforcement will be commencing.
4. The AWZSE vendor operator will complete the field deployment field verification prior to beginning any automated speed enforcement.
5. Prior to and during automated speed enforcement, the AWZSE vendor's operator will maintain communication with the Department representative and/or with the Department's contractor representative to communicate worker presence, work area activities and all arrival and departure times of the vendor's operator during automated speed enforcement.
6. The Speed Enforcement Device/Vehicle will be placed within or adjacent to the active work zone and at a location where the minimum roll-ahead distance for the shadow vehicle with a TMA will not be obstructed. AWZSE signing will be placed so that they are not obstructed by a Shadow Vehicle with TMA and not placed within the roll-ahead space as defined in Publication 213. Shadow vehicles with TMAs are furnished by the Department or the Department's contractor.

Legend	
Item	Description
	Signage required to be provided and installed by AWZSE Vendor
 or 	Signage required to be provided and installed by Primary Contractor or PennDOT Maintenance
	Channelizing Devices
	Sign support
	Speed Enforcement Device/Vehicle with identifying sign provided and installed by AWZSE Vendor
	Active Work Zone
	Transition Area, Buffer Space, Shadow Vehicle with TMA and Roll Ahead Space



TCP - PATA / PTS AWZSE SPECIFIC SERIES



DELINEATES SA, OTHERS RESPONSIBILITIES



CURRENT COORDINATION PER 105.07.



COORDINATION SPEC FOR NEW CONTRACTS



SA RESPONSIBLE / LIABLE FOR THEIR ELEMENTS



ALL OTHER WORK ZONE ELEMENTS REMAIN CONTRACTOR / MAINTENANCE RESP.

PROGRAM WEBSITE AND CONTACTS

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Contact Us

- workzonecameras.penndot.gov/
- FAQs, Regulations
- Updated Locations Posted Weekly
- Violation processing – password protected
- Inquiries through website, resource account:
RA-PD-AWZSE@pa.gov

GENERAL INQUIRY

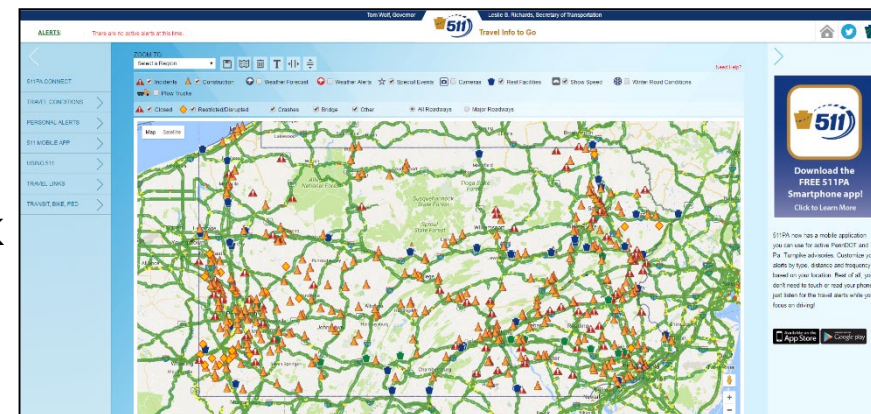
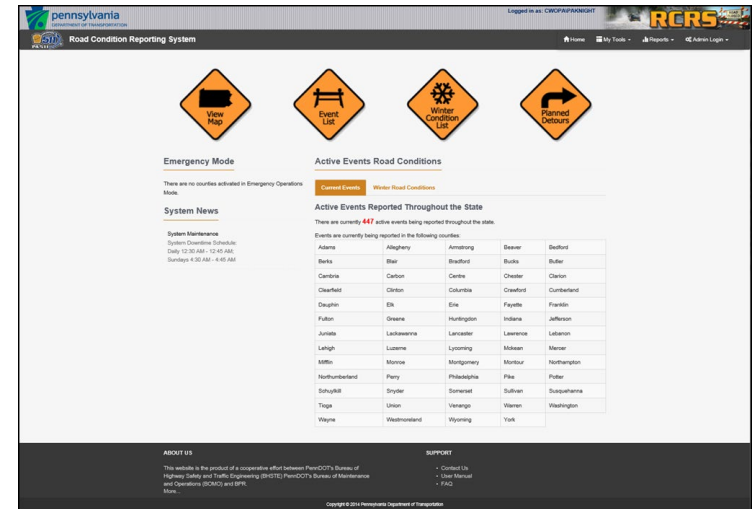
➤ Road Condition Reporting System (RCRS)

PennDOT's RCRS Policy

- Most recent policy letter (SOL 470-09-9) for RCRS requirements was issued on August 25, 2009 –

P:\penndot_shared\RCRS\Policy

- The policy includes the following important subjects:
 - Road Closure and Lane Restriction Reporting Requirements
 - Dynamic Message Sign (DMS) Reporting Requirements
 - Road Condition Reporting Requirements
 - PennDOT Winter Weather Truck Usage Reporting Requirements
 - RCRS Coordinators / Roles & Responsibilities



RCRS Event Screen

Event Information

Event ID: 493374

SR: 0078 (1 - 078)

Direction: EAST

Local Road Name: WILLIAM PENN HW

Incident Location

No location specified.

Cause: ROADWORK

Status: LANE RESTRICTION

Affected Lanes: Right Lane

Begin Date: 10/17/2019 at 20:00

Estimated Re-open: 10/18/2019 at 06:15

Beginning Location

County: BERKS (06)

Mile: 34.5

Ending Location

County: BERKS (06)

Mile: 40.0

Event Description:

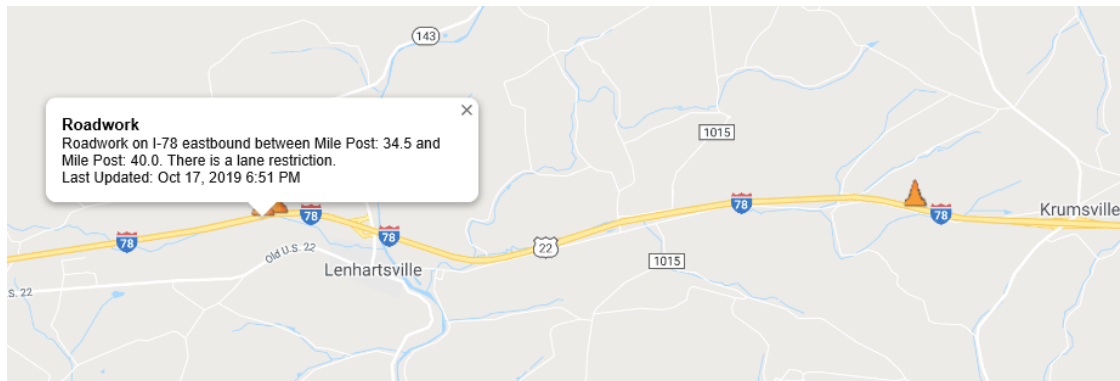
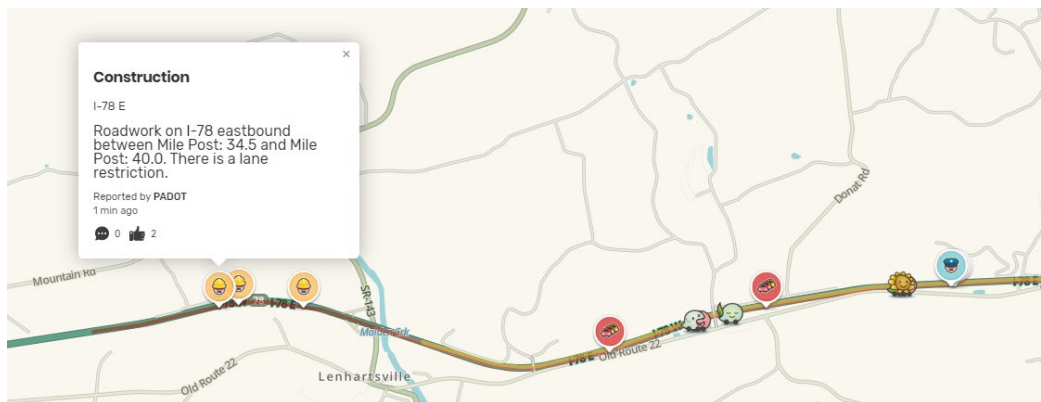
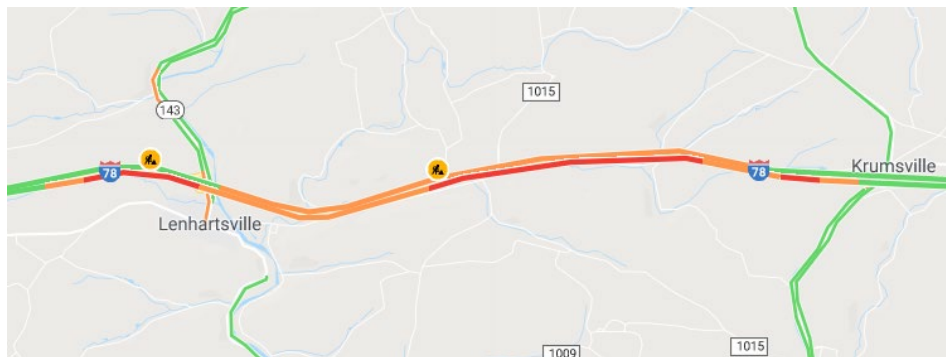
Line Eradication & painting

Is Detour In Place? No

Is Detour Effective? Unknown

	Direction	Type	Color	Detour Description
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Google/WAZE/511PA Reporting



Manual for Assessing Safety Hardware (MASH 2016)

2020 Temporary Traffic Control (MASH)

- AASHTO/FHWA Joint Implementation Agreement for Manual for Assessing Safety Hardware (MASH) (FHWA memorandum dated January 7, 2016)
- FHWA memorandum specifically states that temporary traffic control devices, including portable barriers, manufactured after December 31, 2019, must have been successfully tested to the 2016 edition of MASH
- Devices manufactured on or before this date, and successfully tested to NCHRP Report 350 or the 2009 edition of MASH, may continue to be used throughout their normal service lives.

➤ 2020 Temporary Traffic Control (MASH)

Traffic Control Devices by Category

FHWA issued a memorandum (Dated July 25, 1997) “Identifying Acceptable Highway Safety Features”. The memorandum defined four categories of work zone devices that were to be evaluated against NCHRP 350 criteria

➤ 2020 Temporary Traffic Control (MASH)

Traffic Control Devices by Category

- Category 1: Includes small and lightweight channelizing and delineating devices that have been in common use for many years and are known to be crashworthy by crash testing of similar devices or years of demonstrable safe performance. (Examples: cones, tubular markers, flexible delineator posts, and plastic drums)



➤ 2020 Temporary Traffic Control (MASH)

Traffic Control Devices by Category

- Category 2: Includes devices that are not expected to produce significant vehicular velocity change but may otherwise be hazardous. (Examples: barricades, portable sign supports, intrusion alarms, drums with sign panels attached, and drums with warning lights attached)



➤ 2020 Temporary Traffic Control (MASH)

Traffic Control Devices by Category

- Category 3: Is for hardware that is expected to cause significant velocity change or other potentially harmful reactions to impacting vehicles. (Examples: longitudinal barriers, fixed sign supports, crash cushions)

➤ 2020 Temporary Traffic Control (MASH)

Traffic Control Devices by Category

- Category 4: Includes portable or trailer-mounted devices such as flashing arrow panels, temporary traffic signals, area lighting supports, and portable changeable message signs.



➤ 2020 Temporary Traffic Control (MASH)

Other state DOT Implementation and Recommendations

- Based on communication with other state DOT's, uncertainty remains regarding sunset durations for temporary traffic control devices.
- Many states have yet to establish sunset dates, however a majority are leaning towards:
 - 5-year sunset duration for Category 2 devices
 - 10-year sunset duration for Category 3 devices.
- Midwest Work Zone Roundtable member states drafted a MASH implementation plan that many state DOTs are following.

➤ 2020 Temporary Traffic Control (MASH)

Other state DOT Implementation and Recommendations

AGENCY	PROPOSED SUNSET DATES TEMPORARY TRAFFIC CONTROL DEVICE CATEGORY			
	1	2	3	4
Ohio	TBD	TBD	TBD	TBD
New York	TBD	TBD	TBD	TBD
New Jersey	None (already requires MASH compliance)	None (already requires MASH compliance)	None (already requires MASH compliance)	None (already requires MASH compliance)
Delaware	TBD	1/1/2016 (DE MUTCD, temp. concrete barrier)	TBD	TBD
Maryland	TBD	TBD	TBD	TBD
West Virginia	1/1/2023	1/1/2023	1/1/2023	1/1/2023
Midwest Work Zone Roundtable	None	1/1/2025	1/1/2030	None

2020 Temporary Traffic Control Meeting (MASH)

Recommendations for PennDOT

AGENCY	TEMPORARY TRAFFIC CONTROL DEVICE CATEGORY			
	1	2	3	4
PennDOT	1/1/2025	1/1/2025	1/1/2027	1/1/2027

Recommended durations are intended to provide a reasonable duration for contractors to sunset their NCHRP 350 barrier stockpiles while being more conservative than the 10-year duration being considered by many states.

Recommended that the Department recognizes and adopts the categorization of temporary traffic control work zone devices as established in NCHRP Report 350.

▶ Work Zone Speed Limit Policy



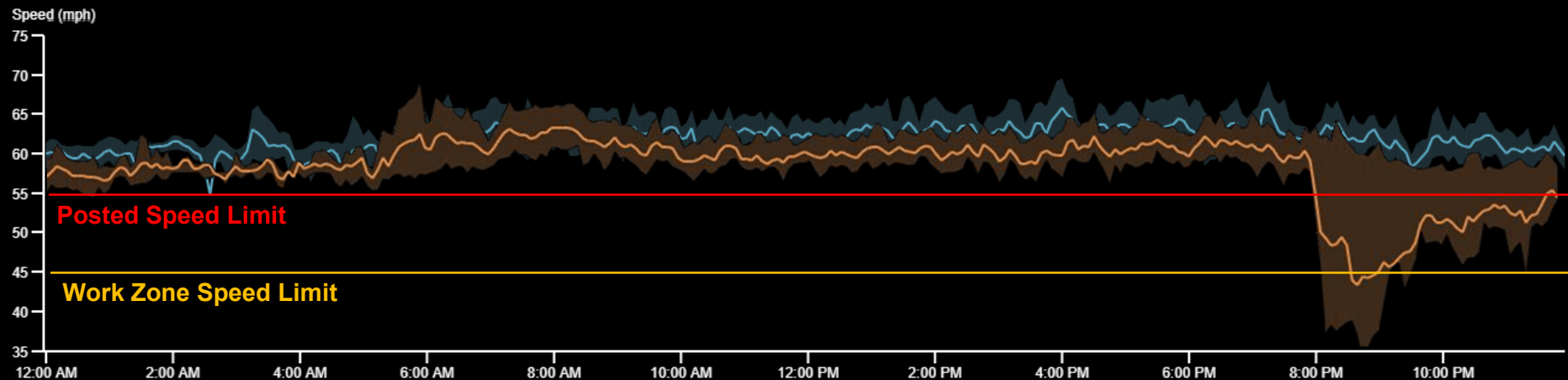
➤ Work Zone Speed Limit Policy

- Reduce work zone crashes
 - Since Act 89 (2013) 2% annual increase
- Recommendation of 2014 FHWA study
- Automated Speed Enforcement
 - Increased scrutiny from the public
 - Need support from magisterial districts
- Research indicates speed variability is a greater crash risk than higher operating speeds within 5-10 MPH of the mean speed
- Motorists only reduce speeds when they perceive a need to do so

Work Zone Speed Limit Policy

Northbound comparison of average speed per 5 minutes for Sat & Sun (Before and During Work Zone)

Northbound



Legend

- 2016 Average Speed no Work Zone
- 2019 Average Speed with Work Zone

Policy Objectives

GOAL: Design work zones to maximize *safety (worker & motorists)*, *mobility*, and *driver conformance* while considering *costs* to do so.

SPECIFIC OBJECTIVES:

- Evaluate worker and motorist safety concerns
- Maintain acceptable mobility and driver expectations
- Establish consistency and credibility of speed limits
- Improve motorist compliance with speed limits
- Ensure AWZSE speed limits are properly established
- Address FHWA IOP report concerns



Policy Objectives

HOW DO WE GET THERE?

- Implement a repeatable, data-driven process
- Accommodate the existing posted regulatory speed limit whenever possible
 - Justify reductions with data!
 - TE-form to aid in justification



➤ Policy Applicability

- All work zone speed limits
 - Continuous regulatory speed limits
 - Variable regulatory speed limits
 - Advisory speed limits
- Work zones on all state roads
 - Includes local road work zones that have devices placed on state roads
- Applicable to all entities **except** Emergency Responders



➤ Roles & Responsibilities

- **Evaluator:** *Determines traffic control and speed limit*
 - Designers, Department Maintenance Personnel, Contractors
- **Reviewer and Approver:** *Approves/denies work zone speed reduction request*
 - DTE (all scenarios)
 - BOMO HSTO Chief (only if AWZSE is applicable)
- **Issuer:** *Issues temporary regulatory speed limit reduction permit*
 - DTE or district designee
- **Implementor:** *Verifies reduced speed limit signage is installed*
 - Inspector-in-Charge (IIC)
 - Department Foreman

Policy Summary

- All work zones are to be designed to the posted regulatory speed limit whenever possible
 - Only exception is emergency responders
- Adequate justification and objective data must be documented in the TE-form for a speed reduction to be approved
- DTEs approve all speed reductions unless AWZSE is proposed
 - BOMO concurrence is needed for an ASE work zone
- TE-form only needs to be completed if a speed reduction is proposed
- TE-form can double as a Temporary Regulatory Speed Limit Reduction Permit

➤ Temporary Traffic Control Safety Training Program

- Designed to ensure compliance with statewide standards with the goal of improving safety and consistency in work zones.
- All persons (public and private) responsible for the planning, designing, installing/removing, inspection, etc. of TTC within Department or PTC right-of-way.
- Three categories of Temporary Traffic Control training
 - **Field Personnel**
 - **Deployment and Oversight (i.e. Supervisors, inspectors, etc.)**
 - **Designers and Reviewers**

Temporary Traffic Control Contacts

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Daniel P. Farley, P.E.
Chief, TSMO Operations and Performance Section
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