Work Zone Safety and Mobility: A Federal Perspective

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Federal Highway Administration
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A Time of Change...

- Change in the Price of Gas
- Change in VMT
- Change in Fatalities
- Change in the Trust Fund Balance
- Change in Economy
- Change in Administration
“For everywhere we look, there is work to be done. The state of the economy calls for action, bold and swift, and we will act – not only to create new jobs, but to lay a new foundation for growth. We will build the roads and bridges, the electric grids and digital lines that feed our commerce and bind us together… All this we can do. All this we will do.”

- President Barack Obama - Inaugural Address – Jan. 20, 2009
The American Recovery and Reinvestment Act of 2009 (ARRA)
American Recovery and Reinvestment Act

- Job preservation and creation
- Infrastructure investment
- Energy efficiency and science
- Assistance to unemployed, and
- State and local fiscal stabilization
### ARRA - $787 Billion

<table>
<thead>
<tr>
<th>Category</th>
<th>Amount</th>
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<tbody>
<tr>
<td>Tax Relief</td>
<td>$288 B</td>
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<tr>
<td>State and Local Fiscal Relief</td>
<td>$144 B</td>
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<tr>
<td>Infrastructure and Science</td>
<td>$111 B</td>
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<tr>
<td>Protecting the Vulnerable</td>
<td>$81 B</td>
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<tr>
<td>Health Care</td>
<td>$59 B</td>
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<tr>
<td>Education and Training</td>
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<tr>
<td>Energy</td>
<td>$43 B</td>
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<tr>
<td>Other</td>
<td>$8 B</td>
</tr>
</tbody>
</table>
ARRA Highlights

- Signed into law on February 17, 2009
- Provides $48.1 billion for transportation, including:
  - $27.5 billion for highways
  - $8.4 billion for transit
  - $8.0 billion for high speed rail
  - $1.3 billion for Amtrak
  - $1.5 billion for National Surface Transportation Discretionary Grants
- Significant accountability, transparency requirements
President Barack Obama

The American Recovery and Reinvestment Act will enable our nation to rebuild, retool and revitalize the vast network of roads, tunnels, bridges, rail systems, airports and waterways that we have long depended on to keep the economy moving and growing… Above all, we must keep these assets safe for all travelers. Where public safety is concerned, there is no room for compromise.

By investing in roads… we can save…men and women who lose their lives each year due to bad roads and driving conditions.

March 2, 2009 – Washington DC
ARRA Project Eligibility

- Federal share up to 100%; no match requirement
- Generally, normal Federal-aid processes apply
- Framed after the Surface Transportation Program (STP)
- Broad eligibility on all public roads for safety projects
- “Use or Lose” – 50% of State Funds obligated within 120 days; all within one year
Opportunities for Safety Improvements

1. Building Safety into all ARRA projects
2. Work zone Safety
3. Low-cost, system-wide improvements
4. Priority to projects that generate significant improvements in Safety
Safety Projects

Types of safety projects that would be eligible for ARRA funds:

- Sign and guardrail replacement
- Projects on local roads and minor rural collectors
- Projects on High Risk Rural Roads
- Projects eligible for HSIP funding
- Data Collection and Analysis
Nine Safety Countermeasures

1. Road Safety Audits
2. Rumble Strips and Rumble Stripes
3. Median Barriers
4. Safety Edge
5. Roundabouts
6. Left and Right Turn Lanes at Stop-Controlled Intersections
7. Yellow Change Intervals
8. Medians and Pedestrian Refuge Areas in Urban and Suburban Areas
9. Walkways
For More Information about ARRA

- www.recovery.gov
- www.fhwa.dot.gov/economicrecovery
- www.safety.fhwa.dot.gov
- www.atssa.com
What does this mean for Work Zone Safety?
More Highway Dollars

More Highway Construction

More Active Highway Work Zones

More Need for Emphasis on Work Zone Planning and Safety
Mitigating Work Zone Impacts

• How can we mitigate those impacts?
  – Analyze the impacts of upcoming projects
  – Coordinate projects
  – Develop effective Transportation Management Plans (TMPs)
  – Expedite project completion
Expedite Project Completion

- Full Road Closures
  [Link](http://ops.fhwa.dot.gov/wz/construction/full_rd_closures.htm)

- Night Work
  [Link](http://ops.fhwa.dot.gov/wz/construction/night_offpeak_wrk.htm)

- Alternative Contracting Strategies
  [Link](http://ops.fhwa.dot.gov/wz/contracting/)

- Accelerated Construction Techniques
  [Link](http://ops.fhwa.dot.gov/wz/construction/accelerated/index.htm)
Management Strategies

• Use work zone management strategies fitting for the project:
  – Public information about the work zone and traffic conditions
  – ITS (temporary or permanent)
  – Law enforcement
  – Traffic incident management
Traffic Management Strategies

• Traffic Management Strategies

• Transportation Management Plans
  http://www.ops.fhwa.dot.gov/wz/resources/final_rule/tmp_examples.htm

• Intelligent Transportation Systems (ITS)
  http://www.ops.fhwa.dot.gov/wz/its/index.htm

• Public Information and Outreach
  http://www.ops.fhwa.dot.gov/wz/publicinfostrategies.htm

• Traffic incident management
  http://www.ops.fhwa.dot.gov/wz/traffic_analysis/wztm.htm#toc2
Worker Visibility Rule

- SAFTEA-LU Section 1402 – Worker Injury Prevention and Free Flow of Vehicular Traffic
- Effective Date – November 24, 2008
- “All workers within the right-of-way of a Federal-aid highway who are exposed either to traffic (vehicles using the highway for purposes of travel) or to construction equipment within the work area shall wear high visibility safety apparel.”
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Worker Visibility Rule

• “High-visibility safety apparel” means personal protective safety clothing that is intended to provide conspicuity during both daytime and nighttime usage, and that meets the Performance class 2 or 3 requirements of the ANSI/ISEA 107-2004 publication entitled, “American National Standard for High-Visibility Safety Apparel and Headwear”
WZ Safety & Mobility Rule - Subpart J

- Final Rule published September 9, 2004 in the Federal Register - compliance required by October 12, 2007
  - Develop & Implement a WZ Policy
  - Develop & Implement Agency Procedures
  - Develop & Implement Project Procedures
Subpart K

• Final Rule published December 5, 2007

• Compliance required by December 4, 2008

• Supplements WZ Safety & Mobility Rule (Subpart J) to add emphasis on specific safety considerations including:
  – Use of positive protective measures
  – Use of uniformed law enforcement
  – Installation & maintenance of TTCD
  – Use of separate pay items for safety measures
WZ Training – WZ Safety Grants Program

• Established by SAFETEA-LU Section 1409 - $5M/yr (2006-09) for WZ safety training and guideline development

• Example topics include:
  – WZ traffic control (including for law enforcement)
  – Positive protection
  – High visibility apparel
  – Pedestrians in WZs
  – Impact assessment and mitigation
  – WZ strategies
  – WZ safety audits
  – Utility work zones
  – Worker safety and protection
Information Sharing

- **FHWA WZ Website**— includes Best Practices Guidebook and Fact Sheets
  

- **WZ Peer-to-Peer Program**
  866-P2P-FHWA (866-727-3492)
  [WorkZoneP2P@dot.gov](mailto:WorkZoneP2P@dot.gov)

- **National WZ Safety Clearinghouse**
  [www.workzonesafety.org](http://www.workzonesafety.org)