



**National
Transportation
Safety Board**

Highway

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Overview

- Construction zone planning and design
- Overrepresentation of heavy trucks in fatal work zone crashes
- *Manual on Uniform Traffic Control Devices*
- Law enforcement personnel: attendance at pre-construction conference meetings and updated training for work zones

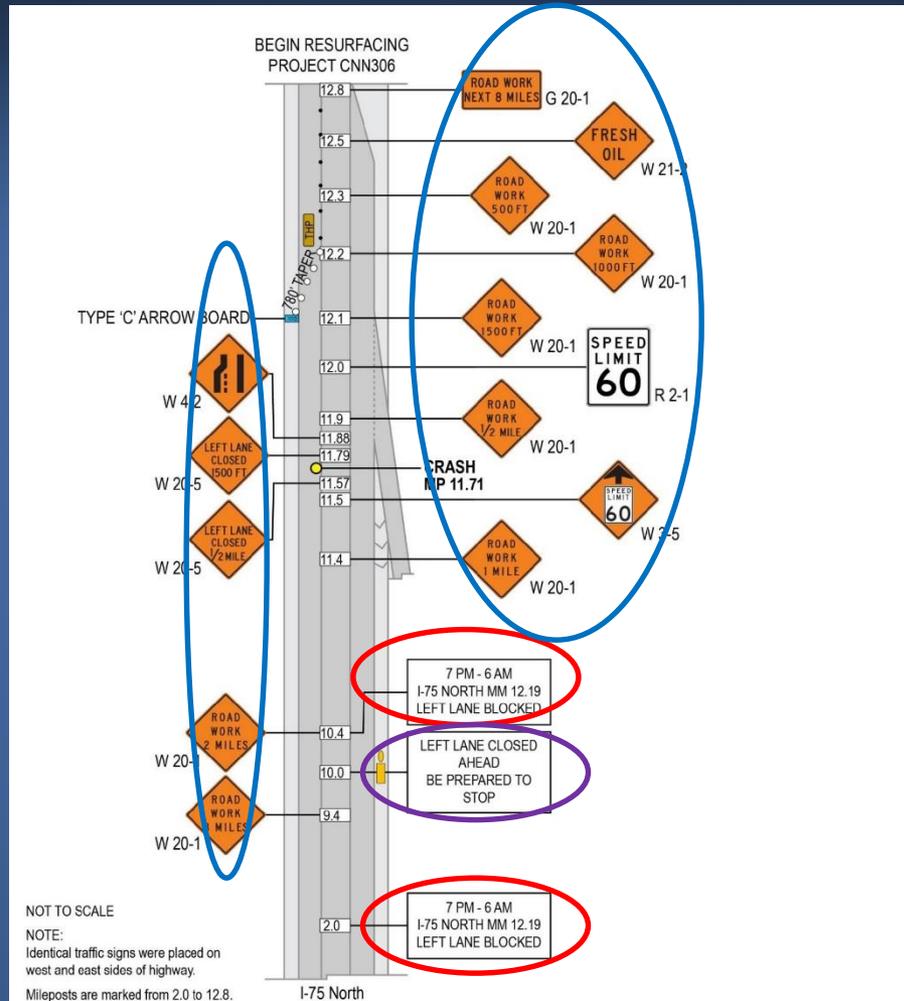
Traffic Metrics for I-75

- ADT: 60,000 vehicles per day
- Truck ADT: 24 percent

Transportation Management Plan

- Longer warning distances
- Nighttime work hours
- Queue protection trucks
- Coordination with traffic centers
- Law enforcement personnel
- Statewide 511 call system and TDOT website

Work Zone on I-75



Dynamic Message Signs



Queue Truck Protection Displays



Overrepresentation of Large Trucks in Fatal Work Zone Crashes

- Account for 5% of vehicles on road and 8% of miles driven
- Involved in 11% of fatal crashes
- Involved in 30% of fatal work zone crashes

MUTCD Guidance

- Provides typical work zone applications
- Modifies guidance for complex conditions
- Lists increased distances and additional traffic control devices

MUTCD Changes Needed

- NTSB issued recommendations for additional guidance on supplemental traffic control devices in 2014
- Propose re-iteration of H-15-16 to amend MUTCD guidance

Pre-construction Conference Attendance

Tennessee Highway Patrol was not invited and did not attend pre-construction conference for this work zone

Updated Law Enforcement Training for Work Zones

Revised training and procedures
should reflect work zone crash
mitigation strategies

Summary

- TDOT complied with rules
- Trucks overrepresented in work zone crashes
- Updated MUTCD guidance needed
- Required attendance of law enforcement at pre-construction meetings and updated training



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