



FACTUAL REPORT OF INVESTIGATION
FACTUAL REPORT ATTACHMENT

ATTACHMENT: MD Work Zone Automated Enforcement Program Summary

Woodlawn, MD
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(2 pages)

Maryland SafeZones

Work Zone Automated Speed Enforcement Program Summary

Program History

Transportation Article § 21-810, which authorized the use of Automated Speed Enforcement (ASE) in work zones, became effective on October 1, 2009. At that time, the Maryland Department of Transportation State Highway Administration (MDOT SHA) in partnership with the Maryland State Police (MSP) and Maryland Transportation Authority (MDTA) launched a pilot ASE program in work zones. The long-term work zone ASE program was launched on July 1, 2010 and continues to be operational.

Goals

The goals of the SafeZones program are to reduce speeds in work zones, improve driver behavior, and promote work zone safety. The purpose of the Maryland SafeZones program is to not only safeguard workers, but to also protect the drivers and passengers traveling through construction zones.

Results

ASE has been tremendously effective in slowing traffic down in work zones where deployed, as evidenced by the drop in the percentage of citations issued at these work zones. Today, only about 1 out of 100 drivers exceeds the speed limit by 12 mph or more, showing a near 90 percent reduction in the number of vehicles traveling 12 mph or more above the work zone speed limit since the program began.

Requirements

- **Work Zone Location and Posted Speed Limit:** The SafeZones program can operate in work zones along expressways and controlled access highways with a posted speed limit of 45 mph or more.
- **Penalty:** Civil citations, with a \$40 fine as established by the District Court, are issued to drivers exceeding the posted speed limit by 12 mph or more in SafeZones-enforced work zones.
- **Warnings:** Exceeding the requirements of the law, which required a 30-day warning period after the first work zone ASE system was in place, the SafeZones program issued warnings for the first 45-days of the pilot program. When the long-term program began, a 21-day warning period for new deployment locations was established as part of the program business rules.
- **Advanced Signage:** Maryland law (TA § 21-810) requires that conspicuous signing be installed to notify motorists that ASE equipment is in use in ASE monitored work zones. This law was supplemented by a regulation (COMAR 11.04.15) that requires a minimum of four signs, two on each side of the roadway, and one speed display trailer be installed prior to the area where the ASE system is stationed. MDOT SHA typical applications take this one step further, recommending a minimum of 4 sets of warning signs (8 signs total, 2 on each side of the road) and a speed display trailer.
- **Operator Presence:** ASE systems in work zones are required by law to be manned when in use. Trained operators are present at all times when enforcement is active.
- **Speed Limit Reductions:** Speed limit reductions in work zones with ASE require review and approval by the Director of the Office of Traffic and Safety and the District Engineer to ensure that the reduced speed limit is justified.
- **Calibration:** Each ASE system undergoes an annual calibration check by an independent calibration laboratory. Maryland law also requires ASE systems to pass certain self-tests before producing a recorded image each time the ASE system is set up. These system self-tests are performed prior to and at the end of each deployment by a trained operator.

Automated Speed Enforcement Technology

At the outset of the program, SafeZones utilized a radar-based enforcement technology, mounted in a sport-utility vehicle (SUV) to provide a mobile enforcement unit. Prior to the launch of the long-term program, SafeZones switched to a lidar-based technology, which continues to be used on the program today.