

Maintenance

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Project Title:

Review of Truck Mounted Attenuator Accessories

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Field Trials of the Truck-Mounted Attenuator Accessory (TMAA)

Field evaluation of accessories and equipment for TMA trucks that can improve safety and the function of TMA truck operations.

WHAT IS THE NEED?

The California Department of Transportation (Caltrans) often performs highway maintenance operations in work zones with temporary lane closures adjacent to high-speed traffic. The high-speed traffic provides a significant safety hazard to highway maintenance personnel. To shield the work zones from errant vehicle impacts, Caltrans routinely deploys shadow trucks with truck-mounted attenuators (TMAs). The TMAs are designed to decelerate lighter vehicles but impacts of high-speed heavy vehicles can exceed TMA dynamic absorption force limits. The impact risk with physical injury for the shadow truck driver is significant. Since the shadow truck TMAs are mobile and cannot be physically scaled up, the best mitigation strategy for impacts is to influence driver behavior.

WHAT ARE WE DOING?

We are procuring up to three (3) TMAA packages including installation by the system vendor or a local installer. Each technology package will include four cameras (Two will be installed on each side of the TMA and two in the rear), a Mobile Digital Video Recorder (MDVR) with GPS, a changeable message sign (CMS) with radar, a safety zone rear alert, and an ICone. Each camera feed is displayed on a monitor in the TMA cabin and is recorded on the MDVR. The CMS will display the incoming vehicle speed to alert drivers to decrease speed. The safety zone rear alert (panic lights with synchronized flashing pattern) is used to alert distracted drivers. The ICone sends information to Waze App for work zone awareness.

The researchers will develop a field-testing plan and two surveys for operator feedback. The researchers will provide training to selected shadow truck operators, and the field-



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testing will commence, with on-site and phone support from the researchers as needed. The field-testing portion of the project will continue for approximately one year, followed by researchers obtaining feedback from the operators, compiling, and reporting of the results.

WHAT IS OUR GOAL?

We are testing up to three TMAA packages for approximately one year in the field during normal Caltrans operations on the highway. Operator feedback will be analyzed. The results of the field testing and operator feedback will inform us if the TMAA package is suited to regular Caltrans operations and this technology package is ready for broad deployment.

WHAT IS THE BENEFIT?

The results of this project will provide significant improvements of safety of shadow truck operators and the traveling public. They will improve Caltrans' ability to safely perform moving closure operations. Furthermore, TMAA package deployment will protect Caltrans' liability by recording accident causes.

WHAT IS THE PROGRESS TO DATE?

The research team at UC Davis explored the use of Caltrans approved software GeoTAB in connection with the Mobile Digital Video Recorders (MDVRs). The Geotab user interface is comparable to the vendor's interface. The research team continued to track the events that are recorded on the MDVR and when the panic button was pressed. The team translated videos into spreadsheet data (Moving or stationary closure, panic button uses, position of truck, radar speed, time and date) and deletes videos. The researcher team continued analyzing data during field trials.

IMAGES



Image 1: Truck-Mounted Attenuator Accessories (TMAA).