



NJ 2020 SHSP

OVRU Emphasis Area

Completed Priority Action 4.A.1.a.
Work Zone Safety Recommendations



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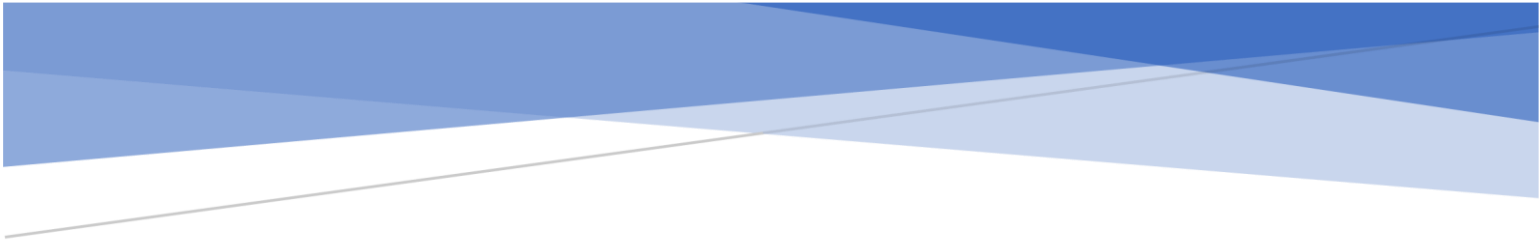


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**2020 NEW JERSEY STRATEGIC
HIGHWAY SAFETY PLAN:
WORK ZONE SAFETY
RECOMMENDATIONS**



2020 New Jersey Work Zone Safety Recommendations

I. Introduction

In the past, the New Jersey Strategic Highway Safety Plan (NJDOT, 2015) had adopted strategies for reducing work zone crashes through work zone training for the construction industry, law enforcement, and government personnel. Requests were made for instruction to include proper set-up of a work zone by public works employees, utility workers and police officers that allowed drivers to clearly identify the proper travel lane and reduce the chances for a vehicle-vehicle or vehicle-worker conflict. The New Jersey Work Zone Safety Program has been rated as effective in reducing crashes and fatalities, but lacked targeted public awareness initiatives. Currently, an analysis of the New Jersey Work Zone Safety Program is being conducted to identify recommendation for reducing work zone crashes and fatalities on the state, county, and local roadways of New Jersey.

Program Background

During the mid-1990s, the New Jersey Work Zone Safety Partnership was established at Rutgers University Center for Advanced Infrastructure in Transportation (CAIT) to represent public and private members from engineering, enforcement and educational sectors that support the New Jersey State Police Construction Unit to reduce work zone fatalities (NJDOT, 2020). The New Jersey Department of Transportation (NJDOT), Labor Unions, Public Employees Occupational Safety and Health (PEOSH), Occupational Safety and Health Administration (OSHA), State and Local Law Enforcement, the Safety Industry, Engineering Associations, New Jersey Turnpike Authority, and South Jersey Transportation Authority (SJTA) representatives were charged with the mission to train construction industry workers, public sector employees, and troopers in worker safety compliance and work zone inspection. As a result, the NJDOT required a Traffic Control Coordinator be designated on state jobs, while trained law enforcement officers provide work zone safety oversight on state, county, and municipal projects.



Courtesy of NJDOT, 2020.

In compliance, a series of Work Zone Safety courses and workshops were developed by the Partnership and offered through Rutgers CAIT. The curriculum includes the following:

- Work Zone Safety Awareness
- Train-the-Trainer for Law Enforcement
- TCC Refreshers, and
- Annual Work Zone Safety Conference

Course content primarily addresses work roles for NJDOT and local projects, work zone protection specified in the Manual of Uniform Traffic Control Devices (MUTCD), and legal responsibilities in work zones.



The companion *Work Zone Safety Guide* has also been developed on common applications of traffic control devices in a work zone and the *Traffic Mitigation Guidelines* provides guidance on improving the flow of traffic through a construction area. This traffic mitigation publication contains important information on integrating traffic control strategies into project development, documentation and monitoring procedures, and compliance with work zone safety policy.

As a result of over 25 years of collaboration, work zone fatalities have continually decreased to one of the lowest national rates. The established partnership between law enforcement, governmental agencies, and the construction industry has effectively facilitated the integration of work zone safety on state, county, and local roadway projects. Nationally, the New Jersey Police Work Zone Safety Train-The-Trainer program is featured for law enforcement (ARTBA, 2020). It is a major accomplishment, since New Jersey is the most congested state with construction always in progress. The following section provides a national review of Work Zones Safety Training to be used as a baseline for further identifying the impact that the New Jersey program has on the reduction of fatal crashes and fatalities in work zones.

II. National Work Zone Safety Training Program Review

The American Traffic Safety Services Association (ATSSA), nationally represents the roadway safety infrastructure industry regarding legislative advocacy, traffic control safety training and member partnership. ATSSA is a member partnership of over 11,000 industry professionals from the sign manufacturing, pavement marking, guardrail and barrier, traffic services and traffic signals technical divisions (ATSSA, 2020). Recently, this agency had conducted an ongoing national review of work zone safety training in the United States (Table 1).

Table 1. National Work Zone Safety Training

Programs	2020 Results
ATSSA Training	96%
State-Required Training	37%
Required Certification (29% = Flagging)	67%
State Trainings	
Flagger	94%
Technician	49%
Supervisor	63%
Refresher/Recertification	4%
Worker Training	14%

The study identified a series of national trends in the Work Zone Safety industry that is facilitated by ATSSA, which remains a major influence with 96% of the states identifying ATSSA training as the recognized lead service provider for the industry. While state-level dependence on ATSSA training remains strong throughout the country, nearly 40% of states have developed trainings and required certifications for work zone employees (67%). Flagger training is the most available (94%), followed



by supervisory training (63%), and technician training (49%). The trend of “in house” trainings (14%) is no longer recognized as effective as state-level instruction (37%) throughout the country. Finally, Refresher/Recertification trainings (4%) remain minimally available in the construction industry.

New Jersey Comparison

The New Jersey Work Zone Safety Training program training meets and exceeds the national criteria, identified in the ATSSA model. The New Jersey program has successfully incorporated the *ATSSA Flagging Handbook* into Awareness and Certification courses and recognizes ATSSA as the national Work Zone Safety authority for the Construction Industry. Next, New Jersey is among four percent of states that require Refresher/Recertification training for both the Traffic Control Coordinator and Police Work Zone Safety Train/Trainer programs. Finally, in house training is offered at agencies by available CAIT instructors and “certified” TCC with 4,000 hours of work zone experience and “certified” Police Work Zone Safety trainers. An overview of course descriptions are presented in the remainder of this section.

New Jersey Work Zone Program

A series of seven courses have been developed and offered for construction workers and law enforcement personnel. The roles of workers and enforcement personnel at work sites are examined in relation to the differences between NJDOT and local projects, and legal responsibilities in work zones. The trainings also cover the standards of work zone protection, as specified in the Manual of Uniform Traffic Control Devices (MUTCD). Ongoing refresher training is available to support the certification programs (Work Zone Safety Clearinghouse, 2020). The program format involves three types of trainings: Awareness/Specialized Workshops, Certification Programs, and Refresher/Recertifications that are routinely scheduled, through Rutgers CAIT, to increase vigilance in adherence to safety practices on NJDOT, county and local roadway projects.

A. Awareness Training and Specialized Workshops

Awareness Training

Work Zone Safety Awareness Workshop

The Work Zone Safety Awareness Program is offered to participants who require an overview of working safely in the roadway. As new or veteran employees enter or re-enter the construction and public works profession, they are frequently required to set up short-term work zones or are assigned to long-term projects. There are no allowances for errors when working next to traffic, so it is important for personnel to have a solid understanding of work zone safety compliance with the national MUTCD standards. Also, the roles of workers and enforcement personnel at work sites, differences between NJDOT and local projects, and legal responsibilities in work zones will be addressed during this program.



Provider: Center for Advanced Infrastructure and Transportation at Rutgers, The State University of New Jersey

Length: 4 hrs.

Topics: Standards; Tort Liability; Work Zone Safety

Work Zone Safety Awareness for Municipal and County Public Works and Public Utilities Personnel

As new or veteran employees enter or re-enter the public works profession, they are frequently required to set up short-term work zones or are assigned to long-term projects. There are no allowances for errors when working next to traffic, so it is important for personnel to have a solid understanding of work zone safety compliance with the national MUTCD standards. Also, the roles of workers and enforcement personnel at work sites, differences between NJDOT and local projects, and legal responsibilities in work zones will be addressed during this program.

Provider: Rutgers, The State University of New Jersey

Length: 4 hrs.

Topics: Utility Operations; Work Zone Safety; Worker Safety

Work Zone Safety Awareness for Local Police

As new or veteran law enforcement officers are frequently required to assist with short-term work zones or are assigned to long-term projects. There are no allowances for errors when working next to traffic, so it is important for personnel to have a solid understanding of work zone safety compliance with the national MUTCD standards. This program will address the roles of workers and enforcement personnel at work sites, differences between NJDOT and local projects, and legal responsibilities in work zones.

Provider: Rutgers, The State University of New Jersey

Length: 4 hrs.

Topics: Law Enforcement; Work Zone Safety

Specialized Workshops ATSSA Flagger Training (online)

This course is held to provide technical training for construction industry personnel. From New Jersey Department of Transportation Standard Specifications for Road and Bridge Construction: "159.03.08 Traffic Direction Flagger. Provide a flagger that has received formal training in flagging operations and the proper use of the STOP/SLOW paddle. The flagger must meet MUTCD qualifications and, when requested, demonstrate competency to the RE. Immediately replace flaggers who fail to demonstrate competency with a competent flagger."



Provider: ATSSA

Length: 4 hrs.

Topics: Utility Operations; Work Zone Safety; Worker Safety

Conducting Traffic Sign Retroreflectivity Inspection

This course will provide training for field inspectors to perform sign retroreflectivity inspection using the approved methods by the FHWA. The 2009 MUTCD establishes new minimum levels for traffic sign retroreflectivity that must be maintained by all agencies and organizations with roadways open to the public, including parks and private roads. For traffic signs to be effective providing important information to drivers, they must be visible both day and night. Agencies have until January, 2012 to establish and implement a sign maintenance program that regularly addresses the new MUTCD minimum with an assessment program, a management method, or a combination of the two.

This course covers the following topics:

- Background
- Retroreflectivity
- New retroreflectivity requirements
- Visual inspection methods
- Retroreflectivity measurement
- Overview of management methods

Provider: Rutgers, The State University of New Jersey

Length: 4.5 hrs.

Topics: Inspection; Retroreflectivity

B. Certification Programs

Traffic Control Coordinator Program

New Jersey Department of Transportation (NJDOT) and other agencies require a contractor to assign a supervisory-level employee with requisite onsite experience to act as the Traffic Control Coordinator (TCC) on roadway construction projects. Participants who successfully complete this course (and the prerequisites) will be eligible to serve as TCC with supervisory and coordinating roles. The course material is developed around typical long-term and short-term roadwork that occurs on any state roadway, whether two lanes or multi-lane Interstates. The training covers the standard work zone protection as specified in the Manual of Uniform Traffic Control Devices (MUTCD). It also offers practical exercises on setting up and taking down work zone safety devices found in a traffic control plan. Sessions on OSHA, NJDOT, and state police relationships and work zone traffic control liability issues are included.

Provider: Rutgers, The State University of New Jersey

Certification: Yes



Length: 4 days
Topics: Temporary Traffic Control

Police Work Zone Safety Train-The-Trainer

The NJDOT and other agencies require enforcement personnel to be trained when working on roadway construction projects. Those participants who successfully complete this series will be eligible to serve as Police Work Zone Safety instructors for their agency. This course is developed around typical long-term and short-term road work activities that occur on any state roadway, from two-lanes to interstates. The training covers the standards of work zone protection as specified in the Manual of Uniform Traffic Control Devices (MUTCD).

Provider: Rutgers, The State University of New Jersey
Length: 4 days
Topics: Law Enforcement; Temporary Traffic Control; Train the Trainer

C. Refresher Training

Traffic Control Coordinator Refresher Workshop

New Jersey Department of Transportation (NJDOT) now requires Certified New Jersey Traffic Control Coordinators to take this class every two-years, if they wish to continue working on state-funded projects. The course provides a review of the 2009 Manual on Uniform Traffic Control Devices (MUTCD) and includes a brief overview of federal changes, worker safety considerations, sign placement, and special considerations for local and state roadways. The course covers new safety specifications required on NJDOT roadways as well as other safety issues such as the proper set up of New Jersey barriers and use of truck-mounted attenuators to prevent worker injuries.

Provider: Rutgers, The State University of New Jersey
Certification: Yes
Length: 4 hrs.
Topics: Temporary Traffic Control

The Work Zone Safety Partnership has ensured that standardized training on federal and state regulations is provided to the construction industry, government workers, and law enforcement personnel who work on state, county, and local roadways. Two certifications (industry and law enforcement) are offered, along with required refresher trainings. Also, a specialized course on Retroreflectivity inspection of signage serves as a countermeasure to improve the quality of roadway signage and support the reduction of roadway crashes in targeted areas. Although not described in this section, the annual Work Zone Safety Conference has been held, for over 20 years to present “best



practices” to the construction industry and law enforcement leadership on new technologies, best practices, regulation updates, and worker safety methodologies.

III. New Jersey Work Zone Fatal Crashes/Fatalities Review

In compliance with the 2015 New Jersey Strategic Highway Safety Plan, a five-year study (2014-2018) was conducted to identify the need for further action in this domain. Clearinghouse data (Table 1.) was examined, since Work Zone crash types defined based on involvement (i.e., Truck, Bus, Pedestrian, and Workers) in national and state-level data. As a result, state averages were obtained and reviewed in these areas. There were 3,336 national fatal crashes and 3,374 national fatalities in Work Zones during this period, with the Yearly State Average yielding 13.2/14.6 deaths. In New Jersey, Fatal Crashes/Fatalities were 1.3/1.4 that equated to under 10% of the State Averages. Further comparison of the Yearly State Average to the New Jersey rates, yielded less than one (.4) per year in the Truck Involved and Worker categories, followed by Pedestrian Involved with even lower (.2) per year and resulted in 8.7% /11% of the Yearly State Average (2.3-4.5 per year). Finally, the Yearly State Average for the Bus Involved category was less than one (.11 & .21), while New Jersey reported zero crashes/fatalities during this period.

Table 1. National Comparison of New Jersey Work Zone Fatal Crashes and Fatalities

Year		Work Zones		Truck Involved		Bus Involved		Ped Involved		Work Zone Workers
		Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatal Crashes	Fatalities	Fatalities
2014	National	608	670	184	213	11	18	105	109	119
	NJ State	8	8	5	5	0	0	2	2	3
2015	National	658	718	176	196	3	4	107	107	130
	NJ State	8	9	0	0	0	0	0	0	2
2016	National	688	782	194	242	3	15	113	112	143
	NJ State	7	7	1	1	0	0	0	0	1
2017	National	720	809	221	270	6	9	130	130	132
	NJ State	6	6	0	0	0	0	2	2	3
2018	National	672	755	203	228	8	10	121	122	124
	NJ State	4	4	2	2	0	0	0	0	0
Five Year Total/Avg	National	3346 (669)	3734 (747)	978 (196)	1149 (230)	31(6)	56 (11)	576 (115)	580 (116)	648 (130)
	NJ State	33 (6.6)	24 (7)	8 (2)	8 (2)	0 (0)	0 (0)	4 (1)	4 (1)	9 (2)
Yearly Avg*	50 States & DC	13.12	14.6	3.8	4.5	.11	.21	2.3	2.3	2.6
	NJ State	1.3	1.4	.4	.4	0	0	.2	.2	.4

*Rounding Difference

Work Zone Safety Clearinghouse, 2020.



Since the New Jersey review had identified “Truck Involved” and “Worker Involved” fatal crashes and fatalities as the lead causes of death in work zones, the critical priority is continued training of workers and law enforcement on the importance of worker safety vigilance and the safe passage of trucks through work zones. Fortunately, the Work Zone Safety Clearinghouse is a national resource for transportation professionals to use when adopting “proven” safety practices in relation to work zone safety. Available studies and resources include advanced technologies, planning practices, worker safety countermeasures, and speed reduction in work zones. Also, the Clearinghouse has targeted Safe Passage of Truckers through Work Zones as an emphasis area that is readily available for inclusion in the existing program. Further discussion of implementation appears in the next section.

IV. 2020 NJ Strategic Highway Safety Plan Recommendations

Several recommendations were made to improve Work Zone Safety in the areas of Communications, Enforcement, and Curriculum Improvement. First, the NJDOT Communications System has the potential to be improved through expansion of operations for reduction of traffic congestion and timely reporting of lane closures to the public. Next, the New Jersey State Police Construction Unit needs to be strengthened because it was reduced from 40 troopers to a four-member team with the responsibility of work zone oversight on state highways. The Speed Camera Program has the potential to supplement the monitoring of these sites. Finally, a series of Training Proposals/Recommendations were identified that involve the emphasis of Worker Safety and Large Truck Navigation Through Work Zones, curriculum improvements in delivery, and expansion of the training base. The remainder of this section features the critical issues for inclusion in the 2020 Strategic Highway Safety Plan.

Work Zone Communications Proposal

Issue C1: Enhancement of Work Zone Communications

NJDOT requires the contractor to submit a Traffic Operations form with either daily or weekly lane closures (TO-100 and TO-101) for a given roadway. The forms also include the request for time that a shoulder will be closed, when the travel lanes will be closed (one of two travel lanes as an example), or when a traffic shift will occur. The information is then entered, by Traffic Operations personnel, into TREX (formally the *Open Reach* system) and becomes available for public view on the New Jersey 511 website. Also, the Communications Department has the option to issue a press release and place a message on the NJDOT’s Twitter and Facebook pages.

The same procedure is used by the Traffic Operations North Center (STMC) for reporting lane closures to the public. In order to improve the standard communications procedure, the following information was requested by the Partnership: (1) Would the operation be able to handle submissions from Counties or Municipalities? (2) Does the State software have the ability to perform a conflict reduction function to avoid issues with nearby work zones?



Recommendation

1. Contact NJDOT on expansion of the existing system (STMC/TREX) to handle input from Counties and Municipalities, thus producing real-time information on work zones and potential traffic delays for motorists. Also, agencies would have the ability to check for conflicts when planning projects and further reduce delays that are caused when multiple projects occur in near proximity.

Work Zone Roadway Enforcement Proposals

Issue E1: Work Zones 4.A.1a (2): Audit of Active Sites in Progress by Mobile Teams

At least three times per year, the NJDOT assembles a team of Work Zone Safety Professionals to inspect sites. The team spends an entire day in North, South or Central New Jersey inspecting NJDOT sponsored worksites for work zone safety deficiencies both day and night. Deficiencies are noted and corrected.

Historically, the State Police was comprised of a team of highly trained Troopers in Work Zone Safety that provided auditing and corrective measures in work zones. At its peak in the 1990's, the Construction Unit was comprised of over 40 Troopers. It has dwindled to four Troopers, who primarily distribute overtime to Troopers assigned to construction details when warranted. This condition leaves a large gap in the oversight of contractors and work zones.

Recommendations:

1. Increase the current staffing allocations of the State Police Construction Unit to provide inspections and oversight of Work Zones.
2. Retired troopers and local police with appropriate work experience and the Traffic Safety Specialist (TSS) Certification, Work Zone Safety Track, will qualify to be hired for temporary employment on construction details (Attachment B).
3. By 2022, implement speed cameras in work zones, use that revenue to increase and support the State Police Construction Unit which can also assist in the administration of a Speed Camera Program if approved by the legislature in New Jersey

Work Zone Training Proposals

Issue T1: Reduction of Fatal Crashes/Fatalities

While Work Zone fatality rates are low in the state, Large Truck Involvement and Worker Crashes/Fatalities (2014-17) have caused the most death in this domain. There remains a continued



need to protect workers through the promotion of ongoing safety vigilance and “safe” driver behavior when navigating through work zones.

Recommendations:

1. In order to more effectively combat Large Truck Fatal Crashes and Worker Fatalities, worker safety countermeasures and emphasis on safe navigation of trucks through work zones will be emphasized in the Work Zone Safety Awareness trainings and Certification programs
2. Promotion of worker safety will be featured and promoted at the 2021 Work Zone Safety Conference.
3. The Work Zone Safety Partnership will team with other transportation officials to sponsor public awareness campaigns that support safe driver behavior in work zones, not only during National Work Zone Safety Week but throughout the year. Also, the potential exists to incorporate Work Zone Safety into the “Move Over Law” campaign.

Issue T2: Curriculum Improvement

The New Jersey Work Zone Safety Program continues to be recognized as a national “best practice” for other states to follow. However, a recent review of other related programs, practical demonstrations are incorporated into training to reinforce the classroom concepts in the Traffic Control Coordinator (TCC) program.

Recommendation:

1. By the end of 2021, a practical demonstration day will be implemented at the end of the TCC classroom training. If this practical demonstration is well received by attendee evaluations and ample resources are available, permanently incorporating this training into the TCC program

Issue T3: Work Zone Safety Training for State Police

Limited Work Zone Safety Training is available for the NJSP, especially units that are patrolling the Parkway. The Construction Unit of 40 Troopers has been reduced to four Troopers, who are responsible for scheduling assignments. Since the Turnpike Authority actively trains personnel on work zone safety enforcement, there is an opportunity for the NJSP to also participate in these training events.



Recommendation:

1. Based upon available resources of the New Jersey Turnpike Authority, partnering with the State Police and the Authority would enable training to be conducted at a controlled location on the Turnpike property.

V. Conclusion

The Work Zone Safety Partnership remains an asset for ensuring that “standardized” training on federal and state regulations is provided to construction workers and law enforcement personnel assigned to New Jersey roadways. While fatality rates are low in the state, the need remains to educate the public, protect workers through the promotion of ongoing safety vigilance and addressing “safe” driver behavior when navigating through work zones. Promotion of worker safety continues to be a priority of the annual Work Zone Safety Conferences. Additionally, the Work Zone Safety Partnership is positioned to team with other transportation officials to sponsor public awareness campaigns that support safe driver behavior in work zones, not only during National Work Zone Safety Week but throughout the year. In order to combat Large Truck Fatal Crashes and Worker Fatalities, worker safety countermeasures and emphasis on safe navigation through work zones will need to be reinforced during the trainings and certifications for roadway workers in New Jersey.

VI. References

- ATSSA (2020). American Traffic Safety Services Association - State Requirements. <https://www.atssa.com/training/state-requirements>
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- NJDOT (2015). New Jersey Statewide Strategic Highway Safety Plan. [New Jersey Strategic Highway Safety Plan 2015 \(state.nj.us\)](http://www.state.nj.us/transportation/safety/strategic-highway-safety-plan-2015)
- NJDOT (2020). Work Zone Safety Program, Highway Safety. [Work Zone Safety Program, Highway Safety, About NJDOT \(state.nj.us\)](http://www.state.nj.us/transportation/safety/work-zone-safety-program)
- Rutgers (2020). Work Zone Safety Training, Center for Advanced Infrastructure and Transportation. <https://cait.rutgers.edu/event/njltap-work-zone-safety-awareness/>



Attachment A

State-Level Work Zone Program Requirements

State		Requirements
1	Alabama	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is not required • Though training isn't required, contractor workers must be trained appropriate to their job duties • Before beginning work, contractors must verify, in writing, that all workers are trained • ALDOT may audit training records • Certification is not required • ATSSA is a recognized provider
2	Alaska	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required for Flaggers and Traffic Control Supervisors • ATSSA is a recognized provider
3	Arizona	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required for Flaggers and Traffic Control Supervisors • ATSSA is a recognized provider
4	Arkansas	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Workers must provide proof of training • Certification is not required • ATSSA is a recognized provider
5	California	<ul style="list-style-type: none"> • Courses are state-specific • Flagger training is required • Certification is not required • ATSSA is a recognized provider
6	Colorado	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required • ATSSA is a recognized provider of Traffic Control Technician and Traffic Control Supervisor training
7.	Connecticut	<ul style="list-style-type: none"> • Flagger Training is required • Traffic Control Supervisor training is only required for certain projects • Certification is required • ATSSA is a recognized provider
8	Delaware	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required



		<ul style="list-style-type: none"> • DelDOT employees: Traffic Engineering Safety Officers who are responsible for reviewing highway work zones is the only classification that is required to have Traffic Control Technician training • Certification is required for Flaggers and Traffic Control Supervisors on certain projects • ATSSA is a recognized provider
	District of Columbia	<ul style="list-style-type: none"> • Flagger and Traffic Control Technician training is required • Certification is not required • ATSSA is a recognized provider
9	Florida	<ul style="list-style-type: none"> • Courses are state-specific • Flagger, Florida Intermediate and Florida Advanced training is required. • A 6-hour refresher course is required every 4 years • Certification is required • ATSSA is a recognized provider for the Florida Intermediate and Florida Advanced training courses • For specific language regarding MOT training requirements
10	Georgia	<ul style="list-style-type: none"> • Flagger and Traffic Control Supervisor training is required • Certification is required • ATSSA is a recognized provider
11	Hawaii	<ul style="list-style-type: none"> • Training is not required • Certification is not required • ATSSA is a recognized provider
12	Idaho	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required for Flaggers and Traffic Control Supervisors • ATSSA is a recognized provider
13	Illinois	<ul style="list-style-type: none"> • Flagger training is required for contractor-provided flaggers • Traffic Control Supervisor training is required on selected projects • Certification is required • ATSSA is a recognized provider



	Indiana	<ul style="list-style-type: none"> • Flagger and Traffic Control Supervisor training is required • A worksite traffic supervisor certified by ATSSA, or approved equal certifying organization, shall direct all field layout, placement, operation, maintenance, and removal of temporary traffic control devices. The certified worksite traffic supervisor, CWTS, shall ensure that all traffic control devices, except temporary concrete barrier, meet acceptable standards as outlined in the plans, specifications, and ATSSA’s “Quality Guidelines for Work Zone Traffic Control Devices” prior to installation. • Certification is required • ATSSA is a recognized provider
15	Iowa	<ul style="list-style-type: none"> • Flagger training is required and all flaggers must be trained under Iowa DOT requirements • Traffic Control Technician training is required • Certification is not required • ATSSA is a recognized provider
16	Kansas	<ul style="list-style-type: none"> • Flagger training is required • Certification is not required • ATSSA is a recognized provider
17	Kentucky	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Flaggers are only required to be trained on the MUTCD Flagging Standards • Certification is not required • ATSSA is a recognized provider
18	Louisiana	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is not required • ATSSA is a recognized provider
19	Maine	<ul style="list-style-type: none"> • Flagger training is required • Certification is required • ATSSA is a recognized provider
20	Maryland	<ul style="list-style-type: none"> • Flagger course is state-specific • Flagger and Traffic Control Technician training is required • Certification is required for flaggers • ATSSA is a recognized provider of Flagger training
21	Massachusetts	<ul style="list-style-type: none"> • Flagger course is state-specific • Flagger training is required • Certification is required for flaggers • ATSSA is a recognized provider



22	Michigan	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Training is not required • Flaggers must read the MDOT Traffic Regulators Instruction Manual • Each person whose actions affect TTC zone safety, from the upper-level management through the field workers, should receive training appropriate to the job decisions each individual is required to make • Certification is not required • ATSSA is a recognized provider
23	Minnesota	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required, and can be obtained through the Minnesota DOT or the Minnesota LTAP • Flaggers working on MNDOT projects must attend a training session taught by a MnDOT-Qualified Flagger Trainer (special provision 2563) • ATSSA is a recognized provider
24	Mississippi	<ul style="list-style-type: none"> • Flagger training is required • Each supervisor and one member of each crew is required to attend LTAP's Design and Operation of Work Zone Traffic Control course • Certification is required • ATSSA is a recognized provider
25	Missouri	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is not required, however a certified work zone specialist must be available on all projects • ATSSA is a recognized provider
26	Montana	<ul style="list-style-type: none"> • Flagger training is required • Montana DOT does not require additional training, however, training is encouraged and provided in-house to field inspectors and field project managers • Certification is required • ATSSA is a recognized provider
27	Nebraska	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is not required • ATSSA is a recognized provider
28	Nevada	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required • ATSSA is a recognized provider



29	New Hampshire	<ul style="list-style-type: none"> • Flagger training is required • Traffic Control Technician training is required for Traffic Control Coordinators • Traffic Control Supervisor training or PE degree is required for Contractor Traffic Control Plans • Certification is required • ATSSA is a recognized provider
30	New Jersey	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Training is available through Rutgers and Center for Advanced Infrastructure and Transportation (CAIT) • ATSSA is a recognized provider
31	New Mexico	<ul style="list-style-type: none"> • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required • ATSSA is a recognized provider
32	New York	<ul style="list-style-type: none"> • Flagger training is required • Traffic Control Supervisor training is required on certain projects • Certification is required for flaggers • ATSSA is a recognized provider
33	North Carolina	<ul style="list-style-type: none"> • Courses are state-specific • Flagger and Traffic Control Supervisor training is required • Certification is required • ATSSA is a recognized provider
34	North Dakota	<ul style="list-style-type: none"> • Flagger and Traffic Control Supervisor training is required • Certification is not required • ATSSA is a recognized provider for Traffic Control Supervisor training
35	Ohio	<ul style="list-style-type: none"> • Flagger training is not required; ODOT provides this training to internal employees • Traffic Control Supervisor training is required for Worksite Traffic Supervisors, as one of four accepted training options • Certification is required • ATSSA is a recognized provider
36	Oklahoma	<ul style="list-style-type: none"> • Training is required and provided in-house for all ODOT personnel involved with field temporary traffic control • There are no training requirements for non-ODOT employees, though training is often provided through Oklahoma Traffic Engineering Association (OTEA) or ATSSA • Certification is not required for non-ODOT employees • ATSSA is a recognized provider for non-ODOT employees
37	Oregon	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger and Traffic Control Supervisor training is required • Certification is required for agency positions that perform flagging or Traffic Control Supervisor duties on a regular basis



		<ul style="list-style-type: none"> • ATSSA flagger certification cards issued in Washington and Idaho are accepted. National ATSSA flagger certification training is accepted in certain jurisdictions. Students should check with their local jurisdiction as to the acceptability of ATSSA flagger training. • ATSSA is not a recognized provider
38	Pennsylvania	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger training is required • Traffic Control Technician and Traffic Control Supervisor training is only required for larger projects • Certification is not required • ATSSA is a recognized provider
39	Rhode Island	<ul style="list-style-type: none"> • Flagger training is required • Traffic Control Technician training is not required; however, adequate training is required for personnel who set-up, operate, maintain, inspect, move, and/or breakdown TTC devices. • Traffic Control Supervisor training is not required; however, adequate training is required for managers and supervisors who oversee field personnel (including TMP Implementation Managers) • Certification is not required • ATSSA is a recognized provider for Traffic Control Technician and Traffic Control Supervisor training
40	South Carolina	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger, Traffic Control Technician and Traffic Control Supervisor training is required • Certification is required for flaggers • ATSSA is a recognized provider
41	South Dakota	<ul style="list-style-type: none"> • Flagger training is required • Certification is required • ATSSA is not a recognized provider
42	Tennessee	<ul style="list-style-type: none"> • Flagger and Traffic Control Supervisor training is required • Flagger training is done in-house for all DOT personnel • Certification is required • ATSSA is a recognized provider
43	Texas	<ul style="list-style-type: none"> • Traffic Control Technician and Traffic Control Supervisor courses are state-specific • Flagger training is required • Certification is required • ATSSA is a recognized provider of Traffic Control Technician and Traffic Control Supervisor training
44	Utah	<ul style="list-style-type: none"> • Courses are state-specific • Flagger and Traffic Control Technician training is required • Certification is required for flaggers • ATSSA is a recognized provider



45	Vermont	<ul style="list-style-type: none">• Flagger training is required• Certification is required• ATSSA is a recognized provider
46	Virginia	<ul style="list-style-type: none">• Courses are state-specific• Flagger, Basic/TCT, Intermediate/TCS and Advanced/TCDS training is required• Certification is required for flaggers and Intermediate/TCS• ATSSA is a recognized provider
47	Washington	<ul style="list-style-type: none">• Flagger and Traffic Control Supervisor courses are state-specific• Flagger and Traffic Control Supervisor training required• Certification is required• ATSSA is a recognized provider
48	West Virginia	<ul style="list-style-type: none">• Flagger training is required• All flaggers on WVDOH projects must be certified by passing a WVDOH or ATSSA training course on this subject. Recertification is generally required every two years and usually involves reviewing the course manual, viewing a training video, and obtaining a passing score on a proficiency test administered by a proctor• Certification is required• ATSSA is a recognized provider
49	Wisconsin	<ul style="list-style-type: none">• Flagger training is required• Certification is not required• ATSSA is a recognized provider
50	Wyoming	<ul style="list-style-type: none">• Flagger and Traffic Control Supervisor training is required• Traffic Control Supervisors must also obtain a WYDOT certification card• Certification is required• ATSSA is a recognized provider



Attachment B

New Jersey Traffic Safety Specialist (TSS) Program Description

Description

The Traffic Safety Specialist (TSS) Program was first established in Maryland through funding provided by the Maryland Highway Safety Office to further support the Maryland Strategic Highway Safety Plan. The TSS designation is a statewide consistent recognition of police officers who attained notable experience, education, training, and proficiency in Highway Safety and Traffic Enforcement methods and procedures. The program began in 2011 and was open to police agencies that performed law enforcement duties. Designations were developed by a Criteria Selection Committee, in coordination with the Maryland Police and Correctional Training Commissions. The committee also includes representatives from the Maryland Police Chief's Association, the Maryland Sheriff's Association, and the Maryland Police and Correctional Training Commissions (MPCTC).

The intent of the New Jersey Traffic Safety Specialist (TSS) Program is to promote highway safety among police officers, as well as provide a mechanism for support, acknowledgement, recognition, and prestige among officers who have achieved advanced levels of training proficiency. This award program serves to motivate officers who have attained notable levels of proficiency in safety. A long-term commitment to the program is required, which results in outside recognition of highway safety efforts. This designation is not considered an advanced rank, nor does it qualify for an increase in pay compensation, but has been recognized as a testament to an officer's level of training in the court of law.

Program Requirements

The Traffic Safety Specialist Program is open to all Law enforcement officers in recognition of exceptional and extraordinary achievement while promoting traffic safety on New Jersey roadways. Eligibility involves officers enrolling in the program and submitting documentation materials required for specific TSS Designation Levels that are being pursued.

Applicants must:

1. Be employed by a New Jersey Law Enforcement agency
2. Complete New Jersey police academy officer certification
3. Submit the appropriate TSS documentation forms (e.g., course list, certificates of completion, and course syllabus)
4. TSS documentation submission forms are signed by agency supervisor
5. Ensure that all TSS documentation forms are postmarked by designated date

TSS Specifications

The three successive designation levels of the TSS program require documentation of experience levels, training, job performance, and skill proficiency as a traffic officer. The first phase enables officers to be recognized for specialized training beyond the academy level. Phase I requirements include two years of independent patrol/traffic experience, speed detection device certification,



standard field sobriety certification, and 13 points earned electives. One elective point is also awarded for each year (up to three points) of documented military experience, while up to three points (1 = Associates, 2 = Bachelors, 3 = Masters) are awarded for documented college experience. Applicants may also obtain up to seven points for traffic safety awards received during their employment.

The second level of highway safety certification requires applicants to have participated in agency-related traffic studies or implement projects. They are also required to complete five years of independent patrol/traffic experience, successful complete the TSS, Level I requirements, become a certified Crash Reconstruction Investigator or Drug Recognition Expert, or Commercial Vehicle Safety Inspector. A traffic-related written report must be submitted by applicants, along with proof of 18 earned Elective Option credits.

Officers are recognized as having extensive backgrounds in highway safety and enforcement methods when they achieve TSS Level III status. Requirements for this status include seven years of patrol/traffic experience, achievement of TSS, Level II, instructor certifications (DRE, SFST, or Speed Detection Devices), received training as commander/supervisor for traffic safety events, submission of Traffic Related Study, and 25 points earned from Elective Options.

Table 1. Traffic Safety Specialist Designation

Categories	Level I	Level II	Level III
1. Patrol Experience	2 Years	5 Years	7 Years
2. TSS Level Designation	n/a	Level I	Level I & II
3. Certifications	<ul style="list-style-type: none"> Speed Detection Device Field Sobriety Test Cert. 	<ul style="list-style-type: none"> Reconstructionist, DRE, ACTAR, or CVSA- 1 Instructor Cert. 	<ul style="list-style-type: none"> Instructor Certification in SFST, DRE, Speed Detection Devices Commander/Supervisor Training Traffic Safety events
4. Elective Options* <ul style="list-style-type: none"> Military (3 points) Post-Secondary (3 points) Traffic Awards (7 points) 	13 points	18 points	25 points
5. Written Reports		Traffic Study Written Report – Participant Level	Traffic Study Written Report – Leadership Level (SWOT Analysis Required)

Over sixty existing courses are currently available in nine designated areas at county-based police academies. Several nationally sponsored programs (i.e. FBI, IPTM, and NIMS) are held in New Jersey and sponsored by the NJSP. A minimum of a half point is awarded to courses that are four hours in duration with a maximum credit of 10 points being received for 80 - hour training programs.



Traffic Safety Specialist Approved Elective Course List by Topic Area			
<i>Note: List represents typically approved course for Elective Credit. Basic Crash Investigation</i>			
Course Name	Hours	Elective Points	Providing Agency
Drug Interdiction			
Narcotics Investigation	24	3	Camden County Police Academy
DRE	80	10	NJSP/Camden County Police Academy
DRE Patrol	4	½ point	Cape May Police Academy
Drugs for Police Officers	40	5	Gloucester Police Academy/Rowan
DRE Intro	8	1	Morris County Emergency Services
DUI Enforcement			
Alcotest Operator	40	5	NJSP
DWI Detection SPST	40	5	NJSP
DRE	80	10	NJSP
Advanced Roadside Impaired Driving Enforcement (NHTSA)	16	2	Online
Alcotest Refresher	4	½ point	NJSP, Cape May Pol Academy
Inspection			
Roadway Technical Training (Pavement, Safety, Asphalt, Work Zone)	1.5-6.0	(4 hours + = ½ point)	Rutgers CAIT
Work Zone Safety Conference	6	½ point	Rutgers CAIT
Police Work Zone Refresher	8	1	Rutgers CAIT
Public Safety Traffic Engineering	24	3	Rutgers Center for Government Services
Work Zone Awareness for Police	5	½ point	Rutgers CAIT
Traffic Control Coordinator	32	4	Rutgers CAIT
Instructor Courses			
Methods of Instruction	48	6	NJ Police Academies
Work Zone Safety Police Train/Trainer	28	3.5	Rutgers CAIT
Police Motorcycle Instructor	40	5	Northwestern/Ocean County
School Crossing Guard Train the Trainer	4.5	½ point	STRS – Rutgers
Radar Instructor	40	3	Essex County Police Academy, Gloucester Police Academy/Rowan
Radar Instructor Refresher	8	1	Camden Police Academy
Field Training Officer Pre	24	3	Camden County Police Academy, Gloucester Police Academy/Rowan, Morris County Emergency Services



Defensive Tactic Instructor School	32	4	Gloucester Police Academy/Rowan
EVOG Instructor Training	40	5	Middlesex, Passaic & Stamler Police Academy
Share the Keys Facilitator Training	6	½ point	NJDHTS
Crash - Forensic Investigation			
Basic Crash Investigation	80	10	NJSP/Kean
Advanced Crash Investigation	80	10	NJSP/Kean
NJAAR Annual Training	6	4	Middlesex County Police Academy
Commercial Vehicle Crashes (IPTM)	40	5	NJSP
Pedestrian/Motorcycle Investigation (IPTM)	40	5	NJSP
CDR Tech Training	4	½ point	NJSP/Kean
Advanced EDR Training (IPTM)	32	4	NJSP/Gloucester/Rowan
Effective Report Writing	8	1	Camden Police Academy, Gloucester County Police Academy/ Rowan
Investigator Survival Training	40	5	Camden Police Academy
Basic Digital Photograph	8	1	Gloucester Police Academy/Rowan
Investigative Photograph	8	1	Cape May Police Academy
Basic Forensic Crime Scene Investigation	32	4	NJSP
Crash Reconstruction IPTM	80	10	NJSP
Interview & Interrogation	40	5	NJSP, Somerset County Emergency Services, Ocean County Police Academy
Traffic Incident Management	4	½ point	Camden Police Academy
Crisis Intervention Team	40	3	Passaic Police Academy
Occupant Protection			
Child Safety Seat Training	32	4	SafeKids
Enforcement			
GDL Enforcement	8	1	Bergen Emergency Mgt., Passaic Police Academy
Heavy Truck Enforcement	8	1	NJSP
Traffic Incident Management	4	½ point	Morris County Emergency Services
Use of Force Vehicle Pursuit	4	½ point	Morris County Emergency Services
Motor Vehicle Stops	4	½ point	Passaic Police Academy
Night Time High Risk Stops	8	1	Passaic Police Academy



Police Emergency Vehicle Operations			
EVOC Training	40	10	NJ Police Academies
EVOC Training In-Service	8	1	Middlesex, Passaic, Ocean Police Academies
Maryland Motorcycle Operations	16	2	Bergen Emergency Mgt
Police Motorcycle Operators	16	2	Northwestern/Ocean
Defensive Driving (NSC)	8	1	Gloucester Police Academy/Rowan
Command/Supervisory Training			
Narcotics Update (NIMS 1S-200)	16	2	Morris County Emergency Services
Narcotics Update (NIMS 1S-300)	24	3	Morris County Emergency Services
Narcotics Update (NIMS 1S-400)	16	2	Morris County Emergency Services
Frontline Supervisor Training	32	4	NJ Chiefs Association
Police Supervision (FBI)	24	4	Somerset County Prosecutor's Office
First Line Supervisor Training	32	4	NJSP
High Impact Supervision Penn State University	24	3	NJ Police Academies
Command & Leadership Program	14 weeks	10	NJ State Police Chief's Association

The next phase of the TSS project is to establish the New Jersey Review Committee of state representatives. Program sponsors will be invited to participate in a biannual review process with Kean University being responsible for awarding volunteer credits. Kean University will also take leadership as the Committee Chairperson for the proposed ten - member organization. The role of the Committee will be to annually review course for approved points and the offer input into the review process.

Proposed Membership Committee:

- Claudia Knezek, Kean University (Chairperson)
- Pam Chappelle, Rutgers CGS
- Richard Maxwell, NJPTOA
- Chris Dudzik, NJ Crash Investigation
- Matt Razuakus, NJSP
- Preston Forchion, NJ Crash Investigation
- Nick Schock, NJ Crash Investigation
- Rutgers NJ Law Office Representative

This volunteer program was piloted through the Ocean County Police Traffic Officers Association beginning in January 2016. Kean University staff, on behalf of the Division and the NJSP, has implemented the successfully proven Maryland Traffic Safety Specialist Program in New Jersey. The



Crash Investigation faculty and other Traffic Safety Professionals will also be recruited to develop and instruct courses that are not currently available in New Jersey.