Testing CWZ Information Pathways to Freight Carriers

Objective: Explore Pathways to Provide Connected Vehicle Work Zone Information to Freight Carriers

Key Activities:
- Review potential information pathways
- Correlate pathways to a Receiving Agency traffic management business model
- Perform stakeholder outreach to freight carriers
- Examine impacts of potential solutions on freight drivers
Potential Information Pathways

Legacy methods
- CB radio
- Satellite radio
- AM/FM radio

Current methods
- OBU
  - TxDOT’s LoneStar pushes alerts and data via RSU
- Potential ELD Pathways
  - Drivewyze accesses INRIX data and pushes alerts to ELDs
  - INRIX data shared with TxDOT’s LoneStar ATMS
  - Drivewyze retrieves data from LoneStar ATMS and pushes data to ELDs
  - Fleet networks push data to ELDs
Alerting truck drivers in real time

• INRIX “Slow Down” alerts detected from real-time INRIX probe speed data
• Drivewyze alerts truck drivers in real time via onboard ELDs

Source: Drivewyze and NCDOT
Factors Related to ELDs

- ELD mandate effective Dec. 16, 2019
- Trucking.org in 2021 estimated 4.06 million Class 8
- Drivewyze potential reach is 2.8 million trucks
- The key metric is alerts sent and acted upon
- Drivewyze applications
  - Preclear—weigh station bypass
  - Safety+
  - E-Inspections
  - Infrastructure services
- Large carriers prohibit using other in-cab devices while moving
- TxDOT has signed agreement with Drivewyze
- Cell network is robust where it needs to be
Drivewyze

- Trucks receive bypasses at 830 sites
  - 45 states and provinces
  - 548 fixed weigh stations and inspection sites
  - 287 mobile inspection sites
- Runs on in-cab devices (no transponders)
- Selected ELD partners

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* Source: Drivewyze.com
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<th>J.B. Hunt</th>
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*Source: Drivewyze.com*
Recorded Video from SH-47

https://youtu.be/QeEoVJgsoRE