



**The Eastern Transportation Coalition
Meet the Work Zone Data Exchange (WZDx) Project – How to get Better Work Zone
Data out to the Traveler – September 9, 2021
Question and Answer Summary**

NOTE: Results from the polling questions asked during the web meeting are provided at the end of this document.

Making It Work: Standardizing Road Construction Data Sharing with the Work Zone Data Exchange

Q: Fausto Rodriguez (Connecticut DOT): Do you guys have a standard form to represent the performance metric obtained in the WZDx. Such as hourly volume, speed, delays in a work zone, congestion zones?

A: Nate Deshmukh Towery (USDOT - Volpe Center): Great question. We don't yet have a standard approach to representing performance metrics. This would be great to have, and I'd encourage you to get involved in the working group and help make that happen!

Q: Ghulam Ashar (Maryland DOT): In terms of scope, is the WZDx standard developed within the Coalition promulgating across as a national standard that other roadways users and agencies may adopt as well?

A: Derald Dudley (USDOT-Volpe Center): The Coalition is a member of the Work Zone Data Working Group (WZDWG) and makes meaningful contributions. The WZDWG is working with its members and industry leaders to foster the adoption of the WZDx Specification as a de-facto standard. We're doing our best to follow and foster the road data market.

Q: Alan Warde (New York State DOT): For the RoadEvent Object Properties, is Event Type a set of defined items (say a drop-down list), or is user inputted text allowed? A recurrent problem with existing incident reporting programs in our state is a lack of consistent definitions of events, which analyzes incidents problematic. Accordingly, we're interested in how this issue might be addressed by the WZDx.

A: Derald Dudley (USDOT-Volpe Center): Currently, there are only 2 event types included in WZDx: work-zone and detour. The WZDx Extension subgroup is working to expand this.

<https://github.com/usdot-jpo-ode/wzdx/blob/main/spec-content/enumerated-types/EventType.md>

Q: Jennifer Petrario (Connecticut DOT): Are the Geojson specs just shown available?

A: Derald Dudley (USDOT-Volpe Center): Here are the GeoJSON Specs:
<https://datatracker.ietf.org/doc/html/rfc7946>

C: Hua Xiang (Maryland DOT-SHA): Yes, I believe it is already a national standard and there are currently five registered feeds from states. More states, including us in Maryland, are trying to produce feed-in compliance with the latest version of WZDx Specification.



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A; Nate Deshmukh Towery (USDOT - Volpe Center): Thanks, Hua - you're correct. WZDx is a national effort that aligns with relevant ITS standards (i.e., TMDD, SAE's J2735 & 2945/4). We refer to WZDx as a specification as it is not directly integrated into the National ITS Architecture, but you may more easily think of it as a stable data standard that is ready to be deployed.

Q: Fausto Rodriguez (Connecticut DOT): Awesome. How can I sign up? Feel free to send me the link.

A: Derald Dudley (USDOT-Volpe Center): Great. Please reach out to AVDX@dot.gov to be added to the WZDWG membership list.

Q: Chet Osborne (Massachusetts DOT): Will there be a field to note if there is a change to lane width or height clearance and bridge pounds rating? This would have value for oversize/overweight permits.

A: Nate Deshmukh Towery (USDOT - Volpe Center): Yes. If you have information only about a roadway and not at the lane level, you can provide that in your WZDx data feed. There is also a set of enumerated restrictions available for you to note on a lane-level basis.

C: Derald Dudley (USDOT-Volpe Center): Here is the Work Zone Data Exchange GitHub site: <https://github.com/usdot-jpo-ode/wzdx>

Feed Examples: <https://github.com/usdot-jpo-ode/wzdx/tree/main/create-feed/examples/linestring-examples>

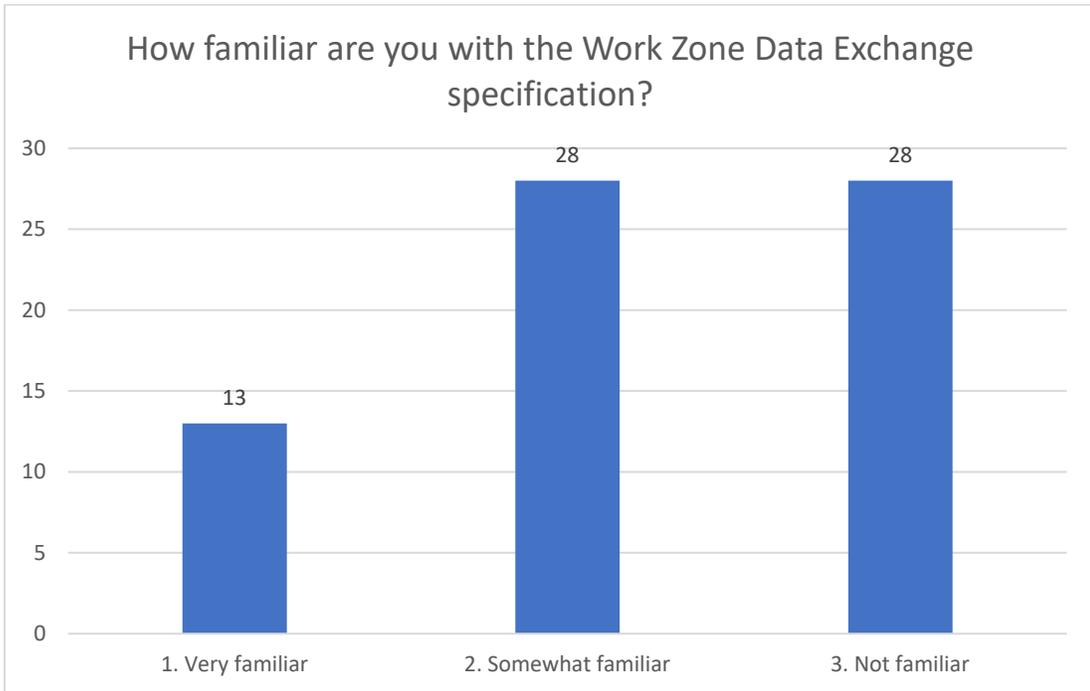
Q: Stan Young (The Eastern Transportation Coalition): My question is on QC/QA, validity, or security - whichever has a history in this. You learn not to trust what's coming out of construction maintenance systems because it's all subject to whoever has that responsibility - how much they keep it up to date. Are there processes being built into the system so that you have some sense of the information you're getting from a certain state? Is the information accurate and valid?

A: David Craig (General Motors): That's part of the validation field. You have to specify how your data feed was validated. In the metadata, we track when each feed was last updated and the update frequency. From there, we can start to understand if this event I'm looking at is six months old, or was it produced an hour ago. We can start to understand whether was it verified by precision GPS or if it was just someone reading data off a map. With both those elements, we start to be able to get a grasp on how accurate and fresh the information is.

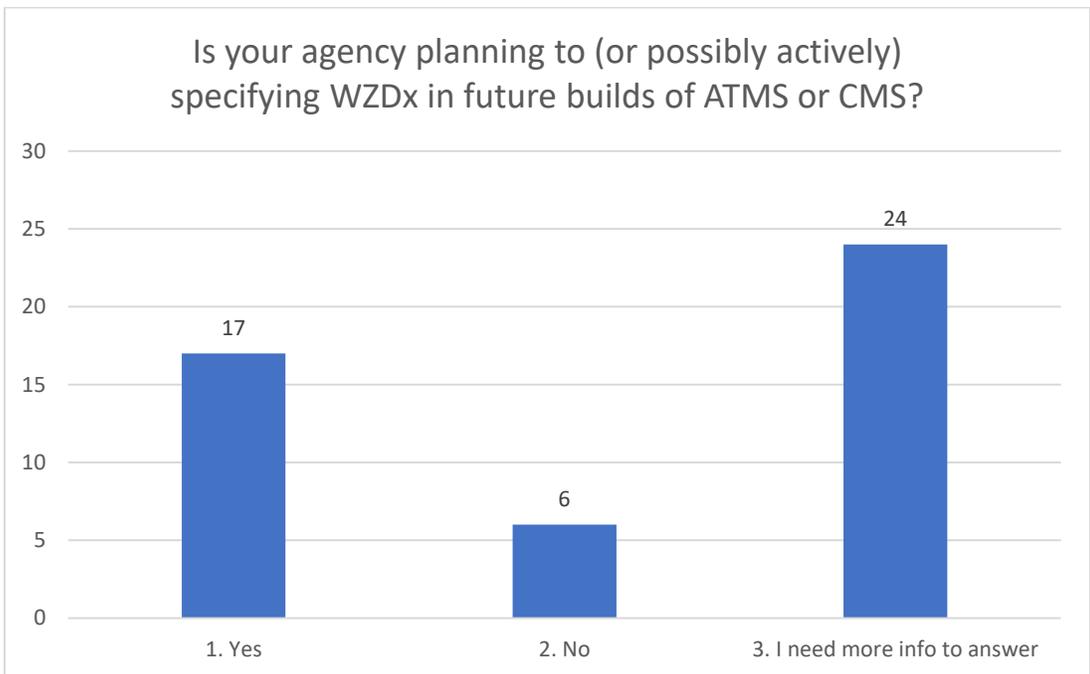


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Poll 1: How familiar are you with the Work Zone Data Exchange specification?



Poll 2: Is your agency planning to (or possibly actively) specifying WZDx in future builds of ATMS or CMS?





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Poll 3: Would you be interested in a deeper dive into the technical details of WZDx?

