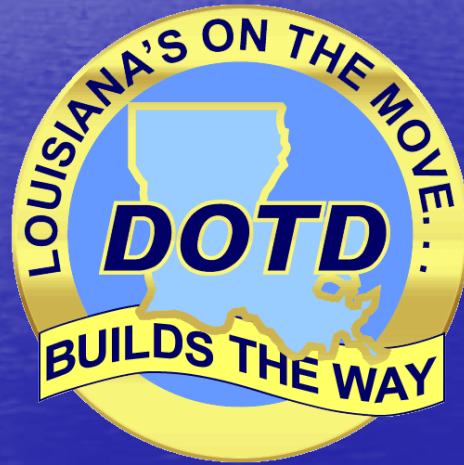


Work Zone Training Webinar

Louisiana Perspective



Barry L. Lacy, P.E.
Work Zone/Claims/Audit Engineer

Louisiana State Motto



Why Is Temporary Traffic Control Important?

- People die
- People are injured
- Money is lost
- You and your company can be sued



What Contractors (and DOTD) Wanted

- Get everyone (DOTD & contractors) "on the same page"
- Clear & concise information (not "at the discretion of the PE")
- Clear set of bid documents – no guessing on work zone safety (night work, # of devices, etc.)
- Get up to speed with the current standards – minimizes exposure in court

Required Work Zone Training for Construction Inspection Personnel

Flagger

- All personnel (technicians & engineers)

TCT (Traffic Control Technician)

- The basics of temporary work zone traffic control
- All personnel (technicians & engineers)

TCS (Traffic Control Supervisor)

- Advanced temporary work zone traffic control
- All upper level technicians & engineers
- Louisiana Specific when available

Required Work Zone Training for Construction Inspection Personnel

- ATSSA – preferred source of training
- Louisiana Specific Refresher Course (TCS) – will be ready soon with implementation this year
- Training records are readily maintained & tracked
- Certification not required – only course completion
- Refresher training required every 4 years

Work Zone Training (DOTD & Contractors)

Flagger	TCT	TCS
2041	2552	2114

STANDARD SPECIFICATION

SECTION 713.08

TRAFFIC CONTROL MANAGEMENT

Important Points to Ponder

Traffic Control Management

Statewide Average Cost Per Day

<u>Year</u>	<u>Cost</u>
2004-2005	\$177/Day
2006	\$148/Day
2007 - on	Part of Temporary Signs & Barricades

REQUIREMENTS

TCS shall have:

1. a set of all contract documents relating to traffic control or traffic staging
2. a current copy of the MUTCD
3. a current copy of Louisiana Work Zone Traffic Control Details

713.08(a) AUTHORIZATION:

The contractor shall submit to the engineer a copy of the TCS's and TCT's current authorization.

Currently, ATSSA & AGC are acceptable, plus any others that contractors can justify.

Refresher course every 4 years required

713.08(b) TCS DUTIES:

- TCS - may have other assigned duties, but must be readily available at all times to perform TCS duties as required in the contract
- A minimum of one TCT shall be required on site during working hours
- Someone in charge of traffic control (TCT or TCS) **shall be on site at all times.**



713.08(b) TCS DUTIES:

- Responsible for the training of flagging personnel
- Ensures that all flagging done on the project is in compliance with the MUTCD and the Louisiana Work Zone Traffic Control Details
- Police - OK when used as flaggers, as long as they meet the flagger requirements and are being used ONLY as flaggers (not police)

Crashworthiness Letters (WZ Letter)

Date:

Contractor:

Project Number:

Project Engineer:

Re: Crashworthiness Certification

This is to advise that Traffic Solutions, Inc. has sold and/or rented the following items to the above named contractor:

QUANTITY	MANUFACTURER	ITEM	WZ LETTER
_____		2.0#/Ft. U-Channel Post	NCHRP-350 Compliant Through Self-Certification
_____	Traffix Devices, Inc.	Type I Barricade	WZ-46
_____	Bunzel Extrusion, Inc.	Type III Barricade	WZ-63
_____	Traffix Devices, Inc.	Channelizer Drum	WZ-03
_____	Traffix Devices, Inc..	42" Looper Cone	WZ-03
_____	Traffix Devices, Inc.	Sign Stands	WZ-207
_____	Empco-Lite Corp.	Barricade Warning Lights Types A, C, & Y2K	WZ-54
_____	Empco-Lite Corp.	Barricade Warning Lights Type B w/Detachable Head	WZ-44

Sincerely

Traffic Solutions, Inc.

Authorized Representative

713.08(d) TRAFFIC CONTROL DIARY:

- TCS maintains a project traffic control diary online within Site Manager
- TCS keeps the traffic control diary current on a daily basis, and electronically signs each daily entry (contemporaneous)
- Subject to LA R.S. "Filing or Maintaining False Public Records"
- Failure to submit = \$150/calendar day

Traffic Control Log Book
Daily Report for
Project Number: 000-13-1311
Log Book Date: 4/1/2011

User ID: cpli0007

Date: 4/1/2011 TCS Name: Chris Johnson
TCS Arrival Time: 6:00:00 PM TCS Departure Time: 6:00:00 AM
High Temp: 64 Low Temp: 53
Weather: Cloudy Morning Inspection Time: 6:00:00 PM
Afternoon Inspection Time: 11:00:00 PM Night Inspection Time: 6:00:00 AM
Wind: Calm Wind Direction: North
Existing Speed Limit: 35 Reduced Speed Limit: 0
Special Speed Limit: 0

Existing Site Conditions and Corrections:

Comments:

Work Performed

No Work: no	Concrete Barrier Rail: no	Bridge: Yes	Utilities Movement:
no			
Saw Cutting Driveways: no	Saw Cutting Roadway: no	Patching: no	Detour
Road: no			
House Keeping/Cleanup: no	Cold Planning: no	Premixing: no	Soil Cement: no
Lime Treatment: no	Stone: no	Asphalt Base: no	Asphalt Binder: no
Asphalt Wearing: no	Grinding: no	Rumble Strip: no	Striping: no
Drainage: no	Curb & Gutter: no	Turn Lane: no	Ramp: no
Profilographing: no	Guard Rails: no	Elevated Island: no	Concrete Road: no
Misc Concrete: no	ITS Work: no		

Operations: Hydro Demolition

Excerpt From a Traffic Control Supervisor's Diary (not good)

"Came out today and had trucks set to go on different project. After getting this done, I left yard and went to plant in Metropolis, then went to Hwy 123 job where Jim had started laying binder mix. He had the first load on job site and I had about 11 other trucks hauling to him. I stayed until he got further down the road & had about 6 or 8 trucks unloaded. I also talked to the two girls unloading trucks and asked them to try and clean apron on trucks better.

Went to Hwy 456, and got with Tom & Jerry to see what was going on, then came back to Hwy 789 on Jim's job, where I didn't get to see much except men asleep on job until I saw him at the store up the road.

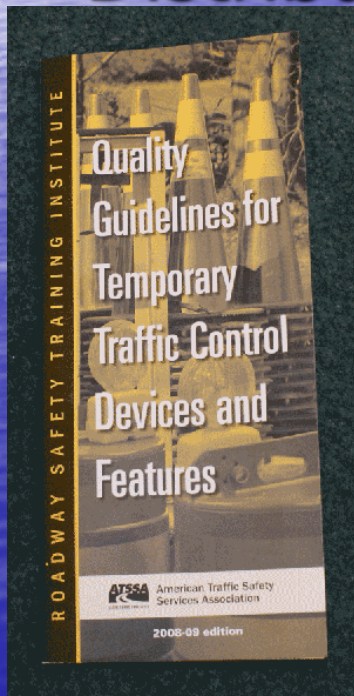
Came back to office for rest of day until time to go on. Had trucks set up for next day."

713.08(e) INSPECTION OF TRAFFIC CONTROL:

- TCS - responsible for the inspection of all traffic control devices every calendar day
- Inspection may be delegated to the TCT, except on high profile/speed/ADT (TCS)
- The "Quality Guidelines for Work Zone Traffic Control Devices" (ATSSA) - used to evaluate the condition of the traffic control devices to determine if acceptable for use

ATSSA Quality Guidelines Distribution

- 600 pamphlets to DOTD personnel
- 200 pamphlets to 70 different contractors
- Distributed since 2005



Acceptable/Marginal/
Unacceptable

713.08(e) INSPECTION OF TRAFFIC CONTROL:

- Inspected by the TCS on weekends, holidays, or other non-work days at least once per day
- Inspected by the TCS at least once a week during nighttime periods

713.08(f) FAILURE TO COMPLY:

- PE, Work Zone Engineer, or Statewide Traffic Control Specialist - may suspend all or part of the contractor's operation(s) for failure to comply with the approved "Traffic Control Plan" or failure to correct unsafe traffic conditions within a reasonable period of time
- Notification is given to the contractor in writing
- Serious deficiencies shall constitute in the contractor's operations being shut down until such time as he can demonstrate that he can meet the specification in its entirety

Inspection Deficiencies

- Major = 2 pts, Minor = 1 pt
- Signs
 - Major – not clipped in properly, wrong application, not telling the truth, using burlap to cover signs
 - Minor – incorrect spacing/sheeting/size/posts



You can see through
burlap at night!



Inspection Deficiencies

- Barricades
 - Major – not crashworthy
 - Minor – chevrons pointed in wrong direction



Inspection Deficiencies

- Flagging Operations
 - Major – not qualified, wrong location, no lime green vest
 - Minor – pole too short (6'), sign too small (<18")



Qualified Flagger??



Inspection Deficiencies

- Message Signs/Arrow Boards
 - Major – wrong message, misapplication (taper, flagger, etc.)
 - Minor – no delineation, using them as an arrow board

Appropriate
Work
Zone
Message??

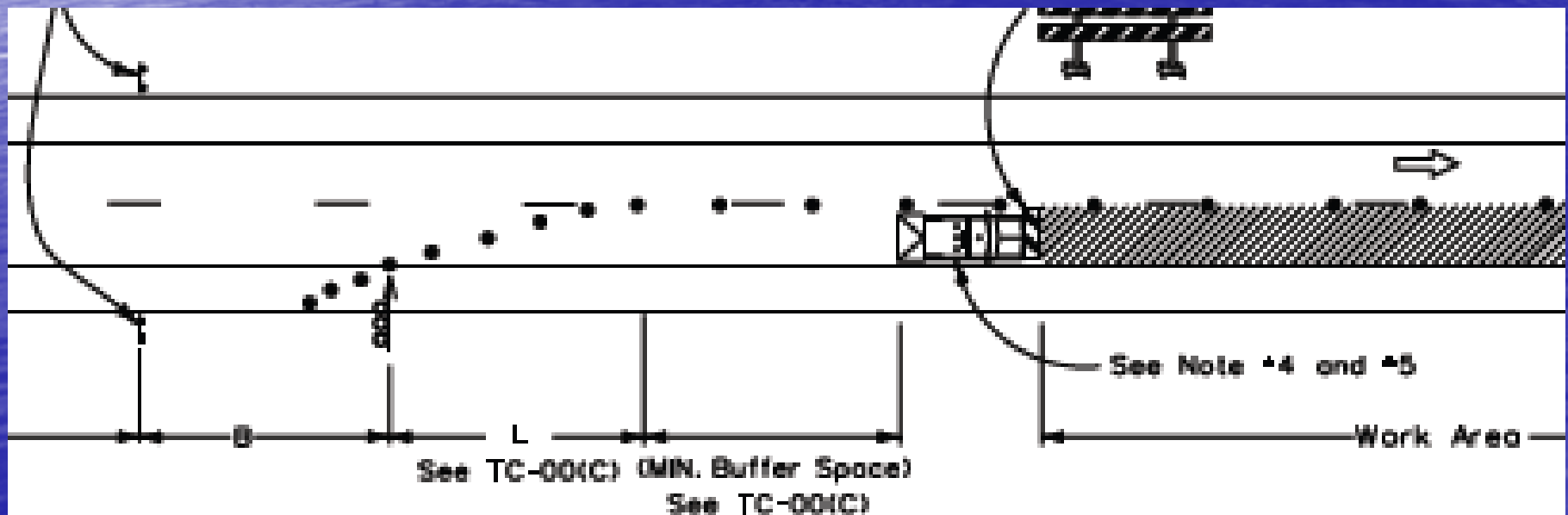


Using Message Board as Arrow Board??



Inspection Deficiencies

- Miscellaneous
 - Major – ballast tied to moveable stand (not crashworthy), equipment parked in clear zone, incorrect flare for concrete barriers (outside to clear zone or crash cushion), taper too short, TMAs not being moved as the work moves down the highway
 - Minor – wrong speed limit or lights, unkept roadway



Incorrect Placement of TMAs?



Tapers Too Short??



Non-reflectorized Netting??



Crashworthy??



713.08(f) FAILURE TO COMPLY:

- We reserve the right to revoke or de-certify the TCS for gross neglect of his or her duties.
- "certification is a privilege"
- "safety hazard to the workers and the public"
- "violated procedures and practices of the MUTCD"

- TCS retakes TCS course - subject to a 90 day probationary period at the discretion of the Department
- Approximately 12 TCSs decertified in the last 1½ years – some companies have demoted or fired these individuals

Protecting Blunt Ends When Removing Guardrail

- Old method – Type III barricade & 3 devices – NO PROTECTION!!
- Option 1 - Remove & replace guardrail the same day
- Option 2 - Install and maintain an NCHRP 350 TL-3 or MASH approved device until new guardrail is installed
- Non-NHS routes with shoulders less than 8 feet wide – if TL-3 cannot be installed due to field conditions, TL-2 is acceptable
- New guardrail should be installed within seven (7) days.

The Bottom Line

- Take pride in your work zone
- Have workers wearing appropriate safety garments (not worn or ragged) – they will command more respect from the traveling public
- Establish a work zone that any driver (young or old) could navigate easily
- TTC sets the tone for the entire project – if it doesn't look good or isn't correct, motorists won't respect you, and expect sloppy inspection & construction
- **TTC is your controlling work item each and every day!!!**

Louisiana's Construction Budget?



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Questions?

