Louisiana’s Work Zone Task Force
Work Zone Improvements

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Charles Adams, P.E., PTOE
Why Improve Work Zones?

- Number of Work Zones Increasing
- Volume of Traffic Increasing
- Capacity Remains the Same
- Delays caused by Work Zones and Incidents can reduce roadway capacity by 26 to 100%
- Number of Fatalities & Injuries Increasing each year
Total Fatalities in Work Zones in Louisiana 1989 to 2003
Additional Reason For Changing....

Work Zone Cone Memorial At LADOTD Headquarters Office
What Drove the Changes

- Our Customers (the public) have spoken
  - DOTs work during peak traffic hours
  - DOTs lower speed unnecessarily
  - DOTs don’t give adequate advance notice
  - DOTs place too many non-applicable signs
What Drove the Changes

- Public no longer believes what we tell them (work zone signage)
Times are Changing

- Work Zone philosophy has changed
- LaDOTD’s standard HS-01 out dated and no longer applicable
- DOTD changed its policies (queues, lane, night)
Additional Reasons for Change

- Establish consistency through our work zones State wide
- Improve safety throughout our work zones
- Provide clear and concise information to motorist and contractors
Louisiana’s Work Zones in 2001

- Required the use of Arrow Boards
- Used High Intensity Sheeting
- Required the use of Changeable Message Signs (CMS)

BUT MORE IMPROVEMENTS WERE NEEDED
  - New TC Details were created
  - Other changes were made
La WZ Task Force began working on Traffic Control details back in late 2002.
TC details began showing up in projects mid 2003.
TCs called Details and not Std Plans.
The July 2003 TC details ordered into all Department projects for Fall of 2003.
TC details were presented to all Districts.
April 15, 2004 TC details – based on Dist. Comments
February 2005 – new modified TC details will be issued
Some Major Changes with TCs

- The District Traffic Operations Engineer (DTOE) shall serve as the Project Engineer’s technical advisor for all Traffic Control matters.

- Speed limits shall be lowered by 10 mph for the following:
  - Milled surfaces or uneven pavements
  - Lane closures
  - Lane width reductions
  - Crossovers
  - Workers within 2’ of traveled way - no barrier

Drivers will drive at a speed they perceive to be safe and reasonable regardless of what we post.
Major TC Changes cont.

- Reduced speed zone shall only apply to those portions of project affected (actual work area).
- Normal speed zone to resume once out of the affected area.
- If PE and contractor believe conditions warrant a further reduction in speed, the DTOE is authorized to reduce speed an additional 10 mph.
- Signs to be removed or covered when no longer applicable.
- Vinyl Roll Up signs will be allowed for short term daytime work only.
- No mesh rollup signs shall be allowed.
Major TC Changes cont.

- Super Cones are now allowed in the taper areas at ½ the spacing allowed for drums.
- 2 CMS per direction shall be used on all Interstate highways and on any other roadways with an ADT greater than 20,000.
- CMS should be installed 2 miles in advance of the taper area. The second CMS should be placed 5 miles in advance of taper or in advance of the queue.
- Flaggers shall wear ANSI Class 3 Lime Green Vest and be trained by Contractor’s Traffic Control Technician.
Major TC Changes cont.

- “CONSTRUCTION” has been changed to “WORK” as outlined in the MUTCD
- Flags and lights only to be added to the action sign (no longer on the lead sign)
- As per the 2000 MUTCD, rural sign height is now a min of 5’, not 7’
- Contractors will be required to have a Traffic Control Technician on all Jobs
Additional work of the WZ Task Force

- Wrote new WZ Traffic Control Management Specifications
  - Requires full time Traffic Control Supervisor
- Co-authored a new policy with LSP governing the use of Law Enforcement personnel in Work Zones.
Additional work of the WZ Task Force

- Developed a new training course based on the new policy concerning Law Enforcement and have presented to 1,400 + individuals over the past 8 months.
- Only properly trained Police shall be used on DOTD Projects (FHWA/DOTD Training)
- DOTD has 3 new items for paying Police (Presence, Enforcement, Traffic Control)
Additional work of the WZ Task Force

- Finalizing a new spec for Nighttime lighting.
- Finalizing a new policy governing drop offs.
- Developing a new policy on properly training flaggers.
- Developing a new policy for Work Zone Traffic Management.
  - Will determine which projects must be considered for nighttime work.
Questions?

- Charles Adams, P.E., PTOE
  Traffic Engineering Management Administrator
  cadams@dotd.louisiana.gov
  (225) 935-0109