Objectives

- Traffic Background Information
- What Drove the Department to Change
- History of the Traffic Control (TC) Details
- Major Changes in the TC Details
- Additional WZ Changes
Number of Work Zones Increasing
Volume of Traffic Increasing
Capacity Remains the Same
Delays caused by Work Zones and Incidents that occur within the Project Limits reduce roadway capacity by 26 to 77% - sometimes 100%
Number of Fatalities & Injuries Increasing each year
Total Fatalities in Work Zones in Louisiana 1989 to 2002

LA Work Zone Fatalities

Year

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- LaDOTD’s standard HS-01 out dated and no longer applicable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 Current Work Zones

- Require the use of Arrow Boards
- Use High Intensity Sheeting
- Require the use of Changeable Message Signs

BUT MORE IMPROVEMENT WAS NEEDED

– New TC Details were created
History of TC Details

- 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 in Fall of 2003.
- TC details were presented to all Districts.
- April 15, 2004 TC details
Some Major Changes with TCs

- The DTOE shall serve as the PE’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.
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 > 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.
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’
Additional WZ Changes

- Contractors being required to have Traffic Control Supervisors on Jobs
- DOTD has a new Policy on Police in WZ
- All Police used on DOTD Projects Shall have attended FHWA/DOTD Training
- DOTD has 3 new specifications for paying for Police (Presence, Enforcement, Traffic Control)
Questions?

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