

# *Louisiana's Work Zone Task Force*

## *Work Zone Improvements*

*Louisiana Asphalt Technology Conference*

*Shreveport, Louisiana*

*February 24, 2005*

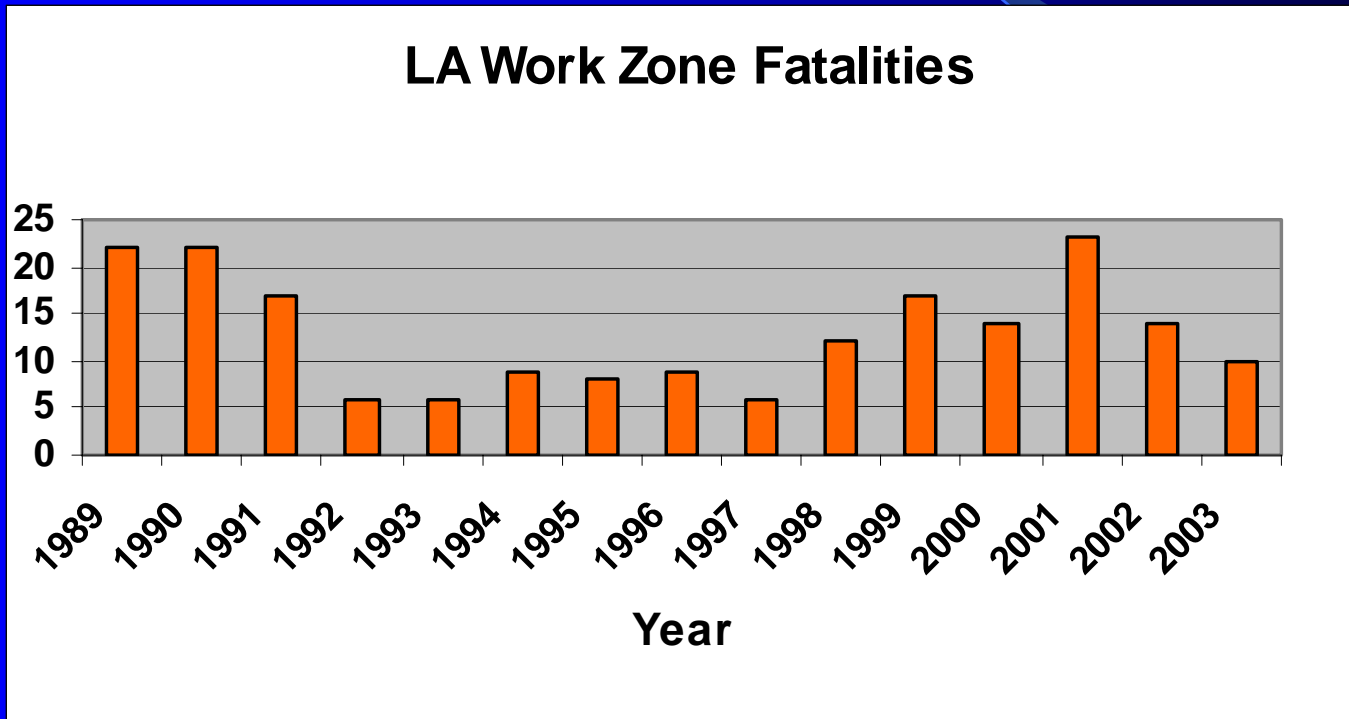


Charles Adams, P.E., PTOE

# 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



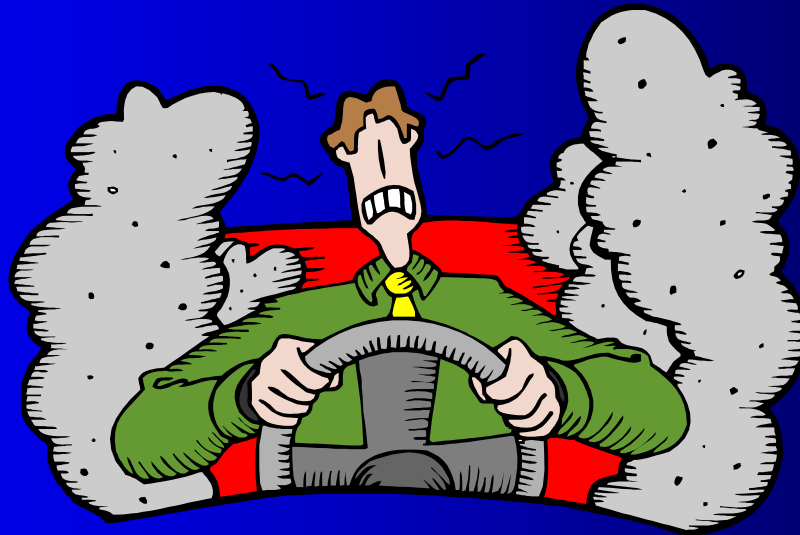
# Additional Reason For Changing....



Work Zone Cone Memorial At  
LADOTD Headquarters Office

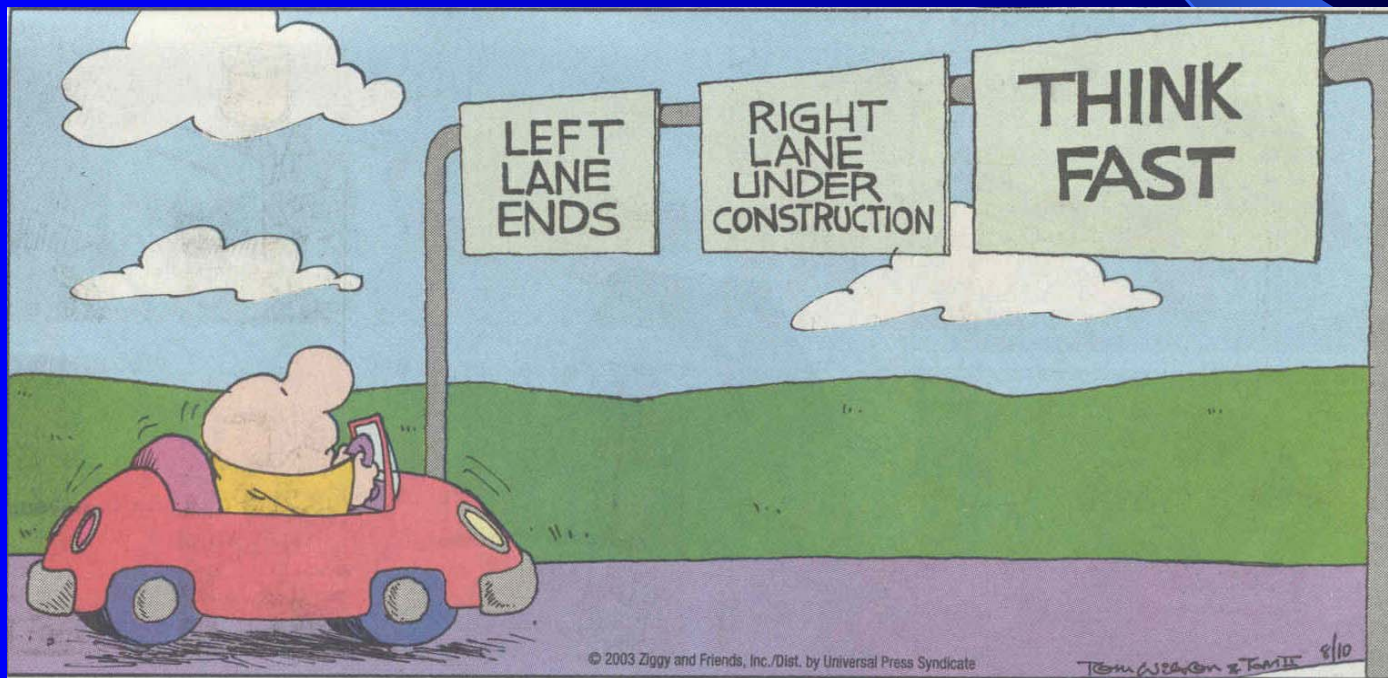
# What Drove the Changes

- 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

- The MUTCD changed (1988, 2000 & 2003)
- 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- LaDOTD's standard HS-01 out dated and no longer applicable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

# 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 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  $\frac{1}{2}$  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](mailto:cadams@dotd.louisiana.gov)  
(225) 935-0109