

MEMORANDUM

State of Alaska Department of Transportation & Public Facilities Statewide Design & Engineering Services Division

TO: See Distribution List

DATE: August 12, 2008

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FROM: Roger Healy, P.E. Chief Engineer

SUBJECT: 2008 Annual Work Zone Review

Policy and Procedure Number 05.05.015, "Highway Work Zone Safety and Mobility," requires Headquarters to perform a "joint traffic control review" in one region each year. The other regions are required to conduct their own annual work zone review and write a summary memo within three weeks to the Chief Design and Construction Standards. If a joint review was completed in their region in the past year, they must address in the regional summary memo how they have corrected any non-compliance issues identified in the joint review memo.

The joint review was held in Central Region, July 22 and 23, 2008. See the following page for a list of review participants, projects visited, and attendees at the July 23 closeout meeting.

In general, traffic control looked good. Traffic control devices appeared to be in good condition and were appropriately placed. Police officers were frequently present on projects to promote work zone safety. The SouthCentral Navigator program appears to do a good job of handling public notification of construction impacts. Central Region has done a great job of implementing the P&P requirement for mapping and coordinating construction activity of agencies, utilities, and developers in Anchorage.

Construction managers on the Glenn/Bragaw Interchange project have an outstanding way of promoting safety with their "Take 5 for Safety" meetings. They discuss potential hazards and ways to avoid them before starting each new task, keeping employees safety-conscious.

Project Issues Requiring Attention

1. The concrete barrier facing westbound traffic at the Glenn/Bragaw intersection was terminated in an unacceptable manner. It either needs to be treated with a crash cushion or tapered outside the clear zone at an acceptable rate. Even outside of the clear zone, it is a good safety practice to terminate the barrier with a tapered section as has been done here.



2. Flaggers on the Lake Otis, 68th to Abbott project had “personal” light plants, which are not acceptable lighting devices. The flaggers spent quite a bit of time moving the lights, taking their attention away from the road. In addition, they were often outside of the narrow light beams. Use conventional light plants or balloon lights instead.



3. On several projects, the contractor’s Worksite Traffic Supervisor (WTS) did not conduct and document inspection of work zone traffic control in accordance with contract requirements.
 - The Specifications require inspection of all traffic control devices at least once each day and once each night. They also require the WTS to complete and sign a detailed written report within 24 hours on a form to be provided by the Engineer. The Construction Manual provides Form 25D-104, Traffic Control Daily Review for this purpose.
 - Most projects visited did not comply with these requirements in some respect. In some cases, the WTS did not do daily inspections. In other cases, they used non-standard forms without the required fields or standard forms with fields not completed.
 - Central Region has agreed to work with the other regions to design a new form for daily review of traffic control. Until then, use Form 25D-104.
4. Fluorescent orange sheeting on work zone signs, required on all projects advertised after 1/1/07, was not present in some cases. This needs to be corrected.
5. In some cases, END DOUBLE FINE SIGNS were not installed at the end of projects. These signs legally establish the terminus of double fine zones and are required.

Process Issues Requiring Attention

1. Many projects did not comply with the requirement to designate “Significant” projects in accordance with P&P 05.05.015, Work Zone Safety and Mobility. These projects were advertised after the 10/7/07 effective date of the P&P but were not evaluated to determine whether they are “significant”. Some of the projects reviewed would have been designated “significant” if the evaluation had been done. The P&P was written to meet the requirements of the Code of Federal Regulations while minimizing new process requirements. Compliance is federally mandated. Regional personnel need to become familiar with the P&P and comply with it, including designating in the Design Study Report whether a project is “significant” and taking the steps that follow that designation.
2. Signed Traffic Control Zone Speed Limit Orders are not being distributed to the parties designated in P&P 05.05.020, Establishment of Speed Limits and Zones. This needs to be corrected.

Impending Process Changes

We will revise P&P 05.05.015, “Work Zone Safety and Mobility,” before December to address the following issues:

1. The FHWA issued a Final Rule adding a Subpart K to 23 CFR 630, which mandates changing our policy to address the following issues:
 - a. Positive Protection Devices (when should they be installed?)
 - b. Uniformed Officers (when should they be on-project; how should they be paid?)

- c. Pay Items (payment for work zone traffic control may not be incidental to other items, separate pay items are required for positive protection devices)
 - d. TCD Quality (complying with the ATSSA guide will satisfy this)
2. We will remove the requirement for the Program Development section to determine whether projects are “significant”. Determination of significance will be left to the Design Section. Al Fletcher, FHWA Safety/Operations Engineer concurred with this change.

The 2009 Joint Review will be in Northern Region.

Review Participants

Joe Hartley, Central Region Work Zone Traffic Control Coordinator;
Scott Leigh, Northern Region Construction Group Chief;
Tom Dougherty, Central Region Construction Group Chief;
Al Savikko, Southeast Region Work Zone Traffic Control Coordinator;
Al Fletcher, FHWA Safety & ITS Engineer;
Jeff Jeffers, State Traffic and Safety Engineer Assistant;
Kurt Smith, State Traffic and Safety Engineer;

Close-Out Meeting Participants

Judy Dougherty, Central Region Highway Design Chief
Jennifer Witt, Central Region Program Development Chief
Eric DeSantis, Central Region Project Manager
Alan Drake, Central Region Project Manager
Tim Croghan, Central Region Construction Group Chief;
Pat Wittrock, Central Region Construction Engineer
Steve Ryan, Central Region Construction Group Chief;
Scott Thomas, Central Region Traffic and Safety Engineer
Joe Hartley, Central Region Work Zone Traffic Control Coordinator;
Scott Leigh, Northern Region Construction Group Chief;
Tom Dougherty, Central Region Construction Group Chief;
Al Savikko, Southeast Region Work Zone Traffic Control Coordinator;
Al Fletcher, FHWA Safety & ITS Engineer;
Jeff Jeffers, State Traffic and Safety Engineer Assistant;
Kurt Smith, State Traffic and Safety Engineer;

Projects Visited

East 5th Avenue, Ken Thomas, Project Engineer
Glenn/Bragaw Interchange, Bryan Schumacher, Project Engineer
Anchorage Area Safety Improvements, Theron Willard, Project Engineer
Lake Otis, 68th to Abbott, Kent Hamilton, Project Engineer
Glenn Highway Lighting, Artillery Road to South Birchwood, Mike Morris, Project Engineer
Eagle River Loop Road, Ted Meyer, Project Engineer

Distribution:

Malcolm Menzies, P.E.; Regional Director, Southeast Region
Gordon Keith, P.E.; Regional Director, Central Region
Steve Titus, P.E.; Regional Director, Northern Region
Chuck Correa, P.E.; Construction Chief, Southeast Region
Pat Wittrock, P.E.; Construction Chief, Central Region
Lon Krol, P.E.; Construction Chief, Northern Region

Al Fletcher, Safety/ITS Engineer, FHWA
Mark Neidhold, P.E.; Chief D&C Standards
Colleen Ackiss, P.E.; Traffic & Safety Engineer, Northern Region
Scott Thomas, P.E.; Traffic & Safety Engineer, Central Region
Carolyn Morehouse, P.E.; Traffic & Safety Engineer, Southeast Region
Joe Hartley, Traffic Control Coordinator, Central Region
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