

CONSTRUCTION TOPIC DESCRIPTIONS:

(Listed in order of presentation)

Final Rule on Work Zone Safety and Mobility (Tracy Scriba)

The presentation will cover the provisions of the updated Rule and guidance to help agencies with implementation of the Rule. The presentation will track with the sections and material in the guidance document, Implementing the Rule on Work Zone Safety and Mobility (FHWA-HOP-05-065). Some examples will be included on practices being implemented by State DOTs that support the Rule.

Work Zone Liability (Alvin Takeshita)

The goal of this presentation is to shed light on the common misconceptions associated with work zone liability, the individuals involved, and the responsibilities of each stakeholder. Past litigation involving previous projects will be used as examples to map and reinforce the goal. National level indemnification perspective will also be presented.

Safe Zone Deployment on I-95 (Steve Kite)

This presentation discusses different applications of work zone technologies to improve safety in and advance of work zones. These include real time travel information, dynamic lane merging, web site and video applications, automated speed enforcement and automated flagging. It will also highlight some of the ones used in work zones in North Carolina with costs and results.

MUTCD Part VI (Ken Wood & Steven Yoshida)

There are several revisions in Part 6 the 2003 edition of the MUTCD that could affect the types of temporary traffic control used in work zones and incident zones. This presentation will highlight the major changes and discuss the implementation of those new requirements.

The handbook portion of this presentation will address the intent and use of the latest Hawaii work zone handbook.

HDOT Traffic Control Plan Sheets (Peter Chan)

This presentation will highlight the upcoming proposed typical traffic control plans (TCP) intended to replace the version currently included with all construction standard specifications and special provisions. Differences between the present and proposed TCP along with MUTCD requirements will also be addressed.

Intrusion Devices (Darrell Crowell)
TBA

Night Work (Gerard Kennedy)

The presentation will lead the audience through the development of a night work specification for the Province of Nova Scotia. This will include detailed discussion of the specific requirements included in the specification and why they were necessary. There will also be discussion on lessons learned through a number of actual construction projects which were carried out under the specification.

Law Enforcement (Sgt. Robert Lung)
TBA

DESIGN TOPICS DESCRIPTIONS:
(Listed in order of presentation)

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Full Freeway & Local Road Closures (Tracy Scriba)

The presentation will provide a description of the promising technique of full road closures, how this practice can be used to mitigate work zone congestion and crashes, and will provide examples of several projects where a full closure approach was used. Some considerations, benefits, and lessons learned from a study looking at 6 sites will be shared.

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Innovative Project Development & Contracting (Tom Ryan)

Envision a major Interstate-to-Interstate interchange with left lane exits. The interchange configuration of left lane exits was built to accommodate area concerns under significant less traffic conditions almost 30 years ago. Daily peak hour traffic conditions caused frequent back-ups in the left lanes on the interstates. These back-ups resulted in some fatal crashes that lead to the public demand to fix the interchange. The challenge to plan, design and construction a long-term improvement to the

interchange under traffic is considerable. A challenge we have all faced as we begin to enhance the interstate system that has been built over the past 50 years.

This document describes the process used to plan, design and construct this needed transportation improvement. Public involvement was a major part of every step made in this project. Regional partners were involved and provided great support the entire project delivery process and played a major role in its success. Work zone management took on a greater emphasis to keeping traffic flowing and make the work zone safer for both the worker and the traveler. Traffic models were developed to depict what traffic conditions were like before construction and what traffic conditions would be like during construction based on several different alternatives. The best construction alternative was designed and construction bids were received.

The bidding process of A+B+(C) was used to help meet the goal of "Get in, Get out and Stay out" - reduce time of construction, reduce traffic impacts and build a quality project that would last for years. Construction staging and scheduling were considered as well as innovative methods and materials. Incentives and disincentives play a part in keeping the project moving forward. Our customer expects and demands that projects are completed on time. Innovation must be encouraged and promoted with the selected contractor to ensure most project gain is received. Risk assessment and management is critical and must be understood by both the transportation provider and contractor.

Planning and designing a good project does not ensure that it will be a successful project - construction operational activities are the final and maybe the most important part. Construction operational activities must be flexible to meet changing needs while considering traffic and safety impacts.

Real time information and guidance are very important tools that help in meeting the needs of the traveler. Informed travelers are better prepared and more willing to make decisions that will lessen impacts.

A successful project begins the first day of planning for the project. Decisions made early in the project will have impacts throughout the project. If we don't consider traffic and safety impacts early, we can create costly overruns to solve these impacts later or we will cause significant impacts on our customers. In today's atmosphere with limited funds available, can we afford unsuccessful projects? All parties measure success differently - our customer wants the project done as quickly as possible with least impact to them.

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ITS & Work Zones (Keith Trimels)

Highway safety is a critical issue, both for those victims of fatalities but also those who must live with life-altering permanent injuries. With work zone safety becoming increasingly important, we often look for ways to improve our work zones. Intelligent Transportation System (ITS) solutions offer the integration of technology to help improve work zone safety, and we'll review how successful this has been.