

“OJT NEWS”

Gilchrist Construction Co. helps C.L.T.C.C. put students in the driver’s seat

Established in 1981, Gilchrist Construction Company (GCC) has served the infrastructure needs of our state as a top contractor for Louisiana Department of Transportation and Development projects.

GCC capabilities include asphalt and concrete production and paving, heavy civil construction jobs, earthwork and base construction, road rehabilitation, bridge construction and rehabilitation. GCC is well positioned to meet the highway and civil construction needs of Louisiana through safety, quality, innovation, and efficiency.



One example is GCC’s assistance in the purchase of a new state-of-the art truck driving simulator for CLTCC’s Commercial Driver’s License (CDL) program at the Alexandria Main Campus.

With a price tag of \$105,000, CLTCC was able to secure grant funding to cover the entire cost of the simulator. Approximately \$72,000 came from a Louisiana Workforce Commission Incumbent Worker Training Grant awarded to GCC for employee training. The remaining balance was paid for with grant funds from the U.S. Department of Labor Trade Adjustment Assistance Community College and Career Training Grant.

The simulator is customized for commercial truck driving, and it’s designed to recreate realistic driving environments for students. With the new simulator, students will train in a virtual environment before getting behind the real wheel.



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LA DOTD ON THE JOB TRAINING SURVEY

QUESTIONS: PLEASE WRITE IN ANSWER OR FILL IN CIRCLE AS APPROPRIATE.

We thank you in advance for completing the questionnaire. We ask that you please elaborate in the comment sections so we can further assist you.

When you have finished, please fax back to Mr. Kenyatta Sparks at 225-769-3596 or email to: Kenyatta.Sparks@sjbgroup.com. Thank you.

1. Has your company ever participated in the DOTD OJT Program? Yes No

2. If yes, was the program beneficial to your company? Yes No

Comments: _____

3. Would your company be interested in participating in the DOTD's OJT Program on Federally aided highway construction projects that support OJT Goals? Yes No

Comments: _____

4. What barriers would prevent your company from participating in the OJT Program?

Comments: _____

5. What suggestions would your company make to assist the DOTD in making the OJT Program more efficient and user friendly to achieve the OJT Program Goals?

Comments: _____

6. Does your firm participate in any training and or apprentice programs? Yes No

7. If yes, your program might qualify and meet the federal standards required for the OJT Program. Is there someone in your office that we can contact to get more information on your program?

Comments: _____

In 2008, the Louisiana Department of Transportation and Development, LA Associated General Contractors, Louisiana Division Office, Federal Highway Administration and contractors partnered to create the On-The-Job Training program to be utilized on LADOTD's highway construction projects. The OJT Program was developed in conformity with FHWA requirements. The LADOTD seeks to achieve the goal to provide training to individuals, including minorities, women, disadvantaged individuals and protected veterans. Please note that there are now OJT goals on selected projects. If you have any questions, please call Ms. Stephanie Ducote, DOTD Compliance Programs Director or Mr. Gene McArdle, DOTD Labor/OJT Compliance Manager at 225-379-1382.

HIGHWAY OR BRIDGE CARPENTER DOT NO. 860.381-030

Approximate training time: 26 Weeks or 1,040 Hours

JOB DESCRIPTION

Lays out work from plans or sketch. Builds wooden structures, such as: concrete form, false work, pouring chute, scaffold, etc. Builds in place to line and grade, or prefabricates in units to be erected later, forms for bridge, drainage structure, wall, etc. May perform other related duties.

WAGE STRUCTURE

Trainee will be paid the trainee wages specified in the construction contract. If no trainee wages are specified in the construction contract, minimum trainee wages will be as follows (but not less than the current minimum wage):

1. **The Beginning of the Training Period:** Sixty percent (60%) of the skilled wage rate specified in the contract of this classification.
2. **After Completion of One Half (½) of the Training Period:** Seventy-five percent (75%) of the skilled wage rate specified in the contract for this classification.
3. **After Completion of Three Fourths (¾) of the Training Period:** Ninety percent (90%) of the skilled wage rate specified in the contract for this classification.
4. **On Completion of the Training Period:** One hundred percent (100%) of the skilled wage rate specified in the contract for this classification.

TRAINING BREAKDOWN

I. Orientation to Highway Construction Company

A. Power and Hand Tools	20 Hours
B. Materials Section	20 Hours
C. Plan Reading and Form Design	100 Hours

II. Applied Techniques of Highway Construction Carpentry

A. Safety Procedures	25 Hours
B. Bridge Formwork	630 Hours
C. Box Culverts, Inlets, and Headway Carpentry	150 Hours
D. Stripping and Salvage of Forms for Re-Use	95 Hours
Total	1,040 Hours

Confined Spaces in Construction: Pits.....

Confined spaces can present conditions that are immediately dangerous to workers if not properly identified, evaluated, tested, and controlled. This fact sheet highlights many of the confined space hazards associated with pits and how employers can protect their workers in these environments.

OSHA has developed a new construction standard for Confined Spaces (29 CFR 1926 Subpart AA) — any space that meets the following three criteria:

- Is large enough for a worker to enter it;
- Has limited means of entry or exit; and
- Is not designed for continuous occupancy.

A space may also be a **permit-required confined space** if it has a hazardous atmosphere, the potential for engulfment or suffocation, a layout that might trap a worker through converging walls or a sloped floor, or any other serious safety or health hazard.

Fatal Incidents

Confined space hazards in pits have led to worker deaths. Several tragic incidents included:

Two workers suffocated while attempting to close gate valves in a valve pit.

A worker lost consciousness, fell, and was killed while climbing down a ladder into an unventilated underground valve vault to turn on water valves.

While replacing a steam-operated vertical pump, an equipment repair technician died from burns and suffocation after falling into an industrial waste pit.

Training

The new Confined Spaces standard requires employers to ensure that their workers know about the existence, location, and dangers posed by each permit-required confined space, and that they may not enter such spaces without authorization.

Employers must train workers involved in permit-required confined space operations so that they can perform their duties safely and understand the hazards in permit spaces and the methods used to isolate, control or protect workers from these hazards. Workers not authorized to perform entry rescues must be trained on the dangers of attempting such rescues.

Safe Entry Requirements

The new Confined Spaces standard includes several requirements for safe entry.

Preparation: Before workers can enter a confined space, employers must provide pre-entry planning. This includes:

Having a competent person evaluate the work site for the presence of confined spaces, including permit-required confined spaces.

Once the space is classified as a permit-required confined space, identifying the means of entry and exit, proper ventilation methods, and elimination or control of all potential hazards in the space.

Ensuring that the air in a confined space is tested, before workers enter, for oxygen levels, flammable and toxic substances, and stratified atmospheres.

If a permit is required for the space, removing or controlling hazards in the space and determining rescue procedures and necessary equipment.

If the air in a space is not safe for workers, ventilating or using whatever controls or protections are necessary so that employees can safely work in the space.



Confined Spaces in Construction: Pits.....

Ongoing practices: After pre-entry planning, employers must ensure that the space is monitored for hazards, especially atmospheric hazards. Effective communication is important because there can be multiple contractors operating on a site, each with its own workers needing to enter the confined space. Attendants outside confined spaces must make sure that unauthorized workers do not enter them. Rescue attempts by untrained personnel can lead to multiple deaths.

Confined Spaces in Pits

Even though a pit is typically open on top and over 4 feet deep, it can still be a confined space or permit-required confined space. Additionally, pits can be completely underground or below grade, such as a utility vault within a sewer system or a pit within a pit in a wastewater treatment plant.

Pits are found in many environments. Examples include sump pits, valve pits or vaults (e.g., wastewater treatment plants, municipal water systems), electrical pits/vaults, steam pits/vaults, vehicle service/garage pits, elevator pits, dock leveler pits, industrial chemical waste pits, and many more. Many of these spaces qualify as permit-required confined spaces.

Employers must take all necessary steps to keep workers safe in confined spaces, including following the OSHA Construction Confined Spaces standard. This standard applies to both new construction in a pit and alterations and/or upgrades. Among the pit-related tasks covered by the standard are:

- Opening or closing valves during renovation work.
- Installing or upgrading pump equipment, cables, or junction boxes.

Construction work can create confined spaces, even if there are none at the start of a project. Changes to the entry/exit, the ease of exit, and air flow could produce a confined space or cause one to become permit-required.

Personal protective equipment: Employers should assess the worksite to determine what personal protective equipment (PPE) is needed to protect workers. Employers should provide workers with the required PPE and proper training on its use and about any related hazards before the work starts.

How to Contact OSHA

For questions or to get information or advice, to find out how to contact OSHA's free on-site consultation program, order publications, report a fatality or severe injury, or to file a confidential complaint, visit www.osha.gov or call 1-800-321-OSHA (6742).

Additional Information

OSHA's Confined Spaces in Construction Standard (29 CFR 1926 Subpart AA)

Confined Spaces: OSHA Construction Industry Topics by Standard

OSHA Fact Sheet: Procedures for Atmospheric Testing in Confined Spaces

Confined Spaces: NIOSH Workplace Safety and Health Topics Page

State Plan Guidance: States with OSHA-approved state plans may have additional requirements for confined space safety.

Help for Small and Medium-Sized Employers: OSHA's On-site Consultation Program offers free and confidential advice to businesses nationwide.





Live Response Drill of a Pipeline Rupture

You will have the rare opportunity to see and hear what it is like when a backhoe ruptures a gas pipeline. Excavator responsibilities and recommended safe digging practices will be covered. You, your staff and your company are invited to attend.

Observe a pipeline locating demonstration conducted by industry professionals, witness the roar of the gas release and blowing dirt when a backhoe punctures the pipe, feel the adrenaline rush of arriving emergency responders, and engage in discussions of investigation of possible causes of the rupture.

Two opportunities to participate!

Thursday, May 5, 2016

Enable Midstream Partners
[4020 Buckley Compressor Road](#)
[Shreveport, LA 71107](#)

Thursday, May 26, 2016

Enable Midstream Partners
[5857 Horseshoe Lake Road](#)
[Sterlington, LA 71208](#)

To register to attend please go to:
www.mocklinestrike.com

Schedule of Events:

10:30 am - 10:45 am	Contractor Registration
10:45 am - 11:45 am	Mock Line Strike

For more information contact:



Cait Caywood
caitlinc@enertech.com
1-316-858-8008 ext.1012

TIME MANAGEMENT

May 2, 2016

Event Details:

Contact Michael Demouy for inquiries @ michaeld@lagc.org or 225-344-0432

Time: (Monday) 8:00am – 5:00pm

Location: LTRC Building Auditorium

4099 Gourrier Avenue, Baton Rouge, LA 70808

TRAFFIC CONTROL TECHNICIAN/SUPERVISOR COURSE

MAY 31 – JUNE 2, 2016

To register, visit www.lagc.org/supervisor. Contact Michael Demouy at michaeld@lagc.org for more information. The technician course will be held on the first day and the supervisor course will be held on days 2 and 3. Passing the TCT is a prerequisite for taking the TCS course.

Location: New Orleans Regional Transportation Management Center

10 Veterans Memorial Blvd. New Orleans, LA 70124

Organizer: Michael Demouy: michaeld@lagc.org



Letting of 5/11/2016 LA DOTD Headquarters

[Proposal: H.009547.6](#) LA 445: JCT US 190 - S. JCT LA 40

DBE Goal: 8%

OJT Goal: 1 Trainees

ASPHALT PILOT PROJECT: This project has been selected as an Asphalt Pilot Project. Special provisions governing asphalt requirements can be found in the construction proposal section titled 2015 ASPHALT PILOT SPECIAL PROVISION.

Description of work: grading, drainage structures, milling asphalt pavement, pavement patching, pavement widening, in-place cement stabilized base course, asphalt concrete pavement and related work.

Parish(es): Tangipahoa

Route(s): LA 445

Federal Number: H009547

Estimated Construction Cost: \$2,500,000 to \$5,000,000

[Proposal: H.010398.6-R1](#) LA 57: LA 3011 - LA 56

DBE Goal: 4%

OJT Goal: 1 Trainees

ASPHALT PILOT PROJECT: This project has been selected as an Asphalt Pilot Project. Special provisions governing asphalt requirements can be found in the construction proposal section titled 2015 ASPHALT PILOT SPECIAL PROVISION.

Description of work: milling asphalt pavement, pavement patching, pavement widening, asphalt concrete overlay, and related work.

Parish(es): Terrebonne

Route(s): LA 57

Federal Number: H010398

Estimated Construction Cost: \$2,500,000 to \$5,000,000

[Proposal: H.011575.6](#) LA 417, LA 77 & LA 10: STAB,

OVLY & AGG

DBE Goal: 8%

OJT Goal: 3 Trainees

ASPHALT PILOT PROJECT: This project has been selected as an Asphalt Pilot Project. Special provisions governing asphalt requirements can be found in the construction proposal section titled 2015 ASPHALT PILOT SPECIAL PROVISION.

Description of work: drainage structures, milling asphalt pavement, pavement patching, lime treatment in-place cement treated base course, asphalt surface treatment, asphalt concrete overlay, and related work.

Parish(es): Pointe Coupee

Route(s): LA 10; LA 417; LA 77

Federal Number: H011575

Estimated Construction Cost: \$10,000,000 to \$15,000,000

What can SJB Group do for You?

SJB Group, LLC can provide **free assistance** to Prime Contractors in the following areas:

By acting as a liaison between the Prime Contractor and LADOTD for project information, and in problems occurring on the jobsite.

By informing of upcoming LADOT lettings, and project information for other agencies throughout the state.

By assisting you in developing an approved OJT Program.

By assisting you in the enrollment and recordkeeping of your participants.



Contact Us

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