

“OJT NEWS”

LA DOTD On The Job Training Newsletter

DECEMBER 2015

WISHING YOU AND YOUR FAMILY A HAPPY AND SAFE HOLIDAY SEASON!



SAVE THE DATE

January 27, 2016

OJT Program Discussion

LA DOTD's Office



In This Issue

- OJT Survey.....2
- Events.....3
- Training Template.....4
- OSHA Safety.....5
- LA DOTD Lettings.....6
- LA DOTD Contact Information.....7

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 select-ed 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.

Events.....

TRAFFIC CONTROL TECHNICIAN/SUPERVISOR COURSE

Event Details

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.

Date & Time

January 12 (Tuesday) 8:00 am – January 14 (Thursday) 5:00 pm

Location

LAGC Headquarters

666 North Street, Baton Rouge, LA 70802

Organizer

Michael Demouy michaeld@lagc.org

CRITICAL ISSUES SUMMIT

Event Details

To register, visit <http://www.lagc.org/summit/>.

This year's Critical Issues Summit will take place on Thursday, Jan. 14 – Friday, Jan. 15, 2016 at the Renaissance Hotel on Bluebonnet Blvd in Baton Rouge.

Thursday will begin at 1:30AM and end at 6:30PM (happy hour included); Friday kicks off with breakfast at 7:30AM with Governor John Bel Edwards as the keynote speaker, followed by a legal seminar at 8:30AM and wraps up by 11:30AM. For more information, contact Nikki-Dean Ragusa at nikkir@lagc.org or 225-344-0432

Date & Time

January 14 (Thursday) 11:30 am – January 15 (Friday) 11:00 am

Location

Renaissance Baton Rouge Hotel

7000 Bluebonnet Blvd, Baton Rouge, LA 70810

Organizer

Nikki-Dean Ragusa nikkir@lagc.org

TIME MANAGEMENT COURSE

Event Details

LANtec/LAGC, INC. will be hosting an on-site time management course on January 21, 2016, and Nicole Payne-Jack will be the instructor. Cost to attend for LAGC members is \$250 and \$350 for non-LAGC members

Date & Time

January 21, 2016(Thursday) 8:00 am - 4:30 am

Location

LAGC Headquarters

666 North Street, Baton Rouge, LA 70802

Organizer

Michael Demouy michaeld@lagc.org

TRAFFIC CONTROL SPECIALIST *DOT NO. 372.667-022*

Approximate training time: 18 Weeks or 720 Hours

JOB DESCRIPTION

Controls movement of traffic through construction projects; discusses traffic control plans, type and location of control points with superior. Distributes traffic control signs and markers along site in designated pattern. Warns construction workers when approaching vehicles fail to heed signals.

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 and Observation

- | | |
|--|----------|
| A. Safety Procedures | 10 Hours |
| B. Learns and Fully Understands the Basic Functions and Requirements of the Position | 20 Hours |
| C. Becomes Familiar with Applicable Regulations and/or Policies. Learns and Understands Basic Functions and Requirements on the Position | 20 Hours |

II. Applied Techniques

- | | |
|---|-----------|
| A. Develops and Maintains Suitable Liaison with Project Superintendent, Project Engineer. Develops and Maintains Ways and Means of Controlling traffic on a Daily Basis | 150 Hours |
| B. Sees that Adequate Supplies are On Hand to Meet Required Needs | 20 Hours |
| C. With Helper, Sees to the Proper Erection, Placement, etc., of required Traffic Control Materials on a Daily Basis. Also, Responsible for Removal of such Material at the end of the Work Day. Sees the Flag Persons are Properly Trained and Placed on the Job where they will be most effective | 300 Hours |
| D. Stays Abreast of any changes which come about during the day and take necessary steps to effect Suitable Control Procedures | 570 Hours |

TOTAL	1,040 Hours
--------------	--------------------

A backover incident occurs when a backing vehicle strikes a worker who is standing, walking, or kneeling behind the vehicle. These incidents can be prevented. According to the Bureau of Labor Statistics, over 70 workers died from backover incidents in 2011. These kinds of incidents can occur in different ways. For example:

On [June 18, 2009](#), an employee was working inside a work zone wearing his reflective safety vest. A dump truck operating in the work zone backed up and struck the employee with the rear passenger side wheels. The employee was killed. The dump truck had an audible back up alarm and operating lights. (OSHA Inspection Number 313225377)

On [June 9, 2010](#), an employee was standing on the ground in front of a loading dock facing into the building while a tractor trailer was backing into the same dock. The trailer crushed the employee between the trailer and the dock. (OSHA Inspection Number 314460940)

The purpose of this webpage is to provide information about the hazards of backovers; solutions that can reduce the risk or frequency of these incidents; articles and resources; and references to existing regulations and letters of interpretation.

How do backover incidents occur?

Backover accidents can happen for a variety of reasons. Drivers may not be able to see a worker in their [blind spot](#). Workers may not hear backup alarms [because of other worksite noises](#) or [because the alarms are not functioning](#). A spotter assisting one truck [may not see another truck behind him](#). [Workers riding on vehicles](#) may fall off and get backed over. Drivers may assume that the area is clear and [not look in the direction of travel](#). Sometimes, it is [unclear](#) why a worker was in the path of a backing vehicle. A [combination of factors](#) can also lead to backover incidents.

What can be done to prevent backover incidents?

Many solutions exist to prevent backover incidents. Drivers can use a spotter to help them back up their vehicles. Video cameras with in-vehicle display monitors can give drivers a view of what is behind them. Proximity detection devices, such as radar and sonar, can alert drivers to objects that are behind them. Tag-based systems can inform drivers when other employees are behind the vehicle and can alert employees when they walk near a vehicle equipped to communicate with the tag worn by the employee. On some work sites, employers can create internal traffic control plans, which tell the drivers where to drive and can reduce the need to back up. In some cases, internal traffic control plans can also be used to separate employees on foot from operating equipment.

Training is another tool to prevent backover incidents. Blind spots behind and around vehicles are not immediately obvious to employees on foot. By training employees on where those blind spots are and how to avoid being in them, employers can prevent some backover incidents. One component of this training can include putting employees who will be working around vehicles in the driver's seat to get a feel for where the blind spots are and what, exactly, the drivers can see. The National Institute for Occupational Safety and Health (NIOSH) several [blind spot diagrams](#) that can help explain what drivers of various large trucks can see.

This article was taken from the OSHA website. For more information on this topic, visit www.osha.gov. Please share this information with your employees.





Letting of 1/13/2016 LA DOTD Headquarters

[Proposal: H.000517.6](#) US 165 BRIDGES NEAR FENTON

DBE Goal: 10%

OJT Goal: 2 Trainees

Description of work: clearing and grubbing, grading, drainage structures, cold planing asphaltic concrete, class ii base course, superpave asphaltic concrete pavement, steel sheet pile wall, precast concrete piles, precast concrete slab span bridges, precast prestressed concrete girder spans bridge, and related work.

Parish(es): Jefferson Davis

Route(s): US 165

Federal Number: H000517

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

Stephanie P. Ducote, DOTD Program Director, Compliance Programs Section

(225)379-1363

stephanie.ducote@la.gov

Gene Mcardle Labor/OJT Program Manager

(225)379-1775

gene.mcardle@la.gov

Pam Firmin Labor Compliance Specialist 4

(225)379-1364

pam.firmin@la.gov

Carla Murray, OJT Compliance Investigator

(225) 379-1774

carla.murray@la.gov



Jackie des Bordes, OJT Program Coordinator

Jackie.desBordes@sjbgroup.com

Kenyatta Sparks, Program Assistant

Kenyatta.Sparks@sjbgroup.com

Grace Chatman, Communication Specialist

Grace.Chatman@sjbgroup.com

5745 Essen Lane, Suite 200
Baton Rouge, Louisiana 70810
Office: 225.769.3400
Fax: 225.769.3596
Website: www.SJBGroup.com