

“OJT NEWS”

How are DOTD's projects selected and developed?

DOTD’s project delivery system takes an integrated, multi-disciplinary team approach to managing and delivering projects, streamlining an often complex process. Project managers are responsible for a given project from “concept to completion”, and project timetables reflect project delivery dates, rather than the more unpredictable bid letting date, to more accurately represent project schedules.

The highway project selection process used by DOTD has four distinct phases. They include:

- ◆ Project Identification
- ◆ Project Prioritization
- ◆ Project Selection
- ◆ Legislative Approval



Project Identification:

DOTD uses two methods to identify projects.

The first method is to gather and analyze technical data on state highway conditions, operational characteristics, safety performance, and traffic congestion. This data is then compared with established criteria and projects are identified.

The second method is to seek input from the public, elected officials, regional and local planning officials, and industry representatives, etc. DOTD receives many project requests from citizens throughout the state.

Project Prioritization:

For most types of projects, priorities are established in each region of the state through the DOTD

district offices in consultation with state and local officials.

Save the Date:

Electronic Payroll Training - March 14, 2017



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Project Selection:

Once projects have been prioritized, teams of experts select projects within a pre-established budget. For example, traffic safety experts from several state agencies including DOTD, State Police, and the Highway Safety Commission select highway safety projects up to the budget established for this category of projects.

Legislative Approval:

The selected projects are assembled into the proposed Highway Program and submitted to the House and Senate Transportation Committees of the Louisiana Legislature. The Joint Transportation Committee holds public hearings on the proposed Highway Program yearly in each of the nine DOTD districts. Ultimately the Highway Program must be approved by the entire Legislature as part of the annual budget for the State.

The time frame for projects from selection to construction varies, and is dependent on several factors, including: funding; acquisition of permits, right-of-way and utilities relocation; and environmental concerns.

Funding:

Because of the time required for project development, projects are added to the Highway Program several years in advance of construction. These decisions are based on forecasts of State and Federal revenues expected to be available in future years. However, actual appropriations are dependent upon the Louisiana Legislature and the U.S. Congress.

Permits, Real Estate and Utilities:

Prior to construction, all Federal and State permits must be obtained, right-of-way and easements must be secured, and any utilities must be relocated from the construction area.

Environmental Concerns:

While environmental studies are typically completed well in advance, occasionally an environmental issue will surface late in the project development process or during construction.

How long does the process take from start to finish?

The time it takes to take a project from selection to construction varies, depending on project complexity and cost.

TYPICAL PROJECT DURATION

| Project Category | Year | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
|--|------|---|---|---|---|---|---|---|---|---|----|
| Pavement Preservation | | █ | █ | █ | | | | | | | |
| Bridge Rehabilitation Replacement | | █ | █ | █ | █ | █ | | | | | |
| Highway Safety | | █ | █ | █ | █ | █ | | | | | |
| Add Travel Lanes/ Build New Highway | | █ | █ | █ | █ | █ | █ | █ | █ | █ | █ |

Simplified time frame for projects; actual duration may be greater or shorter depending on the unique characteristics of each project. Time frame is from initiation to completion and is subject to the availability of funds.

Because of the time required for project development, projects are added to the Highway Priority Program several years in advance of construction. These decisions are based on forecasts of State and Federal revenues expected to be available in future years. However, actual appropriations are dependent upon the Louisiana Legislature and the U.S. Congress and may not match the revenue forecasts.

After projects are selected, there is a seven stage process to take them from concept to construction.

Stage 0: Feasibility Study (Approximately one year)

Stage 1: Environmental Study (One to three years, depending on project complexity)

Stage 2: Funding Project Prioritization (Indefinite amount of time)

Stage 3: Final Design Process (One to three years, depending on project complexity)

Stage 4: Project Letting (One year)

Stage 5: Construction (One to three years, depending on project complexity)

Stage 6: Operation (Indefinite period of time)

Click [here](#) to learn more about the project delivery process.

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 Mrs. Stephanie Ducote, DOTD Compliance Programs Director or Ms. Juanita Linton, Contract Compliance and OJT Programs Manager at 225-379-1382.

ASPHALT DISTRIBUTOR OPERATOR *DOT NO. 853.665-010*

Approximate training time: 26 Weeks or 1040 Hours

JOB DESCRIPTION

Sets spray bar and operates valves and levers at rear of truck to control distribution of oil or bituminous liquid for highway surfacing. May oil, grease, or otherwise service and make necessary adjustments to equipment as needed. Performs 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 and Observation | |
| A. Safety Procedures | 5 Hours |
| B. Observation of Machine in Operation | 35 Hours |
| C. Starting and Manipulating Valves and Levers to Distribute Material and Move Equipment | 30 Hours |
| II. Care and Maintenance | |
| A. Safety Procedures | 5 Hours |
| B. Routine Fueling, Lubricating and Servicing..... | 35 Hours |
| III. Actual Operation of Equipment | |
| A. Safe Operating Procedures..... | 5 Hours |
| B. Regulates Valves and Levers to Distribute Oil or Bituminous Liquid for Highway Surfacing | 120 Hours |
| C. Operation of Equipment..... | 805 Hours |
| Total | 1,040 Hours |

PREVENTING BACKOVERS...

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.



AGC UPCOMING EVENT:



31ST ANNUAL LOUISIANA AGC SUMMER CONFERENCE

DATE: WEDNESDAY, JUNE 28, 2017

TIME: 1:00 PM

LOCATION: HILTON SANDESTEIN BEACH GOLF RESORT & SPA

ADDRESS: 4000 SANDESTIN BLVD

MIRAMAR BEACH, FL 32550

ORGANIZER: KRISTY SMITH

EMAIL: Kristys@lagc.org



Letting of 3/08/2017 LA DOTD Headquarters

Proposal: H.001439.6-R1 LA 1 BRIDGES NEAR GRAND ISLE

DBE Goal: 2%

OJT Goal: 3 Trainees

Specbook: 2006

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: clearing and grubbing, grading, milling asphalt concrete pavement, class ii base course, asphalt concrete overlay, precast concrete piles, steel sheet piles, concrete slab span bridges, and related work.

Parish(es): Jefferson; Lafourche

Route(s): LA 1

Federal Number: H001439

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

Construction Proposal Documents

Proposal: H.002631.6 LA 834: OVERFLOW CREEK BRIDGE

DBE Goal: 7%

OJT Goal: 1 Trainees

Specbook: 2006

Description of work: removal of bridge, clearing and grubbing, grading, class ii base course, lime treatment, superpave asphaltic concrete pavement, concrete slab span bridge, precast concrete piles, and related work.

Parish(es): Morehouse

Route(s): LA 834

Federal Number: H002631

Estimated Construction Cost: \$1,000,000 to \$2,500,000

Construction Proposal Documents

Proposal: H.007675.6-R1 LA RIVER ROAD STEAMBOAT OVERLOOK INTERP. CT.

Local Public Agency project

DBE Goal: 5%

OJT Goal: 1 Trainees

Specbook: 2006

CONFERENCE NOTICE TO CONTRACTORS PRE-BID CONFERENCE (OPTIONAL ATTENDANCE) An optional pre-bid conference for this project for all prospective bidders will be held at Houmas House, 40136 Highway 942, Darrow, LA 70725, on Tuesday, February 21, 2017 beginning at 10:00 AM, followed by a site visit.

Description of work: clearing and grubbing, grading, class ii base course, drilled shaft foundations, treated timber piles, building construction, and related work.

Parish(es): Ascension

Federal Number: H007675

Estimated Construction Cost: \$5,000,000 to \$7,500,000

Construction Proposal Documents



Letting of 3/08/2017 LA DOTD Headquarters

Proposal: H.011276.6 N.O. AIRPORT CONNECTOR ROAD

Local Public Agency project

DBE Goal: 13%

OJT Goal: 2 Trainees

Specbook: 2006

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: clearing & grubbing, grading, nonplastic embankment (sand) (surcharge), class ii base course, portland cement concrete pavement, asphalt concrete pavement, milling asphalt pavement, pavement patching, drainage structures, lighting, traffic signalization, drilled shaft foundations, noise reduction systems, waterlines and related work.

Parish(es): Jefferson

Route(s): AIRPORT ACCESS RD.; I-10 WB OFF RAMP; LOYOLA DR.; VETERANS BLVD.

Federal Number: H011276

Estimated Construction Cost: \$5,000,000 to \$7,500,000

Construction Proposal Documents

Proposal: H.012128.6 LA 98: 0.17 MI N LA 1111 - LA 367

OJT Goal: 2 Trainees

Specbook: 2006

Description of work: drainage structures, cold planing asphaltic concrete, subgrade treatment, lime treatment, in-place cement stabilized base

course, asphaltic surface treatment, superpave asphaltic concrete pavement and related work.

Parish(es): Acadia

Route(s): LA 98

Federal Number: H012128

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

Construction Proposal Documents

Proposal: H.012328.6-R1 LA 182: 588' NW LA 320 - BEG CURB/GUTTER

DBE Goal: 3%

OJT Goal: Trainees

Specbook: 2016

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

Parish(es): Iberia

Route(s): LA 182

Federal Number: H012328

Estimated Construction Cost: \$1,000,000 to \$2,500,000

Construction Proposal Documents

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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