

“OJT NEWS”

SAVE THE DATE!!



DOTD
LOUISIANA DEPARTMENT OF
TRANSPORTATION & DEVELOPMENT

&

SJB GROUP, LLC
QUALITY BY DESIGN

present

MEET THE PRIMES

Thursday, April 20, 2017
5:30 PM - 8:30 PM
LA DOTD Headquarters
Auditorium
1201 Capitol Access Road
Baton Rouge, LA 70802



Join us at the “Meet the Primes” event in April.

This is a great opportunity to develop relationships with DBE firms, share your partnering opportunities with them, and learn about the current status of the LA DOTD On-The-Job Training Program.



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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 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.

**HIGHWAY OR BRIDGE
IRONWORKER, REINFORCING FOREMAN**
Approximate training time: 26 Weeks or 1,040 Hours

JOB DESCRIPTION

Supervises crew to include recruitment, training and direct supervision. Also, includes responsibility for coordinating work with regard to inspection, material supply and equipment required. Keeps personnel records to include payroll time record and administers company personnel policy.

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. Understanding the Function of the Job	20 Hours
B. Understanding Company Timekeeping and Payroll Procedures.....	5 Hours
C. Understanding Company EEO Policy.....	5 Hours
D. Understanding Company Safety Policy	30 Hours
E. Supervisory Instruction	100 Hours
II. Advanced Blueprint or Construction Plan Reading	50 Hours
III. Applied Techniques of Bridge Construction	
A. Pier and Abutment Formwork	40 Hours
B. Decking Formwork	40 Hours
C. Concrete Placing, Finishing, and Curling	30 Hours
D. Assembling, Placing, and Tiring Reinforcing Steel.....	150 hours
E. Care and Material of Jobsite Security	30 Hours
F. Equipment Supervision and Maintenance.....	30 Hours
IV. Assistant Foreman Duties	
A. Supervision of a Crew in each of the Major Applied Areas. Trainee will be checked By both his Foreman and his Job Superintendent.....	510 Hours
Total	1,040 Hours

EYE AND FACE PROTECTION

OSHA Requirements

OSHA requires employers to ensure the safety of all employees in the work environment. Eye and face protection must be provided whenever necessary to protect against chemical, environmental, and radiological hazards or mechanical irritants.

Ensuring worker safety includes conducting a workplace hazard assessment and providing adequate training for all workers who require eye and face protection. When employees are trained to work safely, through the following requirements, they should be able to anticipate and avoid injury from job related hazards.

OSHA Standards

The following OSHA standards provide mandatory requirements and compliance assistance for employers when selecting proper eye and face protection:

- 1910.132 -General requirements
- 1910.133 -General Industry
- 1915.153 -Maritime
- 1926.102 -Construction

The employer shall ensure that each affected employee uses appropriate eye or face protection when exposed to eye or face hazards from flying particles, molten metal, liquid chemicals, acids or caustic liquids, chemical gases or vapors, or potentially injurious light radiation. To select PPE for the workplace, see the Hazard Assessment module.

Training and Qualification of Employees

Employers must provide training for each employee who is required to use PPE in the workplace. [1910.132(f)]

- Each employee shall be trained to know at least the following:

When PPE is necessary

What PPE is necessary

How to properly don, doff, adjust, and wear PPE

Limitations of the PPE

Proper care, maintenance, useful life, and disposal of the PPE

- All training should be conducted by a knowledgeable designated person.
- All required training should be presented in a manner that the employee can understand.
- Each affected employee shall demonstrate an understanding of the training specified and the

ability to use PPE properly, before being allowed to perform work requiring the use of PPE.

- Employers who allow their employees to wear eye and face protection on a voluntary basis when not required by OSHA or the employer must implement limited provisions of a PPE program. For all other voluntary users, an additional written eye and face protection program that covers proper maintenance procedures must be implemented.

Retraining

- When the employer has reason to believe that any affected employee who has already been trained does not have the understanding and skill required, the employer shall retrain that employee. Circumstances where retraining is required include, but are not limited to, situations where:

Changes in the workplace render previous training obsolete

Changes in the types of PPE to be used render previous training obsolete

Inadequacies in an affected employee's knowledge or use of assigned PPE indicate that the employee has not retained the requisite understanding or skill

Written Certification

- The employer shall verify that each affected employee has received and understood the required training through a written certification that contains the name of each employee trained, the date(s) of training, and the subject of the certification.

Handling Emergencies

- If an eye injury occurs, quick action can prevent a permanent disability. For this reason:

Emergency eyewashes should be placed in all hazardous areas

First-aid instructions should be posted close to potential danger spots

Employees must know where the closest eyewash station is and how to get there with restricted vision

Criteria for PPE

Eye and face protection must comply with the American National Standards Institute, ANSI Z87.1-1989 standard if purchased after July 5, 1994 or ANSI Z87.1-1968 if purchased before July 5, 1994. [1910.133(b)(1), 1915.153(b), 1926.102(a)(2)]

- Eye and face PPE shall be distinctly marked to facilitate identification of the manufacturer. [1910.133(a)(4)]

- The following minimum requirements must be met by all protective devices. Protectors shall:

Provide adequate protection against the particular hazards for which they are designed

Be of safe design and construction for the work to be performed

Be reasonably comfortable when worn under the designated conditions



Fit snugly and not unduly interfere with the movements of the wearer

Be durable

Be capable of being disinfected

Be easily cleanable

Be distinctly marked to facilitate identification only of the manufacturer

Fitting of PPE

Consideration should be given to comfort and fit. Poorly fitting eye and face protection will not offer the necessary protection. [1926.102(a)(6)(iii)]

Fitting of goggles and safety spectacles should be done by someone skilled in the procedure.

Prescription safety spectacles should be fitted only by qualified optical personnel.

Devices with adjustable features should be fitted on an individual basis to provide a comfortable fit that maintains the device in the proper position.

Eye protection from dust and chemical splash should form a protective seal when fitted properly.

Welding helmets and face shields must be properly fitted to ensure that they will not fall off during work operations.

Maintenance and Care of PPE

Employees must be trained in the proper care, maintenance, useful life, and disposal of PPE. [1910.132(f)(1)(v)]

Maintenance:

PPE must be used and maintained in a sanitary and reliable condition.

The use of equipment with structural or optical defects is prohibited. [1926.102(a)(4)]

Pitted lenses, like dirty lenses, can be a source of reduced vision. They should be replaced. Deeply scratched or excessively potted lenses are apt to break.

Slack, worn-out, sweat-soaked, or twisted headbands do not hold the eye protector in proper position. Visual inspection can determine when the headband elasticity is reduced to a point below proper function.

Cleaning:

Atmospheric conditions and the restricted ventilation of the protector can cause lenses to fog. Frequent cleansing may be necessary.

Eye and face protection equipment that has been previously used should be disinfected before being issued to another employee.

When employees are assigned protective equipment for extended periods, the equipment should be cleaned and disinfected regularly.

Several methods for disinfecting eye-protective equipment are acceptable. The most effective method is to disassemble the goggles or spectacles and thoroughly clean all parts with soap and warm water.

Carefully rinse all traces of soap and replace defective parts with new ones.

Swab thoroughly or completely and immerse all parts for 10 minutes in a solution of germicidal deodorant fungicide.

Remove parts from solution and suspend in a clean place for air drying at room temperature or with heated air.

Do not rinse after removing parts from the solution because this will remove the germicidal residue that retains its effectiveness after drying.

Storage:

Goggles should be kept in a case when not in use. Spectacles, in particular, should be given the same care as one's own glasses, since the frame, nose pads, and temples can be damaged by rough usage.

Items should be placed in a clean, dust-proof container, such as a box, bag, or plastic envelope, to protect them until reissue.

Contacts and Prescription (Rx) Lenses

Employers must ensure that employees who wear prescription (Rx) lenses or contacts use PPE that incorporates the prescription or use eye protection that can be worn over prescription lenses. [1910.133(a)(3), 1915.153(a)(3), 1926.102(a)(3)]

Workers who wear prescription glasses must also wear required eye protection.

Eye and face protection that fits comfortably over glasses is available.

Safety goggles and spectacles may incorporate prescription lenses.

Dust and chemicals present additional hazards to

contacts wearers. OSHA recommends that workers have an extra pair of contacts or eyeglasses in case of contact failure or loss.

The employer shall ensure that each affected employee uses appropriate eye or face protection when exposed to eye or face hazards from flying particles, molten metal, liquid chemicals, acids or caustic liquids, chemical gases or vapors, or potentially injurious light radiation. To select PPE for the workplace, see the Hazard Assessment module.

This article was taken from the OSHA website at www.osha.gov. We encourage you to share this valuable 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 2/08/2017 LA DOTD Headquarters

Proposal: H.000689.6 LA 433: SALT BAY-
OU BRIDGE

DBE Goal: 8%

OJT Goal: 1 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.

STRUCTURAL CONCRETE PILOT PROJECT This project has been selected as a Concrete Pilot Project. Special provisions governing structural concrete requirements can be found in the construction proposal section titled STRUCTURAL CONCRETE PILOT SPECIAL PROVISION.

Description of work: removal of bridge, grading, class ii base course, lime treatment, temporary detour road, temporary detour bridging, precast concrete piling, concrete slab span bridge, asphalt concrete overlay, milling asphalt pavement, and related work.

Parish(es): St. Tammany

Route(s): LA 433

Federal Number: H000689

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

[Construction Proposal Documents](#)

Proposal: H.010461.6 LA 15: LA 910 - SLO-
CUM

DBE Goal: 3%

OJT Goal: 4 Trainees

Specbook: 2016

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

Parish(es): Concordia

Route(s): LA 15

Federal Number: H010461

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

[Construction Proposal Documents](#)

Proposal: H.010560.6 ESSEN LANE WID-
EN: PERKINS RD to I-10

DBE Goal: 13%

OJT Goal: 1 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, drainage structures, milling asphalt pavement and concrete pavement, pavement patching, class ii base course, lime treatment, asphalt concrete pavement, portland cement concrete pavement, signing, drilled shaft foundations, traffic signalization, and related work.

Parish(es): East Baton Rouge

Route(s): LA 3064

Federal Number: H010560

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

[Construction Proposal Documents](#)



Letting of 2/08/2017 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.011608.6 LA 586: LA 585 TO LA 17

DBE Goal: 6%

OJT Goal: 3 Trainees

Specbook: 2006

Description of work: clearing and grubbing, drainage structures, lime treatment, in-place

cement treated base course, superpave asphaltic concrete overlay, and related work.

Parish(es): West Carroll

Route(s): LA 586

Federal Number: H011608

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

[Construction Proposal Documents](#)

Proposal: H.011914.6 I-49 CB: NATCHITOCHE P/L TO LA 3132

DBE Goal: 8%

OJT Goal: 1 Trainees

Specbook: 2006

Description of work: grading, installation of median cable barrier system, concrete mow strip, and related work.

Parish(es): Caddo; Desoto

Route(s): I-49

Federal Number: H011914

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

[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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