

September 1, 1999

MEMORANDUM 99-11

To: District Directors
Toll Road Operations Engineer
District Area Engineers

District Construction Engineers
District Materials and Testing Engineers
Project Engineers/Supervisors

From: Timothy D. Bertram, Chief
Contracts and Construction Division

Timothy D. Bertram

Subject: Revised 801, Effective September 1, 1999

Effective for contracts let after September 1, 1999, section 801 of the standard specifications has been changed to include a quality assessment for traffic control devices. The department has required the use of ATSSA Quality Standards for Work Zone Traffic Control Devices in determining the acceptability of traffic control devices for several years. With this change, the PE/S will have the right to assess a Quality Assurance Assessment for traffic control devices that are not in compliance. Non-compliance is defined as when any single device is found unacceptable (according to the ATSSA standards) or when 25% of a type of device are found to be of a marginal condition (according to ATSSA standards). This assessment is in accordance with 105.14 and applies to each type of device at a rate of \$40 per device per day except for construction warning lights that will continue to be in accordance with 801.12. The contractor will be notified on the same day that an assessment will be charged. Once an assessment is made, daily inspections will be required until the assessment is no longer valid. The PE/S should refer to the ATSSA standard frequently for each type device when making quality assessments.

The Quality Standard for Work Zone Traffic Control Devices is an industry developed standard. The standard outlines three levels of quality: acceptable, marginal, and unacceptable. These quality levels are specifically defined for each type of traffic control device. It is important to discuss these standards at the pre-construction conference so the contractor understands the expectation. The expectations for events that occur during construction should also be discussed. This should include those events within the contractor's control: tack sprayed on drums, pavement marking damaged by trucks, etc. and those beyond the contractor's control: severe windstorms, snow storms, tornado, etc. The specification provides that a contractor not be assessed for non-compliance caused by events beyond the contractor's control but the immediate repair for these type events is required. The contractor should be informed of the expectation should such an event occur.

When traffic control devices are first brought to the job site and prior to erection, the contractor and state representative should review them together. The specifications require that all devices be of the acceptable condition upon initial installation and new construction phases. For the first several weeks after installation, the contractor and state representative should jointly perform inspections to further provide an understanding of the quality standard expectation. These joint inspections should only occur during the first several weeks and no joint inspection should be allowed after this initial period.

September 1, 1999

MEMORANDUM 99-11

Page 2 of 2

The revised section 801 also includes a future requirement for the contractor to provide a certified Worksite Traffic Supervisor. While the requirement for a worksite traffic supervisor will be included in contracts let after September 1, 1999, contractors won't actually have to designate a worksite traffic supervisor for contracts until January 1, 2001. If work is still occurring on contracts as of January 1, 2001, the contractor will need to designate a worksite traffic supervisor before any work can continue on or after January 1, 2001. The worksite traffic supervisor will have to be certified under the ATSSA or a comparable program.

For temporary pavement markings, a quality assurance unit is defined in 801.10. A unit for longitudinal line shall be 150 m (500 ft) on marked pavement in any combination or pattern. Each transverse marking is a separate quality assurance unit. Each unit should be evaluated separately according to ASSTA standards. The 25% threshold for a damage assessment would be calculated on the total number of temporary pavement marking quality assurance units. For example, if the phase had 600 meters of temporary longitudinal line (4 units), three temporary stop bars, two temporary railroad symbols, and one temporary arrow, the total number of quality assurance units would be 10. Damages should be assessed if three or more of these units were classified as marginal (according to the ATSSA standard) or one unit is classified as unacceptable (according to the ATSSA standard).

The State will continue to layout traffic control devices until the requirement for a worksite traffic supervisor is implemented. Further instructions providing guidance on the role of the worksite traffic supervisor and the contractor's responsibility for marking the location of traffic control devices will be provided closer to the implementation date.

These changes are a further implementation of performance based specifications where the contractor is responsible for the work and the state inspects the in-place work. The designer will develop a traffic control plan and the contractor is responsible for implementing the plan. The contractor may make adjustments to the traffic control plan to fit construction operations in compliance with the MUTCD and approved by the department. We should continue to partner with contractors through the implementation of these changes to improve the effectiveness of the traffic control devices for the traveling public.

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