

M A S S INTERCHANGE

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Chris Ahmadjian Recognized for Public Service



The New England Chapter of the American Public Works Association held its spring meeting on May 24, 2000 in Boston. The chapter's 900 members come from the geographic area of Connecticut, Massachusetts, Rhode Island, New Hampshire, and Vermont which comprise international, educational, and professional associations of public agencies, private sector companies, and individuals dedicated to providing high quality public works goods and services.

This year Christopher J. Ahmadjian, Program Manager at Baystate Roads Program, was recognized with a meritorious service award. His continuing contribution to the improvement of public works services indicates how well respected and appreciated he is in the industry he serves.

Congratulations Chris!

LTAP Local Technical Assistance Program

(413) 545-2604 <http://baystate.ecs.umass.edu>

Work Zone Safety: It's Everybody's Business

Work zones on U.S. highways have become increasingly dangerous places for both workers and travelers, with the death rate approaching two per day. With more than 70,000 work zones in place across America on a given day, highway agencies are realizing that it is not enough to focus on improving the devices used in the work zone areas, but that they must also reach out to the public in order to change the behavior of drivers so that crashes can be prevented.

Motorists who drive through work zones every day often do not pay enough attention to the advisory signs and thus fail to heed the posted warnings. Drivers need to be made aware of the fact that work zones require greater caution, adjusted speed appropriate for conditions, and heightened alertness. Although recent outreach campaigns, like the "Give 'Em a Brake" campaign, have focused mainly on the safety of the worker, it is also important for motorists to realize that

their own safety is just as much in jeopardy as the workers'.

As the result of a recent Federal/State initiative under the National Highway Work Zone Safety Program, a new public outreach campaign called "Get the Picture - Listen to the Signs," has been designed to address this safety issue.

The campaign was developed under a pooled-fund project in which the Federal Highway Administration (FHWA) and 21 State departments of transportation participated (Alabama, Arizona, Arkansas, California, Colorado, Iowa, Kentucky, Louisiana, Maine, Michigan, Minnesota, Missouri, Nebraska, Nevada, New Jersey, New Mexico, New York, North Carolina, Oklahoma, Texas, and Wisconsin).

Focus group studies conducted by FHWA helped to determine the goals of the "Get the Picture - Listen to the Signs" campaign. The results of these studies showed that many drivers do not realize how many deaths and injuries take place in work zones each year. Most study participants were also surprised to learn that more injuries and fatalities involve motorists than highway workers.

The main goal of the campaign is to educate the public about what the orange warning signs mean and the

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Dig Safe System, Inc.

Utility Underground Plant Damage Prevention System

What is Dig Safe?

Both Federal and State Laws require excavators to notify appropriate utility companies before excavating. Notifying member utilities individually would be time consuming, but calling "Dig Safe" simplifies the process.

Dig Safe is a system, required by these laws and funded by member companies, which allows excavators to notify the appropriate utilities with one telephone call or one Web form, found on <http://www.digsafe.com>. Dig Safe offers a nationwide toll-free number, **1-888-DIG-SAFE (888-344-7233)**, for this notification before digging, trenching, blasting demolishing, boring, backfilling, grading, landscaping, or other earth moving operations.

This system was created to promote public safety, avoid costly damage to underground facilities, and reduce cost of time and notifications.

When a call arrives at the Dig Safe Center, an operator will ask for the information indicated on the input document shown below. This information will be entered into a computer system which then notifies the member companies maintaining underground plant in the area of the excavation. Any underground facilities will be marked or staked by the member companies. The excavator will be given a Dig Safe Number to acknowledge their call.

The Dig Safe Center records all incoming and outgoing messages and operates Monday through Friday, 6:00 am to 6:00 pm. Off-hour coverage is provided for emergencies only.

Dig Safe should NOT be called for locating and marking underground facilities for project engineering and design, such as preliminary engineering surveys. It should also NOT be used for miscellaneous requests to relocate, lower, or remove facilities. Damage to underground facilities should be reported to the owner of such facilities.

Calling Dig Safe

Before calling Dig Safe, be prepared to provide the following information:

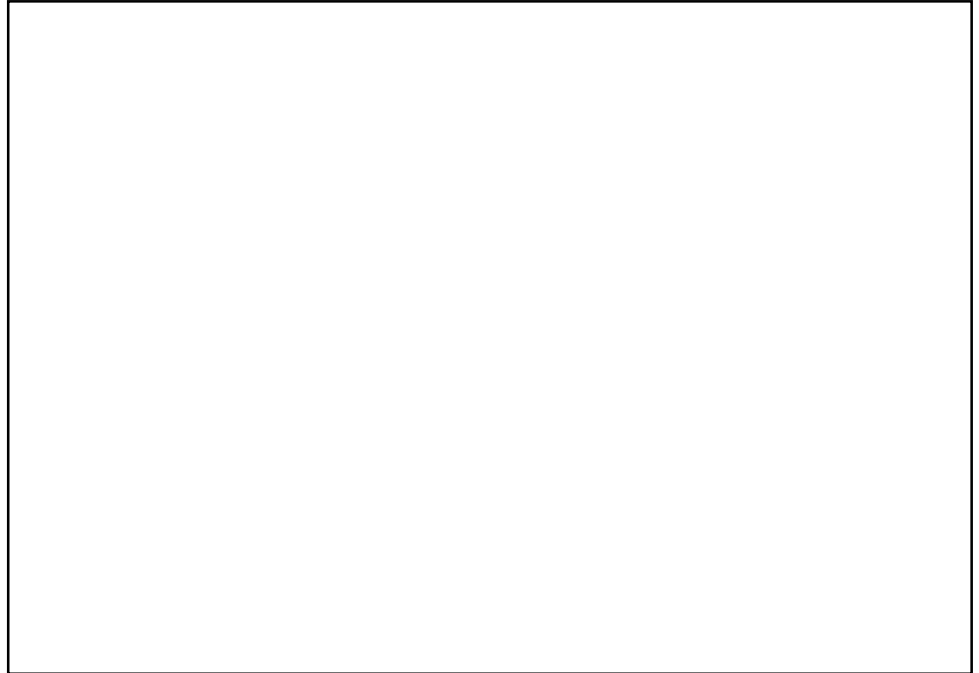
Contractor I.D. No: _____
State: _____ Municipality: _____
Location: _____
Intersecting Street: _____
Type of Work: _____
Extent of Work: _____
Name of Caller: _____ Title: _____
Start Date: _____ Time: _____
Phone: _____ Best Call Back Time: _____
Company: _____
Remarks: _____
Excavator Doing Work: _____
Area Premarked: _____

Baystate's Road Show

Chris Ahmadjian, Program Manager for Baystate Roads, has been on the road conducting work zone safety classes for over seven years at DPW's throughout Massachusetts. Hundreds of municipal employees have benefitted from this special training for small groups.

Chris suggests each superintendent ask these simple questions:

- ☒ Are employees concerned about their own safety?
- ☒ Do employees consistently wear vests?
- ☒ Do the vests we buy fit?
- ☒ Are there flashing lights on all of our vehicles and are they used?
- ☒ Do we have enough cones and signs for each crew to properly set up a work zone?
- ☒ Are our traffic control devices legible and clean? Do they convey a clear message?
- ☒ Do the police/flaggers have the proper tools and attire? Are they effective?
- ☒ Are we following MUTCD guidelines?
- ☒ Do we have a copy of Part VI of the MUTCD?
- ☒ Have our people received training in the proper procedures of work zone traffic control?
- ☒ Do we regularly inform the public of work zone locations?
- ☒ Do we have a work zone safety policy?



Chris models a portable work zone sign at UMass campus

If the person in charge of safety cannot answer yes to all these questions, there is an accident and lawsuit waiting to happen. He suggests the supervisor take time to check out work zones, attend a work zone class, train people and make sure necessary materials are on hand to properly set up a work zone. It is in everyone's interest to make roads safe for the driving public while protecting fellow workers. See page seven for reference materials.

National Work Zone Safety Information Clearinghouse

In the past decade, over 8,200 fatalities were reported in work zones nationwide. Additionally, there were 772 fatalities and 37,000 work zone injuries in 1998. Work zone employees' environments include motor vehicles zipping by at speeds of 55 to 75 miles-per-hour, just inches from their workspace. It's similar to working on the flight deck of an aircraft carrier, only the death statistics in roadway work zones are much higher.

In response to these situations, the National Work Zone Safety Information Clearinghouse was established in 1998. This first-of-its-kind facility provides transportation agencies, law enforcement departments, highway designers and contractors, labor unions, insurance companies, motor clubs and other interested parties with a wealth of information on how to make road construction zones safer for motorists, pedestrians, and highway workers.

The Clearinghouse is a cooperative venture between the Federal Highway Administration (FHWA) and the American Road & Transportation Builders Association (ARTBA). FHWA has provided seed money to help establish the facility, which must be self-sustaining in three years. ARTBA is managing the project and will seek long-term financial support for the Clearinghouse.

The association partnered on the project with Texas Transportation (TTI) in College Station, Texas, which houses the facility and handles its day-to-day operations. The National Utility Contractors Association (NUCA) and the Institute of Transportation Engineers (ITE) helped ARTBA publicize and market the Clearinghouse and its products and services.

The Clearinghouse provides an array of "best practice" information on work zone design, research reports, information on mounting public awareness and law enforcement campaigns, as well as data on safety consultants, products and training courses. In most cases, information is provided at no charge. Users can contact the Clearinghouse by phone toll-free at 1-800-447-5556, by fax at 409-845-7575, or by e-mail at workzone@tamu.edu. The website is: <http://wzsafety.tamu.edu>

To be placed on the Clearinghouse mailing list, contact ARTBA's Mary Diamond at mcd@artba-hq.org or call 202-289-4434.

Work Zone Fatalities Down for the New England Area

According to FARS Data, the total number of deaths in work zone areas has decreased according to the last study (1998). The breakdown of the numbers is as follows:

	<u>1995</u>	<u>1998</u>
Massachusetts	11	2
Connecticut	5	6
Maine	1	2
New Hampshire	6	1
Rhode Island	1	1
<u>Vermont</u>	<u>4</u>	<u>1</u>
TOTAL	28	13

Keep up with Developments in Intelligent Transportation Systems Through Internet Resource: Subscribe ~~Free~~ to Newsletter

The ITS Cooperative Deployment Network (ICDN), a free Internet-based resource for transportation practitioners, agencies, and consultants who are on the "front lines" of ITS deployment is now available. The ICDN is a product of the National Associations Working Group for ITS (NAWG), sponsored by the US DOT. The ICDN's content includes:

- A continuously updated **on-line newsletter** (also available by e-mail) of late-breaking ITS developments, interviews, case studies, and reports.
- A **set of links** to ITS information repositories, ITS architecture and standard sites.
- On-line **crosscutting discussion forums**.
- Shared **on-line calendars** of upcoming ITS events and training opportunities sponsored by all ICDN member organizations.

The ICDN can be accessed through the 17 member organizations, or at the following URL:

<http://www.nawgits.com/icdn.html>

Subscribe for free to receive one ICDN newsletter by clicking on the "subscribe" link near the top of the page, type your e-mail address in the space provided, make sure "subscribe" is selected, and press the "Submit/Unsubscribe" button.

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possible consequences of failing to heed those warnings. The campaign theme is: *"Don't risk your life because you don't get the picture - be alert, slow down, and pay attention to the signs."* At the kick-off of the campaign in 1988, campaign kits were sent to each State DOT in the country. The kit included two 30-second television public service announcements (PSAs) which feature 3D-animation; three 60-second radio PSAs; a brochure, a poster, and a bumper sticker, along with tips on how to effectively use the media kits.

FHWA's Ann Wall says, "The campaign has helped by making drivers aware that they too are at risk in the work zone area."

Eleven states have used the campaign so far. Many other states have combined portions of the campaign with their own outreach efforts.

Marty Matthews of Kansas DOT has used the "Get the Picture - Listen to the Signs" campaign for two years in a row, in conjunction with the "Give 'Em a Brake" campaign. He says, "We think it is effective. In 1999, we had the lowest number of fatalities and injuries in the work zone area since 1994. This just reflects one year, but we are pleased with the results."

For more information, contact Ann Walls at FHWA, 202-366-6836, fax: 202-366-2249; or e-mail at: ann.walls@fhwa.dot.gov.

Reprinted from Focus, January 2000.



Characteristics of an Effective Time Manager

Time management skills come naturally to some people. But anyone can learn better time management skills...

Tips to Help you Become an Effective Time Manager

- ⇒ Prioritize your use of time and put your greatest energy and time into top priority tasks.
- ⇒ Set daily, weekly, and quarterly objectives.
- ⇒ Eliminate unnecessary, outdated, and inappropriate tasks.
- ⇒ Delegate whenever possible.
- ⇒ Have a written summary of your responsibilities.
- ⇒ Study ways to improve efficiency in handling routine matters.
- ⇒ Leave some time for the unexpected each day.
- ⇒ Know when your peak energy period occurs and adjust your daily routine to make the best use of it.
- ⇒ Realize you can't do everything and choose the best alternatives.

Nine Steps to a A Safer Work Zone

*Publications Available through
Baystate Roads*

PUBLICATIONS TO KEEP:

- | | |
|--------|---|
| SAF-56 | Maintenance Work Zone Safety Devices: Development and Evaluation |
| TRA-19 | Work Zone Traffic Management Synthesis: Tiedown Methods for Precast Concrete Safety Shaped Barriers |
| TRA-46 | Work Zone Safety - Guidelines for Massachusetts Municipalities and Contractors |
| SAF-79 | National Conference on Work Zone Safety |
| TRA-59 | Work Zone Safety - Guidelines for Construction, Maintenance, and Utility Operation |

VIDEOS TO BORROW:

- | | |
|--------|---|
| ST-136 | Work Zone Safety for Rural Local Agencies - UNC & FHWA - 100 min. |
| ST-149 | Work Zone Safety Concepts - FHWA - 25 min. |
| ST-162 | Highway Work Zone Safety: The Basics - Coastal - 15 min. |
| ST-165 | New Work Zone Safety Devices - NACE - 17 min. |



**Please FAX your requests
by code number to Baystate
Roads at 413-545-6471 or
call 413-545-2604.**

Congratulations to the newest Baystate Roads Scholars on your fine achievement. Keep saving those certificates and you, too, could be listed here!



Douglas A. Walsh
Athol DPW

Dennis Smith
Whitman DPW

C. Kevin Currier
Oakham DPW

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The Baystate Roads Program, which publishes *Mass Interchange* each quarter, is a Technology Transfer (T2) Center created under the Federal Highway Administration's (FHWA) Local Technical Assistance Program (LTAP). FHWA is joined by the Massachusetts Highway Department, the Department of Civil and Environmental Engineering at the University of Massachusetts/Amherst, and local public works departments in an effort to share and apply the best in transportation technologies.

In addition to publishing *Mass Interchange*, the Baystate Roads Program facilitates information exchange by conducting workshops, providing reports and publications and videotapes on request, and offering one-to-one technical assistance on specific roadway issues. Because the program relies on input from many sources, inquiries, articles, and ideas are encouraged.

LTAP Local Technical Assistance Program

To contact the Baystate Roads Program call (413) 545-2604 or FAX 413-545-6471.

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