TEN TIPS FOR DRIVING SAFELY IN WORK ZONES

1. Expect the unexpected.
2. Slow down.
3. Don’t tailgate.
4. Keep a safe distance between you and the car ahead of you.
5. Pay attention to the signs.
6. Obey road crew flaggers.
7. Stay alert and minimize distractions.
8. Keep up with traffic flow.
9. Schedule enough time to drive safely and check radio, television and web sites for traffic information.
10. Be patient and stay calm.

Article reprinted by permission of South Carolina Transportation Technology Transfer Service. Newsletter article – Fall 2004 issue.

Arkansas State Highway & Transportation Department Planning and Research Division Technology Transfer Program P.O. Box 2261 Little Rock, AR 72203-2261

ARKANSAS MOTORISTS BENEFIT FROM WIRE ROPE SAFETY FENCE

Highway Safety Barrier Systems (Wire Rope Safety Fences) will cut crash rates. This is the contention of a recent report in Better Roads magazine, as well as published reports from international sources about the Brifen Wire Rope Safety Fence. Each year median crossover and/or “head-on” collisions represent a significant proportion of the total number of serious crashes and fatalities across the United States, Australia and other developing countries. In hopes of significantly reducing the number of crossover crashes on a busy and crash-prone segment of Interstate 430 in Little Rock, the Arkansas State Highway and Transportation Department has installed a wire cable barrier system similar to that previously constructed and used in the neighboring state of Oklahoma.

The Brifen Safety Fence is a four-strand cable manufactured in the United Kingdom by Bridon Ropes, Ltd. The cable system is distributed solely in the United States by Brifen USA, based in Oklahoma City, Oklahoma.

The I-430 project in Little Rock is located between Col. Glenn Road and Kanis Road. The project is 1.36 miles in length and has been constructed along the outside edges of the grass median for both northbound and southbound lanes. The new safety barrier consists of 1,391 posts, which support 14,400 feet of cable. The posts are 48 inches long with 16 inches buried in the ground. The standard distance between each of the post assemblies is 10’-6”, which support the four strands of tensioned cable, each strand being composed of 21 separate wires.

The system is designed so that the posts and wire cables absorb the energy of a vehicle striking the barrier, with posts bending or collapsing on impact. See SAFETY FENCE, Page 2.

Mailing Label
2” X 4”

NEW CLINTON PRESIDENTIAL LIBRARY Little Rock, Arkansas
HOW SIGNIFICANT IS THE WORK ZONE SAFETY PROBLEM?

With more than a 55% increase in work zone fatalities between 1997 and 2002, work zone safety is a growing roadway safety concern. In 2002, there were 1,181 work zone fatalities; this figure represents 2.8% of all roadway fatalities for the year. Four out of every five work zone fatalities were motorists. In all, there were 117,567 work zone crashes and over 52,000 people were injured in work zone crashes (1.8% of all roadway injuries).

Can you put this in perspective?
- One work zone fatality occurs every 7 hours (3 daily)
- One work zone injury occurs every 10 minutes (143 daily)
- Financial loss of $3 billion from work zone crashes in 2001

HOW SAFE IS YOUR WORK ZONE?

Can you answer “yes” to these questions?
- Are employees concerned about their own safety?
- Do employees constantly wear safety vests?
- Are the traffic control devices clean and legible?
- Do we have enough cones and signs for each crew to properly set up a work zone?
- Are the police/flaggers have the proper tools and attire?
- Are we following MUTCD guidelines?
- Do we have a copy of Part VI (Temporary Traffic Control) 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 policy?

If the person in charge of work zone safety cannot answer “yes” to all of these questions, perhaps more attention and effort should be devoted to this critical area of worker and motorist safety. The supervisor should take time to check out work zones, attend a work zone class, train his 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 safer for the driving public while protection fellow workers.

Contact the T2 Center to schedule a “Work Zone Traffic Safety and Flagging” seminar/workshop in or near your community.

UPCOMING MEETINGS

Arkansas Municipal League Winter Conference
January 12-14, 2005 @ Statehouse Conv. Center
Little Rock, Arkansas
Contact Mr. Ken Wasson @ 501-374-3484

County Judges Association Winter Meeting
February 14-15, 2005 @ Wyndham Inn Riverfront
North Little Rock, Arkansas
Contact Mr. David Morris @ 501-372-7550

Arkansas Asphalt Pavement Association (AAPA) Annual Convention
March 1-3, 2005 @ Embassy Suites
Hot Springs, Arkansas
Contact Mr. John Suskie @ 501-219-1100

APWA (Arkansas Chapter) Spring Conference
May 18–20, 2005 @ Arlington Hotel
Hot Springs, Arkansas
Contact Mr. Craig Johnson @ 501-375-2231