



## Purpose

Worker safety on our construction projects is vital for the work we perform, and though WSDOT does a good job in developing work zone traffic control plans that meet State and Federal standards, there may be times enhancements are needed to increase the safety of our work zones.

Currently WSDOT addresses changes or enhancements to the contract via Change Orders, but when a work zone traffic control (WZTC) enhancement is identified, the time required for executing a change order may discourage efforts to implement in a timely and efficient manner.

“Work Zone Safety Contingency” is a new Bid item to encourage partnering between the Contractor and WSDOT to implement and pay for agreed upon enhancements to work zones in a timely and efficient manner.

## Guidance

Contractors and Project Offices would meet on a weekly basis to discuss and review the management of traffic. If enhancements are mutually agreed upon by the Engineer and Contractor, the new Bid item will be used to implement the enhancement.

Items that will be eligible for consideration:

- Additional Class A or B signing
- Additional portable changeable message signs (PCMS) or arrow boards
- Implementation of automated flagging assistant devices (AFADs)
- Radar speed display signs (RSDS)
- Temporary rumble strips
- Mobile barriers or additional truck mounted attenuators (TMAs)
- Implementation of smart work zones systems or queue warning systems

Items that will not be eligible for consideration (*will require change order*):

- Uniformed police officers (UPOs) or Washington State Patrol (WSP)
- Proposed changes to staging plans
- Changes to work hours

The Contractor will be responsible for required revisions to the WZTC plan for the enhancement being proposed.



The Project Office is encouraged to track these enhancements and report back to the work zone traffic control plan designers so these enhancements can be reviewed for possible implementation into future PS&Es.

Work Zone Safety Contingency will be paid as force account as required in Design-Bid-Build (DBB) projects moving forward. It is recommended that the following estimate amount be used in the development of the PS&E.

<u>Engineer's Estimate</u>	<u>Work Zone Safety Contingency</u>
Under \$5 million	\$25,000
\$5 million to \$10 million	\$50,000
Over \$10 million	\$75,000

### **Background**

Workers being able to do their work in a safe manner is one of WSDOT's highest priorities. WSDOT is committed to encouraging enhancement suggestions to accepted work zone traffic control plans to increase worker safety on our contracts.

The Washington Asphalt Paving Association and WSDOT collaborate regularly to identify strategies that improve worker safety on projects. Implementation of enhancements, based on field observations, to the accepted work zone traffic control plans in an efficient manner outside of the lengthy change order process, can lead to safer work zones.

The Work Zone Safety Contingency funds concept has been used by Texas DOT since 2013 and the results have shown a significant positive impact in their ability to address safety concerns in a timely manner around their work zones.

### **Implementation Plan**

For projects that include WZTC, the new mandatory General Special Provisions (GSPs) in Division 1-10, must be incorporated into DBB Contracts after the date of this bulletin. These GSPs provide for the opportunity to increase work zone safety for workers. A force account Bid item shall be included in Contracts for payment for the Work Zone Safety Contingency.



**Washington State  
Department of Transportation**

# **CONSTRUCTION BULLETIN**

State Construction Office  
Multimodal Development & Delivery

**Work Zone Safety Contingency**

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Date: November 2, 2022

## **Resources**

[GSP 1-10.2.OPT1.GR1](#)

[GSP 1-10.4\(3\).OPT1.FR1](#)

[GSP 1-10.5\(2\).OPT7.GR1](#)

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