



## Kentucky Tests Orange Striping for Work Zones

Central Seal Co. installs miles of orange paint and orange thermoplastic in work zone safety test

Central Seal Co., Danville, KY, became the first Kentucky contractor to install orange pavement markings to delineate a construction zone when it applied orange paint to a road-widening project on Interstate 75 last November.

The orange markings are a test by the Kentucky Transportation Cabinet (KYTC) District 11 to try to determine if the orange markings improve worker and driver safety, according to Daniel Hoffman, Kentucky DOT District 11.

Hoffman says KYTC learned from various publications that orange marking is being tested in other states and countries. "Several other interstate widening projects across the state have experienced motor vehicle crashes inside the work zone," Hoffman says. "We just thought that we would try something new to help improve the safety of the traveling public by making them more aware of the work zone and to get their attention."

Central Seal's Derrick Hutchinson says that because there are often highway repaving, widening, and improvement projects active in the state, the use of orange markings was intended to help motorists realize they were indeed in a construction zone.

"Motorists get accustomed to the signage and traditional traffic control devices that stay in place for a long period of time," Hutchinson says. "This was truly an

effort to think outside the box and keep the motorists and workers safe during the construction of this project."

### ***FHWA Approval Required***

Hoffman says Mike Calebs, District 11 chief district engineer, championed the effort to use the orange paint. Calebs said the District is looking to improve motorist awareness after work zones on I-75 have experienced numerous crashes over the last four years.

"The Cabinet is researching this idea in order to improve highway safety and reduce the associated delays when traffic is diverted because of a crash," Calebs told The Sentinel Echo. "The goal of the Cabinet is to ensure our highways are the safest and most effective they can be, and we are excited about this new approach."

KYTC had to seek approval from the Federal Highway Administration (FHWA) to test the orange markings to learn if they are more effective than traditional yellow markings in identifying a work zone. "The concept was presented to our FHWA liaison and from there it was forwarded to the FHWA office in Washington, D.C., to obtain approval," Hoffman says. "Everyone was interested in improving the safety of the traveling public and the workers on the project."

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### **About The KYTC**

The goal of the DBE Supportive Services Program is to increase the number of DBEs participating on KYTC contracts and facilitate the opportunity for DBEs to obtain contracts. The services are designed to:

- Assist established construction firms to move them from bidding as a subcontractor to bidding as a Prime Contractor to produce sound bids.
- Provide access to training increases DBE expertise in handling of daily business operations.



### **About The Program**

The Construction Estimating Institute (CEI) works with KYTC as the statewide provider of the federally funded Disadvantaged Business Enterprises (DBE) Supportive Services Program. We want to increase the number of certified DBEs participating in highway and bridge construction, as well as assist DBEs in growing and eventually becoming self-sufficient. Additionally, CEI provides supportive services by assisting prime contractors and consultants with identifying DBEs for subcontracting opportunities on priority projects.



# How to Prep Your Wheel Loaders for Winter Work

## Metal Pless product pro's top tips to make sure your fleet & operators are covered

As wheel loaders continue to play a larger role in snow removal, many contractors and state and local municipalities are taking steps to help their fleet's wheel loaders be more productive in snow-removal applications during periods when construction work is on hold. And the opportunities to gain new clients and more work is two-fold: engaging clients for snow removal jobs during the winter could turn into construction projects from those same clients in the spring. Diversifying your firm's offerings can only help in the long run. The following list features a few things to keep in mind if you're considering multitasking your equipment this winter.

### Attachments

With the right combination of wheel loader and plow attachment, a wheel loader operator can plow more than 10 acres an hour. You will want to check with your equipment dealer for assistance selecting the right attachments for your wheel loader. Relatively new to the United States, hydraulic snow blades have been in heavy use in Canada for many years. As with other equipment exposed to extreme winter weather, these expandable snow blades require special use and maintenance care. When it comes to teaming hydraulic snow blades with wheel loaders, Jason Whittemore, sales manager for snow removal equipment manufacturer and distributor Metal Pless, provides expert insight.

"The weight of the loader and traction ability—the type of tire used—are key factors for properly matching the size of the snow blade to the loader," Whittemore said. "For example, a 25,000-pound wheel loader with good snow tires can handle a bigger blade than a 30,000-pound loader with regular tires."

### Moldboard

Whittemore added that the size of the moldboard is another consideration. "A 12-22 unit has a 12-foot moldboard and 5-foot wings; while a 10-22 unit has a 10-foot moldboard and 6-foot wings. The wings contain the load of snow being plowed, enhance safety and direct the snow where the operator needs it to go," he said.

He noted that the combination of three-spool hydraulic controls and a quick coupler available on some wheel loaders, for example, allows for fast switching between a bucket and a fully controllable snow blade.

### Blade Position

According to Whittemore, it's fairly easy to learn how to position hydraulic snow blades. "The key is in finding the correct height and dumping/tilting angle," he said. "Once it's set, leave it there." He noted that leveling guides on their blades allow the operator to match black- and red-colored pieces on the blade for proper leveling.

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