

# Memorandum

*Making Conservation  
a California Way of Life.*

**To:** DEPUTY DISTRICT DIRECTORS, Construction  
DEPUTY DIVISION CHIEF, Structure Construction  
CONSTRUCTION MANAGERS  
SENIOR CONSTRUCTION ENGINEERS  
RESIDENT ENGINEERS

**Date:** November 11, 2021

**File:** Division of Construction  
CPD 21-22



**From:** RAMON HOPKINS, Chief  
Division of Construction

**Subject:** **TRAFFIC LOOKOUTS**

This directive provides for increased safety in construction work zones within stationary closures by requiring personnel to serve as traffic lookouts. To enhance worker safety, traffic lookouts are required when the normal number of lanes on a multilane highway is restricted; the posted speed limit is greater than 50 miles per hour; and workers are not separated from the traffic by positive protection barriers.

Errant vehicle intrusions into work areas within stationary closures are a constant threat to highway workers. Resident engineers and contractors should evaluate whether traffic lookouts should be used on ongoing projects to reduce the likelihood of preventable injuries or deaths to highway workers.

Proposed Section 12-4.02C(14), "Traffic Lookout," of the standard special provisions requires traffic lookouts to comply with the requirements of certified flaggers, in addition to the following:

1. Be positioned away from traffic in a safe location or behind a barrier, guard rail, impact attenuator device, or other positive protection device when feasible.
2. Be identified as a traffic lookout.
3. Have an unobstructed view of approaching vehicles and workers.
4. Have a predetermined escape route.
5. Be illuminated during the hours of darkness under California Code of Regulations, Title 8, Section 1523 (8 CCR 1523), "Illumination."
6. Be familiar with the daily work activities.

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7. Continuously watch approaching traffic for errant vehicles and other safety hazards.
8. Warn workers, including Department personnel, of hazards or errant vehicles that may intrude upon the work area or may hurt workers. Notification methods must include at least two of the following:
  - a. Audio
  - b. Visual
  - c. Physical

Audio notifications include air horns, vehicle horns or alarms. Audio notifications require a minimum 10 decibels above the ambient sound levels present at the work site. Audible warnings should not be too loud but must be loud enough to alert workers to take action. Visual notification warnings use flashing or rotating lights. Physical notifications use personal safety devices that provide vibration and that also may provide audio alerts.

A traffic lookout is required for each separate activity on a multilane highway with a posted speed limit of 50 miles per hour or greater where workers are on foot within 30 feet of an open lane and are not separated from traffic by a positive protection device. A traffic lookout must be a certified flagger.

Based on a force account analysis an agreed unit price of \$700 for each traffic lookout used during daylight hours and \$800 for each traffic lookout used during the hours of darkness has been determined.

Attached to this directive are a sample change order memorandum and sample change order to implement traffic lookout requirements. This directive serves as delegation of authority from the Division of Construction for change order approval, except when change order language is altered.

If you have questions or comments regarding this directive, contact Amjad Obeid, Division of Construction, at [Amjad.Obeid@dot.ca.gov](mailto:Amjad.Obeid@dot.ca.gov) or (916) 591-2866.

Attachments:

1. Sample Form CEM-4903, "Change Order Memorandum"
2. Sample Form CEM-4900, "Change Order"