

# LOCAL GOVERNMENT NEWS

From the Local Government Projects Office



March 2013

## What is an AFA?

The Advance Funding Agreement (AFA) between the local government (LG) and TxDOT defines which party is performing a certain stage of the work and how that work is being funded. Some LGs have executed a Master AFA (MAFA) with TxDOT defining the responsibilities for each party, which will be applicable to all LG projects for that entity. For these LGs, a Local Project AFA (LPAFA) is also executed defining additional responsibilities for each party that are specific to a particular project.

For LGs that have not executed a MAFA, their long form AFA, signed by the LG and TxDOT, defines all responsibilities for each party in a single document.

**LG and TxDOT personnel who are involved in performing duties on LG projects should review and become familiar with the responsibilities for each entity as defined in the AFA.**

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## LG projects must follow quality assurance program

On projects funded through TxDOT, local governments (LGs) must implement a quality assurance program to ensure the materials and workmanship incorporated into each contract are in conformance with the requirements of the approved plans and specifications, including any approved changes.

This responsibility includes adopting the appropriate TxDOT Quality Assurance Program (QAP) for the project delivery method being used, or submitting an alternate program to TxDOT for approval that meets the requirements of 23 CFR 637.

The LG must also:

- Follow the proper professional procurement requirements when selecting a lab;
- Adopt TxDOT's QAP or submit its proposed alternate QAP to TxDOT 30 days before the project letting date;
- Assure compliance with the approved program; and
- Upon completion of construction, submit to TxDOT a letter of certification sealed by a licensed engineer stating all materials incorporated in the project are in conformity with the approved plans and specifications.

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## Traffic control deficiencies in work zones

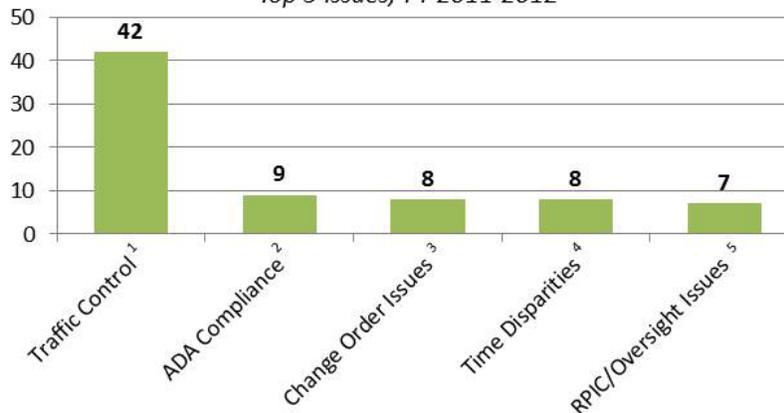
Federal Highway Administration (FHWA) field visits indicate that signing/safety/traffic control were the most frequently observed construction deficiencies on LG projects within Texas during fiscal '11-'12 (see chart). 23 CFR 630.1008(d) requires personnel involved in the development, design, implementation, operation, inspection and enforcement of work-zone related transportation management and traffic control be trained, appropriate to the job decisions each individual is required to make. Additional information on FHWA requirements and training are available at:

- [http://ops.fhwa.dot.gov/wz/resources/temptraf\\_qa.pdf](http://ops.fhwa.dot.gov/wz/resources/temptraf_qa.pdf); and
- <http://ops.fhwa.dot.gov/wz/outreach/outreach.htm>.

Even law enforcement officers must receive work zone traffic control training satisfying the federal requirements. TxDOT personnel working on LG projects will verify LGs are complying with all of these requirements.

### Local Government Oversight Trends Construction Issues Identified by FHWA

Top 5 Issues, FY 2011-2012



<sup>1</sup> Signing/Safety/Traffic Control

<sup>2</sup> ADA Compliance/Bike Pedestrian Issues

<sup>3</sup> Change Order Issues

<sup>4</sup> Disparity Between Time Elapsed and Work Completed/Scheduling Issues/Time Suspension

<sup>5</sup> Responsible Person in Charge Issues/Lack of Oversight/Not LGPP Trained

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# SAFETY MINUTE: Traffic control maintenance in construction zones

Local governments (LGs) should be prepared for TxDOT personnel to verify the LGs are:

- Performing and documenting daytime and nighttime inspections (TxDOT Form 599 or similar);
  - Reviewing and documenting that contractors are addressing deficiencies;
  - Verifying barricades:
    - conform to the project traffic control plan (TCP) as detailed in the plans. If the TCP can't be implemented as designed, there should be reasons given and a revised plan developed and signed by a P.E.;
    - are in acceptable condition, have good reflectivity, and posts and hardware conform to the Texas Manual on Uniform Traffic Control Devices;
    - are moved during the day for construction activities and returned in place at the end of the day;
    - are installed correctly (Type III Barricades with dashes pointing in the correct direction) and placed to not confuse the travelling public; and
  - Verifying advanced warning signs are correctly installed and maintained.
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