

03-5-509

**POSITION DUTY STATEMENT**

PM-0924 (REV 3/2008)

<b>CLASSIFICATION TITLE</b> CALTRANS EQUIPMENT OPERATOR II	<b>DISTRICT/DIVISION/OFFICE</b> 03/709 Sutter/Sierra Region	
<b>WORKING TITLE</b> CALTRANS EQUIPMENT OPERATOR II -- STRIPE & STENCIL	<b>POSITION NUMBER</b> 903-709-6286-	<b>EFFECTIVE</b> 03/08

As a valued member of the Caltrans team, you make it possible for the Department to improve the mobility across California by being innovative and flexible; reporting to work as scheduled; working cooperatively with team members and others; and treating others fairly, honestly and with respect. Your efforts are important to each member of the team, as well as those we serve.

**GENERAL STATEMENT:**

Incumbent will be sourced to the Marysville Striping Crew. At any time during the year the incumbent may be assigned work at any location in the district on overnight travel status to assist other crews in performing work projects. Working under the supervision of a Caltrans Maintenance Supervisor, the incumbent operates equipment identified as Category 1 and Category 2 used by assigned unit, and works individually or with a crew performing tasks related to highway maintenance and striping work.

**TYPICAL DUTIES:**

**Percentage  
Essential (E)/Marginal (M)**

50% (E) Striping Crew. Work assignments will generally be within the eleven counties of District 3 and will require significant overnight travel. Some statewide travel may be required. Under direction from a Caltrans Maintenance Supervisor or a Caltrans Maintenance Leadworker, operates highway paint strippers, striper tenders, attenuator trucks, stencil trucks, forklifts, line grinders, and other miscellaneous equipment. Must be able to lift 50 pounds and accomplish miscellaneous labor work in connection with stripe/stencil operations.

30% (E) Snow Removal. During the winter months may be assigned to a snow station such as Kingvale or Truckee. The assignment may be for the winter or for storms only. Will operate snow removal equipment including 4 to 12 cubic yard trucks with plows and/or sanders, 1 to 3 cubic yard loaders, motor graders, tow trucks, and rotary snowplows. Included would be staffing chain control, traffic meters, truck screens, and road closures; directing traffic and proper placement of detour and warning signs. Will build and repair tire chains.

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- 10% (E) Highway Maintenance. At any time during the year, the incumbent may be assigned work at any location in the district on overnight travel status. Will operate highway maintenance equipment including but not limited to 4 to 12 cubic yard dump trucks, water trucks, 1 to 3 cubic yard loaders, backhoes, motor graders, sweepers, and mowers. When not operating equipment accomplishes tasks such as patching; ditch and culvert cleaning and repair; repair or replacement of signs, guide markers, and snow poles; fence repair; litter pickup; flagging traffic; installing lane closures; and any other duties that would normally be assigned to a Highway or Landscape Maintenance Worker.
- 10% (M) Miscellaneous. Is responsible for servicing, minor adjustments, emergency repairs, and cleaning of equipment. Will perform inspections and keep all required equipment records. Cleans maintenance facilities, removes litter and dead animals, installs lane closures and other traffic controls, flags traffic, removes or trims brush and trees, loads and unloads material from trucks, removes weeds both manually and mechanically.

<sup>1</sup> ESSENTIAL FUNCTIONS are the core duties of the position that cannot be reassigned  
MARGINAL FUNCTIONS are the minor tasks of the position that can be assigned to others

***SUPERVISION EXERCISED OVER OTHERS***

Employee may at any time be placed in charge of a work crew as acting Leadworker.

***KNOWLEDGE, ABILITIES AND ANALYTICAL REQUIREMENTS***

Knowledge of proper highway striping and pavement marking. Must have knowledge of materials, methods, equipment, and tools used in highway maintenance and construction; provisions of the California Vehicle Code as it pertains to the loading and operation of motor vehicles; and rules and regulations pertaining to highway maintenance practices.

Possession of a valid Class A California Commercial Driver License with a minimum of tank endorsement.

Ability to work safely around high-density traffic.

Ability to work effectively alone or with others.

Must be able to analyze various work situations accurately and make sound decisions.

***CONSEQUENCE OF ERROR/RESPONSIBILITY FOR DECISIONS***

Error may endanger co-workers and/or the public. Error may also cause a waste of time and waste of tax dollars through extra expense in the maintenance of highways, or damage to State equipment and facilities.

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**PUBLIC AND INTERNAL CONTACTS**

Required to maintain good relations with members of the public and employees from the same and other departments within Caltrans, as well as other agencies. May have contact with other public agencies and private individuals almost daily in the course of assignment. Contact may be with hostile public, and employee is expected to maintain a favorable public image for the State.

**PHYSICAL, MENTAL AND EMOTIONAL REQUIREMENTS**

Much of this position is labor intensive. Incumbent must have physical ability to react quickly to errant motorist and do strenuous hand and mechanical labor.

Note: For standing, walking and sitting, along with several other activities, typical duties are used as examples in various situations to give ranges for the activities. Generally, activities can be broken down into operating equipment 45% of the time on a year-around basis. The remainder of the activity is labor.

Standing, Sitting and Walking are described to equal 100% of the work time for a given period such as a work shift. The following are various situations and percentages given to illustrate typical ranges of time spent sitting, standing and walking:

- A. Rainy day where worker is digging out clogged ditches and drains: Standing and walking using hand tools 40% each; Sitting and driving 50%.
- B. Snowy day: Sitting and operating large trucks, loaders, motor graders and snow blowers 90%; walking and standing, checking out equipment, 10%
- C. Crack sealing: Standing and walking 95% of the day
- D. Chip sealing: Standing, operating truck, loader, spreader, 80% to 90% of day
- E. Paving: Operating trucks, motor graders, loaders, pavers, 45% of day. Standing and walking, raking and shoveling, 45% of day.
- F. Litter pickup/patrol: Lifting, walking and climbing in/out of vehicle 95% of day
- G. Flagging/Pilot Car/Lane Closure Operations: Standing, twisting and turning, and sitting 95% of the day

Lifting (Floor to bench to Floor) – Items listed may be any of the following but not limited to: tire chains for vehicles, which may weigh as much as 75 lbs. per chain. In the winter months these could be handled on an every day basis; a post driver which weighs approximately 60 lbs.; assist with the loading and unloading of a tire in a rim which can weigh over 75 lbs. Another example of lifting is shoveling asphalt. Each shovel full lifted

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weighs approximately 15 lbs., and 1,000 to 1,500 lbs. of sand or asphalt per day, would normally be lifted. 80% of this lifting would be floor to waist and 20% lifted above the waist. Installing marker post, at least two feet into the ground, requires lifting up and pulling down the 60 lb. driver 10 to 150 strokes per post, worker could install up to 40 markers per day.

Another type of lifting is light pickup – loading garbage bags with litter, which requires continuous bending and lifting.

Carrying – Bagged/boxed material, which may weigh 50 to 100 lbs., must be carried from storage areas to vehicles and from vehicles to job sites, which may be on uneven terrain. Tools are carried a few feet to 100 yards and weigh a few ounces to 50 lbs. each. Tools carried include picks, hoes, rakes, hoses, signs, standards, flags, cones, guide posts, etc. and may be carried on uneven terrain.

Overhead reaching – Overhead work includes pulling yourself up into many types of equipment from 0 to 30 times per day, pruning, holding up signs off a ladder, servicing equipment on the lube hoist, signaling other workers, and throwing/loading material in equipment.

Other Reaching – Setting cones, lubing and checking equipment, raking, shoveling, driving, using digging bar, shifting, holding signs picking up cones; often done on a continuous basis, over 60% of the work shift.

Pushing/Pulling – Shoveling, opening garage doors, hooking up trailers; installing plows, sanders, kettles, pulling on hoses, working cranks on equipment stands; tightening and loosening nuts on bolts. Installing and removing tires and chains; pulling down on post drivers. Pulling brush and limbs, animal carcasses, and pulling chains.

Twisting - The Operator twist while driving equipment and does so on a continuous basis, especially while backing up or turning around while operating a pilot car. Other twisting is done while dragging brush, shoveling, raking and setting down and picking up traffic cones which weigh 10 lbs.

Climbing/Balancing – Climbing is done in and out of equipment, up and down banks and slopes, using ladders, stairways, (often with a load of material or supplies); onto steps and walkways to do engine checks on equipment. One example would be to climb on a heavy equipment trailer to secure the load with chain binders.

Bending/Crouching/Squatting/Crawling – The Operator often bends continuously throughout the day while operating equipment and performing physical labor. All of these activities are necessary when picking up and laying down tools and material. The Operator also crawls around and underneath equipment while checking and servicing equipment, putting on or removing snow chains and tightening or replacing grader blades.

Simple Grasping – This activity is necessary about 95% of the shift; climbing in/out and around equipment, operating equipment, using hand tools and handling materials.

Fine Manipulation – This occurs less than 2% of a day and usually while writing reports or manipulating the knobs and levers on the equipment. A higher percentage of the time would be saw or similar equipment.

Importance of hearing and sight – both are essential on the job because the operator must hear directions and equipment, and must see in order to perform his/her duty safely.

Hearing should be adequate to hear warning devices used for worker safety, i.e. look out alarm devices, including vehicle horns used to warn employees of eminent danger at the work site. Corrected hearing is acceptable.

Sight needs to be corrected to the State of California Department of Motor Vehicles standards for safe vehicle driving. Night vision must be good for safety when working after dark.

### **WORK ENVIRONMENT**

Required to work in a wide range of sometimes extreme conditions, including heat up to 120 degrees, cold to -15 degrees, strong winds, rain, sleet, and snow.

During the winter months the workweek is normally 5/8-hour days. During the summer months the workweeks may be changed to 4/10-hour days. Incumbent may be scheduled to work the night shift in winter months or as scheduled by the Maintenance Supervisor.

May be required to work overtime due to storms, emergencies, special work projects, or when the Supervisor deems that it is in the best interest of the State to work overtime.

Personal safety requirements include:

- A. Work boots, in good and sturdy condition, must be worn to provide foot and ankle support protection.
- B. Either long or short sleeved shirts provided by Caltrans, or a safety vest is to be worn over non-safety shirts or coats.
- C. Long pants. No shorts or cutoffs.
- D. Provided safety gear; hard hat, safety glasses, hearing protection devices, face shields, gloves, respirator, chaps, or other safety gear must be worn when required by the Department.

Some crews are designated travel crews and work out of town on a per diem basis up to 80% of the year.

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I have read, and understand the duties listed above and can perform them either with or without reasonable accommodation. (If you believe you may require reasonable accommodation, please discuss this with your hiring supervisor. If you are unsure whether you require reasonable accommodation, inform the hiring supervisor who will discuss your concerns with the Reasonable Accommodation Coordinator.)

EMPLOYEE (Print)	DATE
EMPLOYEE (Signature)	DATE

I have discussed with and provided a copy of this duty statement to the employee named above.

SUPERVISOR (Print)	DATE
SUPERVISOR (Signature)	DATE