



2013 WZ Process Feed- Back Discussions

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Your Destination...Our Priority



Minnesota's Safety and Mobility policy

- 2004 FHWA Final Rule on Work Zone Safety and Mobility – 23 CFR 630 Subpart J
- Issued Technical Memorandum 2007
- Reissued updated Tech Memo 2012
- Defines responsibilities at the project, district, and state levels



Processes and Procedures

- Project development
- District or Local Agencies
- State level
 - Responsibility is shared with OCIC, OM, and OTST
 - Statewide analysis of Crashes in WZ's
 - Statewide Field Reviews
 - Conduct Training appropriate to a persons role on a project
 - Conduct Process Feed-Back discussions in the Districts



Process Feed-Back Discussions

- To assess the effectiveness of WZ safety and mobility procedures
- To identify “Best Practices” in WZ processes
- To discover issues that should be addressed on a statewide basis



2013 Meetings

- Bemidji (D2)
September 17 & 18
- Willmar (D8)
October 1 & 2
- Mankato (D7)
November 19 & 20



District's Functional Groups

- Traffic
- Design
- Construction
- Maintenance
- Bridge Maintenance
- Permits
- State Patrol
- Public Affairs



Preliminary Findings

- The Traffic Offices are receiving many noise complaints from rumble strip installations.
- Some have been cut too deep resulting in excessive noise.
- To retain the safety benefits, there is much interest in “better” rumble strips.
- They are testing shallower, “Mumble”, strips and focusing inspections on tolerances.



Preliminary Findings

Concerns with the MN MUTCD and Field Manual:

- Work beyond the shoulder such as the CapX2020 power line project
- Sign placement blocking sidewalks
- Work within roundabouts
- Short duration maintenance work
- Bridge snooper manual requiring WZ SL provided by the districts



Preliminary Findings

- Continuing problem with roads closed to thru traffic
- Proposed better communication thru CMS's or a more accurate message, Bridge Out
- Closing up tight at night and enforcement
- Maintenance uses flagging layouts with good results, interested in AFAD's where possible



Preliminary Findings

- State Patrol prefers Maintenance “Gang” plowing that slows traffic and reduces crashes.
- Like opportunity to give input before a project gets underway
- Have used ID checks for local traffic only
- Fines double seems to help, but \$125 only goes to \$150
- Higher fines may deter ticketing, reasonable fines are better enforced



Preliminary Findings

- Distracted & Drowsy driving is a serious problem but it is difficult to define and tag
- CMB is difficult to turn and chase speeders, but may help protect them when on left shldr
- Portable rumbles beneficial for flaggers and stop approaches. Should be used with a sign or the public thinks they are debris



Preliminary Findings

- Bridge Maintenance reports good results with their temporary signals
- Also used temporary rumble strips with a noticeable decrease in speed past crew
- Want short duration layout for bridge flushing
- Concern with locals disregarding “stop/take turns” layout on some bridge projects



Preliminary Findings

- Public Affairs sees more need for education as public becomes oblivious to signs & devices
- Speakers bureau, Drivers Ed, plows to school, but there is a need for more to connect to public
- Target is usually the old and young, but more need at the middle
- Targeted social media
- Need for more partnerships, resources, funding



Next Feed-Back Visits

- Mankato D7 – November 19 & 20
- Metro District – 2014

