

TEO TTC Committee – Quarterly Meeting Minutes

August 6, 2013 - Arden Hills Training Center

CO Members:	Greater MN Members:	Metro Members:	Guests:
X - Ken Johnson X - Ted Ulven - Michelle Moser X - Craig Mittelstadt X - Leigh Kriewall - Bob Vasek X - Sue Lorentz X - Todd Haglin	X - Jim Miles D1 - David Mavec D1 - Todd Larson D2 - Jerilyn Swenson D3 - Tim Janski D3 - Les Bjerketvedt D4 X - Jeff Rieder D6 - Luke Bourassa D6 X - Scott Thompson D7 - Brad Bruegger D7 X - Jeff Knofczynski D8 - Ryan Barney D8	X - Tiffany Dagon X - Jonathan Re - Mike Engh - Kevin Farraher X - Sheila Johnson X - Dave Tody - Jeff Gibbons - Rod Clark - John McClellan	X - Janelle Anderson

DISCUSSION TOPICS (Updates, new business, and questions for the committee):

Minutes from the February meeting:

The minutes and action items from the last meeting were reviewed and approved. Ryan Barney replaces Mike Lownsbury on the membership list for D8. Additional changes include Les Bjerketvedt who will represent D4, Jonathan Re is added from Metro Traffic, and Rod Clark from Metro Permits.

Possible inclusion of a “Do not follow into work zone” sign (mounted on haul trucks) into the Standard Signs Manual:

A sign design of a “Do not follow into work zone” sign was presented to the committee. This is nearly identical to an Iowa DOT standard sign that is widely used in that state and often seen in Minnesota on Iowa based trucks. OTST has had requests for a sign design from MnDOT District Traffic personnel. It is in effect a low cost alternative to an IWZ trucks exiting system.

The committee was favorable to this action but expressed a desire for a ground mounted sign that could be used near haul truck entrances.

Action items:

Ted will consult with the signing section of our office to evaluate the feasibility of adding this to the G series signs.

Change to MN MUTCD Layout 6J-11:

MN MUTCD layout 6J-11 shows traffic control for a 2L2W operation through a typical stop controlled intersection. Since this condition is very different from the in-place operation some optional enhancements are shown. One optional item featured is the former sign number R1-X4, “Look Both Ways with Arrows”. This sign has been removed from the Standard Signs Manual since “LOOK” is reserved for a RR Warning sign. The appropriate currently approved sign to use in this situation is the W4-4P “cross traffic does not stop” shown in the manual as Black on Yellow but for our temporary traffic control use would usually be Black on Orange.

There was much discussion by the committee in favor of keeping the former sign even if it had to be a special sign with the design included in every TTC plan in which it was used. Janelle Anderson presented a letter of interpretation from the FHWA that explains the “LOOK” legend is strictly reserved for a RR Warning sign. Therefore, we do not have the option to continue using the R1-X4 sign.

Action items:

The layout will be changed to utilize the W4-4P sign. If there are suggestions for alternate sign messages, please submit to Ken or Ted for discussion at the next meeting.

TTC items included in Traffic Control – lump sum pay item:

At our last meeting we formed a task force to discuss and take action on D7’s effort to include more items in the Traffic Control Lump Sum pay item. We met July 11th and a summary of that meeting has already sent out to the committee.

It was decided to pursue option A which utilizes existing flexibility afforded by the following language in 1404:

- “The lump sum payment shall be compensation in full for all costs of furnishing, installing, maintaining, and removing the individual traffic control devices except for items as listed in the Traffic Control Plan” (S-18.1)

The group determined this to mean that each district can decide which items to include in the T.C. L.S. pay item. It would be clear to the contractors exactly what they are bidding on since they currently cannot responsibly bid that item without reviewing the TTC plans to determine the scope of the work.

Craig reported that the resident engineers group had no objection to what is being proposed.

Action Item:

The next step is to meet with Tim Swanson to explain the logic of what we wish to do and if he will accept TTC plans submitted in that manner.

Discuss training needs and possible ATSSA course for 2014:

There was interest in hosting another ATSSA grant course like we did earlier this year. It appeared we could meet the minimum class size with what the committee members have pledged. If there is still space available we could open it to other public works agencies and private engineering firms as we did last time.

It was thought that the Albeck and Associates TTC design course could wait until next training season to be presented again. Similarly it was decided to wait with offering any NHI courses this year. It will already be a busy training season with Traffic Control Overview courses, Field manual training, and 3 offerings of the Traffic Control Supervisor classes. In addition there is a Transportation Conference sponsored by MnDOT in March and it is likely several from the committee will be presenting break-out sessions.

Action item:

- Ted will contact National ATSSA and inquire about bringing the grant class “Tools for Work Zone Traffic Impact Analysis”.
- Ken and Ted will work with Todd Grugel put together a half day class on TPAR requirements.

Discuss goals of the TEM Chapter 8 rewrite. What changes or additions to content does the committee desire:

There has not been much progress on the TEM rewrite so we discussed what content makes the manual unique. It is generally thought that it should highlight what MnDOT does in each area of interest. It should not repeat the MN MUTCD but specifically include what MnDOT does to go “above and beyond” the basic standards that apply to all road authorities in Minnesota.

For the most part, it doesn’t seem that District Traffic Office personnel use the TEM very often. That is due to the fact that most Traffic Employees have many years in the business and are intimately familiar with MnDOT practices. It was thought that consultants and D/B contractors find the TEM of great use and value so it should accurately represent our current policies and procedures.

There has always been an understanding that the information from the Safety and Mobility Tech Memo should be integrated into the TEM. However, the Safety and Mobility Policy involves more than just Traffic so it would miss many people who need to know about it. So while we will still try to incorporate information from the Safety and Mobility Policy into our TEM, the Policy itself should reside in the MnDOT Policy Manual.

Action item: The Field Manual rewrite is currently a higher priority so after that winds down, effort will shift to the TEM rewrite.

Review of Progress on the Field Manual Rewrite:

The work of the Field Manual rewrite task force was presented to the committee and a few of the proposed changes were discussed.

A few highlights:

- Definitions will include ADT and the complete definition of Engineering Judgment.
- The sign code quick reference pages will continue and some of the seldom used signs will be dropped so other commonly used ones may be added. Sign sizes will not be added but links to the Standard Sign Manual will be provided.
- Roman numerals caused distress to some so we will look at some other numbering system for the first section.
- There is some desire for a separate section for shoulder closures so that will be discussed further.
- It was agreed to remove the requirement that flashing lights be installed on all road, ramp, and sidewalk closed signs.

Action item: The task force for the Field Manual rewrite will continue to meet and update the FM. When complete, a special meeting of this committee will be called to review and approve the changes before presenting to the MN MUTCD committee for final approval.

Round Robin:

- Sue Lorentz had a question about lighting on TMA equipped trucks. Dave Tody mentioned that Fleet is working with Motor Carrier Safety to determine requirements for marker lights and turn signals on these devices. Sue also mentioned she is setting up a WZ subcommittee to bring Maintenance TTC issues to this committee. The Safety and Mobility Policy is driving this effort.
- Jim Miles and Jeff Rieder discussed their Districts experience with the installation of Centerline rumble strips. This operation typically moves 2 to 3 miles per hour and covers about 3 miles in an hour. They use the standard flagging layouts. Leigh mentioned at least one crew uses layout 68 which is intended for striping but should work for CL rumbles if there is adequate shoulder width. Several members stated that Layout 7 seems to work very well.
- Sue Lorentz says she has seen flaggers used as spotters with the slow paddle displayed on some interstate projects. The committee did not think this a bad practice as long as the stop paddle was not displayed.

Next Regular Meeting: November 5, 2013 at Arden Hill Training Center Rm 10, 9:00 AM