

TEO TTC Committee – Quarterly Meeting Minutes

January 28, 2014 - Arden Hills Training Center

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

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

Minutes from the November meeting:

The minutes and action items from the November 5th meeting were reviewed and approved. The membership list will be updated. A couple of task forces will be removed as their work has been completed.

A presentation and discussion of the AFAD research project in D3:

Alan Rindels introduced the research project that used research funds to purchase 3 sets of AFAD's for use in D3, D8, and Metro with the goal of improving Flagger safety. As a result of this effort, there now exists purchase specifications and the items are on an Approved Product List. The two types of units tested were manufactured by Safety Technologies of Red Wing MN. The AF-76 is a trailer mounted device that displays a Stop or Slow standard sign to the motorist. The AF-54 consists of a red or yellow signal display. Both are fitted with a lowering/raising gate arm and a sign instructing the motorist to wait on red or stop.

Thus far, D3 and D8 have used it on 2L2W roadways for operations such as culvert cleaning. It is accepted that it works well with one operator under certain conditions. With good visibility, one operator, usually positioned in a Pick-up truck, can alone control traffic as well as warn the crew of danger. With the use of cones on centerline, compliance has been very high. It does require more set up time than a typical flagging operation but it is not unreasonable and it is thought to be "worth it".

Action item:

The research continues and there is great interest in adapting this technology to a mobile operation.

Proposed changes to predetermined TC device prices in 1404:

OCIC engaged an independent consultant to analyze and establish new predetermined prices for additional TC devices as specified in 1404. At this time, the prices appear to be much lower than currently stated in 1404. The new price list establishes a per day charge but the project engineers may add additional sums for Overhead, Labor, etc.

The problem with the existing method was that while good for a short use, it was not appropriate for a longer term rental. A further advantage of the new method is that a price will now be available for a projects time extension that is not planned but is not too unusual either.

Action item:

The new method will be presented to industry on March 3rd. The goal is to have it finalized and presented to the Resident Engineers in April.

Discuss appropriate use of LED enhanced signs in Work Zones.

LED enhanced signs have been used in TTC zones as well as permanent applications for some time. The MN MUTCD guidance is to use these when engineering judgment determines that something above the typical treatment is needed.

Metro recently had a contractor place LED enhanced Stop signs in a location where there was no need for them. It is thought that overuse in unwarranted locations will create expectations from the public that we cannot fulfill.

Eric Peterson presented some guidance that OTST's Signing and Safety sections prepared for permanent installations. Warrants for placement include limited visibility, an analysis of crash rates, etc. Some of these needs could apply to TTC zones. A review of other states practice concluded that there is not a lot of guidance available and they are installed mostly on a case by case basis.

There was further discussion and Janelle refers us to sections 2A.7 and 2A.15 of the MN MUTCD for further details such as color and flash rate. Finally, the committee thought it imperative that when used for TTC purposes, they be promptly removed upon completion of project.

Action Item:

- Send any ideas for guidance statements or warrants to Ken or Ted.
- Craig and Ted will discuss this issue with other states at the Midwest Work Zone Roundtable meeting in May.

Follow up on the use of TC Lump Sum for items traditionally paid for as a unit price:

D7 had some plans returned initially but upon providing information that this committee supported the practice, they were accepted. The minutes from the last meeting include an explanation of this practice and may be referenced if you encounter this issue.

Do you specify yellow or orange for the background color on Work Zone Warning signs?

Generally all districts used orange as a sign panel color for most work zone signs. There was discussion and debate about using yellow for No Passing Zone pennants and Reduced Speed Ahead signs. Janelle found MN MUTCD language stating that orange "should" be used in work zones except for the RR Xing sign.

Action Item: Please specify orange as the panel color for all work zone warning signs except the RR Xing sign.

Where should the route marker be placed on a sign panel when the work is on a crossroad?

When a construction warning sign applies to work that is not on the roadway it is placed on, a route marker should be added to indicate where it applies. Janelle found sign committee minutes from 2000 discussing just this topic. It was resolved that the route marker should be placed on the post to the upper left of the warning sign. The executive committee approved the guidance and it was to be placed in the TEM.

Action item: As the TEM is updated this year, this guidance will be added to chapter 8.

May the IWZ provider list be removed from the APL?

As discussed at previous meetings, new IWZ systems rely on the Special Provisions to adequately assure that providers prove their competence and experience in operating IWZ systems. Since no District has a project underway that utilizes the list, it will be removed from the APL.

In other APL news, Pi-Lit corp. has inquired about testing its sequential warning flasher in MN. They are willing to provide 20 units, enough to place on a typical high speed lane closure taper. They can be mounted to cones or drums and are battery powered with a reasonable battery life. OTST will work with the vendor to acquire a set if you would like to test these in your district. It appears to be of most benefit on rural interstate lane closures that do not have highway lighting. Missouri has accepted this product, is very enthusiastic about them, and uses them on all interstate highway lane closures.

Action item: Craig and Ted will discuss this product with other states at the Midwest Work Zone Roundtable meeting in May and gather usage examples.

When closing an exit, do you use an Exit Closed plaque or cover the entire sign?

Someone passed along information from Wisconsin regarding minimally covering signs to reduce the number of holes in the panel. The districts seem to follow the MN MUTCD guidance to use Exit Closed plaques as this provides information and guidance to the motorist. Representatives from MnDOT Maintenance said that the holes are so small they are not a concern and the sheeting is of high quality so it doesn't peel at those voids.

Review new draft template sheets for TPAR and Zipper Merge?

New draft layouts were passed out and discussed. Thank you for the many suggestions!

Action item: Ted will incorporate the requested changes into the next draft.

Round Robin:

- Jerilyn asked the committee how they handle winter suspension, specifically what are preferred devices. They currently use paddle type delineators and type III barricades. Other districts mention they use drums without many problems. Another substitutes type III's for a drum taper at increased spacing which improves Maintenance's effort at snow & ice control. It was mentioned that construction should communicate with the Maintenance sub area to clearly specify expectations for upkeep and repair.
- Bob Vasek said that Sue Lorentz has initiated a state contract to purchase roll up signs but noted in the previous one that signs with detachable legends were not allowed. They are searching for the reason and want to know if that is still important. No one could think of any traffic standards reason for this so he will discuss it with the Maintenance committee.
- Leigh Kriewall reports that Training season will soon be upon us. There are 3 traffic control supervisor classes and a single traffic control overview class that several members of this committee help teach. The new field manual is out, so call Kathy Schaefer if you want training in your district. Mike Leaf with LTAP provides this training too.
- Ken Johnson says that a temporary walkway definition is now in the MN MUTCD. The TPAR class originally scheduled for January will be moved to March.

Next Regular Meeting: May 6, 2014 at Arden Hill Training Center Rm 11, 9:00 AM