

## TEO TTC Committee – Quarterly Meeting Minutes

### May 1, 2012 - 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 - Bob Vasek X - Sue Lorentz X - Todd Haglin	X - Jim Miles D1 - David Mavec D1 - Todd Larson D2 - Jerilyn Swenson D3 - Oliver Kendal D4 X - Jeff Rieder D6 - Tom Miles D6 X - Scott Thompson D7 - Brad Bruegger D7 - Jeff Knofczynski D8 X - Mike Lownsbury D8	X - Tiffany Dagon X - Heather Gardner X - Mike Engh X - Kevin Farraher X - Sheila Johnson X - Dave Tody X - Jeff Gibbons X - Ed Barrett X - John McClellan	

#### TEO TTC ISSUES (Major topics, of which the final product will be presented to the TEO Executive Committee for approval):

##### Issue #1, TPAR Guidance document:

The document was reviewed and discussed. Some typos were fixed and other phrasing was modified. There is still a little time for comments but please send these to Ken or Ted very soon.

##### Issue #2, Safety and Mobility Policy incorporation into Chapter 8 of the TEM:

The Safety and Mobility Policy is a Technical Memorandum that was recently reissued with some minor updates. Parts of it will be incorporated into our Traffic Engineering Manual as we review and rewrite chapter 8. Ken Schroepfer has agreed to attend our initial meeting and provide some suggestions about the process and format. The Task Force volunteers are Ken Johnson, Ted Ulven, Tiffany Dagon, Sheila Johnson, Tom Dumont, Scott Thompson, Sue Lorentz, and Jeff Rieder.

**Action Item:** Ted will schedule a meeting to begin this process.

##### Issue #3, Guidance for the use of PPCB:

The Task Force volunteers recently met with Julie Whitcher of the OTST safety section to discuss median barrier issues and acquire some background knowledge. We expressed some of our concerns and questions about maintaining these features when construction and maintenance work affects them. She will look into any work that her committee may have regarding temporary maintenance of such systems. Craig and Ted will attend the FHWA's Midwest WZ roundtable meeting in mid-May with 10 other states and this issue will be discussed to learn how other states handle this in their states.

**Action Item:** After the Midwest WZ roundtable meeting, the task force will meet again to determine the next course of action.

##### Issue #4, Temporary Traffic Control for Roundabouts:

The draft Roundabout Work Zone layouts were presented and discussed. It was thought that they should be available on the WZ website when finalized and approved by the TEO executive committee. There was input that a few more notes are needed to deal with covering or removing in-place striping/signing and offering the option to restrict and detour truck traffic.

**Action Item:** The members of the TEM update group will work on this too.

**Issue #5, Detour Manual:**

Another ongoing issue, there is nothing new to add at this time.

**Issue #6, Enhanced Flagging Techniques:**

A draft layout was presented that shows several techniques for improving inattentive driver's awareness of a work zone with flaggers. The drawing shows the option of using temporary rumble strips, flagger ahead conspicuity signs, centerline channelizers with a keep right sign, and conspicuity lights on the flagging paddle sign, and equipping the flagger with an air horn. Discussion included a caution on the use of air horns as they may be misused by the crew members. It was suggested to add a note that these techniques may be better used individually and incrementally until the desired driver behavior is noted. A keep right sign needs to be added to the other direction of the centerline channelizers. More information is needed to provide information on the optimum number and spacing of the temporary rumble strips.

**Action Item:** The members of the TEM update group will decide how to modify this drawing and if this should go into the TEM or possibly posted to another location of the website.

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

**Member List Update:**

Todd Haglin will be our Safety Professional representative and give us another valuable viewpoint as we consider and establish WZ standards and methods. Ed Barrett, who splits his time between Metro and CO Permits, will help us take into account the impact of WZ standards on those doing work under permit. Dave Tody will join Sheila Johnson in representing Metro Maintenance.

**Action Item:** Ted will update the member list and post it to the website.

**Communication with Motorists (HARS):**

Mike Granger said they did not have any of the latest systems on site at this time. When they get one in stock he will contact Ted who will arrange a demo. If you are planning to use the improved HARS, please contact Mike Granger of Street Smart Rentals for information about the latest product capabilities.

**Interim Striping:**

Scott Thompson of District 7 discussed their approach to interim striping which includes painting all lines at the end of each day including centerlines, turn lane lines, and edge lines. D1, D6, and Metro do not paint edge lines at the end of each days paving. District 7 seems to be the lone district to paint edge lines every day and it is the Districts decision if they wish to continue this practice. There was some discussion of what is appropriate on roads that are closed, detoured, but open to local traffic. This is similar to what we have discussed before regarding drop off requirements and many on the committee thought we should maintain our same standards for closed roads that are open to local traffic. However, it was also thought that when a Trunk Highway is closed and detoured, it ceases to be a TH and in most cases becomes a low volume, low speed residential street. Furthermore, often the pavement is removed or reclaimed and only a graveled base surface remains making pavement markings impossible to maintain. Since the MN MUTCD states that pavement markings are optional for low volume roadways, perhaps interim striping may be omitted while the roadway is not functioning as a Truck Highway.

**Action Item:** Ted will recommend to the TEO Pavement Marking Committee that as they review their chapter of the TEM, they consider inserting a paragraph in the interim striping section stating that since pavement markings are not required for low volume roadways, interim striping will not be required either.

### **WZ Speed Limits:**

How has the WZ speed limit been utilized?

D1 primarily utilizes it on multilane high speed roadways and specs it in the special provisions with the payment being incidental to TC lump sum. D8 used it years ago but not very often currently. D7 does not use the WZ SL much but often uses a temporary speed limit on full or multi season jobs. D6 will use the WZ SL primarily on Concrete Rehab jobs with advisory & temporary SL on others. They are using temporary CMS SL signs with “fines double” plates this summer. Craig pointed out that a WZ SL may be used (when workers are present) in an area with a temporary SL to in effect, reduce the SL twice. Metro uses WZ SL somewhat as either a pay item or incidental depending upon the project. They currently have a temporary SL of 45 mph on 94 and there was some discussion and questions of how the compliance is on this busy, fast freeway.

**Action item:** Tiffany will see if the existing speed loops are active and report on compliance with the SL at our next meeting.

### **Traffic Control for shouldering operations on a 2L2W roadway:**

It was discussed what traffic control is being used for shouldering work on two lane two way roadways. The proper layout will depend on the speed at which the operation is moving. The committee felt that layouts 6 or 7 were appropriate for the faster moving operations. Layout 14 would be better to use for a slower moving operation.

### **ATSSA training course:**

Ted contacted ATSSA about bringing the Urban Work Zone Traffic Control Plan class to Minnesota. They had to check their schedules and with SAIC which administers the Safety Grant to see if it were possible. As of the meeting date, they had not replied with a plan.

**Action item:** Ted will contact ATSSA and see if we can have this course brought here this summer.

### **Traffic Analysis Software:**

Heather discussed some modeling and simulation tools for Work Zone Analysis. Many are Xcel spreadsheet based and are often used for TMP purposes. FREEVAL-WZ and Quick Zone are two examples with inputs being lanes, ADT, etc.

**Action item:** The software tools will be placed on our intranet.

### **TC Device substitution – 3 drums for a Type III:**

In section 6K of the MN MUTCD, a Type III is shown at 1000 foot spacing for an extended lane closure. An option is to use 3 drums to substitute for a Type III. In section 6J, the long term layouts, no such option exists. The committee discussed this and agreed this was an adequate substitution provided visibility distances were considered.

**Action item:** This will be discussed during the next MN MUTCD update.

### **Construction Information Signing:**

See previous meeting minutes for information. Metro and D1 will be piloting the use of these signs this summer. Metro was unaware which project would be receiving these signs and D1 thought a job on US 2 was their selection.

**Action item:** Metro and D1 will find out more and present at the next meeting.

**Round Robin:**

- Dave Tody discussed crashworthy signs and Type III's with multiple signs on them. Craig had some pictures of these that he passed around. There is guidance in the MN MUTCD specifying how much barricade rails may be covered by signs. All signs on the projects must be crashworthy. Consider post mounting since even weekend projects may have the signs up for many weeks due to weather and other delays. Non-crashworthy signs, such as the H stands for detour markers should only be used in protected areas such as behind PPCB or guardrail.
- Michelle pointed out that the latest Field Manual did not have a chart for the sizes of Flashing Arrow Boards. This was intended by the committee, but unfortunately, the same figure was used in section 6F where we intended the chart to be. The table will be added to the figure in section 6F during the MN MUTCD update this summer.
- Tiffany mentioned they have need of some training for no passing zone surveys. Mike Lownsbury of D8 volunteered to send someone to give Metro some training. Thanks Mike!
- Sue Lorentz was looking for Zipper Merge info from the districts. Metro plans to use the zipper merge if a lane closure falls outside the hours allowed in the lane closure manual. Most other districts avoid lane closures during peak hours so they don't see much use for it. Sue saw a MnDOT or contractor vehicle on TH 35 with a red double rotator beacon. If anyone knows more about this, please let us know!

**Next Regular Meeting:** May 7, 2012 at Arden Hill Training Center Rm 11, 9:00 AM