

TEO TTC Committee – Quarterly Meeting Minutes

May 5, 2015 - 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 - Kathy Schaefer - Todd Haglin	X - David Mavec D1 - Todd Larson D2 - Tom Dumont D3 X - Tim Janski D3 X - Les Bjerketvedt D4 X - Jeff Rieder D6 X - Adam Wellner D6 - Scott Thompson D7 X - Brad Bruegger D7 - Ryan Barney D8 X - Jeff Knofczynski D8 - Rachel Guan D8	X - Tiffany Dagon - Anna Schwartz X - Scott Meier X - Kevin Farraher X - Sheila Johnson X - Dave Tody - Jeff Gibbons - Rod Clark - John McClellan	X - Mike Kronzer OTST X – Peter Buchen OTST X – Bill Pirkel D2 X – Jeff DeHaan D4 X – Sara Sondag BRIDGE X – Jennifer Zink BRIDGE X – Todd Niemann BRIDGE

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

Minutes from the October meeting:

The minutes and action items from the January 22nd quarterly meeting were reviewed and approved.

Membership update:

There are no changes to the membership list.

CO Bridge Inspection Unit representatives to discuss their TTC needs and desire for new Field Manual layouts. (Todd Niemann, Jennifer Zink, and Sara Sondag)

The Central Office Bridge Unit conducts bridge inspections statewide and will typically rely on the local MnDOT District to provide traffic control. Metro, D1, and D6 have the most fracture critical bridges which require more detailed and lengthy inspections. Some older bridges and approaches have poor geometrics with little or no shoulders, while some of their equipment, such as the large snooper trucks, require more than a lane-width to operate.

The crews in the past have experienced several near misses, particularly on high speed interstate routes. As a result, they have a desire to increase safety to protect their workers and the specialized equipment that is mission critical to their operation. About 6 years ago they worked with OTST to develop some layouts that incorporated enhancements such as increased signing, reduced spacing of devices, and a speed reduction strategy using advisory speed signs with Dynamic Speed Display units. The layouts also address instances of nearby ramps and narrow shoulders or lanes. They are essentially a compilation of existing Field Manual layouts with enhancements. The layouts were popular with the bridge crews and were published in their “Bridge Inspection Policy Manual”.

Since that time, there has been an update to the MN MUTCD and some of the information on the layouts that differs from current standards has not been revised. Being published in the manual of another office, OTST has not been able to update and maintain the layouts. In addition, Bridge wanted a statement that the layouts were compatible with MN MUTCD standards to formally “approve” the layouts.

The committee discussed these issues. Since this is the committee that develops the standards and layouts for the MN MUTCD committee to review and approve, it is thought that any TTC layouts should remain on an OTST website or manual. Some options to be considered are:

- The MnDOT District Traffic Office could prepare a TTC plan for certain bridges where the situation is beyond the basic layouts in the Field Manual.
- OTST could prepare some typical sheets incorporating several FM layouts with enhancements and locate them on our WZ Template Design Tools webpage.
- The existing Bridge Inspection layouts could be updated and included in the next update of the Field Manual. They could be located in the miscellaneous section where there are already specialized layouts for Striping crews.

Action Item: A subgroup of this committee will meet with the CO Bridge representatives to evaluate their needs and the appropriate option with which to proceed. For some district representation, Pat Nagel (metro) and Larry (D6) will join the bridge representatives, Sue Lorentz, Ken J., and Ted.

Review and discuss the proposed changes to standard plate 8000 and new TPAR template sheets. (Ken Johnson and Mike Kronzer)

Standard Plate 8000I has not been revised since 1984. Mike and Ken presented an update that includes Types A & B channelizers. Additional updates include the specification for sheeting type and the fluorescent Orange requirement. Also included was the requirement for the device being perpendicular and vertically plumb. Ballast was not mentioned so as not to contradict proprietary designs. Discussion led to a thought that “appropriate” ballasting should be included. The statewide definition of “appropriate” would be difficult as D7 uses more to counter high winds and D6 had a tort claim involving a roll-up sign blown into a lane of traffic. The conclusion was that the ballasting instructions should come from the manufacturer of the device.

TPAR layout sheets that will be in .dgn and .pdf formats were presented. The final product will be included on OTST’s Work Zone page under design tools-template sheets.

Action Item: The standard plate 8000I and TPAR template sheets will be sent out for review, please send any comments to Ken or Ted as soon as possible.

Discuss TTC needs when the work area occupies a bike lane. (Kathy Schaefer)

Questions about how to handle a bike lane closure have been coming up in the classes that Kathy has been recently presenting. The MN and FHWA MUTCD do not address this traffic control currently. Bike lane closures may be treated as a shoulder, parking lane, or lane closure depending on field conditions. There will be Typical Applications in the next MUTCD that show bike lane closures. In the interim period, engineering judgment should be used.

Presentation of WZ crash analysis. (Mike Kronzer)

Mike presented some analysis of “K” and “A” crashes in Work Zones. The data shows the activity area of the WZ to be the most dangerous with 61% of the incidents happening there. While it is thought gawking may be a factor, further investigation is needed to determine “why”.

Action Item: OTST will have a summer intern soon and this will be one of her tasks.

Discuss the problem of Vehicles following Pedestrian Detour signs. (Kevin Farraher)

Kevin presented a PowerPoint with pictures to demonstrate how some vehicle traffic has confused a pedestrian detour with the route they are to follow. The M4-9m and M4-9ma are very similar with the only difference being the ped and bike symbol. They propose to remove the word “detour” from the M4-9ma and just show the symbols with the arrow.

Action Item: Sue, Craig, and Ted will discuss this at the Midwest WZ Roundtable and determine if other states experience this and if they have any solutions.

Flagger issues - handbook in Spanish and Illumination levels for nighttime flagging. (Leigh Kriewall and Sue Lorentz)

There was a question from the public about whether the Flagger Handbook was available in Spanish. The committee agreed that as all the other Traffic standards and manuals are only available in English, so should the Flagger Handbook be handled.

The guidance for illumination of flagger stations is only that it be so. There is a question about what a minimum standard should be and if that need be specified? A poll indicated most districts thought there should be some minimum level of illumination specified.

The only research report presented had to do with workspace lighting for different types of work in the activity area. It did not study illuminating a flagger station. If we are to specify an illumination level, there should be some objective measure based on a formal study as a source.

Action Item: Leigh and Sue will continue to research this issue.

Temporary Construction Sign installation detail sheet - is more information needed regarding post spacing for multiple structures in order to maintain crashworthiness? (Adam Wellner and Dave Tody)

Reports from field inspections indicate that the crashworthiness of in-place signs is being compromised by the placement of temporary construction signs placed in close proximity. This most often occurs when temporary detour assemblies are installed adjacent to existing guide signs. D6 showed the committee a note they added to a modified detail sheet. They eliminated table 2, which could be an option in reducing clutter on the sheet.

Action Item: Ted will check with the Signing unit to acquire language to add to the TTC sign installation detail sheet.

Establish an evaluation procedure for drum sheeting. (Michelle Moser)

OTST is receiving APL applications for drum sheeting and is reviewing our evaluation process. The new product applicants claim to meet the required retro reflectivity and degree of fluorescence. The manufacturer is willing to certify their product but it is thought that more objective data is needed. Many TTC products are demonstrated to members of this committee who assist with product evaluations as needed. A side by side demo with current products was suggested. However, the existing product may consist of higher than minimum attributes.

Action Item: The committee agreed that objective measures should be used, such as NTPEP results and lab findings from samples submitted to the Materials lab.

Brainstorm ideas on how to move a DSD sign trailer along with a paving operation. (Dave Mavec)

D1 plans to use a DSD unit in close proximity to a paving operation this summer. To keep up with the work area, they are planning to tow it along the right shoulder while the crew paves the mainline. The left shoulder is too narrow, so they wanted to know if there were other ideas on where to place the device when the crew is paving the right lane and the DSD will be a full lane-width from traffic.

Action Item: The committee thought the DSD would have sufficient visibility even if it were on the right shoulder with the right lane being paved. Dave will report results at the August meeting.

Discuss the use of Ribbed back U-channel posts for temporary construction signs. (Jeff DeHann, D4)

In D4 some contractors have been using Ribbed Back posts for temporary construction signing with the MnDOT typical sign structure. The sign structure has not been crash tested with Ribbed Back posts so they should not be used on projects in that manner.

Action Item: Ted will check with the Signing unit to determine if a note prohibiting Ribbed Back posts needs to be added to the TTC sign installation detail sheet.

Status of guidance for ATV use on MnDOT right-of-way. (Ken Johnson)

A working group continues on draft guidance for ATV use on MnDOT ROW. There will be a helmet requirement which is not popular with users of the vehicles. It does not have to do so much with Traffic concerns, but with the vehicle owner's manual requirement. A safe speed as it appears in the owner's manual may make it into the guidance too. Not allowing travel against traffic is being considered. Suggested layouts for traffic control are 1, 71, and 71 modified so that note 5 requires a shadow vehicle on multi-lane roadways.

Action Item: Work on this continues and a draft should be presented at the August meeting.

Review TEM Chapter 8 progress. (Ken and Ted)

The Task Force for the Chapter 8 rewrite continues.

Action Item: The Task Force will continue to meet and report progress at the next quarterly meeting.

Round Robin:

All issues and concerns were discussed during the main part of the meeting.

NEXT REGULAR MEETING: Tuesday, August 4th, 2015