

## TEO TTC Committee – Quarterly Meeting Minutes

### October 28, 2014 - 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 - Kathy Schaefer - Todd Haglin	X - David Mavec D1 - Todd Larson D2 - Jerilyn Swenson D3 X - Tim Janski D3 X - Les Bjerketvedt D4 X - Jeff Rieder D6 X - Adam Wellner D6 X - Scott Thompson D7 - Brad Bruegger D7 - Ryan Barney D8 X - Jeff Knofczynski D8 X - Rachel Guan D8	X - Tiffany Dagon - Jonathan Re - Scott Meier - Kevin Farraher X - Sheila Johnson X - Dave Tody - Jeff Gibbons - Rod Clark - John McClellan	X - Jeff Morey

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

##### **Minutes from the August meeting:**

The minutes and action items from the August 5<sup>th</sup> quarterly meeting were reviewed and approved. The membership list does not need to be updated.

##### **OTST resource updates:**

The first 30 Template Sheet layouts on the website have been updated. Another 30 and the sample TTC plan will be updated soon.

The TEM Chapter 8 update continues with a task force from this committee regularly meeting through the end of the year which is the approximate due date. The Committee agreed that there should be some guidance for usage of PPCB that will be based on the best practices MnDOT has acquired over many years. The discussion will include common reasons for its use, typical usage guidelines, whether to anchor to the surface, and placement locations in relation to traffic and drop-off hazards. The committee did want to include a section regarding lane capacity, the reasoning for adjusting the value, and some common numbers for various types of roadways.

The MN MUTCD will soon be updated. There are some Section 6 changes due to new signs that are required for the newly legislated Work Zone Speed Reduction effort. Chapter 6H, Work Zone Speed Limits changes significantly. The “Speed Limits in Work Zones Guidelines” document is similarly being updated.

##### **Upcoming training:**

OTST is hosting national ATSSA’s “Positive Protection Strategies” on December 10 and 11<sup>th</sup>. Registration is now open and 20 seats are on hold for MnDOT persons. Two weeks before the class, any extra seats are released back to ATSSA for other agencies or the private firms. Please sign up soon if you are interested.

OTST is working with John Albeck to present an updated “TTC Plan Development” class on January 27 and 28<sup>th</sup>. We are targeting this training to not only new Traffic People, but experienced TTC plan designers. Beyond the basics, there will be a review of different strategies for select types of construction work, feedback from Plan Review and Construction with possibly some Q & A time. Registration should be open by the time these minutes are posted.

OCIC has training scheduled in 2015 for Flagger Train the Trainer, Traffic Control Overview, Traffic Control Supervisor, and TCS recertification. Check their website for dates.

OM and LTAP continue Flagger and Field Manual Training. Contact Kathy Schaefer to inquire or set up training. Dave Tody is developing an information session on how to correctly install signs using our U-channel post design. This is targeted to industry to reduce the occasional errors that are seen with contract signing.

**Discuss what Public Information efforts are being used to inform the drivers of the “Ted Foss Move-Over Law”.**

D1 Maintenance folks are installing the Black and White “Move Over” signs that include Maintenance Vehicles. They were concerned that the public still does not understand this and they rarely move over for maintenance vehicles. They asked if some additional measures could be taken, such as the Billboard campaign for inattentive driving.

The State Patrol does have an ongoing effort to educate Motorists of the “Move Over” law. Every year on August 28<sup>th</sup>, to honor the anniversary of Trooper Foss’s death, they hold a news conference and information session that is picked up by the electronic and print media.

The TZD Overhead Traffic Safety Messages also helps with publicizing the law. Once a year, the next date is August 31, 2015, the message will be “Move Over For Flashing Lights It’s the Law”.

The committee discussed various ways to take the message to drivers. There was a suggestion about using bumper stickers with that message. PCMS’s may be used before a project where motorists should move over. Some of the Maintenance trucks have electronic boards that can display an arrow or a message. Perhaps when they are on the shoulder and should not display an arrow, they could show the message instead of just a caution mode.

The message the TZD plan uses is too many letters for a portable CMS. Some discussion on the wording for the message included “Flashing Lights/ Move Over its law” and “Move Over/ it’s the law”.

The Missouri trial of an audible device on the trailing vehicle of a moving operation was shown on a You Tube video. The committee was impressed with the device and it did not appear to have any negative effects. This was thought to be something MnDOT could consider for a research study.

**Action Item: OTST will move this idea forward and inquire into the feasibility of a research study of the sonic blaster.**

### **D1's experience with the U of MN research project using an enhanced flagger layout.**

This concerns an ongoing research project that OM is conducting with the University of Minnesota to determine what flagger enhancement strategies are effective. Volunteers were used in driving simulators to narrow the enhancements to a few promising ones that are being implemented in a field trial.

An actual D1 Maintenance flagger operation is being used with slightly different than usual signs, DSD trailers, and rumble strips. Dave Mavec, D1 Traffic, was able to visit the site for part of a day and relays some disturbing observations. He witnessed 7 violations of the flagger instructions in just one morning. The Flaggers told Dave this was not too unusual and did not attribute it to the minor changes in signing etc. There was most definitely work activity occurring and the flagger would have been very visible to the driver. One observation was that if the topography was sufficiently flat that the driver could see the other flagger and if there was no other traffic, they chose to disregard the flagger and just drive right through.

**Action Item:** The research project continues and the final report will be presented at our next meeting.

### **OCIC to present a "Construction Update":**

There will be a new pay item for the IWZ system "Stopped or Slow Traffic When Flashing". The new 1404 prices for additional Traffic Control Devices will go into the January lettings. While generally lower than the previous list, this is a better way to pay for extended use. As they are used on a force account basis, there is now a mechanism to pay for mobilization and delivery. It will be more work for field inspectors for bookkeeping but is a more equitable method to each party involved in the contract.

With the legislated speed reduction for Work Zones when workers are present, there is more need for the Electronic Speed Limit systems. D6 is taking the lead on this with their process of giving the contractor this option as well as specifying it on some projects. The duty list for a traffic control supervisor should be reduced and tailored to each specific job. Too many projects are listing the entire list of options. Please list only the duties of importance to each job and the preferred pay item is by the unit day.

TPAR and ADA access issues continue to occur on projects. Construction wants more from Traffic such as possibly a separate Pedestrian Traffic Control Plan and pay items for individual TPAR items such as ramps.

Other miscellaneous items:

- Use an hourly charge for the contractor's failure to submit a daily Traffic Control log.
- Flag Person is not to be referenced anymore, now: Flagger.
- Specify if the Agency or Contractor is responsible for the timing of temporary traffic signals.

### **Discuss TC for Chip Seal operations where workers are outside the flagging limits, such as the clean-up broom.**

D6 has experienced many seal coat operations this season. The contractors have not always exercised due care on these jobs resulting in numerous claims for oiled cars. Some traffic control concerns were noted too. The final cleanup broom was found to be operating outside of the flagger controlled lane closure. The contractor referred to layout 5 as the type of traffic control he was utilizing. The committee agreed that the broom should be operating within a closure and indicated layout 7 would be most appropriate. In most cases layout 5 would not be appropriate due to the volume restriction. Another option could be layout 6 with a shadow vehicle.

Action Item: Craig, Sue, and Ted will consult with other states to determine their WZ process for this operation.

### **Speed Reductions in Work Zones update.**

Ken mentioned there might be a small issue with our understanding of the Work Zone Speed Reduction legislation. The State Patrol appears to be interpreting the “intent” of the law to mean the \$300 fine only applies when workers are present. This may affect how our WZ’s with speed reduction are signed.

Action Item: OTST will have further discussions with the State Patrol.

### **Discuss Boiler Plate Special Provisions (2563) and related pay items to determine what may be included in the next Spec Book update.**

A review of Specification 2563, for the Boiler Plate Special Provisions update, shows that there are 93 pay items associated with it. It is proposed that many of these may be moved to the Spec Book which is now updated annually. The committee was in favor of this.

Action Item: Craig, Ken, and Ted will meet to streamline the Specification.

### **Metro District Peer Review:**

Some members of this committee also share responsibility for the Work Zone Process Feedback meetings with the Districts as required by the MnDOT Safety and Mobility Policy. As part of the Process Feedback of the Metro District, a peer review of Maintenance, Construction, and Permit WZ projects was planned. The review team consisted of members from several offices and Districts. Only Construction, Permit, and Cooperative agreement projects were inspected due to rain on the day Maintenance was scheduled. This review along with an end of season “wrap-up and review” meeting with Construction and Maintenance will be the basis of the WZ Process Feedback report.

Action Item: The WZ Process Feedback review team will meet further with Metro Construction and Maintenance to determine how CO supports the Districts with their WZ Process and where improvements may be made.

### **Standard Plate 8000:**

Standard plate 8000 shows Standard Barricades used in construction. The drawing for a Type II shows a “saw horse” type structure that is not encouraged currently due to sheeting performance concerns. The plate has not been updated since 1984. OTST proposes replacing it with the drawing of Type “C” channelizer that is linked from the APL page.

Action Item: The committee agreed to change and update the standard plate 8000.

### **LRAD:**

As previously discussed, the committee thought this device could be effective for warning drivers of a slow moving, mobile operation, such as a striping train. Some additional suggestions included changing the name to avoid the unfortunate military affiliation. Perhaps the PACs would be effective at getting the word out about the benefits of such a device.

**Round Robin:**

- Dave Mavec observed a Utility using a 12 year old as a Flagger. There is so much wrong with that, no further comments are necessary.
- Jeff Rieder has observed in Iowa that they seem to leave all their temporary X-overs in place after construction. Typically signed with no U-turn signs and steel posts with a chain, they may have value for a future project. A couple of other districts were consulted and a mixed strategy was discovered with some leaving as is and some removing. Jeff Gibbons was asked and he mentioned other reasons for removal such as drainage concerns and a non-necessary increase in imperviable area.
- Dave Tody asked D7 to return the temporary rumble strips they borrowed to use at a temporary stop for about 30 days. The products performance was discussed with D7 and other districts experiencing some movement of the item. They had to be reset two or more times a day. The location may have contributed to the movement. Placing before a stop situation, the vehicle braking may have been a factor.
- Rachel says that if they use a PCMS to warn of the move over law, they will include the work “Flashing” to better educate motorists.
- Tiffany reports that the MnDOT Geodetic contract that is utilizing 4 wheelers is now on Metro area freeways. They are concerned that driving against traffic and crossing traffic lanes is not a safe practice. The contract provision only stated “be safe”. They claimed to be using layout 71 but the committee felt that layout 1 would be more appropriate. She is waiting to hear back from the AG if these vehicles are even legal to use since there is a DNR regulation prohibiting them in the Metro area.

**NEXT REGULAR MEETING: Thursday, January 22, 2015**