

## TEO TTC Committee – Quarterly Meeting Minutes

### November 1, 2011 - Arden Hills Training Center

CO Members:	Greater Mn Members:	Metro Members:	Guests:
X - Ken Johnson X - Ted Ulven X - Craig Mittelstadt X - Leigh Kriewall - Bob Vasek	- Jim Miles D1 X - David Mavec D1 - Todd Larson D2 X - Heather Gardner D3 X - Oliver Kendal D4 X - Jeff Rieder D6 - Tom Miles D6 X - Scott Thompson D7 X - Brad Bruegger D7 - Jeff Knofczynski D8 - Mike Lownsbury D8	X - Tiffany Dagon X - Mike Engh X - Kevin Farraher X - Sheila Johnson X - Sue Lorentz X - Jeff Gibbons - John McClellan	X - Tom Dumont

#### 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:

This effort is ongoing. Several meetings have been held to review, edit, and improve the draft document that the committee was previously shown. The task force members are noted on the membership list. More review sessions are scheduled to complete this task and then the finished document will be presented to this committee before taking it to the TEO Executive committee.

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

Our Safety and Mobility Policy is a Technical Memorandum that expires next August. It needs to be updated, rewritten, and merged into our Traffic Engineering Manual. This ongoing task will be more of a priority once the MnMUTCD is published. Tom Dumont volunteered to join the task force which is identified on the membership list.

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

There was much discussion and input from everyone. PPCB use is not consistent among districts for several reasons including cost, duration, traffic volumes, and availability. It was agreed that some guidance is needed but most did not want a policy that may be too rigid to be practical when considering the specific constructability of a project or the changed conditions that could be encountered. Specifically, direction on when to stake PPCB to the ground is desired. Currently PPCB is staked to the surface on bridge decks when the inplace railing has been removed and near deep drop-offs that have minimal deflection area. Possibly a checklist to help analyze the balance of safety and mobility could be created. Other concerns are that PPCB usage adds cost and time to projects and because it is itself a hazard, incurs many minor hits that could be avoided by using other devices.

**Action Item:** Ken will see if a Roadside Barrier Class is available that would specialize or focus on workzone applications.

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

This was discussed during the Round Robin segment. Also an ongoing issue, we have collected several layouts and strategies for placing a workzone in an open, operating roundabout. Since most roundabouts are still pretty new, not a lot of major maintenance has been required yet. Some minor maintenance, particularly pavement marking replacement, occurs with some regularity. We will

continue to learn about approaches to Roundabout Work Zones and determine if a guidance document is needed or if new layouts should be incorporated into the next edition of the Field Manual.

**Issue #5, Detour Manual:**

Road, Bridge, and Ramp closures are used throughout the state for construction and maintenance activities. Detours are typically installed to guide pedestrians and motorists on an appropriate route around the work zone. Currently there is some guidance in the MnMUTCD, the TEM, and the Maintenance Manual. A discussion brought forth questions on many topics including: haul roads, long term vs. short term, level of standards for the detour route, pedestrian access and ADA requirements. It was agreed that something is needed to tie together the various sources of information into one document. It was suggested that it be a standalone product, similar to the Work Zone Speed Limit Guidelines publication. This will be ongoing issue #5 and updates will be made at future meetings.

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

**New Product Update:**

PEXCO currently has the FG 300 delineator post on our APL for surface mounted delineators. They developed a new mounting system that uses an imbedded square tube post. This brings to seven the number of approved options for a base. Since all the anchoring systems are crashworthy, the committee did not see any value in establishing a new APL for base options.

Action item: PEXCO will be notified that their new base may be used in Minnesota, but we will not be noting it on the APL.

**CMS Manual of Practice:**

The consultant, Iteris, continues to develop this document. Final comments were due the end of October and the finished product is expected by the end of the year. Work on training materials will continue into next year. It will be a living document that will receive periodic updates (suggested annually). The RTMC group will update the section on permanent CMS's and this committee will be responsible for updating the PCMS chapter.

**No Passing Zone Surveys:**

One of the manuals available on our website is the No Passing Zone Workbook. There was a discussion about the need for training to supplement this document. Training was done in the past but not in recent years. Several districts felt there was a need for a training class on this subject. Since our unit currently has a consultant on board to create a TCP and Pavement Marking plan class, it was thought appropriate to emphasize some no passing zone marking exercises in the pavement marking locating/spotting portion of the PM class.

**Lighting for Work Zone Operations:**

MnDOT and Contractors have used balloon lighting to illuminate flagger stations and asphalt pavers. This lighting product generally gets positive comments from workers and motorists as providing sufficient illumination without the intense glare associated with conventional light plants. This appears to be primarily a Metro District issue since the other districts seldom schedule night time work. If we wish to encourage the use of this product, there were suggestions to add an APL, a pay item, or use contract language. If it is to be specified, there seemed to be many places it could go, such as: the field manual, the TEM, an existing Metro lighting document, or in the special provisions section 1404 which has some language about night work. However, some other environmental concerns were expressed that may limit this products use. Some types of lighting may attract insects such as the May

Flies that have caused problems on certain river bridges. High winds may also be a detriment to its usage.

Action Item: Ken and Ted will consult with the TEO lighting committee and discuss this further at our next meeting.

### **Website Templates:**

These are the layouts that may be added to TTC plans. The districts have their own format and style of presenting traffic control information. The Template Sheets are in a general format and many date back to 2005. While the districts may not often use these, it was thought to be important to keep these updated since consultants use them.

Action Item: Ted will continue to update the template sheets so that they comply with the new MnMUTCD that will be published in January.

### **Square Tube Post details into TTC sample plan:**

The TTC sample plan contains installation details for U-channel posts. The use of square tube posts is an option for post mounting signs in work zones. Should there be a detail sheet for them? Everyone agreed that construction signs to be ground mounted have only used U-channel posts. No further action will be taken on this topic.

### **Closing a Temporary Crossover:**

Should a typical or template be established? There are lots of different approaches to this statewide. Some use PPCB, no U-turn signs, surface mounted delineators, and some claim to immediately remove them so there is no issue. Some found value in keeping them for future work and in the interim, maintenance and state patrol can use as a pull off area. Since each district does something different, it was agreed not to develop a typical for statewide use.

### **Round Robin:**

- Craig told us about the recent meeting to review and update section 1404 of the special provisions. Tiffany asked if something could be added about suspending the contract due to a state shutdown so the process will be easier next time. Ken J. asked if an ADA TPAR supervisor was needed and should be added. Heather recommended that be included in the Traffic Control Lump Sum. Jeff G. had some questions about how much we need to do to bring a detour route up to ADA standards. Tom stressed the need to be very clear in what we want contractors to do, particularly the Traffic Control Supervisor.
- Scott mentioned they will have traffic on a detour this winter as road work was not completed due to the state shutdown. They also had a 4-way stop situation that was developing a lot of skid marks. They added Road Quake temporary rumble strips to alert drivers. An excellent use of this innovative product!
- Dave also had some incomplete work on the Mega Project due to the shutdown. They will be pouring concrete median barrier next year and asked for suggestions on protecting the blunt ends. Using PPCB would add time, expense, and limit the work space. Kevin recommended using TMA's along with a buffer space to protect the hazards and get the work done quickly and efficiently.
- Leigh said training for the TC overview will be in February and TC supervisor in March. She could add about an hour of pavement marking inspection to the Inspector academy.
- Sue discussed the dangers that maintenance workers face in setting and retrieving cones in lane closures. Often Metro uses a truck with a TMA to protect the workers. Metro will be writing a guideline regarding this and is currently developing a basket/cage to be mounted on the front of a plow truck to protect the worker from falling but would not protect from crashes with other vehicles.

- Jeff R. gave some feedback on his previous request for roundabout WZ information. They considered many options and are currently leaning toward a closure/detour. Also next year they have 4 concrete rehab jobs and wish to use a variable speed limit in the work zone.
- Oliver reports all projects are complete and they are caught up from the state shutdown. Good Job!
- Ken J. brought up Roundabouts (of course!) and TTC. This will be an issue for the next meeting.
- Tom D. stated they had one project using four different work zone speed limit setups per day. This was more than expected and overran the pay item. Wondered if it should have been paid for differently?

**Product Demo:**

Solar Winds demonstrated their solar powered LED signs.

**Next Regular Meeting:** February 7, 2012 at Arden Hill Training Center Rm 8.