

TEO TTC Committee – Quarterly Meeting Minutes

February 5, 2013 - Arden Hills Training Center

CO Members:	Greater MN Members:	Metro Members:	Guests:
X - Ken Johnson X - Ted Ulven X - Michelle Moser X - Craig Mittelstadt - Leigh Kriewall - Bob Vasek - Sue Lorentz X - Todd Haglin	- Jim Miles D1 X - David Mavec D1 - Todd Larson D2 X - Jerilyn Swenson D3 - Tom Dumont D3 - Justin Knopf D4 X - Jeff Rieder D6 - Luke Bourassa D6 - Scott Thompson D7 - Brad Bruegger D7 X - 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 - Jeff Gibbons - Ed Barrett X - John McClellan	X - John Re X - Peter Buchen X - Janelle Anderson X - Tim Janski

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

Minutes from the October meeting:

The minutes and action items from the last meeting were reviewed and approved.

D6's Interstate 35 Electronic Work Zone Speed Limit Signs:

This committee had been aware of the Electronic Work Zone SL signs Rochester was planning to use on TH 35 last summer and were interested in an evaluation of their effectiveness. Last fall John Re was doing a grad engineer rotation in the Safety Section of OTST. He organized and conducted a study to gather data on that project. There was not time or resources to administer a complete research study with a control group. Other limitations included platooning by trucks, workers were not always near signs displaying 45 mph, and the work zone was only present on the northbound roadway. There did appear to be statistically significant differences in vehicle speeds upstream and downstream of the WZ sign locations. The Electronic Speed Limit (ESL) signs do show promise in establishing a daily WZ SL quickly and with less worker exposure to traffic. The committee agreed that this is a system worth using again and studying more intensively. This could possibly be used on a project having another IWZ product and the combined system may yield much valuable data. Related to this is possibility that Automated Speed Limit Enforcement may be pursued in the future; however, we are lacking data for how many drivers are exceeding speed limits in work zones. Research for the ESL should also include collecting data for individual vehicle speeds in work zones to compare with the enforceable speed limits.

Action item: Please submit a list of possible projects so that research efforts may be coordinated.

Standard Sign Manual and Summary update:

Progress continues with the new publication available in the spring. The M4-9m Detour with Arrow sign will include options with the 45 degree and advance 45 degree arrows. The proposed G20-X15, Ramp Closed Advance Notice, was discussed and approved. It will be included in the new manual and summary.

Action Item: Ted will continue to work with the signing section on this and consult the committee with any sign questions.

Striping Requirements on Roads Closed to thru traffic:

In section 8-5.03.02 *Interim Pavement Marking Guidelines*, it states that “interim pavement markings shall be installed prior to opening the roadway to traffic”. The committee has previously discussed

what should be required when a trunk highway is closed, detoured, but still used for resident access. It concluded that the required pavement markings should be appropriate for the ADT of the current roadway classification. Thus, final markings would not be required for low volume access for adjacent property owners but would be mandatory when it regains its Trunk Highway function.

Action item: The TEM review task force will discuss modifying the language so it refers to opening the roadway to Trunk Highway traffic.

Is the Sign Installation Detail sheet going into TTC plans?

The sign installation detail for C and D signs is available for inclusion into TTC plans. While it is available elsewhere, having it in the project plans makes it readily available to contractors and inspectors during construction sign installation. Nearly every district includes the detail sheets and the committee thought this was beneficial in reducing installation errors.

Action item: It is likely to be modified soon to incorporate the latest crashworthy functionality information.

Construction Information Sign update:

This effort was discussed during some of last year's meetings and information may be found in past meeting minutes. Metro District expects some very major impacts to travelers this summer on TH 35 as they work on several projects along that corridor. They will work with Karla Rains to determine if Construction Information Signs are appropriate for the project.

Action item: Contact Karla Rains if you have a project that may benefit from this signage effort.

ATSSA WZ training courses:

OTST is hosting the ATSSA Urban Work Zone Design course on March 11th. This one day Course is designed to enable the participants to obtain an understanding of the fundamental concepts and MnDOT standard practices related to the "urban" work zones within the State of Minnesota.

On March 12th, ATSSA will present Maintenance and Short Duration Work Zones. This one day Course is designed to enable the participants to obtain an understanding of the fundamental concepts and MnDOT standard practices related to Maintenance and Short Duration (including utility operations and moving operations) work zones within the State of Minnesota.

Additional information and registration procedure is found on the OTST Training Website:

<http://www.dot.state.mn.us/const/wzs/training.html>

IWZ Provider APL status and New Products update:

The APL for IWZ providers expired last year and was extended one year to accommodate any projects under development. The committee agreed previously that this list is unnecessary and should be removed. A quick survey of Districts found no need to continue it. Current projects have adequate Special Provision language that results in competent system providers.

Action item: The APL for IWZ Providers will be retired.

Discussion of proposed changes to 1404:

D3 has worked with OCIC to modify some language in 1404. They are interested in using the Traffic Control Supervisor bid item on fewer projects than in the past and are concerned with the response to maintenance of traffic control devices. On some projects, when there is not major work underway, there are no traffic control subcontractor employees present. When TC maintenance is needed, the inspectors must then attempt to contact the prime, the TC sub, or the emergency contact numbers. Other districts were comfortable with the language in the boilerplate 1404 as it is, but had a few suggestions:

- Clarify that the contractor is to inspect and correct any TC devices on the project.
- Possibly increase the frequency of the required contractor daily inspection log to twice daily.

- Clarify that while work is ongoing, someone on site is responsible for TC device maintenance.

Action item: D3 will try the revised 1404 language this summer and report back to the committee on its effect.

Using temporary Traffic Signals instead of Flaggers in mobile or very short term lane closures:

OM is interested in using Temporary Traffic Signals to replace flaggers on some projects. Layout 19 in the Field Manual shows the typical placement for a stationary work zone. It is not known how it could be adapted for a mobile WZ.

Action Item: OM can update the committee at our next meeting.

Requirements for Sidewalk Closed signs and barricades:

Some traffic control providers have adapted pedestrian railing products into a pedestrian barricade. It is much simpler and less expensive than our type IV barricade. The picture of one example did not have a flasher light as the layout in the Field Manual shows and the committee discussed if this was necessary. It is felt that especially on MnDOT projects, a sidewalk barricade should have a flasher light and reflective sheeting similar to those placed on a roadway.

Additional discussion included the need for a detectable edge at the base of an “H” type temporary sign stand. This could be achieved easily by placing a 2x6 around the sign base.

Action Item: OTST will work with the ADA coordinator to confirm the sheeting and flasher light requirements on a TPAR.

Destination Innovation Funds for WZ Safety:

There are Destination Innovation Funds available for Work Zone Safety ideas.

Action Item: Please submit innovative ideas to Ken Johnson.

Motorcycle Road Guard update:

Ken is on a multiagency committee to implement this legislation. Topics the committee has discussed to date include:

- Should road guard information and layouts be added to the MN MUTCD?
- Traffic may need to be stopped prior to a signal.
- Is a permit required for a Motorcycle group ride?
- How long other traffic may be delayed?

Action Item: Ken will report back to the committee at our next meeting.

Round Robin:

- Dave Tody demonstrated a portable temporary rumble strip that Metro Maintenance intends to use in a flagger operation.
- Todd Haglin gave an update on the Cone Setting Cages. D6 has one tried last year and the crew loves it. Metro has one with a basket on front that is especially useful for removing a taper while moving forward. Todd will bring a video of a demo to the next meeting.
- Janelle Anderson announced that Melissa Barnes, OTST’s new Ped-Bike Safety Engineer, gave birth to her son on January 31st.
- Tiffany inquired about research funding for flagging operations. It has been secured and several flagging enhancement techniques will be evaluated.
- Ken Johnson described a research project for an Android based smartphone App to assist visually impaired persons reach their destination. A Technical Advisory Panel is needed, so if you have an interest in this research, please contact Ken.

Next Regular Meeting: May 7, 2013 at Arden Hill Training Center Rm 11, 9:00 AM