

## TEO TTC Committee – Quarterly Meeting Minutes

### August 4, 2015 - Arden Hills Training Center

CO Members:	Greater MN Members:	Metro Members:	Guests:
X - Ken Johnson	X - David Mavec D1	X - Tiffany Dagon	X – Janelle Anderson OTST
X - Ted Ulven	- Todd Larson D2	- Anna Schwartz	X – Caitlin Johnson OTST
- Michelle Moser	- Tom Dumont D3	- Scott Meier	X – Will Stein FHWA
X - Leigh Kriewall	X - Tim Janski D3	X - Kevin Farraher	
X - Kevin Kosobud	X - Les Bjerketvedt D4	X - Sheila Johnson	
- Bob Vasek	X - Jeff Rieder D6	X - Dave Tody	
X - Sue Lorentz	X - Adam Wellner D6	- Jeff Gibbons	
X - Kathy Schaefer	- Scott Thompson D7	- Rod Clark	
X - Todd Haglin	- Brad Bruegger D7	X - John McClellan	
	- Ryan Barney D8		
	X - Jeff Knofczynski D8		
	X - Rachel Guan D8		

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

##### **Minutes from the October meeting:**

The minutes and action items from the May 5th quarterly meeting were reviewed and approved.

##### **Membership update:**

Kevin Kosobud is added to the membership list for OCIC. The Permits position remains vacant and there is little interest from that group in participating.

##### **Presentation of WZ crash analysis. (Caitlin Johnson)**

OTST’s summer intern presented some analysis of “K” and “A” crashes in Work Zones for 2012 to 2014. Some discussion considered the effect of detours and if those crashes were coded as WZ’s? Also related to detours was the effect on businesses. The Snow & Ice report that covers maintenance operations from November to April could be an additional resource to determine what crashes are occurring to MnDOT vehicles.

**Action Item:** Caitlin continues as a student worker this school year. She will continue to investigate the data and compose an annual report of WZ Crashes.

##### **Do TTC plan designers consider the pavement condition when shifting traffic to shoulders or onto detours? Janelle has noticed an increase in contractor claims and it would be helpful if the District members would be prepared to discuss their process. (Janelle Anderson)**

Janelle initiated a discussion about the contractor’s responsibility for maintenance of a roadway while a construction project is ongoing. The provisions state that the Contractor is responsible for maintenance which presumably includes pavement structure repair such as pot hole filling and material joints that have failed.

Often traffic lanes are shifted from original alignment and that changed loading can increase deterioration of pavement joints and other weak areas. Portions of pavement have broken up and joints have failed in several instances. Janelle’s Tort Claim unit has seen an increase in “Pot-hole” type vehicle damage claims and questions if these should be contractor claims since the provisions indicate

it is their responsibility. The committee was asked if they consider pavement condition when planning to use other pavement or shoulders for temporary traffic flow.

Metro will often shift traffic to shoulders or use temporary widening to maintain as many traffic lanes as possible. They will check with maintenance and materials to determine if the shoulder can handle traffic. Materials will core drill if questionable areas are noted. Other districts agreed that they consider condition, duration, and amount of heavy truck traffic.

Kevin Kosobud reports that contractors are held responsible for what they build. Existing roadways that carry traffic should not normally break up. The provisions 1404 and 1514 state that the roadway will be kept open to traffic at no additional cost to the state and that the contractor will maintain it. Since the Contractor has had nothing to do with the existing condition and maintenance of a roadway, it would not be fair for them to assume all costs of maintenance. In practice, some projects include provisions and/or pay items for prep work or an item for maintenance.

Metro agreed that often the contractor will perform repairs but will be compensated. The contractor will be told to perform repairs and given a deadline, because they are on site and available. On other projects the contractor is not equipped for such emergencies and the maintenance subarea will perform routine maintenance.

On the issue of notification, it was noted that the Project Engineer should be the contact person. He will arrange for the contractor to repair damage or contact dispatch or maintenance for MnDOT to repair. It was discussed that once notification is received, usually a day is reasonable time for a repair to occur and avoid tort responsibility. In either case, repairs are handled ASAP.

**Review the status of the proposed changes to standard plate 8000 and new TPAR template sheets. (Ken & Ted)**

Standard Plate 8000I was discussed. Differing font size for the colored sheeting material was noted and will be changed. There was a suggestion to add information about securing the devices to the surface. This information could also come from the manufacturer of the device. The opposing lane divider does not detail the support post. Many have used this on surface mounted delineators but it could be attached to other devices such as sign supports on the APL.

The TPAR Template sheet comments were discussed and the changes agreed to will be made. They will be posted to the OTST webpage under design tools when completed.

**Action Item:** Work will continue to update standard plate 8000I and the TPAR template sheets. Please send any additional comments to Ken or Ted as soon as possible.

**TTC Template sheets have been prepared for CO Bridge Inspections and will be presented for discussion. (Ted)**

The template sheets for the Bridge Inspection Unit were presented and discussed. The group wanted to make clear that the TMA's were not required as they are within a static lane closure. The Bridge group requires a protection vehicle for each inspection truck and they are OK with it not having a TMA. It was also recommended that the Bridge unit acquire their own DSD sign trailer since some subareas do not have these items.

**Action Item:** The Template sheets will be modified as per discussion and posted to the OTST website.

### **Discuss proposed TTC Template sheet for “EXIT CLOSED” signing. (Ted)**

Some inconsistency has been observed in how “OH” and “A” signs for exits are modified when the exit is closed. The guidance in the MN MUTCD is to install an “EXIT CLOSED” plaque over the distance portion of the advance signing and over the EXIT, number, and arrow on the sign near the gore area. These are typically special signs with a design shown on the TTC plan. It was recommended that a template sheet be developed showing the covering of in place signs and including typical plaque layout designs. These could eventually be included in the standard signs manual if the size is correct for most exit signing. The committee agreed that this would be helpful in TTC plan development.

**Action Item:** Ted will develop and present a template sheet at the October quarterly meeting.

### **Review device use on this seasons construction projects:**

- Are Temporary rumble stripes being used? D1 reports that they bought about 6 sets, one for each subarea. Intended for flagging operations, they have also been used by the State Patrol at some truck scale locations. Their use has been satisfactory, although some movement has been noticed. They intend to develop a technique for fastening the device to the surface. A simple method they proposed is to drill holes in the rumble strip and use a PK nail to fasten to a bituminous surface.
- Are any Intelligent Work Zones in operation? (Pictures are needed for the IWZ Toolbox update) D6 has some “Stopped or Slow Traffic” warning systems on TH 35 this season. A project visit is part of the Work Zone Process Feedback meetings later this month. Metro mentioned some temporary detection, cameras, and CMS’s on TH 35E and TH 100 that could be used for some photo examples. The Enterprise group website was suggested to be consulted for the IWZ development warrants.
- Is the Zipper Merge used with either the static signs or CMS’s? The new “Begin Merge” sign is being used in plans in D6. Research shows that awareness of the Zipper Merge is up but the use is still low. Observations included other states that do not use this or may discourage the use by posting “Do Not Pass” signs. D6 has used it with a goal of reducing road rage and large trucks driving on the centerline. It works well on rural interstates. There is still a need to publicize this practice in order to improve awareness and its use.

### **Significant topics from the FHWA Midwest Work Zone Roundtable. (Sue Lorentz and Ted Ulven)**

**Action Item:** There was interest in posting the entire meeting minutes on our website, so it shall be done

### **Round Robin:**

**Todd Haglin** is working on a uniform process for WZ intrusion reporting. A synthesis of other states practices provided little good information and few examples. He is proposing some UM research to document and track intrusions while being user friendly and efficient. A suggestion was to look at the Volunteer fire fighter close call reporting system.

**Sheila Johnson** reports that Metro Maintenance is acquiring a cone setting truck basket and considering other automated systems. They have a set of Pilot lights and may purchase more for use with some of the FIRST units and other maintenance response vehicles.

**Dave Mavec** will use a DSD unit mounted in a pickup on a Mill and Overlay on TH 35 in September. This will “mobilize” the unit so that it can move along with the paver and crew.

**Leigh Kriewall** asks that any proposed changes to 1404 be sent to her prior to the October 15<sup>th</sup> special provisions update meeting.

**Sue Lorentz** reminds the districts to prepare for the 4 WZ Process Review meetings planned for this fall.

**Dave Tody** has some concerns with TTC devices and temporary sign structures he has observed. There are still problems with contractor installations of stub posts and knee braces.

**Adam Wellner** notes that construction inspectors don't usually have in depth training of sign structures. Maybe this could be a Technical Certification subject and those persons would do all sign inspections? Other discussion on the effort to reach the right persons with this training followed. At the last ATSSA How-To, there was an inspectors workshop with this targeted training. The Inspectors academy, which was set up due to many retirements, provided this training too. Other opportunities include the plan reading class, Traffic Control Overview, and the Traffic Control Supervisor courses.

**NEXT REGULAR MEETING: Tuesday, October 27th, 2015**