



2012 WZ Process Feed-Back Discussions

Presented to the Statewide Work Zone Safety
Committee – Spring 2013 Meeting

Your Destination...Our Priority



2004 FHWA Final Rule on Work Zone Safety and Mobility – 23 CFR 630 Subpart J

- Traffic volumes and congestion are increasing, little growth in road miles
- Aging highways require more repair
- More work is done under traffic
- Work Zone Safety is a concern
- Travelers are frustrated with delays, unexpected road conditions and inconsistencies caused by work zones



Minnesota's Safety and Mobility policy

- Issued Technical Memorandum 2007
- Reissued updated Tech Memo 2012
- Defines responsibilities at the project, district, and state levels



Project level Processes and Procedures

- Work Zone Mobility Impact Assessment to identify a projects impact and guide mitigation strategies
- Transportation Management Plan (TMP) is developed consisting of TTC, TO, PI
- Strategies are scaled to the impact of each project



District or Local Agency Process and Procedures

- Establishes a Work Zone Safety Coordinator
- Periodic reviews of Maintenance and Construction Work Zones
- Document Deficiencies and Corrective Actions
- Obtain and record Crashes in WZ's
- Work with Design and Construction on development of the TMP and TTC



State Level Processes and Procedures

- Responsibility is shared with OCIC, OM, and OTST
- Statewide analysis of Crashes in WZ's
- Statewide Field Reviews
- Conduct Training appropriate to a persons role on a project
- Conduct Process Feed-Back discussions in the Districts



Process Feed-Back Discussions

- To assess the effectiveness of WZ safety and mobility procedures
- To identify “Best Practices” in WZ processes
- To discover issues that should be addressed on a statewide basis



September and October 2012

- Duluth (D1)
- Baxter (D3)
- Detroit Lakes (D4)
- Rochester (D6)



Summary Report – TMP's

- Increased awareness of the benefits of TMP's
- TMP's are scaled to the expected impact of a project on the public
- Larger Interstate Highways receive the most attention and resources
- Modeling has predicted unacceptable backups and driven staging decisions
- Modeling might have predicted problems on other projects where none were expected



Summary Report – Work Zone Reviews

- Several districts have assigned a Work Zone Safety Coordinator with responsibility to inspect Work Zones
- Project personnel review daily
- Construction Supervisors review periodically
- Annual reviews with OCIC
- D4 uses a team of traffic, construction, and maintenance to evaluate projects



Summary Report – Training

- Increasing Importance as new people enter the industry and others retire
- OCIC, OM, and OTST conduct training
- Districts do a lot of their own training for Flagging, Field Manual, and MN MUTCD
- State Patrol suggested they could be reached during their annual training at Camp Ripley



Summary Report – Crash Reporting

- Collecting, monitoring, and analyzing, crash data on a systematic statewide basis is difficult
- All 4 districts have a close, professional relationship with the State Patrol
- Often share the same building
- Coordinate on extra ordinary enforcement and enforcement strategies



Summary Report – Best Practices

- MnDOT and SP have combined meetings to inform of traffic issues, road closures, and coordinate winter maintenance work
- Uses DSD signs rotated thru district
- Public Affairs has used pictures on project information web pages to show progress of the work
- More work under traffic in the future – public is less accepting of detours



2013 District Feed-Back Visits

- Bemidji (D2)
- Mankato (D7)
- Willmar (D8)

