**TRAFFIC CONTROL TECHNICAL COMMITTEE (TC²) MEETING AGENDA**

# 9:00 AM – 11:30 AM

# April 22, 2020

**SKYPE CALL**

1. Introductions
2. Action Item Follow-Up
   1. BPD to look into what happens when two or more projects connect and both have lane closure items.
      1. *David said we usually put language into to specials for the 2 projects to talk to each other.*
      2. *Century says that there are some improvements on this project. The projects have separate IDs for each project for the lane closure and what ID to charge the work to.* 
         1. *Not getting paid for lane closures within another projects. The lane closures are in use.*
         2. *David said to work with the project personnel to work this out. It is a project specific issue.*
   2. BPD to discuss water blasting with Project Development.
      1. Has the possibility of performance-based pavement marking removal operations been discussed?
         1. *This has to do with the removal quantity issues. Concerns have been brought forward with requiring waterblasting for a short quantity. The question has been brought up if this is really necessary. On a bridge deck waterblasting is going to be required because we do not want to grind into a bridge deck.*
         2. *It was suggested that we have a performance based marking removal spec this is require what we need to removal- % removed/impacts to pavement/*
            1. *Challenges we would have to be really clear on acceptable removal on end products*
            2. *BPD has no comments*
            3. *Barricade flashers wants to know why we would go to a performance-based spec.*

*Waterblasting was brought up by another contractor*

*Temporary markings are included incidental. This does not include which method to use.*

*Mega clarified that usually the waterblasting is required in October/November and it is not reasonable to waterblast at 35 degrees. We should look at different options at this time.*

*Matt says we need to increase our guidance on where to use waterblasting.*

*It was brought up that this is a similar issue as cold weather epoxy.*

* + - * 1. *Safemark asked if there is anyone they should contact if this issue comes up in the field about putting stuff down out of spec.*

*Matt said there is a protocol to go through/ First step is to work with the project engineer*

*What do you do when you know it is going to fail and are told to put it down*

*Matt said at the end of the day. The Project Engineer requires installed. It has to be installed and make the engineer provide documentation of the instance.*

*SafeMark says the spec do not say to point to standard specs. Matt says we have the standard spec language that says apply per manufactures specs. 646.3.1 is the spec language that covers this.*

*DOT/BTO will work on additional guidance of waterblasting and furture train sessions.*

1. New Topics
   1. Queue Warning Systems and Dynamic Late Merge System
      1. *Erin said there was some issues for some projects are asking for QWS but has details for DLMS. Erin is going to put some guidance on the standard special provisions. Erin said she will work with the designers on how to put a smart work zone in a project. Nick also heard FHWA is also creating some guidance.*
   2. MnDOT has its own flagger training, is it possible to accept that rather than having to spend the time and money getting our workers certified in 2 states
      1. *Andy said there is a list of requirements on page 29 of the flagger handbook. The training needs to meet this guidance to be certified. In the frequently asked questions also covers this question. 2019 is certified in 2020 is still certified. 2018 is a refresher course.*
   3. When Temporary Epoxy/Paint should it be used.
      1. *There has been questions of when to use temporary or same day. An example is on what to use for the first layer of paint when using rumbles. The contractor comes back later to put the rumbles in and then the permanent epoxy should be used. This helps reduce the buildup of epoxy in a short period of time. We also do not want to be put epoxy over the paint.*
      2. *We added guidance into the FDM*
      3. *It was added that sometimes paint is used if grooved marking is going to be installed.*
   4. Cold Weather Pavement Marking
      1. *Currently in our standard spec. Last fall was a rough one with snow at Halloween. A lot of cold weather was used last year due to this.*
      2. *This was talked about a little bit before. See Waterblasting topic.*
      3. *Guidance have been added into our training. We are also going to put a one pager together of examples and solutions for project staff.*
      4. *Mega said they still are not paid for some work that was done last year on cold weather marking. It also does not address the time on the project issue*
      5. *On a working day contract is shut off on November 15. Working day is a different story.* 
         1. *Mega asked if Permanent Pavement Marking should not be included as cold weather if it is a completion day contract.*
         2. *Mega/Century is having issues with the 5 day wait period to place markings.*
         3. *Century said if they are not going to get paid for marking they are put in a bind.*
   5. Bead packages (Utah and element) versus (type 1 and element)
      1. Reasons for change
         1. 2-3 years about this change was made. This was part of an STSP and we *had proprietary approval for this product. We looked into the manufacture specifications on this. With this change we were also able to added in additional wet recoverable bead combinations. This was to help with a consistency stand point to have a Type I bead across the board. The glass beads provide a good dry retro. The elements provide the wet properties. 3M tweaked the application rate of the elements when the elements were improved.*
         2. *Linette added that 3M also always says they have a shortage of elements all the time. We wanted to add another product for wet recoverable. We felt this helped streamline the process.*
   6. Yield Line Epoxy 18” – EA – Some plans have them as each triangle(Sharkstooth), and others have them as Each Yield Line
      1. *This is clarified in the spec book. It is paid for by each triangle.*
      2. *Clarified on SDD and will review with plan checks*
   7. Use of SPV #’s for 6” Epoxy, 24” Epoxy, and 12” Epoxy
      1. 2017 when BTO overhauled to pavement marking specs. We did remove a bunch of SPVs.
   8. Does your TMA Truck carry paint/beads
      1. There has been discussions going on other states and the MASH Crash discussions on the use of a TMA on the supply truck (paint/beads). This is due to if the truck is hit we don’t want the beads or paint to spill over the road. We currently have no requirements.
      2. Century/Mega said we have a TMA on the supply truck but it is not a part of the moving convoy.
   9. Contrast Epoxy is being more widely used. There is no cost on removing constart epoxy
   10. Safemark said with covering signs Type II is not consistent. They should be using the covers as an individual
       1. Incremental would allow better.
       2. Mega said that covering a Jpanel and you might have 3 covers needed at different times.
       3. Andy said they will look back on the discussion of where this came from. This covering is also stated in the FDM.
   11. Ped Barricades

Attendance

Timm-Barricade Flasher

Peter/Timm-Century Fence

Nick/Mike Mega Rental

Chery Rent a Flash

Kathy/Brian Safe Mark

Matt Rauch

Bill McNary

Jeannie Silver

Linette Rizos

David Pilon/Rodney Taylor

Ryan Mayer

Erin Schoon

Andy Heidtke

