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

# 9:00 AM – 11:30 AM

# August 25th, 2020

**SKYPE CALL**

1. Introductions
2. New Topics
   1. Under the proving period general section, the definition of failure includes discoloration, chipping, or substrate exposure.  What happens when a snow plow chips the markings or, in some cases, exposes the substrate due to the fact it has, in reality, removed asphalt below the marking along with the marking, is that still considered a failure?

*Record and document all cases. In cases where pavement is not adequate, as stated, picture documentation as well as correspondence communicating what the pavement issues are, is imperative.*

* 1. DT2130 & DT2131 forms – what does the department look to get out of these forms that they don’t already get out of daily rectification of quantities with the engineer?  It will most likely increase the costs associated with every job if they are required on every job. \

*More detailed information has been requested from pavement marking coordinators to update our asset management system. Mega and Century both say that they need to hire another person to do all this work. Mike from Mega asked if this is a done deal. Linette added in that we are trying to update our asset management system and streamline the DOT needs. Linette says we need to find a system to help us to update our system. Matt says we are looking at the mobile data collection of markings and helping us up date our system. The forms will be sent to the region pavement marking coordinators from the project engineer.*

*Mike says the form bottom of the form it makes it look like there are 10 guys in the field instead of 4 or 5 guys in the field. Mike added there are no additional options for notes. Bill added that WisDOT can work on updating the form, but we need to make sure we get enough asset management data that we need in at a reasonable cost. BTO to work on updating the form.*

* 1. Grooving asphalt after 48 hours or longer could be problematic especially in July and August when it is 95 degrees for a week straight.  What happens if the prime is out of time, we cannot groove, even after 2 days, due to the roadway being structurally inadequate, and the engineer really doesn’t recognize that?  It went from 10 days to 5 days and now to 2 days…

*Matt says that this has come up quite a few times in the past. The 2 days came from our pavement section that 24-48 hours was all that was required. The heat could end up adding time, but we didn’t want the contractor to not be able to groove if the pavement is inadequate. The contractors should be working with the project manager to get concurrence on the project. Mike says that manufacture specs does not matter anymore. 3M thinks that 2 days is crazy and they mobilized the whole crew and have wasted a whole day. Mike says they are going to lose days of production because of the surface is not satisfactory to groove. Tim agrees with Mike. Tim wanted to know who pavements came up with this number. Nick added that the biggest issue is when they are nearing the end of the job and then liquidated damages are being charged. Matt said 3M has indicated that 2 days is fine. Matt said we checked in with both Pavements and 3M were in agreement with 2 days. Nick added that roundabouts could be worse. Brian(safemark) added that we should adding in that it is 2 days structurally adequate. Brian Dupont says this goes both ways how the contractor can be there within 2 days and get out there. Century says they deal with that every day. Nick says that it is better to hear a day ahead instead of after they are mobilized. Matt says we will take that offline. Linette will talk with 3m and get things in writing as well.*

*Mike added that 3Ms website says newly paved asphalt says it is 10 days not 2 days.*

* 1. The paragraph in the spec is incorrectly written. There is no instance in which temporary paint or temporary epoxy, if correctly specified, should be removed.
     1. The only unusual situation is detailed in the next line which discusses temporary markings being placed - not as a specified item - but at the ***contractor's option*** in lieu of the permanent markings specified.Those must be removed at the contractor's expense.
     2. Non-liquid markings, such as tape and raised pavement markers, are to be removed as part of the item price.

*The project engineer can require the removal of the marking that is not specified. BTO to look the into this further. Brian DuPont says maybe we should add that the language about if the marking is being overlayed by a structurally pavement some of the marking needs to be removed. If there is different staging, we would still need to be remove stage change lines. Brain, Safemark, said we should specialize the removal of paint. He thinks that it should not be part of the item unless it is temporary tape or temporary raised pavements markers.*

*Brian said there was issues where leaving the pavement unpainted for several days. He added that there was 4-5 miles with no marking for over a week. We are working on updating language in the CMM in help with this issue.*