

Indiana ATSSA Chapter

March 27, 2008

Todd Thurston, President presiding.

The meeting was called to order at 8:30 a.m., followed by introduction of those attending the meeting.

Todd Thurston, President	The Hoosier Company
Doug Nagel, Vice President	Road Safe Traffic Systems
Rick P. Smith	Road Safe Traffic Systems
Tanya Caruso	National ATSSA
Leslie Spears, Secretary	Site-Safe Products
Dennis Breedlove	The Hoosier Company
Scott MacArthur	INDOT
Pia Myers	INDOT
Paul Berebitsky	ICA

Treasure:

The balance at the last meeting was \$4,000.00; National ATSSA Reimbursement of \$1,000 should hit our account soon, which would leave our balance around \$5,000.00

Secretary:

Doug Nagle approved the last meeting minutes, Rick Smith seconded.

National ATSSA Update

DATES TO REMEMBER

September 17th-20th National
February 1st-5th National ATSSA TRAFFIC EXPO, San Jose, California

Todd brought to the attention of the chapter the scholarship that is provided by our local chapter to INDOT Personnel to attend the ATSSA Traffic Expo. We would like to get the process started with INDOT so all paperwork is in order at the time of the 2009 Traffic Expo.

The ATSSA Foundation's scholarship program is awarded to children of workers killed or permanently disabled in work zone accidents, as well as parents with custody or legal guardianship of surviving children. The scholarship program gives these often forgotten victims an opportunity to continue to meet their educational goals.

The Foundation awarded 3 people \$7,000 in scholarships last year.

ATSSA has been looking at its marketing ability to work zone recipients; they are looking for suggestions from local chapters for different resources available to these families. Our local

chapter wondered if these applications were available to have on hand at various program offices such as IN's Victims Unit, INDOT, ICA or possibly having someone in our local ATSSA chapter maintain copies.

April 6th-11th 2009 is Work Zone Awareness Week.

INDOT Work Zone Safety Group

Scott MacArthur and Pia Myers represented INDOT's Work Zone Safety Group.

Processes & Procedures on Work Zone Safety & Mobility was the main topic of discussion. Primary aim is to improve work zone safety & mobility on significant projects. This manual can be found at the following address http://www.in.gov/indot/files/INDOT_Work_Zone_Safety_Mobility_Policy_web.pdf

This is the page from the manual on Significant Project Definition and Identification:

A significant project is one that, alone or in combination with other concurrent projects nearby, is anticipated to cause sustained work zone impacts greater than what is considered tolerable based on INDOT policy and/or engineering judgment. All projects will be identified as either significant or non-significant in relation to work zone impacts. Any project on an interstate route that is in a Traffic Management Area (TMA) county and occupies a location for more than three days with intermittent or continuous lane closures is considered to be significant. Current Indiana TMAs and their associated counties are:

- Cincinnati all of Dearborn County
- Evansville all of Vanderburgh and Warrick Counties.
- Louisville, all of Clark and Floyd Counties
- Fort Wayne all of Allen, Huntington and Whitley Counties
- Gary all of Lake, La Porte and Porter Counties
- Indianapolis all of Marion as well as Boone, Hamilton, Hancock, Hendricks, Johnson, Madison and Shelby Counties
- South Bend all of St Joseph and Elkhart Counties.

Additionally, a project, regardless of route type, will be considered significant if it meets both characteristics 1 and 2. A project may also be considered significant if it meets either characteristic 1 or 2 and has one or more of the other characteristics as follows:

1. The project scope of work consists of major reconstruction or new construction (e.g., complete reconstruction (freeway), partial reconstruction (4R) (freeway), reconstruction (4R) (non-freeway), 3R projects (freeways) and 3R projects (non-freeways). Refer to Indiana Design Manual 40-6.01 for additional information;
2. High traffic volumes (12,000 AADT for a two lane facility or 30,000 for a four or more lane facility);
3. Urban areas;
4. Where there may be significant detrimental impacts on mobility for either through or local trips in the corridor (a significant delay would be ten minutes or greater of added travel time);
5. Ramp closures of seven days or more;

6. Where reasonable adjacent alternate is not available (a reasonable alternate would add less than ten minutes additional travel time at the prevailing speed limit);
7. Where there will be significant impacts on local communities and businesses (e.g. emergency vehicles, school buses);
8. Where timing and seasonal impacts may be significant.

The identification of significant projects generally occurs at the implementation of the design stage but may be later if it is realized that a project meets any of the criteria.

All work deemed to be significant will receive formal Traffic Management Planning (TMP) consideration from the planning stages of the project through construction. After a project is identified as being significant a TMP team is formed. This team is multidisciplinary and generally is comprised of staff from any or all of the following offices:

- Planning
- Production (Design)
- Construction
- District Traffic
- District Production
- Highway Operations (including the Permits Section)
- Traffic Management (Intelligent Transportation Systems)
- Public Safety Operations
- Indiana State Police
- Federal Highway Administration (FHWA)
- Local Agencies
- Communications

Input received from businesses and other private stakeholders potentially affected by the work zone will also be considered. The TMP team stays involved with the project from the initial concept to the final acceptance of construction. The TMP process is fully discussed in Chapter 81 of the Design Manual (<http://www.in.gov/dot/div/contracts/standards/dm>)

Where a series of proposed projects are along the same corridor or along corridors of close proximity, a single TMP covering all projects should be used. If circumstances prohibit a single TMP, the individual TMPs should be coordinated. For interstate projects automatically identified as significant (in a TMA county with 3 days of closure), exceptions to the requirement of a formal TMP must be requested in writing from the Federal Highway Administration (FHWA) if a formal TMP is not implemented. Exceptions for general classification of automatically identified projects (e.g. mowing) may also be requested from the FHWA. Formal TMP exceptions for all other significant projects must be submitted to the Director of the Highway Operations Division for review and will be forwarded to the Deputy Commissioner of Highway Management for approval.

Significant, Off-Interstate Work Zones

All non-interstate work deemed to be significant will also receive formal TMP consideration from the beginning of design through construction. TMP procedures given in the Design Manual apply to off-interstate as well as interstate projects.

Permit Policies in Work Zones

It is INDOT's policy to permit oversized vehicles across routes that are not restricted by construction activity. As a result oversized vehicles are, in certain instances, required to have police escorts so traffic can be managed. If a work zone is encountered along the permit route, law enforcement informs the Permits Section of the Highway Operations Division for rerouting. When it is necessary to allow a permitted load through a work zone, travel will not be allowed during rush hours or special events. This supports INDOT's goal of risk reduction by reducing the potential for traffic crashes and is consistent with our efforts to eliminate queue and delay.

Local, Federal-Aid Projects

Agreements for all local, federal-aid projects administered by INDOT will stipulate conformance to this set of policies and practices.

From the inspections done thus far this year INDOT Work Zone Safety Dept. says that work zone weaknesses are flagger, changeable message signs and drums; whereas the strong point in work zones have been the advanced warnings.

The Guardrail/ Impact Attenuator Certification Training Course offered by INDOT will be held in March '09 place/time TBD. INDOT Work Zone Safety Dept. has asked ATSSA for possible sponsorships for this training, the consensus was a favorable response that ATSSA as well as the Vendors that were present would sponsor this event.

The Work Zone Safety Group will try to accomplish over 100 inspections this year which will be considerably more than last year.

September/December Speaker Discussion

Discussion on who to obtain for the September and December local chapter meetings; some suggestions included signal contractors and Indiana Senator Assistant or possibly someone from INDOT to talk about funding for the next 18 months.

ICA Update

Paul Berebitsky-INDOT is preparing to update Indiana's MUTCD; they're allowing ICA to preview and provide comments. There is an electronic version of Indiana's MUTCD if anyone would like a copy or more information they can contact ICA. INDOT expects to finalize Indiana's MUTCD after July 1st.

Joint Cooperative Committee will meet on June 17th at the ICA office. Topics to discuss will be "What are appropriate to show on temporary work site speed limit sign assembly" and "Problems due to the Site-Manager Program".

At the last JCC meeting additional payment from INDOT was discussed for hand-digging versus mechanically digging for examples such as signage. At this time INDOT was not open to paying contractors additional amounts for hand digging.

ICA would like to collect examples of problems in the plans from Industry and bring these to INDOT attention for possible correction or explanation.

TEAM INDIANA- Is a broad group of leaderships including but not limited to the commissioner, INDOT and Industry. This TEAM will be looking at a variety of problems and assigning sub-committee to address specific problems. The Sub-Committee for change orders first met this week.

SAFETEA-LU Reauthorization is 15 months away from the current bill expiring. The Federal Fiscal year begins Oct. 1st as of this date the states will be getting less money unless congress proceeds with a plan. At the moment there is not a plan on the table federally.

Striping Committee Report

The 808 Sub-Committee along with 6 vendors and 8 subcontractors had a good give and take informational meeting April 7th discussing the rewrite specifications for thermal plastic and epoxy as well as the compatibility of various HMA's & Concrete surfaces.

The next meeting will be June 20th- Topics of discussion for this meeting include putting down language that will eventually be put in Reoccurring Special Provision on thermo Plastic, Epoxy and striping specifications.

Ennis is in testing w/ cold weather paint products, contractors would like to see these products approved before the cold weather hits. Ennis is also submitting water-borne paint for approval.

Vendor Updates

There were no vendor updates.

2008 Meeting Schedule

The September 4th ATSSA meeting will be held at the Government South Building, Pat McCraty has agreed to set up the meeting room for us.

Todd Thurston received the Annual Report from National ATSSA for the foundation, if anyone would like more information on this feel free to give Todd a call.

Motion to adjourn was made by Doug Nagel, seconded by Leslie Spears.

