

**WORK ZONE SAFETY TASK FORCE  
TECHNICAL SUB-COMMITTEE  
MEETING MINUTES  
FEBRUARY 15& 16, 2005  
NW REGION**

*Attendees: Frank Newboles, Marty Weed, Mike Novak, Les Miller, Bonnie Nau, Tony Hernandez. Absent: Kirby Wallace, Steve Haapala, Terry Berends*

FYI - underlined items are action items:

- Next meeting is tentatively scheduled for June 7 & 8 in Vancouver. Mike Novak will reserve a meeting room. Depending on graduation conflicts for Frank & Bonnie's family's we may move the meeting to the following week.
- Frank gave the group an update as to status of the adoption of the 2003 MUTCD which is currently on pace for sometime in May.
- Frank gave an overview of the proposed modifications to part 6:
  - Sign spacing chart change (1000' to 800')
  - NCHRP 350 compliance date to be officially 12/31/07
  - Adopt continued use of Abrupt Lane Edge sign, which was removed from manual.
  - Motorcycle warning sign plaque for use on low speed roadways
  - Continue to require PCMS signs only use 2 phases
  - Two week pavement marking installation will be waived to accommodate the pavement cure time prior to installation of durable markings.
  - Use of flaggers during short duration operations
- State wide construction/work zone reviews. There was discussion on the original 1997 work zone review guidance that was published by the task force and the need to review and update. Frank proposed that he and Marty would review the document and put together a one page summary of key points and possibly a new directive to bring to the next WZSTF meeting in April. Several team members said they were not familiar with the 1997 document and asked that they be sent to the team. Marty will make copies and send to all team members for their review and comment.
- WISHA Regional Directive on flagging. Frank gave the team an overview of the December 2004 directive and changes to the flagging rules.
  - Item C in the interpretive guidance is a conflict for WSDOT by stating that L&I can cite for a "should" condition and that when using flaggers in a short duration operation you cannot reduce the amount of signs used. (The sign issue is being modified through the modification process to MUTCD.) Both of these issues are being discussed with L&I in an effort to try and revise or come to an agreement on wording and intent. Frank will talk with Kevin & Chris about the document and what the next step is.

- Frank reviewed the minutes from the last WZSTF meeting. One of the meeting discussion points was about a new draft version of WSDOT Vehicle Lighting Standards that NW region has put together. Marty will send team members a copy of the report for their information.

Adjourned for the day

February 16:

- Marty opened the table to a general discussion of regional issues and topics:
  - Tony brought up the issue on Homeland Security and the Canadian border crossings. They are having problems with security crews coming out on I-5 and setting up unexpected lane closures without the proper signing & devices and stopping traffic for searches. NW region is working with the crossing authority and trying to come to a compromise on appropriate level of traffic control for these operations.
  - Bonnie talked about the upcoming 4 weekend closures of southbound I-5 through Seattle in April for concrete panel replacements and the impacts this will have on the traffic.
  - Les mentioned that Yakima has a major project on SR 395 to rebuild and widen the roadway, also including a new roundabout. This started a large discussion on the increasing installation of roundabouts statewide. Tony has concerns on how to maintain them and on how to appropriately sign and set up traffic control for them. There was discussion on possibly including guidance and possibly a typical plan in M54-44.
  - Mike discussed that SWR is having issues with the new lump sum traffic control specification and that contractors are now starting to submit traffic control plans to eliminate the use of flaggers. He brought in examples of a temporary lane shift and a portable signal application.
- Marty began a discussion on agenda items and revisited the original task list for the group and how of the 23 issues they have been whittled down to a handful of 6 or 7. The agenda included many of those issues and will be discussed throughout the morning.
- Marty discussed the issue of project development and the need to ensure that in the scoping process the regions are adequately addressing traffic control issues early in the discussion. The group discussed the idea of maybe sending out a WZ bulletin on design strategy development similar to the bulletin on traffic control plans. Frank and Marty will be meeting with Scott Zeller to discuss potential design training opportunities and report back to the group. Scott can bring the issue up at future ASDE meetings to look for ways to raise awareness of work zone issues and the need for early strategy development.
- Litter crew safety was the next topic discussed. This was a carryover from the original list and was discussed at length by the group as to the need to try and establish some kind of standards for all the litter crews (Adopt a highway, EYC, correctional, etc) that come onto state r/w to pick litter. It was determined that each region handles these groups individually and in many cases each area within a region

handles them differently. So it was decided that each region member would gather their process that is followed in their respective region to approve these groups to pick litter and what type of traffic control requirements are placed on them. Then at our next meeting we will compare each region policy and evaluate the next steps.

- Marty began a discussion on traffic delays in work zones and the traffic analysis software that is available to help determine impacts and minimize delays. In keeping with the new CFR requirements that DOT's demonstrate they use analysis software in their work zone designs, each region work zone expert is going to be asked to work with their regions in the selection of one or two projects to try the Quick Zone software on and provide feedback to Frank & Marty of the product. Frank will in turn provide feedback to FHWA on the software. Marty will send each team member a copy of the Quick Zone and QUEWZ 98 software for them to use.
- Marty began a discussion on the need and possible development of work zone inspector training. Can this be incorporated into already existing training such as MTCOT and be made available to outside WSDOT entities & contractors? Les will discuss with region construction/maintenance trainers on feasibility of developing the training. Marlin Zimmerman from HQ traffic is currently researching other similar training that may be available in other states.
- The team dropped oversize load issue from the original list. This issue is a regional issue and needs to be coordinated and discussed further at the regional level with Motor Carrier Services.
- Lessons learned is a carryover issue from the last team discussion. Marty has done some preliminary research on the HQ webpage to see if there is a benefit to including work zone items at this location. The team discussed the issue of placing lessons learned or best practices on the HQ WZ webpage and Marty said he would look at including a link for this on the page. A discussion of possible items was discussed such as the Ash Way over height load issue and the failure of the passive warning system that resulted in re-bidding the project with the bridge as a separate item. Bonnie thought someone in NW region may already be writing something up on this for the Lessons learned page. Marty will talk with Ron Pate & Jennifer Brown from HQ Design about possible use of work zone topics on their lessons learned webpage and report back to the group at next meeting.

Meeting adjourned. Next meeting tentatively set for June in Vancouver.