

Work Zone Safety & Mobility Division Comments

DIVISION 1

Public Information

- ⇒ We fax info to radio stations, schools, newspapers, etc.
- ⇒ It's the same package on the same road and different outcomes because of a Raleigh let and a Division let. What is the expectation?

Documentation

- ⇒ Does this rule require a documented effort for your PI plan?
- ⇒ We don't want to get to the point that we are having a checklist just to have a checklist.

Division Procedures

- ⇒ What are you going to do differently if it is significant, as far as the PI piece?
 - ⇒ If we have a project on one of those roads that have been determined to be significant, then would we require the contractor to submit to us a TCP?
 - ⇒ We do a lot of resurfacing through POC.
 - ⇒ Is the expectation now that it will be formalized and included in the bid request?
 - ⇒ You are trying to solve a problem that is really not a problem.
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DIVISION 2

Documentation

- ⇒ The assumption is that someone will pull that document.

Policy

- ⇒ If you write a policy that requires us to evaluate user cost/user value for maintenance projects then it will be a problem

Significant Projects criteria

- ⇒ Are the criteria national standards?
- ⇒ There is a discrepancy in description of activities for each level on page 12 and the table on page 13. The descriptions need to be modified.

Other

- ⇒ Prefer to not be more restrictive

Division Procedures

- ⇒ For routine maintenance, we know our hot spots and know when we can and can't get out there. I don't see that as an issue. But with additional procedures then there is an additional design cost. If my cost increase because of what the policy is requiring (15 min. delay in the criteria) then I can't do the bridges I need to do.
 - ⇒ We are not going to gain much on routine maintenance projects.
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DIVISION 3

Documentation

- ⇒ This is beginning to sound like the documentation we have to do for hurricanes.
- ⇒ How much more work, documentation, etc. will we have to do?
- ⇒ Are there going to be forms to document this information?
- ⇒ We have a tailgate safety meeting for each operation and we have form to go by which includes Traffic Control. Do we just document there what standard we use?
- ⇒ Can we incorporate into work zone safety meeting?
- ⇒ Maybe we need a checklist added to the safety meeting info.
- ⇒ Look at the safety checklist so we can see what we need extra
- ⇒ Do FR-1101 (time sheets) and diaries count as documentation?
- ⇒ Are we building a case for prosecution?

TMP

- ⇒ Do you have same time restrictions for every TIP project or do you look at each project individually?
- ⇒ If it is significant, such as a cross pipe on Market Street, operations staff does review the TC.
- ⇒ A lot of things are decided before we leave the yard to make sure we have the correct signs, etc.
- ⇒ Will we need some type of TMP or SOP for ALL activities in the Division?
- ⇒ We do Public information on Road Oil and Shoulder operations but we don't document.
- ⇒ Will standard drawings cover as TCC?
- ⇒ We modify standard drawings daily.
- ⇒ Do Raleigh let projects that are designed in the division have to go thru TIP process for determining level of significance?

Policy

- ⇒ Chart on page 13 doesn't give examples for a 2 lane road. This needs to be added.
- ⇒ Final Design is where the level of significance is finalized?
- ⇒ Planning scoping meeting will be where project is first placed in its level of significance?

SOPs

- ⇒ We have SOP in the sense of considering holidays and the time of day we do work.
- ⇒ We don't have SOPs that cover time restrictions, etc.

Other

- ⇒ We want someone to come down and spend time with our maintenance crew leaders to see if we are doing what is needed.
- ⇒ I want to make sure I understand... We need to make sure traffic flows and protect the safety of the workers?

Division Procedures

- ⇒ We tell our workers to drive thru the work zone after it is set up.
- ⇒ Is time restrictions covered in a TO? We have talked about getting together locally to make more consistent time restrictions. We could put a map on the internet with areas of time restrictions, holidays, etc. OR Resurfacing software has capability to pick point A to B. Maybe we could have time restrictions show in a box for a given area.
- ⇒ We sometimes ask contractors to do different things than we do.
- ⇒ We do dictate time they (encroachment contractors) can have lane closures
- ⇒ If contractors do encroachment work at night, we aren't there to see if they do the TC right.
- ⇒ Encroachments/ driveway permits- we don't tell how they do the TCP, they just have to follow the MUTCD

DIVISION 5

Policy

- ⇒ What area does the Raleigh-Durham TMA cover?
- ⇒ Interstate mowing shouldn't be a significant activity.
- ⇒ How do we determine User Value / User Cost?
- ⇒ What is this leading to? Are we going to have to do formal documentation for significant activities? Will we have to write out a page for the TTC, a page for the TO plan, and a page for the PI plan? If yes, this will have a significant impact on us and the amount of work we get done.

Documentation

- ⇒ Evaluation / Documentation of Division activities is hard because of the quantity of work (in some areas of Division 5).
- ⇒ We are doing most everything for a TMP, just not documenting.

Division Procedures

- ⇒ We use time restrictions on Division activities.
- ⇒ Traffic Operations information is not always written down for Division activities.
- ⇒ Traffic Operations are documented in encroachment agreements and POC projects.
- ⇒ Public Information depends on the significance of the work.
- ⇒ Public Information for encroachment agreements can be hard because we don't know when the contractor will begin work.
- ⇒ Typically if a project is significant we get cooperation from the contractor.
- ⇒ There is not typically any Public Information out of the DDC office. They do coordinate this with others.
- ⇒ The Division is doing all the components of a TMP to some degree on projects of significance.
- ⇒ The Division does not do the evaluation of projects part very often.
- ⇒ When we ask a contractor to develop a traffic control plan we need some help / training on evaluating the submitted TCP to see if it is acceptable. Will the WZTCU help us with this?
- ⇒ We have done pavement marking projects at night because of traffic.
- ⇒ A checklist or developing some SOPs would work for documentation. (Something simple we can live with)
- ⇒ The Division hasn't looked at as many factors when deciding project significance. We looked at:
 - Congestion
 - Any major traffic generators in the area?
 - Truck traffic
- ⇒ Resurfacing packages often have time restrictions in them. Does this count as documentation or do we have to do something separate?

DIVISION 6

Policy

- ⇒ On p.13 in the chart for Level 4, is the AADT per lane? (yes)
- ⇒ Page 13 is too detailed. Give classifications of what you're looking for. More of an informal dynamic plan.

Documentation

- ⇒ Is this CYA?
- ⇒ How many times have we been sued for this?
- ⇒ Why can't the training of our employees to make good decisions suffice as fulfilling the requirements?
- ⇒ If we have formal checklist there may be more liability.
- ⇒ I'm not opposed to the checklist, but if we do a mandatory checklist and we don't do it then it's a catch 22. Are you not guiltier then if you don't do the checklist?
- ⇒ We've started talking about these things, such as shorter duration, working around the clock. Do you document or do you not?

- ⇒ Documentation is your contract.
- ⇒ Do we have to have a checklist or can it be provided as a guide? We are all for guidelines.
- ⇒ It will depend on how much management buys into this process. It will fall short if management does not get it down to the lowest level. Are you looking for a checklist in a file or a successful program?

Division Procedures

- ⇒ We already do all of this on a case by case basis. Local newspaper contacts the Division about projects.
- ⇒ We have preplanned measures in place to deal with situations, like the detour routes.
- ⇒ First we think about the impact on traffic...fill what you mill. It's already built into our process.
- ⇒ We have a CPI in Harnett County where we got out of the road 5 days earlier.

DIVISION 7

Documentation

- ⇒ What am I supposed to do with the documentation? File it?
- ⇒ If you are requiring me to document something that is not critical, then I'm not sure if we want to put that down on paper. If we put it down on paper, then as a County Maintenance Engineer, I will feel that I need to monitor whether what is documented is followed.
- ⇒ So then what do you want to document?
- ⇒ What good is a piece of paper? Should I, as a County Maintenance Engineer, do those or is it the Division Engineer's responsibility?
- ⇒ If I have a sweeping contract on I-85 I can put it in the file and use it?
- ⇒ Need to identify the essential documents of information that should be considered for TMP, TTCP, PI = Don't define absolutes!
- ⇒ We are doing these things we just don't have a shelf to put them on.

TMP

- ⇒ If I'm mowing on I-40 during the day, do I have to do a TMP? The criteria needs to be massaged to address certain activities, such as mowing, guardrail repair, etc.
- ⇒ I need to understand what the are the essential elements I need to check (consideration) for the TMP
- ⇒ Aren't we truly already doing what is required in a TMP?
- ⇒ What about signal work? My concern is lawyers using the documentation to get money for those in an accident and my signal that is not operational.

Policy

- ⇒ "Policy" implies that there is a certain amount of absolutes. On the other hand "strategy" would implies flexibility I would prefer it to be flexible.
- ⇒ The absolutes will absolutely hang you at some point.
- ⇒ Get to the point in the policy and then have guidelines. Wordy. "Lots of mumbo jumbo".
- ⇒ This needs to be a dynamic strategy which identifies the methodology to modify the strategy as we gain understanding—this is flexibility
- ⇒ The language should be written in active voice

SOPs

- ⇒ Maintenance has SOP for roads with time restrictions
- ⇒ "SOP could be a Traffic Operations Plan" Stuart
- ⇒ 90% of maintenance activities an SOP will cover. It's the other 10%.

Other

- ⇒ Everyone one exercises his or her judgement by using your experience. If you don't have the experience then you go ask question.
- ⇒ Would need a description of an outline of responsibility of County Maintenance Engineer for every encroachment you approve.
- ⇒ Everything that was presented is TIP related.
- ⇒ We do press releases for most projects
- ⇒ How much impact or influence will MPO's have? To determine significant or to determine strategies?
- ⇒ Your are talking about 75 plans a year, and county maintenance is looking at 75 plans a day.
- ⇒ Work Zone Flagger Certification will play into this
- ⇒ Will flaggers be required to speak English?

Division Procedures

- ⇒ We don't have 6 months in advance to determine if a project is significant. I just got my budget, so I wouldn't have the 6 months time if I want to do any winter work.
 - ⇒ Is there a different procedure for federal and state money?
 - ⇒ I'm confused on what is the procedure if we are doing mowing vs. slow moving operation? Now, for mowing we just use the slow moving operations.
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DIVISION 8

TMP

- ⇒ We do most of the TMP items but we don't document.
- ⇒ Pretty much doing it (TMP) now, just not documenting it.
- ⇒ If it (traffic operations or public information) is in the contract documentation then we have it.
- ⇒ Sometimes we put Traffic Operations in TIMS.
- ⇒ Sometimes we put Public Information in the newspaper.

Policy

- ⇒ How early on in the process will Division personnel be involved in planning?
- ⇒ How much pull will this policy have with TIP scheduling?
- ⇒ Need to get lettings straight with corridor projects.
- ⇒ Projects need to be looked at regionally to see the overall impact.

Division Procedures

- ⇒ Had 3 parallel streets on a Moving Ahead project. Coordinated finishing 1 street before starting on the next one.
- ⇒ We don't use full blown TMPs on Division activities.
- ⇒ We use peak hours informally.
- ⇒ Had to close I-85 for a maintenance activity. Had everything planned out in advance. Had sign placement sites marked on the pavement before hand so everyone would be on the same page.
- ⇒ How does this TMP process fit into encroachments?
- ⇒ For major waterline crossings of a road we get complaints / feedback from the public about the operation.
- ⇒ (Utility) Contractors feel that because they have an encroachment agreement with us that they are covered for anything.
- ⇒ Contractors are suppose to have a copy of the encroachment agreement on the project site. 99 out of 100 don't have a copy or know what the agreement is.
- ⇒ Getting compliance with encroachment agreements from contractors is a problem.
- ⇒ US 421 Sanford Bypass: 5 projects total. The middle 3 have been let and are nearing completion. The 2 projects that tie in at each end will not be let for another 3 years. This is a road to nowhere!
- ⇒ The US 311 High Point Bypass is being dumped onto a 2 lane SR road.

DIVISION 9

TMP

- ⇒ What about projects that are currently under construction? Do they have to meet the new requirements?
- ⇒ In Salisbury my Assistant Residents have developed a good working relationship with the paper and local media. We get them to advertise traffic shifts, road closures, etc.
- ⇒ A lot of times we don't like to advertise that a project will be complete within a few weeks because:
 - People complain that their yard isn't the way they want it
 - If we don't finish by the date we said, people complain

Policy

- ⇒ My only comment concerns the second policy goal which states: "To develop an agency culture committed to the Work Zone Safety and Mobility Policy". To me, this statement seems to imply that we currently do NOT have a culture committed to WZ safety, which is simply NOT true. As with everything, the WZ safety culture could certainly be improved or enhanced. We need to recognize the significant improvement efforts that have already been made in the field pertaining to WZ safety. Perhaps FOSTER could be substituted for DEVELOP? Thx for the opportunity to review the draft. I apologize if I'm being too picky.

Division Procedures

- ⇒ Encroachments are the weakest part of our maintenance operations.
- ⇒ We have requirements for traffic operations / public information in our agreements but it is hard to police / control encroachment agreements.

DIVISION 10

Documentation

- ⇒ We don't document, follow-up or evaluations

TMP

- ⇒ We do approach slab repair from 9am to 3pm on interstates or if it is raining. This work is longer than 3 days. We do PI by letting PIO and City of Charlotte know. We use lane closures as shown in the RSD. Sometimes we do traffic shifts instead of lane closures.
- ⇒ You can print TIMS, and take photos of Changeable Message Signs when they are running for PI
- ⇒ We have a Public Information Officer which gives notices of upcoming work events

Other

- ⇒ Is the City of Charlotte to do this also?

Division Procedures

- ⇒ We already do this, just on a smaller scale.
 - ⇒ Some encroachments are significant. For example, Duke Power crossing I-85 with power lines. Encroachments do have restrictions
 - ⇒ We require encroachment contractors to submit TCP for review on bigger projects to make sure they go by the MUTCD.
 - ⇒ Decision made depends on how critical the project and the road. We look at the projects typically by the quarter.
 - ⇒ For Turnkey projects, we do TO and PI. Contractor does TC.
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DIVISION 11

Documentation

- ⇒ Maintenance doesn't have documentation but Purchase Order Contracts do have TO in contract
- ⇒ Why must we document for maintenance?
- ⇒ Who is going to ask if we document?
- ⇒ If no body is going to ask for the documentation, but we set up a system to document, it opens us up to lawyers asking questions.
- ⇒ If we document, and say we are going to use a flip book, but something changes and there is an accident we will be liable.
- ⇒ We aren't documenting each day or putting on TIMS because we are closing lanes for spraying operations.
- ⇒ We don't have to have documentation listed in policy.

TMP

- ⇒ Will TIMS counts as PI, can we print the TIMS page and file it?
- ⇒ Do Traffic Control flips books count as a TTC?
- ⇒ We use CMS or call radio stations

Policy

- ⇒ What is we don't think something is significant and it is?
- ⇒ Spot Safety projects (federally funded) do we have to get exceptions?
- ⇒ We administer spot safety. So we would go thru charts to determine significance and to TTC, TO and PI as needed?
- ⇒ Comment: Federal projects won't be an issue if we get an exception for signal work, or positive guidance projects on roads that have high truck traffic...Response from within Division: We won't need exception. We are already meeting the requirements if TIMS count as PI
- ⇒ Could Maintenance have its own chart to use for criteria for determining significant (like the chart of page 13)?

Other

- ⇒ Who asked/ Who gave you (the Work Zone Traffic Control Unit) to do this task?
- ⇒ How would we determine truck traffic if we don't have counts?
- ⇒ We are already doing most of this.
- ⇒ You want to put on TIMS intersection work is being done at a significant location.

Division Procedures

- ⇒ We use Roadway Standard Drawings for our activities.
 - ⇒ Tailgate safety meetings may cover, but not always. Can this be added to safety tailgate meeting?
 - ⇒ Documentation at a tailgate meeting depends on the quality of the crew leader
 - ⇒ What we do depends on the crew leader, operation, etc.
 - ⇒ Crews don't have laptop on a job site to change TIMS and sometimes if we can't paint one road, we move onto another.
 - ⇒ We have to trust our crew leaders to handle situations properly. If we aren't able to trust them, we need to address the issue that causes the distrust. We don't need to document everything.
 - ⇒ Significance is decided before the tailgate meeting.
 - ⇒ We may go out in advance (a day, a week or more) for secondary roads or we may just go out that day
 - ⇒ If it is significant, we put it on TIMS. Otherwise, we used the flip books.
 - ⇒ Difficult for Roadside or Traffic Services to document because we are on different routes everyday. We follow flip charts.
 - ⇒ We go behind and do work zone audits
 - ⇒ DTE doesn't need to know the roads crews are working on everyday much less the Division Engineer having to sign exceptions daily
 - ⇒ If we have accident in a work zone, we document what was there.
 - ⇒ Contracts we do have a TTC and TO. They don't have PI as much.
 - ⇒ Brian does radio interviews daily in North Wilksboro
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DIVISION 13

- ⇒ Division felt like they were already making good decisions to not affect mobility such as working at night, and they understood the need for documentation
- ⇒ How will this affect emergency situations? Even though it doesn't apply to emergencies, the DE brought up the preplanned detour routes for emergencies.
- ⇒ Will someone come around and check to see if we are doing these things?

- ⇒ Thought the lane closure database was a good idea and would “give us a place to start”, be hard to keep updated, and would need to include time of year and location
 - ⇒ Suggested a standard form to help with documentation, particularly for DDC and maintenance operations (check boxes)
 - ⇒ Suggest this form include a place for contact names and numbers
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DIVISION 14

- ⇒ Are the Significant project criteria “criteria” or “guidelines”?
- ⇒ Prefer “Additional” Travel Time
- ⇒ Other suggestions included “Additional Minute Per Mile” and “% of time delay”
- ⇒ Leave the word “approximately” in the 6 month guidelines for when Division projects are determined significant
- ⇒ Does this include encroachment work?
- ⇒ What about projects that are not considered Significant according to the criteria, but are significant to the people in the area?