

Date: October 15, 2020

Subject: Work Zone Council Meeting

Attendees: Brenda Boell, Tom Bruun, Jared Bunn, Clayton Burke, Tim Crouch, Courtney Falero, Brad Flemming, Roy Gelhaus, Steve Gent, Jon Jackels, Mike Kennerly, Skylar Knickerbocker, Brad Lauderman, Tony Lazarowicz, Paul LeFleur, Andy Lewis, Donna Matulac, Wes Musgrove, Jim Nelson, Kent Nicholson, Charlie Purcell, Jon Ranney, Jim Schnoebelen, Tim Simodynes, Willy Sorenson, Dan Sprengeler, Jim Webb, Kaleb Wohlgemuth, Austin Yates, Bob Younie,

Purpose of Meeting:

HDMT has approved the formation of a Work Zone Council to provide overarching leadership and direction of work zone activities throughout the state. The activities of the Council will promote establishing principles of improving mobility and safety impacts created by work zones, improve communication and coordination of these efforts, and foster innovation and participation by field operations personnel.

Summary of Meeting:

Welcome and Introductions – Charlie

Discussion on fatal work zone crashes – Clayton

Circumstances related to fatal crashes involving Lynn Roder and Jeff Arbogast

Jeff Arbogast Memorial Video

Challenge everyone to develop and implement stronger and safer attenuators to save worker lives and prevent serious injury

Audible Attenuator Automation – Clayton

- Donna, Neal and Clayton working with company Lantern to develop looking at radar, lidar, cameras and deep learning system to detect approaching vehicles.
- Technology availability and cost is the major challenge.
- 800-1000 feet for lights and 600 feet for audible detection range is major issue.
- This automation will allow immediate detection without the operator needing to trigger the warning.

Work Zone Delay – Skylar

Currently have a white paper developed that we can send out to the council. Looked at Michigan and Virginia methods to analyze delay. Recommend Iowa DOT will use 4-minute delay for lane closures on multilane roadways. White paper and presentation attached.

Fatal Crash “Go Team” - Willy Sorenson

- 2016 we discussed this due to the high number of wz fatalities. The response was to put together a team to investigate wz crashes to try to determine why and implement changes.
- 5-10 individuals to investigate fatal crashes to learn mitigation. Modeled after NTSB team. Was not funded in 2016.
- Reinvestigate as a learning experience to understand what happened.
- Encourage TAS to place this at a higher level of priority (Charlie Purcell).
- NTSB guidebook has guidelines for crash investigation which might be helpful.
- Note this is in the WZMSL Action Recommendations

Work Zone Safety Awards- Clayton

- Second year of new program.
- On WRL Updates for 2020: shortened award names, all nominations through the DCE (provides an outside rating for nominations), new nomination form to make the nomination documentation less cumbersome.
- Accepting applications for 2020 awards, due December 11, 2020.
- Can be found on the WRL

Future Flagger Training Requirements- Clayton/Dan

- 4-hour training pared down to the online video, the handbook, and then an issued certification requiring a renewal every 2 years.
- Is it worth it to upgrade the flagger training requirements?
- Contractors seem surprised that they can act as the moderator and issue the certification for flaggers. DOT typically directs them to ATTSA.
- What are the requirements for maintenance? There is training on the DOT U, but it is lacking and should be updated & upgraded.
- Steve from Flagger Pros could possibly help with this effort.

Work Zone Performance Measures / TSMO Alignment- Wes Musgrove/Tim Simodynes

- MDMS would like to integrate work zone data,
- Crashes (real time tracking),
- 4 minutes of delay,
- SAB,
- WZDH,
- customer satisfaction (on hold).

Speed Feedback Signs Update- Brad Lauderman/Donna Matulac

- Brad Lauderman – outlined pilot program trailer vs stand alone sign.
- Reviewed data and field worker comments on utility.
- Goal is to purchase and deploy additional units.
- Feedback favors use of trailers. Recommend keeping them the same, Wanco is current vendor, for ease of inventory and maintenance.
- Donna Matulac – included in request to Legislature for additional funding.

Smart Arrow Boards Update- Dan Sprengeler

- Five devices currently on track to meet new specifications
- October letting

Implementation Discussion of Using Work Zone Delay Data- Willy Sorenson

FHWA Work Zone Database Grant – Skylar Knickerbocker

Update from Each Work Zone Council Group

District: 1, 2, 3, 4, 5, & 6

Round Robin

Work Zone Innovations – New Guidance Document

- New practice is on the WRL to collect new ideas.
- Chief Lorenzen sent email to require extra enforcement for all high speed multilane mobile operations

Work Zone Management and Traffic Operations Updates

Intelligent Work Zones Tim Simodynes

- End of season approaching,
- ATMS software changing from TransSuite to QFree and adjust the IWZ systems.
- Working on IWZ projects for 2021 and will start planning with the Districts.

Training Dan Sprengeler

- Winter workshops for 2021 will be virtual.
- INTRANS is researching future training needs.
- ATSSA safety grant where courses are free to public officials.

- LTAP Webinar, November 6, 2020 on speed in work zones 9:30 to 11:00

Lane Closure Planning Tool Willy Sorenson

- Updates go live next week. Google earth background, to help with location of sensors and other roadway features, more data (all of 19 and 20), additional ramp data.
- 4 minute delay – predicting delay for this threshold has been difficult, but they are in the process of being able to calculate this 4 min delay average for 95% of the time.

Mitigation Team Dan, Willy, and Clayton

Working on updating the process for significant projects and identifying them sooner with the districts

Process Review Dan

- Iowa is a case study for data driven process with FHWA.
- New process review submits biennial reports.
- Revising how field reviews are conducted including more feedback from districts. Hoping to make the procedure more proactive.
- send feedback to Dan to improve the process review procedures.

Central Office:

Traffic & Safety, Bridge, Design, TO, C&M, Maintenance, Local Systems, MVE Round Robin

Bridge – no update

- Dan S to follow up with Jim on shoulder strengthening & Staging for bridge work.

TAS- no update

OPS- no update

C&M – Updating spec on having a trained traffic control tech on site during TTC set up. **

- Interpretation of trained TTC technician present when devices are installed and removed. Intent of the spec is to have trained technician present when signs and TTC devices are installed. Clayton has modified language to address concerns of contractors to require when devices are in the travelled way.
- Brenda shared a picture of poor TTC set up.

Maintenance: TC 418 note 4 last line is encouraging of using speed feedback signs more prominent on tc418, 419, etc.

MVE – getting captains on board to help with mobile operations.

- New guidelines for extra enforcement:
- Taking out TMC call requirement. Will be working directly with RCE and local MVE.

Adjourn

Future Meeting Dates

January 7, 2021

April 15, 2021

July 15, 2021

October 21, 2021

Action Items

Actions Needed	Responsibility
Continue development of audible attenuator	Clayton Burke, Donna Matulac
Develop “Go Team” concept so it can be prioritized and funded. Include staffing needs, time frame, etc. MVE should be involved. Team includes Willy & Dan, Andy Lewis, Clayton. Investigate NTSB guideline as starting point. Champion Willy Sorenson. Willy will assemble the team.	Willy Sorenson
Update flagger training & requirements for a more formal process. Assemble taskforce to review	Clayton Burke
Discuss adequate shoulder strength on bridge projects and include field inspection staff.	Dan Sprengeler

