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

# 1:00 PM – 2:00 PM

# November 27, 2023

TEAMS

1. **Introductions**
2. **New Topics**
   1. **Work Zones**
      1. PCMS Update
         1. Working with a subcommittee on specifications. Evolves around issues we have seen and how they are paid for verse how they are used. Andy is working on updated specs based on feedback from contractors and DOT. Cleaning up language to when we look at connecting a PCMS to the TMC. A form will be required instead of the current requirements that are listed. Removing PCMS with communications will be renamed and renumbered to PCMS communication with TMC. This will be made an each item to reduce the confusion. We don’t expect this item to have to move a lot so it will be each instead of day. Not ready to move to all connected PCMS at this time. Subcommittee meets again on Thursday.
         2. The big change is a separate line in the measure section for how it is paid for.
         3. Draft report for Smart Work Zones for PCMS for tailgating. Once it is published guidance will be updated.
   2. **Pavement Marking**
      1. MMA Specifications
         * 1. Wisconsin is Piloting it in roundabouts right now.
         1. Specifications that are currently used in local projects are out of date
            1. No specs are currently available for state highways until we require it.
         2. APL
            1. If we start using it we will create an APL and Specs.
         3. Bess asked what they should do with current projects
            1. Keep emailing Project Staff with questions
            2. Send Jeannie the updated docs so we have them as well. This will help if we move towards MMA in the future.
         4. Roberts/Sir Lines a Lot
            1. Said they used 2 layers instead of 1. He said to contact Brad Henry from Swarco to get an updated spec.
      2. Linette is no longer in signing, marking, and work zones so please contact [DOTSignMarkWZMaterials@dot.wi.gov](mailto:DOTSignMarkWZMaterials@dot.wi.gov) so it can be distributed to the correct program area.
      3. APLs for High Friction Surfacings
         1. This is for Green Bike Lanes primarily in the SE West Allis/Milwaukee area.
         2. They have No APL and certs to send since the state doesn’t currently use it.
      4. Certification for Products on the APL
         1. Proposal to remove second sentence and add a box on the DT form to tell which product is being used.
         2. Bess said I could easily not tell what is in the tank. It isn’t the certs that are the problem it is that they ask for them in January.
         3. Nick agreed they are necessary, but we need to fix the timing requirements for the cert request.
         4. Jeannie to look into adding a time to the spec or adding language to the Eguide
            1. Nick added to look at Type I beads certs are required for Type 1 beads
            2. Add what certification is needed for work zones products.
         5. Kathy asked why do we need certs if the product name and manufacture are off of APL.
            1. Bess said it is more of a confirmation that you actually ordered off the APL, because there is not other way to tell.
            2. Bess asked if WisDOT paint is the same as other paint. She has found that some companies say they are not making WisDOT specific waterborne paint. Sherwin Williams is one of them.

Nick agreed that this has happened to them

Jeannie is currently going through the APL and will look into this.

* + - 1. Type 3 beads that is a quarter of a million dollars per truck load. Really good right away not good with plows.
         1. If the DOT pilots this it would be in a groove, but lots of other things need to be evaluated since currently we place wet reflective/recoverable markings in a groove.
    1. Mobile Retro Findings
       1. A sub committee will be put together for updating retros and other spec related items. Mega Rentals and Century Fence agree to be on the committee.
  1. **Other**
     1. Bess checked a project in NW using her mil gauge for measuring paint thickness. It was not to spec. She drove it after the WR material was down for a while and it does not look good. She also saw them using a spray can of black paint to fill in the black that was missing.
        1. DT form says thickness, but we agree they can be fudged and some seem suspicious.
        2. WisDOT has been handing out gauge thickness to PMs and showing them how to use it.
        3. We are looking at reports printing from the truck.
        4. Bess will send Jeannie Silver and Tyler Rongstad the project to follow through.