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

# 11:00 AM – 12:00 PM

# November 19, 2024

TEAMS

1. **Introductions**
2. **Follow Up**
	1. **Pavement Marking**
		1. Bead Pilot
			1. We appreciate the cooperation with the contractors on helping us implement this pilot.
			2. Readings were impressive for what we tested.
			3. The APL is updated to the best Potters combination and best 3M combination effective with the November Letting.
			4. Testing will continue on these products.
		2. Lag Markings
			1. Several complaints on how shiny the black looks.
			2. The pounds per gallon was initially set using neighboring states and our old standards.
			3. The pounds per gallon of aggregate is being increased to 25 lbs/gal with the November Letting. This is noted on the APL.
3. **New Topics**
	1. **General**
		1. Contractor Performance Concerns
			1. We do take the issues seriously and have the same expectation for everyone.
			2. The first recourse for any contractor not following the spec is to deal with it at the project level through the Prime on a project by project basis.
			3. If there is lots of issues on several projects, PBD and BTO will get involved on the issue. Meetings will be set up between the contractor, PBD, and BTO to help resolve these issues.
	2. **Work Zones**
		1. APL – Automated System Manager Request
			1. This is an FYI that we are starting a APL for the Automated System Manager since there were some issues with some software that was submitted in the past.
			2. Vermac - JamLogic was just added to the APL. No other software companies have submitted data.
			3. How many vendors have you seen in the past?
				1. 3
		2. Smart Work Zone Training
			1. Erin and Andy have been going around giving Smart Work Zone Training to consultants, construction staff and designers. If there is any interest in giving it to the contractors please let Erin know and she can set up a training.
		3. PCMS Group Update
			1. Meeting to determine how the spec interpretation has changed over the years.
			2. Contractors are not getting paid for the quantities in the plan and this group will continue to meet to improve this spec.
		4. Use of TMA’s for freeway lane closures
			1. This item is intended to be used for the set up and take down of lane closures. This is being pushed through the new Work Zone Safety Guidelines that have come out.
			2. A group will be set up to talk about pay item and guidance for this item. There is a couple of pilot projects that are being LET this year.
		5. MASH Update
			1. The implementation plan was presented in the meeting. The requirement is on the vendor to have the devices tested. Federal Highways requires a MASH letter to secure federal funding. The idea was to have TTI or other testing facilities to have the devices tested. It is felt that by utilizing this process is the best way to move forward. It cost a lot of money to have a device tested. WisDOT does not provide testing of these. If we self-certified devices the department would then take on the liability of the devices. Any company can submit a device for testing.
			2. The APL has 4 categories of MASH implementation.
				1. Category 1- manufacture certified. No additional testing required.
				2. Category 2- next group moved towards MASH.

Devices include type 1, 2, 3 barricades, pedestrian barricades, portable signs stands, etc.

The APL was updated in February of 2020 that any Category 2 devices manufactured after 2020 should be MASH compliant. Before 2020 could be used until January 2025 provided, they meet the standard specs. This allowed a phase in period to remove the old devices and build up inventory. It also allowed time to allow for testing of other devices.

* + - * 1. Category 3- Truck and Trailer mounted attenuators are January 1, 2030
				2. Category 4s were previously exempted from testing. Safety benefits out way the risk.

Devices include arrow boards, message signs, speed radar trailers, digital speed limit trailers

* + - 1. MASH compliance is effective with the January 2025 Letting. 2024 projects will be able to continue using NCHRP 350 devices.
			2. Tim Lampman asked what we are going to do when the suppliers haven’t been testing and some suppliers have been crash tested and approved but others are not. Suppliers are not getting on the band wagon for additional testing. What is going to be the DOT policy on items not MASH tested.
				1. Those ones will be dropped off the list.

It leaves the contractors with a hole when only 1 or 2 vendors.

They have no incentive to test their products. Some are tested though a pooled study but no letter was forwarded to the feds.

Matt and Andy will follow up on the barricades about where the testing information is at and the federal approval letter.

* + - 1. Wood posts are not crash tested, how is the State still using them. Could you do the same thing with barricades?
				1. 4x4 posts did not pass MASH 350 testing and are removed from the spec.
				2. The DOT is still using 4x6 posts which is self-certified. Wisconsin is reviewing crash reports yearly to make sure there is no issues.
				3. Until a product comes along that is price comparable and MASH approved.
			2. Is this a hard date?
				1. Yes as of right now January Letting for Category 2.
			3. We do not use vertical panels very often and currently have no MASH compliant items. Do you guys see these panels being used.
				1. They have been used in NW and NE for blocking crossovers. NE uses them for thin gores within a work zone. More to come on this.
			4. What is the response from the DOT with performance concerns that they show up with the wrong equipment, but the PMs are unaware the material is incorrect?
				1. Matt will get a info out to the PMs to clue them on this item.
				2. There are small and large contractors. Some have a few hundred and some have thousands. That they cannot do the job without the right equipment. Are you going to shut them down?
			5. Matt Grove asked why are 2 identical items, one is approved and one is not?
				1. It is based on the way it is crash tested. Plasticade needs to get a crash letter from the crash testing facility and maybe they can forgo the testing, but they need to get the letter from the testing facility.
			6. If I buy a truck load of each component, can I say it is good to go?
				1. The project is going to look for the certification. You have to provide the certification of the product. You would be taking on the ownership of that product.
				2. The MASH letter would not be good for a homemade product. Are you approving the product or the vendor?
			7. There was a breakdown in products, vendors, and contractors. Contractors feel there needs to be a cooperation between vendors. It will cost us $800,000-$1,000,000 to change now. There are only 1 or 2 items that are crash compliant now. High intensity drums were used for 2+ years so why should I update it if we don’t have too. The crash cushion item was changed overnight. Asking to spend tons of money for a few projects. How do we keep an open line of communications on this. Matt will take this back internally and let you guys know what the outcome is once further discussions.
				1. Matt Groove said that we need to have an industry meeting to make sure we are all on the same plan. Does FHWA need to be involved on this. We will try to get something together.
				2. Communication is key. APL updates is going to be a standing item on our agenda from now on to help keep everyone in the loop.
			8. Contractors stated that they do not have enough time to wait for the DOT to make a different decision.
				1. Additional meeting will be set up in short order to further discuss this.
			9. It is important to note that only 1 or 2 vendors that might have an increase prices. Aders said others do not allow only 1 vendor to be on the APL to avoid price gouging.
			10. Contactors who don’t follow spec, is there a way to increase their attendance on these meetings? There seems to be a lot of projects that the PMs are not catching the issues with the current specs.
			11. Is there communication of when this first went out?
				1. It was talked about in TC September of 2020.
				2. It has been on the APL for a long time.
			12. It was out there 5 years ago, but the suppliers are out of the TC2 meeting so they did not get things crash tested. The only time they get included are at ATSSA. Everyone knew it was coming up, but a few months prior. Suppliers did not have anyone holding their feet to the fire to get things crash tested. Nobody worried about this because it was on the suppliers not the contractors. It could take a year after the testing is don’t to get the letter.
1. **Other**
2. **Next Meeting**
	* 1. Wednesday, February 19th, 9:30 AM – 11:00 AM