

MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES
JAN 11, 2017 MEETING MINUTES
WATERS EDGE ROOM 403

Members				Guests			
Janelle Anderson	x	Mark Sehr		Ken Johnson			
Chris Byrd		Tom Sohrweide		Julie Whitcher			
Diane Colton	x	Paul St. Martin		Ted Ulven			
Joe Gustafson	x	Will Stein	x	Mohamoud Mire			
Jon Krieg	x	Josie Tayse	x				
Heather Lott	x	Scott Thompson					
Tim Plath	x						
Scott Poska	x						
Howard Preston							

Explained Absence:

Scott Thompson
Tom Sohrweide
Howard Preston
Chris Byrd
Paul St. Martin

Unexplained Absence:

cc:

Kristi Sebastian

Announcements

None

Business from the Floor

None

Corrections to the Minutes

Minutes were not attached.

Old Business

1) ***FHWA Updates***

Will Stein

Ken Wood (FHWA) retired in December – his position is currently being advertised.

FAST ACT – US DOT has designated “[Alternative Fuel Corridors](#)” which establishes a national network of alternative fueling and charging infrastructure along national highway system corridors. I-94 is one of them. Mark Kehr, Director of the US DOT Office of Transportation Operations issued a memorandum – [Signing for Designated Alternative Fuels Corridors](#) which provides guidance but does not create a mandate for the installation of signs. A PDF of the memo is attached.

Heather commented that an MOU is currently being developed and Minnesota will be signing along the corridor.

2) *Requests for Experimentation Update*

Janelle Anderson

There are no new requests. The City of St. Paul sent in (about a month ago) an amended green line flashing warning signs request.

New Business

1. FHWA Notice of Proposed Rule Making:

- a. National Standards for Traffic Control Devices; the Manual on Uniform Traffic Control Devices for Streets and Highways; Maintaining Pavement Marking Retroreflectivity.
<https://www.federalregister.gov/documents/2017/01/04/2016-31249/national-standards-for-traffic-control-devices-the-manual-on-uniform-traffic-control-devices-for>

The proposed rule would establish minimum retroreflectivity levels for pavement markings on all roads open to public travel with average annual daily traffic (AADT) volumes over 6,000 and speed limits of 35 mph or higher. Agencies or officials having jurisdiction would be required to develop and implement a method for maintaining pavement marking retroreflectivity at minimum levels. It would not require agencies or officials having jurisdiction to upgrade markings by a specific date, nor would it require them to ensure every marking is above the minimum retroreflectivity level at all times.

- Requires a minimum retroreflectivity level of 50 mcd/m²/lx where statutory or posted speed limits are greater than or equal to 35 mph
- Recommends a minimum retroreflectivity level of 100 mcd/m²/lx where statutory or posted speed limits are greater than or equal to 70 mph
- Applies only to longitudinal lines (e.g., center lines, edge lines, and lane lines).

Ken Johnson stated that MnDOT has a minimum retroreflectivity target of 80. He was surprised at how low the proposed minimums are. He also reported that studies show that 80-100 is considered good and that there can be a 14% - 15% reduction in crashes at 75 and above.

New line latex is at 180. White is at about 250. Epoxy is higher than that.

It was noted that the proposal does not distinguish between yellow and white lines.

Joe stated that they have no way of knowing if they're hitting those targets. They don't have the resources (trucks) that can measure.

MnDOT uses a 10th mile average and requires a contractor to measure the lines after construction.

Will stated that FHWA is having a webinar about this topic in late Jan/early Feb. He will forward information.

2. **FAA No Drone Zone signage.**

Martin Calawa (FHWA) sent an informational email regarding a new “No Drone Zone” sign that was recently developed by the FAA.

There is no mandate to use the sign. The sign does not comply with the MUTCD and should not be placed on highway rights of way.



3. **Rectangular Rapid Flash Beacon (RRFB) Patent Infringement.**

This issue came up after the New Mexico DOT asked for and was denied approval to use RRFBs by the US DOT. The US DOT was unable to approve the request due to possible patent claims. The MUTCD specifically states:

“Any traffic control device design or application provision contained in this Manual shall be considered to be in the public domain. Traffic control devices contained in this Manual shall not be protected by a patent, trademark, or copyright, except for the Interstate Shield and any items owned by FHWA.”

MnDOT received blanket approval to use RRFBs in 2012. At this point states that have already received approval can continue to use the devices.

4. **FHWA Request for Information regarding use of Clearview font - [RFI Notice](#).**

The comment period on this notice ends January 27, 2017.

MnDOT does not use the clearview font.

5. **Addition of guidance for crossing live traffic lanes**

The MnDOT TEO TTC Committee Field Manual Update Task Force recommends adding the following language to the [Field Manual](#) in the **TEMPORARY TRAFFIC CONTROL GENERAL GUIDELINES** section after the **INSTALLING THE TEMPORARY TRAFFIC CONTROL ZONE** area (current edition Field Manual page 6K-xi):

CROSSING LIVE TRAFFIC LANES

Personnel may cross live traffic lanes only if it is safe to do so utilizing a walking pace taking into consideration roadway geometry, traffic volume, and other appropriate factors.

The committee had no objection to adding the language.

6. **MUTCD Clarifications of Existing Standards and Guidance on New and Innovative Traffic Control Devices.**

Will brought this memo to the attention of the committee. The purpose of the memo is to clarify the status of several types of traffic control devices that are allowed under various types of approval and to provide an update on the evaluation of devices under consideration for Interim Approval.

Devices permitted without additional approval:

- 1) Bicycle lane markings through intersections
- 2) High visibility crosswalk markings
- 3) Edge line markings at highway-rail and light rail transit grade crossings

Devices permitted under experimental approval:

- 1) Green-backed shared-lane markings
- 2) Use of bicycle symbol on signs.

Requests for interim approvals:

- 1) Revisions to the language of IA-16 to allow conflicting movements across bicycle travel paths while bicyclists are shown a green bicycle indication
- 2) Two-stage turn boxes
- 3) Use of red-colored pavement in transit lanes

7. Round Robin

Heather shared information on two newly approved Signing Topic Memos. One approved guidance for Intersection Stop Control Changes and the other approved a figure for signing RCI's. Both will be in the next TEM Chapter 6 update coming out in the next month or two.

Next meeting is February 8, 2017 at MnDOT Water's Edge