

## Agenda: Minnesota Committee on Uniform Traffic Control Devices

May 12, 2021 1:00 – 3:00

Microsoft Teams Meeting

### Attendance

- Diane Colton, MnDOT
- Joe Gustafson, Washington County
- Tiffany Kautz, MnDOT
- Jon Krieg, Hennepin County
- Tim Plath, City of Eagan
- Scott Poska, Alliant Engineering
- Howard Preston
- Mark Sehr, Rock County
- Tom Sohrweide, SEH
- Scott Thompson, MnDOT
- HunWen Westman, City of St. Paul

### Guests

- Ken Johnson, MnDOT
- Jeff Morey, MnDOT
- Ted Ulven, MnDOT

### I. Membership Update/Introductions – Tiffany Kautz

### II. Corrections/Updates to the Minutes – Tiffany Kautz

Motion to approve the minutes made by Howard Preston, seconded by Joe Gustafson.

**VOTE:** Motion passed.

#### A. Comments on NPA for MCUTCD spreadsheet.

Discussion:

- Speed limit comments were combined into one for section 2B.21 line 19.  
Motion to approve this change made by Howard Preston, seconded by Tom Sohrweide.  
**VOTE:** Motion passed.

Motion to approve the comments for submission to the docket made by Tim Plath, seconded by Joe Gustafson.

**VOTE:** Motion passed.

Motion to approve submission letter made by Scott Thompson, seconded by Howard Preston.

**VOTE:** Motion passed.

### III. MN MUTCD Revision Update/Timeline, Revision 9 – Diane Colton – no update

#### A. Current list:

1. Appendix C – remove Appendix C and all references to it from the MN MUTCD.
2. Figure 2M-12 – remove (was supposed to have been removed in Rev 8).
3. 2C.12 – review One-Direction Large Arrow language.

### IV. Request for Experimentation Update – Tiffany Kautz - no update

### V. Review of Action Items from Previous Meeting – Tiffany Kautz

### VI. NPA Update/Timeline

#### A. Additional Items to Review?

#### B. Topics from the City Engineers Association.

### VII. NPA Topics for Discussion – Tiffany Kautz

#### A. Section 2B.66- Weight limit Signs, Page 112, Line 32, Revision to the formal comment – Tim Plath

In #102 of the NPA, FHWA proposes that advance advisory weight limit signing with distance ahead plaques ~~should~~ shall be installed in advance of structures (and roadways) with weight limits. In the Economic Impacts document, FHWA properly acknowledges the proposed requirement of installing advisory signs with distance ahead plaques is a substantive revision that will have quantifiable economic impacts to road authorities, but concludes the benefits of the proposed change will be greater than the proposed costs. However, the FHWA arrives at this conclusion while stating the benefits of the change cannot be quantified. Further, the FHWA cost/benefit analysis places significant focus on weight limits at bridge locations and does not consider scenarios of weight limits being placed on linear roadway segments (*Assessment of Economic Impacts of Notice of Proposed Amendment*, FHWA, September 2020, pp. 25-26).

The MCUTCD does not agree that advance advisory weight limit signing with distance ahead plaques should become a standard. We recommend this continue to be a guidance statement.

#### Discussion:

- Shall is only if you're using the signs.
- Is this comment needed at all? Doesn't really affect us. Economic Impact document indicates costs would be for California and Idaho – others are already in compliance.
- Economic Impact document isn't reflective of the costs – the linear or corridor type weight limit signs weren't included in the analysis. The Benefit wasn't calculated.
- Economic Impact document is not clear.

Motion to change the comment from should to shall as shown above made by Tim Plath, seconded by Howard Preston.

**VOTE:** Motion passed.

## VIII. Future Meeting

### IX. Next Meeting

Next meeting is on June 9, 2021.

### X. Round Robin – None

Motion to adjourn the meeting made by Joe Gustafson seconded by Howard Preston.

**VOTE:** Motion passed

## XI. Future agenda items (to be discussed after NPA):

### Modification to 2D.29 – Tiffany Kautz, Josie Tayse

Add an exception (to 1<sup>st</sup> Standard, 1<sup>st</sup> paragraph) for signed township route and (maybe) National Forrest routes.

### 2I.5.1 Public Water Access Signs – Tiffany Kautz, Josie Tayse

Working with DNR to establish guidelines regarding sign placement. Tiffany and Josie talking with DNR about this section.

### 2C.27 Low Clearance Signs – HunWen Westman

- First Option in MN MUTCD states “The Low Clearance sign *should* be installed on *and* in advance of the structure. If a sign is placed on the structure, it *should* be a rectangular shape.....”
- MUTCD states “The Low Clearance sign *may* be installed on *or* in advance of the structure. If a sign is placed on the structure, it *may* be a rectangular shape.....”

### 2B.13 Speed Limit Sign (R2-1)-Tiffany Kautz

Add in Option for Citywide signs.