

**MINNESOTA COMMITTEE ON UNIFORM TRAFFIC CONTROL DEVICES**  
**JAN 17, 2018 MEETING MINUTES**  
**WATERS EDGE ROOM 176**

Members				Guests			
Janelle Anderson	x	Howard Preston		Ken Johnson			
Chris Byrd		Ron Rauchle		Ted Ulven			
Diane Colton	X	Mark Sehr		Julie Whitcher			
Joe Gustafson	X	Tom Sohrweide	x	Lindsey Hanson			
Jon Krieg	X	Will Stein	x	Jeff Morey			
Mike Martinez	x	Josie Tayse		Leigh Kreiwall			
Tim Plath	x	Scott Thompson	x				
Scott Poska	x						

**Explained Absence:**

Howard Preston  
 Josie Tayse

**Unexplained Absence:**

Chris Byrd  
 Ron Rauchle  
 Mark Sehr

cc: Kristi Sebastian

**Introductions**

**Corrections/Updates to the Minutes**

**Announcements**

**Business from the Floor**

None

**Old Business**

1. FHWA Updates .....Will Stein

**RRFB – Discussion regarding rescinding of the Interim Approval due to patent issues.**

The memo officially rescinding the approval is attached.

Many are disappointed with the decision – the device seems to work well.

Will explained that if a contractor gets a notice to proceed with the device they can go ahead and install it.

Existing installations can remain in place for the remainder of their useful service life.

There is a good summary of other options at:

[https://mutcd.fhwa.dot.gov/resources/interim\\_approval/ia11/informationalbrief/index.htm](https://mutcd.fhwa.dot.gov/resources/interim_approval/ia11/informationalbrief/index.htm)

Discussion:

- Some cities have used in-pavement lights – easy to see. The profile of the road and maintenance can be issues.
  - Hennepin County has in-pavement lights on Silver Lake Road – haven’t had any issues with them. They also have flashing LED signs.
  - Burnsville has had maintenances issues with theirs – are difficult to see in the daytime.
- Minneapolis is experimenting with an overhead system in 3 locations. They’re showing pretty good compliance so far. Scott will forward information.
- Should there be a “standard” recommendation? – No
- Any prognostication whether there will be anything coming up that will go around the patent? – Doesn’t look promising.
- Advice for those who are going ahead and installing them anyway?
  - No compliance police.
  - Liability issue.

**2. Requests to Experimentation Update .....Janelle Anderson**

There have been no new requests for experiments.

Joe has one RTE on the list – using vertical chevrons to reduce speed at vertical curves. The county does not have a good test site for data collection and is unable to complete the data protocols required by the FHWA. He is interested in partnering with anyone who may have a location that could be tested. Contact him if interested.

**New Business**

**1. Field Manual updates – Ken Johnson**

Status update: The new Field Manual was sent to the printer today. They will provide 2 proofs within the next few days. Once approved, they say their turn around will be approximately 15 days.

It was decided that the MnDOT creed will be used on the inside cover within an outline of the state of Minnesota. The back cover will have the TZD logo, MN MUTCD info and the HANG UP! logo.

Flagger Handbook status: The document was sent to the printer Monday, January 15<sup>th</sup>. Proofs are to be delivered tomorrow – Thursday, Jan 18<sup>th</sup>.

Field Manual committee will be meeting about training. Mike Leaf's first training class is February 13<sup>th</sup>.

**Action Item:** Diane to send Leigh the latest version of the manual.

## 2. MN MUTCD Section 6A-J – Ken Johnson

Still working on this. Not yet ready to discuss.

**Action Item:** Ken will finish and send updates to the committee. Will be put on the next meeting agenda.

## 3. School Bus Flagger Language for approval - Chapter 7D – Janelle Anderson (attachment 1)

Need official approval from the committee of the new language reflecting [Statute 169.06, Subd. 4b.](#)

There was much discussion on whether or not a school bus flagger can/should control more than one lane of traffic.

Discussion:

- If there are multiple lanes, people arriving late, school drop offs can be chaotic – one person really can't control this.
- Need to come up with something that reduces the multiple threat issue.
- You don't want to control too much – especially when there is low traffic/low volume.
- What does MN MUTCD say about flagging children? There is no mention of number of lanes in the MN MUTCD.
- Would it be appropriate to include something like "if there are multiple lanes coordinate with local police"?
- Maybe it is a training and technique issue not necessarily needed in the MN MUTCD.
- Work zone flaggers are not allowed to control two lanes, why should we let lesser trained school bus flaggers control more than one?
- Isn't the multiple threat more of a pedestrian issue?
- This is an issue for schools and school districts to work out?

Decision was made to separate the school bus flagger section from section 7D (Crossing Supervision). It will be added as its own new section – 7F.

**Action Item:** Janelle will reword and send to committee for discussion at the next meeting.

**4. MN MUTCD Section 2B.60 – Julie Whitcher, Lindsey Hanson, Janelle Anderson (attachment 2)**

Due to new language in [Statute 169.85](#), MN MUTCD section 2B.60 Weigh Station Signs needs to be updated. This includes a new wording for sign R13-1 – which will become a Minnesota only sign, number R13-X1.

There was much discussion regarding the wording on the sign which is used for fixed weigh stations and pull-offs with portable equipment.



Julie explained that there were several committees/agencies that discussed the wording on the sign. The wording is what the State Patrol feels is enforceable. The sign is for a targeted audience. There are less than 20 signs throughout the state.

Discussion:

- How does the general public know that the sign applies to them?
- The statute applies to everyone.
- Are there situations when the State Patrol wants to weight vehicles under 10,000 lbs? Not aware of anything.
- When traffic engineers are agreeing that the sign is complicated maybe we need to look into it.
- Our job is to communicate a message to the driver while keeping their eyes on the road.
- The original sign wasn't good either.
- Isn't everything we do (MN MUTCD/signs) in tons?

- The statute says 10,000 lbs.
- There are other statutes that say pounds – do we need to change everything in the MN MUTCD? Lindsey explained that from a legal perspective whether its tons or pounds doesn't matter.
- The signs are wordy and big. Any time this is brought up the argument is “you don't know how much discussion has gone into this”. Might be worthwhile to resurrect the topic to see if a more concise sign could be created.

The Committee agreed to change the wording in the MN MUTCD and the sign.

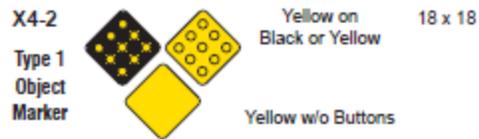
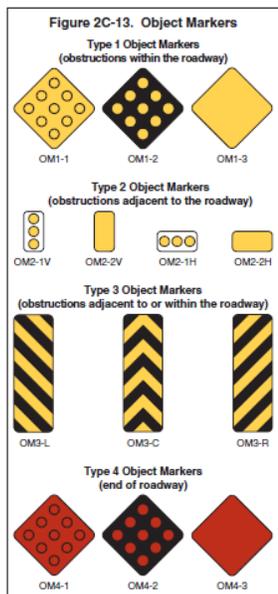
**Action Item:** Diane will update section 2D.60, the appendix, and Figure 2D.17 for the next revision of the MN MUTCD. The Standard Signs Summary and Manual will also need to be updated.

### 5. Object Markers – Jonathan Krieg (attachment 3)

Object Marker sign numbers. Federal MUTCD has them listed as OM numbers, Minnesota Sign Manual has them listed as Minnesota only signs with X4- numbers.

#### Federal #s

#### Example from Minnesota Sign Summary



Janelle looked at the Federal Sign Manual – the signs look the same.

Committee decided to keep the federal number designations.

Snow Plow Marker – should this be in the MN MUTCD? - No

- Not in the Federal MUTCD.
- States use different things.
- Not a traffic control device.

**Action Item:** Diane will change the numbers in the Standard Signs Manual and Summary for the next update. Will also change the numbers in MN MUTCD Appendix C – Sign Listing, for the next revision.

## 6. Round Robin

Mike mentioned that he has been having discussions with Josie regarding primary, supplemental, and secondary signs. He will have something for the next meeting.

Scott mentioned that Figure 8C-3 is missing from the MN MUTCD. Janelle investigated further - there are many figures missing from that section. Diane will fix.

**Action Item:** Diane will add missing figures to MN MUTCD Section 8C.

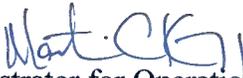


U.S. Department  
of Transportation  
**Federal Highway  
Administration**

# Memorandum

Subject: **INFORMATION:** MUTCD – Interim  
Approval for Optional Use of Rectangular  
Rapid Flashing Beacons  
(IA-11) —TERMINATION

Date: DEC 21 2017

From: Martin C. Knopp   
Associate Administrator for Operations

In Reply Refer To:  
HOP-1

To: Federal Lands Highway Division Directors  
Division Administrators

**Purpose:** Through this memorandum, the Federal Highway Administration (FHWA) officially rescinds the subject Interim Approval (IA) issued on July 16, 2008.

**Background:** Federal regulation, through the *Manual on Uniform Traffic Control Devices for Streets and Highways* (MUTCD),<sup>1</sup> prohibits the use of patented devices under an IA,<sup>2</sup> or official experimentation<sup>3</sup> with patented devices. The MUTCD is incorporated by reference at 23 CFR, Part 655, Subpart F, and is recognized as the national standard for all traffic control devices in accordance with 23 U.S.C. 109(d) and 402(a).<sup>4</sup>

**Action:** The MUTCD prohibits patented devices from experimentation, IA, or inclusion in the MUTCD.<sup>5</sup> The FHWA has learned of the existence of four issued U.S. patents, and at least one pending patent application, covering aspects of the Rectangular Rapid Flashing Beacons (RRFB) device originally approved under IA-11 of July 16, 2008.

For the aforementioned reasons, FHWA hereby rescinds IA-11 for all new installations of RRFB devices. Installed RRFBs may remain in service until the end of useful life of those devices and need not be removed.

Nothing in this memorandum should be interpreted as expressing an opinion as to the applicability, scope, or validity of any patent or pending patent application with regard to

<sup>1</sup> MUTCD 2009 Ed., Intro. ¶ 4 at I-1

<sup>2</sup> *Id.*; § 1A.10.

<sup>3</sup> *Id.*

<sup>4</sup> *See id.* at ¶ 02 at I-1.

<sup>5</sup> *Id.* at ¶ 04.

the installation or use of RRFBs, generally, or for those currently in use. The FHWA, the U.S. Department of Transportation, and the U.S. express no opinion on the merits, and take no position on the outcome, of any litigation relating to the RRFB.

cc:

Associate Administrators

Chief Counsel

Chief Financial Officer

Directors of Field Services

Director of Technical Services

**From:** [Barnes, Melissa \(DOT\)](#)  
**To:** [Anderson, Janelle \(DOT\)](#)  
**Subject:** RE: School bus flagger legislation concern  
**Date:** Tuesday, July 05, 2016 7:36:35 AM  
**Attachments:** [image003.png](#)

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Let me know what I need to do to get this information into that meeting.

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**From:** Anderson, Janelle (DOT)  
**Sent:** Friday, July 01, 2016 2:10 PM  
**To:** Johnson, Kenneth (DOT); Barnes, Melissa (DOT); Buchen, Peter (DOT); Kriewall, Leigh (DOT); Estochen, Bradley (DOT)  
**Subject:** RE: School bus flagger legislation concern

The edits look good. The next MCUTCD meeting is scheduled for July 13<sup>th</sup>. Janelle

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**From:** Johnson, Kenneth (DOT)  
**Sent:** Friday, July 01, 2016 8:10 AM  
**To:** Barnes, Melissa (DOT); Buchen, Peter (DOT); Anderson, Janelle (DOT); Kriewall, Leigh (DOT); Estochen, Bradley (DOT)  
**Subject:** RE: School bus flagger legislation concern

I like the language. I don't think you need to link to the statute.

Have a great weekend all,  
Ken

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**From:** Barnes, Melissa (DOT)  
**Sent:** Friday, July 01, 2016 6:49 AM  
**To:** Johnson, Kenneth (DOT); Buchen, Peter (DOT); Anderson, Janelle (DOT); Kriewall, Leigh (DOT); Estochen, Bradley (DOT)  
**Subject:** RE: School bus flagger legislation concern

Here are the edits I was thinking to chapter 7D of the MN MUTCD (proposals in blue, eliminated text in red. Sorry, working from home off webmail and it won't let me strikethrough):

#### *7D.1 Types of Crossing Supervision*

##### *Support:*

There are *three* *four* types of school crossing supervision: A. Adult control of pedestrians and vehicles by adult crossing guards B. Adult control of pedestrians and vehicles by uniformed law enforcement officers, C. Adult control of buses and vehicles at school exits by adult crossing guards and C D. Student and/or parent control of only pedestrians with student and/or parent patrols. Information regarding the organization, administration and operation of a school safety patrol program is contained in "AAA School Safety Patrol Operations Manual" (see Section 1A.11).

For

#### *7D.2 Adult Crossing Guards*

##### *Option:*

Adult crossing guards may be used to provide gaps in traffic at school crossings where an engineering study has shown that adequate gaps must be created (See Section 7A- 3) and where authorized by law.

I propose no changes. I think it's kind of an unnecessary section, but I think since it's an option and says "may" it can stay. Thoughts?

#### 7D.5 Operating Procedures for Adult Crossing Guards

##### Standard:

Adult crossing guards shall not direct traffic in the usual law enforcement regulatory sense. In the control of traffic, they shall pick opportune times to create a sufficient gap in the traffic flow. At these times, they shall stand in the roadway to indicate that pedestrians *or buses* are about to *enter or are within the roadway use or are using the crosswalk*, and that all vehicular traffic must stop. *Adult crossing guards who are controlling buses exiting from a school (Type C from section 7D.1) shall not control traffic on multi-lane streets or highways.* Adult crossing guards shall use a STOP paddle. The STOP paddle shall be the primary hand-signaling device and shall be used as shown in Section 6K (the Field Manual) of this Manual. The STOP (R1-1) paddle shall be an octagonal shape. The background of the STOP face shall be red with at least 6- inch series upper-case white letters and border. The paddle shall be at least 18 inches in size and have the word message STOP on both sides. The paddle shall be retroreflectorized or illuminated when used during hours of darkness.

##### Option:

The STOP paddle may be modified to improve conspicuity by incorporating white or red flashing lights on both sides of the paddle. Among the types of flashing lights that may be used are individual LEDs or groups of LEDs.

##### Question:

Do we ever link to statutes? Would that be appropriate here?

Link to section 7 of MN

MUTCD: <http://www.dot.state.mn.us/trafficeng/publ/mutcd/mnmutcd2015/mnmutcd-7.pdf>  
<http://www.dot.state.mn.us/trafficeng/publ/mutcd/mnmutcd2015/mnmutcd-7.pdf>

Janelle - when is the next meeting for the MUTCD committee meeting? If everyone here could please provide comments on my edits we can bring this to the committee if all agree.

Thank you,  
Melissa

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**From:** Johnson, Kenneth (DOT)

**Sent:** Wednesday, June 01, 2016 11:24 AM

**To:** Barnes, Melissa (DOT); Buchen, Peter (DOT); Anderson, Janelle (DOT); Kriewall, Leigh (DOT); Estothen, Bradley (DOT)

**Cc:** Johnson, Kenneth (DOT)

**Subject:** School bus flagger legislation concern

All,

I was reviewing the senate file that was passed and noticed that the requirement that it be on a two-lane, two-way road was not in the final senate file. The language currently states:

Subd. 4b. Obedience to school bus flagger. (a) A person may stop and hold vehicles in place at a location on a street or highway having a speed limit of 35 miles per hour or less until it is safe for the vehicles to proceed,...

I do think that we need to restrict this to two-lane, two-way roads as the Adult Crossing guard procedures in the MN MUTCD have no advance signing. I'm concerned that traffic won't notice an Adult Crossing Guard on a multi-lane road, even if the speed limit is 35 mph or less. I also feel that a driver will usually not drive 35 mph or less on a multi-lane road, regardless of the presence of a speed limit sign – which will add risk to an Adult Crossing Guard.

Even in work zones, where flaggers are more likely (and where we have advance signing) – in our layouts, we reduce the number of approach lanes to 1 for each flagger. Multi-lane approaches and flaggers do not mix well.

It's too late for legislative changes, I propose that one of the things added to the Adult Crossing guard section of the MN MUTCD be something to the effect:

Adult Crossing Guards acting as School Bus Flaggers shall not control traffic on multi-lane streets or highways.

Thoughts?

Ken

**Ken E. Johnson, PE, PTOE** | State Work Zone, Pavement Marking & Traffic Devices Engineer  
**MnDOT Office of Traffic, Safety & Technology** | 651-234-7386 | [ken.johnson@state.mn.us](mailto:ken.johnson@state.mn.us)

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**From:** Johnson, Kenneth (DOT)  
**Sent:** Wednesday, June 01, 2016 8:53 AM  
**To:** Barnes, Melissa (DOT); Cowan, Dave (DOT); Pooler, Michelle (DOT)  
**Cc:** Dallman, Amber (DOT); Buchen, Peter (DOT); 'Anderson, Janelle (DOT) ([Janelle.Anderson@state.mn.us](mailto:Janelle.Anderson@state.mn.us))'  
**Subject:** RE: Today's meeting

All,

The legislation for the school bus flagger was passed, but I don't know if it's received the governor's signature. See <http://ihub/governmentaffairs/legislative2016/docs/weeklysum/may16.pdf> (search for SF 1111 – the document also contains a link to SF 1111). The next step is to modify the Adult Crossing Guard section in the MN MUTCD. I'm hoping for Melissa's help with that. Once we've come up with proposed modifications, we'll need to get the Minnesota Committee on Uniform Traffic Control Devices to approve it as a revision.

Please let me know if you have any questions...

Ken

**Ken E. Johnson, PE, PTOE** | State Work Zone, Pavement Marking & Traffic Devices Engineer  
**MnDOT Office of Traffic, Safety & Technology** | 651-234-7386 | [ken.johnson@state.mn.us](mailto:ken.johnson@state.mn.us)

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**From:** Barnes, Melissa (DOT)  
**Sent:** Wednesday, June 01, 2016 8:12 AM  
**To:** Cowan, Dave (DOT); Pooler, Michelle (DOT)  
**Cc:** Dallman, Amber (DOT); Johnson, Kenneth (DOT)  
**Subject:** RE: Today's meeting

Thanks for forwarding, Dave.

Ken Johnson, in my office, is working on some language for statute or MUTCD that allows for adult school bus flaggers. As this moves forward whoever develops the training should keep in mind this (possible) aspect of it as the proposed statute/language requires training for anyone flagging the school buses. I included some background, the proposed language is in the attached word doc.

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**From:** Cowan, Dave (DOT)  
**Sent:** Thursday, May 26, 2016 4:28 PM  
**To:** Pooler, Michelle (DOT)  
**Cc:** Barnes, Melissa (DOT); Dallman, Amber (DOT)  
**Subject:** RE: Today's meeting

Just fyi that we met early this week along with PedalMN and they are supportive of leveraging their materials, CDOT's training, and our resources to develop an interactive adult crossing guard training.

This email was just her sharing the contact for our next step.

I'm sure more will develop as we move forward.

-Dave

p.s. Did you know MnDOT has a solicitation open for Bike Fleets? Maybe you should consider applying? <http://www.dot.state.mn.us/saferoutes/bicyclesolic.html>

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Dave Cowan  
Safe Routes to School Coordinator  
MnDOT Bicycle and Pedestrian Section  
[Dave.Cowan@state.mn.us](mailto:Dave.Cowan@state.mn.us) | 651.366.4180

photo\_logos



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**From:** Weinholzer, Gail L [<mailto:gail.weinholzer@mn-ia.aaa.com>]  
**Sent:** Thursday, May 26, 2016 9:20 AM  
**To:** Pooler, Michelle (DOT); Peterson, Mark  
**Cc:** Barnes, Melissa (DOT); Cowan, Dave (DOT)  
**Subject:** RE: Today's meeting

[tiffani.schweigart@state.mn.us](mailto:tiffani.schweigart@state.mn.us) MSP contact

Gail Weinholzer, M.B.C.  
Director of Public Affairs  
AAA- The Auto Club Group  
600 West Travelers Trail  
Burnsville, MN 55337  
952-707-4985 office  
651-338-7582 cell

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**From:** Weinholzer, Gail L  
**Sent:** Thursday, May 26, 2016 9:19 AM  
**To:** 'Pooler, Michelle (DOT)'; Peterson, Mark  
**Cc:** Barnes, Melissa (DOT); Cowan, Dave (DOT)  
**Subject:** RE: Today's meeting

Not to the best of my knowledge, but the Minnesota State Patrol is filming a training video this summer about school safety patrol so you may want to reach out to them. Yes, we'll see you there.

Gail Weinholzer, M.B.C.  
Director of Public Affairs  
AAA- The Auto Club Group  
600 West Travelers Trail  
Burnsville, MN 55337  
952-707-4985 office  
651-338-7582 cell

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**From:** Pooler, Michelle (DOT) [<mailto:michelle.pooler@state.mn.us>]  
**Sent:** Thursday, May 26, 2016 9:04 AM  
**To:** Weinholzer, Gail L; Peterson, Mark  
**Cc:** Barnes, Melissa (DOT); Cowan, Dave (DOT)  
**Subject:** RE: Today's meeting

Hi Gail and Mark,

I hope all is well. Quick question and may I missed this on the websites you provided, but does AAA provide crossing guard training for adults? Most of the information I saw was for school aged children.

Also, Melissa and I are planning on attending the event on June 14 at Como. Perhaps we'll see you there.

Thanks,  
Michelle

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**From:** Weinholzer, Gail L [<mailto:gail.weinholzer@mn-ia.aaa.com>]  
**Sent:** Tuesday, April 12, 2016 1:06 PM  
**To:** Pooler, Michelle (DOT); Peterson, Mark  
**Cc:** Barnes, Melissa (DOT)  
**Subject:** RE: Today's meeting

<http://schoolsafetypatrol.aaa.com/>

<http://exchange.aaa.com/safety/bicycle-safety/#.Vw04rY-cFPY>

<http://exchange.aaa.com/safety/pedestrian-safety/#.Vw04yI-cFPY>

Here are some links I thought might interest you.

Have a good day.

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**From:** Weinholzer, Gail L  
**Sent:** Tuesday, April 12, 2016 1:45 PM  
**To:** Pooler, Michelle (DOT); Peterson, Mark  
**Cc:** Barnes, Melissa (DOT)  
**Subject:** RE: Today's meeting

Happy to meet. No worries. I put a moratorium on his moratorium.

Sent with Good Work ([www.good.com](http://www.good.com))

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**From:** Pooler, Michelle (DOT) <[michelle.pooler@state.mn.us](mailto:michelle.pooler@state.mn.us)>  
**Date:** Tuesday, Apr 12, 2016, 12:34 PM  
**To:** Peterson, Mark <[MAPeterson@mn-ia.aaa.com](mailto:MAPeterson@mn-ia.aaa.com)>, Weinholzer, Gail L <[gail.weinholzer@mn-ia.aaa.com](mailto:gail.weinholzer@mn-ia.aaa.com)>  
**Cc:** Barnes, Melissa (DOT) <[Melissa.Barnes@state.mn.us](mailto:Melissa.Barnes@state.mn.us)>  
**Subject:** Today's meeting

Hi Gail and Mark,

Thanks so much for taking the time to drive to Roseville and meet with Melissa and me. We're really excited about future opportunities and potential overlap. We'll be respectful of your moratoriums.

We will gladly keep you in the loop and we proceed with upcoming initiatives. Thanks again!

Enjoy the sunshine,  
Michelle

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**From:** [Anderson, Janelle \(DOT\)](#)  
**To:** [Jensen, Maureen \(DOT\)](#); [Hanson, Lindsey \(DOT\)](#)  
**Cc:** [Whitcher, Julie \(DOT\)](#); [Colton, Diane \(DOT\)](#)  
**Subject:** RE: DPS/MnDOT Updates, December 19  
**Date:** Wednesday, December 13, 2017 1:43:40 PM

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Maureen and Lindsey,

We are putting together the next revision to the MN MUTCD and hope to have it out by the end of January. Any changes to the MN MUTCD language have to be approved by the Minnesota Committee on Uniform Traffic Control Devices. We usually meet the second Wednesday of the month. We could bring this up at the January meeting. One of you or a representative will have to come to the meeting and make your case as to why the MN MUTCD should be changed. The committee is usually reluctant to change a "should" to a "shall". Is there a statute that requires this regulatory sign?

The MN MUTCD uses the word "shall". There is no definition in the MN MUTCD for "must".

The suggested wording would have to be:

GUIDANCE STANDARD

An R13-1 sign with the legend TRUCKS OVER XX TONS MUST ENTER WEIGH STATION NEXT RIGHT ~~should~~ shall be used to direct appropriate traffic into a weigh station.

OPTION

Additional R13-1 sign(s) may be used to direct appropriate traffic away from potential bypass routes and into a weigh station.

-

OR

-

GUIDANCE STANDARD

An R13-1 sign with the legend TRUCKS OVER XX TONS MUST ENTER WEIGH STATION NEXT RIGHT ~~should~~ shall be used to direct appropriate traffic into a weigh station.

OPTION

Additional R13-1 sign(s) may be used to direct appropriate traffic away from potential bypass routes and into a weigh station.

-

STANDARD/GUIDANCE

If such additional R13-1 sign(s) are used they *shall/should* be placed no more than **five??** miles from the weigh station.

Let me know if you would like to get on the agenda for the January meeting.

Janelle

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**From:** Jensen, Maureen (DOT)

**Sent:** Wednesday, December 13, 2017 11:32 AM

**To:** Hanson, Lindsey (DOT) <lindsey.k.hanson@state.mn.us>; Anderson, Janelle (DOT) <janelle.anderson@state.mn.us>

**Cc:** Whitcher, Julie (DOT) <julie.whitcher@state.mn.us>

**Subject:** RE: DPS/MnDOT Updates, December 19

Lindsey,

Changing the MMUTCD language is out of my league!

I know that we have to be in substantial conformance with the national mutcd, but that we can be more prescriptive.

So we can change a should to a shall.

I'll let you attorneys figure out if the mutcd uses "shall"s or "must"s.

Janelle – when would/could we do a supplement/update to the mutcd?

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**From:** Hanson, Lindsey (DOT)

**Sent:** Monday, December 11, 2017 1:11 PM

**To:** Jensen, Maureen (DOT) <[maureen.jensen@state.mn.us](mailto:maureen.jensen@state.mn.us)>

**Subject:** RE: DPS/MnDOT Updates, December 19

**THIS E-MAIL CONTAINS INFORMATION PROTECTED BY ATTORNEY-CLIENT PRIVILEGE.**

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Maureen,

I don't think a legislative change is necessary. We have a good argument that the law permits us to place weigh station signage more than two miles from a station, but to make it clearer changes could be made to the MN MUTCD at Section 2B.60. A couple of options include:

- “An R13-1 sign with the legend TRUCKS OVER XX TONS MUST ENTER WEIGH STATION NEXT RIGHT should must be used to direct appropriate traffic into a weigh station. Additional R-13-1 sign(s) may be used to direct appropriate traffic away from potential bypass routes and into a weigh station.”

OR

- “An R13-1 sign with the legend TRUCKS OVER XX TONS MUST ENTER WEIGH STATION NEXT RIGHT should must be used to direct appropriate traffic into a weigh station. Additional R-13-1 sign(s) may be used to direct appropriate traffic away from potential bypass routes and into a weigh station. If such additional R-13-1 sign(s) are used they *must/should* be placed no more than *five/#???* miles from the weigh station.”

Let me know if you have any additional questions.

Thanks,

**Lindsey Hanson**

Associate Legal Counsel  
Office of Chief Counsel  
Minnesota Department of Transportation  
395 John Ireland Blvd. MS 130  
St. Paul, MN 55155  
Phone: 651-366-3144

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**From:** Jensen, Maureen (DOT)  
**Sent:** Friday, December 08, 2017 10:09 AM  
**To:** Hanson, Lindsey (DOT) <[lindsey.k.hanson@state.mn.us](mailto:lindsey.k.hanson@state.mn.us)>  
**Subject:** FW: DPS/MnDOT Updates, December 19

Lindsey

There is a meeting on the 19<sup>th</sup> between MnDOT and DPS.

Question for you on the weigh station/bypass prevention/signage that we've discussed and will be discussing with MTA on the 20<sup>th</sup>.

Is there a potential need to clarify statutes regarding this? I'm thinking that even if there is, we would wait for a court case first – but that's really your call!

Maureen

3668

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**From:** Henkel, Timothy (DOT)  
**Sent:** Friday, December 08, 2017 9:30 AM  
**To:** Gardner, William (DOT) <[william.gardner@state.mn.us](mailto:william.gardner@state.mn.us)>; Jensen, Maureen (DOT) <[maureen.jensen@state.mn.us](mailto:maureen.jensen@state.mn.us)>; Roads, Laura (DOT) <[laura.roads@state.mn.us](mailto:laura.roads@state.mn.us)>

**Subject:** FW: DPS/MnDOT Updates, December 19

FYI.....CVIC?

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**From:** Terhaar, Stephen (DOT)

**Sent:** Thursday, December 7, 2017 2:05 PM

**To:** #DOT\_ASSISTCOMM <[ASSISTCOMM.DOT@state.mn.us](mailto:ASSISTCOMM.DOT@state.mn.us)>; Davis, Eric (DOT) <[eric.davis@state.mn.us](mailto:eric.davis@state.mn.us)>; Gustafson, Craig (DOT) <[craig.gustafson@state.mn.us](mailto:craig.gustafson@state.mn.us)>; Peterson, Scott R (DOT) <[scott.r.peterson@state.mn.us](mailto:scott.r.peterson@state.mn.us)>

**Cc:** DuHamel, Daniel (DOT) <[daniel.j.duhamel@state.mn.us](mailto:daniel.j.duhamel@state.mn.us)>; Terhaar, Stephen (DOT) <[stephen.terhaar@state.mn.us](mailto:stephen.terhaar@state.mn.us)>

**Subject:** DPS/MnDOT Updates, December 19

Good afternoon,

On Tuesday, December 19, leaders from DPS – Col. Matt Langer, Asst. Commissioner Bob Hawkins and Dir. of Legislative Affairs Katie Weeks – will be meeting with MnDOT Assistant Commissioners and Executive Leadership Team for a face to face update meeting. Sue Mulvihill has asked to me to poll this group for any potential agenda topics. Our agenda already includes the following items:

- MnPASS enforcement cameras
- St. Cloud intersection cameras
- Legislative items for both agencies.

If you have other items appropriate to discuss with DPS or if you'd like to invite a guest to speak about any of the above topics, please respond to this note by December 13. Sue will vet the final agenda prior to the meeting on December 19.

Thank you,

**Stephen Terhaar**

**Commissioner's Office Manager & Executive Administrative Supervisor**

**MN Department of Transportation**

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Saint Paul, MN 55155-1800

651-366-4930 (office) | 651-717-5924 (cell) | [Stephen.Terhaar@state.mn.us](mailto:Stephen.Terhaar@state.mn.us)

**From:** [Anderson, Janelle \(DOT\)](#)  
**To:** [Jonathan J Krieg](#); [Tayse, Josephine \(DOT\)](#)  
**Cc:** [Ryan Allers](#); [Colton, Diane \(DOT\)](#)  
**Subject:** RE: Object Markers  
**Date:** Wednesday, December 27, 2017 4:40:54 PM

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Jon,

1. I am not sure why Object Markers have their own MN designation. I looked at the design in both the MN Standard Signs and Markings Manual and the Federal Standard Highway Signs and Markings Book. They look the same except for how they show the dimensions. They both are 18" X 18" and call for 3" (minimum) reflectors. Josie or Joanie, do you know why this is?
2. As far as the snow plow markers, they are in the MnDOT Traffic Engineering Manual and the Standard Signs Summary (MnDOT publications). They are not in the Federal MUTCD. We also include other types of delineators and object markers in the TEM that are not in the MN MUTCD, such as tenth mile markers. If you would like to see them added to the MN MUTCD, you could bring it up at our next MCUTCD meeting.

Josie is out this week, but I hope to ask her next week about the Object Marker designations.

Janelle

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**From:** Jonathan J Krieg [mailto:[Jonathan.Krieg@hennepin.us](mailto:Jonathan.Krieg@hennepin.us)]  
**Sent:** Tuesday, December 26, 2017 11:40 AM  
**To:** Anderson, Janelle (DOT) <[janelle.anderson@state.mn.us](mailto:janelle.anderson@state.mn.us)>  
**Cc:** Ryan Allers <[Ryan.Allers@hennepin.us](mailto:Ryan.Allers@hennepin.us)>  
**Subject:** Object Markers

Janelle

Please refer to the attached. We are in the process of updating our signing and striping specs and I was reminded of something that I have intended to ask:

1. We are trying to decide what to call Object Markers. Both the Appendix and the Standard Signs Manual refer to them as X4-2 but chapter 2C calls it an OM1-1.
2. The only place that Snowplow Markers appear is in the Standard Signs Manual. Shouldn't they also be referenced someplace in the MnMUTCD (like Chapter 2C and/or Appendix C)?

Thanks!

JK

Jon Krieg, P.E., P.T.O.E.  
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