

INTERSECTION TRAFFIC CONTROL COMMITTEE

Meeting Minutes

March 5th, 2008, 8 -10 AM

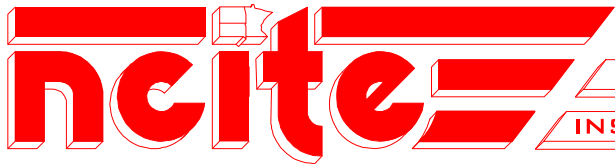
ATTENDEES

Bryan Nemeth	Bolton & Menk	John Crawford	URS
Nick Costello	Washington County	Jon Krieg	SRF
David Hirsch	Iteris	Jerry Kotzenmacher	MnDOT
Roger Plum	SEH	Tom Bowlin	Bloomington
Mike Martinez	HDR Engineering	Brandon Bourden	Kimley Horn
Brian Vitek	City of Saint Paul	Sonja Piper	Bonestroo

LOCATION: MnDOT – Electrical Services Division

❖ I. Red Light Running Enforcement

- Jerry K provided an update on a pilot project in Burnsville.
 - City received \$8,000 grant. Enforcement light installed at TH 13/C.R. 5 and at C.R. 11.
 - Mn/DOT has not taken an official position on this yet. They want to make sure that the system is tweaked as much as possible before releasing technical information. It's an evolving technology. Florida is the only other state that has pursued this.
 - City attorney has no issues.
 - Preliminary thoughts from Burnsville pilot program:
 - Found that white light does not show up well in daylight. Blue is okay (Florida also uses blue for same reasons).
 - Top of globe pointed towards location where police will be waiting.
 - Installations on a signal pole are easier to install because it isn't necessary to close down a lane.
 - Cost ~\$200:
 - \$143 for fixture
 - \$20 for lamp
 - Need a few random signal components (elbows, gaskets...) to mount the fixture to the signal
 - Labor (usually not more than an hour)
 - If additional wires need to be pulled because there are no spares available, this may be the biggest cost. Alternative would be to double wire it right to the red indication – no extra wires to pull, but if it's wired to a red indication output, and the bulb burns out, it will still register a load on the conflict monitor. No way around this so far.
 - Bigger issue is that It may prevent the signal from going into flash mode, though if power goes completely out, it may not be an issue anyway since all indications will be off.
 - Good idea to keep the stop line and the blue light in the same field of vision so the officer does not have to move his eyes to see if a violation has taken place.
- Jon Krieg has used this approach in Davenport, IA in the past with good feedback from police.
- Bloomington has also applied for a State Aid grant to test this technology.



NCITE Intersection Traffic Control Committee Meeting Minutes

January 2, 2008

Page 2 of 3

❖ **II. MnDOT updates**

- Sample signal plans (temporary and permanent samples attached)
 - Changes to wiring diagram in the last 6 months to permanent and span wire designs. See attached highlights.
 - New cell library available on website (as of end of February)
 - No ground rod in controller cabinet. The one in the service cabinet is close enough for both.
 - Accessible pedestrian signals: In urban area, place crosswalks across all 4 approaches. Rural areas, consider removing a crosswalk across one of the mainline approaches.
 - Detail for ped station available (now uses plastic pipe – easier to replace knockdowns).
 - No 12/c wires on temporary signals; 2/c or 6/c only. Doesn't add THAT many more wires. Also, new 6/c wires are much more flexible and should be much easier to pull.
 - Don't anticipate many more changes to design manual for a while.
- Let Jerry know if you are aware of any intersections that still use the red/yellow flashing beacon. Red/red is okay. Tech memo allowing red/yellow's is about to expire, though the sunset date may be extended to match MMUTCD.

❖ **III. TEO Signal Committee Meeting Minutes**

- Minutes can be found at the following address:
<http://www.dot.state.mn.us/trafficeng/standards/signalnews.html>
- Battery backup cabinet has lawsuit pending against it. There is a claim of a patent infringement.
- Galvanization plant up and running. MnDOT will begin spec'ing galvanized poles soon.
 - This will add \$3,000 to \$4,000 to a 4-legged signal system's cost, depending on the length of the mast arm. If you want to get more specific, use an estimate of \$11/LF. Include distance from the base of the pole to the bottom of the luminaire arm, plus the mast arm length.
- New railroad sheet posted online.
 - Includes annual inspection form and design form.
 - Call Roger Plum with questions.
 - Check timing in the field – make sure you are not getting shorted time.
- #12 Pole base connector is now UL listed. Plugs can now go in on existing signals, too.
- There are now three interconnect radios on the Qualified Products List. See OTSO website for QPL.
 - No FCC license needed for radio frequency.
 - Do a site survey before using them to avoid surprises after you've made the commitment.
- There's been some issues with turn-on letters getting to all appropriate parties. On the state system, make sure MnDOT ESS gets notified. MnDOT notifies the state patrol if it's on the state system.
- Frye brand one-way brackets updated. May be updated again after this construction season. If anyone has recommendations, let Jerry know.
- Marlin Reinardy has retired. New head of ESS soon? Ask Pawlenty?
- New signals and lighting inspection manual posted online.
 - There may be another class added if there is enough interest. Get you name in.
 - Millerbernd has provided information on finish touch-up paint for galvanized poles. The specification is attached.

❖ **IV. NCITE Board has asked that we conduct a brainstorming session to identify goals for this committee.**

- Accessible pedestrian signals – reconvene (joint committee) in September to communicate what we've learned about this evolving technology.
- Look at and respond to proposed changes to MUTCD signal chapter.
- Work on new member outreach
 - Make announcement at section meetings – next meeting date, location, topics
 - Revisit potential meeting locations later this year. See if there is a way we can get Minneapolis and other larger cities and counties to attend.

❖ **V. Round Robin Discussion**

- Flashing Yellow ball/arrow (Actually discussed during Topic IV, but seems to belong in this section).
 - Pilot project at TH 110 and TH 149
 - Proposing not to have double yellow
 - Legislative amendment anticipated in the next couple weeks: No longer imply that yellow is a protected part of the phase. There seems to be a better chance of it passing this time. Jerry to send note out when it passes.
 - FHWA is keeping track of where these are.
- Spec needed for Countdown pedestrian signals at railroad crossings – since countdown timers can't be used. Jerry can get one.
 - Make note of this in response to Federal MUTCD proposal.
- New committee being proposed as a joint committee with ITS/MN. Ray Star will be chair. Look for announcement soon.
- Hennepin County working on Adaptive Signal Control pilot project along France Avenue: 84th Street and 11 intersections to the north. The pilot project is using ACS Lite. Tom should know more by next meeting.

Next meeting : Wednesday April 2nd
 SEH – Vadnais Heights office.