

Oregon Traffic Control Devices Committee

August 26, 2015

Special Telephone-Join Me Meeting

Meeting Minutes

ODOT Technical Leadership Center, 4040 Fairview Industrial Drive SE, Salem, Oregon

Members Present: Bob Pappé, Secretary, ODOT State Traffic Engineer;

Members Present via join.me: Jeff Wise, ODOT Region 5, Chairperson; Brian Barnett, City of Springfield; Mike Caccavano, City of Redmond; Ed Chastain, Lane County; Alex Georgevitch, City of Medford; Joseph Marek, Clackamas County; Pam O'Brien, DKS Associates, Vice Chair; Cynthia Schmitt, Marion County

Members Absent: Jeff Lewis, OSP

Others Present: Mike Kimlinger, Kathi McConnell, Chris Rowland, ODOT Traffic/Roadway Section; Bert Hartman, ODOT Bridge Section

Others Present via join.me: Emily Ackland, Association of Oregon Counties; Sarah Owens, Washington County; Julia Wellner, City of Bend

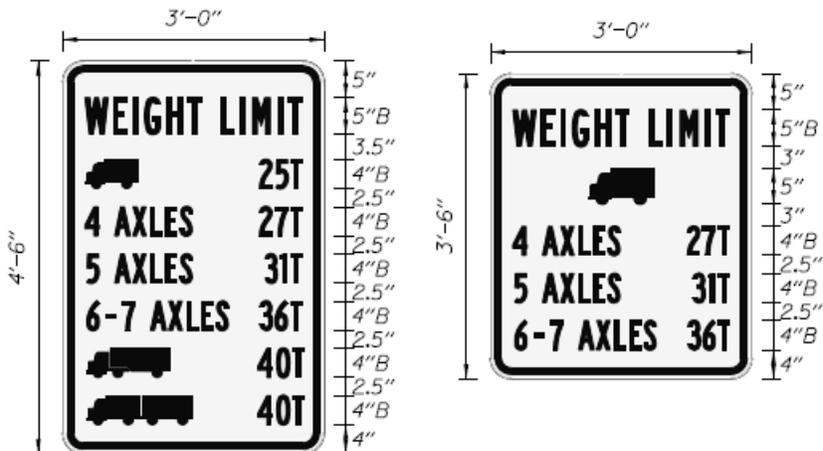
Introduction

Chair Jeff Wise called the meeting to order at 9:00 a.m. and called for introductions from all attending, including via join.me (see attendance above).

Single Hauling Vehicle Signs

Mike Kimlinger and Bert Hartman presented the latest WEIGHT LIMIT sign designs for committee review. Bert explained the reaction of the trucking industry through the Motor Carrier Transportation Advisory Committee. The first is for standard and SHV trucks, which received a positive response from the committee. They did suggest adding a horizontal

line to separate single-unit trucks from the (silhouetted) combination vehicles (under the "6-7 AXLES 36T"). This would make it more clear the axle delineations apply just to



single unit vehicles. The added horizontal line would increase the height of the combined sign to about 5'. The consensus was the clarity the line provides is useful.

Of the three draft signs covering only Special Hauling Vehicles (SHV) weight limits, Bert said the third, smallest sign was preferred by the MCTA Committee. It is consistent with the Standard and SHV sign in the silhouette. The other two aren't going to be considered.

Bert made clear the industry would prefer to have uniform signing statewide with the most flexibility for axel-weight ranges up to 7 axels on SHV's. There was general agreement the preferred signs are more of more reasonable size than previous versions. There was discussion around the fact the local road authorities may have their own policies on what trucks/weights are going to be permitted on their bridges so they may want to have fewer lines, combining weights/axles on their signs. The committee wanted to have wording added to the Sign Policy which clarifies the new signs are templates depicting the maximum amount on signs and noting local jurisdictions will have some flexibility in exactly how many lines they put on their signs. It was also suggested the text advise anyone with questions to contact the State Sign Engineer for advice.

Decision/Action Item: The committee consensus was for Heidi Shoblom and Chris Rowland to work up a draft with the changes agreed to and proposed wording to be sent to the committee for email vote for final approval.

Thanks to Cynthia Schmitt

Jeff noted this is Cynthia's last meeting as an Association of Oregon Counties representative for the committee. Everyone present expressed appreciation for her participation and support of traffic control device policy.

Agenda Items for Future Meetings

Kathi asked for any agenda items for the October meeting. She only has one agenda item scheduled thus far regarding bike on road vs. share the road signing. She also noted there will be no join-me option at the October meeting because it will not be at ODOT and there would be an additional cost to use the service at Embassy Suites.

Adjournment

Jeff Wise adjourned the meeting at about 9:45 am.