

LTAP News

CALIFORNIA
LTAP CENTER

Local Technical Assistance Program
Caltrans ♦ Sacramento State

FALL 2015

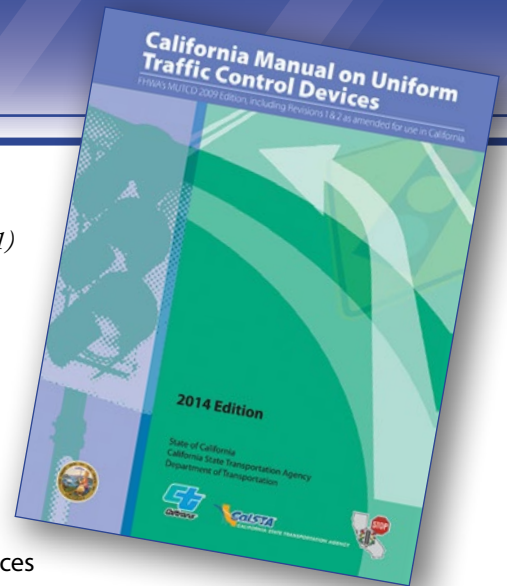
Part 1 of the 2014 CA MUTCD

On November 7, 2014, Caltrans adopted the California Manual on Uniform Traffic Control Devices (CA MUTCD) 2014 edition pursuant to the provisions of the California Vehicle Code (CVC) Section 21400. The CA MUTCD provides uniform standards and specifications for all official traffic control devices in California. Per Title 23, Code of Federal Regulations [23 CFR 655.603(b)(1)], the Federal Highway Administration (FHWA) California Division Office found the revisions from the 2012 to the 2014 CA MUTCD to be in substantial conformance with the 2009 National MUTCD, including Revisions 1 and 2.

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Part 1 of the 2014 CA MUTCD *(continued from page 1)*

Unless a particular device is no longer serviceable, non-compliant devices on existing highways and bikeways shall be brought into compliance with the current national manual as part of the systematic upgrading of substandard traffic control devices (and installation of new required traffic control devices). Target compliance dates established by the FHWA shall be as shown in Table I-2 and compliance dates established through CVC 21401 are shown in Table I-2(CA) and Table I-101(CA).

Part 1 of the CA MUTCD is a great fundamental resource to find explanations on how devices are to be represented. In a beneficial way, Part 1 is a bit of a “wild card” for the practitioner as it wonderfully supports all the remaining parts of the CA MUTCD (Parts 2-9). Reviewing appropriate sections of Part 1 may provide the revelation needed when contemplating other portions of the CA MUTCD to operate your facility, answer a question from the public or your elected officials, or allow for an innovative operation that seeks to better control the situation you have on your transportation facility.

Here is a brief narrative on each of the sections in Part 1:

Section 1A.01 Purpose of Traffic Control Devices

Traffic control devices provide for the orderly movement of all road users. Traffic control devices or their supports shall not have any advertising message or any other message that is not related to traffic control.

Section 1A.02 Principles of Traffic Control Devices

Uniform meaning of traffic control devices is vital to their effectiveness. To be effective, a traffic control device should meet five basic requirements:

- A. Fulfill a need;
- B. Command attention;
- C. Convey a clear, simple meaning;
- D. Command respect from road users; and
- E. Give adequate time for proper response.

Section 1A.03 Design of Traffic Control Devices

Devices should be designed so that features such as size, shape, color, etc. meet the requirements in Section 1A.02.

Section 1A.04 Placement and Operation of Traffic Control Devices

The location and legibility of the traffic control device should be such that a road user has adequate time to make the proper response in both day and night conditions. Unnecessary traffic control devices should be removed. The fact that a device is in good physical condition should not be a basis for deferring needed removal or change.

Section 1A.05 Maintenance of Traffic Control Devices

Maintenance is categorized into two forms – functional and physical. Not only should devices be monitored to make sure they can be seen with adequate time to react, but also reviewed if a modification should be done to the devices, or if removal is more appropriate.

Section 1A.06 Uniformity of Traffic Control Devices

Any given device shall have the same meaning and require the same action on the part of motorists regardless of where it is encountered.

Section 1A.07 Responsibility for Traffic Control Devices

The responsibility for the design, placement, operation, maintenance, and uniformity of traffic control devices shall rest with the public agency or, in the case of private roads open to public travel, with the private owner or private official having jurisdiction. Subject to the requirements in CVC Sections 21100, 21100.1, 21107, 21107.5, 21107.6, and 21107.7, no person shall install or maintain in any area of private property used by the public any sign, signal, or marking or other device intended to regulate, warn, or guide traffic unless it conforms to Caltrans standards and specifications.

Part 1 of the 2014 CA MUTCD *(continued)*

Section 1A.08 Authority for Placement of Traffic Control Devices

Traffic control devices, advertisements, announcements, and other signs or messages within the highway right-of-way shall be placed only as authorized by a public authority or the official having jurisdiction, or, in the case of private roads open to public travel, by the private owner or private official having jurisdiction, for the purpose of regulating, warning, or guiding traffic. When the public agency or the official having jurisdiction over a street or highway or, in the case of private roads open to public travel, the private owner or private official having jurisdiction, has granted proper authority, others such as contractors and public utility companies shall be permitted to install temporary traffic control devices in temporary traffic control zones.

All regulatory traffic control devices shall be supported by laws, ordinances, or regulations. Signs and other devices that do not have any traffic control purpose that are placed within the highway right-of-way shall not be located where they will interfere with, or detract from, traffic control devices. Any unauthorized traffic control device or other sign or message placed on the highway right-of-way by a private organization or individual constitutes a public nuisance and should be removed. All unofficial or nonessential traffic control devices, signs, or messages should be removed.

Section 1A.09 Engineering Study and Engineering Judgment

The CA MUTCD describes the application of traffic control devices, but shall not be a legal requirement for their installation. The decision to use a particular device at a particular location should be made on the basis of either an engineering study or the application of engineering judgment. Thus, while the CA MUTCD provides standards, guidance, and options for design and applications of traffic control devices, the CA MUTCD should not be considered a substitute for engineering judgment. Engineering judgment should be exercised in the selection and application of traffic control devices, as well as in the location and design of roads and streets that the devices complement. In California, traffic engineers are classified under a title act and not under a practice act. Traffic engineers can conduct studies, but a civil engineer must sign plans for traffic control devices that will be placed in the field, per the Professional Engineers Act.

Section 1A.10 Interpretations, Experimentations, Changes, and Interim Approvals

The FHWA Division Office can assist with answering questions related to the MUTCD, but official requests for interpretation, permission to experiment, interim approval, or change should be emailed to the Federal Highway Administration, Office of Transportation Operations, MUTCD Team, at MUTCDofficialrequest@dot.gov. Requests for experimentation, interpretation, or changes relating to the California edited portion of the California MUTCD should be sent to the Executive Secretary, California Traffic Control Devices Committee – MS36, P.O. Box 942874, Sacramento, CA 94274-0001.

Section 1A.11 Relation to Other Publications

The latest editions of publications noted are part of the CA MUTCD: “Standard Highway Signs and Markings” book (FHWA); and “Color Specifications for Retroreflective Sign and Pavement Marking Materials” (appendix to subpart F of Part 655 of Title 23 of the Code of Federal Regulations). The latest edition of Caltrans’ California Sign Specifications is a part of this manual as well (<http://www.dot.ca.gov/hq/traffops/engineering/control-devices/specs.htm>).

Part 1 of the 2014 CA MUTCD *(continued)*

Section 1A.12 Color Code

The general meaning of the 13 colors used for traffic control are as follows:

1. **Black** – regulation
2. **Blue** – road user services guidance, tourist information and evacuation route
3. **Brown** – recreational and cultural interest area guidance
4. **Coral** – unassigned
5. **Fluorescent Pink** – incident management
6. **Fluorescent Yellow-Green** – pedestrian warning, bicycle warning, playground warning, school bus and school warning
7. **Green** – indicated movements permitted, direction guidance
8. **Light Blue** – unassigned
9. **Orange** – temporary traffic control
10. **Purple** – lanes restricted to use only by vehicles with registered electronic toll collection (ETC) accounts
11. **Red** – stop or prohibition
12. **White** – regulation
13. **Yellow** – warning

Section 1A.13 Definitions of Headings, Words, and Phrases in this Manual

Definitions of the terminology used in the CA MUTCD are provided in this section. If not listed, definitions from resources provided in Section 1A.11 are to be used. Descriptions of the paragraph headings within the CA MUTCD are as follows:

Support – an informational statement that does not convey any degree of mandate, recommendation, authorization, prohibition, or enforceable condition. Support statements are labeled, and the text appears in unbold type. The verbs “shall,” “should,” and “may” are not used in Support statements.

Standard – a statement of required, mandatory, or specifically prohibitive practice regarding a traffic control device. All Standard statements are labeled, and the text appears in bold type. The verb “shall” is typically used.

Guidance – a statement of recommended, but not mandatory, practice in typical situations, with deviations allowed if engineering judgment or engineering study indicates the deviation to be appropriate. All Guidance statements are labeled, and the text appears in unbold type. The verb “should” is typically used.

Option – a statement of practice that is a permissive condition and carries no requirement or recommendation. Option statements sometime contain allowable modifications to a Standard or Guidance statement.

Section 1A.14 Meanings of Acronyms and Abbreviations in this Manual

This section provides for the meaning of the acronyms used in the CA MUTCD text. Acronyms in this section may or may not be allowed to be used in word message portions of traffic control devices. For the list of those approved abbreviations, see Section 1A.15.

Section 1A.15 Abbreviations Used on Traffic Control Devices

Table 1A-1 provides for appropriate abbreviations of all devices besides portable changeable message signs, Section 6F.60. Word messages that need to be abbreviated on a portable changeable message sign shall use Table 1A-2.

For information about the National MUTCD portions (*black text*) of the CA MUTCD, contact Kevin Korth at (916) 498-5860 or kevin.d.korth@dot.gov.

Resources Available

Retroreflectometers

The LTAP Center has two retroreflectometers available to local agencies at no charge. To make a reservation for up to two weeks, send an email to californialtap@cce.csus.edu. Local agencies will be required to sign a Loan-Borrow Agreement and pick up and return the equipment at one of two locations:



Northern California

– California State University, Sacramento

Southern California

– California State University, San Marcos

Gravel Roads Construction & Maintenance Guide

This guide covers routine maintenance and rehabilitation of gravel surfaced roads; types of drainage; surface gravel; dust control/stabilization; and recent innovations in alternative surface materials, stabilization, dust control, and equipment.



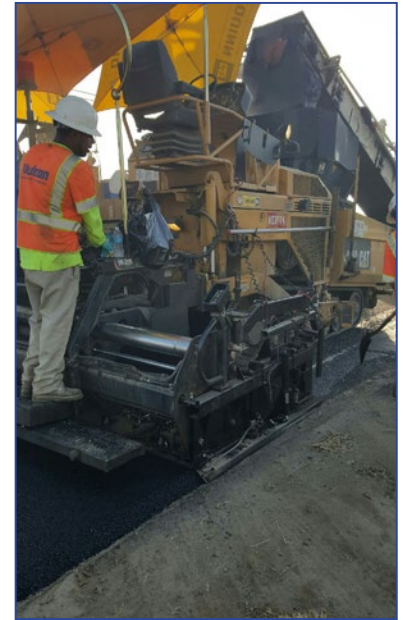
Inspector's Job Guide

The *Inspector's Job Guide and Highway Maintenance Tables* booklet covers the duties before beginning inspection; safety; uniform color code; concrete curb, gutter, walk, driveway and barrier; plant mix bituminous paving; concrete paving; base course; truck scale; culvert pipe installation; storm sewer installation; grading; seeding, finishing, etc.; structures; geotextiles; bituminous surface treatment; wind chill equivalent temperatures; and rules for writing metric symbols and names.

Request your complimentary copy of the Inspector's Job Guide and Gravel Roads Construction & Maintenance Guide by emailing californialtap@cce.csus.edu.

LTAP Hosts a Safety Edge_{SM} Demonstration

On October 21st, the California LTAP Center, in partnership with the Kings County Public Works Department, Federal Highway Administration (FHWA), California Asphalt Pavement Association, and Papich Construction Co., hosted an open house in Hanford to demonstrate the constructability of the Safety Edge_{SM} for mitigating pavement edge drop-off.



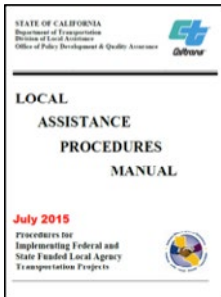
The Safety Edge_{SM} creates a more durable pavement edge and makes recovery from any future drop-off much easier and safer to traverse back up onto ones travel lane.

For more information on the Safety Edge_{SM} technology, contact Ken Kochevar at the FHWA California Division Office at ken.kochevar@dot.gov or (916) 498-5853.



Caltrans News

Local Assistance Procedures Manual – The LAPM will be updated and posted to Caltrans website every July and January. www.dot.ca.gov/hq/LocalPrograms/lam/lapm.htm



Subscribe today to “the LAB” – Caltrans Local Assistance blog at www.localassistanceblog.com.

You’ll receive email notifications of new posts, forums, and resources that will be helpful as you deliver your transportation projects.



The Mile Marker: A Caltrans Performance Report – Caltrans published their summer edition of The Mile Marker.

www.dot.ca.gov/ctjournal/MileMarker/2015-2/index.html



Upcoming Trainings

RESIDENT ENGINEERS ACADEMY

January 11-14, 2016	Eureka
March 7-10, 2016	Fresno
May 9-12, 2016	San Diego

Due to limited seating in the Resident Engineers Academy, you must request admittance by sending an email to the Caltrans District Training Coordinator or DLAE in your area at www.dot.ca.gov/hq/LocalPrograms/training/DTCs.htm. Once the priority registration list has been compiled and approved by Caltrans, you will receive an email from our registrar with instructions on how to register online. For more information, visit www.californialtap.org.

Additional Caltrans-subsidized trainings are available through UC Berkeley’s Technology Transfer Program at www.techtransfer.berkeley.edu/schedule.

Register today at www.californialtap.org

FEDERAL AID SERIES

November 3-5, 2015	Stockton
November 9-10, 2015	Stockton
February 22-26, 2016	Fresno
April 11-15, 2016	Irvine
June 6-10, 2016	Redding

A registration fee of \$50 will be charged to attend any combination of days within the same week of training. Caltrans will continue to subsidize the remainder of the training.

PROCURING A&E CONTRACTS

January 28, 2016	Eureka
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