

Traffic- recent/current activities

Traffic Standards Subcommittee

- Meeting next week:
- ~15 items on the agenda including:
 - Rumble Stripe standards revisions
 - Change to the sinusoidal pattern- 1 ft wavelength , at least in areas w/residences/businesses
 - 12" corrugation width for edge line rumbles
 - Provide option for corrugations being offset into shoulder
 - Increase gap for bicyclists (edge line)
 - Worksite speed limit assembly strobe light specs
 - Intensity rather than visibility distance
 - Flash rate- needs to be rapid enough to observe at high speeds
 - Digital sign printing
 - Standards don't currently address
 - UV coating/film
- Temporary edge lines for work zones
 - FHWA would like to them used more
 - Spec being drafted to require on interstates & freeways
 - Would apply to long term stationary work
 - Allow for drums as a substitute for durations up to 14 days

Safety Projects

- High friction surface treatments
 - One statewide contract (T-40130)
 - Scheduled for the 1/18/2018 letting
 - Vincennes will be the lead district
 - Spreader and squeegee used for polymeric concrete bridge deck overlays will be sufficient.
 - A separate prequalification category has been created for high friction surface treatments and the work type code is 0196.
- Horizontal curve warning signs
 - FY sheeting, required for all warning signs beginning with this September's letting
 - 9 contracts scheduled:
 - Fort Wayne (T-35109) let on 12/14/16 and (RS-36046) letting on 2/7/18
 - Greenfield (T-36591) letting on 7/12/17
 - La Porte (T-39130) letting on 11/15/17
 - Seymour (T-39148) let on 2/8/17 and (T-39140) letting on 9/13/17
 - Vincennes (T-39138, T-39984, & T-39987) letting on 1/18/18, 1/16/19, and 1/15/20, respectively

Proposed pavement marking retroreflectivity/management rule

- Proposed rule would revise the MUTCD to require minimum maintained retroreflectivity levels of 50 mcd/lux/m² on roadways with a speed limit of 35 mph or above.
- Comment period ended 5/4/17- INDOT provided one comment: min levels on chip seal surfaces may be difficult to achieve.
- INDOT is collecting data for yellow traffic paint on chip seals to share with FHWA.

Research

- Fluorescent orange drums.
 - Texas Transportation Institute (for 3M)
 - Ft Wayne district volunteered two projects:
 - On I-469, I-69 in DeKalb County
 - Under construction this year
- Connected and Autonomous Vehicles
 - w/ Purdue (JTRP)
 - Researchers will be looking into these issues
 - How good is the technology as it is today? Is it dependable? Will drivers/passengers feel confident?
 - A brief synthesis of the fundamentals on how CAVs identify objects, discern pavement markings, initiate steering/braking, etc.
 - What are the required levels of service we would need to maintain pavement marking and sign retroreflectivity, lighting levels, etc. (somewhat related to #5)
 - Will INDOT be able to use data from CAV through detection of road markings, signs, and lighting as a basis to determine maintenance needs?
 - Should highway agencies adjust their facilities to meet industry needs or should industry develop to meet the existing roadway environment? Or is something of a compromise in order?
 - The Cloud as a basis for V2V and V2I communications in the future

Agency initiatives

- Energy savings in highway lighting/conversion to LED luminaires
 - Agency is looking into funding sources.
 - May be done in phases over several years.
 - Models are currently under evaluation for the approved list.
- Worker safety & design guidance
 - Developing guidance to encourage designers to consider complete closures.
 - Median crossovers/runarounds would be the next desirable method.
 - Positive protection where these method can't be done